

CorkSport Mazdaspeed 3 Short Ram Intake

2007+ Mazdaspeed 3 & 2006-2007 Mazdaspeed 6



Thank you for purchasing the CorkSport Mazdaspeed 3 Short Ram Intake. One of the easiest and most beneficial performance enhancements you can do for your vehicle, the CorkSport Power Series Short Ram Intake will replace your factory airbox with an open intake system allowing more air into the intake chamber. The CorkSport Mazdaspeed 3 Short Ram Intake includes our precision machined MAF housing made from billet aluminum with included air straightener, durable dry flow air filter and custom reinforced silicone connector. Please let us know your feedback by submitting a review at: <http://www.corksport.com/corksport-stage-one-power-series-short-ram-intake.html>

Pre-Installation Notes:



Make sure your vehicle is completely cooled down prior to starting installation. If you are going to work on your car within an hour or two of having driven it, use a fan to cool off the car.



These instructions were written for reference only and the use of a factory service manual is recommended. Please read these instructions thoroughly prior to starting installation



How our instructions work: To best cover all of our customers experience levels, we have included an overview checklist for the more technically advanced users along with step-by-step instructions for customers that require additional detail.



These installation instructions were written using a 2010 Mazdaspeed 3. Other year Mazdaspeed3 models will be similar.

Materials and Time:



General Info.

Part #: Axl-6-115
Time Est: 1hr
Wrench Rating: 2/5



Tooling List

10mm Socket 1/2" Drive Ratchet
12mm Socket Swivel Socket
3/8" Drive Ratchet 12" Extension



Parts List

CorkSport Silicone Intake Pipe
CorkSport MAF Housing
CorkSport Dryflow Air Filter
2x 83-91 T-Bolt Clamps
1x 63-71 T-Bolt Clamp

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Checklist

This is an overview of each step in the build. You can use this as a reference and a checklist as you button up the work on your car

1. Removing factory intake

- a) Remove TMIC cover
- b) Unplug MAF sensor (shown in green circle in Figure 1b)
- c) Loosen hose clamp on air box to intake elbow (Figure 1a)
- d) Remove Air Box Bracket (Figure 1b)
- e) Pull up on air box and remove it from the car
- f) Remove valve cover hose from intake elbow (Figure 1c)
- g) Remove ECU cover (circled in Figure 1d) to access hose clamp at the base of intake elbow
- h) Remove the Grey plastic clip holding the MAF wiring. (Circled in Figure 1e)
- i) Loosen hose clamp (circled in green in Figure 1a) from intake elbow to factory turbo inlet pipe, Remove elbow
- j) Remove clamp from valve cover fitting on the elbow then pull the fitting out of the factory elbow (Figure 1f)

2. Installing CorkSport SRI

- a) Install breather tube fitting into the CS silicone elbow facing up (as shown in Figure 2a) and adjust to the correct angle
- b) Install elbow onto factory turbo inlet pipe using the 63-71 T-bolt clamp. Do not tighten clamp
- c) Remove MAF sensor from factory air box. Install the MAF sensor into the CS MAF housing
- d) Install MAF housing into silicone elbow using an 83-91 T-Bolt clamp (as shown in Figure 2d)
- e) Install CS air filter on to MAF with an 83-91 T-bolt clamp (as shown in Figure 2d)
- f) Connect valve cover tube (shown in Figure 1c) back onto the fitting on the CS silicone elbow
- g) Adjust silicone elbow so MAF housing and filter are sitting level. Tighten the three T-bolt clamps (Figure 2d)
- h) Connect MAF sensor
- i) Replace ECU and TMIC covers




This completes the installation of your Short Ram Intake. You are now ready to start the car, if there are issues with the idle, check your connections - hose clamps for tightness and check to make sure the MAF sensor is fully seated in the housing and not cocked at a non parallel angle relative to the housing surface. After a test drive, recheck all hose clamps again for tightness. Check out our [knowledgebase](#) for additional install information

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Detailed Instructions

 These installation instructions were written using a 2010 Mazdaspeed 3. Other year Mazdaspeed3 and Mazdaspeed 6 models will be similar

1. Removing Factory Intake

- a) Remove the top mount intercooler cover (TMIC) by removing the two 10mm bolts
- b) Disconnect the MAF housing sensor located on the air box (shown in green circle in Figure 1b)
- c) Loosen the 10mm hose clamp bolt connecting the factory rubber intake elbow to the air box (shown in red circle in Figure 1a)
- d) Remove the two 10mm bolts on the air box bracket and remove the bracket (Shown in red circle in Figure 1b)
- e) Pull up on the intake box to pop it free from the car and remove it
- f) Remove the valve cover breather tube connected to the factory rubber intake elbow (circled in Figure 1c). You will need to press in on both sides of the blue clip to pull it off of the connection.



Figure 1a

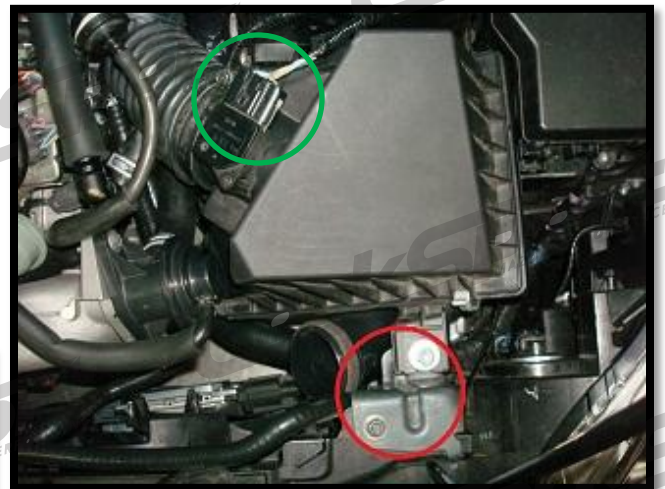


Figure 1b



Figure 1e

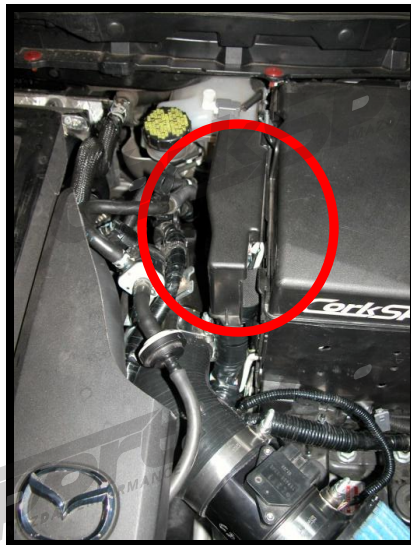


Figure 1d



Figure 1c

- g) Remove the ECU cover (circled in Figure 1d) located next to the battery to gain access to the lower hose clamp on the intake elbow.
- h) Remove the Grey plastic clip holding the MAF wiring. (Circled in Figure 1e)



1. Removing Factory Intake (continued...)

- i) Loosen hose clamp (circled in green in Figure 1a) from intake elbow to factory turbo inlet pipe and remove elbow.
- j) Remove the hose clamp from the valve cover fitting on the factory elbow (shown in Figure 1f)

2. Installing The CorkSport SRI

- a) Install the breather tube fitting into the CS silicone elbow facing up (as shown in Figure 2a). It may need to be adjusted to the correct angle when elbow is installed.

- b) Install the CorkSport silicone elbow onto the factory turbo inlet pipe using the 63-71 T-bolt clamp. Do not tighten hose clamp yet.

-  Pay attention to clamp placement as the clamps can rub on the wiring harness or other stationary objects.
-  Remove the nut from the clamp to fit it over the silicone. It's a tight fit.

- c) Remove MAF sensor from factory air box and install into the CS MAF housing using the supplied Allen screws (Allen screws shown in Figure 2b) that are preinstalled in the MAF housing. Position the MAF and sensor as shown in Figure 2c.



Figure 1f



Figure 2a



Figure 2b



Figure 2c

- d) Install MAF using the 83-91 T-bolt clamp into the CS silicone elbow. (Figure 2c)
- e) Install CS air filter onto the end of the MAF housing using the 83-91 T-bolt clamp (Figure 2c)

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2. Installing The CorkSport SRI (continued...)

- f) Connect the valve cover breather tube (shown in **Figure 1c**) to the fitting on the silicone elbow.
- g) Adjust the silicone elbow so that the MAF and filter are sitting level in the car (**Figure 2d**) and tighten the hose clamps.
- h) Connect MAF sensor
- i) Replace ECU cover and TMIC covers



Figure 2d



This completes the installation of your Short Ram Intake. You are now ready to start the car, if there are issues with the idle, check your connections - hose clamps for tightness and check to make sure the MAF sensor is fully seated in the housing and not cocked at a non parallel angle relative to the housing surface. After a test drive, recheck all hose clamps again for tightness. Check out our [knowledgebase](#) for additional install information

What's Next:

[CorkSport Mazdaspeed 3 Turbo Inlet Pipe](#)



Add power and improve engine responsiveness with the CorkSport Mazdaspeed Turbo Inlet Pipe. Constructed from mandrel bent aluminum with smooth sweeping curves for optimal flow, the CorkSport Mazdaspeed turbo inlet pipe provides a 14% improvement in flow over the restrictive stock turbo inlet pipe.

[CorkSport DISI Silicone Bypass Valve Hose](#)

CorkSport now offers the Power Series Bypass Valve Hose specifically designed and tested for the Mazda MZR DISI Turbo engine. The hose is a clamp-in replacement for the stock non-reinforced rubber hose. Install the hose to complete your engine bay colors and match the CorkSport SRI silicone connectors and Boost Tubes. The bypass hose is a 5 layer silicone part that contains 4 layers of reinforcement for a strong, yet flexible connection which allows for ideal flow from the bypass valve to the turbo inlet pipe.

