

# Mazda 3 MPS Mk2 Induction Kit

## Fitting Instructions

### Tools needed:

- Ratchet and Socket Set
- Jubilee Clip Flexi-Driver or Flat-Blade Screwdriver
- Hose Clamp Pliers
- Allen Key Set

### Kit Includes:

- 1x AIRTEC Motorsport Foam Air Filter
- 1x MAF Housing
- 1x Intake Pipe
- 1x Vacuum Line
- 1x Pro Hoses Silicone Hose
- 1x Pro Hoses 90-degree reducer
- 1x Pro Hoses Straight Reducer
- 1x Mounting Bracket
- 1x Air Box
- **Fitting kit:**
  - 1x M6x16mm Socket Head Bolts
  - 2x M6 Nyloc Nuts
  - 3x M6 Washers
  - 6x Jubilee Clips
  - 2x M4x8mm Socket Head Bolts

PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

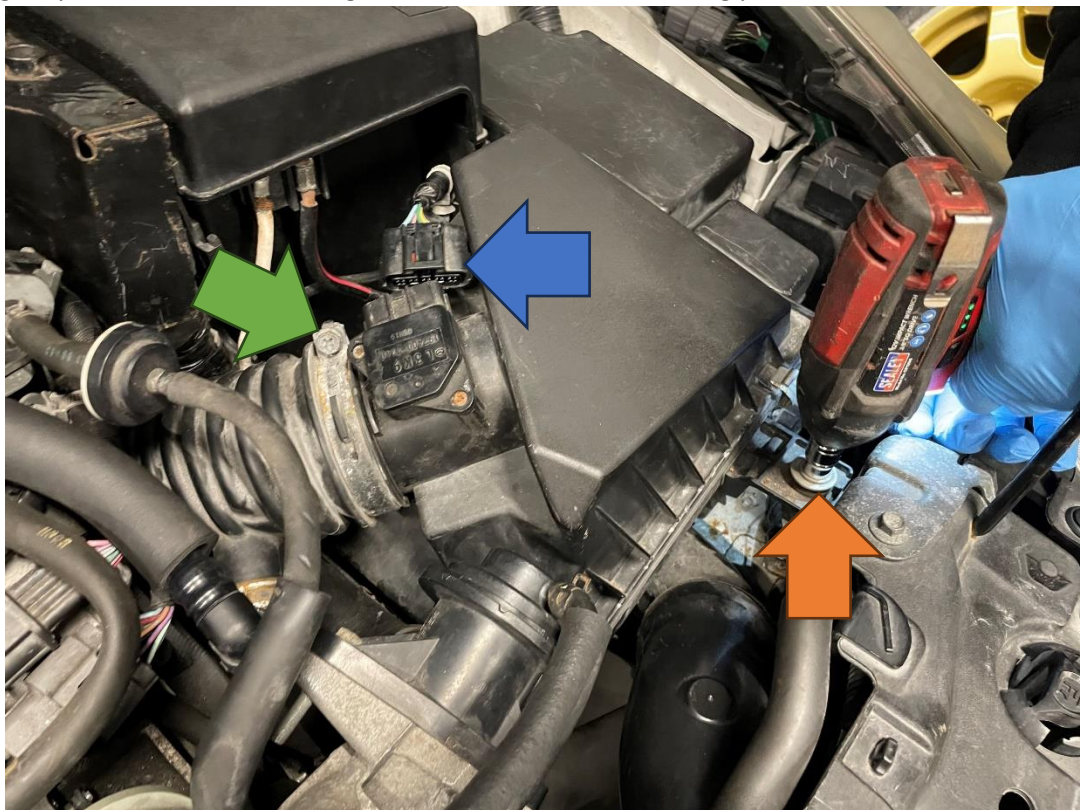


# Instructions

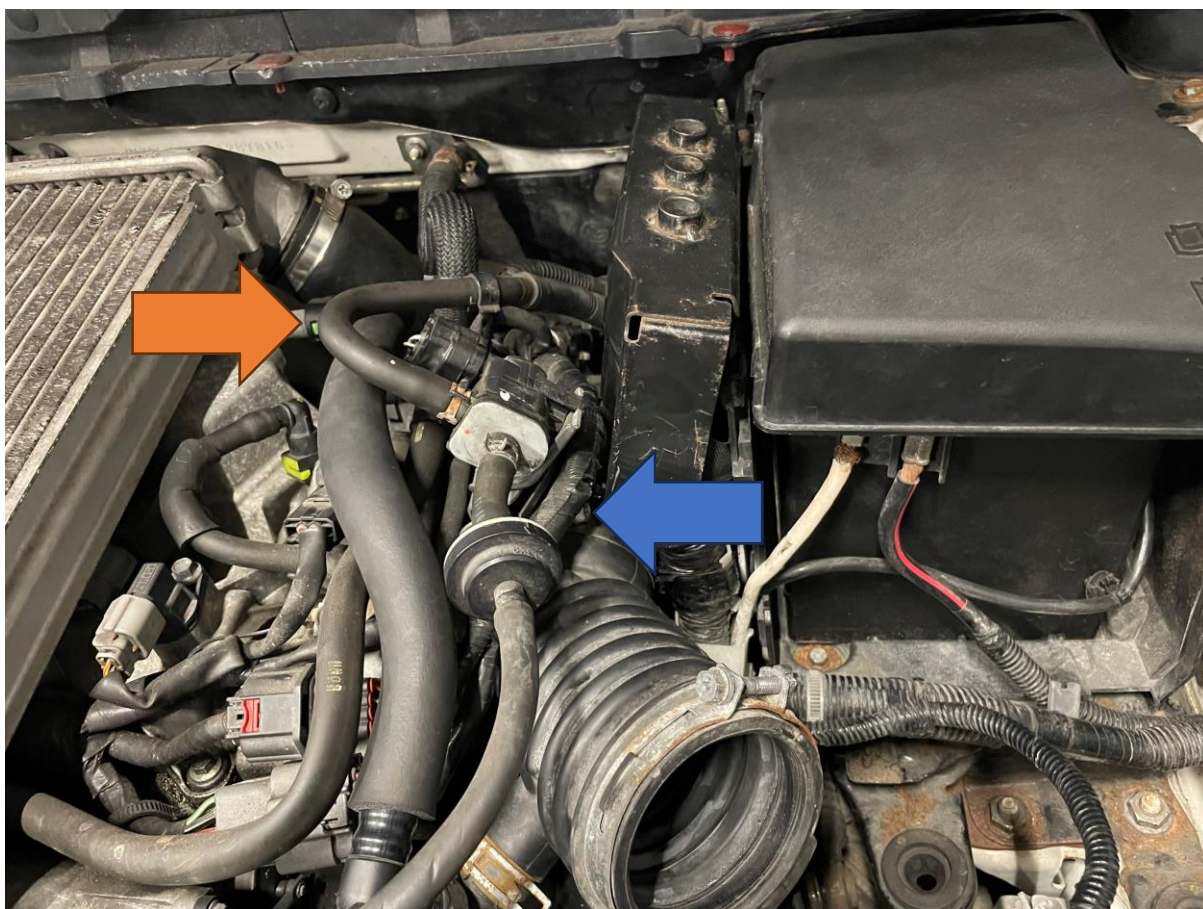
1. Begin by removing the two 10mm bolts that hold the engine cover in place.



2. Unplug the MAF sensor (blue arrow), then remove the 10mm bolt at the front of the air box (orange arrow) and loosen the jubilee clip at the rear (green arrow). You can then remove the air box from the car by firmly lifting it up off its rubber mountings underneath and manoeuvring past the air feed at the front.



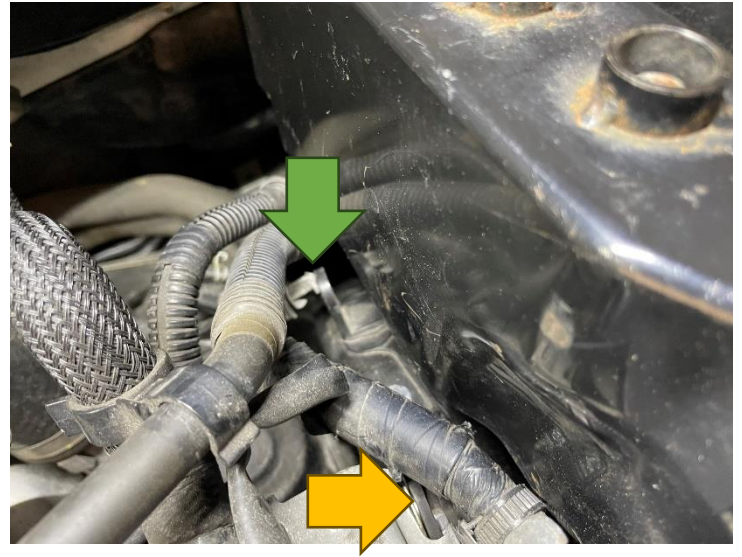
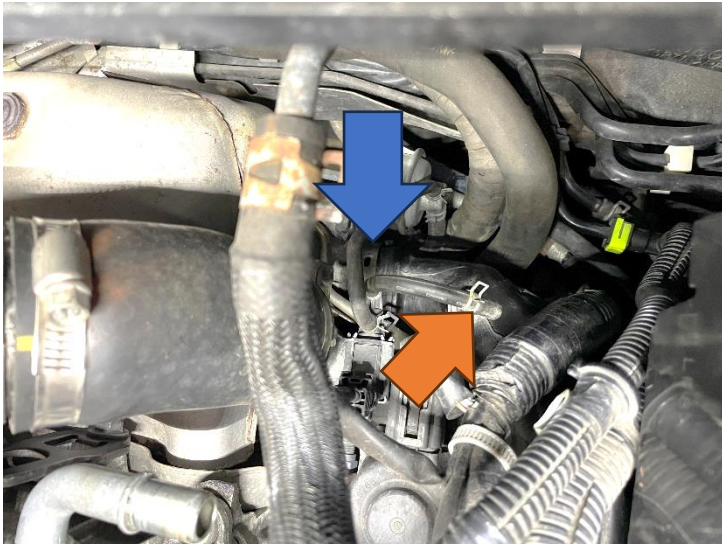
3. Now remove the first section of the original intake pipe by loosening the jubilee clip (blue arrow) and disconnecting the hose to the intercooler (orange arrow) by squeezing the tabs and gently pulling.



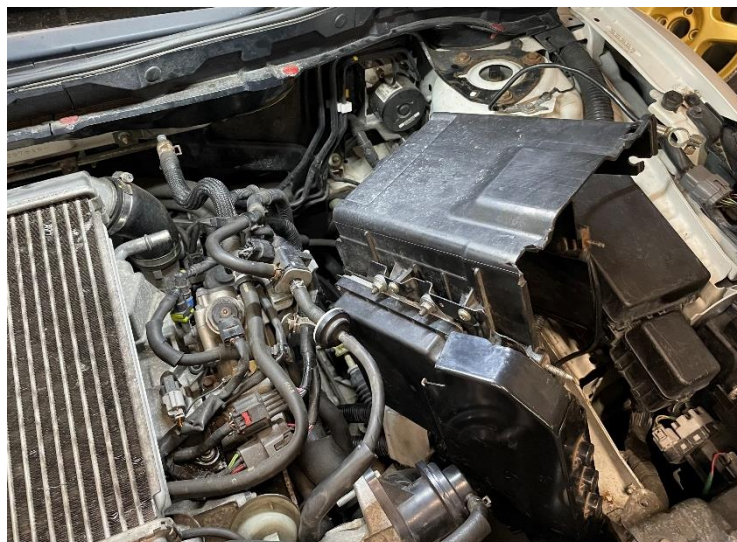
4. Disconnect the front lower pipe by removing the tension clamp.



5. At the back of the intake pipe, locate the jubilee clip that attaches to the turbo (blue arrow) and loosen it. Then remove the vacuum hose above it (orange arrow) as well as the nut securing the rear section of the intake pipe (yellow arrow) as well as releasing the wiring loom tab connected above it (green arrow).



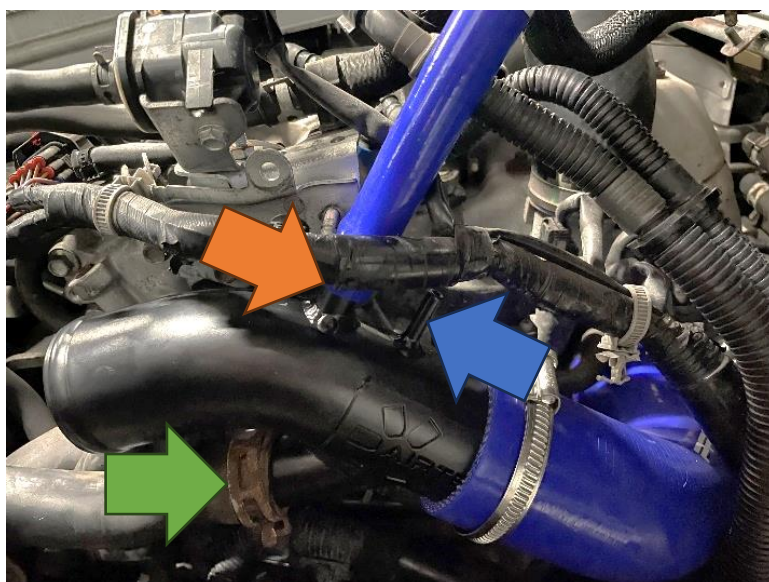
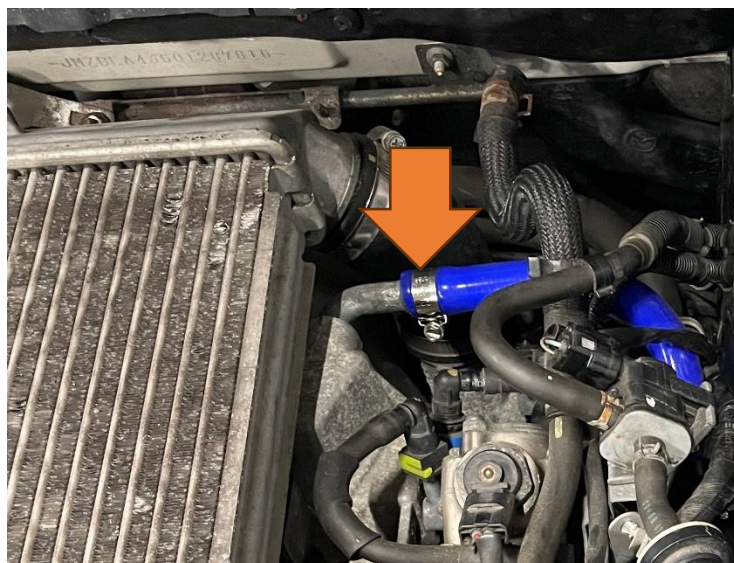
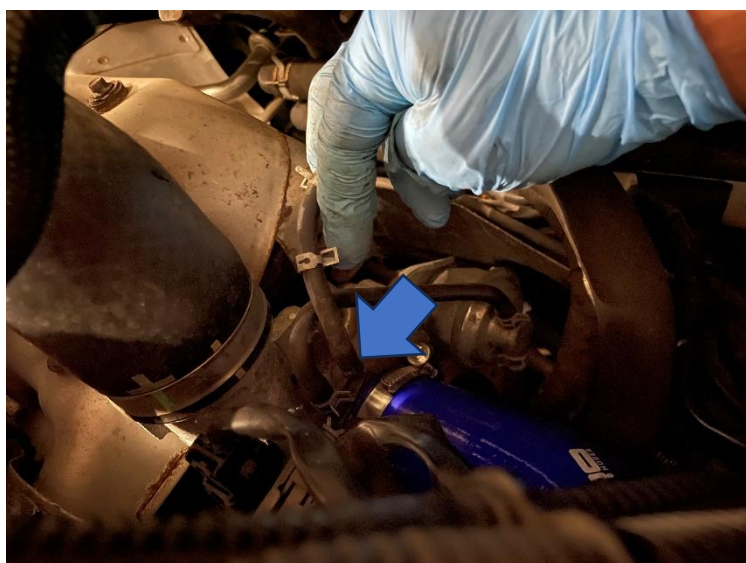
6. To allow the intake pipe to be removed, the battery tray needs to move forward. Undo the two nuts holding the battery in place and then disconnect both terminals before lifting the battery out. There will be three bolts underneath that once removed will allow the tray to move forward and the intake pipe to be removed.



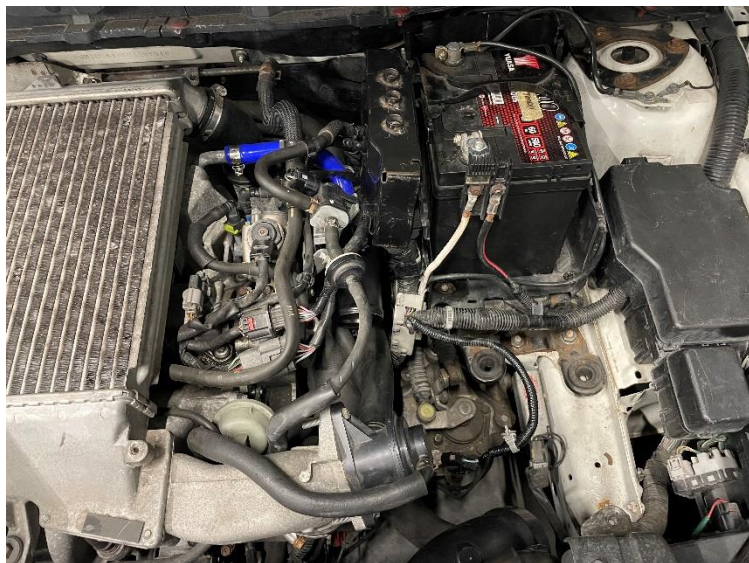
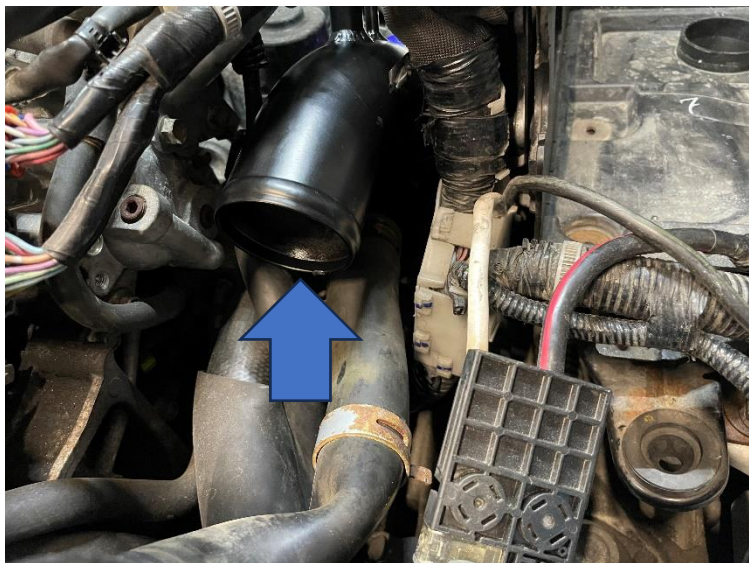
7. With the old pipe removed, fit the new silicone reducer pipe and the hard pipe in the orientation shown, with jubilee clips to secure but do not fully tighten them to allow adjustment.



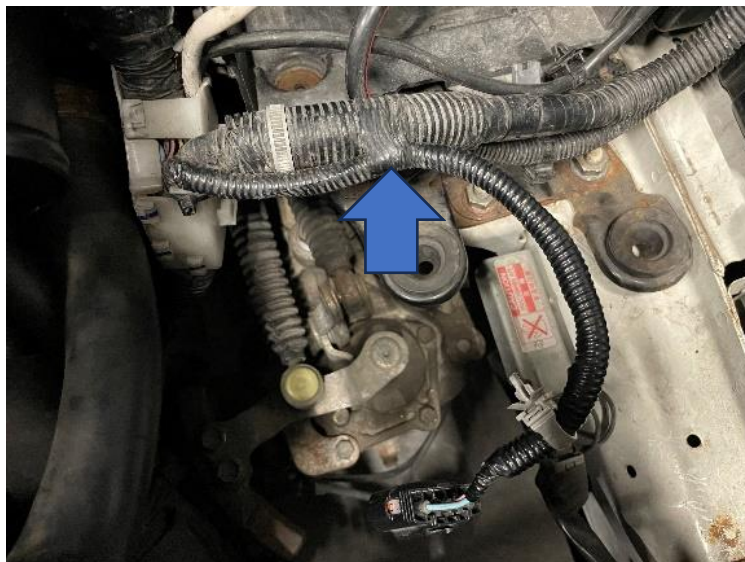
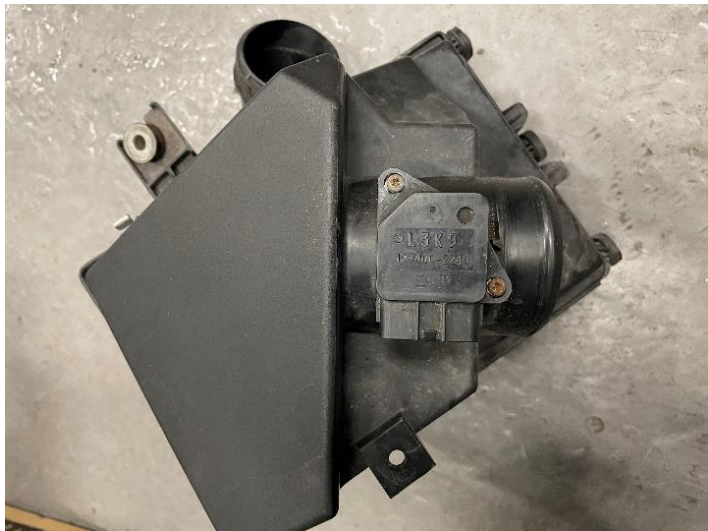
8. Remove the vacuum line disconnected in Step 5 and fit the supplied replacement to the new intake pipe (blue arrows) with cable ties to secure. Then fit the supplied silicone hose to join the intake pipe to the intercooler (orange arrows) with jubilee clips. Then reattach the front hose removed in Step 4 (green arrow).



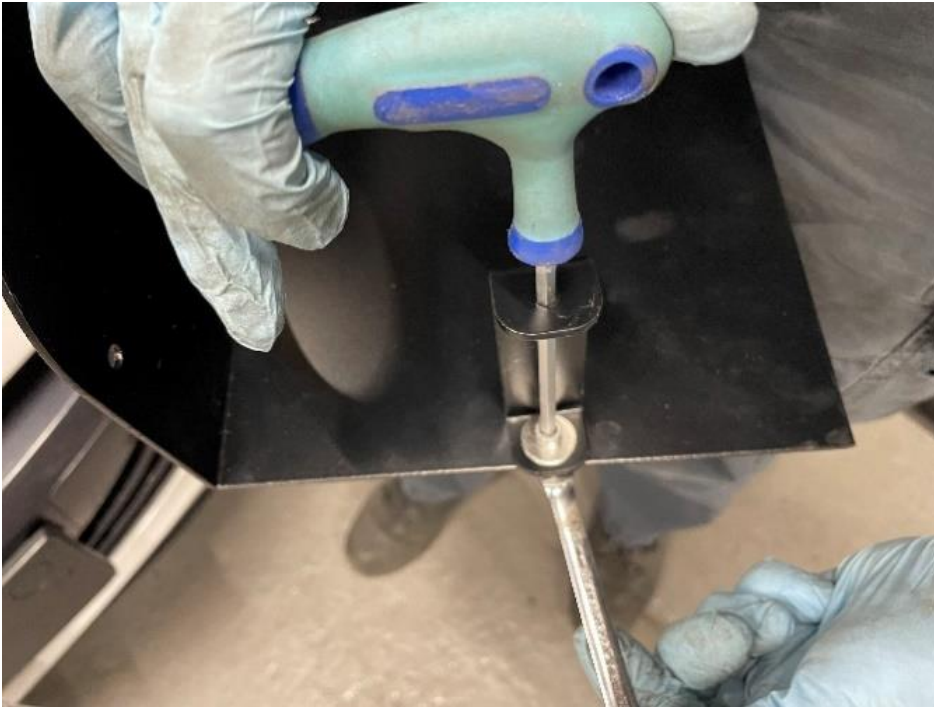
9. Ensure the intake pipe is sitting in the highest position possible with a gap underneath it to allow a silicone hose to go on it, as shown. Once happy with the fitment, fully tighten all of the jubilee clips fitted so far and then refit the battery tray and battery.



10. Swap the MAF sensor from the old air box to the new housing using the two supplied M4 bolts. Then attach the supplied silicone reducer as shown, with jubilee clips. Also, unwrap the tape securing the MAF sensor wiring from the loom (blue arrow) to allow it to reach further.



11. Fit the supplied bracket to the front of the air box with the supplied bolt, nut and washer as shown, ensuring it is as straight as possible.



12. Now fit the air box into the car by locating the front bracket (blue arrow) as shown with the supplied bolt and washer. The rear (orange arrow) will locate into an existing stud that will attach using the supplied nut and washer.



13. Now fit the MAF housing through the air box and onto the intake pipe. Make sure the silicone hose gets a good seal around the pipe and then tighten the jubilee clips. Then plug the MAF sensor in.



14. Finally, fit the air filter and secure using the supplied jubilee clip. You can then refit the engine cover.

