

Installation Instructions for 2.5" and 3.0" Mazdspeed Turbo Inlet Pipe and 3.0" Full Intake System

These instructions are intended for use as a general guide while installing HTP's turbo inlet pipe for Mazdspeed 3 & 6. HTP is not liable for parts which are installed incorrectly.

BEFORE INSTALLING YOUR INLET OR INTAKE

INSTALL FITTINGS INTO PIPE

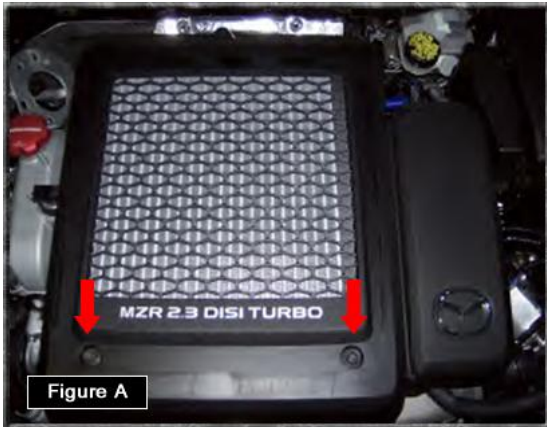
PLEASE NOTE: THESE ARE NPT (NATIONAL PIPE THREAD) FITTINGS WHICH HAVE A TAPERED THREAD AND ONLY REQUIRE TO BE TURNED UNTIL TIGHT. DO NOT OVERTIGHTEN.

ILLUSTRATED BELOW, THESE FITTINGS DO NOT NEED TO BE THREADED COMPLETELY IN TO THE PIPE AND SHOULD NOT BOTTOM OUT.

THREAD EACH FITTING IN BY HAND AND THEN TIGHTEN WITH A WRENCH. THE BARBED 45 DEGREE FITTING SHOULD BE ROTATED UNTIL SNUG AND IS POINTING IN THE DIRECTION OF THE VALVE COVER BREATHER.

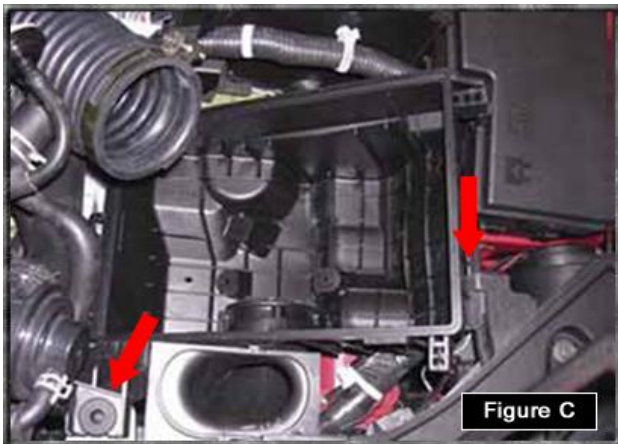


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STEP 1: Remove (2) 10mm bolts holding intercooler cover. Lift the front and push back toward firewall to release rear retaining clips. (See Figure A)

STEP 2: Disconnect MAF sensor connector and loosen clamp on MAF hose. Remove the stock air box lid and remove filter. (See Figure B)



STEP 3: Remove the rubber strap securing the front of the lower housing by pulling up on the loop. Remove the check tab on the backside of the air filter housing, then slide the rubber isolator rearward. Lift up on the lower air filter housing and remove. (See Figure C)

STEP 4: Remove the spring clamp from the breather tube to the MAF hose and pull tube free. Loosen the clamp holding the MAF hose to the stock turbo inlet and remove. (See Figure D)

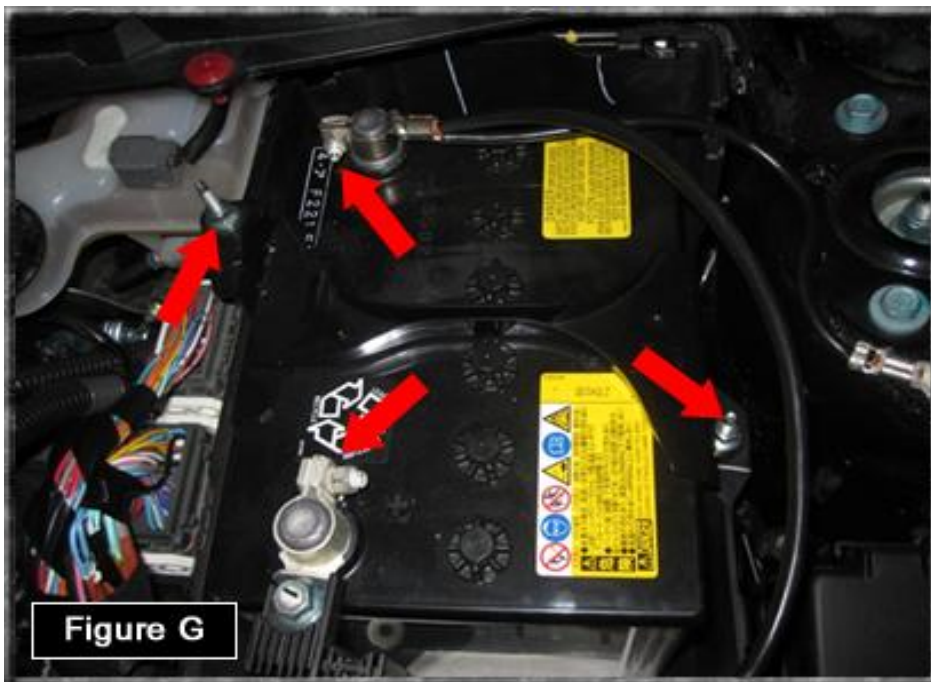


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STEP 5: Remove the spring clamp holding the blow-off valve recirculation tube to the stock inlet. Pull the recirculation tube free from the inlet. (See Figure E)

STEP 6: Remove the battery cover by releasing the retaining tabs on the side of the cover. (See Figure F)

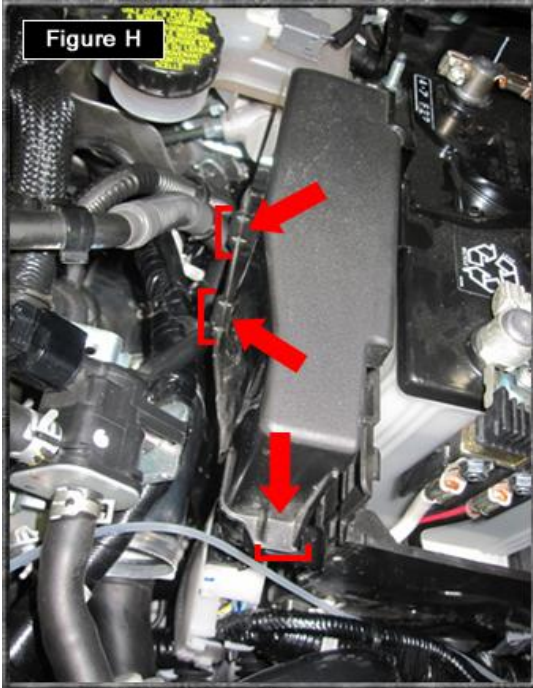


STEP 7: Using a 10mm wrench, disconnect the negative battery terminal and move it aside. Do the same with the positive terminal. (See Figure G)

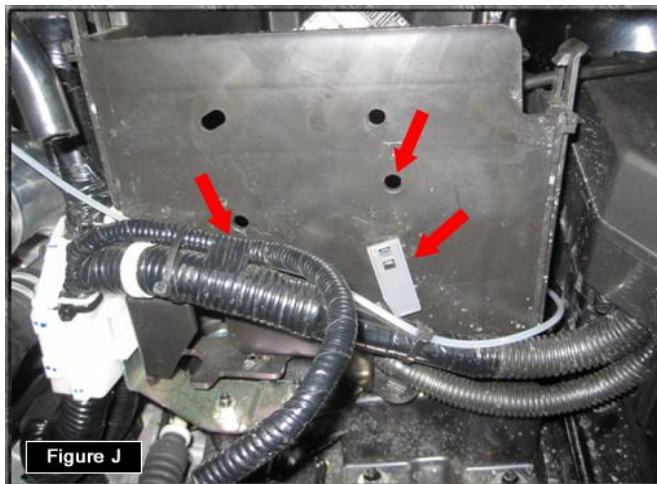
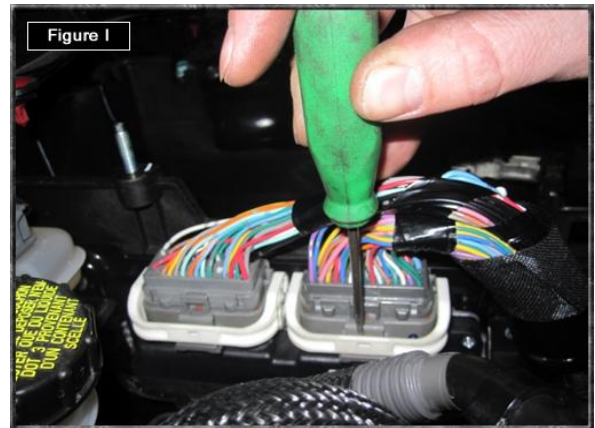
STEP 8: Remove the (2) 10mm nuts on the battery hold down. Remove the battery hold down bracket and remove the battery. (See Figure G)

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STEP 9: Remove ECU cover by pushing in retaining tabs. (See Figure H)

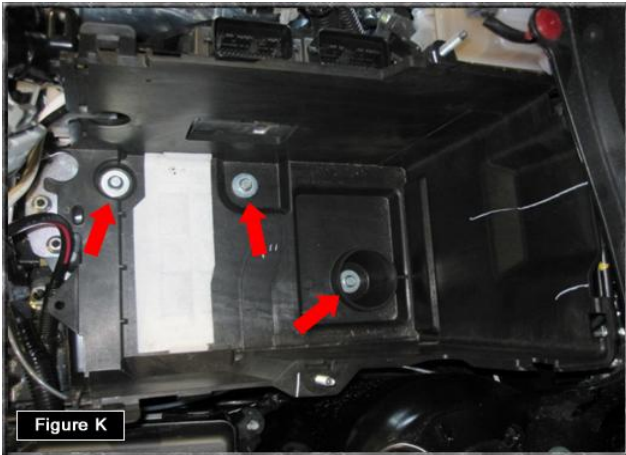


STEP 10: Disconnect ECU connections by inserting a small flathead screwdriver or pick and gently pry up to release. Lift the white connection lock the rest of the way by hand and move connectors aside. (See Figure I)



STEP 11: Remove the wiring hold down on the front of the battery tray and then remove the battery tray front cover by sliding it up. (See Figure J)

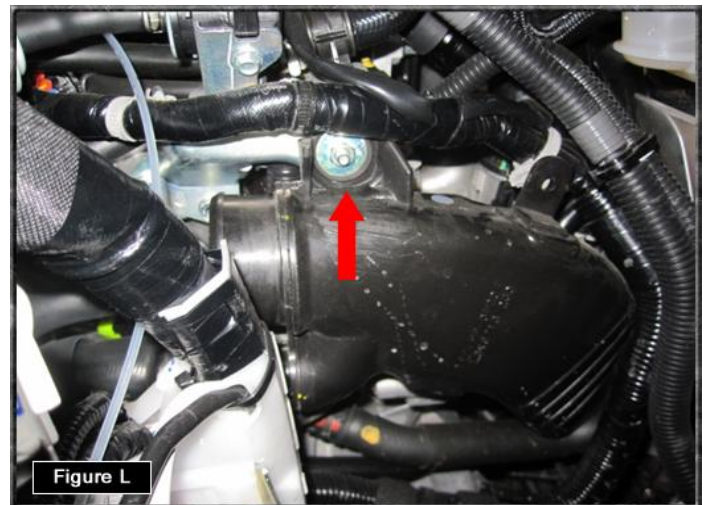
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STEP 12: Remove (3) battery tray bolts with a 10mm socket. Lift up the front of the tray to clear wiring and pull towards the front of the car to remove. (See *Figure K*)

STEP 13: Remove the 10mm nut holding the inlet. (See *Figure L*)

STEP 14: Remove the wiring straps that are attached to the stock inlet. Remove the spring clamp on the wastegate vent hose at the inlet and the wastegate solenoid. We find it easiest to use a razor to slice up the side of the hose to remove it so that the nipple on the solenoid doesn't get broken. A replacement hose is provided.



STEP 15: Loosen the clamp holding the inlet to the turbo and remove the stock inlet.

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STEP 16: Transfer the grommet from the stock inlet to the HTP inlet or intake.



STEP 17: Install the provided coupler and clamps onto the turbo. It's a tight fit and we have found that spraying the inside of the coupler with some brake and parts cleaner will help it slip right on. (See Figure N)



STEP 18: Align the inlet bracket with the mounting stud and then rotate the end of the inlet into the coupler at the turbo. Once again, a little spray of brake and parts cleaner will ease the installation. Tighten the clamps and the 10mm nut on the inlet bracket.

STEP 19: Install the wastegate solenoid vent hose with the provided hose and zip-ties. (See Figure O) * **On 3" inlet install valve cover vent hose if using this option.**



STEP 20: Re-install the battery tray, battery, ECU connectors, blow-off valve tube, (and stock air filter box- for turbo inlet pipe only) the same way as removed. **For Intakes: Transfer MAF sensor to intake with screws provided. *Recommend lightly coating o-ring with oil. Install air filter.**

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FOR 3" INLETS AND INTAKES

STEP 21: Install of 3" inlet requires removal of the lower ECU cover. Slight interference may occur. Oversizing the mounting holes in the battery tray will allow extra clearance between the inlet and the ECU. (See Figure P)

