

CorkSport Turbo Inlet Pipe w/ Recirculation & Breather Fitting







NOTE: 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. Because this inlet pipe is intended for use with a variety of different intakes that connect to the factory inlet pipe, it is important to have access to the installation instructions for your particular intake. This CorkSport Inlet Pipe has a connection for a valvecover breather hose and includes a silicone hose that replaces your factory clip-lock breather hose.

WARNING: Disconnection of battery, removal of battery box and Vehicle ECU are required for installation. Consult factory service manual or owners manual for your car for specific details on disconnection of Battery. Bridging the terminals on the battery can cause **SERIOUS** damage to vehicle electronics and can cause injury. Plus, You don't want to battery weld any parts together today - trust us - be careful.

Part Number: Gen-6-462	Model MazdaSpeed3 MazdaSpeed6 Mazda CX-7	Year 2007-2010 2006-2007 2007+	Trim All All MZR 2.3 DISI Engine Only
Time Estimate: 60-90 min			
Wrench Rating: 2/5			
TOOLING LIST: 3/8 Drive Ratchet 6" 3/8 Drive Extension 8mm long socket 10mm Long Socket 12mm Long Socket Phillips Screwdriver Longnose Angled Pliers Channel Lock Pliers Silicone Spray Flashlight		PARTS LIST: CorkSport Turbo Inlet Pipe w/ Recirculation fitting & Crankcase Breather Fitting 2x 63-71mm T-Bolt Band Clamps 54-57mm Silicone Reducer 6" Long, Smaller ID Silicone Hose 12" Long, Larger ID Silicone Hose	

INSTALLATION INSTRUCTIONS: CORKSPORT TURBO INLET

HOW THE INSTRUCTIONS WORK

TO BEST COVER ALL OF OUR CUSTOMERS EXPERIENCE LEVELS AND FAMILIARITY WITH THE SYSTEMS ON THEIR MAZDA, WE HAVE BROKEN OUR INSTRUCTIONS DOWN INTO NUMBERED STEPS, EACH OF WHICH HAS THE CORE INFORMATION IN THE HEADER WITH ADDITIONAL DETAIL AS NEEDED DEPENDING ON YOUR EXPERIENCE. IF YOU HAVE A HIGH LEVEL OF EXPERIENCE, YOU CAN JUST USE THE CHECKLIST BELOW AND THEN SKIP TO THE STEP NUMBER WHERE YOU NEED HELP OR ASSISTANCE. VIDEO ASSISTANCE MAY ALSO BE AVAILABLE FOR CERTAIN STEPS AND IS INDICATED BY THE HD ICON:  AREAS WHERE THERE IS A SAFETY CONCERN ARE INDICATED BY THE WARNING ICON:  CAUTIONARY AREAS (WHERE PARTS ARE FRAGILE, ETC) ARE INDICATED BY THE CAUTION ICON:  KEY TIPS ARE INDICATED WITH THE LIGHT BULB ICON: 



OVERVIEW/CHECKLIST:

THIS IS AN OVERVIEW OF EACH OF THE STEPS OF THE BUILD. YOU CAN USE THIS AS A REFERENCE AND A CHECKLIST AS YOU BUTTON UP THE WORK ON THE CAR.

- 1: REMOVE INTERCOOLER COVER
- 2: REMOVE BATTERY COVER
- 3: DISCONNECT BATTERY TERMINALS, HOLD DOWN BRACKET & BATTERY.
- 4A: REMOVE BATTERY BOX FRONT COVER, DISCONNECTING THREE HARNESS LOOM STRAP CONNECTORS FROM COVER.
- 4B: REMOVE ECU COVER.
- 4C: DISCONNECT THE TWO ECU PLUGS.
- 5A: DISCONNECT MAF SENSOR HARNESS.
- 5B: REMOVE FACTORY AIRBOX FROM VEHICLE.
- 5C: UNBOLT AND REMOVE BATTERY BOX FROM VEHICLE.
PUT INTO A SAFE PLACE - YOUR ECU IS CONNECTED TO IT!
- 6A: REMOVE VALVECOVER BREATHER HOSE.
TIP TO USE BENT PAPERCLIP TO UNCLASP THE BREATHER CONNECTORS.
- 6B: REMOVE FACTORY ACCORDION FLEX HOSE FROM TURBO INLET.
- 6C: DISCONNECT RECIRCULATION HOSE FROM FACTORY PLASTIC TURBO INLET PIPE.
- 6D: DISCONNECT FACTORY PLASTIC TURBO INLET PIPE FROM VALVECOVER BRACKET BY REMOVING 10MM NUT.
- 7A: REMOVE WIRING HARNESS LOOM CLIPS FROM FACTORY INLET PIPE.
- 7B: REMOVE BOOST CONTROL SOLENOID LINE.
TAKE CARE TO PULL IT DIRECTLY UP, NOT ON ANGLE.
- 7C: REMOVE PLASTIC INLET PIPE FROM TURBOCHARGER AND OUT OF THE VEHICLE.

CHECK
LIST

FOR HELP WITH INSTALLATION, CALL 360-260-CORK (2675)

Installation Instructions:

CorkSport Turbo Inlet

Checklist (continued):

- 8: Assemble the CorkSport Turbo Inlet Pipe and hoses.
- 9a: Install CS Turbo Inlet to Turbocharger and valvecover bracket.
- 9b: Install CS Turbo Inlet onto valvecover bracket stud.
- 9c: Install 12" long, larger ID valvecover breather hose between CS Inlet and Valvecover breather.
- 9d: Connect 6" long, smaller ID silicone hose to boost control solenoid.
- 10a: Install factory recirculation hose onto CS Inlet Pipe.
- 10b: Install intake system (Cobb, Injen, AEM, Mazdaspeed - pick your flavor)
- 11a: Install battery box and 3 10mm bolts.
- 11b: Install ECU connectors and ECU Cover.
- 11c: Install Battery, Hold Down Bracket, Front of Battery Box and wiring clips onto front of battery box.
- 11d: Install intercooler cover.
- Start the car, if idle issues, check for leaks at silicone couplers and MAF Sensor to MAF Housing on your intake pipe.
- Buy a CorkSport Downpipe and get another 21 wheel horsepower.

INSTALLATION INSTRUCTIONS: CORKSPORT MZR 2.3 DISI INLET PIPE W/ RECIRC & BREATHER FITTINGS

1: REMOVE INTERCOOLER COVER

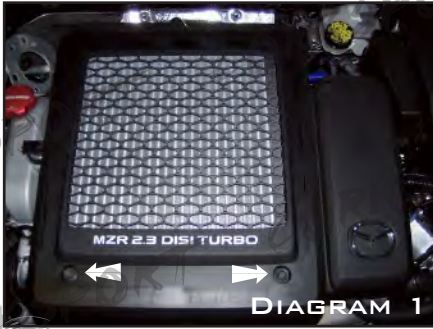


DIAGRAM 1

THE INTERCOOLER COVER IS ATTACHED WITH TWO 10MM BOLTS WHICH CONNECT THE THE COVER TO THE INTERCOOLER. USE YOUR 10MM SOCKET AND 3/8" DRIVE RATCHET TO REMOVE THE TWO BOLTS SHOWN IN **DIAGRAM 1**. LIFT THE FRONT OF THE INTERCOOLER COVER OFF OF THE INTERCOOLER AND PUSH THE ENTIRE COVER TOWARD THE FIREWALL AND OFF OF THE CATCH AT THE BACK OF THE INTERCOOLER. LIFT THE COVER OUT OF THE ENGINE BAY AND PLACE IT ON YOUR WORKBENCH.¹

2: REMOVE THE BATTERY COVER.

THE BATTERY BOX COVER IS HELD ON WITH TWO CLIPS SHOWN IN **DIAGRAM 2**, PRY THE CLIPS OUTWARD BY HAND AND LIFT THE FRONT OF THE LID UPWARD AND THEN PULL THE LID FORWARD OUT OF THE LATCH MECHANISM AT THE BACK OF THE BOX.



DIAGRAM 2

3: DISCONNECT BATTERY TERMINALS, HOLD DOWN BRACKET AND BATTERY.

A) USE A 10MM END WRENCH AND DISCONNECT THE NEGATIVE TERMINAL OF THE BATTERY (THE ONE NEAREST THE FIREWALL), PLACE THE BATTERY NEGATIVE LEAD OUT OF THE WAY BETWEEN THE BATTERY BOX AND FENDERWELL, MAKING SURE NOT TO SCRATCH THE PAINTED FENDER. DISCONNECT THE POSITIVE LEAD USING THE 10MM END WRENCH AND PULL THE LEADS CLEAR OF THE FRONT OF THE BATTERY TO MAKE IT EASIER TO REMOVE THE BATTERY.

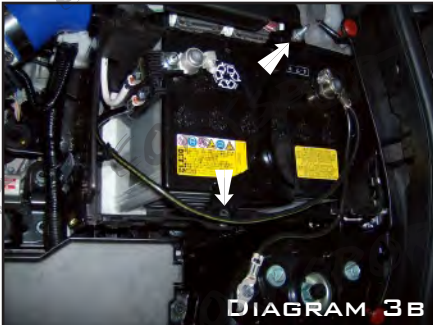


DIAGRAM 3B

B) REMOVE THE TWO 10MM NUTS SHOWN IN **DIAGRAM 3B** FROM THE BATTERY HOLD-DOWN BRACKET AND LIFT THE BRACKET FREE OF THE STUDS, PLACING IT ON YOUR WORKBENCH.

C) LIFT THE BATTERY FREE OF THE BATTERY BOX, AND PLACE IT IN A SAFE LOCATION.

4: REMOVE THE FRONT BATTERY COVER, ECU COVER, AND DISCONNECT ECU PLUGS.

A) THE FRONT BATTERY COVER IS JUST SLID INTO PLACE ON TWO GROOVES IN THE MAIN BATTERY BOX, AND IT SITS ON TWO PEGS THAT ARE AT THE TOP FRONT CORNERS OF THE BOX ITSELF. HOWEVER, THERE ARE THREE WIRING HARNESS LOOM STRAPS THAT ARE HELD IN PLACE TO THE BATTERY BOX BY A SET OF PUSH LOCK CONNECTORS. THESE ARE REMOVED BY COMpressing THEIR LATCHING FEATURES WITH A PAIR OF ANGLED OR STRAIGHT NEEDLE NOSED PLIERS AND PUSHING THEM BACK THROUGH THE HOLE THEY ARE ATTACHED TO. IT IS HELPFUL TO THEN PIVOT THEM OUT OF THE WAY SO THEY DO NOT RECONNECT INTO THE HOLE. REMOVE ALL THREE OF THESE CONNECTORS SHOWN IN **DIAGRAM 4A** AND REMOVE THE FRONT COVER OF THE BATTERY BOX.

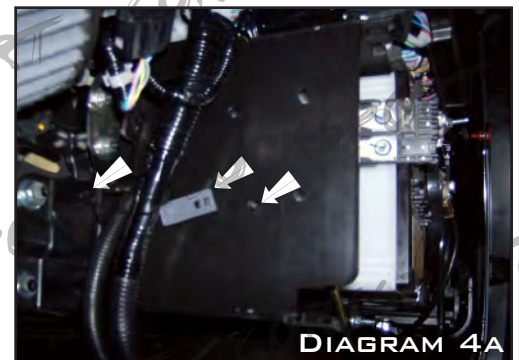


DIAGRAM 4A

¹ NOW WOULD BE A GOOD TIME TO TAKE A LOOK AT YOUR INTERCOOLER AND SEE IF YOU HAVE ANY BENT FINS OR DEBRIS LODGED IN THE INTERCOOLER FINS OR BETWEEN THE FINS AND THE COVER OR TANKS. REMOVAL OF ANY AND ALL DEBRIS AND STRAIGHTENING OF THE FINS WILL IMPROVE THE PERFORMANCE OF THE UNIT.

INSTALLATION INSTRUCTIONS: CORKSPORT MZR 2.3 DISI INLET PIPE W/ RECIRC & BREATHER FITTINGS

4 (CONTINUED):



DIAGRAM 4B

B) REMOVE THE COVER FROM THE ENGINE CONTROL UNIT (ECU) BY DISCONNECTING THE LATCH THAT ATTACHES THE FRONT OF THE COVER TO THE BATTERY BOX AND ECU SHROUD. SEE **DIAGRAM 4B** FOR LOCATION OF ECU COVER AND LATCH.

C) DISCONNECT THE TWO ECU PLUGS BY DEPRESSING THE HASP BELOW THE WHITE CAMLOCK LATCH OF THE PLUG HOUSING. WHEN THE HASP IS DEPRESSED, LIFT THE WHITE LATCH MECHANISM WHICH WILL UNLOCK AND DISCONNECT THE ECU PLUGS. BOTH OPERATE IDENTICALLY. AN EXAMPLE CAN BE SEEN IN **DIAGRAM 4C**. WHEN DONE CORRECTLY, THIS PROCESS SHOULD BE EFFORTLESS.



DIAGRAM 4C

5: DISCONNECT THE MAF SENSOR, REMOVE THE AIRBOX AND BATTERY BOX.

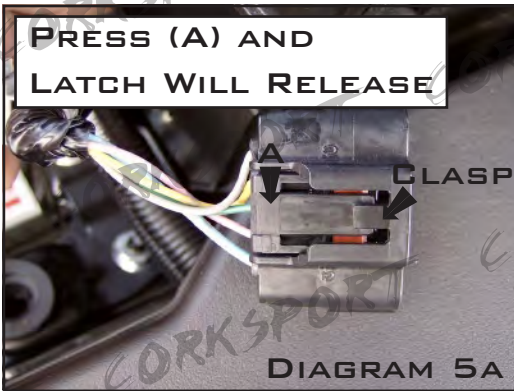


DIAGRAM 5A

A) THE MASS AIRFLOW (MAF) SENSOR, SHOWN IN **DIAGRAM 5A** IS PLUGGED IN WITH A LATCH LOCK SEALED CONNECTOR. PRESS DOWN ON THE LATCH ON THE TOP OF THE CONNECTOR AND PULL ON THE CONNECTOR WITH ONE HAND WHILE SUPPORTING THE MAF HOUSING AND AIRBOX WITH THE OTHER HAND. UNLIKE THE ECU CONNECTORS, THIS ONE CAN OFTEN TIMES BUILD UP A STRONG SURFACE TENSION BETWEEN THE SEALED O-RING AND THE MASS AIRFLOW SENSOR HOUSING, SO YOU'LL HAVE TO PULL HARD. WHEN YOU PUSH DOWN ON THE LATCH, YOU WILL SEE THE LATCH LIFT UP A RETAINING CLASP. IF THE CLASP DOES NOT MOVE UP, YOU'RE NOT GOING TO PULL THE CONNECTOR OUT WITHOUT BREAKING IT, SO PUSH THE LATCH DOWN HARDER RATHER THAN PULLING THE

CONNECTOR HARDER.

B) THE AIRBOX IS CONNECTED TO THE CAR USING A SINGLE 12MM BOLT AND A PAIR OF PUSH-IN PLASTIC NUBS THAT CONNECT INTO TWO RUBBER GROMMETS BELOW THE AIRBOX AS WELL AS A 10MM HOSE CLAMP ATTACHING THE INLET PIPE TO THE AIRBOX. ONCE YOU REMOVE THE 12MM BOLT ATTACHING THE BOX TO THE VEHICLE, BACK OFF THE 10MM BOLT ON THE HOSE CLAMP ATTACHED TO THE RUBBER ACCORDIAN INLET PIPE AND PUSH THE PIPE OFF OF THE AIRBOX. PULL THE AIRBOX UP AND OUT OF THE ENGINE COMPARTMENT (THE DETENTS AND GROMMETS WILL HOLD IT FAIRLY TIGHT. AND SET IT ON YOUR WORKBENCH. YOU WILL REMOVE THE MAF SENSOR LATER IN THE INSTRUCTIONS PRIOR TO INSTALLING THE NEW INTAKE, AND CAN LEAVE IT IN PLACE FOR NOW.

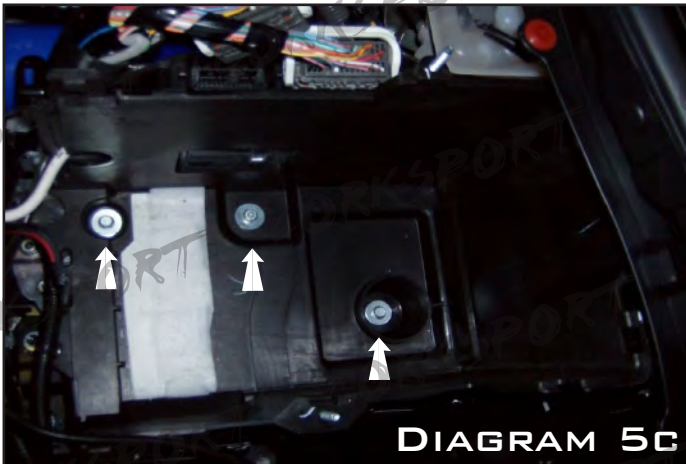


DIAGRAM 5C

C) REMOVE THE THREE 10MM BOLTS FROM THE FLOOR OF THE BATTERY BOX SHOWN IN **DIAGRAM 5C** USING A RATCHET, 10MM SOCKET AND 6" 3/8 DRIVE EXTENSION. YOU WILL NOW BE ABLE TO EXTRACT THE BATTERY BOX AND ECU FROM

INSTALLATION INSTRUCTIONS: CORKSPORT MZR 2.3 DISI INLET PIPE W/ RECIRC & BREATHER FITTINGS

5: (CONTINUED):

THE ENGINE COMPARTMENT. THERE ARE A NUMBER OF ELEMENTS FROM THE WIRING HARNESS THAT SURROUND THE BOX, SO OFTEN TIMES AN EXTRA SET OF HANDS CAN BE HELPFUL TO CLEAR THE WAY TO EXTRACT THE BOX. PUT THE BOX ON THE BENCH IN A SAFE PLACE AS IT CONTAINS YOUR ECU, THE BRAIN AND NERVOUS SYSTEM OF YOUR MAZDASPEED3.

6: REMOVE THE VALVE COVER BREATHER HOSE, RUBBER ACCORDION HOSE, RECIRCULATION HOSE, INLET PIPE BRACKET.

A) THE VALVECOVER BREATHER HOSE IS A TRICKY ONE AS IT USES TWO CLIP LOCK CONNECTIONS. YOU CAN USE TWO SCREWDRIVERS TO RELEASE EACH OF THE LATCHES ON THE INTERNAL CLIPS (GREEN ON THE VALVECOVER, BLUE ON THE INLET ACCORDION HOSE), **BUT THERE IS A MUCH EASIER WAY BY FASHIONING A RELEASE MECHANISM OUT OF A PAPER CLIP SHOWN IN DIAGRAM 6A.** UNCLIP EACH OF THE ENDS OF THE VALVECOVER BREATHER HOSE AND REMOVE IT FROM THE ENGINE COMPARTMENT STORE IT AWAY, IT WILL NOT BE REUSED.



DIAGRAM 6A

B) THE RUBBER ACCORDION HOSE THAT CONNECTS THE AIRBOX TO THE HARD PLASTIC TURBO INLET PIPE IS HELD ONTO THE TURBO INLET PIPE WITH A 10MM HOSE CLAMP. BACK THE 10MM BOLT OUT OF THE HOSE CLAMP AND EXTRACT THE ACCORDION HOSE AND STORE IT AWAY, IT WILL NOT BE REUSED.



DIAGRAM 6C

C) THE RECIRCULATION HOSE IS ATTACHED TO THE RECIRCULATION VALVE (SOMETIMES KNOWN AS A BLOW-OFF VALVE) ON THE INTERCOOLER AND ONTO A FITTING ON THE UNDERSIDE OF THE HARD PLASTIC TURBO INLET PIPE ON THE OTHER, AS SHOWN IN **DIAGRAM 6C.** BOTH ENDS ARE RETAINED WITH A PAIR OF HOSE CLAMPS THAT CAN BE RELEASED WITH CHANNEL LOCK PLIERS (OR BY HAND IF YOU'RE A MASOCHIST). USE THE PLIERS TO RELEASE THE CLAMP TENSION AND MOVE THE HOSE CLAMPS TO THE CENTER OF THE HOSE AWAY FROM THE FITTINGS. PULL THE HOSE OFF OF THE FITTINGS AND PLACE IT ONTO YOUR WORKBENCH.

D) FINALLY WE WILL DISCONNECT THE 10MM NUT THAT HOLDS THE HARD PLASTIC TURBO INLET PIPE IN PLACE. SEE **DIAGRAM 6D** FOR LOCATION, REMOVE THE NUT AND PULL THE GROMMET AND HARD PLASTIC HOSE FREE OF THE MOUNTING STUD.



DIAGRAM 6D

7: DISCONNECT WIRING HARNESS CLIPS FROM INTAKE, DISCONNECT BOOST SOLENOID LINE AND INLET PIPE FROM TURBOCHARGER.

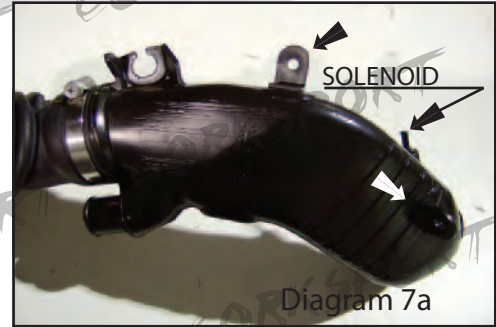
A) THE HARD PLASTIC INTAKE PIPE HAS TWO WIRING HARNESS CLIPS ATTACHED TO IT. BECAUSE EACH OF THESE ARE WELL CONCEALED BY OTHER ITEMS IN THE ENGINE COMPARTMENT, **DIAGRAM 7A** ON PAGE 4 SHOWS THE TURBO INLET PIPE OUT OF THE CAR AND THE LOCATIONS OF THE CLIPS ARE MARKED FOR CLARITY. REMOVE THE CLIPS AND PIVOT THEM OUT OF THE WAY.

Installation Instructions:

CorkSport MZR 2.3 DISI Inlet Pipe w/ Recirc & Breather Fittings

7: (Continued):

B) The boost control solenoid line fitting is marked on diagram 7a. Remove the hose clamp from both ends of the line attached to this fitting by using needle nose pliers, and, with finesse, remove the hose from the fitting on the turbo inlet pipe and the boost control solenoid. Great care should be taken with the end of the line on the boost control solenoid as it is a plastic housing. If you have difficulty, try rotating the hose to break the seal of the rubber to the plastic fitting and then pulling straight up. It does take some force, but it comes off cleanly if pulled in line with the attached fitting.



C) Finally, we are going to remove the plastic inlet pipe from the turbocharger. Depending on year and model, the inlet pipe will most likely have a hose clamp that is actuated with a pair of pliers, but on some models and years there is a hose clamp with an 8mm bolt. Back the hose clamp off and pull the hard plastic inlet pipe off of the turbocharger inlet. The stud that mechanically mounts the inlet pipe to the bracket may have fallen back into place, so make sure it is removed (see step 6d, Page 3). Extract the plastic turbo inlet pipe and put it in a box, it will not be re-used.

8: Assembling and Installing the Corksport Power Series Turbo Inlet Pipe.

Assemble the turbo inlet pipe as shown in diagram 8a. As seen, the t-bolt band clamp that holds the silicone tubing to the turbocharger compressor housing should just be tightened down slightly, but still loose on the silicone coupling. The 2" diameter end connects to the turbocharger while the 2.25" end connects to the Corksport turbo inlet pipe, with the band clamp 10mm fastener tightened. Each of the silicone hoses - the 6" long, smaller (ID) short hose for the Boost Control Solenoid and the 12" long, larger ID hose for the valvecover breather connection should be lubricated with silicone spray prior to attaching to the fittings on the turbo inlet pipe.



Caution should be taken when installing the smaller ID hose to avoid side load on the fitting, as it is aluminum and is moderately malleable and can bend if too much pressure is applied.

9: Turbo Inlet Installation, Valvecover Hose Installation and Boost Control Solenoid Hose Installation.

A) The turbo inlet is fitted down between the ECU wiring harness and the valvecover, similar to the orientation of the factory hard plastic turbo inlet. Feed the silicone coupler end of the inlet down in the given space toward the turbocharger compressor housing inlet avoiding catching the fittings and lines of the turbo inlet on the wiring harness and components in the vicinity. Align the bracket on the Corksport Turbo Inlet pipe with the stud on the valvecover bracket and connect the 2" diameter silicone coupling over the end of the turbocharger compressor inlet, taking care to keep the loose band clamp in place. This should fit easily - if not, the t-bolt band clamp is probably too tight.



Diagram 8a

Installation Instructions:

CorkSport MZR 2.3 DISI Inlet Pipe w/ Recirc & Breather Fittings

9: (Continued)

B) Attach the bracket on the Corksport Turbo Inlet over the stud on the factory valvecover bracket and start the nut onto the stud as indicated in Diagram 9b. Check to ensure that the silicone coupling is still fully engaged between the turbocharger and turbo inlet pipe and tighten the nut the rest of the way. Then tighten the t-bolt band clamp at the turbocharger compressor inlet. This has to be tight.

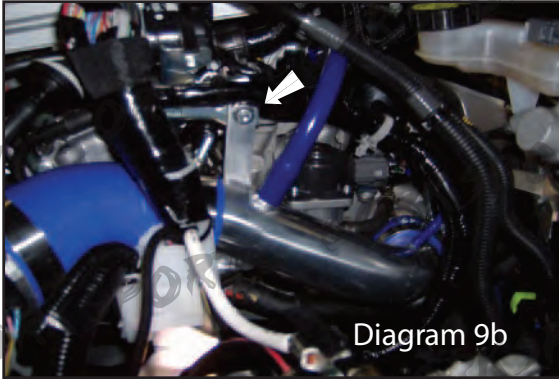


Diagram 9b

C) Feed the 12" long, larger ID breather hose underneath the wiring harness toward the valvecover breather fitting as shown in Diagram 9c. Apply a small amount of silicone spray to the inside of the hose and to the

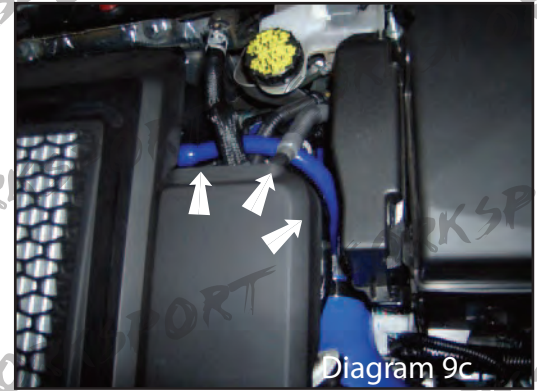


Diagram 9c

valvecover fitting and slide the hose over the fitting up to the stop collar. If there are any kinks in the hose, re-evaluate the routing...this will prevent your crankcase from ventilating properly.

D) Apply a small amount of silicone spray onto the free end of the 6" long smaller ID hose and connect it to the boost control solenoid outlet. Be Gentle.

10: Recirculation Valve Hose Installation, Intake Installation.

A) Install the factory recirculation valve hose between the recirculation valve and the lower pipe on the Corksport Turbo Inlet. The bent end of this hose connects to the Recirculation valve. The other end connects to the lower pipe on the Corksport Turbo Inlet. Both ends will be secured using the factory spring clamps as shown in Diagram 10a.



Diagram 10a

B) Now that the inlet pipe assembly is installed and all of the connections have been made to the inlet pipe, you're ready to install your intake system. Your intake installation will of course require the MAF sensor that is still connected to your OEM airbox that you removed from the vehicle. Start your intake installation instructions and replace the references to the factory turbo inlet pipe with the CorkSport Turbo Inlet Pipe and you should be all set.

11: Installation of Battery Box, ECU Connectors, Battery and Covers.

A) Install the battery box back into place, fastening into the chassis with the three 10mm bolts through the base of the box. Feed the battery terminal lines through the cutouts in the box as shown in Diagram 11a, on page 6.

B) Install the ECU connectors and latch the cam locks to seat the connectors into the ecu. Install the ECU cover over the connectors.

INSTALLATION INSTRUCTIONS: CORKSPORT MZR 2.3 DISI INLET PIPE W/ RECIRC & BREATHER FITTINGS

11: (CONTINUED)

C) INSTALL THE BATTERY INTO THE BATTERY BOX (NEGATIVE TERMINAL TOWARD THE FIREWALL) AND INSTALL THE HOLD DOWN BRACKET OVER THE TWO STUDS ON THE BOX. THERE IS A DIAGRAM ON THE BRACKET THAT SHOWS 'FORWARD' AND AN ARROW WHICH SHOULD POINT TOWARD THE FRONT OF THE CAR. INSTALL THE TWO 10MM FLANGE NUTS ONTO THE STUDS. INSTALL THE POSITIVE BATTERY CABLE ONTO ITS TERMINAL AND TIGHTEN THE 10MM NUT HAND TIGHT. INSTALL THE NEGATIVE BATTERY CABLE ONTO ITS TERMINAL AND TIGHTEN THE 10MM NUT HAND TIGHT. INSTALL THE FRONT COVER ONTO THE BATTERY BOX AND SNAP THE WIRING HARNESS CLIPS INTO PLACE AS SHOWN IN DIAGRAM 4A, PAGE 1. INSTALL THE BATTERY BOX TOP INTO PLACE AND LATCH THE TWO LATCHES ON THE FORWARD SIDES OF THE BOX.

D) INSTALL THE INTERCOOLER COVER, MAKING SURE THAT THE METAL BRACKET UNDER THE COVER IS LATCHED ONTO THE TAB IN THE BACK OF THE INTERCOOLER TANK CASTING. LOWER THE FRONT OF THE INTERCOOLER COVER AND ALIGN THE CLEARANCE HOLES IN THE COVER WITH THE TAPPED HOLES AND INSTALL THE TWO 10MM HEAD BOLTS HAND TIGHT.

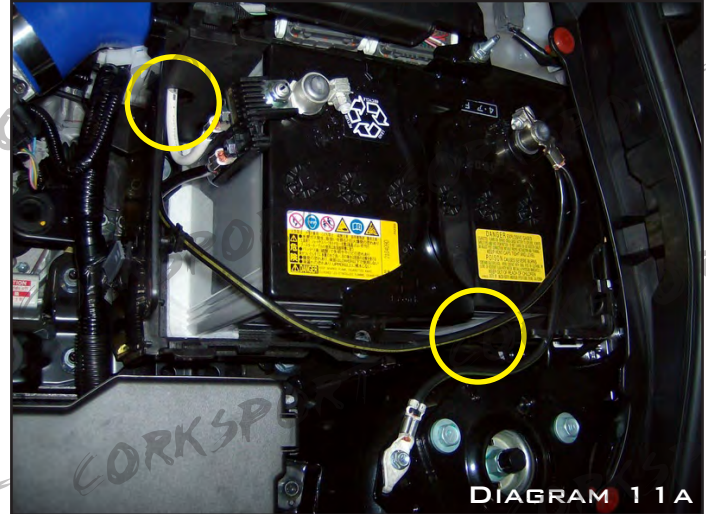


DIAGRAM 11A

STARTING THE CAR: 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 PLACE IT CONNECTS TO YOUR INTAKE PIPE, AND NOT COCKED AT A NON PARALLEL ANGLE RELATIVE TO THE HOUSING SURFACE. AFTER A TEST DRIVE, RECHECK ALL HOSE CLAMPS AGAIN FOR TIGHTNESS.

WHAT'S NEXT: NOW THAT YOU HAVE IMPROVED THE INDUCTION ON YOUR MZR 2.3 DISI ENGINE, CONSIDER OPENING UP YOUR EXHAUST WITH YOUR POWER SERIES TURBO BACK EXHAUST SYSTEM FEATURING:

CORKSPORT POWER SERIES DOWNPIPE

THE OTHER LOGICAL DIRECTION TO GO WITH YOUR SPEED3, SPEED6 OR CX-7 IS TO OPEN UP THE EXHAUST SYSTEM WITH THE CORKSPORT POWER SERIES DOWNPIPE. WITH SEPARATE TURBINE AND WASTEGATE OUTLETS, THE DOWNPIPE NOT ONLY INCREASES THE TUBING SIZE OF THE FACTORY UNIT, BUT ALSO PREVENTS THE DISRUPTION OF FLOW AT FULL BOOST BY WASTEGATE GASSES BLOWING PERPENDICULAR TO THE EXHAUST FLOW OUT OF THE TURBOCHARGER. THIS GIVES YOU FASTER TURBO SPOOL UP WHICH RESULTS IN A LARGER POWER BAND. GAINS IN POWER HAVE BEEN UP TO 21 WHEEL HORSE POWER WHEN INSTALLED ON OTHERWISE STOCK MZR 2.3 DISI ENGINE. THE CORKSPORT



DOWNPIPE BOLTS TO THE STOCK SECOND CATALYST OR AFTERMARKET RACEPIPES. IT IS THE LYNCHPIN OF OUR TURBO BACK EXHAUST SYSTEM FEATURING THE POWER SERIES DOWNPIPE, RACEPIPE (WITH OR WITHOUT HIGH FLOW CATALYST) AND 80MM CATBACK EXHAUST.