



JAMES BARONE RACING

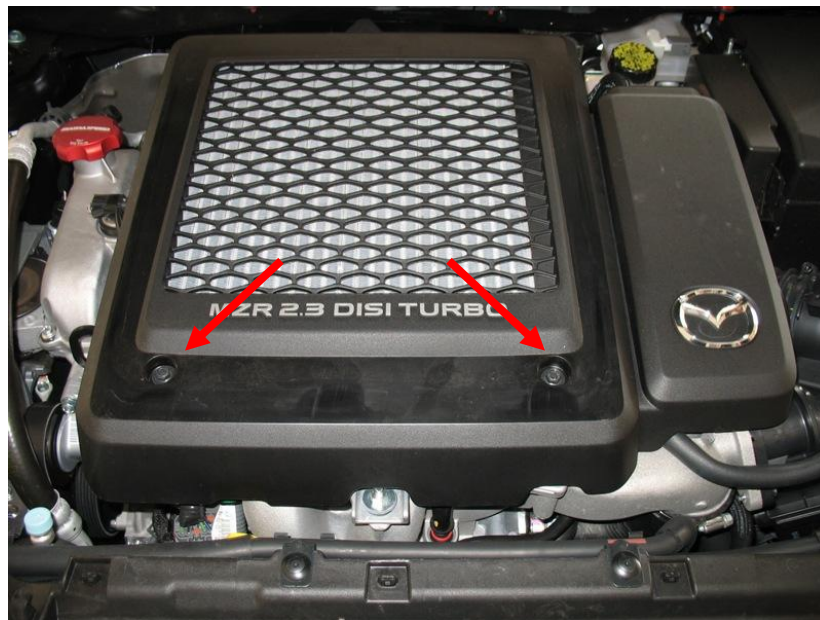
2010 - 2013 MAZDASPEED 3 JBR TRU 3" AND 3.5" SILICONE WIDE PATH INTAKE SYSTEM INSTALLATION INSTRUCTIONS

Tools Required:

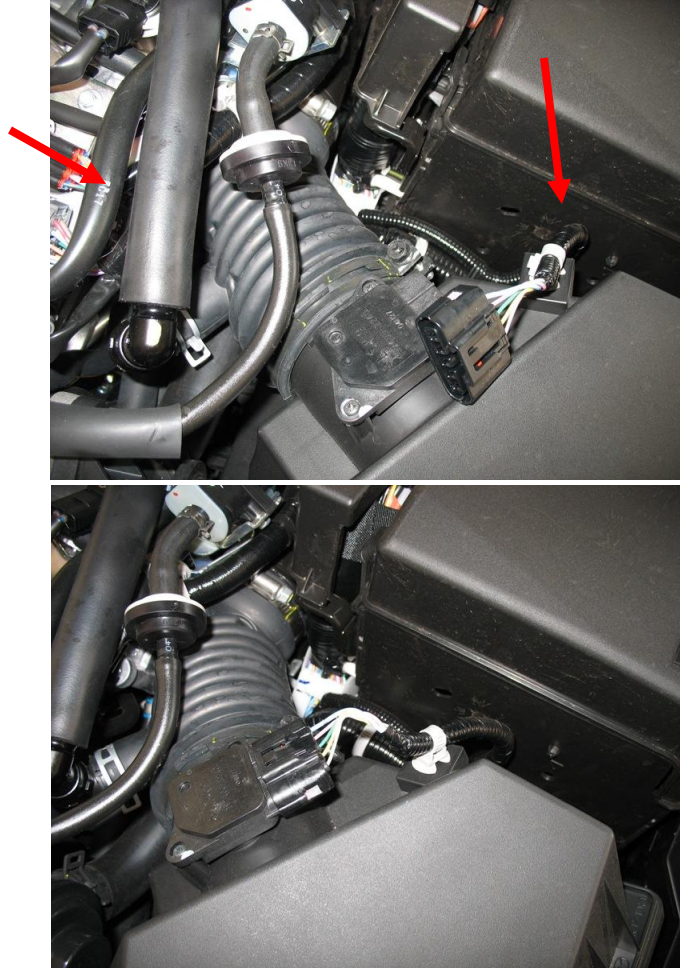
Socket wrench
10mm Deep Socket
Socket Extension
Regular Pliers
Needle Nose Pliers
Medium Philips Head Screwdriver
3mm Allen Wrench

- Be sure to have you AccessPort handy and a map prepared with the proper MAF calibration before proceeding or your car will not run correctly.
- It is important to **Read** and **Understand** the instructions thoroughly before getting started. Take note of, and **follow** the tips in red found throughout the instructions.

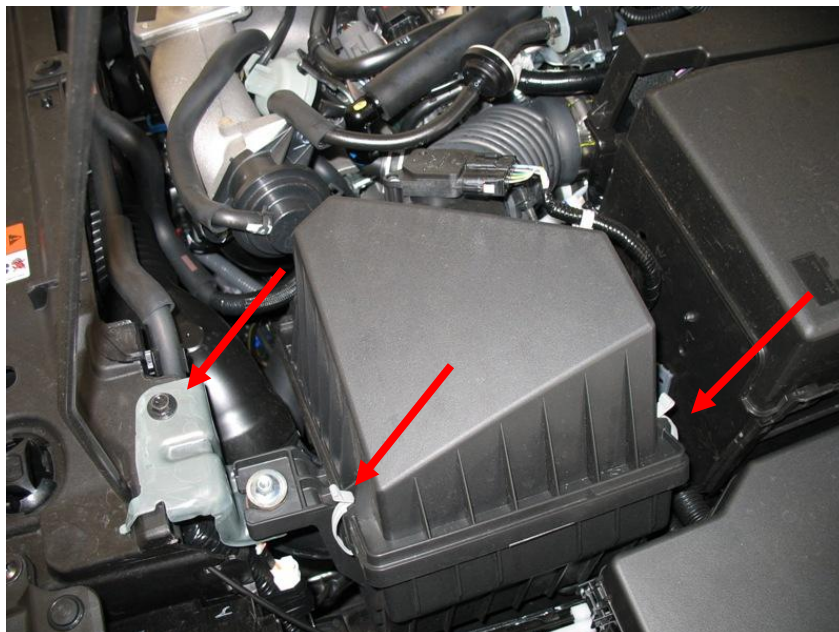
1. Using a 10mm socket remove the two 10mm bolts securing the intercooler cover. Then slide the cover towards the rear of the vehicle and remove.



- Using a philips head screwdriver, loosen the clamp securing the intake tube to the of the factory air box. Then remove the connection to MAF sensor by squeezing the tab and pulling the connector off.



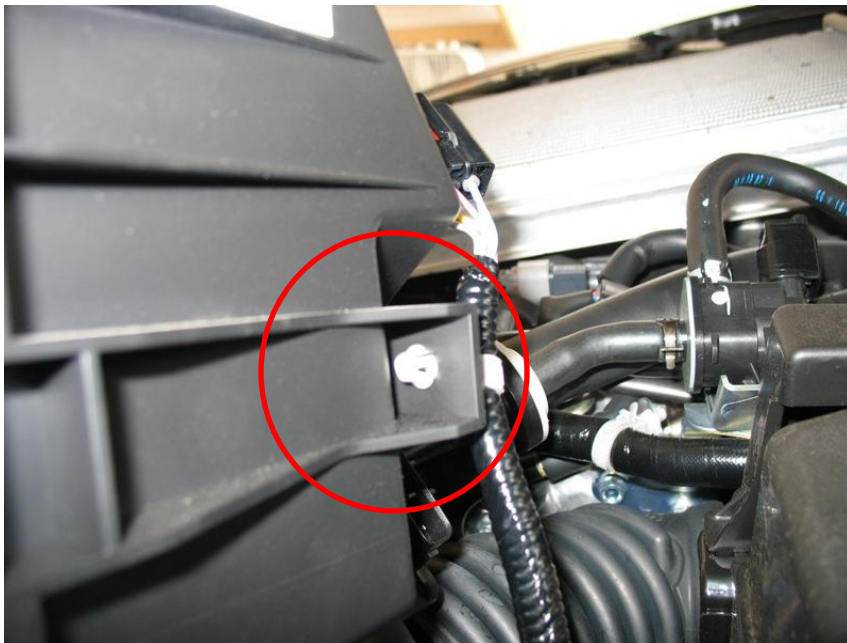
- Remove the 10mm bolt, and unclip the fasteners securing the top the air box to the bottom



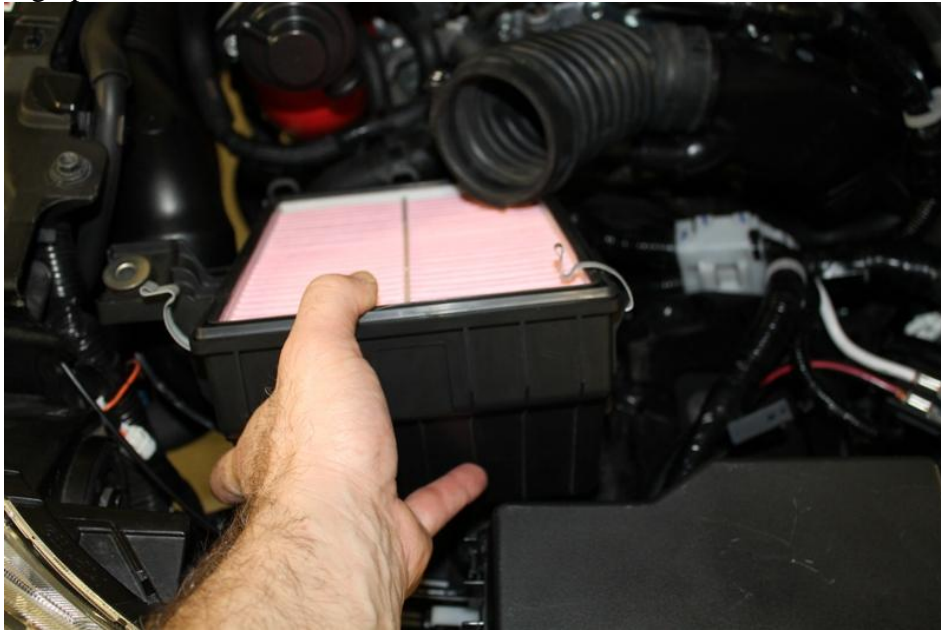
4. Lift the top of the air box up, push the intake hose off.



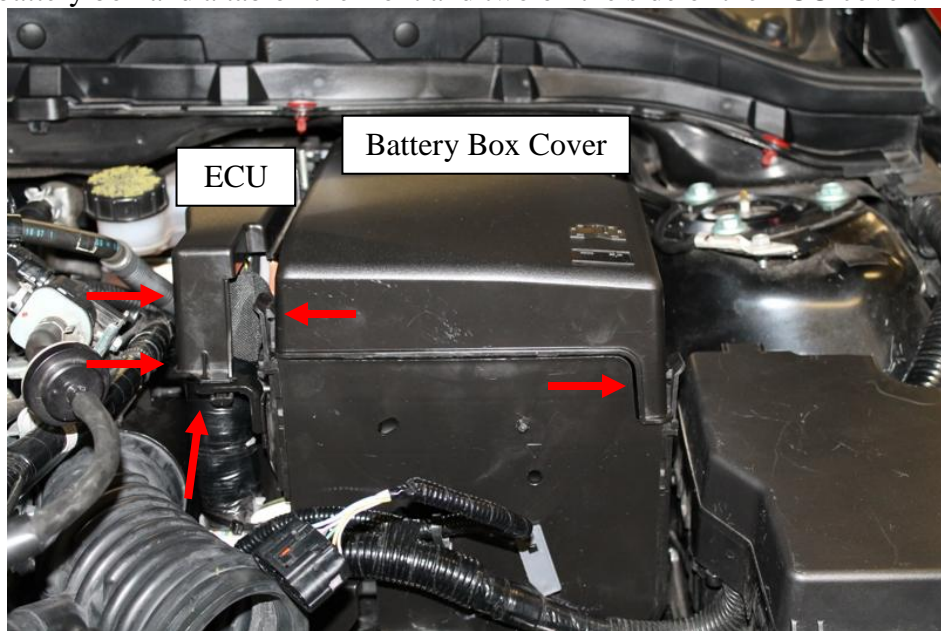
5. Remove the grey wire connector from the top section of the air box and remove from the vehicle.



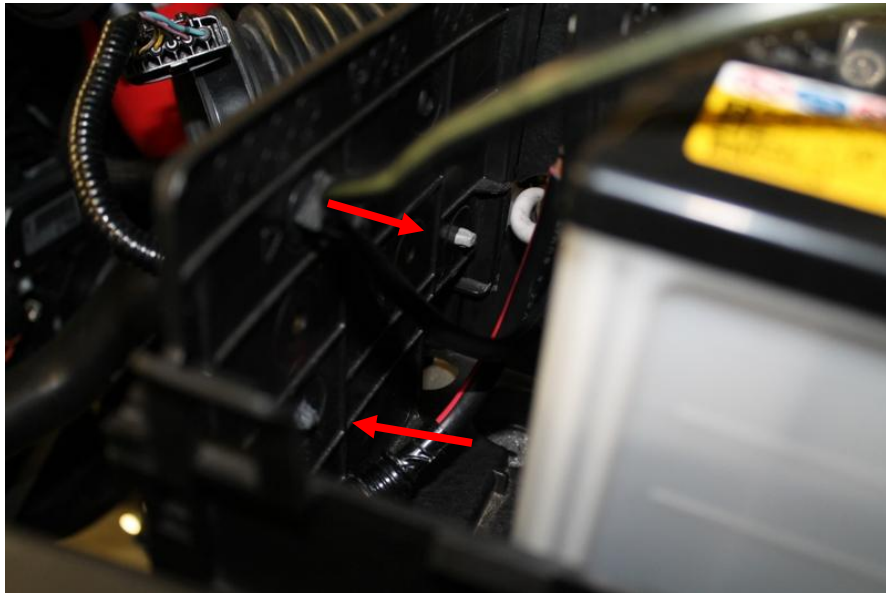
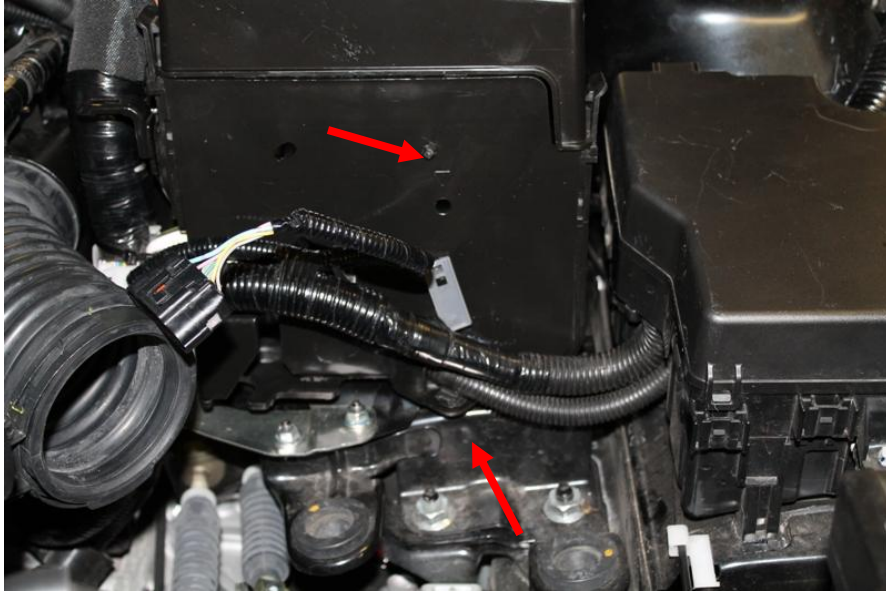
6. Tug up on the bottom of the air box remove it from the vehicle.



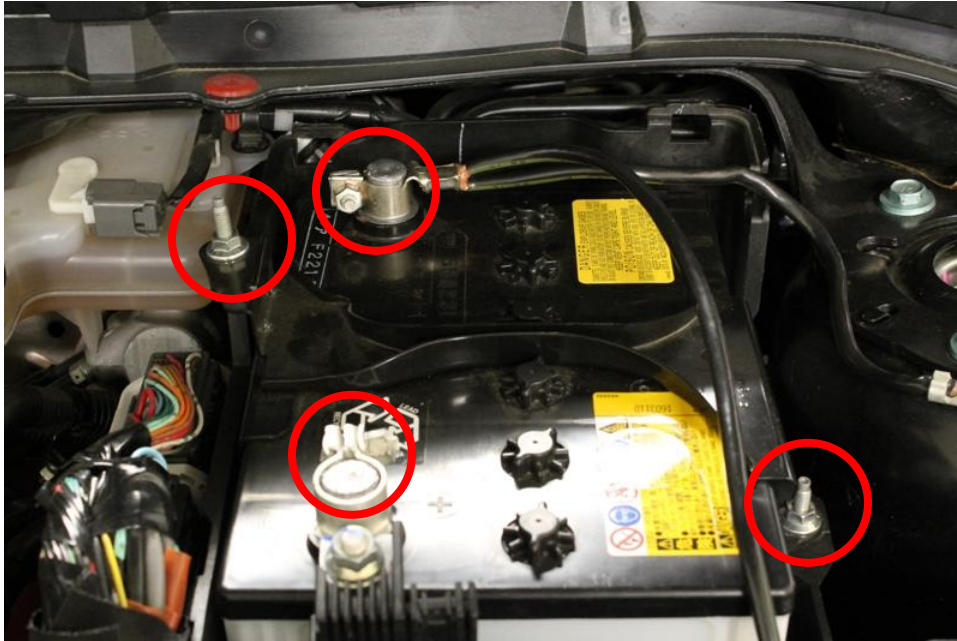
7. Remove the battery box cover and ECU cover. There are tabs on either side of the battery box and a tab on the front and two on the side of the ECU cover.



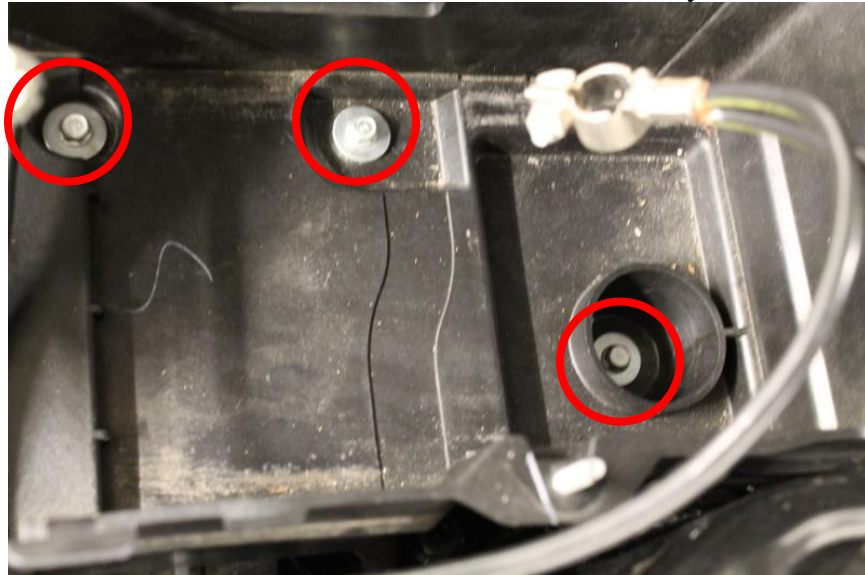
- Using a pair of needle nose pliers remove the four fasteners securing the wire looms to the front cover of the battery box. There are two removed from the outside and two removed from the inside.



- Using a 10mm socket remove the battery hold down bracket, the negative battery terminal connection, then the positive connection. Slide the front cover of the battery box up and remove from the vehicle. Remove the battery from the battery box.



- Remove the three 10mm bolts in the bottom of the battery box.



11. Disconnect the wiring harness from the ECU by pressing the tab below the white handle. Then lift the handle to remove the connector. Remove the battery box and ECU as one assembly from the vehicle.

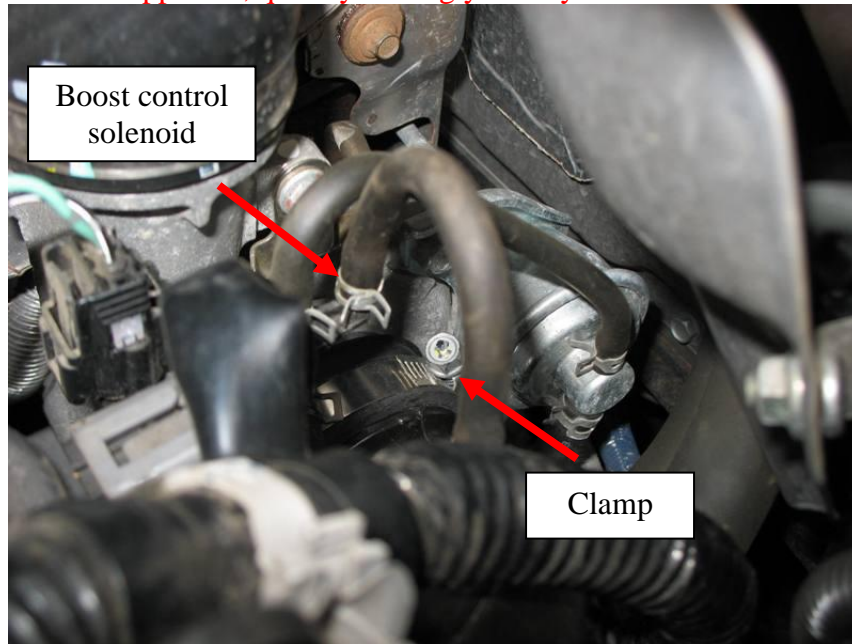


12. Remove the two 10mm nuts securing the wiring harness bracket. Lift the bracket off the studs and lay wiring harness over towards the front driver's side so it's not in your way.

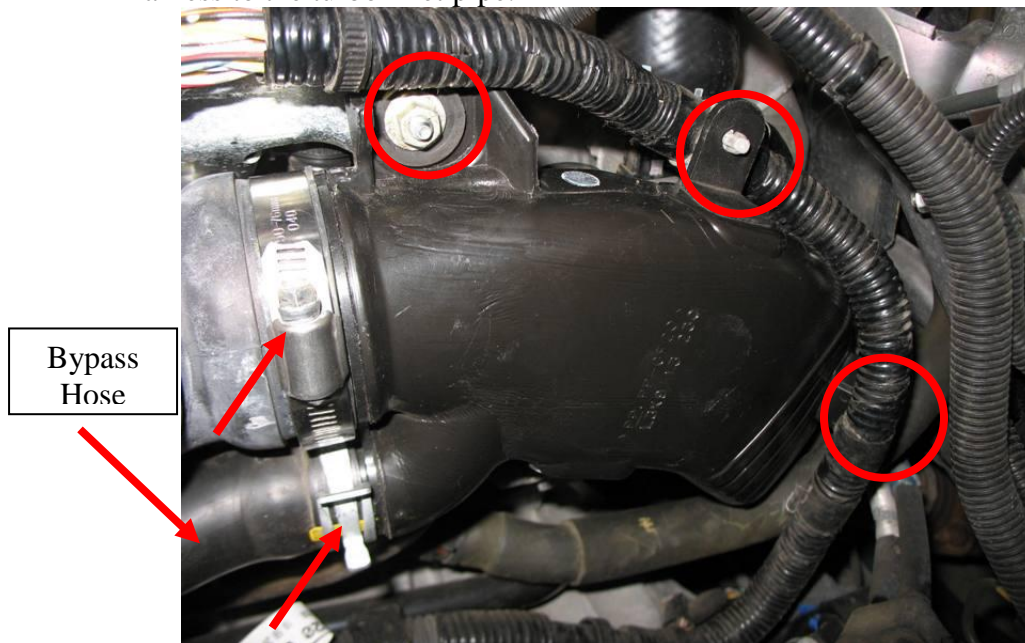


13. Using a pair of needle nose pliers, squeeze the clamp on the boost control solenoid vacuum hose and slide it up. **VERY, VERY CAREFULLY** twist the hose to loosen it from the boost control solenoid and remove the hose. Using a philips head screwdriver, loosen the clamp securing the intake hose to the turbo inlet.

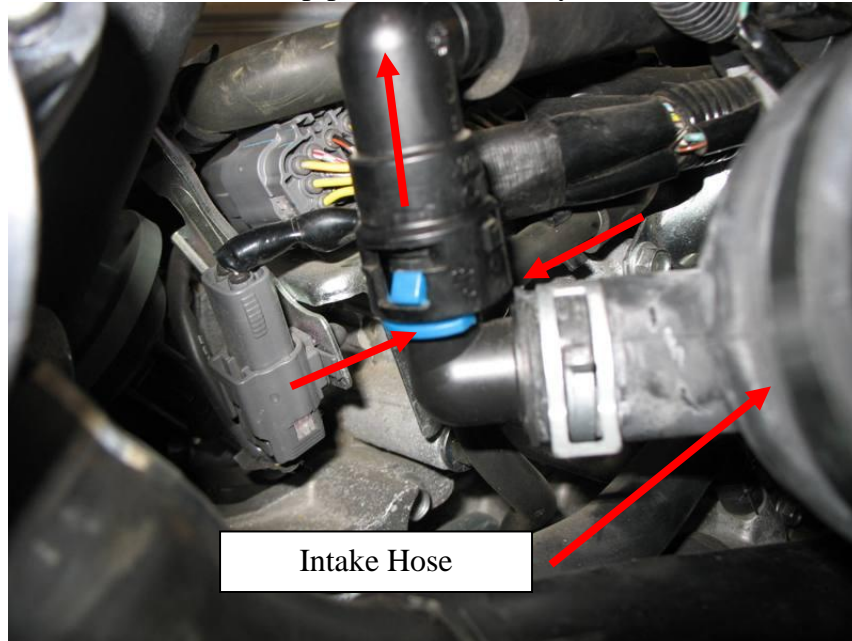
➤ Failure to remove the vacuum hose carefully could result in breaking the hose nipple off, quickly ruining your day.



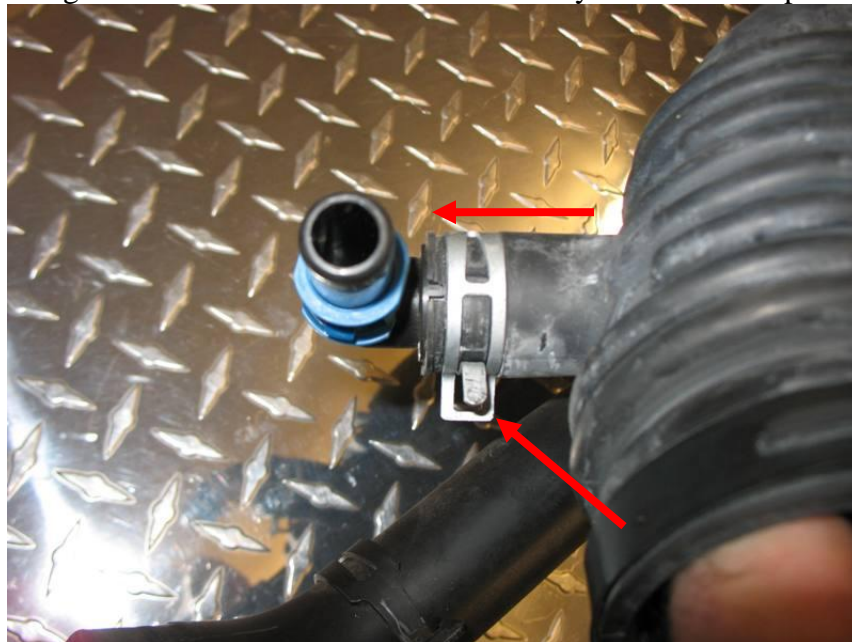
14. Use a pair of pliers to squeeze the clamp securing the bypass hose to the turbo inlet pipe and slide it towards the front of the vehicle, then remove the bypass hose from the turbo inlet pipe. Using a 10mm socket remove nut circled below. Using a pair of needle nose pliers, remove the 2 fasteners securing the wiring harness to the turbo inlet pipe.



15. Disconnect the valve cover breather connection from the 90 degree fitting in the intake hose by squeezing both blue tabs together then pulling up. Then remove the intake hose and turbo inlet pipe as one assembly from the vehicle.



16. If you're installing the 3" intake system, using a pair of pliers, squeeze the silver clamp securing the 90 degree valve cover breather fitting to the intake hose, pull the fitting out of the intake hose. This can be very difficult so be patient.



17. If you're installing the 3" intake system insert the fitting removed in step 16 in to your new JBR Wide Path Intake and secure it with the included clamp.



18. If you're installing a 3.5" intake, install the included 90 degree fitting and silicone hose in to the intake as shown. No clamps are necessary for these connections.



19. Insert the aluminum silicone joiner in to the recirculation tube and secure with the included clamp. For non-recirculation applications insert the included plug and secure with the included clamp.

➤ Some WD-40 will be needed to insert the plug



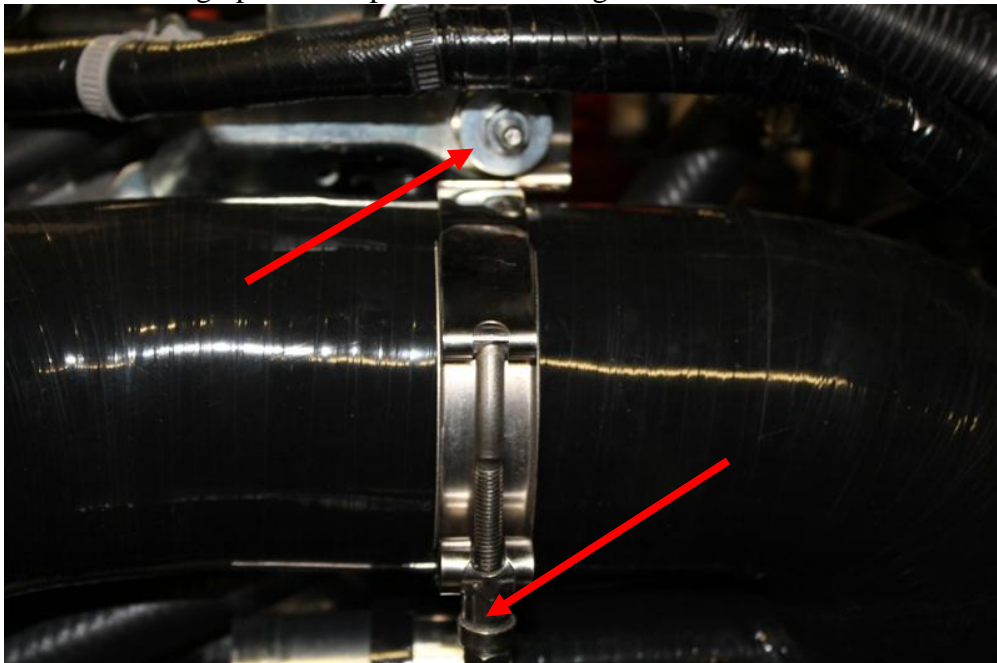
20. Place the included mounting bracket on to the intake exactly as shown leaving the bracket loose.



21. Place one included T-bolt clamp on to the intake and insert the vacuum line in to the little black vacuum port.



22. Now install your new JBR Wide Path Intake System in to the vehicle, on to the turbo inlet. Locate the mounting clamp on to the factory mounting location and secure it with the 10mm nut removed in step 14. Tighten the clamp at the turbo inlet then snug up the clamp for the mounting bracket.



23. If you're installing the 3" intake, reconnect the valve cover vent hose.

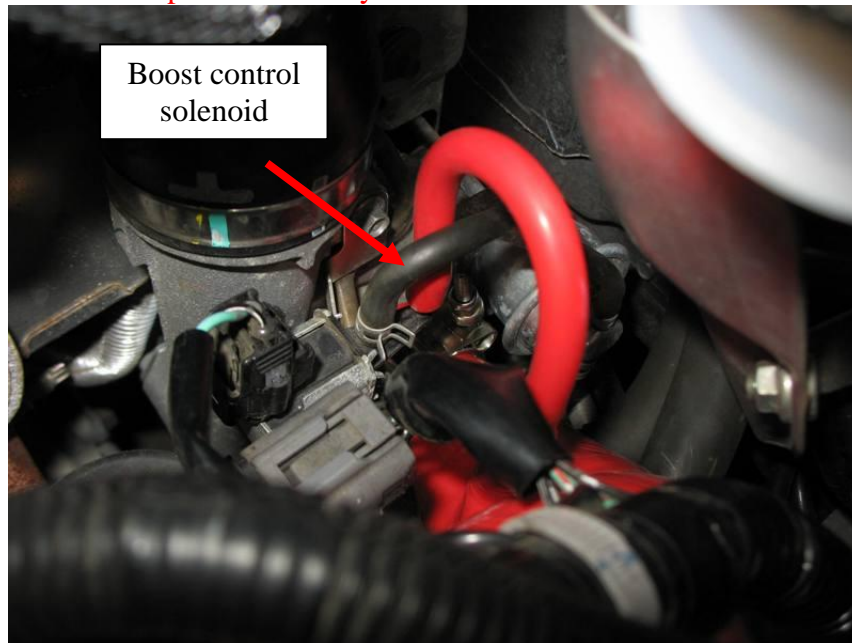


24. If you're installing the 3.5" intake, remove the OEM valve cover hose from the valve cover using the same method as in step 16. Then, connect the silicone hose from the intake to the valve cover.

a. No clamps are necessary for these connections.



25. Reconnect the bypass hose.
26. Connect the vacuum line to the boost control solenoid.
➤ No Clamps are necessary for these connections



27. Remove the MAF sensor from the factory air box using a philips head screw driver.

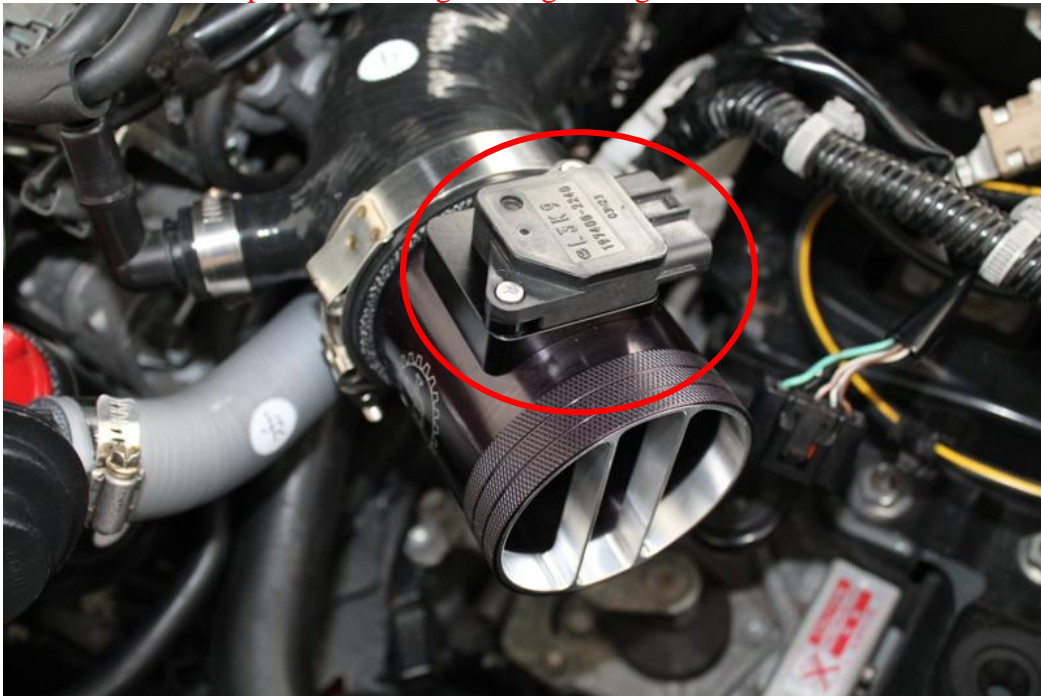


28. Place one included T-bolt clamp on to the intake, insert the MAF housing as shown and tighten the clamp with a 10mm socket.



29. Install the MAF sensor in to your new JBR MAF housing using the 2 socket cap screws included with your kit. Then tighten with a 3mm allen wrench.

- Use caution when installing the sensor in to the MAF housing. Be sure NOT to pinch the o-ring causing damage.



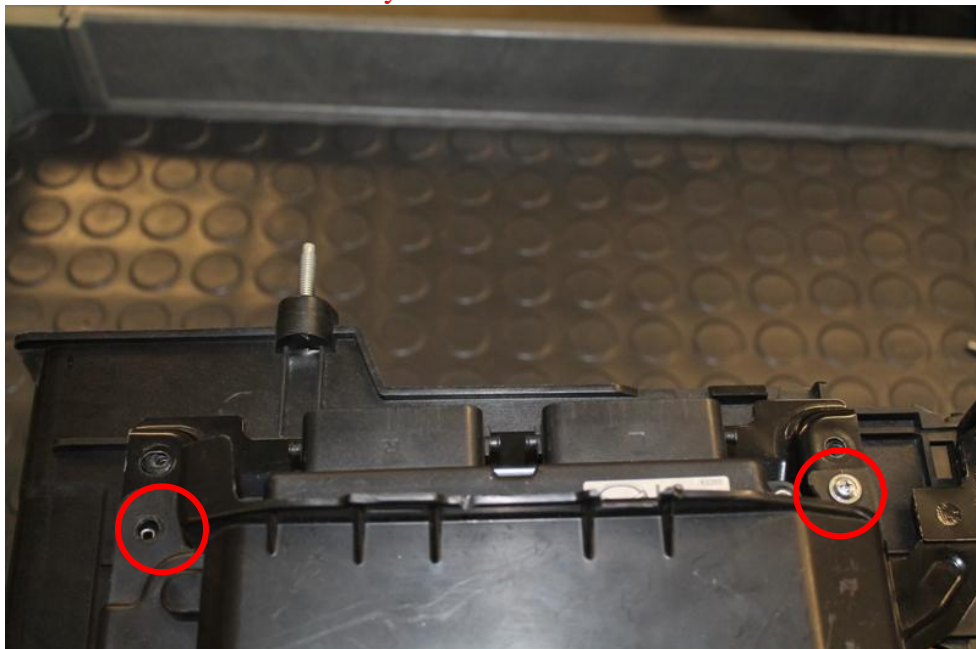
30. Reconnect the MAF sensor connector

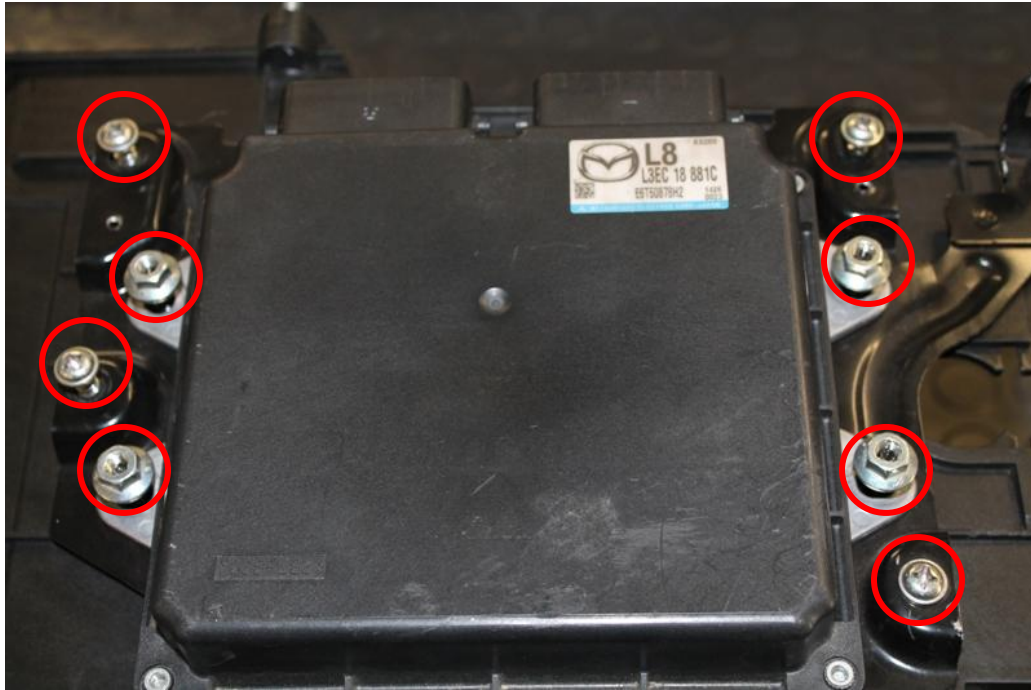
31. Install your JBR Dry-Flow filter on the end to the MAF housing and using a 10mm socket tighten the T-bolt clamp.



32. If you're installing the 3.5" intake remove the ECU cover, ECU and ECU mounting bracket from the battery box with a philips head screw driver and 10mm socket. Reinstall the OEM battery box and battery.

- The ECU can be relocated to the top of the fuse box with some 3M two side tape or for a cleaner look install a JBR 51R Small Battery Box.
- The 3" intake only requires the ECU cover to be removed and no ECU relocation is necessary.





33. Reconnect the ECU and MAF sensor connections

Congratulations!! You've just completed the installation of your new JBR Wide Path Intake System!!

SHIPPING

All orders are carefully inspected and packaged prior to shipment. The recipient must inspect all shipments for damage and report any damage to the carrier and JAMES BARONE RACING immediately. JAMES BARONE RACING is not responsible for damage that occurs during shipping.

RETURNS:

All sales are final. JAMES BARONE RACING will only except returns in the event of a manufacturer's defect. Defective items will be exchanged for the identical item or repaired at our discretion. Return shipping costs are the responsibility of the purchaser. An RMA # (Return to Manufacturer Authorization Number) Must accompany all returns. In rare cases where a return is accepted a 15% restocking fee will be deducted from the refund or credit. Shipping charges are non- refundable. No returns or exchanges will be accepted after 30 days.

DISCLAIMERS:

Failure to carefully follow the installation instructions for your JAMES BARONE RACING product could result in significant property damage, personal injury, injury to others or even death. Please take the time to read and thoroughly understand the instructions prior to installation. The instructions are as accurate as possible and may vary slightly from model year to model year. Professional installation is recommended.

Neither JAMES BARONE RACING nor any of its employees, officers, directors, or shareholders will accept responsibility for improper use or installation of our products. JAMES BARONE RACING is not responsible for the misuse, incorrect installation, or failure of any product we sell. Under no circumstances, including but not limited to negligence, will JAMES BARONE RACING be liable for special or consequential damages that result from the use or inability to use our products. JAMES BARONE RACING does not assume responsibility for any damage to the user, driver, passenger or vehicle resulting from the operation of a JAMES BARONE RACING product. PLEASE DRIVE RESPONSIBLY.

WARRANTY:

All JAMES BARONE RACING products carry a lifetime warranty to the original purchaser. Warranty is non-transferable. Warranty does not cover damage or failure caused by abuse, misuse, faulty installation or repairs not conducted by JAMES BARONE RACING. JAMES BARONE RACING is not liable for consequential damages arising from the use of our products or any indirect damages resulting in the loss of property, revenue or costs for towing, removal, installation, or re-installation. To receive warranty service you must contact JAMES BARONE RACING to receive an RMA # (Return to Manufacturer Authorization Number) at which time you will be provided with instructions for returning the faulty product

CONTACT:

If you have questions or problems, e-mail us at jamesbaroneracing@gmail.com. Posting questions or problems in the forums or other social media outlets will only delay you from getting the correct answer or personalized attention from us.