



**James Barone Racing**  
**Aftermarket Parts and Accessories**

**2010 – 2013 MAZDASPEED 3**  
**JBR Power Path Short Ram Intake Installation Instructions**  
**Includes Turbo Inlet Pipe and Cold Air Intake Installations.**

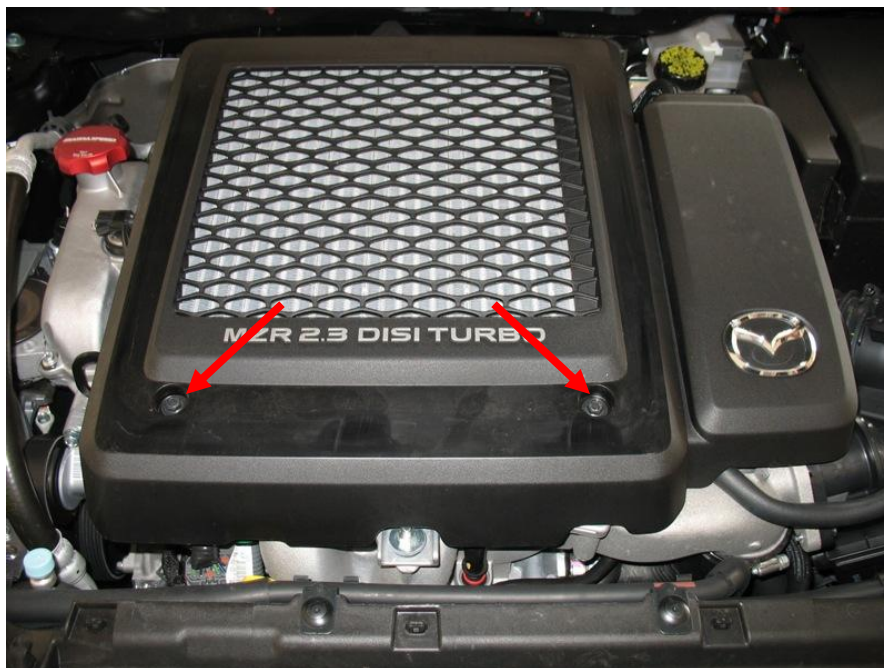
**Tools Required:**

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

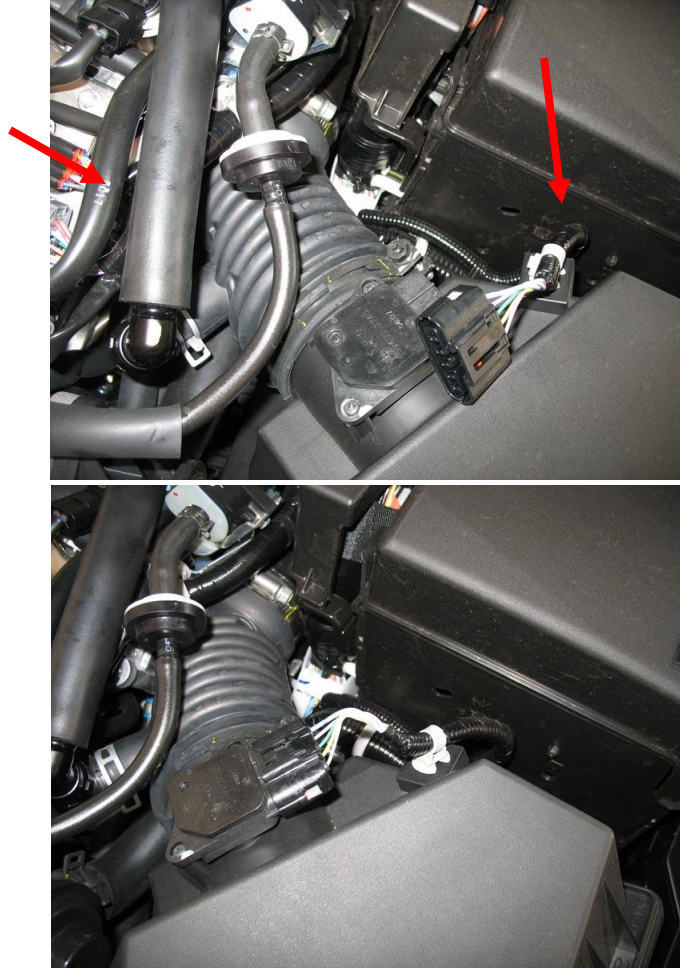
Installations instructions herein are for all Stages, 1 thru 3, for the Power Path Intake collection. Only perform the steps required for the Stage (s) you are installing.

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.

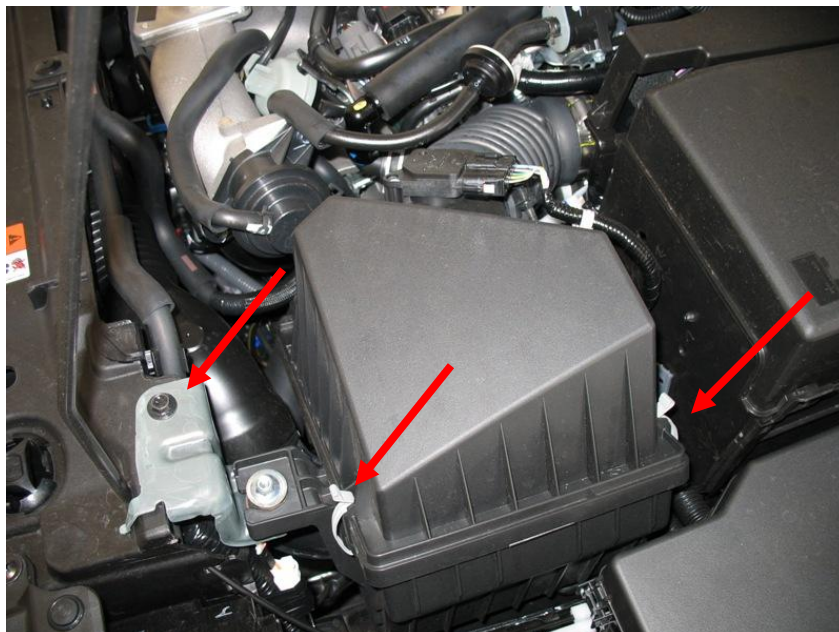
1. Using a 10mm socket remove the two 10mm bolts securing the intercooler cover. Then slide the cover towards the rear of the vehicle and remove.



2. 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.



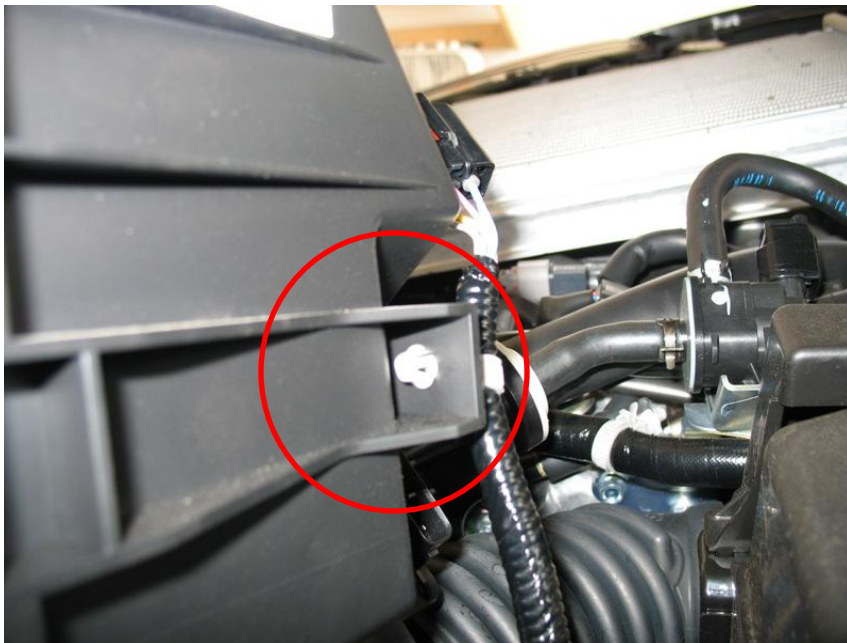
3. Remove the 10mm bolt, and unclip the fasteners securing the top the air box to the bottom



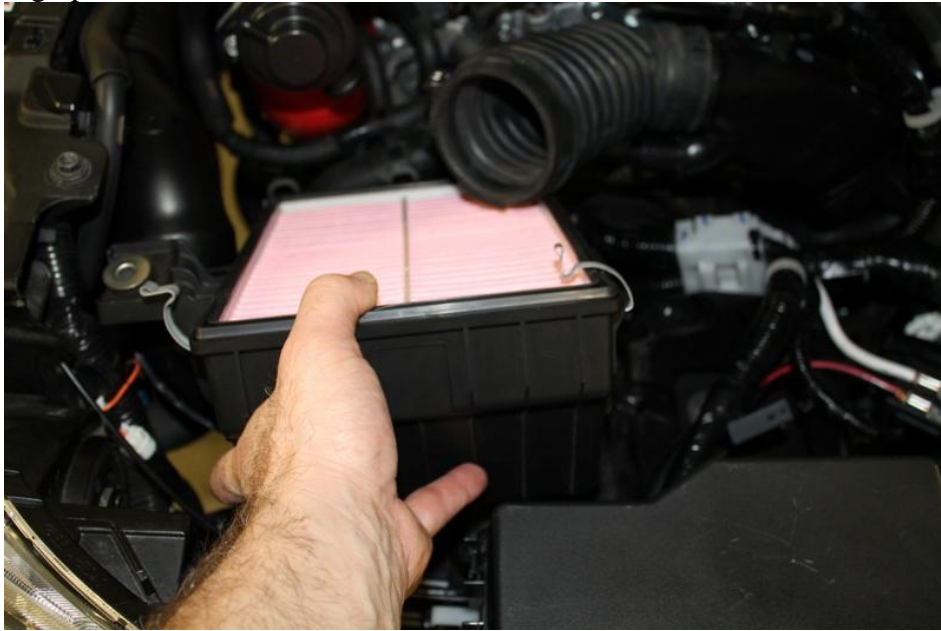
4. Lift the top of the air box up, push the intake hose off.



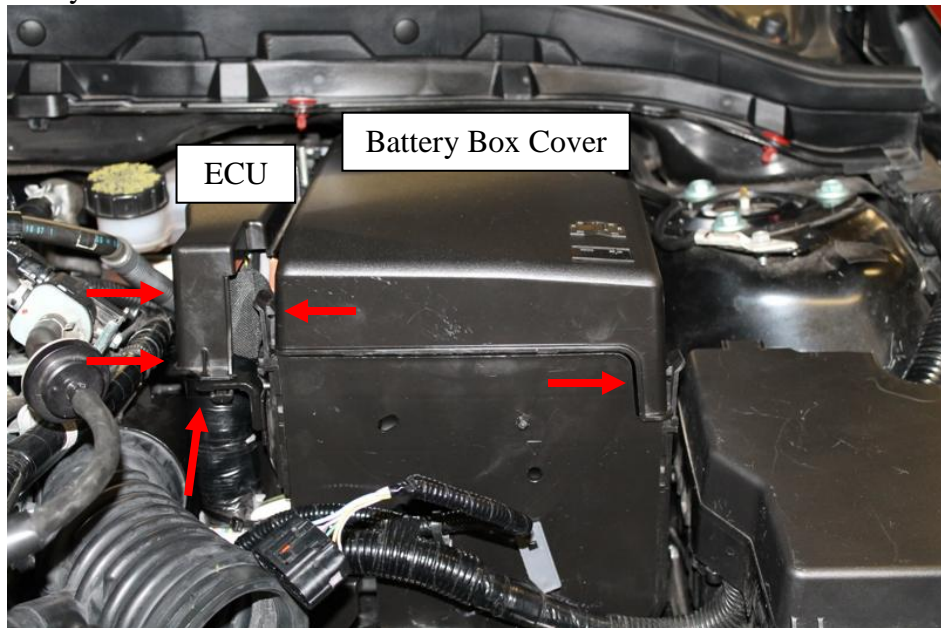
5. Remove the grey wire connector from the top section of the air box and remove from the vehicle.



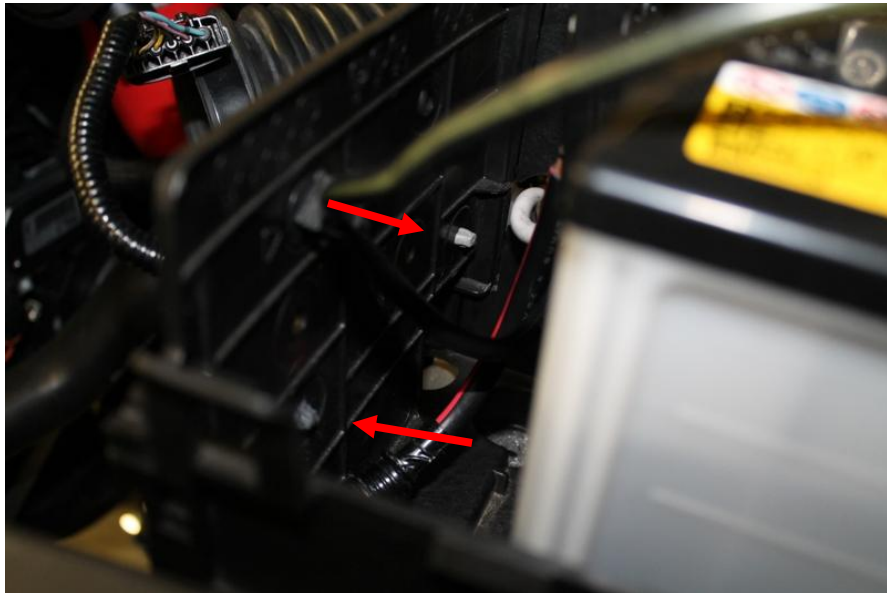
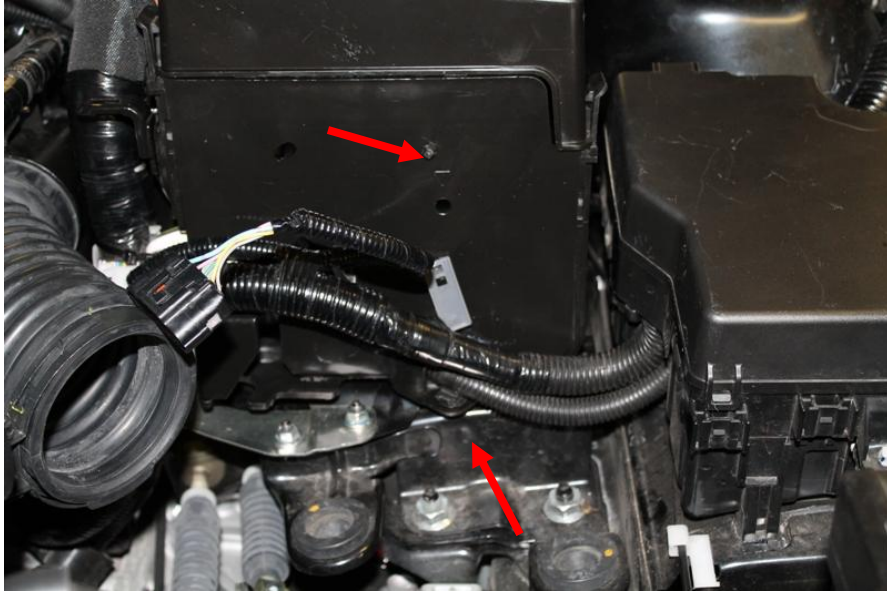
6. Tug up on the bottom of the air box remove it from the vehicle.



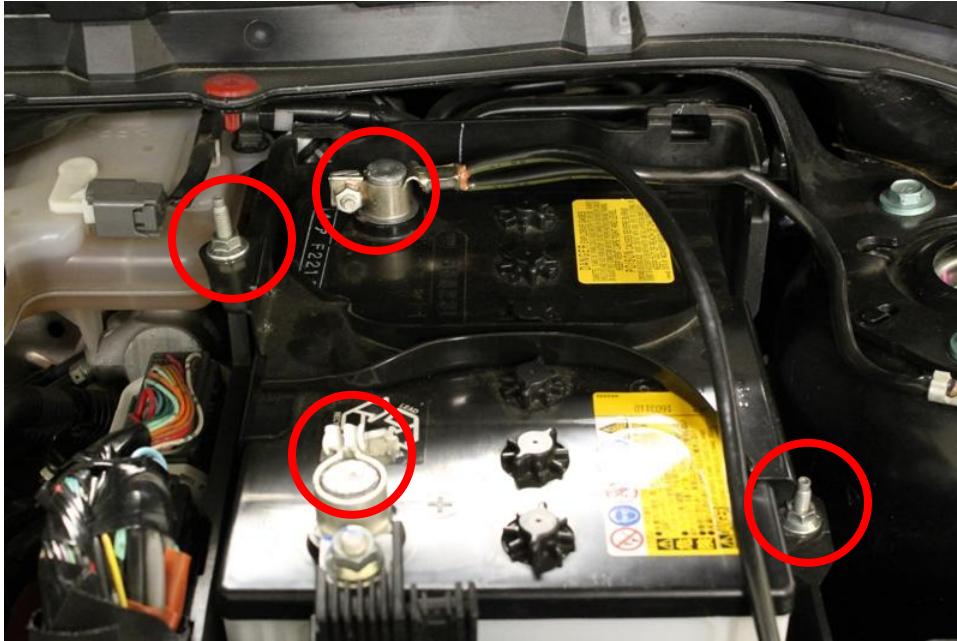
7. Remove the battery box cover and ECU cover. There are tabs on either side of the battery box and a tab on the front and two on the side of the ECU cover.



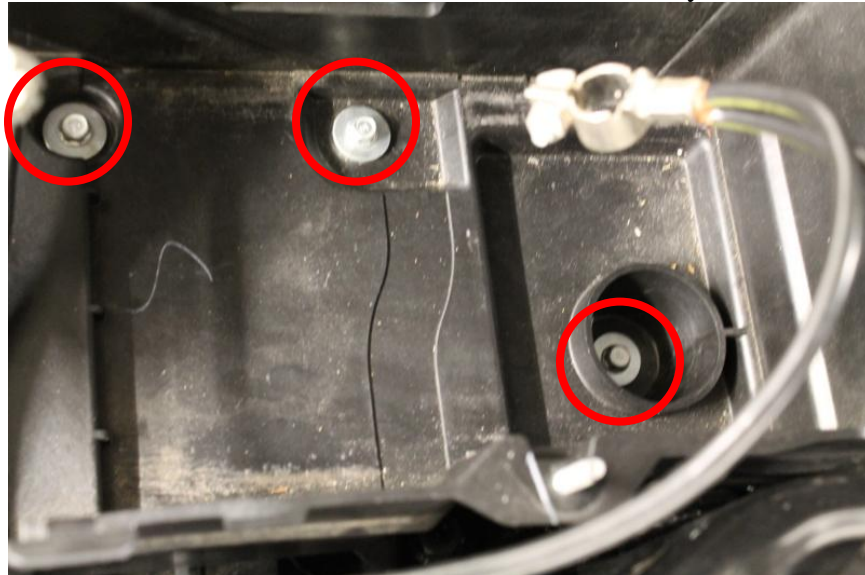
- Using a pair of needle nose pliers remove the four fasteners securing the wire looms to the front cover of the battery box. There are two removed from the outside and two removed from the inside.



- 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.

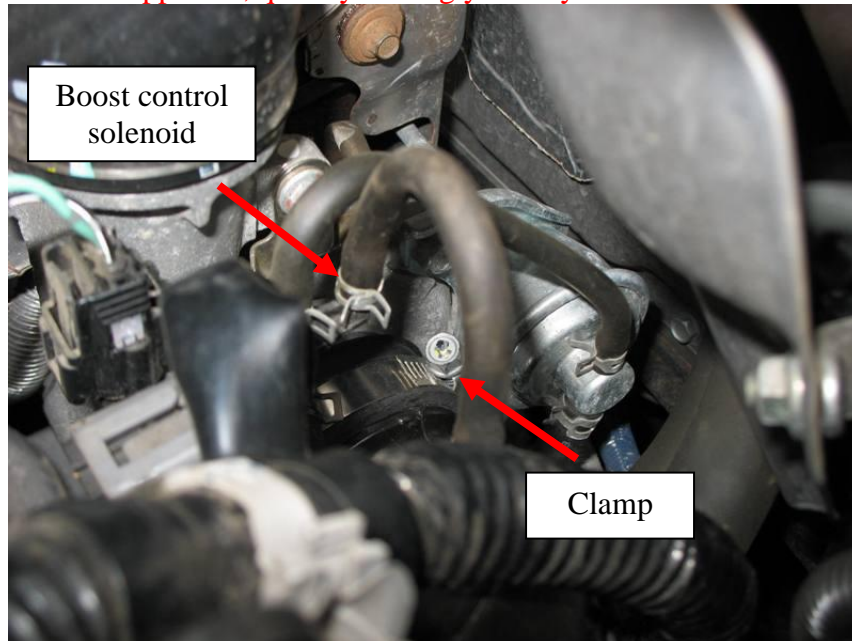


12. Remove the two 10mm nuts securing the wiring harness bracket. Lift the bracket off the studs and lay wiring harness over towards the front driver's side so it's not in your way.

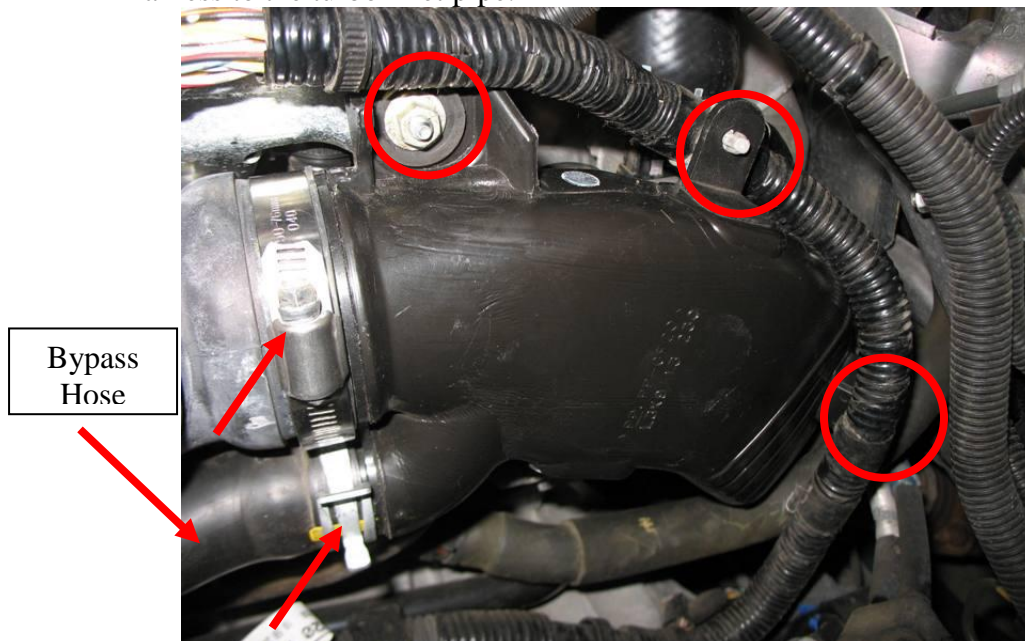


13. Using a pair of needle nose pliers, squeeze the clamp on the boost control solenoid vacuum hose and slide it up. **VERY, VERY CAREFULLY** twist the hose to loosen it from the boost control solenoid and remove the hose. Using a philips head screwdriver, loosen the clamp securing the intake hose to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

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

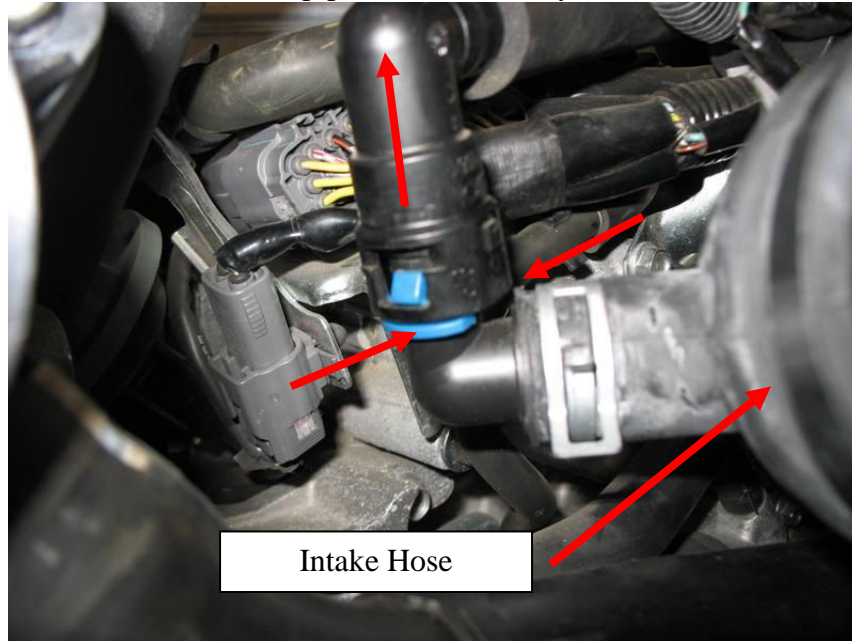


14. Use a pair of pliers to squeeze the clamp securing the bypass hose to the turbo inlet pipe and slide it towards the front of the vehicle, then remove the bypass hose from the turbo inlet pipe. Using a 10mm socket remove nut circled below. Using a pair of needle nose pliers, remove the 2 fasteners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

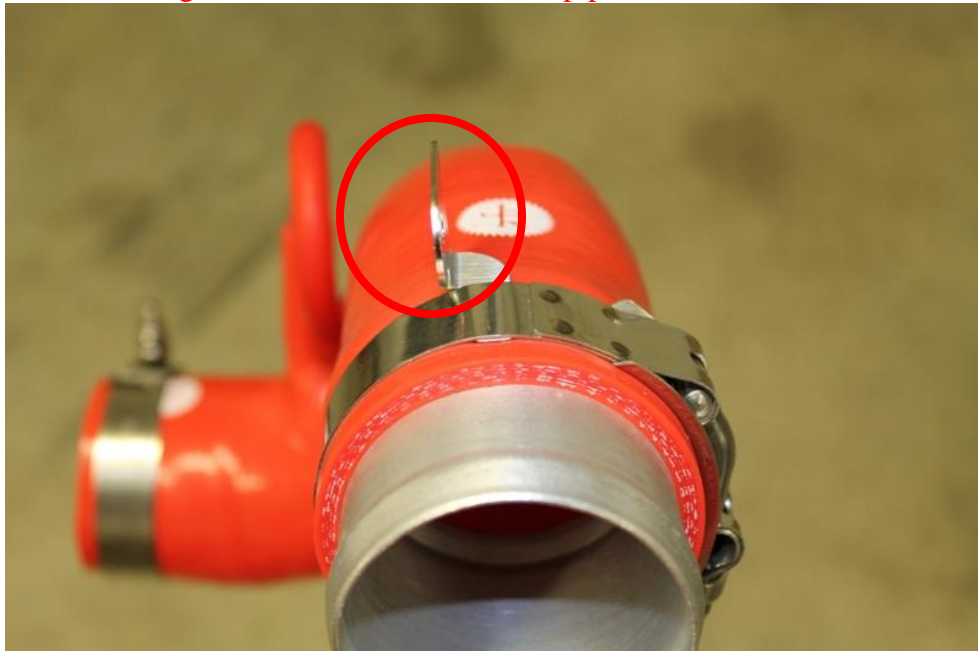




15. Disconnect the valve cover breather connection from the 90 degree fitting in the intake hose by squeezing both blue tabs together then pulling up. Then remove the intake hose and turbo inlet pipe as one assembly from the vehicle.



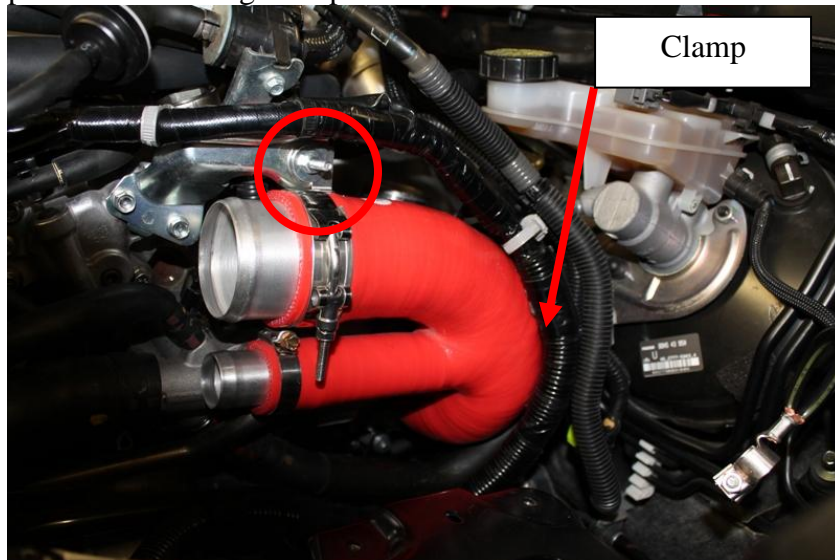
16. Orient the included T-bolt clamp on to your new JBR Turbo Inlet Pipe as shown below, slip the turbo inlet mounting bracket under the T-bolt camp just slightly off center and tighten the T-bolt clamp.
- Orientation of the clamp is important so it does not interfere with the ECU wiring harness once the turbo inlet pipe is installed.



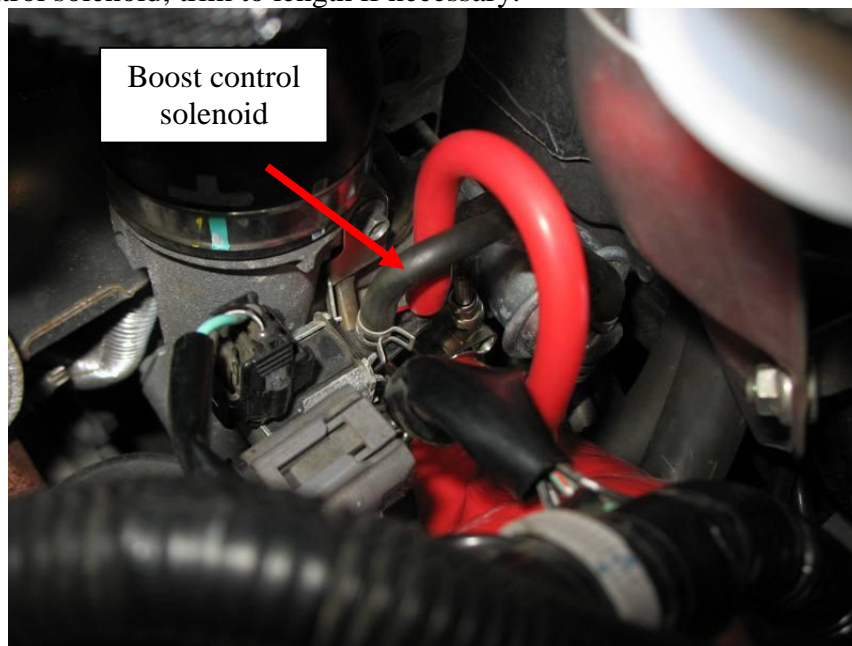
17. Place the included T-bolt Clamp on to your JBR turbo Inlet Pipe and orient as shown below.



18. Install the turbo inlet pipe on to the turbo. Slide the turbo inlet mounting bracket on to the stud and reinstall the 10mm nut removed in step 14. Tighten the T-bolt clamp at the turbo using a deep 10mm socket.



19. Connect the new vacuum line included with your turbo inlet pipe to the boost control solenoid; trim to length if necessary.



20. Reconnect the bypass hose and replace the clamp removed in step 14.



21. Using a pair of pliers squeeze the silver clamp securing the 90 degree valve cover breather fitting to the intake hose and pull the fitting out of the intake hose. This can be very difficult so be patient.



22. Place the include lined hose clamp on to your new JBR wire reinforced silicone intake hose and insert the fitting in to the hose as shown below.

- Use a little WD-40 to help slide the fitting in to the intake hose.
- You may choose to trim the indexing tab from the 90 degree fitting for a flush fit. This is optional and not necessary.



23. Place the included T-bolt clamp on to your new JBR intake hose. Install your new MAF housing with the air straightener towards you in to the intake hose up to the edge of the knurling. Orient the MAF sensor opening in line with the JBR logo.
- The MAF housing and the intake hose are a tight fit. Use a little WD-40 in the end of the intake hose to help slide the MAF housing in to the intake hose.



24. Place the include T-bolt clamp on the intake hose and install the intake and MAF housing on to the turbo inlet pipe. Rotate the entire intake assembly up just a tiny bit. Using a 10mm socket tighten the T-bolt clamp at the turbo inlet pipe and at the rear of the MAF housing.
- Use a little WD-40 in the end of the intake hose to help slide the intake hose on to the turbo inlet pipe.
  - Orientation of the clamp is important so it does not interfere with the ECU wiring harness.



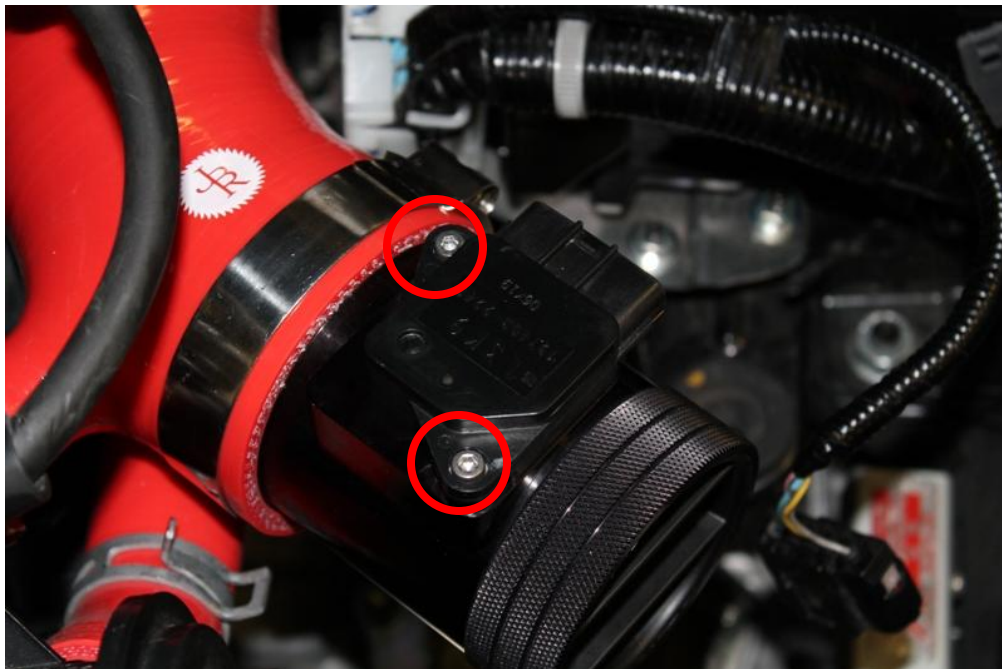
25. Using a 10 mm socket reinstall the wiring harness mounting bracket removed in step 12.
26. Reinstall the battery box, battery, and battery hold down bracket removed in step 9.
27. Reconnect the wiring harness to the ECU removed in step 11 and reinstall the ECU cover.
28. Replace the front of the battery box and reconnect the wiring harness removed in step 8 to the front cover.
29. Using a 10mm socket reconnect the positive battery terminal connection **FIRST** then the negative connection.
30. Reconnect the valve cover breather line to the 90 degree fitting in the intake hose and tighten the hose clamp.



31. Using a philips head screwdriver, remove the MAF sensor from the factory air box cover.

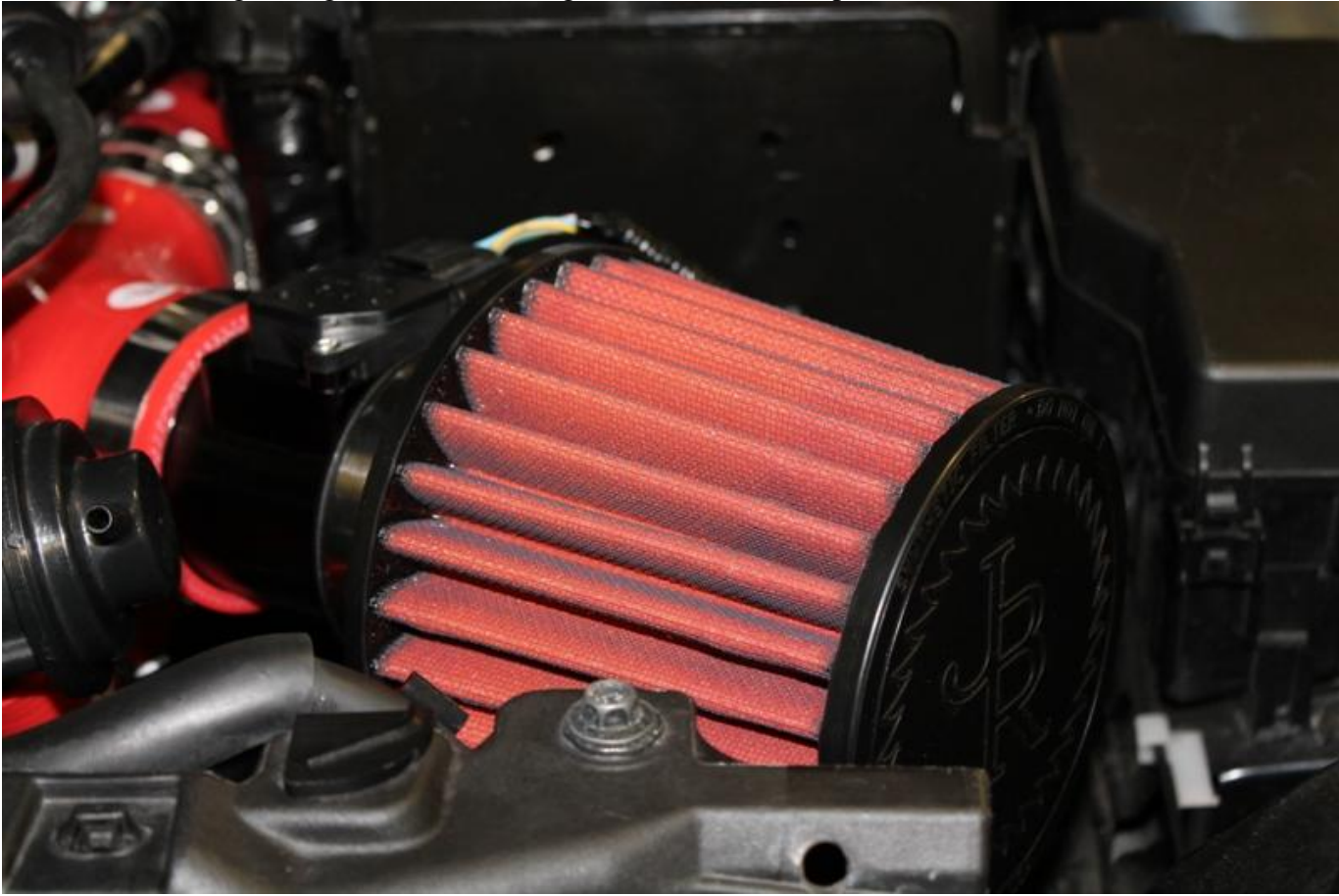


32. Install the MAF sensor in to your new JBR MAF housing using the 2 socket cap screws included with your kit. Then tighten with a 3mm allen wrench.
- Use caution when installing the sensor in to the MAF housing. Be sure NOT to pinch the o-ring causing damage.



33. Reconnect the MAF sensor connector

34. Install your JBR Dry-Flow filter on the end to the MAF housing up to the edge of the knurling. Using a 10mm socket tighten the T-bolt clamp.



**Congratulations!! You've just completed the installation of your JBR Power Path Cold Air Intake System!!**



### Stage 3 Cold Air Intake Installation Instructions

1. Begin by parking on a smooth level surface with the emergency brake engaged and then jacking up both sides of the rear of the vehicle.



Refer to you vehicles owner's manual for proper jack placement and supporting procedures. **Never get under a vehicle without the proper support in place.**

2. From underneath remove the belly pan. There are three 10mm bolts and two push pin type fasteners across the front. A flat heat screw driver works well for removing the center portion of the push pin fasteners.



3. There are four more 10mm bolts located near the wheels; two on each side.



4. Remove the three philips head screws holding the front portion of the driver's side inner fender liner to the lower portion of the bumper and fold it towards the rear of the vehicle out of your way.



5. On the driver's side, remove the 10mm bolt from the forward most tab in the frame.



6. Install the mounting bracket include with your cold air kit as shown using the 6mm bolt, flat washer, and lock washer. Then tighten with a 10mm socket and 10mm wrench



7. Remove your JBR Dry Flow filter from the end of the MAF housing using a 10mm deep socket. Place 2 T-bolt clamps included with your Stage 3 kit on to the silicone elbow. Slip the elbow on to the cold air pipe and orient the elbow as shown below.



- Slip the pipe down in to the engine bay so the cold air pipe extends in to the wheel well area. Slide the elbow on to the end of the MAF housing up to the end of the knurling. Do not tighten the clamps at this time.



- It may be necessary to bend the tab down on the cover of the fuel pump resistor shown below to make clearance for the cold air pipe.



10. Place the included worm clamp over the end of the cold air pipe, loop it over the bracket installed in step 6 and tighten the clamp.

a. Be sure to leave a little gap between the frame and the cold air pipe.



11. Reinstall your JBR Dry flow filter, replace the front portion of the fender liner and reinstall the belly pan.



12. Using a 10mm socket tighten the two clamps on the silicone elbow.



**Congratulations!! You've just completed the installation of your JBR Power Path Cold Air Intake System!!**

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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.

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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.

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## **CONTACT:**

If you have questions or problems, e-mail us at [jamesbaroneracing@gmail.com](mailto: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.