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COBB SF Short Ram Intake System MazdaSpeed3

Installation Instructions

ph: 801 713 0035 • fax: 801 478 0925 • 3362 West 1820 South, Salt Lake City, Utah 84104

COBB SF SHORT RAM INTAKE SYSTEM

MazdaSpeed3

Congratulations on your purchase of the COBB Tuning SF Intake System. The following instructions should assist you through your installation process. Please read them first before beginning the install. If you feel that you can not properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified mechanic.

PARTS LIST:

- MAF Housing
- Silicone Elbow
- 3" Hose Clamp
- 2.5" Hose Clamp
- Mounting Bracket
- M6 Bolts (2)
- M6 Nuts (2)
- Flat Washers (4)
- Lock Washers (2)
- Allen Head Screws (2)
- Air Filter w/ Hose Clamp

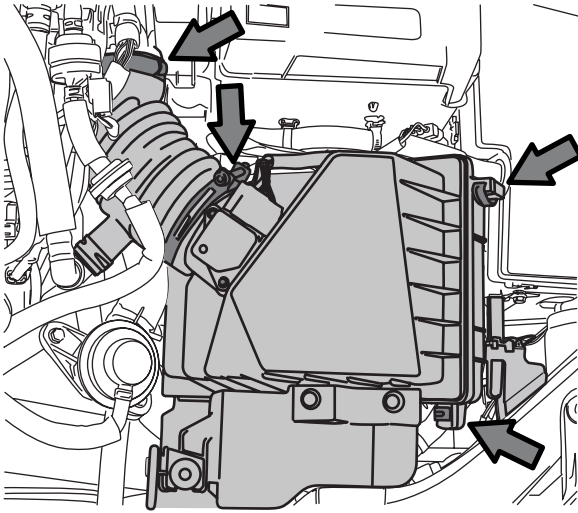
TOOLS NEEDED:

- 3/8" Drive Ratchet
- 8 mm Socket or 8 mm nut driver
- 10 mm Socket or 10 mm nut driver
- 6" Extension
- 10 mm Open/Boxed End Wrench
- Pliers
- Phillips Screwdriver
- Flathead Screwdriver
- 3 mm Allen Wrench

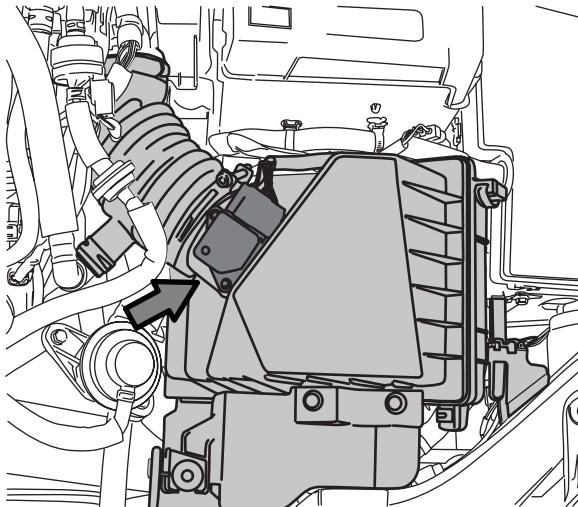
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REMOVAL OF STOCK AIRBOX

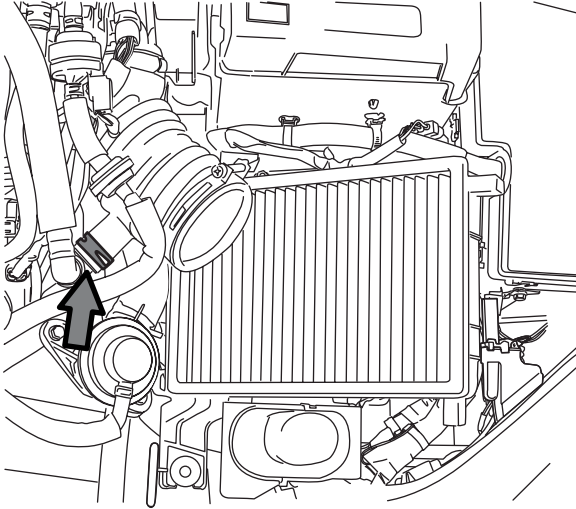
1. Disconnect the negative terminal on the car battery.
2. Remove the intercooler cover by removing the 2 bolts holding on the cover using a 10 mm socket, and slide back and up.
3. Using a 10 mm socket, loosen the hose clamp that connects the accordion rubber hose to the intake box. Loosen the hose clamp that connects the accordion rubber hose to the turbo inlet. Unhook the 2 metal clips on the right side of the intake box.



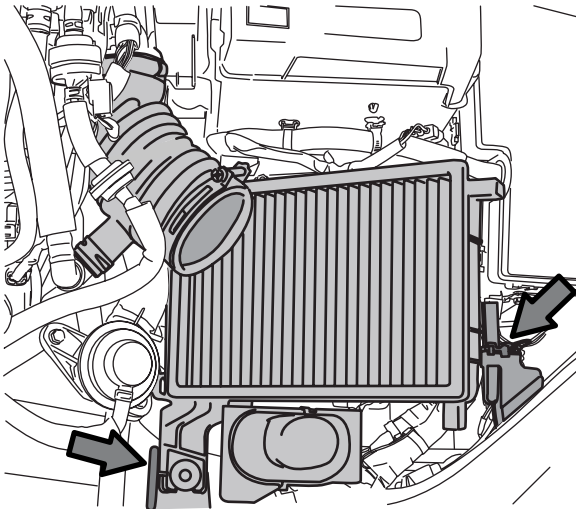
4. Unplug the Mass Air Flow (MAF) Harness from the MAF Sensor by pushing down on the tab and pulling away from you. Remove the 2 screws attaching the MAF Sensor to the MAF Housing using a Phillips head screw driver. Carefully remove the MAF Sensor from the housing and place it in a safe area. Remove the top of the intake box.



5. Remove the 90 degree plastic elbow from the accordion rubber hose using pliers to pinch the hose clamp together and working out the elbow. Move the 90 degree plastic elbow and the hose clamp for this elbow aside as it will be used for the Cobb SF Intake.

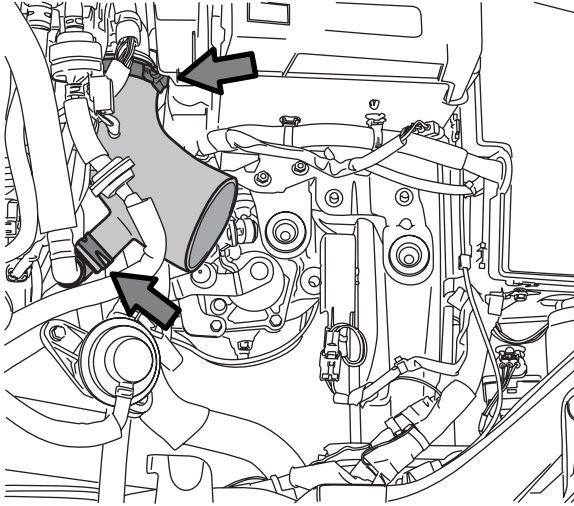


6. To remove the lower section of the intake box, squeeze together the white retaining clip and pull up. Slide the rubber stop away from you. Remove the rubber retaining strap on the left side of the box by pulling up and to the left. This strap can be set aside as it will not be used on the Cobb SF Intake. Pull up on the box to pull it out of the 2 rubber plungers at the bottom of the box. Remove the accordion rubber hose from the turbo inlet.

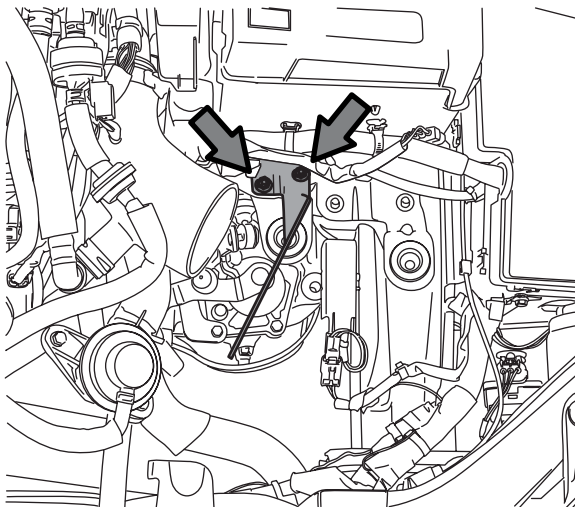


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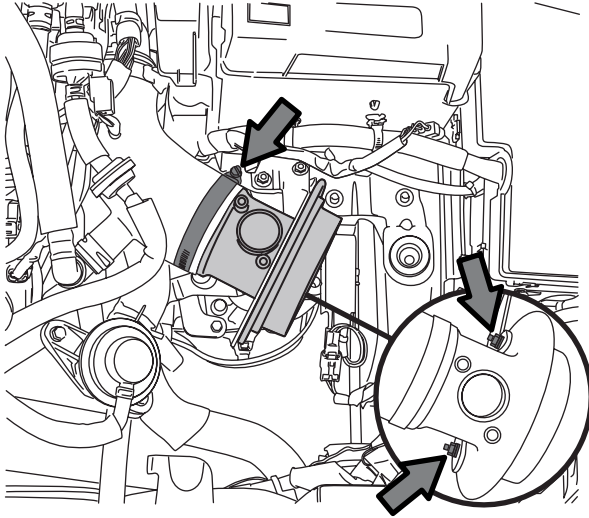
1. Take the smaller of the 2 hose clamps provided and place over the medium sized diameter on the Cobb silicone and slide the silicone onto the turbo inlet. Loosely tighten the hose clamp, so that the silicone can be rotated later for a better fit. Connect the vacuum line and the 90 degree plastic elbow. The Cobb silicone or the plastic elbow may need to be rotated in order to connect the vacuum line.



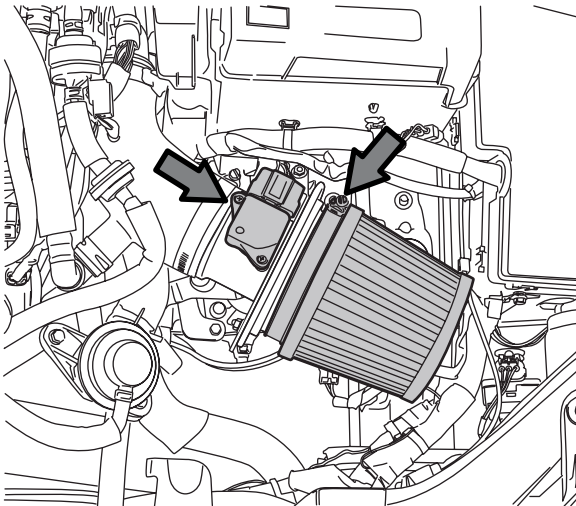
2. Install the mounting bracket by removing the 2 nuts located just in front of the battery box using a 10 mm socket or 10 mm open/box end wrench. Place the mounting bracket over the right side stud and rotate the mounting bracket to the left to seat it on the left side stud. Reinstall the 2 nuts on the studs using the same 10 mm socket or 10 mm open/box end wrench.



3. Place the large hose clamp on the Cobb silicone and then insert the Cobb MAF Housing into the silicone with the MAF opening facing up. Attach the MAF Housing to the bracket using the 2 bottom holes in the MAF Housing. Attachment sequence right to left: bolt head, flat washer, MAF Housing, mounting bracket, flat washer, lock washer, and nut. Tighten using a 10 mm open/box end wrench and 10 mm socket. Tighten the 2 hose clamps (silicone to MAF Housing and silicone to turbo inlet).



4. Place OEM MAF Sensor into the MAF Housing with the electrical connection towards the rear of the car. Attach the MAF Sensor to the housing using the 2 supplied allen head screws and a 3 mm allen wrench. Reattach the electrical harness to the MAF Sensor. Place the supplied air filter onto the end of the MAF Housing and tighten using an 8 mm socket or nut driver.

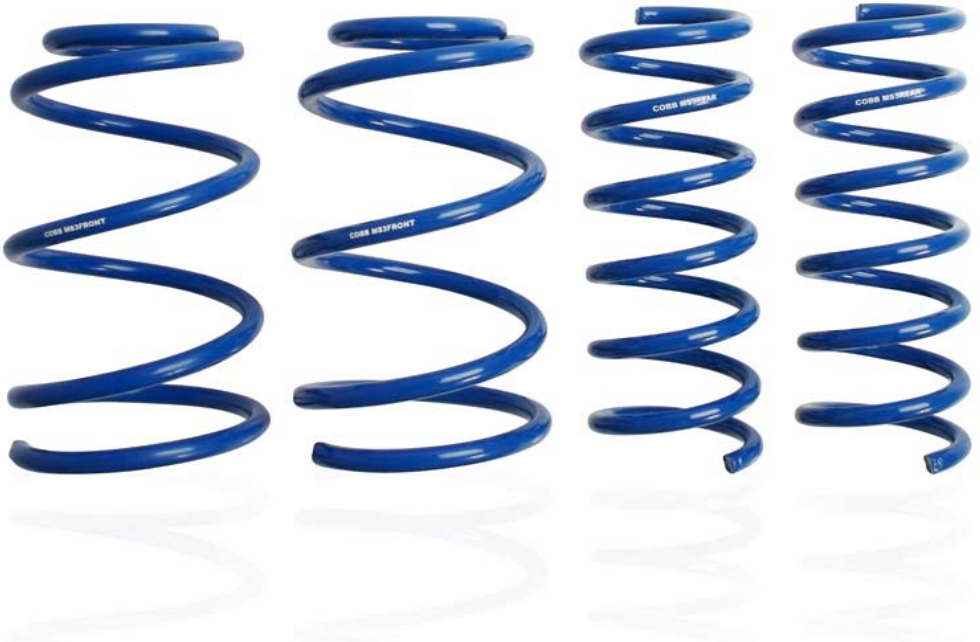


5. Enjoy your new intake.

What Next?

COBB Sport Springs!

Direct replacement for the factory springs, and designed to work with the factory struts, the COBB Sports Springs reduce the ride height by 1.0" Front and 1.0" Rear. The result is improved road handling and reduced body roll. Precision CNC cold wound high quality Chrome Silicon steel construction. The springs are powdercoated COBB Blue in a unique process for protection against the elements.



Spring rates are approximately +15% for the front and +25% for the rear over stock which, results in a sporty feel without being unnecessarily harsh or bouncy. The factory springs are actually too soft for the stock struts, much less uprated aftermarket replacements, to work optimally. Our final spring rates are the result of extensive real-world and road course testing.

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