

## MX-5 Intake Installation Instructions

### Tools Required:

- 10mm socket & ratchet
- 10mm open end/box wrench
- Large flat head screwdriver
- Short Phillips head screwdriver

**Estimated time for completion:** 1.5 hrs

**People required:** 1

Photo 1

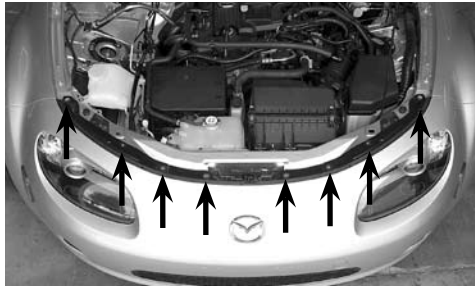


Photo 2



## INSTALLATION INSTRUCTIONS

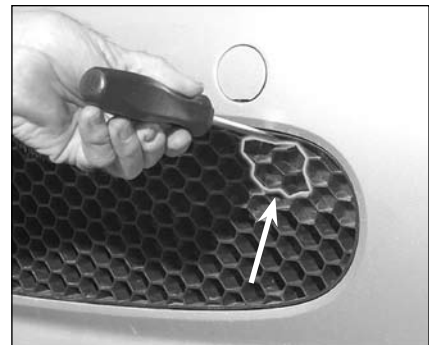
### Remove The Front Bumper

1. Turn the steering wheel all the way to one side and open the hood.
2. Remove the (8) 6mm bolts from the upper attachment flange of the bumper. See photo 1.
3. Remove the (5) plastic clips from each rear edge of the bumper at the forward outer lip of the wheel well. See photo 2.
4. Pull the plastic panel inside the wheel well rearward and disconnect the fog light & side maker lights on both sides of the car.
5. Pull the plastic panel inside the wheel well rearward and remove the (2) 6mm nuts behind the headlights against the sheet metal, and (1) 6mm bolt near the edge of the wheel well at the seam between the bumper and the sheet metal. Undertake this same process on the opposite side of the car. See photo 3.
6. Remove the retaining screws from the bottom edge of the nose:
  - A) If the car is NOT equipped with a lower lip on the nose - Remove (10) Phillips head screws from the bottom of the bumper and (4) 6mm bolts from the bottom of the bumper
  - B) If the car IS equipped with a lower lip on the nose - Remove the (6) Phillips head screws from the bottom of the bumper and (4) 6mm bolts from the bottom of the lip, and set the lip aside.
7. Remove the (2) plastic covers from the grill using a large flat head screwdriver, then remove the (2) 6mm bolts that are located behind the covers. See photo 4.
8. Remove the bumper by pulling forward and up, then set aside.

Photo 3



Photo 4

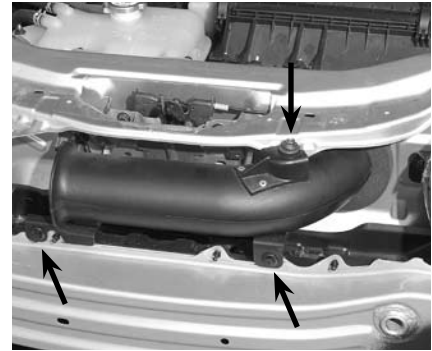


Remove this section to reveal the retaining bolts.

## Remove The Stock Airbox

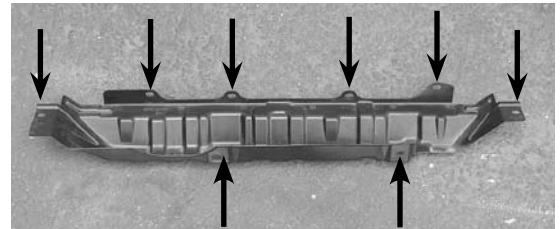
1. Remove the inlet duct by removing (1) 6mm bolt and (2) plastic clips. Save one (1) plastic clip, the other pieces will not be reused. See photo 5.

Photo 5



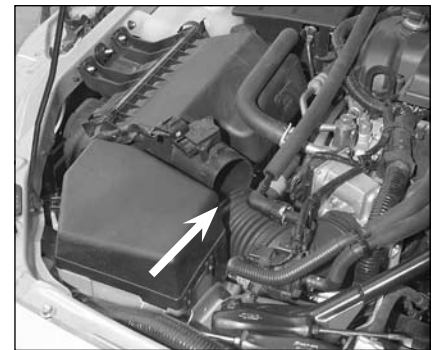
2. Remove the (8) plastic clips from the plastic panel beneath the duct. The outer clips which are under the headlights cannot be accessed from above, so they must be pushed up from below. Using a large flat head screwdriver through the opening at the front of the metal bumper bar, push each clip "up" and out of position. These pieces will not be reused. See photo 6.

Photo 6



3. Remove the (2) 6mm nuts at the front of the air box; then loosen the hose clamp at the outlet tube of the air box 10 turns, and remove the electrical connector attached to the Mass Air Flow sensor (MAF). For the moment leave the wire harness connected to the box. (See the location of the attachment point in photo 8.) Push the bellows hose off the back of the outlet tube and pull up at the rear of the air box to disengage it from the bracket below. (See photo 7) Push the filter box toward the engine to disengage it from its mounting studs, then raise the front and partially remove the box, all without straining the wiring harness.

Photo 7



Once the box is out from under the power steering hose, turn it over and disconnect the wiring harness using a pair of pliers. See photo 8.

4. Remove the MAF sensor from the outlet tube on the stock air box and set aside for re-use, but the attachment screws will not be re-used. See photo 9.

Photo 8

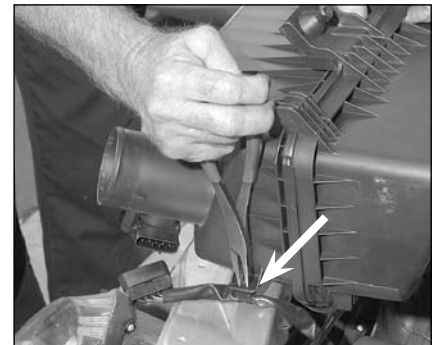


Photo 9



## Installing the Racing Beat Intake

1. Install the MAF sensor into the aluminum MAF body supplied, making sure not to damage the O-ring. Applying a small amount of oil on the O-ring, then rotating the sensor slightly while pushing downward will allow the O-ring to seat properly. Attach the MAF sensor to the MAF body using the stainless steel screws supplied.

2. Install the MAF body into the bellows intake tube, see photo 10. Orient the body so that the sensor is facing DOWN with electrical terminals facing the centerline of the car. The hose should seat against the shoulder of the MAF body. Install the short hose supplied on the inlet side of the MAF body. Install and tighten the hose clamp as shown in photo 11 . Reconnect the MAF sensor electrical connector.

Loosely place another hose clamp over the short hose section for use at a later step.

3. The foam rubber support is supplied to fill the opening in the sheet metal where the original air box passed through. Insert the rubber support into the hole, ensuring correct orientation and that the flanges of the rubber support are sitting flush against the sheet metal on both inner and outer sides. See photo 12.

4. Notice that the smaller end of the air filter supplied has a recess that fits over the male shape inside the Racing Beat air box at the far end. Insert the filter into the box with a rotating motion, ensuring the small end of the filter fully engages the male shape, and that the larger end sits flush with the air box. Then use the aluminum bracket and 6mm bolts supplied to hold the filter in place. (Note the orientation of the hose clamp.) See photo 13.

Photo 10



Photo 11

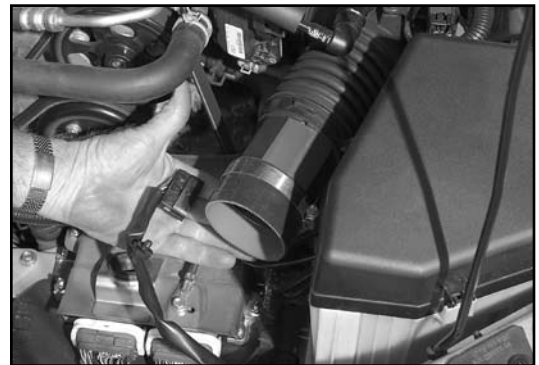
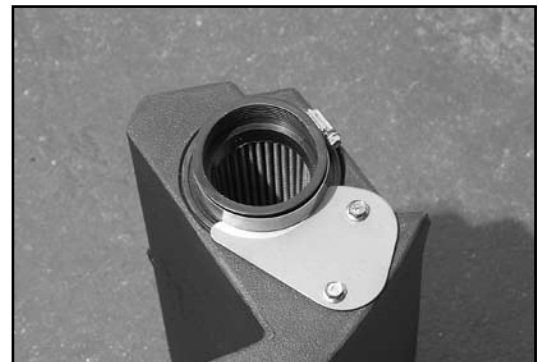


Photo 12

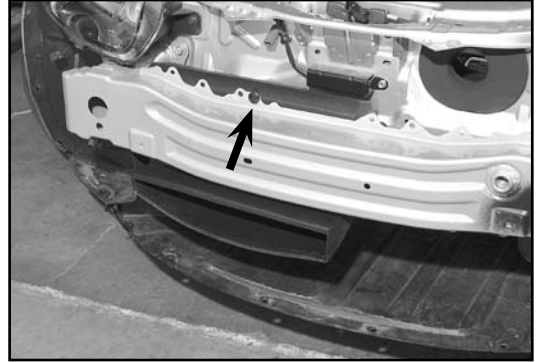


Photo 13



5. Position the plastic air filter box between the metal bumper bar and inner sheet metal from below, and using the one (1) plastic clip set aside earlier, attach the box to the metal bumper bar in the position shown in photo 14.

Photo 14



6. Coat the white intake tube with a small amount of liquid soap. As shown in photo 15 & 16, insert the tube through the opening in the rubber support, curved-end first. Hold the back side of the rubber piece to prevent it from becoming dislodged. If the tube is “sticking” to the rubber, remove it and add more liquid soap.

Photo 15



7. Rotate the tube into position and insert the upper end of the tube into the short hose section that was installed on the MAF body, but do not tighten the clamp yet. Insert the forward end of the tube into the K&N air filter, making sure that the tube is seated deep enough in the air filter to allow complete engagement of the hose clamp. Tighten the hose clamp on the air filter.

8. Pull the MAF body towards the white intake tube and make sure the MAF body is fully seated against the white tube, allowing no gap between them. Tighten the hose clamp onto the white tube.

9. Re-assemble the bumper in reverse order of removal.

10. Assembly of the Racing Beat Intake is complete. Start the car and enjoy your intake!

Photo 16



**Cleaning The Air Filter** - Your Racing Beat Intake kit is supplied with a genuine K&N-brand filter. When required, the filter can be removed from the intake duct and cleaned using a K&N Filtercharger Kit. We suggest you monitor the condition of your filter every 3000-5000 miles, or more often if the car is driven in harsh environments.

**Removal of the K&N Air Filter** - It is not necessary to remove the bumper to access the filter element. To remove the filter, first remove the retaining screws from the bottom edge of the nose. Locate the bracket that retains the air filter unit and remove the forward bolt, then loosen the rear bolt two turns. Loosen the hose clamps on both ends of the white intake tube. Rotate the retaining bracket out of position, and remove the intake tube from the filter element. Remove the filter and clean as directed in the K&N Filtercharger Kit.

Assemble the filter unit assembly in reverse order.