



BAB65MX5-2 Mazda MX 5 Mk2
Maxogen Induction Kit
Fitting Instructions





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BAB65MX5-2 Performance Air Box

Mazda MX5 Mk2 Fitting Instructions Kit Contents

<u>Qty</u>		<u>Description</u>
1	x	BAB65 airbox with 19mm hole in neck
1	x	JC60/80s filter to suit above
1	x	BAB65MX5M1SH3 L/H intake hose
1	x	BAB65MX5M1SH2 R/H intake hose
1	x	Aluminium crossover tube (with breather)
4	x	60-80SSHC 60-80mm stainless steel hose clips
1	x	BAB65MX5MB1 lower mounting bracket
1	x	BAB65MX5MB2 upper mounting bracket
1	x	BAB65MX5M2HS heat shield
1	x	210mm rubber edging strip
2	x	M5 x 16 Stainless steel button head screw
4	x	M5 x 20 Stainless steel button head screw
2	x	M5 x 25 Stainless steel button head screw
4	x	M5 Stainless steel penny washers
2	x	M5 Stainless steel plain washers
2	x	M5 Stainless steel ny-lock nuts
1	x	M6 x 20 Stainless steel hex head screw
2	x	M6 Stainless steel penny washers
1	x	M6 Spring washer
1	x	M8 x 20 Stainless steel hex head screw
1	x	M8 Stainless steel penny washer
1	x	M8 Spring washer



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Removal Of Standard Components

The removal of all the standard components is a relatively simple and straightforward procedure to carry out. The first step is to remove the hard plastic intake pipe that stretches across the front of the engine, this is done by removing the hose clips at either end, one on the MAF (Mass Air Flow) sensor and one on the throttle body. Then, pull the oil breather pipe from the centre of the plastic cross over pipe and pull the entire assembly off the engine.

The next job to carry out is to remove the standard airbox itself. Firstly, disconnect the wiring harness plug that connects onto the MAF sensor and then pull the air temperature sensor out from its rubber grommet. Now remove the mounting nuts/bolts and lift the airbox assembly out.

With the airbox removed from the engine bay, unbolt the MAF sensor and remove from the airbox. This will still be held in place by a rubber seal and may be quite tight, simply twist and pull the MAF until it finally comes free. Now remove the rubber MAF seal and the air temperature sensor grommet then save them for later.

The next step is to remove the plastic heat shield, there may be wiring terminal blocks attached to the shield which will need to be unclipped. Once the wiring has been cleared all that is needed is to remove the two mounting bolts and lift the shield out.



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BAB65MX5 Fitting Instructions

Fitting Your Maxogen Induction Kit

Pre-assembling components

Before you start actually fitting the airbox to the car it is a good idea to pre-assemble the airbox, filter, brackets and MAF sensor.

The first part of this process is to oil the filter (instructions can be found in the cleaning and maintenance section of these instructions). Once you have the filter oiled you can drop it into the airbox, fit the filter retaining ring and attach the airbox / MAF mounting bracket (as shown below). This is held in place by two M5 x 25 button head screws with penny washers whilst the rest of the filter retaining ring is held in place by four M5 x 20 button head screws. Do not fully tighten everything up yet as there is a small amount of adjustment available that you may need to correctly position the MAF sensor later.





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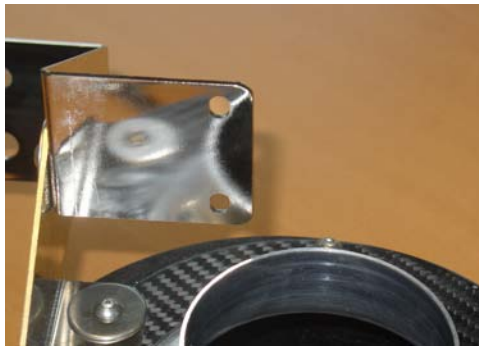
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Pre-assembling components cont.

With the bracket now roughly in fitted you can fit the MAF sensor into place. Fit the original rubber seal (I said you would need this later) onto the MAF as it would have originally been fitted and then slide the MAF sensor into the filter spinning until the two mounting holes line up. Using the original bolts, bolt the MAF sensor into place and then fully tighten all the nuts and bolts.

MAF Mounting point



MAF sensor fitted



Fitting the airbox

Everything should now be ready to fit the airbox into the engine bay. The first job is to bolt the airbox assembly roughly into place using an M6 x 20 hex head bolt with a spring washer and penny washer, this is fitted into the forward facing bracket mounting hole and uses the same mounting point as the power steering pump reservoir as shown below.



Use this bolt hole
for the forward
facing bracket
mounting bolt.



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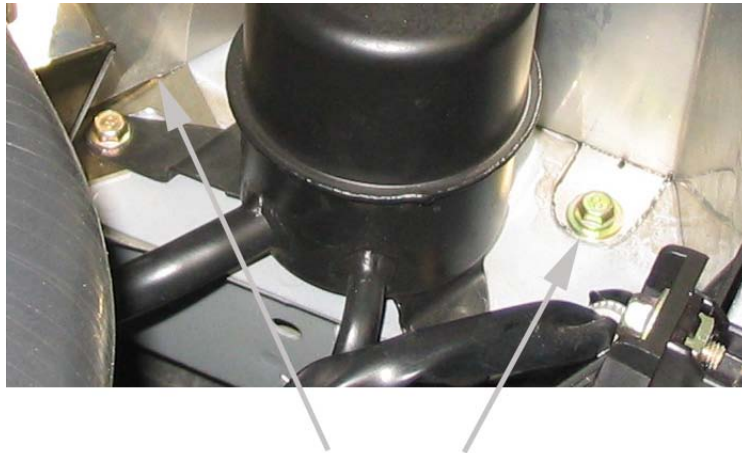
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Fitting the airbox

The second mounting bracket hole is the M8 threaded hole adjacent to the first bolt hole used. This is also used by the rear mounting point of the heat shield so this will need to be fitted now. Using an M8 x 20 hex head bolt with a penny washer and a spring washer, bolt the rear of the heat shield down through the rear facing mounting bracket hole and then using one of the original bolts left over bolt down the front of the heat shield as shown below.



Mount the heat shield
using these two points.

Do not fully tighten down the mounting bracket yet as there will still need to be adjustments made to the position of the airbox and its mounting bracket.

The next step is to fit the two silicon hoses and crossover tube into place. It's a good idea to quickly assemble the hoses and crossover tube before you fit them. The 90° hose is used to connect up to the throttle body and the 45° hose is used to connect to the MAF sensor, making sure the ITG logo's are towards the aluminium pipe and readable from the front, insert the aluminium tube approximately 15mm into each hose and make sure the breather return pipe is facing away from (as shown overleaf). Now loosely tighten the hose clips and drop into place.



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Fitting the airbox cont.

Crossover pipe assembly



With the crossover pipe in place you can now push the oil breather pipe onto the crossover pipe and start to make any necessary adjustments to the position of the mounting bracket.

On some cars there may be a slight ridge where the chassis rail meets up to the bodywork, it's possible that this may affect how the bracket sits and can prevent you from getting clearance with the power steering pump belt tensioner. If this is the case you will need to use the extra M8 and M6 penny washers provided to pack underneath the mounting bracket to lift the bracket clear of the ridge.

Once you are happy everything is lined up and you have clearances everywhere fully tighten up all the mounting bracket bolts and fully secure the hose clips.

The two final jobs of the instalment are to re-connect the MAF sensor wiring and fit the air temperature sensor. You will need to remove the air temperature sensors rubber grommet from the original airbox and fit it into the hole in the neck of the new airbox, then simply push the sensor into place.

You should now have successfully installed you Maxogen induction kit!!!
BEFORE you start your car and go for a spin **DOUBLE CHECK EVERYTHING!!!!**
Only when you are sure that everything is tight and nothing fouls should you take the car for a test drive.