

## PARTS INCLUDED

- 1PC** Aluminum Intake Pipe
- 1PC** Silicone Turbo Inlet Hose
- 1PC** High-Flow, Oiled Filter
- 1PC** Airbox w/ Protective Edging
- 1PC** Silicone Adapter Piece for 2016+ Models
- 1PC** CARB EO Sticker
- 1PC** Mounting Hardware

## TOOLS NEEDED

- 2.5mm Allen Key
- 4mm Allen Key
- 7mm Socket
- 8mm Socket
- 12mm Socket
- 1/4" Drive Ratchet & Extensions
- Flat Head Screwdriver

**INSTALL TIME** 1 Hour

**INSTALL DIFFICULTY** 

## DISCLAIMER

- Raise vehicle only on jack stands or on a vehicle lift.
- Allow vehicle to cool completely prior to attempting installation.
- Do not run the engine or drive the vehicle while overheating; serious damage can occur.
- Please dispose of any liquids properly.
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products.
- Mishimoto suggests that a trained professional install all Mishimoto products.

## INSTALL PROCEDURE

1. Locate the long bracket in your kit and secure it to the Mishimoto airbox with two supplied Allen bolts. (2x 2.5mm Allen bolts)



2. Locate the short bracket in your kit and secure it to the Mishimoto airbox with two supplied Allen bolts. (2x 2.5mm Allen bolts)



3. Locate the mounting pegs in your kit. Secure the first mounting peg to the long bracket with the provided Allen bolt and washer, but do not fully tighten it. (1x 4mm Allen bolt, 1x washer)



4. Locate the slotted hole in the bottom of the airbox. Secure the second mounting peg to this

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hole with the provided Allen bolt and washer, but do not fully tighten it.  
(1x 4mm Allen bolt, 1x washer)



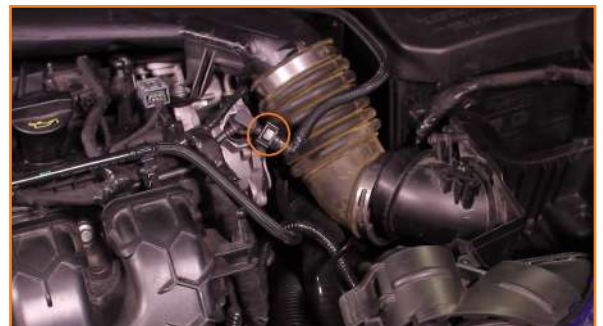
5. Remove the engine cover. Feel underneath the cover to locate the attachment points, and then pull up on the cover. There are four pegs and grommets that secure the cover.
6. Loosen the four screws that secure the lid to the stock airbox and then remove the lid. These screws are captured in the lid, so they do not need to be completely removed. (4x 8mm screws)



7. Remove the stock air filter.
8. Disconnect the electrical harness from the manifold absolute pressure and temperature (MAP-T) sensor. To separate the connector, depress the lock tab and slide the connector off the sensor.



9. Remove the screw that secures the MAP-T to the stock airbox and remove the MAP-T by lifting it directly upward. The MAP-T is sealed with an O-ring. Sometimes this O-ring gets stuck in the housing, so take your time with working it loose. If your vehicle is equipped with a temperature sensor, simply twist the sensor to unlock it, and then pull it out. (1x 8mm screw)
10. Loosen the clamp that secures the induction hose to the airbox, and then separate the induction hose from the airbox. (1x worm gear clamp)
11. Loosen the clamp that secures the induction hose to the front section of the intake pipe. (1x worm gear clamp)
12. Disconnect the vacuum line from the vacuum pump outlet. To release the hose, depress the black tab and pull the hose off the port.



13. Remove the induction hose from the vehicle.
14. Disconnect the two rubber straps that secure the fresh air duct to the radiator support. Then remove the airbox from the vehicle by pulling it directly upward.

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15. Remove the bolt that secures the front section of the intake pipe to the valve cover. (1x 8mm bolt)



16. Loosen the clamp that joins the two sections of intake pipe together, and then remove the front section of the intake pipe. (1x worm gear clamp)
17. Disconnect the vent hose from the intake pipe. To release the vent hose, squeeze the knurled tabs and pull the hose off the port.



18. Remove the bolt and stud that secure the intake pipe to the valve cover.  
(1x 8mm bolt, 1x 12mm stud)



19. Loosen the clamp that secures the intake pipe to the turbocharger inlet. Then remove the intake pipe from the vehicle by lifting it off the turbo. (1x worm gear clamp)
20. Disconnect the vent hose from the valve cover. To release the vent hose, squeeze the knurled tabs and pull the hose off the port.



21. Locate the tapered PCV hose in your kit and slip a worm-gear clamp over the wider end. Install this end over the port on the valve cover and tighten the clamp to secure it. (1x worm gear clamp)
22. Locate the transition coupler in your kit. Slip a worm gear clamp over the narrow end of the coupler and install the coupler over the turbocharger inlet. Slip another worm gear clamp over the wider end. Make sure both clamps are oriented so that they will be accessible when installed on the vehicle, and then tighten the clamp that secures the coupler to the turbo inlet. Leave the other clamp loose for now. (2x worm gear clamps)

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23. Lay the Mishimoto intake pipe on top of the valve cover. Slip a worm gear clamp over the narrow end of the PCV hose and install the hose over the port on the intake pipe. Then secure it with the worm gear clamp. (1x worm-gear clamp)
24. Slip the Mishimoto intake pipe into the coupler at the turbo. Turn the pipe until the bracket lines up with the threaded hole on the vacuum pump. Secure the pipe with the bolt you removed earlier, and then tighten the clamp that secures the intake pipe to the turbocharger coupler. (1x 8mm bolt)



25. Remove the two air inlet ducts and the rubber mounting peg from the stock airbox.
26. Install the rubber mounting peg you just removed to the forked bracket on the Mishimoto airbox.
27. Lower the Mishimoto airbox into place. There are three grommets on the vehicle that must engage the mounting pegs on the airbox.
28. Slip the stock air inlet ducts into the Mishimoto

airbox and secure them with the rubber straps. Then tighten the two 4mm Allen bolts that secure the mounting pegs to the airbox.

29. Locate the 90° intake elbow and the sensor adapter in your kit. Install the sensor to the adapter, and then secure the sensor and adapter to the intake elbow with the supplied bolt. (1x 10mm bolt)



30. Slip two worm gear clamps over the straight coupler and connect the coupler to the Mishimoto intake pipe. Slide the coupler all the way up the intake pipe to give yourself some extra room. (2x worm gear clamps)
31. Lower the Mishimoto air filter into the airbox. Slip the intake elbow into the airbox and connect the air filter to the intake elbow. Then slide the straight coupler down the intake pipe and connect it to the intake elbow.



32. Secure the coupler to the intake pipe and elbow with the two worm gear clamps you installed earlier.

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33. Connect the vacuum line to the vacuum pump by pushing the connector onto the port until it clicks.
34. Connect the electrical harness to the MAP-T sensor.
35. Secure the air filter to the intake pipe with the integrated worm gear clamp.
36. Install the Mishimoto airbox lid, and secure it with the five supplied Allen bolts. (5x 4mm Allen bolts)
37. Install the engine cover mounting stud to the valve cover. (1x 12mm stud)
38. Install the engine cover by pushing it down over the studs.
39. Please place the included CARB EO sticker in a clean, visible location.

**Congratulations! You have finished installing the Mishimoto 2013+ Ford Focus ST Performance Air Intake.**