



7. Remove the plastic cover and unscrew the 4 screws using a 10mm.



8. Gently remove the bumper. Start in the corners near the blinkers and carefully “pop out” the bumper while also feeding the blinker through the hole so that you don't accidentally rip it off. **Do not take the bumper off completely!**



9. While letting the bumper hang a bit, reach down towards the foglights and unplug the connectors. (See the small light green plug in the picture below) You need to hold down a tab and then pull, be careful not to break the clip.



10. With both fog lights disconnected you can place the bumper on the ground. Last thing to remove is the hose for the headlight washer. On my right hand drive rx8 it was on the left side of the bumper. You will see a split in the hose held together with a hose clamp. Move the clamp and separate the two hoses. Be careful not to crack/break the hose. I recommend putting a small plastic bag around the end of the hose and using tape to stop the hose from spilling washer fluid everywhere.



11. Remove the bumper and put it aside. I recommend putting some cover over the bumper so avoid any scratches or dust buildup on it. This is also your friendly reminder to either put all the “bumper screws” in a labeled bag or put them back on the loose bumper so that you don't lose them.

Remove Intake Pipes etc

This step is not necessary but you get a little more space to work with and if you are upgrading to a cold air intake you will want to remove this anyway.

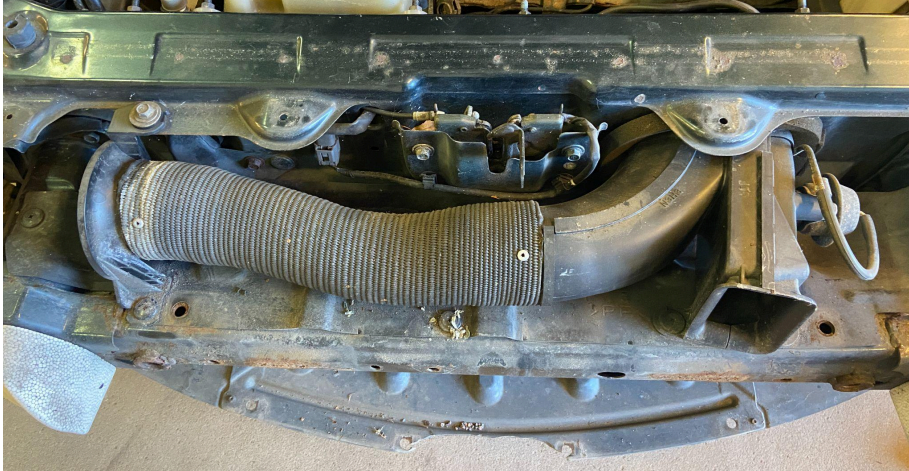
1. Remove the clips holding the styrofoam. Unscrew the plastic screws with a Phillips bit. 2 on each side.



2. Remove the 3 clips holding the black plastic scoop with a plastic trim removal crowbar.



3. The intake tube is held down with 3 clips similarly to those in the wheelhouse. Twist with philips and then pull them out. 2 clips are on the right side and 1 on the left side.



4. The last fastening point of the tubing is held by a plastic C, meaning you can pull off the tubing instead of removing the 10mm bolt. Then just feed the vacuum line through the hole and remove the intake pipes.

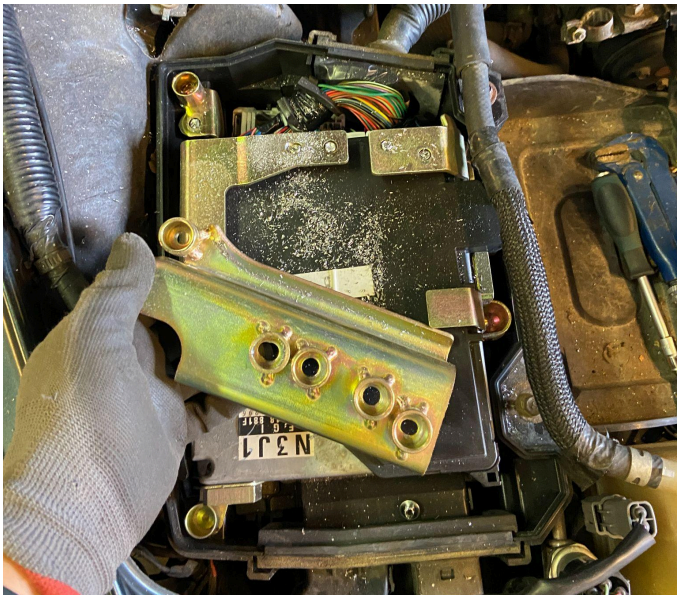


Progress

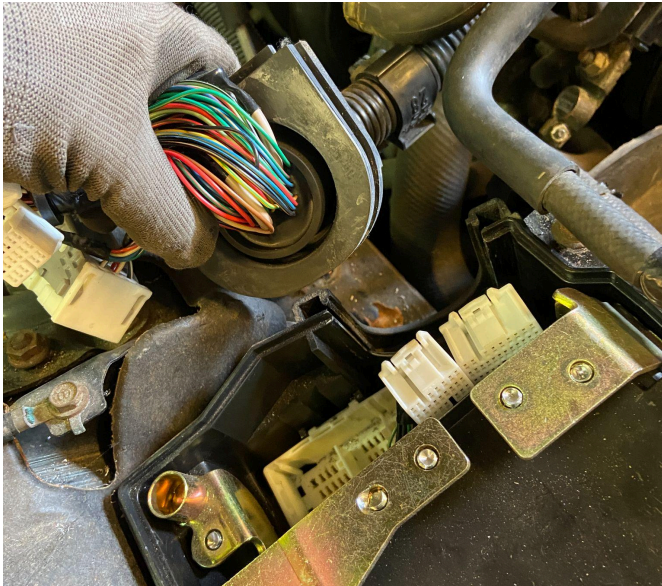


Remove ECU Cables

1. Drill through these using a small drillbit and going bigger and bigger. There are 5 rivets holding down the cables. You don't have to remove the entire ECU, just the cables.

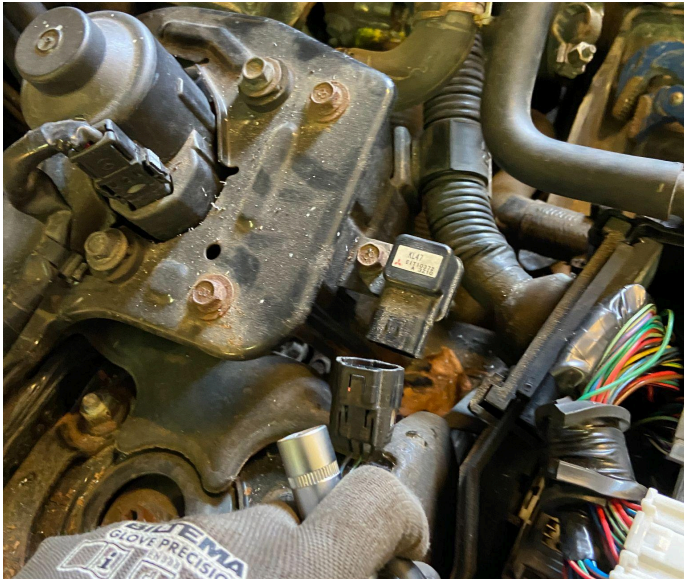


2. Remove the metal piece and pull out the cables. It can help to unclip the plastic tube from the air pump to give you more room to move the cables.



Remove Air Pump

1. Start by disconnecting all the electrical cables from the air pump.



2. Disconnect one end of the air tube (whichever is easier)



3. The pump itself is stuck to 2 metal pieces that are held down by 4 10mm bolts. Two on top and 2 underneath.



4. Pull out the air pump and put it aside. I recommend putting together the pieces so you don't mix them up.

Remove Battery Cables

1. Remove the connection to the fusebox first. Note what cable goes to what fastening point.



2. Next, remove the ground cable.



3. Unclip the cables that go to the front of the engine bay. The clips are close to where it connects to the battery.

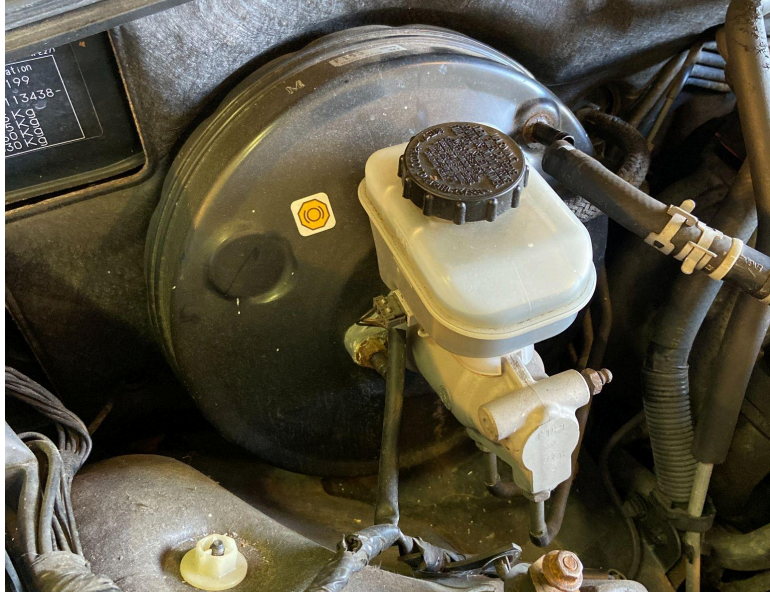


Remove Upper/Lower Plastic Intake

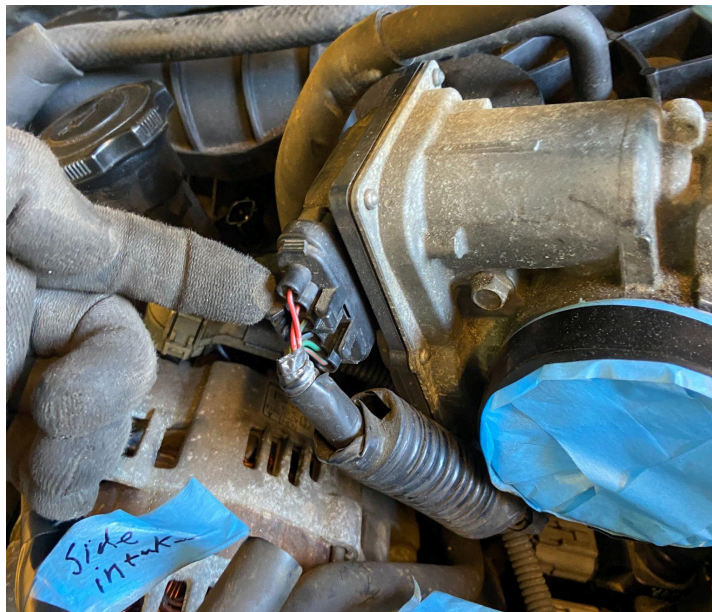
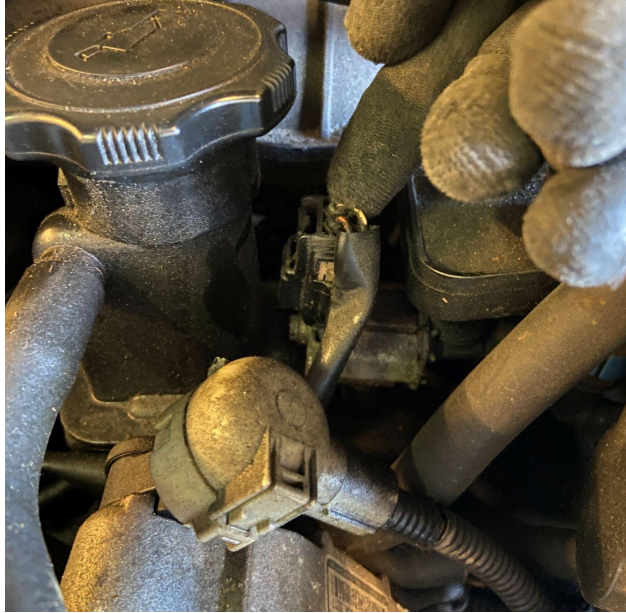
!! Coolant should be drained before this step !! (Personally I forgot this)

There are a lot of cables and different lines connected to the intake so take it slow and I will try to explain it as best as I can.

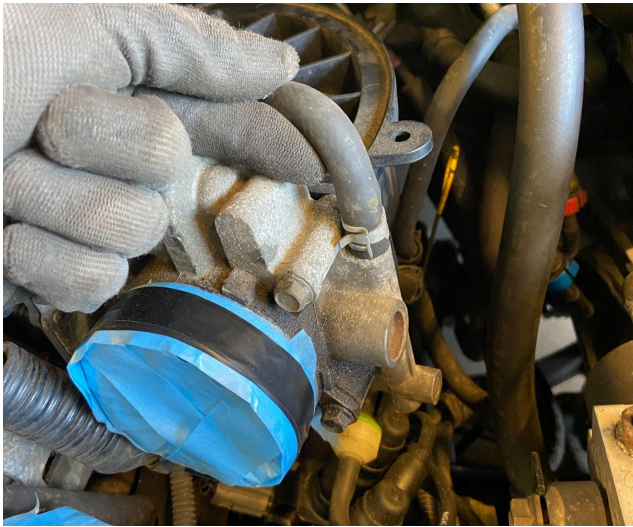
1. Disconnect the brake booster vacuum hose.



2. Disconnect the black connector behind the alternator and the connector on the throttle body.



3. Remove all rubber hoses under and beside the throttle body — these may leak leftover coolant.



4. Disconnect the two colored quick-connect lines (blue/red). These can break, so be careful. Remember that red goes in the back and blue in front.