



UK MKIII Supra Owners Group

Removing the 3000 Pipe



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The 3000 pipe has to come off for various reasons such as changing plugs/leads, cam covers, head gasket! etc After you have done this a few times it will

seem like a walk in the park and you'll wonder why you ever needed a guide!

Step 1 - Undo the oil filler cap



Step 2 - Remove the two 12mm bolts holding the ISC pipework to the 3000 pipe



Step 3 - Remove the 5 10mm bolts holding the black plastic cover down. With the ISC pipe free you should be able to pull the plastic cover away from the engine



Step 4 - Loosen the 10mm nut behind the headlight on the driver's side. This is the intercooler pipework that comes up from the front of the car through the wing. Undo the nut until the jubilee clip can spin freely



Step 5 - Follow that pipework up to where it joins the 3000 pipe and undo the nut there (Another 10mm). Note that yours will be another black rubber tube if your car is stock so ignore the fact mine looks different



Step 6 - Remove any pipework to your blow off valve (dump valve). Again, yours will probably look different to mine (stock will just be black plastic and black rubber pipes)



Step 7 - Remove the vacuum line to the dump valve as well



Step 8 - Pull the end connected to the 3000 pipe towards the drivers side of the car and it should come away (you may need to wiggle it up and down slightly to free it). Then twist the pipe so it slides off from where we undid the bolt in step 1.



Step 9 - Undo the two 12mm bolts holding the idle speed pipework to the 3000 pipe



Step 10 - Remove the hose from this pipe to the accordion hose (Yours will probably be black rubber) by undoing the jubilee clip with a screwdriver



Step 11 - I chose to remove the connector from the throttle position sensor for better access to the blue pipe (against yours may be black rubber) connecting the other end of the pipework. To do this, simply squeeze as shown and it will pull off



Step 12 - Undo the jubilee clip to remove the pipe. You might have a spring clip here on a stock car in which case squeeze the lugs together and slide the clip up the pipework then pull the pipe off (It will give some resistance)



Step 13 - Remove the vacuum line that runs to the dump valve



Step 14 - You should now be able to completely remove the pipework



Step 15 - Undo the 10mm bolt holding the rubber connector on to the throttle body. Note that this connector is one of the common sources of boost leaks, inspect it carefully for cracks



Step 16 - Assuming your PCV system hasn't been "modified" like mine is, undo the 12mm bolt I am pointing at which should be holding the pipework in place



Step 17 - Undo the two 12mm bolts holding the 3000 pipe to the cam covers





Step 18 - You should now be able to remove the 3000 pipe completely. The easiest way to get it out is to stand on the driver's side and pull whilst twisting

from side to side and easing it upwards slightly

