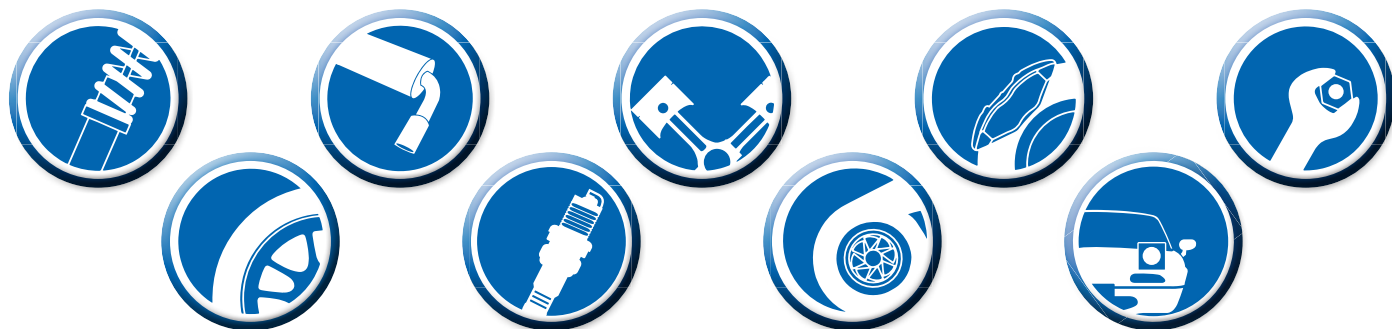




CAN INTEGRATION FOR HUSH-O-MATIC EXHAUST 2024+ 06-49196



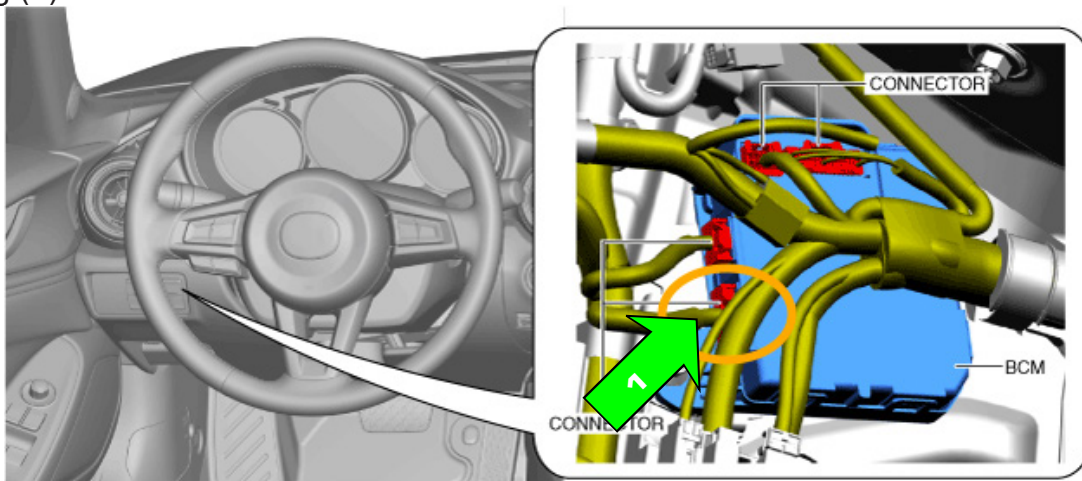
Congratulations on your purchase! The Hush-O-Matic MRS Control package allows you to choose a few different modes including always quiet and always loud. Controlling the Hush-O-Matic is done with the windshield wiper intermittent switch. Please call or email us if you have installation questions. Our number and email are below.

WARNING: Not everyone can perform every installation. It is critical that you be honest with yourself in regards to your ability. We're more than happy to help, but there are only so many things we can do from the other end of a phone / computer. If in doubt, discuss the install with us before you dive in. Improper installation could cause injury and / or death!

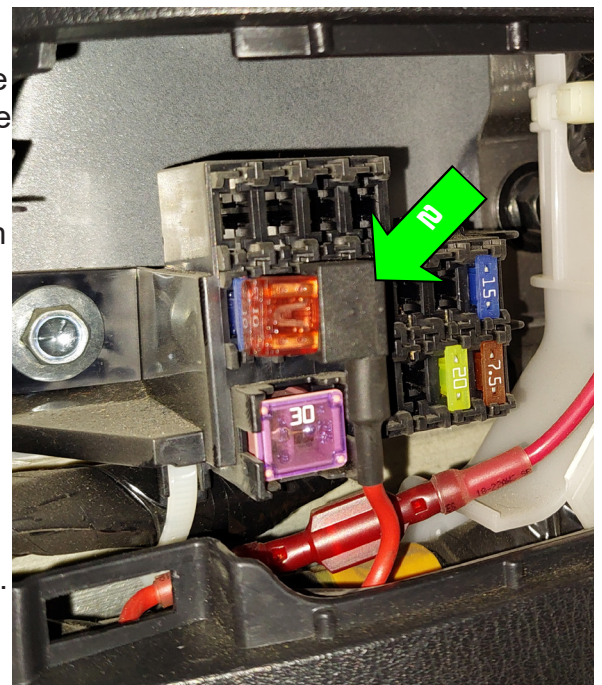
Required tools:

- 10 mm Socket
- Ratchet Socket Wrench
- Wire/Side Cutter
- Pliers
- Wire Stripper
- Wire Crimping tool
- Heat Gun
- Sharp hose pick or razor blade

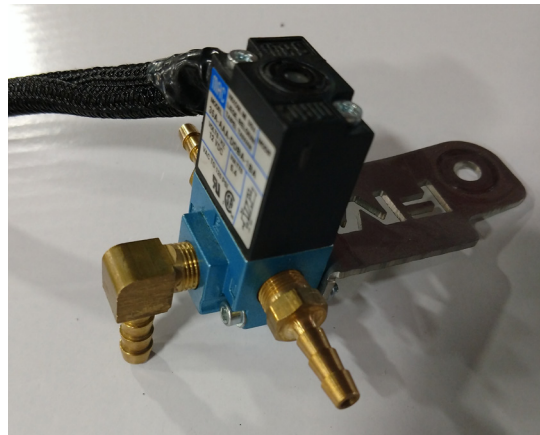
1. Begin by disconnecting the negative terminal on the battery.
2. Find the body control module (BCM) above the driver side kick panel and locate the bottom plug (1).



3. Plug the male connector of the supplied harness into the BCM and plug the male connector on the Mazda harness into the female plug on the supplied harness.
4. Plug the 9-pin relay into the relay base on the harness. It is a tight fit.
5. Take the power wire, the shorter red wire with a fuse tap attached, and route it to the top of the driver-side kick panel. Pass it behind the panel until you can access it through the fuse panel door. Plug the fuse tap into the "AT IND 7.5A" fuse slot in the orientation shown (2).
6. Take the flying lead, the long red wire from the base of the harness, and pass it through the firewall grommet, where the main harness passes through the firewall. Using a sharp pick or razor blade, you must make a hole in the grommet for the wire to pass through. Be careful when poking or cutting a hole so that you don't damage the harness. The red wire will be connected to the solenoid in a later step.
7. Use the provided zip ties to secure the harness under the dash. Ensure that it does not hang down to where it could get caught by your feet while driving.

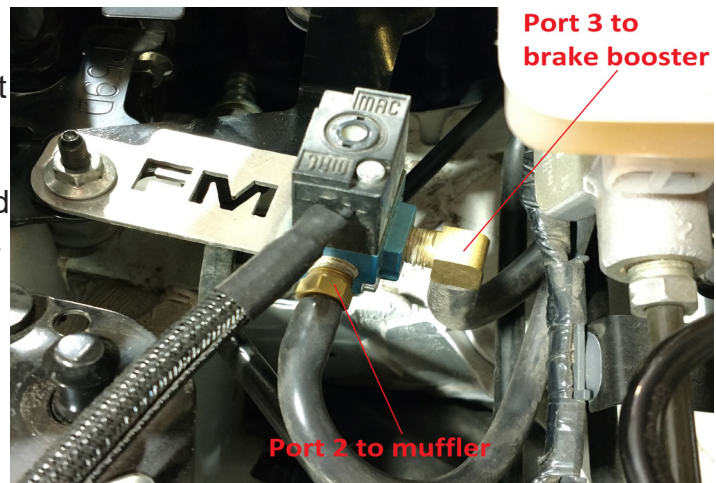


8. Mount the vacuum solenoid to the FM mounting bracket (now 3D printed) using the supplied M3 hardware (36-30110, 36-20163, 36-10100, 07-26905). Install the barbed fittings (36-50043, 36-50060 (90°)) using some Teflon thread paste on the threads. The 90° fitting goes in the front hole labeled 3. The straight fitting goes in the side hole labeled 2. That will leave the other side hole labeled 1 open, unlike what is shown. The fittings have tapered threads, so they will not bottom out. Good and snug will work fine here.

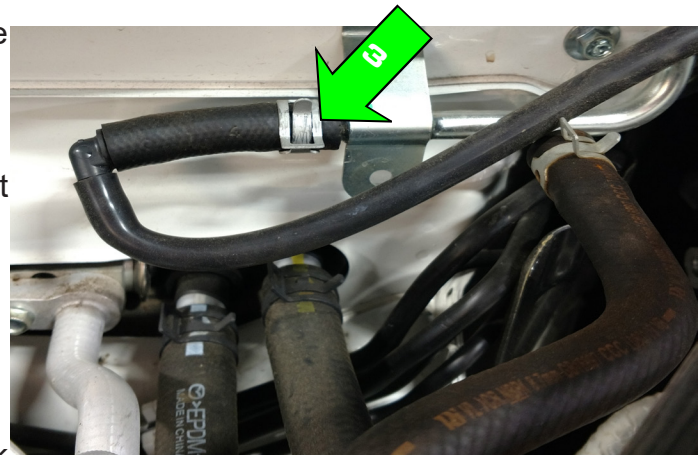


9. Find the 10mm nut between the shock top and brake master cylinder, and mount the vacuum solenoid.

10. Take either of the black wires from the vacuum solenoid and connect it to the red wire from the relay harness (from step 7). Trim the wires as needed and then join them together using a red butt connector (36-80100). The other wire from the solenoid will need a ground eyelet attached. Determine where to attach it to a ground point and shorten the wire as needed before attaching the eyelet (36-80054). There is a factory ground on the inside of the driver-side fender that we recommend. It does not matter which is power or ground. Use the supplied wire loom to protect the wires and zip tie in place.



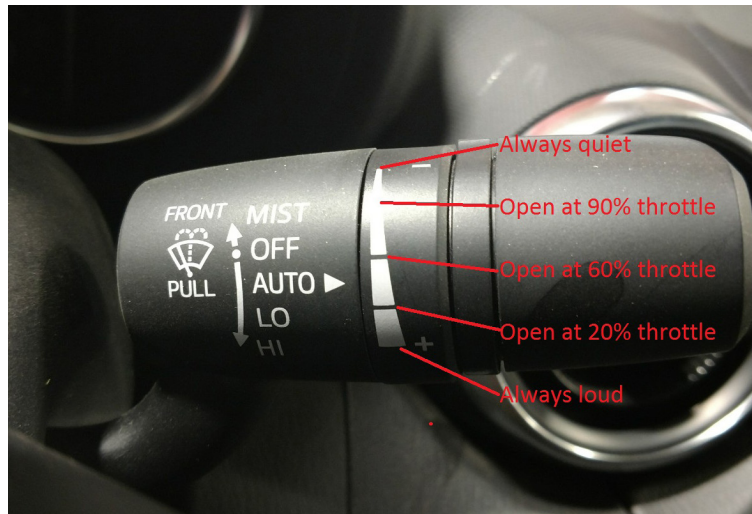
11. Take the cap off the end of the metal brake booster line (3), use the 3" section of 3/8" hose (36-40220), and install it on the vacuum fitting. Next, install the 3/8" to 1/4" reducing elbow (36-52027). Connect about 40" of the supplied 1/4" vacuum hose (36-40125) to the reducer. Connect the other end of this vacuum line to port 3 on the vacuum solenoid. Trim the vacuum line as necessary and secure it on the brake booster line across the firewall. No hose clamps are necessary aside from the stock one on the brake booster line. Connect the vacuum line from the muffler to port 2 on the solenoid. Leave port 1 open to atmosphere. Reconnect the battery.



NOTE: If you are upgrading from the original control pack or adding this one to your existing Hush-O-Matic, remove the tee in the brake booster hose at the back of the intake manifold and put that plumbing back to stock. If your vacuum line from the muffler is too short to reach the solenoid, you may be required to source a 3/16" (4mm) barb union and some additional vacuum hose to reach.

Operation

The various settings for Hush-O-Matic electronic operation are controlled with the windshield wiper intermittent switch. The setting can be changed at any time while the switch is in the OFF, LO and HI positions. In the LO and HI positions the wipers will also operate as normal. When the switch is in the AUTO or intermittent position, the Hush-O-Matic setting cannot be changed. In the AUTO position, wiper intermittent operation can be changed as normal. The switch works basically like a volume control. Turning the switch all the way down is the position for always quiet. One hash mark up, the Hush-O-Matic will go loud once the throttle is 90% open or very close to wide open throttle. The next two positions are loud when 60% and 20% throttle are reached. Turning the switch all the way up is the always loud position.



That's it, you are done installing! Time to go for a drive and enjoy!