

COBB TUNING

2008+ Mitsubishi EVO X Hard-Pipe Kit



Congratulations on your purchase of the COBB Hard-Pipe Kit for your 2008+ Mitsubishi EVO X. The following instructions should assist you through your installation process. Please read them first **BEFORE** beginning the install and familiarize yourself with the steps and tools needed. If you feel that you can not properly perform this installation, we **HIGHLY** recommend you take the vehicle to a qualified and experienced automotive technician.

Parts Included

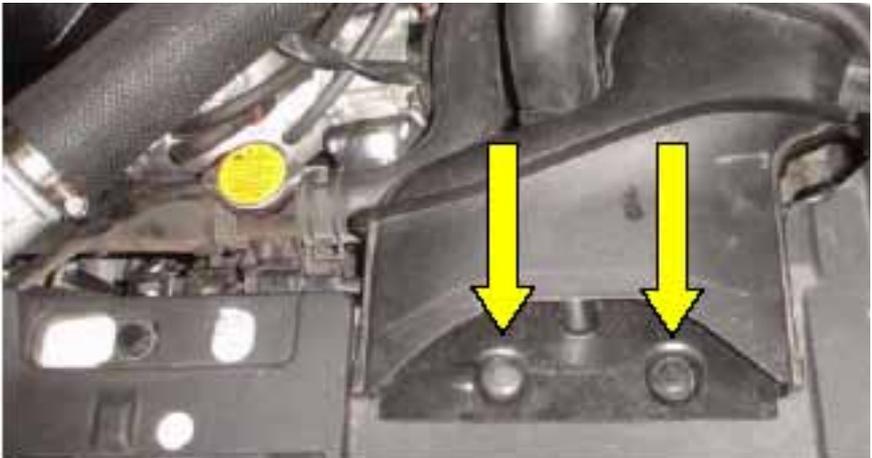
- Upper intercooler pipe (1)
- Lower intercooler pipe (1)
- BPV return pipe (1)
- Support brace (1)
- 2791N T-bolt Clamp (1)
- 2793N T-bolt Clamps (6)
- 2794N T-bolt Clamp (1)
- 44mm hose clamps (4)
- 35mm straight silicone couplers (2)
- 45mm-65mm silicone reducer (1)
- 60mm-65mm silicone reducer (2)
- 65mm-70mm 45 degree silicone reducer (1)
- 5mm socket head cap screws (4)
- Washers (4)
- Instructions

Tools Required for Installation

- Phillips-head screwdriver
- Flathead screwdriver
- Needle-nose pliers
- 3/8" Ratchet
- 10mm socket
- 12mm socket
- 5mm Allen wrench

Stock Hard-Pipe Removal

1. Remove the factory air intake duct by removing the two Phillips-head plastic fasteners.



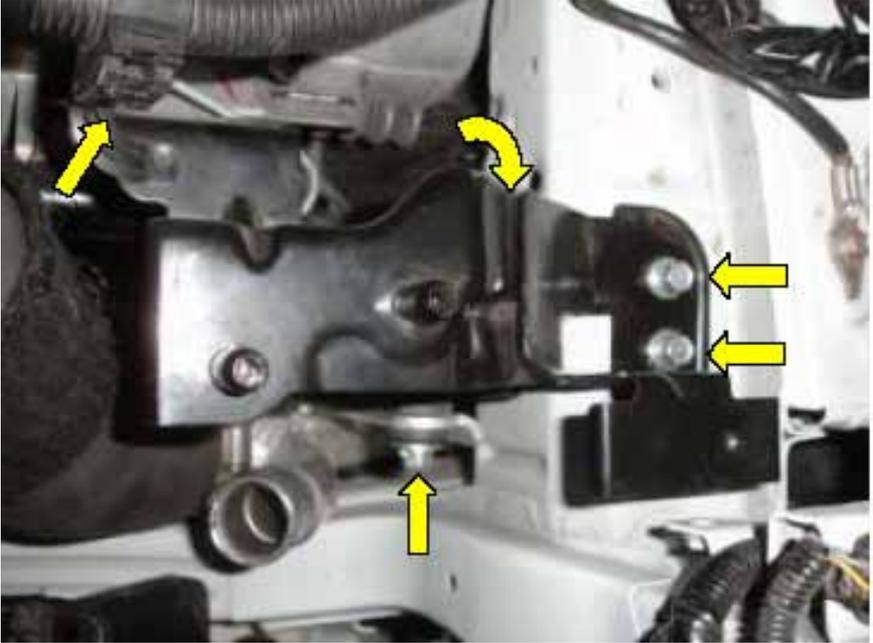
2. Disconnect the MAF connector and the two plastic clips that secure the MAF sensor harness to the air box. Also remove the 10mm bolt on the front of the air box and loosen the 10mm hose clamp that secures the turbo inlet to the MAF housing and lift the air box up and out of the car.



3. Loosen the two 10mm hose clamps that secure the long rubber BOV hose and remove it.



4. To make the removal and installation of the intercooler pipes easier, you will want to remove the air box support bracket by removing the three 12mm bolts that secure the bracket to the chassis. Also remove the 12mm bolt that secures the factory lower intercooler pipe and unclip the wire harness from the bracket.



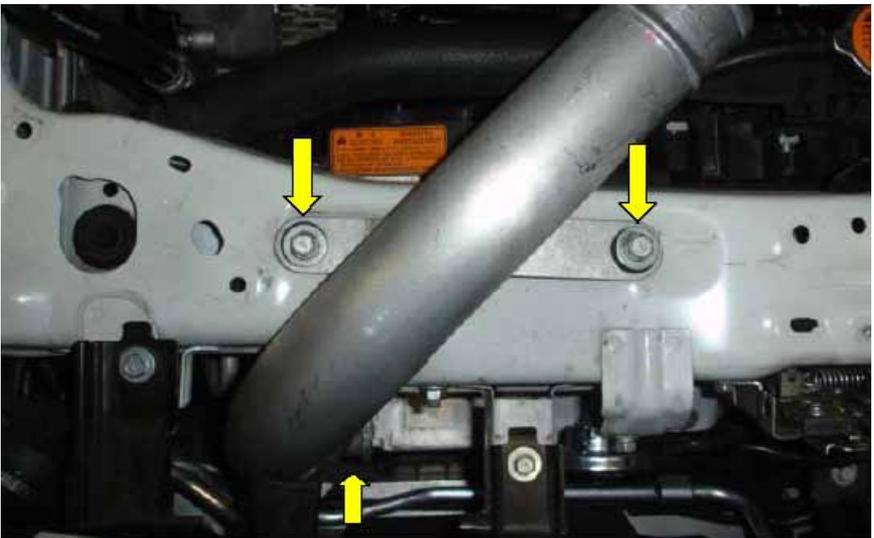
5. Remove the large plastic cover on top of the upper radiator support by removing the three plastic fasteners.



6. Remove the rear portion of the upper intercooler pipe by loosening the two 10mm hose clamps that secure the upper intercooler pipe to the turbo outlet and the aluminum intercooler inlet tube.



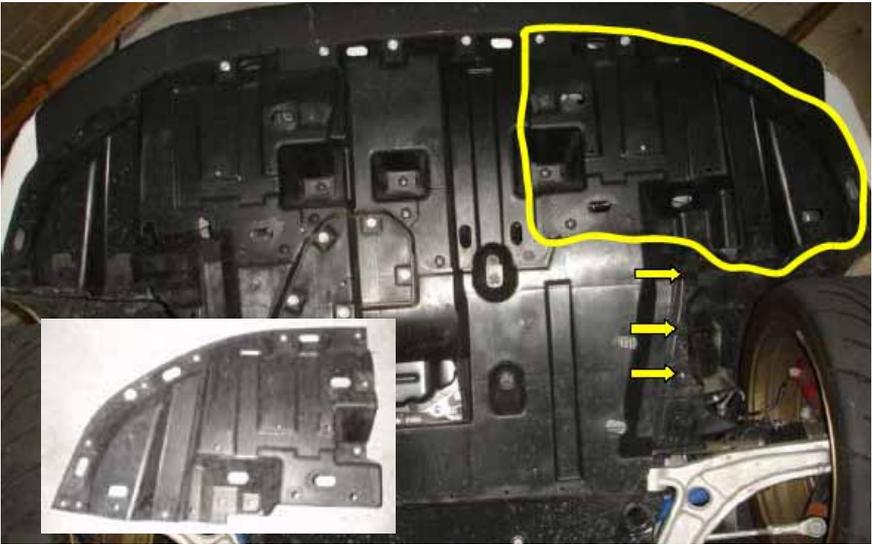
7. Remove the two 12mm bolts that secure the front portion of the upper intercooler piping to the radiator support. Loosen the 10mm hose clamp that secures the intercooler pipe to the intercooler inlet and remove the intercooler pipe.



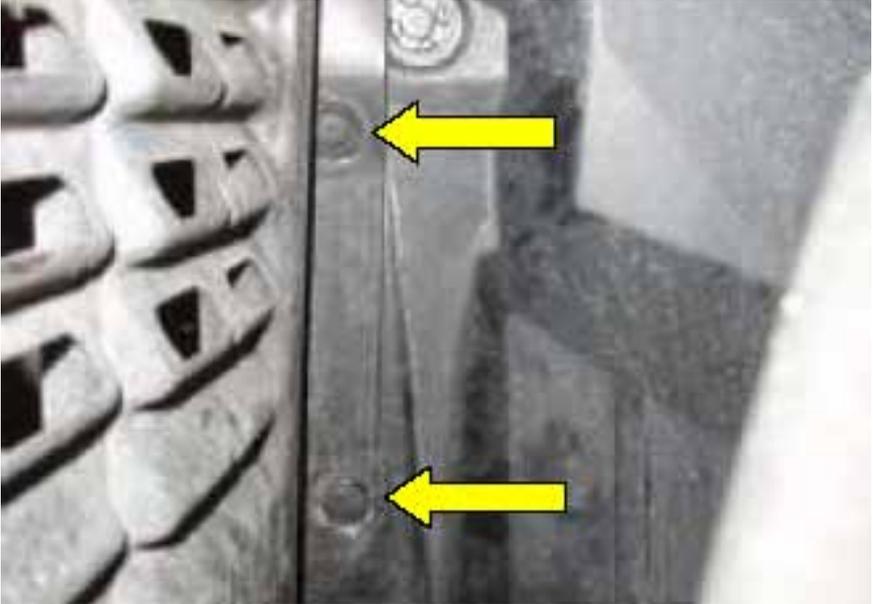
8. Loosen the 10mm hose clamp that secures the lower intercooler pipe to the throttle body. Before you move underneath the car to remove the rest of the intercooler pipe, pull the tube off of the throttle body to make it easier to remove once underneath the car.



9. Move underneath the car and remove the combination of plastic fasteners and 10mm bolts that will allow you to remove the left front portion of the plastic undertray. You will also want to remove a few extra clips to help with ease of installation.



*Note: While not necessary, it may help to also remove the two plastic fasteners that secure the fender liner to make removing the intercooler pipe easier.



10. With the undertray removed you will now need to remove the two remaining 12mm bolts that secure the lower intercooler pipe bracket to the chassis.



11. Loosen the 10mm hose clamp that secures the lower intercooler pipe to the intercooler outlet and remove the pipe from the bottom of the car.



Cobb Hard-Pipe Installation

1. Remove the rubber bushing from the stock lower intercooler pipe and reinstall it in the Cobb hard-pipe by pushing the metal sleeve out and then pushing the rubber grommet out.

Depending on your car or whether you have an aftermarket transmission oil cooler, you may have to slightly bend the bracket on the hard-pipe and/or not use the rubber grommet and metal sleeve when bolting the bracket to the chassis.



2. Slide the 2793N t-bolt clamp over the end of the intercooler outlet followed by the 60mm to 65mm silicone reducer (60mm side on the intercooler outlet) and tighten the t-bolt clamp.



3. Slide a 2793N t-bolt clamp over the top end of the Cobb hard-pipe and loosely install the 45 degree 65mm to 70mm silicone reducer. Loosely install the 2794N t-bolt over the 45 degree silicone. Slide another 2793N t-bolt clamp over the lower side and install the lower intercooler pipe.



4. Loosen the radiator hose support bracket to the chassis to allow more freedom with the piping installation.



5. Reinstall the factory 12mm bolt in the support bracket in the lower intercooler pipe.

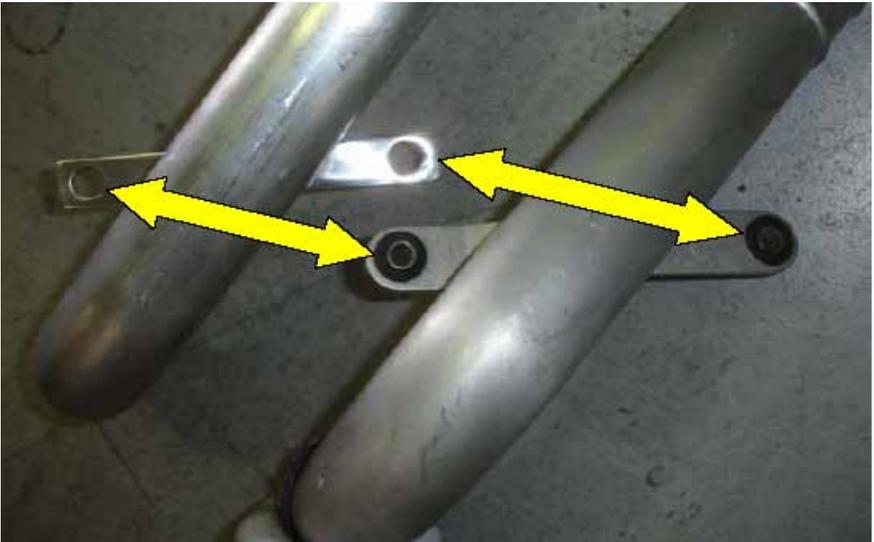
On some cars and aftermarket transmission oil coolers, the rubber grommet and metal sleeve may need to be altered and/or removed.



6. Install the BOV pipe by sliding the 35mm silicone coupler and two 44mm hose clamps onto the end of the BOV. Now slide the other 35mm silicone coupler and two more 44mm hose clamps onto the end of the pipe that comes off of the lower intercooler pipe. Loosely install the BOV pipe as shown but do not tighten any of the hose clamps yet.



7. Install the upper intercooler pipe by first removing the two rubber grommets from the factory intercooler pipe by pushing out the metal sleeve and then the grommet. Reinstall the rubber grommets and sleeves into the Cobb intercooler pipe bracket.



8. Slide the 45mm to 65mm silicone reducer along with a 2791N and 2793N t-bolt clamp onto the end of the turbo outlet.



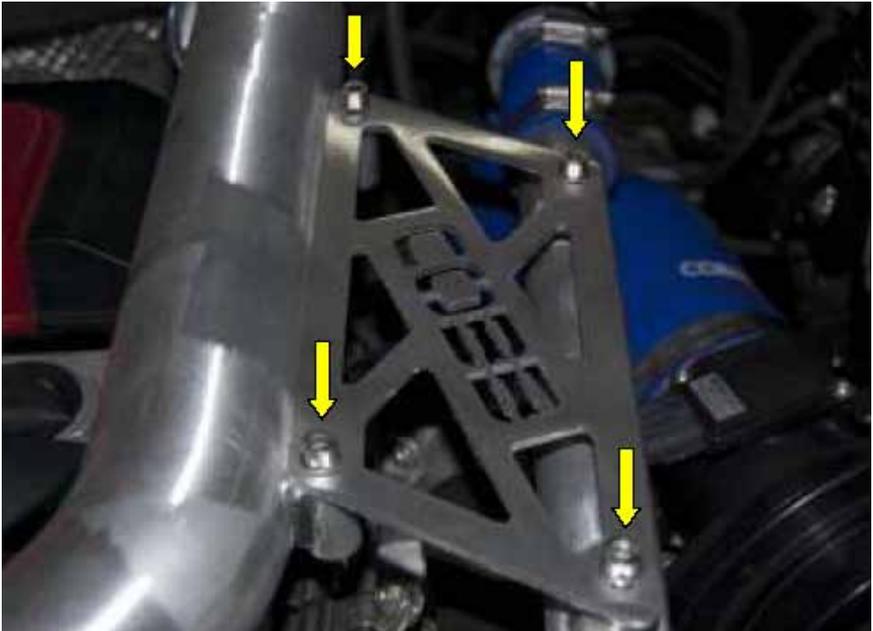
9. Install a 60mm to 65mm silicone reducer and (2) 2793N t-bolt clamp onto the intercooler inlet.



10. Slide the upper intercooler pipe into the silicone reducer on the turbo outlet first and then onto the intercooler inlet. Before tightening any of the clamps you will want to first reinstall the two 12mm bolts into the bracket on top of the radiator core support.



11. Install the BPV return pipe support bracket using the (4) flat washer and (4) 5mm socket head cap screws. Do not fully tighten the screws down yet.



12. Temporarily install the airbox and air intake duct. By adjusting the orientation of the pipes you should be able to get the BOV pipe to sit in the cutout in the intake duct. Some minor trimming may be required.



13. You may now fully tighten all t-bolt and hose clamps and reinstall the air box bracket, airbox, plastic cover, and undertray. When you have verified that the BOV pipe is adjusted properly, tighten the (4) 5mm socket-head cap screws



14. Recheck the torque on all of the bolts/nuts removed during installation.

15. Go enjoy your EVO X Hard-Pipe Kit!