



Part number SP1898

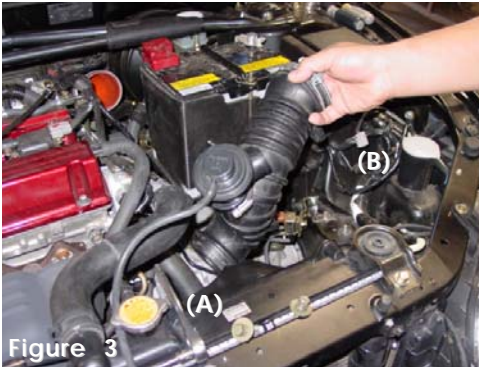
2003-06 Mitsubishi Evo VIII, MR,IX  
2.0L 4 cyl.

- 1- Dyno-proven aluminum cast intake
- 1- Three piece intercooler pipes
  - "A" (T/B), "B" (intercooler) "C" (turbo)
- 1- 4 1/2" Injen filter (#1018)
- 1- 1890 composite filter flange (#14031)
- 1- 90 deg. silicone T/B elbow (#3139)
- 1- 2 1/2" x 3" x 1 7/8" long (#3110)
  - Turbo inlet step hose
- 1- 2 1/2" straight hose A to B coupler(#3048)
  - 2 1/2" long
- 1- 3 1/4" ID intake to sensor housing hose (#3045)
- 1- 1 3/4" ID x 2 1/2" long hose (#3071)
  - Turbo side hose
- 2- 1 1/4" x 2" long BOV hose (#3100)
- 2- Power-bands (.412) .056 (#4005)
- 3- Power-bands (.362) .048 (#4004)
- 7- Power-bands (.312) .040 (#4003)
- 2- Power-bands (.212) .024 (#4002)
- 4- Small BOV clamps .020 (#4001)
- 1- 15" 4mm heater hose (#3104)
- 1- m6 vibra-mount (#6020)
- 1- Fender washer (#6010)
- 2- M6 flange nuts (#6002)
- 1- M6 x m16 hex bolt (#6005)
- 4- M6 x m25 hex bolts (#6006)
- 1- 1450S twist bracket (#20002)
- 1- 5 page Instruction



- A. 2 3/4" Throttle body piping step down to 2 1/2"
- B. 2 1/2" Secondary piping to intercooler outlet
- C. 2" Turbo outlet step up to 2 1/2"





**Figure 3**  
Remove the stock air intake duct connected at the throttle body (A) and the air intake box (B).



**Figure 4**  
Remove the stock intercooler piping with the rubber with the stock hose connectors. The piping to the driver side front intercooler is removed with the exception to the connecting hose on the intercooler.



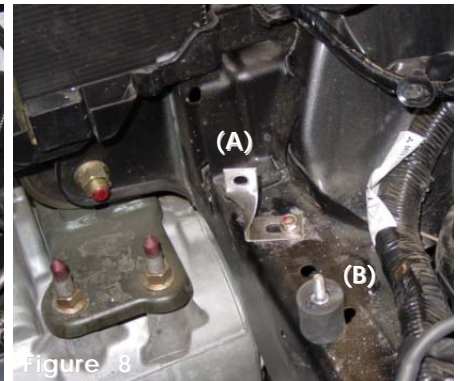
**Figure 5**  
The stock air intake box is removed and the mass air flow sensor is disconnected from the air intake box to be used later in the instruction.



**Figure 6**  
Press the 90 degree elbow on the throttle body and use two .312 power-bands on the elbow. Semi-tighten the clamp on the throttle body at this time.



**Figure 7**  
Remove the stock zinc plated brace that once held the air intake box and boost solenoid in place.



**Figure 8**  
Take the small 1450T bracket and mount it to the frame of the car, use the stock bolt to secure the bracket in place(A). Screw the vibra-mount into the pre-tapped hole on the same frame as the bracket(B).



**Figure 9**  
Mount the boost control solenoid bracket to the 1450T bracket. Use an m6 x m16 hex bolt and flange nut.



**Figure 10**  
Remove the blow-off valve from the stock intake duct.



**Figure 11**  
Press the new reinforced short hose over each port on the blow-off valve. Use the .020 mini clamps provided in this kit to secure the hose in place.



**Figure 12**  
Insert the primary intake into the 90 degree throttlebody elbow, and use two clamps. Align the intake and semi-tighten the clamps.



**Figure 13**  
Press the 2 1/2" straight hose over the end of the intake and use two .312 power-bands, tighten the band on the intake.



Figure 14

Take the secondary intake tube and lower it into the bumper section. Insert the lower end into the intercooler stock elbow but do not tighten any clamps until the intercooler tubing has been aligned. (See figures 15 & 16)

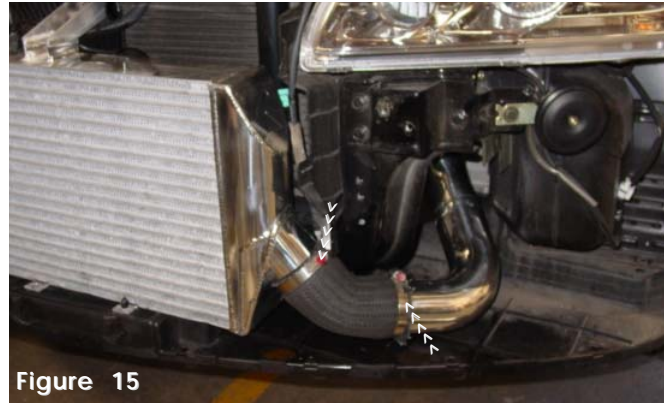


Figure 15

Two .312 bands are used to connect the secondary intake to the intercooler tank. Injen now sells massive bolt-on intercoolers kits for the 2003-06 EVO VIII, MR, and EVO IX. Size 23 1/2"x11 3/4" x 3 3/8"



Figure 16

The secondary intake bracket will align to the vibra-mount stud(A). Use the m6 nut and washer to hold the intake in place. Insert to top end into the 2 1/2" hose and align the intake before you semi-tighten any of the clamps (B).

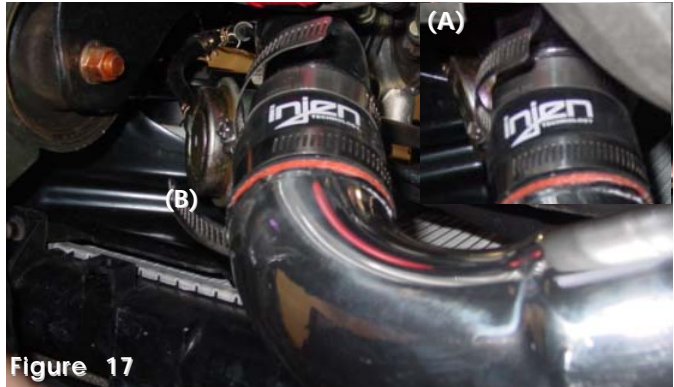


Figure 17

Press the 2" straight hose over the turbo inlet, use one small .024 power clamp, tighten the clamp on the turbo inlet at this time (A). Insert the 2" side of the hot pipe into the 2" hose and semi-tighten the power-clamp (B).



Figure 18

Insert the 2 1/2" end of the hot pipe into the intercooler elbow and replace stock clamps with the two power bands.

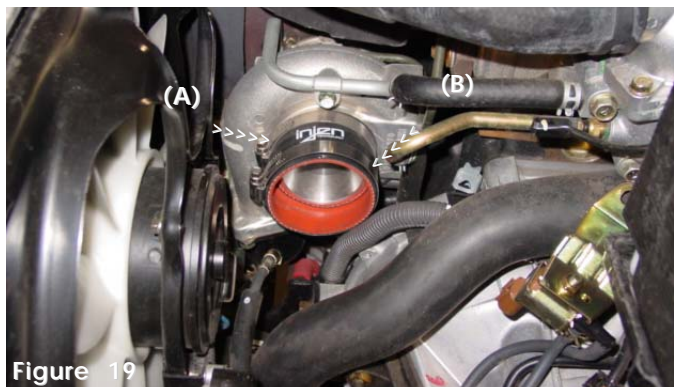


Figure 19

Press the 2 1/2" x 3" step hose over the turbo and use one .312 small power-band on the turbo and tighten the clamp (A). Place one .362 power-band on the other end of the hose but do not tighten yet (B).



Figure 20

Insert the cast intake into the step hose on the turbo inlet . Position the intake and semi-tighten the clamp.

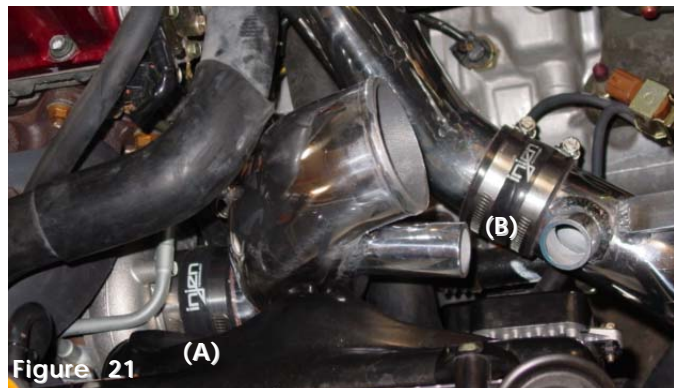


Figure 21

The cast intake (A) and secondary pipe to the intercooler (B) has been installed and ready for the next step.

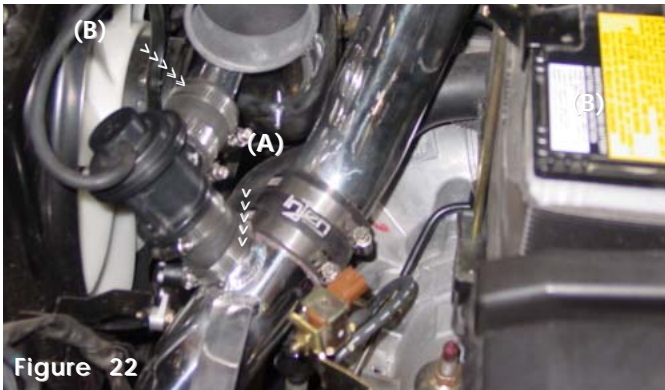


Figure 22

Insert the assembled blow-off valve over the large port on the intercooler pipe(A). Press the other end over the large port on the intake(B). Position the blow-off valve and tighten the clamps.

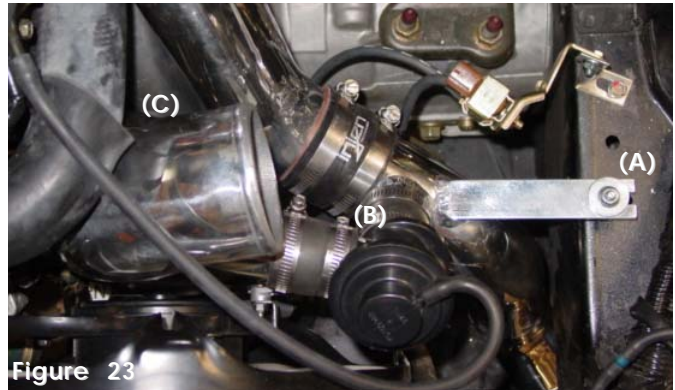


Figure 23

Top view of the bracket (A), blow-off valve (B) and cast intake (C) all connected and ready for the next step.



Figure 24

The 4mm return stock return line is connected to the small port on the intake. Note: Be sure to reuse the stock clamps on the 4mm line.

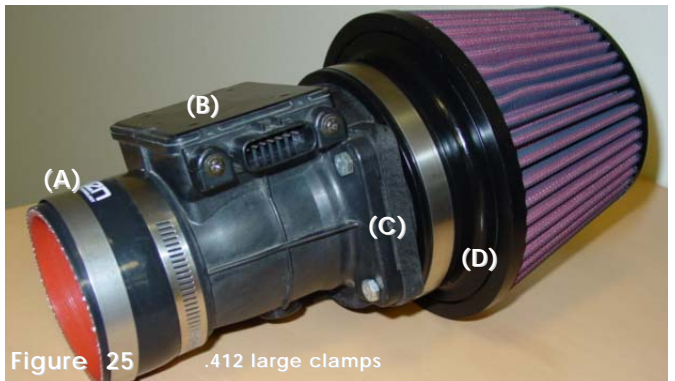


Figure 25 .412 large clamps

Press the 3 1/4" hose (A) over the end of the air sensor (B), place two .412 power-bands over the hose. Butt the composite flange up to the the air sensor and use four m6 x m25 bolts (C). Press the filter over the end of the composite flange and tighten the filter clamp (D)



Figure 26

Press the assembled mass air flow sensor and filter over the end of the cast intake. Position for best clearance and tighten the clamp.



Figure 27

Press the harness clip into the mass air flow sensor until you hear a sharp snap. Be sure to reconnect the sensor before moving on to the next step.



Figure 28

Press the stock crankcase hose over the 3/8" nipple on the intake. Make sure it is properly fitted, clean any excess oil in the line to prevent the hose from slipping off.



Figure 29

Congratulations! You have completed the installation.

1. Once the installation is complete, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system and hard piping to the intercooler for best possible fit. Once the intake and hard piping connected to the intercooler has been properly fitted continue to tighten all nuts, bolts, and clamps.
3. Periodically, recheck the alignment of the intake system and hard piping to make sure that there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake system and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.

The horsepower gain below was made using only a bolt-on intake system with hard piping to the stock intercooler system (IS1898).

**Max h/p gain- 12.7 h/p**  
**Peak h/p gain- 20.30 h/p**



Specially cast stainless steel flange and elbow.

Injen now sells a stainless steel down pipe with cast flange and elbow, formulated for fit and power.



We offer 23 1/2" x 113/4" x 3 3/8" intercoolers will fit the stock piping and elbows or Injens intake system. Intercooler cores are made in the USA.

These horsepower gains where made using only the following Injen bolt-on parts. **IS1898P**- Cast intake with hard piping to the intercooler.

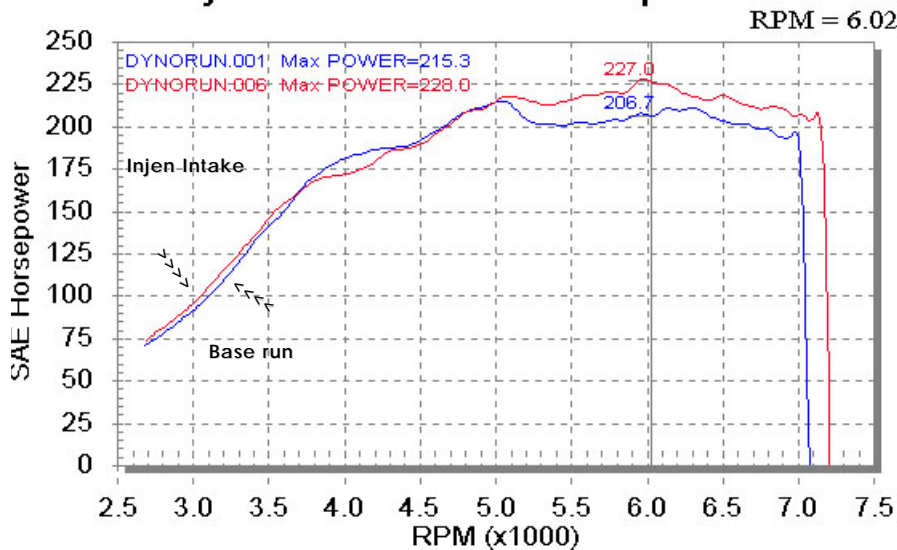
**SES1898DP**- 76mm stainless steel down pipe.

**SES1898**- 76mm stainless steel exhaust system with dual wall slanted tip.

Also available this massive intercooler for Evo VIII, MR, IX -23 1/2" x 11 3/4" x 3 3/8" front mount intercooler.

**Max h/p gain- 20 h/p**  
**Peak h/p gain- 27.90 h/p**

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