



Part number SES1898ICP
 2003-06 Mitsubishi Evo VIII, MR,IX
 2.0L 4 cyl.

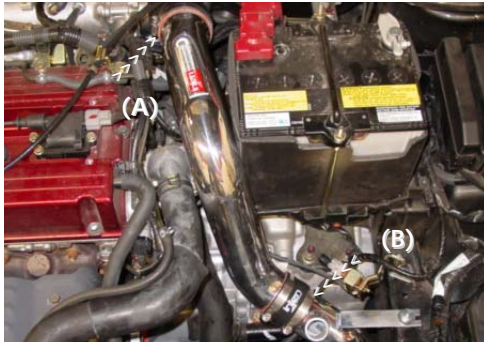
Intercooler hard piping only

- 1- Intercooler pipe "A" (TB side)
- 1- Intercooler pipe "B" (IC Dr side tank)
- 1- Turbo side pipe "C" (turbo side)
- 1- 1898 wrapped silicone (#3139)
90 degree 2 3/4" elbow
- 1- 2 1/2" straight hose (#3048)
- 1- 1.75" x 2.5" straight hose (#3071)
- 2- 1 1/4" x 2" long str. hose (#3100)
- 2- Power-Bands (.362) .048 (#4004)
- 2- Power-Bands (.212) .024 (#4021)
- 4- Power-bands (.312) .040 (#4003)
- 4- Mini clamps (.020) (#4001)
- 1- m6 vibra-mount (#6020)
- 1- Fender washer (#6010)
- 2- M6 flange nuts (#6002)
- 1- M6 x m16 hex bolt (#6005)
- 1- 1450S twist bracket (#20002)
- 1- 4 Page Instruction

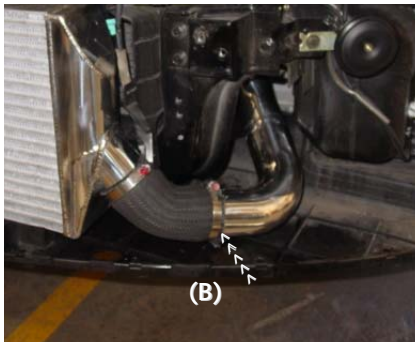


Note: This intercooler hardpipe system cannot be used with the stock air intake box. This hardpipe system may accommodate other manufactures intake system (check with your local dealer). In order to achieve the best fit and performance as it was designed for, purchase the Injen IS1898 intake system.

Throttle body Hardpipe (A) is connected to the intercooler hardpipe (B). Use two .312 power-bands on the 90 degree elbow.

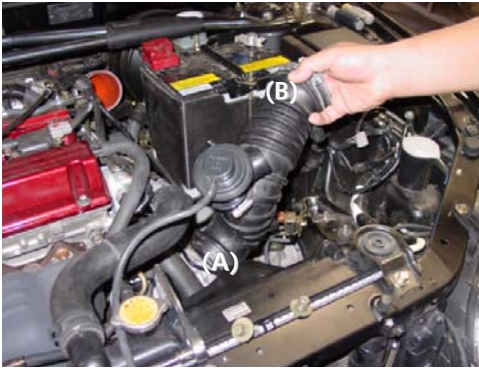


Hardpipe (B) connects to the driver side end tank outlet and to the upper hard pipe (A). The stock elbow is used on both sides of the tank.



Hardpipe (C) connected to passenger side intercooler end tank inlet. The side seen here is the hardpipe connected to the turbo outlet.





Remove the stock air intake duct connected to the turbo outlet (A) and the air intake box (B). This system must be used with an up graded intake system. **This system cannot be used with the stock air intake system.**



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.



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.



Press the 90 degree elbow on the throttle body and use two two .312 Power-Bands on the elbow. Semi-tighten the clamp on the throttle body at this time.



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



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).



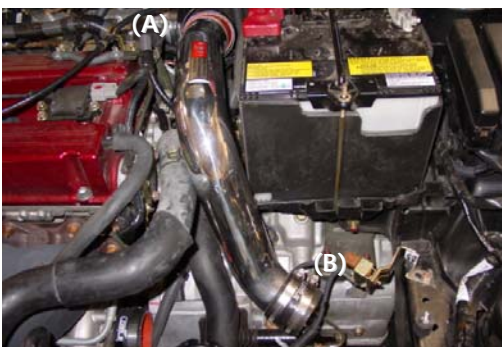
Mount the boost control solenoid bracket to the 1450T bracket. Use an m6 x m16 hex bolt and flange nut.



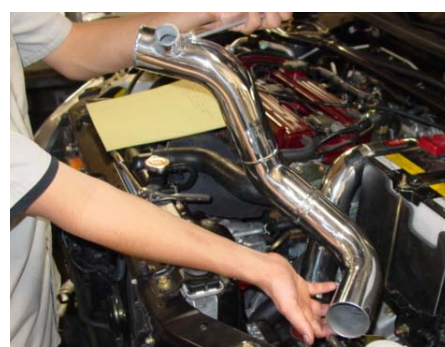
Remove the blow-off valve from the stock intake duct.



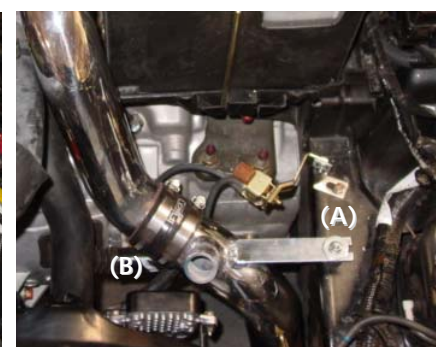
Press the new reinforced short hose over each port on the blow-off valve. Use the .024 mini clamps provided in this kit to secure the hose in place.



Insert the primary intake into the 90 degree hose on the throttle body, use two .312 Power-bands (A). Align the hardpiping and semi-tighten the clamps. Press the 2 1/2" straight hose over the end of the pipe and use two .312 Power-Bands (B). Tighten the clamp on hardpipe (A).



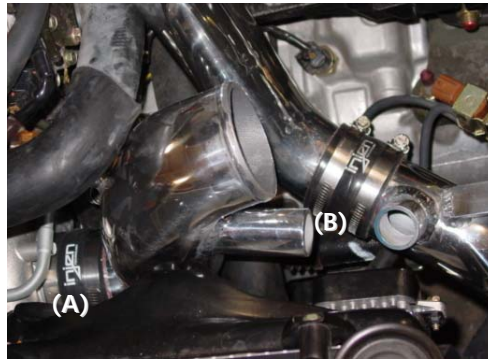
Take the secondary hardpipe and lower it into the bumper section. Insert the lower end into the stock hose on the intercooler port but do not tighten the two .312 Power-bands that are to be used.



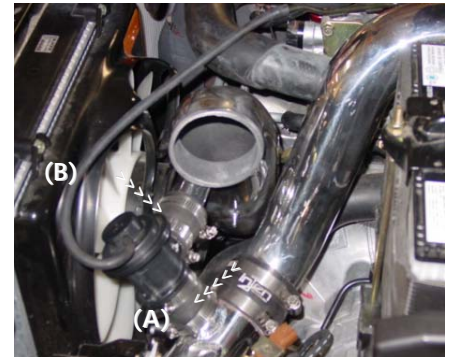
The secondary hardpipe bracket will align to the vibra-mount stud(A). Use the m6 nut and washer to hold the intake in place. Insert to top end into the 2 1/2" hose and align the intake before you semi-tighten any of the clamps(B).



Here is a shot of hardpipe (B) connected to the stock hose on the intercooler tanks. Use two .362 Power-bands to connect hardpipe (B) to intercooler end tank.



The cast intake (A) and secondary pipe to the intercooler (B) has been installed and ready for the next step.
Intake system not included in this kit.



Insert the assembled blow-off valve over the large port on the intercooler pipe(B). Press the other end over the large port on the intake(B). **If another manufacturer's intake is being used some modification will be required.**



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

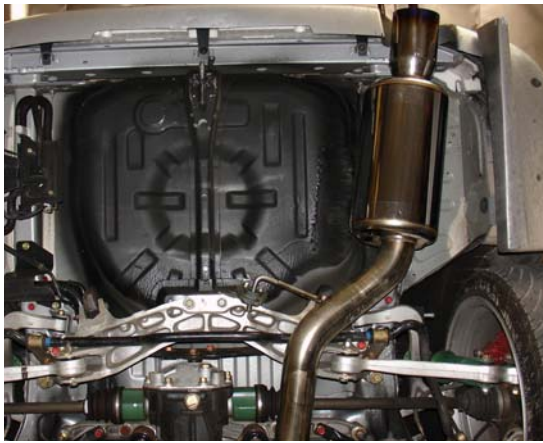


Press the 1.75" straight hose over the turbo inlet, use two .262 Power-bands. Set one end of the hard pipe into the turbo inlet and press the other end into the stock elbow, use two .312 Power-bands on the end tank side.



Here is a good shot of the 2 3/4" end inserted into the stock elbow located on the intercooler tank. Two .362 Power-Bands are used to secure the hard-pipes in place.

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.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen filter.
6. Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance on your new intake system and intercooler hard piping.



The new SES1898TT is finally here. A full 76mm slip-fit straight through, featuring a Titanium tip with an embossed Injen logo. This system when used with the test pipe already included in this kit delivers up to 25 h/p to the wheels. The street version exhaust system comes with a S.S. tip and flanges for ease of installation (SES1898).

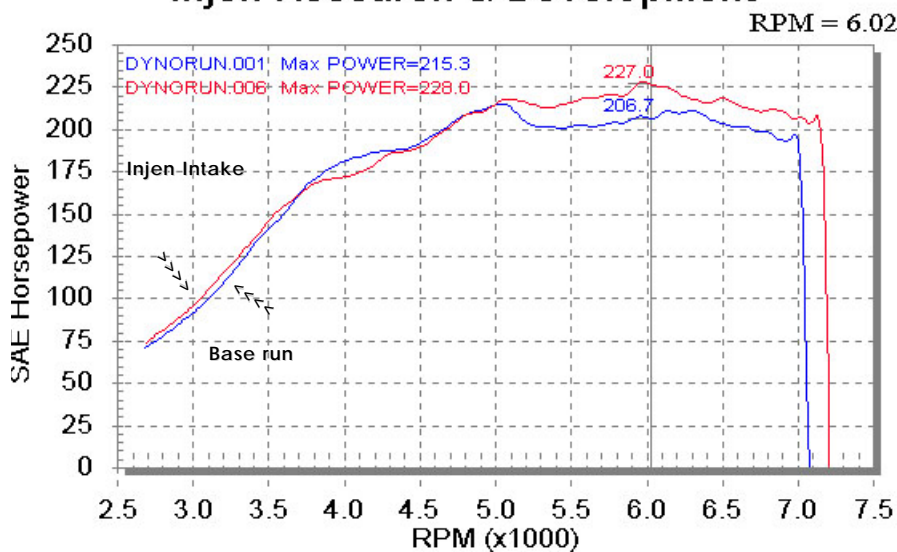


The horsepower gain below was made using only a bolt-on intake system with hard piping to the stock intercooler system (IS1898).

Max h/p gain- 12.7 h/p

Peak h/p gain- 20.30 h/p

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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.



This large heavy 23" x 11 1/2" x 3" intercooler will fit the stock piping and elbows or Injens intake system. Intercooler cores are made in Australia. This intercooler will support up to 750 h/p

These horsepower gains were 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 but was not tested on this Evo 8 is the 23" x 11 1/2" x 3" front mount intercooler.

Max h/p gain- 20 h/p

Peak h/p gain- 27.90 h/p

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