

2008-2014 SUBARU WRX SILICONE INDUCTION HOSE

PARTS LIST AND INSTALLATION GUIDE

PARTS LIST

1PC | SILICONE HOSE

1PC | 2.5" T-BOLT CLAMP

2PC | 13MM-22MM WORM-GEAR CLAMPS

4PC | ALUMINUM PUSH-ON FITTINGS

1PC | OUTLET PIPE

TOOLS NEEDED

8MM SOCKET

12MM DEEP SOCKET

10MM DEEP SOCKET

3/8" DRIVE 3" EXTENSION

1/4" DRIVE RATCHET

3/8" DRIVE RATCHET

1/4" DRIVE 6" EXTENSION

FLATHEAD SCREWDRIVER

10MM RATCHET WRENCH

NEEDLE-NOSE PLIERS

5MM ALLEN KEY

DIFFICULTY LEVEL: 5/5

6MM ALLEN KEY

INSTALL TIME: 4 HOURS

DISCLAIMER

- Raise vehicle only on jack stands or on a vehicle lift.
- Allow vehicle to cool completely prior to attempting installation.
- Do not run the engine or drive the vehicle while overheating. Serious damage can occur.
- Please dispose of any liquids properly.
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products.
- Mishimoto suggests that a trained professional install all Mishimoto products.

INSTALLATION INSTRUCTIONS

01 | REMOVING THE STOCK INDUCTION HOSE

1. Loosen the two worm-gear clamps that secure the intake piping to the stock turbo inlet.
2. Remove the 10mm bolt from the bracket for the intake pipe.



3. If the vehicle is equipped with the stock air intake, simply remove the post MAF hose and set aside. (2x worm-gear clamps)
4. Disconnect the MAF sensor.
5. You can now disconnect the intake piping from the coupler. Swing the free end of the pipe out of the way, toward the front of the car.
6. Remove the driver-side mounting bracket for the top-mount intercooler. (3x 12mm bolts)
7. Remove the two 10mm mounting bolts for the bypass valve. The valve does not need to be completely removed from the car.



8. Loosen the hose that connects the intercooler to the throttle body. (1x worm-gear clamp)
9. Remove the two 12mm bolts that connect the turbo outlet to the intercooler.



10. You can now remove the top-mount intercooler.
11. Disconnect the three sensors (EVAP purge solenoid, EVAP vent solenoid, and boost control solenoid) located near the alternator housing. Tuck the loose ends of the sensors out of the way. (Note: EVAP is the evaporative emission control system.)

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12. Disconnect the boost solenoid housing. (1x 12mm bolt)



13. Remove the plastic sensor housing located to the right of the boost solenoid. (1x 12mm bolt)

14. Remove the 12mm bolt from the underside of the silver mounting bracket.

15. Remove the 10mm bolt holding the silver mounting bracket in place. Remove the bracket from the vehicle.

16. Remove the 6mm Allen screw from the bracket that holds the plastic intake pipe to the intake manifold.

17. Remove the EVAP control hose from the plastic intake pipe.

18. Remove the boost control hose from the boost control module. Place the module off to the side.

19. Remove the support rail from the rear of the engine. (3x 10mm bolts)



20. Disconnect the throttle-body electrical connector behind the engine.

21. Disconnect the hose to the bypass valve. (needle-nose pliers)

22. Using a screwdriver, remove the permanent clip from the crankcase vent hose closest to the turbo inlet. The clip will be replaced by a worm-gear clamp provided with the Mishimoto kit.

23. Remove the stock induction hose.

02 | INSTALLING THE MISHIMOTO INDUCTION HOSE

1. Connect the vent line for the crankcase. Install the Mishimoto Silicone Induction Hose by routing the hose under the intake manifold.

2. Reinstall all crankcase vent hoses to their proper locations on the Mishimoto induction hose. The vent toward the turbo inlet will use a 13mm fitting. The vent toward the middle of the inlet hose, under the intake manifold, will use the larger 15mm fitting.

3. Use the supplied 2.5" T-bolt clamp to secure the Mishimoto induction hose to the turbo inlet. Tighten the clamp.

4. Reconnect the hose for the bypass valve. (2x 10mm bolts)

5. Reconnect the throttle-body electrical connector.

6. Insert an aluminum fitting into the EVAP hose ventricle on the Mishimoto induction hose. Connect the EVAP hose to the fitting.

7. Reconnect the boost control solenoid, and mount it to the silver bracket on the intake manifold. (1x 10mm bolt)

8. Insert an aluminum fitting into the boost control ventricle on the Mishimoto Induction hose. You can now connect this hose to the boost control module.

9. Connect the intake pipe to the Mishimoto induction hose. (2x worm-gear clamps)

10. Connect and reattach both solenoids to the stock bracket. The bracket can now be bolted to the intake manifold. (2x 12mm nuts, 1x 5mm Allen screw)

11. If the vehicle is equipped with an aftermarket or Mishimoto intake, reconnect the MAF sensor.

12. Reinstall the 10mm nut to the bracket for the intake pipe.

13. If the vehicle is equipped with the stock air intake, reinstall the post MAF hose. (2x worm-gear clamps)

14. Reinstall the top-mount intercooler.

15. Install the bolts holding the turbo outlet to the intercooler. (2x 12mm bolts)

16. Ensure that the intercooler outlet is firmly seated in the throttle-body hose. Tighten the worm-gear clamp.

17. Reinstall the mounting bracket on the driver-side of the top-mount intercooler. (3x 12mm bolts)

18. Remount the bypass valve. (2x 10mm bolts)

19. Secure the vacuum hose to the top inlet of the bypass valve.

20. You have now successfully installed the Mishimoto 2008-2014 Subaru WRX Silicone Induction Hose. Enjoy!