



CPT COLD AIR INTAKE SYSTEM

Installation Instructions

Part #CPT-439

3 piece 2.5"~3.5"

08-15 Mitsubishi Lancer EVO 10 Turbo 2.0L

4cyl

(With Upper Intercooler Piping)

Check Point Tuning
Fullerton, CA 92831

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Installation Instructions

We recommend you have a trained professional install this product. Please be sure to read ALL these instructions prior to installation.

Note: This intake pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components please refer this installation to a qualified professional.

1. Preparation

- Make sure the vehicle is parked on a level surface.
- Set the parking brake.
- Make sure the engine has cooled down for at least an hour.
- If your radio has a security code, make sure you have it recorded before you disconnect your vehicle's power.
- Disconnect the negative battery terminal.

2. Removing the stock air intake system

Before removing any of the O.E. components label each individual part so that no components become mixed up during the installation process.

- Open hood and remove 2 screws securing MAF sensor to factory intake.
- Remove MAF sensor from factory intake.
- Disconnect electrical harness from air box.
- Remove 10mm bolt attaching the air box to the metal bracket.
- Remove 2 plastic clips securing intake scoop.
- Loosen the lower hose clamp securing the BOV to the intake.
- Pull BOV assembly from the intake.
- Disconnect the vacuum hose from the BOV.
- Disconnect a second vacuum hose from the factory intake.
- Release the spring clam holding the crankcase breather hose to the valve cover port.
- Loosen hose clamp securing the intake to the turbo inlet.
- Now, pull the factory intake assembly from the engine bay.
- With the factory intake removed, press silicon step hose over the turbo inlet and secure with a hose clamp.
- Remove the plastic clips securing the shroud above the radiator, then remove the shroud.
- Loosen 2 hose clamps (1 toward the firewall, 1 behind the radiator support) securing the intercooler tube.
- Remove the intercooler tube assembly.
- Press a 2" straight hose over the upper intercooler inlet (located toward the firewall), and secure with a hose clamp.
- Press the 2.5" hump hose over the lower intercooler outlet (located toward radiator support), and secure with hose clamp.
- Remove 4 12mm bolts securing the air box bracket, then remove the air box bracket.

3. Installing the CPT Cold Air Intake

When installing the cold air intake system do not completely tighten the hose clamps or mounting tab hardware until instructed to do so later in these instructions. Be sure the CPT Piping and Filter are clean and free of debris before beginning installation.

- Lower the heat shield into position by lining up the 2 12mm bolts in the frame rail that secured the air box bracket.
- The lower heat shield bracket is aligned to the air box brace. Secure using the factory 12mm bolt and supplied nut.
- The upper heat shield bracket is lined up to one of the corner 10mm bolts for the radiator support/cross-member (driver side rear bolt).
- Install a vibra mount to the heat shield bracket using supplied flange nut.
- Disconnect the 2 vacuum lines (furthest away from the solenoid electrical connectors) from the boost control solenoid.
- Remove the 2 vacuum lines, the y-junction attached and the short vacuum line connected to the 2 vacuum lines at the y-junction.
- Connect 6" sections of vacuum hose (2x 4mm diameter hoses) to each of the 2 ports from the boost control solenoid.
- Connect the 10mm hose to the CPT intake pipe nipple.
- Lower the CPT intake pipe into position and press into the hose coupling installed on the turbo inlet.
- Line up the CPT intake pipe bracket to the vibra mount.
- Remove the hose clamp from the CPT air filter.
- Insert the open end of the CPT air filter into the round heat shield hole, then replace the hose clamp.
- Press the CPT air filter onto the CPT intake pipe.
- Make sure the CPT intake pipe and air filter is lined up correctly then tighten the hose clamps and hardware.
- Carefully insert the MAF sensor into the CPT intake pipe.
- Secure MAF sensor using 2 screws.
- Reconnect MAF sensor connector.
- Connect the 10mm diameter breather hose to the crank case breather port on the valve cover.
- Press the 1 3/8" hose over the BOV port on the CPT intake pipe and secure with hose clamp.
- Connect the 2 4mm vacuum lines from the boost control solenoid to the 2 4mm ports on the CPT intake pipe.
- Reinstall vacuum line to the BOV.
- Press the BOV into the 1 3/8" hose and secure using a hose clamp.
- Install the weather strip trim on the upper edge of the heat shield.
- Press the 2" intercooler piping into the hose attached to the upper intercooler inlet. Secure with hose clamp.
- Press the 2.5" hose over the flared end of the 2" intercooler piping, then secure using a hose clamp.
- Connect the 2.5" intercooler piping to the 2.5" hose and the lower intercooler outlet, then tighten all the hose clamps.

4. Re-assemble the vehicle

- Replace the upper radiator shroud and secure using original plastic clips.
- Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- Reinstall the negative battery terminal.
- Start the vehicle and check for proper operation.
- Please note that your vehicles computer may act abnormally for the first few minutes of driving as it adjusts to the increased amount of airflow. Normal operation should resume after a few miles of driving.

-END OF INSTRUCTIONS-

FAQ

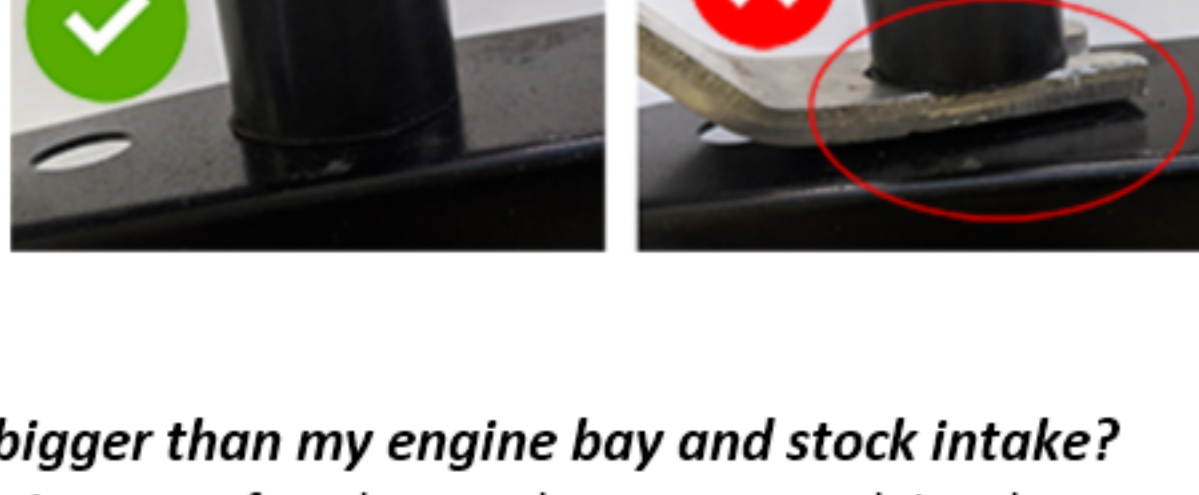
Why does my car have a check engine light after installation?

Disconnecting the battery during installation is an important step required to clear the ECU settings. After installation, it could take a mile or two for the vehicle to readjust to the new amount of airflow, and for the check engine light to clear.

If not, please check that the MAF sensor is facing the same direction as it was in your stock intake system, and that there are no holes or metal remnants near the MAF sensor that could be disrupting the air flow.

Why is my pipe or filter off by 1-2 inches?

Failure to install the vibramount correctly can throw off the alignment of the whole intake. The vibramount serves as a rubber spacer BETWEEN the intake bracket and your car (or heat shield) to absorb the vibrations that would otherwise damage and cause the bracket to break off.



Why is this pipe bigger than my engine bay and stock intake?

CPT intakes by design are often larger than your stock intake system. The point is to move the point where the filter is to get the coldest air possible, which usually means using a longer pipe to move the intake point towards the lower front of the vehicle.

Who do I contact if I have more questions?

For further assistance, please email us at sales@tunersdepot.com