

PERRIN

08+ WRX Turbo Inlet Hose

2020-06-08

PSP-INT-421

Thank you for purchasing this PERRIN product for your car! Installation of this product should only be performed by persons experienced with installation of aftermarket performance parts and proper operation of high performance vehicles. If vehicle needs to be raised off the ground for installation, the installer must use proper jacks, jack-stands and/or a professional vehicle hoist for safety of the installer and to protect property. If the vehicle is lifted improperly, serious injury or death may occur! Please read through all instructions before performing any portion of installation. If you have any questions, please contact our tech department prior to starting installation. We can be reached in any of the following methods:

Email Tech@PERRINperformance.com

Instant Chat off the main page of www.PERRINperformance.com

Or simply call our tech team at 503-693-1702



WARNING: This product can expose you to chemicals including Lead which is known to the State of California to cause cancer birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

SPECIAL NOTES:

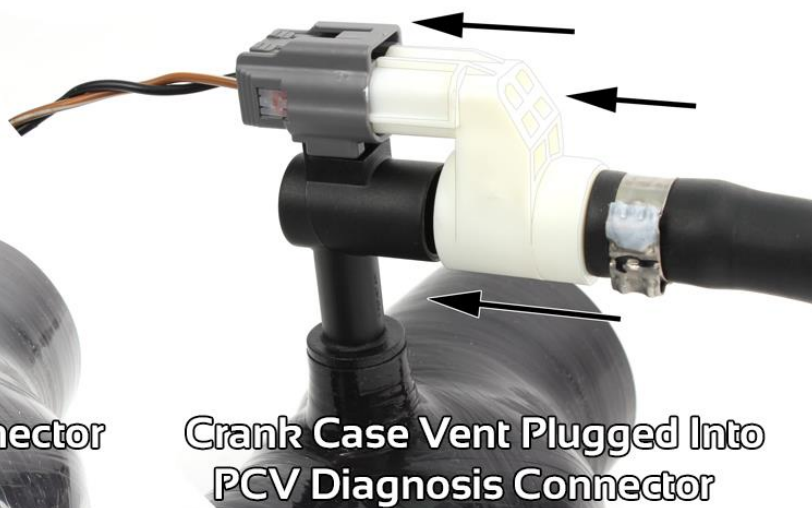
- The use of a factory service manual is highly recommended. This can be downloaded at <http://techinfo.subaru.com>.
- Due to the PERRIN inlet hose being larger diameter than the OEM inlet hose, it may touch on the intake manifold and power steering pressure line. This is completely normal and nothing to worry about. The multi layer silicone hose is very resistant to abrasion type wear.
- The PERRIN turbo inlet hose has wire reinforcement throughout hose. During installation, if the hose gets bent, simply bend hose back into shape using your hands.

SPECIAL NOTES FOR 05-08 LEGACY GT:

1. This hose can fit on to the 05-08 Legacy GT models but is very tight at the BOV hose connection. Some modifications may need to be done to additional space.
2. Loosening of the Secondary air solenoid and or prying the bracket they are mounted to, can be done to add more clearance. These parts move together, so if they are touching after the install is complete, that is acceptable.
3. After step 8 of the instructions, remove grey PCV Diagnosis connector from the spigot (closest to turbo on inlet hose).
 - a. Remove electrical plug (grey) with wire harness from inlet hose.
 - b. Insert supplied PCV diagnosis connector into vertical spigot on PERRIN inlet hose.
 - c. Slide PCV diagnosis harness/plug onto supplied fitting, then plug crank case vent connector w/hose into plastic fitting.



PCV Diagnosis Connector
Harness Installed



Crank Case Vent Plugged Into
PCV Diagnosis Connector

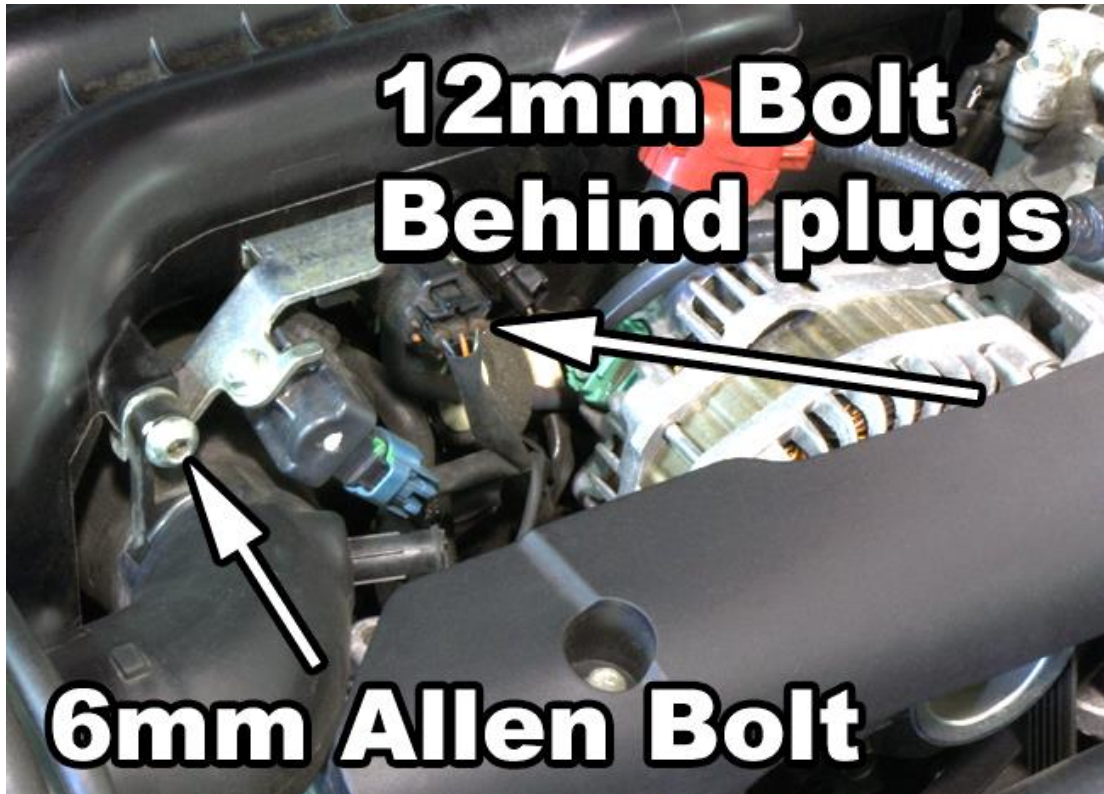
Parts Included with the PERRIN Turbo Inlet Hose:

- (1) PERRIN Turbo Inlet Hose
- (1) 2.75" Coupler
- (1) PCV Diagnosis Connector.
- (1) Size 36 hose clamp
- (1) Size 48 hose clamp
- (1) Size 3 hose clamp
- (2) 1/2" 90 degree connectors

- (2) 1/2"-3/8" 90 degree connectors
- (1) M8x10mm hex head bolt

Installation

1. Remove installed intake system up to OEM inlet hose. Prepare to remove intercooler from turbo and throttle body coupler, by removing (2) 12mm bolts on turbo, (1) 12mm bolt on bracket, and loosening (1) hose clamp.
2. Remove blow off valve from intercooler by removing (2) 10mm bolts, one vacuum hose connection on BOV(Blow off Valve), and finally large BOV return hose connection held on by a larger pinch clamp. Remove intercooler from car.
3. Remove (1) 6mm socket cap screw and (1) 12mm bolt securing bracket and inlet hose to intake manifold.



4. Remove plastic accessory belt cover from engine. (1) 10mm bolt and a rubber push connector secure this to engine.
5. Disconnect sensors and hoses (as shown below) and remove bracket from engine. Take note of where these hoses connect to.



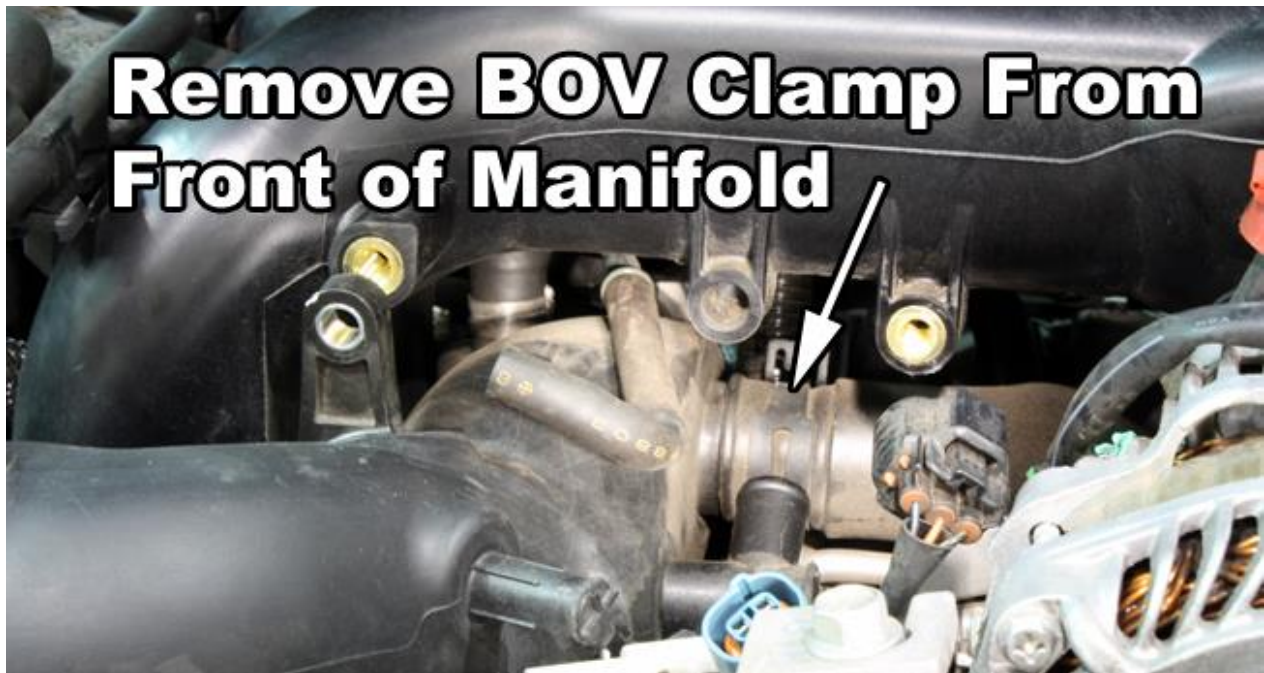
- Remove wire harness and BOV return hose from back side of intake manifold. Locate (2) 10mm bolts securing bracket and harness. With bolts removed, pull harness away and remove (1) 10mm bolt securing BOV return hose as shown below.



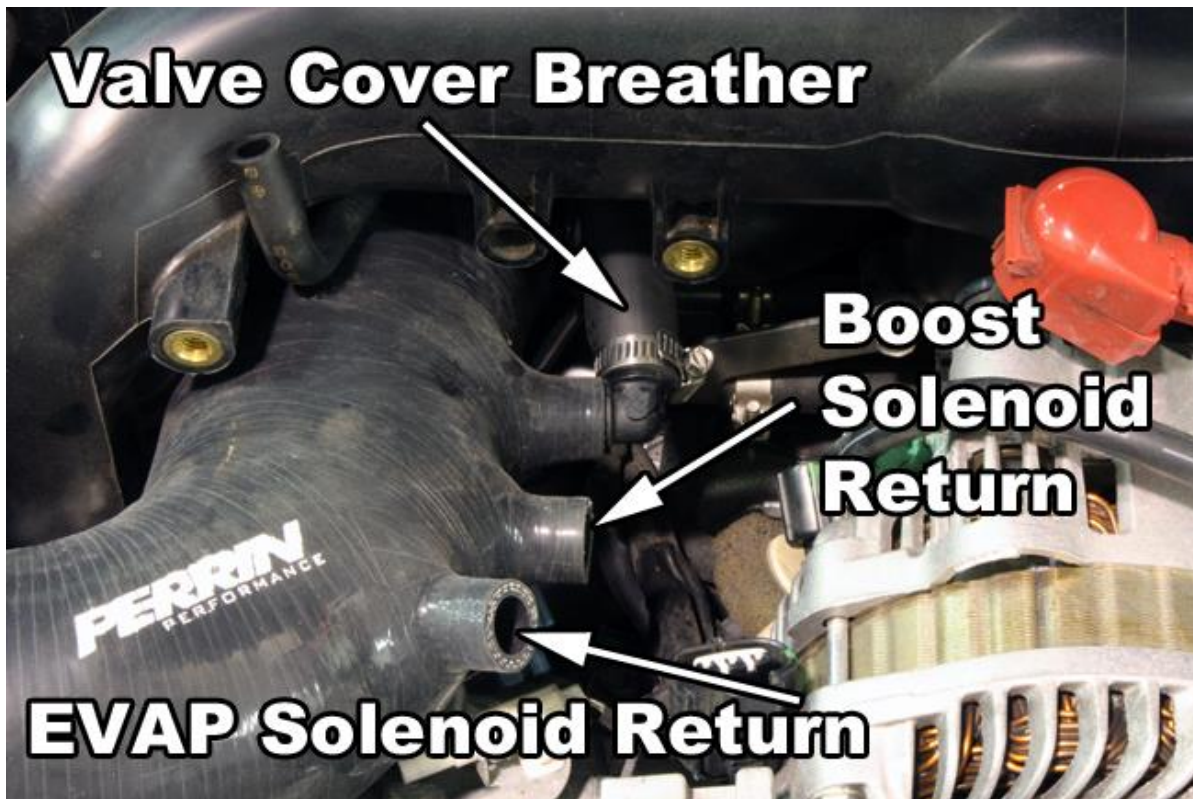
- With harness pulled back, loosen hose clamp (using 10mm nut driver) securing OEM inlet hose to turbo.
- Locate crank case vent hose (with white plug attached) and remove from OEM inlet hose. Cut hose as shown below, and install supplied 1/2" 90 degree connector. This will be inserted into PERRIN hose later on.



- With turbo inlet hose free from turbo, pull toward front of car to access BOV return hose clamp and valve cover breather hose.
- Using pliers remove breather hose from side of inlet hose. If this hose came off of valve cover breather pipes bolted to intake manifold, reinstall at this time. NOTE: This hose can come off easy and if not installed properly can cause a Check Engine Light.
- Use pliers to pinch clamp securing BOV return hose and remove hose from OEM inlet hose. Now remove inlet hose from engine.



12. Pre load size 32 hose clamp onto PERRIN inlet hose and insert hose under intake manifold. While sliding hose under manifold install BOV return hose to large spigot on side of PERRIN Inlet hose.
13. Connect valve cover breather hose to supplied 90 degree 1/2" connector using supplied size 6 clamp as shown in below picture. This hose is slightly larger than the fitting; simply clamp use down until hose is secure. Insert fitting into hose.



14. Carefully slip PERRIN inlet hose over turbo and tighten hose clamp. Note: A bent awl will aid in slipping hose over turbo inlet. Take care not to puncture hose or damage small vacuum hoses on turbo while installing.
15. Install crank case vent (previously install 90 degree connector) into spigot between turbo and intake manifold. Use small amount of grease to aid in installing fitting into hose.
16. Set solenoid bracket over PERRIN inlet hose and reconnect all hoses and electrical connections removed earlier.
 - a. There are 3 Electrical connections (EVAP solenoid, MAP sensor, and Boost Control Solenoid).
 - b. EVAP solenoid has a vacuum connection from engine that connects to open fitting on solenoid. Remaining hose (as shown in picture in step 4) will connect to PERRIN Turbo inlet hose with supplied 90 degree 1/2"-3/8" connector.
 - c. MAP sensor has a vacuum hose (coming from intake manifold) that gets pressed over fitting on MAP sensor body.

- d. Boost Control Solenoid connects to hose coming from turbo (small vacuum lines and tee junction at turbo) to open fitting on solenoid (as shown in picture in step 4). Remaining small hose will connect to PERRIN Turbo inlet hose with supplied 90 degree 1/2"-3/8" connector.



17. Install bracket using supplied 13mm bolt for connection just above PERRIN turbo inlet hose and use bolt removed earlier to secure lower connection.
18. Install plastic 1/2"-3/8" 90 degree connectors into inlet hose and connect vacuum hoses as shown above. Use a small amount of grease to install fittings into hose.
19. Reinstall BOV return hose and wire harness to intake manifold.
20. Install intercooler back to engine and using hardware removed earlier. Make sure and get throttle body coupler fully seated.
21. Install BOV to BOV return hose and bolt BOV to intercooler.
22. Install intake system to car. Included with each PERRIN inlet hose is a 2.75" coupler. This coupler may or may not be used depending on the intake system being installed. In most cases use this coupler on inside of hose and secure with supplied clamp and then connect intake system to coupler. In some cases you may be able to slide intake tube into PERRIN inlet hose in place of the coupler.
23. Reinstall accessory belt cover and start engine. If engine starts normally and runs normally take car for test drive. If car runs poorly check for vacuum leaks and or electrical connectors disconnected.



Questions, Comments and Suggestions Contact: Tech@PERRINperformance.com
Visit Our Website for Instant Chat Options at www.PERRINperformance.com
Call Our Tech Team at 503-693-1702