

PERRIN

2022+ WRX Turbo Inlet Hose

2025-07-25

PSP-INT-425

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@PERRIN.com

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

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

GENERAL MODIFICATION NOTE

Modifications to any vehicle can change the handling and performance. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive a vehicle safely may result in serious injury or death. Do not drive a vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult the owner's manual, service manual, instructions accompanying these products, and local laws before purchasing and installing these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.



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:

- This part is designed to fit to the OEM intake system or other aftermarket intake systems that connect to the OEM rubber intake hose. If you have an aftermarket intake system that connects to the OEM inlet pipe, this hose will need to be modified in order to work. Depending on the intake, you may be able to cut the hose so the tubing will slide inside of our silicone hose. **Before cutting PERRIN hose, read notes at the end of the instructions!**
- When connecting hoses to fittings, a small amount of oil will allow these to go on much easier.

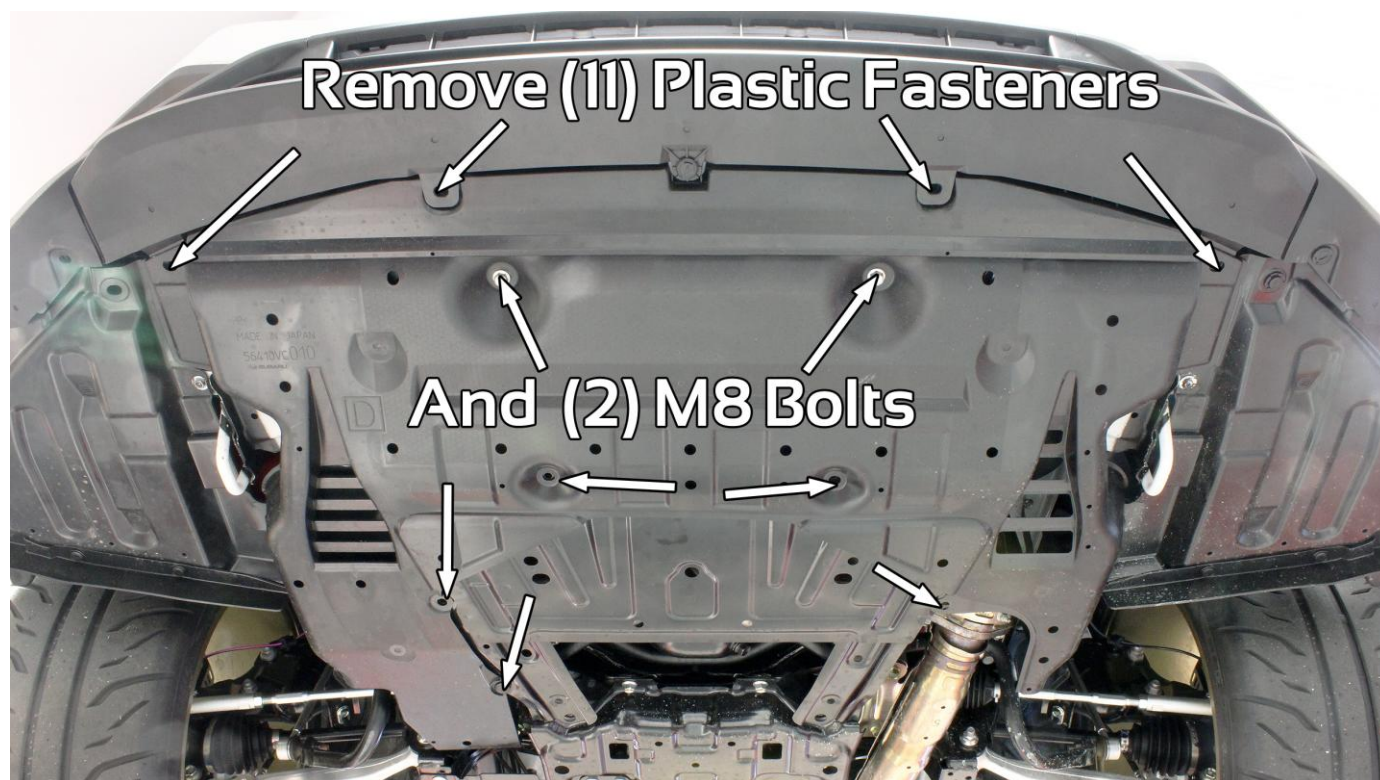
Parts Included with the PERRIN WRX Turbo Inlet Hose:

1	X-PSP-INT-425-1BK	Turbo Inlet Adapter for 2022+ WRX Anodized black
1	X-PSP-INT-425-2	Turbo Inlet Plug for 2022+ WRX Raw (EDP 55)
1	X-PSP-INT-425BK	Turbo Inlet Silicone Hose w/ Wire for 22+ WRX Black
1	X-CLAMP-052	Clamp Size 52 or 70-90mm
1	X-CLAMP-048	Clamp Size 48 or 60-80mm
1	X-CON-009	Plastic 1/2"-1/2" Straight
2	X-BLT-M6X20CS-SSBO	M6 X 20 Socket Cap Screw SS w/ Black Oxide Finish
1	X-CON-62073	5/8" - 5/8" Hose Barb Connector (EDP 500)
1	X-PSP-INT-425-3	Turbo Inlet Crank Case Adapter (EDP 350)
1	X-PSP-ENG-858	Oil Restrictor For GT Turbo .030"ID
1	X-CON-064	Plastic Reduction Tee
5	X-BLT-CT0808-18	Zip Tie 8" Long
2ft	X-HOS-101	5/32" ID Vacuum Hose

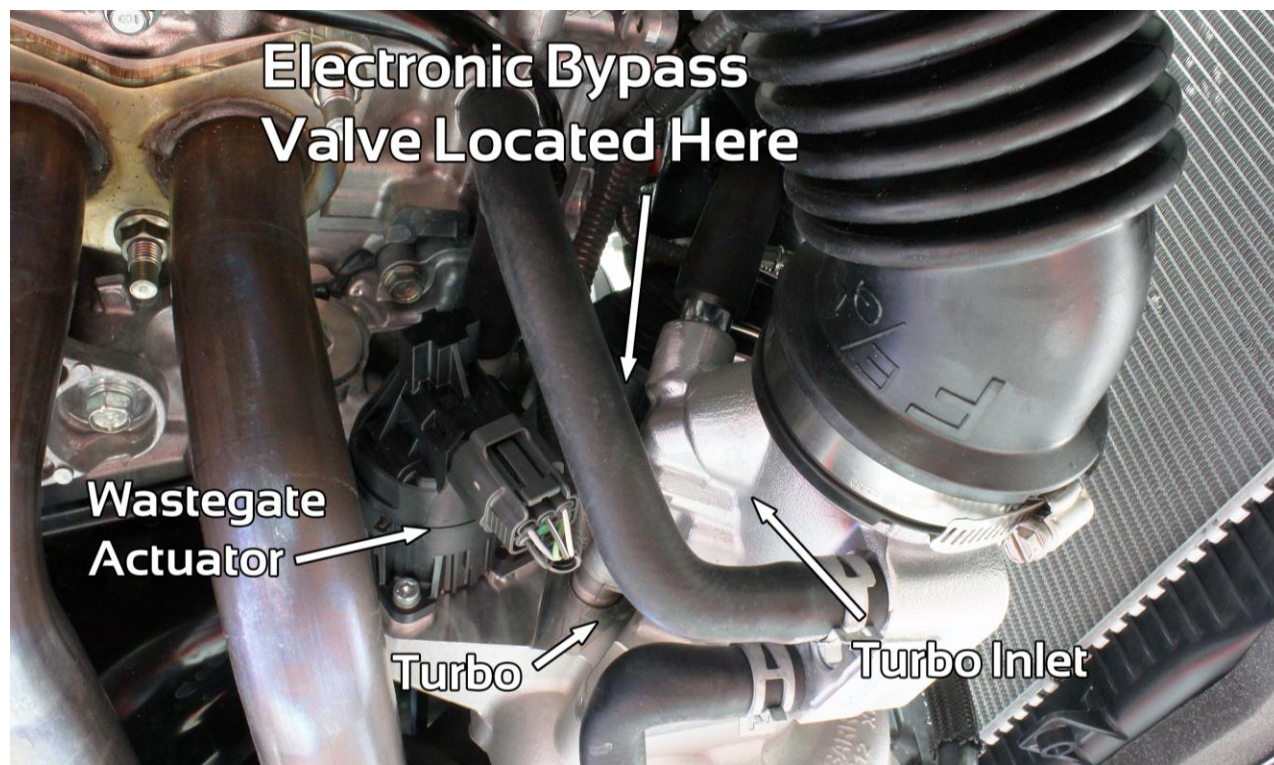


Installation of PERRIN Inlet Hose

1. Raise vehicle off ground using vehicle hoist or proper jack and jack stands. Never support vehicle with jack as death or injury may occur.
2. Disconnect battery.
3. Using proper panel removal tool or flat head screwdriver, locate and remove (3) plastic fasteners (shown in first picture) in each left and right wheel well.
4. Using proper panel removal tool or flat head screwdriver, locate and remove (11) plastic fasteners and (2) M8 bolts from lower portion of splash guard, then remove from car. See picture below.

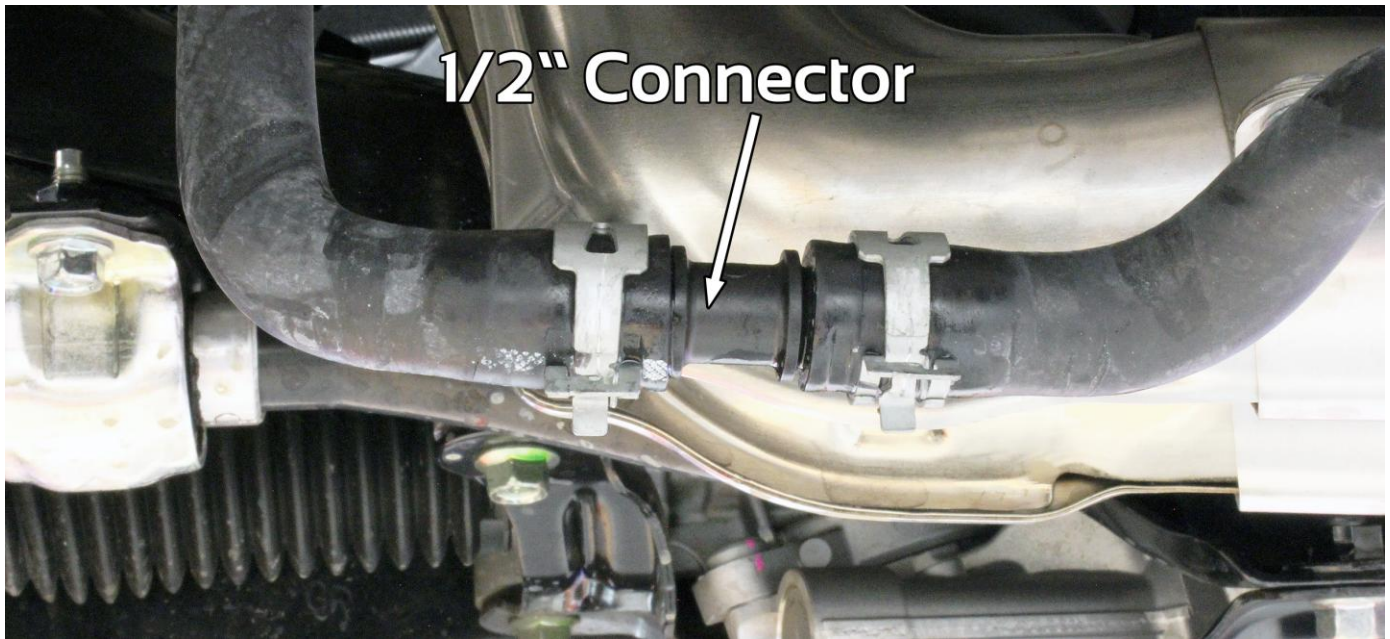


5. Remove (4) M8 bolts holding skid plate (black metal part shown above) to chassis and set skid plate aside.

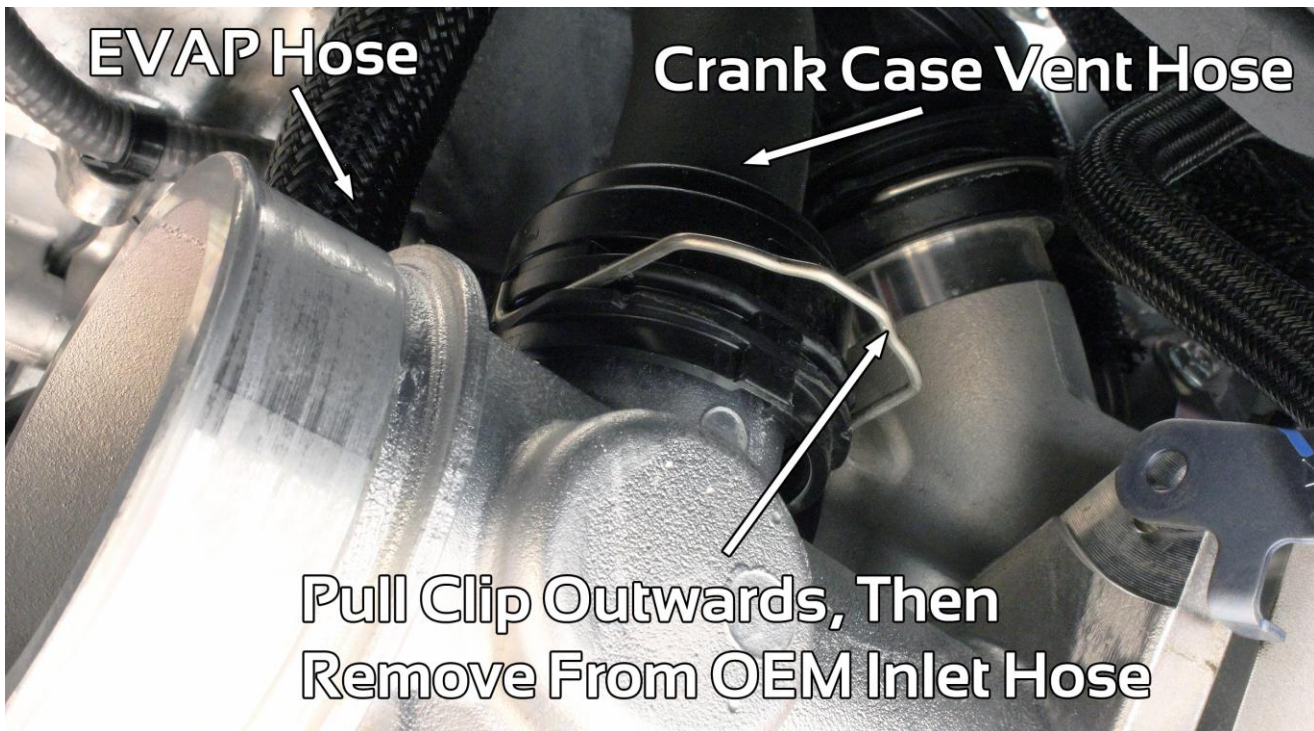


6. Locate turbo inlet hose and coolant hoses connected to lower half of it. These hoses will need to be disconnected, then reconnected using the supplied 1/2" straight connector.
 - a. Pinch hose clamps and slide them off each end of hose.
 - b. Using pliers spin hose around fittings to loosen them before removing hoses.
 - c. Using hose pinching pliers (or do this step as fast as possible) pinch off both hoses close to the OEM turbo inlet.

- d. Remove hoses from OEM turbo inlet, then join both hoses together with supplied 1/2" connector. **NOTE: Be prepared to catch coolant when hoses come off of turbo inlet.**
- e. Install pinch clamps over hose ends to secure hoses to plastic fitting.



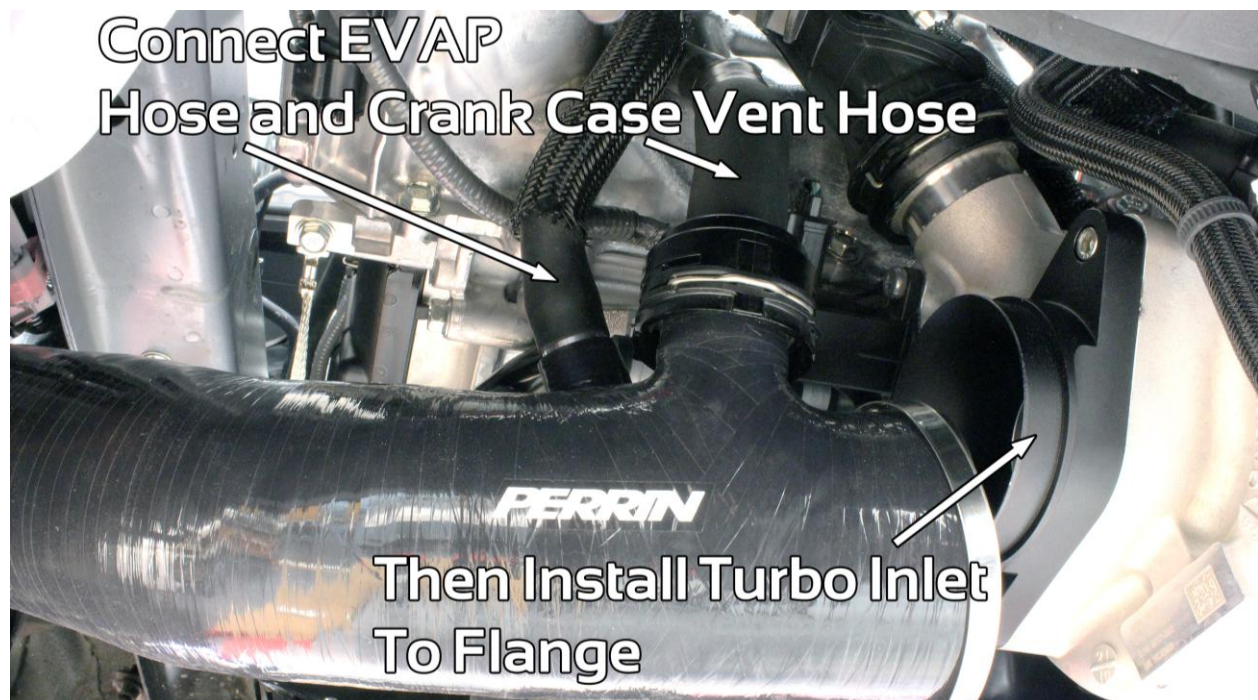
7. Loosen (2) hose clamps securing black rubber intake hose to OEM turbo inlet pipe and intake system. Then remove hose from car (this will not be reused).
8. Remove (2) M6 bolts securing OEM inlet to turbo.
 - a. Cut zip tie securing bracket to hose and remove bracket (this will not be reinstalled).
9. Slide turbo inlet pipe off of turbo until nipple with O-ring clears the turbo.
10. Locate and slide off, the stainless steel clip securing crank case vent hose to OEM inlet pipe. Remove crank case vent hose and fitting from OEM inlet pipe. Once hose is off, slide stainless steel clip back onto fitting. **NOTE: This fitting will be tight and some twisting and turning of fitting will free it from the OEM inlet pipe.**
11. Locate and remove EVAP hose from OEM inlet pipe, then remove OEM inlet pipe from car.



12. Remove large O-ring from OEM inlet pipe and install it into the supplied PERRIN Turbo Inlet Flange. Then remove small O-ring from nipple on OEM inlet pipe and place it onto the supplied plug.
13. Install plug into small hole on turbo making sure threaded hole is facing away from turbo. The distance it is installed into the turbo does not matter as boost will push this flush to the mating surface after driving the car.



14. Using supplied M6 bolts, secure PERRIN Turbo Inlet Flange to turbo. **NOTE: Make sure that O-ring doesn't get folded over or cut while installing onto the turbo. If this happens, replace O-ring before continuing, or engine damage can occur.**
15. Locate rubber EVAP hose and trim roughly 1" from end of it, then connect EVAP hose to smaller fitting on PERRIN silicone hose (this connection is designed to not need a clamp). **NOTE: Trimming off 1" will still allow you to reinstall the OEM part.**
16. Slide crank case vent hose with fitting onto large fitting on PERRIN Turbo Inlet Hose. You will know this is on far enough when you hear the stainless steel clip click into place.

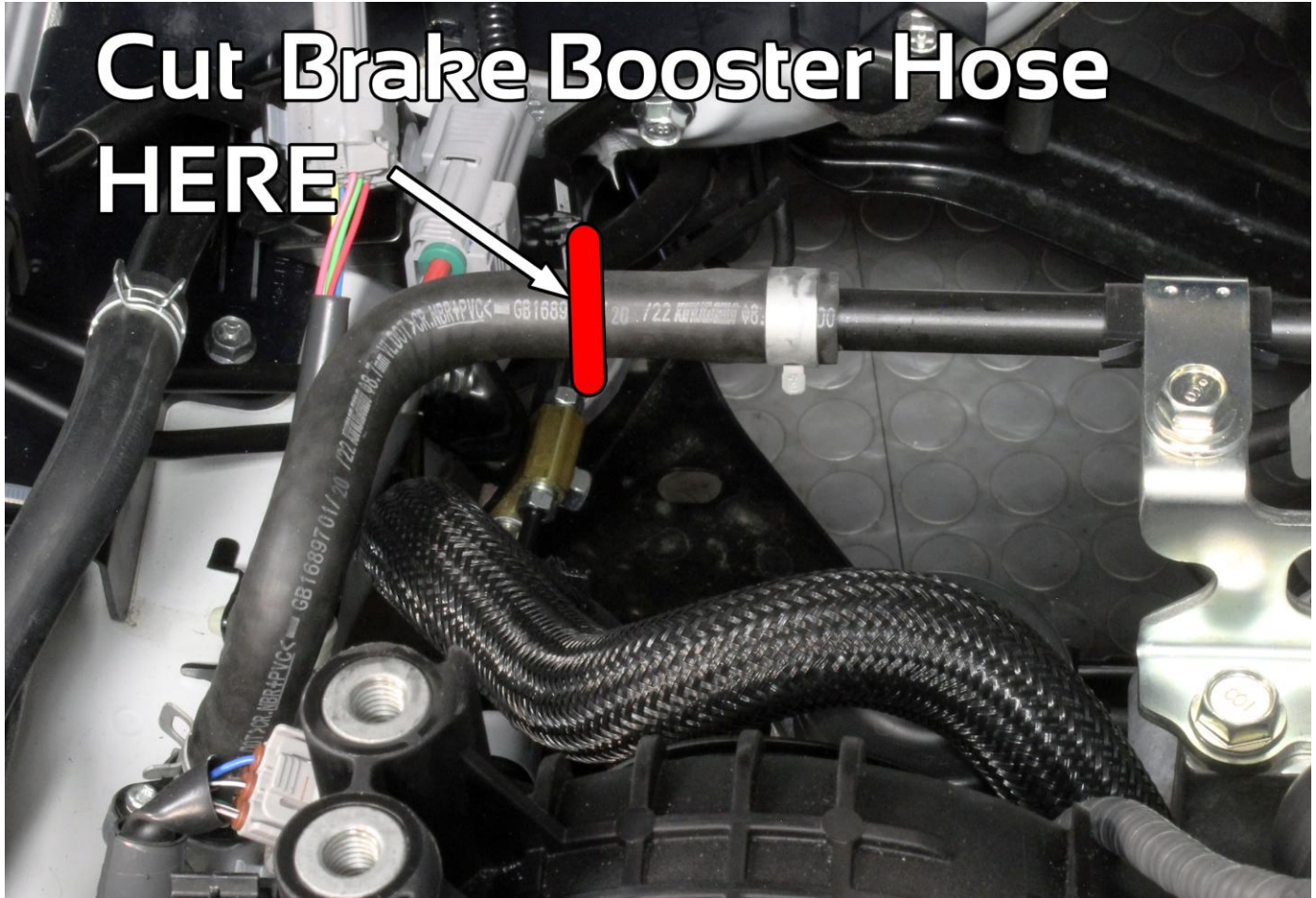


17. Push turbo inlet hose up into place. **NOTE: This will move plastic crank case vent hose up into engine bay slightly. This will not cause any issues and this is normal.**
18. Connect hose to turbo and to OEM intake.
 - a. Install a size 48 hose clamp to small end of PERRIN Silicone Turbo Inlet Hose, and a size 52 hose clamp to remaining side.
 - b. Connect hose to both turbo and intake system. **NOTE: Having a bent awl will aid in getting both ends of hoses over their respective connections.**
 - c. Rotate hose around until it best lines up with turbo and intake system.
 - d. Check that EVAP hose and crank case vent hose are not pinched, and that PERRIN Silicone Hose does not have a folded over edge where it meets the turbo or intake system.

- e. Secure with hose clamps.
19. Before proceeding it is important to check that PERRIN Silicone Hose is nice and round and not pinched in anyway. If hose is found to be pinched or slightly flattened, simply squeeze hose until it is round again. There is a stainless-steel wire inside of the hose that can get deformed during install. It is normal to have to squeeze hose to make it round again after the install is complete.

NOTE: If this is being installed on a manual transmission WRX or 2020-22 Legacy XT/Outback XT/Ascent, continue on with step 20 until the end of the instructions. If this is being installed on a 2022+ WRX w/CVT transmission, or 2023+ Legacy XT/Outback XT/Ascent then skip to step 28.

20. Locate the brake booster vacuum hose on right side of engine under the intercooler (if PERRIN Intercooler is installed, this will need to be removed). Cut this hose in the middle of the straight section as shown below.



Picture is showing the intercooler and charge pipe removed in order to show a clearer picture.

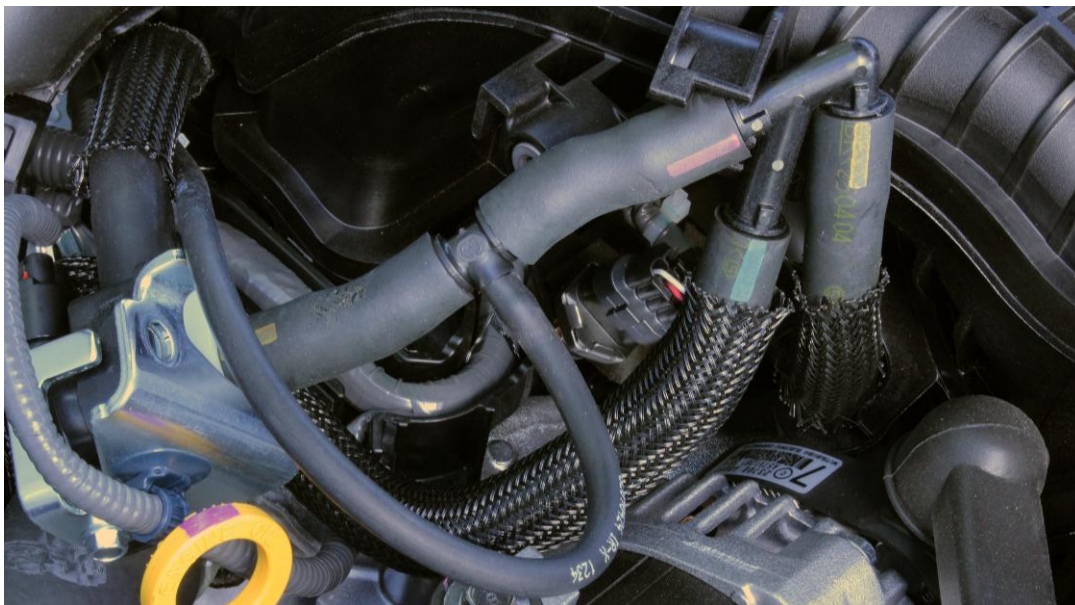
21. Install the supplied reduction tee to each end of the brake booster hose. **NOTE: The small leg of the tee will have a small restrictor in it, OR the supplied hose and tee will be pre-assembled with the restrictor in the hose. Take care not to bend or put a lot of force on the small leg of the tee as this can break off!**
22. Route vacuum hose under the manifold (or around is ok) toward the EVAP solenoid located at the front of the intake manifold.



23. Locate and remove the M6 bolt that secures the EVAP solenoid to the engine, then Pull EVAP solenoid and hoses toward the front of the car to expose the hose directly behind it (typically with the pink stripe as shown below).



24. Cut roughly 1/2" from the middle of the hose and install supplied reduction tee. **NOTE: The hose will need to be cut clean across or the hose can fail as it is not a reinforced type of hose.**



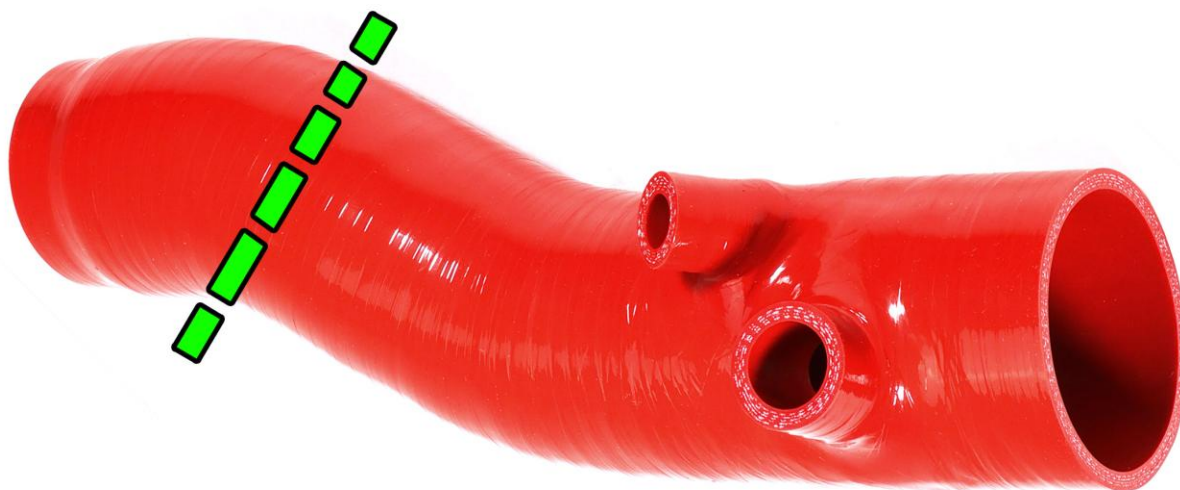
25. Install the small vacuum hose that was tied into the brake boost hose, to the small (left over) leg of the reduction tee. **NOTE: This connection is tight and applying a small amount of oil to the fitting will make the hose go on easier.**
26. Carefully push EVAP solenoid and hoses back under the manifold and reinstall M6 bolt to secure bracket. Tighten to 5-8 ft-lbs. **NOTE: While sliding solenoid and hoses back under manifold, some maneuvering of hoses may be necessary as you push the assembly back into place.**
27. Use supplied zip ties to secure vacuum hose to engine to keep it away from moving parts.
28. Reconnect battery, start car and check for leaks and check engine lights. If car runs erratically, check for leaks around PERRIN Inlet Hose and all fittings that were disconnected and if any are found, fix leaks and test again. If a check engine light occurs read what code it is to help determine the issue, then fix the issue. Clear any check engine lights and restart engine. If check engine lights persist, please call tech support.
29. If car runs normally, continue with reinstalling skid plate and plastic splash guard that was removed earlier.

SPECIAL NOTES FOR INTAKES THAT REQUIRE CUTTING OF SILICONE HOSE:

Some intakes require cutting of the silicone hose for the PERRIN Inlet Hose to connect to it. Below are some notes to help make this job easier to do.

- Follow the installation instructions up until the point of installing the PERRIN Silicone Hose.
- Remove silicone coupler that the aftermarket intake used to connect to the OEM inlet hose.
- Line up aftermarket intake to the PERRIN Inlet hose. Slide one of the supplied clamps onto the inlet hose and use it as a guide to cut the hose. We recommend adding .5" or more to your potential cut so you do not accidentally cut the hose too short.
- Tighten the hose clamp and use an X-acto knife or new utility knife and cut around the hose. **NOTE: There is a wire located in this location and you will have to cut around it.**
- Once the hose is cut all the way around, pull the two pieces apart to expose more of the wire, then cut it off with wire cutters.
- Install PERRIN Inlet Hose to the turbo adapter and test fit aftermarket intake. If additional trimming is necessary, use the same clamp method and trim off any additional hose.

For Intakes That Require Cutting Roughly Cut Through This Section



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