

552200 - Mitsubishi Downpipe

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Mitsubishi Evolution X GSR, MR, Final Edition 2008 - 2015

Mitsubishi Lancer Ralliart 2009 - 2015



Congratulations on your purchase of the COBB Tuning Mitsubishi Downpipe! The following instructions will assist you through the installation process. Please read them BEFORE beginning the install to familiarize yourself with the steps and tools needed. If you feel you cannot properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified and experienced automotive technician.

IMPORTANT! Installing this kit will require custom tuning or utilizing an appropriate Stage Power Package map if you have a matching mechanical configuration. Please consult with COBB or an authorized ProTuner in your area if you have any questions!

Table of Contents

- Table of Contents
 - Parts List
 - Tools Needed
 - Sockets
 - 3/8"
 - Hand Tools
 - Misc.
 - Wrenches
 - Stock Component Removal
 - COBB Mid-pipe Installation
 - Links
-

Parts List

- COBB Mid-pipe.

Tools Needed

Sockets

3/8"

- 3/8" ratchet
- 3/8" 12" extension
- 3/8" Socket Swivel
- 3/8" 14mm socket

Hand Tools

- Phillips head screwdriver
- Flathead screwdriver
- 3mm Allen Key
- 7mm Nut Driver
- Trim removal tool
- Pick
- Needlenose pliers
- Channel Lock Pliers
- Deadblow Hammer

Misc.

- Oxygen Sensor Wrench

Wrenches

- 14mm combination wrench
- (2) 17mm combination wrench
- (2) 19mm combination wrench

Stock Component Removal

Exhaust components can often become locked in place so it's a good time to spray your bolts and oxygen sensors with a penetrating oil.

1. Park your car in a smooth, flat area and properly lift and support it.
2. Using a 22mm oxygen sensor wrench remove the oxygen sensor. Be careful not to damage the wiring.



3. Unloop the wiring from the connectors that take it underneath the exhaust.



4. Unbolt the side exhaust hanger using a 12mm wrench.



5. Loosen the two 19mm nuts going from the downpipe to the factory mid-pipe. Leave the nuts on loosely for now to give you the support to loosen the remaining bolts.





6. Loosen the two 19mm rear bolts of the mid-pipe. Once they're both moving easily you can remove both of the bolts entirely.





7. With the rear bolts removed, you can remove the front bolts and remove the entire mid-pipe from the car.
8. Using your oxygen sensor wrench, remove the front o2 sensor. Make sure to keep track of which sensor is which so that you don't put them in the wrong spots. Also keep in mind that the sensor can be damaged easily so it's a good idea to keep it from damage.
9. With a 14mm and an extension (and in some cases a universal joint) remove the two spring bolts holding the downpipe on to the turbo, then remove the downpipe from the car.





10. The stock donut gasket is reused so make sure yours is in good shape and replace as needed.

COBB Mid-pipe Installation

1. Apply anti-seize to the o2 sensor (being careful to keep it only on the threads) and the threads of the factory bolts.
2. Bust out your 14mm ratchet, extension and swivel to bolt the COBB downpipe in place on the turbo using the factory springbolts.





3. Use the provided gasket and hardware to bolt the rear of the downpipe to the midpipe (if using a COBB midpipe). If you're hooking it up to the factory catted mid-pipe you'll use the provided gasket and the factory hardware to bolt it on to the studs of the mid-pipe.



4. Tighten the bolts down using 14mm tools.
5. Re-install the remaining bolts on the mid-pipe and oxygen sensors.



6. You're all done! Flash the appropriate map for your modifications on the car and go out and enjoy!

Links

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