

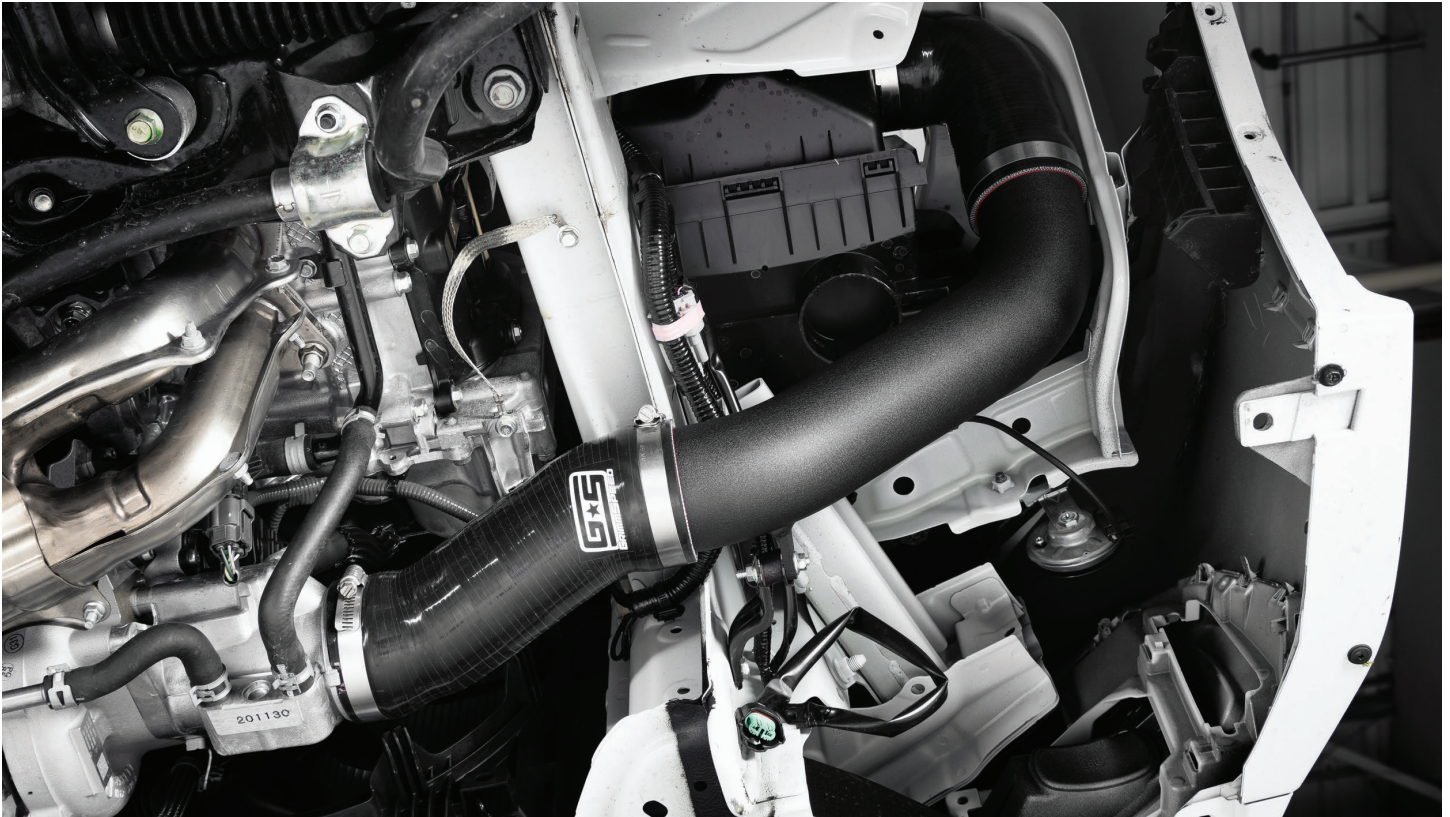


INSTALLATION GUIDE

Part Number 113050

Last Updated 09/06/2023

GRIMMSPEED 2022+ WRX POST-MAF PIPE KIT INSTALL GUIDE



FITMENTS:

- 2022+ Subaru WRX (All trims)

TOOLS NEEDED:

- Flat head screwdriver
- Metric sockets and ratchet (8mm, 10mm, 12mm)
- 6" Socket extension
- Small 10mm wrench
- Needle nose pliers

THINGS TO NOTE:

- This is a fairly in depth installation and will require getting underneath the car to complete. Make sure you set aside 1-2 hours for the install and have a safe way to get under your vehicle.
- Be sure to follow recommended torque specs during the install.
- No ECU tuning or re-calibration is required after installation.

PRODUCT DISCLAIMER:

United States 48 State Compliant:

California/New York Residents please see Prop 65.

This is a Race Only product that is to be used solely for competition, it cannot be used on vehicles that are operated on public streets, roads or highways. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use including recreational use could be in violation of local, state and federal laws.

GrimmSpeed is not responsible for any vehicle damage or personal injury that may occur due to an installation error, product misuse, or removal of GrimmSpeed products. GrimmSpeed highly suggests that a trained professional conduct the installation on all products. GrimmSpeed is not responsible for damaged products due to incorrect installation.



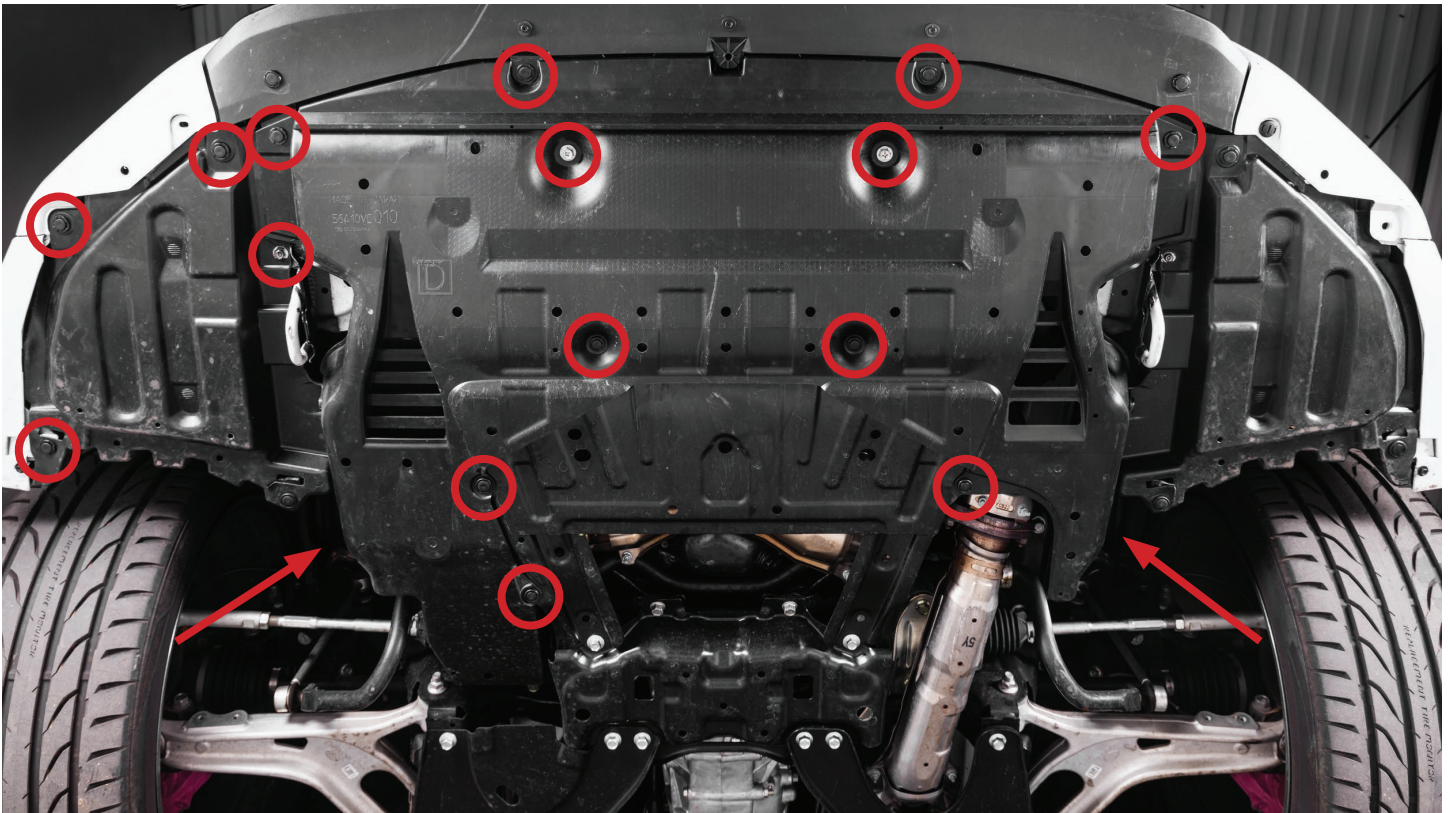
COMPONENTS INCLUDED:

- (1x) GrimmSpeed Aluminum Intake Elbow
- (1x) GrimmSpeed Silicone 'S' Coupler
- (1x) GrimmSpeed Silicone Elbow Coupler
- (4x) Worm-Gear Clamps

BEFORE YOU BEGIN:

Turn off the ignition. Loosen battery terminal and disconnect the negative battery terminal cable. Allow the vehicle to sit for a minimum of 5 minutes to drain any remaining charge from the charging system.

STEP 1 - Start by removing the plastic undertray by removing the two 12mm hex bolts and all of the plastic pop clips securing the tray to the chassis. There are also 3 plastic fasteners in each of the front wheel-wells holding this tray up.



STEP 2 - With the plastic undertray out of the way, remove the steel skid tray by removing the four 12mm bolts. It's easier to remove the rear bolts first as the plate hooks into the subframe and will still be supported in the rear.



STEP 3 - Remove the 4 fasteners holding in the lower fender liner wing in front of the front passengers wheel. You don't need to fully remove this piece, just enough that you can pull it down and gain access to the intake pipe.



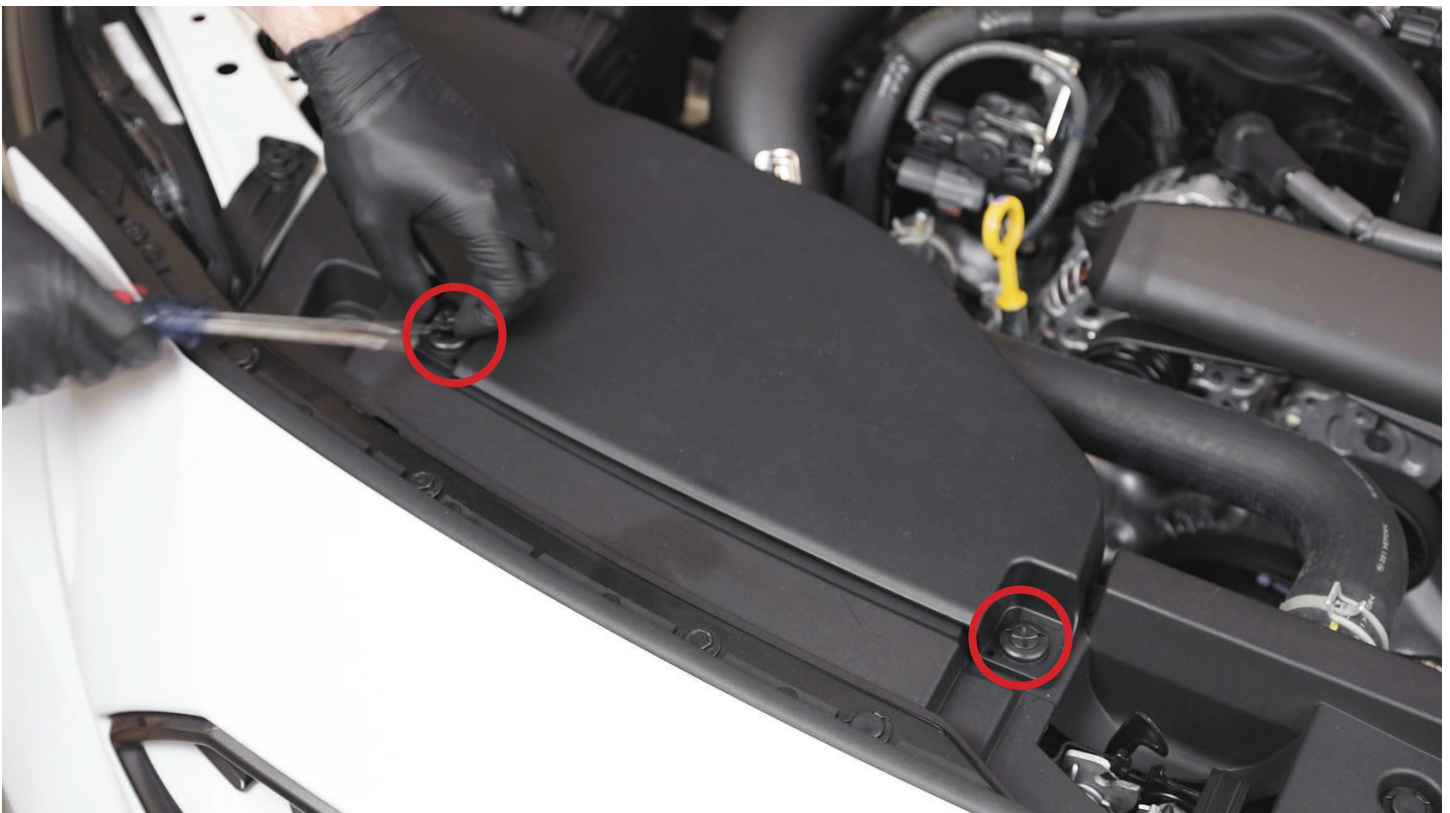
STEP 4 - Loosen up the hose clamp connecting the factory intake pipe to the aluminum turbo inlet.



STEP 5 - Remove the 10mm nut securing the factory intake pipe to the rubber isolator bushing.



STEP 6 - Using a flathead screwdriver to remove the 2 plastic clips securing the factory airbox duct from the top of the engine bay. Once the clips are removed, the duct will lift out of the airbox.



STEP 7 - With an extension, remove the 2 12mm bolts securing the lower airbox to the fram rail.



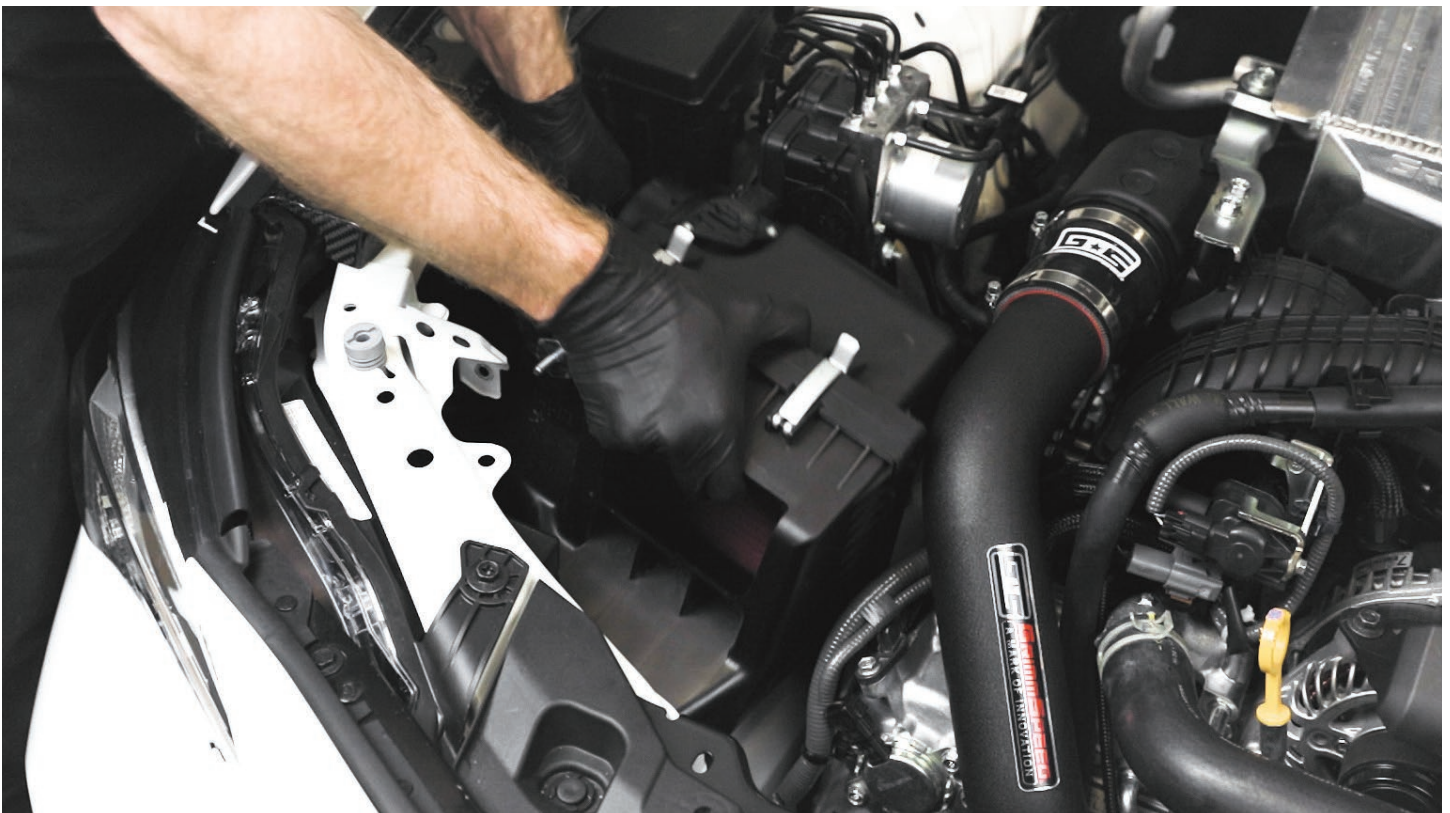
STEP 8 - Unplug the engine harness from the MAF sensor on the airbox. You will also want to unclip the wiring loom from the back of the airbox.



STEP 9 - Loosen up the upper worm clamp on the intake pipe.



STEP 10 - Remove the 10mm nut from the mounting grommet securing the airbox to the bracket behind the headlight. With this removed, you can pop the factory post-MAF pipe off the the airbox and wiggle the box out of the engine bay.



STEP 11 - With the airbox removed, you can pull the factory plastic post-MAF pipe out from under the frame rail.



STEP 12 - Grab your GrimmSpeed Post MAF pipe and start by installing the 'S' shaped coupler onto the lower end of the aluminum pipe with the logo end first (as shown below).



STEP 13 - Install the elbow on the other end of the pipe as shown here, mimicing the shape of the OEM pipe. Leave the clamps loose for now until everything is in the car and aligned.



STEP 14 - Install the new pipe into the car by sliding the lower end in first from the top. Try to get the lower coupler as close to the turbo inlet as you can.



STEP 15 - Back under the car, pop the lower coupler onto the turbo inlet aligning the bump on the inlet flange with the notch cut out of the coupler. Also, insert the stud from the rubber isolator into the hole in the mounting tab on the pipe.



STEP 16 - Loosely thread the 10mm nut into place to hold the pipe in place before tightening down the lower pair of hose clamps.



STEP 17 - Twist the lower 'S' coupler into place so that it sits in a neutral position without being pulled in any direction. Once that is in place, tighten up the hose clamps using either a flathead screwdriver or 7mm socket. Do not over tighten these clamps as this can stress the silicone and cause premature failure or rips.



STEP 18 - fully tighten the 10mm nut to secure the Post-MAF Pipe into place under the car.



STEP 19 - Back in the engine bay, twist the upper coupler into place so that the air-box side of the coupler is parallel with the upper fender. Once this is aligned, tighten the hose clamp securing the elbow coupler to the Post-MAF Pipe.



STEP 20 - You can drop drop the OEM airbox assembly back into the engine bay, taking care to align both the elbow coupler with the airbox outlet and the threaded mounting stud with the tab above the headlight.



STEP 21 - Reinstall the two 12mm bolts we removed earlier to attach the airbox to the frame rail. Start these bolts by hand first before tightening with a wrench or power tool to avoid cross-threading or stripping out the threads in the frame rail.



STEP 22 - Ensure that the notch in the upper elbow coupler aligns with the molded dimple on the airbox. Once this is aligned and the coupler is fully seated, tighten down the final clamp to secure the Post-MAF Pipe assembly to the factory airbox.



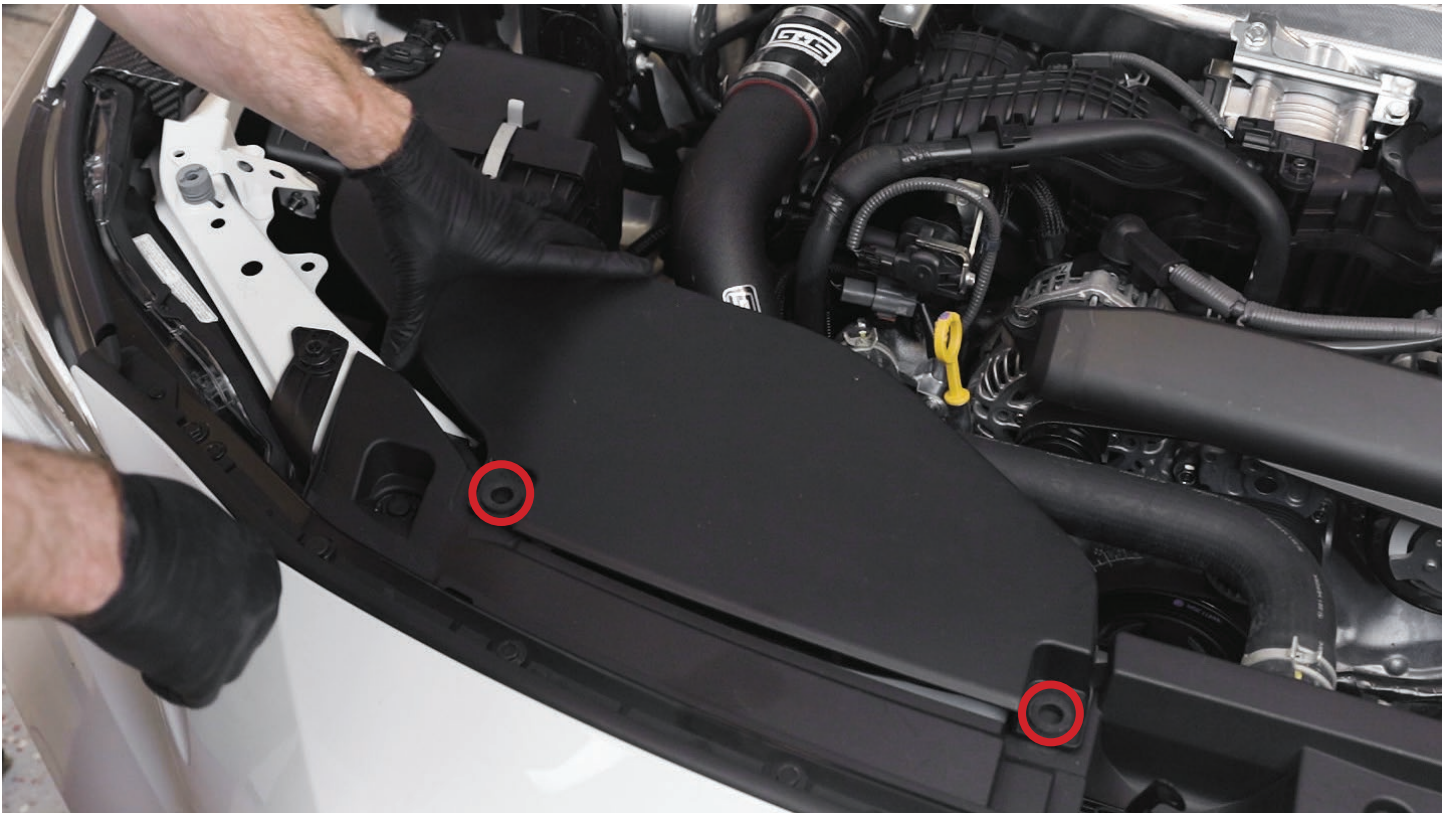
STEP 23 - Reconnect the wiring harness to the MAF sensor and clip the plastic fastener back into place on the back of the airbox to prevent the wiring from moving around at all.



STEP 24 - Reinstall the 10mm nut onto the stud on the airbox. Once again, snug this nut down by hand to avoid damaging the the threads and then tighten it the rest of the way with a 10mm wrench.



STEP 25 - Reinstall the intake duct back onto the airbox and replace the two pop-fasteners into the radiator cover to secure the duct in place.



STEP 26 - With everything else in place, reinstall the steel skid plate and plastic under tray underneath the car using all of the fasteners you removed in steps 1 and 2. Once those are back in place, you are good to lower your car back down and hit the road!





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