



Part number SES1202FMGT  
 2005 1/2-07 Subaru Impreza STi  
 2006-07 Subaru Impreza WRX  
 2.5L, 4 cyl. Turbo

- 1- Six piece mandrel bent piping
- 1- Giant size front mount intercooler core and tanks  
23 3/4" x 11 3/4" x 3 3/8" (#11028)
- 1- Two bend Silicone IC hose (#3143)
- 2- 60 Deg. silicone elbows (#3151)
- 1- 1 3/8" OD Mandrel bent tubular bumper support (#17069)
- 1- Roto-mold coolant bottle (#6035)
- 2- 2 3/4" ID x 2 1/2" L straight hose \*(#3085)
- 2- 2 1/2" ID x 3" L straight hose \*(#3127)
- 1- 2" ID x 2 1/2" long straight hose \*(#3146)
- 4- Power-band (.262) .032 (#4008)
- 8- Power-bands (.312) .040 (#4003)
- 4- Power-bands (.362) .048 (#4004)
- 1- 5/8" "T" coupler (#8010)
- 1- 5/8" coupler (#8012)
- 1- 17" long 17mm braided hose (#3080)
- 1- 04-05 STi cutting template (#5037)
- 1- 7 page instruction



- 1-(A) 2" to 2 1/4" turbo pipe with blow-off valve flange connects to upper hose
- 1-(B) 2 1/4" x 2 1/2" intercooler pipe, connects to lower silicone hose and (E) pipe
- 1-(E) 135 deg. bent elbow connects to lower (B) pipe and intercooler inlet elbow
- 1-(F) Two bend 135 degree "U" bend connects to the silicone elbow on the outlet side of the intercooler and to the lower (C) pipe
- 1-(C) 2 1/2" x 2 1/4" x 2 3/4" pipe connects to upper "U" bent (F) and lower (D) pipe
- 1-(D) 2 3/4" throttle body pipe connects to upper (C) pipe and to throttle body

Note: Hydro-shields, filter charger kits and replacement parts are sold on-line at "injenonline.com"

When the installation is completed continue to align the entire system for best possible fit. Once proper clearance has been made continue to tighten all nuts, bolt and clamps. Start the car and check for any air leaks and make sure that there is no movement on the connecting points through out the system. Run the car easy when driving the car for the first time, you want to be sure that any of the connections are not going to pop-off at boost. Stop the car and retighten the clamps for added insurance.

**Track proven for up to 800 wheel h/p and 48 lbs of boost.**  
**Same front mount used in our track proven 9 sec street driven honda Civic**



Figure 1

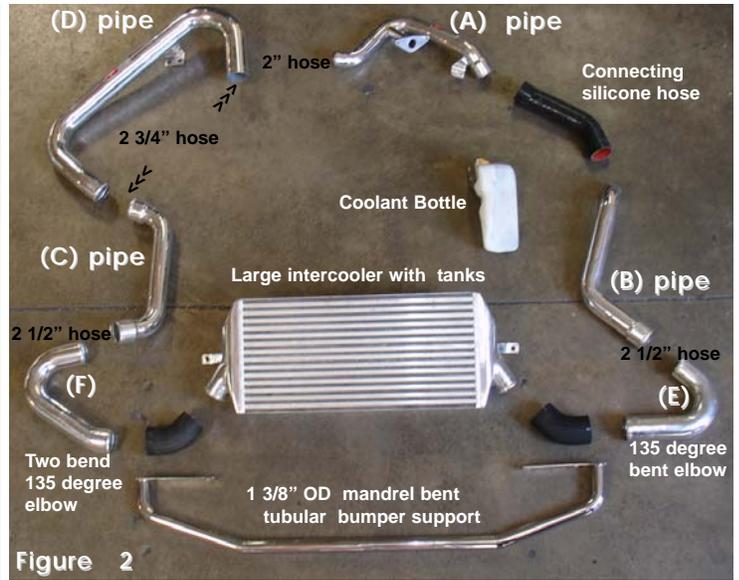


Figure 2



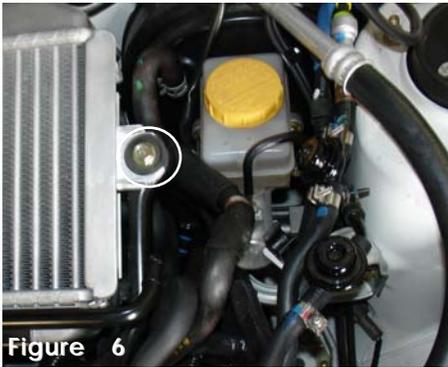
**Figure 3**  
Remove the breather hose from the main hard pipe located on the top mount intercooler, it will be on the driver side.



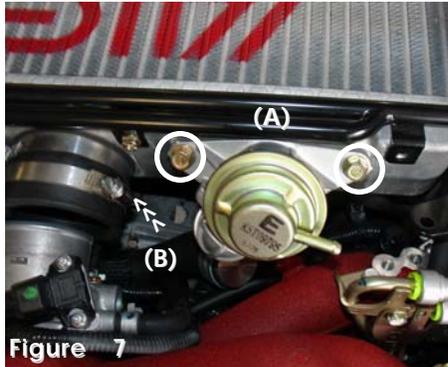
**Figure 4**  
On the passenger side, there are two additional hard lines that are located on the passenger side. Remove the breather hose from both hard lines. A "T" coupler will be used later in the instructions.



**Figure 5**  
Remove the bolt on the passenger side that secures the top mount to the brace.



**Figure 6**  
Remove the second bolt from the top mount intercooler located on the driver side.



**Figure 7**  
If you are going to use the stock blow off valve, remove the two bolts from the flange (A). Now, Loosen the clamp on the throttle body as shown above (B).



**Figure 8**  
Once you have removed the bolts from the top mount intercooler, continue to pull and remove the top mount out from the engine compartment.



**Figure 9**  
Reconnect the two breather lines by using the "T" coupler provided in this kit.



**Figure 10**  
The "T" coupler is now inserted into both breather lines and ready for the next step.



**Figure 11**  
Insert the 5/8" coupler into the single breather hose located on the driver side.



**Figure 12**  
Take the 17"-17mm heater hose and press it over the other end of the 5/8" coupler as shown above.



**Figure 13**  
Press the other end of the 17mm heater hose over the remaining port on the T-fitting (A). If you are upgrading the blow-off valve be sure to cap-off the large rubber hose that recirculates back into the intake tract which relieves pressure from the charge pipe (B). Blow-off kits usually come with plugs.



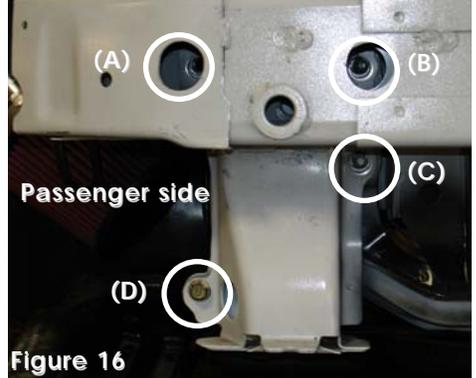
**Figure 14**

Press the 2 3/4" straight hose over the throttle body, use two power bands and tighten the band on the throttle body side at this point.



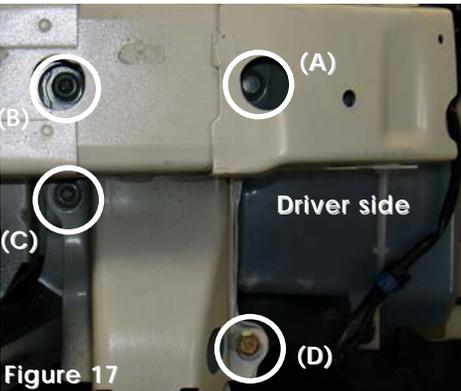
**Figure 15**

Press the 2" straight hose over the port on the turbo and use two power bands, tighten the band on the turbo side for now.



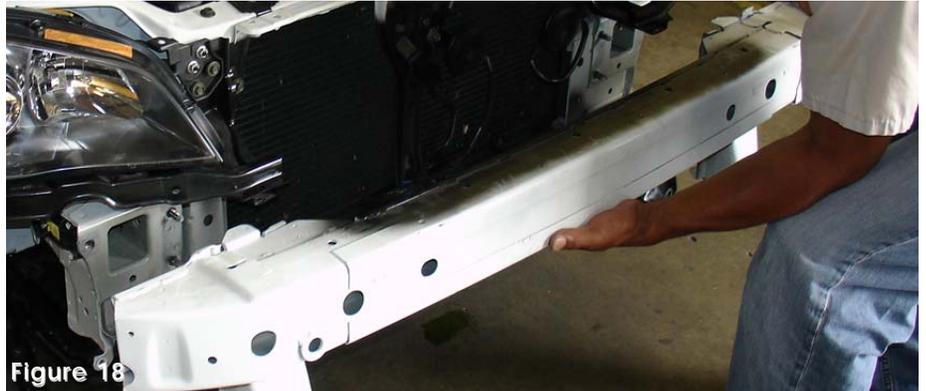
**Figure 16**

Remove the one m8 bolt (D), one m8 nut (C), one m10 nut (B) and one m10 bolt (A). Once all nuts and bolts have been removed, do the same for the drive side.



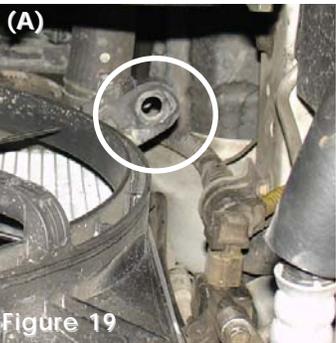
**Figure 17**

Remove one m8 bolt (D), one m8 nut (C), one m10 nut (B) and one m10 bolt (A).

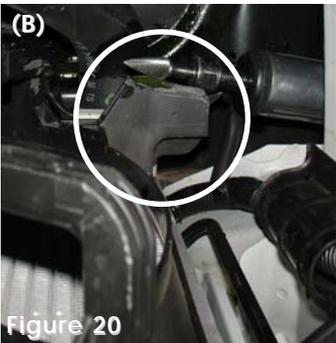


**Figure 18**

Once you have remove all four nuts that fastens the bumper support to the frame, continue to pull the entire front bumper support.

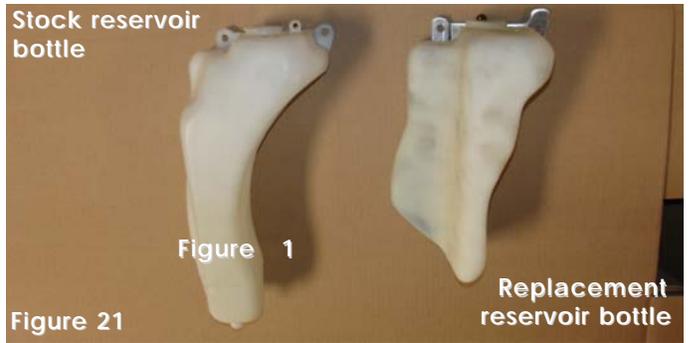


**Figure 19**



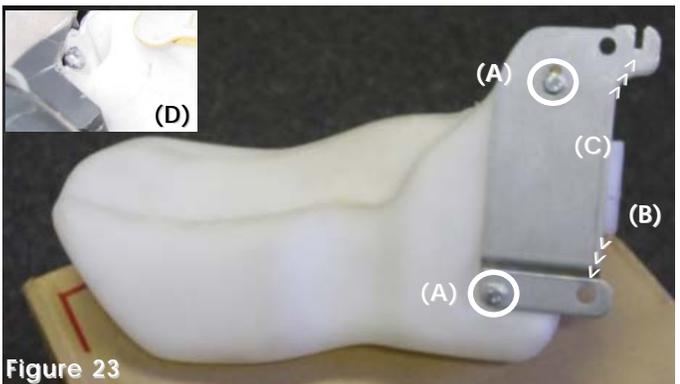
**Figure 20**

Cut a section of the stock bracket (A) used as a support for the radiator reservoir bottle. Use a grinding wheel to cut 1/2 of the bracket away (B), this will allow space for new reservoir bottle and passage for the intercooler "B" pipe.



**Figure 21**

The stock reservoir bottle is replaced with an Injen reservoir bottle that will allow access for the intercooler B-pipe.

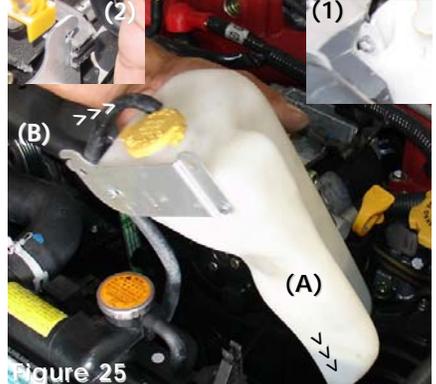


**Figure 23**

A stamped plate is attached to the new reservoir bottle with two m5 bolts (A). The 1/4" hole slips over a pin that is used as a pivoting point for alignment (B) and (D). The notch in the plate will snap into a brace that is located on the radiator.

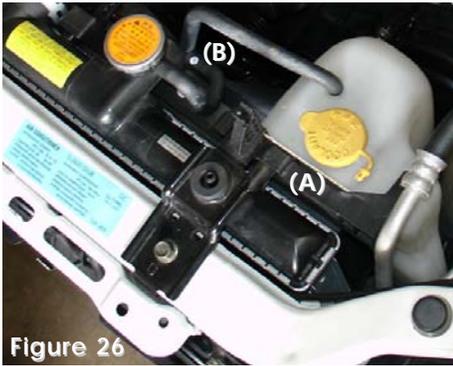


**Figure 24**



**Figure 25**

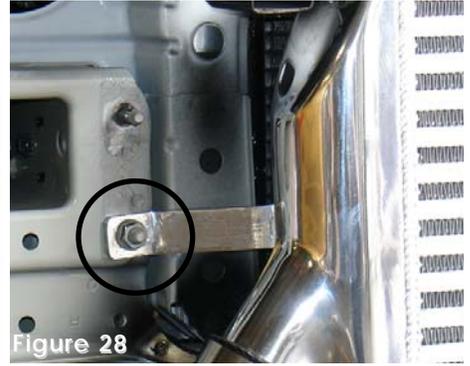
Remove the yellow cap from the factory reservoir bottle. (See figure 24)  
Lower the assembled tank into the stock location until the 1/4" hole is placed over the pin (1) and the notch is snapped into a brace located on the radiator top (2). Insert the over flow hose into the 3/8" pre-drill hole next to the yellow cap. (See figure 23)



**Figure 26**  
The stock cap is installed on the Injen reservoir bottle (A) and the over flow line is inserted into the pre-drilled hole located on top of the reservoir bottle (B).



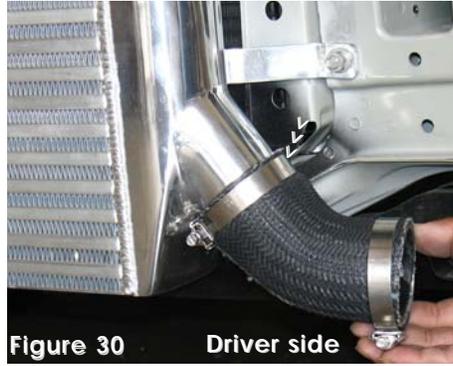
**Figure 27**  
Take the new large front mount intercooler and butt it up to the radiator. align the intercooler brackets to the lower 10mm studs.



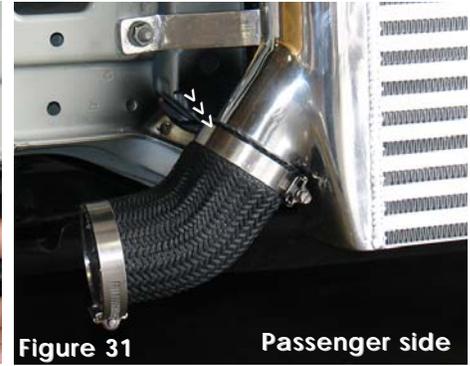
**Figure 28**  
Use the stock m10 flange nut to fasten the passenger side intercooler bracket.



**Figure 29**  
Use the stock m10 flange nut to fasten the driver side intercooler bracket,



**Figure 30** Driver side  
Insert the silicone elbow over the intercooler port as shown above. Use two .362 power bands on the elbows and semi-tighten the clamp on the outlet for now.



**Figure 31** Passenger side  
Press the remaining silicone elbow over the inlet side of the intercooler, use two .362 power bands and semi-tighten the clamp on the inlet side.



**Figure 32**  
Lower the "A" into the engine compartment and insert the 2 inch end into the turbo inlet.



**Figure 33**  
Insert the "A" pipe into the turbo inlet hose and place "A" pipe bracket on the plenum mounting point, semi-tighten the power-band for now.



**Figure 34**  
Use two of the stock bolts to secure the "A" pipe bracket as shown above.



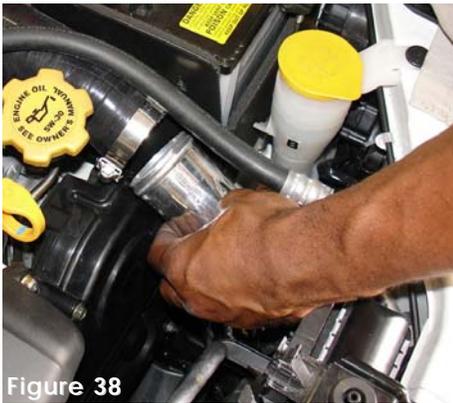
**Figure 35**  
Take the silicone hose and slip it under the lines as shown above. Insert the top silicone hose over the "A" pipe and use one power band to fasten the hose to the "A" pipe.



**Figure 36**  
View of the silicone hoses installed on the "A" pipe. A power band has been placed on the lower end of the silicone hose.

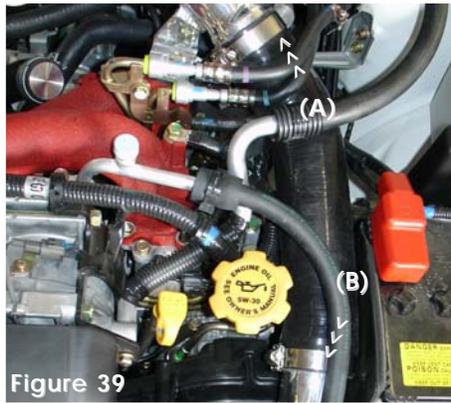


**Figure 37**  
Insert the "B" pipe into the engine compartment and along side of the reservoir bottle. The lower section will be placed directly in the bumper section.



**Figure 38**

The "B" is now in position, the top end is inserted into the silicone hose as shown above.



**Figure 39**

Here is a top view of the "A" pipe connected to the upper silicone hose (A) and the "B" pipe is connected to the lower silicone hose (B).



**Figure 40**

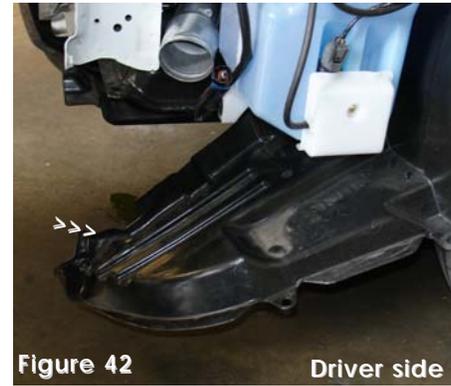
A view of where the lower "B" should be inserted, once all pipes have been aligned.



**Figure 41**

**Driver side**

A utility knife will be required to cut the side plastic panel. This will allow you to install the "U" bend which attached to the intercooler and "B" pipe.



**Figure 42**

**Driver side**

The plastic panel has been cut and the "B" pipe is now visible to make the final connection to the intercooler.



**Figure 43**

Press the 2 1/2" straight hose over the end of the "B" pipe, use two power bands and tighten the clamp on the "B" side.



**Figure 44**

On the drivers side, take the "U" bend that has one bend and press one end into the "B" pipe and the other end into the end tank silicone elbow.



**Figure 45**

Once you align the "U" bend to the "B" pipe and intercooler end tank, continue to tighten both power bands.



**Figure 46**

Lower the "D" pipe into the engine compartment as shown above. Press the top end into the throttle body hose while aligning the "D" pipe bracket to the mounting base.



**Figure 47**

Take the "D" pipe and insert the top end into the throttle body hose (A). Align the bracket to the mounting base over the turbo (B) and use the two stock M8 bolts to hold the intake in place (B), Do not tighten any of the bolts or clamps yet.



**Figure 48**

The top end of the "D" pipe has been inserted into the throttle body hose and the "D" pipe bracket has been bolted to the mounting base. **Note: Injen has incorporated an indentation on the "D" pipe for clearance of the Brake line (A).**



**Figure 49**

Press the 2 3/4" straight hose over the end of the "D" pipe. Use two power bands on the 2 3/4" hose, tighten the clamp on the "D" side.



**Figure 50**

Insert the "C" pipe between the power steering reservoir bottle and the radiator.



**Figure 51**

This "C" pipe is now in position and ready to make the connection with the "D". The top end on the "C" pipe is pressed into the 2 3/4" straight hose on the "D" pipe.



**Figure 52**

The "C" pipe is pressed into the 2 3/4" straight hose over the "D" pipe. Once the "D" and "C" pipe have been aligned, continue to semi-tighten the power bands



**Figure 53**

Passenger side

Just as you did to the driver side, cut the side plastic panel in order to view the "C" pipe. This will allow you to make the final connect the "U" bend.



**Figure 54**

Passenger side

The plastic panel has been cut and the "C" is also visible to make the final connection of the "U" to the intercooler.



**Figure 55**

Press the 1 1/2" straight hose over the end of the "C" pipe, use two power bands on the straight hose. Be sure to tighten the clamp on the end of the "C" pipe.



**Figure 56**

Take the "U" bend with 2 bends. Press the "U" bend into the "C" pipe and the silicone elbow on the intercooler end tank.



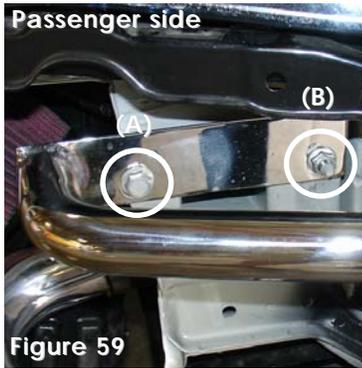
**Figure 57**

Once the "U" bend has been aligned to the "C" pipe and the silicone hose, continue to tighten the power bands.



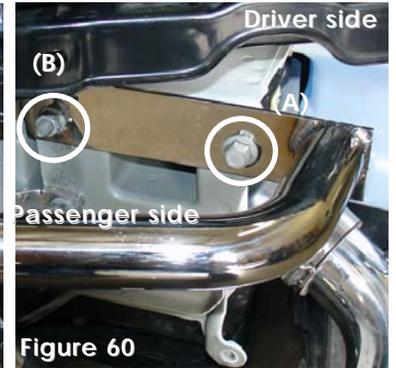
**Figure 58**

Once all the intercooler piping has been installed, continue to align the bumper support across the intercooler. The stock nuts and bolts will be used to attach the bumper support.



**Figure 59**

Use the m10 bolt (A) and m10 nut (B) to attach the passenger side bracket.



**Figure 60**

Use the m10 bolt (A) and the m10 nut (B) to attach the driver side bracket.



**Figure 61**

The entire intercooler piping, intercooler and cross member support are now installed. Check all connections and position all intercooler piping for the best possible fit. Once you have determined what the best fit will be, continue to tighten all nuts bolts and clamps. Periodically, check all nuts and bolts for possible loosening.



**Figure 62**

align the stock blow off valve to the new flange attached to the "A" pipe. Use the stock gasket to create a good seal.



**Figure 63**

The stock bolts are used to secure the blow-off valve to the machined flange.



**Figure 64**

Insert the vacuum hose over the blow-off valve port.



**Figure 65**

The blow-off valve is now installed and the vacuum line is also installed.



**Figure 66**

The intercooler has been installed and ready to go. The last few tips



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(A)



(B)

**Figure 67**

Place the template up against the black raised edge (A) Once the template is butted up to the edge, continue to draw a line to be used as a guide for cutting (B). Once the line is drawn, use best judgement when cutting the upper section.



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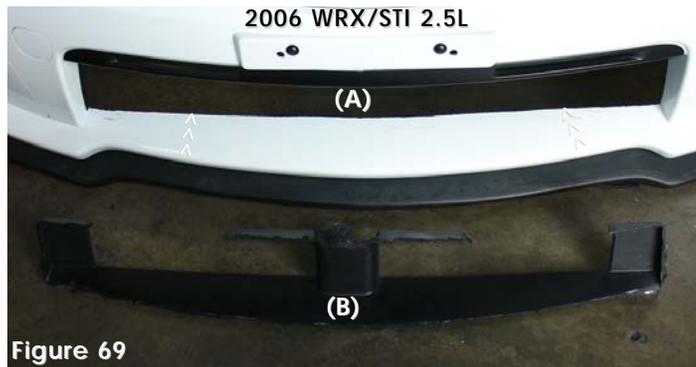
(A)



(B)

**Figure 68**

Once the line is drawn, for best results, use a grinding wheel or disc to make a clean cut along the edge (A). Use the vinyl trim in this kit to place along the cut edge. Install the bumper and trim until you get the correct clearance (B).



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(A)

(B)

**Figure 69**

For best results, use a grinding wheel or disc to get a good clean cut. Install bumper and trim until you get the best possible clearance between the bumper and intercooler (A). When cutting, use the edge of the inner black grill as a guide to start cutting (A). You will remove the black plastic grill as shown above (B).



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**Figure 70**

Congratulations! The installation is now complete. Before taking the STI out for a spin make sure that there are no air leaks, rubbing of the pipes or loose clamps. Periodically, check the positioning of the intercooler and piping in order to prevent damage to the engine or engine compartment.