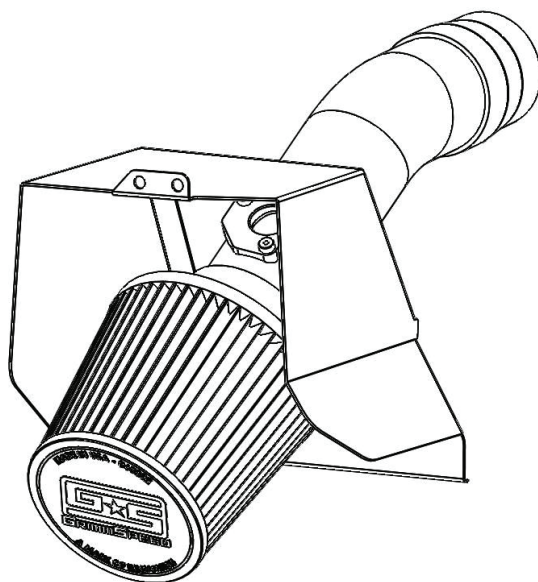




GrimmSpeed Install Guide Series
Installing the GrimmSpeed 05-09 Legacy GT and Outback XT Intake
Updated 9/11/19



Introduction: This guide will illustrate the installation of the GrimmSpeed 05-09 Legacy GT and Outback XT Intake system. The difficulty here is **medium**, so take your time and enjoy the job! Expect to spend **45-60min**, depending on the level of experience.

Tools: The tools listed below are suggested for this task. Optional tools are noted.

- Flathead and Phillips screwdrivers
- Wirecutters
- 10mm socket and accompanying extensions/ratchet
- 10mm box wrench
- 3mm allen wrench

If you have any questions don't hesitate to contact us directly!

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Tips: Take care to follow the installation instructions very carefully when installing the filter onto the intake tube. This measurement is quite important and will ensure that the MAF sensor reads accurately!

Procedure:

1. Begin by collecting your tools and popping your hood.
2. Remove the factory snorkel if your vehicle is equipped by releasing the two small pop clips near the front.



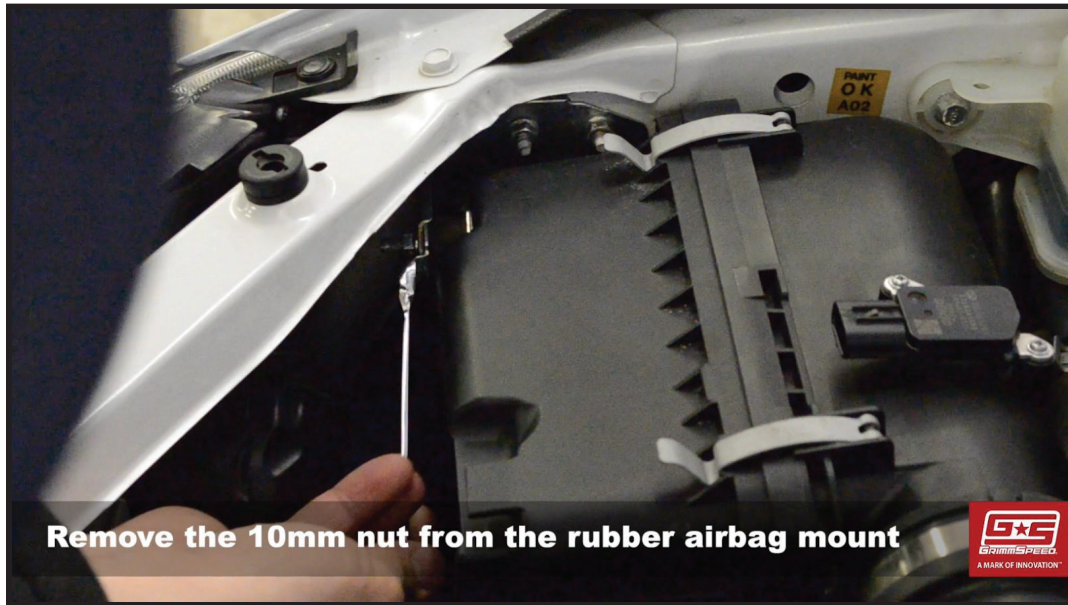
3. Next, disconnect the MAF sensor from the MAF harness.



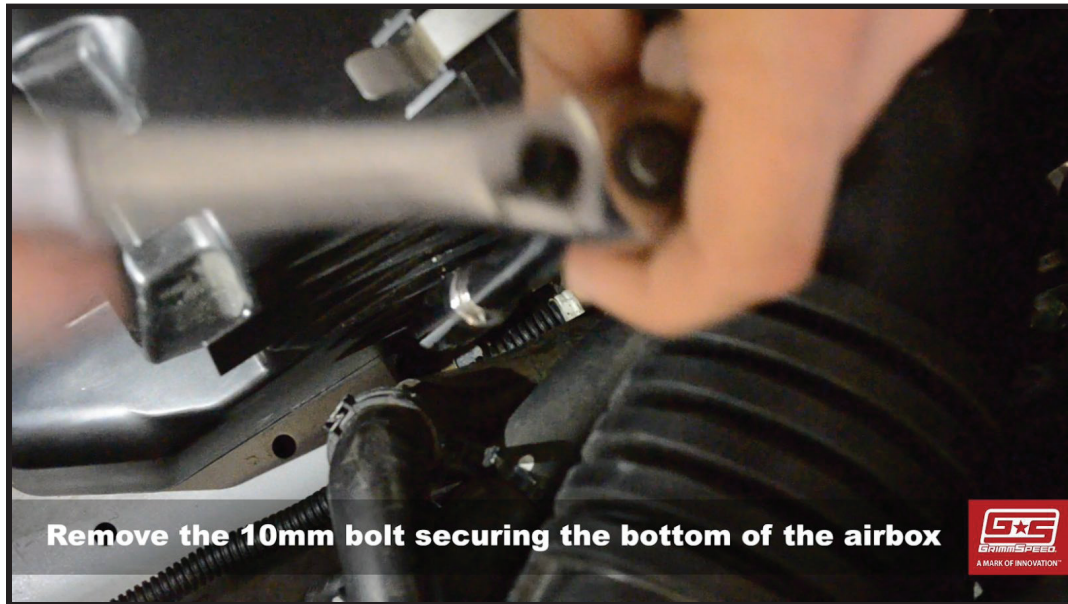
4. Loosen the hose clamp attaching the flexible intake elbow to the turbo inlet using a flathead screwdriver.



5. Using your 10mm wrench, remove the nut that secures the factory airbox rubber isolator to the bracket on the chassis.



6. Using a 10mm socket and extension, remove the 10mm bolt that secures the airbox to the frame rail. To locate this, look straight down at the frame rail from above the airbox.



7. Next, use your Philips screwdriver to remove two screws and then remove the MAF sensor from the factory airbox.



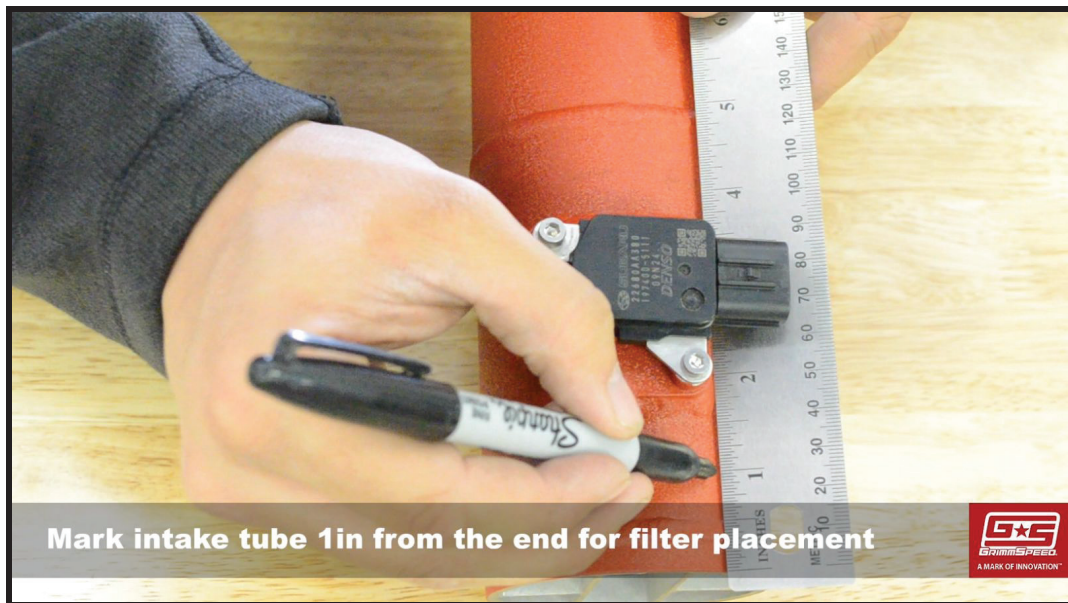
8. The coolant lines are held to the factory intake elbow by a couple of rubber hooks, so disconnect those before working the rubber elbow loose from the turbo inlet.



9. Install the factory MAF sensor onto the GrimmSpeed intake using the two provided machine screws. It helps to lubricate the o-ring on the MAF sensor prior to installing with o-ring lubricant or a touch of soapy water.



10. **IMPORTANT:** Using a ruler, measure and mark 1in from the end of the air straightener using a marker or tape. Our air filter features an integrated velocity stack and if the filter is installed too far onto the intake tube, the positive effects from that velocity stack are lost.



11. Install the air filter up to the mark made in the previous step. Once the filter is on and straight, go ahead and use a flat head screwdriver to tighten the worm gear clamp.



12. Install the provided gasket strips to the GrimmSpeed heat shield. The longest strip should begin closest to the GrimmSpeed logo. When installing the shortest piece around the intake tube hole, it's best to hide the seam at the bottom of the airbox, so that it isn't visible when installed.



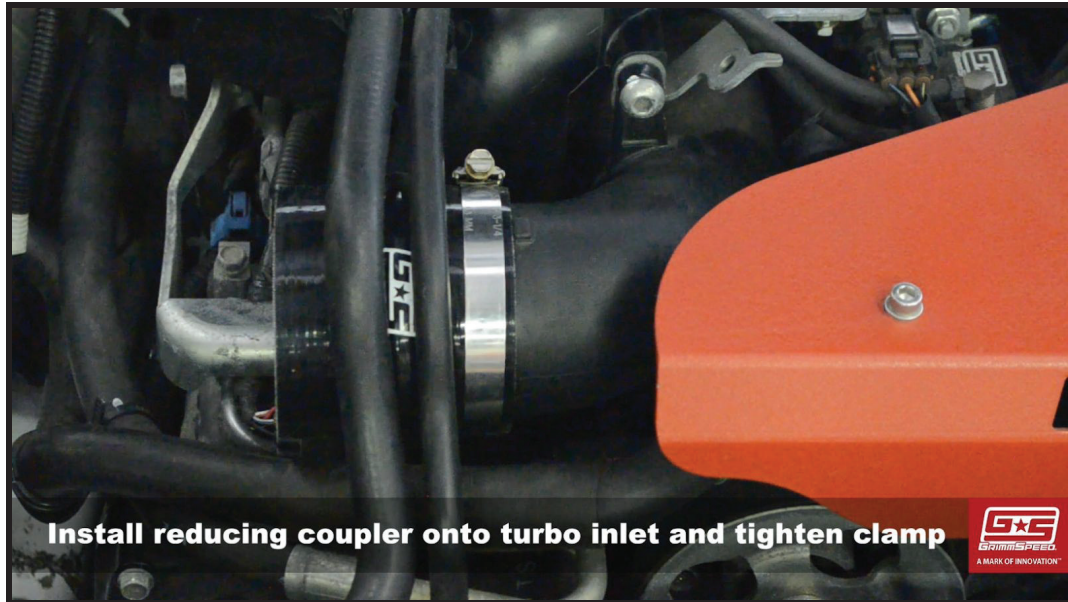
13. Next, assemble the heat shield with the intake tube.



14. Using a scissors, cut the included grommet so that it can be slipped around the MAF harness wire. Slip the wire/grommet into the round recess on the airbox. It will fit nicely with the rubber gasket. You'll need to complete this once installed, but it's easier to demonstrate outside of the vehicle.



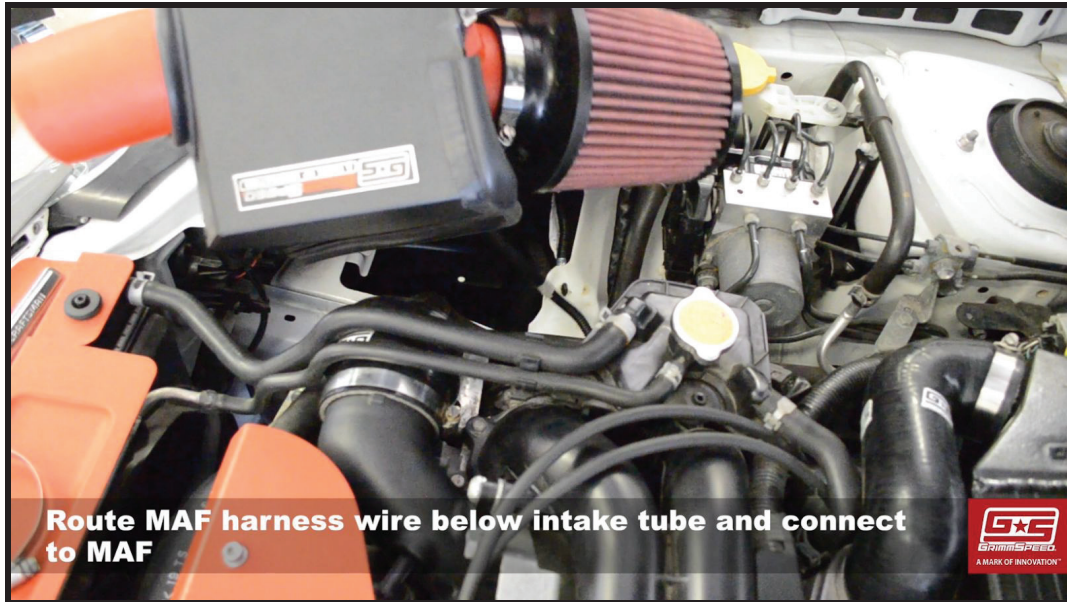
15. Install the smaller end of the reducing coupler onto the turbo inlet using one of the provided worm gear clamps.



16. Use your 10mm wrench to remove the two 10mm nuts securing the factory airbox bracket onto the car. You'll be reusing just the hardware.



17. Connect the MAF harness to the MAF sensor on the intake tube. It's best to wrap the harness 'below' the intake so that it's less likely to get caught on the air filter as you install the assembly.



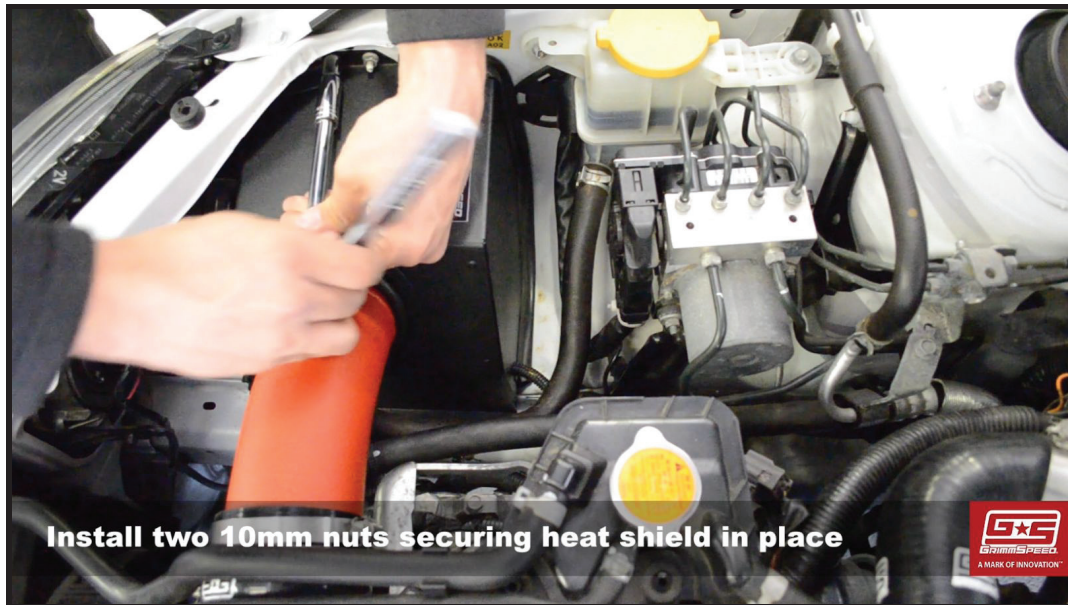
18. Get the heat shield assembly into position and then push the intake tube down towards the fender to ensure that you have plenty of slack in the MAF harness wire. At this point, go ahead and use the rubber grommet and heat shield slot from earlier to safely secure the MAF wire.



19. Install the 10mm bolt securing the heat shield to the frame rail using a 10mm socket and extension.



20. Reinstall the two 10mm nuts to secure the heat shield to the vehicle using a 10mm socket.



21. Lastly, use your flat head screwdriver to tighten the remaining worm gear clamp to secure the intake tube to the reducing coupler.



22. You may need to adjust the rotation of the intake tube slightly, to ensure that it's not rubbing on other hoses.



23. Now, with the proper tune, go and enjoy your new intake!

TUNING NOTE: Please note that a tune is required for this intake and it is not recommended to operate the vehicle without a proper tune. If using the COBB AccessPort, tune files for the COBB SF Intake (stage 1 or stage 2) are

compatible. However, for optimal results in power and air to fuel ratio, a protune is strongly recommended.

That's it! You should be all set to go. Check the assembly periodically to make sure everything is still snug.

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