

www.ImprezaRS.com and www.SubaruPlanet.com

Larry Ganz - Owner

445C E. Cheyenne Mtn Blvd #331

Colorado Springs, CO 80906

719-579-JESUS (home)

719-623-0253 (fax and voice mail)

GanzFlow Ultimate Cold-Air Intake Installation: I have been doing it for the locals for the cost of what the shipping and handling would have been, since it is so fast. I just tried this new procedure on a car, and documented it with photos, and it still only took 10-15 minutes from start to finish.

STEP1 - Removal of factory intake: Two screws and one nut hold the old intake on, which is in three pieces. There is a 10mm screw in the front of the car holding the snorkel in place, remove that and pull the snorkel off (Figure 1 red arrow). There is a 12mm bolt at the bottom on the large resonator near the base of the ABS system, remove that bolt and pull the resonator off (Figure 2 red arrow). Lastly there is a 10mm nut holding the last piece of tubing to the strut tower, remove that and pull off the tubing (Figure 3 red arrow). Then, to avoid losing nuts and screws, replace them where they came from. Put away the factory intake in case you need it in the future (i.e. if your dealer is not "mod friendly" and you want to take the car in for service).



Figure 1



Figure 2



Figure 3

STEP 2 - Preparing the inner fender: Take the 13" long, 1/2" diameter yellow silicone tubing, and if it does not have a slit down one side already, then use an exacto knife or other razor utility knife to cut a slit down the full length of the tubing. This may already have been done for you. Then remove the plastic plate covering the front hole in the passenger inner fender. Starting at the rear upper portion of the front hole, and working your way counterclockwise, you will then press the split hose onto the edges of the hole in the inner fender (See Figure 4). You may use a tube of silicone sealant to glue the split hose in place, and let it sit and dry first. You may block the large rear hole if you wish, but **DO NOT BLOCK** all the small holes in the inner fender, as they facilitate airflow through the inner fender (Figure 4 again).



Fig 4

STEP 3 - Preparing the air-box: Next, take the smaller of the two hose clamps and slide it onto the air-box inlet snorkel, loosening the clamp as needed to make it large enough to slide over it (Fig 5. Next page) Then take the yellow 3" to 2.5" silicon hose connector and slide the 2.5" end onto the snorkel of the factory air-box. Push the silicone hose past the square bump on the snout until it approaches the arrow-like bump. Then move the smaller clamp forward over the silicone hose and tighten the clamp over the silicone hose to tightly hold it in place on the air-box inlet snorkel. Then slide the other hose clamp onto the silicone hose, but leave this very loose for now. (See Fig 6 next page). - color may vary depending on the color you order. It may be helpful to unlatch the rear of the air-box & swing it rearward.

Performance Cold-air intakes - Come to us for the "best bang for the buck!"

Larry Ganz - Owner

445C E. Cheyenne Mtn Blvd #331

Colorado Springs, CO 80906

719-579-JESUS (home)

719-623-0253 (fax and voice mail)

STEP 3 - Continued:

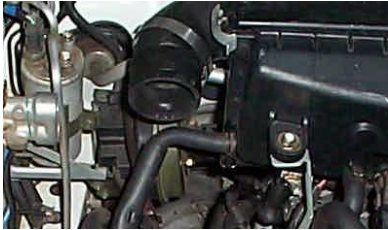


Figure 5



Figure 6 (ignore the wrong color)

STEP 4 - Prepare the intake:

Now, cover the sharp metal parts of the engine with a towel or similar item, to avoid scratching up your intake when you insert the tubing into the inner fender and to the silicone connector at the air-box. The two ends of the intake can be differentiated from each other easily. The end that goes into the inner fender is the one WITHOUT the small vacuum nipple, which should remain plugged with a small yellow cap. That vacuum nipple will be on the underside of the intake closest to the air-box, and is completely hidden from sight once the intake is installed.

If not already done, slide the extra 3"x3" silicone connector over the end of the intake that goes into the inner fender. This will seal the intake against the edge of the hole in the inner fender so that the intake is held tightly and doesn't rattle in the hole later. You may need to adjust the position until it looks like figure 7 below when it is inserted into the inner fender. After 8/1/01 we have a minor revision in the pipe bend to make it fit tight without using this 3x3" connector.



Fig 7

STEP 5 - Installation of tubing:

Insert the end of the intake into the hole in the inner fender, so that the silicone hose lining the inner fender is now contacting the silicone connector that you just slid over the tube (see fig 7 above). Don't go too far or you will hit the inside of the outer fender and ding it. Once you feel you have advanced the intake into the hole in the inner fender enough, press the intake back towards the yellow silicone 3" x 2.5" connector that you attached to the air-box in step 3. Push the angled end of the intake into the opening in the silicone connector and tighten ALL hose clamps tightly (Figure 8). Voila, Done! (Figure 9).



Fig 8



Fig 9

www.ImprezaRS.com and www.SubaruPlanet.com

Larry Ganz - Owner

445C E. Cheyenne Mtn Blvd #331

Colorado Springs, CO 80906

719-579-JESUS (home)

719-623-0253 (fax and voice mail)

OTHER TIPS.

- a) Cover the large rear hold in the inner fender in whatever manner you prefer, and remove the orange vent in the right front bumper for more cold airflow into the fender.
- b) Leave the little "insignificant" holes in the inner fender alone (don't plug them), as they allow the air to flow from the front bumper into the inner fender and then into the engine compartment. Leaving the large hole open might let a little more warm air into the inner fender.
- c) I recommend during the summer to place vent spacers like those Nick from www.i-club.com can sell you (send him a private message there), as they will help keep the intake cool, as well as remove the scoop blocking plate completely. My engine does NOT get dirty with it open - the air-box stays clean and cool this way. Mine has been open for months.
- d) Check the tightness of your hose clamps and double check them again. You may use some lock-tite if you wish.

PROCEDURE TO RESET ECU, TO QUICKLY RE-TRAIN AIR/FUEL RATIO CALCULATIONS:

1. Be sure you have your favorite fuel in the tank and running through the engine (after about 40 miles driving after a fill up if you changed grades or brand)
2. You may first try to use 87 Octane, unless you are running a high compression engine or you are at a very low hot altitude. This is what I was told.
3. Disconnect negative battery terminal and let the vehicle sit for 1 hour.
4. Reconnect the battery, start the car (don't even think of touching the gas!!).
5. Let it idle for at least ten to fifteen minutes, I usually let it idle for 20 to 30 min +.
6. Turn engine off, turn back on and go for a hard drive. Bounce it off redline once or twice in 1st and 2nd. After that, a wide mix of driving styles (fast, slow, medium, city and highway) is fine.
7. Over the next few weeks, the ECU will continue to learn, and any immediate drop in gas mileage (city driving) is temporary and should improve to normal. Highway mileage doesn't seem to temporarily drop.

So, that's it. Install and enjoy!

STANDARD DISCLAIMER: Remember that I am a hobbyist doing this for those persons who are unable to make their own, and I assume no liability for the results of using this product. Although this product will allow your car to travel faster, this is in no way an invitation to drive faster. By installing this device, you are acknowledging these terms.

Thanks!

Larry Ganz

www.ImprezaRS.com

www.SubaruPlanet.com

Performance Cold-air intakes - Come to us for the "best bang for the buck!"