



**Engineered For Performance**

**Mitsubishi Lancer Evolution 7/8/9 Brake Cooling Duct Kit**  
For OEM Brembo Calipers Only

**Packing List and Instructions**

**Please Read Through And Familiarize Yourself With These Instructions  
Thoroughly Before Beginning Any Part Of The Installation**

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### Item/Packing List

- 1 x 10 Foot Length of High-Temp. Double Ply Ducting
- 2 x Forge Motorsport Aluminum Caliper Ducts
- 4 x 10mm Stainless Steel Allen Head Bolts
- 4 x Stainless Steel Spacers
- 2 x JCS Brand # 55 Stainless Steel Hose Clamps
- 6 x Long Black Zip/Cable Ties



### Tools Required For Installation

- Access to Vehicle Lift or Floor Jacks  
(Vehicle Lift Highly Recommended)
- 19mm Socket
- 10mm Socket
- 10mm Allen Wrench
- Flat Head Screw Driver
- Phillips Head Screw Driver
- Wire Cutters (to cut ducting and Zip/Cable Ties)
  
- Ingenuity\*
- Creativity\*

**\* These instructions only cover about half of the necessary steps to install this product onto a Mitsubishi Lancer Evolution 7, 8, or 9 with OEM Brembo calipers.**

**Due to the numerous possible combinations of front bumpers, undertrays, wheels, suspension, oil filters, and other components that will change from vehicle to vehicle, we cannot compile a set of instructions that will accommodate proper fitment for all of those possible combinations of components.**

**It will be up to each individual and/or their installer/tuner to find the best possible way to secure the ducting and route it to the front bumper of the particular car being worked on.**

**We have outlined some requirements to ensure that the ducting clears the wheels and tires throughout the entire range of movement of steering input, but routing the ducting from the wheel wells to the front bumper will involve the above mentioned ingenuity and creativity to accomplish to YOUR satisfaction.**

**We will still honor the provided Lifetime Warranty on all Forge Motorsport manufactured products and components, however, any and all modifications undertaken to any part of the vehicle to install this product, are done at the owners own risk and discretion. We accept no responsibility for any and all adverse affects resulting from any modifications made to the vehicle at the time of installation or while using this product.**

**\* This product is intended for off-road/track use only. Use of this product on public roads or under conditions in which additional brake cooling is not required MAY prove harmful to braking performance which is a significant safety concern. Forge Motorsport accepts no responsibility for any adverse affects resulting from improper use of this product on public roads or under improper conditions.**

### Step 1:

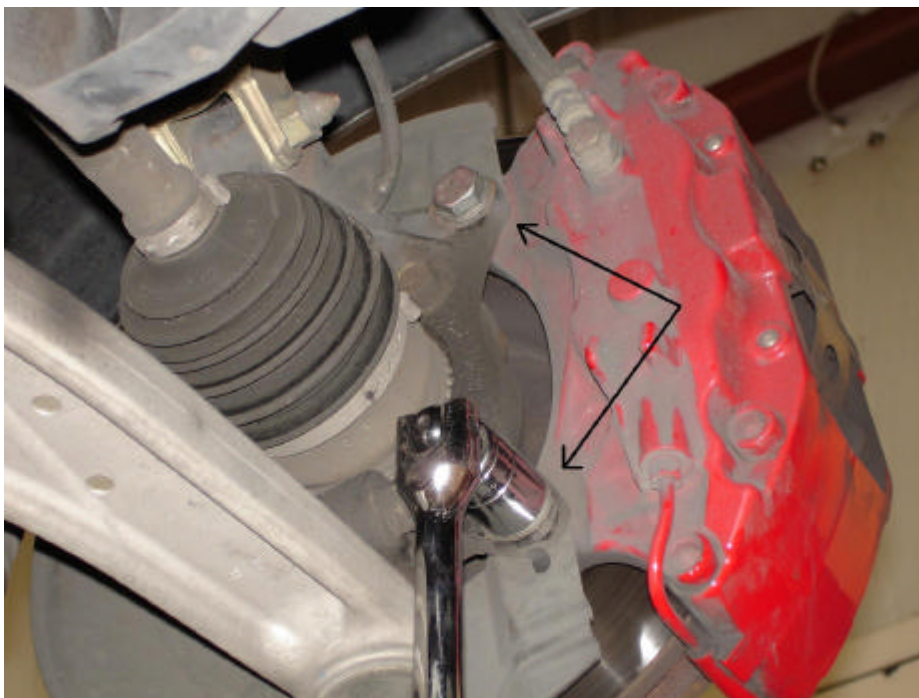
Lift the car using a lift or jack stands and remove all of the following:

- **Wheels**
- **Front Undertray - Use Phillips Head Screw Driver**
- **Front Bumper If You Find It Easier To Do So Now, Otherwise, It Can Be Removed Later - Use 10mm Socket and Flat Head Screw Driver**

### Step 2:

Remove the two 19mm caliper bolts and washers from the back side of each front caliper.

- **Use 19mm Socket**



**\* Note: The caliper should not move from it's resting position too much once the bolts are removed, but please be cautious and wary that the caliper may shift slightly due to it's weight as the bolts are removed. It is also EXTREMELY IMPORTANT to be sure to save the four washers removed in this step. They are a required component used later on during installation.**

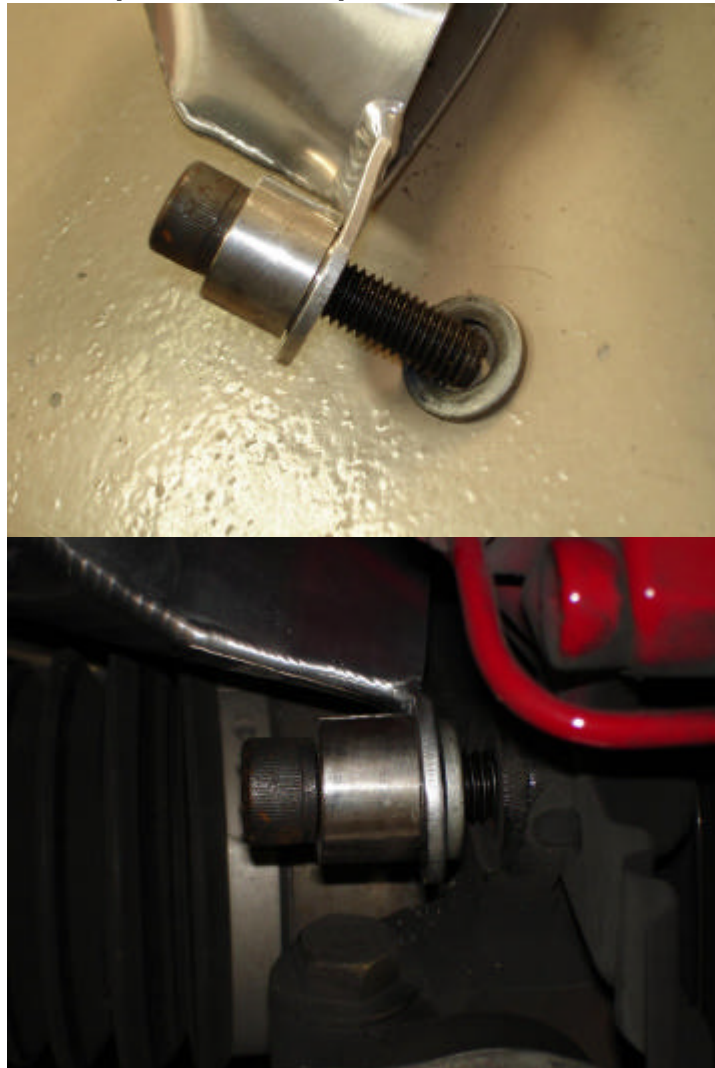


**Step 3:**

Use the supplied 10mm Allen Head bolts, Stainless Steel spacers, the Caliper Ducts, and the washers removed in Step 2 and attach the caliper ducts to the spindle.

It is important to assemble these parts in the proper order outlined below:

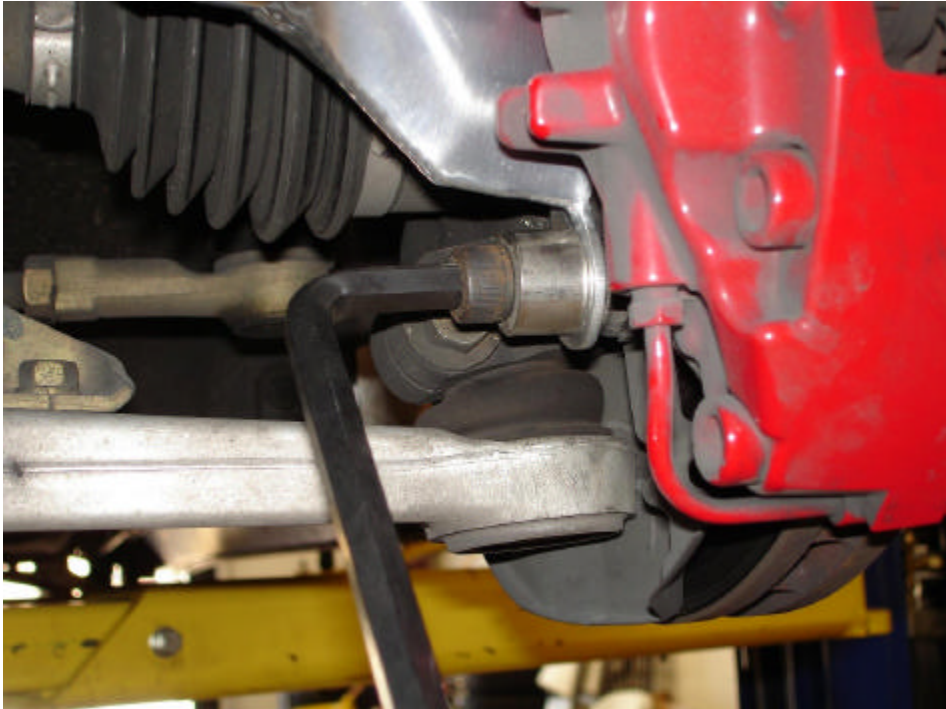
- OEM Washer
- Caliper Duct Mounting Hole
- Stainless Steel Spacer
- 10mm Allen Head Bolt - Use a 10mm Allen wrench to hand-tighten this bolt to the spindle and caliper.



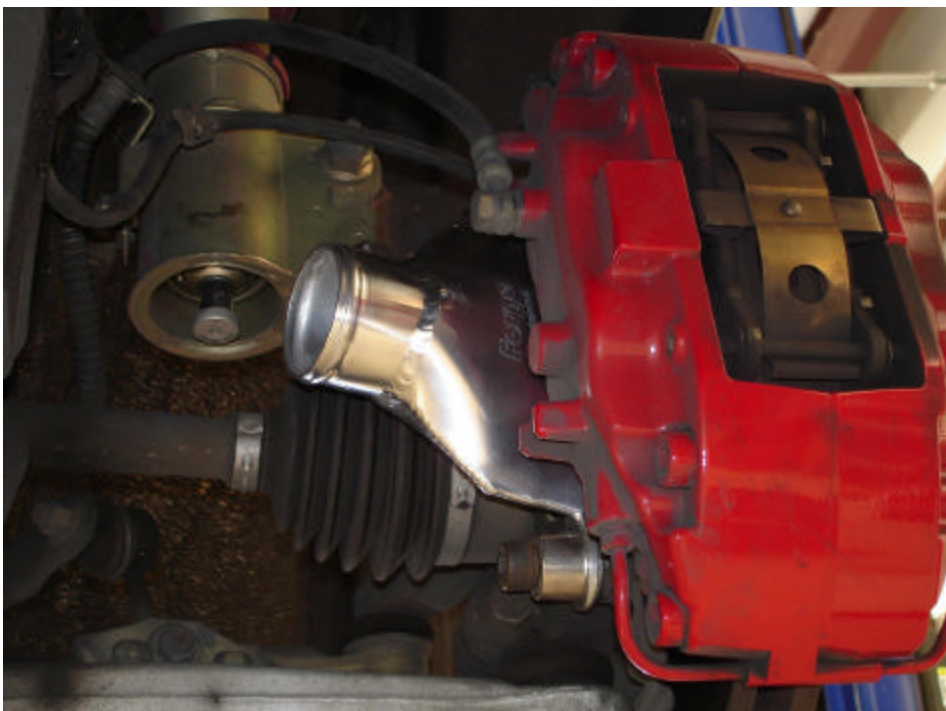
**Note:** Please ensure that the OEM washer is re-used and that it contacts the spindle before the caliper duct. Also, ensure that the caliper duct is positioned so that the Forge logo is facing the front of the vehicle. The caliper ducts ARE NOT side-specific, so either duct can be used on either side of the car.

**Step 3 cont.:**

Here is a picture showing the 10mm Allen wrench tightening down the 10mm Allen bolt.



Once installed, this is how the caliper duct should look:



#### **Step 4:**

Attach the supplied ducting to the caliper duct using the supplied JCS hose clamps.

- **Use Flat Head Screw Driver**



**\* Note:** Please ensure that the drive mechanism of the clamp (screw) is positioned on the logo side of the caliper duct facing the front of the car when tightening it down around the ducting. This is necessary to ensure proper clearance between the clamp and the drive shaft when the wheel is turned in. If the screw of the clamp is facing rearwards, damage may occur to the driveshaft and/or clamp.

#### **Step 5:**

From the front edge of the front lower control arm towards the front of the car, there is about 7-8 inches of room through which the ducting can be routed without coming into contact with the body and/or mechanical components of the car and the wheel/tire when the steering wheel is turned to full lock. The ducting MUST be routed into the lower engine bay within this 7-8 inch window of space to prevent clearance issues. Where and how you choose to route and secure the ducting, however, is up to you based your needs, available space, and other vehicle modifications.

If need be, it may be helpful to reinstall the wheels back onto the car and turn the steering wheel from lock to lock to get a better idea of the clearance and slack in the ducting required. This may also be a good opportunity to reattach the front undertray to gauge the most effective way to route and secure the ducting on your car.

Please note that you MUST allow for between 10-13 inches of “slack” on the ducting between the caliper duct and the first secure mounting position of the ducting to allow for maximum steering input without stretching, tearing, or putting stress on the ducting.

See the pictures below for an idea of the 7-8 in window of space within you must route the ducting.

**Driver's Side:**



**Passenger Side:**



While routing the ducting, be sure to use the supplied Zip/Cable ties to secure the ducting to solid points within the engine bay (such as to the undertray) and also to the front bumper away from any moving parts and in such a way that vibrations will not cause rubbing that will damage the ducting.

**Due to numerous possible front bumper applications and other front end modifications that may directly affect the routing and securing of the ducting, we cannot provide any type of universal inlet to the ducting that can effectively be used with all possible front bumper and front end modifications. Any product to be used for this purpose will need to be sourced separately.**

**If you have any specific questions or concerns about the installation of this product onto your vehicle, please contact your local or preferred Forge Motorsport Authorized Dealer or you may contact us directly.**

**While we cannot necessarily offer specific advice about the routing and securing of the ducting on your specific application, we will gladly answer or help with any and all other questions or concerns.**

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