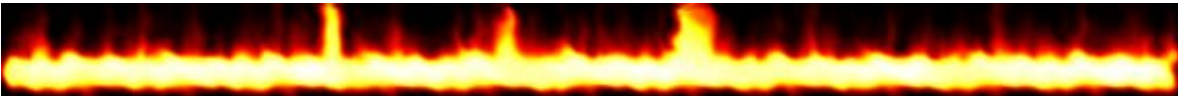


## *Evolution VIII Tips and Tricks*

- 1: Evolution VIII ECU appears to have a high level of adaptive programming. This means that it remembers when it has seen knock and other tuning issues until it retests the conditions. This can make tuning the car like hitting a moving target. We have also seen adaptive tuning of the ECU based on which mode the intercooler sprayer is set. If you are experience changing tuning conditions, reset the ecu to flush some of the adaptive programming
- 2: When installing a manual boost controller, leave all factory electrical connections in place, remove all factory vacuume lines.
- 3: Factory BOV seems to leak a little when running over 21psi.

## *Evolution VIII*

*- Staged Upgrades -*



1. Fuel Computer to correct factory fuel curve
2. Aftermarket Boost Meter to accurately measure boost
3. Aftermarket Boost Controller
4. Air Filter Kit
5. 3" Catback Exhaust
6. 3" H.F. Cat Converter
7. 3" Down pipe
8. 3" Turbo Inlet Pipe
9. 2.5" Inter-cooler Plumbing
10. Clutch Upgrade
11. Concept Racing Intake Manifold
12. 60mm 1gen T.B. or 75mm Race T.B.
13. EVO VII Dual Scroll Exhaust Turbine Housing
14. JUN Solid Profile Camshaft kit With CRCO Solid Lash Adjusters
15. JUN or HKS Camshaft Gears With Custom Valve Timing
16. Replace ECU with Stand-a-lone Engine Management
17. Larger Fuel pump, Fuel Rail, Larger Injectors

18. CRCO Large Intercooler Kit
19. CRCO EVO 8 Tube Header with upgraded Turbo Charger
20. CRCO EVO VIII Stage 3 Head
21. CRCO Piston and Rod Kit

DiTECH INJECTION

Source : C.R.U.S / CRCO