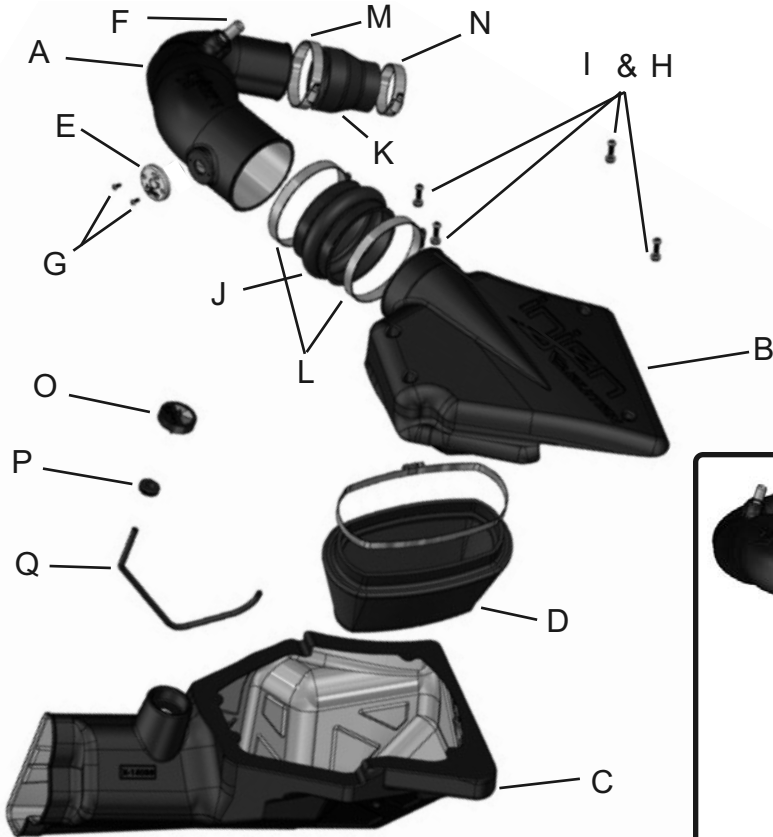


Instruction P/N:EVO9200



EXPLODED VIEW



| | | | |
|----------------------------------|--|--|--|
| Vehicle Application: | | | |
| Make: Ford | | | |
| Model: Mustang EcoBoost | | | |
| Year: 2015 | | | |
| Engine: 2.3L 4 Cyl. Turbo | | | |

| Item | QTY. | P/N | Discription |
|------|------|--------|---------------------------|
| A | 1 | #15083 | Intake Tube |
| B | 1 | #15084 | Intake Plenum |
| C | 1 | #15085 | Air box |
| D | 1 | #1084 | Dry Air filter |
| E | 1 | #15097 | Air temp sensor adapter |
| F | 1 | #14063 | Machined 5/8" Fitting |
| G | 2 | #6072 | M4x16mm button head screw |
| H | 4 | #6096 | M6x30mm bolt |
| I | 4 | #8047 | Rubberized washer |
| J | 1 | #3200 | 4.5" Hump hose |
| K | 1 | #3108 | 2.3875"-3.00" Step Hose |
| L | 2 | #4014 | #72 Clamps |
| M | 1 | #4004 | #48 Clamp |
| N | 1 | #4008 | #36 Clamp |
| O | 1 | #15040 | Filter Minder |
| P | 1 | #8026 | Grommet |
| Q | 1 | #3198 | 3mm VaCuum Line @ 15" |

| TOOLS REQUIRED | |
|----------------|-----------------------|
| • | 10mm Ratchet & Socket |
| • | 8mm nut drive |
| • | Allen key |
| • | Needle nose |
| • | Phillips Screwdriver |
| • | Pliers |

WARNING: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE SYSTEM, ENGINE AND COMPONENTS!!!
***Do not attempt to install the intake system while the engine is hot.**
 Severe burn could result from touching hot engine components!

NOTE: This intake kit may not work on vehicles with the following aftermarket modifications.

- Aftermarket Intercooler piping
- Aftermarket intercooler
- Turbo upgrade

The SuperNano-Web filter media is a dry synthetic media that outperforms the competition. The media itself is a proprietary base blend of synthetics and cellulose. Cellulose fibers are larger than synthetic fibers, and have larger spaces between the fibers, causing contaminants to load in the depth of the media and plug the airflow path. This creates higher restriction levels and less capacity. The synthetic fibers in the SuperNano-Web media are submicron in diameter and have small interior fiber spaces, which result in more contaminants being captured on the surface of the media. This can help keep restriction levels low as the filter loads with dirt and containments



If you look at the picture to the left, you can see the Nano-fiber web on top of our base media. That web, or Super-Nano-Web as we like to call it, helps trap smaller particles and protect your engine.

To Clean your filter:

Carefully remove the filter from the housing. Once removed, wipe down the housing using a clean shop towel, being careful not to knock any dirt and/or debris in the air inlet. Your filters can be cleaned by carefully vacuuming the filter media from the dirty side, or by holding the filter with one hand and carefully blowing the filter media at a 45-degree angle from the clean side using low-pressure shop air (15-20 lbs. psi).

****IT IS IMPORTANT TO NOT USE ANY CLEANERS ON THE SUPERNANO-WEB MEDIA OR APPLY ANY OIL!!!***

NOTE: DISCONNECT BATTERY BEFORE INSTALLATION!!!

Instruction Manual P/N:EVO9200



1. Stock intake system shown.



Remove 10mm bolt

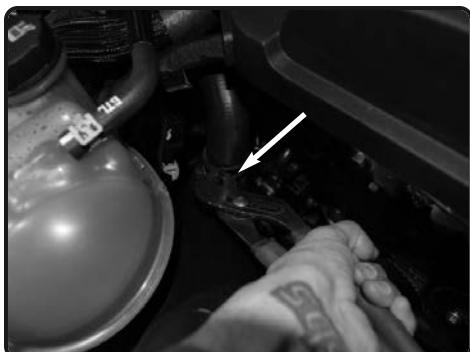
2. Remove the 10mm bolt from the side of the stock OE air box.



3. Disconnect the air intake sensor harness and then twist the air temp sensor to remove it from the air box assembly.



4. Loosen the clamp on the factory air duct and then firmly lift the airbox from the engine bay.



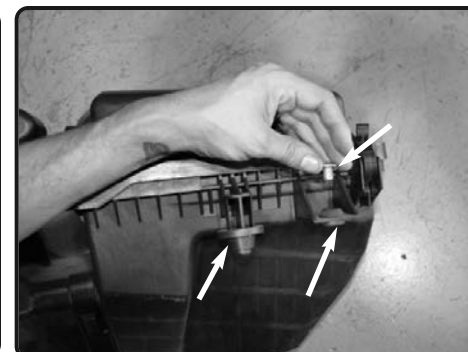
5. Use a channel lock wrench to loosen the tension clamp on the diverter valve return line to the factory air duct.



6. Slide the retaining clip on the breather line to detach the crank case breather line from the factory air duct



7. Loosen the clamp on the factory air duct on the turbocharger end and then remove the entire factory air duct from the engine bay.



8. Remove the two grommets and spacer washer from the OE air box assembly



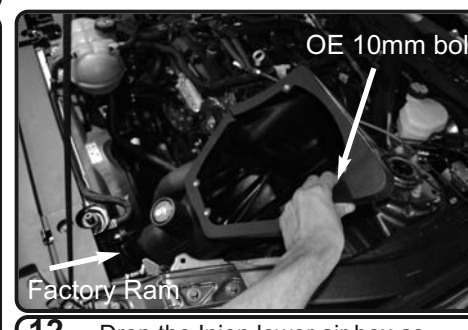
9. Install the grommet into the pod on the lower air box assembly. Then connect the 3mm vacuum line to the Filter Minder. Run the vacuum line through the grommet.



10. Install the smaller grommet and spacer washer from figure 8 into the 1/2" hole on the Injen lower air box assembly.



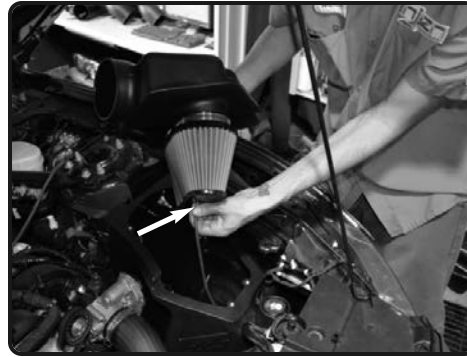
11. Install the larger grommet from figure 8 and install it into the original hole location on the fender well



12. Drop the Injen lower air box assembly into the factory air box location. The front ram air should just slide into the Injen air box, Then secure the lower box to the chassis with the original 10mm bolt.



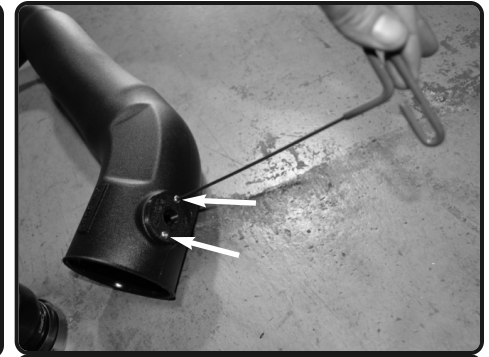
13. Place the filter onto the Injen plenum and then secure the clamp



14. Connect the 3mm vacuum line from the filter minder to the barbed fitting on top of the filter.



15. Place the Injen plenum onto the Injen lower air box assembly and use 4-M6X30 bolts to secure the plenum to the lower air box.



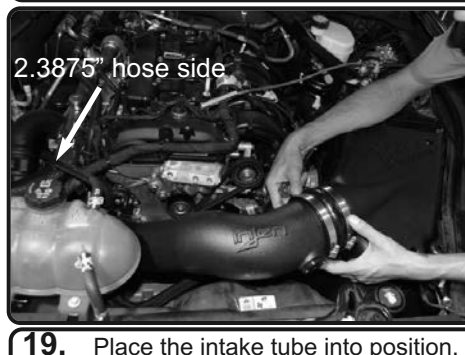
16. Place the machined air temp sensor adapter onto the tube and secure it with 2-M4X16 bolt.



17. Place the 4.50" hump hose and 2 #72 clamps onto the larger end of the Injen intake tube.



18. Place the 2.3875"-3.0" step hose and #48 and #36 clamps onto the smaller end of the Injen intake tube and only secure the clamp on the 3.0" side for now.



19. Place the intake tube into position. Slide the 2.3875" coupler onto the turbocharger and then slide the 4.5" hump hose over the plenum. Adjust the intake for best fitment and then secure the clamps



20. Connect the crank case fitting onto the Injen machined fitting on the intake tube. Make sure it clicks into place.



21. Re-connect the diverter valve return line to the port on the Injen intake tube use the factory tension clamp to secure it.



22. Screw in the Air temp sensor into the machined AIT sensor adapter.



Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. **Note: Check clearance and adjust if needed! Failure to check the alignment and adjust the intake can cause damage that will void the warranty. Injen Technology is not responsible for any damages caused by/from improper installation.**

Test Drive:

1. With the transmission in neutral or park and the parking brake engaged, start the engine. Listen for air leaks or odd noises. If air leaks are detected, secure hoses and connections. For any odd noises, inspect entire system for cause and adjust intake as needed. The Injen intake will function identically to the factory system but will be louder and more powerful.
2. Perform a road test. Listen for odd noises or rattles and fix as necessary.
3. If there are no issues, continue to enjoy your added performance from the Injen performance Intake kit.
4. Injen Technology recommends you periodically check clearance and adjust if needed! Failure to check the alignment and adjust the intake can cause damage that will void the warranty. Injen Technology is not responsible for any damages caused by/from improper installation.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen filter.
6. Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.