



Part number IS1342
2019 Hyundai Veloster Turbo
1.6L 4cyl. Turbo GDI

- 1- Short ram Pipe
- 1- 3.00" Nano Fiber dry filter (#1014BB)
- 1- 2.75"X3.00" Step hose (#3120)
- 1- #40 Clamp (#4003)
- 1- #48 Clamps (#4004)
- 1- M6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- M6 Vibra mount (#6020)
- 1- 4- page instruction

Congratulations! You have just purchased the best engineered, dyno-proven air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from. Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Please check the contents of this box immediately.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts the use of any other filter or part will void the warranty and CARB exemption number.

Note: The installation of this cold air intake does require mechanical skills. **Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult.** It is recommended that this system be installed by a professional mechanic. Be sure to disconnect the negative terminal before proceeding.

Congratulations! You have just purchased the worlds first tuned intake system.

MR Technology, Leading the way!

“The Worlds First Tuned Air Intake System”™



Figure 1

Figure 2



Figure 3
Stock OEM intake system.



Figure 4
Firmly lift up on the engine cover and remove the engine cover from the engine bay.

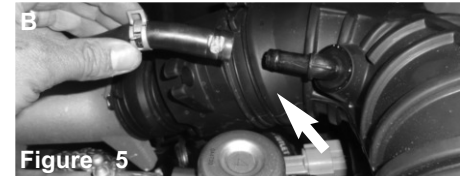
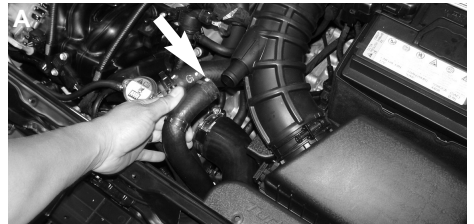


Figure 5
Figure A: Disconnect the recirculating diverter valve hose from the intake duct. **Figure B:** Disconnect the crank case breather line from the air duct.

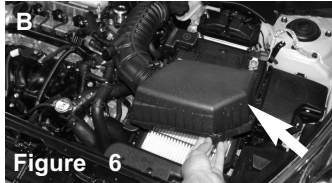
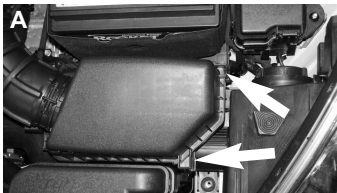


Figure 6
Figure A: Unclip the two tabs from the lower air box assembly to the upper air box assembly. **Figure B:** Detach the upper air box assembly from the lower assembly



Figure 7
Use a 10mm socket and ratchet and loosen the 10mm clamp bolt on the air duct located on the Turbo charger compressor outlet. Pull the air duct from the outlet.

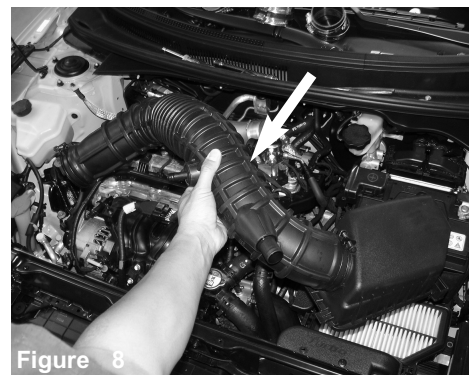


Figure 8
Remove the entire upper air box assembly and air duct from the engine bay

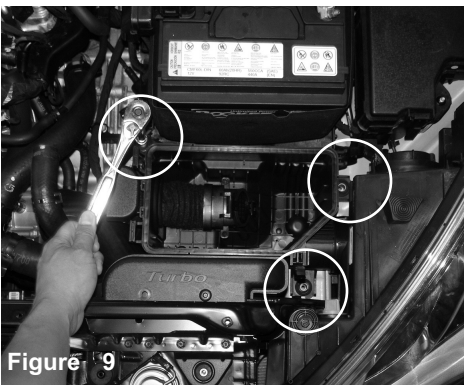


Figure 9
Use a 10mm socket, ratchet and extension to remove the three 10mm bolts on the lower air box assembly indicated by the arrow.

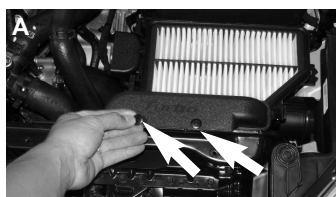


Figure 10
Figure A: Use a phillips screw driver and remove the two plastic screw clips from the front air intake duct **Figure B:** Lift up and remove the front air intake duct

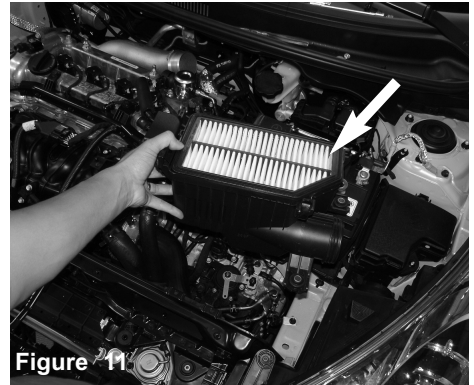


Figure 11
Now the lower air box assembly can be removed from the engine bay.

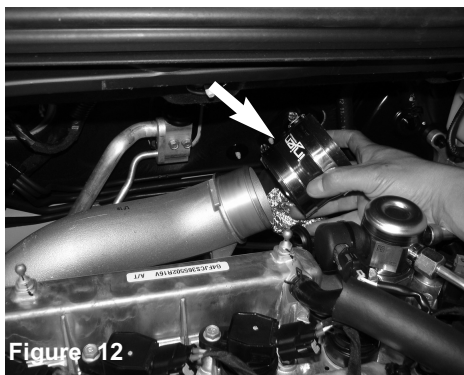


Figure 12
Place the 2.75"X3.00" step hose, #40 and #48 clamp onto the turbocharger compressor outlet.

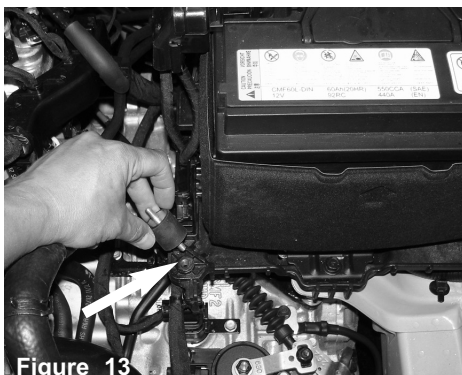


Figure 13
Screw the vibra mount onto the pre-threaded hole next to the battery



Figure 14
Position the intake pipe into the engine bay and place the end of the pipe into the step hose on the turbo compressor outlet.

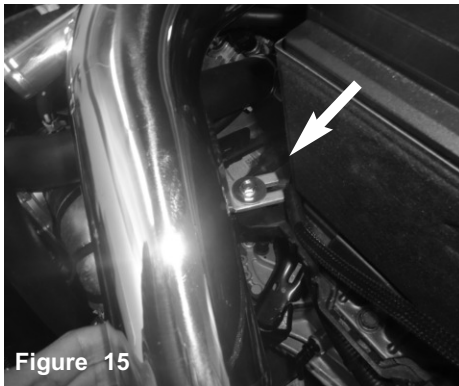


Figure 15

Line up the intake bracket to the vibra mount in figure 13

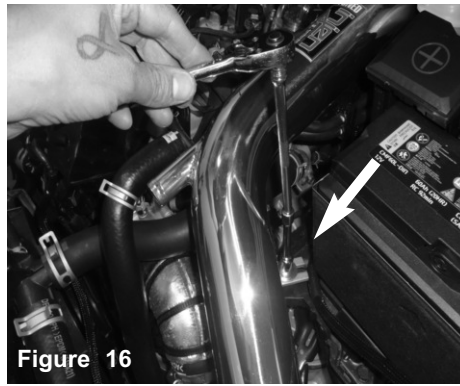


Figure 16

Place a M6 nut and fender washer onto the vibra mount. Secure the M6 nut with a 10mm socket and ratchet.

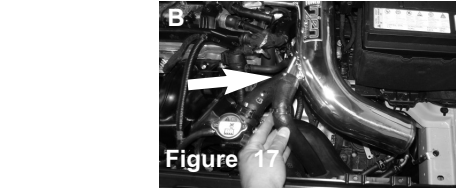
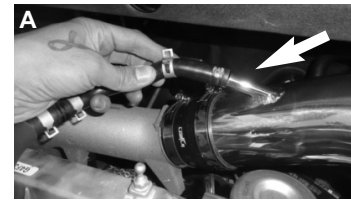


Figure 17

Figure A: Connect the crank case breather line to the 5/8" welded nipple on the intake pipe. **Figure B:** Connect the recirculating diverter valve hose onto the 1.125" nipple welded onto the intake pipe

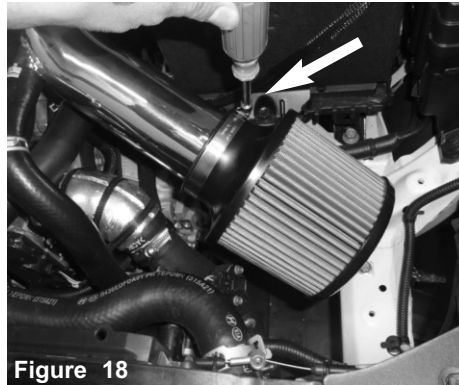


Figure 18

Place the filter onto the end of the intake pipe and then secure the filter to the pipe with a 8mm nut driver.



Figure 19

CAUTION: Make sure the bottom of the intake pipe does not rub on the high pressure fuel line. This line is connected to the fuel pressure regulator indicated in the photo.

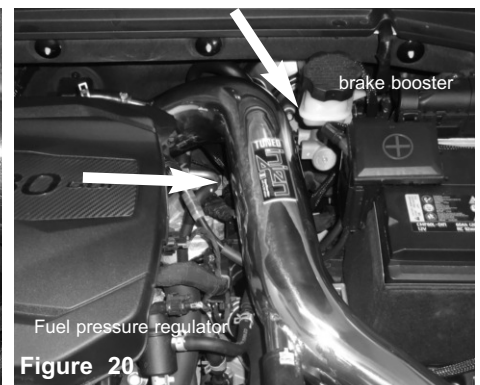


Figure 20

CAUTION: Make sure the intake pipe has adequate clearance from the brake fluid reservoir and fuel line. Adjust the intake pipe for best possible fitment and then secure the all the clamps.



Figure 21

Reinstall the engine cover. Your short ram intake system installation is now complete. Go over all your clamps and fittings to make sure they are snug. Check the clearance on the pipe and make sure it does not make contact with any components in the engine bay. Congratulations! You have just completed the installation of the World's first tuned intake system. Periodically, check the system for fitment, this will enhance the life of your Injen SP system, failure to do so will void the warranty.

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.