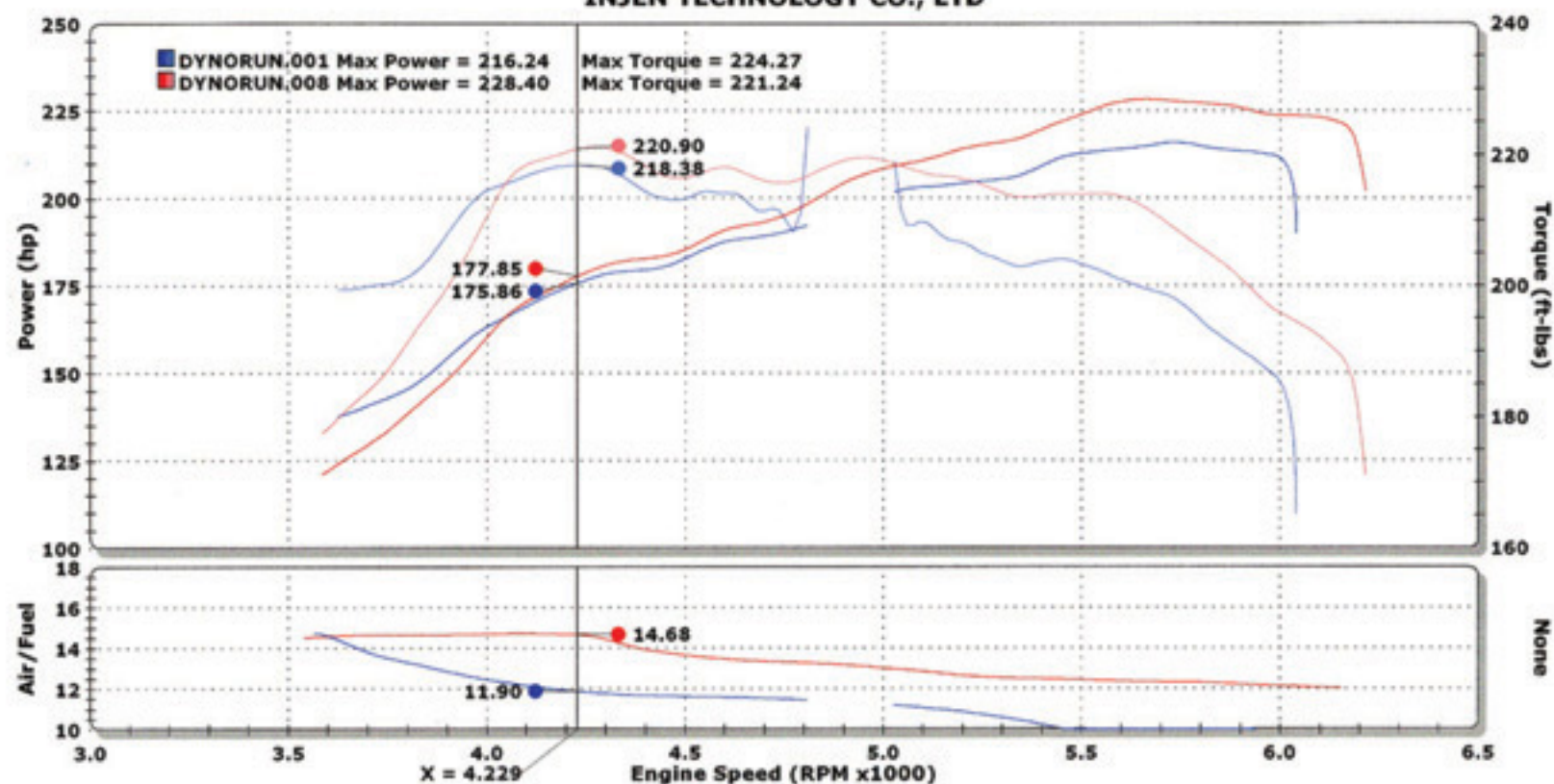


DYNORUN.001 - BASELINE - Run Conditions: 84.17 °F, 29.13 in-Hg, SAE: 1.03
 DYNORUN.008 - WITHOUT MR TECHNOLOGY - Run Conditions: 92.07 °F, 29.15 in-Hg, SAE: 1.04

DYNOJET RESEARCH
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CF: SAE Smoothing: 3



MR Technology "The world's first tuned intake"

DYNORUN.001 - BASELINE - Run Conditions: 84.17 °F, 29.13 in-Hg, SAE: 1.03
 Run Type: Date: 8/22/2005 10:42:22 AM
 2005 NISSAN PATHFINDER 4.0I V6

DYNORUN.008 - WITHOUT MR TECHNOLOGY - Run Conditions: 92.07 °F, 29.15 in-Hg, SAE: 1.04
 Run Type: RO Date: 8/22/2005 1:15:06 PM
 2005 NISSAN PATHFINDER 4.0I V6

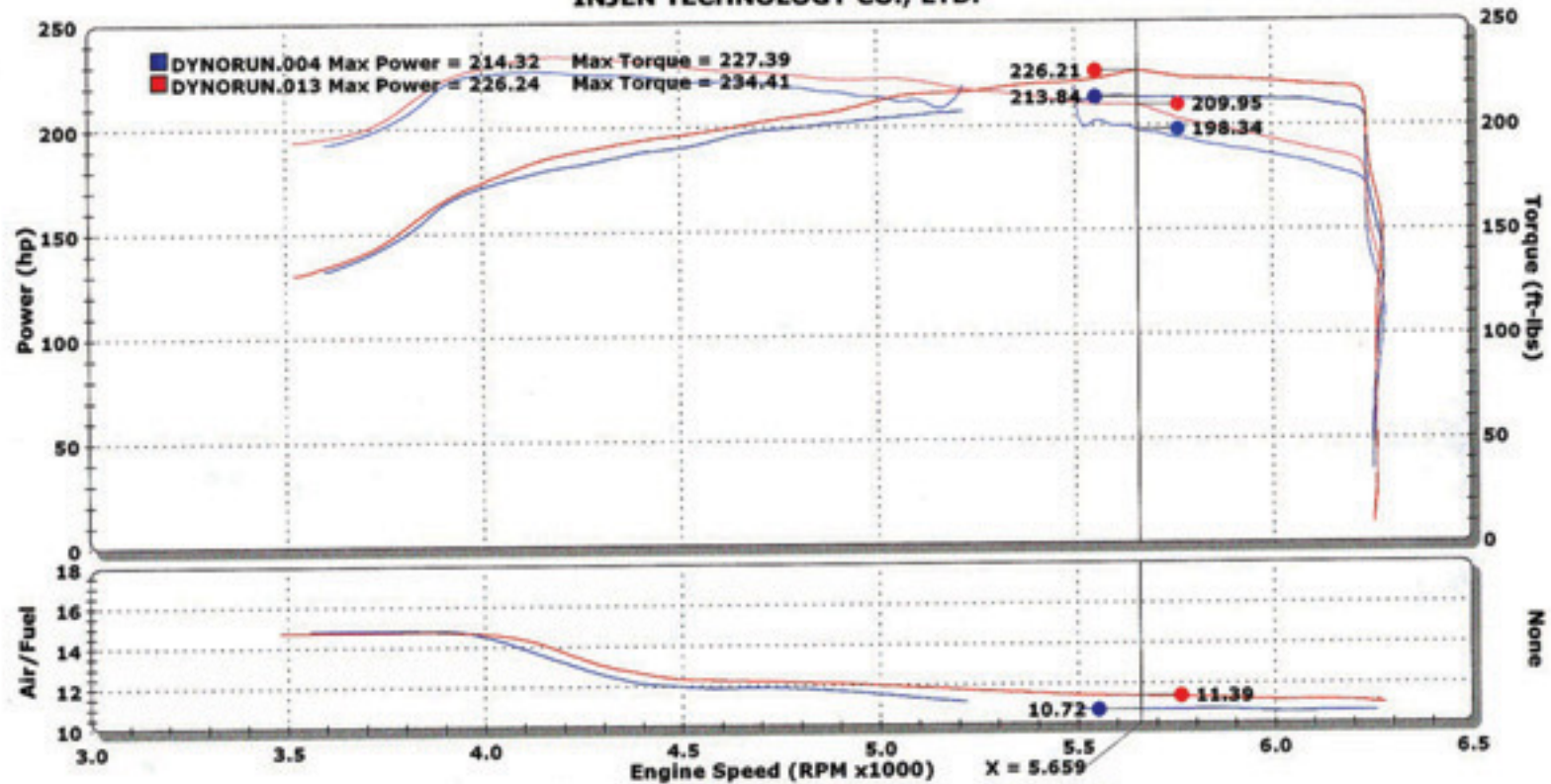
MRtech1

This graph without the use of MR Technology, reveals a very unstable and lean air/fuel ratio while making high horsepower/torque gains.

DYNORUN.004 - BASELINE - Run Conditions: 72.92 °F, 29.26 in-Hg, SAE: 1.00
 DYNORUN.013 - PF1958 - Run Conditions: 76.60 °F, 29.29 in-Hg, SAE: 1.00

DYNOJET RESEARCH
 INJEN TECHNOLOGY CO., LTD.

CF: SAE Smoothing: 3



MR Technology "The world's first tuned intake"

DYNORUN.004 - BASELINE - Run Conditions: 72.92 °F, 29.26 in-Hg, SAE: 1.00
 Run Type: RO Date: 11/29/2005 1:32:32 PM
 2005 NISSAN PATHFINDER 4.0I V6

DYNORUN.013 - PF1958 - Run Conditions: 76.60 °F, 29.29 in-Hg, SAE: 1.00
 Run Type: RO Date: 11/29/2005 3:43:08 PM
 2005 NISSAN PATHFINDER 4.0I V6

MRtech2

When MR Technology is implemented horsepower/torque gains are maximized while air/fuel ratio becomes stabilized. MR Technology tunes the intake system to within SAFE FACTORY LIMITS, making it the THE WORLD'S FIRST TUNED INTAKE SYSTEM!