



Part number PF2019  
 2005-06 Toyota Tundra 4.7L V8  
 2005-06 Toyota Sequoia 4.7L V8

1- MR Tech Power-flow Intake system

1- Power Box-contents: **PB375P-8**

- 1- 8" Inverted top filter (A) (#1022)
- 1- Main body, top and screen (B) (#15015)
- 1- 3.75" velocity stack inlet (C) (#15017)
- 1- Rect. front pre-filter screen (D) (#15018)
- 5- m6 x 20mm button head bolts (E) (6073)
- 1- Two point mounting bracket (K)(#20076)
- 1- 90 deg. 3 1/2" Power-Flow elbow (#3144)
- 1- 15"- 15mm heater hose (#3079)
- 1- 16"- 4mm heater hose (#3104)
- 1- 3 3/4" x 3 1/2" x 3" long step hose (#3133)
- 1- X-large clamps .064 (#4006)
- 3- Large clamps .056 (#4005)
- 2- 6mm Vibra- mount (#6020)
- 2- 6mm flange nut (#6002)
- 2- Fender washer (#6010)
- 1- 6 page instruction



- Tools required:**
- 1- 8mm socket
  - 1- 10mm socket
  - 1- 12mm socket
  - 1- Phillips screw driver
  - 1- 8mm nut driver
  - 1- 55mm allen wrench
  - 1- Disc grinder or Dremel

Note: The installation of this cold air intake does require mechanical skills. Removal of engine covers, air lines 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!** Patent pending

**POWER-FLOW: An air intake evolution**



Figure 1

**Power-Box contents:**

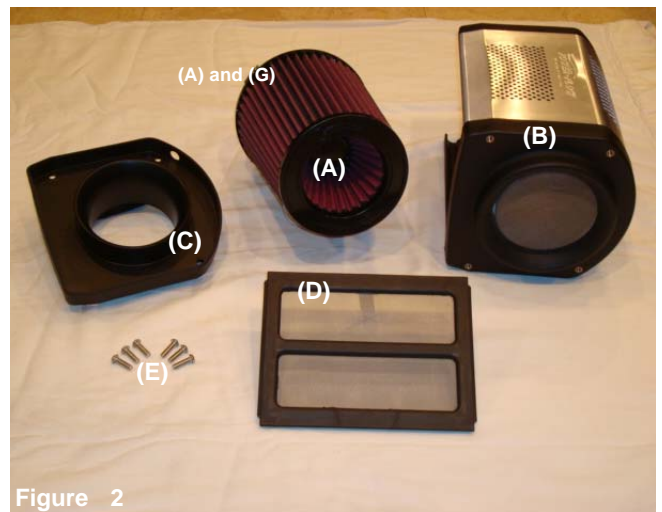


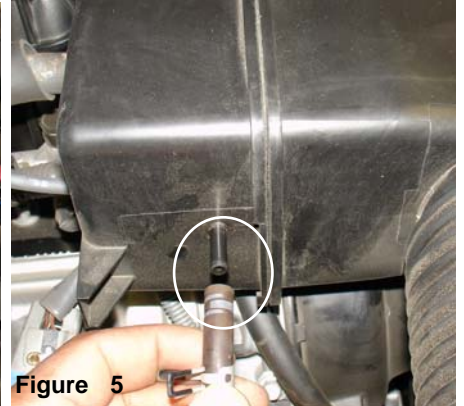
Figure 2



**Figure 3**  
Loosen the two flange nuts on the engine cover in order to remove the cover.



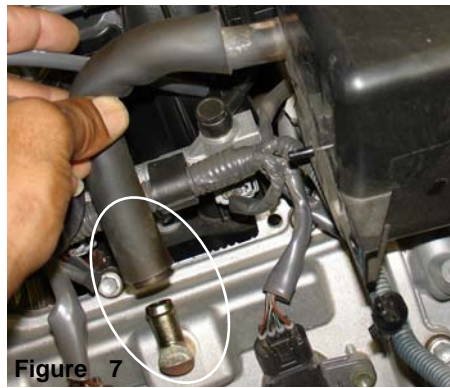
**Figure 4**  
Once the flange nuts have been removed, continue to remove the cover from the engine compartment as shown above.



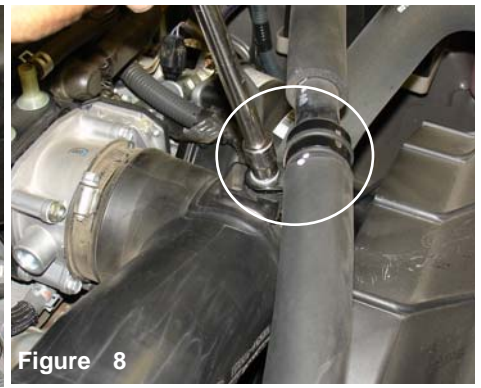
**Figure 5**  
Disconnect the 6mm vacuum hose that will be reused later in the instructions.



**Figure 6**  
Disconnect the 4mm vacuum line located to the side of the air box cleaner.



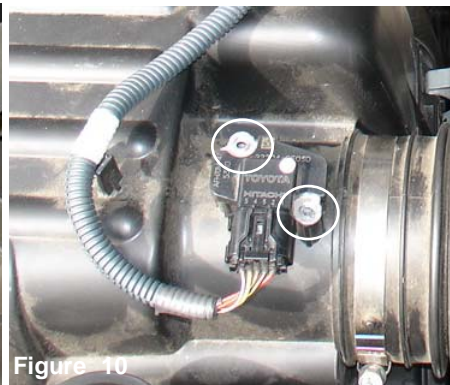
**Figure 7**  
Unplug the crank case breather hose from the air crank case port as shown above.



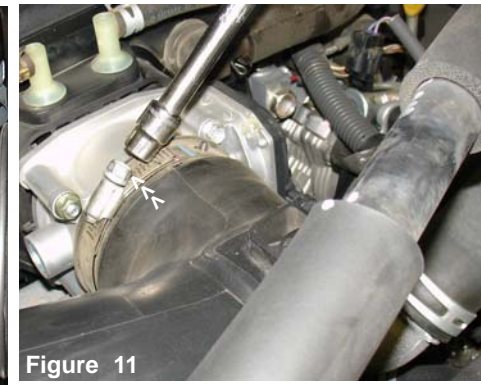
**Figure 8**  
Unscrew the nut and bolt the hose clamp that secures the hose over the radiator.



**Figure 9**  
Once the nut and bolt have been removed, continue to remove the entire hose clamp.



**Figure 10**  
Unscrew the two screws from the mass air flow sensor, shown above.



**Figure 11**  
Loosen the hose clamp on the air duct connected to the throttle body.



**Figure 12**  
Unplug the electrical harness clip from the mass air flow sensor as shown above.



**Figure 13**  
Carefully, remove the mass air flow sensor from the air sensor housing to be reused later in the instructions.



**Figure 14**  
Unhook three spring clamps from the top air box cleaner. Once the hooks have been removed, continue to detach the air box top from the lower air box cleaner. See fig. 15 for better illustration.

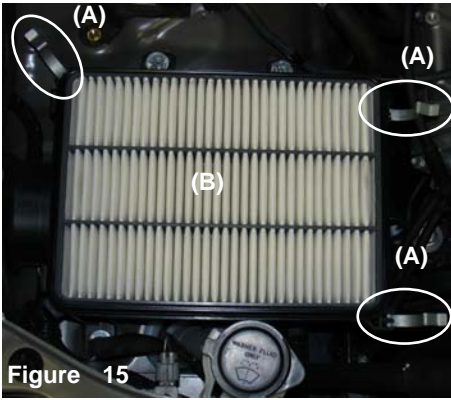


Figure 15

The three spring clamps shown above are unhooked from the top air box cleaner (A). Remove the air filter panel once the top has been removed (B).

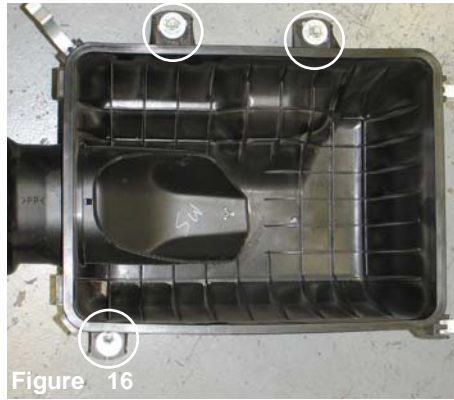


Figure 16

Once the air filter panel is removed, there are three bolts that will be removed in order to detach the lower air box cleaner.

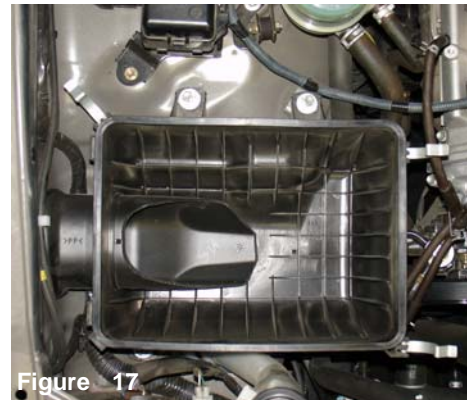


Figure 17

Remove the entire lower air box cleaner from the engine compartment.



Figure 18

Place the power bands over each end of the silicone elbow. Press the short end of the silicone elbow over the throttle body.



Once the silicone elbow has been aligned continue to semi-tighten power band over the throttle body end.



Figure 20

The first vibra-mount is aligned to the pre-tapped hole located behind the head lamp.

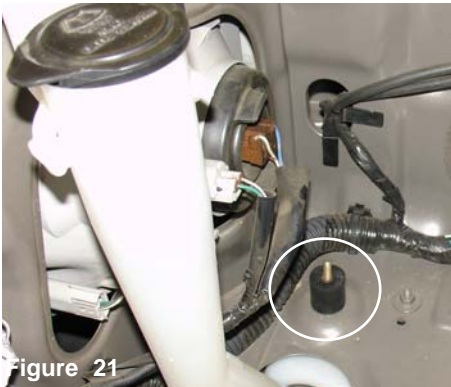


Figure 21

The first vibra-mount is now installed as shown above.



Figure 22

Screw the second vibra-mount is aligned over the wheel well bracket.



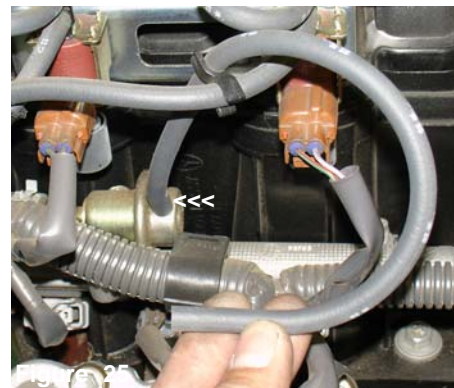
Figure 23

The second vibra-mount is now installed as shown above.



Figure 24

Both vibra-mounts are now installed, you are now ready to go on to the next step.



The stock 6mm hose is removed from the fuel pressure regulator.



Figure 26

Press the new 16\"/>



Figure 27

One 45mm bolt is removed from the top of the box. The bracket is placed under the Power box and the 45mm bolt is aligned and screwed back in place as shown above.



Figure 28

The 45mm bolt is tightened with an allen wrench.



Figure 29

Remove the 65mm bolt from the velocity stack base. Align the bracket to the hole and insert the 65mm bolt back in place.



Figure 30

The 65mm bolt is tightened with an allen wrench.



Figure 31

The mounting bracket is now installed under the power box.



Figure 32

The assembled power box is lowered into the engine compartment. Align the mounting points on the bracket arms over the vibra-mounts.

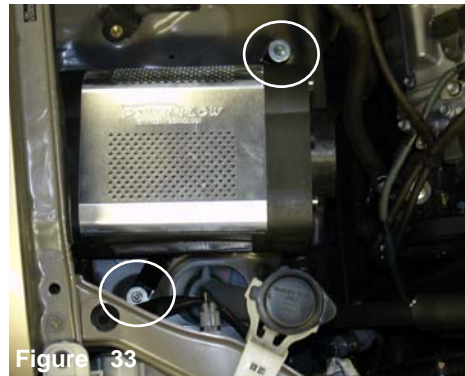


Figure 33

The Power box is now sitting flush over the vibra-mounts and a fender washer is placed over each vibra-mount.

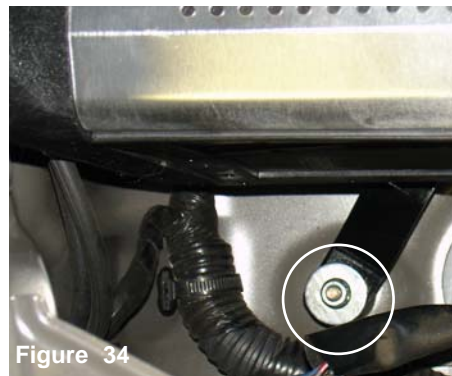


Figure 34

An m6 flange nut is screwed over the front vibra-mount and fastened tight.

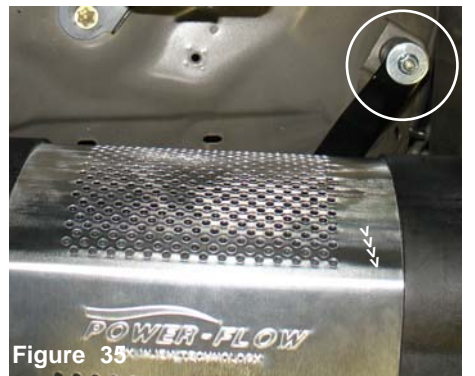


Figure 35

The last m6 flange nut is placed over the vibra-mount located behind the Power box.



Figure 36

Place one .462 and a .412 power band over the silicone step hose. Press the 3 3/4" side over the velocity stack as shown above.



Figure 37

The step hose is now flush over the velocity stack base. Tighten the .462 power band on the velocity stack outlet.



Figure 38

Insert the intake end with the vacuum ports into the 3 1/2" silicone as shown above.



Figure 39

Once you inserted the throttle body end into the 90 degree elbow, insert the other end into the step hose located on the Power box.



Figure 40

Press the stock 6mm hose over the center 3/8" intake port. Use the stock hose clamp to secure the line.



Figure 41

Press the 15"-15mm hose over the crank case breather port



Figure 42

Press the other end over the 5/8" intake port

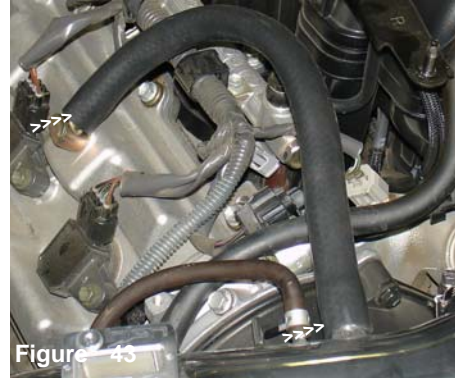


Figure 43

The 15"-15mm breather hose is now installed on both ends as shown above.



Figure 44

The fuel pressure vacuum line is pressed over the 3/16" intake port as shown above



Figure 45

The 16"-4mm fuel pressure vacuum hose is now installed.



Figure 46

The mass air flow sensor is carefully lowered into the machined intake adapter.

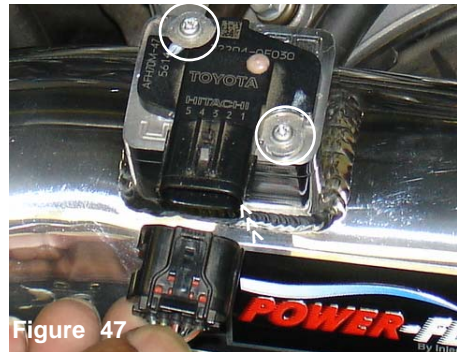


Figure 47

The stock screws are used to fasten the mass air flow sensor to the machined intake adapter. Press the electrical harness clip into the MAFS until its snaps.



Figure 48

Align the engine cover to the intake bolt while lowering the cover over the intake. Use the 1/4-20 oval flange nut to fasten the cover to the intake threaded bolt. The engine cover will fit snug over the intake as shown above.

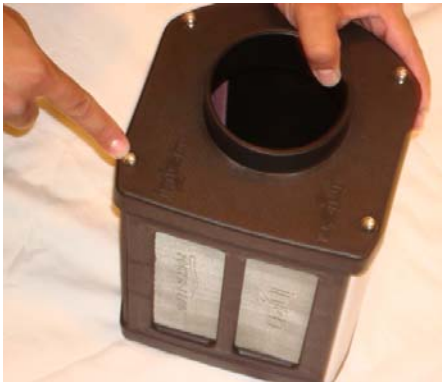


Figure 49

Congratulations! You have just completed the installation of this intake system. Periodically, we recommend that you check the fitment of the intake for any shifting of the intake that may cause rattling or rubbing.

**You have purchased the Worlds first tuned intake system available anywhere. The Power-Flow intake system features Injen's patent pending MR Technology used to tune the intake and Power-Flow box. With Power-Flow, calibrating of the MAF sensor is not required because the intake system comes tuned for use. Use only Injen replacement filters. The use of any other filter will change the air/fuel ratio that can cause damage to your engine.**

**Assembly and disassembly instructions for the Power Box for the purpose of cleaning screens and filter.**



Here are the four-m6 x 20mm bolts that will be removed from the velocity stack base located on the corners of the base.



Unbolt the four- m6 x 20mm screws from the velocity stack base located to the center of the base. Now separate the base from the main body.



The four m6 x m20 bolts have been removed from the top of the velocity stack,



Pull the velocity stack base with the filter that is attached to the velocity stack.



The velocity stack with filter is now out of the power box body.



Loosen the clamp on the filter neck in order to separate the filter from the velocity stack.



Once you have loosened the filter neck clamp, continue to pull the filter from the velocity stack,



The rectangular pre-filter screen is now slipped out of the channel along the body of the power box.



Here is a group shot of the components that goes into the power-box. The filter and screens can now be cleaned with a simple shop-vac.

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. 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.