



Part number PF9070
2004-11 Ford Ranger
4.0L 6 Cyl.
Not CARB legal

1- 1 pc. SRI air intake pipe equipped w/ M.R. Technology & Air Fusion

- 1- 3.5" Injen dry filter (#1015BB)
- 1- Heat Shield (#11096)
- 1- 3.25"X3.50" Step hose (#3140)
- 2- #48 clamps (#4004)
- 1- M6 Vibramount (#6020)
- 3- M6 Nut (#6002)
- 4- Fender Washer (#6010)
- 2- M4x10 Button head (#6047)
- 2- M6 Stand off stud (#15023)
- 1- 11" Vinyl trim (#6023)
- 1- 4 1/2" Rubber trim (#6058)
- 1- 2" Rubber trim (#6058)
- 1- Page instruction

Note: Injen strongly recommends this system be installed by a professional mechanic.



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Congratulations! You have just purchased the best engineered, dyno-proven cold 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.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts.

M.R. Technology

"The World's First Tuned air Intake System!"

Factory safe air/fuel ratio's for Optimum performance Patent# 7,359,795

Now equipped with "Air Fusion" Patent pending

"At Injen Technology, we didn't copy the step down process, we invented it!"

Warning: Manufactures attempting to duplicate Injen's patented process will now face legal action.

MR Technology Step down process:

- 1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Covered under Patent# 7,359,795
- 2- Calibration Device for Air Intake Tracts for Internal Combustion Engines. Published and patent pending
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion Inserts. Published and patent pending



Figure 3: Stock air box assembly shown in this picture. Disconnect battery before the installation.



Figure 4: Use a 7mm nut driver and remove the three screws on the throttle body cover. Lift up on the cover and remove the cover temporarily for now as this cover will be re-installed.

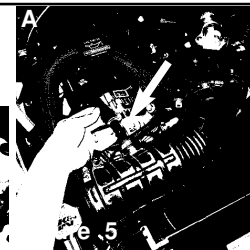
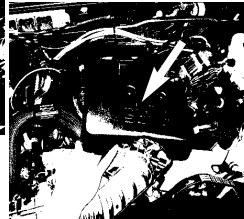


Figure 5A: Lift on the retaining tab on the crank case vent tube and detach it from the nipple on the air intake duct.
Figure 5B: Detach the MAF sensor harness from the MAF sensor on the factory air box assembly.

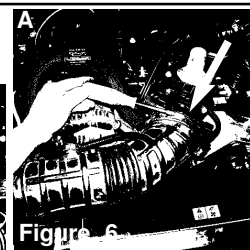
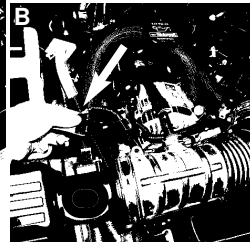


Figure 6A: Use a 8mm nut driver and loosen the clamp on the throttle body. **Figure 6B:** Firmly lift up on the air box assembly and remove the entire air box assembly and air duct.



Figure 7A: Use a torx screw driver and remove the two torx screws from the MAF sensor on the factory air box assembly. **Figure 7B:** Pull the MAF sensor out of the air box assembly housing.

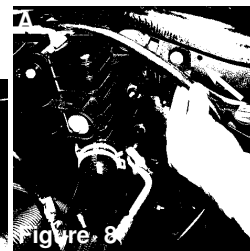


Figure 8A: Unclip the vacuum line from the radiator support in the engine bay next to the radiator. **Figure 8B:** Then use a 8mm nut driver to remove the 8mm screw from the radiator support next to the radiator. This will be one of the mounting locations for the heatshield.

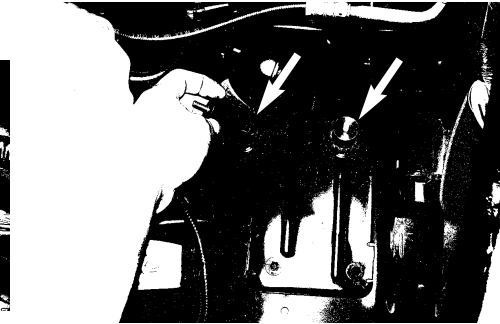
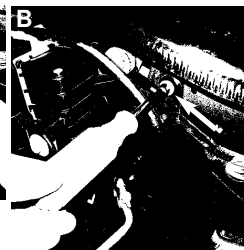


Figure 9: Place the two supplied Stand off Studs onto the factory air box grommets.



Figure 10: Place the 3.25"X3.50" step hose and 2 clamps onto the throttle body. Only secure the throttle body side clamp for now.



Figure 11
Place the heatshield into position and line up the two lower holes on the heatshield to the two stand off studs already on the grommets from figure 9.

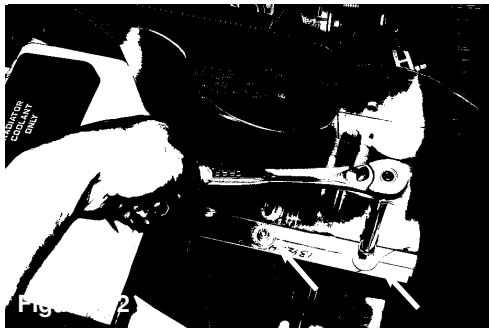


Figure 12
Place one M6 nut and washer on each stand off stud and then secure nuts with a 10mm socket and ratchet.

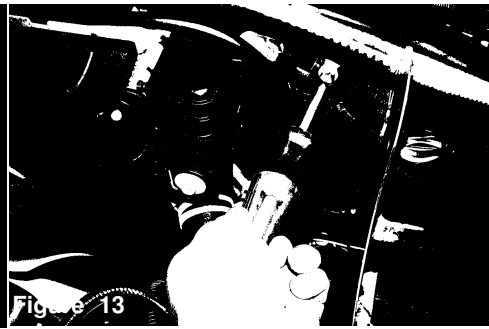


Figure 13
Mount the upper heatshield bracket to the location where the bolt was removed from figure 8. The original bolt will be re-used.

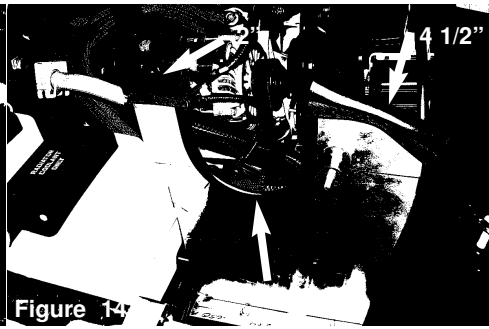


Figure 14
Place the 4 1/2" vinyl trim with pad on the upper right side, the 2" on the upper left and the 11" Vinyl trim on the U shape opening on the heatshield



Figure 15
Place the vibra mount onto the left side of the heatshield. Place a M6 nut and washer on the right side of the heatshield to attach the vibra mount to the heatshield and then secure the M6 nut to lock the vibra mount in place.

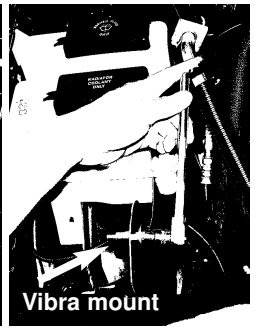


Figure 17
Place the OEM MAF sensor and two supplied M4 screws onto the welded MAF sensor adapter welded on the Injen intake pipe. Then secure the screws with a 2.5mm Allen wrench.



Figure 18
Place the filter onto the bracket end of the intake pipe. Use a 8mm nut driver to secure the filter clamp

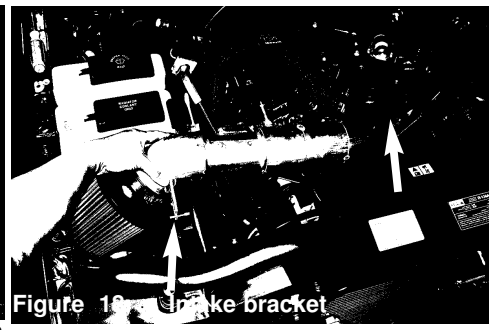


Figure 19
Position the intake pipe into the engine bay. Place the intake pipe into the step hose already on the throttlebody and also line up the intake bracket to the vibramount on the heatshield.



Figure A: Place a M6 nut and washer onto the intake bracket. **Figure B:** Then tighten the M6 nut to the bracket securing the intake to the heatshield



Figure A: Reconnect the MAF sensor harness to the MAF sensor **Figure B:** Connect the crank case vent tube to the machined nipple on the intake pipe. Make sure you hear a click indicating a secure fit and seal

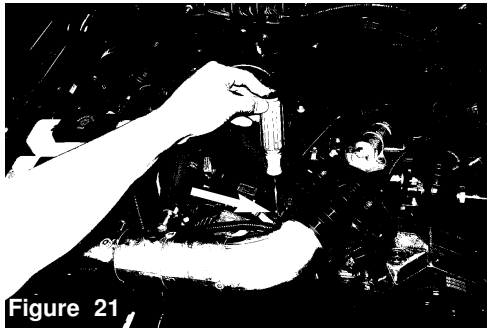


Figure 21
Make sure the intake pipe, filter and heatshield doesn't come into contact with anything and then make your final adjustment before securing the last clamp on the throttlebody.

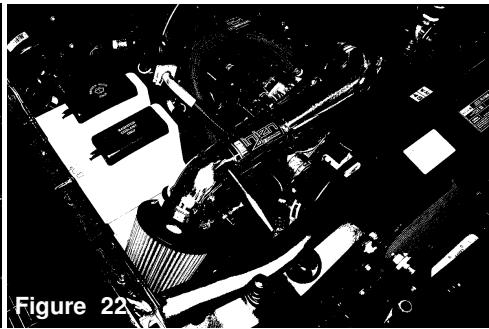


Figure 22
Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. Failure to check the alignment and adjust the intake can cause damage that will void the warranty.

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.
5. Check the filter for excessive dirt build up. 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.