



Part number RD6068
03-06 Mazda 6
2.3L, 4 Cyl.

- 1- Two piece Injen Intake (CA)
- 1- **2.75" Injen filter (#1013)**
- 2- 2.75" straight hose (#3043)
- 4- Power-Bands(.040)(.312) (#4003)
- 1- m6 vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- fender washer (#6010)
- 1- wire tie (#8001)
- 1- Instruction

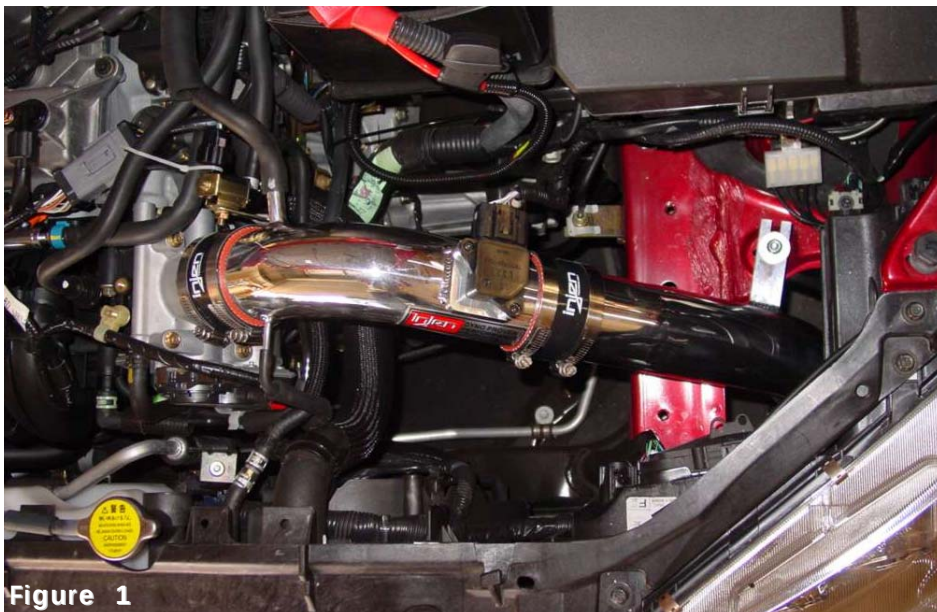


Figure 1

Now available, Hydro Shield by Injen
Part Number X-1033



Hydro Shield Sold Separately



Press the 2.75" hose over the throttle body and use two clamps. Tighten the clamp on the T/B at this point.

Figure 2



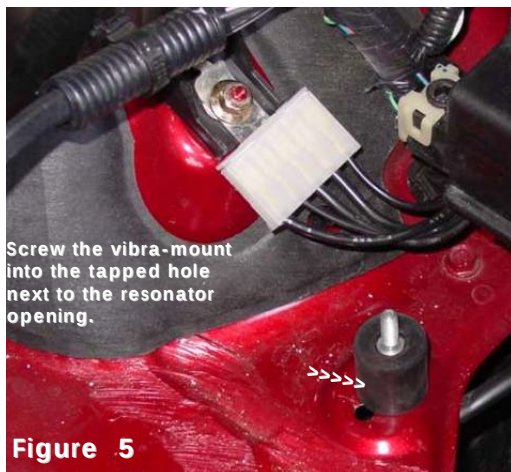
Remove the ground harness from the stock location. It will be relocated so it does not interfere with the secondary intake

Figure 3



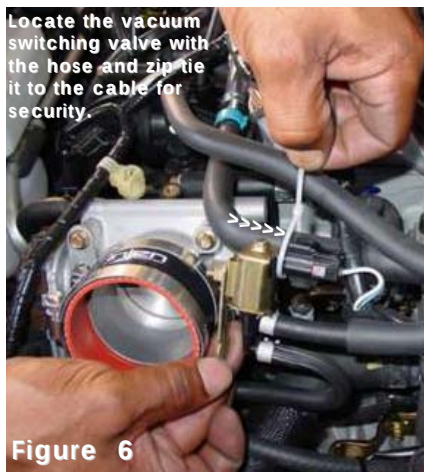
Remove the nut from the fuse box brace and set the ground harness in place.

Figure 4



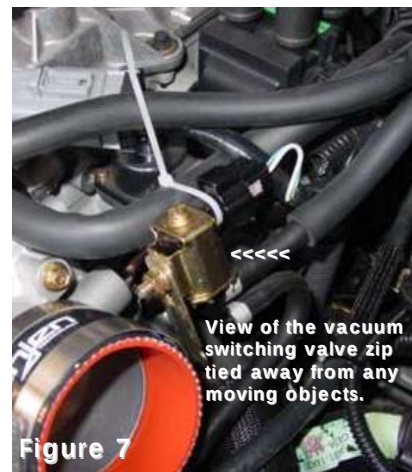
Screw the vibra-mount into the tapped hole next to the resonator opening.

Figure 5



Locate the vacuum switching valve with the hose and zip tie it to the cable for security.

Figure 6



View of the vacuum switching valve zip tied away from any moving objects.

Figure 7



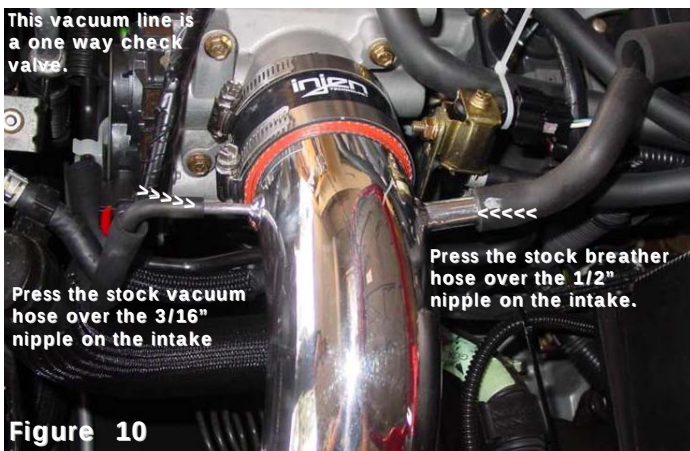
The primary intake is pressed into the hose on the throttle body. The clamp is semi-tightened.

Figure 8



Press the air temp sensor into the machined adapter and use the stock self-tapping screws.

Figure 9



This vacuum line is a one way check valve.

Press the stock vacuum hose over the 3/16" nipple on the intake

Press the stock breather hose over the 1/2" nipple on the intake.

Figure 10



The Cold air intake is converted into a short ram. This will prevent water from being sucked into the engine during those rainy days.

Figure 11



Figure 12



Figure 13

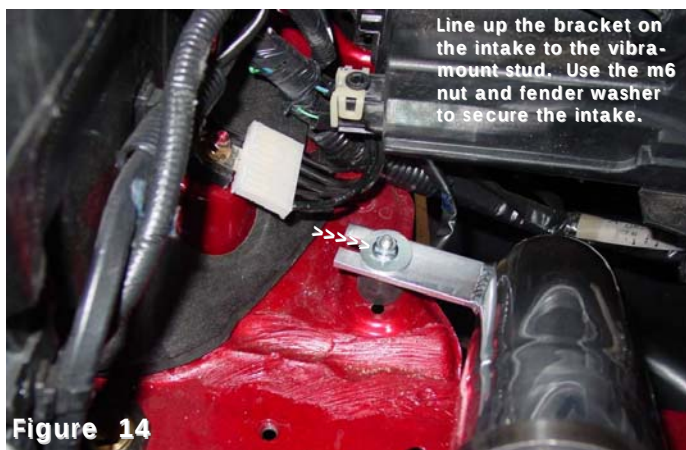


Figure 14



Figure 15



Illustration 1



Illustration 2

Max power gain

H/P:

Injen intake 144.8

Stock run 137.8

Gain 7 H/P

Torque:

Injen intake 146.7

Stock run 138.7

Gain 8 ft./lbs.

Peak power gain

H/P:

Injen intake 138.3

Stock run 136.9

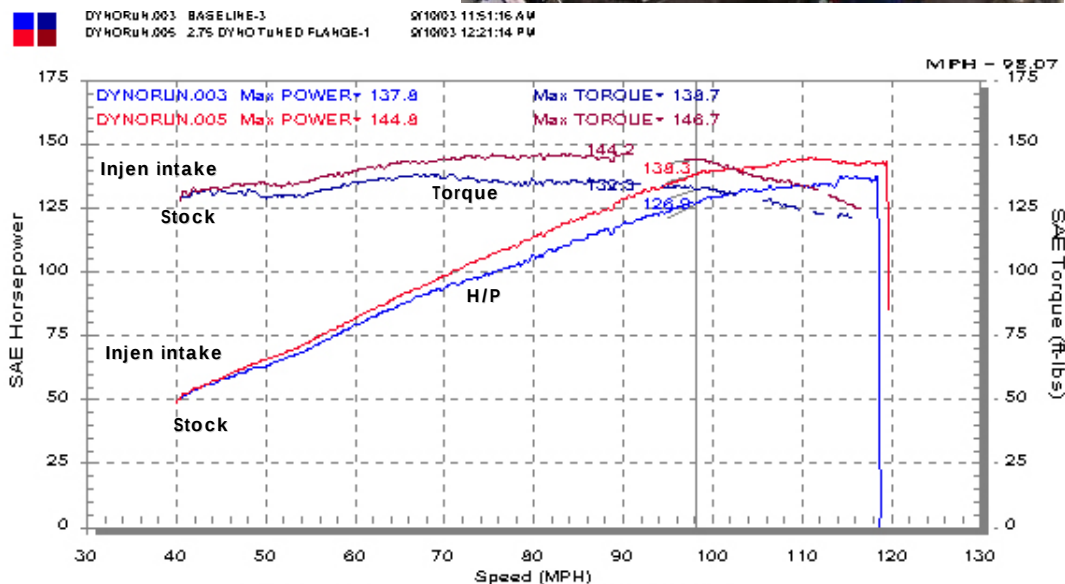
Gain 11.4 H/P

Torque:

Injen intake 144.2

Stock run 132.0

Gain 12.2 ft./lbs.



Note: Disconnect the negative battery terminal before starting this installation.

- 1- Before starting this installation you need to remove the following: The stock air intake box, stock air intake duct leading to the throttle body and air box brackets.
When the air intake box is removed the green vacuum switching valve will remain intact with the air box. (See illustrations 1 and 2) The removal of these items will make clearance for the secondary intake tract that leads into the resonator opening.
A portion of the driver side bumper will be pulled in order to remove the air intake box resonator. Remove half of the screws and clips in order to pull the driver side bumper out, pull the bumper out just enough to remove the air intake box resonator. You will also have to remove the air temperature sensor from the stock air intake box.
- 2- Press the 2.75" straight hose over the throttle body and use two clamps Tighten the clamp on the throttle body at this point only. (See fig. 2)
- 3- Remove the ground harness from the stock location in order to make clearance for the secondary intake. (See fig. 3) Remove the m6 nut from the base of the fuse box brace and set the ground harness over the stud, use the same m6 nut to secure the ground harness in place. (See fig. 4)
- 4- Screw the vibra-mount into the pre-tapped hole near the resonator opening. (See fig. 5)
- 5- Use the zip tie supplied in this kit to secure the vacuum switching valve in one place, this will also avoid the **VSV** from coming into contact with any moving objects. (See figs. 6 & 7)
- 6- Press the primary intake into the straight hose on the throttle body and semi-tighten the clamp on the hose at this point. (See fig. 8)
- 7- Press the air temperature control sensor into the machined adapter on the intake and use the stock self-tapping screws. (See fig. 9)
- 8- Press the stock one way check valve over the 3/16 nipple(port) on the intake and press the stock breather hose over the 1/2" nipple(port) facing the firewall side.(See fig. 10)
- 9- This intake system can also be converted into a short ram by pressing the filter over the end of the primary intake. Convert your CAI into a short ram when rain is expected, this will prevent any water from getting into your engine that can cause serious damage. (See fig. 11)
- 10- Press the remaining 2.75" hose over the end of the primary intake and use two clamps. Tighten the clamp on the end of the intake only. (See fig. 12)
- 11- Take the secondary intake and press the top end into the hose on the primary intake. (See fig. 13)
- 12- Align the bracket on the intake to the vibra-mount stud and use the m6 nut and fender washer to hold the secondary intake in place. (See fig. 14)
- 13- Press the filter on the end of the secondary intake and tighten the clamp on the filter. (See fig. 15)
- 14- Align the entire intake for best fit. Once proper clearance has been made through out the length of the intake continue to tighten all nuts, bolts and clamps. (See fig. 1)
- 15- Remove all tools and rags from the engine compartment. Check all vacuum lines and connections for any possible leaks and reconnect the negative battery terminal.
- 16- **Congratulations!** You have just completed the installation.