Part number SP1205
2014 Subaru Impreza WRX
2014 Subaru Impreza STi
2.5L 4 cyl. Turbo

1- One piece cold air intake	
1- 2 3/4" Injen/AMSOIL Ea nano-fiber dry filter	(#1013-BB)
1- 2 3/4" straight hose	(#3043)
1- fender well heat shield	(#11044)
2- Power-bands .312 .040	(#4003)
1- 18" Foam rubber trim	(#6058)
1- m6 vibra-mount	(#6020)
2- m6 flange nut	(#6002)
1- m6 x 12mm hex head bolt	(#6056)
2- Fender washer	(#6010)
2- m4 x 10mm bolts	(#6047)
1- 6 page instruction	

Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.
Please check the contents of this box immediately.

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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.

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

MR Technology, "The World's First Tuned air Intake System!"

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

"Why settle for cheap imitations when you can have the original"

Note: Testing on a dynamometer will take 7 to 8 pulls before seeing significant horsepower gains. If you are conducting dyno testing, you should know that the ECU will store fuel trim and timing calibration of the Injen intakes. Before testing alternative intakes, return car to stock base lines for accuracy. **Important:** Do not disconnect any battery terminals while testing! For best results, Injen recommends testing be done on a one to one basis, stock vs. Injen Cold Air Intakes. If you have modified your vehicle in anyway, you will not see significant horsepower gains on top of any modifications.

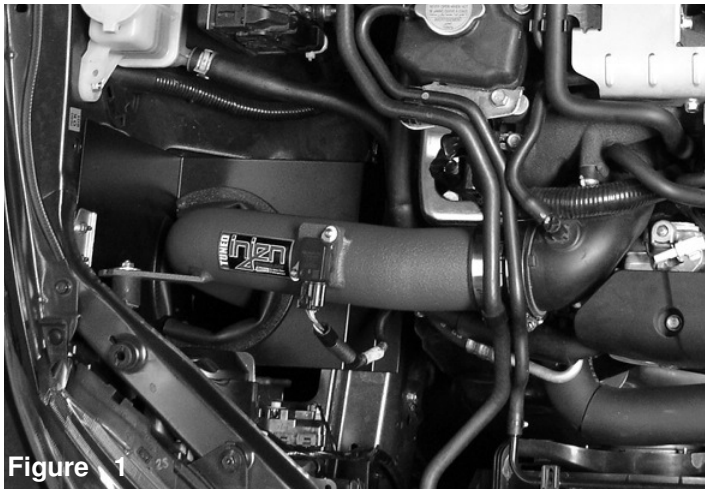


Figure 1

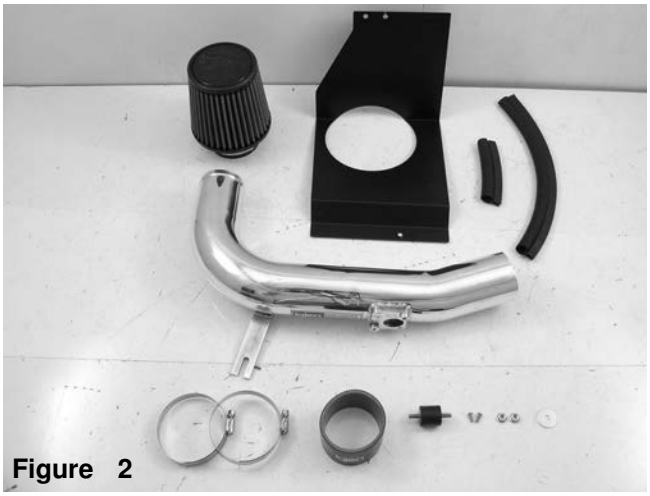
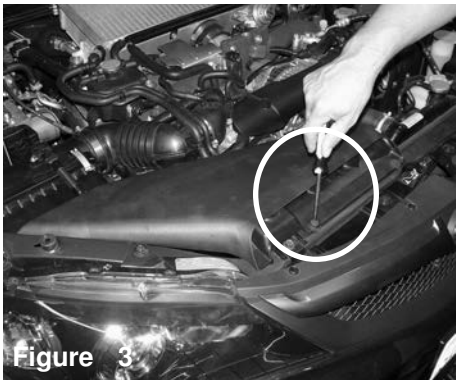
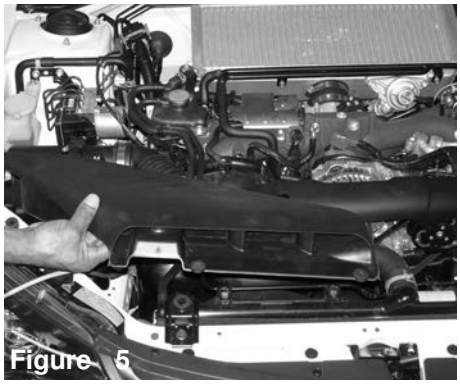


Figure 2

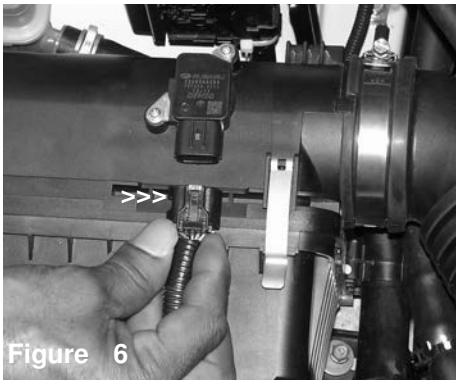


The first plastic screw flange is removed from the front air scoop.

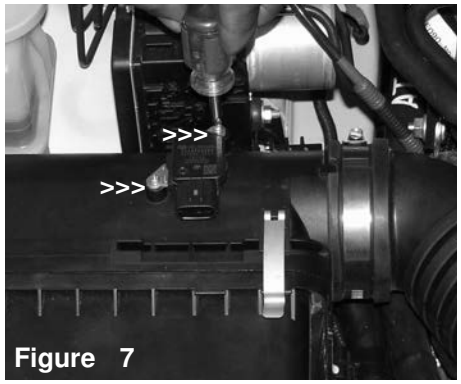
The second plastic screw flange is removed from the air scoop.



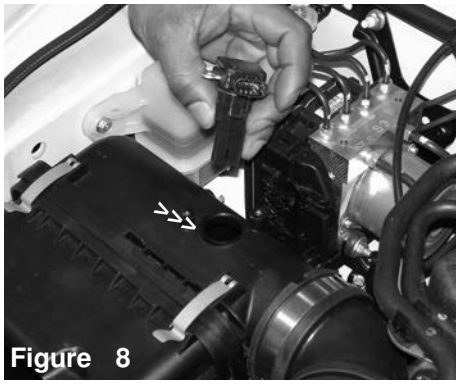
Once both plastic screws have been removed, continue to pull the factory air scoop out of the engine compartment.



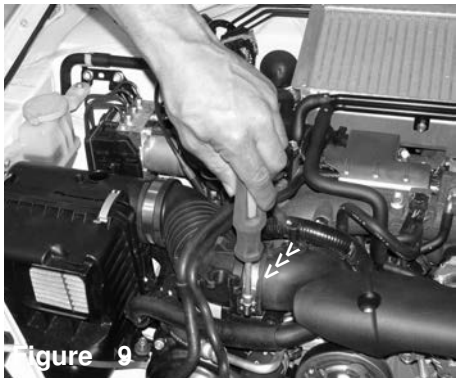
The electrical harness clip is disconnected from the mass air flow sensor.



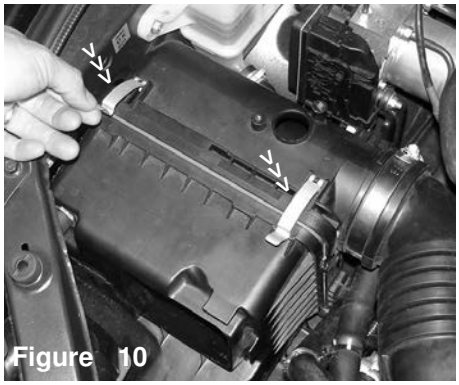
The metal screws are removed from the mass air flow sensor as shown above.



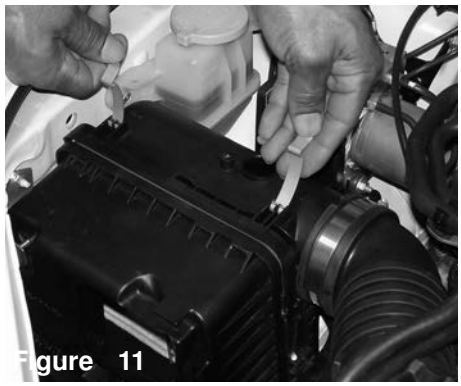
Once you have removed both screws, continue to pull the mass air flow sensor from the sensor housing.



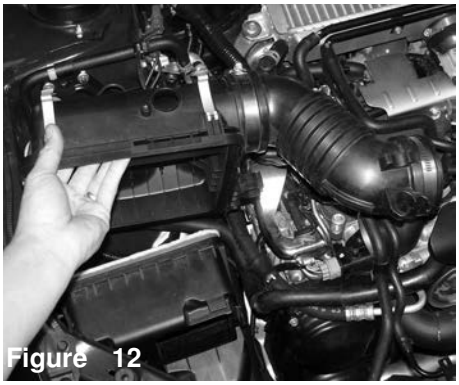
Loosen the clamp on the plastic air inlet tube.



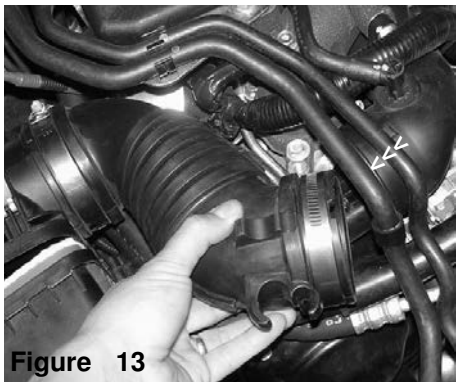
Pull and lift the metal latches from the air box cleaner as shown above.



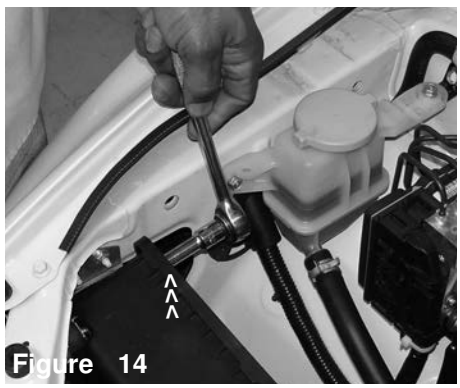
The metal latches attached to the upper air box cleaner is detached from the lower air box cleaner.



Once you have removed the latches and loosened the clamp on the air inlet tube, continue to pull upper air box from the lower air box cleaner.



Pull the the rubber air intake duct from the air inlet tube. Remove the upper air box cleaner and air duct from the engine compartment.



Loosen and remove the upper 10mm nut holding the lower air box cleaner to the stock vibra-mount.


Figure 15

Loosen and remove the second 10mm bolt located behind the air box cleaner.

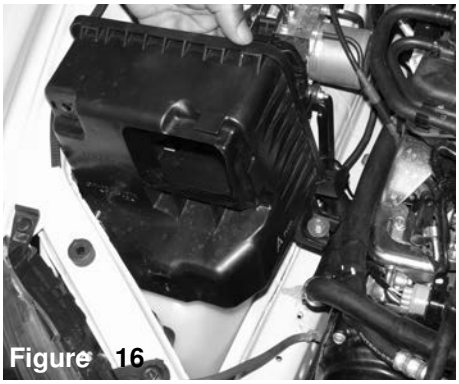


Figure 16

Once you have removed the two 10mm bolts, continue to pull the lower air box cleaner out of the engine compartment.


Figure 17

The resonator box is part of the air box cleaner and will come out in one unit.

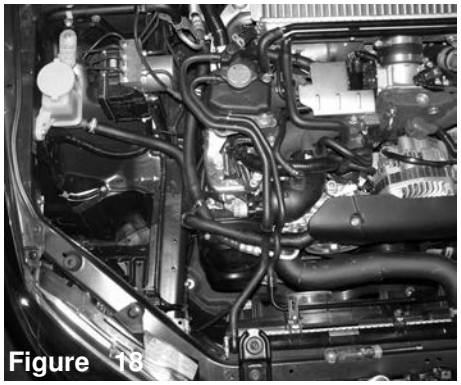


Figure 18

The air box cleaner and air intake duct is now pulled out of the engine compartment.


Figure 19

The stock vibra-mount is also removed from the bracket on the fender wall.


Figure 20

The 2 3/4" straight hose is pressed over the air inlet tube, two power bands are placed over the hose. The clamp over the air inlet tube is tightened.


Figure 21

The 2 3/4" straight hose is pressed over the air inlet tube, two power bands are placed over the hose. The clamp over the air inlet tube is tightened.


Figure 22

Cut the 18" vinyl trim into two strips, one at 13" and the other to 5". Press the 13" strip along the lower edge of the heat shield as shown above.


Figure 23

Press the 5" strip along the panel with the shorter radius.

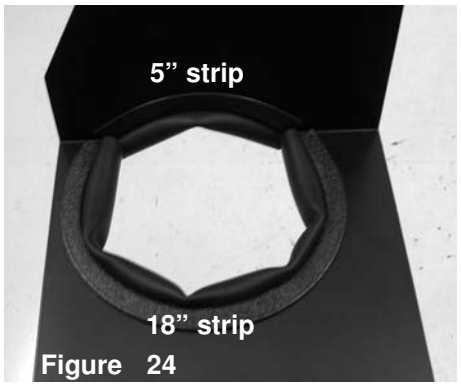


Figure 24

The vinyl trim is now installed.

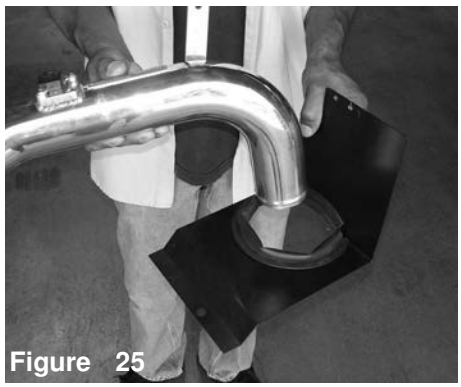


Figure 25

The intake is aligned and inserted into heat shield opening.

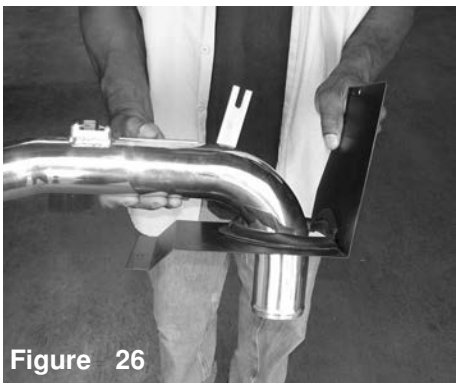
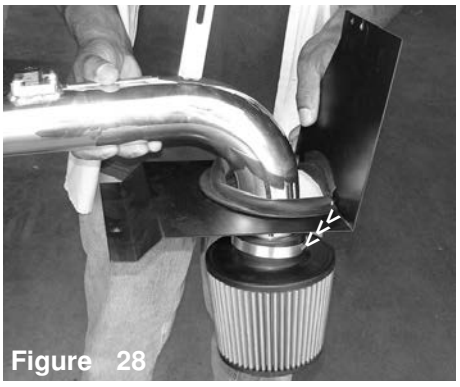


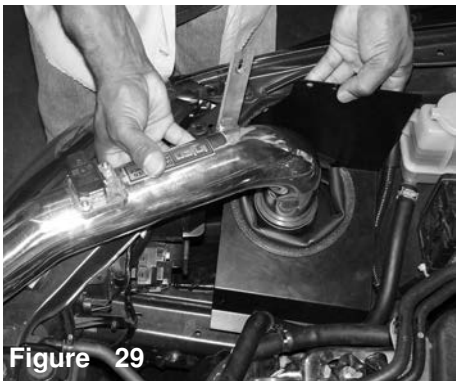
Figure 26

The intake is now lowered into the heat shield as shown above.

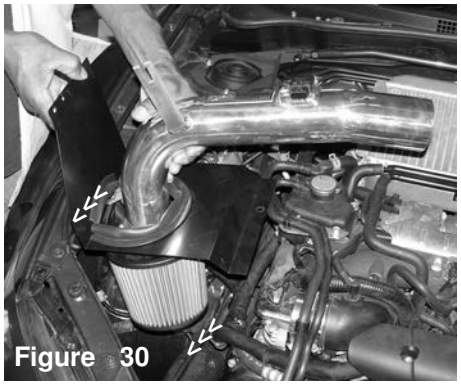
The filter is aligned to the intake opening.



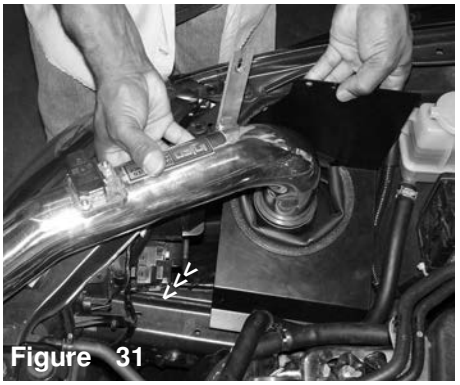
Once the filter has been pressed on to the intake, continue to tighten the filter neck clamp.



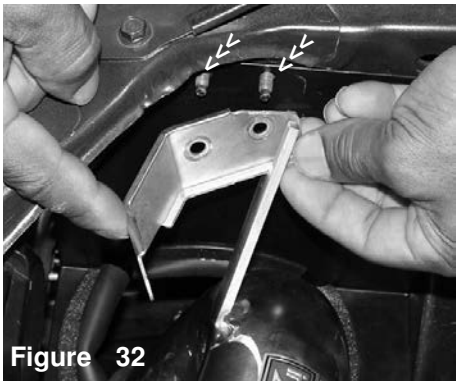
The assembled intake and heat shield are lowered into the engine compartment.



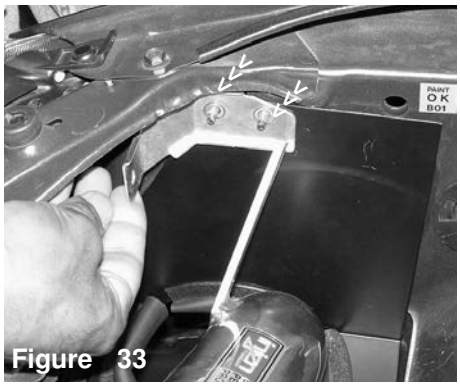
The filter is lowered into the bumper opening while the heat shield is aligned to the fender well and the lower frame.



Shot of the heat shield step aligned to the lower frame.

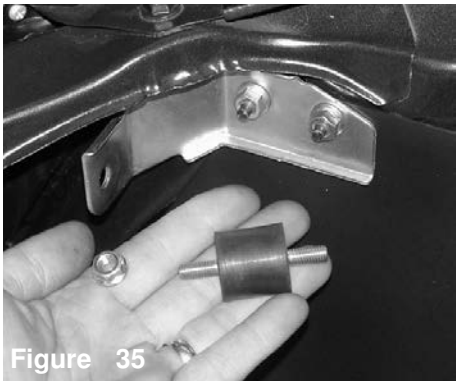


The heat shield holes are inserted over the fender well studs and the stock bracket is re-attached.

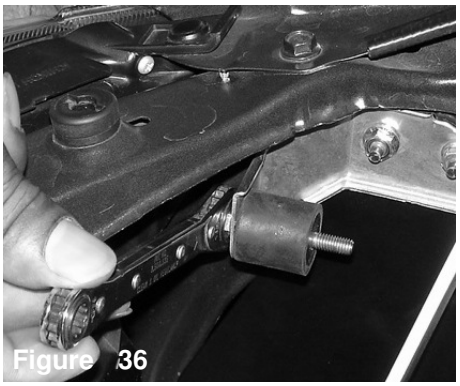


The stock air box bracket is aligned to the two studs.

The stock nuts are used to attached the bracket to the new heat shield.



The new vibra-mount, m6 flange nut and fender washer are fastened to the bracket. Note: fender washer is not shown above, place the fender washer behind the bracket then use the m6 flange nut.



An open end wrench is used to tighten the nut over the vibra-mount.

The intake is aligned to the plastic air inlet tube.

The outlet end of the air intake is inserted into the straight hose located on the air inlet tube.


Figure 39

The intake bracket is aligned to the vibra-mount stud.


Figure 40

The m6 flange nut and fender washer is used to fasten the intake bracket to the vibra-mount stud.

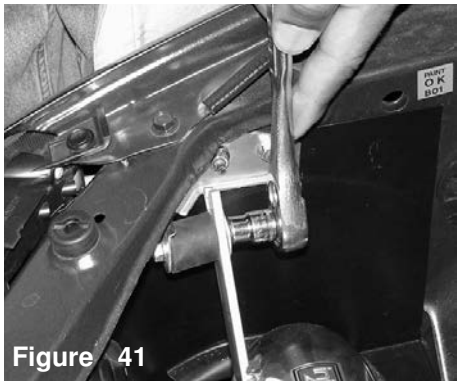


Figure 41

A 10mm socket is used to tighten the m6 flange nut.

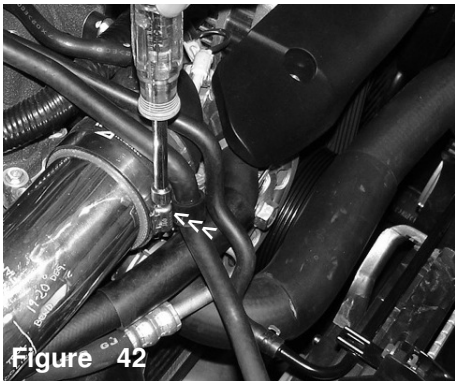


Figure 42

Once the intake has been properly aligned, continue to semi-tighten the power clamp.

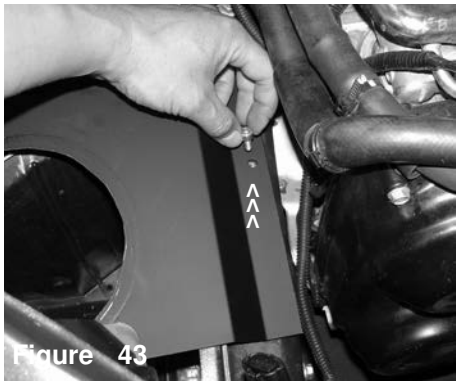


Figure 43

The heat shield bolt hole on the step side is lined up to the pre-tapped hole in the frame. Use the m6 x 12mm bolt in the kit to secure the heat shield.

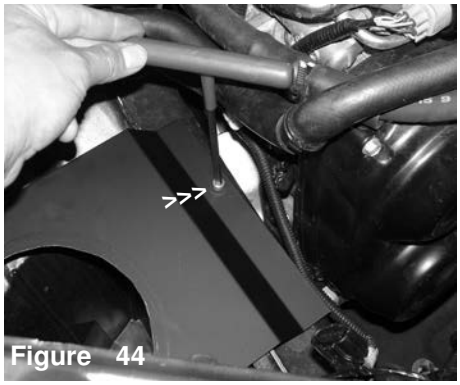


Figure 44

An allen wrench is used to tighten the bolt on the heat shield.

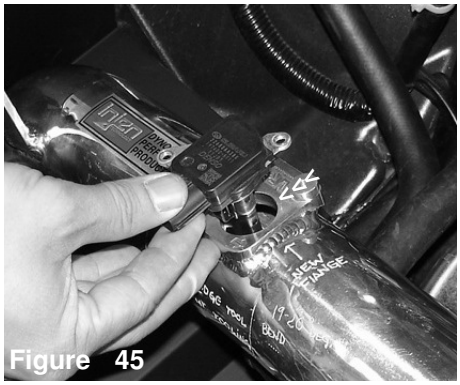


Figure 45

The mass air flow sensor is carefully inserted into the machined sensor flange. Use a dab of light oil around the O-ring to prevent it from kinking or tearing.

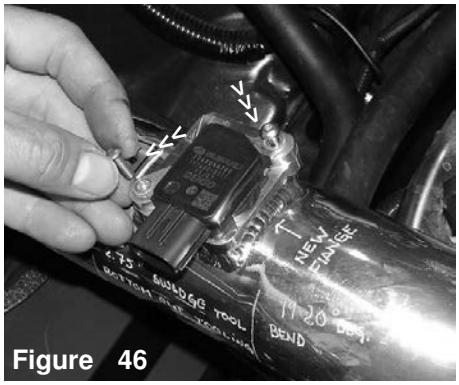


Figure 46

The stock screws are used to fasten the mass air flow sensor to the machined sensor adapter.

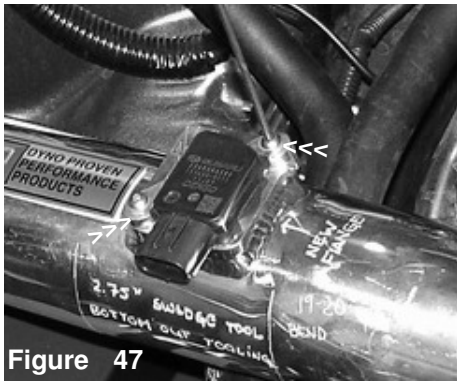


Figure 47

An allen wrench is used to tighten the stock screws on the mass air flow sensor.

Figure 48

The electrical sensor harness is pressed over the mass air flow sensor until it snaps in place.

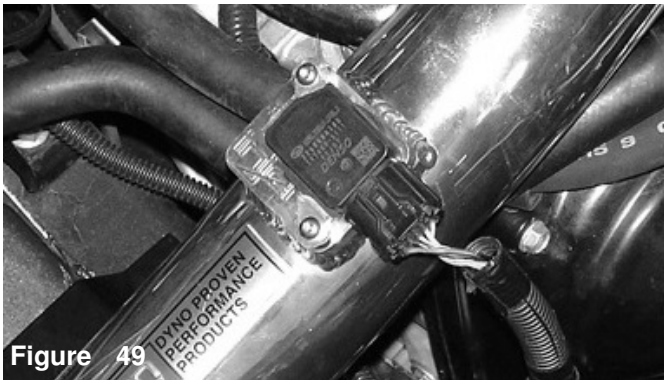


Figure 49

The electrical harness is firmly connected on the mass air flow sensor.


Figure 50

Congratulations! You have just completed the installation of the best cold air intake on the market. Periodically, check the fitment of the intake, normal wear and tear on the engine may cause shifting of the intake system that may cause damage to the intake.


Figure 51

Coming soon, the SES1204FMGT- Large front mount intercooler with a replacement bumper support and intercooler piping.


Figure 52

The SES1204FMGT comes with the upper intercooler piping.


Figure 53

Injen Technology, will soon be releasing the most aggressive axle-back system on the market. While adding 16 H/P to your STi, this system features the first 4" quad titanium tips with rolled edge that adds strength. The tips come with classic burnt blue process on the end of the tips that will make you the envy of the road.

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.