Buy products from authorized and licensed manufacturers using any of our patented processes, beware of cheap knock-offs, look for our licensing logo.

MR Technology Step down process:

1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Patent# 7,359,795

2- Calibration Device for Air Intake Tracts for Internal Comustion Engines. patented

3- Calibration Method and Device for Air Intake Tracts having Air Fusion Inserts patented

Injen is the first and only intake manufacturer that tunes and controls air/fuel ratios, short/long term fuel trim levels using the MR step down process, Air Fusion and built-in air intake horns.

Part number SP1390
2010-12 Hyundai genesis 3.8L V6
Coupe ONLY
The only intake with MR Tech & Air Fusion

1- 2 piece Cold air intake pipe	
1- 3 1/2" **Injen/AMSOIL** Ea nano-fiber Performance Dry Fitler	(#1021)
1- 3.875" straight hose	(#3132)
1- 3 1/2" x 3 3/4" step hose	(#3133)
1- 3 1/4" x 3 1/2" step hose	(#3124)
1- 1 1/8"X3" straight hose	(#3109)
1- 7" - 4mm vacuum hose	(#3104)
3- Power Bands .056/.412	(#4005)
3- Power Band .064/.462	(#4006)
2- Hose clamps .020	(#4001)
1- m6 vibra-mount	(#6020)
1- m6 flange nut	(#6002)
1- fender washer	(#6010)
1- molded washer bottle	(#6084)
1- Upper washer bottle brkt.	(#20100)
1- 1/8" coupler	(#8007)
3- m6 x 12mm hex bolts	(#6056)

Note:
The C.A.R.B Exempt sticker must be attached under the hood in a place where it is easily visible to an emissions inspector.

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/AMSOIL performance filter. The use of any other filter or part will void the warranty and CARB exemption number.

Note: The installation of this cold air intake does require mechanical skills. Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult. In addition to removing the bumper, you will also have to remove the air resonator box, battery and tray when beginning this installation. **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

Now equipped with "Air Fusion" Patent pending

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

Figure 1


Figure 2

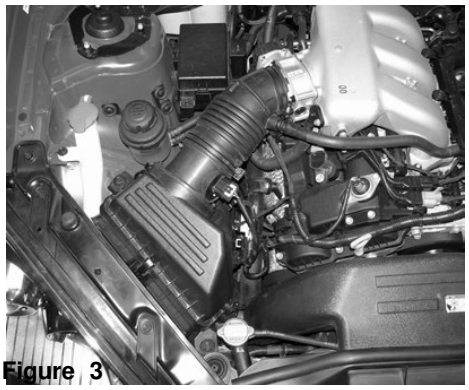


Figure 3

Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.

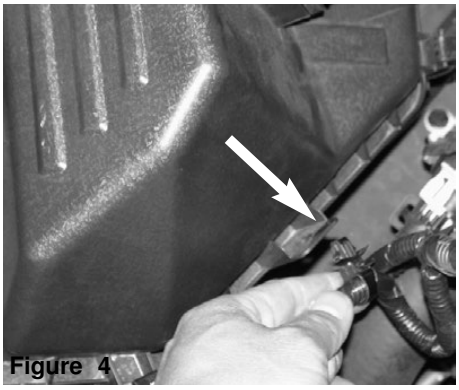


Figure 4

Remove the plastic cliip holding the harness to the side of the air box cleaner.


Figure 5

depress the tab on the electrical harness and gently pull on the harness clip.

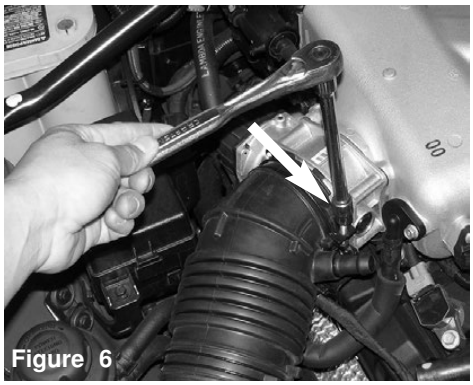


Figure 6

Loosen the clamp on the air intake duct as shown above.

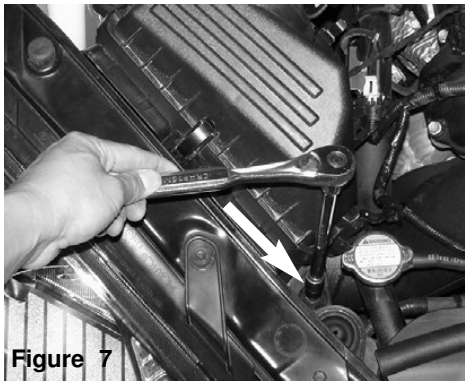


Figure 7

The first bolt in front of the air box cleaner is loosened and removed.

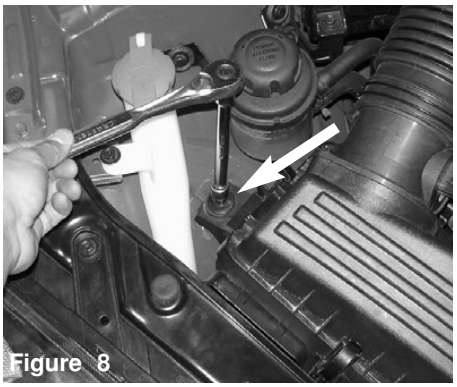


Figure 8

The second m6 bolt located by the wheel welll is loosened and removed from the air box cleaner.

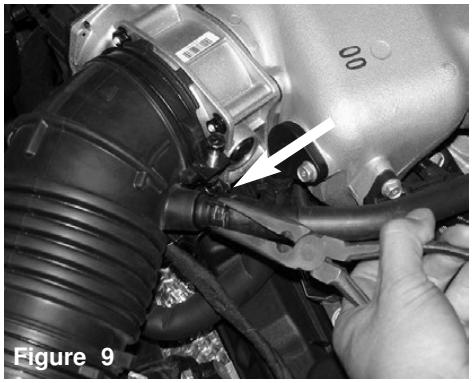


Figure 9

The tension clamp on the crankcase vacuum line is compressed and pulled back, this will allow you to remove the hose from the air duct port.

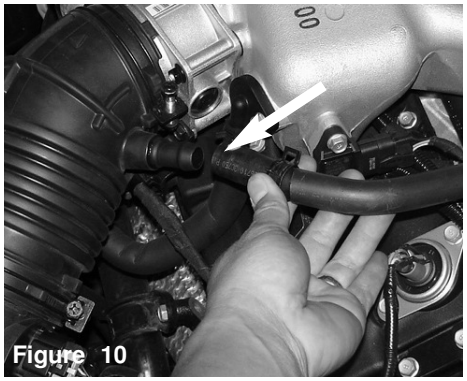


Figure 10

The crankcase vacuum hose is now removed from the air duct port.

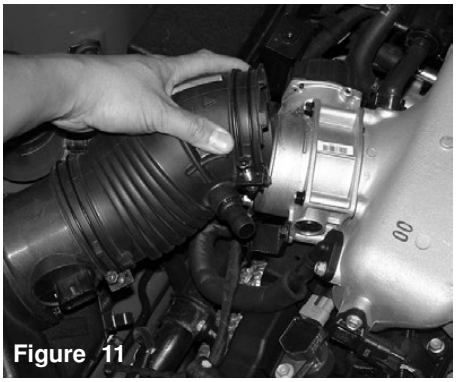


Figure 11

The air intake duct is pulled off of the throttle body as shown above.


Figure 12

The entire air box and air duct is now ready to be pulled out of the engine compartment.


Figure 13

View of the stock air intake box and air intake duct.

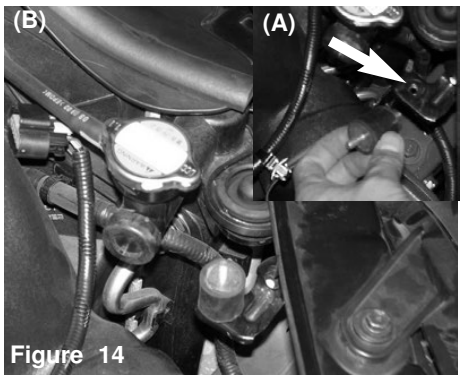


Figure 14

The vibra-mount is aligned to the air box brace(A) the vibra--mount is now screwed into the brace (B).


Figure 15

Loosen all 6 screws located in each plastic pin until you are able to pull the entire pin out.


Figure 16

The first screw is loosened prior to being pulled out.

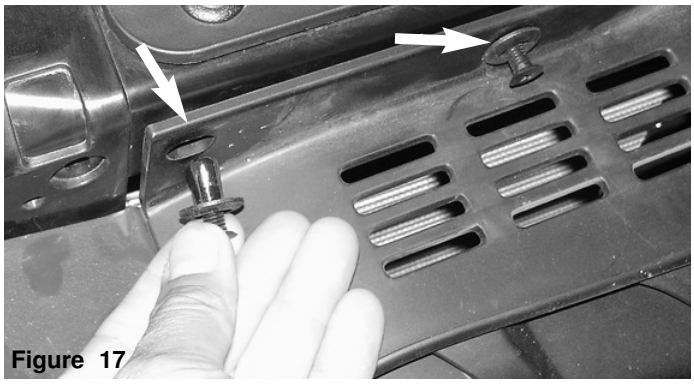


Figure 17

Once you have loosened all screws, continue pulling all 6 plastic pins


Figure 18

Remove the splash guard screw located over the passenger side wheel, repeat step on the driver side wheel.


Figure 19

Remove all four bottom screws holding the mudd guard to the lower bumper as a


Figure 20

The bump is now ready to be partially pulled away from the car frame, the fog light harness will need to be disconnected.


Figure 21

The fog lamp electrical harness is now disconnected from the lamp. **Note:** Not all vehicles are equipped with fog lamps, proceed to the next step if your car does not have fog lamps.

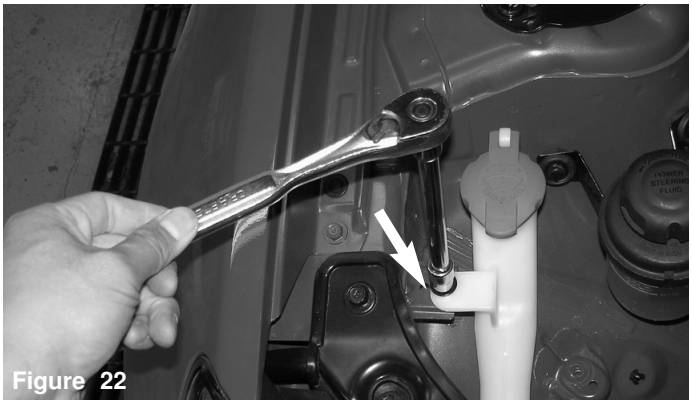
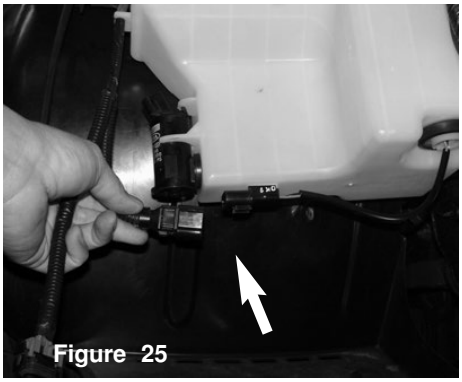


Figure 22

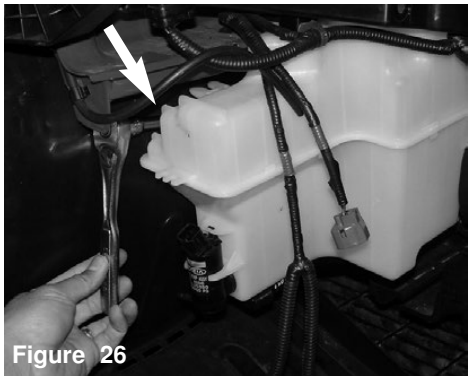
The bolt holding the spout to the fenderwell bracket is removed.

Now that the bumper has been removed, continue removing the water bottle. Start by removing the water line connected to the motor.

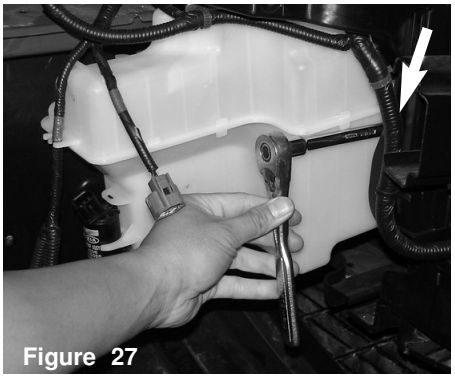
Remove the electrical harness clip from the top of the motor.



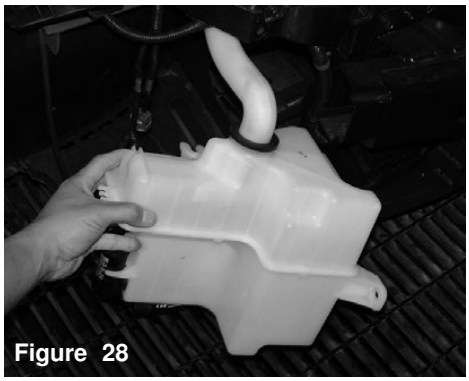
Disconnect the electrical harness clip connected to the level sensor.



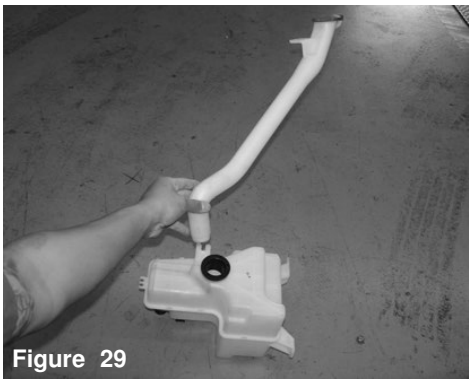
The first bolt securing the reservoir bottle to the frame is loosened and removed.



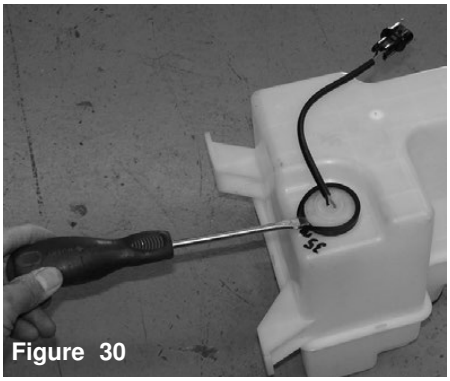
The second bolt is also removed as shown above.



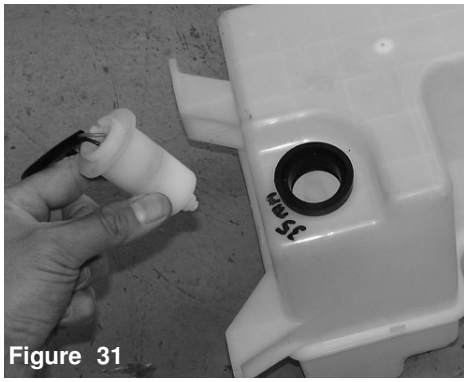
Once you have removed both bolts, continue to pull the entire reservoir bottlefrom the corner bumper.



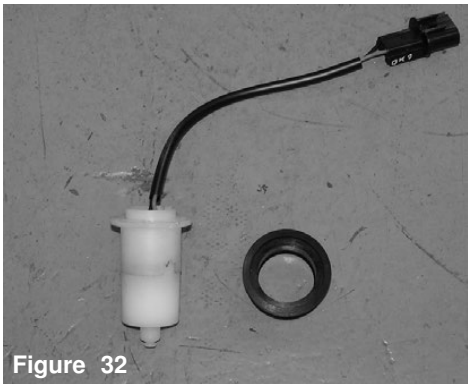
The long spout is pulled out of the grommet.



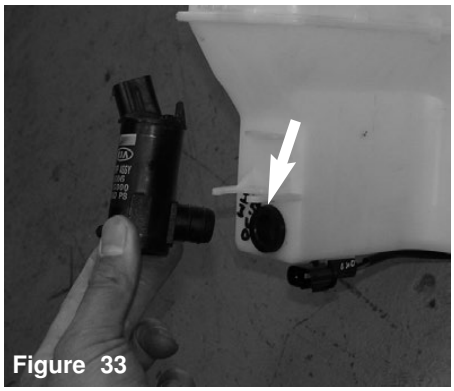
Using a flat head screwdriver, pop the level sensor out of the bottom grommet. Once you have dislodged the sensor continue to pull the motor out.



The level sensor is pulled out of the grommet. The grommet is now pulled out of the reservoir bottle.



Thelevel sensor and grommet is separated from the reservoir bottle to be used later in the instructions.



The motor pump is now dislodged from the grommet as shown above. The grommet is also removed from the reservoir bottle.

The motor pump and grommet is also separated from the reservoir bottle.

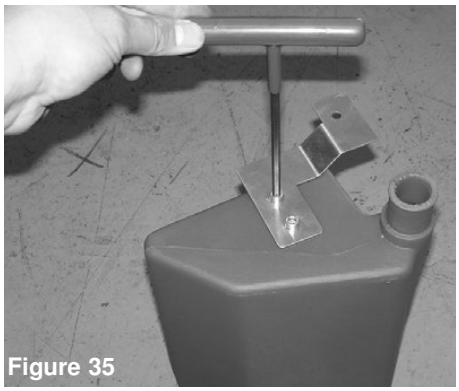


Figure 35

The bracket is aligned to the new reservoir bottle and the two m6 bolts are used to secure the bracket to the reservoir bottle.

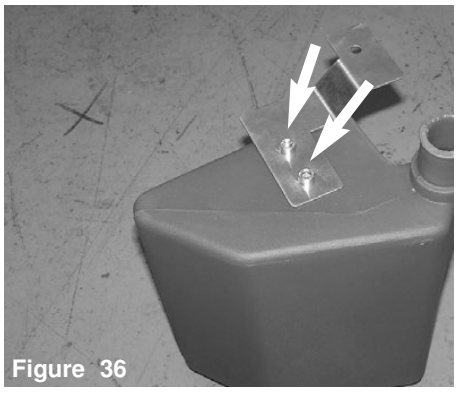


Figure 36

The bolts have been fastened over the bracket as shown above.

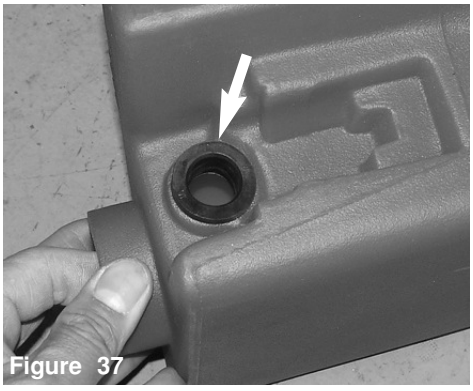


Figure 37

The factory grommet is aligned to the reservoir bottle and pressed into the pre-drilled hole.

Figure 38

The motor pump is now ready to be inserted into the new reservoir bottle.

Figure 39

The largerer stock grommet is pressed into the large pre-drilled hole.

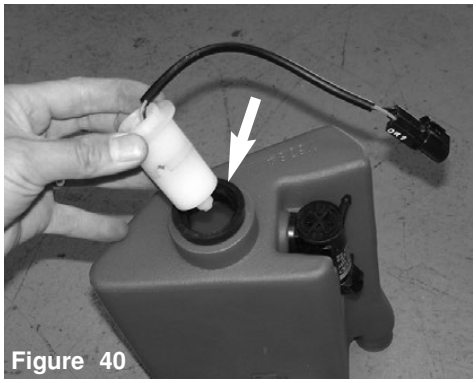


Figure 40

Once you have adjusted the large stock grommet to the bottle, continue to insert the sensor motor into the grommet.

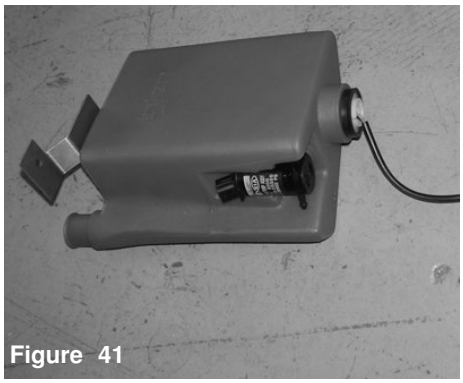


Figure 41

The reservoir bottle is now assembled and ready for the stock spout.

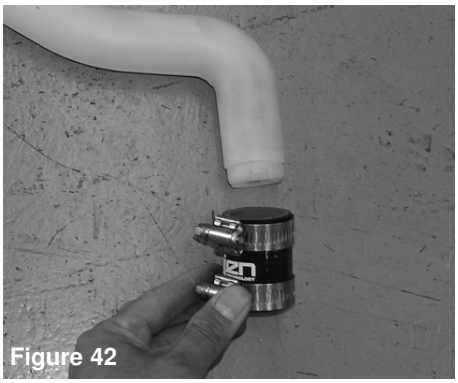


Figure 42

The 1 1/8" straight hose is aligned over the lower end of the spout.

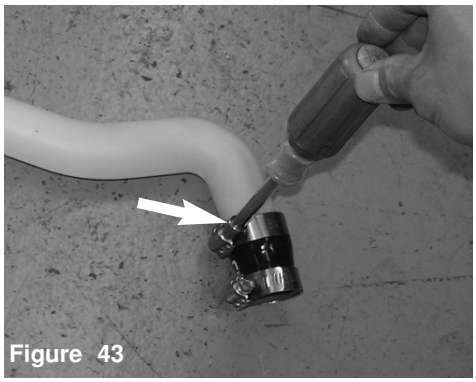


Figure 43

Once you have aligned the hose to the spout, continue to press the hose over. Tighten the clamp laying over the spout as shown above.

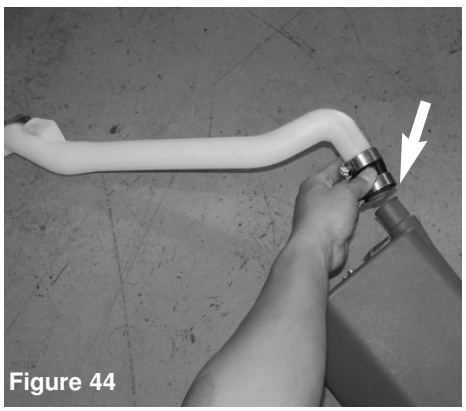


Figure 44

You are now ready to insert the stock spout over the reservoir bottle.

Figure 45

Align the spout in the correct position prior to installing the reservoir bottle.

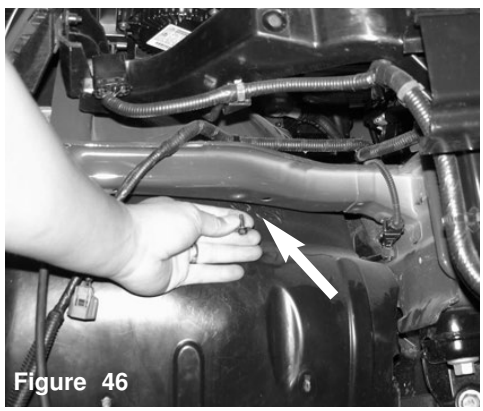
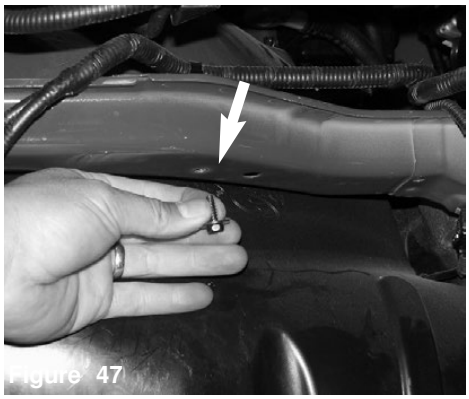
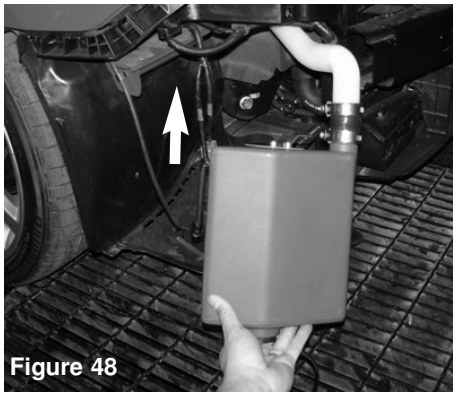


Figure 46

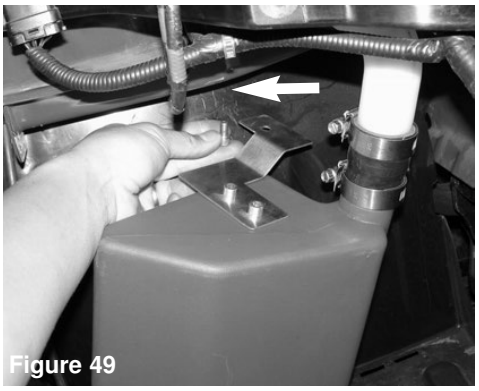
Use an T5 torx to remove thefactory T5 Torx bolt located in front crossmember underneath the headlight on the passenger side.



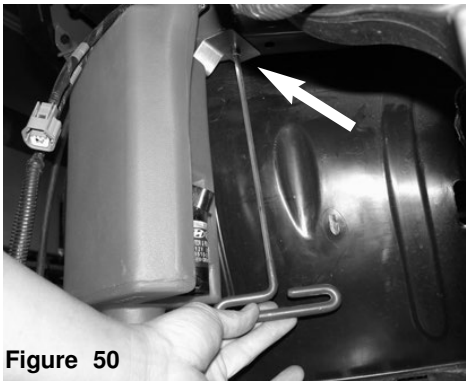
Close look at the factory T5torx bolt as its being removed



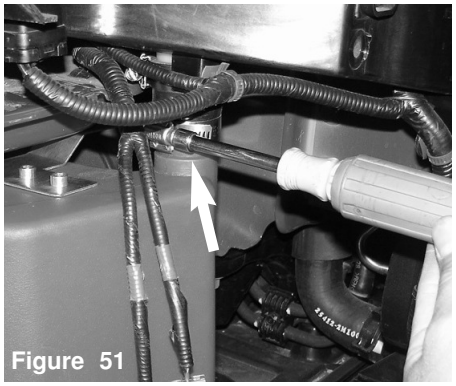
The assembled reservoir bottle is inserted into the bumper area to be installed.



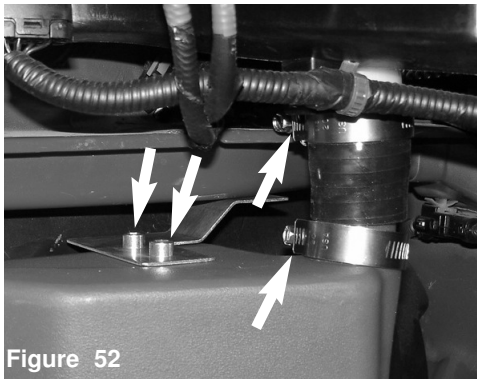
The new reservoir bottle is raised into position as the bracket is lined up to the pre-tapped hole where the m6 bolt was removed from the crossmember.



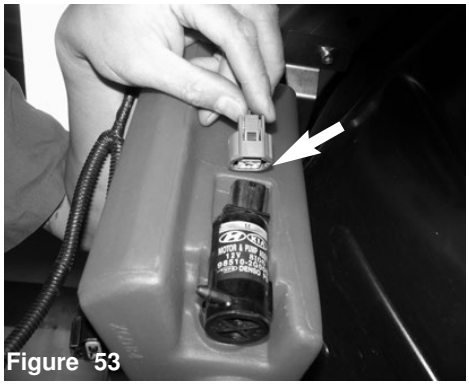
An 5mmallen is used to tigthen the m6 torx head bolt.



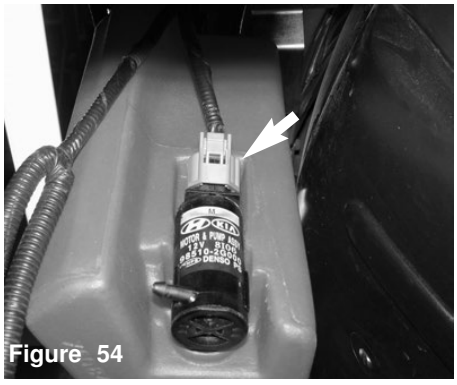
Once you have adjusted the reservoir bottle and stock spout, continue to tighten the hose clamp.



All clamps and bolts are installed and tightened on the reservoir bottle and spout.

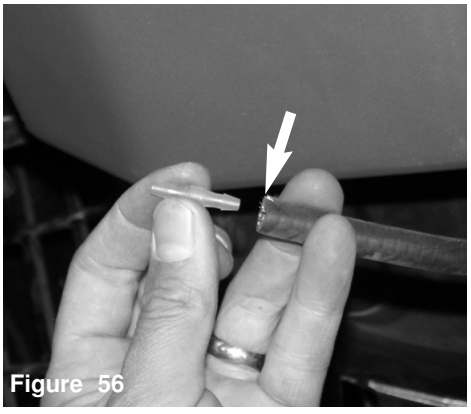


The electrical harness clip is lined up to the motor pump to be installed.

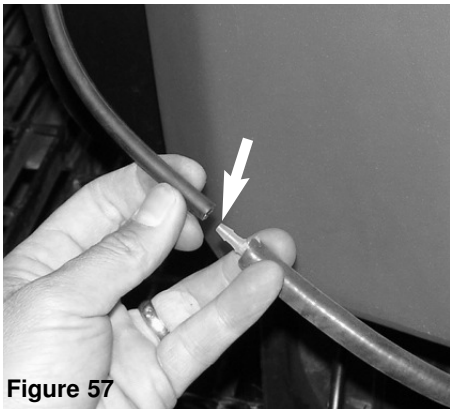


The electrical harness is pressed onto the motor pump until it snaps in place,

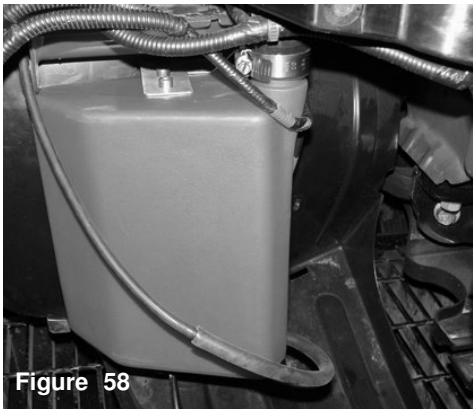
The 4mm extension hose supplied is pressed over the motor port.



The 1/8" coupler is inserted into the end of the 4mm hose extention.



The 1/8" is inserted into the 4mm extension hose and the stock water hose is pressed over 1/8" coupler.



The 4mm extension hose and coupler is now installed.

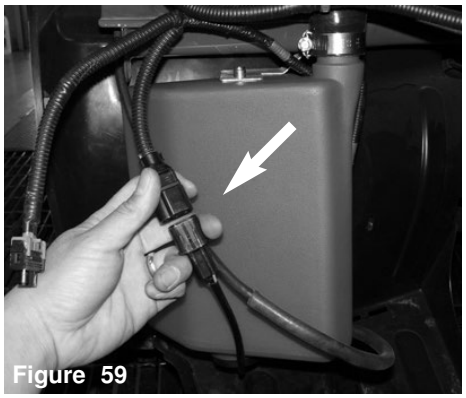


Figure 59

The level sensor harness are aligned as shown above.

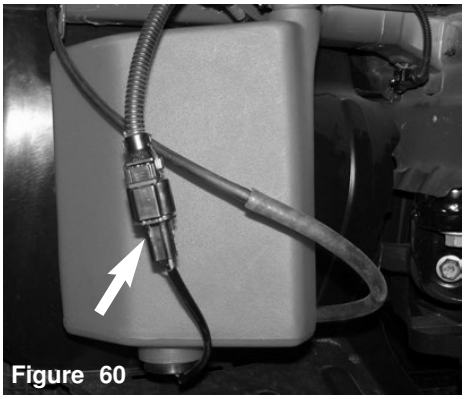


Figure 60

The electrical sensor harness are pressed together until they have snapped together in place.

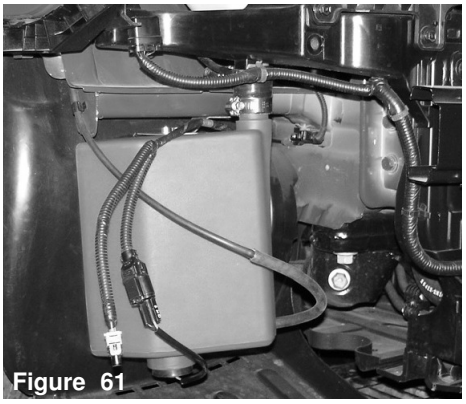


Figure 61

The new reservoir bottle is now installed.


Figure 62

The reservoir bottle spout is fastened once again to the fenderwell brace, the stock bolt is used.

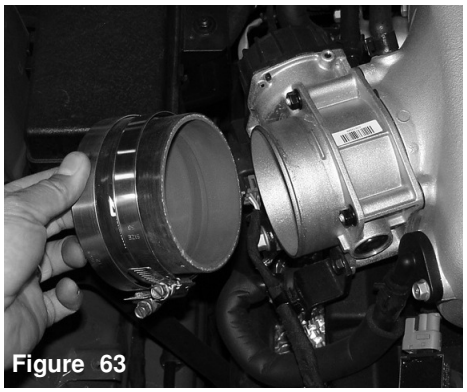


Figure 63

The 3 1/4" x 3 1/2" siicone step hose is pressed over the throttle body. The 3 1/4" end is pressed over the throttle body. The .056 and .064 clamps are used on the step-hose.

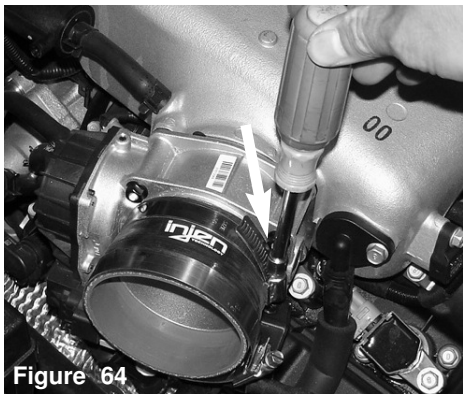


Figure 64

The clamp over the throttle body is tightened.

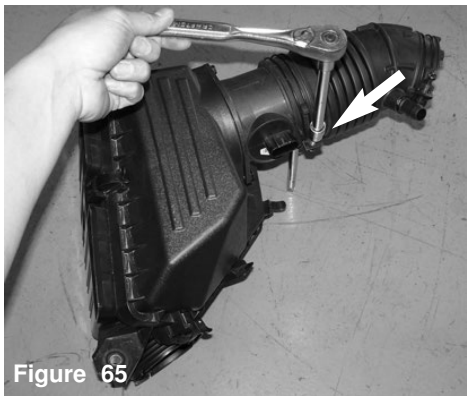


Figure 65

The clamp over the air duct is loosened and the air duct is removed.

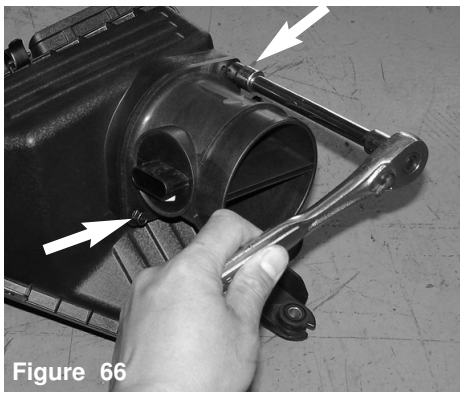


Figure 66

The two bolts are loosened and removed from the mass air flow sensor attached to the air box cleaner.


Figure 67

Once you have removed the bolts, continue to detach the mass air flow sensor.

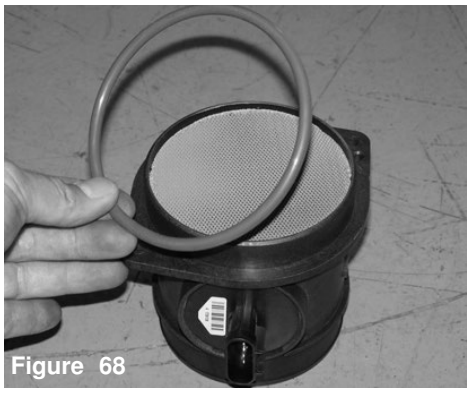


Figure 68

The O-ring is removed from the mass air flow sensor.


Figure 69

One .064 clamp and one .056 clamp are placed over the 3 3/4" x 3 1/2" step hose and pressed over the mass air flow sensor.

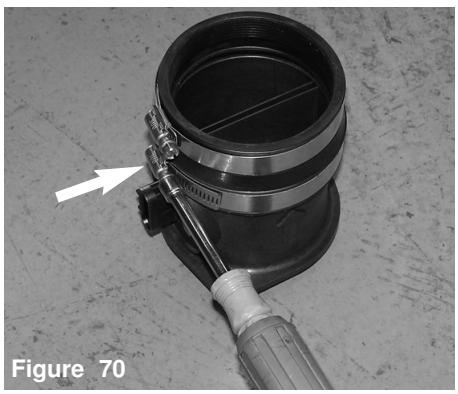


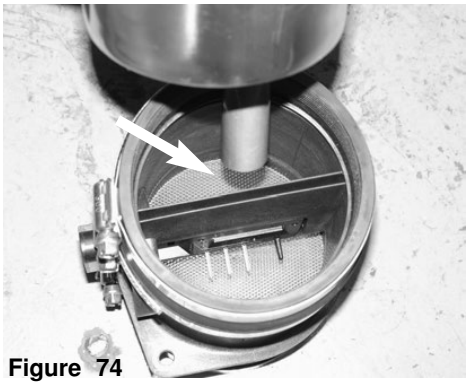
Figure 70

The clamp placed over the mass air flow sensor is tightened at this point.

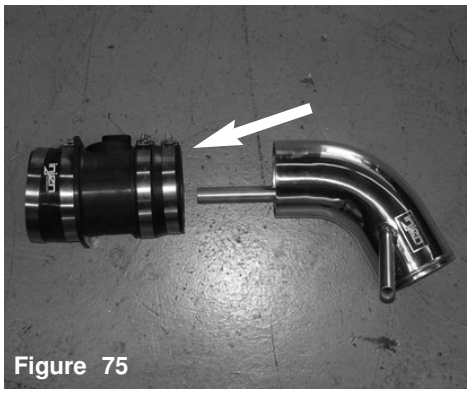
The two .064 clamps are placed over 3 7/8" straight hose and the hose is pressed over the other end of the mass air flow sensor.

The clamp sitting over the mass air flow sensor is tightened as shown above.

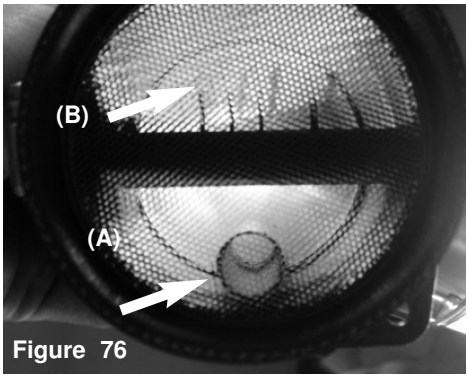
The step-hose, straight hose and mass air flow sensor are now assembled.



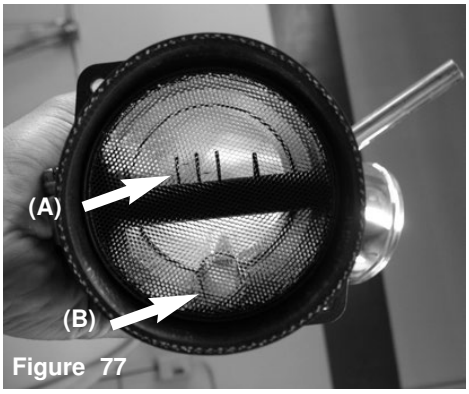
Important: When inserting air fusion tube into the mass air flow sensor step-hose, the air fusion tube MUST BE inserted into the un-metered side



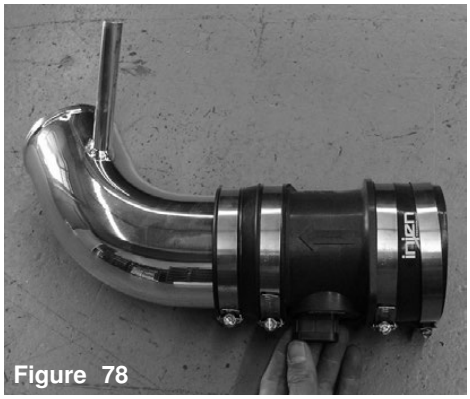
The primary intake is pressed into the air sensor step hose with the air fusion tube inserted first.



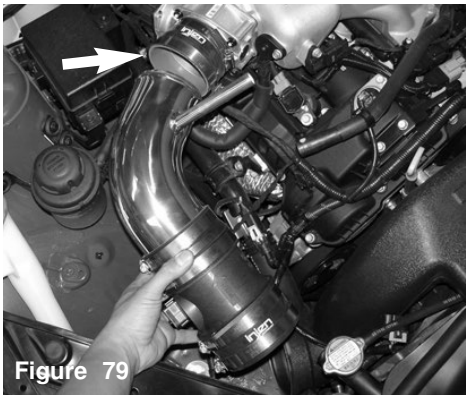
As the air fusion tube is inserted into the mass air flow sensor, the tube is placed on the UN-METERED SIDE of the MAF sensor (A) The sensor filaments are shown above (B).



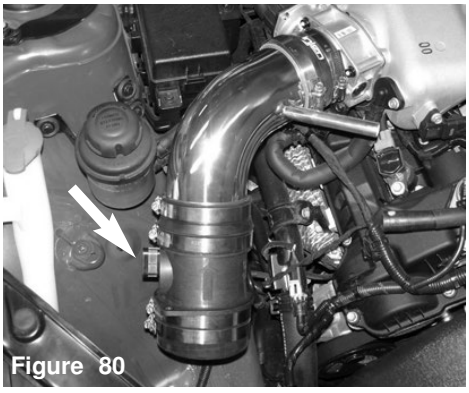
The primary intake is installed in the mass air flow sensor. The sensor filaments (A) are shown above the Air Fusion Tube (B).



The primary intake and mass air flow sensor are assembled.



The assembled primary intake is lowered into the engine compartment and line up to the throttle body hose.



The primary intake is inserted in the step hose with the mass air flow sensor pointing downward and the MAF sensor harness plug pointing towards the left.

The secondary intake is lowered into the bumper area while aligning the bracket to the vibra-mount stud.

As the secondary intake is aligned the intake bracket is sitting flush over the vibra-mount stud.

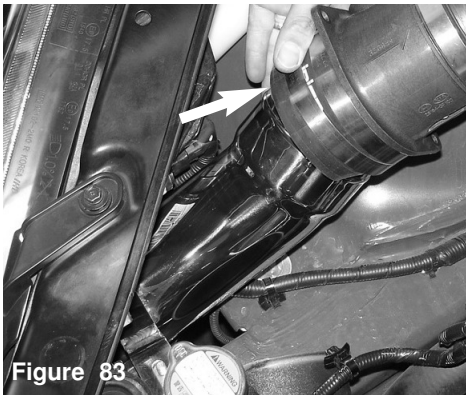


Figure 83

Once you have lined up the bracket to the vibra-mount stud, continue to insert the upper end into the sensor 3 7/8 straight hose.

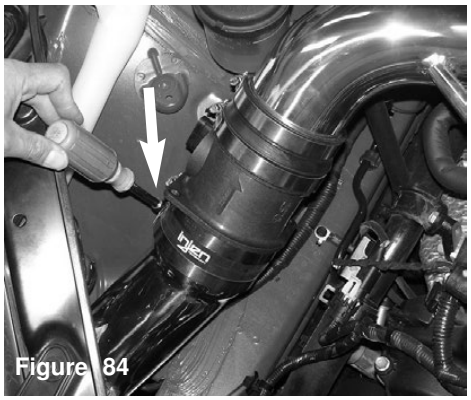


Figure 84

Once you have aligned the intake, continue to tighten the clamp over the secondary intake.

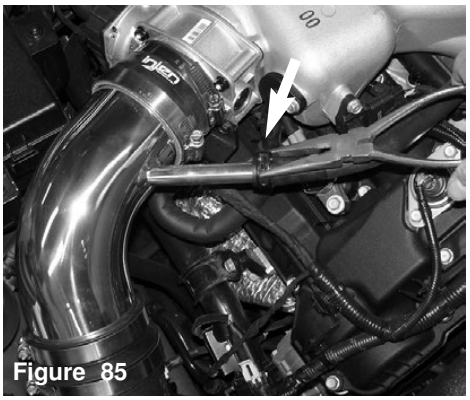


Figure 85

The crankcase hose clamp is compressed and the hose is slipped over the intake port.

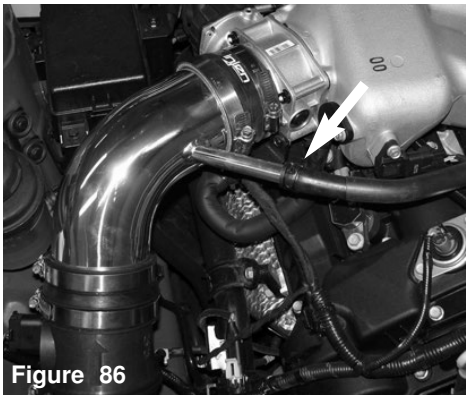


Figure 86

The crankcase vacuum hose is installed over the intake port.

Figure 87

The electrical harness clip is lined up to the mass air flow sensor (A) the electrical harness clip is pressed over the sensor until is snaps in place (B).

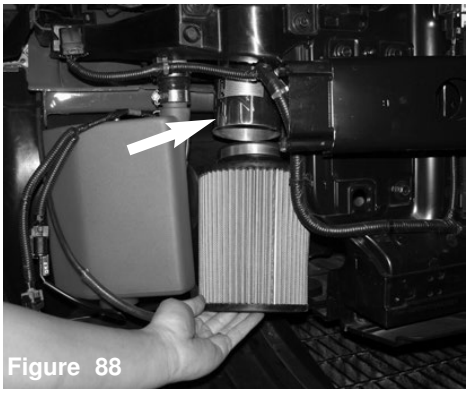


Figure 88

The Injen/AMSOIL dry filter is lined up to the end of the intake. The filter neck s pressed over the intake until it comes to rest against the filter stops.


Figure 89

When the filter stops come to rest against the intake end, continue to tighten the filter clamp. Once you have aligned intakenand made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps. Now you are ready to reinstall the bumper, repeat steps 15-21 in reverse.


Figure 90

Congratulations! You have just completed the installation of the best cold air intake system you'll ever buy. Periodically, check the fitment and alignment for any shifting that could cause damage to the intake.

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 mainentance 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.