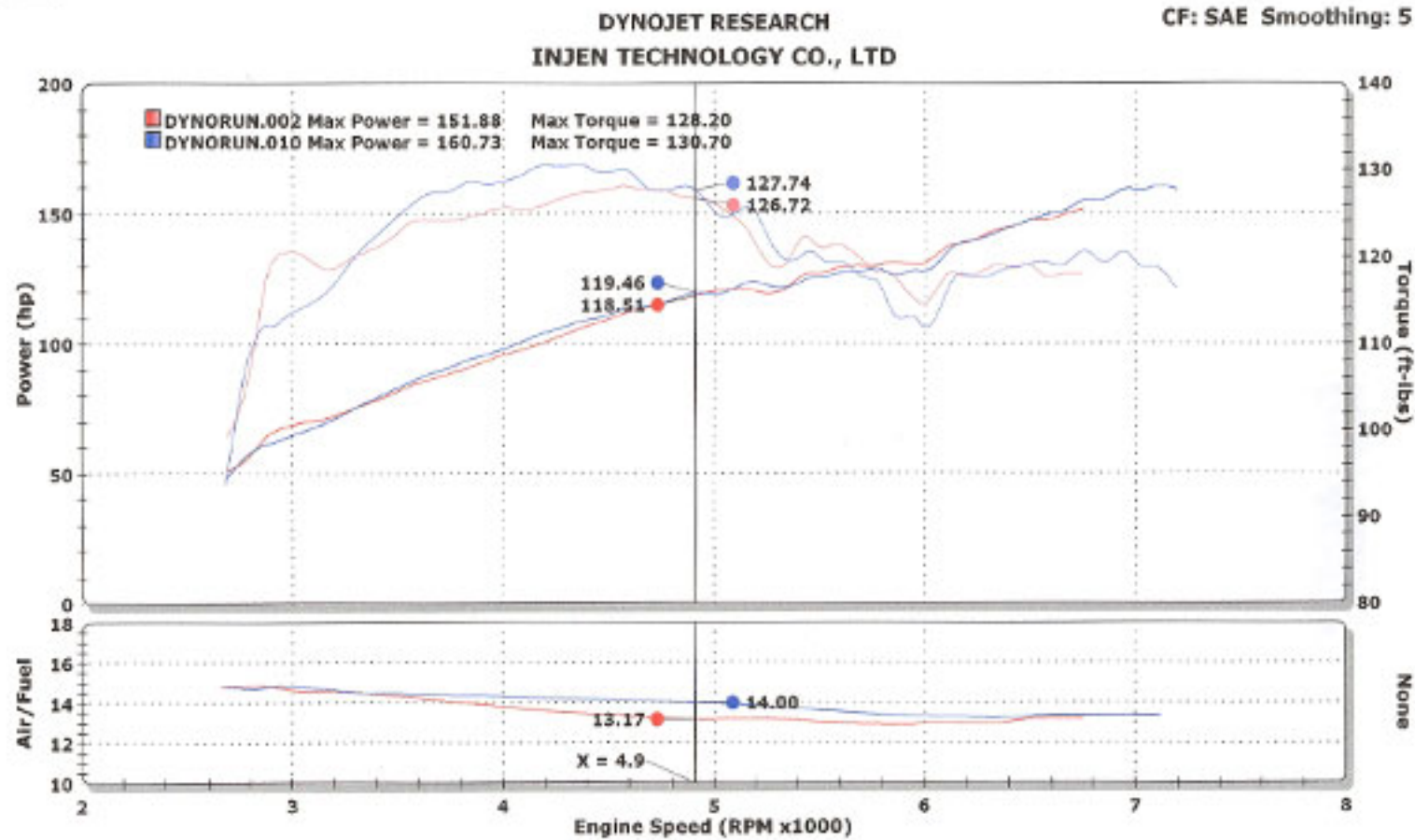


■ DYNORUN.002 - BASELINE - Run Conditions: 77.90 °F, 29.11 in-Hg, SAE: 1.02  
■ DYNORUN.010 - WITHOUT MR TECHNOLOGY - Run Conditions: 79.93 °F, 29.15 in-Hg, SAE: 1.02



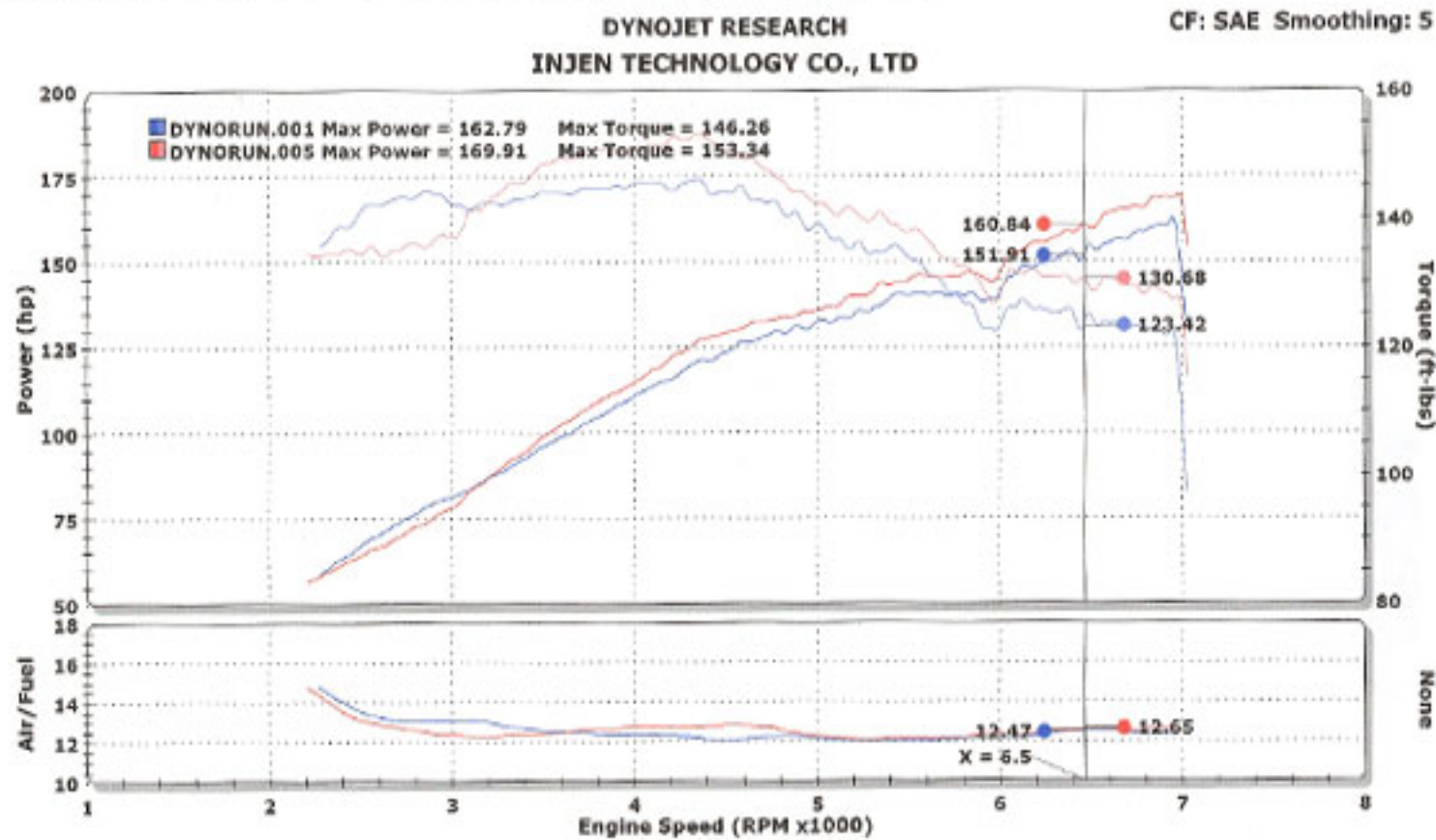
**MR Technology "The world's first tuned intake"**

■ DYNORUN.002 - BASELINE - Run Conditions: 77.90 °F, 29.11 in-Hg, SAE: 1.02  
 Run Type: RO Date: 6/9/2005 11:15:20 AM  
 2005 ACURA TSX 6 SPD.

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■ DYNORUN.010 - WITHOUT MR TECHNOLOGY - Run Conditions: 79.93 °F, 29.15 in-Hg, SAE: 1.02  
 Run Type: RO Date: 6/9/2005 1:12:54 PM  
 2005 ACURA TSX 6 SPD.

■ DYNORUN.001 - BASELINE - Run Conditions: 67.88 °F, 29.23 in-Hg, SAE: 1.01  
■ DYNORUN.005 - SP1431 - Run Conditions: 72.45 °F, 29.27 in-Hg, SAE: 1.01



**MR Technology "The world's first tuned intake"**

■ DYNORUN.001 - BASELINE - Run Conditions: 67.88 °F, 29.23 in-Hg, SAE: 1.01  
 Run Type: RO Date: 10/26/2005 9:52:06 AM  
 2005 ACURA TSX 6 SPD.

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■ DYNORUN.005 - SP1431 - Run Conditions: 72.45 °F, 29.27 in-Hg, SAE: 1.01  
 Run Type: RO Date: 10/26/2005 10:46:34 AM  
 2005 ACURA TSX 6 SPD.

## MRtech1

This graph without the use of MR Technology, reveals a very unstable and lean air/fuel ratio while making high horsepower/torque gains.

## MRtech2

When MR Technology is implemented horsepower/torque gains are maximized while air/fuel ratio becomes stabilized. MR Technology tunes the intake system to within SAFE FACTORY LIMITS, making it the **THE WORLD'S FIRST TUNED INTAKE SYSTEM!**