



Part number SP1512
2009 Honda Fit 1.5 4 cyl.
Converts into a short ram

- 1- Three piece cold air intake
- 1- 2.75" Injen/AMSOIL (#1010)
Ea nano-fiber dry filter
- 1 2.50" straight hose (#3048)
- 1- Two bend silicone wrap hose (#3046)
- 3- power-bands **(.312)** .040 (#4003)
- 1- power-band **(.362)** .048 (#4004)
- 1- 7" -10mm vacuum hose (#3077)
- 1- m6 vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- 6 page Instruction

Hydro-shield sold for this application is X-1035



Tools used:

- 1- Phillips screw driver
- 1- Flat head screw driver
- 1- 8mm nut driver
- 1- 10mm socket
- 1- Ratchet
- 1- pliers

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 Intake System!"
Optimum performance, Factory safe air/fuel ratio.



Figure 1



Figure 2



Figure 3

Remove lower screws by the wheel well and the remaining plastic retaining clips. Once the plastic clips and screws have been removed, continue to slide the bumper off.



Figure 4

Loosen and remove the first bolt from the air box cleaner.



Figure 5

Loosen and remove the second bolt from the air box cleaner as shown above.



Figure 6

Remove the electrical harness clip from the mass air sensor.



Figure 7

Remove the upper green clip from the upper air box top.



Figure 8

Loosen and removed the two bolts that fastens the mass air flow sensor in place.



Figure 9

Once you have removed both bolts, continue to pull the mass air flow sensor out.

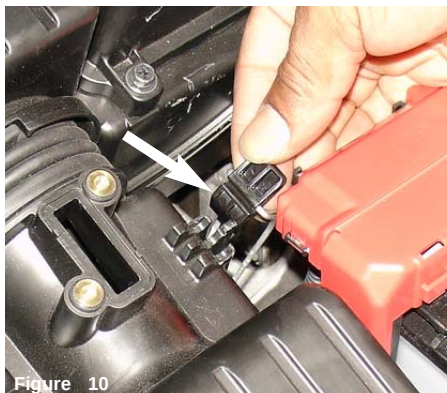


Figure 10

Remove the plastic clip on wire hinges located on the sensor housing facing the driver side.

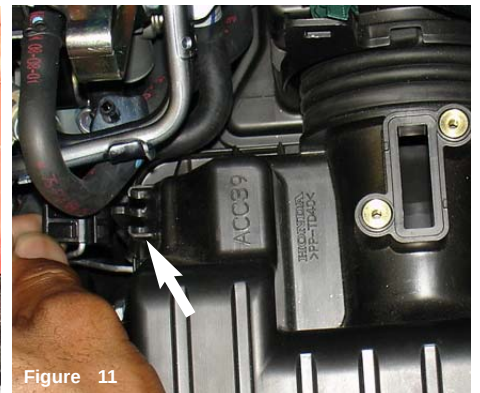


Figure 11

Remove the second plastic clip on wire hinges located on the sensor housing facing the passenger side.



Figure 12

The negative and positive battery terminals are loosened and removed.



Figure 13

The battery tie down nuts are loosened in order to unhook the battery rods.



Figure 14

once you have unhooked the tie down rods, the entire tie down is removed.



Figure 15

The battery is removed from the engine compartment.

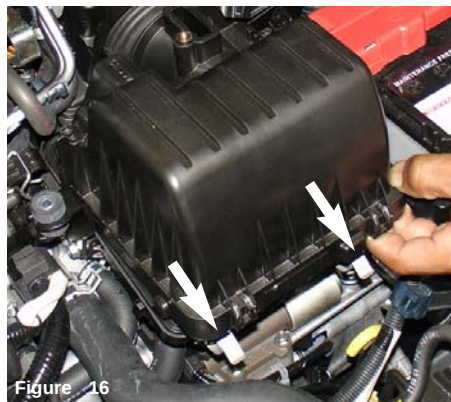


Figure 16

unhook both air box clips from the upper air box as shown above.

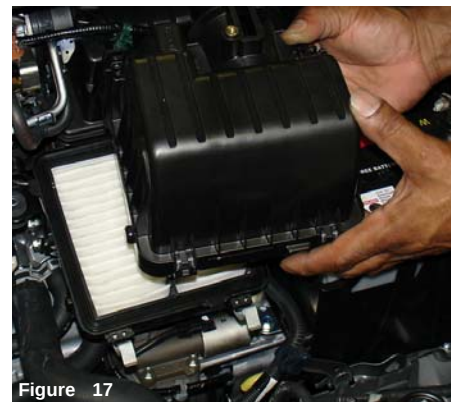


Figure 17

Once all wire clips have been removed continue to pull the top air box out from the engine compartment.

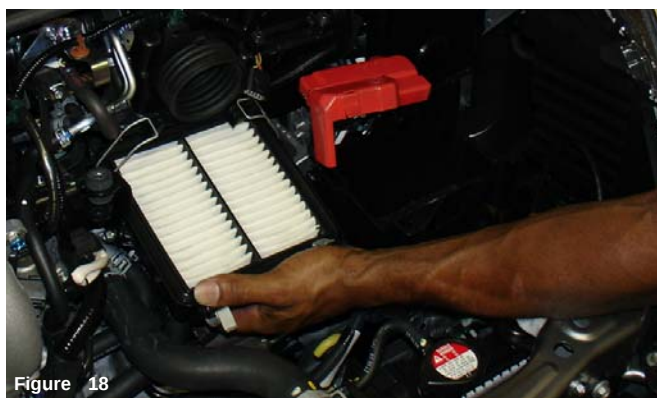


Figure 18

Remove the square air filter panel.



Figure 19

Loosen the throttle body clamp as shown above. The remaining air box is now pulled from the engine compartment.



Figure 20

The PCV vacuum hard line is pulled from the air box port.



Figure 21

The remaining air box is now pulled from the engine compartment.



Figure 22

Loosen and remove the m6 bolt that holds the battery case to the frame. The extended bracket is located behind the head lamp.

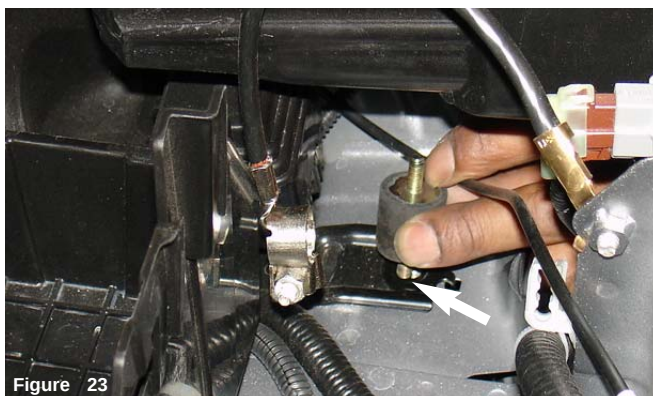


Figure 23

The vibra-mount is aligned and screwed in place of the m6 bolt removed.

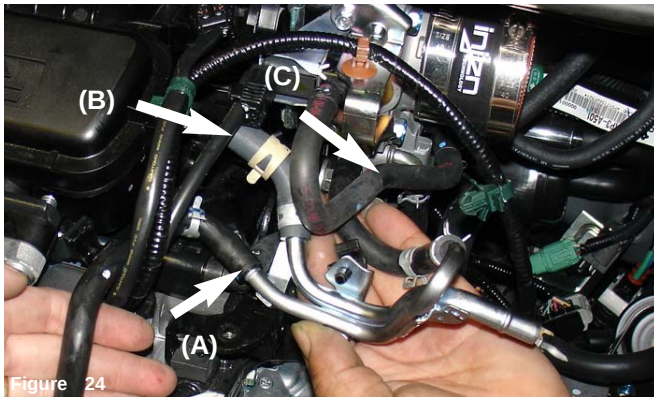


Figure 24
The PCV hard line to be removed: Lower coolant line (A), Crankcase hose coupler (B), upper intake manifold coolant port (C).



Figure 25
The lower coolant line is pulled from the PCV hard line.

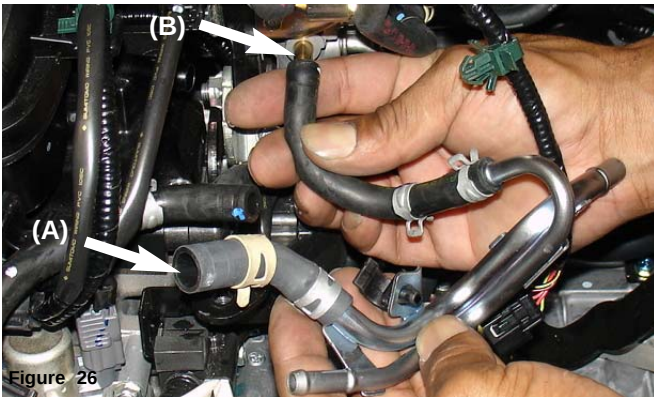


Figure 26
The breather hose coupler is pulled from the crankcase port (A). The line connected to the upper intake manifold port is also removed (B).



Figure 27
All lines have been removed or disconnected and the PCV hard line is now ready to be removed.



Figure 28
The existing lower coolant hose is used to bypass the PCV hard pipe. The stock hose is connected directly to the upper intake manifold port.



Figure 29
The stock hose is pressed over the upper intake manifold port as shown above.



Figure 30
The bolt holding the horn in place is removed. Once the bolt is removed, continue to remove the horn from the stock location.



Figure 31
Once the horn has been removed, continue to removed the nut holding the horn and bracket together. Separate the horn from the bracket.

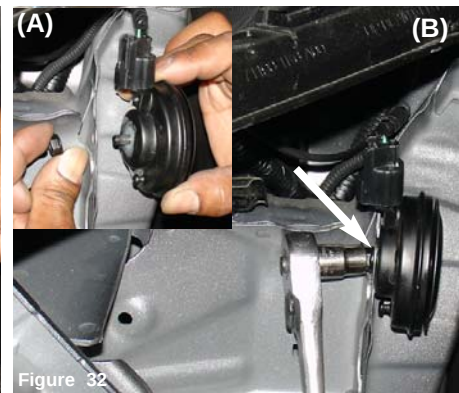


Figure 32
The horn is relocated on the front bumper frame as shown above (A), the stock nut is used to secure the horn in place (B).

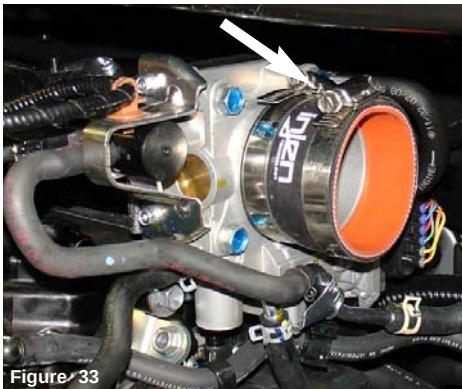


Figure 33
Press the straight hose over the throttle body and use two power-bands.



Figure 34
Press the primary intake into the throttle body hose as shown above, semi-tighten the power-band.



Figure 35
Press the 7" -10mm hose over the intake port.



Figure 36
The other end of the 10mm hose is pressed over the crankcase vacuum port.

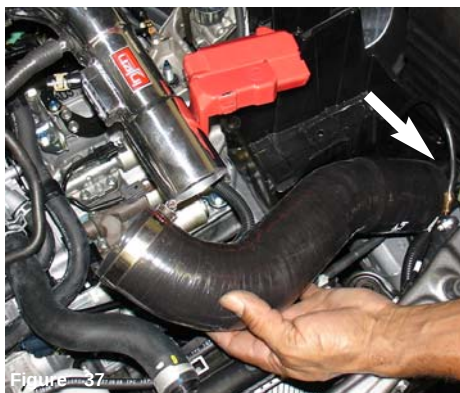


Figure 37
The silicone intake is inserted into the front bumper opening.



Figure 38
The silicone intake is pressed over the end of the intake.

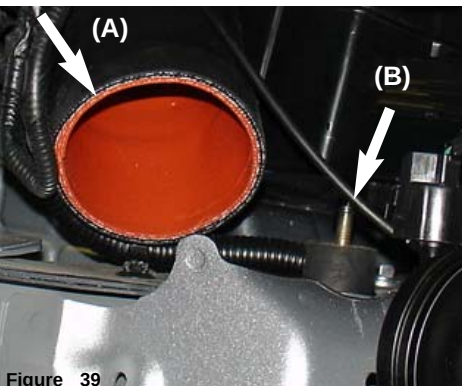


Figure 39
The lower end of the silicone hose is inserted into the driver side bumper corner (A). Note, the vibra-mount to the side of the silicone hose (B).



Figure 40
Approximately one inch of the silicone intake is pressed over the primary intake end. Once you have aligned the Primary intake to the silicone intake continue to tighten the Power clamp.



Figure 41
The aluminum and silicone intakes are aligned to each other, once you have aligned the intakes, continue to tighten the throttle body clamp.



Figure 42
The MAFS is inserted into the sensor adapter as shown above.



Figure 43
The stock bolts are used to fasten the MAFS to the sensor adapter.



Figure 44
The electrical harness is pressed over the MAFS until it you hear them snap together.



The filter is placed on the short connecting intake prior to pressing the intake into the silicone hose.

Figure 45

The filter is inserted into the end of the intake. Once the filter stops butt up against the intake, continue to tighten the filter neck clamp.

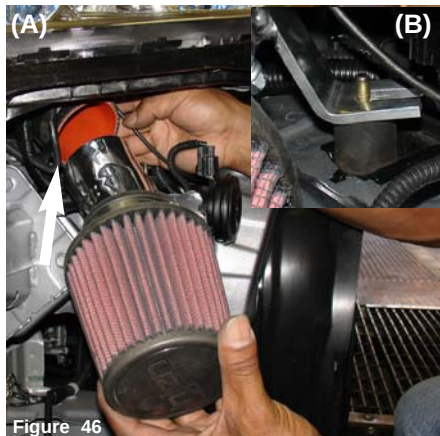


Figure 46

The secondary intake is pressed into the silicone hose (A) and the intake bracket is aligned to the vibra-mount stud(B).

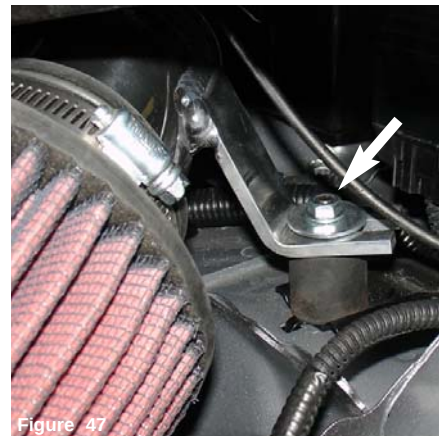


Figure 47

The m6 flange nut and fender washer is tightened over the vibra-mount stud.



Figure 48

Align the entire intake for the best possible fit. Once the intake has been cleared from all moving parts, continue to tighten all nuts, bolts and clamps. Periodically, check the fitment of the entire intake to prevent damage to the intake.



Injen Technology will soon be releasing the SES1512TT, a full stainless steel axle-back system with titanium tips for the 2009 Honda Fit. This system is a race style exhaust with angled titanium tip for the aggressive look.

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.