



Part number SP1569
06-07 Honda Civic Ex 4 cyl. 1.8L
Manual only

- 1- 2 piece cold air intake (CV)
- 1- **3" Injen filter (#1014)**
- 1- 3" straight hose (#3044)
- 1- 2 1/2" straight hose (#3048)
- 1- 6"- 17mm vacuum hose (#3080)
- 1- 15"- 6mm vacuum hose (#3087)
- 2- Power-Bands (.362) .048 (#4004)
- 2- Power-Bands (.312) .040 (#4003)
- 2- M6 vibra-mounts (#6020)
- 2- flange nuts (#6002)
- 2- fender washers (#6010)
- 1- instruction



Tools required:

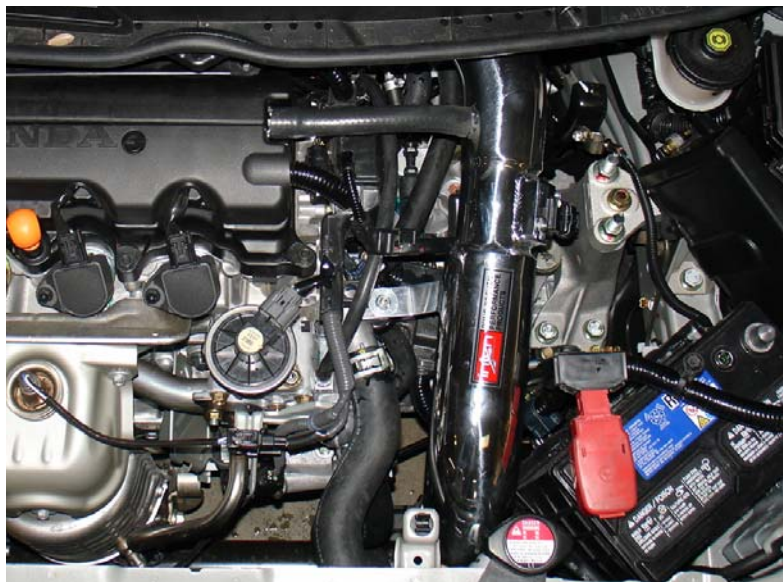
- 1- 10mm socket
- 1- socket extension
- 1- Ratchet
- 1- Phillips screw driver
- 1- 5.5mm socket
- 1- Pliers
- 1- 8mm nut driver
- 1- Razor blade or utility knife

This intake system has been tested with this specific filter. The use of any other filter will change the air/fuel ratio that can be damaging to the life of your engine. Use only Injen replacement filters for this application.

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.



Sold separately
Hydro-shield
Part# 1033



Before starting this installation, be sure to disconnect and remove battery terminals from the battery post.



Remove the m6 nuts securing the battery tie down to the battery post. When the nuts have been removed continue to unhitch the battery post from the battery tray as shown above.



Slip battery cover up and away from the battery. This will allow you to continue to remove the battery in the next example.



Remove the battery from the engine compartment and set it on a table, wood or cardboard. This will prevent grounding or damage to the battery.



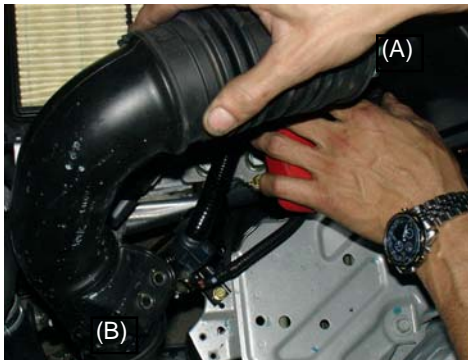
Once the battery has been removed, continue to remove the battery tray from its current location.



Disconnect the wire harness clip from the air mass sensor as shown above.



Using a 10mm socket, remove the bolts that secure the air intake duct to the metal battery tray.



The air intake duct is now disconnected from the air intake box (A) and the lower air intake duct leading to the air resonator box is also removed(B).



Unlatch the four hinges from the top of the air intake box as shown above. Carefully, remove the top half away from the lower air intake box.



Remove the lower section of the air intake box along with the flat air filter panel.



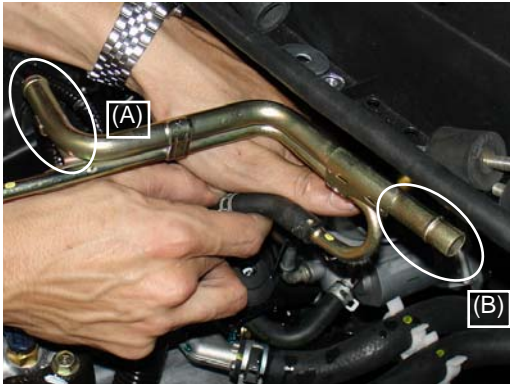
Loosen clamp on the short air intake duct located on the throttle body. Remove the plastic air intake duct from the throttle body.



Gently, pull and remove the remaining plastic air intake duct connected to the resonator box.



Unbolt two m6 bolts from the lower car frame. These two bolts are holding the air resonator box to the frame. Remove the resonator box once the bolts have been removed.



Disconnect the stock hose at the crank case (A). Disconnect the hose that connects to the stock air intake box (B). The large PCV hard pipe is now disconnected.



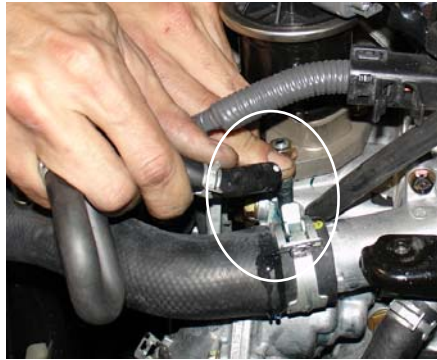
With pliers, remove the tension clamp connecting the coolant line running to the throttle body. Now remove the hose from the port.



Take the Injen 15"-6mm braided vacuum hose and press it over port. Use the tension clamp to reconnect and secure the hose in place.



Using pliers, remove the tension clamp located on the upper coolant outlet hose running to the throttle body.



Remove the stock upper coolant outlet hose pressed over the port as shown above. Place finger over the port to prevent coolant from spraying out.



Now press the other end of the 15"-6mm hose coming from the throttle body, over the port located on the upper coolant outlet. The finger over the port is used to stop coolant from splashing out.



The 15"-6mm vacuum hose is now connected from the throttle body (A) to the upper coolant outlet port (B).



The PCV hard pipe is now removed from the stock coolant and breather lines.



Place two clamps on the 2 1/2" straight hose as shown above.



Press the 2 1/2" straight hose over the throttle body and tighten the clamp on the throttle body end.



Take the vibra-mount and line it up to the air box brace mounted on the upper coolant outlet housing.



Screw the vibra-mount firmly into the brace until it sits flush on the brace.



Unscrew the two screws that hold the mass air flow sensor to the housing unit.



Checking the direction of the air flow sensor, insert sensor into the machined air flow adapter as shown above. Use stock screws to secure the sensor to the machined adapter.



Gently, insert the top end of the intake into the 2 1/2" straight hose located on the throttle body.



As the top end of the intake is inserted into the throttle body hose carefully align the intake bracket to the vibra-mount stud as shown above.



Use the fender washer and flange nut to secure the intake to the vibra-mount stud.



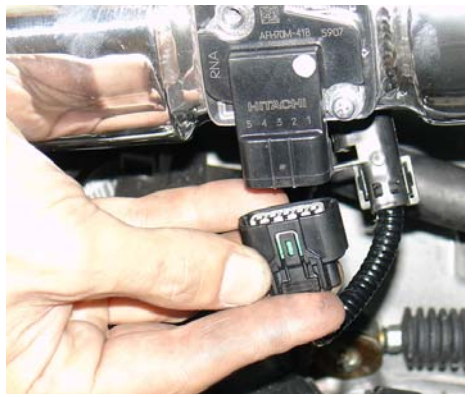
The top end of the intake is firmly pressed into the 2 1/2" hose while the clamp is semi-tightened.



Press the 6"-17mm breather hose over the crank case port as shown above.



Press the other end of the 6" vacuum line over the intake port as shown above.



The harness clip is press over the air mass sensor until it you here a click that secures the harness.

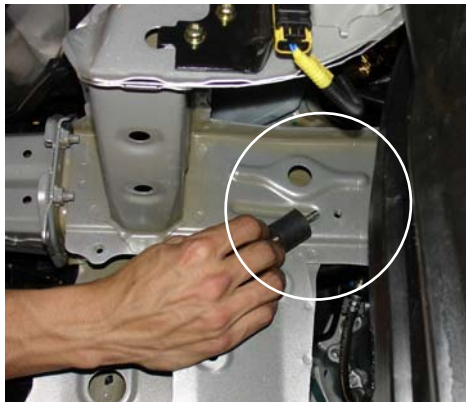


A small 4" cut away section is cut out of the plastic splash guard as shown above. The cut away is in a form of a "C", three sides are cut out (A). Clearance has been made and the secondary intake is now ready to be installed (B).





Close up of the air mass sensor connected to the machined adapter and the harness has been secured to the sensor.



The secondary vibra-mount is aligned and screwed into the pre-tapped hole located on the side frame.



The vibra-mount is firmly sitting flush on the frame as shown above.



Take the remaining three inch straight hose and press it over the secondary intake. Use two clamps and tighten the clamp located on the intake side.



Insert the end with the 3 inch straight hose into the pre-cut hole and gently push it into the engine compartment until it connects with the primary intake.



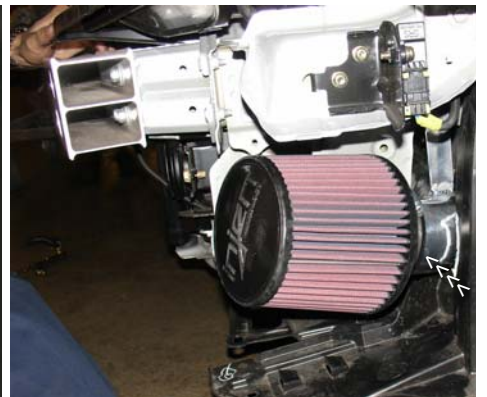
As the secondary intake is raised into the engine compartment, press the 3 inch hose over the end of the primary intake.



As the secondary intake is butted up to the primary intake, the intake bracket is also lined up to the vibra-mount stud.



Once the intake bracket has been lined up to the vibra-mount stud, use the fender washer and flange nut to secure the intake to the vibra-mount.



Press the filter over the end of the secondary intake and tighten the clamp on the filter neck. You have now completed the installation of this intake system.

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.