



MR TECHNOLOGY - THE WORLD'S FIRST TUNED INTAKE SYSTEM

■ DYNORUN.006 - 1/5/2008 11:58:42 AM Run Type: PD Run Conditions: 78.42 °F, 26.48 inHg, Humidity: 11%, SAE: 1.00  
BASELINE  
Max Power = 115.49 Max Torque = 110.35

■ DYNORUN.010 - 1/5/2008 12:21:40 PM Run Type: PD Run Conditions: 83.87 °F, 26.48 inHg, Humidity: 9%, SAE: 1.00  
WITHOUT MR TECHNOLOGY  
Max Power = 120.27 Max Torque = 112.58  
2008 HONDA CIVIC EX 1.8L



MR TECHNOLOGY - THE WORLD'S FIRST TUNED INTAKE SYSTEM

■ DYNORUN.006 - 1/5/2008 11:58:42 AM Run Type: PD Run Conditions: 78.42 °F, 26.48 inHg, Humidity: 11%, SAE: 1.00  
BASELINE  
Max Power = 115.49 Max Torque = 110.35

■ DYNORUN.029 - 1/5/2008 4:13:38 PM Run Type: PD Run Conditions: 82.81 °F, 26.48 inHg, Humidity: 9%, SAE: 1.00  
SPYING  
Max Power = 123.21 Max Torque = 113.34  
2008 HONDA CIVIC EX 1.8L

## 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!