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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 Combustion Engines. Published and patent pending
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion Published and patent pending

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 SP1839
 09-11 Mitsubishi Ralliart 2.0L turbo 4cyl.
 cold air intake equipped with MR Tech and Air Fusion

- 1- Short ram intake system
- 1- 3" Web nano-fiber dry filter (#1049)
- 1- Straight hose (1.31) (#3100)
- 2- Power Bands #20 (#4001)
- 1- m6 male/female vibra-mount (#6028)
- 1- m6 flange nuts (#6002)
- 2- m4x 10mm hex head bolt (#6047)
- 1- M6 fender washers (#6010)
- 1- 8 page instruction

Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.
 Please check the contents of this box immediately.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts. 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.

**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



Figure 1



Figure 2

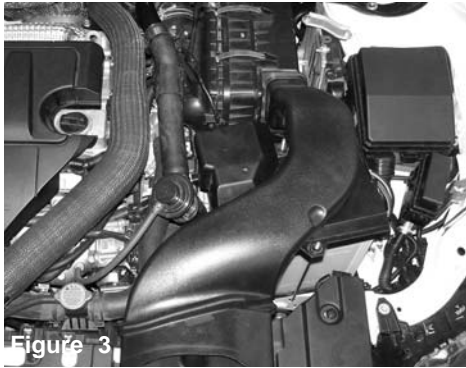


Figure 3
Stock engine compartment. Disconnect the MAF sensor and battery before the installation.

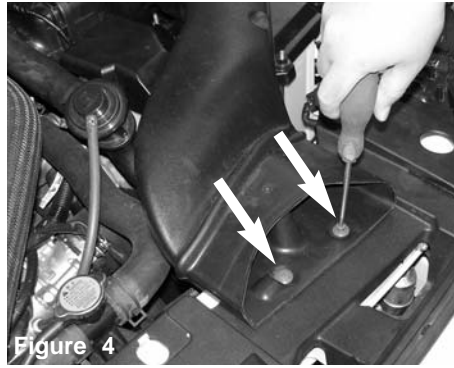


Figure 4
Remove both plastic clips holding the front air scoop in place. Once you have removed all clips, continue to pull the scoop forward away from the air box and out of the engine compartment.

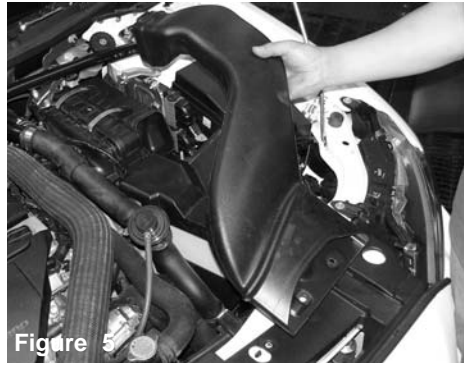


Figure 5
Once you have removed the two plastic clips, continue to remove the front air scoop.

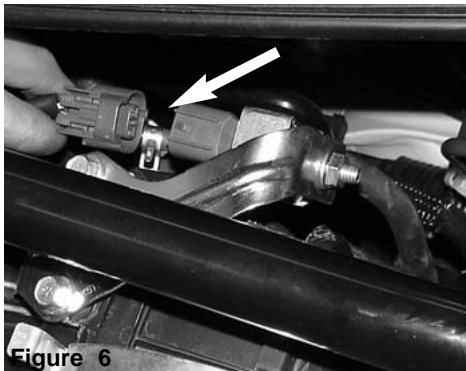


Figure 6
The electrical harness clip is removed from the boost solenoid as shown above.

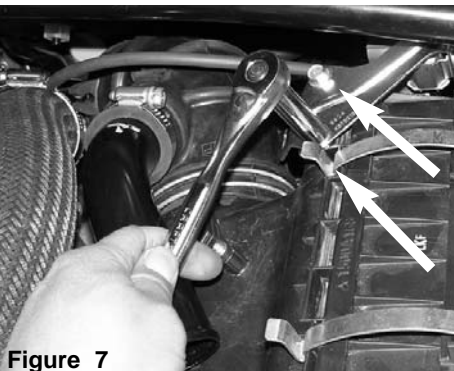


Figure 7
The two bolts on the boost solenoid bracket are loosened and removed from the air box.

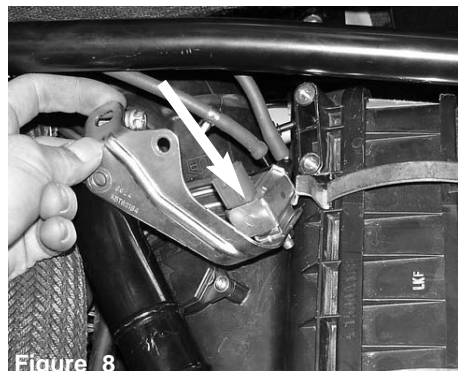


Figure 8
The bracket is pulled off the air box cleaner top.

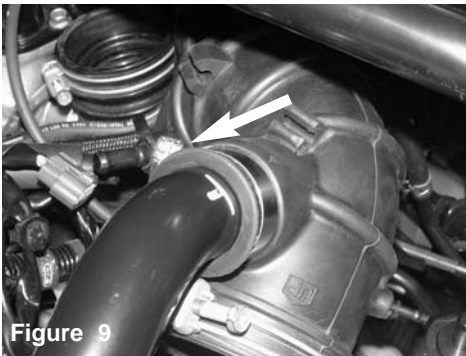


Figure 9
The blow off return line clamp is loosened prior to removing the air box. The hard line is removed from the intake tube.

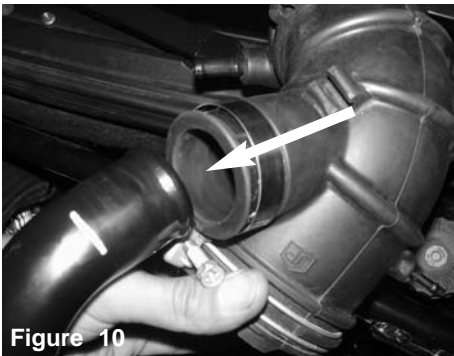


Figure 10
Make sure the hard line is pulled out, this will be used in the new intake system.

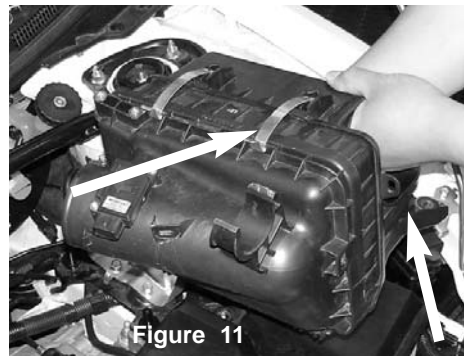


Figure 11
Loosen the 10mm bolt holding in the bottom of the air box. The air box cleaner is ready to be pulled from the engine compartment.



Figure 12
The air duct clamp is loosened connected on the turbo inlet.

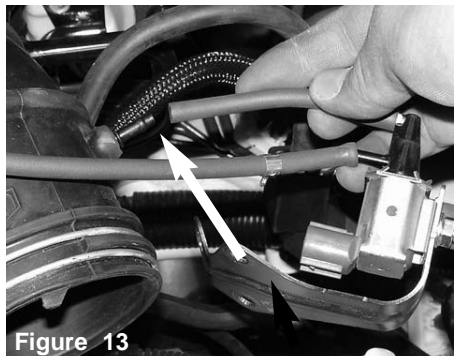


Figure 13
The short vacuum hose on the boost solenoid is disconnected from the air intake duct.

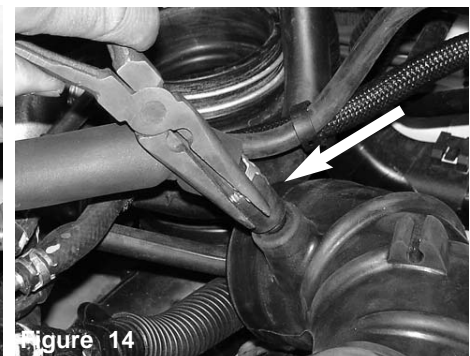


Figure 14
The tension clamp on the crank case line is depressed and removed. Pull back crank case line back from fitting and remove stock intake tube.

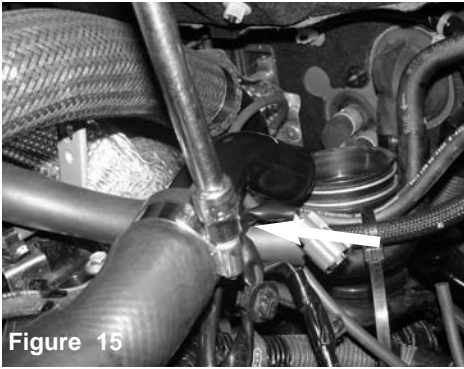


Figure 15
Loosen clamp on hard line for a light rotation.

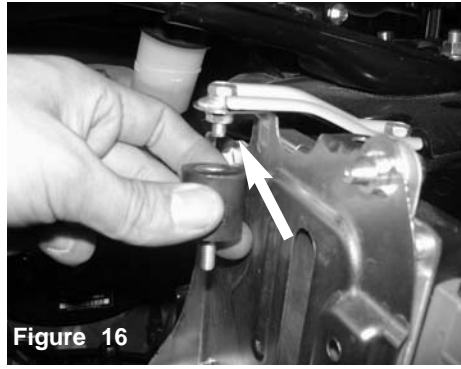


Figure 16
Install the male/female vibra mount to the ECU bracket.



Figure 17
Secure and tighten. Make sure it looks like image above.

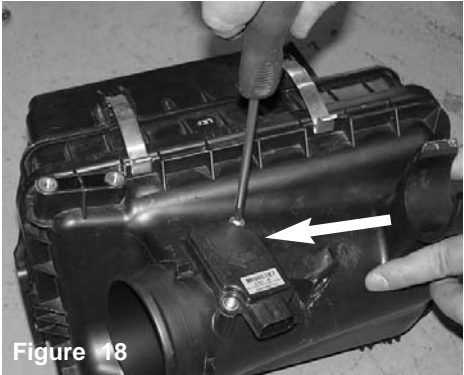


Figure 18
The two mass air flow sensor screws are loosened and removed from the sensor housing.



Figure 19
Once you have removed the screws, continue to pull the air sensor out of the housing.



Figure 20
Install the MAF sensor into the new intake tube



Figure 21
Secure the MAF sensor using the provided M4 screws. Tighten using 2.5mm allen key.

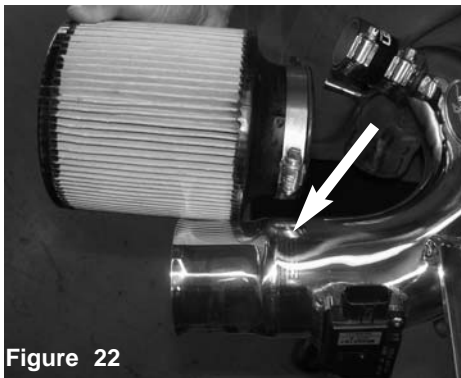


Figure 22
Next few steps are very important. The filter will sit past the air horn and clamp on the 3" part of the intake tube before the sensor. See arrow on above image.

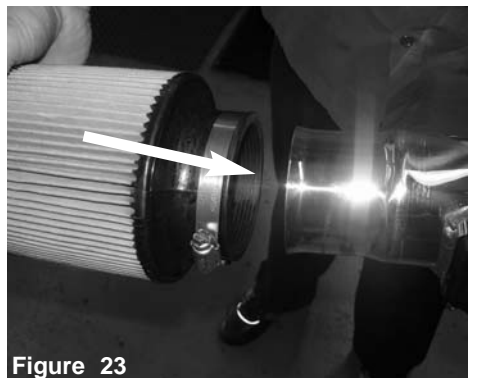


Figure 23
Install the filter past the air horn. Push so that it pass the lip inside the filter.

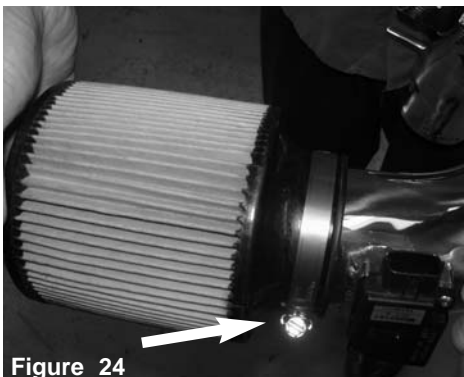


Figure 24
Once the filter hits the stop on the intake tube, tighten the clamp using 8mm nut driver. **NOTE: make sure that the filter sits like image above or vehicle may not perform correctly.**
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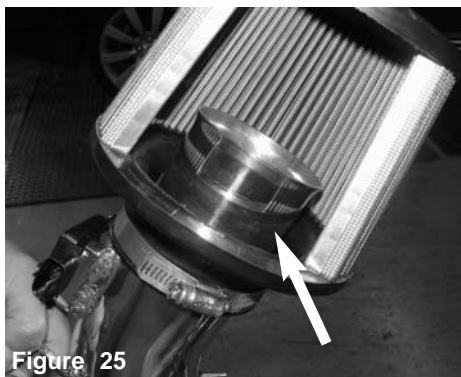


Figure 25
Above is a cut-out image of how the air horn is positioned. The air horn is to sit in the middle of filter. This will allow for straight air before it hits the MAF sensor.

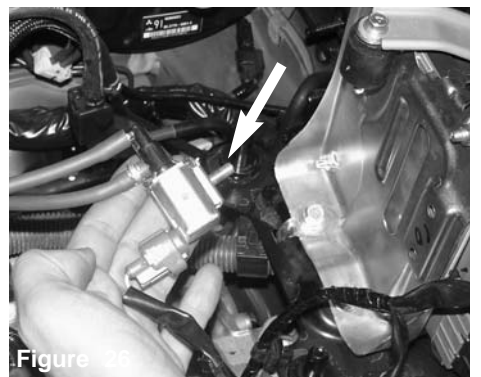


Figure 26
Remove the bracket from the boost solenoid using a 10mm wrench. Save the M6 nut.

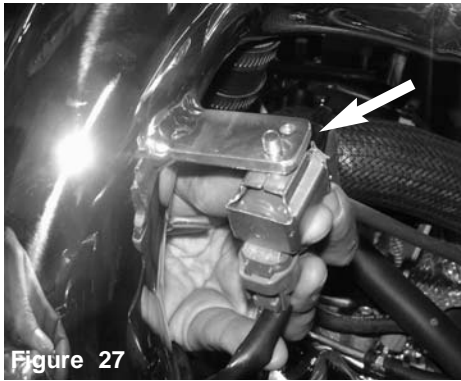


Figure 27

Attach the boost solenoid to the bracket on the intake tube. There is another hole cut out for the notch on the booster solenod for it to sit flush on bracket.



Figure

Using the factory nut, tighten the boost solenoid using 10mm socket with ratchet.



Figure 29

Now attach the vacuum line to the fitting on the intake tube and secure.

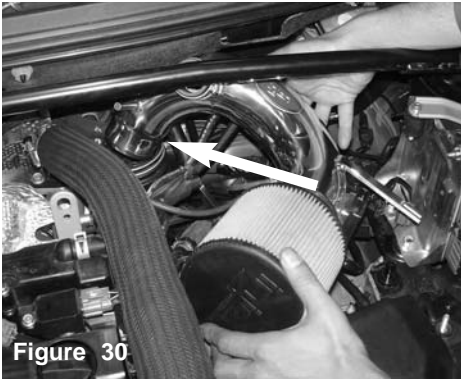


Figure 30

The vibra-mount is installed.

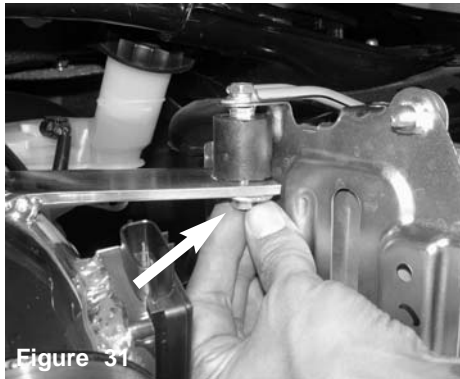


Figure 31

Position the bracket to the vibra mount and secure using the M6 nut and washer. Do not tighten.

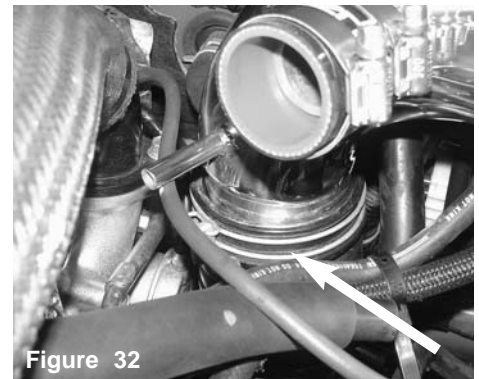


Figure 32

Make aure that the intake tube is seated in the factory intake tube. Tighten the clamp using 10mm socket and ratchet.



Figure 33

Re-install the crank case line to the fitting on intake tube and secure using the factory clamp using pliers.

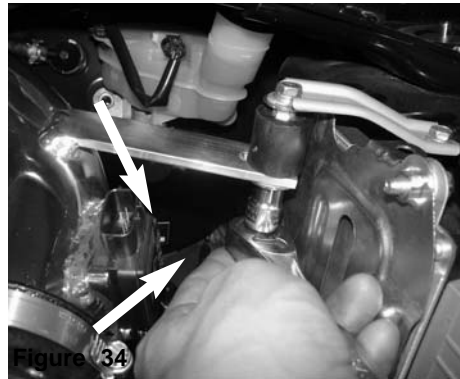


Figure 34

Position the intake tube for the best possible fit. Tighten the vibra mount using 10mm socket and ratchet.

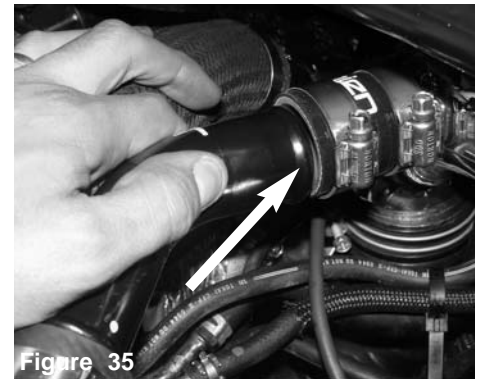


Figure 35

Install the hard line into the hose, and position for the best fit.

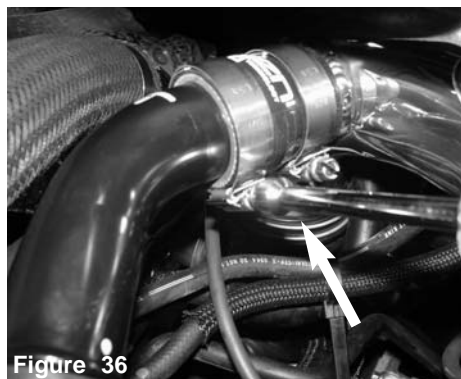


Figure 36

Tighten the clamps using 8mm nut driver. Tighten the clamp on the other end of hard line using 10mm socket and ratchet.



Figure 37

Connect the MAF sensor harness.

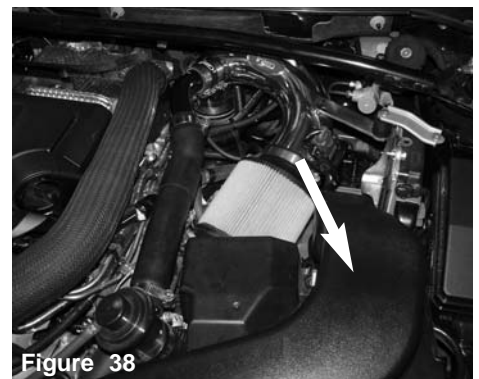


Figure 38

Install the factory scoop.

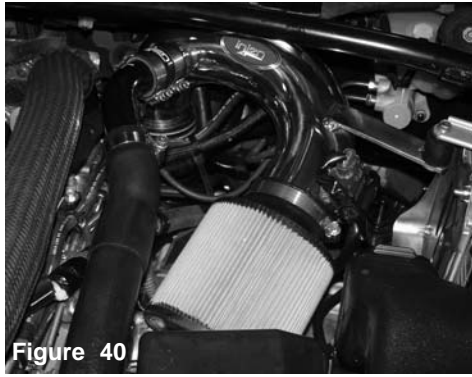


Figure 40

Align the intakes for best possible fit. Once you have aligned and made sure that the length of the intakes are free from any moving parts, continue to tighten all nuts, bolts and clamps. **The upper intercooling pipes, SES1837ICP is now sold separately.**

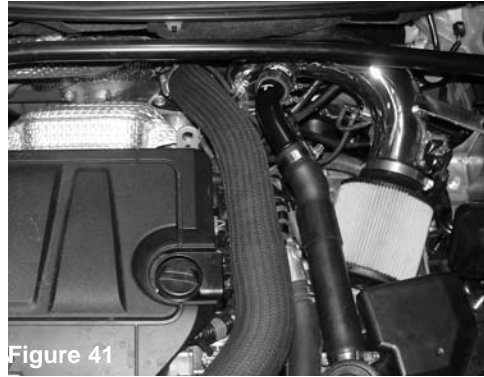


Figure 41

Congratulations! You have just completed the installation of the best cold air intake consisting of the patented MR Technology and now patent pending Air Fusion. Periodically, check the fitment of the intake for possible shifting that may occur over time or driving conditions.

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.