### Part number SP1899

**2008 Mitsubishi EVO X 2.0L 4 cyl.**

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 pc. air intake system equipped with MR Tech and Air Fusion</td>
<td></td>
</tr>
<tr>
<td>2 pc. upper intercooler piping</td>
<td></td>
</tr>
<tr>
<td>1 EVO X heat shield</td>
<td></td>
</tr>
<tr>
<td>1 3 1/2” Power-Flow filter (#1021)</td>
<td></td>
</tr>
<tr>
<td>1 2 3/4” ID x 3” step hose (#3040)</td>
<td></td>
</tr>
<tr>
<td>1 2 1/2” ID x 2” hump hose (#3034)</td>
<td></td>
</tr>
<tr>
<td>1 2 1/2” ID x 2” straight hose (#3048)</td>
<td></td>
</tr>
<tr>
<td>1 2” ID x 2 1/2” straight hose (#3146)</td>
<td></td>
</tr>
<tr>
<td>1 1.310” ID x 2” hose (#3100)</td>
<td></td>
</tr>
<tr>
<td>1 6 1/2” long 10mm hose (#3077)</td>
<td></td>
</tr>
<tr>
<td>1 6 3/4” long 4mm hose (#3104)</td>
<td></td>
</tr>
<tr>
<td>1 6” long 4mm hose (#3104)</td>
<td></td>
</tr>
<tr>
<td>1 13 1/2” foam vinyl trim (#6058)</td>
<td></td>
</tr>
<tr>
<td>2 Power Bands .362/.048 (#4004)</td>
<td></td>
</tr>
<tr>
<td>4 Power Bands .312/.040 (#4003)</td>
<td></td>
</tr>
<tr>
<td>2 Power Bands .262/.032 (#4008)</td>
<td></td>
</tr>
<tr>
<td>2 BOV hose clamp .020 (#4001)</td>
<td></td>
</tr>
<tr>
<td>1 m6 vibra-mount (#6020)</td>
<td></td>
</tr>
<tr>
<td>2 m6 flange nuts (#6002)</td>
<td></td>
</tr>
<tr>
<td>1 m8 flange nut (#6017)</td>
<td></td>
</tr>
<tr>
<td>2 Fender washers (#6010)</td>
<td></td>
</tr>
<tr>
<td>2 m4 x 10mm button head (#6047)</td>
<td></td>
</tr>
<tr>
<td>1 8 page instruction</td>
<td></td>
</tr>
</tbody>
</table>

**Warning:** Manufactures attempting to duplicate Injen’s patented process will now face legal action.

**MR Technology Step down process:**

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

**Note:** The installation of this air intake system does require mechanical skills. Removal of air intake parts requires loosening and removing several plastic plugs and screws that may be difficult. In addition, you will also have to remove the air resonator box, air scoop and intercooler piping when beginning this installation.

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

“At Injen Technology, we didn’t copy the step down process, we invented it!”
The second 4mm vacuum hose is now disconnected from the air intake port.

The clamp on the air intake duct that connects to the turbo inlet is loosened.

Loosen the lower clamp that secures the BOV to the port on the air intake duct.

Disconnect the electrical sensor harness from the upper air box cleaner.

Loosen and remove the 10mm bolt that fastens the air box to the bottom bracket.

Use a flat head screw driver to pop the plastic clips from the front air scoop.

Loosen and remove the 10mm bolt that fastens the air box to the bottom bracket.

Now that the BOV clamp is loose, continue to pull the BOV from the air intake port.

Once you have pulled the BOV from the air intake port, remove the 4mm vacuum line from the BOV port.

The second 4mm vacuum hose is now disconnected from the air intake port.

Disconnect the 10mm breather hose from the crankcase port as shown above.

The clamp on the air intake duct that connects to the turbo inlet is loosened.
Loosen and remove the two 12mm bolts on the air box bracket.

Note: These two 12mm bolts will be used later in the instructions, see figure 28.

Figure 15

Once all clamps, bolts and clips have been loosened or removed, continue to pull the entire air box cleaner from the engine compartment.

Figure 16

The air box cleaner and air intake duct have been removed and the turbo inlet is now exposed.

Figure 17

Press the silicone step hose over the turbo inlet and use two .048 power-clamps on the step hose. Tighten the clamp located over the turbo inlet.

Figure 18

If the upper intercooler tubing is going to be replace continue with figure 17 thru 23. Remove all plastic clips from the plastic shroud and remove the front shroud as shown above.

Figure 19

Loosen the clamp on the lower intercooler hose.

Figure 20

Loosen the clamp on the upper intercooler hose.

Figure 21

Once you have loosened both upper and lower clamps, continue to pull the intercooler tubing out of the engine compartment.

Figure 22

Press the 2" x 2 1/2" long straight hose over the upper intercooler inlet, use two .032 power-bands on the straight hose. Tighten the clamp on the inlet side for now.

Figure 23

Press the 2 1/2" hump hose over the lower intercooler outlet, use two .040 power-bands on the hump hose. Tighten the clamp on the outlet tube for now.

Figure 24

Loosen and remove the two 12mm bolts on the air box bracket. Note: These two 12mm bolts will be used later in the instructions, see figure 28.

Figure 25

The 3rd 12mm bolt is loosened and removed from the bracket as shown above.

Figure 26

The 4th and final 12mm bolt is loosened and removed from the bottom of the air box bracket. The bolt is replaced to hold the new heat shield.
The corner cross member 10mm bolt is removed in order to attach the heat shield bracket later in the instructions.

The heat shield slots are inserted between the bolt head and car frame, once the heat shield brackets have been aligned and fastened, continue to tighten the 12mm bolts.

The lower heat shield bracket is aligned to the air box brace. The stock 12mm bolt is inserted into the stock air box rubber vibration mount and into the heat shield slotted bracket.

The 12mm bolt and flange nut secures the heat shield bracket to the stock air box brace.

The m8 flange nut is used to secure the heat shield bracket to the air box brace (A). The m8 flange nut is tightened on the 12mm bolt (B).

The upper heat shield bracket is aligned to the threaded hole. Once the bracket is aligned to the pre-threaded hole, continue to fasten the bracket with the stock 10mm bolt.

The m6 vibra-mount is inserted into the hole located on the heat shield bracket. The m6 flange nut and fender washer are used to fasten the vibra-mount to the bracket.

Both stock lines connected to the solenoid are removed from ports (A) and (B). The two into one check valve will no longer be used (C).

The 6”-4mm hose is pressed over the lower solenoid port.

Once the m6 flange nut and fender washer have been semi-tighten under the bracket, continue to turn the vibra-mount until it is firmly tightened.
Once the upper end of the intake has been inserted into the turbo step hose, continue to align the intake bracket to the vibra-mount stud.

The 6 3/4" -4mm hose is pressed over the upper solenoid port as shown above.

Press the 10mm hose over the intake vacuum port until it covers 75% of the vacuum port.

The primary intake is lowered into the engine compartment and pressed into the turbo step hose.

Use the 8mm press nut to tighten the clamp on the step hose.

Use the m6 flange nut and fender washer to fasten the intake bracket to the vibra-stud.

Carefully insert the mass air flow sensor into the machined sensor adapter. We recommend you apply a small amount of light oil on the O-ring to prevent any kinking or tearing.

Use the m6 flange nut and fender washer to fasten the intake bracket to the vibra-stud.

Fasten the mass air flow sensor to the machined adapter with the m4 x 10mm bolts.
Align and connect the electrical harness to the mass air flow sensor.

Press the 1 3/8" hose over the intake BOV port, place two small clamps on the hose, tighten the lower clamp over the BOV hose.

The remaining end of the 10mm crank case hose is pressed over the crank case port.

Once you have pressed the 6' -4mm hose over the lower solenoid port (A) continue to press the other end over the lower intake port (B).

Once the 6 3/4" hose has been pressed over the upper solenoid port (A) continue to press the other end over the intake port (B). **Note:** The splitting of the lines will increase your boost thereby, given you faster response time.
The 4mm vacuum line is pressed over the stock BOV port as shown above.

Once you have connected the 4mm vacuum line, continue to insert the BOV into the straight hose as shown above.

Once the BOV has been installed, continue to tighten the clamp on the straight hose.

Align and press the vinyl trim over the edge of the heat shield.

The vinyl trim is now installed over the heat shield edge.

Insert the upper 2" intercooler tube into the upper 2" inlet.

Adjust and semi-tighten the clamp on the tubing. Press the 2 1/2" hose over the opposite end of the tubing. Place two clamps over the 2 1/2" hose.

Once the hose has been installed, continue to tighten the clamp over the tubing.

Insert the remaining tube into the hump hose as shown above.
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.