



Warning: When purchasing an intake be aware of manufactures attempting to duplicate Injen’s famous patented MR Tech- step-down process.

Injen, the only company that tunes intakes with the MR patented process:

- 1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Covered under 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
- 4- Tuning Method and Device for intake tracts having built-in, extended Air Horns patent pending

**SP1915
2009-11 Nissan Cube
1.8L 4 cyl.
Auto CVT**

- 2- piece cold air intake with equipped with **MR Tech and Air Fusion**
- 1- 2 3/4" Injen/AMSOIL (#1013BB) Ea nano-fiber Performance dry filter
- 1- 2 3/4" straight hose (#3043)
- 1- 2 3/4" 90 deg. elbow (#3060)
- 4- Power Bands .040/.312 (#4003)
- 1- male/female vibra-mount (#6028)
- 1- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- 5 page instruction

The C.A.R.B Exempt sticker must be attached under the hood in a place where it is easily visible to an emissions inspector.

Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from.

Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

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.

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



Figure 1



Figure 2



Figure 3
Prior to starting the installation, remove the 2 m6 bolts holding the engine cover in place

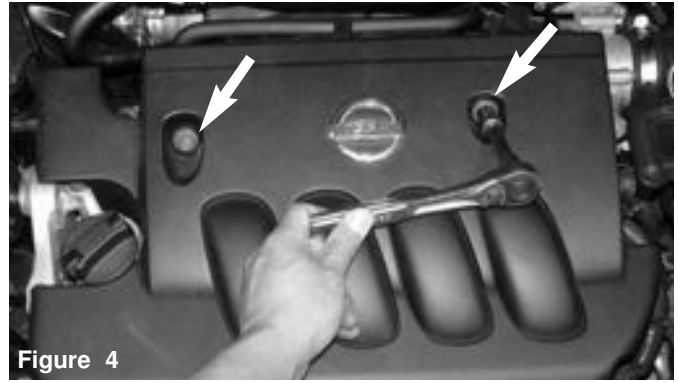


Figure 4
The two m6 bolts are now removed.



Figure 5
Once you have removed both bolts, continue to pull the engine cover off.



Figure 6
Pull the air resonator box from the side stand-off and remove the resonator box.

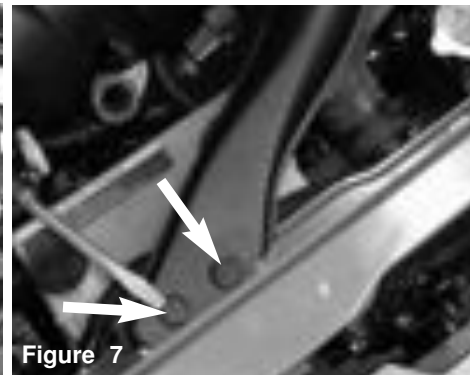


Figure 7
In order to remove the air resonator tube, the two plastic tabs on the crossmember will need to be popped and removed.



Figure 8
The resonator tube is now detached from the CCV box.



Figure 9
The resonator tube is slightly pulled from the CCV box and the vacuum plastic clip is detached from the tube bracket.

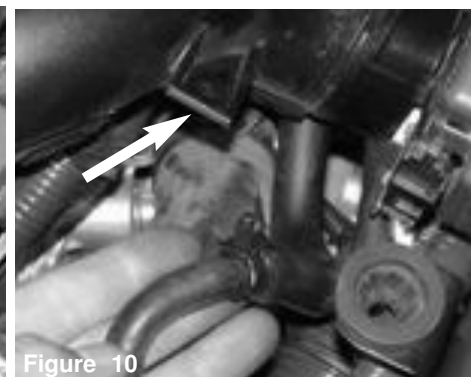


Figure 10
The plastic on vacuum line is removed from the resonator tube.



Figure 11
The air resonator tube is ready to be pulled from the engine compartment.

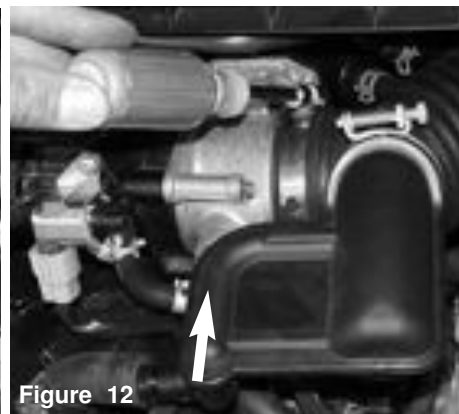


Figure 12
The air duct clamp is loosened at the throttle body, once the clamp has been loosened the air duct, continue to loosen the clamp on the air box side.

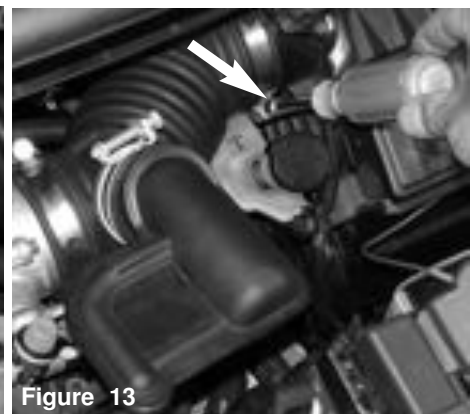


Figure 13
The clamp on the air box side is now loosened as shown above.

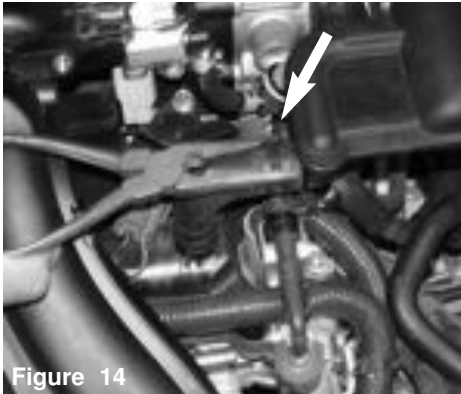


Figure 14
The tension clamp is compressed and pulled from the CCV box.

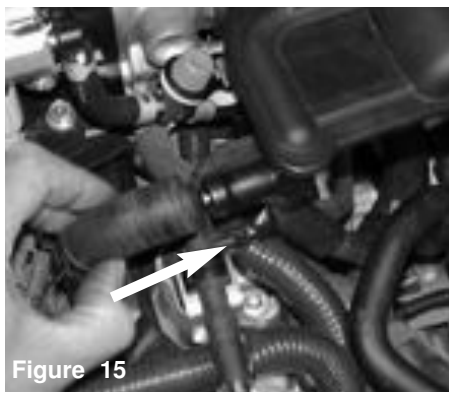


Figure 15
Once you have pull back the tension clamp continue to remove the crankcase line from the CCV box.

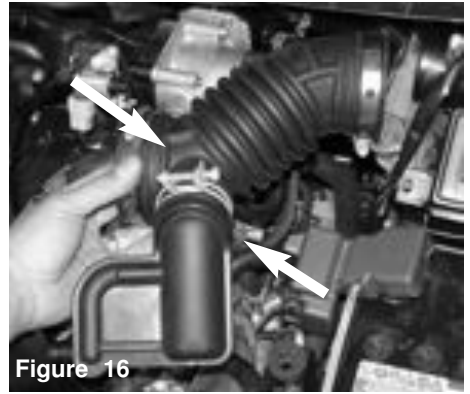


Figure 16
The entire air duct and CCV box is now ready to be removed.

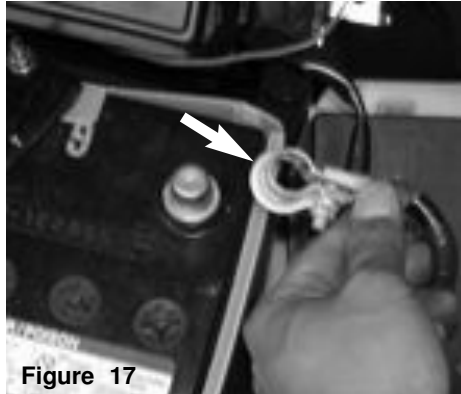


Figure 17
The negative battery terminal is loosened and removed from the battery post.



Figure 18
The positive battery terminal is loosened and removed from the battery post.

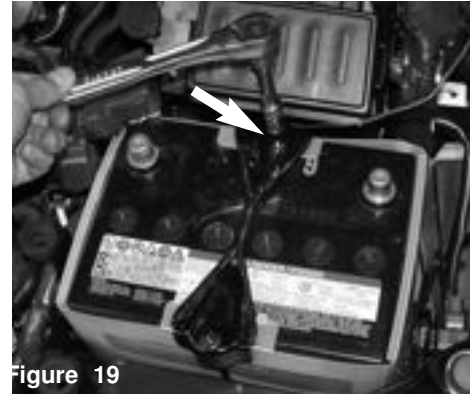


Figure 19
The rear battery tie down nut is loosened,

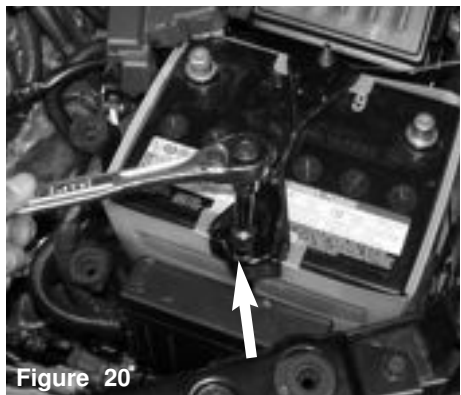


Figure 20
The front tie down nut is also loosened.

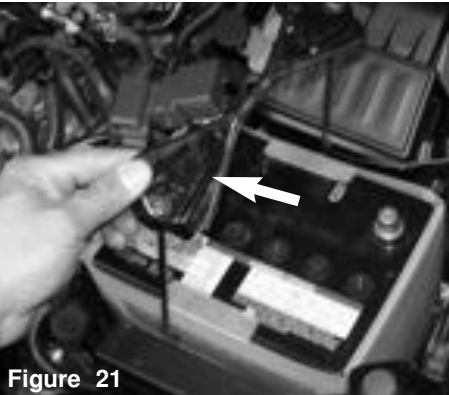


Figure 21
The battery tie down is now removed.

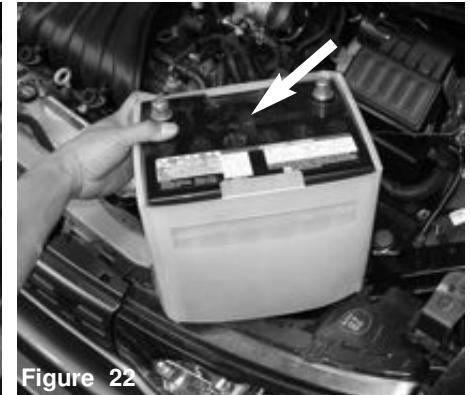


Figure 22
Once you have removed the tie down, continue to pull the battery out of the engine compartment.

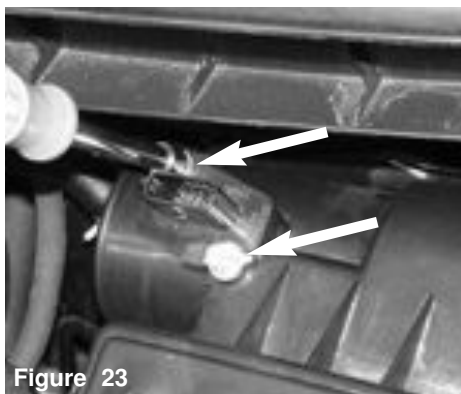


Figure 23
The stock screws are loosened and removed from the mass air flow sensor



Figure 24
The mass air flow sensor is now pulled out of the sensor housing.



Figure 25
The stock air intake box is now pulled out of the engine compartment.



Figure 26

Shot of an empty engine compartment.

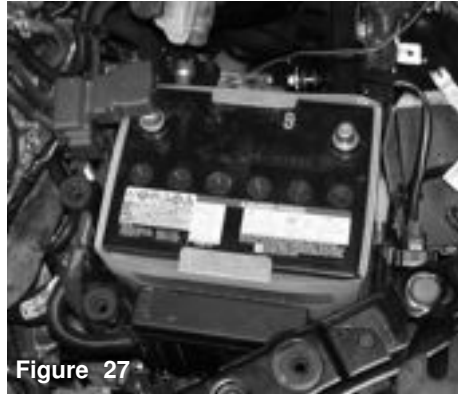


Figure 27

Now that all the air ducts, CCV box, and air intake box have been removed, continue to place the battery back in its original position.

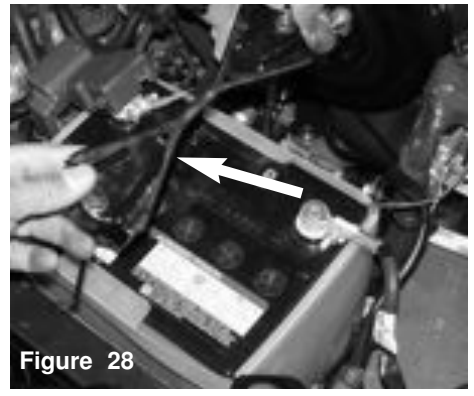


Figure 28

The battery tie down is reinstalled in place.

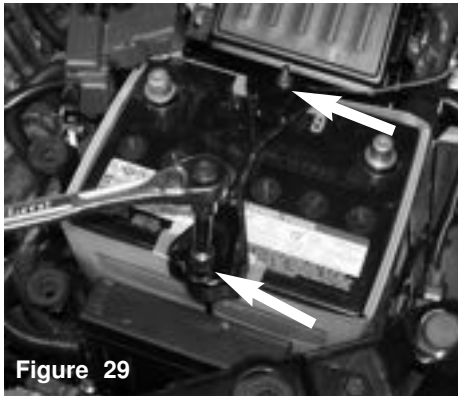


Figure 29

Both nuts on the rear and front are fastened to secure the battery.

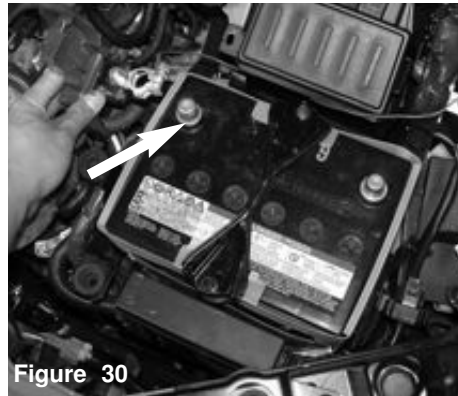


Figure 30

The positive terminal is placed over the battery post.

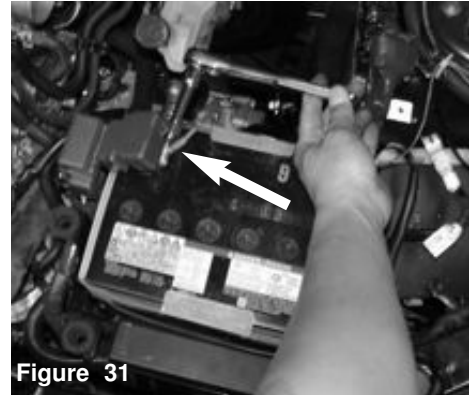


Figure 31

The positive battery terminal is tightened.

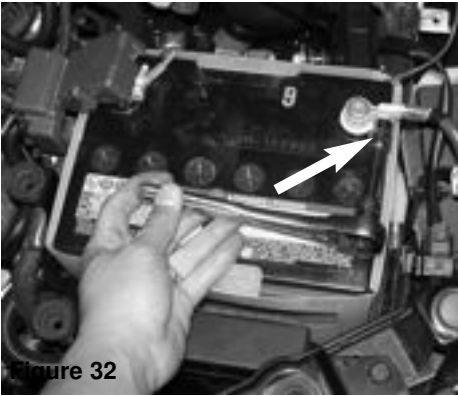


Figure 32

The negative battery terminal is placed over the battery post and tightened.

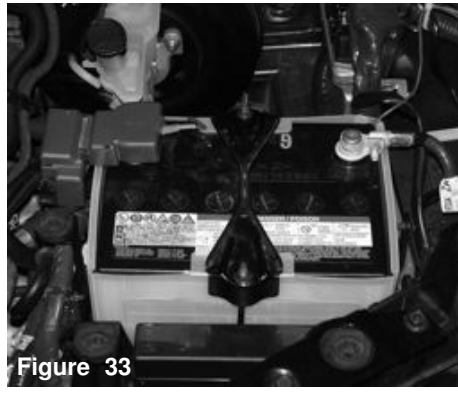


Figure 33

The battery is now installed.

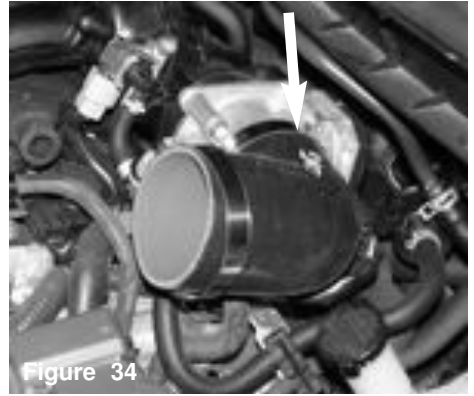


Figure 34

The 2 3/4" silicone elbow is pressed over the throttle body along with the clamps.

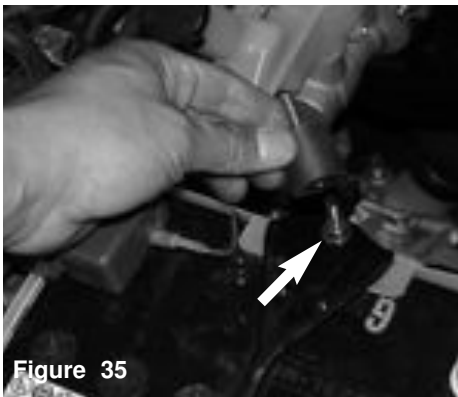


Figure 35

The male/female vibra-mount is aligned to the battery tie down.

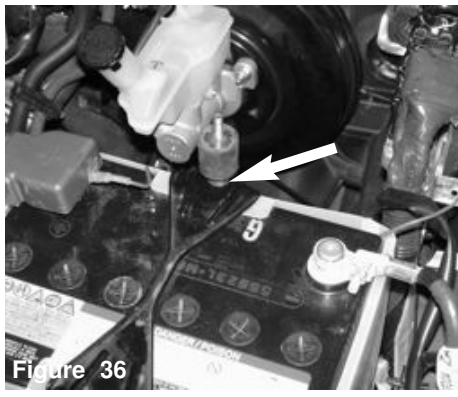


Figure 36

The male/female vibra-mount is now installed in the battery tie down.

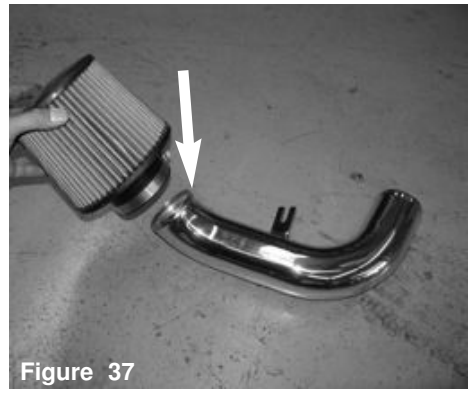


Figure 37

The filter is now aligned to the end of the secondary intake.

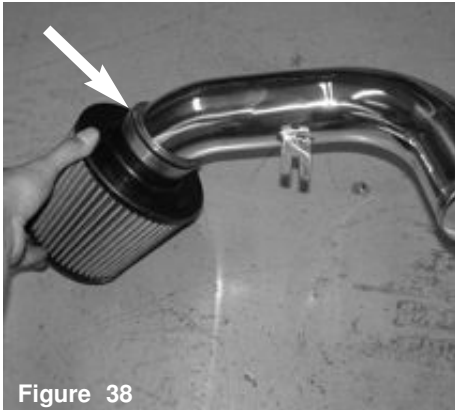


Figure 38

Once the filter has been properly adjusted, continue to tighten the filter clamp.



Figure 39

The assembled filter and intake is now lowered into the engine compartment.

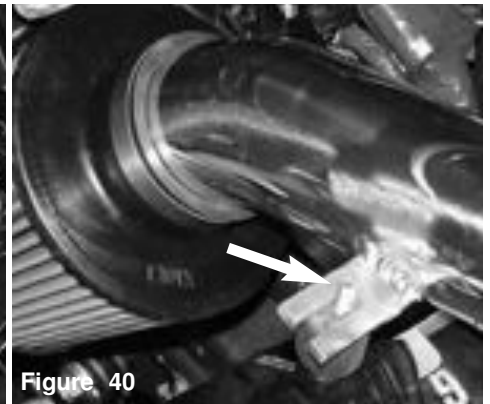


Figure 40

The intake bracket is aligned to the vibra-mount stud.



Figure 41

The m6 flange nut and washer is used to fasten the intake bracket to the vibra-mount stud.

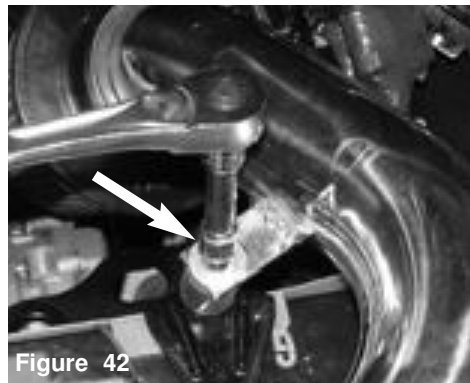


Figure 42

The m6 nut is now tightened over the intake bracket.

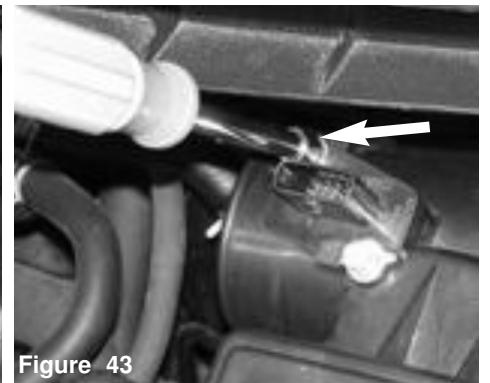


Figure 43

The two mass air flow sensor screws are loosened and removed in order to pull the sensor out of the sensor housing.

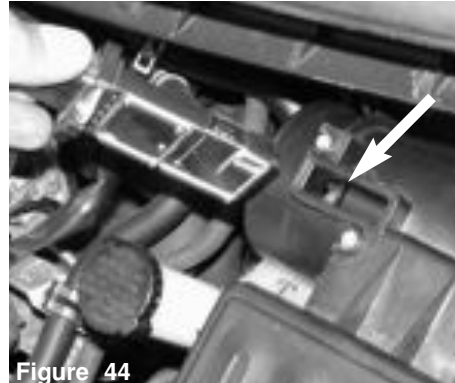


Figure 44

The mass air flow sensor is now ready to be pulled from the sensor housing.



Figure 45

The mass air flow sensor is now inserted into the primary intake sensor adapter.

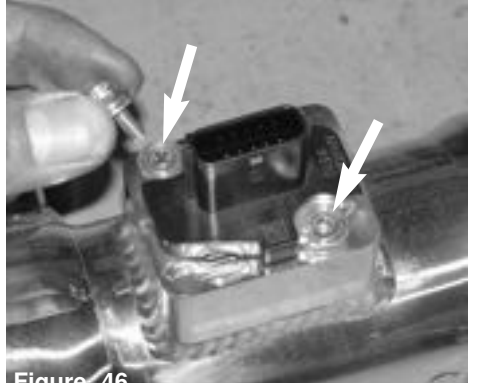


Figure 46

The stock screws are used to fasten the mass air flow sensor to the sensor adapter.

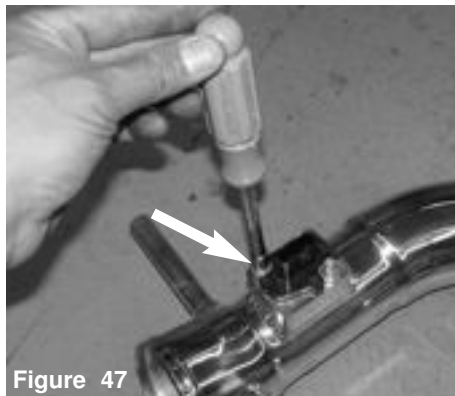


Figure 47

A nutdriver is used to fasten the screws over the mass air flow sensor.



Figure 48

The harness clip is pressed over the mass air flow sensor until it snaps in place.



Figure 49

The primary intake is aligned and pressed into the throttle body hose as shown above.

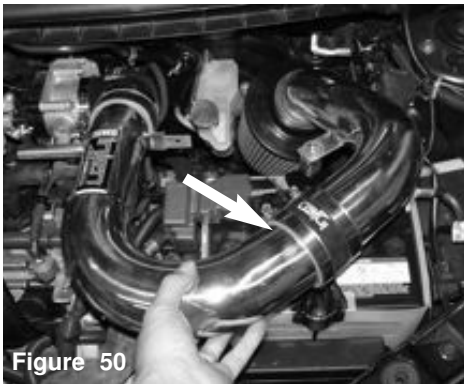


Figure 50

Now press the other end into the secondary intake hose.

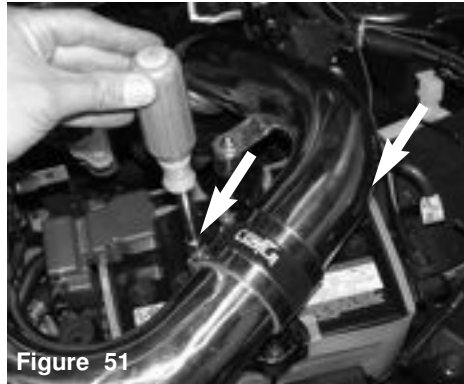


Figure 51

Adjust the primary and secondary intakes then semi-tighten the clamps over the intakes. make sure there is clearance between the negative post and intake.

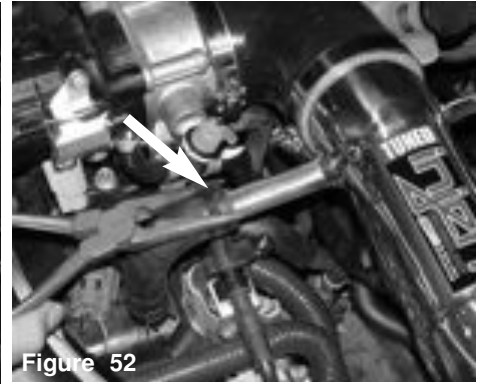


Figure 52

The tension clamp is once again slipped over the crankcase hose.



Figure 53

Make final adjustments to the intake and tighten the clamp over the throttle body.

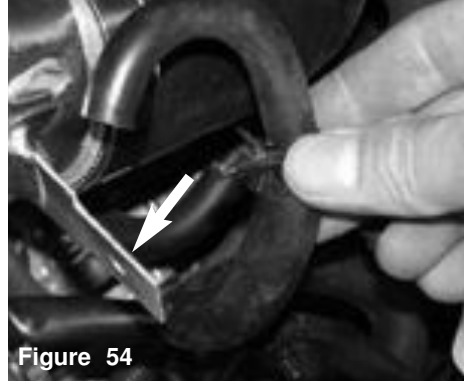


Figure 54

The vacuum hose clip is pressed into the bracket hole located on the intake.

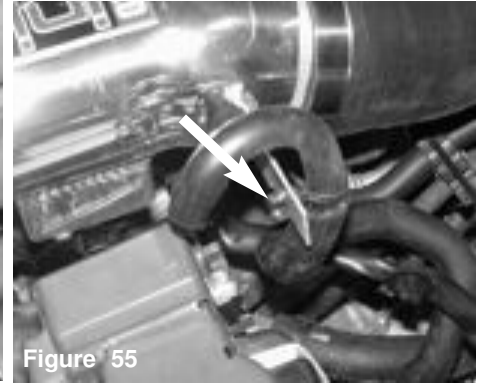


Figure 55

The vacuum hose clip is installed.



Figure 56

Check the entire intake system for best possible fit. Make sure there are no rubbing parts, rattles, or vacuum leaks, then continue to tighten all nuts, bolts and clips.



Figure 57

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to automotive parts.

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.

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.