



Part number SP1977

07-08 Nissan Altima 3.5L V6 Sedan
2008 Nissan Altima 3.5L V6 Coupe



- 1- MR Tech **short ram** intake
- 1- 3 1/2" Injen tuned filter (#1015)
- 1- 3 1/8" straight hose (#3054)
- 1- 1 1/8" straight hose (#3112)
- 1- HS3500 heat shield (#11024)
- 3- 5/16" flange bolt (#6019)
- 3- Composite H/S clamps (#4010)
- 1- m6 standard vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 2- Power-bands (.362) .048 (#4004)
- 2- Power-band (.020) (#4001)
- 1- 5 page instruction

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.



Figure 1



Figure 2

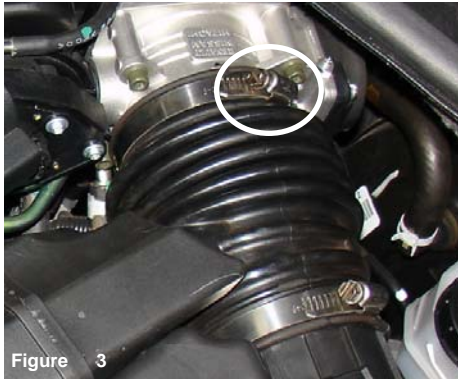


Figure 3
use an 8mm nut driver or screwdriver to loosen the throttle body clamp.



Figure 4
Press the clip on the harness connector and pull the electrical harness from the mass air flow sensor.



Figure 5
Depress the wire tension clamp on the crank case breather hose and pull it away from the crank case vent box.



Figure 6
Once the tension clamp is pulled away, continue to pull the hose away from the CCV box.



Figure 7
Unscrew the two bolts that secures the mass air flow sensor to the sensor housing.



Figure 8
Once you have removed the two bolts, continue to pull the mass air flow sensor out of the sensor housing. This mass air flow sensor will be used later in the installation.

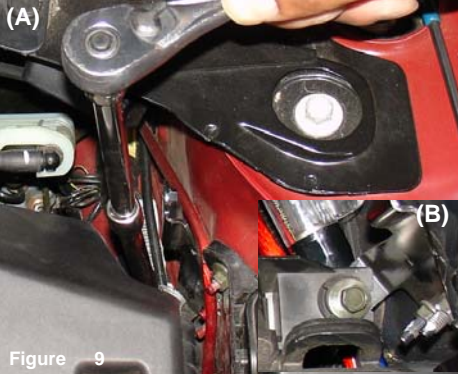


Figure 9
A 10mm socket and ratchet is used to remove an m8 bolt (A). The m8 bolt is located just behind the top air box on the right hand side (B).



Figure 10
These are the two metal clips that are to be removed from the air box. These two clips connects the top air box to the lower air box.



Figure 11
The first metal clip is unsnapped from the lower air box.



Figure 12
Once the metal clips have been unsnapped, continue to remove the top air box along with the CCV box and air intake duct.

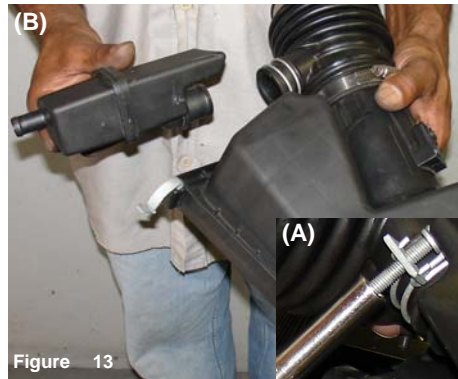


Figure 13
Loosen the clamp on the air intake duct that connects the crankcase vent box (A). Disconnect the CCV box from the air intake duct as shown above (B).



Figure 14
Press the 1/8" straight hose over the CCV box port and use two small clamps.



Figure 15

Once the 1 1/8" hose has been placed on the port, two clamps are used to secure the hose to the CCV box, tighten the clamp over the CCV box port.



Figure 16

With the top air box out, continue to remove the paper panel filter from the lower air box.



Figure 17

Once you have unscrewed the m8 bolt on the upper right hand side, continue to pull the lower air box cleaner from the engine compartment.



Figure 18

The lower air box cleaner is being removed from the engine compartment.

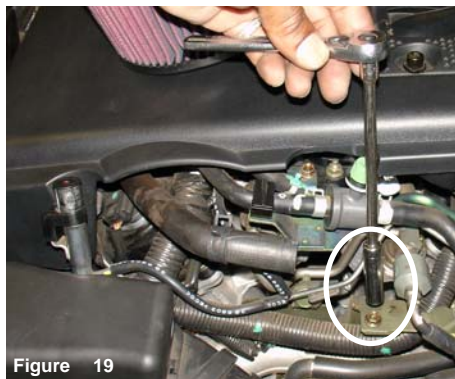


Figure 19

Using an 8mm socket, the m6 bolt is removed from the metal brace located below the crank case breather hose.

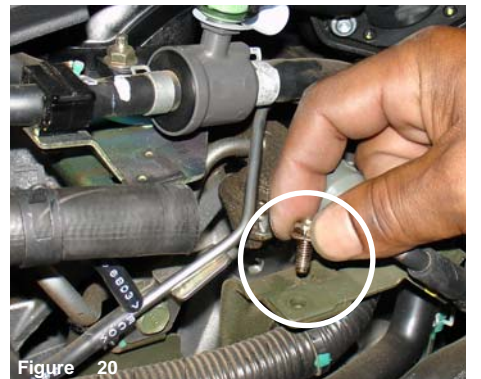


Figure 20

The m6 bolt is removed from the metal brace.



Figure 21

Once the m6 bolt has been removed, continue to screw the m6 vibra-mount into the metal brace.



Figure 22

The composite brackets are aligned to the press nuts on the heat shield and the 5/16" flange bolts are used to fasten the brackets to the heat shield.



Figure 23

The composite brackets are in place over the heat shield and the 5/16" flange bolts are securing the brackets.



Figure 24

The filter neck is now slip between the composite brackets. The brackets are slotted for easy adjustment of the brackets.



Figure 25

The composite brackets should fit snug around the filter neck as shown above.



Figure 26

With the composite brackets around the filter neck, continue to slip the filter clamp over the composite brackets and filter neck.



Figure 27

The clamp is now fitted around the brackets and filter neck.

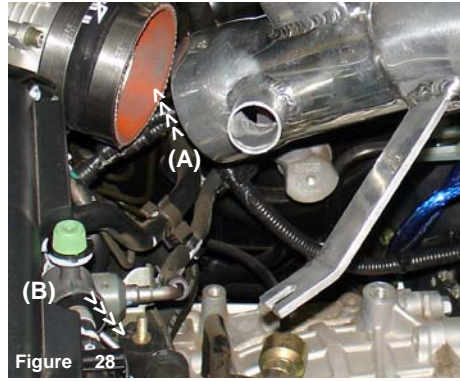


Figure 28

The intake is now lowered into the engine compartment and into the throttle body hose (A). The intake bracket is also aligned to the vibra-mount stud (B).



Figure 29

The intake is pressed into the throttle body hose and the intake bracket is fastened to the vibra-mount with with the use of an m6 nut, washer and 10mm socket.



Figure 30

The m6 flange nut and fender washer is now securing the air intake. Do not over tighten the m6 nut until the assembled filter and heat shield has been installed.



Figure 31

Insert the original mass air flow sensor into the machined billet sensor adapter. To prevent kinking of the gasket, be sure to use a light oil to moisten the gasket.



Figure 32

Once the mass air flow sensor is sitting flush with the billet sensor adapter, continue to use the stock bolts to secure the air sensor in place.



Figure 33

Take the electrical sensor harness and press it over the mass air flow sensor. Press all the way down until you hear the clip snap the two together.



Figure 34

Press the assembled crankcase vent box over the large intake port as shown above.



Figure 35

Once the 1 1/8" hose is sitting flush over the large port, continue to tighten the hose clamp over the intake port.

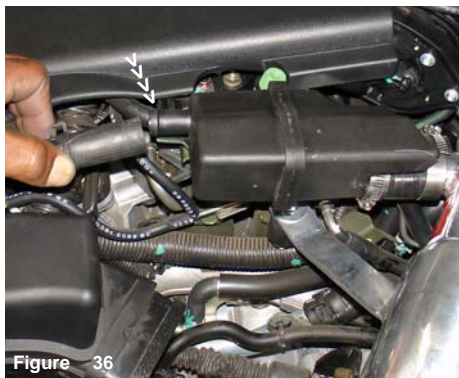


Figure 36

Take the crankcase breather hose and press it over the CCV box port hole.



Figure 37

When the breather hose is sitting flush with the CCV box, continue to slip the wire tension clamp over the CCV box port.



Figure 38

Take the assemble filter and heatshield and lower it into the engine compartment.



Figure 39

With the heat shield facing down or towards the transmission, press the assembled filter and shield over the end of the intake.



Figure 40

Press the filter neck over the intake until the intake is butted up against the filter stops.

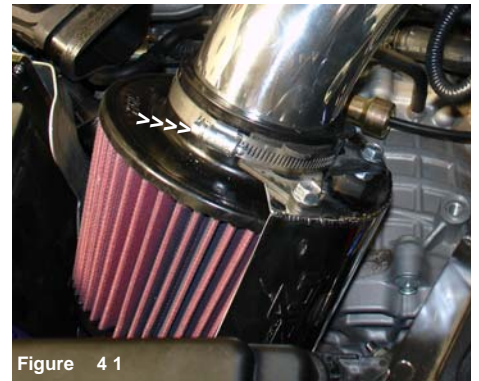


Figure 41

Once the intake is sitting flush up against the filter stops, continue to tighten the filter clamp.



Figure 42

adjust the entire intake for the best possible fit. Once you have made proper clearance through-out the intake and heat shield, continue to tighten all nuts, bolts and clamps.



Figure 43

Periodically, check the fitment of the intake and heat shield. Normal wear and tear may cause shifting of the intake that may cause damage to the intake. Failure to perform monthly preventative maintenance will void the warranty 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.