



Part number SP1987  
 2007-08 Nissan 350Z 3.5L V6  
 cold air intake equipped with  
 MR Tech and Air Fusion

- 1- Driver side primary air intake
- 1- Passenger side primary air intake
- 1- Driver side lower air intake coupler
- 1- Pass. side lower air intake coupler
- 2- Secondary silicone bumper (#3164) air intakes
- 2- 3" Dyno-tuned filters (#1017)
- 2- 2 3/4" straight hose (#3043)
- 4- Power Bands .362/.048 (#4004)
- 4- Power Band .312/.040 (#4003)
- 1- Driver side bumper brkt. (#20091)
- 1- Pass. side bumper brkt. (#20092)
- 1- dual horn relocating brkt. (#20093)
- 2- 17mm ID -1 1/2" long hose (#3080)
- 2- m6 x 16mm flange bolt (#6005)
- 1- 7 page instruction

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

MR Technology Step down 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 Inserts Published and patent pending

**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 air Intake System!"

Factory safe air/fuel ratio's for Optimum performance Patent# 7,359,795

Now equipped with "Air Fusion" Patent pending

Another great invention by Injen Technology

"Why settle for cheap imitations when you can have the original"



Figure 1



Figure 2



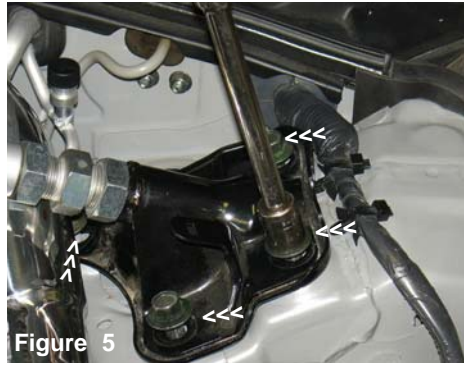
**Figure 3**

Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal and remove the strut tower bar from the engine compartment.



**Figure 4**

Loosen and remove the 3- 14mm bolts and 1- nut shown on the passenger side.



**Figure 5**

Remove the 3- m14 bolts and 1- flange nut located on the drive side strut bar bracket.



**Figure 6**

Once all 6- 14mm bolts and two flange nuts have been removed, continue to pull the strut tower bar out of the engine compartment,



**Figure 7**

Removing engine covers: Remove the 2- 10mm flange nuts and the 2-10mm bolts from the lower engine cover.



**Figure 8**

Once all nuts and bolts have been removed, continue to pull the lower engine cover out of the engine compartment.



**Figure 9**

Loosen and remove the 2-10mm flange nuts and 1-10mm bolt from the upper engine cover as shown above.



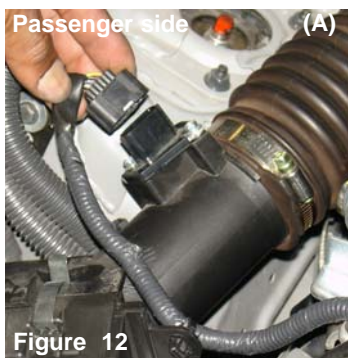
**Figure 10**

Once all nuts and bolts have been removed, continue to pull the upper engine cover out of the engine compartment.



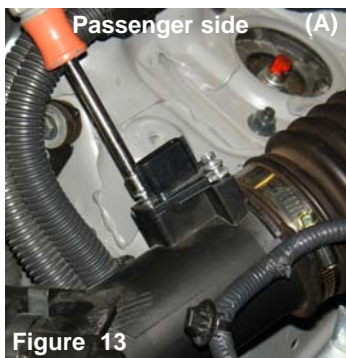
**Figure 11**

The two piece engine cover has been removed from the engine compartment. The air intake ducts and air box cleaner are now ready to be removed.



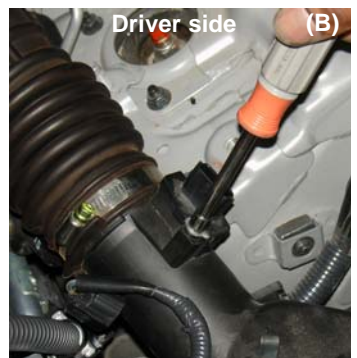
**Figure 12**

Depress the side locking tab on the electrical harness clip and pull up on the harness clip as seen on both (A) and (B).

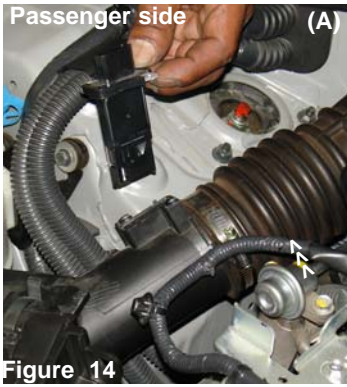


**Figure 13**

Loosen and remove the two bolts that secures the mass air flow sensor to the sensor housing on both (A) and (B).

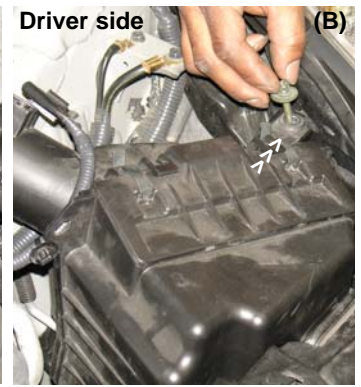






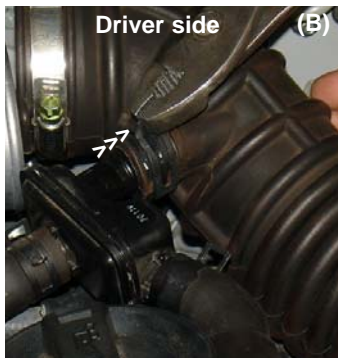
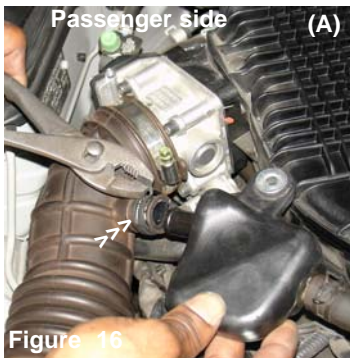
**Figure 14**

Once all bolts have been removed from each of the mass air flow sensor, continue to pull the mass air flow sensors from the passenger side (A) and the driver side (B) air intake ducts as shown above.



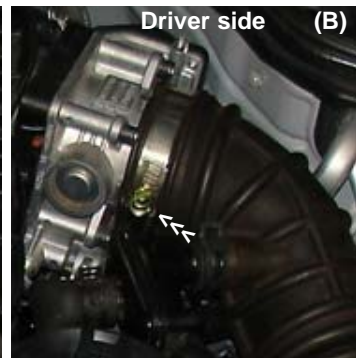
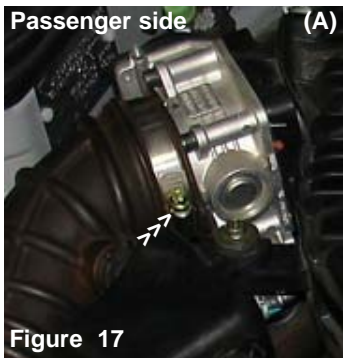
**Figure 15**

Remove one m6 bolt from the passenger side (A) and driver side (B) air box cleaner. A single bolt secures each air box cleaner in place.



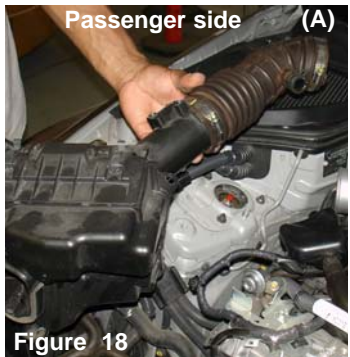
**Figure 16**

Use a pair of pliers to depress the tension clamps on the air intake ducts. Once the tension clamps have been depressed, continue to pull the crankcase air ventilation boxes from both passenger side (A) and driver side (B) air intake ducts.



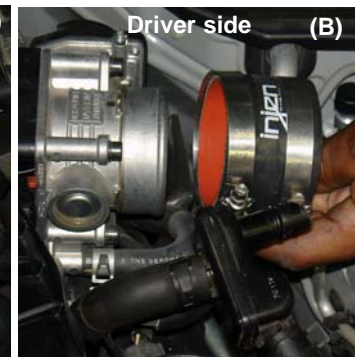
**Figure 17**

Loosen both hose clamps on the passenger side (A) and driver side (B) air intake ducts.



**Figure 18**

Once you have removed both electrical harness, both m6 bolts from the air box cleaners, both air ventilation boxes and loosened the clamps on the throttle bodies, continue to pull both air box cleaners from the engine compartment.



**Figure 19**

With two power bands on straight hose, press the 2 3/4" hose over the passenger side (A) and driver side (B) throttle bodies. Once the hose is firmly pressed over the throttle body, continue to tighten the clamp over the throttle body side.



**Figure 20**

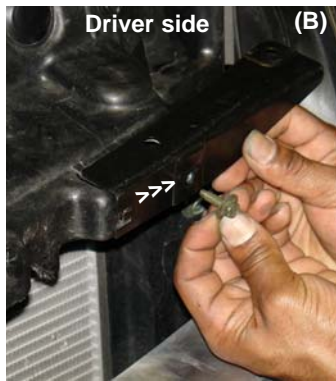
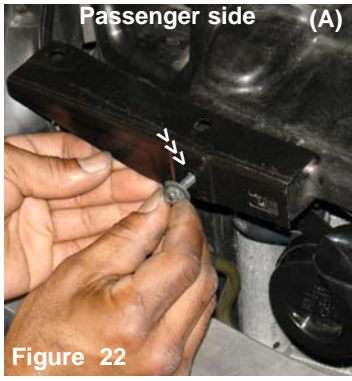
Remove all six plastic clips from the upper bumper area and all 14- 10mm bolts from the lower bumper area. Once all clips and bolts have been removed, continue to pull the bumper away from the car.



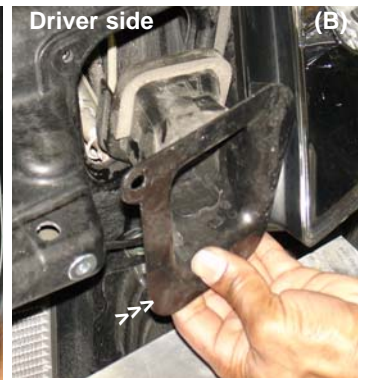
**Figure 21**

Remove the foam bumper padding from the aluminum bumper support as shown above.





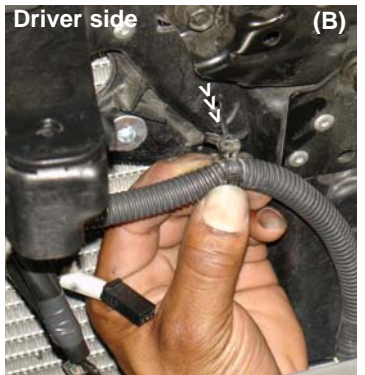
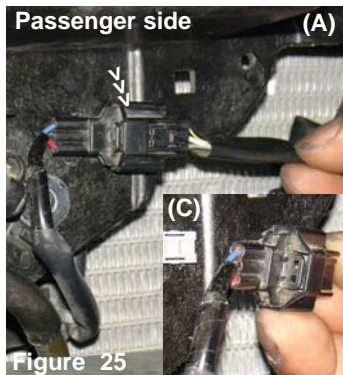
**Figure 22**  
Remove the 10mm bolt from the bumper bracket as shown above. Once the bolt has been removed, continue to remove the brace from the passenger side (A) and driver side (B).



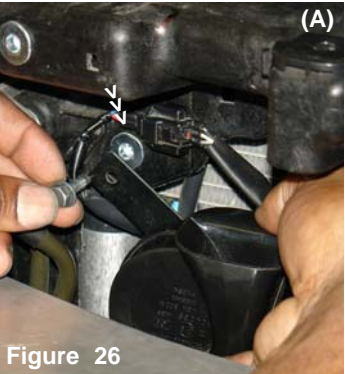
**Figure 23**  
Remove the plastic clips from the front air scoops which are located in front of the passenger side (A) and the driver side (B) cross member.



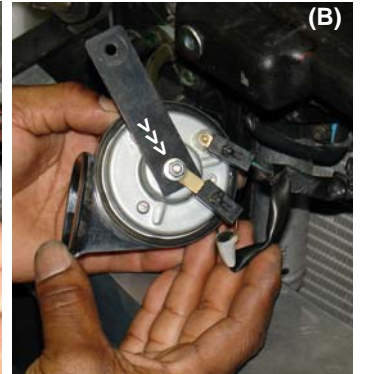
**Figure 24**  
Stock horns to be removed and relocated. Circled above are the harness clip and wire loom that need to be removed from the crossmember, this will allow the harness and horns to be relocated into the lower bumper area.



**Figure 25**  
Depress the plastic tab and separate the male and female harness clips (A), pull the male clip away from the crossmember, this will allow the harness to be extended (C). Pull the plastic clip on the wire loom from the crossmember to allow wire harness to be extended further down into the bumper area (B).



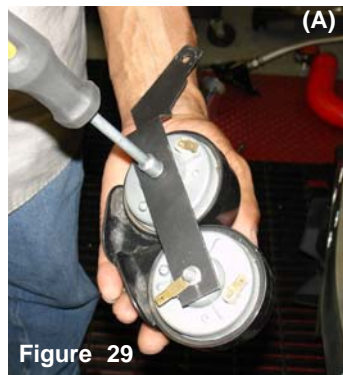
**Figure 26**  
Remove the 10mm bolt holding the passenger side horn (A) The electrical wires are disconnected from the passenger side horn, the nut is also removed in order to separate the horn from the bracket (B).



**Figure 27**  
The 10mm bolt on the driver side horn bracket is removed (A). The electrical wires are disconnected from the driver side horn, the nut is also removed in order to separate the horn from the bracket (B).



**Figure 28**  
The first horn is aligned and attached to the new bracket, the copper connectors are re-attached prior to securing it with the nut (A). The copper connector is re-attached and the electrical wires are reconnected as shown above (B).



**Figure 29**  
The second horn is aligned and attached to the top of the new bracket, the nut is used to secure the horn in place (A). The electrical wires are reconnected as shown above (B).



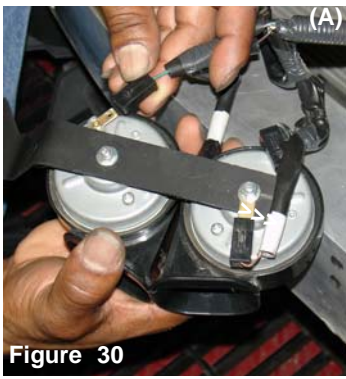


Figure 30

The electrical wires are all reconnected to the horns and the horns are secured to the new bracket(A). The horns are now ready to be lowered behind the bumper area (B).



Figure 31

The assembled horns and bracket are now lowered behind the bumper area and attached to the driver side stock location. The stock 10mm bolt is used to fasten the horn bracket in place (A). A 10mm socket is used to fasten the horn bracket in its original location.

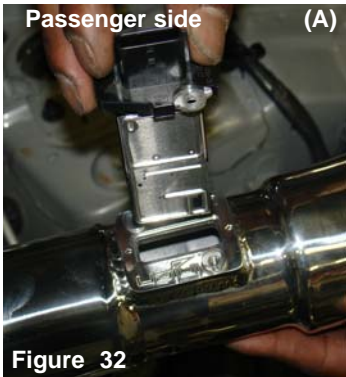


Figure 32

The passenger side mass air flow sensor is lowered into the billet machined sensor adapter (A). Once the mass air flow sensor has been carefully positioned in place, continue to use the stock bolts to secure the mass air flow sensor in place (B).

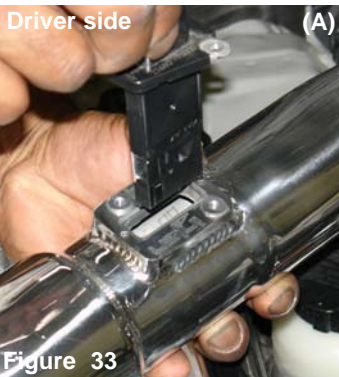


Figure 33

The driver side mass air flow sensor is lowered into the billet machined sensor adapter (A). Once the mass air flow sensor has been carefully positioned in place, continue to use the stock bolts to secure the mass air flow sensor in place (B).

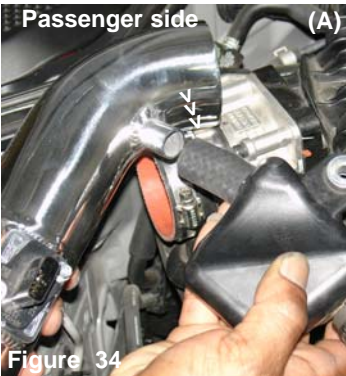
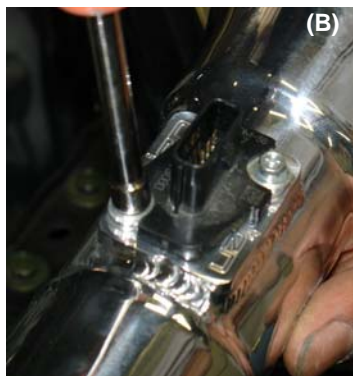


Figure 34

The 1 1/2" long, 17mm hose is pressed over the CCV box port (A) it can also be pressed over the intake port as well. The 17mm stub on the CCV box is now pressed over the air intake port(B). Insert the upper intake into the throttle body hose, adjust and use an 8mm nut driver to semi-tighten the clamp.



Figure 35

The 1 1/2" long, 17mm hose is pressed over the air intake port (A) The 17mm stub can also be pressed over the CCV box as well. The 17mm stub on the air intake port is now pressed over the CCV box port (B). Insert the upper intake into the throttle body hose, adjust and use an 8mm nut driver to semi-tighten the clamp.

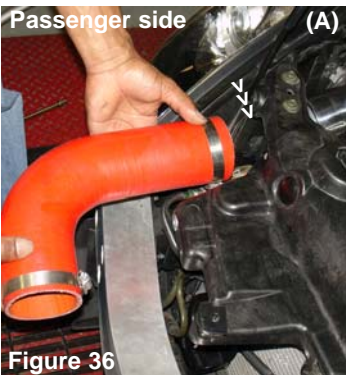


Figure 36

The power-bands are placed over the 90 degree silicone intake hose (A), the upper end is inserted into the front air scoop opening (A) the silicone hose is pressed over the intake end (B), adjust and tighten the clamp on the silicone hose (B)

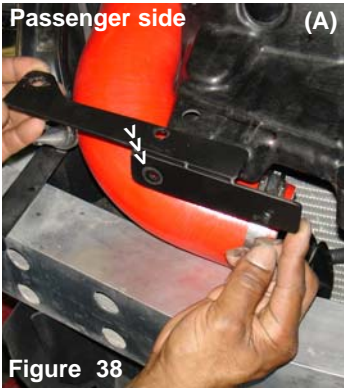


Figure 37

The power-bands are placed over the 90 degree silicone intake hose (A), the upper end is inserted into the driver side front air scoop opening (A) the silicone hose is pressed over the intake end (B), adjust and tighten the clamp on the silicone hose (B)

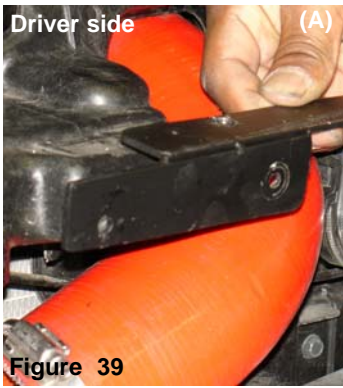
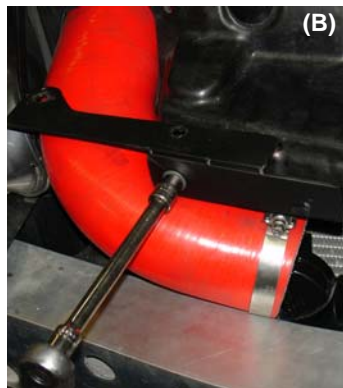






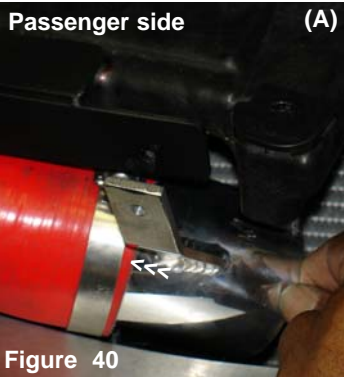
**Figure 38**

The new passenger side bumper bracket is aligned to the stock location (A), use the stock 10mm bolt to fasten the bracket in place (B).



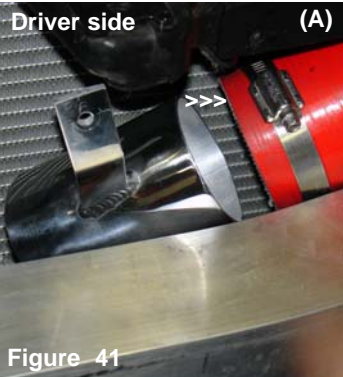
**Figure 39**

The new driver side bumper bracket is aligned to the stock location (A), use the stock 10mm bolt to fasten the bracket in place (B).



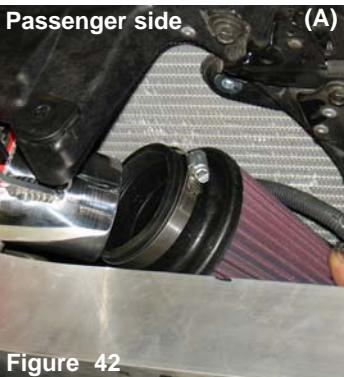
**Figure 40**

The passenger side filter coupler is pressed into the end of the silicone intake (A). The coupler bracket is aligned to the m6 nut on the bumper bracket, use the 10mm bolt to fasten the coupler in place (B). **Note: must use passenger side coupler**



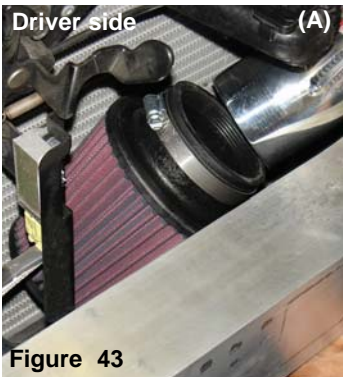
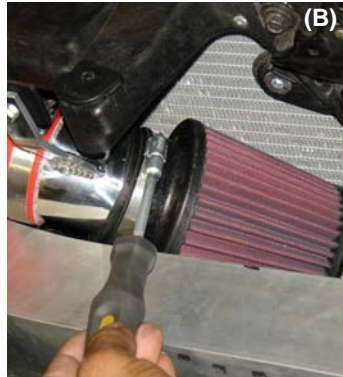
**Figure 41**

The driver side filter coupler is pressed into the end of the silicone intake (A). The coupler bracket is aligned to the m6 nut on the bumper bracket, use the 10mm bolt to fasten the coupler in place (B). **Note: must use driver side coupler**



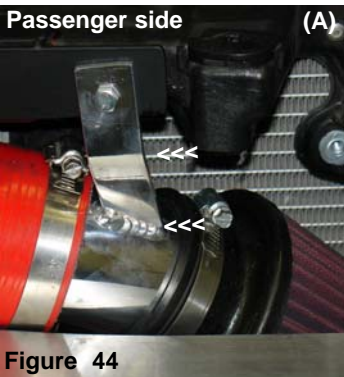
**Figure 42**

The Dyno-tuned filter is aligned to the passenger side filter coupler (A). The filter is pressed over the coupler until it comes to rest against the built-in filter velocity stack stop (B). The 8mm nut driver is used to tighten the filter neck clamp (B).

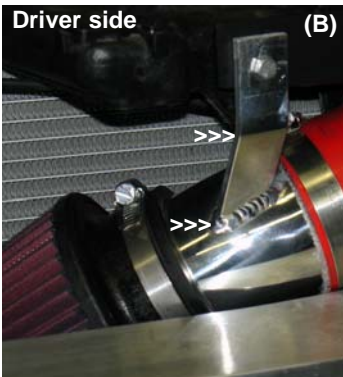


**Figure 43**

The Dyno-tuned filter is aligned to the driver side filter coupler. The filter is pressed over the coupler until it comes to rest against the built-in filter velocity stack stop (B). The 8mm nut driver is used to tighten the filter neck clamp (B).



**Figure 44**



**Figure 45**

The upper engine cover is re-installed to its stock location as shown above. Use the 2-10mm flange nuts and 1- 10mm bolt to fasten the upper engine cover in place.

The passenger side and driver side filter couplers and filters are aligned for best possible fit. Once you have aligned the silicone intake hose, filter couplers and filters, continue to tighten the bolts and clamps. **NOTE: Bend direction on brackets and angle cut on brackets to determine proper position of filter couplers.**





**Figure 46**

The lower engine cover is aligned to the upper engine cover as shown above. Use the 2- 10mm flange nuts and the 2-10mm bolts to fasten the engine cover in place



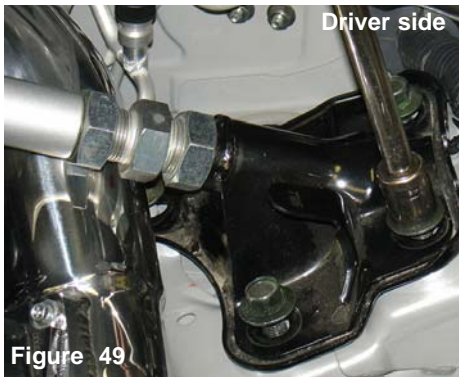
**Figure 47**

set the strut bar over the engine cover and align the brackets to the strut tower mounts. Use the 6- 14mm bolts and 2- 14mm nuts to secure the strut bar in place.



**Figure 48**

The 3- 14mm bolts and single 14mm nut is use to fasten the passenger side bracket in place.



**Figure 49**

The 3- 14mm bolts and single 14mm nut is use to fasten the driver side bracket in place.



**Figure 50**

The foam bumper insulation is replaced in front of the aluminum bumper support.



**Figure 51**

The front bumper is now replaced and all bolts and plastic clips are used to fasten the bumper in place.



**Figure 52**

Align the entire intake for best possible fit. Once you have aligned and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.



**Figure 53**

Align the entire intake for best possible fit. Once you have aligned and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.

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.