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 Published and patent pending
4- Tuning Method and Device for intake tracts having built-in, extended Air Horns Patent pending

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
This intake system is equipped with the first ever Air Intake Filter Horns Patent Pending
The upper air box and air intake duct is removed from the throttle body and lower air box.

The three M10 bolts are loosened and removed from the lower air box as shown above.

The engine cover to be removed. Note: prior to getting started with the installation, disconnect the negative battery terminal.

The engine cover is now removed.

The plastic pin is popped up in order to remove the pin.

Compress the tension clamp on the air duct connected over the throttle body. Pull the air duct away from the throttle body.

The crank case hose is pulled from the air duct port as shown above.

Depress the tab and pull the electrical harness connector from the mass air flow sensor.

The three C-clamps are unhooked from the upper air box.

The plastic pin is now removed from the air box extended brace.

The stock filter panel is removed from the lower air box.

The three M10 bolts are loosened and removed from the lower air box as shown above.
The lower air box cleaner is now pulled out from the engine compartment.

The vacuum switching valve is removed from the brace as shown above.

The vacuum switching valve will be installed on the primary intake later in the instructions.

The last and final m6 bolt is removed from the reservoir bottle brace.

Loosen and remove the m5 bolt from the bracket holding the vacuum switching valve.

Loosen and remove the two mass air flow sensor bolts.

The mass air flow sensor is carefully pulled from the sensor housing.

Loosen and remove the first m6 bolt from the reservoir bottle as shown above.

The lower air resonator duct is removed from the driver side bumper.

The air resonator hose will no longer be used with the cold air intake.

The reservoir bottle is temporarily removed in order to install the cold air intake.

The 2 1/2" straight hose is pressed over the throttle body, two power bands are placed over the over the hose. Tighten the clamp over the throttle body at this point.

The reservoir bottle is temporarily removed in order to install the cold air intake.
The primary intake is lowered into the engine compartment and pressed into the 2 1/2" straight hose.

The 55 degree silicone hose is placed into the head lamp while the other end is pressed over the primary intake end.

The vibra-mount is aligned to the crossmember brace located on the driver side corner, above the wheel well mud guard.

The secondary intake is inserted into the corner bumper and into the silicone hose while aligning the bracket to the vibra-mount.

Once you have aligned the secondary intake to the vibra-mount, continue to tighten the m6 nut.

The secondary intake is now installed and secured to the vibra-mount.

The new filter is aligned to the end of the intake and pressed over the intake.

Note: The silicone air intake is located right above the vibra-mount. The vibra-mount is now tightened.
As soon as the filter stops have butted up against the filter stop, continue to tighten the filter with the filter.

The mass airflow sensor is slowly lowered into the machined sensor adapter.

Once the sensor is securely in place (C), continue to use the m4 bolts in kit to fasten the sensor in place (B).

The mass airflow sensor is slowly lowered into the machined sensor adapter.

The mass airflow sensor is in place and the harness clip is now connected.

The vacuum switching valve stand-offs are inserted into the pre-tapped holes that are machined into the bracket.

Press the electrical sensor harness over the mass airflow sensor until it snaps in place.

The crankcase hose is pressed over the intake port as shown above.

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 may be 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.