Part number SP6080
04-08 Mazda RX8 Rotary 1.3L
1- 1 pc. cold air intake equipped with MR Tech and Air Fusion
Power-Flow box- contents (PB375C-8)
1- 8” inverted top filter (A) (#1022)
1- main body, top screen (B) (#15015)
1- 3/4” velocity stack (C) (#15017)
1- front pre-filter screen (D) (#15018)
4- m6 x 20mm bolts (E) (#6073)
2- M6 x 12mm hex screw (F) (#6056)
2- m6 x 16mm button head (G) (#6005)
Panels:
1- Front mounting panel (F) (#11045)
1- passenger side panel (G) (#11046)
1- driver side panel (H) (#11047)
Hose and clamps
1- 3 1/4” x 3 1/2” T/B step hose (I) (#3140)
1- 3 1/2” x 3 3/4” step hose (J) (#3133)
2- Power Bands .412/.056 (#4005)
1- Power Band .462/.064 (#4006)
1- Power Band .362/.048 (#4004)
2- M4 x 10mm button head (#6047)
1- 5mm vacuum cap (#8004)
1- zip tie (#8001)
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
   Published and patent pending

Note: 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!”
Remove the stock grommets from the air box cleaner.

All three vacuum lines have been disconnected from the air intake duct.

Unscrew and remove the two screws that fastens the mass air flow sensor to the sensor housing.

Loosen the clamp on the throttle body clamp as shown above.

Pull up on the stand offs located in front of the engine cover. A slight tug up will be required to pull the stand offs out of the stock grommet.

Disconnect the electrical sensor harness from the mass air flow sensor.

Unscrew and remove the two screws that fastens the mass air flow sensor to the sensor housing.

Once both screws have been removed, continue to pull the mass air flow sensor from the sensor housing.

Loosen the clamp on the throttle body clamp as shown above.

Remove the stock grommets from the air box cleaner.

All three vacuum lines are disconnected from the air intake duct connected to the throttle body.

All three vacuum lines have been disconnected from the air intake duct.
The metal screen is firmly pressed up against the velocity stack stops.

Here is the air horn and three screws that have been removed from the lower air box cleaner.

Unlatch the metal clamps on the lower air box cleaner. Once you have removed the clamps, continue to pull the upper air box from the lower air box.

Insert the metal screen into the 3133 step hose until it sits flush in the inner stop.

Disconnect the air box vacuum switching valve line connected to the intake manifold port.

Once all lines and clamps have been removed or loosened, continue to pull the entire air box out of the engine compartment.

Disconnect the vacuum line as shown above.

Once the top box has been removed, continue loosen and remove all three screws securing the air horn to the lower air box.

Remove the 3 3/4” OD metal screen from the lower air box as shown above.

Insert the metal screen into the 3133 step hose until it sits flush in the inner stop.

Use a ratchet and socket to tighten the bolts on the front mounting bracket to the power box.

Align the legs on the mounting panel to the bolt hole pattern located on the upper front box.
Press the 3140 step hose over the throttle body, use two power bands. Tighten the clamp on the throttle body side.

The assembled step hose and stock air straightener is now aligned over the power box inlet.

The lower air box nuts are loosened and removed in order to place the new power box. The first nut is now removed.

The assembled step hose and stock air straightener is now aligned to the power box inlet.

The assembled power box is lowered into the engine compartment and the intake is pressed into the throttle body step hose.

The assembled air intake and power box is ready to be installed.

The second nut is now removed.
The intake is inserted into the throttle body step hose. Use a ratchet and socket to tighten the nut on the passenger side front mounting panel. The upper two m6 x 20mm bolt is removed from the power box. This is where the driver side panel will be attached. The passenger side air panel is now aligned to the power box. The stock nuts are used to fasten the mounting panel to the crossmember radiator support. The front mounting panel tabs are aligned to the studs as shown above. The driver side nut is used to fasten the front mounting panel. The power box step hose clamps are now semi-tightened. The driver side air panel is aligned to the base of the power box and front mounting panel. The same m6 x 20mm bolt is used to attach the air panel. The m6 x 12mm bolt is used to fasten the front mounting panel and driver side air panel. The same m6 x 20mm bolt removed earlier is used to secure the passenger side air panel. The remaining m6 x 12mm bolt is used to fasten the passenger air panel to the front mounting panel.
The two lower vacuums lines are pressed over the lower intake ports as shown above.

The upper vacuum hose is aligned to the upper intake port.

The upper vacuum hose is installed on the upper intake port.

The second tab on the mass air flow sensor is secured with the m4 x10mm bolt.

The electrical sensor harness is pressed over the mass air flow sensor.

Press the electrical harness on the mass air flow sensor until it snaps together.

The zip ties are used to secure the harness lines and the green sensor clip removed from the vacuum switching valve which is no longer used.

The mass air flow sensor and grommet are all installed.

The 3mm vacuum cap is used to cap off the intake manifold port.

The stock grommet are removed from the stock air box and inserted into the pre-drilled holes on the top air panels.

The mass air flow sensor is now lowered into the calibrated intake tube.

The m4 x 10mm hex bolts are used to secure the first tab on the mass air flow sensor.

The electrical sensor harness is pressed over the mass air flow sensor.

The 3mm vacuum cap is used to cap off the intake manifold port.
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 tightening 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.