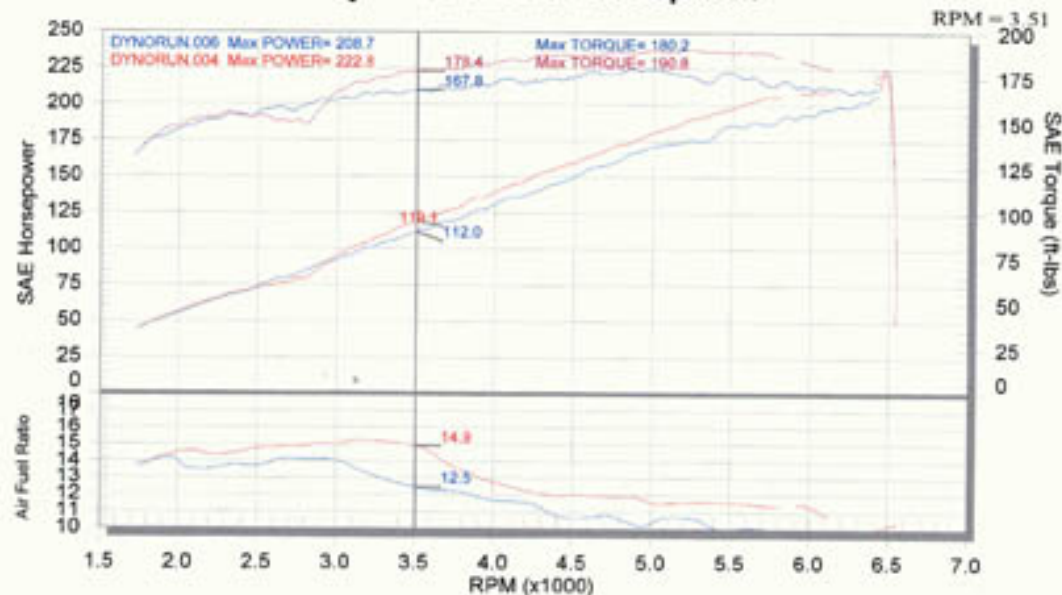


■ DYNORUN.006 BASELINE RO 7/22/05 11:55:28 AM
■ DYNORUN.004 WITHOUT MR TECHNOLOGY RO 7/15/05 1:03:30 PM

Injen Research & Development



DYNORUN.006 BASELINE RO 7/22/05 11:55:28 AM
 2005 CHEVROLET COBALT SS
 DYNORUN.004 WITHOUT MR TECHNOLOGY RO 7/15/05 1:03:30 PM
 2005 CHEVROLET COBALT SS

MRtech1

This graph without the use of MR Technology, reveals a very unstable and lean air/fuel ratio while making high horsepower/torque gains.

■ DYNORUN.006 BASELINE RO 7/22/05 11:55:28 AM
■ DYNORUN.008 INJEN COLD AIR INTAKE SYSTEM RO 7/22/05 12:14:14 PM

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DYNORUN.006 BASELINE RO 7/22/05 11:55:28 AM
 2005 CHEVROLET COBALT SS
 DYNORUN.008 INJEN COLD AIR INTAKE SYSTEM RO 7/22/05 12:14:14 PM
 2005 CHEVROLET COBALT SS

MRtech2

When MR Technology is implemented horsepower/torque gains are maximized while air/fuel ratio becomes stabilized. MR Technology tunes the intake system to within SAFE FACTORY LIMITS, making it the FIRST TUNED INTAKE IN THE WORLD!