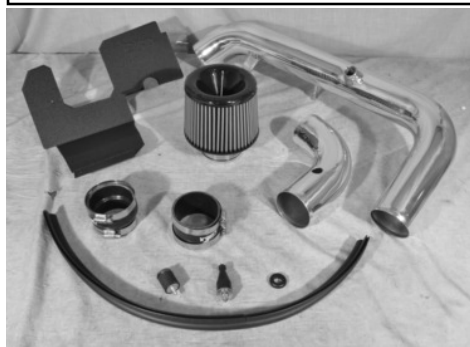




**Part number SP9064**  
**2013 Ford Fusion Ecoboost**  
**2.0L 4-Cyl. Turbo**

- 1- 2 pc. Short ram intake equipped with **M.R. Technology**
- 1- 3" Injen dry filter (#1014BB)
- 1- Heatshield (#11111)
- 1- 3" straight hose (#3044)
- 1- 2.5"x3" step hose (#3110)
- 3- #48 clamp (#4004)
- 1- #40 clamp (#4003)
- 1- Rubber trim @27" L (#6058)
- 1- M6 stand off stud (#15023)
- 1- M6 Vibramount (#6020)
- 2- M6 Nut (#6002)
- 2- Fender Washer (#6010)
- 1- M6 hex screw (#6005)

**Note:** Injen strongly recommends that this system be installed by a professional mechanic.



**Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available. Please check the contents of this box immediately.**

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from. Installation DOES require some mechanical skills. A qualified mechanic is always recommended. \*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot. Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

**PRODUCT DISCLAIMER AND LIABILITY WAIVER:** THIS PRODUCT IS DESIGNED FOR OFF-ROAD or COMPETITION USE ONLY.

*Please keep all OEM intake system components for future use.*

**Note:** This intake system was Dyno-tested with an Injen filter and Injen parts. The use of any other filter or part will void the warranty.

**M.R. 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!"**

**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



Figure 3

Stock air box assembly shown in this picture. Disconnect battery before the install. Remove the engine cover.

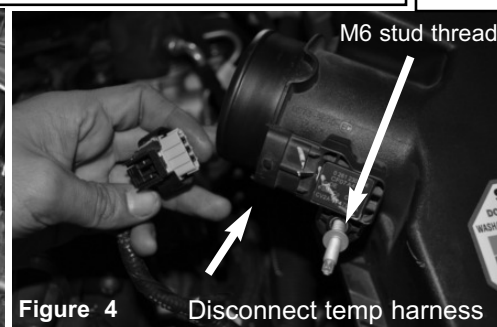


Figure 4

Loosen the clamp on the upper part of the air-box. Disconnect temperature sensor harness. Now, loosen the stud holding in the temperature sensor using 5mm socket and remove the sensor.

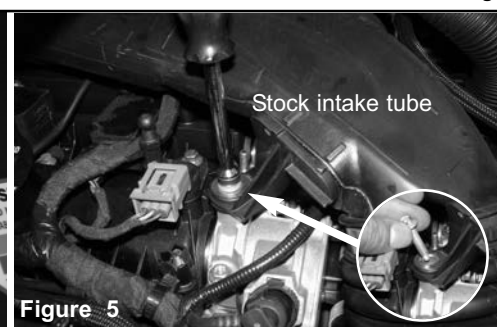


Figure 5

Locate the screw holding in the upper half of the stock intake tube. Loosen using 8mm nut driver or socket. Remove the screw.

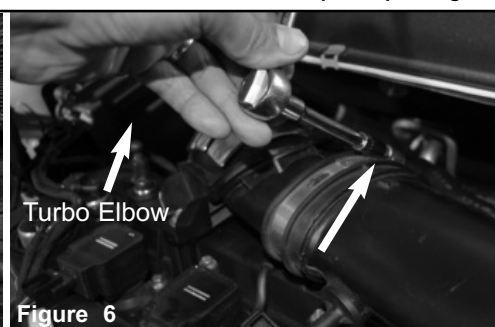


Figure 6

Loosen the clamp on the plastic turbo elbow. Remove the stock intake tube from the turbo elbow. Un-clip upper half of air box.



Figure 7

Carefully lift up and remove the stock intake tube from the vehicle.



Figure 8

A) Loosen the 2 screws holding in the airbox snorkel using 8mm nut driver or socket. B) Now lift up and remove the air box assembly.

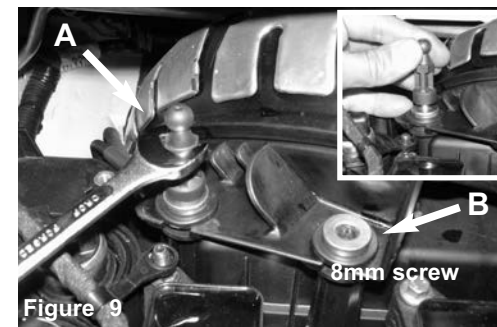


Figure 9

A) Loosen the 8mm screw holding in the plastic turbo elbow. Remove the screw. B) Now loosen the engine cover fitting using 12mm wrench. Remove and save fitting and grommet with spacer for later install.

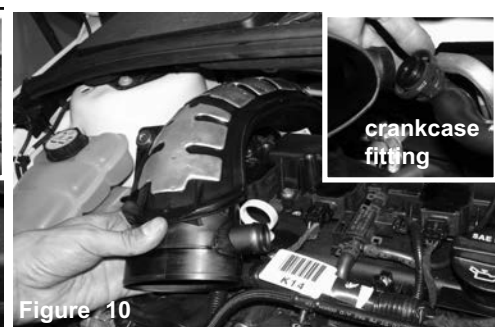
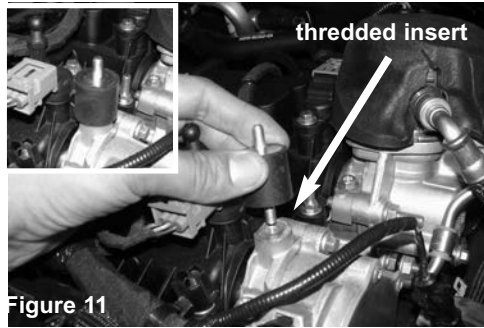
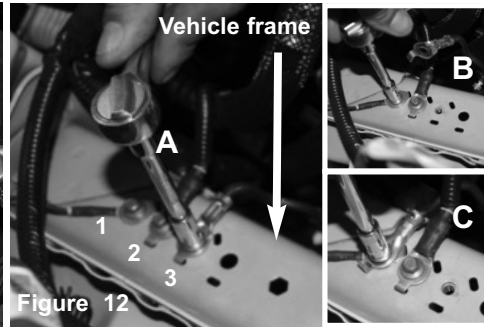


Figure 10

Loosen the clamp on the turbo side, remove the plastic turbo elbow. Disconnect the crankcase line.



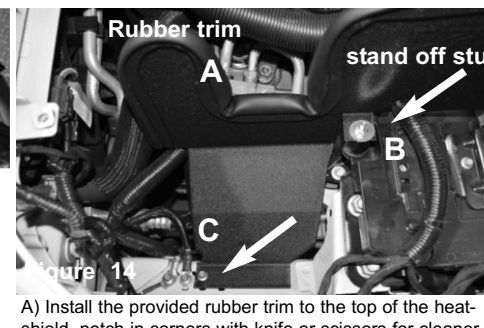
**Figure 11**  
Install the vibramount to the threaded insert from step 5. Secure and tighten.



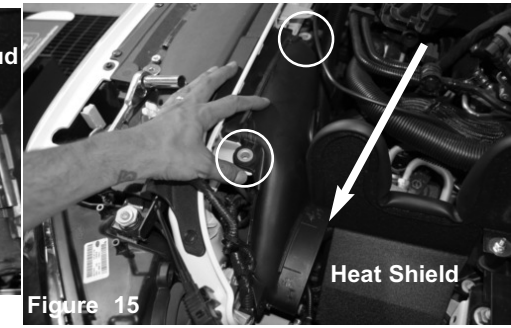
**Figure 12**  
A) Loosen the 3rd ground strap. Save bolt for later install.  
B) Loosen the 1st ground strap.  
C) Now flip the connection fitting over upside down and secure to the first ground strap. Tighten using 8mm socket.



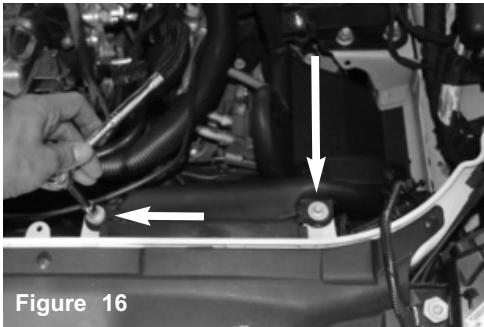
**Figure 13**  
Loosen the screw holding in the factory scoop on the air box. This will be used in the new intake kit.



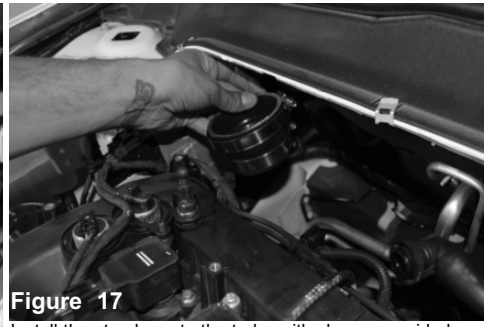
**Figure 14**  
A) Install the provided rubber trim to the top of the heat shield, notch in corners with knife or scissors for cleaner installation. B) Install the provided m6 stand off stud to factory grommet air box position. C) Install the heat shield and position bracket to stand off stud, and threaded insert from step 12. Secure using factory screw. Secure the stand off stud using provided m6 nut and washer.



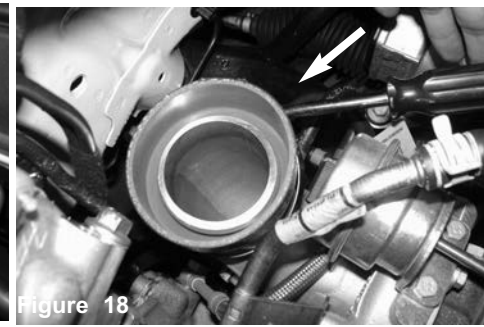
**Figure 15**  
Now install the scoop from step 13 position.



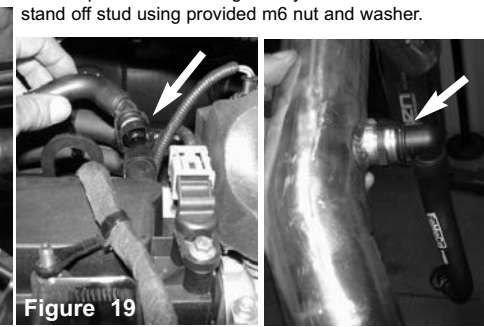
**Figure 16**  
Now secure and tighten using the stock screws.



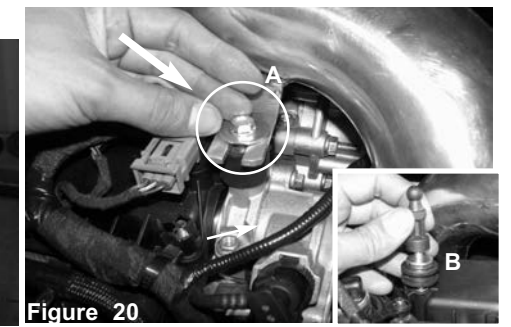
**Figure 17**  
Install the step hose to the turbo with clamps provided.



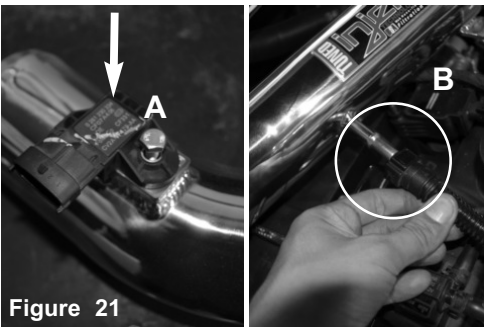
**Figure 18**  
Tighten the clamp on the turbo only. Place clamp on the 3" side in a spot allowing for easy access when you tighten the clamp.



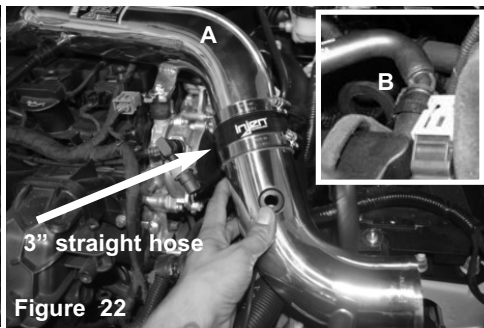
**Figure 19**  
Remove the crank case fitting on the the engine. See step 11. Secure and make sure the seal seats and the clip clicks. Lubricate inside of fitting, rotate and position for easier installation.



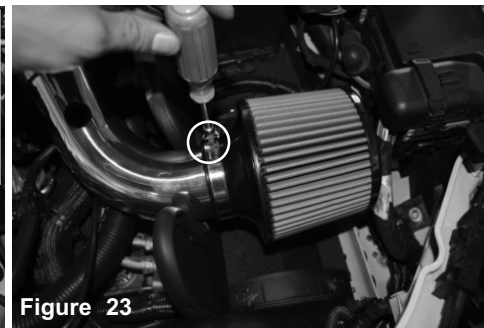
**Figure 20**  
A) Install the primary intake tube and secure to the turbo and bracket to the vibramount. Secure using provided m6 nut and fender washer. B) Re-install the fitting from step 9, this will allow for the engine cover install.



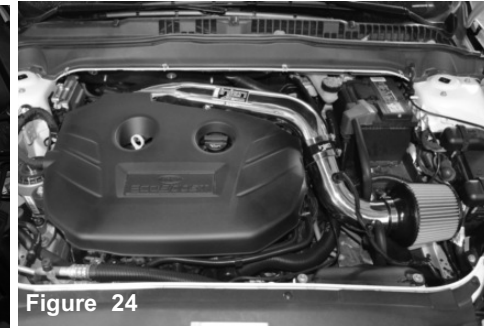
**Figure 21**  
A) Now install the temperature sensor to the intake tube. Secure using the provided M6 hex screw.  
B) Connect the vacuum line to the fitting on primary tube.



**Figure 22**  
A) Attach the 3" straight hose with clamps to the primary intake tube. Now install the secondary tube and connect to the primary tube. Do not tighten. B) Connect the crankcase line to the engine fitting.



**Figure 23**  
A) Install the air filter. Position the intake for the best fit, tighten all clamps using 8mm nut driver. Tighten and secure the vibramount using 10mm socket or wrench. Re-connect the MAF sensor harness. Re-install the engine cover. Connect the battery terminals.



**Figure 24**  
Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. **Note: Check clearance and adjust if needed! Failure to check the alignment and adjust the intake can cause damage that will void the warranty. Injen Technology is not responsible for any damages caused by/from improper installation.**

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.