Part number PF2018
2000-04 Toyota Tundra 4.7L V8
2000-04 Toyota Sequoia 4.7L V8

1- Intake system	
1- 3 1/2" Injen filter	(#1015)
1- 90 degree 3.25"-3.50" reducing elbow	(#3145)
6- m6 x 20 hex head screws **(m5 allen or torx bit required)**	(#6037)
4- 3.5 rubber spacing inserts	(#11031)
1- 3 1/2" composite tube heat shield (2 halves)	(#11027)
2- Power-Bands (.056)**(.412)**	(#4005)
1- 12" 15mm heater hose	(#3079)
1- 20" 8mm heater hose	(#3091)
1- 18" 4mm heater hose	(#3104)
1- 8mm vacuum cap	(#8005)
1- M6 vibra-mount	(#6020)
2- M6 flange nut	(#6002)
2- fender washer	(#6010)
1- license plate frame	(#9010)
1- instruction	

Note: The C.A.R.B. Exempt sticker must be attached under the hood in a manner such that it is easily viewed by an emissions inspector.

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.

Injen Technology 244 Pioneer Place Pomona, CA 91768 USA

Please check the contents of this box immediately.

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 and CARB exemption number.

Parts and accessories are available on line at "Injenonline.com"

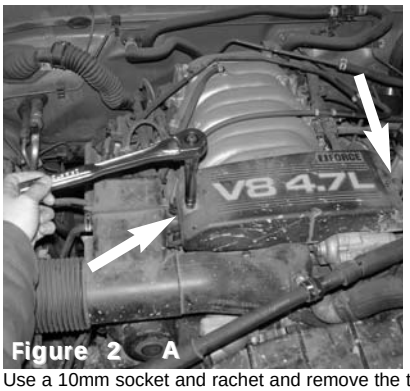
In order to properly fit the composite tube heat shield to the intake system, set the four m6 x m20 hex screws on the ends. Once all four hex screws have been inserted, tighten all four hex screws equally to prevent distortion of the shield. This will close the gap between the two heat shields creating the proper seal. Complete the installation by inserting the remaining hex screws and tighten.

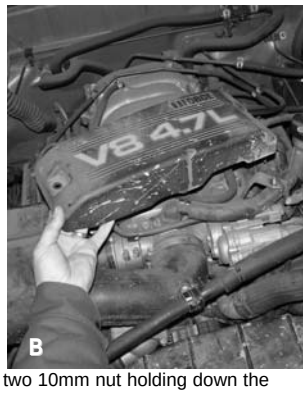
MR Technology- Patent Pending

Congratulations! You have just purchased "The world's first tuned intake system"

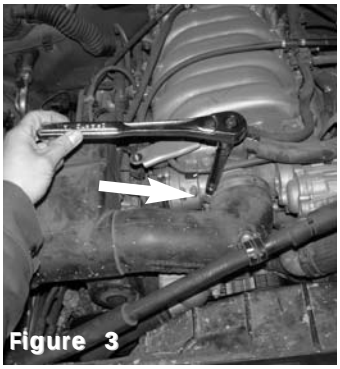
MR Technology**, Leading the Way!**

Figure 1

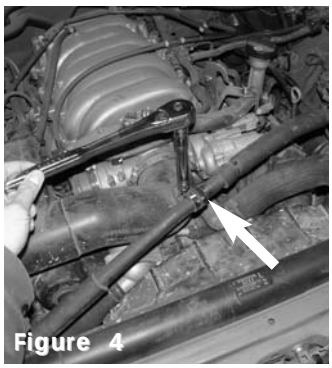




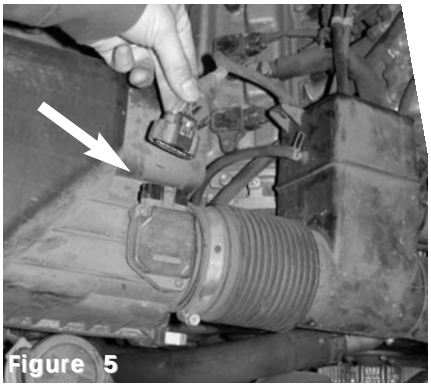
Use a 10mm socket and rachet and remove the two 10mm nut holding down the engine cover. (Figure A) Then remove the engine cover to get to the clamp on the intake duct. (Figure B)



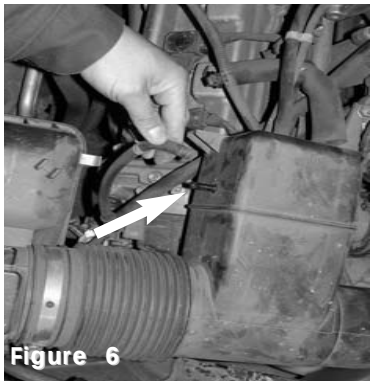
Use a 10mm socket and rachet and loosen the 10mm clamp on the intake duct at the throttle body.



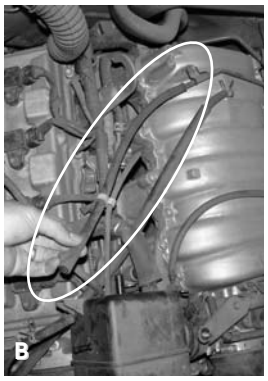
Now loosen the 10mm bolt on the power steering hose bracket attaching it to the air duct.



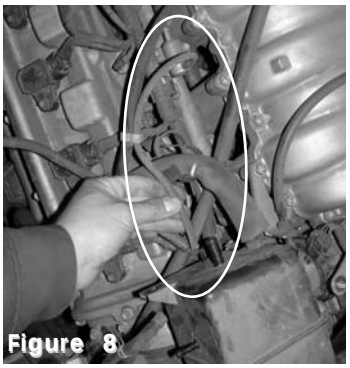
Unclip the harness from the MAF sensor.



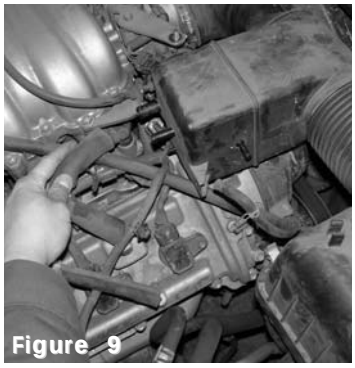
Disconnect the vacuum line connected to the side of the air duct.



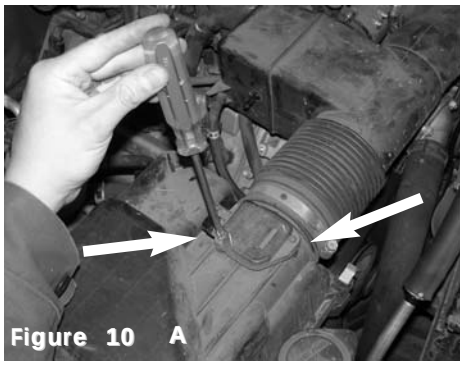
Remove the vacuum switching valve line from the back side of the air duct. (Figure A). The entire vacuum switching valve line is remove and will be replaced with an Injen vauum line later. (Figure B)



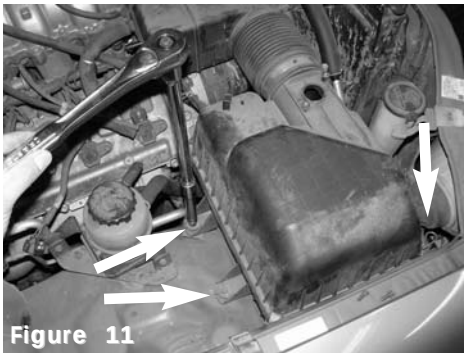
Disconnect the vacuum line from the fuel regulator tothe vacuum box on the air duct. This entire line is removed and replaced with an Injen vacuum line.



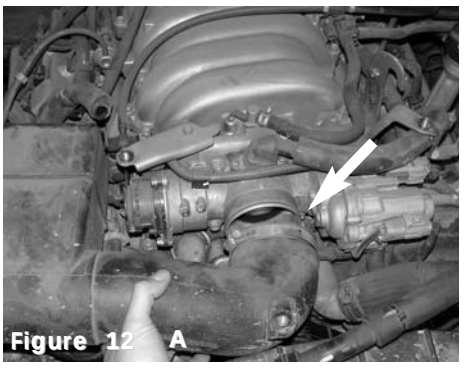
Now disconnect the crank case vacuum line from the valve cover to the vacuum box on the air duct.



Use a phillips to unscrew the two screws holding down the MAF sensor. (Figure A) Then remove the MAF sensor from the factory air box cleaner



Remove three 10mm bolts holding down the factory air box cleaner with a 10MM socket and rachet.

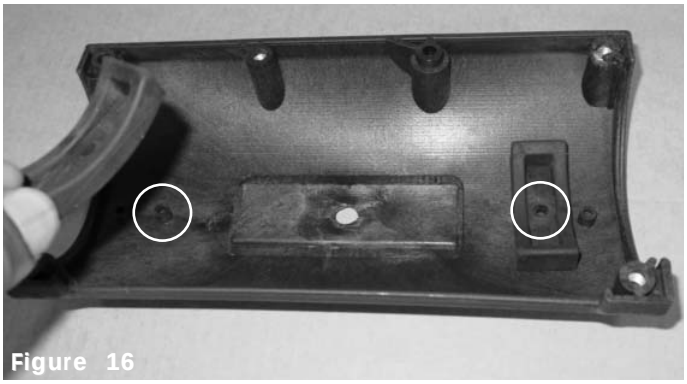


Pull air duct off of throttle body. (Figure A) and then remove entire air box cleaner and air duct. (Figure B)

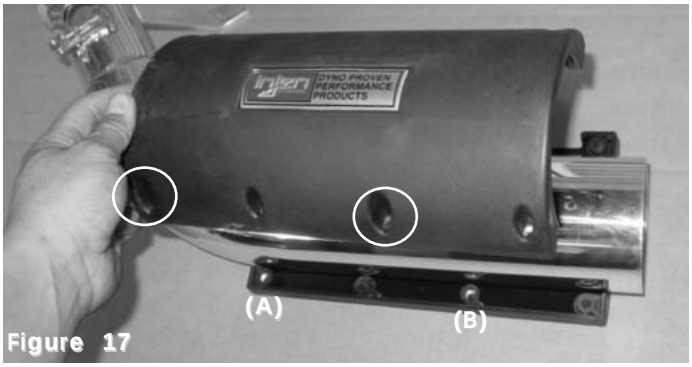
Entire factory air box removed

Press the 3 1/4" end on the 90 degree elbow over the throttle body. Place a clamp on each side of the elbow but only tighten the end on the throttle body.

Screw the grey vibra-mount into the brace located on the the fender well until it bottoms out.

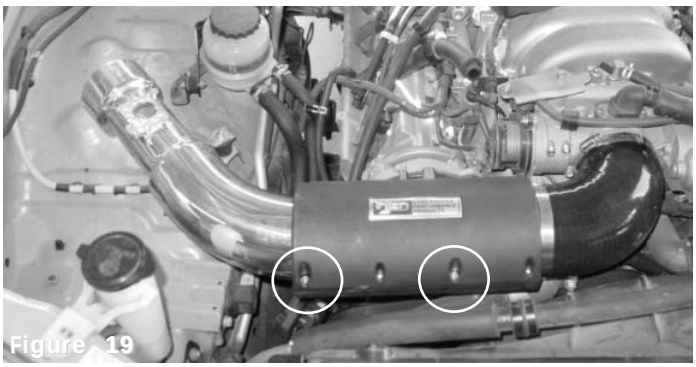


Each heat shield will take two rubber spacers that are pressed over the locating pins. Each end has two locating pins, the rubber spacer works best when it is pressed over the inner pins. This will create the desired gap between bends that may obstruct the shields clearance.

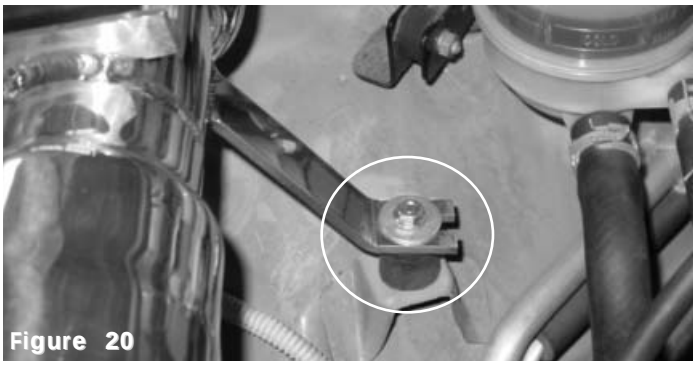


The window opening on the shields will face the vacuum ports. Lay the intake over the bottom half of the shield until it is snug in place. Take the top half of the shield and line up the bolt pattern to each other. Screw the m6 x m25 bolt into the press nuts seen on the bottom shield. See (A) and (B)

Turn the shield around and do the same for the other side. There are a total of four m6 x m25 hex screws used to attach this heat shield. Do not over tighten the screws because minor adjusting will be required to set the heat shield in the correct location. **Allow at least 3/4" to 1" from the end for the 90 degree elbow (A).**



Press the assembled heat shield and intake and insert the straight end into the elbow located on the throttle body. Align the intake while pressing it into the elbow but be sure to align the bracket to the vibra-mount stud. You may loosen the heat shield screws to further adjust the shield.



The bracket on the intake is lined up to the vibra-mount stud. Use the m6 flange nut and fender washer to secure the intake in place.


Figure 21

Press the 31/2" Injen filter over the end of the intake. Adjust the filter for best fit and tighten the clamp on the filter neck. Screw the additional m6 x 20 hex head screws into the remaining press in nuts

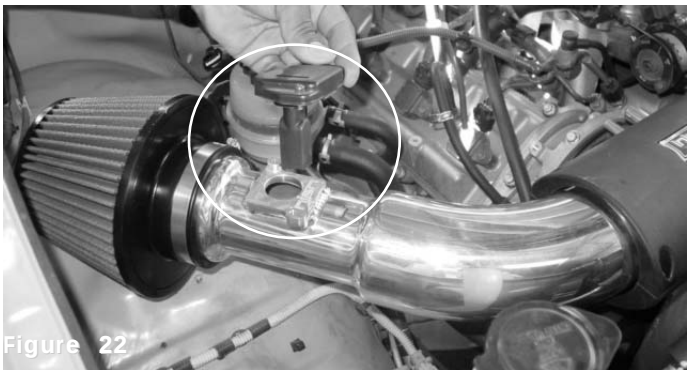


Figure 22

Remove the stock mass air flow sensor from the stock intake box. Press the sensor into the machined adapter located on the intake. It is good practice to wet the O-ring with a dab of water or oil in order to prevent the O-ring from kinking or tearing as it is pressed in.

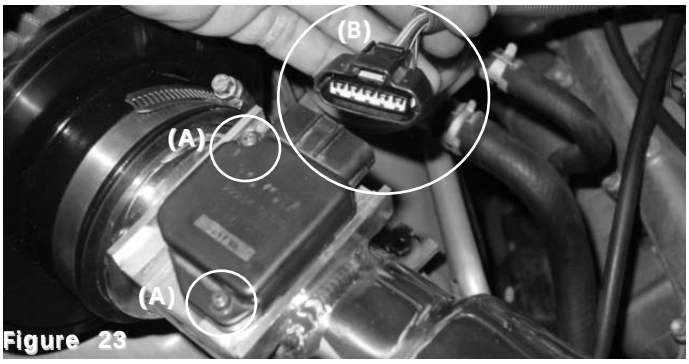


Figure 23

Use the stock screws to reattach the mass air flow meter back onto the machined adapter (A). Take the harness clip and press the clip over the mass air flow sensor (B)


Figure 24

Take the stock power steering vacuum line and press it over the 1/4" port located on the intake


Figure 25

Take the 15mm hose connected at the crankcase port and press it over the 5/8" port located on the intake.

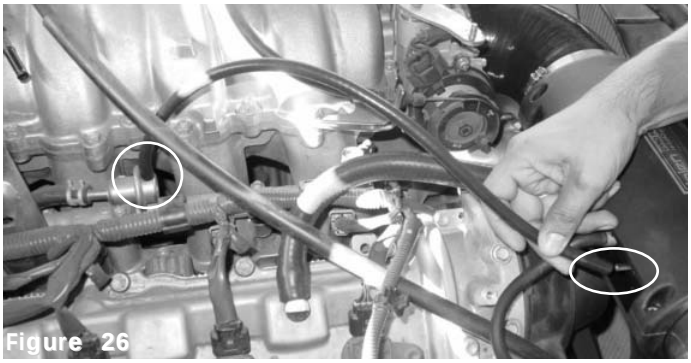


Figure 26

Take the 4mm vacuum hose connected to the pressure regulator port and insert it over the 3/16" vacuum port located on the intake.


Figure 27

All 2000-02 will have a charcoal canisters with vacuum port. Take the 8mm hose connected to the charcoal canister and press it over the 3/8" port on the intake.

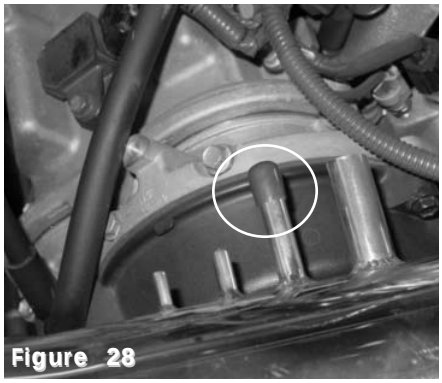


Figure 28

All 2003-04 models will not require this vacuum port. Use the 8mm vacuum cap to close off the port.

Figure 29

Align the entire intake for best fit. Check all vacuum lines for any leaks. Once all lines and fit has been checked continue to tighten all nuts, bolts and clamps.

1. Once the installation is complete, reconnect the negative battery terminal before you start the engine.

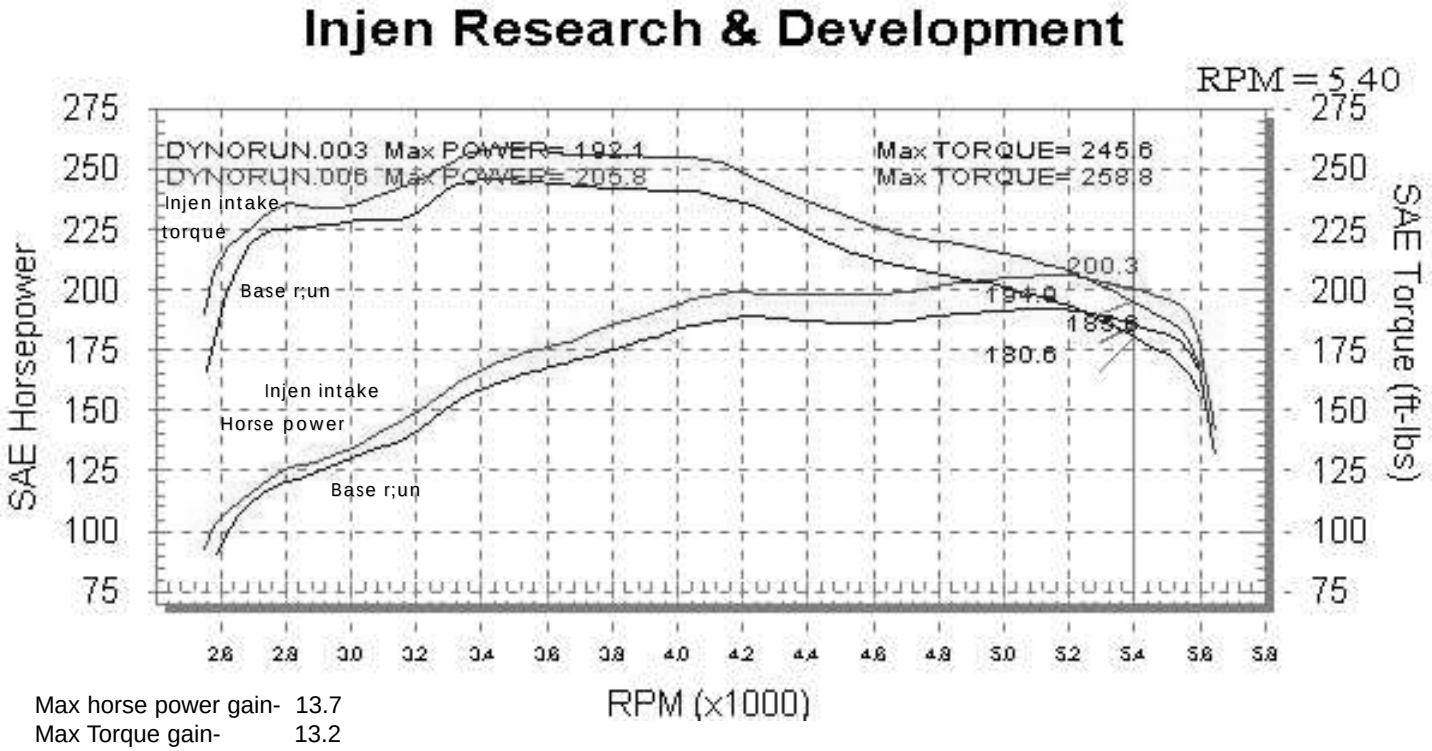
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.

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 (can be bought on-line at "injenonline.com").

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.



Max horse power gain- 13.7
Max Torque gain- 13.2

Peak horse power gain- 14.7
Peak torque gain- 13.4