Buy products from authorized and licensed manufacturers using any of our patented processes, beware of cheap knock-offs, look for our licensing logo.

MR Technology Step down process:

1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. 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 Air Filter Horns patent pending

Injen is the first and only intake manufacturer that tunes and controls air/fuel ratios, short/long term fuel trim levels using the MR step down process, Air Fusion and built-in air intake horns.

Part number PF7012
2012-14 Chevy Camaro 3.6L V6

1- 3.5" diameter intake system
equipped with MR Tech and Air Fusion

1- 3 1/2" neck Injen/AMSOIL Performance dry filter w/F1 style inverted top	(#1021)
1- 3 1/8" x 3 1/2" 60 deg elbow	(#3113)
1- Power clamps 048/.362	(#4004)
1- Power clamp 056/.412	(#4005)
1- composite stand-off	(#15023)
2- m4 x 16mm hex bolt	(#6072)
1- m6 flange nut	(#6002)
1- 6" - 15mm vacuum hose	(#3079)
1- fender washer	(#6010)
1- Zip tie	(#8014)
1- Windshield reservoir bottle	(#6087)
1- Upper reservoir bottle brkt	(#20101)
1- Side reservoir bottle brkt	(#20102)
5- m6 x 10mm hex bolts	(#6083)
1- 8 page instruction	

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.

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" Patented

This intake system is equipped with the first ever Air Intake Horns Patent pending

"At Injen Technology, we didn't copy the step down process, we invented it!"

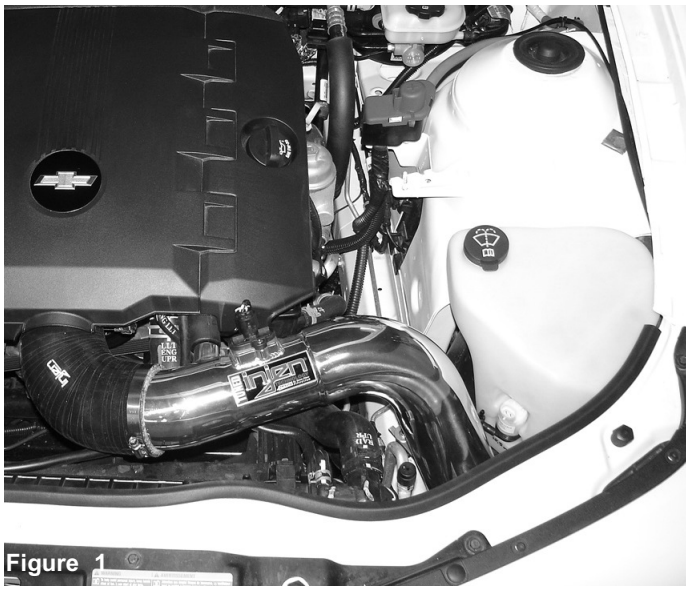
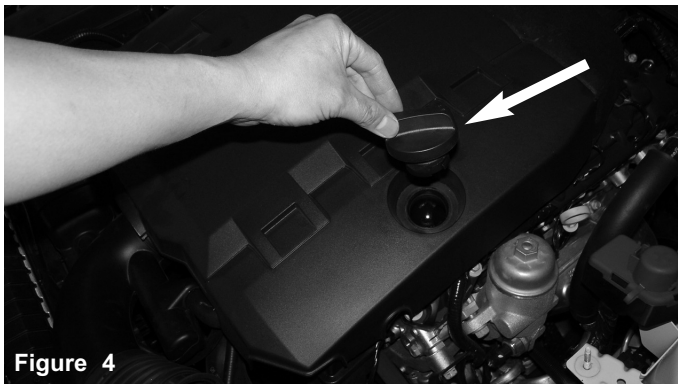


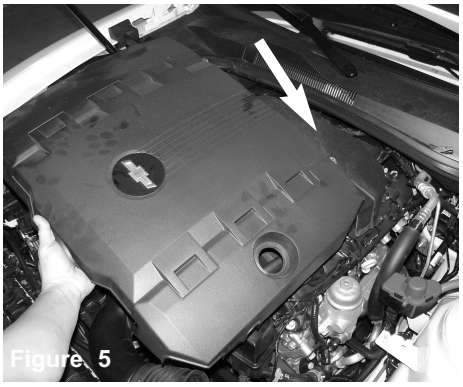
Figure 1

Figure 2

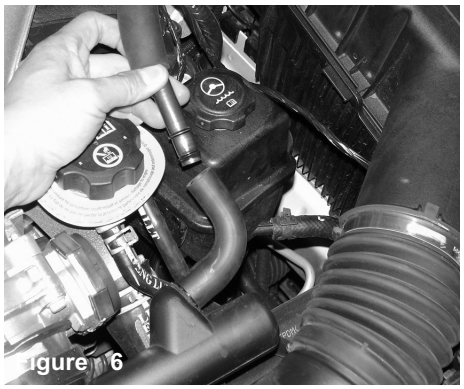
Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.

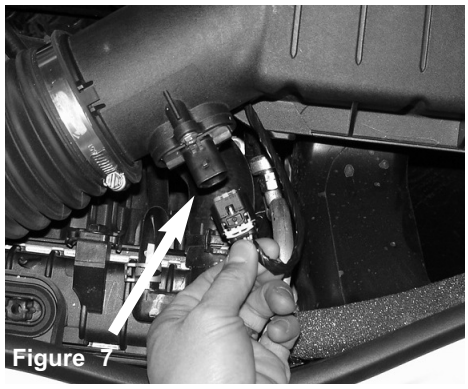


Pull the engine cover out from the stand-offs and remove the engine cover from the engine compartment.

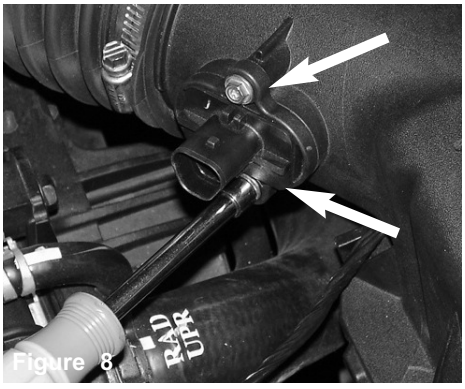


Pull the vacuum hard pipe out of the CCV box grommet as shown above.

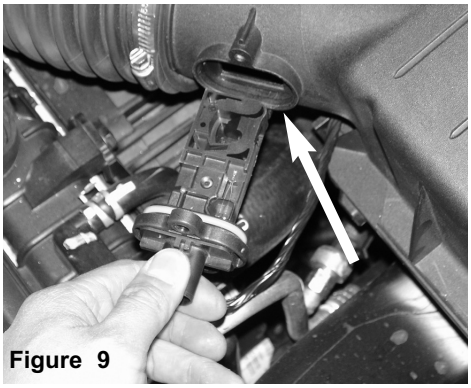




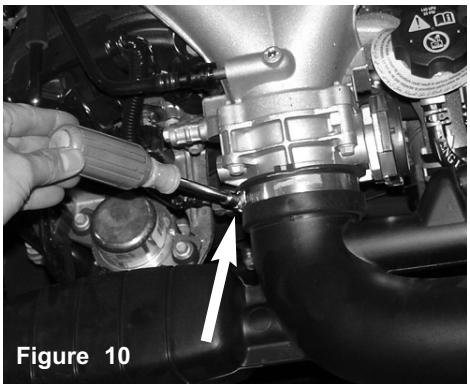
Depress the tab and pull the electrical harness connector from the mass air flow sensor.



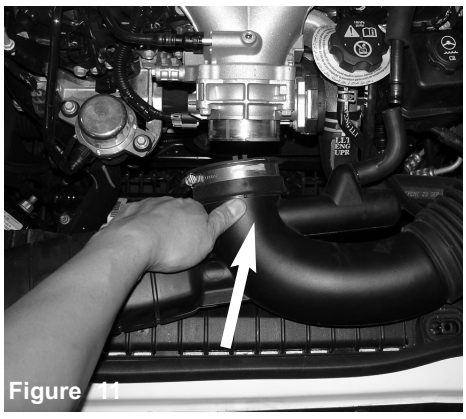
Loosen and remove the two screws holding the mass air flow sensor in the sensor housing.



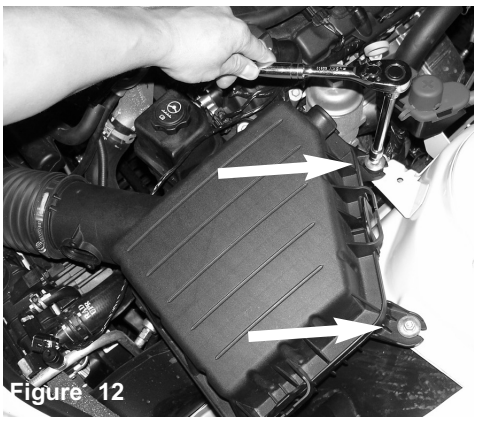
Once you have removed the screws, continue to pull the mass air flow sensor out of the sensor housing.



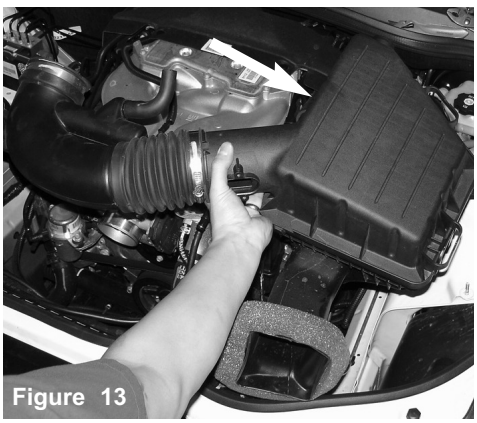
Loosen the throttle body clamp over the air intake duct.



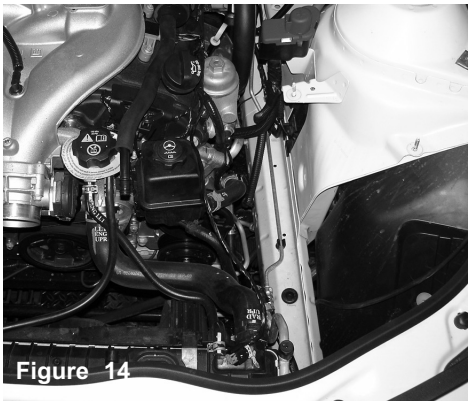
Once you have loosened the clamp, continue to pull the air intake duct from the throttle body.



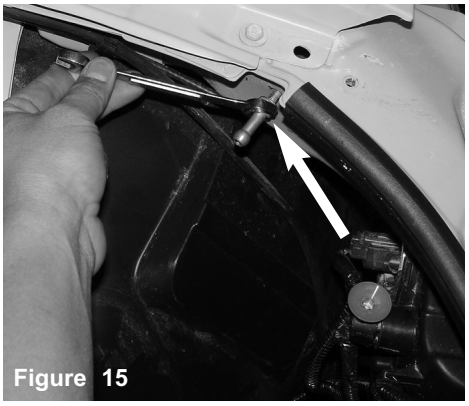
Remove the two m6 nuts holding the air box cleaner to the strut tower mount.



The air box cleaner is now ready to be moved from the engine compartment.



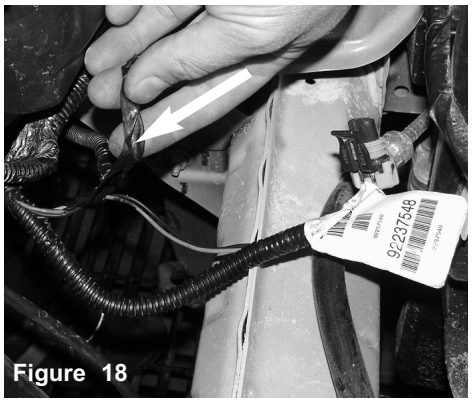
Empty engine compartment



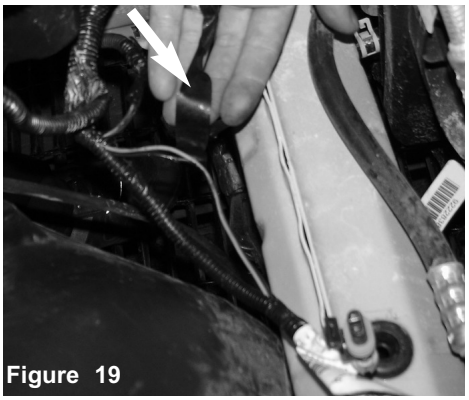
Loosen and remove the fender well air box stand-off as shown above.

The stand-off is now removed from the fender well. This is one of the locating points for the bracket.

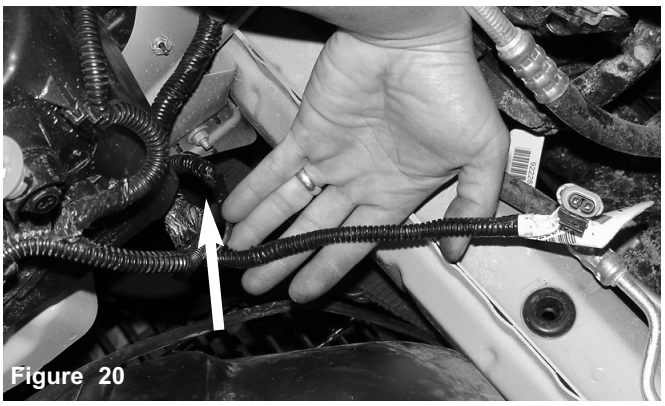
The reservoir bottle harness is shown here prior to removing tape that will allow the harness to extend a few more inches.



The electrical tape is removed exposing black and red wires that will be tucked into the wire loom.



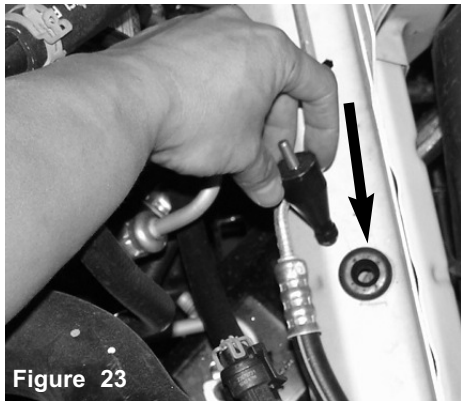
The exposed wires are prepared to be tucked away into the wire loom.



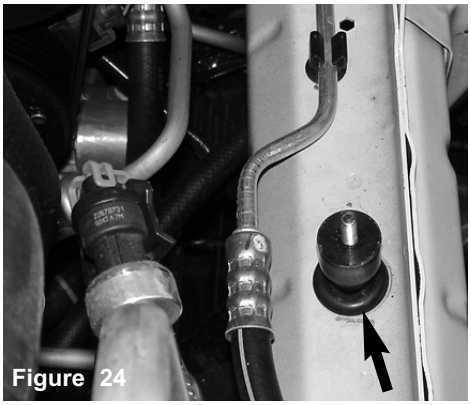
The reservoir bottle harness is now extended and ready for the next step.

The two clamps are placed over the ends of the 90 degree elbow, the elbow is now pressed over the throttle body as shown above.

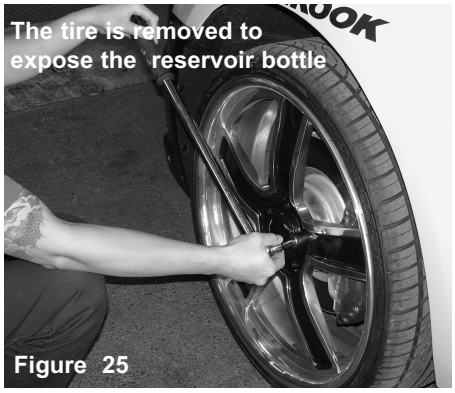
The 90 degree elbow is now resting over the throttle body, the clamp over the throttle body is semi-tightened.



The Injen stand-off is lined up to the stock grommet.



The stand-off is firmly pressed into the grommet as shown above.

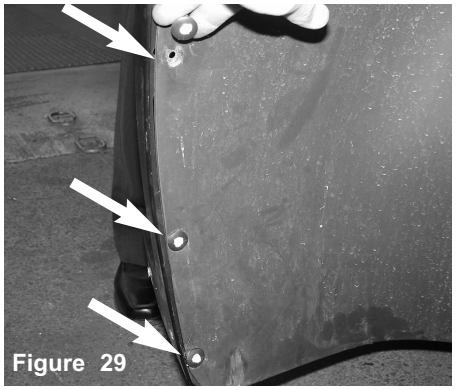


The wheel lug nuts are loosened prior to lifting the passenger side wheel.

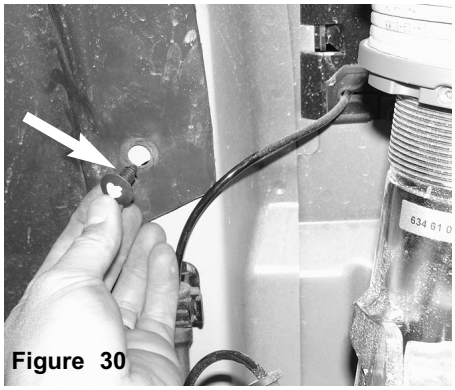
The Driver side front tire must be removed- Roll the jack under the car and lift.

Once the car is lifted and safe to do so, continue to pull the wheel off. **Note:** When reinstalling the wheel be sure to torque lug nuts to factory specs.

The wheel is now pulled-off as shown above.

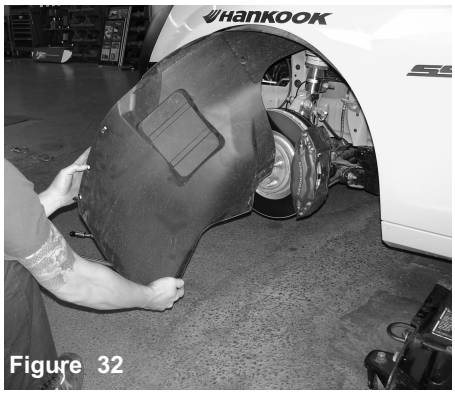


There are four plastic clips that need to be removed from the mud flap. There are three clips to the outside and one clip to the inside of the mud guard.



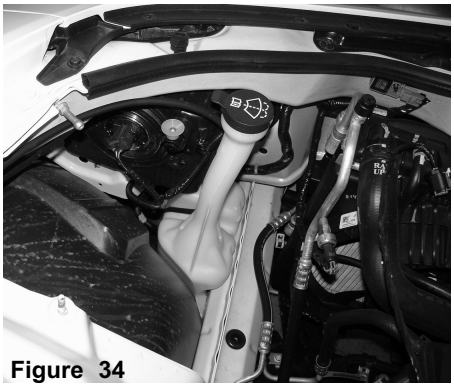
Here is the clip located to the inside of the mud guard.

FRONT VIEW- Once you have removed the plastic clip, continue to pull the mud guard back.

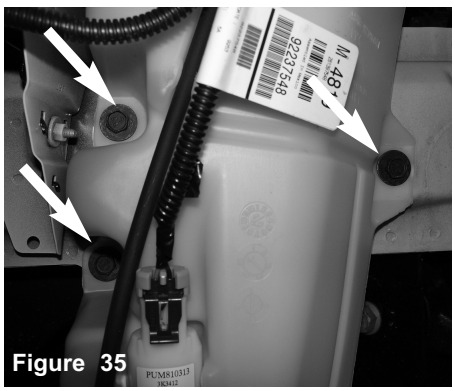


REAR VIEW- Here is another shot of the mud guard being pulled back.

Side view of the reservoir bottle after the wheel and splash guard have been removed.

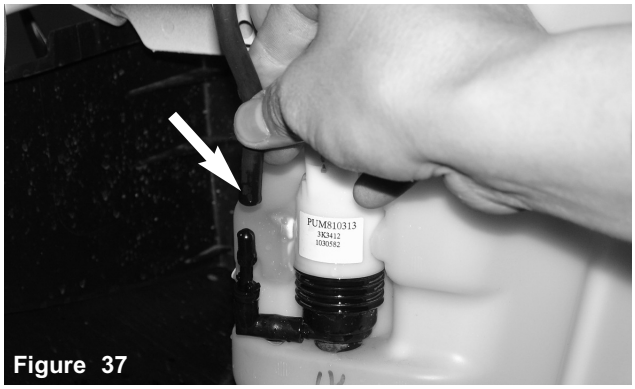


Top view of the reservoir bottle spout after the air box cleaner has been removed.

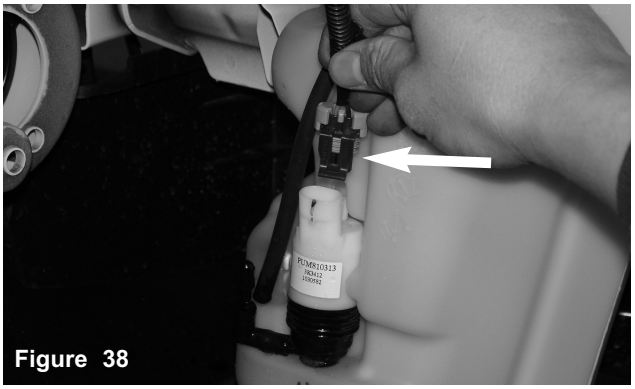


Loosen and remove all three m6 bolts securing the reservoir bottle to the frame.

A 10mm socket and ratchet is used to remove all three m6 bolts.

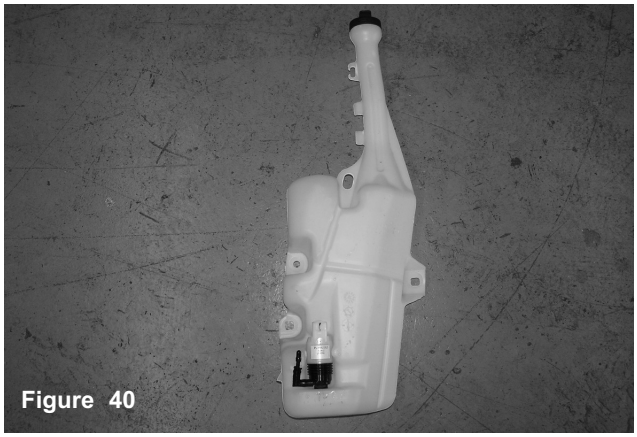


The motor pump ascending line is removed from the barbed fitting.

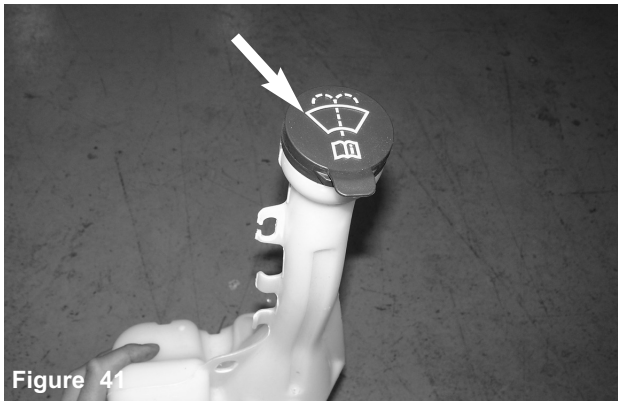


The motor pump harness is disconnected from the motor pump

The enitre reservoir bottle is now ready to be pulled out of the bumper area.

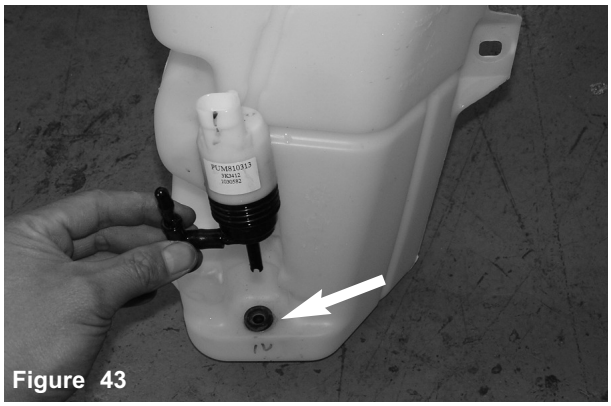


The reservooir bottle is out and now your ready to remove the spout cap, motor pump and grommet.

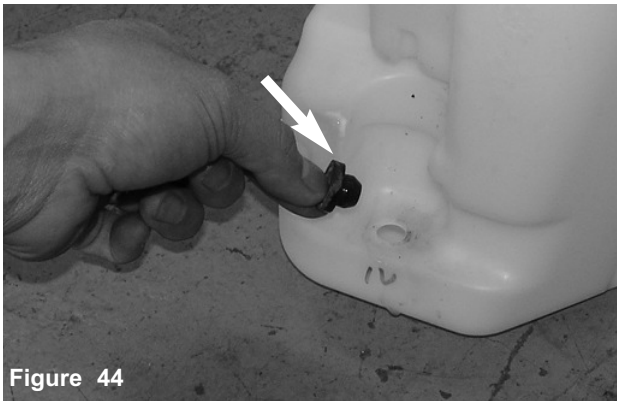


The cap is lifted and the ring is pulled off the spoout.

The cap ring is removed from the mouth of the spout.



The motor is now pulled out of the grommet as shown above.



The rubber grommet is now pulled out from the hole on the reservoir bottle.

Installing the new reservoir bottle

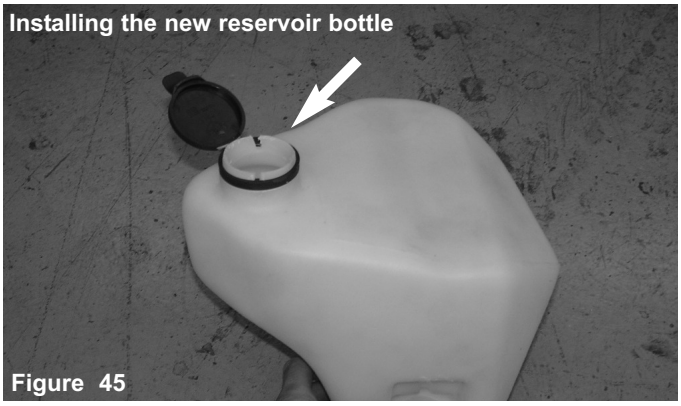


Figure 45

Once you hae removed the cap from the ospout, continue to line up to the cap ring and push over the new reservoir bottleopening as shown above.

Figure 46

The cap ring is firmly pressed over the reservoir spout. Note, align the tab on the ring to the notch on the reservoir spout. The cap should fit snug over the spout.

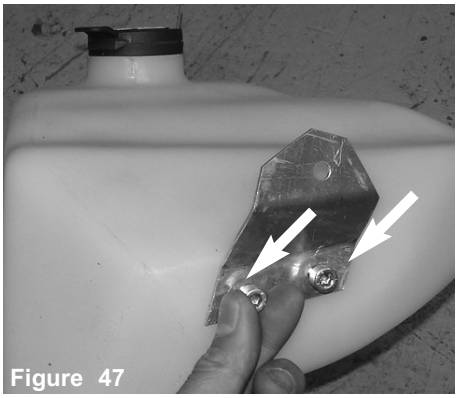


Figure 47

The side fender well bracket is aligned to the press nuts located on the side of the reservoir bottle. Use two m6 x 10mm hex bolt to secure the bracket.

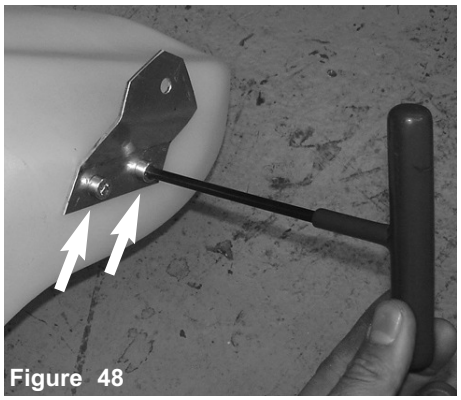


Figure 48

The m6 bolts are fastened with an allen as shown above.

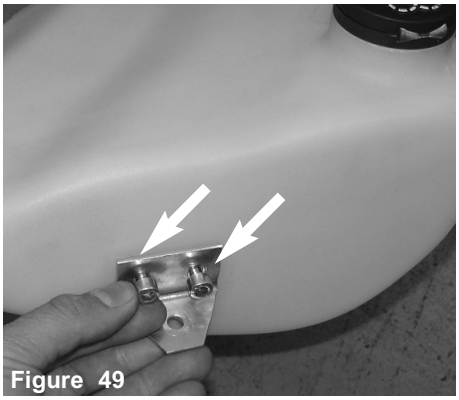


Figure 49

The top, strut tower mount bracket is aligned to the reservoir bottle, two m6 x 10mm bolts are used to secure bracket in place.

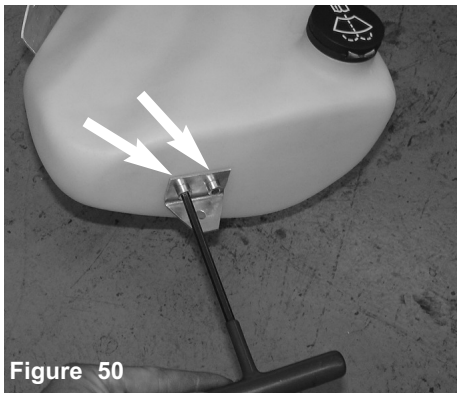


Figure 50

The top bracket m6 bolts are now fastened to the reservoir bottle.

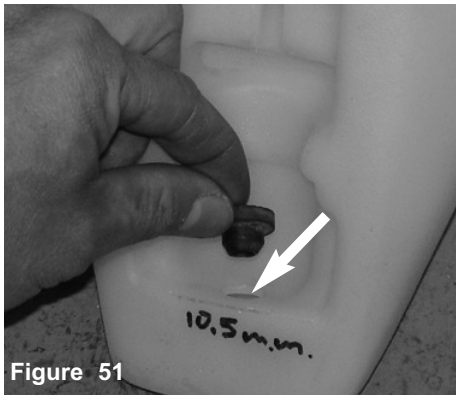


Figure 51

Insert the motor grommet removed from the stock bottle into the hole in ther resevoir bottle.

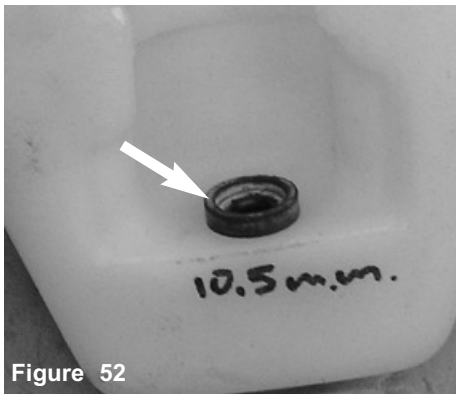


Figure 52

Once the grommet is aligned, continue to press it into the pre-drilled hole in the reservoir bottle.

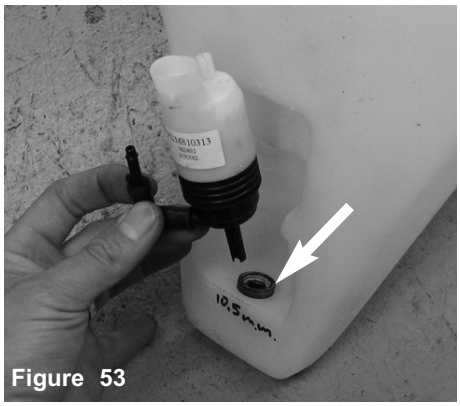


Figure 53

The reservoir motor pump is pressed into the grommet as shown above.

Figure 54

The motor pump is aligned and pressed into the grommet as shown above.

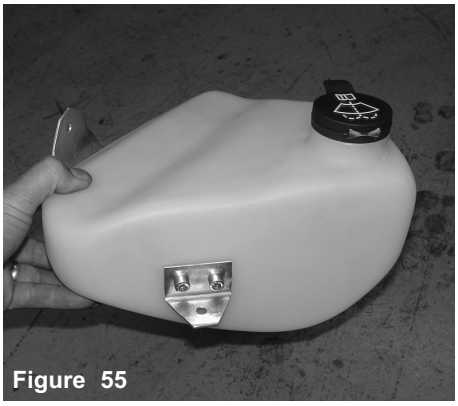


Figure 55

The new windshield reservoir bottle is assembled and ready to be installed.

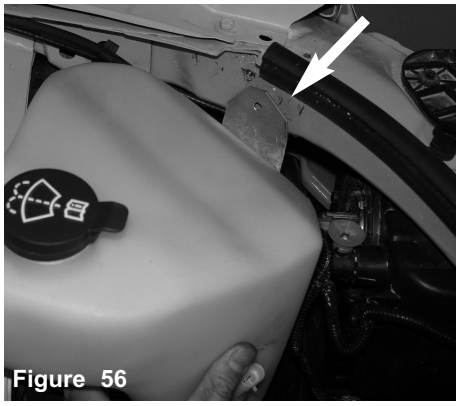


Figure 56

The assembled reservoir bottle is lowered into position, the side brackets is lined up to the fender well.

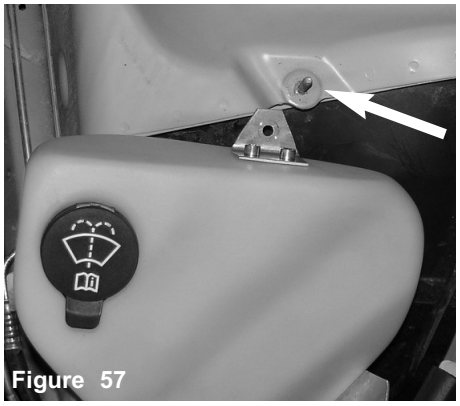


Figure 57

The top bracket is lined up and inserted over the strut tower bar stud.

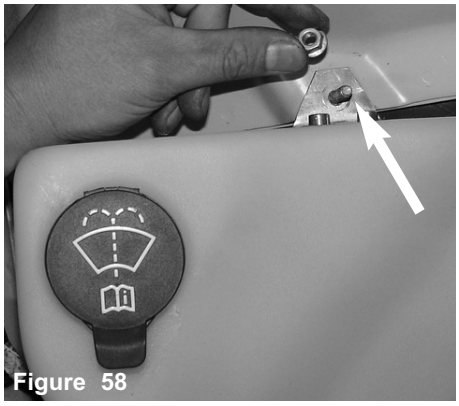


Figure 58

The stock m6 nut is is re-used to fasten the bracket over the strut tower bar stud.


Figure 59

The top bracket nut is tightened with a 10mm socket

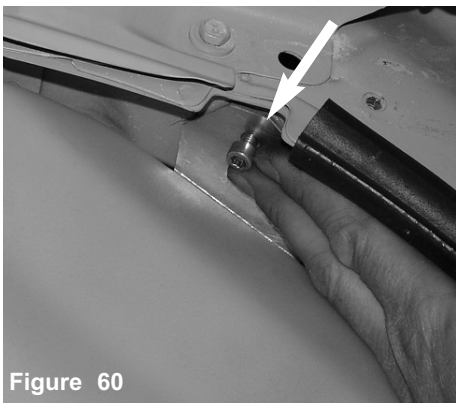


Figure 60

Take the m6 x 10mm bolt and and screw it into the pre-tapped fender well hole.

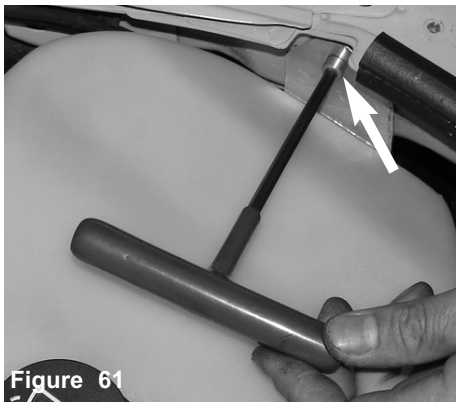


Figure 61

The side bracket is now tightened using an allen.

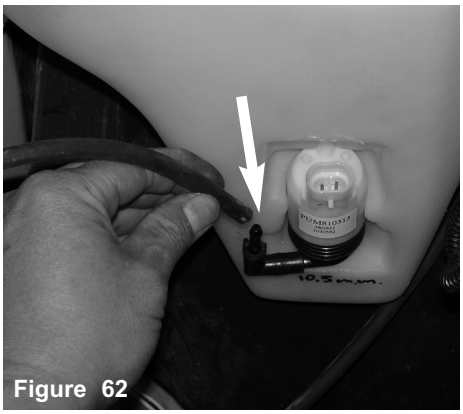


Figure 62

The ascending line is reconnected to the motor pump barbed fitting.

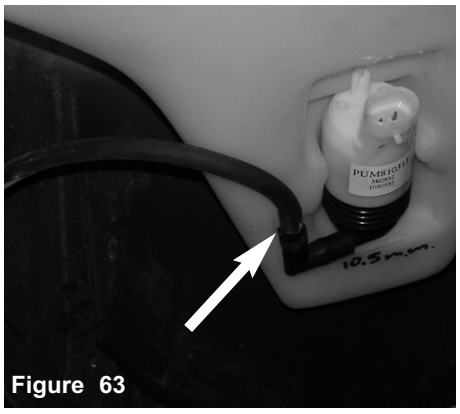


Figure 63

The ascending line is now connected.

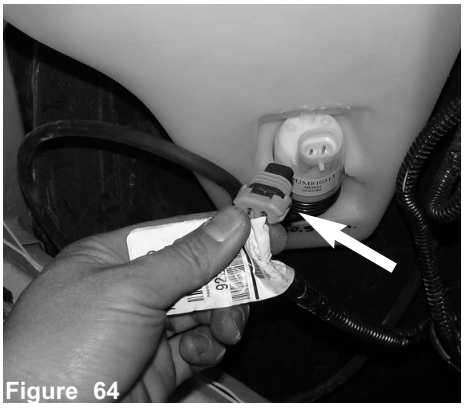


Figure 64

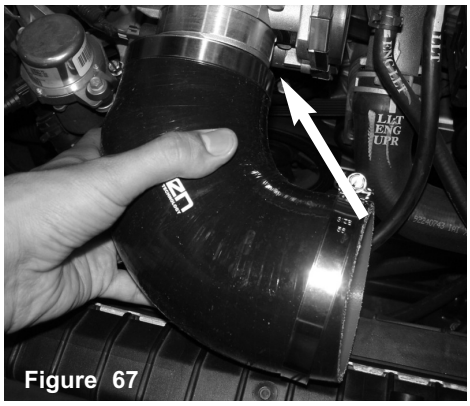
The extended wire harness is lined up to the motor pump.


Figure 65

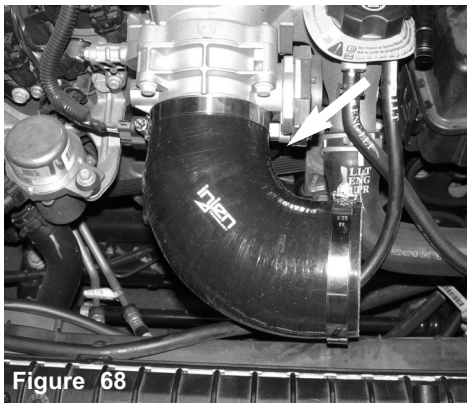
The harness clip is now re-connected to the motor pump.


Figure 66

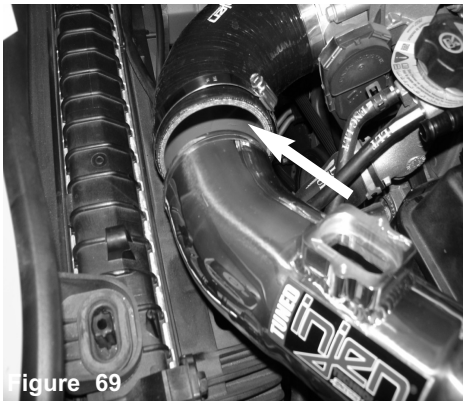
The installation of the reservoir bottle is now complete.



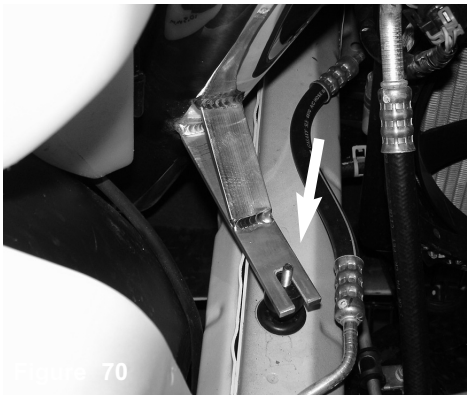
With elbow hose and clamps provided, position to throttle body.



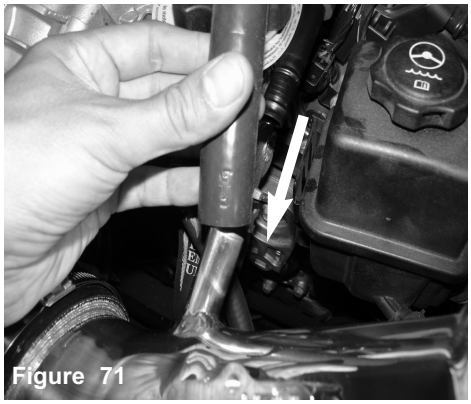
Tighten clamp on throttle body using 8mm nut driver.



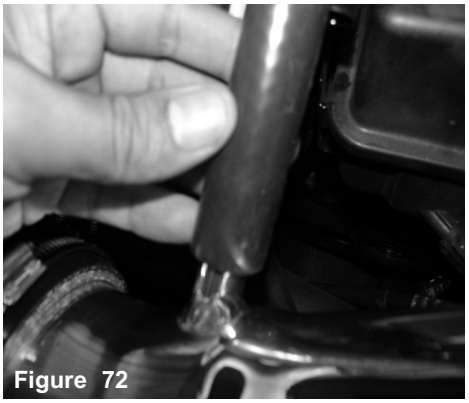
Install injen intake tube and position to elbow hose and bracket to stand-off stud.



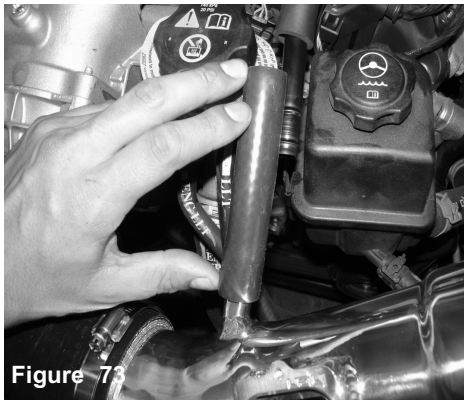
Once the upper intake is inserted into the throttle body hose, continue to align the intake bracket to the stand-off stud.



Position provided 15mm hose to tube.

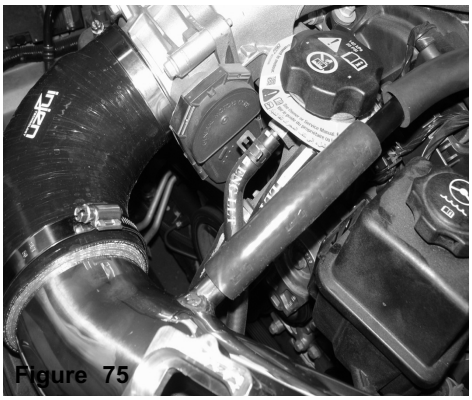


Attach to fitting on tube.

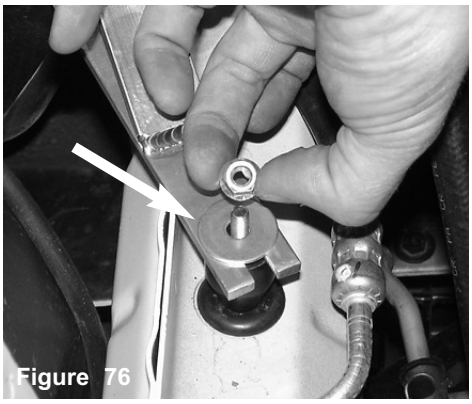


Make sure hose is all the way on fitting.

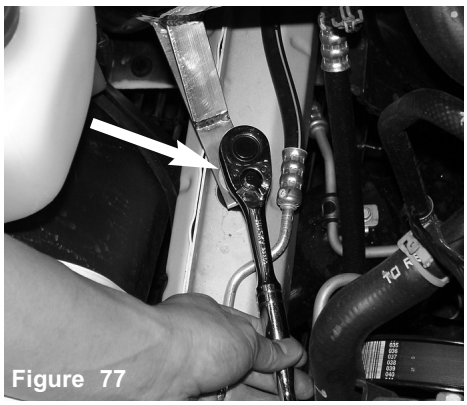
Connect stock crank case line to hose.



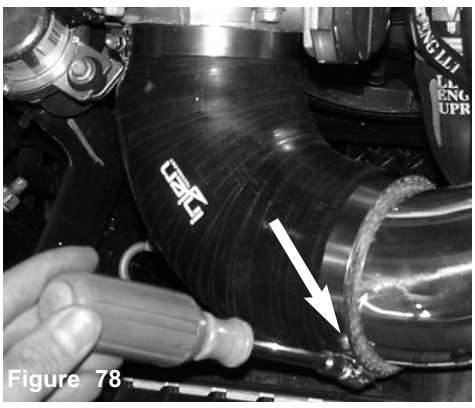
Make sure that the stock crank case line is conected to the hose and secure.



The fender washer and flange nut are used to secure the intake to the stand-off stud.



A 10mm socket is used to tighten the m6 flange nut.



The entire intake is aligned for best possible fit, Once proper has been made, continue to tighten the elbow clamp.

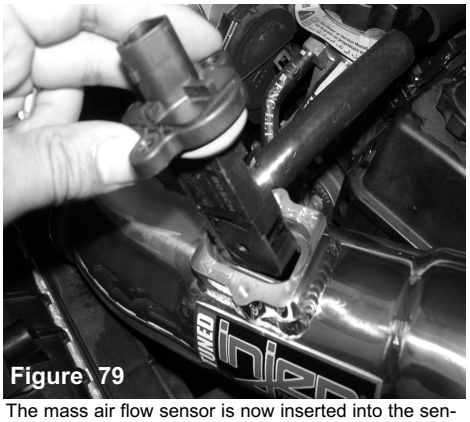


Figure 79

The mass air flow sensor is now inserted into the sensor adapter as shown above.

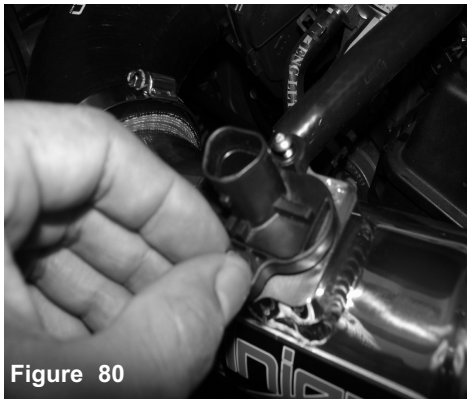


Figure 80

Use two m4 x 10mm bolts to secure the mass air flow sensor to the machined sensor adapter.


Figure 81

A 2.5mm allen is now used to tighten the 4mm screws.

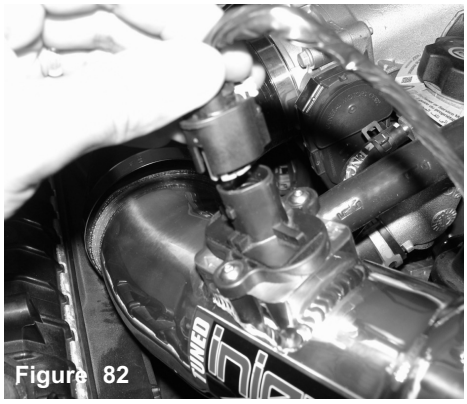


Figure 82

Connect MAF sensor harness,


Figure 83

The filter is now aligned to the end of the intake.


Figure 84

The filter is pressed over the end of the intake and the filter clamp is tightened.

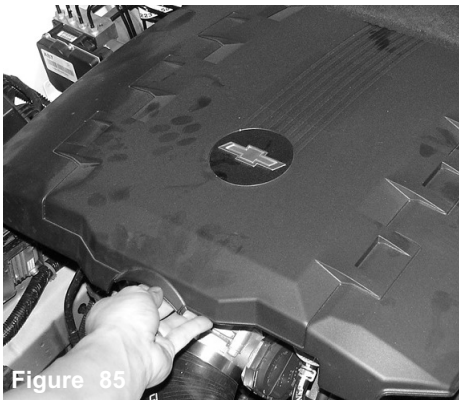


Figure 85

Once the intake has been check for any possible leaks or rubbing, continue to re-install the engine cover as shown above.


Figure 86

The oil cap is now re-installed after the engine cover has been replaced. Start your engine and let it run for a few minutes, this will allow the on-board-computer to adjust to the extra volume of air.


Figure 87

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 other 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 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.