Cyborg Intake System

"The World's First Tuned air Intake System!"

Factory safe air/fuel ratio's for Optimum performance
Injens tuning process covered by three U.S. Patents

Part number RD6070
2003-08 Mazda 6 3.0L V6

1- Cold air intake pipe w/MR Tech & Air Fusion	
1- 3" Injen filter	(#1014)
1- 2 3/4" x 3" 45 deg. elbow	(#3013)
1- 6" 10mm heater hose	(#3220)
2- Power-Bands .362 .048	(#4004)
1- m6 Vibra-mount	(#6020)
1- m6 flange nut	(#6002)
1- Fender washer	(#6010)
1- 5mm Vacuum Cap	(#8004)
2- m4 Button headscrews	#6047)
1- Heat shield	(#HS5000BLK/P)
3- composite HS brackets	(#4010)
3- 5/16" flange bolts	(#6019)
1- 4 page Instruction	

Note: All parts and accessories are available on-line. Try our new Pro-Tech filter charger kit and Hydro-shieldsold on-line at: **"injenonline.com"**

Note: <u>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.</u>

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"

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

Application number X-1033

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

Tools required:
1- 10mm socket
1- Phillips head screwdriver
1- 8mm nut driver
1- ratchet

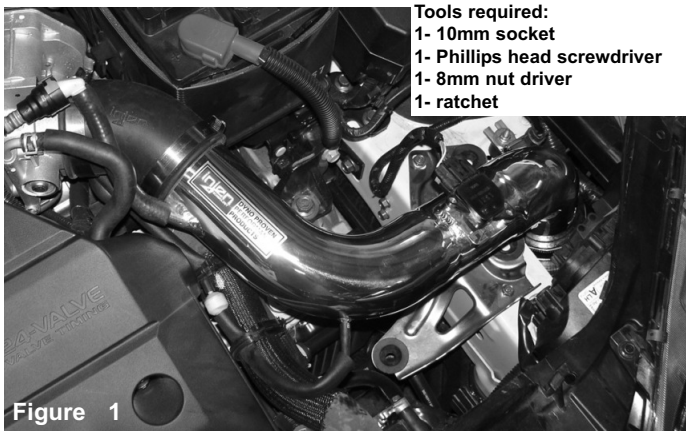
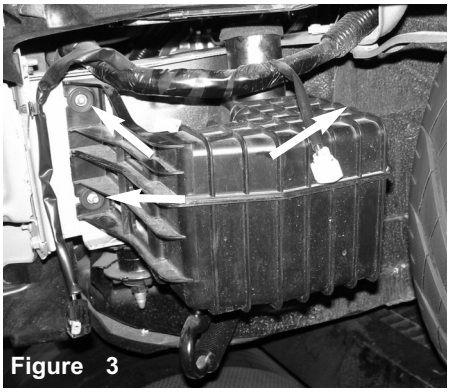
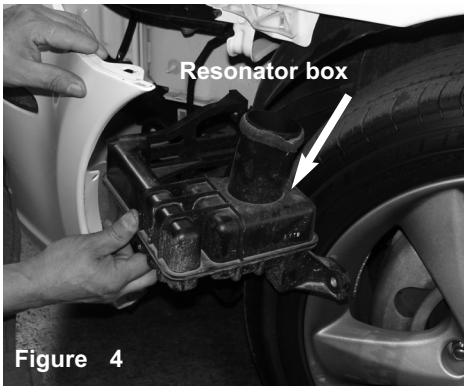


Figure 1

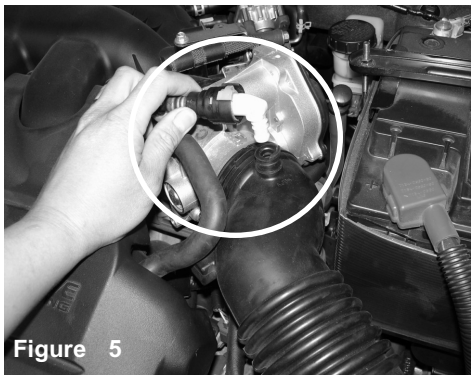
Remove someof the plastic clips and screws securing the drivers side bumper to the fender and radiator shroud. Pull back on bumper to access the intake resonator



Once the bumper has been pulled back, continue to remove the three bolts holding the air resonator box to the frame.



When all bolts have been removed the detach the resonator box from the frame.



Pull the breather line out of the factory air duct hose

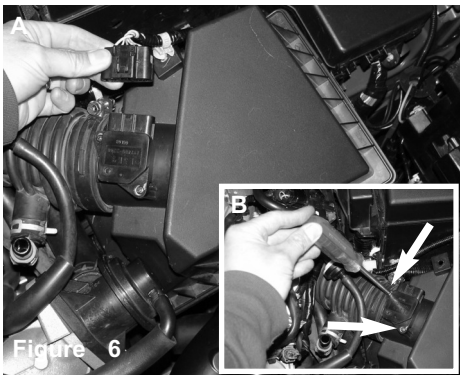
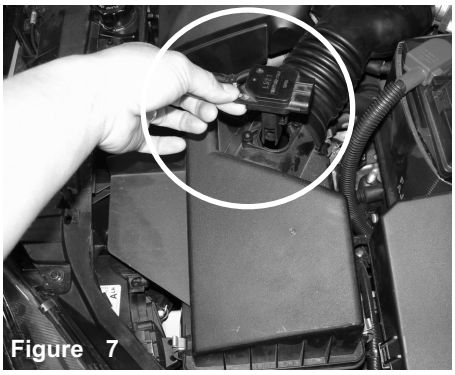
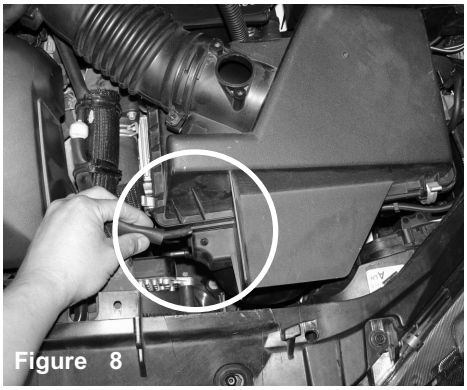


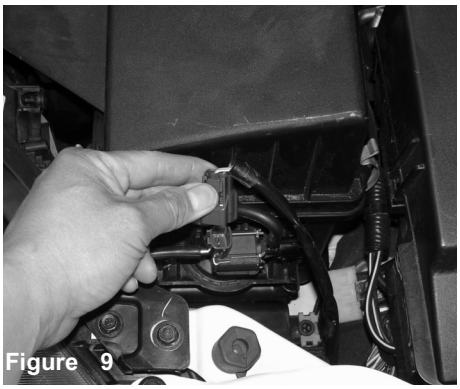
Figure A: Unclip the MAF sensor harness off the MAF sensor. **Figure B:** Use a phillips screw driver and remove the two screws on the MAF sensor



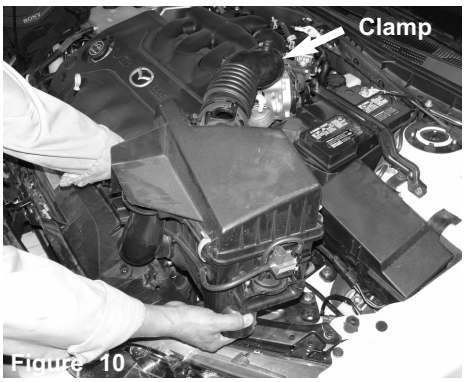
Pull the MAF sensor out of the factory air box



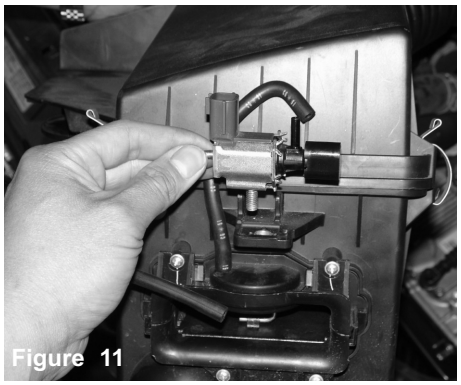
Disconnect the 5mm vacuum line from the fron of the air box assembly.



Temperarely disconnect the green harness from the VAD switching valve located on the right side of the factory air box assembly



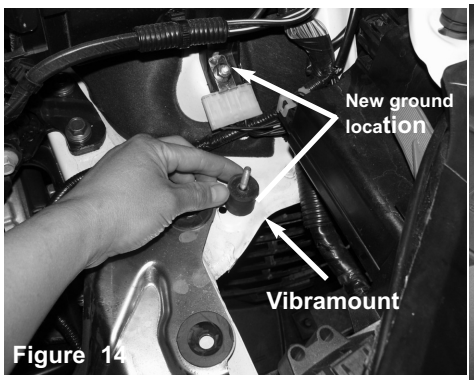
Once you have loosened the clamp on the throttle-body, you may now pull up on the air box assembly dislodging the air box from the air box bracket grommets



Remove the green VAD switching valve from the air box assembly

Figure A: Mount the green VAD switching valve onto the bracket on the intake pipe. Re-use the 10mm nut. This VAD switching valve will no longer be used but will remain connected to the ECM to avoid any possible CEL's

Remove the 10mm bolt on the grounding junction. This grounding junction will be relocated in figure 14



Place the vibramount on the old location of the grounding junction. The grounding junction will be relocated on the factory threaded stud on the relay box bracket

Place the 2.75X3.0" 45 degree elbow with two clamps onto the throttlebody. Make sure the 2.75" side is on the throttlebody.

With the filter end of the intake facing down, place the solenoid on top of the intake bracket and use the same nut to fasten the solenoid to the intake bracket.

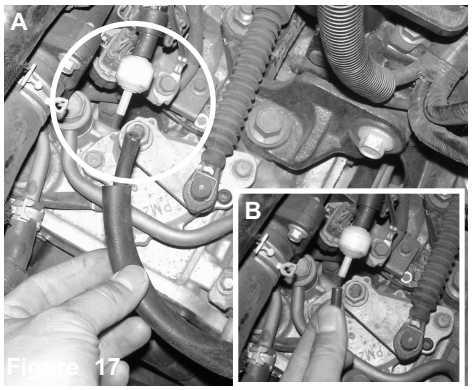
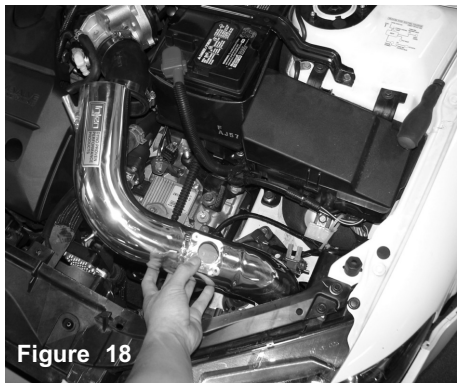
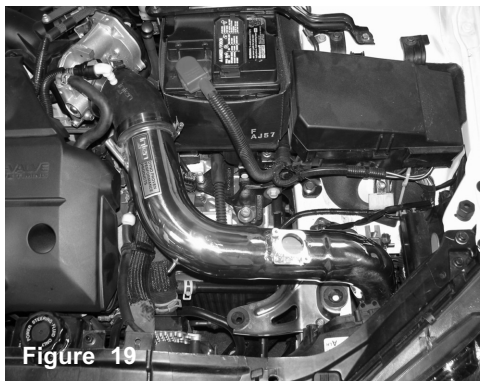


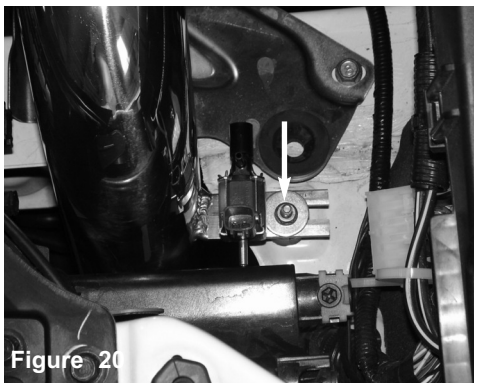
Figure A: Remove the 4mm vacuum line connected to the half green check valve removed from the factory air box assembly in figure 8. **Figure B:** Place the 5mm vacuum cap over the check valve



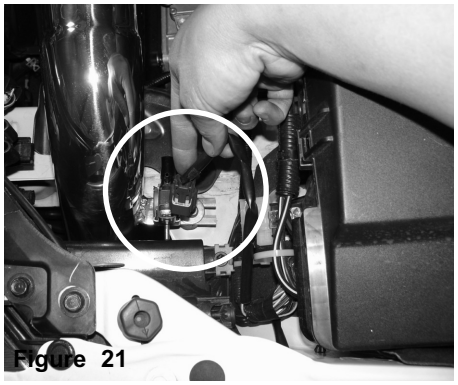
Lower the intake into the engine compartment, place the pipe into the 45 degree hose and align the intake bracket onto the vibramount.



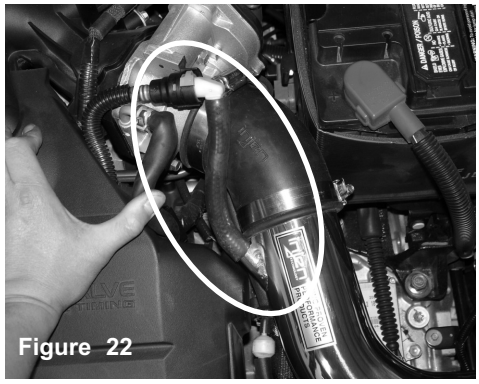
The intake pipe is now in the 45 degree hose and on the vibramount.



Place a M6 nut and fender washer onto the intake bracket and tighten the nut down to secure the intake to the vibramount



Reconnect the green VAD switching valve harness to the switching valve. No vauum line will be connected to the switching valve. The ECM just needs to see it is functioning



Connect the 6"-10mm vacuum hose to the crank case breather line and the welded nipple on the intake pipe.

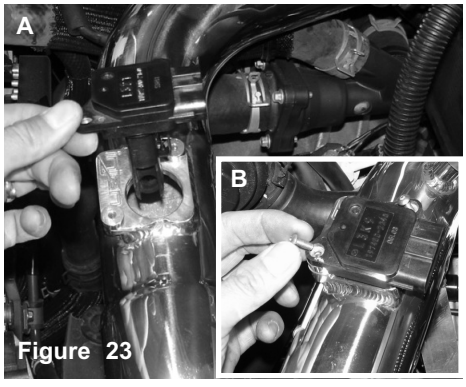
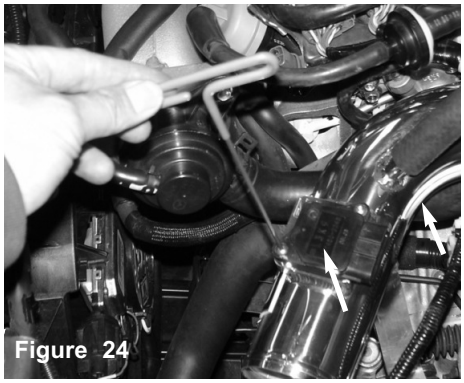


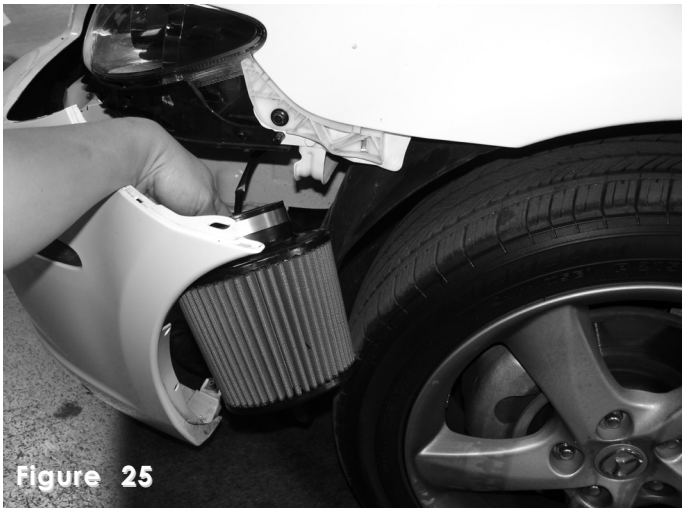
Figure A: Place the MAF sensor onto the machined welded flange. **Figure B:** Place 2-M4 button head screws onto the MAF sensor



Use a 2.5mm allen drive and tighten the 2-M4 button-head screw onto the MAF sensor.

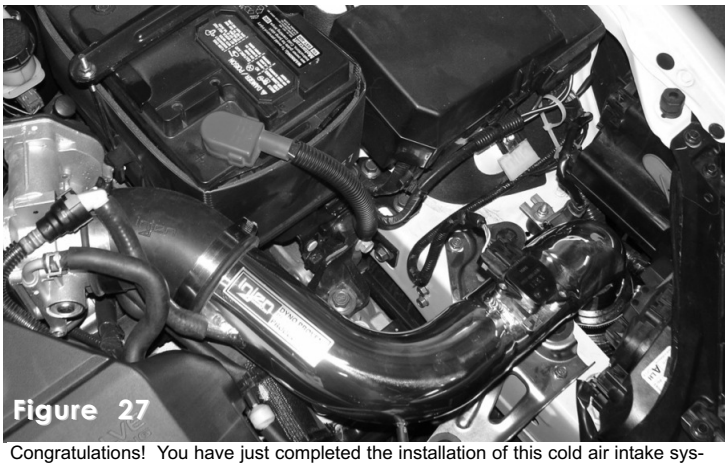
Reconnect the MAF sensor harness.

Place 3 - 5/15 flanged bolts and 3 composit HS bracket onto the base of the heat-shield and then place heatshield onto the filter base.



Align the filter to the end of the intake and push the filter over the intake end until the intake has butted up against the filter stops .

Place the heatshield over the filter and tighten the calmp on the filter.



Congratulations! You have just completed the installation of this cold air intake system. Periodically, check the fitment of this intake system to avoid shifting of the intake that may damage the intake from rubbing and banging to other metal 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.