



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. patented
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion Inserts patented

*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 SP1390  
 2010-12 Hyundai genesis 3.8L V6  
**Coupe ONLY**  
 The only intake with MR Tech & Air Fusion

- 1- 2 piece Cold air intake pipe
- 1- 3 1/2" Injen/AMSOIL Ea nano-fiber Performance Dry Filtler (#1021)
- 1- 3.875" straight hose (#3132)
- 1- 3 1/2" x 3 3/4" step hose (#3133)
- 1- 3 1/4" x 3 1/2" step hose (#3124)
- 1- 1 1/8"X3" straight hose (#3109)
- 1- 7" - 4mm vacuum hose (#3104)
- 3- #56 Clamps (#4005)
- 3- #64 Clamps (#4006)
- 2- #20 Clamps (#4001)
- 1- m6 vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- fender washer (#6010)
- 1- molded washer bottle (#6084)
- 1- Upper washer bottle brkt. (#20100)
- 1- 1/8" coupler (#8007)
- 3- m6 x 12mm hex bolts (#6056)

**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

**Note: This intake system was Dyno-tested with an Injen/AMSOIL performance filter. The use of any other filter or part will void the warranty and CARB exemption number.**

All parts and accessories are available on line at "Injenonline.com"

**Note:** The installation of this cold air intake does require mechanical skills. Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult. In addition to removing the bumper, you will also have to remove the air resonator box, battery and tray when beginning this installation. **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" Patent pending

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



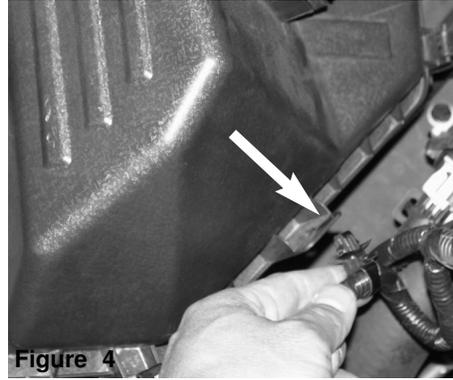
Figure 1



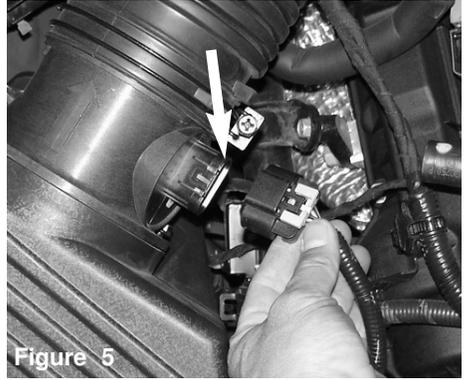
Figure 2



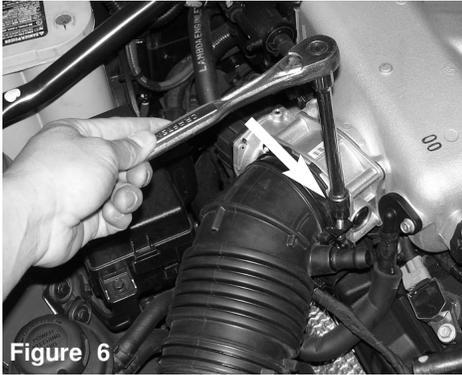
**Figure 3**  
Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.



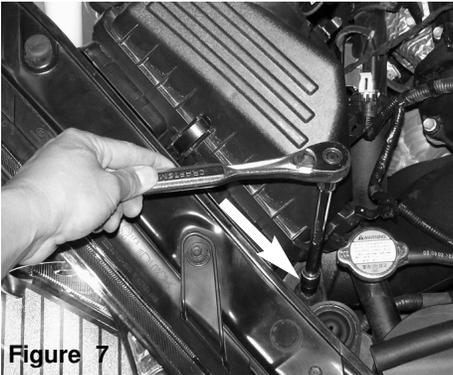
**Figure 4**  
Remove the plastic clip holding the harness to the side of the air box cleaner.



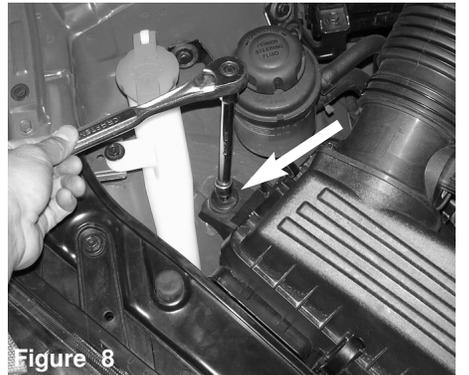
**Figure 5**  
depress the tab on the electrical harness and gently pull on the harness clip.



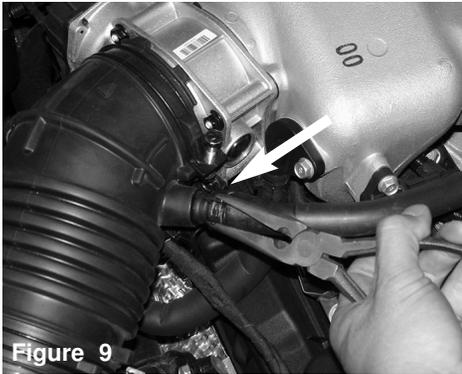
**Figure 6**  
Loosen the clamp on the air intake duct as shown above.



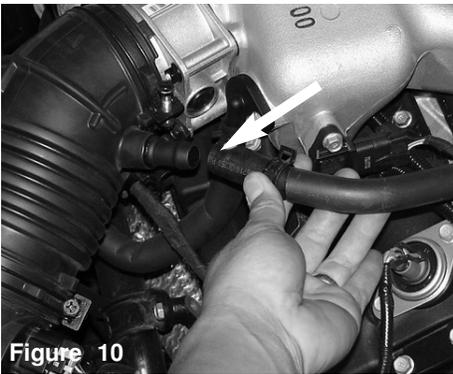
**Figure 7**  
The first bolt in front of the air box cleaner is loosened and removed.



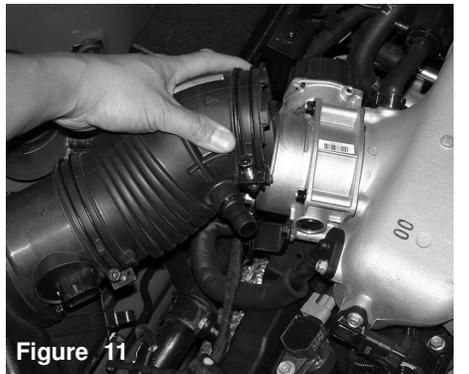
**Figure 8**  
The second m6 bolt located by the wheel well is loosened and removed from the air box cleaner.



**Figure 9**  
The tension clamp on the crankcase vacuum line is compressed and pulled back, this will allow you to remove the hose from the air duct port.



**Figure 10**  
The crankcase vacuum hose is now removed from the air duct port.



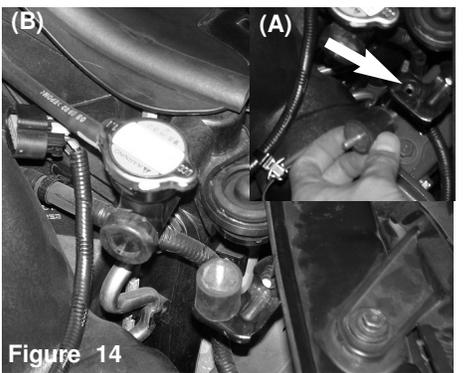
**Figure 11**  
The air intake duct is pulled off of the throttle body as shown above.



**Figure 12**  
The entire air box and air duct is now ready to be pulled out of the engine compartment.



**Figure 13**  
View of the stock air intake box and air intake duct.



**Figure 14**  
The vibra-mount is aligned to the air box brace(A) the vibra-mount is now screwed into the brace (B).



Figure 15

Loosen all 6 screws located in each plastic pin until you are able to pull the entire pin out.

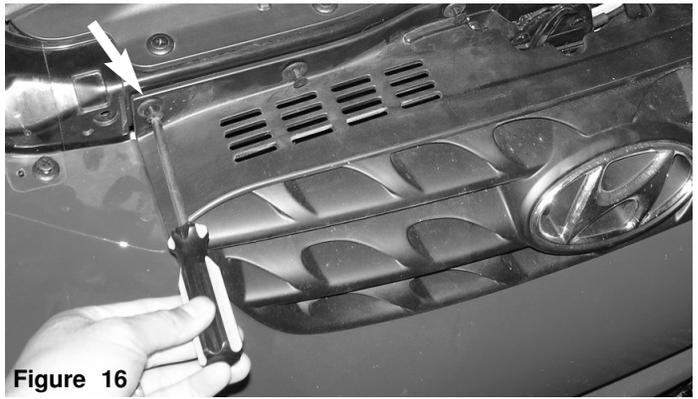


Figure 16

The first screw is loosened prior to being pulled out.

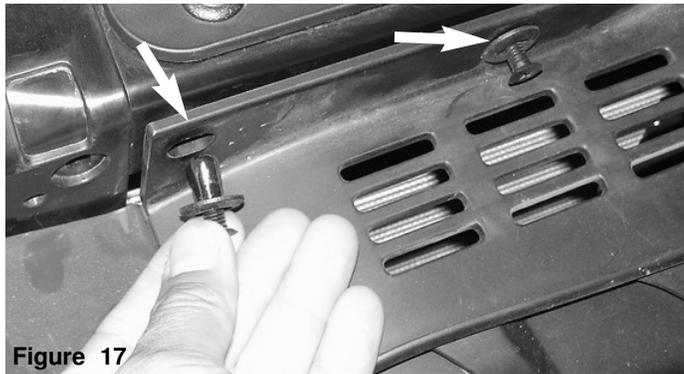


Figure 17

Once you have loosened all screws, continue pulling all 6 plastic pins



Figure 18

Remove the splash guard screw located over the passenger side wheel, repeat step on the driver side wheel.



Figure 19

Remove all four bottom screws holding the mudd guard to the lower bumper as a



Figure 20

The bump is now ready to be partially pulled away from the car frame, the fog light harness will need to be disconnected.



Figure 21

The fog lamp electrical harness is now disconnected from the lamp. **Note:** Not all vehicles are equipped with fog lamps, proceed to the next step if your car does not have fog lamps.



Figure 22

The bolt holding the spout to the fenderwell bracket is removed.



Figure 23

Now that the bumper has been removed, continue removing the water bottle. Start by removing the water line connected to the motor.



Figure 24

Remove the electrical harness clip from the top of the motor.

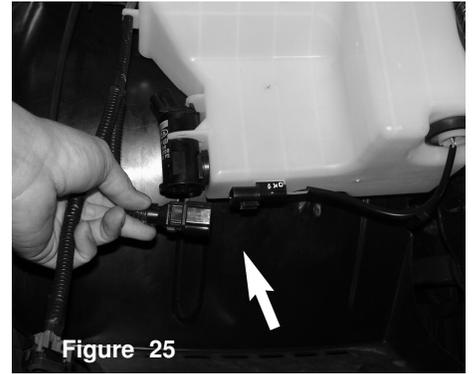


Figure 25

Disconnect the electrical harness clip connected to the level sensor.

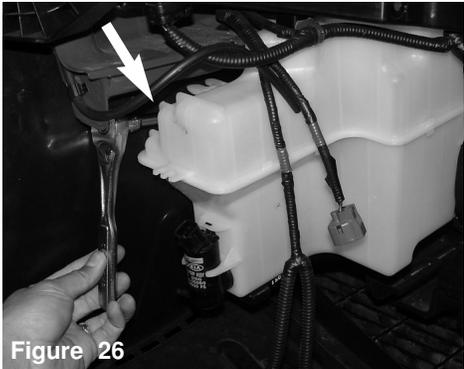


Figure 26

The first bolt securing the reservoir bottle to the frame is loosened and removed.



Figure 27

The second bolt is also removed as shown above.



Figure 28

Once you have removed both bolts, continue to pull the entire reservoir bottle from the corner bumper.

**CAUTION:** OE windshield reservoir level sensor and grommet have a high risk of being damaged when being removed from the OE reservoir bottle. Injen Reservoir bottle was intentionally not drilled out due to this reason. Steps 30-34 below are not recommended and do so at your own risk.

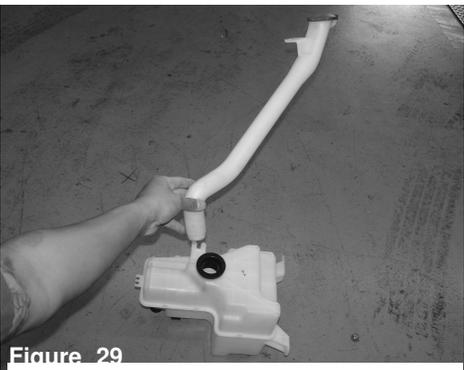


Figure 29

The long spout is pulled out of the grommet.

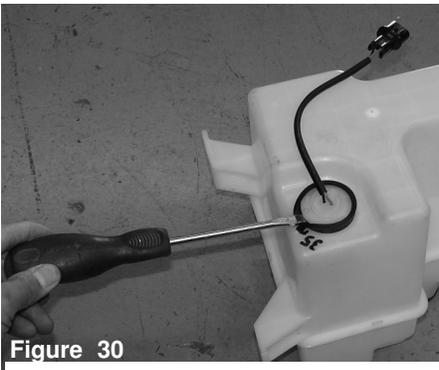


Figure 30

Using a flat head screwdriver, pop the level sensor out of the bottom grommet. Once you have dislodged the sensor continue to pull the motor out.



Figure 31

The level sensor is pulled out of the grommet. The grommet is now pulled out of the reservoir bottle.

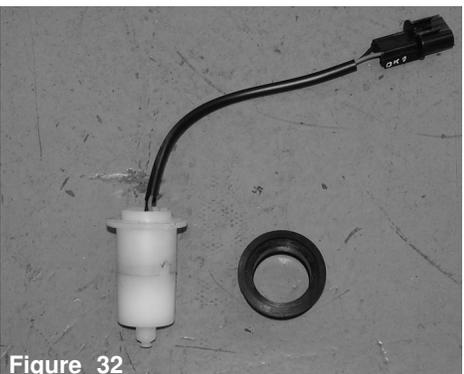


Figure 32

The level sensor and grommet is separated from the reservoir bottle to be used later in the instructions.



Figure 33

The larger stock grommet is pressed into the large pre-drilled hole.

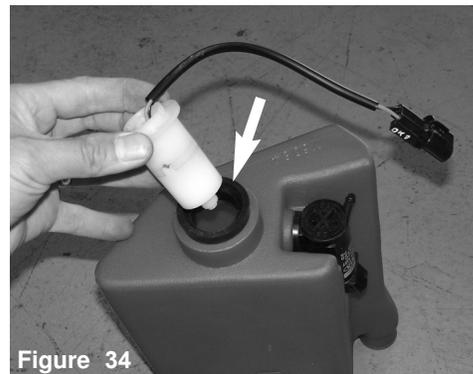


Figure 34

Once you have adjusted the large stock grommet to the bottle, continue to insert the sensor motor into the grommet.

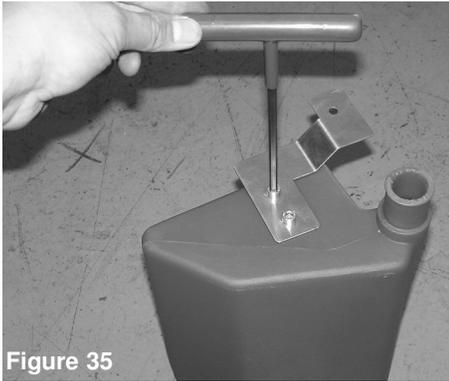


Figure 35

The bracket is aligned to the new reservoir bottle and the two m6 bolts are used to secure the bracket to the reservoir bottle.

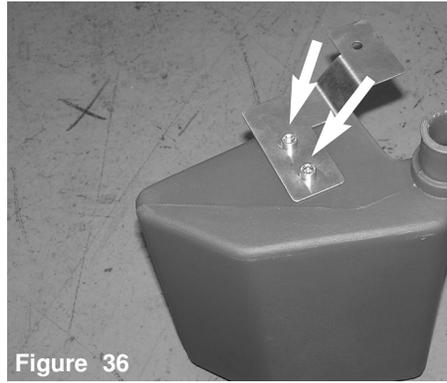


Figure 36

The bolts have been fastened over the bracket as shown above.

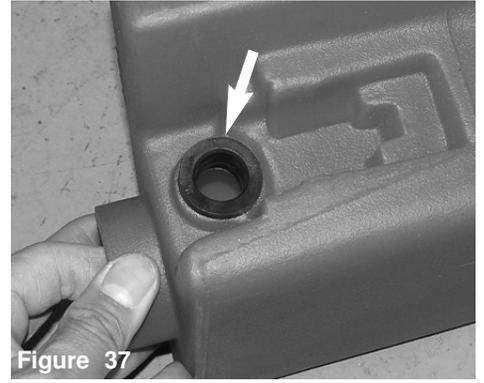


Figure 37

The factory grommet is aligned to the reservoir bottle and pressed into the pre-drilled hole.



Figure 38

The motor pump is now ready to be inserted into the new reservoir bottle.



Figure 39

The motor pump is now dislodged from the grommet as shown above. The grommet is also removed from the reservoir bottle.



Figure 40

The motor pump and grommet is also separated from the reservoir bottle.



Figure 41

The reservoir bottle is now assembled and ready for the stock spout.

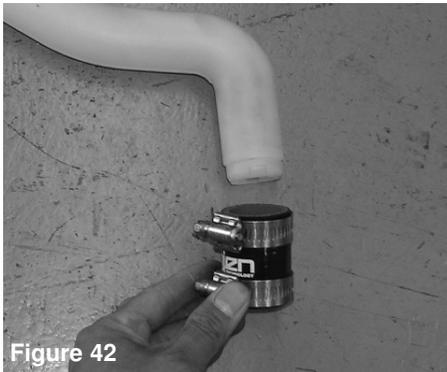


Figure 42

The 1 1/8" straight hose is aligned over the lower end of the spout.

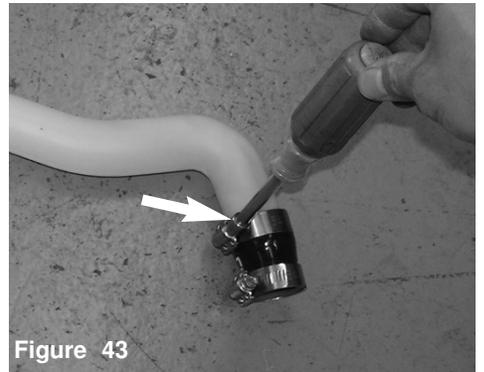


Figure 43

Once you have aligned the hose to the spout, continue to press the hose over. Tighten the clamp laying over the spout as shown above.

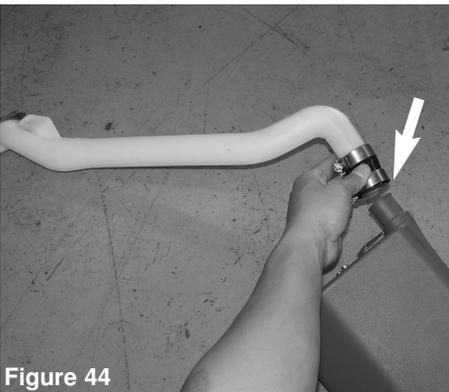


Figure 44

You are now ready to insert the stock spout over the reservoir bottle.



Figure 45

Align the spout in the correct position prior to installing the reservoir bottle.

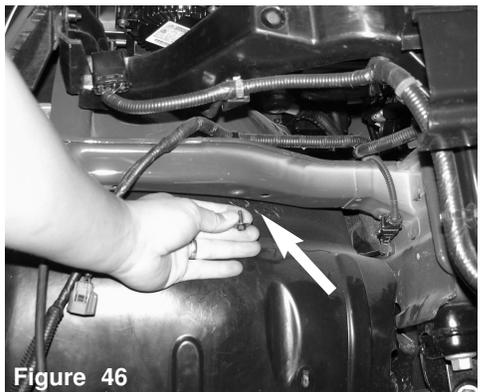


Figure 46

Use an T5 torx to remove the factory T5 Torx bolt located in front crossmember underneath the headlight on the passenger side.

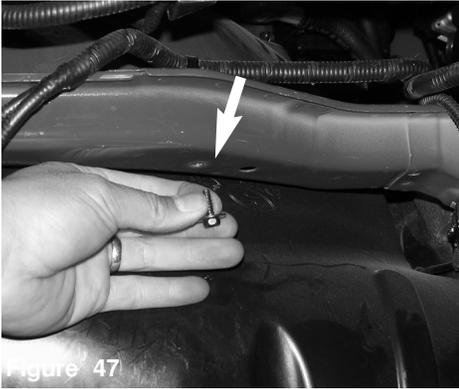


Figure 47

Close look at the factory T5torx bolt as its being removed

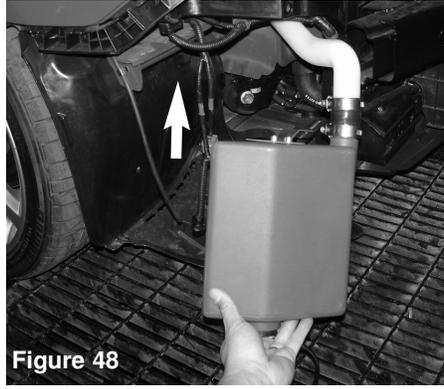


Figure 48

The assembled reservoir bottle is inserted into the bumper area to be installed.

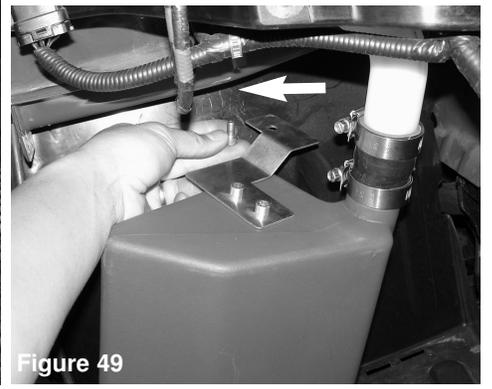


Figure 49

The new reservoir bottle is raised into position as the bracket is lined up to the pre-tapped hole where the m6 bolt was removed from the crossmember.



Figure 50

An 5mm allen is used to tighten the m6 torx head bolt.

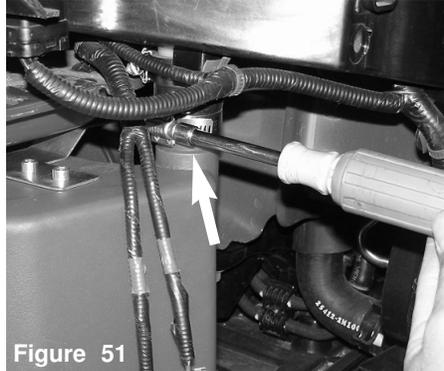


Figure 51

Once you have adjusted the reservoir bottle and stock spout, continue to tighten the hose clamp.

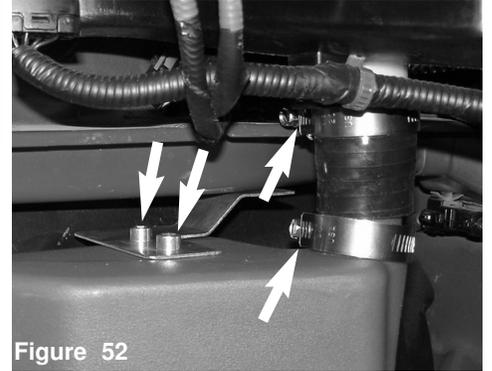


Figure 52

All clamps and bolts are installed and tightened on the reservoir bottle and spout.



Figure 53

The electrical harness clip is lined up to the motor pump to be installed.

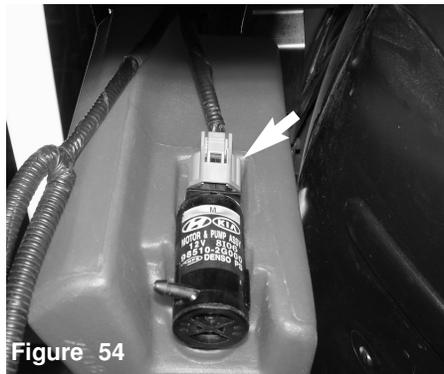


Figure 54

The electrical harness is pressed onto the motor pump until it snaps in place,



Figure 55

The 4mm extension hose supplied is pressed over the motor port.

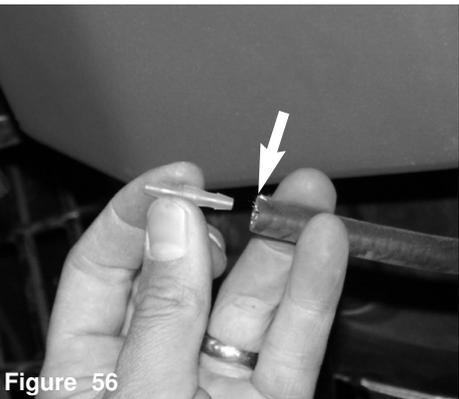


Figure 56

The 1/8" coupler is inserted into the end of the 4mm hose extension.

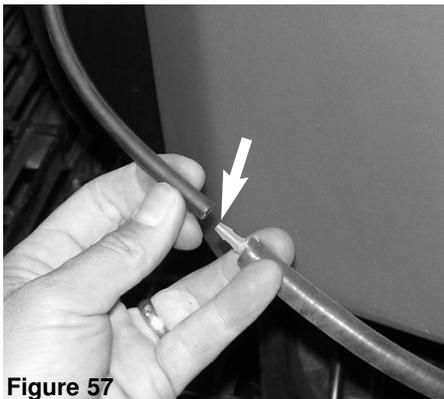


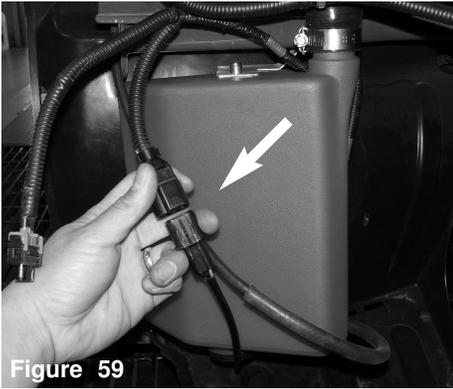
Figure 57

The 1/8" is inserted into the 4mm extension hose and the stock water hose is pressed over 1/8" coupler.



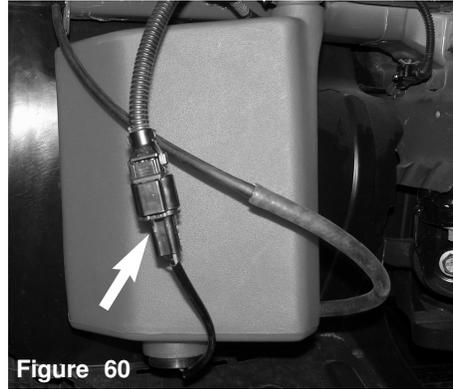
Figure 58

The 4mm extension hose and coupler is now installed.



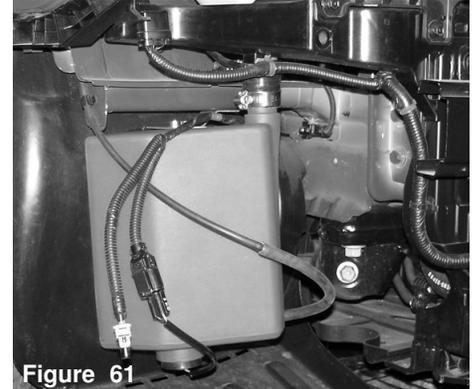
**Figure 59**

The level sensor harness are aligned as shown above.



**Figure 60**

The electrical sensor harness are pressed together until they have snapped together in place.



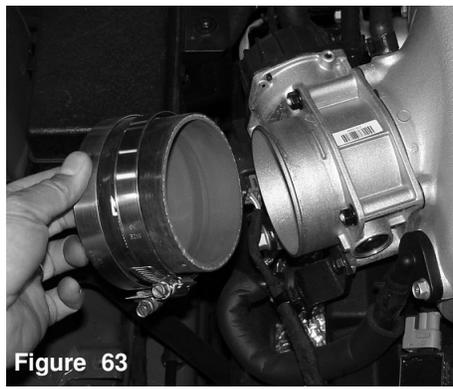
**Figure 61**

The new reservoir bottle is now installed.



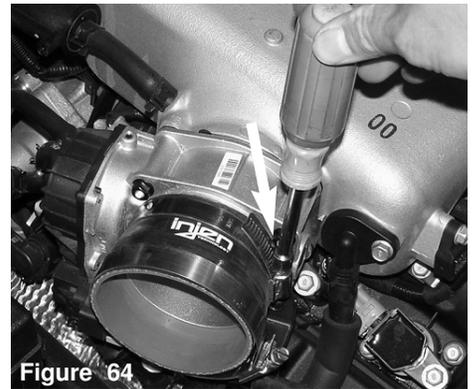
**Figure 62**

The reservoir bottle spout is fastened once again to the fenderwell brace, the stock bolt is used.



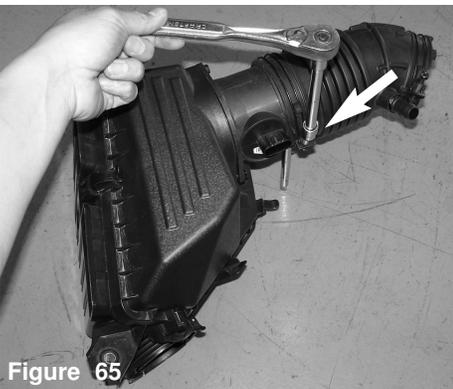
**Figure 63**

The 3 1/4" x 3 1/2" silicone step hose is pressed over the throttle body. The 3 1/4" end is pressed over the throttle body. The .056 and .064 clamps are used on the step-hose.



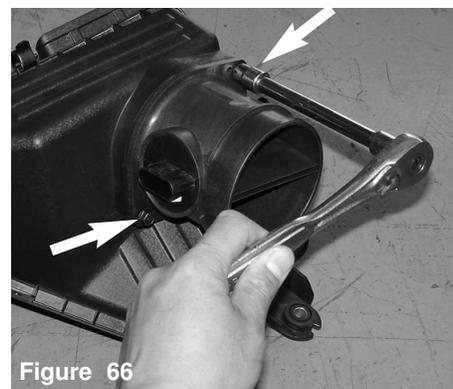
**Figure 64**

The clamp over the throttle body is tightened.



**Figure 65**

The clamp over the air duct is loosened and the air duct is removed.



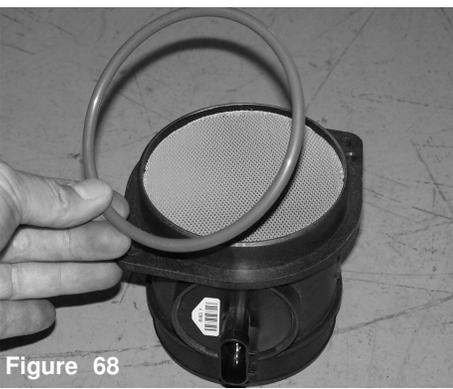
**Figure 66**

The two bolts are loosened and removed from the mass air flow sensor attached to the air box cleaner.



**Figure 67**

Once you have removed the bolts, continue to detach the mass air flow sensor.



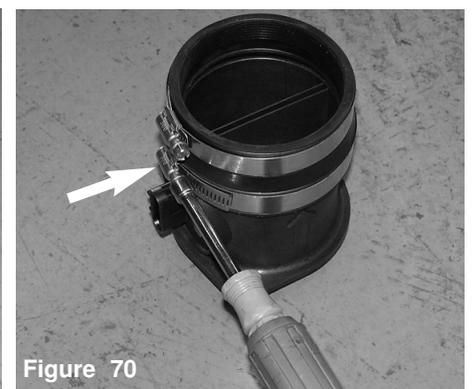
**Figure 68**

The O-ring is removed from the mass air flow sensor.



**Figure 69**

One .064 clamp and one .056 clamp are placed over the 3 3/4" x 3 1/2" step hose and pressed over the mass air flow sensor.



**Figure 70**

The clamp placed over the mass air flow sensor is tightened at this point.



Figure 71

The two .064 clamps are placed over 3 7/8" straight hose and the hose is pressed over the other end of the mass air flow sensor.



Figure 72

The clamp sitting over the mass air flow sensor is tightened as shown above.



Figure 73

The step-hose, straight hose and mass air flow sensor are now assembled.

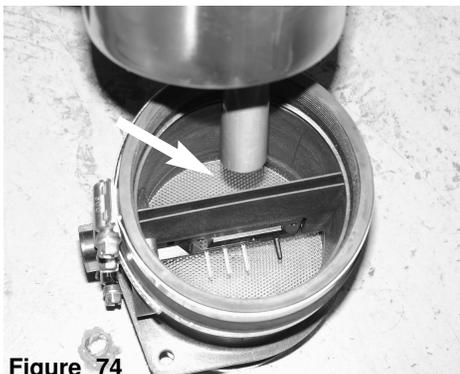


Figure 74

**Important:** When inserting air fusion tube into the mass air flow sensor step-hose, the air fusion tube MUST BE inserted into the un-metered side

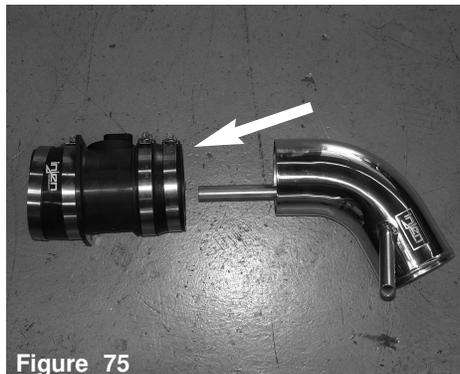


Figure 75

The primary intake is pressed into the air sensor step hose with the air fusion tube inserted first.

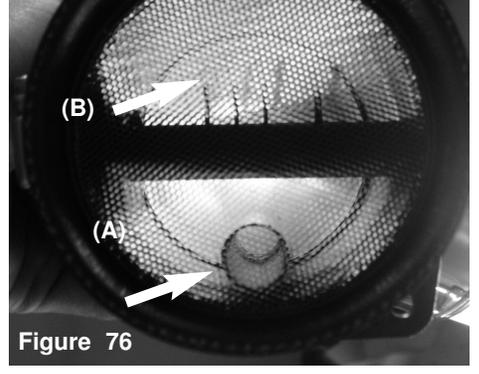


Figure 76

As the air fusion tube is inserted into the mass air flow sensor, the tube is placed on the UN-METERED SIDE of the MAF sensor (A) The sensor filaments are shown above (B).

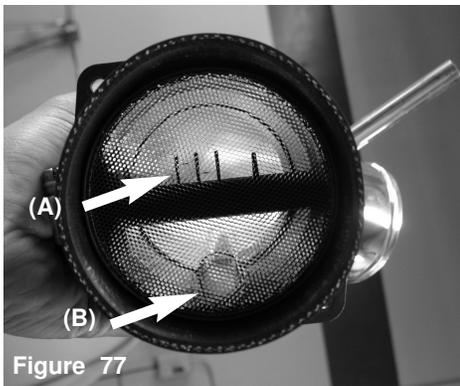


Figure 77

The primary intake is installed in the mass air flow sensor. The sensor filaments (A) are shown above the Air Fusion Tube (B).



Figure 78

The primary intake and mass air flow sensor are assembled.



Figure 79

The assembled primary intake is lowered into the engine compartment and line up to the throttle body hose.



Figure 80

The primary intake is inserted in the step hose with the mass air flow sensor pointing downward and the MAF sensor harness plug pointing towards the left.

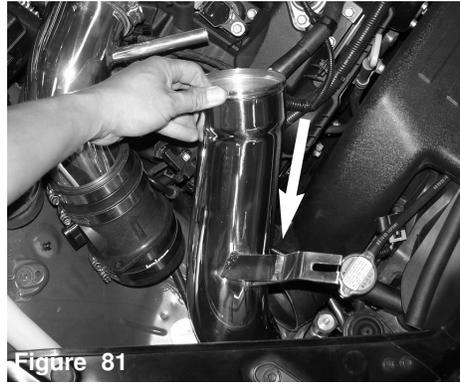


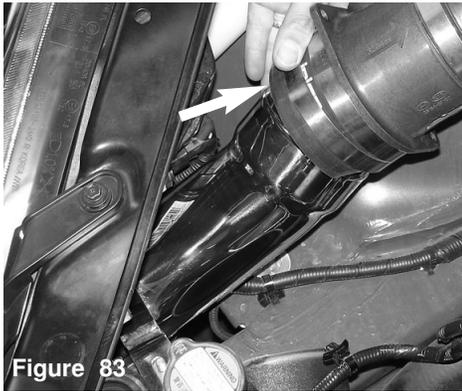
Figure 81

The secondary intake is lowered into the bumper area while aligning the bracket to the vibra-mount stud.



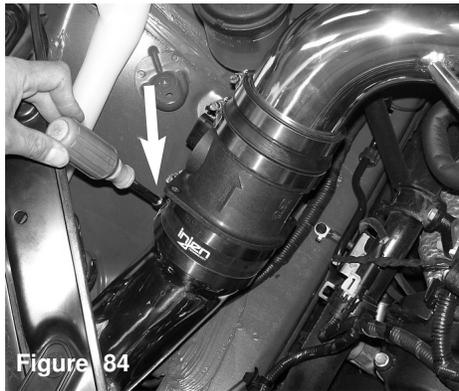
Figure 82

As the secondary intake is aligned the intake bracket is sitting flush over the vibra-mount stud.



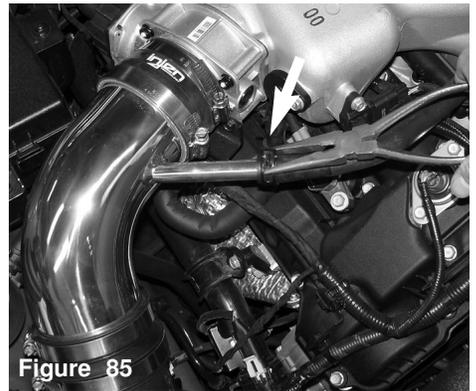
**Figure 83**

Once you have lined up the bracket to the vibra-mount stud, continue to insert the upper end into the sensor 3 7/8 straight hose.



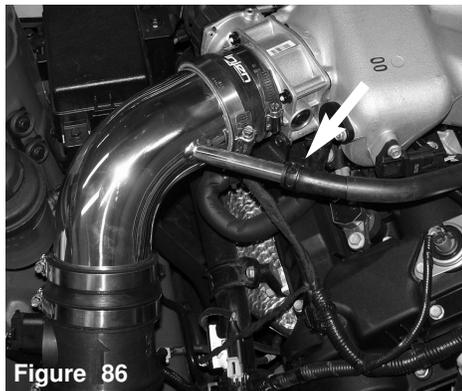
**Figure 84**

Once you have aligned the intake, continue to tighten the clamp over the secondary intake.



**Figure 85**

The crankcase hose clamp is compressed and the hose is slipped over the intake port.



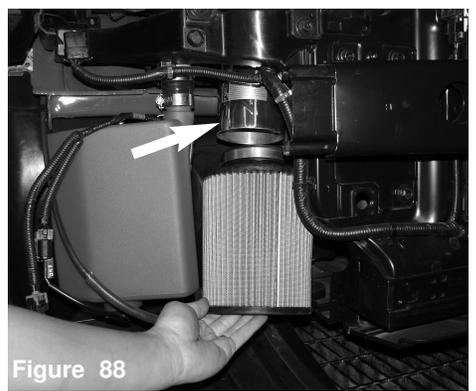
**Figure 86**

The crankcase vacuum hose is installed over the intake port.



**Figure 87**

The electrical harness clip is lined up to the mass air flow sensor (A) the electrical harness clip is pressed over the sensor until it snaps in place (B).



**Figure 88**

The Injen/AMSOIL dry filter is lined up to the end of the intake. The filter neck is pressed over the intake until it comes to rest against the filter stops.



**Figure 89**

When the filter stops come to rest against the intake end, continue to tighten the filter clamp. Once you have aligned intake and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps. Now you are ready to reinstall the bumper, repeat steps 15-21 in reverse.



**Figure 90**

Congratulations! You have just completed the installation of the best cold air intake system you'll ever buy. Periodically, check the fitment and alignment for any shifting that could cause damage to the intake.

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.