



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 SP1432
2009-14 Acura TSX
2.4L 4 cyl.

1- 2 pc. cold air intake equipped with **MR Tech and Air Fusion**

This system converts into a short ram

- 1- 3” Injen filter (#1014)
- 1- 2 3/4” x 3” 45 deg. elbow (#3013)
- 1- 3 1/8” straight hose (#3054)
- 4- Power Bands .362/.048 (#4004)
- 1- 6” -15mm vac hose (#3079)
- 2- m6 vibra-mount (#6020)
- 3- m6 flange nuts (#6002)
- 2- Fender washers (#6010)
- 1- 7 page 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.

2009-2012 Models CARB ONLY

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

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



Figure 1



Figure 2



Figure 3

Stock air box cleaner shown in this picture

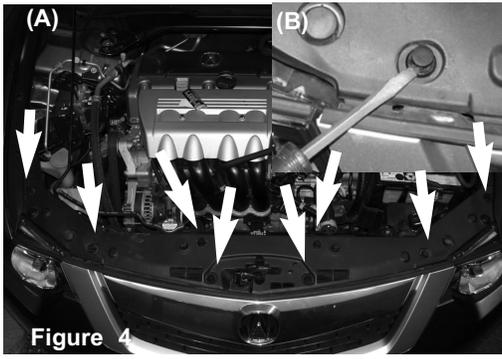


Figure 4

Remove front bumper. Gently pop plastic clips up using a flat head screw driver as shown above (B). There are 7 plastic clips on top and 10 plastic clips on the bottom of the bumper (A).



Figure 5

Once all plastic plugs have been removed, continue to pull the top shroud out of the engine compartment.



Figure 6

Remove one phillips screw on each side of the front bumper using a phillips screw driver



Figure 7

Picture shows removing phillips screw from bumper

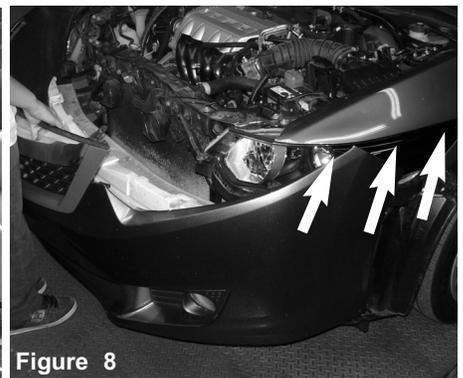


Figure 8

Firmly pull the sides of the front bumper outwards until the bumper unlatches from the clips located below the headlights.

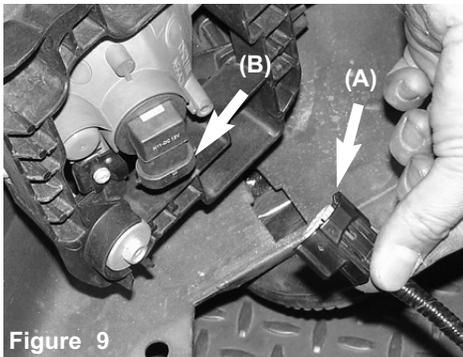


Figure 9

Passenger side bumper- Pressing down on the harness center tab (A) , unclip the foglight harness from the bulb base (B) Repeat step for the driver side fog lamp.

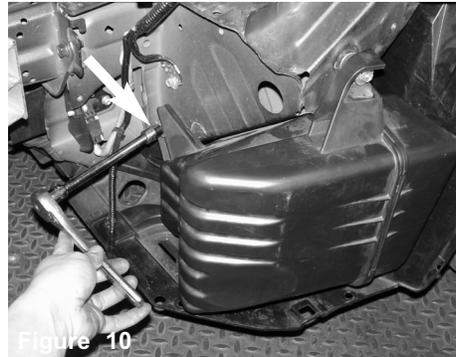


Figure 10

With the front bumper removed, you can now access the air resonator box located on the driver side. Use a 10mm 3/8 socket and ratchet to remove the first 10mm bolt.



Figure 11

Remove the second 10mm bolt. Now the air resonator box is ready for removal.



Figure 12

Firmly pull down and out to remove air resonator box. This may require some aggressive pulling when removing the resonator box.



Figure 13

The upper air box is secured with two 10mm bolts. Remove the first one as shown above.



Figure 14

Proceed to remove the second 10mm bolt as shown above. Do not remove the air box just yet.

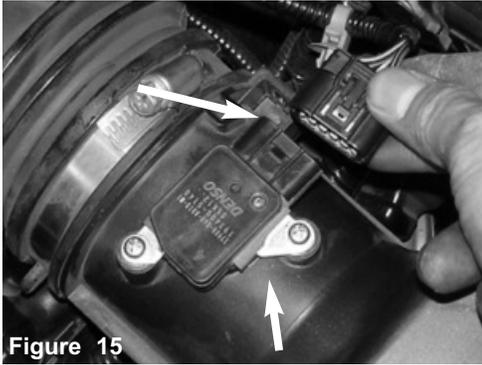


Figure 15

Now you can unplug the harness from the air mass sensor.

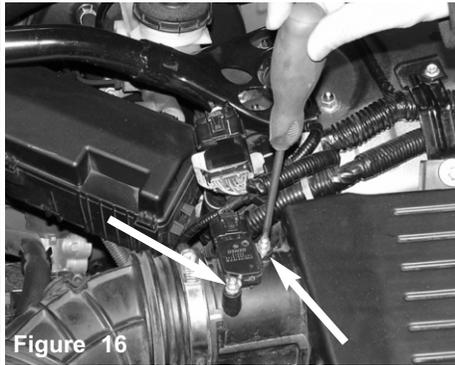


Figure 16

Using a phillips screw driver, unscrew two phillips screws from the air mass sensor. Place these phillips screws to one side because you will be reusing these later.

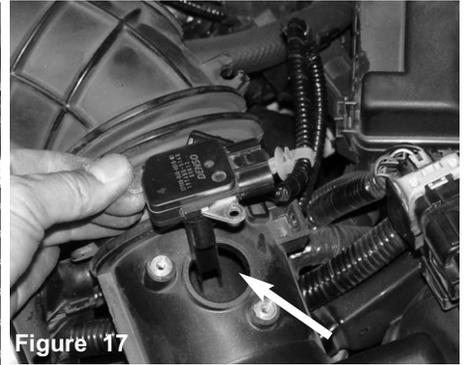


Figure 17

Carefully, pull the air mass sensor from the factory air box, this will also be use later.



Figure 18

Use a 10mm 3/8 socket and ratchet to loosen clamp on the factory air duct connected to the throttle body.

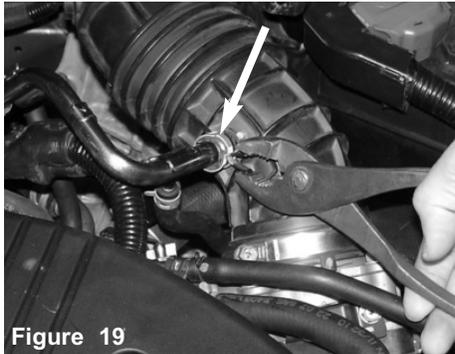


Figure 19

Use a pair of pliers to loosen the spring clamp that secures the PCV breather tube as shown.

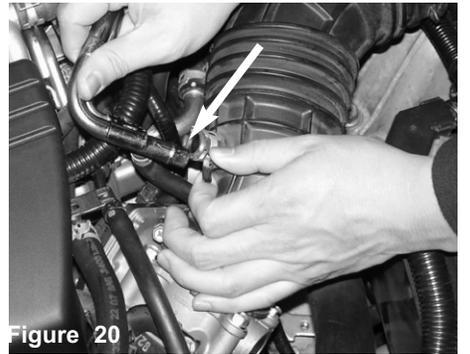


Figure 20

Pull the steel PCV breather tube out of the factory air box duct.

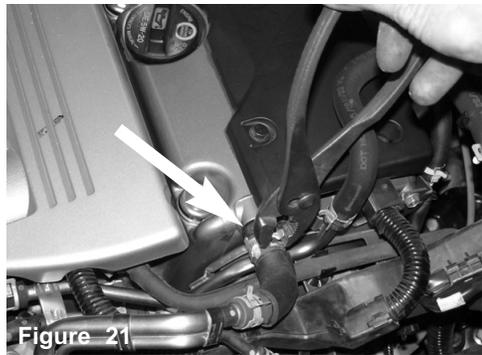


Figure 21

Again with the pliers, loosen the spring clamp that secures the PCV breather to the valve cover.

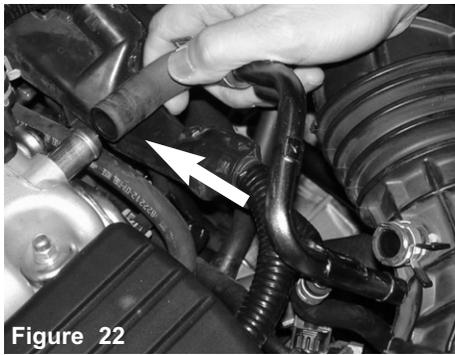


Figure 22

Then remove the PCV breather from the valve cover.

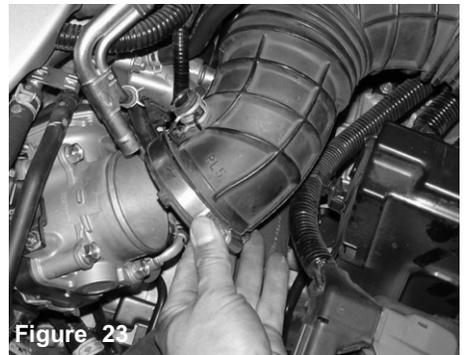


Figure 23

Disconnect the air box duct from the throttle body.



Figure 24

The entire air box and air duct can now pulled out of the engine compartment

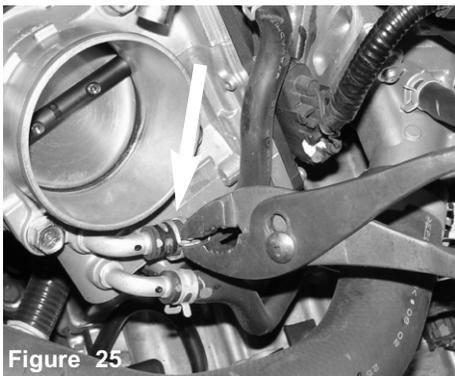


Figure 25

IMPORTANT!!! Make sure the vehicle has cooled down before doing these next steps. Remove the spring clamp from the coolant line just under the throttle body as shown.



Figure 26

Proceed to remove the coolant line as shown. A little coolant may spill out, which can just be wiped up with a shop rag.



Figure 27

Using pliers loosen the spring clamp on the end of the thermostat hose and pull the hose off the PCV hard-pipe (A) The entire PCV hard pipe is now ready to be pulled out of the engine compartment (B).

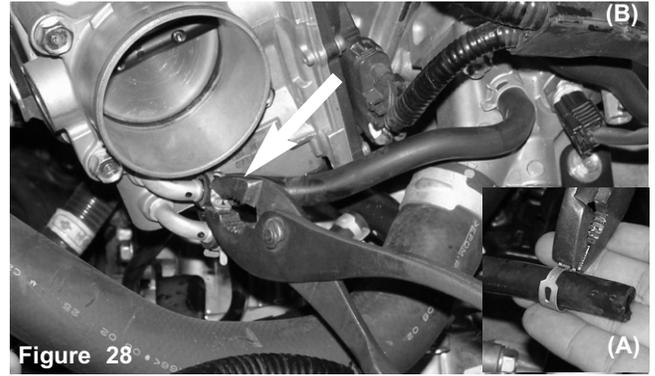


Figure 28

Retain the spring clamp on the end of the coolant(A) Press the thermostat coolant hose over the throttle body coolant inlet (B).



Figure 29

PCV hard pipe removed from the engine compartment. The hose spring clamps are the only items reused to hold the coolant line in place.

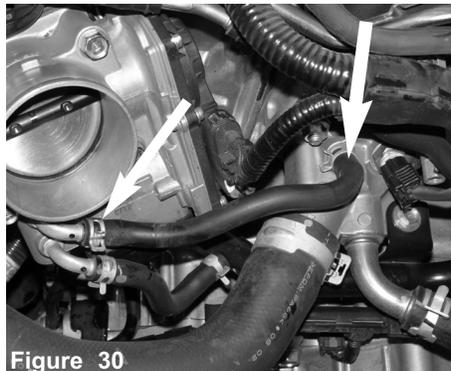


Figure 30

The stock coolant hose is reused and connected directly over the throttle body coolant inlet.



Figure 31

Place one .048 clamp over the hose connected to the throttle body and one clamp over the end of the step hose. Now align the molded hose over the throttle body.



Figure 32

Once the step hose is placed onto the throttle body, you can tighten the clamp on the throttle body Side. Leave the remaining 048 clamp loose for now.

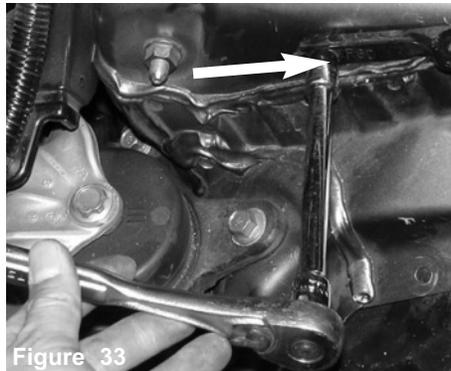


Figure 33

Use a 10mm socket and 3/8 ratchet to remove the lower 10mm bolt attaching the support bracket on the driver side shock tower.



Figure 34

Remove the 10mm bolt and support bracket, this is where the vibra-mount will be installed.

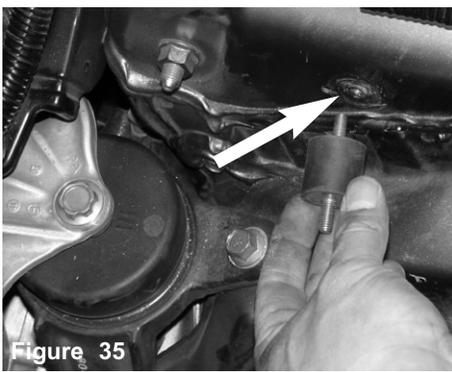


Figure 35

The vibra-mount is aligned to the pre-tapped hole as shown above.

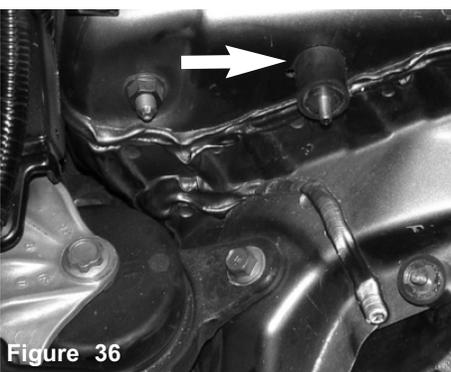


Figure 36

The vibra-mount is screwed in until it sits flush with the strut tower mount.



Figure 37

The secondary vibra-mount is now aligned to the drilled hole located on the resonator opening as shown.

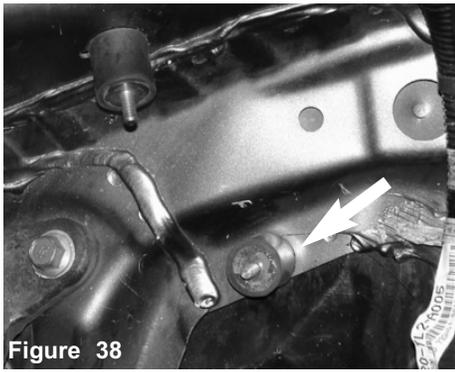


Figure 38

Proceed to screw the Vibra mount in place as shown above. Both vibra-mounts are now installed.

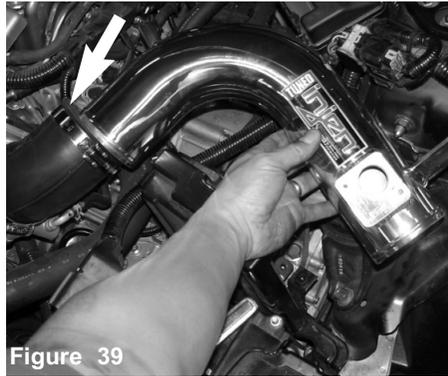


Figure 39

Place the primary tube (longer tube) into the wheel well opening. Make sure the air mass sensor adapter side is on the top side.

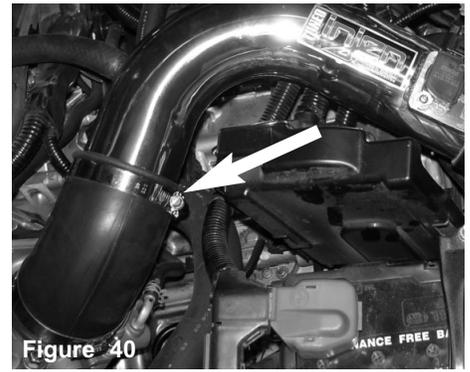


Figure 40

Press the tube with the air mass sensor side into the 2 7/8" X 3 1/4" step hose.

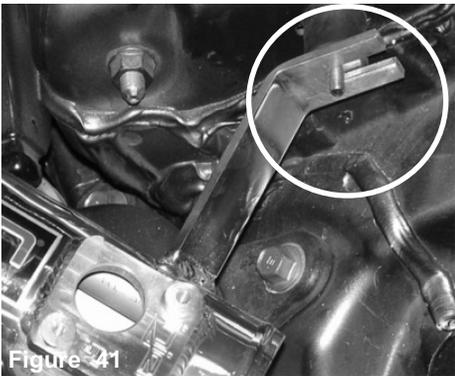


Figure 41

Line the primary intake bracket to the vibra mount stud located on the shock tower mount.

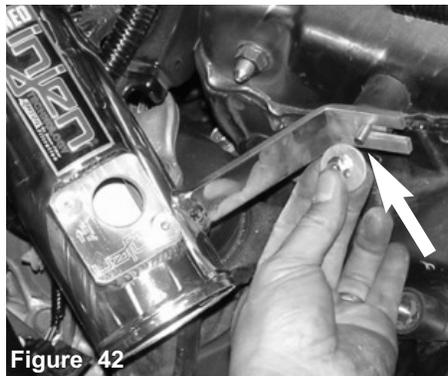


Figure 42

Use one fender washer (X-6010) and one M6 nut (X-6002) to secure the bracket to the vibra mount.

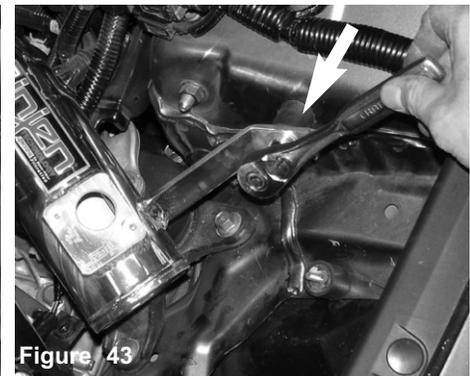


Figure 43

Use a 10mm 3/8 socket and ratchet to tighten the M6 nut to the vibra mount.



Figure 44

Insert the factory air mass sensor in the the billet adapter as shown.



Figure 45

Reuse the two screws that secured the air mass sensor to the factory air box.

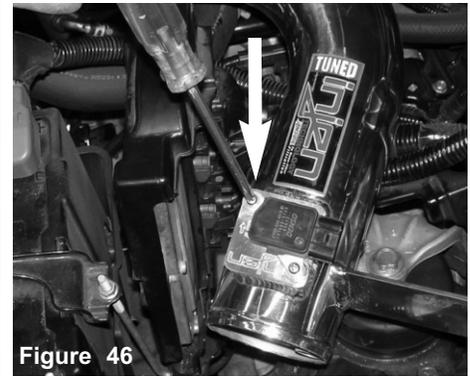


Figure 46

Tighten the two screws securing the air mass sensor to the the billet adapter.

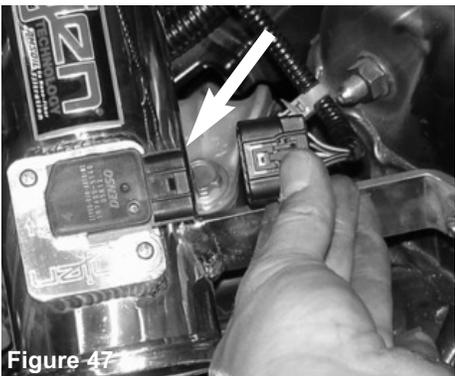


Figure 47

The electrical harness clip is now pressed over the mass air flow sensor. Press firmly until it snaps in place.

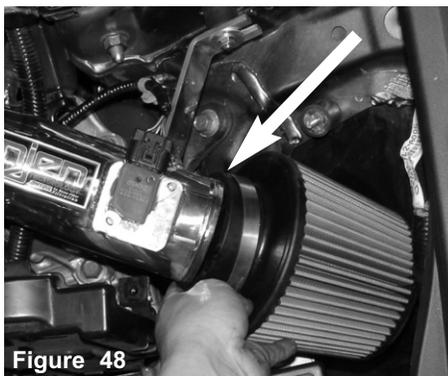


Figure 48

On rainy days, the primary intake can be used as a short ram, simply press the filter over the end of the intake and tighten the filter clamp.

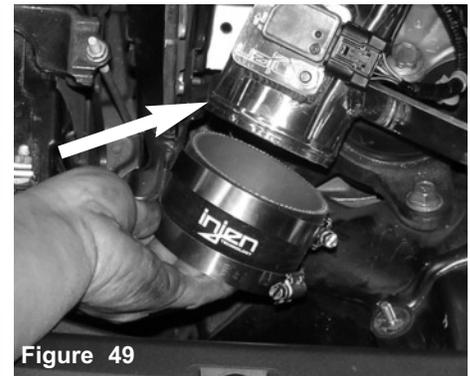


Figure 49

Continuing with the installation of the cold air intake- The 3 1/8" hose is pressed over the end of the intake, use a 8mm nut driver to tighten the clamp over the intake end.

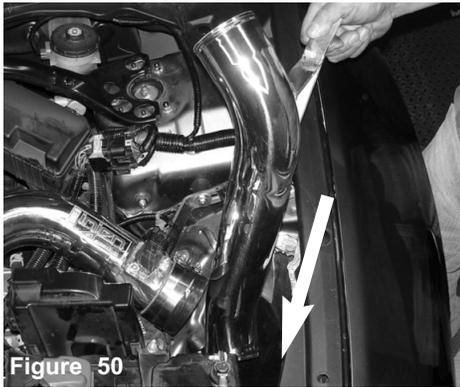


Figure 50

The secondary intake is lowered into the resonator opening and aligned to the primary intake.



Figure 51

The secondary intake is now pressed into the 3" hose located on the primary intake.

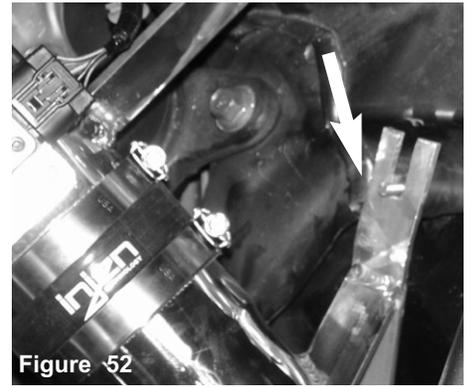


Figure 52

As the secondary intake is pressed into the 3" hose, the intake bracket is aligned to the vibra-mount stud.

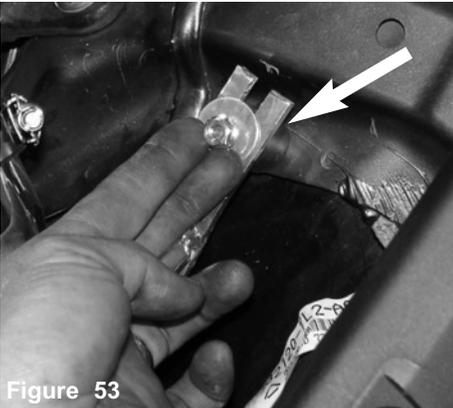


Figure 53

The remaining fender washer and m6 flange nut are used to secure the secondary intake.

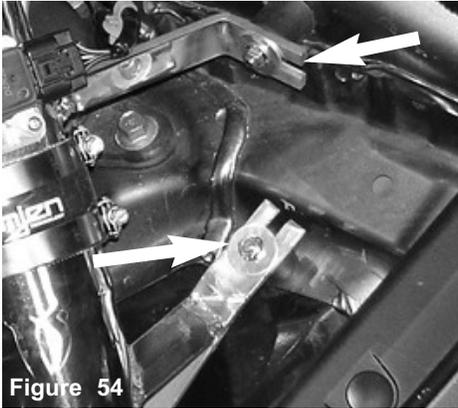


Figure 54

Tighten the m6 flanged nuts to secure the intake brackets to the vibra mounts.

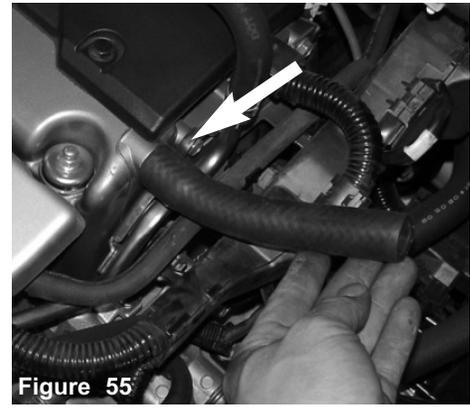


Figure 55

The 15mm hose is pressed over the crankcase vacuum port.

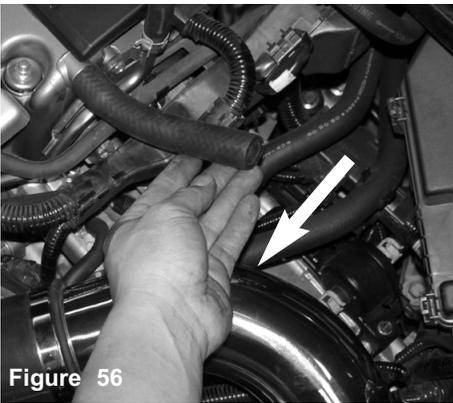


Figure 56

The remaining end of the 15mm hose is pressed over the intake port.

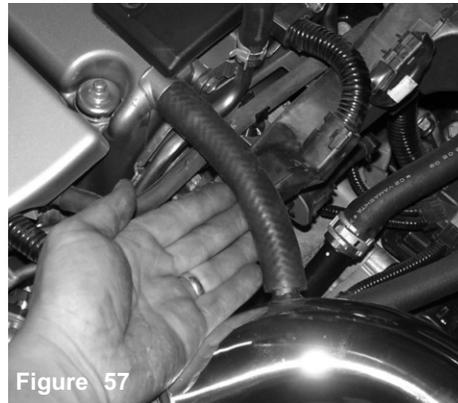


Figure 57

The 15mm hose is now installed.



Figure 58

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

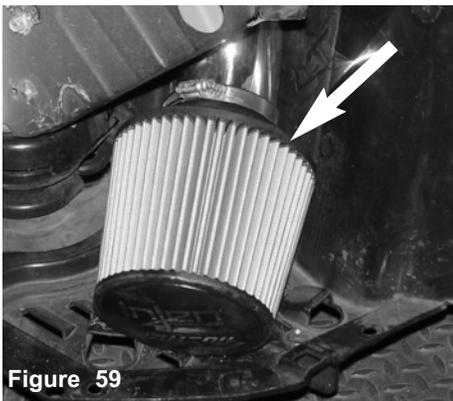


Figure 59

Once the intake end is sitting flush to the filter stops, continue to tighten the filter neck clamp.

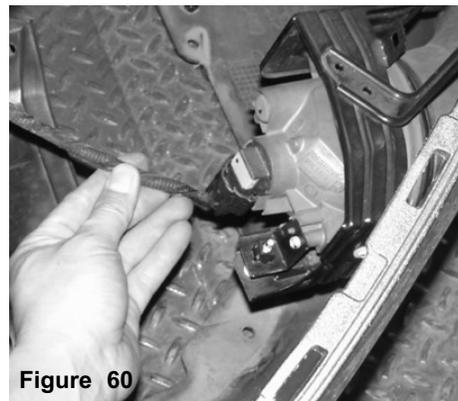


Figure 60

Now reattach the harness to the fog light on the bumper of the car.

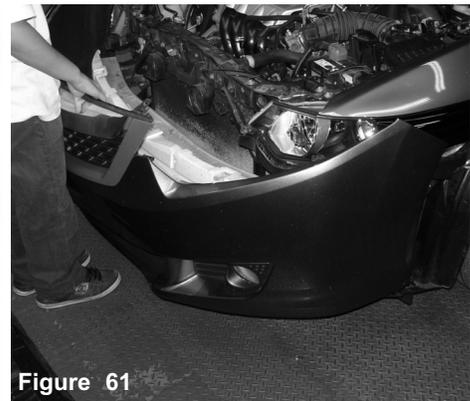


Figure 61

Go back and reattach the front bumper to stock position..



Figure 62

Align the entire intake for best possible fit. Once you have aligned and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.



Figure 63

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. Failure to check the alignment and adjust the intake can cause damage that will void the warranty.

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.