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 SP1811
2015 Mitsubishi Lancer GTS
(5 Spd Manual Transmission Only)
2.4L 4 cyl.

1- piece cold air intake with equipped with **MR Tech and Air Fusion**
1- 2 3/4" Injen/AMSOIL #1013BB) Ea nano-fiber Performance dry filter
1- 2 3/4" straight hose (#3043)
2- Power Bands .040/.312(#4003)
2- M4 button head screws (#6047)
1- m6 vibra-mount (#6020)
2- m6 flange nut (#6002)
2- Fender washer (#6010)
1- m6 x 16mm bolt (#6005)
1- alum. brkt extension (M-20086
1- 5 page instruction

Note: All parts and accessories now sold on-line at :
"injenonline.com"

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 filter and Injen parts. The use of any other filter or part will void the warranty and CARB exemption number.

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

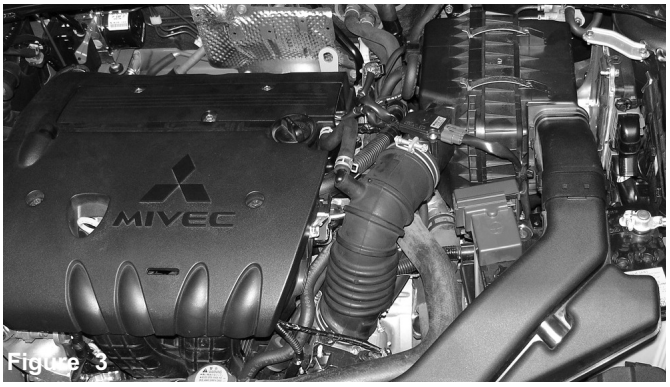


Figure 3

Prior to starting the installation, Disconnect the negative battery terminal.

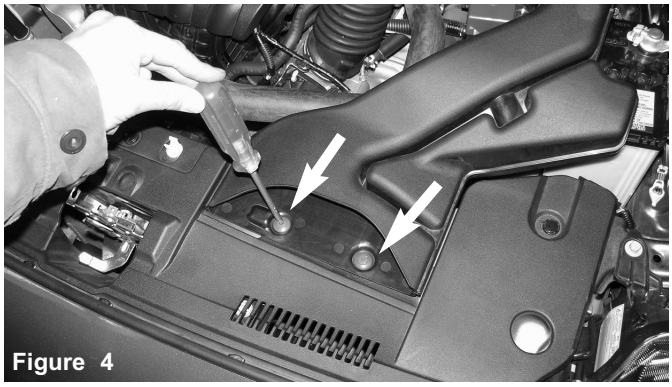


Figure 4

A phillips screw driver is used to loosen the two plastic clips.

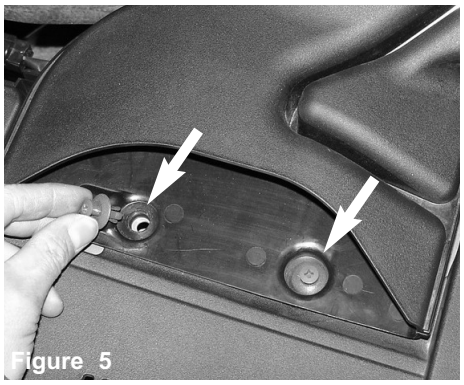


Figure 5

Once you have loosened the plastic clips, continue to pull up on the clips as shown above.

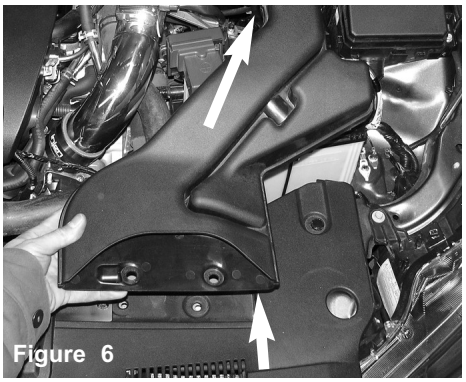


Figure 6

Pull up on the air scoop and pull forward in order to dislodge the air scoop from the air box cleaner.

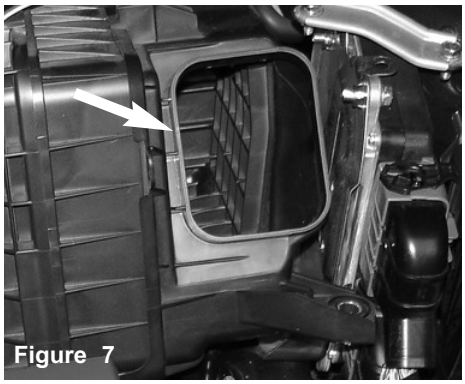


Figure 7

The air scoop is dislodged and pulled from the opening of the air box cleaner as shown above.

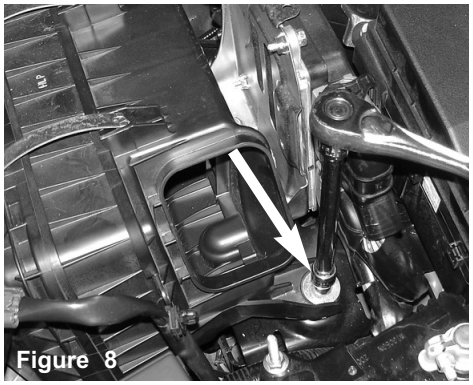


Figure 8

The m6 bolt is loosened from the base of the air box cleaner.


Figure 9

Once you have loosened the m6 bolt, continue to pull the m6 bolt out.


Figure 10

The tension clamp is compressed and pulled from the crank case vacuum hose located over the air intake duct.

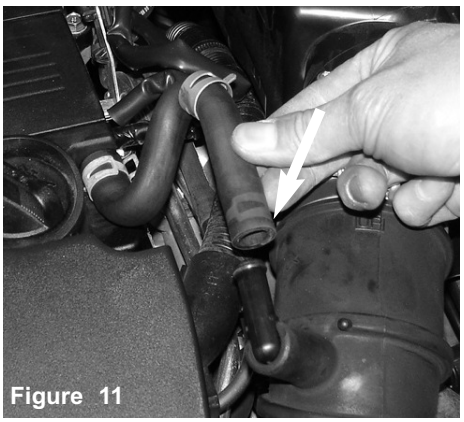


Figure 11

Once the tension clamp as been pulled back, pull the crankcase vacuum hose from the air duct port.

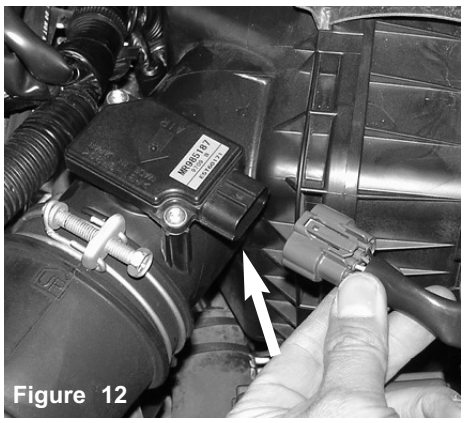
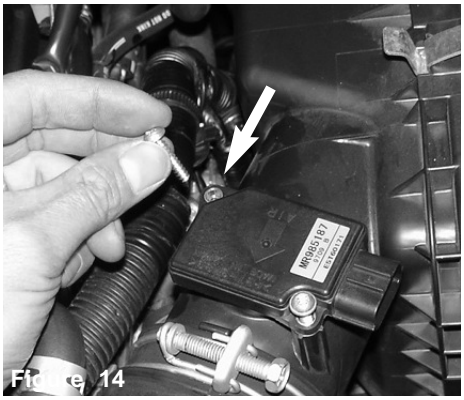


Figure 12

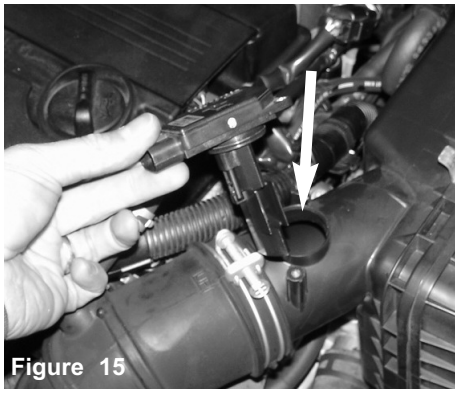
Depress the clip on top of the harness and pull the harness away from the mass air flow sensor.


Figure 13

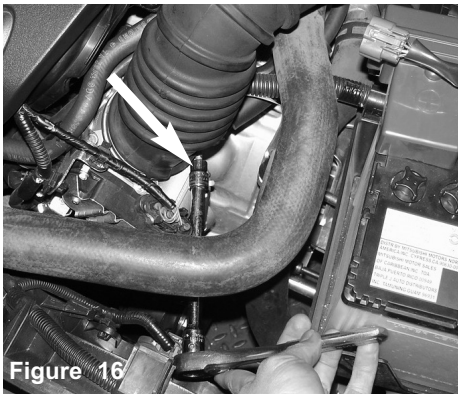
An allen screwdriver is used to loosen the two stock screws from the mass air flow sensor.



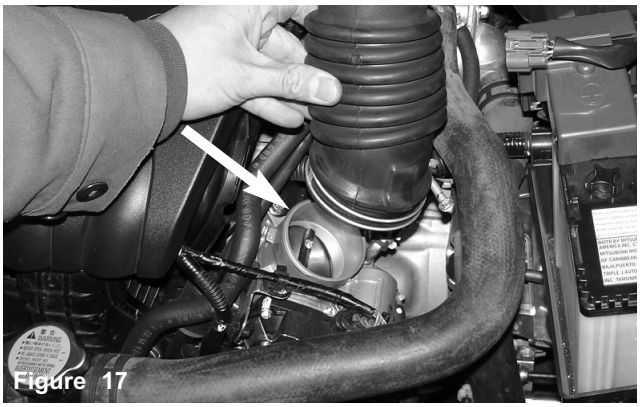
The two mass air flow sensor screws are loosened and removed in order to pull the sensor out of the sensor housing.



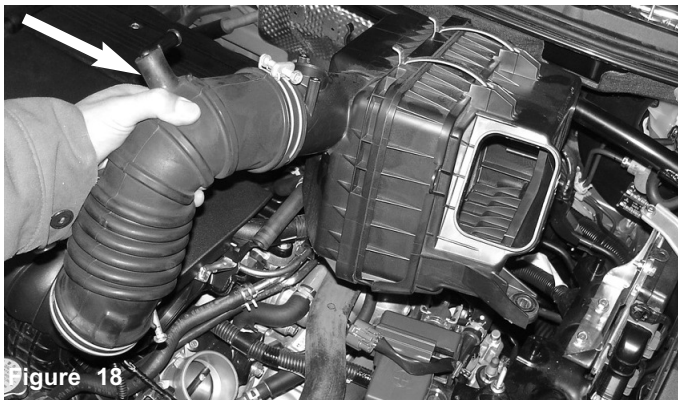
The mass air flow sensor is now pulled out of the sensor housing.



The air duct clamp is now loosened from the throttle body.

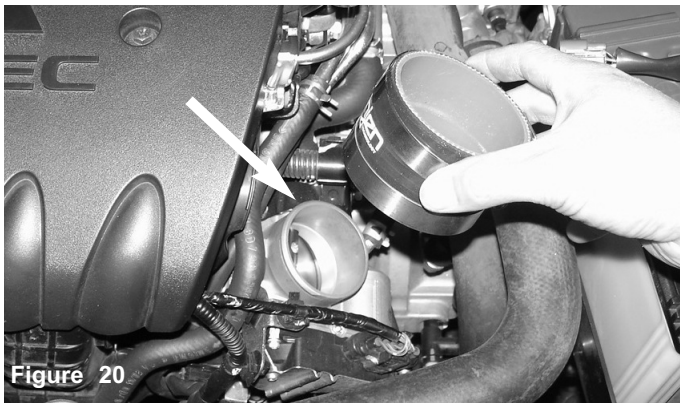


The air duct is now ready to be pulled off the throttle body.

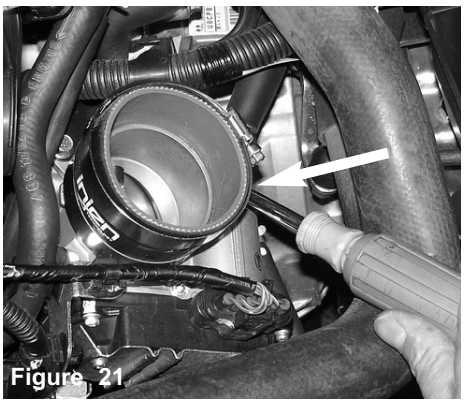


The stock air intake box and air intake duct is now pulled out of the engine compartment.

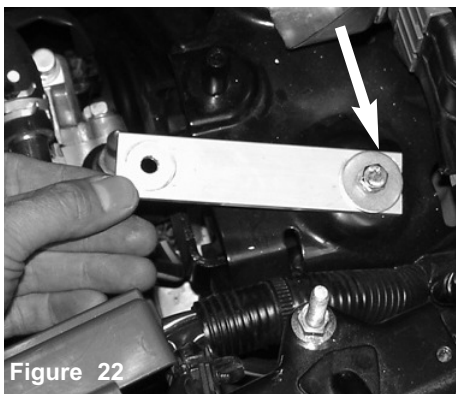
Shot of an empty engine compartment with no air intake box or air intake duct.



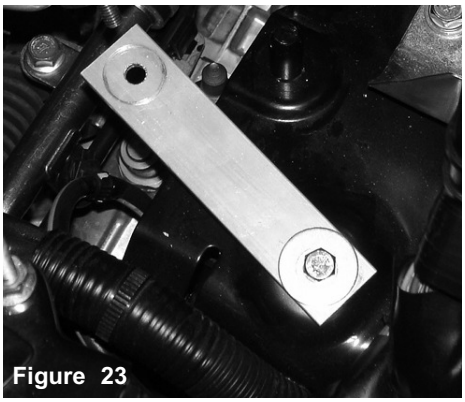
The 2 3/4” silicone elbow is pressed over the throttle body along with the clamps.



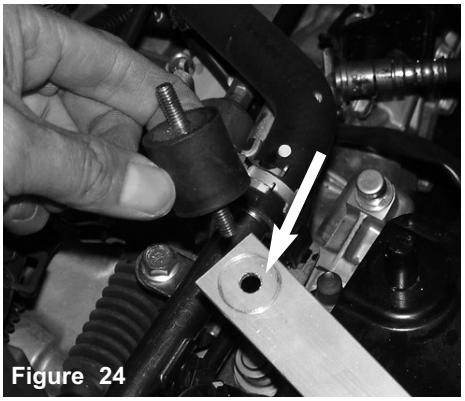
Once you have positioned the hose in place, continue to tighten the hose clamp located over the throttle body.



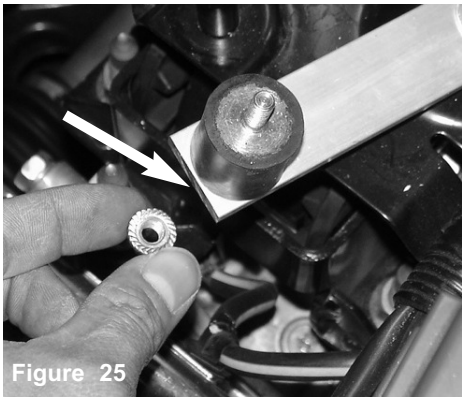
The extension bracket is placed over the pre-threaded hole that once held the air box cleaner in place. An m6 bolt and washer is used to fasten the bracket in place.



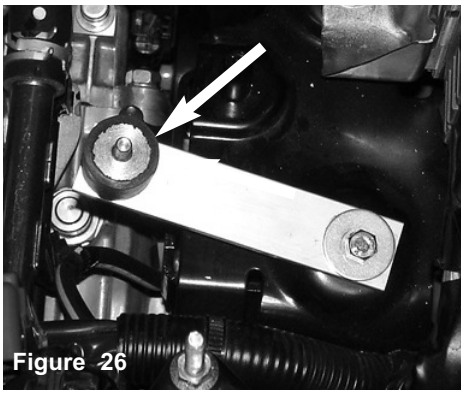
The extension bracket is now in place, semi-tighten the clamp for now.



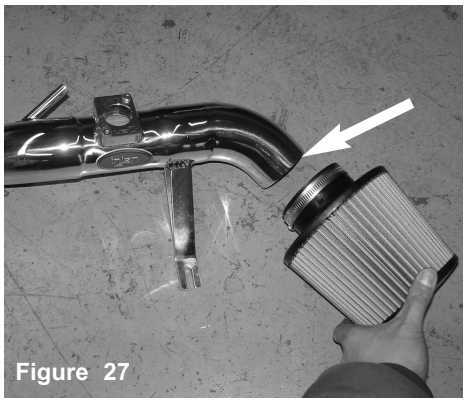
The vibra-mount is aligned to the end of the extension bracket and inserted into the hole.



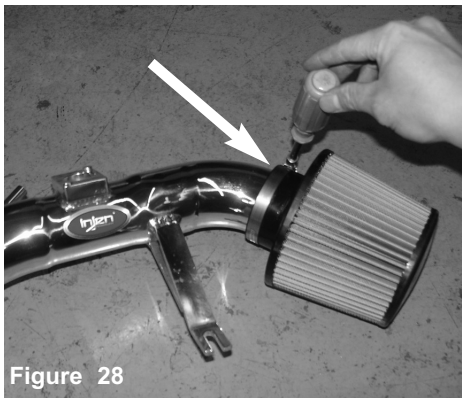
An m6 flange nut is used to fasten the vibra-mount to the end of the extension bracket.



The vibra-mount is now installed as shown above.

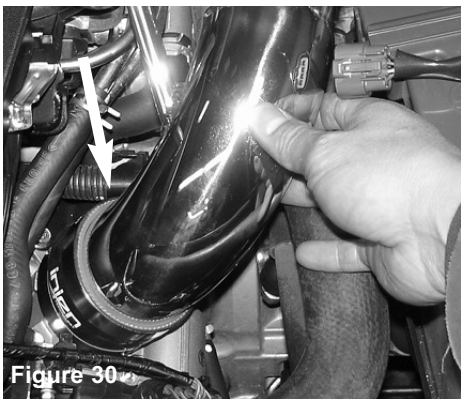


The filter is now aligned to the end of the intake.

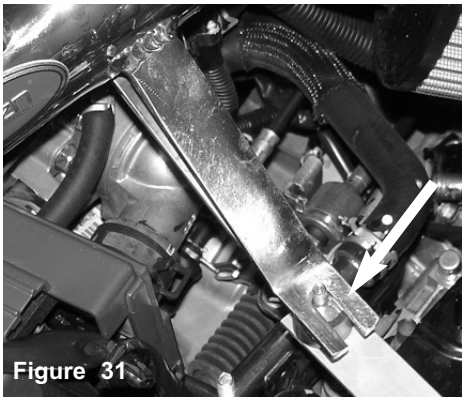


Once the filter has been properly adjusted, continue to tighten the filter clamp.

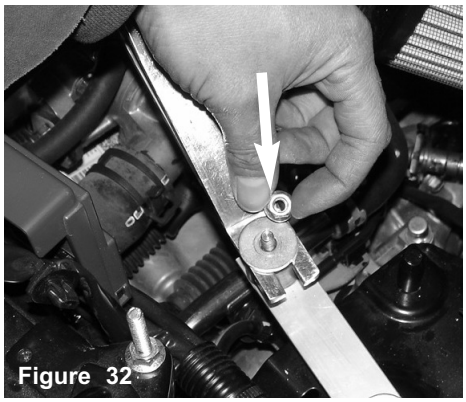
The assembled filter and intake is now lowered into the engine compartment.



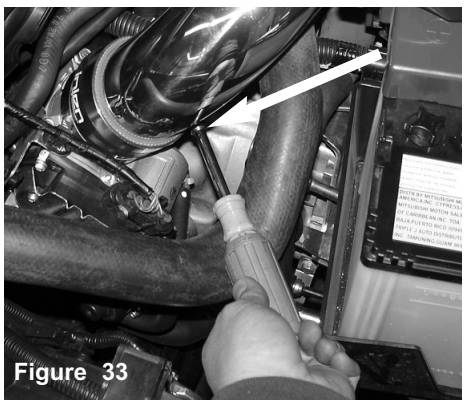
The lower end of the intake is inserted into the throttle body hose.



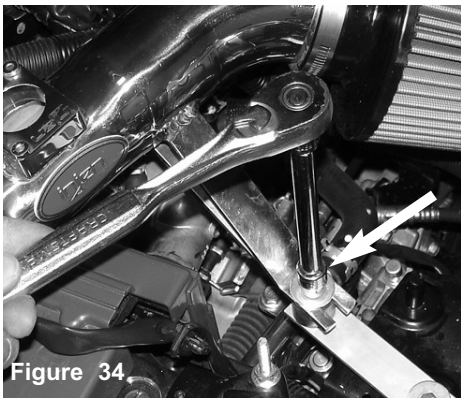
As the intake is inserted into the throttle body hose the intake bracket is aligned to the vibra-mount stud.



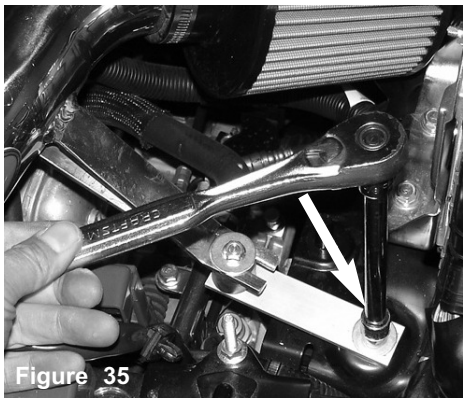
.The m6 flange nut and washer is used to fasten the intake bracket to the vibra-mount stud.



Once you have aligned the intake continue to tighten the hose clamp located over the intake,



The fitment is checked again prior to tightening the m6 flange nut on the intake bracket and vibra-mount.



The m6 nut is now tightened over the extension bracket.

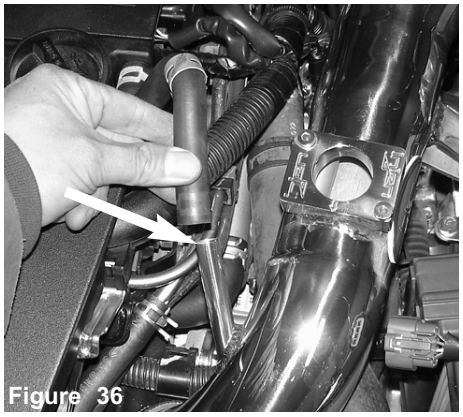


Figure 36

The crankcase vacuum hose is now pressed over the intake vacuum port.

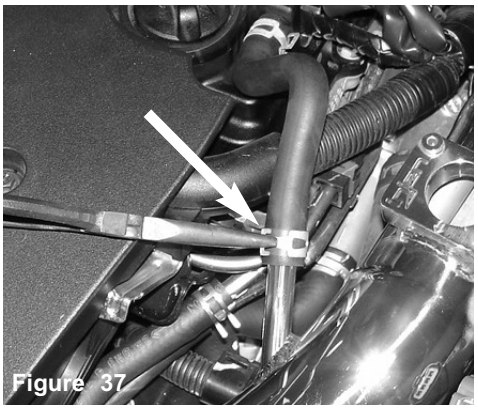


Figure 37

Use the needle nose pliers o compress the tension clamp to slip over the vacuum hose.

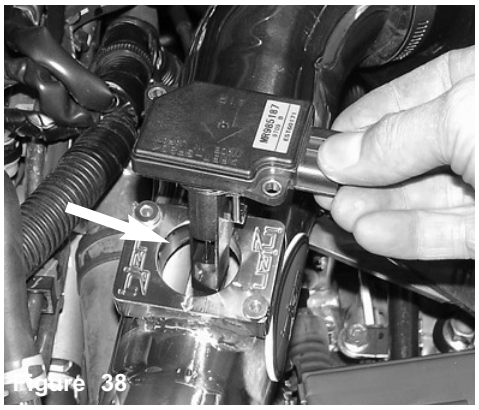


Figure 38

The mass air flow sensor is now inserted into the primary intake sensor adapter.

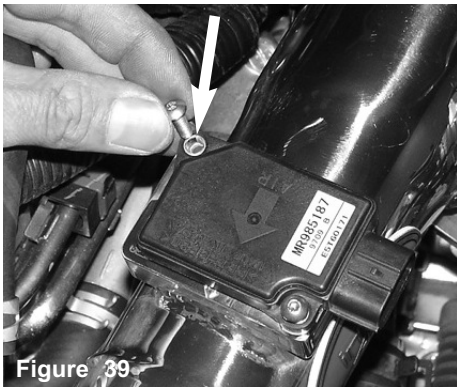


Figure 39

The stock screws are used to fasten the mass air flow sensor to the sensor adapter.

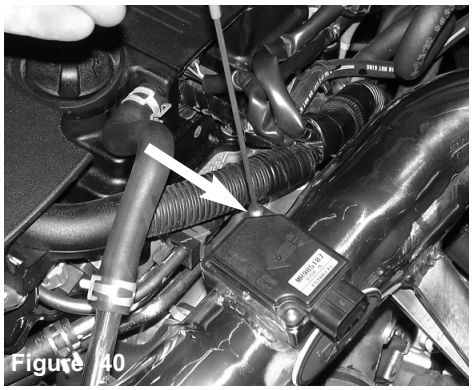


Figure 40

A an allen is used to fasten the screws over the mass air flow sensor.

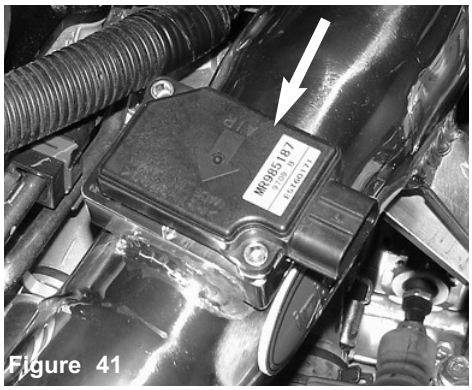


Figure 41

The mass air flow sensor is now installed in the machined sensor adapter.


Figure 42

The harness clip is pressed over the mass air flow sensor until it snaps in place. **You are now ready to re-install the front air scoop back to its original location.**

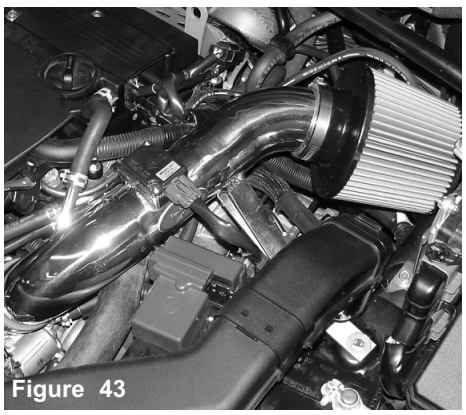


Figure 43

Check the entire intake system for best possible fit. Make sure there are no rubbing parts, rattles, or vacuum leaks, then continue to tighten all nuts, bolts and clips.

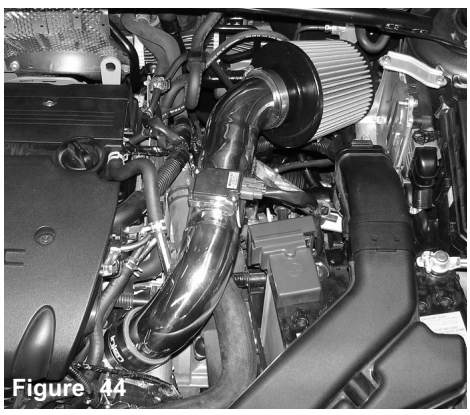


Figure 44

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 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.