



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 SP1870
2006-12 Mitsubishi Eclipse
2.4L 4 cyl.
Manual only

- 1- MR Tech intake system
- 1- **3” Injen filter** (#1014)
- 1- 2 7/8” straight hose (#3050)
- 1- 3” straight hose (#3044)
- 2- Power-Bands(.048)(.362) (#4004)
- 2- Power-Bands(.040)(.312) (#4003)
- 1- m6 Vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- M4x10 allen bolt (#6047)
- 1- 4 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

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

Tools required:

- 1- 10mm socket
- 1- 8mm socket
- 1- Phillips head screwdriver
- 1- Flat head screwdriver
- 1- 8mm nut driver
- 1- ratchet
- 1-2.5mm allen wrench

Optional: Hydrosshield



Application number X-1033

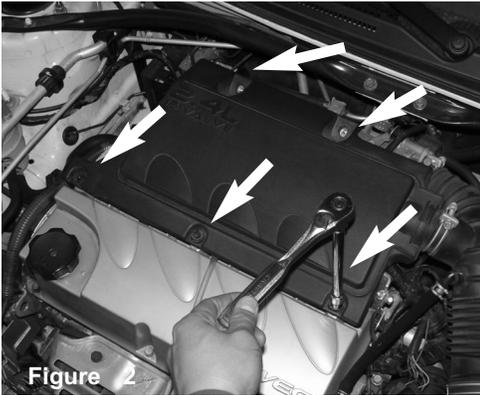


Figure 2
Use a 10mm Socket and ratchet and remove the 5- 10mm bolts on the intake resonator located on top of the valve cover

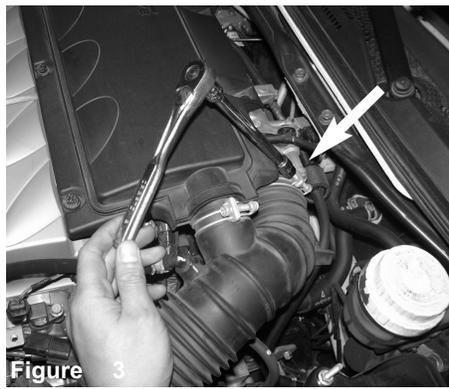


Figure 3
Loosen the clamp on the intake air duct attached to the throttle body



Figure 4
Detach the crank case breather line from the intake air duct



Figure 5
Loosen the clamp on the air duct attached to the air box assembly.



Figure 6
Detach the air duct from the air box assembly



Figure 7
Remove the entire resonator box and air duct assembly out.

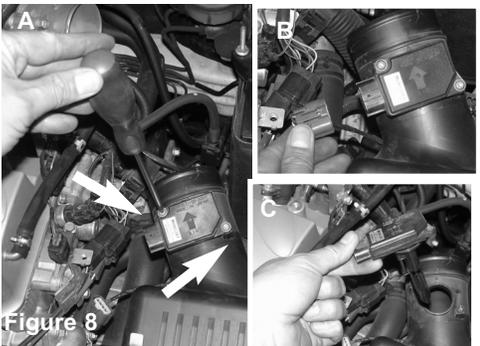


Figure 8
Figure A: Use a torx screw driver to remove the two torx screw attached to the MAF sensor. **Figure B:** Unplug the MAF sensor harness. **Figure C:** Remove the MAF sensor from the air box assembly



Figure 9
Use a 10mm socket, extension and ratchet and loosen the two 10mm bolts on the air box assembly.

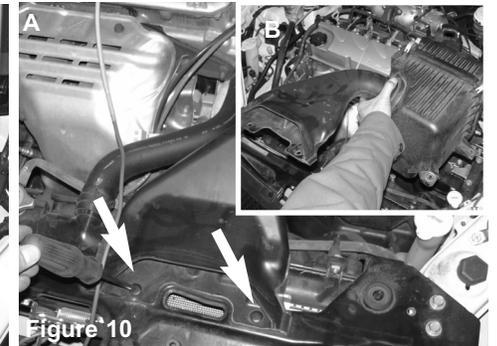


Figure 10
Figure A: Remove the two plastic screws on the air box scoop. **Figure B:** Remove the entire air box assembly

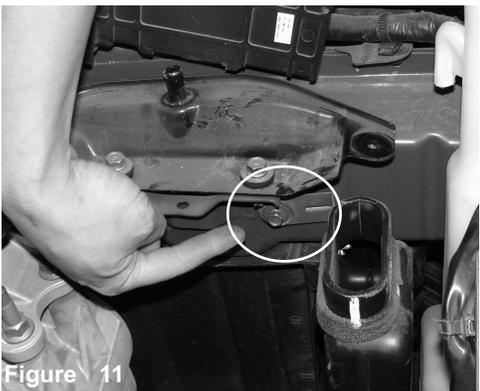


Figure 11
The m6 bolt is removed from the car frame. This bracket is attached to the plastic resonator box that will be removed. This is one of the three m6 bolts that will be removed.

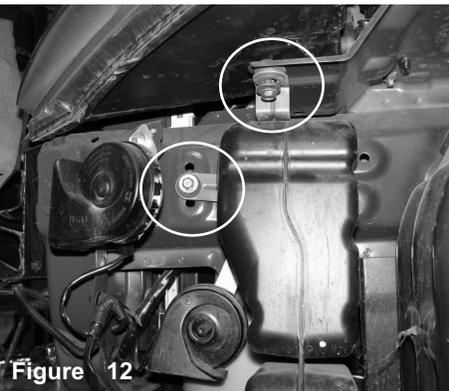


Figure 12
You will now need to remove the front bumper. Looking at the driver side corner, you'll notice the remaining two m6 bolts that will be removed from the air box resonator brackets. These bolts will need to be removed



Figure 13
Once all three bolts have been removed, continue to pull the resonator box out.

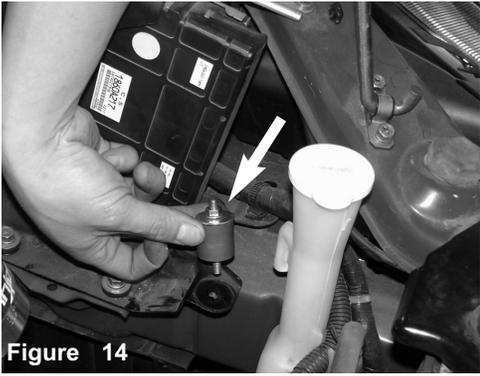


Figure 14

Screw the m6 vibra-mount into the front pre-threaded hole on the bracket used to mount the air box cleaner.

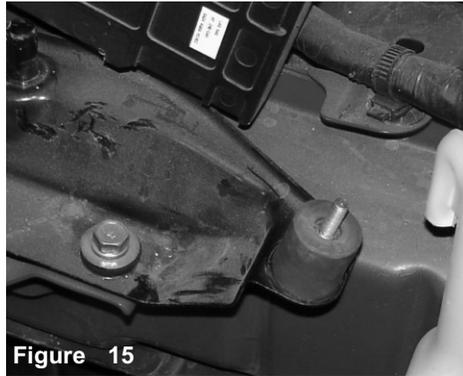


Figure 15

The vibra-mount is now attached and in place.



Figure 16

Place the 2 7/8" straight hose and two clamps on the throttle body



Figure 17

Position the primary pipe into the 2 7/8" straight hose located on the throttle body. Leave the clamp snug but loose to later adjust the pipe for best fitment



Figure 18

Connect the crank case breather line to the welded nipple on the intake pipe



Figure 19

Locate the mass air flow sensor and insert it into the machined sensor adapter.

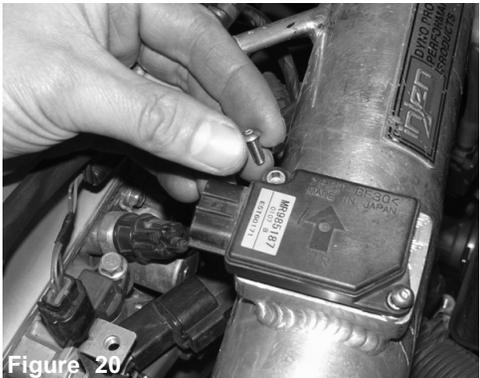


Figure 20

Place two M4 allen bolts onto the MAF sensor.



Figure 21

Use a 2.5mm allen wrench and secure the MAF sensor to the machined flange welded on the intake pipe



Figure 22

Re-connect the MAF sensor harness back onto the MAF sensor. Make sure you heard it snap in place.

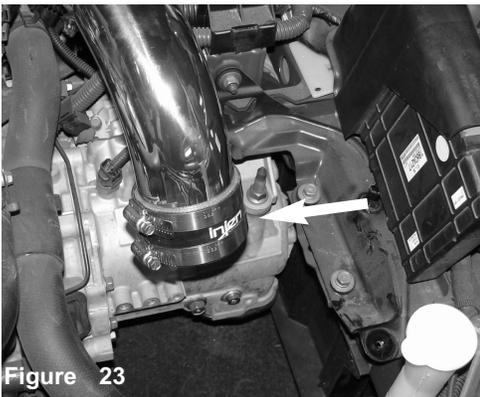


Figure 23

Press the 3" hose over the end of the primary intake. The 3" hose should not cover more than 1" of the edge of the intake. Use two power-bands and tighten the clamp on the intake side for now.



Figure 24

Lower the secondary intake into the engine compartment and into the opening leading into the bumper area.

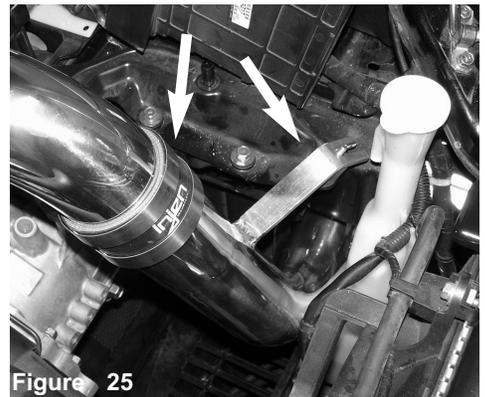


Figure 25

Connect the primary tube to the secondary tube while aligning the intake bracket to the vibra-mount.

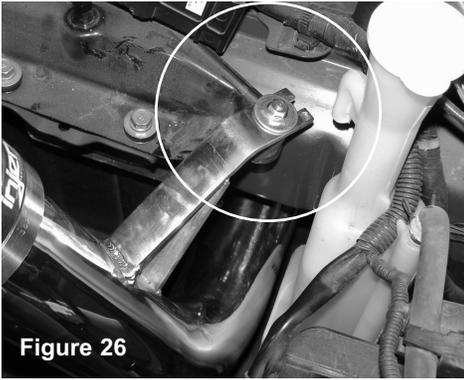


Figure 26

Use the m6 flange nut and fender washer to secure the intake bracket.

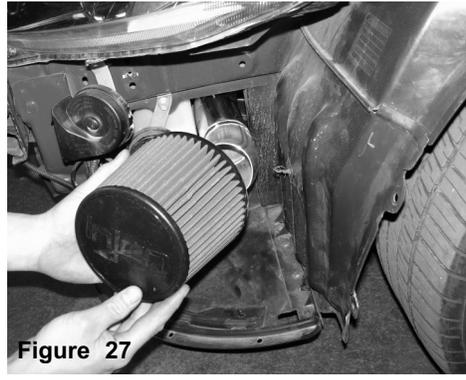


Figure 27

Press the filter over the end of the secondary intake. Once the intake end is butted up to the filter stops, continue to tighten the filter neck clamp.



Figure 28

Adjust and align the intake for best possible fit. Once you have cleared the intake assembly from all moving part, continue to tighten all nuts, bolts, and clamps.

Note: With the transmission in neutral, start the engine and listen for possible air leaks, rattles, rubbing or idle problems.. For air leaks, check all connecting hoses and clamps. For rattling or rubbing, check the intake fitment and intake bracket that is fastened to the vibra-mount. Always, find the cause of the problem and repair it before moving forward.

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.