



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 SP1997

2007-08 Infiniti G35 3.5L V6 Sedan

2008-13 Infiniti G37 3.7 V6 Coupe

2009-13 Infiniti G37 3.7 V6 Sedan

**cold air intake equipped with
 MR Tech and Air Fusion**

- 1- Driver side primary air intake
- 1- Passenger side primary air intake
- 2- 2 3/4" Injen/AMSOIL dry filters (#1010)
- 2- 2 3/4" x 3" step hose (#3120)
- 2- Power Bands .312/.040 (#4003)
- 2- Power Bands .362/.048 (#4004)
- 2- 1 1/2" long x 17mm hose (#3080)
- 2- m6 mounting stand-off (#15023)
- 2- m6 flange nuts (#6002)
- 2- fender washers (#6010)
- 1- windshield reservoir tank (#6081)
 (Disregard p/n:6083 on bottle)
- 1- top reservoir L-bracket (#20094)
- 1- side horizontal mount brkt. (#20095)
- 4- m6 x 12mm flange bolt (#6056)
- 1- sensor harness zip tie (#8001)
- 1- 7 page instruction

Note: All parts and accessories now sold on-line at :

“injenonline.com”

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

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.

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. Published and patent pending
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion. Published and patent pending

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

“Why settle for cheap imitations when you can have the original”

Note: Testing on a dynamometer will take 7 to 8 pulls before seeing significant horsepower gains. If you are conducting dyno testing, you should know that the ECU will store fuel trim and timing calibration of the Injen intakes. Before testing alternative intakes, return car to stock base lines for accuracy. **Important:** Do not disconnect any battery terminals while testing! For best results, Injen recommends testing be done on a one to one basis, stock vs. Injen Cold Air Intakes. If you have modified your vehicle in anyway, you will not see significant horsepower gains on top of any modifications.



Figure 1



Figure 2



Figure 3

Loosen and remove all four 10mm bolts from the engine cover. Once all bolts have been removed, continue to pull the cover from the engine compartment.



Figure 4

Remove all plastic clips and bolts holding the bumper in place. Once you have removed all clips and bolts, continue to pull the bumper away from the frame.



Figure 5

Once you have removed the bumper, continue to remove the windshield reservoir bottle. Remove the first 10mm bolt as shown above.

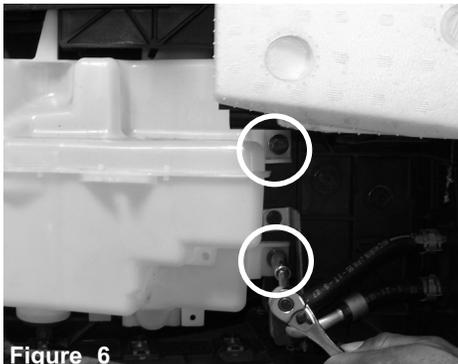


Figure 6

Remove the last two remaining 10mm bolt from the side of the reservoir bottle.



Figure 7

Prior to pulling the reservoir bottle out, pull the upper spout out of the lower spout. Depress the tab on the electrical harness and pull the clip away from the motor.

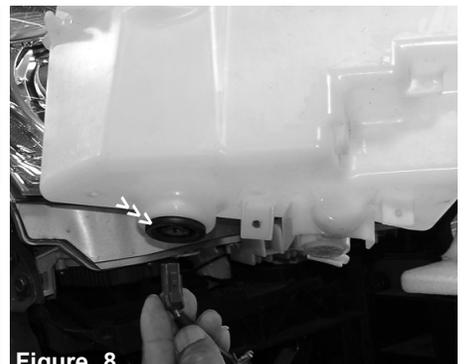


Figure 8

Pull the electrical harness clip away from the sensor as shown above. This electrical harness will not be used with the Injen reservoir bottle.

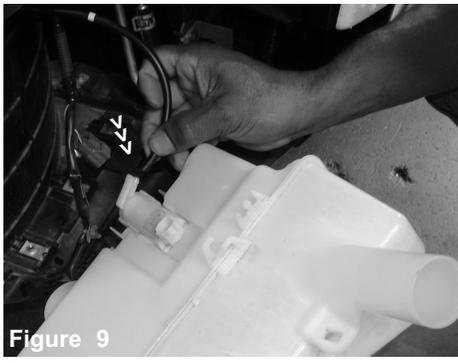


Figure 9

Disconnect the black hose connected to the motor .

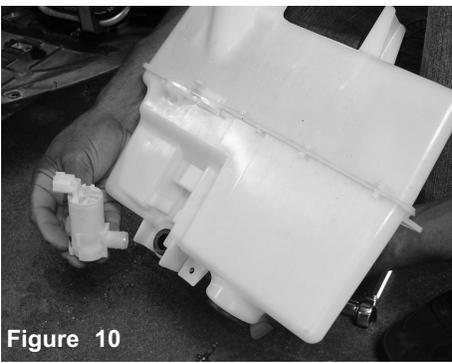


Figure 10

Prior to pulling the motor out, empty the contents into an empty container to be used with the Injen reservoir bottle. Pull the motor out from the rubber grommet.

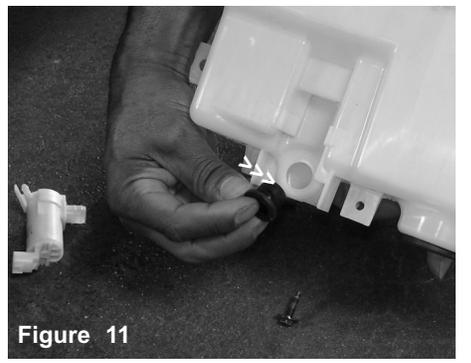


Figure 11

Pull the rubber motor grommet out of the reservoir bottle as shown above

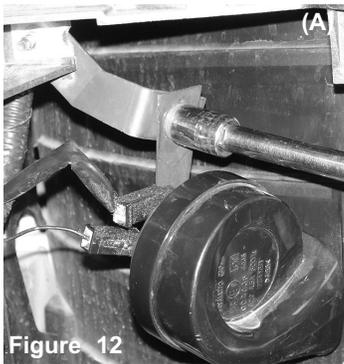


Figure 12

Removing the horn brackets: Use a 10mm socket and remove the 10mm flange nut that fastens the horn in place (A). The horn and bracket is now removed from the upper bracket (B).

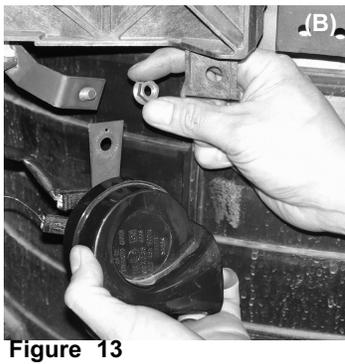


Figure 13

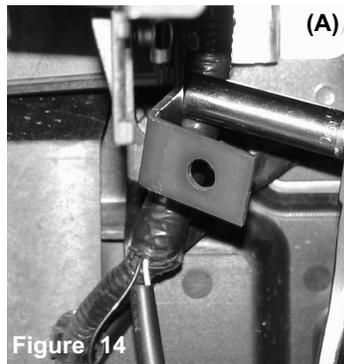


Figure 14

The upper bracket is now removed, start by loosening the 10mm bolt as shown above (A). Once the bolt has been removed, continue to remove the upper bracket (B).

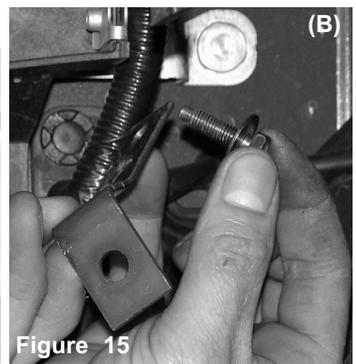
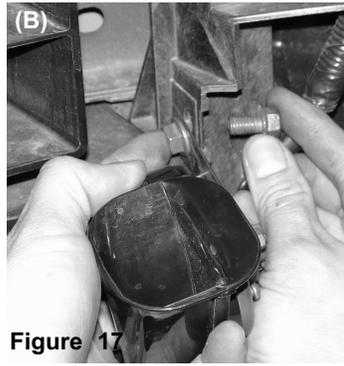
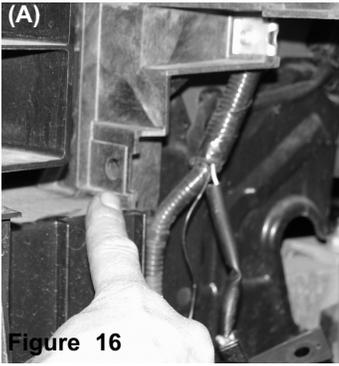
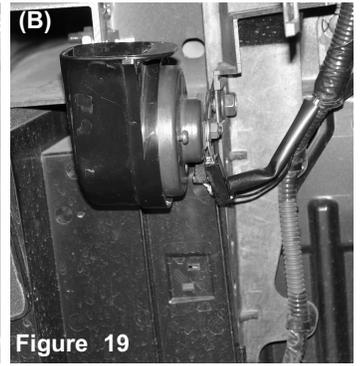
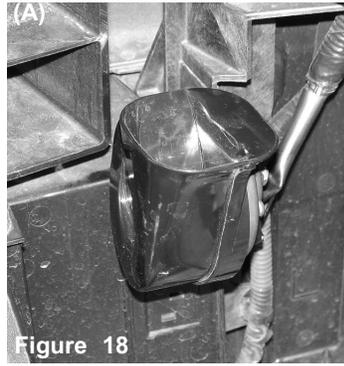


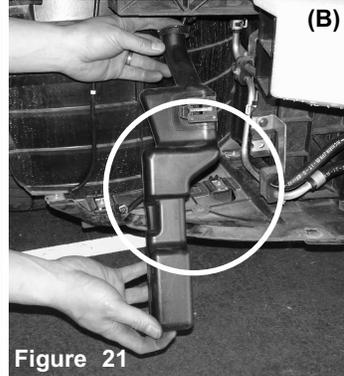
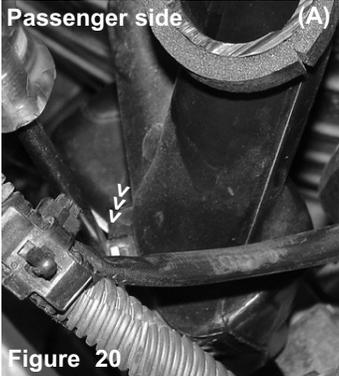
Figure 15



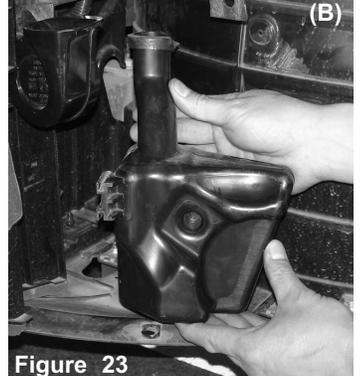
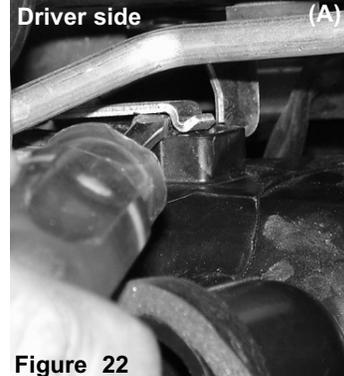
The stock horn will be relocated as shown in figure (A). The stock 10mm bolt and nut are used to fasten the horn in its new location (B). Injen recommends that you point the horn downward in order to prevent water deposit in the horn.



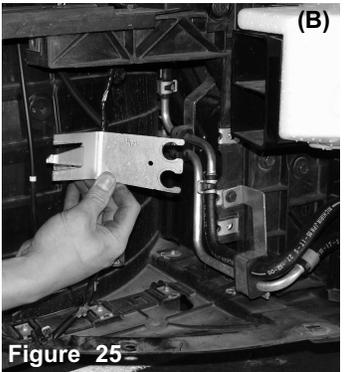
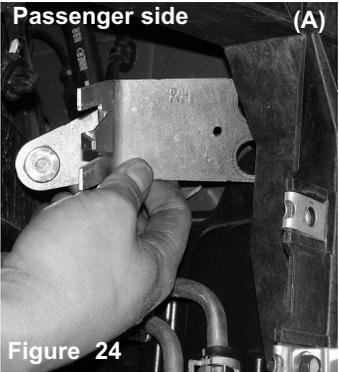
The horn is now completely installed towards the front of the bumper. Picture (A) shows the front and picture (B) shows the back.



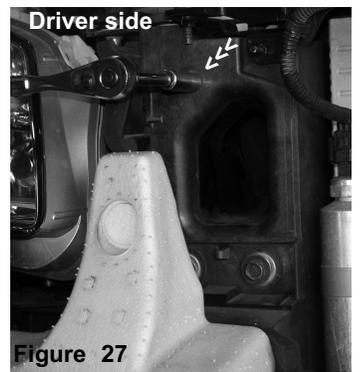
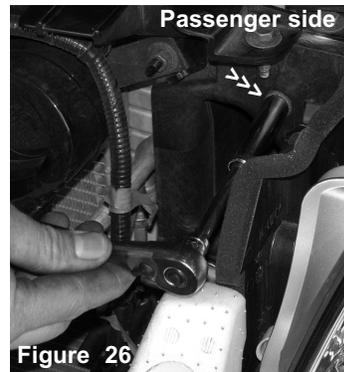
Looking down in front of the passenger side you'll notice a silver metal plate with three prongs. These clips are holding the plastic resonator box in place. Use a flathead screwdriver to dislodge the resonator box from the bracket (A). Bracket is shown in figure 24 below. Now, pull the resonator box out of the bumper area (B).



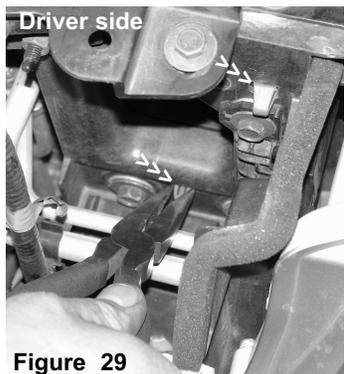
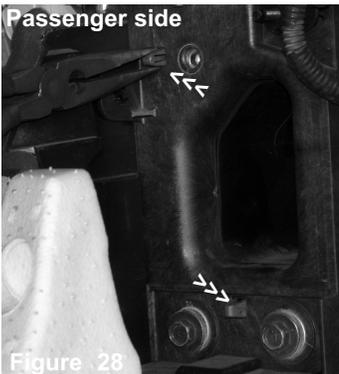
Repeat the same steps on the driver side as you did on the passenger side. Lift the center pin using a flathead screwdriver (A) and pull the resonator box out of the front bumper (B).



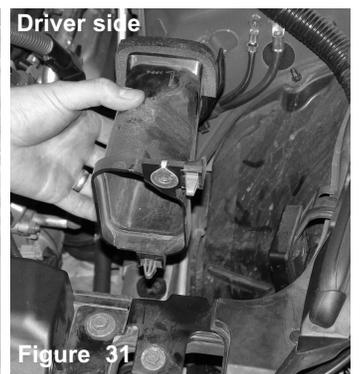
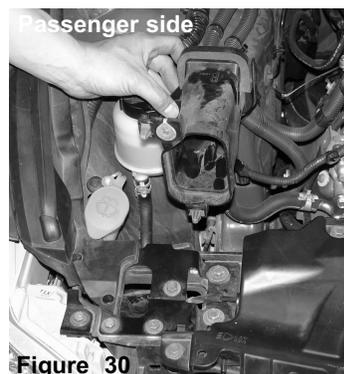
The bracket on the passenger side is held on grommets, pull the silver metal bracket out as shown in figures (A) and (B), this will allow additional room for the filter and new reservoir bottle. The drive side bracket will remain in place.



Removing the two front air scoops: Use a 10mm socket to loosen and remove the 10mm bolt on each of the front air scoops as shown above.



Continue the removal of the two front air scoops: Using a pair of needle nose pliers, compress the plastic clips together and push the clip in, this will release the air scoop from the crossmember. Do the same for the lower plastic clip then repeat the same steps on the driver side air scoop.



Once you have removed the bolt and the two plastic clips, the air scoop should pull right out. Above, passenger side and driver side air scoops are shown.

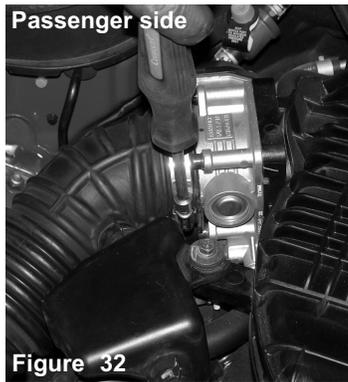


Figure 32

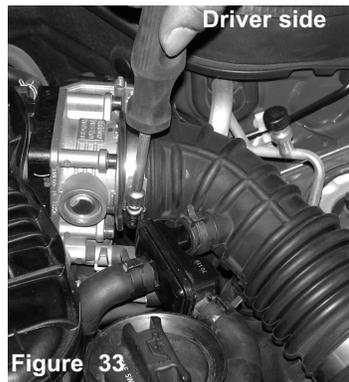


Figure 33

Loosen the clamp on both the passenger and driver side throttle body air intake ducts.



Figure 34

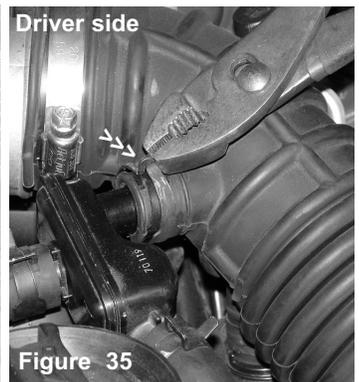


Figure 35

Using a pair of needle nose pliers or regular pliers, compress the tension clamp on the crankcase ventilation box and pull the CCV box out from the air intake port.

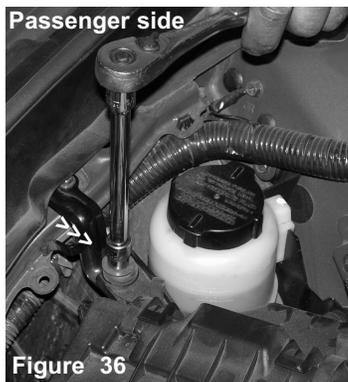


Figure 36

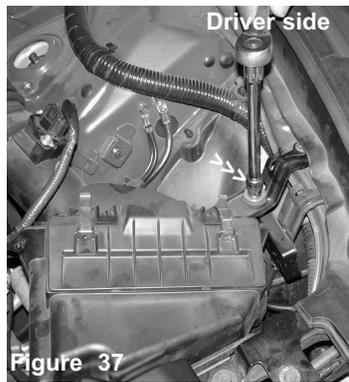


Figure 37

Use a 10mm socket to loosen the bolt securing the air box cleaner in place. There is one bolt on the the passenger and driver side.

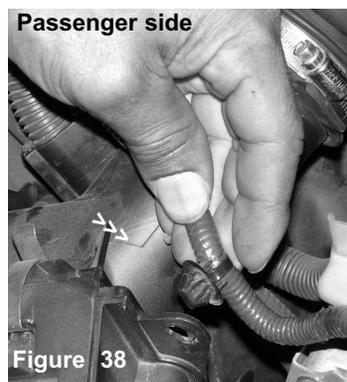


Figure 38

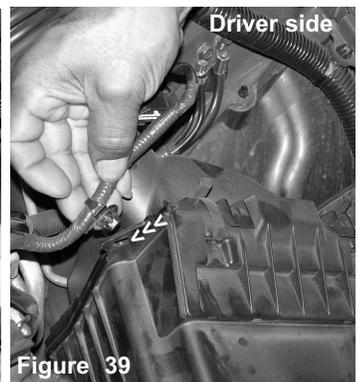


Figure 39

Pull the harness clip away from the top of the air box cleaner,



Figure 40

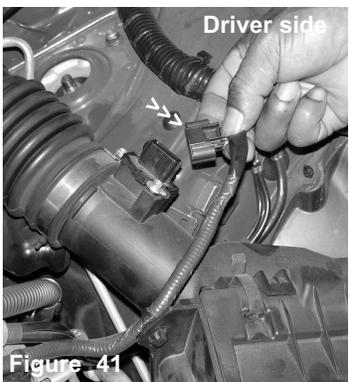


Figure 41

Depress the plastic tab and pull the harness clip from the mass air flow sensor.



Figure 42



Figure 43

Once the CCV box has been remove, continue to detach the air intake duct from the throttle body.

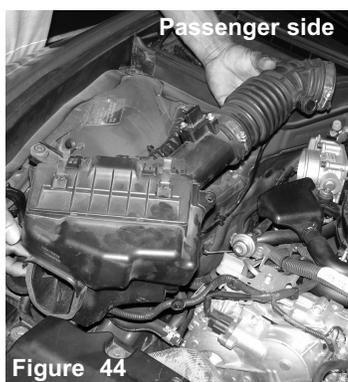


Figure 44

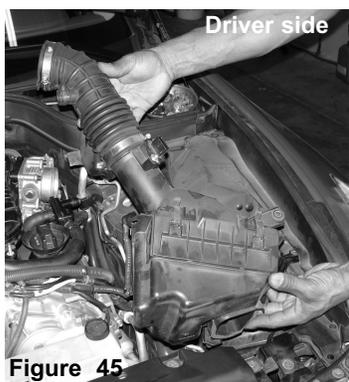


Figure 45

With the harness and bolt out of the way, continue to pull the entire air box cleaner and air intake duct from the engine compartment.

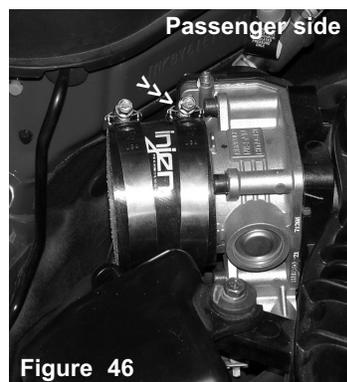


Figure 46

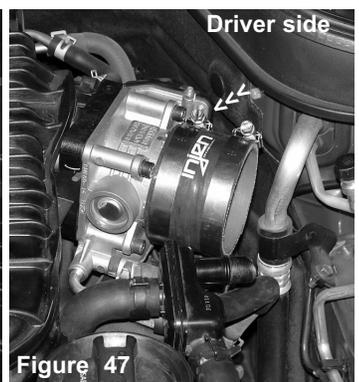
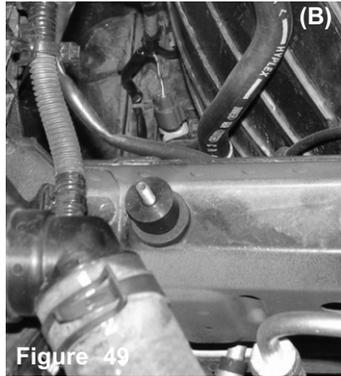
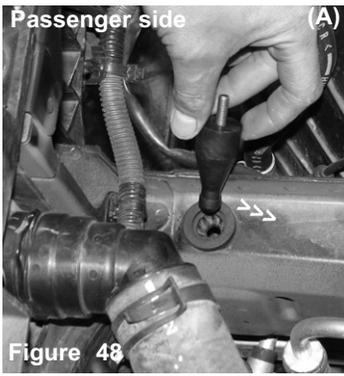
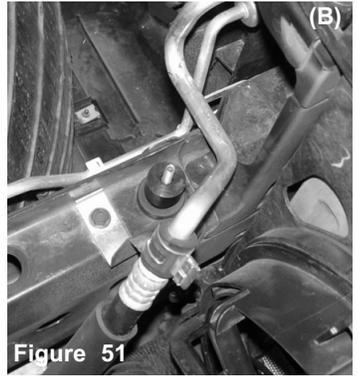
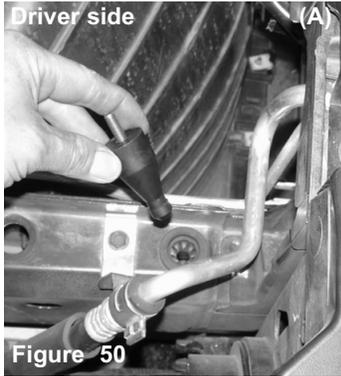


Figure 47

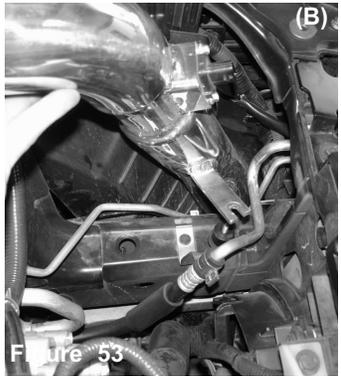
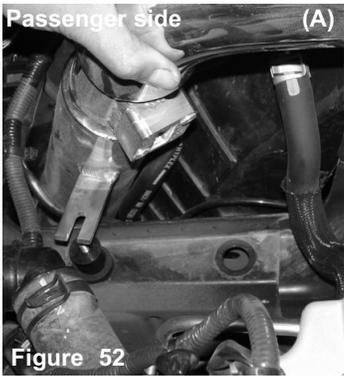
Press the 2 3/4" straight hose over the throttle body until it sits flush up against the base. Place two power-clamps over the straight hose and tighten the clamp on the throttle body side.



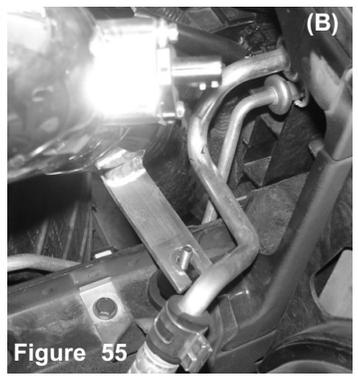
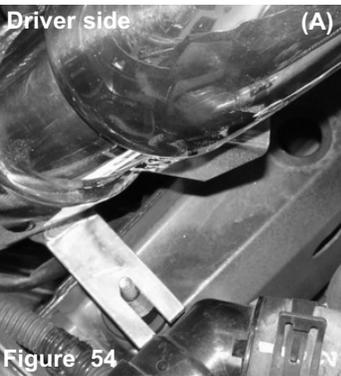
Align the composite stand-off over the stock grommet (A) push down on the stand-off until it is fully inserted into the grommet (B)..



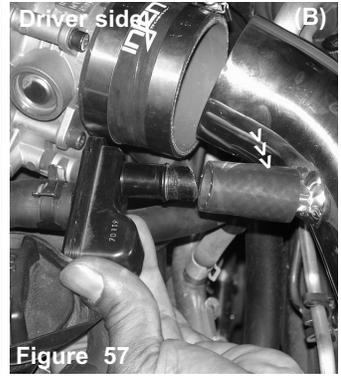
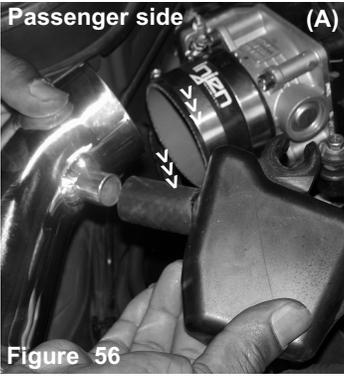
Do the same on the Driver side. Align the stand-off to the stock grommet (A) then push down on the stand-off until it is fully inserted into the grommet(B).



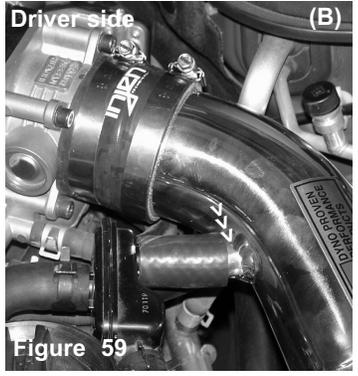
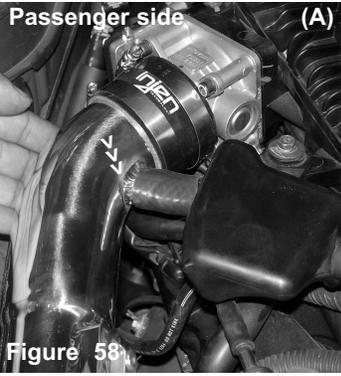
The passenger side cold air intake is lowered into the engine compartment. The air intake bracket is aligned to the stand-off stud (A). The same thing is done on the driver side, lower the cold air intake into the engine compartment and align the intake bracket to the stand-off stud (B).



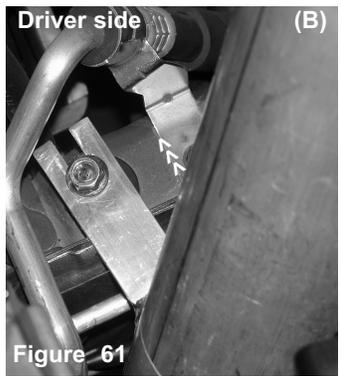
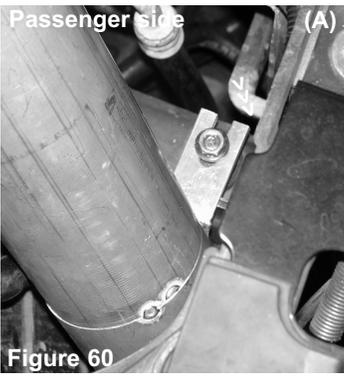
The intake bracket is sitting firm over the stand-off (A) the same is repeated on the driver side, the intake bracket is sitting firm over the stand-off (B).



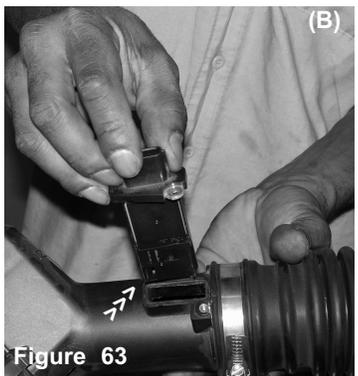
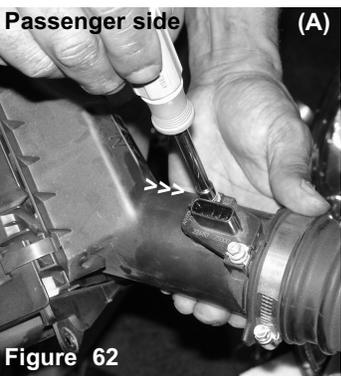
Installing the 17mm breather hose: You can either insert the 17mm hose over the CCV box port or the air intake port as shown in figures (A) and (B).



The 1 1/2" long, 17mm hose is pressed over the air intake port (A) The 17mm stub can also be pressed over the CCV box as well. The 17mm stub on the air intake port is now pressed over the CCV box port (B). Insert the upper intake into the throttle body hose, adjust and use an 8mm nut driver to semi-tighten the clamp.



Place a fender washer over the intake bracket, use the m6 flange nut to tighten the air intake bracket to the stand-off s shown in figures (A) and (B).



Removing the bolts from the mass air flow sensors: Use an 8mm nut driver to remove the 4mm bolts from the mass air flow sensors as shown above. Once you have removed the bolts, continue to pull the mass air flow sensor from the sensor housing, repeat the same steps on the driver side sensor housing.

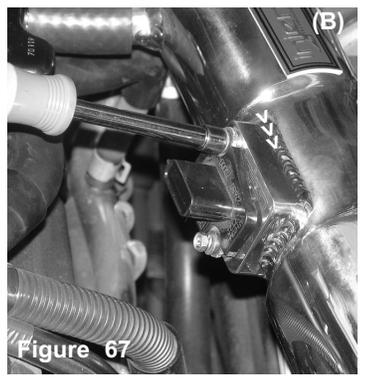
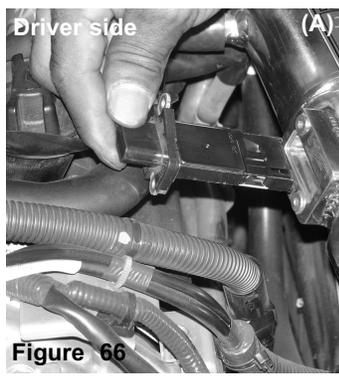
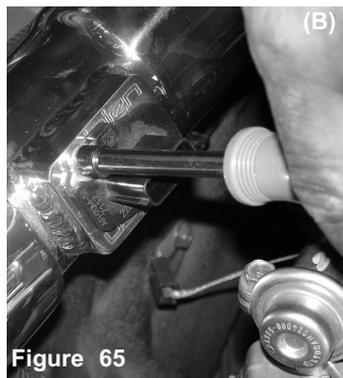


Figure 64
 Figure 65
 Carefully, insert the mass air flow sensor into the sensor housing of the cold air intake (A). Push until the head of the sensor comes to rest with the top of the sensor adapter. The stock 4mm bolts are used to secure the mass air flow sensor to the sensor adapter (B).

Figure 66
 Figure 67
 The same steps are repeated on the driver side, the mass air flow sensor is inserted into the machined sensor adapter (A) and the stock 4mm bolts are used to fasten the sensor to the sensor adapter (B).

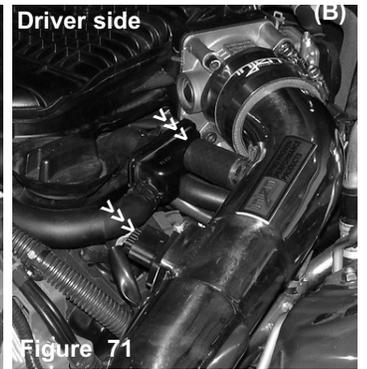
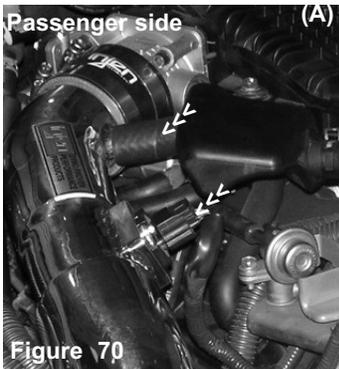
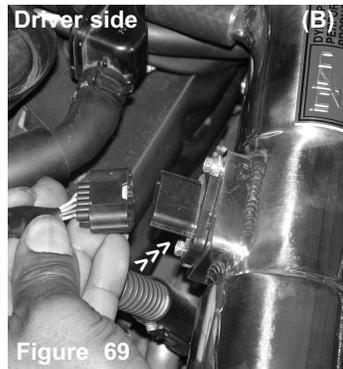
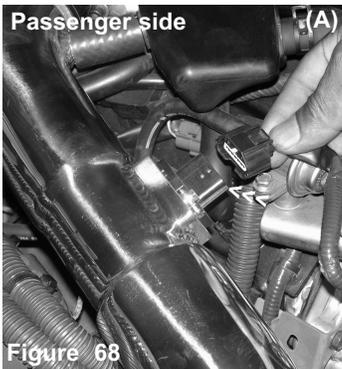


Figure 68
 Figure 69
 Align the harness clip to the mass air flow sensor and press the male clip over the female connector until it snaps in place. Repeat the same procedure with the harness clip on the driver side.

Figure 70
 Figure 71
 The 17mm stub and electrical harness clip are now installed on both the passenger and driver's side.

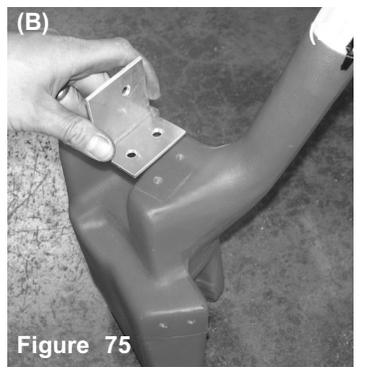
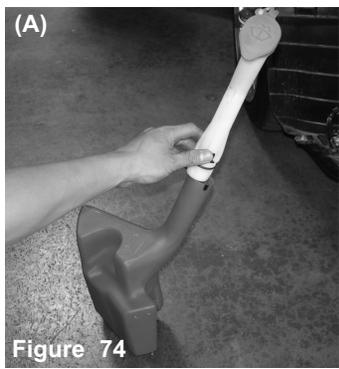
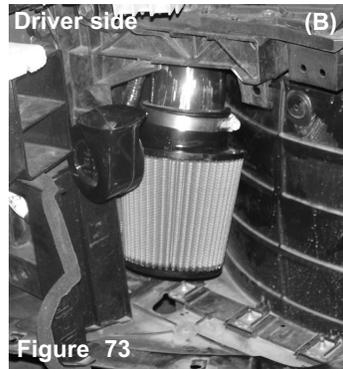
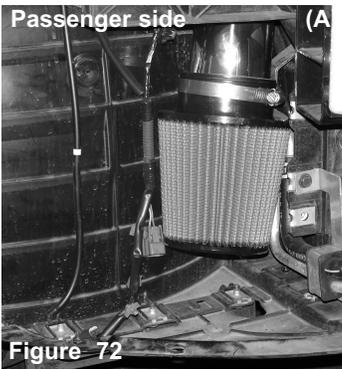


Figure 72
 Figure 73
 The Dyno-tuned filter is aligned and pressed over the end of the intake (A). The filter is pressed over the intake until it comes to rest against the built-in filter velocity stack stop (B). An 8mm nut driver is used to tighten the filter neck clamp.

Figure 74
 Figure 75
 The top spout is aligned to the spout on the reservoir tank (A). The top bracket is aligned over the press nuts on the top of the reservoir bottle (B). **Note: The stock level sensor indicator will not be used for this installation because of the difficulty of cutting out and removing the sensor.**

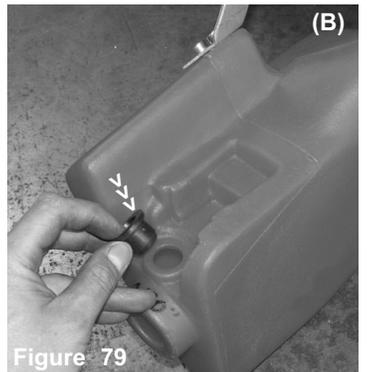
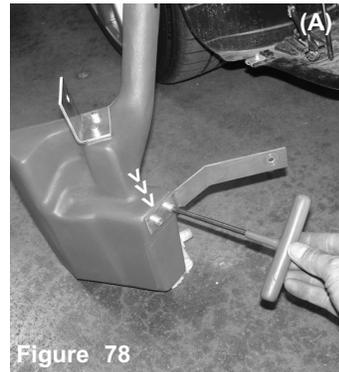
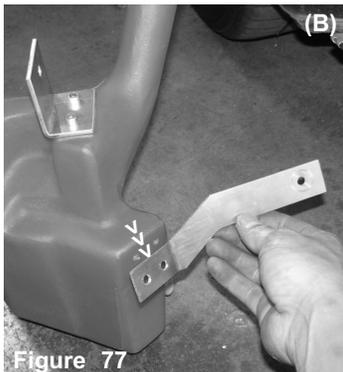
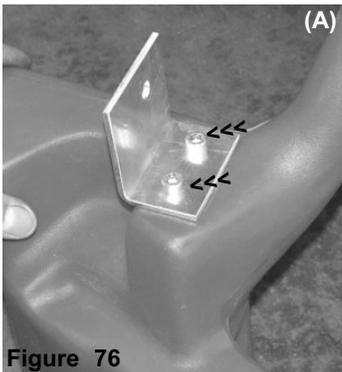


Figure 76
 Figure 77
 Use the m6 x 12mm bolts in this kit to fasten the bracket to the reservoir bottle (A). The horizontal long bracket is now aligned to the side m6 press nuts (B)

Figure 78
 Figure 79
 Use the last of the m6 x 12mm bolts to fasten the bracket to the reservoir bottle as shown in figure (A). The grommet that was removed from the stock reservoir bottle is now inserted into the new reservoir bottle (B).



Figure 80



Figure 81

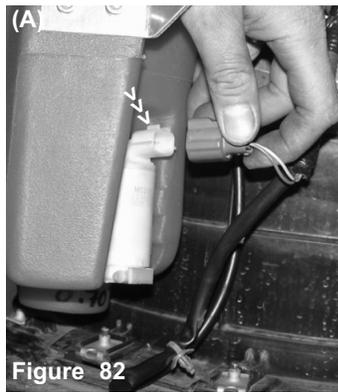


Figure 82

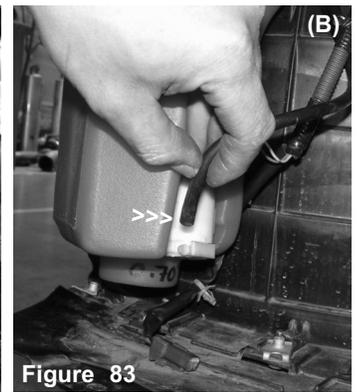


Figure 83

Once you have pressed the stock grommet into the pre-drilled hole, continue to press the motor into the grommet (A). Place the assembled reservoir bottle into the front bumper section and push up into the engine compartment (B).

Connect the electrical wire harness clip to the top motor, you will hear it snap in place (A). Press the black line over the motor port as shown in figure (B). Note: The level indicator sensor is not used for this application because of possible leaking. The deletion of the level indicator sensor will not cause the "check engine" light to come on, be sure to zip tie it away in a safe place.

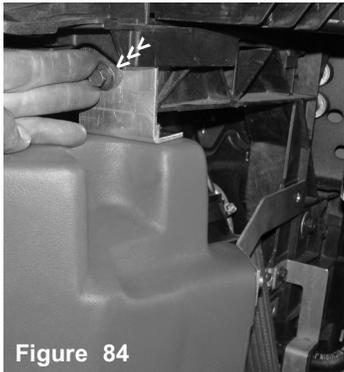


Figure 84



Figure 85

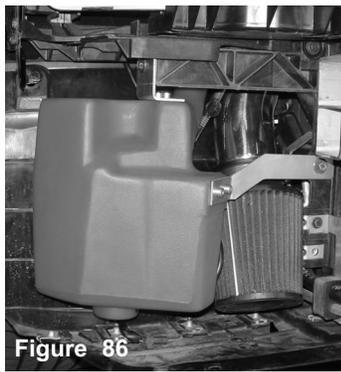


Figure 86

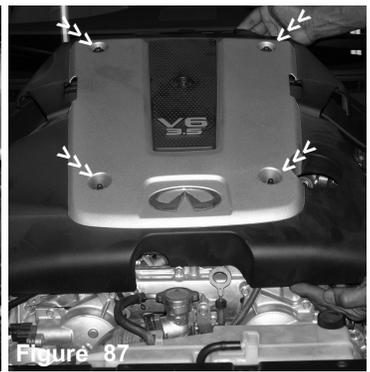


Figure 87

Once all lines have been connected, align the top bracket to the stock hole and use the stock bolt to secure it.

align the horizontal bracket to the mounting hole and use the stock bolt to fasten the bracket to the brace.

align the entire reservoir bottle for best fit and continue to tighten the bolts. Fill the reservoir bottle with the windshield fluid drained from the stock bottle.

Replace the engine cover and secure it using the stock bolts.



Figure 88

Place the bumper back to its original position and fasten it in place using all plastic clips and bolts that were removed.



Figure 89

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



Figure 90

Congratulations! You have just completed the installation of the best cold air intake consisting of the patented MR Technology and now patent pending Air Fusion. Periodically, check the fitment of the intake for possible shifting that may occur over time or driving conditions.

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.