



Tools required:

- 1. 8mm nut driver
- 1. 10mm socket
- 1. Flat head screwdriver
- 1. Phillips screwdriver
- 1. Pliers
- 1. Ratchet
- 1. Ratchet extension
- 1. Razor blade/Utility knife

Part number SP1578

**06-10 Honda Civic Si
2.0L 4 cyl.**

- 1- MR Tech intake system (CAI)
- 1- 3" Injen/AMSOIL filter (#1014)
performance dry filter
- 1- 90 deg. silicone elbow (#3060N)
- 1- 15" -6mm vacuum hose (#3087)
- 1- 18" - 10mm vacuum hose (#3220)
- 1- 20" - 15mm vacuum hose (#3080)
- 2- Power-bands (.312) 040 (#4003)
- 1- m6 vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- fender washer (#6010)
- 1- zip tie (#8014)
- 1- instruction

Note:

This intake system has been tested and tuned using this specific filter. Changing the filter to another brand will change the air/fuel ratio that can be damaging to your engine.

Note: The C.A.R.B. Exempt sticker must be attached under the hood in a manner that 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"

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 Intake System!"

Optimum performance, Factory safe air/fuel ratio.

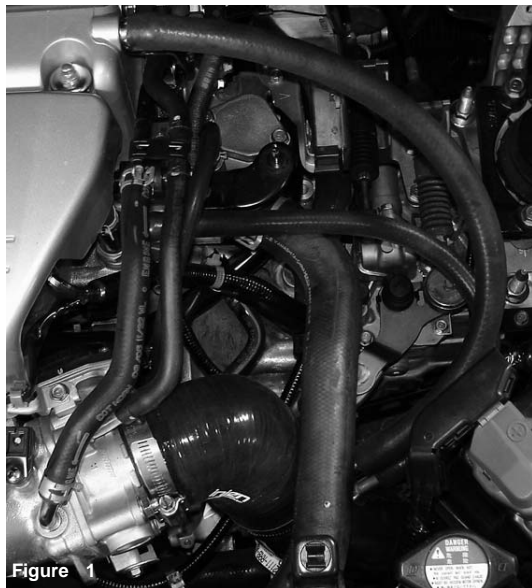


Figure 2

Completed installation of the cold air intake without the battery in order to get a better visual of the installation.

**Protect your engine from dust
Use the Hydro-shield by Injen
Part number x-1033**



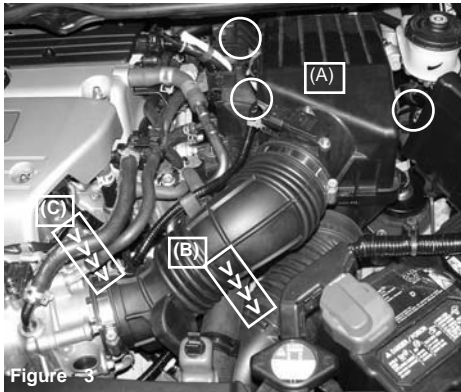


Figure 3

loosening and remove the three bolts holding the air cleaner in place (A) .Loosen clamps (B) throttle body and (C) at the air inlet duct (B) and throttle body clamp (C).

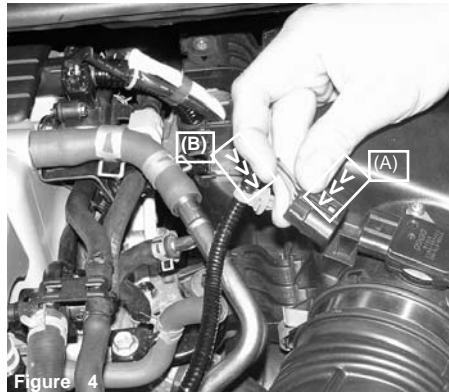


Figure 4

Remove the harness plug from the mass air flow sensor (A). Using a pair of pliers, remove the electrical harness clip from the slotted mounting pad (B).

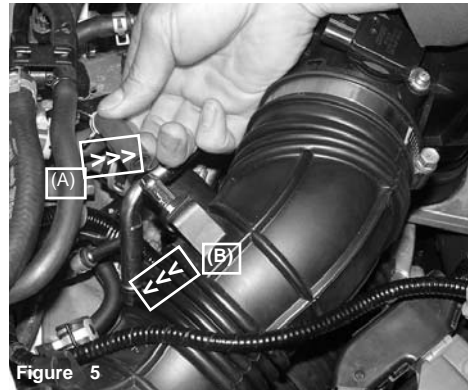


Figure 5

The air control thermal vacuum hose is disconnected from the intake duct port (A). Using a pair of pliers, depress the tension clamp and remove the hard line vent pipe from the intake tube (B).



Figure 6

Once the clamps have been Loosened at the throttle body and air inlet, gently pull the air box cleaner from the engine compartment.



Figure 7

Remove the two screws holding the mass air flow sensor to the air intake duct. Gently, pull the mass air flow sensor from the air intake box as shown above.



Figure 8

Disconnect the side air duct to the lower or secondary air duct.



Figure 9

Remove the two m6 bolts from the mounting bracket that secures the secondary air duct to the resonator box.

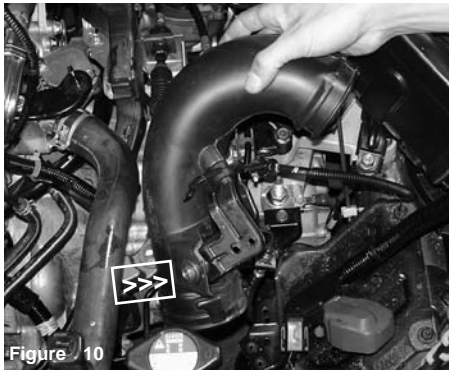


Figure 10

The upper air duct connector is disconnected from the resonator box and removed from the engine compartment.



Figure 11

Once the side air duct and secondary air duct has been removed, continue to remove the air resonator box in the bumper section as shown above.

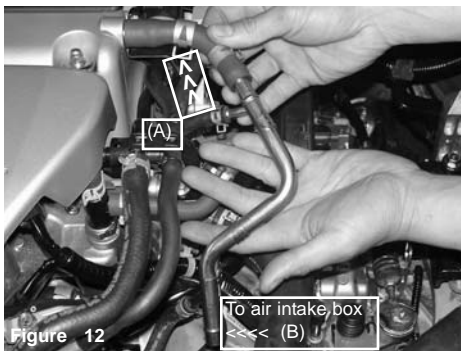


Figure 12

Removing the PCV line- Depress the clamp and remove the 17mm PCV hard pipe and hose from the crank case port (A). As shown in figure 3, the hard pipe was unplugged from the air intake duct (B).

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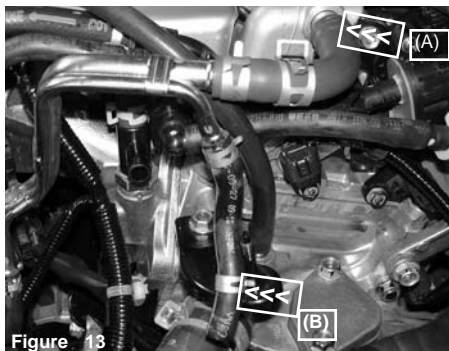


Figure 13

Once the crank case vent hose has been disconnected at the crank case port (A); begin to remove the tension clamp from the coolant hose that is connected to the upper radiator housing (B).

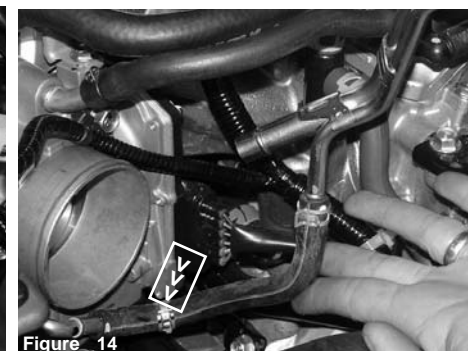


Figure 14

Remove the tension clamp from the the coolant hose leading to the throttle body, disconnect the hose from the throttle body coolant inlet port.

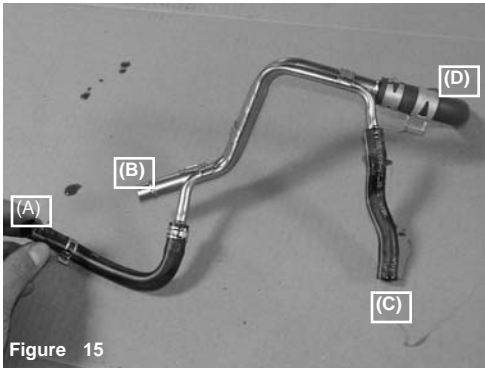


Figure 15

The PCV hard pipe is removed from the engine compartment. (A) is connected to throttle body coolant inlet port, (B) is connected to the air duct vent port (C) is connected to the upper radiator hose housing and (C) is connected to the crank case vent port.

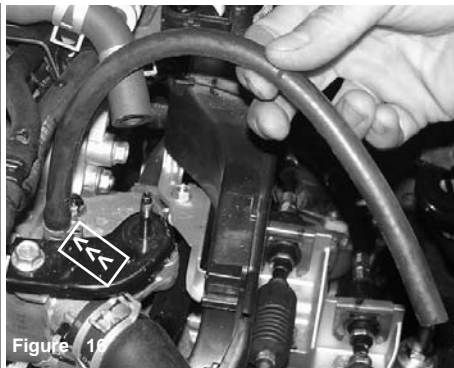


Figure 16

Press the 15x6mm vacuum line over the upper radiator hose housing. Use the stock clamp to secure the vacuum hose in place.

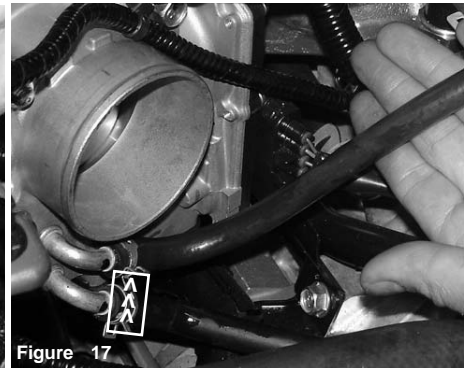


Figure 17

Insert the other end of the 6mm vacuum hose over the throttle body coolant port as shown above. Use the stock tension clamp to secure the hose over the port.

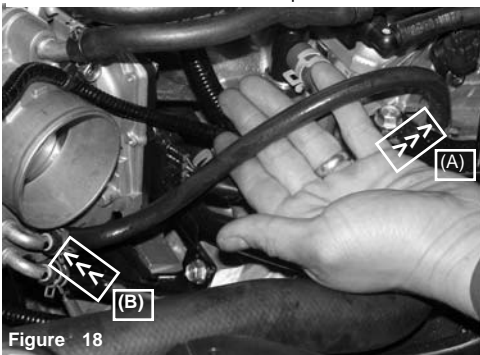


Figure 18

The 15x6mm vacuum hose is connected to the upper radiator hose housing (A), and the throttle body coolant port (B).



Figure 19

Take the 90 degree elbow and press the shorter leg end over the throttle body. Use two power-bands and semi-tighten the band over the throttle body.

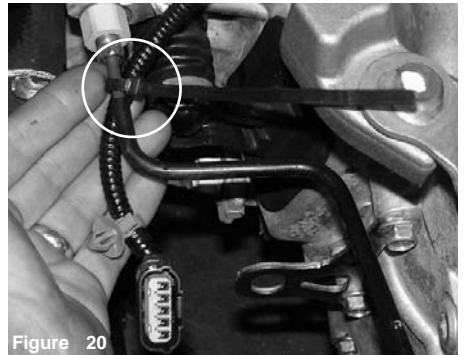


Figure 20

Use the zip tie to secure the harness plug wire to the slave cylinder hard line as shown above. Cut any excess slack from the remaining zip.



Figure 21

Driver side wheel well mud guard- On this section it will be required to remove the wheel or turn the wheel away. Using a utility knife, cut 1/2 of a 5 1/2" diameter opening on the plastic mud guard facing the wheel.

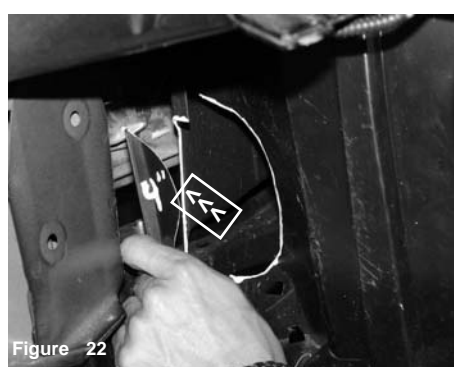


Figure 22

Now cut a 1/2 of a 4" diameter opening on the secondary plastic mud guard as shown above. It may be required to insert the intake to cut back on the plastic mud guard until optimal clearance is achieved.



Figure 23

Above the mud guard, screw the vibra-mount into the pre-drilled hole directly above the opening.



Figure 24

Gently, press the mass air flow sensor into the machined adapter as shown above. Place a dab of light oil around the sensor O-ring to allow slipping into the machined adapter, good seal is very important. Part# SP1578 Page 3

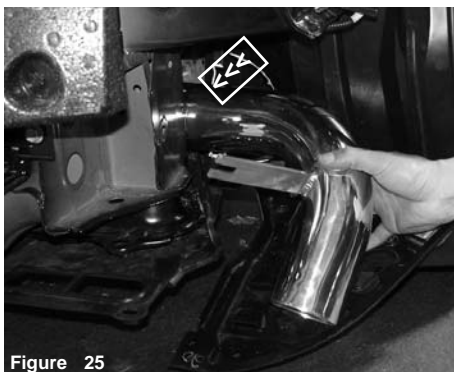


Figure 25

Use the stock screws to secure the sensor in place. Now, slip the intake into the opening made earlier. Insert the top end into the 90 degree elbow located on the throttle body.



Figure 26

The intake is inserted into the 90 degree elbow until good clearance has been achieved.

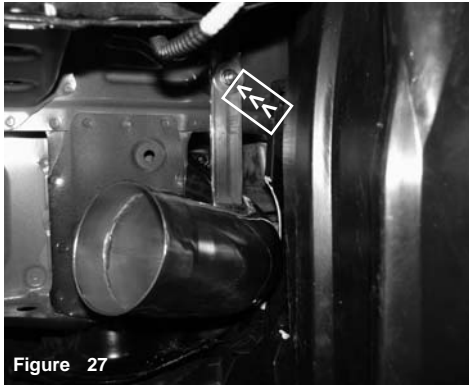


Figure 27

Line up the intake bracket to the vibra-mount stud and use the m6 flange nut and fender washer to secure the intake in place.

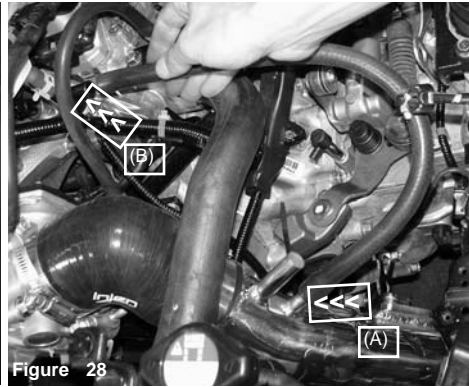


Figure 28

Insert the 18"-10mm hose over the 1/2" intake vacuum port (A). Insert the other end over the control thermal vacuum port as shown above (B).

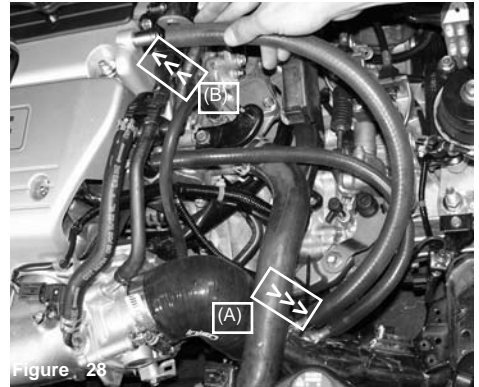


Figure 28

Press the 20"-17mm vacuum hose over the 5/8" intake port (A). Press the other end over the crank case port (B).



Figure 29

Press the harness plug over the mass air flow sensor until you hear it snap together. The snapping insures that you have a good connection.

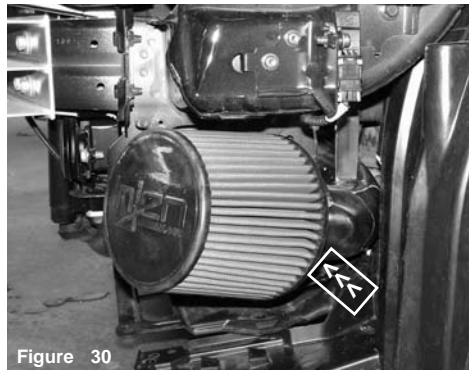


Figure 30

When the filter is pressed over the intake end, the filter will butt up against the filter stops. Once the filter is adjusted, continue to tighten the filter neck clamp.



Figure 31

When the intake has been adjusted with the transmission in 5th gear, continue to tighten all clamps and re-install the battery back to its original position.

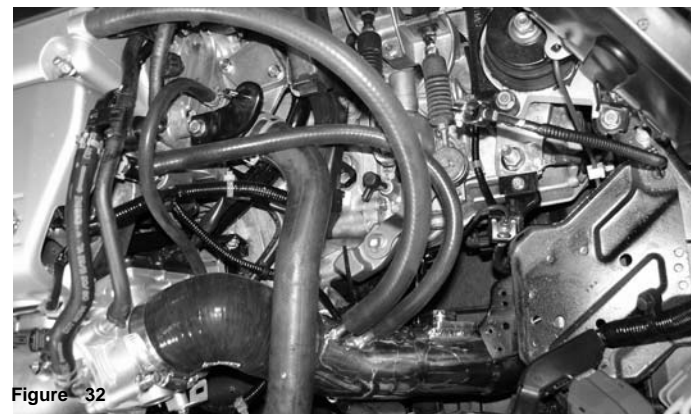


Figure 32

Again, align the intake for the best possible fit, continue to tighten all nuts, bolts and clamps. Adjust all vacuum lines to make sure that there are no obstructions throughout the length of the intake.



Figure 33

Congratulations! You have just completed the installation of this MR Tech Injen intake system. Periodically, check the fitment of the intake system and make required adjustments. Failure to conduct regular maintenance will void the warranty of this intake system.

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.