



**Part number SP1579**  
**2012 Honda Civic Si**  
**9th Gen. 2.4L 4cyl.**

- 1- 1 Piece intake pipe
- 1- 3" High flow Web/Nano Fiber dry filter (#1049BB)
- 1- 60° 2 7/8x3.00 elbow (#3007)
- 2- Power-Band .048 (#4004)
- 1- 1/4 Fitting (#8008)
- 1- Male/female Vibramount (#6028)
- 1- M6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- 6.5"-15mm Vacuum hose (#3079)
- 1- 4- page instruction

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

**Congratulations! You have just purchased the best engineered, dyno-proven 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. It is recommended that this system be installed by a professional mechanic. Be sure to disconnect the negative terminal before proceeding.

**Congratulations! You have just purchased the worlds first tuned intake system.**

**MR Technology, Leading the way!**

**"The Worlds First Tuned Air Intake System"™**



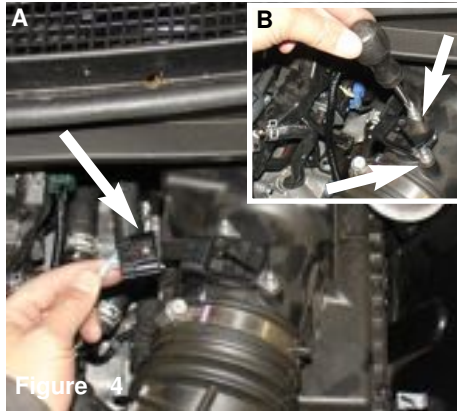
Figure 1



Figure 2



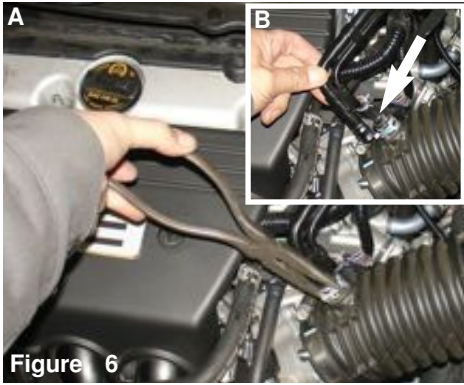
**Figure 3**  
Stock OEM intake system.



**Figure 4**  
**Figure A:** Disconnect the MAF sensor harness.  
**Figure B:** Use a phillips screw driver and remove the two screws on the MAF sensor.



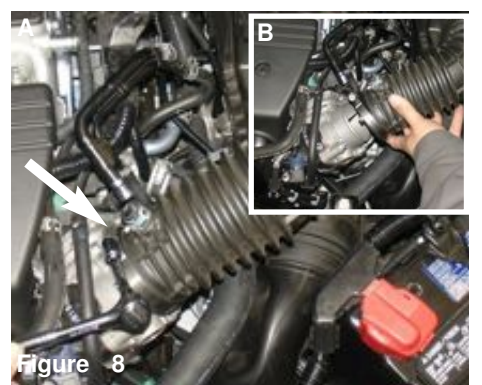
**Figure 5**  
Pull the MAF sensor out of the air box housing



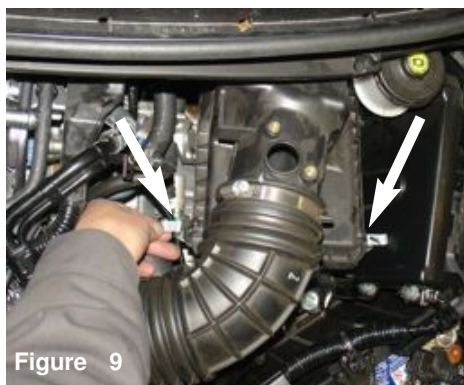
**Figure 6**  
**Figure A:** Use a set of needle nose pliers and release the pressure on the tension clamps. **Figure B:** Pull the metal crank case vent tube (CCV) out of the rubber intake duct.



**Figure 7**  
Now remove the rubber line connected to the CCV port on the valve cover.



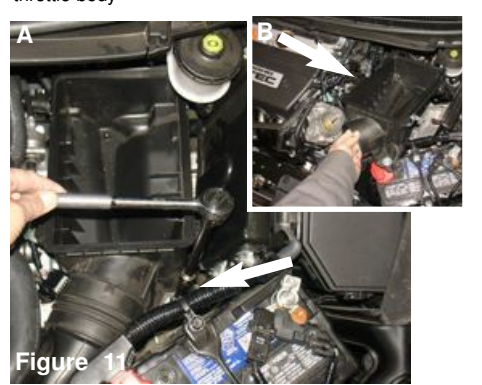
**Figure 8**  
**Figure A:** Use a 10mm socket and ratchet to loosen the clamp on the rubber air duct connected to the throttle body. **Figure B:** Pull the rubber duct off the throttle body



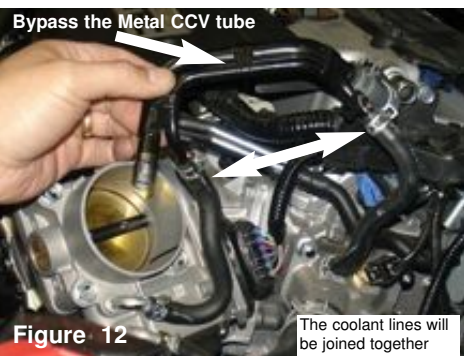
**Figure 9**  
Unclip the two clips attaching the upper and lower air box assemblies together.



**Figure 10**  
Now pull the upper air box assembly forward and out.



**Figure 11**  
**Figure A:** Use a 10mm socket and ratchet to remove the bolt on the front right side of the lower air box assembly. **Figure B:** Lift up on the back side of the lower air box assembly to detach the rear grommets and then pull the lower box assembly out.



**Figure 12**  
Bypass the Metal CCV tube  
The coolant lines will be joined together  
The metal CCV tube will need to be removed. Please note the routing of the coolant line that is connected to the throttle body to the upper radiator hose housing. The metal CCV line will be bypassed and removed and the two coolant lines will be connected together.



**Figure 13**  
Place the supplied 1/4" plastic coupler onto the throttlebody coolant line.



**Figure 14**  
Now connect the other coolant line from the upper radiator hose housing to the coolant line hose from the throttle body.

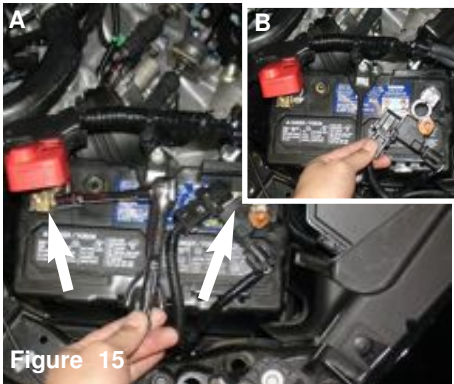


Figure 15

**Figure A:** Loosen the 10mm nuts on the positive and negative battery terminals. **Figure B:** Detach both battery terminals from the battery.

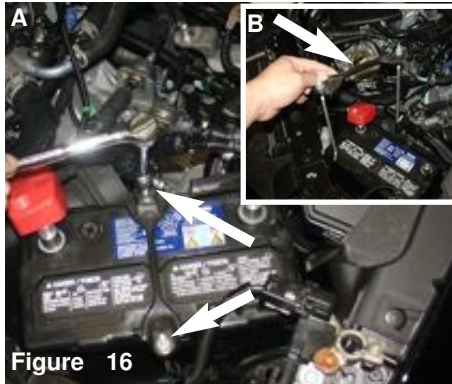


Figure 16

**Figure A:** Loosen the 10mm nuts on the battery tie down. **Figure B:** Unhook the battery tie down hooks from the frame and then remove from engine bay.,

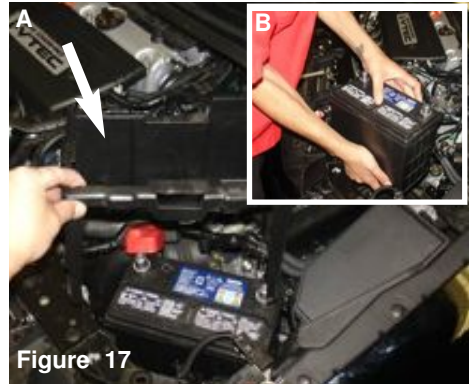


Figure 17

**Figure A:** Remove the battery cover. **Figure B:** Now remove the battery from the engine bay.



Figure 18

Remove the lower battery tray.



Figure 19

Use a 12mm socket and ratchet and remove the two 12mm bolts on the battery support bracket attached to the chassis



Figure 20

Use a 10mm socket and ratchet and remove the 10mm bolt connecting the ECU bracket to the battery support bracket.



Figure 21

Remove the two 10mm bolts attaching the lower air box resonator duct to the battery support bracket.



Figure 22

Remove the two lower 12mm bolts from the battery support bracket attached to the chassis



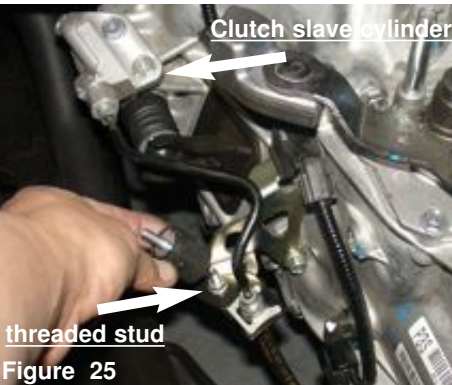
Figure 23

You may now remove the battery support bracket



Figure 24

Pull firmly on the lower resonator duct to detach it from the resonator box located in the front bumper. This air duct will no longer be used.



threaded stud

Figure 25

Locate the threaded stud on the clutch slave cylinder line bracket and screw the female side of the supplied male/female vibramount onto it.



Figure 26

Vibramount shown mounted to the clutch slave cylinder fluid bracket



Figure 27

Place two clamps and the 60 degree 2 7/8X3.00 elbow with the 2 7/8" end onto the throttle body

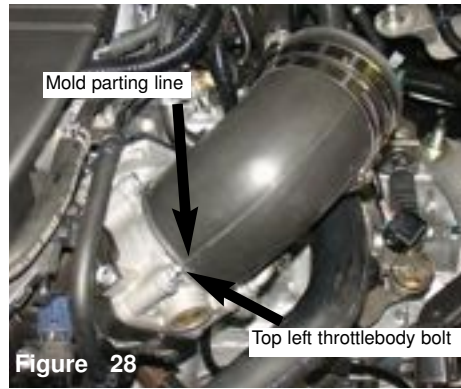


Figure 28

**NOTE:** Line up the mold parting line on the 60 degree elbow with the top left throttlebody bolt. This will position the 60 degree hose in the correct angle and position prior to installing the intake pipe



Figure 29

Now tighten only the clamp on the throttlebody side.

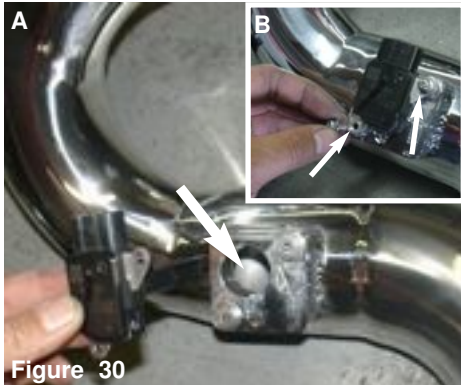


Figure 30

**Figure A:** Place the stock MAF sensor into the MAF sensor adapter welded on the intake pipe. **Figure B:** Place the two factory screws onto the MAF sensor

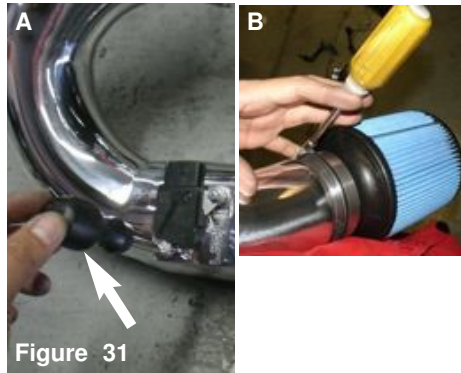


Figure 31

**Figure A:** Use a phillips screw driver to secure the two screws to the MAF sensor. **Figure B:** Place the Injen filter onto the end of the pipe and tighten the clamp to secure the filter to the pipe.



Figure 32

Place the car into 5th gear. The shifter counter weight lever in the engine bay is in its highest position when in 5th gear and you will have to check for pipe clearance later in figure 37



Figure 33

Lower the intake pipe into the engine bay and position the intake pipe to the 60 degree elbow hose.

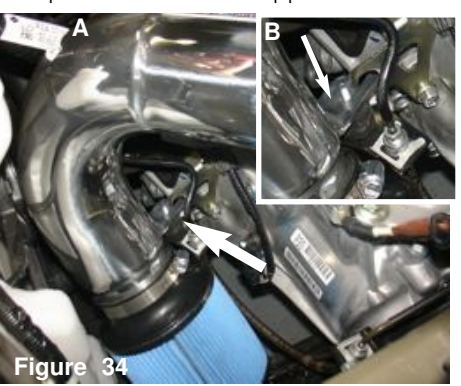


Figure 34

**Figure A:** Position the intake bracket onto the vibramount from figure 25 and 26 **Figure B:** Close up of the intake bracket on the vibramount.

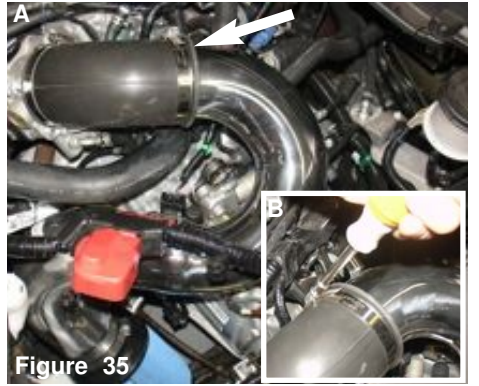


Figure 35

**Figure A:** Push the intake pipe into the 60 degree elbow. Align the intake for best fitment before securing the clamps. **Figure B:** Use a 8mm nut driver to tighten the clamp to secure the 60 degree hose to the pipe

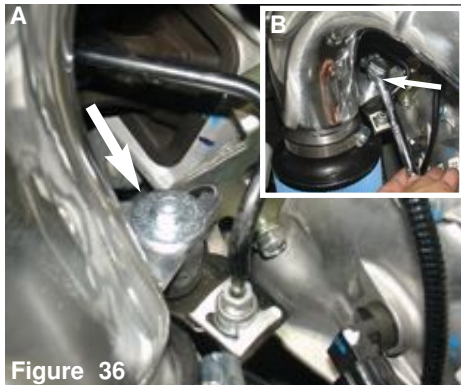


Figure 36

**Figure A:** Place a fender washer and M6 nut onto the vibramount and intake bracket from figure 34 **Figure B:** Use a 10mm socket and ratchet to tighten the 10mm nut to the vibramount



Figure 37

**IMPORTANT!!!** Place the car in 5th gear and make sure the shift lever counterweight does not come in contact with the intake pipe. Shift lever counter weight should clear pipe as shown in photo

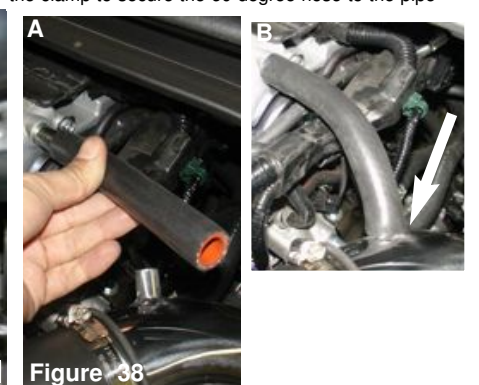


Figure 38

**Figure A:** Connect the supplied 15mm vacuum line to the crank case vent tube on the valve cover. **Figure B:** Now connect the other end to the nipple welded on the intake pipe.



**Figure 39**

Reconnect the MAF sensor harness to the MAF sensor.



**Figure 40**

Your intake installation is now complete. Reinstall the battery and all of its components in the reverse order of removal and go over all your clamps and fitting to make sure they are snug. Check the clearance on the pipe and make sure it does not make contact with any components in the engine bay. Start the car and make sure there is no CEL or coolant leaks. Go through all the gears and make sure they engage properly. You may now take the vehicle for a test drive.



**Figure 41**

Congratulations! You have just completed the installation of the World's first tuned intake system, the Injen SP intake, featuring MR Technology and Air Fusion. Periodically, check the system for fitment, this will enhance the life of your Injen SP system, failure to do so 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.