



**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

**Part number SP1675  
2008-12 Honda Accord  
2.4L, 190hp, 4cyl.**

- 1- 2 pc. cold air intake system  
**Feat. MR Tech & Air Fusion**  
**This system converts into a short ram**
- 1- 3" Ea Nanofiber filter (#1014-BB)
- 1- 2 3/4" x 3" step hose (#3011)
- 1- 3" straight hose (#3044)
- 1- 7" 15mm vac hose (#3079)
- 1- 8 1/2" 8mm vac hose (#3091)
- 1- Power Band .312/.040 (#4003)
- 3- Power Bands .362/.048 (#4004)
- 3- m6 flange nuts (#6002)
- 2- Fender washers (#6010)
- 2- m6 vibra-mount (#6020)
- 1- Instructions (7 Pages)

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

**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 air Intake System!"**

**Factory safe air/fuel ratio's for Optimum performance** Patent# 7,359,795

**Now equipped with "Air Fusion" Patent pending**

**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.



Figure 1

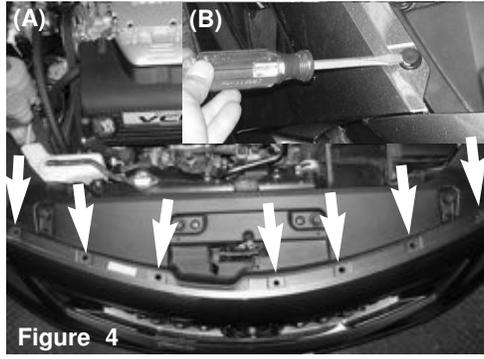


Figure 2



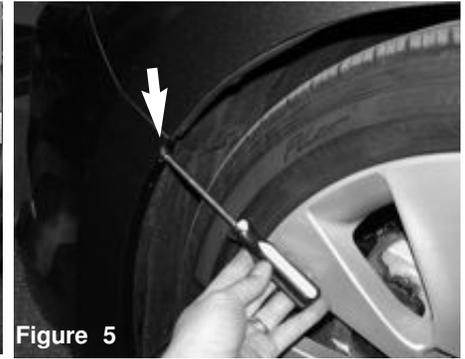
**Figure 3**

Stock air box cleaner shown in this picture



**Figure 4**

Remove front bumper. Gently pop plastic clips up using a flat head screw driver as shown above (B). There are 7 plastic clips on top and 10 plastic clips on the bottom of the bumper (A).



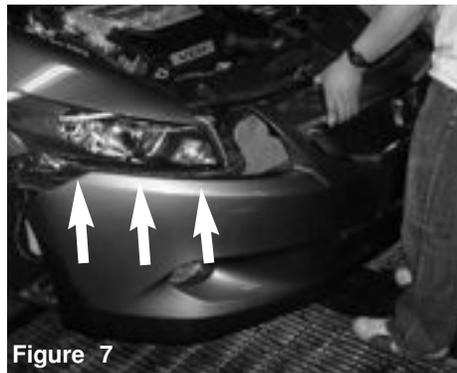
**Figure 5**

Remove screw on each side of the front bumper using a phillips screw driver



**Figure 6**

Picture shows removing phillips screw from bumper



**Figure 7**

Firmly pull the sides of the front bumper outward until the bumper unlatches from the clips located below the headlights.



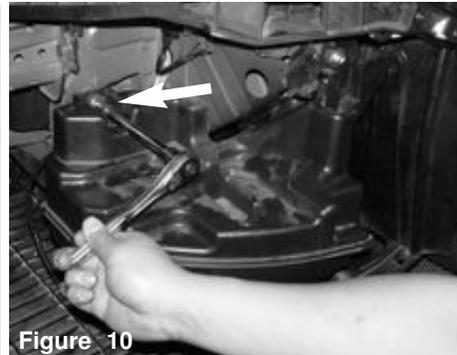
**Figure 8**

Unclip the fog light harness from the bulbs on the passenger and driver side bumper. (Passengers side is shown above)



**Figure 9**

Drivers side fog light harness is now removed. Pull and remove the entire front bumper and place it to the side.



**Figure 10**

With the front bumper removed, you can now access the air resonator box located on the driver side. Use a 10mm 3/8 socket and ratchet to remove the first 10mm bolt.



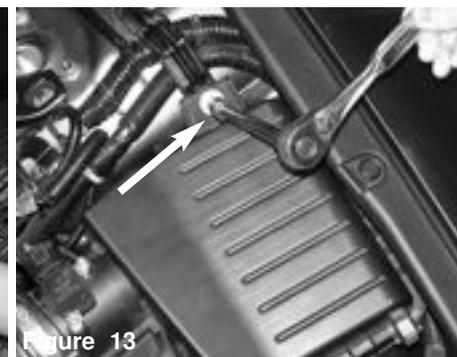
**Figure 11**

Remove the second 10mm bolt. Now the air resonator box is ready for removal.



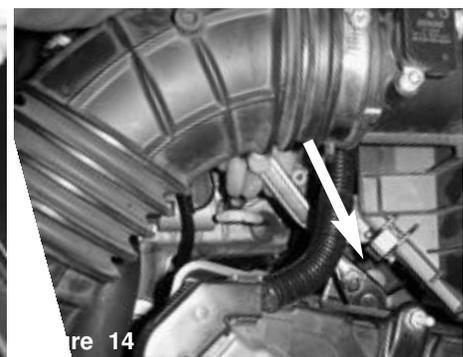
**Figure 12**

Firmly pull down and out to remove air resonator box. This may require some aggressive pulling when removing the resonator box.



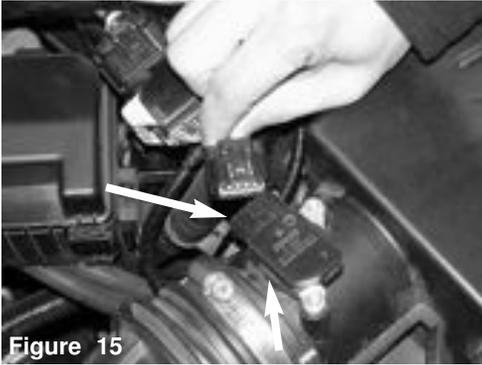
**Figure 13**

The upper air box is secured with two 10mm bolts. Remove the first one as shown above.

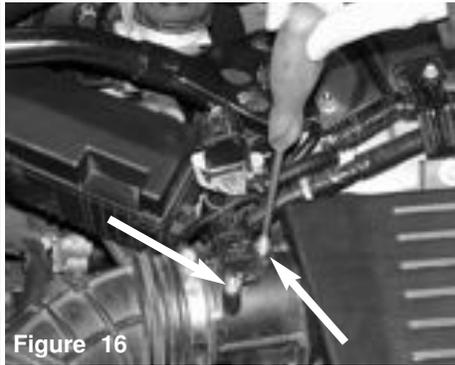


**Figure 14**

Proceed to remove the second 10mm bolt as shown above. Do not remove the air box just yet.



**Figure 15**  
Now you can unplug the harness from the air mass sensor.



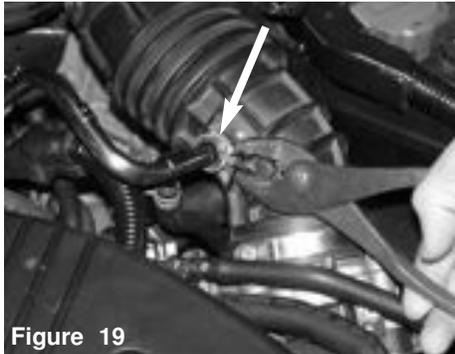
**Figure 16**  
Using a phillips screw driver, unscrew two phillips screws from the air mass sensor. Place these phillips screws to one side because you will be reusing these later.



**Figure 17**  
Carefully, pull the air mass sensor from the factory air box, this will also be use later.



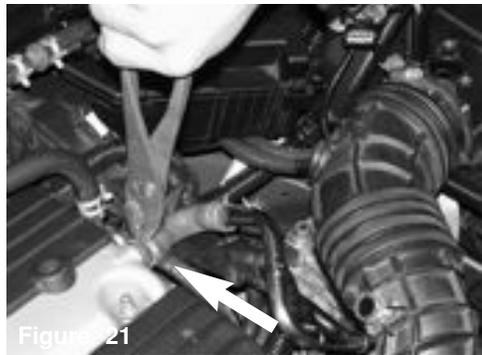
**Figure 18**  
Use a 10mm 3/8 socket and ratchet to loosen clamp on the factory air duct connected to the throttle body.



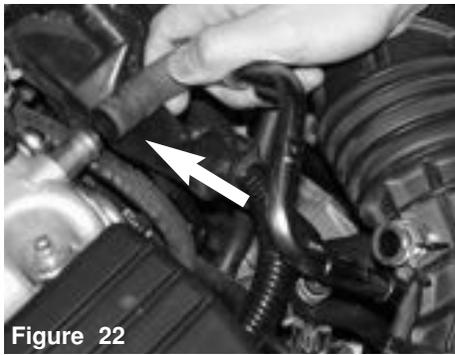
**Figure 19**  
Use a pair of pliers to loosen the spring clamp that secures the PCV breather tube as shown.



**Figure 20**  
Pull the steel PCV breather tube out of the factory air box duct.



**Figure 21**  
Again with the pliers, loosen the spring clamp that secures the PCV breather to the valve cover.



**Figure 22**  
Then remove the PCV breather from the valve cover.



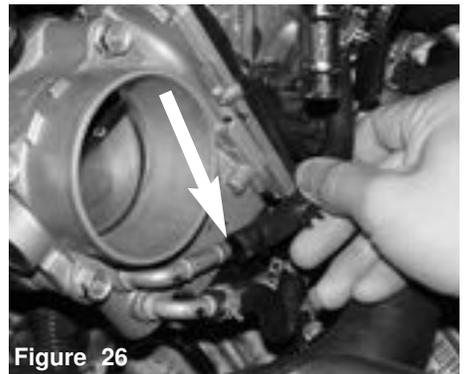
**Figure 23**  
Disconnect the air box duct from the throttle body.



**Figure 24**  
The entire air box and air duct can now pulled out of the engine compartment



**Figure 25**  
**IMPORTANT!!!** Make sure the vehicle has cooled down before doing these next steps. Remove the spring clamp from the coolant line just under the throttle body as shown.

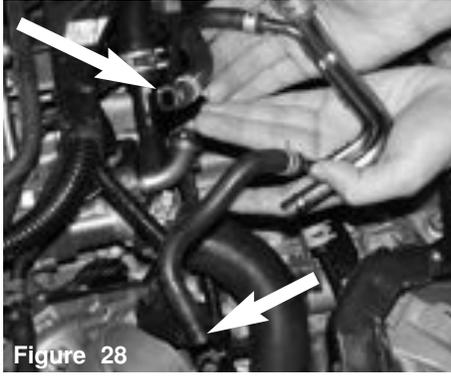


**Figure 26**  
Proceed to remove the coolant line as shown. A little coolant may spill out, which can just be wiped up with a shop rag.



**Figure 27**

Again with the pliers loosen the spring clamp and detach the coolant hose from the thermostat housing as pictured.



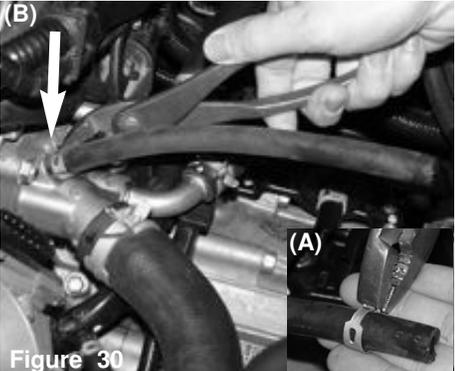
**Figure 28**

Figure 28 shows the coolant line that was just removed.



**Figure 29**

Retain the two spring clamps from the coolant line as it will be reused in the next step.



**Figure 30**

Using a spring clamp saved from the last step attach one end of the included 10mm hose to the thermostat housing coolant port, replacing the hose from figure 27.



**Figure 31**

With the second spring clamp saved. Attach the other end of the 10mm hose to the coolant port under the throttle body, replacing the line hose from figure 25.



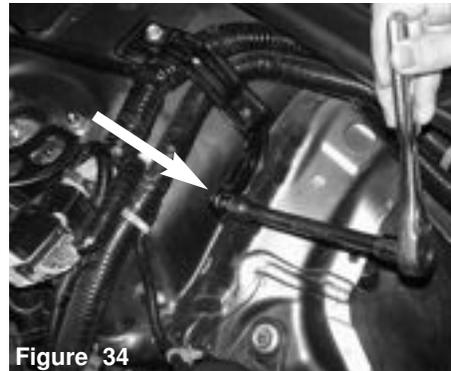
**Figure 32**

Place one .048 clamp (X-4004) and one clamp (X-4003) over the step hose. Press the 2 3/4" end over the throttle body.



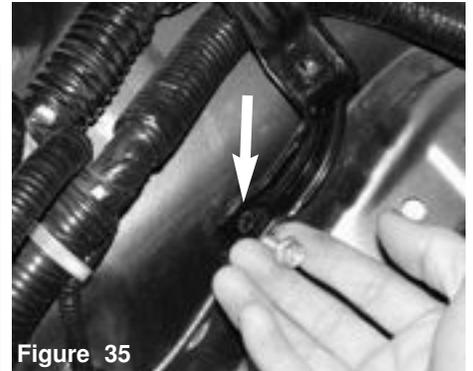
**Figure 33**

Once the step hose is placed onto the throttle body, you can tighten the .040 clamp only (throttle body Side). Leave the 048 clamp loose for now.



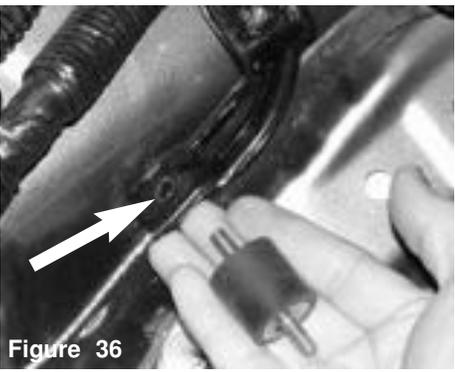
**Figure 34**

Use a 10mm socket and 3/8 ratchet to remove the lower 10mm bolt attaching the support bracket on the driver side shock tower.



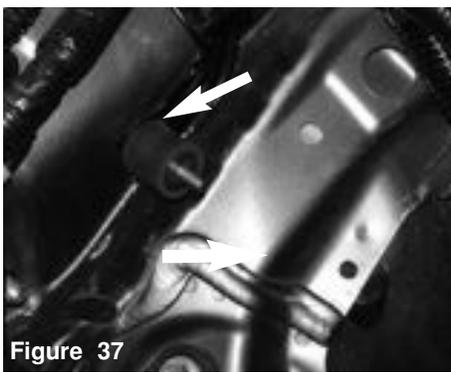
**Figure 35**

Remove the 10mm bolt, this is where the vibra-mount will be installed.



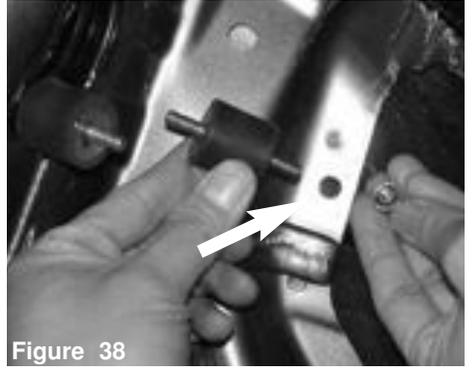
**Figure 36**

The vibra-mount is aligned to the pre-tapped hole as shown above.



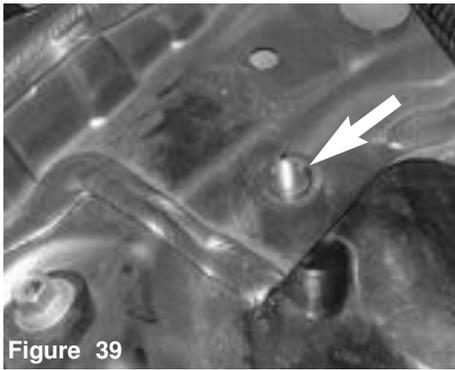
**Figure 37**

The vibra-mount is screwed in until it sits flush with the strut tower mount.



**Figure 38**

The secondary vibra-mount is now aligned to the drilled hole located on the resonator opening as shown.



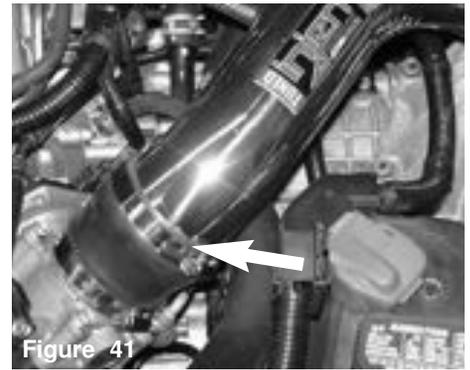
**Figure 39**

Proceed to screw the Vibra mount in place as shown above



**Figure 40**

Place the primary tube (longer tube) into the wheel well opening. Make sure the air mass sensor adapter side is on the top side.



**Figure 41**

Press the tube with the air mass sensor side into the 2 7/8" X 3 1/4" step hose.



**Figure 42**

Line the primary intake bracket to the vibra mount stud located on the shock tower mount.



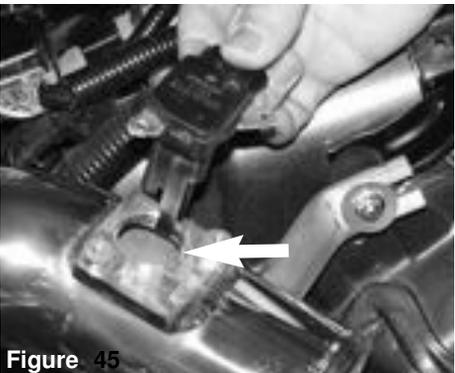
**Figure 43**

Use one fender washer (X-6010) and one M6 nut (X-6002) to secure the bracket to the vibra mount.



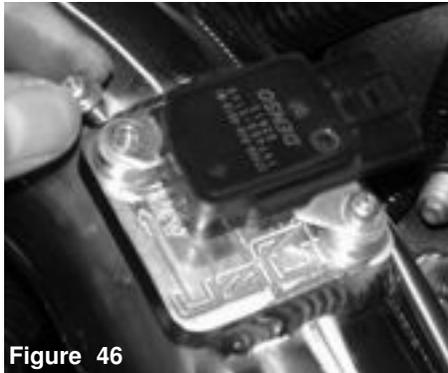
**Figure 44**

Use a 10mm 3/8 socket and ratchet to tighten the M6 nut to the vibra mount.



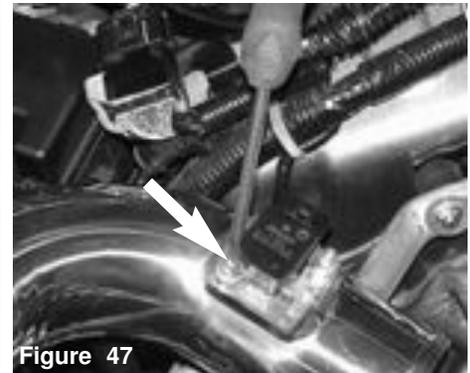
**Figure 45**

Insert the factory air mass sensor in the the billet adapter as shown.



**Figure 46**

Reuse the two screws that secured the air mass sensor to the factory air box.



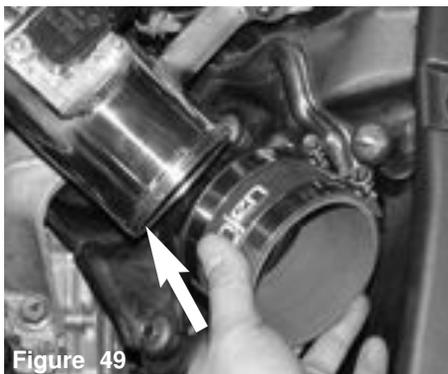
**Figure 47**

Tighten the two screws securing the air mass sensor the the billet adapter.



**Figure 48**

The electrical harness clip is now pressed over the mass air flow sensor. Press firmly until it snaps in place.



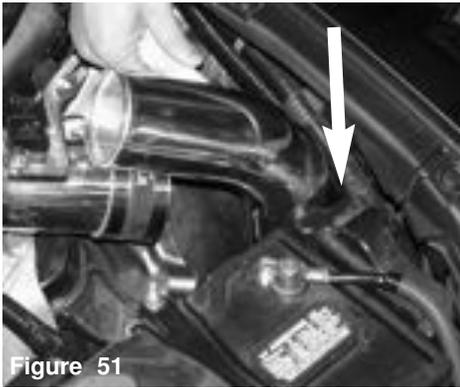
**Figure 49**

Place two clamps (X-4004) over the 3" hose. Press the 3" hose over the end of the primary intake.



**Figure 50**

use a 8mm nut driver to tighten the clamp over the intake end.



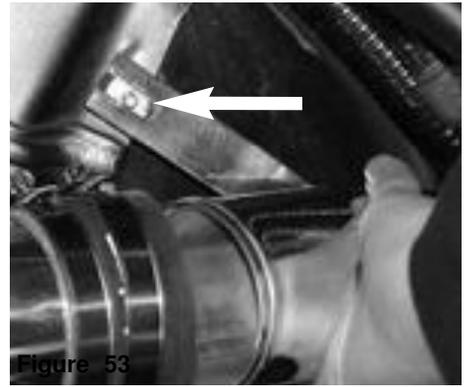
**Figure 51**

The secondary intake is lowered into the resonator opening and aligned to the primary intake.



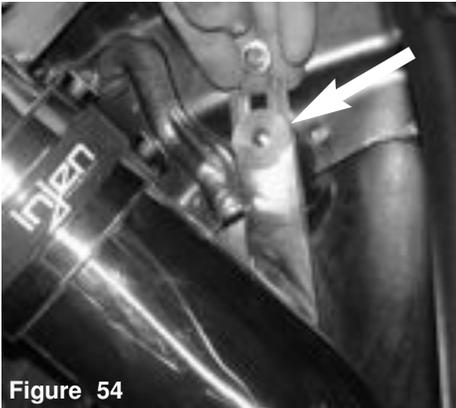
**Figure 52**

The secondary intake is now pressed into the 3" hose located on the primary intake.



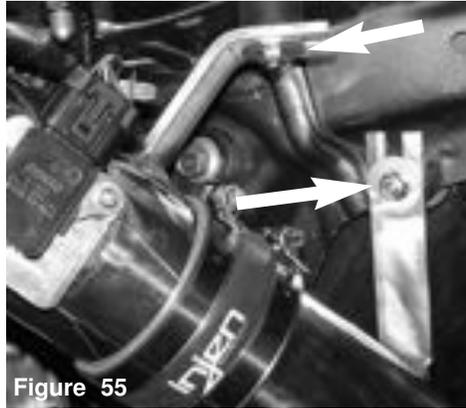
**Figure 53**

As the secondary intake is pressed into the 3" hose, the intake bracket is aligned to the vibra-mount stud.



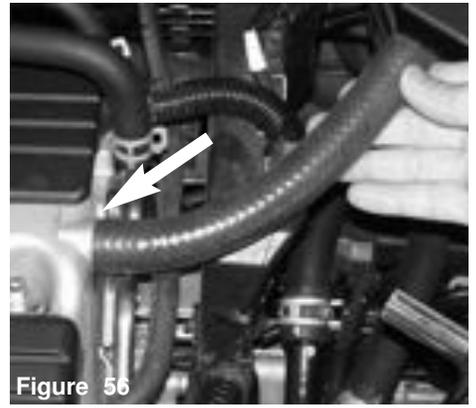
**Figure 54**

The remaining fender washer and m6 flange nut are used to secure the secondary intake.



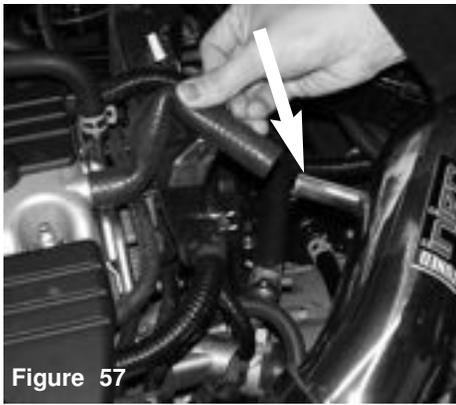
**Figure 55**

Tighten the m6 flanged nuts to secure the intake brackets to the vibra mounts.



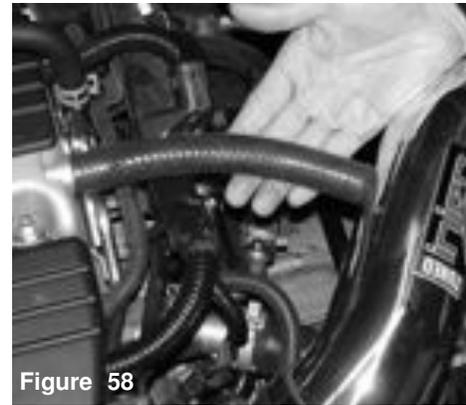
**Figure 56**

The 15mm hose is pressed over the crankcase vacuum port.



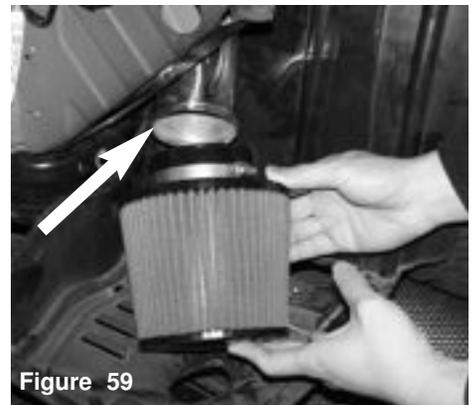
**Figure 57**

The remaining end of the 15mm hose is pressed over the intake port.



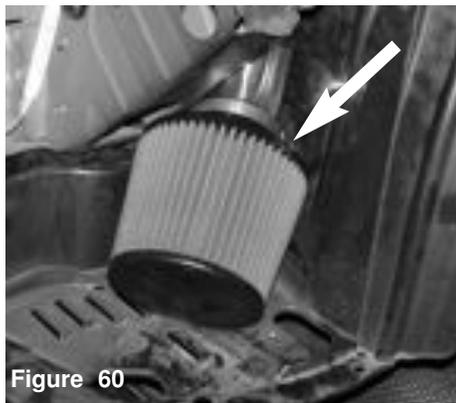
**Figure 58**

The 15mm hose is now installed.



**Figure 59**

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



**Figure 60**

Once the intake end is sitting flush to the filter stops, continue to tighten the filter neck clamp.



**Figure 61**

Now reattach the fog light bumper harness to the harness on the car.



**Figure 62**

And reattach the front bumper.



Figure 69

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



Figure 70

Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. Failure to check the alignment and adjust the intake can cause damage that 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.