



*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. Covered under Patent# 7,359,795
- 2- Calibration Device for Air Intake Tracts for Internal Combustion Engines. Patented
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion Insert Patented

**Part number SP2096  
2008-10 Lexus IS-F 5.0L V8**

- 1- Air intake system equipped with **MR Tech and Air Fusion**
- 1- 5" Injen/AMSOIL (#1046) dry filter w/F1 style inverted top
- 1- 4" straight hose (#3129)
- 1- 3 1/4" x 3 1/2" step hose (#3124)
- 2- Power clamps 064/.462 (#4006)
- 1- Power-clamp 056/.412 (#4005)
- 1- Power clamp 048/.362 (#4004)
- 1- m6 vibra-mount (#6020)
- 1- m6 female/male vibra-mount (#6028)
- 2- m6 flange nut (#6002)
- 2- m4 x 10mm hex bolt (#6047)
- 1- Functional heat shield (#11054)
- 1- 4" composite velocity stack (#6045)
- 4- m6 x 10mm hex bolts (#6083)
- 2- fender washer (#6010)
- 1- 3mm vacuum cap (#8003)
- 1- Zip tie (#8014)
- 1- 8 page instruction

*Injen is the first and only intake manufacturer that tunes and controls air/fuel ratios, short/long term fuel trim levels using the MR step down process, Air Fusion and built-in air intake horns.*

**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 285 Pioneer Place Pomona, CA 91768 USA

**Please check the contents of this box immediately.**

This intake system is to be used for off-road use only, not for use on California highways.

**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**

**Now equipped with "Air Fusion" Covered under three U.S. Patents**



Figure 1

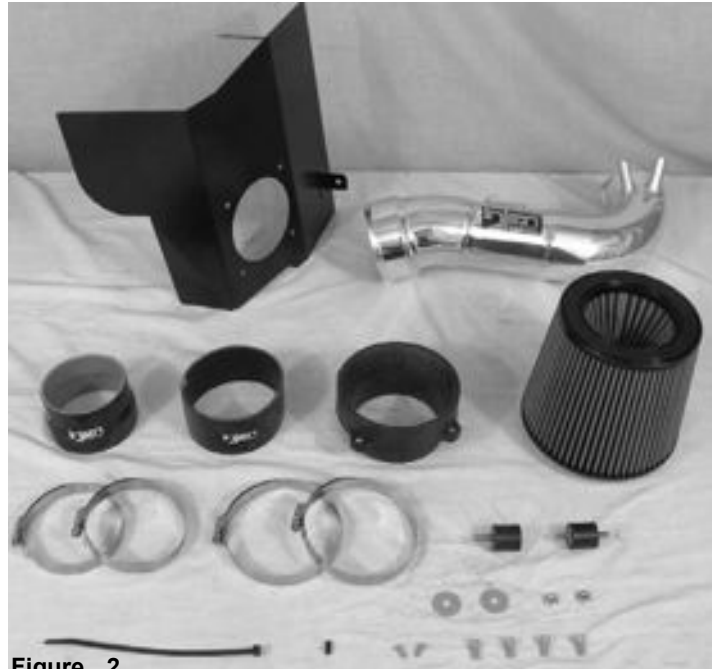


Figure 2



Figure 3

Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.



Figure 4

Pull the engine cover out from the stand-offs and remove the engine cover from the engine compartment.



Figure 5

Remove the plastic clip on the passenger side of the front shroud (A) Pop center pin, lift (B) and remove clip as shown above.

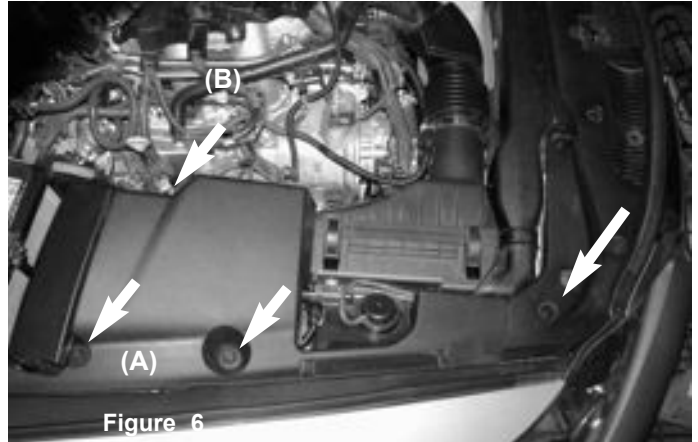


Figure 6

Plastic Clips shown in Figure (A) will be removed and nut shown in figure (B) is also removed.



Figure 7

Two plastic clips (A) and nut (B) are removed in order to pull the side cover off.



Figure 8

The nut is shown removed with a socket and ratchet.



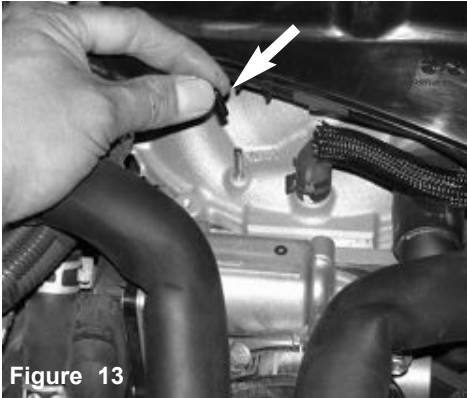
Figure 11

The vacuum line with the one-way check valve is pulled from the vacuum port.

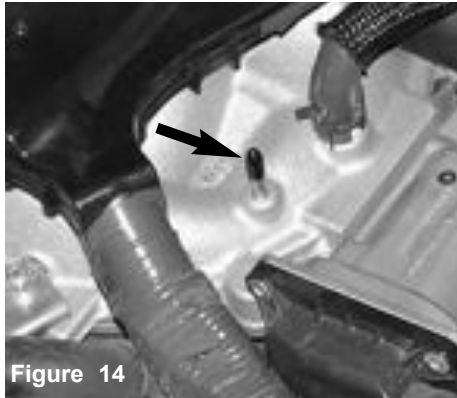


Figure 12

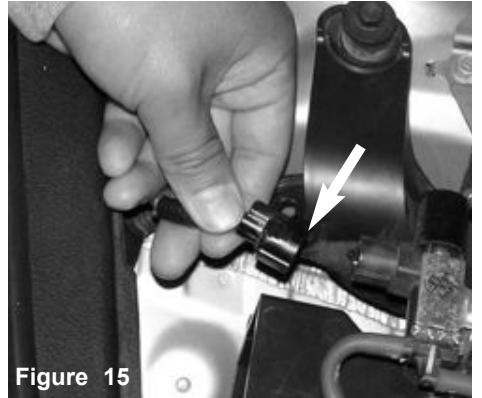
The reinforced vacuum hose is detached from the metal clip as shown above.



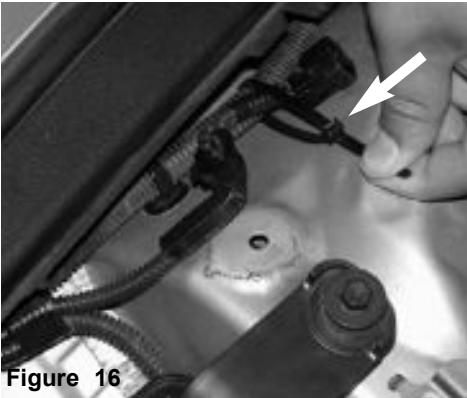
**Figure 13**  
The 3mm vacuum cap is pressed over the vacuum port.



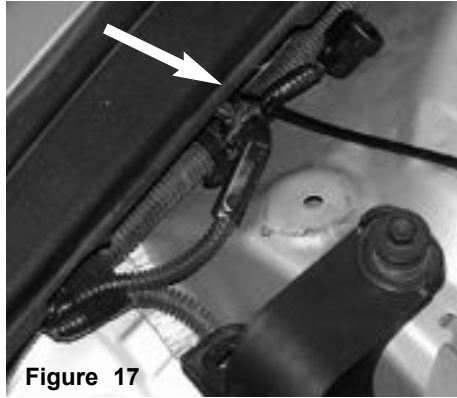
**Figure 14**  
The 3mm vacuum port is now installed.



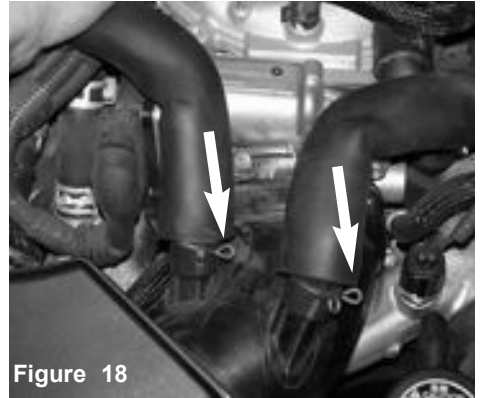
**Figure 15**  
The harness clip is also removed from the vacuum switching valve.



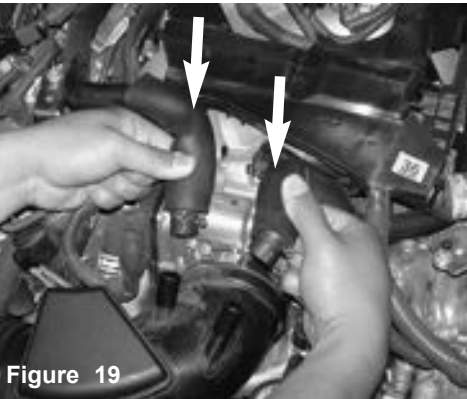
**Figure 16**  
The vacuum



**Figure 17**



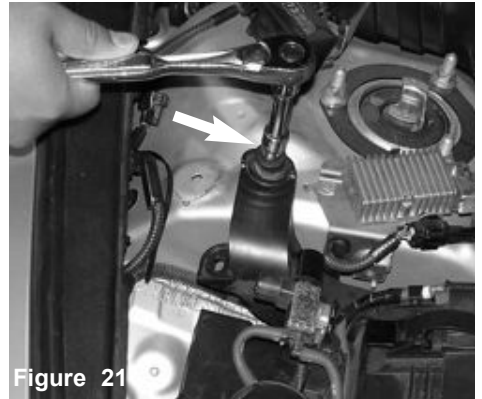
**Figure 18**  
The stand-off is now removed from the fender well.



**Figure 19**



**Figure 20**



**Figure 21**

Depress the tab and pull the electrical harness connector from the mass air flow sensor.



**Figure 22**

The exposed wires are prepared to be tucked away into the wire loom



**Figure 23**

Loosen the throttle body clamp over the air intake duct.



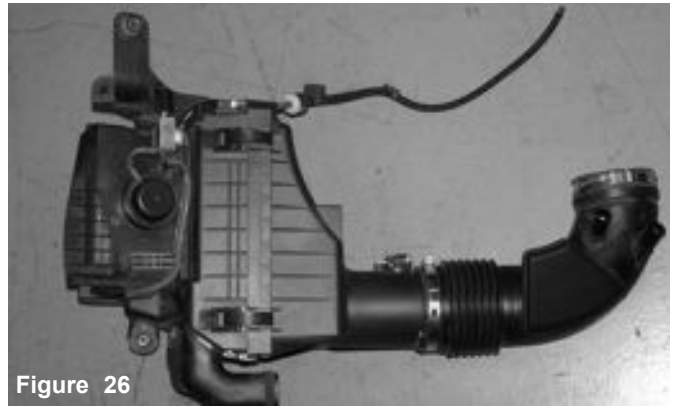
**Figure 24**

Once you have loosened the clamp, continue to pull the air intake duct from the throttle body.



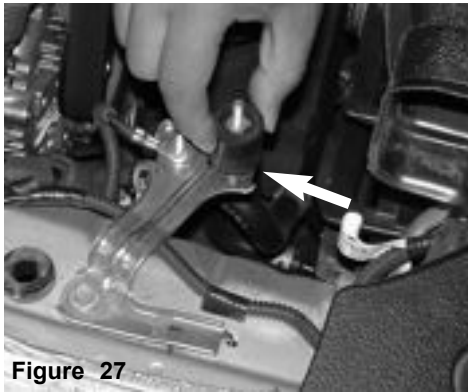
**Figure 25**

The air box cleaner is now ready to be moved from the engine compartment.



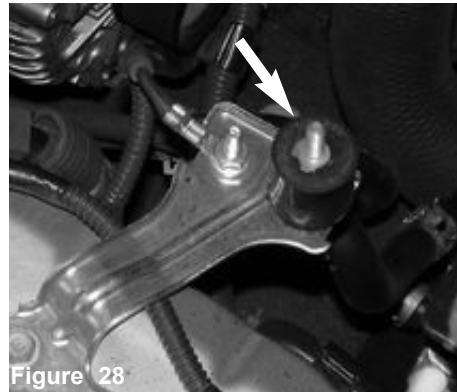
**Figure 26**

The cap ring is firmly pressed over the reservoir spout.



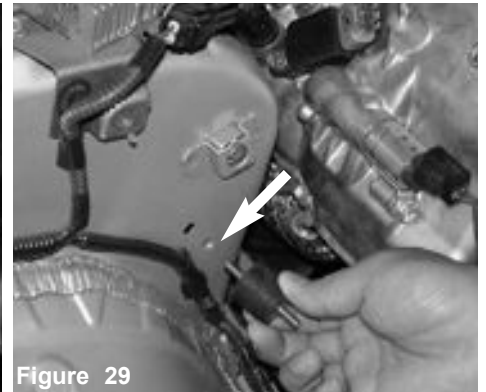
**Figure 27**

The side fender well bracket is aligned to the press nuts located on the side of the reservoir bottle. Use two m6 x 10mm hex bolt to secure the bracket.



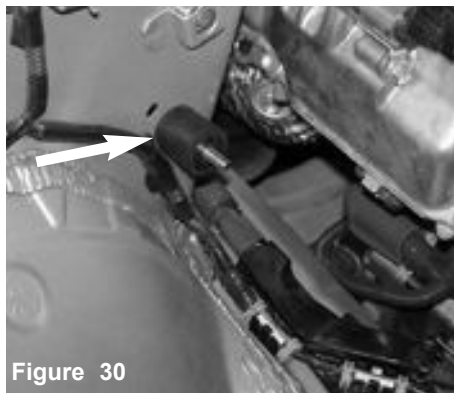
**Figure 28**

The m6 bolts are fastened with an allen as shown above.



**Figure 29**

The top, strut tower mount bracket is aligned to the reservoir bottle, two m6 x 10mm bolts are used to secure bracket in place.



**Figure 30**

The top bracket m6 bolts are now fastened to the reservoir bottle.



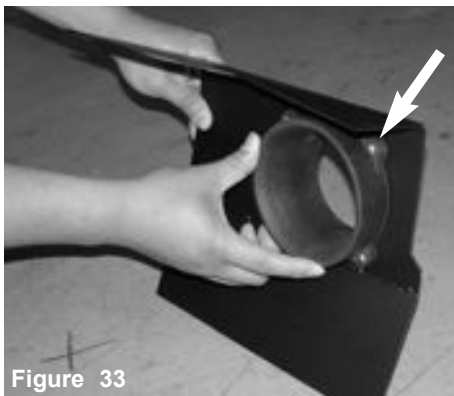
**Figure 31**

Remove the reservoir bottle motor grommet from the stock bottle and place it on the new reservoir bottle.



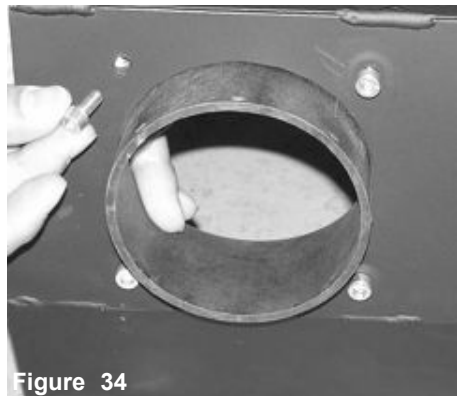
**Figure 32**

Once the grommet is aligned, continue to press it into the pre-drilled hole in the reservoir bottle.



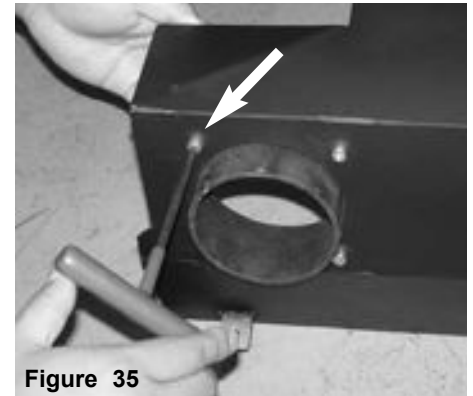
**Figure 33**

The reservoir motor pump is pressed into the grommet as shown above.



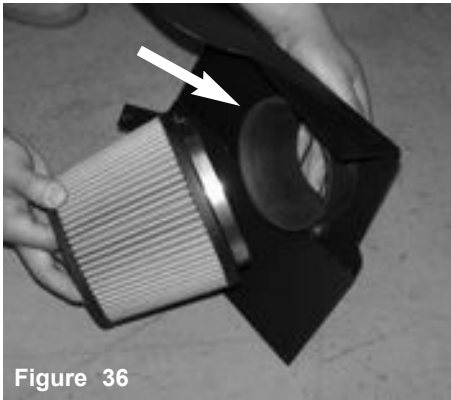
**Figure 34**

The motor pump is aligned and pressed into the grommet as shown above.



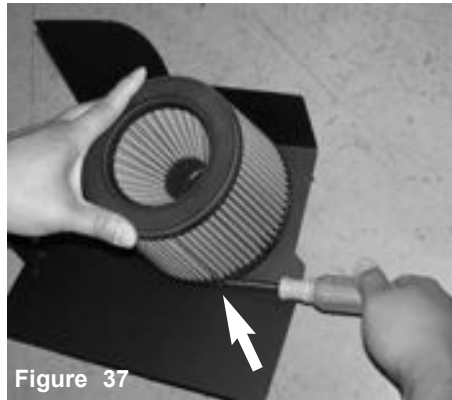
**Figure 35**

The new windshield reservoir bottle is assembled and ready to be installed.



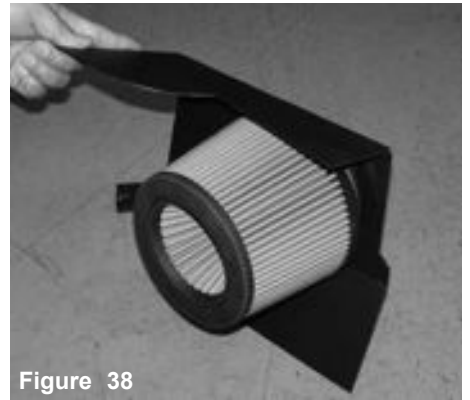
**Figure 36**

The assembled reservoir bottle is lowered into position, the side bracket is lined up to the fender well.



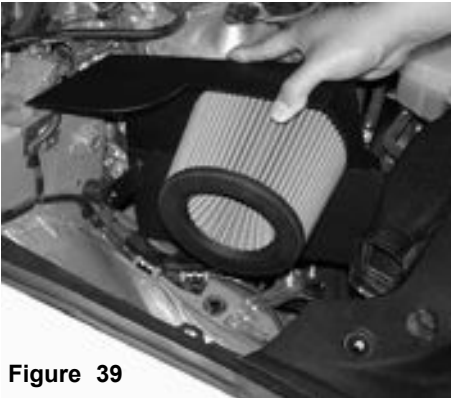
**Figure 37**

The top bracket is lined up and inserted over the strut tower bar stud.



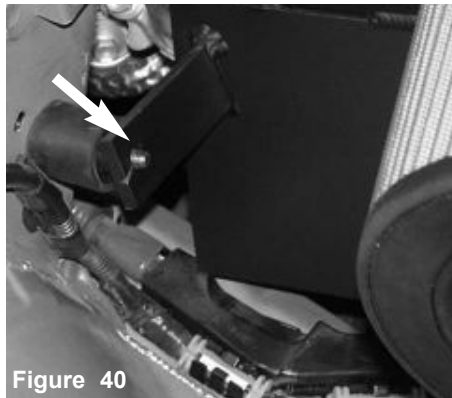
**Figure 38**

The stock m6 nut is re-used to fasten the bracket over the strut tower bar stud.



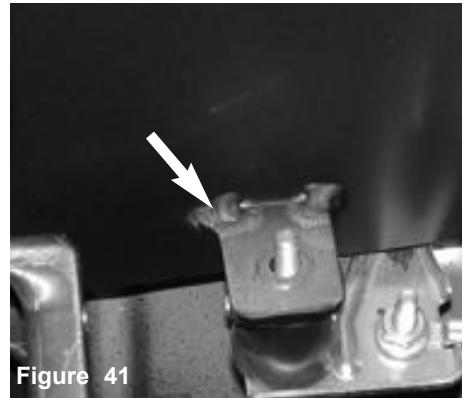
**Figure 39**

The top bracket nut is tightened with a 10mm socket



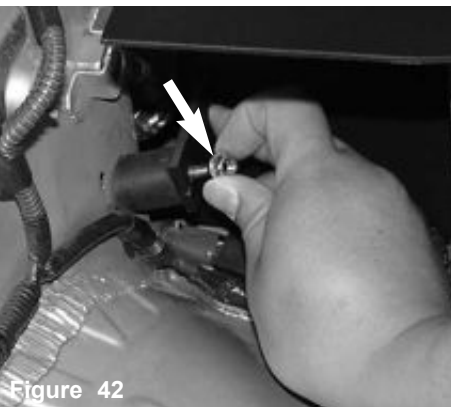
**Figure 40**

Take the m6 x 10mm bolt and screw it into the pre-tapped fender well hole.



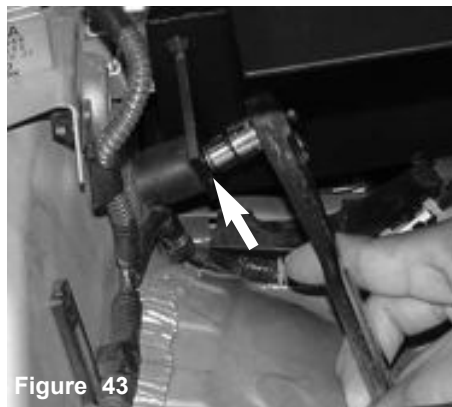
**Figure 41**

The side bracket is now tightened using an allen.



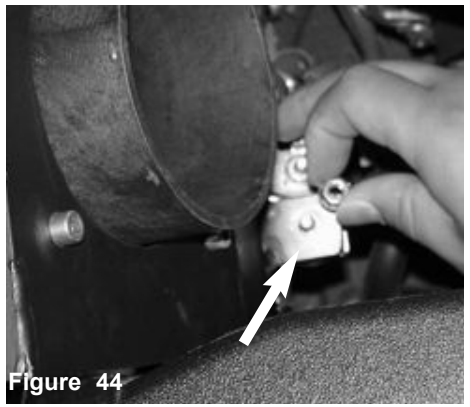
**Figure 42**

The ascending line is reconnected to the motor pump again.



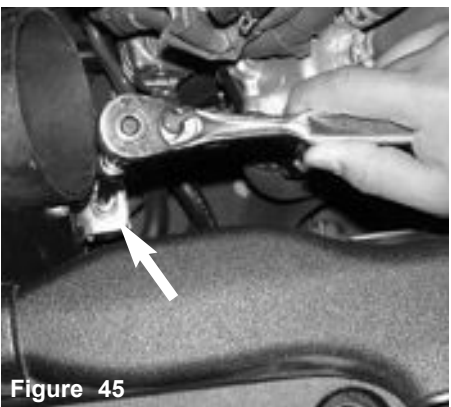
**Figure 43**

The ascending line is now connected.



**Figure 44**

The extended wire harness is lined up to the motor pump.



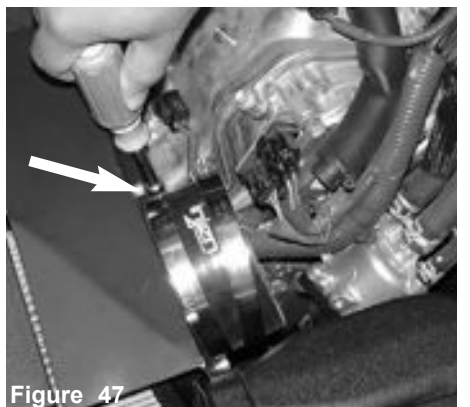
**Figure 45**

The harness clip is now re-connected to the motor pump.



**Figure 46**

The installation of the reservoir bottle is now complete.



**Figure 47**

The Injen stand-offs is lined up to the stock grommet.



**Figure 48**

The stand-off is firmly pressed into the grommet



**Figure 49**

The vacuum hard pipe is pulled off the crankcase port.



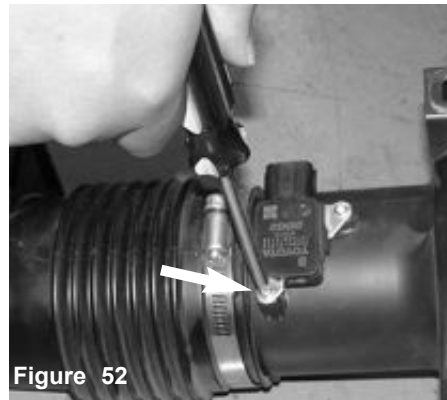
**Figure 50**

The vacuum hard pipe is pulled out of the engine compartment.



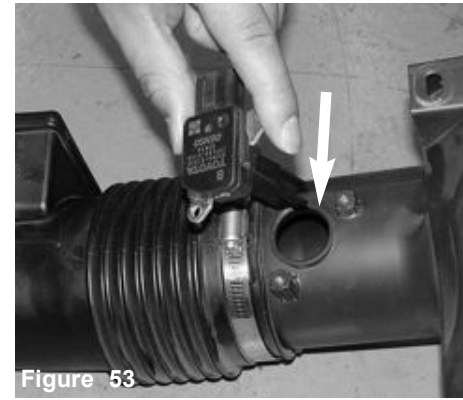
**Figure 51**

The wheel lug nuts are loosened prior to lifting the passenger side wheel.



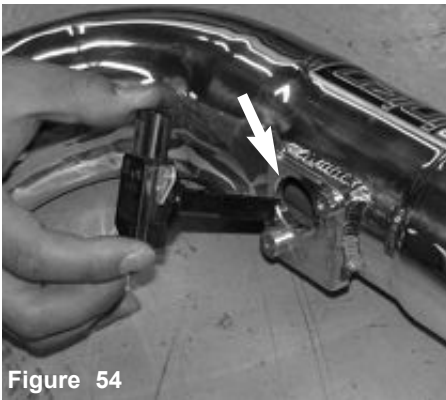
**Figure 52**

Loosen and remove the two screws holding the mass air flow sensor in the sensor housing.



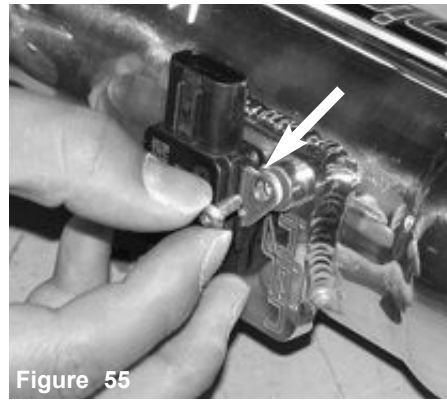
**Figure 53**

Once the car is lifted and safe to do so, continue to pull the wheel off. **Note:** When reinstalling the wheel be sure to torque lug nuts to factory specs.



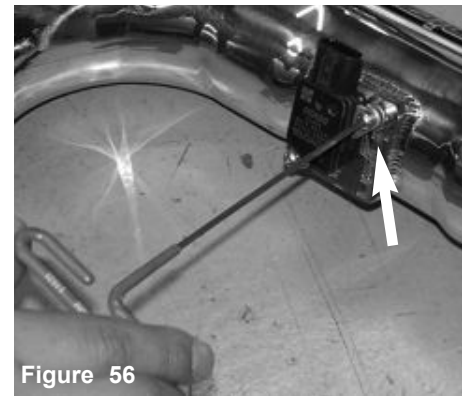
**Figure 54**

The wheel is now pulled-off as shown above.



**Figure 55**

There are four plastic clips that need to be removed from the mud flap. There are three clips to the outside and one clip to the inside of the mud guard.



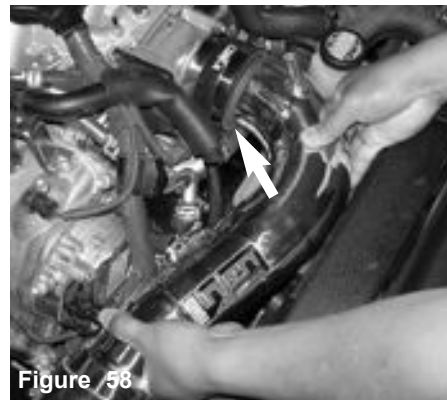
**Figure 56**

Here is the clip located to the inside of the mud guard.



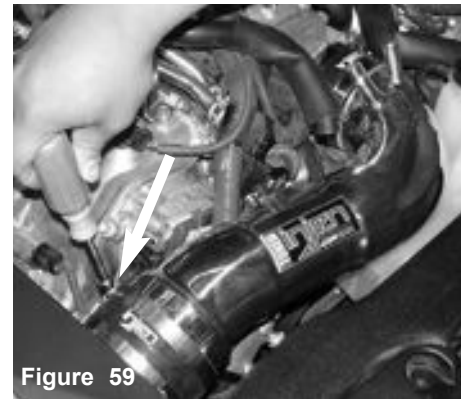
**Figure 57**

Once you have removed the plastic clip, continue to pull the mud guard back.



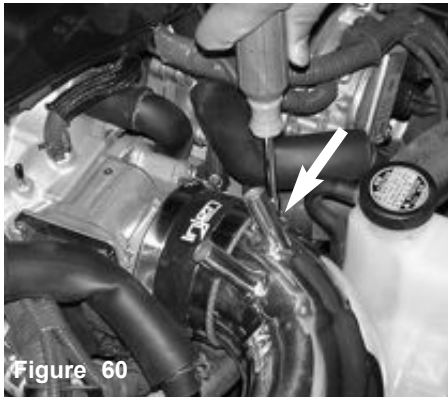
**Figure 58**

Here is another shot of the mud guard being pulled back.



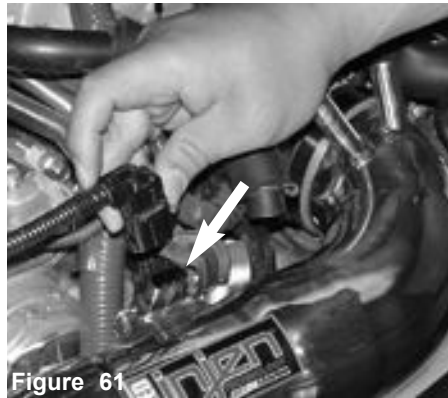
**Figure 59**

The 4" straight hose is pressed up against the throttle body, the two power-clamps are placed over the hose.



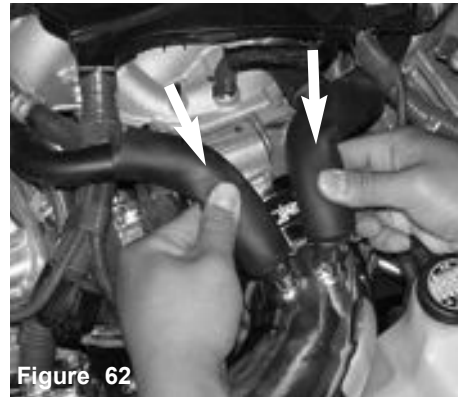
**Figure 60**

The clamp on the throttle body side is tightened at this point.



**Figure 61**

The 4" straight hose is now installed.



**Figure 62**

The mass air flow sensor is now inserted into the sensor adapter as shown above.



**Figure 63**

Congratulations! You have just completed the installation of one of the best air intake systems made.



**Figure 64**

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to other automotive parts.



**Figure 65**

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.