



Part number SP1899

2008 Mitsubishi EVO X 2.0L 4 cyl.

- 1 pc. air intake system equipped with MR Tech and Air Fusion
- 2 pc. upper intercooler piping
- 1- EVO X heat shield (#11020)
- 1- 3 1/2" Power-Flow filter (#1021)
- 1- 2 3/4" ID x 3" step hose (#3040)
- 1- 2 1/2" ID x 2" hump hose (#3034)
- 1- 2 1/2" ID x 2" straight hose (#3048)
- 1- 2" ID x 2 1/2" straight hose (#3146)
- 1- 1.310" ID x 2" hose (#3100)
- 1- 6 1/2" long 10mm hose (#3077)
- 1- 6 3/4" long 4mm hose (#3104)
- 1- 6" long 4mm hose (#3104)
- 1- 13 1/2" foam vinyl trim (#6058)
- 2- Power Bands .362/.048 (#4004)
- 4- Power Bands .312/.040 (#4003)
- 2- Power Bands .262/.032 (#4008)
- 2- BOV hose clamp .020 (#4001)
- 1- m6 vibra-mount (#6020)
- 2- m6 flange nuts (#6002)
- 1- m8 flange nut (#6017)
- 2- Fender washers (#6010)
- 2- m4 x 10mm button head (#6047)
- 1- 8 page instruction

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 Published and patent pending

Note: The installation of this air intake system does require mechanical skills. Removal of air intake parts requires loosening and removing several plastic plugs and screws that may be difficult. In addition, you will also have to remove the air resonator box, air scoop and intercooler piping 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

"At Injen Technology, we didn't copy the step down process, we invented it!"



Figure 1



Figure 2



Figure 3
Stock air intake cleaner and upper intercooler piping shown in this picture



Figure 4
The stock bolts are removed from the mass air flow sensor as shown above.



Figure 5
Once you have removed the stock bolts, continue to pull the mass air flow sensor from the sensor housing.



Figure 6
Disconnect the electrical sensor harness from the upper air box cleaner.



Figure 7
Loosen and remove the 10mm bolt that fastens the air box to the bottom bracket.



Figure 8
Use a flat head screw driver to pop the plastic clips from the front air scoop.



Figure 9
Loosen the lower clamp that secures the BOV to the port on the air intake duct.



Figure 10
Now that the BOV clamp is loose, continue to pull the BOV from the air intake port.



Figure 11
Once you have pulled the BOV from the air intake port, remove the 4mm vacuum line from the BOV port.



Figure 12
The second 4mm vacuum hose is now disconnected from the air intake port



Figure 13
Disconnect the 10mm breather hose from the crankcase port as shown above.



Figure 14
The clamp on the air intake duct that connects to the turbo inlet is loosened.



Figure 15

Once all clamps, bolts and clips have been loosened or removed, continue to pull the entire air box cleaner from the engine compartment.



Figure 16

The air box cleaner and air intake duct have been removed and the turbo inlet is now exposed.



Figure 17

Press the silicone step hose over the turbo inlet and use two .048 power-clamps on the step hose. Tighten the clamp located over the turbo inlet.



Figure 18

If the upper intercooler tubing is going to be replaced continue with figure 17 thru 23. Remove all plastic clips from the plastic shroud and remove the front shroud as shown above.



Figure 19

Loosen the clamp on the lower intercooler hose.

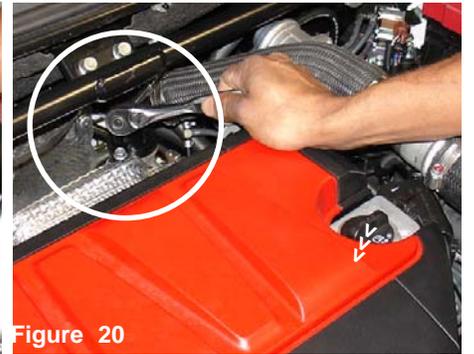


Figure 20

Loosen the clamp on the upper intercooler hose.



Figure 21

Once you have loosened both upper and lower clamps, continue to pull the intercooler tubing out of the engine compartment.



Figure 22

Press the 2" x 2 1/2" long straight hose over the upper intercooler inlet, use two .032 power-bands on the straight hose. Tighten the clamp on the inlet side for now.



Figure 23

Press the 2 1/2" hump hose over the lower intercooler outlet, use two .040 power-bands on the hump hose, Tighten the clamp on the outlet tube for now.



Figure 24

Loosen and remove the two 12mm bolts on the air box bracket. **Note:** These two 12mm bolts will be used later in the instructions, see figure 28.



Figure 25

The 3rd 12mm bolt is loosened and removed from the bracket as shown above.



Figure 26

The 4th and final 12mm bolt is loosened and removed from the bottom of the air box bracket. The bolt is replaced to hold the new heat shield.



Figure 27

The corner cross member 10mm bolt is removed in order to attach the heat shield bracket later in the instructions.

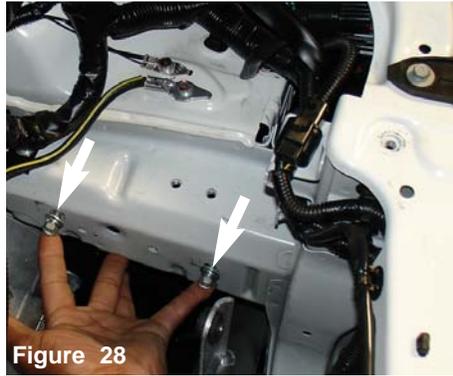


Figure 28

The bracket bolts that were removed in figure 24 are used in this picture, leave enough gap to slide the heat shield slots over the bolts.



Figure 29

The heat shield is lowered and aligned to the two 12mm bolts.

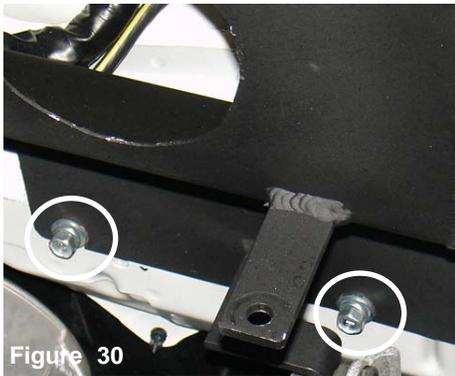


Figure 30

The heat shield slots are inserted between the bolt head and car frame, once the heat shield brackets have been aligned and fastened, continue to tighten the 12mm bolts



Figure 31

The lower heat shield bracket is aligned to the air box brace. The stock 12mm bolt is inserted into the stock air box rubber vibration mount and into the heat shield slotted bracket.

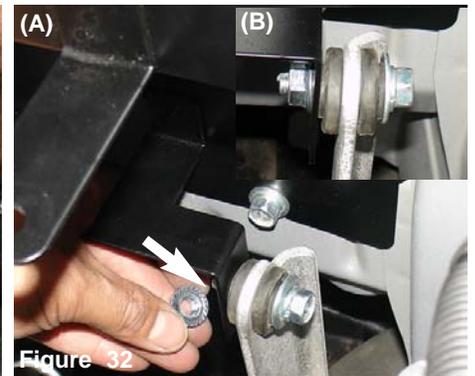


Figure 32

The m8 flange nut is used to secure the heat shield bracket to the air box brace (A). The m8 flange nut is tightened on the 12mm bolt (B).

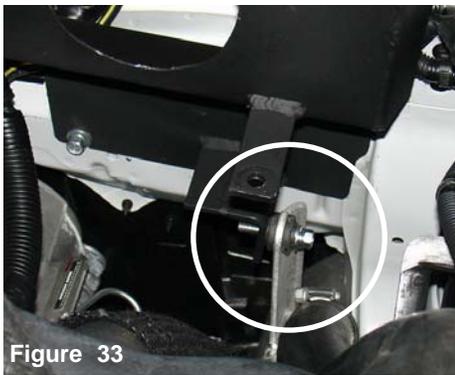


Figure 33

The 12mm bolt and flange nut secures the heat shield bracket to the stock air box brace.

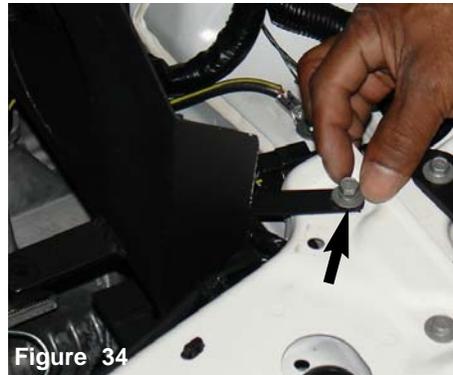


Figure 34

The upper heat shield bracket is aligned to the threaded hole. Once the bracket is aligned to the pre-threaded hole, continue to fasten the bracket with the stock 10mm bolt.



Figure 35

The m6 vibra-mount is inserted into the hole located on the heat shield bracket. The m6 flange nut and fender washer are used to fasten the vibra-mount to the bracket.



Figure 36

Once the m6 flange nut and fender washer have been semi-tightened under the bracket, continue to turn the vibra-mount until it is firmly tightened.

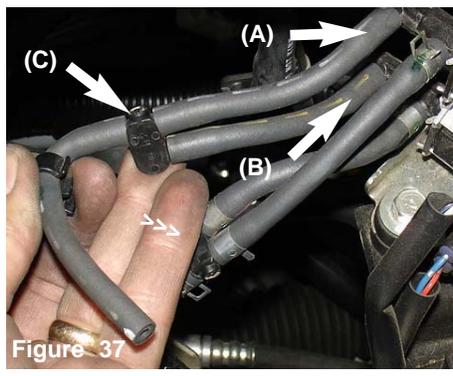


Figure 37

Both stock lines connected to the solenoid are removed from ports (A) and (B). The two into one check valve will no longer be used (C).

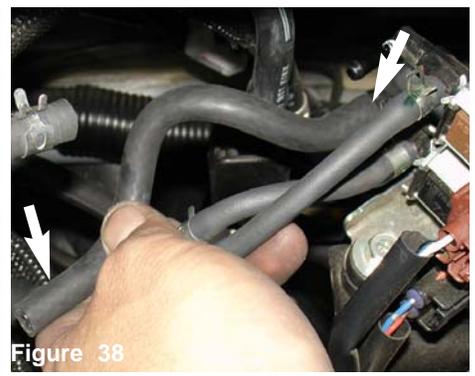


Figure 38

The 6" -4mm hose is pressed over the lower solenoid port.

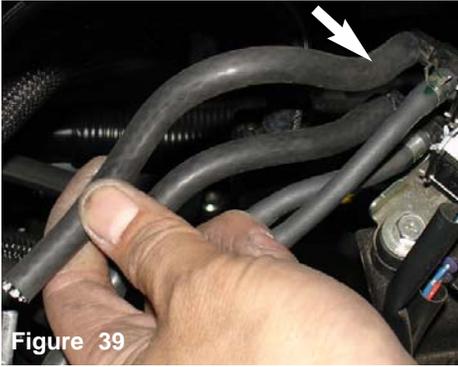


Figure 39

The 6 3/4" -4mm hose is pressed over the upper solenoid port as shown above.



Figure 40

Press the 10mm hose over the intake vacuum port until it covers 75% of the vacuum port.



Figure 41

The primary intake is lowered into the engine compartment and pressed into the turbo step hose.



Figure 42

Once the upper end of the intake has been inserted into the turbo step hose, continue to align the intake bracket to the vibra-mount stud.



Figure 43

Use the 8mm press nut to tighten the clamp on the step hose.



Figure 44

Remove the filter neck clamp from the filter, insert the filter neck into the heat shield hole and align the filter to the intake as shown above.



Figure 45

The filter neck base is pressed over the inlet side of the intake.



Figure 46

Once the filter stops are butted up against the rim of the intake, continue to tighten the filter neck clamp.



Figure 47

Use the m6 flange nut and fender washer to fasten the intake bracket to the vibra-stud



Figure 48

The intake bracket is tightened with a 10mm sockets and ratchet as shown above.



Figure 49

Carefully insert the mass air flow sensor into the machined sensor adapter. We recommend you apply a small amount of light oil on the O-ring to prevent any kinking or tearing.



Figure 50

Fasten the mass air flow sensor to the machined adapter with the m4 x 10mm bolts.



Figure 51

An allen wrench is used to tighten the bolts to the mass air flow sensor.



Figure 52

Align and connect the electrical harness to the mass air flow sensor.



Figure 53

Press the 1/8" hose over the intake BOV port, place two small clamps on the hose, tighten the lower clamp over the BOV hose.



Figure 54

The 10mm crank case hose and the BOV straight hose are now installed.



Figure 55

The remaining end of the 10mm crank case hose is pressed over the crank case port.



Figure 56

Align the lower 4mm hose over the intake port

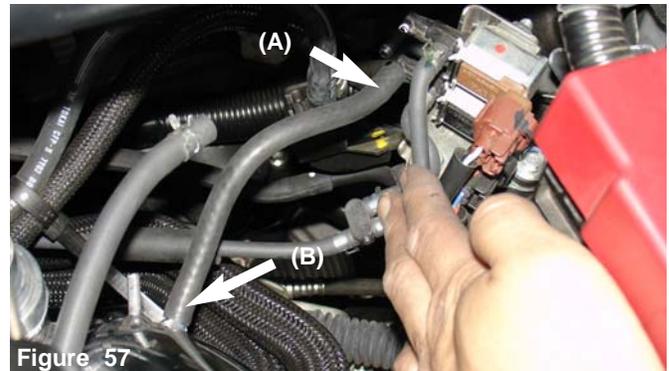


Figure 57

Once you have pressed the 6' -4mm hose over the lower solenoid port (A) continue to press the other end over the lower intake port (B).



Figure 58

Align the upper vacuum line to the secondary intake vacuum port.

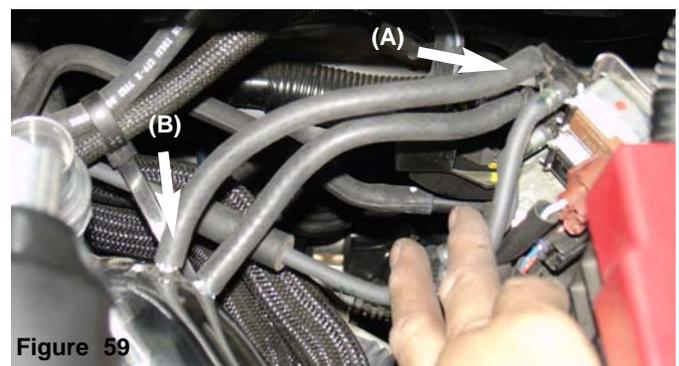


Figure 59

Once the 6 3/4" hose has been pressed over the upper solenoid port (A) continue to press the other end over the intake port (B). **Note:** The splitting of the lines will increase your boost thereby, given you faster response time.



Figure 60

The 4mm vacuum line is pressed over the stock BOV port as shown above.



Figure 61

Once you have connected the 4mm vacuum line, continue to insert the BOV into the straight hose as shown above.



Figure 62

Once the BOV has been installed, continue to tighten the clamp on the straight hose.



Figure 63

Align and press the vinyl trim over the edge of the heat shield.



Figure 64

The vinyl trim is now installed over the heat shield edge.



Figure 65

Insert the upper 2" intercooler tube into the upper 2" inlet.



Figure 70

Adjust and semi-tighten the clamp on the tubing. Press the 2 1/2" hose over the opposite end of the tubing. Place two clamps over the 2 1/2" hose.



Figure 71

Once the hose has been installed, continue to tighten the clamp over the tubing.



Figure 72

Insert the remaining tube into the hump hose as shown above.



Figure 73

The upper end of the 2 1/2" tubing is pressed into the connecting 2 1/2" hose on the upper intercooler tubing. Align for best fit and continue to tighten the clamps.



Figure 74

The plastic shroud is replaced to its original position.



Figure 75

Top shot of the complete installation without the intercooler piping.



Figure 76

Top shot of the complete installation with the intercooler piping.



Figure 77

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 78

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.
- 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.