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. 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

4- Tuning Method and Device for intake tracts having built-in Air Filter Horns patent pending

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.

Part number PF7015
2010-11 Chevy Camaro 6.2L V8

1- 4" diameter intake system
equipped with MR Tech and Air Fusion

1- 4" neck Injen/AMSOIL Performance dry filter w/F1 style inverted top	(#1026)
1- 4" straight hose	(#3129)
2- Power clamps 064/.462	(#4006)
1- 1 1/8" straight hose	(#3112)
2- hose clamps .016	(#4017)
1- 19"- 10mm vacuum hose	(#3077)
1- CCV air box	(#6060)
2- m4 x 10mm hex bolt	(#6047)
1- molded stand-off	(#15023)
1- fender washer	(#6010)
1- Zip tie	(#8014)
1- Windshield reservoir bottle	(#6087)
1- Upper reservoir bottle brkt	(#20101)
1- Side reservoir bottle brkt	(#20102)
5- m6 x 10mm hex bolts	(#6083)
1- 8 page instruction	

The C.A.R.B Exempt sticker must be attached under the hood in a place where it is easily visible to 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 285 Pioneer Place Pomona, CA 91768 USA

Please check the contents of this box immediately.

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

This intake system is equipped with the first ever Air Intake Horns Patent pending

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

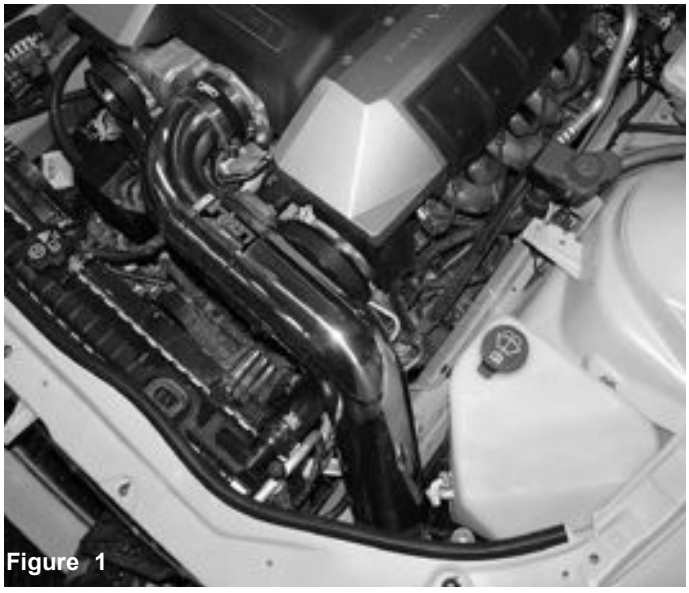


Figure 1

Figure 2

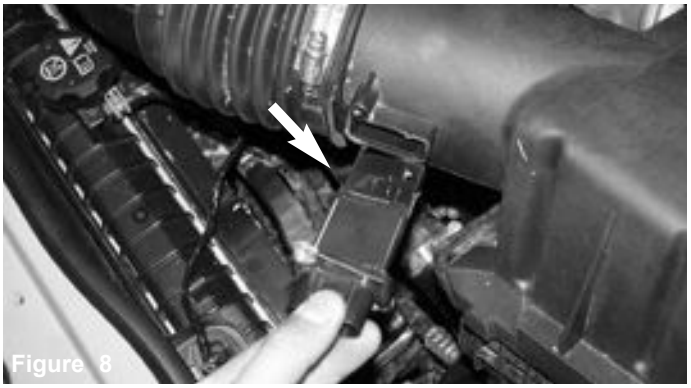
Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.

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

Pull the vacuum hard pipe out of the CCV box grommet as shown above.

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

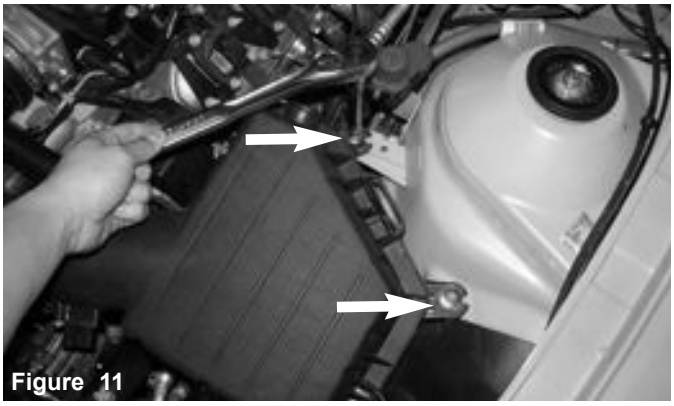
Loosen and remove the two screws holding the mass air flow sensor in the sensor housing.



Once you have removed the screws, continue to pull the mass air flow sensor out of the sensor housing.

Loosen the throttle body clamp over the air intake duct.

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



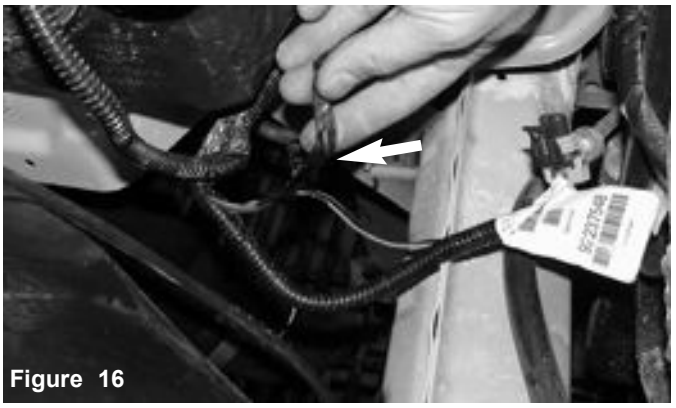
Remove the two m6 nuts holding the air box cleaner to the strut tower mount.

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

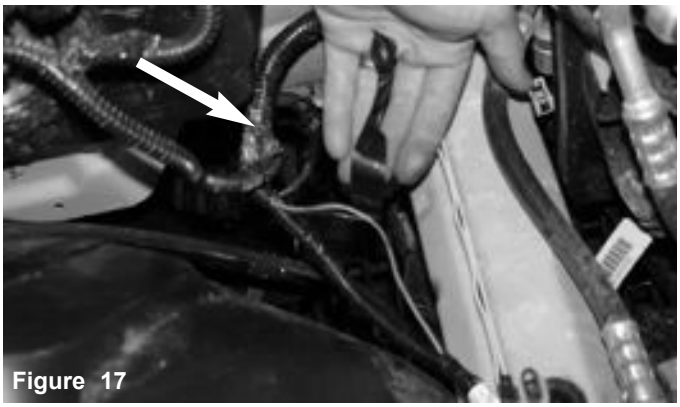
Loosen and remove the driver side fender well stand-off as shown above.

The stand-off is now removed from the fender well. This is one of the locating points for the bracket on the reservoir bottle.

The reservoir bottle harness is shown here prior to removing tape that will allow the harness to extend a few more inches.

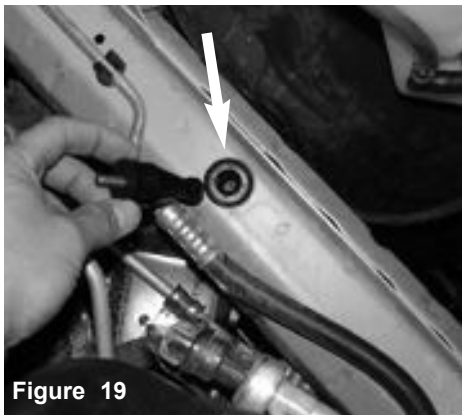


The electrical tape is removed exposing additional wires that will be tucked into the wire loom.

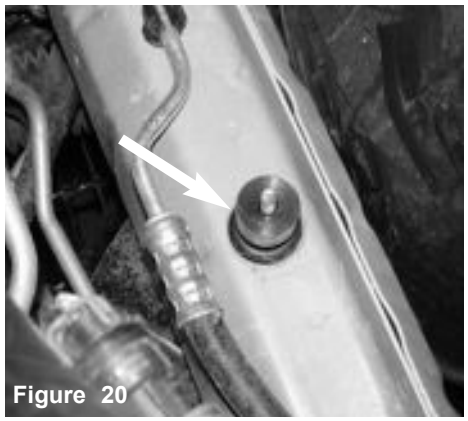


The exposed wires are prepared to be tucked away into the wire loom

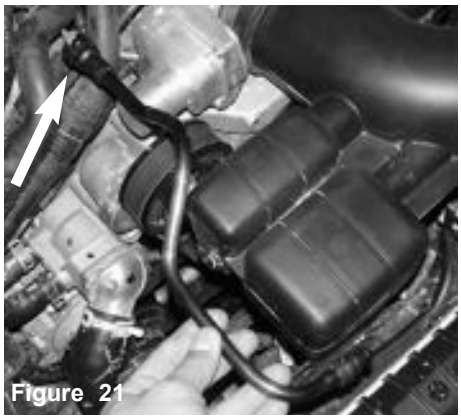
The reservoir bottle harness is now extended and ready for the next step.



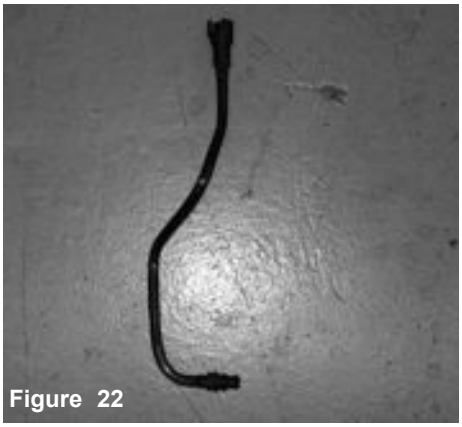
The stand-off is aligned firmly pressed into the grommet



The stand-off is firmly pressed into the grommet



The vacuum hard pipe is disconnected at the crank case then pulled out of the engine compartment.

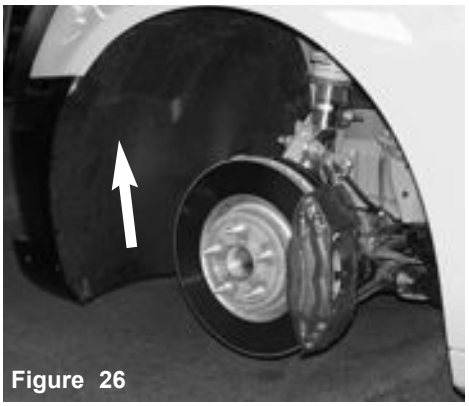


The vacuum hard pipe is pulled out of the engine compartment.

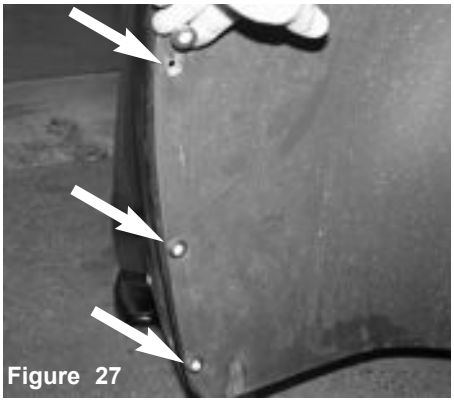
The wheel lug nuts are loosened prior to lifting the passenger side wheel.

Roll the jack under the car and lift.

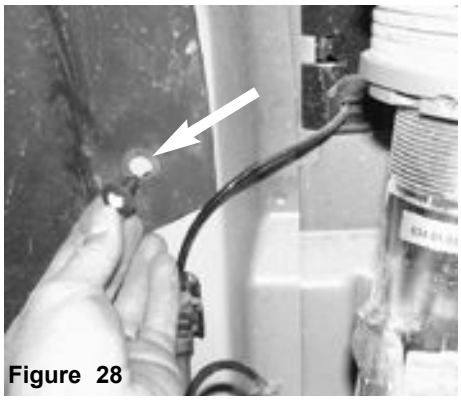
Once the car is lifted and safe to do so, continue to pull the wheel off. **Note:** When reinstalling the wheel be sure to torque lug nuts to factory specs.



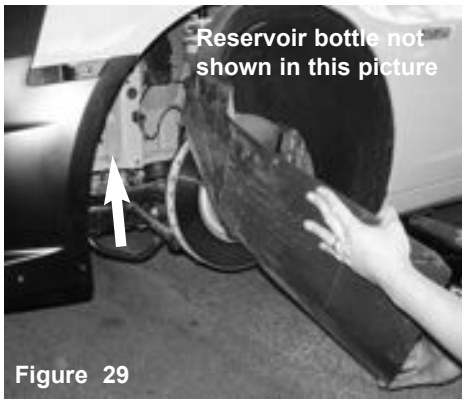
The wheel is now pulled-off and the mud guard is now ready to be pilled back .



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.



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



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

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


Figure 31

Top view of the reservoir bottle spout after the air box cleaner has been removed.

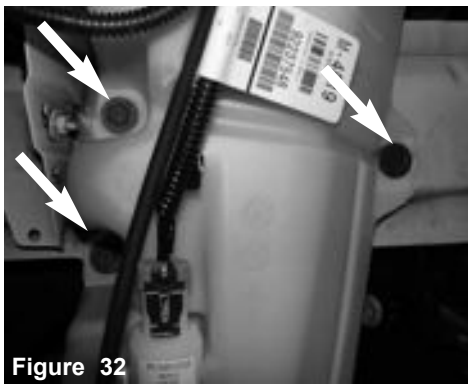


Figure 32

Loosen and remove all three m6 bolts securing the reservoir bottle to the frame.


Figure 33

A 10mm socket and ratchet is used to remove all three m6 bolts.

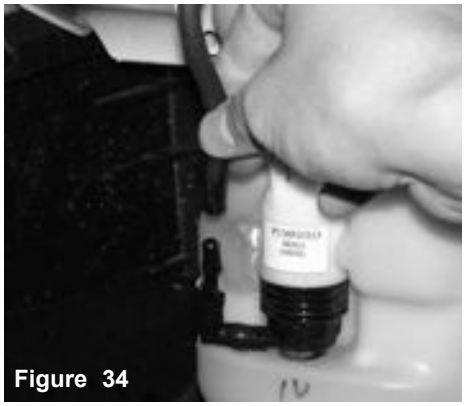


Figure 34

The motor pump ascending line is removed from the barbed fitting.

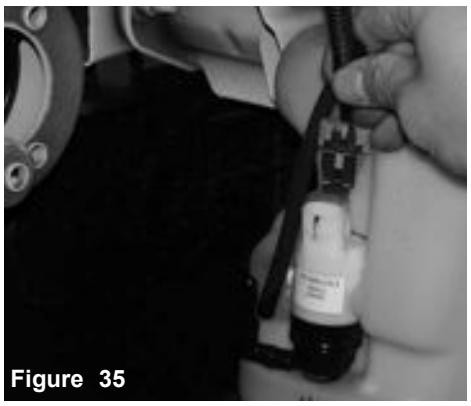


Figure 35

The motor pump harness is disconnected from the motor pump


Figure 36

The enitre reservoir bottle is now ready to be pulled out of the bumper area.

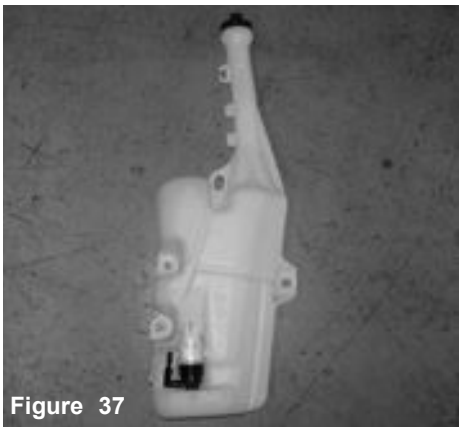


Figure 37

The reservooir bottle is out and now your ready to remove the spout cap, motor pump and grommet.


Figure 38

The cap is lifted and the ring is pulled off the spoout.


Figure 39

The cap ring is removed from the mouth of the spout.


Figure 40

The motor is now pulled out of the grommet as shown above.


Figure 40

The rubber grommet is now pulled out from the hole on the reservoir bottle.

Installing the new reservoir bottle

Figure 41

The reservoir bottle cap is removed from the original reservoir bottle and lined up to the new reservoir bottle as shown above.

Figure 42

The cap ring is firmly pressed over the reservoir spout. Note, align the tab on the ring to the notch on the reservoir spout. The cap should fit snug over the spout.

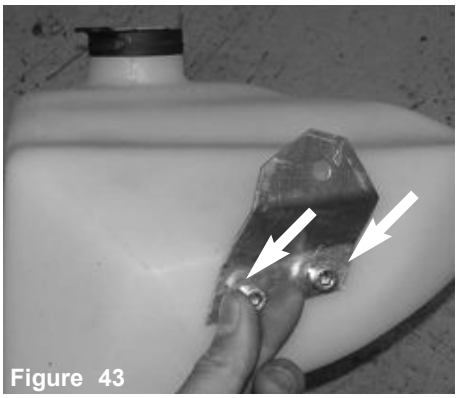


Figure 43

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.

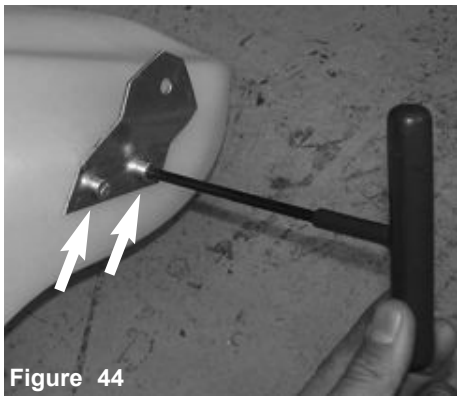


Figure 44

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

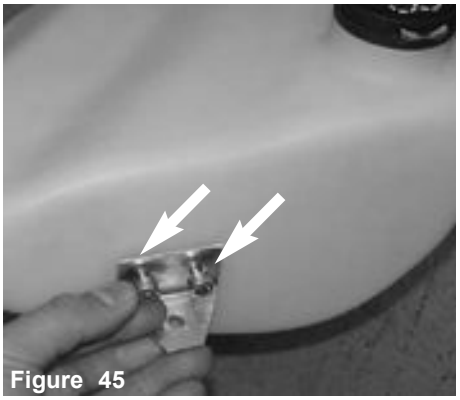


Figure 45

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

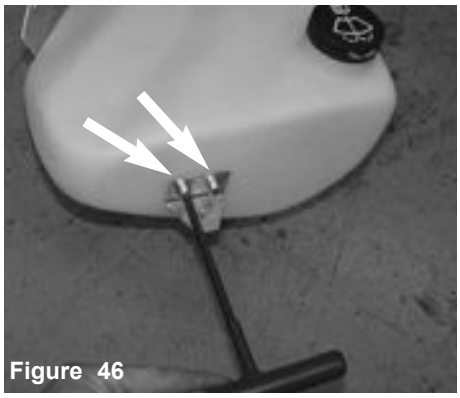


Figure 46

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

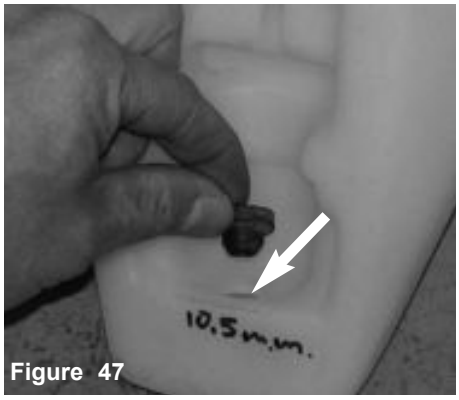


Figure 47

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

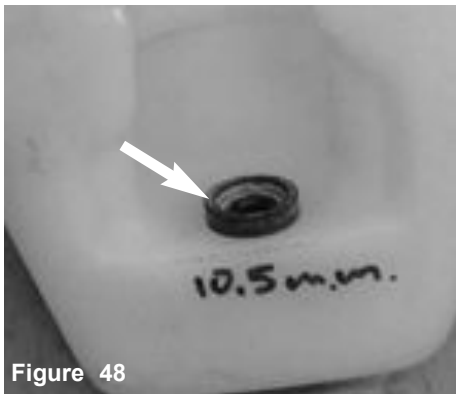


Figure 48

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

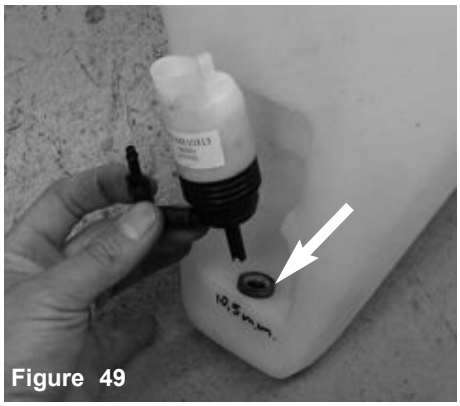


Figure 49

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

Figure 50

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

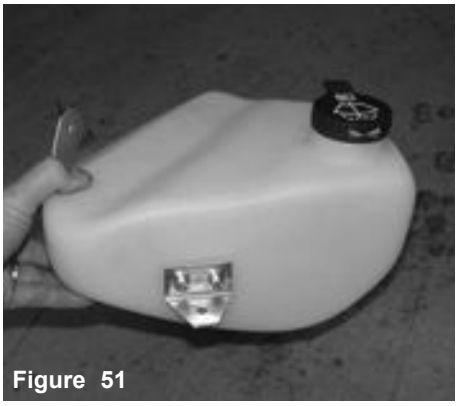


Figure 51

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

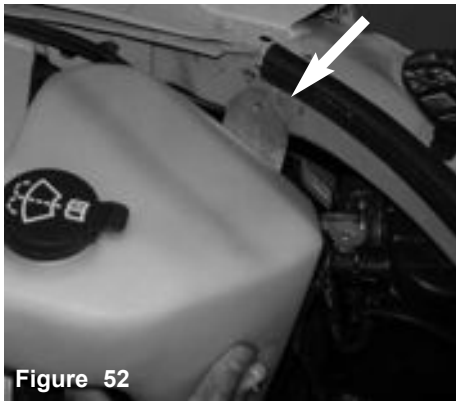


Figure 52

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

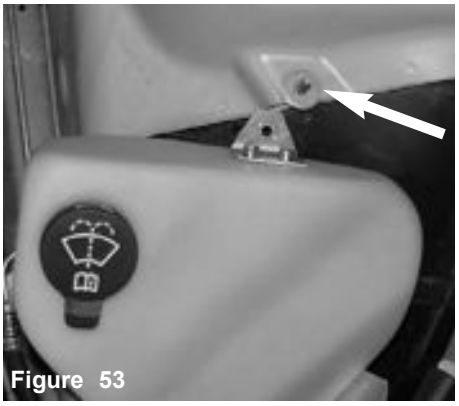


Figure 53

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

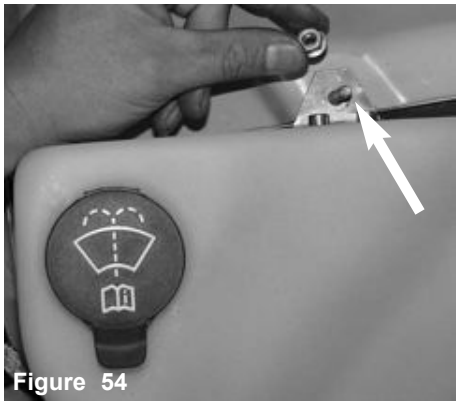


Figure 54

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


Figure 55

The top bracket nut is tightened with a 10mm socket

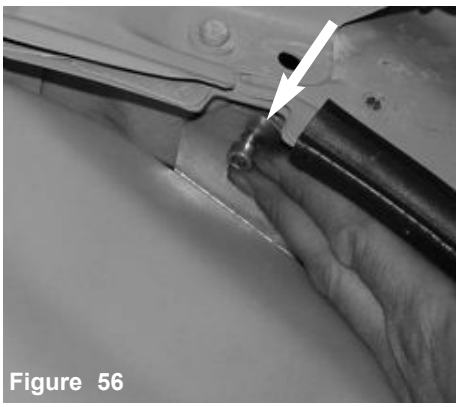


Figure 56

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

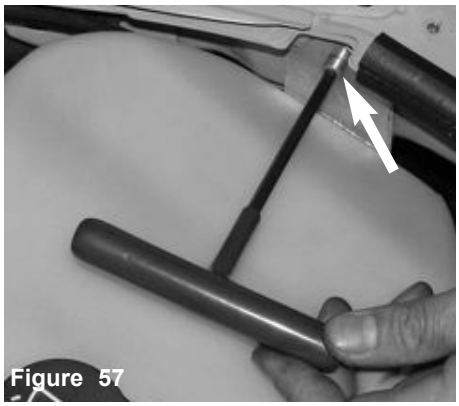


Figure 57

The side bracket is now tightened using an allen.

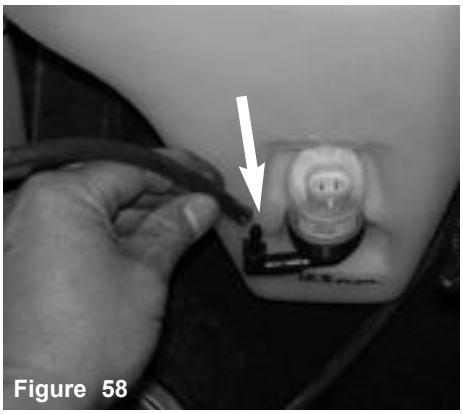


Figure 58

The ascending line is reconnected to the motor pump again.

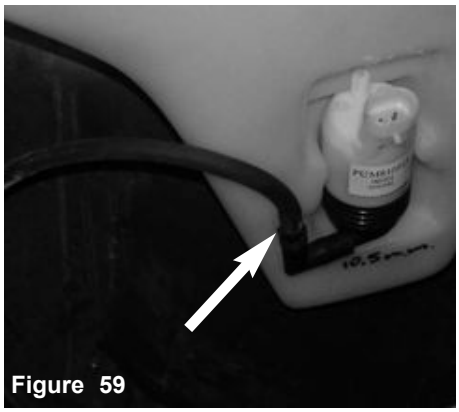


Figure 59

The ascending line is now connected.

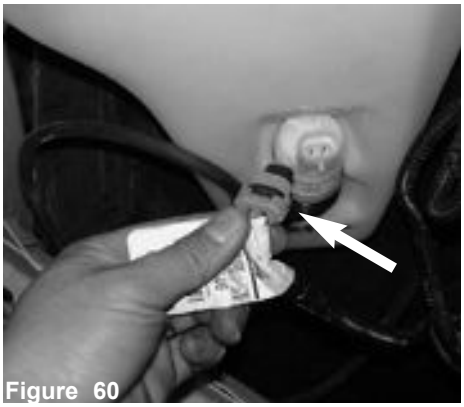


Figure 60

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


Figure 61

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


Figure 62

The installation of the reservoir bottle is now complete.


Figure 63

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

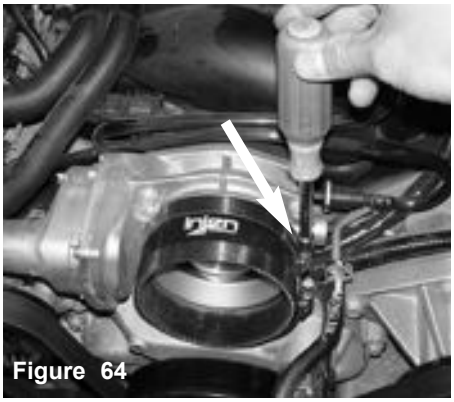


Figure 64

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


Figure 65

The 4” straight hose is now installed.

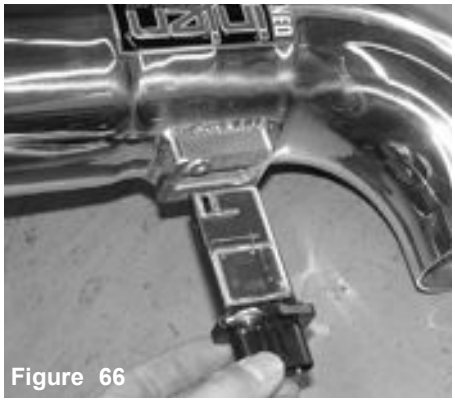


Figure 66

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

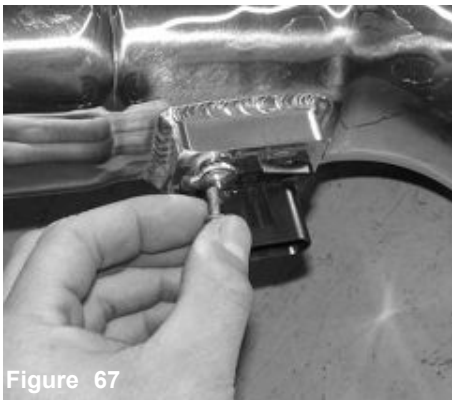


Figure 67

Use two m4 x 10mm bolts to secure the mass air flow sensor to the machined sensor adapter.

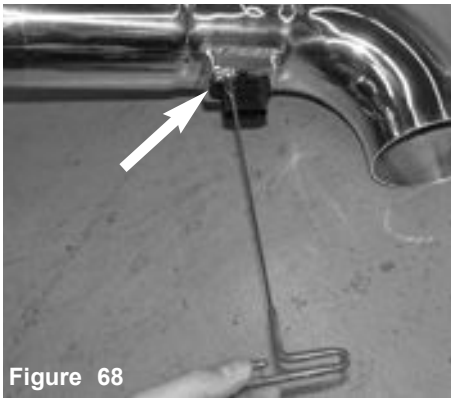


Figure 68

Use an allen wrench to tighten the m4 bolts.


Figure 69

Once you have secured the mass air flow sensor with the m4 bolts, continue to lower the intake into the engine compartment.

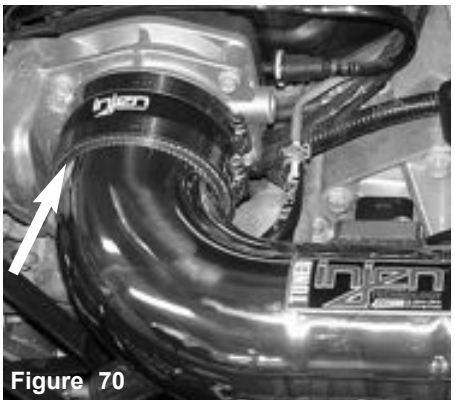


Figure 70

Insert the short end of the intake into the throttle body straight hose until it comes to a stop.

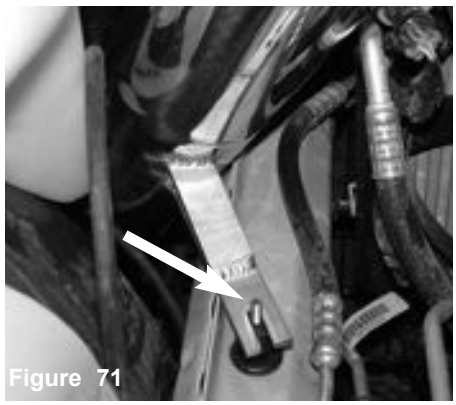


Figure 71

As the intake is pressed into the throttle body straight hose, the intake bracket is aligned to the vibra-mount stud.

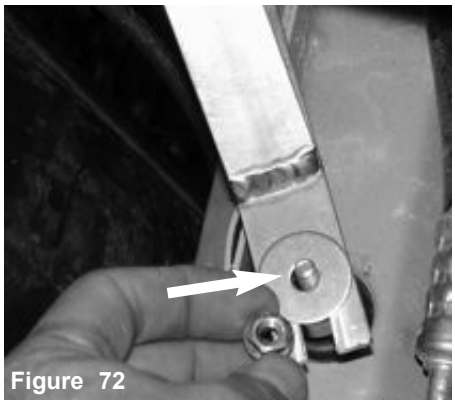


Figure 72

The fender washer and flange nut are used to secure the intake to the vibra-mount.

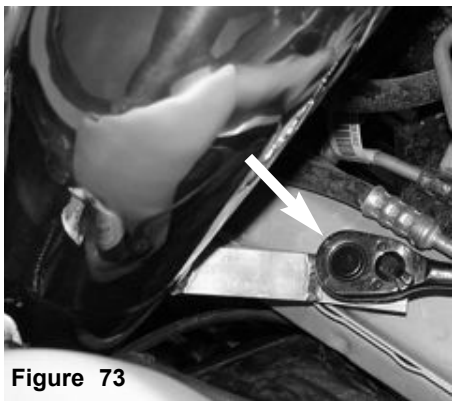


Figure 73

A 10mm socket is used to tighten the m6 flange nut.

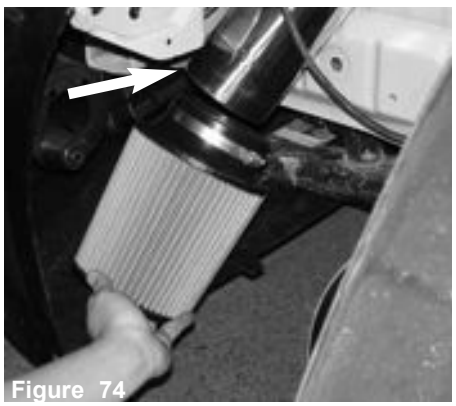


Figure 74

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

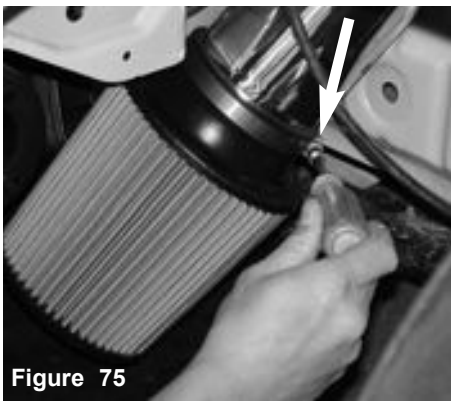


Figure 75

The filter is pressed over the end of the intake and the filter clamp is tightened.

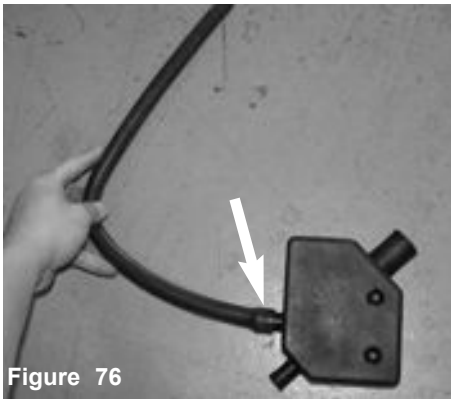


Figure 76

The 10mm hose is pressed over the CCV box **open port** as shown above. ***Note: Make sure it is the open port and not the sealed port.***

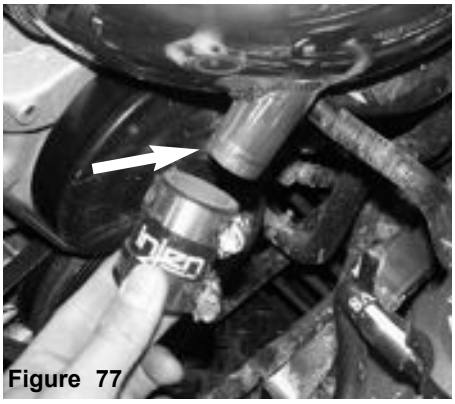


Figure 77

The 1 1/8" vacuum hose is pressed over the large intake port. The small clamps are placed over the hose as shown in this picture.

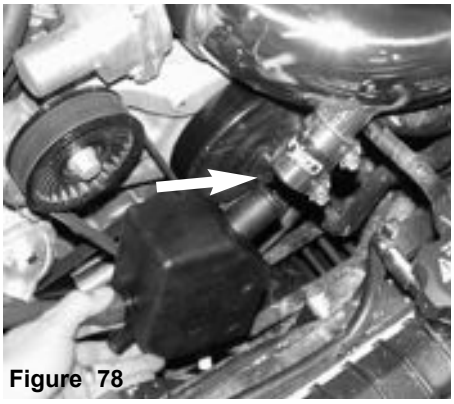


Figure 78

Take the CCV box and insert larger port into the 1 1/8" hose placed on the intake port.

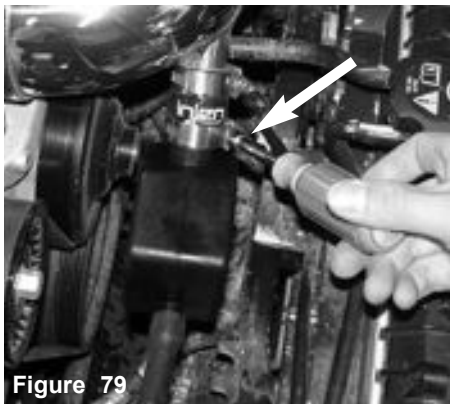


Figure 79

The clamp over the CCV box is now tightened

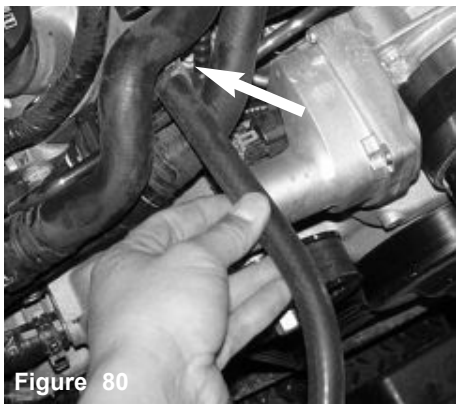


Figure 80

The 10mm hose on the CCV box is pressed over the crankcase port.

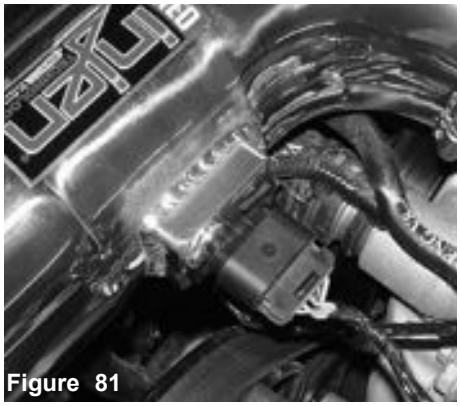


Figure 81

Press the electrical sensor harness over the mass air flow sensor until it snaps in place.

Figure 82

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

Figure 83

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.

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.