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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 M.R. step down process, Air Fusion and built-in air intake horns.

**Part number PF7041
2009-11 Cadillac CTS-V
Supercharged 6.2l V8**

- 1- 4" diameter intake system
- 1- 4" neck Injen/AMSOIL (#1026)
- 1- **4" 90 degree elbow (#3189)**
- 2- Power clamps 064/.462 (#4006)
- 2- M4 Button head screws (#6047)
- 1- **Short/Long vibramount (#6020)**
- 1- M6 nut (#6002)
- 1- Fender washer (#6010)
- 2- M6 x 20mm bolt (#6037)
- 1- Wire tie (#8014)
- 1- Bracket extension (#20025)
- 1- **Horn relocation bracket (#20111)**
- 1- **Engine cover bracket (#20110)**
- 1- 6 page instruction

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: 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.

M.R. Technology, Leading the way Patent# 7,359,795



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 for safety purposes.



Figure 4

Remove the strut tower cover on the drivers side.

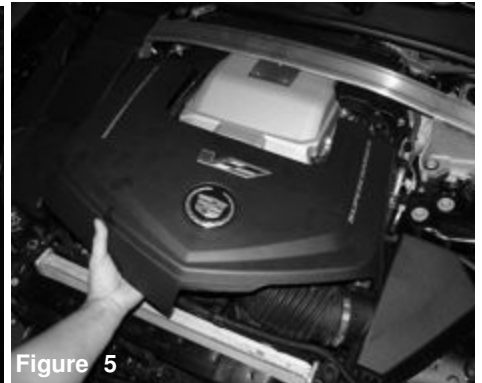


Figure 5

Remove the engine cover



Figure 6

Use a 10mm socket/ratchet and remove the 10mm bolts on the stock air box assembly located on the drivers side shock tower

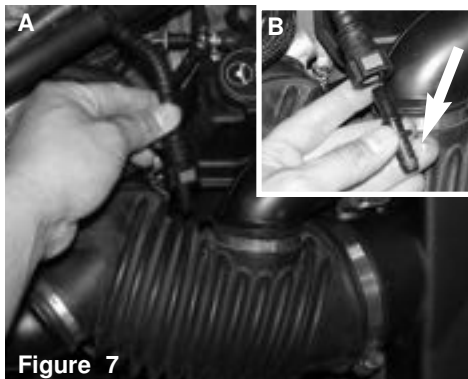


Figure 7

Figure A: Pull the crank case vent tube out of the factory air duct. **Figure B:** Press the gray tab on the vent tube end and remove the plastic barbed fitting

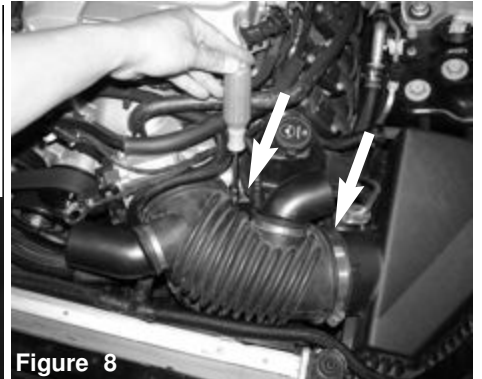


Figure 8

Use a 8mm nut drive and loosen the two clamps on the air duct located on the throttlebody side and the air box assembly side indicated by the two arrows



Figure 9

You may now remove the air duct

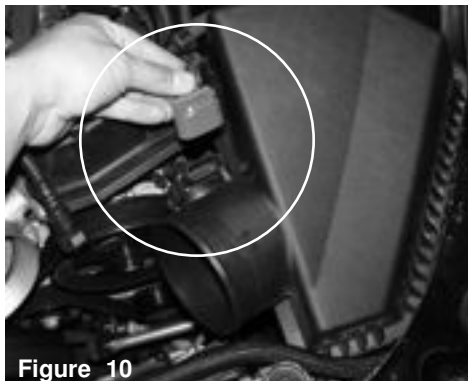


Figure 10

Detach the MAF sensor harness from the MAF sensor

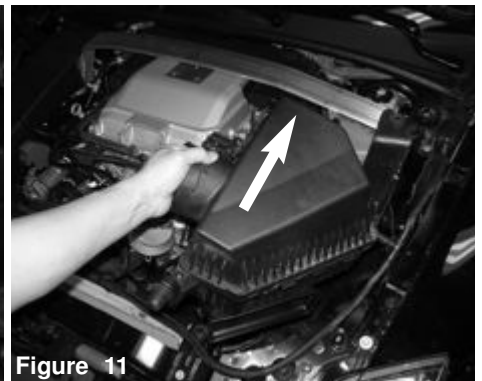


Figure 11

Firmly push the air box assembly backwards and then lift the air box assembly out of the engine bay.

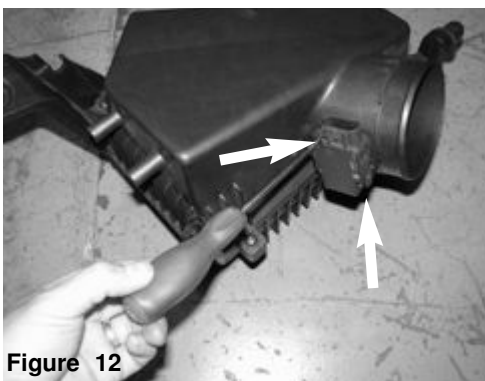


Figure 12

Use a T2.5m allen driver to remove the two screws attaching the MAF sensor to the factory air box assembly

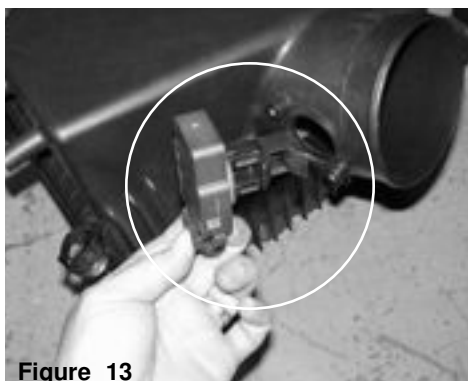


Figure 13

Now remove the MAF sensor out of the factory air box assembly



Figure 14

Use a jack and lift the front driver side vehicle up. Make sure you put a jackstand underneath the vehicle for safety purposes. Refer to owners manual for proper lifting points to avoid frame damage



Figure 15

Use a 22mm lug wrench and remove the 5 lug bolts from the drivers side wheel



Figure 16

With the car lifted and the wheel lugs removed, continue to remove the drivers side wheel.

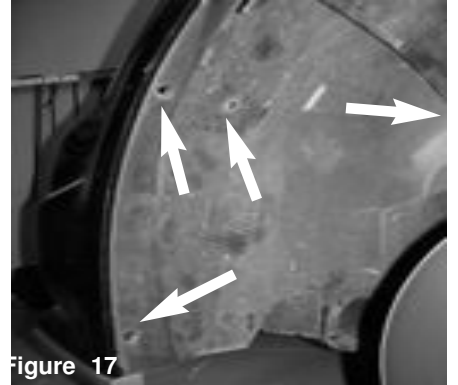


Figure 17

Locate the four plastic retaining clips on the front wheel well cover

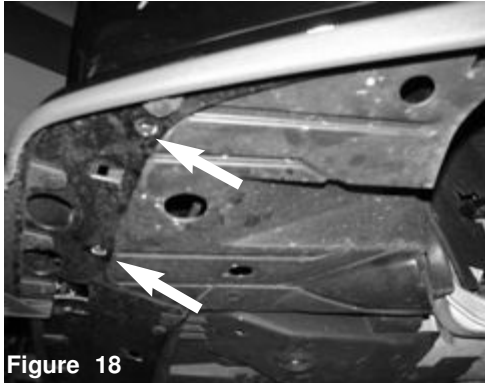


Figure 18

Remove the two plastic clips on the lower part of the driverside wheel well cover located below the driverside front bumper



Figure 19

With all plastic retaining clips removed, you may now pull back on the wheel well cover to access the bumper cavity

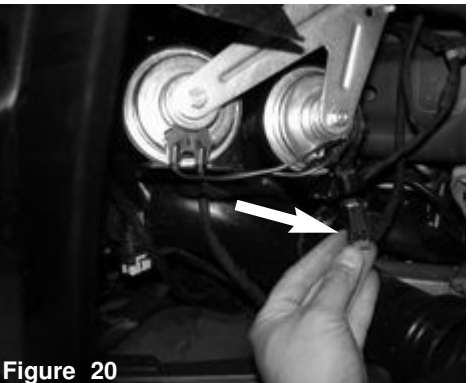


Figure 20

Unplug the electrical harness connected to the horns located in the bumper cavity.

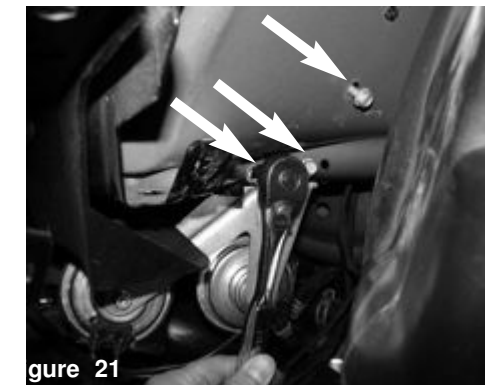


Figure 21

Use a 10mm socket and ratchet to remove the three M6 bolts attaching the horn bracket to the chassis.

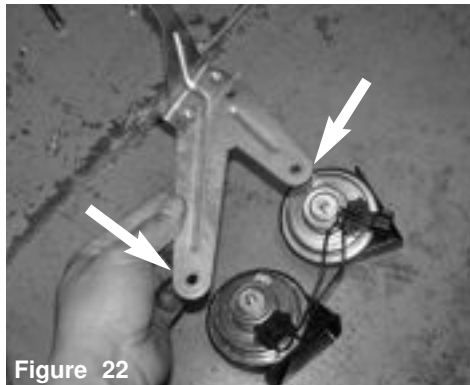


Figure 22

Horn assembly can now be removed from bumper cavity. Use a 10mm socket & ratchet and remove the two M6 nuts to detach the horns from the factory bracket

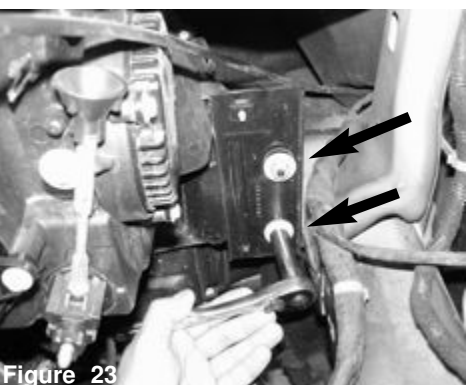


Figure 23

Looking from the engine bay. Underneath the drivers side headlight, locate the two 13mm nuts and remove them.

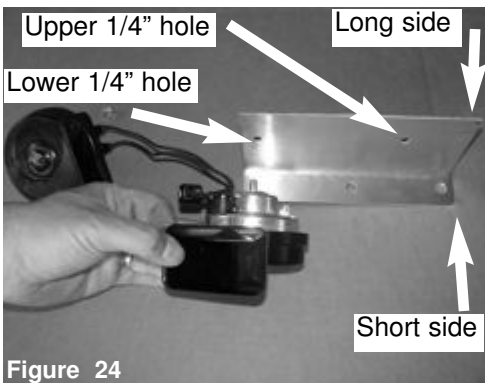


Figure 24

Position the Injen supplied horn bracket as illustrated in the photo and place the horn with the electrical tab into the lower 1/4" hole on the right side of the "long side" of the bracket. The second horn will be attached to the bracket after the bracket is attached to the chassis

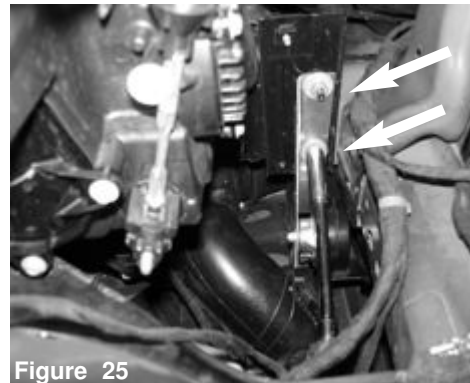


Figure 25

Now attach the Injen horn bracket to the two studs located on the factory bracket located underneath the headlight from figure 23. Re-use the factory 13mm nuts and attach the horn bracket to the chassis



Figure 26

Place the second horn into the upper 1/4" hole on the left side of the bracket. Re-use the 10mm nut to secure the horn to the bracket



Figure 27

Re-attach the horn wire harness to the lower horn

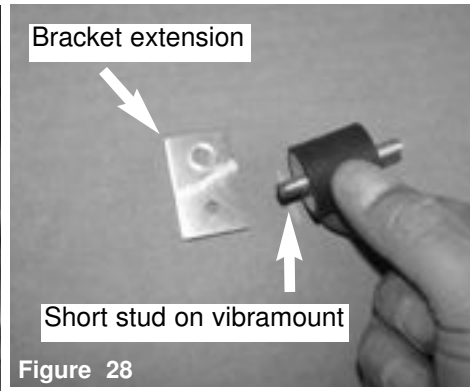


Figure 28

Place the short ended stud on the vibra mount and screw it into the threaded hole on the bracket extension

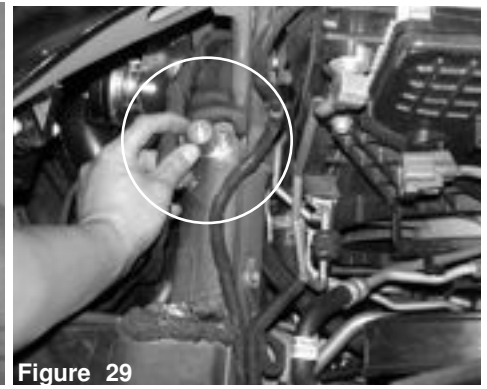


Figure 29

Place the bracket and vibramount. Locate the pre-threaded hole located on top of the frame located in-between the drivers side headlight and radiator support.

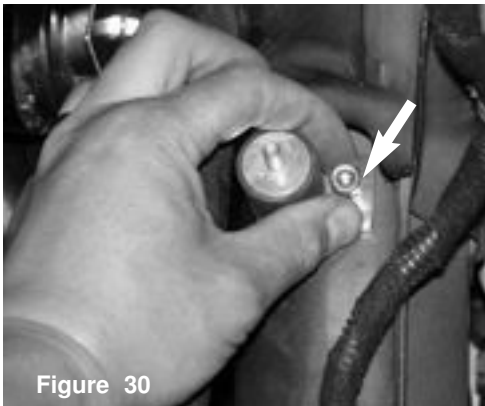


Figure 30

Place the M6X20 allen bolt onto the bracket securing it to the pre-threaded hole located on the frame in figure 29

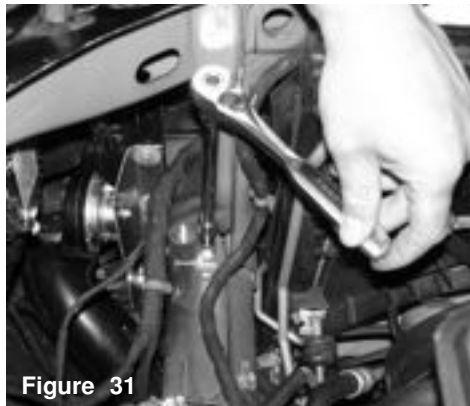


Figure 31

Use a 5mm allen socket and tighten M6X20 allen bolt to secure it to the frame



Figure 32

Place two #64 clamps on the 4.0" 90degree elbow and place one side onto throttlebody.



Figure 33

Place the MAF sensor remove from factory air box in figure 13 onto the Injen pipe.

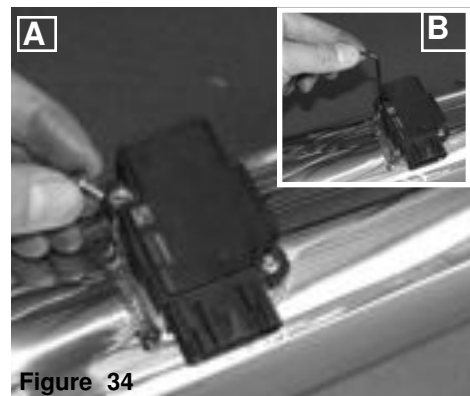


Figure 34

Figure A: Place two M4 allen head bolts onto the MAF sensor. **Figure B:** Use a 2.5mm allen wrench



Figure 35

Lower the Injen intake tube into the bumper cavity through the engine bay

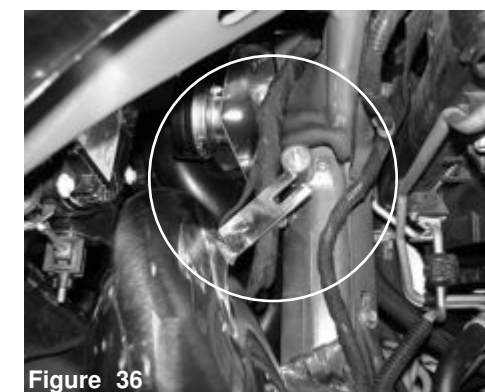


Figure 36

Line up the intake bracket to the vibramount from figure 29.

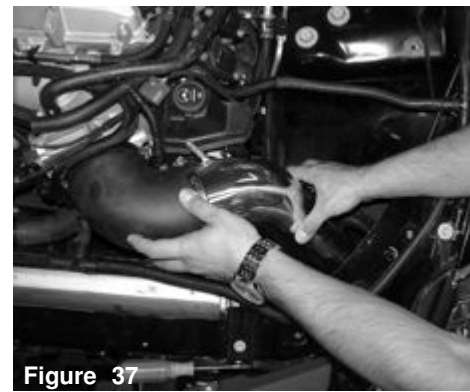


Figure 37

Connect the intake pipe to the 4.0" 90 degree elbow. Leave all clamps loose until the pipe and hose have been adjusted for best possible fit.



Figure 38

Once you have checked for best fitment, continue to tighten both clamps on the 4.0" 90 degree elbow.

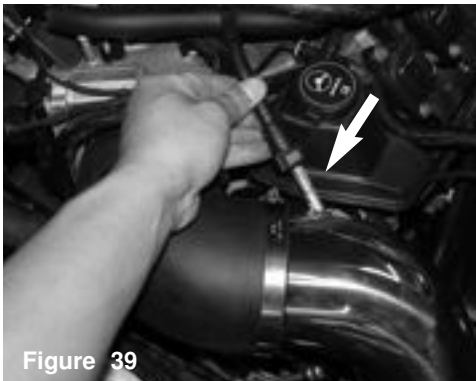


Figure 39

Connect the crank case ventilation tube to the machined nipple welded to the intake pipe. Make sure you hear a click to confirm connection

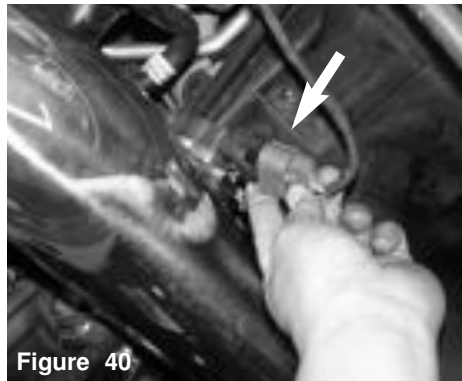


Figure 40

Connect the MAF sensor harness to the MAF sensor on the intake pipe.



Figure 41

Place a M6 nut and fender washer onto the intake bracket from figure 36.

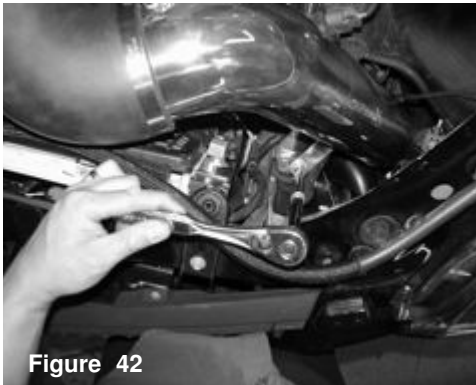


Figure 42

Use a 10mm socket and ratchet to tighten the nut securing the intake to the vibra mount

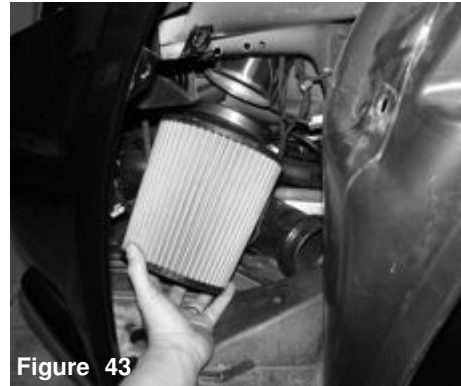


Figure 43

Place the filter onto the pipe from the wheel well cover

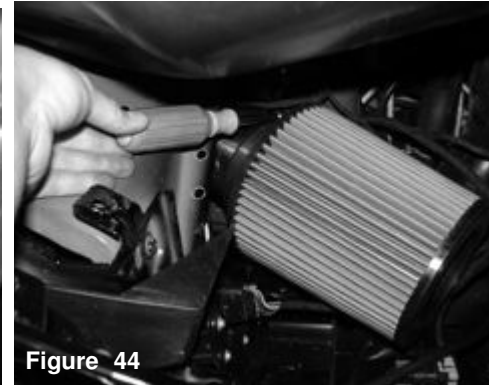


Figure 44

Use a 8mm nut driver and secure the clamp to the filter

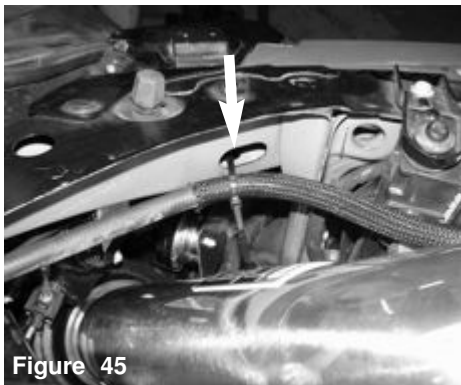


Figure 45

Use the wire tie and secure the coolant line to the radiator support.

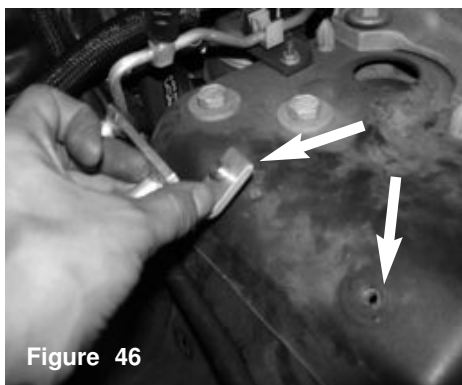


Figure 46

Locate the two threaded holes on the driver side strut tower. Place the strut tower bracket with a M6x20 bolt onto the left threaded hole



Figure 47

Use a 5mm allen key to secure the bracket to the strut tower

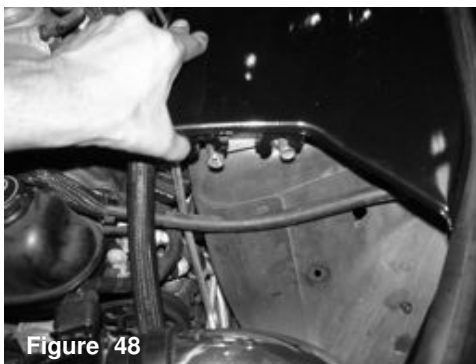


Figure 48

You may now reinstall the driverside strut tower cover from figure 4.



Figure 49

Re-install the engine cover



Figure 50
Congratulations! You have just completed the installation of one of the best air intake systems made.

Figure 51
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.