Part number PF9021
2007-08 Ford Mustang V6 4.0L

1- MR Tech Cast aluminum intake	(#12034)
1- 8” inverted top power filter	(#1022)
1- Powder coated heat shield	(#11035)
1- 4” straight hose	(#3129)
1- 3” x 3 1/4” step hose	(#3134)
1- 2” long 17mm hose	(#3080)
1- 23” Foam rubber trim	(#6058)
1- 4” velocity stack	(#6045)
1- Power-band **(.362)**.048	(#4004)
1- Power-band **(.412)**.056	(#4005)
2- Power-bands **(.462)**.064	(#4006)
1- mini-clamps .110	(#4007)
4- m6 x 12mm socket bolt	(#6056)
1- m6 x 20mm socket bolt	(#6073)
2- fender washers	(#6010)
1- m6 flange nut	(#6002)
1- 5 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 Inserts
Published and patent pending

Note: Injen recommends that you have a professional mechanic remove the air intake cleaner and air intake duct. In some cases the air resonator box, battery and battery tray will be removed prior to the 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!”
Don’t settle for less, buy Injen Technology products, the company that knows how to build power.

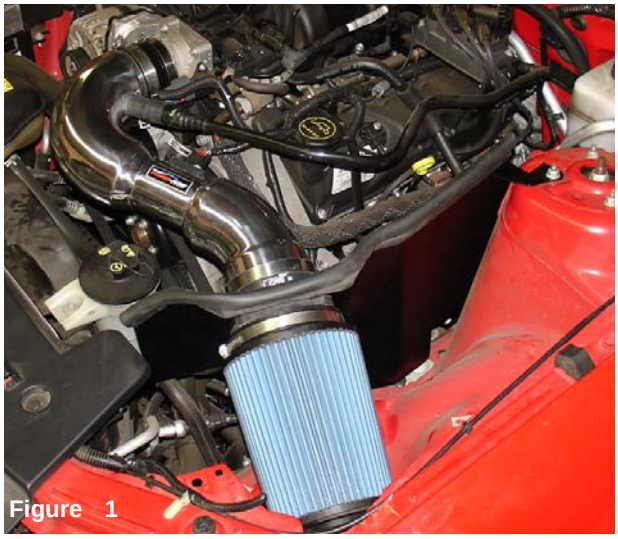
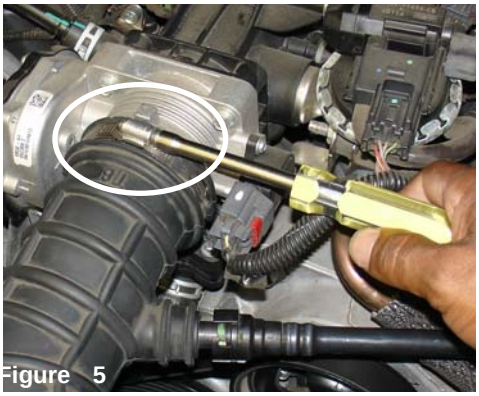


Figure 1


Figure 2

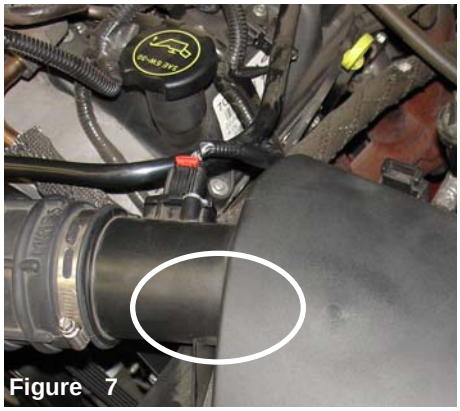
Stock air box cleaner and air intake duct.

Mass air flow sensor harness clip is disconnected.

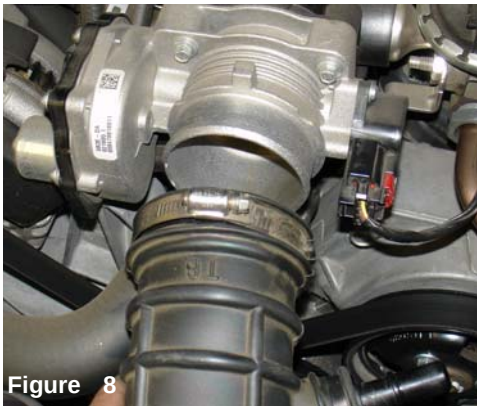


The clamp on the air intake duct is loosened.

The crank case hard pipe breather line is disconnected.

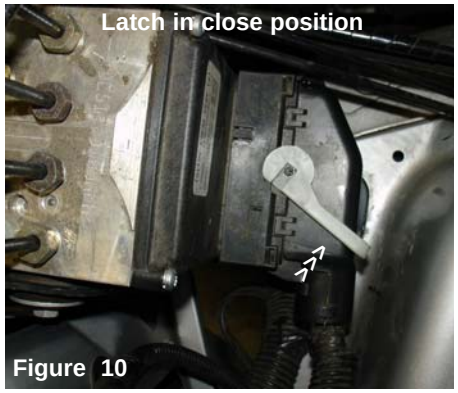


The bolt holding the air box bracket is loosened and removed. This will allow the air box to be pulled out of the engine compartment.

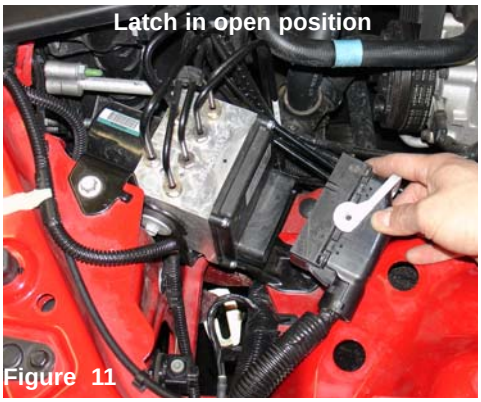


Once the clamp has been loosened continue to remove the air duct from the throttle body.

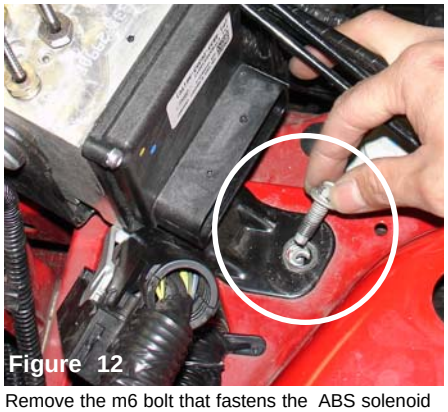
Remove the entire air intake duct and air intake cleaner from the engine compartment.



Vehicles equipped with ABS: Locate the ABS solenoid latch, Flip the latch over to the right and pull the harness clip out of the ABS box connector.



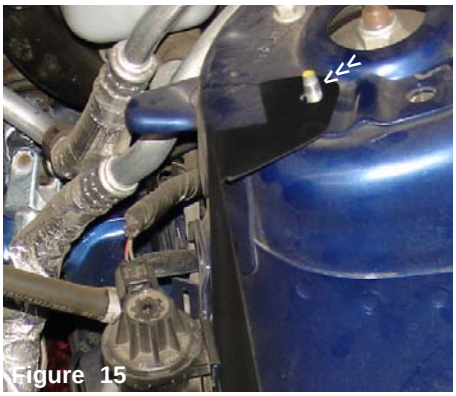
The latch is in the open position and the harness clip is removed from the ABS solenoid.



Remove the m6 bolt that fastens the ABS solenoid leg to the car frame.

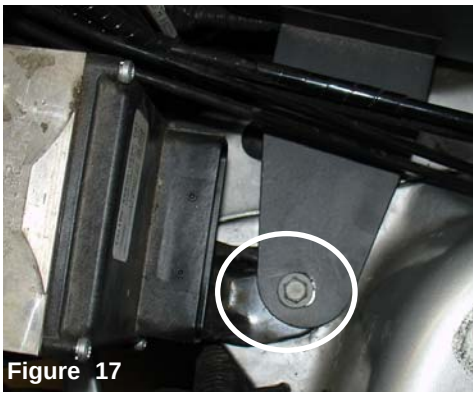
Remove the m8 bolt on top of the strut tower mount.

The heat shield is now lowered into the engine compartment and the top bracket is aligned to the strut tower mount and the lower bracket is aligned to the ABS solenoid.

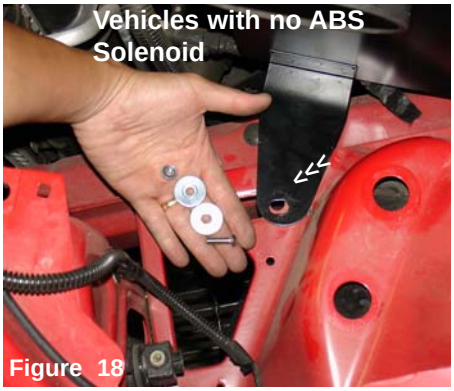


The top heat shield bracket is aligned to the stud on the strut tower mount as shown above.

The lower heat shield bracket is aligned with the hole over the ABS bracket.

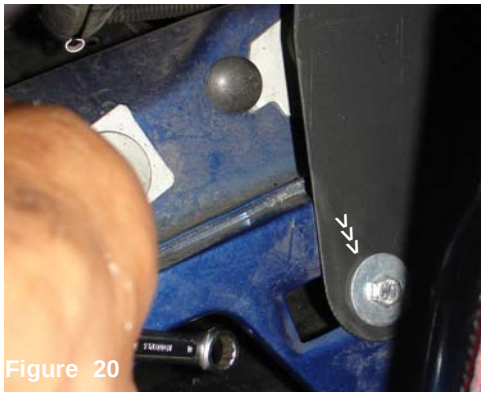


The heat shield bracket is secured with the stock bolt removed earlier.



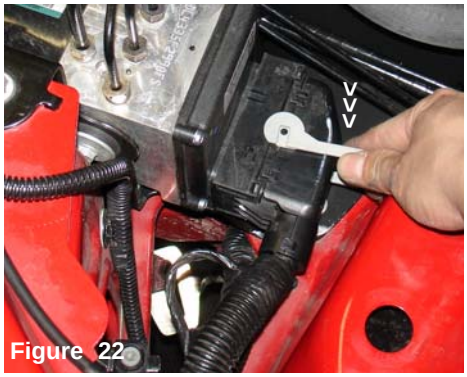
The m6 bolt, nut and two washers are used to bolt the bracket to the frame.

The m6 flange nut and washer is fastened from un.



A 10mm wrench or socket is used to tighten the m6 flange nut to the frame underneath.

A 12mm socket is used to tighten the nut over the heat shield.



The harness is re-connected to the ABS solenoid and the latch is pulled into the close position.

The composite velocity stack is now pressed into the filter neck, the clamp on the filter neck is tightened.

The assembled filter and velocity stack is now aligned to the four heatshield bolt holes.

The outlet side of the velocity stack is inserted into the heatshield and aligned to the bolt pattern.

The four m6 x 12mm bolts are used to fasten the velocity stack to the heat shield.


Figure 27

Take the vinyl trim and press it along the top edge of the heat shield.


Figure 28

The vinyl trim is firmly pressed on the edge of the heat shield.


Figure 29

Press the 4" straight hose over the velocity stack and use two .462 Power-bands, tighten the Power-band located on the velocity stack end.


Figure 30

Press the step hose with the power clamps over the throttle body. The throttle body should be butted up against the stop built in to the step hose.

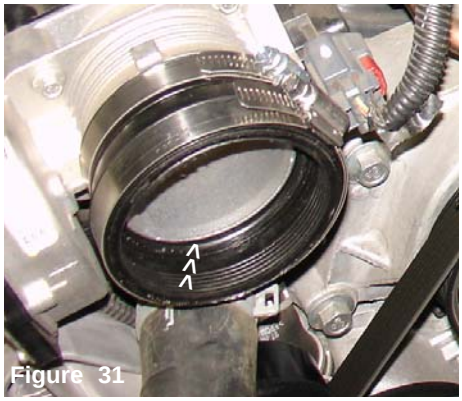


Figure 31

The throttle body lip is butted up against the step hose stop. Once you have installed the step hose, continue to tighten the clamp over the throttle body side.


Figure 32

Remove the stock bolts holding the mass air flow sensor in the sensor housing.

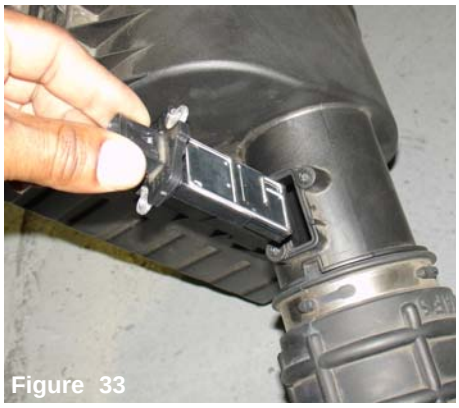


Figure 33

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


Figure 34

The mass air flow sensor is inserted into the machined sensor adapter located on the calibrated intake.


Figure 35

The stock bolts are used to fasten the mass air flow sensor into the machined sensor adapter.

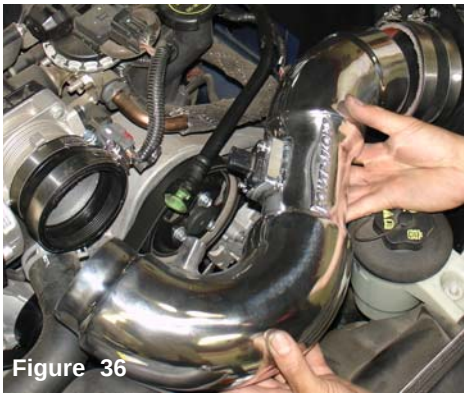


Figure 36

The cast aluminum intake is lowered into the engine compartment and the filter end is inserted into the 4 " straight hose.


Figure 37

The filter end of the intake is inserted into the 4" straight hose located on the velocity stack.

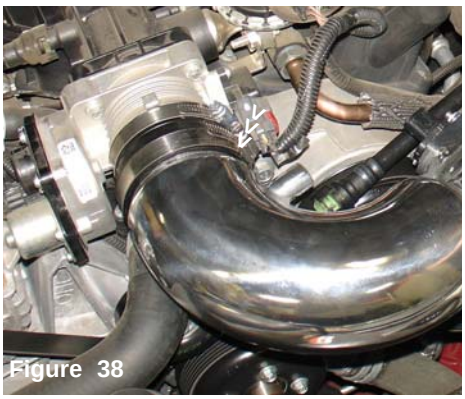


Figure 38

Once the filter end has been aligned with the 4" straight, continue to insert the upper end into the throttle body step hose.


Figure 39

Using pliers, remove the small clamp from the air duct breather port.


Figure 40

Remove the clamp and slide the plastic vacuum coupler out from the air intake duct.


Figure 41

Press the 2 inch- 17mm vacuum hose over the 3/4" end on the stock vacuum coupler as shown above.


Figure 42

Press the vacuum coupler with the 17mm hose into the crank case hard pipe as shown above.


Figure 43

The 17mm hose is pressed over the intake port. Use the small clamp in this kit to fasten the 17mm hose over the intake port.


Figure 44

The crankcase breather hose is now fully connected and installed.

Figure 45

The electrical harness clip is pressed over the mass air flow sensor, press until you hear the two snap together.


Figure 46

Congratulations! You have just completed the installation of the World's first tuned air intake system. No calibration will be required for the mass air flow sensor, the intake comes pre-tuned. **Do not change the filter at any point, use only Injen products when cleaning or replacing filters.**

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.