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 Inserts Published and 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 SP1386
2010 Hyundai genesis 2.0L turbo 4 cyl.

1- 1 piece Cold air intake system	
1- 3 1/2" **Injen/AMSOIL** Ea nano-fiber Performance Dry Filter	(#1021)
1- 1 1/8" x 3" long str. hose	(#3109)
1- 7" -10mm vacuum hose	(#3077)
1- 7" - 4mm vacuum hose	(#3104)
2- Hose clamps .020	(#4001)
1- m6 vibra-mount	(#6020)
1- m6 flange nut	(#6002)
1- fender washer	(#6010)
1- molded washer bottle	(#6084)
1- Upper washer bottle brkt.	(#20100)
1- 1/8" coupler	(#8007)
3- m6 x 12mm hex bolts	(#6056)
1- 9 page instruction	

Note:
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 244 Pioneer Place Pomona, CA 91768 USA

Note: This intake system was Dyno-tested with an Injen/AMSOIL performance filter. The use of any other filter or part will void the warranty and CARB exemption number.

All parts and accessories are available on line at "Injenonline.com

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. In addition to removing the bumper, you will also have to remove the air resonator box, battery and tray 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

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

Figure 1

Figure 2


Figure 3

Loosen all 6 screws located in each plastic pin until you are able to pull the entire pin out.


Figure 4

The first screw is loosened prior to being pulled out.

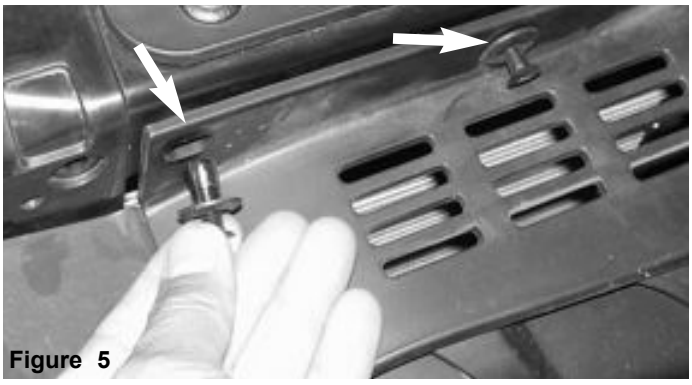


Figure 5

Once you have loosened all screws, continue pulling all 6 plastic pins


Figure 6

Remove the splash guard screw located over the passenger side wheel, repeat step on the driver side wheel.


Figure 7

Remove all four bottom screws holding the mudd guard to the lower bumper as a


Figure 8

The bump is now ready to be partially pulled away from the car frame, the fog light harness will need to be disconnected.


Figure 9

The fog lamp electrical harness is now disconnected from the lamp. Note: Not all models are equipped with fog lamps, if not equipped move on to the next step.

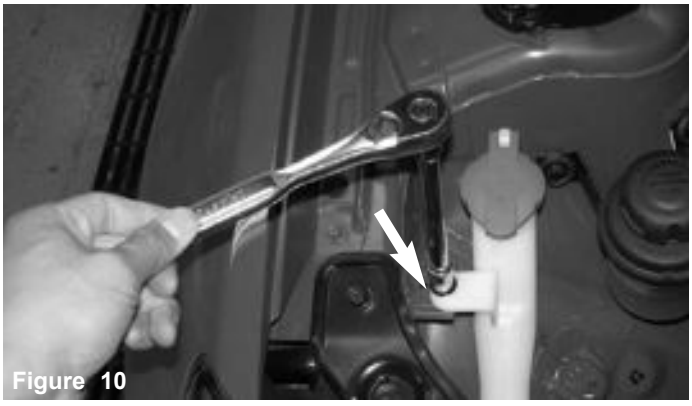
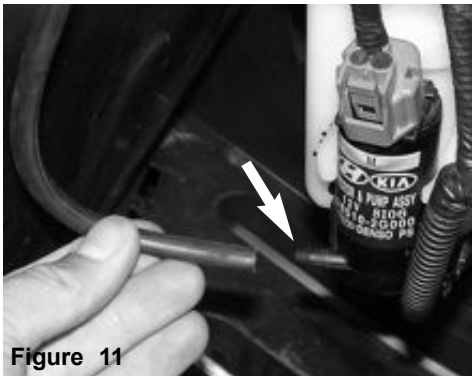


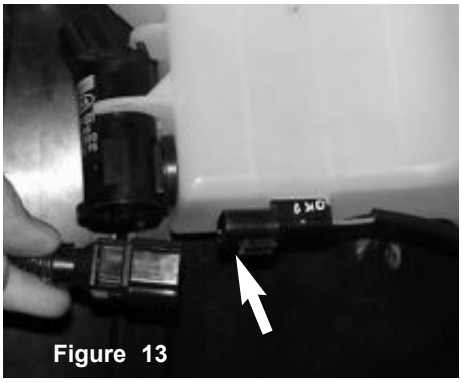
Figure 10

The bolt holding the spout to the fenderwell bracket is removed.

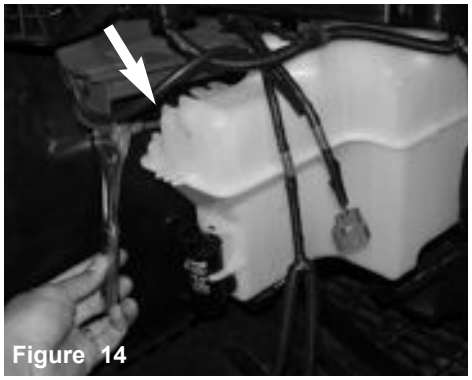


Now that the bumper has been removed, continue removing the water bottle. Start by removing the line connected to the motor.

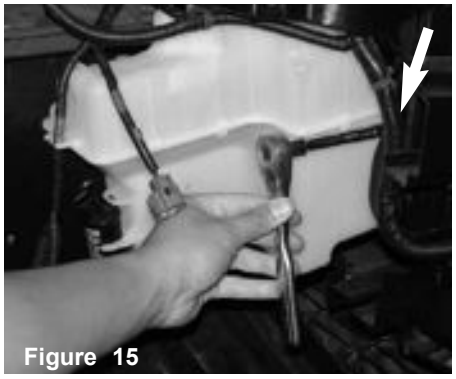
Remove the electrical harness clip from the top of the motor.



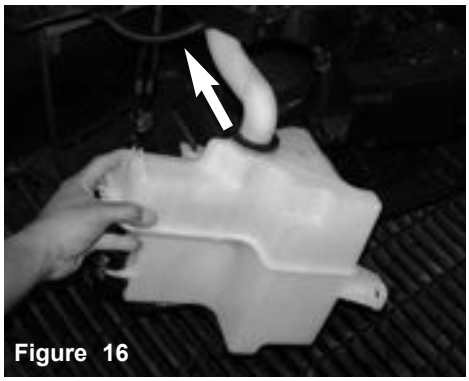
Disconnect the electrical harness clip connected to the level sensor.



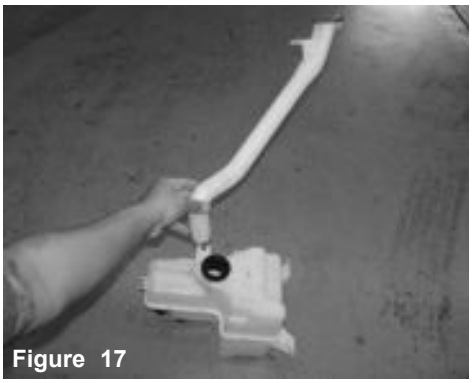
The first bolt securing the reservoir bottle to the frame is loosened and removed.



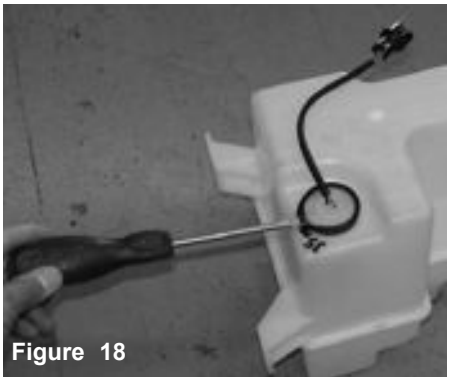
The second bolt is also removed as shown above.



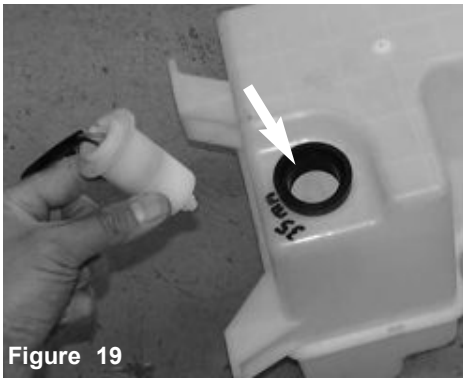
Once you have removed both bolts, continue to pull the entire reservoir bottlefrom the corner bumper.



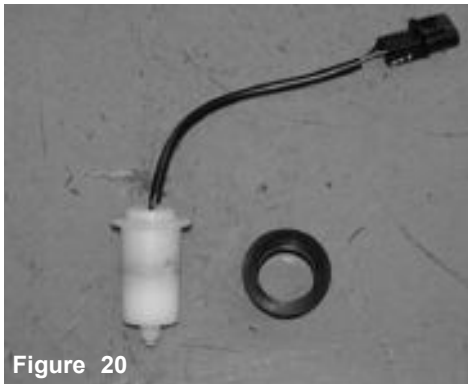
The long spout is pulled out of the grommet.



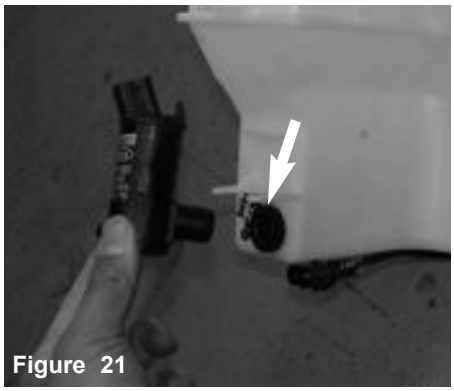
Using a flat head screwdriver, pop to motor sensor out of the bottom grommet. Once you have dislodged the sensor continue to pull the motor out.



The sensor motor is pulled out of the grommet. the grommet is now pulled out of the reservoir bottle.



The sensor motor and grommet is separated from the reservoir bottle to be used later in the instructions.



The motor pump is now dislodged from the grommet as shown above. The grommet is also removed from the reservoir bottle.

The motor pump and grommet is also separated from the reservoir bottle.

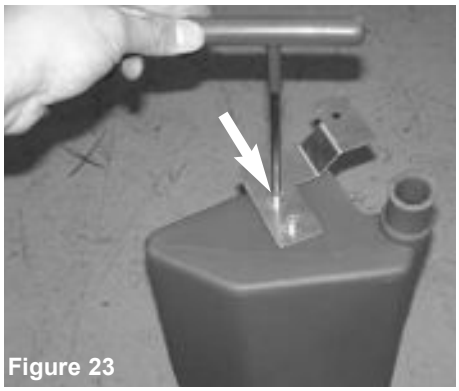


Figure 23

The bracket is aligned to the new reservoir bottle and the two m6 bolts are used to secure the bracket to the reservoir bottle.

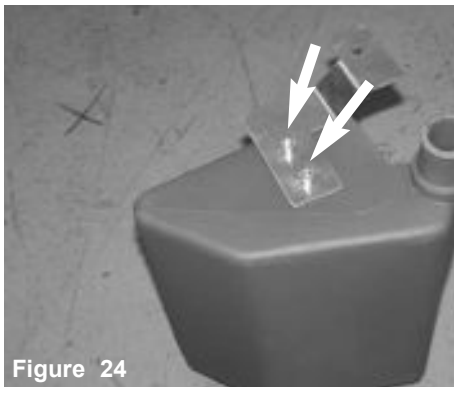


Figure 24

The bolts have been fastened over the bracket as shown above.

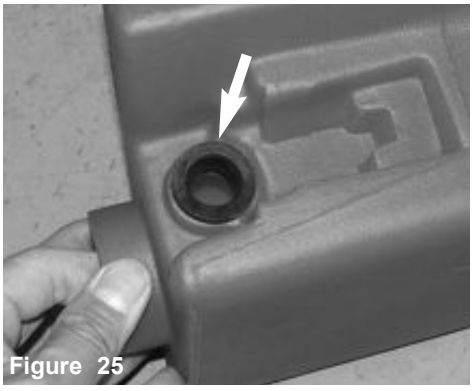


Figure 25

The grommet is aligned to the reservoir bottle and pressed into the pre-tapped hole.


Figure 26

The motor pump is now ready to be inserted into the new reservoir bottle.


Figure 27

The largerer stock grommet is pressed into the large pre-tapped hole.

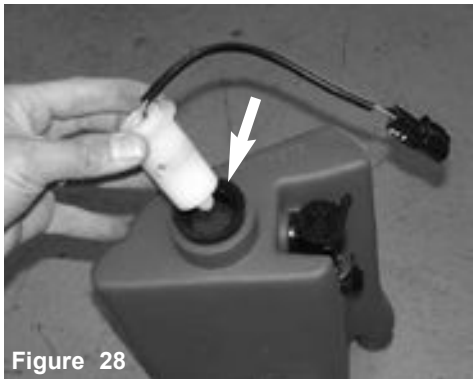


Figure 28

Once you have adjusted the large stock grommet to the bottle, continue to insert the sensor motor into the grommet.

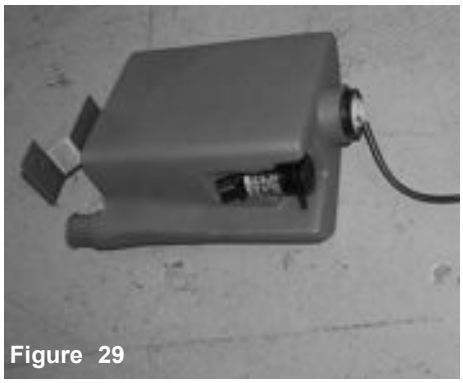


Figure 29

The reservoir bottle is now assembled and ready for the stock spout.

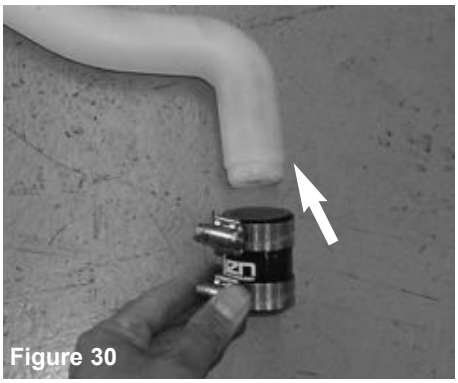


Figure 30

The 1 1/8” straight hose is aligned over the lower end of the spout.

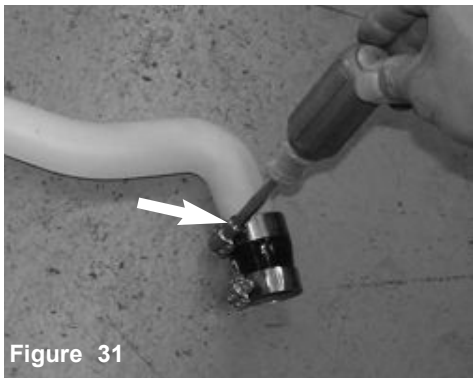


Figure 31

Once you have aligned the hose to the spout, continue to press the hose over. Tighten the clamp laying over the spout as shown above.

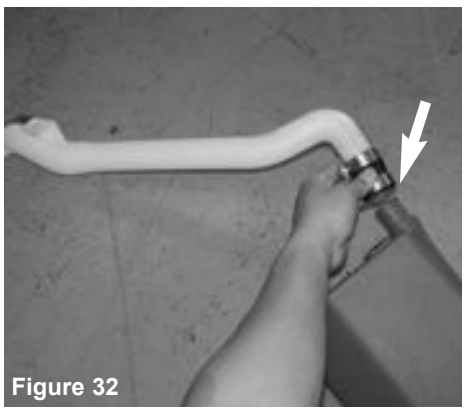


Figure 32

You are now ready to insert the stock spout over the reservoir bottle.


Figure 33

Align the spout in the correct position prior to installing the reservoir bottle.

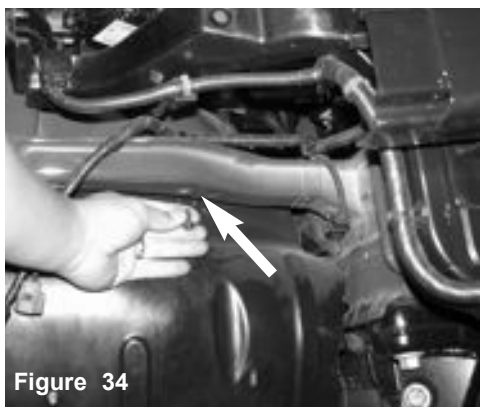


Figure 34

Use an m6 torx to remove the m6 bolt located in front crossmember on the passenger side.

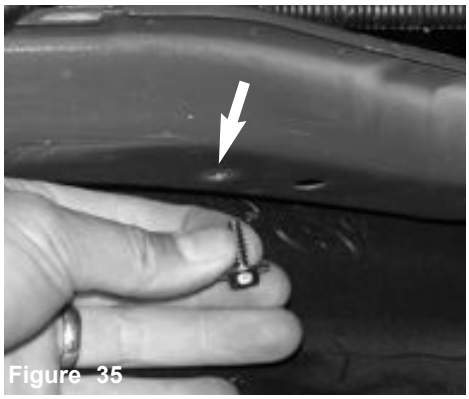


Figure 35

Close look at the m6 bolt as its being removed.

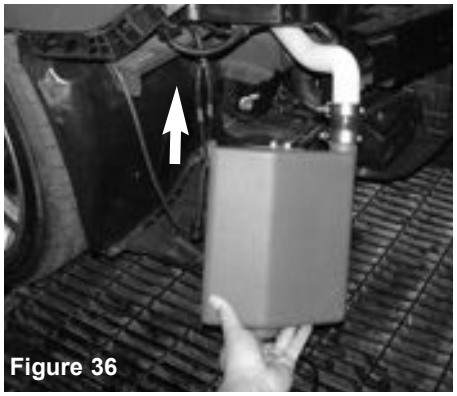


Figure 36

The assembled reservoir bottle is inserted into the bumper area to be installed.


Figure 37

The new reservoir bottle is raised into position as the bracket is lined up to the pre-tapped hole where the m6 bolt was removed from the crossmember.

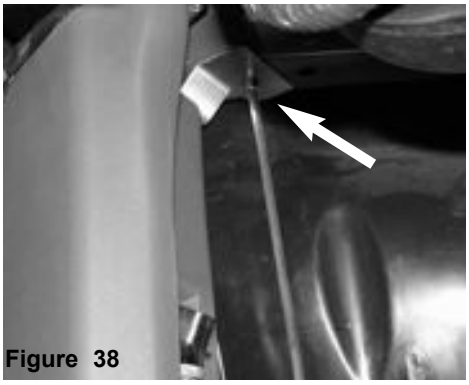


Figure 38

An m6 torx is used to tighten the m6 torx head bolt.

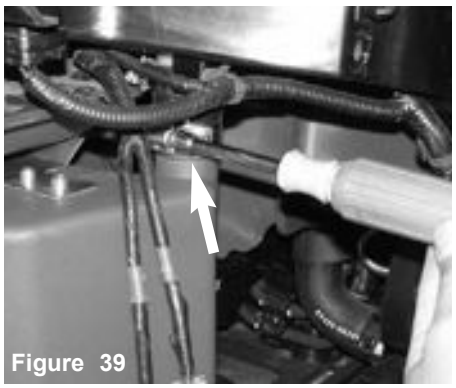


Figure 39

Once you have adjusted the reservoir bottle and stock spout, continue to tighten the hose clamp.

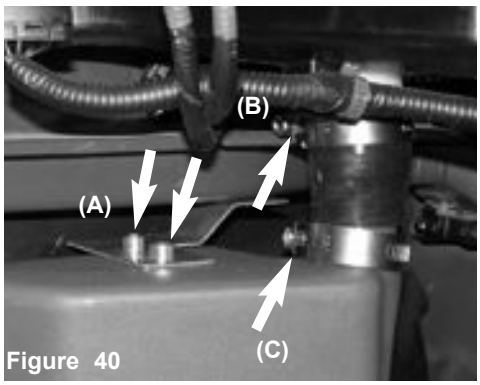


Figure 40

All clamps and bolts are installed and tightened on the reservoir bottle and spout.

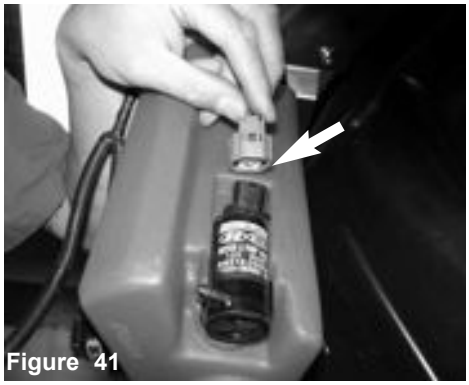


Figure 41

The electrical harness clip is lined up to the motor pump to be installed.

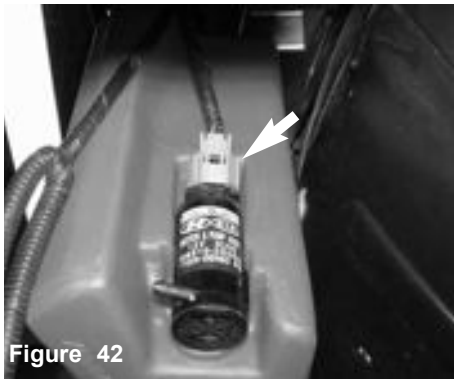


Figure 42

The electrical harness is pressed onto the motor pump until it snaps in place,


Figure 43

The 4mm extension hose supplied is pressed over the motor port.

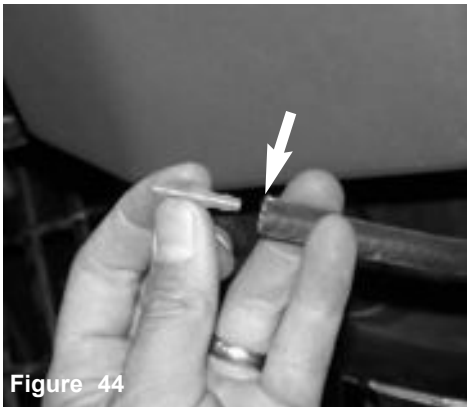


Figure 44

The 1/8” coupler is inserted into the end of the 4mm hose extension.

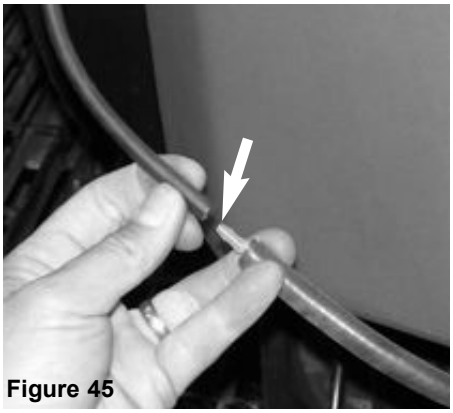


Figure 45

The 1/8” is inserted into the 4mm extension hose and the sprayer stock hose is pressed over 1/8” coupler.

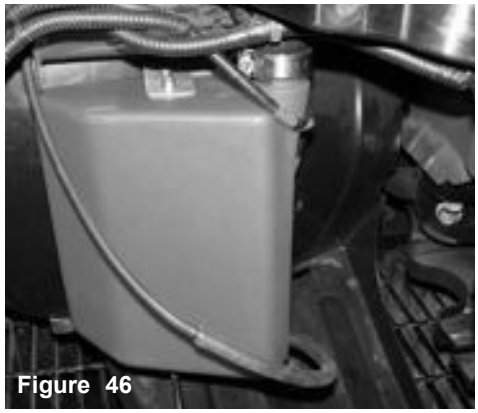


Figure 46

The 4mm extension hose and coupler is now installed.

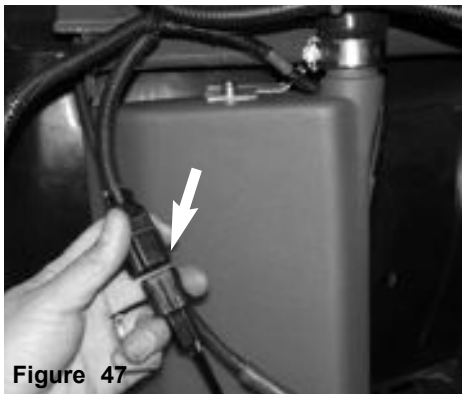


Figure 47

The electrical lower sensor harness are aligned as shown above.

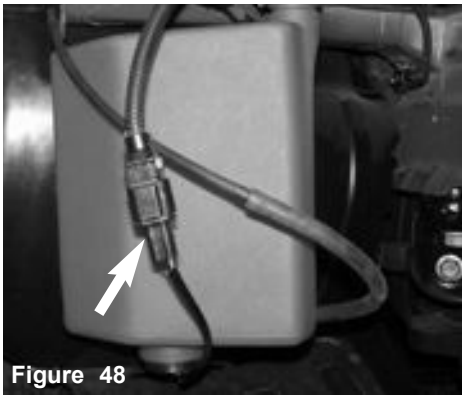


Figure 48

The electrical sensor harness are pressed together until they have snapped together in place.

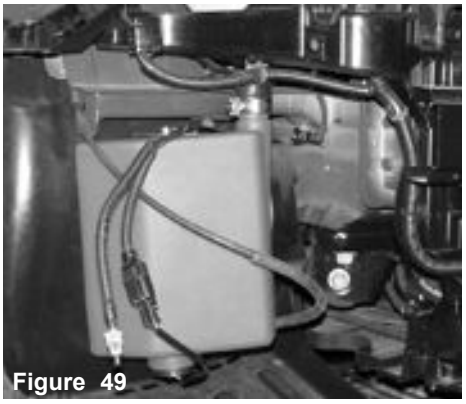
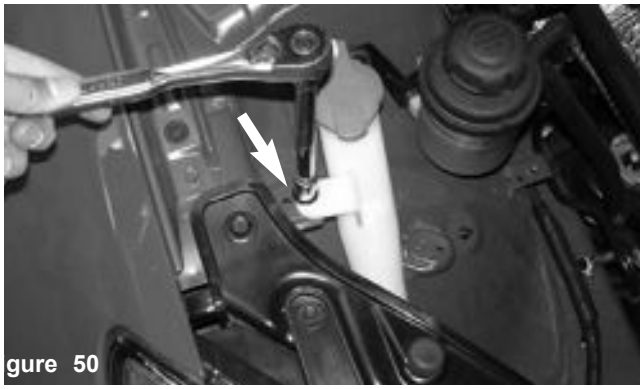


Figure 49

The new reservoir bottle is now installed.


gure 50

The reservoir bottle spout is fastened once again to the fenderwell brace, the stock bolt is used.

Figure 51

stock engine compartment


Figure 52

Use a phillips screwdriver to loosen and remove all four screws from the front air duct.

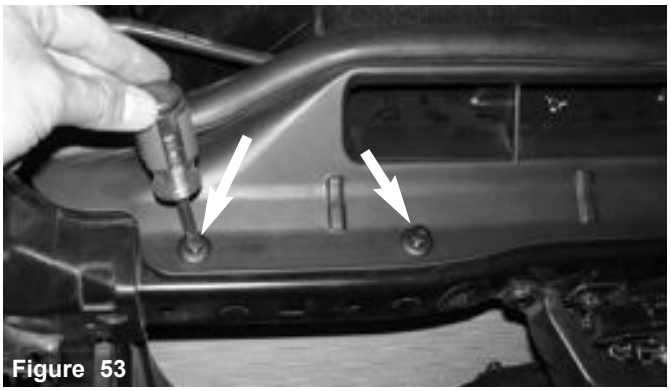


Figure 53

The screws are loosened and removed.


Figure 54

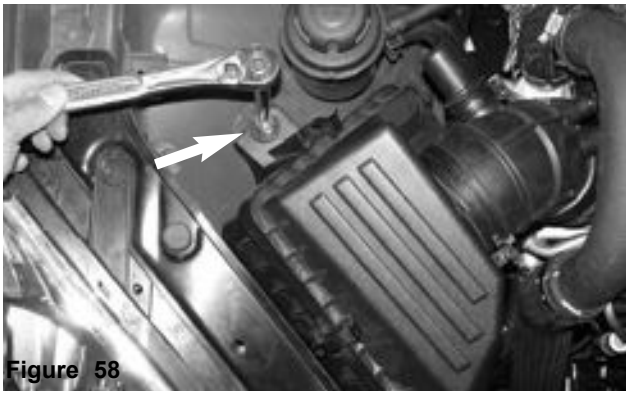
Once you have loosened the and pulled the screws, continue to pull the plastic clips out.

Figure 55

The front air scoop is now pulled out.

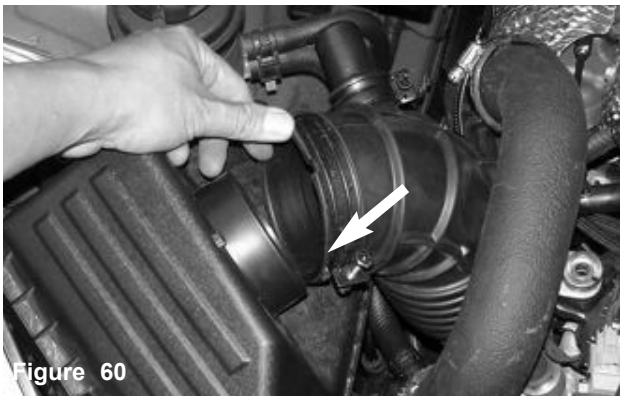
Loosen and remove the first m6 bolt located to the front of the air box cleaner.

Loosen the second m6 bolt located to the rear of the air box cleaner.



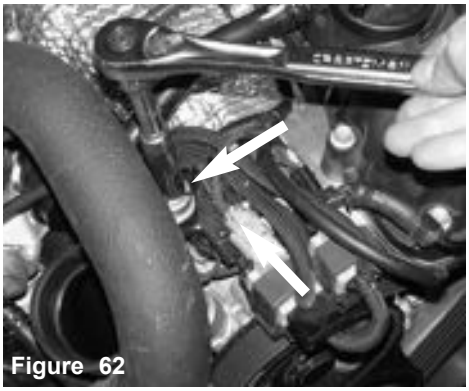
The third m6 bolt located on the fenderwell is loosened and removed.

Loosen clamp over the air duct that joins the air box cleaner and air intake duct.

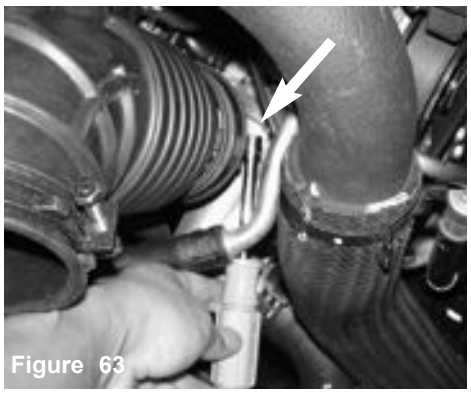


Once you have loosened the clamp on the air intake duct, continue to separate air box and air intake duct.

The air box cleaner is now ready to be pulled out of the engine compartment.

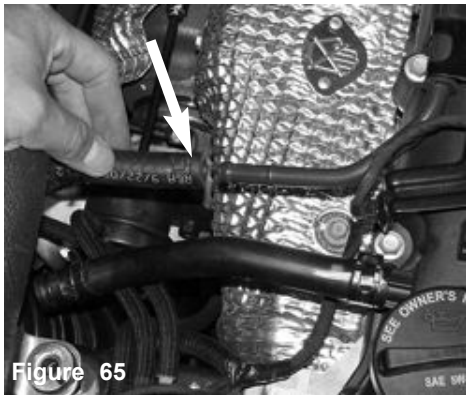


Loosen and removed the m8 bolt the fastens the charge pipe to the bracket.

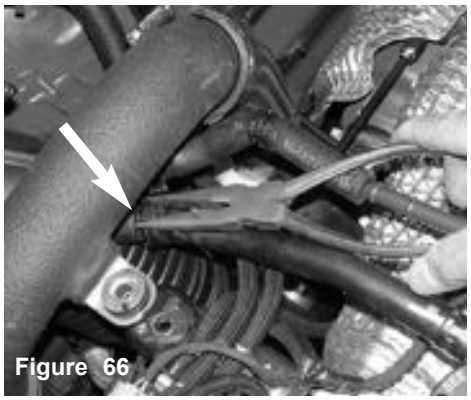


The turbo inlet clamp is now loosened in order to remove the turbo inlet.

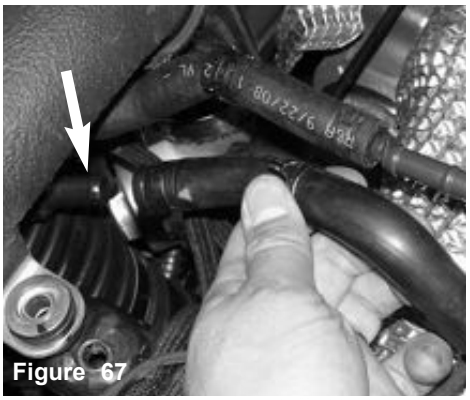
The rear crankcase hose clamp is compressed and moved forward.



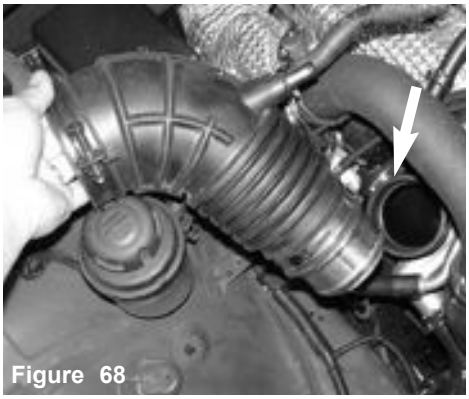
Once you have moved the tension clamp, continue to pull the hose away from the vacuum hard pipe.



Use the needle nose pliers to compress the tension clamp on the air intake duct as shown above.



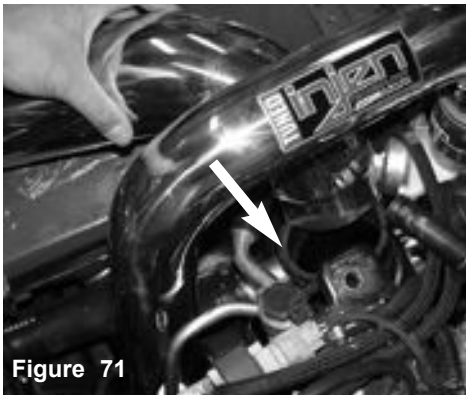
Once you have pulled the tension clamp away, continue to pull the crankcase hose away from the air duct port.



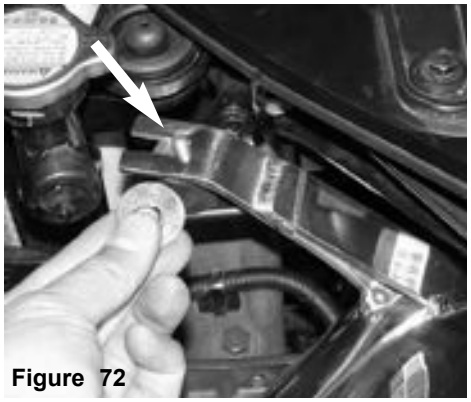
Both crankcase hoses are now removed, pull the air intake duct off the turbo.

The stock hose on the crankcase will be reused as shown above.

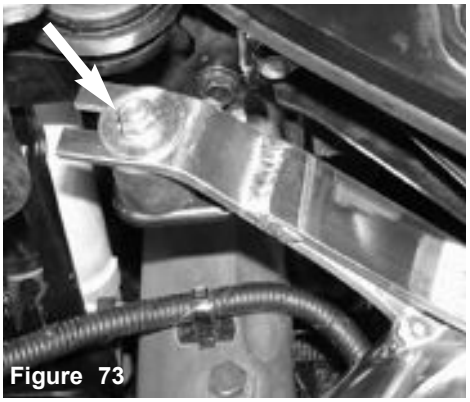
The vibra-mount is lined up to the air box brace located towards the front on the passenger side.



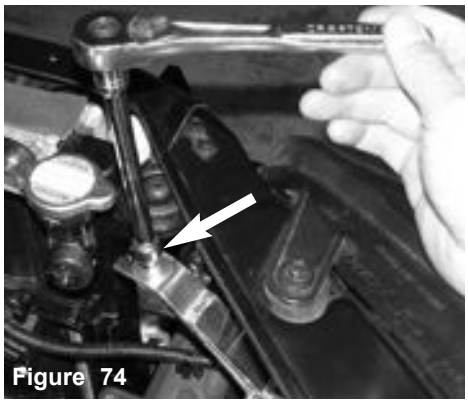
The intake is now lowered into position over the turbo inlet.



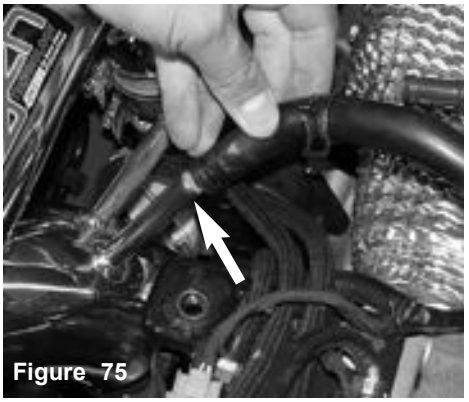
While the intake is lowered into the turbo inlet hose the intake bracket is lined up to the vibra-mount stud.



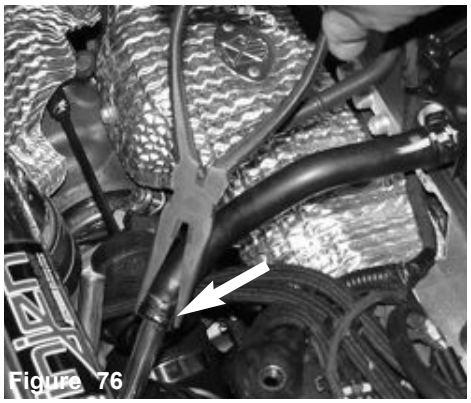
The fender washer and m6 flange nut are used on the vibra-mount to fasten the intake in place.



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

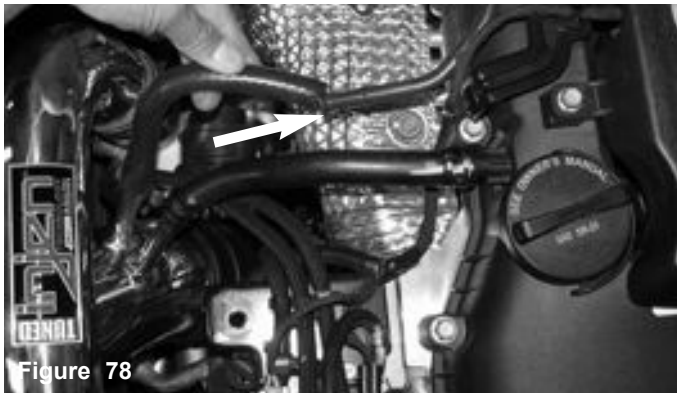


The stock vacuum hose on the crankcase is lined up to the first intake vacuum port. Once you've aligned the vacuum hose, continue to press it over the port.

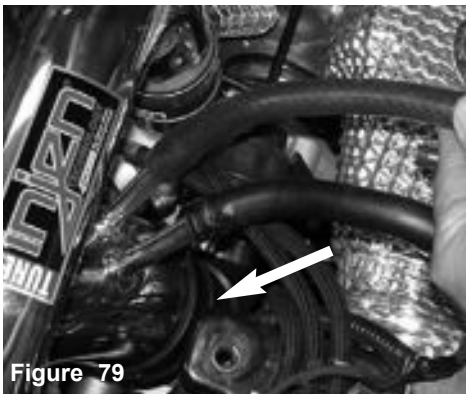


The stock clamp is slipped over the intake vacuum port.

The 10mm hose is now pressed over the second intake vacuum port.

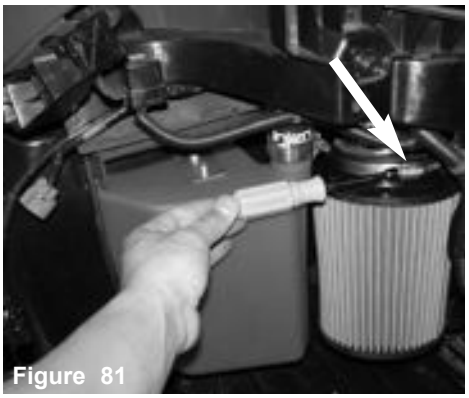


The other end of the 10mm hose is pressed over the crankcase vacuum hard pipe.



The vacuum lines are now installed. Position the intake for best possible fit and tighten the clamp on the turbo inlet.

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



Once the filter is pressed and lined up over the intake end, continue to tighten the filter clamp.

Once you have aligned intake and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.
Now you are ready to reinstall the bumper, repeat steps 3-9 in reverse and re-install the front air scoop.

Congratulations! You have just completed the installation of the best cold air intake system you'll ever buy. Periodically, check the fitment and alignment for any shifting that could cause damage to the intake.

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 mainentance 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.