



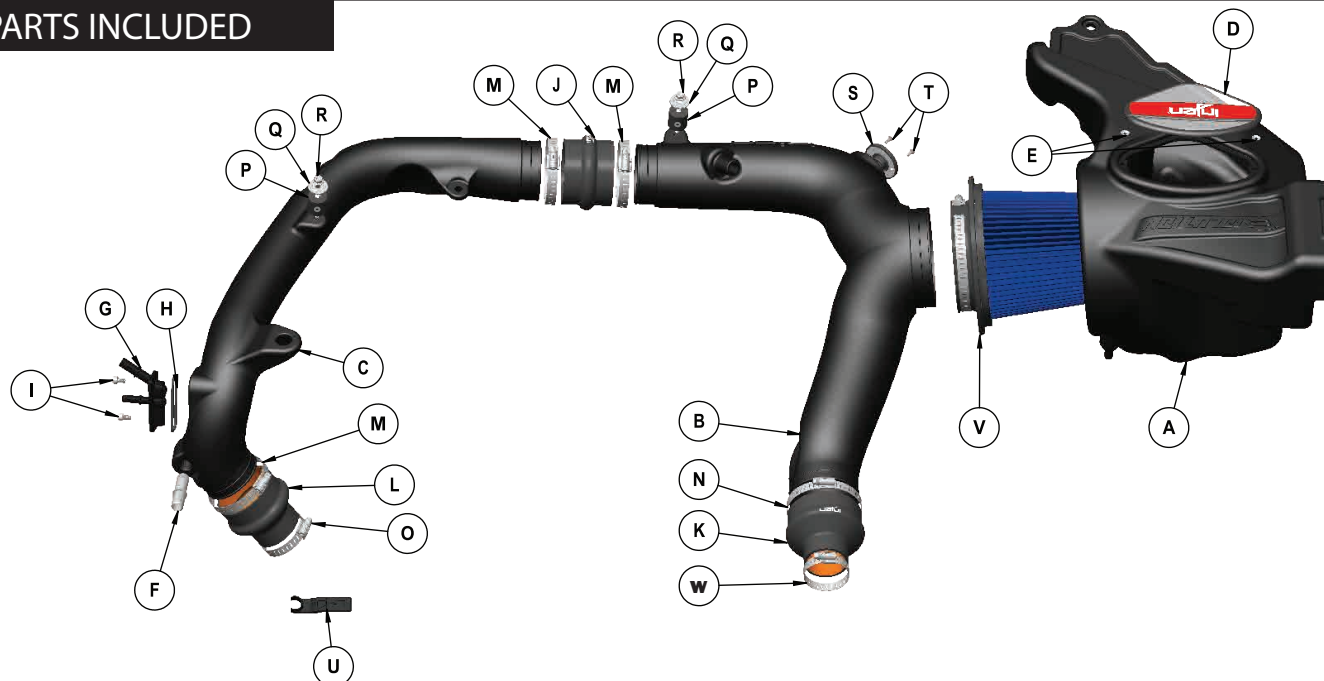
EVOLUTION COLD AIR INTAKE SYSTEM

Part Number: EVO9301 / EVO9301C

Installation Instructions

YEAR	MAKE	MODEL	ENGINE
2021-2022	FORD	BRONCO	V6-2.7L TWIN TURBO

PARTS INCLUDED



ITEM	QTY	PART NO.	DESCRIPTION
A	1	X-15213	Air box
B	1	X-15218	Passenger side tube
C	1	X-15219	Driver side tube
D	1	X-15141	Clear window
E	2	X-6109	Push on retaining rings
F	1	X-14063	5/8" Machined crankcase fitting
G	1	X-15217	Crankcase fitting
H	1	X-6142	Crankcase gasket
I	2	X-6083	M6 x 10MM SS Cap Screw
J	1	X-3209	3.00" Hump hose
K	1	X-3255	2.00"-3.50" Stepping hump hose
L	1	X-3256	2.25"-3.00" Stepping hump hose
M	3	X-4004	SAE 048 Clamp
N	1	X-4005	SAE 056 Clamp
O	1	X-4009	SAE 036 Clamp
P	2	X-6020	M6 vibra mount (male/male)
Q	2	X-6010	1/4" x 1" Fender washer
R	2	X-6002	M6 x 1.0 serrated flange locknut
S	1	X-15097	Air temp sensor adapter
T	2	X-6047	M4-.7 x 10 Button head screw
U	1	X-15215	PCV release tool
V	1	X-1116	Twist lock filter
W	1	X-4008	SAE 032 CLAMP

TOOLS REQUIRED

Ratcheting Wrench

10mm Socket

8mm Socket

7mm Socket

Needle Nose Pliers

Flat Head Screwdriver

BEFORE YOU BEGIN

Please check the list of parts included and report any defective or missing parts to the authorized Injen 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 your Injen Technology dealer. ***Installation DOES require some mechanical skills. A qualified mechanic is always recommended.***

This product includes a Limited Lifetime Warranty to the original purchaser against defects in material and workmanship on all Injen intake systems excluding the filter element. Any and all warranty coverage is limited to the repair or replacement of the defective part only, at Injen Technology's discretion. The warranty does not cover incidental or consequential damages, nor does it cover the cost of installation or removal of the defective part or its replacement. Proof of purchase is required.

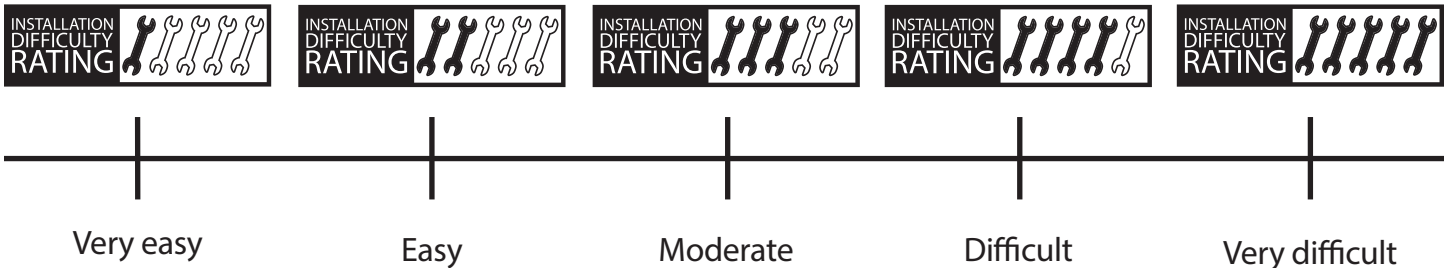
Do not attempt to install the intake system while the engine is hot. Severe burn could result from touching hot engine components.

WARNING: Failure to follow installation instructions and not using the provided hardware may damage the intake system, engine, or components of either.

CARB Note: Injen intake systems are street legal in most states unless the state is adopting to California Emissions standards. States that have adopted California emission standards include: Arizona, California, Connecticut, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington. These states will require a California Air Resource Board Executive Order Number (CARB E.O.) for the legal use of an Injen intake system in your vehicle for use on public roads or highways. Otherwise, the vehicle will be considered "Legal in California only for racing vehicles competition use only, which may never be used upon a public street or highway." Please keep your factory air intake system for any future on-road use.

Note: It is always recommended to disconnect your battery before disconnecting any sensors.

DIFFICULTY RATINGS



FILTER MAINTENANCE

SuperNano-Web Dry Air Filter (Blue Media)

Do not use water or filter oil to clean!

You can use a vacuum cleaner or compressed air to clean.

If you're using a vacuum cleaner, follow the direction of the pleats on the outside of the filter element.

If you're using compressed air, make sure it never exceeds 25 PSI. Use a blower from the inside of the element towards the outside, following the direction of the pleats.

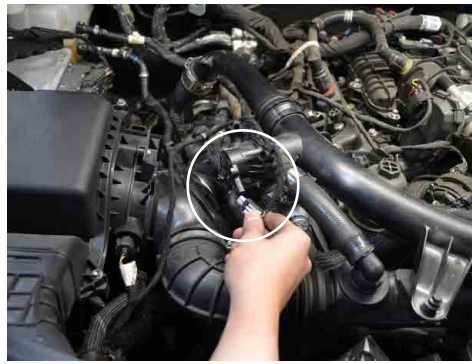
8-Layer Oiled Cotton Gauze Air Filter (Red Media)

Injen Technology's Oiled Filter Restore Kit (P/N: X-1030) is recommended for cleaning and maintenance.

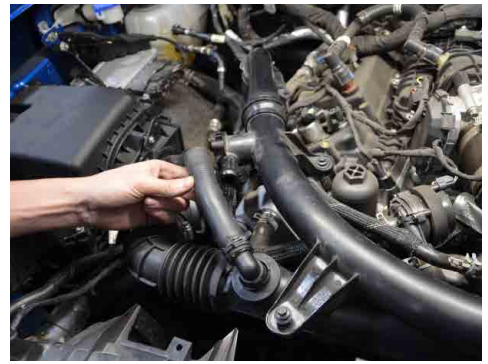
Use the cleaning solution or water to wash out the filter element, then use Injen's Proprietary Filter Oil to re-oil the element. The amount of oil to use in grams is provided on the product page for the filter at <https://injen.com>. Let sit for 24 hrs for the oil to completely saturate the cotton gauze media.



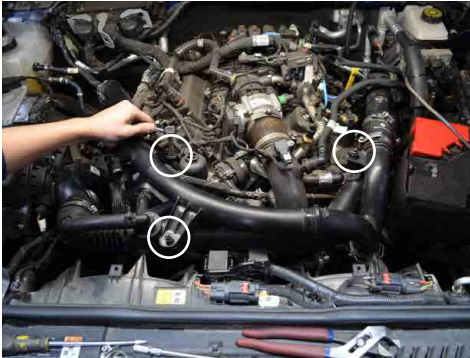
1. Stock intake system.



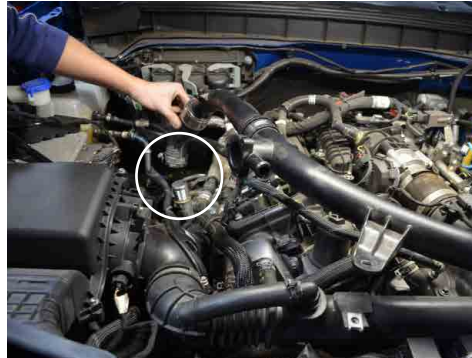
2. Disconnect the diverter valve harness. Then detach the harness from the two bolts on the BOV.



3. Disconnect the hose attached to the diverter valve.



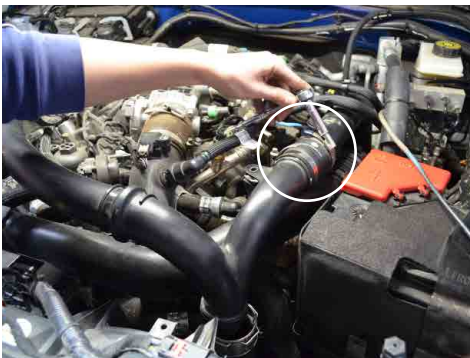
4. Remove the three bolts holding down the charge pipe.



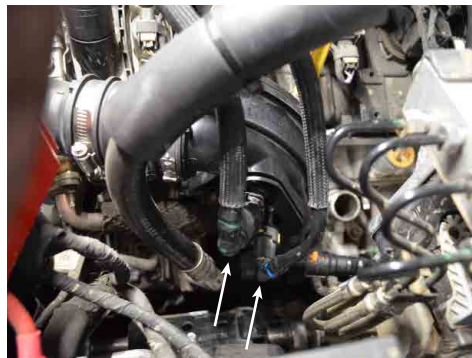
5. Detach the hose connecting the charge pipe to the passenger side turbo.



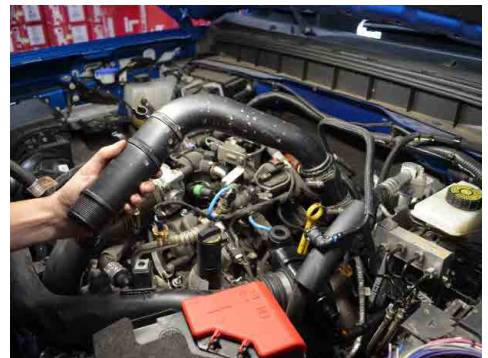
6. Pull back the charge pipe C-Clip and then lift up the charge pipe.



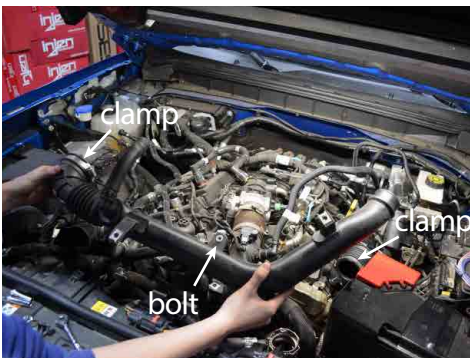
7. Loosen the clamp connecting the driver side charge pipe and the Y connecting pipe then remove the charge pipe.



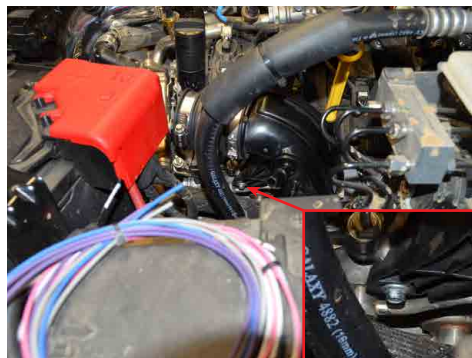
8. Disconnect the two crankcase lines on the intake tube by pressing down on the locking clips.



9. Loosen the clamp securing driver side charge pipe to the turbo then, remove the driver side charge pipe. You can access the clamp through the wheel well liner.



10. Remove the bolt securing the front intake tube to the cold side charge pipe. Then loosen the two clamps and remove the tube.



11. Remove the bolt securing the driver side intake tube to the engine.



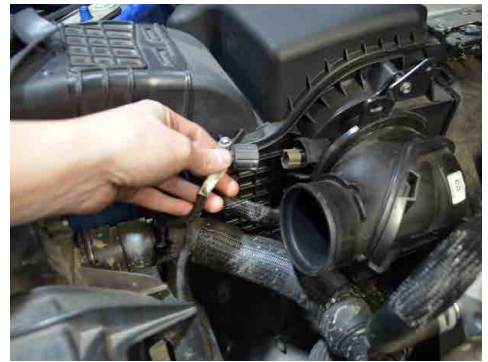
12. Line up the slots on the Injen release tool to the crank case fitting slots and firmly push up. This will unlock the tabs required to release the fitting.



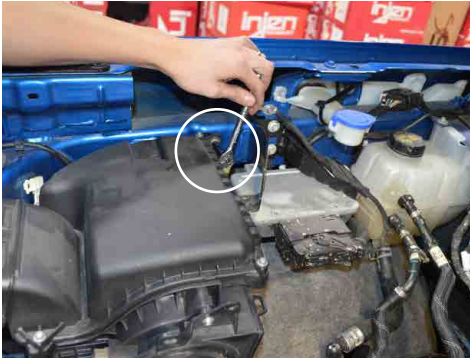
13. Loosen the clamp securing the driver side tube to the turbo inlet and then remove the tube.



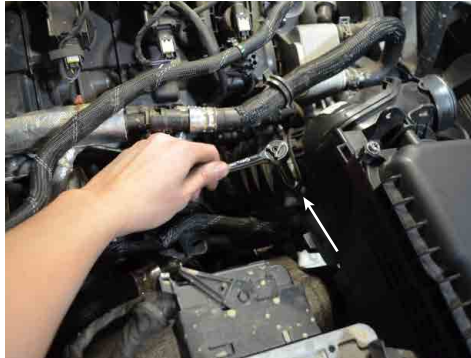
14. Remove the push clip securing the air box inlet to the front shroud.



15. Disconnect the IAT sensor harness.



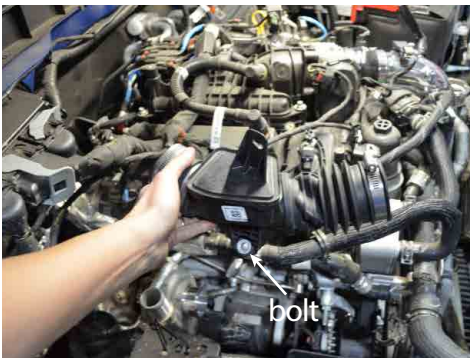
16. Remove the bolt securing the airbox to the chassis.



17. Loosen the clamp securing the passenger side tube to the air box.



18. Lift the air box out of the engine bay.



19. Remove the bolt securing the passenger side tube to the engine. Then detach the tube from the turbo. You can access the clamp through the wheel well liner.



20. Remove the OEM grommet from the air box.



21. Install the OEM grommet on to the Injen airbox.



22. Install the airbox into the engine bay and secure the air box to the chassis with the factory bolt.



23. Secure the air box to the front shroud with the factory push clip.



24. Install the twist lock filter on to the Injen air box. Once seated, rotate the filter a 1/4 turn in either direction so the filter can lock into place.



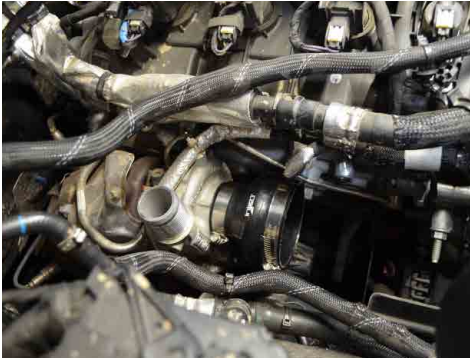
25. Place the temp sensor adapter onto the passenger side tube and secure using the provided M4 bolts.



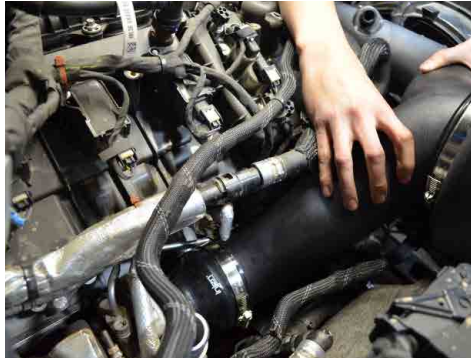
26. Twist the IAT sensor to remove the sensor from the air box.



27. Install the IAT sensor to the adapter. Once fully seated, rotate the sensor to secure in place.



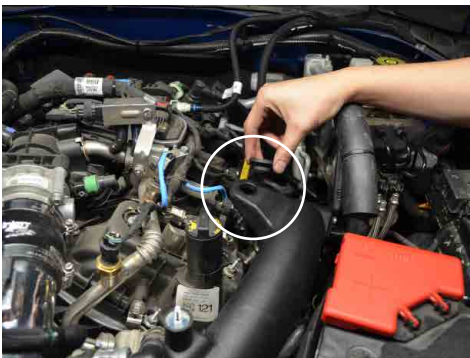
28. Attach the 2.00"-3.00" Stepping hump hose onto the passenger side turbo. Secure the hose with the provided clamps.



29. Install the passenger side intake tube. First, insert the tube to the hump hose then to the air filter.



30. Remove the OEM grommet from the driver side intake tube.



31. Install the OEM grommet onto the injen driver side tube.



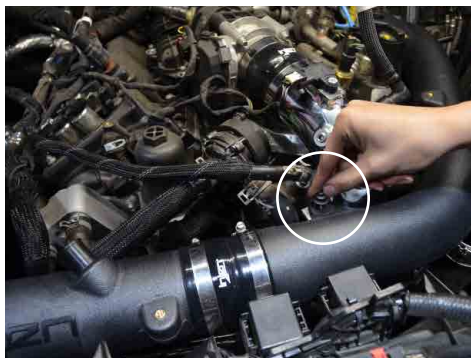
32. Attach the 2.25"-3.00" Stepping hump hose onto the driver side turbo inlet. Secure the hose with the provided clamps.



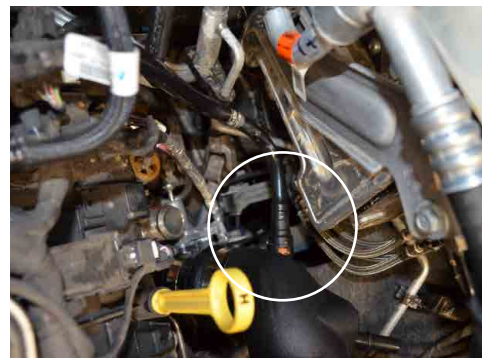
33. Attach the 3.00" hump hose to the passenger side tube then insert the driver side tube into the hump hose.



34. Insert the driver side tube into the 2.25"-3.00" Stepping hump hose. If needed remove the oil dipstick for clearance.



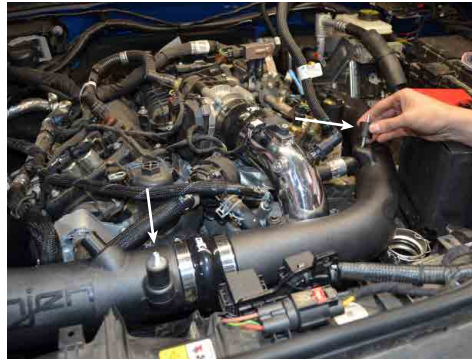
35. Secure the driver side tube to the cold side charge pipe using the factory bolt.



36. Reconnect the driver side crankcase line to the 5/8" machined fitting.



37. Reconnect the IAT sensor harness.



38. Install the provided M6 vibra mounts to the driver and passenger side tube.



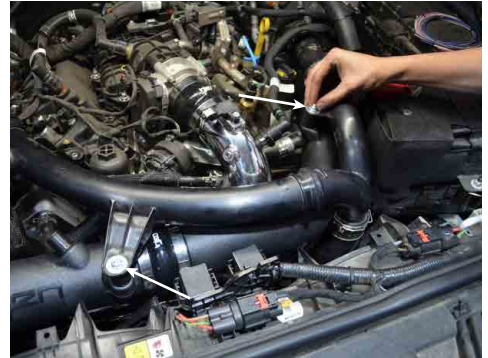
39. Reinstall the driver side charge pipe.



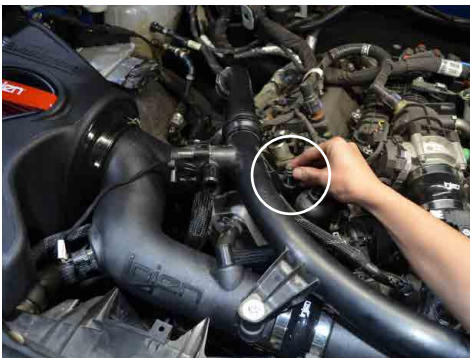
40. Reconnect both crankcase lines to the crankcase adapter.



41. Reinstall the charge pipe.



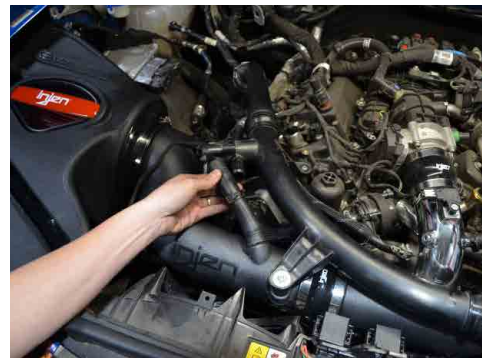
42. Secure the charge pipe to the intake tube using the provided M6 nut and washers.



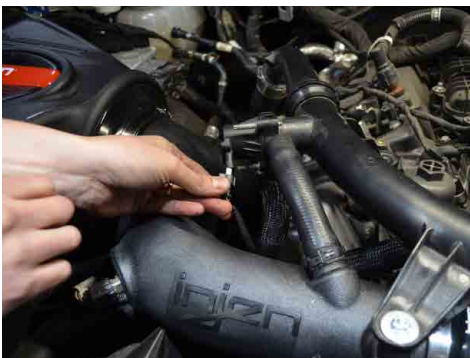
43. Secure the charge pipe to the engine using the OEM bolt.



44. Remove the diverter valve hose from the OEM intake tube.



45. Connect the OEM diverter valve hose to the injen intake and diverter valve.



46. Reconnect the diverter valve harness.



47. Ensure all bolts, hoses, and clamps are properly secured.

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. Note: Check clearance and adjust if needed! Failure to check the alignment and adjust the intake can cause damage that will void the warranty. Injen Technology is not responsible for any damages caused by/from improper installation.