



“The World’s First Tuned air Intake System!”
Factory safe air/fuel ratio’s for Optimum performance
Injens tuning process covered by three U.S. Patents

- Part number PF5061**
2005-2010 Chrysler 300C
2005-2009 Dodge Magnum
2006-2010 Dodge Charger/Daytona R/T
2009-2014 Dodge Challenger
5.7L V8
- 1- Cold air intake with MR technology
 - 1- 3 1/2" neck Injen/AMSOIL (#1015)
 Ea nano-fiber dry filter
 - 1- 3.50" 90° elbow hose (#M-20120)
 with sensor grommet
 - 2- Power-band (.412)(.056) (#4005)
 - 1- m6 vibra-mount (#6020)
 - 2- m6 flange nuts (#6002)
 - 2- Fender washers (#6010)
 - 1- 5 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

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

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.

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 strongly recommends that this system be installed by a professional mechanic.



Figure 1

Figure 2



Figure 3
Stock air intake box and air intake duct shown above.



Figure 4
The engine cover stand-offs are pulled up and out of grommets, now your ready to remove the cover from the engine compartment.

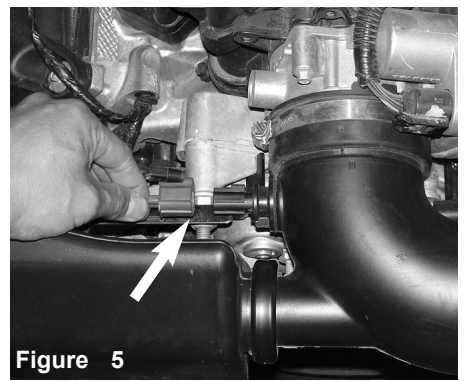


Figure 5
The electrical harness clip is pulled from the air temperature sensor. The tab on the clip is pressed down before you pull the clip from the air sensor.

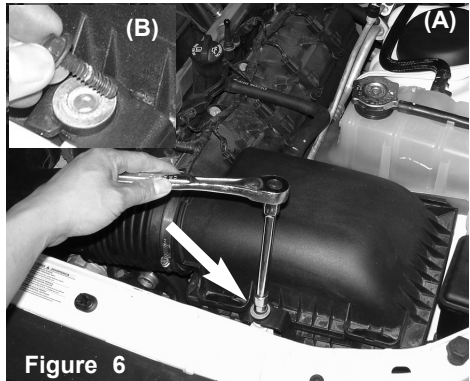


Figure 6
Loosen the m6 bolt located in front of the air box (A) once you have loosened the bolt, continue to remove the bolt (B).

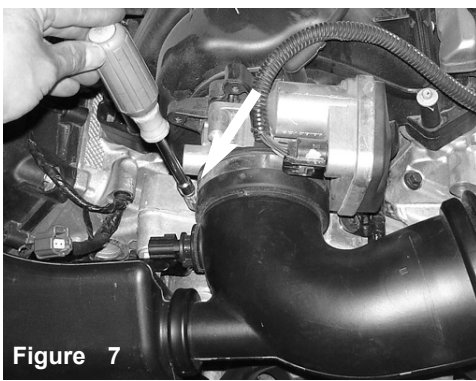


Figure 7
Loosen the clamp located over the throttle body. This will be necessary in order to remove the air duct.

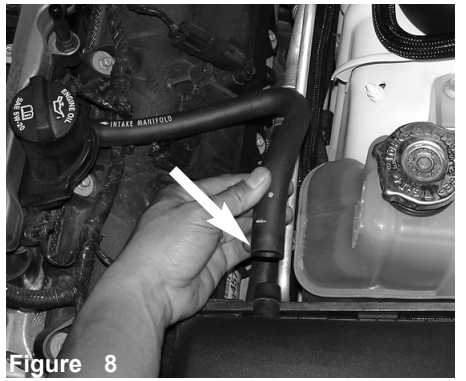


Figure 8
The crank case hose is pulled off the air box port as shown above.

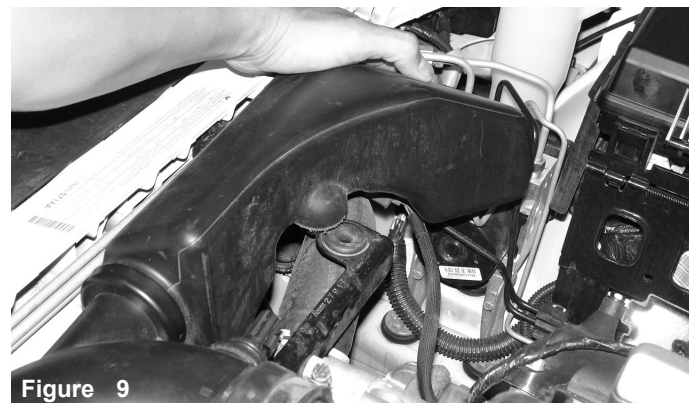


Figure 9
Prior to pulling the air box and air duct from the engine compartment, pull up on the resonator box located on the passenger side. Once you have dislodged the resonator box continue to up the air box cleaner out of the engine compartment.



Figure 10
Once all clamps and bolts have been loosened or removed, continue to pull the entire air box cleaner from the engine compartment.



Figure 11
Place clamps over each end of the 3 1/2" elbow, slip elbow over the end of the throttle body as shown above.

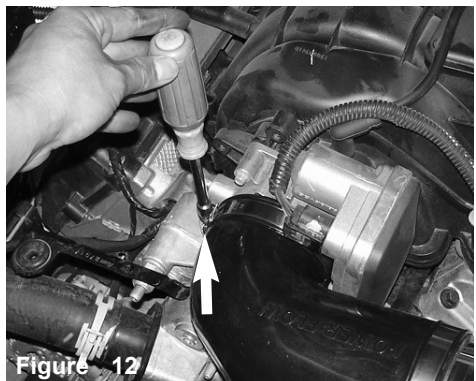


Figure 12
Once you have adjusted the elbow over the throttle body continue to semi-tighten the clamp.

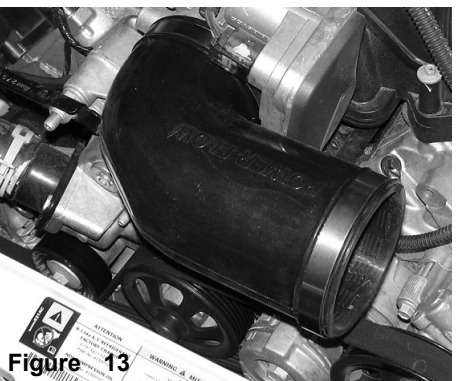


Figure 13
The 3 1/2" elbow is now installed over the throttle body and ready for the next step.



Figure 14

In order to install the cold air intake, it will be necessary to lift the front drivers of the car. Once you have lifted the car, continue to removed the front, driver side wheel.

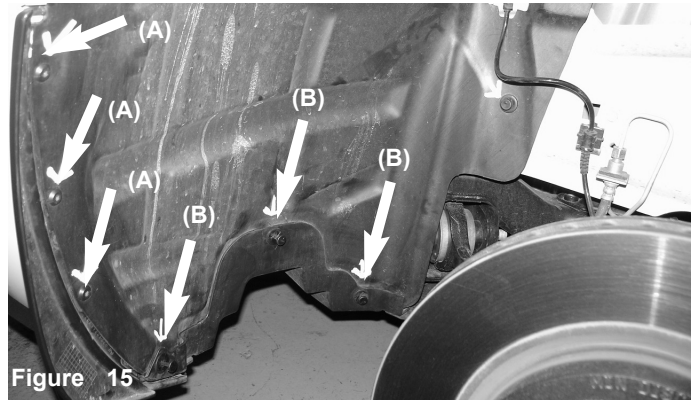


Figure 15

Once you have removed the tire you will be removing three side bolts and plugs (A), and three lower plastic pins (B). Removal of all plastic clips will allow you to pull the mudd guard back to install the filter.



Figure 16

A screwdriver is used to remove all three screws before pulling the plug the out (A). A screw is pulled out of the plug after it is loosened (B).



Figure 17

the second and third screws and plugs are now removed.



Figure 18

The plugs are now removed (A). The plug pulled out is shown above (B).

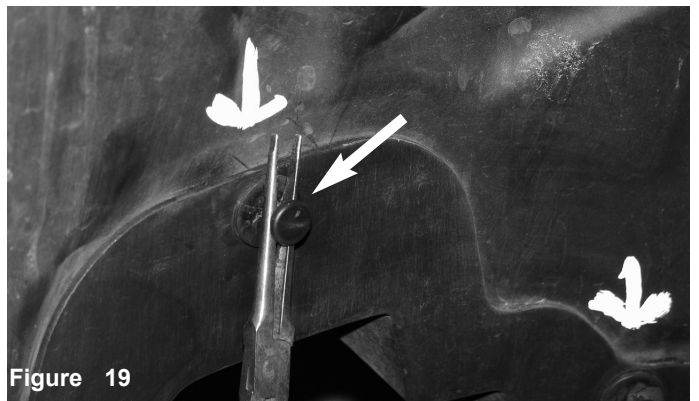


Figure 19

The lower plastic



Figure 20

All three lower clips are now removed along with the pins.



Figure 21

The mudd flap will be pulled back when your ready to install the filter.

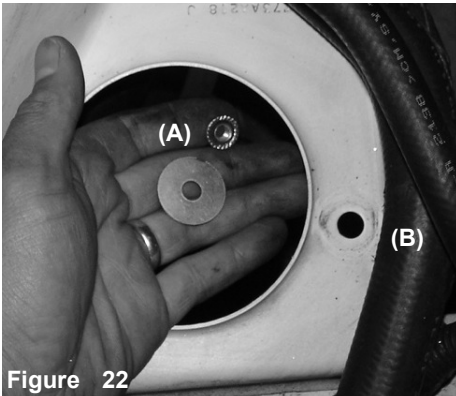


Figure 22

The m6 flange nut and washer are held under the resonator opening (A) as the vibra-mount is lowered into the small hole(B).



Figure 23

The vibra-mount is lowered in position and the fender washer is placed over the m6 stud and the m6 flange nut is is tightened over the washer.

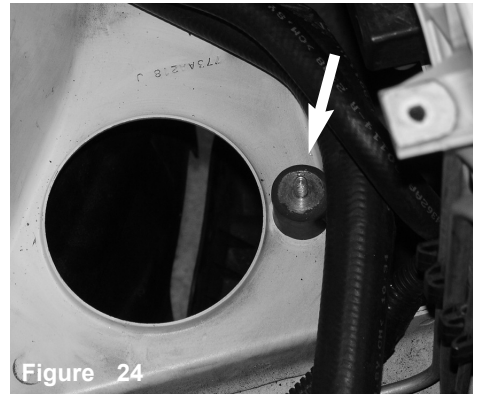


Figure 24

The vibra-mount is now installed in place.

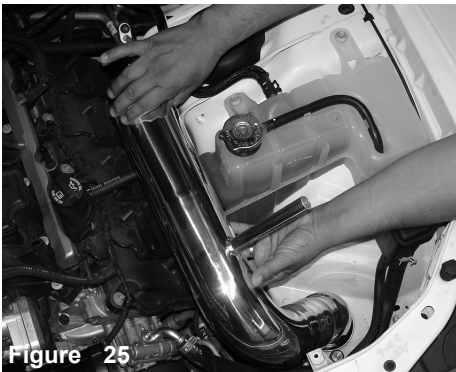


Figure 25

The intake is placed into the engine compartment with the long side facing the firewall. The filter end is slowly inserted into the resonator opening.



Figure 26

The intake is slowly rotated in clockwise position while lowering it into the resonator opening.



Figure 27

The intake is lowered in position while the intake bracket is aligned to the vibra-mount stud.

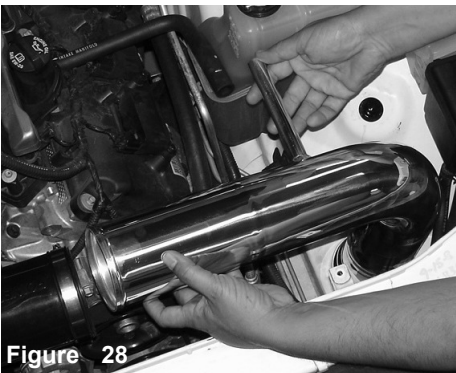


Figure 28

The intake bracket is lowered over the vibra-mount stud while pressing the intake into the 3 1/2" elbow.

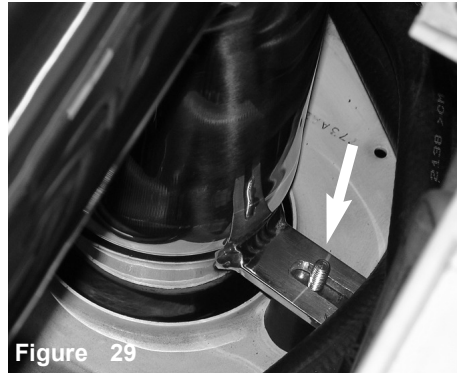


Figure 29

The intake bracket is sitting flush over the vibra-mount stud.

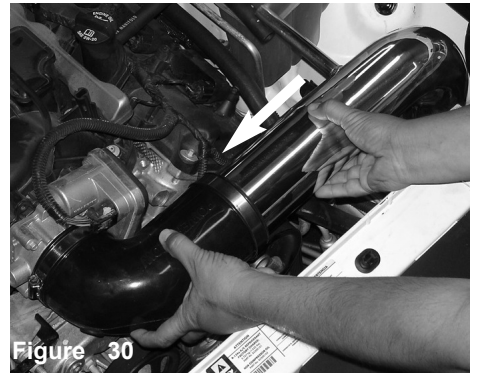


Figure 30

The intake is slowly pressed into the 3 1/2" elbow as shown above.

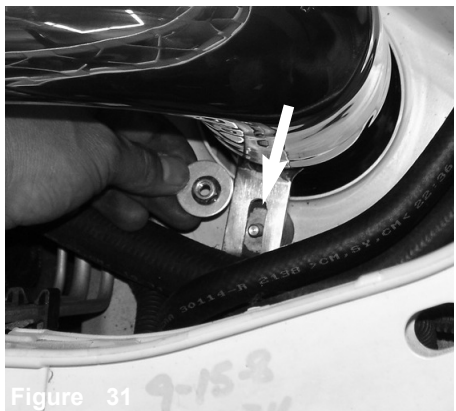


Figure 31

The second set of m6 flange nut and washer is place over the upper vibra-mount stud.

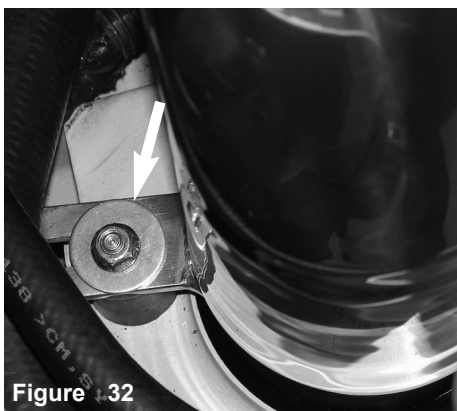


Figure 32

The m6 flange nut is tightened over the washer as shown above.

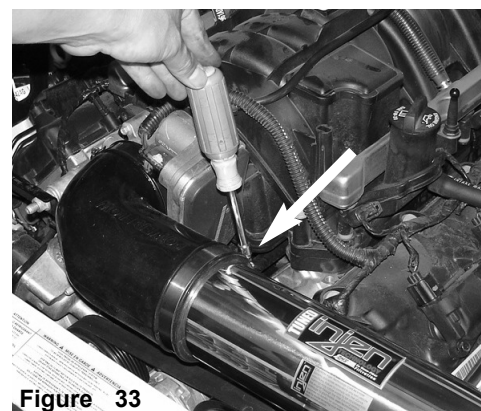


Figure 33

The clamp over the intake is now tight-ened.

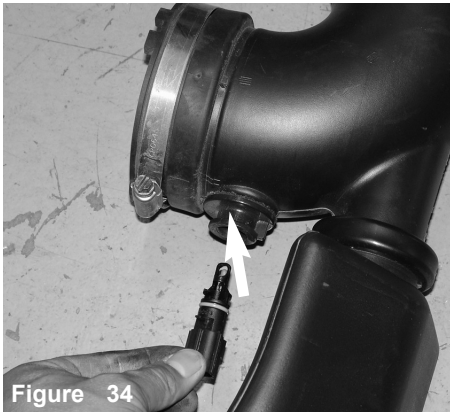


Figure 34

The air temperature is removed from the stock air intake duct.

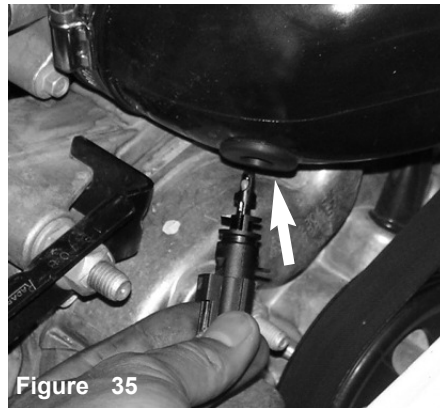


Figure 35

The air temperature sensor is lined up to the grommet and pressed in until it sits flush over the grommet.



Figure 36

The air temperature sensor is installed in the grommet.

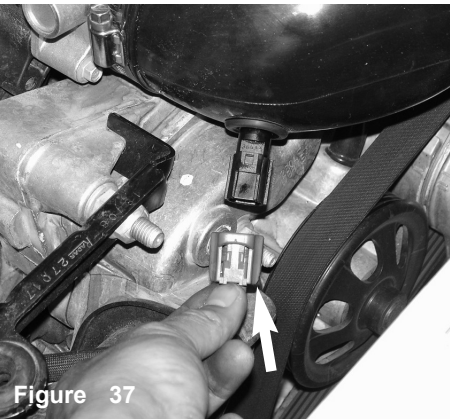


Figure 37

The electrical sensor harness is aligned to the air temperature sensor.

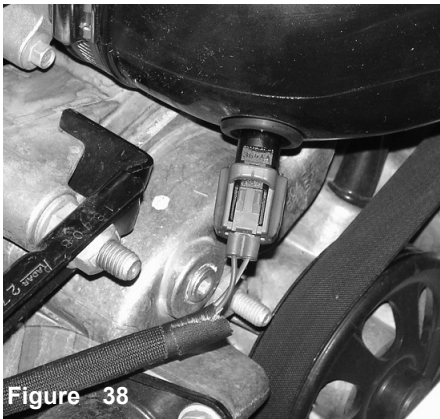


Figure 38

The harness is pressed on the air temperature sensor until it snaps in place.

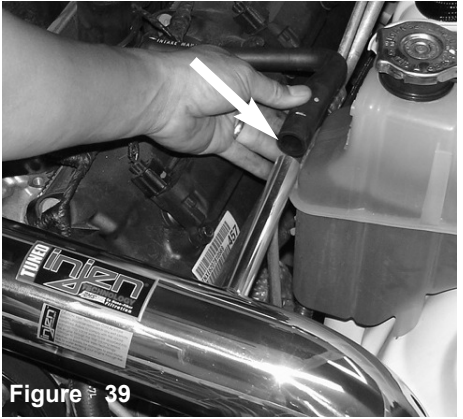


Figure 39

The stock crankcase hose is pressed over the intake port.



Figure 40

Be sure to insert hose 3/4" over the intake port for firm grip.

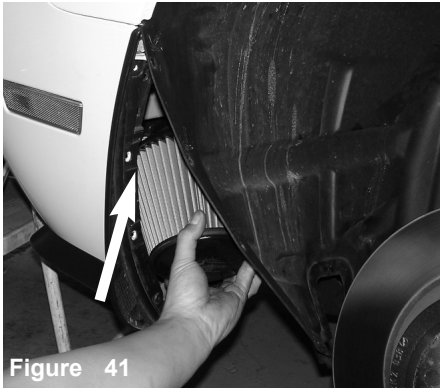


Figure 41

The mud guard is pulled back and the filter is aligned to the end of the intake.



Figure 42

The filter clamp is tightened once the filter has been properly positioned.

Congratulations! You have just completed the installation of the MR Tech Power-Flow intake system. Periodically, check the fitment of the intake system for any shifting, failure to do so will void the warranty.

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.