



# Cyborg Intake System

**“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 SP6062**  
**2007-13 MazdaSpeed 3**  
**2.3L 4 cyl. turbo-**

- 1- MR Tech cold air intake system
- 1- 3” tuned filter (#1014)
- 1- 2 1/2” X 2 3/4” Step hose (#3116)
- 1- 14”- 15mm vacuum hose (#3079)
- 2- Power-bands .312 (.040) (#4003)
- 1- m6 vibra-mount (#6020)
- 1- m6 flange nut (#6002)
- 1- fender washer (#6010)
- 2-M4x10mm button head (#6047)
- 1- 4 page instruction

Note: all parts and accessories are now sold on-line at: [“injenonline.com”](http://injenonline.com)

This MR Tech Tuned intake system is designed to be used with original Injen parts. Hydro-shields are recommended for all wet areas, made to repel water.

Note: The C.A.R.B Exempt sticker must be attached under the hood in a manner such that it is easily viewed by an emissions inspector



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



Figure 1

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

Parts and accessories are available on line at [“Injenonline.com”](http://Injenonline.com)

**Warning: Manufactures attempting to duplicate Injen’s patented process will now face legal action.**

MR Technology Step down process:

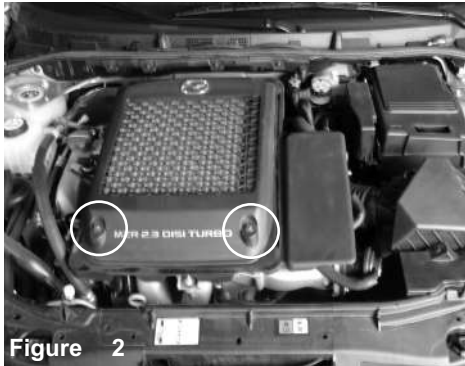
- 1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Covered under Patent# 7,359,795
- 2- Calibration Device for Air Intake Tracts for Internal Combustion Engines. Published and patent pending
- 3- Calibration Method and Device for Air Intake Tracts having Air Fusion Inserts. Published and patent pending

**Tools required:**

- 1- 8mm nut driver
- 1- 10mm socket
- 1- ratchet
- 1- phillips screwdriver
- 1- flathead screwdriver



**Hydro-Shield** used on this application X-1033  
 Sold Separately



**Figure 2**  
The two bolts are loosened and removed from the intercooler cover.



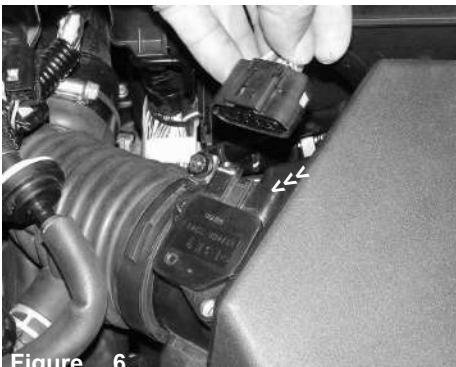
**Figure 3**  
Remove 13- 6mm bolts and 5 plastic clips in order to remove the front bumper.



**Figure 4**  
The two 6mm bolts are removed from the intercooler cover, this will give you easy access to the turbo inlet.



**Figure 5**  
The intercooler cover is now removed



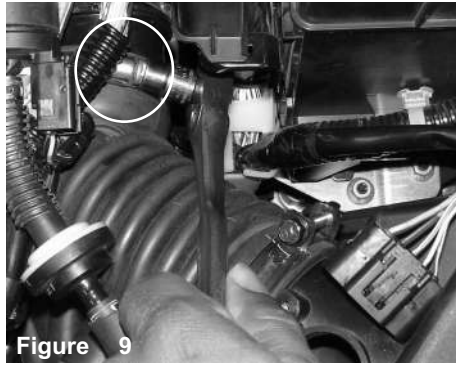
**Figure 6**  
Remove the electrical harness clip from the air mass sensor as shown above.



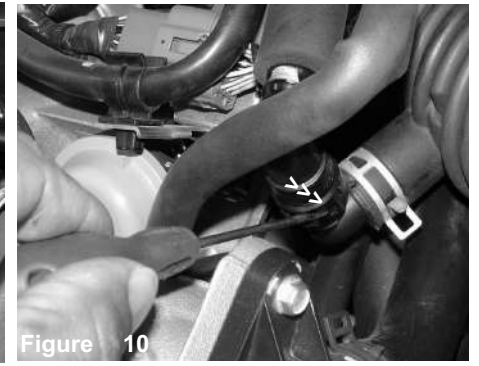
**Figure 7**  
Remove the two screws that fastens the air mass sensor to the sensor housing.



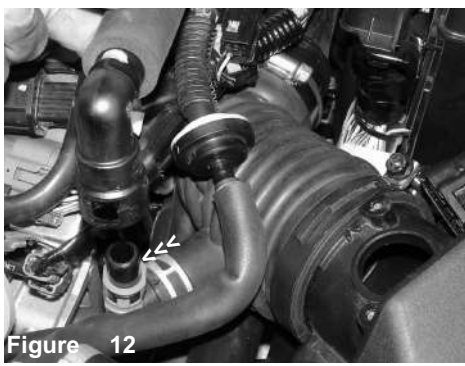
**Figure 8**  
Carefully , remove the air mass sensor from the sensor housing.



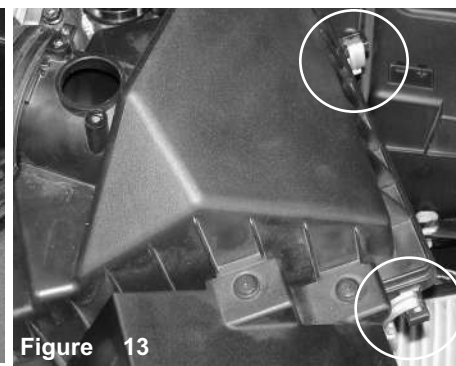
**Figure 9**  
Loosen the clamp that connects the air duct to the turbo inlet.



**Figure 10**  
Use a small screw driver to depress the tabs on the hard line connector breather connector. This will allow you to separate the vacuum line from the plastic intake port.



**Figure 12**  
The 90 degree plastic elbow is now separated from the air duct breather port.



**Figure 13**  
The two metal clips are unhooked from the lower air box in order to remove the top air intake box.



**Figure 14**  
The top air box cleaner and air duct are now ready to be pulled out.



Figure 15

The lower air box cleaner is now pull out of the rubber plungers



Figure 16

The upper breather hose is disconnected from the breather port as shown above. The stock hose is no longer used in this installation.

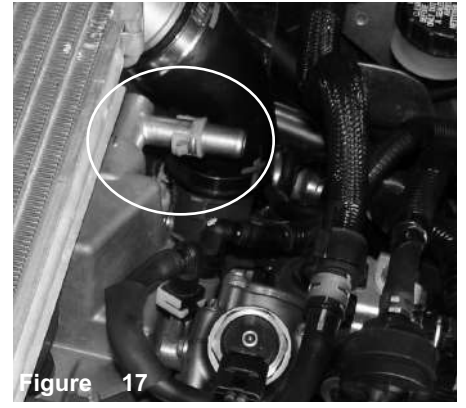


Figure 17

The green locking tab is also removed from the vacuum port.

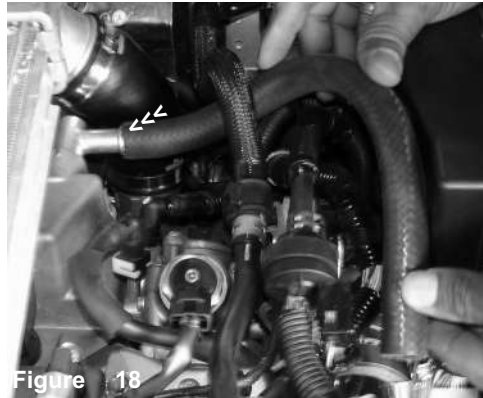


Figure 18

Press the 14"- 15mm breather hose over the vacuum port as shown above.

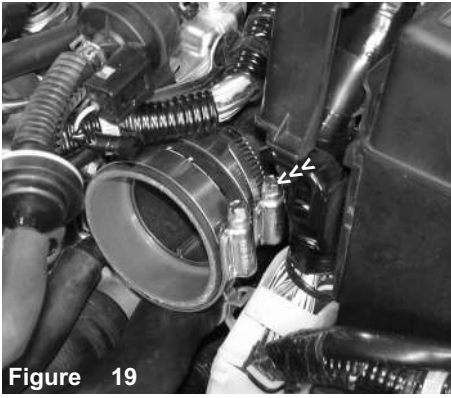


Figure 19

Press the step hose over the turbo inlet. Tighten the power-band on the turbo inlet side for now.

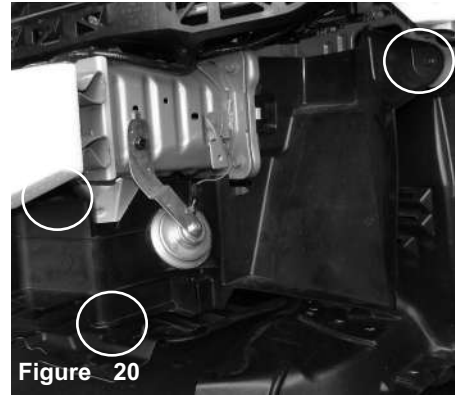


Figure 20

The splash guard inside of the driver side bumper is now removed. Loosen and remove three m6 bolts and 2 clips that holds the splash guard in place.

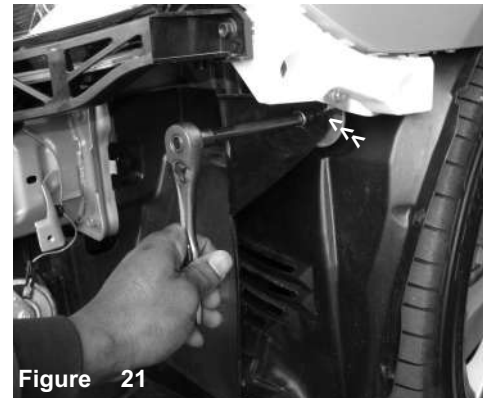


Figure 21

The first m6 bolt is removed from the splash guard.

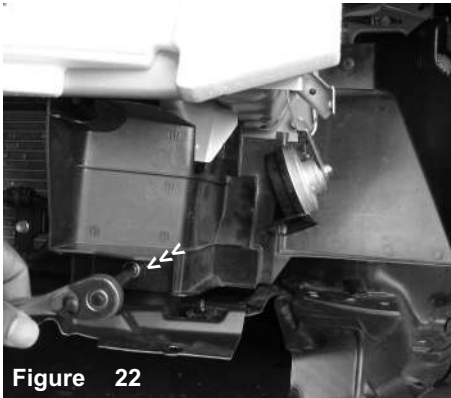


Figure 22

The second m6 bolt is removed from the splash guard.



Figure 23

The third and final m6 bolt is removed from the splash guard.



Figure 24

Once all bolts have been removed, continue to pull the splash guard out of the bumper section.

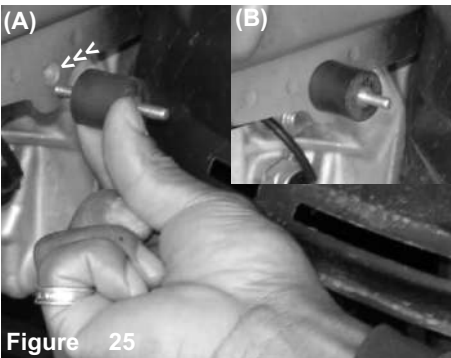


Figure 25

Align the m6 vibra-mount to the pre-tapped hole located on the frame (A). Turn the vibra-mount until the vibra-mount sits flush with the frame (B).

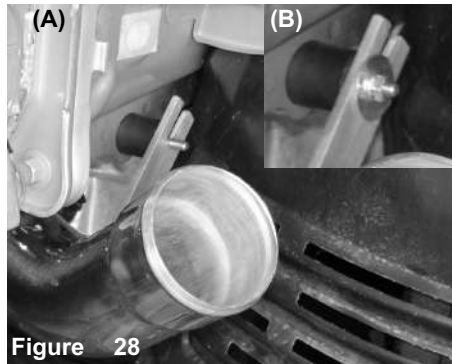


Figure 26

Lower the cold air intake into the engine compartment and into the bumper area.



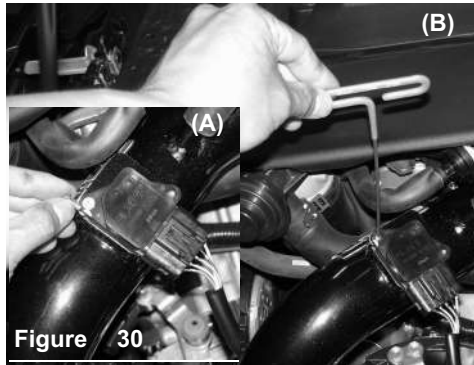
**Figure 27**  
Once you have inserted the lower end into the bumper area, continue to press the upper intake into the step hose, semi-tighten the second power-band for now.



**Figure 28**  
The intake bracket is aligned to the vibra-mount stud (A). Use the m6 flange nut and fender washer to secure the intake to the vibra-mount (B).



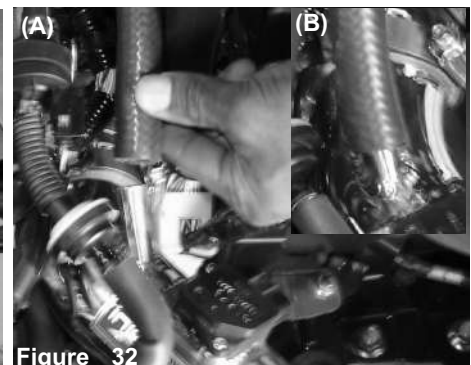
**Figure 29**  
Prior to inserting the air mass sensor into the sensor adapter, moisten the O-ring with a light oil to prevent the O-ring from getting pinched.



**Figure 30**  
Once you have pressed the mass air flow sensor into the sensor adapter, use two M4 bolts to secure the sensor to the adapter. (A) Tighten the M4 bolt using a 2.5mm allen driver. (B)



**Figure 31**  
Press the electrical harness clip to the air mass sensor until it snaps in place.



**Figure 32**  
Press the 15mm hose installed earlier to the intake port as shown above (A). The 15mm hose is pressed over the intake port until it bottoms out (B).



**Figure 33**  
The tuned filter is now pressed over the end of the intake. Once the intake is butted up against the filter stop, continue to tighten the filter neck clamp.



**Figure 34**  
Once you have aligned and tightened all nuts, bolts and clamps, continue to install the front bumper to its original position.



**Figure 35**  
Align the entire intake for the best possible fit. Once you have cleared the intake from all moving parts, continue to tighten all nuts, bolts and clamps.

**Note:** With the transmission in neutral, start the engine and listen for possible air leaks, rattles, rubbing or idle problems. For air leaks, check all connecting hoses and clamps. For rattling or rubbing, check the intake fitment and intake bracket on vibra-mount. Always, find the cause of the problem and repair it before moving forward.

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.