



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 SP1968

2007-12 Nissan Sentra SE-R Spec-V
2.5L 4 cylinder

- 1- 4 piece cold air intake
- 1- 3” Injen/AMSOIL dry filter (#1014)
- 1- Throttle body silicone hose with CCV box port (#3159)
- 1- 3” silicone two bend hose (#3162)
- 4- Power-bands .362 .048 (#4004)
- 1- power band .024 (#4002)
- 1- m8 vibra-mount (#6062)
- 1- m8 flange nut (#6017)
- 1- Fender washer (#6011)
- 1- m6 vibra-mount (#6020)
- 1- m6 Flange nut (#6002)
- 1- Fender washer (#6010)
- 1- Wire Tie (#8014)
- 1- 7 page instruction

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

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”

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 Intake System!”

Optimum performance, Factory safe air/fuel ratio.



Figure 1



Figure 2

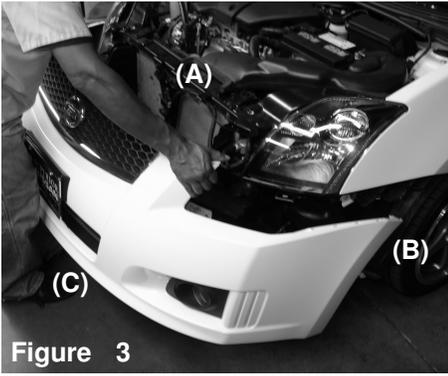


Figure 3

Remove all four clips on top bumper (A), two m6 bolts under the fender well(B), six phillips screws and five clips located under the bumper (C). Now carefully pull the bumper away from the frame.

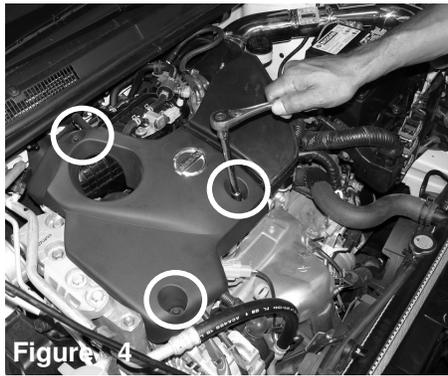


Figure 4

Loosen all three m6 bolts located on the engine cover as shown above.



Figure 5

Once all three bolts have been removed, continue to pull the plastic cover out of the engine compartment.

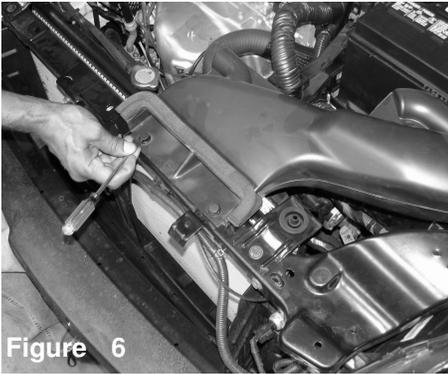


Figure 6

With the use of a screwdriver, insert the head under the clip, pop the plastic clip up and pull the entire clip out.



Figure 7

Once you have pulled plastic clips out, continue to pull the factory air scoop out of the engine compartment.



Figure 8

Loosen the m8 bolt located on the tray bracket, once the bolt has been loosened, this will allow the base of the battery to un-wedge itself from the tray.



Figure 9

Remove the battery cables and carefully pull the battery out of the engine compartment for now.



Figure 10

Loosen and remove the m6 bolt located on the CCV box edge.



Figure 11

Loosen the hose clamp that fastens the CCV box port to the air intake duct.



Figure 12

Once the m bolt has been removed and the hose clamp has been loosened, continue to pull the CCV box away from the air intake duct.

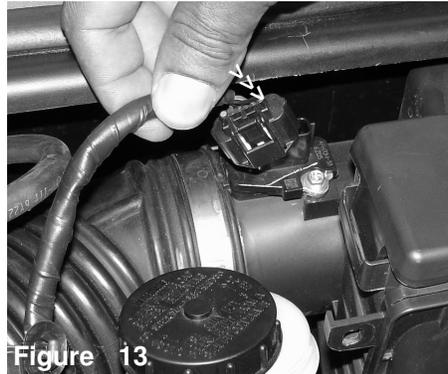


Figure 13

Press the plastic tab on the female connector and pull the electrical harness clip from the mass air flow sensor.



Figure 14

Loosen the hose clamp that connects the air intake duct to the air box cleaner.

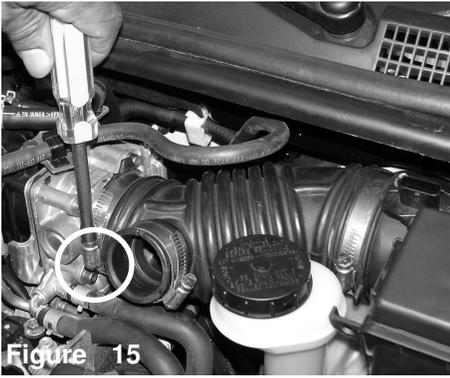


Figure 15
Loosen the hose clamp located on the throttle body.



Figure 16
Once all three clamps have been loosened, continue to remove the air intake duct from the throttle body and the air box cleaner.

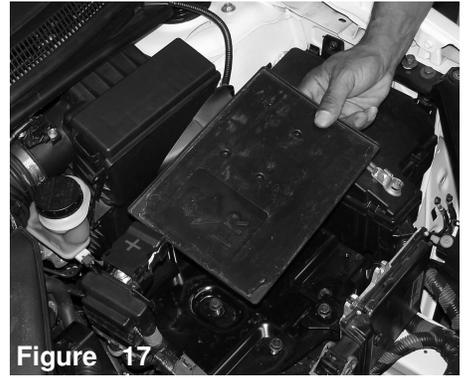


Figure 17
Remove the plastic battery tray from the metal battery holder, this will give you access to the five bolts under the plastic tray.

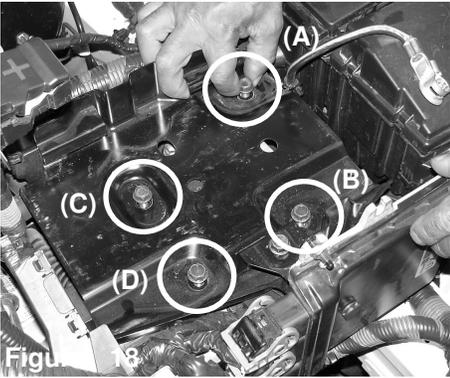


Figure 18
Loosen and remove all four m8 bolts from the battery tray as shown above. Start by removing bolt (A) from the metal battery tray.

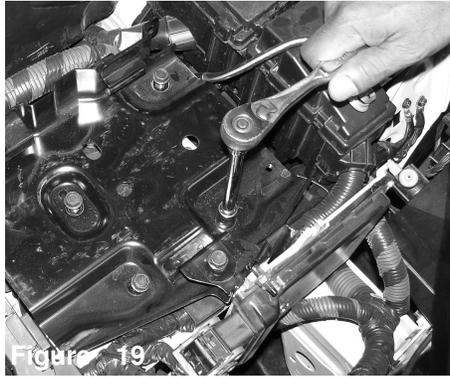


Figure 19
Remove the second bolt (B) from the metal battery tray.



Figure 20
Bolts (C) and (D) are removed next. This will now give you access to the last m6 bolt securing the air box cleaner.

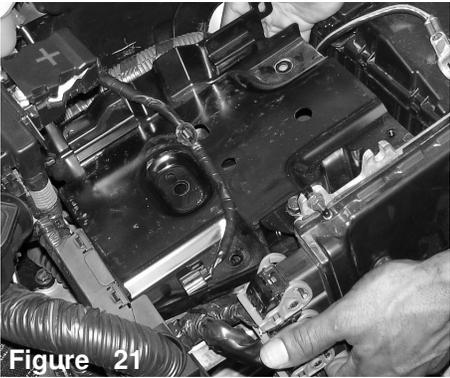


Figure 21
Once all four bolts have been removed, lift and tilt the tray over to one side to allow access to the last m6 bolt.

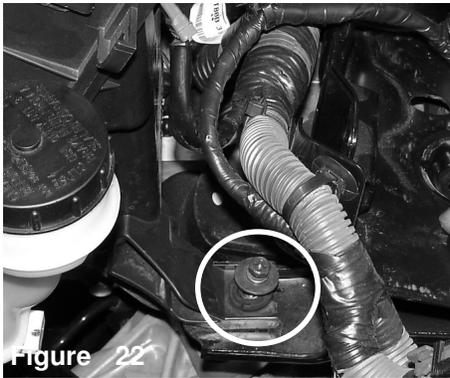


Figure 22
Now that the tray has been lifted out of the way, continue to loosen the m6 bolt located on the corner of the air box.



Figure 23
The m6 bolt located over the extended leg on the air box cleaner is now being removed.

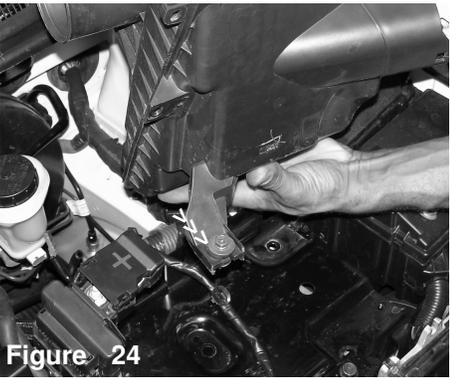


Figure 24
The m6 bolt has been removed, continue to pull the entire air box cleaner from the engine compartment.

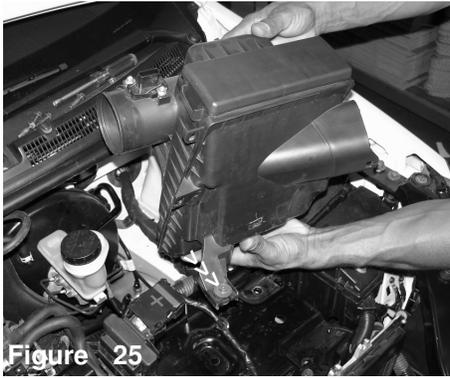


Figure 25
The air box cleaner is now ready to be pulled out from the engine compartment.

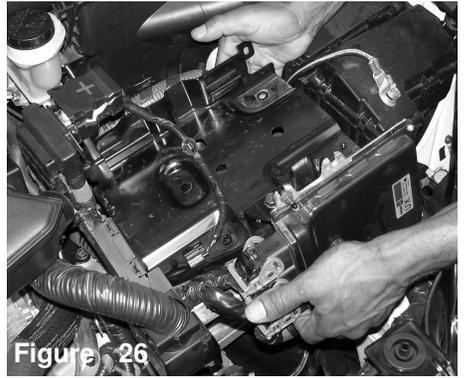


Figure 26
Once you have removed the air box cleaner from the engine compartment, continue to replace the metal battery tray back to its original location.



Figure 27
Place the plastic battery tray over the metal battery holder and set the battery back to its original location.



Figure 28
The m8 bolt on the metal battery tray is now fastened.

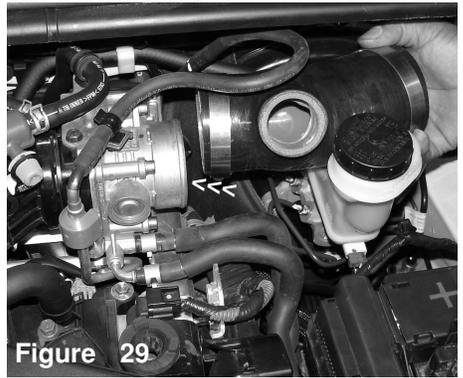


Figure 29
Place the three power-bands over the throttle body silicone hose and align it to the throttle body port.

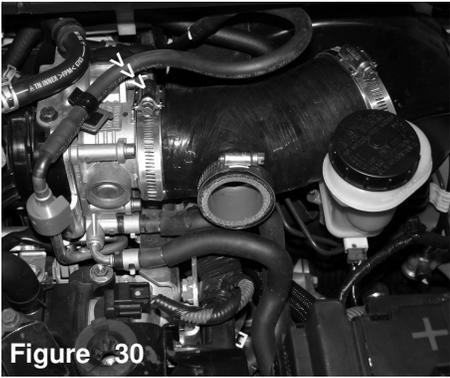


Figure 30
Once the silicone throttle body hose has been pressed over the throttle body, continue to semi-tighten the clamp over the throttle body for now.

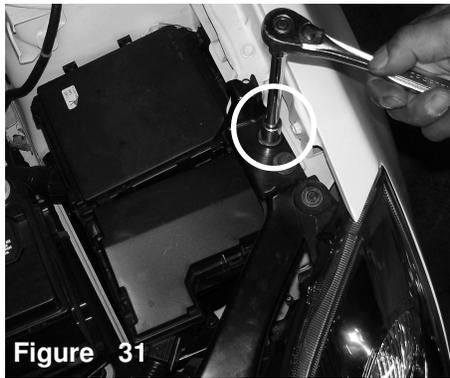


Figure 31
Remove the m8 screw located over the metal bracket that holds the fuse box in place.



Figure 32
The m8 screw is now removed from the bracket as shown above.



Figure 33
Align and screw the m8 vibra-mount into the fender well bracket as shown above.

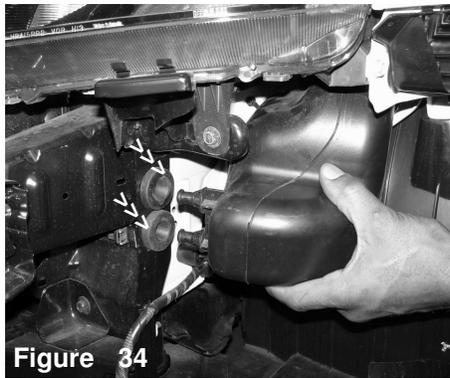


Figure 34
Pull the plastic resonator box from the grommets and pull the resonator box down and out of the bumper and fender well.

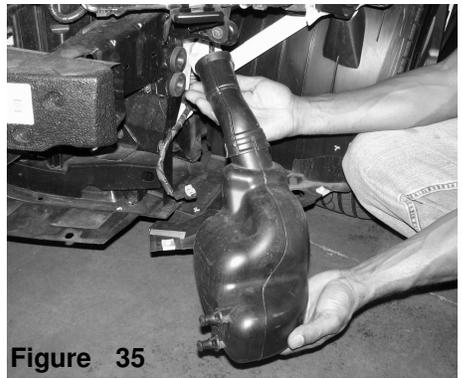


Figure 35
The resonator box is now out of the fender well

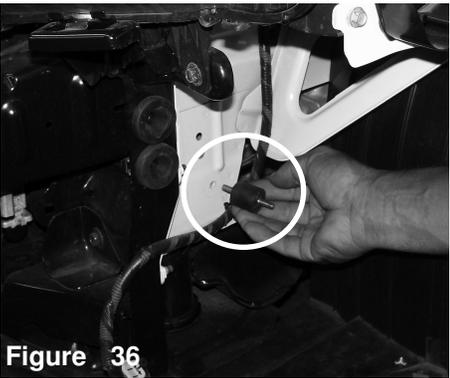


Figure 36
Align the m6 vibra-mount to the pre-tapped hole located on the frame

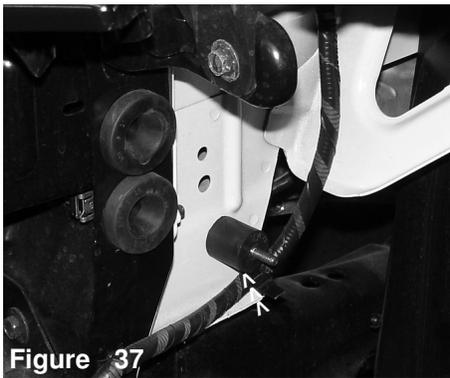


Figure 37
Screw the m6 vibra-mount until it sits flush on the frame.

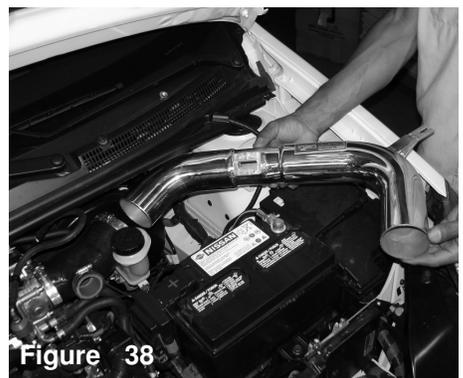


Figure 38
Align the intake to the formed silicone hose. Press the intake into the silicone holes while aligning the intake bracket to the vibra-mount stud.

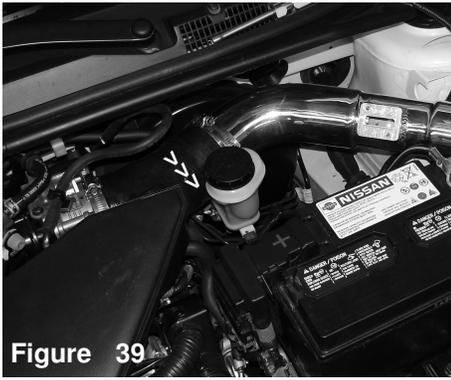


Figure 39

The upper intake tract is firmly pressed into the throttle body hose. **Note: Prior to tightening the flange nut, be sure to leave 1/2" space around the reservoir bottle**

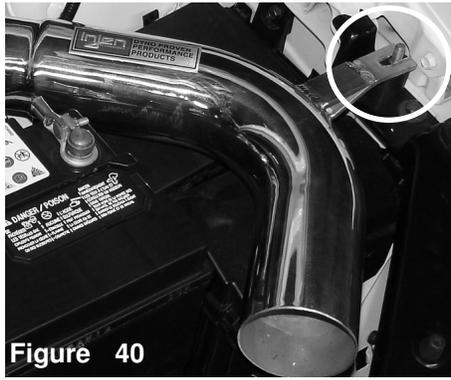


Figure 40

The lower intake bracket is aligned to the vibra-mount stud as shown above.



Figure 41

Once the intake bracket is sitting flush on the vibra-mount stud, continue to semi-tighten the power-band lactated on the throttle body.

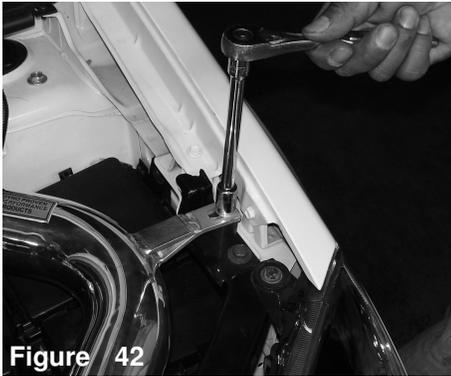


Figure 42

Fasten the m6 flange nut and fender washer on the vibra-mount stud.

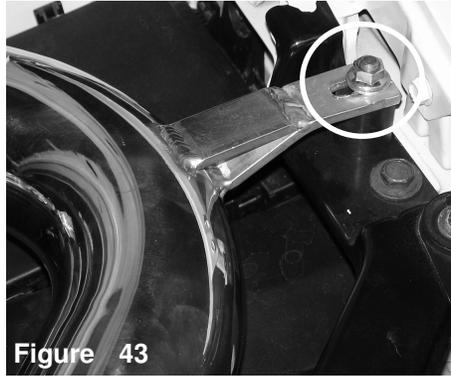


Figure 43

The flange nut and fender washer is sitting flush over the vibra-mount stud.



Figure 44

Press the CCV box port into the silicone hose inlet. Position the CCV box in place until it sits level with the engine.



Figure 45

Align the plastic brace to the mounting plate and use the stock bolt to fasten it in place.



Figure 46

Once the CCV box is in place, continue to tighten the hose clamp over the CCV box outlet.



Figure 47

Loosen and remove the two bolts securing the mass air flow sensor to the sensor housing.



Figure 48

Once both bolts have been removed, continue to pull the mass air flow sensor out of the sensor housing.



Figure 49

insert the mass air flow sensor into the machined sensor adapter located on the intake.



Figure 50

Use the stock bolts to fasten the mass air flow sensor to the sensor adapter.



Figure 51

Press the electrical sensor clip over the mass air flow sensor until it snaps in place.



Figure 52

The electrical sensor clip is firmly pressed over the mass air flow sensor.



Figure 53

Insert the large 3" silicone hose into the cavity between the battery and the radiator.

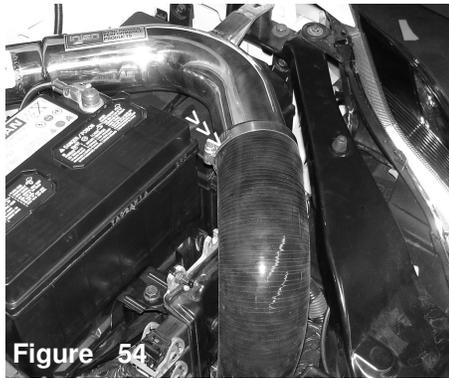


Figure 54

Once you have inserted the front end into the opening, continue to press the top end into the intake end. Semi-tighten the hose clamp for now.



Figure 55

The primary intake and 3" hose is now properly aligned. Again, to avoid any damage to the reservoir bottle, allow a 1/2" gap between the intake and the reservoir bottle.



Figure 56

Insert the last intake tract into the bumper area and into the engine compartment.

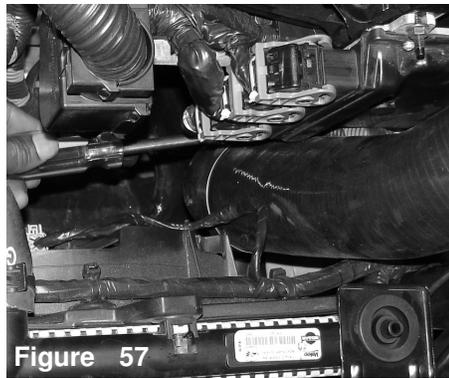


Figure 57

The lower intake tract is inserted into the engine compartment and pressed into the lower 3" silicone hose while aligning the intake bracket to the vibra-mount.

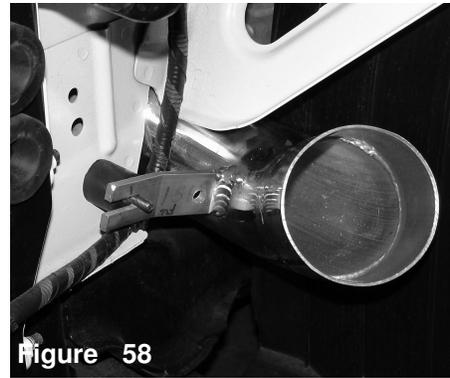


Figure 58

The intake bracket is shown aligned to the vibra-mount stud.

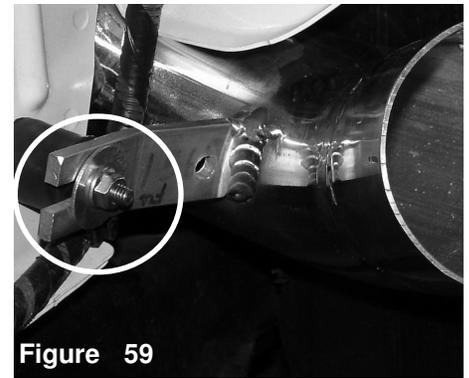


Figure 59

The m6 flange nut and fender washer is used to fasten the intake bracket to the vibra-mount stud.

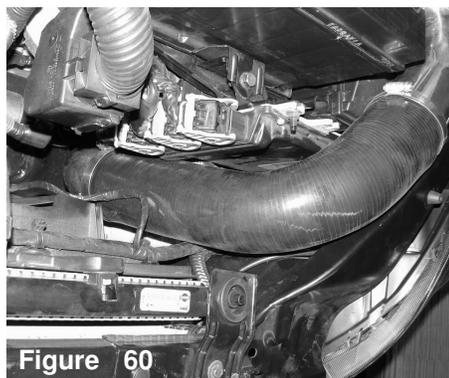


Figure 60

The 3" silicone hose is used to connect the upper and lower air intake tracts. Once all intake tracts have been aligned continue to semi-tighten the power-bands.



Figure 61

Align and press the filter neck over the intake. The intake end will butt up against the filter stop.



Figure 62

Once the intake has been butted up against the filter stop, continue to tighten the filter neck clamp.

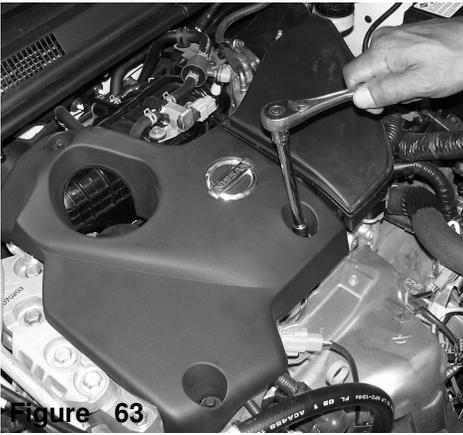


Figure 63

Place the plastic cover over the engine and use the stock bolts to fasten the cover over the intake manifold.

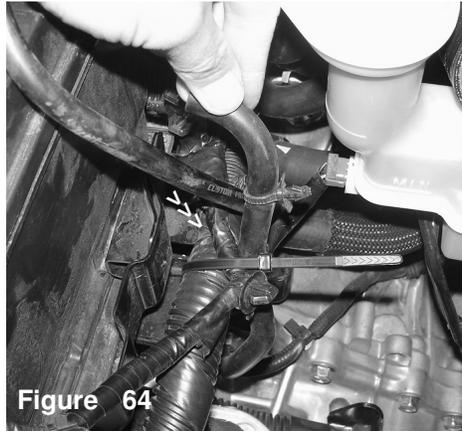


Figure 64

Use the supplied wire tie and secure the transmission vent tube to the wire harness behind the battery



Figure 65

Replace the front bumper back to its original position. Start the engine and allow 5 to 10 minutes for the ECU to readjust to the new calibrated and free flowing intake system.



Figure 66

Align the entire intake for best possible fit. Once you have aligned the intake, continue to tighten all nuts, bolts and clamps.



Figure 67

Congratulations! You have just completed the installation of the finest engineered intake system made. Periodically, check the fitment of the entire intake, normal driving conditions may cause shifting of the system.

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 may be 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.