



**Tools required:**

- 1- 8mm socket
- 1- 10mm socket
- 1- 12mm socket
- 1- Phillips screw driver
- 1- 8mm nut driver
- 1- 55mm allen wrench
- 1- Disc grinder or Dremel

Part number PF2057

2006-08 Toyota FJ 4.0L V6

1- MR Tech Power-flow Intake system

1- **Power Box**-contents: **PB400P-8**

- 1- 8" Inverted top filter (A) (#1022)
- 1- Main body top & screen (B) (#15015)
- 1- 4" velocity stack inlet (C) (#15016)
- 1- Rect. front pre-filter screen (D) (#15018)
- 5 - m6 x 20mm button head bolts (E) (#6073)

1- **Power-Box mounting bracket (K) (#20079)**

- 1- 4" straight hose (#3129)
- 1- 3" straight hose (#3044)
- 1- 18"- 4mm heater hose (#3104)
- 2- large Power-Band .462 (.064) (#4006)
- 2- Power-Band .362 (.048) (#4004)
- 1- 8mm Vibra- mount 2- 5/8" studs (#6062)
- 1- 8mm vibra-mount 3/8" x 5/8" studs (#6067)
- 3- 8mm flange nut (#6017)
- 1- 1/4" -20 oval flange nut (#8028)
- 4- 3/8" USS small washer (used on cover) (#6011)
- 1- 6 page instruction

Note: All parts and accessories are sold on-line at: "[injenonline.com](http://injenonline.com)"

**Congratulations! You have just purchased the best engineered, dyno-proven Power-Flow 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)"**

Note: The installation of this cold air intake does require mechanical skills. Removal of the engine cover which requires cutting plastic to allow room for a larger air intake system. It is recommended that this system be installed by a professional mechanic. Be sure to disconnect the negative terminal before proceeding.

**Congratulations! You have just purchased the worlds first tuned intake system.**

MR Technology, Leading the way! Patent pending

**POWER-FLOW: An air intake evolution** Power-Box contents:

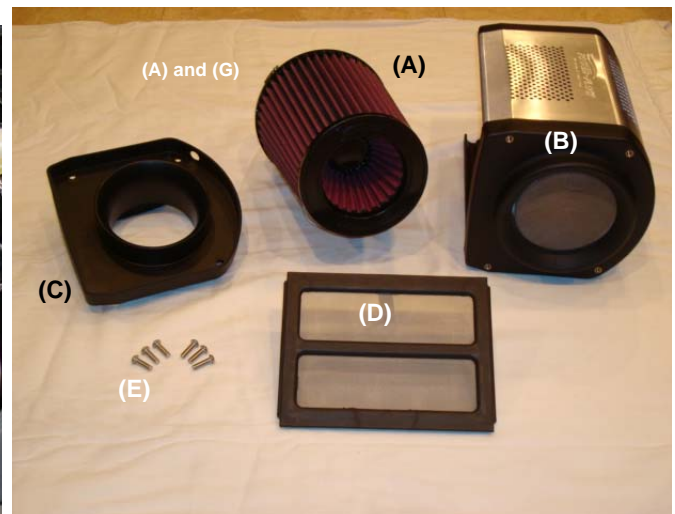


Figure 1



**Figure 2**  
Loosen the two flange nuts located over the engine cover as shown above. Once you have removed both bolts, continue to remove the engine cover.



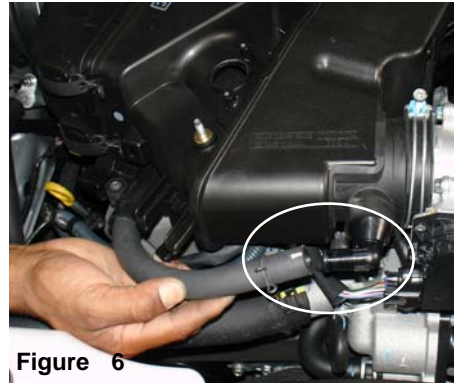
**Figure 3**  
Unbolt the m6 bolt located on the grommet below the air box cleaner



**Figure 4**  
Remove the second m6 bolt that fastens the air box cleaner in place.



**Figure 5**  
Loosen and remove the two m8 bolts that secures the resonator box to the fender well.



**Figure 6**  
Unplug the crank case breather hose from the air box cleaner port as shown above.



**Figure 7**  
Unplug the electrical air sensor harness as shown above.



**Figure 8**  
Unscrew the two bolts from the mass air flow sensor as shown above, then slowly pull the mass air flow sensor from the air box cleaner.



**Figure 9**  
The mass air flow sensor is now lifted from the air box cleaner. The mass air flow sensor will be installed on the intake further on in the instructions.



**Figure 10**  
With all bolts loose, lift the entire air box cleaner and disconnect the 4mm vacuum hose on the fuel pressure regulator (A). The stock 4mm vacuum hose will remain on the air box cleaner (B).



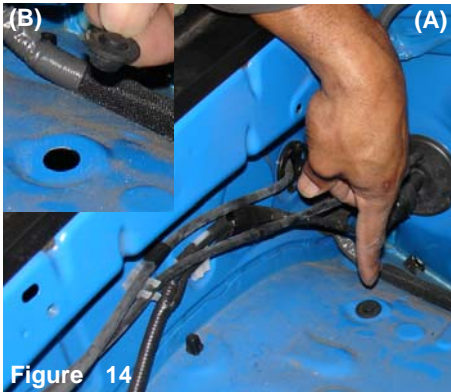
**Figure 11**  
The entire air box cleaner and resonator box is now removed from the engine compartment. The entire air cleaning unit will not be used for this installation.  
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**Figure 12**  
align the m8 vibra-mount to the pre-tapped hole located over the wheel well. For this installation, use the vibra-mount with the 3/8" stud x 5/8" stud, part#6067



**Figure 13**  
Screw the 3/8" side of the 8mm vibra-mount into the wheel well pre-tapped hole until the vibra-mount sits flush over the mounting point.



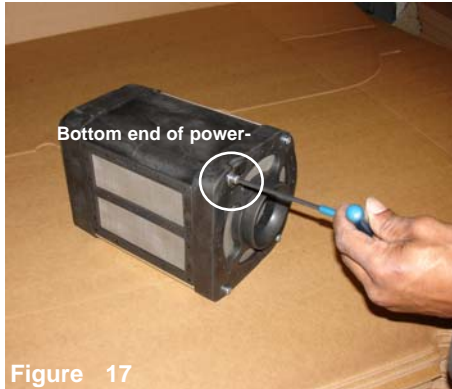
**Figure 14**  
Remove the small rubber plug by the firewall (A). Pull the rubber plug out (B) This is where the bracket vibra-mount will be located, further in the instructions.



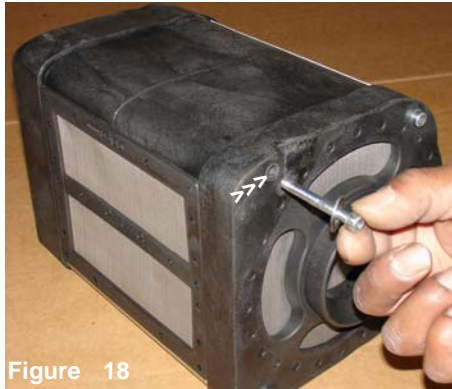
**Figure 15**  
Press the 3" straight hose over the throttle body, install two power bands (.362) over the 3" hose and tighten the band located over the throttle body.



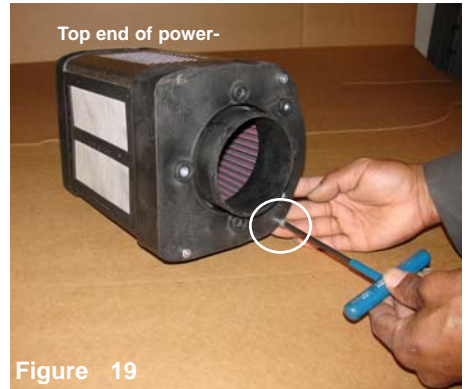
**Figure 16**  
Press the 18 inch, 4mm vacuum line over the fuel pressure regulator port.



**Figure 17**  
Position the power box with the rectangular screen facing forward and the air inducer facing towards you. Loosen the m6 x 45mm bolt as shown above.



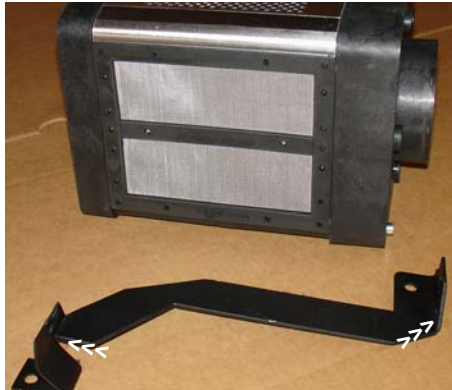
**Figure 18**  
The m6 x 45mm bolt is loosened and removed from the air inducer top.



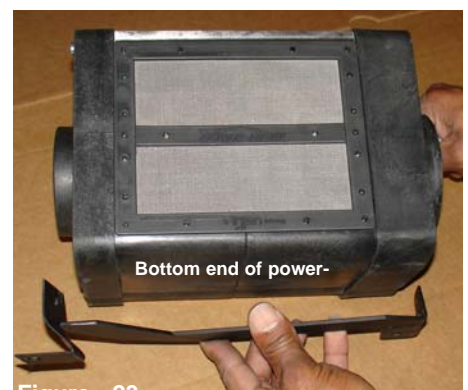
**Figure 19**  
Turn the power box so that the velocity stack is now facing you. Loosen and remove the m6 x 65mm bolt that secures the body.



**Figure 20**  
The m6 x 65mm bolt is loosened and removed from the velocity stack base.



**Figure 22**  
With the rectangular screen facing you, position the bracket as shown above. The power box will slip into the side saddles.



**Figure 23**  
The saddle is placed under the power box ready to be attached.



**Figure 24**  
The m6 x 45mm bolt is screwed and fastened to the air top inducer.  
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**Figure 25**  
The m6 x 65mm bolt is screwed and fastened to the velocity stack base.



**Figure 26**  
The bolts on both ends are now tightened. View of the power box upside down for better understanding.



Figure 27

The vibra-mount is lined up to the air inducer mounting bracket.



Figure 28

Use the m8 flange nut to secure the vibra-mount to the bracket as shown above.



Figure 29

Lower the power box into the engine compartment, the rear vibra-mount fastened to the bracket is now inserted into the grommet hole location.

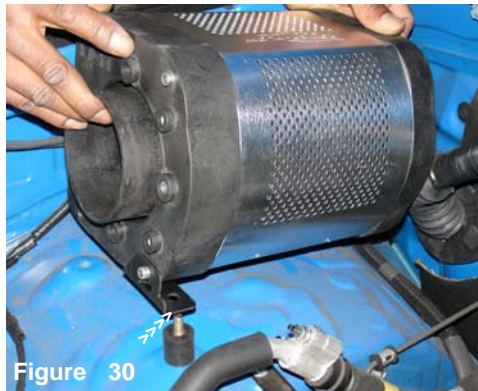


Figure 30

The rear vibra-mount is inserted into the grommet hole, now set the velocity stack bracket over the vibra-mount after the rear vibra-mount has been set in the hole.



Figure 31

Once the rear vibra-mount is inserted into the rear grommet hole, use the m8 flange nut to fasten the bracket to the front vibra-mount.



Figure 32

Referring back to figure 29, the power box is set on both vibra-mounts, a fender washer and an m8 nut will secure the vibra-mount inserted under the wheel well.



Figure 33

Now that the power box has been installed, press the 4 inch straight hose over the velocity stack end. Once the 4 inch hose is in place, place two power bands (.462) over the hose and tighten the clamp on the velocity stack end.



Figure 34

Insert the three inch end of the intake into the throttle body hose (A). Once the 3" side has been positioned in the throttle body hose, continue to insert the 4" end into the power box 4 inch straight hose (B).



Figure 35

Now continue to insert the 4 inch intake end into the power box 4 inch straight hose as shown above (A). Note the 1/4-20 stud placed over the intake (B) the stud must be facing up because this is where the engine cover will be attached.



Figure 36

Press the 18" -4mm vacuum line installed earlier on the fuel pressure regulator over the 3/16" intake port.



**Figure 37**

The stock breather hose is now aligned to the 5/8" intake firmly press the hose over the intake port.



**Figure 38**

Once the breather hose has been properly installed over the 5/8" intake port, use the wire tension clamp to secure the breather hose in place.



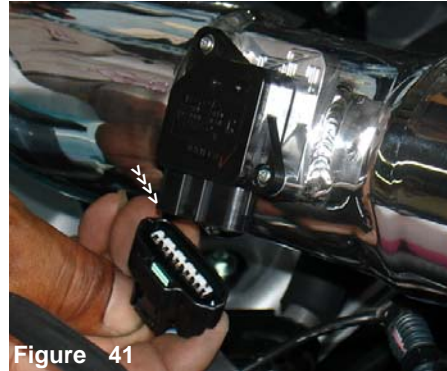
**Figure 39**

Rub a dab of light oil around the MAFS O-ring, then insert it into the sensor adapter. Be careful not to pinch the O-ring when inserting it into adapter.



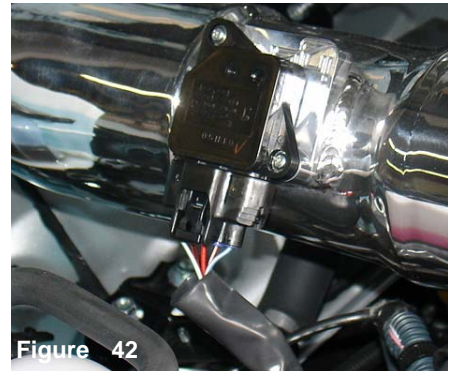
**Figure 40**

Use the two stock bolts to secure the MAFS to the machined sensor adapter.



**Figure 41**

Press the electrical sensor harness over the MAFS until you hear the two devices snap together.



**Figure 42**

The MAFS and electrical sensor harness have been installed correctly.



**Figure 43**

Take the sheet with the pattern and cut along the dotted lines. Use the pattern to place along the engine cover edge. The pattern is used as a guide to cut out a strip.



**Figure 44**

Place the pattern on the edge of the engine cover and use a marker to trace a line around the pattern.



**Figure 45**

A grinding wheel or Dremel is recommended to make a clean cut along the line. A utility knife will also work but a file will be required to clean up the edge.



**Figure 46**

When the engine cover has been cut and fitted, lower the cover over the intake 1/4-20 aluminum stud(A) and intake plenum stud (B). Use one stack nut and 1/4-20 nut provided to secure the cover to the intake stud and the intake plenum stud.

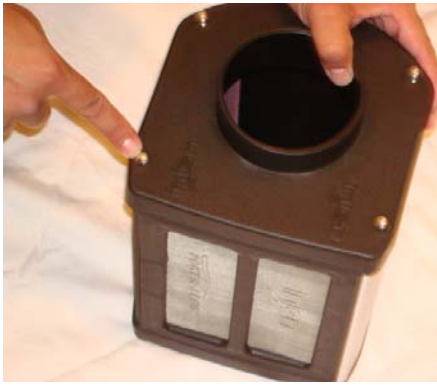


**Figure 47**

Congratulations! You have just completed the installation of this intake system. Periodically, we recommend that you check the fitment of the intake for any shifting of the intake that may cause rattling or rubbing.

**You have purchased the Worlds first tuned air intake system available anywhere. With the patent pending MR Technology Power-Flow intake system, calibrating of the MAF sensor is not required because the intake system comes tuned. Use only Injen replacement filters. The use of any other filter will change the air/fuel ratio that may cause damage to your engine.**

**Assembly and disassembly instructions for the Power Box for the purpose of cleaning screens and filter.**



Here are the four-m6 x 20mm bolts that will be removed from the velocity stack base located on the corners of the base.



Unbolt the four-m6 x 20mm screws from the velocity stack base located to the center of the base. Now separate the base from the body.



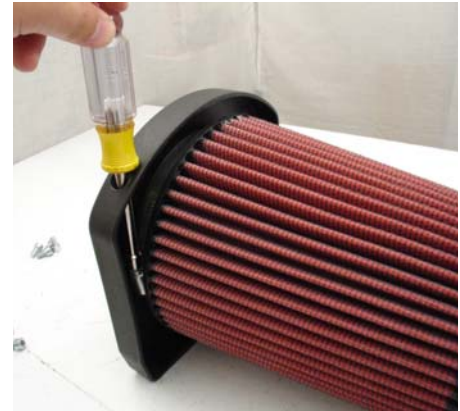
The four m6 x 20mm bolts have been removed from the top of the velocity stack.



Pull the velocity stack base with the filter that is attached to the velocity stack.



The velocity stack with filter is now out of the power box body.



Loosen the clamp on the filter next in order to separate the filter from the velocity stack.



Once you have loosened the filter neck clamp, continue to pull the filter from the velocity stack.



The rectangular pre-filter screen is now slipped out of the channel along the body of the power box.



Here is a group shot of the components that goes into the power box. The filter and screen can now be cleaned with a simple shop-vac.

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.