



Part number SP1727  
07-08 Honda Element  
2.4L, 4 cyl.

- 1- 2 piece cold air intake
- 1- 3" Injen filter (#1017)
- 1- 2.75" straight hose (#3043)
- 1- 3" straight hose (#3044)
- 1- 12" 8mm vacuum hose (#3091)
- 2- Power Bands .312 .040 (#4003)
- 2- Power Bands .362 .048 (#4004)
- 3- m6 flange nuts (#6002)
- 3- fender washers (#6010)
- 2- m6 vibra-mount (#6020)
- 1- 12" vinyl trim (#6023)
- 1- 6 page instruction

**Warning:**

Do not convert to short ram, this intake has been tuned and calibrated to be used as a cold air intake only.

Note: All parts and accessories are now available on-line at:  
**"injenonline.com"**

**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.**

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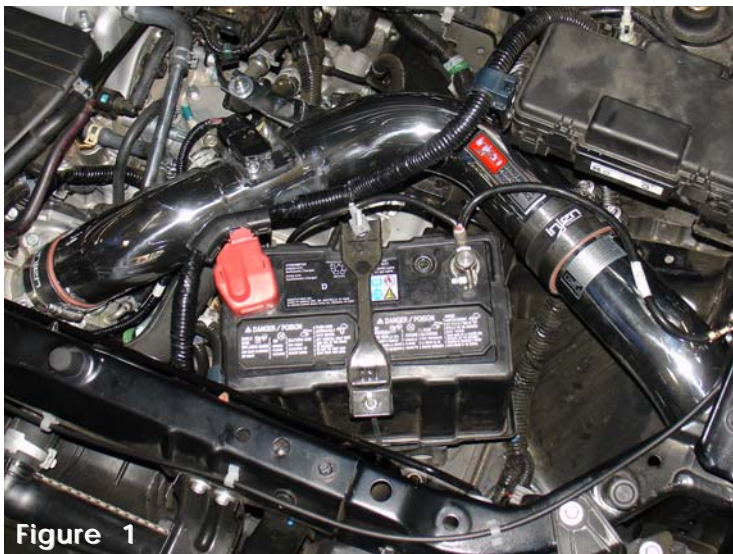


Figure 1



Figure 2



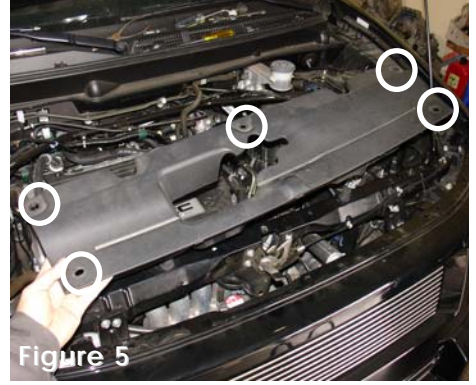
**Figure 3**

Remove all top plastic clips, bottom and side screws, then continue to pull the front bumper away from the front end. Set the bumper down on the floor once you have pulled it away from the front end.



**Figure 4**

With the bumper sitting on the floor continue to disconnect the fog lamp electrical harness clips as shown above.



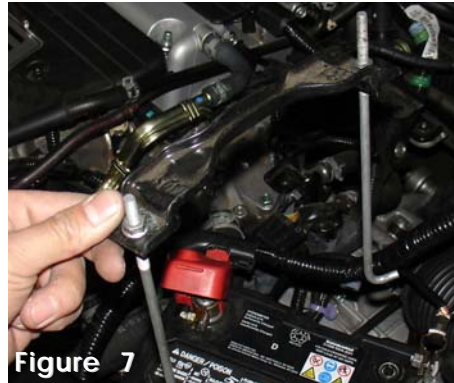
**Figure 5**

Remove all five plastic clips from the plastic shroud and remove the shroud from the radiator and cross member.



**Figure 6**

Use the 10mm socket and ratchet to loosen the two battery tie down nuts.



**Figure 7**

Once you have loosened both nuts, continue to remove the battery tie down as shown above.



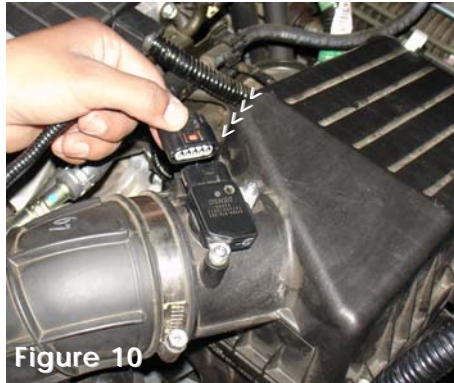
**Figure 8**

With the battery tie down out, continue to remove the battery from the engine compartment.



**Figure 9**

Loosen the air intake duct clamp from the air box cleaner.



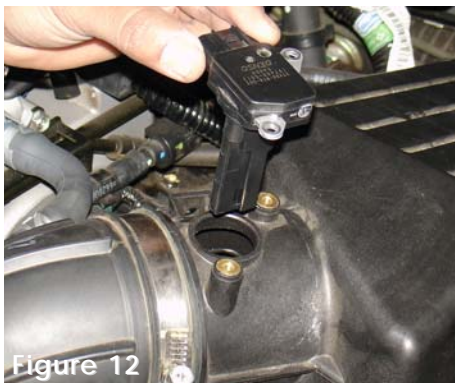
**Figure 10**

Disconnect the electrical harness clip from the mass air flow sensor.



**Figure 11**

Loosen and remove both sensor bolts from the mass air flow sensor.



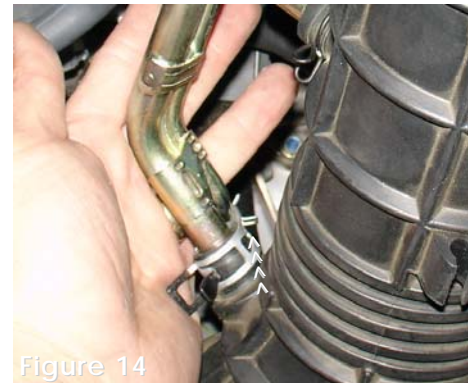
**Figure 12**

Once you have removed both bolts, continue to pull the mass air flow sensor from the sensor housing.



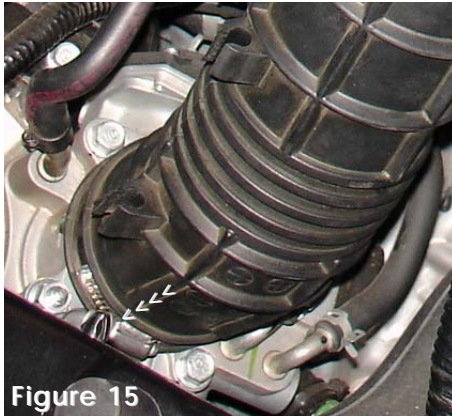
**Figure 13**

The air control thermal hose is disconnected from the port on the air intake duct.



**Figure 14**

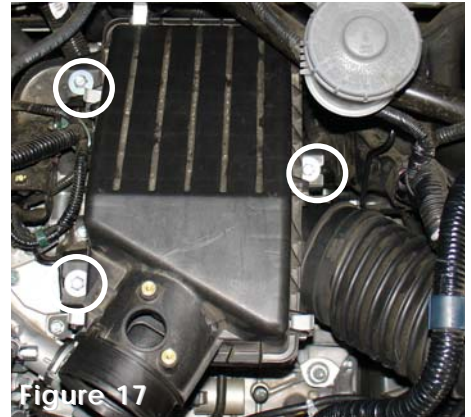
Press the tension clamp tabs together and gently pull the clamp away from the air intake port.



**Figure 15**  
Loosen the clamp on the air intake duct connected to the throttle body.



**Figure 16**  
Now that all clamps on the air intake duct are loosened, continue to remove the air duct from the throttle body and air box cleaner.



**Figure 17**  
Use a 10mm socket and ratchet to loosen and remove all three bolts from the air intake box.



**Figure 18**  
Once you have removed the three bolts, continue to pull the air box cleaner out of the engine compartment.



**Figure 19**  
Now that the air box cleaner is out of the engine compartment, continue to pull the resonator box from the fender well.



**Figure 20**  
Use a pair of pliers to depress the tabs on the breather hose tension clamp. Pull the tension clamp away from the PCV pipe.



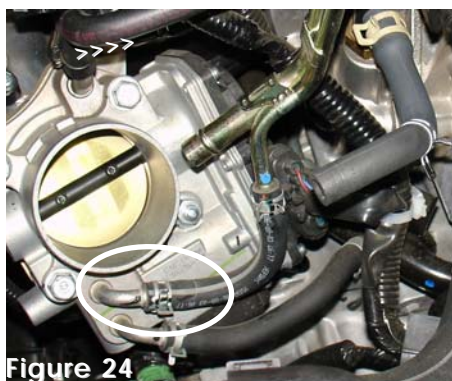
**Figure 21**  
Pull the PCV pipe out of the crankcase breather hose.



**Figure 22**  
The tension clamp is depressed on the coolant outlet hose and pulled back.



**Figure 23**  
With the tension clamp pulled back, continue to pull the coolant outlet hose from the port.



**Figure 24**  
The tension clamp on the upper coolant idle port is depressed and moved back.



**Figure 25**  
Once the tension clamp has been removed from the upper coolant idle port, continue to pull the hose from the coolant idle port.



**Figure 26**  
The PCV pipe and coolant hoses are now removed from the engine compartment.



**Figure 27**

The 12" -8mm heater hose is pressed over the upper coolant idle port. The stock tension clamp is used to secure the 8mm heater hose in place.



**Figure 28**

The other end of the 12" 8mm heater hose is pressed over the coolant outlet port. The tension clamp is used to secure the hose in place.



**Figure 29**

Align and screw the vibra-mount to the air box cleaner bracket.



**Figure 30**

The primary vibra-mount is now sitting flush with the air box cleaner bracket.



**Figure 31**

Press the 2 3/4" straight hose over the throttle body until it is butted up against the end. Tighten the power-band to over the throttle body to secure hose over the throttle body.



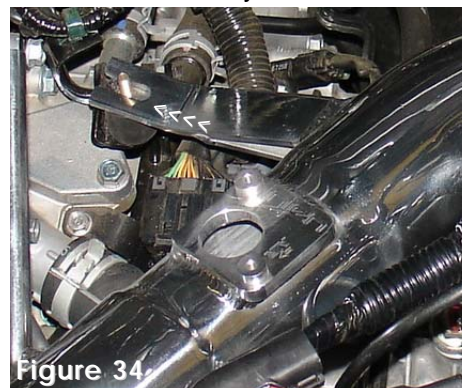
**Figure 32**

Lower the primary intake into the engine compartment and align the throttle body end to the hose on the throttle body.



**Figure 33**

Insert the intake into the throttle body hose until it sits flush with the throttle body edge.



**Figure 34**

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



**Figure 35**

The m6 flange nut and fender washer is used to secure the intake in place.



**Figure 36**

The primary intake is aligned and the m6 flange nut is semi-tightened.



**Figure 37**

The air control thermal hose is pressed over the 3/4" shorter intake port, the stock tension clamp is used to secure the hose in place.



**Figure 38**

Press the long 3/8" intake port into the crankcase breather hose as shown above. Use the stock tension clamp to secure the breather hose in place.



**Figure 39**

Insert the mass air flow sensor into the machined sensor adapter. Rub a dab of light oil on the O-ring, this will avoid kinking of the O-ring.



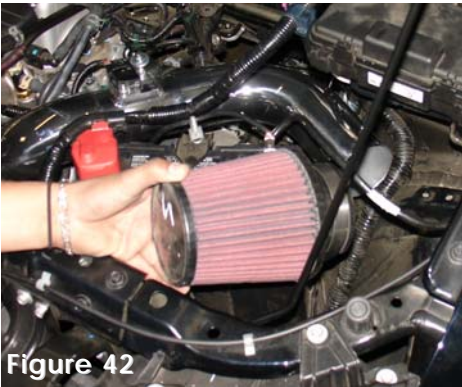
**Figure 40**

The stock bolts are used to fasten the mass air flow sensor over the machined adapter.



**Figure 41**

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



**Figure 42**

To use the intake as a short ram: Align the filter over the end of the primary intake.



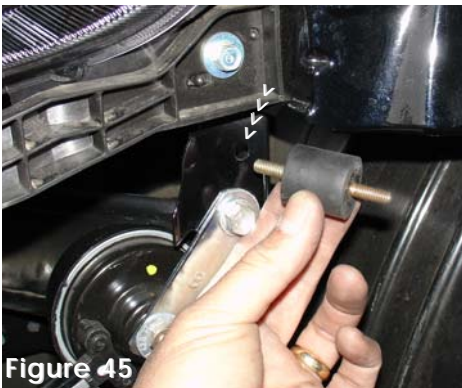
**Figure 43**

Press the intake end into the filter neck until it butts up against the filter stops. Tighten the filter clamp once the filter is flush with the intake.



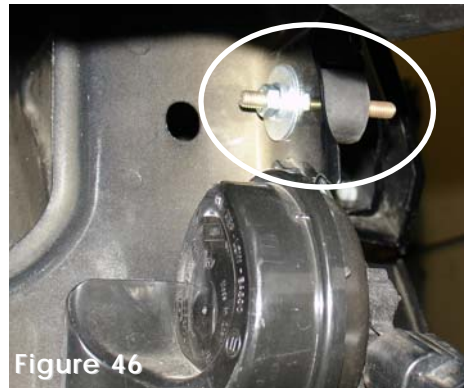
**Figure 44**

Top shot of the short ram intake installed.



**Figure 45**

The secondary vibra-mount is aligned above the horn bracket.



**Figure 46**

The m6 flange nut and fender washer is used to secure the vibra-mount over the horn bracket.



**Figure 47**

Press the 12" vinyl trim along the edge of the fender well resonator opening.



**Figure 48**

The vinyl trim is flush around the fender well resonator opening.



**Figure 49**

Press the 3" straight hose over the end of the primary intake, use the power-bands on the hose and fasten the clamp over the primary intake.



**Figure 50**

The secondary intake is inserted into the bumper area and into the fender well resonator opening.



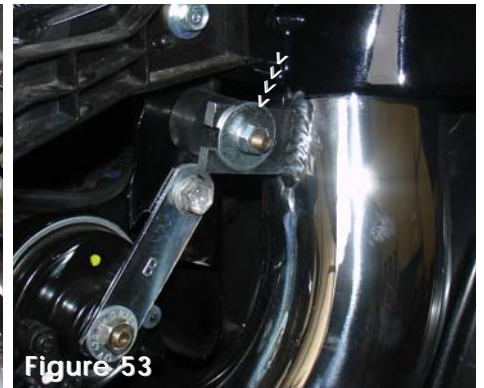
**Figure 51**

The secondary intake is pushed through the fender well resonator opening. The top end is inserted into the primary intake.



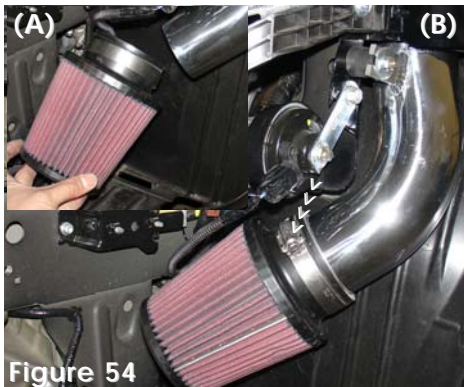
**Figure 52**

The secondary intake is pressed into the hose located on the end of the primary intake. Once the intake is aligned, continue to fasten the power-band



**Figure 53**

While the two intakes are aligned, the secondary intake bracket is aligned to the vibra-mount stud. Use the m6 flange nut and fender washer to fasten the intake to the vibra-mount stud.



**Figure 54**

Align the filter to the intake end (A). The filter is pressed over the intake until the intake is butted up against the filter stop. Tighten the filter clamp located on the filter neck (B).



**Figure 55**

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



**Figure 56**

Continue to reinstall the battery and battery tie down. Replace the front bumper back to its original position and use the stock pins and screws to secure the bumper.



**SES1727 2003-07 Honda Element 2.4L 4 cyl.**

**2 wheel, AWD and SC models**

Injen now sells a full polished stainless steel 60mm cat-back system with stainless steel slanted tip. This system fits all two wheel, all wheel drive and SC models.



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.