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Part number SP1836
2009 Mitsubishi Lancer GTS
2.4L 4 cyl. All Model

1- Three piece cold air intake equipped w/**MR Tech and Air Fusion**
1- Formed silicone hose (#3169)
1- 2 3/4" Injen/AMSOIL Dry filter (#1013)
1- 2 3/4" straight hose (#3043)
4- Power-Bands .312 **.040** (#4003)
1- m6 vibra-mount (#6020)
1- m8 vibra-mount (#6062)
1- m6 flange nut (#6002)
1- m8 flange nut (#6017)
2- Fender washer (#6010)
2- m4 x 10mm bolts (#6047)
1- Oil coolant bracket (#20085)
(applicable to all GTS models)
1- 7 page instruction

"injenonline.com"

Sold separately:

Hydro-shield used with this filter X-1033

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. It is recommended that this system be installed by a professional mechanic. Be sure to disconnect the negative terminal before proceeding.

Tools required: 1- 10mm socket 1- 8mm socket 1- ratchet extension
1- ratchet 1- Phillips Screwdriver 1- Flathead screw Driver

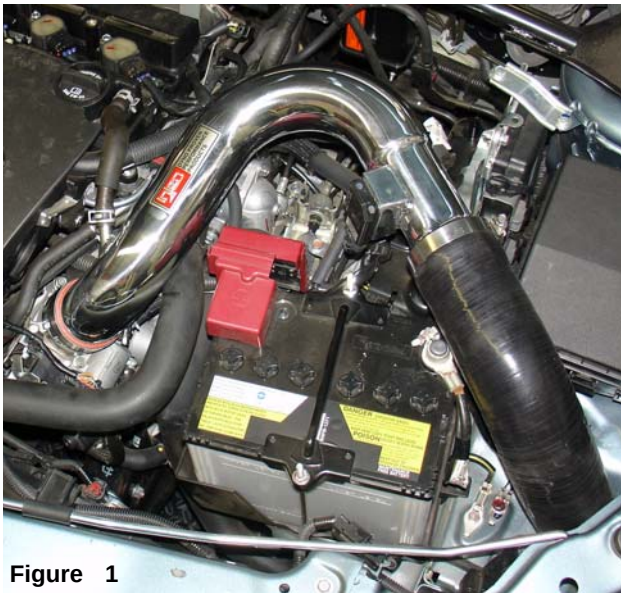


Figure 1

Figure 2


Figure 3

Remove all plastic clips, bolts and screws that fastens the front bumper in place, continue to remove the front bumper as shown above.


Figure 4

Unscrew both bolts and pop the plastic clip out of the front air scoop.


Figure 5

Pull the front scoop from the air box cleaner and remove it from the engine compartment.


Figure 6

Unscrew the air box cleaner m6 bolt from the brace.


Figure 7

Loosen the air duct clamp from the throttle body hose.


Figure 8

Remove the crack case breather hose from the air intake port.


Figure 9

Depress the plastic tab and pull the electrical sensor harness from the mass air flow sensor.

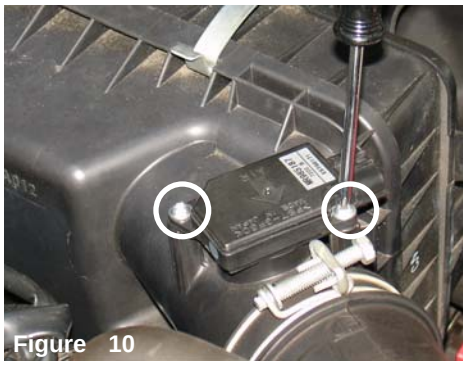


Figure 10

Unscrew the two m4 bolts from the mass air flow sensor housing. This will allow you to remove the mass air flow sensor from the sensor housing.


Figure 11

Once the m4 bolts have been removed, continue to pull the mass air flow sensor from the sensor housing.


Figure 12

Now the all nuts, bolts and clamps have been removed or loosened, continue to pull the air box cleaner from the engine compartment.


Figure 13

Press the 2 3/4" straight hose over the throttle body. Slip two power-bands over the 2 3/4" hose and tighten the clamp over the throttle body.


Figure 14

Align the m6 vibra-mount over the air box mounting point as shown above.


Figure 15

The m6 vibra-mount is sitting flush over the air box mounting plate.


Figure 16

The secondary m8 vibra-mount is now aligned to the frame in the bumper area.

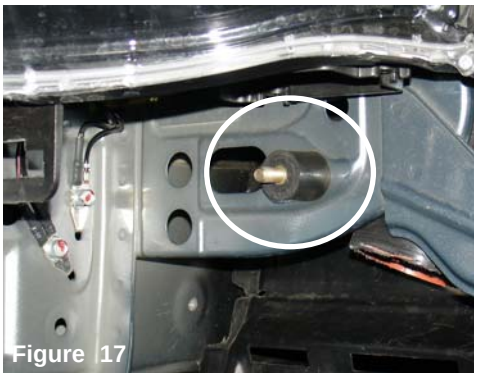


Figure 17

The secondary vibra-mount is now sitting flush along the bumper area along the frame.


Figure 18

The primary intake is now lowered into the engine compartment and pressed into the throttle body hose.


Figure 19

Once the intake has been pressed into the throttle body hose, continue to align the intake bracket to the primary vibra-mount stud.


Figure 20

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

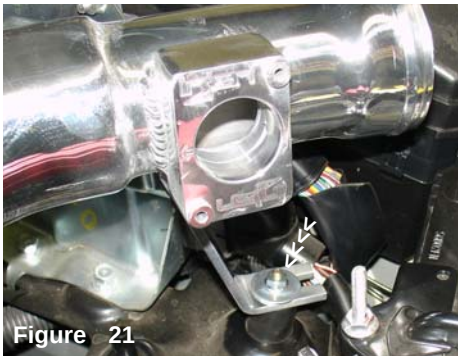


Figure 21

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


Figure 22

The mass air flow sensor is now inserted into the sensor adapter. A dab of light oil is used on the O-ring to prevent kinking or tearing of the O-ring.


Figure 23

Use the m4 bolts provided in this kit to fasten the mass air flow sensor to the sensor adapter.


Figure 24

Press the electrical sensor harness clip over the mass air flow sensor until you hear them snap together.

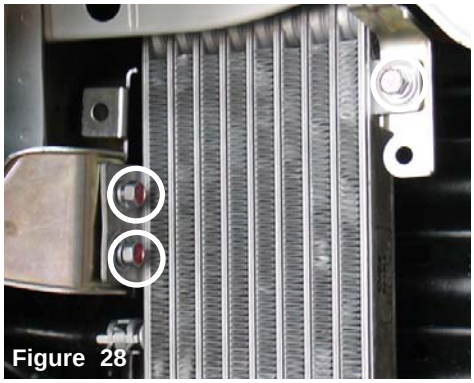

Figure 25

The stock crank case breather hose is now aligned to the intake port as shown above.

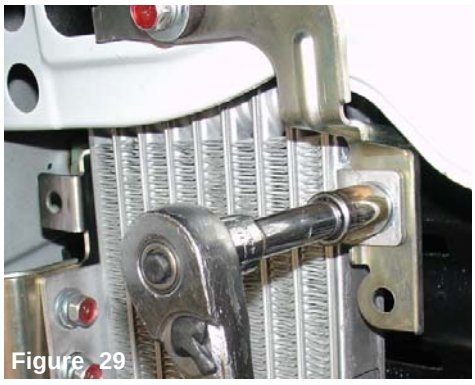

Figure 26

Once you have pressed the breather hose over the intake air port, continue to use the tension clamp over the breather hose. **All non-GTS models, proceed and go to figure 46 to continue.**

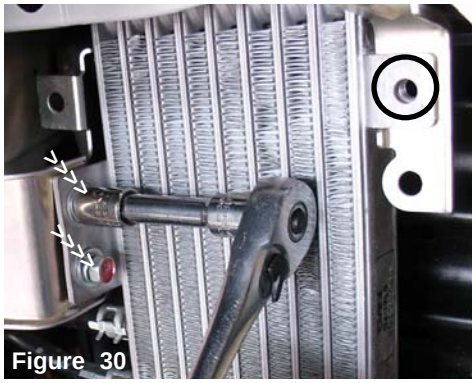
Applicable to all GTS models: Oil cooler that will be relocated in order to make room for the filter.



Remove the 3-m8 bolts that are shown above.



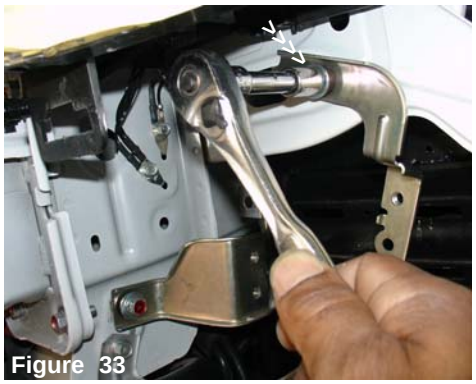
The first m8 bolt is loosened and removed.



Once you have removed the top bolt as shown above circled, continue to remove the two additional m8 bolts fastened to the zinc plated brace.

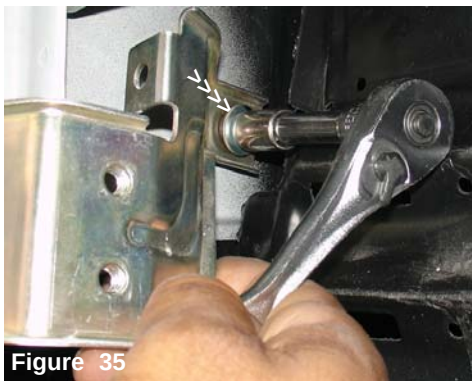
The two m8 bolts fastened to the zinc plated brace have been loosened and removed. The oil cooler is now detached from the brace.

Once all three bolts have been removed, continue to remove the oil cooler from the two braces.

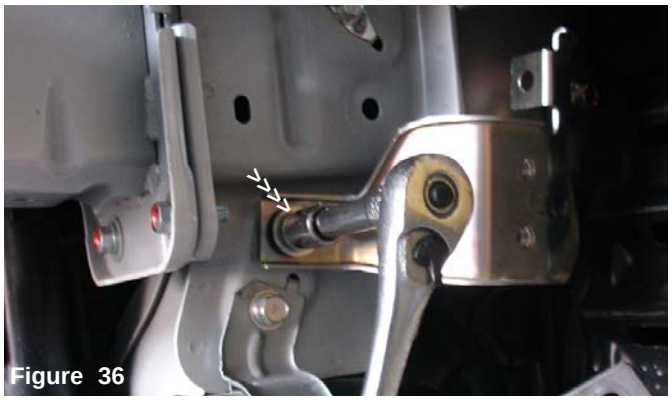


The m8 bolt holding the upper brace is loosened and removed.

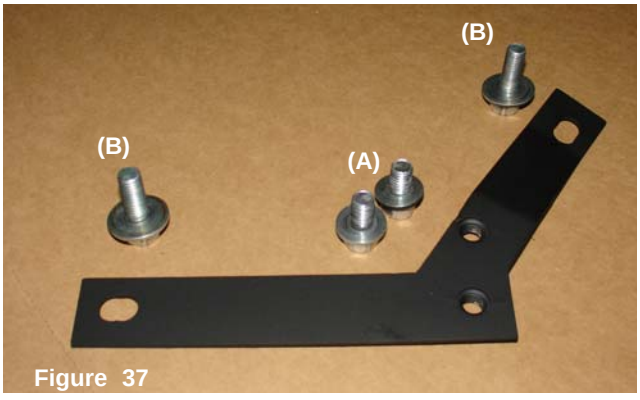
The L-shape zinc plated brace is now removed from the top frame.



The final two m8 bolts are removed from the larger zinc plated brace that is attached to the car frame.



The last m8 bolt is loosened and removed from the zinc plated brace. Once the m8 bolts have been removed , continue to remove the brace.



The stock m8 bolts are now used with the new oil cooler bracket. The two m8 x 16mm bolts (A) are fastened to the press nuts while the two m8 x 21mm bolts (B) are used to attach the entire bracket to the car frame.

Figure 38

The new oil cooler bracket is aligned to the car frame with the press nuts facing inward towards the car frame.

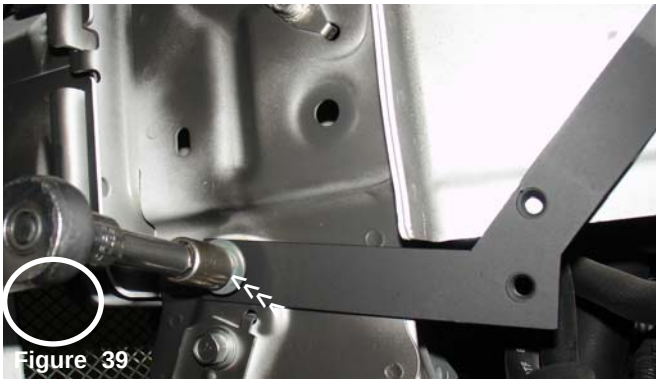


Figure 39

The first m8 x 21mm bolt is aligned to the frame to fastened the new bracket.

Figure 40

Once the first m8 bolt is semi-tightened as circled above, continue to align the second m8 x 21mm bolt to the car frame.

Figure 41

The oil cooler is now aligned to the new bracket as shown above.

Figure 42

The oil cooler brace is aligned to the press nuts located on the bracket.

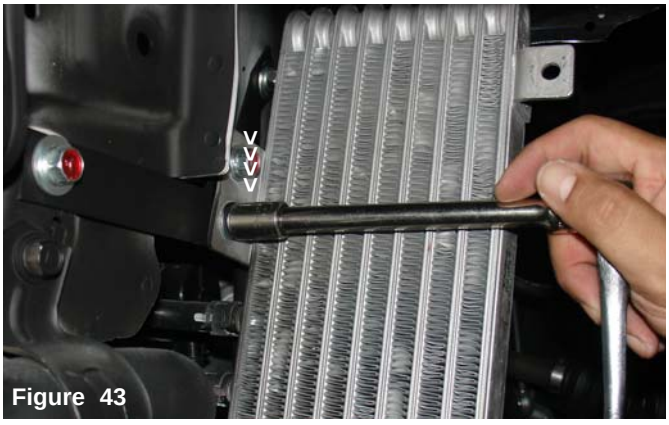


Figure 43

The first m8 x 16mm bolt is aligned and semi-tightened to the lower press nut.

Figure 44

The second m8 x 16mm bolt is aligned and fastened to the upper press nut.

Figure 45

Both m8 x 16mm bolts are now installed and holding the oil cooler in place.

The secondary silicone hose is now lowered into the engine compartment.

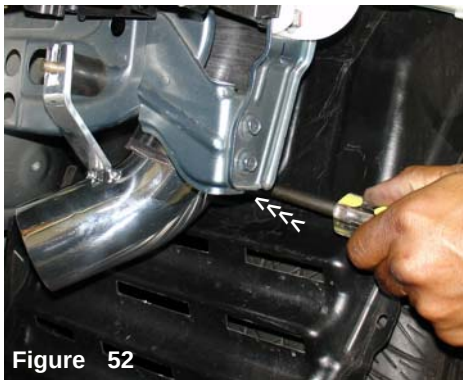
Once you have lower the lower end into the resonator opening, continue to align the intake to the primary aluminum intake.

The upper silicone hose is pressed over the primary intake.

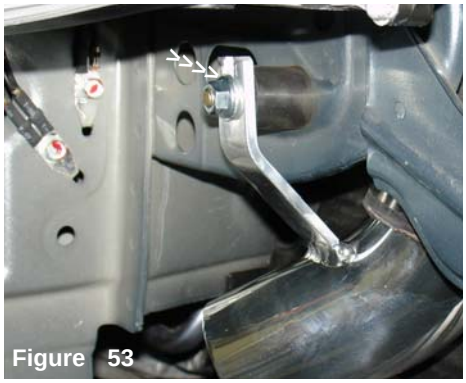
Slip one power-band over the end of the secondary silicone.

Align the extended intake to the secondary silicone hose as shown above.

Press the extended intake to the secondary silicone hose and align the intake bracket to the vibra-mount stud.



Tighten the hose clamp on the extended intake shown above.



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

The 8mm socket is used to tighten the m6 flange nut over the vibra-mount stud.

Align and press the filter neck over the intake end.

Once the intake end has butted up against the filter stops, continue to tighten the filter neck clamp.

Congratulations! you have just completed the installation of this intake system. Periodically, check the fitment of the intake system for misalignment that may occur over time.

Figure 58

Driver under shot of the bolt-on exhaust system for easy installation.

Figure 59

Passenger under shot of the full cat-back system.

Figure 60

Muffler design and tip is engineered to to follow the sleek contour of the body.

Figure 61

This system comes complete with an aesthetically pleasing embossed, 4 1/2" titanium burnt tip.

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.