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 Published and patent pending

4- Tuning Method and Device for intake tracts having built-in, extended Air Horns patent pending

Part number SP7027
2008-09 Chevy Cobalt SS
2.0L Turbo 4 cyl.

2- piece cold air intake
1- 3 1/2" Power-flow filter (#1021)
1- T/B silicone elbow (#3166)
1- 3" straight hose (#3044)
1- Power Bands .040/.312 (#4003)
3- Power Band .048/.362 (#4004)
1- m6 vibra-mount (#6020)
1- m6 male/female VM (#6028)
3- m6 flange nut (#6002)
3- Fender washer (#6010)
2- m4 Button head screws (#6047)
1- 6 page instruction

Note: All parts and accessories now sold 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.

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

MR Technology, "The World's First Tuned air Intake System!"

Factory safe air/fuel ratio's for Optimum performance Patent# 7,359,795


Figure 1


Figure 2


Figure 3

The stock air box and air duct to be removed. Prior to the installing, disconnect the negative battery terminal. The front bumper is removed prior to starting.

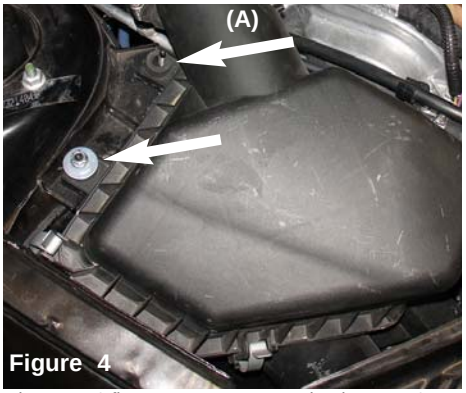


Figure 4

The two m6 flange nuts are removed. The top m6 flange nut has already been removed (A)

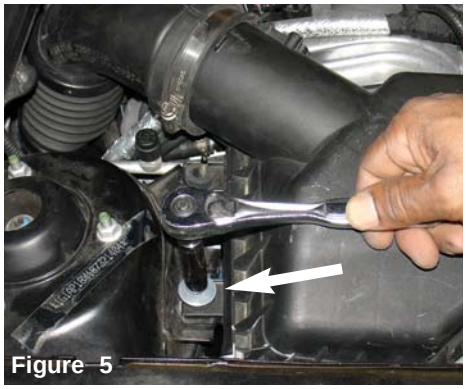


Figure 5

The second flange nut is loosened and removed.

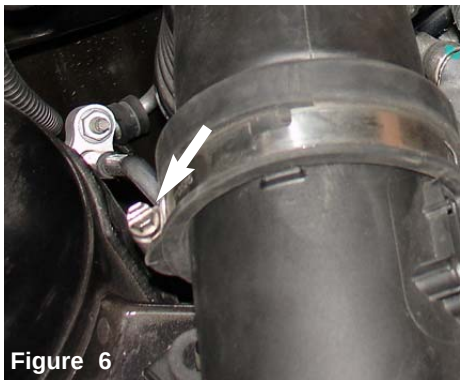


Figure 6

The turbo air inlet clamp is loosened in order to separate the air box from the air intake duct.

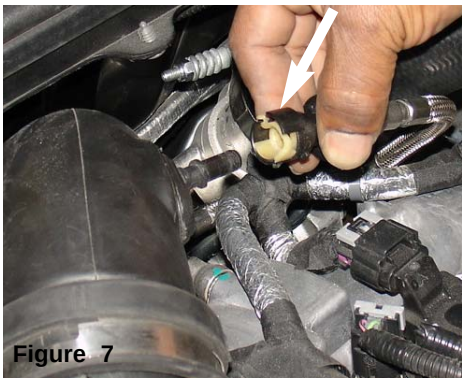


Figure 7

The vacuum port connector is removed from the air duct port as shown above.

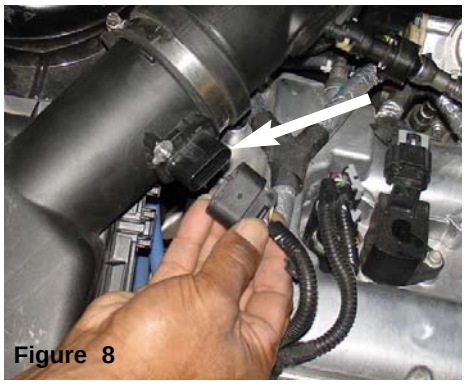


Figure 8

The tab is depress and the electrical sensor harness is removed from the mass air flow sensor.


Figure 9

The two bolts are loosened and removed from the mass air flow sensor housing.


Figure 10

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


Figure 11

The lower air box bolt is removed from the extended brace.


Figure 12

The turbo air inlet duct is disconnected from the air box cleaner


Figure 13

Once all three bolts and clamp has been removed or loosened, continue to pull the air box cleaner from the engine compartment.

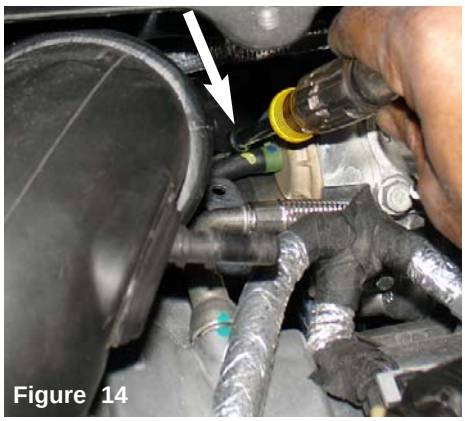
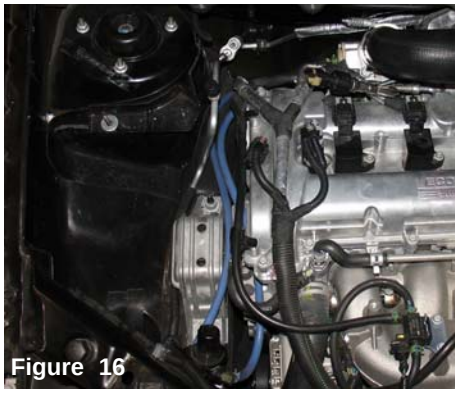


Figure 14

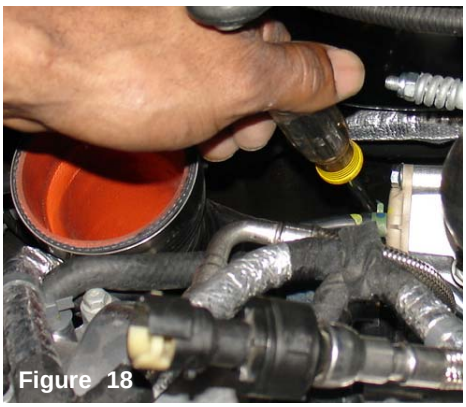
The lower turbo air inlet clamp is now loosened as shown above.

The lower air duct is now pulled out from the engine compartment.



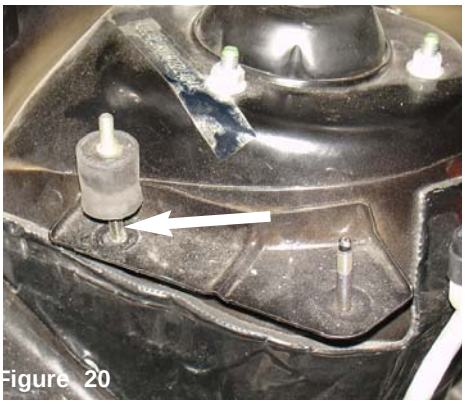
The air box cleaner and air duct is removed from the engine now removed.

The silicone elbow is now lowered into the engine compartment and over the turbo inlet. The clamp over the turbo is now semi-tightened.

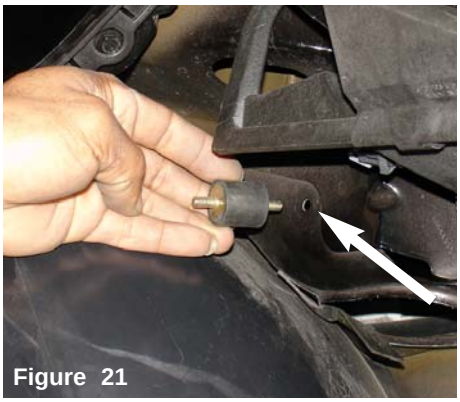


The clamp is tightened over the silicone hose.

The male/female vibra-mount is aligned and screwed over the air box stud.

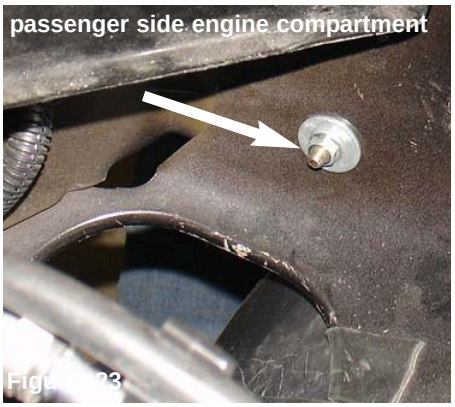


The male/female vibra-mount is now installed.



The male vibra-mount is inserted into the pre-drilled hole located on the passenger side bumper support.

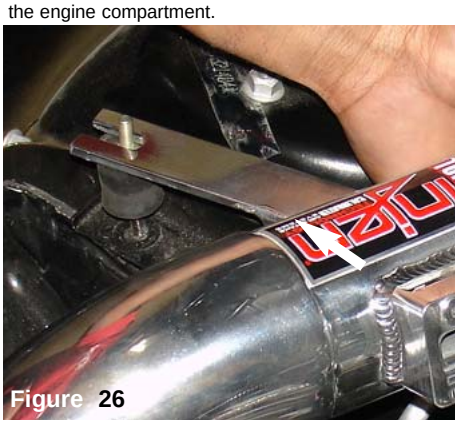
The vibra-mount is inserted into the bumper support frame. The nut and washer is lowered from the inside.



The m6 flange nut is placed over the vibra-mount stud located on the opposite side of the fender or inside of the engine compartment.

The m6 flange nut is tightened over the vibra-mount stud.

The primary intake is now lowered into the engine compartment.



As the primary intake is aligned to the turbo inlet, the intake bracket is aligned to the male/female stud.

Figure 27

Once you have aligned the intake bracket to the vibra-mount , continue to press the intake into the hose over the throttle body.

Figure 28

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

Figure 29

The m6 flange nut is tightened.

Figure 30

The silicone hose is pressed over the end of the primary intake, a power band is used to secure the silicone hose over the intake end.


Figure 31

The secondary intake is inserted into the bumper corner and into the engine compartment.

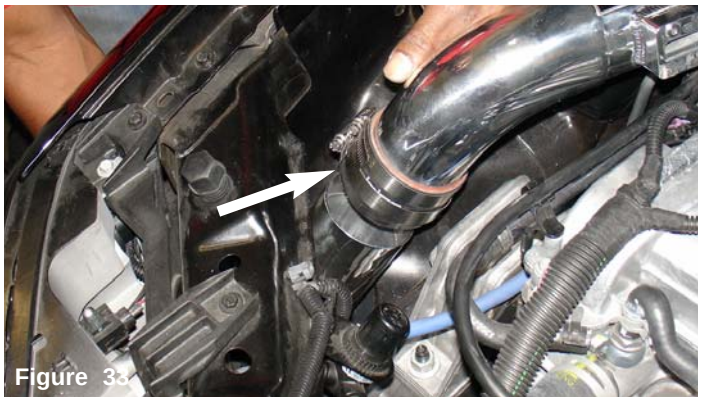


Figure 32

As the secondary intake is inserted into the corner bumper, the top end is aligned to the silicone hose. The intake bracket is also aligned to the vibra-mount stud.

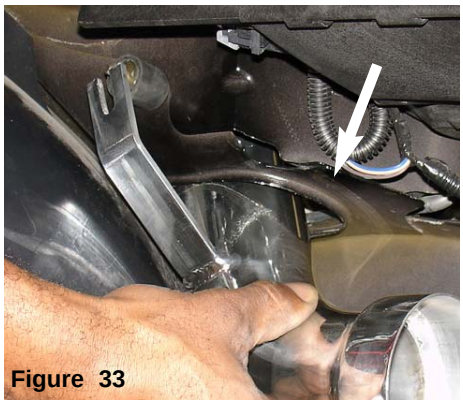


Figure 33

Once you have aligned the secondary intake to the vibra-mount, continue to tighten the m6 nut.


Figure 34

The secondary intake is now installed and secured to the vibra-mount.

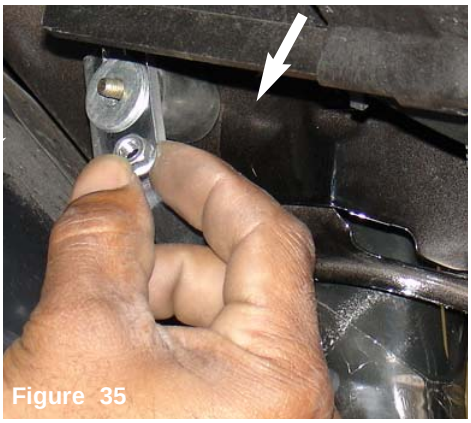


Figure 35

The new filter is aligned to the end of the intake and pressed over the intake.

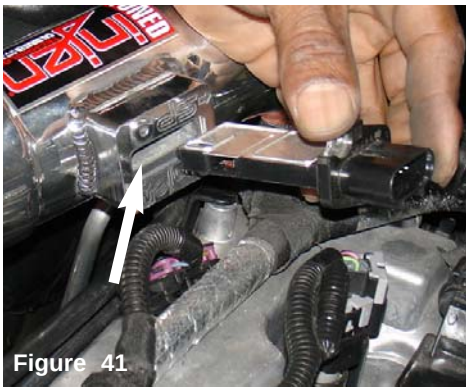
A ratchet or nut driver is used to fasten the m6 flange nut.

The mass air flow sensor is slowly lowered into the machined sensor adapter.

As soon as the filter stops are butted up against the filter stop, continue to tighten the filter clamp.

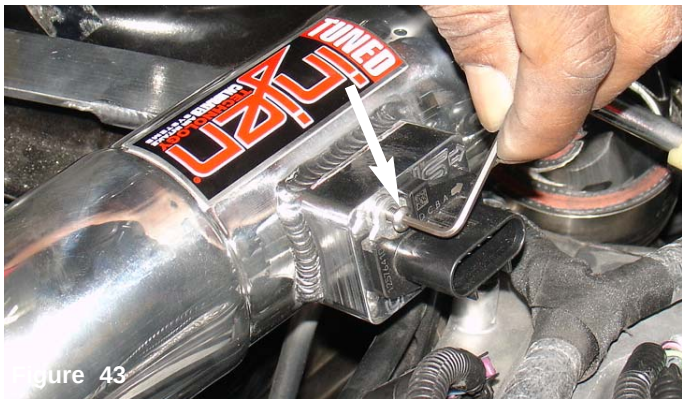
Once the filter is sitting flush over the intake end, continue to tighten the filter clamp.

The vacuum clip is pressed over the machined vacuum port.

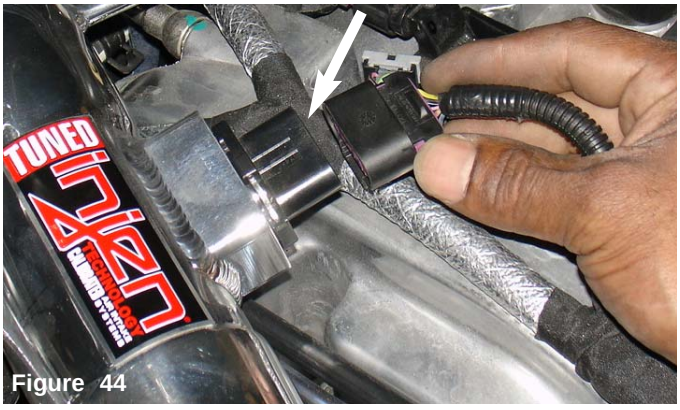


The mass air flow sensor is slowly lowered into the machined sensor adapter.

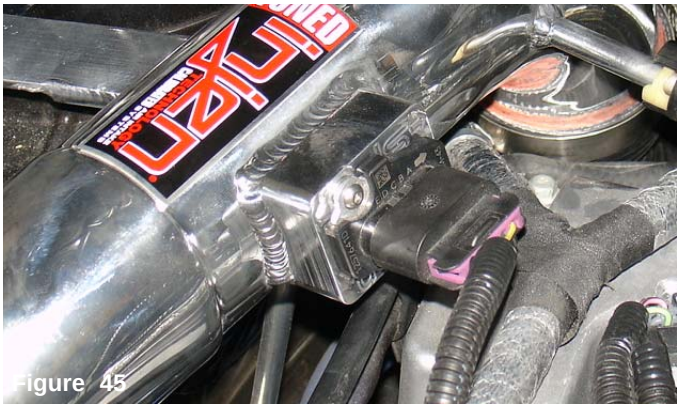
Once the sensor is secured in place, continue to use the m4 bolts in kit to fasten the sensor in place.



An allen wrench is used to fastened the m4 bolts to the machined adapter.



Once you have fastened the m4 bolts, continue to press the electrical harness clip over the mass air flow sensor.

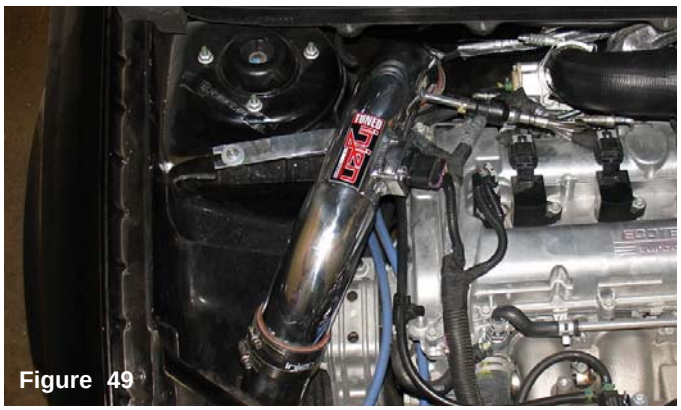


The mass air flow sensor and electrical harness clip are now installed.

Check the harness clip and vacuum lines for proper fitment. Make sure there is good contact between the harness clip and mass air flow sensor, check for any possible vacuum leaks in the vacuum connections.

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to automotive parts.

Check the connection of the intake bracket to the vibra-mount and the alignment of the primary and secondary intakes. Everything should be properly aligned to prevent damage to the cold air intake.



Congratulations! You have just completed the installation of the best air intake system made. Prior to driving, start the engine, and listen for any air leaks, rattling or vibration. Allow 5 to 10 minutes for the ECU to adjust to the added volume or air created by the cold air intake.

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to automotive parts.

Figure 50 and 51 is shown with Injen's upper intercooler pipe (sold separately)

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.