Buy products from authorized and licensed manufacturers using any of our patented processes, beware of cheap knock-offs, look for our licensing logo.

MR Technology Step down process:

1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. 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 Inserts Published and patent pending

Injen is the first and only intake manufacturer that tunes and controls air/fuel ratios, short/long term fuel trim levels using the MR step down process, Air Fusion and built-in air intake horns.

Part number SES1385ICP
2010-12 Hyundai genesis 2.0L turbo 4 cyl.

Note: This intercooler piping cannot be installed with the stock air box, you must purchase an Injen intake or an after market intake.

Hot and cold side intercooler piping only with hose and clamps

1- 2 piece intercooler piping
1- 2 3/4" x 2 1/2" straight hose (#3085)
1- 2.00 inch straight hose (#3072)
2- Power Bands .048/.362 (#4003)
5- Power Band .036 (#4008)
1- 8 page instruction

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

Note: This intake system was Dyno-tested with an Injen/AMSOIL performance filter. The use of any other filter or part will void the warranty and CARB exemption number.

All parts and accessories are available on line at "Injenonline.com

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

"At Injen Technology, we didn't copy the step down process, we invented it!"

Figure 1

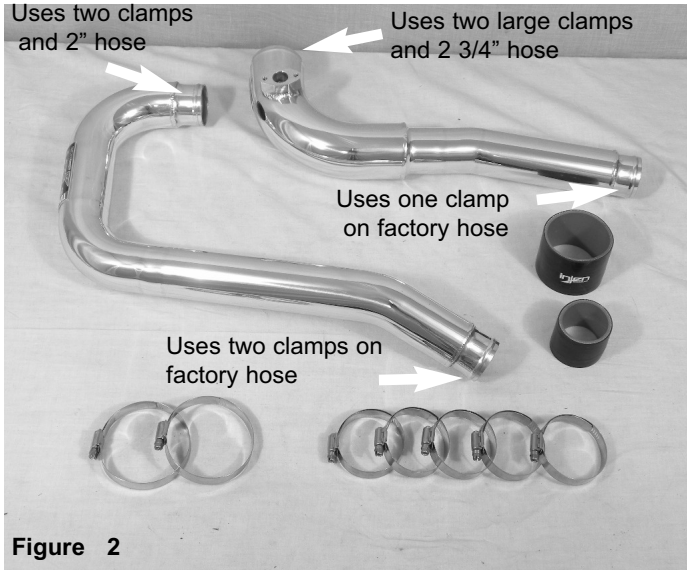
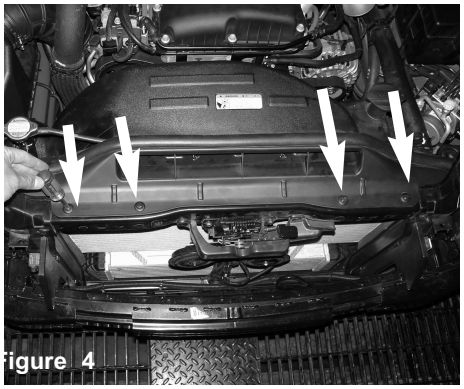
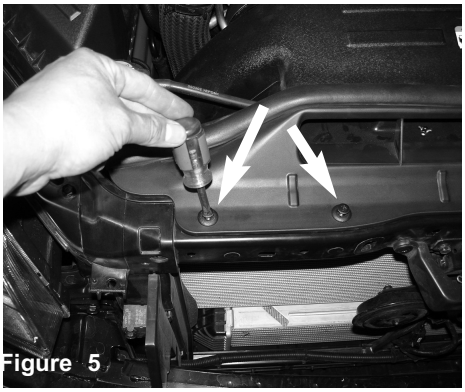


Figure 2

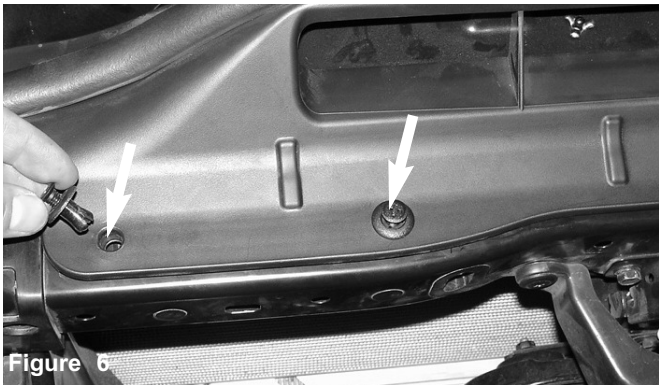
Stock air box cleaner and intercooler piping.



Use a phillips screwdriver to loosen and remove all four screws from the front air duct.

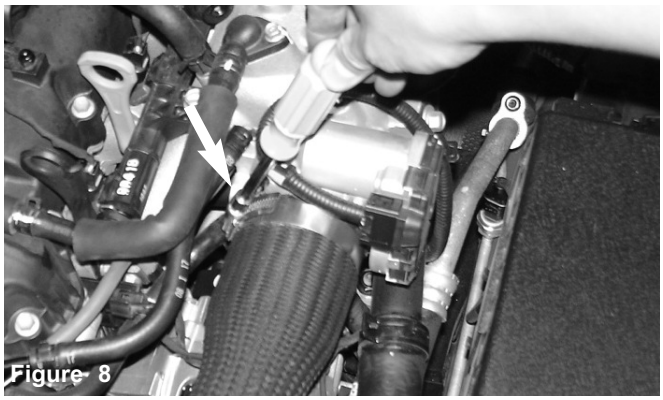


The screws are loosened and removed.

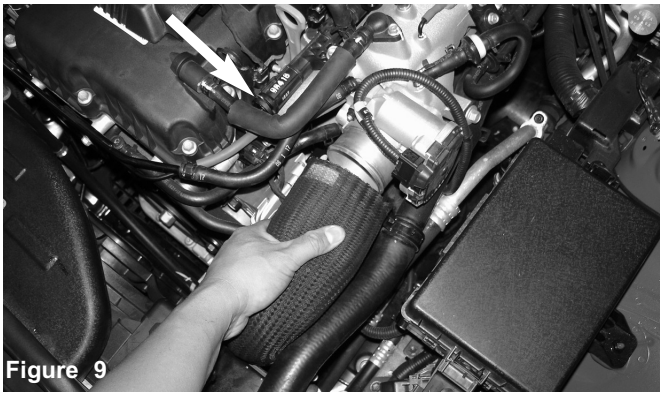


Once you have removed the screws continue to pull the plastic plugs out

The front air scoop is now pulled out.

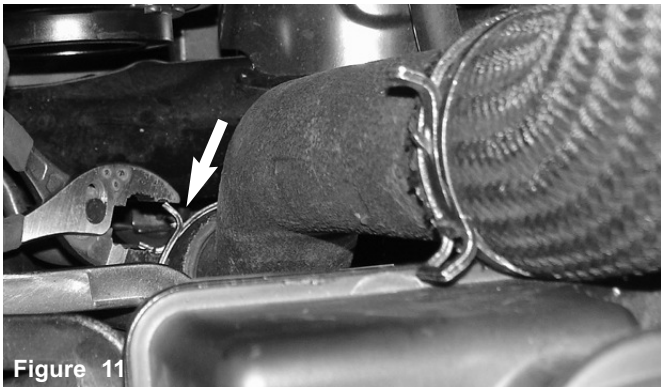


The intercooler flex-hose clamp is loosened on the throttle body side.



Intercooler hose is pulled off the throttle body.

The electrical map sensor clip is disconnected.



Use pliers to compress the tension clamp on lower intercooler hose. Once you have compressed the clamp slip upward away from the intercooler.

Figure 12

The intercooler hose is now ready to be pulled out.

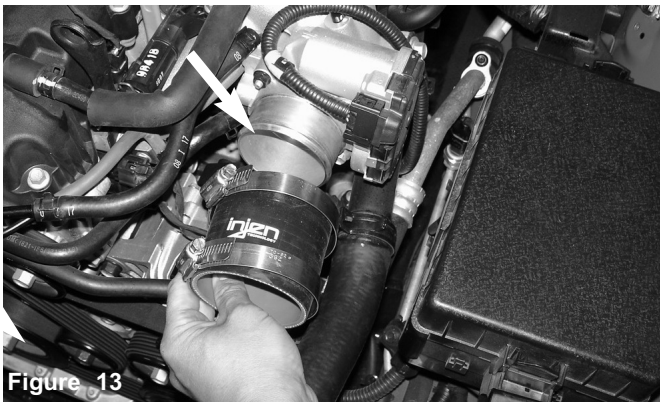


Figure 13

The 2 3/4" straight hose and clamps are pressed over the throttle body


Figure 14

An 10mm socket is used to removed the two m6 bolts from the map sensor pad.

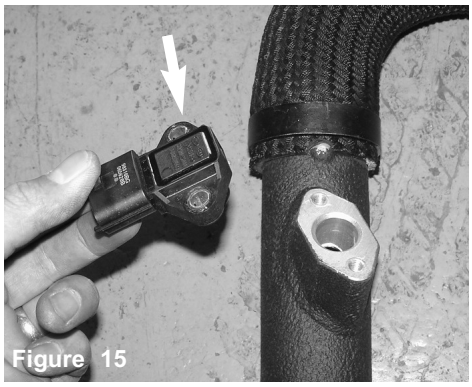


Figure 15

Once you have removed the bolts continue to pull the map sensor out of the sensor pad.


Figure 16

The bolts and map sensor will be used later in the instructions.


Figure 17

The map sensor is inserted into the pad of the new intercooler piping.

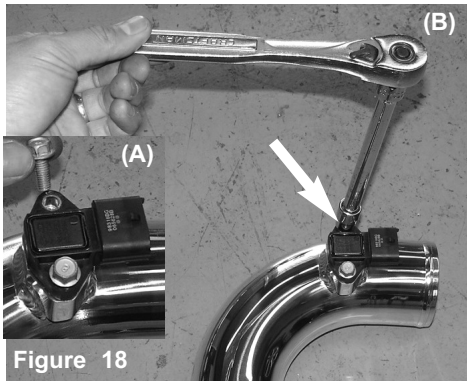


Figure 18

The stock bolts are used to fasten the map sensor in place (A) Use the 8mm socket to fasten the two m6 bolts over the map sensor (B).

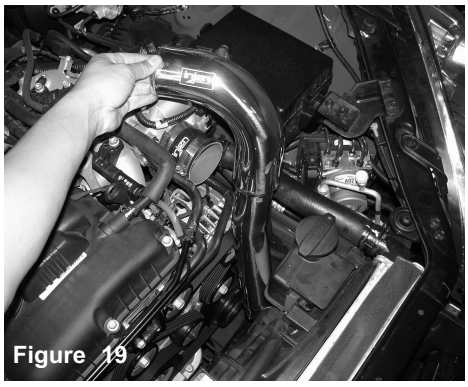


Figure 19

The new intercooler piping is now lowered into the engine compartment.and pressed

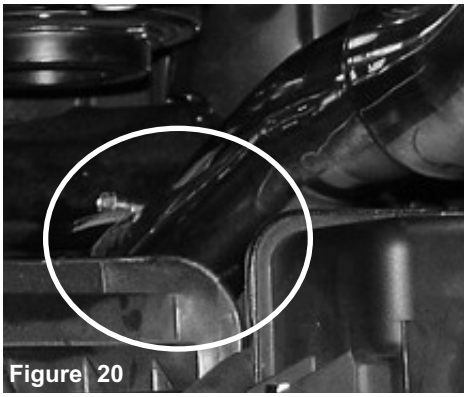


Figure 20

The stock tension clamp is removed and an .036 clamp is used. The intercooler piping lowered in place and pressed into the stock intercooler hose.

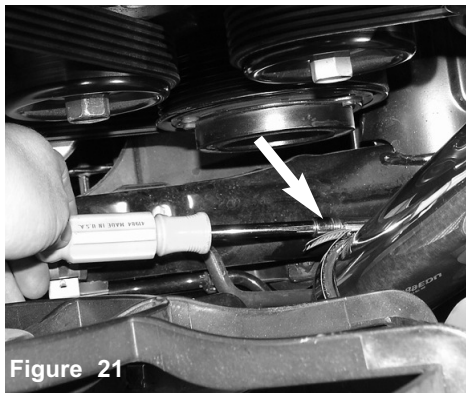


Figure 21

Once you have adjusted the IC pipe in place, continue to tighten the new clamps.

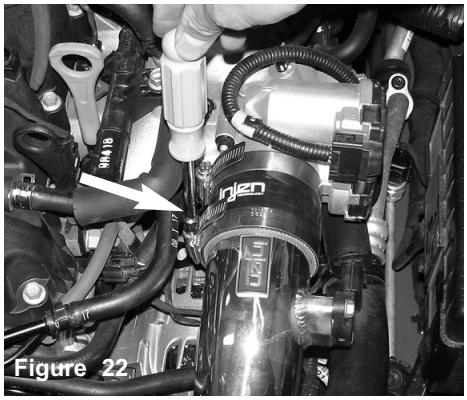
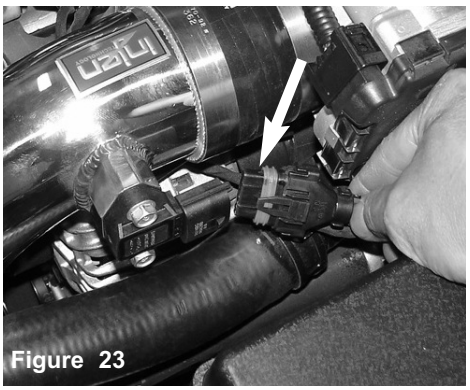
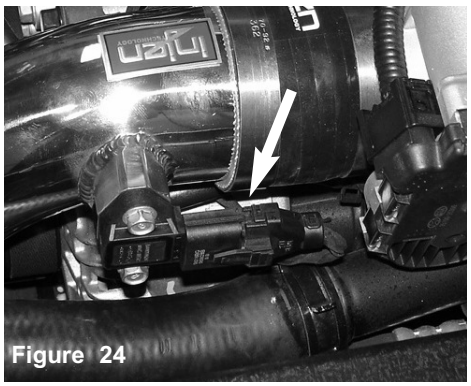


Figure 22

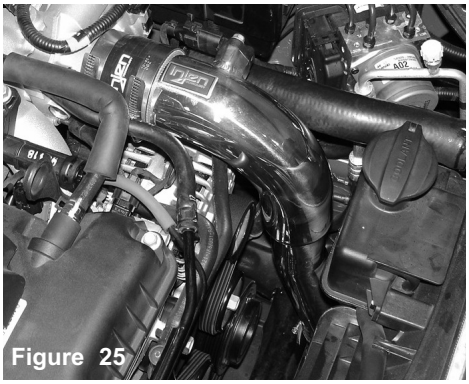
The intercooler pipe is adjusted and clamp tightened to secure the piping in place.



Press the electrical sensor clip into the map sensor until it snaps in place.

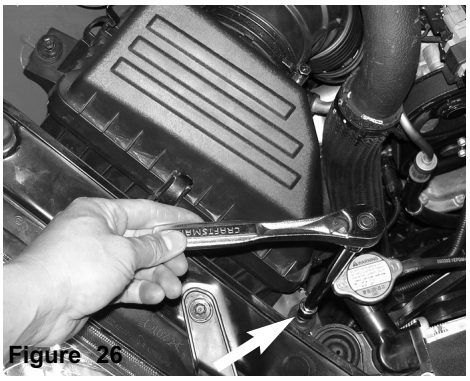


The map sensor and the electrical harness clip are now connected.



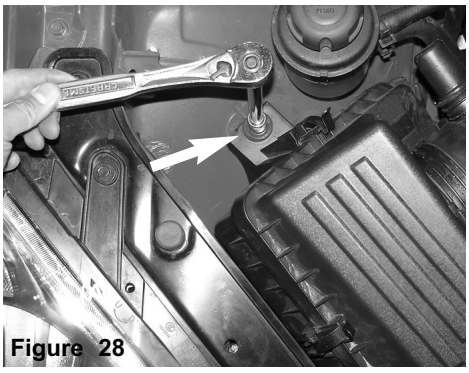
The cold side of the intercooling piping is now installed.

NOTE: The stock air box cleaner and air intake duct must be replaced with and Injen cold air intake or an aftermarket intake system in order to proceed with the installation.



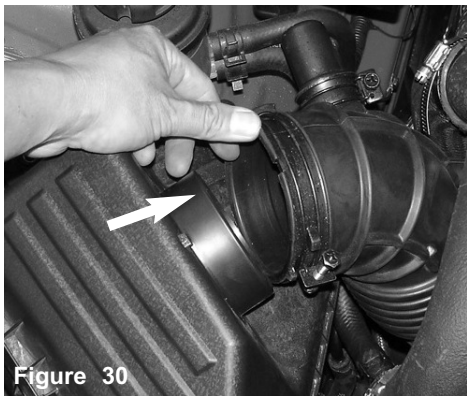
Loosen and remove the first m6 bolt located to the front of the air box cleaner.

Loosen the second m6 bolt located to the rear of the air box cleaner.



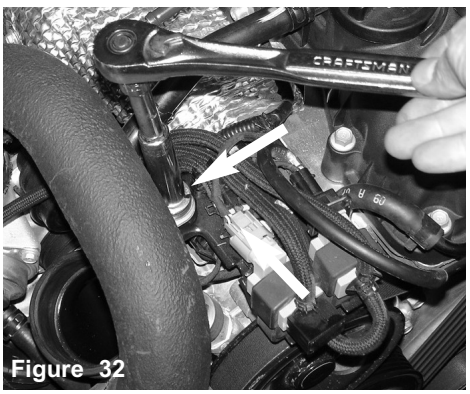
The third m6 bolt located on the fenderwell is loosened and removed.

Loosen clamp over the air duct that joins the air box cleaner and air intake duct.

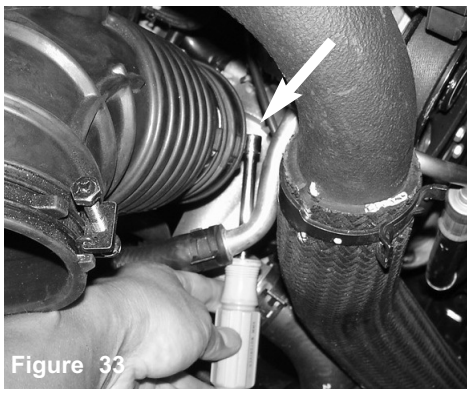


Once you have loosened the clamp on the air intake duct, continue to separate air box and air intake duct.

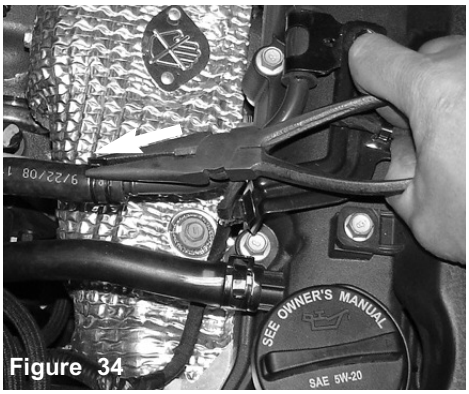
The air box cleaner is now ready to be pulled out of the engine compartment.



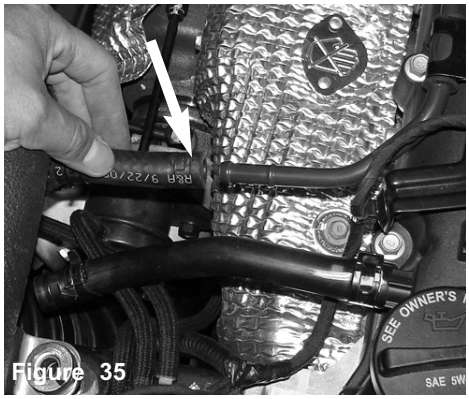
Loosen and removed the m8 bolt that fastens the charge pipe to the bracket.



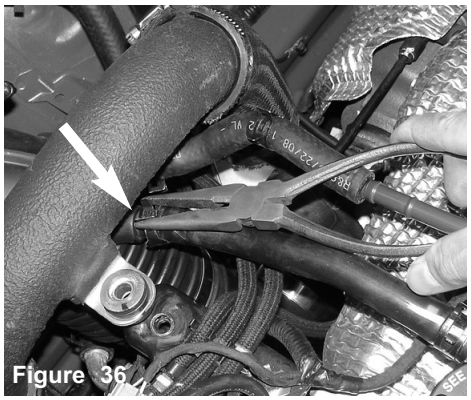
The turbo inlet clamp is now loosened in order to remove the turbo inlet.



The rear crankcase hose clamp is compressed and moved forward.

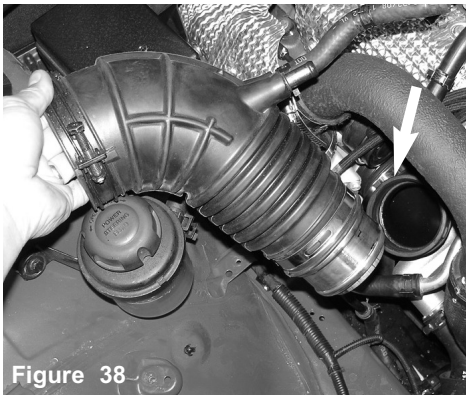


Once you have moved the tension clamp, continue to pull the hose away from the vacuum hard pipe.



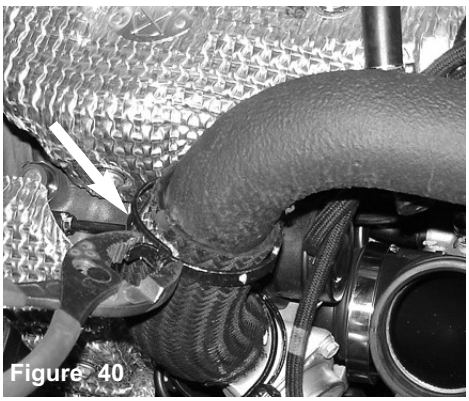
Use the needle nose pliers to compress the tension clamp on the air intake duct as shown above.

Once you have pulled the tension clamp away, continue to pull the crankcase hose away from the air duct port.

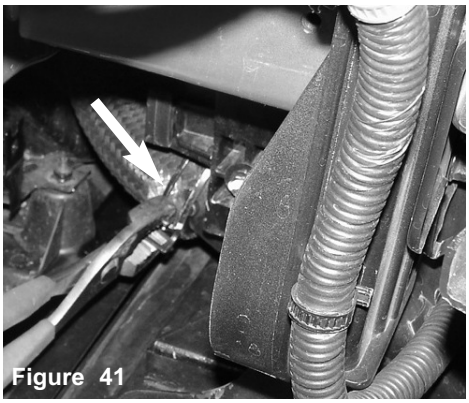


Both crankcase hoses are now removed, pull the air intake duct off the turbo.

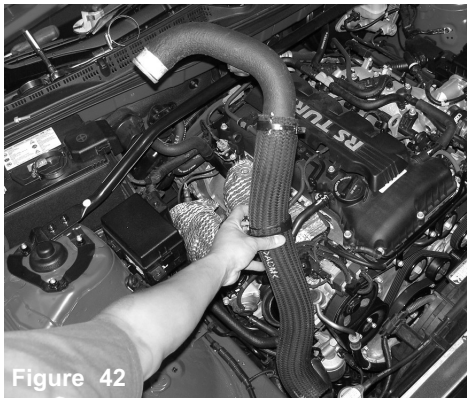
The stock hose on the crankcase will be reused as shown above.



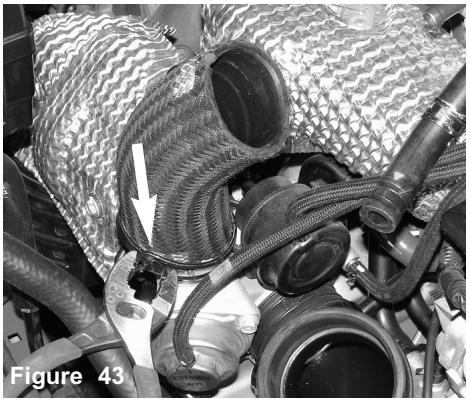
Removing charge pipe- compress the tension clamp on the hose and move back towards the hose.



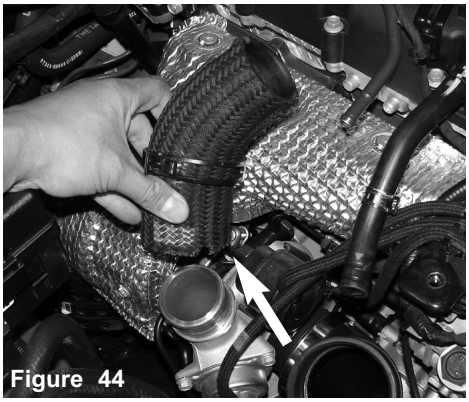
Do the same on the intercooler tank- compress tension clamp and move towards the hose, this will allow you to pull the hose off the intercooler end tank.



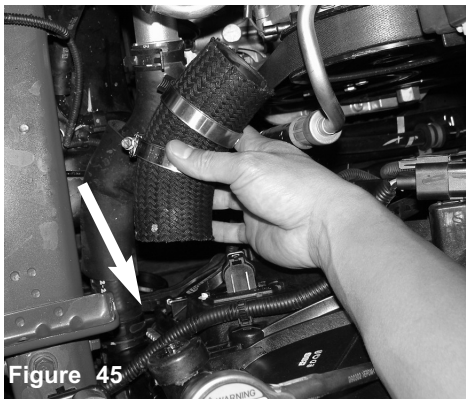
The entire charge pipe and hose is now ready to be removed.



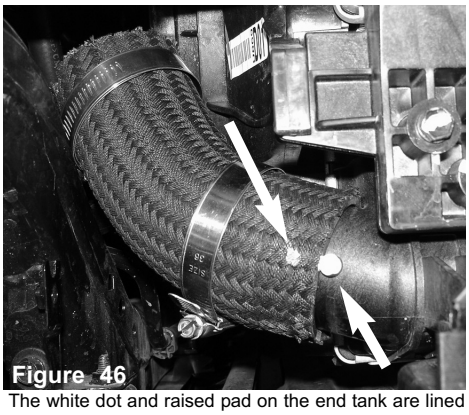
The stock hose will be removed from the turbo outlet and placed on the intercooler end tank.



The stock hose is now removed from the turbo outlet to be used on the intercooler inlet.



The hose off the turbo outlet is lowered into the intercooler end tank. **Look for a white dot on the hose and a raised pad on the end tank, line them up.**



The white dot and raised pad on the end tank are lined up as the hose is pressed into the intercooler end tank. Note: the raised white pad is used as an example.

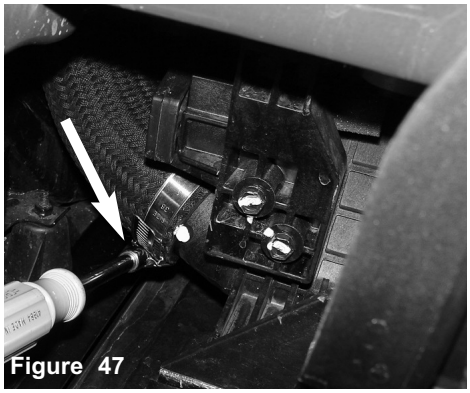


Figure 47

Once you have aligned the white dot on the hose and raised pad on the intercooler tank, continue to tighten the clamp.

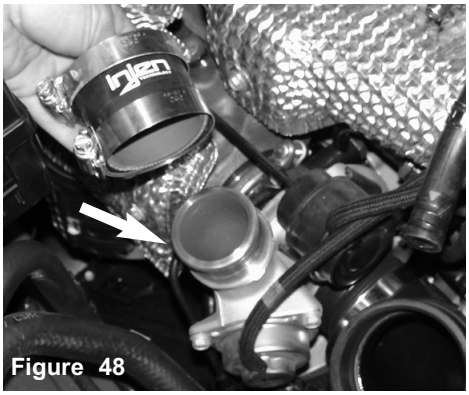


Figure 48

The 2” hose and clamps are now pressed over the turbo outlet.

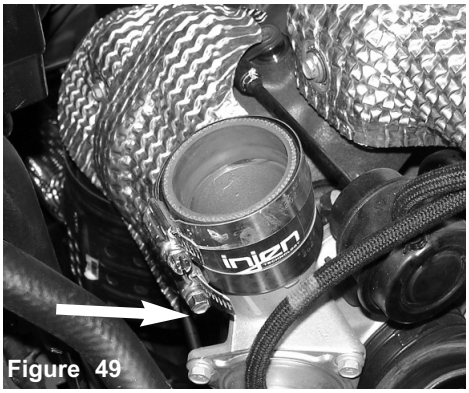


Figure 49

The clamp over the turbo outlet is tightened at this point.

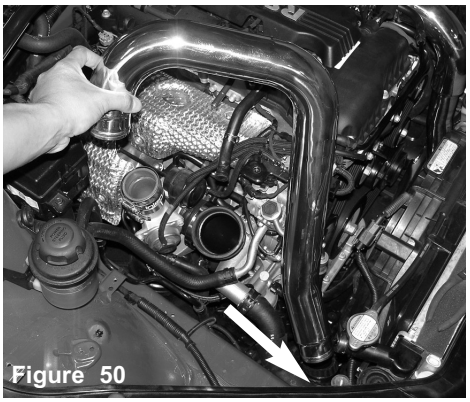


Figure 50

The new charge pipe is lowered into position. The lower end is lined up the the stock hose place down on the intercooler end tank.

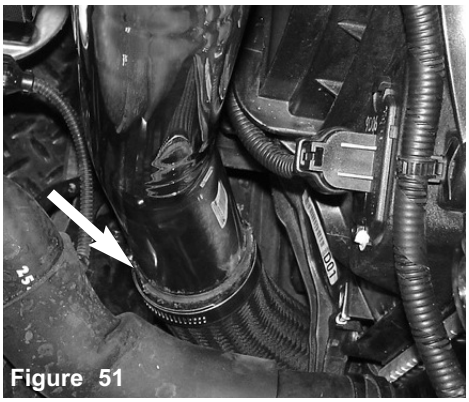


Figure 51

The lower charge pipe is inserted into the intercooler end tank hose.

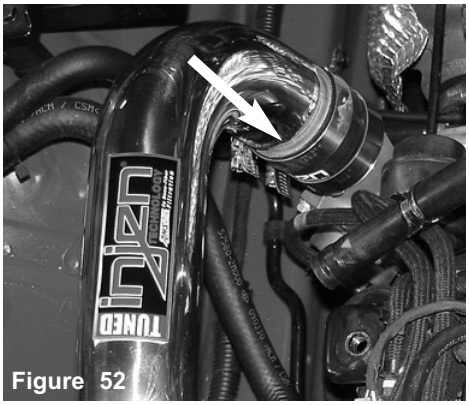


Figure 52

As the lower charge pipe end is pressed into the end tank hose, the upper charge pipe is inserted into the turbo outlet hose.


Figure 53

Once you have adjusted the charge pipe for best fit, continue to tighten the clamp on the turbo outlet hose.

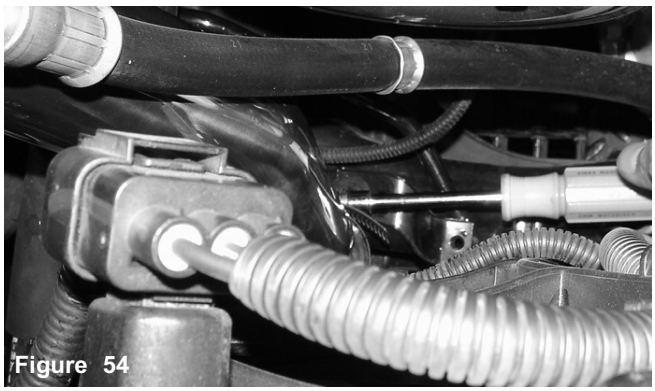


Figure 54

The lower clamp on the intercooler end tank is also tightened.


Figure 55

Once you have aligned intake and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.
Now you are ready to reinstall the bumper, repeat steps 3-9 in reverse and re-install the front air scoop.


Figure 56

Congratulations! You have just completed the installation of the best cold air intake system you’ll ever buy. Periodically, check the fitment and alignment for any shifting that could cause damage to the intake.