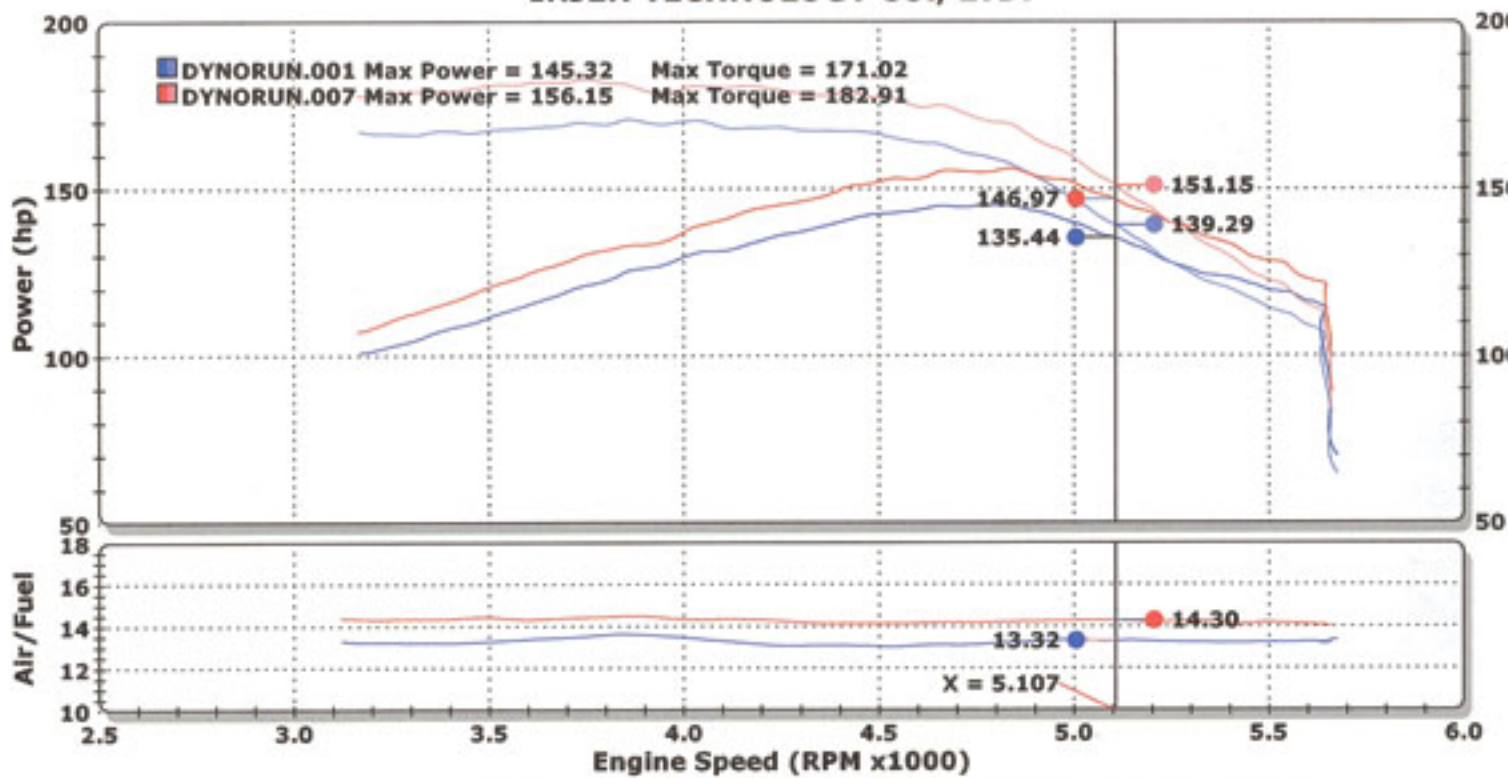


DYNOJET RESEARCH  
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CF: SAE Smoothing:



**MR TECHNOLOGY - THE WORLDS FIRST TUNED INTAKE SYSTEM**

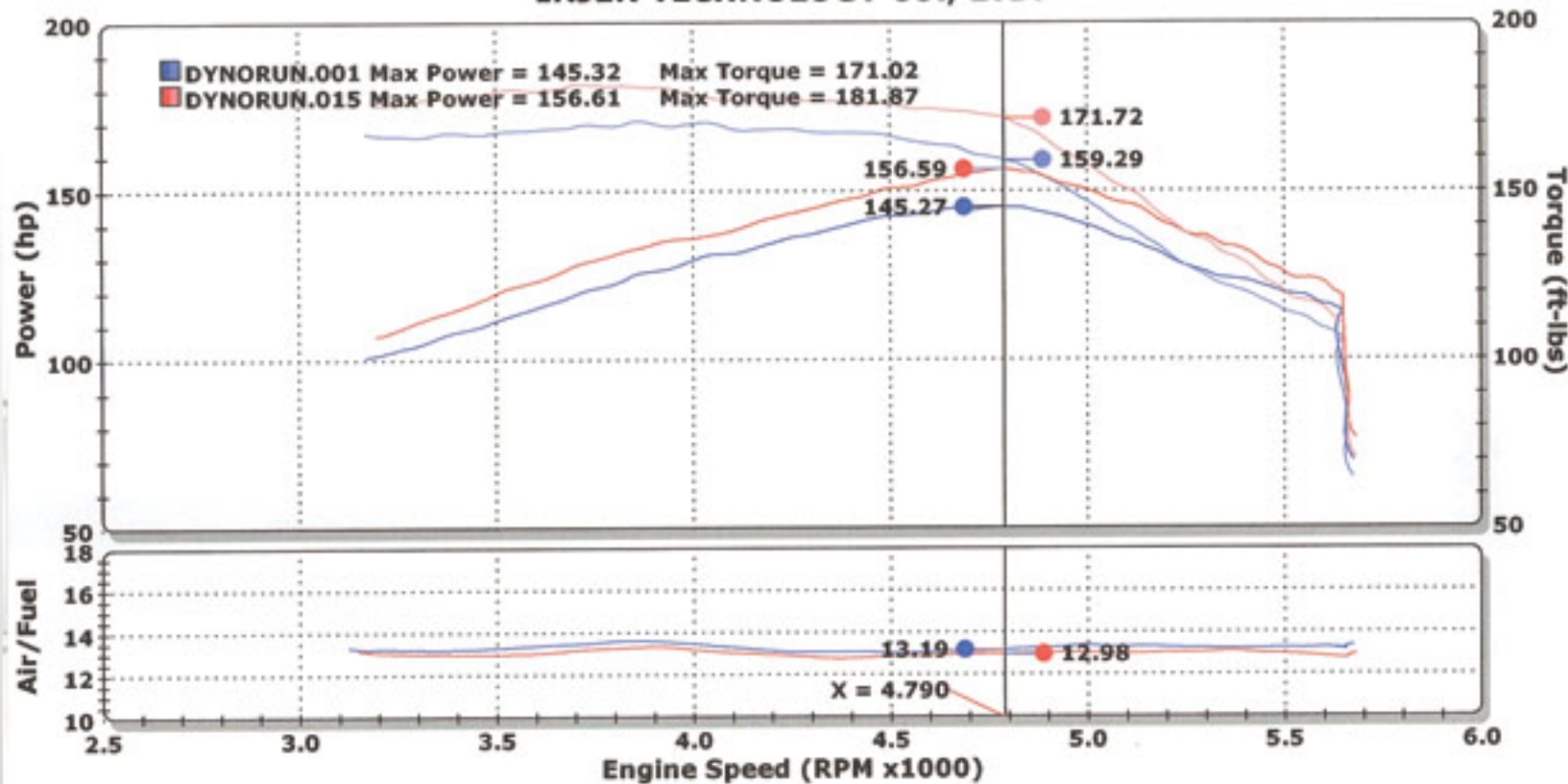
DYNORUN.001 - 1/16/2006 3:38:00 PM Run Type: RO Run Conditions: 69.21 °F, 29.44 in-Hg, Humidity: 9%, SAE: 0.99  
BASELINE  
Max Power = 145.32 Max Torque = 171.02  
2002 TOYOTA TACOMA V6

DYNORUN.007 - 1/16/2006 4:08:44 PM Run Type: RO Run Conditions: 72.92 °F, 29.45 in-Hg, Humidity: 7%, SAE: 0.99  
WITHOUT MR TECHNOLOGY  
Max Power = 156.15 Max Torque = 182.91  
2002 TOYOTA TACOMA V6

**MRtech1**  
This graph without the use of MR Technology, reveals a very unstable and lean air/fuel ratio while making high horsepower/torque gains.

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CF: SAE Smoothing: 3



**MR TECHNOLOGY - THE WORLDS FIRST TUNED INTAKE SYSTEM**

DYNORUN.001 - 1/16/2006 3:38:00 PM Run Type: RO Run Conditions: 69.21 °F, 29.44 in-Hg, Humidity: 9%, SAE: 0.99  
BASELINE  
Max Power = 145.32 Max Torque = 171.02  
2002 TOYOTA TACOMA V6

DYNORUN.015 - 1/16/2006 5:26:40 PM Run Type: RO Run Conditions: 71.03 °F, 29.45 in-Hg, Humidity: 7%, SAE: 0.99  
PF2055  
Max Power = 156.61 Max Torque = 181.87  
2002 TOYOTA TACOMA V6

**MRtech2**  
When MR Technology is implemented horsepower/torque gains are maximized while air/fuel ratio becomes stabilized. MR Technology tunes the intake system to within SAFE FACTORY LIMITS, making it the THE WORLD'S FIRST TUNED INTAKE SYSTEM!