Part number RD1680p
2003-04 4 Cyl. Honda Accord 2.4
Automatic
Application fits only LEV motors
Important: Read the information on the lower right hand side for vehicles that are not CARB exempt.

1- 2 piece cold air intake	(CA)
1- **3" Injen filter**	**(#1014)**
1- 45 Deg. molded reducer	(#3107)
(3" x 2.75" elbow w/1/4" sensor grommet)	
1- 3" straight hose	(#3044)
1- 1 1/8" ID x 2" long heater hose	(#3112)
1- 1/2" x 1 1/2" alum. coupler	(#10015)
4- Power-Bands**(.362)**(.048)	(#4004)
2- mini-clamps 0.16	(#4027)
1- male/female Vibra-mount	(#6028)
1- m6 Vibra-mount	(#6020)
3- m6 nuts	(#6002)
3- Fender washers	(#6010)
1- Injen license plate frame	(#9010)
1- Instruction	

Note: Be sure to log on to Injens on-line store to buy original replacement parts and accessories.

"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 285 Pioneer Place Pomona, CA 91768 USA

Please read the information below before you start to install this unit.

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.

All 2003 and 2004 vehicles that are considered LEV2 and SULEV with engine test group numbers or families do not satisfy or meet the California air air resource board test procedures. The engine group test numbers can be found on the underhood information label located on the drivers side.

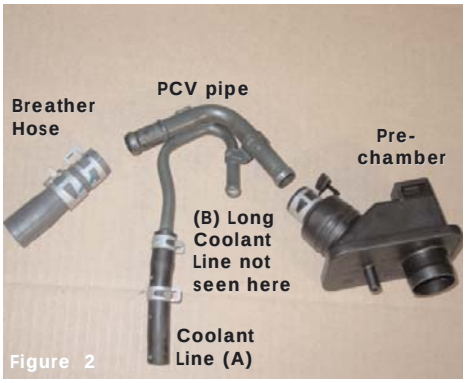
Engine test group numbers listed are to be considered for off road use only:

2003-04 Accord 4 cyl. with Engine test group numbers- 3HNXV02.4KCP
- 4HNXV02.4KCV

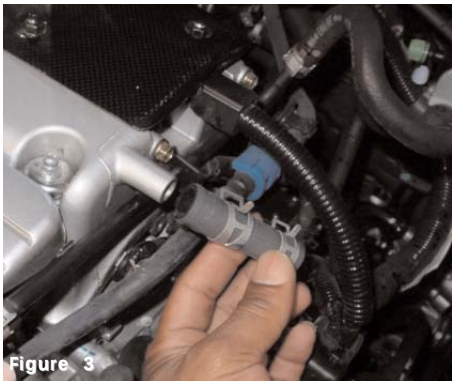
Figure 1

Now available, Hydro Shield by Injen
Part Number X-1033

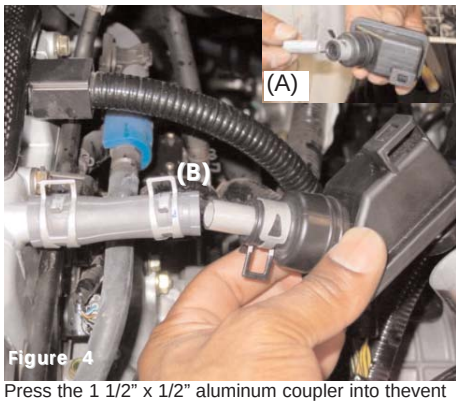
Hydro Shield Sold Separately



The assembled PCV pipe, hose and vent chamber are disassembled to be used separately. The only parts used are the Breather hose, vent chamber and the long coolant (B) not seen in the picture.



Remove the breather hose from the PCV pipe and press it over the crankcase port. Use the stock hose clamps to secure the lines in place.

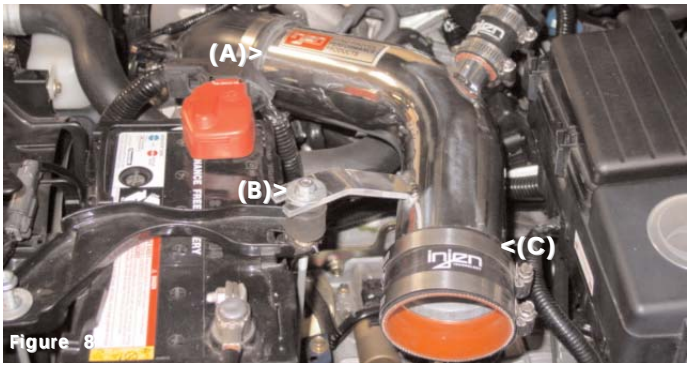


Press the 1 1/2" x 1/2" aluminum coupler into thevent chamber (A) and connect to breather line(B). Press the coupler into the chamber then into the stock breather hose on the crankcase(B).

Coolant line (B) is reused to close the loop between the thermostat housing port and the throttle body port. Reuse the stock hose clamps to prevent any slipping.

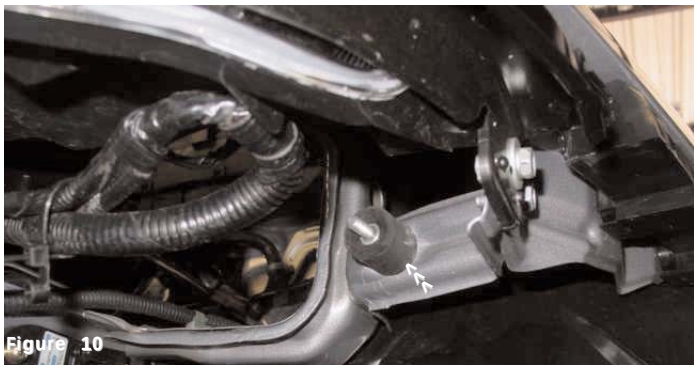
Press the sensor grommet in this kit into the hole in the elbow. Place the clamps over the beaded elbow and press the assembled elbow over the throttle body(B). Position the elbow in the correct direction and press the air temperature sensor into the sensor grommet (A).

Take the male/female vibra-mount and screw it over the threaded battery post. Do not bottom out the vibra-mount a full 20 turns will be more than enough.



Press the primary intake into the elbow on the throttle body(A) and line up the bracket on the intake to the vibra-mount stud(B), use the m6 nut and washer to hold the intake in place. Press the 3" straight hose over the end of the primary intake and use two clamps, only tighten the clamp on the intake at this time(C).

Press the 1 1/8" x 2" hose over the large port on the intake, use the two mini clamps in this kit to secure the hose(A). Press the assembled vent chamber port into the large hose on the intake(B). This illustration shows a filter on the end of the intake to be used as a short ram.



Take the male studed vibra-mount and insert it into the pre-drilled hole by the resonator opening. Screw an M6 flange nut to the vibra-mount stud under the the sheet metal.

Figure 11

Take the secondary intake and insert it into the resonator opening and align the bracket to the vibra-mount stud. Press the top end of the intake into the 3" hose on the end of the primary intake. Use an M6 flange nut and fender washer on the vibra-mount stud to secure the intake in place.

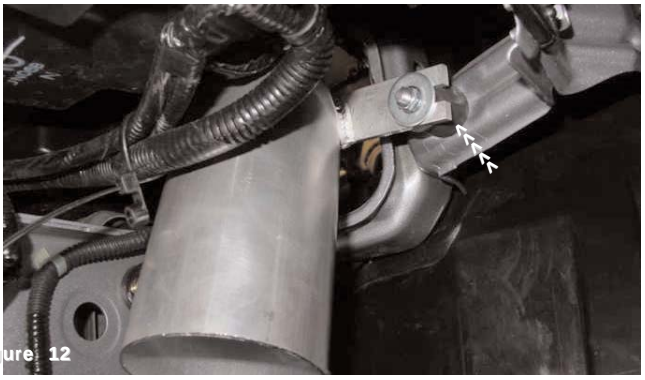


Figure 12

This is a side view of the bracket on the secondary intake sitting on top of the vibra-mount stud. The m6 flange nut and fender washer are used to secure the intake in place.


Figure 13

Once the entire cold air intake has been connected or assembled take the filter and press it over the end of the secondary intake. Fasten the clamp on the filter neck to prevent the filter from falling off.

Figure 14

Press the stock vacuum line over the 3/8" port on the intake. Press vacuum line in far enough to prevent it from blowing off.


Figure 15

This illustration shows the stock vacuum line and the vent chamber fully installed.


Figure 16

Once the intake is fully installed and checked for proper clearance continue to tighten all nuts, bolts and clamps.

Injen now sells spark plug covers for this application. Part# IC1475

Injen also sells intake manifold covers for this application. Part# SC1680

Note: Disconnect the negative battery terminal before starting this installation.

1- Remove the stock air intake box and intake duct leading to the throttle body. Remove the air temperature sensor and vacuum lines from the stock air intake box. The vacuum lines and sensor will be reused later in the instructions.

Note: Make sure the car has had plenty of time to cool down before removing any coolant lines.

2- Removing the PCV hard pipe: Carefully disconnect the short coolant line that connects to the thermostat housing port and to the PCV pipe(2A). Remove the PCV pipe and breather hose connected to the crankcase port and plastic pre-chamber. (See figs. 2)

3- Press the short breather hose on the PCV pipe over the crankcase port. (See fig. 3)

4- Insert the 1 1/2" x 1/2" aluminum coupler into the air pre-chamber (A). Press the coupler into the end of the breather hose(4B) and use the stock hose clamps. (See fig. 4)

5- The long stock coolant line on the PCV pipe is removed. (See fig. 2B) Press one end over the port on the throttle body and the other over the port on the thermastat housing, reuse the stock clamps. Make sure there are no kinks in the line. (See fig. 5)

6- Take the silicone molded elbow and place it over the throttle body. Press 2 3/4" end over the throttle body and use two clamps. Press the air temperature sensor into the sensor grommet located in the silicone elbow. (See fig. 6)

7- Take the vibra-mount with the male/female ends and screw the female end over the threaded battery post, make a full 20 turns when screwing in the vibra-mount.(See fig. 7)

8- Press the primary intake end with all the ports into the 3" opening of the molded elbow. (See fig. 8A) Line up the slotted bracket on the intake to the vibra-mount stud located on the battery post, use the m6 nut and fender washer to hold the intake in place (See figs. 8B) Press the 3" straight hose over the end of the primary intake. (See fig. 8C)

Getting ready to install the secondary intake:

9- Take the 1 1/8" x 2" heater hose and press it over the large port on the intake and use two mini clamps. (See fig. 9A) Press the assembled air pre-chamber into the heater hose located on the large port. (See fig. 9B)

10-Insert the remaining vibra-mount into the pre-drilled hole in the fender sheet metal by the resonator opening. Screw the m6 flange nut under the sheet metal to hold the vibra-mount in place. (See fig. 10)

11-Insert the secondary intake into the resonator opening. (See fig. 11A) Align the bracket on the intake to the vibra-mount stud and use the m6 flange nut and fender washer to secure the intake in place. (See fig. 12) Press the upper end of the secondary intake into the 3" straight hose on the primary intake, semi-tighten the clamp. (See fig. 11B)

12- Press the Injen filter over the end of the secondary intake and tighten the clamp on the filter neck at this point. (See fig. 13)

13- Take the 8mm stock hose and press it over the 3/8" port on the intake. (See fig. 14)

14- Check all connections on the air pre-chamber and the vacuum lines for proper fitting making sure that there are no vacuum leaks anywhere along the intake. (See fig. 15)

15- Align the entire intake for best fit. Allow plenty of clearance through out the length of the intake tract. Once proper clearance has been made continue to tighten all nuts, bolts and clamps. (See figs. 1 and 16)

16- Remove all tools and rags from the engine compartment and reconnect the negative battery terminal before starting the engine.

17- Congratulations! You have just completed the installation.