Part number RD2082
05-06 Toyota Corolla XRS
04-06 Pontiac Vibe GT
1.8L VVTL-i 4 cyl.
Not CARB approved

1- Two piece cold air intake
1- 2 3/4" tuned Injen filter (#1010)
1- 3 straight hose coupler (#3044)
1- 2 3/4 straight hose coupler (#3043)
1- 35 - 17mm heater hose (#3080)
2- Power-Bands **.312** .040 (#4003)
2- Power-Bands **.362** .048 (#4004)
1- m6 vibra-mount (#6020)
3- M6 flange nuts (#6002)
1- m6 x 16mm bolt (#6005)
1- Fender washer (#6010)
1- 3/4 fuse box extension (#20025)
(1-6mm hole and 1-m6 tapped hole)
1- 3mm vacuum cap (#8003)
1- Zip tie (#8014)
1- 6 page instruction

Note: All parts and accessories are now available on-line at
injenonline.com

PRODUCT DISCLAIMER AND LIABILITY WAIVER:

THIS PRODUCT IS DESIGNED FOR OFF-ROAD or COMPETITION USE ONLY.

Due to the removal of the factory air box assembly, which contains a Non-removable Hydro-Carbon Element. Any aftermarket intake system that removes the factory air box assembly are to be used for off-road use only. Please keep all OEM intake system components for future use.

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"


Figure 1


Figure 2

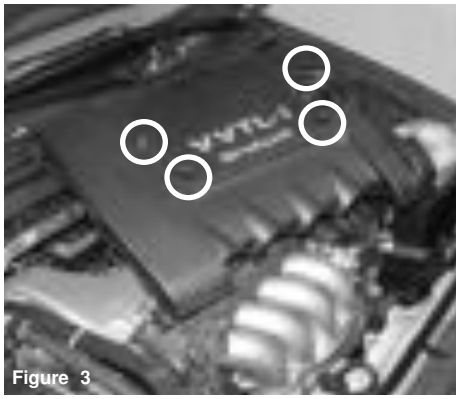
Figure 3

Loosen and remove all four m6 nuts holding the engine cover in place.

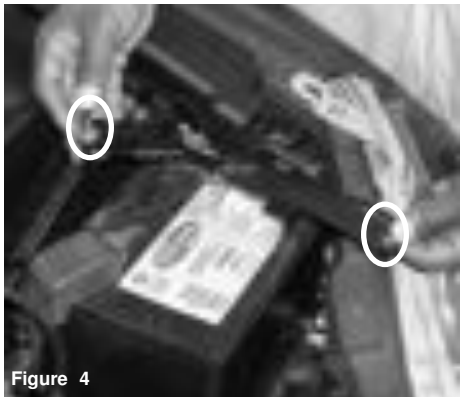
Figure 4

Loosen and remove the two m6 nuts from the battery tie down braces as shown above. Disconnect and remove the battery cables from the battery post.


Figure 5

Once the battery tie down has been removed, continue to remove the battery from the battery tray.

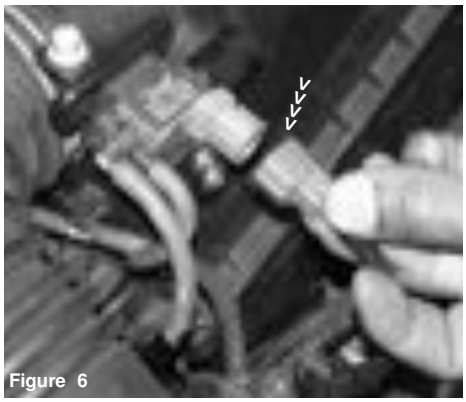
Figure 6

The electrical harness clip is removed from the vacuum switching valve.


Figure 7

Using an 10mm socket or nut driver, loosen the hose clamp located on the throttle body.


Figure 8

Disconnect the vacuum switching valve line that is connected to the one way check valve.

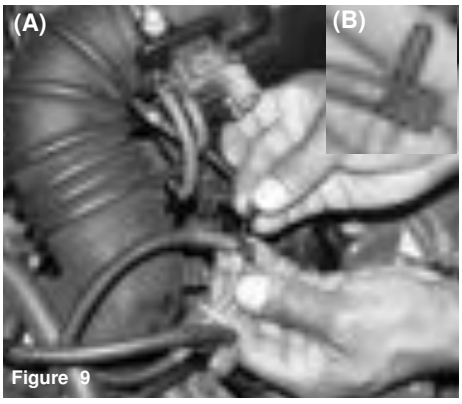

Figure 9

Once the vacuum line has been removed, use the 3mm vacuum cap to cap-off the one way check valve (A). The check valve is capped-off (B).

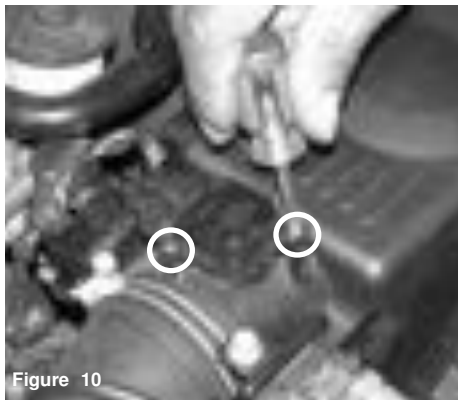
Figure 10

Loosen and remove the two screws located on the mass air flow sensor housing.


Figure 11

Once you have removed the two screws, continue to remove the mass air flow sensor from the sensor housing.


Figure 12

As you remove the mass air flow sensor, unclip the electrical sensor harness as shown above.


Figure 13

Loosen and remove the PWM vacuum switching valve bolt with a 10 mm socket and ratchet as shown above.


Figure 14

Once you have removed the m6 bolt, continue to pull the VSV from the rubber air duct cradle.

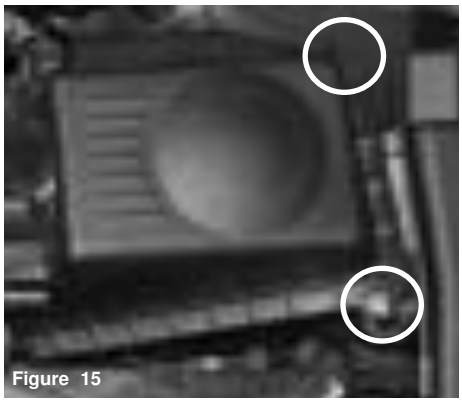
Figure 15

Unhook the metal clips on the side of the air box cleaner as shown above.

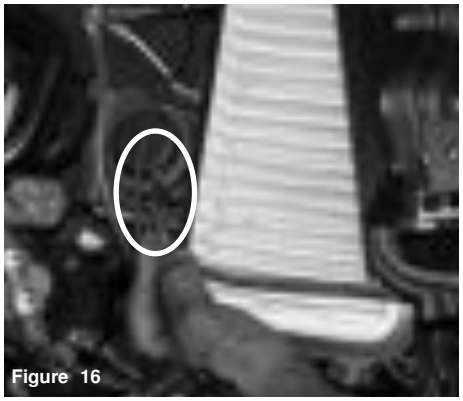
Figure 16

Disconnected the vacuum line at the butterfly valve (VAD) leading from the vacuum switching valve.

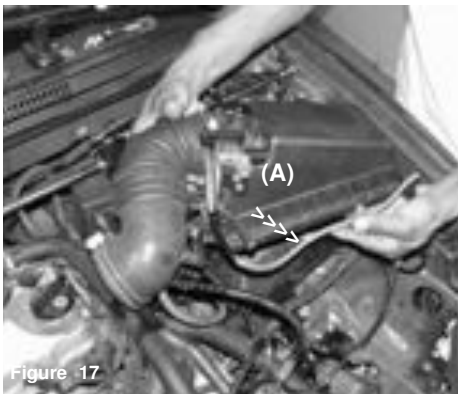

Figure 17

The line that was disconnected from the butterfly valve(VAD) is held to one side (A). The entire top air box cleaner is now removed the the lower air box.


Figure 18

Once you have removed the upper air box cleaner, continue to remove the paper filter panel. Unscrew the three m6 bolts from the lower air box cleaner,


Figure 19

Once you have removed all three bolts, continue to pull the lower air box cleaner from the engine compartment.


Figure 20

The assembled air box cleaner that has been removed from the engine compartment including the VAD vacuum switching valve,which is no longer used


Figure 21

Pull the plastic clip up and remove the clip from the cross member, this will release the air resonator air duct.


Figure 22

The entire air resonator air duct is now removed from the fender wall as shown above.

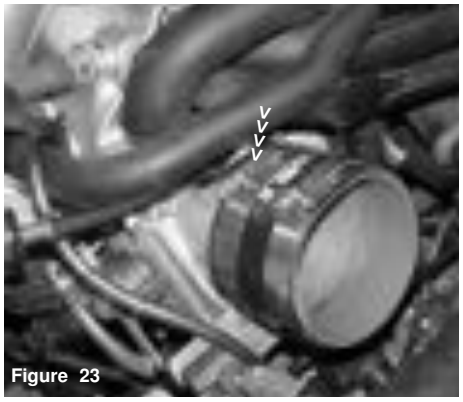
Figure 23

Press the 2 3/4 straight hose over the throttle body, use two power-bands on the hose. Tighten the clamp on the throttle body side for now.

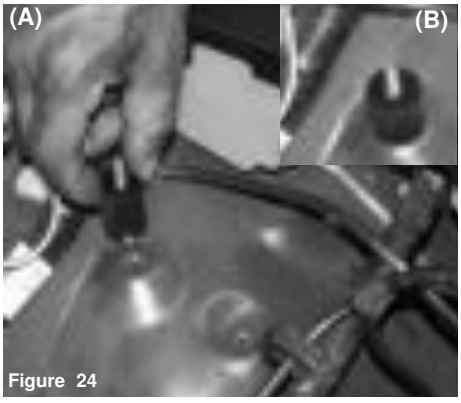

Figure 24

Align the vibra-mount to the pre-tapped hole on the strut tower mount (A). The vibra-mount is now sitting flush on the strut tower mount (B).

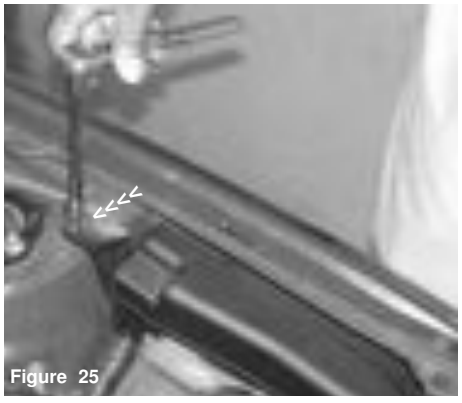
Figure 25

Loosen and remove the m6 nut from the fuse box located on the strut tower mount.


Figure 26

Loosen and remove the m6 bolt on the fuse box located on the fender wall.

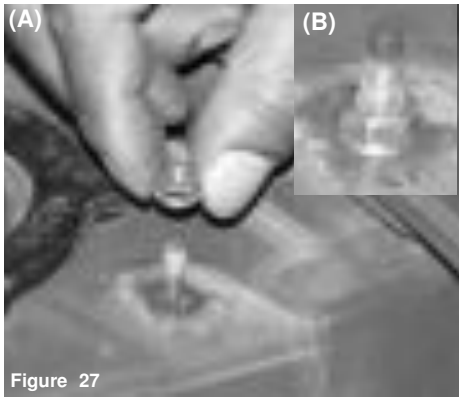

Figure 27

The fuse box is removed temporarily to place the m6 nut on the stud (A). Once the nut has been aligned, continue to screw the m6 nut until it becomes flush with the strut tower mount (B).

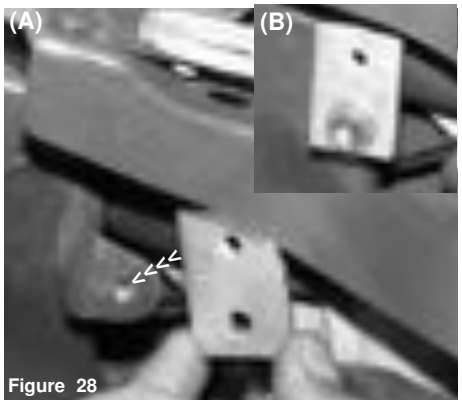

Figure 28

The bracket is aligned to the fuse box brace (A). The lower bracket hole is drilled and the upper hole is tapped. The stock bolt is used to secure the bracket to the fuse box brace(B)

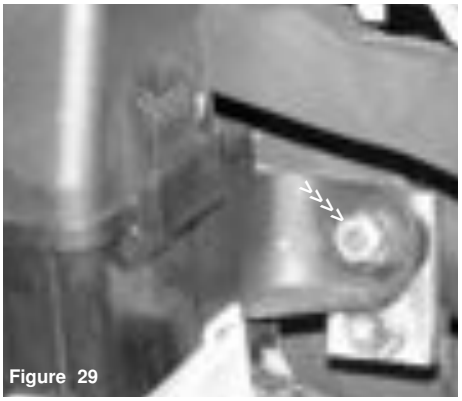
Figure 29

Align the fuse box brace to the upper bracket hole. Use the m6 bolt to secure the fuse box to the bracket.


Figure 30

A ratchet and 10mm socket is used to tighten the m6 bolt as shown above.

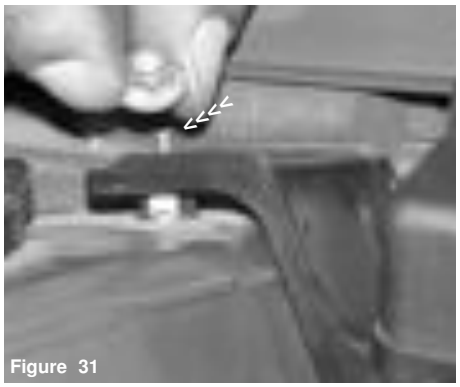
Figure 31

The stock m6 flange nut is used to secure the fuse box over the strut tower mount.

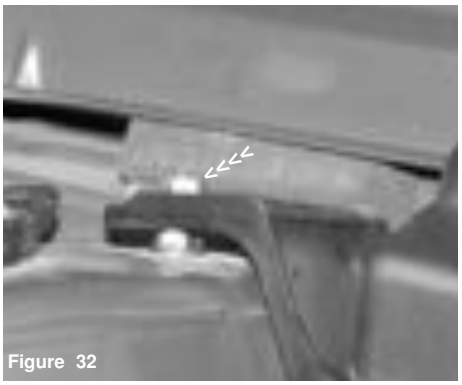
Figure 32

The flange nut is securing the fuse box over the strut tower mount.

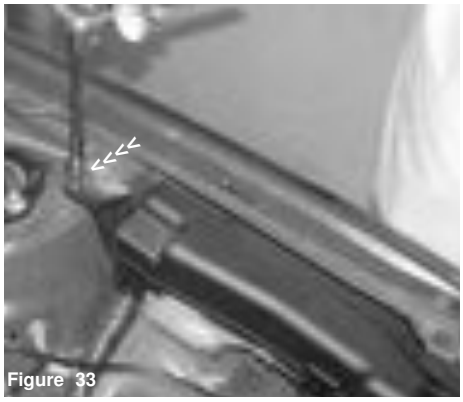
Figure 33

The ratchet and 10mm socket is used to tighten the m6 flange nut over the fuse box.

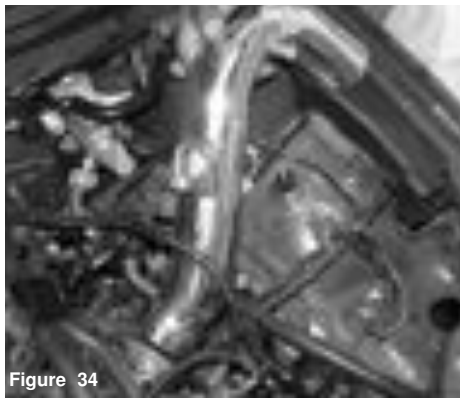
Figure 34

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


Figure 35

The throttle body end is pressed into the hose and the Power-Band is semi-tightened.


Figure 36

The upper end of the Primary intake is aligned and sitting flush with the vibra-mount stud.

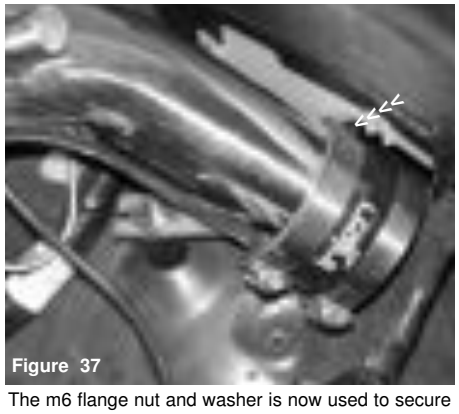
Figure 37

The m6 flange nut and washer is now used to secure the intake in place. The 2 3/4 straight hose is pressed over the primary intake, the power-bands are placed over the hose and tightened.


Figure 38

The plastic pin on the PWM vacuum switching valve is inserted into the bracket hole as shown above.

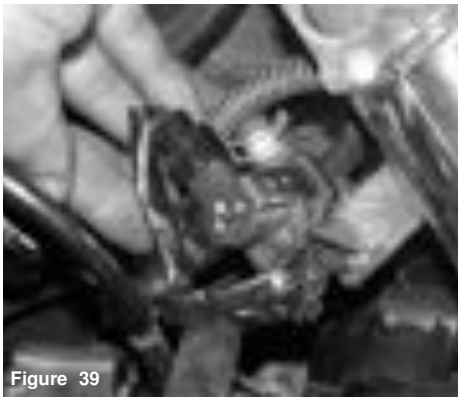
Figure 39

The PWM vacuum switching valve is now installed.

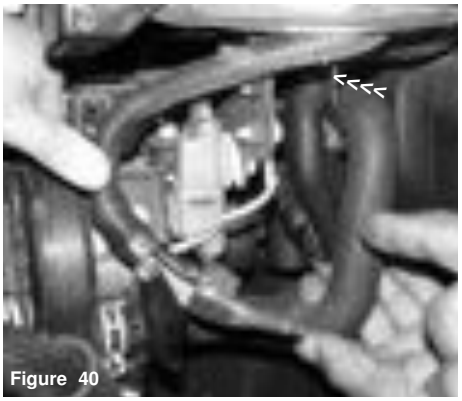
Figure 40

The plastic resonator spout and box are pulled from the upper resonator box with the vacuum hose attached.


Figure 41

The resonator box and spout is now removed and the spout will be separated from the box as shown above.


Figure 42

The connecting spout between the lower resonator box and the upper resonator box has been removed from the port shown above.


Figure 43

One end of the 17mm hose is inserted into the box spout until it is firmly in place.

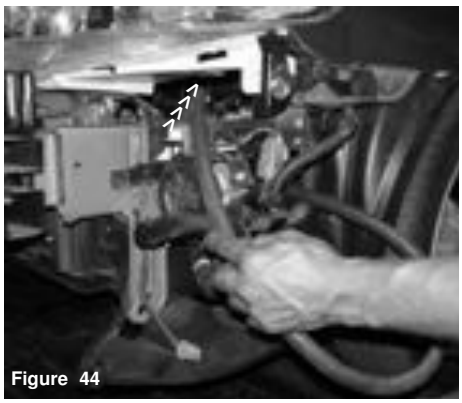
Figure 44

The remaining 17mm hose is placed under the head lamp and inserted into the engine compartment.

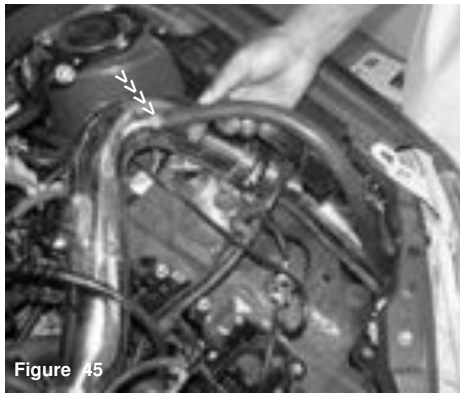
Figure 45

Once you have inserted 17mm vacuum line into the engine compartment, continue to press the end into the intake port as shown above.


Figure 46

The 17mm vacuum line is now connected to the intake vacuum port.


Figure 47

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


Figure 48

The assembled filter and intake is now inserted through the bumper opening and into the engine compartment.

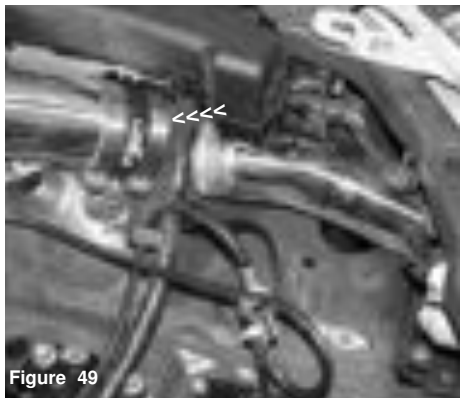
Figure 49

The secondary intake is inserted up into the engine compartment and butted up to the primary intake.

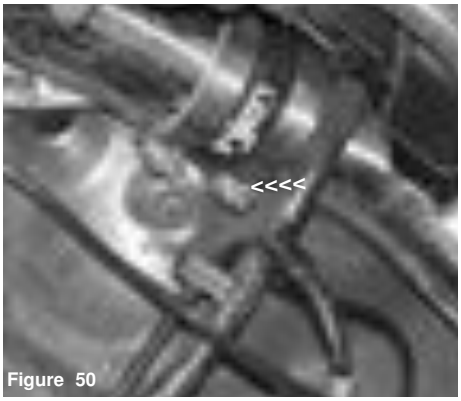
Figure 50

The secondary intake is pressed into the hose located on the primary intake. Once you have aligned the intake, continue to semi-tighten the power-band.


Figure 51

The secondary intake is aligned and in place, make sure that the filter does not hit the bumper when its installed.


Figure 52

Once the intake has been aligned, continue to insert the mass air flow sensor into the machined sensor adapter.

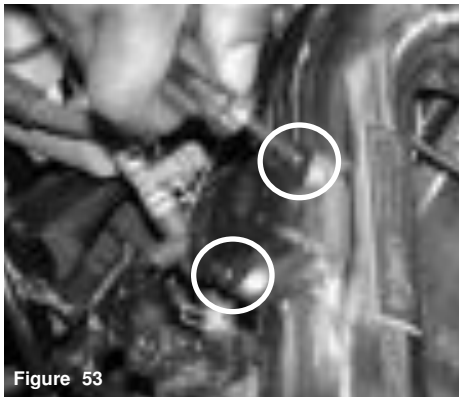
Figure 53

For a better seal, wet the O-ring with light oil prior to inserting the sensor into the sensor adapter. Use the stock screws to secure the sensor to the adapter.


Figure 54

Press the electrical sensor harness into the mass air flow sensor until it snaps firmly in place.

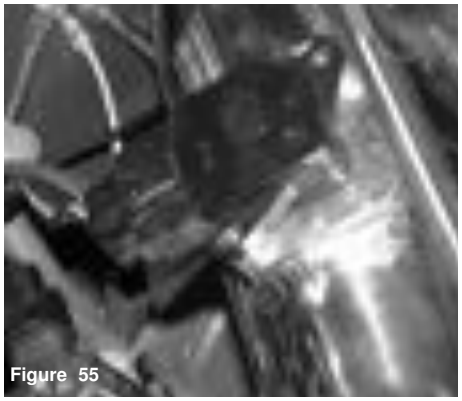
Figure 55

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


Figure 56

The primary and secondary intakes are now installed and the mass air flow sensor has been inserted into sensor adapter.


Figure 57

The zip tie in this kit is used to fasten the one way check valve to the harness.


Figure 58

The one way check valve is now secured to the harness.


Figure 59

The battery is placed back into the engine compartment and the cables are fastened to the battery post.


Figure 60

Adjust the entire intake for the best possible fit prior to tightening all nuts, bolts and clamps. Periodically, check the fitment for possible shifting over time. Any shifting may cause damage to moving parts in the engine compartment that may void the warranty.


Figure 61

Install the engine cover back to its original position once you have align the intake. Start your engine and listen to possible rattles or irregular engine idling. If you are able to hear any irregular idling or rattles, go back and check all vacuum lines, connecting hose, clamps and sensor connections for possible leaks.