



Part number IS2105
04-06 Scion Xb and Xa
4 cyl. 1.5L
5 speed and Automatic

- 1- Injen intake system (SR)
- 1- **2 1/2" Injen filter (#1012)**
- 1- 2 1/4" straight hose (#3035)
- 2- Power-Bands (.032)(.262) (#4008)
- 1- 14" 15mm vacuum hose (#3079)
- 1- Male/female vibra-mount (#6028)
- 1- m6 flange nut (#6002)
- 1- Fender washer (#6010)
- 1- heavy duty zip tie (#8014)
- 1- instruction



Figure 1



Figure 2

Press the 2 1/4" straight hose over the throttle body and use two clamps, tighten the clamp on the throttle body at this point.



Figure 3

Take the male/female vibra-mount and screw it on the end of the threaded battery post. The vibra-mount will need to be adjusted up or down according to the bracket location on the primary intake.



Figure 4

Take the 14" 15mm heater hose and press it over the port located on the crankcase. The stock hose clamps will be used to prevent the hose from slipping out.



Figure 5

The harness line is moved out of the way prior to installing the primary intake. The harness will be used later in the instructions to reconnect the air temperature sensor.



Figure 6

The air temperature sensor is removed from the stock air box and inserted into the machined adapter, the stock screws are used to fasten the sensor in place(A). The short L-bracket in the middle of the intake will be aligned to the vibra-mount stud (B). The long bracket is the mounting bracket for the vacuum switching valve.



Figure 7

The filter is now pressed onto the end of the intake and the clamp on the filter neck is fastened tight.



Figure 8

Lower the assembled intake system into the engine compartment and press the 2 1/4" end into the hose on the throttle body.



Figure 9

The intake is positioned in place at the throttle body (A) and the clamp is semi-tightened for support. Take the harness clip and press it into the air temperature sensor until you hear a quick snap (B).



Figure 10

Line up the bracket on the intake to the vibra-mount stud and use an m6 flange nut and fender washer to secure the intake in place.



Figure 11

Insert the vacuum switching valve over the mounting bracket. Use the zip tie provided in this kit to keep the vacuum switching valve from vibrating.



Figure 12

Press the end of the 15mm hose over the 5/8" port on the intake, use the stock hose clamp to secure the hose in place.



Figure 13

Congratulations! The installation of the IS2105 is now complete.

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

1. Remove the stock air intake box and stock air intake duct and air temperature sensor connected to the air intake box.
2. Press the 2 1/4" straight hose over the end of the throttle body and use two clamps. Tighten the clamp on the throttle body at this point. (See fig. 2)
3. Take the male/female vibra-mount and screw it to the threaded battery post. (See fig. 3)
4. Take the 14" -15mm heater hose and press one end over the port on the crankcase. Use the stock hose clamps to secure the vacuum hose in place. (See fig. 4)
5. Move the harness line out of the way in order to prepare for the installation of the intake. (See fig. 5)
6. Insert the air temperature sensor into the machined adapter and use the stock screws to fasten the air temperature sensor in place. (See fig. 6)
7. Press the filter over the end of the primary intake and tighten the clamp on the filter neck. (See fig. 7)
8. Insert the assembled intake into the engine compartment and insert the 2 1/4" end into the hose on the throttle body. (See figs. 8 and 9)
9. Take the harness clip and press it into the air temperature sensor until you hear a short snap. (See fig. 9)
10. Line up the short L-bracket on the intake to the vibra-mount stud on the battery port. Use the m6 flange nut and fender washer to hold the intake place. (See fig. 10)
11. Take the stock vacuum switching valve and press it over the end of the mounting bracket on the intake. Once the vacuum switching valve has been adjusted use the zip tie to hold the VSV in place. (See fig. 11)
12. Press the remaining end of the 15mm hose over the 5/8" port on the intake and use the stock hose clamp to make sure it does not slip out. (See fig. 12)
13. Adjust the entire intake for best fit. Once proper clearance has been made through out the length of the intake continue to tighten all nuts, bolts and clamps. (See figs. 1 and 13)
14. Remove all tools and rags from the engine compartment and reconnect the negative battery terminal before starting the engine.
15. Check all lines, clamps and hoses to make sure everything is properly connected and that there is no vacuum leak anywhere along the length of the intake.
16. Start the engine and rev for at least 15 minute to insure that you have no "Check Engine Light".
17. Congratulations! You have just completed the installation.