



Part number IS8022
2003-05 Dodge Neon SRT-4
2.4L

- 1- Intake system (SR)
- 1- **Injen 3" filter** (#1011)
- 1- 110 deg. silicone reducer elbow (#3061)
- 1- Power-Band (.040)(.312) (#4003)
- 1- Power-Band (.048)(.362) (#4004)
- 1- 2" 8mm vacuum hose (#3091)
- 1- Boost solenoid (#20032)
"T" bracket
- 1- 1525 sensor grommet (#6014)
- 1- M6 vibra-mount (#6020)
- 1- M6 flange nut (#6002)
- 1- fender washer (#6010)
- 1- instruction



Figure 1

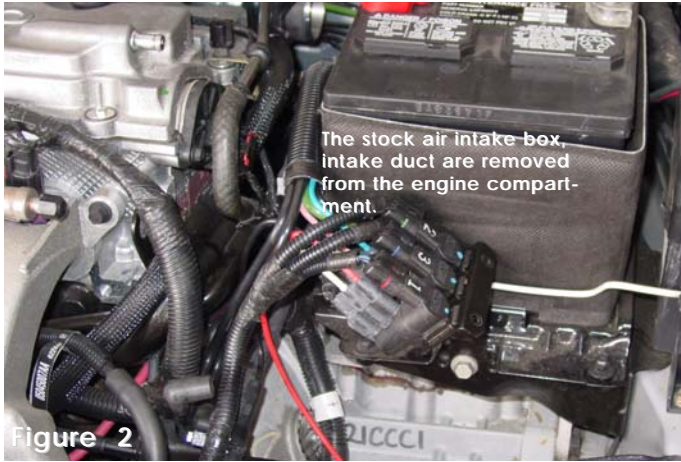


Figure 2



Figure 3

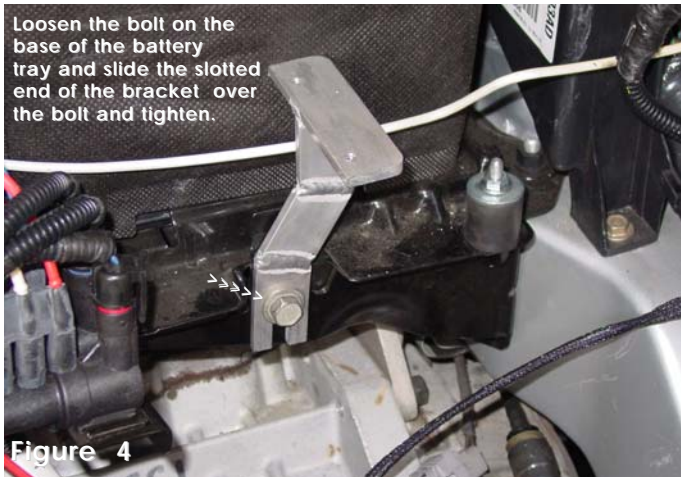


Figure 4



Figure 5

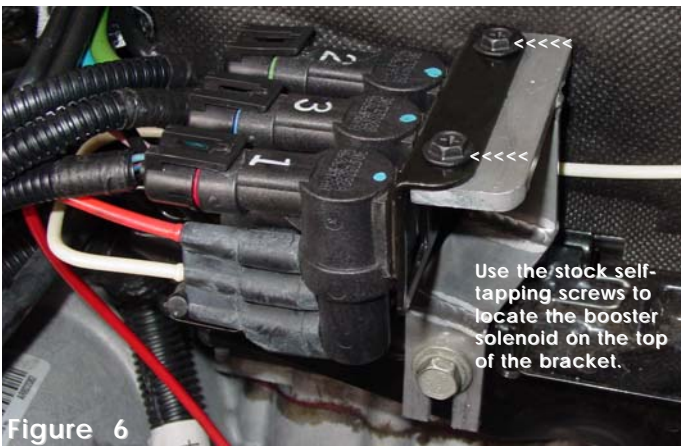


Figure 6

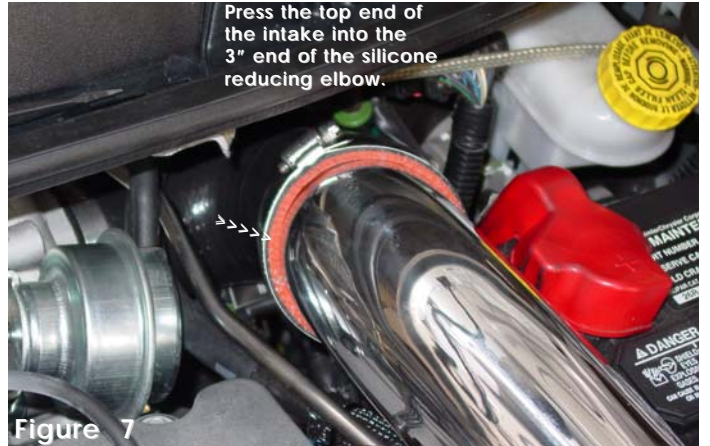


Figure 7



Figure 8

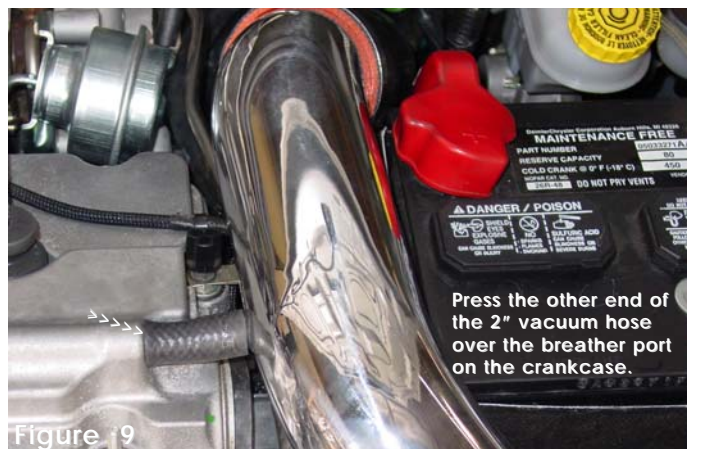
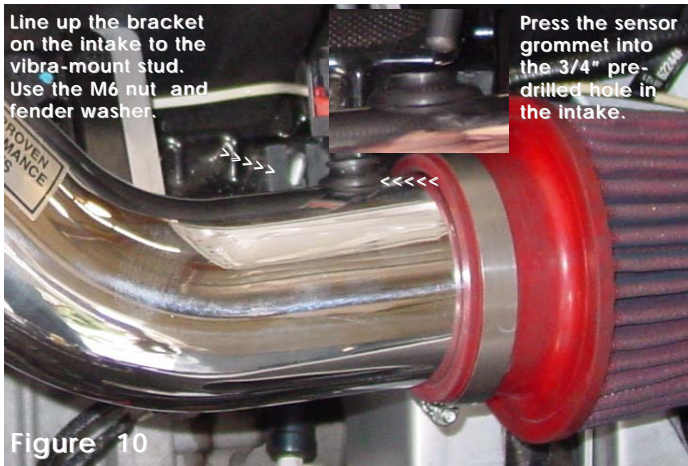
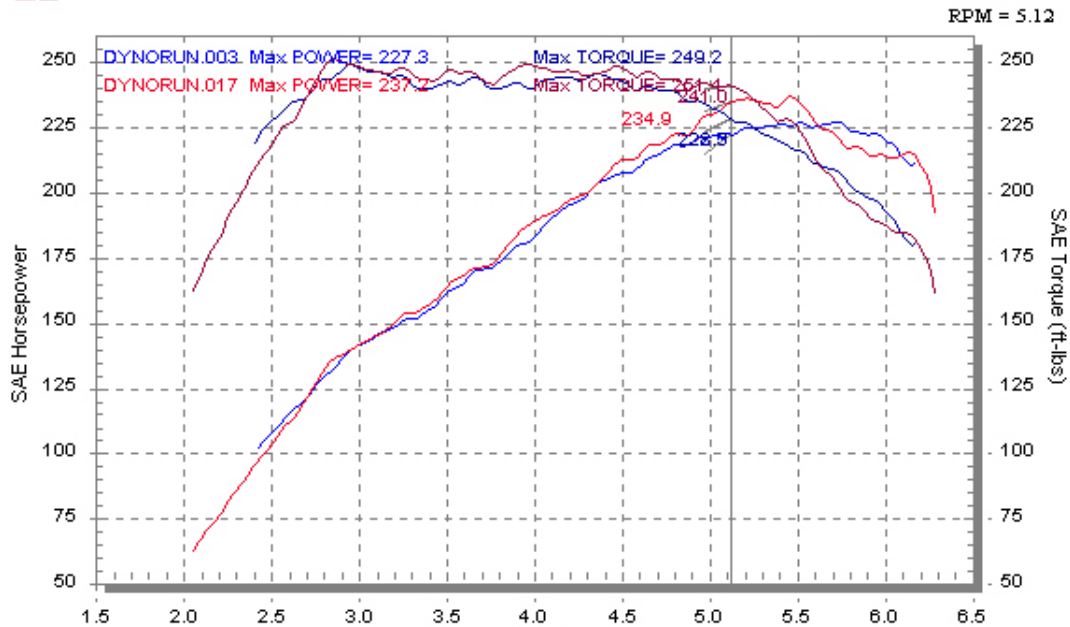


Figure 9



■ DYH0RUH.003 BASELINE-3 RO T12303 11:06:46 PM
■ DYH0RUH.017 RD8015 2008RAM-3 RO T12403 5:47:06 AM



Max power gain:
 H/P
 Injen intake system 237.3
 Stock run 227.3 gain 10 H/P

Peak power gain:
 H/P
 Injen intake system 234.9
 Stock run 222.5 gain 12.4

Torque:
 Injen intake system 251.4
 Stock run 249.2 gain 2.2

Torque:
 Injen intake system 241.0
 Stock run 228.3 gain 12.7

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

- 1- Remove the stock air intake box, air intake duct leading to the turbo inlet. Remove the vacuum lines and air temperature sensor from the air intake box. The boost solenoid valves will also be removed and relocated. (See fig. 2)
- 2- Remove the m6 bolt from the base of the battery tray and screw in the m6 vibra-mount. (See fig. 3)
- 3- On the base of the battery tray, loosen the bolt located in the center section. Take the new boost solenoid bracket and insert the slotted end over the bolt loosened earlier. Position the bracket in place and tighten the bolt once again. (See fig. 5)
- 4- Take the 110 degree silicone elbow and press the 2 1/4" end over the turbo inlet. Take the small clamp in the kit and semi-tighten the clamp over the elbow on the turbo inlet. **(For easy installation put the small clamp over the silicone elbow prior to installing it over the turbo inlet).** (See fig. 5)
- 5- Take the boost solenoid valve and set it on top of the bracket. The solenoid should rest flush and line up to the bolt pattern on the bracket pad. (See fig. 6)
- 6- Insert the top end of the intake into the 3" side of the silicone elbow. This is the elbow connected to the turbo inlet. Semi-tighten the medium clamp on the 3" end of the silicone elbow at this point. (See fig. 7)
- 7- Press the 2" -8mm hose over the 3/8" nipple on the intake. (See fig. 8)
Press the other end of the 2" hose over the port on the crankcase. (See fig. 9)
- 8- Press the sensor grommet into the pre-drilled 3/4" hole on the end of the intake and make sure that the grommet is flush in the hole. (See fig. 10)
- 9- Now that the intake is in place, line up the bracket on the intake to the vibra-mount stud. Use the M6 nut and fender washer to hold the entire intake in place. (See fig. 10)
- 10- Press the hard vacuum line over the 1/2" nipple on the intake. (See fig. 11)
- 11- Insert the air temperature sensor into the sensor grommet near the filter. The sensor will be pressed in until it completely bottoms out. (See fig. 13)
- 12- Press the filter over the end of the intake and tighten the clamp on the filter. (See fig. 13)
- 13- Align the entire intake for best fit. Allow plenty of clearance through out the length of the intake. Once proper clearance has been make continue to tighten all nuts, bolts and clamps. (See fig. 1)
- 14- Remove all tools and rags from the engine compartment and reconnect the negative battery terminal before attempting to start the engine.
- 15- Congratulations! You have just completed the installation.