



Part number RD1306

06-07 Honda S2000 4 cyl. 2.2L

- 1- 2 piece cold air intake
- 1- 3" Injen filter (#1014)
- 1- 2 3/4" x 3" silicone step hose (#3040)
- 1- 3" straight hose (#3044)
- 4- Power-bands .362 .048 (#4004)
- 1- 1525 sensor grommet (#6014)
- 1- 13" 10mm vacuum hose (#3077)
- 1- 1/4" coupler (#8008)
- 1- vibra-mount (#6020)
- 2- m6 flange nut (#6002)
- 2- fender washer (#6010)
- 3- zip ties (#8001)
- 1- 5 instruction



Tools required:

- 1. Phillips screw drive
- 1. 8mm nut driver
- 1. 10mm socket
- 1. Ratchet
- 1. Phillips screwdriver
- 1. Flat head screwdriver

Maintaining your Cold air intake system:

Once the installation is complete, proceed to re-connect the negative battery terminal. It is extremely important that the Injen cold air intake be checked periodically for realignment, clearance and tightening of all nuts, bolts, clamps and connecting points. Failure to follow instructions for proper maintenance of the cold air intake may void the warranty. Start the engine and listen for any air leaks, odd noises or rattles. After taking the vehicle for a test drive and verifying that everything checks out fine, you are ready to enjoy the added power and enhanced performance from your new intake system.



Figure 1



Figure 2

Hydro-shield used for this application
X-1033



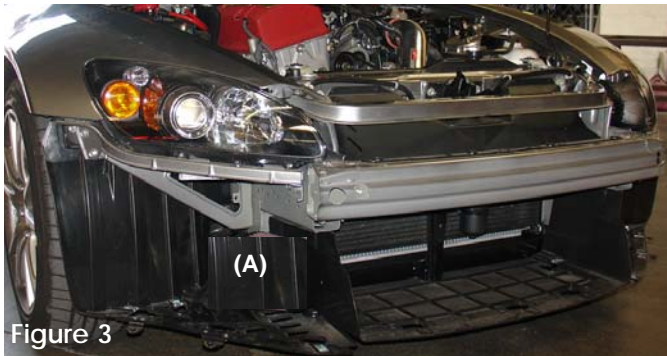


Figure 3

Remove the front bumper (A). Unclip the six clamps on the lid of the air box, then remove the top lid (not shown). 1- Loosen clamp on the throttle body air intake duct, 2- Remove vacuum hard pipe from the crank case to the air intake port and 3- Remove air injection pump hose located on the opposite side of the crank case breather hard pipe.

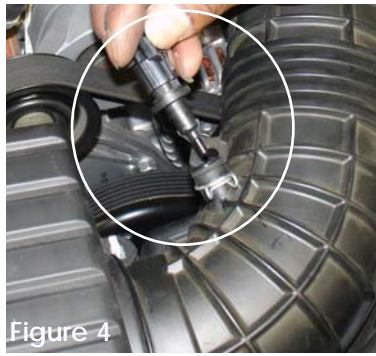


Figure 4

Pull and remove the stock air temperature sensor from the air intake duct.

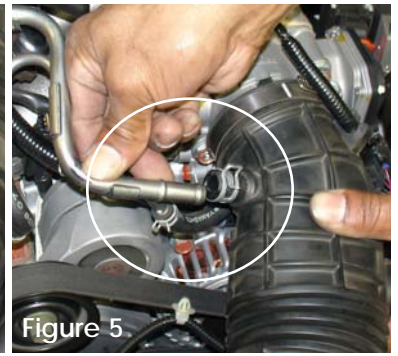


Figure 5

Loosen the hard pipe clamp and pull the pipe out of the air intake duct as shown above.

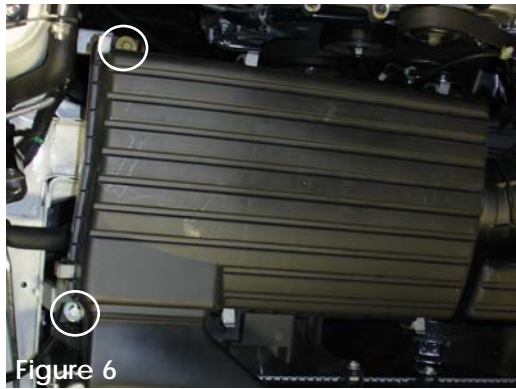


Figure 6

The two, m6 side bolts are now removed from the air box cleaner.



Figure 7

The hidden m6 bolt under the lines is also removed from the air box cleaner.



Figure 8

Once all bolts have been removed, continue to pull the entire air intake box cleaner as shown above.

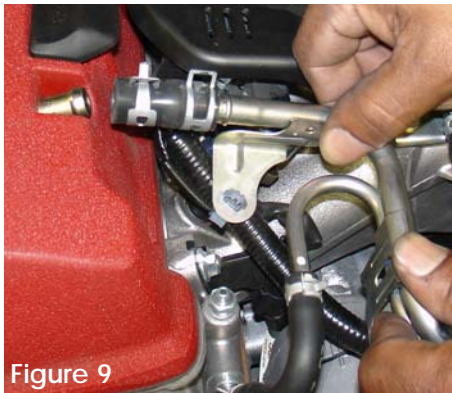


Figure 9

Disconnect the stock breather hose from the crank case port to the hard pipe located over the cam cover.

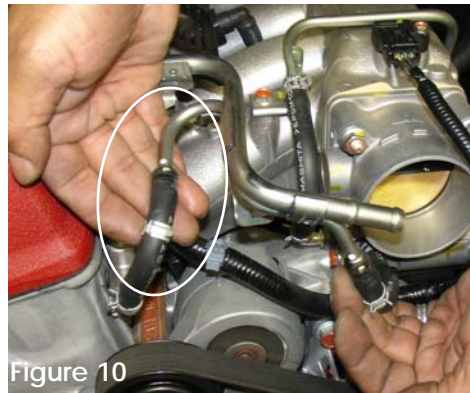


Figure 10

PCV hard pipe removed: Disconnect Coolant delivery port to the side of the engine block leading to the throttle body coolant intake port.

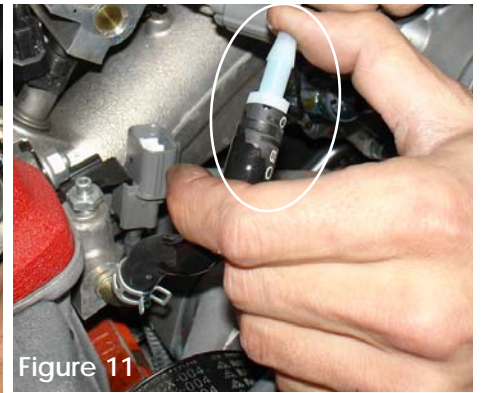


Figure 11

Insert the 6mm coupler into the delivery port hose as shown above. Use stock clamps to secure the coupler in the coolant line.

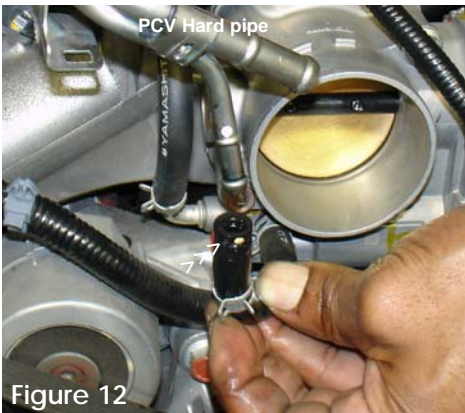


Figure 12

PCV hard pipe removed: Remove the coolant intake port from the hard pipe as shown above.
Page 2 of Part # RD1306

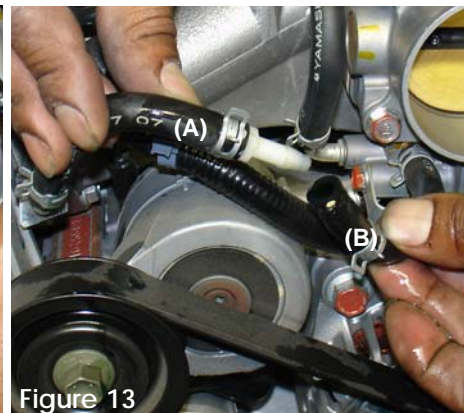


Figure 13

Press the delivery port coupler (A) into the coolant intake port (B).

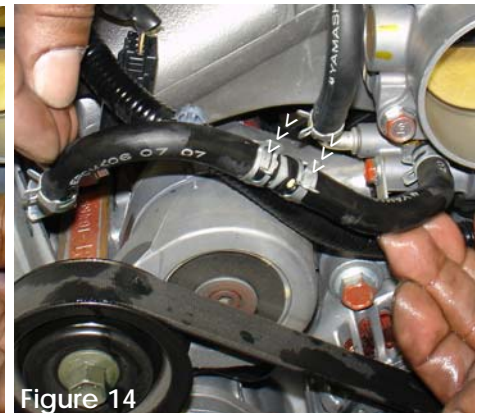


Figure 14

Use the stock clamps to secure the coolant lines to the coupler.



Figure 15

The Coolant hard piping is removed and replaced with new hose and coupler.



Figure 16

Press the silicone step hose is pressed over the throttle body, use two power-bands to secure the hose. Tighten the power-band located on the throttle body side at this time.



Figure 17

Passenger side lower bumper corner

Next, Cut plastic splash guard that separates bumper corner and lower engine bay. A 5" x 5" cut out will be required on the passenger side wall between the front lower engine bay and the front bumper.



Figure 18

Remove the bottom splash guard located underneath the engine, between the wheels. Cut the plastic leg that is attached on the passenger side(A). Once the plastic leg has been cut out, continue to re-attach the splash guard, once again.



Figure 19

The vibra-mount is fastened with the use of the m6 flange nut and fender washer located on the lower passenger side cross member. Note: Shot from the passenger side wheel well, looking forward.



Figure 20

The vibra-mount is now secured and in place for the secondary intake to be installed.



Figure 21

The secondary intake is now lowered into the position across the lower edge of the radiator.



Figure 22

Before the secondary intake is set in place, the 3" straight hose is pressed over the intake, the power-bands are also placed on the hose at this point.

Secondary intake



Figure 23

As the filter end is slipped into the bumper cavity, the intake bracket is lined up to sit flush on the vibra-mount stud.



Figure 24

Take the additional m6 flange nut and fender washer and screw them onto the vibra-mount stud securing the intake.



Figure 25

The filter end is inserted into the cut out made earlier and into the bumper cavity.



Figure 26

The secondary intake is in place between the fan motor and the front cross member as shown above.



Figure 27

Align the Injen sensor grommet to the 3/4" pre-drilled hole.



Figure 28

The hole opening will fit flush and snug into the grommet groove.



Figure 29

Lower the Primary intake to the side of the radiator fan and press into the 3" hose on the secondary intake.



Figure 30

The primary and secondary intakes are butted up together and secured with the two power-bands.

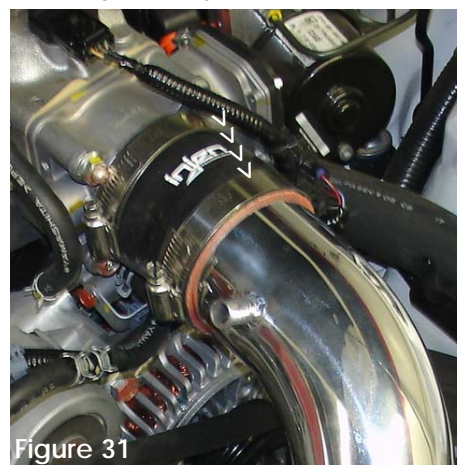


Figure 31

Insert the top end of the primary intake into the throttle body hose and semi-tighten the clamp.

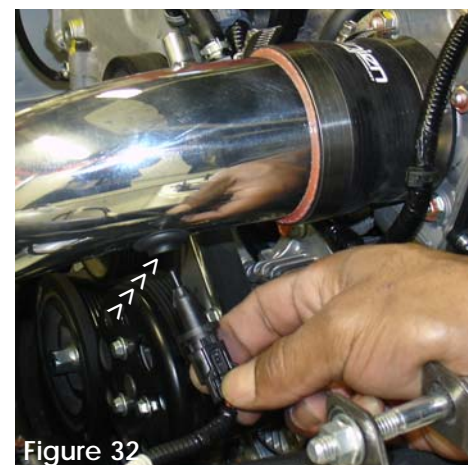


Figure 32

The air temperature sensor is pressed into the grommet until it sits flush over the grommet.



Figure 33
Press the 13"-10mm breather hose over the crank case port as shown above.



Figure 34
Take the other end of the 13"-10mm hose and press it over the intake port.

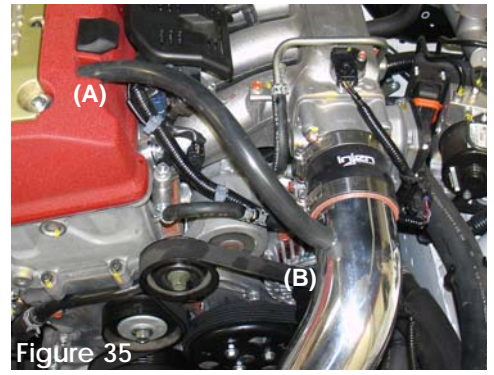


Figure 35
The 13" -10mm hose has been connected to the crank case port and the intake port.



Figure 36
Press the Injen air filter over the end of the secondary intake located in the bumper cavity, continue to tighten filter neck clamp.



Figure 37
Once the cold air intake has been installed, continue to align the entire intake for best possible fit. Once the intake has been cleared from moving parts or contact from engine components, continue to tighten all nuts, bolts and clamps. Use the three zip ties to secure all lines away from moving belts, pulleys and vacuum lines.

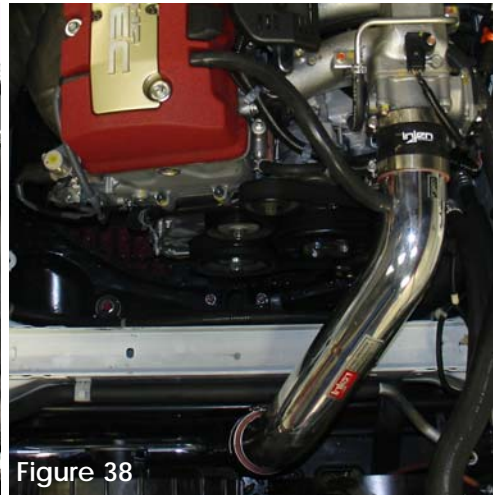
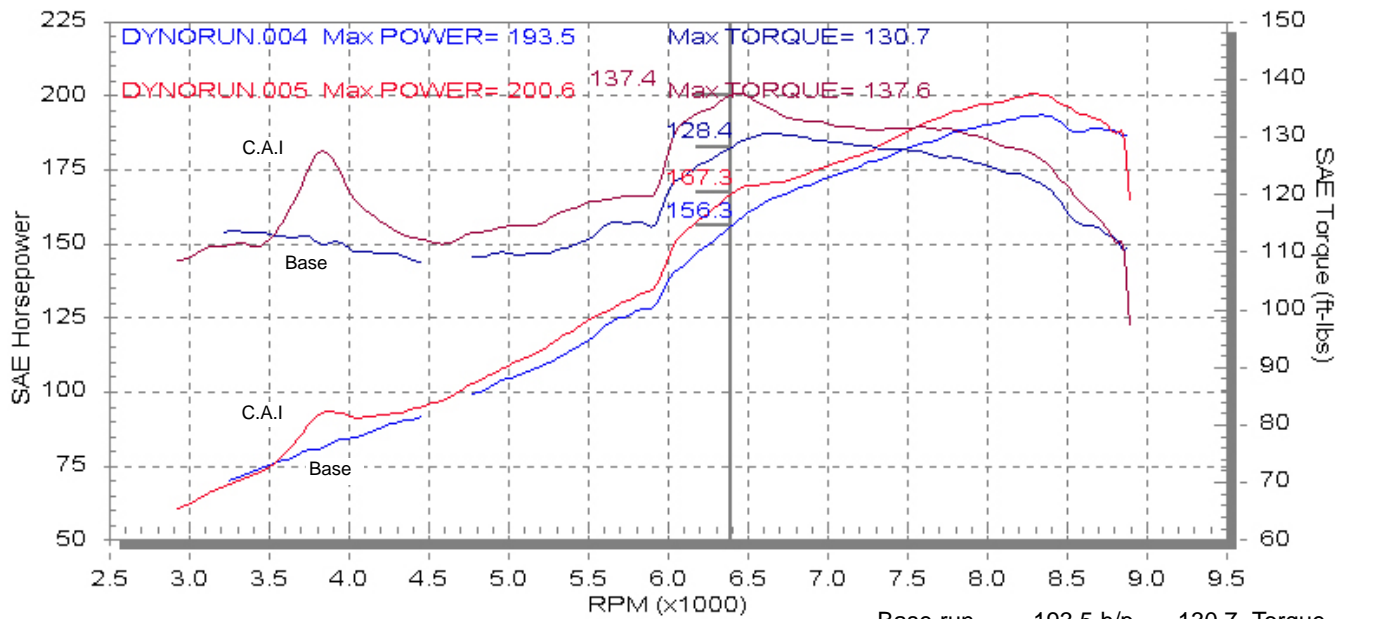


Figure 38



DYNORUN.004	BASLEINE	RO 8/30/02 3:59:28 PM	Base run	193.5 h/p	130.7 Torque
	2000 HONDA S2000 6 SPD.		Injen C.A.I	200.6 h/p	137.0 Torque
	HKS HYPER EXHAUST , DC HEADERS		Max power:	7.1 h/p	6.3 Torque
	32,000 MILES				
	3RD GEAR TEST				
<hr/>					
DYNORUN.005	IS1305	RO 8/30/02 4:54:56 PM	3800 rpm	93.5 h/p	127.3 Torque
	2000 HONDA S2000 6 SPD.		Low end gain	11.8 h/p	16.0 Torque
	INJEN COLD AIR INTAKE SYSTEM , HKS HYPER EXHAUST , DC HEADERS				
	32,000 MILES		6400 rpm	167.3 h/p	137.4 Torque
	3RD GEAR TEST		Top end gain	11.0 h/p	9.0 Torque