



Part Number: RD2046
00-03 Toyota Celica GTS

- 1- Injen Intake (CA)
- 1- **2.75" Injen Filter (#1013)**
- 1- 3" X 2.75" 45 degree elbow (#3013)
- 1- 1.125"x3" straight hose (#3015)
- 1- 1.50" straight hose (#3051)
- 2- Power-Bands **(.362)(.048)** (#4004)
- 2- small 0.16 clamps (#4027)
- 2- small .024 clamps (#4002)
- 1- 16" 8mm hose (#3091)
- 1- 14" 8mm hose (#3091)
- 1- 11" 8mm hose (#3091)
- 1- 3mm vacuum Cap (#8003)
- 3- m6 flange nuts (#6002)
- 3- Fender washers (#6010)
- 1- m6 Vibra-mount (#6020)
- 1- m6 x m16 bolt (#6005)
- 2- Zip ties (#8001)

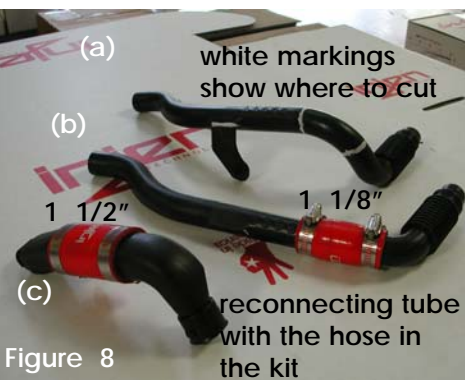
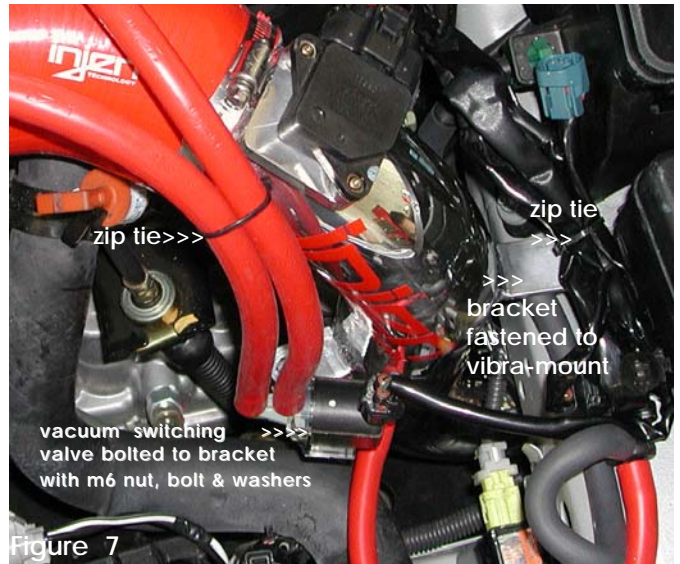
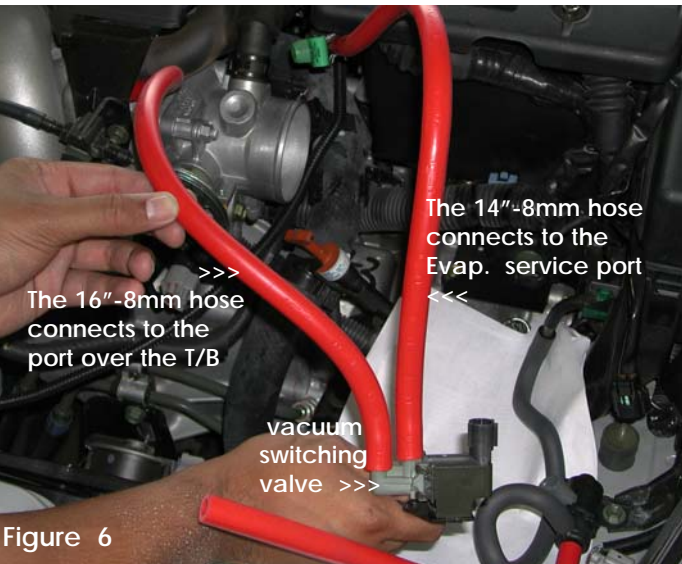
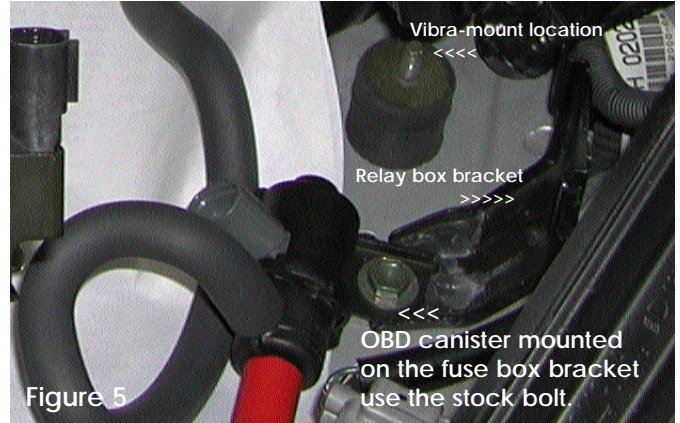
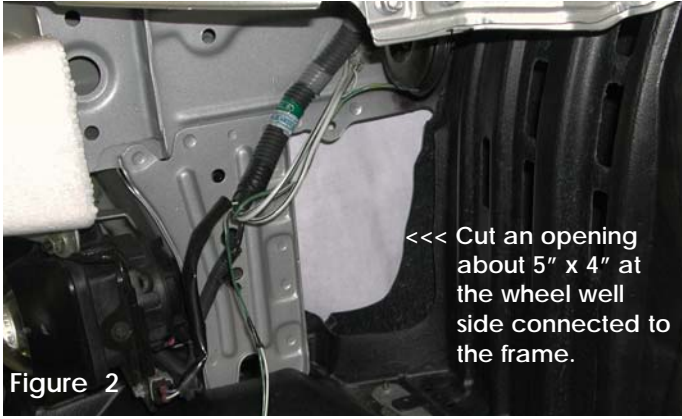


figure 1

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



Hydro Shield Sold Separately



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

- 1 Remove the OBD canister, vacuum switching valve and air temperature control sensor from the air box without removing any vacuum lines. Once all sensors have been removed take out the remaining air box and air duct leading to the throttle body. Remove the two-piece air duct leading into the black ECU box. We recommend you remove the front bumper to make the installation easier. The vacuum switching valve used to control the valves or by-pass flaps in the box will no longer be used. These flaps control the amount of air taken in when the engine is running. A 3mm cap will cap-off the port at the engine block.
- 2 Slip the 45 degree reducer with the 3" side over the throttle body and use two clamps. Tighten the clamp on the throttle body at this point. (See fig. 3)
- 3 Remove the black relay fuse box from the bracket bolted to the car frame. (See fig. 1) Remove the stock m6 bolt holding the bracket in place and set the OBD canister on top of the bracket. Screw the stock bolt tight in place securing the OBD canister to the bracket. Take the vibra-mount and screw it into the tapped hole right above the OBD canister. (See fig. 5)
- 4 Once the bumper has been removed cut an opening in the lower section of the plastic wheel well as seen in figure 2. A razor or any cutting device will work to make the opening.

Replacing the factory hose with Injen's hose

- 5 Take the **square vacuum switching valve** seen in figures 6 and 7 and replace the vacuum lines as indicated. Remove the center prong on the bracket containing three clips. (Not seen in picture) This bracket is fastened to the VSV. The removal of the center prong will allow you to attach the entire VSV to the small bracket on the intake system with the m6 nut, bolt and two washers. (See figs. 7 and 9)
- 6 Replace the vacuum lines on the **OBD canister** as seen in figures 4 and 5.
Note: you will be using one of the long stock vacuum line as seen in the pictures 4 and 5.
- 7 Take the air temperature sensor and press it into the CNC machined flange on the C.A.I. Use the stock screws to fasten the sensor in place. Take the complete intake system and slip the filter end into the hole made earlier in step 4 and press the upper end into the step hose on the throttle body as seen in figures 1, 7 and 10. Make sure the long slotted bracket on the intake lines up to the vibra-mount stud and use the m6 nut and washer to semi-tighten in place. (See fig. 7)
- 8 Once the intake has been aligned to ensure clearance, tighten the clamp on the step hose. Take the vacuum switching valve as seen in figure 6 and use the m6 nut, bolt and 2 washers to bolt the vacuum switching valve on the smaller bracket on the intake. (See figs. 7 and 9)
- 9 Connect the 11"-8mm hose seen in figure 4 over the 3/8" nipple on the intake. Plug all harness and sensors into the air temperature sensor, OBD canister and the vacuum switching valve.
- 10 Slip the Injen filter over the lower section of the intake as seen in figure 10 and tighten the clamp.
- 11 Align the entire C.A.I for best fit. Once proper clearance has been made throughout the length of the intake, continue to tighten all nuts, bolts and clamps. (See fig. 1)
- 12 Take the plastic air ducts used to cool the black ECU box, cut and reassemble the pieces as indicated in figures 8 and 9. There will be a 1" to 2" space between the cut air ducts when they have been reassembled. Figures 8(a) indicates where to cut stock piece, (b) and (c) shows how they should be reconnected with the small straight hose and clamps. (See fig. 8)
- 13 Plug the air duct back in place as seen in figure 9. This piece is required on a warm day to keep the ECU cool. This will prevent the "check engine" light from appearing.
- 14 Use the zip ties as seen in figures 1 and 7 to move any hose or harness away from belts and cables. **Zip ties** are used as a safety precaution to prevent any injuries. Use the **3mm cap** to plug the port on the engine block as seen in figure 3.
- 15 Replace the front bumper and plastic guards under the hood. Remove all tools and rags from the engine compartment before starting your engine.
- 16 Congratulations! You have just completed the installation.