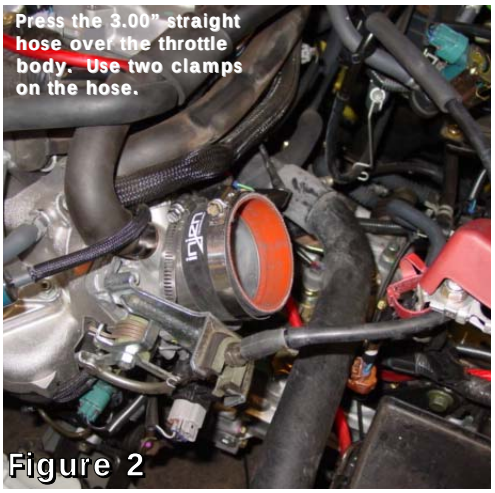
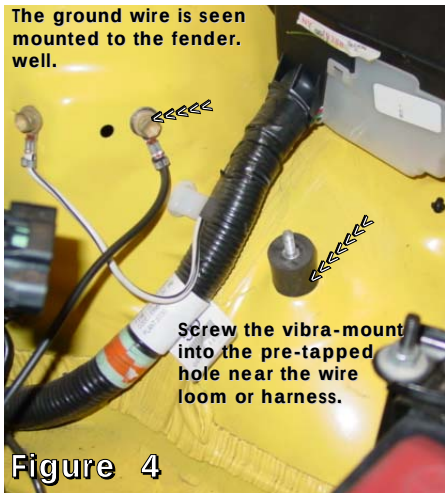
Part number RD2076
2004 Toyota Matrix XRS
1.8L VVTL-i 4 cyl.

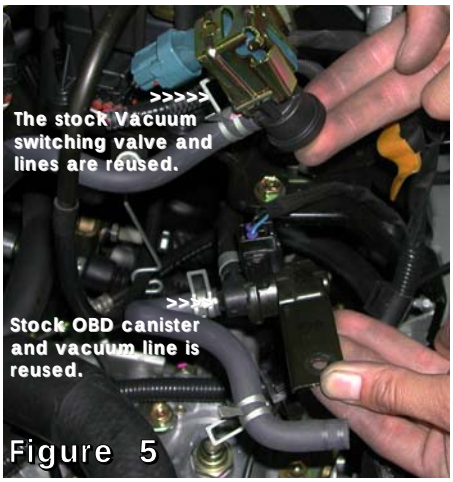
1-	Cold air intake	
1-	**2.75" Injen filter**	**(#1010)**
1-	3.00" straight hose	(#3044)
1-	2.75" straight hose	(#3043)
1-	35"- 17mm vac hose	(#3080)
2-	Power-Bands **(.362)** .048	(#4004)
2-	Power-Bands **(.312)** .040	(#4003)
1-	m6 vibra-mount	(#6020)
3-	m6 nuts	(#6002)
1-	fender washer	(#6010)
1-	m6 x m16 bolt	(#6005)
2-	zip wire tie	(#8001)
1-	2075 3/4" ext. bracket	(#20025)
1-	3mm vacuum cap	(#8003)
1-	instruction	

Figure 1

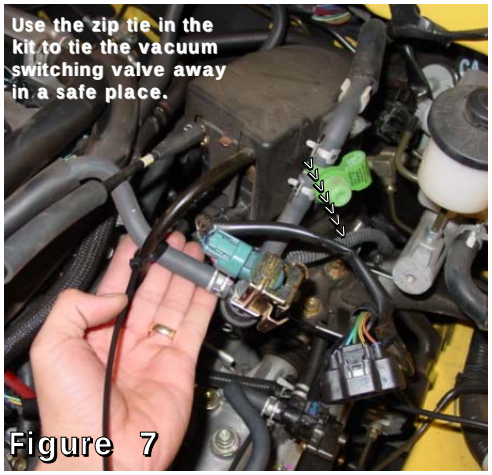

Press the 3.00" straight hose over the throttle body. Use two clamps on the hose.
Figure 2

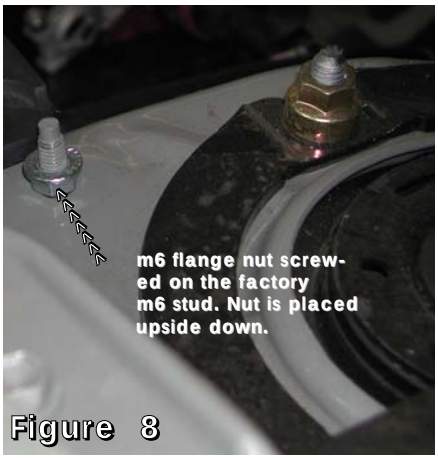

This is the entire air intake box which is removed.
The vacuum switching valve and lines are also removed. This V.S.V controls the air chamber flaps.
Figure 3


The ground wire is seen mounted to the fender. well.
Screw the vibra-mount into the pre-tapped hole near the wire loom or harness.
Figure 4

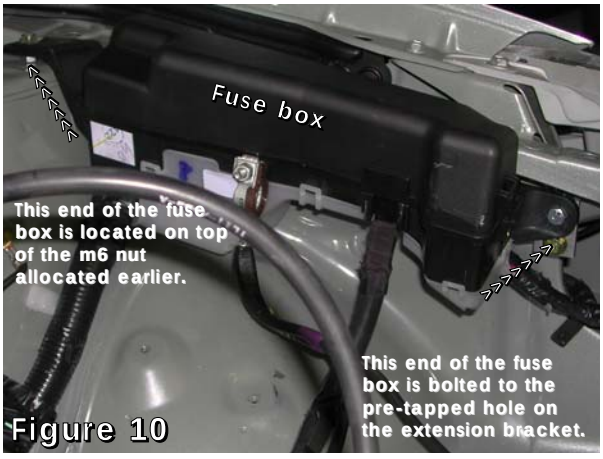

The stock Vacuum switching valve and lines are reused.
Stock OBD canister and vacuum line is reused.
Figure 5

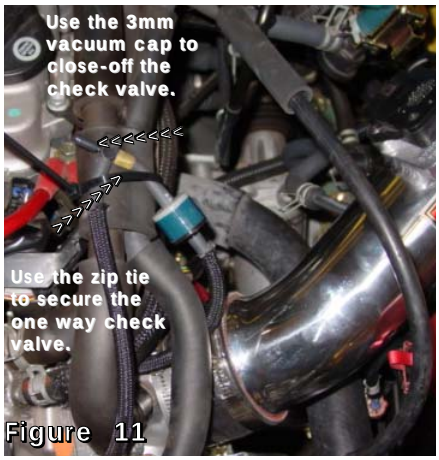

The OBD canister is relocated on a leg post used for the air box. Use the stock m6 bolt.
Figure 6


Use the zip tie in the kit to tie the vacuum switching valve away in a safe place.
Figure 7


m6 flange nut screwed on the factory m6 stud. Nut is placed upside down.
Figure 8


Pre-tapped >>> hole in the extention bracket
Pre-tapped >>> hole on fender wall
Remove the fuse box and line-up the pre-drilled hole on the extension to the pre-tapped hole on the fender wall. Use the stock m10 bolt.
Figure 9


Fuse box
This end of the fuse box is located on top of the m6 nut allocated earlier.
This end of the fuse box is bolted to the pre-tapped hole on the extension bracket.
Figure 10


Use the 3mm vacuum cap to close-off the check valve.
Use the zip tie to secure the one way check valve.
Figure 11


Air box and spout are removed. The air box is used with the 15mm vacuum line.
Figure 12


The air box and spout has been moved.
Figure 13


Remove the plastic spout from the small air box.
This end is reused
Figure 14

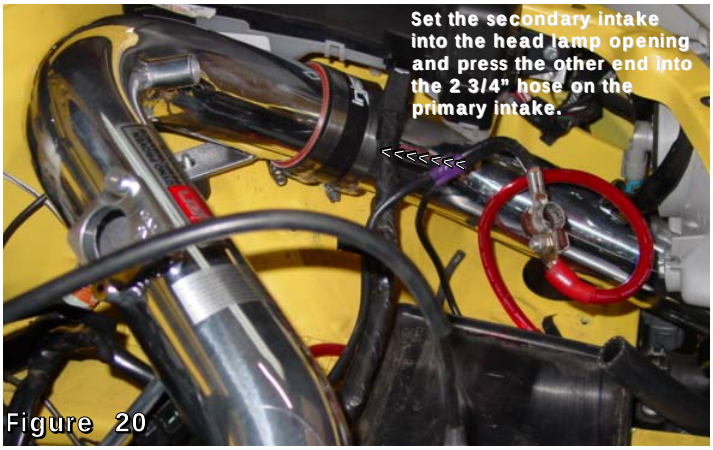

Press the 17mm hose into the lower port on the air box.
Figure 15


Run the 17mm hose up and into the engine compartment.
re-install the air box with the 17mm hose.
Figure 16


Press the 2 3/4" hose over the primary pipe as seen in this picture. Tighten the clamp on the intake.
Figure 17


Align the bracket on the intake to the vibra-mount stud and use the m6 nut and fender washer.
Figure 18


The primary intake is now in position.
The swaged end of the intake is pressed into the 3" straight hose on the T/B
Figure 19


Set the secondary intake into the head lamp opening and press the other end into the 2 3/4" hose on the primary intake.
Figure 20


Press the 15mm pump hose over the 3/4" port on the intake.
Figure 21


Insert the sensor into the billet flange on the intake and use the stock screws.
Figure 22


The sensor is seen mounted to the billet flange.
Press the stock vacuum line over the 3/8" nipple.
Figure 23

Figure 24

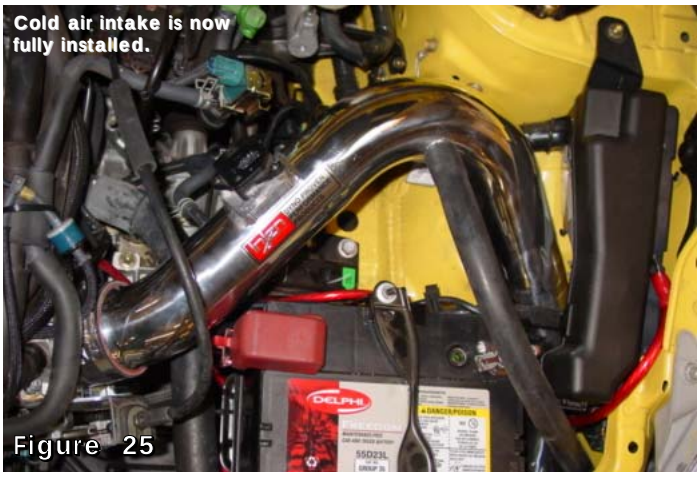
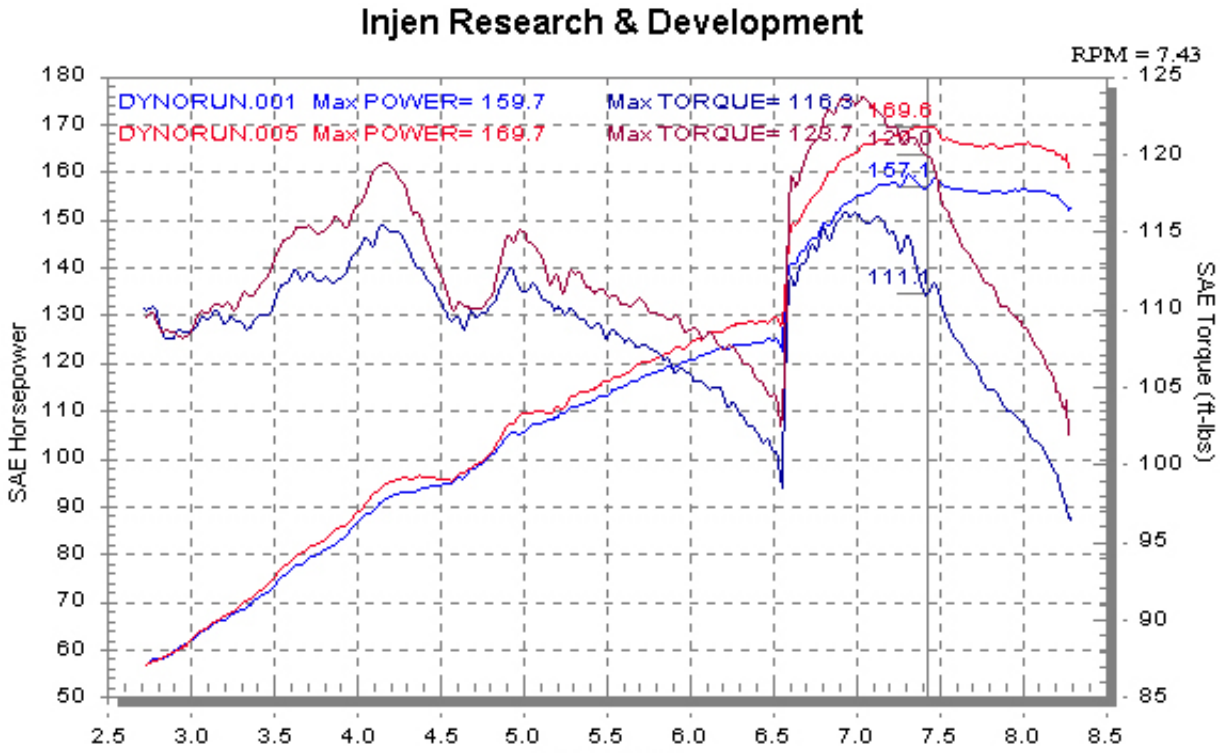


Figure 25



Injen Technology Research & Development Team tested its final design on Injen's own in-ground all wheel Dyno-jet. The base horse power run was 159.7 to the wheels. Injen's C.A.I increased its performance to 169.7 h/p that's an increase of 10.0 h/p gain. The peak base run came in at 157.1 while the CAI run came in at 169.6 for a total peak gain of 12.50 h/p.

Torque increase was also seen through-out the band but was noticeable at top end for a total of 11.9 ft./lbs of torque.

Note: Disconnect and remove the entire battery before starting this installation.

1. Remove the air intake box and vacuum switching valve which controls the flaps in the air chambers. (See fig. 3) Reuse the vacuum switching valve by the firewall and the OBD canister. The vacuum lines and the air temperature control sensor are also reused. Remove the air ducts leading to the throttle body and the front air collector by the front head light.
2. Press the 3.00" straight hose over the throttle body. Use two clamps and tighten the clamp on the throttle body at this point. (See fig. 2)
3. Take the vibra-mount and screw it into the pre-tapped hole above the battery and next to the harness. (See fig. 4)
4. Separate the vac. switching valve and the OBD canister with the stock lines still intact. (See fig. 5)
5. Take the OBD canister and attached bracket. Align the bracket over the leg post where the air box was originally located. The stock m10 bolt will screw into the pre-tapped hole to the center of the leg post. (See fig. 6)
6. Zip tie the vacuum switching valve away in a safe place up by the firewall. The line is tied to a harness loom for safety extra safety pre-caution. (See fig. 7)
7. **Raising the fuse box for clearance**. Temporarily, remove the fuse box from its present location and screw an m6 nut with the flange facing up to the strut tower mount stud. (See fig. 8) Remove the m6 bolt located on the fender wall and line up the the hole on the extension bracket to the pre-taped hole in the fender well and insert the stock m6 bolt again. The extension bracket will have a pre-taped hole for the fuse box to connect to. (See fig. 9)
8. Locate the fuse box back to its original location. Fasten an m6 nut over the stud on the strut tower mount. Screw an m6 bolt into the pre-tapped hole on the extension bracket. (See fig. 10)
9. Use the 5mm vacuum cap to cap off the check valve. Use the zip tie to secure the check valve away from moving objects. (See fig. 11)
10. Remove the air box and spout from the air pump located in the bumper area. (See figs. 12 and 13)
11. Remove the spout on the air box and press the 35" 17mm hose into the bottom port on the box. Once the 17mm hose has been set in the exhaust port, place the air box and hose back to its original location and insert the loose end of the hose up into the head lamp and into the engine compartment. (See figures 14, 15, and 16)
12. Take the primary intake and slip a 2 3/4" straight hose over the end of the primary and use one clamp to hold the hose in place. (See fig. 17) Press the swaged end on the primary intake into the hose on the throttle body. (See fig. 19) Align the bracket on the intake to the vibra-mount stud and use the m6 nut and fender washer to hold the primary intake in place.(See fig. 18)
13. Take the secondary intake and insert the filter end into the opening below the headlight. Insert the top end of the secondary intake into the 2 3/4" hose on the primary intake. Once clearance has been made around and in the head lamp area fasten the second clamp in place. (See fig. 20)
14. Take the Injen filter and press it over the end of the secondary intake. Tighten the clamp on the the filter in order to prevent the filter from falling off. (See fig. 24)
15. Take the loose or open end of the 35"-17mm hose and press it over the 3/4" nipple on the intake. (See fig. 21)
16. Insert the air temperature control sensor into the machined bracket on the intake and use the stock screws to fasten it down. (See figures 22 and 23)
17. Take the stock 3/8" vacuum hose and press it over the 3/8" nipple on the intake. (See fig. 23)
18. Align 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 fig. 1)
19. Remove all tools and rags from the engine compartment. Check all vacuum lines and connect-ions for leaks or rubbing. Replace the battery and the front bumper back to its original location.
20. Congratulations! You have just completed the installation.