



Part number SP2106  
08-09 Scion xB 2.4L 4 cyl.

1- 2 pc. cold air intake equipped  
with **MR Tech and Air Fusion**

**This system converts into a short ram**

- 1- 3" Injen filter (#1014)
- 1- 2 1/2" x 3" step hose (#3110)
- 1- 3" straight hose (#3044)
- 3- Power Bands .362/.048 (#4004)
- 1- Power Band .312/.040 (#4003)
- 2- M4 x 10mm button head (#6047)
- 1- M5 x 12mm hex bolt (#6036)
- 2- m6 vibra-mount (#6020)
- 2- m6 flange nuts (#6002)
- 2- Fender washers (#6010)
- 1- 6 page instruction



**Note:** The installation of this cold air intake does require mechanical skills. Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult. In addition to removing the bumper, you will also have to remove the air resonator box, battery and tray when beginning this installation. **Injen strongly recommends that this system be installed by a professional mechanic.**

## MR Technology, "The World's First Tuned air Intake System!"

Factory safe air/fuel ratio's for Optimum performance Patent #7,359,795

Now equipped with "Air Fusion" Patent pending

Another great invention by Injen Technology

"Why settle for cheap imitations when you can have the original"



Figure 1



Figure 2



Figure 3  
Stock box shown in this picture

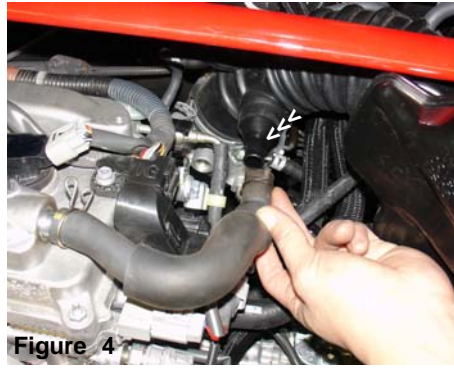


Figure 4  
The crankcase breather hose is disconnected from the air duct port



Figure 5  
Loosen the hose clamp that secures the air duct to the mass air flow sensor.



Figure 6  
Disconnect the electrical sensor harness from the mass air flow sensor.



Figure 7  
Unscrew and remove the two screws that fastens the mass air flow sensor to the sensor housing.

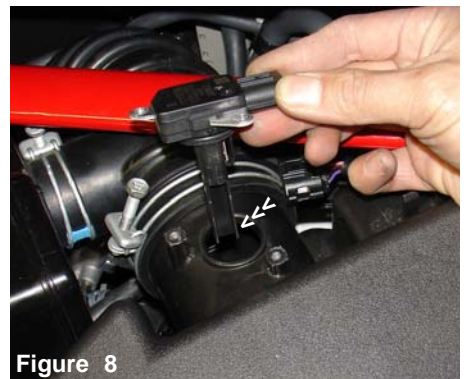


Figure 8  
Once both screws have been removed, continue to pull the mass air flow sensor from the sensor housing.



Figure 9  
Depress the hose clamp located on the air duct that is connected to the throttle body.

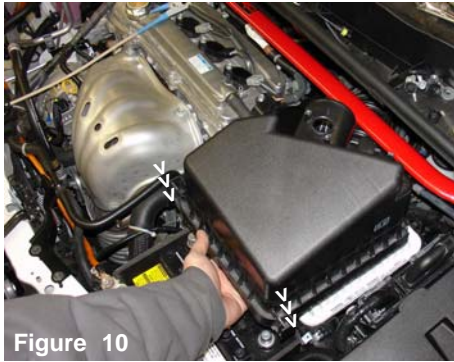


Figure 10  
Unlatch the two metal clamps shown above and remove the air box top.



Figure 11  
Once the air box top has been removed, continue to remove the white filter panel from the lower air box.



Figure 12  
Loosen and remove the three m6 bolts holding the lower air box to the lower brace.



Figure 13  
Use a 10mm socket to remove the m6 bolts from the air box cleaner.

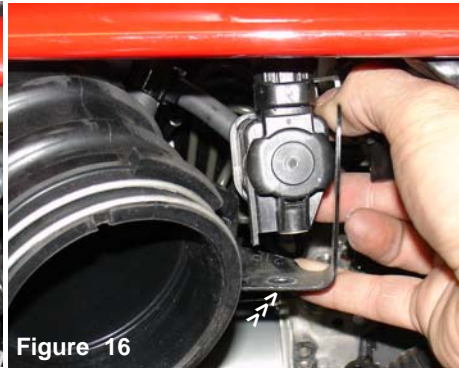


Figure 14  
Once the three bolts have been removed, continue to remove the lower air box cleaner from the engine compartment.



**Figure 15**

Unscrew the bolt underneath the vacuum switching valve that is seated on the air duct metal bracket.



**Figure 16**

Once you have removed the small bolt, continue to remove the vacuum switching valve from the metal bracket.



**Figure 17**

Once you have separated the air duct and vacuum switching valve, continue to pull the air duct from the engine compartment.



**Figure 18**

Once you have disconnected the air intake duct from the air box cleaner and the throttle body, the vacuum switching valve should be connected to the vacuum lines as shown above.



**Figure 19**

Removing the resonator air scoop: Using a screwdriver, pop the plastic clip from the crossmember supporting the resonator air scoop.



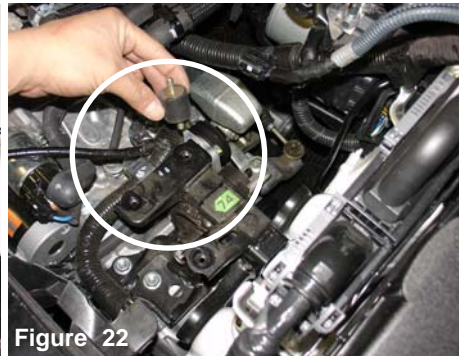
**Figure 20**

The plastic clip has been popped out and pulled from the locating hole.



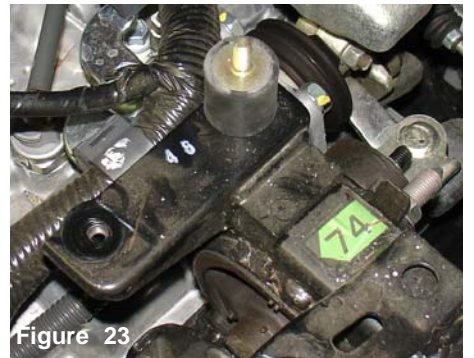
**Figure 21**

The plastic clip has been pulled and the air resonator box is now ready to be pulled out of the engine compartment.



**Figure 22**

align the vibra-mount stud to the air box brace. Screw it into the pre-tapped hole located nearest to the firewall.



**Figure 23**

The vibra-mount should sit flush to the air box brace as shown above.



**Figure 24**

Press the silicone step hose over the throttle body with the 3" side facing up. Use the .040 power band to tighten the step hose over the throttle body and place the .048 over the other end.



**Figure 25**

Lower the primary intake into the engine compartment and press the throttle body end into the step hose.



**Figure 26**

The intake is pressed into the step hose while the intake bracket is aligned to the vibra-mount stud.

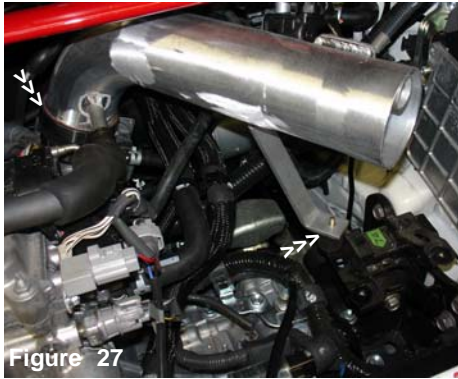


Figure 27

The intake should be sitting firm in the step hose while the intake bracket is aligned to the vibra-mount stud.

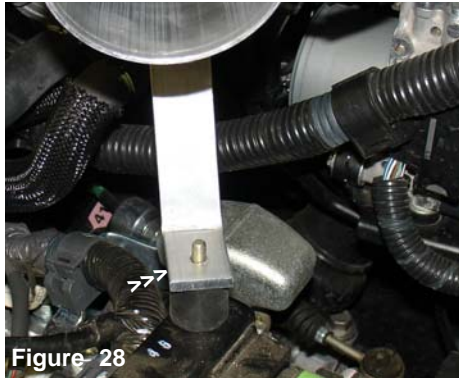


Figure 28

The intake bracket is aligned and sitting flush with the vibra-mount stud.

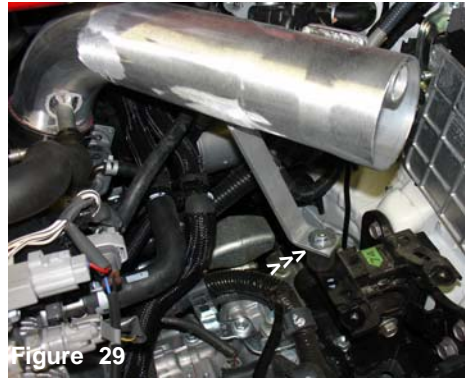


Figure 29

The m6 flange nut and washer is used to fasten the intake bracket to the vibra-mount stud.

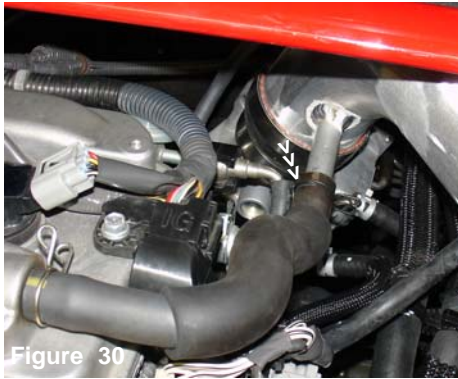


Figure 30

Press the crankcase vacuum hose over the intake port and use the stock clamp to secure the vacuum hose to the intake port.



Figure 31

The air filter is aligned and pressed over the intake opening. The filter velocity stack should be butted up against intake end.



Figure 32

Once the filter velocity stack and intake opening are butted together, continue to tighten the filter clamp on the filter.



Figure 33

Press the 3" straight hose over the end of the primary intake. Place two .048 power bands over the straight hose. Tighten the clamp placed over the primary intake for now.



Figure 34

Insert the m5 x 12mm hex screw under the VSV mounting bracket while aligning the VSV over the mounting bracket.

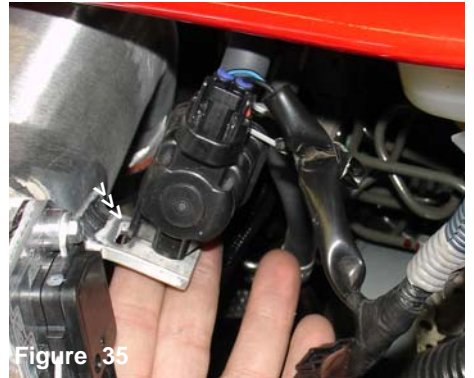


Figure 35

The vacuum switching valve is placed over the mounting bracket while inserting the leading leg into the slotted hole. Fasten the hex screw into the vacuum switching valve.



Figure 36

Stock position of ground cable and terminal.

Remove the m6 bolt from the front crossmember holding the ground cable in place. Once the m6 bolt has been removed, continue to remove the ground cable to be relocated on the air box bracket.

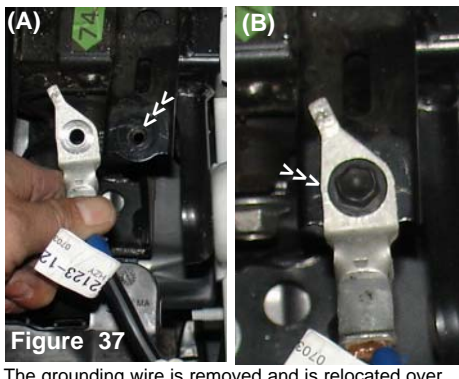


Figure 37

The grounding wire is removed and is relocated over the air box bracket (A). The stock m6 bolt is used to fasten the ground cable to the air box bracket (B). This will allow you to move the negative battery cable away from the secondary intake.

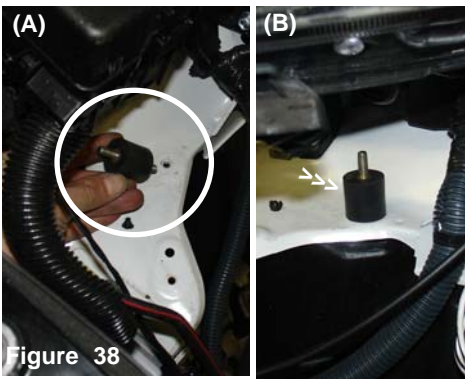


Figure 38

Align the vibra-mount to the cross member frame as shown above (A) The vibra-mount is then screwed into the frame until it sits flush over the frame (B).

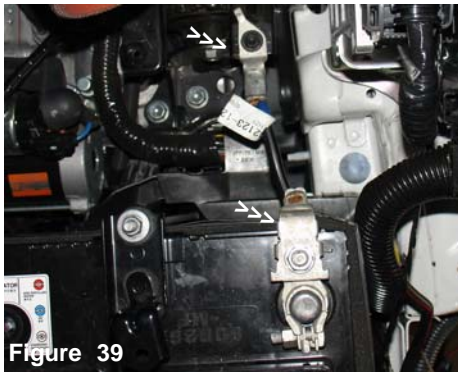


Figure 39

The ground cable has been relocated to the air box bracket position and the negative battery terminal is facing the towards the firewall for better clearance of the secondary intake.

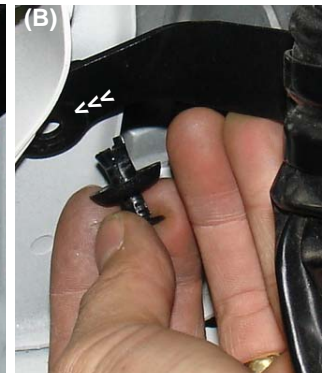


Figure 40

Removing the resonator flex-hose: Pop the first plastic clip on the side frame. The clip attaches the flex-hose bracket to the frame.



Figure 41



A screwdriver is used to pop and remove the plastic clip (A). The head on the plastic clip has been lifted and the clip is now removed (B).

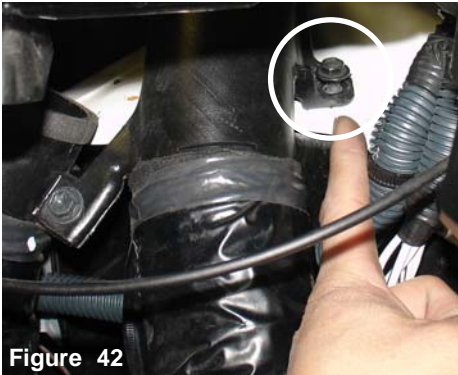


Figure 42

Removing the m6 bolt from the air intake resonator bracket.



Figure 43

Once the plastic clip and m6 bolt have been removed, continue to pull the air intake flex-hose from the front bumper.



Figure 44

Lower the secondary intake into the bumper area while aligning the top end with the primary intake.



Figure 45

The secondary intake is inserted into the primary intake hose as shown above.



Figure 46

The lower or filter end of the secondary intake bracket is aligned to the secondary vibra-mount stud.



Figure 47

The secondary intake bracket is aligned to the vibra-mount stud.



Figure 48

The m6 flange nut and fender washer is used to fasten the secondary intake to the vibra-mount stud.



Figure 49

The filter is now aligned to the end of the secondary intake.

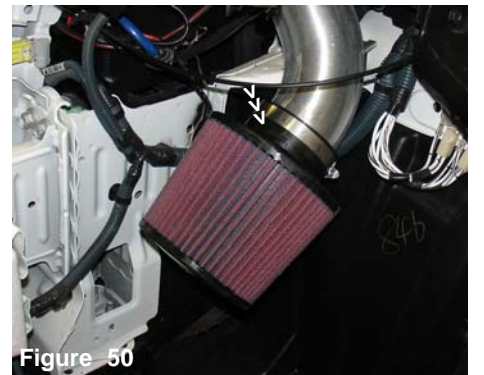


Figure 50

The filter is firmly pressed over the end of the intake. The end of the intake will press up against the filter stop. Tighten the filter clamp once the filter has been pressed up against the intake end.



**Figure 51**

Align the entire intake for best possible fit. Once you have aligned and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.



**Figure 52**

Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. Failure to check the alignment and adjust the intake can cause damage that will void the warranty.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up. Clean or replace the filter with an original Injen filter. Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.