



Part number SP2114
07-08 Scion tC
2.4L 4Cyl.

- 1- 2-Piece intake system (CV)
- 1- **3" Dyno-Tuned Injen filter (#1017)**
- 1- 3" Straight hose (#3044)
- 1- 2.5" Straight hose (#3048)
- 2- Power-bands (.040)(.312) (#4003)
- 2- Power-bands (.048)(.362) (#4004)
- 2- m6 Flange nuts (#6002)
- 2- Fender washers (#6010)
- 2- m6 Vibra-mounts (#6020)
- 1- 14" Vinyl trim (#6023)
- 1- 4 Page instruction



Part# X-1035



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 Intake System!"
Optimum performance, Factory safe air/fuel ratio.
"An air intake evolution"



Fig. 1

Dyno-Proven tC exhaust system SES2110



Fig. 2



Fig. 3

Remove the engine cover that is secured by two 6mm acorn nuts.



Fig. 4

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



Fig. 5

Pull the entire vacuum switching valve from the rubber saddle on the air intake duct used to secure the vacuum switching valve.



Fig. 6

Use a pair pliers to depress the wire tension clamp located on the crank case breather hose. Pull the breather hose off the air intake port as shown above.



Fig. 7

Unclip the vacuum hose from the small rubber jaw like holder used to secure the entire vacuum hose in place.

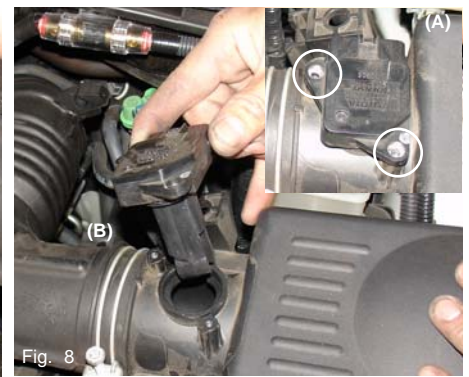


Fig. 8

Unscrew the two screws that secures the mass air flow sensor to the sensor housing (A). Pull the mass air flow sensor up and out of the sensor housing as shown above (B), to be used later in the instruction.



Fig. 9

Use a pair of pliers to depress the metal tension clamp while the air intake duct is pulled off the throttle body as shown above.



Fig. 10

Pull the two metal clips off the lower box pins and separate the air box top from the air box bottom.

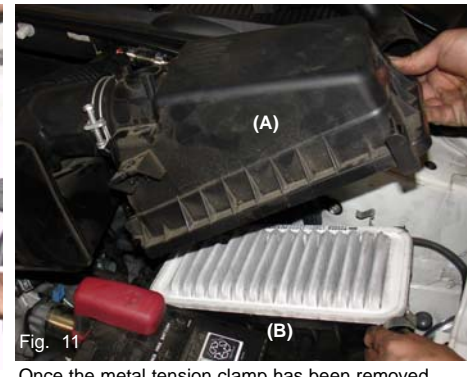


Fig. 11

Once the metal tension clamp has been removed from the throttle body and the two metal clamps have been removed continue to remove the entire air box top (A). Now, remove the top filter panel before moving on to the next step (B).



Fig. 12

Unscrew and remove all three bolts from the lower air box cleaner. Continue to remove the remaining fender well plastic air inlet duct, not shown in this picture.



Fig. 13

Replace the air box top and re-attach the metal clips as shown above. Remove the entire air box cleaner and air intake duct as shown above.



Fig. 14

Remove the entire front bumper by removing all bolts and plastic clips holding the bumper in place.

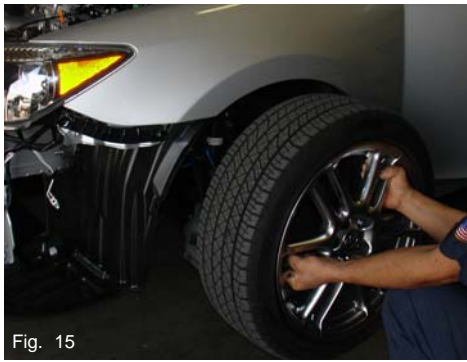


Fig. 15

For easier access and positioning of the secondary intake pipe, it is recommended that you remove the driver side wheel as shown above.



Fig. 16

Locate the grounding wire on the bracket connected to the frame. This ground will be relocated in order to place the second vibra-mount in place.

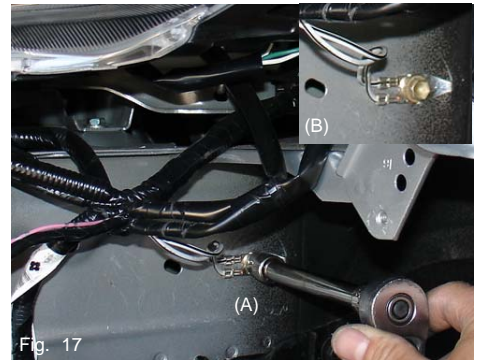


Fig. 17

The grounding wire is now being relocated to the frame of the tC(A). The ground wire is now firmly secured in place(B).



Fig. 18

Once the wheel has been removed, remove four screws and three plastic rivets, now pull the splash guard back towards the wheel for easy access.



Fig. 19

Place the 2 1/2" straight hose over the throttle body, use two .312 power-bands but only tighten the clamp on the throttle body.



Fig. 20

Take one of the vibra-mounts in this kit and screw it into the existing bracket used to secure the stock air intake box.

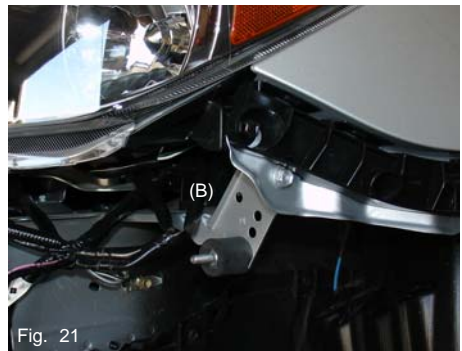


Fig. 21

Take the remaining vibra-mount and screw it into the bracket where the grounding wire was once located(A). Screw the vibra-mount into the bracket until it bottoms out(B).



Fig. 22

Position the primary intake over the hose on the throttle body and carefully press it into the hose.



Fig. 23

align the intake bracket to the primary vibra-mount. When the bracket has been aligned use the fender washer and flange nut to secure the intake in place.

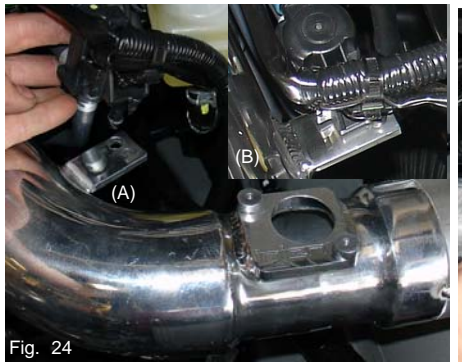


Fig. 24

Press the VSV mounting pin into the pre-drilled hole located on the bracket (A). Once the VSV has been aligned it will sit flush in the bracket hole (B).



Fig. 25

After the intake has been positioned for best possible fit take the stock breather hose and connect it to the 1/2" port on the intake.



Fig. 26

Take the stock mass air flow sensor and press it into the dyno-tuned adapter made specifically for the tC. Use the stock screws to fasten the MAFS into the machined adapter. We recommend that you moisten the O-ring with a light oil or water in order to prevent damage to the O-ring prior to installing the sensor.

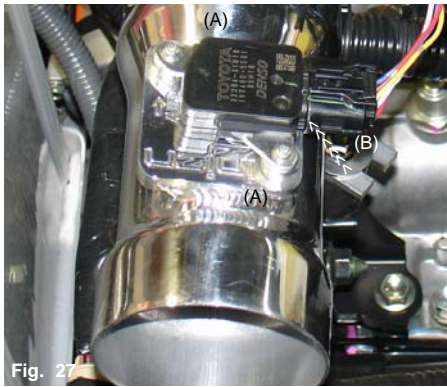


Fig. 27

Once the mass air flow sensor has been installed, use the stock screws to secure the sensor to the machined adapter (A). Now, press the harness electrical clip over the mass air flow sensor until it fully snaps into position (B).



Fig. 27

The MAFS is pressed into the adapter and sitting flush(A). Make sure that there are no air leaks in the sensor. The Cold air intake can also be converted into a short ram as seen in this picture. Simply, press the air filter over the end of the primary intake(B).

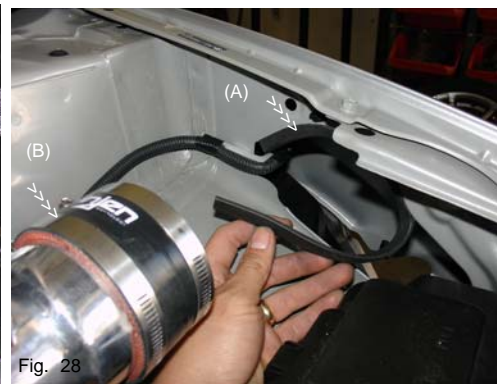


Fig. 28

Injen has supplied a 12" vinyl trim to be placed around the resonator opening(A). This will prevent any damage to the secondary cold air intake system. Press the 3" straight hose over the secondary intake and use two .362 power-bands, tighten the band placed on the secondary intake at this point (B).



Fig. 29

The secondary intake system is inserted through the bumper area. close attention is placed on the resonator opening when going up and into the engine compartment(A). Once the intake has been slipped up and into the engine bay, the top end is butted up against the primary intake. Now, align the bracket to the vibra-mount stud and use the fender washer and flange nut to secure them(B).

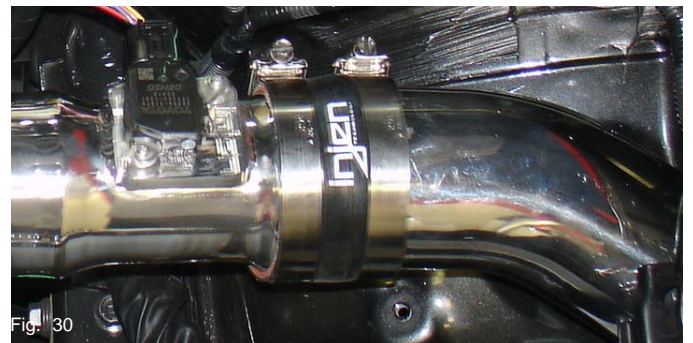


Fig. 30

The primary and secondary intakes are joined together and fastened with the Power-bands provided. **You have purchased the only tuned intake system made that will insure safe air/fuel ratio. Accept no other imitation, use only Injen products.**



Fig. 31

The filter is placed on the end of the secondary intake and the clamp on the filter neck is fastened to secure the filter in place. align the entire intake for best possible fit. Once proper clearance has been made through out the length of the intake, continue to tighten all nuts, bolts and clamps.



Fig. 32

Congratulations! You have just completed the installation of the best intake systems on the market. Periodically, check the fitment of the entire intake system for any possible intake shifting or loosening of any nuts, bolts and clamps. Failure to do so could void the warranty of this intake system.

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.