PRODUCT DISCLAIMER AND LIABILITY WAIVER:

THIS PRODUCT IS DESIGNED FOR OFF-ROAD or COMPETITION USE ONLY.

Due to the removal of the factory air box assembly, which contains a Non-removable Hydro-Carbon Element. Any aftermarket intake system that removes the factory air box assembly are to be used for off-road use only. Please keep all OEM intake system components for future use.

Part number
SP2115 2009-10
Scion tC 2.4L 4 cyl.
Not CARB approved

1- Two piece cold air intake
1- 3" Injen/AMSOIL (#1017)
Ea nano-fiber dry filter
1- 2.50" straight hose (#3048)
1- 3.00" straight hose (#3044)
1- 14" vinyl trim (#6023)
2- 6mm vibra-mounts (#6020)
2- Power-bands **.312** .040 (#4003)
2- Power-bands **.362** .048 (#4004)
2- 6mm flange nuts (#6002)
2- fender washers (#6010)
1- 4 page instruction

Note: Sold separetly:
Hydro-shield used X-1033

Congratulations! You have just purchased the best engineered, dyno-proven cold air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from.
Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.
Installation DOES require some mechanical skills. A qualified mechanic is always recommended.
*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.
Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts the use of any other filter or part will void the warranty and CARB exemption number.

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.

"The World's First Tuned Intake System!"

Buy products from authorized and licensed manufacturers using any of our patented processes, beware of cheap knock-offs, look for our licensing logo.

MR Technology Step down process:

1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Patent# 7,359,795
2- Calibration Device for Air Intake Tracts for Internal Combustion Engines. Published and patent pending
3- Calibration Method and Device for Air Intake Tracts having Air Fusion Published and patent pending
4- Tuning Method and Device for intake tracts having built-in Air Filter Horns patent pending

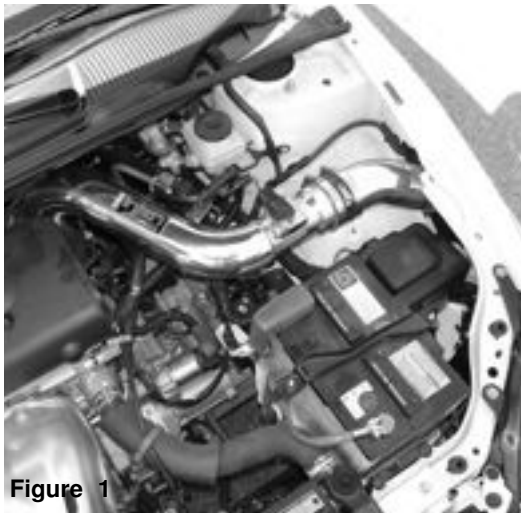
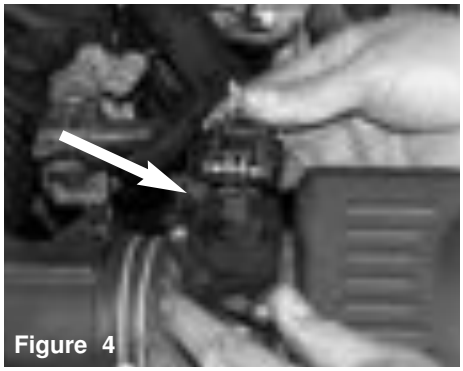


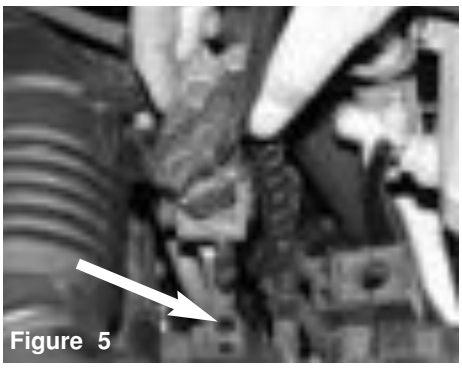
Figure 1

Figure 2

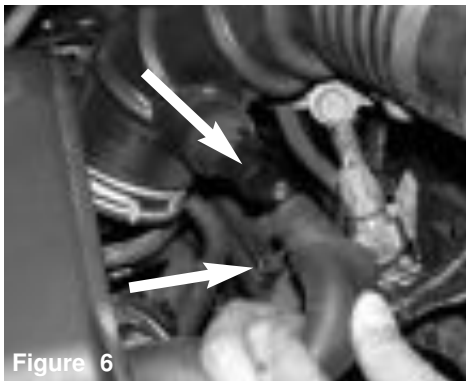
Remove the engine cover that is secured by two 6mm acorn nuts.



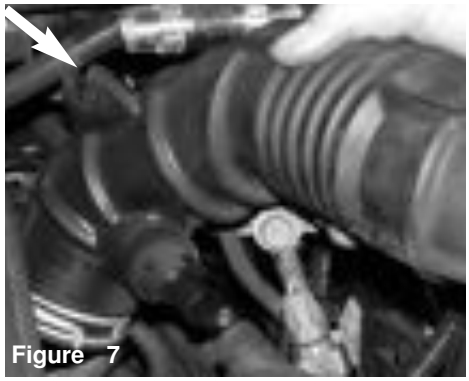
Disconnect the mass air flow sensor electrical harness from the sensor.



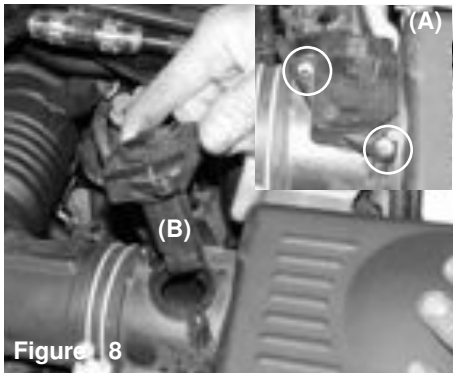
Pull the entire vacuum switching valve from the rubber saddle on the air intake duct used to secure the vacuum switching valve.



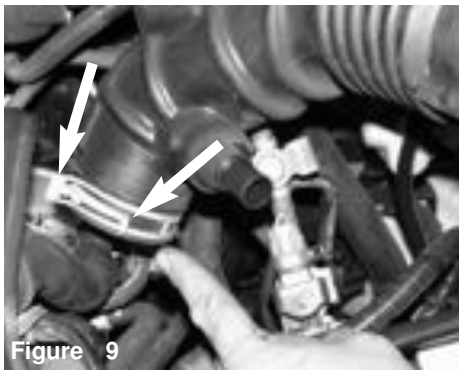
Use a pair pliers to compress the wings on the tension clamp on the crank case breather hose. Pull the clamp back and the breather hose off the air intake port as shown above.



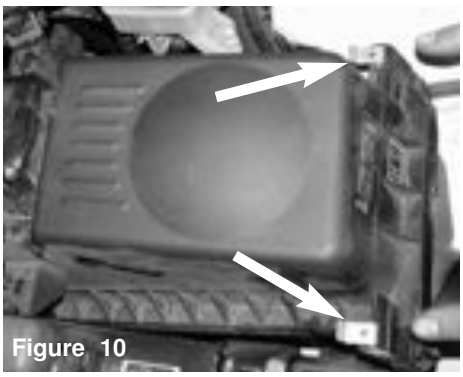
Remove the vacuum hose from the rubber C-clamp used to secure the entire vacuum hose on the air duct.



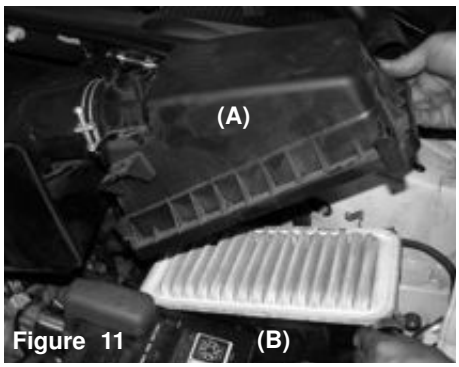
Loosen and remove the two screws on the mass air flow sensor (A). Gently, pull the mass air flow sensor up and out of the sensor housing (B), to be used later in the instruction.



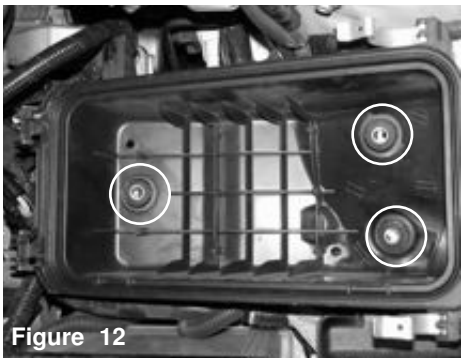
Using a pair of pliers, compress the wings on the metal tension clamp and gently pull the air intake duct off the throttle body .



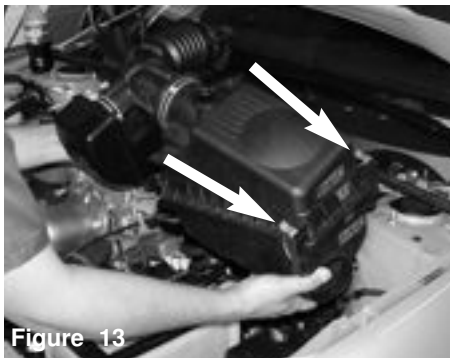
Pop the two metal clips off the lower box hooks and separate the air box top from the air box bottom.



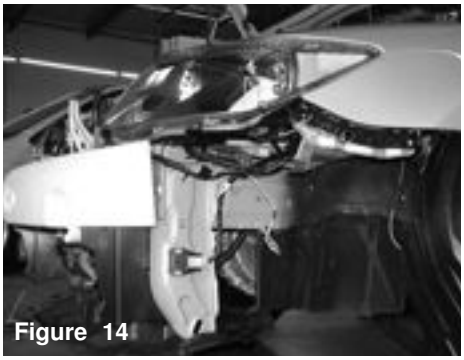
With the metal tension clamp removed from the throttle body and the two metal clips removed from the upper air box, continue to pull the top air box off (A). Now, remove the air filter panel from the lower air box cleaner (B).



Loosen and remove all three bolts from the lower air box cleaner. **Remove the air resenator duct located in the fender well , not shown in this picture.**

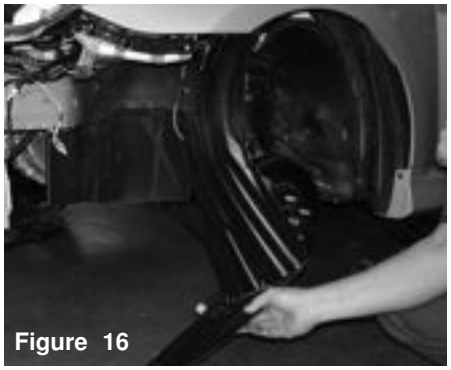


Replace the top air box to the lower air box and pop the metal clips to the top box. Now, pull the entire air box cleaner and air intake duct from the engine compartment..

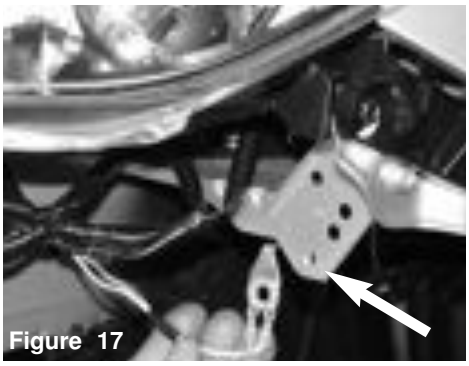


To make the installation easier, you may want toremove the entire front bumper. Removing all bolts and plastic clips holding the bumper in place and gently pull the front bumper off.

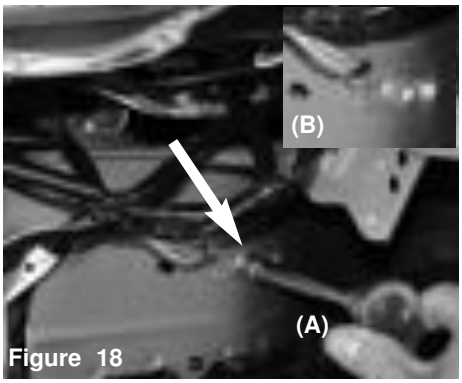
Another way to access driver side corner bumper would be to remove thefront driver side wheel as shown above. Remove the clips and screws from the mudd flap and peel the mudd flap back.



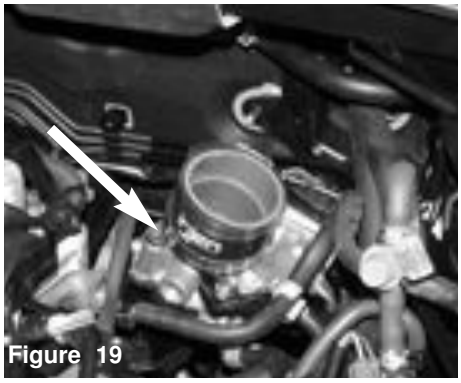
Once the wheel has been removed, remove the four screws and three plastic revits, pull the splash guard back towards the wheel for easy access.



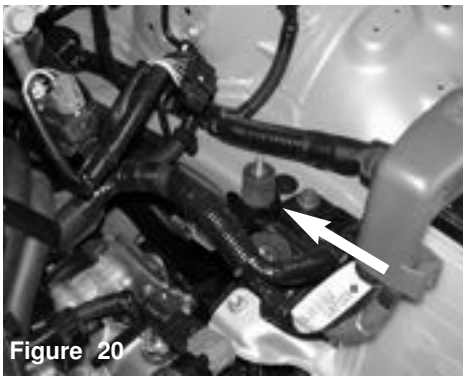
Locate the grounding wire on the bracket connected to the frame brace. The ground wire will be relocated in order to place the second vibra-mount in place.



The grounding wire is now relocated to the front passenger side frame (A). The ground wire is firmly secured in place as shown above(B).



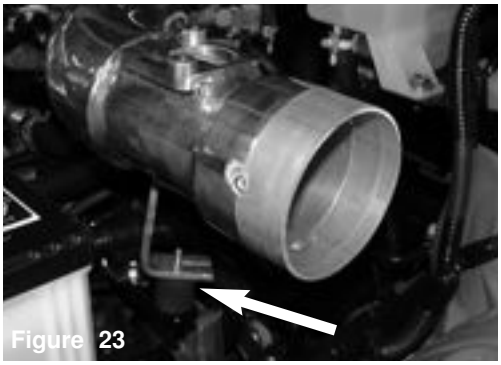
Place the 2 1/2 straight hose over the throttle body, use two .312 power-bands and tighten the clamp on the throttle body at this point.



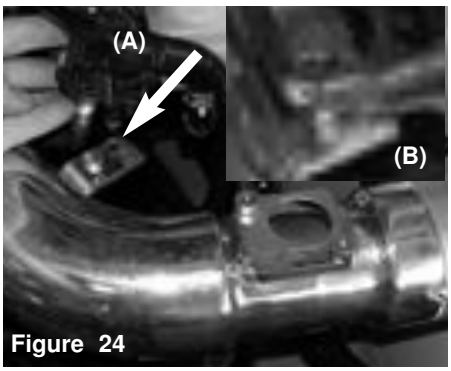
One of the vibra-mounts in this kit screwed into the existing bracket that was used to secure the stock air intake box.

Take the secondary vibra-mount is screwed into the bracket where the grounding wire was once located. Screw the vibra-mount into the bracket until it bottoms out.

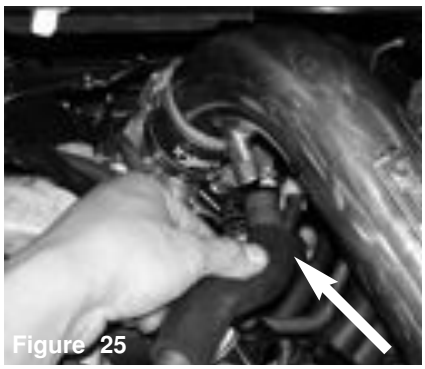
Lower the primary intake into the throttle body-hose and carefully press down into the hose.



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



Press the VSV mounting stand-off into the pre-drilled hole located on the bracket (A). Once the VSV has been aligned press flush in the bracket hole (B).



Once the intake has been aligned for best possible fit press the crankcase breather hose over the 1/2 intake port.

Press te mass air flow sensor into the dyno-tuned adapter. Use the stock screws to secure the MAFS over the machined adapter. Use a dab of light oil over the O-ring to prevent the O-ring from getting torn or kinked.

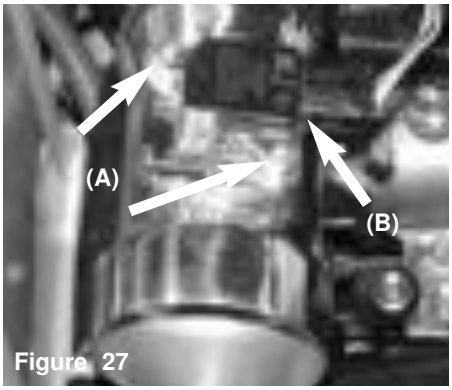


Figure 27

Once you have installed the mass air flow sensor, the stock screws are used to secure the sensor in the machined adapter (A). Press the electical harness clip over the mass air flow sensor until you hear it snap in into position (B).

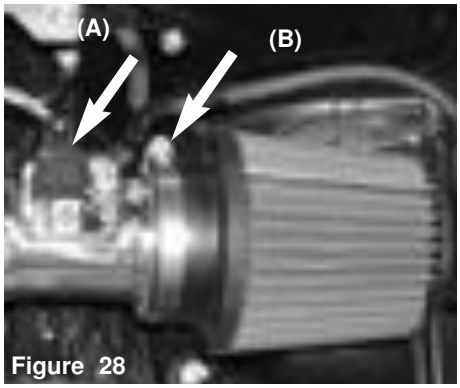


Figure 28

The MAFS is pressed into the adapter and secured with the stock screws(A). Can be converted into a short ram as shown above, simply press the air filter over the end of the primary intake and tighten the filter clamp(B).

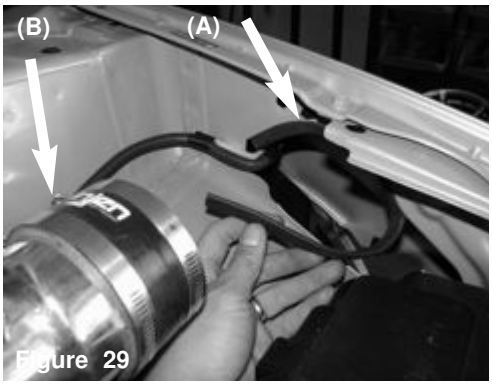


Figure 29

Press the supplied 12 vinyl trim around the resonator opening(A). This will prevent any damage to the secondary air intake system. Press the 3 straight hose over the primary intake and use two .362 power-bands, tighten the clamp over the primary intake at this point (B).

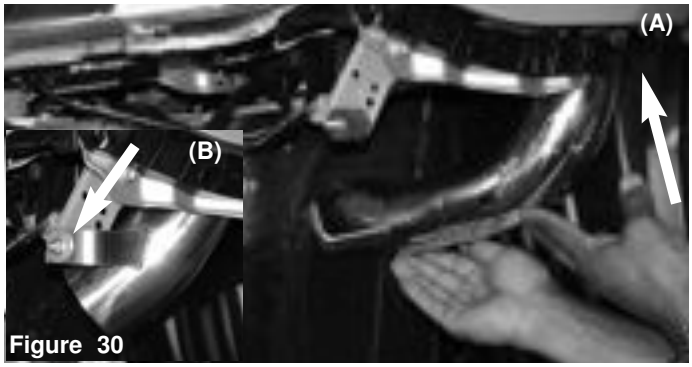


Figure 30

The secondary intake system is inserted through the bumper area. Carefully insert intake into the resonator opening and into the engine compartment (A). Once you ve slipped the intake into the engine compartment, press the top end into the hose on the primary intake. Align the intake bracket to the vibra-mount stud and use the fender washer and flange nut to secure the intake (B).


Figure 31

The primary and secondary intakes are joined together and fastened with the Power- bands provided. **Check fitment for best possbile fit then continue to tighten all clamps .**

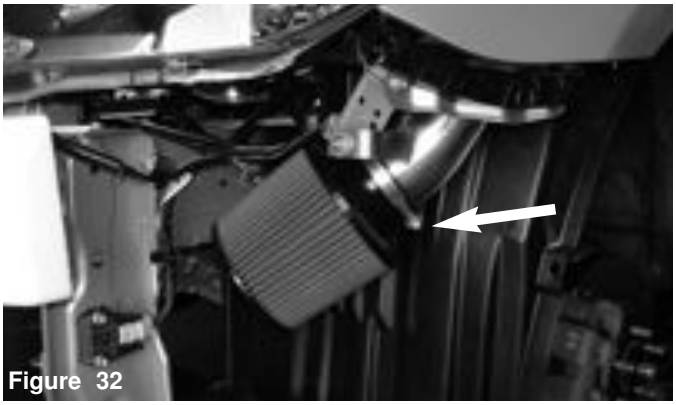


Figure 32

The filter is placed on the end of the secondary intake and the filter clamp is tightened neck is fastened to secure the filter in place. Once proper clearance has been made through out the length of the intake, continue to tighten all nuts, bolts and clamps, then check for any possible vacuum leaks.


Figure 33

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 possible shifting or misalignment, failure to do so could void theintake 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 mainentance 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.

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.