



Part number RD2076
2004-06 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

Note: Replacement parts and accessories are now available on-line at:
"injenonline.com"

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.

Injen Technology 244 Pioneer Place Pomona, CA 91768 USA



Figure 1

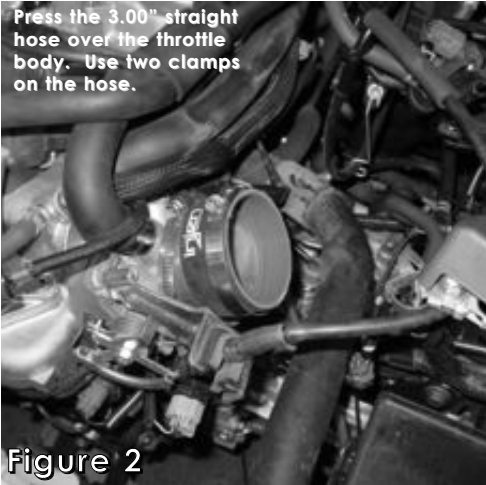


Figure 2

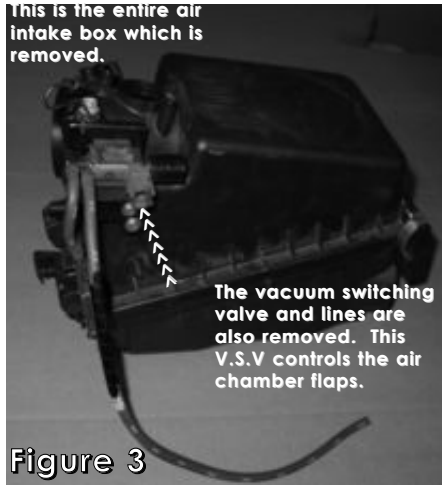


Figure 3

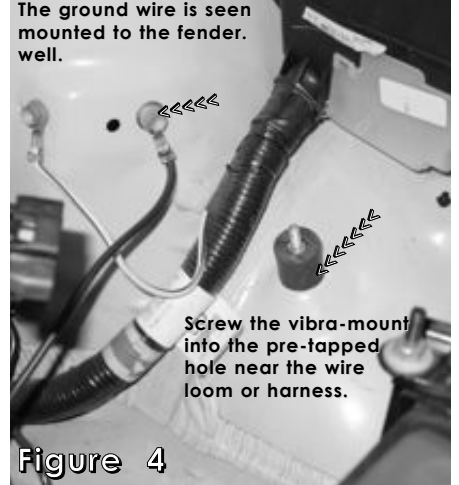


Figure 4

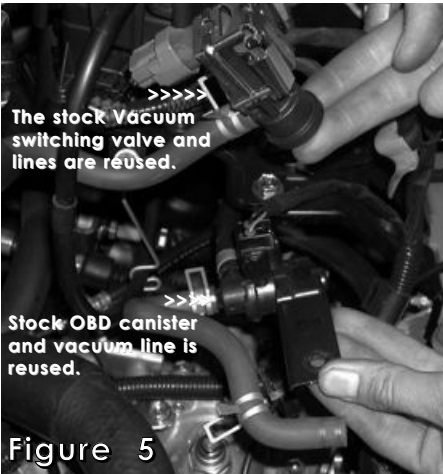


Figure 5



Figure 6

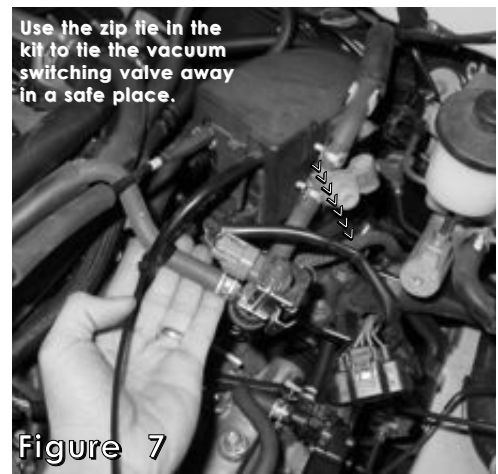


Figure 7



Figure 8

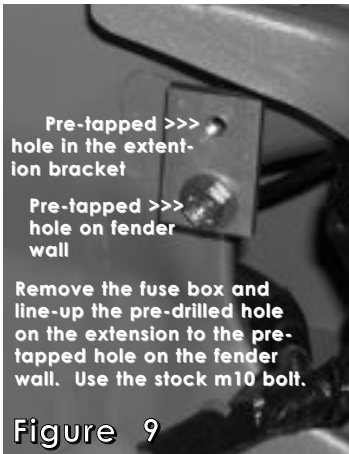


Figure 9

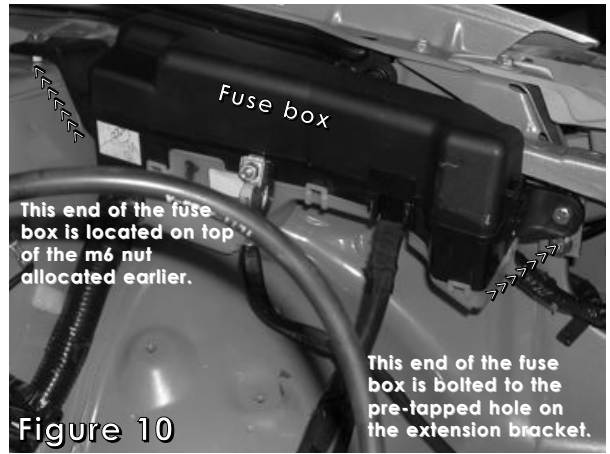


Figure 10



Figure 11

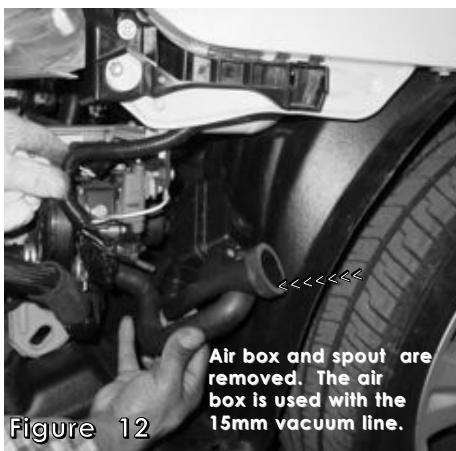


Figure 12



Figure 13



Figure 14

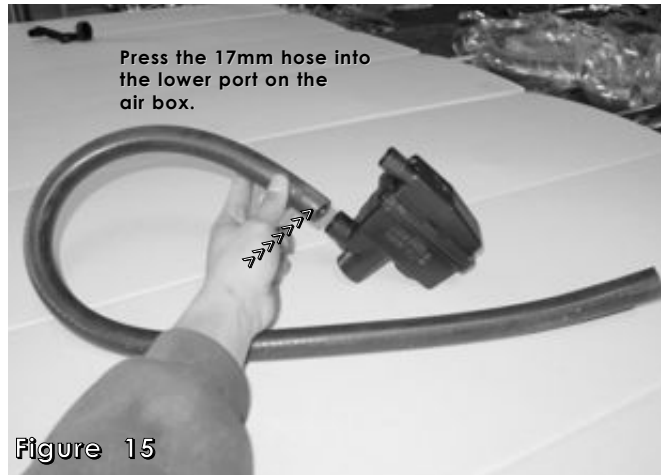


Figure 15



Figure 16

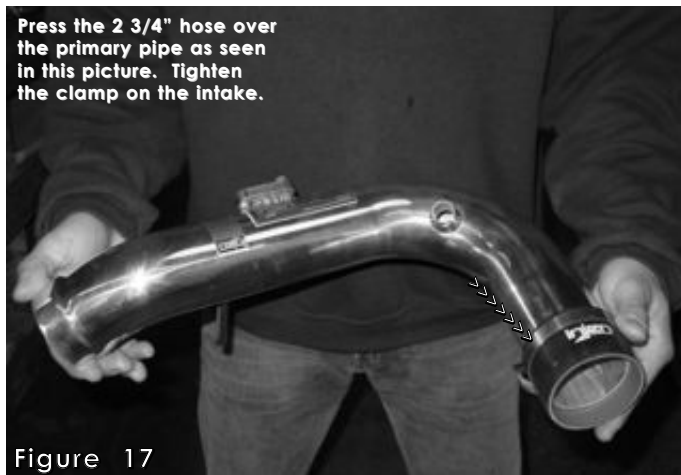


Figure 17

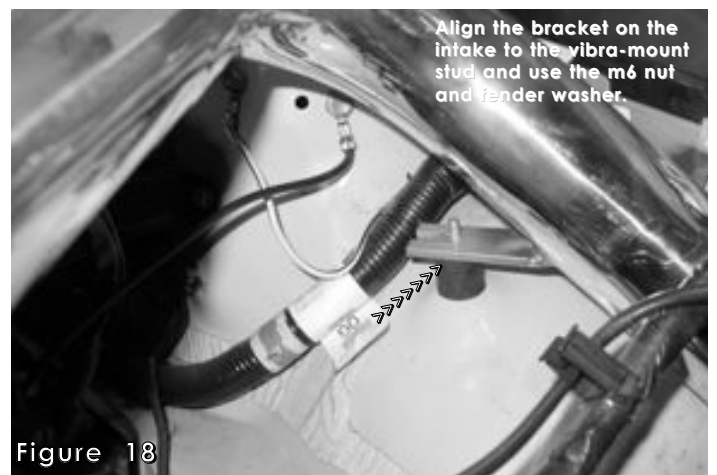


Figure 18



Figure 19

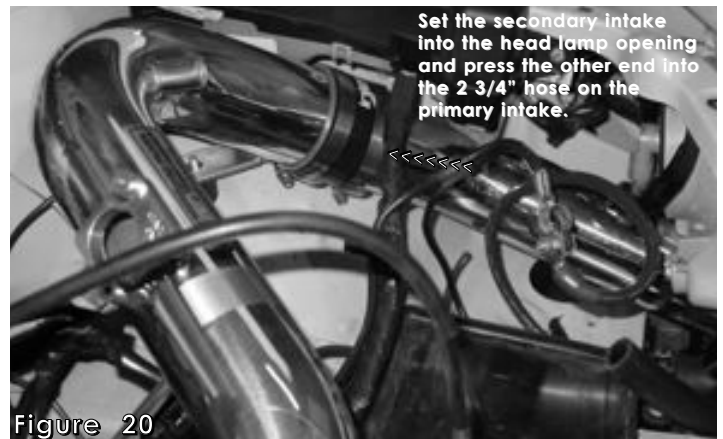


Figure 20



Figure 21

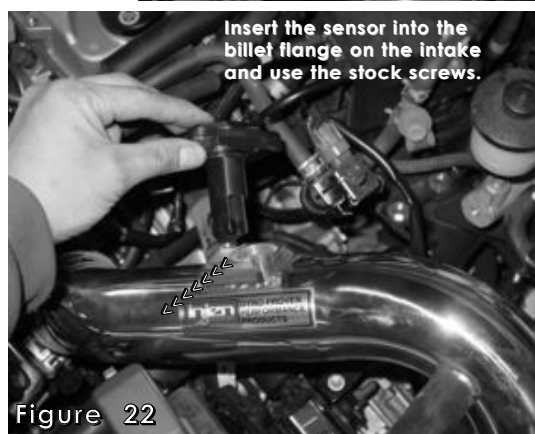


Figure 22

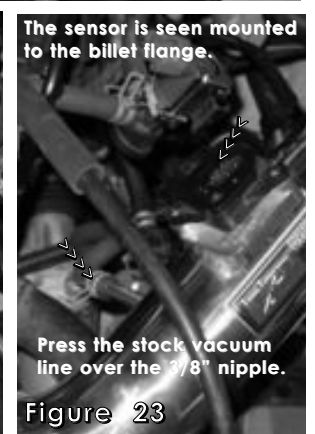


Figure 23



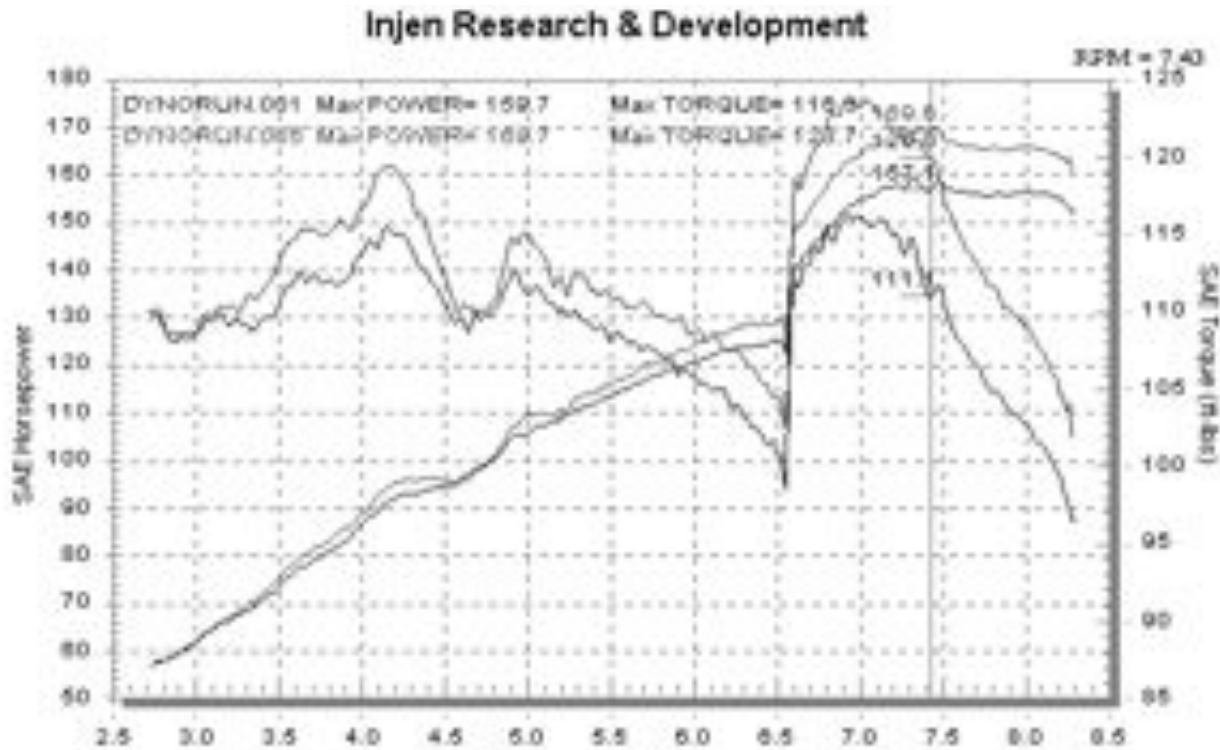
Figure 24

The filter is pressed over the end of the intake and the clamp is fastened tight.



Figure 25

Cold air intake is now fully installed.



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 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 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 connections for leaks or rubbing. Replace the battery and the front bumper back to its original location.
20. Congratulations! You have just completed the installation.