



Part number RD2075
2002-03 Toyota Matrix XRS
2002-03 Pontiac Vibe GT
1.8L 4cyl. VVTL-i

- 1- Cold air intake
- 1- 2.75 Injen small filter (#1010)
- 1- 3.00" straight hose (#3044)
- 2- Power-Bands (.048).362 (#4004)
- 1- m6 vibra-mount (#6020)
- 3- m6 nuts (#6002)
- 1- m6 x m16 bolt (#6005)
- 1- fender washer (#6010)
- 1- zip wire tie (#8001)
- 1- (2075) 3/4" ext. bracket (#20025)
- 1- 5mm vacuum cap (#8004)
- 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



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

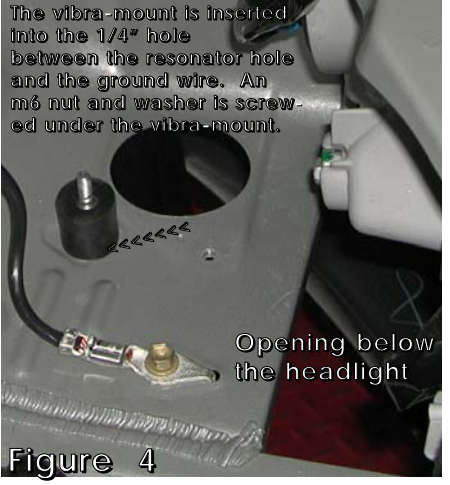
Figure 2



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.

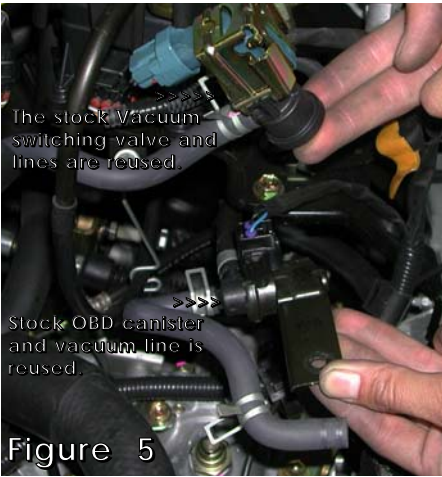
Figure 3



The vibra-mount is inserted into the 1/4" hole between the resonator hole and the ground wire. An m6 nut and washer is screwed under the vibra-mount.

Opening below the headlight

Figure 4



The stock Vacuum switching valve and lines are reused.

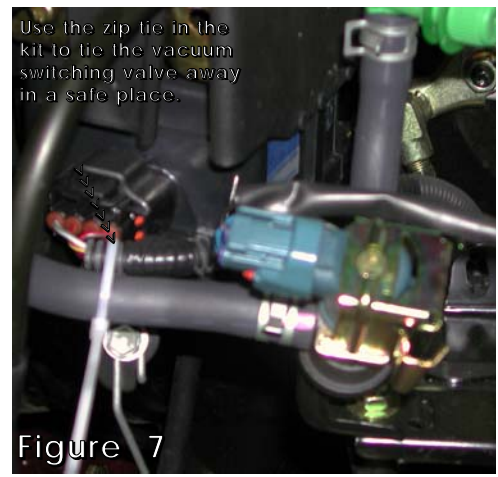
Stock OBD canister and vacuum line is reused.

Figure 5



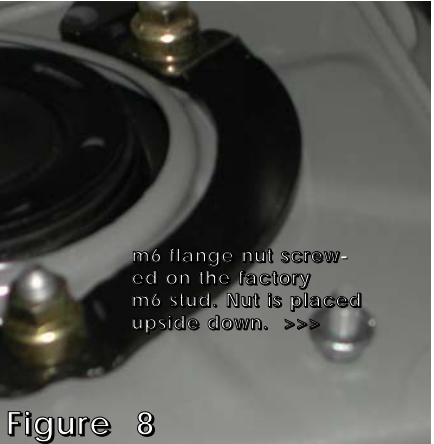
The OBD canister is relocated on a leg post used for the air box. Use the stock m6 bolt.

Figure 6



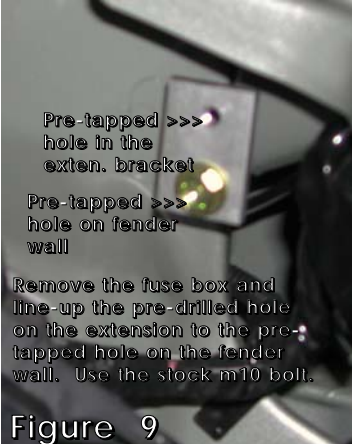
Use the zip tie in the kit to tie the vacuum switching valve away in a safe place.

Figure 7



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

Figure 8



Pre-tapped >>> hole in the exten. 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 located earlier.

This end of the fuse box is bolted to the pre-tapped hole on the extension bracket.

Figure 10



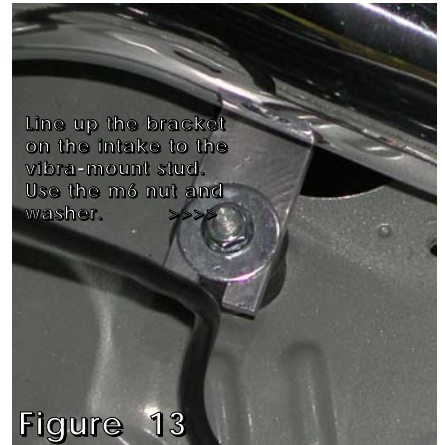
The top end of the intake is pressed in to the 3.00" straight hose.

Figure 11



The Injen filter is slipped over the end of the intake. The clamp is fastened tight.

Figure 12



Line up the bracket on the intake to the vibra-mount stud. Use the m6 nut and washer.

Figure 13



Figure 14

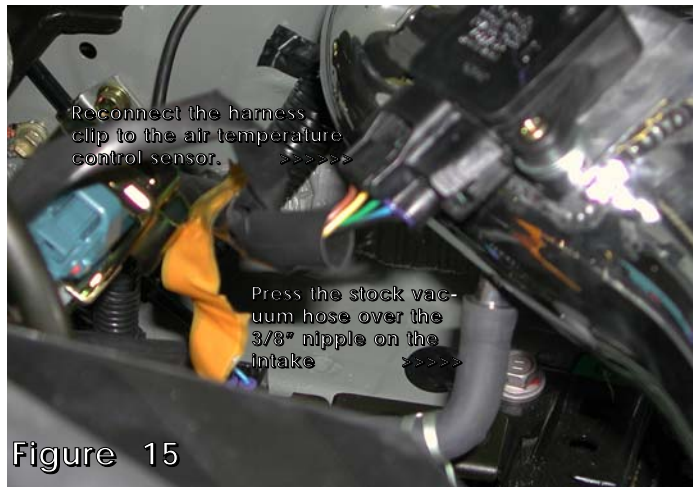


Figure 15



Injen Technology Research & Development Team seen here testing its final design on Injen's own in-ground Dyno-jet. The base horse power run was 157.0 to the wheels. Injen's C.A.I increased its performance to 169.1 h/p that's an increase of 12.1 h/p overall. Torque increase was also seen through-out the band but was noticeable at high end for a total of 7.5 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) The other vacuum switching valve by the firewall and the OBD canister with vacuum lines and the air temperature control sensor are 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. Between the round resonator opening and the ground wire insert the vibra-mount stud through the 1/4" hole. Take the m6 nut and washer and reach into the resonator opening and screw the nut to the vibra-mount stud from underneath. (See fig. 4)
4. Separate the vacuum switching valve and the OBD canister with the stock lines still intact. (See fig. 5)
5. Take the OBD canister by the connected bracket. Align the bracket over the leg post where the air box was originally located. Take a stock m10 bolt and screw it into the pre-tapped hole in 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 purposes. (See fig. 7)
7. **Raising the fuse box for clearance.** Unscrew the nut on the strut tower and the bolt in the fender wall. (See fig. 10) Temporarily lift the entire fuse box just enough to screw a flange nut upside down onto the m10 stud. (See fig. 8)
Take the extension bracket and line up the pre-drilled hole to the tapped hole on the fender well. Use the stock m10 bolt to secure the extension bracket. (See fig. 9)
8. Locate the fuse box back to its original location. Screw an m6 nut over the m10 stud on the strut tower. Screw an m6 x m16 bolt to the tapped hole on the extension bracket. (See fig. 10)
9. Take the C.A.I and insert the filter end into the opening below the headlight.(See fig. 3) Press the swaged end of the intake into the 3.00" straight hose on the throttle body. (See fig. 11) align the bracket on the intake to the vibra-mount stud and use the m6 nut and washer to secure the intake. (See fig. 13)
10. Take the Injen filter and press it over the end of the C.A.I. Tighten the clamp on the filter at this point. (See fig. 12)
11. Take the 5mm vacuum cap provided in this kit cap-off the small port on the engine block above the throttle body. (See fig. 14)
12. Plug the air temperature control sensor into the machined bracket on the intake and use the stock screws. Press the stock vacuum line underneath the intake to the 3/8" nipple on the intake. (See fig. 15)
13. 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)
14. 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 stock location.
15. Congratulations! You have just completed the installation.