



CPT COLD AIR INTAKE SYSTEM

Installation Instructions

Part # CPT-469

1 piece 2.75"

03-04 Corolla 1.8L

03-06 Matrix XR 1.8L

Check Point Tuning
Fullerton, CA 92831

CPT-469

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03-06 Matrix XR 1.8L

Installation Instructions

We recommend you have a trained professional install this product. Please be sure to read and understand ALL these instructions prior to installation of this product.

Note: This intake pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components please refer this installation to a qualified professional.

1. Securing the Vehicle.

- Make sure vehicle is parked on a level surface.
- Set the parking brake and block the rear wheels.
- Disconnect the negative battery cable
- Jack up the front of the vehicle and support it with jack stands.

2. Removing the stock intake system.

Before removing any of the stock components please label each part so there is no confusion upon reassembly. There are 3 components that have connections running to them: (2) Vacuum Switching Valves (VSV) and (1) Air Flow Meter.

- Pry out the plastic rivets on the plastic engine cover, and remove the engine cover from the vehicle.
- Disconnect and remove the battery
- Loosen the two 10mm hose clamps at the throttle body and the air box. Remove the stock intake hose.
- Remove the air flow meter (care must be taken to avoid damage) by loosening two small screws.
- Remove the large Vacuum line from the engine side of the air box.
- Disconnect the other side of the large vacuum line from the VSV mounted on the air box lid. Keep both spring clips for future re-installation.
- Unclip the two air box cover clips and lift the air box cover to access the VSV with the blue connector. It will be on the back side of the cover. Press the tab and slide the VSV upwards to release it from the cover.
- Remove the air box cover from the car.
- Remove the bolt holding the lower VSV bracket to the air box.
- Unscrew the Phillips head screw that holds the metal bracket to the VSV. This bracket will be reused later in the installation so set it aside.
- Unbolt the lower portion of the air box (3 bolts), and remove from vehicle.
- Remove the stock intake air duct by removing the bolt and plastic rivet. To remove the rivet, pry out the center of the rivet and the rest should lift out with the removal of the inlet.

3. Installing the new Intake system.

When installing the intake system **DO NOT** completely tighten the hose clamps or mounting bracket hardware until instructed to do so later in the instructions. Be sure the CPT Pipe and Filter are clean and free of debris before installing.

- Unbolt the forward most M8 bolt from the black bracket under the brake master cylinder.
- Place supplied VSV spacer in line with the hole exposed in the previous step.
- Bolt the VSV bracket assembly to the lower VSV from step 2J using the supplied M6 bolt.
- Bolt the supplied M8 bolt to secure the assembly to the bracket beneath the master cylinder. Be sure the spacer remains in place. The rear vacuum line may need to be pulled back to clear the bracket.
- Zip tie the upper VSV to the bracket.
- Mount the MAF sensor to the underside of the new intake pipe.
- Unbolt the M6 bolt from the fuse box and remove the nut at the rear. Install the fuse box spacer bracket using the supplied M6 bolt.
- Re-install the fuse box using the factory nut, and install the included rubber mount to the front.
- Install the adapter end of the CPT pipe onto the throttle body using a rubber boot and hose clamps, routing it beneath the wire harness from the fuse box.
- Install the intake bracket to the rubber mount. Plug the MAF sensor wire harness into the MAF sensor installed on the new intake pipe.
- Replace the vacuum line removed in step 2G with the supplied vacuum hose, reusing the stock spring clips to secure it in place.
- Use the other stock spring clamp to secure the vacuum line to the new intake pipe, making sure it is free of kinks and not pinched anywhere along the hose.
- Remove the two screws and plastic rivet from the plastic splash guard under the front bumper. Pull the liner out of the way to allow access to the filter end of the new intake.
- Install the filter onto the end of the intake pipe, making sure the filter does not come in contact with any of the cars components.
- Re-install battery.
- Position pipe for best fitment and tighten all hose clamps and bolts. Check for hood and radiator clearances and adjust as required.

4. Re-assembling the vehicle.

- Re-install the splash guard removed earlier. Failure to do so will result in severe damage during rainy conditions and diminished performance.
- Inspect the engine bay for any loose tools and check to see that all fasteners that were removed or moved are properly tightened.
- Reconnect the battery.
- Start engine and perform a final inspection.
- Lower the vehicle.

Note: If vehicle was started with one of the VSV's or the air flow meter disconnected the check engine light may come on. If this happens, then disconnect the battery for 1 minute and reconnect it.

-END OF INSTRUCTIONS-

FAQ

Why does my car have a check engine light after installation?

Disconnecting the battery during installation is an important step required to clear the ECU settings. After installation, it could take a mile or two for the vehicle to readjust to the new amount of airflow, and for the check engine light to clear.

If not, please check that the MAF sensor is facing the same direction as it was in your stock intake system, and that there are no holes or metal remnants near the MAF sensor that could be disrupting the air flow.

Why is my pipe or filter off by 1-2 inches?

Failure to install the vibramount correctly can throw off the alignment of the whole intake. The vibramount serves as a rubber spacer BETWEEN the intake bracket and your car (or heat shield) to absorb the vibrations that would otherwise damage and cause the bracket to break off.



Why is this pipe bigger than my engine bay and stock intake?

CPT intakes by design are often larger than your stock intake system. The point is to move the point where the filter is to get the coldest air possible, which usually means using a longer pipe to move the intake point towards the lower front of the vehicle.

Who do I contact if I have more questions?

For further assistance, please email us at sales@tunersdepot.com