



Part number RD2081
2003 Toyota Corolla S
1.8L 4Cyl.

- | | |
|------------------------------------|----------------|
| 1 Cold air intake system | (CA) |
| 1 2 3/4" Small Injen filter | (#1010) |
| 1 2 3/4" straight hose | (#3043) |
| 2 Power-Bands (.312) (.040) | (#4003) |
| 1 2075 3/4" Ext. bracket | (#20025) |
| 1 m6 vibra-mount | (#6020) |
| 3 m6 nuts | (#6002) |
| 1 fender washer | (#6010) |
| 1 m6 x m16 bolt | (#6005) |
| 1 zip tie | (#8001) |
| 1 instruction | |



Once installation is complete and harness lines, nuts and bolts have been double checked let the car run about 10-15 minutes to allow the ECU to readjust itself to the new volume of air.

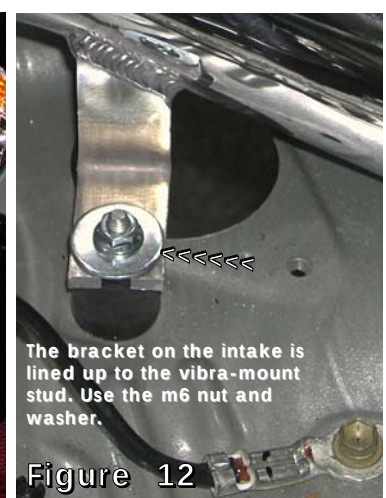
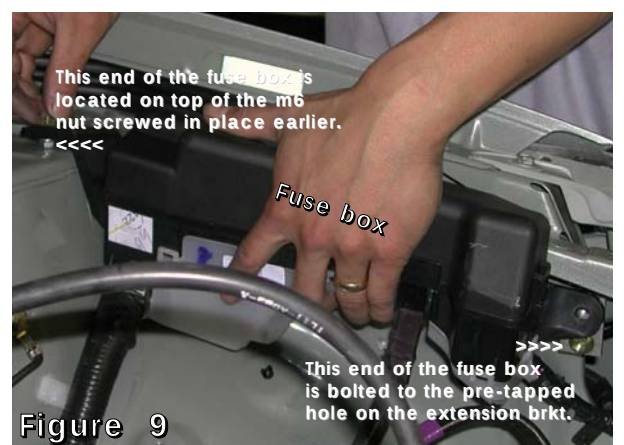
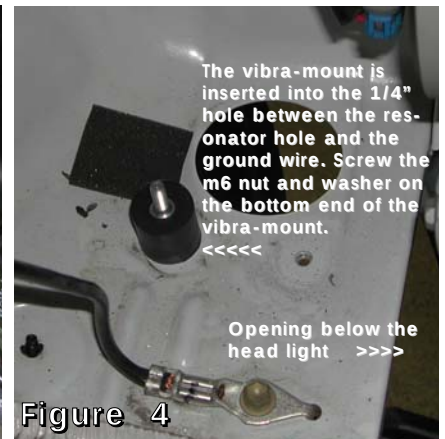
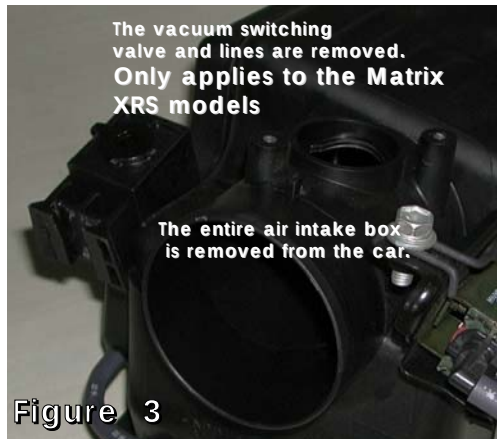


Figure 1

Now available, Hydro Shield by Injen
Part Number X-1033



Hydro Shield Sold Separately



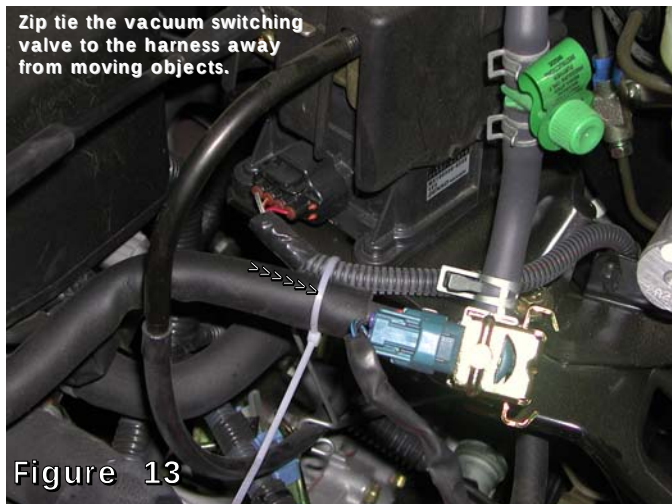


Figure 13

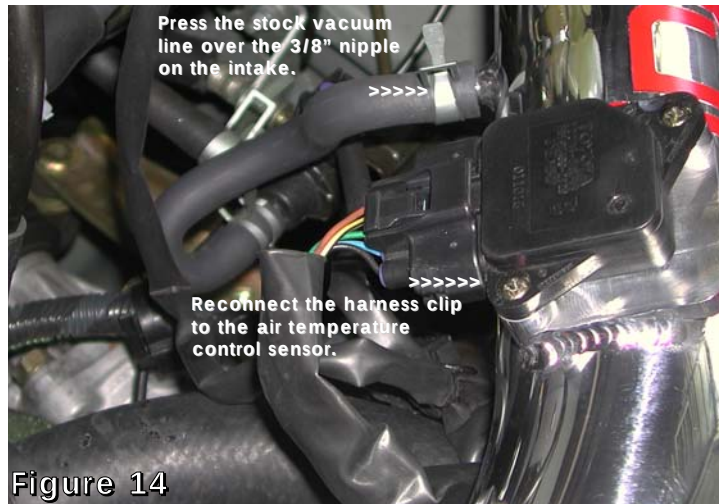
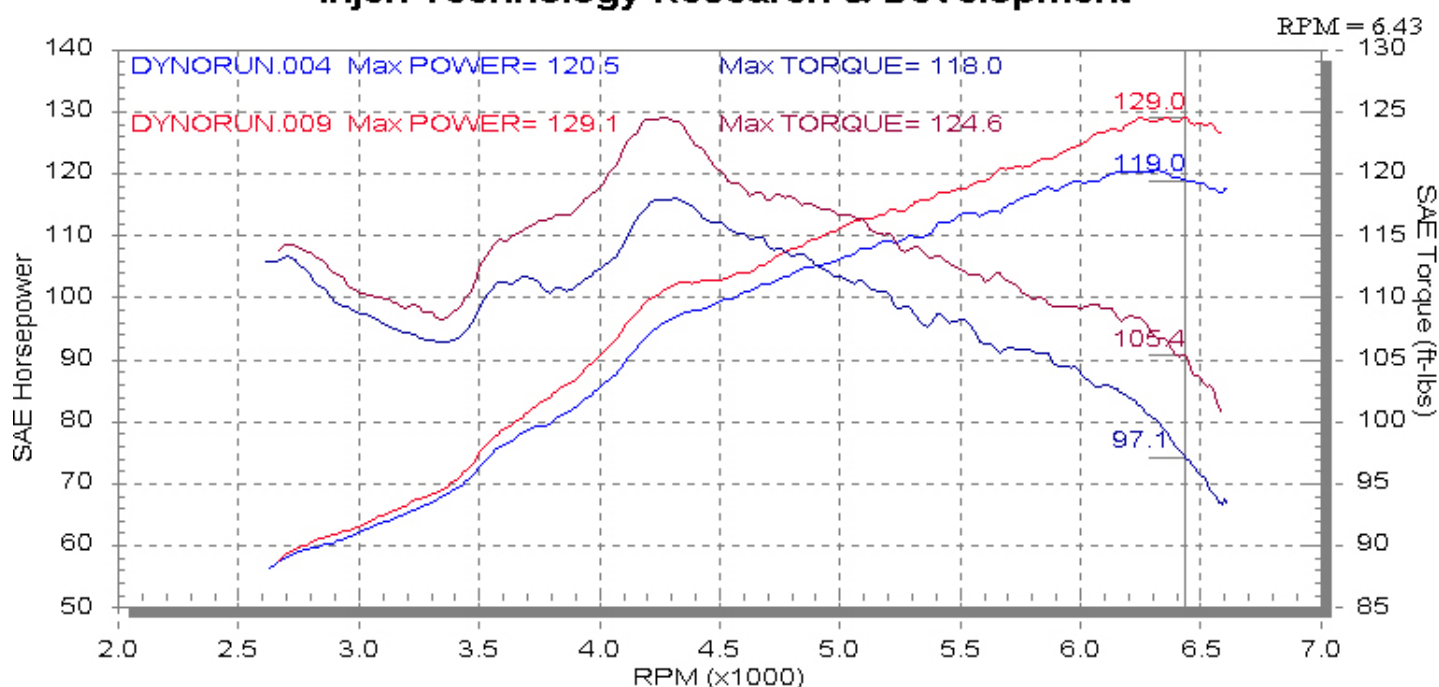


Figure 14

Injen Technology Research & Development



Base run	120.5 h/p	Torque	118.0 ft/lbs
Injen C.A.I.	129.1 h/p	Torque	124.6 ft/lbs
Max power	9.4 h/p	Torque	6.6 ft/lbs
Top end gain			
Base run	119.0 h/p	Torque	97.1 ft/lbs
Injen C.A.I	129.0 h/p	Torque	105.4 ft/lbs
peak power	10.0 h/p	Torque	8.30 ft/lbs

Injen Technology testing its final intake design on its in ground Dyno-jet.

Note: Disconnect and remove the entire battery before starting this installation.

1. Remove the front bumper, stock air intake box and air intake duct leading to the throttle body. (See figs. 3 and 4) The vacuum switching valve by the cruise control box and the OBD canister with stock vacuum lines and the air temperature control sensor are reused. Removal of the front bumper and air collector by the front head light will be necessary to make this install.
2. Press the 2.75" 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 with the stock bracket and set in place. Align the bracket over the leg post where the air box was originally located. Take a stock m10 bolt and screw it into the tapped hole on the center of the leg post. Fasten the entire OBD canister in place. (See fig. 6)
6. Zip tie the vacuum switching valve away from moving objects up by a the firewall harness. The line is tied to a harness loom for safety purposes. (See fig. 12)
7. **Raising the fuse box for clearance.** Unscrew the nut on the strut tower and the bolt in the fender wall. (See fig. 9) Temporarily lift the entire fuse box just enough to screw a flange nut upside down over the m10 stud. (See fig. 7)
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. 8)
8. replace 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 into the pre-tapped hole on the extension bracket. (See fig. 9)
9. Take the C.A.I and insert the filter end into the opening below the headlight.(See fig. 4) Press the top end of the intake into the 2.75" straight hose on the throttle body. (See fig. 10) align the bracket on the intake to the vibra-mount stud and use the m6 nut and fender washer to secure the intake. (See fig. 12)
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. 11)
11. Plug the air temperature control sensor into the machined bracket on the intake and use the stock screws to fasten the sensor in place. Press the stock vacuum line underneath the intake over the 3/8" nipple on the intake. (See fig. 13)
12. 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)
13. 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.
14. Congratulations! You have just completed the installation.