



**Part number SP2080**  
**2014 Toyota Corolla**  
**1.8L 4 cyl.**  
**Not CARB approved**

- 2- piece cold air intake
- 1- 3" Injen (#1014BB) web/nano-fiber dry filter
- 1- secondary silicone hose (#3157)
- 1- 2 1/2" x 2 3/4" step hose (#3116)
- 3- Power Bands .040/.312 (#4003)
- 1- Power Band .032/.262 (#4008)
- 1- m6 vibra-mount (#6020)
- 1- male/female vibra-mount (#6028)
- 2- m6 flange nut (#6002)
- 2- Fender washer (#6010)
- 2- m4 Button head screws (#6047)
- 1- 6 page instruction

Note: All parts and accessories now sold on-line at :  
**"injenonline.com"**

**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.

**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

**Please check the contents of this box immediately.**

**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.**

**Injen strongly recommends that this system be installed by a professional mechanic.**

**MR Technology, "The World's First Tuned air Intake System!"**

**Factory safe air/fuel ratio's for Optimum performance Patent# 7,359,795**

**Warning: When purchasing an intake be aware of manufactures attempting to duplicate Injen's famous patented MR Tech- step-down process.**

*Injen, the only company that tunes intakes with the MR patented process:*

- 1- Calibration Method for Air Intake Tracts for Internal Combustion Engines. Covered under 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, extended Air Horns patent pending



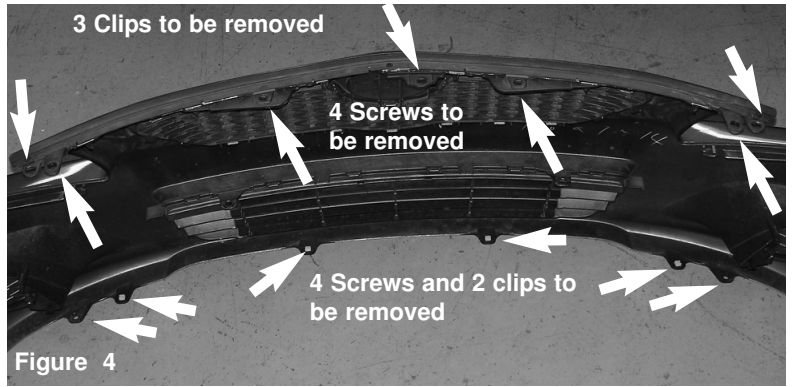
Figure 1

Figure 2



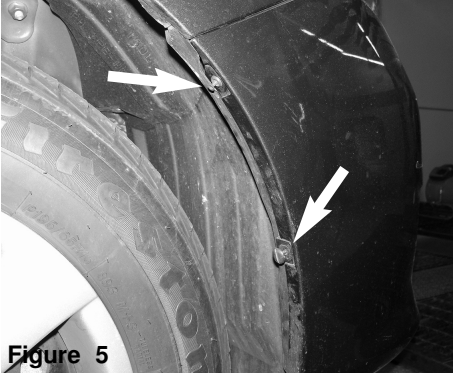
**Figure 3**

Prior to starting the installation, remove the 2 plastic clips inside of the grill.



**Figure 4**

This is an illustration to show you how to remove the front bumper. Start by removing all plastic clips and screws as shown above, once all clips and screws have been removed continue to pull the front bumper off.



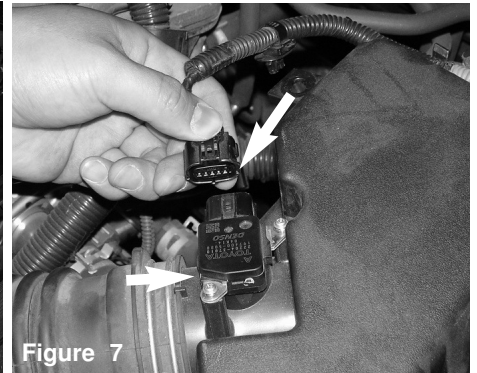
**Figure 5**

The two plastic clips are removed from side of the wheel well prior to pulling the bumper off.



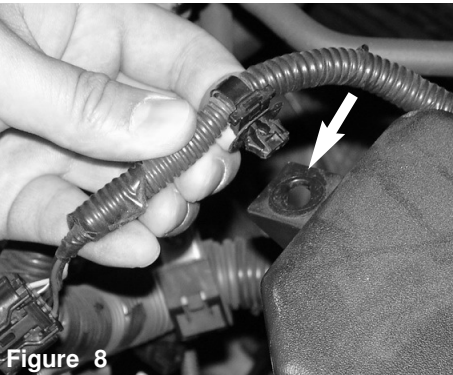
**Figure 6**

Once all plastic clips and screws have been removed, continue to pull off the bumper.



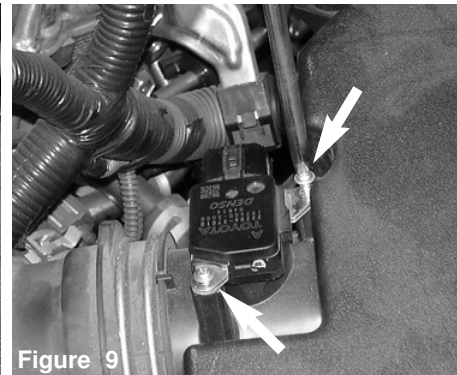
**Figure 7**

Depress the tab and pull the electrical harness connector from the mass air flow sensor.



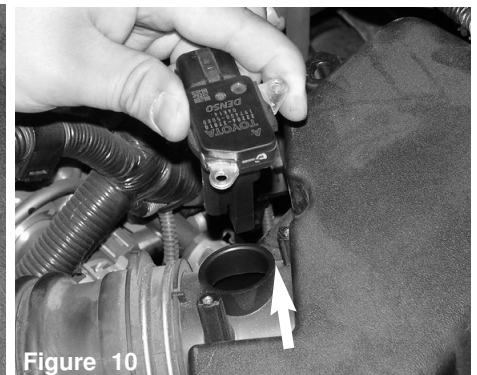
**Figure 8**

The harness clip is pulled out from the air box attachment as shown above.



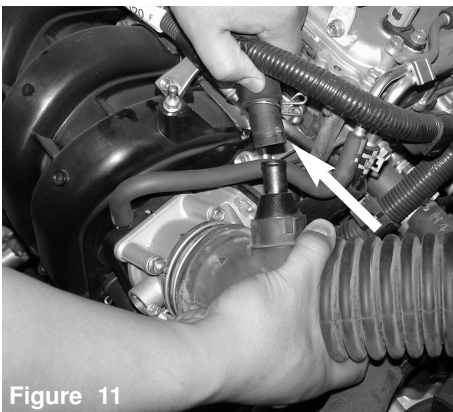
**Figure 9**

The stock screws are loosened and removed from the mass air flow sensor



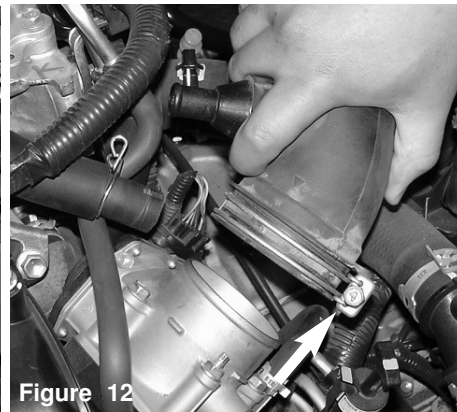
**Figure 10**

The mass air flow sensor is now pulled out of the sensor housing.



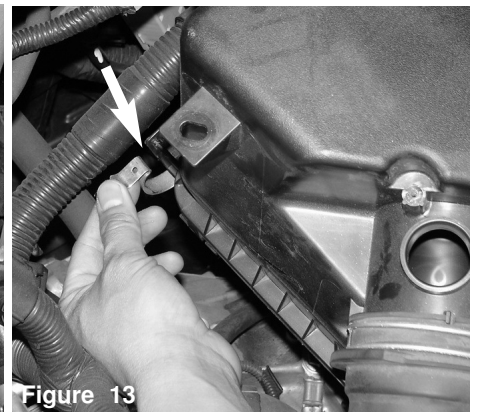
**Figure 11**

The crank case hose is removed from the air duct vacuum port.



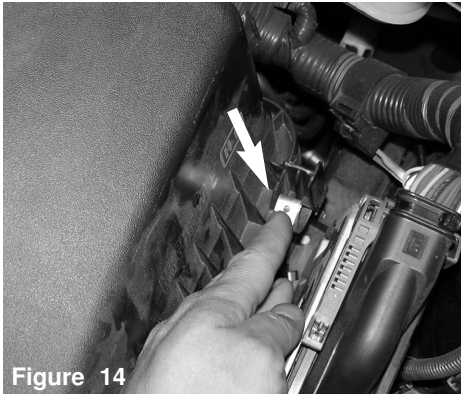
**Figure 12**

The air duct clamp is loosened at the throttle body, once the clamp has been loosened the air duct is ready to be pulled off.



**Figure 13**

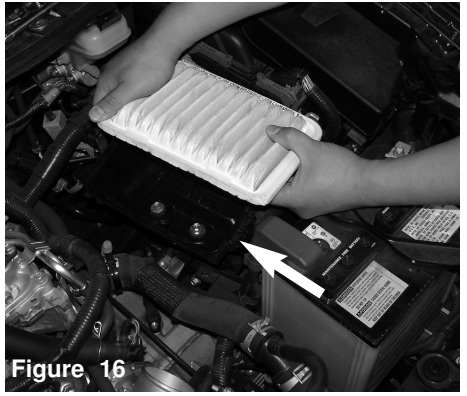
The metal clip holding the upper air box to the lower air box is unhooked from the top box.



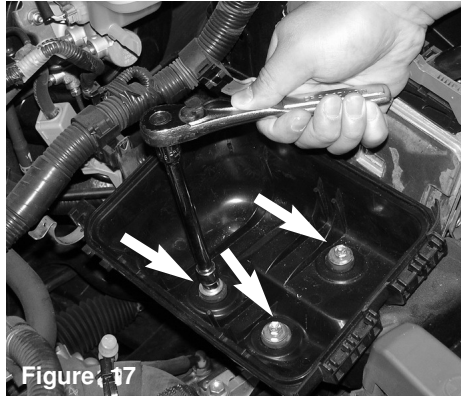
**Figure 14**  
The second metal clamp is unhooked from the upper air box.



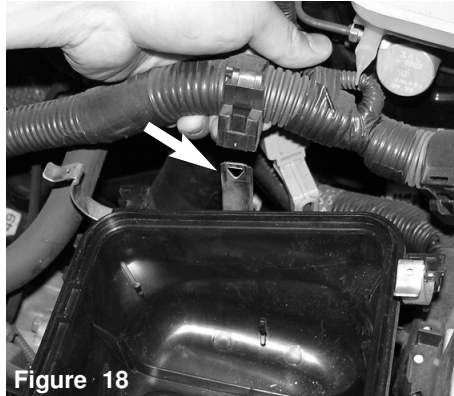
**Figure 15**  
The upper air box is detached from the lower air box and air intake duct is removed from the throttle body.



**Figure 16**  
The stock filter panel is removed from the lower air box.



**Figure 17**  
The three m10 bolts are loosened and removed from the lower air box as shown above.



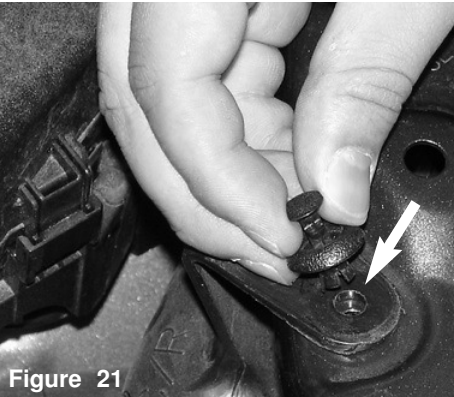
**Figure 18**  
The lower harness brace is removed from the lower air box stand-off.



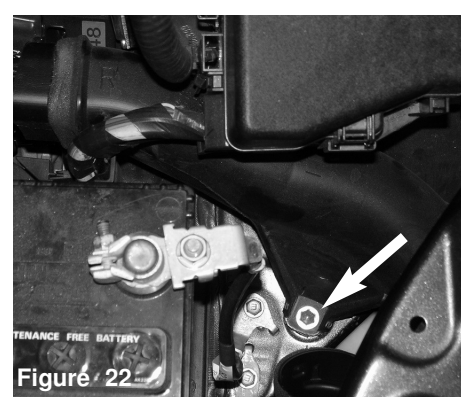
**Figure 19**  
The lower air box cleaner is now pulled out from the engine compartment.



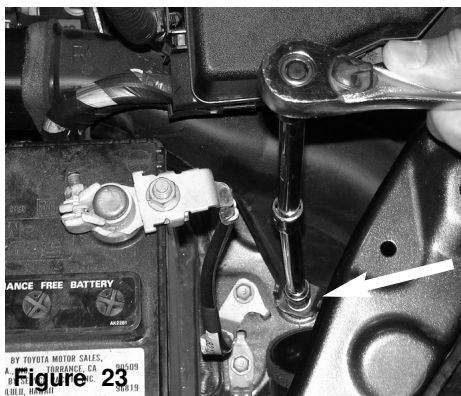
**Figure 20**  
The plastic clip located on the front crossmember is popped up as shown above.



**Figure 21**  
Once you have popped the plastic tab, continue to remove the entire plastic clip.



**Figure 22**  
The m6 bolt is loosened and removed from the bottom of the resonator air scoop.



**Figure 23**  
A ratchet and 10mm socket is used to loosen the bolt.



**Figure 24**  
The resonator air scoop is now ready to be removed.



**Figure 25**  
The lower air resonator duct is removed from the bottom of the air resonator air scoop.



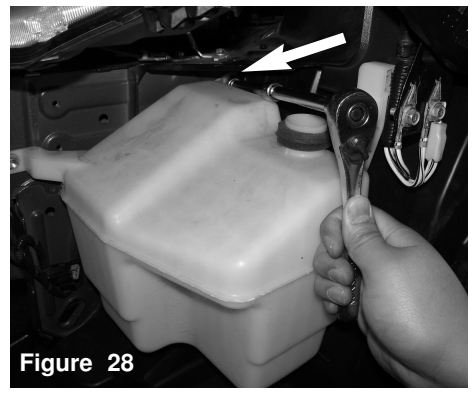
**Figure 26**

The air resonator hose will no longer be used with the cold air intake.



**Figure 27**

Loosen and remove the first m6 bolt from the reservoir bottle as shown above.



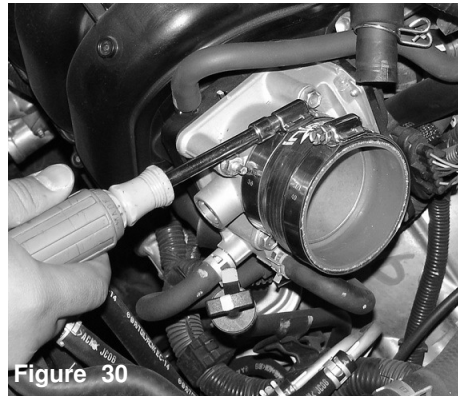
**Figure 28**

The last and final m6 bolt is removed from the reservoir bottle brace.



**Figure 29**

The reservoir bottle is temporarily removed in order to install the cold air intake.



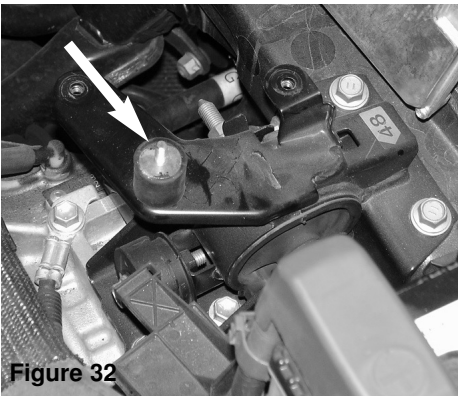
**Figure 30**

The 2 1/2 -2.75 step-hose is pressed over the throttle body, two power bands are placed over the over the hose. Tighten the clamp over the throttle body at this



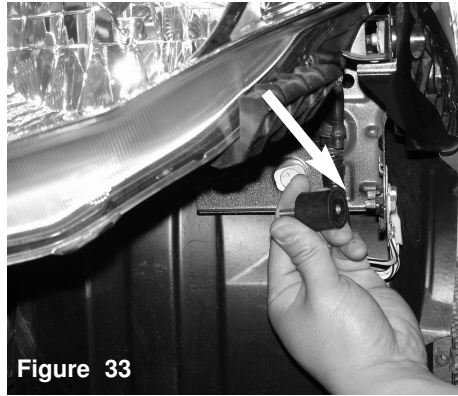
**Figure 31**

The male vibra-mount is aligned and fastened to the motor mount bushing.



**Figure 32**

The primary vibra-mount is now installed



**Figure 33**

The male/female vibra-mount is aligned to the exposed bolt that holds down the grounding wires.



**Figure 34**

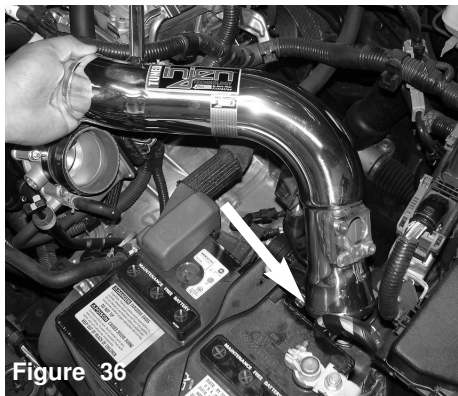
Close up of the male/female vibra-mount aligned to the bolt. The bolt is located behind the reservoir bottle.



**Figure 35**

The male/female vibra-mount is now installed in the corner bumper cavity.

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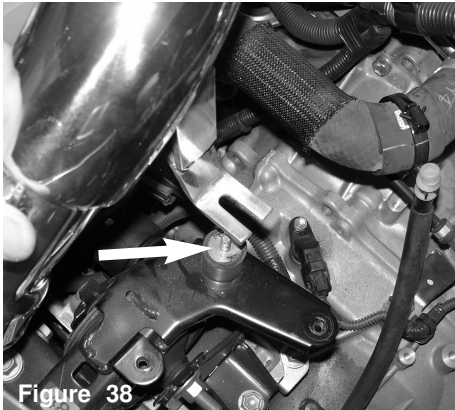
**Figure 36**

The primary intake is lowered into the engine compartment and into the front bumper.



**Figure 37**

The upper intake is pressed into the 2 1/2 -2.75 step-hose. A 8mm nut driver is used to semi-tighten the clamp.



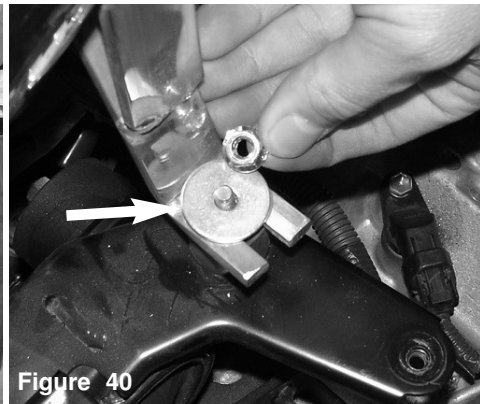
**Figure 38**

The primary intake lower bracket is aligned to the vibra-mount stud.



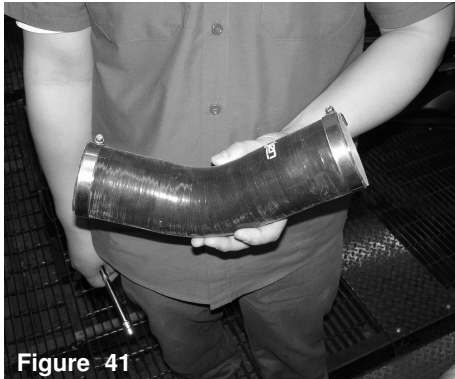
**Figure 39**

The primary intake bracket is aligned to the upper vibra-mount stud.



**Figure 40**

The m6 flange nut and washer is used to fasten the intake bracket to the vibra-mount stud.



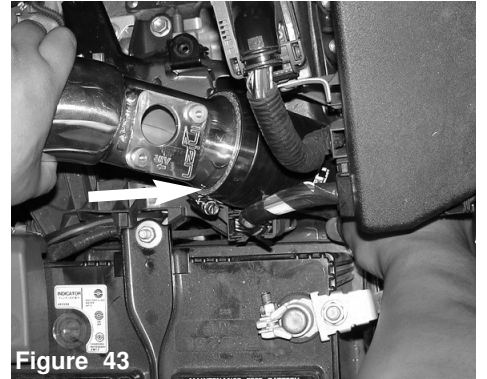
**Figure 41**

The 55 degree silicone hose and clamps are assembled as shown above.



**Figure 42**

The 55 degree silicone hose is inserted through the driver side bumper cavity and into the engine compartment.



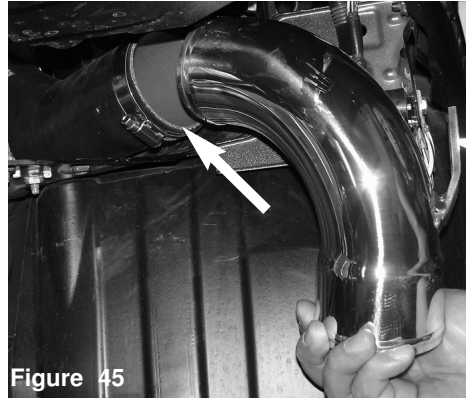
**Figure 43**

The silicone hose is pressed over the primary intake, use one power band to fasten the silicone hose over the intake end.



**Figure 44**

The silicone hose clamp is tightened over the primary intake.



**Figure 45**

The secondary intake is pressed into the silicone hose and the intake bracket is aligned to the vibra-mount stud.



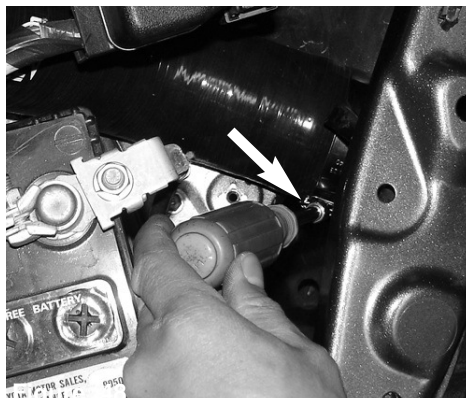
**Figure 46**

The secondary intake bracket is now sitting flush up against the vibra-mount. The m6 nut and washer are placed over the vibra-mount and intake bracket.



**Figure 47**

The m6 nut and washer are placed over the intake bracket (A), continue to tighten the m6 nut as shown above (B).

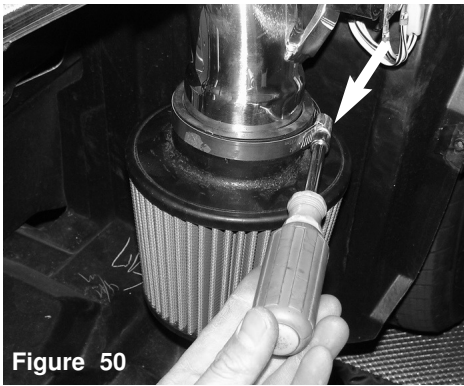


The silicone hose clamp is now tightened as shown above.



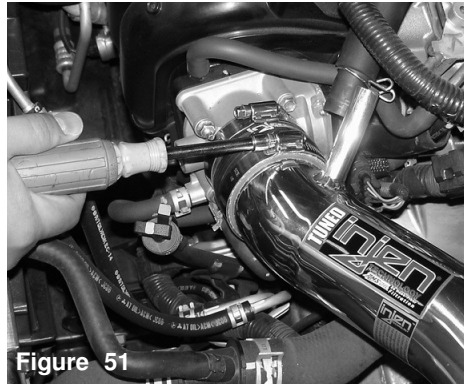
**Figure 49**

The new filter is aligned to the end of the intake and pressed in until its flush up against the filter stops.



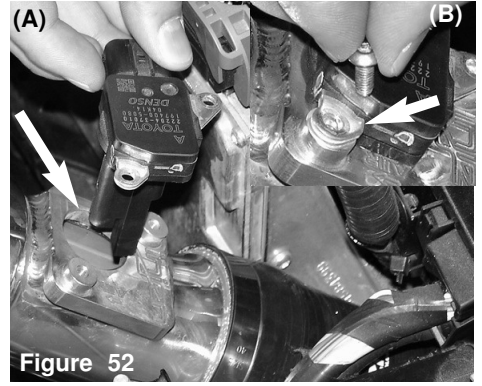
**Figure 50**

As soon as the filter stops have butted up against the secondary intake, continue to tighten the filter clamp with the nut driver.



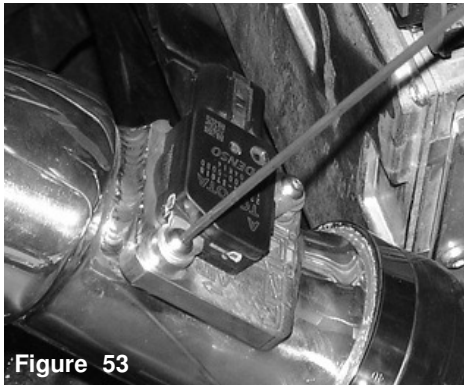
**Figure 51**

Once you have aligned the intake system, you may now tighten the clamp.



**Figure 52**

The mass air flow sensor is slowly lowered into the machined sensor adapter. (A) , continue to use the m4 bolts in this kit to fasten the sensor in place (B).



**Figure 53**

An 2.5mm allen wrench is used to tighten the m4 bolts.



**Figure 54**

Press the electrical sensor harness over the mass air flow sensor until it snaps in place.



**Figure 55**

The crankcase hose is now pressed over the intake vacuum port.



**Figure 56**

The crankcase hose is pressed over the intake port and the tension clamp is placed over the intake vacuum port.



**Figure 57**

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to automotive parts.

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 maintenance 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. Clean or replace the filter with an original Injen filter (can be bought on-line at "injenonline.com"). 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.