



Tools required:

- 1. Phillips screw drive
- 1. 8mm nut driver
- 1. 10mm socket
- 1. Ratchet
- 1. Pliers
- 1. Flat head screwdriver

Part number SP1305

2000-03 Honda S2000 4 cyl. 2.0L
2004-06 Honda S2000 4 cyl. 2.2L

- 1- 2 piece cold air intake
- 1- **3" Injen filter** (#1014)
- 1- 2 3/4 x 3 silicone step hose (#3040)
- 1- 3" straight hose (#3044)
- 1- Power-Bands (.312) .040 (#4003)
- 3- Power-Bands (.362) .048 (#4004)
- 2- 16" 4mm vacuum hose (#3104)
- 1- 13" 10mm vacuum hose (#3220)
- 1- 1/4" coupler (#8008)
- 1- M6 vibra-mount (#6020)
- 2- M6 flange nut (#6002)
- 3- fender washer (#6010)
- 1- m5 hex bolt (#6036)
- 1- small USS washer (#6011)
- 3- zip ties (#8001)
- 1- instruction

Note: Buy replacement filters, air filter charger kits and Hydro-shields are sold 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

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.

Maintaining your Cold air intake system:

Once the installation is complete, proceed to re-connect the negative battery terminal. It is extremely important that the Injen cold air intake be checked periodically for realignment, clearance and tightening of all nuts, bolts, clamps and connecting points. Failure to follow instructions for proper maintenance of the cold air intake may void the warranty. Start the engine and listen for any air leaks, odd noises or rattles. After taking the vehicle for a test drive and verifying that everything checks out fine, you are ready to enjoy the added power and enhanced performance from your new intake system.

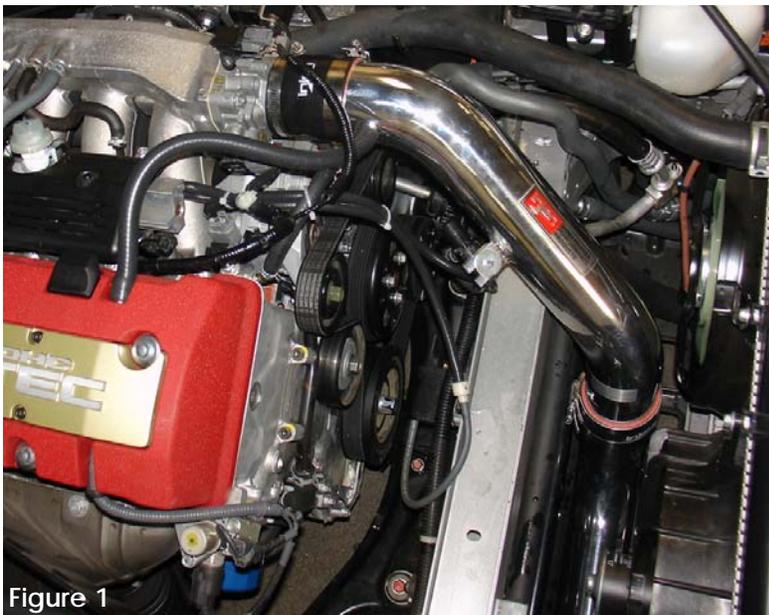


Figure 1

Hydro-shield used for this application
X-1033



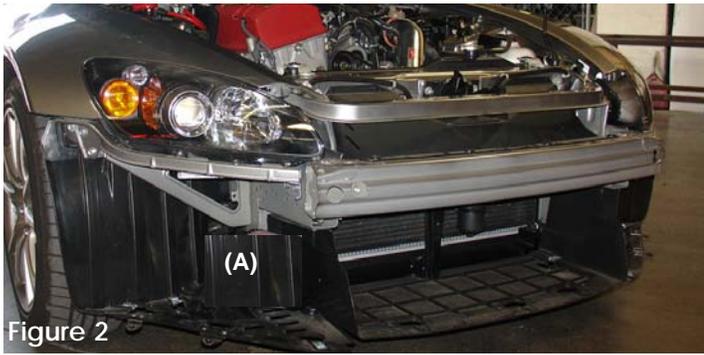


Figure 2

Remove the front bumper (A). Unclip the six clamps on the lid of the air box, then remove the top lid (not shown). 1- Loosen clamp on the throttle body air intake duct, 2- Remove vacuum hard pipe from the crank case to the air intake port and 3- Remove air injection pump hose located on the opposite side of the crank case breather hard pipe.

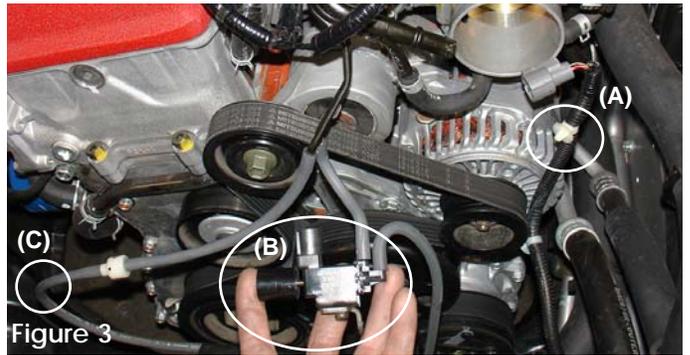


Figure 3

Remove the air intake duct and stock air filter from the lower air box. Unclip the wire harness clip (A), unclip the check valve vacuum line (C) and unscrew the m6 bolt to remove vacuum switching valve (B) all located on the lower air box cleaner. Remove the 3 m6 bolts that secures the lower air box cleaner assembly, then remove the entire lower air box.



Figure 4

Disconnect the stock breather hose from the crank case port to the hard pipe located over the cam cover.



Figure 5

PCV hard pipe removed: Disconnect Coolant delivery port to the side of the engine block leading to the throttle body coolant intake port.



Figure 6

Insert the 6mm coupler into the delivery port hose as shown above. Use stock clamps to secure the coupler in the coolant line.



Figure 7

PCV hard pipe removed: Remove the coolant intake port hard pipe on the throttle body line.

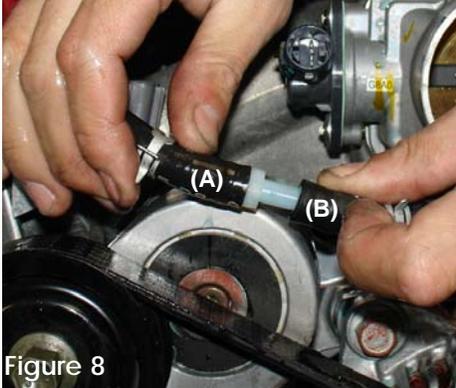


Figure 8

Press the delivery port coupler (A) into the coolant intake port (B).



Figure 9

Use the stock clamps to secure the coolant lines to the coupler.

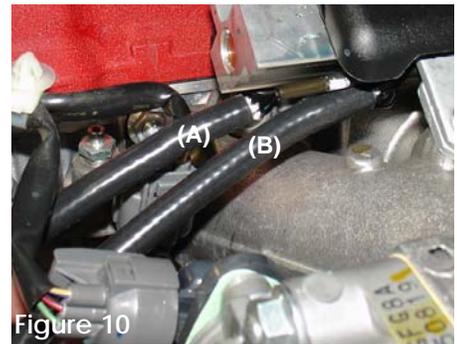


Figure 10

Remove stock exhaust and return vacuum lines then continue to install the Two 16"-4mm vacuum hoses provided. Press one hose over the exhaust vacuum port (A) and press the other over the return vacuum port (B).

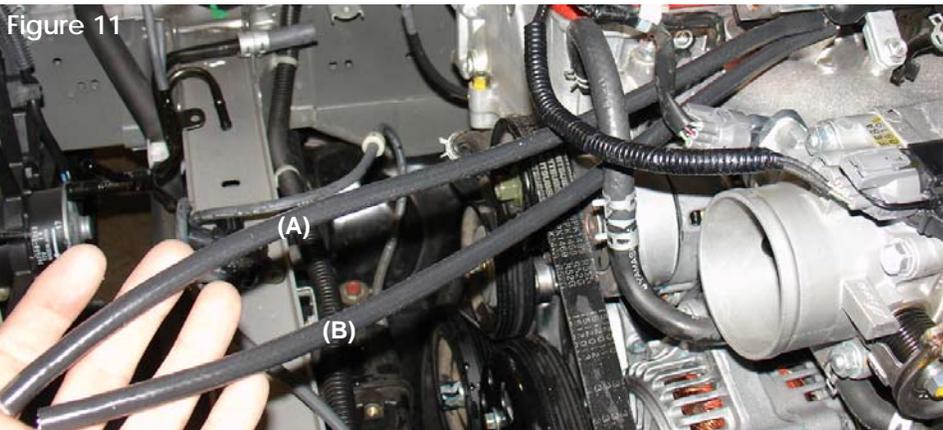


Figure 11

One of the of 16"-4mm lines is connected to the inside exhaust vacuum port (A) The other 16"-4mm line is pressed over the outside return vacuum port to the vacuum switching valve (B).



Figure 12

Coolant hard piping removed and replaced with new hoses and coupler.

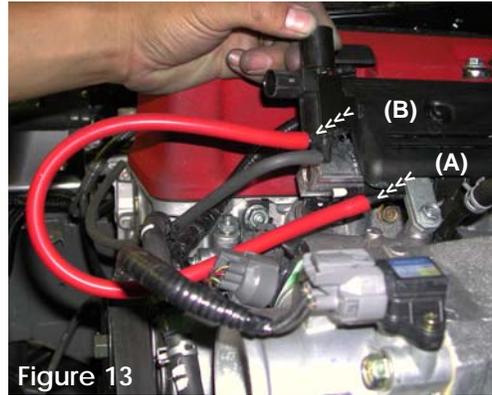


Figure 13

The hose connected to the outside return vacuum port (A) is pressed over the inside port of the VSV (B).

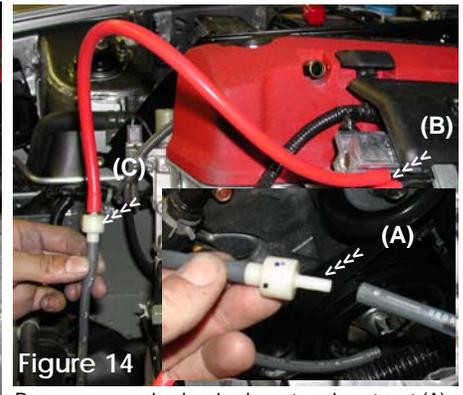


Figure 14

Remove upper check valve hose to exhaust port (A) Re-route inside exhaust vacuum port line (B) to the check valve (C), use the 16" -4mm vacuum hose.



Figure 15

Press the silicone step hose over the throttle body and use two power-bands. Tighten the power-band located on the throttle body side at this time.

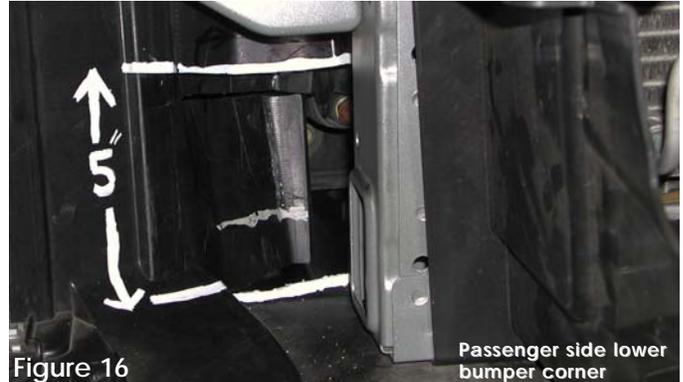


Figure 16

Passenger side lower bumper corner

Next, Cut plastic splash guard that separates bumper corner and lower engine bay. A 5" x 5" cut out will be required on the passenger side wall between the front lower engine bay and the front bumper.



Figure 17

Remove the bottom splash guard located underneath the engine, between the wheels. Cut the plastic leg that attaches on the passenger side(A). Once the plastic leg has been cut out, continue to re-attach the splash guard again.

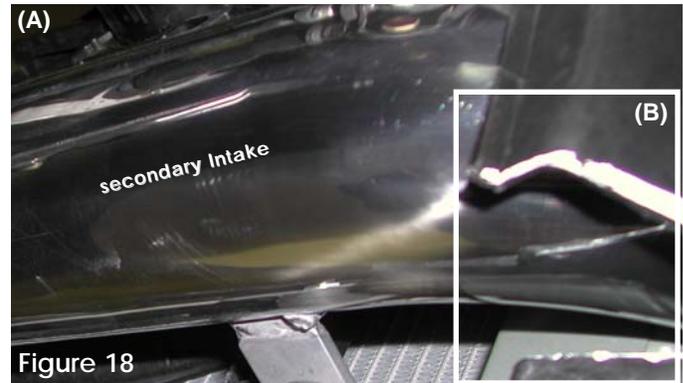


Figure 18

View of how the intake will look like (A) with the plastic leg cut out (B). The plastic leg will no longer interfere with the intake you inserted it into the bumper section.

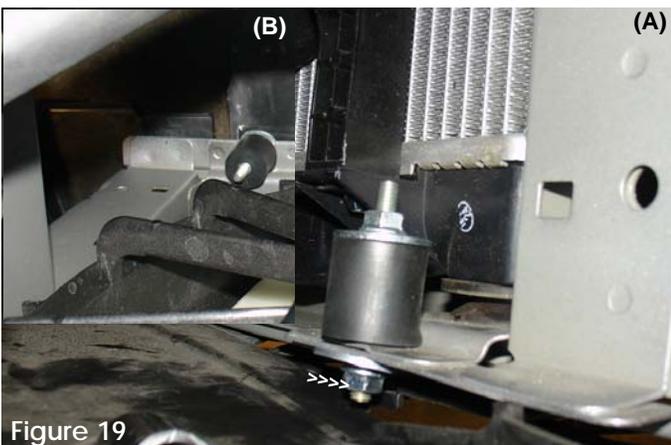


Figure 19

The vibra-mount is installed with the use of the m6 flange nut and fender washer, Page 3 of Part # SP1305 Lower passenger side view (A) , top view (B).



Figure 20

The secondary intake is now lowered into the position across the bottom edge of the radiator.



Figure 21

The filter end is inserted into the cut out made earlier and into the bumper cavity.



Figure 22

As the filter end is slipped into the bumper cavity, the intake bracket is lined up to sit flush on the vibra-mount stud.



Figure 23

Take the additional m6 flange nut and fender washer and screw them onto the vibra-mount stud to secure the intake.



Figure 24

Take the 3" straight hose and press it over the end of the primary intake, use two power-bands and tighten the power-band on the intake side for now.



Figure 25

Lower the Primary intake to the side of the radiator fan and insert the 3" hose over the secondary intake.



Figure 26

Insert the top end of the primary intake into the throttle body hose.



Figure 27

The primary and secondary intakes are butted up together and secured with the two power-bands.



Figure 28

Press the 13"-10mm breather hose over the crank case port as shown above.



Figure 29

Take the other end of the 13"-10mm hose and press it over the intake port.



Figure 30

The 13"-10mm hose has been connected to the crank case port and the intake port.



Figure 31

Press the stock air injection pump line over the 3/4" intake port.



Figure 32

The 13"-10mm hose (A) and air injection pump hose have been installed (B).



Figure 33

Press the Injen air filter over the end of the secondary intake located in the bumper cavity, continue to tighten filter neck clamp.



Figure 34

Line up the vacuum switching valve to the intake bracket and use the 5mm bolt to secure it in place. Reconnect harness clip over the vacuum switching valve until it snaps in place.

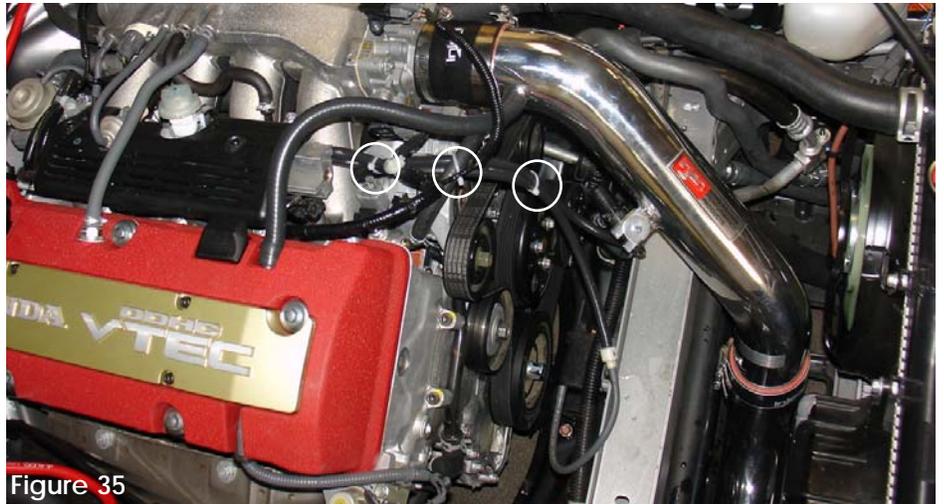
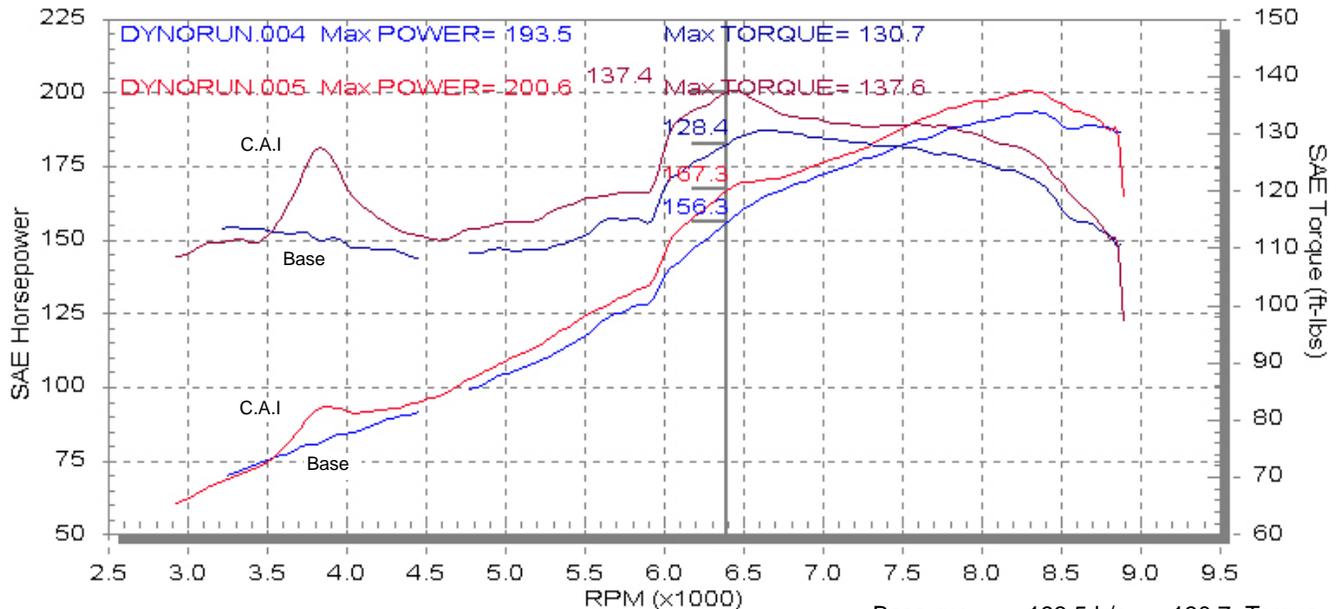


Figure 35

Once the cold air intake has been installed, continue to align the entire intake for best possible fit. Once the intake has been cleared from moving parts or contact from engine components, continue to tighten all nuts, bolts and clamps. Use the three zip ties to secure all lines away from moving belts, pulleys and vacuum lines.



DYNORUN.004 BASELINE
2000 HONDA S2000 6 SPD.
HKS HYPER EXHAUST, DC HEADERS
32,000 MILES
3RD GEAR TEST

Base run	193.5 h/p	130.7 Torque
Injen C.A.I.	200.6 h/p	137.0 Torque
Max power:	7.1 h/p	6.3 Torque

DYNORUN.005 IS1305
2000 HONDA S2000 6 SPD.
INJEN COLD AIR INTAKE SYSTEM, HKS HYPER EXHAUST, DC HEADERS
32,000 MILES
3RD GEAR TEST

3800 rpm	93.5 h/p	127.3 Torque
Low end gain	11.8 h/p	16.0 Torque
6400 rpm	167.3 h/p	137.4 Torque
Top end gain	11.0 h/p	9.0 Torque