



Equipped with AEM® Dryflow™ Filter
No Oil Required!

INSTALLATION INSTRUCTIONS
PART NUMBER
21-798C (GUN METAL GRAY FINISH)

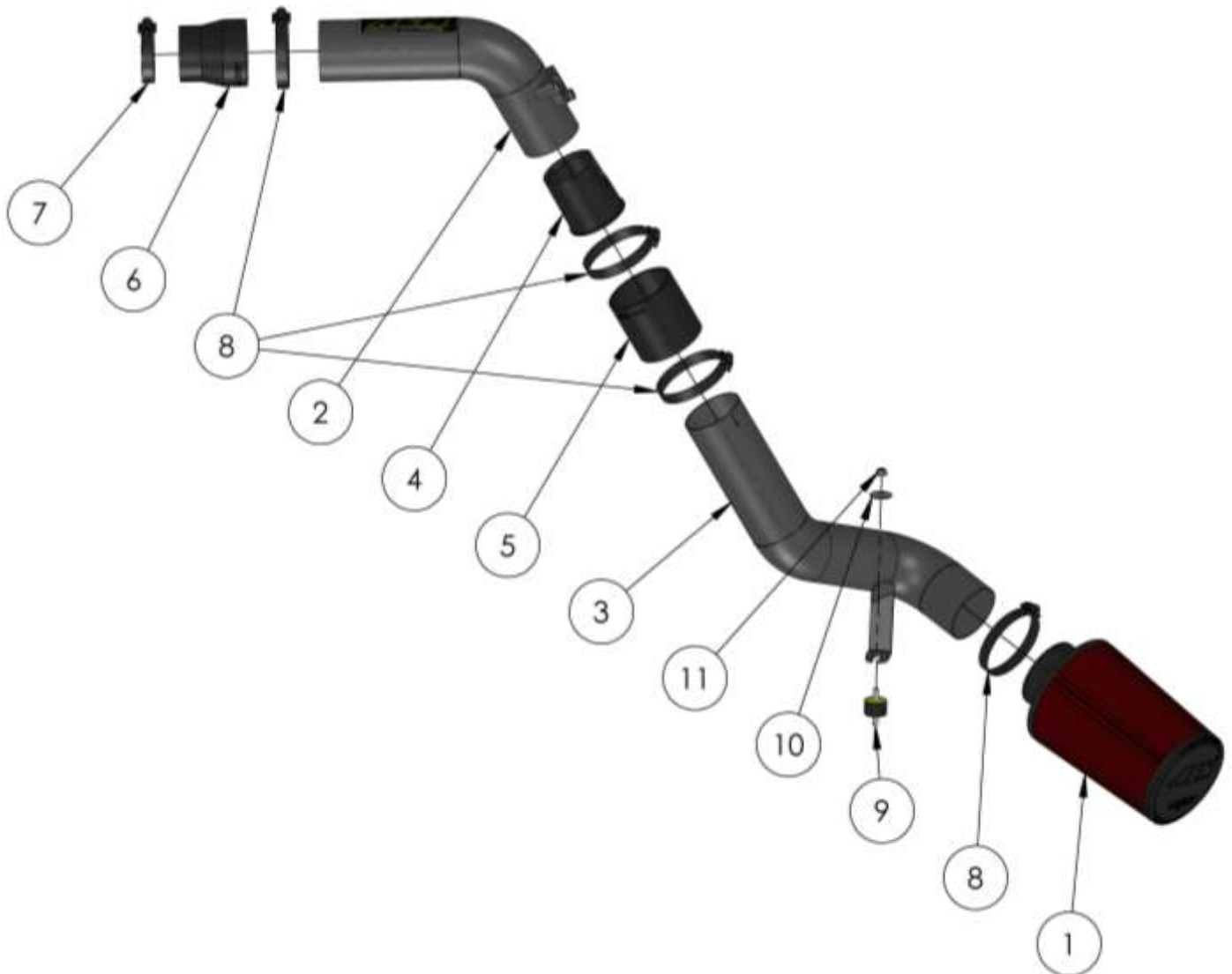
2016

Honda

Civic

1.5T

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	21-2157DK	AIR FILTER; 2-3/4"FLG, 5-1/2"B, 4-3/4"T	1
2	2-1580C	TUBE; SHORT RAM, 2.75"D X 13"L, AL, 2016 HONDA CIVIC 1.5T	1
3	2-1583C	TUBE; COLD-AIR, 2.75"D X 18"L, AL, 2016 HONDA CIVIC 1.5T	1
4	9-479	VENTURI; 2.5"OD X 2.25"ID X 2.85"L, PLASTIC	1
5	5-275	HOSE, SILICONE 2.75 X 3" BLK	1
6	5-227	HOSE, ADAPTER 2.25/2.75"X3" BLK	1
7	08530K	HOSE CLAMP #36, BLACK ZINC PLATED	1
8	08577K	HOSE CLAMP #44; BLACK ZINC PLATED	4
9	1228598	MOUNT, RUBBER 5/8" X 6MM	1
10	08160	WASHER; 1"D X 1/4 HOLE FENDER	1
11	444.460.04	NUT, M6 HEX SERRATED	1



Read and understand these instructions **BEFORE** attempting to install this product. Failure to follow installation instructions and not using the provided hardware may damage the intake tube, throttle body and engine.

Tools Needed:	Flat Screwdriver
10mm Socket	5mm Hex Wrench
Socket Driver with Extension	Jack and Jack Stands
Phillips Screwdriver	Optional: Small Torque Wrench

1. Preparing Vehicle

- Make sure vehicle is parked on level surface.
- Set the parking brake.
- If engine has run in the past two hours, let it cool down.
- Disconnect negative battery terminal.
- Do not discard stock components after removal of the factory system.
- Open the air intake kit package and make sure all parts are included.

2. Removal of stock system



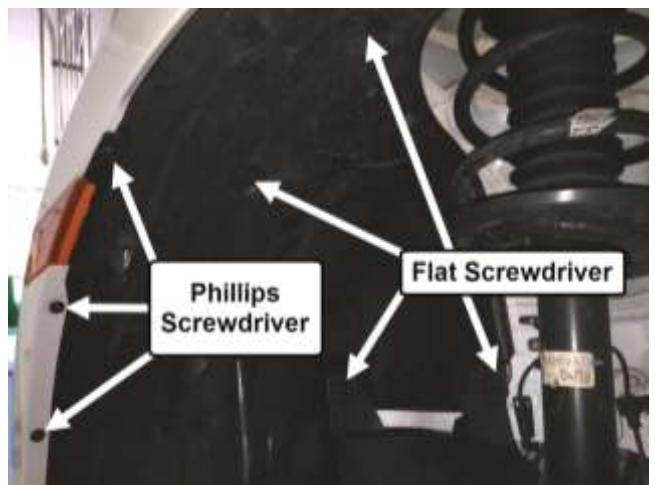
a. Using a small Phillips screwdriver or a 5.5mm socket, loosen the hose clamp retaining the original equipment (OE) inlet coupler and disconnect it from the turbo inlet.



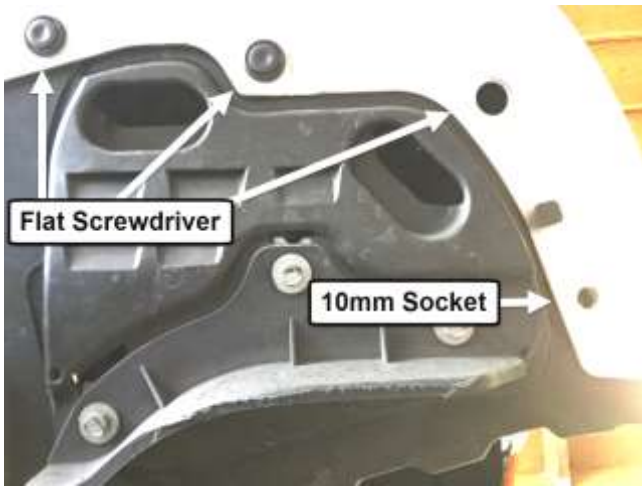
b. Disconnect the wiring harness to the mass airflow (MAF) sensor.



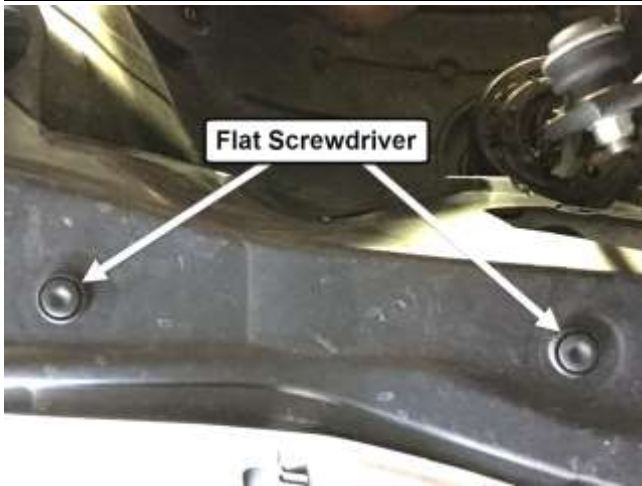
c. Use a 10mm socket with extension to fully loosen the bolts shown above which secure the factory air box. The air box may now be lifted out of the vehicle.



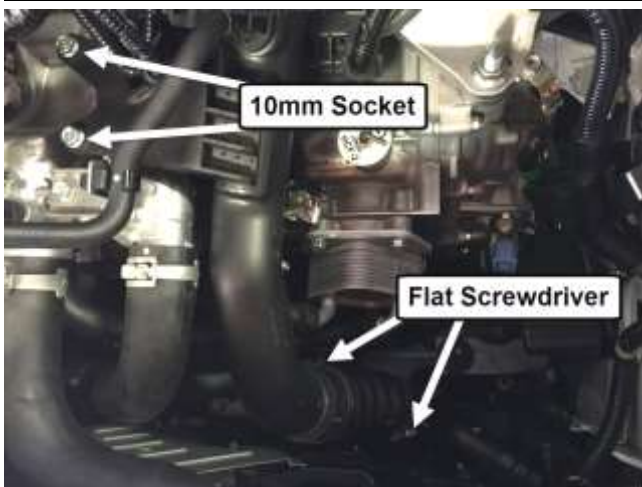
d. Jack up the vehicle and support it properly with jack stands. Remove the driver-side front wheel and remove the fasteners according to the picture above. The flat screwdriver is used to separate the plug of the clip from



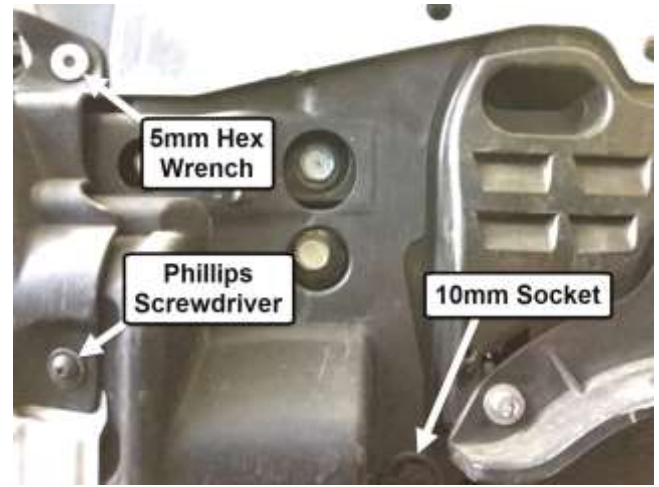
its outer body. Pry the plug out of the body, then remove the body from the hole. The first four pictures on this page taken from a "ground-up" orientation. Once all of



will be the reverse of removal.



f. Remove the charge pipe mount bolts and the charge pipe coupler shown. Take care to support the intercooler outlet when removing and later reinstalling the coupler. Lift and twist the resonator to maneuver it up and out of the vehicle while moving the charge pipe out of the way



these fasteners have been removed, the fender liner may be pulled away to reveal access to perform the action of step 2e. Keep all of these fasteners; reassembly



e. Remove the bolts on the underside of the resonator as shown above.



as needed. If not installing AEM's 26-3003 water/meth injection charge pipe upgrade, this is the appropriate time to reinstall the charge pipe mount bolts and coupler. Torque the hose clamps to 30in-lbs. Remove the resonator support bracket as well.

3. Installation of AEM® intake system.

- a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



a. Install the provided rubber mount, nut and washer where the resonator support bracket was removed.



b. After loosely assembling the filter, cold-air tube, 5-275 hose, and corresponding hose clamps, maneuver the tube into place from the fender-well and position the bracket loosely in the rubber mount. Torque the filter hose clamp to 30in-lbs. The fender liner and undercarriage opened in steps 2d and 2e may now be reinstalled in reverse order from how they were removed.



c. Install the upper hose and clamps. The leftmost clamp may be tightened to 30 in-lbs at this time.



d. Install the venturi all the way into the tube in the orientation shown above.



e. Remove the MAF sensor from the OE air box and install it into the short ram tube using the factory screws.



f. Maneuver the assembled short ram tube into the engine bay installing the leftmost end first then the coupler joining the two tubes. Ensure that the coupler is evenly engaged on both tubes and the filter is not touching the fender liner before torquing all remaining hose clamps to 30 in-lbs. The nut on the cold air tube bracket may now be tightened and the MAF wiring harness may be reinstalled. Reinstall the wheel and torque the wheel lugs according to manufacturer's specifications.



STOCK INTAKE INSTALLED



AEM INTAKE INSTALLED

4. Reassemble Vehicle

- Position all kit components for best fitment. Ensure that no components contact any unintended part of the vehicle.
- Check for proper hood clearance. Re-adjust components if necessary and re-tighten them.
- Inspect the engine bay for any loose tools and ensure that all fasteners that were moved or removed are properly tightened.
- Reconnect negative battery terminal and start engine. Let the vehicle idle for 3 minutes. Perform a final inspection before driving the vehicle.

5. Service and Maintenance

- AEM Induction Systems requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean, purchase our Synthetic air filter cleaner, part number 1-1000 and follow the easy instructions.
- Use window cleaner to clean your powder coated AEM® intake tube.

NOTE: DO NOT USE aluminum polish on powder coated AEM® intake tubes.