



Equipped with AEM® *Dryflow™* Filter  
No Oil Required!

## **INSTALLATION INSTRUCTIONS**

### **PART NUMBER:**

- |                |                                      |
|----------------|--------------------------------------|
| <b>21-404B</b> | <b>(Blue Finish)</b>                 |
| <b>21-404C</b> | <b>(Gun Metal Grey Finish)</b>       |
| <b>21-404P</b> | <b>(Vacuum Metalized Chrome-VMC)</b> |
| <b>21-404R</b> | <b>(Red Finish)</b>                  |

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1994-2001 ACURA Integra GS-R L4-1.8L

C.A.R.B. E.O. D-670-15

## PARTS LIST

Description	Qty.	Part Number
Element Parts Kit 2.75 X 5" Dry Ele.	1	21-202DK
Inlet Pipe	1	2-432
Mount, Rubber 1" X 6mm	1	1228599
Washer, 6mm Soft Mount	1	08160
Nut, M6 Hex Serrated	1	444.460.04
Hose Clamp, 3/4"	2	4093-5
Hose Clamp, 1"	2	08407
1/2" Bnd. Hose Clamp, 2.31-3.25"	2	9444
1/2" Bnd. Hose Clamp, 2.56"-3.50"	1	9448
Hose; 1/2"ID X 16"L	1	5-5016
Hose; 5/16ID X 16"L	1	5-2016
Hose, Silicone 2.75x3" Blk.	1	5-275

**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.**

**The AEM<sup>®</sup> intake system is a performance product that can be used safely during mild weather conditions. During harsh and inclement weather conditions, you must return your vehicle to stock OEM air box and intake tract configuration. Failure to follow these instructions will void your warranty.**

## **1. Preparing Vehicle**

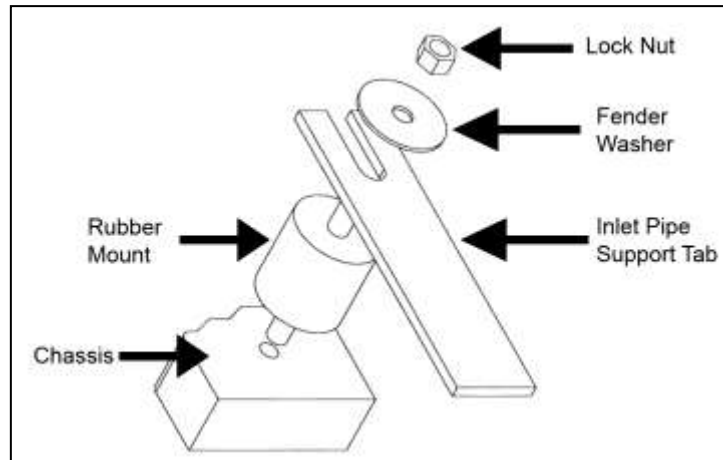
- a. Make sure vehicle is parked on level surface.
- b. Set parking brake.
- c. If engine has run in the past two hours, let it cool down.
- d. Disconnect negative battery terminal.
- e. Do not discard stock components after removal of the factory system.

## **2. Removal of stock system**

- a. Remove the stock air box assembly and attaching hardware from inside the fender well.
- b. Disconnect breather hose from the air inlet tube.
- c. **NOTE: The engine should be cool before performing this step so that HOT coolant is not released out of the engine. Be sure to capture any lost coolant in a clean container.**  
Disconnect the water bypass hose from throttle body or the fast idle thermo valve, where equipped, located at the lower portion of the throttle body. Disconnect the opposite side of the water bypass hose, which runs to either the intake manifold or the water outlet neck. Remove the entire water bypass hose and breather hose assembly from the vehicle.
- d. Loosen and remove the air inlet tube from the throttle body.
- e. Raise the front of the vehicle with a jack. Refer to your owner's manual for proper jack and jack stand placement to properly support vehicle. Support your vehicle using properly rated jack stands before wheel removal or while working under the vehicle.  
**NEVER WORK UNDER A VEHICLE WITHOUT USING JACK STANDS.**
  - i. Remove the lower front splashguard.
  - ii. Remove the front right tire. Then remove the necessary hardware and inner fender liner.
- f. Remove the resonator from underneath the vehicle.

## **3. Installation of AEM<sup>®</sup> intake system.**

- a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.
- b. Install one black connector hose on the throttle body end of the primary pipe. That is the end closest to the breather nipple.
  - i. Install two hose clamps on the connector hose and tighten them just snug enough so that they can still be adjusted.
- c. Install the intake pipe into the vehicle.
  - i. For ease of installation, the filter end of the pipe should be installed first. Slide that end of the inlet pipe down into the fender well. Then adjust the pipe until it fits onto the throttle body.
  - ii. The support tab on the inlet pipe will line up with a threaded hole on the inner fender well. Install the rubber isolator mount and attach the air inlet tube onto the rubber mount. Install the large fender washer and the lock nut onto the isolator mount stud and snug it down.  
**NOTE: Failure to install the rubber mount will void all warranties of the intake system. Below on the next page is a diagram of how the rubber mount should be installed.**



- d. Install the AEM<sup>®</sup> air filter on to the end of the inlet tube. Push the filter on around 2 inches over the inlet pipe and install one hose clamp to secure the filter on to the inlet pipe. Once fitment is checked, you can either push the filter on to the inlet pipe more or less depending on clearances. Tighten the hose clamp after this is done.
- e. Connect the breather hose to the inlet tube using the 1/2" breather hose and two clamps supplied with the kit.
- f. Connect the new supplied water bypass hose and clamps to the throttle body or the fast idle thermo valve, where equipped, and either the intake manifold or the water outlet neck disconnected earlier.  
**NOTE: Replace any coolant recovered during the hose removal by replenishing the recovery tank.**
- g. Adjust the air inlet system for the best possible fit. Be sure that the pipe and air filter are clear of any obstructions. Also, be sure that there is maximum amount of clearance between the air pipe and the lower engine mount. If this step is not accomplished then the pipe could rub the engine mount. In extreme cases this may lead to premature failure of the pipe.
- h. Make sure there is at least a 1" gap between the air conditioning line and the air inlet pipe. Check underneath the bend in the pipe that is closest to the throttle body. Due to Honda's manufacturing tolerances, the AEM<sup>®</sup> intake system may slightly contact the A/C line. If this is the case, simply apply gentle downward pressure to the A/C line in order to allow for clearance. Tighten all remaining hose clamps.

#### 4. Reassemble Vehicle

- a. **Fender liner and Lower Front Splashguard:** Install the fender liner, lower splashguard and any hardware that was removed in steps 2e i. and 2e ii.  
**NOTE: Failure to install the plastic splashguard will result in diminished performance and increase the potential for engine damage due to water ingestion in rainy conditions.**
- b. **Wheel:** Install the front right wheel using the factory torque specification (see owner's manual).
- c. Position the inlet pipes for the best fitment. Be sure that the pipes or any other components do not contact any part of the vehicle. Tighten the rubber mount, all bolts, and hose clamps.
- d. Check for proper hood clearance. Re-adjust pipes if necessary and re-tighten them.
- e. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- f. Reconnect negative battery terminals and start engine. Let the vehicle idle for 3 minutes. Perform a final inspection before driving the vehicle.

## 5. CARB Sticker Placement

- a. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.

## 6. Service and Maintenance

- a. It is recommended that you service your AEM<sup>®</sup> Dryflow<sup>™</sup> filter every 20,000 miles for optimum performance. Use AEM Dryflow cleaning kit part # 21-110.
- b. Use aluminum polish to clean your polished AEM<sup>®</sup> intake tube.
- c. Use window cleaner to clean your powder coated AEM<sup>®</sup> intake tube. **(NOTE: DO NOT USE aluminum polish on powder coated AEM intake tubes).**