



Equipped with AEM® Dryflow™ Filter  
No Oil Required!

## **INSTALLATION INSTRUCTIONS**

**PART NUMBER:**

**21-513B (Blue Finish)**

**21-513C (Gun Metal Grey Finish)**

**21-513P (Vacuum Metalized Chrome-VMC)**

**21-513R (Red Finish)**

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2007-2008  
2004-2008

ACURA TL Type S  
ACURA TL

V6-3.5L  
V6-3.2L

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

**PARTS LIST**

| <b>Description</b>                  | <b>Qty.</b> | <b>Part Number</b> |
|-------------------------------------|-------------|--------------------|
| Air Filter Assy. 3.25 X 5" Dry Ele. | 1           | 21-2110DK          |
| Inlet Pipe                          | 1           | 2-561              |
| Hose; 5/16ID X 20"L                 | 1           | 5-2020             |
| Hose, Adapter 3.25/3.00 X 2.25"     | 1           | 5-323              |
| Hose; 1/2"ID X 20"L                 | 1           | 5-5020             |
| Mount, Rubber 5/8" X 6mm            | 1           | 1228599            |
| Zip Tie, 6 Long                     | 4           | 1-113              |
| Convolutd Slit, 1/4" X 6"L Hi-Temp  | 1           | 3-2006             |
| Washer, 6mm Soft Mount              | 2           | 08160              |
| Nut, M6 Hex Serrated                | 2           | 444.460.04         |
| 1/2" Bnd. Hose Clamp, 2.56"-3.50"   | 1           | 9448               |
| Hose Clamp, 3/4"                    | 2           | 4093-5             |
| Hose Clamp, 1 1/16" Narrow          | 2           | 08411              |
| 1/2" Bnd. Hose Clamp, 3.15"-4.00"   | 1           | 9456               |
| 1/2" Bnd. Hose Clamp, 2.90"-3.75"   | 1           | 9452               |

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® 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. Factory air box system installed.



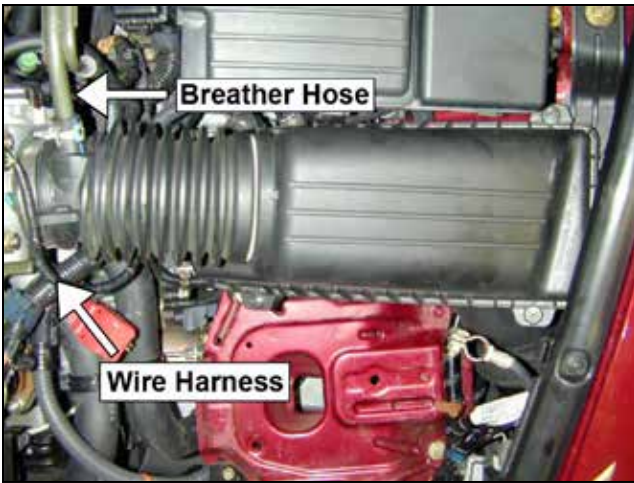
b. Remove plastic shrouding covering the battery. Remove the plastic air scoop in front of the battery by pulling out the two retaining clips and lifting scoop straight out.



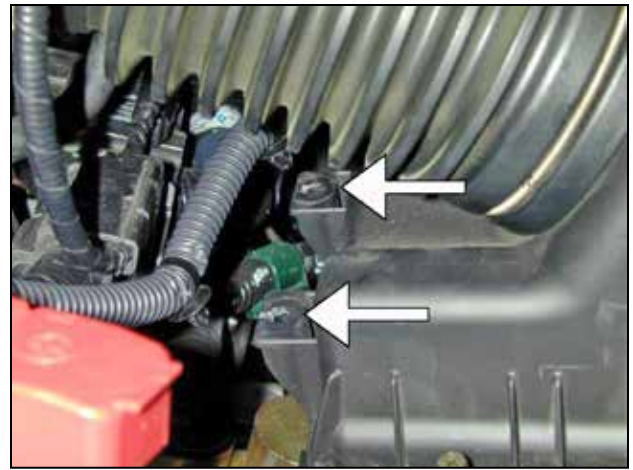
c. Remove the battery tie down and the two J-bolts securing it. Carefully lift the battery out of the engine compartment and set aside in a safe place.



d. Unclip the plastic battery shroud from the positive terminal wire and remove the shroud.



e. Loosen the hose clamp on the throttle body and unhook the wiring harness. Remove the stock breather hose from the inlet tube.



f. Remove the plastic clips holding the wiring harness to the throttle body side of the air filter housing.



g. Pull the inlet tube off the throttle body. Remove the four screws holding the top of the air filter housing to the lower air filter housing.



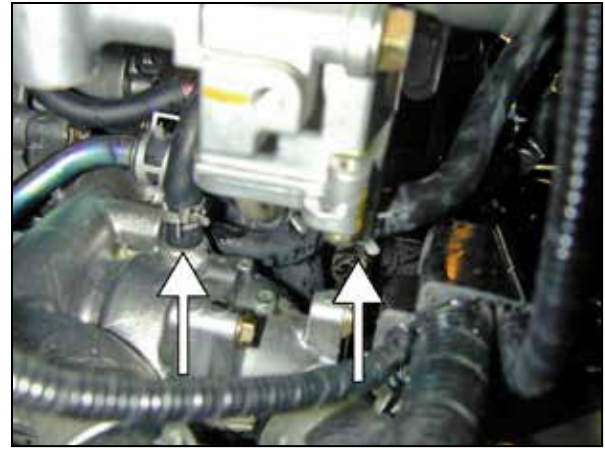
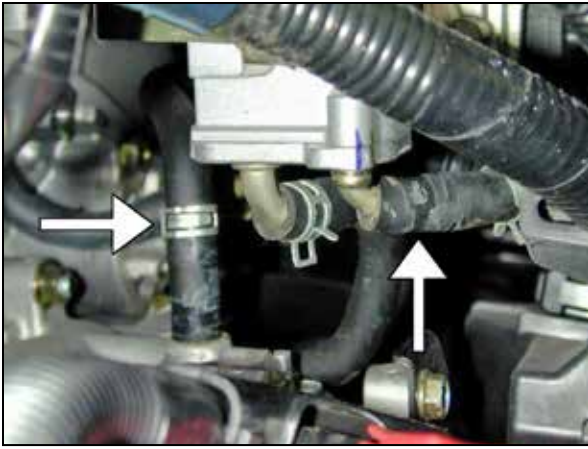
h. Remove wire clamp from the lower air box bracket.



i. Remove the two bolts securing the lower air filter housing and remove housing. Pull up and remove the rubber sleeve connecting the air filter housing to the resonator below.



j. Remove the breather hose from the rear valve cover.



k. **CAUTION: Ensure the engine is completely cool before removing the coolant hose, or hot coolant will escape from the cooling system and cause injury or damage. Be sure to capture any lost coolant in a clean container.**

The next step will be to remove the metal tubing loom, which will include the breather hose, coolant hose and a bracket holding the evap service port. Make sure to note proper hose routing.

l. Another view of tubing loom routing. Use pliers to slide the spring clamps over the breather and coolant hoses. A flat-head screwdriver may be needed to pry the hoses off the coolant line nipples.



m. 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.**

Remove the driver side wheel. Remove the nuts and the plastic push rivets on the fender liner in and pull the liner out to expose the stock intake resonator.



n. Removal of the stock intake resonator requires drilling. Start by drilling the two aluminum rivets shown.



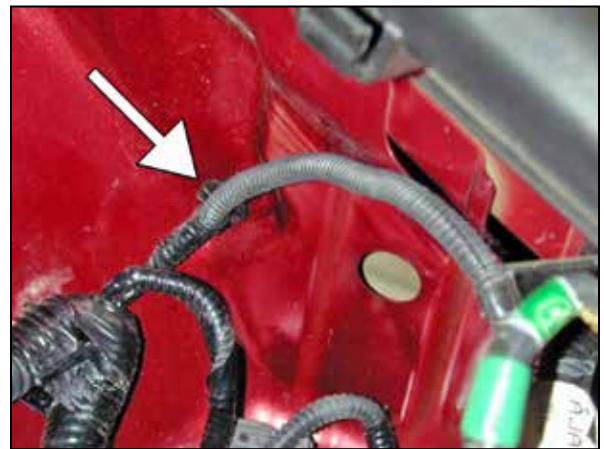
o. Remove the bolt securing the inlet tube to the frame. This can be reached through the wheel well.



p. Using either a large screwdriver or a pry bar, pry the inlet air tube from the resonator box. Remove the inlet air tube.



q. Remove the two bolts securing the resonator box to the frame. Remove the resonator box.



r. Release the wire loom from the hole in the fender.

### 3. Installation of AEM® intake system.

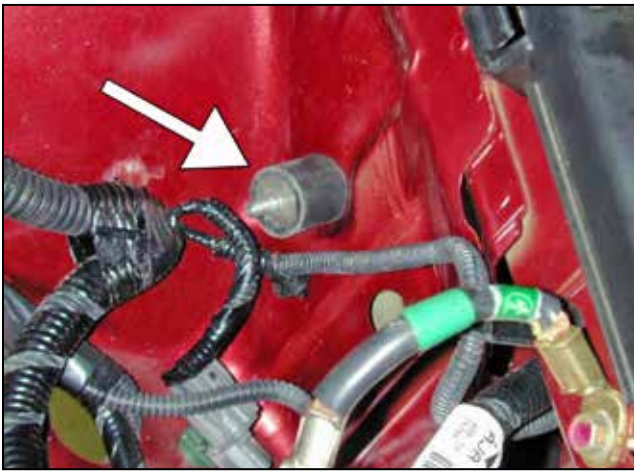
a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



b. Install the provided 5/16" hose where the factory coolant line was removed. Use the supplied 3/4" hose clamps to secure the hose.  
**NOTE: Replace any coolant recovered during hose removal by replenishing the recovery tank.**



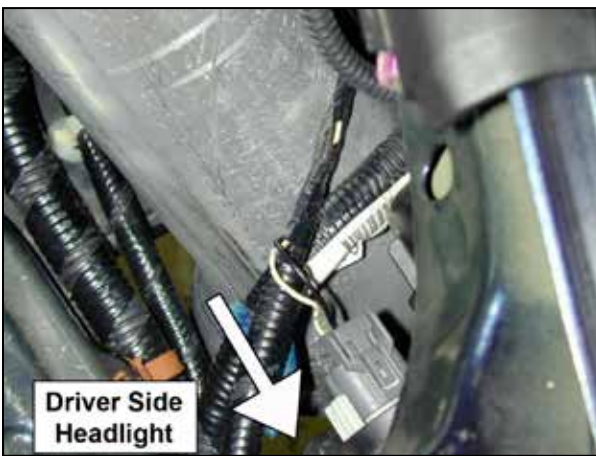
c. Check to see that the inside of the AEM® inlet pipe and air filter are clean and free from any foreign objects and/or obstructions. Install the 3"-3.25" silicone reducer over the throttle body end of the intake pipe using the 3" hose clamps.



d. Install the rubber mount where the factory wire loom was removed.



e. Secure the rubber mount using the supplied washer and nylok nut.



f. Install the AEM® intake pipe by routing the air filter end of the pipe through the opening in the engine bay between the battery location and the fender. Use rags to prevent scratches to the pipe.



g. Install the silicone coupler attached to the AEM® intake pipe over the throttle body.



h. Guide the bracket on the intake pipe over the stud on the rubber mount. Once aligned, install the supplied washer and nylok nut onto the stud.



i. Install the AEM® air filter onto the end of the intake tube. Push the air filter over the intake pipe until the stop in the air filter is reached. Then install one hose clamp and secure the air filter onto the intake pipe. Once fitment is checked, tighten the hose clamp.



j. Install the supplied ½" breather hose between the intake pipe and the valve cover. Secure with provided 1" hose clamps.



k. Reinstall the plastic battery under-tray, the battery, and the battery tie down bracket. Do not install the plastic battery cover. Check for proper clearance between the battery and the intake pipe. Use the supplied zip-ties to make sure no wires are in contact with the intake system.



Factory air box system



AEM® intake system installed

#### 4. Reassemble Vehicle

- a. **Fender Liner:** Install the driver side fender liner and any hardware that was removed removed in step 2m.
- b. **Wheel:** Install the driver's side 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 state may vary.

## 6. Service and Maintenance

- a. It is recommended that you service your AEM® Dryflow™ 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® intake tube.
- c. Use window cleaner to clean your powder coated AEM® intake tube. **(NOTE: DO NOT USE aluminum polish on powder coated AEM intake tubes).**