



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

INSTALLATION INSTRUCTIONS

PART NUMBER: 21-564

2000-2004 TOYOTA Celica GT L4-1.8L C.A.R.B. E.O. # D-670-2

PARTS LIST

Description	Qty.	Part Number
Element Parts Kit 2.75 X 5" Dry Ele.	1	21-202DK
Inlet Pipe	1	2-524
Hose, Adapter 2.75 X 15 Degree	1	5-277
Hose; 1/2"ID X 23"L	1	5-5023
Mount, Rubber 1" X 6mm	1	1228599
Vacuum Cap, 1/8"	1	8-105
Adapter, ECU Tube Upper Celica - Anodize Black	1	2-673
Adapter, ECU Tube Lower Celica - Anodize Clear	1	2-672
Cable Ties; 11" Black	1	21590
Hose; 3/8"ID X 10"L	1	5-1010
Bracket, 21-564 HID Bal.	1	7-7318
Bolt, Socket 8-32 X 5/16 SS	2	1-2023
Bolt, Hex M6-1 X 12mm	1	1-2065
Washer, M6 X 12MM OD Zinc	2	1-3018
Washer, 6mm Soft Mount	1	08160
Nut, M6 Hex Serrated	2	444.460.04
Hose Clamp, #16 Mini	2	08427
Hose Clamp, 1"	2	08407
1/2" Bnd. Hose Clamp, 2.56"-3.50"	1	9448
1/2" Bnd. Hose Clamp, 2.31-3.25"	2	9444
Decal, Warning Celica Vacuum	1	10-904

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.

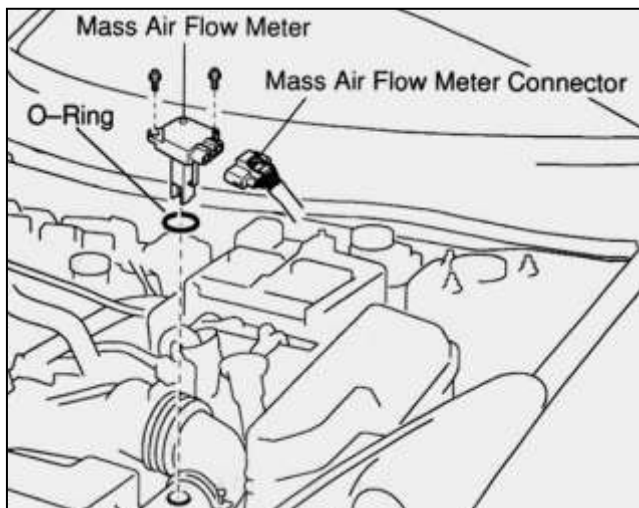
The AEM[®] intake system is a performance product that can be used safely during mild weather conditions. During harsh and inclement weather conditions, you must return your vehicle to stock OEM air box and intake tract configuration. Failure to follow these instructions will void your warranty.

1. Preparing Vehicle

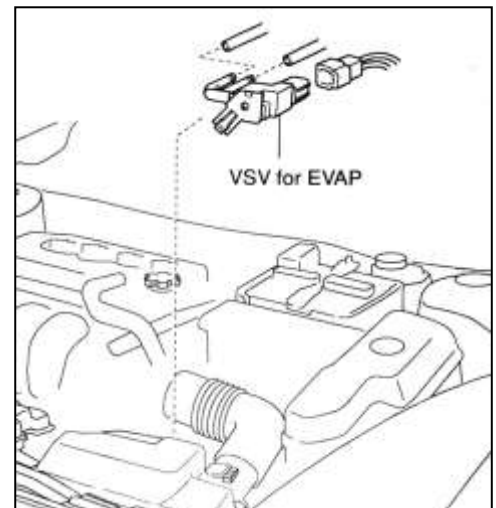
- a. Make sure vehicle is parked on level surface.
- b. Set parking brake.
- c. If engine has run in the past two hours, let it cool down.
- d. Disconnect negative battery terminal.
- e. Do not discard stock components after removal of the factory system.

2. Removal of stock system

- a. There are three Vacuum Switching Valves (VSV), and one air flow meter that have electrical and/or vacuum connections going to them. Be sure to label these connections before disconnecting them. Refer to the following diagrams for the identification of these components.



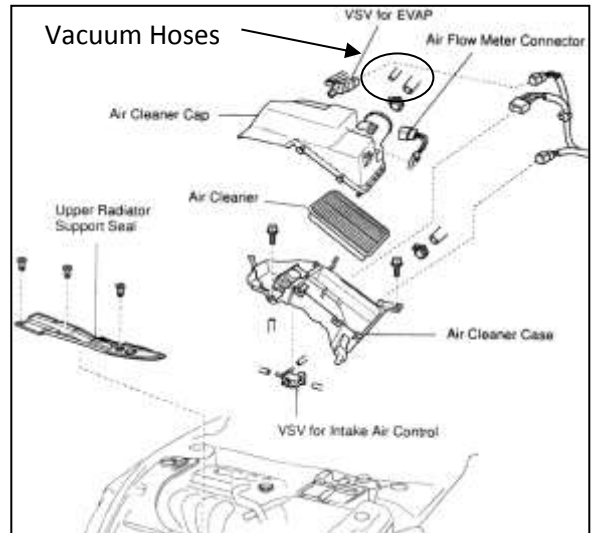
b. Remove the air flow meter connector, then remove the air flow meter by loosening the two screws. Be extremely careful with this component as it can be damaged easily. Set the air flow meter aside in a safe place.



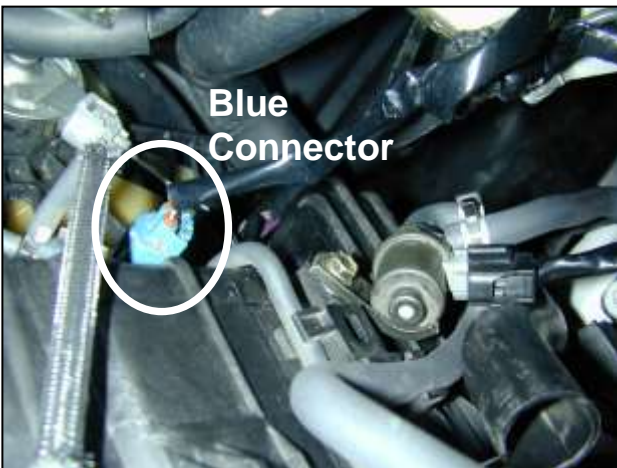
c. Disconnect the wire harness and remove the Vacuum Switching Valve (VSV) for EVAP from the air cleaner cap. Do not disconnect the vacuum hoses from the VSV for EVAP. Remove the metal mounting tab from the VSV for EVAP, and save the mounting bolt for later use.



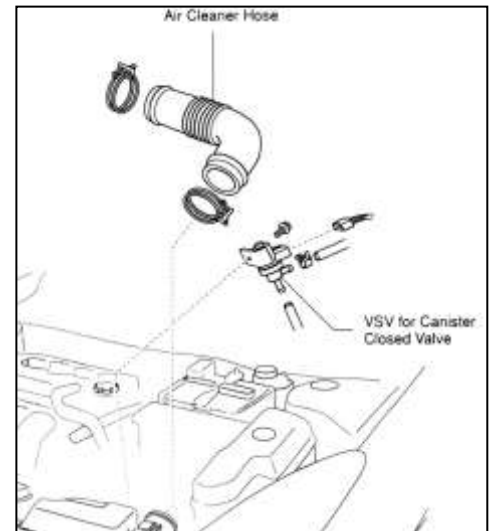
d. Remove the upper section of the ECU cooling duct. The upper piece should pull forward out of the ECU compartment; the other end will pull up off of the lower part of the duct.



e. Remove the two vacuum hoses on the backside of the air cleaner cap. Disconnect the air cleaner hose from the throttle body, and remove the air cleaner cap and air cleaner element. Remove the upper radiator support seal. Remove the two bolts securing the lower air box. Lift the lower air cleaner case to gain access to the under side.



f. On the underside of the lower air cleaner case, unplug the blue wire connector from the VSV for Intake Air Control Valve (IACV) and the small vacuum line going to the nipple on the intake manifold just to the left of the throttle body. The VSV for IACV and associated vacuum lines will not be reused with the AEM[®] intake system.



g. Remove the bolt that attaches the VSV for Canister Closed Valve (CCV) and remove the vacuum line from the lower port of the VSV for CCV. The vacuum line from the side port of the VSV for CCV to the hard line on the vehicle's chassis should be left in place. Remove the lower air cleaner case from the vehicle. The VSV for CCV should remain in the vehicle.



h. Pry the plastic rivet that secures the lower ECU cooling duct away from the engine bay. Pull the lower part of the duct out of the radiator fan shroud. Remove the entire lower ECU cooling duct from the engine bay.

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 1/8" vacuum cap onto the vacuum port that was left exposed upon the removal of the vacuum line in step 2f.



c. Thread the rubber mount into the hole where the bottom of the air cleaner case was located.

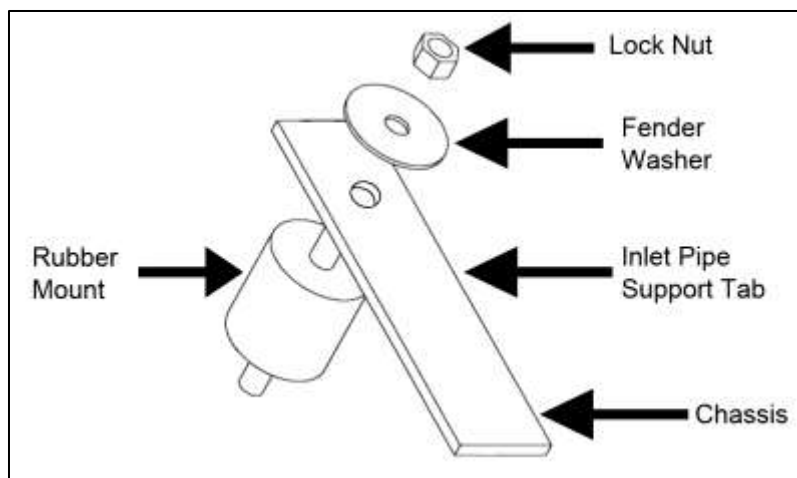


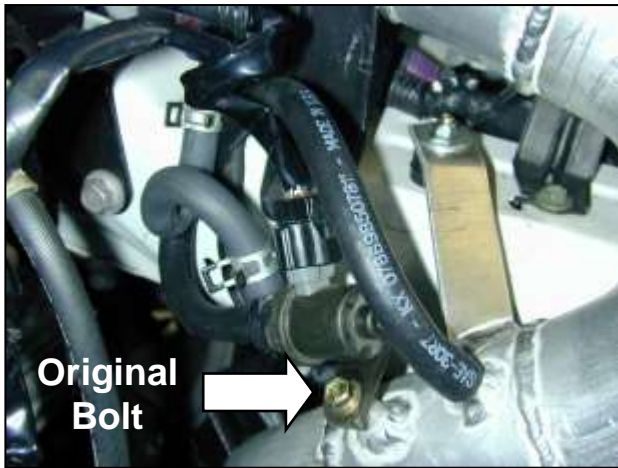
d. Install the MAF sensor into the AEM[®] intake pipe using the two supplied screws.

- 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.

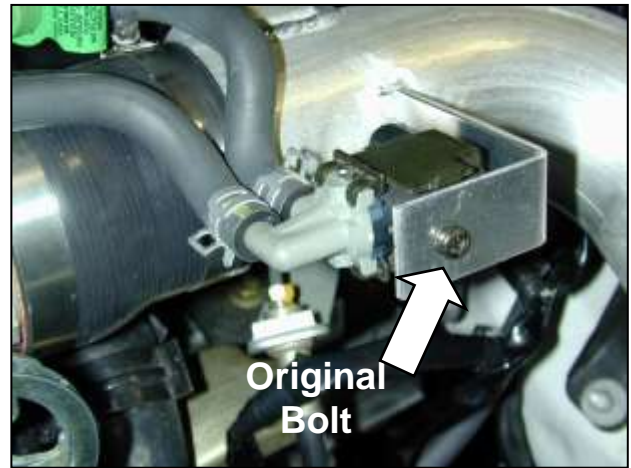
NEVER WORK UNDER A VEHICLE WITHOUT USING JACK STANDS.

- i. Remove driver side wheel.
- f. Remove the inner fender liner to allow installation of the inlet pipe.
NOTE: If the liner or any other splashguard is removed, they must be re-installed. 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.
- g. i. Install the 15° bend connector hose and two hose clamps onto the throttle body.
ii. Insert the inlet pipe into the 15° bend connector hose, and then position the inlet pipe so that the slot on the mounting tab goes over the rubber mount. The throttle body end on the pipe is the end with the air flow meter adapter.
iii. Install the washer and retaining nut onto the rubber mount stud but do not tighten.





h. Using the original bolt, mount the VSV for CCV onto the mounting tab on the AEM® inlet pipe. Run the 10" section of vacuum hose, between the bottom port of the VSV for CCV (left open in step 2g) and the nipple on the inlet pipe. Secure both ends of the vacuum hose with the supplied hose clamps.
NOTE: The hose used in this step is the shorter smaller diameter hose.



i. Using the original bolt, mount the VSV for EVAP to the bracket on the AEM® inlet pipe near the throttle body. Reconnect the wire connector.



j. On some vehicles, the wire harness connected to the bumper light may interfere with air filter placement. If this occurs, remove the plastic harness clip from the bracket near the tow hook to allow more clearance.



k. **2004 HID equipped vehicles:** Proceed to the next page "Relocation of the HID ballast on 2004 HID equipped models" section.
Vehicles NOT HID equipped: Install the AEM® air filter onto the end of the inlet pipe. Continue with installation process on page 10, step 3l.

Relocation of the HID ballast on 2004 HID equipped models



a. Remove the nuts and screws securing the underside of the front bumper.



b. Remove the two screws in the upper corners of the front bumper (one on each side).



c. Unplug the bumper lights from inside the bumper (one on each side).



d. Remove the four bolts and one plastic rivet securing the front bumper to the upper radiator support. Remove the front bumper cover carefully, making sure all bolts have been removed and necessary wires unplugged.



e. Remove the HID ballast bolt under the driver's side headlight.



f. Attach the supplied HID ballast bracket as shown using the original bolt. The bend in the bracket should bend towards the HID ballast.



g. Remove the outer fog light nut. Loosen the inner one.



h. Install the HID ballast bracket between the fog light and the radiator support. Tighten the fog light mounting nuts.
NOTE: On vehicles not equipped with factory fog lights, use the supplied M6 bolt, nut, and washers to mount the HID ballast bracket to the outer fog light hole.



i. Install the AEM[®] air filter on to the end of the inlet pipe. Tighten the hose clamp. Make sure the HID ballast wires are not stretched or rubbing against any part of the car or air filter. Reinstall the front bumper cover in the reverse order of removal. Continue with installation process on step 3l.

3. Installation of AEM[®] intake system – Continued...



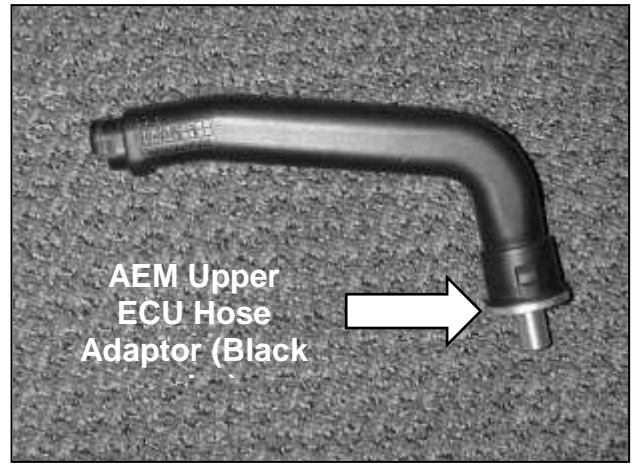
l. Trim the lower splashguard to clear the AEM[®] intake pipe. Hold the splashguard up to the pipe and trim only enough to clear the pipe. Re-secure the lower splashguard using the original hardware.



m. Trim the inner fender liner in the same manner. Re-secure the inner fender liner using the original hardware.



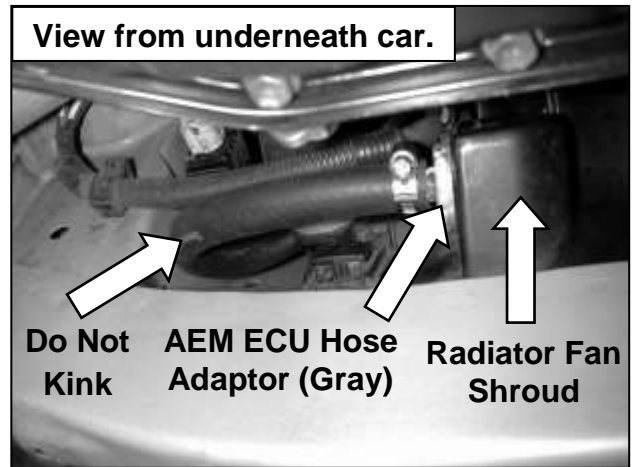
n. Position the inlet pipe for best fitment. Ensure that the pipe and any other components do not make contact with any part of the vehicle. Tighten the hose clamps at the throttle body, then tighten the nut on the rubber mount. Check for proper hood and radiator clearance. Readjust if necessary.



o. Insert the AEM® upper ECU hose adaptor into the stock upper ECU duct.



p. Install the upper ECU duct back into the factory location as shown. Attach the supplied section of 1/2" hose with one of the remaining 3/4" hose clamps. Route the hose as shown towards the bottom of the radiator fan shroud.



q. Install the AEM® lower ECU hose adaptor (gray color) in to the radiator fan shroud. Push until it clicks into position. This process will require a moderate amount of force, but use care not to crack the radiator fan shroud. Attach the other end of the supplied hose with the remaining 3/4" hose clamp. Route the hose as shown to avoid kinks.



Stock air box system installed



AEM® intake system installed.

If the AEM® bypass valve (part # 20-402S) is installed, install the bypass valve as shown in the figure below. The intake pipe will require modification so follow the instructions included with the AEM bypass valve accordingly.

NOTE: The fuse & relay box adjacent to the bypass valve location should be bent out of the way slightly to allow clearance of the bypass valve. Gently push the fuse & relay box metal bracket away from the pipe until it no longer interferes with the bypass valve.



AEM® bypass valve installed on AEM intake system

4. Reassemble Vehicle

- a. **Wheel:** Install the driver side wheel using the factory torque specification (see owner's manual).
- b. 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.
- c. Check for proper hood clearance. Re-adjust pipes if necessary and re-tighten them.
- d. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- e. 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[®] 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).**