



Equipped with AEM® Dryflow™ Filter
No Oil Required!

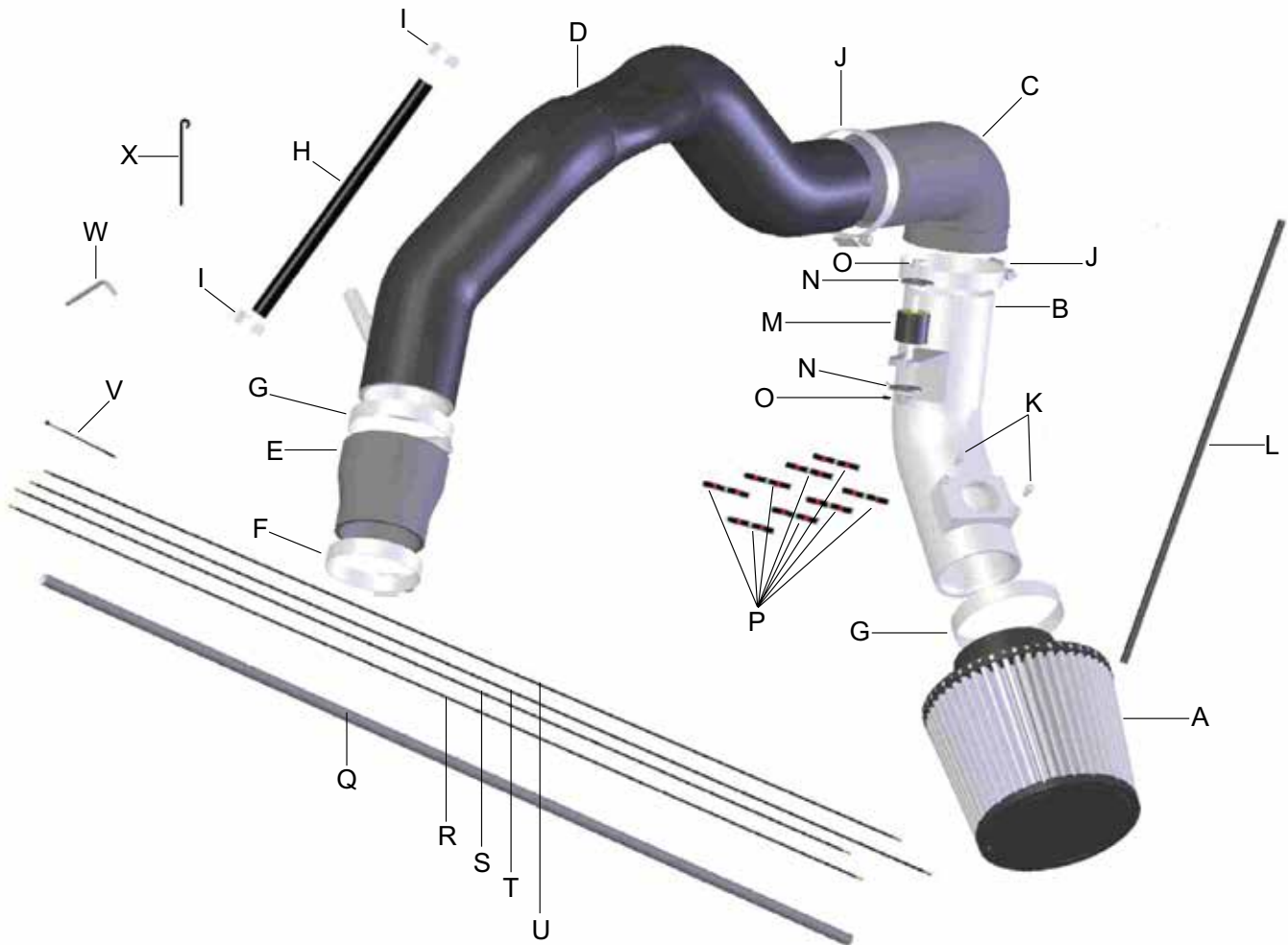
INSTALLATION INSTRUCTIONS

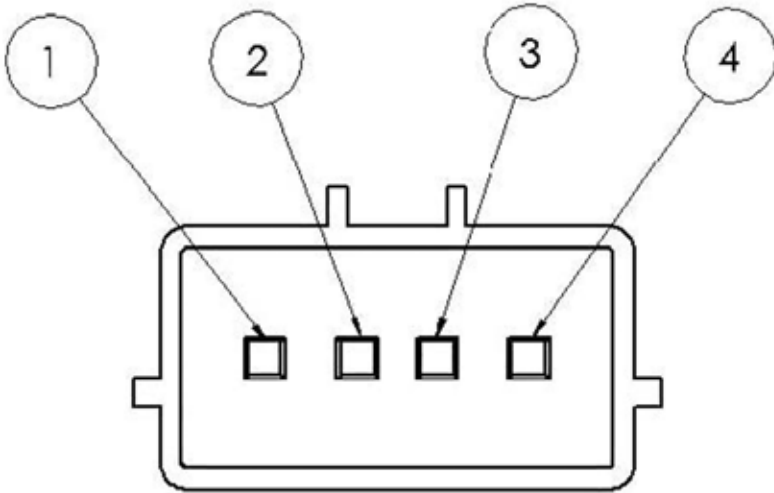
PART NUMBER:21-679

| | | | | | | |
|------|------------|--------|---------|-----|-----------------------------------|-------------------------|
| 2011 | MITSUBISHI | Lancer | L4-2.0L | M/T | exc. MY LEV II SULEV | SEE * NOTE |
| 2010 | MITSUBISHI | Lancer | L4-2.0L | M/T | exc. MY LEV II SULEV AMTXV02.0G6G | SEE * NOTE |
| 2009 | MITSUBISHI | Lancer | L4-2.0L | M/T | exc. MY LEV II 9MTXV02.0G6G | C.A.R.B. E.O. # D-670-2 |
| 2008 | MITSUBISHI | Lancer | L4-2.0L | M/T | | SEE * NOTE |

PARTS LIST

| | Description | Qty. | Part Number |
|---|--------------------------------------|------------------------|-------------|
| A | Air Filter Assy 2.75 X 7" Dry Ele. | 1 | 21-2027DK |
| B | Lower Pipe | 1 | 2-6792 |
| C | Elbow, 2.75/3.00 X 90 Offset | 1 | 5-281 |
| D | Upper Pipe, Roto-Molded | 1 | 9-6791 |
| E | Hose, Adapter 2.50/3.0" X2.50" | 1 | 5-253-54 |
| F | 1/2" Bnd. Hose Clamp, 2.15-3.00" | 1 | 9440 |
| G | 1/2" Bnd. Hose Clamp, 2.31-3.25" | 2 | 9444 |
| H | Hose; 1/2"ID X 10"L | 1 | 5-5010 |
| I | Hose Clamp, 1" | 2 | 08407 |
| J | 1/2" Bnd. Hose Clamp, 2.56"-3.50" | 2 | 9448 |
| K | Bolt, Socket 8-32 X 5/16 SS | 2 | 1-2023 |
| L | Rubber Edge Trim 5" | 1 | 8-3005 |
| M | Mount, Rubber 1" X 6mm | 1 | 1228599 |
| N | Washer, 6mm Soft Mount | 2 | 08160 |
| O | Nut, M6 Hex Serrated | 2 | 444.460.04 |
| P | Splice Connector Solder and Seal | 8 | 8-362 |
| Q | Convuluted Slit, 1/4" X 30"L Hi-Temp | 1 | 3-2030 |
| R | Wire, 30", 20Ga Txl Gray | 1 | 8-30-8 |
| S | Wire, 30", 20Ga Txl Orange | 1 | 8-30-5 |
| T | Wire, 30", 20Ga Txl Red | 1 </td <td>8-30-1</td> | 8-30-1 |
| U | Wire, 30", 20Ga Txl Blk. | 1 | 8-30-0 |
| V | Zip Tie, 6 Long | 1 | 1-113 |
| W | L-Key, T20 | 1 | 69801 |
| X | M6 J-Hook | 1 | 1-2101 |





NOTE: PIN 4 on the female MAF sensor plug corresponds to the flow of the MAF sensor.
 Figure 1 ~ MAF Sensor Plug (Harness Side)

| PIN | OEM WIRE | AEM WIRE |
|-----|-------------|----------|
| 1 | BLACK/WHITE | BLACK |
| 2 | BLUE | GRAY |
| 3 | WHITE | RED |
| 4 | BROWN/WHITE | ORANGE |



Figure 2 ~ MAF Sensor

NOTE: MAF schematic is for steps 3e - 3g.

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 airbox system installed.



b. Remove the front section of the stock air duct, there are two Philips head screws securing it in place.



c. Remove the PCV tube from the crankcase side.



d. Using a 10mm nut driver, loosen the hose clamp on the tube on the throttle body side.



e. Remove the 10mm bolt holding the filter box to the chassis.



f. Unplug the MAF sensor connector.



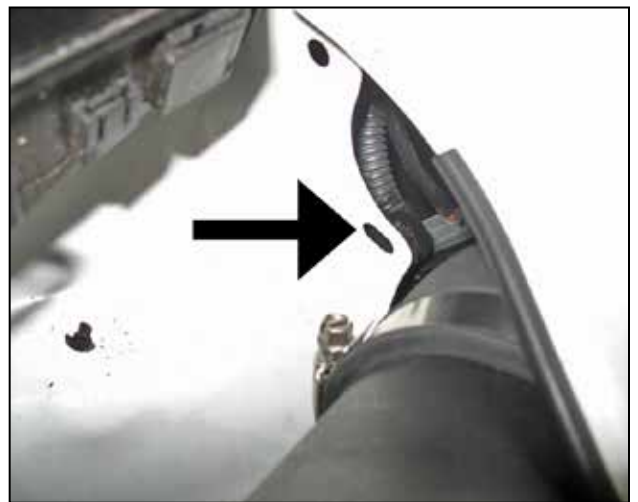
g. Remove the MAF sensor with the provided T20 L-key.



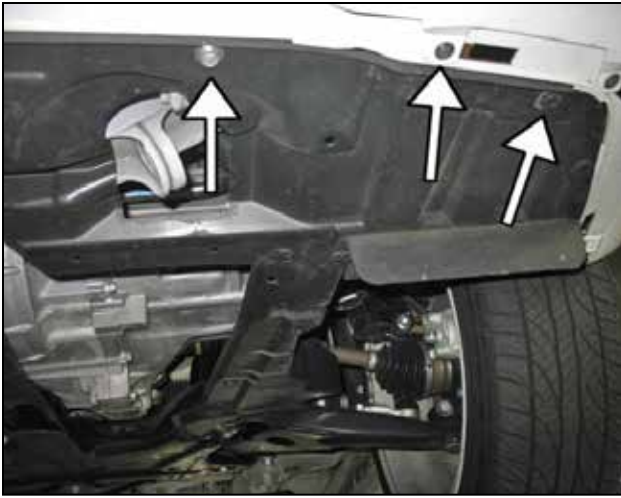
h. Remove the hose from the airbox housing near the back.



i. Remove the clip on the MAF connector wire that is attached to the airbox.

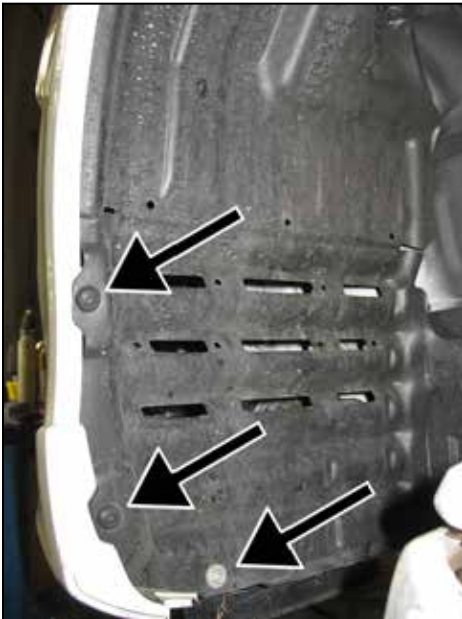


j. Remove the side harness clip by pushing it out.



k. 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 plastic trim underneath the front of the vehicle on the driver side.

l. Remove the front drivers side wheel with a 21mm socket.



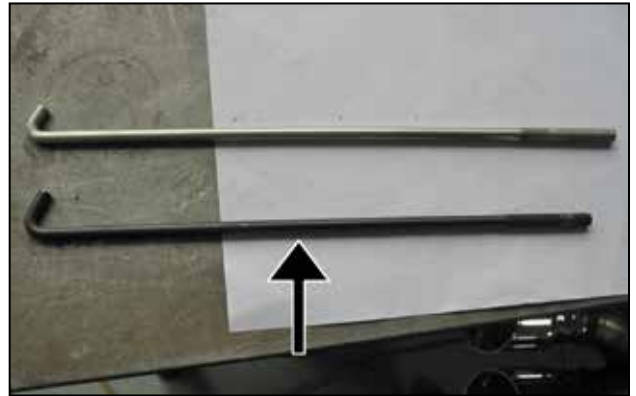
m. Remove the driver side fender well liner, it is secured to the wheel well with plastic clips and a 10mm hex bolt.

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. Remove the factory j-hook on the front side of the battery tie down. Push battery towards the back of the vehicle.



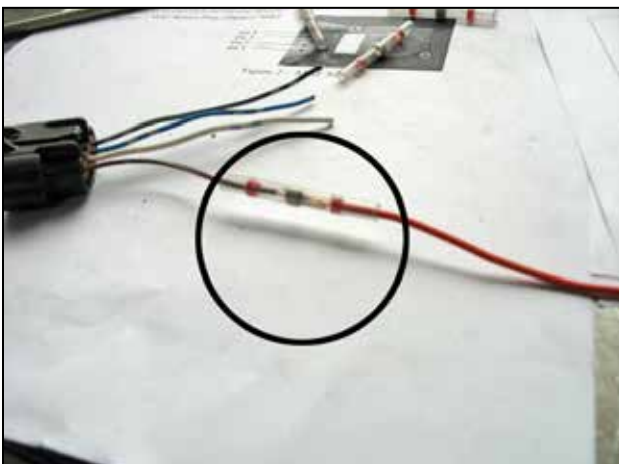
c. Replace the factory j-hook with the shorter j-hook that is supplied with installation kit.



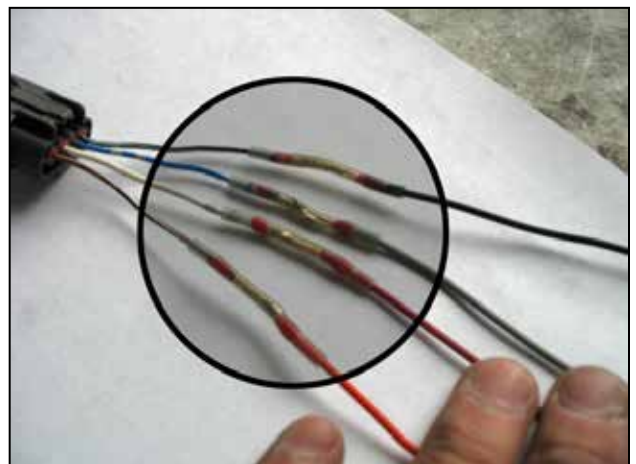
d. Locate the MAF sensor wire harness connector, measure 2 inches from the back of the connector and cut the four wires.

See the illustration on page 3.

e. Order the wires by color as directed by the schematic on page 3.



f. Using the schematic on page 3, use the provided connectors to extend each wire.



g. Mount the wire ends into each connector as shown. Once the wires are properly positioned within each connector, use a heat gun to apply heat so the solder/insulation melts and secures the wires in place. Repeat this step for the remaining 3 wires.



h. Wrap the wires together with electrical tape.

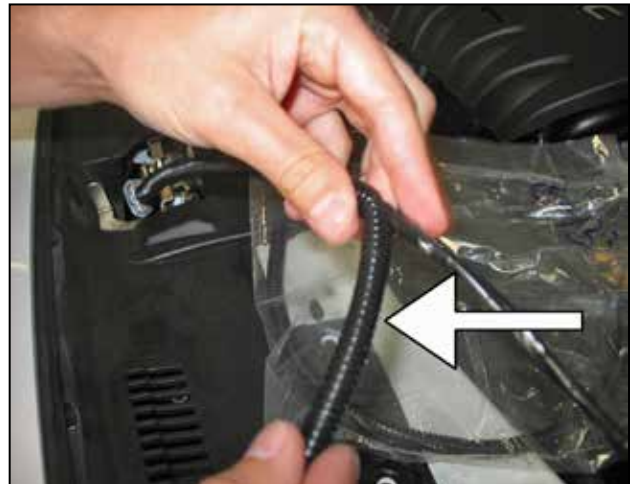


i. Locate the wires on the vehicle side of the harness. Attach the extended harness to the vehicle side harness using the same process used to extend the wire harness in step 3g.

NOTE: ENSURE the wire order is correct or MAF sensor damage will result.



j. Wrap the remaining section of the wire harness with electrical tape.



k. Sheath the wire harness with the convoluted slit and secure each end with electrical tape.



l. Route the MAF sensor harness down into the wheel well area.



m. Place the coupler (5-253-54) onto the throttle body and secure it in place with a #40 hose clamp.



n. Attach the 90° elbow onto the upper intake pipe (side opposite of the nipple). Slide the provided hose clamps onto each end of the 90° elbow.



o. Route the intake tube down through the wheel well hole as shown.



p. Insert the upper intake tube (9-6791) into the throttle body coupler. Position the intake tube so the nipple is pointing upward as shown. Use a provided hose clamp to loosely secure in place.



q. Install the rubber mount in the indicated hole, secure in place with a 6mm fender washer and 6mm serrated nut. Attach a 6mm fender washer and 6mm serrated nut to the stud on the bottom side of the rubber mount.



r. Install the MAF sensor into the lower intake pipe (#2-6792) with the provided hardware fasteners (#1-2023).



s. Feed the lower intake pipe through the bottom side of the fender well. Align the intake pipe's bracket onto the rubber mount and loosely secure in place with the provided 6mm washer and the 6mm nut.



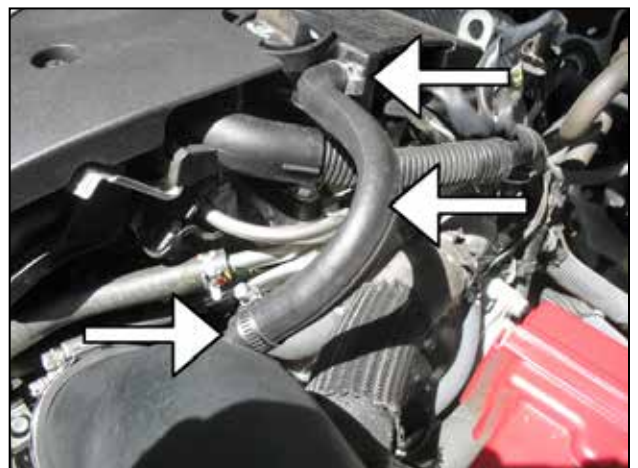
t. Plug the MAF sensor connector into the MAF sensor.



u. Install the air filter (21-2027DK) onto the lower end of the lower intake pipe (2-6792). Secure the air filter onto the intake pipe with a provided #44 hose clamp.



v. Secure the MAF sensor wire harness in place with a zip tie as shown.



w. Attach the provided PCV hose onto the crankcase inlet and intake pipe nipple. Secure each end with a provided hose clamp.



Factory airbox system installed



AEM® intake system installed

4. Reassemble Vehicle

- a. **Fender liner and plastic trim:** Install the fender liner, lower plastic trim and any hardware that was removed during steps 2k through 2m.
NOTE: Failure to install the fender liner will result in diminished performance and increase the potential for engine damage due to water ingestion in rainy conditions.
- b. **Wheel:** Install the front left 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® 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).**