



Equipped with AEM® Dryflow™ Filter
No Oil Required!

INSTALLATION INSTRUCTIONS

PART NUMBER: 21-8001

1995-1992	CHEVROLET	C1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1992	CHEVROLET	C2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1992	CHEVROLET	K1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1992	CHEVROLET	K2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	C1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	C1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	C2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	C2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	C3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	K1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	K1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	K2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	K2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	CHEVROLET	K3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995	CHEVROLET	C35	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995	CHEVROLET	Tahoe	V8-5.7L	C.A.R.B. E.O. # D-670-2
1994-1992	CHEVROLET	Blazer	V8-5.7L	C.A.R.B. E.O. # D-670-2
1991-1989	CHEVROLET	R3500	V8-5.7L	SEE * NOTE
1991-1989	CHEVROLET	V3500	V8-5.7L	SEE * NOTE
1988	CHEVROLET	R20	V8-5.7L	SEE * NOTE
1988	CHEVROLET	R30	V8-5.7L	SEE * NOTE
1995-1992	GMC	C1500 Suburban	V8-5.7L	SEE * NOTE
1995-1992	GMC	K1500 Suburban	V8-5.7L	SEE * NOTE
1995-1992	GMC	K2500 Suburban	V8-5.7L	SEE * NOTE
1995-1988	GMC	C1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	C1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	C2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	C2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	C3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	K1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	K1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	K2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	K2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1995-1988	GMC	K3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1995-1992	GMC	Yukon	V8-5.7L	C.A.R.B. E.O. # D-670-2
1991-1988	GMC	R3500	V8-5.7L	SEE * NOTE
1989-1988	GMC	R2500	V8-5.7L	SEE * NOTE
1991-1988	GMC	V3500	V8-5.7L	SEE * NOTE
1991-1988	GMC	Jimmy	V8-5.7L	SEE * NOTE

* NOTE: Legal in California only for racing vehicles which may never be used upon a highway

PARTS LIST

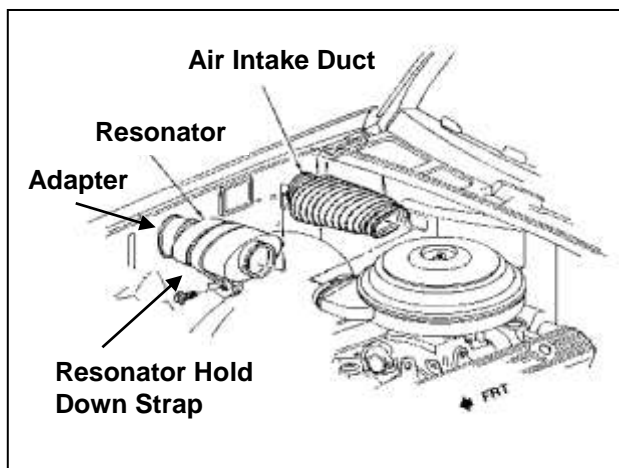
Description	Qty.	Part Number
Air Filter Assy. 4.00 X 9" Dry Ele.	1	21-2059DK
Heat Shield	1	20-8001
Inlet Pipe	1	2-80011
Hose, Silicone 4.00x3" Blk.	1	5-400
Edge Trim, 34"	1	8-4034
Plenum	1	9-8001
Mount, Rubber 1" X 6mm	1	1228599
Neoprene, 1/16" X 6" X 5" Adhes.	1	8-121-5
Rubber Edge Trim 14"	1	8-3014
Gskt., TB Spacer	2	2-9206
TB Spacer, Bl./An	1	2-9006
Bracket, Heat Shield	1	32-3029
Bolt, Hex M6 X 1.0 X 16mm	1	1-2030
Bolt, Hex 5/16-18 X 5/8	2	1-2090
Bolt, Hex 5/16-18 X 3.25	1	1-2091
Bolt, Intake Plenum	2	1-2093
Washer, 5/16 SAE Flat	12	1-3031
Washer, 6mm Soft Mount	4	08160
Nut, M6 Hex Serrated	3	444.460.04
Nut, 5/16-18 Nylock	6	1-2092
1/2" Bnd. Hose Clamp, 3.56"-4.50"	3	9464

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.

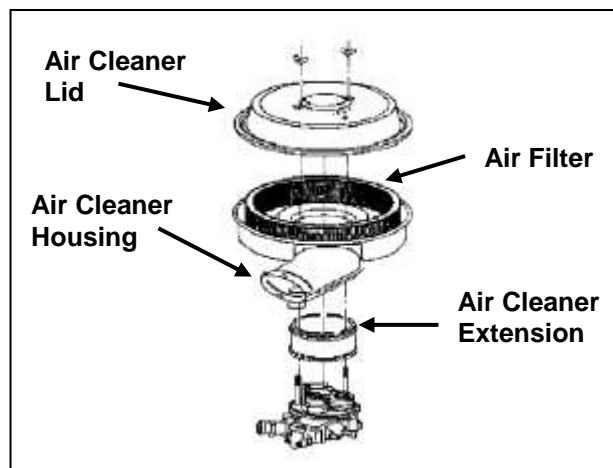
1. Preparing Vehicle

- 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 all negative battery terminals.
- e. Do not discard stock components after removal of the factory system.

2. Removal of stock system



a. Remove the air intake duct, resonator, and adapter from the engine bay. The adapter is removed by gently squeezing the sides in to release the lip from the inner fender.



b. Remove the air cleaner housing and filter element by removing the two wing nuts. Remove the two mounting studs. Older models may be equipped with only one wing nut. On these models, remove the z-shaped rod from the center of the throttle body. Keep the air cleaner extension for use with the AEM[®] intake system.



c. From inside the passenger side fender well, remove the two bolts holding the resonator hold down strap bracket. Remove the bracket.



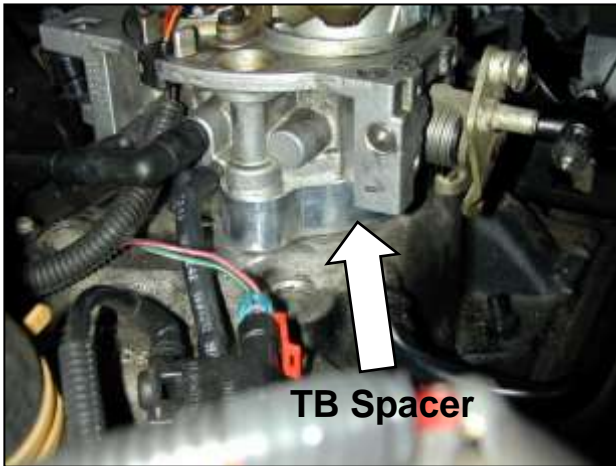
d. Follow the two fuel hard lines from the back of the throttle body down to the bracket on the transmission. Remove the nut securing the bracket to the transmission.



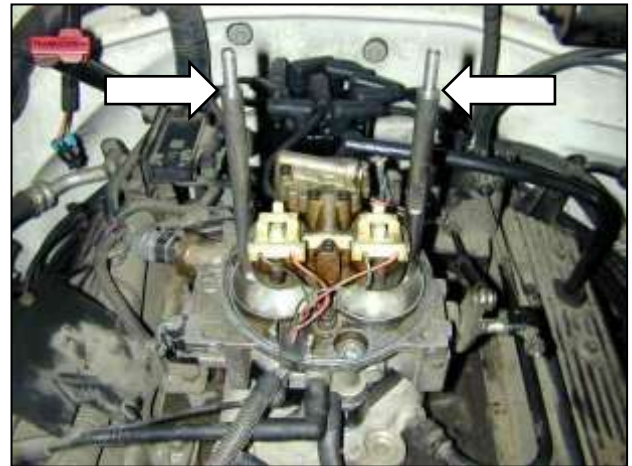
e. Remove the three bolts securing the throttle body to the intake manifold. Make note of the vacuum line connections at the front of the throttle body. Lift the throttle body and remove the old gasket.

3. Installation of AEM® intake system.

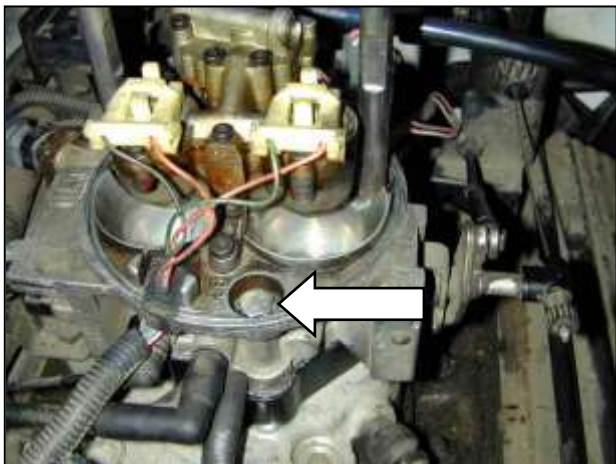
- a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



- b. Place the AEM® throttle body spacer between the throttle body and intake manifold, using one of the supplied gaskets on each side.



- c. Thread the two hex-standoffs into the two rear throttle body mounting holes. Use one 5/16 washer under the hex portion of each standoff. The longer threaded end of the standoff is the end that threads into the intake manifold.



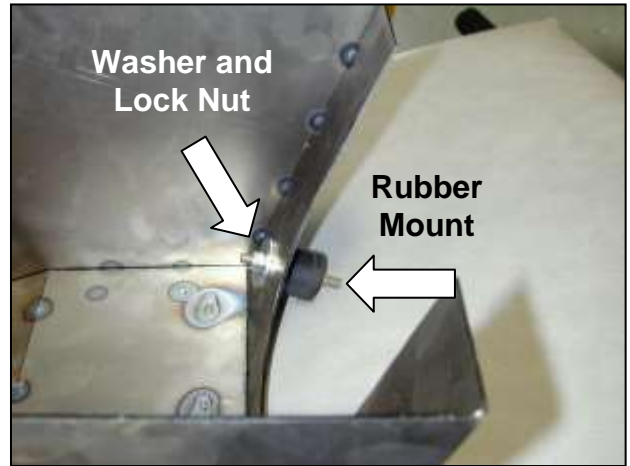
- d. Place a 5/16 washer under the head of the supplied 5/16-18 bolt and install into the front throttle body mounting hole. Torque the hex-standoffs and bolt to 12 ft-lb.



- e. Reconnect any vacuum lines on the front of the throttle body that may have become dislodged. Secure the hard fuel line bracket removed in step 2d.



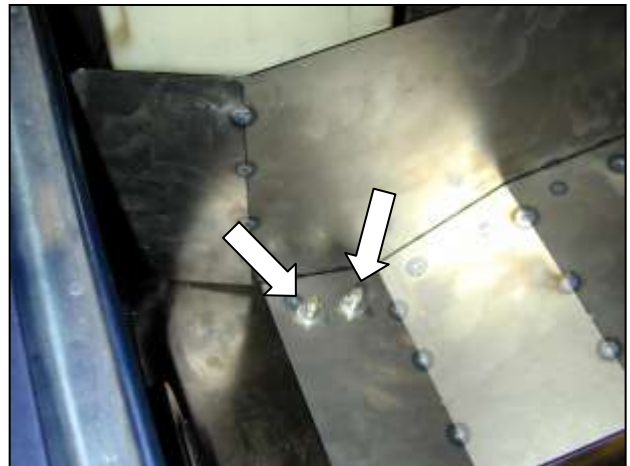
f. Remove the factory battery hold down bolt. Place the AEM® heat shield bracket under the head of the bolt and reinstall.



g. Install the supplied rubber mount onto the AEM® heat shield using one each of the supplied M6 washers and lock nuts.



h. Loosely secure the heat shield in the engine bay using the supplied 5/16-18 bolts, washers and lock nuts. Insert the bolts up from the wheel well through the holes exposed in step 2c.



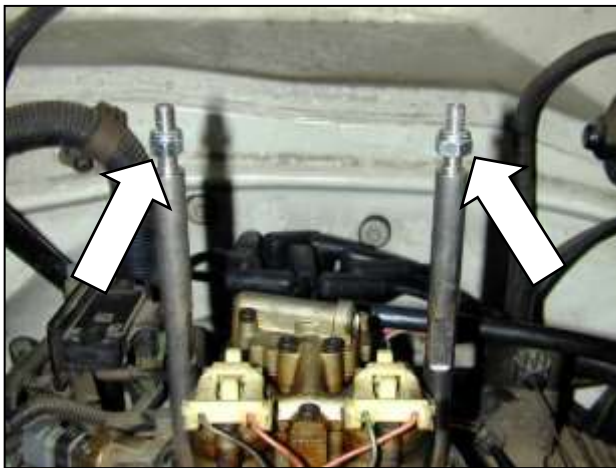
i. Align the hole in the heat shield with the heat shield bracket installed in step 3f. Secure using the supplied M6 bolt, fender washers and lock nut. Once the heat shield is in place, all three mounting bolts may be tightened.



j. Install the rubber edge trim on to the heat shield where the intake pipe passes through.



k. Install the foam rubber edge trim on to the top edge of the heat shield. Trim excess as necessary.



l. Thread two of the supplied 5/16-18 lock nuts on to the standoffs installed in step 3c. Leave approximately $\frac{3}{4}$ " of thread exposed above the top of the nut. Place one 5/16" washer on top of each nut.



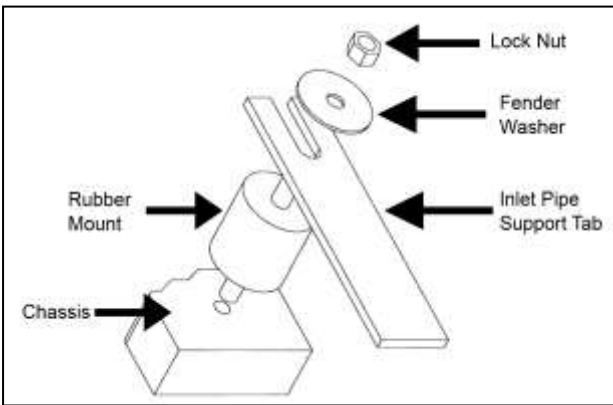
m. Install the air cleaner extension removed in step 2b. Reconnect the breather line on the back side. Test fit the AEM® intake plenum. The plenum should not rest on the washers installed in the previous step. Adjust the lock nuts until the top of the plenum compresses approximately $\frac{1}{4}$ " for gasket sealing. Use the remaining washers and lock nuts to tighten down the plenum.



n. Loosely install the silicone coupler and two hose clamps onto the intake plenum.



o. Install the AEM[®] inlet pipe into the coupler installed in the previous step. The bracket will line up with the rubber mount on the heat shield. Loosely secure the bracket with an M6 washer and lock nut. Refer to the following diagram for proper rubber mount installation.



Proper installation of rubber mount assembly.



p. Install the AEM[®] air filter on to the end of the inlet pipe. Secure with the supplied hose clamp.



q. Apply the adhesive backed neoprene rubber to the heat shield directly opposite from the positive battery terminal.



Factory air box system installed



AEM® intake system installed

4. Reassemble Vehicle

- a. 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.
- b. Check for proper hood clearance. Re-adjust pipes if necessary and re-tighten them.
- c. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- d. 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.
- b. "Most General Motors trucks (including Chevrolet) have the Vehicle Emissions Certification Information (VECI) label affixed to the air filter box. In order to be compliant with California emissions laws, the label MUST remain in the engine compartment. If the Vehicle Emission Control Information label is removed during modification, a new replacement label must be obtained and installed in a readily visible position in the engine compartment. The label shall not be affixed to any equipment which is easily detached from the vehicle. We recommend that the label is affixed to the underside of the hood adjacent to the hood latch. The label is Vehicle Identification Number dependent and can be ordered from the vehicle dealership. In order to receive the proper decal please bring your VIN with you. Failure to have the VECI under the hood may result in failure of a pre-registration smog test."

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)**