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

INSTALLATION INSTRUCTIONS

PART NUMBER: 22-401

2000	HONDA	Civic EX	L4-1.6L	C.A.R.B. E.O. # D-392-11
1994-1999	HONDA	Civic EX	L4-1.6L	C.A.R.B. E.O. # D-392-6
1996-1997	HONDA	Civic Del Sol	L4-1.6L	C.A.R.B. E.O. # D-392-6
1994-1995	HONDA	Civic Del Sol	L4-1.6L	C.A.R.B. E.O. # D-392-23
1993	HONDA	Civic Del Sol	L4-1.6L	C.A.R.B. E.O. # D-392-6
1993-1995	HONDA	Civic Del Sol	L4-1.5L	C.A.R.B. E.O. # D-392-6
1992-1995	HONDA	Civic LX	L4-1.5L	C.A.R.B. E.O. # D-392-6
1992-1995	HONDA	Civic DX	L4-1.5L	C.A.R.B. E.O. # D-392-6
1992-1995	HONDA	Civic DX Hatchback	L4-1.5L	C.A.R.B. E.O. # D-392-6
1992-1995	HONDA	Civic SI	L4-1.6L	C.A.R.B. E.O. # D-392-6
1992-1993	HONDA	Civic	L4-1.6L	C.A.R.B. E.O. # D-392-6

PARTS LIST

Description	Qty.	Part Number
Air Filter Assy. 2.50 X 5" Dry Ele.	1	21-201DK
Short Pipe	1	2-4011
Hose, Silicone 2.50x2" Black	1	5-252
Mount, Rubber 1" X 6mm	1	1228599
Grommet, 3/8"	1	784633
Grommet, 1/2"	1	784634
Vacuum Cap, 3/8"	1	8-101
Plug, Plastic 5/8"	1	8-102
Hose; 3/8"ID X 2"L	1	5-1002
Washer, 6mm Soft Mount	1	559999
Nut, M6 Hex Serrated	1	444.460.04
Hose Clamp, 3/4"	2	4093-5
1/2' Bnd. Hose Clamp, 2.15-3.00"	2	9440
1/2" Bnd. Hose Clamp, 2.31-3.25"	1	9444

Read and understand these instructions <u>BEFORE</u> 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 negative battery terminal.
e. Do not discard stock components after removal of the factory system.

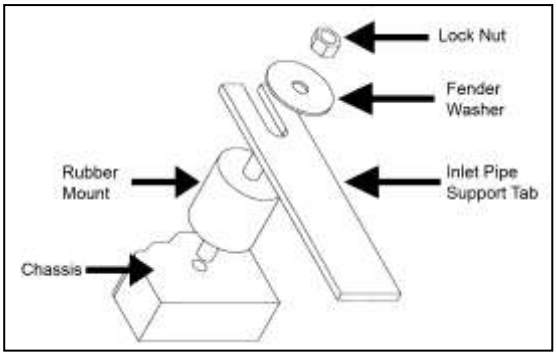
2. Removal of stock system

a. Disconnect breather hose and any vacuum lines (if they are present) from the air inlet tube.
b. **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.**
   Disconnect the water bypass hose from throttle body or the fast idle thermo valve, if 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. Disconnect the intake air bypass control valve hose where applicable.
c. Loosen and remove the air inlet tube from the throttle body.
d. Loosen and remove the stock air box from the vehicle**.**
   NOTE: It is not necessary to remove the stock resonator from inside the fender well.

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. Some applications use an “inlet air temperature” (IAT) sensor. If your application uses this sensor, then one of the rubber grommets that are included in the kit must be installed in the pipe. Install the ½” I.D. rubber grommet into the corresponding hole. Be sure that it is fully seated so as to prevent an air leak.
c. Some applications use vacuum lines that are connected to the stock air inlet pipe. If this is the case in your application, then the smallest of the rubber grommets must be installed into the pipe. Be sure that these are properly seated so as to avoid an air leak.
d. Some applications retain the O.E. PCV breather pipe. If the O.E. PCV pipe lines up with a hole then install the 3/8” I.D. grommet into the hole. If the O.E. PCV pipe lines up with a nipple then move to the next step.
e. Install one black connector hose on the throttle body end of the inlet pipe. That is the end closer to the breather nipple, or the end that is closest to the hole for the IAT sensor.
f. Install two hose clamps on the connector hose and just snug them down on the hose.
g. Slide the throttle body end of the inlet pipe onto the throttle body.
h. Gently tighten the hose clamps so that the pipe can still be rotated.

i. **NOTE: If your application does not have a support tab then skip to step 3j.**
Some applications have a support tab that is welded onto the inlet pipe.
   i. 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. Be sure that the rubber mount is not stressed in any way that may lead to premature failure.
   NOTE: Failure to install the rubber mount will void all warranties of the AEM® intake system. Below is a diagram of how the rubber mount should be installed.



j. Install the air filter.
   i. Install the AEM® filter onto 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. Be sure to leave ample clearance between the filter and any surrounding components.
k. Connect the breather hose between the valve cover and the inlet pipe using the breather hose and two clamps supplied with the kit. 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 hose removal by replenishing the recovery tank.
l. If your application is equipped with an "inlet air temperature" (IAT) sensor, install the IAT sensor into the grommet that it lines up with.
m. If your vehicle is equipped with an O.E. PCV breather follow the following procedure. If the O.E. PCV breather pipe lines up with a grommet then slide the pipe into the grommet. If your O.E. PCV breather pipe lines up with a nipple then install the 2" long breather hose included in the kit, and secure it with the hose clamps supplied in the kit.

NOTE: Additional steps for 1992-1995 Civic EX/ DX and 1996-1998 Honda Civic EX model year applications.

1992-1995 Honda civic EX/DX and 96-98 Civic EX models there will be an extra vacuum nipple on the air intake pipe. These particular models require that a 3/8" vacuum cap be installed onto this extra vacuum nipple. On 99-00 Civic EX models, the "fuel injection air control valve" line should be connected to this vacuum nipple. 92-95 Civic EX/DX require that a rubber plug be installed into the pipe. It should be installed into the hole that is nearest to the air filter.

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.

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)**