



Equipped with AEM® Dryflow™ Filter
No Oil Required!

INSTALLATION INSTRUCTIONS

PART NUMBER: 24-6004

1994-2001 ACURA Integra GSR L4-1.8L

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

**AEM® bypass valves are not compatible with this *intake system* (part number 24-6004)
DO NOT attempt to install an AEM bypass valve on this intake system.**

PARTS LIST

Description	Qty.	Part Number
Air Filter Assy. 4.00 X 5" Dry Ele.	1	21-205DK
Upper Pipe	1	2-60041
Lower Pipe	1	2-60042
Hose, Silicone 2.75x3" Blk.	1	5-275
Hose, Silicone 4.00x3" Blk.	1	5-400
Hose; 3/8"ID X 13"L	1	5-1013
Bracket, Trans.	1	32-3023
Mount, Rubber 1" X 6mm	1	1228599
Bracket, A/C Line Ext.	1	32-3025
Bolt, Hex/Flange M6-1 X 20	1	1-2038
Bolt, Hex/Flange M12-1.25 X 25	3	1-2076
Washer, M12 SAE Flat	4	1-3029
Washer, 6mm Soft Mount	1	559999
Nut, M6 Hex Serrated	1	444.460.04
Nut, M12-1.25 X 25 Nylock	1	1-2077
1/2" Bnd. Hose Clamp, 3.56"-4.50"	3	9464
1/2" Bnd. Hose Clamp, 2.31-3.25"	2	9444
Hose; 5/16ID X 16"L	1	5-2016
Hose Clamp, 3/4"	4	4093-5

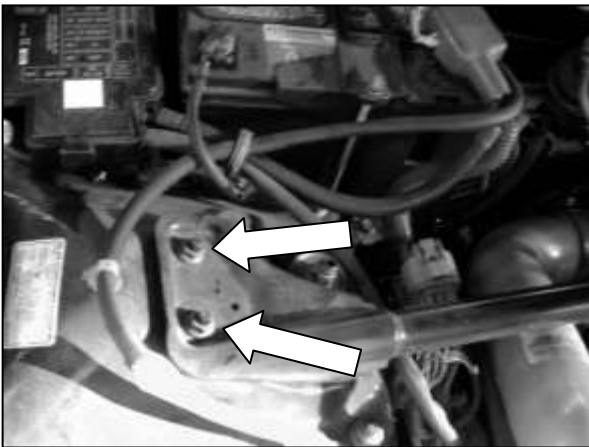
Read and understand these instructions **BEFORE** attempting to install this product. Failure to follow installation instructions and not using the provided hardware may damage the intake tube, throttle body and engine.

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. 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.
- f. Do not discard stock components after removal of the factory system.

2. Removal of stock system



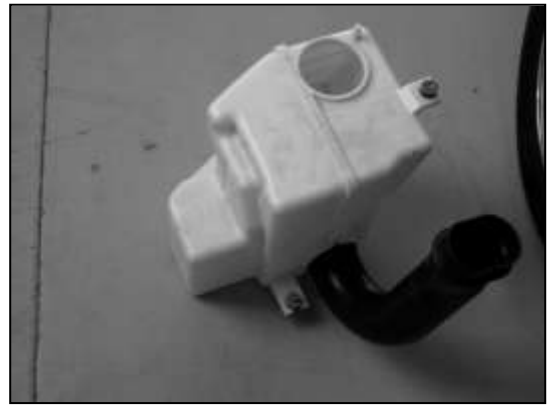
a. Remove the strut bar from the shock towers by removing the mounting nuts. Disconnect the PCV hose from the valve cover.



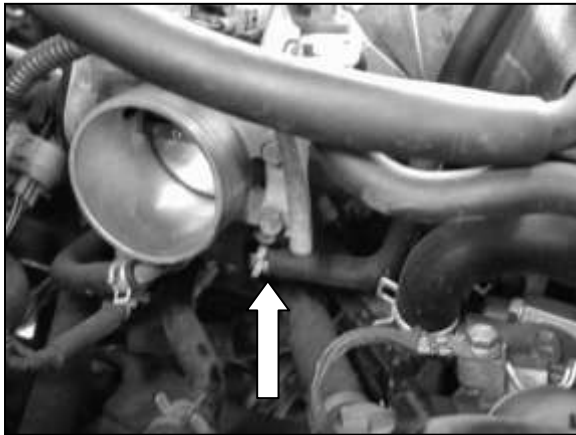
b. Remove the stock air box and intake system by loosening the hose clamp around the throttle body and removing the two airbox mounting bolts.



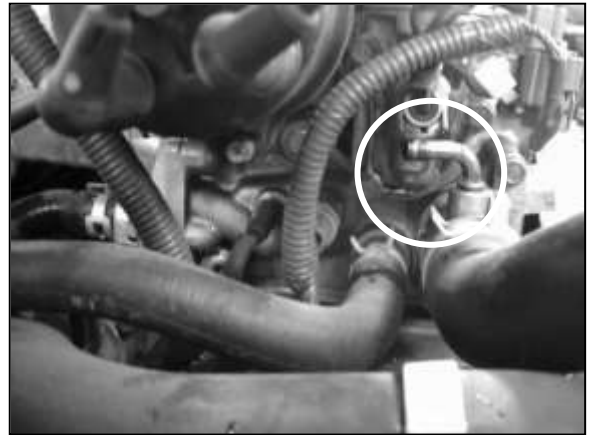
c. Remove the passenger side wheel. Partially remove the splash guard and tuck it out of the way.



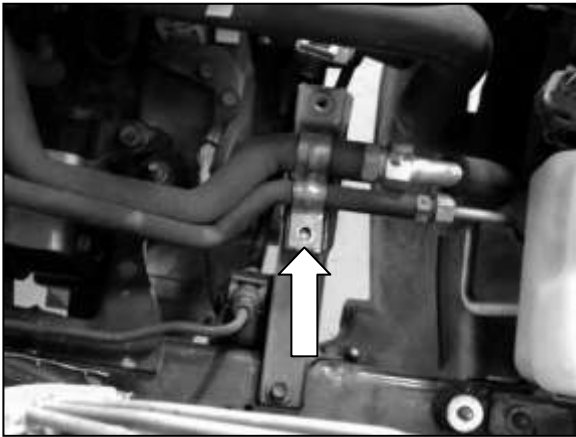
d. Remove the resonator from the cavity behind the front bumper.



e. **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 the bottom of the throttle body.



f. Remove the other end of the water bypass hose from the fitting on the engine. Install the other end of the 5/16" hose on to this fitting and secure both ends in place with 3/4" hose clamps.
NOTE: Replace any coolant recovered during hose removal by replenishing the recovery tank.



g. Remove the bolt holding the A/C line bracket in place.



h. Install the spacer from the AEM[®] kit in place where the A/C line bracket was bolted. Install it with the pin inserted into small un-threaded hole on the bracket. It may be necessary to push the pin into the hole with a punch or similar tool. Make sure that the spacer is oriented with the threaded hole toward the A/C lines.

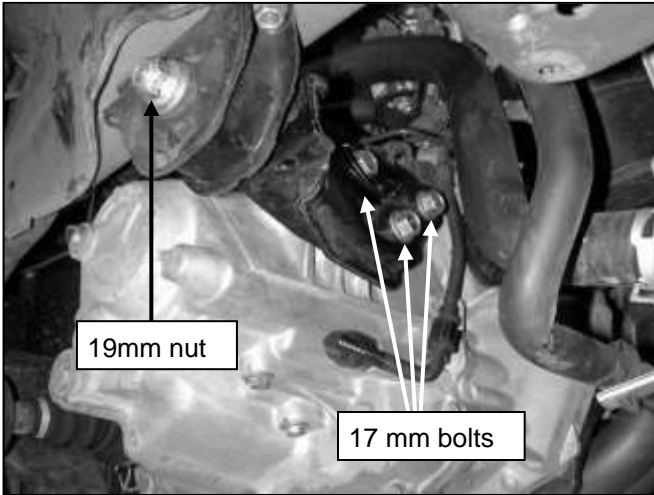


i. Using the M6 x 15mm bolt from the AEM[®] kit, bolt the spacer to the bracket.



j. Reinstall the A/C line bracket to the spacer. Do not over tighten or threads will be stripped from the spacer.

3. Engine Mount Removal and Installation



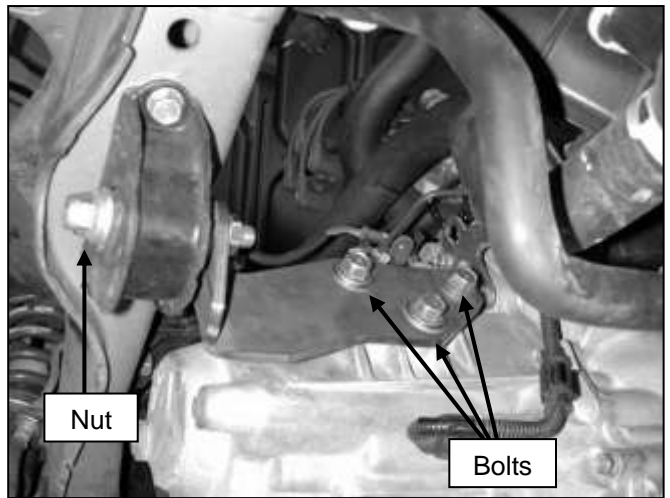
a. Using a 19mm socket, remove the engine mount nut, then loosen the three bolts with a 17mm wrench, and remove the mount.



b. Using a 14 mm wrench, remove the mounting stud from the factory engine mount assembly. It may be necessary hold the bracket in a vice to do this.



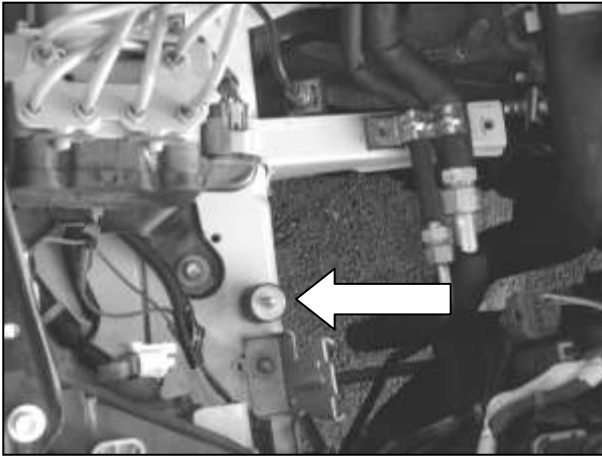
c. Install the factory mounting stud from step b on the supplied engine mount bracket, using the nylock nut and washer provided.



d. Using the supplied bolts and washers, install the AEM® engine mount on the transmission; torque the bolts to 61 ft-lb. Then replace the factory washer and nut on the mounting stud.

4. 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 rubber mount in the hole next to the radiator coolant reservoir bracket as shown in the picture.



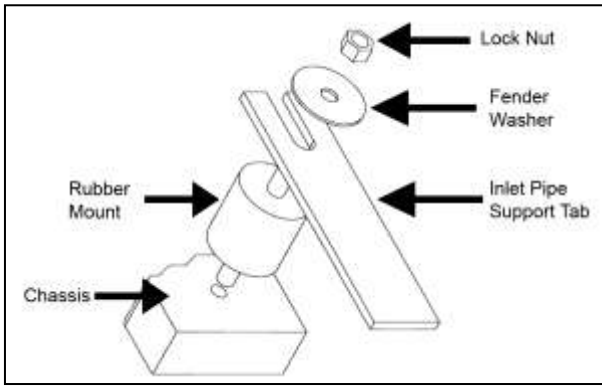
- c. Insert the 2.75" silicone coupler on to the throttle body. Place two #44 hose clamps on the coupler but do not tighten yet.



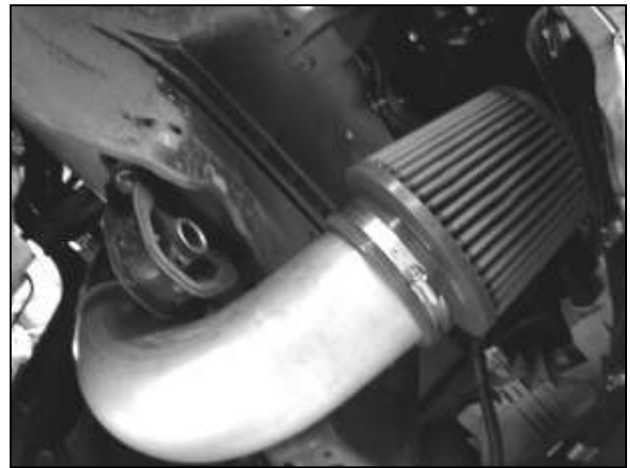
- d. Insert the AEM® intake pipe into the engine bay with the 2.75" end at the throttle body. Slip the end of the pipe in to the silicone coupler.



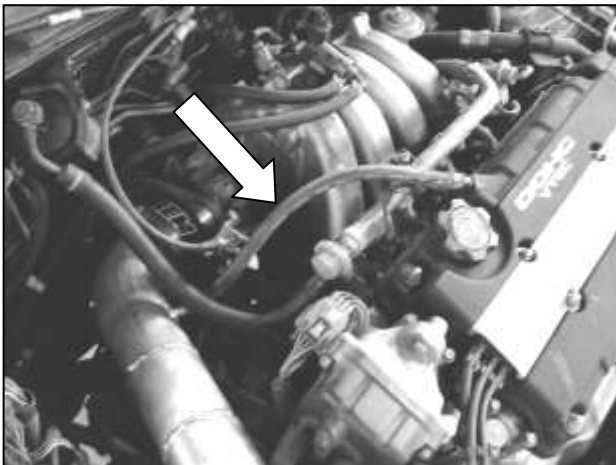
- e. Align the tab on the intake pipe with the rubber mount. Install the 6mm nut and washer according to the diagram below. Do not tighten the nut.



f. Proper installation of rubber mount assembly.



g. Install the air filter on the long end of the 4" diameter elbow. Install the 4" silicone coupler on the short end of the pipe. From underneath the vehicle, place the other end of the coupler on the end of the upper intake pipe as shown in the picture. Position the assembly so that no part of the pipe touches the vehicle.



h. Install the 3/8" hose from the valve cover vent to the nipple on the intake pipe. Secure it in place with 3/4" hose clamps.

5. Reassemble Vehicle

- a. **Fender Liner:** Install and secure the inner fender well liner that was partially removed in step 2c.
- 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.
- g. Please note that AEM[®] bypass valves will not work with this application (part number 24-6004). The use of a bypass valve could have adverse effects on the performance of the system.

6. 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.

7. 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).**