



# ***COLD AIR SYSTEM***

Installation Instructions for:  
Part Number 21-516  
2006 Honda Civic Si

**ADVANCED ENGINE MANAGEMENT INC.**  
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Instruction Part Number: 10-7542

2006 Honda Civic Si 2.0L C.A.R.B. E.O. #Pending

Cold Air Intake Systems that are pending CARB approval are illegal in California except on racing vehicles which may never be used on public highways.

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**Congratulations!** You have just purchased the finest Air Induction & Filtration system for your car at any price!

The **AEM** Cold Air Intake System is the result of extensive development on a wide variety of cars. It is the most advanced Cold Air Intake System on the market. Each system is specifically engineered for its application. All **AEM** Cold Air Intake Systems deliver maximum performance gains through lightweight, all-aluminum, mandrel-bent tubing that is tuned in both length and diameter. The aluminum will not crack in extended use like plastic. The tube length and diameter are matched for each specific engine to give power over a broad RPM range. Unlike plastic systems that use a continually diverging cross-section, we take advantage of the acoustical energy in the inlet duct to promote cylinder filling during the intake valve-opening event. Every intake is coated with a high-gloss, heat-reducing Zirconia based powder coating. This special blend of powder coating helps reduce heat penetration, which in turn reduces the temperature of the inlet air charge. The cooler inlet air temperature translates to more power during the combustion process because cool air is denser than warm air. The filter element has also been extensively developed. An integral part of all our filter elements is a built-in velocity stack. This velocity stack is specifically engineered to improve the aerodynamic efficiency of the intake system. We have seen airflow gains on a flow bench of 12-15% by using this velocity stack. The air mass flow to the engine is increased because of the increased airflow and reduced inlet temperature, which translates to more power.

**Bill of materials for: 21-516**

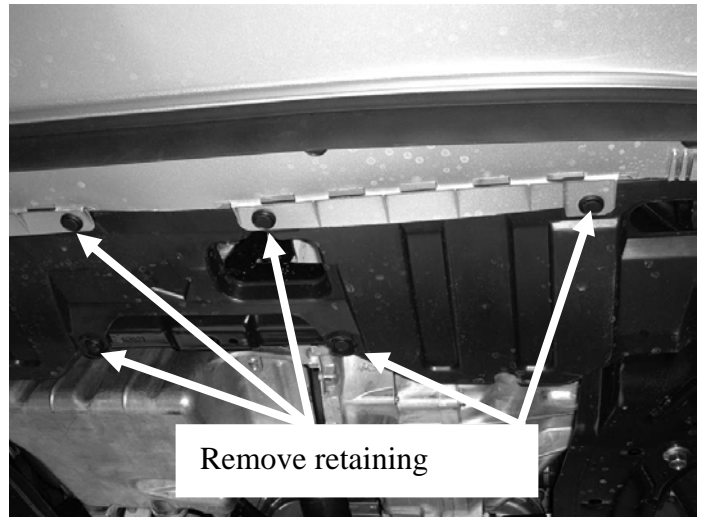
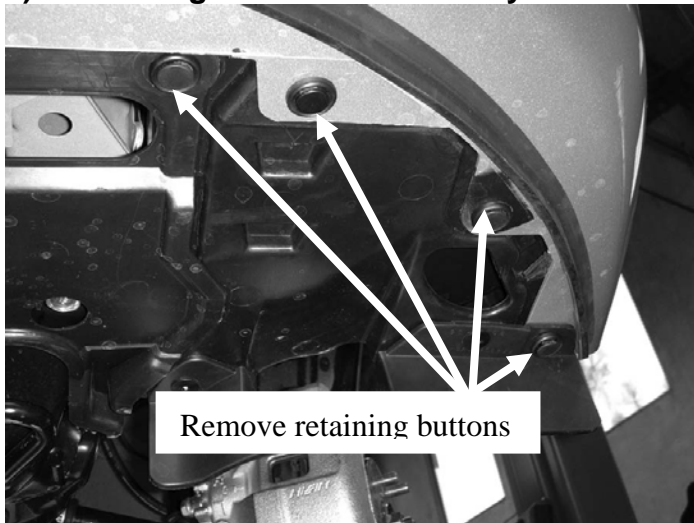
Quantity	Part Number	Description
1	2-706	Inlet Pipe - 21-516
2	103-BLO-4420	Hose Clamp,2.31-3.25" With AEM Logo
1	30217	Elbow, Rubber 2.75 X 90 Degree
1	21-202D	A/F Assembly 2.75 X 5" Element
2	1-127	Zip Tie,8" Tree Push-Mount
1	1228598	Mount, Rubber 5/8" X 6mm
1	559999	Washer, 6MM Soft Mount
1	444.460.04	Nut, 6mm
4	4093-6	Hose Clamp, 1 1/16" Narrow
2	4093-5	Hose Clamp,3/4"
12"	65116	Hose, 1/2 ID
21"	65004	Hose, 5/8 ID
14"	65128	Hose, 3/8 ID
1	10-7542	Instructions, 21-516
2	10-922S	AEM Silver Decal
1	10-400W	White License Plate Frame
1	10-922E	EMBLEM

Read and understand these instructions **BEFORE** attempting to install this product.

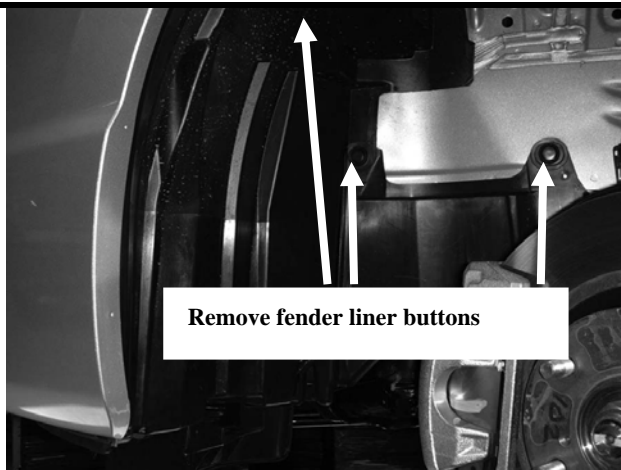
## 1) Getting started

- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) Make sure you have the anti-theft code for the radio.
- d) Disconnect negative battery terminal.
- e) If engine has run within the past two hours let it cool down.

## 2) Removing the stock air inlet system

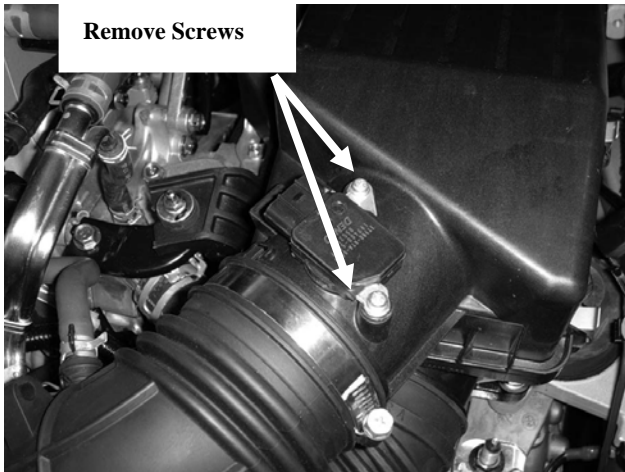


a) Remove the lower splash guard by prying loose the retaining buttons.

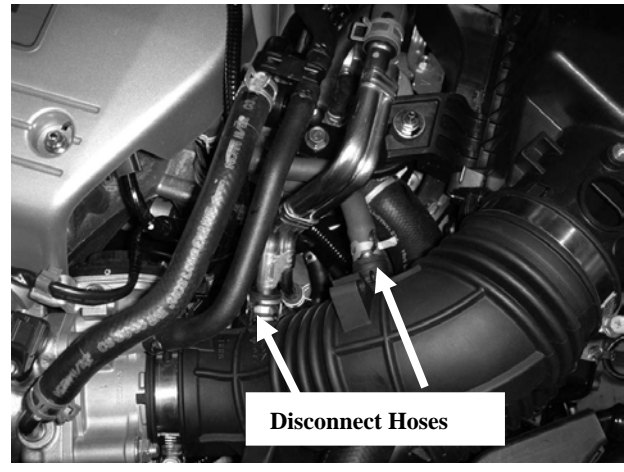


b) Remove retaining clips from the wheel well and pull back the fender liner for access to the stock airbox.

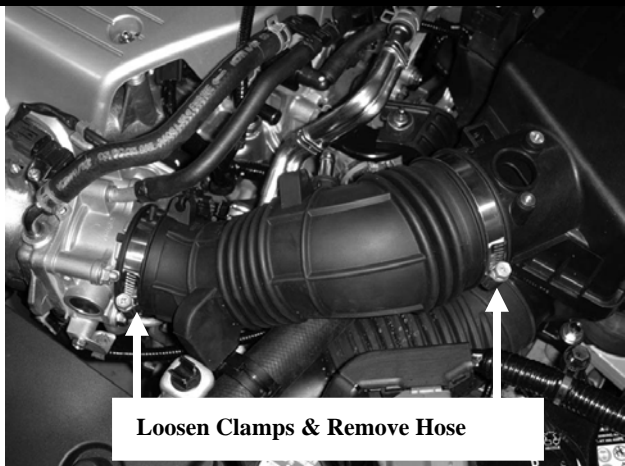
c) Disconnect MAF sensor harness. Remove the harness clip from the airbox and move the harness out of the way.



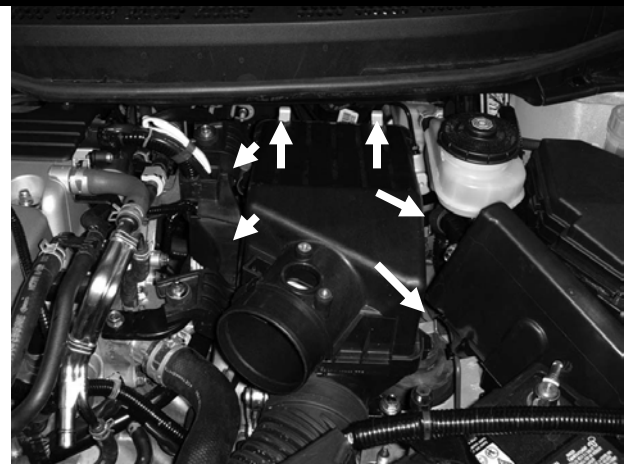
d) Remove the two MAF screws and remove the MAF sensor from the airbox.



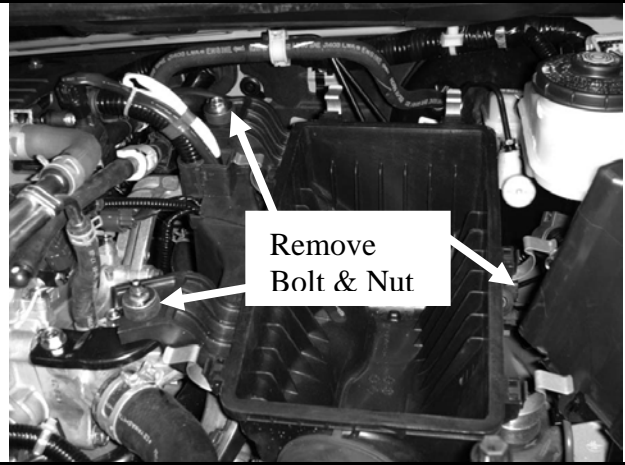
e) Disconnect the air injection line and the engine breather line from the intake tube.



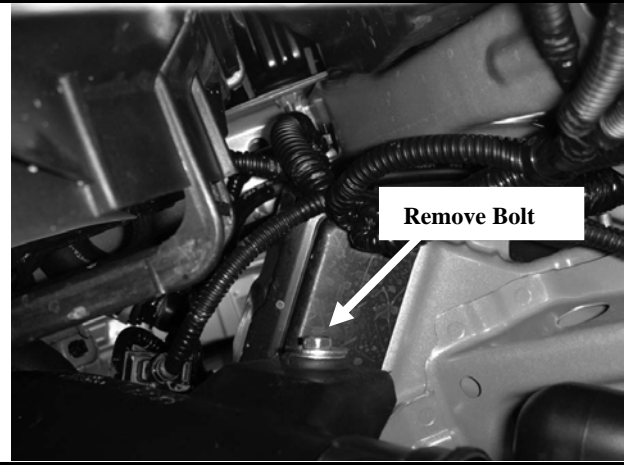
f) Loosen the two hose clamps and remove the intake tube from the vehicle. When pulling out the tube, push the coolant hose out of the retaining clip.



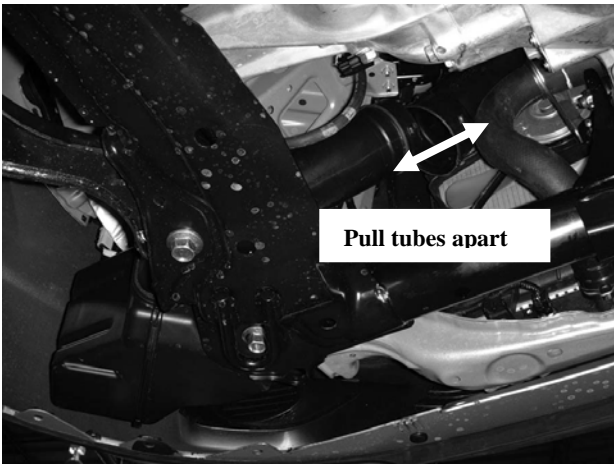
g) Push back all the clips holding the filter lid, and remove the lid and the air filter from the vehicle.



h) Remove the two bolts and one nut holding the filter box in place.



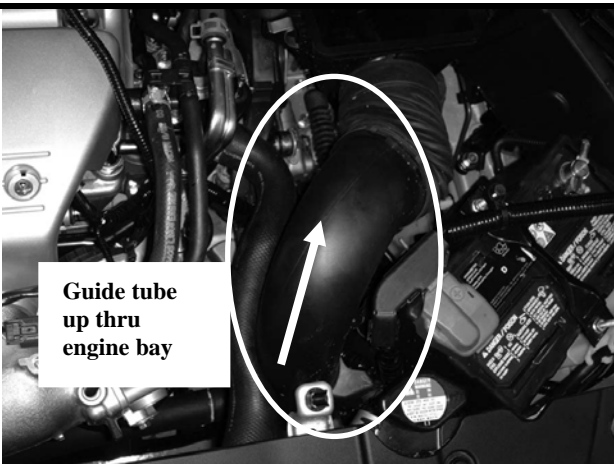
i) From underneath the vehicle, remove the bolt holding the intake tube. This is located just under the battery box.



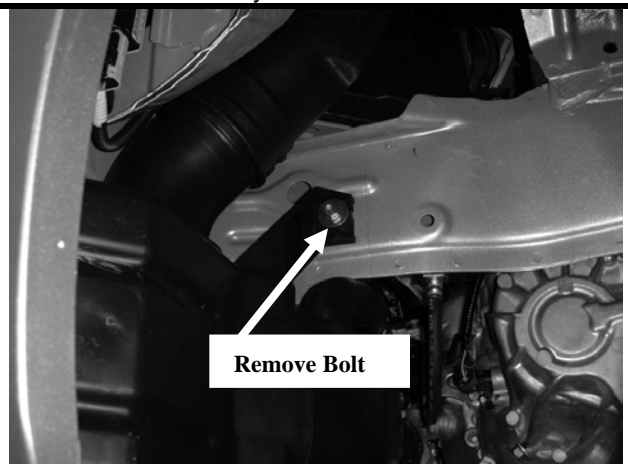
j) Pry apart the upper intake pipe from the lower pipe.



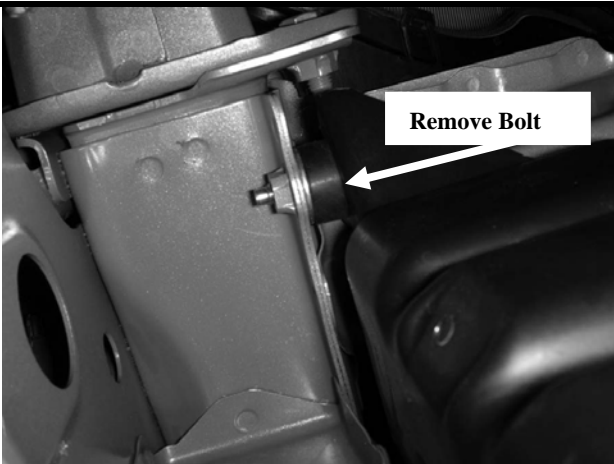
k) Pull the upper intake tube out of the grommet, located on the side of the battery box.



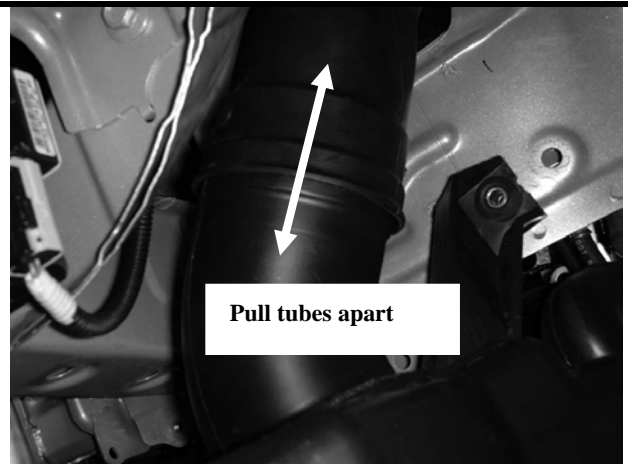
l) Remove the upper intake tube and filter box from the vehicle.



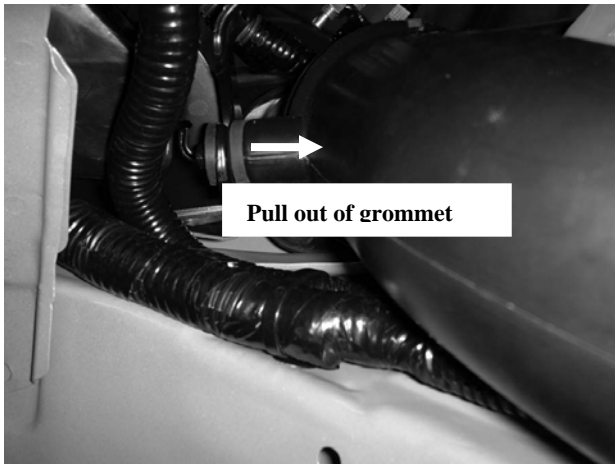
m) Remove the rear bolt holding the resonance chamber to the inner fender.



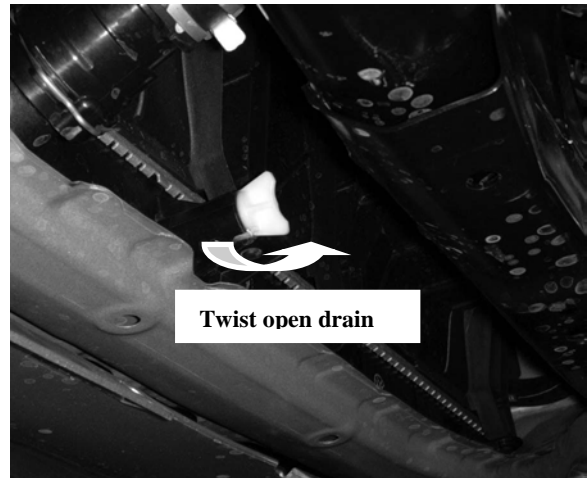
n) Remove the front bolt holding the resonance chamber to the inner fender. This bolt is located between the chamber and the front bumper.



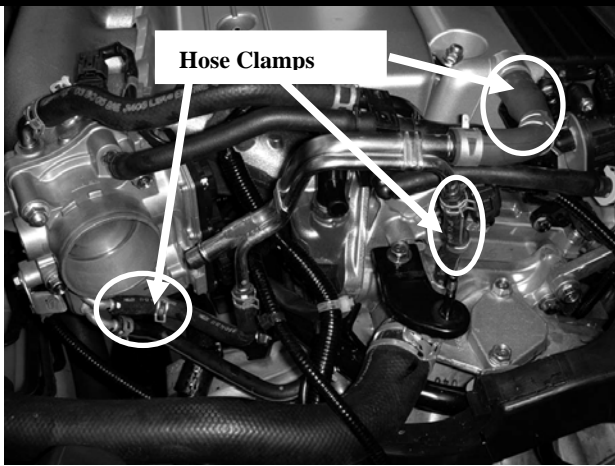
o) Pull the upper inlet tube off of the resonance chamber and remove the chamber from the vehicle.



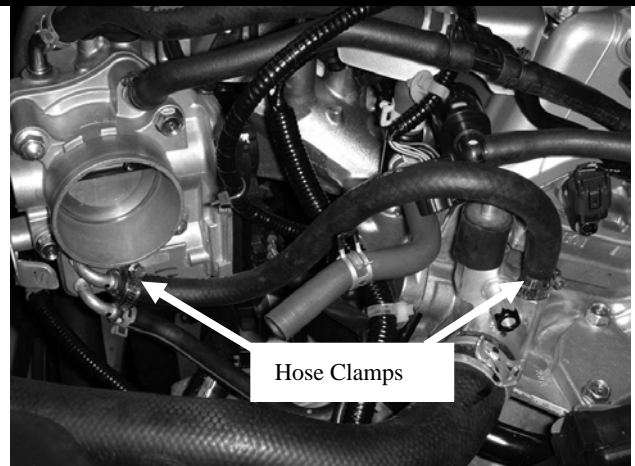
p) Pull the upper inlet pipe out of the grommet and remove from the vehicle.



q) Place a drain pan under the car and open the radiator drain to let out about approx. 1 liter of coolant.



r) Remove the three hose clamps. One on the breather line and the other two on the coolant line. Pull the hard line and all the rubber hoses out of the vehicle.



s) Install new coolant line using the supplied 3/8" hose and two 3/4" hose clamps.

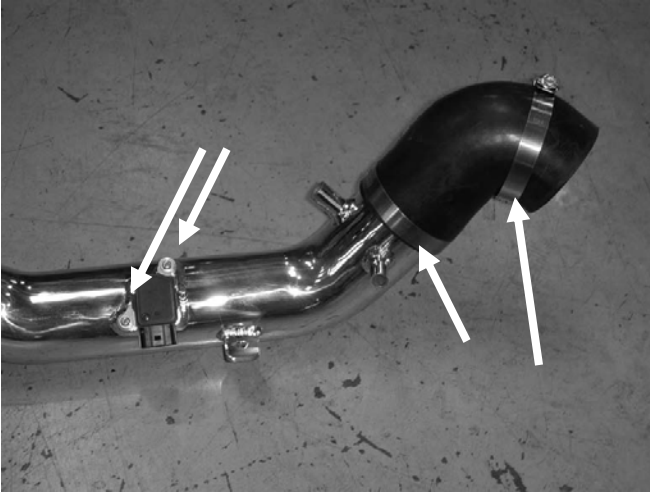


t) Remove the hose clamp and remove the air injection line from the vehicle.



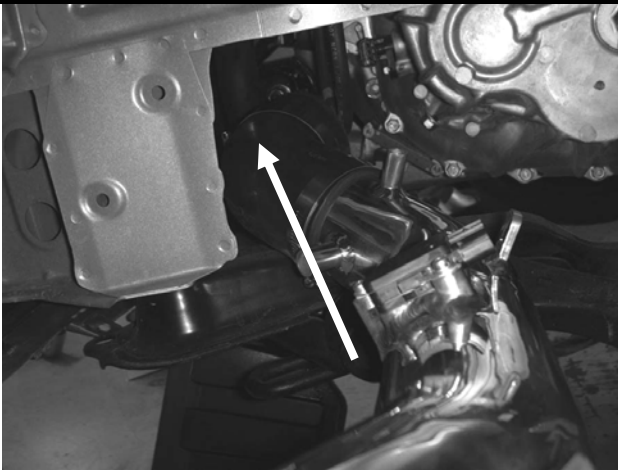
q) Cut and remove the factory MAF wire harness loom holder.

### 3) Installing the AEM CAS Intake



a) Install the Honda MAF sensor in the AEM CAS pipe with the two factory screws. Slip on the supplied 90 degree elbow as shown and put the two #44 hose clamps loosely on the coupler.

b) Install the supplied rubber mount in the location of the front resonator box bolt hole.



c) Guide the CAS pipe in from the wheel well, as shown.

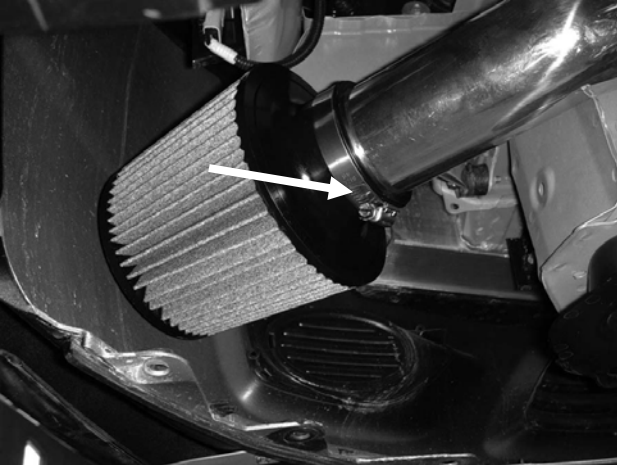
d) Guide the coupler up through the engine bay in the location shown.



e) Slip the coupler over the throttle body and loosely secure the hose clamp. Leave it loose enough to be able

f) Insert the mounting bracket onto the rubber mount and loosely secure with the supplied washer and nut.

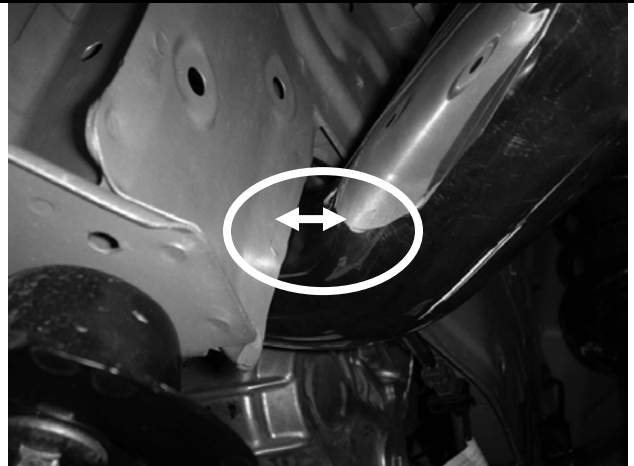
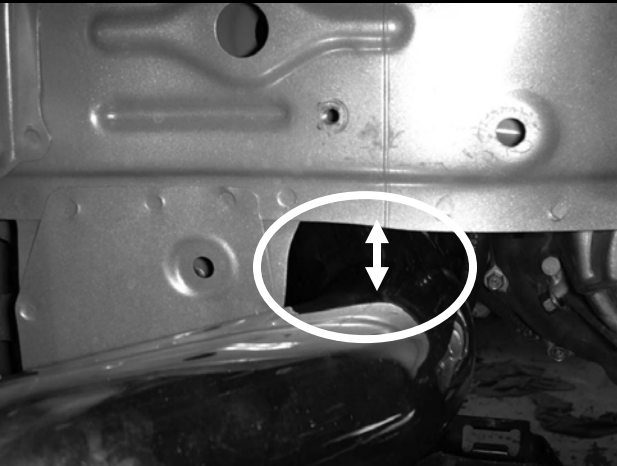
to adjust its orientation.



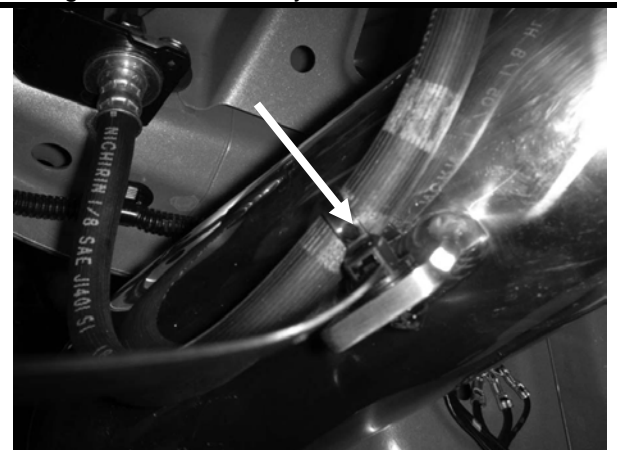
g) Install the air filter onto the end of the CAS pipe and tighten the clamp.



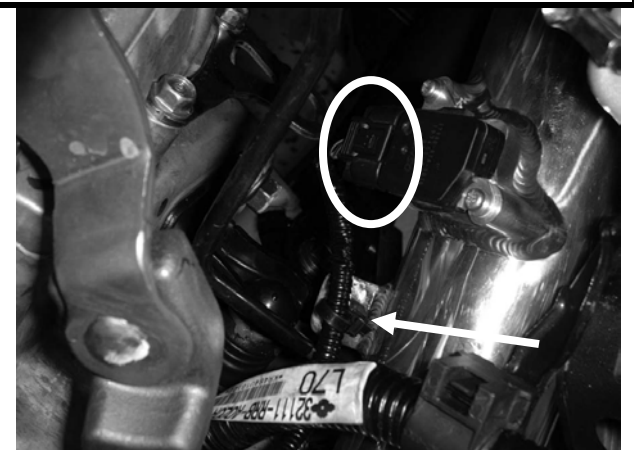
h) Adjust the position of the pipe for best fitment. Rotate the coupler on the throttle body counter-clockwise until the lower portion of the pipe resembles the picture in the next step.



i) Adjust the position of the pipe so its orientation is similar to that shown above. Make the nut on the mount bracket snug and check for clearance around the fender. Pull on the pipe and make sure it does not contact the body, readjust until you have achieved the desired fitment. Snug all hose clamps and make sure the nut on the mounting bracket is securely fastened. **THE PIPE MUST NOT CONTACT THE BODY WORK AT ANY POINT**

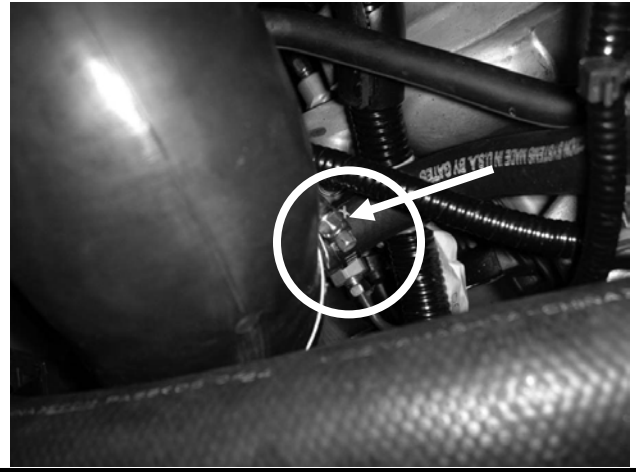


j) Secure the hydraulic clutch line to the CAS pipe with the supplied zip-tie. Trim off the excess length of the zip tie.

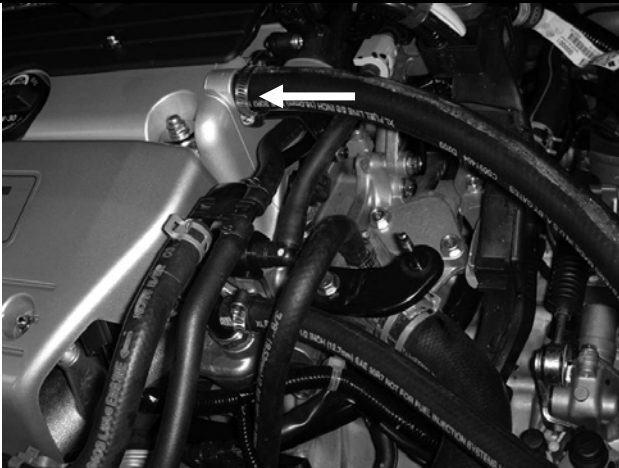


k) Connect the MAF sensor harness to the MAF sensor. Cut the factory harness loom retainer, and fasten the harness to the bracket with the supplied zip-tie. Trim off the excess length of the zip tie.

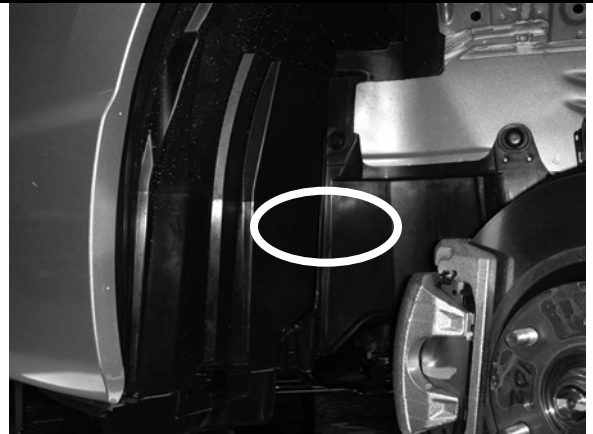
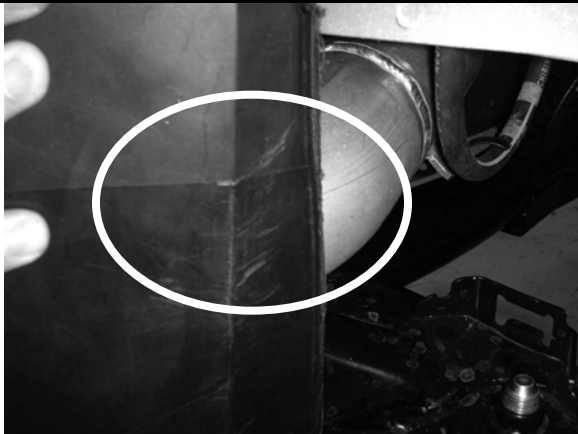




l) Use the supplied 1/2" hose and install it to the air-injection switch and the nipple on the CAS pipe, securing with the supplied 1 1/16" hose clamps.



m) Use the supplied 5/8" hose and install it to the breather line on the valve cover and the nipple on the CAS pipe and secure with the supplied 1 1/16" hose clamps.



n) Trim both the fender liner and the splash guard for clearance with the CAS pipe. Make sure to trim enough for adequate clearance.

#### **4) Re-assemble the vehicle**

- a) Reinstall the splash guard and fender liner.
- b) Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tight.
- c) Reinstall the coolant drained from the radiator in step q) of the stock intake removal.
- d) Reconnect the battery cable to the battery.
- e) Start the vehicle and check for proper operation of all the components that were removed.

**For Technical Inquiries  
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