



# ***COLD AIR SYSTEM***

Installation Instructions for:  
Part Number 21-400  
1988 - 1991 Honda Civic & CRX, SI

**ADVANCED ENGINE MANAGEMENT INC.**  
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[www.aempower.com](http://www.aempower.com)  
Instruction Part Number: 10-298  
1988-1991 Honda Civic 4WD/EX/SI D16A6 C.A.R.B. E.O. #D-392-5  
1988-1991 Honda Civic CRX SI D16A6 C.A.R.B. E.O. #D-392-5  
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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 System is the result of extensive development on a wide variety of cars. Each system is engineered for the particular application. The **AEM** Cold Air System differs from all others in several ways. We take the inlet air from outside of the engine compartment where the inlet air is considerably cooler than the hot underhood air. The cooler inlet air temperature translates to more power during the combustion process because cool air is denser than warm air. **AEM** has conducted extensive inlet air temperature studies and we have seen temperature reductions of up to 50 degrees by pulling air from outside of the engine compartment. The air mass flow to the engine is increased because of the increased airflow *and* reduced inlet temperature, which translates to more power. The **AEM** Cold Air Systems are **50 states Street Legal** and come with complete instructions for ease of installation.

Our system is constructed of lightweight aluminum and then painted with a zirconia based powder coat for superior heat insulating characteristics. The aluminum will not crack in extended use like plastic and it is actually lighter than plastic. The tube diameter and length are matched for each engine to give power over a broad rpm range. Unlike the plastic systems that use a continually diverging cross section, we take advantage of the acoustical energy in the duct to promote cylinder filling during the intake valve-opening event.

Our Dyno testing as well as **independent dyno tests** (see 7/97 Sport Compact Car Magazine) prove that the **AEM** Cold Air System produces as much as twice the power gain than any other system on the market.

**Bill of Materials for:**

**Part Number 21-400      1988 - 1991 Honda Civic & CRX, SI**

<b>QTY.</b>	<b>Part Number</b>	<b>Description</b>
1	2-535	Inlet Pipe
1	21-201	2.50" <b>AEM</b> Air Filter
1	444.460.04	6mm Nylock Nut
1	559999	6mmx25mmx1mm Washer
1	1228599	Rubber Mount
1	5-250	2.5" x 3" Connector Hose
2	103-BLO-4020	2.5" Hose Clamps
13"	65116	1/2" Breather Hose
16"	516-006	5/16" Water Hose
2	4093-5	3/4" Hose Clamp
2	99024.032	1" Hose Clamp
1	10-298	Instructions

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

### 1) Getting started

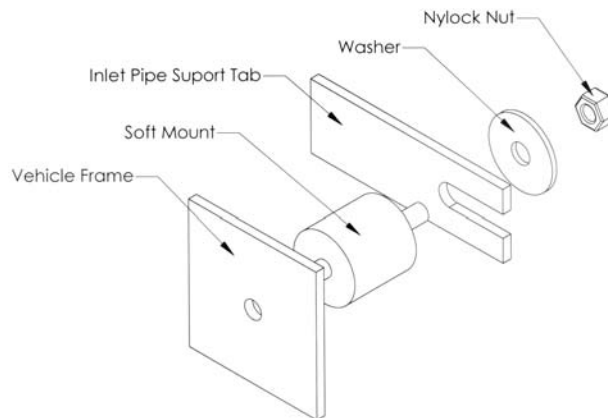
- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) Disconnect negative battery terminal.
- d) If engine has run within the past two hours let it cool down.

### 2) Removing the stock air inlet system

- a) Remove the stock air box assembly and attaching hardware from inside the fender well.
- b) Disconnect breather hose from the air inlet tube.
- c) Disconnect the water bypass hose from throttle body or the fast idle thermo valve, where 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.
- d) Loosen and remove the air inlet tube from the throttle body.
- e) Jack the front of the vehicle and support using properly rated jack stands.
  - i) Remove the lower front splashguard.
  - ii) Remove the front right tire and remove the inside splashguard (inner fender liner).
- f) Remove the resonator from underneath the vehicle.

### 3) Installing the cold air system

- a) Thread supplied rubber mount into the threaded hole next to the battery. **(Fig. 1&2)**
- b) Install one connector hose on the throttle body end of the inlet tube. That is the end closest to the breather nipple.
  - i) Install two hose clamps on the connector hose and lightly snug them down on the hose.
- c) Insert pipe into the hole that was left exposed by the removal of the stock resonator.
- d) Attach the tube to the throttle body while slowly turning or twisting the tube so that it does not touch any surrounding component along its path.
  - i) If required, further snug the hose clamps down so that you can still rotate the tube during the remainder of the installation but will not allow the tube to fall off.
- e) The mounting bracket will line up with the rubber mount in the fender well. Secure the mounting bracket with the supplied washer and nylock nut. **(Fig. 3)** Refer to diagram for proper installation of the rubber mount.



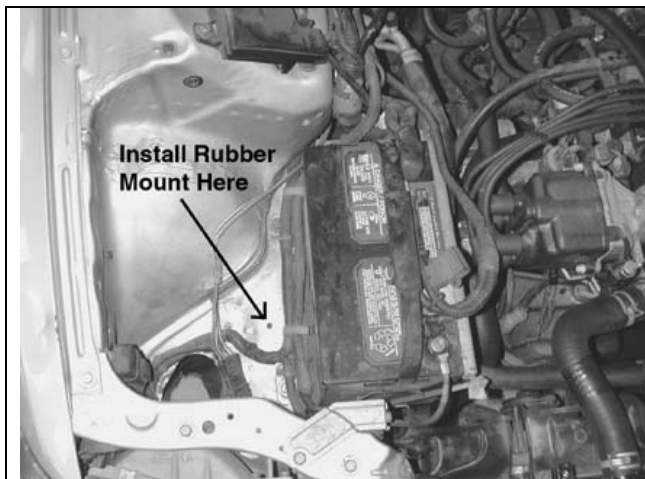
- f) Install the **AEM** filter on to the end of the inlet tube with one hose clamp to secure it. Check fitment and adjust if necessary. Do not push the filter too far onto the pipe. Tighten the hose clamp after this is done.
- g) Be sure that there is maximum clearance between the inlet pipe and the positive terminal of the battery. The positive (+) battery cable is equipped with a rubber shield. Make sure the shield is in place and in good condition. If it is not on the cable or has deteriorated, **DO NOT** install the **AEM** intake until the shield is replaced.
- h) Check the placement of the air inlet tube for proper alignment. Make sure that the tube does not contact any component along its route nor should it interfere with the function of any other accessory. Check for clearance between the inlet pipe and the hood.
  - i) Tighten the hose clamps on the throttle body and air filter.

- ii) Tighten the nylock nut on the rubber mount.
- i) Connect the breather hose to the inlet tube using the black breather hose and two clamps supplied with the kit.
- j) Connect the new 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.

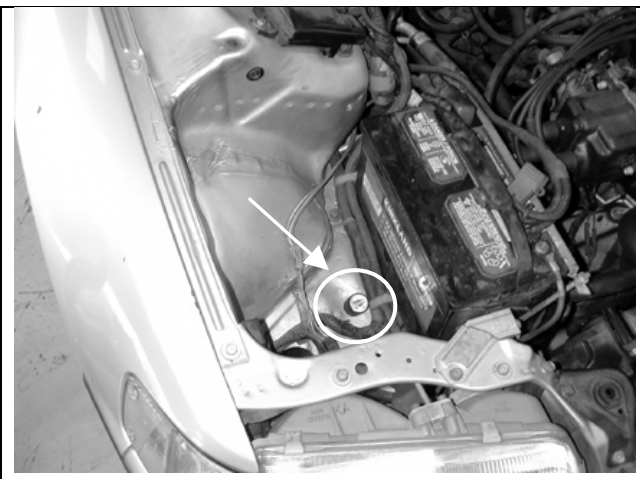
#### 4) Re-assemble the vehicle

- a) Install the right fender liner and the lower front splashguard. ***Failure to install the plastic splashguard will result in diminished performance and increase the potential for engine damage due to water ingestion in rainy conditions.***
- b) Install the front right wheel and lower the vehicle.
- c) Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tight.
- d) Start engine and perform a final inspection before driving the vehicle.

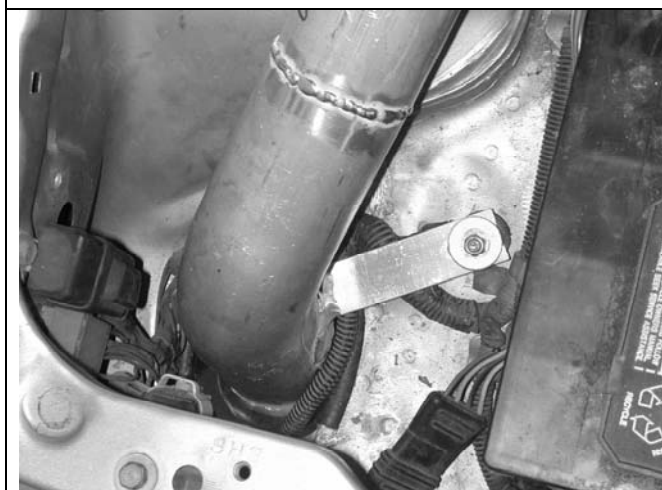
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**Fig. 1**



**Fig. 2**



**Fig. 3**



**Fig. 4**