

AEM

V2

INTAKE SYSTEM

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6003
1994-2001 Acura Integra RS/LS

ADVANCED ENGINE MANAGEMENT INC.

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Instructions Part Number: 10-6003

1994-2001 Acura Integra Non-VTEC C.A.R.B. E.O. #Pending

V2 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 V2 intake system features a revolutionary breakthrough in inlet system design that delivers maximum power throughout the **entire** powerband of the engine.

AEM has always designed its air intake systems to deliver maximum torque and power in the engine's lower-rpm region because that is where most daily driving occurs. This creates a compromise because the operating frequency of the pipe is fixed, and does not change with rpm, causing the sound wave to be ineffectual when it is not in sync with engine speed.

The AEM V2 intake system enhances power throughout the entire rpm band by using sound wave management. By having a primary tube and a secondary tube, the V2 Cold Air system has all of the benefits of the standard AEM Cold Air, while being tuned to generate more power over a wider powerband, by generating multiple frequency sound waves within the inlet system. It works by generating a primary wave with a specific frequency that is transmitted along the length of the inlet duct and coincides with the opening of the inlet valve. As this sound wave traverses the end of the duct, a secondary (second order) wave is sent in the reverse direction of the primary wave. This secondary wave is traveling toward the inlet valve and when it opens, helps to fill the cylinder.

Essentially, what this means is that our engineers found a way to create multiple wave frequencies within the tubes to coincide with the inlet valve timing events throughout a broad rpm spectrum. We have realized significant power gains—even over our existing air intake systems—with this design. We are confident that this design is the most sophisticated, and power producing, on the market. At AEM we accept no compromise when it comes to making power. This commitment to making the best performance products on the market is what lead to the AEM V2 Intake System, and is what will keep us at the forefront of quality and innovation.

Bill of Materials for: 24-6003

Quantity	Part Number	Description
1	2-60031	Intake Pipe
1	32-3025	bracket spacer for A/C line
1	1-2038	BOLT,HEX/FLANGE M6 X 20
2	103-BLO-4020	#40 Hose Clamp
1	5-250	Hose, adapter 2.50" X 3" BLK
13"	65128	3/8" Hose
2	4093-5	3/8" Clamps
1	21-205	4.0" x 5" Filter & Clamp
1	1228599	Rubber Mount
1	444.460.04	6mm Nylok Nut
1	559999	6mm x 25mm x 1mm Washer
1	32-3023	Engine Mount
3	1-2076	Honda Bolt
1	1-2077	12mm 1.25 Nylock Nut
4	1-3029	M12 Flat Washer
1	10-6003	Instructions
2	10-922S	AEM Silver Decal
1	10-400W	White License Plate Frame

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. Install rear wheel chocks.
- c) Disconnect negative battery terminal.
- d) If engine has run within the past two hours let it cool down.
- e) Jack the front of the vehicle and support using properly rated jack stands.
- f) Remove the left front wheel.

2) Removal of the Stock Air Intake System and Modification of Components



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



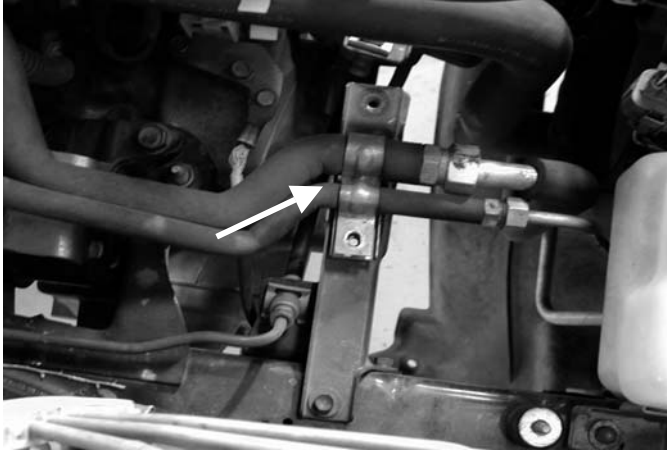
b) Remove the stock airbox and intake system by loosening the hose clamp around the throttle body and removing the two airbox mounting bolts.



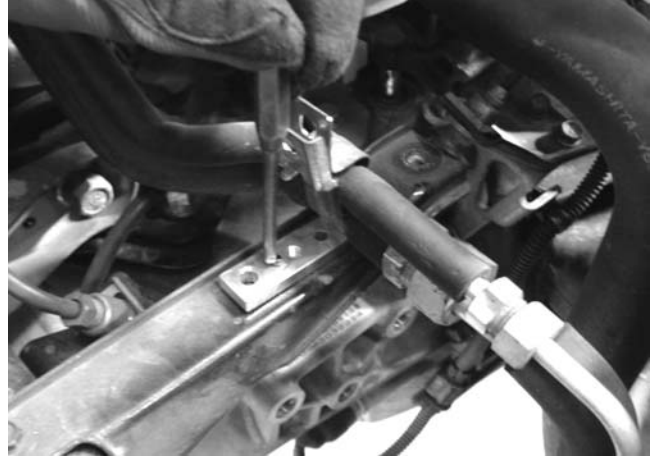
c) Remove the right front wheel. Partially remove the splashguard and tuck it out of the way.



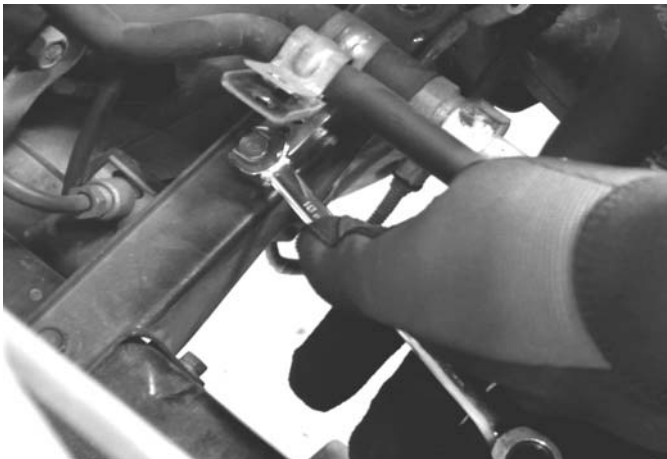
d) Remove the resonator from the cavity behind the front bumper (older models will be black).



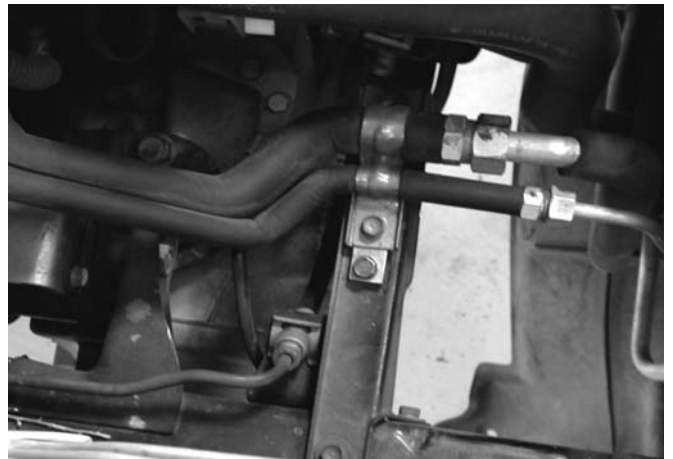
g) Remove the bolt holding the A/C line bracket in place.



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.

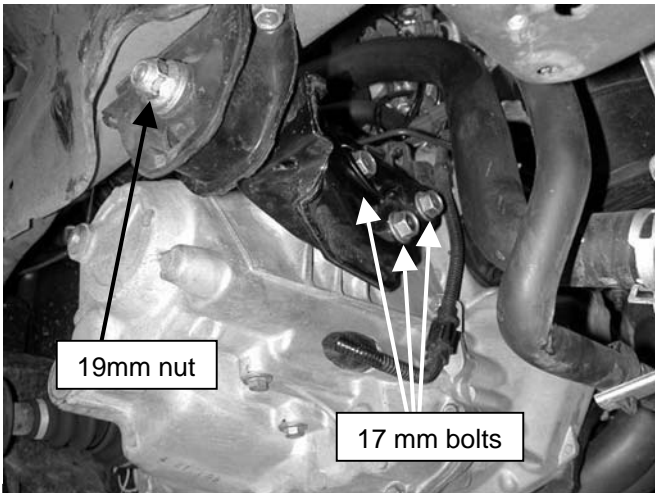


i) Using the M6 x 15mm bolt from the AEM kit, bolt the spacer to the bracket.



k) 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



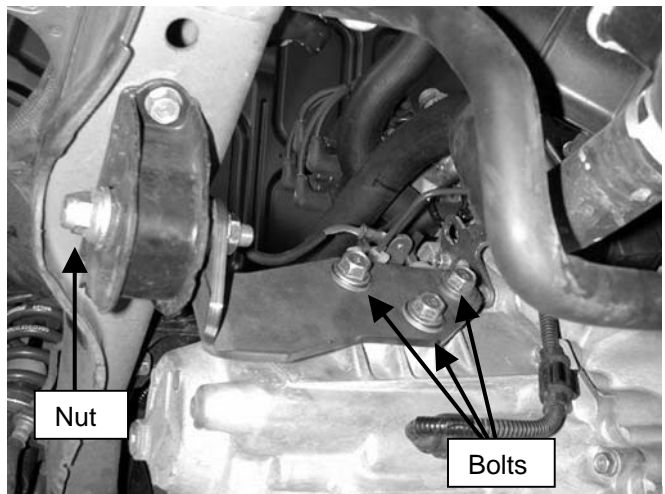
a) Using a 19mm socket, remove the engine mount nut, then loosen the three bolts with a 17mm wrench, and remove the mount.



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.



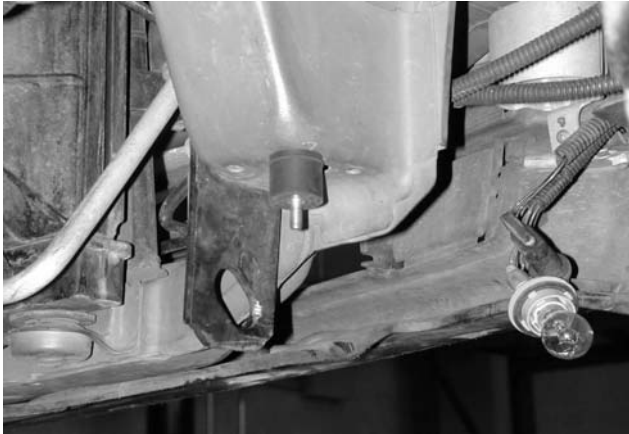
c) Install the Factory mounting stud from step b on the supplied Engine mount bracket, using the Nylock nut and washer provided.



d) using the supplied bolts and the factory washers, install the **AEM** engine mount on the transmission, then replace the factory washer and nut on the mounting stud.

4) Installation of the *AEM V2* Intake System.

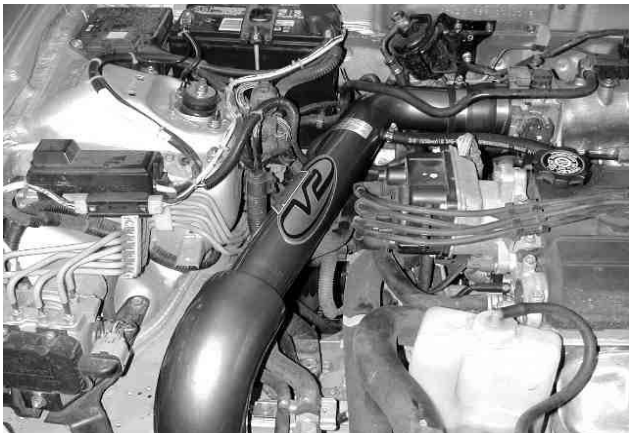
When installing the Intake System, DO NOT completely tighten the hose clamps or mounting tab hardware until instructed to do so later in these instructions.



a) Install the rubber mount in the hole on the underside of the frame next to the frame hook as shown in the picture.



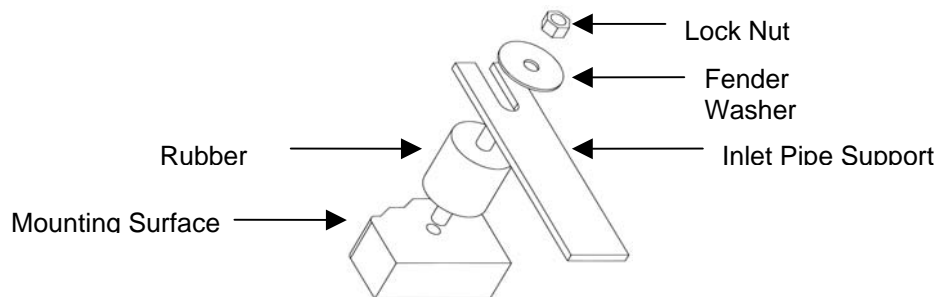
b) Insert the 2.5" x 3.0" coupler on to the throttle body (this is a tight fit). Slide the two #44 hose clamps over the end of the coupler.

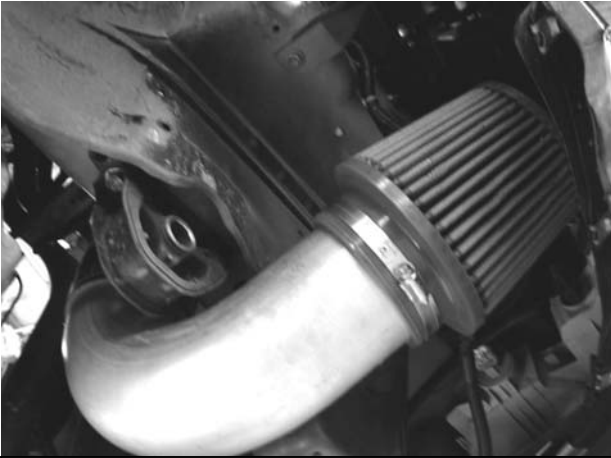


c) Insert the *AEM* intake pipe in to the engine bay 2.5" end first, from the bottom of the car. Slip the end of the pipe in to the silicone coupler.

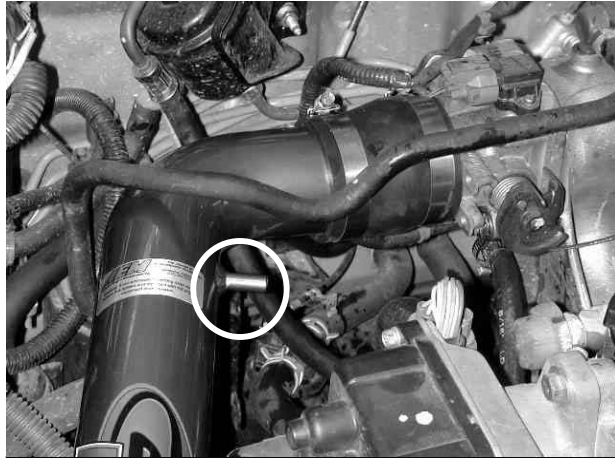


d) Align the tab on the intake pipe with the rubber mount. Install the 6mm nut and washer according to the diagram below. Do not tighten the nut.





e) Install the filter on the long end of the 4" diameter elbow. From underneath the vehicle, position the assembly so that no part of the pipe touches the vehicle.



f) 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.

g) Position the intake pipe assembly in the engine bay so that no part touches the car. When proper fit is achieved, tighten all hose clamps and the nut on the rubber mount. Re-install the splashguards and the wheel. Perform a final inspection of the vehicle before starting the engine. If the radiator overflow bottle was temporarily moved, place it back on its bracket. Start the engine and perform one last inspection before driving.

Note:

This AEM V2 Intake System is not compatible with an Air Bypass Valve.

**For Technical Inquiries
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