

AEM

V2

**INTAKE
SYSTEM**

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6004
1994-2001 Acura Integra GS-R

ADVANCED ENGINE MANAGEMENT INC.
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Instructions Part Number: 10-6004
1994-2001 Acura Integra GSR B18C1 C.A.R.B. E.O. #D-392-21
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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** power band 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 power band, 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: 24-6004

1	2-60041	V2 Upper Pipe assembly.
1	2-60042	V2 Lower Pipe assembly.
1	10-922G40	V2 II logo Plate
1	32-3025	Bracket, extension for A/C line
1	1-2086	Bolt, hex flange M6 X 15
2	103-BLO-6420	#64 Hose Clamp
2	103-BLO-4420	#44 Hose Clamp
1	5-275	Hose, 2.75x3 Silicone Blk Gloss
1	5-400	Hose, 4x3 silicone Blk Gloss
1	1228599	1" Rubber Mount M6x1
1	559999	6mm x 25mm x 1mm washer
1	444.460.04	6mm Nylok Nut
1	32-3023	Trans Mount
3	1-2076	Bolt, hex flange M12 x 1.25 x 25
1	1-2077	M12 x 1.25 Nylok Nut
4	1-3029	M12 Flat Washer
1	21-205	4.0" x 5" Filter & Clamp
13"	65128	Hose, 3/8ID
4	4093-5	Hose clamp
1	10-6004	Instructions
16"	516-006	Hose, 5/16ID

For technical inquiries e-mail us at tech@aempower.com

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

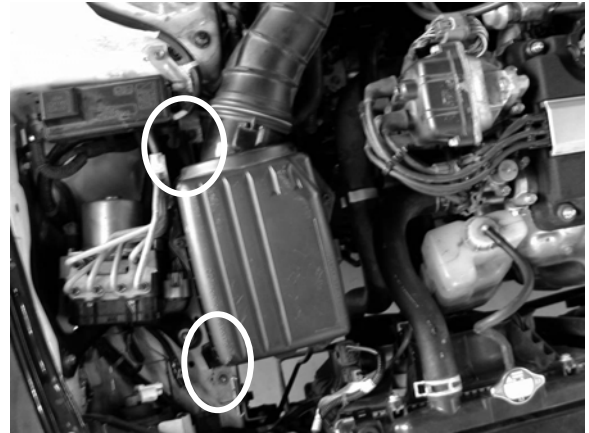
1) Getting Started

- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) If engine has run within the past two hours let it cool down.
- d) Jack the front of the vehicle and support using properly rated jack stands.
- e) Remove the Right front wheel.
- f) **Drain roughly ½ Gallon of engine coolant into a clean container and save.**

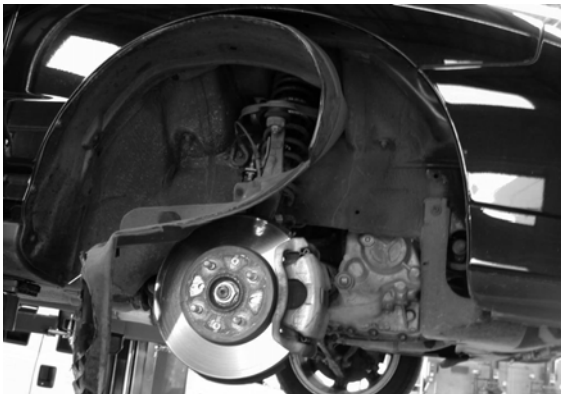
2) Removal of the Stock Air Intake System and Modification of Components



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



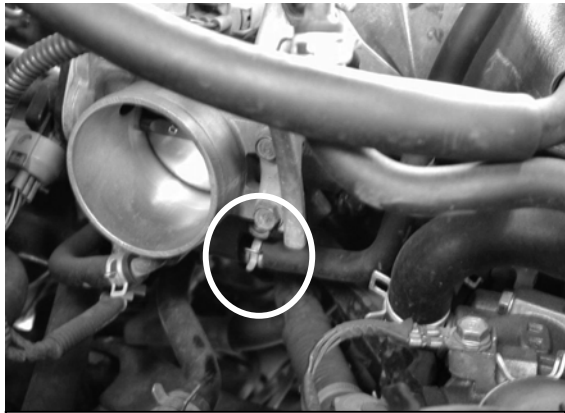
b) Remove the stock airbox and intake system by loosening the hose clamp around the throttle body and removing the two airbox mounting bolts.



c) Partially remove the splash guard and tuck it out of the way.



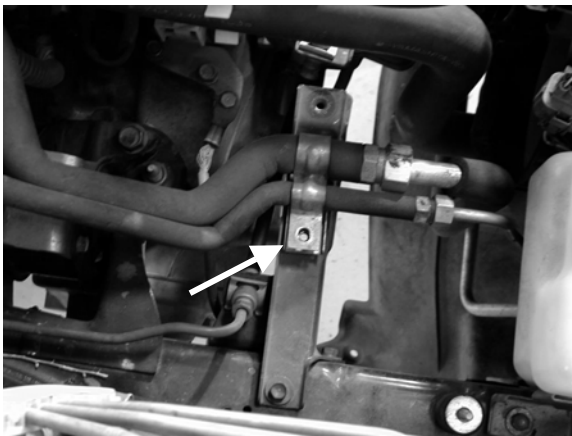
d) Remove the resonator from the cavity behind the front bumper.



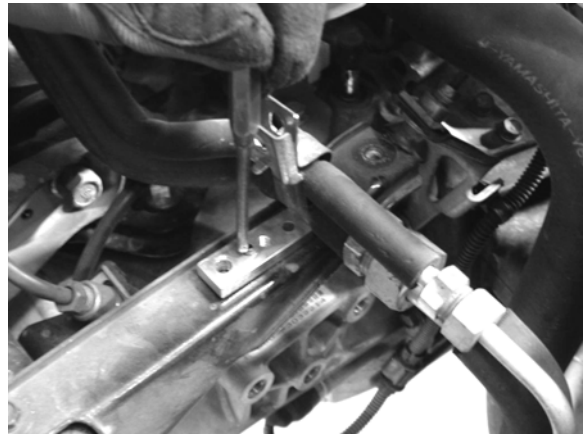
e) Disconnect the water bypass hose from the bottom of the throttle body. Install with the new 5/16" hose and clamp from the AEM kit.



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. Replace any coolant that was drained out.



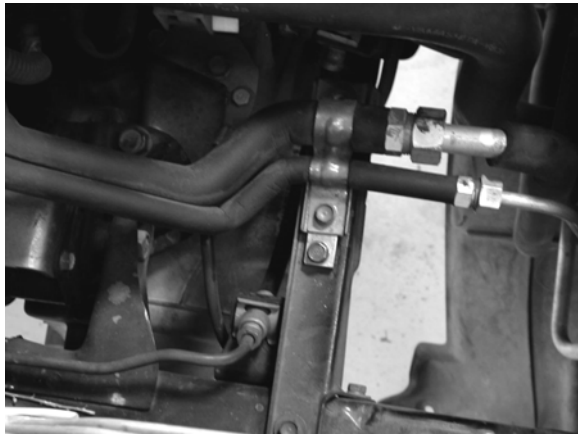
g) Remove the bolt holding the A/C line bracket in place.



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.

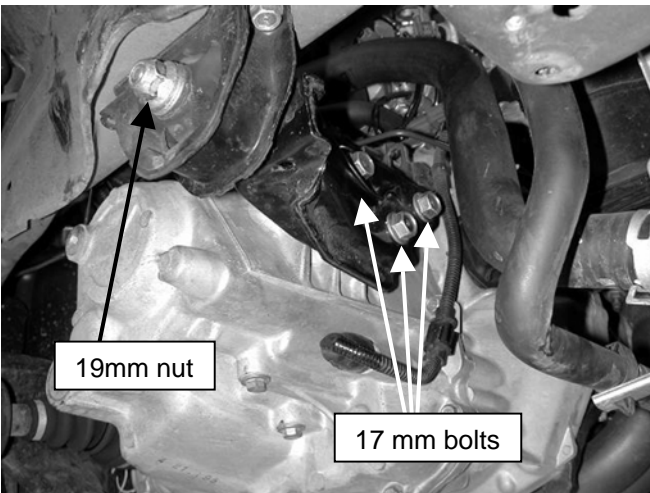


i) Using the M6 x 15mm bolt from the AEM kit, bolt the spacer to the bracket.



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



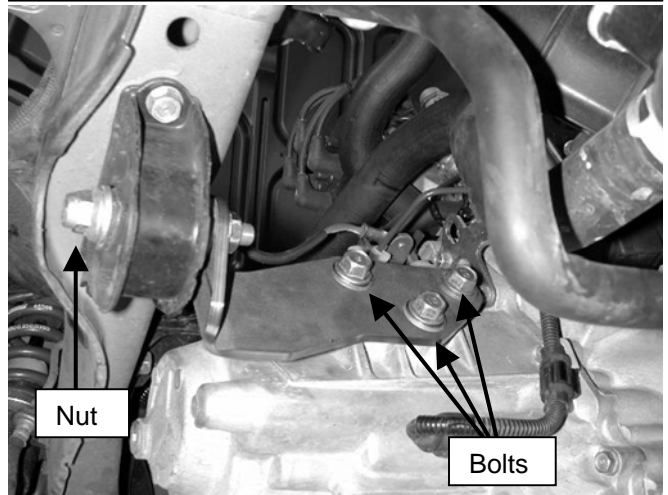
a) Using a 19mm socket, remove the engine mount nut, then loosen the three bolts with a 17mm wrench, and remove the mount.



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.



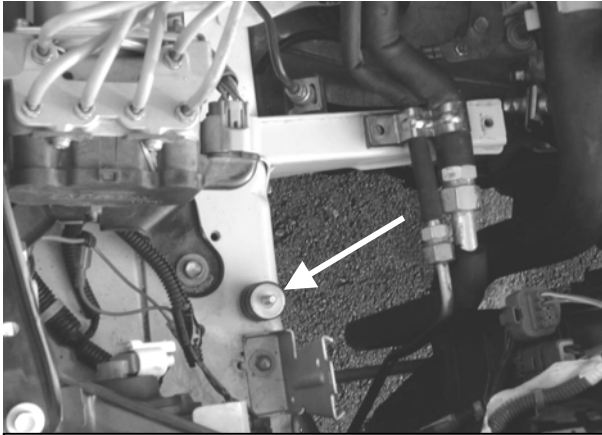
c) Install the Factory mounting stud from step b on the supplied Engine mount bracket, using the Nylock nut and washer provided.



d) Using the supplied bolts and 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 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.



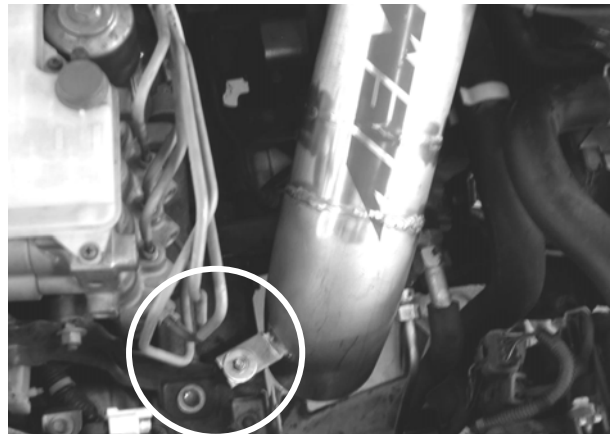
a) Install the rubber mount in the hole next to the radiator coolant reservoir bracket as shown in the picture.



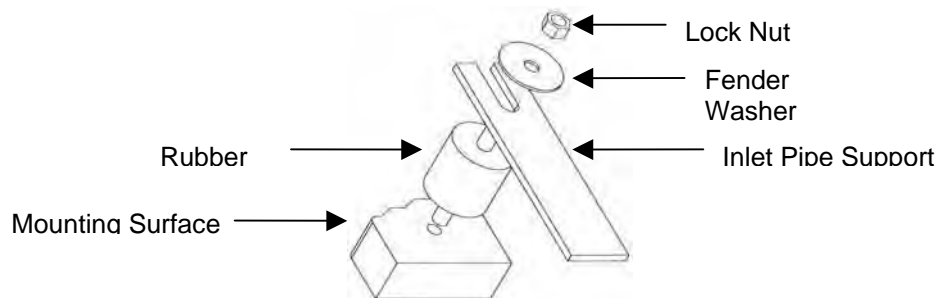
b) Insert the 2.75" silicone coupler on to the throttle body. Place two #44 hose clamps on the coupler but do not tighten yet.

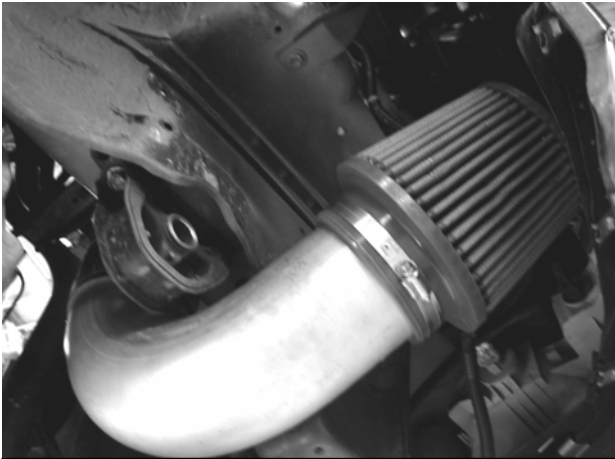


c) Insert the **AEM** intake pipe in to the engine bay with the 2.75" end at the throttle body. Slip the end of the pipe in to the silicone coupler.

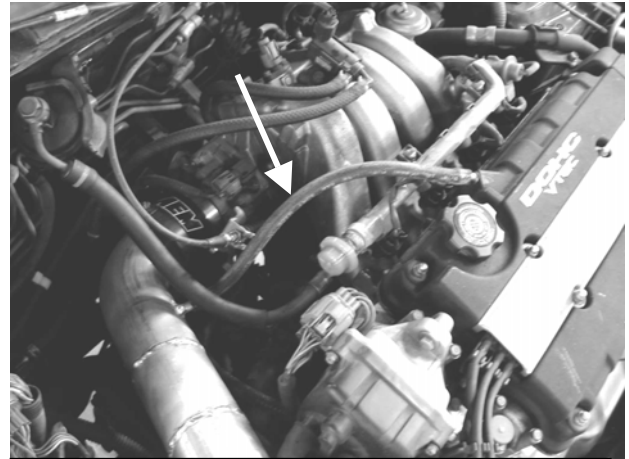


d) Align the tab on the intake pipe with the rubber mount. Install the 6mm nut and washer according to the diagram below. Do not tighten the nut.





e) Install the filter on the long end of the 4" diameter elbow. 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.



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 splash guards 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 it's bracket. Start the engine and perform one last inspection before driving.

Note:

The AEM V2 Cold Air System is not compatible with an Air Bypass Valve.