V2 INTAKE SYSTEM

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6100
2001-2005 Honda Civic EX

ADVANCED ENGINE MANAGEMENT INC.
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Instruction Part Number: 10-6100
The applications listed are covered by at least one of the following EO numbers:
2001-2003 Honda Civic EX D17A2 C.A.R.B. E.O. #D-392-21
2004 Honda Civic EX D17A2 C.A.R.B. E.O.#D-392-24
2005 Honda Civic EX D17A2 C.A.R.B. E.O.#D-392-29
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.

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: 24-6100

Quantity	Part Number	Description
1	2-61001	Intake Pipe
1	21-204	Air filter Assembly 3.5 5" & Clamp
1	103-BLO-4420	#44 Hose Clamp
1	103-BLO-4020	#40 Hose Clamp
1	5-258	Silicone Reducer 2.75-2.5
1	784633	Rubber Grommet
1	1-113	ZIP TIE, 6" LONG
5"	65004	5/8" Breather Hose
2	99024.032	1" Hose Clamp
1	559999	6 x 25 x 1 Washer
1	1-2030	Bolt M6 x 1 x 16mm
1	10-6100	Instructions
2	10-922S	AEM Silver Decal
1	10-922V35	EMBLEM,V2 3.50D
	10-905	Warning Decal
		Packaging material

Read and understand these instructions <u>BEFORE</u> attempting to install this product.

Note: This inlet pipe kit requires the removal and reinstallation of emissions related components. If you are not familiar with the installation and/or the operation of these components then please refer this installation to a qualified professional.

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

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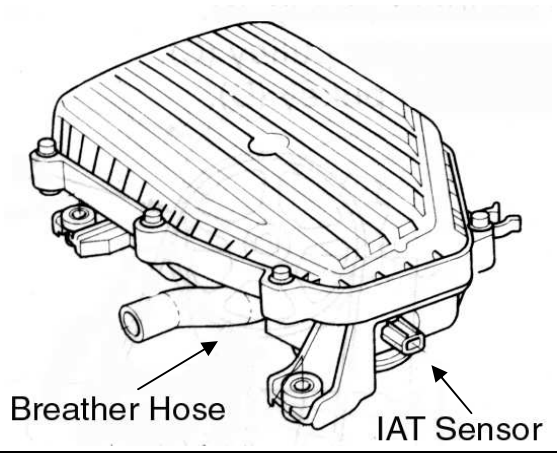
<td> 
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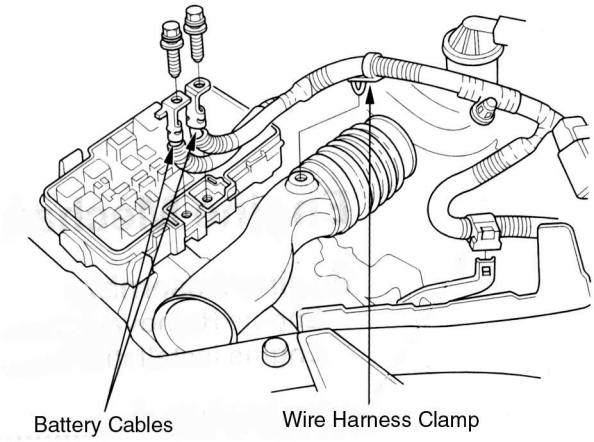
<td> 
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<td>a) Before removing any of the O.E. components, label each individual part so that no components become mixed up during the installation process. There is one breather hose and one Intake Air Temperature (IAT) sensor.</td>
<td>b) Remove the battery cables from the fuse box, and remove the wire harness clamp from the Intake Air Duct</td>
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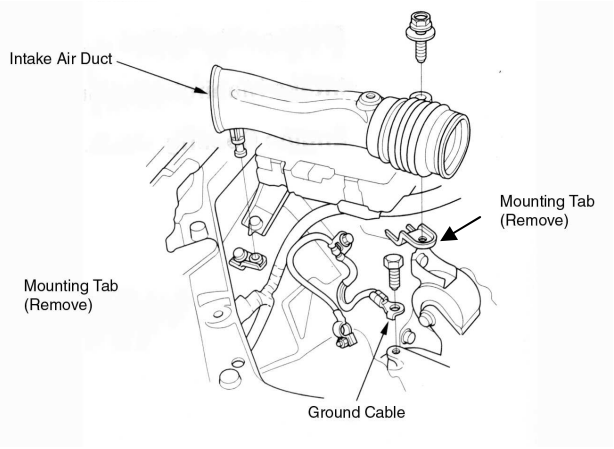
<td> 
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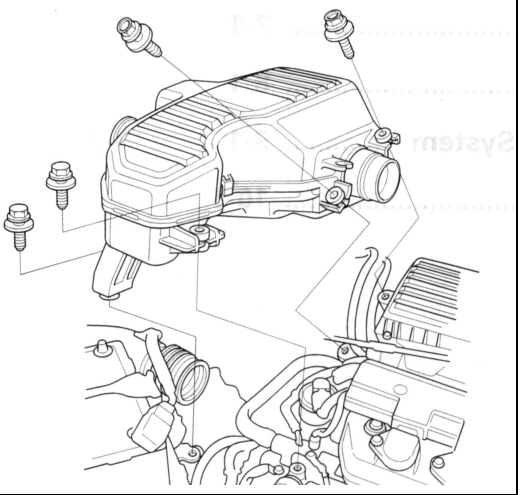
<td>  </td>
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<td>c) Remove the Intake Air Duct by loosening the bolt at one end and then pulling the other end up out of the mounting tab. Remove the two Intake Air Duct mounting tabs from the fenderwell.</td>
<td>d) Remove the four bolts securing the intake resonator and pull the intake resonator out of the car.</td>
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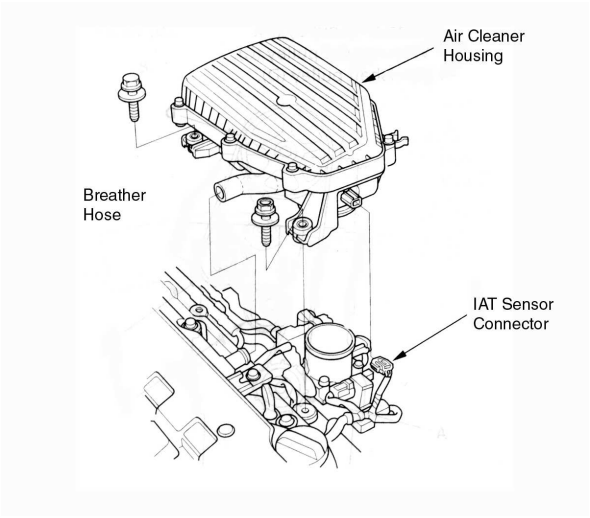
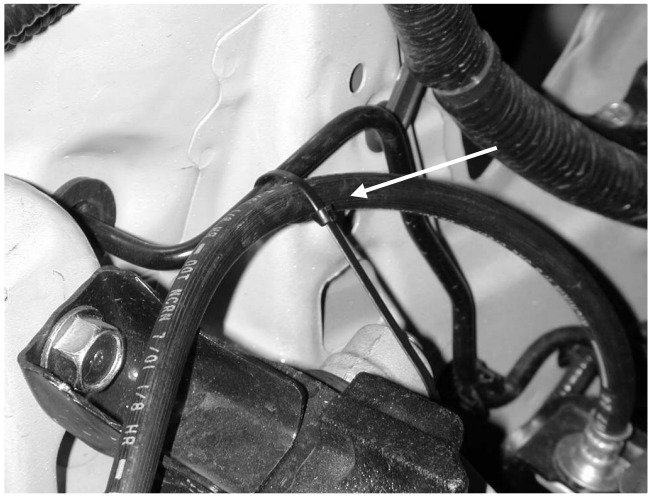


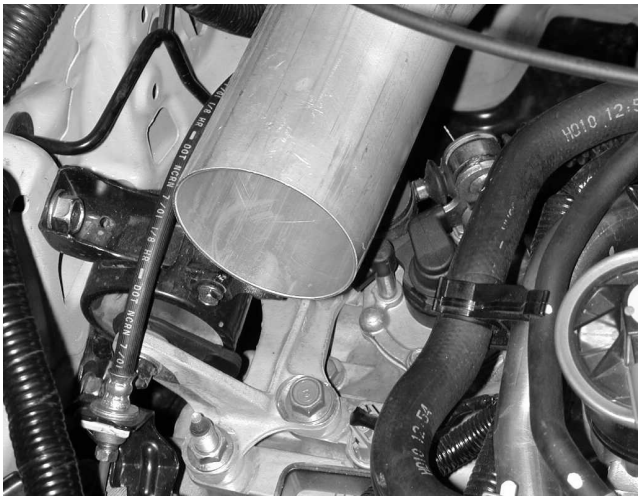
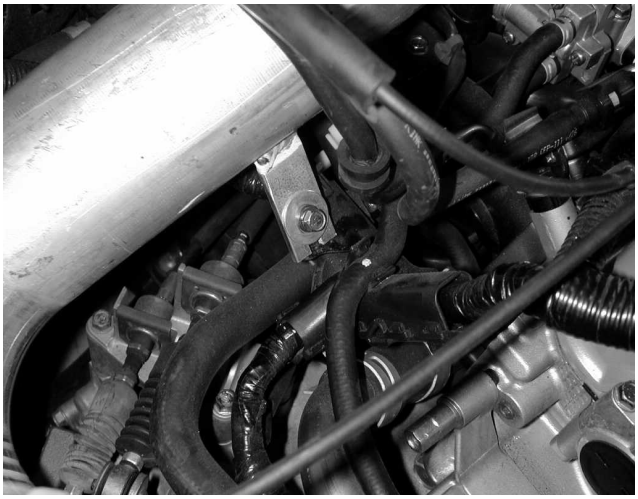
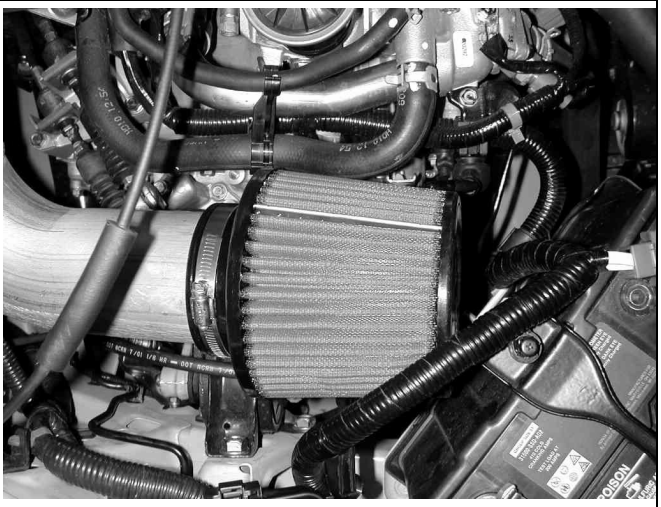
e) Remove the IAT sensor connector, then remove the breather hose. Loosen the hose clamp on the throttle body. Remove the Air Cleaner Housing by removing the two bolts securing it. Remove the IAT sensor from the Air Cleaner Housing (pull straight back) and set it aside in a safe place.

3) Installing the AEM V2 Intake



a) Use the supplied zip tie to secure the hydraulic hose, next to the shock tower, to the side and out of the way. Clip off the remainder of the zip tie when finished.

b) Install the 2.5” - 2.75” hose on to the throttle body using the 2.5” and 2.75” hose clamps. Check to see that the inside of the ***AEM* V2** inlet pipe and air filter are clean and free from any foreign objects and/or obstructions.

	
c) Slip the pipe under the cables and insert the small end of the pipe into the hose on the throttle body. The throttle body end is the end with the IAT sensor hole and breather hose nipple.	d) Thread supplied washer and bolt through the inlet pipe mounting tab into the factory Intake Resonator mounting bracket. Do not tighten.
	
e) Install the supplied grommet into the IAT sensor hole in the ***AEM* V2**intake pipe. Install the IAT sensor into the grommet and plug in the IAT sensor connector. Install the supplied 5/8" breather hose from the nipple on the intake pipe to the nipple on the valve cover. Use the supplied 1" hose clamp on the ***AEM* V2**intake pipe nipple and the original hose clamp on the valve cover nipple.	f) Install the ***AEM* V2** filter on to the end of the inlet tube. Push the filter over the inlet pipe until the stop in the filter is reached and install one hose clamp to secure the filter onto the inlet pipe. Once fitment is checked, you can either push the filter onto the inlet pipe more or less depending on clearances. Tighten the hose clamp after this is done.

g) Check that the filter is not touching any part of the vehicle. Position the inlet pipe for best fitment. Be sure that the pipe or any other component is not in contact with any part of the vehicle. Tighten the hose clamps at the throttle body and reducer coupling. Tighten the bolt on the Intake Resonator mounting bracket. Check for proper hood clearance. Re-adjust pipes if necessary.

4) Re-assemble the vehicle

a) Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tight.
b) Reconnect the battery cable to the battery.
c) Start the vehicle and check for proper operation of all the components that were removed.

Note: If vehicle was started without the IAT sensor connected, the “Check Engine” light may come on. If this happens turn the engine off and disconnect the battery for one minute. Reconnect the battery and restart the engine.

For Technical Inquiries
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