



COLD AIR SYSTEM

Installation Instructions for:
Part Number 21-408
1994 - 1997 Honda Accord 4cyl.

ADVANCED ENGINE MANAGEMENT INC.
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Instruction Part Number: 10-210
1994-1997 Honda Accord 4 Cyl. F22B1 & F22B2 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** (some models and years still pending) 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.

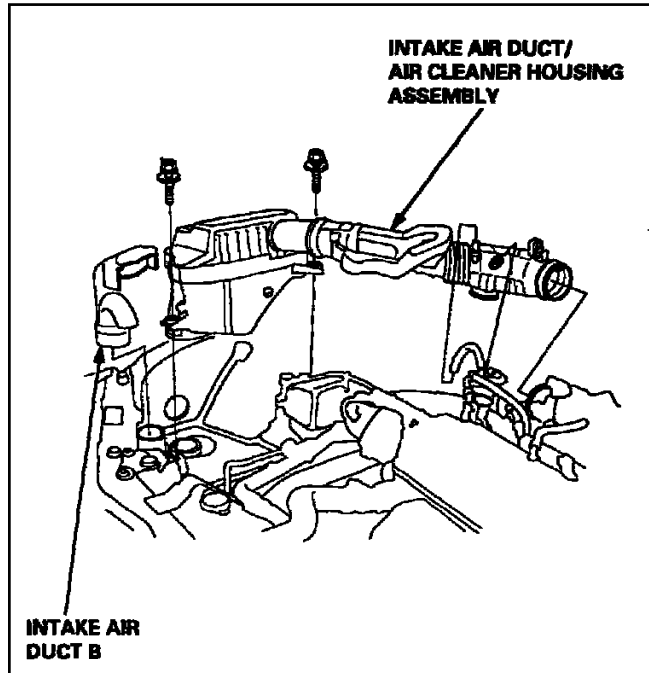
Bill of Materials for:

Part Number 21-408 1994 - 1997 Honda Accord 4cyl.

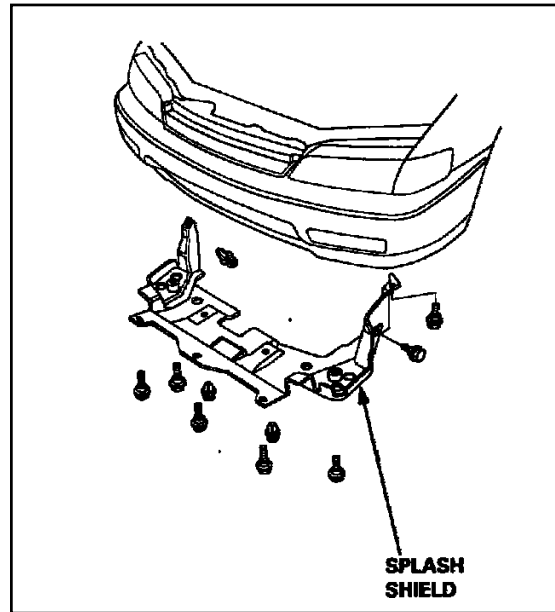
1	10-210	Inst, 21-408
1	10-400W	Lic Plate Frame, White
1	10-505	Box, CAS 35x12x8
1	10-905	Decal, Warning CAS
2	10-922S	Decal, AEM Large Silver
2	103-BLO-4020	Hose Clamp, 2.5
1	11-408	Decal, EO 21-408
1	1228599	Mount, Rubber 1"
1	2-416	Inlet Pipe, Acc 94-97 4 Cyl
1	21-201	Air Filter Assembly, 2.5" & Clamp
1	21-300	Filter, Vacuum
4	4093-5	Hose Clamp, 3/4"
1	8-105	Cap, Vacuum 1/8"
1	444.460.04	Nut, Nylock 6mm
1	5-250	Hose, Silicone 2.5 x 3
12	516-006	Hose, Fuel 5/16"
1	559999	Washer, Flat M6x25x1
16	65128	Hose, 3/8 ID

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

1. Make sure vehicle is parked on a level surface.
2. Set parking brake.
3. Disconnect negative battery terminal.
4. If engine has run within the past two hours let it cool down.
5. The following items will be removed from the vehicle.
 - (a) The OE inlet tube
 - (b) The air filter case
 - (c) Two intake air noise resonators
 - i) Underneath the air inlet pipe.
 - ii) Underneath the air filter case (inside fender well).



6. **Removal of intake air tube.**
 - (a) Disconnect the breather tube from the OE air inlet tube. The tube is inserted into a rubber boss on the inlet tube.
 - (b) 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.
 - (c) Disconnect the vacuum hose from the air inlet tube on 94-95 VTEC equipped vehicles.
 - (d) Loosen the hose clamp at the throttle body end of the inlet tube.
 - (e) Remove two bolts holding the air filter case.
 - (f) Lift the intake duct B from the front of the air filter case.

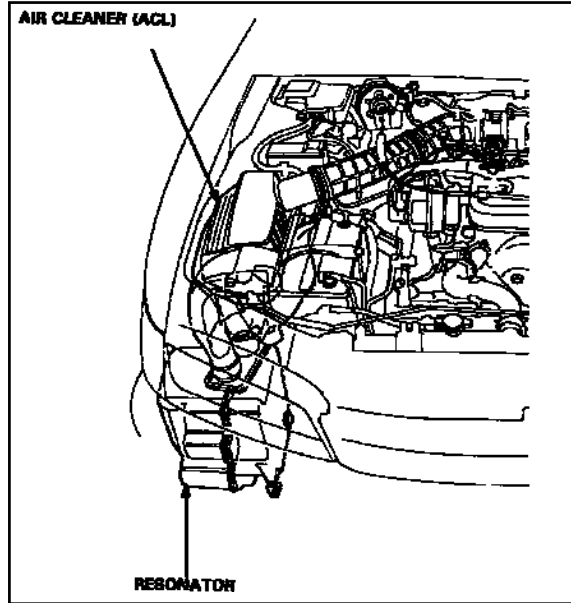


7. **Removal of air filter case.**
 - (a) Remove the snorkel at the front of the air filter case. This can be accomplished by pulling the snorkel straight up.
 - (b) Undo the four bolts holding the upper half of the air filter case and remove the upper half along with the air filter.
 - (c) Remove the two bolts holding the lower case and lift it straight up.
 - i) The two halves (upper and lower) can be re-assembled for storage.
8. **Removal of the lower resonator.**
 - (a) Raise the front of the vehicle and support it using jack stands. **Make sure that the jack stands are rated for the vehicle's weight.**
 - (b) Remove the stone shield underneath the front of the vehicle.

- (c) Remove the inner fender well cover from underneath. This is held in place with plastic screw rivets. Take care not to damage the plastic rivets as they will be re-used.
- (d) Remove two bolts holding the lower resonator from the vehicle and lower the resonator away from the vehicle.

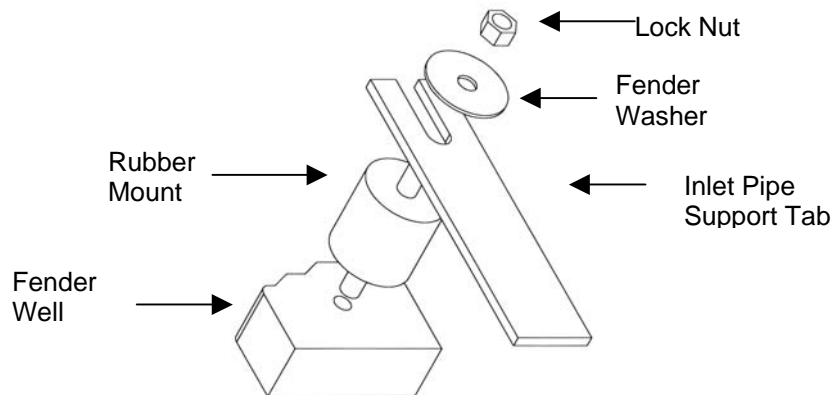
9. **Installation of the inlet pipe.**

- (a) The inlet pipe has a support tab welded along the side of the tube approximately midway between the two ends. This tab aligns with an existing bracket in the engine compartment. By doing an initial fit of the tube the tab will indicate which bracket is used.



- i) In performing the initial fit check for clearance between the pipe and any part of the body or other electrical components. You may adjust the position of the pipe to provide clearance.
- i) The support tab on the inlet pipe will line up with a threaded hole on the inner fender well. Install the rubber isolator mount and attach the air inlet tube onto the rubber mount. Install the large fender washer and the lock nut onto the isolator mount stud and snug it down. **Failure to install the rubber mount will void all warranties of the Cold Air System.** Below is a diagram of how the rubber mount should be installed.

- (b) Install the black connecting hose and two hose clamps on either end of the inlet pipe. Secure the clamps sufficiently to prevent them from falling off during the installation.
- (c) Install the inlet pipe connecting the pipe to the throttle body. Push the inlet pipe sufficiently towards the throttle body such that the support tab aligns with the rubber



isolator.

- i) Tighten both hose clamps at the throttle body end of the pipe and install the nyloc nut and washer (included in kit) to support the center section of the pipe.
 - (d) Using the hose supplied in the kit, connect the PCV breather tube to the inlet pipe and secure the hose with the hose clamps provided.
10. Install the **AEM** filter on to the end of the inlet tube. Push the filter on around 2 inches over the inlet pipe and install one hose clamp to secure the filter on to the inlet pipe. Once fitment is checked, you can either push the filter on to the inlet pipe more or less depending on clearances. Tighten the hose clamp after this is done.
11. Connect the new supplied 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.

12. Re-assembly of stone shield

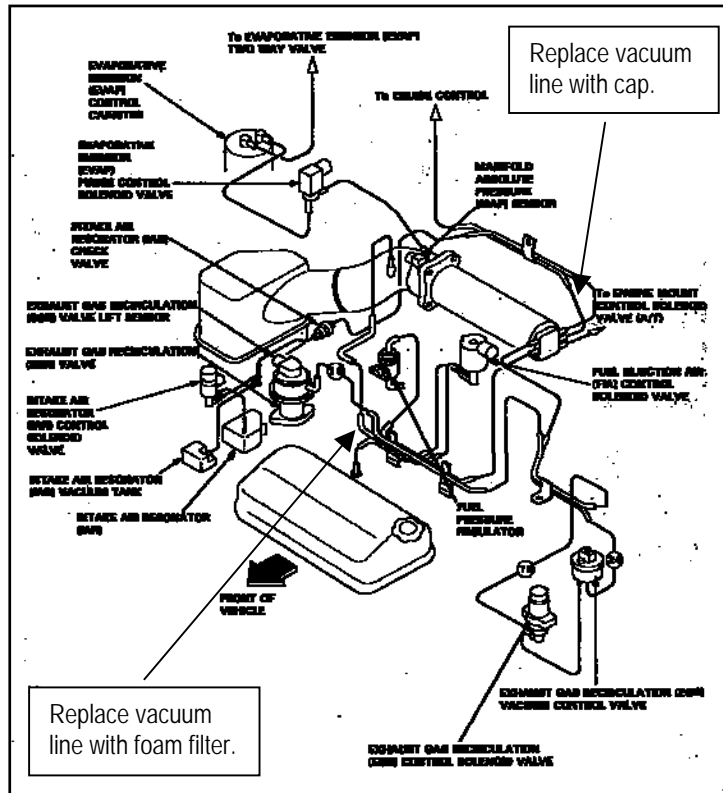
(a) Failure to install inner fender well (splashguard) will result in diminished performance and increase potential for engine damage by the ingestion of water during wet weather conditions.

- i) Assemble the inner fender well cover that was removed to gain access to the resonator.
- ii) Assemble the front stone shield.

13. Installation of foam filter and vacuum plug.

(a) The removal of the OE air inlet system eliminates the need for the Intake Air Resonator (IAR) control system. The purpose of this system is to control noise generated by the inlet air as it traverses the air inlet tube. The vacuum hose connected to the rear of the inlet manifold connecting the IAR system should be disconnected and replaced with the vacuum cap included with the kit.

(b) Also affected by the removal of the OE air inlet tube is the Fuel Injection Air (FIA) control system on 94-95 VTEC equipped vehicles. If your vehicle does not have the VTEC engine then this procedure is not necessary. The vacuum hose, which is removed in step 6B, is attached to a tube cluster along the top of the inlet manifold. Remove the vacuum hose from the tube cluster and replace it with the foam filter cap. This will allow the FIA system to function properly by providing it with filtered air.



**For Technical Inquiries
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