



COLD AIR SYSTEM

Installation Instructions for:
Part Number 21-414
1996-00 Honda Civic EX

ADVANCED ENGINE MANAGEMENT INC.

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Instruction Part Number: 10-220

1996-1998 Honda Civic EX D16Y8 C.A.R.B. E.O. #D-392-17

1999 Honda Civic EX D16Y8 C.A.R.B. E.O. #D-392-5

2000 Honda Civic EX D16Y8 C.A.R.B. E.O. #D-392-10

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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 21-414

1996-00 Civic EX

1	2-412	Inlet Pipe
1	1228599	Rubber Mount
1	444.460.04	6mm Nylock Nut
1	559999	6mmx25mmx1mm Washer
1	21-201	2.5" AEM Air Filter & Clamp
2	103-BLO-4020	2.5" Hose Clamps
1	5-252	2.5" x 2" Connector Hose
2	784633	Rubber Grommet
1	10-220	Instructions
1	10-922S	Regular AEM Decal
1	8-101	Vac Cap 3/8
1	8-102	Plug, Plastic
1	10-905	Warning Decal
1	11-414	E.O. Decal
1	10-400W	License Plate Frame

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

1) Getting started

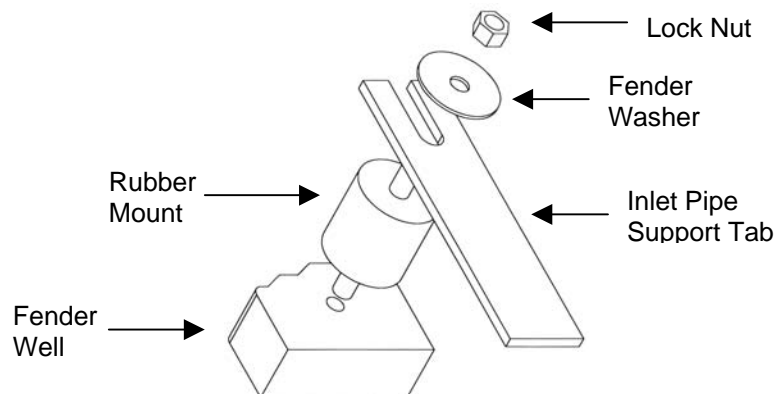
- a) Make sure vehicle is parked on a level surface, and set parking brake.
- b) Disconnect negative battery terminal.
- c) If engine has run within the past two hours let it cool down.

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 air temperature sensor harness from the air inlet tube.
 - i) Remove the sensor from the air inlet tube and set aside to prevent accidental damage.
- d) Disconnect Fuel Injection Air Control Valve vacuum line.
- e) Loosen and remove the air inlet tube from the throttle body.
- f) 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).
- g) Remove the resonator from underneath the vehicle.

3) Installing the cold air system

- a) Insert the two rubber grommets in the appropriate hole. The smaller of the two goes in the hole that is closer to the throttle body end of the pipe.
- b) Install one orange 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 just snug them down on the hose.
- c) Install the tube from the engine compartment by first inserting the tube into the hole exposed by the removal of the 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, but making sure that they are still loose enough so that you can still rotate the tube during the remainder of the installation.
 - ii) 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.



- e) 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.
- f) 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.
 - i) Tighten the rubber isolator lock nut.
 - ii) Tighten the hose clamps on the throttle body.

- g) Gently slide the O.E. PCV breather pipe into the 3/8" rubber grommet closest to the throttle body. A small amount of oil may be needed to allow the O.E. PCV breather pipe to slide in the grommet.
- h) Install the air temperature sensor into the rubber grommet furthest from the throttle body. Connect harness to the air temperature sensor.
- i) Re-Install the Fuel Injection Air Control Valve vacuum line to the nipple exposed on the inlet pipe. Located in between the two grommets.

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.

**For Technical Inquiries
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