V2 INTAKE SYSTEM

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6015
98-02 Honda Accord 4cyl.

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Instruction Part Number: 10-6015
98-02 Honda Accord 4cyl C.A.R.B. E.O. #D-392-24
Excluding 2001 MY LEV II SULEV 1HNXV02.3BF9
Excluding 2002 MY LEV II SULEV 2HNXV02.3FK6

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: 24-6015

Quantity	Part Number	Description
1	2-60151	Intake Pipe
1	5-254	Fiber reinforced reducer 2.5/2.75
2	1-113	zip tie 6" long
1	1228598	Rubber Mount 5/8" X 6mm
1	444.460.04	6mm Nylok Nut
1	559999	6mm Flat Washer
2	99024.032	1" Hose Clamp
1	21-204	3.5" Air Filter & Clamp
1	103-BLO-6020	Filter Hose Clamp
1	103-BLO-4020	2.5" Hose Clamp
1	103-BLO-4440	2.75" Hose Clamp
24"	8-111	RUBBER EDGE TRIM
3"	65128	Hose 3/8" ID
1	10-6015	Instructions
2	10-922S	AEM Silver Decal
1	10-400W	License Plate Frame
1	10-922V30	EMBLEM,V2 3.0" 0D
		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.

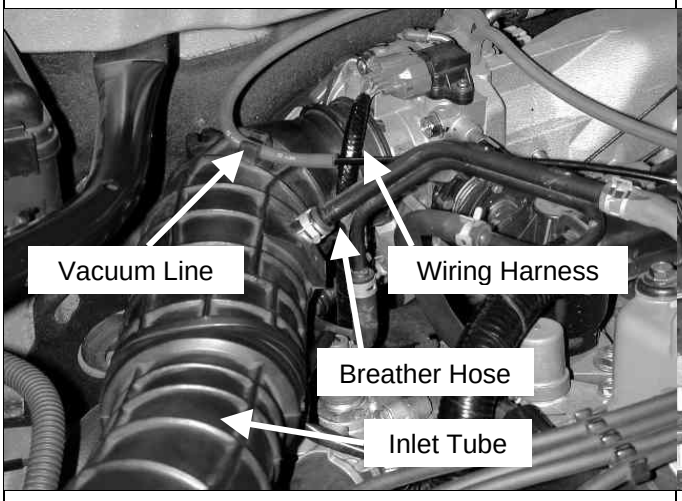
1) Getting started

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.

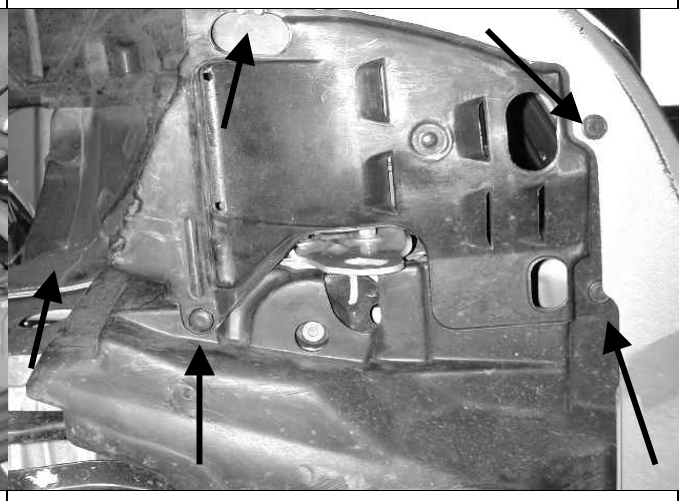
2) Removing the stock air inlet system

a) Before removing any of the O.E. components, **label each individual part so that no components become mixed up during the installation process**.

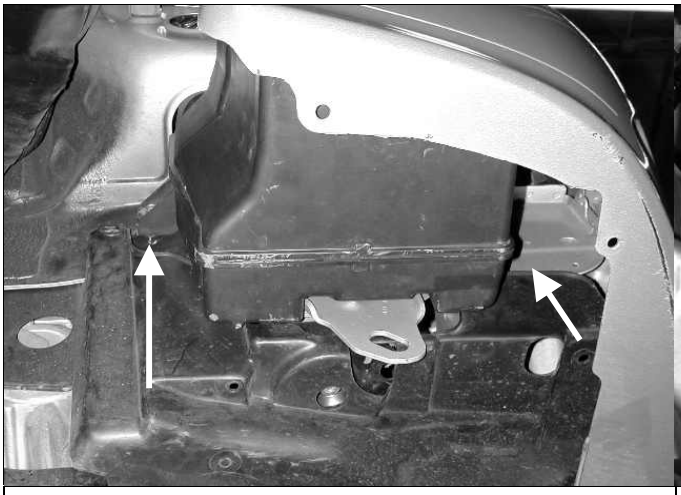
b) Remove the air inlet tube in front of the air-filter housing, by pulling straight up on it. Remove the two bolts holding the stock air-filter housing in the engine bay. Pull the stock inlet hose off the filter housing. Lift up and remove the air-filter housing.



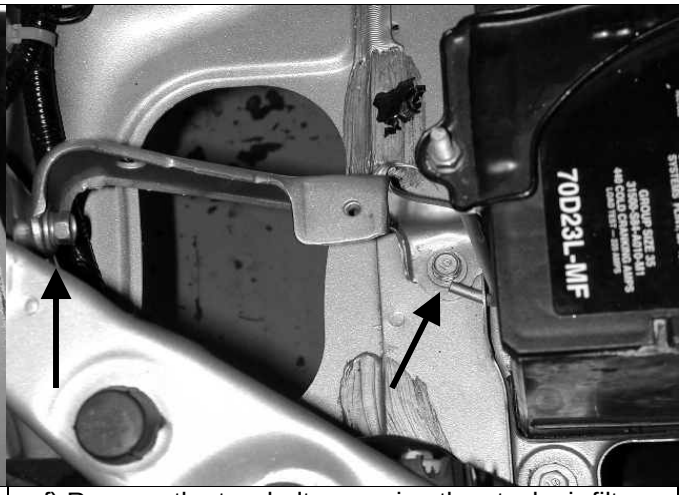
c) Lossen the hose clamp on the throttle body and unhook the wiring harness, the vacuum line, and the breather hose. Pull the stock breather hose out of the inlet tube.



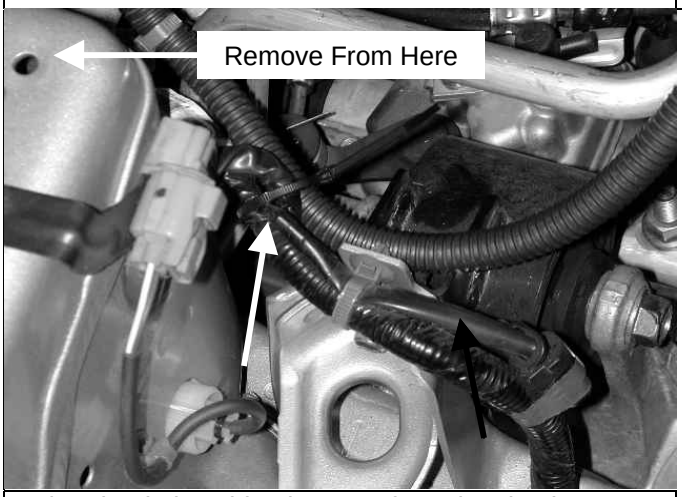
d) Remove the 10mm bolt and the 4 plastic rivets that secure the plastic fender liner to the car. Pull the fender liner out of the way to expose the stock intake resonator chamber.



e) Remove the two bolts securing the resonator box. Pull the resonator box out of the bottom of the car.

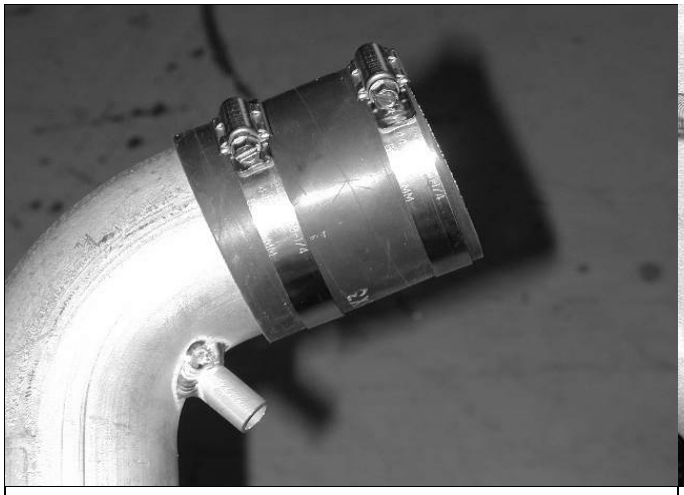


f) Remove the two bolts securing the stock air-filter housing bracket to the car, then remove the bracket. Put aside because this will be used later for the installation.

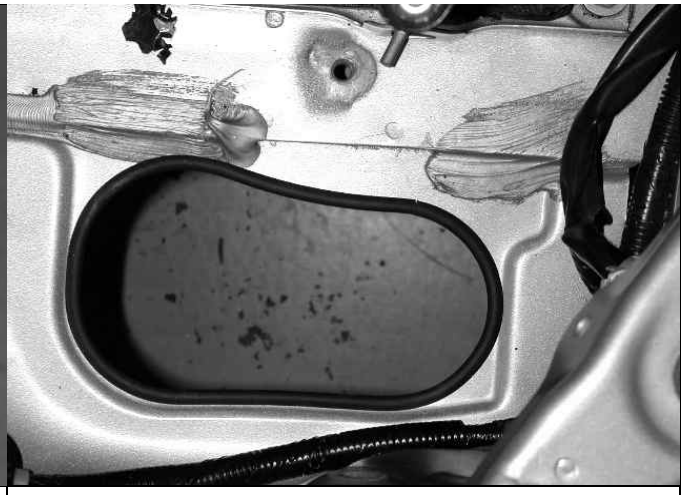


g) Unhook the wiring harness from the shock tower. Using the supplied zip tie, attach the harness to the lower wiring harness as shown.

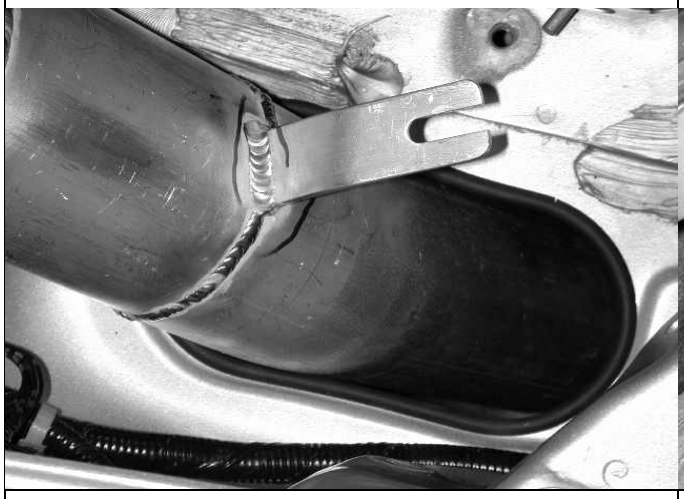
3) Installing the *AEM* V2 Intake



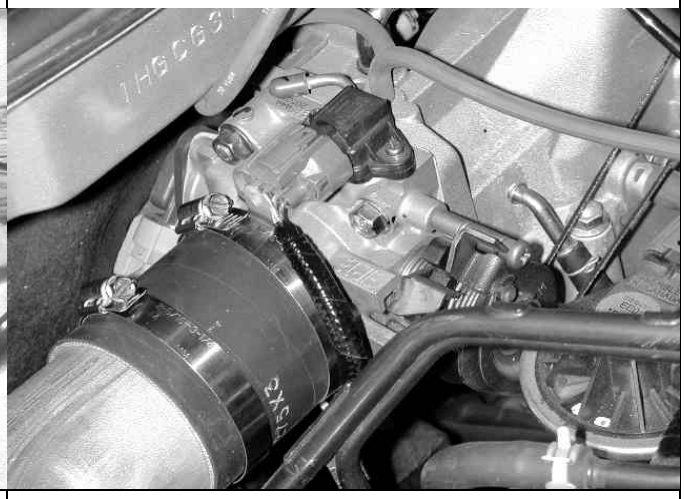
a) Check to see that the inside of the ***AEM* V2** inlet pipe and air filter are clean and free from any foreign objects and/or obstructions. Install the 2.5”-2.75” reinforced reducer over the throttle body end of the intake pipe using the 2.5” and 2.75” hose clamps.



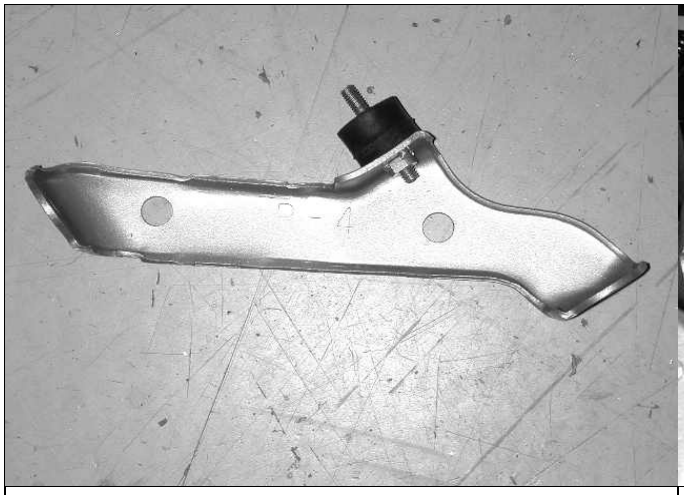
b) Install the rubber edge trim around the edge of the hole that passes through the engine bay. Note: The edge trim will need to be cut to size.



c) Slide the large diameter end of the ***AEM V2*** intake through the hole in the engine bay. Then slip the smaller end under the strut tower brace. Be sure to use rags to prevent the intake from being scratched.



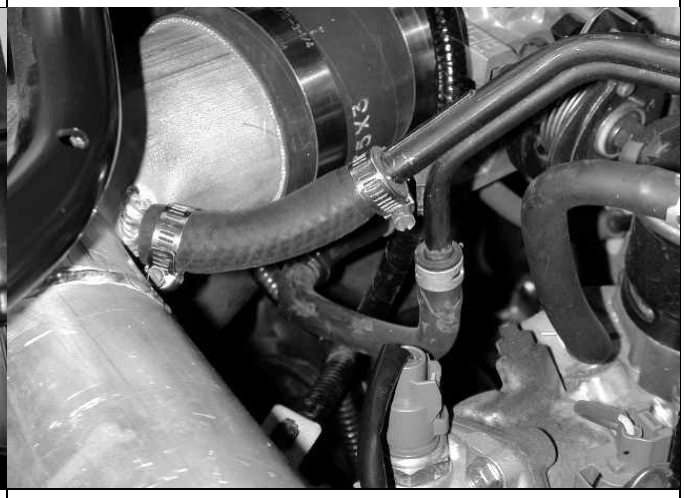
d) Place the reducer coupler over the throttle body but do not tighten the hose clamp.



e) Using the previously removed stock air-filter housing bracket, thread the supplied rubber mount in the hole where the air-filter housing was bolted.

f) Reinstall the air filter housing bracket in its' original location with the rubber mount attached.

g) Install the washer and then the nylok nut on top of the intake bracket. Do not tighten the nut all the way down.



h) Attach one end of the supplied breather hose to end of the factory steel breather tube. Attach the other end to the ***AEM V2*** Intake pipe. Use the supplied 1" hose clamps to secure.

i) Install the ***AEM*** **V2** filter on to the end of the inlet tube. Push the filter over the inlet pipe up to the stop in the filter. Install one hose clamp to secure the filter onto the inlet pipe. Once fitment is checked, tighten the hose clamp.

j) Check that the filter is not touching any part of the vehicle. Position the ***AEM*** **V2** intake 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 silicone coupling. Tighten the nut on the mounting bracket. Re-adjust pipe if necessary. Reinstall the inner fender liner fasteners and the passenger side wheel.

Before

After

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) Due to the tight fitment of this kit and the fact that not all cars are the same, fitment may be an issue. If fitment issues persist, the hole that the intake pipe passes through can be opened larger using a file or a rotary tool. Also, the toe hook on the underside of the car can be removed if filter clearance is an issue.
c) Reconnect the battery cables to the battery (always connect positive first).
d) Start the vehicle and check for proper operation of all the components that were removed.

For Technical Inquiries
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