



V2
INTAKE
SYSTEM

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6104
2000-2005 Honda S2000

ADVANCED ENGINE MANAGEMENT INC.

2205 126TH Street, Unit A Hawthorne, CA. 90250

Phone: (310) 484-2322 Fax: (310) 484-0152

www.aempower.com

Instruction Part Number: 10-6104

2000-2003 Honda S2000 2.0L C.A.R.B. E.O. #Pending

2004-2005 Honda S2000 2.0L C.A.R.B. E.O. #Pending

V2 Air Intake Systems that are pending CARB approval are illegal in California except on racing vehicles which may never be used on public highways.

© Copyright 2003

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: 24-6104

Quantity	Part Number	Description
1	2-61041	Upper Intake Pipe
1	2-61042	Lower Intake Pipe
2	5-275	2.75" x 3" Connector Hose
1	1228599	Rubber Mount 6mm x 1"
4	103-BLO-4420	2.75" Hose Clamp
2	444.460.04	6mm Nylok Nut
2	559999	6mm Flat Washer
1	21-204	3.5", 5" Air Filter & Clamp
2	99024.032	1.00" hose clamps
15"	65532	5/32" vacuum hose
15"	65532	5/32" vacuum hose
12"	516-006	5/16" Hose
12"	65128	Breather Hose 1/2"
1	8-145	Duck Bill Drain
2	1-115	Zip-Ties
1	103-BLO-5620	Filter Hose Clamp
1	10-6104	Instructions
2	10-922S	AEM Silver Decal
1	10-400W	White License Plate Frame
1	10-922V275	EMBLEM, V2 2.75" OD

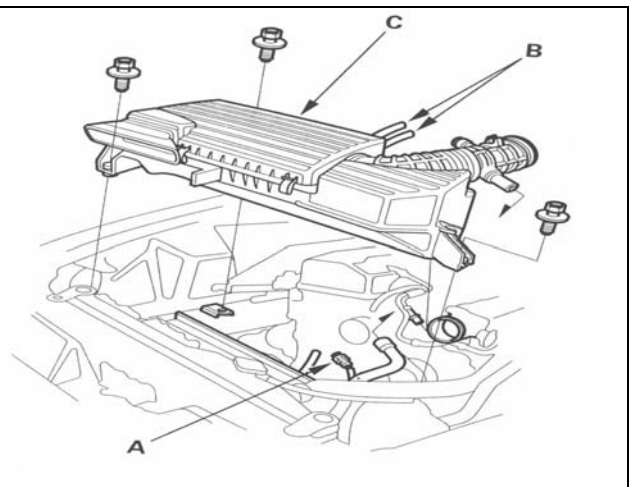
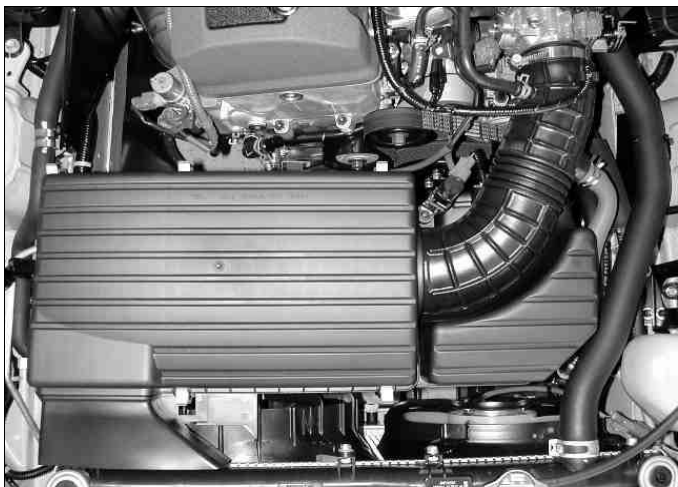
Read and understand these instructions **BEFORE** attempting to install this product.

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

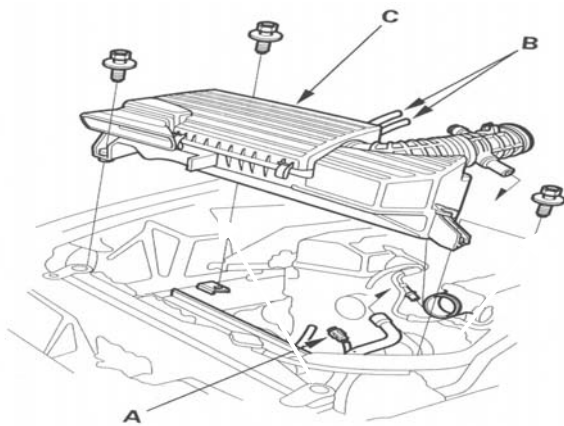
- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) Make sure you have the anti-theft code for the radio.
- d) Disconnect negative battery terminal.
- e) If engine has run within the past two hours let it cool down.

2) Removing the stock air inlet system

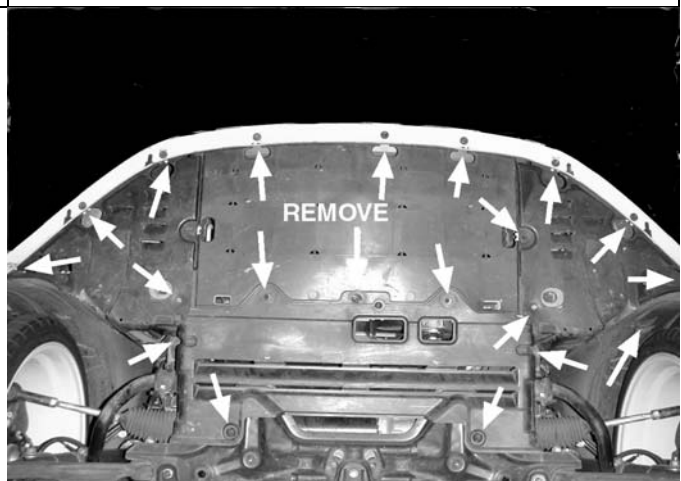


a) Before removing any of the O.E. components, **label each individual part so that no components become mixed up during the installation process.** There is one breather hose, one vacuum hose, and one Air Control Solenoid.

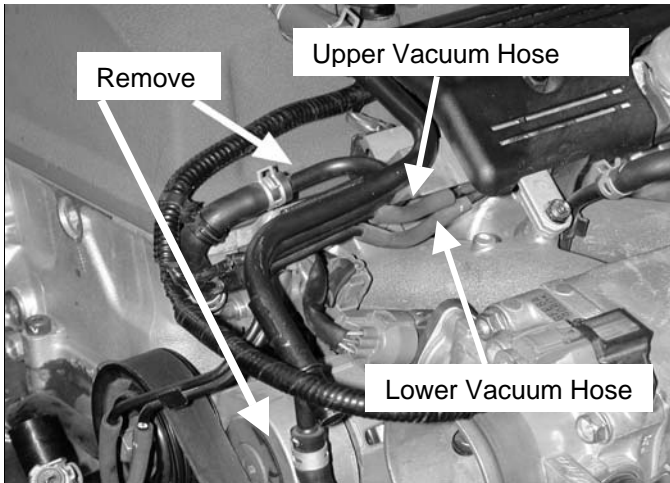
b) Disconnect the Air Control Solenoid Valve Connector (A), then remove the vacuum hoses (B).



c) Loosen the throttle body hose clamp, loosen the three mounting bolts, and remove the air cleaner housing/intake duct (C) assembly.

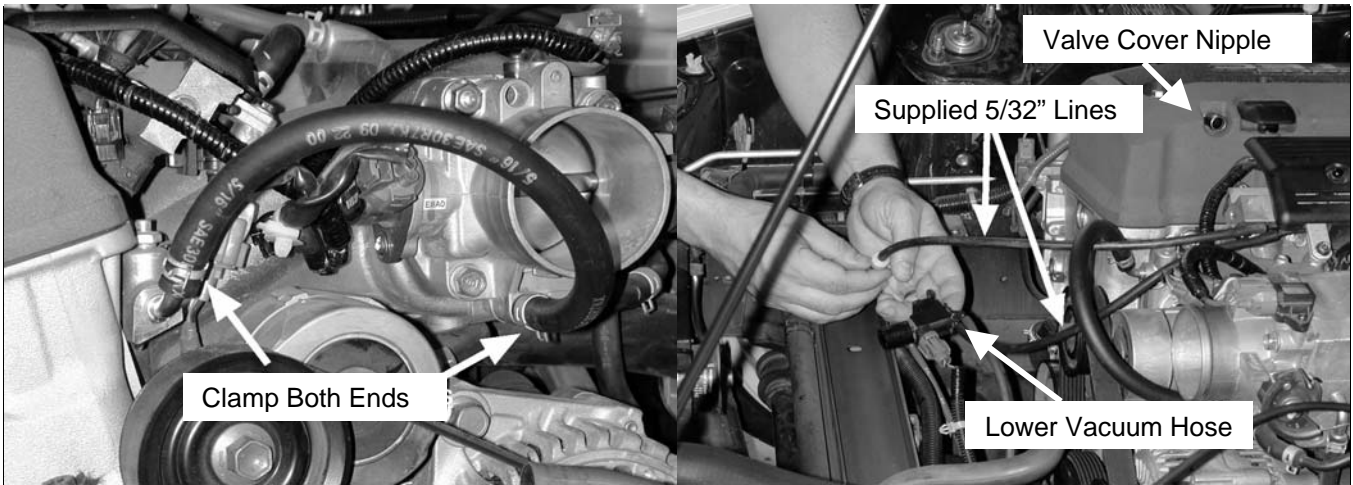


d) Remove the front passenger side wheel. Remove the plastic under trays, and loosen the passenger side inner fender liner as shown.



e) Drain approximately 1 gallon of coolant from the radiator into the proper container. Do not throw the coolant away because it will be used again later. Remove the metal tubing loom, which will include the breather hose, coolant hose and air control solenoid valve vacuum hoses. Make sure to note proper hose routing. (Place a rag under the loom, as coolant will leak from the lower hose).

3) Installing the AEM V2 Intake

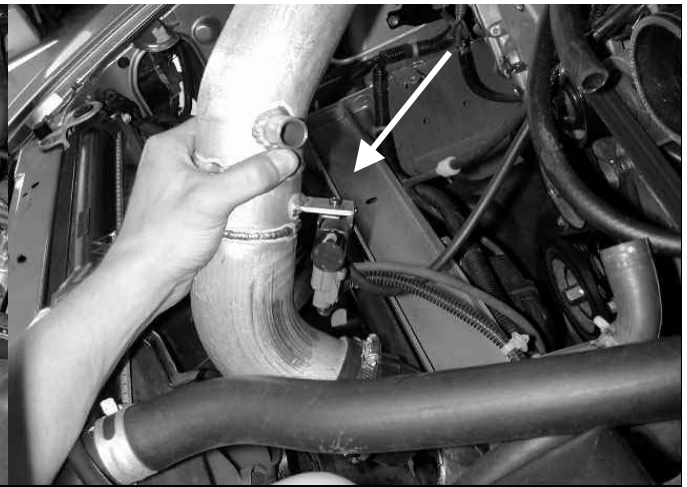


a) Install the provided 5/16" hose between the throttle body and the bleeder outlet vacated by the removal of lower hose of the metal tube loom. Use the factory hose clamps as shown.

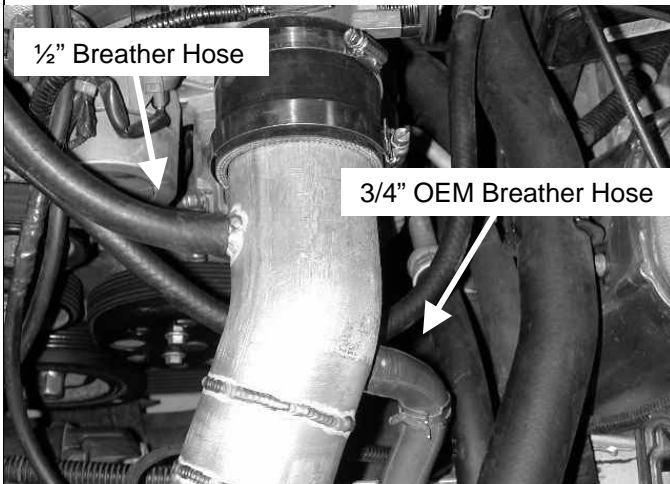
b) Replace the factory Air Control Solenoid Valve vacuum lines with the supplied 5/32" lines, as shown. Use the two supplied zip ties to zip tie the hoses away from the serpentine belt. Install the supplied breather hose onto the valve cover nipple using the supplied hose clamps.



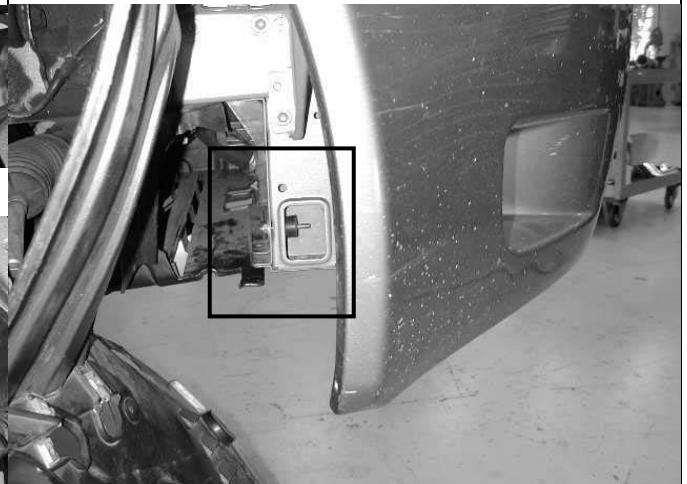
c) Install the 2.75" hose on to the throttle body using the 2.75" hose clamps. Check to see that the inside of the **AEM V2** inlet pipe and air filter are clean and free from any foreign objects and/or obstructions.



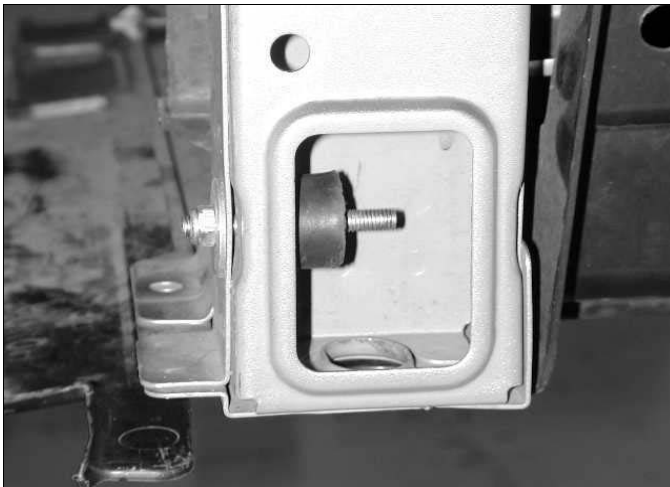
d) Using the factory bolt, secure the Air Control Solenoid Valve to the bracket on the upper Cold Air Pipe as shown.



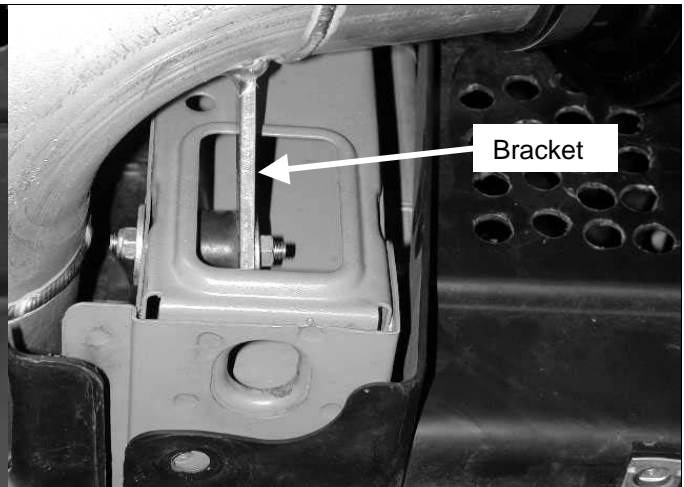
e) Install the Upper Intake Pipe by inserting the end with the smaller nipple into the 2.75" hose on the throttle body. Attach the 1/2" breather hose and the 3/4" breather hose as shown. Use the factory hose clamp on the 3/4" hose and the supplied hose clamp on the 1/2" hose.



f) Install the supplied rubber mount into the passenger side radiator support frame rail as shown. When tightening the nut, tighten until the thin outer wall of the support starts to deflect (See next picture g) for closer view).



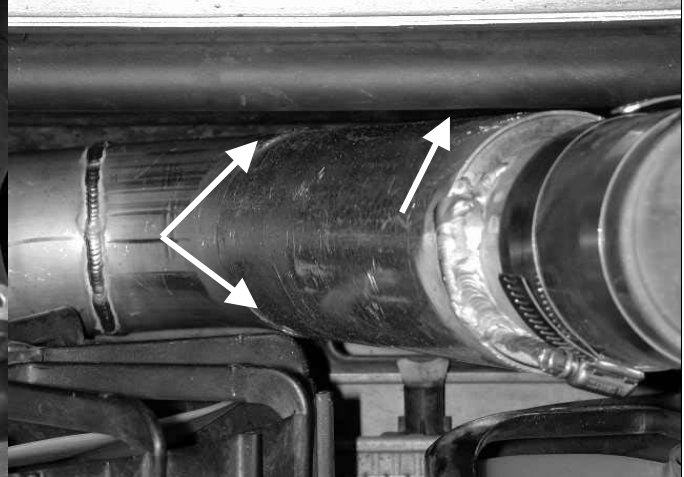
g) Install the supplied rubber mount into the passenger side radiator support frame rail as shown. When tightening the nut, tighten until the thin outer wall of the support starts to deflect.



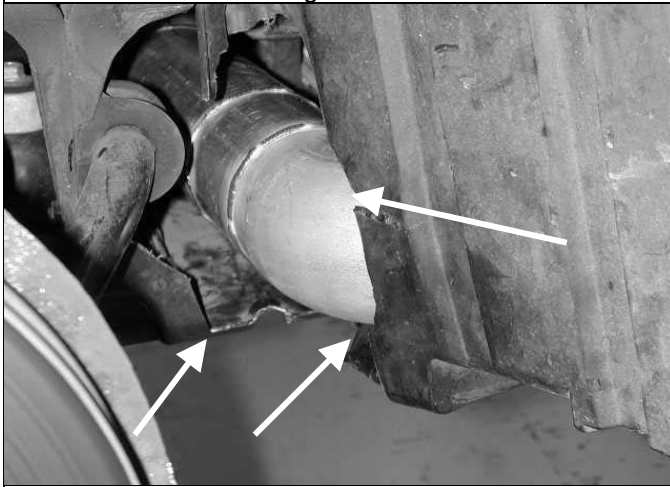
h) Install the Lower Intake Pipe behind the radiator with the bracket sliding onto the rubber mount. Use the washer and screw on the nylok nut but do not tighten at this time.



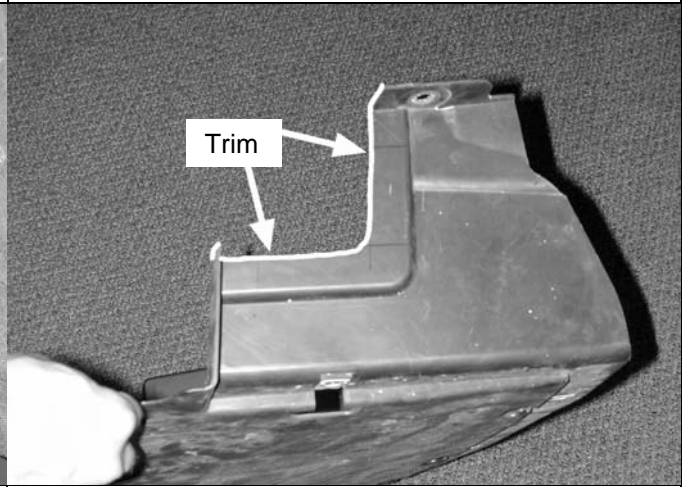
i) Using the 2.75" Silicone Hose and two hose clamps supplied, attach the Upper and Lower Intake pipes together.



j) Check the Lower Intake pipe clearance between the radiator fan guard, the A/C line, and the Sway Bar.



k) Trim Inner Fender liner and under tray as shown for proper fit.

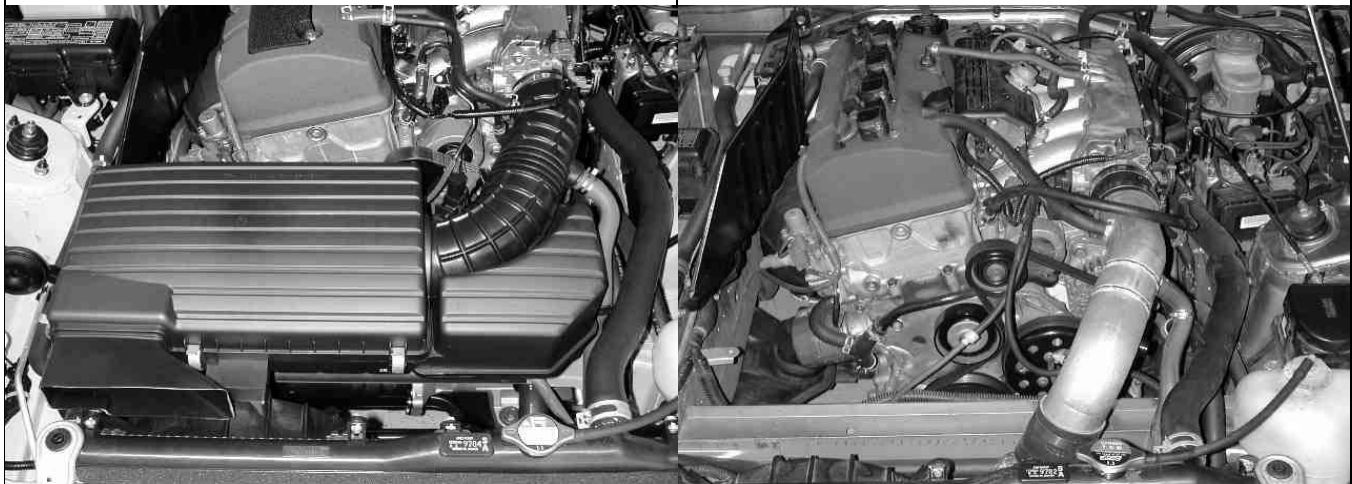


l) Trim the passengers side undertray as shown to provide cooler air to the filter element. Reinstall the undertrays, trimming or notching them for tube clearance where required.



m) 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, tighten the hose clamp. Install the duck bill drain into the 1/2" hole in the pipe.

n) 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 silicone coupling. Tighten the nut on the mounting bracket. Check for proper hood clearance. 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) Reinstall the coolant drained from the radiator in step e) of the stock intake removal.
- c) Reconnect the battery cable to the battery.
- d) Start the vehicle and check for proper operation of all the components that were removed.

**For Technical Inquiries
E-Mail Us At
tech@aempower.com**