



V2
INTAKE
SYSTEM

Patent No. 6,959,679

Installation Instructions for:
Part Number 24-6110
2003-2004 Honda Accord V6

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Instruction Part Number: 10-6110
2003 Honda Accord 3.0L C.A.R.B. E.O. #Pending

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.

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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: 24-6110

Quantity	Part Number	Description
1	2-61102	Intake Pipe
1	5-300	3.0" x 3" Connector Hose
1	1228599	Rubber Mount 1" X 6MM
1	444.460.04	6mm Nylok Nut
1	559999	6mm Flat Washer
2	103-BLO-4820	HOSE CLAMP,2.56-3.50"
2	4093-6	1 1/16" Hose Clamp
20"	516-006	Hose 5/16" ID
16"	65116	Hose 1/2" ID
2	4093-5	3/4" Hose Clamp
1	21-205	4 " Air Filter & Clamp
4	1-113	6" Zip Tie
1	103-BLO-7220	Filter Hose Clamp
1	784632	Grommet
6"	8-133	1/4" Slit-Convuluted Conduit
1	2-680	Hex Head Plug M12 x 1.5
1	1-3038	M12 O-ring 2mm
1	10-6110	Instructions
2	10-922S	AEM Silver Decal
1	10-400W	License Plate Frame
1	10-922V30	EMBLEM,V2 3.0" OD

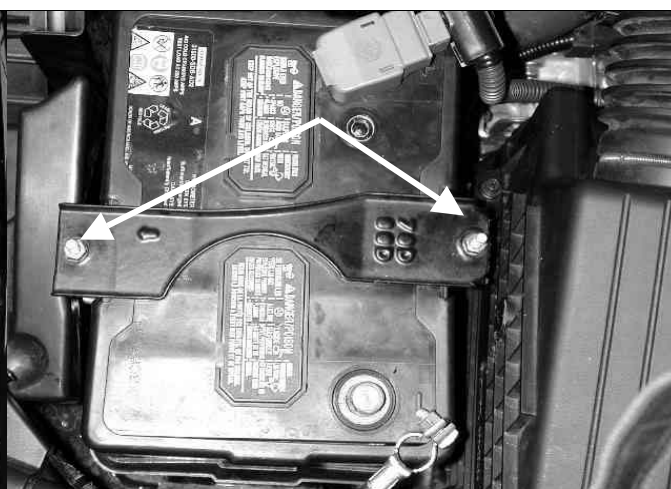
Read and understand these instructions **BEFORE** attempting to install this product.

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

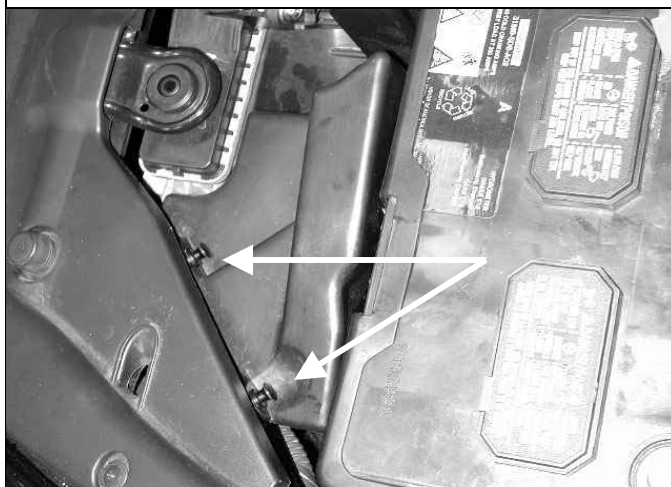
- a) Make sure vehicle is parked on a level surface.
- b) Set parking brake.
- c) Make sure you have the anti-theft code for the radio.
- d) Disconnect negative battery terminal.
- e) If engine has run within the past two hours let it cool down.

2) Removing the stock air inlet system



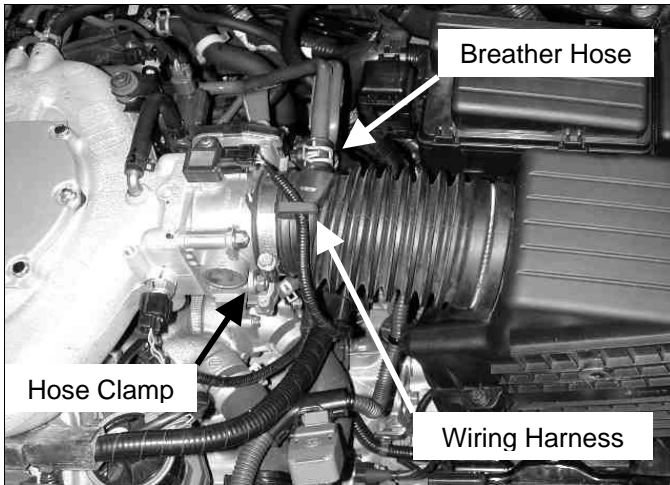
a) Before removing any of the O.E. components, **label each individual part so that no components become mixed up during the installation process.** There is one breather hose, one vacuum hose, and one Air Control Solenoid.

b) Remove the battery tie down bracket and the J bolts that hold it in place. Disconnect the positive battery terminal.

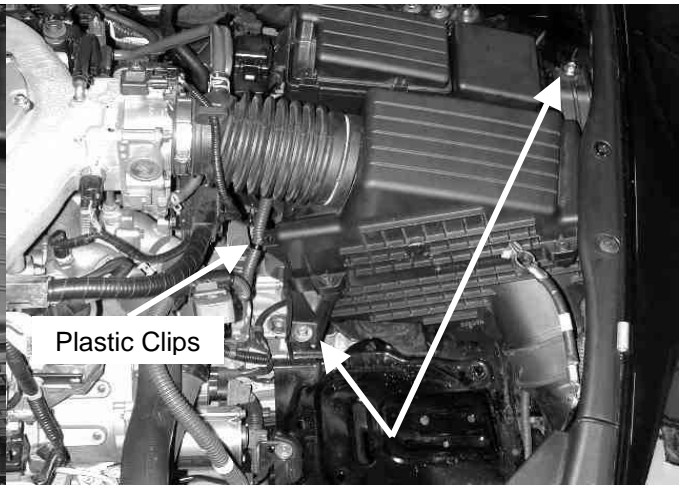


c) Remove the plastic shielding in front of the battery by pulling the two plastic snaps out and lifting straight up on the shield.

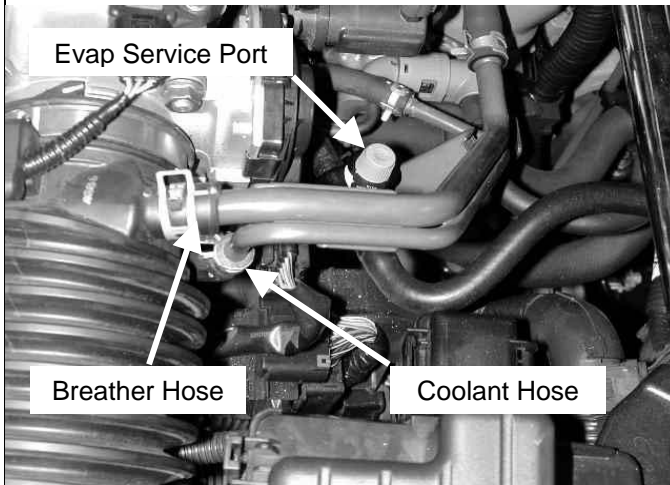
d) Remove the plastic battery cover from the battery and lift battery straight up and out of car. Store the battery in a safe place. Then remove the plastic battery under-tray and set aside.



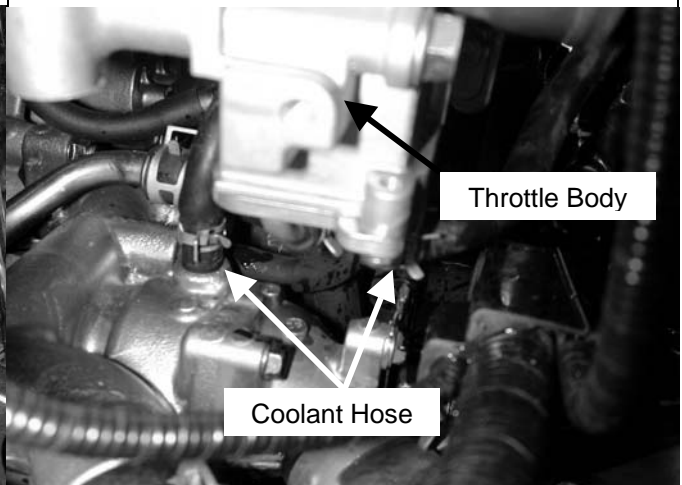
e) Loosen the hose clamp on the throttle body and unhook the wiring harness. Remove the stock breather hose from the inlet tube.



f) Pull the inlet tube off the throttle body. Remove the two mounting bolts holding the stock air filter box in place. Remove the plastic clips holding the wiring harness to the throttle body side of the air filter housing. Remove the air filter housing from the car.



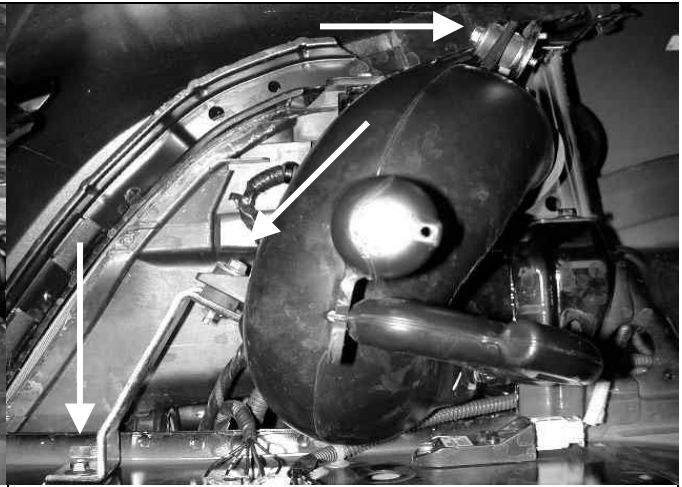
g) Drain approximately 1 gallon of coolant from the radiator into the proper container. Do not throw the coolant away because it will be used again later. The next step will be to remove the metal tubing loom, which will include the breather hose, coolant hose and a bracket holding the evap service port. Make sure to note proper hose routing. (Place a rag under the loom, as coolant will leak from the lower hose).



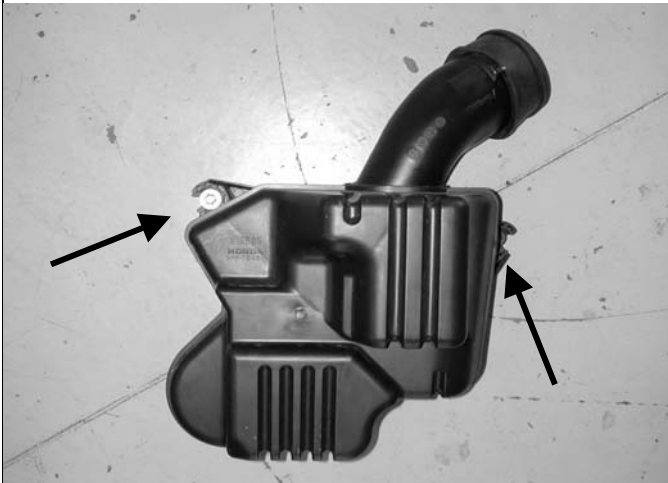
h) Closer view of tubing loom routing. Use pliers to slide the spring clamps over the breather and coolant hoses. A flat-head screwdriver may be needed to pry the hoses off the coolant line nipples.



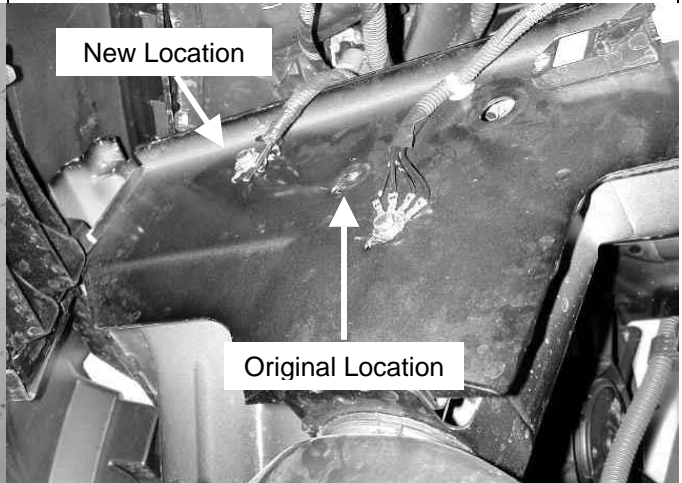
i) Remove the driver side wheel. Remove the nuts and the plastic push rivets holding the fender liner in place. Pull the fender liner out of the way to expose the stock intake resonator chamber.



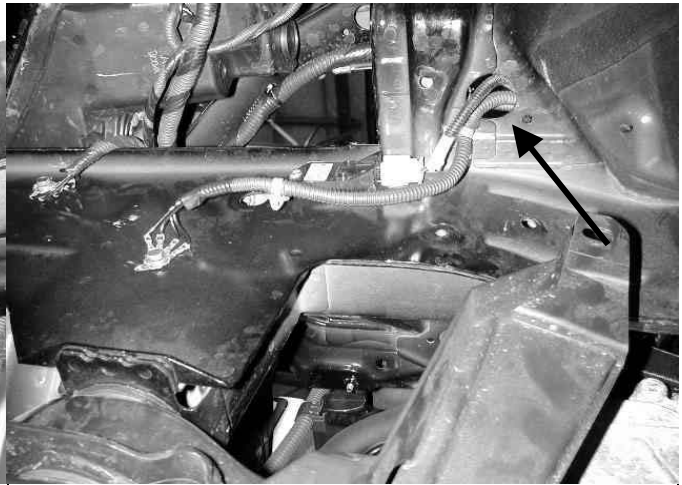
j) On the 6 speed manual trans the stock resonator looks like the one pictured above. Remove the two mounting bolts holding it in place and the mounting bracket attached to the frame.



k) On automatic trans equipped cars the stock intake resonator looks like the one pictured above. Remove the two bolts holding it in place. Note: the second bolt is located on the top front side of the resonator.



l) Relocate the forward grounding block from it's current location, to the threaded hole just up and in front of it.



m) Remove the bolt securing the rearward grounding block and unhook the wire clips securing the wires to the chassis.

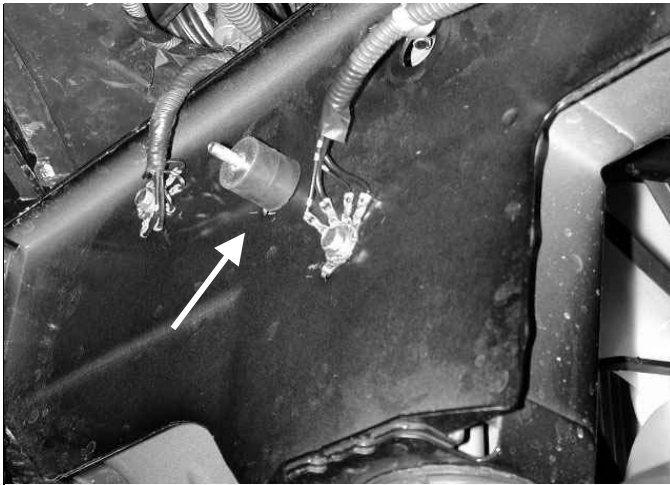
n) Route the wire through the hole located a few inches rearward in the chassis. Then reconnect the grounding block where it was originally located and secure the wires using the supplied zip-tie. The hole locating stud will bend back.

3) Installing the *AEM V2* Intake



a) Install the provided 5/16" hose where the factory coolant line was removed. Use the supplied 1" hose clamps to secure the hose.

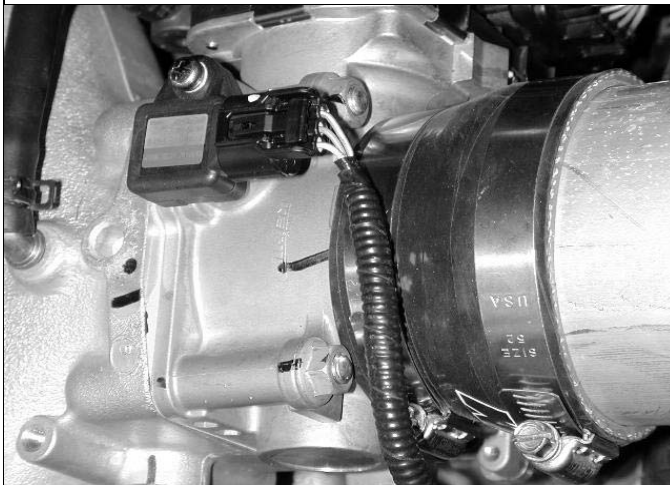
b) Check to see that the inside of the *AEM V2* inlet pipe and air filter are clean and free from any foreign objects and/or obstructions. Install the 3" silicone coupler over the throttle body end of the intake pipe using the 3" hose clamps. Install the hex head plug and o-ring into the threaded nipple as shown.



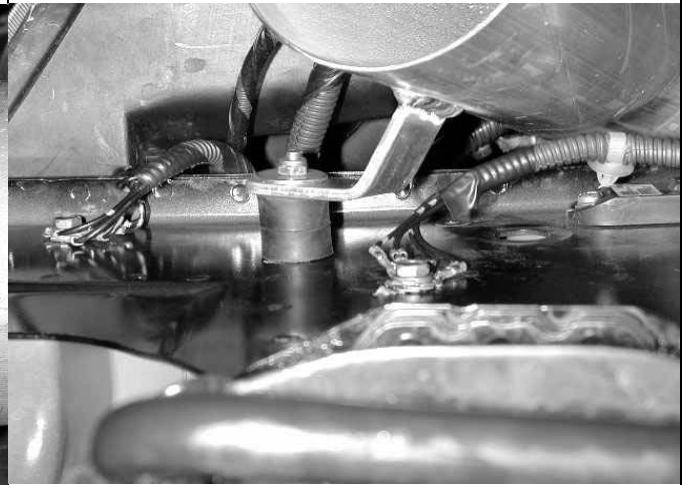
c) Install the rubber mount where the factory ground block was removed.



d) Install the **AEM V2** intake pipe by routing the filter (large) end of the pipe through the opening in the engine bay between the battery location and the fender. Be sure to have the mounting bracket on the intake facing the front of the car and use rags to prevent the pipe from being scratched.



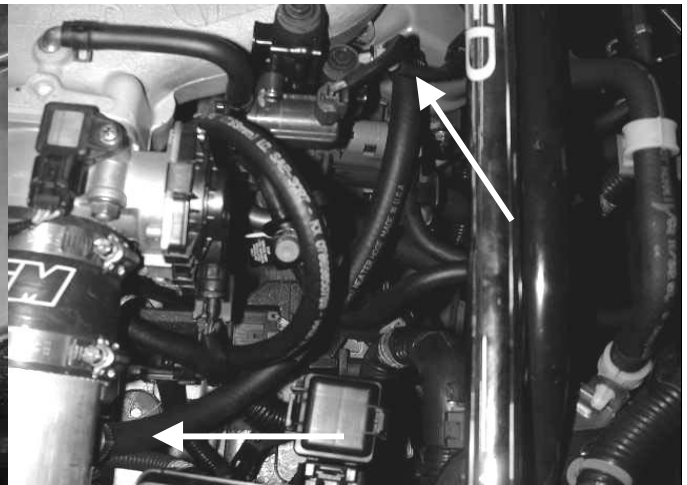
e) Install the silicone coupler over the throttle body, however do not tighten hose clamps.



f) Guide the bracket on the intake pipe over the stud on the rubber mount. Once aligned, install the supplied washer and nylock nut onto the stud. Do not tighten until fitment is complete.



g) 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.



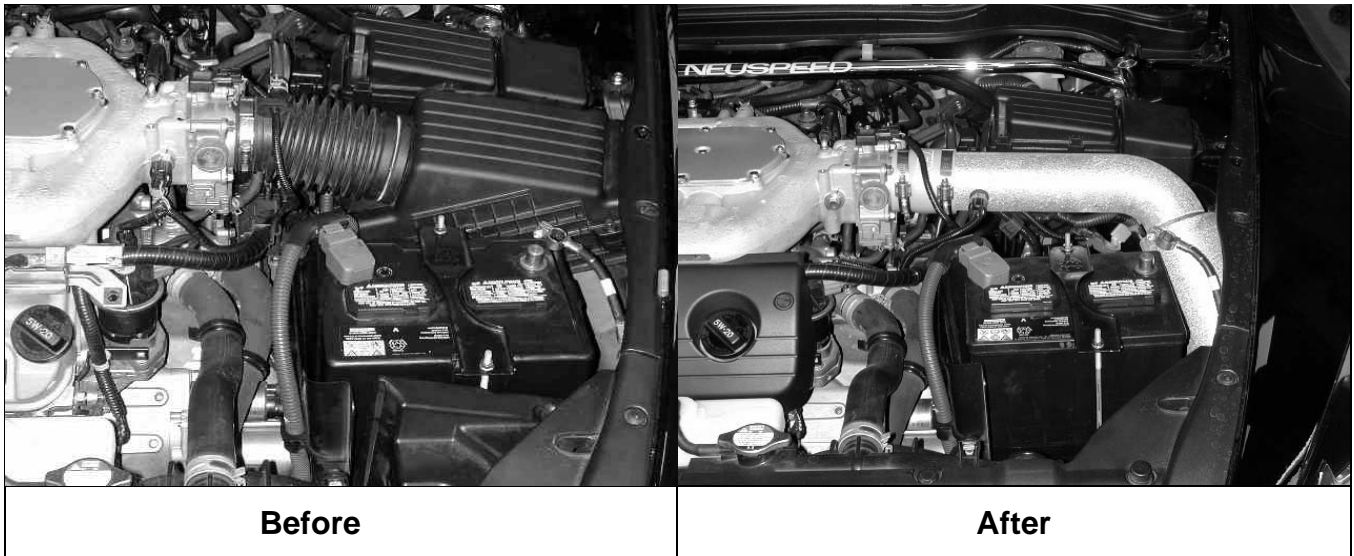
h) Install the supplied 1/2" breather hose between the intake pipe and the valve cover as shown.



i) Reinstall the plastic battery under-tray, the battery, and the battery tie down bracket. Do not install the plastic battery cover. Check for proper clearance between the battery and the intake pipe. Use the supplied zip-ties to make sure no wires are in contact with the intake system.



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.



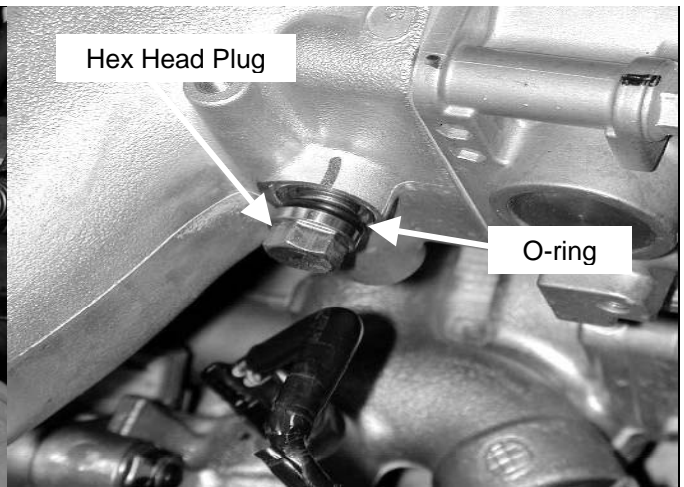
Before

After

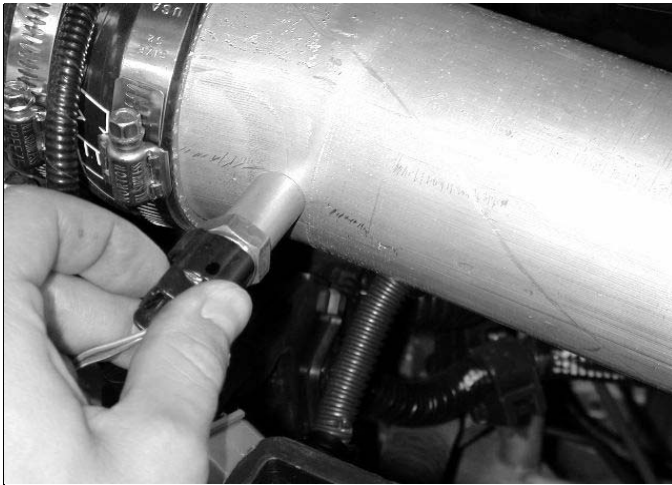
4) Optional Power Adder (Note: This is for Off Road use only and voids CARB approval)



a) Unplug the IAT sensor from the wiring harness and remove the IAT sensor from the throttle body. Strip 5" of the convoluted conduit from the wiring harness.



b) Remove the Hex Head plug from the intake pipe and insert it into the throttle body where the IAT sensor was removed using the supplied O-ring.



c) Insert the IAT sensor into the threaded nipple where the hex head plug was removed in the previous step. Trim-to-fit the supplied slit convoluted conduit to wrap the exposed IAT sensor wires and zip-tie secure.

5) 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 g) of the stock intake removal.
- 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.

Note: AEM V2 systems are not designed for use with AEM Bypass Valves

**For Technical Inquiries
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