



Equipped with AEM® Dryflow™ Filter
No Oil Required!

INSTALLATION INSTRUCTIONS

PART NUMBER: 21-8016

2004

PONTIAC

GTO V8-5.7L

C.A.R.B. E.O. # D-670-2

* NOTE: Legal in California only for racing vehicles which may never be used upon a highway

PARTS LIST

Description	Qty.	Part Number
Air Filter Assy. 4.00 X 5" Dry Ele.	1	21-205DK
Heat Shield	1	20-8016
Upper Pipe	1	2-80161
Lower Pipe	1	2-80162
Hose, Adapter 4.00/3.50x3" Blk.	1	5-435
Elbow, 4.00 Tight 90 Deg.	1	5-490
Edge Trim, 12"	1	8-4012
Grommet, 3/8"	1	784633
Grommet, 1/2"	1	784634
Mount, Rubber 1" X 8mm	1	1228560
Zip Tie, 8" Tree Push-Mnt.	2	1-127
Rubber Edge Trim 4"	1	8-3004
Bolt, Hex 1/4-20 X 3/4	2	1-2014
Washer, 1/4 SAE Flat	4	1-3028
Washer, 8mm Soft Mount	2	559960
Nut, M8 Hex Serrated	2	444.460.08
Nut, 1/4-20 Nylock	2	1-2074
1/2" Bnd. Hose Clamp, 3.56"-4.50"	4	9464
1/2" Bnd. Hose Clamp, 3.15"-4.00"	1	9456

Read and understand these instructions **BEFORE** attempting to install this product. Failure to follow installation instructions and not using the provided hardware may damage the intake tube, throttle body and engine.

1. Preparing Vehicle

- a. Make sure vehicle is parked on level surface.
- b. Set parking brake.
- c. If engine has run in the past two hours, let it cool down.
- d. Disconnect negative battery terminal.
- e. Do not discard stock components after removal of the factory system.

2. Removal of stock system



a. Remove the radiator shroud from the front of the car by removing the 5 plastic connectors.



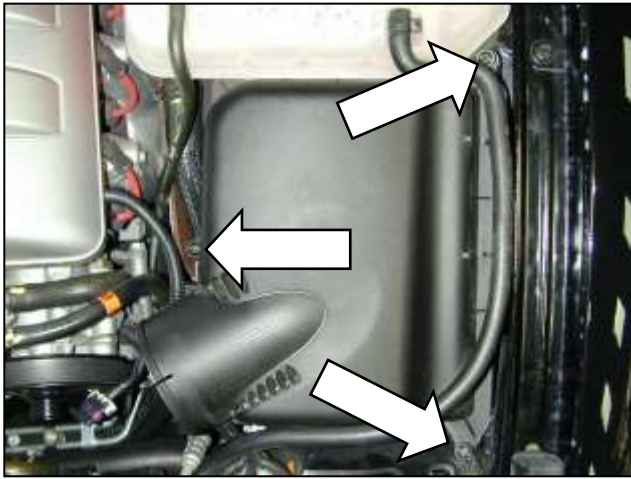
b. Loosen the hose clamps on the rubber elbow attached to the throttle body and the Mass Air Flow (MAF) sensor. Unplug the IAT sensor and remove from the inlet tube.



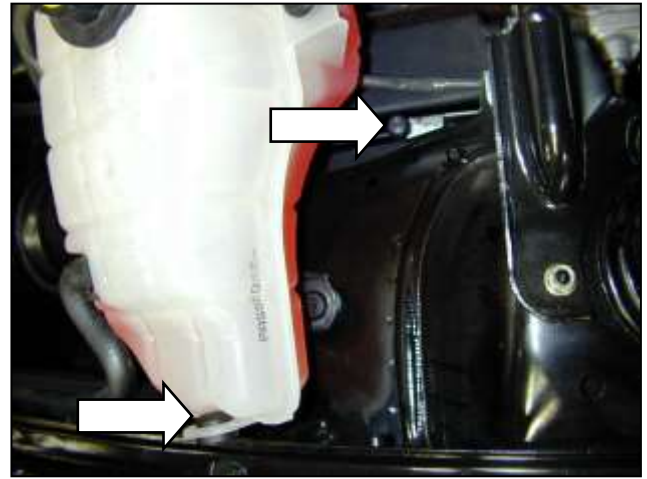
c. Loosen the hose clamp securing the MAF adapter to the air filter housing. Unplug the wiring harness from the MAF sensor and remove sensor.



d. Detach the wiring harness air filter housing as shown.



e. Loosen the three screws holding the top of the air filter housing to the filter box and remove the top. Next, remove the air filter from inside the air box.



f. The coolant reservoir is held in place by two grommets. Move it by lifting it off the two posts that secure it and set it aside but do not disconnect it.



g. With the coolant reservoir out of the way, remove the lower half of the air filter housing by gently lifting it up. This is held in place with grommets similar to the coolant reservoir.



h. Remove the air shield by bending it slightly and pulling it towards the shock tower.



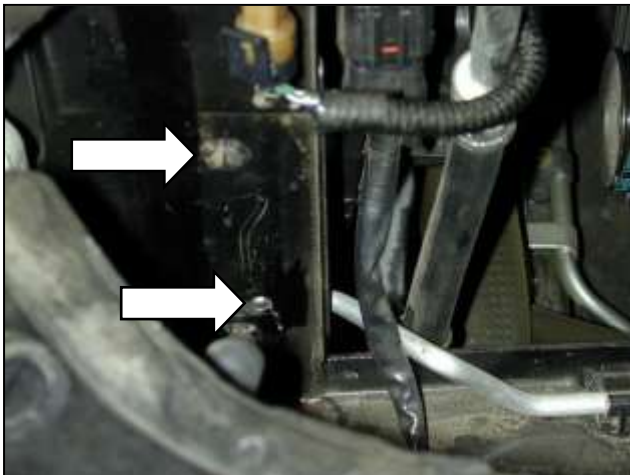
i. Unplug the IAT sensor from the stock intake tube. The best way to do this is to pull straight back while twisting gently.



j. Remove the bolt shown on the inner fender. This bolt will be reinstalled later.

3. Installation of AEM[®] intake system.

a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



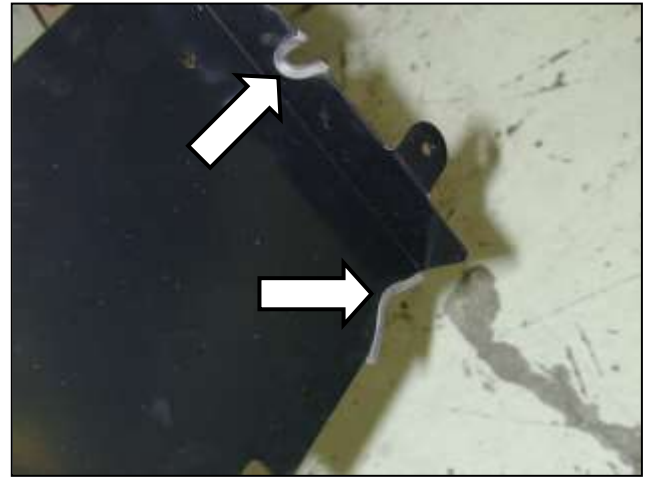
b. On the radiator support there are two holes. Behind these is a plastic panel that needs to be drilled out to match the metal holes.



c. Install the rubber grommet into the hole in the heat shield as shown.



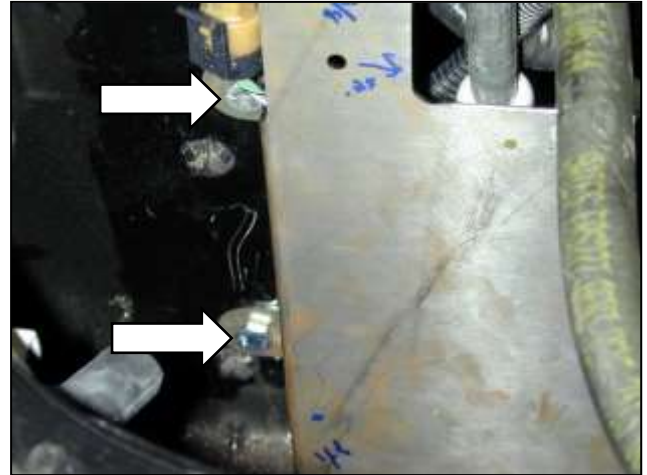
d. Route the wires for the IAT, MAF, and ACPT so they are in front of the AC line but behind the radiator support as shown.



e. Install the rubber edge trim around the cut out where the wire harness will pass through as shown.



f. Carefully slide heat shield into engine bay. Push rubber grommet installed in previous step over the stud on the strut tower.



g. Insert the two supplied 1/4" bolts into the holes previously drilled in step 3b. Loosely secure with the supplied 1/4" washers and nylok nuts.



h. Reinstall the bolt that was removed in step 2j through the hole in the U shaped tab on the heat shield. Once secured, fully tighten the 2 ¼" bolts from step 3g. This will load the heat shield in order to fully secure it.



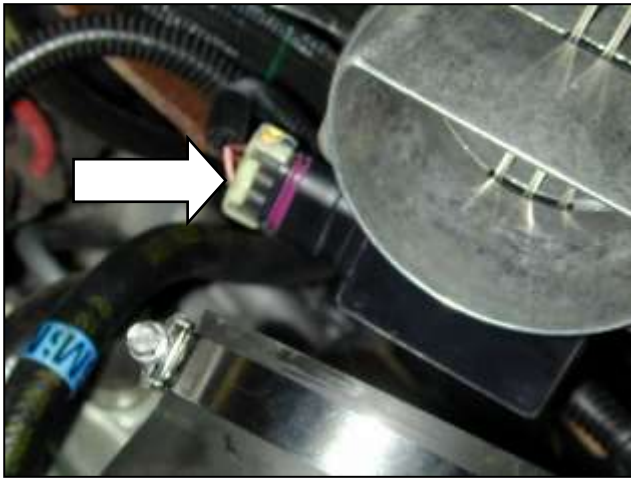
i. Install the long end of the rubber elbow over the throttle body using the supplied #64 hose clamps.



j. Install the reducer coupler onto the intake pipe using the supplied #64 hose clamp. Install the #56 hose clamp onto the 3.5" side of the coupler.



k. Check to be sure the upper intake pipe is clear of any debris. Install the intake pipe by sliding it into the coupler attached to the throttle body.



l. Plug the MAF sensor into the main wiring harness and mount it into the reducer coupler on the intake pipe. Be sure to have the flow in the correct direction and the flat area of the MAF on the top.



m. Insert the rubber grommet into the hole on the lower intake pipe as shown.



n. Insert the IAT sensor into the grommet. This may be eased with the use of some lubrication on the rubber grommet. Be careful not to damage the IAT sensor.



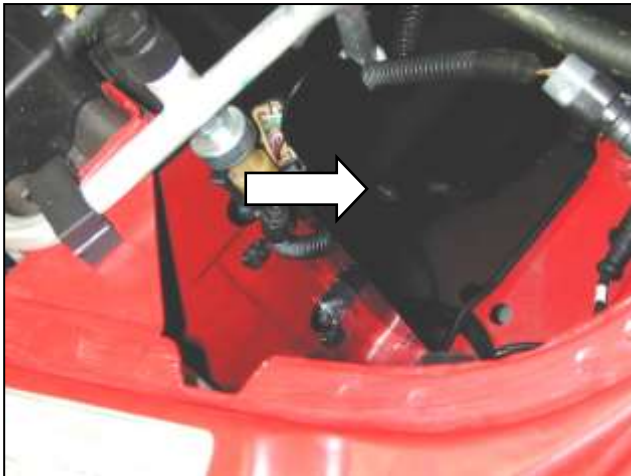
o. Install the AEM® air filter on to the end of the inlet tube. Push the air filter over the inlet pipe until the stop in the filter is reached. Then install one hose clamp to secure the filter onto the inlet pipe.



p. Insert the lower intake pipe and tubing spacer into the stock rubber coupler on the MAF sensor. Align the mount with the bracket on the pipe. Install the washer and Nylok nut onto the rubber mount.



q. Install the supplied heat shield zip-tie into the on the tab for the coolant reservoir hose.



r. Install the supplied heat shield zip-tie into the hole in the heat shield below the AC line. Zip-tie the wire harness connector to the heat shield



s. Ensure the air filter is not touching any part of the vehicle. Position the intake system for best fitment. Be sure that the inlet 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 the inlet pipe if necessary.



Factory air box system installed



AEM® intake system installed

4. Reassemble Vehicle

- a. Position the inlet pipes for the best fitment. Be sure that the pipes or any other components do not contact any part of the vehicle. Tighten the rubber mount, all bolts, and hose clamps.
- b. Check for proper hood clearance. Re-adjust pipes if necessary and re-tighten them.
- c. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- d. Reconnect negative battery terminals and start engine. Let the vehicle idle for 3 minutes. Perform a final inspection before driving the vehicle.

5. CARB Sticker Placement

- a. The C.A.R.B. exemption sticker, (attached), must be visible under the hood so that an emissions inspector can see it when the vehicle is required to be tested for emissions. California requires testing every two years, other states may vary.
- b. Most General Motors vehicles (including Chevrolet) have the Vehicle Emissions Certification Information (VECI) label affixed to the air filter box. In order to be compliant with California emissions laws, the label MUST remain in the engine compartment. If the Vehicle Emission Control Information label is removed during modification, a new replacement label must be obtained and installed in a readily visible position in the engine compartment. The label shall not be affixed to any equipment which is easily detached from the vehicle. We recommend that the label is affixed to the underside of the hood adjacent to the hood latch. The label is Vehicle Identification Number dependent and can be ordered from the vehicle dealership. In order to receive the proper decal please bring your VIN with you. Failure to have the VECI under the hood may result in failure of a pre-registration smog test.

6. Service and Maintenance

- a. It is recommended that you service your AEM[®] Dryflow™ filter every 20,000 miles for optimum performance. Use AEM Dryflow cleaning kit part # 21-110.
- b. Use aluminum polish to clean your polished AEM[®] intake tube.
- c. Use window cleaner to clean your powder coated AEM[®] intake tube. **(NOTE: DO NOT USE aluminum polish on powder coated AEM intake tubes).**

For technical inquiries
e-mail us at
sales@aemintakes.com
or
call us at
800.992.3000

AEM Air Intake System Warranty Policy

AEM[®] warrants that its intake systems will last for the life of your vehicle. AEM will not honor this warranty due to mechanical damage (i.e. improper installation or fitment), damage from misuse, accidents or flying debris. AEM will not warrant its powder coating if the finish has been cleaned with a hydrocarbon-based solvent. The powder coating should only be cleaned with a mild soap and water solution. Proof of purchase of both the vehicle and AEM intake system is required for redemption of a warranty claim.

This warranty is limited to the repair or replacement of the AEM part. In no event shall this warranty exceed the original purchase price of the AEM part nor shall AEM be responsible for special, incidental or consequential damages or cost incurred due to the failure of this product. Warranty claims to AEM must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of product and is nontransferable. Improper use or installation, use for racing, accident, abuse, unauthorized repairs or alterations voids this warranty. AEM disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by AEM. Warranty returns will only be accepted by AEM when accompanied by a valid Return Merchandise Authorization (RMA) number. Credit for defective products will be issued pending inspection. Product must be received by AEM within 30 days of the date RMA is issued.

If you have a warranty issue, please call (800) 992-3000 and our customer service department will assist you. A proof of purchase is required for all AEM warranty claims.