



Equipped with AEM® Dryflow™ Filter
No Oil Required!

INSTALLATION INSTRUCTIONS

PART NUMBER: 21-432

2005	MITSUBISHI	Eclipse GT	V6-3.0L	SEE * NOTE
2005	MITSUBISHI	Eclipse	V6-3.0L	SEE * NOTE
2003-2004	MITSUBISHI	Eclipse GT	V6-3.0L	C.A.R.B. E.O. # D-670
2000-2004	MITSUBISHI	Eclipse	V6-3.0L	C.A.R.B. E.O. # D-670
2001-2003	DODGE	Stratus	V6-3.0L	C.A.R.B. E.O. # D-670
2001-2003	CHRYSLER	Sebring	V6-3.0L	C.A.R.B. E.O. # D-670

PARTS LIST

Description	Qty.	Part Number
Air Filter Assy. 2.75 X 5" Dry Ele.	1	21-202DK
Upper Pipe	1	2-446
Lower Pipe	1	2-447
Adaptor, MAF	1	2-606
Hose, Adapter 2.75/3.00 X 3" Blk.	1	5-273
Hose, Silicone 2.75x3" Blk.	1	5-275
Elbow, 2.75-90 2.4"& .9"Legs	1	5-280-1
Mount, Rubber 1" X 6mm	1	1228599
Bracket, Support MAF	1	32-3000
Bolt, Socket M6-1 X 30mm	4	1-2020
Bolt, Hex M6 X 1.0 X 16mm	1	1-2030
Washer, 6mm Soft Mount	3	559999
Nut, M6 Hex Serrated	5	444.460.04
1/2" Bnd. Hose Clamp, 2.31-3.25"	5	9444
1/2" Bnd. Hose Clamp, 2.90"-3.75"	1	9452
1/2" Bnd. Hose Clamp, 2.56"-3.50"	1	9448

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. Raise the front of the vehicle with a jack. Refer to your owner's manual for proper jack and jack stand placement to properly support vehicle. Support your vehicle using properly rated jack stands before wheel removal or while working under the vehicle.

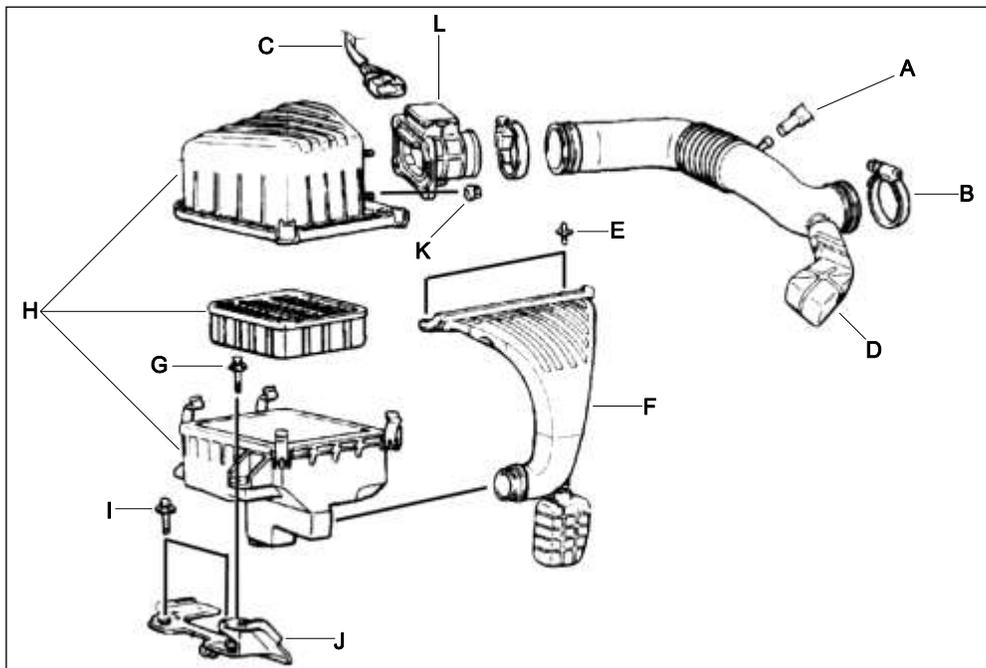
NEVER WORK UNDER A VEHICLE WITHOUT USING JACK STANDS.

- f. Do not discard stock components after removal of the factory system.

2. Removal of stock system

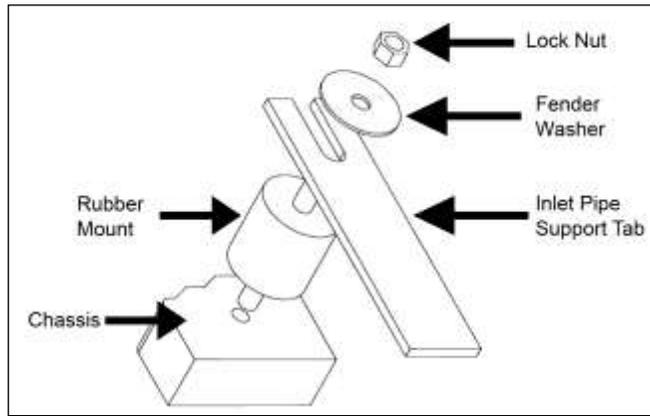
- a. Disconnect the breather hose from the stock inlet piping and set aside as it will be used in the installation of the AEM[®] intake system.
- b. Remove the two hose clamps securing the stock inlet piping.
- c. Disconnect the airflow sensor wire harness.
- d. Disconnect and remove the stock inlet piping.
- e. Remove the two plastic hold downs on the air inlet funnel.
- f. Disconnect and remove the air inlet funnel from the stock air box.
- g. Remove bolt holding the stock air box to the mounting bracket.
- h. Disconnect and remove the stock air box.
- i. Remove the two bolts securing the mounting bracket to the body.
- j. Remove the mounting bracket.
- k. Remove the 4 nuts holding the airflow sensor to the stock air box.
- l. Remove the airflow sensor and set aside as it will be used in the installation of the AEM[®] intake system.

NOTE: Be careful with the airflow sensor as it can be damaged easily. Set the airflow meter aside in a safe place.



3. Installation of AEM® intake System

- a. When installing the intake system, do not completely tighten the hose clamps, airflow sensor assembly or mounting hardware until instructed to do so.
- b. On the last page of these instructions are photos to help you with the installation of your AEM® intake system.
- c. Install the black rubber elbow on the throttle body. The short side of the rubber elbow towards the throttle body and the long side towards the front of the vehicle. Install a #44 hose clamp on the throttle body end of the rubber elbow and snug it down. **(Fig. 1)**
- d. There are two inlet pipes supplied with this kit, the primary and the secondary. The primary inlet pipe will be the pipe with the breather hose nipple. The secondary inlet pipe will be the pipe with the mounting bracket.
- e. Install the end of the primary pipe closest to the breather nipple into the exposed end of the rubber elbow. Install a #44 hose clamp onto the inlet pipe end of the rubber elbow and snug it down.
- f. Install the black rubber reducer on the end of the exposed inlet pipe. The 2.75" towards the primary inlet pipe. Install a #44 hose clamp on the inlet pipe end of the rubber reducer and snug it down.
- g. Assemble the airflow sensor and the airflow adaptor together using the supplied four bolts and nuts.
 - i. Slide the side of the airflow adaptor with the cut out in the back of it over the airflow sensor.
 - ii. Install the four bolts from the airflow adaptor side and snug the nyloc nuts down on the airflow sensor side.
- h. Install the airflow sensor into the rubber reducer. Install a #52 hose clamp on the sensor side of the rubber reducer and snug it down.
- i. Installation of bracket.
 - i. Remove the bolt from the tab on the cylinder head. **(Fig. 5)**
 - ii. Install the supplied bracket from the airflow sensor to the threaded hole just exposed on the tab.
 1. The side of the bracket with the hole will be installed on the airflow sensor bottom bolt closest to the front of the vehicle. Snug the nyloc nut down. **(Fig. 4)**
 2. Remove the wire harness from the stock metal bracket that was removed.
 3. Place the new bracket over the threaded hole and use the supplied bolt and washer to secure it to the tab.
- j. Install the black connector hose onto the adaptor side of the airflow sensor. Install a #44 hose clamp and snug it down. **(Fig. 3)**
- k. Install the end of the secondary pipe closest to the bracket into the black rubber connector. Install a #44 hose clamp and snug it down.
 - i. The support tab on the secondary 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. **(Fig. 6)**
NOTE: Failure to install the rubber mount will void all warranties of the cold air system. On the next page there is a diagram of how the rubber mount should be installed.



- i. 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 the #48 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.
 - i. **NOTE: This may require the removal of the inner fender liner to ease installation of the filter. If the liner or any other splashguard is removed they must be re-installed. 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.**
- m. Connect the breather hose that was disconnected in step 2a to the primary inlet pipe nipple. (Fig. 2)
- n. Connect the airflow sensor wire harness that was disconnected in step 2c to the airflow sensor.
- o. At this point the entire intake tube and filter can be adjusted for position and alignment. Make sure that no part of the AEM[®] intake rubs anywhere along its length. Tighten the hose clamps and the rubber mount.



Fig. 1



Fig. 2

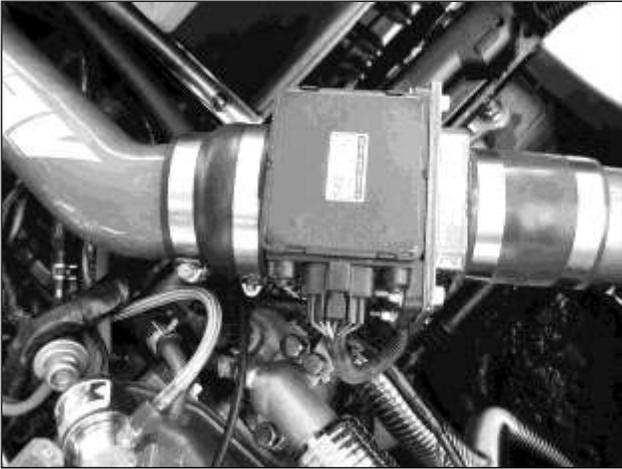


Fig. 3



Fig. 4

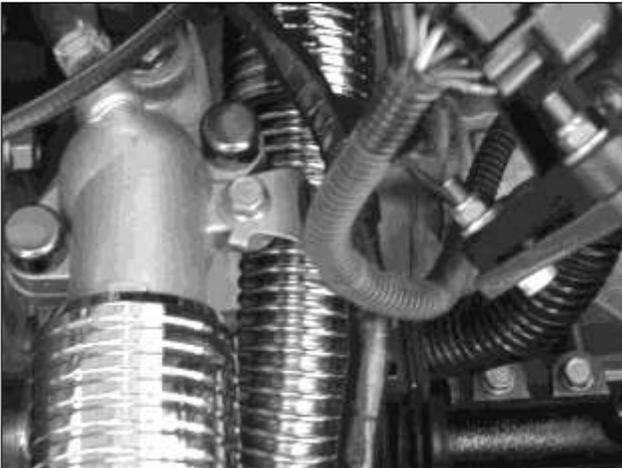


Fig. 5



Fig. 6

4. Reassemble Vehicle

- a. Position the inlet pipes for the best fit. 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.

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)**