



Equipped with AEM® Dryflow™ Filter  
No Oil Required!

## INSTALLATION INSTRUCTIONS

### PART NUMBER: 21-630

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1995-1999	SATURN	SW2	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1993-1994	SATURN	SW2	L4-1.9L	Manual Trans.	SEE * NOTE
1995-1999	SATURN	SW1	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1995-1999	SATURN	SL2	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1991-1994	SATURN	SL2	L4-1.9L	Manual Trans.	SEE * NOTE
1995-1999	SATURN	SL1	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1995-1999	SATURN	SL	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1995-1999	SATURN	SC2	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1993-1994	SATURN	SC2	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-392-19
1995-1999	SATURN	SC1	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-670
1991-1992	SATURN	SC	L4-1.9L	Manual Trans.	C.A.R.B. E.O. # D-392-19

## PARTS LIST

Description	Qty.	Part Number
Element Parts Kit 2.50 X 5" Dry Ele.	1	21-201DK
Upper Pipe	1	2-525
Lower Pipe	1	2-526
Hose, Silicone 2.50x2" Black	1	5-252
Hose, Adapter 2.25/2.5" X3"	1	5-255
Hose; 3/8"ID X 18"L	1	5-1018
Mount, Rubber 1" X 6mm	1	1228599
Grommet, 3/8"	1	784633
Washer, 6mm Soft Mount	1	08160
Nut, M6 Hex Serrated	1	444.460.04
1/2" Bnd. Hose Clamp, 2.15-3.00"	4	9440
Hose Clamp, 3/4"	2	4093-5
1/2" Bnd. Hose Clamp, 2.31-3.25"	1	9444

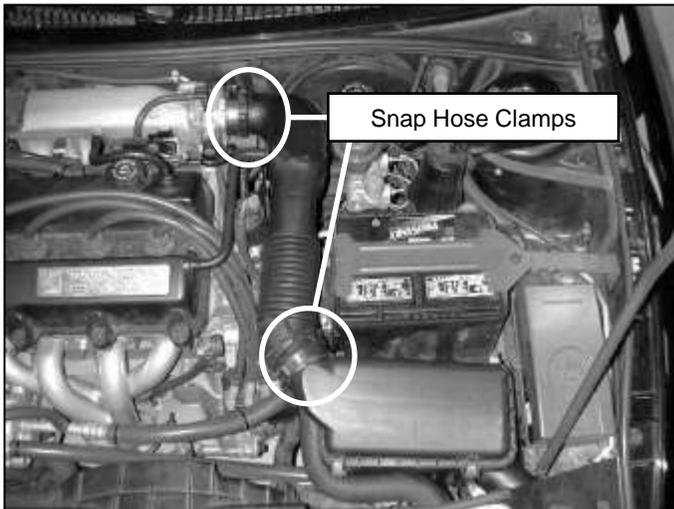
Read and understand these instructions **BEFORE** attempting to install this product. Failure to follow installation instructions and not using the provided hardware may damage the intake tube, throttle body and engine.

The AEM<sup>®</sup> intake system is a performance product that can be used safely during mild weather conditions. During harsh and inclement weather conditions, you must return your vehicle to stock OEM air box and intake tract configuration. Failure to follow these instructions will void your warranty.

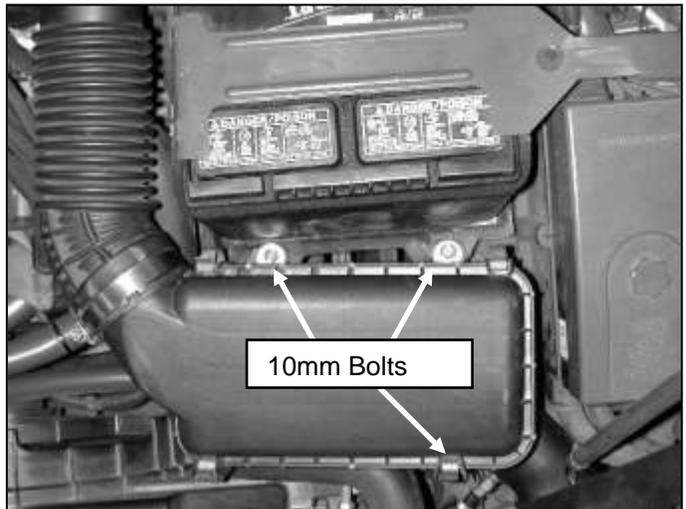
### 1. Preparing Vehicle

- 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. Snap open the clips on the throttle body and the airbox, they should lock open.



b. Remove the 3 bolts securing the airbox to the vehicle. Remove the hose from the airbox assembly.



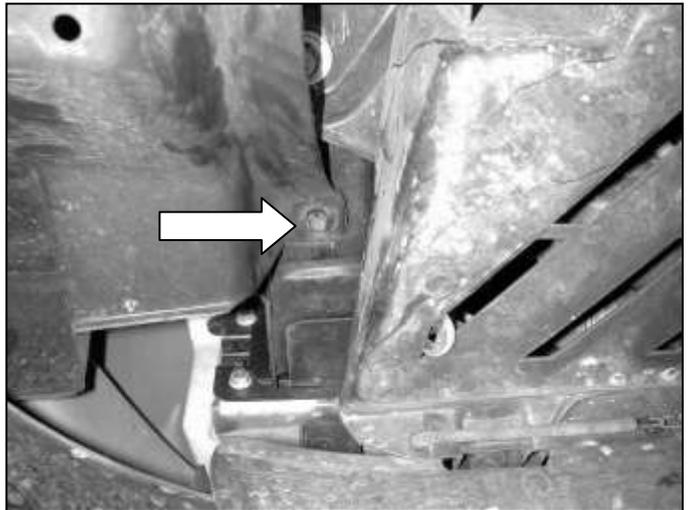
c. Unplug the IAT sensor connector from the IAT sensor. Remove the airbox.



d. Remove the IAT from the airbox.



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.**  
Remove driver side wheel. Remove the clips securing the fender liner.



f. Remove the hidden clip and pull back the fender lining.

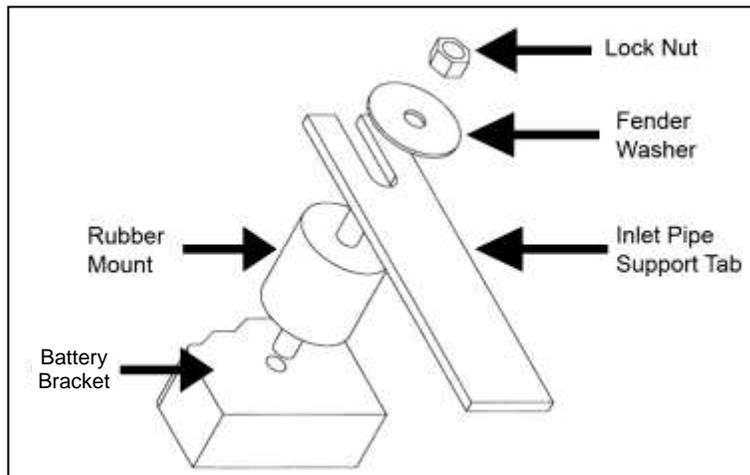
### 3. Installation of AEM® Intake System

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

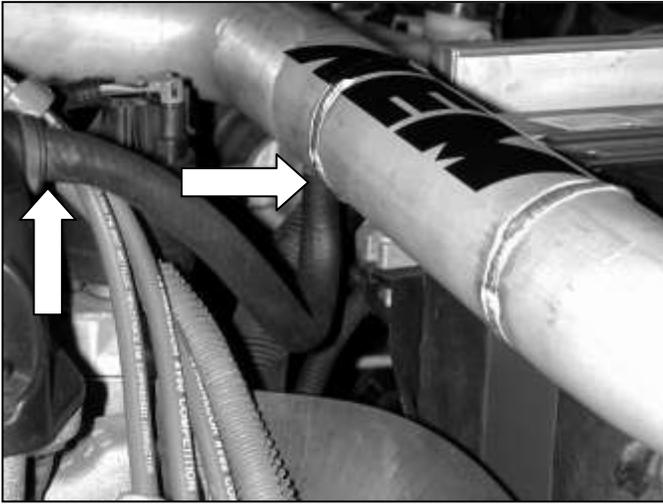


b. Insert the upper inlet pipe with the provided stepped coupler and hose clamps.

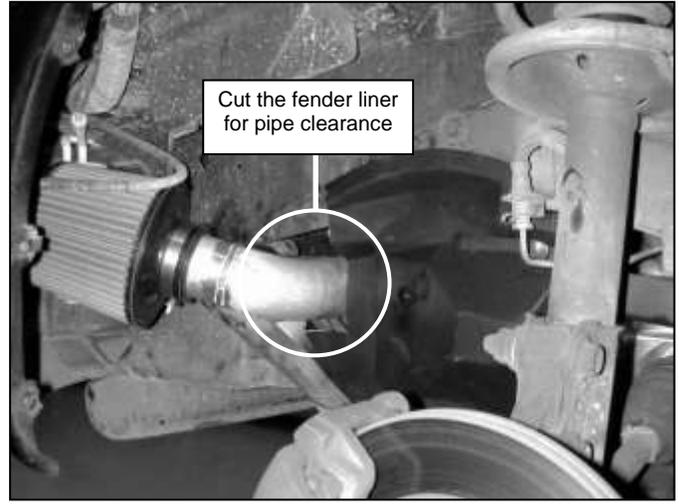
c. Attach the rubber mount to the battery bracket. Attach the lower intake pipe using the provided coupler and hose clamps. Refer to the following diagram for proper installation of the rubber mount.



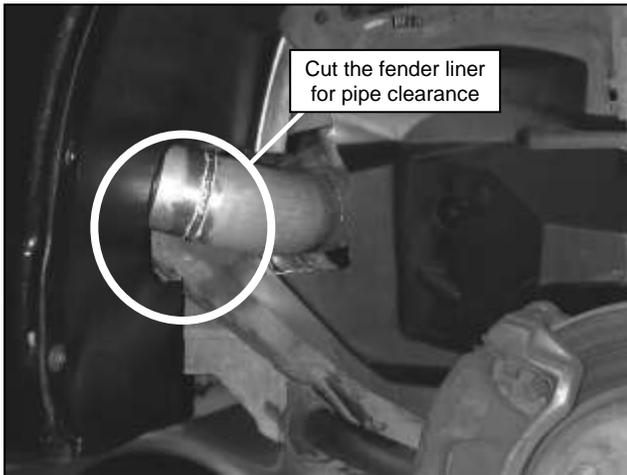
Proper installation of the rubber mount assembly.



d. Attach the breather hose to the crankcase vent and the nipple on the upper inlet pipe.



e. Attach the air filter to the lower inlet pipe. Once proper fitment of the air filter is achieved, secure the air filter to the inlet pipe with the provided hose clamp. Replace the inner fender liner so you can determine where to trim the inner fender liner. Trim the inner fender liner so the lower inlet pipe maintains clearance along its route.



f. Replace the outer fender liner so you can determine where to trim the outer fender liner. Trim the outer fender liner so the lower inlet pipe maintains clearance along its route.



g. Make sure the intake pipes clear the battery and the clutch master cylinder before tightening the hardware. Install the supplied grommet in the hole on the lower inlet pipe. Install the IAT sensor in the inlet pipe, then reconnect the IAT wire harness connector to the IAT sensor.



AEM® intake system installed

#### 4. Reassemble Vehicle

- a. **Fender liner and splashguard:** Install the fender liner, lower splash guard and any hardware that was removed in steps 2e through 2f.

**NOTE: Failure to install the fender liner will result in diminished performance and increase the potential for engine damage due to water ingestion in rainy conditions.**

- b. **Wheel:** Install the driver side wheel using the factory torque specification (see owner's manual).
- c. 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.
- d. Check for proper hood clearance. Re-adjust pipes if necessary and re-tighten them.
- e. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- f. 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).**