



Equipped with AEM® Dryflow™ Filter  
No Oil Required!

# **INSTALLATION INSTRUCTIONS**

## **PART NUMBER**

### **AEM-21-805C (GUN METAL GRAY FINISH)**

---

2016.5-19

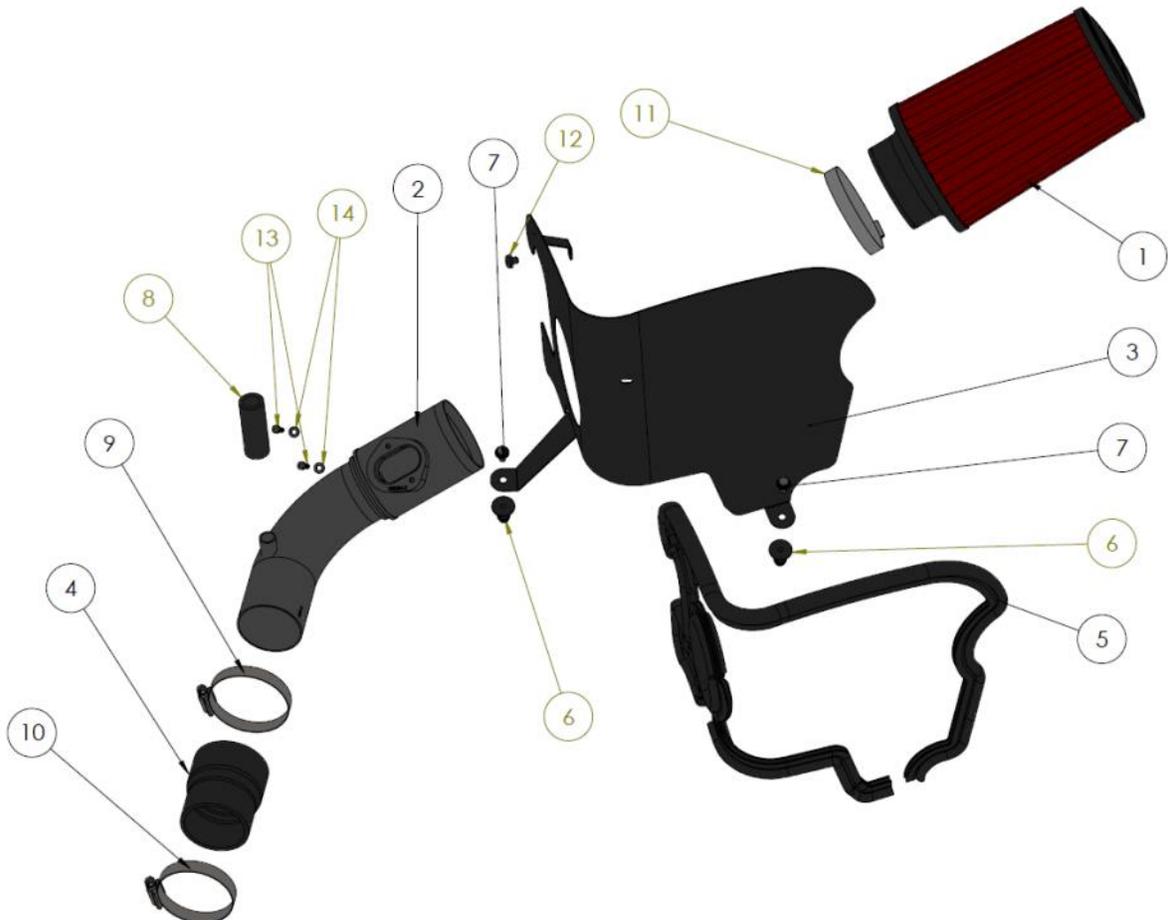
CHEVROLET

CRUZE

1.4T

**Not legal for sale or use on any pollution controlled motor vehicle in California or states adopting California emission procedures. See [AEMIntakes.com](http://AEMIntakes.com) for CARB status on each part for a specific vehicle.**

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	21-2038DK	AIR FILTER; 3" X 8" DRYFLOW	1
2	2-1588C	TUBE; 2.5" X 9"L AL, 2016.5 CHEVY CRUZE 1.4T	1
3	20-8587	HEAT SHIELD, CHEVY CRUZE 1.4L 2017, MILD STL, TB/PC	1
4	5-255	HOSE, ADAPTER 2.25/2.5" X3"	1
5	102503	EDGE TRIM; 3/4 BULB, TOP LOC, 83"L	1
6	8-186-1	MOUNT, PLASTIC AIRBOX, NYLON	2
7	22224	BOLT; M6X1.00X12 HEX; FLG, GRADE 10.9, GEO	2
8	5-7002	HOSE; 5/8"ID X 2"L	1
9	9440	HOSE CLAMP, 2.15-3.00"	1
10	9436	1/2' BNDHOSE CLAMP,1.81"-2.75"	1
11	9448	1/2" BNDHOSE CLAMP,2.56"-3.50"	1
12	784630	GROMMET PLUG,1/4"	1
13	1-2097	BOLT; SOCKET M4-.7 X 16MM	2
14	08278	WASHER; 4MM FLAT	2



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. If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

## 1. Preparing Vehicle

- a. Make sure vehicle is parked on level surface.
- b. Set the 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.
- f. Open the air intake kit package and make sure all parts are included.

Tools Needed:	Optional:
Screwdriver	Small Torque Wrench
10mm Socket	
Socket Driver	
T25 Torx Bit	
Needle nose Pliers	
Side Cutters	
3mm Hex Key	

## 2. Removal of stock system



a. Remove the plastic pop-up rivet securing the cold air inlet ducting. This will be reinstalled in step 3i.



b. Depress the locking tab on the cold air inlet duct and lift it upwards to disconnect it from the air box. Carefully lift the duct from the engine bay. This will be reused in step 3d.



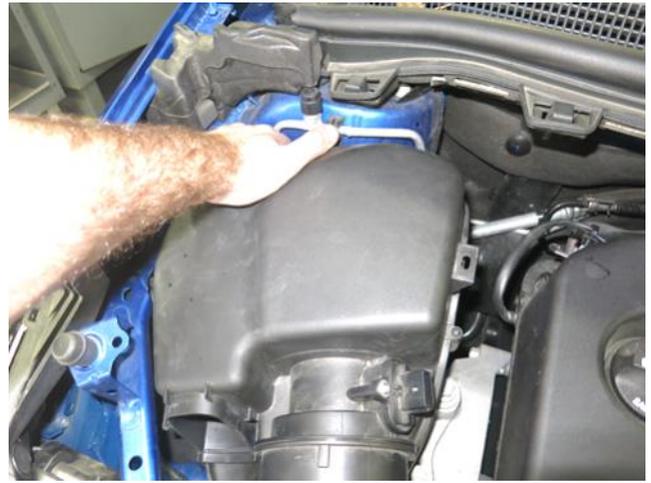
c. Slide the red locking tab and depress the clip to disconnect the Mass Air Flow (MAF) sensor harness and use a screwdriver or needle nose pliers to unclip the harness wire tie from below its air box mount.



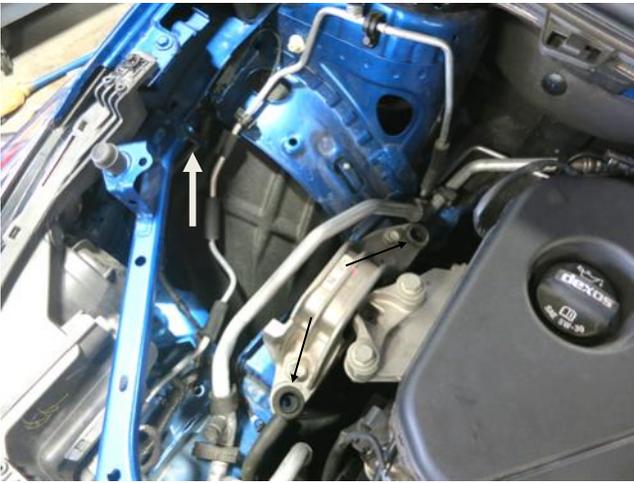
d. Loosen the hose clamp on the intake hose at the turbo side.



e. Gently disconnect the PCV reservoir by pinching the intake hose while pulling the reservoir free.



f. Release the air box from its rubber grommets by pulling it up and out of the engine bay while disconnecting the intake hose from the turbo.



g. Ensure the two rubber grommets in the engine mount are still installed. If they have been removed with the air box, reinstall them at this time. The third rubber grommet located along the inner fender (denoted by the white arrow) will not be reused and can be kept on the air box.



h. Using a T25 Torx bit, remove the MAF from the air box. These screws will not be reused. **Note: Do not discard any of your stock equipment.**

### 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.



a. Install the MAF sensor into the AEM intake tube using the provided screws and washers.



b. Install the hardware and edge trim to the heat shield as shown. Note: Some trimming of the edge trim will be required.



c. Install the rubber grommet plug into the tab on the head shield in the orientation shown.



d. Carefully insert the cold air duct into the cut out in the heat shield as shown by rotating it into position. Ensure the tab and grommet are retaining the duct as intended.



e. Carefully maneuver the PCV reservoir and hose above the soft pressure line. The PCV line is rigid but can rotate.



f. Install the coupler using the included hose clamps. Tighten the hose clamp on the turbo side at this time to 30 in-lb.



g. Install the provided hose onto the barbed portion of the PCV reservoir.



h. Position the tube into the heat shield and lower the entire assembly into the engine bay as shown. Insert the tube into the coupler and the duct into its original interface and engage the heat shield into the air box grommets.



i. Reposition the cold air feed and secure it with the plastic rivet removed in step 2a.



j. Install the AEM Dryflow filter onto the intake tube with the included hose clamp. Torque the hose clamp to 30 in-lb.



k. Adjust the tube orientation for best fit, ensuring the air filter does not contact any part of the vehicle, and torque the tube-side hose clamp to 30 in-lb.



l. Install the PCV hose onto the intake tube.



m. Connect the MAF harness and lock by sliding the red tab and clip the MAF harness wire tie to the heatshield.



STOCK INTAKE INSTALLED



AEM INTAKE INSTALLED

#### 4. Reassemble Vehicle

- a. Position all kit components for best fitment. Ensure that no components contact any unintended part of the vehicle.
- b. Check for proper hood clearance. Re-adjust components if necessary and re-tighten them.
- c. Inspect the engine bay for any loose tools and ensure that all fasteners that were moved or removed are properly tightened.
- d. Reconnect negative battery terminal and start engine. Let the vehicle idle for 3 minutes. Perform a final inspection before driving the vehicle.

#### 5. Service and Maintenance

- a. AEM Induction Systems requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean, purchase our Synthetic air filter cleaner, part number 1-1000 and follow the easy instructions.
- b. Use window cleaner to clean your powder coated AEM<sup>®</sup> intake tube.

**NOTE: DO NOT USE aluminum polish on powder coated AEM<sup>®</sup> intake tubes.**

For technical inquiries  
e-mail us at  
[sales@aemintakes.com](mailto: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.

**Not legal for sale or use on any pollution controlled motor vehicle in California or states adopting California emission procedures. See [AEMIntakes.com](http://AEMIntakes.com) for CARB status on each part for a specific vehicle.**