



Equipped with AEM® Dryflow™ Filter  
No Oil Required!

## INSTALLATION INSTRUCTIONS

### PART NUMBER:21-8011

1996-1999	Chevrolet	C1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	C1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	C1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1998	Chevrolet	C2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-2000	Chevrolet	C2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	C2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-2000	Chevrolet	C3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	K1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	K1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	K1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1998	Chevrolet	K2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-2000	Chevrolet	K2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	Chevrolet	K2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-2000	Chevrolet	K3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-2000	Chevrolet	Tahoe	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	C1500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	C1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	C1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1998	GMC	C2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-2000	GMC	C2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	C2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
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1996-1999	GMC	K1500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	K1500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1998	GMC	K2500	V8-5.0L	C.A.R.B. E.O. # D-670-2
1996-2000	GMC	K2500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	K2500 Suburban	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-2000	GMC	K3500	V8-5.7L	C.A.R.B. E.O. # D-670-2
1996-1999	GMC	Yukon	V8-5.7L	C.A.R.B. E.O. # D-670-2
1999-2000	GMC	Yukon Denali	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

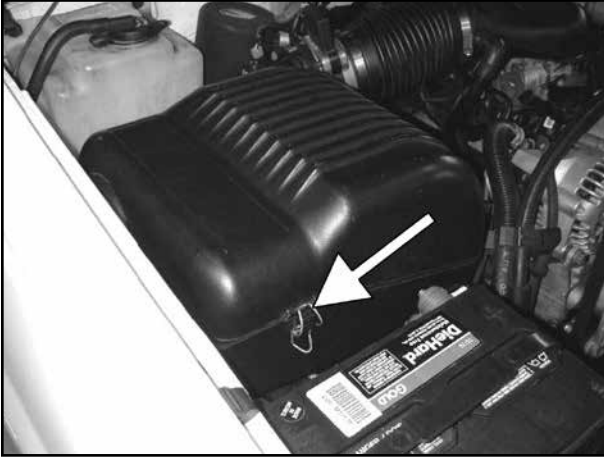
Description	Qty.	Part Number
Air Filter Assy. 3.50 X 9" Dry Ele.	1	21-2049DK
Inlet Pipe	1	2-80111
Heat Shield	1	20-8011
Hose, Adapter 4.00/3.50x3" Blk.	2	5-435
Edge Trim, 24"	1	8-4024
Grommet, 1/2"	1	784634
Rubber Edge Trim 17"	1	8-3017
Mount, Rubber 1" X 8mm	1	1228560
Spacer, 1.00 OD X .335 ID X .79	1	2-648
Cable	1	8-308
Heat Shrink, 3/8" X 8"L	1	3-1008
Bullet Terminal	4	8-352
Bullet Terminal	4	8-353
Zip Tie, 8" Tree Push-Mnt.	1	1-127
Neoprene, 1/16" X 6" X 5" Adhes.	1	8-121-5
Bolt, Hex M8-1.25 X 20mm	1	1-2034
Bolt, Hex M6-1 X 12mm	1	1-2065
Bolt, Hex M8-1.25 X 60mm	1	1-2524
Washer, 8mm Soft Mount	4	559960
Washer, M8 X 16mm OD Zinc	1	1-3020
Washer, M6 X 12mm OD Zinc	1	1-3018
Nut, M8 Hex Serrated	3	444.460.08
Nut, M6 Hex Serrated	1	444.460.04
1/2" Bnd. Hose Clamp, 3.56"-4.50"	3	9464
1/2" Bnd. Hose Clamp, 3.15"-4.00"	2	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.

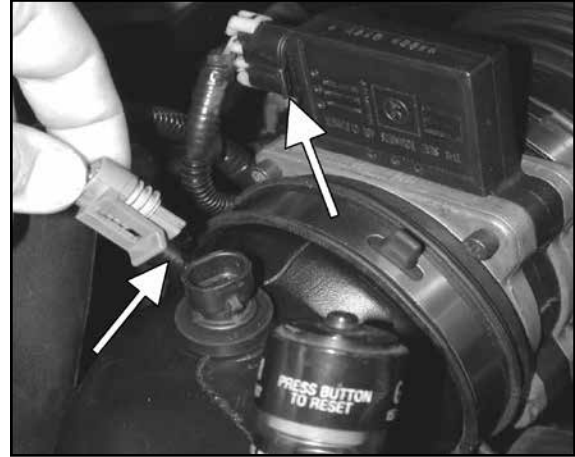
## 1. Preparing Vehicle

- 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



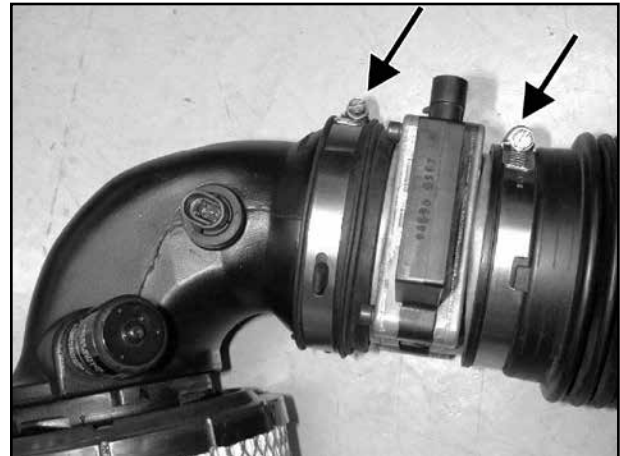
a. Remove the factory air box cover by unlocking the tabs on the sides.



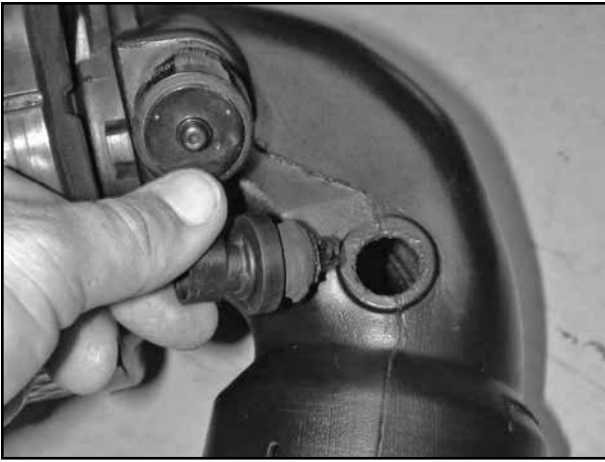
b. Unplug the intake air temp (IAT) sensor and mass air flow (MAF) sensor.



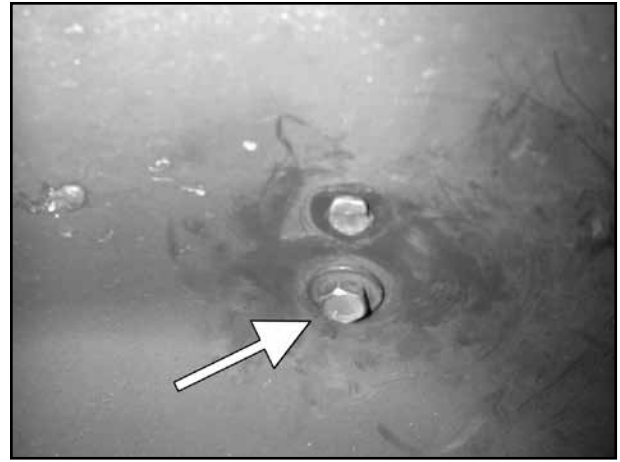
c. Loosen the upper hose clamp and remove the intake tube from the throttle body housing.



d. Remove the intake assembly from the vehicle. Loosen the remaining hose clamps and remove the MAF sensor.



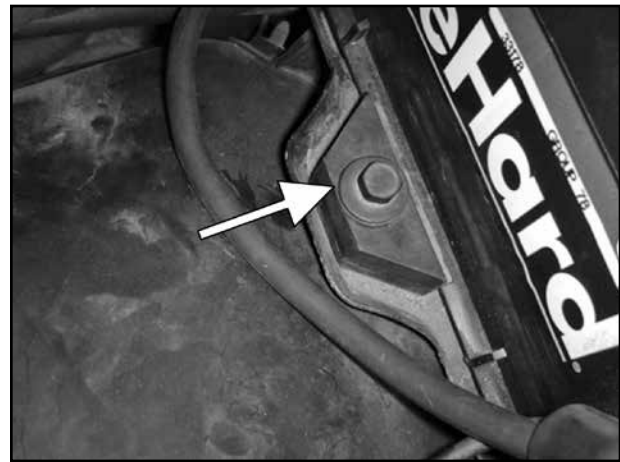
e. Remove the IAT sensor from the intake system.



f. From inside the passenger side wheel well, remove the bolt holding the air box base in place.



g. Unsnap the air box base from the inner fender and remove it from the engine compartment.



h. Remove the battery bolt.

### 3. Installation of AEM® intake system.

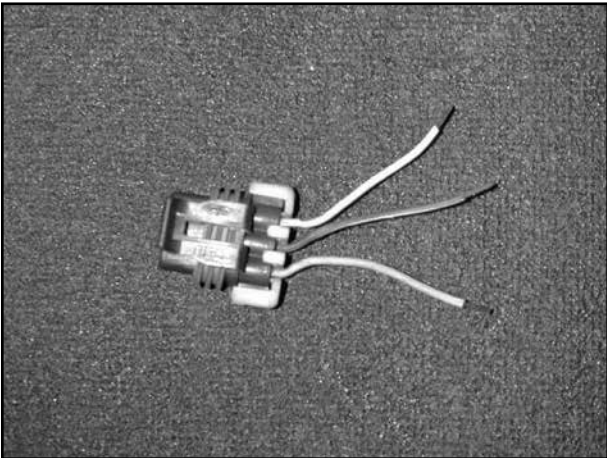
- a. When installing the intake system, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



- b. Carefully cut the tape holding the cover on the MAF sensor wires. Be careful not to cut any of the wires. Remove the wire cover.



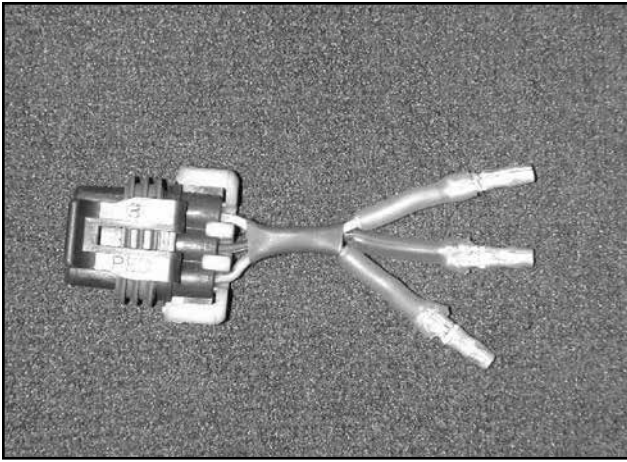
- c. Cut the MAF wires half way between the plug and the wiring harness. Do not discard the plug.



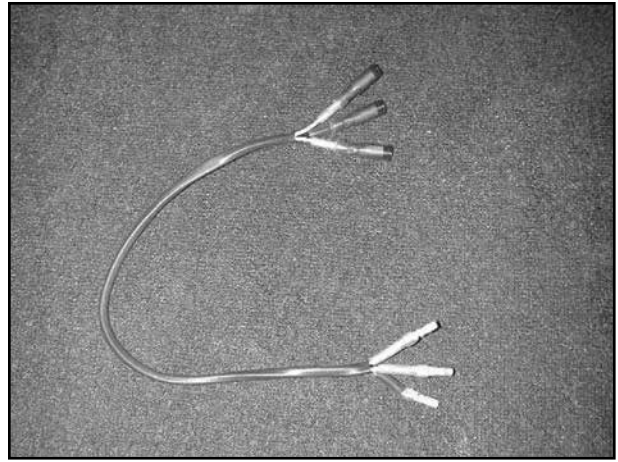
- d. Strip roughly 1/4" of insulation off the end of each wire.



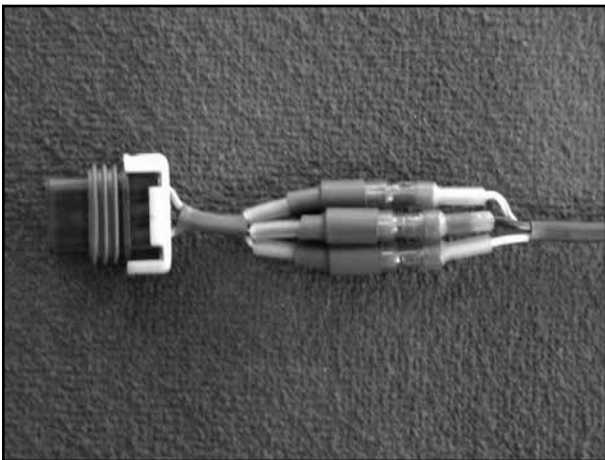
- e. Do the same to the MAF sensor wires on the wiring harness.



f. Place a small section of the 3/8" shrink tube on the MAF plug wires as shown. Crimp on male connector to each wire on the plug using an appropriate crimping tool. Gently pull each connector to test the tightness of the crimp. After a good crimp has been confirmed, heat the connector with a heat gun to shrink the casing around the wire. An extra male and female connector is included in the kit.



g. Plug the assembly from the previous step into female side of the included harness. Match each wire color accordingly.



h. Place a small section of the 3/8" shrink tubing over the connectors. Gently heat the tubing. This will completely seal the connections.



i. Follow the same procedure in step e through g for the engine harness side of the connection. Make sure the wire colors match up accordingly.



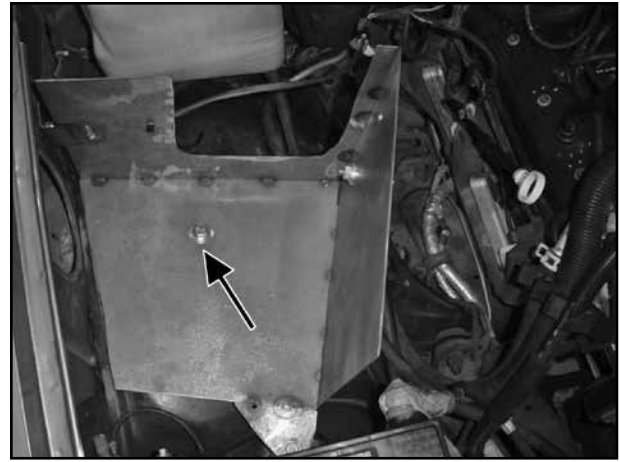
j. Attach the rubber mount to the outside of the heat shield using the included M8 washer and nut.



k. Place the rubber trim around the pipe cutout of the heat shield. Trim to fit.



l. Insert the heat shield into the engine bay. Be sure not to touch the heat shield to the battery terminals.



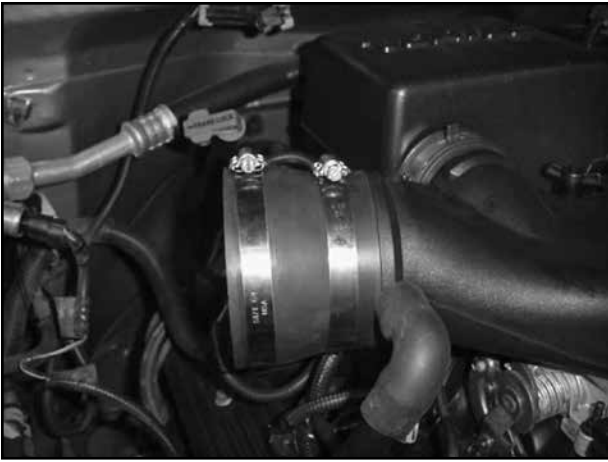
m. Line the heat shield brackets up with the fender side and battery bolt hole. Line the hole in the bottom of the head shield up with the hole in the engine bay closes to the passenger side fender. Hand tighten the heat shield to the engine bay using the provided M8 bolt and nut. Place a washer both underneath the bolt head and before the nut inside the fender well.



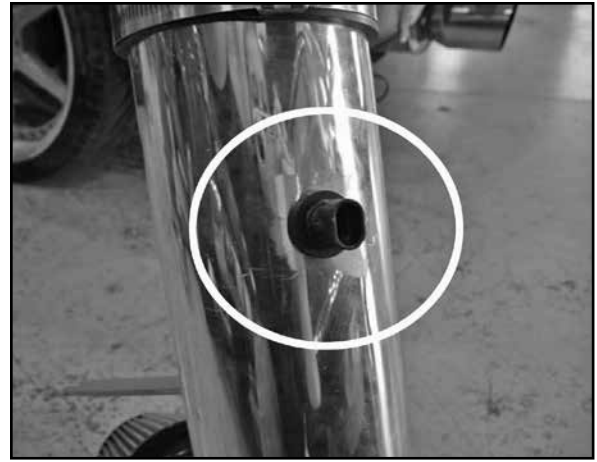
n. Place the metal spacer between the battery tray and the heat shield bracket. Secure with the provided partially threaded M8 bolt.



o. Secure the heat shield bracket to the fender side with the provided M6 bolt, small washer and nut.



p. Insert the smaller end of one of the couplers onto the stock intake plenum. Loosely secure with a #56 hose clamp. Set a #64 hose clamp on the larger end of the coupler.



q. Insert the IAT sensor with the supplied grommet into hole in the intake pipe.



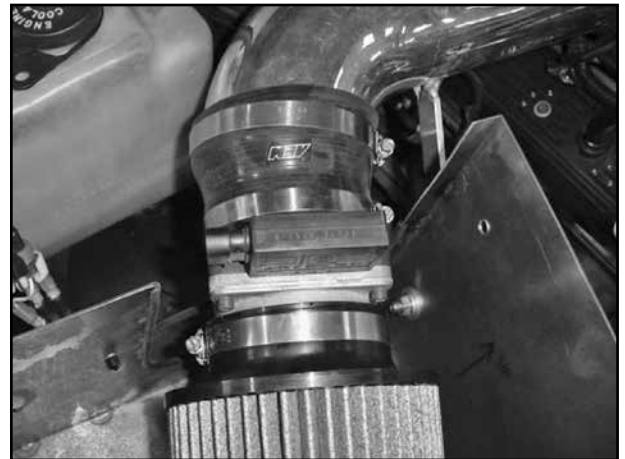
r. Insert the straight end of the intake pipe into the coupler attached to the plenum. Be sure to place the pipe bracket over the rubber mount on the heat shield.



s. Loosely secure the bracket to the rubber mount with the included M8 washer and nut.



t. Slide the air filter all the way onto the screened end of the stock MAF assembly. Loosely secure the filter with the hose clamp. Insert the smaller end of the remaining coupler onto the other end of the MAF assembly. Loosely secure with a #56 hose clamp.



u. Insert the large end of the coupler onto the free end of the intake pipe. Loosely secure with a #64 hose clamp.

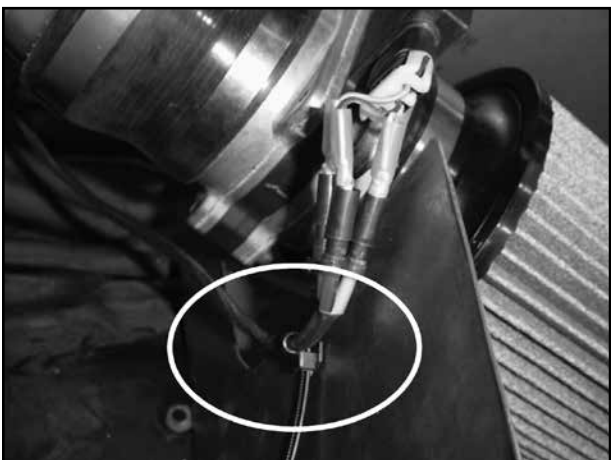




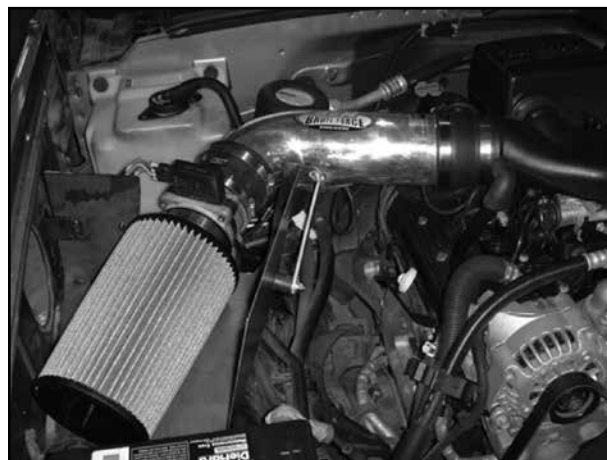
v. Adjust the filter placement so that it is as far from its surrounding objects as possible.



w. Plug the MAF sensor into the wiring harness.



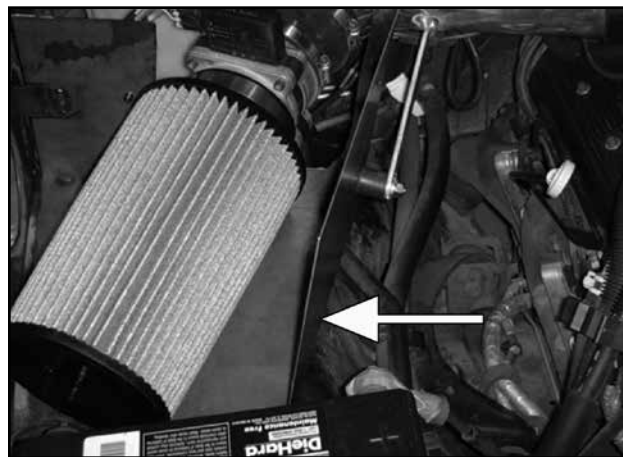
x. Plug the IAT sensor into the wiring harness



y. Use the included barbed zip tie to secure the extended MAF wiring harness to the heat shield.



z. Install the rubber gasket on the top edges of the heat shield and the edge beside the battery. Trim to fit.



Aa. Stick the included rubber pad to the outside of the heat shield by the battery terminal.

#### 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 trucks (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](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.