



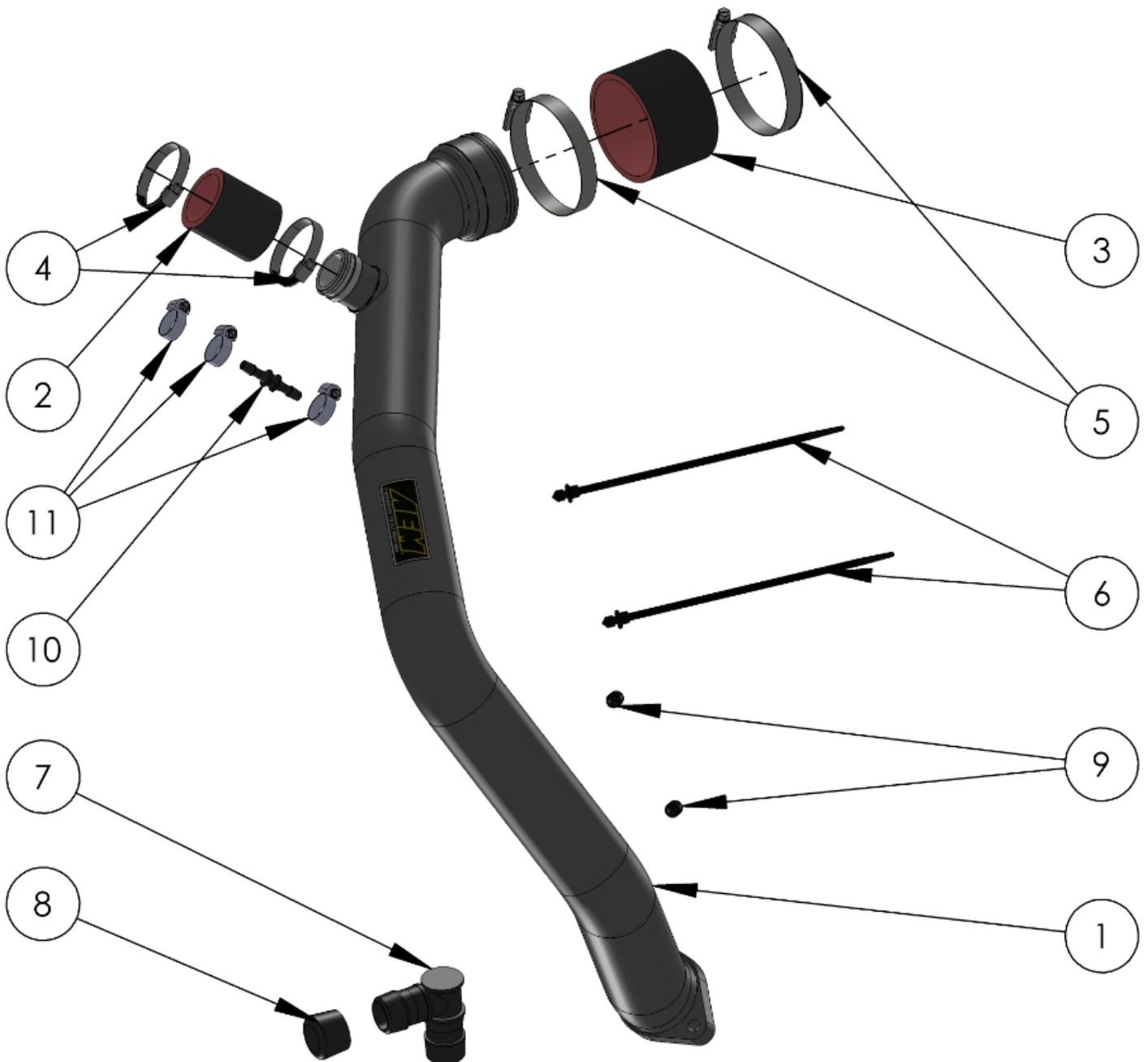
**INSTALLATION INSTRUCTIONS**  
**PART NUMBER**  
**26-3000C (Gun Metal Grey Finish)**

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2015-2016 Subaru WRX FA20 (2.0L Turbo)

**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	2-1515C	TUBE; 2.25"OD X 34", 26-3000	1
2	5-1055	HOSE; 1-7/16"ID X 2"L COOLANT HOSE	1
3	5-272	HOSE, SILICONE 2.75X2" BLACK	1
4	08431	HOSE CLAMP #20 MINI	2
5	9444	HOSE CLAMP #20 MINI	2
6	1-127	HOSE CLAMP, 2.31-3.25"	2
7	8-113	ZIP TIE,8" TREE PUSH-MNT	1
8	08246	ELBOW,PLASTIC 1" 90 DEGREE	1
9	8-130	VACUUM CAP, 5/16"	2
10	8-124	CONNECTOR, PLASTIC 1/4" STRAIGHT	1
11	4093-5	HOSE CLAMP, 3/4"	3



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 kit components and engine.

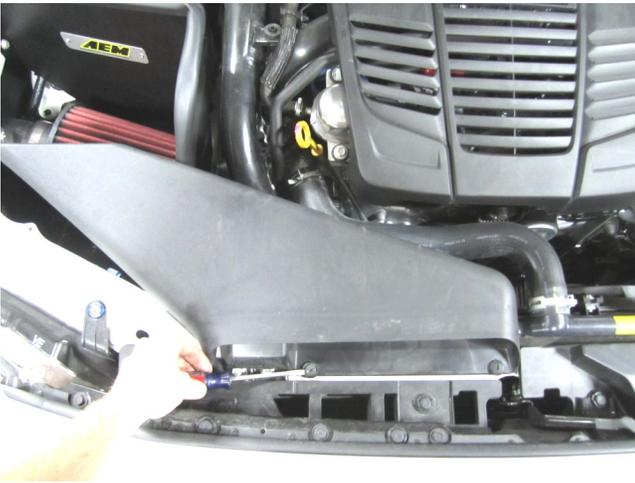
## 1. Preparing Vehicle

- Make sure vehicle is parked on level surface.
- Set the parking brake.
- If engine has run in the past two hours, let it cool down.
- Disconnect negative battery terminal.
- Do not discard stock components after removal of the factory system.
- Open the charge pipe kit package and make sure all parts are included.

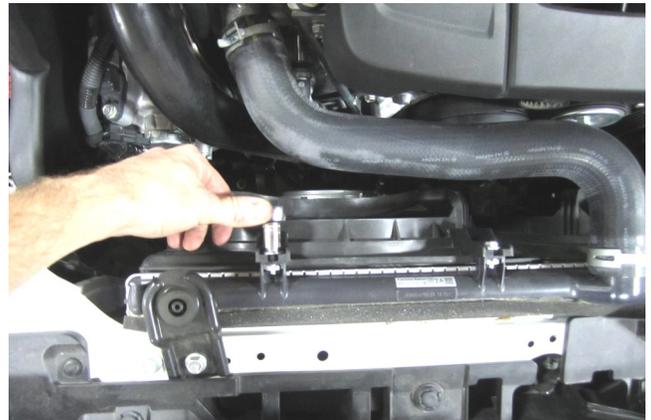
### Tools Needed:

Flat Screw Driver	12" Socket Extension
10mm Socket	Side Cutters
12mm Socket	
Socket U-Joint	
Socket Driver	
Pliers	

## 2. Removal of stock system



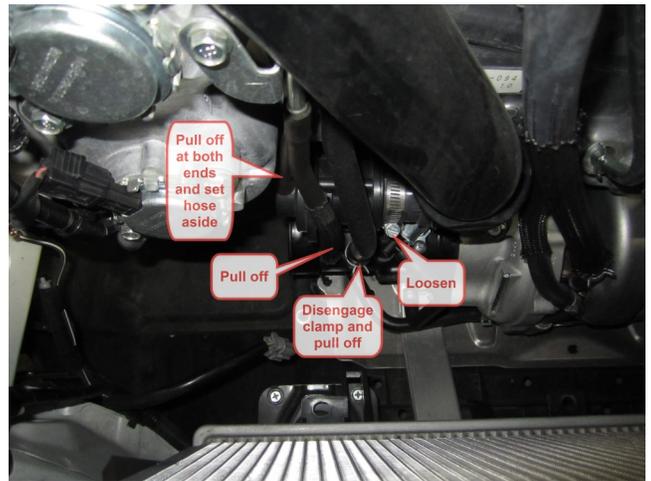
a. Remove factory fresh air inlet duct



b. Remove fan using a 10mm socket as shown. Once the two top bolts are removed and the power harness at the bottom is disconnected, the fan can be lifted out of the engine compartment and set aside.



c. Use the 12mm socket with a U-joint and extension to remove the bolts securing the charge pipe flange to the turbocharger.



d. Remove the vacuum line to the recirculation valve and set aside (cap steel line with provided cap (Item 9) if desired) as well as the other two lines shown above and loosen the clamp between the valve and the factory charge pipe enough for the clamp to move freely.



e. Release engine cover clips and remove engine cover by lifting up firmly on the front of the cover.



f. Loosen clamp securing the charge pipe to the inter-cooler enough to move the clamp off of the joint.



g. Using pliers, disengage the spring clamp securing the valve to the intake housing and slide it down.



h. Lift straight up on the valve outlet while supporting the inlet to remove the factory charge pipe from the engine.

### 3. Installation of AEM® Charge Pipe.

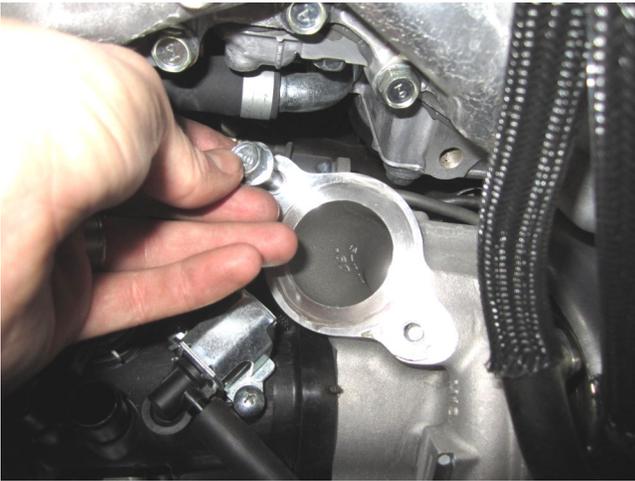
a. When installing the charge pipe, do not completely tighten the hose clamps or mounting hardware until instructed to do so.



a. Install the 2.75" coupler onto the intercooler inlet with its corresponding hose clamps. Do not tighten.



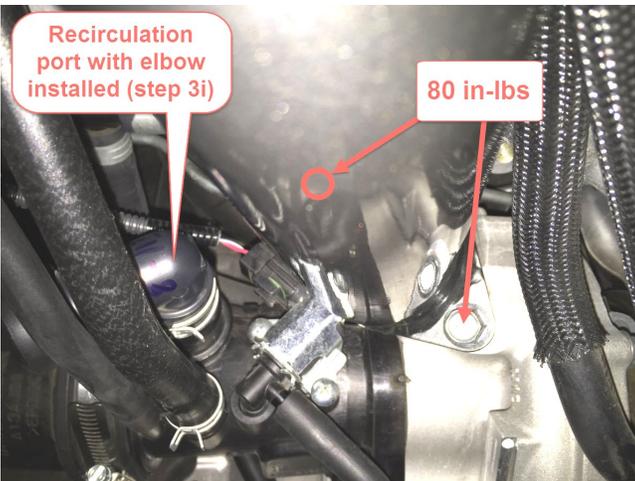
b. Remove the O-ring from the factory charge pipe and install into your new AEM charge pipe with care to orient the tab in its corresponding groove.



c. Install one of the bolts removed in step 2c loosely into the top-rear flange location on the turbocharger.



d. Lower your new AEM charge pipe into position and install beginning with the top end at the intercooler and slide lower end into position to install the other flange



(d. cont.) bolt. Ensure that the O-ring remains seated. Torque both bolts to 80 in-lbs and intercooler hose clamps to 30 in-lbs.



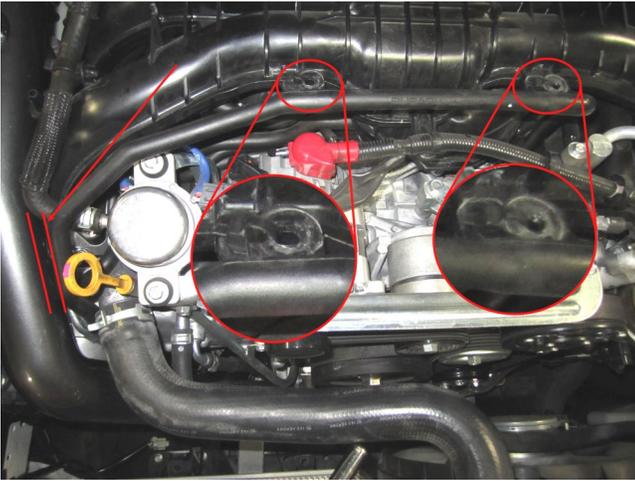
e. Loosely install the smaller coupler and clamps onto your valve of choice (factory valve shown).



f. Re-route vacuum line through the intake manifold as shown above. Use the other included cap to protect the exposed steel line if desired.



g. Using hose removed in step 2d and connector (Item 10), install your valve and assemble the vacuum supply line as shown.



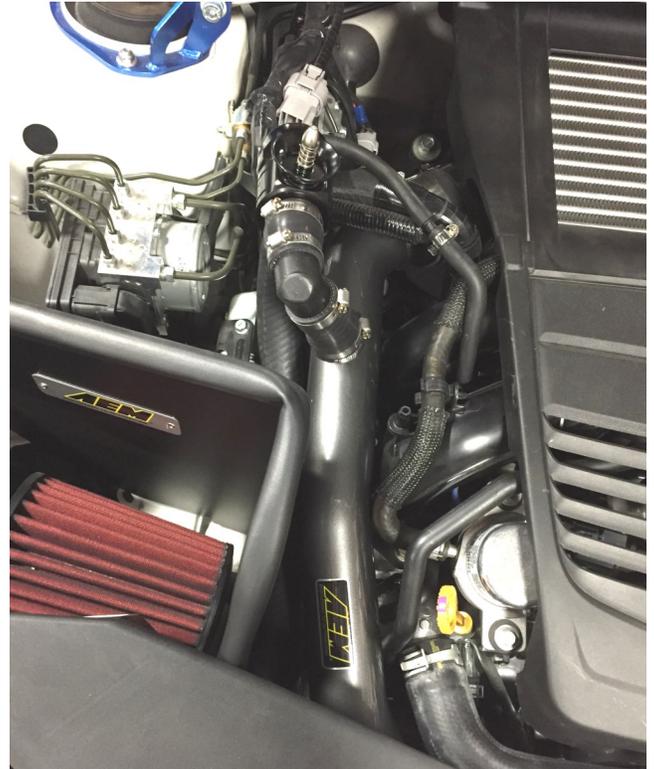
h. Remove the clips retaining the line shown above and insert the included zip ties securing them to the line as shown (offset to the right) to protect it from the heat of the charge pipe.

i. Insert elbow into recirculation port in the intake housing and re-engage spring clamp to seal it in (see step 3d photos). Install cap onto the exposed end of the elbow if not recirculating the blow-off pressure. AEM recommends recirculating the blow-off pressure for maximum performance and engine stability, however this is not necessary if using a tunable aftermarket blow-off valve. If you are retaining the factory valve or wanting to recirculate with an aftermarket valve, please purchase AEM's 26-3000RK recirculation kit.

j. Reinstall the two lines disconnected from the intake housing in step 2d and re-engage any clamps.

#### 4. Reassemble Vehicle

- a. Reassemble remaining components (engine cover, inlet duct, etc.) in the order opposite of removal and tighten all clamps and connections.
- b. Position all components for the best fitment. Be sure that the tube or any other components do not contact any part of the vehicle.
- c. Check for proper hood clearance. Re-adjust lines if necessary and re-tighten them.
- d. Inspect the engine bay for any loose tools and check that all fasteners that were moved or removed are properly tightened.
- e. Reconnect negative battery terminal and start engine. Let the vehicle idle for 3 minutes. Perform a final inspection before driving the vehicle.



Final Product Installation. Shown with aftermarket valve and plumbing arrangement with recirculation.

#### 5. Service and Maintenance

- a. Use window cleaner to clean your powder coated AEM® charge pipe.

**NOTE: DO NOT USE aluminum polish on powder coated AEM® 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.

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