

PWJDM S2000 (model year 2000-2005) Dry Carbon PowerChamber/ColdAirChamber/RamAir Intake System

Installation Guide

This install will take 1-3 hours depending on how familiar you are with your car.

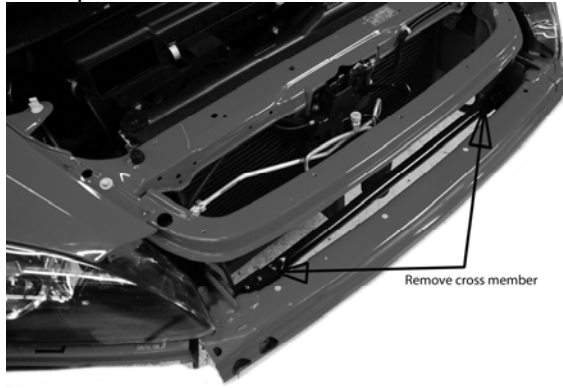
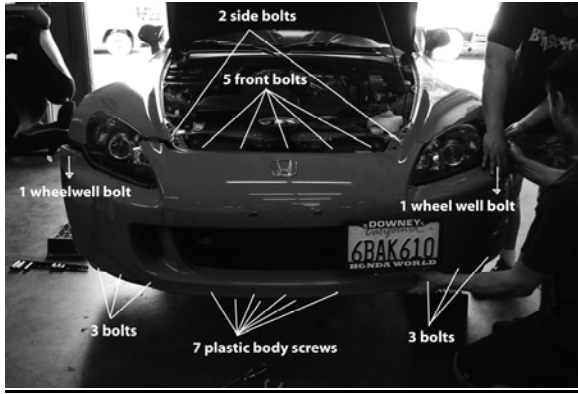
**We recommend you use a medium strength threadlock like Permatex Blue on all the bolts in this kit. Otherwise they may work loose over time.

Before Installation, double check to make sure you have all these components.

| ITEM# | QTY | COMPONENT DESCRIPTION |
|--------------|------------|---|
| 1 | 1 | PWJDM carbon RamAir scoop |
| 2 | 1 | PWJDM carbon ColdAirChamber lower body |
| 3 | 1 | PWJDM carbon ColdAirChamber lid |
| 4 | 1 | PWJDM carbon PowerChamber |
| 5 | 1 | K&N Filter (RU-4740) |
| 6 | 9 | M4x12 SS Button head bolt |
| 7 | 3 | M6x14 Flange head bolt |
| 8 | 2 | M6x40 Flat head bolt (45 degree head) |
| 9 | 2 | M6x14 Button head bolt |
| 10 | 2 | PW Fender Washer (beveled) |
| 11 | 2 | Aluminum Spacer .75Lx.5ODx.25ID |
| 12 | 4 | Zipties ~8" |
| 13 | 1 | Hose (Coolant) 5/8"OD x 0.25"ID x 9.5" Long |
| 14 | 2 | Hose (PCV-Air Control Valve) 23"L x 3mm OD |
| 15 | 1 | Hose (Valve Cover Breather) 12"L x 16mmOD, 10mmID |
| 16 | 1 | Gasket 6.75", (Air Box Lid) |
| 17 | 1 | Gasket 10.5", (Air Box) |
| 18 | 1 | Reducer Coupler 70 to 84mm ID (PowerChamber to intake manifold) |
| 20 | 1 | Hose Clamp 3.75" Diameter |
| 21 | 1 | Hose Clamp 3.25" Diameter |
| 22 | 2 | Flat bracket 3"Lx0.75"W with adjustable groove |
| 23 | 1 | L bracket, 3"Lx0.75"W with adjustable groove |
| 24 | 1 | Aluminum 10 to 20mm (L) Bung Connector |
| 25 | 1 | Aluminum 10 to 10mm (S) Bung Connector |
| 26 | 2 | Rubber Nipple Grommet (9mmID, 20mmOD, 18.2mm Long) |
| 27 | 1 | Install manual |

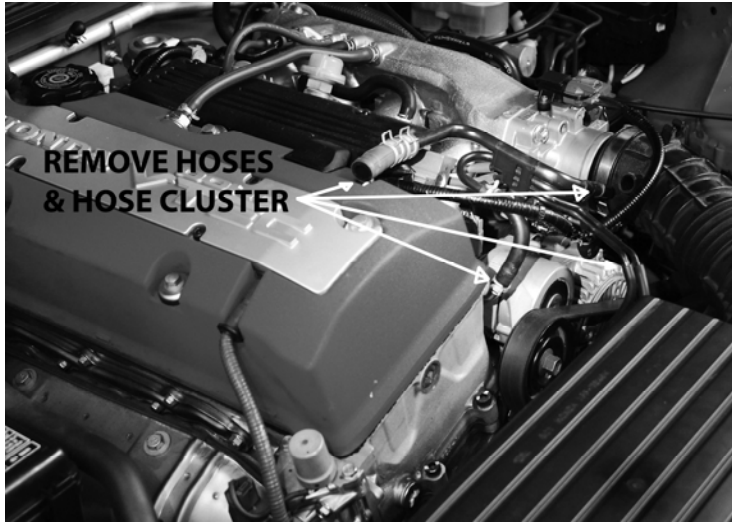
1. Remove front bumper

Although possible to install the RamAir scoop with the bumper intact, you will scratch the scoop trying to force it through a mounted bumper. We recommend you remove the bumper and the black cross member located in front of the radiator.



2 Stock airbox removal

- Remove metal hose cluster and all the hoses connected to it from the engine bay.
- Remove valve cover breather tube

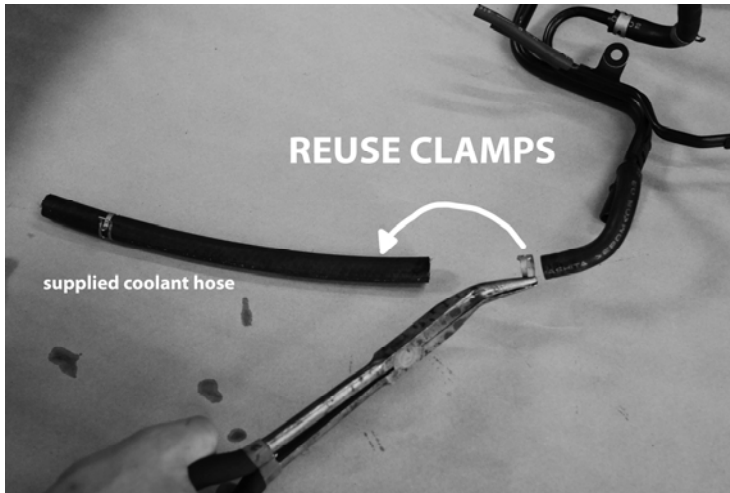


- Remove the 3 bolts that secure the airbox to the frame of the S2000
- Unsecure air control valve and its wiring from back of airbox



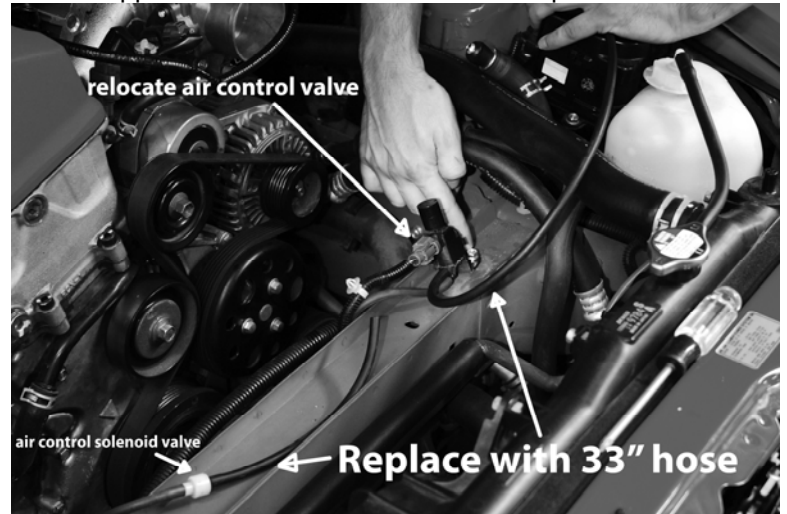
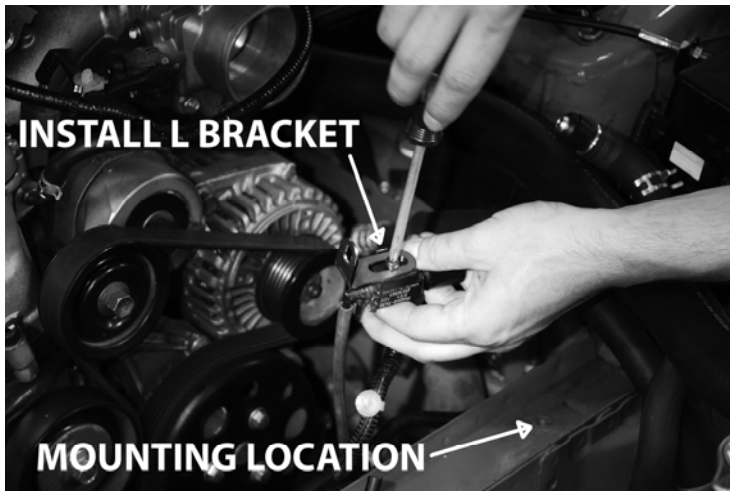
3 Coolant Hose Swap

- a. Transfer two of the stock clamps from the hose cluster to the supplied 9.5" long coolant hose.
- b. Install the new hose from the cylinder block to under the manifold inlet.



4. Relocating the air control solenoid from the airbox to the frame

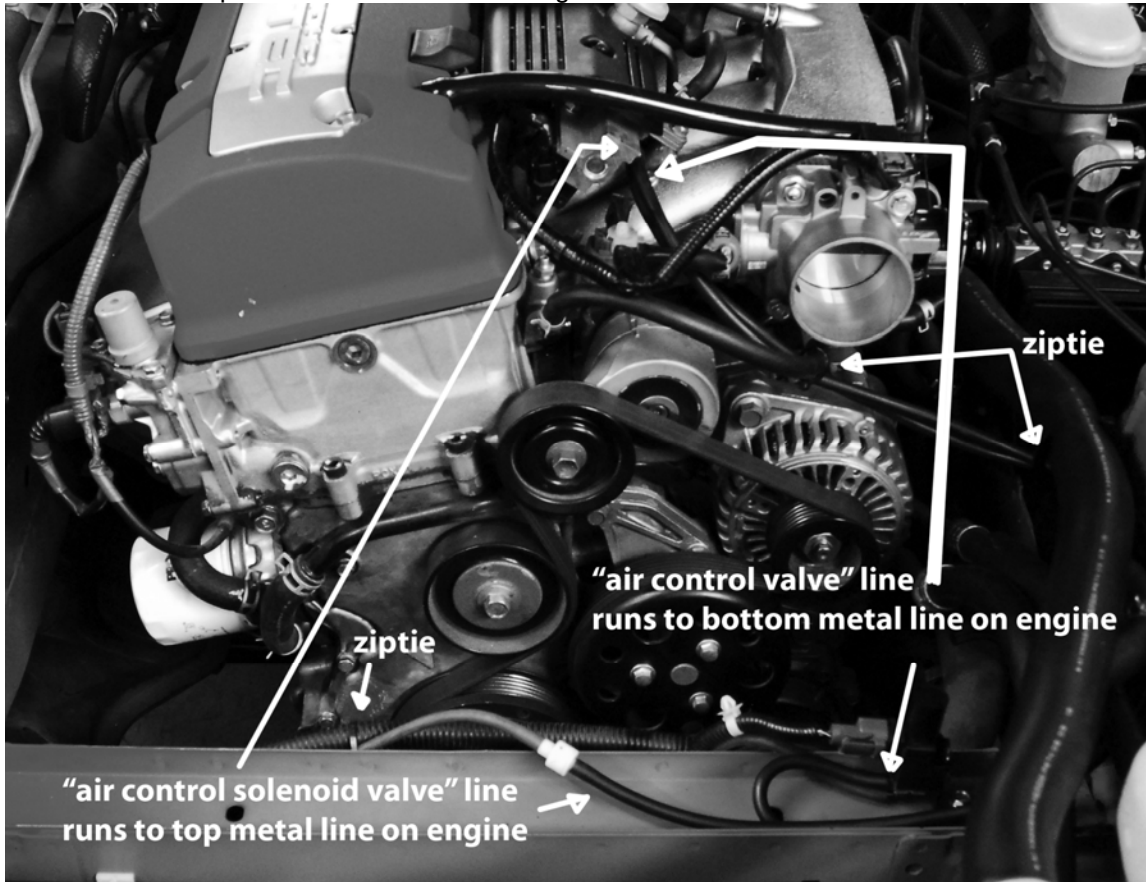
- a. Remove the stock bracket from the solenoid and replace it with the supplied L bracket. Use the same Phillips bolt.



- b. Remove the top stock (shorter) hose from the air control valve and replace with one of the supplied 33" hoses. Connect the other end of this hose up to the bottom metal line on the intake manifold. (see below pic)
- c. Bolt the air control valve assembly to the frame of the car with a flange head bolt. There is a bolt location located on the frame under the AC lines.

5. Swapping hose on the air control solenoid valve (see above pic)

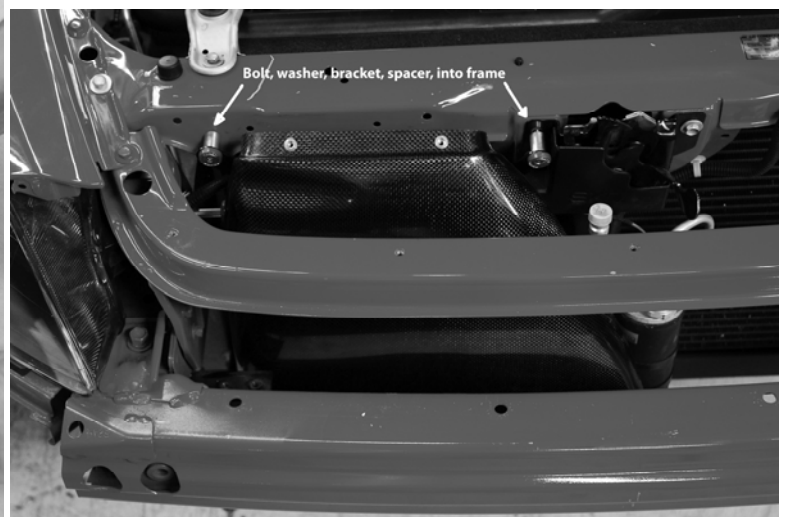
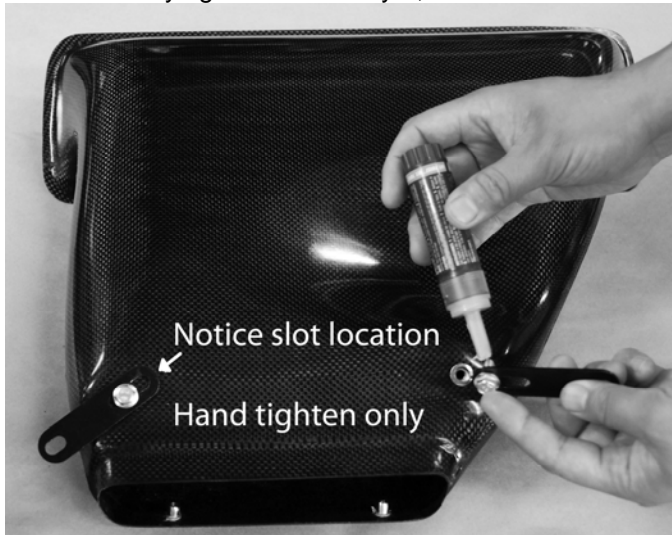
- a. Remove the stock open hose that is still attached to the air control solenoid valve and replace it with a 33 inch hose. Connect this new hose from the air control solenoid valve to the top metal line on the intake manifold.
- b. Ziptie the hoses to the wiring loom to avoid the pulleys and drivebelt.
- c. Use the other zipties to route the hoses along the AC lines for a clean look.



6. Mount the RamAir scoop in the car.

- a. Bolt two flat brackets onto the rear of the scoop using two M6x20 flange head bolts. Hand tighten the bolts for now so the scoop can be adjusted in the car.
- b. Remove the top left bolt of the hood latch and the flange bolt located left of the hood latch. (scoop mounts to these locations)
- c. For each bracket, thread an M6x35 flat socket cap (angled head) bolt through a PWJDM washer, then through a bracket, then through the aluminum spacer, and finally into the frame of the car. Don't forget to apply threadlock to the bolts.

**Do NOT fully tighten the bolts yet, the RamAir will need to be adjusted later.



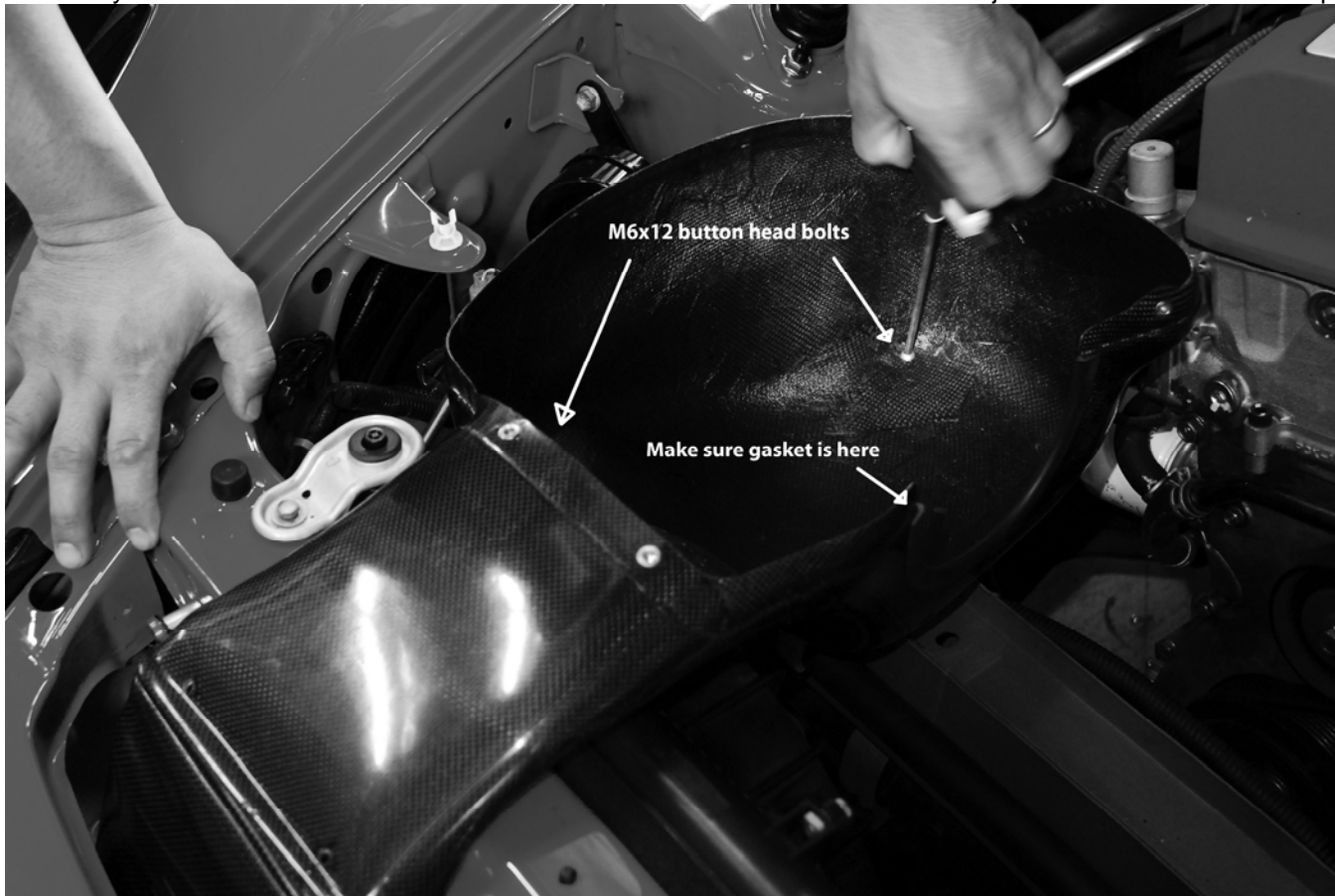
7. Relocate Horn and VTEC module

- Move the VTEC sensor to a new bolt hole as pictured below, this allows the ColdAirChamber to fit.
- You will need to reposition the horn. Loosen the bracket, and rotate the horn a little so the ColdAirChamber fits.



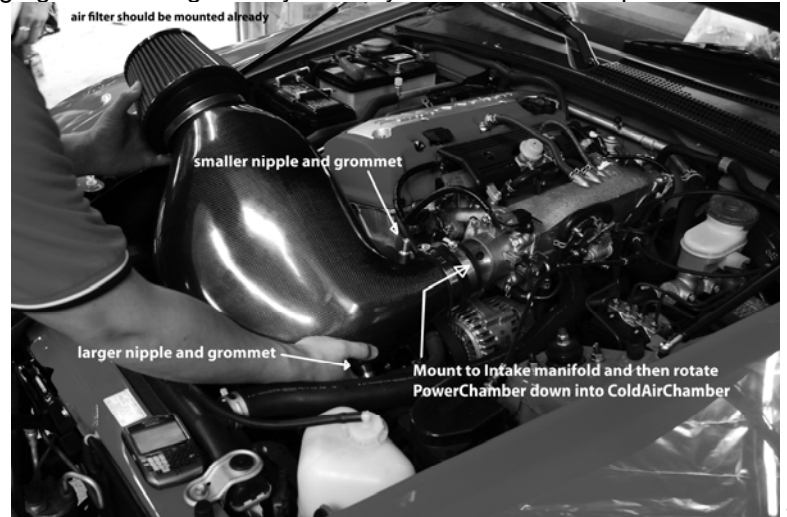
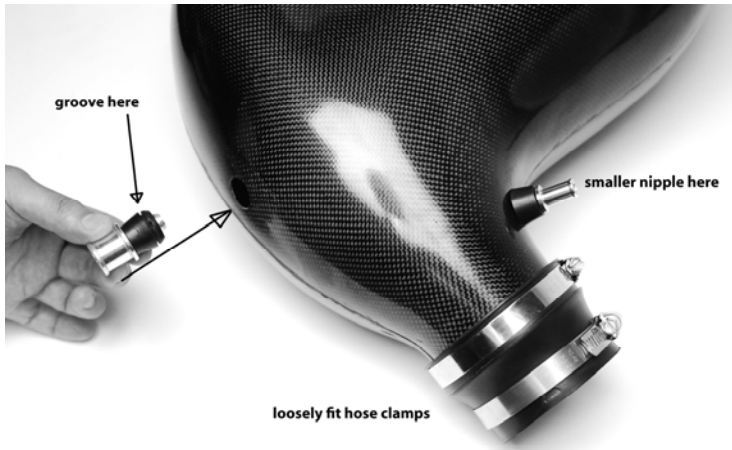
8. Install ColdAirChamber

- Loosely bolt in the ColdAirChamber with M6x12 button head bolts. This will be adjusted with the RamAir scoop later.



9. Install PowerChamber

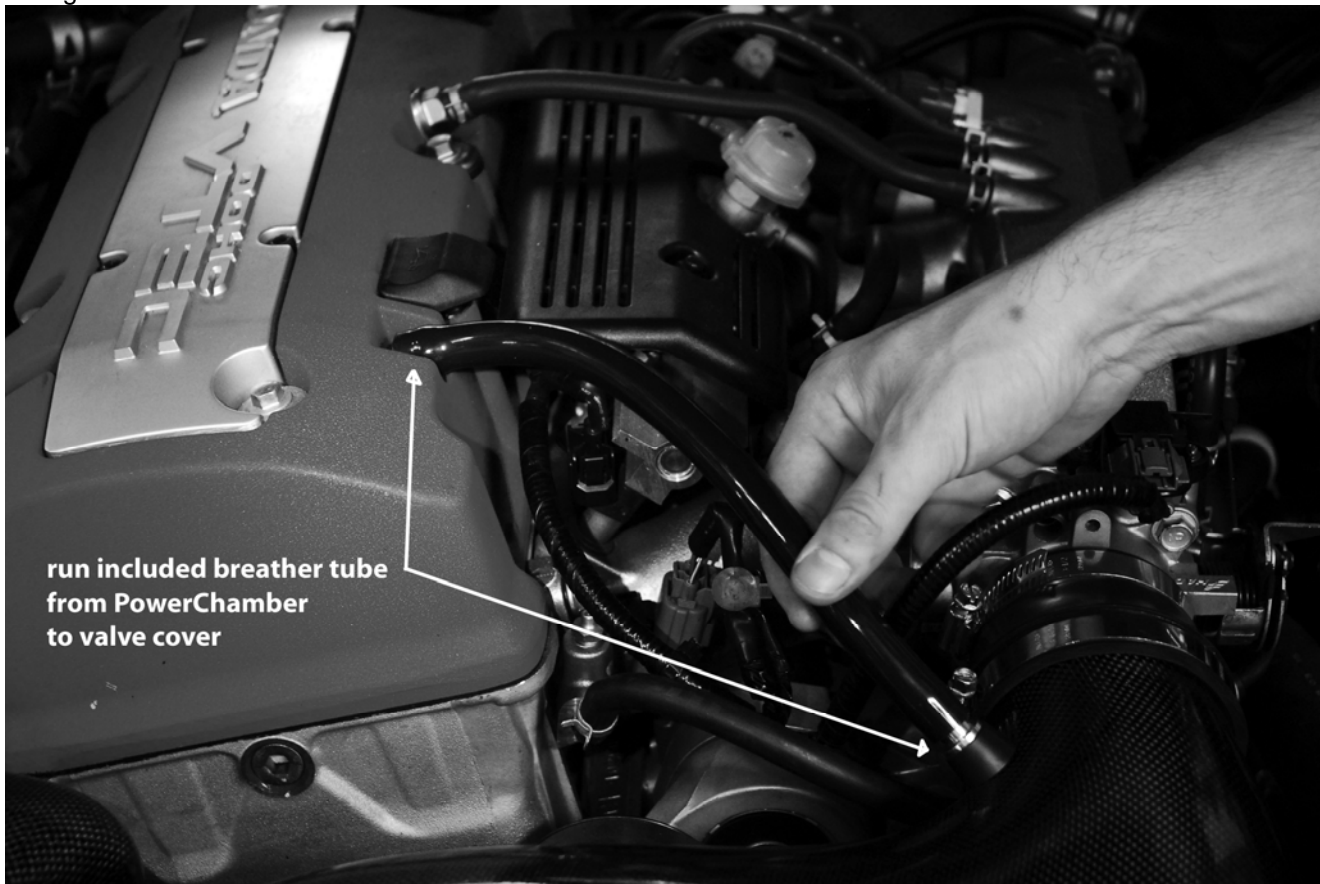
- Install manifold hose to PowerChamber with 3.5" diameter hose clamps. (see below pic)
- Install rubber grommets onto PowerChamber first, then slide in aluminum nipples.
- Install the air filter to the PowerChamber with a 5" diameter hose clamp and tighten the clamp. You do not need to oil the filter until you have washed it. Wash the filter with a proper cleaning agent when it gets dirty and/or you detect a loss in performance.



- Install PowerChamber onto manifold inlet and rotate down into cold air box. Make sure the gasket is on the semicircle where the PowerChamber will rest.
- Install supplied 10.5" long breather hose from valve cover to intake (see below pic).
- Attach stock breather hose to large nipple on right of PowerChamber.
- Install lid of ColdAirChamber with four M4x10 button head bolts making sure the gasket is still on the semicircle.
- Attach ColdAirChamber to RamAir scoop with two M4x10 button head bolts.

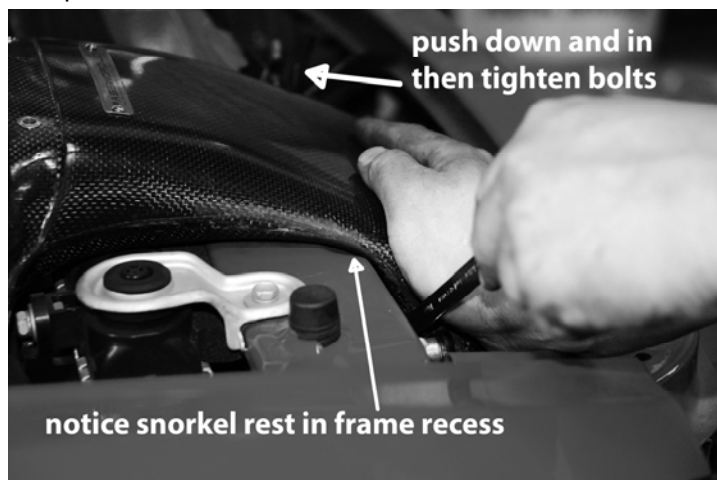
10. Install the breather tube

This goes from the PowerChamber to the valve cover



11. Adjust and secure RamAir scoop (see below pic)

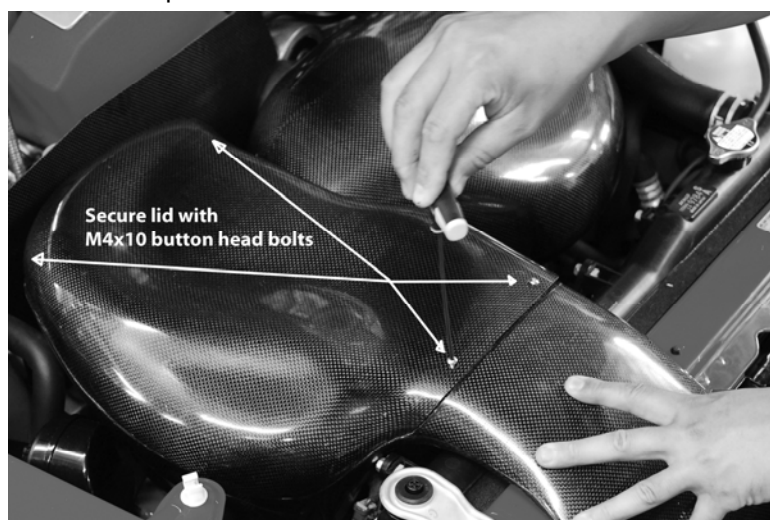
- Press down on the ColdAirChamber's snorkel so it fully rests on the frame of the S2000. It should rest in the recess located on the car's frame.
- While holding down the snorkel, tighten the flange bolts on the back of the scoop bracket with an open ended wrench. If the scoop doesn't rest on the frame, the hood will not close and you risk cracking the carbon if you drop the hood on it.



- Now tighten the scoop bracket bolts to the frame.
- Lower the hood and make sure it locks shut. If you are having trouble you may need to lower the stock rubber hood bumpers located next to the radiator brackets and/or you may need to raise the actual hood lock. You can unbolt the hood lock and adjust it upwards a little to grab the hood.
- Tighten the remaining hose clamps.

12. Closing the ColdAirChamber

- Now that the hood closes shut, you can tighten down the two bolts holding the bottom of the ColdAirChamber to the frame.
 - Install the lid of the ColdAirChamber with M4x10 button head bolts.
- **Make sure the lid gasket is there against the PowerChamber.
- Tighten the bolts connecting the ColdAirChamber to the RamAir scoop.



12. Finally

- Re-install the foam, black steel cross member, and bumper from step 1.
- OK, that was a pain in the ass. Now take a picture so you can show friends that you are an installation master and you have a sweet car. Drive on!

13. Trouble??

By now all the parts in this kit should be in your car securely. Go through this checklist and make sure you've done them all:

1. Relocated the air control valve
2. Swapped in a coolant hose
3. Swapped out the air control hoses and they lead to the intake manifold
4. Air control hoses are zip tied away from the drive pulleys
5. All hose clamps are secure
6. RamAir scoop doesn't move
7. Ran a breather tube from the valve cover to the PowerChamber
8. Reattached the stock breather tube to the right of the PowerChamber

