



In an effort to save a few trees, I have compiled a quick "how-to" for the install of the LMI Hammer Design CAI on any LX/LC from 2005-present.

Tools needed:



Inventory of parts supplied in kit:



Standard 5.7 OEM air box set up. Remove plastic engine cover by simply pulling up on both sides (this step not required for 6.1 cars without cover):



Remove 10mm bolt holding OEM box to radiator support:



Remove single clamp at throttle body:



Unplug throttle body by sliding red clip back on plug then pressing tab in while pulling plug off:



Unplug IAT sensor in the same fashion as the throttle body:
NOTE: LEAVE IAT SENSOR IN THE OEM TUBE AT THIS TIME!!!!



Remove entire OEM air box as one complete unit:



OEM air box removed:



Begin assembly of the LMI Hammer Design CAI on your bench top by inserting the Carbon Fiber tube into the filter as shown:



A small flat screw driver can help with opening up rubber flange of the filter to fit around the CF tube:



Position tube in filter as shown below. Be sure to have at least 1" of the tube inserted into the filter flange then tighten snug:



Install 3.5" silicon coupler onto small end of the CF tube as shown:



Be sure to leave at about an inch of the coupler overhanging the CF tube in order to attach to the throttle body. Loosely attach supplied T-bolt clamps at this time around the silicon coupler. You will tighten once LMI Hammer Design CAI is installed:



Now, go back to OEM intake and carefully remove the IAT sensor as shown. Be sure to get a firm grip on sensor and remove by twisting and pulling out at the same time. A little silicon spray lubricant helps greatly. **BE VERY CAREFUL NOT TO DAMAGE BLUE TIP OF THE SENSOR UPON REMOVAL!!!!**



Carefully insert the IAT sensor into the rubber grommet on the LMI Hammer Design CAI tube as shown. Again, a little lubricant will help greatly for safe insertion:



Install LMI Hammer Design CAI as one unit as shown:



Adjust the angle of the intake so that the CF tube is level with the radiator support and tighten T-blot clamps:

NOTE: BE SURE TO ONLY TIGHTEN THE T-BOLT CLAMP ON THE CF TUBE SNUGLY. OVER TIGHTENING ON THE CF CAN CAUSE DEFORMATION OF THE TUBE. T-BOLT CLAMP ON THE THROTTLE BODY MUST BE TIGHTENED WELL TO ENSURE INTAKE STAYS POSITIONED CORRECTLY AND DOES NOT MOVE.



Plug both the IAT sensor and the throttle body back in and secured by sliding red clip back into place:



Next - install supplied oil breather filter by removing the clamp that comes on the filter:



Using a small amount of lubricant inside the flange of the oil breather filter, slide over the oil breather fitting on oil fill neck. This often takes a bit of firm persuasion, but it will fit:



Reinstall clamp and tighten:



Note: On later model cars (2011 - on), it is easier to trim off 1.5" of the oem breather hose to use as a "coupler" to attach the breather filter as in the picture below. No need for the clamp that is supplied with the breather filter.



Replace plastic engine cover (if car is equipped with one) and double check all clamps and connections. Finished product will look like picture below:



Side note:

If your car is equipped with a lower air intake baffle that is down in the fender well (2005 – 2010), you will have to remove. You will know you have this, if when your OEM box is removed you see this:



First thing to do is remove drivers tire and pull back fender liner from front fascia. You will see a single, silver 10mm bolt head. This holds the lower baffle box in place:



Remove screw and pull, wiggle baffle box out. While your in there, remove the lower radiator baffle by undoing two simple push pins:



Removed:



This will allow for massive amounts of fresh air to enter into the engine bay where the Hammer Design CAI filter sits. This helps in maintaining close, or at ambient IAT temps!!!

Thats it!!! Now go drive your car and enjoy the sound and performance of you new LMI Hammer Design CAI!!!!!!