



LMI True V2 CAI Install Guide

I have compiled a quick "how-to" for the install of the LMI True V2 CAI on any LX/LC vehicle from 2005-present with 5.7 / 6.1 Hemi.

Note: This install is more complex than your avg. install and will require a small modification to the lower air inlet opening to allow for the systems components to properly fit. There are two distinct air inlet opening shapes. 2005-2010 is round. 2011 - present is triangle shaped. Examples of the modifications for either opening will be shown in this how-to guide

First thing to do is to take inventory:

- 3 - 4" T-bolt clamps
- 1 - 3.5" T-bolt clamp
- 1 - S&B Filter
- 1 - 4" straight silicon coupler
- 1 - 3.5" - 4" 90* silicon reducer
- 1 - 4" worm clamp
- 1 - 18" IAT extension harness (black plugs 05-10 non-vvt / grey for 10 - up vvt motors)
- 1 - Oil breather filter
- 1 - LMI Decal
- 1 - 4" CF tube with 90* bend (upper tube)
- 1 - 4" CF tube with 45* bend (lower tube)
- 2 - black zip ties
- 1 - black plastic edging material



Next step is to begin removal of OEM air box:

Standard 5.7 OEM air box set up (6.1 does not have plastic engine cover but air box is similar in design and removal)

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. This is the time to place the OEM air box on the bench and remove the IAT sensor by carefully pulling on the sensor while giving it a slight counter-clockwise twist. Be VERY careful not to break the tip of the sensor. Once removed, put the IAT sensor aside in a safe place for installation in later steps.

Next step is making the modifications to the air inlet opening:

Early Gen I cars (2005-2010)

This is the hole you'll need to enlarge. Use a 4.25" hole saw that you can pick up at any hardware store and a piece of plywood bolted under the hole to help keep the saw from wandering. You'll want a drill with some power. Use a few drops of oil from time to time and let the saw do the work. A magnet can be used to clean up the heaviest of the metal filings. It's a little messy, and it is recommended to drape a big damp towel around the area to catch the filings and make clean up a much easier. A dremel tool works great for cleaning up the sharp edge. The use of some clear spray paint will add protection to the freshly cut metal to discourage any future metal issue. Install the plastic edging material supplied as shown below.



Later Gen II & III vehicles (2011 - present)

Mark air inlet hole



Cut notch in air inlet. (This can be done in many ways. Whatever is at your disposal that will make a clean/symmetrical cut)



Be sure to notch the lower plastic baffle that is attached just under the area to be notched. It is held in place with standard fenderwell push pins.



Install supplied edging material (this step will be the most frustrating step and requires a little heat to soften the material and activate the adhesive inside the material. a little patience goes a long way!)



Next - Jack the front of the vehicle up to gain access to the front portion of the lower belly pan:

Remove lower fascia belly pan to access fender well area.



Note: It can be advantageous for some to remove the driver's side wheel and pull back the inner plastic fender liner to gain even better access to the area where the filter will reside on the initial install. The view would be as seen below

Next step is the assembly/installation of LMI True V2 CAI:

Begin by assembling the lower tube into the filter on the bench. Then install this piece in from the bottom of the modified air inlet opening.



Once the tube is installed, put the 4" worm clamp supplied around the tube to temporarily hold it in place. You can also install the supplied 4" straight silicon coupler at this time.



Next, install (2) of the (3) 4" T-bolt clamps that are supplied in the kit, around the silicon coupler. Leave clamps loose at this time for later adjustments.



Next, install the 90* 3.5" - 4" silicon elbow onto the throttlebody. Leave clamps loose for later adjustments.



Next, install top 90* carbon tube to connect the silicon elbow and the down tube previously installed.



Make necessary adjustments with the tubes in order to get the upper tube to sit level with the radiator support and tighten clamps. The 4" worm clamp used initially to hold the lower tube in place will continue to be utilized as a means to level the upper tube and to keep the lower tube from migrating downward **DO NOT OVER TIGHTEN THE CLAMPS ON THE CF TUBES. THINK "SNUG". OVER TIGHTENING CLAMPS CAN RESULT IN DEFORMATION OF TUBES OVER TIME.**



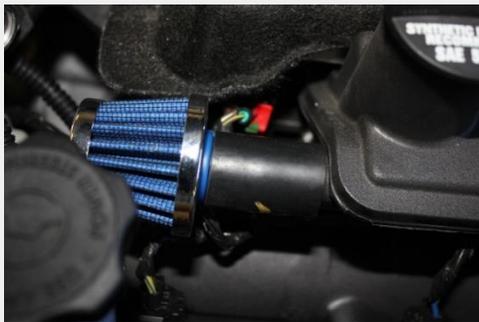
Next install IAT sensor into grommet as shown below and install the IAT extension harness that is supplied in the kit. Use the supplied black zip ties to secure the IAT extension harness to the clamp at the throttle body and the other zip tie will go through the plastic ring attached to the underside of the tube. (note the placement of the 4" worm clamp. This is the manner described in the previous step)



Finally, install the breather filter to the fitting coming off the oil fill neck. There are multiple ways to do this and you can use your creativity. I recommend with early Gen I cars (2005 - 2010) to install the breather directly onto the filler neck fitting



For later Gen II & III cars (2011 - present) install by trimming off a 1.5" peice of the OEM breather tube and using it as a "coupler" to attach the breather filter in a similar manner as shown below. You will have to remove the small worm clamp on the breather filters when connecting in this manner.



Double check all clamps and fitting. Reinstall the lower belly pan and/or the inner fender well liner if removed. Place front end of car back onto the ground. Reinstall plastic engine cover (if equipped) and go for a drive!!!!