

Mopar Late model Hemi Installation guide for NA applications

First off, to understand how this system works, we will be bringing filtered fresh MAF metered air into the driverside valve cover from the main intake air tube. This snaps onto the factory barb fitting that did connect direct to the air tube when stock. Remove this tube and cap the fitting on the valve cover as this incoming air will now enter through the CSS that replaces your oil fill cap, and set aside if you want it in the future to return to stock. Below you will see 2 styles of oil cap. We need to know if you have the threaded style or the cam lock style. Below right you can see the oil cap and the cleanside hard line is more visible with the coil covers removed.



Above right, this fresh air is then drawn past the rocker arms and down through the crankcase and up and out the passenger side flushing and making up for the foul contaminated vapors being evacuated (sucked out) the factory separator on the passenger side. Next we will show mounting options and routing the can itself.

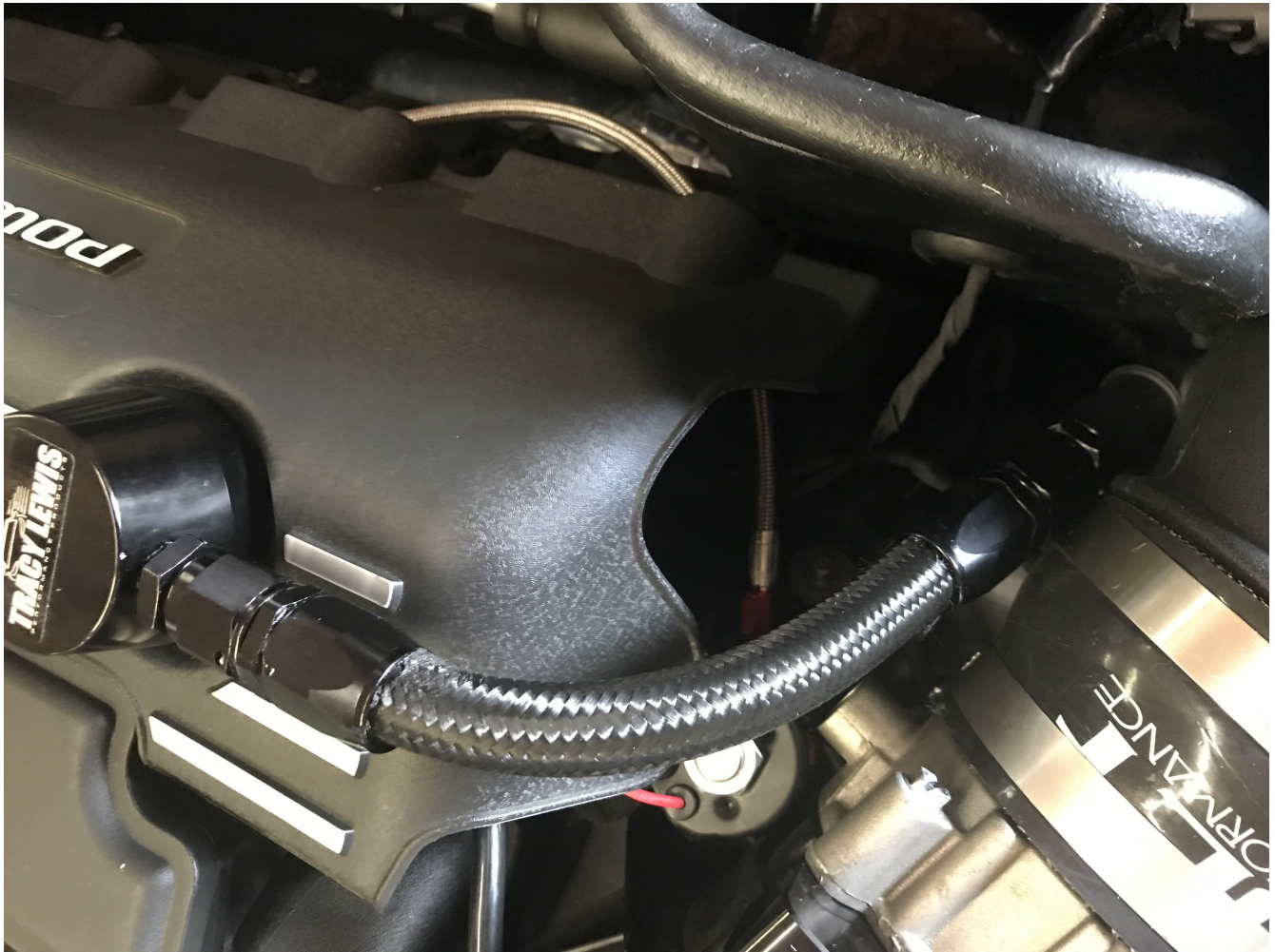


Here you can see one of the mount locations. It can also be mounted off the stud on the water pump. Center of can, no checkvalves, goes to the crankcase outlet as shown.

One outer line with checkvalve inline flowing away from the can will connect to the intake manifold vacuum barb (different years will be slightly different. Same as 5.7 vs the later larger ones).

The opposite outer line from can with checkvalve inline flowing away from the can will connect to a barb you drill and insert just in front of the throttle body. This must be at an angle with the portion protruding into the coupler is angled to be closer to the throttle body than the outer portion. This is critical as it generates the vacuum needed for evacuation when accelerating or at WOT.

Now the way the clean/fresh side should connect:



More will be added to this as different years come in.