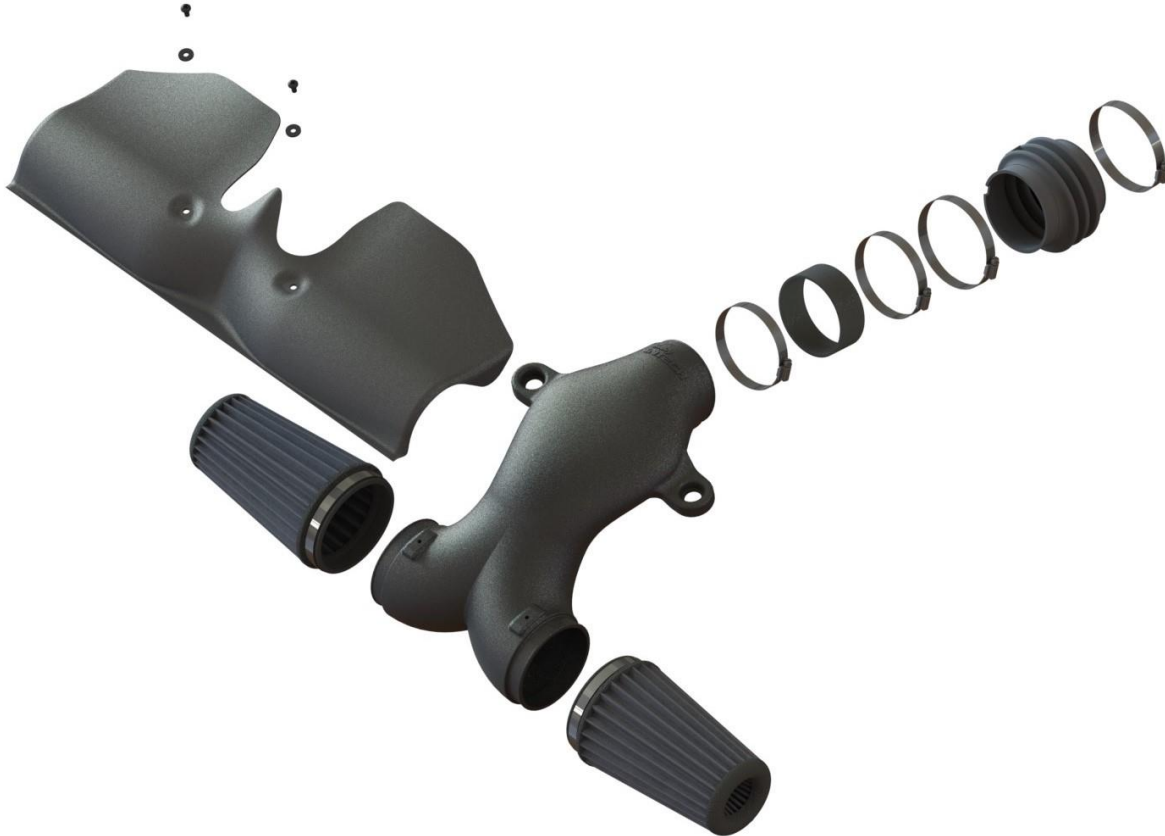


Holley® iNTECH

1997-2000 Chevy Corvette C5 V8, 5.7L (LS1) – 223-18 Intech Cold Air Intake System Installation Instructions



Thank you for making HOLLEY iNTECH COLD AIR INTAKES your choice in a high-performance air intake system. Extensive dyno/track testing has enabled HOLLEY to offer the most advanced design in sealed air intake systems. HOLLEY iNTECH's design allows for an easy and seamless installation, moreover, results will show additional horsepower, reduced air intake temperature and improved performance. Proper installation and maintenance will ensure long life and maximum performance from your HOLLEY iNTECH COLD AIR INTAKE.

BEFORE STARTING:

Ensure that the engine is cold and has not been run for a minimum of 2 hours prior to install.

INCLUDED HARDWARE

P/N	Qty.	Description
223-18A	1	Tube (LS1 Engine)
223-07C	1	Cover, Vacuum-Formed
80R157	2	Air Filter
61R979	1	Coupler, Si Hump w/ Fitting
61R980	1	Coupler, Straight, Si 3.5ID x 1.5L"
557R11	2	Clamp, Worm 3.06"-4.0" ID 304SS #56
557R12	2	Clamp, Worm 3.5"-4.5" ID 304SS #64
505R98	2	Screw, M6 x 1 x 10mm, Blk-Ox SS, Btn-Hd Hex
546R23	2	Washer, Flat 1/4", Blk-Ox SS
52R728	16	Hose, Rubber, 5/8ID x 15L"
99R10460	2	Decal, Intech 5" x 1.5", Die Cut Special
217R5	2	Cable Tie

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery.
2. Disconnect the U-shaped rubber hose connecting the air injection pump to the factory intake, from the straight adaptor (**Figure 1**).
3. Disconnect the Mass Air Flow (MAF) sensor wiring harness followed by the plastic retaining clip (**Figure 1**).
4. Disconnect the temperature sensor plug from the temperature sensor by carefully lifting and pulling on the gray tab (**Figure 1**).
5. Loosen the (x1) hose clamp securing the intake to the throttle body (**Figure 1**).

*****On model years equipped with a fuel pressure regulator vacuum line, disconnect the vent from the factory intake tube.*****

6. Lift up on the factory intake, detaching it from both factory rubber grommets on the radiator cover. Slide the coupler off the throttle body and position above it. Then pull the entire intake assembly towards the engine to remove from the remaining two grommets. Remove the intake.

NOTE: Do not damage or lose the factory rubber grommets on the radiator, as both will be reused.

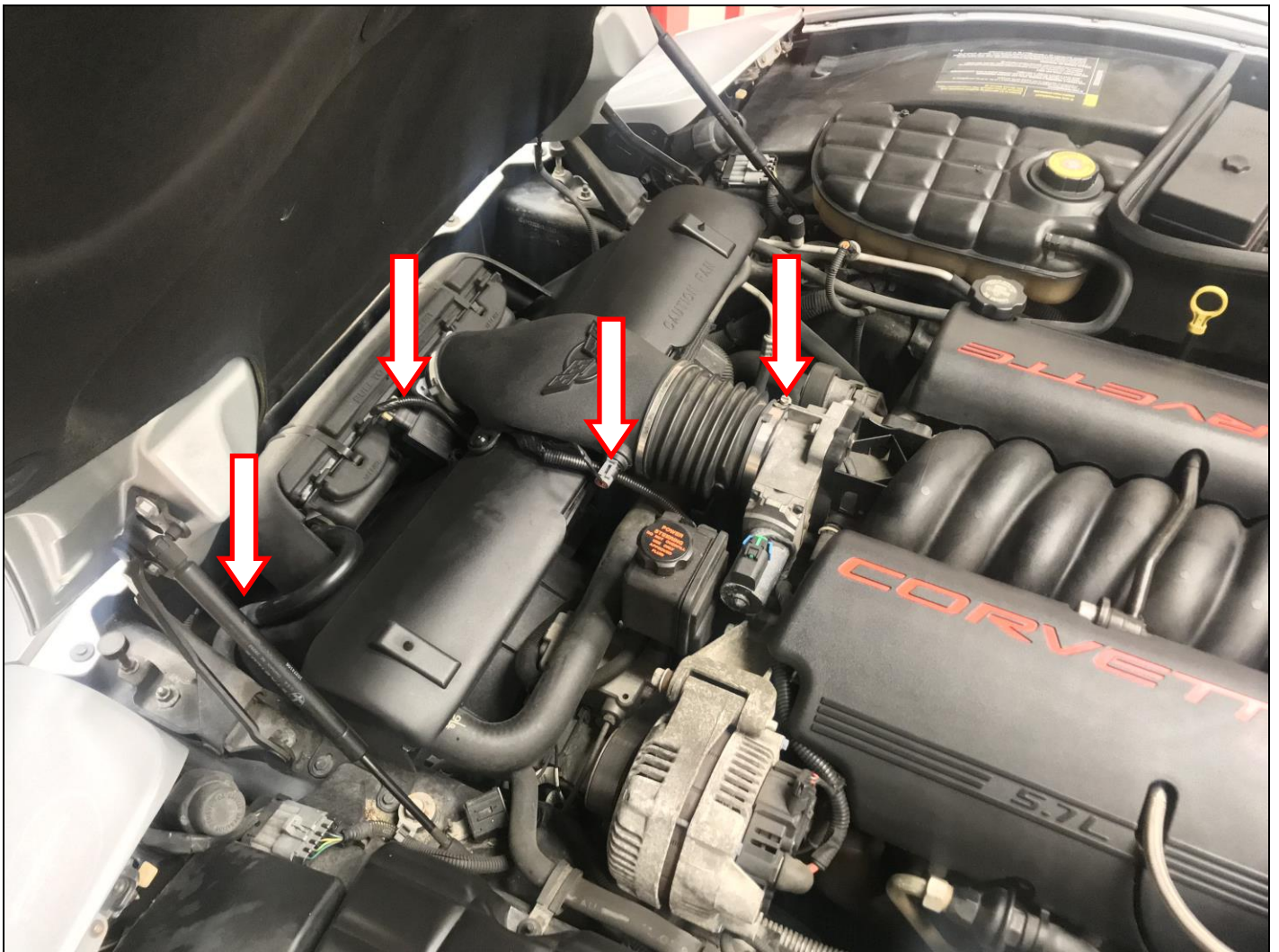


Figure 1

7. Install the silicone hump coupler onto the throttle body in the orientation shown and tighten with one of the two smaller worm clamps. Place the second small worm clamp on the end, but do not tighten (**Figure 2**).
8. Install the provided rubber hose (as shown) onto the air injection pump's straight plastic fitting (**Figure 2**).
9. Move the MAF and temp sensor wiring harness into the position shown and secure with the provided cable ties, with one going around the throttle body wires to hold the harness in place (**Figure 2**).



Figure 2

10. Remove the MAF sensor from the factory intake and connect to the iNTECH tube using provided straight coupler and remaining worm clamps. Tighten both clamps at this time (**Figure 3**).
11. Install an air filter on either end of the intake tube. Position the clamps as shown and tighten (**Figure 3**).



Figure 3

12. Install the vacuum-formed cover by first sliding the cover over the filters and aligning the holes in the cover with the molded-in fittings in the tube (**Figure 4**).

***NOTE: The cover has built-in "spring" to the design so the assembly is snug when installed.**

13. Using the supplied washers and M6 screws, secure the cover to the intake tube as shown (**Figure 4**).

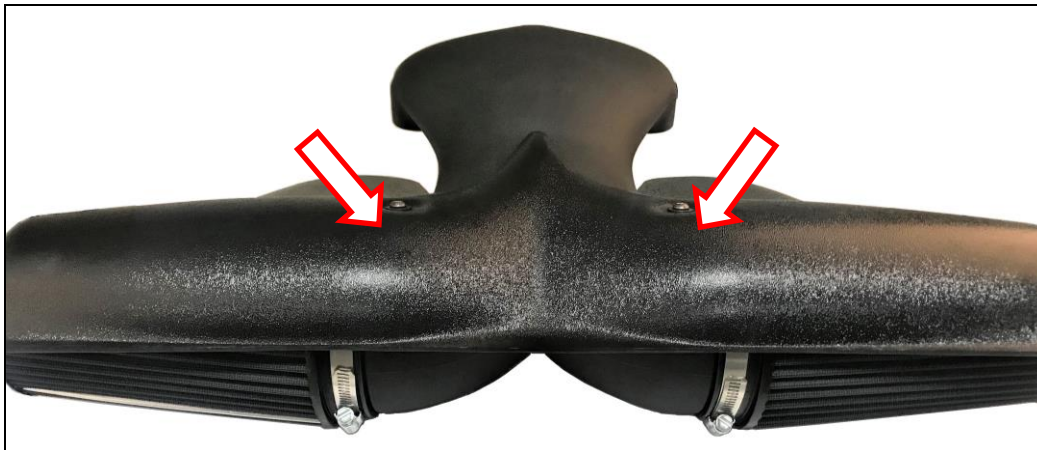


Figure 4

14. Now, lower the intake assembly down into the engine bay, filter side first (**Figure 5**).

15. Connect the previously installed rubber hose to the intake tube fitting (**Figure 5**).

16. While pressing the tube down on the rubber grommets, slide the MAF sensor into the coupler and tighten the remaining worm clamp (**Figure 5**).

17. Remove the temp sensor from the factory intake, install in the silicone coupler and reconnect the temp sensor plug (**Figure 5**).

18. Reconnect the MAF sensor.

*****On model years equipped with a fuel pressure regulator vacuum line; before installing the silicone coupler, puncture the thin film inside the molded-in hole below the temperature sensor hole. Then firmly press in the factory vacuum line fitting.**

19. Connect the battery and re-check your work.



Figure 5

NOTE: Power gains may not be immediate. Accumulation of 200-500 miles and multiple key cycles may be needed for the vehicle to register optimum gains.

NOTE: After 150 miles, re-check and tighten all nuts, bolts, clamps and fittings.