BBK PERFORMANCE LLC
3060 Performance Circle
Deland, FL 32724

For any questions, email us:
TECH@BBKPERFORMANCE.COM

INSTALLATION INSTRUCTIONS - INS093

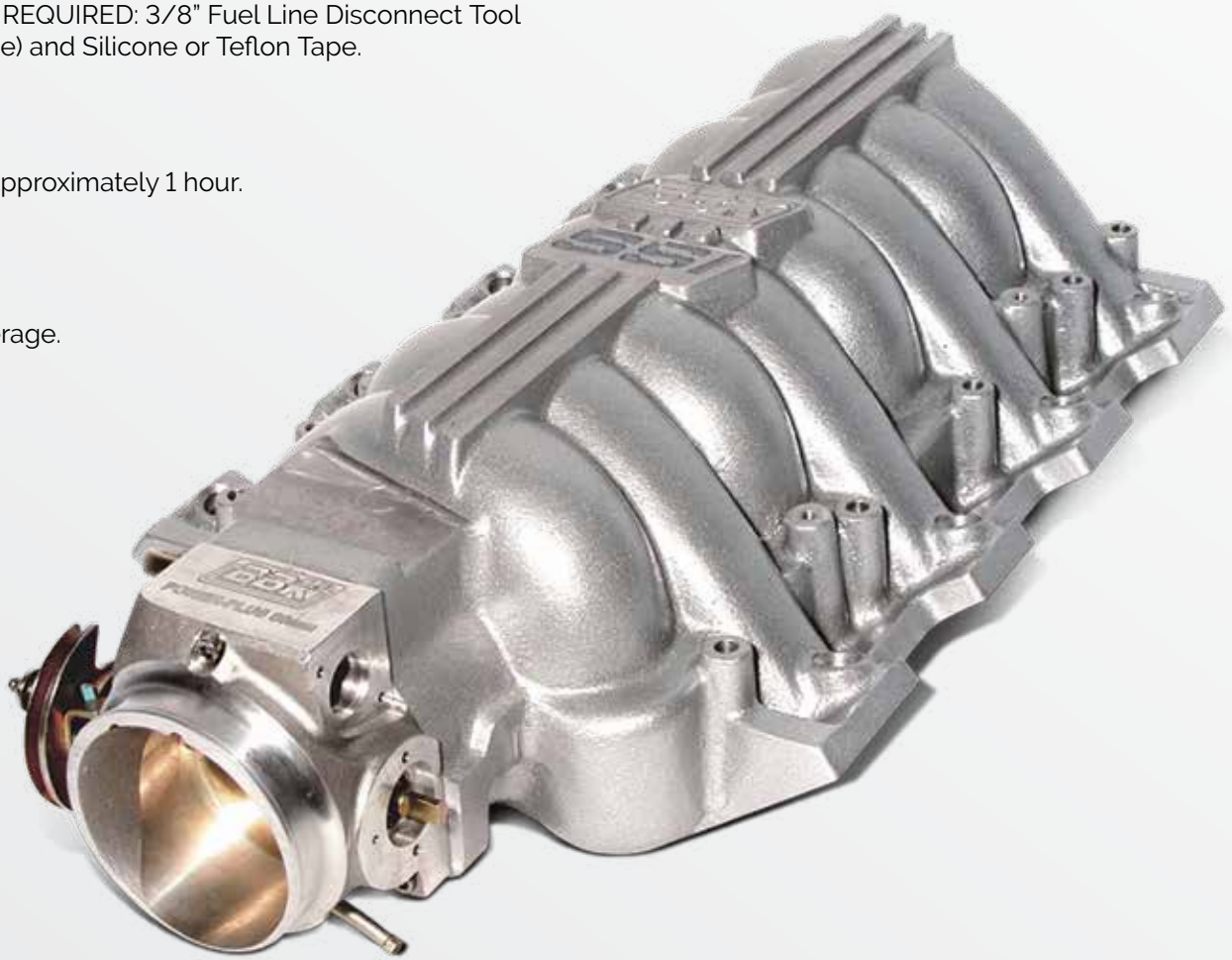
INTAKE MANIFOLD

Part # 5004 // 1997 - 2004 GM LS1/LS6 5.7L Camaro/Firebird/GTO/Truck/Corvette

SPECIAL TOOLS REQUIRED: 3/8" Fuel Line Disconnect Tool (Spring Lock Type) and Silicone or Teflon Tape.

INSTALL TIME: Approximately 1 hour.

DIFFICULTY: Average.



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UPDATED LAST: March 2019

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FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

STEP 1

Disconnect negative (-) battery terminal, and remove intake hose and air box filter.

On Corvette models remove the decorative covers by removing the oil filler cap and gently lifting the cover. After the cover has been removed replace the oil cap to keep objects and debris from contaminating the oil.

NOTE! The fuel system may be under pressure. Use extreme caution when releasing Pressure. Extinguish all open flames and ignition sources.

STEP 2

Carefully release any fuel system pressure by removing the cap at the front end of the driver side fuel rail and depressing the Schrader valve using a small screwdriver while shrouding the valve with a rag or cloth.

STEP 3

Using the 3/8" spring lock tool, disconnect the fuel rail feed hose.

STEP 4

Unclip the wiring harness from the fuel rails and disconnect the wiring harness from each of the fuel injectors by squeezing the spring clips, follow the harness forward and disconnect from the purge solenoid, throttle body and throttle position sensor.

STEP 5

Unclip the purge solenoid from the intake manifold. Release its vacuum tube from the manifold be gently prying the retaining collar upwards with a flat head screwdriver while pulling.

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STEP 6

Using a 10mm socket, remove the throttle body bracket and EGR tube from the front of the intake manifold.

NOTE! Corvette models skip step 6.

STEP 7

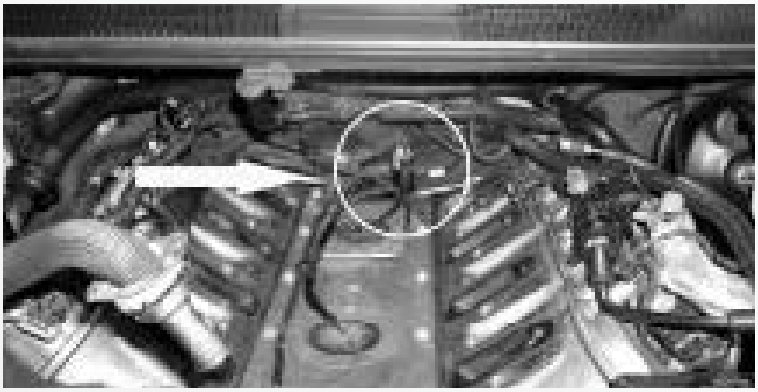
Using a flat head screwdriver remove the coolant hoses that run to the throttle body.

Warning! Coolant may be hot. Use caution when disconnecting hoses.

STEP 8

Remove the intake manifold mounting bolts using an 8mm socket, extension, and swivel where necessary.

STEP 9



Reach behind the intake manifold and unplug the oil pressure sending unit (shown circle in photo).

NOTE! If you do not unplug the sending unit it could break off when pulling the intake forward, this part costs about $60. (Corvette models disregard)

STEP 10

While lifting the back of the intake as high as possible, and holding the rearward most bolts up so they don't get caught in the intake ports. (A rubber band long enough to reach under the heads of the two bolts would be handy here) slide the manifold forward until you can reach behind it and disconnect the small vacuum hose on the passenger side and the electrical connectors that are hidden behind the intake.

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STEP 11

Disconnect the vacuum hose that plugs into the brake booster and feed it back towards the rear of the intake manifold.

STEP 12

Remove the intake manifold from the vehicle.

NOTE! The fuel rails will still have gas in them, plug off the feed tube to avoid any spillage.

STEP 13

Using an 8mm socket unbolt the fuel rails. Carefully lift them away from the intake.

STEP 14

Carefully remove the port flange gaskets from the stock manifold and install them into the BBK Manifold.

STEP 15

Remove the vacuum hose and MAP Sensor from the rear of the stock manifold and install them into the BBK Manifold using the supplied screw with silicone or Teflon tape lightly applied to it to secure the MAP Sensor.

STEP 16

Before installing the fuel rails on the BBK Manifold, clean the tip of each injector to avoid fuel system clogging and contamination. Inspect the O-Rings and tips of the injectors. For best performance and leak prevention, replace any cracked, torn, or broken O-Rings and injector tips.

STEP 17

Remove the throttle body from the stock manifold and install it on the BBK Manifold using the supplied gaskets. (5005-5006 Customers will install the included BBK Throttle Body).

STEP 18

Replace the rearward most valley cover plate bolt on the passenger side of the engine with the supplied button head cap screw. (This is required to allow the SSI Intake to sit flat on the heads). Carefully wipe any debris from the cylinder heads around the intake ports.

DO NOT ALLOW DEBRIS TO FALL INTO THE PORTS.

Secure the back plate with the 14 supplied M5-.08x10 Allen screws.

NOTE! Be sure to apply a small amount of blue loc-tite to these screws to ensure they don't come loose.

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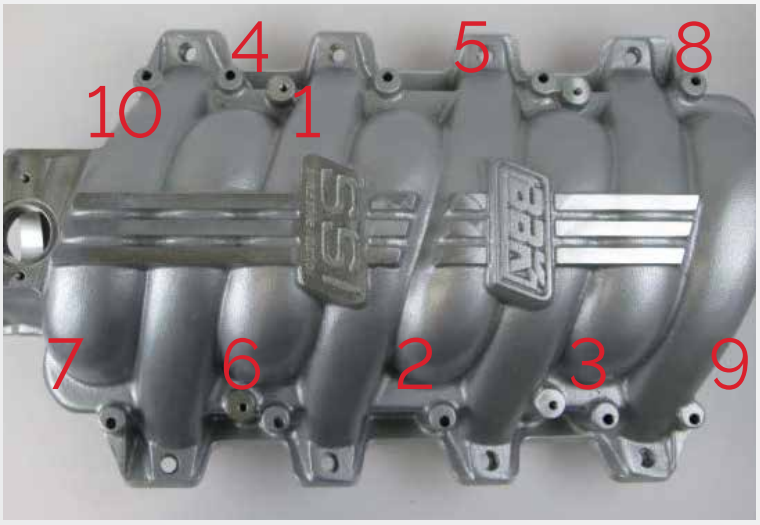
STEP 19

Insert the supplied bolts into the rearward most bolt holes on the BBK Manifold, (The rubber band would work well here too).

STEP 20

Place the BBK Manifold on the engine and reconnect the vacuum lines and electrical connections behind the manifold.

STEP 21



Tighten the BBK Manifold in 3 steps following the sequence as shown above until the split washers are flattened. (Do not over tighten! These bolts only need to be tight enough to compress the o-rings).

STEP 22

Re-establish all wiring connections, re-connect fuel rail feed hose, re-connect purge solenoid.

STEP 23

Re-connect the coolant and PCV Hoses, re-connect the EGR tube and throttle cable bracket on applicable models.

NOTE!!! If the vehicle is a corvette, or non EGR model, use the supplied EGR cover plate, O-Ring and fasteners to block the EGR Port.

STEP 24

Re-assemble the intake hose and air filter box, connect negative battery terminal. Corvette models, re-install decorative covers.

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- BBK THROTTLE BODY
- BBK COLD AIR INDUCTION SYSTEM
- BBK PERFORMANCE UNDERDRIVE PULLEYS
- HIGH FLOW HEADER AND EXHAUST SYSTEMS

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