

# Holley® iNTECH

## 2001-2004 Chevy Corvette C5 V8, 5.7L (LS1, LS6) – 223-14 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. For patent information visit [PATENTS.HOLLEY.COM](http://PATENTS.HOLLEY.COM).

### **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
223-14A	1	Tube (LS1,LS6 Engine)
223-07C	1	Cover
80R157	2	Air Filter
61R858	1	Coupler, Dbl Hump, Si 3.75ID x 3L"
61R959	1	Coupler, Straight, Si 3.75ID 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

Check the hardware package. If anything is missing, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

## **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 adapter (**Figure 1**).
3. Disconnect the Mass Air Flow (MAF) sensor wiring harness followed by the plastic retaining clip (**Figure 1**).
4. Loosen the (x1) hose clamp securing the intake to the throttle body (**Figure 1**).
5. Lift up on the factory intake, detaching it from both factory rubber grommets on the radiator cover. Slide the coupler off the throttle body. 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, as both will be reused.**



**Figure 1**

6. 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**).
7. Install the provided rubber hose (as shown) onto the air injection pump's straight plastic fitting (**Figure 2**).
8. Move the MAF 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**

9. 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**).

**\*NOTE: Be extremely careful when handling the MAF sensor and do not damage/bend the metal honeycomb insert.**

10. Install an air filter on either end of the intake tube. Position the clamps as shown and tighten (**Figure 3**).

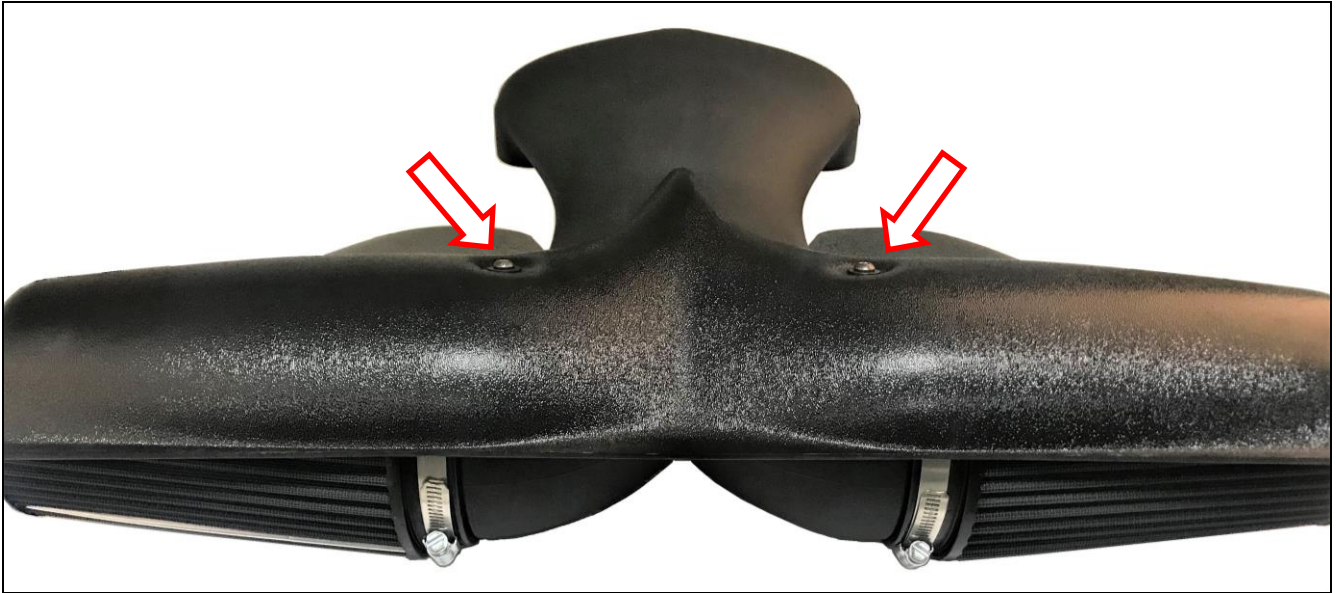


**Figure 3**

11. 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.**

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



**Figure 4**

13. Now, lower the intake assembly down into the engine bay, filter side first **(Figure 5)**.
14. Connect the previously installed rubber hose to the intake tube fitting **(Figure 5)**.
15. While pressing the tube down on the rubber grommets, slide the MAF sensor into the coupler and tighten the remaining worm clamp **(Figure 5)**.
16. Reconnect the MAF sensor harness to the MAF sensor **(Figure 5)**.
17. 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.**

**LIMITATION OF LIABILITY – DISCLAIMER:**

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In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

**THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

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