

Holley® iNTECH

2019-2021 Chevy Silverado / GMC Sierra V8, 5.3L
Intech Cold Air Intake System

223-26

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 patented interface 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. Visit PATENTS.HOLLEY.COM for more information.

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
223-26A	1	Tube
223-26H	1	Housing
80R153	1	Air Filter
61R867	1	Coupling, Silicone, Dbl Hump 3.5"ID x 3" L
557R14	2	Clamp, T-Bolt 2.81" – 3.75", SS
557R19	2	Clamp, Worm, 304SS #8
711R3	1	Wire Harness Bracket
711R4	1	Retainer Ring
505R86	2	Screw, M4 x.07mm Phillips Head
505R115	4	Screw, M6 x 1 x 12mm, BHCS, Blk-Ox SS
505R114	2	Screw, Self-Tapping, SS
52R728	1	Hose, Rubber 5/8"ID x 17"L
99R10460	2	Decal, iNTECH 5" x 1.5", Die Cut Special

INSTALLATION:

1. Disconnect the negative cable from the vehicle battery.
2. Remove the (x2) torx screws holding the hood latch in place. Slide forward and remove **(Figure1)**.
3. Carefully remove all (x10) panel clips from the plastic vent cover, as they will be reused. Remove the vent cover at this time **(Figure 1)**.
4. Disconnect the crankcase vent (CCV) hose from the back of factory intake tube and the engine **(Figure 1)**.
5. Disconnect the Mass Air Flow (MAF) sensor wiring harness from the MAF sensor on the factory intake tube **(Figure 1)**.
6. Loosen the (x2) hose clamps securing the intake tube to the throttle body and OE air box.
7. Firmly pull the intake tube towards you to remove from the throttle body. Rotate about 90° counterclockwise and lift up to remove intake tube from the metal mounting bracket **(Figure 1)**.

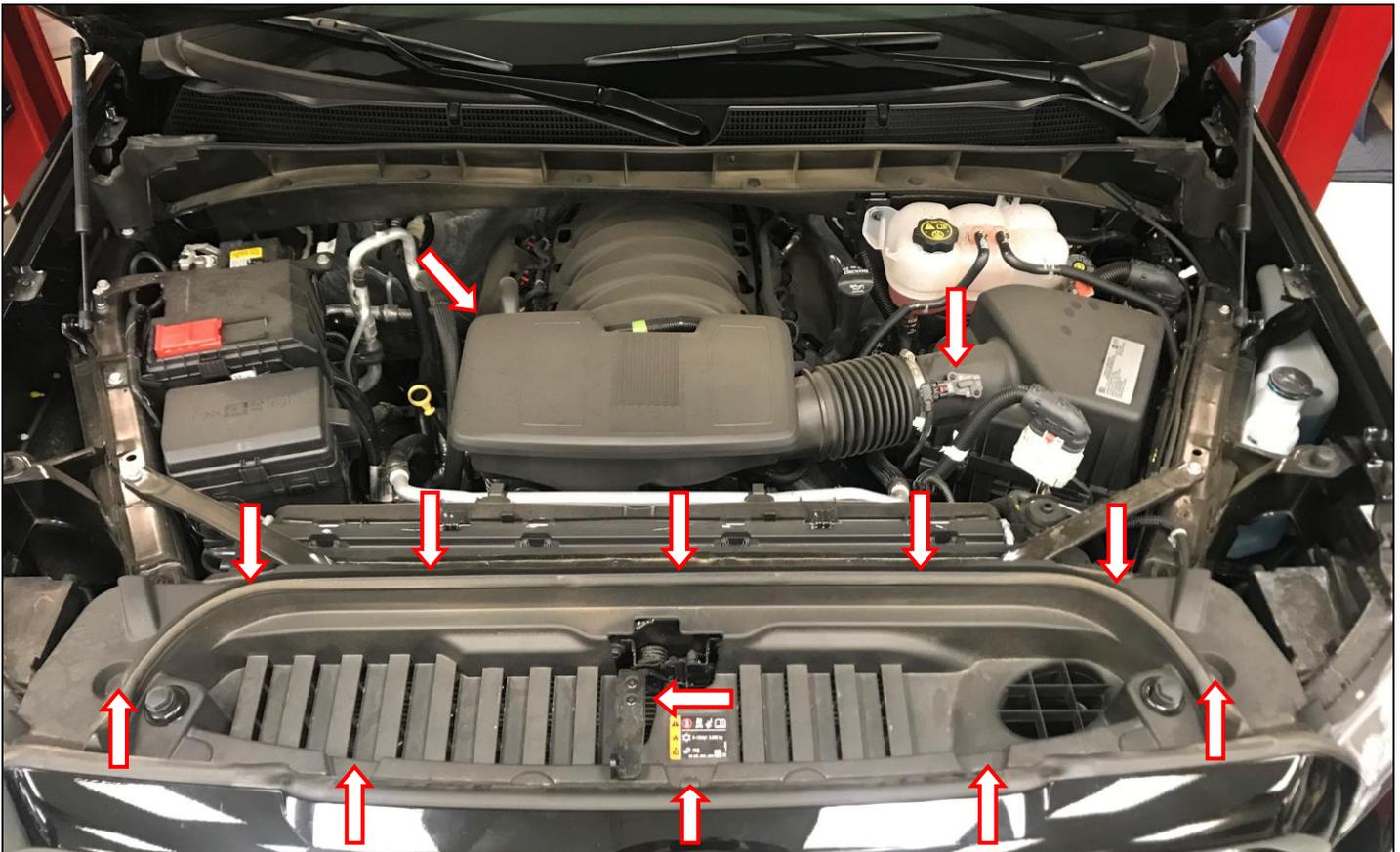


Figure 1

8. Loosen the (x3) screws securing the top half of the airbox lid to the bottom and remove the lid and air filter (**Figure 2**).
9. Using a small flat head screwdriver or similar, carefully pull back on the lock-tab shown in **Figure 3**, then lift to remove the wiring harness.
10. Remove the (x2) wire harness ties connecting the harness to the lower half of the factory airbox.

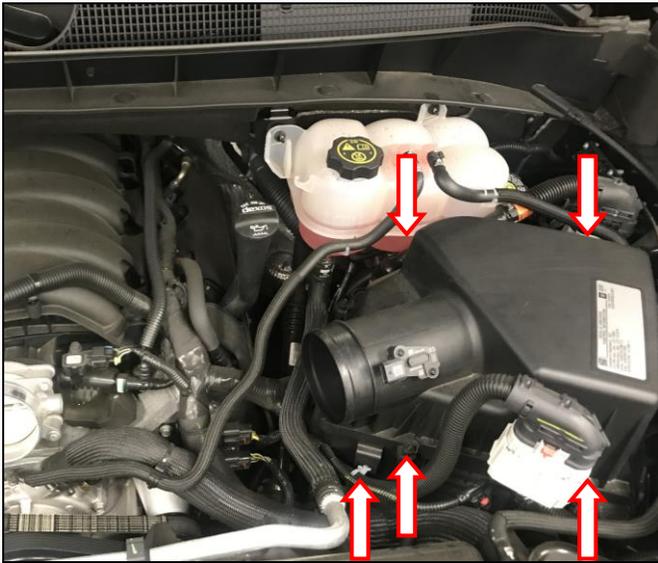


Figure 2



Figure 3

11. Remove the clip holding the factory air scoop and save for reuse (**Figure 4**).
12. Pull the scoop out of the factory lower housing as far as possible.
13. Remove the nut securing the housing in place (**Figure 5**).
14. Remove the lower airbox by first pulling the housing up to clear the front stud. Then, pull the airbox towards the front of the vehicle to clear the two pins on the back of the airbox. While holding the wiring harnesses surrounding the airbox out of the way, pull the housing up and out of the vehicle (**Figure 5**).



Figure 4

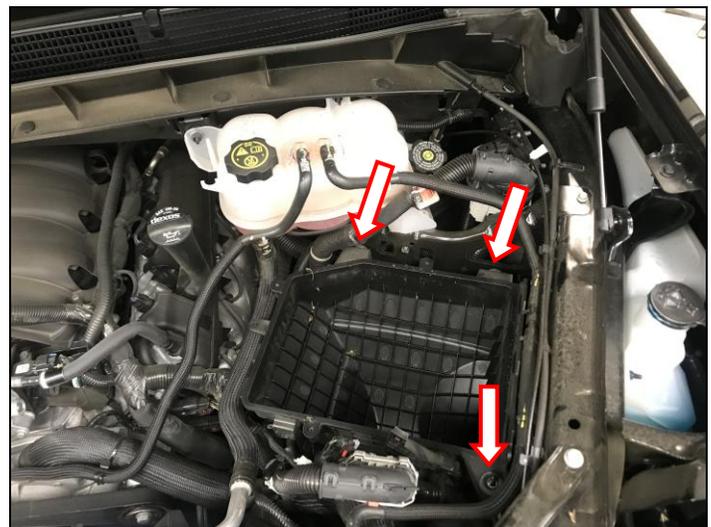


Figure 5

15. Transfer the two rubber grommets off the factory airbox to the iNTECH housing.
16. Remove the rubber grommet and metal sleeve from the factory airbox and install into the iNTECH housing in the same orientation as removed.
17. Using (x2) the supplied self-threading screws, secure the provided wire harness bracket to the iNTECH housing (**Figure 6**).
18. Install the iNTECH housing in the reverse order of the factory airbox, two pins and grommets installed first then slide down over the front mounting stud. Secure with the previously removed nut (**Figure 6**).
19. Slide the factory air scoop into the iNTECH housing. Secure the air scoop with the previously removed plastic clip (**Figure 6**).
20. Slide the wiring harness over the installed metal bracket until it locks (**Figure 6**).
21. Route the MAF sensor harness under the hose with the solid arrow (**Figure 6**).

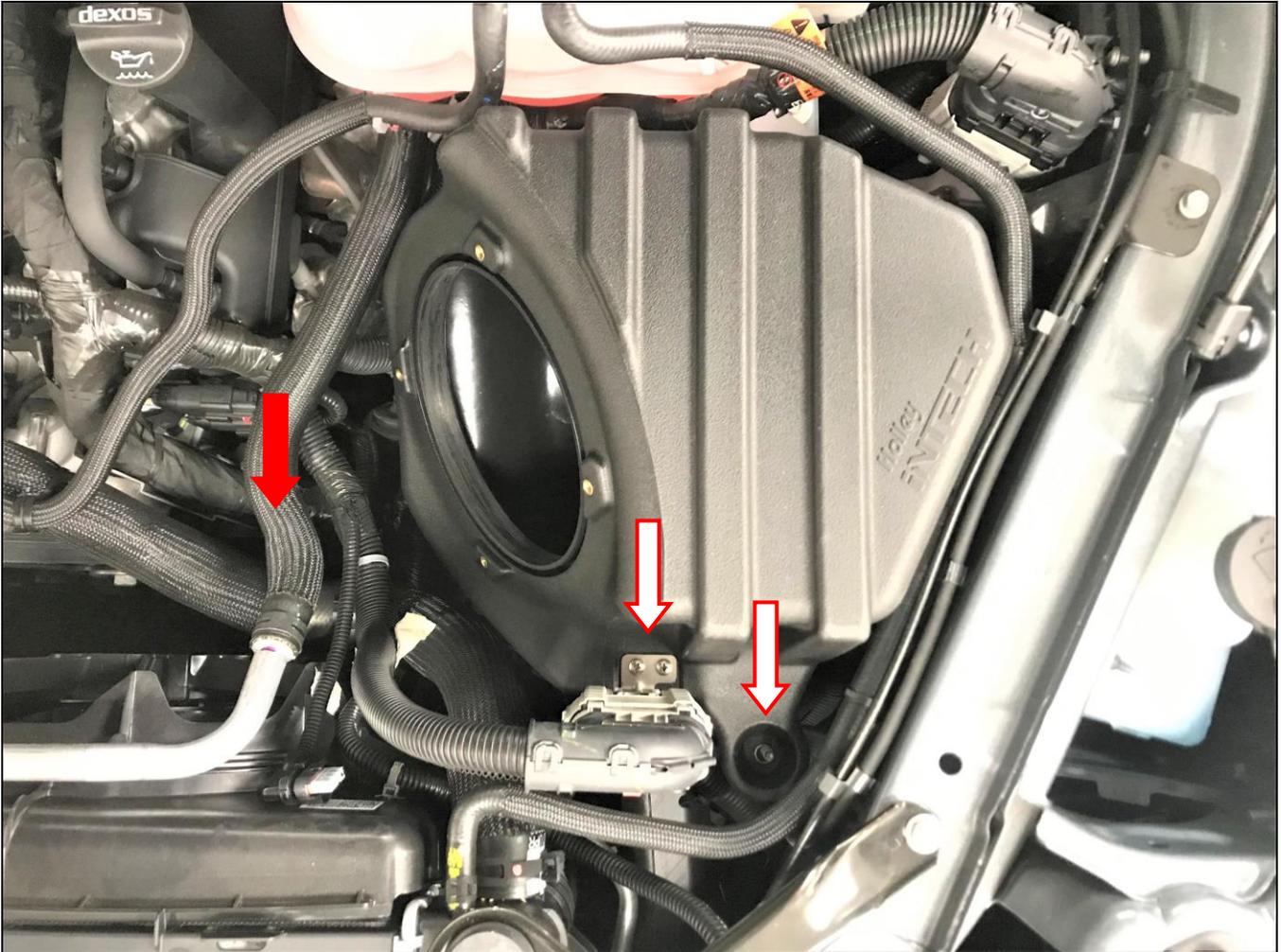


Figure 6

22. Install the supplied silicone coupling and (x1) T-bolt clamp to the throttle body. Tighten the clamp **(Figure 7)**.
23. Install the provided hose over the CCV vent and secure with one of the provided worm clamps **(Figure 7)**.
24. Slip the remaining hose clap over the rubber hose as shown **(Figure 7)**.
25. Install the iNTECH air filter into the iNTECH housing by firmly pressing into housing until filter is fully seated **(Figure 7)**.

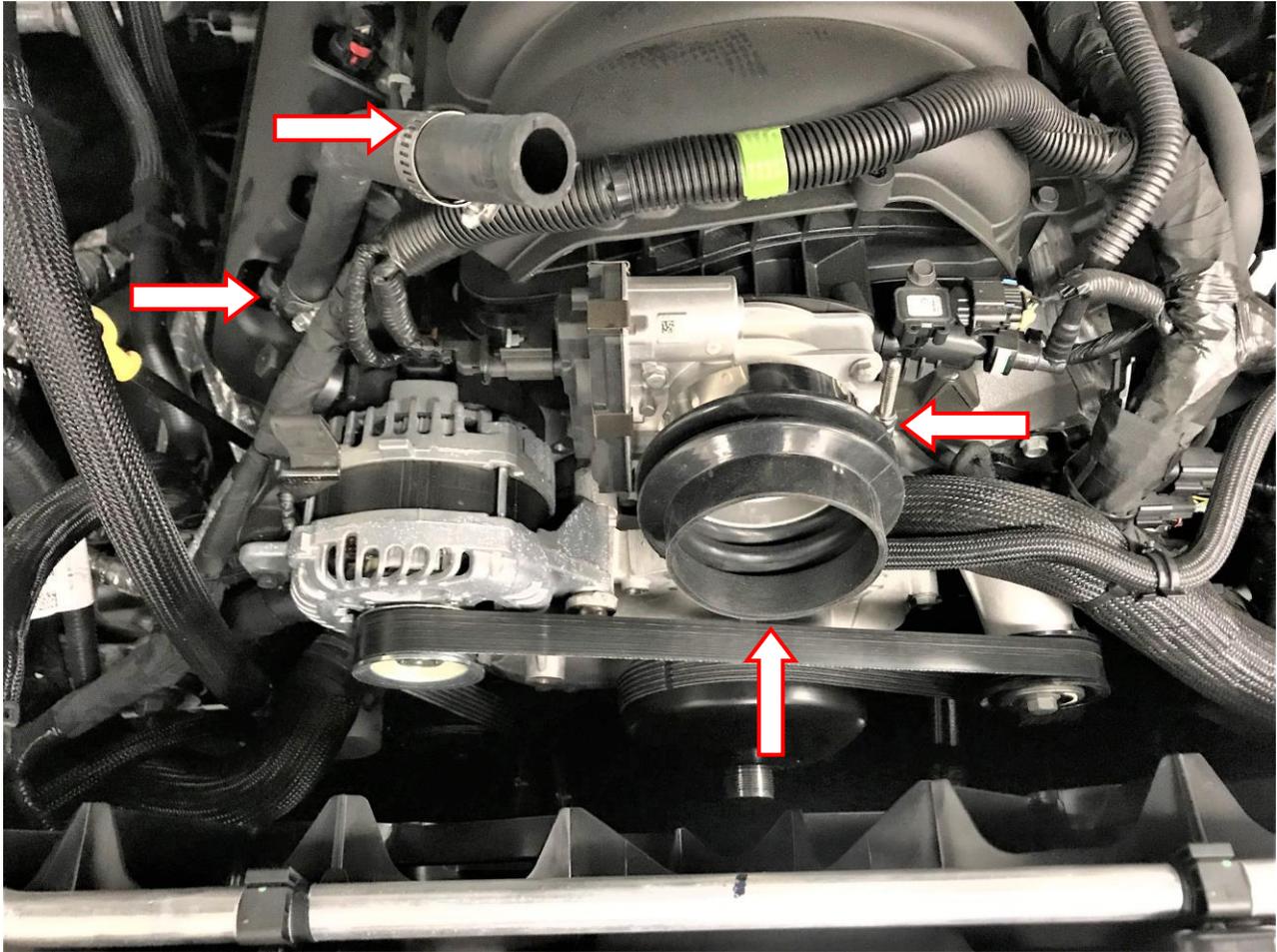


Figure 7

26. Remove the MAF sensor from the upper half of the factory airbox and transfer to the iNTECH tube. Secure with the (x2) supplied M4 screws
27. Slip the provided metal ring over the large end of the iNTECH tube, then insert the tube into the air filter until you feel a 'lock' **(soap and water or equivalent will help with inserting the tube into the filter) (Figure 8)**.
28. Rotate and align the tube with the throttle body and coupler. Insert the tube into the coupler **(Figure 8)**.
29. Align the holes in the ring with the housing inserts and secure with the provided M6 screws **(Figure 8)**.
30. Install the remaining T-bolt clamp over the coupler and tighten **(Figure 8)**.
31. Connect the rubber hose to the tube and secure with the remaining worm clamp **(Figure 8)**.
32. Reconnect the (MAF) sensor wiring harness to the MAF sensor on intake tube **(Figure 8)**.
33. Reinstall the plastic vent cover with the previously removed clips, followed by the hood latch and (x2) screws **(Figure 8)**.
34. Connect the battery and re-check your work.



Figure 8

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.

NOTICE:

This part is legal under the provisions of EPA's memorandum 1A. The company has reasonable basis (test results) to verify that this product allows the vehicle to operate within legal emissions standards and is therefore legal to be sold for on-street use in all states that accept the legal provisions of the Clean Air Act and EPA Memorandum 1A. This product is **NOT LEGAL FOR SALE OR USE IN THE STATE OF CALIFORNIA**. Testing with the California Air Resources Board, in order to achieve 50-state compliance, is pending with CARB. Once testing is complete with California, and an E.O. number is issued, this product will be updated to 50-state legal status.

NOTICE: THIS PRODUCT IS EQUIPPED WITH A NON-REMOVABLE EMISSIONS DEVICE.

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOLLEY INTECH makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

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.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOLLEY INTECH that has not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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199R11980

Revision Date: 1-12-21