

PHASTEK

LT1 to LT2 Intake Manifold Modifications

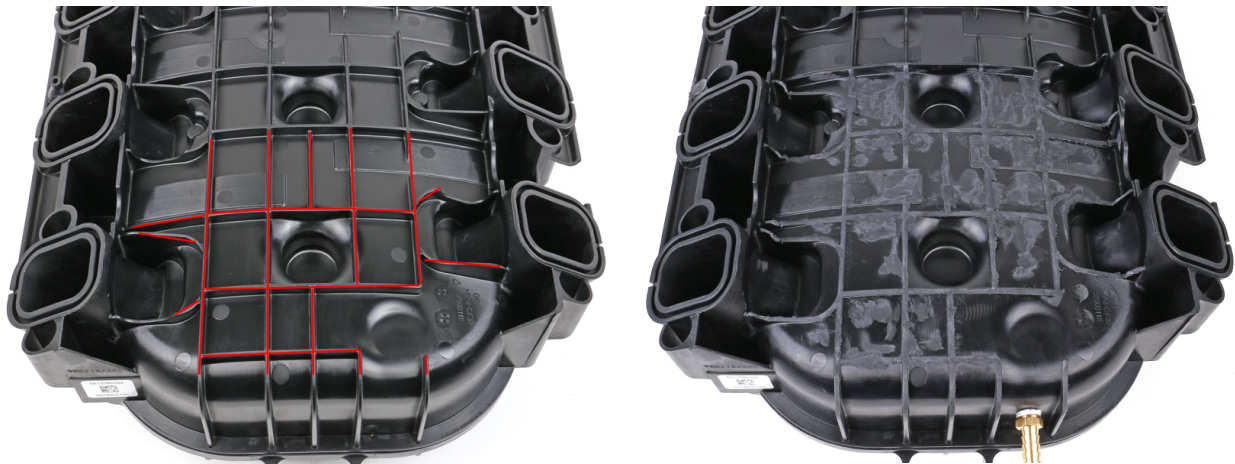
The LT2 intake manifold will require some clearance and additional modifications to fit properly on the LT1 engine. Explained below are the modifications that will be required for proper fit and installation on the LT1 engine. If you do not feel comfortable with the following modifications, seek a local performance shop that would be comfortable with the modifications needed.

NOTICE: *Performing these modifications will void any warranty for the LT2 intake manifold.*

Underside intake modification:

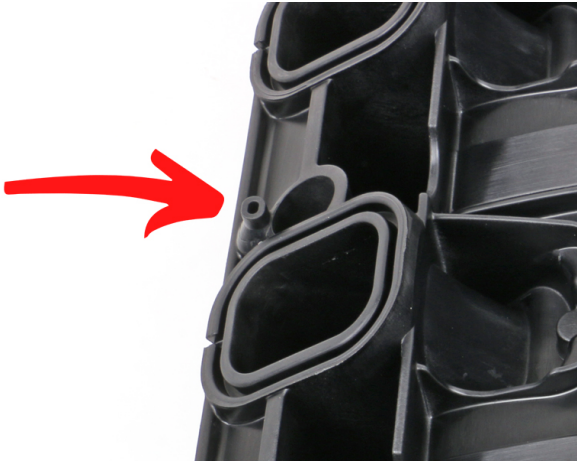
The bottom side of the LT2 intake manifold will require the factory tabs to be grinded smooth with the bottom side of the intake surface. The lines marked in Red indicate the tabs that will need to be removed.

IMPORTANT: *DO NOT GRIND BEYOND THE LOWER PORTION OF THE INTAKE MANIFOLD.*



Alignment tab:

One final item to grind away is going to be the alignment tab. This tab will only need to be grinded flat with the intake runners. There is only 1 tab that this will need to happen too.



Backside intake modification:

The LT2 intake does not have a vacuum port on the backside of the manifold. One will need to be created.

Drill a $\frac{3}{8}$ " hole to start and check NPT fitting for installation. If a slightly larger hole is necessary, gradually increase the hole size while checking the NPT fitting along the way. Use teflon tape when installing the fitting to ensure a proper seal and angle fitting towards the Driver side of the engine.

IMPORTANT: Once fitting is ready for its final installation, clean out any debris from the intake manifold before installing on to your engine. Doing this will ensure there is nothing going into the intake valve area.



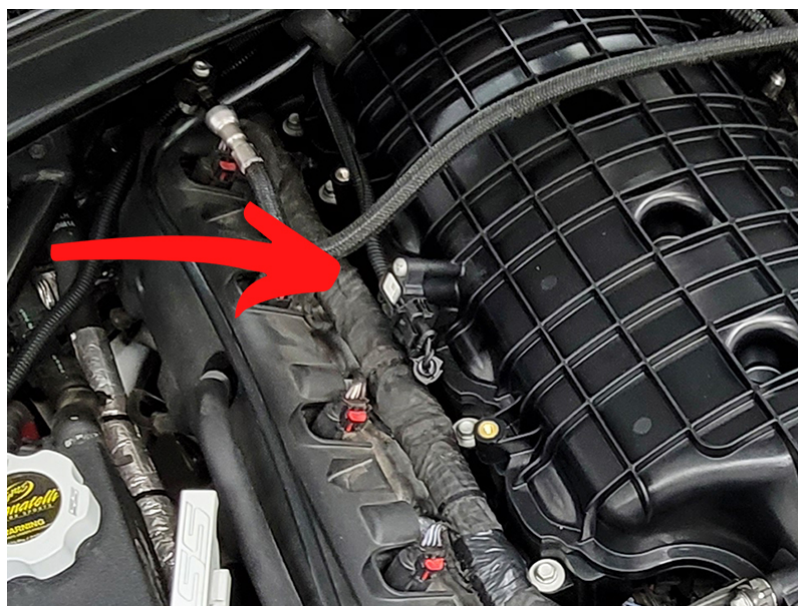
Hose installation:

Once the NPT fitting is installed in its final location, install the provided hose. Route the hose towards the Drivers side strut and connect the hose to the factory vacuum hose.

The factory hose will have to be cut at the check valve so the back side of the factory hose can be removed. From there you can slide the provided hose over the check valve fitting for a proper connection. If the provided hose is too long, it can be shortened to your liking.

**Extension harness:**

Provided in the installation kit is going to be a 24" MAP harness. The factory sensor will have to be removed from the factory LT1 manifold and installed only the LT2 manifold in the location marked below. Once installed the harness will allow you to re-connect to the factory harness location.



Modification Disclaimer:

Modification to the LT2 intake manifold will void any warranty provided by Phastek or Chevrolet. Performing these modifications should be performed by a trained technician that is able to check clearance and fitment along the way to ensure proper fitment.