



QUALITY... PLAIN & SIMPLE®

Lokar LS Classic Series 57 Fuelie & 62 Fuelie Intake Manifold Installation Instructions

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Building American Quality... With A Lifetime Warranty!®

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General Installation Notes:

Please read these instructions completely before beginning the installation. If you have any questions, please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

Make sure the engine, transmission, body and frame are properly grounded.

Refer to Fig. 1 and Fig. 2 for the component names.

The LS Classic 57 Fuelie & 62 Fuelie Intake Manifolds are designed for GM LS Gen III and Gen IV engines used in retrofit engine installations into older classic/high performance cars and trucks. The Intake Manifolds are specifically designed for use with LS3/L92 rectangular port cylinder heads. If you purchased the Intake Manifold for an engine equipped with cathedral port cylinder heads, a pair of Cathedral Port Head To LS3 Intake Adapters are included and will need to be installed.

The Intake Manifolds will accept A GM four bolt flange, 92mm drive-by-wire throttle body (not included). Other throttle bodies may require modification or the purchase of an additional adapter plate.

Emissions Equipment:

LS Classic 57 Fuelie & 62 Fuelie Intake Manifolds DO NOT accept any emission control devices. This part is not legal for sale or use on pollution controlled motor vehicles.

The Intake Manifold has been temporarily assembled for shipping purposes only. The Intake Manifold must be disassembled before beginning the installation.

Intake Manifold Disassembly

Step 1: Remove the decorative copper fuel injector lines.

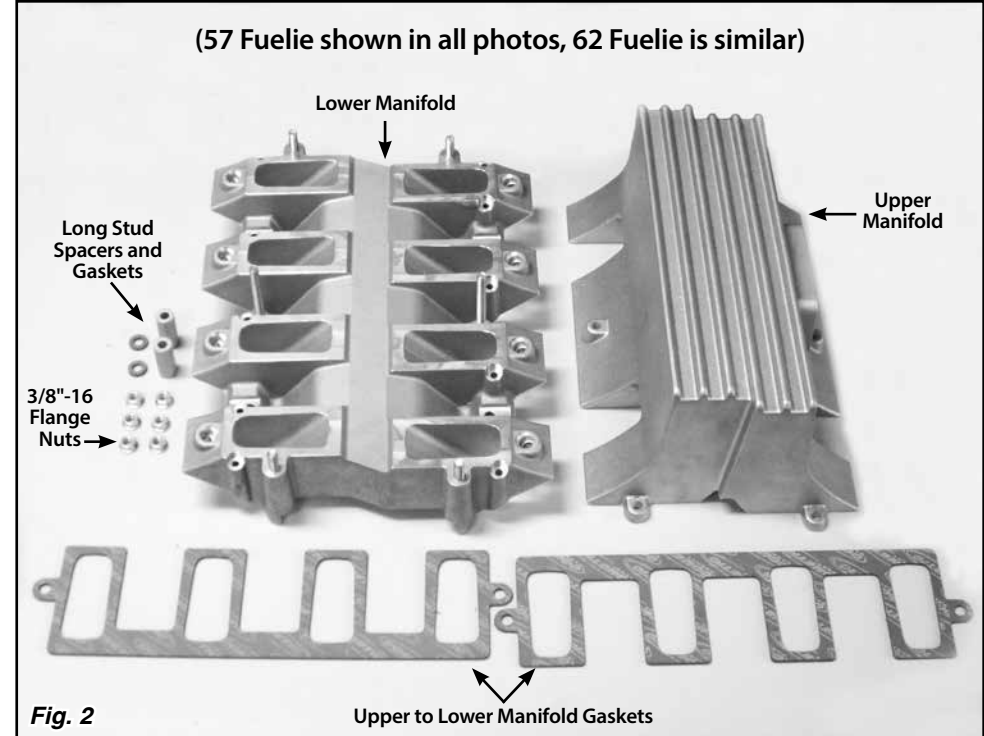
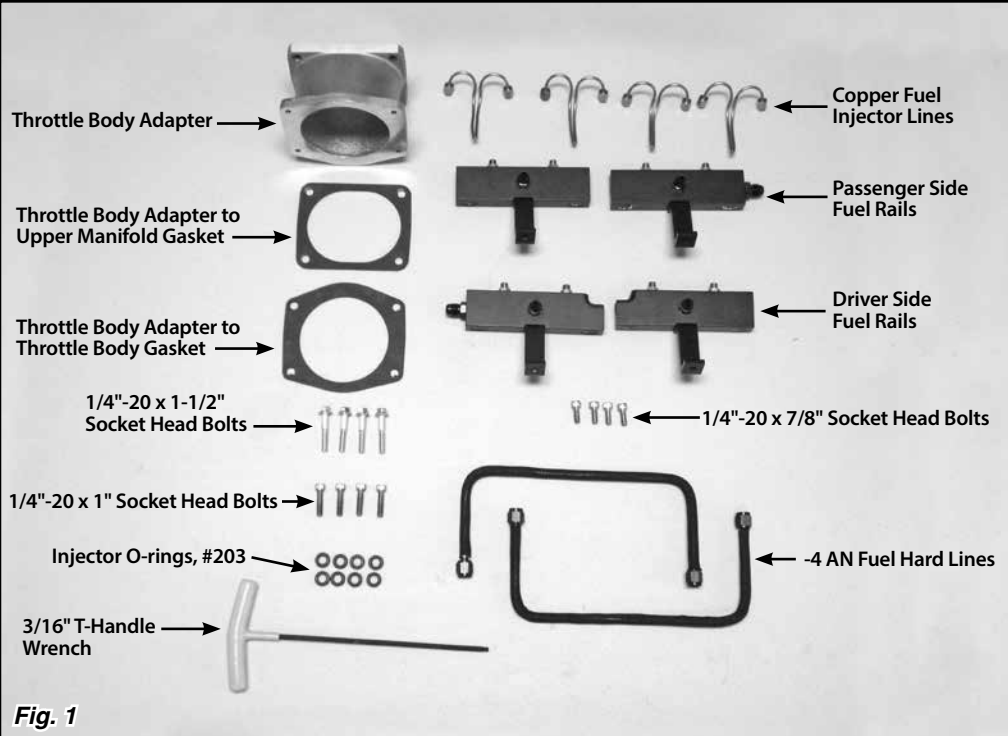
Step 2: Disconnect the four ends of the black -4 AN fuel hard lines from each of the four fuel rails.

Step 3: Using the 3/16" T-handle wrench, remove the 1/4"-20 x 7/8" socket head bolts that attach each fuel rail bracket to the lower manifold. Note the position of each of the fuel rails as each one has to go back in its original location.

Step 4: Remove the six 3/8"-16 flange nuts from the studs on the lower manifold, and remove the upper manifold. Be careful to not disturb the position of the studs, as they are set at a specific height and permanently installed with thread locking compound.

Step 5: Remove the two black -4 AN fuel hard lines from the center of the lower manifold.

Step 6: Remove the two upper to lower manifold gaskets, and store them in a safe place where they will not be damaged.



Intake Manifold Test Fit

Step 1: If you are using an LS Classic Valley Plate and/or Distributor and Plug Wire Set, install them before installing the Intake Manifold. Install the distributor cap so that the metal points adjustment window is facing the firewall. Leave the distributor mounting bolts loose and slide the distributor back towards the firewall as far as possible.

Step 2: Before installing the lower manifold, make sure the cylinder head surface is clean and completely free of any debris or residue.

Step 3: If you are using our Cathedral Port Head To LS3 Intake Adapters, they must be placed on the cylinder heads before installing the lower manifold.

Install the lower manifold without the O-rings. Make sure that the lifter valley plate does not interfere and prevent the lower manifold from sitting flat against the cylinder heads (or Intake Adapters, if applicable).

Step 4: Check the alignment of the port openings in the lower manifold and cylinder head. Install the appropriate lower manifold mounting bolts (not included; do not use the washers for the test fit). Use the bolts that came with the Cathedral Port Head to LS3 Intake Adapters (if applicable), or use Original Equipment style bolts without the adapters. Make sure that the bolts thread into the cylinder heads through the lower manifold without binding. The mounting bolts should not bottom out in the threaded holes when the bolts are installed without the washers.

Step 5: Place the upper to lower manifold gaskets in position on the lower manifold. The gaskets are identical, so each can go on either side. Set the upper manifold into place, and thread on a couple of the 3/8"-16 flange nuts finger tight. Install the throttle body adapter using the 1/4"-20 x 1" socket head bolts. Lightly snug down the bolts using the 3/16" T-handle wrench.

Step 6: Install the throttle body (not included) using the 1/4"-20 x 1-1/2" socket head bolts, lightly snugging the bolts down with the 3/16" T-handle wrench. Lastly, install the air cleaner to ensure there are not any fitment issues. Check for possible interference with your vehicle's master cylinder and/or power booster, firewall, and hood closing position.

Once you have confirmed the fit of the Intake Manifold, disassemble and remove everything back down to the bare cylinder heads.

Installation

Step 1: Install the Cathedral Port Head To LS3 Intake Adapters with their O-rings, if applicable.

Install eight LS3 intake manifold O-rings (not included) in the grooves on the lower manifold. If the O-rings will not stay in the grooves, apply a light coat of grease to the O-rings to help them stay in place.

Step 2: Place the lower manifold on the cylinder head (or Intake Adapter) mounting surfaces. Take extra care to make sure that all of the O-rings remain installed in the grooves.

Step 3: Apply a drop or two of engine oil to the threads of the lower manifold mounting bolts. Install the mounting bolts and washers through the lower manifold and thread them into the cylinder heads. Following the tightening sequence diagram in **Fig. 3**, snug the bolts down lightly, just until the O-rings are slightly compressed.

NOTE: The threads in the aluminum cylinder head will fail if the bolts are over-torqued. Make sure that your bolts are the correct length, and carefully follow the procedure below when tightening the lower manifold mounting bolts.

Step 4: Torque the lower manifold bolts in two steps. Following the sequence in **Fig. 3**, tighten all of the mounting bolts to 50 lb.-in. (4.2 lb.-ft.). Then, follow the sequence in **Fig. 3** again to tighten the bolts to 106 lb.-in. (8.8 lb.-ft.).

Step 5: Place the two upper to lower manifold gaskets onto the lower manifold. Do not apply any sealer to the gaskets. **Fig. 4**

Step 6: Place the long stud spacers onto the long studs in the center of the lower manifold, one on each side. Then, install a long stud spacer gasket on top of each of the spacers. **Fig. 4**

Step 7: Place the two black -4 AN fuel hard lines in the center of the lower manifold, with the nuts pointing out towards the fuel rail position. **Fig. 5**

Step 8: Install the upper manifold onto the lower manifold. Make sure that the -4 AN fuel hard lines remain in their position, are not pinched or damaged, and do not obstruct the gaskets in any way. **Figs. 6, 7, and 8.** If you are using the LS Classic Distributor and Plug Wire Set, make sure that you have enough clearance and do not damage the distributor cap.

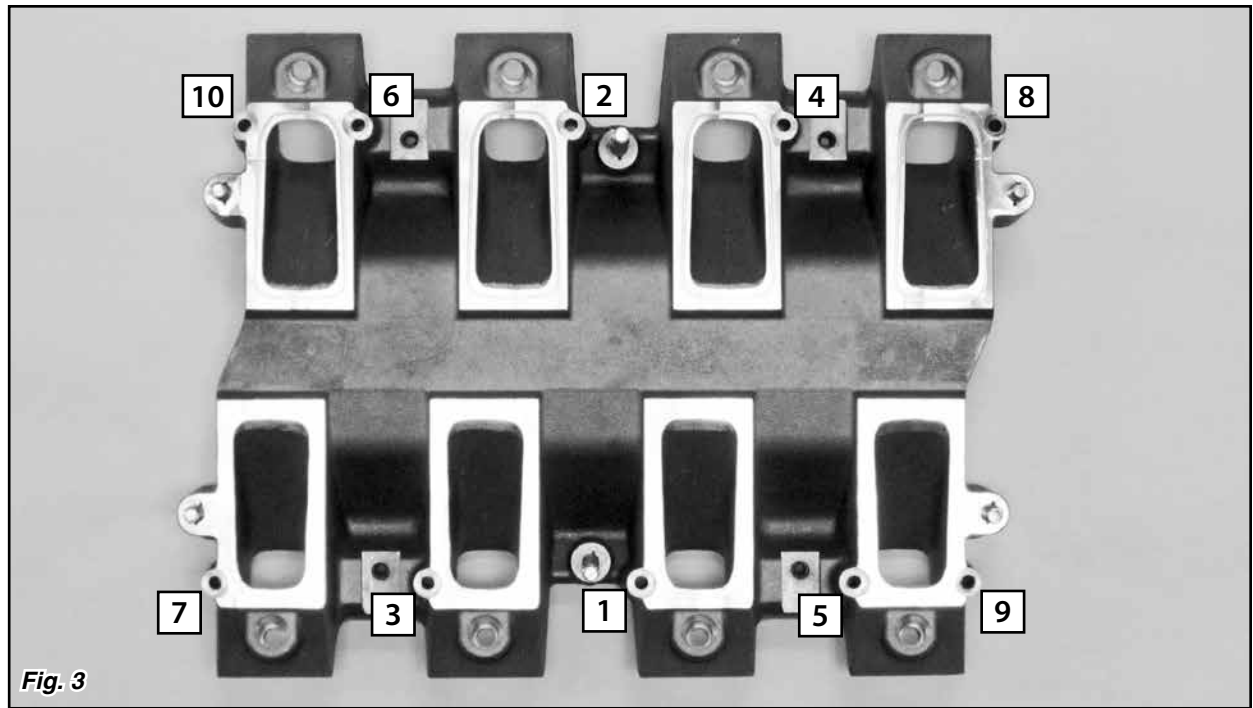


Fig. 3

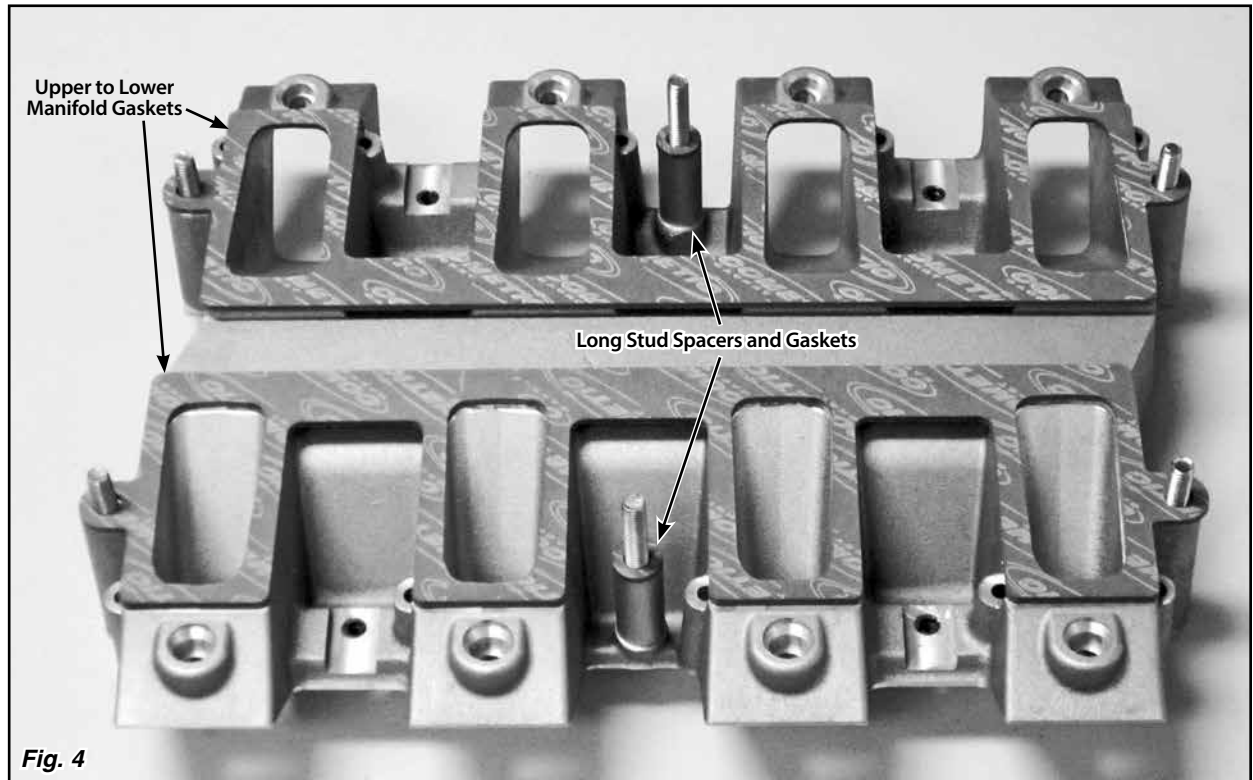
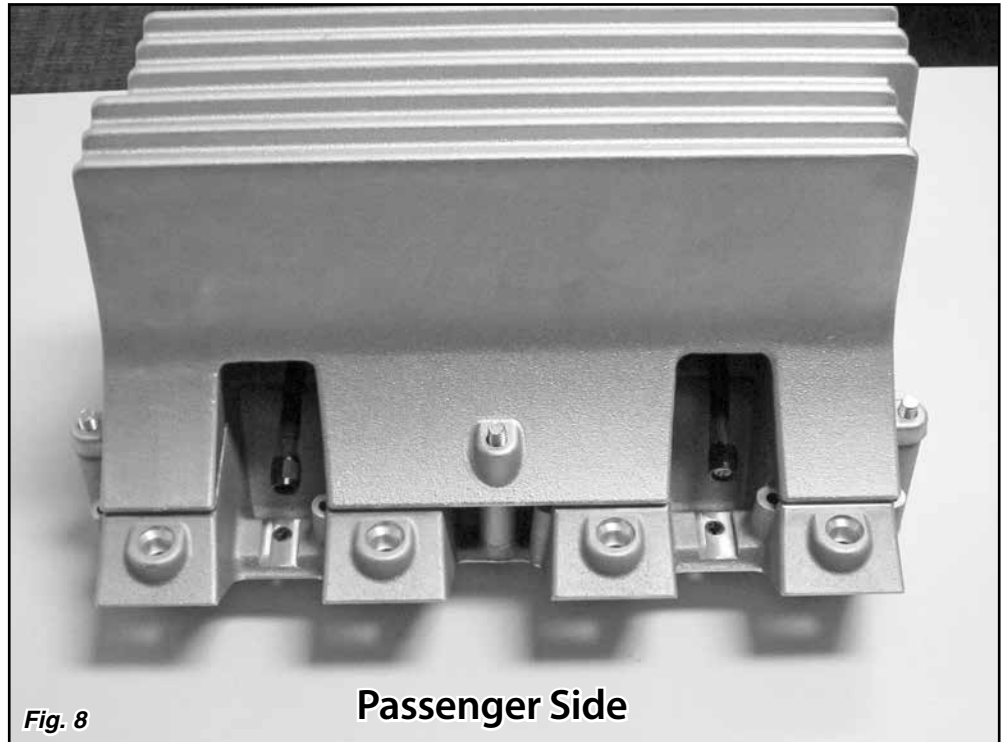
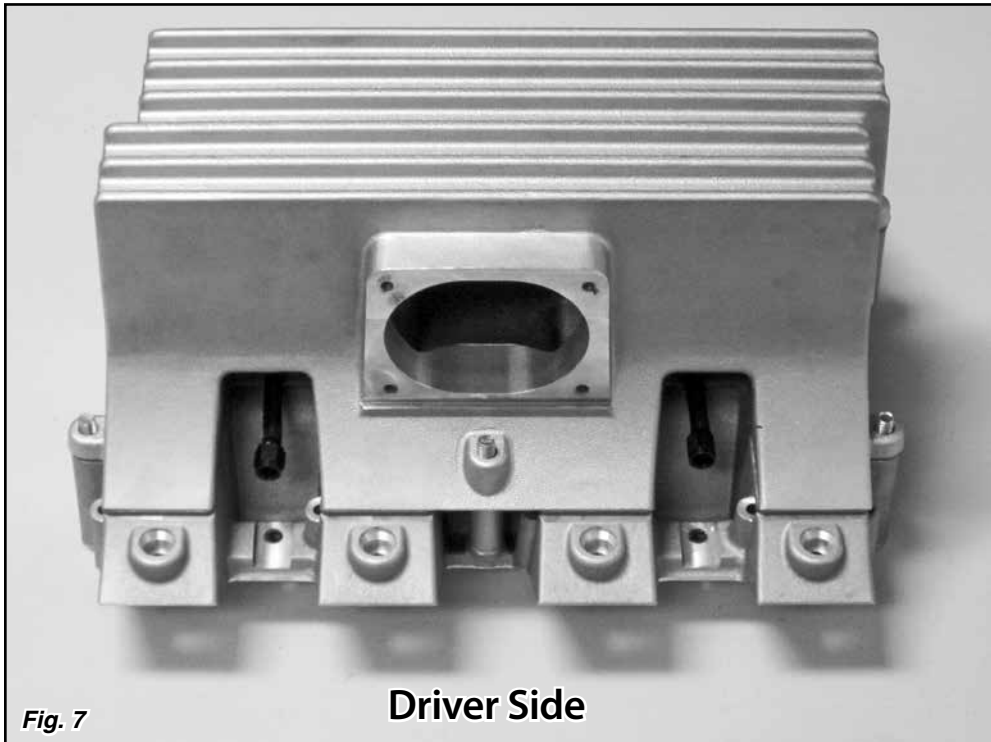
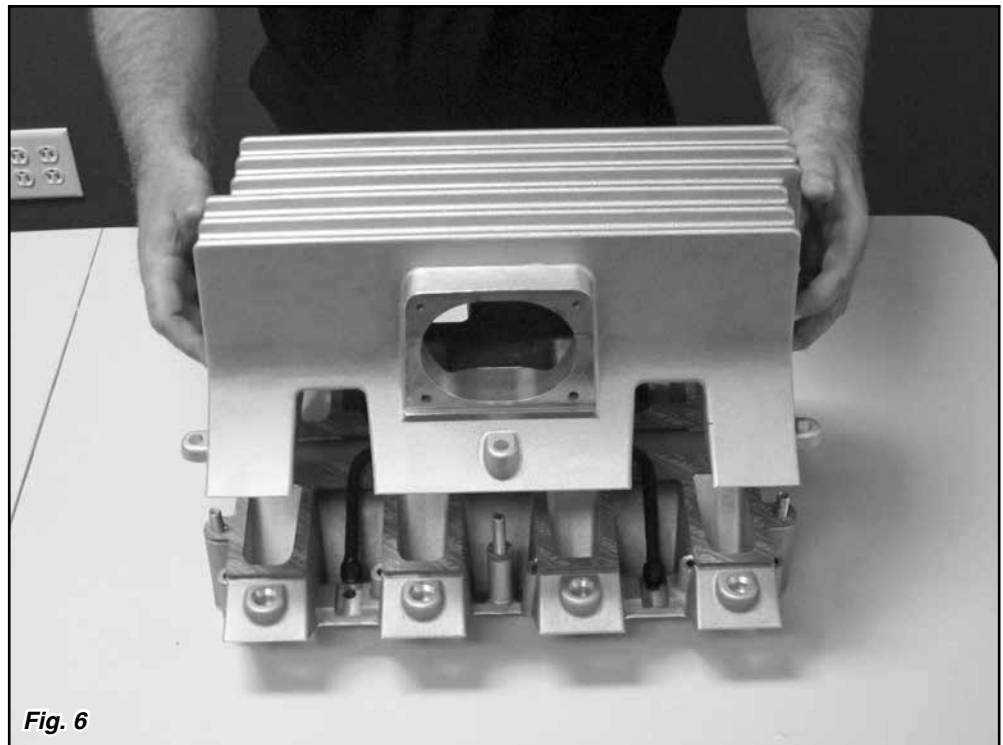
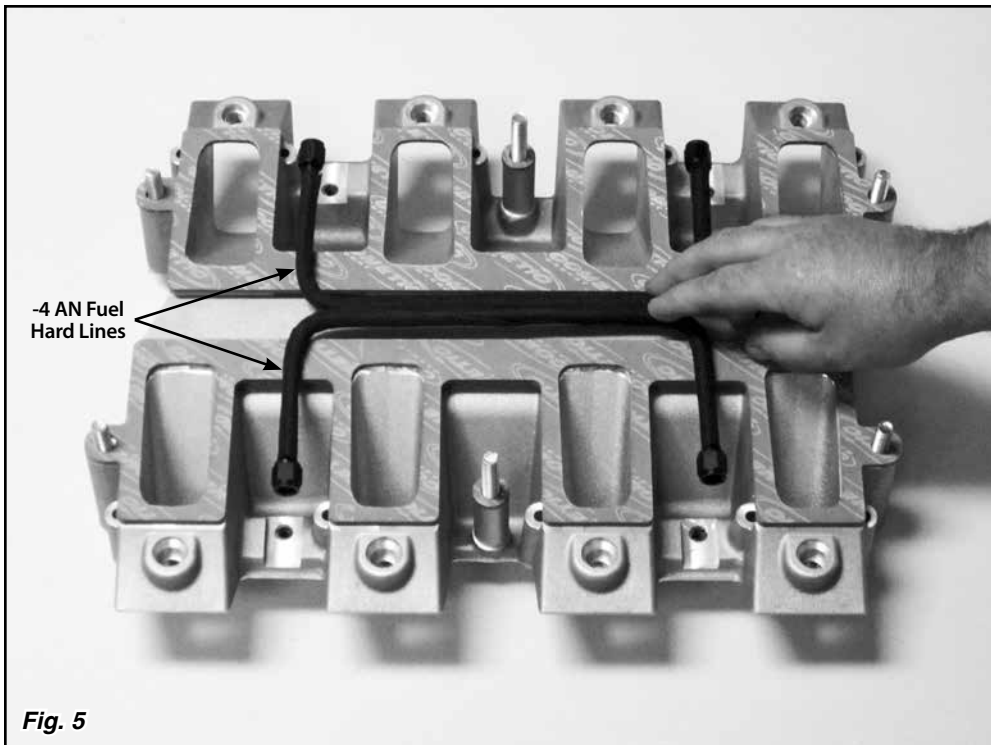
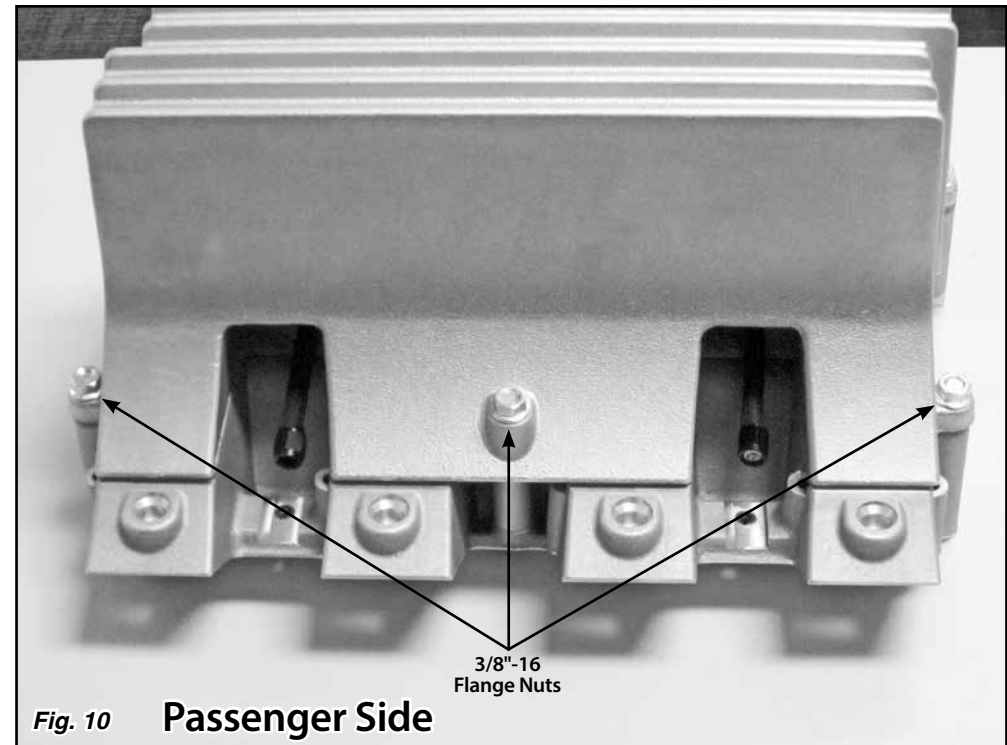
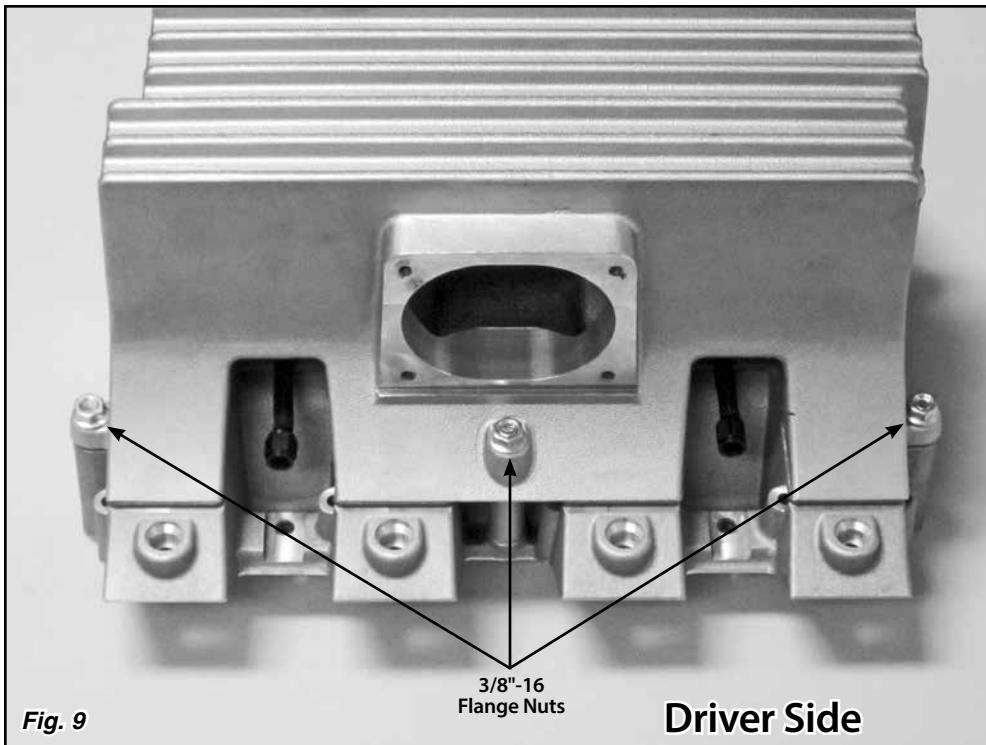


Fig. 4



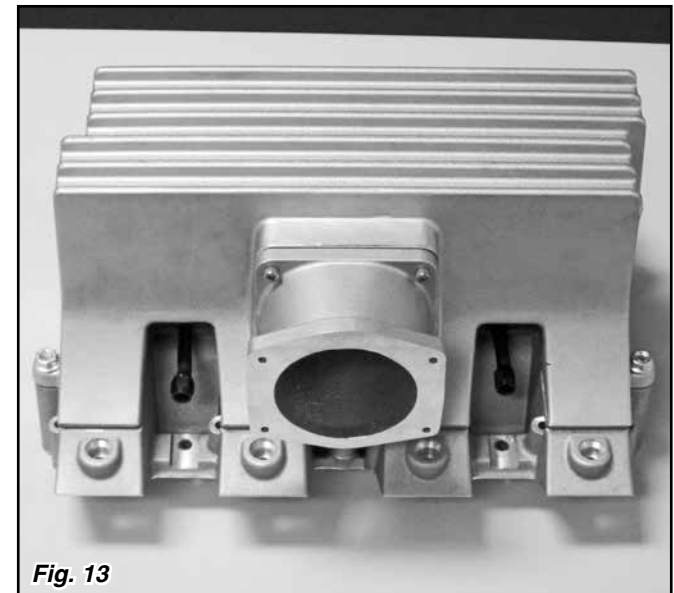
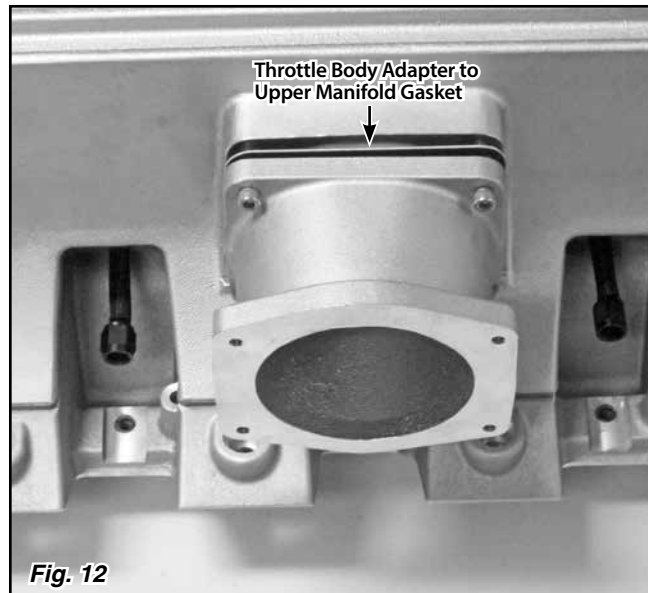
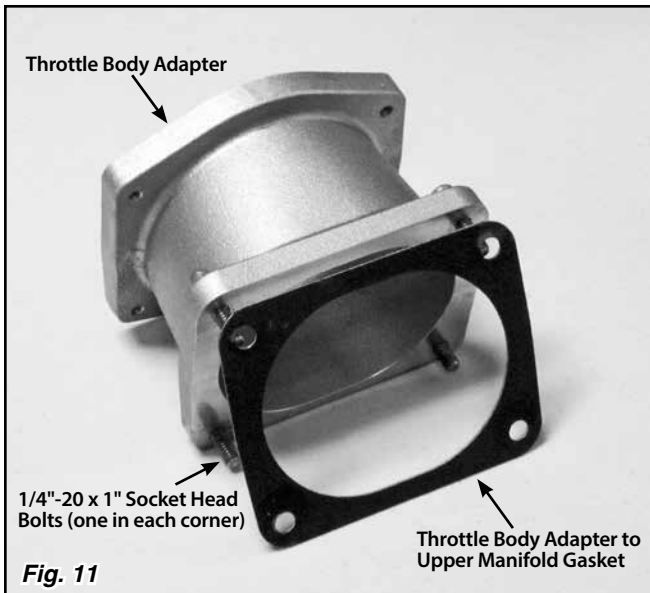


Step 9: Install the six 3/8"-16 flange nuts (9/16" wrench size) onto the manifold. Tighten the two center nuts to 20 lb.-ft. Then, tighten the corners in a crisscross pattern to 20 lb.-ft. **Figs. 9 and 10**

Step 10: If you have installed the LS Classic Distributor and Plug Wire Set, slide the distributor into the desired position and tighten the mounting bolts.

Step 11: Place a 1/4"-20 x 1" socket head bolt into each of the four flange holes on the oval end of the throttle body adapter. **Fig. 11** Place the throttle body adapter to upper manifold gasket over the bolts.

Step 12: Note that one edge of the throttle body adapter flange is machined flat. That flat side goes towards the bottom. Install the throttle body adapter onto the upper manifold. Tighten the socket head bolts using a crisscross pattern in two steps, 7 lb.-ft. for the first step and 12-15 lb.-ft. for the second step. **Figs. 12 and 13**



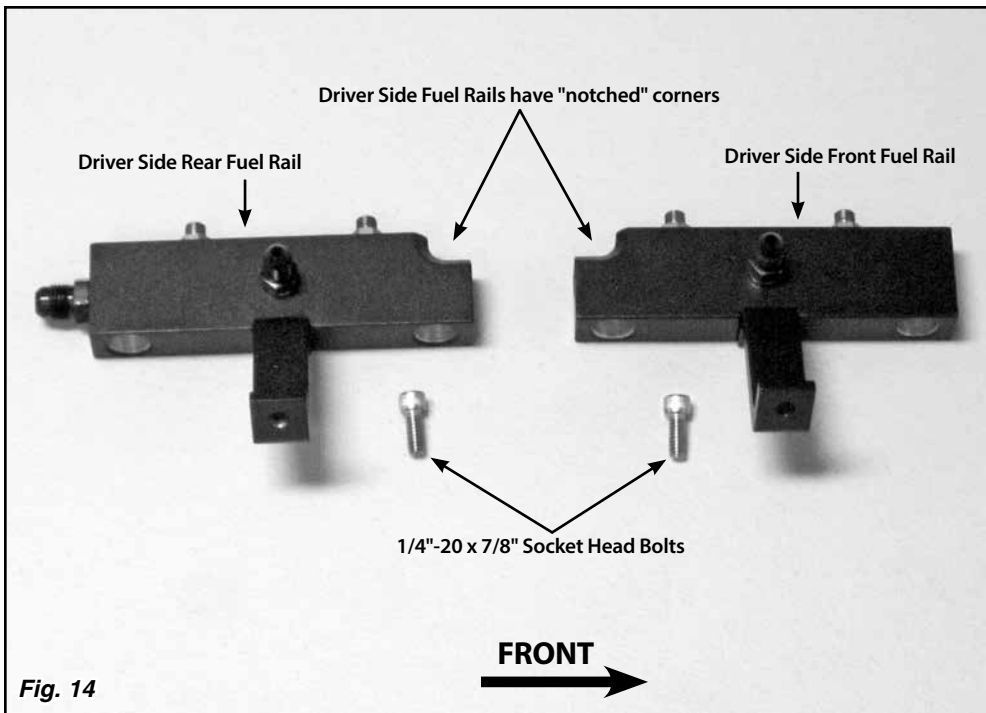


Fig. 14

NOTE: The LS Classic 57 Fuelie and 62 Fuelie Intake Manifolds are designed to work with the stock, short GM, LS3/LS7 EV6 fuel injectors. The fuel injectors are **NOT** included with the kit and must be purchased separately. **These intake manifolds WILL NOT work with any other style of fuel injectors!**

Step 13: Remove the bottom O-ring from each of the fuel injectors. Install one of the provided injector O-rings onto the bottom of each injector.

Step 14: Determine the correct position of the four fuel rails on the lower manifold. Note that the driver side rear and passenger side rear fuel rails (with the -6 AN fittings on the ends) will be installed with the -6 AN fittings pointing towards the rear of the engine. Two of the fuel rails are "notched" in one corner to provide clearance for the throttle body adapter and will be installed on the driver side of the manifold. **Fig. 14**

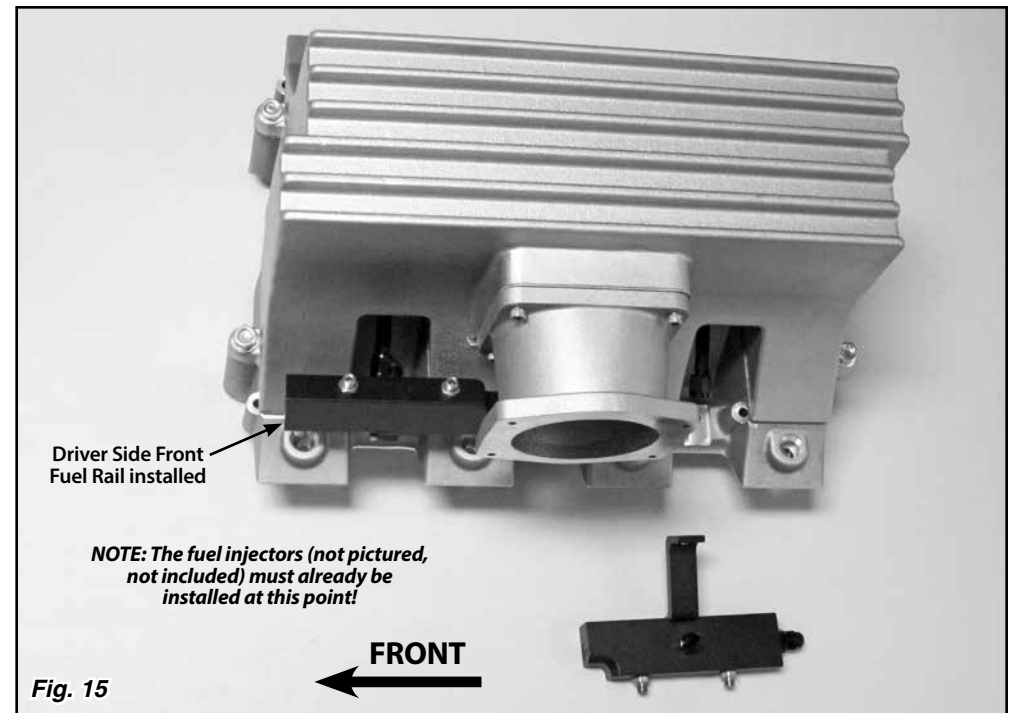


Fig. 15

Step 15: Apply a silicone lubricant to the O-ring on the inlet end of the fuel injectors, and insert the fuel injectors into the ports in each fuel rail. To insert the injector without tearing the O-ring, gently rock the injector in the inlet of the port while applying pressure to insert the injector.

Step 16: Position the injectors to properly orient the wiring plugs. Apply silicone lubricant to the bottom injector O-rings, and insert the injectors into the injector bosses in the lower manifold by applying gentle downward pressure on the fuel rail. **Fig. 15**

Do this for all four fuel rails.

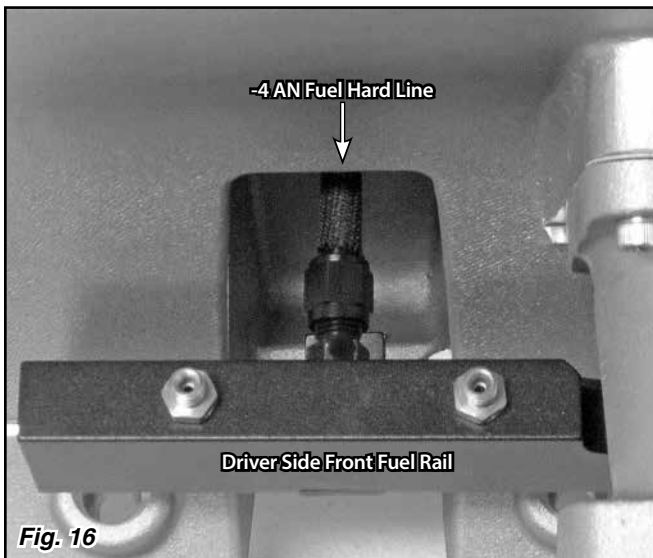


Fig. 16

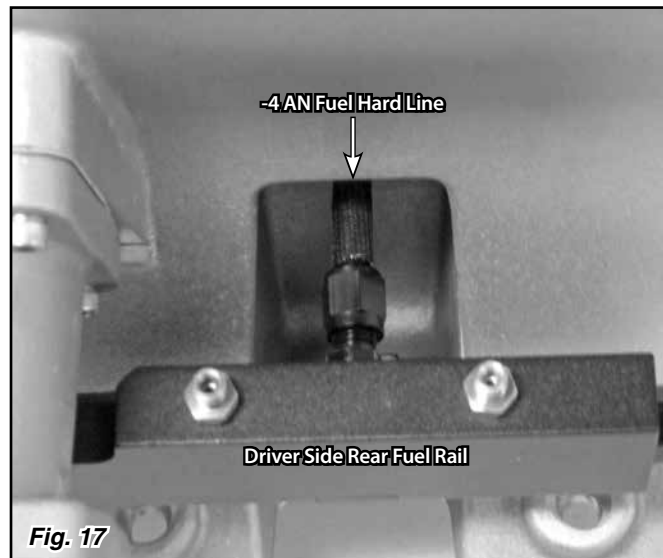
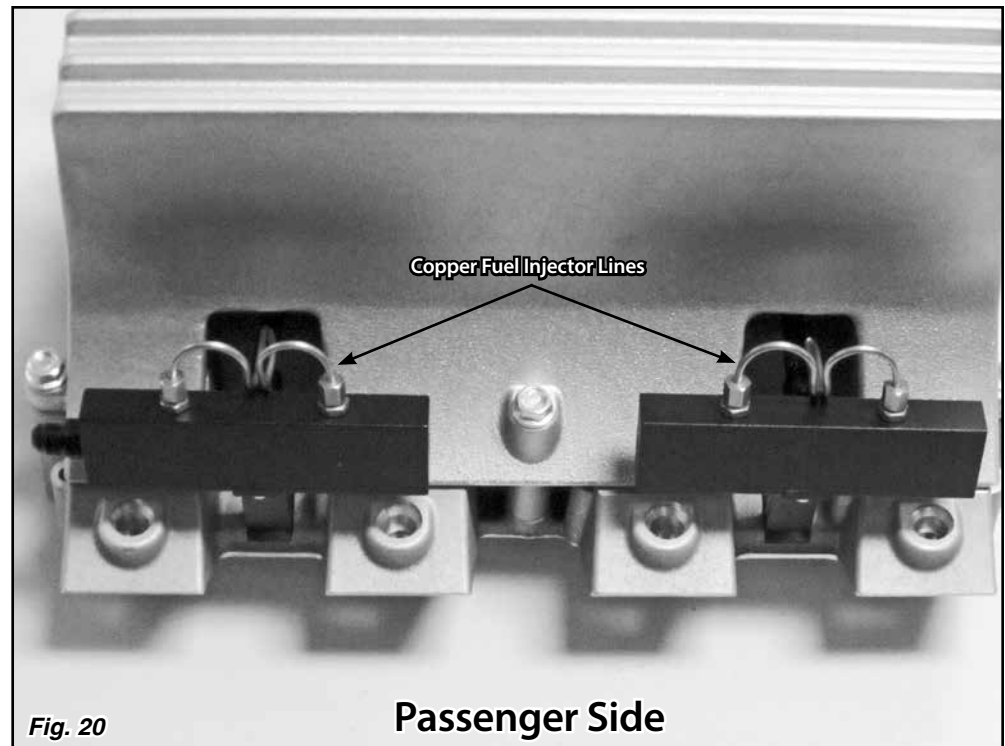
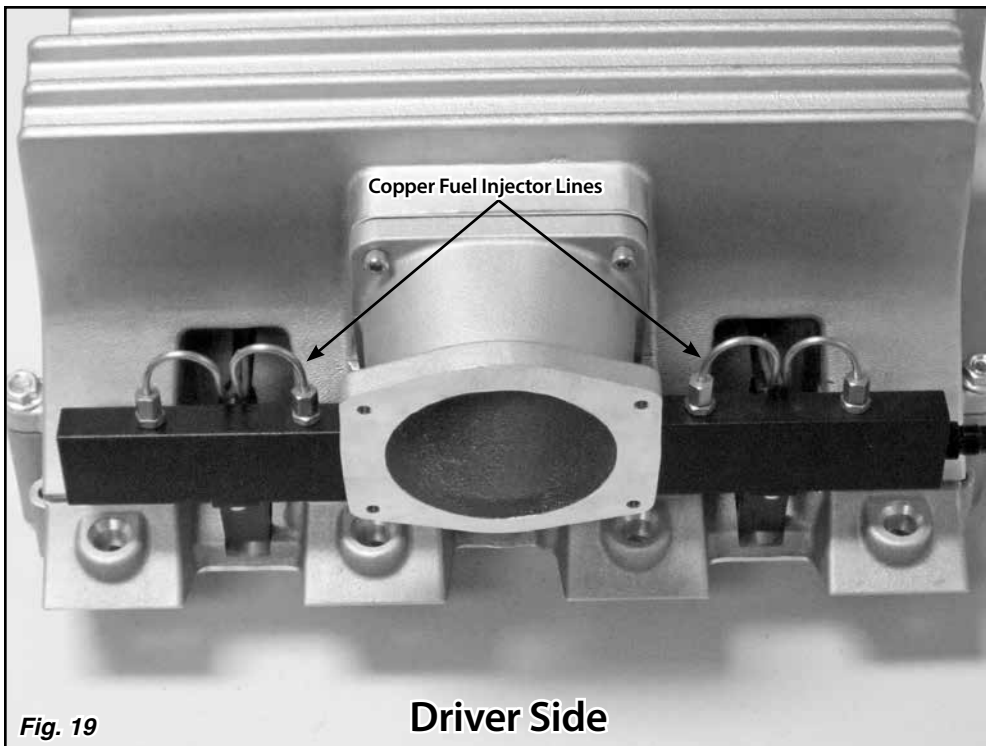


Fig. 17



Fig. 18



- Step 17:** Once all of the injectors are inserted into the lower manifold, loosely attach the -4AN fuel hard lines to the fuel rails. Install each fuel rail bracket onto the lower manifold using the 1/4"-20 x 3/4" socket head bolts. Snug the bolts down, but do not fully tighten the bolts at this time.
- Step 18:** Make sure the fuel injectors are properly positioned. Ensure the injectors are "floating" on the O-rings. Rotate each injector back and forth to confirm that there is no load on the injector bodies. The injectors should have 0.020-0.040" of end play and the O-ring seals must stay in the O-ring seal counter bores.
- Step 19:** Tighten the 1/4"-20 x 3/4" socket head bolts holding the fuel rail brackets in two steps. Tighten to 7 lb.-ft. for the first step, and to 12-15 lb.-ft. for the second step. Then, tighten the -4 AN fuel hard line nuts. **Figs. 15, 16, 17, and 18**
- Step 20:** Once the fasteners are tightened, re-check and ensure the injectors are "floating" on the O-rings. Rotate the injectors back and forth to confirm that there is no load on the injector bodies.
- NOTE: Fuel injectors that are not installed correctly can cause a fuel leak! Carefully inspect for leaks when fuel is initially pressurized, and before attempting to start the engine.**
- Step 21:** Connect the fuel feed lines to the -6 AN fittings on the rear fuel rails.
- Step 22:** Reinstall the four decorative copper fuel injector lines. **Figs. 19 and 20** Make sure that you do not over tighten the brass nuts. There will be no fuel in the copper fuel injector lines, and they cannot leak.
- Step 23:** Confirm that the throttle body adapter to throttle body gasket is correct and will properly seal. Install the throttle body (not included) using the throttle body adapter to throttle body gasket and the 1/4"-20 x 1-1/2" socket head bolts. Note that the throttle body adapter to throttle body gasket is wider at the top than at the bottom. Be sure to install it in the correct direction. Consult the throttle body manufacturer's installation instructions for proper installation and torquing procedures. **Fig. 21**
- Step 24:** With the throttle body mounted on the throttle body adapter, check to be sure that all wiring, fuel lines, and vacuum lines have adequate clearance from the intake manifold and each other.
- Step 25:** Before starting the engine, run the fuel pump to build fuel pressure. **Confirm that there are no fuel leaks and that the fuel pressure is correct!** Always have a fuel-rated (Class B) fire extinguisher handy when you start an engine after working on the fuel system.
- Step 26:** Start the engine, and again **confirm that there are no fuel leaks.** In the event that you do find a fuel leak, immediately turn the engine off, and repair the source of the leak before restarting the engine.

