



Sniper EFI Gen III Hemi Fabricated Intake Manifolds

- 837251 - Fabricated Intake Manifold Gen III Hemi (Dual TB pattern) 90mm opening – Silver**
- 837252 - Fabricated Intake Manifold Gen III Hemi (Dual TB pattern) 90mm opening – Black**
- 837031 - Fabricated Intake Manifold Gen III Hemi (LS 4-Bolt pattern) 92mm opening – Silver**
- 837032 - Fabricated Intake Manifold Gen III Hemi (LS 4-Bolt pattern) 92mm opening – Black**
- 837261 - Fabricated Race Series Intake Manifold Gen III Hemi (Dual TB pattern) 90mm opening – Silver**
- 837262 - Fabricated Race Series Intake Manifold Gen III Hemi (Dual TB pattern) 90mm opening – Black**

Installation Instructions (Before Installation, please read these instructions completely)

Applications:

Holley Sniper EFI manifold series are designed for Chrysler Gen III Hemi engines. All of these intake manifolds are designed to work with 2009-Later OE or aftermarket cylinder heads as long as the head is configured with the intake flange bolt pattern and intake port opening locations matching the appropriate OE application. These Hi-Ram style intake manifolds are designed for high performance engine applications with maximum engine speeds of 6800-7400rpm (Fuel Injected), depending on the engine combination. These manifolds are intended for maximum performance applications and will not accept stock components and hardware. A modified hood or cowl area may be required for some vehicle applications.

Emissions Equipment:

Holley Sniper EFI manifolds do not accept any emission-control devices. This part is not legal for sale or use for motor vehicles with pollution-controlled equipment.

Installation Kit Contents:

- (8) O-Ring Port Gasket Kit
- Intake Manifold to Cylinder Head Mounting Kit (Includes Bolts and Washers)
- (1) 1/4" NPT Hex Steel Pipe Plug
- (3) 3/8" NPT Hex Steel Pipe Plug
- Installation Instructions

Fuel Rail Kit Contents (EFI Manifolds):

- (2) Fuel Rail, High Volume, configured with (AN-8) ports
- Fuel Rail Mounting Hardware Kit (consisting of Head Cap Screws, Washers, and Brackets)
- Steel Braided Cross-Over Fuel Line, configured with (AN-8) fittings
- (4) Fuel Rail Fittings (AN-8)
- (1) Fuel Rail Block-off Plug (AN-8)

Installation Instructions:

1. Disconnect the negative battery terminal located in the trunk of the vehicle. Secure the cable so it cannot make contact with the battery terminal.

NOTE: Make sure trunk is not fully closed while battery is disconnected, as it may be difficult to gain access and open from the inside.

2. Remove the driver's side PCV hose. 5.7L and 6.4L have different driver's side PCV configurations and may require adaptation if being retained.
3. Loosen worm clamps securing air inlet tube to airbox and throttle body. Disconnect engine harness from IAT sensor and remove air inlet tube. Remove the bolt securing stock airbox and remove.
4. Remove engine cover(s) and foam isolators over the fuel rails.
5. Remove the EVAP hose from fitting at the front of the manifold.

NOTE: Later 5.7L applications may have the EVAP solenoid mounted on the intake manifold. In this case, remove plastic push pin from EVAP mounting bracket and pull solenoid from the bracket.

6. Disconnect electric throttle control connector from the throttle body.
7. Detach quick release fuel line from driver's side fuel rail. **CAUTION:** Fuel may be under pressure, cover with rag to prevent fuel from spraying.
8. Unplug all eight (x8) fuel injector connectors. Use 8mm socket to remove ten (x10) intake manifold bolts.

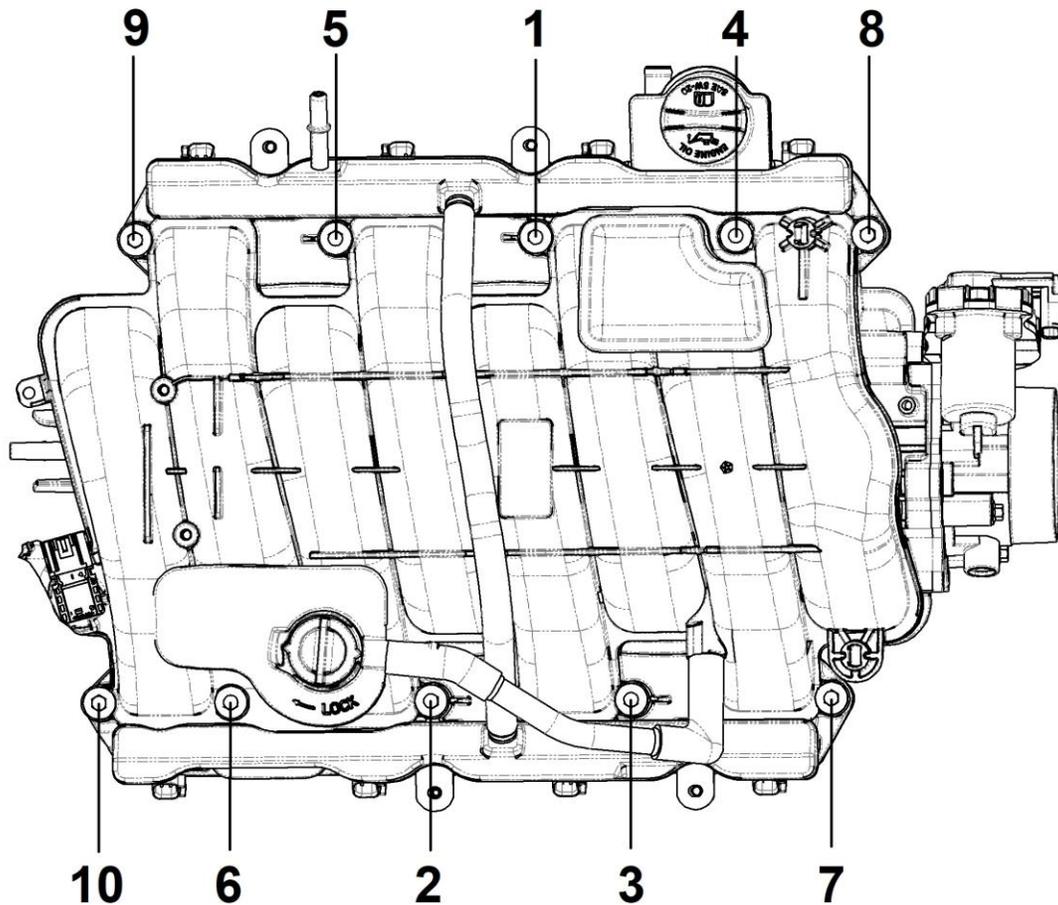
NOTE: Step 9 below is only for vehicles with Active Runner Control. Disregard otherwise and skip to Step 10.

9. Unplug connector from MAP sensor and Active Runner Control connector from back of the manifold.
10. Remove brake booster hose from back of the manifold.
11. Carefully remove the intake manifold and set aside.
12. Use a soft cloth to clean intake flange of cylinder heads.

NOTE: Use caution and make sure no dirt or debris falls into the intake ports. Once the intake flanges are cleaned, cover the ports with protective tape to prevent any foreign objects from falling into the ports.

NOTE: Step 13 below is only for vehicles with Active Runner Control. Disregard otherwise and skip to Step 14.

13. Using electrical tape, cover the Active Runner Control connector to prevent any water from contacting connector terminals.
14. Remove MAP sensor from the factory intake manifold and set aside. On 6.1L and 6.4L engines the bolt(s) retaining the MAP sensor must be removed. On 5.7L engines the MAP sensor is twist locked into place.
15. Remove the four (x4) bolts securing throttle body to factory intake manifold with 8mm socket. Clean throttle body and set aside if reusing.
16. Lubricate new intake runner O-rings gaskets and insert into the machined grooves on intake manifold.
17. Position intake manifold in the engine bay as far forward as possible on cylinder heads and reconnect MAP sensor harness and brake booster hose at the bottom of the manifold.
18. Reposition the intake manifold on the cylinder heads, so the mounting holes on the manifold line up with the corresponding holes on the cylinder heads.
19. Using the eight (x8) included allen head bolts, secure the intake manifold to the cylinder heads. Use the sequence shown below to torque the bolts to 10.3 lb/ft or 124 lb/in.



20. Reconnect the eight (x8) fuel injector harness connections and lock in place by pushing red locking tab down.

21. Using the provided throttle body O-ring and four (x4) M6 bolts, secure throttle body to intake manifold and reconnect harness.

NOTE: 6.4L engines may need throttle body harness extended to reach the new throttle body position.

22. Reconnect the EVAP hose to the fitting on the driver's side front of the manifold.

23. If you desire to keep PCV valve on the passenger's side, the rear of the manifold will need to be drilled to accommodate the valve and hose will need to be fitted to new vacuum source.

24. On 5.7L and 6.1L engines, reinstall the factory or factory replacement air intake system.

NOTE: 6.4L engines require a factory or aftermarket replacement style 6.1L air intake system.

25. Reconnect IAT sensor harness to the sensor in the intake tube.

NOTE: 6.4L engines may require extension of IAT harness to reach the sensor's new position.

26. Reconnect negative battery terminal. Turn ignition on, but do not start vehicle. Check for any fuel leaks. If leaks are present, shut ignition off immediately and repair leaks before continuing.

Any questions?

Please contact Technical Service: **1-866-464-6553** or **270-781-9741**. For online help, please refer to the website: www.holley.com.

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 Sniper EFI makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, 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.

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