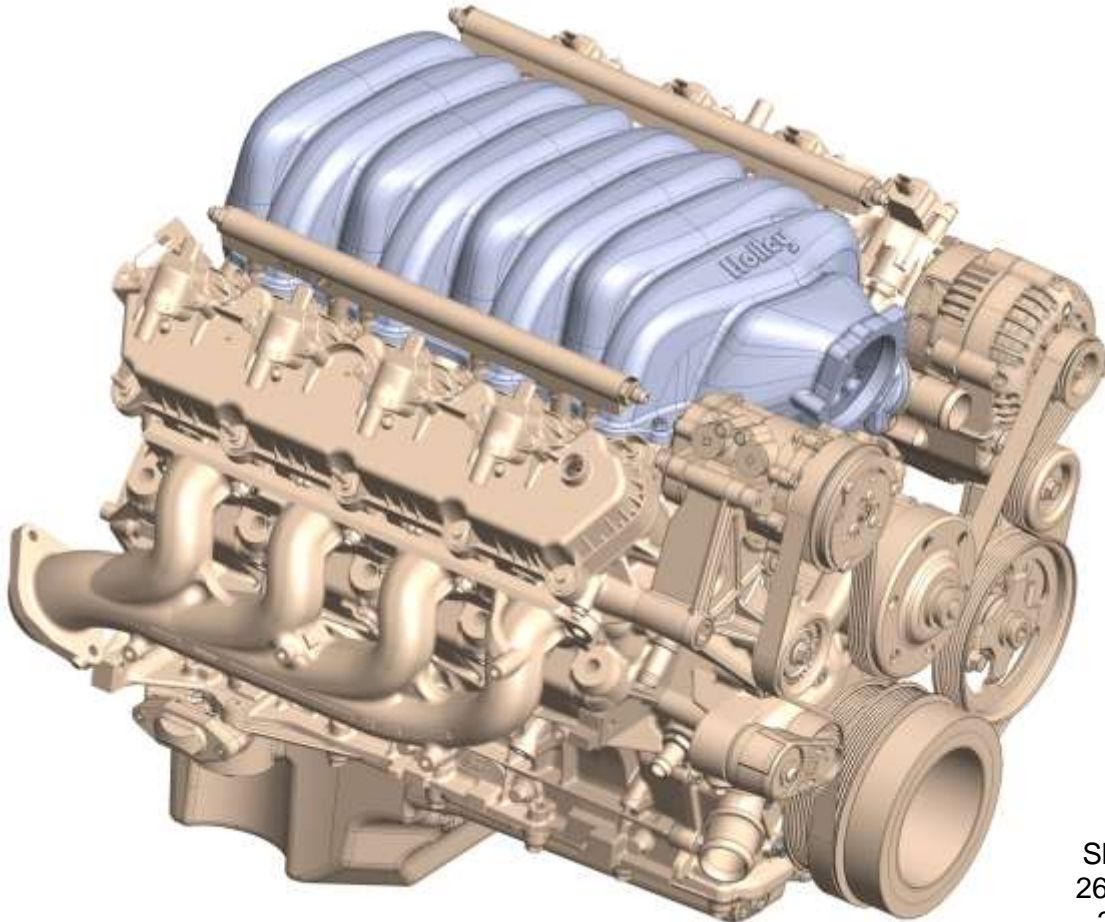




## Holley Low-Profile Intake Manifold for 7.3L Ford



Shown with 534-265 fuel rails and 20-340 oil pan / accessory drive kit.

### Covered products:

Part Numbers	Description
300-900 / 300-900BK	Intake manifold - low-profile for 7.3L Ford
97-425* / 300-901	Adapters - heater delete / heater lines
300-903	Adapter - to 2020-2022 GT500 throttle body
300-905*	Hardware and O-ring kit
300-906	Replacement - O-rings

\*Included with manifold

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### Introduction:

Holley's low-profile intake manifold when paired with 20-340 oil pan and accessory drive, allows for a bolt-in swap to most Mustang bodies and other applications while retaining the factory hood.

For applications that will allow for the factory oil pan, this low-profile intake manifold offers a clean alternative to the original plastic intake.

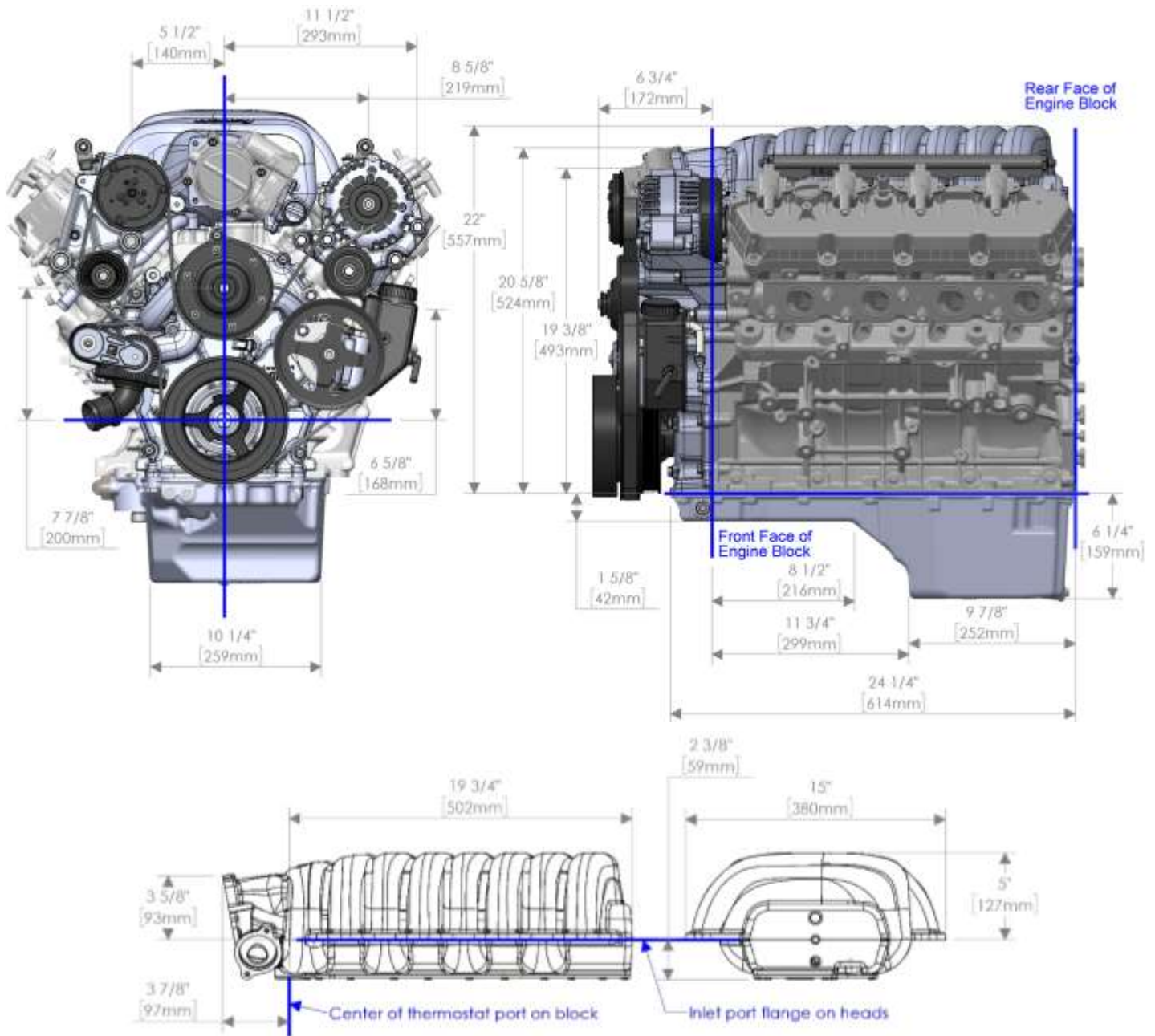
The patent pending intake design incorporates long runners for solid low-end torque. This design has focus on equal cylinder distribution and street drivability.

### Application Notes:

- **Compatible Engine Components:**
  - Holley accessory drive kits (except 20-380 and 97-409)
  - Holley billet fuel rails (534-265 & 534-266)
  - OE timing cover and A/C when paired with Ford Performance accessory drive kit M-8600-SD73
  - OE fuel rails
- **Throttle Body Options:**
  - 2020-2022 7.3L drive-by-wire throttle body
  - 1986-93 5.0L Mustang style drive-by-cable throttle bodies
  - 2020-2022 GT500 drive-by-wire throttle body (requires 300-903 adapter)

## Dimensions and Specifications:

P/N 300-900 low-profile intake shown with 534-265 fuel rails and 20-340 complete oil pan and accessory drive system. Dimensions are with P/N 197-300 small case alternator. Large case alternators will be slightly taller.



**Port size:** 2.26" Height x 1.61" Wide

**As-Cast Runner Cross-Sectional Area:** 8.09 in<sup>2</sup> at the runner entry tapered to 3.25 in<sup>2</sup> at the flange exit.

**Mounting Flange Gasket Type:** PTFE O-Rings, Size 2-143, 3/32" Ø, 2-7/16" I.D. (included with the intake manifold):

**Vacuum Ports:** 3/8 NPT, 1/4 NPT and 1/8 NPT.

## O-ring Reference:

Reference Numbers	Dimensions	Location
2-225 (2)	1-7/8" X 2-1/8" X 1/8"	Thermostat Adapter to Block/ Water neck to Intake
2-223 (1)	1-5/8" X 1-7/8" X 1/8"	Thermostat Adapter to Intake (Small)
2-328 (1)	1-7/8" X 2-1/4" X 3/16"	Thermostat Adapter to Intake (Large)
2-143 (8)	2-7/16" X 2-5/8" X 3/32"	Intake Flange to Heads

# Assembly Instructions

## NOTES:

- Read the entire instruction sheet before beginning.
- It is important to follow all these instructions in the order below.

## Heater Adapters:

Components: P/N 97-425 heater delete kit, [OR 300-901 heater line adapter \(optional\)](#)

**NOTE:** One of these two kits must be used to allow clearance for the manifold.

The first step in installing the intake manifold is to configure the heater hose ports for your application. The next steps will explain assembly if utilizing a heater.

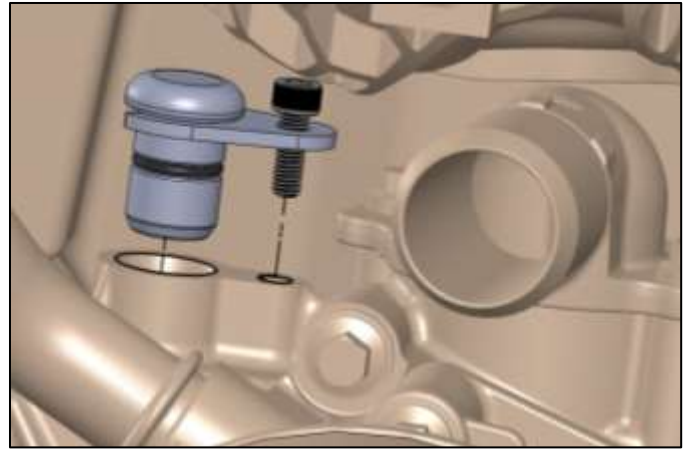
- **Heater delete applications** – use **97-425** (included with manifold) for specific components to block off the ports.
- **Heater applications** – Use **300-901** heater line adapter. This adapter will work with either the original Ford or Holley intakes and is required for A/C applications and the Holley low intake.

**97-425 heater delete cap / plug** - For applications not utilizing a heater, the 97-425 block-off kit offers an engine specific solution to close both the connections.

**NOTE:** Maintaining a heater coolant loop is not required for this engine.

**For applications with the original or Holley timing cover:**

Remove the rearward heater nipple and retaining bolt. Preassemble the 97-425 components as shown to the right. Lubricate and install the O-ring in the plug groove. Install the plug as shown using the retainer plate and M6 socket cap head bolt.



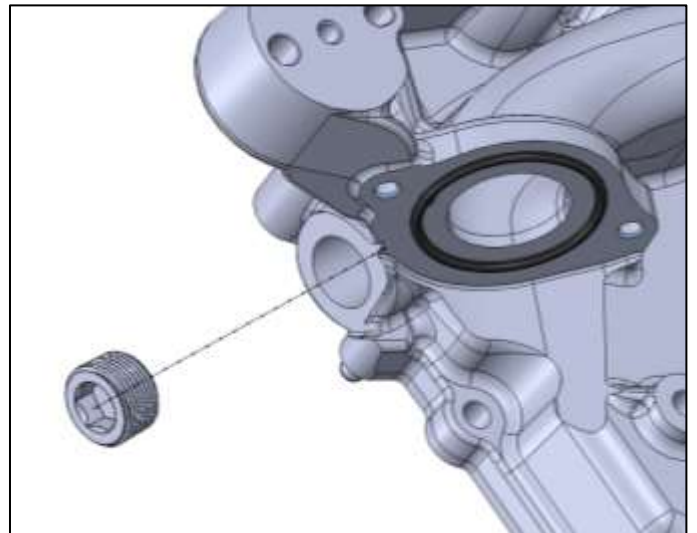
**NOTE:** Torque M6 bolts to 85 in./lbs.

**If using the Holley timing cover and accessory drive, install the NPT plug as shown to right.**

Install 3/4" NPT plug to lower passenger side cover.

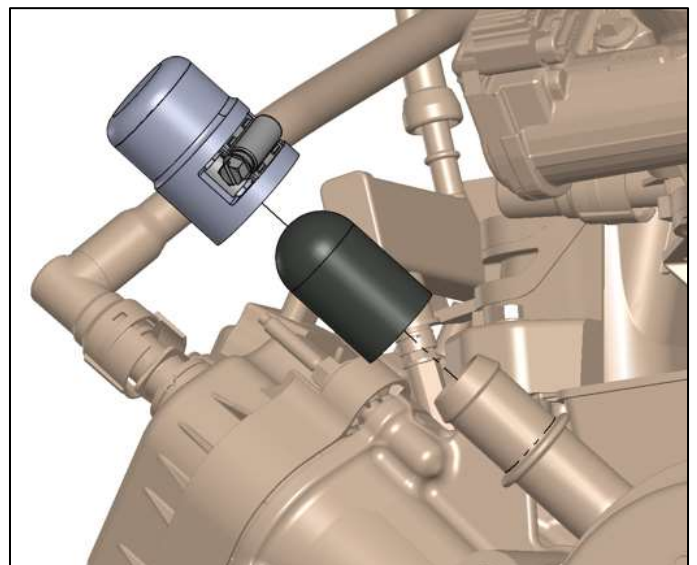
**NOTE:** On all NPT adapters, use thread sealant (Loctite® brand 567 pipe thread sealant or equivalent). Install to finger tight, and then tighten 2 to 3 full turns.

**WARNING:** Loosening NPT fittings after installation can cause leaks.



**For applications with the original timing cover only:**

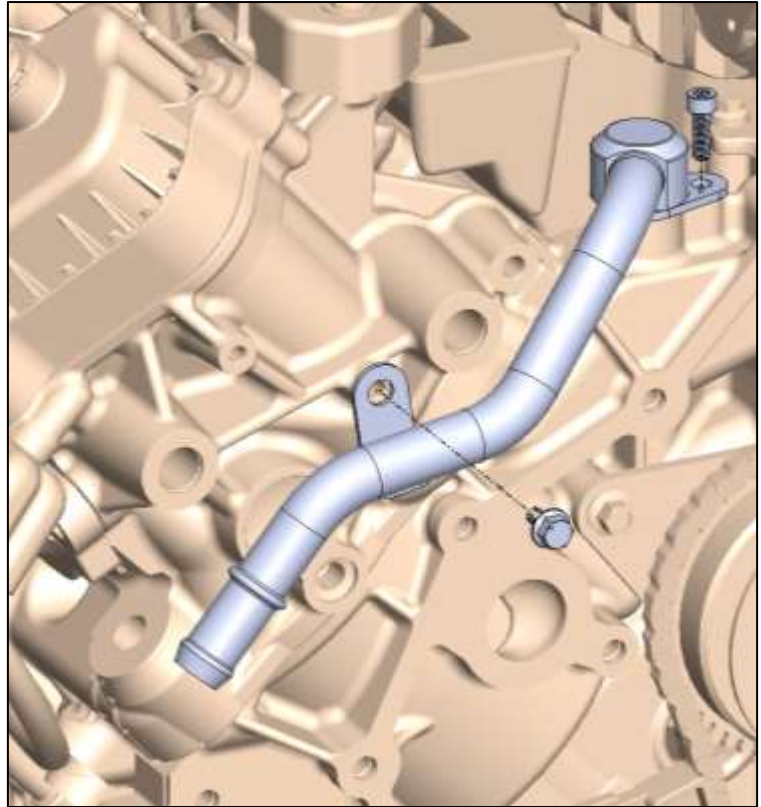
Install the rubber cap on the timing cover forwardmost heater nipple. Next, install the worm-drive clamp inside the aluminum cap as shown to right. Then, install the aluminum cap over the rubber cap and tighten the worm-clamp.



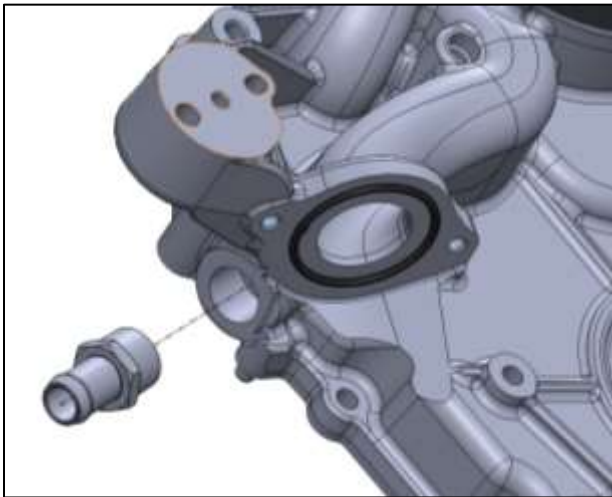
**300-901 heater line adapters (not included)** - Before installation, remove the original top heater tube from the top front of the engine block. Oil all O-rings and mating surfaces before assembly.

**For applications with the original or Holley timing cover:**

Remove the rearward heater nipple and retaining bolt. Install O-ring and retainer plate as shown below. Next, install the two M6 bolts included with the **300-901** as shown to the right. Timing cover removed in graphic only for visibility.



**NOTE:** Torque M6 bolts to 85 in./lbs.



**If using the Holley timing cover and accessory drive, install the NPT adapter as shown to left. If using the original timing cover, use the factory installed upward pointing nipple.**

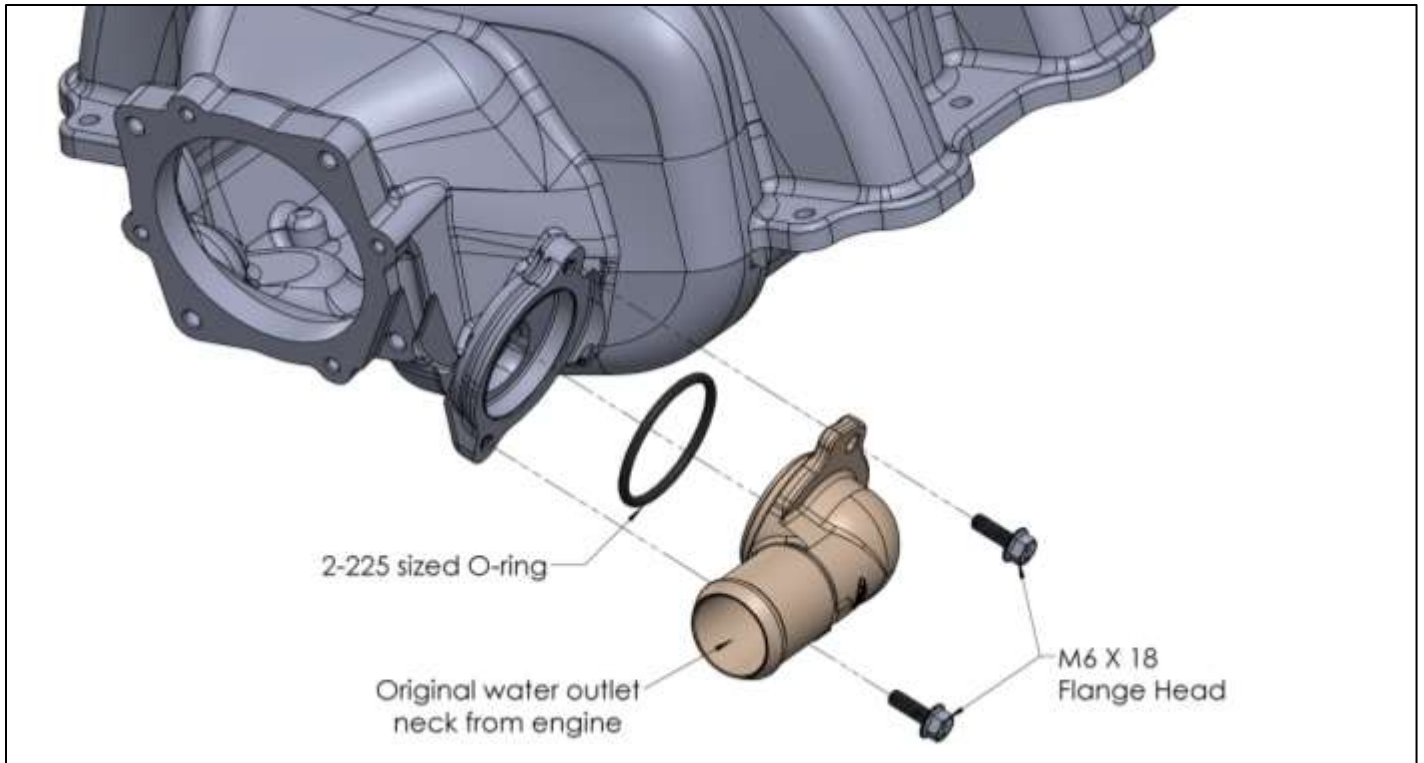
**NOTE:** On all NPT adapters, use thread sealant (Loctite® brand 567 pipe thread sealant or equivalent). Install to finger tight, and then tighten 2 to 3 full turns.

**WARNING:** Loosening NPT fittings after installation can cause leaks.

**Manifold assembly:**

Remove the factory manifold and immediately tape off all head ports. Remove the water outlet neck. Leave the thermostat in place in the block.

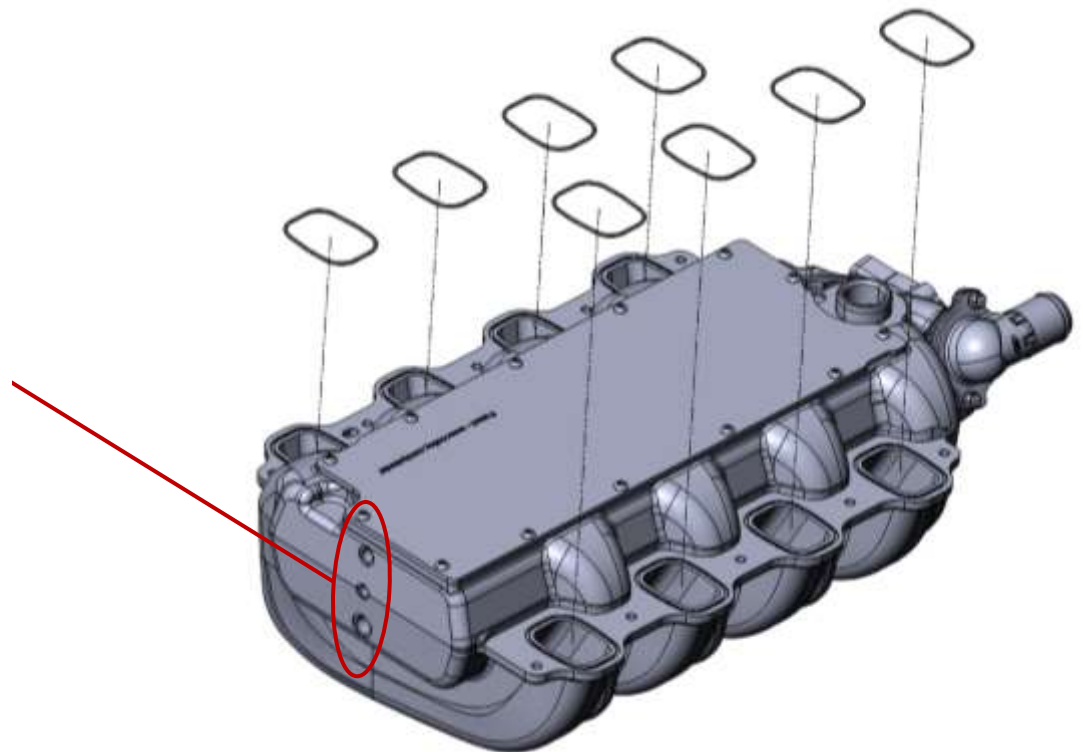
Install the factory outlet neck to the Holley manifold using the supplied O-ring and bolts. Oil all O-rings and mating surfaces before assembly.



**NOTE:** Torque M6 bolts to 85 in./lbs.

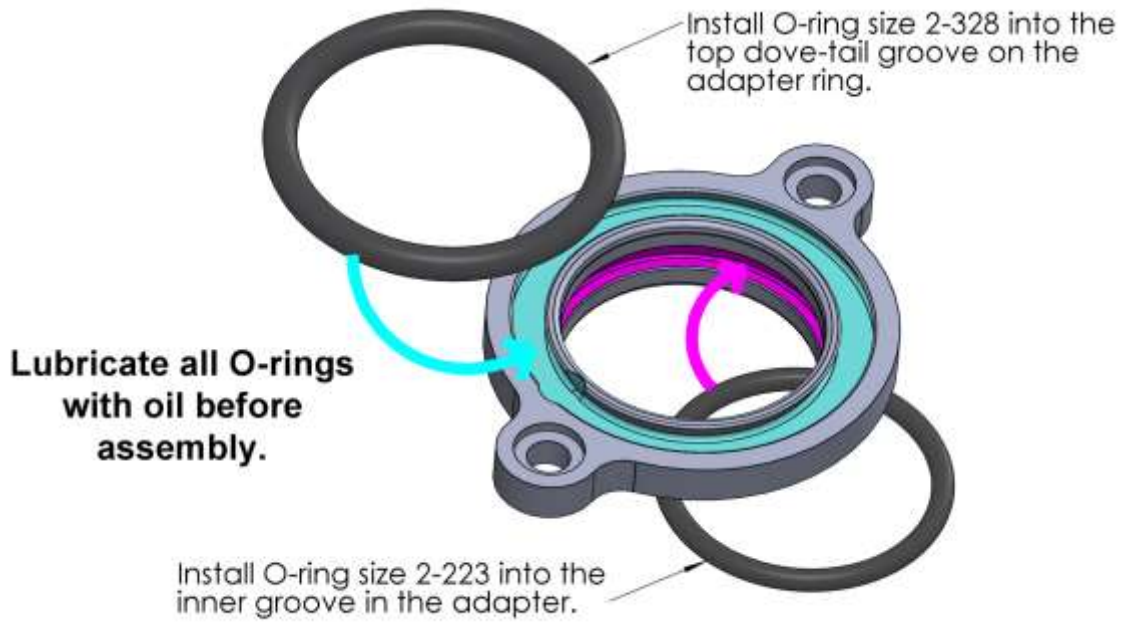
Install the eight 2-143 sized port O-rings. Oil all O-rings and gently work them into the groove by hand. Do not use any sharp objects.

Three port options are available for MAP sensors and vacuum port connections. 1/8", 1/4", and 3/8" NPT port plugs are included for any ports not used.

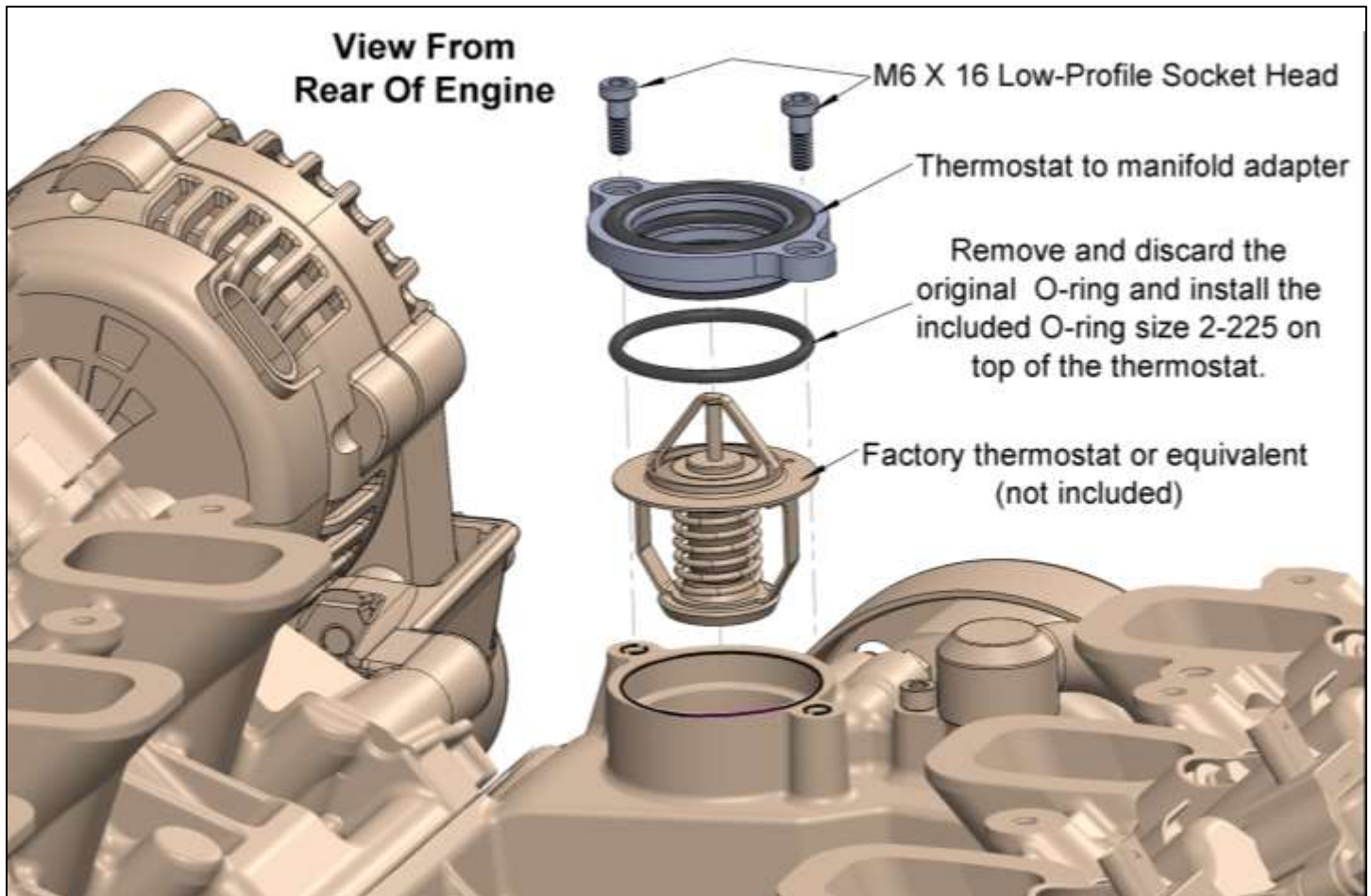


**NOTE:** On all NPT adapters, use thread sealant (Loctite® brand 567 pipe thread sealant or equivalent). Install to finger tight, and then tighten 2 to 3 full turns.

## Thermostat Adapter Assembly:



Assemble the thermostat and adapter to the engine.



**NOTE:** Torque M6 bolts to 85 in./lbs.



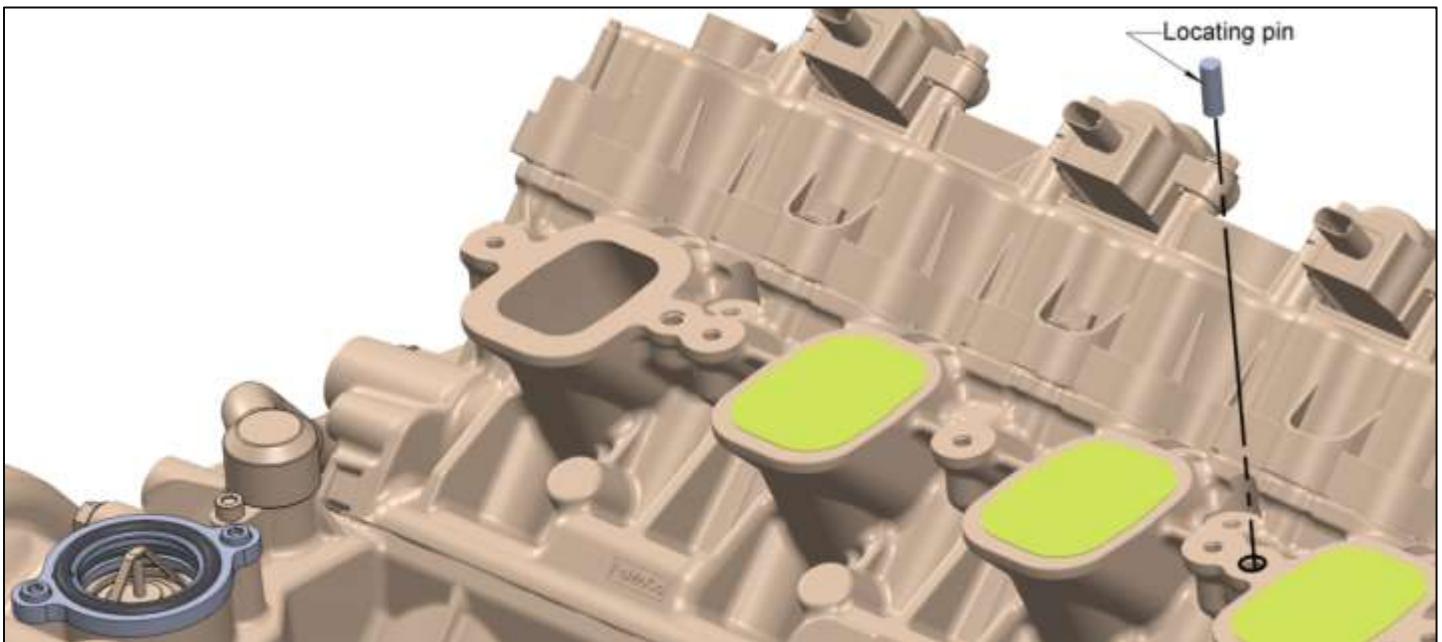
## Locator Pin Assembly to Engine:

First, tape off all nearby head ports to prevent the pin from accidentally entering the engine.

Apply red Loctite® or equivalent retainer to the bottom of the dowel pin. This will ensure the pin stays in place if the manifold is ever removed.

Install the pin in the rear passenger's side unthreaded hole as shown. Push pin fully to the bottom. Watch to make sure the pin does not push back out after released. Wipe away any retainer material visible after installation.

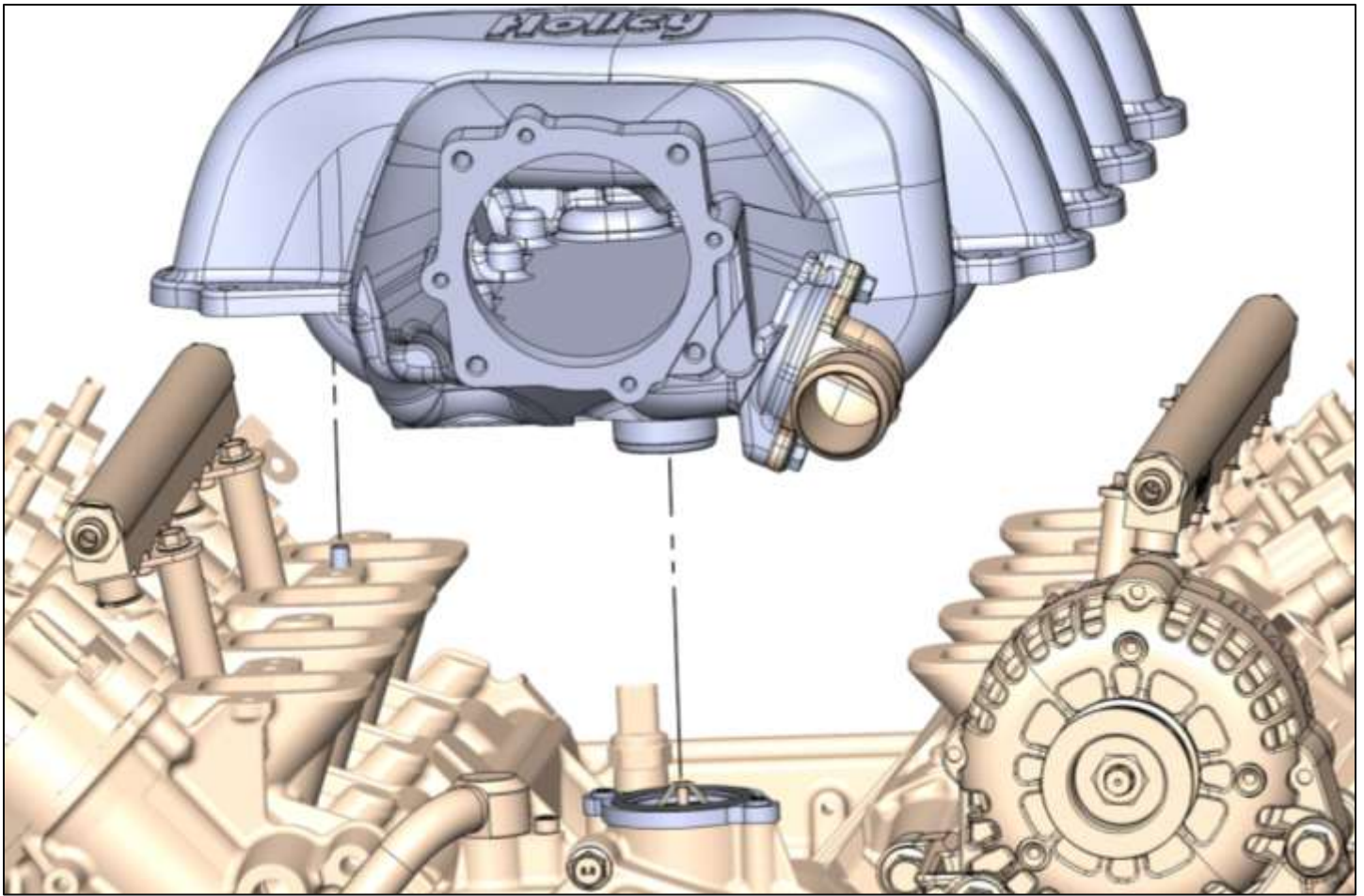
Let the retainer material fully cure, then remove the tape from the ports.



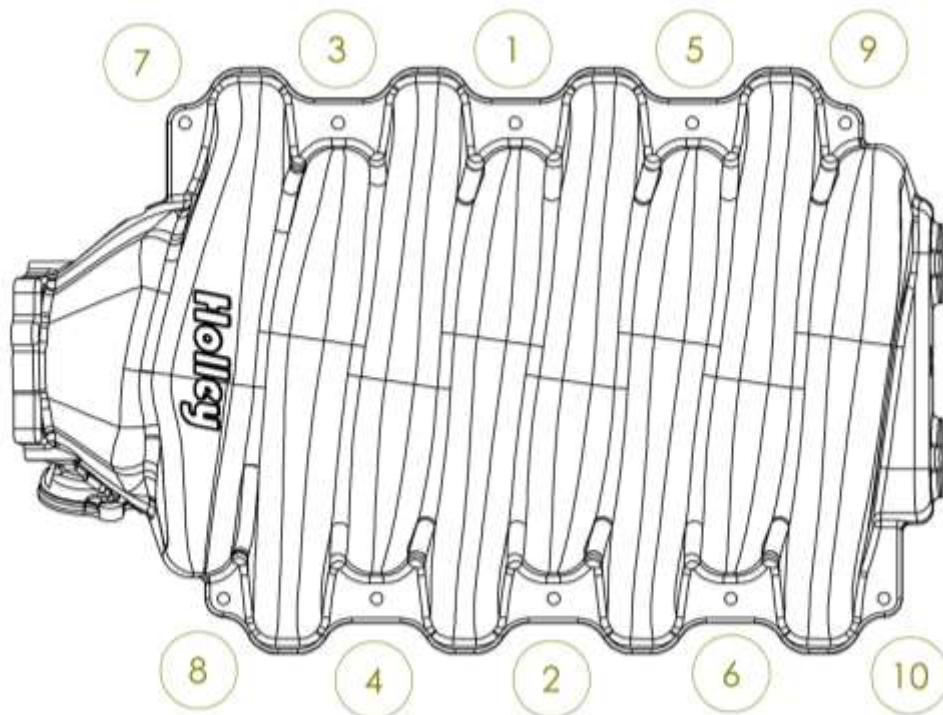
## Install the Manifold to the Engine:

**NOTE:** Confirm all tape has been removed from all ports and the intake's internal cavities have been inspected for debris and thoroughly flushed with water.

While holding the manifold parallel to the head flanges, work the manifold's water inlet boss down into the thermostat adapter first, and then further down onto the rear locating pin. Moving the rear of the manifold side to side slightly, may help orient the manifold's slot to the pin. Observe the manifold's mounting holes relative to the threaded holes in the head to visually help with alignment. The manifold should now be sitting flat on the head flanges.



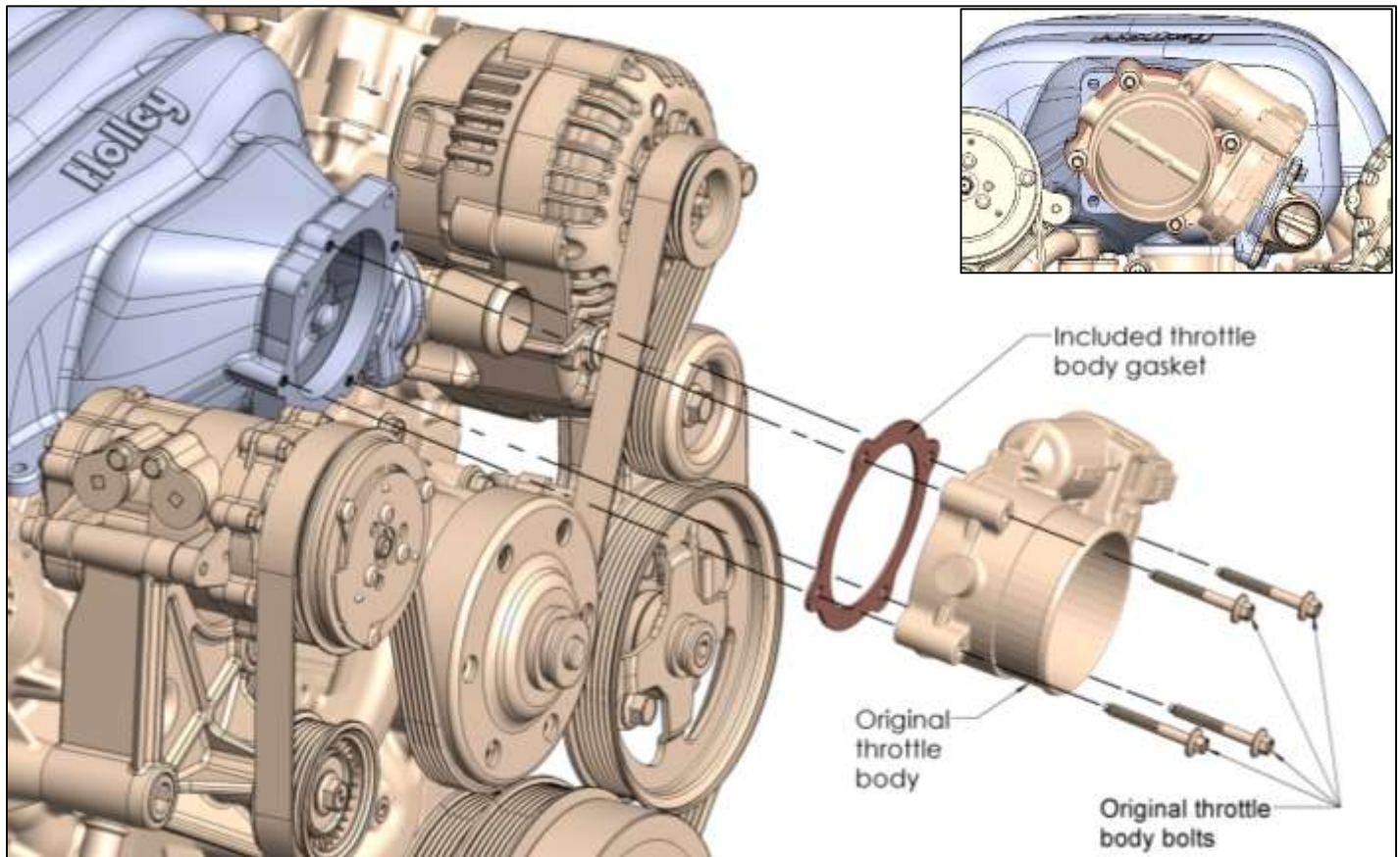
Install the 10 - M6 X 20 Flange Head Bolts to the intake. Hand tighten, then torque in the sequence below.



**NOTE:** Torque M6 bolts to 85 in./lbs.

## Install the Throttle Body to the Engine: (See page 2 for directly compatible throttle bodies)

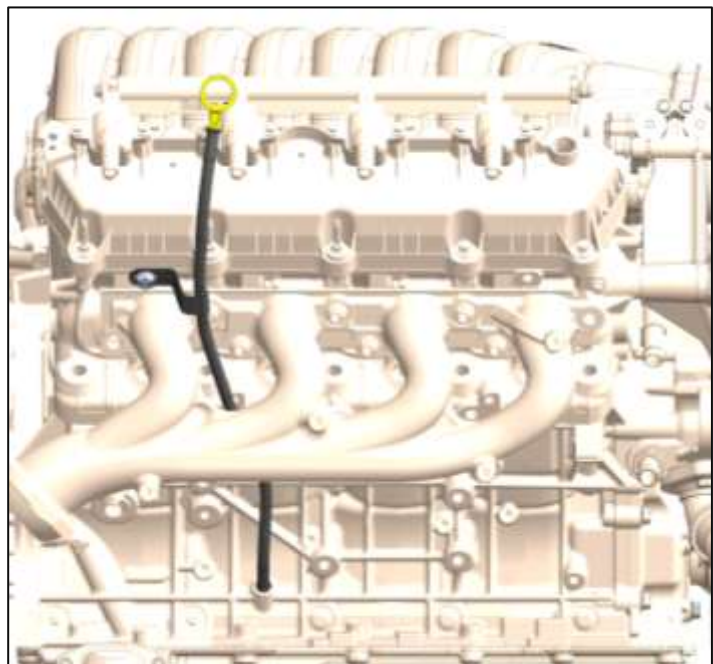
**NOTE:** The original 7.3 throttle body mounting has been clocked to maximize hood clearance.



**NOTE:** Torque M6 bolts to 85 in./lbs.

## APPENDIX A – Low Hood Application Dipstick/Tube:

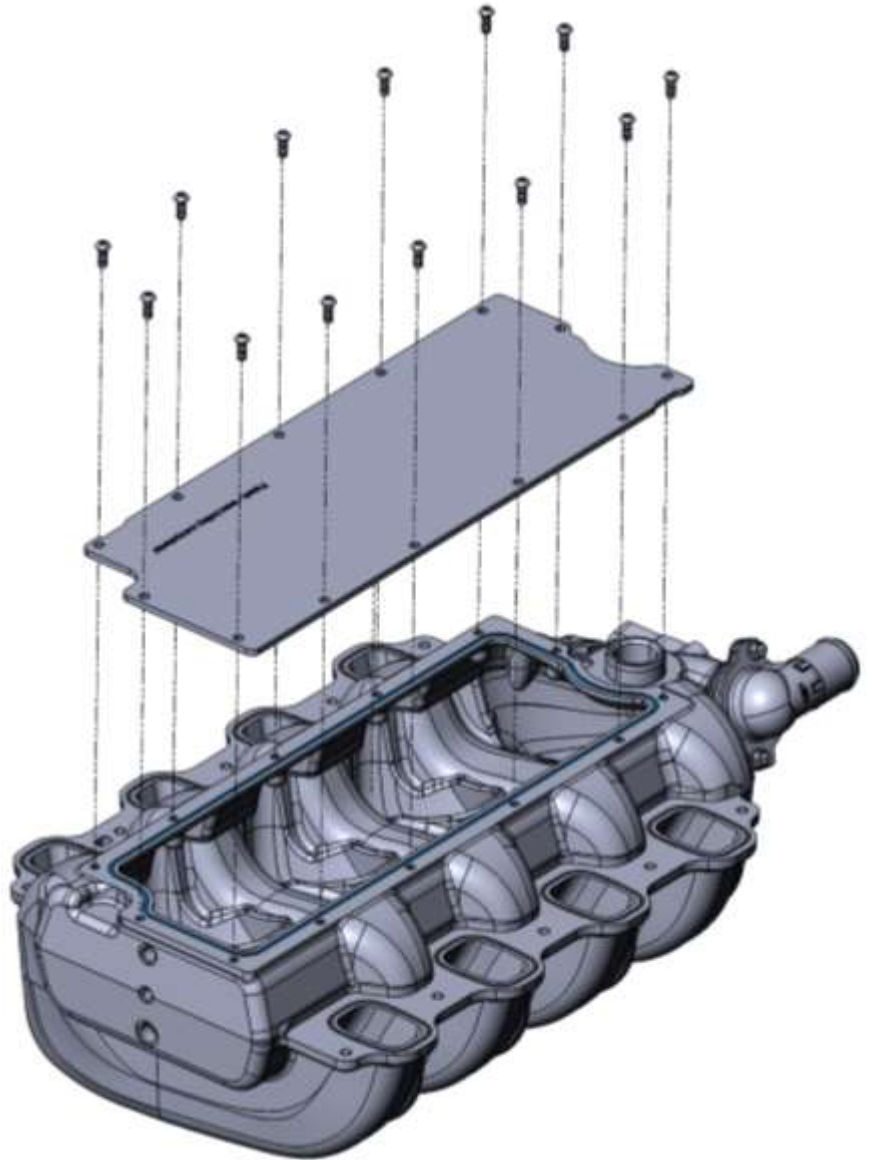
The original dipstick/tube will interfere with the low hoods. Holley's 302-14 short dipstick/tube will allow clearance to these hoods.



## APPENDIX B - Removable Intake Panel:

For those interested in further performance, the bottom of the intake is removable, allowing for easy access and porting of the runner inlets.

**NOTE:** Clean the fasteners and use Loctite® 242 if the cover is removed and reinstalled.



**NOTE:** Torque M6 bolts to 85 in./lbs.

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