



860 Performance LSX Universal Steam Vent Kit

PART NUMBER: 03-51000

Stainless Steel Braided Hose Kit

INSTALLATION INSTRUCTIONS

These installation instructions cover installing a Steam Vent kit on LSX engines. If you do not see your intake listed below and need verification of fitment, or need technical assistance during installation, call our Tech Help Line at 254-848-4300

Intake compatibility list:

- Edelbrock Victor Jr
- Edelbrock Super Victor
- Edelbrock Pro-Flo
- BTR Trinity
- All-Pro
- CID Series
- Mast Motorsports
- Fast 90mm, 92mm, 102mm
- Holley Hi-Ram
- Texas Speed Titan Series
- Holley Sniper
- Fast 102mm LSX RT
- Performance Design
- Stock Plastic Gen 3 Truck
- Stock 78mm LS1, LS6
- MSD Atomic Air Force
- BTR Equalizer
- Stock LSA, LS9 Blower
- Stock 90mm LS2 LS3, LS7, L76
- Texas Speed Sheet Metal Series
- Holley Single Plane Split Design
- Stock Plastic Gen 3, Gen 4 Truck

Tools Needed for Installation*:

- 5mm Allen Wrench
- 9/16" Wrench
- 3/8" Wrench
- Loctite
- Silicone
- 3/4" Wrench

*These are the tools required for installation of this kit on a stock vehicle. If your vehicle has aftermarket parts, other tools may be required.



Step 1:

Remove intake manifold.



Step 2:

Remove the OEM engine coolant air bleed assembly or block off blocks. There are two different OEM configurations:

Early model LS platforms had a 4-port coolant air bleed assembly that bolted to air bleed ports on the front and rear of the head.

Late model applications with non LS3 & LS7 heads have a two-port crossover connecting the front air bleed ports on the heads with block off blocks on the rear head air bleed ports.

LS3 & LS7 OEM heads have a two-port coolant air bleed assembly connecting the front air bleed ports on the heads. The rear air bleed ports have threads to bolt down the air bleed blocks, however the air bleed ports are plugged and require drilling a 1/4 passageway to install a 4-port coolant air bleed assembly.

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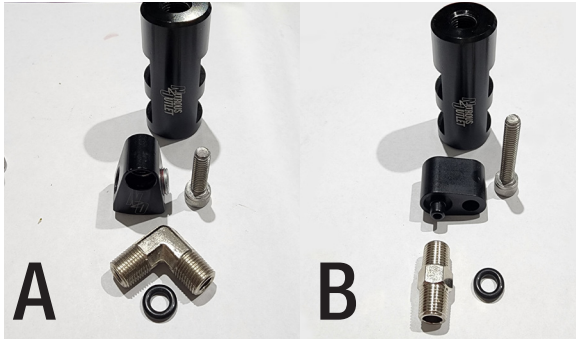


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Step 3:

Determine which drivers side rear steam vent port assembly best compliments any clearance restrictions with the firewall and cowl.

Option A: Is designed for intakes like the MSD Atomic Airforce, that are bulky and take up more space. This assembly also provides more cowl clearance but places the assembly closer to the firewall.

Option B: Is designed for intakes that are less bulky. This assembly provides more firewall clearance but utilizes more height placing the assembly closer to the cowl.



Step 4:

Once the proper steam port assembly is determined for the drivers side rear, assemble the steam port block. Install the steam port fittings with Loctite and use a small drop of silicone lubricant or Vaseline to lubricate the Steam Port O-ring.

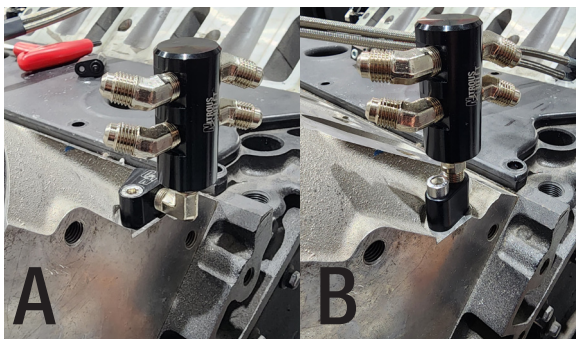
Option A: Will use the short steam port block with side inlet, 90° union, 1/8" NPT plug, port o-ring and a 20mm allen head bolt.

Option B: Will use the tall steam port block with top inlet, straight union, port o-ring and 30mm allen head bolt.



Install, with loctite, the 1/8" NPT x 1/8" NPT union (90° or straight), and allen head bolt (20mm or 30mm). Wait to loctite the Distribution block onto the union as the angle may need adjustment when test fitting the intake in later steps.

Note:* For option (A) The 90° will be installed vertically in the opposite direction of the steam port.



Step 5:

Finger tighten, with out Loctite the four 1/8" NPT x 4AN 45° fittings into the distribution block, finger tighten the block onto the 1/8" NPT x 1/8" NPT union and temporarily install the assembly onto the rear drivers steam port.

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Step 6:

Install the remaining steam port blocks.

Passenger Rear: Short block with side 1/8" NPT port

Passenger Front: Short block with side 1/8" NPT port

Drivers Front: Tall Block with top 1/8" NPT port



Step 7:

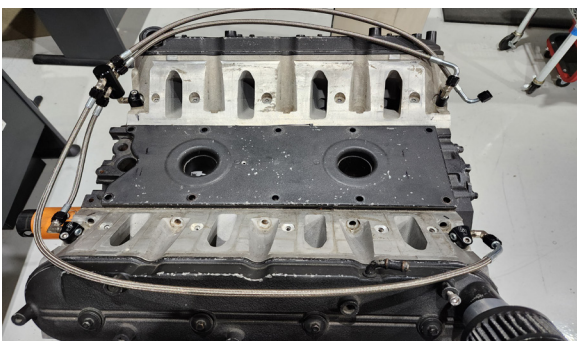
Finger tighten each 1/8" NPT x 4AN fitting into the three steam vent blocks. Estimate the angle needed to clear the intake and other obstructions. The fittings are as follows.

Driver Rear: steam vent distribution block

Driver Front: Tall block, 1/8" npt x 4AN 45°

Pass Front: Short Block, 1/8" NPT x 4AN 90°

Pass Rear: Short block, 1/8" NPT x 4AN 90°



Step 8:

Once the fittings and blocks are all in place run the hoses from the distribution block to each steam vent block. They are labeled and each goes from (Distribution block, steam vent)

PF: Pass Front, 34" (Straight, 45°)

B: Barb Tube, 24 3/4" (Straight, 90°)

DF: Driver Front, 21 3/4" (Straight, 90°)

PR: Pass Rear, 9" (Straight, Straight)



Step 9:

Temporarily place the intake on the motor to make sure the hoses and fittings clear and adjust the angle of the fittings to work. Use a sharpie or similar to mark the angle of the fittings for the final install with loctite.

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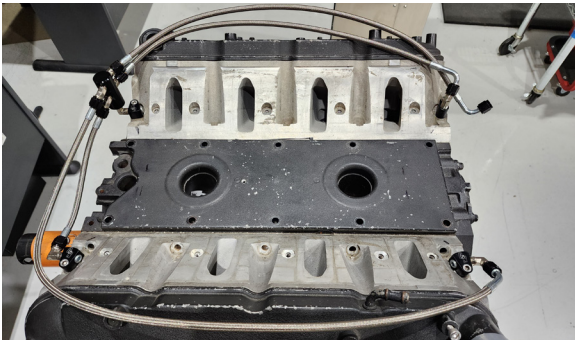


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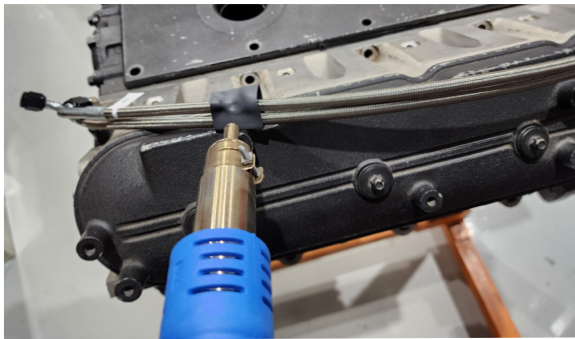
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Step 10:

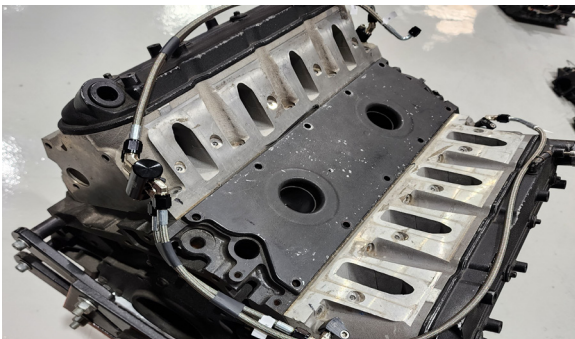
Remove the intake, and remove then reinstall each fitting with loctite to the angle that was determined in the previous step.



Step 11:

Slip the 4x 1" heatshrink sleeves over the hoses and reinstall. Once they are in place use a heatgun to shrink and secure the hoses.

Note: At this point remove the hose labels they should not leave residue but if they do use a small amount of cleaner on a rag and wipe the hose. Do not spray solvents on the hoses directly.



Step 12:

Tighten all of the hoses with a 9/16" wrench look over the system and make sure all of the fittings are secure and that the hoses are routed properly.



Step 13:

Install the 4an x 4an straight union and the 1/4" hardline to the end of the barb hose. 9/16" wrench / wrenches will be used.

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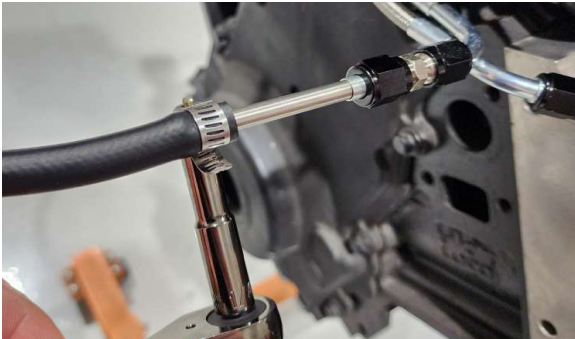


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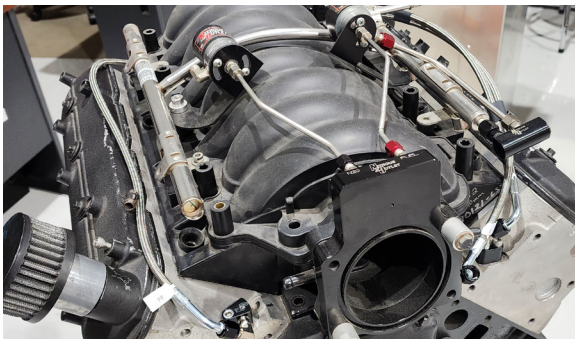
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Step 14:

Use a hose clamp to secure the factory radiator steam hose to the 1/4" hardline.



Step 15:

Reinstall the intake and check for leaks after the engine reaches operating temperature.

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