



INSTALLATION INSTRUCTIONS
MOPAR WEDGE 440 INTAKE MANIFOLD
1961-1978 CHRYSLER "B" ENGINES
PART NUMBER P5153525

Intake Manifold Kit Components

- (1) Intake Manifold

DESCRIPTION

Designed for street 413-426-440 c.i.d. Chrysler V8s that measure 8.75" across the block. WEDGE intake manifolds are designed for engines operating in the 1500-6500 rpm range. High flow runner design will handle popular stroker combinations. Will not fit 1962-1964 Max Wedge cylinder heads. Match with recommended carburetors and additional equipment for even greater performance increases.

READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION

WARNINGS AND CAUTIONS

MOPAR PERFORMANCE PARTS RECOMMENDS PROFESSIONAL INSTALLATION BY AN ASE CERTIFIED TECHNICIAN. A VEHICLE HOIST, TORQUE WRENCHES, AND SPECIALIZED REMOVAL AND INSTALLATION TOOLS MAY BE REQUIRED.

ACCESSORIES

Major recommendations are listed below. See Mopar Performance Parts catalog for details.

Carburetor Recommendations

Carburetor size (CFM) should be selected based on your specific engine combination. Consult with your engine builder or contact your Mopar Performance Parts dealer for assistance. Modification or fabrication of throttle cable brackets and linkage may be required. Additional installation items may be necessary. See Mopar Performance Parts catalog for a selection of carburetors and installation accessories.

EGR Systems

Intake manifold will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements.

Throttle Brackets

Due to the design of the intake manifold, the throttle and kickdown bracket on some vehicles may require modification to fit.

Gaskets

Do not use competition style intake gaskets in street applications. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur. Use Mopar gasket P4286826.

Camshaft and Headers

This intake manifold is compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range. (We recommend camshaft P#####). Header primary tube diameter should be 1-7/8" to 2", depending on your specific engine combination.

INTAKE MANIFOLD INSTALLATION

NOTE: This instruction assumes the end user has already removed any existing accessories, brackets, or other hardware that may inhibit intake manifold installation, and is ready to install the intake manifold.

1. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
2. Use a factory style valley pan along with the recommended gaskets.



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3. Apply gasket adhesive to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
4. Apply a continuous 1/8" bead of automotive RTV silicone sealer to end sealing surfaces on block and along bottom of intake ports on cylinder head.
5. Position intake gasket tin valley cover in place and tighten bolts down. Apply a thin film of RTV sealer around intake ports on the valley pan.
4. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.

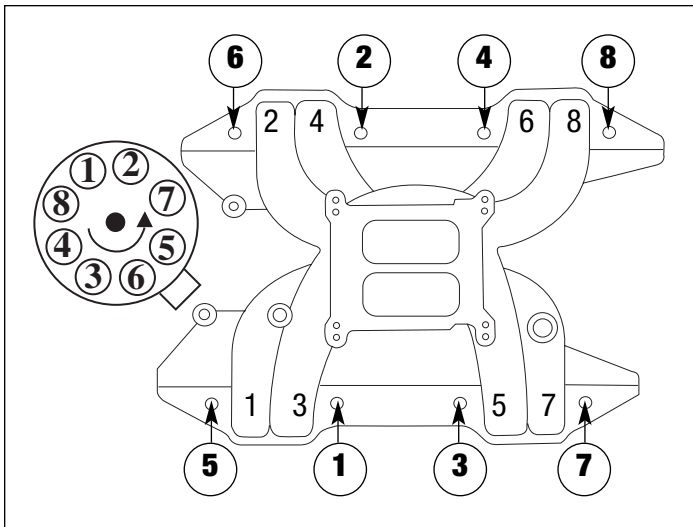


Figure 1 - Intake Manifold Torque Sequence
Torque Bolts to 25 ft/lbs.
Firing Order 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

PREP AND TUNING FOR POWER

NOTE: Local emission laws must be checked for legality of any carburetor or ignition changes.

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with WEDGE intake manifolds. Generally speaking, the stock jetting for an aftermarket performance carburetor will not need changing. Some applications may show an increase in power by tuning the fuel mixture.
2. Aftermarket distributor curve kits may be used.
3. For increased performance, use modified or high performance cylinder heads such as Mopar P5153524, and port-match the manifold to the cylinder heads.
4. The compression ratio should be at least 9.5 to 1 to work properly with most camshafts designed to operate in the 1500-6500 RPM range.
5. Installation of aftermarket headers, camshafts or both with this intake manifold may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.