



7533 CHRYSLER “B” ENGINES 7534 & 7538 CHRYSLER “RB” ENGINES

INTAKE MANIFOLD INSTALLATION INSTRUCTIONS

This instruction sheet is designed to cover a wide variety of vehicle applications. If your vehicle is not equipped with the items referred to in these instructions (EGR, transmission kick-down linkage, air conditioning, or power brakes), proceed to the next step.

Thank you for choosing WEIAND for your manifold needs. It is our concern that you follow these instructions carefully, so that you can achieve the desired results. Slight errors in installation can make a big difference in performance, mileage, and emissions. Warranty is void, if proper installation procedures are not followed. **PLEASE READ THE INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION.**

IMPORTANT! Although all WEIAND parts pass several inspections, it is imperative that the installer personally inspects the part before installation. Run a stiff wire through all passages while shining a bright light into it. Also, wash the part using mild soap and water solution. Check the fit on all bolt holes for proper alignment and thread any fittings in first by hand. Failure to perform these simple checks could result in engine damage and may void your warranty.

APPLICATION: WEIAND's Hi-Rise “Team G” manifolds are available for both Chrysler “B” (361, 383, & 400 C.I.D.) and “RB” (413, 426 Wedge, & 440 C.I.D.) engines. These are the most advanced single-plane, 360° manifolds on the market, combining excellent bottom-end performance (2700 RPM, if the 7533 is used) with an exceptionally broad power curve that extends to 8000 RPM when the 7538 is used. These manifolds are ideally suited to drag racing or high-performance marine use. The 7533 & 7534 will accept any square-bore carburetor. The 7538 will accept a Holley “Dominador” ONLY. These “Team G” manifolds were designed for competition use, and they may not accept certain stock accessory brackets (factory coil bracket WILL FIT). None of these manifolds will fit “Max Wedge” ports.

IMPORTANT! Hood clearance must be checked.

NOTE: There are vacuum holes drilled in the 7538. If you need vacuum for any power accessories, a hole must be drilled and tapped at the back of the manifold plenum (the area beneath the carburetor).

NOTE: It may be necessary to purchase some of the parts listed below (or their equivalents) in order to properly complete the manifold installation. Determination of equivalency is the responsibility of the consumer. WEIAND does not assume that responsibility.

PARTS REQUIRED:

- Intake manifold gasket set (Fel-Pro P/N 1214 for 361, 383, & 400 C.I.D. or P/N 1215 for 413, 426 Wedge, & 440 C.I.D. engines)
- Oil-resistant, silicone-based sealant (Permatex silicone “form-a-gasket”, Dow Corning Silastic, or equivalent)
- Spray gasket adhesive (Fel-Pro “spray tack” P/N 220)
- Pipe plugs, if needed
- Carburetor-base gasket (usually supplied with carburetor)
- Teflon tape

NOTE: Never install tapered (pipe) fittings in an aluminum manifold without Teflon tape or thread damage will occur.

TOOLS REQUIRED:

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| <input type="checkbox"/> Socket wrench set—3/8” drive ratchet and extensions | <input type="checkbox"/> Open end wrenches—3/8” to 1” |
| <input type="checkbox"/> Box end/flare wrenches (optional) | <input type="checkbox"/> 10” adjustable wrench (crescent) |
| <input type="checkbox"/> Ignition wrench set | <input type="checkbox"/> Screwdrivers—standard & Phillips, various lengths |
| <input type="checkbox"/> Gasket scraper | <input type="checkbox"/> Needle nose pliers |
| <input type="checkbox"/> Drain bucket | <input type="checkbox"/> Timing light |
| <input type="checkbox"/> Torque wrench | <input type="checkbox"/> File |
| <input type="checkbox"/> 3/8” x 16 NC tap (for cleaning bolt holes) | |

MANIFOLD REMOVAL PROCEDURE

1. Disconnect the ground cable from the battery.
2. Identify the vacuum and crankcase ventilation hoses (if any) leading to air cleaner and note the routing and connection points. Remove the air cleaner.
3. Prior to removing any other vacuum lines, identify the routing of the lines. Mark and remove the vacuum lines from the carburetor and/or intake manifold.
4. Disconnect the throttle linkage, transmission kick-down linkage (auto trans. only), and choke rod from the carburetor, (if applicable).
5. Loosen the gas cap to relieve pressure from the fuel system. Disconnect the fuel line at the carburetor, using flare wrenches. Plug the end of the fuel line to prevent fuel leakage. Remove the carburetor.
6. Tag and disconnect the ignition coil and sensor wires. Remove the ignition coil bracket and the coil.
7. Remove any vacuum fittings from the manifold.
8. Remove all remaining brackets (if any) from the manifold.
9. Loosen or remove valve covers (if required) to assist in the manifold removal.
10. Remove the 8 intake manifold-to-cylinder head bolts.
11. Remove the intake manifold.

INSTALLING YOUR NEW WEIAND MANIFOLD

1. You must prevent gasket pieces from falling into the ports and valley when cleaning old gaskets from head surfaces. Lay rags into all ports and valleys. When clean, remove the stuffing carefully. Make sure that all particles that fell on the rags are completely removed. Wipe the surfaces with rags soaked in lacquer thinner or alcohol to remove any oils or grease. This is a must for proper manifold/gasket sealing.
2. Apply a thin coat of spray adhesive to the cylinder head side of the intake gasket surface. Lay the manifold gasket in place.
3. Due to their superior sealing qualities, WEIAND recommends using a high-performance style intake manifold gasket set, such as Fel-Pro's P/N 1214 for 361, 383, & 400 C.I.D. or 1215 for 413, 426 Wedge, & 440 C.I.D. engines.
4. Apply a 1/4" wide bead of oil-resistant RTV-silicone sealant to the front and rear block-sealing surfaces, making sure to overlap the manifold gaskets at all four corners.

NOTE: Thread sealant should be used on all bolt threads.

5. Carefully, lay your WEIAND intake manifold in place, with the WEIAND logo facing the front of the engine (distributor side) and the part number facing the back of the engine. If the manifold must be moved, recheck the gaskets. Install the intake bolts; initially torquing to 10 ft./lbs., then 15 ft./lbs., and finally 25 ft./lbs., all using the factory torque sequence.
6. Install any vacuum fittings into the manifold.

NOTE: Use Teflon tape or pipe dope on all pipe threads.

7. Plug any unused vacuum ports in the manifold.
8. Install your four carburetor studs in the manifold. Place the carburetor gasket on a clean carburetor pad. Do not use any type of sealant on the carburetor gasket.
9. Install the carburetor. Connect all linkage and throttle springs.
10. Connect all vacuum and fuel lines. Refer to your tags or drawings for correct placement.
11. Automatic transmissions only: Adjust kick-down or throttle pressure linkage for proper shift points. Check all linkages, making sure that there are no obstructions in function.
12. If required, reinstall valve covers with new gaskets.

13. Retighten the gas cap and connect the battery cable.
14. Hook up a timing light and start the engine. Set the timing to factory specs. Tighten the distributor.
15. Check for possible fuel, oil, or coolant leaks and for proper choke operation.
16. Install the air cleaner.

CAUTION: Check to be sure that there is adequate clearance for the throttle and choke linkages through their range of travel.

IMPORTANT: Check for adequate hood clearance before closing the hood.

17. Operate the engine for 30 minutes. Allow the engine to cool and retorque the manifold bolts following step 4 above.

**YOUR MANIFOLD INSTALLATION IS COMPLETED.
NOW IS A GOOD TIME TO CHANGE YOUR OIL AND FILTER!**



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7534



7538

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