



Note - to avoid breaking the intake manifold, it would be best to delete the three attaching screws, denoted as "C" in the above chart, at the front and rear edge of the manifold. When deleting these screws, glue the rubber intake manifold end gaskets to the block.

9. Install the carb studs into the manifold. Note - if carb screws are going to be used wait until step #10
10. Install the 2 plenum gaskets
11. Install plenums, straight flange side toward center, over the carb studs and into position
12. Install 12 - 5/16" screws with washers into each plenum
13. Torque plenum screws to 75 in-lbs, starting in the center and alternating sides. Then torque screws in the same sequence to 150 in-lbs. Do not over-torque!
14. Install carbs onto studs. If screws are being used, place carbs in place and then install screws through the carbs and plenum lid and thread into the manifold bottom
15. Torque carb attaching screws/nuts
16. Check hood clearance carefully

This is a "race" manifold. There is no heat-cross-over in the heads or the intake manifold. This hi-flow manifold is designed to be one inch taller than the original Hemi cross-ram intake manifold. This manifold has the carbs sit directly on-top of the plenum rather than on an adapter which was used on the original. This cross-ram intake manifold is designed to use the original throttle linkage. The center bell-crank pivot, throttle cable bracket attaching holes and the throttle spring bracket attaching holes are all in the bottom of the manifold - center section between the two plenum.

This manifold was designed to use the two original Holley 780cfm carbs. However any 700 to 850 set of 4-barrel carbs may work. The performance numbers are based on the original carb setup. This manifold makes about 5 horsepower more than the original cross-ram using the same carbs. The cross-ram package makes more torque and power than the dual in-line system or the single 4bbl systems. The cross-ram makes large amounts of torque at lower rpms which makes it perfect for dual purpose applications. The overall torque curve is very flat.

The top of the manifold is cut at a 2 1/2° angle to compensate for acceleration which allows the plenum tops to be flat. Rather than make this design one-piece like the original, it was made with removable tops which allows easy access to the inside of the manifold to makes mods and the removable lib allows the plenum size to be changed easily and the runners are accessible and it's a simple matter to re-assemble.