



8008 CHRYSLER "B" ENGINES 8009 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 Holley/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 INSTALLATION.

IMPORTANT: Although all WEIAND parts pass several inspections, it is imperative that the installer personally inspects the parts 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:

Available for both Chrysler "B" (361, 383, 400 C.I.D.) and "RB" (413, 426 Wedge, & 440 C.I.D.) engines, are hi-rise "Action Plus" manifolds. These are the most advanced dual plane, 180° manifolds on the market. They combine excellent bottom-end performance with an exceptionally broad power curve that extends to 6000 RPM. They are ideally suited to street, towing, 4x4, drag racing, fresh water marine use, or anywhere you are looking to improve performance over a stock manifold. These "Action Plus" manifolds were designed for high performance use. They may not accept certain stock accessory brackets (factory coil bracket WILL FIT). Neither of these manifolds will fit "Max Wedge" ports. Also, hood clearance must be checked.

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, such as Fel-Pro P/N 1214 for 8008 engines or P/N 1215 for 8009 engines.
- ☐ Oil-resistant, silicone based sealant, such as Permatex Silicone "Form-a-Gasket", Dow Corning Silastic, or equivalent.
- ☐ Spray gasket adhesive, such as Fel-Pro's Spray Tack, P/N 2200
- ☐ Pipe plugs, if needed.
- ☐ Carburetor base gasket (usually supplied with the carburetor).
- ☐ Teflon tape

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

TOOLS REQUIRED:

- ☐ Socket wrench set—3/8" drive ratchet and extensions
- ☐ Open end wrenches—3/8" to 1"
- ☐ Box end/flare wrenches (optional)
- ☐ 10" adjustable wrench (crescent)
- ☐ Ignition wrench set
- ☐ Screwdrivers—standard & Phillips, various lengths
- ☐ Gasket scraper
- ☐ Needle nose pliers
- ☐ Drain bucket
- ☐ Timing light
- ☐ Torque wrench
- ☐ File
- ☐ 3/8" x 16NC 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 the 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 all vacuum fittings from the manifold.
8. Remove all remaining brackets (if any) from the manifold.
9. Loosen and 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 WEIAND MANIFOLD:

1. To prevent gasket pieces from falling into ports and valley when cleaning old gaskets from head surfaces, lay rags into the ports and valley. When clean, remove the stuffing carefully. Make sure that all the particles that fell on the rags are completely removed. Wipe surfaces with rags soaked in lacquer thinner or alcohol to remove any oil 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 at this time. (Follow the instructions included with the gasket set).

NOTE: 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 the 8008, or P/N 1215 for the 8009.

3. 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.

4. Carefully, lay your WEIAND intake manifold in place, with the part number and coil bracket facing the front of the engine (distributor side). If the manifold must be moved, recheck the gaskets. Install the intake bolts initially torquing to 10 ft./lbs, then to 15 ft./lbs., and finally to 25 ft./lbs., all using the factory GM torque sequence.
5. Install the thermostat, gasket, and housing (using silicone sealant on both sides of the gasket). Be sure the thermostat housing has been cleaned of any old gasket material.
6. Install any vacuum fittings into the manifold.

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

7. Plug all 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 drawing for correct placement.
11. Automatic transmissions only: Adjust the kickdown or throttle pressure linkage for proper shift points. Check all linkages, making sure that there are no obstructions in function.
12. If required, reinstall the valve covers with new gaskets.
13. Retighten the gas cap.
14. Connect the battery cable.
15. Hook up the timing light and start the engine. Set the timing to the factory specifications. Tighten the distributor.
16. Check for possible fuel, oil, or coolant leaks. Check for proper choke operation.
17. 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.

18. Operate the engine for 30 minutes. Allow the engine to cool and retorque the manifold bolts to 25 ft./lbs., Again using the factory torque sequence.

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

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