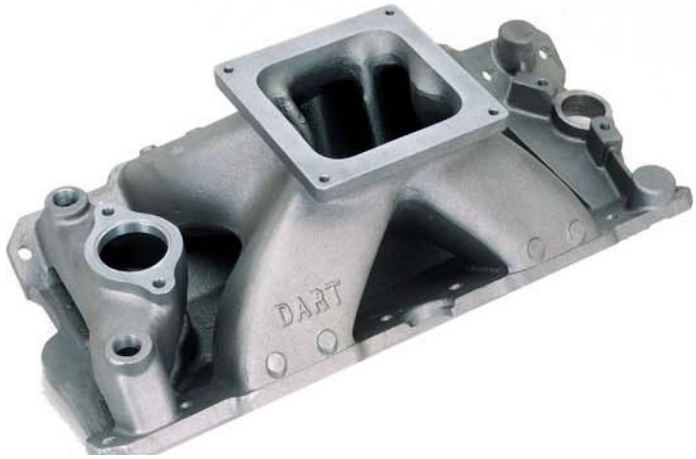
Installation Instructions for Dart Intake Manifolds



Dart SBC Dual Plane Manifold

Specifications:
Please call for part numbers and pricing
RPM Range: 1,500- 7,000
Plenum Height: 4.200 Inches front x 5.250 Inches rear
Port Dimensions: 1.000 x 1.875 Inches (W x H)
Gasket: Dart part# 65111204 or 65111205
(Depending on head port size)

Description:
Dart dual plane manifolds feature a lowered valley cover with an open area under the plenum that allows free flow of air and isolates the hot oil chamber from the plenum. This creates a cooling effect on the intake charge, providing additional power and torque.

Note:
Dual plane intake manifolds are designed for 262-400 c.i.d. small block Chevy engines operating in the 1,500- 7,000 rpm range. In most cases these manifolds accept late model water necks, air conditioning, alternator and H.E.I. ignition systems. Recommended for use with heads having 180cc, 200cc intake runners.

Dart SBC Single Plane Manifold

Specifications:
Please call for part numbers and pricing
RPM Range: 3,000 - 8,500
Plenum Height: 5.550 Inches
Port Dimensions: 1.1" x 2.0" (W x H)
Gasket: Dart part# 65111205 or 65111206
(Depending on head port size)

Description:
Dart single plane manifolds are designed for all-out racing applications. These manifolds provide maximum performance for engines with standard port locations and are ideal for high power street performance, circle track and oval track applications.

Note:
Dart single plane manifolds are available with standard ports, raised ports, standard Holley type flanges and Dominator style flanges. Available for standard 9.025 decks and raised 9.325 decks. Recommended for use with heads having 200cc, 215cc and 230cc intake runners.

Dart Machinery
248-362-1188
www.Dartheads.com

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Important!

Improper installation may result in low mileage, poor performance and may require re-installation!

Preliminary Steps:

-Thoroughly read and review instruction sheet
- Inspect manifold for possible shipping damage, in the event of damage contact your dealer immediately
- Check all threaded holes
- Check all internal passages with a light and a wire, make sure they are clean and unobstructed
-Clean all contact surfaces

Important Note

To prevent gasket pieces from falling into ports and valley when cleaning old gaskets from head surfaces, seal off the ports and the lifter valley. After cleaning remove all remaining particles before unsealing. Wipe surfaces with alcohol to remove oil or grease. This precaution will ensure proper gasket sealing.

Procedures for Installation of Manifold:

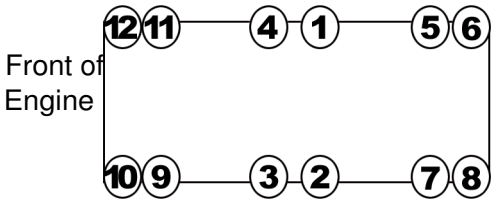
1. Use teflon tape or PST thread sealer, install fittings, pipe plugs and carburetor studs from your stock manifold. Do not over-tighten as damaged threads or a cracked mounting boss may result.

2. Apply a thin coat of spray adhesive to the cylinder head intake gasket surface. Carefully lay the gasket in place, aligning all ports and bolt holes.

3. Apply a bead of oil resistant RTV silicone approximately 1/4" wide to the front and rear block sealing surfaces. Make sure to overlap manifold gaskets at all four corners. Do not use cork or rubber gaskets. In some cases there may be right and left specific gaskets, be sure that the gaskets are placed correctly.

4. Position your intake manifold on the engine, making sure that all bolt holes are centered. Re-check gasket placement if manifold must be moved.

5. Install intake bolts, applying RTV silicone or teflon tape to threads where exposed to water, oil, or engine vacuum. Torque bolts in sequence as shown in the diagram below to 15lbs, then torque again to 25lbs. Finish by torqueing to 25lbs again after engine is to temperature.



Troubleshooting: Causes of poor mileage and performance

1. Incorrect selection of manifold for engine application.
2. Incorrect carburetor choice.
3. Re-curving distributor curves when not recommended.
4. Incorrect automatic choke setting.
5. Failure to adjust automatic transmission shift point when necessary.
6. Vaccum leaks due to cracked lines, faulty seals, manifold gaskets, bolts, pipe plugs or carburetor gaskets.
7. Failure to set timing to spec with timing light.
8. Failure to replace plugs, wire, points or to rebuild carburetor when necessary.
9. Dirty air cleaner elements.