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## CHEVY SMALL BLOCK INTAKE MANIFOLD INSTALLATION INSTRUCTIONS

Chevy small blocks are notorious for oil leaks at the rear of the intake manifold by the distributor: also known as the 'China Wall'.

We recommend that when you are ready to install your new intake manifold do so as follows.

Engine block has been cleaned and properly prepared. Dry fit the intake manifold with the new intake gaskets in place. Be sure all holes line up etc. Also be sure that you have the proper intake gasket for your particular intake/head combination; i.e., gaskets have been port matched.

Remove the new intake manifold. Use a high quality silicone sealant and lay down a very thick bead at the front and rear block rib. Use no gasket – only the silicone sealant. Set the intake manifold in place allowing the silicone to squeeze out. Install all the intake manifold bolts, BUT, only finger tight !!! Allow the sealant to set-up for 48 hours.

After 48 hours torque the intake manifold bolts. What you are doing by letting the sealant set-up for 48 hours before torquing is preventing it from squeezing out too far and either creating a leak or worse having some of the sealant fall into the engine valley. When you torque the cured silicone sealant you'll have a formed gasket that will never leak or blow out with excessive crankcase pressure.

## Notes:

- 1. If you are installing a TPIS Mini Tunnel Ram we have drilled & tapped the rear coolant passages for ¼" pipe fittings. This allows you to either add a set of small fittings to connect to the "coolant bleed" found on many L98 Vettes or even install larger beaded hose fittings and plumb the heads for extra coolant flow.
- 2. We also have drilled & tapped the manifold in 3 places for ¼-20 screws & added 4 cable clamps for re-doing your GM wiring harness. Undo the stock GM harness for the injectors etc., and use black split loom to create a new harness with proper support thru the cable clamps. If you choose not to use simply remove the cable clamps and use the screws to plug the holes.