Selecting the Correct Manifold for your Application

Professional Products offers a number of different designs of manifolds to fit a variety of requirements. Check out the various styles outlined below to see which manifold design best fits your specific application. Make sure that the manifold you have selected is correct for your needs.

CYCLONE Manifold (Idle to 5,500 rpm)
The Professional Products Power-Plus Cyclone manifolds are low rise, dual plane. These are excellent street manifolds and will provide increased power and torque over a wide rpm range, typically from idle to 5,500 rpm. They also feature excellent throttle response. These manifolds are available in both non-EGR and EGR versions and the Cyclone models are street legal when used with the correct carburetor and application. See catalog. Models available for SB and BB Chevy.

TYPHOON Manifold (1,500 to 6,500 rpm)
The Power-Plus Typhoon manifolds are a high rise dual plane intake. These manifolds typically perform best in the 1,500 to 6,500 rpm range and also have excellent throttle response. These manifolds have larger plenums and runners which match the higher lift cams and free flow exhaust found on many high performance engines. Not intended for emission engines. Models for SB Ford and Chevy and big block Chevy.

CROSSWIND Manifold (1,500 to 6,500 rpm)
The CrossWind models are all based on basic Typhoon design and offer all the same benefits and design features found in similar Typhoon models. However the CrossWind features a lowered valley cover with an open area under the plenum that allows a free flow of air and also isolates the hot oil chamber from the plenum. This creates a cooling effect on the intake charge which provides additional power and torque in the 1,500 to 6,500 rpm range. Models for SB Ford, SB Chevy, and SB Chrysler.

HURRICANE Manifold (3,500 to 8,500 rpm)
These are single plane, high rise manifolds designed for all out racing applications. Our small block Hurricane has been proven in dyno tests to be the best overall performing manifold of this type. Models currently available for small block Chevy (both standard 23° heads as well as Vortec), small block Ford and big block Chevy.

Intake Manifold General Instructions for Removal and Installation

NOTE: PLEASE READ INSTRUCTIONS COMPLETELY BEFORE INSTALLATION.

This instruction sheet is designed to cover a wide variety of vehicle applications. If your vehicle is not equipped with any items referred to in these instructions (EGR, transmission kick-down linkage, air conditioning, power brakes, etc.,) proceed to the next step. Follow these instructions carefully, so that you can achieve the results intended for this high quality performance intake manifold. Slight errors in installation can make a big difference in performance, mileage and emissions. Warranty is void if proper installation procedures are not followed.

CHECK LIST:
1. Fully read and understand all of the instructions.
2. Inspect manifold for any shipping damage. If damaged, contact your dealer immediately.
3. All threaded holes have been checked by the factory but do a quick check to make sure they are all clean and not damaged.
4. Check all internal passages with a flashlight and a wire, making sure the passages are clean and not obstructed.
5. Use proper OEM or aftermarket intake gaskets. See pages 3 and 4 of this instruction sheet for specific gasket recommendations.
6. Use Teflon® tape on all pipe plugs.
7. Remove dowel pins from end seal surface on Ford products. Use vise grip pliers for removal.
8. Use correct carburetor and adapter if recommended. Always use a new carburetor gasket.
9. Re-install vacuum lines correctly and replace any bad lines with the correct size.
10. Position manifold and follow torque sequence correctly per instruction sheet.
11. Set ignition timing to correct specifications.
12. Test drive your vehicle before installation, noting at what point automatic shift points occur. After installation of this manifold, adjust linkage to achieve same shift points. (If applicable)
13. Check emission parts for proper function before removing stock manifold.

NOTE: This manifold was thoroughly checked at the factory. It has been pressure tested to assure that no air or water leaks occur. All the tapped holes have been cleaned after polishing with the proper taps. The manifold has been vapor blasted to clean it and then meticulously hand detailed before packing for shipment.

Parts supplied:
1. Intake manifold gasket set. See page 3 and 4 of these instructions for specific recommendations.
2. 0.850" O-rings, silicone-based sealant such as Mr. Gasket Part No. 7989, or equivalent.
3. Spray gasket adhesive, such as Fel-Pro’s “Spray Tack” Part No. 220, or equivalent.
4. Pipe plugs, if needed, either 3/8" or 1/2-NPT.
5. Carburetor base gasket (usually supplied with carburetor).
6. Teflon tape or pipe dope.

NOTE: Please install tanged (pipe) fittings in an aluminum manifold with a tanged Teflon wrap or thread damage and/or leakage will likely occur.

Tools normally required:
1. Socket wrench set
2. Open end wrenches
3. Box end/flare wrenches (optional)
4. Distributor wrench
5. Ignition wrench set
6. Screwdrivers (Standard and Phillips)
7. Gasket scraper or putty knife
8. Channel lock and hose clamps
9. Torque wrench
10. Timing light and vacuum gauge
11. Drain bucket
12. Rags
13. 3/8"x16UNC tap (for cleaning bolt holes)

Manifold Height (in inches)
5200/5201/5202/5203/5204 4.05
5205/5206 4.25
5210/5211/5212/5213 4.40
5220/5221/5222/5223 4.65
5227/5228 4.65
5230/5231/5232/5233 4.75
5300/5301 4.85
5302/5303 5.22
5303/5304 6.16
5304/5305 5.88
5306/5307 5.88
5400/5401 4.12
5402/5403 11.05
5402/5403/5404 12.12
5405/5406 12.12
5407/5408 15.39
5412/5413 5.47
5418/5419 5.62
5502/5503 5.50
IGNITION REMOVAL PROCEDURES:
FOLLOW INSTRUCTIONS CAREFULLY AS SERIOUS DAMAGE CAN OCCUR WHEN IGNITION IS NOT RE-INSTALLED CORRECTLY.
1. Remove distributor.
2. Note position of rotor, then mark the distributor housing line in with the rotor tip.
3. Note position of vacuum line, vacuum canister and place a reference mark on a convenient surface.
4. Turn off the engine. Make sure ignition is off and position of magnetic trigger wheel (if so equipped); if closed, note the distance from point block to cam base.
5. Remove distributor. DO NOT rotate engine after removing distributor.
6. Remove the intake manifold to-cylinder head bolts.
7. Remove intake manifold.

PREPARATION FOR INSTALLING MANIFOLD:
1. Clean all mating surfaces thoroughly.
2. CAUTION: To prevent gasket pieces from falling into the engine block, use a magnet to retrieve them.
3. Place aluminum pipe plugs in an aluminum manifold. Damage to threads or aluminum surface will result if you try to remove them.
4. If any water or radiator coolant gets on the manifold we recommend that you visually examine all tapped holes in the manifold, if you so desire. For racing use, where thermostats are generally not required, we strongly recommend that you hand polish the manifold surfaces, insert rags into ports and lay rags in lifter valley.
5. Clean all mating surfaces thoroughly.
6. Apply a thin coat of spray adhesive to the cylinder head(s) of intake manifold. Lay manifold gasket in place, aligning ports and bolt holes.
7. Install intake manifold.
8. Install thermostat.
9. Install heater and radiator hoses. NOTE: Check that radiator drain plug is exposed before replacing coolant.
10. Install Ignition.
11. Install carburetor to this atmosphere making sure distributor fully engages the oil pump drive shaft.
12. Connect location of rotor and distributor body, making sure your reference marks line up. Refer to Ignition Removal section (step 2, 3, and 4). Install hold-down clamp and tighten distributor just enough that it still can be rotated by hand.
13. Install hold-down clamp and tighten distributor just enough that it still can be rotated by hand.
15. Check that there is adequate clearance for throttle and choke linkages through their range of travel.

IMPORTANT: Check for adequate hood clearance before closing hood. Close hood 0.5” more than you did with your hood open to allow for heat expansion.
16. Install engine filler cap.

GENERAL INFORMATION:
1. Peripherically (every six months or 6500 miles) re-check the torque on the manifold bolts to minimize the possibility of a vacuum leak.
2. If the cylinder heads have been milled or the cylinder head block “decked,” the cylinder head faces and the end surfaces of the manifold must be remilled to compensate. This is necessary to maintain correct port alignment, minimize the possibility of manifold vacuum leaks, and assure proper engine performance.
3. Ignition timing. The flow of fluid into the engine is affected by the speed of the engine. As engine speed increases, the ignition delay is advanced, the way only. You must determine the exact speed at which you wish to begin the speed as specified by your instructions. Customers requiring warranty service should contact the dealer from whom they purchased the manifold. The dealer will contact the factory, the breach of any written or implied warranty pertaining to the manifold. This is the measure of a truly efficient racing manifold.

This manifold is warranted free from defects in both materials and workmanship for a period of one year from date of purchase, provided that the product is properly installed and subjected to normal use and service and the product is not modified or altered in any way unless specified by our instructions. Customers requiring warranty service should notify the dealer from whom they purchased the manifold. The dealer will contact the factory, the breach of any written or implied warranty pertaining to the manifold. This is the measure of a truly efficient racing manifold.

If you elect not to use these additional tapped holes, you will need to plug them with either 3/8-NPT or 1/4-NPT pipe plugs. While we recommend using steel or stainless steel plugs, if you use aluminum plugs you must use anti-seize compound or Teflon® tape or the plugs may seize.

MANIFOLD WARRANTY

Manifold warranty will have to be accompanied by proof of purchase and a specific description of the problem. The period of coverage is one year from date of purchase, provided that the product is properly installed and subjected to normal use and service and the product is not modified or altered in any way unless specified by our instructions. Customers requiring warranty service should notify the dealer from whom they purchased the manifold. The dealer will contact the factory, the breach of any written or implied warranty pertaining to the manifold. This is the measure of a truly efficient racing manifold.

CAUTION: Your manifold is cast of aluminum. Aluminum is a very soft material and any holes can be easily stripped. While we recommend using steel or stainless steel plugs, if you use aluminum plugs you must use anti-seize compound or Teflon® tape or the plugs may seize.
This manifold is primarily designed for - Manifolds 52000/52001, 52006/52007, 52008/52009, and 52010/52011 - SB Chevy 327 & 400 c.i.d V8

Check legality in your state, it is sometimes necessary to adjust the transmission kickdown linkage to the carburetor in order to obtain wide-open throttle. This adjustment is made by loosening the locking grommet and pulling enough kick-down cable through the grommet to achieve full throttle. Lock the grommet against the kickdown cable and connect kickdown linkage to the carburetor. Consult the appropriate chassiss service manual for more detailed adjustment instructions.

InSTRuCTIoNS FOR SPeCIAL MANIFoDS:

52006/52001/52010/52011 - SB Chevy 327 & 400 c.i.d V8

1. Street Legal - The 52000/52001 manifold is a stock replacement part when used with an OEM carburetor on 1966-72 302, 327 & 350 V8 passenger cars and 1966-83 trucks and Suburbans, non EGR.
   2. This manifold will accept all stock parts (in most cases) when used with the stock carb or one of the carburetors recommended below.
   3. Choke well gasket. GM Part No. 1409684.
   4. Transmission kick-down bracket (if converting from 2BBL to 4BBL) GM Part No. 3973000, or equivalent.
   5. Intake Gaskets - Use Fel-Pro 1256, Fel-Pro 1204, or Edelbrock 7201. Or Fel-Pro 1205 w/aftermarket heads.
   6. Carburetor recommendations:
      a. OEM 4BBL (Will not fit 52010/52011)
      b. Holley #0-1850 600 cfm Vacuum
      c. Edelbrock #1400, #1405, #1406 600 cfm
      d. Edelbrock #1407, #1411 750 cfm
   7. Use our supplied carb adapter and gasket if you install a square bore carburetor. See Fig. 2. Not required on 52010/52011.
   8. Brackets - Due to the design of this manifold, the throttle and kickdown brackets on some model vehicles may require modification to fit. You can purchase an Edelbrock #8036 or chrome #8030 bracket or modify your existing bracket if this condition exists with your vehicle. See Figure 1 on page 6.

52006/52007 - SB Chevy Cyclone EGR

1. This manifold is equipped with EGR provision and is intended as a direct identical replacement for the O.E.M. equivalent manifold. All exhaust emissions or emissions related stock components are intended to be retained and be functional.
2. Carburetor recommendations. Note that in order for the vehicle to be emissions legal, you must use one of these carburetors:
   a. OEM 4-bbl - Requires use of Edelbrock #9171 choke rod and #8035 EGR adapter.
   b. Edelbrock Performer #1400 (600 cfm) Requires use of Edelbrock #1476 EGR adapter.
   c. Edelbrock Q-Jet #1902 (750 cfm) Requires use of Edelbrock #9171 choke rod or Edelbrock #9193 choke kit.
   d. Edelbrock Q-Jet #1903 (750 cfm) Requires use of Edelbrock #1930 choke kit.
   e. Edelbrock Q-Jet #1904 (795 cfm)

3. The throttle kick-down bracket on some model vehicles may require modification to fit on the manifold. If this applies to your installation, you can either use an Edelbrock #8036 or #8030 bracket or modify yours as shown in Figure 1 on page 6 of these instructions.
   4. Use only Fel-Pro 1256, 1204 or Edelbrock 7201 Intake Gaskets. Do not use the end seals provided in these kits. Use a 1/4” high bead of RTV silicone sealant instead. See general instructions in this booklet.
   5. EGR Valve Information:
      a. GM #14013681 (1/4-inch steel plate) should be used for a positive gasket seal with all bolt-on EGR valves. If a new EGR valve is required, use a GM #17006253 for cars and GM #17006198 for trucks.
      b. This manifold will not accept 1979-90 305 V8 EGR valve. Use one of the recommended new GM valves.
      c. Edelbrock carb #1400 and Holley carb will require an Edelbrock #8035 EGR Adapter to reposh the EGR valve for linkage clearance.
      d. For clamp-type EGR valves (1973-'74) use Edelbrock #8036 EGR Adapter with GM #14033681 EGR Valve spacer plate.
52020/52021 & 52025/52026 - SB Chevy V8

1. This manifold will not accept stock EGR equipment. EGR systems are used on some ‘72 and later vehicles and only in some states. Check local laws for requirements. This manifold is not legal in CA on pollution controlled vehicles.

2. This manifold is designed to accept late model water neck, A/C, alternator, and HEI ignition systems. Use same carburetors recommended above for 52006/52001 manifold. Use supplied adapter and gasket to utilize a square bore carburetor with this manifold.

3. Brackets - Due to the design of this manifold, stock throttle brackets that attach to the manifold will not fit. Use a bracket that attaches to the carb, available from several aftermarket performance parts suppliers.

4. Gaskets & seals - Use a Fel-Pro #1255 intake gasket set. Do not use any sealer on the intake gasket. Eliminate the end seals and use automotive grade RTV silicone. Apply a 1/4” high bead across the front and back of block, overlapping the intake gasket at the four corners. Torque to 10-15 lb. ft. Do not exceed these specs.

Special Note: This manifold is primarily designed for use on Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block block directly to the water pump. Important: If you use this manifold on a 1996 and later Vortec engine (which has a bypass block in the block), you must run a coolant bypass line from the manifold to the 5/8” hose nipple on the passenger’s side of the water pump. Route from 3/8” tapped hole in front of Professional Products manifold.

52020/52021 - SB Chevy Cyclone EGR

Figure 1

- Remove material from shaded area to provide clearance for throttle bracket or kickdown bracket, or use a Professional Products Bracket Kit. See Figure 4.

Figure 2

- Manifolds 52000/52001, 52006/52007, 52008/52009, and 52010/52011 are designed to accept the stock style spread bore carburetor.

- To use a square bore carb, you must utilize the supplied carb adapter plate and gasket or air leakage will occur at the base of the carburetor.

Figure 3

- In order to use both the early or late style stock Ford throttle bracket with our manifold we will not accept the supplied adapter bracket as shown in this drawing.

Figure 4

- Bracket Kit - This kit provides brackets for throttle cable, cruise control, and transmission kickdown cables for 1979 and earlier small block Chevy applications. Use on 52006/52007, 52008/52009, 52010/52011, 52020/52021 and 52025/52026 manifolds.

Bolt tightening sequences:

- FRONT OF ENGINE

- See supplied owner's manual for specific tightening torque for bracket, valve cover, and related stock components are intended to be retained and retained. This manifold is equipped with EGR provision and is intended as a direct identical replacement for the O.E.M. equivalent manifold. All exhaust emissions or emissions related stock components are intended to be retained and be functional.

- Carburetor recommendations. Note that in order for the vehicle to be emissions legal, you must use one of these carburetors:

- a. OEM 4-bbl - Requires use of Edelbrock #9171 choke rod and #8035 EGR adapter.
- b. Edelbrock Performer #1400 (600 cfm) Requires use of Edelbrock #1476 EGR adapter.
- c. Edelbrock Q-Jet #1902 (750 cfm) Requires use of Edelbrock #9171 choke rod or Edelbrock #9193 choke kit.
- d. Edelbrock Q-Jet #1903 (750 cfm) Requires use of Edelbrock #1930 choke kit.
- e. Edelbrock Q-Jet #1904 (795 cfm)

- Special Note: This manifold is primarily designed for use on Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block block directly to the water pump. Important: If you use this manifold on a 1996 and later Vortec engine (which has a bypass block in the block), you must run a coolant bypass line from the manifold to the 5/8” hose nipple on the passenger’s side of the water pump. Route from 3/8” tapped hole in front of Professional Products manifold.

- 52020/52021 - SB Chevy Cyclone EGR
INSTRUCTIONS FOR SPECIFIC MANIFOLDS (Continued)

5. Gaskets - Use Fel-Pro #1025, Edelbrock #7201, or OE equivalent gaskets.

5207/52028 - SB Chevy vW/Port Heads

1. This manifold essentially uses the same design as the 5207/52025/52026/52027 series but is intended for use on engines equipped with 1996 and later Vortec cast iron heads or Edelbrock E-Tech aluminum heads. The manifold accepts late model water neck, alternator, and HEI ignition. Use same parts as recommended for 52020/52021 above.

2. See notes 3 and 4 of manifold 52006/52007. All the same notes apply to this manifold.

5203/52031 - Chevy 262 - 400 cid V8

1. This is a very high performance racing manifold. It can be used for street applications but some loss of low speed torque will be experienced. This type of manifold is also popular for street applications due to its height. Since most street rods have a very high power to weight ratio, the loss of low speed torque is usually not a significant factor. Note that on a moderate horsepower engine below 400, the EGR valve will be moved in position different from the manifold standard to our 52002 Typhoon model. A high rise single plane manifold requires a big cam and free breathing heads to take full advantage of this type of design.

2. This manifold is not legal for street use on pollution controlled vehicles.

3. Intake Gaskets - Use Fel-Pro #1125 or may be ported to a Fel-Pro #1126 size.

4. Carburetor recommendations:
   a. Holley #4160 4 bbl (750 cfm)
   b. Holley #4779 530 cfm
   c. Edelbrock #1407, #1411 575 cfm
   d. Edelbrock #1408, #1409 415 cfm
   e. Edelbrock #1407, #1408 415 cfm
   f. Ford #18C 540 cfm

5. See additional notes on page 7.

5202/52023 - SB Chevy vW/Port Heads

1. This manifold is basically the same design internally as the 5203/52031 above but is intended for use on engines equipped with 1996 and later Vortec cast iron heads or Edelbrock E-Tech aluminum heads.

2. All the same notes for the 5203/52031 above apply to this manifold except it requires the use of a Fel-Pro #1125 intake gasket.

3. See notes 3 and 4 of manifold 52006/52007. All of the same notes apply to this manifold.

5300/52030 - Big Block Chevy V8 (Oval Port)

1. Street Legal - This manifold is a stock replacement part when used with a stock or legal replacement carburetor on 1967-72 396, 402, 427, or 454 cid engines originally sold without EGR. This manifold will not accept EGR equipment.

2. This manifold will accept all stock parts (in most cases) when used with the stock carb or one of the carburetors recommended below.

3. Intake Gaskets - Use Fel-Pro #1125 or OE equivalent.

4. Carburetor recommendations:
   a. Holley #4160 4 bbl (750 cfm)
   b. Holley #4779 530 cfm
   c. Edelbrock #1405 600 cfm
   d. Edelbrock #1406, #1407 454 cfm
   e. Edelbrock #1408, #1409 415 cfm
   f. Edelbrock #1407, #1408 415 cfm
   g. Ford #18C 540 cfm

5. Clearances - In applications with an Edelbrock or Holley carb, there may be some interference with the stock air cleaner. Use an Edelbrock #8221 or adapter #8022.

6. Caution: Check hood clearance when using a spacer.

7. Torque specs. Use 65 ft-lb. on all torque bolts. Do not over tighten as damage to the manifold may occur.

5400/520421 - EFI Mustang 1986-95 5.0 L V8

See separate instruction sheet supplied with kit for this manifold with specific information on this installation. See also page 6 of this instruction booklet.

5402/520431/54126/54127 - Ford 351W V8

See separate instruction sheet supplied with manifold for specific information on this installation.

5403/520430 - 260/289/302 SB Ford V8

See separate instruction sheet supplied with manifold for specific information on this installation.

1. This is a medium rise single plane manifold intended for racing applications. Not intended for street use as there is no provision for choke, emission parts, etc. Will not fit Boss 302 or 289 cid engine. This is a non-EGR manifold.

2. This manifold can be used with ported factory cast iron 289, 302, or 351W cylinder heads, (on a 289/302 block) or aluminum heads. Early (V, '69, '70, & '71 351W), or aftermarket aluminum heads are highly recommended.

3. Use a Holley double pumper 4150 style carburetor. Exact size of carb is dependent upon the total displacement of your engine. See Holley catalog for recommendations.

4. Additional parts that may be required: Edelbrock #8011 automatic transmission rod extension kit. Edelbrock #8016 bolt and stud for Ford Holley carbs.

5. Port matching to your heads is recommended for optimum performance.

6. Holley carburetor may provide better performance on some applications. A slight richening of the jets may be required.

7. If a Mallory Comp 9000 distributor is used, the fins on the side of the distributor may possibly interfere with the manifold. If necessary, trim the fins on the side of the distributor for clearance.

8. Always check for hood clearance before closing the hood when installing a taller manifold such as this one.

54126/54127 - Ford 351W V8

See separate instruction sheet supplied with manifold for specific information on this installation.

INFORMATION PERTAINING TO CALIFORNIA SMOG CHECK PROCEDURES

The following manifolds are considered stock replacement parts on non-EGR equipped vehicles as listed below:

$2000, 52001 - Chevrolet - All models with 302, 327, & 350 V8 w/OE4bbl carb; 66-72 (1973 non-CA) passenger cars and 66-63 trucks, Suburbans and heavy trucks originally sold as non-EGR.

$4000, 52001 - Ford - All models with 289 and 302 V8 w/OE4V carb; 66-72 (1973 non-CA) passenger cars and 66-83 trucks, Suburbans and heavy trucks originally sold as non-EGR.

The following manifolds are considered stock replacement parts on EGR emissions controlled vehicles as listed below:

$2008, 52001 - Chevrolet - All 1972-86 models with 305, 350 or 400 V8 w/4bbl carb or Edelbrock #1400 carb, and #1996 corporate engines (with 450 V8).

$4020, 52041 - Ford Mustang - All 1986-95 models with 5.0 L V8 engines and EFI induction system with functioning EGR, PVC and all other emissions related connections and functions.

When you refill your fuel on page 4, you should retain a copy of your original sales receipt showing one of the above part numbers, and this instruction sheet showing the above information as well as the excerpt from the CA Bureau of Automotive Repair Inspection Manual - Rev. 1, Dec. 1990, Appendix K.

INTAKE MANIFOLDS

On vehicles that are not emission tested (see above Appendix B) any intake manifold/fuel metering system is allowable, as long as any required PCV systems are functional.

On exhaust emission controlled vehicles not required to be equipped with an EGR system, any intake manifold that makes provision for the OEM emissions control system (TAC, carburetor, thermal switches, choke dampers, etc) is also considered legal.

On vehicles requiring an EGR system, the manifold must meet the above requirements, and be marketed by the manufacturer as designed for use on EGR equipped pollution controlled vehicles.

INFORMATION PERTAINING TO CALIFORNIA SMOG CHECK PROCEDURES

The following manifolds are considered stock replacement parts on non-EGR equipped vehicles as listed below:

$2000, 52001 - Chevrolet - All models with 302, 327, & 350 V8 w/OE4bbl carb; 66-72 (1973 non-CA) passenger cars and 66-83 trucks, Suburbans and heavy trucks originally sold as non-EGR.

$4000, 52001 - Ford - All models with 289 and 302 V8 w/OE4V carb; 66-72 (1973 non-CA) passenger cars and 66-83 trucks, Suburbans and heavy trucks originally sold as non-EGR.

The following manifolds are considered stock replacement parts on EGR emissions controlled vehicles as listed below:

$2008, 52001 - Chevrolet - All 1972-86 models with 305, 350 or 400 V8 w/4bbl carb or Edelbrock #1400 carb, and #1996 corporate engines (with 450 V8).

$4020, 52041 - Ford Mustang - All 1986-95 models with 5.0 L V8 engines and EFI induction system with functioning EGR, PVC and all other emissions related connections and functions.

When you refill your fuel on page 4, you should retain a copy of your original sales receipt showing one of the above part numbers, and this instruction sheet showing the above information as well as the excerpt from the CA Bureau of Automotive Repair Inspection Manual - Rev. 1, Dec. 1990, Appendix K.
INSTRUCTIONS FOR SPECIFIC MANIFOLDS (Continued)

25027/52028 - SB Chevy w/Vortec heads

This manifold essentially uses the same design as the 52030/52031 manifold but is intended for use on engines equipped with 1996 and later Vortec cast iron heads or Edelbrock E-Tech aluminum heads. The manifold accepts late model water neck, alternator, and HEI ignition. Use same gaskets recommended for 52020/52021 above.

25030/52031 - SB Chevy 262 - 400 cid V8

1. This is a very high performance racing manifold. It can be used for street applications but some loss of low speed torque will be experienced. This type of manifold is also popular for street for applications due to its height. Since most street rods have a very high power to weight ratio, the loss of low speed torque is usually not a significant factor. Note that on a moderate horsepower engine (below 400 hp) this type of manifold will be much more effective in this overall combination. This manifold is intended for use with our 52006 Typhoon model. A high rise single plane manifold requires a big cam and free breathing heads to take full advantage of this type of design.

2. This manifold is not legal for street use on pollution controlled vehicles.

3. Intake Gaskets - Use Fel-Pro #1215 or 25027 below and a Fel-Pro #1212 for oval port heads.

4. Carburetor recommendations:
   a. Holley #4810 480 cfm Vacuum
   b. Edelbrock #80450 600 cfm Vacuum
   c. Holley #4780 550 cfm Mechanical
   d. Edelbrock #4107 550 cfm Mechanical

5. Gaskets - Use Fel-Pro #1205, Edelbrock #7201, or OE equivalent gaskets.

6. Brackets - A throttle mounting adapter plate is supplied with each manifold to adapt both early and later type stock throttle brackets to our manifold. Our bracket bolts to the manifold with the same bolts that hold the carb to the manifold. See Fig. 3 on page 6.

7. Torque specs. See sequence chart on page 6. Following this sequence, torque bolts to 10 lb. ft. Then following same sequence, torque bolts to 15-18 ft. lb. Do not over tighten as damage to the manifold may occur.

54020/54021 - EFI Mustang 1986-'95 5.0 L V8

See separate instruction sheet supplied with this kit for manifold specific carburetor information on this installation. Also, see page 6 of this instruction booklet.

54520/54521-S5/6412/64127 - Ford 5.8 V8

See separate instruction sheet supplied with manifold for specific carburetor information on this installation.

54020/54021 - 260/289/302 SB Ford V8

See separate instruction sheet supplied with manifold for specific carburetor information on this installation.

STREET LEGALITY

Several of our manifolds are legal for use on selected street models when the original style OE carburetor is used. Some aftermarket carburetors are also exempted for use as well. The following termology has been excerpted from the California State Bureau of Automotive Repair Inspection Manual - Rev. 1, Dec. 1990, Appendix K.

INTAKE MANIFOLDS

On vehicles that are not emission controlled vehicles (see Appendix B) any intake manifold/fuel metering system is allowable as long as no other required PCV systems are functional.

On exhaust emission controlled vehicles not required to be equipped with an EGR system, any intake manifold/motor that makes provision for the OEM emission controls (TAC, carburetor, thermal switches, choke stove, etc.) must be included, except with those vehicles not required to have EGR, PVC and all other emissions related connections and functions.

If you are removing your manifold on a CA smog check, you should retain a copy of your original sales receipt showing one of the above part numbers, and this instruction sheet showing the above information as well as the excerpt from the CA Bureau of Automotive Repair Inspection Manual on page 5 of these instructions (see above). In the event that the inspector raises an issue over the legality of your manifold, present these materials. For additional information, contact B.A.R. 1-800-952-5210 (CA only)

INFORMATION PERTAINING TO CALIFORNIA SMOG CHECK PROCEDURES

The following manifolds are considered stock replacement parts on non-EGR, non-cat equipped vehicles as listed below:

$2000, S2001 - Chevrolet - All models with 302, 327, & 350 V8 w/ OEM 4bbl carb; 66-72 (1973 non-CA) passenger cars and 66-83 trucks, Suburbans and heavy trucks originally sold as non-EGR.

$4000, S4001 - Ford - All models with 289 and 302 V8 w/OEM 4V carb; 66-72 (1973 non-CA)

$5000, S5001 - Chevrolet - All models with 396, 402, 427, 454, V8 w/OEM 4bbl carb; 65-72 (1973 non-CA) passenger cars and 66-83 trucks, Suburbans and heavy trucks originally sold as non-EGR.

$5200, S5201 - Ford - All models with 396, 402, 427, 454, V8 w/OEM 4bbl carb or Edelbrock #1400 carb, and 1966-84 corporate V8 engines.

The following manifolds are considered stock replacement parts on EGR emissions controlled vehicles as listed below:

$2000, S2009 - Chevrolet - All 1972-'86 models with 305, 350 or 400 V8 w/OEM 4bbl carb or Edelbrock #1400 carb, and 1966-86 corporate engines.

$4020, S4021 - Ford - Mustang - All 1986-'95 models with 5.0L V8 engines and EFI induction system with functioning EGR, PVC and all other emissions related connections and functions.

When returning a returnable check for CA smog checks, you should retain a copy of your original sales receipt showing one of the above part numbers, and this instruction sheet showing the above information as well as the excerpt from the CA Bureau of Automotive Repair Inspection Manual on page 5 of these instructions (see above). In the event that the inspector raises an issue over the legality of your manifold, present these materials. For additional information, contact B.A.R. 1-800-952-5210 (CA only)
Stock Throttle Bracket

Supplied carburetor adapter plate

Supplied carburetor adapter gasket

Figure 1 - Remove material from shaded area to provide clearance for throttle bracket or kickdown bracket, or use a Professional Products #52125 or #52126 Bracket Kit. See Figure 4.

Stock Ford early or late Throttle Bracket. Note that your bracket may not appear identical to this drawing.

Supplied Adapter Bracket. Position as shown.

Installation Illustrations

Figure 2 - Manifolds 52000/52001, 52006/52007, 52008/52009, and 52000/52001 are designed to accept the stock style square bore carburetor. To use a square bore carb, you must utilize the supplied carb adapter plate and gasket or air leakage will occur at the base of the carburetor.

Figure 3 - In order to use both the early or late style Ford throttle bracket with our manifold, you will need to accept the supplied adapter bracket as shown in this drawing.

Figure 4 Bracket Kit - This kit provides brackets for throttle cable, cruise control and transmission kickdown cables for 1978 and earlier small block Chevy applications. Use on 52000/52001/52006/52007/52009/52010/52011/52020/52022/52024 and 52026 manifolds.

52125 - All stainless steel
52126 - Zinc plated steel

Bolt tightening sequences: FRONT OF ENGINE

WARNING: Torque all bolts no more than 10 ft. lbs. on Vortec or 15 ft. lbs. on carb or manifold.

SB Chrysler

Vortec

SB Chevy

BB Chevy

BB Ford

Figure 2006/2007 - SB Chevy w/Vortec Heads (Non EGR)

1. This manifold is for 262-400 small block Chevy equipped with late model Vortec (Gen+1) cast iron heads or Edelbrock E-Tec aluminum heads. The manifold accepts late model water neck, alternator and HEI ignition systems. Use same carbs recommended above for 52000/52001 manifolds. Use supplied adapter and gasket to utilize a square bore carburetor with this manifold.

2. Brackets - Due to the design of this manifold, stock throttle brackets that attach to the manifold will not fit. Use a bracket that attaches to the carb, available from several aftermarket performance parts suppliers.

3. Gaskets & sealants - Use a Fel-Pro #1255 intake gasket set. Do not use any sealant on the intake gasket. Eliminate the end seals and use automotive grade RTV silicone. Apply a 1/4” high bead across the front and back of block, overlapping the intake gasket at the four corners. Torque to 12-15 ft. lbs.

4. Special Note: This manifold is primarily designed for use on Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block directly to the water pump. Importantly, if you use this manifold on a 1996 and later Vortec engine (which has a hose in the block), you must run a coolant bypass line from the manifold to the 5/8” hole in the passenger’s side of the water pump. Route from 3/8” tapped hole in front of Professional Products manifold.

52008/52009 - SB Chevy Cyclone EGR

Check legality in your state), it is sometimes necessary to adjust the transmission kickdown linkage to the carburetor in order to obtain wide-open throttle. This adjustment is made by loosening the locking grommet and pulling enough kick-down cable through the grommet to achieve full throttle. Lock the grommet against the kick-down cable and connect kick-down linkage to the carburetor. Consult the appropriate chassis service manual for more detailed adjustment instructions.

INSTRUCTIONS FOR SPECIFIC MANIFOLDS:

52000/52001/52010/52111 - SB Chevy 362 - 400 old V8

1. Street Legal - The 52000/52001 manifold is a stock replacement part when used with an OEM carburetor on 1966-72 302, 327 & 350 V8 passenger cars and 1966-83 trucks and Suburbans, non EGR.

2. This manifold will accept all stock parts (in most cases) when used with the stock carb or one of the carburetors recommended below.

3. Choke well gasket. GM Part No. 1409684.

4. Transmission kick-down bracket (if converting to 2BLI to 4BLI) GM Part No. 3973000 or equivalent.

5. Intake Gaskets - Use Fel-Pro 1255, Fel-Pro 1204, or Edelbrock 7201. Or Fel-Pro 1205 w/aftermarket heads.

6. Carburetor recommendations:

a. OEM 4BLI (Will not fit 52010/52011)

b. Holley #0-1850 600 cfm Vacuum

c. Holley #0-8040 600 cfm Mechanical

d. Edelbrock #1400, #1405, #1406 600 cfm

e. Edelbrock #1407, #1411 750 cfm

7. Use our supplied carb adapter and gasket if you install a square bore carb. See Figure 2. Not required on 52010/52011.

8. Brackets - Due to the design of this manifold, the throttle and kickdown brackets on some model vehicles may require modification to fit. You can purchase an Edelbrock #8036 or chrome #8030 bracket or modify your existing bracket if this condition exists with your vehicle. See Figure 1 on page 6.

52006/52007 - SB Chevy w/Vortec Heads (Non EGR)

1. This manifold is for 262-400 small block Chevy equipped with late model Vortec (Gen+1) cast iron heads or Edelbrock E-Tec aluminum heads. The manifold accepts late model water neck, alternator and HEI ignition systems. Use same carbs recommended above for 52000/52001 manifolds. Use supplied adapter and gasket to utilize a square bore carburetor with this manifold.

2. Brackets - Due to the design of this manifold, stock throttle brackets that attach to the manifold will not fit. Use a bracket that attaches to the carb, available from several aftermarket performance parts suppliers.

3. Gaskets & sealants - Use a Fel-Pro #1255 intake gasket set. Do not use any sealant on the intake gasket. Eliminate the end seals and use automotive grade RTV silicone. Apply a 1/4” high bead across the front and back of block, overlapping the intake gasket at the four corners. Torque to 12-15 ft. lbs.

4. Special Note: This manifold is primarily designed for use on Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block directly to the water pump. Importantly, if you use this manifold on a 1996 and later Vortec engine (which has a hose in the block), you must run a coolant bypass line from the manifold to the 5/8” hole in the passenger’s side of the water pump. Route from 3/8” tapped hole in front of Professional Products manifold.

52008/52009 - SB Chevy Cyclone EGR

1. This manifold is equipped with EGR provision and is intended as a direct identical replacement for the OEM equivalent manifold. All exhaust emissions or emissions related stock components are intended to be retained and be functional.

2. Carburetor recommendations. Note that in order for the vehicle to be emissions legal, you must use one of these carburetors:

a. OEM 4-bbl - Requires use of Edelbrock #9171 choke rod and #8035 EGR adapter.

b. Edelbrock Performer #1400 (600 cfm)

Use of Edelbrock #1476 EGR adapter.

c. Edelbrock Q-Jet #1902 (750 cfm) Requires use of Edelbrock #9171 choke rod or Edelbrock #1931 choke kit.

d. Edelbrock Q-Jet #1930 (750 cfm) Requires use of Edelbrock #1930 choke kit.

e. Edelbrock Q-Jet #1934 (750 cfm)

3. The throttle kick-down bracket on some model vehicles may require modification to fit on the manifold. If this applies to your installation, you can either use an Edelbrock #8036 or #8030 bracket or modify yours as shown in Figure 1 page 6 of these instructions.

4. Use only Fel-Pro 1256, 1204 or Edelbrock 7201 Intake Gaskets. Do not use the end seals provided in these kits, use a 1/4” high bead of RTV silicone sealant instead. See general instructions in this booklet.

5. EGR Valve Information:

a. GM #14031388 (1/4-inch steel plate) should be used for a positive gasket seal with all bolt-on EGR valves. If a new EGR valve is required, use a GM #71006253 for cars and GM #71006198 for trucks.

b. This manifold will not accept 1979-90 305 V8 EGR valve. Use one of the recommended new GM valves.

c. Edelbrock carb #1400 and Holly carb will require an Edelbrock #8035 EGR Adapter to reposition the EGR valve for linkage clearance.

D. For clamp-type EGR valves (1973-74) use Edelbrock #8036 EGR Adapter with GM #14033678 EGR Valve spacer plate.

6. Carburetor Gaskets - If using a Rochester Quadrajet carburetor, use the base gasket recommended by the manufacturer for your specific model carburetor used. Otherwise, leaks may occur.

52020/52021 & 52025/52026 - SB Chevy V8

1. This manifold will not accept stock EGR equipment. EGR systems are used on some ‘72 and later vehicles and in only some states. Check local laws for requirements. This manifold is not legal in CA on pollution controlled vehicles.

2. This manifold is designed to accept late model water neck, A/C, alternator, and HEI ignition systems. Use recommended electric or manual type choke carburetors only. This manifold is recommended for street high performance and racing vehicles only.

3. Carburetor recommendations: Holley #0-3310 or Edelbrock Performer #1407. These are both manual carburetor kits.

4. Brackets - The throttle and kickdown brackets on some model vehicles may require modification to fit. You can purchase an Edelbrock #8036 or #8030 bracket or modify your existing bracket. See Figure 1 on page 6.

The carb location on this manifold is .7” higher and 1/2" farther forward. If you install standard carb cable brackets to the carb pad you will have no problem. It it
INSTALLING CARBURATOR:
1. Place new carburetor gasket on carburetor mounting surface. Do not use any type of sealant on car-
  burator gasket.
2. Install carburetor.
3. Connect all linkage and throttle springs.
4. Connect all vacuum lines. Refer to your tags or drawing for correct placement from Manifold Removal Procedure section.
5. Automatic transmissions only: Adjust kick-down or throttle pressure linkage for proper shift points. Check all linkages, making sure that they all function properly.
7. WIRE, BRACKETS AND VALVES COVERS:
   If valve covers were removed, re-install with new gaskets.
8. Install coil brackets, coil, wires, and all remaining brackets that were removed from manifold.

INSTALLING THERMOSTAT:
1. Install thermostat and apply silicone sealant on both sides of gasket and place on manifold.
2. Clean housing of any old material before positioning on gasket. Start bolts with a light torque.
3. Install heater and radiator hoses. NOTE: Check that radiator drain plug is closed before replacing coolant.

INSTALLING IGNITION:
1. Install distributor at this time making sure distributor fully engages the oil pump drive shaft.
2. Check location of rotor and distributor body, making sure your reference marks line up. Refer to Ignition Removal section (steps 2, 3, and 4). Install hold-down clamp and tighten distributor just enough that it still can be rotated by hand. Install distributor cap and wires.
3. Connect battery cable.
4. Hook up timing light and start engine; set timing to factory specs, tighten distributor.
5. Check for possible fuel, oil, or coolant leaks and proper choke operation.

INSTALLING AIR CLEANER:
1. Check that there is adequate clearance for throttle and choke linkages through their range of travel.

IMPORTANT: Check for adequate hood clearance before closing hood.

2. Operate engine for 30 minutes. Allow engine to cool and re-torque manifold bolts.

GENERAL INFORMATION:
1. Periodically (every six months or 6000 miles) re-
check the torque on the manifold bolts to minimize the possibility of a vacuum leak.
2. If the cylinder heads have been milled or the cy-
   linder block “decked,” the cylinder head faces and the end surfaces of the manifold must be milled to compensate. This is necessary to maintain correct port alignment, mini-
   mize the possibility of manifold vacuum leaks, and assure proper engine performance.
3. Ignition timing is the same as to set factory specification.

Any attempt to further advance the initial ignition setting will result in an adverse effect on exhaust emis-

sions levels and improper engine operation. Since idle speed increases as the ignition is advanced, the only way to bring the idle speed down is to advance the timing. Advance the timing from the position at which the manifold, if you so desire. For racing use, where thermostats are generally not used, we provide a slip-in Water Divider which has a built-in stove top and stamped brass and slots into the positions marked as in the position. (See photo) This Divider is provided with the manifold. It will be clamped securely once the Thermostat housing is bolted in place.

FIVE CORNER WATER OUTLETS
Seventy-five percent of all manifolds have two additional pipe tapped holes in the back of the manifold that access the cylinder head water jacket. Some customers have found that connecting these two rear holes with a plumbed hose can reduce engine overheating. From an appearance standpoint this plumbing is best done with black tapered -6 or -8 stainless steel hose from suppliers such as Russell, Earl's, Aerquip, or Goodridge.

MANFOLD WARRANTY
This manifold is warranted to be free from defects in both materials and workmanship for a period of one year from date of purchase, provided that the product is properly installed and subjected to normal use and service and the product is not modified or altered in any way unless specified by our instructions. Customers requiring warranty service should contact the dealer from whom they purchased the manifold. The dealer will contact the fac-

The product needs to be returned to the factory, the man-

MANNIFOLD WARRANTY
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This is the measure of a truly efficient racing manifold.

The Hurricane also used the least available to five other manifolds; Edelbrock Super Victor, Weiand Team G, Holley Strip Dominator, Brodix HV-1000, and a Chevrolet Bow 

To clean these type of stains from the manifold will usually require a period of one year from date of purchase, . You may improve the shine by rubbing the manifold with cornstarch or commercial whiting compound. For street use, the original finish should maintain a high degree of shine for a year or more. You may improve the shine by rubbing a clean cloth.

If you elect not to use these additional tapped holes, you will need to plug them with either 3/8-NPT or 1/2-NPT pipe plugs. We recommend using steel or stainless steel plugs. If you use aluminum plugs you must use anti-seize compound or Teflon® tape or the plugs may seize.

SPECIAL ADVISORY ON 5200/5201/250/250/2530/2530/2531
On 1987 through 1995 engines with cast iron heads, Chevrolet recommended a water divider and the rear center attachment bolts that bolt the manifold to the heads. We solve that little problem by supplying our special adapters that can be installed in the slotted holes in the mani-

If any water or radiator coolant gets on the manifold we recom-

For racing use, where thermostats are generally not used, we provide a slip-in Water Divider which has a built-in stove top and stamped brass and slots into the positions marked as in the position. (See photo) This Divider is provided with the manifold. It will be clamped securely once the Thermostat housing is bolted in place.

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Selecting the Correct Manifold for your Application

Professional Products offers a number of different designs of manifolds to fit a variety of requirements. Check out the various styles outlined below to see which manifold design best fits your specific application. Make sure that the manifold you have selected is correct for your needs.

CYCLONE Manifold (Idle to 5,500 rpm)
The Professional Products Power+Plus Cyclone manifolds are low rise, dual plane. These are excellent street manifolds and will provide increased power and torque over a wide rpm range, typically from idle to 5,500 rpm. They also feature excellent throttle response. These manifolds are available in both non-EGM and EGR versions and the Cyclone models are street legal when used with the correct carburetor and application. See catalog. Models available for SB and BB Chevy.

TYPHOON Manifold (1,500 to 6,500 rpm)
The Power+Plus Typhoon manifolds are a high rise dual plane intake. These manifolds typically perform best in the 1,500 to 6,500 rpm range and also have excellent throttle response. These manifolds have larger plenums and runners which match the higher lift cams and free flowing exhaust found on many high performance engines and racing applications. Models for SB Ford and Chevy, and big block Chevy.

CROSSWIND Manifold (1,500 to 6,500 rpm)
The CrossWind models features a lowered valley and wider runners which match the high performance street engines. Typhoon designs and offer all the same benefits and features. The CrossWind models are all based on basic stock manifold designs of manifolds to fit a variety of requirements.

NOTE: PLEASE READ INSTRUCTIONS COMPLETELY BEFORE INSTALLATION.

This instruction sheet is designed to cover a wide variety of vehicle applications. If your vehicle is not equipped with any items referred to in these instructions (EGR, transmission kick-down linkage, air conditioning, power brakes, etc.), proceed to the next step. Follow these instructions carefully, so that you can achieve the results intended for this high quality performance intake manifold. Slight errors in installation can make a big difference in performance, mileage and emissions.

WARNING:

6. Carburetor base gasket (usually supplied with carburetor).
7. Teflon tape or pipe dope.

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

TOOLS NORMALLY REQUIRED:
1. Socket wrench set
2. Open end wrenches
3. Box end/flare wrenches (optional)
4. Distributor wrench
5. Ignition wrench set
6. Screwdrivers (Standard and Philips)
7. Gasket scraper or putty knife
8. Channel lock and hose clamps
9. Torque wrench
10. Timing light and vacuum gauge
11. Drain bucket
12. Rags
13. 3/8" x 16UNC tap (for cleaning bolt holes)

MANNIFOLD REMOVAL PROCEDURE:
WARNING: Do not attempt to remove manifold from a hot engine. Allow the engine time to cool down sufficiently before removal.

1. Disconnect battery ground cable.
2. Tag vacuum and crankcase ventilation hoses leading to air cleaner, if so equipped, making note of routing and connection points. Now remove vacuum and crankcase hoses allowing removal of the air cleaner assembly.
3. Note the routing of remaining vacuum lines from carburetor and intake manifold. After being tagged, remove vacuum lines.
4. Drain radiator by opening drain plug at lower corner of radiator. If no drain plug is present, it may be necessary to remove the lower radiator hose. CAUTION: Coolant may still be hot. Allow engine to cool down before proceeding.
5. Disconnect throttle linkage and springs, transmission kick-down/cruise control (if applicable), and carburetor choke rod.
7. Tag and disconnect ignition coil and sensor wires. Remove coil and coil bracket, if mounted on manifold.
8. Remove radiator hose, thermostat housing and thermostat.
9. Loosen or remove valve covers, if needed, to aid in manifold removal.

INTAKE MANIFOLD GENERAL INSTRUCTIONS FOR REMOVAL AND INSTALLATION.

Checking Hood Clearance
Professional Products lists a manifold height for each manifold in our catalog, and also below. The dimensions we provide are given in a different format than other manifold manufacturers and we believe our system is somewhat easier to understand.

The dimensions that we give are measured from the top surface of the engine block to the highest portion of the manifold. Since most of our manifolds have the carburetor pad surface at a slight angle...usually 3°, the tallest portion of the manifold occurs at the back of the carburetor pad.

Check the current clearance you have with your stock manifold between the top of the air cleaner and the bottom of the hood. Then remove the carburetor from your current manifold and lay a long straightedge or bubble level across the top of the carburetor pad, but do not put it flat as the carb pad is at an angle. Try to hold the straightedge so that it is parallel with the top of the block. Measure from the top of the block to the bottom of the straightedge. Try to do this at both ends of the block. If the straightedge was held properly, you will get the same dimension at both ends of the block.

Compare that dimension with the dimensions given below. As long as the difference in the dimension on your stock manifold subtracted from the dimension given below is less than the clearance you have, you will not have any hood interference with the new manifold.

Manifold Heights (In inches)

<table>
<thead>
<tr>
<th>Manifold Height</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5200/52001/52008/52009</td>
<td>4.05</td>
</tr>
<tr>
<td>5200/52007</td>
<td>4.25</td>
</tr>
<tr>
<td>5205/52011</td>
<td>4.40</td>
</tr>
<tr>
<td>5202/52021/52025/52026</td>
<td>4.65</td>
</tr>
<tr>
<td>5202/52028</td>
<td>4.65</td>
</tr>
<tr>
<td>5203/52032/52032/52033</td>
<td>6.16</td>
</tr>
<tr>
<td>5300/53001</td>
<td>4.85</td>
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<td>5.88</td>
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<tr>
<td>5400/54001</td>
<td>4.12</td>
</tr>
<tr>
<td>5402/54021</td>
<td>11.05</td>
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<td>5402/54023</td>
<td>5.12</td>
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<td>5.39</td>
</tr>
<tr>
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<td>5.47</td>
</tr>
<tr>
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</tr>
<tr>
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