

## **Cast Iron Intake Manifold Installation Tips**

### **Sealing**

Where the top of the intake manifold meets the cylinder head, near the valve cover gasket area, cast iron intakes are not as tall as aluminum intake manifolds. If the intake ports on the cylinder heads have been raised taller than a Fel-Pro 1205 gasket size (common on 200, 215 & 230 cc Iron Eagle heads), sealing may be a problem. Check this area carefully! A generous amount of silicone on both sides of the gasket will help.

### **Starting the manifold to cylinder head bolts**

If the block or heads have been milled an excessive amount, starting the 3/8" x 16 manifold-to-head bolts may be difficult. The reason for this relates to the bolt hole size in the cast iron intake manifold. Most aftermarket aluminum intake manifolds have a hole size of at least .472". However, the same holes on cast iron intake manifolds are typically between .400" and .435". Opening up these holes will be necessary to get the manifold to fasten correctly.

### **Manifold to engine block clearance**

With the intake manifold gaskets installed, make sure there is at least .040" clearance between the intake manifold and the engine block in the front and back. Silicone is typically used in this area to seal the intake manifold. Machine / grind the intake or block if more clearance is needed.

In the end, the intake manifold should sit on the intake gaskets, have plenty of clearance for silicone to seal at the ends and all of the intake manifold to cylinder head bolts should start easily.

### **Jetting**

Modified intakes may change the jet requirements.

Generally, a modified intake will require an increase in the jet size. It is always best to start out a little on the rich side and work down in jet size. There are too many variables involved to recommend a specific jet size. Stager jetting (all jets not the same size) may be necessary to proper spark plug coloration. Check the spark plugs often and jet accordingly.

### **Manifold maintenance for part number 201 & 401 Fully Modified Intake Manifolds**

Inspect the epoxied areas on the top and bottom of the intake during regular engine tear downs and freshen ups. To protect the epoxied areas and the re-installed casting numbers, do not put these modified intake manifolds in a cleaning oven, parts tumbler or heated wash tank.

### **EGR Block-Off Plate**

If your intake manifold is equipped with EGR, this passage must be sealed. Chevrolet makes an EGR block off plate, part number 6269414. Or, you can simply fabricate your own plate or bolt on an old EGR valve. Chevy does not make a Choke Hole Cover Plate.

If you have any questions please call us toll free at 866-236-6300 or 262-246-8577.

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