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INSTALLATION MANUAL

AEROFLOW PERFORMANCE

INTAKE MANIFOLD

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

PLEASE CHECK THE INTAKE MANIFOLD THOROUGHLY IN EVERY POSSIBLE WAY. IF YOU SUSPECT A DEFECT OR SHIPPING DAMAGE, CONTACT AEROFLOW PERFORMANCE OR THE DEALER IT WAS PURCHASED FROM BEFORE ANY WORK HAS BEGUN. AEROFLOW PERFORMANCE WILL NOT BE RESPONSIBLE FOR DEFECTS AFTER ANY WORK HAS BEEN STARTED.

It is recommended to inspect all intake passages for defects. Also, wash the manifold 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.

Due to manufacturing processes associated with cast aluminium, in certain conditions the cast intake manifold may develop a light oxidation on the surface. To prevent this oxidation, thoroughly clean the manifold prior to installation and on a regular basis with a mild cleaner formulated for cast aluminium.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance Intake Manifold. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1979 and have the product part number on hand when calling.

Get the maximum power from your EFI engine with this Air Gap Holden EFI cast intake manifold. This dual-plane intake manifold is designed to keep your air and fuel distribution going into the engine at a steady and even flow for maximum performance and efficiency. The carburettor-mounting pad is designed to accept aftermarket square-bore throttle body options available on today's market. Specifically designed for Holden 304 EFI V8 engines operating from 1500 to 6500 rpm range. In most cases, these manifolds accept late model water necks, air conditioning, alternator and H.E.I. ignition systems.

Intake Runners should be port matched to your cylinder heads for optimal performance.

Fits Holden 304 V8 Engines. Will not suit early Holden 308 cylinder heads.

This is designed for late model Holden VN Engine Models EFI models only. Use AF6010-4000 for NON-EFI applications.

This intake manifold is not equipped with EGR (Exhaust Gas Recirculation); therefore, they are not compatible with exhaust emissions or emissions related components.

Port Size of this intake manifold is 1.16" x 2.00".

Overall Height to Carb Pad to Bottom of Intake Manifold is 135mm.

This fuel rail does not work with factory OEM fuel rails and requires the use of Aeroflow Fuel Rail Kit included (AF6999-4003)

FUEL RAIL KIT CONTENTS

- 2 x Fuel Rails, -8ORB Ports, Black Anodized
- 6 x Fuel Rail Bracket, Short, for (short length aftermarket EV1 Fuel Injectors)
- 6 x Flanged hex head cap screws, 5/16"-18 (19mm UHL) for fuel rail bracket to intake manifold mounting
- 6 x Flanged hex head cap screws, 5/16"-18 (12mm UHL) for fuel rail bracket to fuel rail mounting
- 3 x -8ORB to -8AN adapter fittings, black anodized
- 1 x -8ORB hex head port plug, black anodized
- 1 x Cross-Over tube (2 x 90 degree fittings and braided line)

Installation Guideline

For a complete installation of the Aeroflow Performance intake manifold you will require some extra components as well as the original parts that must be purchased separately.

This product is intended for throttle body EFI applications.

An aftermarket ignition control will be required with a separate ignition control module (sold separately). It is recommended to use an MSD 6LS ignition controller or something similar which will function with the OE crank trigger, cam timing sensor, and coils.

A separate map sensor will need to be used if vacuum timing advance is desired with an aftermarket ignition controller.

The following list is a guideline of suggested parts that may or may not need to be purchased;

- Oil-resistant, silicone-based sealant (ThreeBond, Gasket Marker)
- NPT plugs or fittings, if required.
- Carburettor-base gasket (usually supplied with throttle body)
- PTFE paste (AeroSeal)
- Fuel Injectors (aftermarket short length)
- Fuel Pressure regulator, Fuel Pump and associated fuel system upgrades to suit EFI application.
- Aftermarket EFI 4150 throttle body.

The following installation instructions must be carefully read and understood before you begin the installation procedure below. Improper application or installation of this product may result in unsatisfactory performance, fuel mileage, or emissions.

Check that this intake manifold is the correct choice for your engine application, desired performance level, and local emissions laws. This intake manifold will require an aftermarket throttle body.

Check for sufficient bonnet clearance with this intake manifold and intended throttle body / air intake combination to be used. Always check bonnet clearance prior to removal of original manifold to determine how much clearance you have. This can be carried out with modelling clay or putty. Position the putty onto the air intake in five different areas of the intake, front, rear, each side and center. Close the bonnet and lock into the closed position. Open the bonnet and measure the height of the putty, this figure will give you the amount of clearance you have between the bonnet and the air intake.

Before removing the old intake manifold ensure to measure the height and compare to the new manifold to ensure sufficient bonnet clearance. Lay a straightedge across the top of the carburettor pad on the intake manifold. Measure from the engine block to the carburettor pad. Record and compare both measurements on the old and new intake manifold. Ensure to dummy fit both intake manifolds with all require accessories such as intake gaskets and spacers if required.

Check that you have the proper intake manifold fasteners for this application.

Before removing your old intake manifold check all of your fuel, water, and vacuum hoses and their connections. Make sure that there are no leaks and that the hoses are in good condition. Mark the locations of your hoses making sure that there is a corresponding location on your new intake manifold for all of the hose fittings and gauge sensors. Fitting and hoses that are not in good condition should be replaced.

Each intake runner on this intake manifold should be matched to the cylinder head port size on all four sides of runner exit. Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head. Due to the casting on the manifold runners, very small amounts of material may need to be removed to match the ports. No other modification or material removal is necessary. Substantial amounts of grinding away of manifold material can impair its performance by substantially upsetting air/fuel distribution among cylinders.

The intake manifold will have the best fitment when the engine block and cylinder heads are machined to standard OEM dimensions. If the engine block or cylinder head deck surfaces have been milled significantly, the alignment of the mounting bolt holes and the port flange openings to the cylinder head may be shifted and not match-up satisfactorily.

These instruction guidelines listed below are designed to cover a wide variety of vehicle applications. if you are unfamiliar with any of the procedures in these instructions consult a shop manual for your vehicle and engine application.

Intake Manifold Removal Guideline

1. Disconnect the ground cable from the battery.
2. Clean any loose debris, dirt, and grease from the top of the engine adjacent to the intake manifold and valve covers. This will help prevent harmful debris from falling into the engine during the installation process.
3. Identify the vacuum and crankcase ventilation hoses (if applicable) leading to the intake manifold, carburettor and air cleaner. Mark down the routing and connection points.
4. Remove the air cleaner.
5. Drain the radiator. (It may be necessary to remove the bottom radiator hose if there is no drain plug in the radiator). **CAUTION : Hot water and steam may be present if the engine is still warm we recommend to allow engine to cool before removing intake manifold.**
6. Disconnect the throttle linkage, transmission kick-down linkage (auto transmissions only), and choke rod from the carburettor, (if applicable).
7. Loosen the fuel tank cap to relieve pressure from the fuel system. Disconnect the fuel line at the carburettor. Plug the end of the fuel line to prevent fuel leakage.
8. Remove the carburettor and set aside.
9. Mark down and disconnect the ignition coil and sensor wires. Remove the ignition coil bracket and the coil.
10. Remove the radiator hose, thermostat housing, and the thermostat from the intake manifold
11. Remove all water and vacuum fittings from the intake manifold. Mark down where each connection is located.
12. Remove all remaining brackets (if any) from the intake manifold.
13. Loosen and remove the valve covers to assist in the manifold removal and the new manifold installation. This may or may not have to be undertaken depending on access and application.
14. To remove the distributor from the engine, follow these steps below;
 - I. Set the engine on Top Dead Center (after compression stroke) for #1 cylinder using the crankshaft timing marker.
 - II. Remove the distributor cap.
 - III. Mark the position of the rotor on the distributor body in line with the rotor tip (it should point to the position of the cylinder #1 spark plug wire on the distributor cap).
 - IV. Mark the position of the distributor vacuum canister (or other distributor body feature) and place some type of reference mark on a convenient surface not attached to the intake manifold.
 - V. Remove the distributor. DO NOT rotate the engine after removing the distributor (but if you do, the crankshaft timing marker is your reference).
15. Remove all intake manifold-to-cylinder head bolts
16. Remove the intake manifold. If the intake manifold is stuck hard to the mounting flanges, do not pry against cylinder head port flanges, as they could become damaged and compromise the gasket sealing with your new intake manifold. Double check that all of the bolts have been removed and pry upward carefully at the engine block end seal surfaces.

Intake Manifold Install Guideline

1. Clean the cylinder head port flange and the engine block end seal surfaces. To prevent gasket pieces from falling into ports and the lifter valley when cleaning old gaskets from head surfaces, stuff paper towels into all the ports and lay rags in the lifter valley. When clean, carefully remove the paper towels from the cylinder head ports and then the rags from the lifter valley. Make sure that all particles that fell on the rags are completely removed. Wipe surfaces with rags soaked in solvent, such as brake cleaner or lacquer thinner to remove any oils or grease. This is a must for proper manifold/gasket sealing.
2. Lay the manifold gaskets in place, making sure that the gasket locating pins are inserted into the cylinder head port flange and the gaskets will not slip properly installed into position.
3. Trial fit your new intake manifold before applying any RTV silicone sealant. Place the new intake manifold into position; check that it sits down, properly seated on the intake manifold gaskets. There should be gap between the engine block and the manifold at the end seal surfaces. Check to make sure all of the intake manifold bolts can be installed. If there are any other fit issues such as hood clearance or installation of components dependent on the manifold, they should be checked at this time.
 - I. If the cylinder heads have been milled or the cylinder 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, minimize the possibility of manifold vacuum leaks, and assure proper engine performance.
 - II. Take note on which middle intake holes your engine requires to drill these out.
4. When you are fully prepared to install the intake manifold, apply a 1/4" (6.35mm) wide bead of oil-resistant silicone sealant to the front and rear block-sealing surfaces, making sure to overlap manifold gaskets at all four corners.
5. Carefully, lay your new intake manifold in place. If the manifold must be moved, the silicone sealant may need to be cleaned and re-applied. For the intake manifold bolts, apply thread sealant onto bolt threads. Install the intake bolts initially torquing to 5 ft/lbs (6 Nm), then 10 f./lbs (13 Nm), following the factory sequence and finally torque to 15-18 ft/lbs (20-24 Nm).
6. Install the thermostat, gasket, and thermostat housing. Be sure that the thermostat housing is in good condition and has been cleaned of any old gasket material. If the mounting flange on the thermostat housing is not flat or is damaged, replace it before continuing.
7. Install the heater hose fitting, heater hose, and radiator hoses. Use thread sealer on the threads of the heater hose fittings.
8. Install the gauge sensors and vacuum fittings into the manifold. Use thread sealer on the pipe threads of the sensors and fittings. Install NPT block off plugs in any unused water and vacuum ports in the manifold.

Installation Guideline of the Carburetors or Throttle Bodies

1. When installing the carburettor or throttle body, consult the manufacturer of the specific unit you are using, for installation instructions for correct installation and tuning procedures.
2. With the carburettor or throttle body mounted on the intake manifold and the throttle linkage connected, check to be sure that all throttle levers, linkage components, fuel lines, and vacuum lines have adequate clearance from the intake manifold and each other. Confirm that the throttle linkage has adequate return springs and that wide open throttle is achieved when the throttle pedal is fully depressed.
3. Before starting the engine, run the fuel pump to build fuel pressure and confirm that there are no fuel leaks and that the fuel pressure is correct. To prevent the engine from flooding with fuel, confirm that there is not fuel running into the intake manifold from the carburettor boosters (proper needle and seat closing) or from the throttle body EFI fuel injectors (proper fuel injector closing).
4. Operate the engine for 30 minutes. Allow the engine to cool and re-torque the intake manifold bolts. NOTE; It is advisable to periodically (every six months or 5000 kilometres) recheck the torque on the manifold bolts to minimize the possibility of a vacuum leak.
5. Install your four carburettor studs in the manifold. Place the carburettor gasket on the clean carburettor pad.
6. Install the carburettor. Connect all linkages and throttle springs.
7. Reconnect all vacuum and fuel lines.
8. If valve cover were removed for installation. Reinstall with new gaskets.
9. Reinstall the coil brackets, ignition coil, wires, and all brackets that were removed from the manifold.
10. Close the drain and fill the radiator to the proper level with coolant. While filling, allow trapped air to bleed from the intake manifold at the heater hose fitting until coolant flows from the fitting. Then, re-install the heater hose and continue adding coolant to the proper level.
11. Retighten the fuel tank cap and connect the battery cable.
12. Hook up the timing light and start the engine. Set the timing to factory specs. Tighten the distributor.
13. Check for possible fuel, oil, or coolant leaks and for proper choke operation.
14. Install the air cleaner.
15. Operate the engine for 30 minutes. Allow the engine to cool and re-torque the intake manifold bolts. **NOTE;** It is advisable to periodically (every six months or 5000 kilometres) recheck the torque on the manifold bolts to minimize the possibility of a vacuum leak.

Installation Guideline of Fuel Rails

This EFI version of the Holden Air Gap intake manifold requires the fuel rail kit that is included in this intake manifold kit. IT MUST BE USED. Do not attempt to fit or modify factory or any other aftermarket fuel rails to fit as this will change the fuel injector angle and may cause fuel leakage and potential fuel fires.

1. Choose your correct aftermarket fuel injector you wish to use for your application.
 - I. If using a used fuel injector ensure it is in good condition, have them cleaned and tested.
 - II. It must be a 14mm diameter short length (33.60mm) fuel injector for this application.
 - III. Always use new O-rings when installing fuel injectors to ensure no leaks will occur.
 - IV. Make sure the correct fuel injector is being installed and used with the correct bracket.
2. Apply an appropriate lubricant to the O-ring on the inlet (Top) end of the fuel injectors and insert the fuel injectors into the ports in the fuel rail.
 - I. To insert the injector without tearing the O-ring, gently rock the fuel injector in the inlet of the port while applying pressure to insert the injector.
3. Position the fuel injectors to properly orient with the wiring plugs on the vehicle. Apply an appropriate lubricant to the O-ring to the injector outlet (Bottom) O-rings, and insert all four injectors into injector bosses in the base intake manifold applying gentle downward pressure on the fuel rail.
4. Once the injectors are inserted into the intake manifold. Dummy fit each bracket without bolts on the fuel rail and intake manifold to ensure you have the correct bracket.
5. Before installing the fasteners, apply an appropriate lubricant to the threads of all the flanged hex head cap screws in the kit.
6. Attach the brackets to the intake manifold with the 19mm (0.750") under head length flanged hex head cap screws.
7. Attach the brackets to the fuel rail with the 12mm (0.500") under head length flanged hex head cap screws.
8. Hand tighten all the fasteners one at a time ensuring the following:
 - I. That the brackets are properly seated on both the intake manifold and the fuel rail.
 - II. The fuel rail is properly positioned, and
 - III. The fuel injectors are properly positioned.
 - IV. The fuel injectors are floating on the O-rings. To check this, rotate the injector back and forth to confirm that there is no load on the injector bodies.
9. Tighten all the mounting fasteners in two steps,
 - 1) 7 ft-lbs (9 Nm) for the first step.
 - 2) 12 ft-lbs (12 Nm) for the second step.
10. Once the fasteners are tightened, re-check and ensure the injectors are floating on the O-rings just like in step 8 IV
11. Install the three -8ORB to -8AN adapters, cross over pipe and block off plug into the end ports on the fuel rail.
 - I. This will vary depending on the fuel system and layout that is being used.
 - II. Each application is different we recommend to consult a professional if you are unsure which configuration you require for your fuel system.
 - III. You may choose to use the included fittings or purchase your own that is all sold separately in the Aeroflow Performance range.
 - IV. The below photo shows one configuration that can be used that closely represents the factory OE fuel system.



For more information or technical enquires

Contact: Aeroflow Performance on

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