



Instruction Sheet Addendum for Ford 351W Manifolds

(Manifold Part Numbers 54022/54023/54041, 54032/54033/54044)

Please refer to the main Manifold Instruction Booklet provided with this manifold for general instructions for removal of your old manifold and the installation of the new manifold. This addendum addresses those special issues that apply specifically to the 351W manifold.

Special Notes on Early Windsors

Professional Products 351W intake manifolds have a 12-bolt intake manifold pattern, but they can be used on 1974 and earlier small-block Ford Windsor heads having a 16-bolt pattern. When using our manifold on 16-bolt heads, you have to use a 16-bolt intake gasket to ensure proper sealing around the water ports on the heads.

Recommended Intake Gasket

Due to various changes in Ford cylinder heads, not all intake gaskets will work with this manifold. To assure that you have the right gasket, we recommend the use of a Fel-Pro #1250. Use of other gaskets may result in water leaks. This gasket with this manifold will fit any 351W head.

EGR Systems

This manifold will not accept stock EGR equipment. EGR systems are used on some 1972 and later vehicles but only in some states. Check local laws for requirements.

Manifold Bolt Tightening Procedure

Some heads have provision for 12 manifold bolts and some use 16 bolts. This manifold uses 12 bolts. Install all 12 bolts and torque to 10 lb. ft. Follow torque sequence shown below. Then using same sequence, tighten to 15 lb. ft. Again, following torque sequence, tighten ONLY THE INSIDE 8 BOLTS to 25 lb. ft. Note that the corner four bolts (numbers 5, 6, 7, and 8) are not supported by a cylinder head and tightening them beyond 15 lb. ft. could result in cracking or breaking the

manifold.

Carburetor/Throttle Body Recommendations

The 54022/54023/54041/54032/54033//54044/ manifolds are designed to be used with any standard square bore carburetor including Holley, Edelbrock, or Carter.

54022/54023/54041 Street Performance:

Holley #0-80457S 600 cfm

Holley #0-4777S 700 cfm

Edelbrock #1407 750 cfm

54032/54033/54044 Racing Applications:

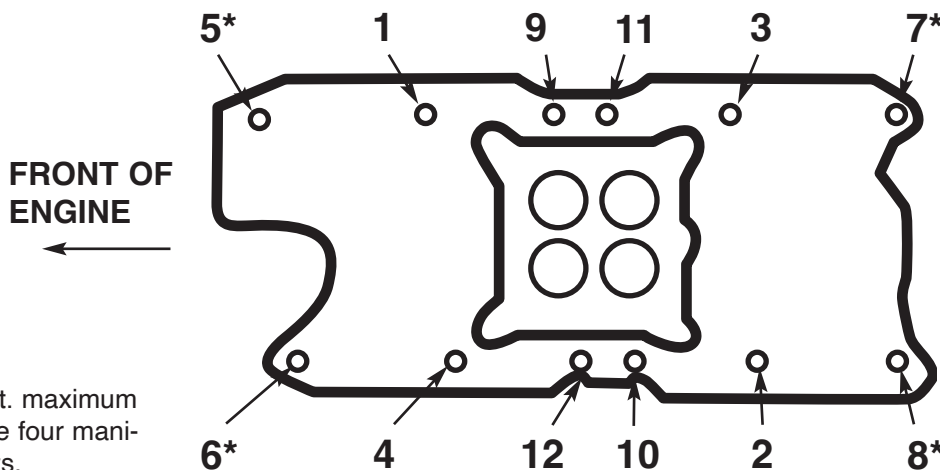
Any 750 to 850 cfm carburetor

Special Features

These manifolds have several special features not found on the stock manifold or most aftermarket manifolds. One feature is the addition of two tapped water ports in the back portion of the manifold. These holes are 3/8-14 NPT and must be plugged with pipe plugs if not used. Or you may find it more advantageous to position your temperature gauge sending unit in one of these back ports to avoid running wires to the front of the engine. Additionally these manifolds feature a rear water crossover passage. This provision can help provide a cooler operating engine with better water circulation.

Special Note

The stock distributor may not work with these manifolds. The base of the distributor housing interferes with the manifold casting. The casting is thin at this point and grinding for clearance is not advised. If your distributor interferes, use any aftermarket distributor for proper clearance.



MANIFOLD BOLT TIGHTENING SEQUENCE

Note: Please follow this tightening sequence and be sure to read instructions given above

*15 lb. ft. maximum on these four manifold bolts.