



M-9424-F302 Intake Manifold INSTALLATION INSTRUCTIONS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD RACING PERFORMANCE PARTS.

Please visit www.fordracingparts.com for the most current instruction information

!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION. AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING TECHLINE AT 1-800-367-3788 !!!

OVERVIEW:

The M-9424-F302 Ford Racing intake manifold is designed for 1962 and later 221/260/289/302 (non-BOSS) cid Ford V-8 engines. This manifold WILL NOT fit 1980-82 255 cid Ford V-8 engines. Also, this manifold WILL work with 289-302 Ford application aftermarket iron or aluminum cylinder heads; as long as they have a standard port flange opening and bolt hole locations.

This 180 degree dual plane intake manifold is designed to provide the best performance for stock to street-performance engine applications to a maximum engine speed of 5500 RPM. The carburetor-mounting pad is designed to accept all stock or aftermarket square-bore carburetors with manual or electric chokes. These intake manifolds are designed to accept most stock hardware, such as coolant and vacuum lines, coils, distributors, and brackets. Few alterations, if any, should be required.

EMISSIONS EQUIPMENT:

M-9424-F302 does not accept an EGR valve. This part is not legal for sale or use for motor vehicles with pollution-control equipment.

BEFORE YOU BEGIN INSTALLATION:

The following installation instructions must be carefully read and understood before you begin installation. Below is a preliminary checklist that should be completed before you begin installation. Improper application or installation of this product may result in unsatisfactory performance, fuel mileage, or emissions. Failure to follow these installation instructions could result in engine damage and may void your warranty. If you require any assistance regarding this product, please contact the Ford Racing Techline at (800) 367-3788.

PRELIMINARY CHECKLIST:

- Carefully read and understand these installation instructions.
- Check that this intake manifold is the correct choice for your engine application, desired performance level, and local emission laws. This intake manifold will require a manual or electric carburetor choke.
- Inspect the manifold for any damage that may have occurred during shipping. If damaged, contact your dealer immediately.
- Check that all of the parts listed in the Kit Contents list in these instructions have been included with your intake manifold.
- Inspect all threaded holes.
- Inspect all internal passages with a light and a stiff wire to be sure that the passages are not obstructed and have been properly cleaned to be free of any debris.
- Check for sufficient hood clearance with this intake manifold and intended carburetor/air cleaner combination to be used.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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- ❑ Check that you have all of the parts required for the installation. These include the intake manifold gasket set, gasket adhesive, RTV silicone sealant, and pipe thread sealant as shown in the Parts Required list in these installation instructions.
- ❑ Check that you have all the tools you will need to perform the intake manifold installation. A recommended but not exhaustive list is located in these installation instructions.
- ❑ Check that you have the proper intake manifold fasteners for this application.
- ❑ If using your old carburetor, before you remove it from the engine make sure it is working properly and that the carburetor is tuned properly. Consult the shop manual or installation instructions for that carburetor to determine if the carburetor is in proper tune.
- ❑ If you are using a new carburetor, make sure you have read and understand the installation instructions for that carburetor and that the initial adjustments are within the manufacturer's specifications.
- ❑ Before removing your old intake manifold, make sure that your ignition system is in good working order; check and note the current ignition timing. Make sure the timing marker is legible and understandable. With the engine at top dead center on the #1 cylinder, note and mark the orientation of the distributor body to the engine and the orientation of the rotor to the distributor body. This will aid in the re-installation of the distributor. Consult these installation instructions and your vehicle's shop manual for specific instructions.
- ❑ Before removing your old intake manifold, check the adjustment of your automatic transmission kick-down linkage to make sure it is adjusted properly. Consult your shop manual and make sure that you understand the kick-down linkage adjustment and how to properly adjust it when you install your new intake manifold.
- ❑ 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. Fittings and hoses that are not in good condition should be replaced.

KIT CONTENTS:

- (1) M-9424-F302 intake manifold
- (3) 3/8 NPT hex pipe plug
- (1) 1/2 NPT hex pipe plug
- (1) Installation instructions

PARTS REQUIRED:

NOTE: It will be necessary to purchase some of the parts listed below (or their equivalents) in order to properly complete the manifold installation. Determination of equivalency is the responsibility of the consumer. Ford Racing does not assume that responsibility.

- ❑ Intake manifold gasket set. M-9439-A50 is recommended
- ❑ Thermostat housing gasket
- ❑ Valve cover gasket set
- ❑ Oil-resistant, silicone-based sealant (Permatex silicone form-a-gasket, Dow Corning Silastic, or equivalent)
- ❑ Spray gasket adhesive (Fel-Pro spray tack, P/N 220)
- ❑ Carburetor-base gasket (usually supplied with carburetor)
- ❑ Thread sealer (Loctite 565, Permatex P/N 56521)

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NOTE: Never install tapered (pipe) fittings in an aluminum manifold dry without thread sealer, or thread damage will occur.

TOOLS REQUIRED:

Socket wrench set 3/8"-drive ratchet and extensions
Open end wrenches 3/8" to 1"
Box end/flare wrenches (optional)
10" adjustable wrench (crescent)
Ignition wrench set
Screwdrivers, standard and Phillips, various lengths
Gasket scraper
Needle nose pliers
Drain bucket
Timing light
Torque wrench
File
5/16-18 NC thread chaser, or tap (for cleaning bolt holes)
Vacuum gauge

OTHER USEFUL SUPPLIES:

Engine coolant	Engine oil
Shop towels, paper and/or cloth	Masking tape
Pad and pencil	Modeling clay

INSTALLATION INSTRUCTIONS:

These instructions are designed to cover a wide variety of vehicle applications. If your vehicle is not equipped with any items referred to in these instructions, such as transmission kick-down linkage, air conditioning, or power brakes, proceed to the next step. Also, if you are unfamiliar with any of the procedures in these instructions, consult a shop manual for your vehicle and engine application.

CHECK FOR ADEQUATE HOOD HEIGHT:

1. We recommend making several columns of modeling clay and placing them on your air cleaner in various positions.
2. Close the hood completely and then reopen it.
3. Measure the clay columns and record your hood clearance.
4. Compare the A-B height (see **NOTE** below) of your old intake manifold with your new intake manifold. Also consider that the carburetor/air cleaner combination determines the difference in the air-cleaner-to-hood clearance.



NOTE: Lay straight edge across carburetor mounting pad. Measure from manifold front and rear seal surfaces to bottom of straight edge. Check stock manifold height in same manner and compare.

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MANIFOLD REMOVAL PROCEDURE:

- STEP 1:** Disconnect the ground cable from the battery.
- STEP 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.
- STEP 3:** Identify the vacuum and crankcase ventilation hoses (if any) leading to the air cleaner and note the routing and connection points. Remove the air cleaner.
- STEP 4:** Prior to removing any other vacuum lines, identify the routing of the lines. Mark and remove the vacuum lines from the carburetor and/or intake manifold.

WARNING: Hot water and steam may be present if the engine is still warm.

- STEP 5:** Drain the radiator (it may be necessary to remove the bottom radiator hose if there is no drain plug in the radiator).
- STEP 6:** Disconnect the throttle linkage, transmission kick-down linkage (automatic transmission only), and choke hot air tube (if applicable).
- STEP 7:** Loosen the gas cap to relieve pressure from the fuel system. Disconnect the fuel line at the carburetor. Plug the end of the fuel line to prevent leakage.
- STEP 8:** Remove the carburetor.
- STEP 9:** Tag and disconnect the ignition coil and sensor wires. Remove the ignition coil bracket and the coil.
- STEP 10:** Remove the upper radiator hose, thermostat housing, and thermostat.
- NOTE:** For early 289 engines, the thermostat receiver counterbore is located in the intake manifold. On the later models, it is located in the thermostat housing. If you have an early style thermostat housing, you will need to replace it with a late model thermostat housing.
- STEP 11:** Remove all water and vacuum fittings from the manifold.
- STEP 12:** Remove all remaining brackets (if any) from the manifold.
- STEP 13:** Loosen and remove the valve covers to assist in the manifold removal and the new manifold installation.
- STEP 14:** **DISTRIBUTOR REMOVAL PROCEDURE:** Removal of the distributor is not required on this engine application to remove the intake manifold. If you choose to remove the distributor, please follow these instructions and follow your shop manual for your vehicle's application.

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CAUTION! FOLLOW THESE INSTRUCTIONS CAREFULLY, AS SERIOUS DAMAGE CAN OCCUR WHEN THE IGNITION IS NOT RE-INSTALLED CORRECTLY.

- Set the engine on Top Dead Center (after compression stroke) for #1 cylinder using the crankshaft timing marker. There are two different firing orders for 289 & 302 Ford engines. Early engines use the 15426378 firing order, while late engines use the 13726548 firing order. The easiest way to check is to note the routing of your spark plug wires.
- Remove the distributor cap.
- Note the position of the rotor and make a mark 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).
- Note 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.
- Note the position of the points: if open, how much; if closed, note the distance from the point block to the cam lobe. If the distributor has a magnetic pickup, note the position of the trigger wheel with respect to the pickup.
- Remove the distributor. DO NOT rotate the engine after removing the distributor (but if you do, the crankshaft timing marker is your reference).

STEP 15: Remove the 12 intake manifold-to-cylinder head bolts.

STEP 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.

INSTALLING YOUR NEW MANIFOLD:

STEP 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.

STEP 2: Trial fit the intake gaskets to the cylinder heads and intake manifold. Make sure that the port openings in the gaskets are not too big or small, to where they could cause leakage.

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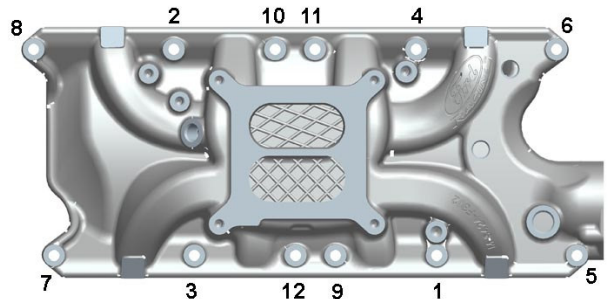
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- STEP 3:** Apply a thin coat of gasket adhesive to the cylinder head side of the intake gasket surfaces and the cylinder head port flanges. Allow the adhesive to completely dry. Lay the manifold gaskets in place, making sure that gaskets are adhered to the cylinder head port flange and will not slip from their properly installed positions.
- STEP 4:** 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. Make sure that the bolts have at least nine turns of thread engagement and that they do not bottom in the bolt holes. The use of a .090"-.125" thick by 5/8"-3/4" O.D. washer under each intake manifold mounting bolt is highly recommended. 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.
- STEP 5:** When you are fully prepared to install the intake manifold, apply a 1/4"-wide bead of oil-resistant RTV silicone sealant to the front and rear block-sealing surfaces, making sure to overlap manifold gaskets at all four corners. **Do not use the cork or rubber end seal gaskets included in the gasket set.** Apply a light film of RTV silicone sealant around the water passage openings.
- STEP 6:** Carefully, lay your Ford intake manifold in place. If the manifold must be moved, the RTV silicone sealant may need to be cleaned and re-applied. For the bolts to be installed in bolt holes that are drilled through, apply a dab of thread sealer on the threads. For the blind bolt holes, apply a drop of motor oil to the bolt threads. Install the intake bolts initially torquing to 5 ft./lbs., then 10 ft./lbs., following the factory Ford sequence (see below), and finally torque to 15-18 ft./lbs. Do not over-torque the intake manifold mounting bolts. Over-tightening these bolts can result in broken flanges or damage to the cylinder head threaded bolt holes.

- STEP 7:** 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.

NOTE: For early 289 engines, the thermostat receiver counterbore is located in the intake manifold. On the later models, it is located in the thermostat housing. If you have an early style thermostat housing, you will need to replace it with a late model thermostat housing.

- STEP 8:** Install the heater hose fitting, heater hose, and radiator hoses. Use thread sealer on the threads of the heater hose fitting.
- STEP 9:** Install the gauge sensors and vacuum fittings into the manifold. Use thread sealer on the pipe threads of the sensors and fittings. Install pipe plugs in any unused water and vacuum ports in the manifold (plugs have been provided in the kit).



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- STEP 10:** Install the distributor (if removed) orienting the rotor and the distributor body according to the reference marks made before the distributor was removed (Distributor Removal Section). Make sure that your distributor engages the oil pump drive shaft and seats properly down against the engine block. Install the distributor clamp and tighten the bolt just enough that the distributor body can still be rotated by hand.
- STEP 11:** Install your four carburetor studs in the manifold. Place the carburetor gasket on the clean carburetor pad. Do not use any type of sealant on the carburetor gasket.
- STEP 12:** Install the carburetor. Connect all linkage and throttle springs.
- STEP 13:** Connect all vacuum and fuel lines. Refer to your tags or drawings for correct placement.
- STEP 14:** **Automatic transmissions only:** Adjust kick-down or throttle pressure linkage for proper shift points (refer to your vehicle's shop manual for the proper adjustment procedure). Check all linkages, making sure that they function freely.
- STEP 15:** Reinstall valve covers and new gaskets.
- STEP 16:** Install the A/C and coil brackets, coil, wires, and all brackets that were removed from the manifold.
- STEP 17:** 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.
- STEP 18:** **IMPORTANT!** Change the oil to remove any coolant or debris that may have contaminated the crank case.
- STEP 19:** Retighten the gas cap and connect the battery cable.
- STEP 20:** Hook up the timing light and start the engine. Set the timing to factory specs. Tighten the distributor.
- STEP 21:** Check for possible fuel, oil, or coolant leaks and for proper choke operation.
- STEP 22:** Install the air cleaner.

CAUTION! Check to be sure that there is adequate clearance for the throttle and choke linkages through their full range of travel.

IMPORTANT: Check for adequate hood clearance before closing the hood.

- STEP 23:** Operate the engine for 30 minutes. Allow the engine to cool and re-torque the manifold bolts following **STEP 6** on page 6 of these instructions.
- STEP 24:** YOUR MANIFOLD INSTALLATION IS COMPLETE.

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