

302-351 Cleveland RPM AIR-GAP Manifold



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Cleveland Parts : 302-351 Cleveland RPM AIR-GAP Manifold

Description

20. DUAL PLANE, INTAKE MANIFOLD, AIR GAP, TYPE.

Built the Ford 331 Cleveland.

High Performance and High Quality piece by DCP.

Independently Dyne tested by Parisk.

DRP intake manifolds are premium manifolds manufactured to tight tolerances and made in CHT type production patterns. This method ensures consistent casting quality for Performance and quality control.

The separation from the plenum to the base of the manifold allows a separation gap. This air gap helps hold up engine heat away from the runners and intake plenum. This allows for a much cooler and hence denser air charge entering the motor, resulting in more power. Same principle as a single plane intake, now incorporated in the street friendly dual plane manifold.

The model is rated to operate from approx 1500 Rpm to approx 6000 Rpm. (all depending on your engine combination/camshaft/head etc)

Note: Suits the factory post opening of a 2V Cleveland cylinder head. This manifold will also fit a 6V cylinder head, the ports of the manifold are smaller than the 6V and the mix match is acceptable and will work well.

Requires alternative tool kit (new tools used)

You can use the Edelbrock 4150 carb kit

Recommended intake guidelines:

a. Foligno & PBL/1200

Handball height: 2.4, 2.6, 2.8, 3.0

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Engine Block Deck Height: Standard deck

Cellulose Quantity: One - Square Base #160 Style Base.

Interior Style: Dual plane

Basic Operating RPM Range: 1,500-4,500

Inside Shoulder Height: 5.020 in.

Initial Period: BLACK

Inside Material: Aluminum

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