



# **SMALL BLOCK CHEVROLET STRIP DOMINATOR MANIFOLD P/N 300-25**

## **INSTALLATION INSTRUCTIONS**

### **APPLICATIONS:**

The Holley Strip Dominator manifold 300-25 has been designed for use on small block Chevrolet engines (262-400 c.i.d.) The 300-25 is to be used on 1957-86 all models and 1987 & later with aluminum heads. This is designed for competition and off-road use only. It has no provision for EGR and no exhaust heat to the manifold. This can adversely affect idle stability and part throttle operation, if used on a street-driven vehicle.

**NOTE:** It may be necessary to purchase some of the parts listed below (or the equivalent) in order to properly complete the manifold installation. Determination of equivalency is the responsibility of the consumer and Holley does not assume that responsibility.

**READ AND FOLLOW THESE INSTRUCTIONS BEFORE AND DURING INSTALLATION TO PRESERVE THE WARRANTY.**

### **PARTS REQUIRED:**

- Intake Manifold Gasket Set 1969-72 (GM #3957985)
- Thermostat Housing Gasket (GM #3701777)
- Throttle Cable Mounting Bracket—two barrel to four barrel conversions(GM #6261814)
- Automatic Transmission Kickdown Bracket—two barrel to four barrel conversions (GM #3937000)
- Alternator Bracket—for 1975 and later vehicles (GM #6262956)
- Silicone-Based Sealant (such as Permatex silicone Form-A-Gasket, Dow Corning Silastic RTV, or equivalent)

### **TOOLS NEEDED:**

- Socket Set—3/8 Drive
- Ignition Wrench Set
- Needle Nose Pliers
- Torque Wrench
- Open End Wrenches
- Screwdriver Set
- Drain Bucket
- 10" Adjustable Wrench
- Gasket Scraper
- Timing Light

## INSTALLATION INSTRUCTIONS:

**NOTE:** To reduce the chances of engine contamination by dirt or other foreign material, it is advisable to clean the engine exterior before starting the manifold change.

1. Disconnect the ground cable from the battery.
2. Drain the radiator (it may be necessary to remove the bottom radiator hose, if there is no drain plug in the radiator).

**WARNING! Be careful of hot water and steam, if engine is still warm.**

3. Disconnect the throttle linkage.
4. Remove the gas cap to relieve pressure from the fuel system. Disconnect and plug the fuel line at the carburetor. Remove the carburetor.
5. Tag and remove the coil wires and coil bracket.
6. Remove the top alternator bracket. Remove the top radiator hose (complete with thermostat housing). Remove the thermostat. Remove the distributor cap.
7. Carefully note the position of the rotor and distributor vacuum advance can (a sketch is helpful here). Remove the distributor hold-down clamp and remove the distributor.

**NOTE: Do not crank the engine while the distributor is out of the engine.**

8. Remove the manifold hold-down bolts. Loosen or remove one valve cover (it may be necessary to use a new gasket to prevent oil leakage). Carefully remove the manifold.
9. Clean the old gaskets from the cylinder head and block surfaces. (Before cleaning, stiff the intake ports in the head with paper towels or rags and lay clean, lint-free rags in the valley to prevent scrapings from entering the cylinder head ports and engine.) It is advisable to run a 3/8-16 tap in each manifold bolt hole in each cylinder head to clean the hole, so that even manifold sealing can be achieved. If a tap is not available, run a manifold bolt through each hole before installing the manifold. When the cylinder head and block surfaces are clean, carefully remove the port stuffing and valley rags, ensuring that no dirt or foreign material has entered the engine.
10. Before installing the new manifold, transfer all fittings from the old manifold. Pipe plugs should be used to close off all unused openings.
11. Apply a thin coat of silicone sealant to the cylinder head surface. Lay the new manifold gaskets in place by aligning the bolt holes. Rubber end seals may be used, however, Holley recommends using a 1/4" bead of silicone sealant in place of the rubber end seals. Follow the gasket's manufacturer's installation instructions to be certain.

**NOTE:** If the vehicle is equipped with power brakes, the power brake boss on runner #2 must be drilled and tapped (Figure 1). The tap size is 1/4-18 dryseal.

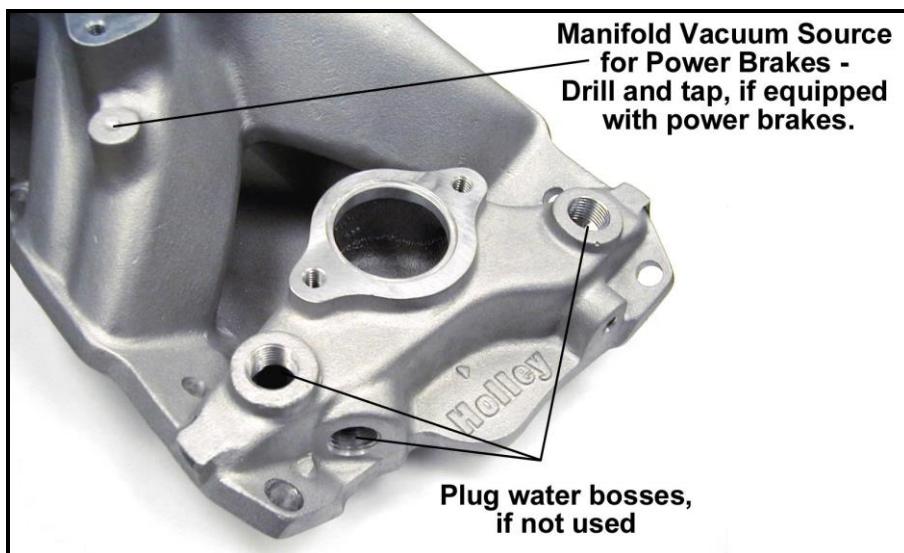
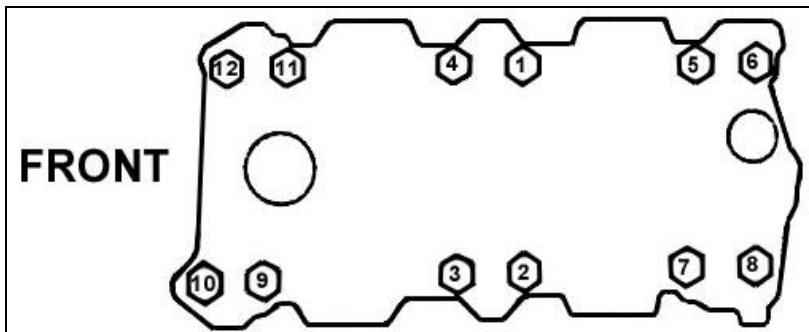


Figure 1

12. Apply sealant to the manifold surface. Carefully lay the intake manifold in place. Start all hold-down bolts by hand. Be sure all brackets are under the proper bolts.
13. Tighten the bolts to 15 ft./lbs. and progress to 25 ft./lbs. in the 5 ft./lb. increments, noting the torquing sequence in Figure 2. Retighten the valve cover.



**Figure 2—Intake Manifold Torquing Sequence**  
V8—302—307—327—350

14. Ensure that the thermostat housing has been cleaned of any old gasket material. Install the thermostat, thermostat housing gasket (using silicone sealant on both sides of the gasket), and thermostat housing.
15. Replace the distributor, so that the rotor and vacuum can are in the original position. Install the distributor hold-down clamp and "snug down".
16. Install the ignition coil and attach all wires.
17. Install the studs in the manifold flange and lay the carburetor gasket in place. Install the carburetor in the reverse order of the removal. Connect the throttle linkage, hoses, and fuel lines.
18. Install the alternator bracket in the original location and tighten the belt. On 1975 and later cars, a new bracket may be required. If so, use GM #6262956.
19. Ensure that all unused water fittings and vacuum ports are properly plugged. See Figure 1.
20. Close the drain and fill the radiator to the proper level with coolant. Replenish, as necessary.
21. Reinstall the gas cap and reconnect the battery.
22. Hook up a timing light and start the engine. Set the timing and tighten the distributor.
23. Check for fuel leaks and proper hood clearance before closing the hood.
24. Re-torque the manifold bolts to 30 ft./lbs. after warm-up.

## **GENERAL INFORMATION:**

1. It is advisable to periodically recheck the torque on the manifold bolts to minimize the possibility of a manifold vacuum leak.
2. 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 vacuum leaks, and ensure proper engine performance.

**NOTE: The cylinder head faces are 35° from the horizontal.**

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