

Below is a listing of the different styles and series of manifolds offered by Weiland. The information listed will help you decide which manifold will suit your particular application and needs.



P/N 8000 **ACTION PLUS**

ACTION PLUS SERIES: 180°, dual-plane manifold designed as a stock replacement manifold with improved power and torque characteristics. The effective rpm range of this style manifold is off idle through approximately 6000 rpm. The carburetor mounting pad is designed to accept either a stock or aftermarket carburetor.



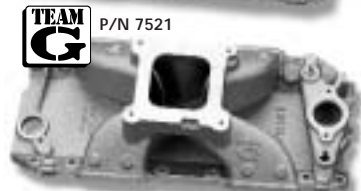
STEALTH P/N 8016

STEALTH SERIES: WEIAND's top-of-the-line dual plane manifold combines the low-end throttle response of a 180-degree design with the top-end power you'd expect of a single plane. Extensive dynamometer testing confirms that "Stealth" is the ultimate dual plane on the market, with a power range from idle through 6800 RPM. Best suited for engines that are equipped with aggressive camshaft profiles, headers, high performance ignition systems, etc. Features square-bore carburetor pad for aftermarket 4-barrel carburetors.



P/N 7546 **X-CEerator**

X-CEerator SERIES: 360°, single-plane, open plenum manifold designed primarily for high-performance street, drag, marine and oval track use. With an effective rpm range of 2000 to 6500 rpm, this series works best with a higher compression ratio, 280° or more of cam duration and headers with 1-5/8" primary tubes. Being a mid- to high-rpm manifold, a standard transmission, or an automatic transmission with a 3000 rpm stall converter, is highly recommended. The carburetor mounting pad is designed to accept current performance aftermarket carburetors. The WEIAND X-CEerator Series is the ultimate street/strip performance manifold for single 4V applications where increased torque and power is required in the mid and high rpm ranges.



TEAM G P/N 7521

TEAM G SERIES: Manifolds are a 360° single-plane, open plenum design developed for competition. Designed by racing legend Bill "Grumpy" Jenkins, the Team "G" is used extensively in drag racing, circle track and performance marine applications. The effective rpm range is 2000-8500 rpm. By port matching the manifold to the cylinder heads, the rpm range can usually be raised by 200-800 rpm. For best results, the use of headers and a performance ignition system is highly recommended. The TEAM G is the premier competition manifold for single 4V applications.

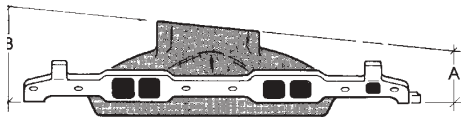


P/N 1984 **Hi-Ram**

HI-RAM SERIES: Manifolds are used primarily in drag racing, tractor/truck pulls and performance marine applications where high rpm is required. The effective rpm range will be between 2,500 to 10,000 rpm, depending on specific model and application. The WEIAND Hi-Ram, with its patented D-shaped port runners and large plenum chamber, provides optimum thrust of the air/fuel mixture to the cylinder head intake ports. For maximum performance in a normally aspirated competition application, the WEIAND Hi-Ram Series is the manifold of choice!

DETERMINING MANIFOLD HEIGHT

The manifold height measurements "A" (front) and "B" (rear), shown in the illustration below, are determined in the following manner. Lay a straight edge across the carburetor mounting pad. The measurements are taken from the manifold front and rear mounting surfaces to the bottom of the straight edge. To ensure adequate hood clearance, check the stock manifold height in the same manner and compare with the dimensions listed for the particular manifold of your choice.



ABOUT MANIFOLD TERMINOLOGY: By terms of definition there are two basic configurations for V-8 intake manifolds: single and dual plane. The dual plane, 180° designs feature a multi-level plenum design that essentially separates adjacent intake pulses by alternating planes, while the single plane, 360° models feed all cylinders through a single plenum. The plenum is the large chamber underneath the carburetor mounting pad(s), while the runners (or ports) direct the intake charge to each individual cylinder. Dual plane manifolds are preferred for street applications (especially vehicles equipped with automatic transmissions) because of a stronger individual carburetor "signal" that provides improved bottom-end performance. By virtue of a less restrictive, more direct design the single plane is superior for top-end performance.



Single Plane Cut-Away

All cylinders draw from the same common place



Dual Plane Cut-Away

Note that adjacent cylinders 2 & 4 draw from different, isolated areas.