

induction kits 221-302 cid

SINGLE 4-VENTURI INDUCTION

NEW IMPROVED 1969 VERSION OF THE SINGLE 4-VENTURI INDUCTION

This is the Induction System that started the "Hi-Riser" parade. Developed by Shelby to achieve the ultimate in fuel/air distribution through balanced runners to each intake port. We have further improved this excellent manifold by opening up the ports beneath the carburetor pad to increase air flow even more. The secret is in maintaining proper velocity and complete mixing of fuel and air in the manifold. With the big 600 CFM Holley Carburetor — included in this Kit — an increase of 22-26 horsepower is now immediately achieved. This gain is constant across the total RPM range — excellent for both the street and strip. Kit includes Hi-Riser Shelby manifold, big 600 CFM Holley carburetor, manifold-to-block seals, all required gaskets, carburetor/manifold studs, emission control fitting. Available for both stock cylinder heads and Shelby Competition Heads (as listed below).

PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE	CARBURETOR TYPE	CYLINDER HEAD APPLICATION
SFJK-9423-C \$165.00	20	221-260-289 302	Single 4-V 600 CFM Holley, Std. Bowls	Standard
SFJK-9423-D \$165.00	20-25			Milled for Competition

MANIFOLD ONLY

Part NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJK-9424-C \$100.00	Single Quad (4V)	221, 260	Holley 4V	Fits on unaltered cylinder heads with stock head gaskets.
SFJK-9424-D \$100.00		289, 302		Fits on milled cylinder heads with steel shim head gaskets.

8-V STAGE 2 RACE INDUCTION

This induction is a very much improved version of our 1967 version and produces approximately 5% more power than last year's model. Will add 45 to 55 H.P. to your engine (depending on camshaft your engine utilizes). This type manifold was used successfully to capture the 1967 Mustang Road Race Championship and is unbeatable. Equipped with 2-460 C.F.M. Holley Carburetors, Progressive Linkage Fuel Log, Air Cleaner, Emission Fitting and Gaskets.

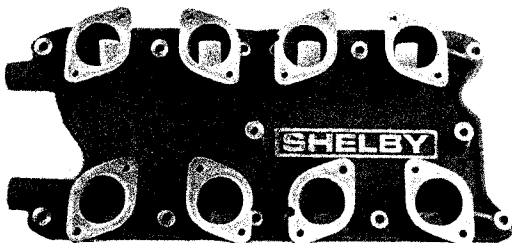
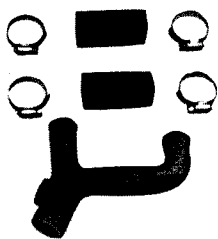
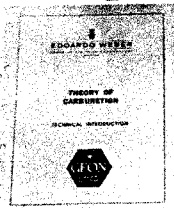
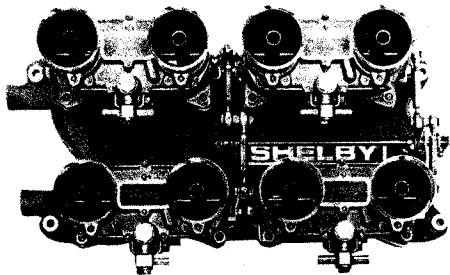
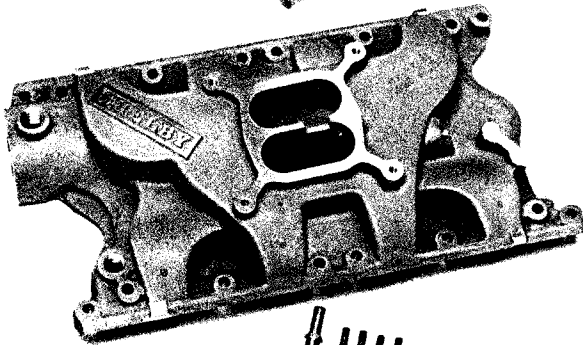
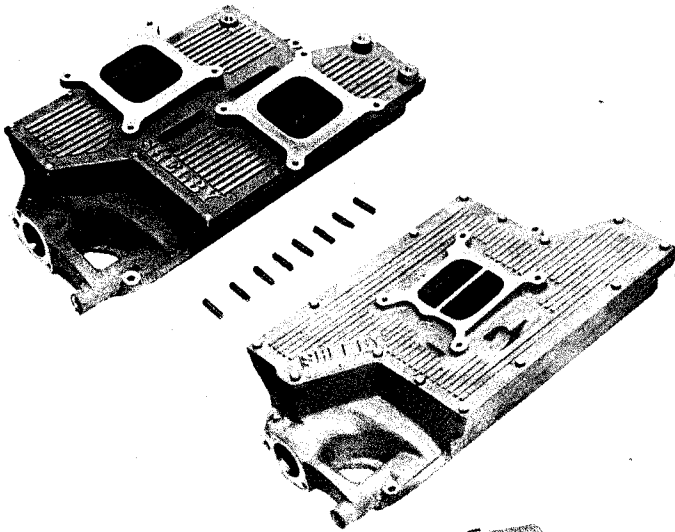
PART NUMBER & PRICE	H. P. GAIN	ENGINE SIZE (CID)	CARBURETOR TYPE	CYLINDER HEAD APPLICATION	PROG. LINKAGE	FUEL LOG
SFJK-9423-A \$317.50	40-50	221, 260, 289, 302	Two 4-V 460 CFM Holly, Std. Bowls	Standard	YES	YES
SFJK-9423-B \$317.50				Milled for Competition		

MANIFOLD ONLY

PART NUMBER & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJK-9424-A \$125.00	Dual Quad (8V)	221, 260	Holley	Fits on unaltered cylinder heads with stock head gaskets
SFJK-9424-B \$125.00		289, 302		Fits on milled cylinder heads with steel shim head gaskets



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SHELBY 289 C.I.D. RAM BOX 4V & 8V MANIFOLD

An unusual breakthrough in manifold design for all-out racing. This manifold design is the ultimate for peak performance at extreme RPMs. Plenum design allows each port to draw its fuel air moisture from the atmosphere within the plenum box. This allows 100% equal distribution with equal ram tube length. The 8V plenum cover can easily be removed and covers installed to accommodate 4V or 8V carburetors, Weber carburetors or fuel injection. Extensive development work was required to select the proper plenum size, ram tube length and port size. Our Shelby engineers have produced a remarkable clean running and power producing manifold.

Recommended carburetors for use on this manifold shown below.

8V-Holley R4224	GIMD-9510-T	600 CFM, Mechanical Secondaries
4V-Holley R4223	GIMD-9510-S	850 CFM, Mechanical Secondaries

289K-9424-A	4V Stock Heads	\$220.00
289K-9424-B	8V Stock Heads	\$220.00
289K-9424-C	4V Milled Heads	\$220.00
289K-9424-D	8V Milled Heads	\$220.00

THE CHALLENGER 351 C.I.D. 4V MANIFOLD

New from Shelby is this aluminum 4V High riser Manifold. Carefully designed for maximum output and torque, it really lets the 351 produce. Used on the fabulous 1969 Shelby GT-350, it features large tapered runners and new carburetor pad shape to accept all the new Holley carburetors. This manifold incorporates a special rear emission boss to eliminate the usual problems of poor idling and lean cylinders associates with emission installations on some manifolds. Dyno results show the 351 gives best all around performance with a 600 C.F.M. carburetor. Shelby #GIMD-9510-D (Holley R1850) or GIMD-9510-T (Holley R4224) mechanical secondaries. In full race tune the 850 C.F.M. GIMD-9510-S Holley R4223 is recommended.

Part No.		Price
351K-9424-B	for stock heads	\$115.00
351K-9424-C	for milled heads	\$115.00

WEBER CARBURETOR INDUCTION SYSTEM

The "perfect" carburetor should supply the engine with a constant air/fuel ratio, regardless of engine RPM and load conditions. To obtain optimum combustibility, the mixture must be as homogeneous as possible, forming an intimate blend of air and fuel to promote fuel vaporization and minimize condensation. The Weber System performs these basic functions perfectly and has been the carburetion choice for competition Shelby vehicles the world over. Kit consists of four Weber 48 IDA-1 carburetors (8 venturi, one per cylinder), cast aluminum Shelby manifold and water log, synchronous linkage, water hoses and clamps, gaskets, and complete technical data. Ideally suited for high RPM racing engines. Supplies 60-65 additional horsepower but not recommended for street usage.

PART NUMBER & PRICE	HORSEPOWER GAIN (h.p.)	ENGINE SIZE	CARBURETOR TYPE
SFJK-9423-E \$595.00	60-65	221 thru 302	Four 2V Weber 48-IDA-1

MANIFOLD ONLY

Engineered exclusively for Weber 48 IDA-1 carburetors, this unit is designed for competition purposes and is not recommended for street use. A 60-65 H.P. increase over stock induction systems makes this unit competitive with fuel-injection systems. Kit includes Shelby Weber intake manifold, gaskets, and Installation Instructions.

PART NO. & PRICE	TYPE	ENGINE SIZE	CARBURETOR TYPE	REMARKS
SFJA-9424-A \$150.00	Weber	221, 260 289, 302	Weber 48 IDA-1	Fits on milled cylinder heads with steel shim head gaskets



THE PERFORMANCE LINE

induction kits 352-428 cid

4V "COBRAJET" INDUCTION SYSTEM

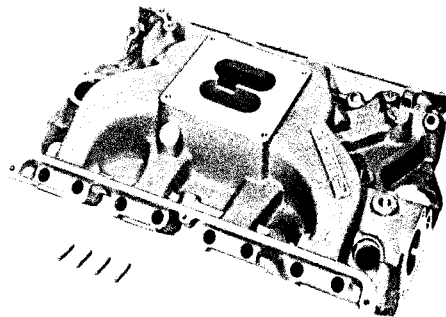
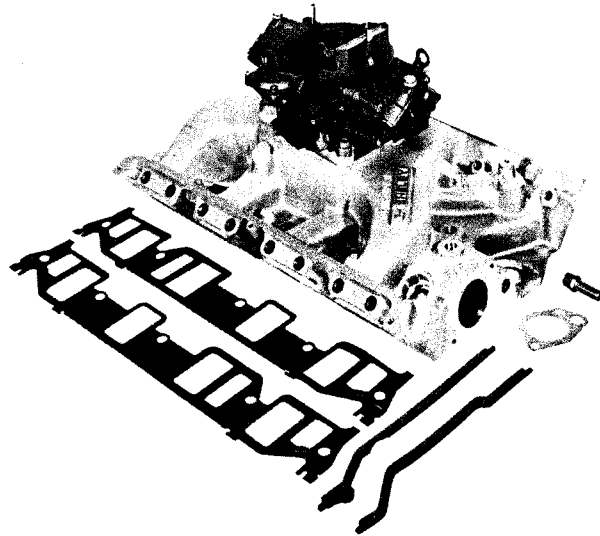
Now you can really release the fantastic power from within your 428 Cobra Jet engine. We have completely re-designed our big 4V manifold for even more power. Engineered to fit the 428 Cobra Jet engine, and works well on all 352 through 427 models. The ports have been enlarged to match the Cobra Jet cylinder head, and wider gasket flanges have been added to assure proper gasket seal. This manifold now mounts the new giant #4575 and 1150 C.F.M. Holley or conventional Holley carburetors. 428 Cobra Jet owners take NOTE: This thing really works, and with the Holley #4575 carburetor, it's fantastic! Excellent results are also obtained with Holley models R-3310, R-4223, R-3916 and 4781.

SFMK-9423-K \$268.00
Induction with Holley R-3310 780 C.F.M.

MANIFOLD ONLY

SFMK-9424-H \$175.00
Use with standard Holley carburetor

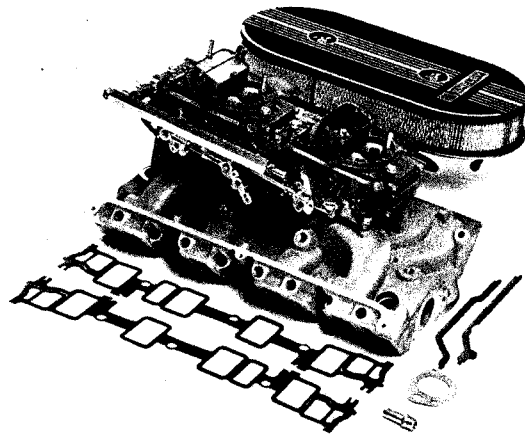
SFMK-9424-J \$175.00
For use with Holley #4575



8V INDUCTION SYSTEM:

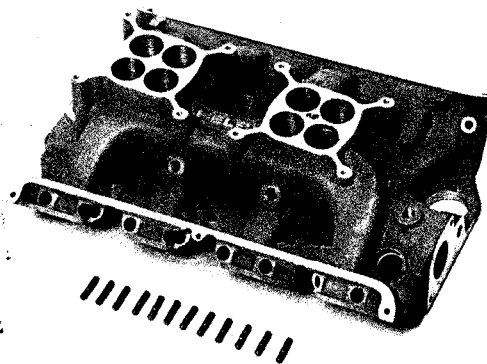
This race proven induction system takes over where the 4V leaves off. Gives that extra bit of power needed for winning at high RPM's. Can be used on mild tune street engines but works best with full race equipment at high RPM ranges. Progressive linkage on rear carburetor primaries. Equipped W/2-600 CFM Holley Carburetors, Linkage, Fuel Log, Air Cleaner Element and Gaskets. Fits all 352 thru 428 CID engines.

As Above
SFMK-9423-G \$383.00

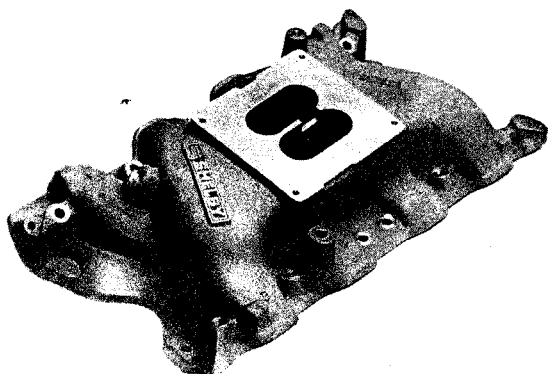


MANIFOLD ONLY
SFMK-9424-F

\$175.00



induction kits 302 boss, 351-C, 429 cid



4V 351-C SHELBY MANIFOLD

A new large runner, large port manifold that really opens the door into these big 351-C intake ports. Designed for use with standard Holley 4V carburetors as well as the new #4575 king size model. Excellent results are obtained with the use of Holley carburetors #R-3310 and #R-4223, and on fully modified engines model #4575 Holley gives really fantastic results. This combination actually out performs a 8V manifold, as runner length and size is nearly equal and close to ideal.

351K-9424-D **\$130.00**

For use with STD Holley carburetor and stock heads

351K-9424-F **\$130.00**

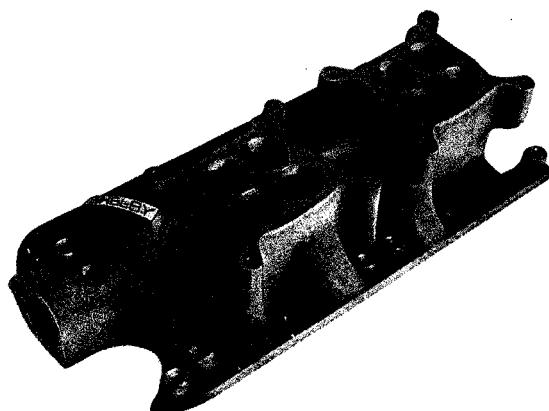
For use with STD Holley carburetor and milled heads

351K-9424-E **\$130.00**

For use with Holley #4575 and stock heads

351K-9424-G **\$130.00**

For use with Holley #4575 and milled heads



SHELBY 8V BOSS 302 MANIFOLD

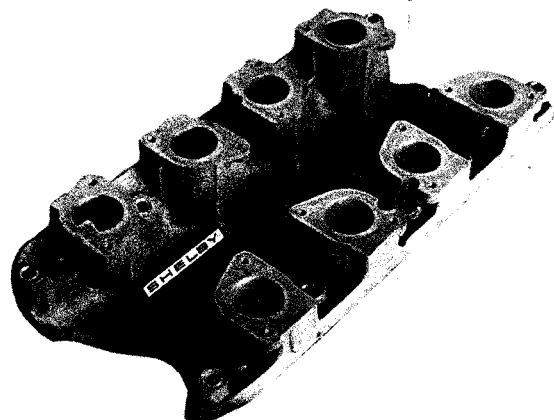
Now Boss 302 owners can have real Trans-AM power with this new 8V racing manifold. Patterned after our 289 8V, but completely new and improved with unique cross porting for equal distribution. This manifold with 2 Holley #R-1850 or #R-4224 carburetors really lets your Boss breathe. Over and under, 2 plane design gives broad torque range and good horsepower at maximum rpm.

BOSK-9424-A **\$135.00**

For use with stock heads

BOSK-9424-B **\$135.00**

For use with milled heads



302 BOSS WEBER MANIFOLD

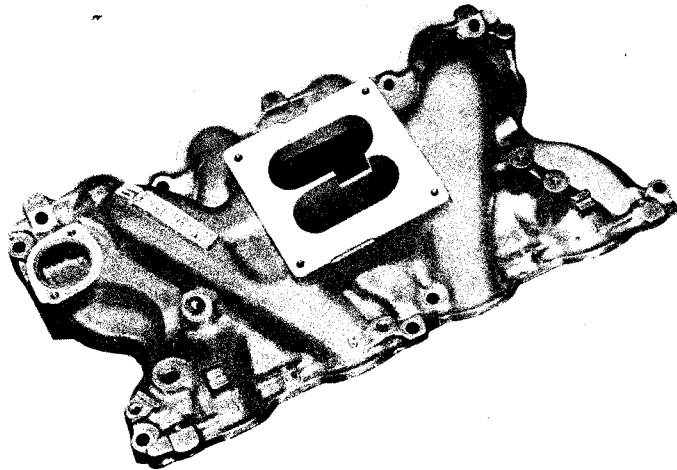
A new manifold for the Boss 302 engine that allows you to mount 4 48 IDA Weber carburetors. Recommended for racing only, and required for absolute maximum horsepower output. When used with our 302 Boss racing pistons and Boss camshafts, fantastic results can be had with the 302 Boss engine.

BOSK-9424-C **\$265.00**

For use with milled heads

THE PRICES IN THIS CATALOGUE
ARE U.S.A. AND DO NOT
APPLY IN AUSTRALIA

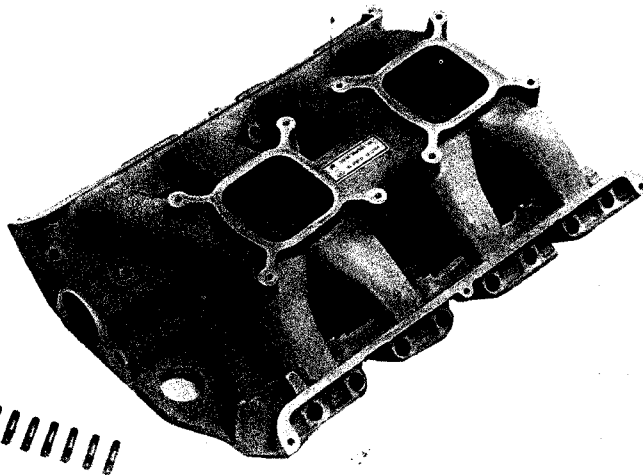
induction kits 427, 429 cid



429-460 CID 4V MANIFOLD

Shelby's great new manifold for the 429 block lets you come home a winner with your Thunder Bird or Super Cobra Jet powered car. This manifold combines all of the tricks of high performance that have been used in all the other famous Shelby manifolds and some great new ones. Designed to mount the STD Holley carburetor or the fantastic new #4575 model Holley for all out power. Like the 351-C engine, these engines have large ports and their manifolds must be very carefully designed to operate over the entire power range. We have achieved outstanding results with this manifold, and we are sure you will be excited with the performance. Use the Holley 3310 or 4223 for the street or the new 4575 for fully modified engines.

429K-9424-A	\$150.00
For use with STD Holley stock heads	
429K-9424-C	\$150.00
For use with STD Holley milled heads	
429K-9424-B	\$150.00
For use with Model 4575 stock heads	
429K-9424-D	\$150.00
For use with Model 4575 milled heads	



TUNNEL PORT STYLE MANIFOLD

This manifold is designed for drag racing and high RPM operation. Fits on regular 352 through 428 rectangular port engines. Has extremely large round runners giving a ram effect at high RPM and gives practically no restriction from the carburetor into the valve area. The port routing is so straight and clean that when viewed from the carburetor mounting flange, the intake valve stems can be seen. Should be used with long duration racing camshaft and headers.

GFPK-9424-A	\$186.00
Recommended carburetors for street-strip 660 CFM Holley R4224	