



Thank You for purchasing the “**WFO Hyperforce**” air inlet assembly for the ‘73-’76, Trans Am shaker scoops. Please take time to read these instructions before installation. For information or questions concerning this product, email at: **WFOTECH@COMCAST.NET**

Note:

Irregularities in mass-produced scoops may require minimal resurfacing of the outer forward edge of the filters metal insert, to produce a “final-fit” tolerance for maximum sealing against the inner scoop surface. This can be performed using a standard, metal-working, flat file. Remove filter before procedure.

Installation tips:

With the scoop inverted and from the large diameter circular opening, the aluminum insert is designed to slide into the scoop cavity toward the rearward portion of the rear scoop opening. The insert should rest firmly inside and flush against the flat sheet metal base that is factory riveted to the scoop. It should also slide into and against the lower inside edge of air inlet. Keep in mind that the turnbuckles may have to be loosened so the insert will “flex” to a certain degree. This will make installation easier.

A sealing gasket has been supplied with your kit so that an air tight fit can be obtained between the edges of the insert and the inner surfaces of the scoop.

It is suggested that a “**trial-fit**” placement of the insert and gasket be performed, before permanently attaching the gasket. This will assure that they are oriented in the proper location prior to installation. DO NOT peel the backing-paper off the gasket for this procedure.

Place the gasket into the scoop areas (in accordance with the filter insert) so that there are no gaps or air leaks. Scribe reference lines (where the gasket is placed) onto the fiberglass surface using a scratch awl or similar tool, to record the placement.

Once it is satisfactorily determined that there are no gaps, remove the filter insert and prepare the inner surface areas of the scoop where the gasket is to be applied, by cleaning with a solvent such as wax and grease remover. This will promote maximum adhesion of the gasket.

Proceed with permanently installing the gasket by removing the backing paper and applying on the inner surface of the scoop, as required.

Carefully slide the aluminum insert into the scoop area. Avoid tearing or damaging the gasket by smearing a small amount of silicone grease or other similar product along gasket surface.

After final installation of the insert within the scoop, the mini-turnbuckles should be adjusted gradually (through the rear scoop opening) to provide even torque to either side of the insert. A firm fit should be obtained while securely retaining the insert within the scoop cavity.

Avoid over-tightening of the turnbuckles, as this will result in distortion and air leaks.

To prevent the possibility of a turnbuckle loosening, apply a small drop of blue “threadlocker” to the threaded ends of the eyelets. This will provide the flexibility of adjustment while keeping the turnbuckle in place.

As a safety measure, the carb stud is equipped with a **nylock nut** to keep the wingnut from possibly working it’s way up the stud and possibly falling into the carb and engine.

User to install nylock nut to carburetor stud after wingnut is installed.

Legal disclaimer:

Failure to install the assembly per these instructions may result in engine damage.

End-user assumes full responsibility for the noted installation of this product.

WFO Performance, Larry Navarro and/or its vendors, shall be exempt of any responsibility for damages resulting from the use or miss-use of this product. The WFO assembly is sold “as-is” with NO warranty given, expressed or implied.