

INSTALLATION INSTRUCTIONS

BLOCKER'S *High Velocity Ram Air II*



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Some states do not allow the exclusion or limitation of consequential damages, or allow limitations on how long an implied warranty lasts, so the above limitations or exclusions may not apply to purchaser.

Note: Caution should be used to never leave anything loose inside the air cleaner base as severe engine damage may result. Intended for off road use only.

If the rear of your scoop is not open, do this first. (See article – Attachment A)

After installation of your Edelbrock Performer RPM or Torker II intake manifold you are ready for installation of your Blocker High Velocity Ram Air II.

Please take a minute to familiarize yourself with your kit and to be sure that you have all of the necessary materials.

Tools Needed:

Flat Blade Screwdriver	Scribe Pick
5/16" Wrench or Socket/Ratchet	1/2" or 7/16" Wrench
Hack Saw or Air Saw	Pencil
Ruler or Tape Measure	Drill
1/8" Drill Bit	1 1/8" Hole Saw
File or Grinder	Sharpie Marker
Weight – See Photo (Body Dolly or Lead Weight, etc.)	

Kit Includes:

- One (1) Diagram of Blocker II
- One (1) Rubber Hose (3/4" X 3") (if applicable)
- One (1) L Tube (if applicable)
- One (1) Air Cleaner Base
- One (1) 1/2" Hold Down Bar
- One (1) Hood Scoop Insert
- One (1) K & N Air Filter
- One (1) Package Liquid Nails
- Four (4) Screws – 5/16" - #10 X 1/2"
- Two (2) "S" Brackets
- Two (2) Latches
- 2 Wooden Sticks
- Instruction Manual

FIGURE A

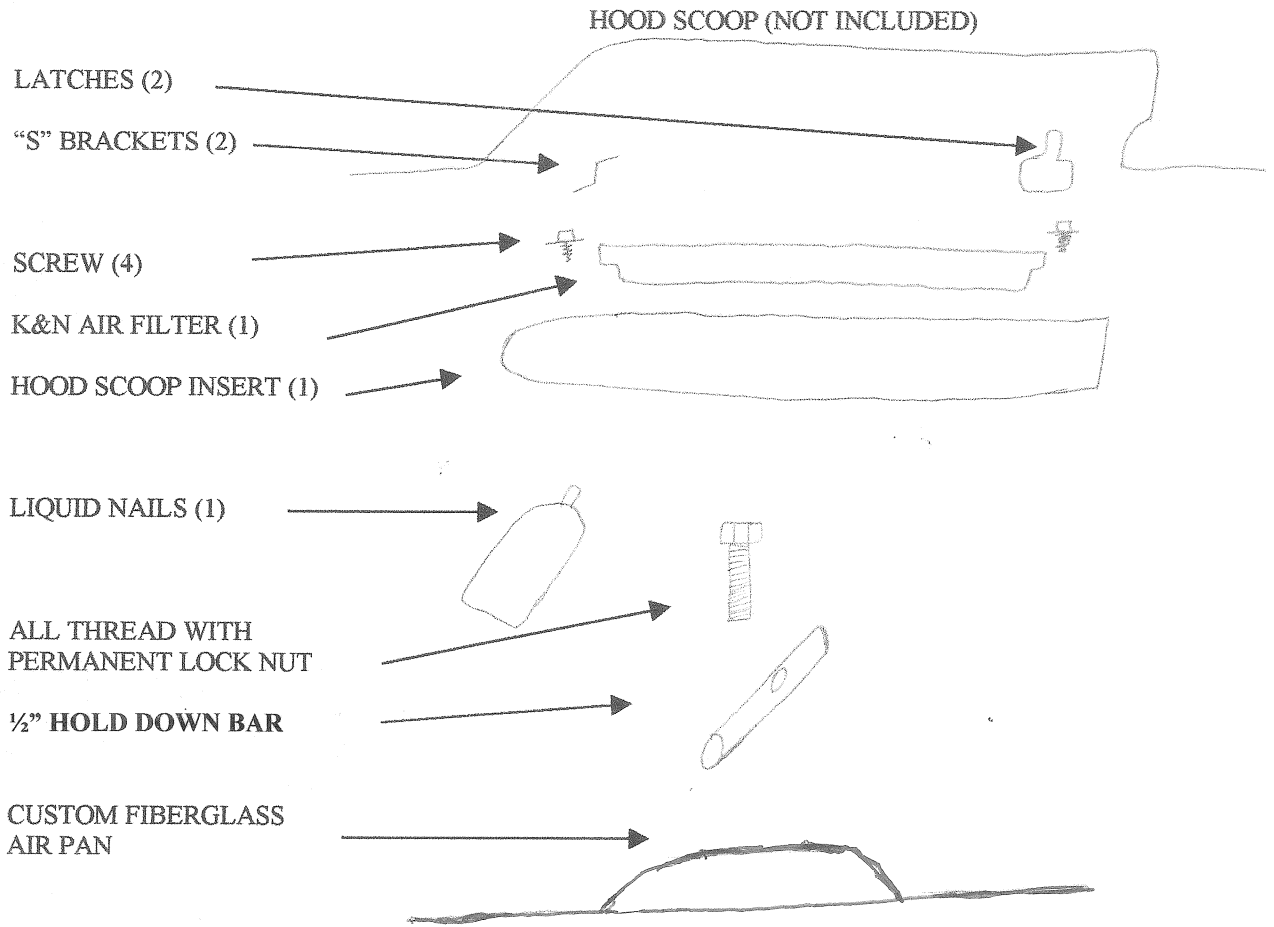
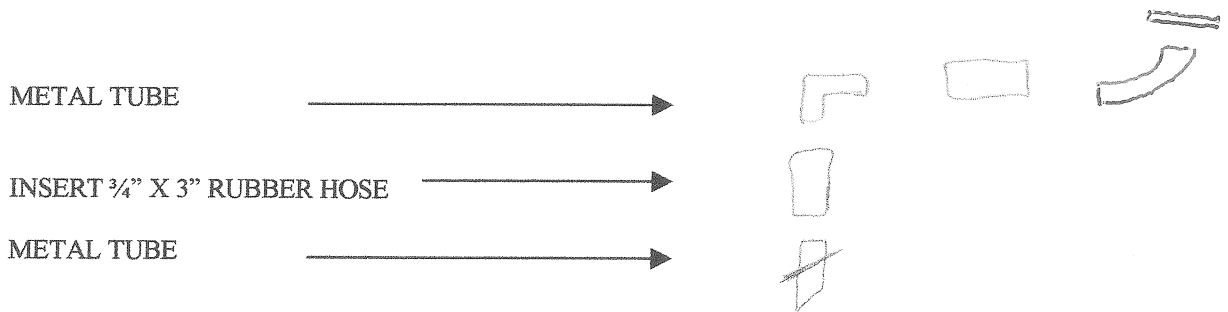


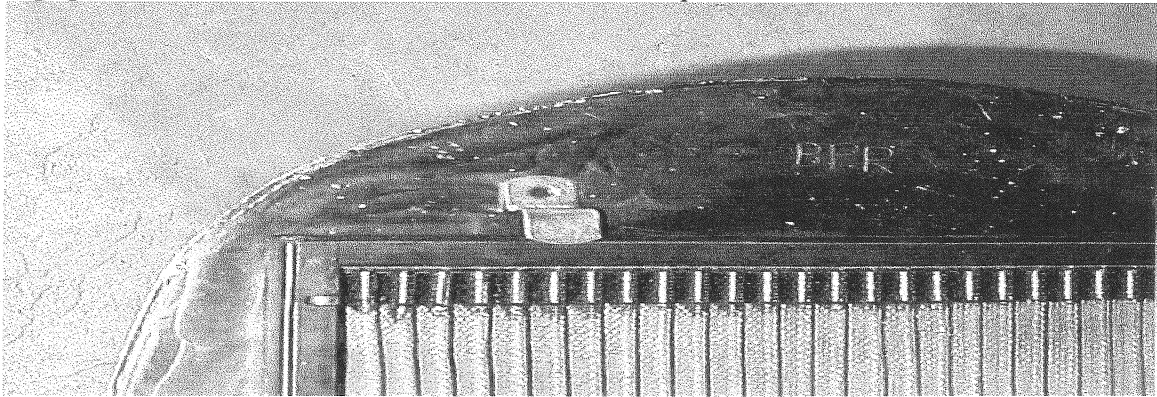
FIGURE B



PREPARATION OF HOOD SCOOP INSERT:

NOTE: Flip hood scoop upside down on a soft cotton towel to prevent paint damage.

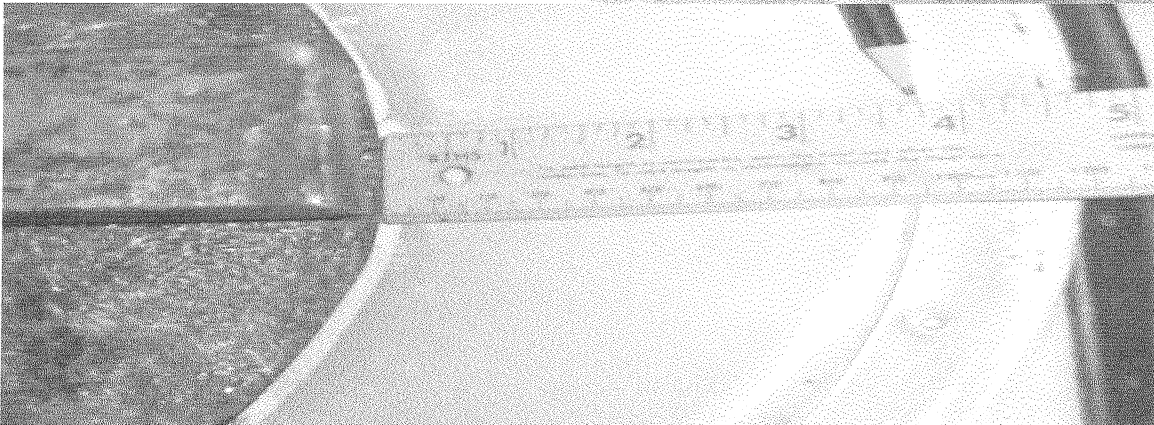
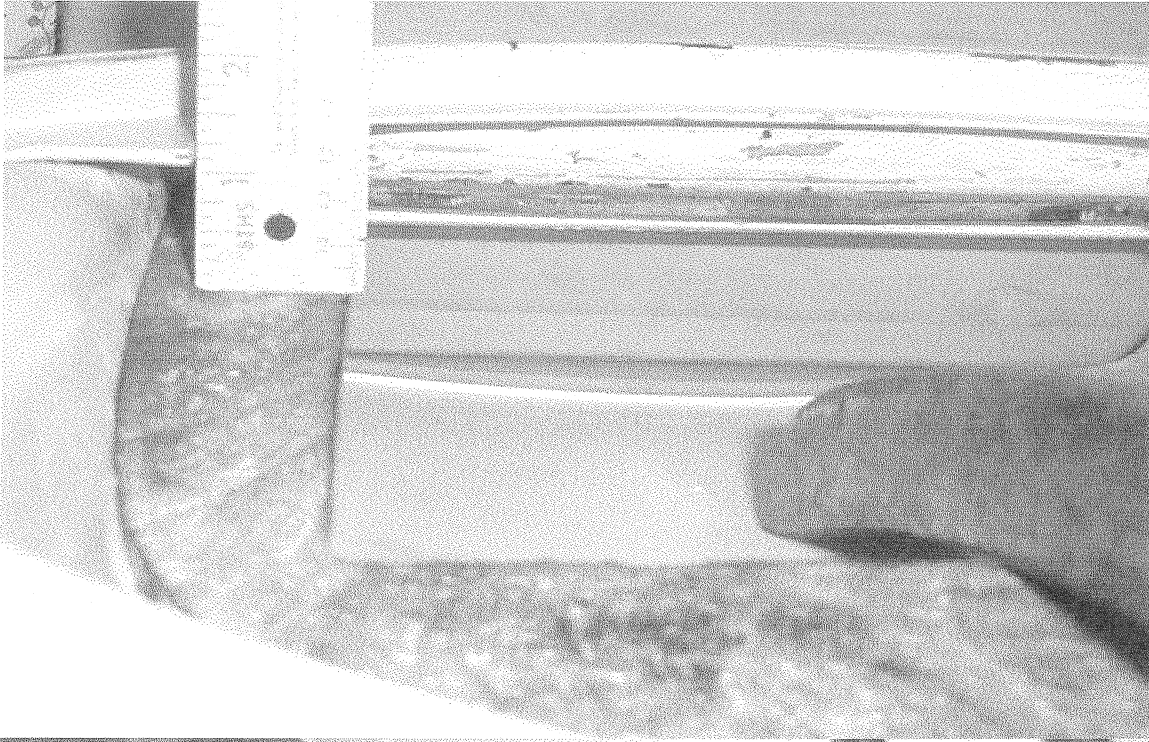
- 1) Clean inside of scoop to remove any gas or oil residue.
- 2) On hood scoop insert, locate side noted with BPR.
- 3) Referring to measurements in Step 1 of Bonding Hood Scoop Insert, test fit insert by slipping flat edge of insert into scoop (BPR side up towards top of scoop) until it contacts rear of the hood scoop just below the rear scoop opening. Gently press down on leading edge of scoop and verify fit. Insert can be sanded or ground to achieve exact fit. Remove only a small amount of material at a time, continually checking to verify fit. Remove insert from scoop.
- 4) Install the K & N Air Filter into the scoop insert on the BPR side. Referring to the photos before each step, position the air filter retainer brackets as instructed in Steps 5 & 6.



- 5) The front "S" brackets should be centered six (6) pleats in from the outside edge of the air cleaner. Further, they should be positioned so that the edge of the "S" bracket just comes in contact with the filter. Scribe, remove air filter and drill 1/8" pilot holds and attach "S" brackets with screws. (Note: Lubricate screws with bar soap for easy installation.) Reinstall air filter. If front "S" brackets interfere with filter, use screwdriver to slightly bend the tip of the bracket up.



- 6) Rotate latch hold down to open (90 Degree) position. Place bracket next to the air filter so that it is touching the side of the air filter and so that the side of the bracket is approximately 1/4" from the rear edge of the air filter. Confirm that the rear of the latches do not stick out further than the edge of the insert. Scribe marks on insert. Remove air filter and drill 1/8" pilot holes. Attach latches with screws provided. Reinstall to confirm air filter fits correctly with all four (4) clips. (NOTE: Optional – Screw tips can now be ground for flush surface.)
- 7) Remove air filter.



BONDING OF HOOD SCOOP INSERT:

1) Verify measurements at three points listed below to assure proper positioning before bonding. (NOTE: Photos shown are measurements for 70 ½ to 76 style scoop.) Measurements should be as follows:

	<u>70 ½ to 76</u>	<u>77 to 81</u>
POINT A (Front of scoop)	3 3/4"	2 3/4"
POINT B & C (Sides of scoop)	1 3/16 "	1 1/8"

2) Refer to photos for positioning of weight on leading edge of insert. After inserting weight and verifying correct positioning by measurements, bond insert and scoop together using Liquid Nails provided. For best results in applying, go slowly around edge of insert to get the bonding agent to flow between the scoop and insert. Use wooden sticks to spread around edge and rear. DO NOT REMOVE weight for 24 hours. (NOTE: Longer in high humidity or cold climate situations.)

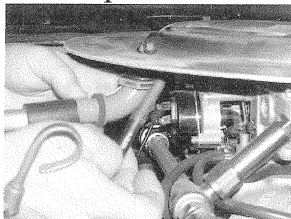
CARBURETOR INSTALLATION:

- 1) Install Carburetor with base gasket no thicker than 1/4".
- 2) Note: If using a Pontiac Q-Jet See Page 7

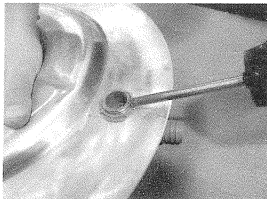
MODIFICATION OF BREATHER TUBE IF NECESSARY:

(Refer to Page 2 – Figure B)

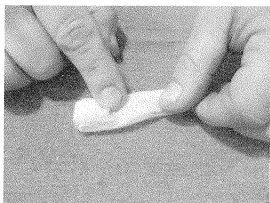
1. Locate breather tube on passenger side of valve cover and remove from engine.
2. Use hacksaw to cut tube half way between top of grommet and first bend.
3. Slip rubber tube into position to raise tube height.
4. Clean thoroughly before reinstalling.
5. After doing tube modification, mount base on carburetor.
6. Place the tube in the valve cover to determine where tube will need to be mounted to the base and mark location. Note: Use caution to not mount L vent too close to lip on bottom of base or it could cause problems with sealing.



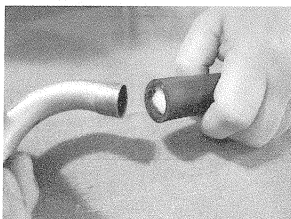
7. Cut marked hole with 1 1/8" hole saw.
8. Clean up burs with file or 80 grit sand paper.
9. Mount L vent tube to base and position to mate with tube from valve cover.
10. Melt nut on L tube to prevent loosening (i.e. use soldering iron or any hot metal like a heated screwdriver blade).



11. Take crankcase filter out of the plastic housing.
12. Fold lengthwise, then end to end and insert into the rubber tube that extends tube from the valve cover.



13. Install tube.



AIR HORN GASKET INSTALLATION:

- 1) Install air horn gasket. Please note that some Holley's will require a thicker air horn gasket for proper fitment.

AIR CLEANER BASE INSTALLATION:

WARNING: Use of parts other than those provided to hold down air cleaner base could result in engine damage.

- 1) Narrow part of base ring faces the front of the motor. Slip bolt provided through 1/2" hold down rod. Install air cleaner base with 1/2" hold down rod seated on indentions provided on air cleaner base. Use 7/16" or 1/2" wrench to tighten bolt. Note: Tighten until snug but use caution not to over torque.
- 2) For Q-jets, operate secondary air valve by hand to check that secondary rod hanger does not rise up and contact 1/2" rod. If clearance is an issue add additional air horn gaskets.

INSTALL HOOD SCOOP

CLOSE HOOD

INSTALL K & N AIR FILTER:

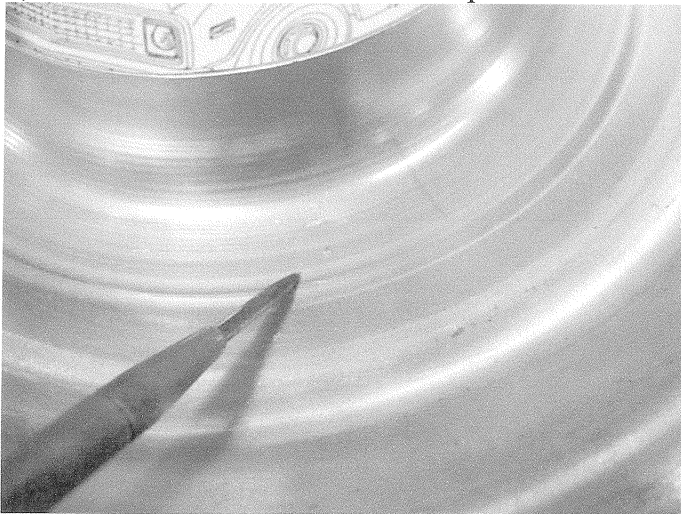
- 1) Install air filter through rear opening of hood scoop. Slip the filter under the front S-Brackets and gently press down into scoop insert.
- 2) Flip rear latches down to secure filter.
- 3) It may be necessary to use a flat blade screwdriver to release air filter latches. Wrap screw driver with masking tape to prevent damage to the paint on the scoop if slippage occurs. DO NOT pry against scoop to get latch to release.
Note: DO NOT run engine without air filter installed or engine damage could result.

Instructions if you are running a Pontiac Q-Jet:

- 1) Mount base (narrow part or base ring towards the front of the motor) on carburetor using hold down bar to square up to back of the airhorn.



- 2) To mark base so that you can drill a hole for fuel bowl vent tube, hold firmly with left hand and strike down sharply to leave ring impression on base.
- 3) Use 1/8" drill bit in center of impression.



- 4) Use a unibit or larger drill bit to open hole to the diameter of your vent tube.

Article A – How To Open Hood Scoop

Per: Herb Adams VSE

Deep Breather

Pontiac has always recognized the value of cold air induction since the days of the Ram Air GTOs. Unfortunately, the Federal government doesn't always have the same perspective on automotive engineering, so Pontiac designers had to close off the rear-inlet Trans Am hood scoops to meet noise regulations. If the sound of a healthy engine taking in great gulps of fresh air is music to your ears, you can restore your T/A's lung power with a simple hood scoop modification. Remove the scoop from the engine and drill a $\frac{3}{8}$ -inch hole in the corner of the air inlet area. Then cut out this panel with a saber saw, carefully following the scoop outline.

Most cars will respond to this hour's work with a .20-second improvement in quarter-mile elapsed times and a 2 mph increase in speed. A running engine won't be harmed by ingesting rain or snow (think of it as cheap water injection), but you should cover the inlet if your car will be parked outside for long periods. The extra charge of cold, dense air may require rejetting the carburetor for peak performance—an easy change we've outlined in an accompanying paragraph.

