



# A REVOLUTIONARY STEP AWAY FROM THE ORDINARY

## UNIQUE FEATURES

- Full radius, raised runner entrance
- Unique upper intake plenum shape
- Overall system is optimally designed for low turbulence and even air distribution
- All fasteners are hidden for a clean, sleek look
- Mid-plate and upper plenum are fastened with an o-ring instead of gaskets for ease of disassembly and reassembly that won't leak
- 8-bolt mid-plate retention (instead of typical 4) for high boost applications

## 3 PIECE DESIGN

1. Upper intake manifold
2. Mid-plate
3. Tunnel-ram-style intake base

**AFI intake manifolds have a bold new look with the high flow capabilities you need for your small block EFI Chevy!**

As a three piece system, our upper plenum design coupled with our innovative mid-plate and tunnel-ram-style base with full radius, raised runners promote higher flow rates without turbulence for optimized air distribution.



**Two versions make this intake manifold the perfect choice for your street / strip small block Chevy...**

### AS CAST

- Fits standard port small block Chevy (uses MR Gasket intake gasket pt #5821 or 5822)
- Fits Vortec heads
- 305cfm

### CNC PORTED

- Fits standard port small block Chevy
- Fits Vortec heads
- Fits small block Chevy with large race ports (uses MR Gasket intake gasket pt #5824)
- 387cfm

### Base Dimensions\*

A: 10 3/8" front    B: 11" middle    C: 9.5" rear    E: 11 throttle body angle

\* Base dimensions shown above can be modified to fit under factory third gen Camaro hood.

# AFI

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## Specifications, Features and Technical Data

<b>Brand</b>	Air Fuel Innovations by SDCE
<b>Injection Style</b>	Multi-port
<b>Basic Operating RPM Range</b>	Standard port: 1,500-6,000 rpm, Vortec head port: 1,500-6500 rpm, large race port: 2,500-8,000 rpm
<b>Intake Section Included</b>	Complete
<b>EGR</b>	No
<b>Injectors Included</b>	No
<b>Fuel Rails Included</b>	No
<b>Fuel Rail Requirements</b>	Stealth Ram fuel rails can be used with our intake up to 500hp. If over 500HP, 2 feed lines are required as well as a high flow regulator
<b>Throttle Body Included</b>	No
<b>Supplemental Bosses Cast-In</b>	Yes; rear coolant access and dual distributor hold down
<b>Supplemental Bosses Machined</b>	No
<b>Runners Style</b>	Tapered for max flow velocity on as-cast and CNC versions
<b>Plenum and base Material and finish</b>	Aluminum, natural finish
<b>Quantity</b>	Sold as three piece intake system.
<b>Notes</b>	Designed to use a TPI or LT1 throttle body. Optional "big mouth" twin 70mm throttle body available with 5 1/2" intake boot.
<b>Technical Data</b>	Using AFi's intake system will net major gains when used on engines making over 475 horsepower and engines with big cubic inches and big heads As cast version works well with cylinder heads that flow up to 270cfm CNC version works well on heads flowing up to 350 cfm Must use small cap distributor Can be port matched CNC'd: 2.200" x 1.225" port opening
<b>Port Exit Dimensions</b>	As-Cast Pre-Vortec: 2.050" x 1.180" As-Cast Vortec: 2.100" x 1.060"
<b>CNC'd average runner area</b>	2.75 or 2.90 sq in, 18% taper