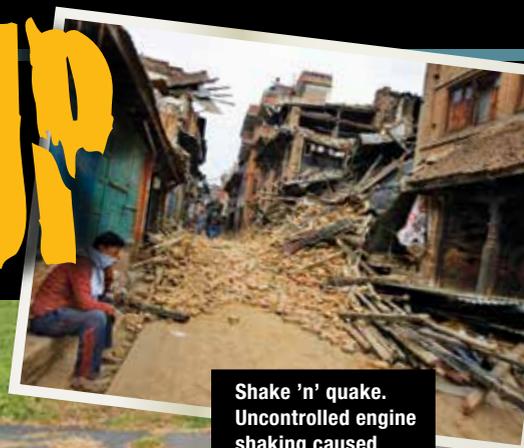


ALL SHOOK UP



Shake 'n' quake. Uncontrolled engine shaking caused the Richter Scale needle to jump and made many in the neighborhood very unhappy.



Everything you need (and ever needed) to know



K, YEAH, Chrysler certainly didn't *invent* functional hood scoops, but they were amongst the first to make 'em standard ('62 Plymouth 413 Super Stock and Dodge Ramcharger), as the MaMope mad scientists well understood the physics: For every three degrees Celsius you reduce your intake charge's temperature, you make one percent more horsepower (then there's the potential ram air effect, requiring a very tall scoop—and lots of speed!).

MaMopar was a bit late to the air-cleaner-pokes-though-the-hood party, but they, without a doubt, trumped the competition

Opening the hood of a shaker-equipped car, all you see is the huge bubble, with two functional forward-facing air inlet grilles. Deep, dark mystery: What's inside? Read on. (Note that on late-1970 models, Shakers with argent paint were a very coarse finish, not satin as on this car).

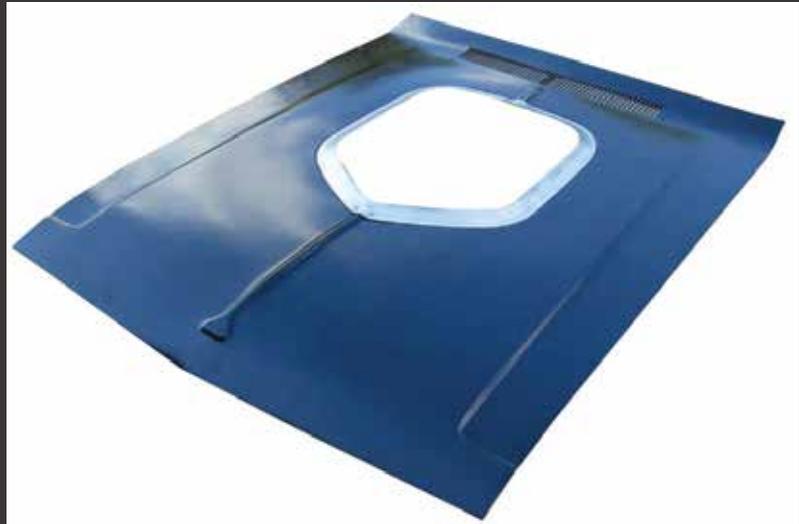


SHAKER STEP-BY-STEP: THE HIGHLIGHTS

1. Install grilles, doors, mocked / fitted up and working in bubble
2. Disassemble, paint bubble
3. Install perimeter and hot-air opening foam seals.
4. Mount baseplate (adapter and retainer) to carb(s), tighten to carb(s), make nuts and diamond washer hardware just snug (filter optional at this point).
5. Install empty bubble – just drop in place
6. Adjust (slide) bubble to center of hood opening (hood closed, duh).
7. Reach in through grille openings and tighten as many retainer-to-adapter nuts as possible
8. Remove bubble, tighten remaining nuts. Invert bubble, place on well-padded surface.
9. Assemble both hot and cold air doors and grilles to bubble, install intermediate cable, test operation (slide cable).
10. If not previously placed, install air filter element and upper retainer (cover), and service decal.
11. Feed cable thru slot in adapter while placing bubble into position.
12. Secure bubble fasteners.
13. 4 Bbl. only: install anti-wobble brackets or stud (per your application)
14. Drill for, mount, and connect under-dash control cable and adjust for proper operation.
15. Burn rubber, smell. Hear induction moan. See Shivvies in mirror, disappearing. Smile. Go have coffee.

Nearby photos illustrate the components, the installation, and mods for non-stock intake manifolds.

DR. E-BERG'S SHAKER PARTS & IDENTIFICATION GUIDE



1) AMD supplies a flawless repro hood and ring. But what about everything else? Tommy the Chryco was our guy!

about installing Shaker setups—and more.

TEXT AND PHOTOS BY RICHARD EHRENBERG, SAE, AND DR. SAL ROSSI, PHUD

in styling, function, and reliability. As an E-body option, at approx. \$100 back in the day, it was considered extremely desirable. Fast forward to a scant decade ago: Adding one of these to your E-car, be it a 'Cuda or Challenger, could run to five figures—the stuff was crazy pricey, and, even then nearly made of solid unobtainium—worse, what you found was, often, just one small step above pure *junk*.

Then AMD began reproducing the hoods and trim rings, suddenly making that part of the equation a lot cheaper and simpler. A funny thing, however, happened: The availability of the new hoods ramped up the demand for the under-hood components, and so the prices asked for those parts went virtually moon-shot *crazy*.

The aftermarket listened and responded. One enterprising vendor, Tommy the Chryco (you can't make this stuff up—his url is www.tommythechryco.ca), located in Woodbridge,

Ontario, started supplying a full-line of shaker components, even better, he'd sell you a complete setup, every last part you need, for one reasonable price. That's when we got interested. We've always had questions ourselves, especially relating to the installation and miscellaneous details, such as the various anti-wobble arrangements, and how to handle a non-stock intake manifold or carburetor. Tommy, we hoped, would answer them all (he did).

This stunning work of non-fiction will walk you through all the variations and permutations, and show you a complete installation, from the "retainer" (Chrysler's term for the air cleaner baseplate), through the bubble, trap door, cables, etcetera, and even show mods needed for taller than OEM intake manifolds.

So grab the wrenches, peel your parts off the stash pile, and join us to get ready to start shakin'!

DR. E-BERG'S SHAKER PARTS & IDENTIFICATION GUIDE *continued*



B) We begin at the bottom. There are two primary components: The adapter, which is the outer component, and is the same for all Shakers, regardless of carburetion, and the retainer, which, oddly enough, does the “adapting” for various carburetor setups. The rest of the world, outside of Highland Park, calls this setup the “baseplate”. The rubber seal contacts the underside of the hood and ring. This is an original 4-Bbl setup, circa 1971. It was apparently apart at least once: The hardware is incorrect (virtually all of it).



C) Tommy supplies Hemi retainers for 1970, 1971, and even large-air-horn Edelbrock carbs.



E) ...the 340 uses brackets (s) which attach to the front of each cylinder head. You'll see more of this as we perform the installation.



F) The Shaker bubble, as supplied by Tommy, is very nearly ready for paint, with a smooth gelcoat surface finish.



G) Ditto the grilles, which are amazing die-cast zinc. If this were made in China, it would be some sleazy plastic, but every component from Tommy is US or Canadian sourced.



H) The hot and cold air doors, and linkage, are flawless reproductions of originals.



I) So are the air cleaner retainers.



D) Also, retainers for all 4-Bbl engines. The 383 has no tabs welded on the bottom, just a hole for the stud (circled). 440 and 340 retainers have brackets welded on the bottom (different for 440 and 340). The brackets for the 440 (top right) are Plastsol-coated, and are adjusted to rest on the valve covers, whereas...

J) His hardware kit is 100% complete, including the plastic-cutting-thread studs, and the tape for the gap where the ends of the large seal meet (bottom). Smallblock brackets are shown here again.



K) Tommy supplies a genuine Fram element, as original. 1X4-bbl setups used CA305 (round), 6-pack and Hemi CA-332 (oval)



L) Both the under-dash and intermediate cables are included in the kit.



M) Even the copper anti-static-electricity ground straps are supplied by Tommy. Yes, we are impressed!

SOURCES

AMD
1-866-684-6072
www.AutoMetalDirect.com

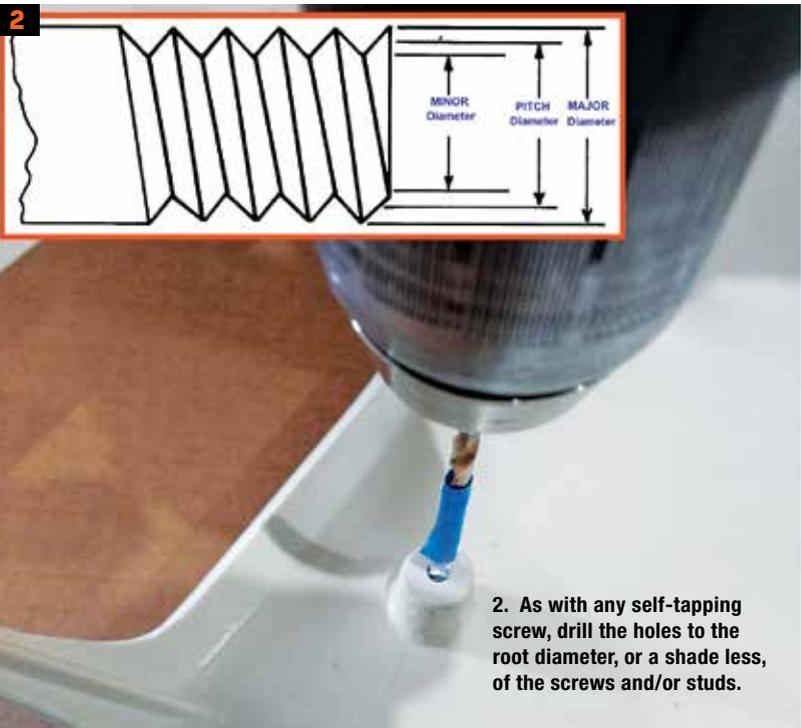
TOMMY THE CHRYCO
www.tommythechryco.ca

YEAR ONE, INC
SEM paint (and Shaker assembly parts)
800-932-7663
www.yearone.com



1. Begin the installation by trial-fitting the grilles (shown) and air doors. Make the locations that will need to be drilled.

< WILL REMOVE NUMBERS FROM CAPS.AFTER EDIT REVIEW_JF>



2. As with any self-tapping screw, drill the holes to the root diameter, or a shade less, of the screws and/or studs.



3. Here, we have the drilling partially completed.



4. Using weatherstrip contact cement, install the perimeter seal. The factor joined the ends on the right side, we chose the rear (less visible). Join the ends using the supplied tape seen in Photo J above.



5. Also apply the seal to the hot-air opening.



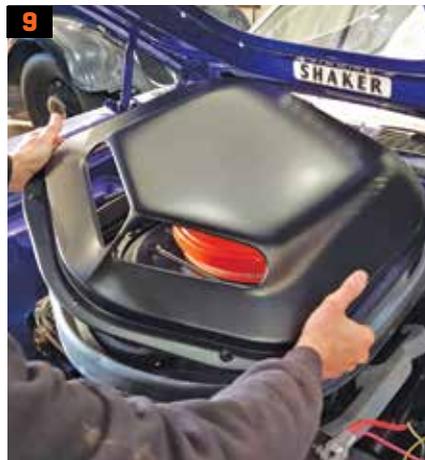
6. The bubble needs only a light scuff to make it ready for paint.



7. For paint, we used SEM's "trim black", which is satin. This would be correct for all 1971 cars. In 1970, the bubble was body color for the first half of the year, then changed to coarse argent to silence sun glare complaints, however, red cars were red all year—the brochures showed red with red, and the lawyers worried about lawsuits if a buyer ordered a red car and received one with an argent scoop.



8. Install the retainer and adapter, using the oddball diamond washers, make the nuts just snug. Also install the air cleaner.



9. Drop the empty bubble in position, no fasteners...



10. ...and adjust the bubble location to be centered in the trim ring.



11. Next, tighten the fasteners—as many as you can reach—through the grille openings. Open the hood and tighten the remainder.



12. Remove the bubble, invert it on a soft surface—carpet, blanket, etc., and mount the grilles and doors with the studs (5 locations) and screws.



13. If you have a B-engine (383), remove the center screw from the intake manifold gasket front reinforcement and replace it with the long hex stud and the short double-ended stud.



14. Mount the baseplate assembly using the washers and wing nut; everything is in Tommy's kit. Again: This is for 383 only.



15. Smallblock setups have tabs welded to the bottom of the retainer. These accept the braces shown in Photos E and J in the parts section.



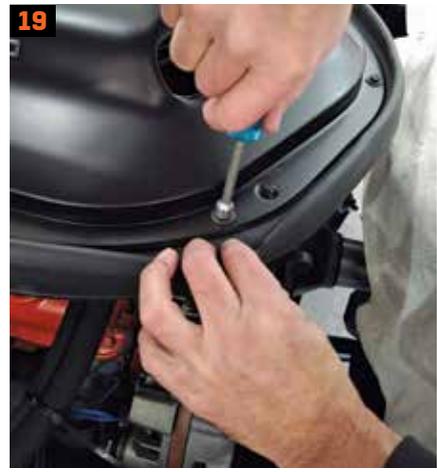
16. The smallblock braces screw to existing holes in the cylinder heads' front surface. 440 4-Bbls use shorter brackets, Plastisol-coated (see Photo D above) which simply rest on the valve covers. Multi-carb engines have no brackets, none are needed.



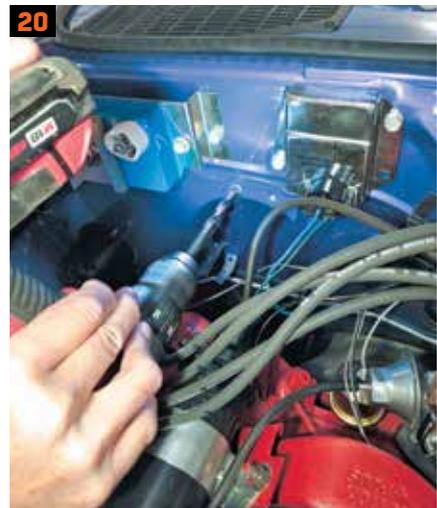
17. Install the displacement callouts—OEM ones just snap in.



18. Feed the intermediate cable through the slot in the rear (on the pass. side) of the retainer, then...



19. ...Drop the bubble and nuts on, tighten. Homestretch!



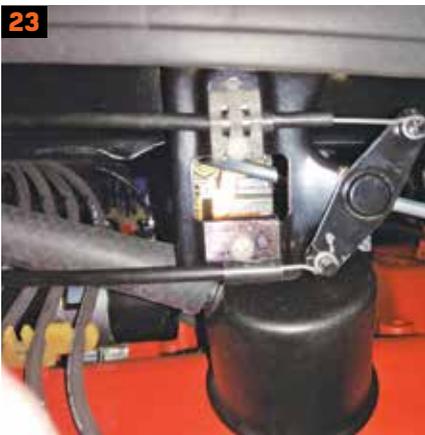
20. Now for the car. Drill a hole, approx. 1/2", in the existing firewall dimple where indicated.



21. Use a Greenlee punch, 1/4" diameter, backed up with cardboard (to not mar the paint), for the control cable grommet. Brush some primer on the bare steel.



22. Mount the control under the dash, route the cable (and grommet) through your firewall hole.



23. Connect both cables to the bellcrank as shown, adjust so fresh air door is fully closed a fraction before the dash knob bottoms.



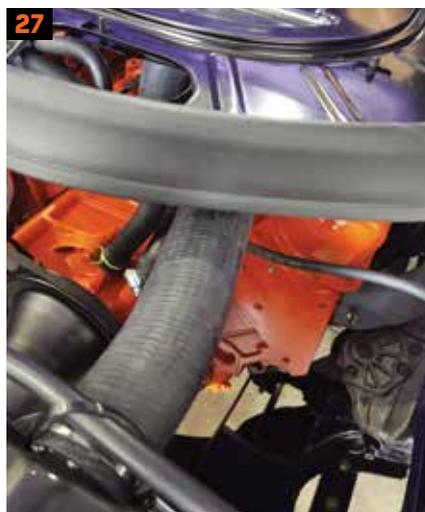
24. Add the drain hoses, trimmed to fit. You're done!



25. **IMPORTANT**—If your E-body has a two-speed wiper motor, a bit of hacking is needed. Obviously, you need to do this before you start the whole installation deal.



26. First, slice the left rear corner of the adapter ring for clearance as needed. Add primer and the foam seal, and nobody will be the wiser. We've done this hack on 340s and 383s, this hack might be touch-and-go with an RB engine.



27. The clearance to the upper radiator hose can be snug, if you are not concerned with OEM platinum appearance, adding a sleeve of large convolute tubing is the solution. Hemis had a specially trick curved hose (repros available).



28. What if you have a higher-than-stock manifold? You need to shorten the "funnel" area of the retainer. Measure twice...



29. ...but cut once.



30. The finished product. On this car, we needed to raise the carb strap-bar about one inch, too (circled). You can weld, right?



31. The finishing touch! And wait until you can see that bubble torquing over through the windshield when you punch it!