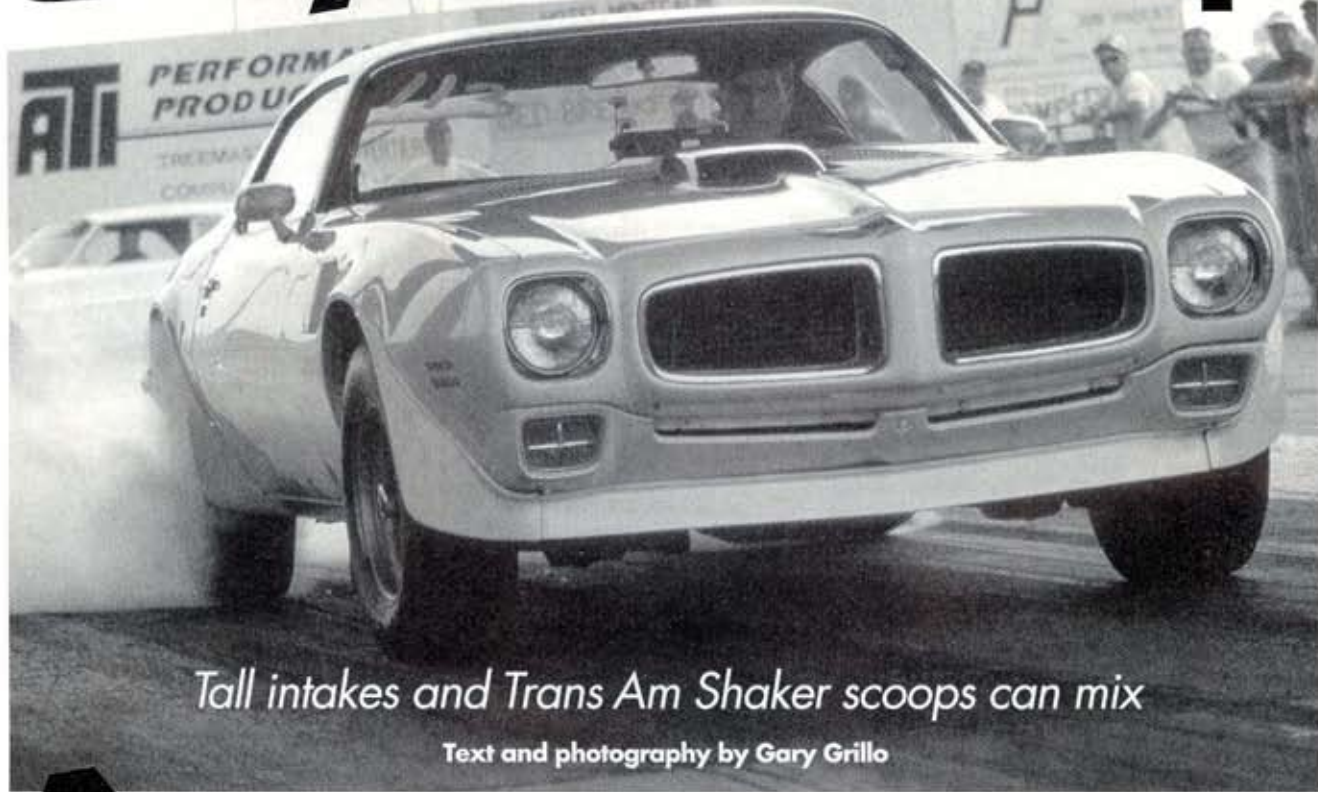


SHAKE It Up



Tall intakes and Trans Am Shaker scoops can mix

Text and photography by Gary Grillo

Americans are inventive people. After all, we've sent a man to the moon, designed safer and faster cars and put ATM machines in 7-11s.

One thing we couldn't seem to do was find a way to use tall intake manifolds like Edelbrock's Torker II or Performer RPM on '70s Trans Ams and have a functional Shaker hood scoop. Anyone who has tried has discovered that due to the increased intake manifold height, you are forced to bolt the scoop to the hood (rendering it nonfunctional) and run a small air cleaner on the carburetor. Yeah, it works okay, but there's no shake since the scoop no longer resides on the engine. Well, that's all changed, thanks to Brian Blocker of Blocker's Performance & Restoration and his new High Velocity Induction System.

After much research and testing, Brian has found a way to have your tall intake and shake it too. His system mounts a K&N filter inside the existing scoop and on to a new precision-molded fiberglass air cleaner base of his design. All components are of the highest quality, and once installed will provide you with an original-looking setup that functions (shakes) as the factory intended, www.pontiacenthusiast.com

while using the taller intakes or carburetor spacers.

We installed Blocker's HVIS on a '72 Trans Am that had previously had its scoop mounted to the hood. The kit comes complete with everything necessary to get things "shakin'" including a hood scoop insert, K&N filter, attaching hardware, new custom-molded fiberglass base, adhesive and a set of very thorough instructions anyone could follow. The complete kit sells for \$295, plus shipping and handling.

Since we are installing the HVIS on a '72 T/A (and this applies to all '70-'72 T/As) the scoop's functioning door with the attaching linkage and solenoids needs to be removed. To make life easier, we picked up a used '73-'76 scoop at a swap meet for 20 bucks. It was then sent out to the pros at Arvada Auto Body to be prepped and painted to match.

Once back from painting, we followed the instructions and attached the filter hold-down hardware to the insert, then fit and mounted the insert to the hood scoop using the included adhesive. This was set aside to cure for 24 hours.

At this point all the hard work is done. All that is left is to install the new air cleaner base to your carburetor with the

included hardware, set the filter into the insert (through the hood scoop's rear opening), latch it down and attach the scoop to the base with a stock retaining ring.

To finish off the installation, we added a new scoop-to-hood seal and decals from Year One for an original factory look. We saved the best part for last: That's when you slide behind that Formula wheel, slip the key in the ignition and fire it up. There's just nothing like a little shake, rattle and roll, Pontiac style!



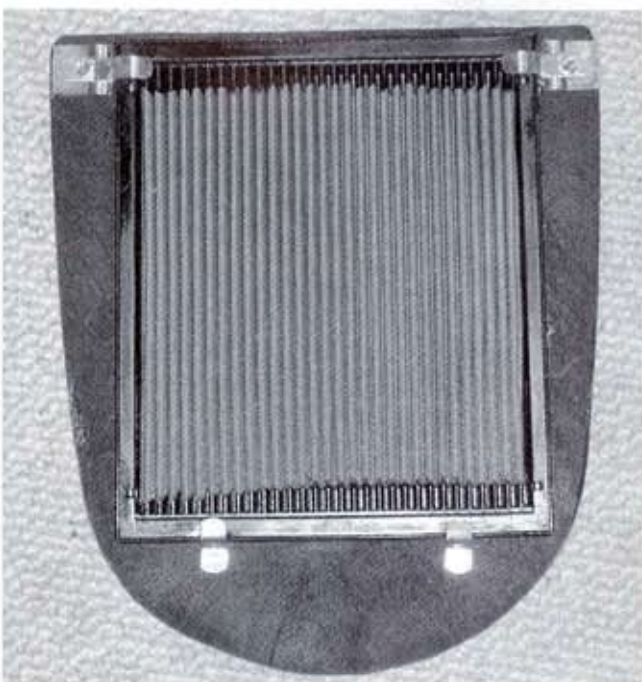
1 The High Velocity Induction System Kit comes complete with everything needed to make the conversion.



2 Since we didn't want to cut up the original Shaker assembly from our '72 T/A, we found an old, beat-up scoop from a '76 T/A for our modification.



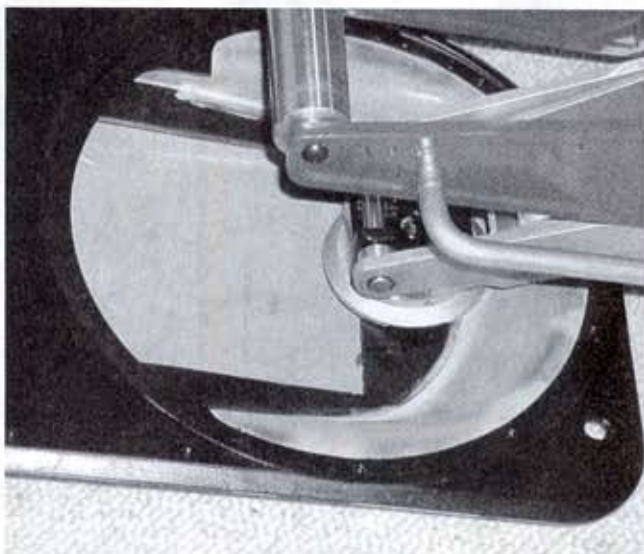
3 Trial fit the insert to the underside of the hood scoop.



4 Attach the filter hold-down hardware to the insert before gluing it into place.



5 The filter is now in place with the latches closed.



6 Weigh down the insert to ensure a good bond while the adhesive sets up.



7 The underside of the scoop shows the insert bonded in place and the K&N filter installed.

SHAKE It Up



8 Attach the new base to the carburetor using the hardware supplied in the kit.



9 After setting the scoop on the base, tighten the attaching ring to secure it in place.

10 Everything fits perfectly and our conversion is now complete. We're ready to shake it up!

PE

SOURCES

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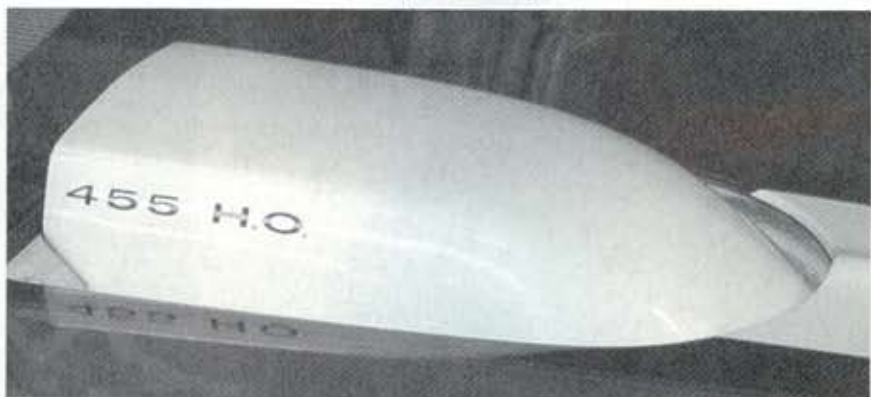
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