

SHAKER HOOD SYSTEM

Instructions, Options, Pictures and Available Upgrades



SHAKER GRILLE OPTIONS

Base Shaker Standard Hex Mesh Grilles



Old School Retro Cuda/Challenger Custom Grille Inserts



Modern SRT8 and Daytona Style Custom Grille Inserts



No Grilles with Inside of Shaker Painted



Custom Applications



Our Custom Grille Fitment and Installation Service



2.7L V6 & AND CUSTOM APPLICATIONS

Our shaker system is specifically designed for Chrysler's modern Hemi V8 5.7L, 6.4L (392), the 6.1L(with 6.1L upgrade), and the 3.5L V6. For pictures of our 3.5L Shaker see the bottom of our coming soon page. It will not work with the new 3.6L V6 without custom fabrication work. You can see pictures of the 3.5L V6 system on our coming soon page. It is available for purchase on the website but you must select 3.5L engine in the drop down box when purchasing the Base shaker kit. You can also purchase the 3.5L Manifold upgrade and Sealed System in the same way. Besides the Chrysler 2.7L and 3.6L V6, many customers have retro fitted them to other engines and vehicles. Otherwise, below we will cover a few possible methods in which one can custom install our shaker on just about any vehicle.



Method 1: Hood Mounted Shaker Scoop

Since the lower half of the shaker kit is not used in this method, the cost of the kit is much less than the full conventional system, but some custom work must be done. Our shaker has been retro fitted to many kinds of cars. With a little ingenuity, the lower base plate can even be mounted to a Six-Pack or dual four barrel carburetor set-up. Here is the under the hood view of the scoop mounted into the hood. The bodyshop took this project to a very high level by adding several custom features to the under side of the scoop so it would mate and seal up to the custom made intercooler for the supercharger. In most installations, the scoop will be simply screwed into the bottom of the hood with stand-off spacers. This method allows for the exact same look when the hood is closed as a shaker that is attached to the engine.



Method 2: Custom Aluminum Base Plate

If you would like a true shaker on your V6, there is a way to do it, but it requires a little custom fabrication on your end. This picture clearly shows the custom made aluminum plate hat is mounted to the engine with L-brackets from your local home improvement store. The sheet metal can be easily cut with a jig saw to match the shape of the scoop.



Method 3: A true Ram-Air V6 shaker

If you are in the position to do even more custom work, a flat panel filter and custom pipe can be attached to the base plate for the ultimate shaker system. While we do not offer a kit of this kind, our technical department will be happy to help instruct you in every step of the way on how you can achieve your goal!



6.1L SRT8 SHAKER UPGRADE

Even though the 6.1L engine is very similar in size to the 5.7L, there are 2 key differences between the two, namely, their Oil Neck Housings and their Mounting Hardware. These differences may prevent the shakers from being fully interchangeable.

5.7L Oil Filler Neck Housing

The 5.7L Oil Filler Neck comes through the shaker base and is sealed with the provided rubber grommet, which eliminates air leaks in the sealed air system.



6.1L Oil Filler Neck Housing

Compared with the 5.7L, the 6.1L Oil Filler Neck sits lower and about an inch further back towards the firewall. If you purchase the 6.1 upgrade, we will remove a portion of the shaker base and install a custom made fiberglass cap (with a rubber gasket and 3 Phillips screws) that completely covers up the oil filler lid. This makes for an easy oil change, and also seals out the hot air that resides below for a leak free air system. A modified 6.1 shaker base plate will work with a 5.7L Hemi, but not the other way around.



Mounting Hardware

Even though the mounting locations are the same on both engines, the very different aluminum manifold design of the 6.1 requires special metric shaker stud mounting hardware.



SHAKE AIR SYSTEM OPTIONS

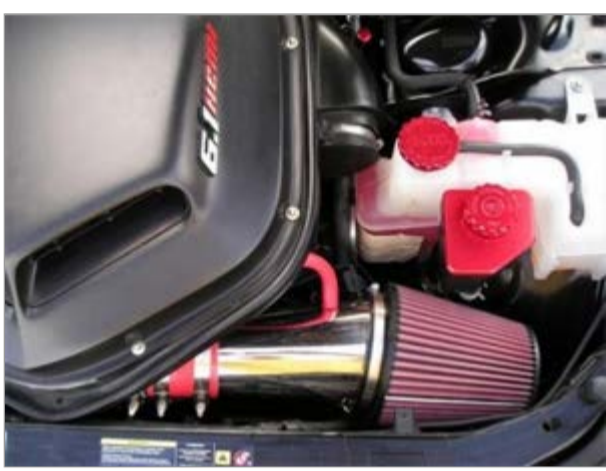
Method 1: Base Shaker System

Our base shaker system, which comes standard with a fitted air shroud, can be installed directly over the untouched factory air box simply covering up your stock airbox. This directs more cold air to the general air box area, but the air still enters from the stock location at the bottom of the box. For better performance, some have opened up extra breather holes in the side of the air box to allow more cold air in. This method is the least expensive way to go and does not alter the OEM air system that came on your car for those who wish to keep it stock.



Method 2: Base Shaker with Aftermarket CAI (Cold Air Intake)

If you already have an aftermarket CAI, you can make it a "real" cold air intake and deliver some extra cold air to it! In this method, the provided air shroud (pictured in Method 1) provides tons of cold air to the top of your CAI in a similar way that many other aftermarket ram air hoods do. Some trimming/removing of the CAI's heat shield may be required in order for the shroud to fit over it.



Method 3: "Semi-Sealed" Aftermarket CAI

If you want to get the most out of your existing aftermarket CAI, you can Adapt your CAI by cutting a round hole in the side of your CAI box and installing a flange and hose to pipe the cold air into your CAI. This does insulate the cold air more depending on how good the seal is around the box and to the hood and will optimize the performance of any CAI, but does require some a custom installation. **This method requires our Manifold Upgrade listed at the bottom of this page.**



Method 4: Sealed System – True Ram Air!

For the absolute best looking and performing system, and the closest thing available to what the original 426 Hemi shakers had, you may want to consider our Sealed System, which is specifically designed to work with our shakers. This is a complete sealed filter system which includes a plug for the bottom of your factory air box and a large Dual- Cone S&B performance air filter.

This system snaps onto the lower half of your factory air box and allows the pressure build-up in the shaker to ram the air into your manifold. This is a real performance RAM AIR set up and many customers have reported a 1-2 MPG gain and better track times, but it is nearly impossible to dyno test a ram air system since the car must be moving for it to work. **This method requires our Manifold Upgrade listed at the bottom of this page.**



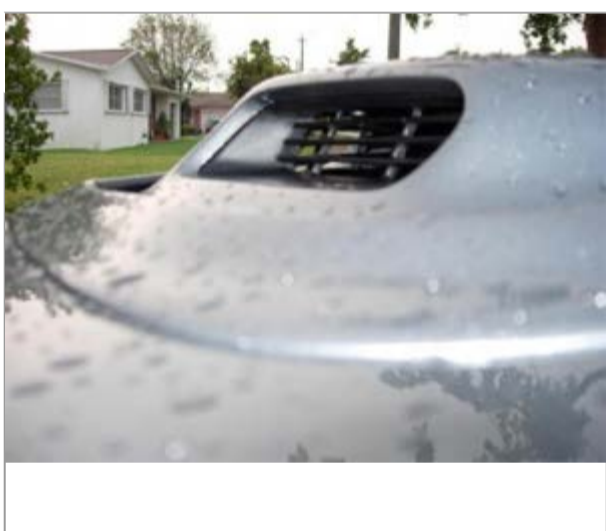
Manifold Upgrade

This upgrade is required if you choose to go with method 3 or 4. The Manifold Upgrade is a factory installed unit that is built into the bottom of the shaker. It gives you the required 4" ID pipe outlet to make it possible to attach a hose to the shaker. Even if you are not ready to get the sealed system, we recommend you consider getting the manifold upgrade, as it will allow you to upgrade the air system at a later date if you should wish to do so, and also makes the shaker a better performing unit.



Shaker Height Adjustment

Our shaker hardware is pre-set at the factory to give you the best combination of performance and trouble free operation. The picture shows the profile view of what it should look like; However, since the shaker mounts are adjustable (+/-) 1/2" in either direction, some choose to raise or lower it according to their taste or performance demands. This of course is fine to do as long as the scoop does not interfere with the hood brace or filter system.



WATER MANAGEMENT SYSTEM

No matter what the weather is like in your city, our shaker can handle it and has proven itself for 4 straight years on the market with not one issue.

Shaker Run Off Water Drain System

All run off water runs down the outside of the shaker and then into the gutter which is built into the perimeter of the shaker base unit and is then collected in the front receiving gutter. The water is then channeled through a 1/4" ID neoprene hose to under the car.



Shaker Ingested Water Drain System

All ingested water that is rammed into the shaker first hits the back of the scoop and is then directed to one of the internal water gutters – one on each side. The water is then drained off via (2) 1/4" ID neoprene hoses to under the car. A 3 degree tilt on the base of the shaker causes most of the water to drain to the passenger's side gutter, away from the elevated air port on the driver's side. There is also a small drain at the bottom of the air box to remove any possible residue.

