

Following are email responses to this request.

From: jinexpress [mailto:jinexpress@hotmail.com]
Sent: Friday, September 23, 2005 7:38 AM
To: pontiac-1950s@yahoogroups.com
Subject: pontiac-1950s - 55-?? Exhaust Manifolds, which will work.

I am new to the Pontiac V-8's IE: 287, 316, 347. I have purchased a 57 engine to put in my 50 Chieftain, but no exhaust manifolds. Must I find for a 57 or will others work. Parts book (59) lists different numbers for each year.

Is there a book available for interchange of parts. Lots out there for small block Chevys.

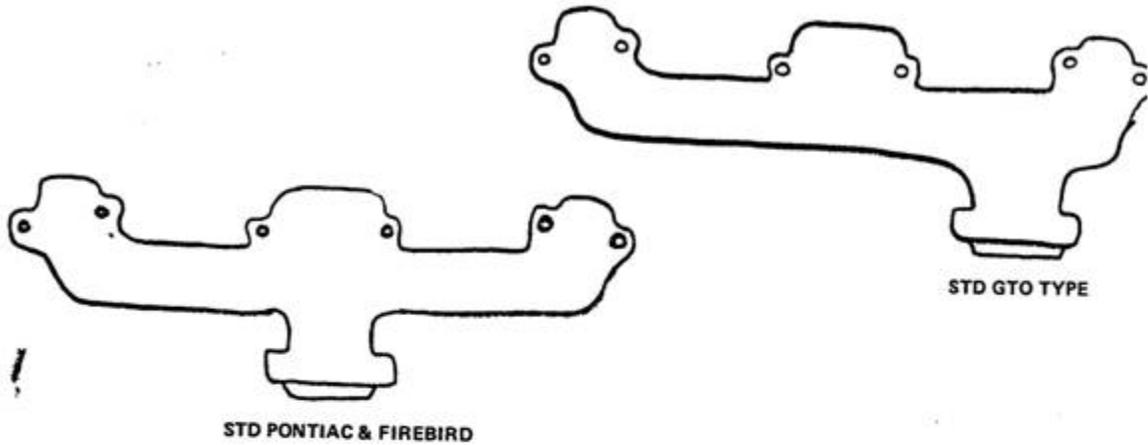
Thanks, Tom

Response by Rick Gonser

The first thing to determine is what "type" of exhaust manifolds. There is a choice of three distinct configurations...

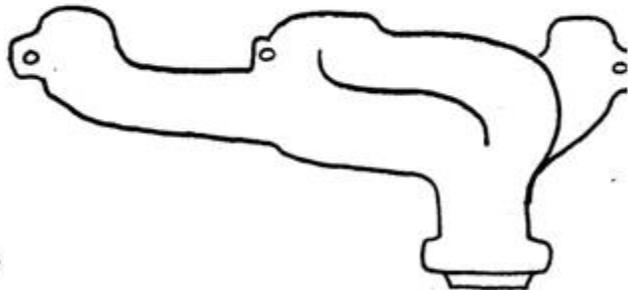
FIGURE 31

EXHAUST MANIFOLD IDENTIFICATION

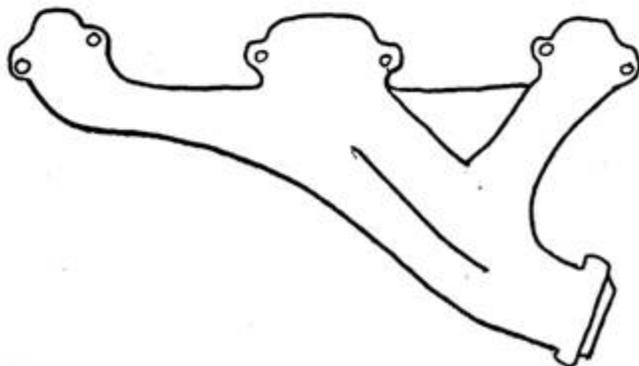


HIGH PERFORMANCE

GTO & LATE FIREBIRD



PONTIAC & EARLY FIREBIRD



The easiest to fit most swaps are the standard center exit and rear exit manifolds. The interference in most swaps is the steering box. Select whatever manifold will clear. There are

also front exit types, and this is what was used in 1955-57. They require a 120° elbow to direct the gasses backwards. You can also run the exhausts on the "wrong" side, i.e a back exit unit become a front exit when swapped from the pass side to the driver's side...

Personally, I like long-branch manifolds (bottom images), and I'll even go so far as to offset the engine toward the pass side frame rail so they'll fit.



Alternative schemes that work with V8s into early chassis are OTC headers or custom headers. The 3-tube headers will fit in really tight places, like a 1979 Grand Prix. 4-tube headers require more room, but the 1st generation Firebird headers are easily modified to work...

Don't forget, 1949-56 frames don't have "swiss-cheese" holes, so they must be cut with a torch or hole saw to route head pipes and tail pipes...

rick.gonser@L-3com.com

L-3 Communications

Interstate Electronics Corporation
604 E. Vermont Avenue * Anaheim CA 92805-5607
Phone (714) 758-3206 Fax (714) 758-3310
Blackberry gonserr@mycingular.blackberry.net

Following by Larry Gorden

To add a bit to the excellent reply from Rick Gonser, here is additional info on the stock manifolds and interchangeability.

Exhaust manifolds from 1955 to 1960 will bolt on to the 57 heads. However, you do not want to use 55/56 manifolds because the exhaust ports are smaller. They will work but will degrade performance and possibly contribute to overheating.

This is the passenger's side manifold with 1960 manifold installed on 1957 head (in a 1956 Pontiac).



1957 through 1960 passenger side exhaust manifolds are interchangeable.

This is a drivers side 1958 manifold on 1957 head.



57 and 58 driver's side manifolds are the same. Note how the manifold exits to the front to clear the steering box. This is the adaptor Rick mentioned that directs exhaust to the rear.



This adaptor was used for all dual exhaust cars from 56 to 58. I believe this elbow is sold as an after market item by Ames or CPR. I do not use the adaptor on my car; the custom exhaust pipe has the bend in it that allows it to be bolted directly to the manifold.

This is the passenger's side exhaust manifold for 59 and 60. It exits in the center rather than to the front like 55 through 58.



This manifold will work fine on the 57 engine. But with this manifold installed on the engine, the engine would not fit in 55 through 58 cars because the manifold would hit the steering box. If you decide to use stock Pontiac exhaust manifolds (probably the most cost effective option), you need to check what kind of clearance you have and select the appropriate manifold.

Larry Gorden
