

the top of the bowl to stop the flooding. I still don't have it quite right, am going to try smaller jets.

*(Update note) I am now running a Holley 350 cfm, it is a much better match for this engine. This carburetor is mounted sideways from normal, turned 90 degrees, so the throttle cable makes a smooth curve. Mounted normal would necessitate a S-curve in the cable.*

The split header from Clifford Performance is for a full size pickup/Bronco. The front header dumps out right behind the motor mount. The rear header dumped out right on the frame in front of the starter. I sectioned it just above the collector and moved it inboard. I made a two into one collector for my single exhaust. Using the collectors that came with

the headers and another set from the parts house, I made this piece removable, to service the starter with out having to pull the entire exhaust. I also tack welded the collector bolts in place on the header, for ease of installation of the exhaust.

The exhaust is finished, single, with a dump right behind the axle on the right side. I used an oval generic muffler that had the in and out where I wanted them so the muffler would stand up between the drive shaft and the frame. Lots of clearance. Both drivelines had to be reworked, the front is about 3" longer and the rear is about 3" shorter. I didn't measure for them until everything was in place and locked down.

I used the stock 302 radiator. The bottom hose is a 302's lower hose with 3/4" cut off both ends. Top hose is a 300's upper hose with 3" cut off engine end. I ended up with about an inch clearance between the fan and radiator. I still need to modify the shroud and install it. I am not real happy with the clearance between the fan and the radiator, and have plans to go to electric.



The 300 had a 10 1/2" clutch, I wanted to run an 11". I used the 302 flywheel, but had to have the factory imbalance machined off. A 300 out of a 3/4 ton pickup may have an 11", but I didn't try to find one. As with any swap of this kind, I had many little setbacks during the buildup. One of the other things I did was start a notebook just for the Bronco. This notebook is divided into categories engine, transmission, axles, etc. I list any and all parts and what they came from, so down the road I know what I want at the parts house. It's a 70 Bronco, 73 Dana 44, 72 1 ton 435, 81 300 6cyl, 87 tilt column.

Now, to the best part, driving. I don't drive a lot on the street, just around town (pop. 650) and I am only two miles from the dirt to the mountain, but it has the power to put it down the road at 65+. In low range with 4.11s and 36" tires it will crawl. I have walked up 6' snow drifts at 2-300 rpm. It really wants to lug down and pull like a tractor. Most of that day was spent in the 4- 800 rpm range, quite a bit lower than with the 302. I did play at the 3000 rpm range also and the 300 started to come alive. It moves the Bronco quite well. 🚗



I built a removable tunnel cover, a couple of years ago when I installed the 435, without a body lift.



A view of the Clifford 6 into 2 header.



Jack has a little fun with the Clifford logo on the intake...



The final install looks as intended, like it came from the factory.