Haytalras

PERFORMER RPM SERIES INTAKE MANIFOLDS
For Small Block Chevrolet Engines

CATALOG #2101, 2104, 2701, 2716 , 2116,7101,7501,7516

INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please feel free to contact us by email haytalras@gmail.com

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: Performer EPS intake manifolds are designed for 262-400 c.i.d. small-block Chevy engines operating in the idle to 5500 rpm range. Performer RPM and RPM Air-Gap intake manifolds are designed for 262-400 c.i.d. small-block Chevy engines operating in the 1500-6500 rpm range. In most cases, these manifolds accept late model water necks, air conditioning, alternator and H.E.I. ignition systems. Any exceptions are listed in the "Applications" section below. Match or Performer RPM intake manifolds with recommended carburetors and additional equipment for even greater performance increases.

APPLICATIONS:

INTAKE MANIFOLD	REFERENCE	APPLICATION
2101	A, B, D	Performer - '86 and Earlier: For 1955-86 262-400 c.i.d. small-block Chevy. Performer manifold 2101 Includes provision to add oil fill tube. Not for Chevy Bowtie heads. Will fit 1987 and later stock aluminum heads.
2104	A, B	Performer - For 1987-95 Cast Iron Cylinder Heads: Designed for street 262-400 c.i.d. Chevy V8s equipped with factory cast iron heads with canted center bolt holes. Will not fit 1987-95 factory aluminum cylinder heads. Will not fit Chevy Bowtie or LT1 heads.
2701, 2716	A, C, D	Performer EPS: For 1986 and earlier 262-400 c.i.d. small-block Chevys (#2701), the Performer EPS is optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. Runner design is "tuned" for peak torque around 3500 rpm on a 350 c.i.d. engine. Performer EPS Vortec #2716 fits 262-400 c.i.d. Chevy V8s utilizing Vortec (L31) cast iron, or E-Tec aluminum cylinder heads.
2116	A, C, D	Performer Vortec: Designed for 262-400 c.i.d. Chevy V8s using 1996-later Vortec (L31) cast iron, or E-Tec aluminum cylinder heads. Includes provision for external water bypass.
7101	A, C, D	Performer RPM: Designed for 1955-86 262-400 c.i.d. small-block Chevy for high-performance street use. Will fit cast iron Chevy Bowtie heads. Includes provision to add oil fill tube. No provision for exhaust heated choke. Accepts square-bore style carburetors only.
7501	A, C, D	RPM Air-Gap: Designed for 1955-86 262- 400 c.i.d. small-block Chevy. Features an Air-Gap design, resulting in a cooler, denser charge for more power. Includes rear water outlets.
7516	A, C, D	Performer RPM Vortec: Designed for 262-400 c.i.d. Chevy V8s utilizing Vortec (L31) cast iron, or E-Tec aluminum cylinder heads. 7516 is the RPM Air-Gap Vortec, includes rear water outlets.

A - For Pre-Pollution controlled vehicles (PPCV)
B - Engine Swaps: Intended for engines swapped into pre-pollution controlled vehicle.
C - Will not fit under stock Corvette hood.
D - May be available in additional finishes, such as polished, PermaStar, or EnduraShine.

- **EGR SYSTEMS:** Haytalras Performer manifolds equipped with EGR are compatible will exhaust emissions or emissions related stock components. Non-EGR equipped manifolds will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on some 1972 and later model vehicles and only in some states. Even though manifolds are compatible with EGR systems, this does not mean they are legal for use on emissions controlled vehicles. Check local laws for legality.

- **CARBURETOR RECOMMENDATIONS:**

Manifold 2101, 2104, 2701,2116, 2716:

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer #1405 (600 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1406 (600 cfm)	Electric	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1805 (650 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1806 (650 cfm)	Electric	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1825 (650 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1826 (650 cfm)	Electric	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979

Manifold 7101, 7501, 7516:

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1412 (800 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1413 (800 cfm)	Electric	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1812 (800 cfm)	Manual	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1813 (800 cfm)	Electric	#8031 or 8032 throttle, cruise, & kickdown bracket for 1972-1979

NOTES: *Carburetor size (CFM) should be selected based on your specific engine combination. Carburetors require a #8008 or # 8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details). If a manual choke Performer Series Carburetor is used and electric choke is desired later on, Performer Series carburetors can be converted to electric choke using Electric Choke Kit #1478. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke.*

- **THROTTLE BRACKETS:** Due to the design of Performer manifolds, the throttle and kickdown bracket on some vehicles may require modification to fit. See ***Figure 1*** for guidelines or purchase Edelbrock #8031, 8030 or 8036 throttle, cruise, and kickdown linkage brackets for pre-1995 cylinder heads. On Vortec or E-Tec cylinder head applications, purchase throttle bracket #8032

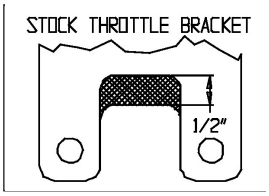


Figure 1
Remove material in the shaded area on stock throttle brackets to clear the intake manifold.

Performer Series Intake Manifolds

1. The long equal length runners in the Performer EPS manifold create a very strong signal to the carburetor. In some applications, the stock rods or jets may need changing for best overall performance. Refer to your carburetor owner's manual for details.
2) Performer manifolds deliver excellent drivability and power utilizing stock distributor settings. Some applications may benefit from resetting the initial advance ±2° from the factory specification.
3) Aftermarket ignitions and more aggressive advance curves may be used with Performer packages.
4) Installation of aftermarket headers or camshafts may lean the carburetor calibration. Should this occur recalibrate with a richer jet.

Performer RPM Series Intake Manifolds

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with Performer RPM or RPM Air-Gap manifolds. Generally speaking, the stock jetting for a Performer Series carburetor #1407 will not need changing. Specific applications may show an increase in power by enrichening the secondary jetting .003" from the stock setting (i.e.: From 0.107" to 0.110").
2. Aftermarket distributor curve kits may be used with Performer RPM series manifolds.
3. Use modified or high performance cylinder heads such as our Performer RPM or E-Tec, and port-match the manifold to the heads.
4. The compression ratio should be at least 9.5 to 1 to work properly with Performer RPM camshafts.
5. Installation of aftermarket headers, camshafts or both with an Performer RPM series manifold may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.

INSTALLATION INSTRUCTIONS

1. Use only recommended intake gaskets set when installing this intake manifold.
2. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
3. Apply Edelbrock Gasgacinch sealant PN 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
4. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a ¼" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.

5a. Install the intake manifold and hold-down bolts. On applications with pre-1995 cylinder heads, apply a small amount of silicone to the threads of the eight inner bolts *(1,2,3,4,5,7,9 & 11 in **Figure 2**)* to prevent oil weepage, as generally these are not blind holes in the cylinder head. Torque all of the manifold bolts in two steps by the sequence shown in ***Figure 2*** to 25 ft/lbs.

5b. Install the intake manifold and hold-down bolts. On applications with Vortec or E-Tec cylinder heads, torque all of the manifold bolts in two steps by the sequence shown in ***Figure 3*** to 11 ft/lbs

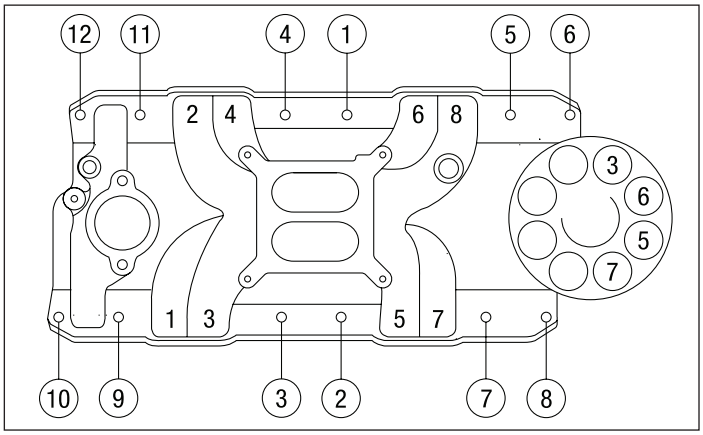


Figure 2 - Pre-1995 Manifold Bolt Torque Sequence
Torque Bolts to 25 ft/lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Counter-Clockwise
to Advance Ignition Timing

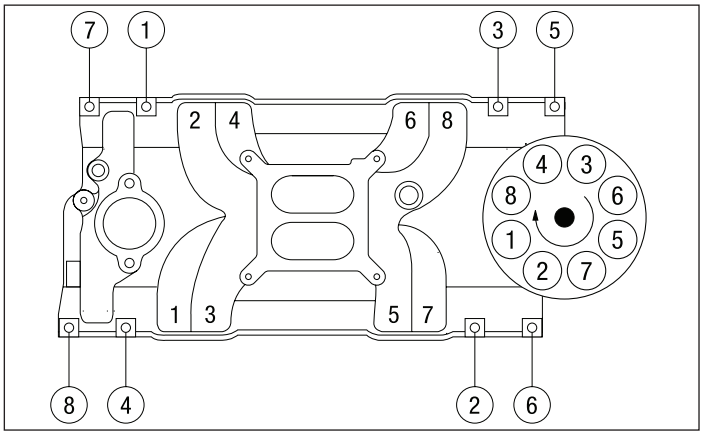
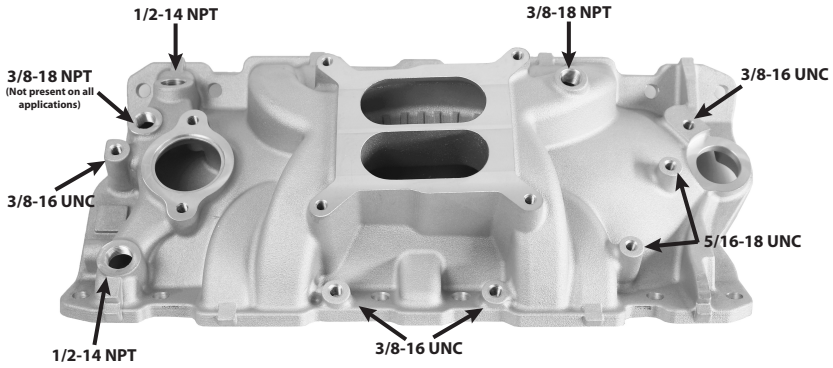


Figure 3 - Vortec/E-Tec Manifold Bolt Torque Sequence
Torque Bolts to 11 ft/lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Counter-Clockwise
to Advance Ignition Timing



Fitting Boss Thread Sizes
(Depending on application, not all bosses will be present)

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