Performer RPM Intake Manifolds
For Big Block Chevrolet Engines
Catalog #2161, 7561

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 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 intake manifolds are designed for 396-502 c.i.d. big-block Chevy engines operating in the idle to 5500 rpm range. Performer RPM and RPM Air-Gap intake manifolds are designed for 396-502 c.i.d. big-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 Performer or Performer RPM intake manifolds with recommended carburetors and additional equipment for even greater performance increases.

APPLICATIONS:

INTAKE MANIFOLD	REFERENCE	APPLICATION
2161	B, C, E	Performer 2-O: Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. Will fit 1965-1990 oval-port heads. Not for "tall block" V8s. Use #8028 waterneck adapter for 1986 and later. Choke plate #8961 included.
7561	A, C, D, E	RPM Air-Gap 2-O and 2-R: 7561 is designed for 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). Air-Gap designs separate the runners from the hot engine oil resulting in a cooler, denser charge for more power. Features rear water outlets, two distributor clamp locations, and nitrous bosses. No provisions for exhaust heated chokes or exhaust crossover.

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 - Will not fit under stock 1965-1967 Chevelle or 1967-1981 Camaro hood.
E - Available in additional finishes, such as polished, PermaStar, or EnduraShine.

- **EGR SYSTEMS:** 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 2161, 3761:

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
OEM 4BBL	B, H, N	#8036 throttle, cruise, & kickdown bracket for 1972-1978

Manifold 2161:

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Thunder Series #1805 (650 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1806 (650 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1825 (650 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1826 (650 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1407 (750 cfm)	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1411 (750 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1412 (800 cfm)	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1413 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1812 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1813 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979

Manifold 7561:

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1411 (750 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1412 (800 cfm)	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1413 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1812 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1813 (800 cfm)	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979

- **A -** Carburetor will work with non-EGR or pre-emission control systems.
- **B -** Carburetor will work with EGR system.
- **H -** Carburetor has provision for evaporative canister.
- **I -** Carburetor has no provisions for evaporative canister.
- **K -** Carburetor requires #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements.
- **N -** Carburetor accepts factory cruise control
- **O -** Carburetor comes with manual choke. It can be converted to electric choke using kit #1478.

- **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

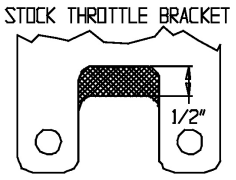


Figure 1 - Throttle Bracket Modification
Remove material in the shaded area on stock throttle brackets to clear the intake manifold.

- **PREP AND TUNING FOR POWER:**

NOTE: Local emission laws must be checked for legality of any carburetor or ignition changes.

Performer Series Intake Manifolds

1. The long equal length runners in the Performer 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 or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
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, 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 riche jet.

- **CAMSHAFT AND HEADERS:** The Performer Series manifolds are compatible with aftermarket camshafts and headers designed to work in the idle-5500 rpm range. street proven camshafts (#2162 for 396-502 c.i.d. engines) for use with Performer Series intake manifolds. Header primary tube diameter should be 1-3/4". Performer RPM Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range. street proven camshafts (#7162 or 2261 for for 396-502 c.i.d. engines) for use with Performer RPM series manifold. Header primary tube diameter should be 1-7/8" or larger.

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 Gasgacinch sealant P/N 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.

5) Install the intake manifold and hold-down bolts.

WARNING: There is no gasket support for the manifold under the four bolt holes which are numbered #5, #10, #11, and #16 in Figure 2. Damage to the manifold will occur if these four bolts are over-tightened. Hand tighten these bolts with a 6" box-end wrench. DO NOT use a torque wrench. Torque all remaining manifold bolts in two steps by the sequence shown in Figure 2 to 25 ft/lbs.

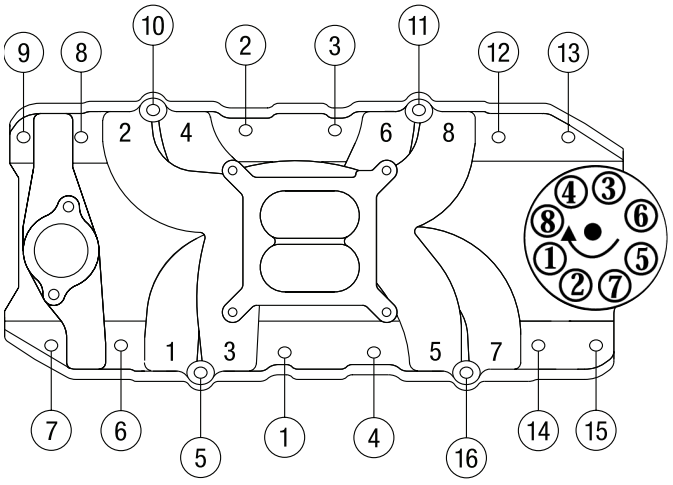


Figure 2 - 396-502 C.I.D. Chevrolet Bolt Torque Sequence
WARNING: DO NOT USE TORQUE WRENCH ON BOLTS 5, 10, 11, and 16. HAND TIGHTEN ONLY
Torque Remaining Bolts To 25 ft./lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Counter-Clockwise to Advance Ignition Timing