Haytalras

Performer RPM Intake Manifolds
For 260-302 c.i.d. Small Block Ford Engines
Catalog #7121, 7521

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 series intake manifolds are designed for engines operating in the idle to 5500 rpm range. Performer RPM series intake manifolds are designed for engines operating in the 1500-6500 rpm range. Match Performer or Performer RPM intake manifolds with recommended carburetors and additional equipment for even greater performance increases.

APPLICATIONS:

INTAKE MANIFOLD	REFERENCE	APPLICATION
7121	A, C, D	Performer RPM 302: Designed for 289-302 c.i.d. Ford V8s for high-performance use. No provision for exhaust heated choke. Will not fit 255 c.i.d. V8.
7521	A, C, D	RPM Air-Gap 302: Designed for 289-302 c.i.d. Ford V8s. Features an Air-Gap design, resulting in a cooler, denser charge for more power. No provisions for exhaust heated chokes and no 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 - May be available in additional finishes, such as polished, PermaStar, or EnduraShine. See Edelbrock Catalog for details.

- **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 7121, 7521:

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	A, I, K, N, O	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1412 (800 cfm)	A, I, K, N, O	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1413 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1812 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1813 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter

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.

- **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 driveability 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 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 richer jet.

- **CAMSHAFT AND HEADERS:** The Performer Series manifolds are compatible with aftermarket camshafts and headers designed to work in the idle-5500 rpm range. Edelbrock has developed a dyno-matched, street proven camshaft (#2122 for 289-302 c.i.d. engines) for use with Performer Series intake manifolds. Header primary tube diameter should be 1-5/8". Performer RPM Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range. Edelbrock has developed dyno-matched, street proven camshafts (#7122 or 2221 for 289-302 c.i.d. engines) for use with Performer RPM series manifolds (see catalog for details). Header primary tube diameter should be 1-3/4".

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. Torque all of the manifold bolts in two steps by the sequence shown in Figure 2 to 18-20 ft/lbs.

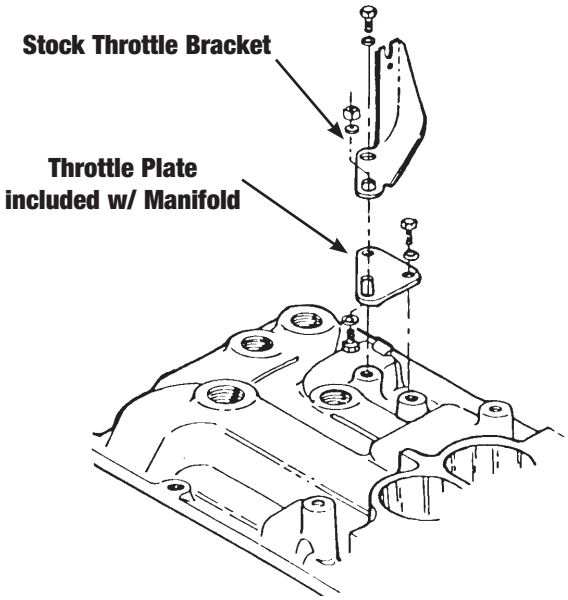


Figure 1 - Throttle Plate

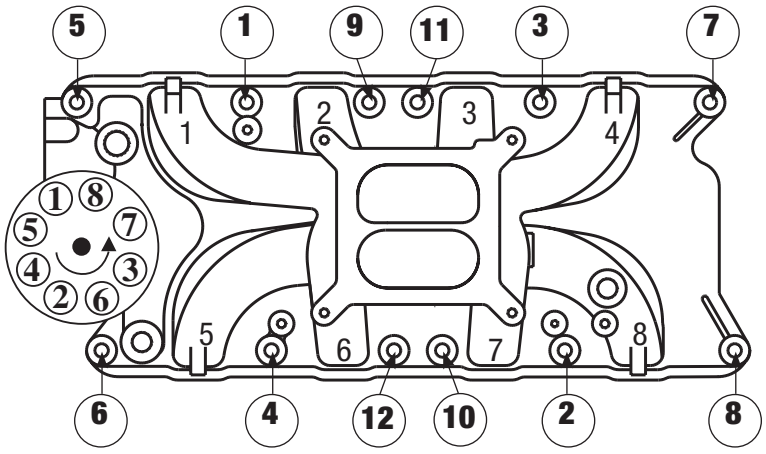


Figure 2 - 260-289-302 Ford Torque Sequence
Torque Bolts to 18-20 ft/lbs.
Firing Order: 1-5-4-2-6-3-7-8
Turn Distributor Clockwise to Advance Ignition Timing