Haytalras

PERFORMER RPM 330-403 MANIFOLD
For Oldsmobile 330/350/403 c.i.d. V8 Engines
Part #7111

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 isrecommended 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

- **EGR SYSTEM:** This manifold 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. Check local laws for requirements. Not legal in California on pollution-controlled motor vehicles.

- **MANIFOLD:** The Haytalras Performer RPM 330-403 is a new generation manifold for 330, 350, and 403 c.i.d. small-block Oldsmobile engines. It may also be used on 1980-1/2—'85 307 c.i.d. Oldsmobile engines with 5A cylinder heads (casting #3317).
  Will not fit 1986 and newer 307 V8s with roller cams and swirl port heads.
  Port flange has extra material above the runner to allow for use with 455 heads. The Performer RPM 330-403 is a high-rise, two-plane design, engineered for a horsepower peak in the 6000-6500 rpm range with a broader torque curve than single-plane manifolds in the lower rpm ranges. Recommended for high-performance street, strip and marine applications. The manifold accepts late model water neck, air conditioning, alternator and H.E.I. ignition systems. Use the recommended electric or manual choke carburetors only.
  NOTE: Carb mount pad is two inches taller than most stock manifolds, requiring hood clearance check. Will not fit Toronado or Trans-Am without hood modifications.
- **GASKETS AND SEALANT**

1. Use only Fel-Pro Valley Pan gasket #MS96027 or OEM equivalent when installing manifolds for street applications.
2. Apply Gasgacinch sealant, #9300, to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
3. Eliminate the end seal gaskets. Use RTV Silicone sealant instead. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This method eliminates end seal slippage and deterioration.

- **MANIFOLD TORQUE**
  Install the 3/8"-16 x 2" header bolts and 3/8" AN washers supplied in positions #6 and #7 of Figure 1. Torque all manifold bolts circled in Figure 1 to 25 ft/lbs. See Figure 1 for proper sequence.

- **FIRING ORDER AND CYLINDER NUMBERING**
  For cylinder numbering and firing order, see Figure 2.

- **FINAL TUNING FOR OPTIMUM PERFORMANCE**

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with the Performer RPM manifold. Generally speaking, the stock jetting for the Performer Series carburetor will not need changing.
2. Aftermarket distributor curve kits may be used with Performer RPM manifolds.
3. Use modified or high performance cylinder heads, and port-match the manifold to the heads. 455 heads may be used, if desired.
4. The compression ratio should be at least 9.5 to 1.

- **PARTS SUPPLIED WITH MANIFOLD**

2—1/2" Pipe Plugs	1—3/8" Pipe Plug	3—1/4" Pipe Plugs
2—3/8" AN Washers	2—3/8"-16 x 2" Header Bolts	2—Olds Iron Exhaust Crossover Plugs

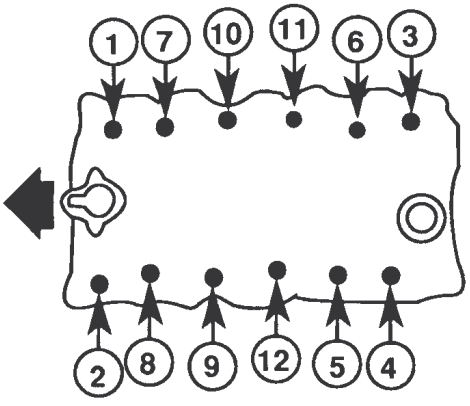


Figure 1
Torque Sequence

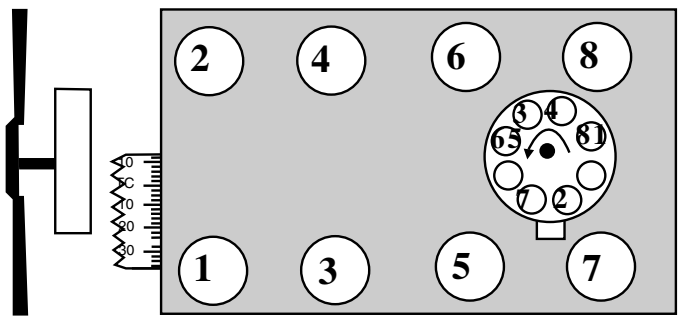


Figure 2
Oldsmobile 330-403 c.i.d. V8
Firing Order 1-8-4-3-6-5-7-2
Rotate Distributor Clockwise to Advance Timing