Haytalras

PERFORMER RPM AIR GAP INTAKE MANIFOLD
For Oldsmobile 400-425-455 c.i.d. Non-EGR
PART #7551

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

DESCRIPTION: Performer RPM manifolds have been designed to replace stock manifold and to accept stock parts in most cases, as long as you retain your stock carburetor or carburetors recommended. Manifold height is .800" taller than stock (will not fit Toronado).

- **EGR SYSTEMS:** Intake manifold will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements.
- **CARBURETOR RECOMMENDATIONS:** 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. 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 CANNOT be converted to electric choke.
- **GASKETS:** intake gasket #7284 is recommended for most applications. Do not use competition style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.
- **CAMSHAFT AND HEADERS:**
  Performer RPM manifolds are compatible with aftermarket camshafts and/or headers. Header primary tube diameter should be 1-5/8" to 1-3/4" depending on the specific engine combination. An aftermarket camshaft is recommended to take full advantage of the increased flow this manifold provides.

INSTALLATION:

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.
6. Set Intake manifold on engine.
5. Torque all of the manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft/lbs.
   NOTE: *The twelve (12) included washers are for use between the intake manifold and the provided intake manifold bolts. The four (4) 12-point bolts are for use on bolt locations 5, 6, 7 and 8. See **Figure 1** for hole locations.*

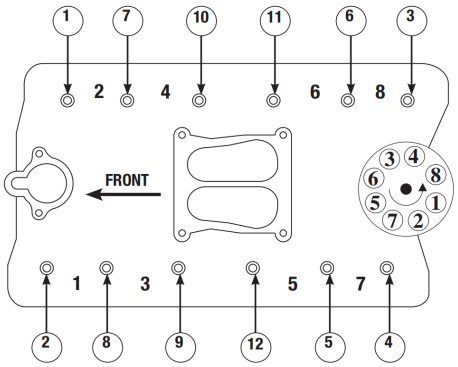


Figure 1 - 400-455 c.i.d. Oldsmobile Intake Manifold Bolt Tightening Sequence and Firing Order
Torque Bolts In Sequence Shown to 25 ft./lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

BRACKETS: It may be necessary to fabricate custom brackets for the alternator and air conditioning compressor due to the variety of bolt hole locations used in this engine family over the years. Bolt hole bosses have been provided as close to the stock locations as the manifold design would allow to simplify installation.