



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

- **PLEASE** study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to call our **Technical Hotline at: 1-800-416-8628**, 7am-5pm PST, weekdays.
- **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 Edelbrock 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.
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of years, makes and models to be covered, please review each part listed in the Installation Items section of the Edelbrock catalog to decide whether more items are required for your specific vehicle than are mentioned in these instructions.
- **POWER PACKAGE:** Edelbrock Performer RPM manifolds are part of a total Power Package System that can be completed with the use of dyno-matched Performer RPM camshaft #7112, springs, chain set, carburetors and related parts specifically designed to give you maximum results.
- **CARBURETOR RECOMMENDATIONS:**
If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE
Performer #1407 (750 cfm)	A, I, K, O
OEM (Quadrajets)*	A, F, H, K,

- A**-Carburetor will work with non-EGR (Exhaust Gas Recirculation) or pre-emission control system.
- F**-Use carb-to-manifold base gasket same year/model as vehicle, unless base gasket supplied with carb.
- H**-Carburetor has provision for evaporative canister.
- I**-Carburetor has no provision for evaporative canister.
- K**-Carburetor requires #8008 or #8024 stud, nut and washer kit. Determine length needed before installation.
- O**-Carburetor has manual choke only.

Note: If electric choke is desired for Edelbrock carburetor #1407, use Electric Choke Kit #1478.

*-Use of EGR-type Quadrajets not recommended; conversion to electric choke required.

- **GASKETS AND SEALANT**
 1. Use only Fel-Pro Valley Pan gasket #MS96027 or OEM equivalent when installing Edelbrock manifolds for street applications. Mondello Performance Products (1103 Paso Robles St., Paso Robles, CA 93446, phone (805) 237-8808) offers heavy-duty intake gaskets which are recommended for high-performance applications. Use IG-490 with 350/403 cylinder heads, and IG-500 with 455 cylinder heads. M.P.P. also offers a bolt-in Valley Tray to reduce manifold temperature, part number VT-580.
 2. Apply Edelbrock 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.
5. Installation of aftermarket headers, camshafts or both with an Edelbrock Performer RPM manifold may lean carburetor calibration. Should this condition occur, re-calibrate with a richer jet.

- **CAMSHAFT AND HEADERS**

The Performer RPM manifold is compatible with aftermarket camshafts and/or headers. Edelbrock has developed a dyno-matched, street proven camshaft #7112, which is optimized for use with the Performer RPM #7111. This camshaft will require the use of high performance rocker arms, studs, retainers, and valve springs. Header primary tube diameter should be 1-3/4".

- **MODIFICATION FOR RACE ONLY**

For boat and competition applications: Any implied or expressed warranty is void unless the special exhaust crossover plugs are used with your engine. These cast iron plugs are furnished with each Performer RPM 330-403 manifold and must be installed in the exhaust crossover port in each head. Use a file to fit and finish the plugs until they are a light drive fit, and with a small hammer, tap them into each head until they are flush or a vacuum leak may occur. Extra plugs may be purchased from your local Edelbrock dealer under Edelbrock #2733.

- **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 |

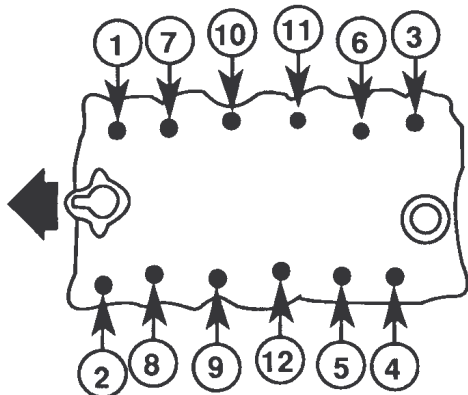


Figure 1
Torque Sequence

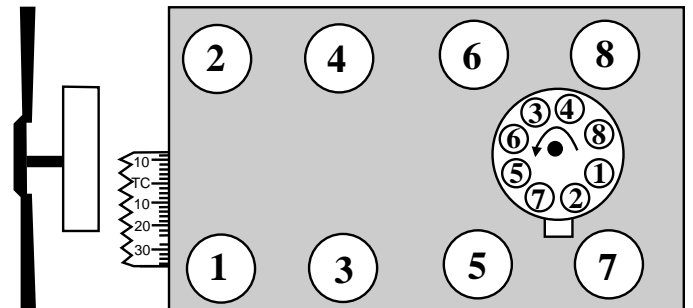


Figure 2
Oldsmobile 330-403 c.i.d. V8
Firing Order 1-8-4-3-6-5-7-2
Rotate Distributor Clockwise to Advance Timing