



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 call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

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: Edelbrock 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). For correct gasket kit when using #7551 in a marine / competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.

- **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. Consult your engine builder or contact our Technical Hotline at: 1-800-416-8628 for assistance. Carburetors require a #8008 or #8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details). 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:** Edelbrock 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. For correct gasket kit when using #7551 in a marine/competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.
- **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 Edelbrock 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.

• **CARBURETOR CALIBRATION & IGNITION TIMING:**

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

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with Performer RPM manifolds. Generally speaking, the stock jetting for the OEM and recommended aftermarket carburetors will not need changing. Specific applications may show an increase in performance through further tuning.
2. Performer RPM manifolds deliver excellent driveability and power utilizing the factory OEM distributor settings. Again, specific applications may benefit from further tuning.
3. Aftermarket distributor curve kits may be used with Performer RPM manifolds.
4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this occur, recalibrate with a richer jet.

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.

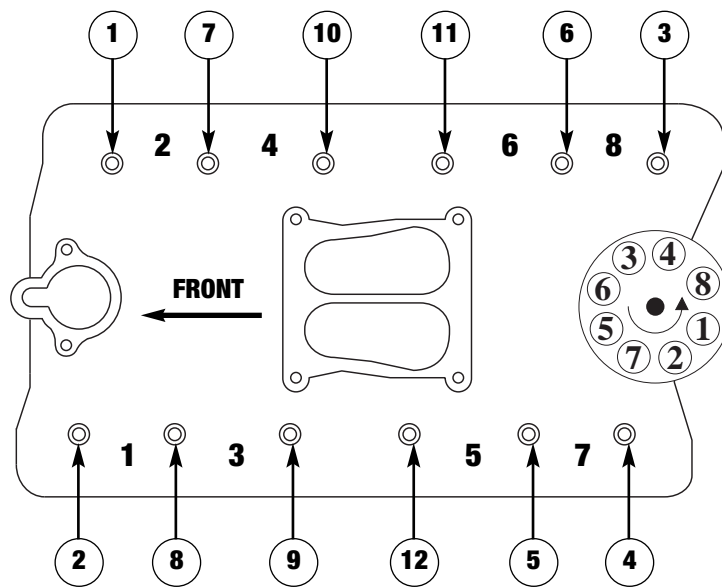


Figure 1 - 400-455 c.i.d. Oldsmobile Intake Manifold Bolt Tightening Sequence and Firing Order
Torque Bolts In Sequence Shown to 25 ft./lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing



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