



PERFORMER INTAKE MANIFOLD
For Oldsmobile 400-425-455 c.i.d. Non-EGR
PART #2151

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 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 #2151 in a marine / competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.

• **KIT CONTENTS:**

- | | |
|---|--|
| <input type="checkbox"/> 1 Carburetor Plate | <input type="checkbox"/> 1 Carburetor Plate Gasket |
| <input type="checkbox"/> 2 Oldsmobile Exhaust Passage Plugs | <input type="checkbox"/> 12 3/8" Hardened Washers |

• **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. See our catalog for details. **To order a catalog, call (800) FUN-TEAM**, or visit www.edelbrock.com.

• **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 CAN NOT 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 #2151 in a marine/competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.

• **SPECIAL INSTRUCTIONS FOR MARINE AND COMPETITION APPLICATIONS - PLEASE NOTE:** Any implied or expressed warranty is void unless the "Special Exhaust Plugs" are used with your engine. These steel plugs are furnished with each Performer 455 manifold and must be installed in the exhaust crossover port in each head. These plugs prevent cracking of the manifold caused by extreme heat of the exhaust during extended periods of Wide Open Throttle. Use a file to finish and fit the plugs until they are a light drive fit. With a small hammer, tap them into each head until they are flush (to prevent vacuum leaks). Additional plugs may be purchased under Edelbrock #2733. **For Heavy Vehicles (RVs, etc.) - Use the Special Exhaust Plugs supplied. However, drill a 1/4"-5/16" hole through each plug before installation. This step is highly recommended for all applications!**

• **CAMSHAFT AND HEADERS:**

Performer 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. Edelbrock has developed a dyno-matched, street proven camshaft, the Performer-Plus #2152 which is ground specifically for use with the Performer #2151. Please check the catalog or website for rpm and application guidelines.

INSTALLATION PROCEDURE

• 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.

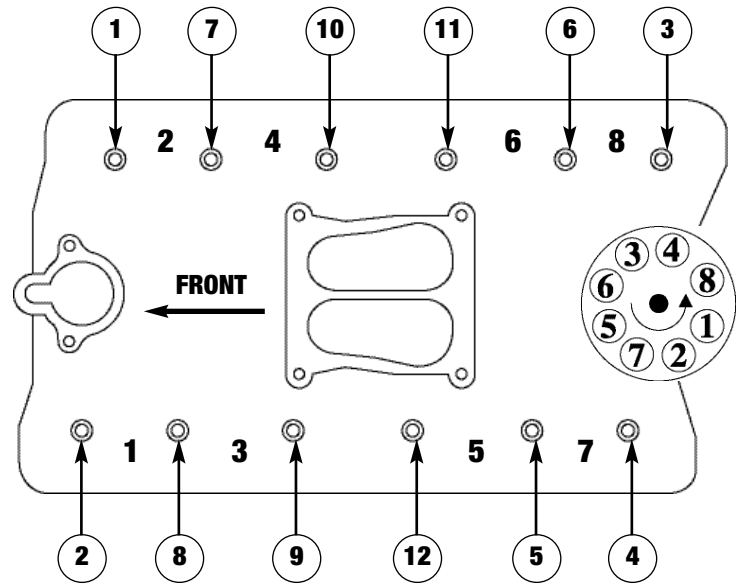


Figure 1 - 400-455 c.i.d. Oldsmobile Intake Manifold Bolt Tightening Sequence and Firing Order
Torque Bolts In Sequence Shown to 25 ft./lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

- **CARBURETOR PLATES AND GASKETS:** For square-bore carburetor installations, install the supplied carburetor plate and gasket to seal the carburetor base (**See Figure 2**).

• 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 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 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 manifolds.
4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this occur, recalibrate with a richer jet.

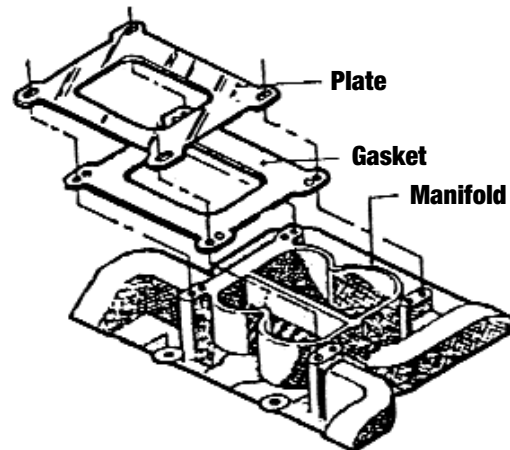


Figure 2 - Square-Bore Carburetor Adapter Plate



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