



PERFORMER RPM 2-O Q-JET MANIFOLD
CATALOG #7164
MODEL: Chevrolet 396-454 c.i.d.V8 Non-EGR
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: 800-416-8628**.
- **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 2-O Q-Jet manifold has been designed for 396-454 c.i.d. big-block Chevrolet engines with early style large oval port heads (2" x 1-11/16" ports) and high performance spread-bore Q-Jet carburetors only. It is not for stock calibration, emissions style Quadrajets which are too lean for high performance applications. The manifold accepts late model water neck, air conditioning, alternator and H.E.I. ignition systems. Use the recommended electric or divorced choke carburetors only. This manifold is recommended for street high performance, marine, and race vehicles only. The Performer RPM 2-O Q-Jet manifold provides good low rpm throttle response and increases performance above the 5000 rpm range. It also provides horsepower and torque increases within the listed rpm range, when used with any mix of aftermarket equipment available for vehicles operating within that range.
- **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 #7162, valve springs #5762, True Rolling timing set #7810 or Accu-Drive gear drive #7891, carburetor #1910 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	PARTS REQUIRED FOR INSTALLATION
Performer Q-Jet #1910 (850 cfm)	A, I	#8012 Throttle Cable Extension Kit #1925 Q-Jet Bolt Kit

A- Carburetor will work with non-EGR (Exhaust Gas Recirculation) or pre-emission control system.

I- Carburetor has no provision for evaporative canister.

Note: Carburetor has electric choke

- **BRACKETS**

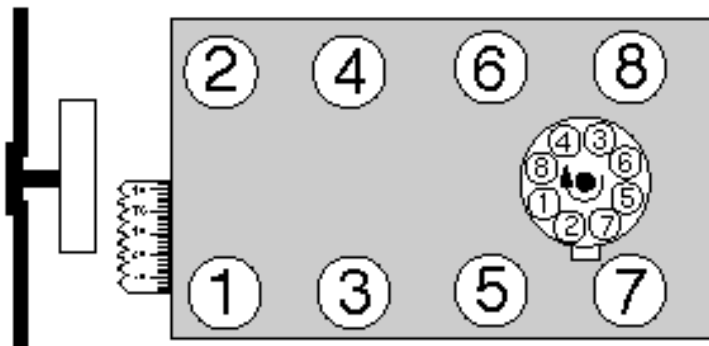
1. The carburetor location has been moved up by 1/4" from the OEM location for maximum performance. If your throttle cable bracket fastens to the carburetor pad you won't have a problem. If your bracket fastens to the back of the manifold use throttle cable extension kit #8012. (To install #8012 properly, depress the throttle pedal fully, open the carburetor to WOT, and then install the #8012 extension to the carburetor). Failure to do this will prevent your throttle pedal from tripping the transmission kick-down switch at WOT. This affects transmission kick-down and up-shift points resulting in reduced performance. Older vehicles with solid throttle rods may need to use throttle rod extension #8010.
3. If using a carburetor with a remote choke, use Edelbrock choke rod #9178 with the OEM choke thermostat.

- **GASKETS AND SEALANT**

CAUTION: Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.

1. Use only Fel-Pro printoseal gasket set or OE equivalent when installing Edelbrock manifolds for street applications.
2. Apply Edelbrock Gasegacinch sealant, #9300, to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
3. Eliminate the end seals. Use automotive RTV 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.
4. For ease of installation, we recommend using Edelbrock Manifold Bolt & Washer Kit, #8564.

- **MANIFOLD TORQUE—WARNING:** There is no gasket support for the manifold on the four bolt holes which are numbered 13, 14, 15, and 16 in Figure 2. Damage to the manifold will occur if these four bolts are over-tightened. Hand tighten them with a 6" box end wrench. Do not use a torque wrench. Torque all other manifold bolts circled in Figure 2 to 25 ft/lbs. See Figure 2 for proper sequence.
- **FIRING ORDER AND CYLINDER NUMBERING**—For firing order and cylinder numbering, see Figure 2.
- **FINAL TUNING FOR OPTIMUM PERFORMANCE**
NOTE: Local emission laws must be checked for legality of any carburetor or ignition changes.
 1. Due to design, the air/fuel mixture and cylinder charging are very efficient with the Performer RPM 2-O Q-Jet manifold. Generally speaking, the stock jetting for the Performer RPM Q-Jet Series carburetor #1910 will not need changing. Some applications may show an increase in power by re-calibrating the fuel metering circuits using jets, rods, hangars, and other parts available from Edelbrock.
 2. Aftermarket distributor curve kits may be used with the Performer RPM 2-O Q-Jet manifold.
 3. Use modified or high performance cylinder heads, and port-match the manifold to the heads. Edelbrock Performer RPM cylinder heads #6045 are fully assembled, ready to run cylinder heads that are designed to work with this intake manifold.
 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, recalibrate your carburetor.
- **CAMSHAFT AND HEADERS**
 The Performer RPM 2-O Q-Jet manifold is compatible with aftermarket camshafts and/or headers. Edelbrock has developed a dyno-matched, street proven camshaft, the #7162 which is suitable for use with the Performer RPM 2-O Q-Jet manifold #7164. This camshaft will require the use of high performance rocker arms, studs, retainers, and Edelbrock Sure-Seat valve springs #5762. Header primary tube diameter should be 1-7/8".
- **PLEASE** complete and mail your warranty card. Be sure to write the model number of this product in the "Part #____" space.
- **THANK YOU**



*Figure 1—396-454 c.i.d. Chevrolet
 Firing Order 1-8-4-3-6-5-7-2
 Turn Distributor Counter
 Clockwise to Advance Timing*

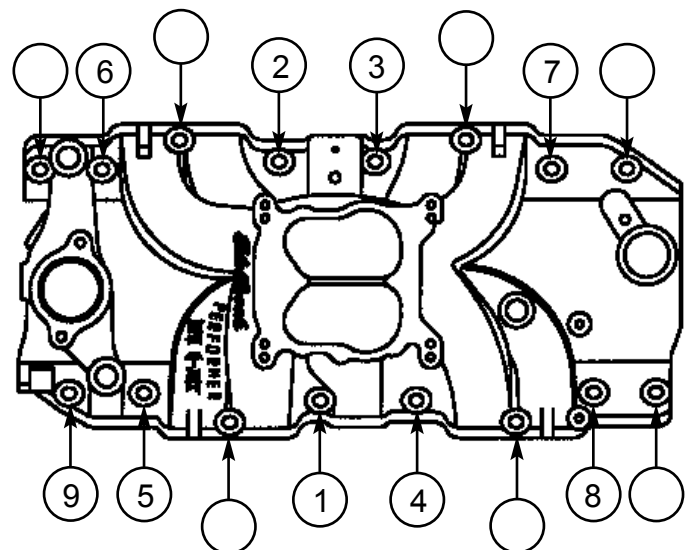


Figure 2—Intake Manifold Tightening Sequence