



## PERFORMER 60° V6 BASE ONLY

#3785

Chevrolet, GMC, & AMC Jeep 2.8 Litre 60° V6  
(longitudinal mount engines only), 1982 & later

## 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**.
- **EGR SYSTEM:** For EGR applications when using Performer top #3787, you must drill a 7/16" hole in the manifold base prior to installation (see Figure 2). Be sure to blow chips out of manifold. This procedure is not necessary for non-EGR installations.
- **MANIFOLD:** This manifold is designed as a two-piece manifold; the base, or lower part, (#3785), bolts directly to the cylinder heads. There are two interchangeable tops to choose from. The Performer 2V top, #3787, accepts the OEM 2-bbl. carburetor and EGR system for use on the street or off-road situations. It comes with linkage, hardware, gaskets and instructions to bolt directly to base #3785. The Performer 4V top, #3789, accepts standard flange carburetors and is not equipped for EGR. This top also comes with linkage, hardware, gaskets, and instructions to bolt directly to the base #3785. See "Carburetor Recommendations" below for both tops. **CAUTION:** Performer 2V top #3787 (with stock carburetor) is 1" taller than stock. Performer 4V top #3789 and 4V carburetor is 1.6" taller than stock. Both will require hood modifications on Camaros and Firebirds, and hood shimming on AMC Jeep Cherokees.
- **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 manifolds are part of a Total Power Package System that can be completed with the use of dyno-matched Performer-Plus camshaft #3790, Tubular Exhaust Systems, and related parts specifically designed to give you maximum results. Please refer to the Power Package Guide in the Edelbrock Catalog to select all the components that you need.
- **CARBURETOR RECOMMENDATIONS:** CAUTION-Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

MANIFOLD TOP	CARBURETOR	PARTS REQUIRED FOR INSTALLATION
Performer 2V #3787	OEM 2-bbl.	Supplied with manifold
Performer 4V #3789	Holley 0-8007 (390 cfm 4-bbl.)	Supplied with manifold

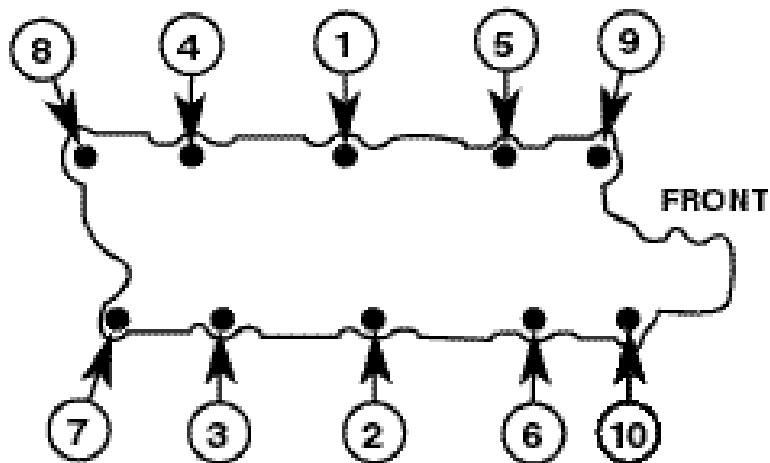
**NOTE:** 4-bbl. carburetor will not accept factory cruise control.

- **REMARKS:** For further installation information, refer to individual instructions supplied with Performer 2V top or Performer 4V top.
- **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 original equipment type gasket set when installing this manifold 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. We advise eliminating the end seals. Use RTV Silicone automotive 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**
  1. Torque all bolts to 15-18 ft/lbs. See Figure 1 for proper sequence.
- **CAMSHAFT AND HEADERS**

Performer manifolds are compatible with aftermarket camshafts and/or headers. Edelbrock has developed a dyno-matched, street proven camshaft, #3790 (for non-computer controlled engines only) which is ground specifically for use with the Performer 60° V6 manifold with either 2V top #3787 or 4V top #3789. Edelbrock Tubular Exhaust Systems are available for many applications using the 2.8 Litre V6 engine. Consult the Edelbrock catalog or your dealer for application guidance.

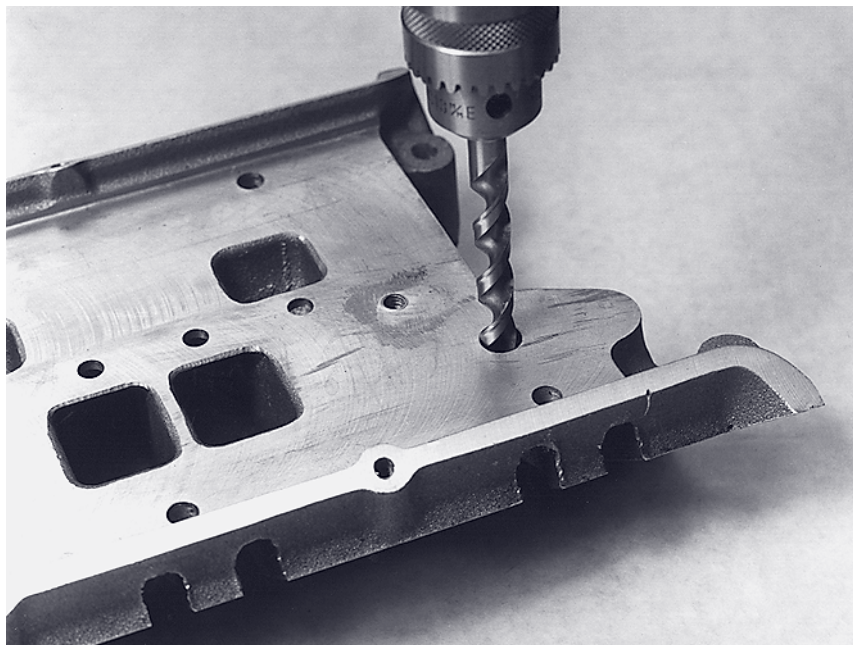
**NOTE:** Installation of headers, aftermarket camshafts, or both with an Edelbrock manifold may lean carburetor calibration. Should this condition occur, re-calibrate carburetor.

*Figure 1*  
**Manifold Tightening Sequence**  
Tighten bolts to 15-18 ft./lbs.



**FIRST STEP:** Install base with bolts #7-8-9-10 and snug only.  
**SECOND STEP:** Install top and remainder of bolts and torque all bolts to above diagram.

*Figure 2*  
**Manifold Base #3785**



**For EGR applications, with top #3787 only.**  
Use dimple at rear of manifold for reference. Drill through surface (approximate thickness 1/4") with 7/16" drill bit. Blow chips from manifold before installation.