



PERFORMER AND PERFORMER RPM SERIES INTAKE MANIFOLDS
For Chrysler 318-340-360 c.i.d. V8s
CATALOG #2176, 3776, 7176, 7576, 75763, 75764
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 series intake manifolds are designed for engines operating in the idle to 5500 rpm range. Performer RPM series intake manifolds are designed for engines operating in the 1500-6500 rpm range. Match Performer or Performer RPM intake manifolds with recommended carburetors and additional equipment for even greater performance increases.

APPLICATIONS:

INTAKE MANIFOLD	APPLICATION
2176	Performer 318/360: Designed for street 318-340-360 c.i.d. (LA) Chrysler V8s. Stock replacement/street legal part for 1966-1972 applications using OEM 4bbl carburetor. Will not fit 1992-later Magnum engines.
3776	Performer 318/360 (EGR): Designed for street 318-340-360 c.i.d. (LA) Chrysler V8s with EGR (Exhaust Gas Recirculation). Stock replacement for 1972-1987 applications with EGR using OEM 4bbl Carburetor. Will not fit 1992-later Magnum engines.
7176	Performer RPM 340/360: Designed for street/strip 340-360 c.i.d. (LA) Chrysler V8s or 318 c.i.d. V8s using 340/360 cylinder heads. Accepts early style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992-later Magnum engines.
7576, 75763, 75764	RPM Air-Gap 340/360: Designed for street/strip 340-360 c.i.d. (LA) Chrysler V8s or 318 c.i.d. V8s using 340/360 cylinder heads. The Air-Gap design separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. No exhaust crossover or provision for exhaust heated chokes. Accepts early style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992-later Magnum engines.

KIT CONTENTS:

2176 & 3776

- 1 - Carburetor Plate
- 1 - Carburetor Plate Gasket
- 2 - 3/8-16 x 1-1/4" Bolts
- 1 - Brass Hose Fitting, 1" x 3/4-14 Pipe

7176, 7576, 75763 & 75764

- 1 - 1/8-27 NPT Pipe Plug
- 1 - 1/4-18 NPT Pipe Plug
- 1 - 3/8-18 NPT Pipe Plug
- 1 - Brass Hose Fitting, 1" x 3/4-14 Pipe

- **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:** Edelbrock EGR-equipped Performer manifolds are intended as a direct functionally identical replacement for their O.E.M. counterparts. All exhaust emissions or emissions-related stock components are intended to be retained and functional. Performer RPM intake manifolds 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:** See our catalog for details regarding parts required for installation.

Manifold 2176, 3776 (Non-Emissions):

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer Series #1405 (600 CFM)	Manual	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)
Performer Series #1406 (600 CFM)	Electric	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)
Thunder Series #1805 (650 CFM)	Manual	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)
Thunder Series #1806 (650 CFM)	Electric	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)
Thunder Series #1825 (650 CFM)	Manual	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)
Thunder Series #1826 (650 CFM)	Electric	#1481 or 1843 Chrysler Throttle Adapter, #2732 Carb Plate (Supplied)

Manifold 7176, 7576, 75763, 75764 (Non-Emissions):

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer Series #1407 (750 CFM)	Manual	#1481 or 1843 Chrysler throttle lever adapter
Performer Series #1411 (750 CFM)	Electric	#1481 or 1843 Chrysler throttle lever adapter
Performer Series #1412 (800 CFM)	Manual	#1481 or 1843 Chrysler throttle lever adapter
Performer Series #1413 (800 CFM)	Electric	#1481 or 1843 Chrysler throttle lever adapter
Thunder Series #1812 (800 CFM)	Manual	#1481 or 1843 Chrysler throttle lever adapter
Thunder Series #1813 (800 CFM)	Electric	#1481 or 1843 Chrysler throttle lever adapter

NOTES: 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 manual choke.

- **GASKETS:** 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.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
2176, 3776, 7176, 7576, 75763, 75764	None	Edelbrock #7276; Port: 1.17" x 2.30", .060" Thickness

NOTE: To ensure maximum performance and a proper seal, Edelbrock gaskets which are specifically designed and manufactured for use with Edelbrock parts must be used.

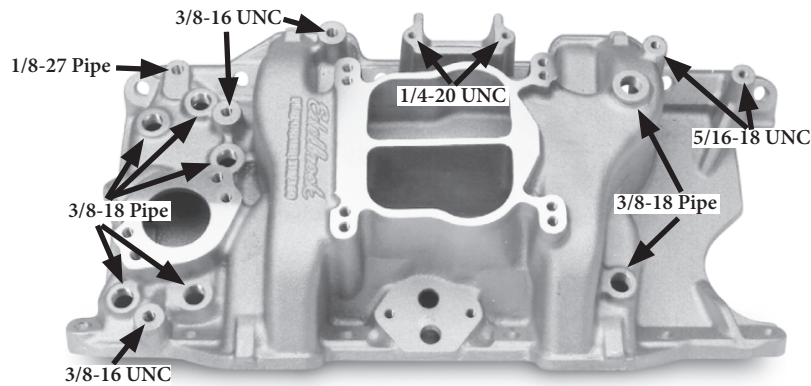
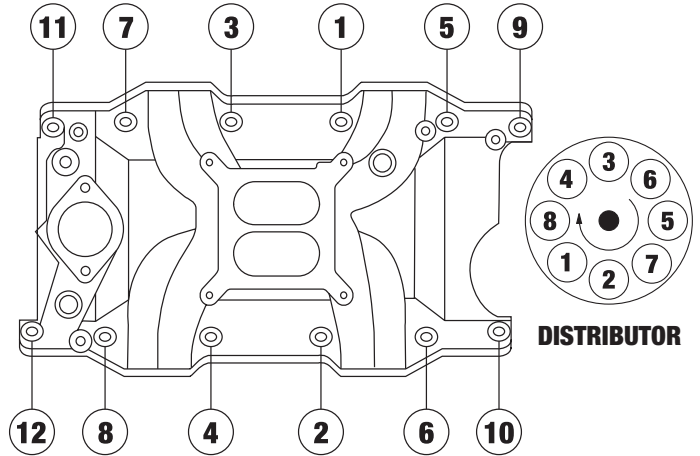
- **CAMSHAFT AND HEADERS:** Performer Series manifolds are compatible with aftermarket camshafts and headers designed to work in the idle-5500 rpm range. Edelbrock has developed a dyno-matched, street proven camshaft for use with Performer Series intake manifolds; Performer-Plus #2177. Header primary tube diameter should be 1-5/8". Performer RPM Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range. Edelbrock has developed a dyno-matched, street proven camshaft for use with Performer RPM manifolds; Performer RPM #7177. See catalog for details. Header primary tube diameter should be 1-3/4".

INSTALLATION PROCEDURE

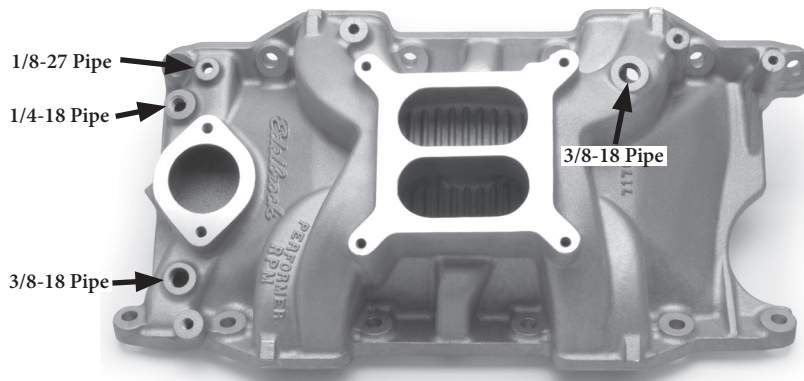
• INSTALLATION:

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 Gasegacinch sealant P/N 9300 to both cylinder head flanges and to the cylinder head side of the gaskets. Allow to air dry and apply the intake gaskets.
4. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a 1/4" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.
5. Set Intake manifold on engine.
6. Torque all of the manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft/lbs.

Figure 1 - 318-360 c.i.d. Chrysler 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 Counter-Clockwise to Advance Timing



PN 2176, 21763, 3776 Pipe Plug Thread Size



PN 7176, 7576, 75763, 75764 Pipe Plug Thread Size

- **CARBURETOR PLATES AND GASKETS:** For square-bore carburetor installations on intake manifolds #2176 and 3776, you must install the supplied carburetor plate and gasket to seal the carburetor base (**See Figure 2**).
- **BRACKETS:** On vehicles with cruise control using a Performer RPM series intake manifold (#7176, 7576 or 75763), a bracket must be fabricated to move the cruise control clamp (**See Figure 3 for reference**). This ensures proper clamping of the cruise control cable. Also, due to the high-rise design of Performer RPM intake manifolds, there may be slight interference between the throttle linkage bracket, and the intake runner wall. Minor grinding to the throttle bracket may be required to provide clearance.

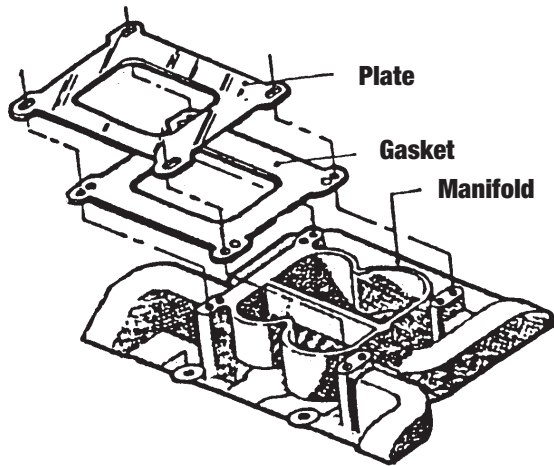


Figure 2 - Square-Bore Carburetor Adapter Plate

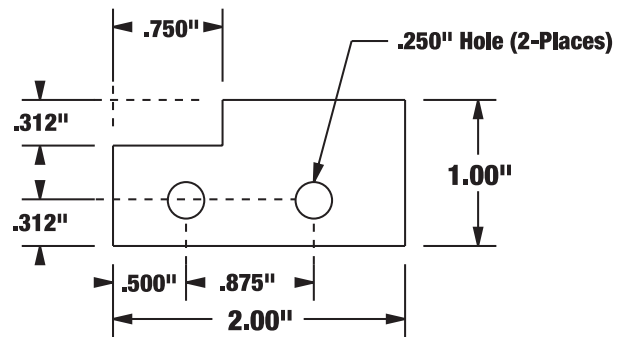


Figure 3 - Cruise Control Bracket

- **PREP AND TUNING FOR POWER:**

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

Performer Series Intake Manifolds

1. The long equal length runners in the Performer manifold create a very strong signal to the carburetor. In some applications, the stock rods or jets may need changing for best overall performance. Refer to your carburetor owner's manual for details.
2. Performer manifolds deliver excellent driveability and power utilizing stock distributor settings. Some applications may benefit from resetting the initial advance $\pm 2^\circ$ from the factory specification.
3. Aftermarket ignitions and more aggressive advance curves may be used with Performer packages.
4. Installation of aftermarket headers or camshafts may lean the carburetor calibration. Should this occur recalibrate with a richer jet.

Performer RPM Series Intake Manifolds

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with Performer RPM manifolds. Generally speaking, the stock jetting for a Performer or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
2. Aftermarket distributor curve kits may be used with Performer RPM series manifolds.
3. Use modified or high performance cylinder heads such as our Performer RPM, and port-match the manifold to the heads.
4. The compression ratio should be at least 9.5 to 1 to work properly with Performer RPM camshafts.
5. Installation of aftermarket headers, camshafts or both with an Edelbrock Performer RPM series manifold may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.



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