



**Buick Performer & B4B Manifold
For 400-455 c.i.d. Buick V8 Engines
Catalog #2146 & #2515
INSTALLATION INSTRUCTIONS**

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

- **DESCRIPTION:** The Edelbrock Performer #2146 & #2515 intake manifolds will work with 400, 430, and 455 c.i.d. big-block Buick engines. The Performer #2146 is designed to accommodate original cold air induction hoods, while the B4B #2515 relocates the carb pad for optimal fuel distribution. These manifolds optimize performance for engines operating in the idle to 5500 rpm range. They are compatible with OEM carburetors that use a divorced-style or electric choke only; hot air tube models will need to have their choke converted to electric or disabled. These intake manifolds are recommended for street rods and street high performance applications. When used with any mix of aftermarket equipment designed for idle to 5500 rpm operation, the performance increases will be even greater.
- **KIT CONTENTS:**
 - 1 - Square-bore carb adapter plate #2732 (*#2146 only*)
 - 12 - 3/8" Flat washers for manifold bolts
- **EMISSION SYSTEMS:** These manifolds will not accept stock EGR (Exhaust Gas Recirculation) equipment or exhaust-heated chokes. EGR systems are used on most 1972 and later model vehicles. These manifolds are also not compatible with AIR (Air Injection Reactor) systems and the 5/16" holes must be plugged on 1972 and later cylinder heads. Check local laws for requirements. These manifolds are not legal for use on any emissions controlled vehicle where such equipment is required.
- **CARBURETOR RECOMMENDATIONS:** Performer manifolds #2146 & #2515 are intended for use with either an Edelbrock or an original equipment carburetor. Carburetor stud kit #8008 or #8024 can be used to mount either style of carburetor. When using an Edelbrock carburetor on Performer intake #2146, the square-bore adapter plate that is included in the box must be used between the intake and carburetor with a gasket on both sides. The B4B intake #2515 has been designed to accommodate both square-bore and spread-bore carburetors without an adapter. Please note that Edelbrock carburetors have no provision for an evaporative canister or for EGR.
- **THROTTLE BRACKETS:** Due to the design of these manifolds, the throttle and kickdown bracket on some vehicles may require modification to fit.
- **GASKETS:** These manifolds are compatible with facing piece gaskets, such as Edelbrock #7246, when used with the factory valley pan, or with gaskets that have the pan integrated, such as Fel-Pro #MS96005 (1967-1971) or #MS96014 (1972-1976).

Installation Procedure

1. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
2. Apply Edelbrock Gasgacinch sealant PN 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets. (Refer to instructions on Gasgacinch can for further reference). If you are using two-piece gaskets with a separate tray, the valley pan will contact the cylinder heads with the gaskets resting on top. Both sides of the gaskets and pan should be coated with a layer of Gasgacinch.
3. 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.
4. Install the intake manifold and the intake manifold bolts with hardened steel washers between the manifold and the bolt heads. Torque all of the manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft/lbs.

• PREP AND TUNING FOR POWER:

1. The long equal length runners in these manifolds create a very even air/fuel mixture distribution. In general, the stock jetting in the recommended carburetor will not need changing. Refer to your carburetor owner's manual for details.
2. Performer manifolds deliver excellent drivability 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.

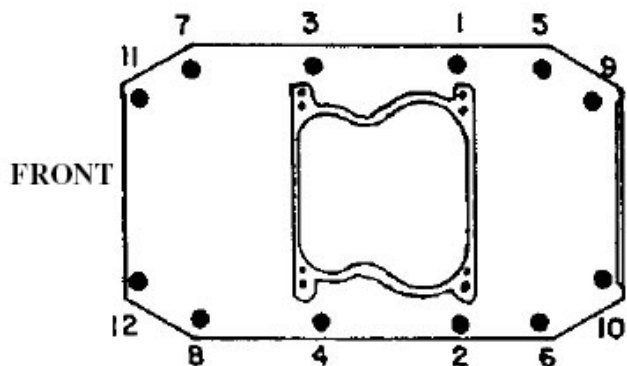


Figure 1
Intake Manifold Tightening Sequence

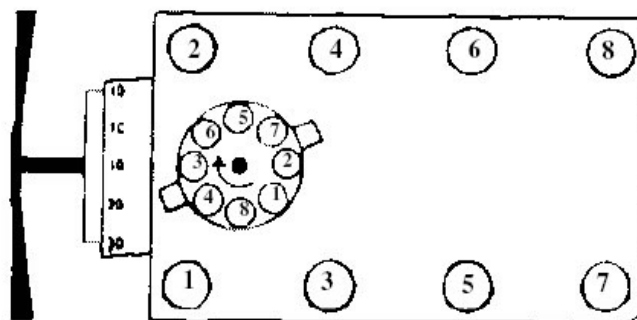


Figure 2
Firing Order — 1-8-4-3-6-5-7-2
400, 430 and 455 cid
Turn distributor counter-clockwise to advance timing

