



INSTALLATION INSTRUCTIONS

- **DESCRIPTION:** The Edelbrock Performer EPS #2701 intake manifold has been designed for 262-400 c.i.d. small-block Chevy engines operating in the idle to 5500 rpm range. The manifold accepts late model water neck, air conditioning, alternator and H.E.I. ignition systems. Use electric or manual type choke standard flange carburetors only. This intake manifold is recommended for all general applications. When used with any mix of aftermarket equipment designed for idle to 5500 rpm operation, the performance increases will be even greater.
- **EGR SYSTEMS:** This manifold will not accept stock EGR (Exhaust Gas Recirculation) equipment or exhaust-heated chokes. EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. This manifold is not legal for use on any emissions controlled vehicle where such equipment is required.
- **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. See our catalog for details. To order a catalog, call (800) FUN-TEAM.
- **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1405 (600cfm)	A, I, K, N, O	#8036 throttle, cruise, & kickdown bracket for 1972-1979
Performer #1406	A, I, K, N	#8036 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1805	A, I, K, N, O	#8036 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1806	A, I, K, N	#8036 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1825	A, I, K, N, O	#8036 throttle, cruise, & kickdown bracket for 1972-1979
Thunder Series #1826	A, I, K, N	#8036 throttle, cruise, & kickdown bracket for 1972-1979

- A - Carburetor will work with non-EGR or pre-emission control systems.
- I - Carburetor has no provisions for evaporative canister.
- K - Carburetor requires #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements.
- N - Carburetor accepts factory cruise control
- O - Carburetor comes with manual choke. It can be converted to electric choke using kit #1478.

- **THROTTLE BRACKETS:** Due to the design of Performer manifolds, the throttle and kickdown bracket on some vehicles may require modification to fit. See figure 2 for guidelines or purchase our #8036 (Gold Cad plate) or our #8030 (chrome) throttle, cruise, and kickdown linkage bracket.
- **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.

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- 1) Use either Edelbrock #7201 or Fel-Pro #1256 (#1205 for aftermarket heads) intake gasket 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 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.
- 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.
- 5) Install the intake manifold and hold-down bolts (we offer an intake manifold bolt kit PN 8504 that includes small head silver Cadmium plated bolts and matching hardened washers). Apply a small amount of silicone to the threads of the eight inner bolts (1,2,3,4,5,7,9 & 11 in Fig 1) to prevent oil weepage, as generally these are not blind holes in the cylinder head. 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 the Performer EPS 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 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.

- CAMSHAFT AND HEADERS: The Performer Series manifolds are compatible with aftermarket camshafts and headers designed to work in the idle-5500 rpm range. Edelbrock has developed dyno-matched, street proven camshafts (#2102 for 262-350 cid and #2103 for 400 cid engines) for use with the #2701 manifold. Header primary tube diameter should be 1-5/8".

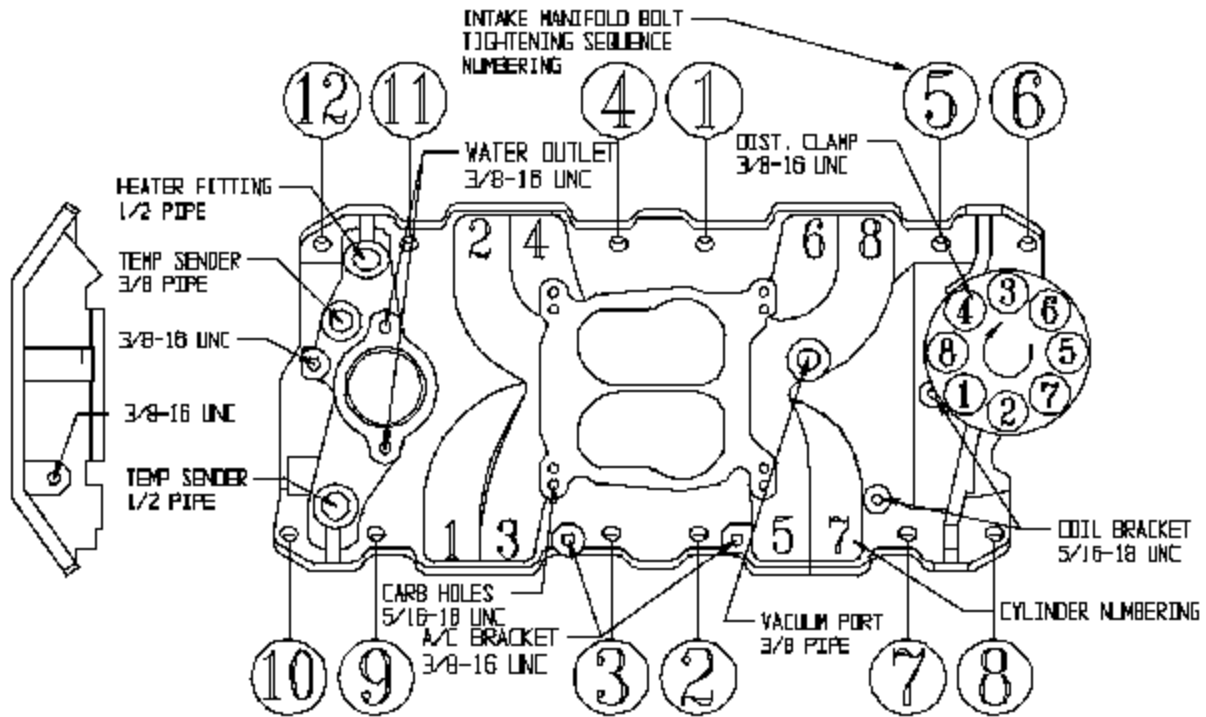


Figure 1 - Intake Manifold Bolt Tightening Sequence
 Small Block Chevy Firing Order: 1-8-4-3-6-5-7-2
 Turn Distributor Counter-Clockwise to Advance Ignition Timing

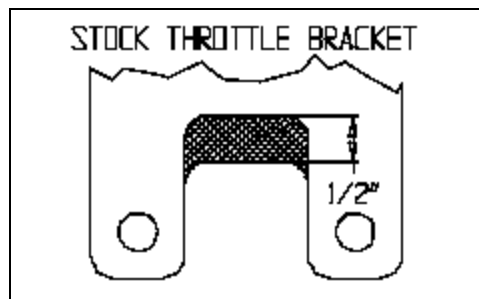


Figure 2
 Remove material in the shaded area on stock throttle brackets to clear the intake manifold.