



**PERFORMER 400 EGR INTAKE MANIFOLD**  
**For 351-M/400 2V Ford Cleveland Engines**  
**Part #3771**

**INSTALLATION INSTRUCTIONS**

**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 intake manifolds are designed for street-performance Ford 351-M/400 engines operating in the idle-5500 RPM range. The Performer 400 EGR intake manifold is a direct replacement for the factory intake manifold and is 50-state street legal on applications using the OEM 2-bbl carburetor and EGR system with the supplied EGR spacer (See "EGR SYSTEMS" section below). In off-highway applications, this intake manifold is part of a Total Power Package that can be completed with the use of dyno-matched Performer-Plus camshaft #2172, springs, chain set, carburetors and related parts specifically designed to give you maximum results. Please see to the Edelbrock catalog for details.

**KIT CONTENTS:**

- |  |   |
|--|---|
| <input type="checkbox"/> 1 Performer 400 EGR Intake Manifold     | <input type="checkbox"/> 1 3/8-24 x 1-1/4" Hex Head Cap Screw |
| <input type="checkbox"/> 1 Ford 2-bbl EGR Adapter                | <input type="checkbox"/> 2 5/16-18 x 1-1/2" Carb Studs        |
| <input type="checkbox"/> 1 Ford EGR Plate                        | <input type="checkbox"/> 2 5/16-18 x 2" Carb Studs            |
| <input type="checkbox"/> 2 EGR Plate Gaskets                     | <input type="checkbox"/> 2 5/16-18 x 3-1/4" Carb Studs        |
| <input type="checkbox"/> 1 Choke Block Off Plate                 | <input type="checkbox"/> 7 5/16-24 Hex Nuts                   |
| <input type="checkbox"/> 1 1/8 Pipe to 1/4" Hose Adapter Fitting | <input type="checkbox"/> 1 3/8-24 Hex Nut                     |
| <input type="checkbox"/> 1 1/4 Pipe to 3/8" Hose Adapter Fitting | <input type="checkbox"/> 2 1/4" AN Washers (Thick)            |
| <input type="checkbox"/> 1 3/8 Pipe to 3/8" Hose Adapter Fitting | <input type="checkbox"/> 1 5/16" SAE Flat Washer              |
| <input type="checkbox"/> 1 3/8 Pipe, 90° Street Elbow Fitting    | <input type="checkbox"/> 1 5/16" Lock Washer                  |
| <input type="checkbox"/> 2 3/8 Pipe Plugs                        | <input type="checkbox"/> 7 5/16" Internal Star Washers        |
| <input type="checkbox"/> 2 1/4-20 x 3/4" Hex Head Cap Screws     | <input type="checkbox"/> 1 3/8" SAE Flat Washer               |
| <input type="checkbox"/> 1 5/16-24 x 1-1/4" Hex Head Cap Screw   |   |

• **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
<b>OEM (2bbl)</b>	OEM	#8011 Auto transmission rod extension kit for small-block Ford #8057 Ford 2-bbl EGR Adapter (Supplied, see Kit Contents)
<b>Performer #1405 (600 cfm)</b>	Manual	#8053 Ford 4-bbl EGR Adapter, or #8017 Ford 4-bbl EGR sealing plate with Ford#E4ZZ9A-589E EGR Adapter (Off-highway only, retaining EGR)
<b>Performer #1406 (600 cfm)</b>	Electric	
<b>Thunder Series #1805 (650 cfm)</b>	Manual	#8714 4bbl EGR block-off (Off-highway applications ONLY)
<b>Thunder Series #1806 (650 cfm)</b>	Electric	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter

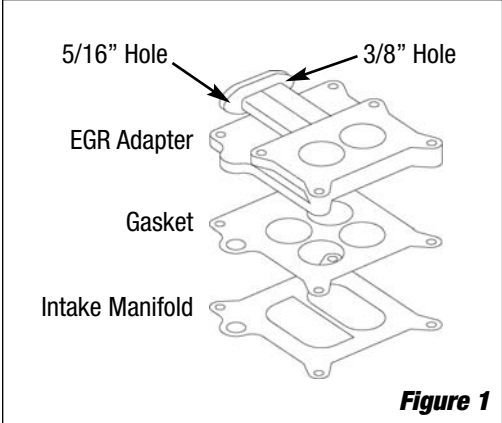
- **THROTTLE BRACKETS:** The throttle and kickdown bracket on some vehicles may require modification to fit. When using Edelbrock carburetors, use #1493 or 1847 throttle plate kit to line up the stock throttle bracket to the Edelbrock carburetor throttle lever.

- **GASKETS:** Do not use competition-style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum and oil may occur.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
3771	(None)	Fel-Pro #MS96020 or OEM valley plate

**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.**

- **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. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements. Edelbrock EGR adapters are designed to accept various OEM EGR valves. However, you must ensure proper EGR port alignment before securing the valve to the adapter. Match the large (3/8") and small (5/16") mounting bolts and holes in the adapter and the valve for proper EGR flow direction. Be sure to use a new OEM gasket when installing the EGR valve. See **Figure 1** for proper EGR adapter plate installation.



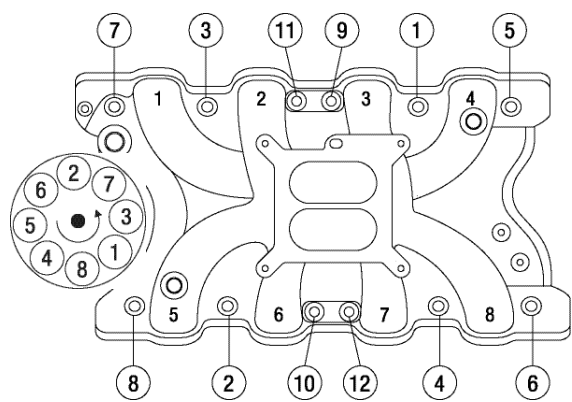
- **PREP AND TUNING FOR POWER:**

1. Due to design, the fuel / air mixture and cylinder charging is very efficient with Performer manifolds. Generally speaking, the stock jetting for the OEM or a Performer Series or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
2. Performer manifolds deliver excellent driveability and power utilizing the factory OEM distributor settings. Specific applications may benefit from resetting the initial timing + or -2° from the factory specifications. Aftermarket distributor curve kits may be used with Performer series intake manifolds.
4. 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.

- **CAMSHAFT AND HEADERS:** Performer Series manifolds are compatible with aftermarket camshafts and headers designed to work in the idle-5500 RPM range. For Off-Highway applications, Edelbrock has developed a dyno-matched camshaft, Performer-Plus #2172, which is ground specifically for use with the Performer 400 intake manifold. Header primary tube diameter should be 1-5/8".

**INSTALLATION PROCEDURE**

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 attach 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. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown in **Figure 2** to 25 ft/lbs. For ease of installation, we recommend Intake Manifold Bolt Kit #8574.



**Figure 2 - 351-M/400 Ford Torque Sequence**  
**Torque Bolts to 25 ft/lbs.**  
**Firing Order: 1-3-7-2-6-5-4-8**  
**Turn Distributor Clockwise to Advance Ignition Timing**