



PERFORMER INTAKE MANIFOLD
For 1968 - 1976 Cadillac 472-500 c.i.d. Non-EGR
PART #2115
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: The Performer Cadillac is intended to be used in high performance and engine swap applications. The carb pad is 3" taller than stock, and will not fit many stock applications. Check your hood clearance before installation! The manifold accepts either original equipment Q-Jet carburetors or Edelbrock Performer and Thunder Series square-bore carbs. The runners and plenums are sized for operation from idle to 5500 rpm on 500 c.i.d. engines.

- **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:** This manifold will not accept stock EGR (exhaust gas recirculation) equipment. EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. This manifold is a street legal replacement part when used with the OEM carburetor on 1968-72 472 and 500 c.i.d. V8 passenger cars.
- **CARBURETOR RECOMMENDATIONS:** 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 electric choke. If using an OEM 4 barrel carburetor, choke kit #1935 and choke rod #9172 can be used to maintain compatibility with the stock choke mechanism.
- **GASKETS:** Do not use soft competition type intake gaskets for street applications, as deterioration and internal leakage may occur. Do not use Fel-Pro Permatorque (blue) gaskets, as they have insufficient "crushability" for use with aluminum manifolds. Use only Fel-Pro valley pan gasket set #MS96028 or OE equivalent when installing the Performer Cadillac for street applications.
- **BRACKETS:** Due to the design and leg configuration of the Edelbrock manifold, the stock air conditioning compressor and bracket will not fit. The mounting bosses are cast into the manifold only to facilitate fabrication of bracketry, if desired.

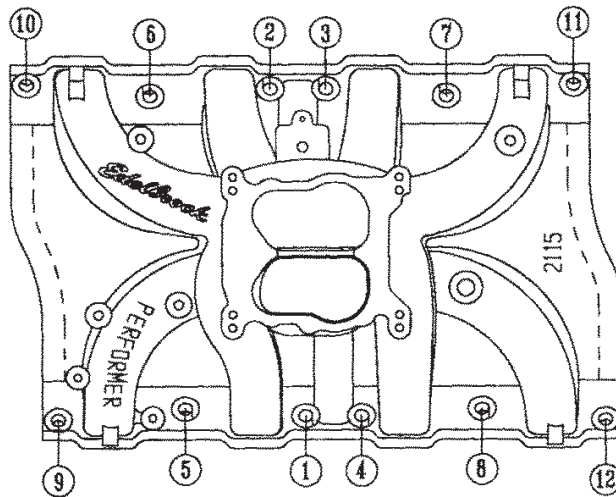
INSTALLATION PROCEDURE

- **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 Gasgacinch sealant P/N 9300 to both cylinder head flanges, both sides of the valley pan and to the cylinder head side of the gaskets, allow to air dry then attach the valley pan and 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. 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.

• **CARBURETOR CALIBRATION & IGNITION TIMING:**

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

1. Due to design, the fuel / air mixture and cylinder charging are very efficient with Performer manifolds. Generally speaking, the stock jetting for the OEM and recommended aftermarket carburetors will not need changing. Specific applications may show an increase in performance through further tuning.
2. Performer manifolds deliver excellent driveability and power utilizing the factory OEM distributor settings. Again, specific applications may benefit from further tuning.
3. Aftermarket distributor curve kits may be used with Performer manifolds.
4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this occur, recalibrate with a richer jet.



**Figure 1 - 472-500 c.i.d. Cadillac Intake Manifold
Bolt Tightening Sequence and Firing Order
Torque Bolts In Sequence Shown to 25 ft./lbs.
Firing Order: 1-5-6-3-4-2-7-8
Turn Distributor Clockwise to Advance Timing**



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