



PERFORMER MANIFOLD

CATALOG # 2115

MODEL: Cadillac 472-500 c.i.d. V8, 1968 to 1976 Non-EGR

INSTRUCTIONS

- PLEASE study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to contact our Technical Hotline at:1-800-416-8628.
- 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.
- MANIFOLD: 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 Series square-bore carbs as listed below. The runners and plenums are sized for operation from idle to 5500 rpm on 500 c.i.d. engines.
- CARBURETOR RECOMMENDATIONS: CAUTION- Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
OEM 4-bbl Performer #1411 (750 cfm) Performer #1407 (750 cfm) Performer RPM Q-Jet #1910 (850 cfm)	A, H A, I A, I, K, O A, I	#1935 choke kit and #9172 choke rod Note: Carb has Chevrolet style throttle arm

A - Carburetor will work with non-EGR or pre-emission control system.

H - Carburetor has provision for evaporative canister.

I - Carburetor has no provision for evaporative canister.

K - Carburetor requires 8008 or 8024 stud, nut and washer kit. Determine length before installation.

O - Carburetor has manual choke only.

- 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.
 - GASKETS AND SEALANT
CAUTION: 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 #MS 96028 or OE equivalent when installing the Performer Cadillac for street applications.
 - Apply Edelbrock Gasgacinch, #9300, sealant to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
 - We advise eliminating the end seals. Use RTV silicone instead. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This procedure eliminates end seal slippage

MANIFOLD TORQUE

Torque all bolts circled in Figure 1 to 25 ft./lbs. See Figure 1 for proper sequence and deterioration.

- **FIRING ORDER AND CYLINDER NUMBERING**—For cylinder numbering and firing order, see Figure 2.
- **FINAL TUNING**
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 power by re-calibrating carburetor.
 2. Performer manifolds deliver excellent driveability and power utilizing the factory OEM distributor settings. Again, specific applications may benefit from resetting the initial timing + or -2° from the factory specifications.
 3. Aftermarket distributor curve kits may be used with Performer manifolds.
 4. Installation of aftermarket headers, camshafts or both with an Edelbrock Performer manifold may lean carburetor calibration. Should this condition occur, recalibrate with richer jet.
- **CAMSHAFT AND HEADERS:** Performer manifolds are compatible with aftermarket camshafts and/or headers.

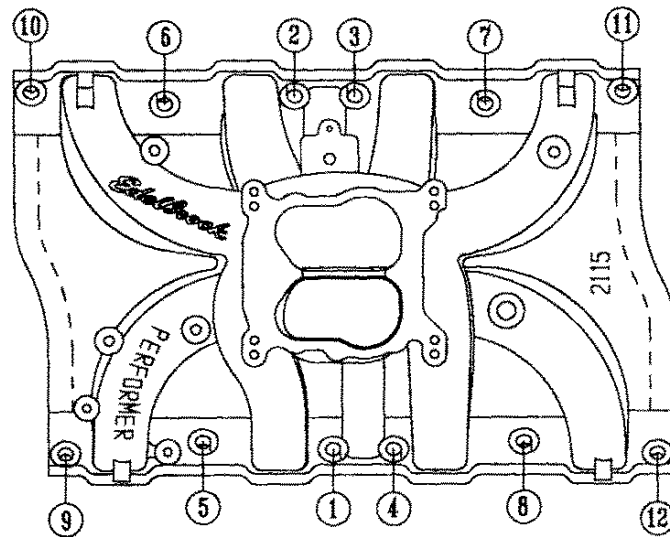


Figure 1—Intake Manifold Tightening Sequence

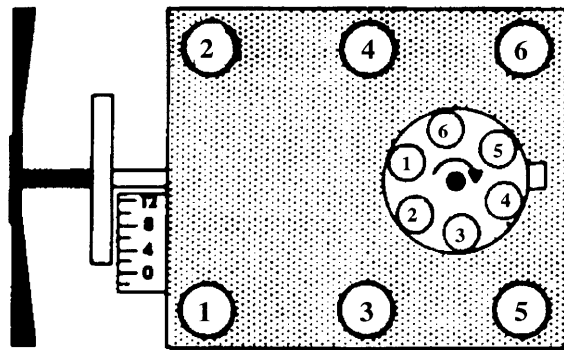


Figure 2—472-500 c.i.d. Cadillac
Turn Distributor Counter-clockwise to Advance Timing