



X1 RAM LOG
For 283-350 CHEVY V8
Part #2150
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 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.

- **DESCRIPTION:** P/N2150 is an exact reproduction of Edelbrock's popular small block Chevy X1 intake manifold. This manifold is primarily designed for street rod applications.
- **EGR SYSTEMS:** Intake manifolds will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements.
- **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.
- **CARBURETOR RECOMMENDATIONS:**
#2150 should only use Edelbrock 94 or Stromberg style carburetors with a three-bolt flange. In addition to the 94 carburetor, Edelbrock offers P/N1031: Linkage Kit, and P/N 1287:6X2 Hex Fuel Log Kit designed to maximize ease of installation, functionality and add an attractive, period-correct appearance. In our testing, the fuel log was required to keep the fuel flowing properly at high RPM's
- **OIL FILL TUBE:** The X1 Ram Log manifold is machined to accept standard Chevy oil fill tubes, such as Edelbrock P/N 4803
- **THROTTLE & ACCESSORY BRACKETS:** Due to the spacing requirements of mounting six carburetors, OEM brackets, such as those for the throttle cable and/or transmission kickdown, will require modifications in order to fit.
- **GASKETS:** Edelbrock intake gasket set #7201 is recommended for use with this manifold. 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.
- **PREP AND TUNING FOR POWER: (General Recommendations, your particular application may vary)**
 1. Edelbrock found best results to be with power valve circuit blocked on four outer carbs and by replacing main jets to .048
 2. Specific applications may show an increase in power by tuning the fuel mixture.
 3. Aftermarket distributor curve kits may be used with this intake manifold.
 4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this condition occur, recalibrate with richer jets.
- **CAMSHAFT AND HEADERS:** The X1 manifold is compatible with aftermarket camshafts and headers. The header primary tube diameter should be 1-1/2" to 1-5/8" depending on the specific engine combination. Edelbrock has developed two camshafts for use with this intake manifold - Performer-Plus #2102 with flat tappet hydraulic lifters or Rollin' Thunder #2208 with roller hydraulic lifters, or #2209 for later blocks. Please check the catalog or website for rpm and application guidelines.
- **DISTRIBUTOR:** Large cap distributors, including both aftermarket and OEM HEI, will not clear the rear carburetor on this manifold. A small cap distributor, either OEM or aftermarket, must be used on with this application.

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.

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1. Our testing showed best results when using: six P/N 1152 no-choke carburetors, P/N 1157 (.048") jets in all six carbs., P/N 1174 power valve block off plugs on the four outer carbs., as well as P/N 1287 fuel distribution log and P/N 1789 fuel pressure regulator to keep the proper amount of fuel flowing at all RPM ranges.
2. Install carburetors and linkage kit prior to installing the manifold on the engine. Follow the P/N1031 linkage kit instructions to get everything lined up and functioning properly. This will allow you to familiarize yourself with the operation, and align all the components without the difficulty of leaning over the fender while doing so.
3. Use only recommended intake gaskets set when installing this intake manifold.
4. Thoroughly clean the cylinder head intake flanges and the engine block end seal surfaces.
5. Apply Edelbrock Gasgacinch 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.
6. 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.
7. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in the sequence shown in Figure-1 to 25 ft-lbs.
8. Install the oil fill tube by placing it into the machined provision. Place a block of wood on the top of the tube then use a mallet to drive the tube in until the Ø1.25" step of the tube is fully seated.

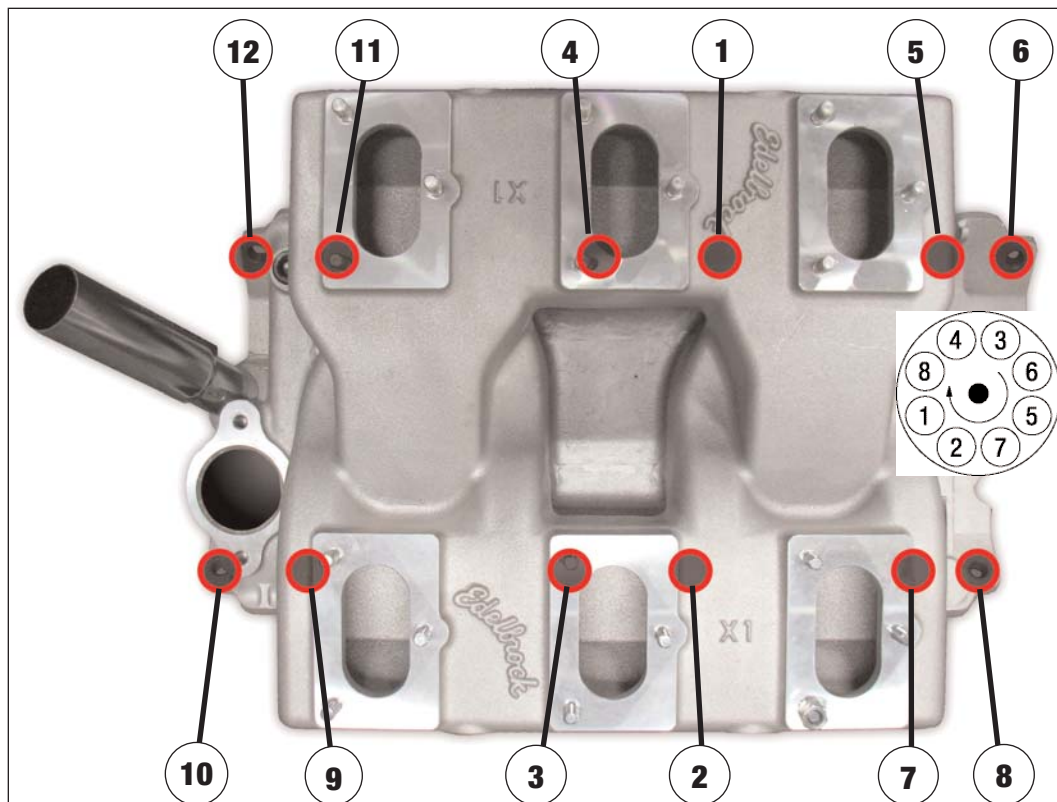


Figure 1 - Manifold Bolt Torque Sequence

Torque Bolts to 25 ft/lbs.

Firing Order: 1-8-4-3-6-5-7-2

Turn Distributor Counter-Clockwise to Advance Ignition Timing

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