



PERFORMER RPM SINGLE & DUAL QUAD INTAKE MANIFOLD

For Early Big Block Chevy 348 & 409 cid Engines

Part #5408, #5409, #7158 & #7159

INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Edelbrock RPM Dual-Quad Intake Manifold. If you have any questions, please contact our **Technical Hotline at: 1-800-416-8628**, 7am - 5pm, Monday-Friday, Pacific Standard Time.

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: These intake manifolds are designed to allow the use of single or dual carburetors on an early-style big block Chevy 348 or 409. The #5408 and #7158 have smaller runner exits that are designed to match the ports found on production 348 and standard 409 cylinder heads, while the #5409 and #7159 have larger runner exits intended for use with the factory high performance 409 heads, or with Edelbrock Performer RPM cylinder heads #60809/#60819. Please note that the #5408 and #7158 manifolds will not cover the larger 409 ports and will create a vacuum leak if used in that application, while using the #5409 or #7159 on small port heads will interfere with valve cover installation. Verify your components are properly matched before beginning installation.

ACCESSORIES

CARBURETORS: Most dual quad applications will work best with two 500 cfm carburetors setup with a progressive linkage. Edelbrock offers carburetors that have been calibrated specifically for our dual quad manifolds as part #1803 with electric choke and #1804 with manual choke. When using a progressive linkage, the front carburetor will have the choke disabled and so an #1804 is strongly recommended for that position. The rear carburetor will handle most low speed fueling and it can be equipped with manual or electric choke, or no choke at all if the vehicle will be used exclusively in warm weather. Single quad applications will require a larger individual carburetor. We recommend a 600 cfm or 650 cfm for 348 applications such as the Performer #1405 or Thunder AVS #1806. 409 Applications should use a 750 cfm or 800 cfm carburetor such as the Performer #1407 or Thunder AVS #1813.

DUAL-QUAD LINKAGE: Progressive linkage kit #7094 is strongly recommended for use with Edelbrock carburetors installed in dual quad configuration. Use of a direct 1:1 linkage can cause a stumble or bog during low speed acceleration. Throttle and transmission kickdown cables can vary widely from one application to another; adapters and/or brackets may need to be purchased or fabricated.

FUEL REQUIREMENTS: Edelbrock carburetors require a fuel pressure of 4 - 6.5 psi for proper operation. This can be achieved without a regulator by using Edelbrock electric fuel pump #1791. Edelbrock offers a dual feed fuel line, part #8091, that will simplify plumbing your pump to two Edelbrock carburetors. A filter must be installed between the pump and carburetors to prevent any potential engine damage.

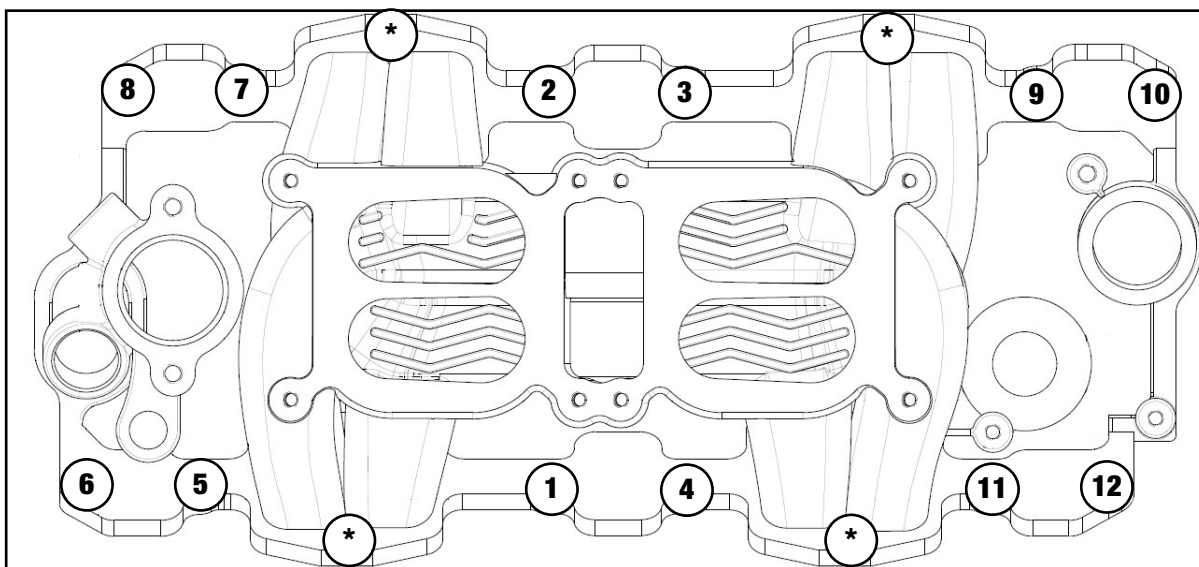
GASKETS: Manifolds #5408 & #7158 use small port gaskets, Edelbrock part #7242, while the #5409 & #7159 manifolds use large port gaskets, Edelbrock #7240. Do not use cork or rubber end seals. Apply a 1/4" bead of Ultra Black RTV silicone along the end seal surface, and overlap the bead onto each gasket by approximately 1/2".

OIL FILL TUBE: An oil fill tube is included with these manifolds, and a provision for it has been drilled at the front of the manifold. It is generally easier to install the tube after the manifold has been installed on the engine, but it can also be installed first. To install the oil fill tube insert the thinner end of the tube into the hole and apply pressure until it is snug. Place a block of wood on the top of the tube to evenly distribute the force, and use a hammer or mallet to tap the tube firmly in place. Please note that the end of this tube has been textured to improve breather retention, resurfacing this area is not recommended.

PCV VALVE: Please note that manifolds manufactured after March 2009 no longer include provisions for PCV. The supplied oil fill tube and breather provide sufficient crankcase ventilation for proper engine operation.

INSTALLATION PROCEDURE

1. Before beginning installation, inspect all passages in the manifold for any debris or contaminants. Remove any loose material to prevent potential engine damage. Use a shop rag to plug the oil fill hole located at the front of the manifold if the tube has not been installed.
2. Fully clean the cylinder head intake flanges.
3. 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.
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.
6. Torque the manifold bolts according to the sequence illustrated below.
7. If the oil fill tube has not yet been installed, remove the shop rag from the oil provision hole and install the fill tube and breather following the directions supplied on the previous page.



Single & Dual Quad RPM Intake Manifold Torque Sequence

Torque bolts to 25 ft/lbs in the sequence shown above.

The #5409 & #7159 manifolds include auxiliary bolt holes marked with an asterisk(*). These bolts should be installed last, and should only be hand tightened. The #5408 & #7158 manifolds do not include these holes.

KIT CONTENTS:

1x - Manifold
1x - Oil Fill Tube
1x - Breather
2x - Drive Screws
1x - Rubber Breather Grommet



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