SMALL BLOCK FORD CRATE ENGINES
Part #45260 - 45474
INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. 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.

IMPORTANT: *This instruction sheet provides general installation guidelines which can affect your warranty. Read it carefully. It is not our intent to cover each detail of installation here as the procedures are vehicle specific. We want to caution you that installing an engine is a complicated procedure that requires a good general knowledge of automotive mechanics. It is a good idea to refer to the factory service manual for your vehicle. If you are not confident that you can complete the engine installation successfully, we suggest you consider having it installed by an experienced mechanic.*

DESCRIPTION: The Performer and Performer RPM crate engines are assembled using all new parts. The short block is from Ford Racing and Edelbrock Power Package components have been installed by trained technicians at Edelbrock. The Performer level engine has an operating range from idle to 5,500 rpm, and will work with stock type torque converters. The Performer RPM range is from 1,500-6,500 RPM, so a torque converter with a stall speed of 1,800 to 2,200 rpm is recommended. Use of a torque converter with a stall speed greater than recommended can cause significant power loss and damage to various drivetrain components.

INSTALLATION NOTES: ***There is no oil in your engine***. Rear sump engines can install a Milodon dipstick (Milodon #22040) into the threaded hole on the oil pan or an OEM dipstick (Ford #M-6750-C303) into the block directly above the oil pan bung. Front sump engines should install an OEM dipstick (Ford #M-6750-A302) in the passenger side of the timing cover. Any dipstick holes that are not used must be plugged. The threaded provision on the Milodon oil pan will require a 5/8"-18 plug. Remove any paint from the engine mount bosses, cylinder block to clutch housing or transmission mounting surface, and the crankshaft flange before installing engine.

ENGINE OIL: Your engine is supplied with Edelbrock Break-In Oil in the crate. Before starting engine, you will need to prime the oil system. ***Do not turn engine over with starter motor for priming.*** You will need to mark distributor, as it comes preset on #1 cylinder. Then, remove and use a priming tool to turn pump shaft. This tool can be purchased at your Speed Shop. Change the engine oil no more than 300 miles after break-in. Edelbrock Zinc Enhanced 10w-40 motor oil is recommended for most climates to provide the necessary wear protection that is no longer found in most conventional oils.

THROTTLE BRACKETS: To simplify the installation, Edelbrock makes an assortment of brackets like #1483 and #1490 to accomodate the use of Edelbrock carburetors in Ford applications. See the "Install Items" listed at our website and in our catalog.

EXHAUST SYSTEMS: Performer level engines will work with stock exhaust manifolds. It is to your advantage to install headers and a good free flowing muffler system. RPM engines must use headers and a free-flowing muffler system.

FINAL NOTES: Performer and Performer RPM engines will require the use of a 28 oz. offset flywheel or flexplate. Install the engine assembly reversing the steps taken to remove the engine and accessories. When in doubt, refer to the factory manual. We recommend a 50-50 mix of coolant and water, a new thermostat of 160 to 180 degrees, and all new belts and hoses. Check all grounds and fluid levels. Spark plug recommendation is Champion RC-12YC or equivalent. Your MSD ignition comes with a preset advance curve and will work with an initial setting of 10 to 12 degrees. Check MSD instruction sheet for other options and also distributor hook up. Check carburetor instruction sheet for hook ups and owner's manual for tuning tips. The RPM engines require ***91 octane fuel***. In some cases, it may be necessary to plug the vacuum advance from the distributor to the carburetor, to prevent detonation. A re-torque is recommended after initial start-up and cool-down (allow 2-3 hours for adequate cooling). Torque cylinder heads to 100 ft./lbs. following the tightening sequence ***(See Figure 1)***. Torque Performer and Performer RPM intakes to 25 ft./lbs. ***(See Figure 3)***. Save all paperwork that you receive with your engine for future reference.

NOTICE

To properly protect your investment, you MUST send in your warranty information. The warranty papers are supplied in your kit.

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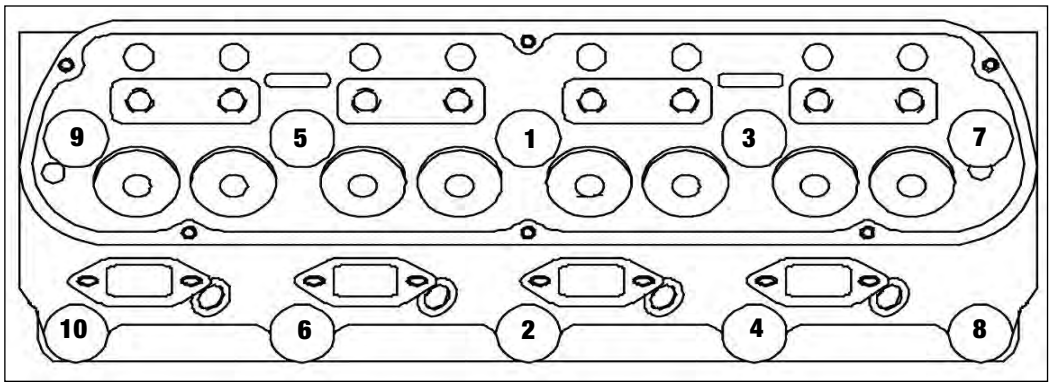

Figure 1 - Cyl. Head Bolt Torque Sequence

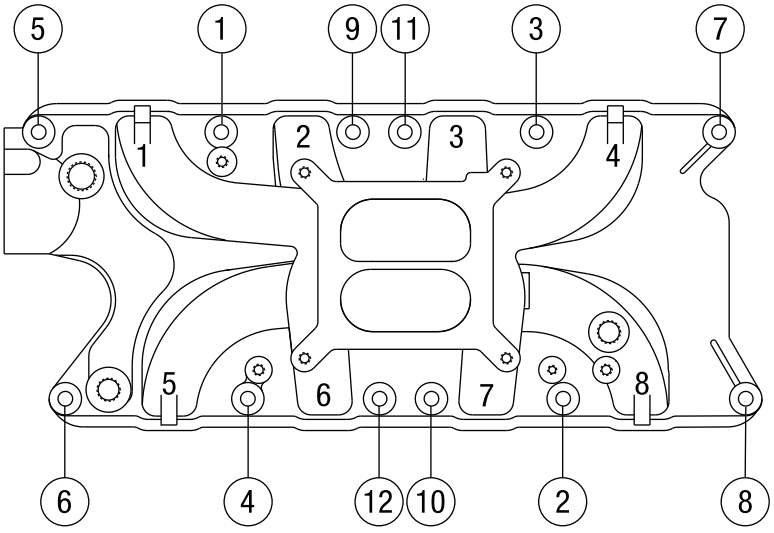

Figure 2 - Intake Manifold Bolt Torque Sequence

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