



PONTIAC P-65 DUAL QUAD INTAKE MANIFOLD
For 1965-1979, 326-455 C.I.D. Pontiac V8
(Not for Ram-Air V Cylinder Heads)
Catalog #5450

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 or e-mail us at Edelbrock@Edelbrock.com.

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 P-65 Dual Quad intake manifold is designed for 1965 to 1979 326-455 c.i.d. Pontiac V8 engines. It combines two small four-barrel carburetors with a dual plane layout to achieve the best balance of drivability, great looks, and outstanding performance for muscle car, street rod and marine applications. Will not fit Ram-Air V cylinder heads. Edelbrock has developed special air filters for this manifold. To give your engine the ultimate custom look, the polished aluminum Elite Series oval air cleaner (P/N 4235) is suggested. Chrome oval air cleaner (P/N 1235) or two 6" round, Pro-Flo air cleaners (P/N 1209) are also available. Please note "Brackets" section below for your particular installation.

Emissions Systems: Intake manifold 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: Use two manual choke carburetors (Two 1404's or two 1804's), or one manual and one electric choke (1403 & 1404, or 1803 & 1804, if electric choke is desired). Note that the Thunder Series carburetors listed under manifold #7525 are calibrated specifically for the 7525 manifold, and in most cases, will not require additional tuning. For manifold 5425, see "Prep and Tuning for Power" for additional tuning information.

CARBURETOR (Qty. 2)	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer Series #1403 (500 cfm)	Electric	#7094 Dual Quad Throttle Linkage, #8088 Dual Quad Fuel Line
Performer Series #1404 (500 cfm)	Manual	#7094 Dual Quad Throttle Linkage, #8088 Dual Quad Fuel Line
Thunder Series #1803 (500 cfm)	Electric	#7094 Dual Quad Throttle Linkage, #8088 Dual Quad Fuel Line
Thunder Series #1804 (500 cfm)	Manual	#7094 Dual Quad Throttle Linkage, #8088 Dual Quad Fuel Line

NOTES: Carburetors each require #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements. If two manual choke Performer Series Carburetors are used and electric choke is desired later on, they can be converted to electric choke using Electric Choke Kit #1478. Use electric choke on the rear carburetor ONLY. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke. If electric choke is desired with Thunder Series carburetors, a manual choke carburetor should be used in the front and an electric choke carburetor should be used at the rear.

THROTTLE AND ACCESSORY BRACKETS: Due to the design of manifolds, the throttle and kickdown bracket on some vehicles may require modification to fit. For 1972 and later vehicles, use a #8014 bracket. For 1968-1971, use #8015 throttle bracket.

GASKETS: 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. Replacement manifold top to manifold base gaskets available as **Edelbrock #6999**.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
5450	(None)	Edelbrock #7280 Port: 1.18" x 2.20", .060" Thickness

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.

WARNING: In some installations the metal valley cover below the intake manifold may have been over-tightened which can cause the upper edge of the cover to protrude out from the lower position of head. This results in an interference with the intake manifold. If this condition occurs, the manifold will not seat properly against head surface and a misalignment of bolts to the head will occur. If this is the case, tap metal valley cover down with a hammer to give clearance to manifold. This manifold will not accept 1968 and earlier alternator bracket assembly or air conditioning rear support bracket and has no provision for ignition coil mounting.

CAMSHAFT AND HEADERS: Dual Quad manifolds are compatible with aftermarket camshafts and headers. Header primary tube diameter should be 1-5/8" to 1-7/8" depending on the specific engine combination. Edelbrock has developed two camshafts for use with this intake manifold - Performer-Plus #2157 or Torker-Plus #5057. Please check the catalog or website for rpm and application guidelines.

PREP AND TUNING FOR POWER:

NOTE: This manifold will produce optimum power and drivability when used with Edelbrock 500 CFM carburetors. Please refer to Edelbrock Performer Series Carburetor Owner's Manual for tuning procedures.

1. Edelbrock has found, while dyno testing with #1404 Performer Series carburetors, on a Performer level engine at our location, the best calibration to be: Metering Rods - .068" x .057", Primary Jets - .086", and Secondary Jets - .077". This will vary according to engine build and atmospheric conditions. Use it as a starting point. However, if used for racing or marine installation, further tuning may be necessary. Thunder Series carburetors are pre-calibrated, but may need minor adjustment depending on the specific application.
2. Aftermarket distributor curve kits may be used with this intake manifold. A basic ignition curve of 12° to 14° initial and a total of 36° to 38° advance is a good starting point.
3. Use modified or high performance cylinder heads such as our Performer RPM Pontiac.
4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.

INSTALLATION PROCEDURE

1. Use only recommended intake gaskets set when installing this intake manifold. For ease of installation, we recommend Edelbrock Manifold Bolt and Washer Kit, #8559.
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 and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
4. After setting intake manifold down on engine and starting all manifold bolts by hand, install water pump bolt and tighten so the manifold seals against the water pump.

NOTE: It may be necessary to shorten the water pump bolt if it bottoms out before seating.

5. Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.

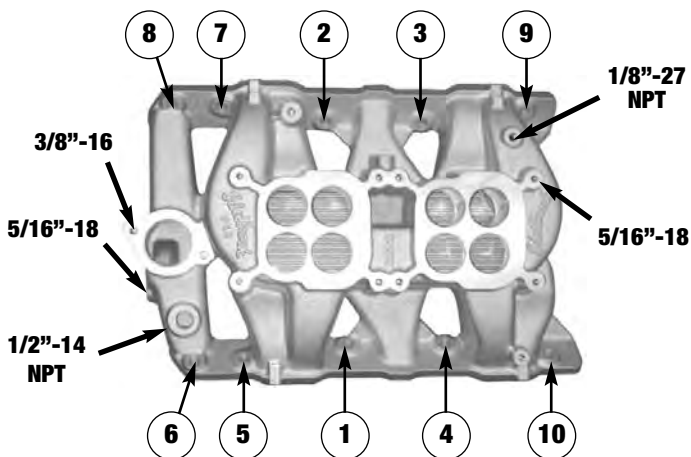


Figure 1 - 326-455 Pontiac Torque Sequence
Torque Bolts to 25 ft/lbs.

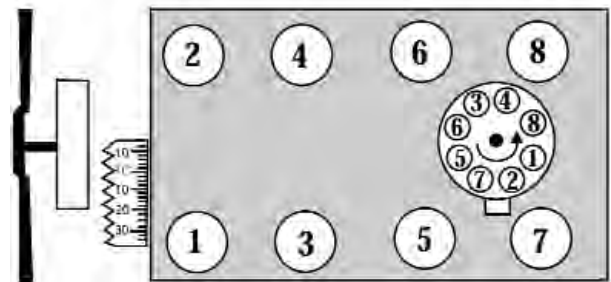


Figure 2 - 326-455 c.i.d. Pontiac Firing Order
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

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