PERFORMER INTAKE MANIFOLD
For Oldsmobile 400-425-455 c.i.d. Non-EGR
CATALOG #2151
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 or e-mail us at edelbrock@edelbrock.com. PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part #____" space. THANK YOU.

• DESCRIPTION: Edelbrock Performer manifolds have been designed to replace stock manifold and to accept stock parts in most cases, as long as you retain your stock carburetor or carburetors recommended. Manifold height is .800" taller than stock (will not fit Toronado). For correct gasket kit when using #2151 in a marine / competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.

• PARTS SUPPLIED WITH MANIFOLD

12 - 3/8" Hardened Washers
1 - Carb Plate
1 - Aluminum Barstock 1" x 4" x 1/8" thick
2 - Olds Exhaust Passage Plugs
1 - Carb Plate Gasket

• EGR SYSTEM: 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.

• CARBURETOR RECOMMENDATIONS:

<table>
<thead>
<tr>
<th>CARBURETOR</th>
<th>REFERENCE</th>
<th>PARTS REQUIRED FOR INSTALLATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>OEM 4-bbl</td>
<td>A, H, N</td>
<td>Use our #2732 square-bore adapter</td>
</tr>
<tr>
<td>Performer #1405 (600 cfm)</td>
<td>A, I, K, N, O</td>
<td>Use our #2732 square-bore adapter</td>
</tr>
<tr>
<td>Performer #1406 (600 cfm)</td>
<td>A, I, K, N</td>
<td>Use our #2732 square-bore adapter</td>
</tr>
<tr>
<td>Performer #1407 (750 cfm)</td>
<td>A, I, K, N, O</td>
<td>Use our #2732 square-bore adapter</td>
</tr>
<tr>
<td>Performer #1411 (750 cfm)</td>
<td>A, I, K, N</td>
<td>Use our #2732 square-bore adapter</td>
</tr>
</tbody>
</table>

Installation Notes: Manifold has no provision for OEM choke operation. OEM carburetor will require conversion to electric or manual choke, or substitution for late model Quadrajet with electric choke.

A - Carburetor will work with non- EGR (Exhaust Gas Recirculation) or pre-emission control system.
F - Use carb-to-manifold base gasket same year & model as vehicle, unless base gasket supplied with carb.
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 needed before installation.
N - Carburetor accepts factory cruise control.
O - Carburetor has manual choke only.

• 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.

1. Use only OEM or equivalent gasket set when installing Edelbrock manifolds for street applications.
2. For correct gasket kit when using #2151 in a marine / competition application, contact Mondello Performance, 1103 Paso Robles Street, Paso Robles, CA 93446, phone (805) 237-8808.

• SPECIAL INSTRUCTIONS-PLEASE NOTE: Boat and Competition applications - Any implied or expressed warranty is void unless the “Special Exhaust Plugs” are used with your engine. These steel plugs are furnished with each Performer 455 manifold and must be installed in the exhaust crossover port in each head. These plugs prevent cracking of the manifold caused by extreme heat of the exhaust during extended periods of Wide Open Throttle. Use a file to finish and fit the plugs until they are a light drive fit. With a small hammer, tap them into each head until they are flush (to prevent vacuum leaks). Additional plugs may be purchased under Edelbrock #2733. For Heavy Vehicles (RVs, etc.) - Use the Special Exhaust Plugs supplied. However, drill a 1/4"-5/16" hole through each plug before installation. This step is highly recommended for all applications!
• **CARBURETOR PLATES AND GASKETS:**
For square-bore carburetor installations, install the supplied carburetor plate and gasket to seal the carburetor base (See Figure 1).

• **CARBURETOR CALIBRATION & IGNITION TIMING:**
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.
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.

• **BRACKETS:**
1. Alternator Brackets: 1968 to early 1972 bracket crosses valve cover. The lower leg bolts to head and the upper leg bolts to the intake manifold. Bend upper leg up and over and drill hole to 7/16" for alignment. Late 1972 and 1973 models drill the two holes that bolt to the block to 7/16" and the hole that bolts to manifold to 1/2". This allows you to align bracket and start bolts. Start all bolts before tightening.
2. Air Conditioning Brackets - 1968 to early 1972: This is a cast bracket. It crosses the valve cover with one leg to the head and one to the manifold. On the manifold side, remove 1/4" off the lower face of the bolt hole boss where it sits on the manifold. Cut slot in bracket so bolt will start in manifold. Use large washer under bolt to secure. For late 1972 and 1973, cut off part of bracket that bolts to manifold. You can remount the bracket in two ways:
   a. Bolt bracket to head, bolt cut-off piece to the manifold, then tack weld or mark the two pieces. Remove and weld together.
   b. Refer to Figure 2. Use strap furnished and drill with 3/8" drill and form to drawing. Bolt piece to manifold. Drill through air conditioning bracket where upper hole is in strap. Secure with 3/8" bolt, nut, and washer.
3. Vehicles with Cruise Control: Use a piece of pipe 1-3/4" long with 3/8" hole or larger. Bolt to boss along side of waterneck outlet. Use spacer between control and manifold.

• **CAMSHAFT AND HEADERS:**
Performer manifolds are compatible with aftermarket camshafts and/or headers. Edelbrock has developed a dyno matched, street proven camshaft, the Performer-Plus #2152 which is ground specifically for use with the Performer #2151. NOTE: Installation of aftermarket headers, camshafts or both with an Edelbrock Performer manifold may lean carburetor calibration. If this condition occurs, re-calibrate with richer jet.

![Figure 1 - Square-Bore Carburetor Adapter Plate](image1)
![Figure 2 - Air Conditioning Bracket Which Must be Fabricated (Some Applications)](image2)
1) Use only recommended intake gaskets set when installing this intake manifold.
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) 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) Torque all of the manifold bolts in two steps by the sequence shown in Figure 3 to 25 ft/lbs.
6) For cylinder numbering and firing order, see Figure 3.

Figure 3 - 400-455 c.i.d. Oldsmobile
Intake Manifold Bolt Tightening Sequence and Firing Order
Torque Bolts In Sequence Shown to 25 ft./lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing