



PERFORMER MANIFOLD
CATALOG #2111
MODEL: Non-EGR for Chevrolet 90° V6
200-229-262 c.i.d.
INSTRUCTIONS

- PLEASE study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to call our Technical Hotline at: 1-800-416-8628.
- EGR SYSTEM: This manifold will not accept stock EGR (exhaust gas recirculation) equipment . EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. Not legal on pollution-controlled motor vehicles.
- MANIFOLD: This manifold will not accept any O.E.M. carburetor systems. We suggest you use the carburetor listed in the carburetor recommendations. This manifold was basically designed for street rod applications.
- ACCESSORIES & INSTALLATION ITEMS: Major recommendations are listed below. However, due to the variety of years, makes and models to be covered, please review each part listed in the Installation Items section of the Edelbrock catalog to decide whether more items are required for your specific vehicle than are mentioned in these instructions.
- MARINE APPLICATIONS: This manifold has been designed to accept either Mercruiser or OMC waterneck housings using the lateral bolt holes of the waterneck flange in the manifold. Because of carburetor interference, the use of a 1" high divided carb spacer (such as Edelbrock #8714) may be necessary. Waterneck housings vary, so determine if spacer is needed prior to installation. If marine carburetor #1409 is used, you must re-calibrate the carburetor with Calibration Kit #1485. NOTE: Salt water will corrode coolant passageway of manifold and greatly shorten manifold service life .
- POWER PACKAGE: Edelbrock Performer manifolds are part of a total Power Package System that can be completed with the use of dyno-matched Performer-Plus camshaft #2112 (for 200 & 229 only; not for 262 [4.3L]), springs, chain set, and related parts specifically designed to give you maximum results. Please refer to the Power Package Guide in the Edelbrock Catalog to select all the components that you need.
- CARBURETOR RECOMMENDATIONS: CAUTION-Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Holley #0-8007 (390 cfm)	A, I , K	(none)
Performer #1404 (500 cfm)	A, F, I, K (for 4.3L only)	(none)
Performer #1409 (600 cfm)	A, F, I (for 4.3L Marine only)	#1485 Calibration Kit for Marine Applications

A-Carburetor will work with non-EGR (Exhaust Gas Recirculation) or pre-emission control system.

F-Use carb-to-manifold base gasket supplied with carb.

I-Carburetor has no provision for evaporative canister.

K-Carburetor requires #8008 or #8024 stud, nut and washer kit. Determine length needed before installation.

- GASKETS AND SEALANT
 CAUTION: Do not use high performance or competition-type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.
 1. Use only O.E.M. or equivalent gaskets when installing Edelbrock manifolds for street applications.
 2. Apply Edelbrock Gasgacinch sealant, #9300, to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
 3. We advise eliminating the end seals. Use RTV Silicone instead. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This method eliminates end seal slippage and deterioration.
- MANIFOLD TORQUE —Torque all bolts circled in Figure #1 to 25 ft./lbs. See Figure #1 for proper sequence.
- FIRING ORDER AND CYLINDER NUMBERING— For cylinder numbering and firing order, see Figure #2.

- FINAL TUNING

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 recommended aftermarket carburetors will not need changing. Specific applications may show an increase in power by enriching the secondary jetting .003 from the stock setting.
2. Performer manifolds deliver excellent driveability and power utilizing the factory O.E.M. distributor settings. Again, specific applications may benefit from resetting the initial timing + or - 2P from the factory specifications.
3. Aftermarket distributor curve kits may be used with Performer manifolds.
4. Installation of aftermarket headers, camshafts or both with an Edelbrock Performer manifold may lean carburetor calibration. Should this condition occur, re-calibrate with a richer jet.

- CAMSHAFT AND HEADERS

Performer manifolds are compatible with aftermarket camshafts and/or headers. Edelbrock has developed a dyno-matched, street-proven camshaft, the #2112 (for 200 & 229 only; not for 262 [4.3L]), which is ground specifically for use with the Performer #2111.

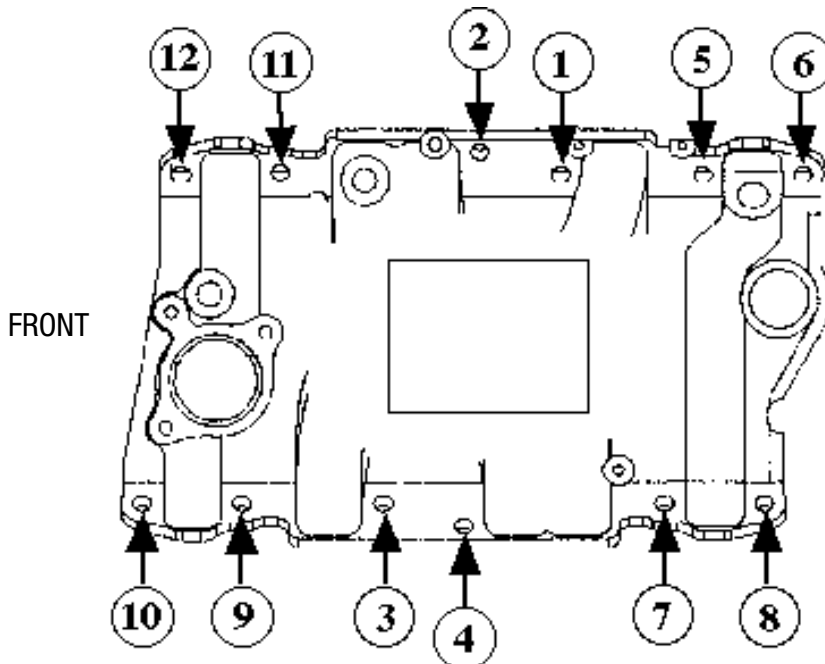


Figure 1

FRONT OF VEHICLE (RWD ONLY)
Firing order 1-6-5-4-3-2

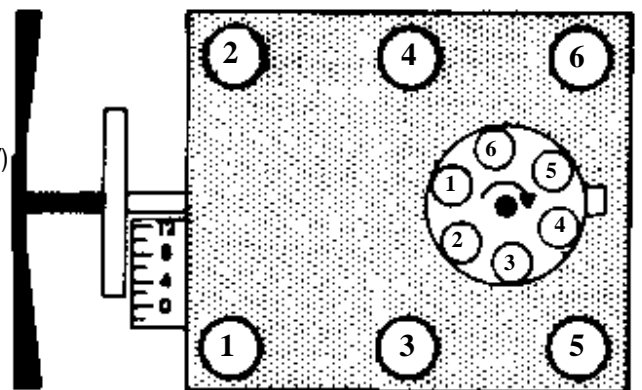


Figure 2