



PERFORMER MARINE MANIFOLD

For 1996+ Chevy Vortec 4.3L 90° V6 Engines
PART #2519
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 engine. 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.

IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine damage.

DESCRIPTION: PN 2519 is designed for installation on 1996 through current Chevy 4.3L V6 Marine Engines. This manifold features a universal carb pad which accepts Edelbrock EPS Marine Carburetor PN 1409 or a Q-jet like the stock 4V setup. All surfaces that contact cooling water are lined with brass so salt water will not damage them. The front water crossover includes an angled, ½ pipe boss and there is a horizontal, rear facing 3/8 pipe vacuum boss like on the stock iron manifold. The stock Vortec heads have no exhaust crossover so electric chokes are required.

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.

- **MARINE APPLICATIONS:** This manifold is designed to accept either MerCruiser, OMC or standard GM waterneck housings using the vertical 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.
- **EGR SYSTEM:** This manifold will not accept EGR (exhaust gas recirculation) equipment and is not legal on pollution-controlled motor vehicles.
- **CARBURETOR RECOMMENDATIONS:** Edelbrock #1409 Carburetor with #1485 Calibration kit or Q-Jet with appropriate calibration.
- **GASKETS AND SEALANT**
 1. Original equipment intake gasket set GM #89017866 is recommended when installing this Edelbrock manifold. If the original gasket is in good condition, it may be re-used.
 2. Do not use any type of gasket sealer on intake gaskets. The rubber O-rings will seal without chemical sealers.
 3. Eliminate the end seals. Use automotive grade 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.
- **CAMSHAFT AND HEADERS**

Performer manifolds are compatible with aftermarket camshafts and/or performance exhaust systems.

- **MANIFOLD TORQUE** - Apply Loctite 222 to the intake bolt threads. Carefully tighten the intake manifold bolts evenly until the intake manifold has compressed the o-ring section of the gasket. Torque all of the manifold bolts in the sequence shown in Figure 1 to 11 ft/lbs or 15.0 Nm.
- **FIRING ORDER AND CYLINDER NUMBERING** - For cylinder numbering and firing order, see Figure #2.
- **FINAL TUNING**
 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. Installation of aftermarket exhaust systems, camshafts or both with an Edelbrock Performer manifold may lean carburetor calibration. Should this condition occur, re-calibrate with a richer jet.

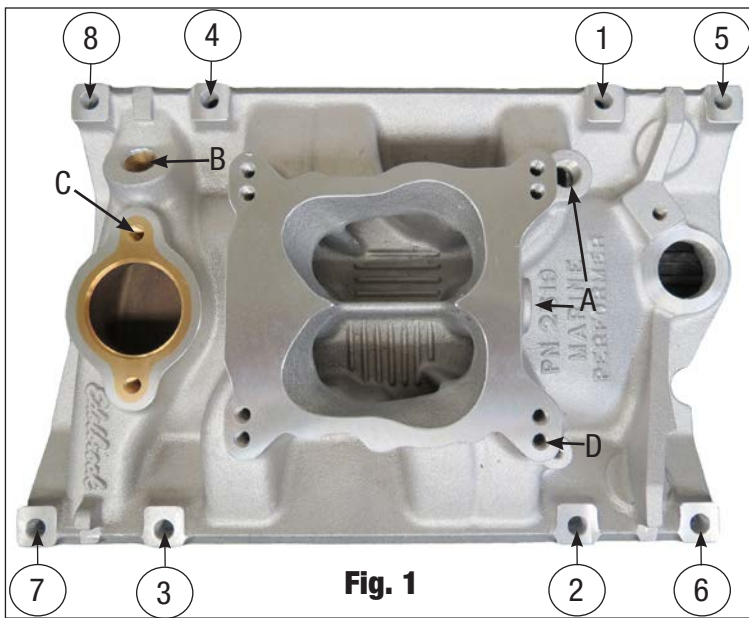


Fig. 1

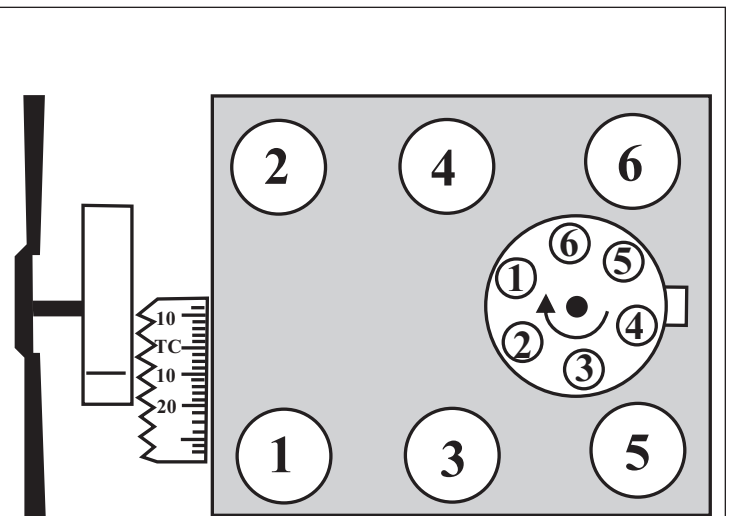


Fig. 2

Hole Chart

A= 3/8 Pipe C= 3/8-18 (2x)
 B= 1/2 Pipe D= 5/16-18 (8x)



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