



PERFORMER RPM AIR-GAP INTAKE MANIFOLD
For Chrysler Magnum 5.2L & 5.9L V8
Catalog # 7577

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 Edelbrock Performer RPM Air-Gap manifold is a carbureted intake manifold that has been designed specifically for 5.2L & 5.9L Chrysler Magnum engines. The manifold accepts carburetors only, and will not function with the factory fuel injection system. It is intended for use in engine swap applications in which a Magnum engine is being used in an early vehicle application. The Performer RPM Air-Gap manifold provides good low rpm response for street performance vehicles while providing increases in horsepower and torque up to 6500 RPM. When used with any mix of aftermarket equipment designed for this operating range, the performance increases will be even greater.

KIT CONTENTS:

- 1 1" Barb x 3/4" NPT Adapter Fitting

- **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.
- **EGR 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.
- **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	Manual	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1411 (750 cfm)	Electric	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1412 (800 cfm)	Manual	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1413 (800 cfm)	Electric	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1812 (800 cfm)	Manual	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1813 (800 cfm)	Electric	#1493 or 1847 throttle plate kit, #1483 or 1844 throttle lever adapter

NOTES: Carburetor size (CFM) should be selected based on your specific engine combination. Consult your engine builder or contact our Technical Hotline at: 1-800-416-8628 for assistance. Carburetors require a #8008 or #8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details). If a manual choke Performer Series Carburetor is used and electric choke is desired later on, Performer Series carburetors can be converted to electric choke using Electric Choke Kit #1478. Manual choke Thunder Series carburetors CAN NOT be converted to manual choke.

- **THROTTLE BRACKETS:** Use Mopar Performance #P4876850 throttle cable bracket and #P4876313 throttle return spring bracket. The throttle and kickdown bracket on some vehicles may require modification to fit.
- **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.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
7577	(None)	Edelbrock #7277 Port: 1.18" x 2.18", .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.

• **PREP AND TUNING FOR POWER:**

1. Due to design, the fuel / air mixture and cylinder charging is very efficient with the RPM Air-Gap manifold. Generally speaking, the stock jetting for a Performer Series or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
 2. Aftermarket distributor curve kits may be used with Performer RPM series manifolds.
 3. Use modified or high performance cylinder heads such as our Performer RPM.
 4. The compression ratio should be at least 9.5 to 1 to work properly with most camshafts designed for use in the 1500-6500 rpm range.
 5. Installation of aftermarket headers, camshafts or both with an Edelbrock Performer RPM series manifold may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.
- **CAMSHAFT AND HEADERS:** Performer RPM Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range. Header primary tube diameter should be 1-3/4".

INSTALLATION PROCEDURE

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. Dowel Pin Removal: Remove the dowel pins from the front and rear valley gasket surfaces of the engine block. Use Vise Grips, or a dowel pin puller, etc., to remove the pins.
5. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a 1/4" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.
6. Install the intake manifold and hold-down bolts. Torque all manifold bolts in two steps by the sequence shown in Figure 1 to 12 ft/lbs.

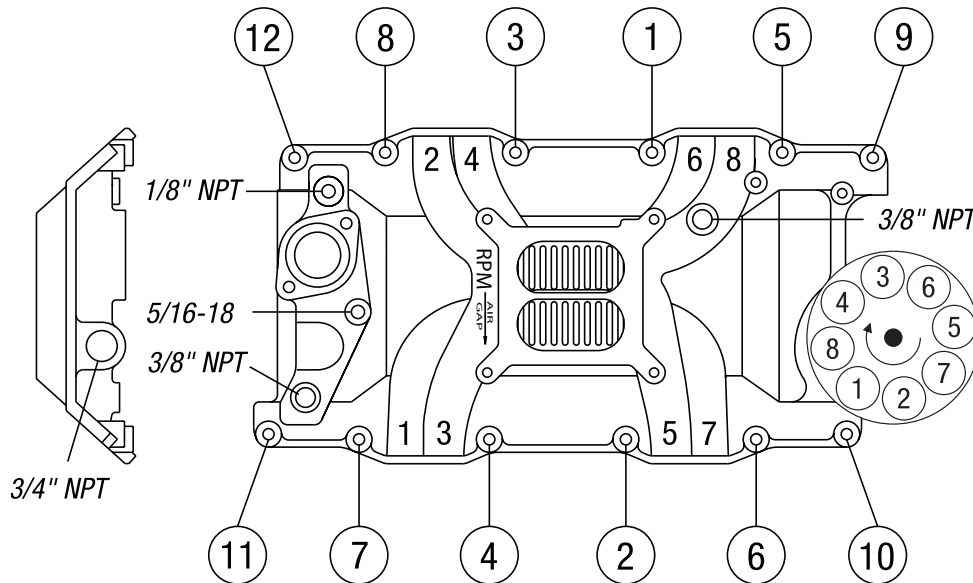


Figure 1 - 5.2-5.9L Chrysler Magnum Torque Sequence
Torque Bolts to 12 ft/lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Counter-Clockwise to Advance Ignition Timing

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