



PERFORMER OLDS 350 INTAKE MANIFOLDS

For Oldsmobile 307-403 c.i.d. V8

Catalog #2711, 3711

INSTALLATION INSTRUCTIONS

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: Performer Olds 350 intake manifolds are designed for 1966-1985 Oldsmobile 307-330-350-403 c.i.d. engines. Manifolds will fit 1980-1/2 to 1985 307 c.i.d. V8s with 5A cylinder heads (Casting #3317) ONLY. Will not fit GM Corporate 350 V8s. Manifold #3711 is a stock replacement/street legal part for 1966-1972 (1973; Non-CA), 307, 350, and 403 engines with OEM 4bbl carburetor, and for 1972-1985, 307, 350, and 403 V8s with factory EGR and OEM 4bbl carburetor (except 1976 models with back pressure EGRs). Manifold #2711 is a stock replacement/street legal part for 1966-1972 (1973; Non-CA), 307, 350, and 403 engines with OEM 4bbl carburetor. #2711 is designed without the EGR mounting location in order to provide clearance for aftermarket carburetor linkages when used in non-emissions applications. #3711 will accept a factory carburetor ONLY. Both manifolds will accept HEI distributors. Factory cruise control will not clear EGR valve on #3711 without linkage modifications. For 403 Pontiac Trans-Am, use OEM carburetor only, for Shaker Hood clearance.

KIT CONTENTS:

2711

- 1 Intake Manifold

3711

- 1 Intake Manifold
- 1 EGR Block-Off Plate
- 1 EGR Gasket
- 1 Choke Block-Off Plate
- 1 5/16-18 x 5/8" Hex Cap Screw
- 2 5/16-18 x 3/4" Hex Cap Screws
- 1 3/8-16 x 5/8" Hex Cap Screw
- 2 5/16" AN Washers

- **EGR SYSTEMS (#2711):** 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.
- **EGR SYSTEMS (#3711):** Edelbrock EGR (Exhaust Gas Recirculation) equipped Performer manifolds are intended as a direct functionally identical replacement for their OEM counterparts. All exhaust emissions or emissions-related stock components are intended to be retained and functional. Check local laws for requirements. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements.

NOTE: The Performer Olds 350 intake manifold #3711 can be used for both EGR and non-EGR applications. When using the intake manifold in a non-EGR application, use the supplied block off plate, gasket, and cap screws to cover the EGR mounting pad. Factory cruise control will not clear EGR valve without linkage modifications.

CARBURETOR RECOMMENDATIONS:

2711 - Manifold will accept OEM 4bbl carburetor. Additional recommended carburetors are listed below.

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer #1405 (600 cfm)	Manual	Modified OEM or aftermarket throttle cable bracket
Performer #1406 (600 cfm)	Electric	Modified OEM or aftermarket throttle cable bracket
Thunder Series #1805 (650 cfm)	Manual	Modified OEM or aftermarket throttle cable bracket
Thunder Series #1806 (650 cfm)	Electric	Modified OEM or aftermarket throttle cable bracket

3711 - Use OEM 4bbl carburetor ONLY. Due to EGR mounting pad clearance, Edelbrock Performer and Thunder Series carburetors will not fit.

- **GASKETS:** Do not use competition-style intake gaskets for this manifold in street/strip or endurance applications. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
2711, 3711	(None)	Fel-Pro #MS96027

- **CAMSHAFT AND HEADERS:** Performer manifolds are compatible with aftermarket camshafts and headers. Header primary tube diameter should be 1-5/8", depending on the specific engine combination. Edelbrock has developed a camshaft for use with this intake manifold; Performer-Plus #3712. Please check the catalog or website for rpm and application guidelines.
- **CARBURETOR PLATES AND GASKETS:** For OEM carburetor applications, use only GM OEM carburetor base gaskets for the correct year and model carburetor. This will ensure proper seal and throttle blade clearance.
- **THROTTLE & ACCESSORY BRACKETS:** Throttle and kickdown brackets on some vehicles may require modification to fit.
- **TUNING FOR POWER:**

NOTE: Local emissions laws must be checked for legality of injector or ignition changes.

1. Due to the design, the fuel/air mixture and cylinder charging are very efficient with Performer intake manifolds. Generally speaking, the stock jetting for the recommended carburetors will not need changing. Some applications may show an increase in power through further tuning.
2. Performer manifolds deliver excellent driveability and performance using the OEM distributor settings. Again, some applications may show an increase in performance through further tuning.
3. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this occur, recalibrate with a richer jet.

INSTALLATION PROCEDURE

1. Use only recommended intake gaskets set when installing these intake manifolds.
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 to the cylinder head.
4. 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. Set manifold on engine.
5. Install the intake manifold hold-down bolts. Torque all manifold bolts in two steps by the sequence shown to 25 ft/lbs. **(See Fig. 1).**

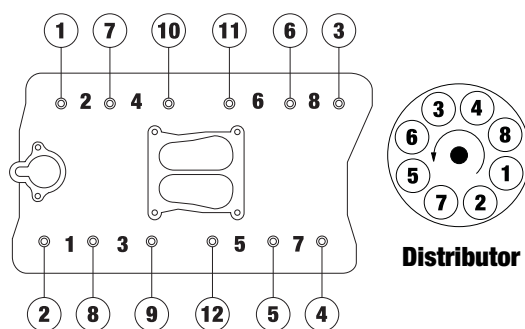


Figure 1 - 307-403 c.i.d. Torque Sequence (Torque Bolts to 25 ft/lbs.)
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing