



STREET TUNNEL RAM INTAKE MANIFOLD
For 396-502 C.I.D. Chevrolet V8 With
General Duty Oval Port Cylinder Heads
Catalog #7115

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 Street Tunnel Ram manifold is designed for use on 396/454 c.i.d. big-block Chevrolet V8 engines. Intended for big-block Chevrolet engines operating below 7500 rpm where low-end torque is not a prime factor. Especially suited to engines using slightly modified cylinder heads (9.5:1 or more compression is advised). Use the recommended carburetors only. Top has vacuum outlet for power brakes. Manifold will accept forward mounted carburetors. Distance from carburetor center to center is 9.375". GM H.E.I. ignition will not clear manifold.

KIT CONTENTS:

- 1 Manifold Base
- 1 Manifold Top
- 1 Base to Top Gasket
- 8 5/16-18 x 1" Bolts
- 8 5/16" AN Washers

Emissions 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.

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.

CARBURETOR RECOMMENDATIONS:

CARBURETOR (Qty. 2)	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer Series #1405 (600 cfm)	Manual	#7097 Throttle Linkage (Forward Mount)
Thunder Series #1805 (650 cfm)	Manual	#7097 Throttle Linkage (Forward Mount)
Thunder Series #1806 (650 cfm)	Electric	#7097 Throttle Linkage (Forward Mount)

NOTES: Carburetors each require #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements. Performer Series manual and electric choke carburetors are calibrated differently. DO NOT USE one manual and one electric choke Performer Series carburetor together. If electric choke is desired, they can be converted to electric choke using Electric Choke Kit #1478. Use electric choke on the rear carburetor ONLY. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke. If electric choke is desired with Thunder Series carburetors, a manual choke carburetor should be used in the front and an electric choke carburetor should be used at the rear.

THROTTLE AND ACCESSORY BRACKETS: Due to the design of the manifold, 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. Replacement manifold top to manifold base gaskets available as **Edelbrock #6989**.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
7115	(None)	Edelbrock #7203 Port: 1.82" x 2.05", .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.

CAMSHAFT AND HEADERS: The Street Tunnel Ram manifold is compatible with aftermarket camshafts and headers. Use Edelbrock Torker-Plus camshaft #5062 for more low RPM torque, or the Edelbrock Performer RPM camshaft #7162 for more high RPM power. Header primary tube diameter should be 1-7/8". This may vary depending upon your particular engine specifications.

PREP AND TUNING FOR POWER:

1. Specific applications may show an increase in performance through additional carburetor tuning.
2. Aftermarket distributor curve kits and aftermarket ignitions may be used with the Street Tunnel Ram intake manifold.
3. Use modified or high performance cylinder heads such as our Performer RPM, and port match the intake manifold to the heads.
3. The engine's compression ratio should be at least 9.5:1 to work properly with Torker-Plus or Performer RPM camshafts.

INSTALLATION PROCEDURE

INTAKE MANIFOLD BASE

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 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.
5. Install the intake manifold hold-down bolts. Hand tighten all bolts to approximately 5 ft./lbs. to center the manifold on the engine.

WARNING: There is no gasket support for the manifold under the four bolt holes which are numbered 13, 14, 15, and 16 in **Figure 1** below. Damage to the manifold will occur if these four bolts are over tightened. Hand tighten these bolts with a 6" box-end wrench. DO NOT use a torque wrench.

6. Torque all of the remaining manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft./lbs.

INTAKE MANIFOLD TOP

1. Apply Edelbrock Gasgacinch sealant P/N 9300 to the gasket mating surface and install the gasket and manifold top.
2. Install and tighten the supplied hold down bolts to 15-18 ft./lbs.

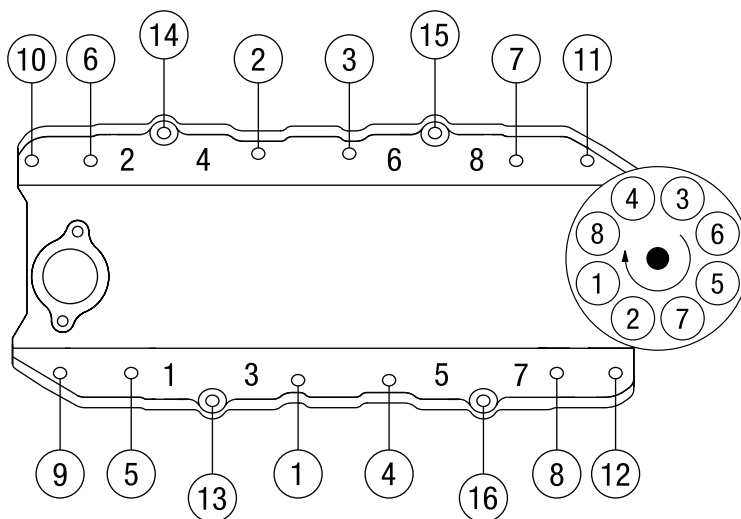


Figure 1 - Intake Manifold Bolt Tightening Sequence

WARNING: DO NOT USE TORQUE WRENCH ON BOLTS 13, 14, 15, & 16. HAND TIGHTEN ONLY.

Torque Remaining Bolts to 25 ft./lbs.

Firing Order: 1-8-4-3-6-5-7-2

Turn Distributor Counter-Clockwise to Advance Timing

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