



PRO-FLO XT INTAKE MANIFOLD
For 289-302-347 c.i.d. Small Block Ford Engines
Part #7128 & 71283
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.

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.

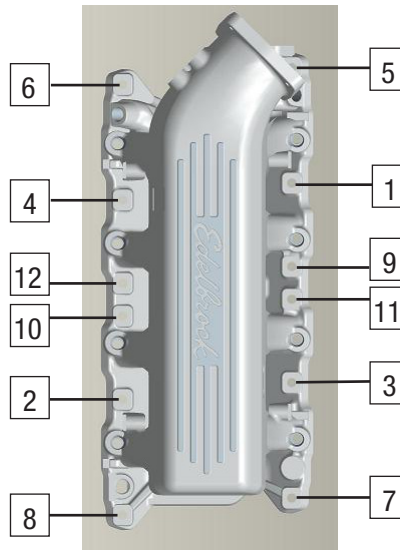
DESCRIPTION: The Edelbrock Pro-Flo XT intake manifold is designed to allow the use of electronic direct port fuel injection on small block Ford engines. These intake manifolds feature a log style plenum and large free-flowing tunnel ram style runners. The throttle body flanges can accommodate a bore of up to 90mm and are intended for use with the Pro-Flo XT throttle body, part #3818. A provision for installing an LS1-style MAP sensor has also been drilled in the manifold.

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.
- **ENGINE MANAGEMENT:** This manifold was developed for use with the Pro-Flo XT EFI management system, part #3520. If this manifold is being used separately, it will require several additional components such as a throttle body and ECU, as well as sensors, injectors and rails before the installation can be completed. Although Edelbrock offers these components separately, compatibility with your EFI system must be confirmed prior to purchasing and installing them.
- **MANIFOLD AIR PRESSURE SENSOR:** A provision for mounting an LS1 style MAP sensor is included on the manifold. This sensor is sold separately as part #36019, but compatibility with your engine management system must be verified prior to purchase.
- **THROTTLE BODY RECOMMENDATIONS:** This manifold has been designed to optimize performance when used with a 90mm throttle body, such as the Pro-Flo XT throttle body, part #3818. The throttle body flange uses the standard Ford 5.0L style bolt pattern.
- **DISTRIBUTOR:** Due to the limited clearance below the throttle body flange, a low profile distributor must be used. This is available from Edelbrock as part #3617. It uses a Hall Effect pick-up OE Ford trigger pattern; one short tooth out of eight. It's wired with a 12" lead to a 3-prong weatherpack connector.
- **THROTTLE BRACKETS:** A universal throttle cable bracket has been supplied with this intake manifold. It will work with most OEM cables using a square clip retention system or Lokar cables utilizing 5/16" holes, but some applications will require modification or substitution for proper operation. This manifold is not compatible with throttle rods and such systems should be converted to cable operation.
- **FUEL RAILS:** An application specific fuel rail kit is available for these manifolds as part #3621. This kit will allow the use of either Pico or standard height fuel injectors.
- **GASKETS:** We recommend Edelbrock intake gasket #7220 be used with this manifold. Do not use competition-style intake gaskets for these street manifolds. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.
- **CAMSHAFT AND HEADERS:** Pro-Flo XT series manifolds are compatible with aftermarket camshafts and headers designed to work in the 1500-6500 rpm range.

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. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a ^o 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 and hold-down bolts, following the torque sequence shown below.



Small Block Ford Torque Sequence
Torque bolts to 20 ft/lbs.
Turn Distributor Counter-Clockwise to Advance Ignition Timing



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