



PERFORMER TRUCK 5.8 INTAKE MANIFOLD
For 1988-1996 Ford Trucks with 5.8 Liter V8 Engines
Catalog #3881

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 Truck 5.8 manifold is designed for 1988-1995, 5.8 Liter small-block Ford engines equipped with Electronic Fuel Injection in trucks only; will not fit passenger car applications. The modular design incorporates the latest technology for maximum power gains in the mid-range where trucks need it most. On our test engine, this manifold made 34 ft./lbs. of torque over a stock intake manifold. It is a stock replacement, street legal manifold designed to function with all original equipment fuel injectors, fuel rails, sensors, fittings, and accessories. This intake manifold provides horsepower and torque increases in the idle to 5500 rpm range. Other features include a removable plenum cover allowing access to runners for modification if desired (not needed for operation below 6000 rpm), and CNC port-matched upper and lower manifolds for maximum flow efficiency.

• KIT CONTENTS

- 1 Intake Manifold Base
- 1 Intake Manifold Upper Casting (Plenum)
- 1 Plenum Cover
- 1 Plenum Cover Gasket (Included in Edelbrock Kit #3833)
- 1 Base-to-Upper Gasket (Included in Edelbrock Kit #3833)
- 1 EGR Gasket
- 8 1/4"-20 x 3/4" Allen Head Bolts
- 8 5/16-18 x 1-1/4" Hex Head Bolts
- 8 5/16" Split Lockwashers
- 1 Low Profile, 90°, 3/8" Hose Fitting
- 1 1/8" NPT to 3/8" Hose Adapter Fitting
- 2 3/8" NPT Pipe Plugs

• 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.

• THROTTLE BODY RECOMMENDATIONS: Use with OEM or equivalent replacement aftermarket throttle body. May be used with larger bore aftermarket throttle bodies. Port matching of the throttle body pad may be required with throttle bores larger than 56mm.

• 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 plenum cover and manifold base-to-upper gaskets available as Edelbrock #3833. OEM Ford gaskets will not fit.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
3881		Edelbrock #7220 Port: 1.20" x 2.00", .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.

• EXHAUST SYSTEMS: The Performer 5.8 manifold is compatible with Edelbrock dyno-matched, street-proven Tubular Exhaust Systems and Cat-Back exhaust systems which are suitable for use with the Performer 5.8 manifold on 1988 through 1995 trucks, Explorers, etc. Consult your dealer, Edelbrock catalog, or Edelbrock Technical Hotline for applications.

• PREP AND TUNING FOR POWER:

NOTE: Local emission laws must be checked for legality prior to performing any ignition or ECU tuning.

Performer Series Intake Manifolds

1. The Performer intake manifold does not require any additional tuning in most applications.
2. Performer manifolds deliver excellent drivability and power utilizing stock distributor settings. Some applications may benefit from resetting the initial advance $\pm 2^\circ$ from the factory specification.
3. Aftermarket ignitions and more aggressive advance curves may be used with Performer packages.
4. Installation of aftermarket headers or camshafts may require additional tuning and may breach emissions regulations. Check local laws for details.

INSTALLATION PROCEDURE

• REMOVAL

1. Disconnect battery negative cable and drain cooling system.
2. Disconnect necessary electrical connections, control cables, linkages, vacuum hoses, ventilation hoses, and coolant hoses at throttle body and manifold. Do not disconnect fuel lines unless absolutely necessary. Special tooling and procedures are required to re-install fuel lines. See "*Fuel Line Removal and Installation*".
3. Remove distributor cap and spark plug wires as an assembly. Place reference mark on distributor for rotor alignment during reassembly. Remove retaining bolt and distributor.
4. Disconnect throttle linkage and air inlet tubes. Unbolt EGR valve from manifold and swing away (loosen pipe fitting on exhaust manifold, if necessary).
5. Remove retaining bolts, upper intake manifold and gasket. Remove accessory brackets attached to lower manifold. Remove heater tube assembly from lower manifold. Remove retaining bolts, lower manifold, gaskets, and seals.
6. Mark vacuum line locations. Vacuum lines will relocate to the stock positions on the #3881, with the exception of the MAP sensor. Its fitting will relocate from the top to the bottom of the plenum.
7. To facilitate easy assembly, tag all electrical connectors before disassembly.
3. Install intake manifold gaskets on heads.
4. Eliminate the end seals. Instead, use RTV silicone sealers designed for use with O2 sensors. Apply a bead of sealant approximately 1/4" high across the front and rear block end seal surfaces, overlapping the intake gasket at the four corners. This method eliminates end seal slippage and deterioration.
5. For ease of installation, we recommend using Edelbrock Manifold Bolt & Washer Kit, #8584. It may be necessary to re-use the original stud bolt to hold heater tube bracket in hole #3 (**See Figure 1**).
6. Install lower intake manifold and retaining bolts. Tighten bolts to 18-20 ft./lbs. in sequence (**See Figure 1**).
7. If fuel rail and injectors were disconnected, install components with new O-rings on fuel lines. Use only specified fuel resistant brown O-rings. Lightly coat O-rings with clean engine oil before installing. Clean fittings and replace garter spring if necessary.
8. Install 90° PCV hose fitting in rear of upper manifold before installing on base. Use Teflon tape or thread sealer and orient the fitting to the 4:00 o'clock position (viewed from the rear).
9. Install upper manifold and gasket (dry) using hardware supplied (**See Figure 1**). Upper manifold must be positioned so that the throttle body is towards the front of vehicle.

NOTE: Do not overtighten manifold base to manifold upper fasteners. Use a short box or open end wrench only. Install plenum cover and gasket (dry) with Allen head screws provided.

INSTALLATION

CAUTION: Do not use non-embossed high performance or competition-type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur. Use only recommended gaskets when installing this manifold for street applications.

1. Clean all gasket surfaces. Apply a 1/8" bead of O2 sensor safe silicone sealer at junction of cylinder head and cylinder block surface BEFORE gaskets are installed.
2. Apply Edelbrock Gasegacinch sealant, #9300, to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
10. Remove original throttle valve studs from stock manifold and install in new manifold. To re-install remaining components, reverse removal procedure. Adjust all control cables. If automatic transmission equipped using an aftermarket throttle body, refer to your throttle body instructions for transmission T.V. (throttle valve) cable linkage adjustment. Fill cooling system with coolant. Connect battery negative cable.
11. A re-torque of the manifold bolts is recommended after several operation cycles (start-up, bring to operating temperature, cool-down). Re-torque when engine is cold.

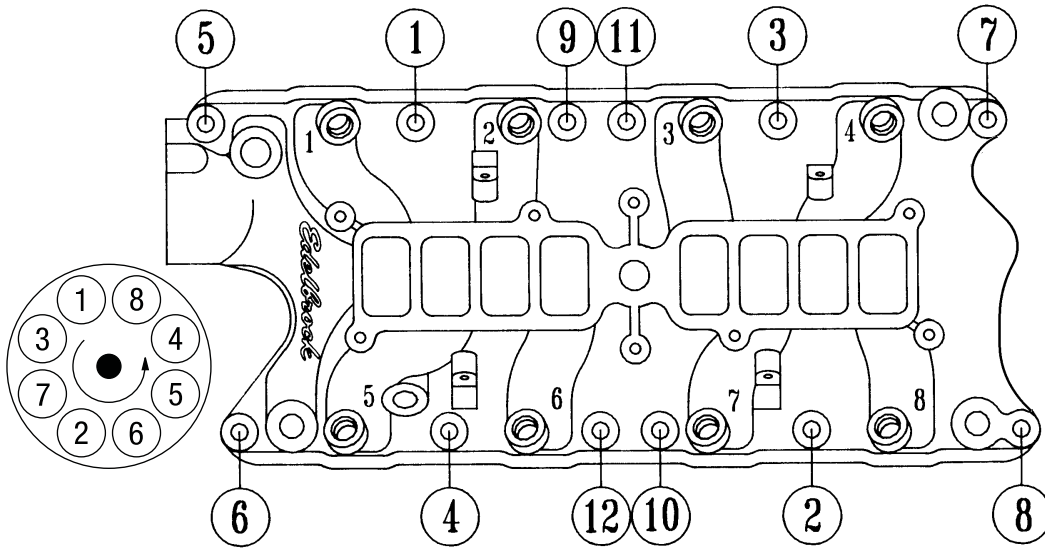


Figure 1 - 5.8 Liter Ford Torque Sequence and Firing Order
Torque Bolts to 18-20 ft/lbs.
Standard Firing Order: 1-3-7-2-6-5-4-8
Turn Distributor Clockwise to Advance Ignition Timing

FUEL LINE REMOVAL AND INSTALLATION

(Optional; Do Not remove fuel lines unless necessary)

CAUTION: Fuel system is under pressure. Pressure must be released before servicing fuel system components.

1. Remove fuel cap to release fuel tank pressure. Using EFI pressure gauge (T80L-9974-B), release fuel pressure from fuel pressure relief on fuel rail.
2. Before disconnecting fuel lines, disconnect negative battery cable. To disconnect fuel lines, remove retaining clip from outside of fuel line coupling.
3. Use Spring Lock Coupling Remover (D87L-9280-A) for 3/8" line or (9D87L-9280-B) for 1/2" line. Install spring lock coupling remover on fuel line coupling so it enters cage opening (**See Figure 2**).
4. Push spring lock coupling remover into cage opening to release female fitting from garter spring. Pull couplings apart. Remove spring lock coupling remover.
5. To install fuel lines, install new O-rings on fuel lines. Use only specified fuel resistant brown O-rings. Before installing, lightly coat O-rings with clean engine oil. Clean fittings and replace garter spring (if necessary).
6. Fit female fitting to male fitting and push until garter spring snaps over flared end of female fitting. Ensure lines are locked together and garter spring is over female fitting flared end.
7. Install retaining clip. Ensure horseshoe portion of clip is over coupling. **DO NOT** install retaining clip over rubber fuel line.

NOTE: Black retaining clip should be installed on fuel supply line and Gray clip on fuel return line.

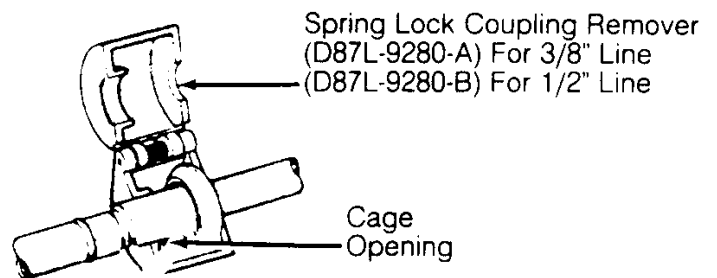
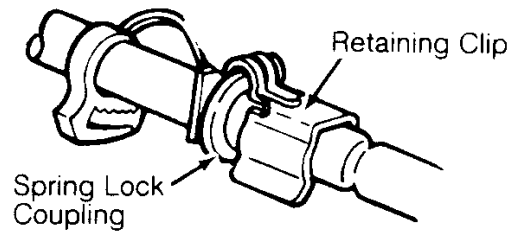


Figure 2 - Fuel Line Removal/Installation



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