PRO-FLO XT INTAKE MANIFOLD
For 283-400 c.i.d. Small Block Chevy Engines
Part #7137 & #7138
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 Pro-Flo XT intake manifolds are designed to allow the use of electronic direct port fuel injection on small block Chevy engines produced after 1955. Engines using conventional heads (12 manifold bolts installed perpendicular to flange) should use manifold #7137. Engines using Vortec style heads (8 bolts installed vertically) should use manifold #7138. These manifolds are not compatible with OEM centerbolt heads produced from 1987 to 1995 (8 bolts perpendicular to flange and 4 center bolts angled upwards by 15°). The height of the manifold from the end seal is 9.09" at the front and 8.20" at the rear. These intake manifolds feature a log style plenum and large free-flowing tunnel ram style runners. The throttle body flanges can accomodate a bore of up to 90mm and are intended for use with the Pro-Flo XT throttle body, part #3869. A provision for installing an LS1-style MAP sensor has been drilled and a separate mounting bracket is supplied.

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 #3527. 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 seperately, compatibility with your EFI system must be confirmed prior to puchasing and installing them.

- **MANIFOLD AIR PRESSURE SENSOR:** A bracket for mounting an LS1 style MAP sensor is included with this 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 #3869. Smaller LS1 throttle bodies (including Edelbrock part #3867 & #3868) will require an adapter for proper operation, part #2737. Care must be taken when selecting a throttle body as a larger orifice will increase pedal sensitivity.

- **WATER OUTLET:** Due to the limited clearance below the throttle body flange, a low profile thermostat housing must be used such as GM P/N: 12342024 (Chrome) or Trans-Dapt P/N: 9229.

- **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 #3627. This kit will allow the use of either Pico or standard height fuel injectors.

- **GASKETS:** We recommend Edelbrock intake gasket #7201 be used with manifold #7137, while manifold #7138 should use Edelbrock intake gasket #7235. 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. Header primary tube diameter should be 1-3/4".

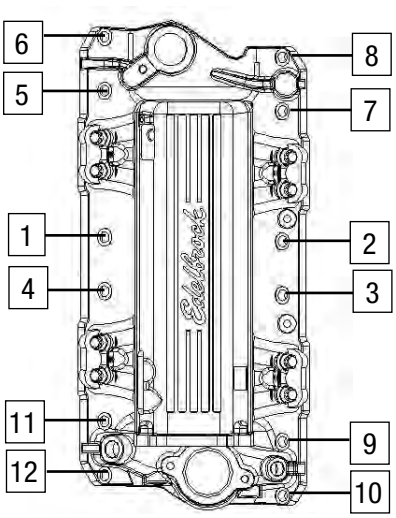
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INSTALLATION PROCEDURE

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 ¼" 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.

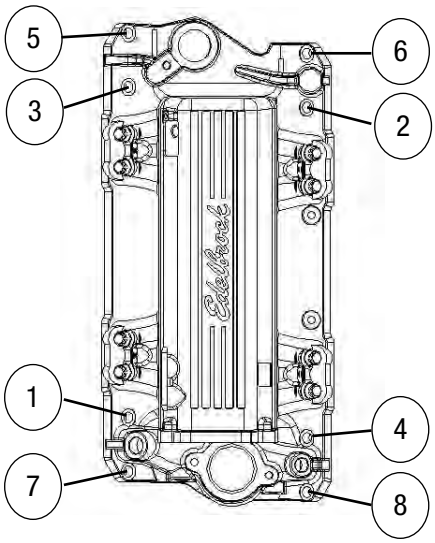
Small Block Chevy Torque Sequence
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Ignition Timing

#7137



Manifold #7137 should use the tightening sequence in the boxes on the left. Tighten to 10 ft/lbs initially, and a final value of 20 ft/lbs. Bolts installed in locations 1 -4 will often break into oil and should have thread sealant applied to prevent leaks. Use 30W motor oil on the other bolts.

#7138



Manifold #7138 should use the tightening sequence in the ovals on the right. Snug all bolts initially, then tighten to 11 ft/lbs. Use 30W motor oil on all threads.

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