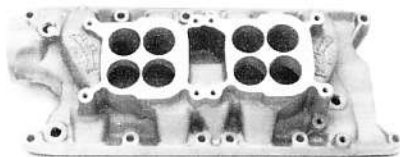


Performer RPM 302 (1500-6500 rpm)
Designed for street 289-302 c.i.d. Ford V8s. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. #7121 is stock replacement/street legal part for Shelby Mustangs with 289 c.i.d. V8 with OEM 4V carb; 1965-66. No provisions for exhaust heated choke. Available with standard finish or polished. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission unless used with Lokar bracket SRK-4000.

Performer RPM 302 (non-EGR)
#7121 \$165.95

Polished Performer RPM 302 (non-EGR)
#71211 \$372.56



F-28 Dual-Quad (1500-6500 rpm)
Designed for 289-302 c.i.d. Ford V8s. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Chrome oval air cleaner #1235 or Elite oval cleaner #4235 tops the package. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power.

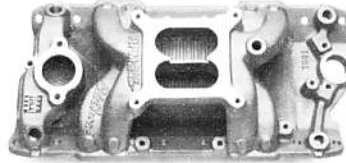
F-28 Manifold (non-EGR)
#5435 \$343.98

Polished F-28 Manifold (non-EGR)
#54351 \$514.13

Cool Parts For Cool People

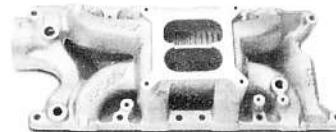


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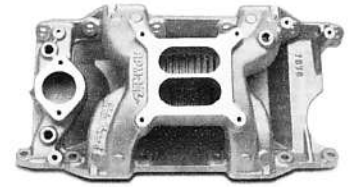


RPM Air-Gap (1500-6500)
Designed for 1955-86 262-400 c.i.d. Chevrolet V8s, the award-winning RPM Air-Gap incorporates the same race-winning technology that's used on the Victor Series competition intakes. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all 1976 and later alternator and A/C brackets for the street. The heater outlet boss is angled for proper fit over the valve cover. The temp sensor boss clears all waternecks. For square-bore carburetors only, no provision for exhaust-heated chokes and no exhaust crossover. Not for 1987 and later cast iron heads and will not fit under stock Corvette hood. Available with standard finish, polished or with new PermaStar finish for a look you've got to see to believe.

RPM Air-Gap (non-EGR) #7501 \$209.95
Polished RPM Air-Gap (non-EGR)
#75011 \$408.39

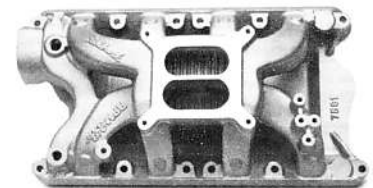


RPM Air-Gap 302 (1500-6500 rpm)
Designed for street 289-302 c.i.d. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology that's been used on the Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission unless used with Lokar bracket SRK-4000.
RPM Air-Gap 302 #7521 \$235.95



RPM Air-Gap 340/360 (1500-6500 rpm)
Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads, the RPM Air-Gap incorporates the same race-winning technology that's been used on the Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Accepts early-style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover.

RPM Air-Gap 340/360 (non-EGR)
#7576 \$245.95



RPM Air-Gap 351-W (1500-6500 rpm)
Designed for street and high performance 351-400+ c.i.d. 351-W Ford V8s, the RPM Air-Gap incorporates the same race-winning design that's been used on the Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351-W based engines. Includes nitrous bosses. no provision for exhaust heated chokes and no exhaust crossover. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission unless used with Lokar bracket SRK-4000.

RPM Air-Gap 351-W
#7581 \$239.95

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