



**Performer RPM Series Upgrade Kits
for the Performer Nitrous Systems
Catalog #70021 & 70022
(For use with kits 70001 & 70002)
INSTALLATION INSTRUCTIONS**

Please study all instructions carefully before you install your new Performer RPM Series Upgrade Kit for your Performer Series Nitrous System. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 a.m. to 5:00 p.m., Monday through Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

DESCRIPTION: This kit is intended to enable you to upgrade your Performer Nitrous System to all of the Performer RPM components and increase the horsepower gain to the RPM levels. Included in this kit is everything you will need to take your current Performer level nitrous system and upgrade to the Performer RPM level system without having to purchase a complete kit.

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

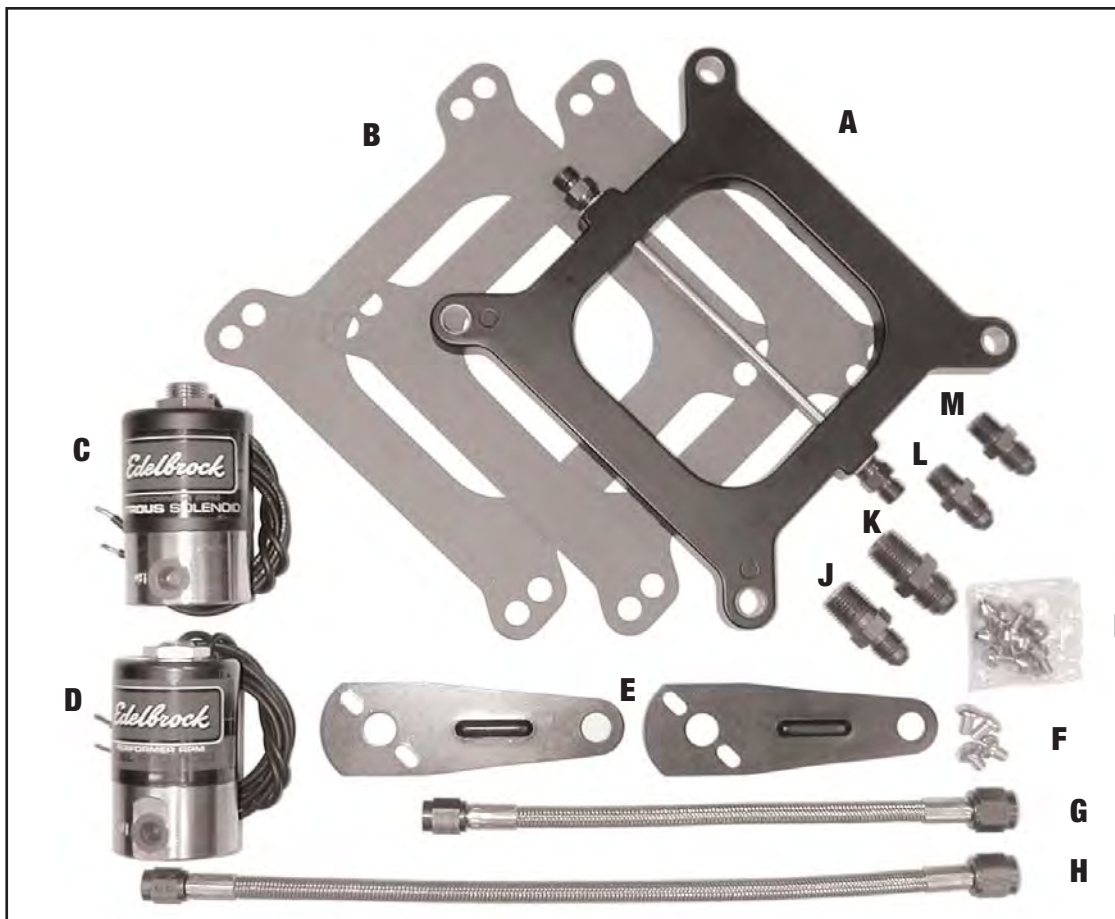
Component Installation

1. First, you will need to remove the Performer plate, gaskets, lines from solenoids to plate, and solenoid mounting brackets that you had previously installed with your Performer Nitrous System. When you remove your old Performer Nitrous Plate, be sure you remove all of the gasket material with it.
2. Install your new **Performer RPM Nitrous Plate (Item A)** onto the carburetor pad using the **2 supplied gaskets (Items B)** with this system.

*When installing fittings into the solenoids only use Teflon Paste. **Do Not Use Teflon Tape**. Teflon tape can break free inside of the fittings and travel through the system and end up clogging your nitrous or fuel jets or solenoids causing sever engine damage.*

3. Hold the Performer RPM Nitrous Solenoid (**Item C**) securely, such as in a bench vise, being careful not to harm the solenoid or block the inlet or outlet of the solenoid.
4. Install the 4AN X 1/4" NPT N2O Filter Fitting (**Item J**) into the inlet port of your Performer RPM Nitrous Solenoid using Teflon Paste.
5. Install the 4AN X 1/8" NPT Straight Blue Nitrous Fitting (**Item M**) into the outlet port of your Performer RPM Nitrous Solenoid using Teflon Paste.
6. Install 1 of the 1-Up Solenoid Brackets (**Item E**) using two of the Solenoid Mounting Screws (**Item F**) onto your Performer RPM Nitrous Solenoid and mount the solenoid in the same location as where you had your Performer Nitrous Solenoid mounted.
7. Install the 12-inch Steel Braided Nitrous Line (**Item H**) from the outlet fitting of your Performer RPM Nitrous Solenoid.
8. Once you have made your jetting selection from the next page, install the appropriate nitrous jet into the plate fitting and install the remaining side of your 12-inch Steel Braided Nitrous Line onto the nitrous fitting of the Performer RPM Plate with the jet (**Item I**) in place.
9. Hold the Performer RPM Fuel Solenoid (**Item D**) securely using the same method you used with your nitrous solenoid. Install the 6AN X 1/4" NPT Red Fuel Fitting (**Item K**) into the inlet port of your Performer RPM Nitrous Solenoid using teflon paste.
10. Install the 4AN X 1/8" NPT Straight Red Fuel Fitting (**Item L**) into the outlet port of your Performer RPM Fuel Solenoid using Teflon Paste.

11. Install the remaining 1-up Solenoid Bracket using the 2 remaining Solenoid Mounting Screws onto your Performer RPM Fuel Solenoid and mount the solenoid where you had previously mounted your Performer Fuel Solenoid.
12. Install the 8 inch Steel Braided Fuel Line (**Item G**) to the outlet fitting of your Performer RPM Fuel Solenoid.
13. Install the corresponding fuel jet for the horsepower level you have selected into the inlet fitting on your Performer RPM Plate.
14. Connect the remaining end of your 8 inch Steel Braided Fuel Line to the inlet fitting of the plate with the jet in place.



Item	Qty.	Description
A	1	Performer RPM Plate
B	2	Gaskets
C	1	Performer RPM Nitrous Solenoid
D	1	Performer RPM Fuel Solenoid
E	2	1-up Solenoid Bracket, Performer RPM
F	4	Solenoid Mounting Screws
G	1	8 inch Steel Braided Fuel Line
H	1	12 inch Steel Braided Nitrous Line
I	1	Performer RPM Jet Pack
J	1	4AN X 1/4" NPT N2O Filter Fitting
K	1	6AN X 1/4" NPT Red Fuel Fitting
L	1	4AN X 1/8" NPT Straight Red Fuel Fitting
M	1	4AN X 1/8" NPT Straight Blue Nitrous Fitting

Nitrous and Fuel Jetting Selection

Edelbrock engineering has conducted dyno testing with the Performer RPM Upgrade kit to provide jetting maps for each horsepower level. The jet combinations are supplied with this system kit to enable you to vary your engine's power output. Edelbrock dyno test were conducted at 950 psi nitrous bottle pressure at 6.5 psi fuel pressure. On a typical mildly-modified 350 cubic-inch engine, you can expect the following approximate power gains for each of the jetting levels:

Square-Flange Jet Map

HP Gain	Nitrous Jet	Fuel Jet	Timing Adjustment	Footnotes
100	57	57	3°-5° Retard	1, 3
150	68	68	5°-7° Retard	1, 3
175	78	78	6°-8° Retard	1, 3
200	85	85	7°-9° Retard	2, 4, 5, 6
250	99	99	9°-11° Retard	2, 4, 5, 6

Spread-Bore Jet Map

HP Gain	Nitrous Jet	Fuel Jet	Timing Adjustment	Footnotes
100	59	59	3°-5° Retard	1, 3
150	71	71	5°-7° Retard	1, 3
175	81	81	6°-8° Retard	1, 3

Jet Map Footnotes

The jet map above has footnotes that offer the following instructions and technical information:

- 1 - Use 1 heatrange colder plugs.
- 2 - Use 2 heatrange colder plugs.
- 3 - Fuel use 92 octane pump gasoline or better.
- 4 - Fuel use 110 octane race gasoline or better.
- 5 - Single Plane manifolds only. DO NOT use a dual plane manifold at this horsepower level.
- 6 - Advanced tuning required. Suggested timing adjustment is just a guideline. Engine component modifications may affect timing.

The dyno tests were conducted at Edelbrock using a mildly-modified 350 cubic-inch engine. Both dual-plane and open-plenum intake manifolds were tested to ensure validity of jetting maps for each horsepower setting. Modifications included Edelbrock intake manifolds, Edelbrock aluminum heads, dyno headers, and improved ignition. We also used different grades of fuel and colder plugs during the testing. All stated timing adjustments listed in jet maps is where the motor being tested worked best. Final timing should be adjusted to achieve best power and/or MPH per application. See section "5.0 Ignition Timing and Nitrous" for more info on timing selection.

Any variation in jetting patterns other than what is listed above and engine damage could occur. Please contact the Edelbrock Technical Department with any questions you have concerning jetting patterns and their effects on engine performance.

Footnote 5:

Horsepower settings of 200 and 250 are for single plane manifolds only. In testing, we found that dual plane manifolds have some distribution problems at these super high flowrates that could cause engine damage. Please contact the Edelbrock Technical department with any questions you have concerning jetting patterns and their effects on engine performance when using a dual plane manifold.



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