



TORKER II INTAKE MANIFOLD  
For 262-400 c.i.d. Small Block Chevrolet V8  
Catalog #5001  
**INSTALLATION INSTRUCTIONS**

- PLEASE study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to contact our Technical Hotline at: 1-800-416-8628.
- EGR: This manifold will not accept stock EGR (exhaust gas recirculation equipment) EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. Not legal for use in California on pollution-controlled motor vehicles.
- MANIFOLD: The Torker II manifold is designed for 262-400 c.i.d. small-block Chevrolet V8 engines. The manifold accepts late model water neck, air conditioning, alternator and H.E.I. ignition systems. Use the recommended electric or manual type choke carburetors only. This manifold is recommended for street high performance and race vehicles only. The Torker II manifold is of single plane design utilizing modern air flow technology. It provides good low rpm response for street performance vehicles plus increasing performance above the 5000 rpm range.
- POWER PACKAGE: Edelbrock Torker manifolds are part of a total Power Package Parts System that can be completed with the use of dyno-matched Torker II camshaft #5002, springs, chain set, carburetors and related parts specifically designed to give you maximum results. Please refer to the Power Package Guide in the Edelbrock catalog to select all the components you need.
- CARBURETOR RECOMMENDATIONS: Use only carburetors recommended. If parts required for installation are unavailable locally, contact your Edelbrock dealer directly.

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1405 (600 cfm)	A, I, K, N, O	#1483 or 1844 throttle lever adapter
Performer #1406 (600 cfm)	A, F, I, K, N	#1483 or 1844 throttle lever adapter
Thunder Series #1805 (650 cfm)	A, I, K, N	#1483 or 1844 throttle lever adapter
Thunder Series #1806 (650 cfm)	A, I, K, N	#1483 or 1844 throttle lever adapter
Thunder Series #1825 (650 cfm)	A, I, K, N	#1483 or 1844 throttle lever adapter
Thunder Series #1826 (650 cfm)	A, I, K, N	#1483 or 1844 throttle lever adapter
Performer #1407 (750 cfm)	A, I, K, N, O	#1483 or 1844 throttle lever adapter
Performer #1411 (750 cfm)	A, I, K, N	#1483 or 1844 throttle lever adapter

- A - Carburetor will work with non-EGR or pre-emission control systems.
- B - Carburetor will work with EGR system.
- H - Carburetor has provision for evaporative canister.
- I - Carburetor has no provisions for evaporative canister.
- K - Carburetor requires #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements.
- N - Carburetor accepts factory cruise control
- O - Carburetor comes with manual choke. It can be converted to electric choke using kit #1478.
- P - Carburetor is not a stock replacement part

• **GASKETS AND SEALANT**

CAUTION: Do not use 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.

1. Use Edelbrock Intake Gasket Set, #7201 when installing this intake manifold for street applications.

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.

- **BRACKETS:** Due to the design and leg configuration of the Edelbrock manifold, the throttle and kick-down bracket on some model vehicles requires modification to fit. If this condition occurs with your installation, you may purchase the Edelbrock mounting bracket #8036 or #8030 (chrome), or modify your stock bracket.
- **PORT MATCHING:** Due to the relatively small runner area, port matching is not necessary with the Torker II generation of manifolds.
- **FIRING ORDER AND CYLINDER NUMBERING:** For cylinder numbering and firing order, see Figure #2.
- **FINAL TUNING**
  1. Minor changes may be made for final gain in performance and emissions depending upon individual application, driving habits, engine condition and vehicle use. Best results must be determined by the individual for their specific application.
  2. Due to the broad rpm range of this manifold, it is suggested that a basic ignition curve of 12° to 14° initial and a total of 36° to 38° advance be used and then be tailored to your vehicle's needs.
- **CAMSHAFT AND HEADERS**
  1. To get maximum performance with the Torker II manifold, we suggest using the Torker-Plus camshaft and matching components listed below:  
Torker-Plus Camshaft / Lifters / Lube.....#5002  
Sure Seat Valve Springs.....#5703  
Performer-Link Timing Chain Set.....#7800

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1. Use only recommended gaskets when installing this intake manifold for street applications.
2. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
3. Apply Edelbrock Gasgacinch PN 9300 to both cylinder head flanges and to the cylinder head side of the intake gaskets. Allow to air dry, and attach the intake gaskets to the cylinder head flanges.
4. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a 1/4" 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 (we offer an intake manifold bolt kit PN 8504 that includes small head, silver Cadmium plated bolts and matching hardened washers). Apply a small amount of silicone to the threads of the eight inner bolts (1, 2, 3, 4, 5, 7, 9, & 11 in Figure 1) to prevent oil weepage, as generally these are not blind holes in the cylinder head. Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.

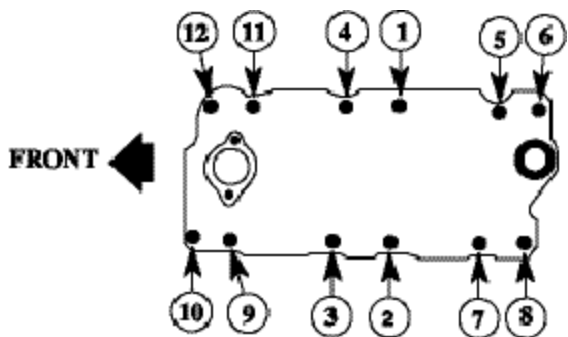


Figure 1  
Intake Manifold Tightening Sequence

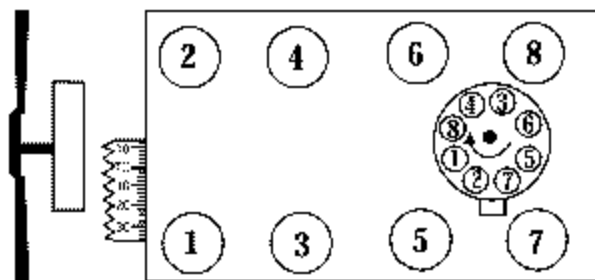


Figure 2 - 262-400 c.i.d. Chevrolet  
Firing Order - 1-8-4-3-6-5-7-2  
Turn Distributor counterclockwise to advance timing

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