



TORKER II 440 INTAKE MANIFOLD
 For Chrysler 413-440 C.I.D. V8 Engines
 Catalog #5091
 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 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. Please fill out and mail your warranty card.

- **MANIFOLD:** The Torker II 440 manifold is designed for 413, 426 (wedge), & 440 c.i.d. Chrysler V8 engines, and 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 plus increasing performance above the 5000 rpm range.
- **EGR SYSTEM:** This 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.
- **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.
- **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	A, I, K, N, O	#1481 or 1843 Chrysler throttle lever adapter
Performer #1411 (750 cfm)	A, I, K, N	#1481 or 1843 Chrysler throttle lever adapter
Performer #1412 (800 cfm)	A, I, K, N, O	#1481 or 1843 Chrysler throttle lever adapter
Performer #1413 (800 cfm)	A, I, K, N	#1481 or 1843 Chrysler throttle lever adapter
Thunder Series #1812 (800 cfm)	A, I, K, N	#1481 or 1843 Chrysler throttle lever adapter
Thunder Series #1813 (800 cfm)	A, I, K, N	#1481 or 1843 Chrysler throttle lever adapter

- A - Carburetor will work with non-EGR or pre-emission control systems.
- 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.

- **BRACKETS:** Due to the design of manifolds, the throttle and kickdown bracket on some vehicles may require modification to fit.
- **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.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
5091	A	Edelbrock #7225 Port: 1.23" x 2.27", .030" Thickness

A - Must be used with OEM style valley pan.

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.

- **PREP AND TUNING FOR POWER:**
 1. Generally speaking, the stock jetting for a Performer or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
 2. Aftermarket distributor curve kits may be used with Torker II intake manifolds. A basic ignition curve of 12° to 14° initial, and a total of 36° to 38° advance is a good starting point.
 3. Use modified or high performance cylinder heads such as our Performer RPM. Port matching is not required.
 4. The compression ratio should be at least 9.5 to 1 to work properly with camshafts designed to operate in the 2500-6500 rpm range.
 5. Installation of aftermarket headers, camshafts, or both with an Edelbrock Torker II series intake manifold may lean carburetor calibration. Should this condition occur, recalibrate as shown in your carburetor's owners manual.
- **CAMSHAFT AND HEADERS:** This intake manifold is compatible with aftermarket camshafts and headers designed for the 2500-6500 rpm range. Header primary tube diameter should be 1-7/8".

INSTALLATION INSTRUCTIONS

1. Use only recommended intake gaskets set when installing this intake manifold. For ease of installation, we recommend using Intake Manifold Bolt Kit #8594.
2. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
3. Use a factory style valley pan along with the recommended gaskets.
4. 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.
5. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.
6. See Figure 1 for Firing Order and Cylinder Numbering.

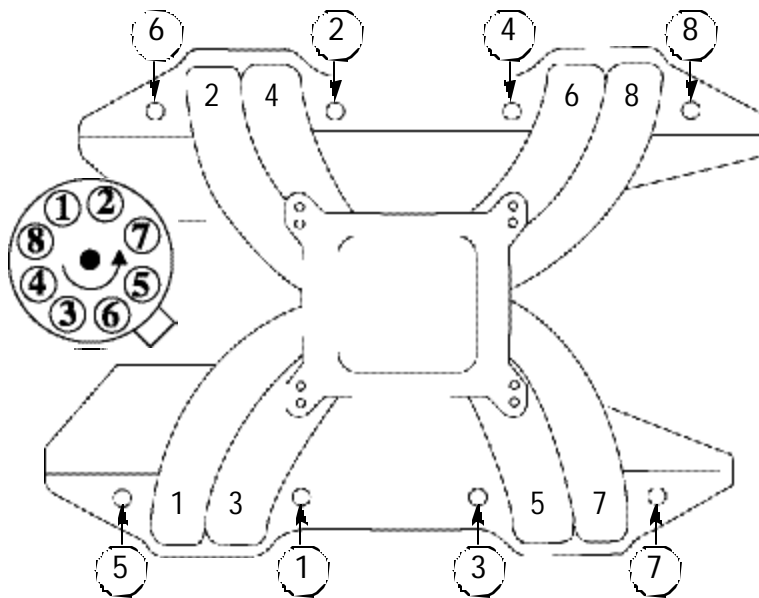


Figure 1 - 400-426-440 c.i.d. Chrysler Intake Manifold Torque Sequence
 Torque Bolts to 25 ft/lbs.
 Firing Order 1-8-4-3-6-5-7-2
 Turn Distributor Clockwise to Advance Timing

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