F-28 DUAL QUAD & RPM AIR-GAP DUAL QUAD INTAKE MANIFOLDS
For Ford 289-302 C.I.D. and 351 C.I.D. (Windsor) V8 Engines
Catalog #5435, 7535, 7585

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: Edelbrock Dual-Quad Intake Manifolds combine two small four-barrel carburetors with a dual plane layout to achieve the best balance of drivability, great looks, and outstanding performance for muscle car, street rod and marine applications. #7535 and 7585 feature an Air-Gap design, separating the runners from the engine valley for a cooler, denser air charge. The larger runners offer performance improvements in the 1500-6500 RPM range. Edelbrock has developed special air filters for these manifolds. To give your engine the ultimate custom look, the polished aluminum Elite Series oval air cleaner (P/N 4235) is suggested. Chrome oval air cleaner (P/N 1235) or two 6" round, Pro-Flo air cleaners (P/N 1209) are also available. Please note "Brackets" section below for your particular installation.

- **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:** These intake manifolds 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.
- **THROTTLE & ACCESSORY BRACKETS:** The throttle and kickdown bracket on some vehicles may require modification to fit. On vehicles using throttle rods, such as early Mustangs, it may be necessary to shorten the throttle rod approximately 4", and use Edelbrock Throttle Rod Extention Kit #8010 to achieve proper throttle and kickdown operation at the rear carburetor ***(See Figure 1)***. Use progressive linkage kit #7094 to connect the carburetors together (See "Carburetor Recommendations").

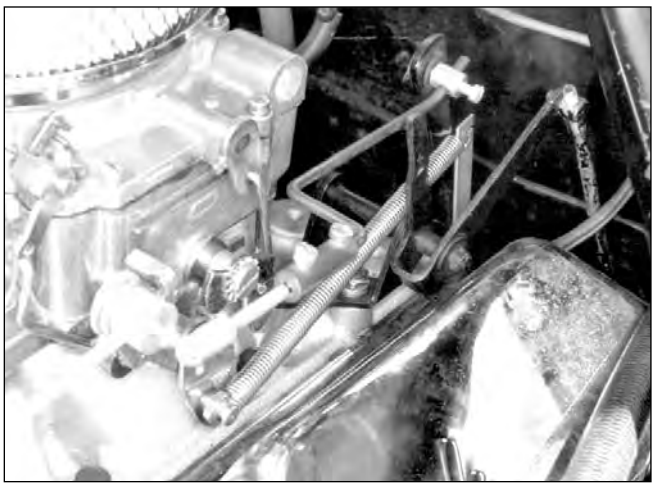

Figure 1 - Early Mustang Throttle Rod

- **CARBURETOR RECOMMENDATIONS:** Use two manual choke carbs (Two 1404's or two 1804's), or one manual and one electric choke (1403 & 1404, or 1803 & 1804, if electric choke is desired). Note that the Thunder Series carburetors listed under manifold #7525 and 7585 are calibrated specifically for these manifolds, and in most cases, will not require additional tuning. For manifold 5425, see "Prep and Tuning for Power" for additional tuning information.

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CARBURETOR RECOMMENDATIONS (Continued):

5435:

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Performer #1403 (500 cfm)	Electric	#7094 Dual Quad Throttle Kit, #8088 Dual Quad fuel line kit
Performer #1404 (500 cfm)	Manual	#7094 Dual Quad Throttle Kit, #8088 Dual Quad fuel line kit

7535, 7585:

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
Thunder Series #1803 (500 cfm)	Electric	#7094 Dual Quad Throttle Kit, #8088 Dual Quad fuel line kit
Thunder Series #1804 (500 cfm)	Manual	#7094 Dual Quad Throttle Kit, #8088 Dual Quad fuel line kit

NOTES: *Carburetors each require #8008 or #8024 stud, washer and nut kit. Determine proper length based on gasket thickness and your accessory mounting requirements. If two manual choke Performer Series Carburetors are used and electric choke is desired later on, they can be converted to electric choke using Electric Choke Kit #1478. Use electric choke on the rear carburetor ONLY. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke. If electric choke is desired with Thunder Series carburetors, a manual choke carburetor should be used in the front and an electric choke carburetor should be used at the rear.*

- **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
5435, 7535, 7585	(None)	Edelbrock #7220 Port: 1.20" x 2.00", .060" Thickness

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:**

NOTE: Please refer to Edelbrock Performer Series Carburetor Owner's Manual for detailed tuning procedures.

1. The 5435 manifold will produce optimum power and drivability when used with #1404 carburetors. Edelbrock has found, through dyno testing on a Performer level engine at our location, the best calibration to be: Metering Rods - .065" x .052", Primary Jets - .086", and Secondary Jets - .095". The 7535 and 7585 manifolds will see optimum performance with the use of 1804 carburetors. The 1804 carburetors are specifically tuned for RPM Air-Gap Dual Quad intake manifolds and the stock calibration should be used. Calibrations will vary according to engine build and atmospheric conditions. Use these recommendations as a starting point. Further tuning may be necessary.
2. Aftermarket distributor curve kits may be used with this intake manifold. 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 or Performer RPM.
4. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.

- **CAMSHAFT AND HEADERS:** Dual Quad manifolds are compatible with aftermarket camshafts and headers. Header primary tube diameter should be 1-5/8" to 1-3/4", depending on the specific engine combination. Edelbrock has developed camshafts for use with these intake manifolds. Please see Edelbrock Catalog "Power Package Guide" for proper camshaft selection.

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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. On early model heads, there is no support underneath manifold bolts 5, 6, 7 and 8. Hand tighten these ONLY, using a 6" box end wrench being careful not to damage the manifold. Torque the remaining manifold bolts in two steps by the sequence shown in ***Figure 2*** to 18-20 ft/lbs.
6. See ***Figure 2*** for Firing Order and Cylinder Numbering.

SPECIAL NOTICE: For any applications of this manifold requiring a firing order other than 1-5-4-2-6-3-7-8, change to appropriate firing order. For example, if the 351-W firing order is required, change to 1-3-7-2-6-5-4-8.

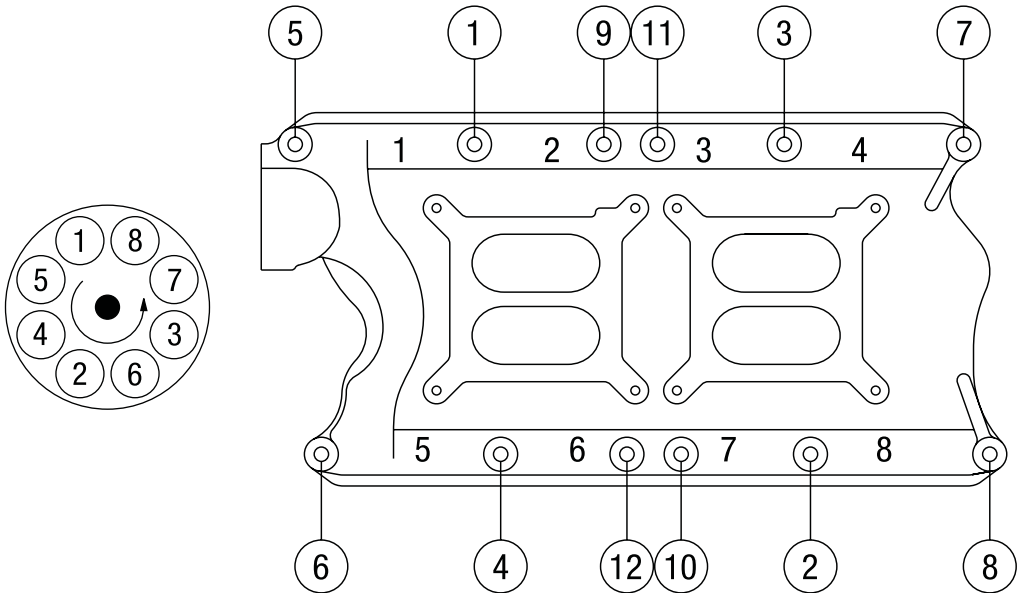

Figure 2 - Intake Manifold Tightening Sequence
Tighten Bolts 5, 6, 7, & 8 HAND TIGHT ONLY on Early Model Cylinder Heads
Torque Remaining Bolts to 18-20 Ft./Lbs.
Firing Order:
302 C.I.D. - 1-5-4-2-6-3-7-8
351 C.I.D. (Windsor) - 1-3-7-2-6-5-4-8
Turn Distributor Clockwise to Advance Ignition Timing

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