TORKER II INTAKE MANIFOLD
For Ford 351 C.I.D. Windsor V8 Engines
Catalog #5081
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.

- MANIFOLD: The Torker II manifold is designed for 351 c.i.d. Ford Windsor small-block 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. It also provides horsepower and torque increases within the listed rpm range when used with any mix of aftermarket equipment available for vehicles operating within that 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	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1411 (750 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1412 (800 cfm)	A, I, K, N, O	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Performer #1413 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1812 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 throttle lever adapter
Thunder Series #1813 (800 cfm)	A, I, K, N	#1490 or 1845 throttle plate kit, #1483 or 1844 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: A throttle mounting adapter plate is supplied with each manifold to adapt both early and later type throttle brackets to our manifolds, as shown in Figure 1.

- 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
5081	(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.

- SPECIAL INSTRUCTIONS: On some applications there may be an interference problem with the stock air cleaner. If this problem occurs, use the Edelbrock adapter, catalog #8092. CAUTION: Check hood for clearance before closing hood when using these spacers.

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- 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 or Performer RPM. Port matching is not required.
  4. The compression ratio should be at least 9.5 to 1 to work properly with Torker-Plus camshafts.
  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: Torker II intake manifolds are compatible with aftermarket camshafts and headers. Header primary tube diameter should be 1-3/4". Edelbrock has developed a camshaft for use with this intake manifold - Torker-Plus #5082. Please check the catalog or website for rpm and application guidelines.

INSTALLATION INSTRUCTIONS

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 3 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.

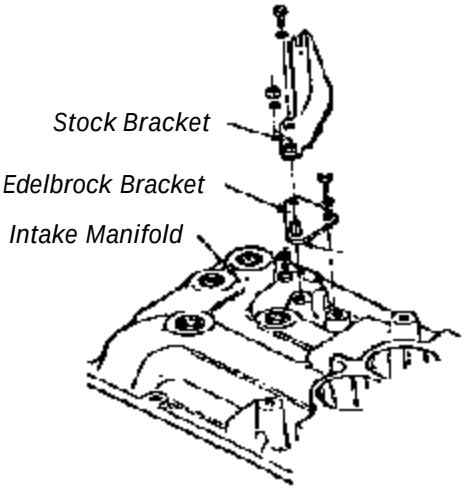


Figure 1 - Bracket Assembly

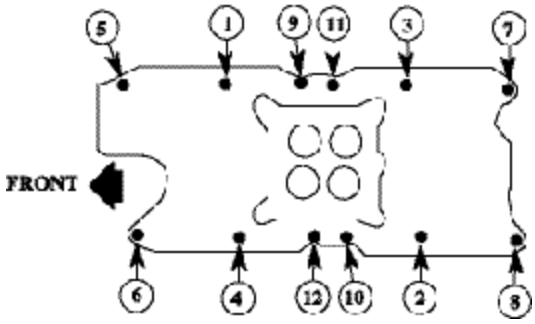


Figure 2 - Intake Manifold Tightening Sequence
Tighten Bolts 5, 6, 7, & 8 HAND TIGHT ONLY on Early Models
Torque Remaining Bolts to 18-20 Ft./Lbs.

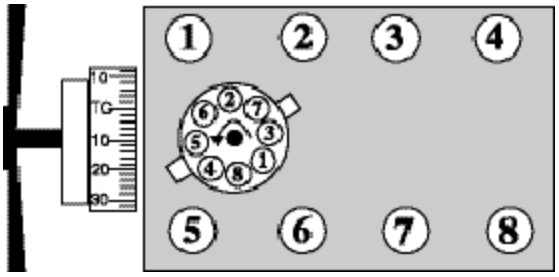


Figure 3 - Ford 351 c.i.d. V8 (Windsor)
Firing Order: 1-3-7-2-6-5-4-8
Turn Distributor Clockwise to Advance Timing

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