



TORKER II INTAKE MANIFOLD
 For 1965-1979 326-455 c.i.d. Pontiac V8
 (Not for Ram-Air V Cylinder Heads)
 Catalog #5056
 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 complete and mail your warranty card. Be sure to write the model number of this product in the "Part # ____" space. THANK YOU.

• DESCRIPTION:

The Torker II intake manifold is designed for 1965 to 1979 326-455 c.i.d. Pontiac V8 engines. It is a single plane design utilizing modern air flow technology. It provides good low rpm response plus increased performance above the 5000 rpm range. Will not fit Ram-Air V cylinder heads. Will not fit 265/301 V8s, or under Trans Am Shaker hood. Please note "Brackets" section below for your particular installation.

• EGR SYSTEMS: Intake 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	#8015 Throttle bracket for 1968-1971
Performer #1411 (750 cfm)	A, I, K, N	#8015 Throttle bracket for 1968-1971
Performer #1412 (800 cfm)	A, I, K, N, O	#8015 Throttle bracket for 1968-1971
Performer #1413 (800 cfm)	A, I, K, N	#8015 Throttle bracket for 1968-1971
Thunder Series #1812 (800 cfm)	A, I, K, N	#8015 Throttle bracket for 1968-1971
Thunder Series #1813 (800 cfm)	A, I, K, N	#8015 Throttle bracket for 1968-1971

- 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: The throttle and kickdown bracket on some vehicles may require modification to fit. For 1972 and later vehicles, use the supplied #8014 bracket. For 1968-1971, use #8015 throttle bracket.

• 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
5056	(None)	Edelbrock #7280 Port: 1.18" x 2.20", .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.

- **WARNING:** In some installations, the metal valley cover below the intake manifold may have been over-tightened which can cause the upper edge of the cover to protrude out from the lower position of head. This results in an interference with the intake manifold. If this condition occurs, the manifold will not seat properly against head surface and a misalignment of bolts to the head will occur. If this is the case, tap metal valley cover down with a hammer to give clearance to manifold. This manifold will not accept 1968 and earlier alternator bracket assembly or air conditioning rear support bracket and has no provision for ignition coil mounting.
- **PREP AND TUNING FOR POWER:**
 1. Generally speaking, the stock jetting for a Performer Series 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, and port-match the manifold to the heads.
 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 Performer RPM series manifold 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 1-7/8" depending on the specific engine combination. Edelbrock has developed a camshaft for use with this intake manifold - Torker-Plus #5057. 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. For ease of installation, we recommend Edelbrock Manifold Bolt and Washer Kit, #8559.
- 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) After setting intake manifold down on engine and starting all manifold bolts by hand, install water pump bolt and tighten so the manifold seals against the water pump. NOTE: It may be necessary to shorten the water pump bolt if it bottoms out before seating.
- 5) Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.

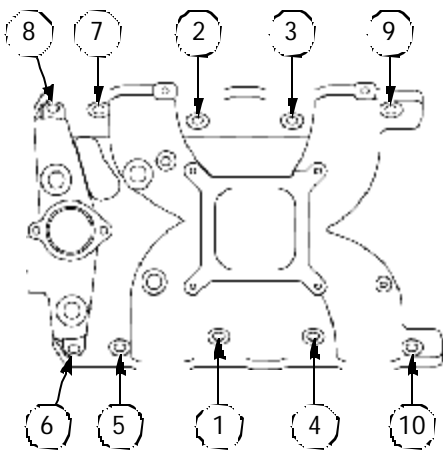


Figure 1 - 326-455 c.i.d. Pontiac Torque Sequence
Torque Bolts to 25 ft/lbs.

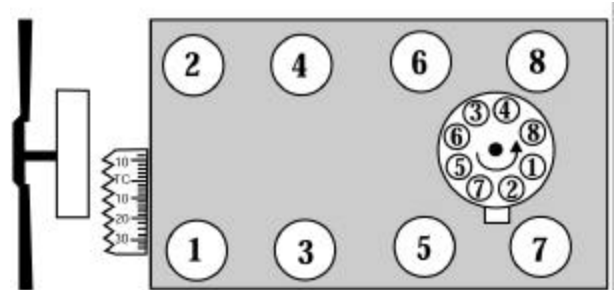


Figure 2 - 326-455 c.i.d. Pontiac Firing Order
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

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