



**TORKER II 2-0 INTAKE MANIFOLD**  
**For 396-502 c.i.d. Big Block Chevy**  
**with General Duty Oval-Port Cylinder Heads**  
**CATALOG #5061**  
**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 or problems, 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](mailto: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 2-0 manifold is designed for the 396-454 c.i.d. Big-Block Chevrolet V8. The manifold accepts late model water neck, air conditioning, alternator and H.E.I. ignition systems. This manifold is recommended for street high performance and race vehicles only. The Torker II manifold is a low-profile intake manifold of single-plane design. It provides good low rpm response for street performance vehicles plus increasing performance above the 5000 rpm range. Will fit under stock Corvette hood without modification.
- **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. Not legal for use in California on pollution-controlled motor vehicles.
- **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](http://www.edelbrock.com).

• **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
<b>Thunder Series #1825 (650 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Thunder Series #1826 (650 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Performer #1407 (750 cfm)</b>	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Performer #1411 (750 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Performer #1412 (800 cfm)</b>	A, I, K, N, O	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Performer #1413 (800 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Thunder Series #1812 (800 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979
<b>Thunder Series #1813 (800 cfm)</b>	A, I, K, N	#8031 throttle, cruise, & kickdown bracket for 1972-1979

- 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.

• **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.

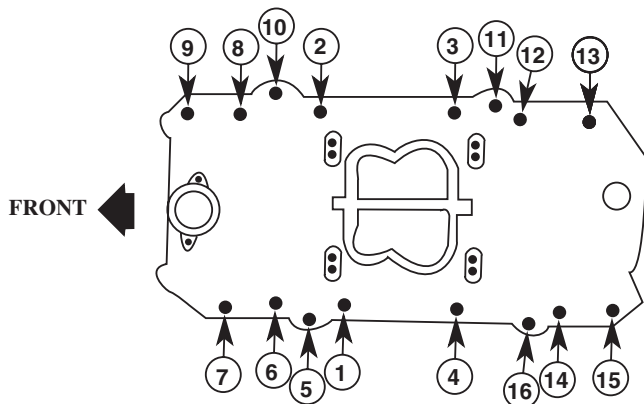
INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
<b>5061</b>	(None)	Edelbrock #7203 Port: 1.82" x 2.05", .060" Thickness

**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.**

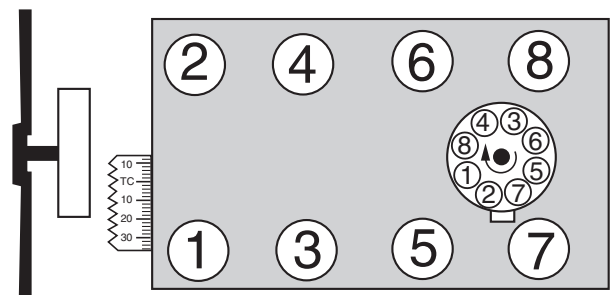
- **SPECIAL INSTRUCTIONS: CAUTION:** Due to head casting differences at the upper four bolt holes, there may be a casting interference between the manifold and the head. It may be necessary to file manifold for proper clearance to allow manifold to seat properly at the head surfaces.
- **FIRING ORDER AND CYLINDER NUMBERING:** For cylinder and firing order, see Figure #2.
- **FINAL TUNING**
  1. **NOTE:** Local emission laws must be checked for legality of any carburetor or ignition changes.
  2. Minor changes may be made for final gains in performance and emissions depending on individual application, driving habits, engine condition and vehicle use. Best results must be determined by the individual for his specific application.
  3. 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 36P to 38P advance be used and then be tailored to your vehicle's needs.
- **CAMSHAFT AND RELATED PARTS:** To get maximum performance with the Torker II manifold, we suggest using the Torker Plus camshaft and matching components such as: Torker-Plus Camshaft / Lifters / Lube #5062, Sure Seat Valve Springs, #5762, Performer-Link True Rolling Timing Set, #7810.

### 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 Gaseq 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) **WARNING:** There is no gasket support for the manifold on the four bolt holes which are numbered 5, 10, 11, and 16 in Figure 1. Damage to the manifold will occur if these four bolts are over-tightened. Hand tighten them with a 6" box-end wrench. Do not use a torque wrench. Torque all of the remaining manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs. For ease of installation, we recommend using Edelbrock Manifold Bolt & Washer Kit #8564.



**Figure 1 - Intake Manifold Bolt Torque Sequence**  
**DO NOT USE A TORQUE WRENCH ON BOLTS 5, 10, 11, & 16**  
**Hand Tighten Bolts using a 6" box end wrench.**  
**Tighten remaining bolts to 25 ft./lbs. in sequence shown.**



**Figure 2 - 454 c.i.d. Chevrolet Firing Order**  
**Firing Order: 1-8-4-3-6-5-7-2**  
**Turn Distributor Counter-Clockwise to Advance Timing**

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