



**CHRYSLER 5.7L HEMI DUAL QUAD INTAKE MANIFOLD**  
**For Carbureted Chrysler HEMI 5.7L Engines**  
**Catalog #7528, #75284**  
**INSTALLATION INSTRUCTIONS**

Please study these instructions carefully before installing your new Edelbrock RPM Dual-Quad Intake Manifold. If you have any questions, please contact our **Technical Hotline at: 1-800-416-8628**, 7am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

**IMPORTANT NOTE:**  
***Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.***

**DESCRIPTION:** This intake manifold is designed to allow the use of dual carburetors on a 5.7L Chrysler HEMI crate engine or a production HEMI engine that has been transplanted into an older muscle car or custom hot rod. This manifold is not intended to be installed on a vehicle that is factory equipped with a HEMI engine. All new production HEMI engines are equipped with electronic fuel injection from the factory and additional accessories will be required to allow them to function properly with carburetors.

**EGR SYSTEMS:** This manifold is not compatible with any EGR system or emissions control device, apart from the supplied PCV valve. It is not legal for installation on a vehicle required to meet emission standards.

**ACCESSORIES**

**CARBURETORS:** Most applications will work best with two 500 cfm carburetors setup with a progressive linkage. Edelbrock offers carburetors that have been calibrated specifically for our dual quad manifolds as part #1803 with electric choke and #1804 with manual choke. When using a progressive linkage, the front carburetor will have the choke disabled and so an #1804 is strongly recommended for that position. The rear carburetor will handle most low speed fueling and it can be equipped with manual or electric choke, or no choke at all if the vehicle will be used exclusively in warm weather.

**LINKAGES:** Progressive linkage kit #7094 is strongly recommended for use with Edelbrock carburetors installed on this manifold. Use of a direct 1:1 linkage can cause a stumble or bog during low speed acceleration. Throttle and transmission kickdown cables can vary widely from one application to another; adapters and/or brackets may need to be purchased or fabricated.

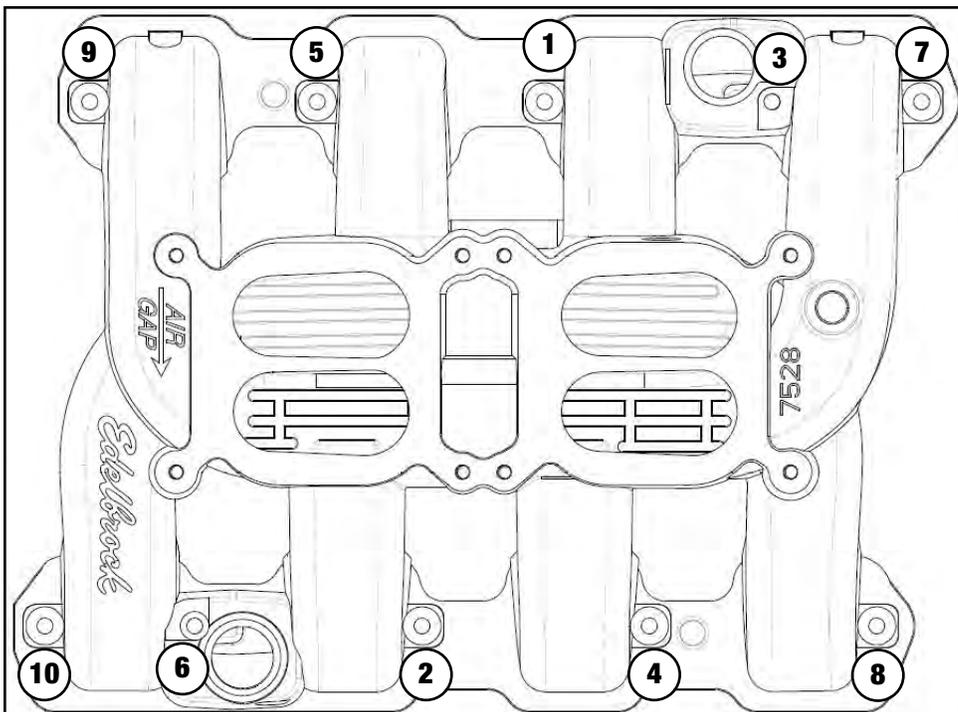
**FUEL REQUIREMENTS:** Edelbrock carburetors require a fuel pressure of 4 - 6.5 psi for proper operation. This can be achieved without a regulator by using Edelbrock electric fuel pump #1791. A low pressure pump must be used; regulating an EFI fuel pump down to 6 psi will cause premature failure of the pump. Edelbrock offers a dual feed fuel line, part #8091, that will simplify plumbing your pump to two Edelbrock carburetors. A filter must be installed between the pump and carburetors to prevent any potential engine damage.

**GASKETS:** The 5.7L HEMI engine does not use traditional intake gaskets. Eight individual rubber seals will need to be inserted into the machined grooves that surround each port exit of the manifold. These seals are reusable, but if they are damaged or missing they can be purchased individually from any Chrysler dealership as part #53032382AB.

**IGNITION TIMING CONTROLLER:** These engines were designed by Chrysler to be used exclusively with an electronic fuel injection and ignition computer, which allowed them to replace a mechanical spark distributor with crankshaft and camshaft position sensors. When using carburetors on this style of engine, it will be necessary to have a separate ignition computer to interpret the shaft position sensor signals, apply the appropriate amount of retard or advance, and to drive the coil on plug ignition system. Our performance testing was done with HEMI carbureted crate engine (MOPAR part #4510594) and their non-programmable controller #4510816. Edelbrock offers a programmable controller for engines that will be using a different camshaft or have been converted from EFI as part #91239.

## INSTALLATION PROCEDURE

1. Before beginning installation, inspect all passages in the manifold for any debris or contaminants. Remove any loose material to prevent potential engine damage. Use the supplied aluminum cap to plug the oil fill hole located at the front, driver's side of the manifold.
2. Fully clean the cylinder head intake flanges.
3. Insert the port o-ring gaskets into the machined grooves around the runner exits. It may be necessary to trim a small locating tab on each o-ring to allow them to seat properly. Install the 1/4" NPT hose fitting into the provision below the oil fill cap.
4. Install the intake manifold and hold down bolts. Torque all manifold bolts in two steps by the sequence shown in Figure 1.
5. A provision for the MAP sensor required by most ignition controllers has been located in the center of the plenum on the passenger side. This provision has been designed to accept the OEM MAP sensor.
6. Install the supplied PCV valve in the rear, passenger side provision and route the hose to the rear port of the carburetor.
7. The bulkhead fitting and hose are included to allow filtered air into the crankcase. You will need to drill and mount the bulkhead fitting in the base of your air cleaner. Then route the hose from the air cleaner to the 1/4" pipe provision below the oil fill cap. The PCV valve will not function properly without this alteration.



**FIGURE 1 - Chrysler HEMI Dual Quad RPM Intake Manifold  
Torque Sequence**

**Torque bolts to 11 ft/lbs in the sequence shown above.**

### **KIT CONTENTS:**

- 1x - Manifold
- 1x - Aluminum Oil Fill Cap
- 2x - 6mm x 1mm x 60mm Hex Bolt
- 2x - 15" 11/32" PCV Hose
- 1x - Rubber O-ring
- 1x - PCV Valve (AC Delco CV746C)
- 1x - Rubber Breather Grommet
- 2x - 1/4" Washer
- 1x - -6 AN Bulkhead Nut
- 1x - -6 AN to 3/8" Hose Barb Fitting
- 1x - 1/4" NPT to 3/8" Hose Fitting

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