



# INSTALLATION INSTRUCTIONS

## Ford 351C Torker Intake Manifold

For 351 c.i.d. Cleveland V8 with 4V or Boss 351 Cylinder Heads

### Part #2760

- **Please** study these instructions carefully before installing your new intake manifold. 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.

Kit Contents
4 – 3/8-16 X 1.50" long 12 point bolt
4 – 3/8 X .125" thick washer
4 – 5/16-18 X 3.50" long bolt
4 – 5/16 X .125" thick washer

**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:** The Edelbrock Torker 351C #2760 intake manifold has been designed for 351 c.i.d. Cleveland Ford engines equipped with 4V or Boss 351 cylinder heads. The #2760 intake will not fit 351C engines with 2V cylinder heads. This intake manifold will not fit under the engine cover of a Pantera with the stock air cleaner. Use the recommended electric or manual type choke square bore carburetors only. This intake manifold is recommended for street high-performance, racing, and marine use only. The #2760 Torker 351C manifold provides good performance in the 3000-7000 RPM range. When used with any mix of aftermarket equipment designed for this operating range, the performance increases will be even greater.
- **EGR SYSTEMS:** This manifold will not accept stock EGR (Exhaust Gas Recirculation) equipment or exhaust-heated chokes. EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. This manifold is not legal for use on any emissions-controlled vehicle where such equipment is required.
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of years, makes and models to be covered, please review each part listed in the Installation Items section of the Edelbrock catalog to decide whether more items are required for your specific vehicle than are mentioned in these instructions. See our catalog for details. **To order a catalog, call (800) FUN-TEAM** or visit our website at **www.edelbrock.com**.
- **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Performer #1407 (750 cfm)	A, I, K, O	For auto trans. Use our #1483
Performer #1412 (800 cfm)	A, I, K, O	For auto trans. Use our #1483
For Oval Track Competition use: Holley Double-Pumper series	A, I, K, O	#8101 dual fuel line kit

- A – Carburetor will work with non-EGR or pre-emission control system.
- I – Carburetor has no provisions for evaporative canister.
- K – Carburetor requires #8008 or #8024 stud, washer and nut kit. Determine proper length for your carb to manifold gasket thickness and your accessory mounting requirements.
- O – Carburetor comes with manual choke. It can be converted to electric choke using kit #1478.

- **GASKETS:** Fel-Pro intake manifold gasket set #1228 is recommended when installing an Edelbrock 2760 intake manifold.

## INSTALLATION INSTRUCTIONS

- 1) Use a Fel-Pro #1228 or equivalent gasket set when installing the 2760 intake manifold. Do not use the factory-style stamped metal pan type intake manifold gasket.
- 2) Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
- 3) Apply Edelbrock Gasgacinch #9300 to the cylinder head intake flanges and the non-printo seal side of the intake manifold gaskets. When the Gasgacinch is dry install the intake gaskets to the cylinder head intake flanges.
- 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 and deterioration.
- 5) Install the intake manifold and intake manifold bolts. The supplied four 3/8-16 X 1.50" long bolts and 3/8 washers are to be installed at positions #1, 2, 3, and 4 shown in the manifold tightening sequence diagram. The supplied four 5/16-18 X 3.50" long bolts and 5/16 washers are to be installed at positions #9, 10, 11, and 12 shown in the manifold tightening sequence diagram. Use the stock intake manifold bolts at the remaining bolt locations. Apply motor oil to the intake manifold bolt threads. Carefully tighten the intake manifold bolts evenly in order per the intake manifold tightening sequence shown in Figure 1. Tighten the intake manifold bolts 1-8 in the tightening sequence to 25 ft-lbs. Tighten the intake manifold bolts 9-12 in the tightening sequence to 18 ft-lbs.

### ■ PREP AND TUNING FOR POWER:

The single plane intake manifold design may require changes in the carburetor jetting depending on individual application, driving habits, engine condition, and vehicle use. Refer to your carburetor owner's manual for tuning instructions. For Edelbrock EPS carburetors #1407 & 1412 - use calibration kit #1480.

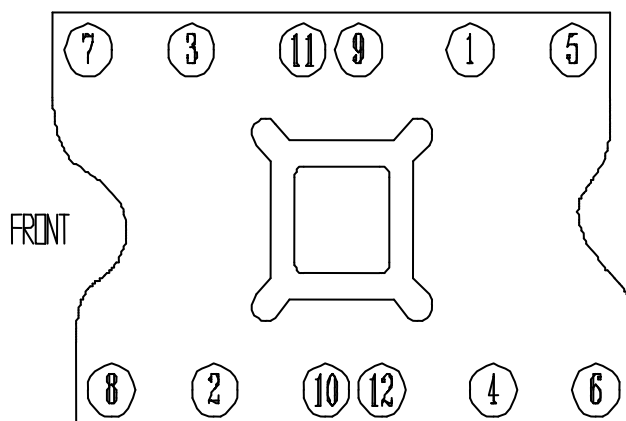
Aftermarket ignitions and aggressive advance curves are recommended with high-performance engine packages. Total advance will vary with cylinder head design. Use modified (three-angle valve job, bowl blend, and port-matched) stock heads for best results. Port match the manifold exits .020" per side smaller than the intake port openings in your cylinder head.

### ■ CAMSHAFT AND HEADERS:

The Torker 351C intake manifold is compatible with aftermarket camshafts and headers designed to work in the 3000-7000 rpm range. Recommended compression ratio is 9.5 to 1 and above. Follow your header manufacturer's recommendations for header designs. Use of aftermarket headers, camshafts, or both, with an Edelbrock Torker 351C manifold may lean carburetor calibration. Should this occur, recalibrate with a richer jet.

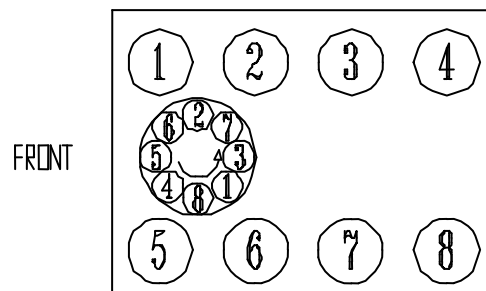
**FIRING ORDER AND CYLINDER NUMBERING:** For cylinder numbering and firing order, see Figure 2.

Figure 1



Ford 315C Intake Manifold Tightening Sequence

Figure 2



351C FIRING ORDER 1-3-7-2-6-5-4-8  
TURN DISTRIBUTOR CLOCKWISE TO ADVANCE TIMING

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