



FORD 460 EFI INTAKE MANIFOLD
Ford 429/460 Non-EGR
Catalog #50665
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.

- **DESCRIPTION:** The Edelbrock 460 EFI intake manifold holds all the same qualities as a #5066 manifold, with the addition of machined vertical injector bosses. The bosses are located on top of the runners for optimum port fuel injection. The #5066 manifold was designed for standard 429/460 blocks. 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. **Will not fit 1988-Later models or 429 Cobra-Jets.**

Note: This manifold is not intended, nor legal, for street use on pollution-controlled vehicles. It is the responsibility of the end-user to verify conformity to a particular racing association's rule regarding manifold dimensions, aligning to a template, etc.

- **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.**

MANIFOLD	THROTTLE BODY TYPE	PART NUMBER AND DESCRIPTION
50665	Standard Square-Bore Throttle Body	P/N 3878 - 1000 CFM With Standard GM/Delphi IAC P/N 38783 - 1000 CFM With MotoTron/Hitachi Linear-Style IAC

- **FUEL RAIL KIT:** Edelbrock #3645 - Victor Ford Fuel Rail Kit (**SOLD SEPARATELY**) - Compatible w/ Standard Injectors. For Pico injectors (aka compact) a Pico fuel rail stand kit PN 3619 is available separately. Injectors sold separately.

Kit includes the following:

- 2 - Machined Fuel Rail Extrusions
- 4 - Fuel Rail Bracket Stands
- 4 - 1/4-20 x 5/8" Socket Head Bolts
- 4 - 1/4-20 x 1-1/2" Hex Head Bolts
- 12 - 1/4" Flat Washers
- 4 - 1/4" Lock Washers
- 4 - 1/4-20 Hex Nyloc Nuts

- **INJECTOR WARNING:** It is important to select the appropriate electronic injectors for optimum performance. The injectors must not only match the fuel demands of an engine, but they must also meet the electronic commands of the engine control unit (ECU). Make sure to use O-ring (or brake) assembly lube when installing the injectors onto the manifold. The o-rings of the injectors must create a complete seal to prevent any air or fuel from leaking out. The same precaution should be applied when assembling the injectors into the fuel rails.

- **GASKET RECOMMENDATIONS:** Edelbrock #7223 is recommended for this application (Port: 1.98" x 2.26", .060" Thickness). 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.

NOTE: To ensure maximum performance and a proper seal, use recommended or equivalent gaskets ONLY.

- **POWER OPTIONS:** Although this manifold will work with ported factory cast iron heads, we highly recommend the use of a high performance cylinder head such as our Performer RPM (#60665, 60669, 60675, 60679). These heads offer higher airflow levels with minimum preparation required. See our catalog for details.

• **PREP AND TUNING FOR POWER:**

1. If using modified or high performance cylinder heads such as our Performer RPM, port matching is recommended.

INSTALLATION PROCEDURE

NOTE: Before installing intake manifold install the supplied coolant bypass tube by carefully tapping it into the manifold with a hammer, using a block of wood to protect the end of the tube.

1. Use only recommended intake gaskets 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. Torque the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.
 6. See Figure 1 for Firing Order and Cylinder Numbering.
- **FINAL CHECKS:** After assembling the injectors, fuel rails, support brackets, throttle body, spacer (if needed), gaskets, and air cleaner, check the following:
 - Have an assistant depress and release the gas pedal. Check for full open throttle at the throttle body. Check for any possible interference of the throttle with other components. Make sure the throttle can return without binding.
 - Check the fit of each injector. They should be able to rotate freely. The O-rings should be fully inside their respective bores.
 - If applicable, make sure there will be enough hood clearance after the air cleaner has been installed.
 - Activate the fuel pump and fully check the system for any leaks prior to starting the engine.

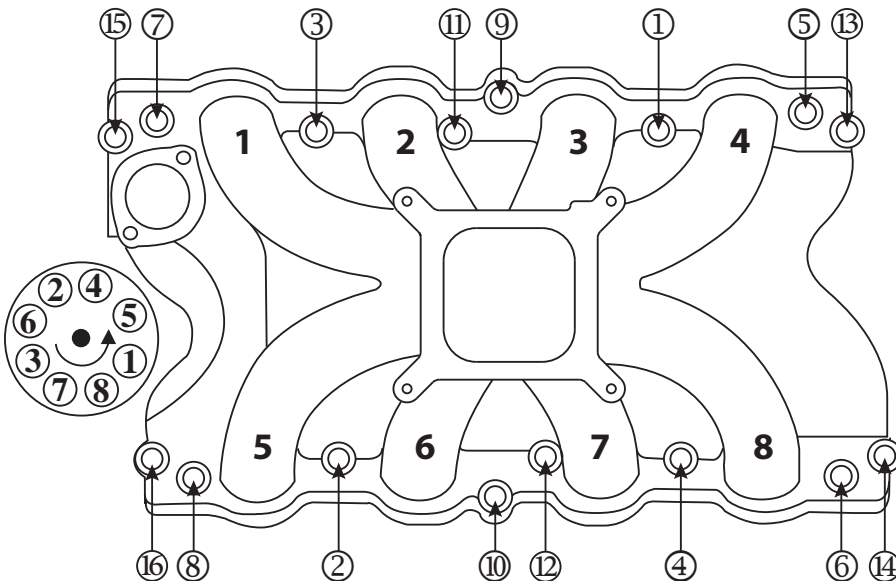


Figure 1 - 429/460 Ford Torque Sequence

Torque Bolts to 25 ft/lbs.

Firing Order: 1-5-4-2-6-3-7-8

Turn Distributor Clockwise to Advance Ignition Timing

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