



TORKER 308 HOLDEN INTAKE MANIFOLD
 For Holden 308 C.I.D. V8
 Catalog #2790
 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 qualified 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.

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

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part #____" space. THANK YOU.

DESCRIPTION: Designed for Holden small-block V8 engines, the Torker 308 Holden manifold is recommended for street high performance and race vehicles only. The Torker manifold is of single plane design utilizing modern air flow technology. It provides good low rpm response plus increasing performance above the 5000 rpm range.

CARBURETOR RECOMMENDATIONS:

Street or Economy Applications

CARBURETOR	REFERENCE
Performer #1405 (600 cfm)	A, I, K, N, O
Performer #1406 (600 cfm)	A, I, K, N
Thunder Series #1805 (650 cfm)	A, I, K, N
Thunder Series #1806 (650 cfm)	A, I, K, N
Thunder Series #1825 (650 cfm)	A, I, K, N
Thunder Series #1826 (650 cfm)	A, I, K, N

Performance Applications

CARBURETOR	REFERENCE
Performer #1407 (750 cfm)	A, I, K, N, O
Performer #1411 (750 cfm)	A, I, K, N
Performer #1412 (800 cfm)	A, I, K, N, O
Performer #1413 (800 cfm)	A, I, K, N
Thunder Series #1812 (800 cfm)	A, I, K, N
Thunder Series #1813 (800 cfm)	A, I, K, N

- 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: 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. Use only Fel-Pro Print-O-Seal or OEM equivalent when installing Edelbrock manifolds for street applications.

MANIFOLD TORQUE: Torque all manifold bolts to 25 ft./lbs., following the factory tightening sequence.

PREP AND TUNING FOR POWER:

NOTE: Local emission laws must be checked for legality of any carburetor or ignition changes.

1. In some applications, the stock rods or jets may need changing for best overall performance. Refer to your carburetor owner's manual for details.
- 2) Some applications may benefit from resetting the initial advance $\pm 2^\circ$ from the factory specification.
- 3) Aftermarket ignitions and more aggressive advance curves may be used with Torker intake manifolds.
- 4) Installation of aftermarket headers or camshafts may lean the carburetor calibration. Should this occur, recalibrate with a richer jet.

Special Note: For maximum performance at higher rpm, we recommend the modification shown in *Figure 1* and *Figure 2*.

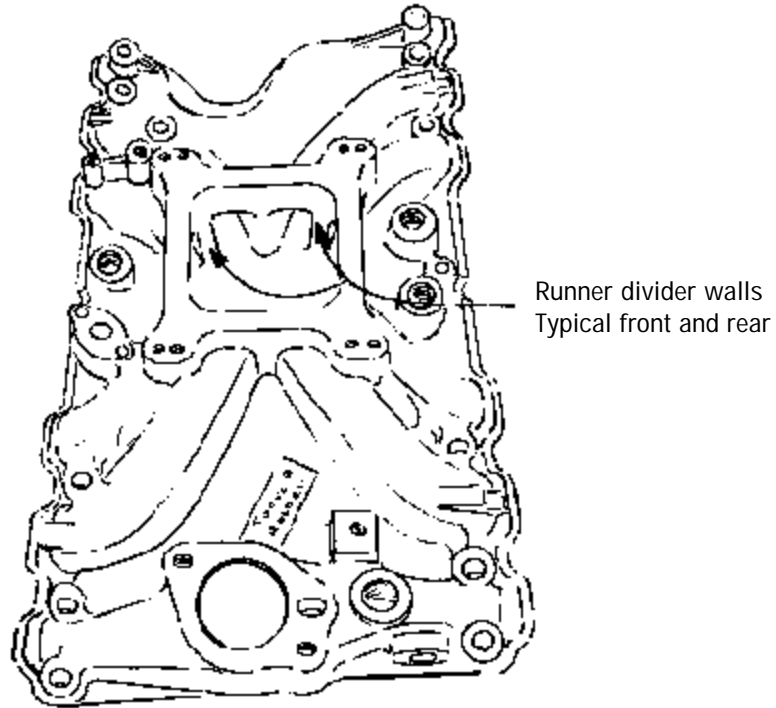


Figure 1 - Divider Wall Location

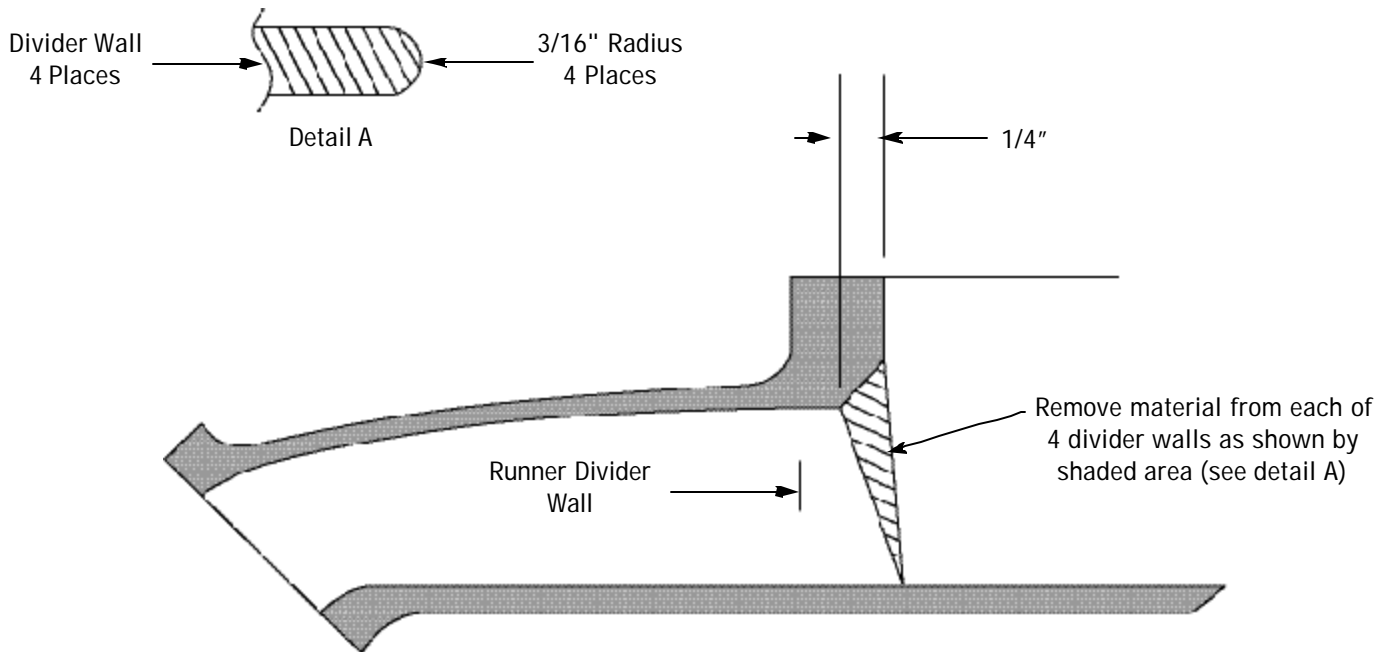


Figure 2 - Removal of Material From Divider Wall

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