



TORKER 455 MANIFOLD
CATALOG #2730
 For Oldsmobile 400/425/455 c.i.d. V8 engines
Non-EGR
INSTRUCTIONS

- **PLEASE** study these instructions and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to contact our **Technical Hotline at: 1-800-416-8628.**
- **EGR SYSTEMS:** This manifold will not accept stock EGR (exhaust gas recirculation). EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. Not legal for use in California on pollution-controlled motor vehicles.
- **MANIFOLD:** The Torker 455 is recommended for high performance race vehicles or marine applications. 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. 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. Use the recommended electric or manual type choke carburetors only.

CARBURETOR RECOMMENDATIONS: CAUTION-Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
OEM 4-bbl Performer #1407 (750 cfm) Holley #0-7010 (780 cfm)	A, F, H A, F, I A, F, I, K	Use our #2732 square-bore adapter. Use #8101 and #2732 square-bore adapter.
High Performance or Competition use:		
Holley #0-4781(850 cfm)	A, F, I, K	Use #8101 and #2732 square-bore adapter Use Holley double-pumper series carburetors. See Holley catalog for selection guidelines.

Installation Notes: 1979 and later non-adjustable "Quadrajets" carburetor not recommended. Manual choke carburetors require a choke cable kit. For special intake gasket set for marine/competition application, contact Mondello Performance, 1103 Paso Robles St., Paso Robles, CA 93446 phone: (805) 237-8808. Manifold Height: 800" taller than stock (will not fit Toronado)

- A-Carburetor will work with non-EGR (exhaust gas recirculation) or pre-emission control system.
- F-Use carb-to-manifold base gasket same year & model as vehicle, unless base gasket supplied with carburetor.
- H-Carburetor has provision for evaporative canister.
- I-Carburetor has no provision for evaporative canister.
- K-Carb requires #8008 or #8024 stud, nut and washer kit.

• **GASKETS AND SEALANT**

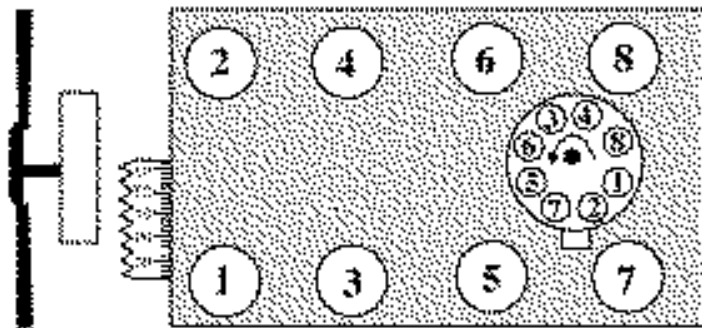
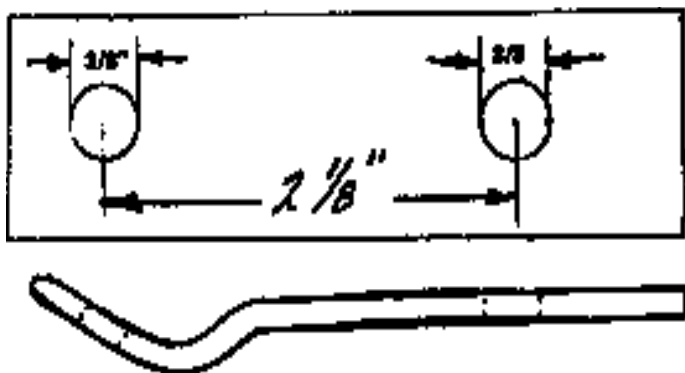
CAUTION: Do not use high performance or competition type intake gaskets for street application. Due to material deterioration under street driving conditions, internal leakage of both vacuum and oil may occur.

1. Use OE gasket or equivalent when installing Edelbrock manifolds for street applications.
2. Apply Edelbrock Gasegacinch sealant, #9300, to both sides of the manifold as well as head surfaces. This procedure ensures a good seal.
3. To eliminate end seal deterioration and slippage, we advise eliminating the end seals and using R.T.V. Silicone sealant. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This procedure eliminates end seal problems.

• **BRACKETS**

1. Alternator Brackets-1968 to early 1972 bracket crosses valve cover. Lower leg bolts to head and upper leg bolts to manifold. Bend upper leg up and over and drill hole to 7/16" for alignment. Late 1972 and 1973 models drill two holes that bolt to block to 7/16" and hole that bolts to manifold to 1/2". This allows you to align bracket and start bolts. Start all bolts before tightening.

2. Air Conditioning Brackets-1968 to early 1972. These brackets are a cast bracket. It crosses the valve cover with one leg to the head and one to the manifold. On the manifold side remove 1/4" off the lower face of the bolt hole boss where it sits on the manifold. Cut slot in bracket so bolt will start in manifold. Use large washer under bolt to secure. Late 1972 and 1973 cut off part of bracket that bolts to manifold. You can remount the bracket two ways:
 - a. Bolt bracket to previously cut off head bolt piece to the manifold. Tack, weld or mark the two pieces, remove and weld together.
 - b. Refer to Figure #1. Use strap furnished and drill with 3/8" drill, form to drawing. Bolt piece to manifold. Drill through air conditioning bracket where upper hole is in strap, secure with 3/8" bolt, nut and washer.
 3. Cars with Cruise Control-Use a piece of pipe 1-3/4' long with 3/8" hole or larger. Bolt to boss along side of waterneck outlet. Use spacer between control and manifold.
 4. For square-bore carburetor, you will need to purchase #2732 adapter plate. This adapter is supplied with a gasket. Install gasket supplied on manifold then put the thin 1/8" thick adapter on top of the gasket, then put the gasket supplied with the carburetor (or replacement gasket of same quality if carburetor is being reused) on top of adapter, then install standard flange carburetor.
- **SPECIAL INSTRUCTIONS**—Manifold will not fit under hood of Tornado or 442 Ram Air without air cleaner modifications due to increased height of manifold.
 - **CHOKE BLOCK-OFF PLATES**—For marine and competition use you may fabricate a block-off plate to cover the choke pad on the passenger side of manifold. Edelbrock does not manufacture this plate. You may use your stock choke tube assembly to block-off choke pad.
 - **CARBURETOR**
 1. Rochester Carburetor-For best performance, primary side of Rochester carburetor was jetted richer by .004 and the secondary side was leaned by increasing the metering rod size .021. Due to the many different carburetors, we cannot know all the combinations so we suggest using this procedure of richer on the primary and leaner on the secondary. We also suggest cutting .200 of the top of the accelerator pump rod and rebending pump link so rubber comes just to the slots on the pump well; remove idle stops and richen one full turn.
 2. Holley #0-4780 Carburetor-Use stock #72 primary jets and use new #76 secondary jets.
 3. Holley #0-4781 Carburetor-Use #76 primary and secondary jets. For boat applications, use #84 secondary jets. All other carburetors use stock jetting as it should be very close.
 - **CAMSHAFT AND HEADERS**
CAUTION: Installation of headers, aftermarket RV type camshafts or both with an Edelbrock manifold may lean carburetor calibration. Should this condition occur, recalibrate carburetor with richer jet.
 - **MODIFICATION FOR RACE ONLY**—Boat and Competition Applications—Any implied or expressed warranty is void unless the "Special Exhaust Plugs" are used with your engine. These steel plugs are furnished with each Torker 455 manifold and must be installed in the exhaust crossover port in each head. Use a file to finish and fit the plugs until they are a light drive fit, and with a small hammer, tap them into each head until they are flush or a vacuum leak may occur. Extra plugs may be purchased from your local Edelbrock dealer under Edelbrock #2733.



Firing Order 1-8-4-3-6-5-7-2
 400-455 c.i.d. Oldsmobile
 Turn Distributor Clockwise to Advance Timing