



**TORKER AMC INTAKE MANIFOLD**  
**For 1970 and Later AMC 343-401 C.I.D. Engines**  
**Part #2930**  
**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.

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

**DESCRIPTION:** The Torker AMC intake manifold is designed for 1970 and later 343-360-390-401 C.I.D. AMC V8 engines. It is recommended for street high performance, and race vehicles only. The Torker manifold is of single-plane design, utilizing modern air-flow technology. It is designed to operate in the 2500-6500 rpm range, providing good low rpm response plus increased performance above 5000 rpm. Additional increases in performance can be had when using this intake manifold with additional performance parts designed to operate within the listed rpm range. Manifold will not accept factory Motorcraft spread-bore carburetors.

• **KIT CONTENTS:**

- |  |   |
|--|---|
| <input type="checkbox"/> 6 #8 x 3/8" Drive Screws        | <input type="checkbox"/> 1 Shoulder Stud Sleeve       |
| <input type="checkbox"/> 4 3/8-16 x 1-1/4" Hex Bolts     | <input type="checkbox"/> 1 10-32 x 1/2" Hex Cap Screw |
| <input type="checkbox"/> 1 Shoulder Stud (Kickdown Stud) | <input type="checkbox"/> 1 1/4 Star Washer            |
| <input type="checkbox"/> 1 Cotter Pin                    |   |

• **EGR SYSTEMS:** Intake 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](http://www.edelbrock.com).

• **CARBURETOR RECOMMENDATIONS:**

| CARBURETOR                            | REFERENCE     | PARTS REQUIRED FOR INSTALLATION                            |
|---------------------------------------|---------------|--|
| <b>Performer #1407 (750 cfm)</b>      | A, I, K, N, O | #8034 Throttle Bracket Extention (If originally 2bbl carb) |
| <b>Performer #1412 (800 cfm)</b>      | A, I, K, N, O | #8034 Throttle Bracket Extention (If originally 2bbl carb) |
| <b>Performer #1413 (800 cfm)</b>      | A, I, K, N    | #8034 Throttle Bracket Extention (If originally 2bbl carb) |
| <b>Thunder Series #1812 (800 cfm)</b> | A, I, K, N    | #8034 Throttle Bracket Extention (If originally 2bbl carb) |
| <b>Thunder Series #1813 (800 cfm)</b> | A, I, K, N    | #8034 Throttle Bracket Extention (If originally 2bbl carb) |

**NOTE:** See catalog for carburetor reference details.

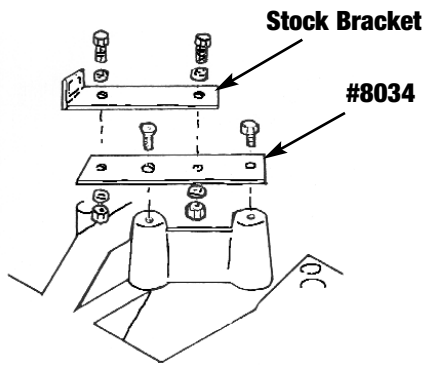
• **GASKETS:** Do not use competition-style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.

| INTAKE MANIFOLD | REFERENCE | RECOMMENDED GASKET                                     |
|-----------------|-----------|--|
| <b>2930</b>     | (None)    | Edelbrock #7213 Port: 1.130" x 2.210", .060" Thickness |

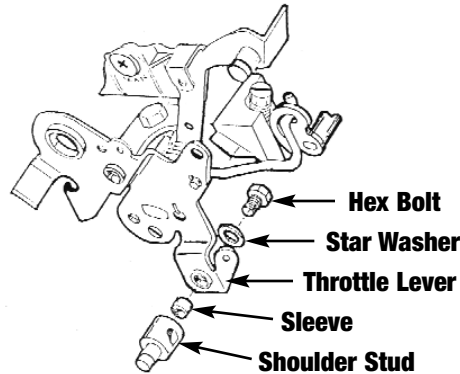
**NOTE: To ensure maximum performance and a proper seal, Edelbrock gaskets which are specifically designed and manufactured for use with Edelbrock parts must be used.**

- **BRACKETS:**

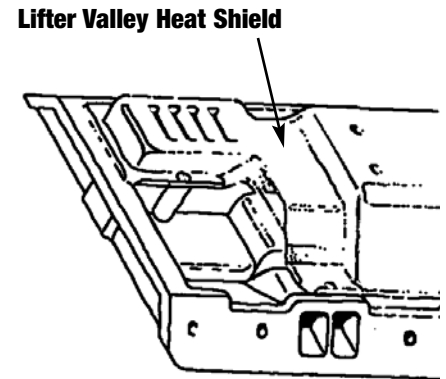
1. Some vehicles will require a throttle bracket extension plate to move the stock throttle bracket forward. This extension is available as Edelbrock #8034 (**See Fig. 1**).
2. Vehicles with automatic transmissions will require using a kickdown stud on the throttle lever to operate the transmission kickdown rod. The supplied kickdown stud fits directly to the lower hole on the throttle lever of Performer and Thunder series carburetors (**See Fig. 2**).
3. Remove the lifter valley heat shield from your stock manifold and install it on your new Edelbrock manifold using the supplied drive screws (**See Fig. 3**). **NOTE: This step must be performed!**



**Figure 1 - Throttle Bracket Extension**



**Figure 2 - Edelbrock Throttle Lever**



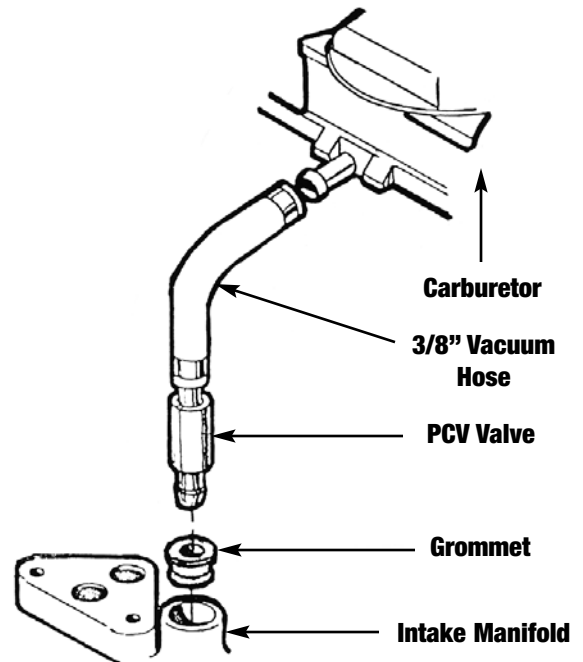
**Figure 3 - Underside of Manifold**

- **PCV VALVE:** Some engines use a PCV valve that is clamped to a hose between the carburetor and the intake manifold. The stock AMC manifold has a 3/8" pipe port at the intake manifold, rather than a hole to accept a rubber grommet, which the Edelbrock intake manifold uses. To reinstall the PCV valve to our manifold, you may purchase a grommet from your local NAPA dealer (Part #630-1411), and 10" of 3/8" vacuum hose (**See Fig. 4**).

- **PREP AND TUNING FOR POWER:**

1. Generally speaking, the stock jetting for a Performer Series or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
2. Aftermarket distributor curve kits may be used with Torker intake manifolds. A basic ignition curve of 12° to 14° initial and a total of 36° to 38° advance is a good starting point.
3. Use modified or high performance cylinder heads such as our Performer RPM, and port-match the manifold to the heads.
4. The compression ratio should be at least 9.5 to 1 to work properly with most camshafts that are designed to operate in the 2500-6500 rpm range.
5. Installation of aftermarket headers, camshafts or both with an Edelbrock Torker series manifold may lean carburetor calibration. Should this condition occur, recalibrate with a richer jet.

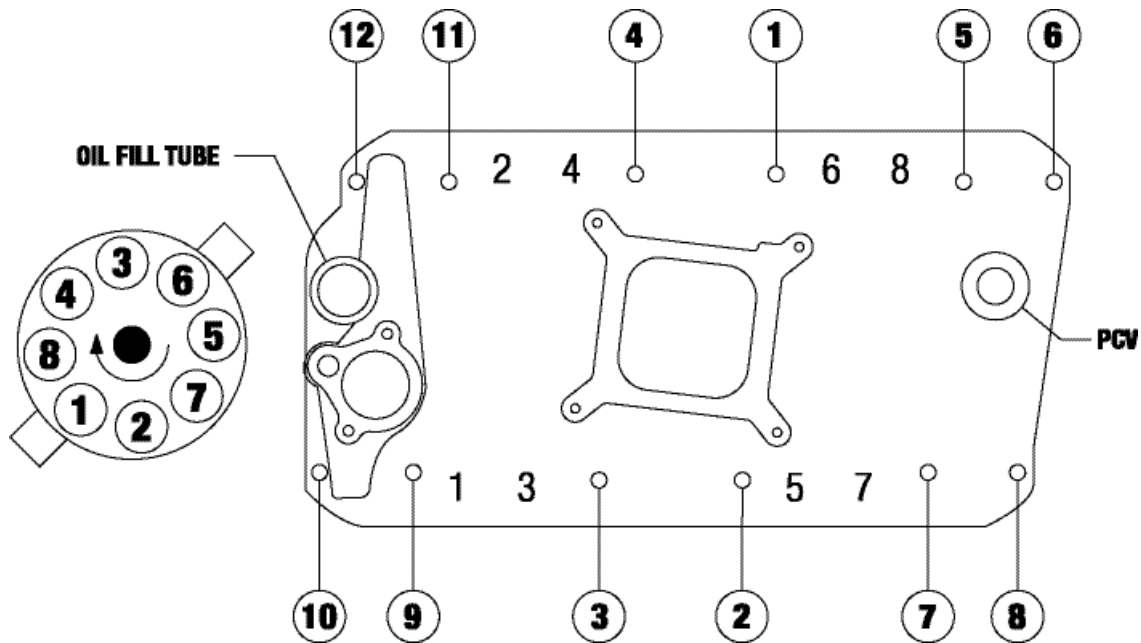
- **CAMSHAFT AND HEADERS:** Torker manifolds are compatible with aftermarket camshafts and headers. Header primary tube diameter should be 1-5/8" to 1-3/4" depending on the specific engine combination. Camshaft being used should be designed to operate within the same RPM range as the Torker intake manifold.



**Figure 4 - PCV Valve Assembly**

## INSTALLATION

- 1) Use only recommended intake gaskets set 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 all of the manifold bolts in two steps by the sequence shown in **Figure 2** to 25 ft/lbs. **See Figure 6 for firing order.**



**Figure 5 - Intake Manifold Bolt Torque Sequence**  
**Torque Bolts to 25 ft/lbs.**  
**Firing Order: 1-8-4-3-6-5-7-2**  
**Turn Distributor Counter-Clockwise to Advance Ignition Timing**

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