



CH-6B CHRYSLER 6-PACK INTAKE MANIFOLD
For Chrysler 413-426(Wedge)-440 c.i.d. V8
CATALOG #2475

INSTALLATION INSTRUCTIONS

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 CH-6B intake manifold is designed for 440 c.i.d. Chrysler engines with 3 x 2-barrel carburetors. Manifold also fits 413 and 426 (wedge) c.i.d. engines. It is a stock replacement/street legal part for 1968-1971 440 V8 engines with OEM 3 x 2-barrel carburetors. This manifold was original equipment on Chrysler 440 Six-Pack engines (Chrysler #P04529056). Will not fit 1962-1964 Max-Wedge cylinder heads.

• **KIT CONTENTS:**

- 2 FP1 Shoulder Studs
- 1 F262 Shoulder Stud
- 2 3/16" x 3/16" Moveable Stops
- 3 10-32 x 1/2" Hex Cap Screws
- 4 3/16" AN Washers
- 2 1/16" x 1/2" Cotter Pins
- 1 3/32" x 3/4" Cotter Pin

• **EGR SYSTEMS:** These manifolds 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.

• **CARBURETOR RECOMMENDATIONS:** This intake manifold uses three 2-barrel carburetors; a center carburetor (usually equipped with the choke housing), and two outboard carburetors. Reproductions of the OEM center and vacuum operated outboard carburetors, the appropriate linkage, and additional installation parts are available through Mopar Performance. Contact your local Chrysler/Dodge dealer for more information. You may also use OEM replacement, mechanically operated outboard carburetors (available through various other manufacturers). Use the supplied linkage parts as needed. Some modification may be necessary.

CARBURETOR	CHOKE TYPE	PARTS REQUIRED FOR INSTALLATION
OEM Qty. 3 x 2-BBL ("Six-Pack")	OEM	OEM Linkage, Throttle Cable, Throttle Brackets

NOTES: Some applications, such as race engines, may decide to use non-OEM style 2bbl carburetors. If this is the case, carburetor size (CFM) should be selected based on your specific engine combination. Consult your engine builder or contact our Technical Hotline at: 1-800-416-8628 for assistance. Non-OEM replacement carburetors may require custom bracketry and linkage. Carburetors require a #8008 or #8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details).

• **GASKETS:** Do not use competition-style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum and oil may occur. **NOTE: YOU MUST USE a factory metal valley tray gasket along with the Edelbrock gaskets listed below. If your stock valley tray is in good condition, it may be reused.**

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
2475	OEM Valley Tray Required	Edelbrock #7225; Port: 1.23" x 2.27", .030" Thickness

• **THROTTLE & ACCESSORY BRACKETS:** Throttle and kickdown brackets on some vehicles may require modification to fit.

- **CAMSHAFT AND HEADERS:** The CH-6B intake manifold is compatible with aftermarket camshafts and headers designed to work in the 2500-6500 rpm range, such as our Performer RPM #7194 (1500-6500 rpm) for 383-440 c.i.d. engines (see catalog for details). Header primary tube diameter should be 1-7/8" depending on the specific engine combination.

- **PREP AND TUNING FOR POWER:**

NOTE: Please refer to Edelbrock Performer Series Carburetor Owner's Manual for detailed tuning procedures.

1. Due to design, the fuel/air mixture and cylinder charging are very efficient with the CH-6B intake manifold. Generally speaking, the stock jetting for the recommended aftermarket carburetors will not need changing. Specific applications may show an increase in performance through further tuning.
2. Aftermarket distributor curve kits may be used with this intake manifold.
3. Use modified or high performance cylinder heads such as our Performer RPM.
4. The compression ratio should be at least 9.5 to 1 to work properly with Performer RPM camshafts.
5. Installation of aftermarket headers, camshafts or both may lean carburetor calibration. Should this occur, recalibrate with a richer jet.

INSTALLATION PROCEDURE

- **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. Use a factory style valley pan along with the recommended gaskets.
4. 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.
5. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown in Figure 1 to 25 ft/lbs.

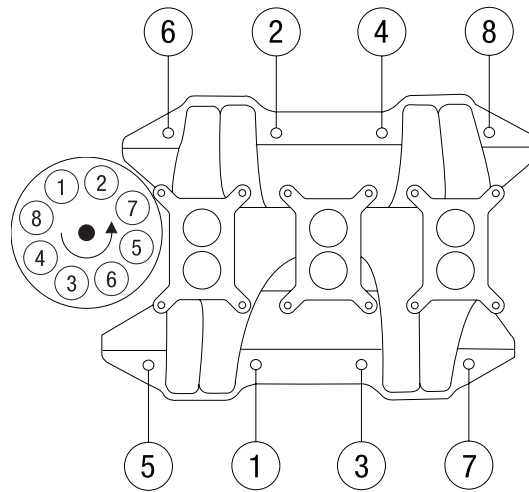


Figure 1 - 361-440 c.i.d. Chrysler Intake Manifold Torque Sequence
Torque Bolts to 25 ft/lbs.
Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing

