



**FORD WINDSOR VALLEY COVER PLATES**  
**For 9.2" and 9.5" Deck Height Engine Blocks**  
**Catalog #2832 & 2833**

**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](mailto:Edelbrock@Edelbrock.com).

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

**DESCRIPTION:** These aluminum Valley Cover Plates are designed to cover the lifter valley of Ford Windsor V8 engines equipped with Edelbrock Victor Glidden intake manifold #2865 or Edelbrock Raised Runner Open manifold #2932 with Edelbrock #77079 Yates style or #77319 Glidden-Victor II cylinder heads. Part #2832 fits the above combination when used on a 9.2" deck height Ford Windsor engine block and #2833 fits 9.5" deck height Windsor blocks.

**NOTE:** Edelbrock spacer kit #2864 is **REQUIRED** to use the above manifolds and cylinder heads on a 9.5" deck block.

**KIT CONTENTS:**

- |                                                                 |                                              |
|-----------------------------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> 1 Valley Cover Plate                   | <input type="checkbox"/> 5 1/4" Flat Washers |
| <input type="checkbox"/> 5 1/4-20 x 3/4" Socket Head Cap Screws | <input type="checkbox"/> 1 #10 Flat Washer   |
| <input type="checkbox"/> 1 #10-24 x 3/4" Socket Head Cap Screw  |                                              |

**INSTALLATION PROCEDURE**

**NOTES:** The installation method below requires that the end seal surfaces be drilled and tapped for the supplied hardware. Care should be taken to make sure any metal shavings **DO NOT** enter the lifter valley area. Ideally, this should be performed prior to engine assembly by test fitting the cylinder heads and valley plate in order to mark the hole locations, using the valley plate as a guide. After drilling/tapping is complete, then the engine should be cleaned prior to assembly. If the engine is assembled, the valley area, cylinder heads, and any other openings near the end seal area should be masked off and all shavings cleaned away prior to removing the masking material. There are five (5) 1/4-20 holes and one (1) #10-24 hole (See the Valley Cover for location). The #10 is used due to limited end seal surface in this location. Use extra care in drilling this location. Complete the final installation of the valley cover only after the cylinder heads have been installed.

1. Be sure that the mating surfaces of the block and the surface of the cylinder heads that will meet the valley cover are thoroughly clean and free of any oils or debris before installation. Use alcohol or lacquer thinner on a lint-free rag to clean.
2. Apply a continuous, 1/8" bead of automotive RTV silicone sealer to the end sealing surfaces on block and along bottom of the intake flange on the cylinder heads where they will meet the valley cover.
3. Pay special attention to the corners of the cylinder heads where they meet the end seal surfaces (Use a bit more silicone here).
4. Position the valley cover in place on the engine and install the supplied bolts with their corresponding washers.
5. Tighten bolts to 10-12 ft./lbs. (Except the #10-24 bolt. It will only require being snugged down.). Tighten in a crisscross pattern, starting in the center and working your way to the ends.
6. Place the intake manifold in position and torque manifold bolts to 25 ft. lbs., following the factory torque sequence.

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