



VICTOR GN 351-Y MANIFOLD

CATALOG #2960

MODEL: 351 SVO Ford V8

- **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**.
- **MANIFOLD:** This manifold is designed for competition vehicles only! It is not intended to be used on the street as it does not have provisions for chokes, emission pieces, etc. The Victor GN 351-Y is designed for use with Ford SVO aluminum raised port (Yates) cylinder heads only; will not fit standard cast iron Cleveland heads. This manifold fits cylinder blocks with a 9.200" deck height (standard Cleveland) or Windsor blocks modified to this deck height. Manifold has no waterneck housing provision.
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of years, makes and models to be covered, please review each part listed in the Installation Items section of the Edelbrock catalog to decide whether more items are required for your specific vehicle than are mentioned in these instructions.
- **CARBURETOR RECOMMENDATIONS: CAUTION-**Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Holley Double-Pumper Series	None	#8010 and #8011. If required, #8016 and #8101

See Holley catalog for selection guidelines.

#8010- Throttle rod extension kit.

#8011- Ford automatic transmission rod extension kit.

#8016- Ball end stud.

#8101- Braided Steel dual feed fuel line kit.

- **PORT MATCH**—Each intake runner should be matched to the cylinder head port size on all four sides of runner exit. This would be the floor, roof and each sidewall. Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head. This does not include removing material on floor back into the runner from the exit end. It is just a port match. No other modification or material removal is necessary. Hard-roll polishing is acceptable, but substantial amounts of grinding away of manifold material can impair its performance by substantially upsetting air/fuel distribution among cylinders.
- **CARBURETOR SPACERS:** Carburetor spacers offer a convenient method of tuning a manifold to particular engine combinations. Certain cam and head packages like more plenum volume which you can get by using a one- or two-inch open spacer (Edelbrock #8710 or #8712). Open spacers also help a small carburetor by giving the high speed air/fuel mixture exiting the carburetor more length to make the turn into the runners. Four-hole spacers (Edelbrock #8711 or #8713) can be used to increase carburetor signal and/or reduce the effect of reversion on the carburetor. The use of a spacer normally requires slight re-calibration of the carburetor since small losses of fuel signal cause the engine to run somewhat leaner than without the spacer. A simple jet change is typically all that needs to be done.

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

THANK YOU.