



Victor Manifold Catalog #2907
Model: Victor 454-R (Rectangular Port)
Non-EGR
Instructions

- **Please** study these 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**.
- The Victor 454-R 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.
- This manifold will not accept stock EGR (exhaust gas recirculation) equipment. EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements.

• **CARBURETOR RECOMMENDATIONS**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Holley 4500 Series	See Holley catalog for	Use Edelbrock #8717 1" spacer for selection guidelines maximum power where hood clearance permits
Holley Double-Pumper 850 CFM	See Holley catalog for selection guidelines	Use Edelbrock #8716 Carburetor Adapter Plate

• **PORTMATCHING**

Each intake runner should be matched to the cylinder head port size on all four sides of runner exit. This area would include the floor, roof and each sidewall as in the illustration below.

Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head.

Do not radius the roof entry just below the carburetor opening. Radiusing this area will allow excess communication from reversion to the carburetor with some camshafts and, at the same time, will not help incoming flow in the runner.

Do not remove material on floor back into the runner from the exit end. This area is simply a port match. Due to the "as-cast" size of the Victor series manifold runners, very small amounts of material need to be removed to match ports. No other modifications or material removal are necessary. Refer to the illustrations for floor radius. Hard-roll polishing is acceptable, but substantial amounts of grinding away of manifold material can impair the Victor's performance by substantially upsetting air/fuel distribution among cylinders.

Figure A

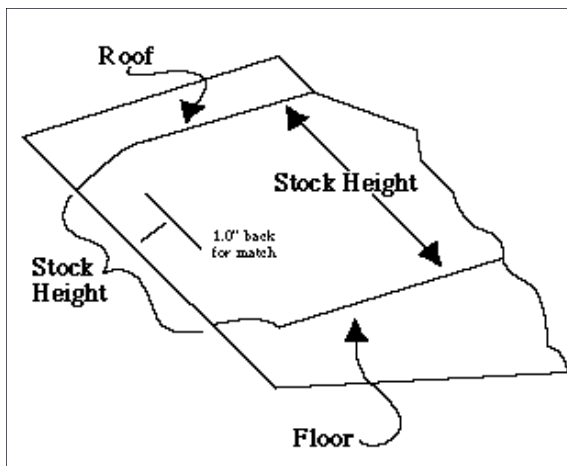


Figure B

