



VICTOR VORTEC EFI INTAKE MANIFOLD
for Small-Block Chevy with Vortec-Style Cylinder Heads
Catalog #29135 & #29136

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.

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

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

DESCRIPTION: The Edelbrock Victor Vortec 29135 EFI intake manifold retains the same features as our 2913 intake manifold, with the addition of machined vertical injector bosses (The injector bosses are located on top of the runners for optimum performance). The 29135 is designed to fit factory 1996 and later Vortec or Vortec type cylinder heads such as Fast Burn or E-Tec for small block Chevrolet engines. The runner design delivers maximum power from 3500-8000 rpm. The 29135 accepts standard square-bore flange throttle bodies. 29135 is an intake manifold only. The 29136 includes a Fuel Rail Kit (See Below).

NOTE: *This manifold is not intended, nor legal, for street use on pollution-controlled vehicles. Furthermore, It is the responsibility of the end-user to verify conformity to any particular racing association's rules regarding manifold dimensions, aligning to a template, etc.*

• **FUEL RAIL KIT CONTENTS (Included with #29136):**

- 2 - Machined fuel rail extrusions (fuel rail ends tapped for 3/8" pipe)
- 4 - Tall version fuel rail bracket stands (2.65" o-ring spacing)
- 4 - Short version fuel rail bracket stands (1.5" o-ring spacing)
- 4 - 1/4-20 x 1/2" Socket head bolts
- 4 - 1/4-20 x 1-1/2" Hex head bolts
- 12 - 1/4" Flat washers
- 4 - 1/4-20 Nyloc Hex nuts

• **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of applications, additional equipment may be required for your specific vehicle than mentioned in these instructions.

MANIFOLD	THROTTLE BODY TYPE	PART NUMBER AND DESCRIPTION
29135	Standard Square-Bore Style Base	P/N 3878 - 1000 CFM With Standard GM/Delphi IAC P/N 38783 - 1000 CFM With MotoTron/Hitachi Linear-Style IAC

NOTE: *Some applications may benefit from the use of a one-inch carburetor spacer under the throttle body, such as Edelbrock #8710. See our Catalog for details. To order a catalog, call (800) FUN-TEAM.*

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

INTAKE MANIFOLD	NOTES	RECOMMENDED GASKET
29135	C	Edelbrock #7235 Port: 1.08" x 2.11", .120" Thickness

C - Does Not Have Embossed Silicone Bead

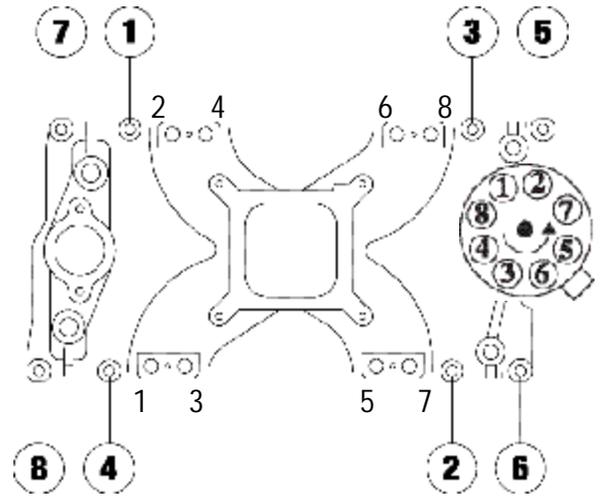
NOTE: To ensure maximum performance and a proper seal, Edelbrock gaskets which are specifically designed and manufactured for use with Edelbrock parts must be used.

- **INJECTOR WARNING:** It is important to select the appropriate electronic injectors for optimum performance. The injectors must not only match the fuel demands of an engine, but they must also meet the electronic commands of the engine control unit (ECU). Once injectors and an ECU is determined, make sure that when installing the injectors onto the manifold, that the o-rings of the injectors create a complete seal to prevent any air or fuel from leaking out. The same precaution should be applied when assembling the injectors to the fuel rails.
- **POWER OPTIONS:** Although this manifold will work with ported factory cast iron heads, we highly recommend the use of our #60979 or 60989 Performer RPM E-Tec cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details. We also recommend port matching the intake manifold .020" smaller than the gasket, or cylinder head, whichever is smaller.

INSTALLATION PROCEDURE

• INTAKE MANIFOLD 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 1 to 11 ft/lbs. While tightening the intake manifold bolts, the distributor should be installed in its proper position. Care should be taken to make sure that the distributor is centered in the hole in the intake manifold and that it can be freely removed and reinstalled after the intake manifold bolts are tightened.



*Figure 1 - Intake Manifold Torque Sequence
Torque Bolts to 11 ft/lbs.
Firing Order 1-8-4-3-6-5-7-2
Turn Distributor Clockwise to Advance Timing*

• FUEL RAIL INSTALLATION (29136 ONLY):

1. Select the appropriate fuel rail brackets (Tall for injectors with 2.65" o-ring spacing, or short for 1.5" o-ring spacing). Attach the four fuel rail brackets to the intake manifold using the four 1/4-20 x 1/2" socket head bolts and four of the 1/4" flat washers.
2. Press your injectors into the intake manifold using a small amount (one or two drops is sufficient) of silicone based o-ring lubricant (such as brake cylinder assembly lube) on the o-rings.
3. Press the fuel rails over the fuel injectors until fully seated.
4. Using a 1/4" flat washer on each side of the fuel rails at each of the four bolt holes, secure the fuel rails to the brackets using the 1/4-20 x 1-1/2" hex head bolts and the 1/4-20 Nyloc hex nuts.
5. Make sure the injectors can still rotate freely in their bores after the fuel rails are installed.

• FINAL CHECKS: After assembling the injectors, fuel rails, support brackets, throttle body, spacer (if needed), gaskets, and air cleaner, check the following:

- Have an assistant depress and release the gas pedal. Check for full open throttle at the throttle body. Check for any possible interference of the throttle with other components. Make sure the throttle can return to closed without binding.
- Check the fit of each injector. They should be able to rotate freely. The O-rings should be fully inside their respective bores.
- If applicable, make sure there will be enough hood clearance after the air cleaner has been installed.
- Activate the fuel pump and fully check the system for any leaks prior to starting the engine.

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