



SUPER VICTOR EFI INTAKE MANIFOLD  
for 9.5" Deck Block (Ford Windsor)  
Catalog #29245 & #29246  
INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new intake manifold. If you have any questions or problems, please call our Technical Hotline at: 1-800-416-8628, 7:00 am - 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at edelbrock@edelbrock.com. Please fill out and mail your warranty card.

- DESCRIPTION: The Edelbrock Super Victor 29245 EFI intake manifold holds all the same qualities as a 2924 manifold, with the addition of machined vertical injector bosses. The bosses are located on top of the runners for optimum port fuel injection. The 2924 manifold was designed for standard 351-W blocks with a deck height of 9.500", which are used in oval track or drag racing engines operating between 4500 and 8000 rpm. The 29245 is an intake manifold only. The 29246 includes Fuel Rail Kit #3620, which may also purchased separately.

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

- 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.

ITEM	NOTES	PART NUMBER AND DESCRIPTION
Throttle Body	Standard Square-Bore Style Base	P/N 3878 - With standard GM/Delphi IAC P/N 38783 - With Mototron/Hitachi Linear Style IAC
Fuel Rail Kit		P/N 3620 - Includes Hold Down Brackets

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.

- Fuel Rail Kit: Edelbrock #3620 - Super Victor 8.2" & 9.5" Ford Fuel Rail Kit

*Kit includes the following:*

- 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 1-1/4" Hex head bolts
- 8 - 1/4" Flat washers
- 4 - 1/4" Lock washers
- 4 - 1/4-20 Hex nuts

- 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 either our #7716 Victor Jr. or our #7721 Victor cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details.
- Gasket Recommendations: Fel-Pro P/N 1262 or equivalent has a port opening 2.10" tall by 1.28" wide (2.66 sq. in. opening area). P/N 1262-R is 2.25" tall by 1.40" wide (3.12" sq. in. opening area) or equivalent.

## INSTALLATION PROCEDURE

1. Fully clean all traces of old gasket material and sealant from all of sealing surfaces. Apply Edelbrock Gasgacinch to both the head intake flange and back of gasket. Let dry and install gasket to head.
  2. 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 and deterioration.
  3. For ease of installation and a cleaner look, we recommend using Edelbrock Manifold Bolt and Washer Kit #8524.
- **Manifold Torque:** On early model factory heads, there is no support underneath manifold boltholes circled 5, 6, 7, and 8. These bolts need to be hand tightened with a short box end wrench being very careful not to damage the manifold. Torque all other bolts in the sequence to 15-18 ft-lbs.
  - **Prep and Tuning for Power:** Optimum cylinder head port opening size should be as close as possible to the size of the gasket being used. Port-match the manifold exits .020" per side smaller than either the gasket being used or the cylinder head port opening, whichever is smaller.
  - **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 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.

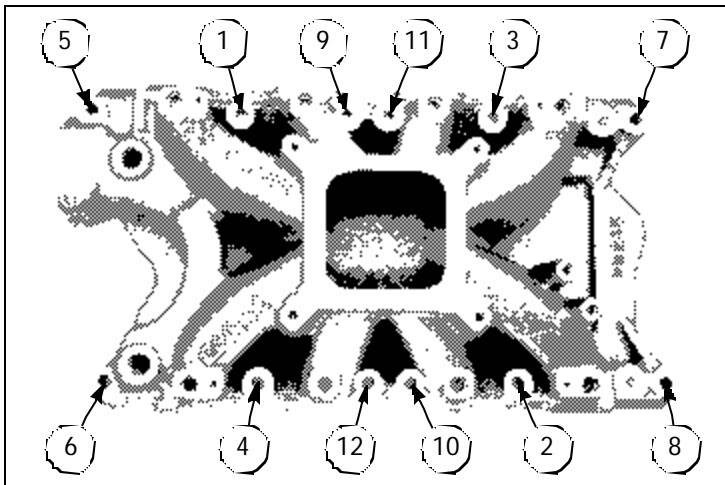


Figure 1 - Bolt Tightening Sequence

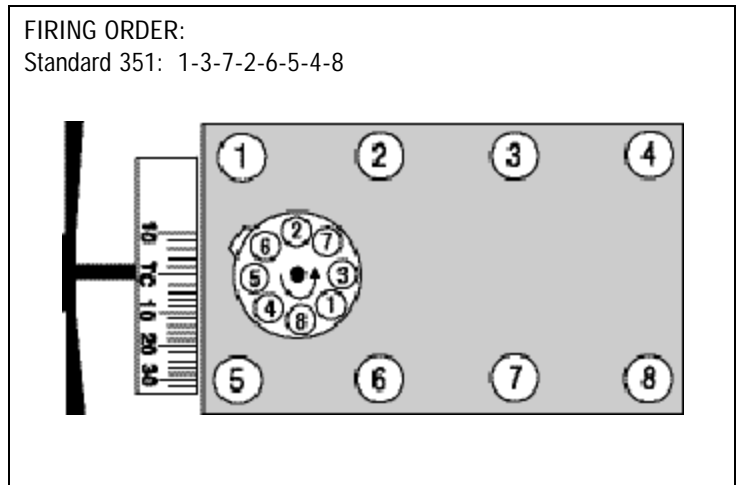


Figure 2 - Firing Order

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