SUPER VICTOR MANIFOLD
CATALOG #2925
MODEL: 302-400 c.i.d. Chevrolet V8
INSTALLATION INSTRUCTIONS

- **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.**
- **EGR SYSTEMS:** 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.
- **MANIFOLD:** These manifolds are designed for competition vehicles only! They are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc. Note that additional coolant outlets (3/8" NPT) are provided at the rear of manifold for custom cooling system plumbing, if desired.
- **IT IS THE RESPONSIBILITY OF THE END USER TO VERIFY CONFORMITY TO A PARTICULAR RACING ASSOCIATION'S RULES REGARDING MANIFOLD DIMENSIONS, FITMENT TO A TEMPLATE, ETC.**
- **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 See Holley catalog for selection guidelines	A, F, I	#8010 and #8012. If required, #8020 and #8101 #8010—Throttle rod extension kit #8012—Throttle or automatic cable extension kit. #8020—Auto trans kickdown lever kit for early Holley Double Pumpers #8101—Braided Steel dual feed fuel line kit.

A-Carburetor will work with non-EGR (exhaust gas recirculation) or pre-emission control system.
F-Use Carb-to-manifold base gasket same year & model as vehicle, unless base gasket is supplied with carburetor.
I-Carburetor has no provision for evaporative canister.

- **MANIFOLD TORQUE—**Torque the manifold bolts to 25 ft./lbs. in small, even steps following the factory recommended torque sequence. If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening. The manifold bolt holes have been slotted .100" up and down to allow the manifold to work with competition engines which may have had the block or heads machined.
  NOTE: With some cast iron cylinder heads, the bottom of the slot may not be sealed by the gasket, resulting in an oil leak from the valley area. If this occurs, just squirt a small amount of RTV silicone sealant into the affected area to seal the leak.
- **INTAKE GASKETS—**Manifold runners as cast fit well with Fel-Pro #1205 intake gaskets. If additional port enlargement is desired, use Fel-Pro #1206 intake gasket or equivalent.
- **INSTALLATION NOTES—**The area of the manifold above each pair of runners has been machined to clear the valve covers when used with most aftermarket (aluminum) cylinder heads, such as Edelbrock Victor Jr. heads #7700. Can be used as reference point for port match. Additional manifold-to-valve cover clearance will be required when manifold is used on most stock type (cast iron) heads. This may be accomplished by using extra-thick valve cover gaskets or by trimming the manifold or valve covers as required.
- **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 per the included illustration. 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. Due to the as-cast size of the Victor Jr. manifold runners, very small amounts of material need to be removed to match ports. No other modification or material removal is necessary. Refer to illustrations for floor radius. 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**—Both engine dynamometer and in-car tests have shown additional torque is available by use of a one-inch high open (not 4-hole) carburetor spacer (#8710 or #8720) on the Super Victor manifold. This 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. If a spread-bore carburetor is to be used, a 1-inch adapter will provide the necessary height increase (if hood space is available).

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

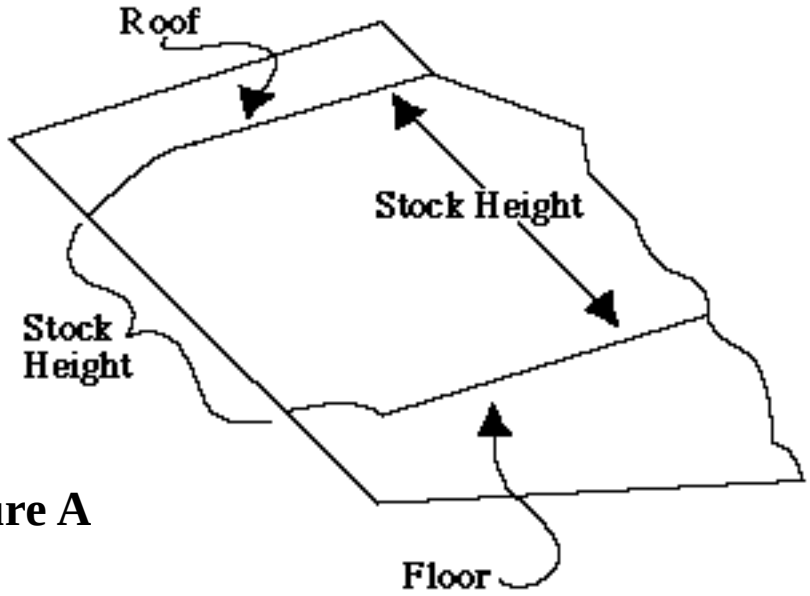

Figure A

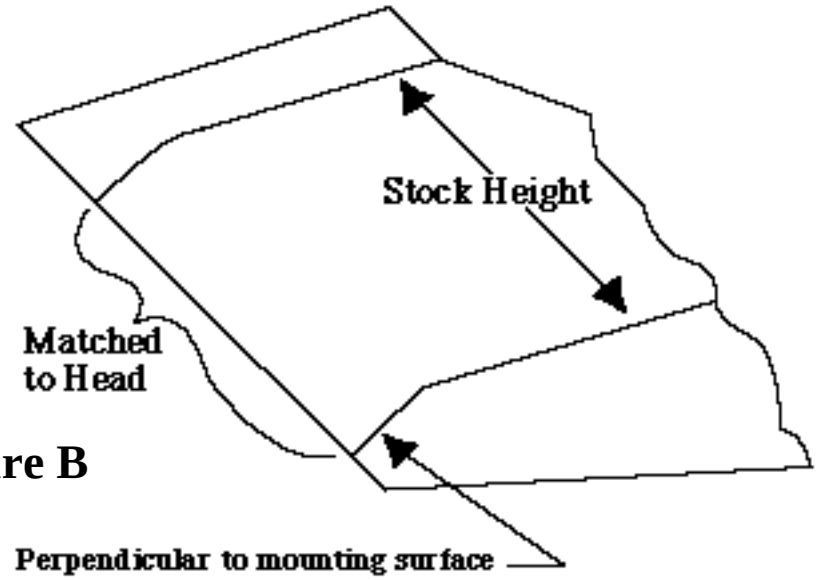

Figure B

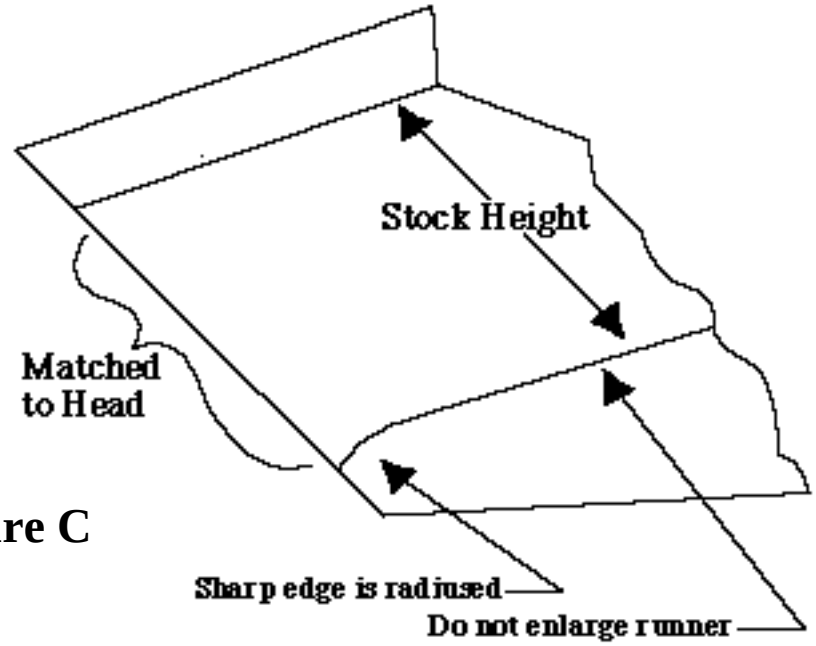

Figure C