VICTOR 18° HIGH-TORQUE
CATALOG #2995
MODEL: 262-400 c.i.d.
Small-block Chevrolet V8
INSTALLATIONINSTRUCTIONS

- **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 NASCAR type racing engines and are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc. The Victor 18° High-Torque #2995 has longer runners and other refinements for improved torque. The Victor 18° High-Torque is designed for use only with GM 18° heads #10134363 or #10134364, which have a unique flange angle. This manifold will not fit any other application. Use Fel-Pro intake manifold gasket set #1277 (.030"), #1278 (.045"), #1282 (1/16"), #1283 (3/32"), or #1288 (1/8").

- **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	A, F, I	#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 all manifold bolts to 25 ft./lbs. following factory recommended torque sequence.

- **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. Due to the as-cast size of the Victor 18° High-Torque, very small amounts of material need to be removed to match ports. Smooth over any sharp edges on the ends of the divider walls in the plenum, but do not alter the length of the divider walls. 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—** Some applications may benefit from a one-inch open carburetor spacer such as Edelbrock #8710. This normally requires slight recalibration 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 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.

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