



BIG VICTOR (SPREAD-PORT) EFI INTAKE MANIFOLDS

For Standard and Tall Deck Big Block Chevrolet

V8s Using Spread-Port Style Cylinder Heads

Part #s 28015, 28025, 28035, 28045, 28055, 28065

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.

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

DESCRIPTION: Big Victor EFI intake manifolds are designed for Big Block Chevrolet engines using spread-port style cylinder heads such as Edelbrock Big Victor, Dart Big Chief, Profiler Raptor or Brodix Big Duke cylinder heads (See *Applications* below for specific descriptions). These intake manifolds are designed for competition applications only. They are not intended to be used on the street as they do not have provisions for chokes, emission components, etc.

NOTE: 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.

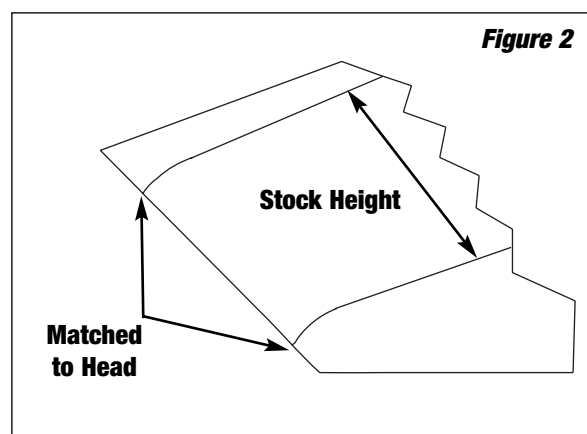
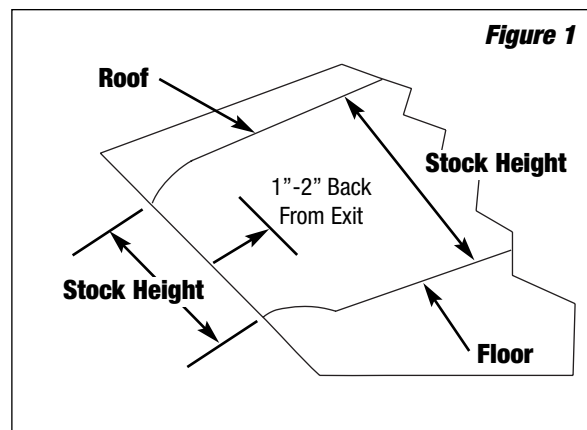
APPLICATIONS: (See table on next page)

28015/28025: Manifolds are designed for use with Dart Big Chief or Profiler Raptor Cylinder heads. #28015 fits standard 9.8" deck height blocks, while #28025 fits tall 10.2" deck height blocks.

28035/28045: Manifolds are designed for use with Edelbrock Big Victor, Dart Big Chief or Profiler Raptor Cylinder heads (Brodix Big Duke Heads will require machining the manifold to fit). #28035 fits standard deck height blocks, while #28045 fits tall deck height blocks. These manifolds are designed with a smaller runner cross section for engine builders looking to hand port the runners for a specific engine combination.

28055/28065: Manifolds are designed for use with Brodix Big Duke cylinder heads. They are similar to #28015/28025, except they feature runner exits more closely matched to the Brodix cylinder head. #28055 is designed for standard deck height blocks, and #28065 is designed for tall deck height blocks.

- **SPACERS:** In some applications, additional torque and horsepower can be achieved by using a one-inch thick, open (not 4-hole) carburetor spacer below the throttle body. Edelbrock spacer #8718 offers a closer match to the semi-cloverleaf opening in the Victor Spread-Port manifold, and #8717 is a standard open, non-cloverleaf spacer. Experimentation with various spacer widths is recommended.
- **PORT MATCH:** Port matching of each intake runner to the cylinder head port size on all four sides of the runner exit is **REQUIRED** for best results. This would be the floor, roof, and each sidewall per the included illustrations (**See Figure 1 and Figure 2**). Port locations and porting technique will vary by manufacturer. More grinding may be necessary on the roof of the port than on the floor, or vice versa, depending on these variables. 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 Spread-Port manifold runners, very small amounts of material need to be removed to match the 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 greatly upsetting air/fuel distribution among cylinders.



- **EFI COMPONENT RECOMMENDATIONS:** Edelbrock manufactures a number of components to support the use of electronic fuel injection on these manifolds. A fuel rail kit machined to fit all spread port manifolds is available as part #3624. The #3624 fuel rails require flat -8 AN fittings, available as Russell #670700. 4500 flange throttle bodies are also available from Edelbrock, capable of flowing either 1600 cfm or 2000 cfm. The Pro-Flo XTR electronic fuel injection management system has been designed for high horsepower racing applications and is well suited for use with spread-port EFI manifolds. Contact our Technical Support line for specific recommendations.
- **INTAKE GASKETS:** Manifold runners will work with Fel-Pro #1298 intake gaskets, though some trimming will be required. The gasket match to the ports and bolt holes may vary, and should be adjusted for best fit to the ports.
- **END SEAL CLEARANCE:** Due to varying deck heights and/or valley widths, either from decking the block or milling the cylinder heads, the end seal clearance should be checked. Lay the manifold on the engine with gaskets in place, and measure the clearance. There should be a minimum of .060" between the block surface and the end seal surface of the manifold. You may need to machine the manifold flanges or end seal surface to achieve optimum clearance.

INSTALLATION PROCEDURE

1. Make sure the cylinder head intake flanges and the engine block end seal surfaces are fully cleaned prior to installation.
2. Apply Edelbrock Gasgacinch sealant PN 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
3. 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.
4. Install the intake manifold and hold-down bolts. Torque the manifold bolts to 25 ft/lbs in small, even steps, following the factory recommended torque sequence **(See Figure 3)**. If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening.

NOTE: Check bolt clearance near the water crossover. Minimal clearancing of the water crossover may be required for socket or wrench clearance with a standard hex bolt.

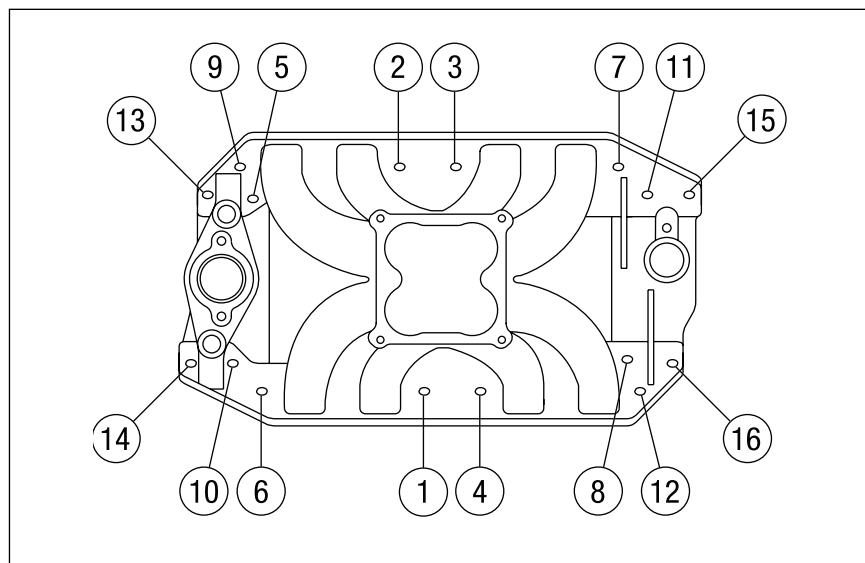


Figure 3 - Manifold Bolt Torque Sequence
Torque Bolts to 25 ft/lbs.

CYLINDER HEAD TO INTAKE MANIFOLD REFERENCE TABLE

Part Number	Fuel Delivery	Deck Height	Compatible Heads
2801	Carb	9.8"	Victor, Chief, Raptor
28015	EFI	9.8"	Victor, Chief, Raptor
2802	Carb	10.2"	Victor, Chief, Raptor
28025	EFI	10.2"	Victor, Chief, Raptor
2803*	Carb	9.8"	Victor, Chief, Raptor
28035*	EFI	9.8"	Victor, Chief, Raptor
2804*	Carb	10.2"	Victor, Chief, Raptor
28045*	EFI	10.2"	Victor, Chief, Raptor
2805	Carb	9.8"	Duke
28055	EFI	9.8"	Duke
2806	Carb	10.2"	Duke
28065	EFI	10.2"	Duke

***NOTE:** The runners and port exits of these manifolds have been left deliberately undersized to allow engine builders to shape them to match their specific engine combination. They are not intended to be run directly out of the box.

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