



VICTOR JR. AND VICTOR 24° CYLINDER HEADS

For Big Block Chevrolet

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.

Cylinder Heads	Part Number	Chamber Volume	Bare	Complete For Hydraulic Flat Tappet Cam	Complete For Hydraulic Roller Cam	Mechanical Roller Cam
Victor Jr. 24° - 300cc	77459	118cc		X		X
	77469	118cc	X			
	77475	118cc			X	
	77479	118cc		X		
	77485	106cc			X	
	77489	106cc		X		
Victor 24° - 340cc	77409	119cc				X
	77419	119cc	X			
	77425	119cc			X	
	77429	119cc		X		

DESCRIPTION: Victor Jr. 24° and Victor 24° Cylinder Heads are designed for big-block Chevrolet competition engines in high RPM or large displacement applications using rectangular port heads. Rectangular intake ports are raised .100" and exhaust ports are raised .750" for greatly improved flow paths and more power. 118cc open-style combustion chambers facilitate high compression ratios and rocker stud bosses are reinforced for valve train stability. For maximum head gasket retention, these heads include two auxiliary head bolt holes (**Note: Not all blocks have bosses in the lifter valley for these bolts. These bolt holes must be plugged off if not in use.**) These heads will accommodate all standard location rectangular port Victor series intake manifolds. These heads will also fit all 1965 and later big block Chevrolet blocks. The valve seats and valve guides have been machined for recommended valve sizes and will need final clearances to be checked by the engine builder. The exhaust ports are 128cc (129cc on Victor Jr.), and are raised .750" for better flow. We recommend Edelbrock intake #2917 for a matched port intake. Complete heads include 2.30" intake and 1.90" exhaust valves and are ready to install right out of the box. Bare heads will require final machining to match the valves you will be using.

IMPORTANT: Victor 24° heads are designed for a 4.470" bore or larger while Victor Jr. 24° heads require a 4.310" or larger bore. Intake valves should measure 5.600" or longer and exhaust valves should measure at least 5.500" in length. The unique valve locations and angles require Edelbrock guide plate #38-6067 for proper valve train geometry, and also require stud girdles #7796 (For Victor 24° Heads) or #7797 (For Victor Jr. 24° Heads).

BEFORE BEGINNING INSTALLATION

IMPORTANT NOTES: READ BEFORE BEGINNING INSTALLATION!

For a successful installation, Victor 24° Cylinder Heads require some components other than original equipment parts. To complete your installation, you will need the following items:

- Head gaskets; Fel-Pro #1017-1 (454 CID), or #1047 (502 CID) (See "Installation Procedure" for details)
- Intake manifold gaskets; Fel-Pro #1211, 1275, or equivalent.
- Exhaust gaskets; Fel-Pro #1411, 1412, or equivalent.
- Valve cover gaskets; OEM O-Ring style or Edelbrock #7580 (Depending on valve cover type used; see "Accessories")
- Edelbrock head bolt kit #8554 or studs (see "Accessories")
- 14mm x 3/4" reach x 5/8" hex, gasketed spark plugs (heat range to be determined by specific application)
- Adjustable rocker arm assembly. Cylinder head is designed to accept aftermarket stud-mounted roller rocker arms or shaft-mounted rocker arms such as Jesel or T&D. Always check rocker-to-valve spring and rocker to valve cover clearance before final assembly.
- Pushrods; Use hardened pushrods compatible with guideplates and with your adjustable rocker arm assembly (8.200" intake, 8.500" exhaust recommended - See "Accessories" section for details).

CHECKING ENGINE CLEARANCES: As with any competition engine build, prior to installation it is highly recommended that valve-to-piston clearances are checked and corrected to minimum specs, if necessary. Minimum intake valve clearance should be .080". Minimum exhaust valve clearance should be .110". The point of minimum intake valve to piston clearance will usually occur somewhere between 5° and 20° After Top Dead Center during valve overlap. The point of minimum exhaust valve to piston clearance will usually occur 20° to 5° Before Top Dead Center during valve overlap. Victor 24° cylinder heads should be compatible with most aftermarket pistons depending upon the valves selected for your application. Some applications may require custom machining (valve notching) of your pistons. Also make sure there is adequate clearance between the valves and the cylinder wall, as well as the rocker arms to the valve cover and the rocker arm to the valve cover rail (intake only).

ROCKER ARM GEOMETRY: Rocker arm geometry should be checked, making sure that the contact point of the roller (or pad on a stock type rocker arm) remains properly on the valve tip and does not roll off the edge. Visual inspection of the rockers, valve springs, retainers, and pushrods should be made to ensure that these components come into improper contact with each other. If problems with valve train geometry occur, changes such as pushrod length may have to be made.

ACCESSORIES

We highly recommend that premium quality hardware be used with your new heads.

- **HEAD BOLTS OR STUDS:** High quality head studs or head bolts with hardened washers must be used to prevent galling of the aluminum bolt bosses. Edelbrock Head Bolt Kit #8554 can be used on all 1965 and later big-block Chevrolet engine blocks. The head bolt boss heights and required bolt lengths are listed in the "Specifications" section on Page 3. **See Figure 1** for the cylinder head bolt tightening sequence. Bolt threads, underside of bolt heads, and washers should be lubricated with an oil/moly mix prior to installation and torquing. Apply liquid Teflon PST or suitable thread sealant on any bolt threads that go into coolant passages.

NOTE: The bolt bosses adjacent to the exhaust port exits (position 2, 7, 8, & 15), require a 5.50" long bolt. These bosses have been raised to provide more material thickness between the head bolt boss counterbore and the exhaust port wall. Many of the other head bolt boss heights have also been adjusted to prevent head bolt bottoming in Mark IV, Mark V, and Gen VI engine blocks. Bolt length on positions 13 & 16 must be carefully checked. It is likely that the bolts will need to be shortened by one to two threads to prevent bottoming out on blocks with blind bolt holes.

- **ROCKER ARMS, PUSHRODS, AND GUIDEPLATES:**

Shaft-Style Rocker Arms: When using Shaft-Style rocker arms, Edelbrock recommends the use of Jesel or T&D rocker arms.

Screw-In Stud Rocker Arms: When using screw-in studs, aftermarket, roller rocker arms must be used. The exhaust rocker stud bosses are made with extra long thread inserts and hole depth to allow exhaust rocker studs with extra long installation thread length to improve rocker stud durability. Select the appropriate rocker arms and rocker studs for your application.

Pushrods: 8.200" intake and 8.500" exhaust pushrods should be used. Length determined with a stock block deck height, valve length (5.6" int., 5.5" exh.), stud mounted roller rocker arms, and an Edelbrock hydraulic roller camshaft (stock base circle diameter). Racing camshafts or non-roller applications will require determining proper length using an adjustable pushrod, and measuring the pushrod after adjusting to the proper length. Hardened pushrods must be used when using stud mounted rocker arms and guideplates.

Guideplates: Guideplates must be used when using screw-in stud, roller rocker arms. Use Edelbrock part #38-6067 guideplates.

- **VALVES AND VALVESPRINGS:** Edelbrock Victor 24° cylinder heads will accept 2.19"-2.30" (maximum) diameter intake valves and 1.88"-1.94" (maximum) diameter exhaust valves. Valves should have a 11/32" stem diameter. Use 5.600" long intake and 5.500" long exhaust valves (or longer as necessary for proper valve spring installed height). These cylinder heads feature a 1.750" valve spring pocket diameter. Use valve springs recommended by your cam manufacturer. Cylinder heads 77409 and 77459 are complete heads that include valve springs and titanium retainers that allow valve lifts up to .880", while cylinder heads 77425, 77429, 77475, 77479, 77485 and 77489 include valve springs and stainless steel retainers that allow lifts up to .700". Complete heads include 2.30" intake and 1.90" exhaust valves.
- **INTAKE MANIFOLD:** Edelbrock Victor 24° cylinder heads are matched in size and operating range with Edelbrock Victor series intake manifolds. Additionally, any manifold that matches Fel-Pro gasket #1211, 1275, or equivalent may be used. Rectangular port intake manifolds may be used as is, or port matched to the cylinder head for optimum performance.
- **EXHAUST HEADERS:** Any header designed for original equipment heads will fit the Edelbrock Victor 24° cylinder head. Fel-Pro exhaust gaskets #1411, 1412, or equivalent are recommended. It is recommended to check clearance between the exhaust flange and the head bolt relief. Also check in-car fitment, as these ports are raised from the stock location.
- **VALVE COVERS:** The valve cover flange is designed to work with Mark V and Gen VI style valve covers with an o-ring seal valve cover gasket, as well as Mark IV type valve covers. Mark IV style, Edelbrock Signature Series #4680, or Elite Series #4280 are recommended.
- **SPARK PLUGS:** Use 14mm x 3/4" reach gasketed spark plugs with a 5/8" hex. Heat range for competition engines will vary by application. Use anti-seize compound on the plug threads to prevent galling in the cylinder head, and torque to the spark plug manufacturers specification for aluminum heads; usually 10 ft./lbs. **DO NOT OVERTIGHTEN!**

