SUPER VICTOR 351-W INTAKE MANIFOLD
For 351 c.i.d. Ford V8 (Windsor)
Catalog #2924 & #2828
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 or e-mail us at **Edelbrock@Edelbrock.com**.

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

DESCRIPTION: These manifolds are designed for competition vehicles only and are not intended to be used on the street as they do not have any provisions for chokes, emission equipment, etc. They are designed for standard 351W blocks with a deck height of 9.500" which are commonly used in oval track or drag racing engines operating above 5,000 rpm. Although these manifolds can be used with ported factory cast iron 351-W heads, aftermarket aluminum heads are recommended. Edelbrock Victor heads #77219 will provide the best overall performance, and Victor Jr. heads #77169 will also work well.

CARBURETOR RECOMMENDATIONS: Super Victor intake #2924 should be matched with an appropriate 4150 flange racing carburetor. Glidden Victor intake #2828 should use a 4500 flange (Dominator) carburetor. Consult your carburetor manufacturer to determine the appropriate CFM rating for your application.

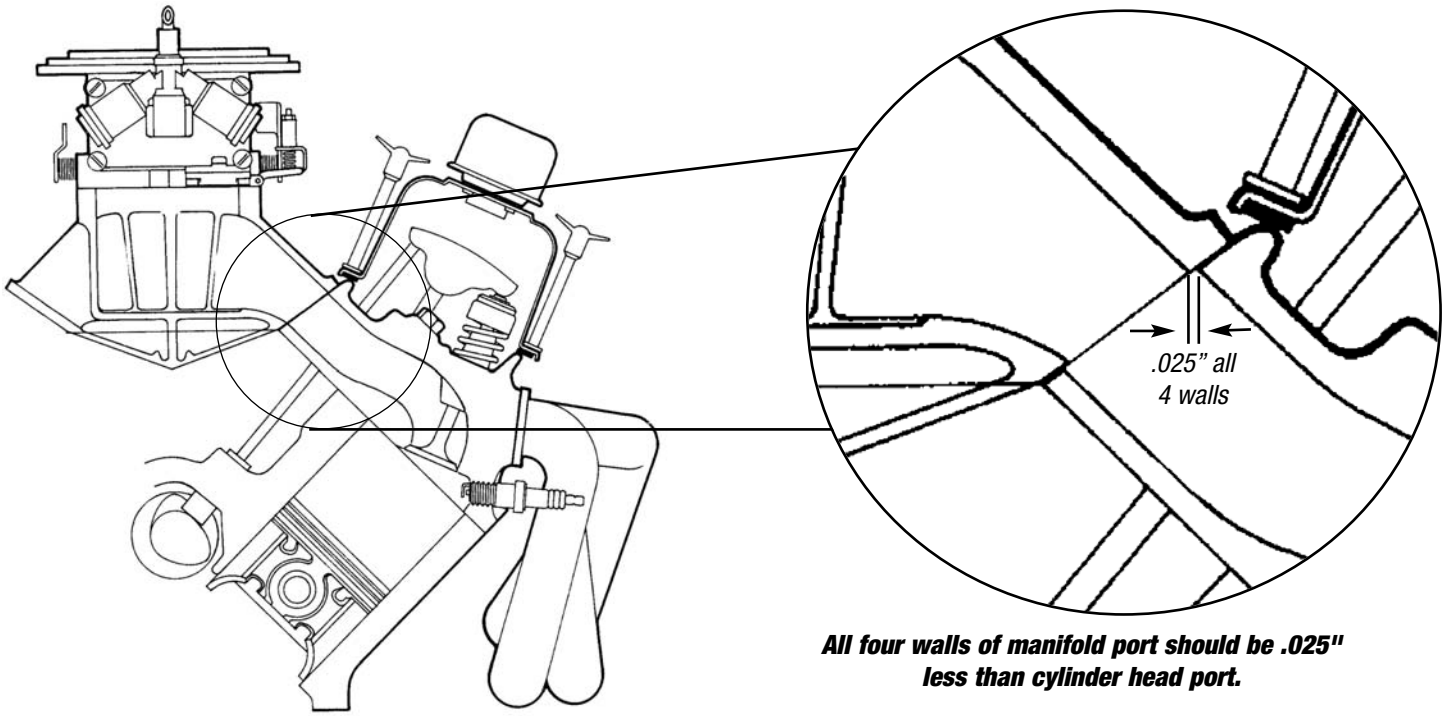
PORT MATCH - Each intake runner should be matched to the cylinder head port size on all four sides of runner exit. This would be the floor, roof and each sidewall per the included illustration. Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head. Due to the as-cast size of the Super Victor 351W, 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 - Carburetor spacers offer a convenient method of tuning a manifold to particular engine combinations. Certain cam and head packages like more plenum volume which you can get by using a one- or two-inch open spacer (4500 flange uses #8717 or #8718; 4150 flange uses #8711 or #8712). Open spacers also help a small carburetor by giving the high speed air/fuel mixture exiting the carburetor more length to make the turn into the runners. Four-hole spacers can be used to increase carburetor signal and/or reduce the effect of reversion on the carburetor. The use of a spacer 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.

SPECIAL NOTE: An MSD #8578 distributor must be used with Super Victor manifold #2924 in order to clear the front water crossover. The Glidden Victor manifold #2828 is compatible with a much wider variety of distributors due to the absence of a front water crossover. Raised bosses have been provided at each corner to allow for plumbing an external thermostat, if needed.

NITROUS PLATE RECOMMENDATIONS: The front and rear lobes inside the carb pad on the #2828 manifold may be removed if they will interfere with nitrous plate spray patterns..

PORTMATCH DETAIL



All four walls of manifold port should be .025" less than cylinder head port.

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