

PLEASE study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions, do not hesitate to contact 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 warranty and may result in poor performance and engine or vehicle damage.

MANIFOLD: These manifolds are designed for competition vehicles only and are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc. Designed for Ford 429/460 competition engines using stock cast iron, Cobra-Jet cast iron or SVO Cobra-Jet aluminum (M-6049-A429) cylinder heads. Two versions available; #2966 uses standard flange, 850 cfm carburetors and #2965 is for 4500 series carburetors. Port exit size at cylinder head is 2.16" x 1.88" with enough extra material to open it up to the cast iron Cobra-Jet heads. The Victor 460 manifolds will not fit late-model production cylinder heads (1988 and later). *Standard cast iron 460 heads will require port matching to fit manifold.* Both models suitable for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.) , marine or any application requiring maximum power up to 8000 rpm.

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 See Holley catalog for selection guidelines.	A, F, I	#8011- Auto transmission rod extension kit #8016- Ball end stud for Ford Holley carbs #8101- Braided Steel dual feed fuel line kit

A- Carburetor will work with non-EGR (exhaust gas recirculation) or pre-emission control system.

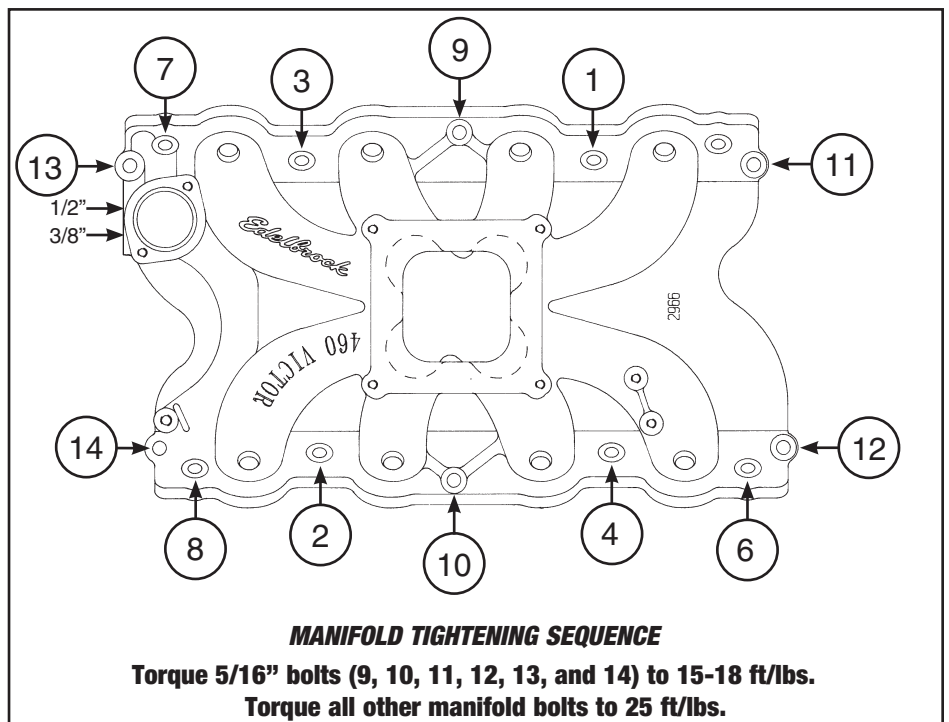
F- Use Carb-to-manifold base gasket supplied with carburetor.

I- Carburetor has no provision for evaporative canister.

INTAKE GASKET - Use Fel-Pro intake gasket #1231 or equivalent.

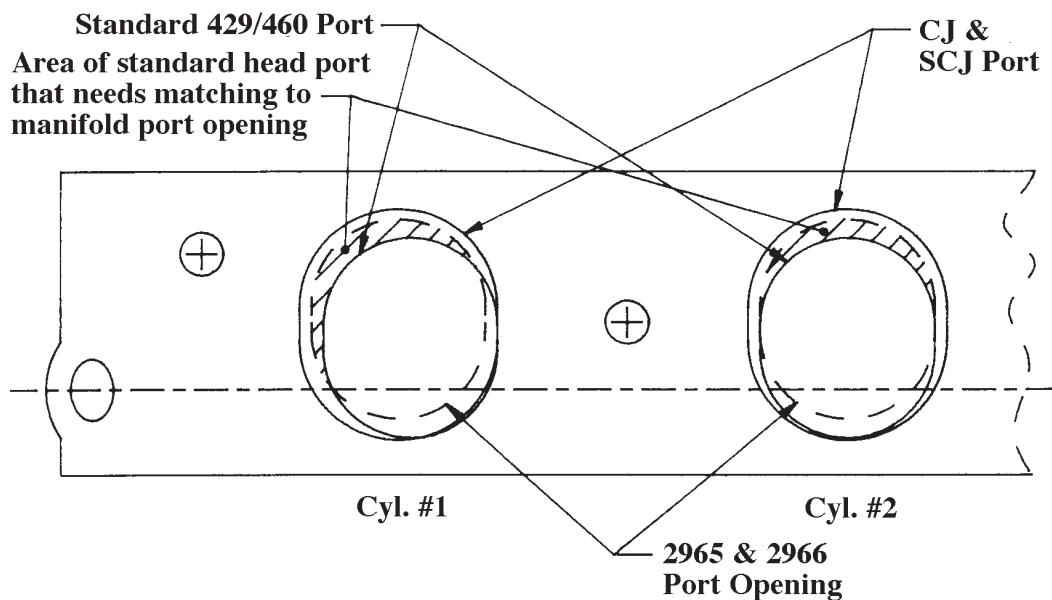
CARBURETOR SPACERS - Some applications may benefit from a one-inch open carburetor spacer such as Edelbrock #8710 (standard flange carburetors with #2966) or #8718 (cloverleaf spacer for 4500 series carburetors with #2965). This normally requires slight re-calibration of the carburetor since small losses 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.

COOLANT FITTING - A brass fitting has been included to allow the use of a standard bypass hose between the manifold and the water pump. Coat the threads of the fitting with a light layer of teflon paste, then thread the fitting into the manifold. It can be tightened down by inserting a 3/8" Allen tool into the open end.



ENGINEERING RECOMMENDATIONS: 460 FORD VICTOR INTAKE MANIFOLDS #2965 & #2966

1. Cobra Jet style intake manifold gaskets are required, even if standard 429/460 cylinder heads are used. The recommended gasket is Fel-Pro #1231. Silicone sealer should be used to seal the manifold ends rather than the usually supplied cork end seals.
2. The intake manifold port exit is positioned for the aluminum Cobra Jet cylinder head (SVO p/n M-6049-A429) and the original cast iron 429 Cobra Jet and SCJ heads. **If this intake manifold is installed on standard 429/460 cylinder heads, the cylinder head port entries must be port matched as shown in the accompanying figure (below).** The intake manifold port exit position chosen was the compromise that gave the best performance for all the intended applications.
3. For optimum performance, several simple mods can be done to the intake manifold. Dyno testing on a 515 c.i.d. test engine showed small gains be adding a 1-inch tall open carb spacer. On the #2965 manifold spacer #8718 must be used due its unique shape. Manifold #2966 may use a standard 1-inch carb spacer such as Edelbrock #8710. On either manifold, it is helpful to remove any flash or sharp edges on the divider walls in the plenum. The radius on the divider should be as large as possible and should never be sharpened to a knife edge as this is harmful to air flow.
4. As can be seen in the accompanying figure, the intake manifold port exit is smaller in area than the area of the Cobra Jet head port entry. Some inquiries have been made as to why the manifold runner is not as large as the head. Manifold runner areas are chosen to provide optimum performance for a given application. Too large an area can be detrimental to performance. Increasing the runner size of this manifold is not recommended unless testing for your specific application shows a performance benefit.



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