



INSTALLATION INSTRUCTIONS

Victor Big Block Chevy Race Heads

For 1965 & Later Big Block Chevrolet V8s

Catalog #7760 (Bare As Cast) & 7765 (CNC Bare)

- **Please** study these instructions carefully before installing your new cylinder heads. If you have any questions or problems, 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 NOTES:** These heads have intake valve spring pockets that are raised .400". The extra thick valve spring pocket can be machined .200". Intake valves +.200" - + .400" longer are required depending on valve springs and rocker arm geometry. The valve guides and seats are installed and require final sizing and a valve job to match valves. The valve cover rails have been raised .250" to reduce valve cover leaks while using the standard big block Chevy valve covers.

- **DESCRIPTION:** For big block Chevy 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. 115cc open-style combustion chambers facilitate high-compression ratios and reinforced rockers stud bosses for valve train stability. For maximum head gasket retention, these heads include two auxiliary head boltholes. These heads will accommodate all standard location rectangular port Victor series intake manifolds. These heads will also fit all 1965 and later big block Chevy blocks. # 7765 along with the benefits listed above is fully CNC-machined at the entry and from the bowl area to the seat with 130cc combustion chambers and standard location 375cc intake ports. The valve seats and valve guides have been machined for recommended valve sizes and will need final clearances to be checked by engine builder. The exhaust ports are 146cc and are raised .750" for better flow. CNC-ported throughout by Mike Chapman Racing for outstanding flow. We recommend Edelbrock intake #2917 for a matched port intake.

- **ACCESSORIES & INSTALLATION ITEMS:** We highly recommend that premium quality hardware be used with your new heads. See our catalog for details. **To order a catalog, call (800) FUN-TEAM.**

Head Bolts: High quality head bolts or head studs with hardened washers must be used to prevent galling of the aluminum bolt bosses. Edelbrock Head Bolt Kit #8554 can be used with all 1965 and later big block Chevy engine blocks. The head bolt boss heights and required bolt lengths are listed in Figure 1 along with the head bolt tightening sequence. The bolt bosses adjacent to the exhaust port exits, (position 2, 7, 8, 15 fig. 1), require a 5.50" long head 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 been also adjusted to prevent head bolt bottoming in Mark IV, Gen V and Gen VI engine blocks.

Shaft Style Rockers: When using shaft style rocker, Edelbrock recommends the use of Jesel or T&D rocker assemblies.

Screw in Stud Rockers: The exhaust rocker studs 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. Rocker stud length will vary according to rocker arm geometry. Generally, a standard length stud on intake side and a longer length on the exhaust side depending on pushrod length and valve spring heights.

Guideplates: Due to variance of Guide plates it maybe necessary to clearance the guide plates to cylinder heads

Rocker Arms: Aftermarket roller rocker must be used for this cylinder head when using screw in studs.

Valve Covers: The valve cover flange is designed to work with Gen V and Gen VI style valve covers with an o-ring seal valve cover gasket as well as Mark IV type valve covers. Use Edelbrock Signature Series chrome valve covers #4680 or Elite Series polished aluminum valve covers #4280.

Intake manifolds: Edelbrock Race 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 same configuration as the cylinder heads for optimum performance.

Exhaust Headers: Any header or manifold designed for original equipment heads will fit the Edelbrock Race Cylinder Heads. Fel-Pro exhaust gaskets #1411, #1412 or equivalent are recommended for this application. It is recommend to check proper clearance between exhaust flange and head bolt relief.

Spark plugs: Use 14mm x 3/4" reach gasketed spark plugs. Heat range for competition applications will vary Champion "C" series or equivalent which are 1/4" shorter than "N" series plugs. **Use anti-seize on the plug threads to prevent galling in the cylinder head, and torque to 10 ft./lbs. Do not overtighten spark plugs!**

- **INSTALLATION:** Installation is the same as for original equipment cylinder heads. Consult service manual for specific procedures, if necessary. For 454 and small Mark IV engines, use Fel-pro head gasket #1017-1 or equivalent. For 502 c.i.d. Gen V and Gen VI engines, use Fel-Pro head gasket #1047 or equivalent. Be sure that the surface of the block and the surface of the head are thoroughly cleaned to remove any oily film before installation. Use alcohol or lacquer thinner on a lint-free rag to clean. Apply liquid Teflon PST or suitable thread sealer to head bolt threads. Torque Head bolts to 70 ft./lbs. in three steps following the factory tightening sequence (see Figure 1). A re-torque is recommended after initial start-up and cool down (allow 23 hours for adequate cooling). **Prior to starting the engine, check the following: 1) Piston to valve clearance, and 2) Proper lifter adjustment and rocker arm geometry.**

▪ **SPECIFICATIONS:**

PN 7760

Head Bolt Torque:	70 ft./lbs.
Rocker Stud Torque:	45 ft./lbs.
Combustion Chamber Volume:	115 cc
Deck Thickness:	9/16"
Valve Seats:	Hardened, interlocking, compatible with any fuel
Recommended Valve Sizes:	Intake - 2.19"-2.30" (maximum), Exhaust - 1.88"-1.94" (maximum)
Recommended Valve Length:	Intake - stock length or longer-than-stock as required for proper installed height of valve spring used
Valve Stem Diameter:	11/32"
Valve Spring Pocket Diameter:	1.650"

PN 7765

Head Bolt Torque:	70 ft./lbs.
Rocker Stud Torque:	45 ft./lbs.
Combustion Chamber Volume:	130cc
Deck Thickness:	9/16"
Valve Seats:	Hardened, interlocking, compatible with any fuel
Recommended Valve Sizes:	Intake - 2.30" (#9361 +.400"), Exhaust - 1.90" (#9363 +.100")
Recommended Valve Length:	Intake - stock length or longer-than-stock as required for proper installed height of valve spring used
Valve Stem Diameter:	11/32"
Valve Spring Pocket Diameter:	1.650"

- PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part # _____" space. THANK YOU.

Letter	Boss Height	Recommended Bolt Length	Qty.
A	3.38"	4.19"	6
B	3.38"	4.50"	2
C	4.69"	5.50"	4
D	1.38"	2.19"	4

