



VICTOR INTAKE MANIFOLD

For Oval Port Big Block Chevy V8 Engines (Non-EGR)
Part #2909

INSTALLATION INSTRUCTIONS

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 am - 5 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.

DESCRIPTION: These manifolds are designed for competition vehicles only! They are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc.

CARBURETOR RECOMMENDATIONS: Use a 4500 flange carburetor that is appropriate for the displacement and performance level of your engine.

MANIFOLD TORQUE: Torque the manifold bolts to 25 ft./lbs. in small, even steps following the factory recommended torque sequence. If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening.

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. Do not radius the roof entry just below the carburetor opening. Radiusing this area will allow excess communication from reversion to the carburetor with some camshafts and, at the same time, will not help incoming flow in the runner. Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head. This does not include removing material on floor back into the runner from the exit end. It is just a port match. 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.

Figure A

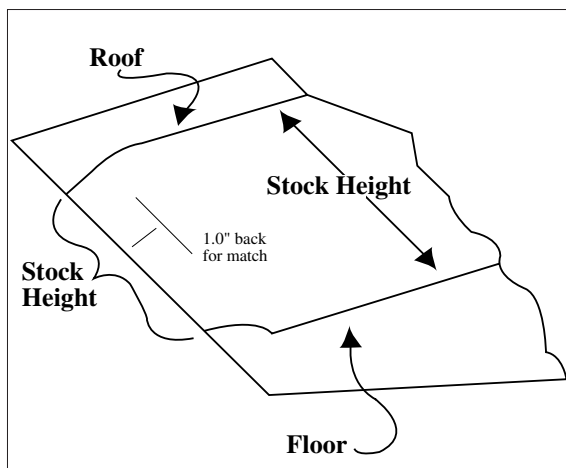
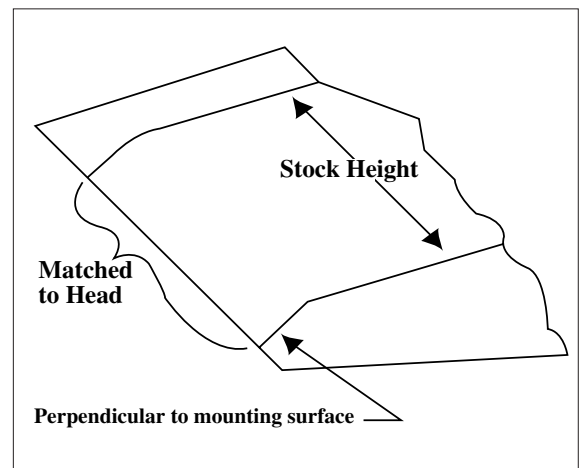


Figure B



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