



# VICTOR JR SINGLE PLANE INTAKE MANIFOLD

## For 304-400 Holden V8 w/ VN Style Heads

### Part Number: 2894 CARB, 28945 EFI

## 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: 0011-1-310-781-2222**, 7:00 am - 5:00 pm, US 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.**

**DESCRIPTION:** This manifold is designed specifically for carbureted (2894) and electronic fuel injection (28945) applications utilizing 1988-1998 Holden VN cylinder heads. It is ideal for people using either late style heads on early engine blocks, or those swapping late model engines into early cars. The water crossover is machined for a standard Small-Block Chevy water neck. The manifold delivers excellent torque and horsepower gains on 355+ cid applications from 3500-7500 RPM.

**ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. See our catalog for details. **To order a catalog, visit [www.edelbrock.com](http://www.edelbrock.com).**

- **EGR SYSTEMS:** Intake manifold will not accept stock EGR (Exhaust Gas Recirculation) equipment. EGR systems are used on most 1972 and later model vehicles. Check local laws for requirements.
- **CARBURETOR RECOMMENDATIONS:** 600 CFM carburetors are generally recommended for smaller displacement applications. Larger displacement applications should use 750-800 CFM carburetors. Please visit [www.edelbrock.com](http://www.edelbrock.com) for a complete listing of carburetors best suited for your application.

**NOTES:** Carburetor size (CFM) should be selected based on your specific engine combination. Consult your engine builder or contact our Technical Hotline at: 0011-1-310-781-2222 for assistance. Carburetors require a #8008 or #8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details). If a manual choke Performer Series Carburetor is used and electric choke is desired later on, Performer Series carburetors can be converted to electric choke using Electric Choke Kit #1478. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke.

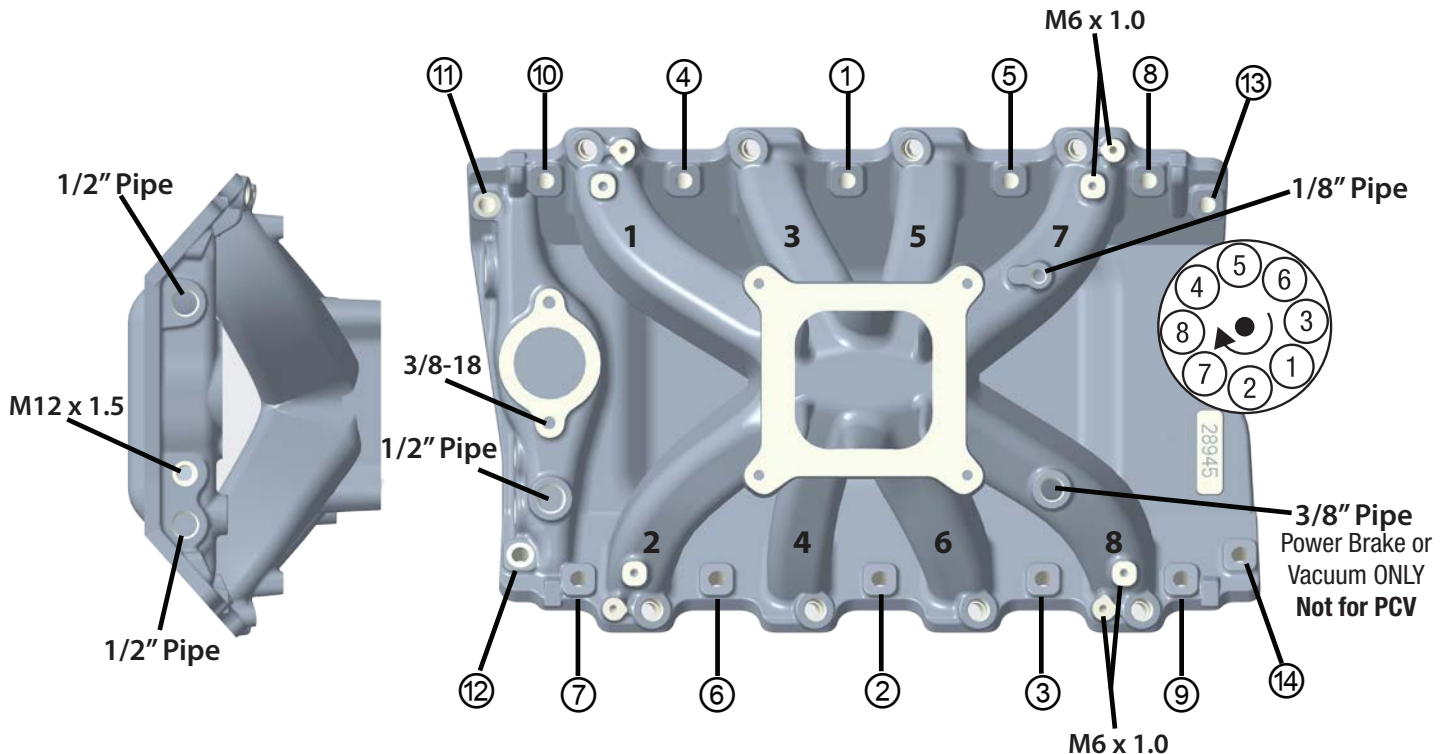
- **FUEL RAILS** Use Edelbrock Fuel Rail Kit #3504 (sold separately)
- **THROTTLE BRACKETS:** The throttle and kickdown bracket on some vehicles may require modification to fit. When using Edelbrock carburetors, use #1493 or 1847 throttle plate kit to line up the stock throttle bracket to the Edelbrock carburetor throttle lever.
- **GASKETS:** Do not use competition-style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
2894 / 28945	(None)	Edelbrock #7266 Port: 1.24" W x 2.09" H, .060 Thickness
<b>NOTE: To ensure maximum performance and a proper seal, Edelbrock gaskets which are specifically designed and manufactured for use with Edelbrock parts should be used.</b>		

- **CAMSHAFT AND HEADERS:** Victor Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 3500-7500 rpm range. Header primary tube diameter should be at least 1-3/4".
- **PREP AND TUNING FOR POWER:**
  1. Due to design, the fuel / air mixture and cylinder charging is very efficient with the Victor manifold. Generally speaking, the stock jetting for a Performer Series or Thunder Series carburetor will not need changing. Specific applications may show an increase in power by tuning the fuel mixture.
  2. Aftermarket distributor curve kits may be used with Victor series manifolds.
  3. Use modified or high performance cylinder heads such as our Performer RPM PN 61389. (Standard flat-tappet springs), or #61385 (with EFI tunnels and hydraulic roller capable springs).
  4. The compression ratio should be at least 9.5 to 1 to work properly with most camshafts designed for use in the 3500-7500 rpm range.

## INSTALLATION PROCEDURE

1. Use only recommended intake gaskets set when installing this intake manifold.
2. Clean the cylinder head intake flanges and the engine block end seal surfaces.
3. Apply Edelbrock Gasgacinch sealant P/N 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
4. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a 1/4" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.
5. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown below.



### ***Holden VN Manifold Torque Sequence***

***Torque Bolts in 2-3 Steps to 25 ft/lbs.***

***Firing Order: 1-2-7-8-4-5-6-3***

***Turn Distributor Counter- Clockwise to Advance Ignition Timing***



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