



INSTALLATION INSTRUCTIONS

Super Victor Race Manifold for 8.2" Deck Blocks

For Ford Windsor Engines

Part #2928

Please study these instructions carefully before installing your new intake manifold. 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.

DESCRIPTION: The Edelbrock Super Victor 2928 racing intake manifold is designed for ultra-high output 8.2" (302cid) deck-height based racing engines. Its runners have been enlarged substantially as compared to the standard P/N 2921 Victor Jr, to make it compatible with stroker applications up to 347 C.I. The manifold has provisions for late model water neck and throttle brackets. **This manifold is neither intended nor legal for street use.**

MANIFOLD FEATURES:

- Single plane design
- Standard Square bore carburetor pad
- Drilled and tapped throttle bracket bosses
- Rear cooling water bosses (not drilled)
- Nitrous bosses (not drilled)

MANIFOLD SPECIFICATIONS:

- The carburetor pad is $\frac{3}{4}$ " taller than our Victor Jr. 2921
- Runner average cross sectional area is 2.85 sq. in.
- Operating range is 4500 to 8500 rpm (could vary depending on engine size, bore and stroke combination).
- Manifold height A= 6.35" (end seal-carb pad).

POWER OPTIONS: Although this manifold will work with ported factory cast iron heads, we highly recommend the use of either our #7716 Victor Jr. or our #7721 Victor cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details. **To order a catalog, call (800) FUN-TEAM.**

CARBURETOR RECOMMENDATIONS: This manifold is designed to use square bore carburetors only. The use of Dominator style carburetors requires an adapter plate.

GASKET RECOMMENDATIONS: Fel-Pro P/N 1262 or equivalent has a port opening 2.10" tall by 1.28" wide (2.66 sq. in. opening area). P/N 1262-R is 2.25" tall by 1.40" wide (3.12" sq. in. opening area) or equivalent.

INSTALLATION INSTRUCTIONS

1. Fully clean all traces of old gasket material and sealant from all of sealing surfaces. Apply Edelbrock Gasgacinch to both the head intake flange and back of gasket. Let dry and install gasket to head.
2. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a $\frac{1}{4}$ " high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage and deterioration.
3. For ease of installation and a cleaner look, we recommend using Edelbrock Manifold Bolt and Washer Kit #8524.

Manifold Torque: See figure 1. On early model factory heads there is no support underneath manifold boltholes circled 5, 6, 7, and 8. These bolts need to be hand tightened with a short box end wrench being very careful not to damage the manifold. Torque all other bolts in the sequence to 15-18 ft-lbs.

PREP AND TUNING FOR POWER:

Optimum cylinder head port opening size should be as close as possible to the size of the gasket being used. Port-match the manifold exits .020" per side **smaller** than either the gasket being used or the cylinder head port opening, whichever is smaller.

FIRING ORDERS: Standard 302 – 1-5-4-2-6-3-7-8
Certain 302's and 351's use – 1-3-7-2-6-5-4-8.

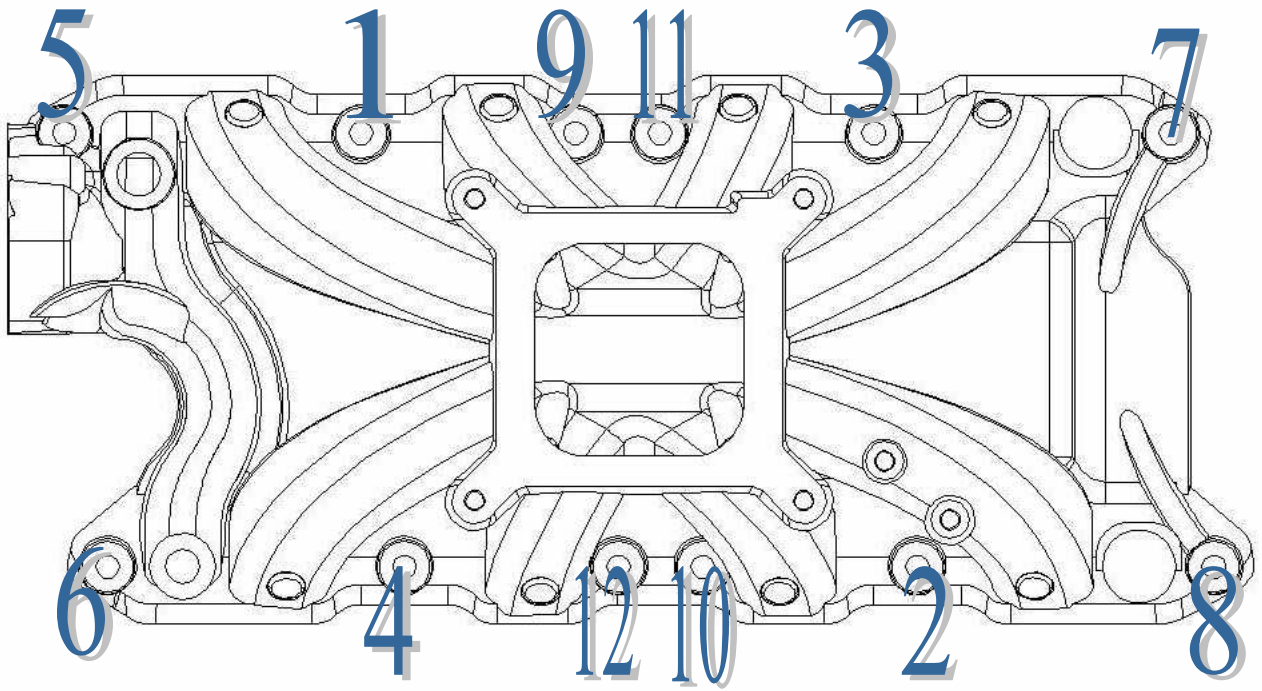


Figure 1 – Bolt tightening sequence.

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