



**SUPER VICTOR II (400) SMALL BLOCK CHEVROLET**  
**For 350-430+ c.i.d. Small Block Chevrolet**  
**23° Cylinder Heads**  
**Catalog #2892**  
**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: 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 your warranty and may result in poor performance and engine or vehicle damage.**

**DESCRIPTION:** The Super Victor II Small Block Chevrolet intake manifold is designed for use on competition 350-430+ C.I.D. small block Chevrolet engines operating from 3500-9000 RPM. Runners area is approximately 3.50 sq/in. at the plenum and tapers down to a 1206 gasket exit. Port exits are profiled to fit just inside the 1206 gasket. Heads with larger ports will see gains from port matching.

**NOTE:** This manifold is designed for competition vehicles only! It is not intended to be used on the street as it does not have provisions for chokes, emissions equipment, etc. Note that additional coolant outlets (3/8" NPT) are provided at the rear of manifold for custom cooling system plumbing, if desired. **IT IS THE RESPONSIBILITY OF THE END USER TO VERIFY CONFORMITY TO A PARTICULAR RACING ASSOCIATION'S RULES REGARDING MANIFOLD DIMENSIONS, FITMENT TO A TEMPLATE, ETC.**

**INTAKE GASKETS**—Profiled manifold runners fit well with Fel-Pro #1206 intake gasket or equivalent. Manifold can be port matched to Fel-Pro #1207 if needed.

**CARBURETOR RECOMMENDATIONS**—Use appropriate 4150 series racing carburetor. See Russell Performance catalog or visit [www.russellperformance.com](http://www.russellperformance.com) for available fuel lines, accessories, and linkage adapters (if necessary) available for your application. For assistance please contact our Technical Hotline listed above.

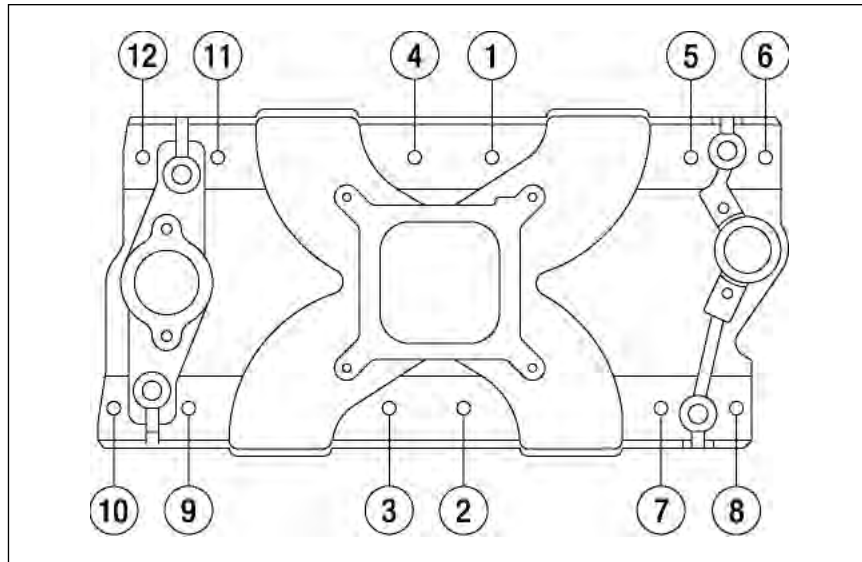
**CARBURETOR SPACERS**—Additional torque may be available by using a one-inch, high open (not 4-hole) carburetor spacer (#8710 or #8720) on the Super Victor II manifold. Spacers are dependent upon engine combinations, so you'll need to determine the best combination through dyno or track testing. This normally requires slight re-calibration of the carburetor since small losses of fuel signal causes the engine to run somewhat leaner than without the spacer. A simple jet change is typically all that is required.

**PORT MATCH**—If port matching is necessary, be sure to contour the manifold to blend smoothly to the head port. On small blocks, this is never just 90° to the flange. 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.

#### INSTALLATION PROCEDURE

**INSTALLATION NOTES**—The area of the manifold above each pair of runners has been machined to clear the valve covers when used with most aftermarket (aluminum) cylinder heads, such as Edelbrock Victor Jr. heads #7758. It can also be used as reference line for port match. Additional manifold-to-valve cover clearance will be required when manifold is used on most stock type (cast iron) heads. This may be accomplished by using extra-thick valve cover gaskets or by trimming the manifold or valve covers as required.

1. Make sure the cylinder head intake flanges and the engine block end seal surfaces are fully cleaned prior to installation.
2. Apply Edelbrock Gasgacinch sealant PN 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
3. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a ¼" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.
4. Install the intake manifold and hold-down bolts. Torque the manifold bolts to 25 ft/lbs in small, even steps, following the factory recommended torque sequence (**See Figure 1**). If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening.



**Figure 1 - Manifold Bolt Torque Sequence**  
**Torque Bolts to 25 ft/lbs.**



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