



VICTOR JR. 302  
MODEL: 289-302 c.i.d. Ford V8 (not Boss)  
CATALOG #2921  
INSTALLATION INSTRUCTIONS

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, Monday through Friday, Pacific Standard Time, or e-mail us at [edelbrock@edelbrock.com](mailto:edelbrock@edelbrock.com).

- **MANIFOLD:** These manifolds are designed for competition vehicles only and are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc. The #2921 is designed for use with the Victor Jr. cylinder heads or early ('69, '70, & '71) ported factory cast iron 289, 302, or 351W cylinder heads. Aftermarket aluminum heads are highly recommended.

**NOTE:** This manifold has no provision for power brake vacuum. If your application requires manifold vacuum, drill and tap a 3/8" or 1/4" pipe hole in the passenger side of the plenum as close to the carb flange as possible. This should be done prior to installing the manifold.

- **ACCESSORIES & INSTALLATION ITEMS:** Edelbrock recommends the use of Fel-Pro Intake gaskets #1250 or #1262 depending on engine build. Edelbrock continues to expand its line of products, like the new Nitrous Systems, cylinder heads and Russell line of products. Check the Edelbrock catalog and website for the current list of matching components.

- **CARBURETOR RECOMMENDATIONS:** Standard square bore carburetors 750 cfm or larger.

- **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.

- **MANIFOLD TORQUE - WARNING:** On early model 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.

- **CARBURETOR SPACERS:** Some applications may benefit from a one-inch open carburetor spacer such as Edelbrock #8710. This normally requires slight recalibration of the carburetor since small losses of fuel signal cause the engine to run somewhat leaner than without the spacer. A simple jet change is typically all that needs to be done.

**NOTE:** With some race distributors, the fins on one side of the distributor might hit the water jacket or thermostat housing on the manifold. If necessary, trim the fins on one side of the distributor slightly to allow clearance.

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part # \_\_\_\_\_" space.

THANK YOU .

