



SUPER VICTOR AND VICTOR SERIES INTAKE MANIFOLDS

For Chrysler 340-360 c.i.d. V8

Catalog #2815, 2915, and 2920

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 or e-mail us at edelbrock@edelbrock.com.

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.

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part # ____" space. **THANK YOU.**

DESCRIPTION: Edelbrock Victor series intake manifolds are ideally suited for high-output racing applications. The Super Victor 340 #2815 and Victor 340 #2915 are designed for 340-360 c.i.d. Chrysler V8 engines. They can be used on 318 engines when using 360 cylinder heads. These manifolds will not fit later model Magnum V8 engines. The Victor W-2, #2920, fits 340-360 c.i.d. V8 engines using Mopar W-2 cylinder heads. It may also be used on 318 engines when using W-2 cylinder heads.

NOTE: These manifolds are not intended, nor legal, for street use on pollution-controlled vehicles. Furthermore, it is the responsibility of the end-user to verify conformity to any particular racing association's rules regarding manifold dimensions, aligning to a template, etc.

- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. See our catalog for details. **To order a catalog, call (800) FUN-TEAM**, or visit www.edelbrock.com.
- **EGR SYSTEMS:** These manifolds 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:**

MANIFOLD	CARBURETOR
2815, 2915, 2920	Appropriate 4bbl, Standard-Flange Racing Carburetor

NOTES: Carburetor size (CFM) should be selected based on your specific engine combination. Consult your engine builder or contact our Technical Hotline at: 1-800-416-8628 for assistance. Modification or fabrication of throttle cable brackets and linkage may be required. Additional installation items may be necessary. See Edelbrock catalog for a selection of installation accessories, and use those specific to your application.

- **GASKETS:** Do not use competition-style intake gaskets for this manifold in street/strip or endurance applications. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur.

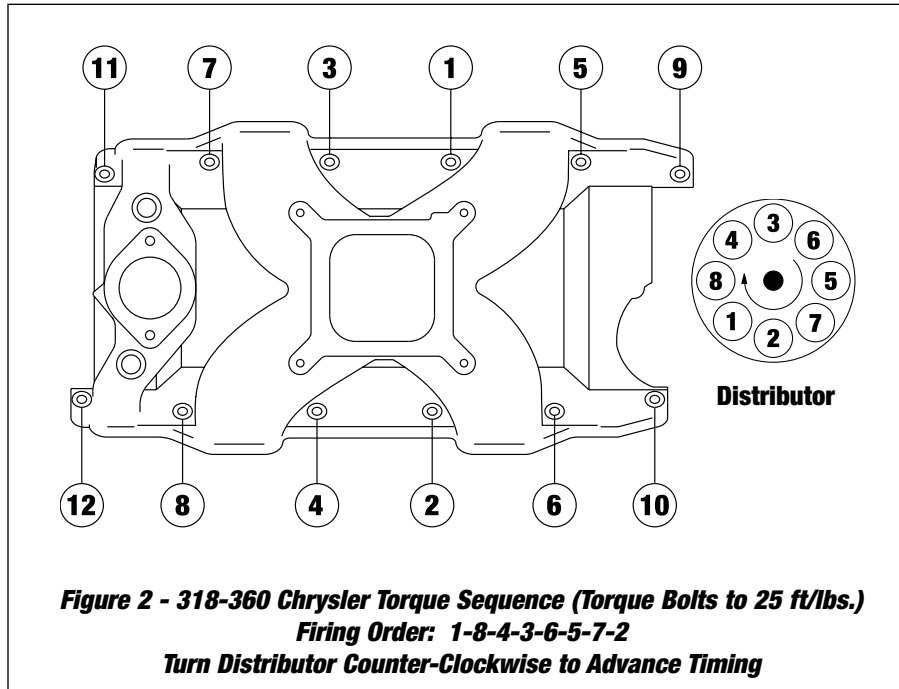
INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
2815, 2915	(None)	Edelbrock #7276; Port: 1.17" x 2.30", .060" Thickness
2920	W-2 ONLY	Mopar Performance #P4007571

- **POWER OPTIONS:** Although the 2815 and 2915 manifolds will work with ported factory cast iron heads, we highly recommend the use of our #60779 or 60179, Performer RPM cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details. The 2920 manifold may only be used with Mopar Performance W-2 cylinder heads. See your Mopar Performance dealer for details. For optimum performance, it is also recommended to port match the intake manifold .020" smaller than the gasket, or cylinder head port entrance, whichever is smaller.

INSTALLATION PROCEDURE

• INSTALLATION:

1. Use only recommended intake gaskets set when installing these intake manifolds.
2. Fully 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 to the cylinder head, then place the factory metal valley tray into position.
4. 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. Set manifold on engine.
5. Install the intake manifold hold-down bolts. For 2815 and 2915, torque all of the manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft./lbs. For 2920, torque bolts to 25 ft./lbs. in a criss-cross pattern, starting in the center and working your way out.



- **THROTTLE & ACCESSORY BRACKETS:** Throttle and kickdown brackets on some vehicles may require modification to fit.
- **TUNING FOR POWER:**
 1. Single plane intake manifold designs may require changes in the carburetor jetting depending on individual application, driving habits, engine condition, and vehicle use. Refer to your carburetor owner's manual for tuning instructions.
 2. Aftermarket ignition should be used with engines using this intake manifold.
 3. **Carburetor Spacers:**

Some applications may benefit from the use of a one inch high, open (not 4-hole) carburetor spacer such as Edelbrock #8710, or a two inch high, open spacer such as #8712. This may require slight re-calibration 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 performed.
- **CAMSHAFT AND HEADERS:** Victor level manifolds should be matched with camshafts and headers selected for the specific application and RPM range of the engine. Header primary tube diameter should be 1-3/4" to 1-7/8" depending on the specific engine combination.

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