



VICTOR JR. SPORTSMAN 2V VORTEC (GEN 1+) MANIFOLD

CATALOG #2912

OPERATING RANGE: (3500-7000 R.P.M.)

MODEL: Chevrolet 262-400 c.i.d.V8

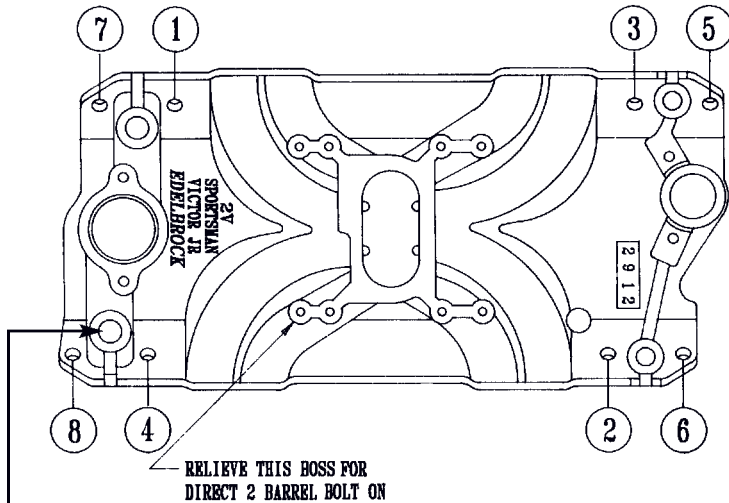
with Vortec (Gen 1+) cast iron cylinder heads, Non-EGR

INSTRUCTIONS

- **PLEASE** study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to call our **Technical Hotline at: 1-800-416-8628**.
- **EGR SYSTEM:** This manifold will not accept stock EGR (exhaust gas recirculation) equipment. EGR systems are used on some 1972 and later model vehicles and only in some states. Check local laws for requirements. Not legal in California on pollution-controlled motor vehicles.
- **MANIFOLD:** These manifolds are designed for competition small-block Chevrolet engines **equipped with late model Gen 1+ (Vortec) cast iron cylinder heads only**. They are not intended to be used on the street as they do not have provisions for chokes, emission pieces, etc. The Victor Jr. Sportsman 2V Vortec is designed specifically for use with two barrel carburetors, giving many advantages over traditional methods of adapting two barrel carbs to four barrel manifolds. Features include:
 - Runners over 1-inch longer than four barrel manifolds for greater torque and better fuel distribution
 - Runners sized for two barrel racing engines for the ultimate combination of torque and horsepower
 - Extra tall carburetor pad eliminates the need for spacers
 - Rear water outlets allow user to develop four corner coolant flow path if desired
 - Dual distributor clamp locations allow user to clamp down on left side of engine for ease of setting timing
 - Port exits designed to closely fit cast iron Chevrolet Vortec heads
 - Carburetor pad height = 5.98"
- **CARBURETOR RECOMMENDATIONS:** Use Holley 500 cfm two barrel carburetor #4412.
- **BRACKETS**
 1. Due to the design of the Edelbrock Victor Jr. Sportsman 2V Vortec manifold, stock brackets that attach to the manifold will not fit. You will have to use a bracket that attaches to the carburetor, available from some aftermarket suppliers.
- **GASKETS AND SEALANT**
 1. **Use the original equipment intake gasket set GM #12529094 or Fel-Pro's new Vortec gasket (#1255) only** when installing this Edelbrock manifold. The #2912 requires the proper thickness gasket for distributor fit and end seal clearance. If the original gasket is in good condition, it may be re-used.
 2. When using O.E. intake gaskets, do not use any type of gasket sealer on intake gaskets. The rubber O-rings will seal without chemical sealers.
 3. Eliminate the end seals. Use automotive grade RTV silicone instead. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This method eliminates end seal slippage and deterioration.
- **MANIFOLD TORQUE**—Torque all manifold bolts circled in Figure 1 to 18-20 ft/lbs. See Figure 1 for proper sequence.
- **Special Note**—This manifold is primarily intended for use with Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block directly to the water pump. If manifold is used on 1996 and later Vortec engine (which does not have the bypass in block), you must run a coolant bypass line from the manifold to the 5/8" hose nipple on the water pump (passenger's side). Suggested routing is from the 1/2 NPT boss on manifold (see Figure 1) to the water pump.
- **FIRING ORDER AND CYLINDER NUMBERING**—For firing order and cylinder numbering, see Figure 2.
- **PORTMATCH**—Each intake runner should be matched to the cylinder head port size on all four sides of runner exit. This would be the floor, roof and each sidewall per the included illustration. Any sharp edges left from port runner enlargement should be radius-blended to prevent high rpm air/fuel separation at the cylinder head. Due to the as-cast size of the Super Victor manifold runners, very small amounts of material need to be removed to match ports. No other modification or material removal is necessary. Refer to illustrations for floor radius. 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.

- **CARBURETOR SPACERS & ADAPTERS**—Manifold accepts all four barrel adapters and restrictor plates as required in some classes. No adapter is required to mount standard Holley two barrel carburetors to manifold if manifold is relieved in area indicated in Figure 1. Manifold comes with special carb gasket matching plenum flange. Additional carb gaskets are available as #6940 (six gaskets per package).
- **Please** complete and mail your warranty card. Be sure to write the model number of this product in the “Part # _____” space.
- **THANK YOU.**

Figure 1—Intake Manifold Tightening Sequence



FOR 1996 & LATER VORTEC ENGINE BLOCKS ONLY:

Suggested thermostat bypass routing is from this 1/2" NPT boss to 5/8" hose nipple on water pump (passenger's side).

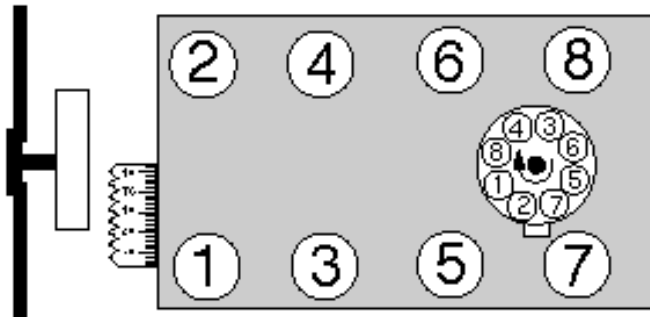


Figure 2—262-400 c.i.d. Chevrolet
Turn Distributor Counter Clockwise to Advance Timing

Intake Runner Port Match

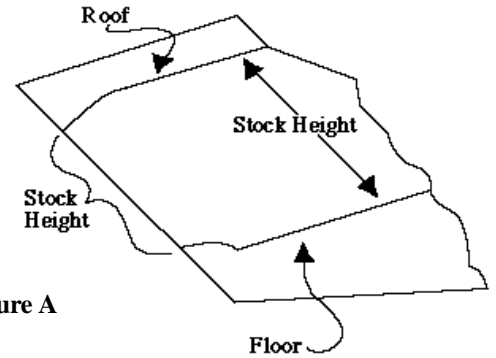


Figure A

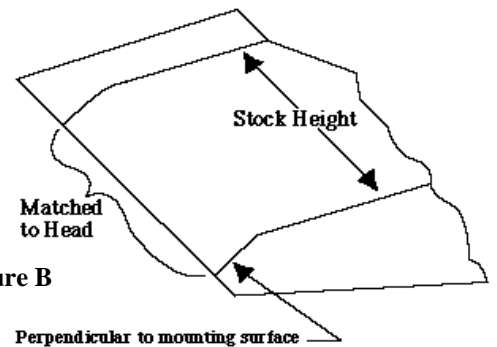


Figure B

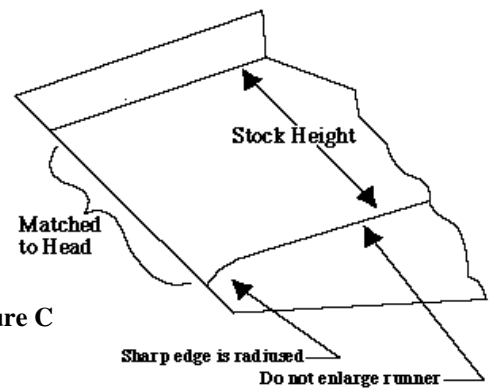


Figure C