



Victor EFI Intake Manifold
for 389-455 c.i.d. Pontiac V8
Catalog #50565
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. Please fill out and mail your warranty card.

- DESCRIPTION: The Edelbrock Victor Pontiac EFI, Part #50565 intake manifold has all the same features as a Torker II, Part #5056 manifold, with the addition of machined vertical injector bosses. The 5056 manifold was designed for Pontiac 389-455 engines, which are used in street/strip applications, and operating between 2500 and 6500 rpm. The 50565 is an intake manifold only kit. The 50566 includes Fuel Rail Kit #3637, which may also be purchased separately.

Note: This manifold is not intended, nor legal, for street use on pollution-controlled vehicles. It is the responsibility of the end-user to verify conformity to a particular racing association's rule regarding manifold dimensions, aligning to a template, etc.

- ACCESSORIES & INSTALLATION ITEMS: Major recommendations are listed below. However, due to the variety of applications, additional equipment may be required for your specific vehicle than mentioned in these instructions.

ITEM	NOTES	PART NUMBER AND DESCRIPTION
Throttle Body	Standard Square-Bore Style Base	P/N 3878 - With standard GM/Delphi IAC P/N 38783 - With Mototron/Hitachi Linear Style IAC
Fuel Rail Kit		P/N 3637 - Includes Hold Down Brackets

NOTE: Some applications may benefit from the use of a one-inch carburetor spacer under the throttle body, such as Edelbrock #8710. See our Catalog for details. To order a catalog, call (800) FUN-TEAM.

- Fuel Rail Kit: Edelbrock #3637 - Super Victor Pontiac Fuel Rail Kit (Included with #50566)

Kit includes the following:

- 2 - Machined fuel rail extrusions (fuel rail ends tapped for 3/8" pipe)
 - 4 - 1/4-20 x 1-1/4" Hex head bolts
 - 8 - 1/4" Flat washers
 - 4 - 1/4" Lock washers
- Injectors: The Part #50565 Victor EFI manifold and fuel rail kit are designed to fit compact injectors with a 1.50" O-ring to O-ring length, such as our high impedance Edelbrock Pico injectors. See our catalog under "EFI Replacement Parts" for details. Lubricate injector O-rings prior to assembly.
 - Power Options: Although this manifold will work with ported factory cast iron heads, we highly recommend the use of either our #60579 or our #60599 Performer Pontiac cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details.
 - 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.

- Gaskets:
 1. Use only a high quality intake manifold gasket set such as Edelbrock #7280 or equivalent.
 2. Do not use the plastic locating buttons supplied with some gasket sets, as Edelbrock manifolds are not machined to accept these buttons.
 3. Apply Edelbrock Gasgacinch sealant, Catalog #9300, to the cylinder head flanges and the back of the gasket. Allow to air dry before pressing in place. This procedure ensures a good seal.

- Manifold Torque:
 1. Use Edelbrock Intake Manifold Bolt Kit, Catalog #8559.
 2. After setting manifold on engine and starting all bolts by hand, install water pump bolt and tighten so manifold seals against water pump.
CAUTION: It may be necessary to shorten water pump bolt if it bottoms out before seating.
 3. Then torque all bolts circled in Figure 1 to 25 ft./lbs. See Figure 1 for proper sequence.

- Final Checks: After assembling the injectors, fuel rails, support brackets, throttle body, spacer (if needed), gaskets, and air cleaner, check the following:
 - Have an assistant depress and release the gas pedal. Check for full open throttle at the throttle body. Check for any possible interference of the throttle with other components. Make sure the throttle can return without binding.
 - Check the fit of each injector. They should be able to rotate freely. The O-rings should be fully inside their respective bores.
 - Activate the fuel pump and fully check the system for any leaks prior to starting the engine.

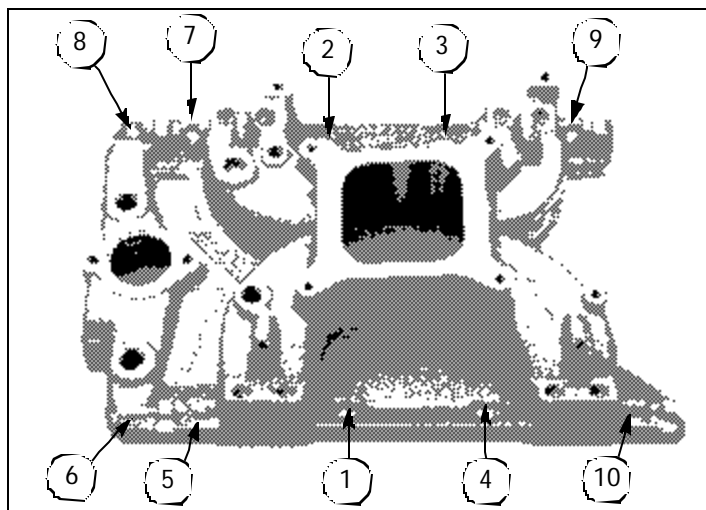


Figure 1 - Bolt Tightening Sequence

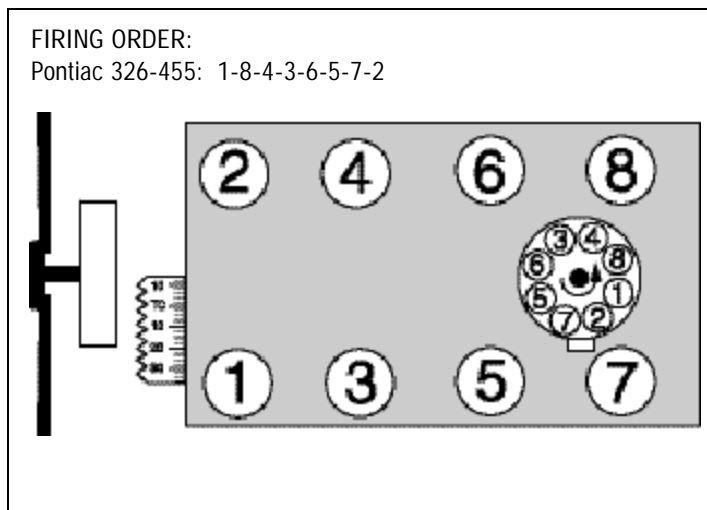


Figure 2 - Firing Order

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