SUPER VICTOR VORTEC (GEN 1+) MANIFOLD

OPERATING RANGE: (3500-8000 R.P.M.)MODEL:
Chevrolet 262-400 c.i.d.V8 with Vortec (Gen 1+) cast

INSTALLATION INSTRUCTIONS

CATALOG #2913

• **PLEASE** study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools an d procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this in stallation, it is recommended to have the installation completed by a qualified mecha nic. If you have any questions, please feel free to contact us by email haytalras@**gmail.com**

• **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. Note that additional coolant outlets (1/2" NPT) are provided at the rear of manifold for custom cooling system plumbing, if desired.

• **CARBURETOR RECOMMENDATIONS:**

CARBURETOR	REFERENCE	PARTS REQUIRED FOR INSTALLATION
Holley Double Pumper Series See Holley catalog for selection guidelines	A, F, I	#8010 and #8012. If required, #8020 and #8101 #8010—Throttle rod extension kit #8012—Throttle or automatic cable extension kit. #8020—Auto trans kickdown lever kit for early Holley Double Pumpers #8101—Braided Steel dual feed fuel line kit.

A-Carburetor will work with non-EGR (exhaust gas recirculation) or pre-emission control system.
F-Use Carb-to-manifold base gasket same year & model as vehicle, unless base gasket is supplied with carburetor.I-Carburetor has no provision for evaporative canister.

• **BRACKETS**

1. Due to the design of the Super Victor 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 manifold. The #2913 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—**Apply Loctite 242 to the intake bolt threads. Carefully tighten the intake manifold bolts evenly until the intake manifold has compressed the o-ring section of the gasket. Torque all of the manifold bolts in the sequence shown in Figure 1 to 11 ft/lbs.

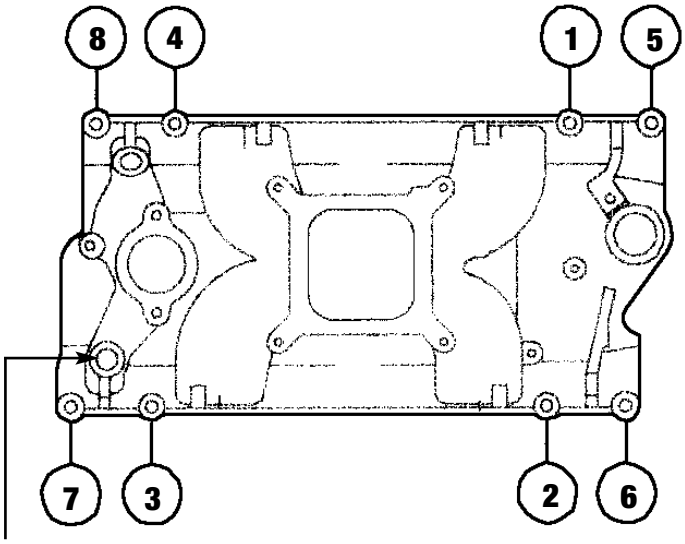
• **Special Note—**This manifold is primarily intended for use with Vortec heads on pre-Vortec engine blocks. 1995 and earlier blocks have the thermostat bypass passage from the block directly to the water pump. If manifold is used on 1996 and later Vortec engine (which does not have the bypass in block), 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.

- **PORT MATCH—**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—**Both engine dynamometer and in-car tests have shown performance increases by using a one-inch high (#8710) or a two-inch high (#8712) open carburetor spacer on the Super Victor manifold. This normally requires 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 done.

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).

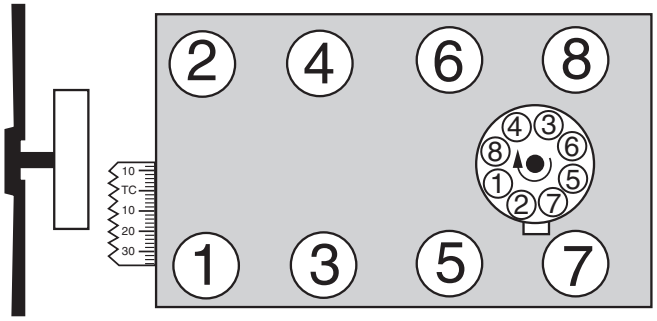


Figure 2—262-400 c.i.d. Chevrolet
Turn Distributor Counter Clockwise to Advance Timing

Intake Runner Port Match

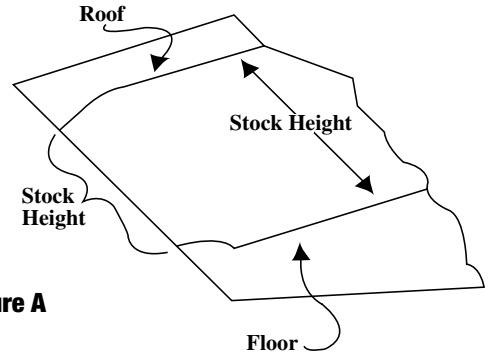


Figure A

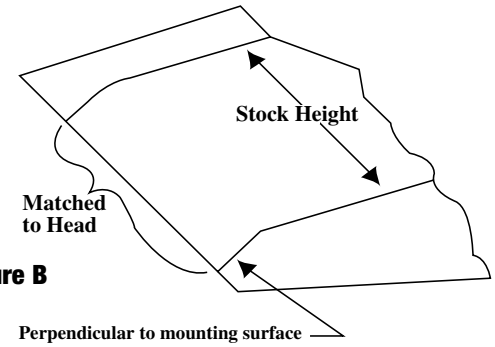


Figure B

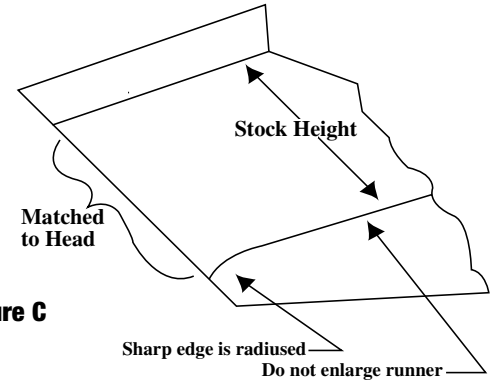


Figure C