# Carbureted Victor Jr. & Super Victor LS Intake Manifold for GM 5.7L LS1 or Gen IV L76/L92/LS3 V8 Engines

***Part #28097***

## 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 performi ng this in stallation, it is recommended to have the installation completed by a qualified mecha nic. If you have any questions, please fe el free to contact us by email haytaIras@**g**m**ail.co**m

- **MANIFOLD:** The Victor Jr. and Super Victor LS Intake Manifolds allow the user to retrofit any GEN III/IV-based longblock into an early, non-emissions controlled or custom vehicle using a carburetor. # 28097 are for LS1 cathedral port engines. Super Victor manifold #28097 is intended for high performance race engines using large profile camshafts and forced induction or significantly increased compression ratios.

- **EGR SYSTEM:** These manifolds will not accept EGR (exhaust gas recirculation) equipment. EGR systems are used on most 1972 and later model vehicles, up to certain GVWs. Check local laws for requirements. These manifolds are not legal for use in California on pollution-controlled motor vehicles.

- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, because these manifold systems are intended for engine swaps into a variety of vehicles, some customization may be required.

- **CARBURETOR RECOMMENDATIONS:** Please note that the Edelbrock carburetors recommended below are designed for use with non-EGR applications and do not have any provision for an evaporative canister. Thunder series carburetors include an additional secondary air door and are recommended to achieve the best possible performance.

| CARBURETOR | NOTES |
|---|---|
| Thunder Series P/N 1805 (650 cfm, manual choke)<br>Thunder Series P/N 1806 (650 cfm, electric choke) | Ideal for street driven and/or smaller displacement applications (4.8L & 5.3L) |
| Performer Series P/N 1407 (750 cfm, manual choke)<br>Performer Series P/N 1411 (750 cfm, electric choke) | Works well with a larger displacement (6.0L) street driven application. |
| Performer Series P/N 1412 (800 cfm, manual choke)<br>Performer Series P/N 1413 (800 cfm, electric choke) | Recommended for displacements greater than 6.0L and/or vehicles that will see frequent track or strip time. |

**CAUTION:** Make sure the vehicle's battery has been disconnected and that the vehicle is supported on a level surface to prevent any possibility of the vehicle moving during the installation procedure.

**INSTALLATION PROCEDURE:**

1. (***Note:*** *Use Fel-Pro standard gaskets #1312-3 with Super Victor manifold #28095).* No gasket sealer is required when using the OEM type gaskets. Use the supplied 6mm hex head bolts and 1/4" AN washers to mount the manifold to the cylinder heads (hand tight only).
2. Following the torque sequence in ***Figure 1***, torque all manifold bolts to 11 ft/lbs.
3. *(**Note:** In our retrofit of the LS1 into a 1974 Camaro, using a TH400R automatic transmission, we only needed one of the small opening cable brackets for the throttle cable, since a kickdown cable is not used. See **Figure 2** for example.)*

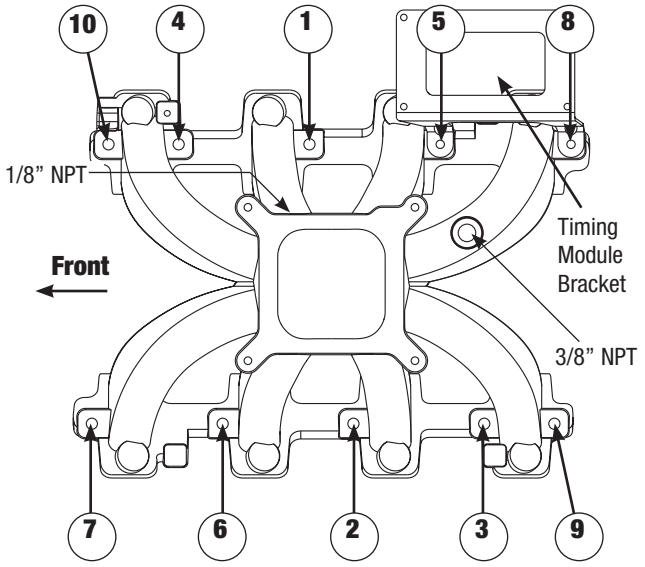



***Figure 1 - Intake Manifold Tightening Sequence***