**Victor Jr. 454-R &Victor Jr. 454-0**
**MODEL: 396-502 c.i.d.**
**Big-block Chevrolet V8**
**Catalog #2904**

# 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 d o not feel comfortable performing this installation, 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 SYSTEMS:** 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.

- **MANIFOLD:** These manifolds are designed for competition vehicles 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. 454-R and Victor Jr. 454-O are designed to work with the flow characteristics of 850 cfm standard flange square bore carbs. Due to the generous amount of aluminum cast into the roof of the runners, it may be necessary to remove material from the flanges to clear to clear the valve cover rail on stock and some aftermarket cylinder heads.

- **CARBURETOR RECOMMENDATIONS:** Standard square bore carburetors 750 cfm or larger.

**NOTE :** This manifold has no provision for power brake vacuum. If your application requires manifold vacuum, drill and tap a 3/8" or 1/4" pipe hole in either the back or passenger side of the plenum as close to the carb flange as possible. This should be done **prior** to installing the manifold.

- **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.

- **MANIFOLD TORQUE : WARNING:** Torque all manifold bolts circled in Figure 1 to 25 ft./lbs. See Figure 1 for proper sequence.

- **CARBURETOR SPACERS**: Most applications will benefit from a one-inch open carburetor spacer such as Edelbrock #8710. 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.

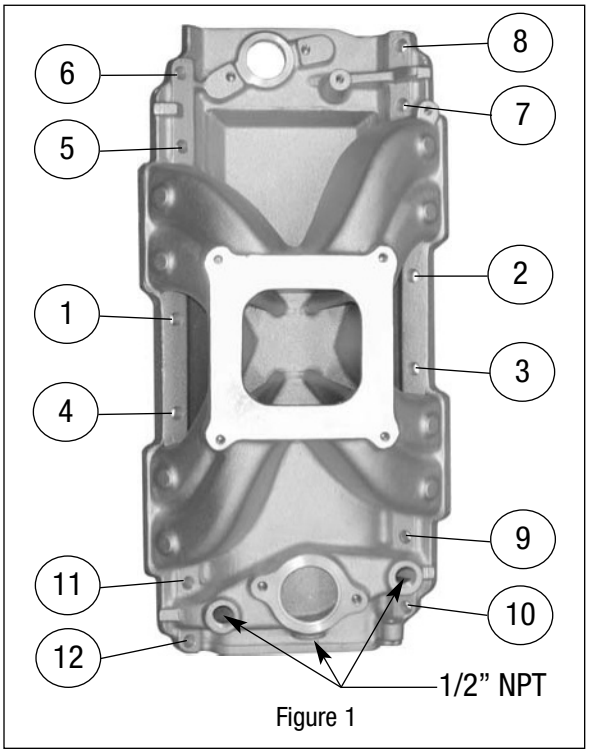


Figure 1