



**Victor Jr. Intake Manifolds**  
**For 289-302 c.i.d. Ford V8 (Not Boss)**  
**Catalog #2921 (Carb), 29215 (EFI)**  
**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 performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

**IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.**

**DESCRIPTION:** The 302 Victor Jr. is a single plane Air Gap competition manifold for 302 Ford engines. The manifold can be used with ported factory cast iron 289, 302 or 351W cylinder heads, or aftermarket aluminum heads. Early (1969, 1970 & 1971) 351W or aftermarket aluminum heads are highly recommended. The manifold will fit under the hood of a 1965 Mustang using our 1207 air cleaner. It should sell well for both race and street/strip applications. **Manifolds are not legal for sale on emissions controlled vehicles.**

- **EGR SYSTEM:** These manifolds have no provision for EGR (exhaust gas recirculation) equipment. EGR systems are used on most 1972 and later model vehicles. **This part is not intended for use in any emissions controlled application.**
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, because this manifold system is intended for engine swaps into a variety of vehicles, some customizing may be required. See our catalog for details. **To order a catalog, call (800) FUN-TEAM**, or visit [www.edelbrock.com](http://www.edelbrock.com).
- **CARBURETOR RECOMMENDATIONS (2921 Only):**

CARBURETOR	CHOKE TYPE	PARTS RECOMMENDED FOR INSTALLATION
<b>Performer #1407 (750 cfm)</b>	Manual	#8011 - Auto Trans. Rod Extension Kit
<b>Performer #1412 (800 cfm)</b>	Manual	#8011 - Auto Trans. Rod Extension Kit
<b>Performer #1413 (800 cfm)</b>	Electric	#8011 - Auto Trans. Rod Extension Kit
<b>Thunder Series #1812 (800 cfm)</b>	Manual	#8011 - Auto Trans. Rod Extension Kit
<b>Thunder Series #1813 (800 cfm)</b>	Electric	#8011 - Auto Trans. Rod Extension Kit
<b>NOTES:</b> Carburetor size (CFM) should be selected based on your specific engine combination. Consult your engine builder or contact our Technical Hotline at: 1-800-416-8628 Monday - Friday, 7:00am to 5:00pm PST for assistance. Carburetors require a #8008 or #8024 stud, washer and nut kit; determine proper length based on gasket thickness and your accessory mounting requirements (See catalog for details). If a manual choke Performer Series Carburetor is used and electric choke is desired later on, Performer Series carburetors can be converted to electric choke using Electric Choke Kit #1478. Manual choke Thunder Series carburetors CAN NOT be converted to electric choke.		

- **CARBURETOR SPACERS (2921 Only):** Some applications may benefit from a one inch open carburetor spacer such as Edelbrock #8710. This normally requires slight recalibration 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.
- **THROTTLE BODY RECOMMENDATIONS (29215 Only):**

ITEM	NOTES	PART NUMBER AND DESCRIPTION
Throttle Body	Standard 4150 series throttle	P/N: 3878 - 4-BBL, 4150 Flange w/ GM Stepper IAC (1.75" Bores)
Fuel Rail Kit		P/N: 3625 - Fuel Rail Kit, Pro-Flo 3, -6 AN Ends

- **GASKETS:** Do not use competition style intake gaskets for this street manifold. Due to material deterioration over time, internal leakage of vacuum, oil, and coolant may occur. Edelbrock PN 7220 or Fel-Pro 1250 are highly recommended.
- **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.

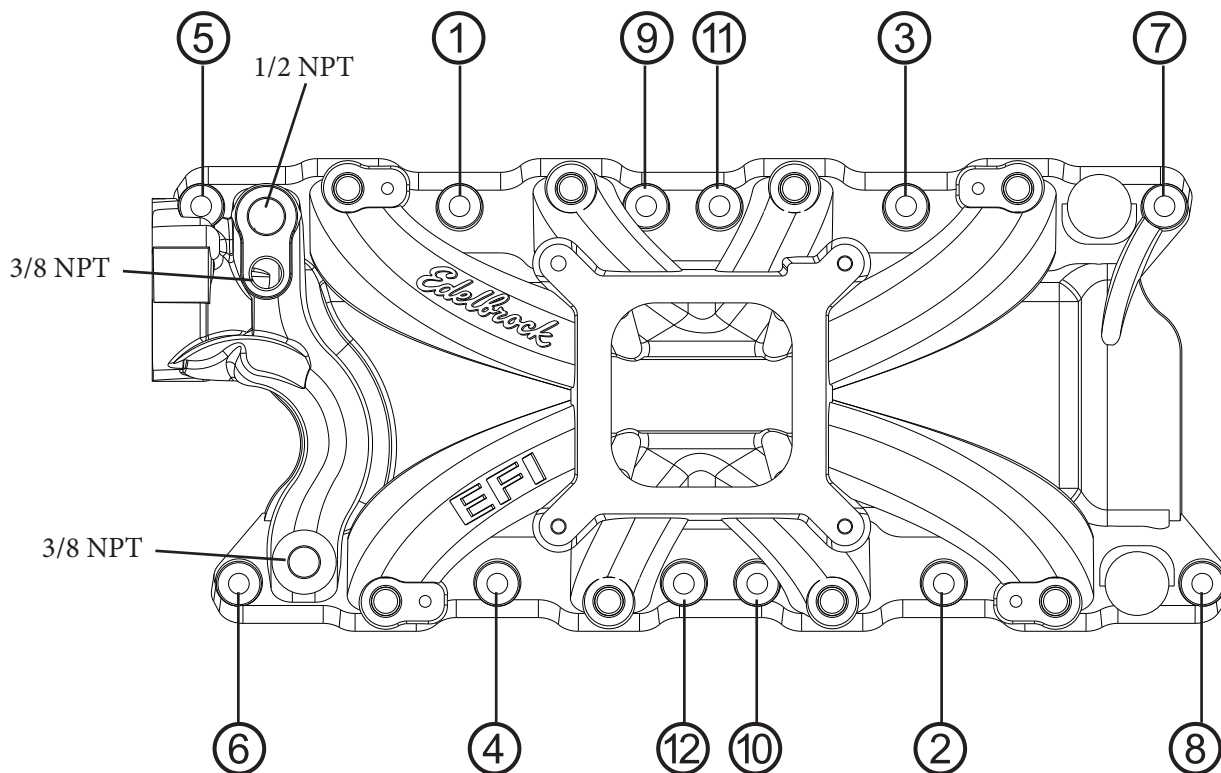
- **CAMSHAFT:** The Victor Jr Series manifolds are compatible with aftermarket camshafts and headers designed to work in the 3500-7500 rpm range. Edelbrock has developed dyno-matched, street proven camshafts (#7122 - Flat Tappet and #2221 - Hydraulic Roller) for use with Victor Jr series intake manifolds.

**NOTE:** With some race distributors, the fins on one side of the distributor might hit the water jacket or thermostat housing on the manifold. If necessary, trim the fins on one side of the distributor slightly to allow clearance.

## INSTALLATION INSTRUCTIONS

1. Use only recommended intake gaskets set when installing this intake manifold.
2. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
3. Apply Edelbrock Gasgacinch sealant PN 9300 to both cylinder head flanges and to the cylinder head side of the gaskets, allow to air dry, and attach the intake gaskets.
4. Do not use cork or rubber end seals. Use RTV silicone sealer instead. Apply a ¼" high bead across each block end seal surface, overlapping the intake gasket at the four corners. This method will eliminate end seal slippage.
5. Install the intake manifold and hold-down bolts. Torque all of the manifold bolts in two steps by the sequence shown in to 25 ft/lbs.

**WARNING:** On 1974 and early OE iron heads, there is no support underneath manifold bolt holes circled 5, 6, 7, and 8. These bolts need to be hand-tightened with a short box end wrench being very careful not to damage the manifold. Torque all other bolts in the sequence to 15-18 ft-lbs.



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