Victor Jr. Sportsman 2V Intake Manifold

Part #2901, RPM Range 3500-7000

Application: 302-400 c.i.d. Chevrolet V8

INSTALLATION INSTRUCTIONS

- PLEASE study these instructions, and the General Instructions, carefully before installing your new manifold. If you have any questions, do not hesitate to contact our **Technical Hotline at: 1-800-416-8628**, 7 am - 5 pm, Pacific Standard Time, Monday through Friday.

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

- **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. Sportsman 2V is designed specifically for use with two barrel carburetors, giving many advantages over traditional methods of adapting two barrel carbs to four barrel manifolds. Features include:
  - Runners over 1-inch longer than four barrel manifolds for greater torque and better fuel distribution
  - Runners sized for two barrel racing engines for the ultimate combination of torque and horsepower
  - Extra tall carburetor pad eliminates the need for spacers
  - Rear water outlets allow user to develop four corner coolant flow path if desired
  - Dual distributor clamp locations allow user to clamp down on left side of engine for ease of setting timing
  - Port exits designed to closely fit cast iron Chevrolet Bowtie heads
  - Carburetor pad height = 5.98"

- **CARBURETOR RECOMMENDATIONS:** Use Holley 500 cfm two barrel carburetor #4412.
- **MANIFOLD TORQUE**—Torque the manifold bolts to 25 ft./lbs. in small, even steps following the factory recommended torque sequence. If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening. The manifold bolt holes have been slotted .100" up and down to allow the manifold to work with competition engines which may have had the block or heads machined. **NOTE:** With some cast iron cylinder heads, the bottom of the slot may not be sealed by the gasket, resulting in an oil leak from the valley area. If this occurs, just squirt a small amount of RTV silicone sealant into the affected area to seal the leak.
- **PORT MATCH**—Each intake runner should be matched to the cylinder head port size or Fel-Pro gasket #1206 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. This does not include removing material on floor back into the runner from the exit end. It is just a port match. Due to the as-cast size of the Victor Jr.Sportsman 2V 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 & ADAPTERS**—Manifold accepts all four barrel adapters and restrictor plates as required in some classes. No adapter is required to mount standard Holley two barrel carburetors to manifold if manifold is relieved in area indicated in Figure 1. Manifold comes with special carb gasket matching plenum flange. Additional carb gaskets are available as #6940 (six gaskets per package).

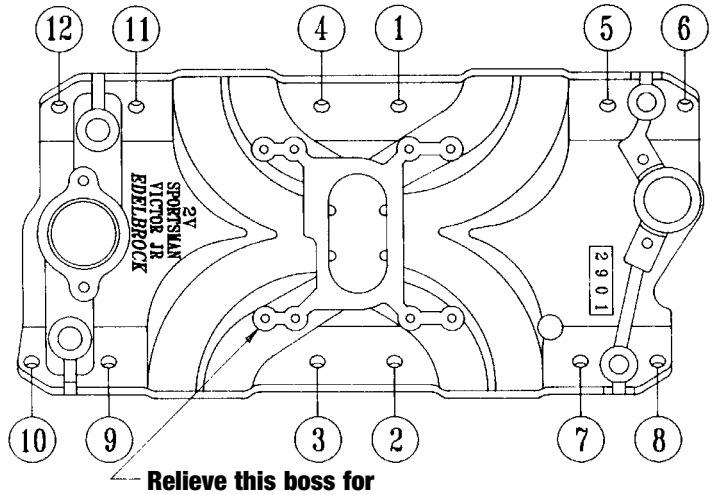

Figure 1 - Tightening sequence

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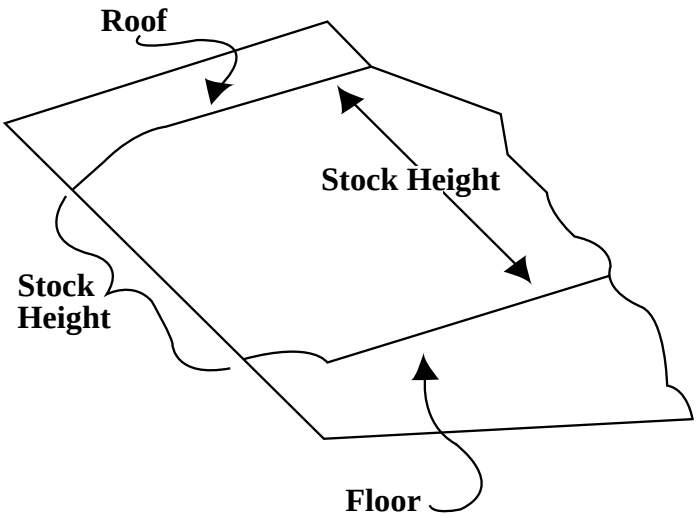

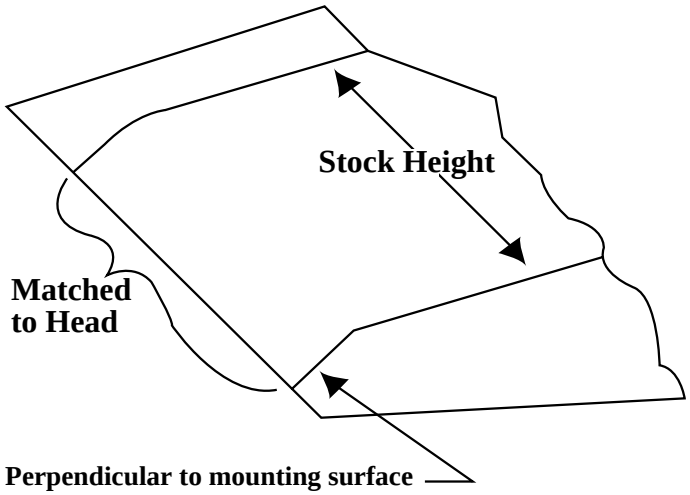

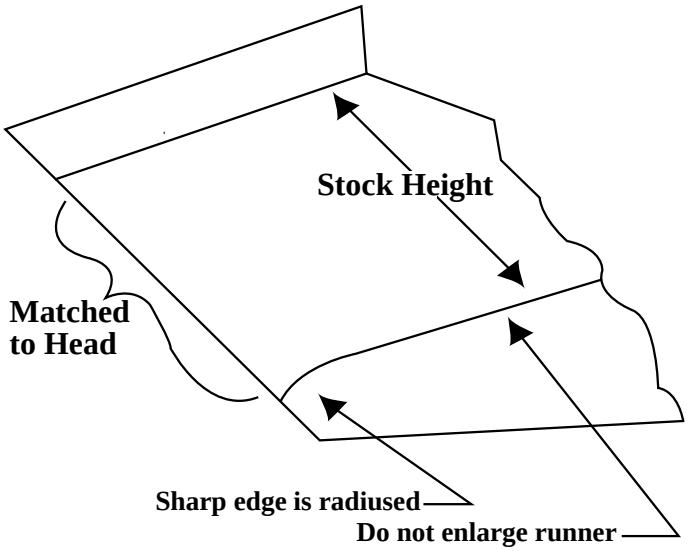

PORT MATCHING STEPS - match to Fel-Pro gasket #1206

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