VICTOR GLIDDEN 18° CHEVY SPIDER MANIFOLD
For Small Block Chevrolet V8
CATALOG #2858
INSTALLATION INSTRUCTIONS

PLEASE study these instructions, and the *General Instructions*, carefully before installing your new manifold. If you have any questions or problems, do not hesitate to contact our Technical Hotline at: (800) 416-8628 from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at: edelbrock@edelbrock.com.

- MANIFOLD: This manifold is designed for competition vehicles only! It is not intended to be used on the street as it does not have provisions for chokes, emission pieces, etc. The Victor Glidden 18° Chevy Spider Manifold is designed for use with small block Chevy aluminum raised port 18° cylinder heads only; will not fit standard cast iron or 23° aluminum heads. This manifold fits cylinder blocks with a 9.000" deck height standard. Edelbrock Victor 18° base #2922 is required to complete assembly with the spider manifold. Edelbrock recommends port matching and blending prior to use for optimum performance.

- ACCESSORIES & INSTALLATION ITEMS: Edelbrock Victor 18° base #2922 is required to complete assembly with the spider manifold. *NOTE: Major recommendations are listed below. However, due to the variety of applications to be covered, please review each part listed in the Installation Items section of the Edelbrock catalog to determine if additional items are required for your specific vehicle than are mentioned in these instructions.*

- CARBURETOR RECOMMENDATIONS: CAUTION - Use only carburetors recommended. If parts required for installation are unavailable locally, contact Edelbrock directly.

CARBURETOR	REFERENCE	PARTS RECOMMENDED FOR INSTALLATION
4500 Series		#8016, #8101, and #641140

8101- Edelbrock Braided Steel dual feed fuel line kit
8016- Ball end stud.
641140 - Russell -8AN Braided Steel dual feed fuel line.

- 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. 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. 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.

  Note: Carburetor flange has been machined to accept a 4500 series carb and will require blending from the carb flange to roof of runners per your given application.

- CARBURETOR SPACERS: Carburetor spacers offer a convenient method of tuning a manifold to particular engine combinations. Certain cam and head packages like more plenum volume which you can get by using a one- or two-inch open spacer (Edelbrock #8717 or #8718). Open spacers also help a small carburetor by giving the high speed air/fuel mixture exiting the carburetor more length to make the turn into the runners. Four-hole spacers can be used to increase carburetor signal and/or reduce the effect of reversion on the carburetor. The use of a spacer 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.

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part #____" space.

THANK YOU.

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