



Super Victor EFI Intake Manifold (Dominador Flange) for 389-455 c.i.d. Pontiac V8 Catalog # 29565 INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new intake manifold. If you have any questions or problems, please call our Technical Hotline at: 1-800-416-8628, 7:00 am - 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at edelbrock@edelbrock.com. Please fill out and mail your warranty card.

- **DESCRIPTION:** The Edelbrock Super Victor 29565 EFI intake manifold holds all the same features as a 2956 manifold, with the addition of machined vertical injector bosses. The bosses are located on top of the runners for optimum fuel injector location. The 2956 manifold was designed for Pontiac 389-455 engines, which are used in racing applications, and operating between 3500 and 7500 rpm. This intake manifold is designed to use Fuel Rail Kit #3634, which must be purchased separately.

Note: This manifold is not intended, nor legal, for street use on pollution-controlled vehicles. It is the responsibility of the end-user to verify conformity to a particular racing association's rule regarding manifold dimensions, aligning to a template, etc.

- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of applications, additional equipment may be required for your specific vehicle than mentioned in these instructions.
- **Throttle Body Recommendations:** Edelbrock #3879 (GM IAC) or #38793 (Edelbrock/MotoTron IAC) Throttle Body
Note: Some applications may benefit from a one-inch carburetor spacer, such as Edelbrock #8718. See our catalog for details. To order a catalog, call (800) FUN-TEAM.

- **Fuel Rail Kit:** Edelbrock #3634 - Super Victor Pontiac Fuel Rail Kit
Kit includes the following:

- | | |
|--|---|
| <input type="checkbox"/> 2 - Machined fuel rail extrusions (fuel rail ends tapped for 3/8" pipe) | <input type="checkbox"/> 4 - 1/4-20 x 1-1/4" Hex head bolts |
| <input type="checkbox"/> 4 - Tall version fuel rail bracket stands (2.65" injector o-ring spacing) | <input type="checkbox"/> 8 - 1/4" Flat washers |
| <input type="checkbox"/> 4 - Short version fuel rail bracket stands (1.5" injector o-ring spacing) | <input type="checkbox"/> 4 - 1/4" Lock washers |
| <input type="checkbox"/> 4 - 1/4-20 x 1/2" Socket head bolts | <input type="checkbox"/> 4 - 1/4-20 Hex nuts |

- **Injector Selection:** It is important to select the appropriate electronic injectors for optimum performance. The injectors must not only match the fuel demands of an engine, but they must also match the electronic capability of the engine control unit (ECU). When installing the injectors onto the manifold, make sure that the O-rings of the injectors create a complete seal to prevent any air or fuel leaks. The same precaution should be applied when assembling the injectors to the fuel rails. Use assembly lube on O-rings when installing injectors. Brake assembly lube works well.
- **Power Options:** Although this manifold will work with ported factory cast iron heads, we highly recommend the use of either our #60579 or our #60599 Performer Pontiac cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details.
- **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.

- Gaskets:
 1. Use only a high quality intake manifold gasket set such as Edelbrock #7280 or equivalent.
 2. Do not use the plastic locating buttons supplied with some gasket sets, as Edelbrock manifolds are not machined to accept these buttons.
 3. Apply Edelbrock Gasegacinch sealant, Catalog #9300, to the cylinder head flanges and the back of the gasket. Allow to air dry before pressing in place. This procedure ensures a good seal.
- Manifold Torque:
 1. Use Edelbrock Intake Manifold Bolt Kit, Catalog #8559.
 2. After setting manifold on engine and starting all bolts by hand, install water pump bolt and tighten so manifold seals against water pump.
CAUTION: It may be necessary to shorten water pump bolt if it bottoms out before seating.
 3. Then torque all bolts circled in Figure 1 to 25 ft./lbs. See Figure 1 for proper sequence.
- Final Checks: After assembling the injectors, fuel rails, support brackets, throttle body, spacer (if needed), gaskets, and air cleaner, check the following:
 - Have an assistant depress and release the gas pedal. Check for full open throttle at the throttle body. Check for any possible interference of the throttle with other components. Make sure the throttle can return without binding.
 - Check the fit of each injector. They should be able to rotate freely. The O-rings should be fully inside their respective bores.
 - Activate the fuel pump and fully check the system for any leaks prior to starting the engine.

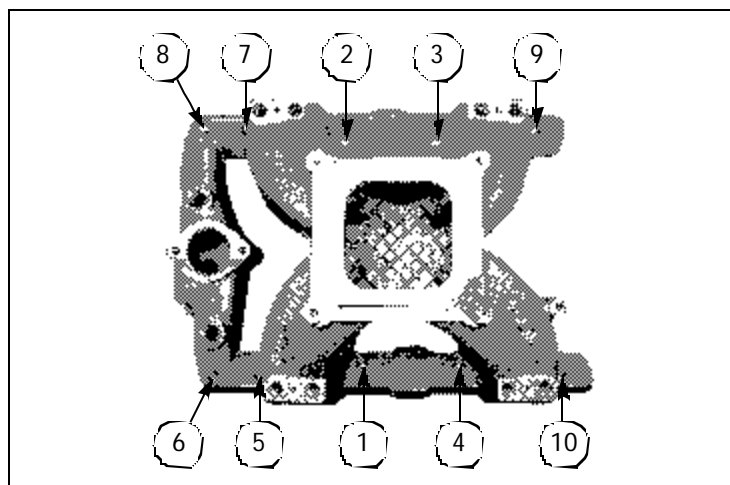


Figure 1 - Bolt Tightening Sequence

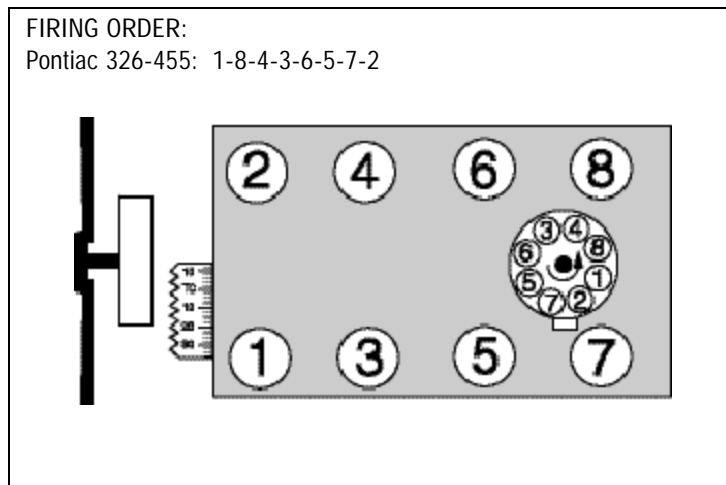


Figure 2 - Firing Order

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