Victor Jr. Plate Kits
Catalog #70014 & 70015
INSTALLATION INSTRUCTIONS

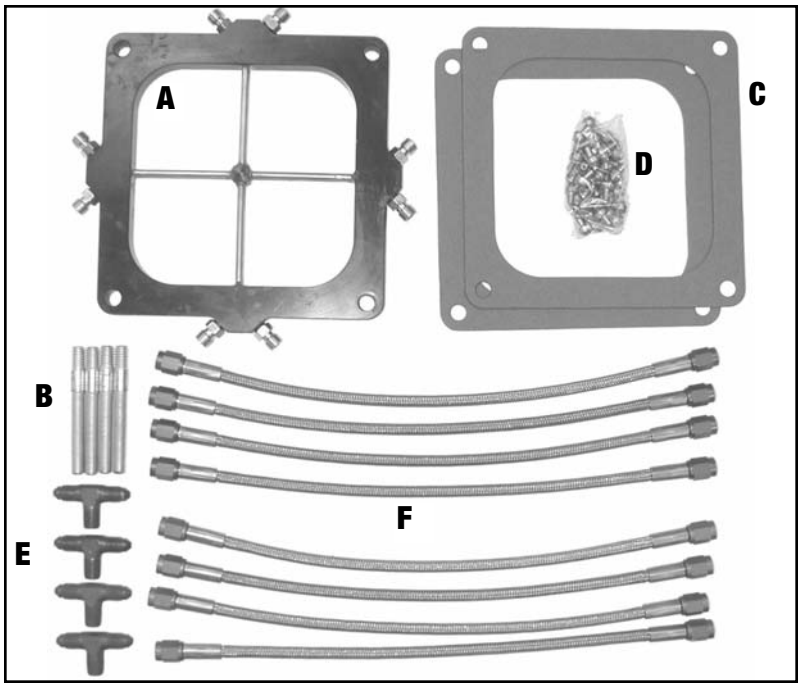
Please study all instructions carefully before you install your new Victor Jr. Plate Kit. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 a.m. to 5:00 p.m., Monday through Friday, Pacific Standard Time or e-mail us at **edelbrock@edelbrock.com.**

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.

DESCRIPTION: This kit is an upgrade to your existing system or a replacement for your current plate system. Some additional components may be required for a complete installation. You must currently have 2 nitrous solenoids and 2 fuel solenoids of the same style for this system to operate correctly. You also must currently have the bottle, feed lines, solenoid inlet fittings, and any other components that may be required for a complete system. **The Victor Jr. Nitrous Plate was dyno tested and proven using only Edelbrock components.** The dyno testing and jet map are based upon using 2 Performer RPM nitrous solenoids, 2 Performer RPM Fuel Solenoids, -6AN feed line, and -6AN lines from the feed line to the solenoid inlets. Any variations from this configuration may change the jet map curve. Tune your nitrous system accordingly.

Component Installation

1. Install your new Victor Jr. Nitrous Plate **(Item A)** onto the carburetor pad using the 4 supplied Carburetor Studs **(Item B)** and 2 supplied Gaskets **(Item C)**.
2. Install the correct jets **(Item D)**, selected from the chart below, into their corresponding jet holders on the plate. **Be sure you install the selected fuel jet into the fuel fitting and the correct nitrous jet into the nitrous fitting. Failure to install the jets correctly may result in catastrophic engine damage.**
3. Install the 4AN x 1/8"NPT Tee's **(Item E)** into the outlet port of your solenoids using Teflon Paste. Be sure to use the red fittings for the fuel solenoids and blue fittings for the nitrous solenoids to make line identification easier for future tuning or use.
4. Install the Blue Nitrous Lines **(Item F)** from the nitrous jet holders to the blue outlet tee from the solenoid. Repeat this step for the Red Fuel Lines.



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JET MAP INFORMATION

Edelbrock engineering has conducted dyno testing with the Victor Jr. system to provide jetting maps for two separate plates at different jetting levels. These jet combinations are supplied with this system to enable you to vary your engine's power output.

DOMINATOR-FLANGE JET MAP

Approximate HP Gain	Nitrous Jet	Fuel Jet	Timing Adjustment
200	35	35	7°-9° retard
300	50	50	11°-13° retard
400	59	59	15°-17° retard

SQUARE-FLANGE JET MAP

Approximate HP Gain	Nitrous Jet	Fuel Jet	Timing Adjustment
200	35	35	7°-9° retard
300	48	48	11°-13° retard
400	57	57	15°-17° retard

NOTES: All of the jet maps shown on this page were developed using a steady fuel pressure of 6.5 psi. Variations in fuel pressure can create a rich or lean condition which could potentially damage the engine. All jet maps shown on this page require 110 Octane or better race gas to prevent detonation. The provided timing adjustments represent a suggested guideline only, various engine components will affect the ideal ignition point. Edelbrock recommends an NGK spark plug 2 heat ranges colder than what the engine would run naturally aspirated for use with all power levels shown on this page. When in doubt, always go to the next cooler heat range plug.

The dyno tests were conducted at Edelbrock using a highly modified Big Block Chevrolet. Modifications included Edelbrock intake manifold, cylinder heads dyno headers, pistons, rods, crankshaft, and improved ignition. These tests were conducted with 950 psi nitrous and 6.5 psi fuel pressure. All stated timing adjustments listed in the jet map is where the motor being tested worked best. Final timing should be adjusted to achieve best power and/or MPH per application. *See section "5.0 Ignition Timing and Nitrous" for more information on timing selection.*

Any variations in jetting patterns other than what is listed above and engine damage could occur. Please contact Edelbrock Technical Department with any questions you have concerning jetting patterns and their effects on engine performance.

Edelbrock recommends an NGK spark plug with a heat range between -9 and -11, depending on the power level being used. When in doubt, always go to the next cooler heat range.

The Victor Jr. Series Nitrous Systems are intended for single-plane manifolds only. ***Do not use a dual-plane manifold*** with the Victor Jr. Series Nitrous Systems. In testing, we found that dual-plane manifolds have some distribution problems at these super high flow rates that could cause serious engine damage.

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