



Victor 383 Chrysler Intake Manifold
For Chrysler 361, 383, and 400 c.i.d. engines
Catalog #2886

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, Pacific Standard Time, Monday through Friday or e-mail us at edelbrock@edelbrock.com. Please fill out and mail your warranty card.

DESCRIPTION: The Edelbrock Victor 383 manifold has been designed for 361, 383, and 400 c.i.d., as well as stroker engines based on big-block Chrysler B engines. It is not compatible with 1962-64 Max Wedge cylinder heads. This manifold is recommended for high performance, race vehicles only. The Victor 383 manifold provides good throttle response and increases performance above the 5000 rpm range. It also provides horsepower and torque increases within the listed rpm range, when used with any mix of aftermarket equipment available for vehicles operating within that range.

MANIFOLD FEATURES:

- Single plane design
- Carburetor pad designed for spread bore or square bore carburetors (dual bolt pattern)
- Nitrous bosses

MANIFOLD SPECIFICATIONS:

- Hood clearance similar to that of a Performer RPM
- Runner average cross-sectional area is 3.25 sq. in.
- Operating range is 3500 to 7500 rpm (could vary depending on engine size, bore and stroke combination).
- Manifold height 6.13" (end seal-carb pad is flat)

POWER OPTIONS: Although this manifold will work with ported factory cast iron heads, we highly recommend the use of either our # 60929 RPM heads or our #60189 RPM cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details. **To order a catalog, call (800) FUN-TEAM.**

CARBURETOR RECOMMENDATIONS: This manifold is designed to use square bore and can be modified for spread bore carburetors. The use of an adapter may ease the conversion to thermo-quad carburetors. The use of Dominator style carburetors requires an adapter plate.

GASKET RECOMMENDATIONS: Fel-Pro P/N 1215 or equivalent has a port opening 2.27" tall by 1.23" wide (2.76 sq. in. opening area). With custom gaskets trimming is needed if larger area is desired.

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1. Fully clean all traces of old gasket material and sealant from all of sealing surfaces. Wipe surfaces with rags and lacquer thinner.
2. Apply Edelbrock Gasegacinch sealant #9300 or equivalent to intake paper gasket and head. Allow a few minutes to become tacky and attach gasket to cylinder head.
3. Apply a small amount of Silicone sealant to paper gasket intake side, next apply a small amount of silicone to block side of the valley pan front and rear. Install pan and secure with factory hardware.
4. Apply Edelbrock Gasegacinch sealant #9300 or equivalent to intake paper gasket and valley pan. Allow a few minutes to become tacky and attach gasket to valley pan.
5. Apply a small amount of Silicone sealant to paper gasket intake side, next rest intake on gaskets and align boltholes. Manifold Torque sequence listed below.
6. For ease of installation and a cleaner look, we recommend using Edelbrock Manifold Bolt and Washer Kit #8594.

MANIFOLD TORQUE: Torque all bolts in the sequence to 25 ft-lbs. See figure 1.

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.

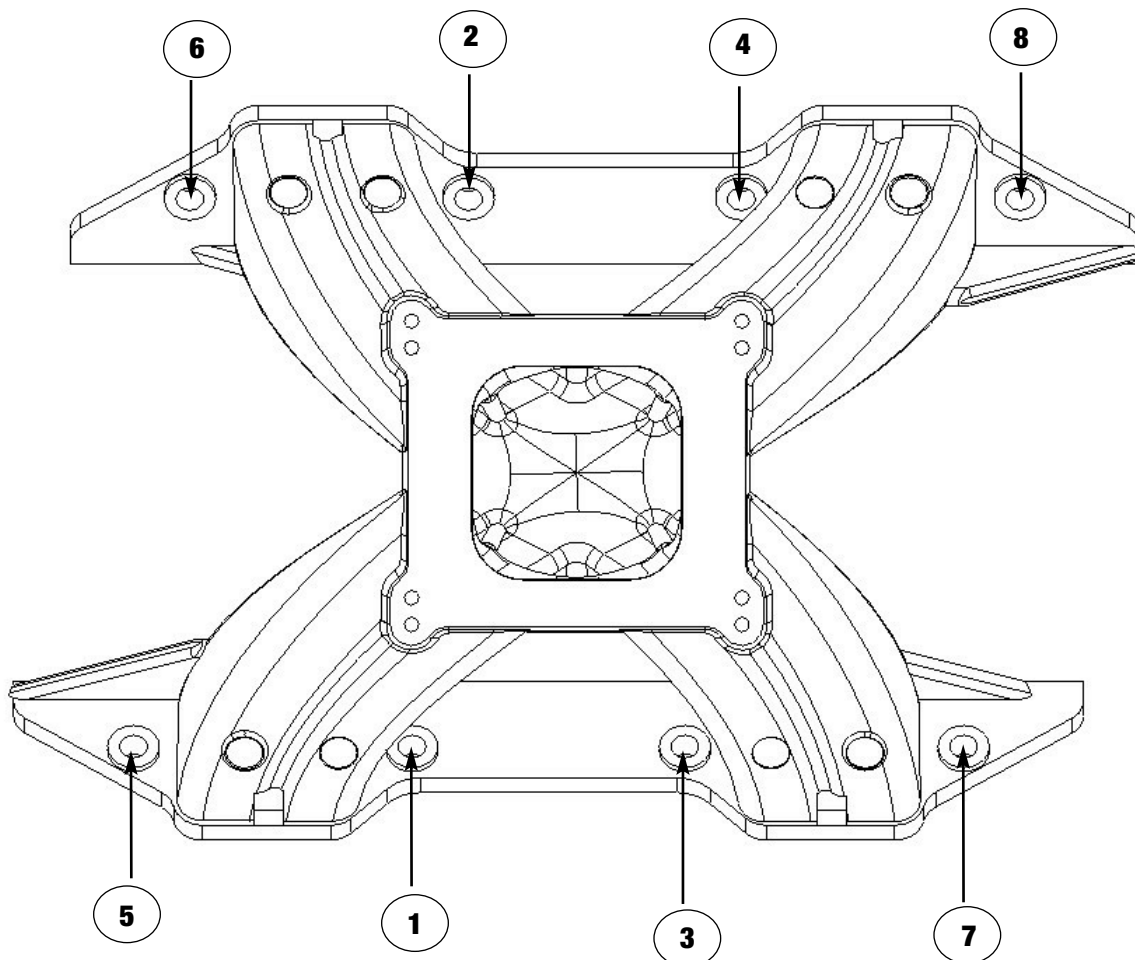


Fig. 1



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