



Victor Intake Manifold for 400-455 c.i.d. Olds V8

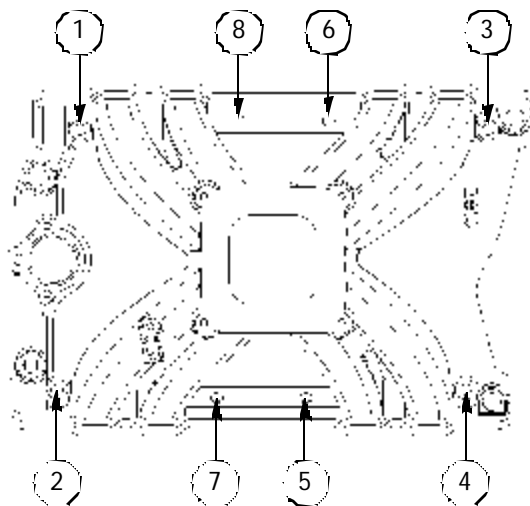
Operating Range: 4000-7500 RPM

Catalog #2810 & #2811

## INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Edelbrock Victor Intake Manifold for 400-455 c.i.d. Oldsmobile V8. If you have any questions or problems, do not hesitate to contact our Technical Hotline at: 1-800-416-8628, from 7 am - 5 pm Pacific Standard Time, Monday-Friday, or via e-mail at: [Edelbrock@Edelbrock.com](mailto:Edelbrock@Edelbrock.com).

- **Description:** This manifold is designed for competition vehicles ONLY, and is not intended to be used on the street, as it does not have provisions for chokes, emissions pieces, etc. It is designed for Olds 400-455 c.i.d. competition engines, using stock cast iron, or Edelbrock Performer RPM aluminum cylinder heads. Port exit size is 2.22" x 1.28", with enough material to allow porting to match larger port openings, if desired. Two versions are available; Part #2810 uses standard flange, 850 cfm carburetors, and Part #2811 is for 4500 series carburetors. Both models are suitable for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 7500 rpm. The manifold carburetor pad height (A/B height) is 8.2", and will not fit under most stock hoods.
- **Port Matching:** For maximum performance, we recommend port/gasket matching the port exits to the cylinder head. The manifold is tapered in the last 1.5" of the runners to stock as-cast port exit size.
- **Carburetor Recommendations:** Use an appropriate racing carburetor or the accepted carburetor for your racing class.
- **Intake Gasket:** Use Mr. Gasket Part #404, or contact Mondello Performance at (805) 237-8808 for correct gasket kit.
- **Carburetor Spacers:** Some applications may benefit from the use of a one-inch open carburetor spacer, such as Edelbrock Part #8710 (standard flange carburetors with Part #2810), or Part #8718 (cloverleaf spacer for 4500 series carburetors with Part #2811). This normally requires slight recalibration 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.



*Intake Manifold Tightening Sequence  
Tighten All Manifold Bolts to 25 ft./lbs.*

PLEASE complete and mail your warranty card. Be sure to write the model number in the "Part # \_\_\_\_" space. THANK YOU.

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