INSTALLATION INSTRUCTIONS
Victor Jr. 23º Chevrolet Aluminum Cylinder Heads
For Small Block Chevrolet V8s

Catalog #7756 (Bare), #7757 (Bare w/ Valves), #7758 (Flat Tappet)*, #7759 (Roller)*
#7761 (Flat-tappet)*, #7762 (Roller)*, #7763 (Bare), #7764 (Bare w/ Valves)

- **Please** study these instructions carefully before installing your new cylinder heads. 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**.

- **DESCRIPTION:** Victor Jr. 23º heads are designed for competition and ultra high-performance street small blocks and accept valve train hardware designed for standard 23º Chevrolet heads. They have a 550+ hp potential, out-of-the-box, for a cost effective, race-winning set-up. High-flow precision-cast 215cc intake runners offer excellent port alignment with Fel-Pro #1206 intake gaskets (recommended) without the need for port matching. These heads also feature .300" raise exhaust ports and 64cc or 70cc chambers with hardened, ductile iron valve seats and phosphor bronze guides. A 9/16" thick deck surface provides superior gasket retention. Valves are 1-piece, stainless steel high-quality construction. Available in configurations as follows:

Part No.	Victor. Jr. Cylinder Heads	Chamber Size
7756	Bare cylinder heads	64cc
7757	Bare cylinder heads with valves	64cc
7758	Complete cylinder heads with springs for Hyd-roller* or flat-tappet* cams	64cc
7759	Complete cylinder heads with springs for Mechanical roller* cams	64cc
7761	Complete cylinder heads with springs for Hyd-roller* or flat-tappet* cams	70cc
7762	Complete cylinder heads with springs for Mechanical roller* cams	70cc
7763	Bare cylinder heads	70cc
7764	Bare cylinder heads with valves	70cc

*Note: Check cam manufacturer's specifications for recommended spring rates.

Complete Victor Jr. 23º heads come with the following components: valve springs, stainless steel one-piece swirl-polished intake and exhaust valves with under-cut stems for increased flow and Viton metal jacket oil control seals. **Bare cylinder heads** will have valve guides and seats installed, but will require final guide sizing and a valve job to match the valves you will be using. They also require installation of valve springs, retainers and keepers that are compatible with the camshaft to be used.

- **ACCESSORIES:** Although Edelbrock Cylinder Heads will accept some OEM components (valve covers, etc.), we highly recommend that premium quality hardware be used with your new heads. See our catalog for details. **To order a catalog, call (800) FUN-TEAM.**

Head Bolts or Studs: High quality head studs or head bolts with hardened washers, such as Edelbrock Head Bolt Kit #8550, ARP stud kit #234-4601, ARP bolt kit #434-3701, etc., must be used for proper gasket seal and to prevent galling of the aluminum bolt bosses.

Rocker Arms: Roller rocker arms and hardened pushrods must be used. Carefully check clearance between rockers and valve covers and between pushrod and head.

Valve Covers: Edelbrock Victor Jr. heads accept standard small-block Chevrolet racing valve covers such as Edelbrock #4153, #4154, #4156, #4157, #4166, or #4167. These die-cast valve covers are available polished or black, with or without breather tubes.

Intake Manifold: Although standard intake manifolds will fit, the Edelbrock Victor Jr. cylinder heads are matched in size and operating range with Edelbrock Jr. intake manifold #2975, Victor Jr. Port-Matched #2900, or Super Victor #2925. Fel-Pro intake manifold gasket #1206 is recommended. Apply Gasga-cinch Edelbrock #9300 to intake surface of heads, manifold, and both sides of intake gasket. Do not use cork or rubber end seals supplied with gaskets; instead, use RTV silicone sealer. Apply a ¼" bead along front and rear of block, overlapping gaskets at the four corners. Torque intake manifold bolts to 25 ft./lbs.

Exhaust Headers: Any header or manifold designed for standard bolt pattern. Exhaust ports are CNC-matched to Fel-Pro #1405 exhaust gaskets, which are recommended for this application. Be sure to check spark plug-to-header clearance before installation.

and 15º ATDC during valve overlap. The point of minimum exhaust valve to piston clearance will usually occur 15º to 5º BTDC during valve overlap. **Re-machining of the piston top eyebrows may be required with some pistons.**

2. **Proper lifter adjustment and rocker geometry –** Check Lifter pre-load. Check clearance of push rod to guideplate. Rocker geometry should be checked making sure that the contact point of the roller remains properly on the valve tip and does not roll off the edge. Visual inspection of the rockers, valve springs, retainers, and pushrods should be made to ensure that none of these components come into improper contact with each other. If problems with valve train geometry occur, simple changes such as pushrod length may have to be made.

- **OTHER ASSEMBLY TIPS**
  - ✓ When installing the sparkplugs and exhaust headers, be sure to use a high temperature anti-seize compound on the threads to reduce the possibility of thread damage in the future.
  - ✓ **Do not exceed a torque of 25 ft./lbs. on the intake manifold bolts and lubricate the bolt threads prior to assembly.**
  - ✓ If pushrod to cylinder head contact is a problem, loosen rocker studs and re-position guideplate as needed for clearance.

- **INSTALLATION:** Installation is the same as for original equipment cylinder heads. Consult service manual for specific procedures, if necessary. For 350 and smaller engines, use Fel-Pro head gasket #1003. #1003 has a flattened steel O-ring around each bore and will provide an excellent, long lasting seal. However, it will compress the aluminum and you must use #1003 for subsequent gasket changes to get a good seal. For 400 c.i.d. small blocks, use Fel-Pro #1014. YOU MUST DRILL "STEAM HOLES" IN CYLINDER HEADS FOR 400 ENGINES (see Figure 2). Be sure that the surface of the block and the surface of the head are thoroughly cleaned to remove any oily film before installation. Use alcohol or lacquer thinner on a lint-free rag to clean. Apply Loctite PST or suitable thread sealer to head bolt threads. Torque to 65 ft./lbs. in three steps (30-50-65) following the factory tightening sequence (see Figure 1). A re-torque is recommended after initial start-up and cool-down (allow 2-3 hours for adequate cooling)**.**

- **SPECIFICATIONS:**

Head Bolt Torque:	65 ft./lbs. (in steps of 30-50-65)
Intake Bolt Torque:	25 ft./lbs.
Rocker Stud Torque:	45 ft./lbs.
Combustion Chamber Volume:	#7756-7759 - 64cc ; #7761-7764 - 70cc
Intake Runner Volume:	210cc
Exhaust Runner Volume:	65cc
Deck Thickness:	9/16"
Valve Seats:	Hardened, interlocking, compatible with all types of fuel
Valve Size:	Intake - 2.08", Exhaust - 1.60" (+.100" longer-than-stock)
Recommended Intake Part #:	#9784 (1 only), #9785 (set of 8); +.100" longer-than-stock
Recommended Exhaust Part #:	#9786 (1 only), #9787 (set of 8); +.100" longer-than-stock
Valve Locks:	11/32" x 7º (#9616)
Valve Spring Retainers:	7º 4140 steel (#9728)
Valve Spring Diameter:	1.55"
Valve Spring Installed Height:	1.900"
Valve Spring Seat Pressure:	140 lbs. - #7758*, #7761* ; 200 lbs. - #7759*, #7762*
Max. Valve Lift:	.650"
Pushrod Guideplates:	1010 hardened steel
Rocker Arms:	Aftermarket roller type required (7/16" stud)
Pushrods:	5/16" dia. Hardened pushrods required for use with guideplates
Spark Plugs:	14mm x ¾" reach gasketed seat
Recommended Intake Gasket:	Fel-Pro #1205 or Fel-Pro #1206
Recommended Exhaust Gasket:	Fel-Pro #1405

***Note: Check cam manufacturer's specifications for recommended spring rates.**

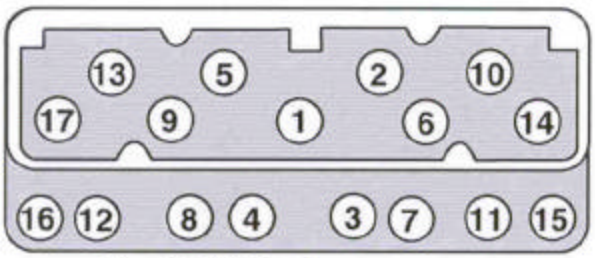

Figure 1— Tightening Sequence

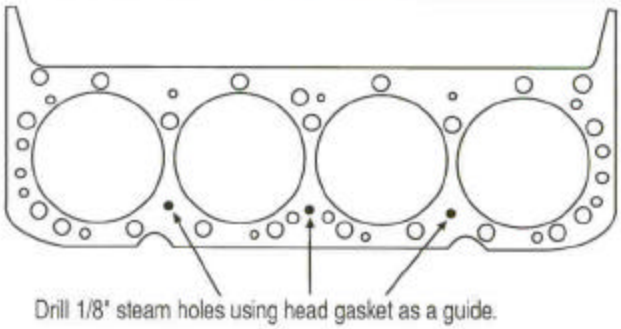

Figure 2— STEAM HOLE LOCATION FOR 400 C.I.D. ENGINES ONLY

Drill three .125" holes in each head using 400 c.i.d. head gasket as a guide. DRILL ONLY THE THREE LOWER STEAM HOLES (closest to the spark plugs) as indicated. Drill straight into the head (90° from the deck) until the drill breaks through into the water jacket.

COOLANT HOLES ABSOLUTELY MUST NOT OVERLAP INTO THE HEAD GASKET SEALING RING AREA.

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

Edelbrock Corporation · 2700 California Street · Torrance · California 90503

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