



Edelbrock Super Victor LS-R Manifold Catalog #2823-Carb; 28235-EFI INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hot-line at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

**IMPORTANT NOTE: Proper installation is the responsibility of the installer.
Improper installation may result in poor performance and engine or vehicle damage.**

DESCRIPTION: These two-piece manifolds are intended for LS-R high performance race applications operating in the 8,000 rpm range utilizing Edelbrock LS-R cylinder heads (#770468 - CNC'd & #770469 - Pro Port). The single plane design features a Dominator 4500 series carburetor flange and is capable of producing near 1,000 hp. #2823 is intended for carbureted applications while #28235 features machined fuel injector bosses for EFI applications. LS-R fuel rail kit, #3510, is available separately. Port exits are tipped 6.5°.

NOTE: Manifolds are cast in two pieces, O-ring grooved, and bolted together with locating shoulder bolts. As a result, it can be taken apart for better porting access and then bolted back together while maintaining a perfect match. Torque shoulder bolts to 8 ft-lbs.

INTAKE GASKETS: These manifolds use a unique symmetrical port layout and requires Edelbrock specific intake gaskets #7290 (sold separately).

CARBURETOR RECOMMENDATIONS (#2823): The carb pad is machined for a standard Dominator, use an appropriate 4500 series racing carburetor (CFM will vary according to your application).

INJECTOR SELECTION (#28235): 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. 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 O-ring lube on all O-rings when installing injectors.

INSTALLATION PROCEDURE: Using appropriate mounting hardware, not included, mount the manifold to the engine. Torque the manifold bolts to 25 ft/lbs in small, even steps, following the recommended torque sequence (**See Fig. 1**). If you cannot fit a torque wrench on some of the bolts, use a small box end wrench to avoid over tightening.

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.
- EFI manifolds need to 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. Repair all leaks prior to starting the engine.

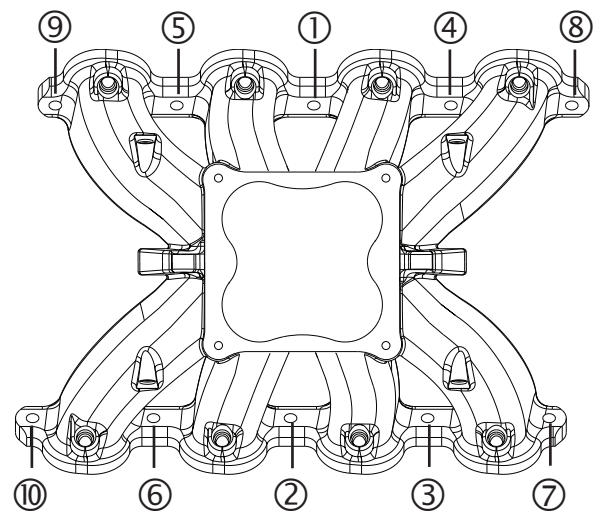


Fig 1 - Torque Sequence - Torque Bolts To 25 ft./lbs.

**Edelbrock LLC • 2700 California St. • Torrance, CA 90503
Tech Line: 1-800-416-8628**