



VICTOR SMALL BLOCK CHRYSLER EFI INTAKE MANIFOLD
for 340-360 Chrysler (LA)
Part #28155
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 Hotline 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: The Edelbrock Victor 28155 EFI intake manifold has all the same qualities as the 2815 manifold, with the addition of machined vertical injector bosses. The bosses are located on top of the runners for optimum port fuel injection. The 2815 manifold was designed for 340-360 c.i.d. Chrysler V8s. This manifold can be used on a 318 c.i.d. engine only if 340/360 or aftermarket heads are used since the port exits of the manifold are larger than the intake flange of the stock 318 head. These manifolds will not fit later model Magnum V8 engines. The runner design delivers maximum power from 3500-8000 rpm. The 28155 is an intake manifold only. The Fuel Rail Kit is sold separately as part #3641.

NOTE: This manifold is not intended, nor legal, for street use on pollution-controlled vehicles. Furthermore, It is the responsibility of the end-user to verify conformity to any particular racing association's rules regarding manifold dimensions, aligning to a template, etc.

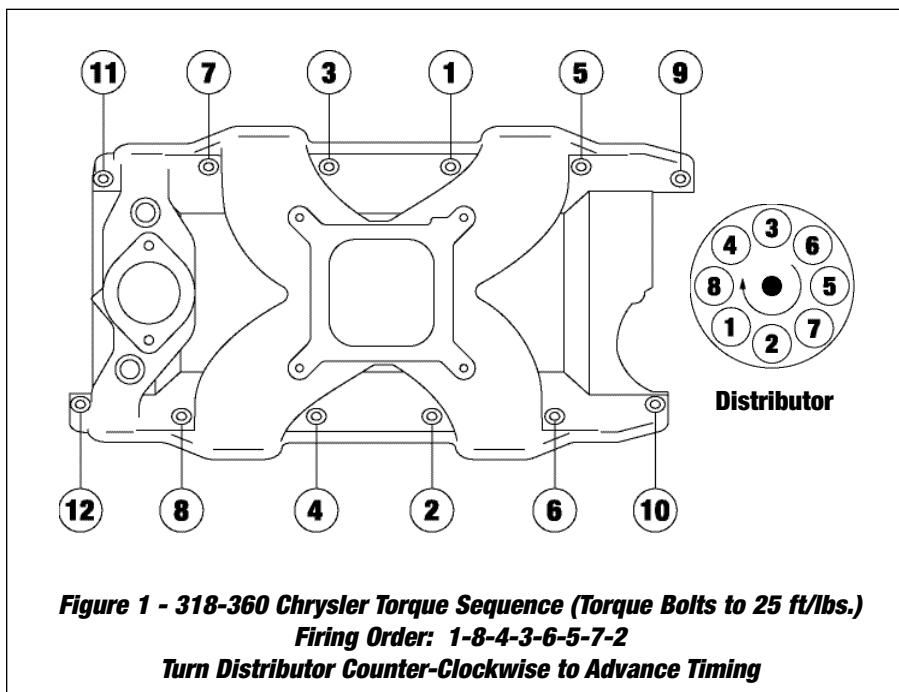
- **ACCESSORIES & INSTALLATION ITEMS:** Major recommendations are listed below. However, due to the variety of applications, additional equipment may be required for your specific vehicle than mentioned in these instructions.
- **Fuel Rail Kit Contents (Sold Separately as Part #3641):**

Kit includes the following:

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| <input type="checkbox"/> 2 - Machined fuel rail extrusions (fuel rail ends tapped for 3/8" pipe) | <input type="checkbox"/> 4 - 1/4-20 x 1-1/2" Hex head bolts |
| <input type="checkbox"/> 4 - Fuel rail bracket stands (2.45" o-ring spacing) | <input type="checkbox"/> 12 - 1/4" Flat washers |
| <input type="checkbox"/> 4 - 1/4-20 Nyloc Hex nuts | <input type="checkbox"/> 4 - 1/4-20 x 5/8" Socket head bolts |

- **Injector Warning:** 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 work with the electronic commands of the engine control unit (ECU). Once injectors and an ECU is determined, make sure that when installing the injectors onto the manifold the o-rings of the injectors create a complete seal to prevent any air or fuel from leaking out. The same precaution should be applied when assembling the injectors to the fuel rails.
- **Power Options:** Although this manifold will work with ported factory cast iron heads, we highly recommend the use of our #60779 or 60179, Performer RPM cylinder heads. These heads offer higher airflow levels with minimum preparation required. See our catalog for details.
- **Gasket Recommendations:** Edelbrock #7276. Gasket port opening is 1.17" x 2.30", .060" Thick
- **Throttle Body Recommendations:** Edelbrock Square-Bore #3878 is equipped with a Delphi/GM IAC, while #38783 is equipped with a Hitachi Linear IAC. Check with your ECU manufacturer to determine which throttle body is correct for your application.
- **Installation Procedure:**
 1. Use only recommended intake gasket sets when installing this intake manifold. For ease of installation and a cleaner look, we recommend using Edelbrock Manifold Bolt and Washer Kit #8579.
 2. Fully clean the cylinder head intake flanges and the engine block end seal surfaces.
 3. Apply Edelbrock Gasgacinch sealant P/N 9300 to both cylinder head flanges and to the cylinder head side of the gaskets. Allow to air dry, and attach the intake gaskets.
 4. Install a factory-style valley pan along with the recommended gaskets.
 5. Torque all of the manifold bolts in two steps by the sequence shown in **Figure 1** to 25 ft/lbs.

- **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 to closed without binding.
 - ❑ Check the fit of each injector. They should be able to rotate freely. The O-rings should be fully inside their respective bores.
 - ❑ If applicable, make sure there will be enough hood clearance after the air cleaner has been installed.
 - ❑ Activate the fuel pump and fully check the system for any leaks prior to starting the engine.



Edelbrock LLC • 2700 California St. • Torrance, CA 90503
Tech-Line: 800-416-8628 • Office Line: 310-781-2222