



VICTOR X INTAKE MANIFOLDS
For Honda/Acura B-Series Engines
Catalog #4760, 4761, 4764, 4765, 4767, & 4768

INSTALLATION INSTRUCTIONS

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

WARNING: When working around gasoline or with any fuel system, always work in a well-ventilated area. Keep all sparks, open flames, or other sources of ignition away from the work area. Failure to do so could result in a fire or explosion causing vehicle or property damage, personal injury, and/or death.

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

DESCRIPTION: Edelbrock Victor X intake manifolds are designed to optimize horsepower gains for Honda race engines when operating in the 7,000 to 10,000+ rpm range. Specific applications are listed below. These manifolds feature five-inch long, tapered runners and a large, round plenum for optimal airflow on both all motor, and forced-induction applications. The 66mm machine-profiled throttle body opening fits oversized throttle bodies without grinding. Victor X manifolds will accept either a GSR or a standard idle air motor, and include Civic / Integra Type R throttle cable bracket bosses. Model numbers 4760, 4764, and 4767 include four extra fuel injector bosses, which must be machined to add a secondary fuel system. The 4761, 4765, and 4768 include already machined secondary fuel injector bosses and a machined fuel rail.

NOTE: Victor X manifolds move the throttle body by several inches. The air inlet system you are using may require modification.

APPLICATIONS:

INTAKE MANIFOLD	APPLICATION
4760, 4761	Honda/Acura vehicles using the B18C1 engine. Typically found in 1994-2001 Acura Integra GSR
4764, 4765	Honda/Acura vehicles using the B16A (USDM or JDM) or the B18C5 (Type-R) engine. The B16A is usually found in the Honda Del Sol VTEC or 1999-2000 Honda Civic Si. The B18C5 is original equipment for the Acura Integra Type-R.
4767, 4768	Honda/Acura vehicles using a B18 series, non-VTEC engine. These are usually referred to as the "LS" engine. These engines are commonly found in 1990-2000 Acura Integra GS, RS, or LS models.

KIT CONTENTS:

- 1 Intake Manifold
- 1 Throttle Body Gasket
- 1 Manifold Air Temp (MAT) Sensor Block Off Plate
- 1 MAT Sensor Block Off Plate Gasket
- 2 M5 x 12mm Long Torx Head Capscrews with Integral Washers
(For MAT Sensor Block-Off Plate)
- 3 .68" O.D. x .281" I.D. x .315" Thick Fuel Rail Spacers
- 1 17mm Hose x 3/8" Pipe Fitting with 1/8" Pipe Side Port
- 1 3/8" Hose x 1/4" Pipe Fitting
- 1 3/8" Hose x 1/8" Pipe Fitting
- 2 3/16" Hose x 1/8" Pipe Fitting
- 1 5/16" Hose x 1/8" Pipe Fitting
- 4 1/8" Pipe Plug
- 2 1/4" Pipe Plug
- 1 3/8" Pipe Plug
- 1 12" Length of 18-Gauge Yellow Wire (4760/4761 ONLY)
- 1 12" Length of 18-Gauge Blue Wire (4760/4761 ONLY)
- 4 Wire Connectors (4760/4761 ONLY)
- 1 B16 Throttle Cable Bracket (4764/4765 ONLY)
- 1 Fuel Rail (4761/4765/4768 ONLY)
- 2 Fuel Rail Adapters (4761/4765/4768 ONLY)
- 4 1/4-20 x 3/4" Allen Head Screws (4761/4765/4768 ONLY)
- 2 1/4-20 x 1-1/8" Hex Head Screws (4761/4765/4768 ONLY)
- 2 1/4" Split Lock-Washers (4761/4765/4768 ONLY)

GASKET RECOMMENDATIONS: Install intake manifolds using the gaskets recommended below.

INTAKE MANIFOLD	REFERENCE	RECOMMENDED GASKET
4760, 4761	None	Edelbrock #15042
4764, 4765	None	Edelbrock #15041
4767, 4768	None	Edelbrock #15043

NOTE: To ensure maximum performance and a proper seal, Edelbrock gaskets which are specifically designed and manufactured for use with Edelbrock parts must be used.

INSTALLATION PROCEDURE

BEFORE BEGINNING: If you are installing a manifold with a secondary fuel system (4761, 4765, or 4768), it is recommended to install the secondary fuel rail and your injectors BEFORE installing the intake manifold onto the engine. See the "Special Instructions for 4761, 4765, and 4768" section on Page 3 for instructions regarding fuel rail installation.

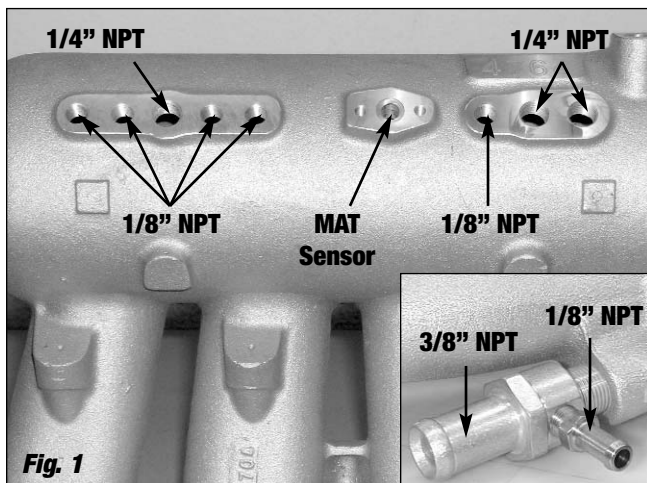
1. Remove old intake and related hardware (Refer to factory service manual, if needed).

TIP: Remove oil filter (install before starting engine) and intake support bracket from the underside of car to simplify the removal of the old intake, remove old intake as an assembly. The intake support bracket will not be needed on the new intake.

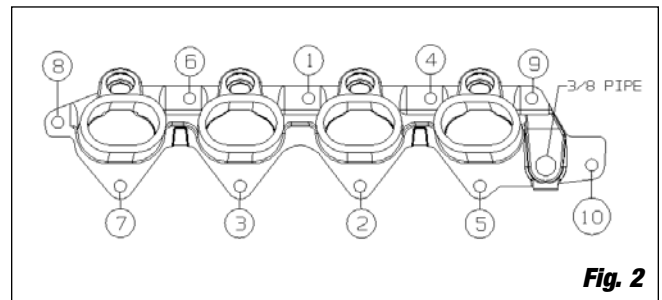
2. Remove old gasket from head and clean head surface. To prevent gasket pieces from falling into ports when cleaning old gaskets, stuff paper or rags into ports. When clean, remove stuffing carefully making sure all particles are removed. Wipe surfaces clean with rags using lacquer thinner to remove any oil or grease.

NOTE: This is a MUST to ensure proper sealing.

3. Transfer vacuum fittings, hardware, Idle Air solenoid (IAC), and sensors as applicable and install coolant fittings (See Fig. 1).



4. Install the throttle body using the stock hardware (remove the stock studs and install them into the Victor X intake manifold) and the supplied throttle body gasket. If using a stock gasket, cut gasket to match the intake opening.
5. Check all fuel injector O-rings and seals for cracking or brittleness, replace as necessary.
6. Install the recommended intake manifold gasket for your application (See "Gasket Recommendations") and install the intake manifold using factory studs and hardware (or equivalent). Make sure studs are clean and free of burrs. Torque nuts in a crisscross pattern (See Fig. 2). Torque to 17 ft. lbs. in two- or three-step sequence.



7. Install fuel injectors, stock fuel rail spacers and fuel rail. Each injector should be able to rotate freely after the fuel rail holddown bolts are fully tightened.

NOTE: Certain models and years did not use fuel rail spacers (such as Integra Type-R and late Integra LS models). These applications may require the use of fuel rail spacers in order to install the Victor X intake manifold. Use the supplied fuel rail spacers if necessary.

8. When installing fuel pressure regulator, rotate assembly 180 degrees to clear the intake (**See Fig. 3**).
9. Install fuel and vacuum connection along with all needed sensor wires as originally equipped.

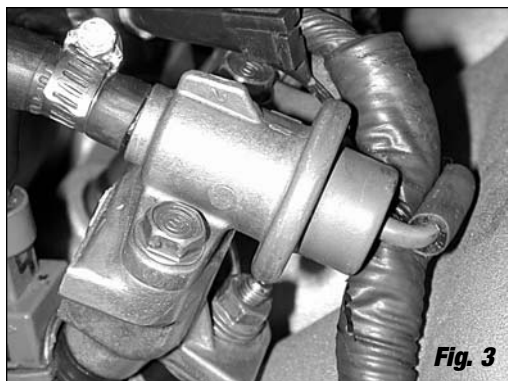


Fig. 3

Special Instructions for #4760/4761: In some cases, the idle air control motor (IAC) wire harness will no longer reach the solenoid. Use the supplied wires and connectors supplied in kit to extend the factory wire harness.

10. Install air inlet (Some air inlet systems may require modification).
11. Check all fluid levels, start engine and check for possible vacuum leaks.
12. This is a race manifold with different flow characteristics than your stock manifold, modifications to your fuel curve and cam timing will be necessary for optimal performance.

SPECIAL INSTRUCTIONS FOR 4761, 4765, AND 4768

NOTE: Basic manifold installation is the same as manifolds without a fuel rail. Install fuel rail before continuing with the remainder of the installation. Manifolds are designed to be used with either the Pico style injector or the Bosch style injector. Refer to Figure 4 during the fuel rail installation process.

Pico-Style Injectors: When using Pico-style injectors, attach fuel rail directly to intake location "A" using the two 1/4-20 x 1-1/8" hex-head screws supplied in kit.

Bosch-Style Injectors: When using Bosch-style injectors, attach bracket "B" to the fuel rail with the supplied 1/4-20 x 3/4" Allen-head screws. Next, attach the fuel rail to the intake manifold using the two 1/4-20 x 1-1/8" screws and 1/4" lockwashers as shown.

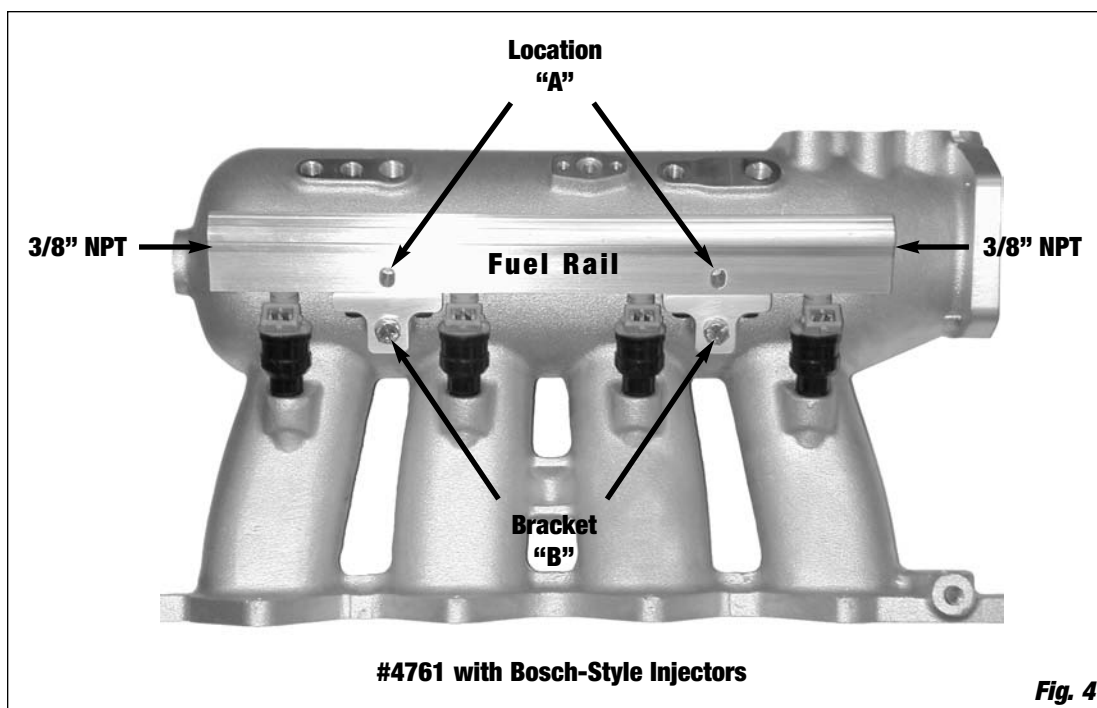


Fig. 4