



EDELBROCK 90mm THROTTLE BODIES
With LS1 Electronics
Catalog #3864, 3869
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 will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: These Edelbrock Throttle Bodies feature a 90mm bore and include a pre-calibrated GM Gen III throttle position sensor (TPS) and idle air controller (IAC valve). These throttle bodies also feature an idle-bleed screw so idle speed can be adjusted without affecting TPS voltage. #3864 is designed for GM Gen III engines and GM Gen IV engines that have been converted to cable operation. The #3869 is designed for any engine utilizing the Edelbrock Pro-Flo XT manifold or throttle body elbow that is compatible with GM Gen III electronics. The #3869 is equipped with an oversized cable wheel for improved pedal sensitivity, but this feature will prevent its installation on an OEM LS2 intake manifold.

NOTE: These throttle bodies have not been designed to work with any type of emission control device. They are intended for race use only and may not be legal for installation on street driven vehicles in some areas. Check local laws before installing on a street driven vehicle.

KIT CONTENTS (#3869 only):

- 1 Ball stud adapter 1 Kickdown stud 1 Throttle body gasket (Edelbrock PN 3813) 5 1/4"-20 Socket Head Bolts

INSTALLATION PROCEDURE

1. Make sure the engine is cool, the vehicle is secure on level ground, and the negative battery terminal is disconnected.
2. Remove the stock throttle body according to the factory service manual procedure, if necessary.
3. Make sure the gasket surface is clean and free of any debris or old sealant. If your intake manifold (such as Edelbrock PN 7140) accommodates the factory throttle body O-ring seal (GM 12576549), the O-ring seal can be reused. A throttle body gasket is included if an O-ring groove is not present.
4. Install the new throttle body to the manifold using the supplied gasket and bolts and torque to 10 ft/lbs.
5. Connect any vacuum hoses, electrical connectors, coolant hoses, throttle and cruise control cables to the new throttle body.
6. Re-install the negative battery terminal and start engine. Check for leaks to make sure all connections are secure. If leaks exist, stop engine and repair leaks before continuing.
7. Start engine and run until it reaches operating temperature. Performance and idle may be slightly erratic until the ECU recalibrates itself for the increased flow. If a steady idle is not reached after an hour or two of runtime, see "Idle Bleed Screw Adjustment" section below. Engines equipped with high duration camshafts typically require idle adjustment.

IDLE BLEED SCREW ADJUSTMENT

- A. Shut off engine, and be sure the idle bleed screw (gold colored, slotted head) is turned clockwise until it bottoms in its bore.
CAUTION: Do not use too much force when bottoming the screw.
- B. Disable the Idle Air Controller circuit by plugging the air inlet hole found in the throttle body main bore. Simply disconnecting the IAC connector may result in the IAC being "parked" in an open position. Adjust gold idle screw in small increments until vehicle idles at approximately 500 rpm. Re-connect I.A.C. connector and vehicle will return to computer controlled idle speed.

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