



**HIGH-FLO T.P.I. BASEPLATE  
PART #3860, #3861 & #38601  
CHEVROLET 305 / 350 c.i.d. T.P.I. V8 (1985 and later)**

**INSTALLATION INSTRUCTIONS**

- **PLEASE** study these instructions carefully before installing your new manifold. Also, it is recommended that you study the O.E.M. Service Manual (or Mitchells, Motors, Chiltons, etc.). Before you begin work on the installation, photograph or sketch your engine for future reference, paying particular attention to all lines and connections. When disconnecting each part from engine, tag it to facilitate re-assembly. If you have any questions, do not hesitate to contact our **Technical Hotline at: (800) 416-8628** from 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time.
- **MANIFOLD:** High-Flo T.P.I. Baseplate #3860 is designed to be used with either aluminum or cast iron cylinder heads with centerbolt valve covers (all OEM applications). High-Flo T.P.I. Baseplate #3861 is identical to #3860 except that it has not been machined at the flange to clear the ridge on centerbolt valve cover heads. #3861 is applicable to high performance early-style cylinder heads including most aftermarket heads (except raised runner heads).
- **POWER PACKAGE:** The Edelbrock High-Flo T.P.I. Baseplate is part of a Total Power Package Parts System that can be completed with the use of dyno-matched High-Flo T.P.I. Runners, Tubular Exhaust Systems, and related parts specifically designed to give you maximum results. Please refer to the Power Package Guide in the Edelbrock catalog to select all the components you need. These components are compatible with the O.E.M. computer.
- **FUEL INJECTORS:** Original injectors should be re-installed; use only OEM-type fuel injectors.
- **EGR SYSTEMS:** Edelbrock EGR-equipped High-Flo T.P.I. Baseplates are intended as a direct functionally identical replacement for their O.E.M. counterparts. All exhaust emissions or emissions related stock components will be retained and functional.
- **GASKETS AND SEALANT**  
**CAUTION:** Use only O2 sensor safe RTV silicone sealant.
  1. Use only O.E.M. #10159409 or equivalent gaskets (such as Edelbrock #7201) when installing Edelbrock manifolds for street applications. Do not use high-performance or competition type intake gaskets for street application. Due to material deterioration under street conditions, internal leakage of both vacuum and oil may occur.
  2. Apply Edelbrock Gasgacinch sealant #9300 to both sides of the manifold as well as head surfaces. This will ensure a good seal.
  3. Eliminate the end seals. Instead, use only O.E.M. approved RTV sealers designed for use with O2 sensors. Apply a bead of sealant approximately 1/4" high across the block end seal surface, overlapping the intake gasket at the four corners. This method eliminates end seal slippage and deterioration.

**INSTALLATION PROCEDURE**

- **INTAKE SYSTEM REMOVAL**
  1. Disconnect battery.
  2. Drain coolant.
  3. Disconnect throttle body from Mass Air Flow Sensor boot.
  4. Disconnect all lines from throttle body (linkage, water, vacuum, etc.).
  5. Remove linkage attachments from plenum and move out of the way.
  6. Disconnect plenum from runners and remove (it is not necessary to remove throttle body from plenum). You may need to loosen lower runner bolts in order to free plenum.
  7. Remove all connections (i.e., 9th injector [not on 1989 & later vehicles], fuel, vacuum, electrical, water, etc.) from intake system.  
**CAUTION:** FUEL LINES MAY BE UNDER HIGH PRESSURE - REMOVE CAREFULLY.
  8. Remove runners from baseplate.
  9. Remove fuel rail from baseplate.
  10. Remove distributor from engine after marking the position of the rotor and housing for re-installation.
  11. Disconnect EGR tube from rear of manifold (only necessary on aluminum head engines). Be careful not to damage the tub connection at exhaust pipe.
  12. Remove baseplate from engine.
  13. Cover intake ports and lifter valley.
- **TRIAL FIT**

Trial fit your new intake system (base, fuel rail, EGR valve, runners, and plenum) on your work bench prior to installation on your vehicle. This way you can get a "feel" for what goes where and why. Note: Because of the different ways that the O.E.M.'s route fuel lines, some material may need to be removed from the runners in order to clear the fuel lines. O.E.M. distributor housing or manifold runner may require slight filing or grinding to clear the larger passages cast into the High-Flo T.P.I. Baseplate. Check for clearance before installing baseplate onto engine. In some cases it is possible to re-phase the distributor for adequate clearance by simply rotating to a different position and moving the spark plug wires back to their original location.
- **FINAL PREPARATION FOR RE-INSTALLATION**
  1. Prepare the flange surfaces of the plenum, runners, baseplate and heads by scraping off old gasket material.
  2. Transfer all fittings and sensors (including oil splash shield) from OEM to Edelbrock High-Flo Baseplate. Use teflon tape on all pipe threads.
  3. Make sure your new intake system is free of all foreign objects (i.e., dirt, grease, gasket material, etc.).

**•TOOLS REQUIRED**

- Pliers
- Flat blade screwdriver
- Needle nose pliers
- 8 mm & 10 mm deep sockets
- 16 mm & 1/2" tubing wrenches

- 9/16", 3/4", 7/8", & 15/16" open end wrenches
- Torx head sockets (T40 & T45)
- 1/4" socket
- Rubber mallet

**• INTAKE MANIFOLD SYSTEM RE-INSTALLATION**

1. Install baseplate on engine and replace all connections. See Figure 2 for proper bolt tightening sequence and torque all circled bolts to 25 ft./lbs. When installing the baseplate onto the engine, apply silicone sealer to the threads of the four centerbolts. This will prevent oil leaks, as these bolts go into the lifter valley. Note: on 1990 & later engines, only two of the three pipe threaded holes on the front of the baseplate are used. Plug the extra hole with a pipe plug. For engines with iron heads, attach the included block-off plate (with included screws) to the remote EGR pad on right rear side of baseplate. Use high temp RTV to seal.
2. Replace the distributor and any electrical connections per OEM specs.
3. Place fuel rail on posts but do not attach at this time.
4. Place runners into position on the baseplate making sure to use the proper runner/gasket on the proper side and start bolts. Note: If you are using stock runners, use the included gasket on the passenger side runner with the EGR balance tube.
5. Tighten down fuel rail.
6. Place plenum into position and start bolts (make sure proper gaskets are used).
7. Tighten all runner and plenum bolts.
8. Attach all fuel, water, and electrical connections to the throttle body. On some year vehicles it may be necessary to discard the original hard line (pre-formed steel tubing) which ran from the O.E.M. baseplate to a rubber hose connecting to the charcoal cannister. On the passenger's side of the engine, discard the original hard line (if so equipped) which ran from the valve cover vent to the throttle body and replace with 3/8" rubber hose.

9. Re-connect the throttle body to MAFS boot.
10. Re-connect linkage.
11. Replace coolant.
12. Re-connect battery.
13. Start engine and run briefly, monitoring the "check engine" light. Turn off engine and check installation for any leaks or abnormalities.

**• MANIFOLD TORQUE**

Torque all bolts circled in Figure 3 to 25 ft./lbs. See Figure 2 for proper sequence.

**• EGR VALVE**

Manifold will accept OEM EGR valve.

**• FIRING ORDER AND CYLINDER NUMBERING**

For cylinder numbering and firing order, see Figure 1.

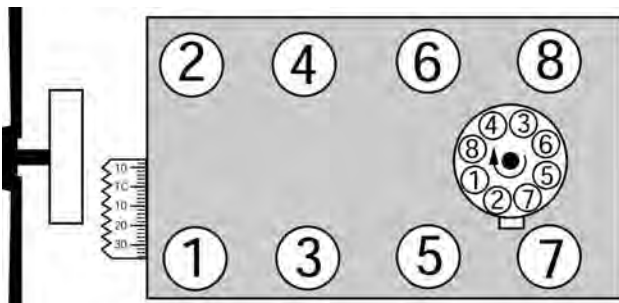
**• FINAL TUNING**

NOTE: Local emission laws must be checked for legality of injector or ignition changes. Edelbrock manifolds deliver excellent driveability and power utilizing the factory OEM distributor settings.

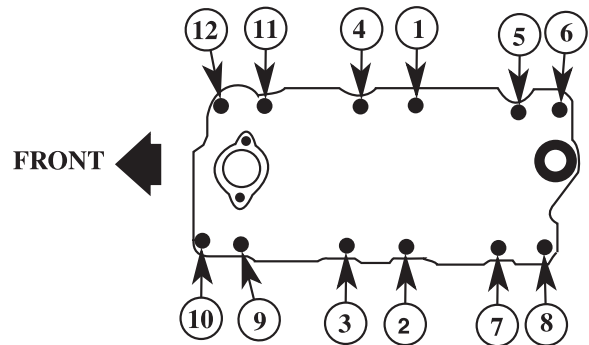
**• CAMSHAFTS AND HEADERS:** Use only parts that are compatible with computer-controlled engines, such as Edelbrock Tubular Exhaust Systems. Do not use other header systems which are not tested for compatibility with computer-controlled T.P.I. systems. Those headers may not position the O2 sensor in the correct location, causing improper operation of the injector.

**• PARTS SUPPLIED WITH MANIFOLD:**

- 4- 3/4"-14 NPTF pipe plugs
- 1- 3/8"-18 NPTF pipe plug
- 1- Remote EGR block-off plate
- 2- M8 x 1.25 x 2 cm hex cap screws
- 1- Gasket (#54-3335)



**Figure 1**—262-400 c.i.d. Chevrolet—turn distributor counterclockwise to advance timing.



**Figure 2**—Intake manifold tightening sequence

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