



EDELBROCK THROTTLE BODIES
For 1997-2002 LS1-Equipped Vehicles
Catalog #3867, 3868

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 or e-mail us at Edelbrock@Edelbrock.com.

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: Edelbrock LS1 Throttle Bodies feature an 80mm bore and are designed to fit the factory plenum without modifications. The Throttle Position Sensor (TPS) and the idle air bypass (IAC valve) are pre-calibrated. These throttle bodies feature an idle-bleed screw for extra idle control. #3867 is designed for 1997-1999 Camaro/Firebird applications, while #3868 is designed for 2000-2002 Camaro/Firebird and 2004 GTO applications.

NOTE: This Edelbrock part has received an Executive Order number (E.O.#) from the California Air Resources Board (C.A.R.B.) making it legal for street use in all 50 states on the applications listed above. To assist you with emission equipment certification, we have included a silver fan shroud decal to help testing personnel verify the this part is a legal replacement on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specifications decal. Do not cover any part of your original emission decal.

KIT CONTENTS

- 1 Throttle body assembly
- 1 C.A.R.B. E.O. sticker

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 throttle body air inlet hose and disconnect the coolant lines from the factory throttle body. Make sure to catch any dripping coolant in a clean drain pan to be re-used after the installation.
3. Disconnect vacuum hoses, electrical connectors, throttle and cruise control cables from the factory throttle body.
4. Remove the three mounting bolts from the throttle body and remove the throttle body from the vehicle. Remove the throttle body slowly, ensuring that no other connectors are hindering removal. Set aside the mounting bolts.
5. Inspect the factory o-ring gasket and replace if necessary. In most cases, it can be reused. Make sure the gasket surface is clean and free of any debris or old sealant. Lubricate the o-ring with a small amount of silicone o-ring lube prior to installing the throttle body.
6. Install new throttle body to the manifold using the stock gasket and bolts and torque to factory specification.
7. Re-connect all vacuum hoses, electrical connectors, coolant hoses, throttle and cruise control cables to the new throttle body.
8. Refill the coolant tank with the spilled coolant. If the coolant is dirty, dispose of it appropriately and top off the system with fresh coolant. 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.
9. Start engine and run until it reaches operating temperature. If a steady idle is not reached, see "Idle Bleed Screw Adjustment" section below. Stock engines usually will not require any adjustment. Heavily modified engines may 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. Start the engine and disconnect I.A.C. connector. 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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