

HIGH-FLO T.P.I. RUNNERS

For 1985-Later Chevrolet 305 & 350 C.I.D. T.P.I. V8 Engines

Catalog #3865, 3870

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.

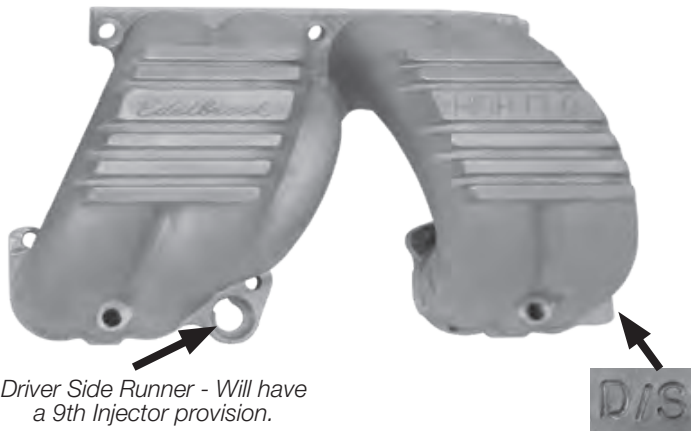
IMPORTANT NOTE: Proper installation is the responsibility of the installer. Improper installation will void your warranty and may result in poor performance and engine or vehicle damage.

DESCRIPTION: Edelbrock High-Flo T.P.I. Runners are designed for use on 1985-Later Tuned Port Injection equipped 305 and 350 C.I.D. Chevrolet V8 engines. The runners feature an improved design and increased flow, and no changes to the stock computer are required. #3865 runners are designed for 1985-1988 engines, while #3870 runners are designed for 1989 & later engines. Runners will fit OEM or Edelbrock High-Flo TPI Baseplates. Replacement runner gaskets are available as #3866. **NOTE:** High-Flo T.P.I. Runners are intended as a direct replacement for the factory parts. All emissions related factory components are to be retained and functional. They are, therefore, legal for street use in all 50 states, and no C.A.R.B. E.O. number is required. If required, a Stock Replacement Part List for Intake Manifolds is included and can be used for emission inspection purposes. Check local laws for requirements.

KIT CONTENTS

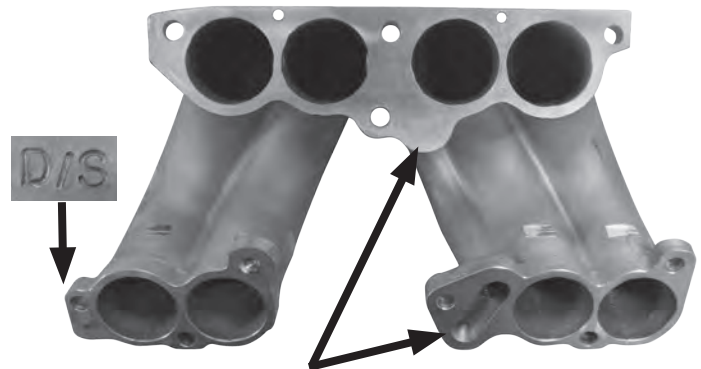
- 2 TPI Runners (Driver and Passenger)
- 2 Left Side TPI runner Gaskets
- 2 Right Side TPI runner Gaskets
- 6 M8 x 1.25 x 30mm Allen head cap screws
- 2 M8 x 1.25 x 40mm Allen head cap screws
- 4 M8 x 1.25 x 65mm Allen head cap screws

Part Number 3865 (Driver Side)



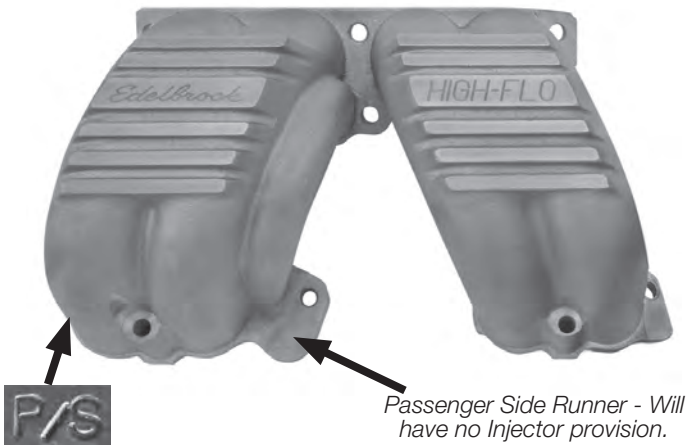
Driver Side Runner - Will have a 9th Injector provision.

Part Number 3870 (Driver Side)



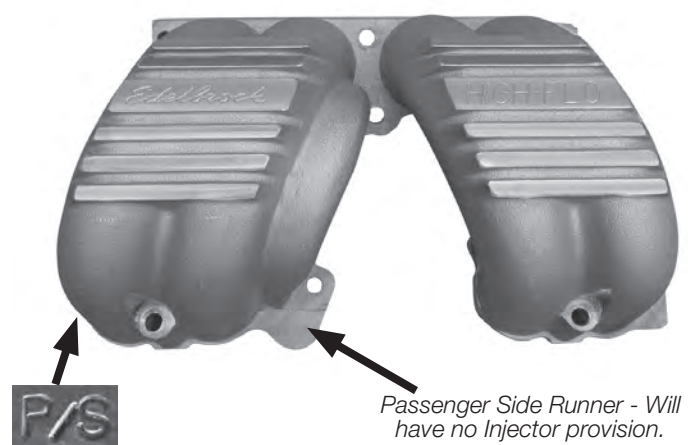
Driver Side Runner - 9th Injector boss will be unmachined. EGR passage will also be unmachined

Part Number 3865 (Passenger Side)



Passenger Side Runner - Will have no Injector provision.

Part Number 3870 (Passenger Side)



Passenger Side Runner - Will have no Injector provision.

INSTALLATION PROCEDURE

1. Disconnect the negative battery terminal.
2. Disconnect the throttle body from the Mass Air Flow Sensor boot and disconnect all lines from throttle body (linkage, water, vacuum, etc.).
3. Remove linkage attachments from plenum and move out of the way. 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.
4. Remove runners from baseplate and loosen, but do not remove the fuel rails.
5. To avoid potential down time, it is highly recommended to bench install the baseplate, runner and plenum to get an idea of what goes where and why. Once bench install is complete, disassembly the assembly before starting the installation.
NOTE: Because of varying O.E.M. fuel line routing, some material may need to be removed from the runners in order to clear the fuel lines. Check for clearance before installing onto engine.
6. Thoroughly clean the flange surfaces of the plenum, runners, and baseplate and remove any remaining gasket material. Place rags or paper towels in the open ports to make sure your intake system is kept free of all foreign objects (i.e., dirt, gasket material, etc.).
7. Identify the driver side and passenger side runners using the images above. Position the appropriate runner and gaskets onto the baseplate.
NOTE: Runners are stamped with D/S (driver side) and P/S (passenger side) on the lower flange (facing the firewall). Please see images on page 1.
8. Loosely install all runner to baseplate bolts. A few turns to start each bolt is sufficient for now.
9. Using the proper plenum to runner gaskets, position the plenum between the runners and loosely install all runner to plenum bolts.
10. Properly align plenum, runners and gaskets as needed.
11. Using a 6mm Ball Ended Allen Wrench, slowly tighten the bolts, a half turn at a time, in a circular sequence, starting from the lower inner bolts, then the upper inner bolts and working outwards using the same sequence.
NOTE: This process is tedious but must be followed for proper fitment.
12. Once all runner bolts are tight, check to make sure there are no gaps where the runners meet the baseplate and the plenum.
13. Once runners are installed, tighten down the fuel rails.
14. Reconnect all connections and linkage to the throttle body and reconnect the throttle body to Mass Air Flow Sensor boot. If clearance is a problem, it may be necessary to discard the original steel hard line which runs from the O.E.M. baseplate to a rubber hose connecting to the charcoal canister and replace with a rubber hose. 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 if necessary for clearance.
15. Check and top off any lost coolant, reconnect battery, and start engine and run briefly, monitoring the "check engine" light. Turn off engine and check installation for any leaks or abnormalities.



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