

**Professional
Products®**

Installation Instructions

For LS1/LS6 Throttle Bodies #69724,
#69725, #69726, & #69727

Parts List

Throttle Body
Adapter Plate, Aluminum
Linkage Plate, Steel
T.B. Gasket
(3) M6 Washers
(2) M6 x 45 Soc. Hd. Screws
(1) M6 X 55 Soc. Hd. Screw
(2) M6 x 35 Soc. Hd. Screws
(1) M6 x 40 Soc. Hd. Screw
(2) M4 x 10 Machine Screws

Installations Instructions

1. Review parts list above and make sure you have all necessary parts.
2. This Throttle Body comes with two different style linkage plates. Note which style is used on your stock throttle body. If the Professional Products throttle body does not have your style of linkage plate you will need to change it. Remove the nut on the end of the throttle shaft. Remove linkage plate being careful not to allow inner plate to come off which will release tension spring. Slide new plate onto shaft and secure with nut and lockwasher.
3. Disconnect the negative (-) battery terminal.
4. Disconnect the linkage and any wiring connectors from your existing throttle body. Disconnect the air inlet hose from the throttle body. Disconnect the rubber coolant hoses from the bottom of the throttle body.
CAUTION: Engine coolant must be cold. Loosen radiator cap to relieve any pressure in cooling system. Disconnect the vacuum hose from the top passenger side. Remove the three screws holding the throttle body to the manifold. Remove the throttle body from the manifold.
5. If you are using the new throttle body on a stock manifold, you will need to use the supplied adapter plate which funnels the inlet air from the larger throttle body to the smaller intake manifold. If using it on a Professional Products manifold, or

other aftermarket manifolds with an inlet that is at least as large in diameter as your new throttle body, the adapter plate is not required. If using the adapter plate, position it on the manifold, place the gasket on top of the adapter plate and the throttle body on top of the gasket. Thread the three long screws with flat washers through the throttle body. One of the three long screws is longer than the other two. It goes in the top center hole. Tighten screws lightly with an Allen wrench. Open throttle blade and move throttle body around to assure that blade is not hitting the adapter plate. Once you are confident that the blade is clearing the adapter, tighten the three screws.

6. If using this throttle body on a Professional Products manifold or other manifold with a larger inlet opening than stock, place the supplied gasket onto the manifold and the throttle body over it. Thread the three shorter screws with flat washers with the longest of the three through the center top hole. Tighten three screws lightly with an Allen wrench. Open throttle blade on throttle body to make sure it is clearing the opening of the manifold. If not, move it around until it does. On some applications you may have to lightly grind the opening on the manifold to provide the proper clearance.

7. Remove the throttle position sensor and the idle air control valve from your old throttle body.

Important note:

Using the screws that you removed from the idle air control valve, attach the throttle position sensor to the new throttle body. Then using the supplied two small screws in this kit, attach the idle air control valve to the throttle body.

8. Reconnect the linkage, wiring connectors, vacuum line, and coolant hoses to the

throttle body. Do not connect the air inlet hose yet. Replenish any coolant that may have been lost.

9. Your new Professional Products throttle body has two linkage stops with adjustable stop screws. One stop is for full throttle and the other is for idle. Have someone fully depress the accelerator pedal and visually make sure that the butterfly is opening to the exact center position. If it is not, adjust the stop screw so that the butterfly is fully open. Lock stop screw down with jam nut. The preset condition as supplied on the idle adjustment should be the correct setting and should not require any adjustment. If the engine is heavily modified, adjustment to admit more air at idle may be required.

10. Replace the inlet air duct. Reconnect the negative battery cable.

11. Start the engine and let it idle without revving it up until vehicle reaches full operating temperature giving the computer time to adjust to the correct idle settings. Once the computer run-up is completed, if the vehicle idles lower than stock, a small clockwise adjustment of the idle stop screw can be made.

12. Check all aspects of the installation to make sure the coolant hoses are not leaking and all screws are tight.

