



Overkill GTP-to-GT throttle body kits

What is it?

This is a larger 69mm throttle body from a factory supercharged 3800 equipped vehicle converted to replace the stock 64-65mm unit on your naturally aspirated for increased airflow and horsepower, reduced KR and better throttle response.

Kit includes

- L67 69mm throttle body, unit is disassembled, cleaned, modified for fitment, mild epoxying/porting on the inlet and finally painted and reassembled with stainless fasteners
- On 97 only GTs, a vacuum fitting and hosing is used to connect an existing vacuum line to your transmission accumulator.
- New updated GM throttle body seal

Why is it so good?

An upgraded throttle body serves several key enhancements.

Firstly, an upgraded throttle body is an excellent feel mod due to the increase in throttle response you will see. Off idle throttle tipin and half throttle application will seem much more lively.

Secondly is a less restrictive intake serves to take strain off the motor which can now breathe easier. This more efficient breathing and reduced strain increases efficiency and lowers fuel consumption ever so slightly, so yes increased mileage could be expected from this modification.

Lastly full throttle power will be increased as more airflow means more power potential since the engine is essentially one big air pump. More air + more fuel = more power. The reduced intake vacuum also allows the engine to rotate easier making for quicker revving.

How much are they?

GTP-to-GT converted throttle body (without sensors) with upgraded seal \$200
(some throttle bodies available with sensors, email for pricing and availability)
Add porting to the unit (inlet porting, half shafted throttle blade shaft, polishing) and an Overkill PCM calibrated to match \$350
Add an Overkill Gen2FWI for \$150



FAQ

Why use a GTP casing instead of a ported GT unit?

Instead of relying on the accuracy of the machinist doing the work, you are getting a unit set up for factory tolerances and quality control. Aftermarket machining can be inconsistent and vary from unit to unit. This also allows you to save your GT unit for de-modding down the road or sell it for cash back from the modification.

The GTP unit is nearly identical to a GT unit and starts from the same casting. The side support bracket will bolt up, the fitting is there but unused on a GTP.

Does the kit require a different intake or alterations to accommodate the new throttle body?

Because the throttle body is essentially the same casting and the same overall length, you can reuse your existing intake system without modifications.

Does the throttle body require tuning? How can this be done?

Only if the inlet has been ported does the TB require porting. Otherwise, the factory L36 sensors can be reused and the factory computer will compensate adequately for the increased airflow.

If porting has been done, an Overkill PCM can be purchased to match.