

2010 Camaro Long Tube Headers, Coated w/High – Flow Cats/ Powerflo-X Crossover Assembly

PACKING LIST

Before installation, use this checklist to make sure all necessary parts have been included.

ITEM	CHECK	PART NUMBER	QTY	DESCRIPTION
1.	<input type="checkbox"/>	300300211C	1	Header, Driver Side, Coated
2.	<input type="checkbox"/>	300300212C	1	Header, Passenger Side, Coated
3.	<input type="checkbox"/>	12558573	2	Gaskets, Exhaust, LS1/LS2
4.	<input type="checkbox"/>	301134001	2	Catalytic Converters
5.	<input type="checkbox"/>	020402300	2	Extension, Front, 02, 4"L
6.	<input type="checkbox"/>	308940020	2	Clamps, Torca, 3", Band
7.	<input type="checkbox"/>	30221	1	Powerflo-X Crossover Assembly
8.	<input type="checkbox"/>	*****	1	Instructions

WARNING: SLP Recommends wearing safety glasses for the complete installation.

WARNING: SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

WARNING: To avoid the chance of electrical shock or damage to your vehicle's electrical system, disconnect both the negative and positive batter leads (in that order) at the battery.

INSTALLATION INSTRUCTIONS – #30213

Installation Instructions

1. Disconnect the negative battery cable first, then the positive battery cable.
2. Raise and support the vehicle. A vehicle lift is highly recommended for this installation.
3. Remove the center support bar under the car (Figure 1).



Figure 1: Removal of center support bar

4. With the aid of a helper or jack-stand, remove the entire exhaust assembly. Spraying the rubber isolators with WD-40 will make removal easier. The assembly should come out in one piece.
5. Unplug all four (4) oxygen sensors from the vehicle's wire harness, remove them and set them aside so they do not get damaged during the installation. Label the front and rear sensors for reinstallation later.
6. Lower the car, and remove all spark plug wires from both the coils and the spark plugs.
7. Remove the oil dipstick tube by unbolting it from the engine (make sure dipstick is removed first), then pull it gently upward until it comes out.
8. Remove all eight (8) spark plugs from the engine.
9. Remove the passenger and driver's side stock exhaust manifold (Figure 2). Removing the bolt closest to the rear of the engine last will ease in removal.



Figure 2: Passenger side manifold removed

10. Raise the car back up again, and slide the SLP Headers along with the new gaskets up into place and start a couple of bolts to hold them in place (the rear bolts are easiest to do first). Be sure the gaskets are in the proper orientation (Figure 3).

NOTE Be sure to start all exhaust manifold bolts by hand.



Figure 3: Insertion of driver's side header

11. Once the manifolds are held in by a couple of bolts, lower the car again. Proceed to insert the remaining manifold bolts.
12. Tighten the exhaust manifold bolts beginning with the center two bolts. Alternate from side-to-side, and work toward the outside bolts.
13. Tighten the exhaust manifold bolts a first pass to 12 ft-lbs.
14. Tighten the bolts a final pass to 18 ft-lbs.
15. Reinsert the dipstick tube back into the block from the top. You will have to wiggle the tube around a bit to get it back in the hole (Figure 4).

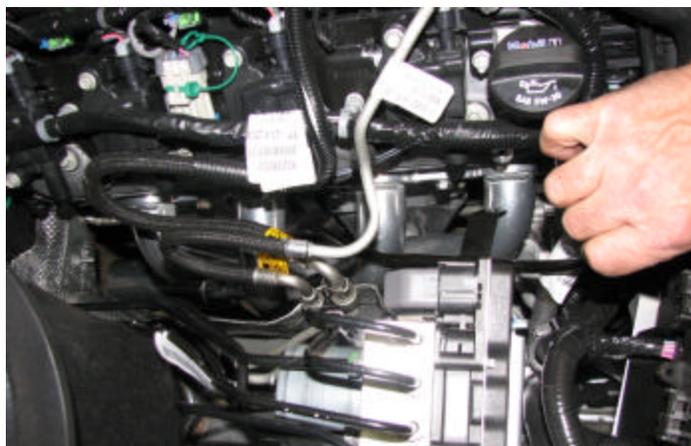


Figure 4: Spacer for dipstick tube

16. Next reinstall the spark plugs and wires (The wires will 'click' once on the spark plug side, and twice on the other).
17. Plug in the supplied O2 sensor extensions into the wire harness for both front oxygen sensors. Let them hang down so you can access them later.
18. Raise the car once again.
19. Next, slide a 3" Torca clamp onto each CAT, and insert onto the header. Do not tighten at this time (Figure 5). Repeat for other side.



Figure 5: CATs installed onto headers

20. Now take the X-pipe and insert 2- 3" Torca clamps onto the inlet side. Slide the downpipes (with the O2 bung) into the X-Pipe. Place 2 more Torca clamps onto the resonators (or straight pipe sections) and slide those onto the X-Pipe as well (Figure 6). Loosely tighten.



Figure 6: X-Pipe assembly

21. Bend the A/C drain line up to allow additional clearance by simply pushing upwards on it (Figure 7).



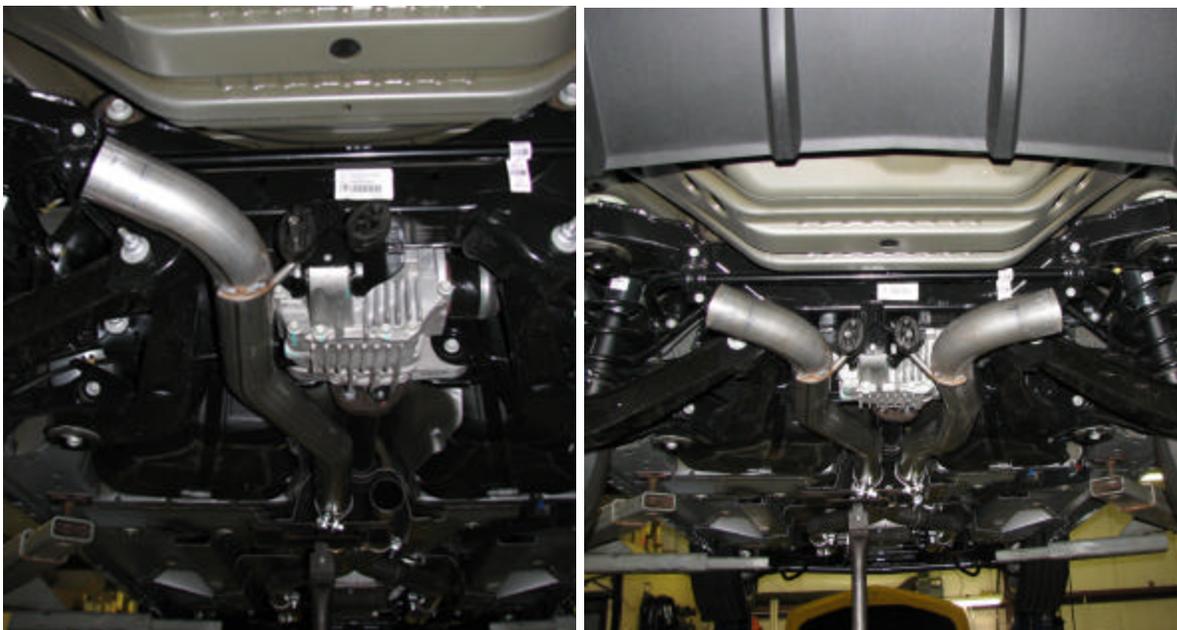
Figure 7: A/C drain line pushed up (shown after pipes have been installed)

22. Place a 3" Torca clamp onto each downpipe (with the O2 bung) and insert the X-Pipe assembly onto the CATs. Using a jack-stand will aid in installation (See Figure 7).



Figure 7: Installation of X-Pipe assembly

23. Place a Torca Clamp onto both the driver and passenger's side under axle pipes and place onto resonators (or straight pipes). A Few Sprays of WD-40 on the hangers may make installation easier. See Figures 8 and 9.



Figures 8 and 9: Under axle pipe installation

24. Using some oxygen sensor safe anti-seize lubricant on the threads of the oxygen sensors (Permatex High Performance Anti-Seize Lubricant works well), thread the front and rear O₂ sensors into their respective bungs. Connect the four sensors to their respective harnesses and make sure the wires are clear of the exhaust. Use wire ties to hold them away if necessary.
25. Follow directions for installation of SLP axle-back exhaust before tightening any clamps down. You must check for adequate clearances and adjust as necessary. Clamps should always be tightened down in multiple passes starting from front to back.
26. Lower the vehicle, and reconnect the negative battery terminal first, then the positive.
27. Start the vehicle and inspect for leaks.
28. Double check all fasteners and clearances after test driving. Adjust as necessary.
29. The installation is complete. Enjoy!