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PART #21053

Cold Air Intake System, 2009-2010 GM Truck/SUV,
4.8L/5.3L/6.0L/6.2L

PACKING LIST

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

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	<input type="checkbox"/>	21051A	Airbox, Main, W/Lid Silverado/Sierra/SUV
2.	1	<input type="checkbox"/>	210505007	Tube, Airbox, Silverado/Sierra/SUV
3.	4	<input type="checkbox"/>	21051D	Rivet, Plastic, Screw-In, .25" Hole
4.	1	<input type="checkbox"/>	210326500	Filter, Air, Silverado/Sierra/SUV
5.	1	<input type="checkbox"/>	100064800	Bellows, Straight, Silverado/Sierra/SUV
6.	2	<input type="checkbox"/>	25180042	Adapter, Tube to Throttle Body, SUV
7.	2	<input type="checkbox"/>	308302906	Clamps, Worm Drive, 4"
8.	4"	<input type="checkbox"/>	200831009	Hose, 11/32" I.D., PCV Hose
9.	1	<input type="checkbox"/>	210126001	Airbox Adaptor
10.	2	<input type="checkbox"/>	308707501	Clamp, constant tension, 17mm, black
11.	1	<input type="checkbox"/>	*****	Instructions

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

INSTALLATION INSTRUCTIONS – #21053

1. Remove the plastic “Vortec” engine dress cover.
2. Remove the stock PCV (positive crankcase ventilation) tube by pulling it out from the stock intake and unclipping it from the top of the engine (Figure 1). It is easiest to pull the tube out from the intake first, then rotate it about 180 degrees to unclip the small tab locking the tube in place. Set it aside for later.

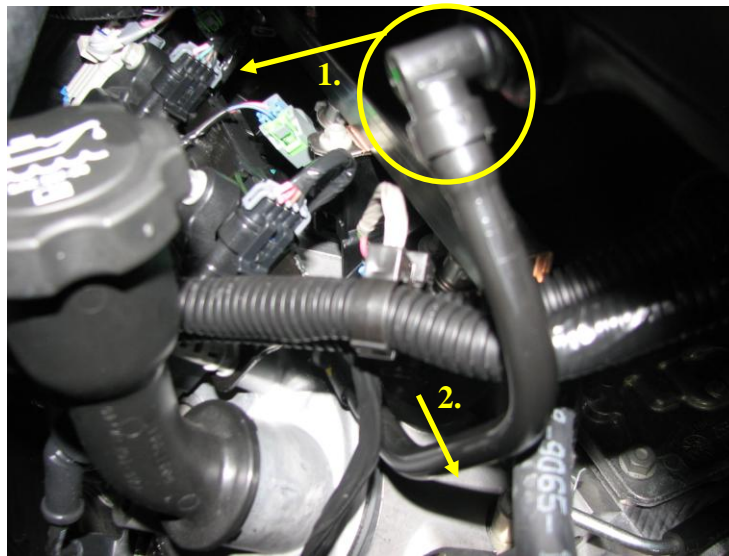


Figure 1: Stock PCV tube to be removed

3. Loosen the worm drive clamp on the throttle body to stock inlet tube.
4. Loosen the clamp near the MAF sensor to stock bellows (accordion-like piece). Remove the stock intake tube.
5. Next unplug the MAF sensor from the wire harness.
6. Now remove the entire airbox as one piece. It is only held in by 3 rubber pins. Pull up and out with some force to remove the box from the truck.
7. Unscrew the factory MAF sensor and remove it from the airbox (screw size is a standard T15 Torx). Set it aside in a safe place and be VERY CAREFUL removing as it is very delicate (Figure 2).



Figure 2: Removal of factory MAF from airbox

8. Next remove the four bolts in the black plate that was under the stock airbox, as well as the black plate.

9. Next, insert the factory MAF sensor into the airbox adaptor and thread in the factory screws.
10. Insert one of the two rubber inlet tube adaptors onto the airbox, and then proceed to insert the wider end of the airbox adaptor into the airbox. Make sure the airbox adaptor sits concentrically in the hole and the MAF is facing up as in figure 3. Proceed to tighten the worm drive clamp.



Figure 3: MAF and airbox adaptor placed onto airbox

11. Next place SLP's new cold air box in place with the large square opening in the box facing the fender.
12. Only three of the bolts will be reused to hold the SLP airbox in place. Tighten all three bolts to secure the box.
13. Next install the SLP high flow filter. The filter is a tight fit when installing it into the box, so the following steps must be taken to get the filter in the box with ease. First, position the filter so that the entire open end of the filter is under the mounting stub on the inside of the box. Push the filter down and in, under the stub. The filter will now be completely in the box under the mounting stub. Next, slide the filter to the fender side of the box so that the outlet of the filter can slide onto the mounting stub inside the box. Slide the filter all the way onto the stub and tighten the worm drive clamp. See figure 4 below.

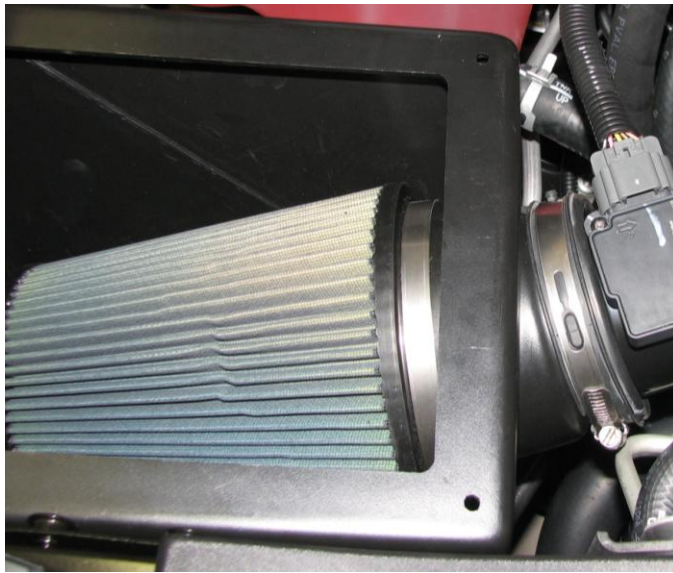


Figure 4: Filter installed into airbox

14. Place the SLP cover onto the air filter housing and push the screw plugs into the housing. Insert and tighten the four plastic screws into the screw plugs to secure the lid to the air filter housing.
15. Next reconnect the stock MAF wire harness to the MAF.
16. Next insert the second rubber inlet tube adaptor onto the throttle body end of the SLP intake tube. Then insert the straight connecting hose onto the other end of the intake tube. Slide two clamps over it and tighten one to secure the adaptor to the intake tube. (Spraying some WD-40 on the end of the tube will help to slide the rubber on).
17. Next install the SLP connecting hose to the outlet of the airbox adaptor and loosely tighten the second worm clamp (figure 5).



Figure 5: Rubber inlet adaptor installed with clamps

18. Insert the SLP intake tube onto the throttle body. Adjust all connections before tightening the worm drive clamps fully. Then proceed to fully tighten all worm drive clamps. See figure 6 for installation of intake tube.



Figure 6: Installed intake tube with adaptor hose

19. Next, take the PCV hose removed before, remove the o-ring from the end, and cut as shown in figure 7.



Figure 7: PCV hose cut location

20. Insert the provided 4" flexible PCV hose, along with the black spring clamps, onto each end where you cut the breather hose (to make a longer stock breather hose that bends).
21. Next, re-insert the breather hose onto its stock location on the engine, as well as into the SLP Intake tube where the rubber grommet is.

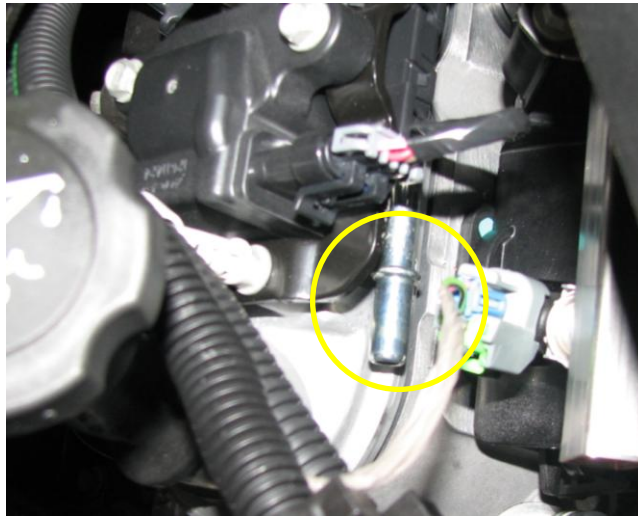


Figure 8: Stock location for breather tube on engine

22. Check that all worm drive clamps are tightened and re-install the plastic “Vortec” engine dress cover. Figure 9 shows the completed installation.



Figure 9: Completed installation

23. The installation is now complete! ENJOY!