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PART #21128

2010 Camaro Cold Air Induction Stage II

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"/>	200015858	Intake Tube, N/A, V8, Camaro, 2010
2.	1	<input type="checkbox"/>	100064760	Bellows, Smooth w/Hump
3.	5	<input type="checkbox"/>	210144126	Worm Clamp, 5"
4.	1	<input type="checkbox"/>	210326711	Filter, Cone, Camaro, 2010
5.	20"	<input type="checkbox"/>	210439000	vacuum hose, 3/8" ID
6.	1	<input type="checkbox"/>	210125104	Tube, Lower Intake, V8, 2010 Camaro
7.	1	<input type="checkbox"/>	210125103	Tube, MAF, V8, 2010 Camaro
8.	1	<input type="checkbox"/>	500868617M	Windshield Fluid Tank, 2010 Camaro
9.	1	<input type="checkbox"/>	200096100	Bracket, Lower Intake Tube Support, 2010 Camaro
10.	1	<input type="checkbox"/>	100064750	Bellows, 2" STRAIGHT, 4.25" ID
11.	1	<input type="checkbox"/>	200306100	Extension, Windshield Washer Motor
12.	5	<input type="checkbox"/>	020814619	Zip Ties
13.	4"	<input type="checkbox"/>	305806110	Foam strip, Adhesive Backed
14.	1	<input type="checkbox"/>	67444125	Bolt, M8x1.25x35mm
15.	1	<input type="checkbox"/>	67476648	Nut, M8x1.25
16.	2	<input type="checkbox"/>	950076801	Washer, M8
17.	1	<input type="checkbox"/>	210714100	Rubber Seal, flat w/adhesive back
18.	1	<input type="checkbox"/>	25180042	Adapter, Tube to Throttle Body
19.	2"	<input type="checkbox"/>	305806303	Tape, clear, .090" thk
20.	1	<input type="checkbox"/>	210098126	Bumper, clear, rubber, 3/8" OD
21.	1	<input type="checkbox"/>	*****	Instructions

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

INSTALLATION INSTRUCTIONS – #21128

1. Begin by starting the vehicle and turning the steering wheel all the way to the left as far as it can go. This will provide you necessary clearance needed later on.
2. Turn off the vehicle, and remove the factory engine cover from the top of the engine.
3. Disconnect the mass airflow sensor (MAF); remove the positive crankcase ventilation (PCV) hose from the factory inlet tube and engine; and remove the airbox. Set aside one of the airbox nuts for later use.
4. Remove the MAF sensor from the stock box, and re-install it into the SLP MAF tube using the factory screws. Be sure the arrow on the MAF is facing the same direction as the arrow on the SLP tube. See Figure 1. Set the tube aside for later.



Figure 1: Factory MAF installed into SLP MAF tube

5. Remove the 3 screws and 1 push pin in the left fender well. See Figure 2.



Figure 2: Screw removal in fender well

6. Pull back the fender well to gain access to the factory windshield washer bottle. Remove the connector from the motor, as well as the 3 bolts holding the bottle in place. Set the bottle on the ground after bolts are removed. See Figure 3.

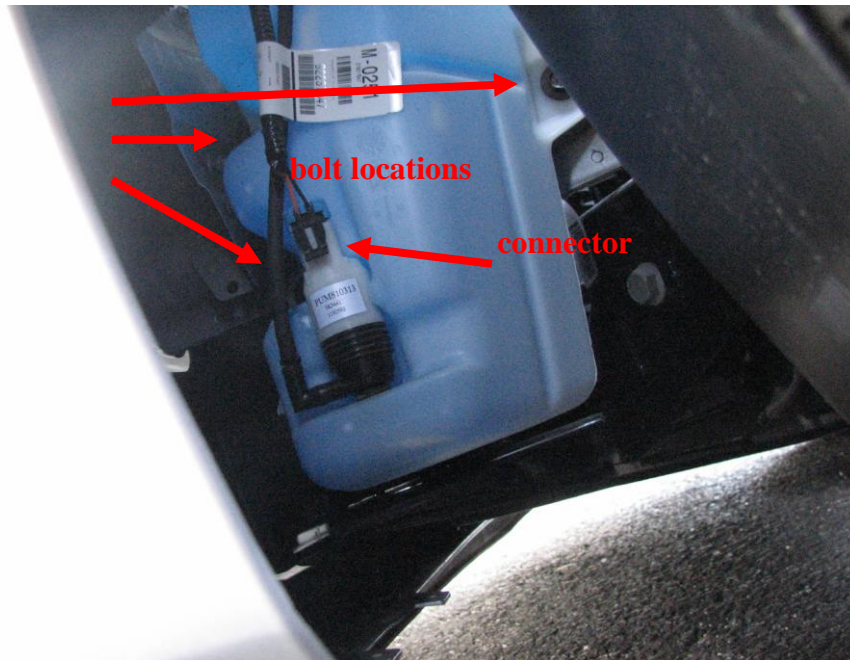


Figure 3: Removal of factory washer bottle

7. On the top of the vehicle, near the hood hinges, disconnect the windshield washer hose by squeezing the tabs together and pulling the hoses apart. See Figure 4.



Figure 4: Disconnecting the windshield washer line

8. Unclip the washer hose from any retaining clips on the vehicle and remove the bottle as shown in Figure 5.



Figure 5: Removal of windshield washer bottle from vehicle

9. Drain the remaining washer fluid into a clean container to be re-used later if desired.
10. Carefully remove the washer fluid motor, the grommet it sits in, and the cap of the washer bottle. They will all be used on the SLP washer bottle. See Figure 6.



Figure 6: Factory washer bottle with components removed

11. Peel off the backing on the clear rubber bumper and stick it to the small dimple on the side of the washer bottle near the opening for the motor. See Figure 7.



Figure 7: Installation of clear bumper

12. Clean the back of the factory washer motor thoroughly with a 50/50 mix of water and alcohol solution. Do the same for the cavity where the washer motor will sit in the SLP washer bottle.
13. Take the piece of clear tape and stick it on the back of the washer motor as shown in Figure 8.



Figure 8: Tape applied to washer motor

14. Insert the factory grommet into the SLP washer bottle for the motor to sit in. Peel off the tape backing, and insert the motor into the SLP washer bottle. Plug in the washer bottle extension harness at this time as well.
15. Take the factory washer bottle cap, and clean the inside of it thoroughly with the 50/50 solution.
16. Take the rubber seal with adhesive backing, and carefully peel back the paper on the rubber. Be sure the adhesive stays on the rubber and not the paper.
17. Insert the rubber seal into the inside of the washer bottle cap. See Figure 9.



Figure 9: Rubber seal in washer cap

18. Snap the cap onto the SLP washer bottle.
19. Set the bottle aside for now, and remove the red protective cap on the positive battery cable. See Figure 10.

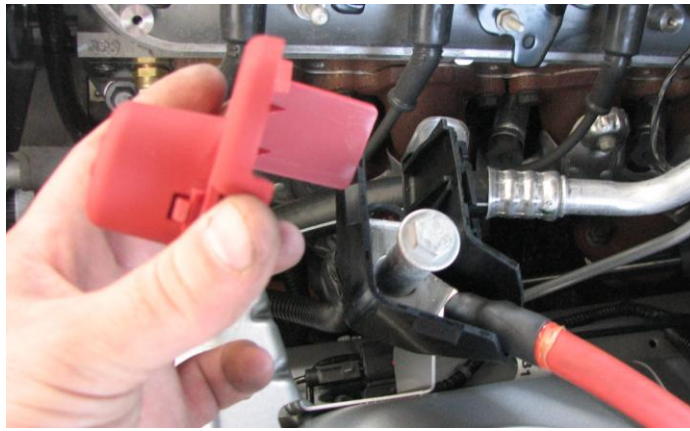


Figure 10: Removal of red battery cap

20. Unclip the black plastic housing attached to the battery cable from the vehicle and move the battery cable out of the way. You may need to pull out the small tree pin attached to the battery cable itself. See Figure 11.

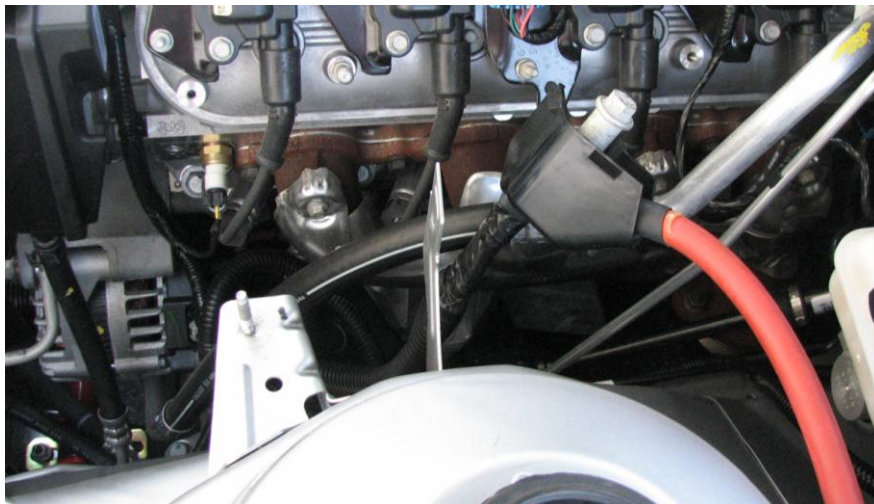


Figure 11: Moving the battery cable for clearance

21. Go back to your stock airbox and remove one of the black rubber isolators from it. You will need to pull out the silver insert first. See Figure 12.



Figure 12: Removal of rubber isolator

22. Take the rubber isolator and lay it over the hole next to the threaded post near where you just removed the battery cable. Take the SLP washer bottle and insert the foot into the grommet that is in the frame. Line up the inside slot of the bottle to the threaded post. Be careful to not knock off the small clear bumper installed at the bottom of the washer bottle. See Figure 13.

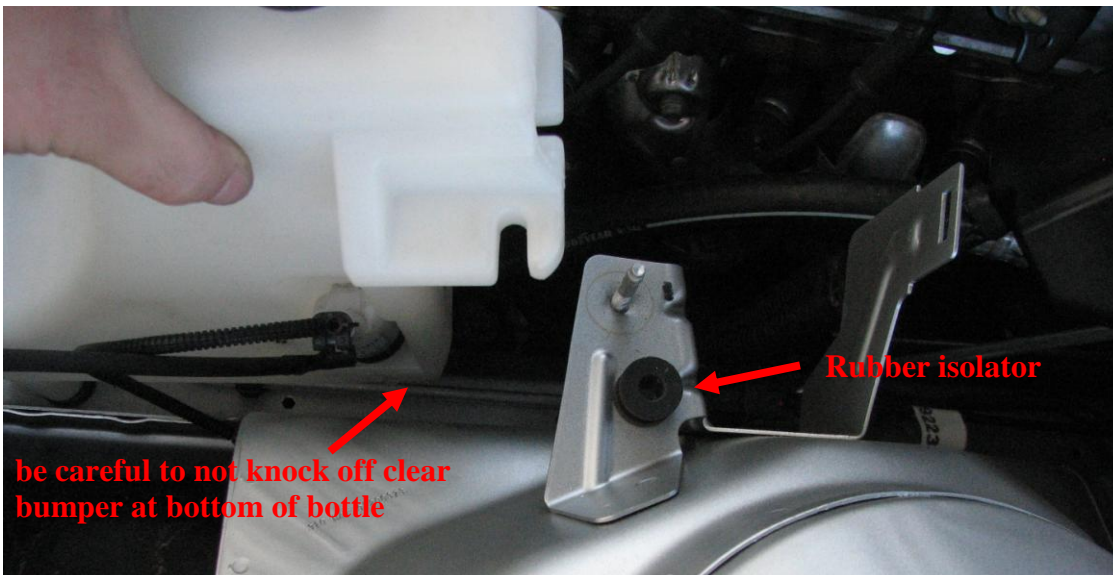


Figure 13: Installation of washer bottle

23. Take one of the nuts previously removed from the factory airbox mounting post, and thread it onto the post over the washer bottle. You will have to push down slightly on the washer bottle. **DO NOT** overtighten this nut!! It should only be snug. See Figure 14.

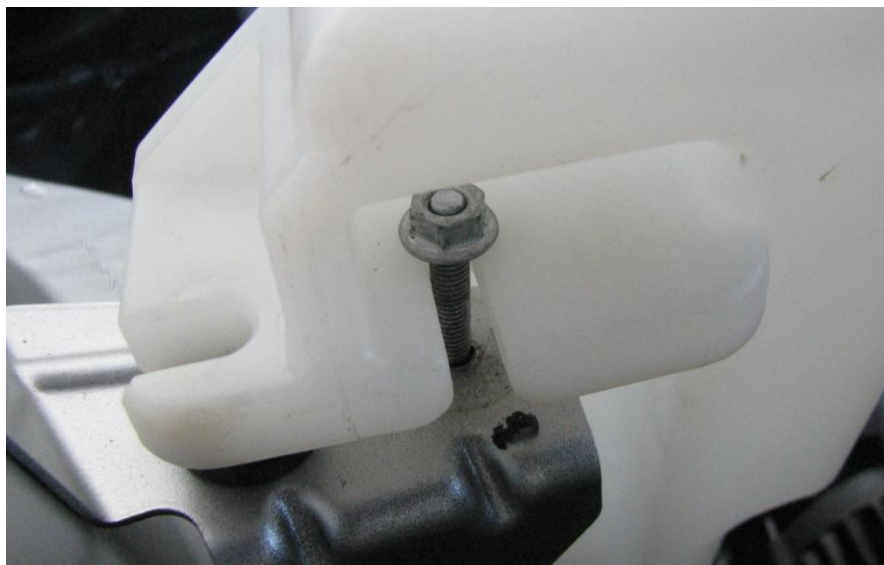


Figure 14: Inner nut tightened on washer bottle

24. Take the nut and a washer and place them on your finger as shown in Figure 15. Gently move them underneath the other slot and place the bolt with a washer through the slot, isolator, and sheet metal. Turn the bolt with your hand to thread the nut onto the bolt. Snug but **DO NOT** overtighten!



Figure 15: Tip for easily threading the nut onto the bolt

25. Plug in the washer extension to the harness.
26. Take the lower tube support bracket and stick the foam strip onto the piece as shown in Figure 16.



Figure 16: Foam tape on inside of bracket

27. Take one of the bolts that held the factory washer bottle in, and install the bracket into the front-most hole in the frame as shown in Figure 17. Hand tighten the bolt, as **this bracket will need to be adjusted slightly**. You will fully tighten this later on with a ratchet wrench.

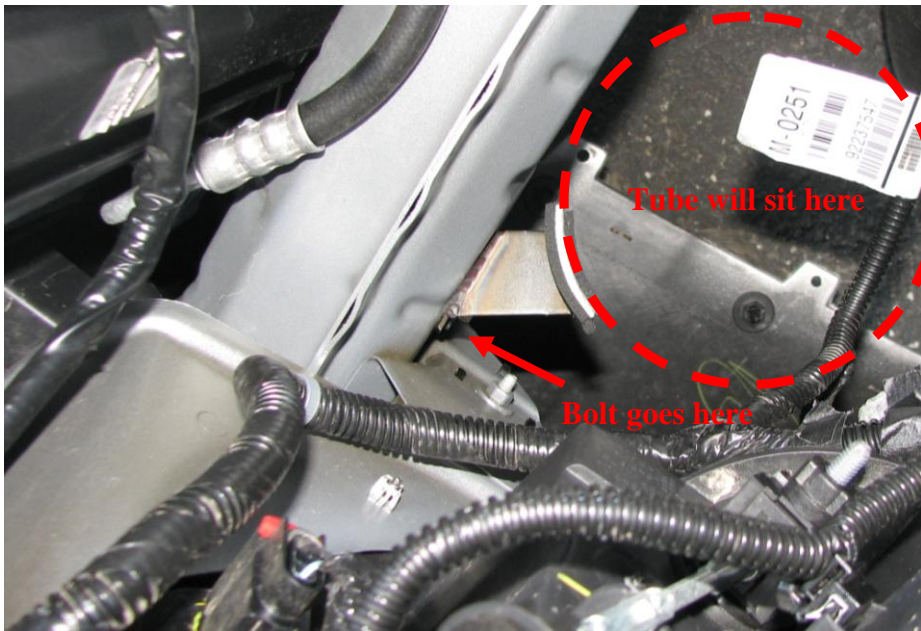


Figure 17: Lower intake tube support bracket location

28. Insert the lower intake tube into the SLP cone filter and tighten. Place one of the 5” worm drive clamps loosely onto the tube as shown. It will be used later to support the tube. Take note of the orientation of the clamps. Placing them the other way will make it more difficult to tighten them later on. See Figure 18.

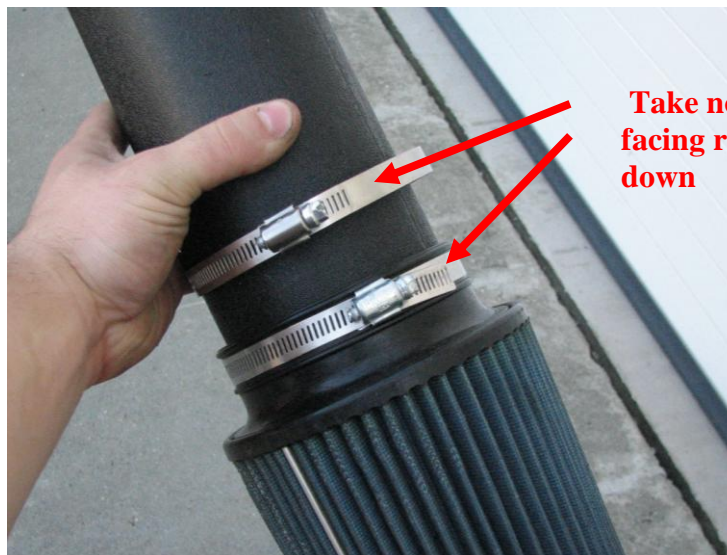


Figure 18: Filter and extra clamp on lower tube

29. Now take your MAF tube and your lower intake tube and attach them with the 2” long straight bellows and 2 worm drive clamps. Make sure you line up the notch with its respective groove. **THIS IS EXTREMELY IMPORTANT!!!** It is possible to attach the two tubes and have them not line up, so be sure that the notch does indeed sit inside the groove. You will be able to feel it ‘drop’ into place if you spin the tubes while pushing them together. Be sure when you tighten the two clamps, you are all lined up. See Figures 19 and 20. **Be sure the clamps are as far to the outside of the bellows as they can be with the worm drive screws facing forward as shown.** Fully tighten these two clamps at this time, but do not crush the tubes.

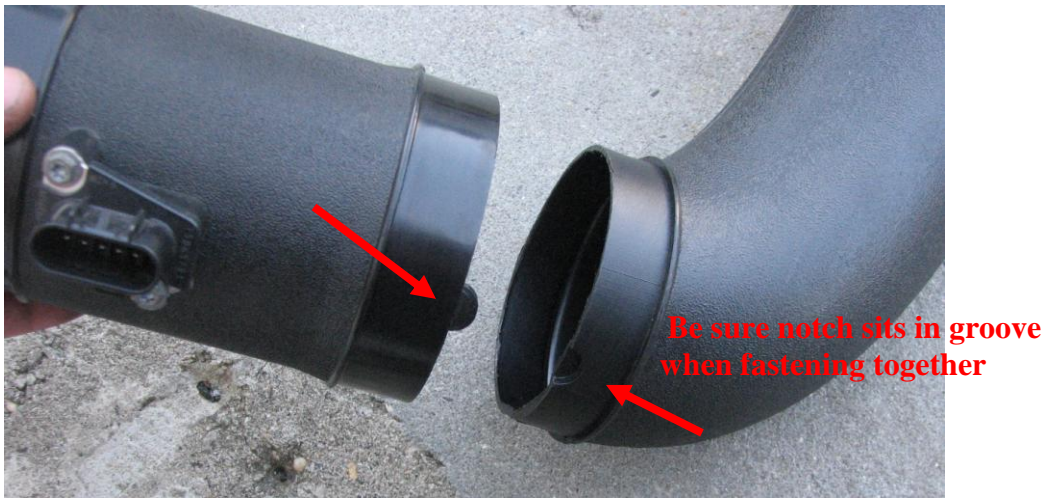


Figure 19: Notch lining up with groove



Figure 20: Location of clamps on outside of bellows with worm drive screw facing forward

30. Set the lower intake tube aside for now. Take the upper intake tube and insert the throttle body adaptor onto the notched end of it. Take the bellows with the hump in it, and insert it onto the other end. Be sure to LOOSELY put a clamp over it. See Figure 21.



Figure 21: Upper intake tube with bellows and TB adaptor installed

31. Now insert the open end of the MAF tube (lower tube assembly) into the hump bellows (put a clamp on first, but leave completely loose) and stick the entire assembly into the

car. Stick the upper tube onto the throttle body. Index the upper and lower tubes at the hump hose to get a rough fitment. See Figure 22.

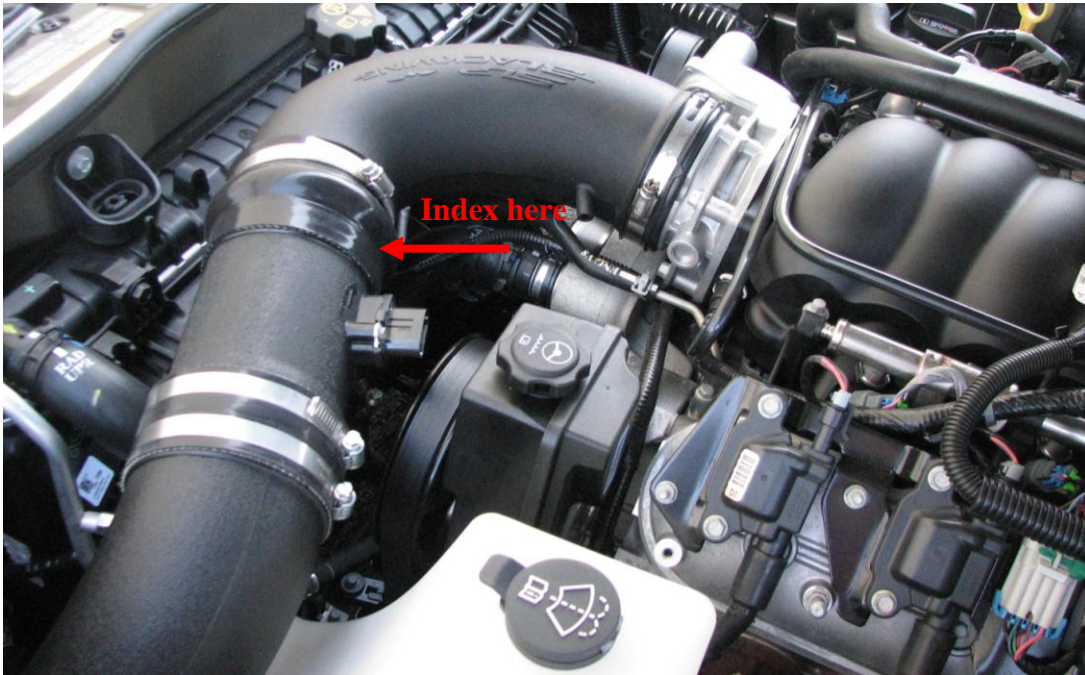


Figure 22: Rough fitment of tubes

32. Plug in the MAF connector (it will be upside down) and position the MAF sensor as shown below in Figure 23. **IT IS VERY IMPORTANT THAT THE MAF IS AT LEAST 1" ABOVE THE POWER STEERING PULLEY WITH THE CONNECTOR PLUGGED IN.** Hold the MAF tube in place, and while pushing the upper intake tube onto the throttle body, tighten the worm drive clamp on the throttle body adaptor so the tube does not 'fall down' or rotate on its own. **BE SURE THIS IS TIGHT!**



Figure 23: 1" minimum clearance from pulley

33. Making sure there is still plenty of clearance between the MAF connector and the PS pulley, tighten the extra clamp you added near the filter over the bracket. **You will need to rotate the bracket slightly.** The bracket should be almost touching the edge of the cone filter. Be sure the clamp squeezes down on the foam you applied earlier. See Figure 24.



Figure 24: Tightening of worm drive clamp over bracket.

34. Now go back and tighten all clamps on the intake tube from top to bottom. Be sure nothing is loose. Check your clearances once again between the MAF connector and PS pulley. Tighten all loose bolts/nuts. A ratchet wrench is recommended to tighten the bolt holding the lower intake tube bracket.
35. Re-install the battery lead where it goes, and re-install the red protective cap.
36. Route the washer fluid line rearward towards the firewall and up to where the battery cable sits and re-attach. Zip tie in 2-3 places. See Figure 25.

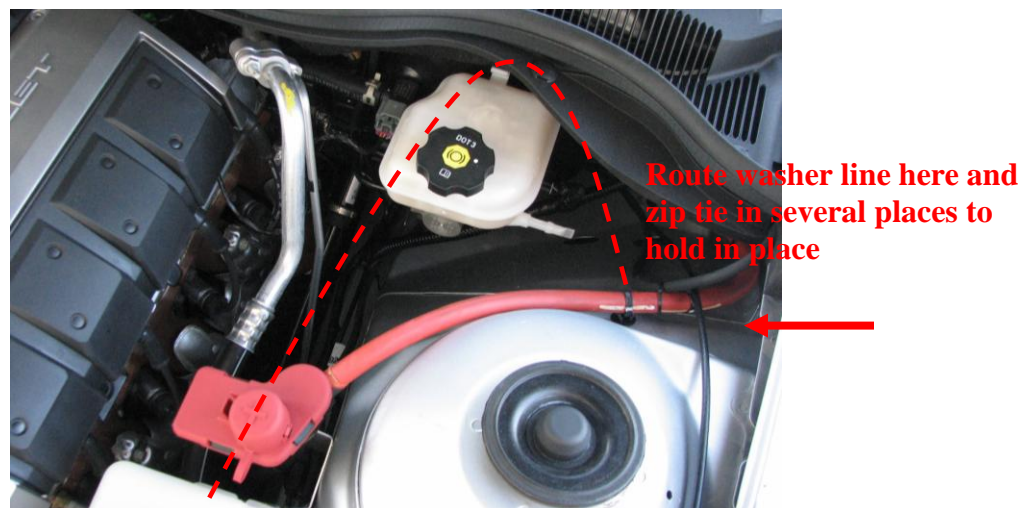


Figure 25: Washer fluid hose routing

37. Push the supplied PCV hose onto the nipple on the upper intake tube, and route to where it attaches on the engine.
38. Zip tie the MAF wires out of the way near the heater hose. Also zip tie the windshield motor extension to the foot of the washer bottle. See Figure 26.

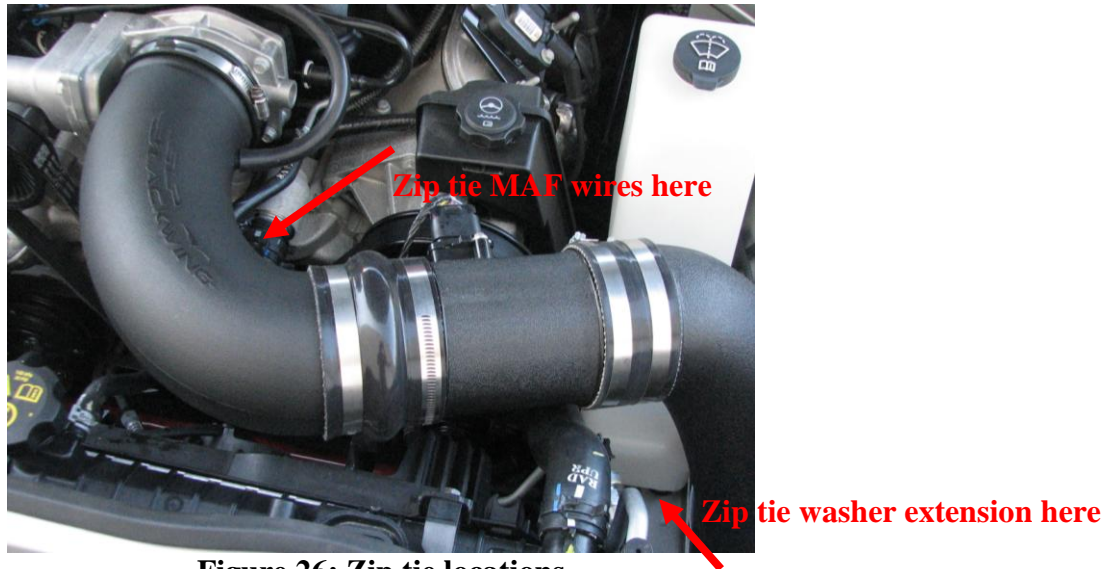


Figure 26: Zip tie locations

39. Fill the washer bottle with windshield washer fluid and re-install the engine cover.
40. Reinstall the 3 screws and 1 push pin into the fender well.
41. The finished installation should look like Figure 27.



Figure 27: Finished Installation

42. The installation is complete. ENJOY!