



SLP - 2012 Camaro ZL1 STAGE 2 (625 HP)

PART #26001

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"/>	26001IM	Instructions
2.	1	<input type="checkbox"/>	21124	Filter, Drop-In, High Flow, BlackWing
3.	1	<input type="checkbox"/>	100229	Thermostat, 160 Degree
4.	1	<input type="checkbox"/>	300300211C	Header, D-Side, Coated, 2010 Camaro
5.	1	<input type="checkbox"/>	300300212C	Header, P-Side, Coated, 2010 Camaro
6.	2	<input type="checkbox"/>	12558573	Gaskets, Exhaust, LS1/LS2
7.	2	<input type="checkbox"/>	310500103	Race Pipe, 11.125" Long, 3"
8.	2	<input type="checkbox"/>	020402300	Extension, Front, 02, 4"L
9.	4	<input type="checkbox"/>	308940020	Clamps, Torca, 3", Band
10.	2	<input type="checkbox"/>	315040114	SLP Cat-to-Stock Exhaust Adaptor, Camaro

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

WARNING: Too 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.

WARNING: SLP recommends that the vehicle be completely cool before beginning any of the following installation instructions.



Header 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. With the aid of a jack-stand, loosen the clamps holding the factory H-pipe to the CATS. Remove the exhaust assembly from the vehicle. Some WD-40 sprayed on the rubber isolators will make this easier. Remove the small cross-member underneath the vehicle. Remove the plastic splash shield underneath the vehicle.
4. 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.
5. Lower the car, and remove all spark plug wires from both the coils and the spark plugs.
6. 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.
7. Remove all eight (8) spark plugs from the engine.
8. Remove the passenger and driver's side stock exhaust manifold (Figure 1). Removing the bolt closest to the rear of the engine last will ease in removal. The manifold will come out from the bottom very easily.



Figure 1: Passenger side manifold removed

9. Raise the car back up again, and cut off the end of the stud sticking out on the PS where the header will sit (leave the nut on) to allow additional clearance. See Figure 2.

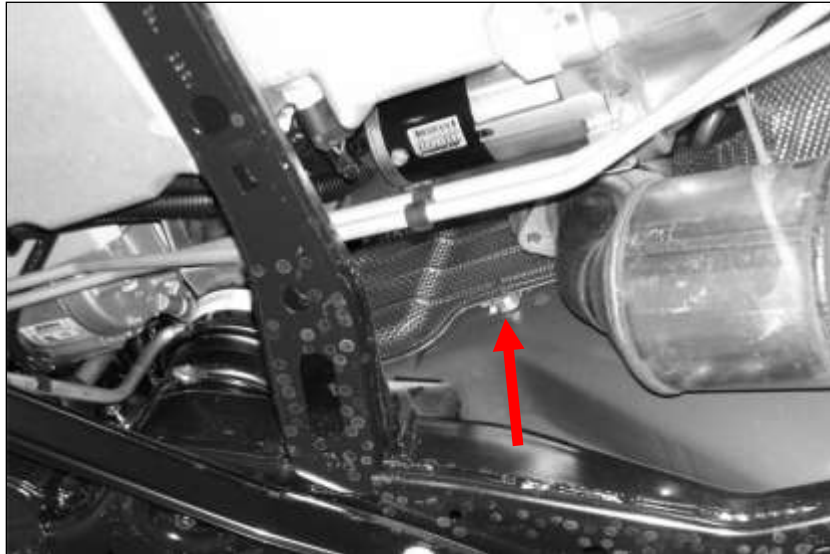


Figure 2: Stud to be cut down

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 headers 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. It goes in between the center two header tubes. You will have to wiggle the tube around a bit to get it back in the hole.
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 race pipe, and insert onto the header. Do not tighten at this time. Repeat for other side.
20. Now take your SLP cat-to-factory exhaust adaptors and slide Torca Clamps onto the inlet ends. Slide them onto the race pipes with the O2 bungs facing inwards.
21. Reinstall the factory exhaust system. Slide the factory clamps over the SLP adaptor pipes. Adjust exhaust system where necessary before tightening.

22. 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.
23. Hold up the splash guard and trim away the areas where it contacts the headers and cut to match the shape of the frame. Install the cut splash guard. See Figure 4 below.

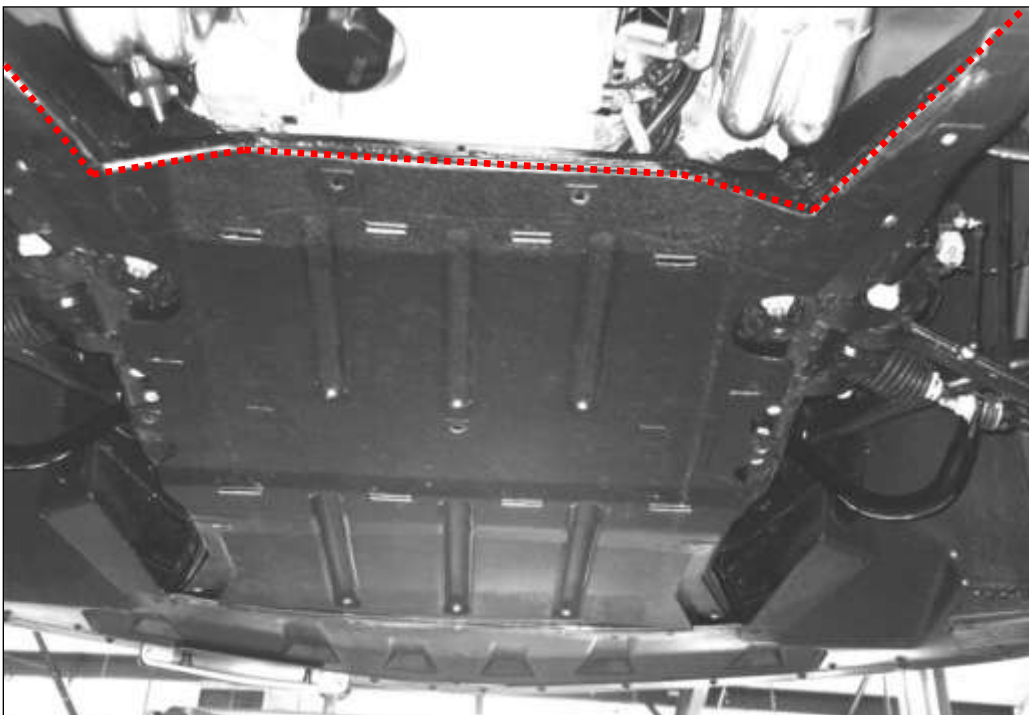


Figure 4: Trim away splash guard along frame as shown by dotted lines above

24. Lower the vehicle, and reconnect the negative battery terminal first, then the positive.
25. Start the vehicle and inspect for leaks.
26. Double check all fasteners and clearances after test driving. Adjust as necessary.



Thermostat Installation Instructions

1. Remove the coolant pressure cap from the radiator.
2. Raise and support the vehicle.
3. If equipped with LSA/ZL1 package, remove the splash guard underneath the vehicle.
4. Place a clean drain pan under the radiator drain cock.
5. Loosen the radiator drain cock.
6. Drain the cooling system.
7. Lower the vehicle.
8. Tighten the radiator drain cock.
9. If equipped with LSA/ZL1 package, install the front compartment air deflector.
10. Lower the vehicle.
11. Remove the radiator outlet hose.
12. Remove the two bolts holding the thermostat in.
13. Remove the factory thermostat and replace with SLP low temperature thermostat.
14. Reinstall bolts and radiator hose.

Filling the coolant:

1. Slowly fill the radiator with a 50/50 coolant mixture until the coolant level is just below the radiator fill neck.
2. Allow 30 seconds for the coolant level to stabilize and continue to fill the radiator until the level stabilizes for at least 2 minutes.
3. Start the engine and allow the engine to idle.
4. Slowly fill the coolant mixture until the level stabilizes at the just below the top of radiator fill neck for at least 2 minutes.
5. Install the coolant pressure cap.
6. Allow the engine to idle until the engine reaches normal operating temperature.
7. Shut the engine OFF.
8. Allow the engine to cool.
9. Remove the coolant pressure cap and top off the engine coolant in the radiator.
10. Install coolant pressure cap.
11. Inspect and if necessary, fill the coolant reservoir bottle.
12. Rinse away any excess coolant from the engine and the engine compartment. Inspect and top off as necessary.