

Headers, Coated, Long-Tube, W/High-Flow Cats/Downpipes, G8

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"/>	300414304C	1	Header, Driver Side, Coated
2.	<input type="checkbox"/>	300305305C	1	Header, Passenger Side, Coated
3.	<input type="checkbox"/>	12558573	2	Gaskets, Exhaust, LS1/LS2
4.	<input type="checkbox"/>	302134001	2	Catalytic Converters
5.	<input type="checkbox"/>	020402401	1	Extension, O2 sensor, front Driver Side
6.	<input type="checkbox"/>	300124793	1	Spacer, Dipstick Tube, G8, Header
7.	<input type="checkbox"/>	92066863	2	Seal, Exh pipe
8.	<input type="checkbox"/>	940414700	1	Bolt, 35mm
9.	<input type="checkbox"/>	308940020	2	Clamps, Torca, 3", Band
10.	<input type="checkbox"/>	300080104	4	Bolt, 3/8, 1.5", Hex, Zinc Plated, Grade 5
11.	<input type="checkbox"/>	30000R	4	Nut, 3/8, Hex, Zinc Plated, Grade 5
12.	<input type="checkbox"/>	605742869	8	Washer, Flat, 3/8, Zinc Plated, Grade 5
13.	<input type="checkbox"/>	30033B	4	Washer, Lock, 3/8, Zinc Plated, Grade 5
14.	<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 - #30210

Installation Instructions

1. Before starting installation, be sure that your wheels are turned slightly left (about a 1/8th turn on the steering wheel). This will be necessary in the later steps. Be sure to remove the ignition key.
2. Disconnect the negative battery cable first, then the positive battery cable.
3. Raise and support the vehicle. A vehicle lift is highly recommended for this installation.
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 the headers. Label the front and rear sensors for reinstallation later.
5. Support the muffler assembly (CAT-back) with a jack-stand just behind the front rubber exhaust mounts.
6. Remove the center support bar under the car to allow movement of the exhaust system (Figure 1).

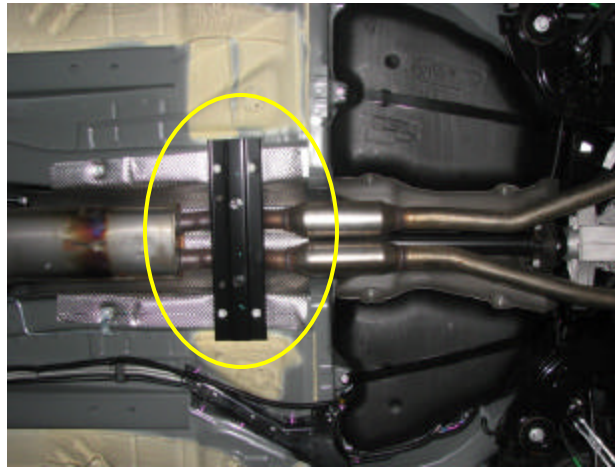


Figure 1: Removal of center support bar

7. Remove the nuts holding the stock CAT ball flange to the pipe that runs to the rear of the car. Repeat for other side (Figure 2).



Figure 2: Removal of ball flange nuts

8. Remove the front two black rubber exhaust hangers. A few sprays of WD-40 may make this easier (Figure 3).



Figure 3: Front rubber exhaust hanger removal

9. Carefully lower the stock CAT-back pipe about 6 inches (use the jack stand to support the front end of the pipe).
10. Remove the remaining rubber exhaust hangers in the same fashion as before, and carefully set aside the entire CAT-back pipe and mufflers.
11. With the steering wheel turned slightly to the left (so you can access the bolt that attaches the steering coupling to the steering rack), remove the bolt from the steering coupling.

WARNING: Once the steering shaft has been disconnected DO NOT TURN THE STEERING WHEEL. Turning the wheel with the shaft disconnected can cause damage to the steering column's internal components.

12. Pull the steering shaft in the direction of the arrow and swing it down out of the way (Figure 4).

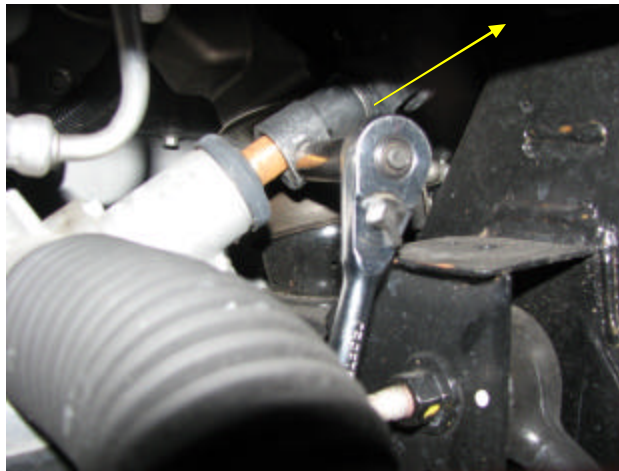


Figure 4: Steering shaft removal

13. Lower the car, and remove all spark plug wires from both the coils and the spark plugs.
14. Remove the oil dipstick tube (passenger side) by unbolting it from the engine (make sure dipstick is removed first), then pull it gently upward.
15. Remove all eight (8) spark plugs from the engine.

16. Remove the passenger and driver's side stock exhaust manifold (Figure 5). Removing the bolt closest to the rear of the engine last will ease removal.



Figure 5: Driver side manifold removed

17. Apply a .2" wide band of thread-lock (GM P/N 12345493) or equivalent to the threads of all the exhaust manifold bolts.
18. Next, raise the car back up again, and slide the dipstick tube back into the block from below the car. DO NOT bolt it to the engine just yet. Be sure that the dipstick tube is placed back through the hole in the frame (Figure 6).

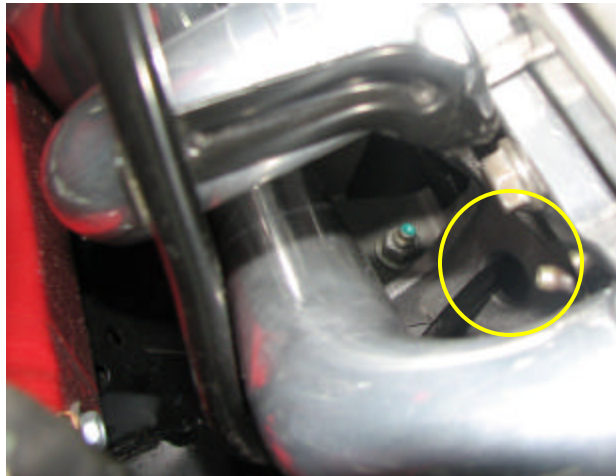


Figure 6: Dipstick tube through hole in frame

19. 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 7).

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



Figure 7: Insertion of driver's side header

20. Once the manifolds are held in by a couple of bolts, lower the car again. Proceed to insert the remaining manifold bolts.
21. Tighten the exhaust manifold bolts beginning with the center two bolts. Alternate from side-to-side, and work toward the outside bolts.
22. Tighten the exhaust manifold bolts a first pass to 12 ft-lbs.
23. Tighten the bolts a final pass to 18 ft-lbs.
24. Place the dipstick tube spacer between the engine block and the dipstick tube, using the provided 35mm bolt to secure (Figure 8).

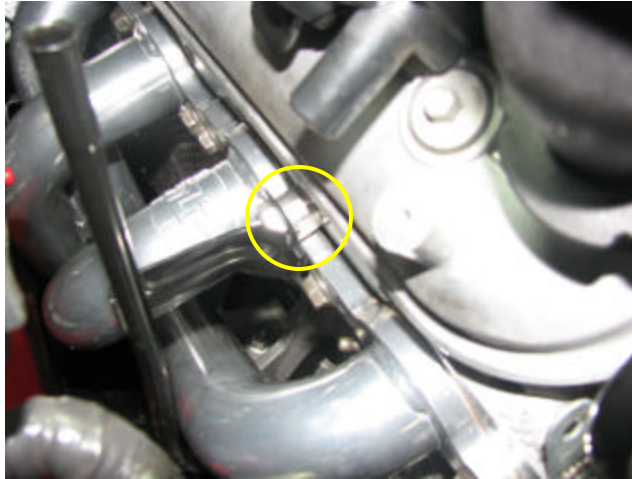


Figure 8: Spacer for dipstick tube

25. Next reinstall the spark plugs and wires (The wires will 'click' once on the spark plug side, and twice on the other).
26. Raise the car once again.
27. Reconnect the steering shaft coupling to the pinion on the steering rack.
28. Insert the steering shaft bolt into the retainer and torque to 28 ft-lbs.

29. Next, slide a 3" Torca clamp onto each header collector end or onto the inlets of the CATs (Figure 9).

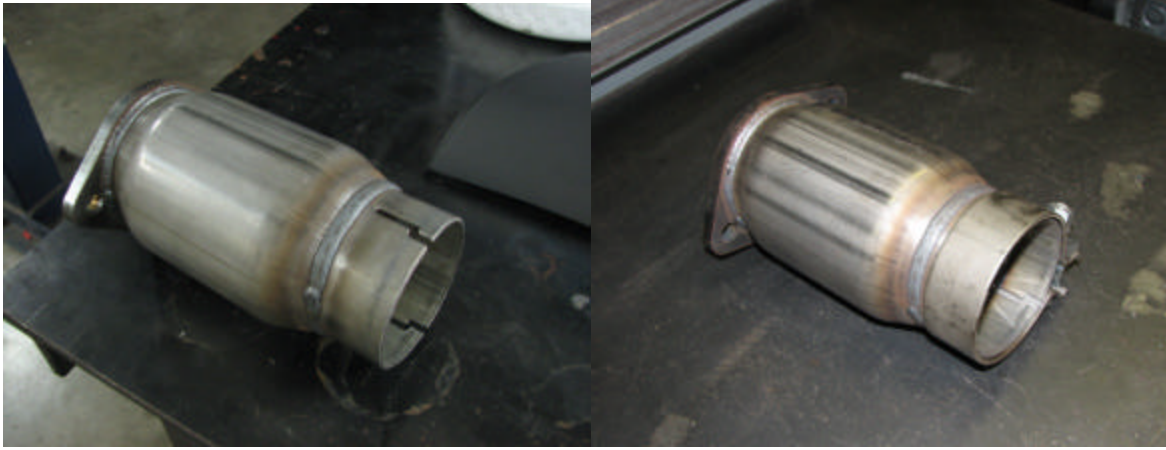


Figure 9: CAT without (left) and with (right) Torca Clamp

30. Slide the larger end of one CAT onto a header (with a Torca clamp on). Place the donut shaped ring over the smaller end of the CAT. Repeat for the other side. Do not tighten the clamps at this time.

31. Take the stock CAT-back exhaust system and slide the rubber exhaust hangers back onto their respective hooks. Again WD-40 may make this easier, as will utilizing the jack-stand.

32. Next, using the supplied exhaust nuts/bolts, bolt together the CAT-back pipes to the ball joint on the CATs. Do not tighten completely. The order of the hardware should be bolt, washer, CAT flange, flange, washer, lock washer, and nut. See Figure 10.

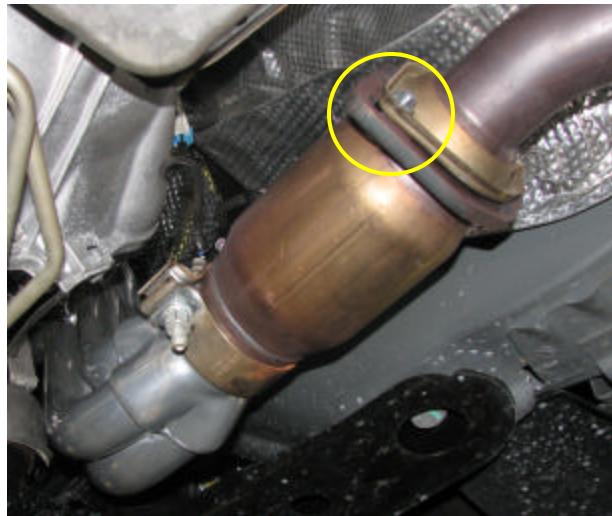


Figure 10: Re-assembled exhaust

33. Now make sure all pipes clear and are in their proper position. Then proceed to tighten the Torca clamps first, then the ball flange bolts. A general rule of thumb is to tighten the clamps starting at the front and work towards the rear.

34. Tighten the four bolts/nuts on the flanges to 25 ft/lbs.

35. Next install the oxygen sensor extension provided. It is for the front driver's side.

36. Re-install all four (4) oxygen sensors (front and rear). Use some oxygen sensor safe anti-seize lubricant on the threads of the oxygen sensors before re-installing them (Permatex High Performance Anti-Seize Lubricant works well).
37. 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.
38. Reinstall the center support bar.
39. Lower the vehicle, and reconnect the negative battery terminal first, then the positive.
40. Start the vehicle and inspect for leaks.
41. Double check all fasteners and clearances after test driving. Adjust as necessary.
42. The installation is complete.