

2010 Camaro Long Tube Headers, Coated w/High Flow Cats
Use w/Stock Exhaust System

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	4	Clamps, Torca, 3", Band
7.	<input type="checkbox"/>	315040114	2	SLP Cat-to-Stock Exhaust Adaptor, 2010 Camaro
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 – #30211

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.

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 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 2).

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



Figure 2: Insertion of driver's side header

10. Once the headers are held in by a couple of bolts, lower the car again. Proceed to insert the remaining manifold bolts.
11. Tighten the exhaust manifold bolts beginning with the center two bolts. Alternate from side-to-side, and work toward the outside bolts.
12. Tighten the exhaust manifold bolts a first pass to 12 ft-lbs.
13. Tighten the bolts a final pass to 18 ft-lbs.
14. 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 (Figure 3).

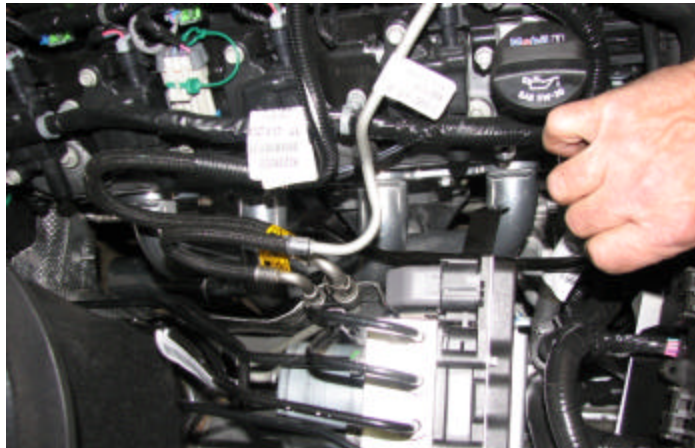


Figure 3: Spacer for dipstick tube

15. Next reinstall the spark plugs and wires (The wires will 'click' once on the spark plug side, and twice on the other).
16. 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.
17. Raise the car once again.
18. Next, slide a 3" Torca clamp onto each CAT, and insert onto the header. Do not tighten at this time (Figure 4). Repeat for other side.



Figure 4: CATs installed onto headers

19. Now take your SLP cat-to-factory exhaust adaptors and slide Torca Clamps onto the inlet ends. Slide them onto the cats with the O2 bungs facing inwards.
20. Reinstall the factory exhaust system. Slide the factory clamps over the SLP adaptor pipes. Adjust exhaust system where necessary before tightening.
21. 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.
22. Lower the vehicle, and reconnect the negative battery terminal first, then the positive.
23. Start the vehicle and inspect for leaks.
24. Double check all fasteners and clearances after test driving. Adjust as necessary.
25. The installation is complete. Enjoy!