

2010 Camaro Long Tube Headers, Coated w/High Flow Cats
Use w/#30220

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	6	Clamps, Torca, 3", Band
7.	<input type="checkbox"/>	310301047	2	Downpipe, DS/PS, SLP Headers, 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 – #30212

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 helper or jack-stand, remove the entire exhaust assembly. Spraying the rubber isolators with WD-40 will make removal easier. Start with the axle-back exhaust system, and work your way forward.

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).

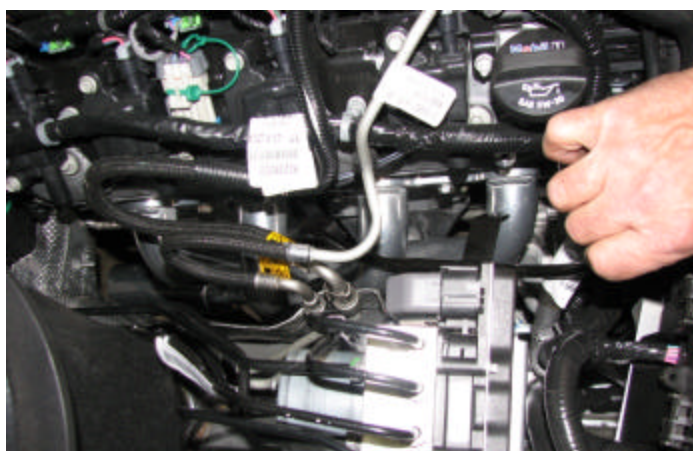


Figure 3: Spacer for dipstick tube

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 X-pipe, remove the downpipes that connected it to the factory manifolds, and insert 2- 3" Torca clamps onto the inlet side (if they are removed). Slide the new 3" downpipes (with the O2 bung) into the X-Pipe. Place 2 more Torca clamps onto the resonators (or straight pipe sections) and slide those back onto the X-pipe (Figure 5). Loosely tighten.



Figure 5: X-Pipe assembly

20. This should have been done when installing the cat-back system previously, but if not, bend the A/C drain line up to allow additional clearance by simply pushing upwards on it (Figure 6).



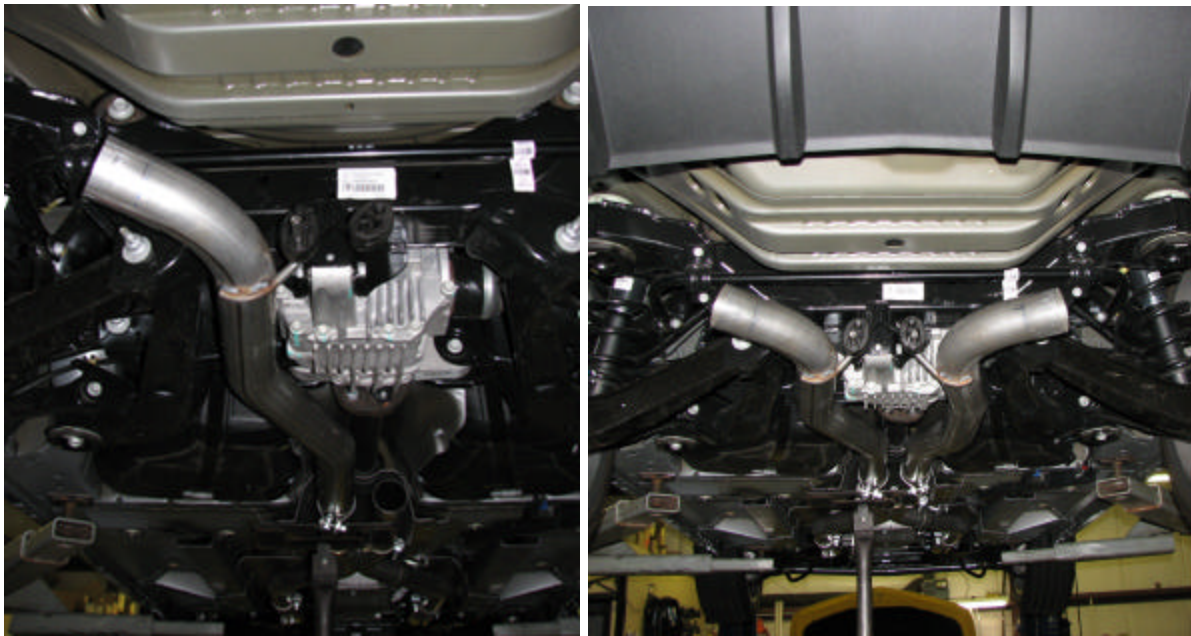
Figure 6: A/C drain line pushed up (shown after pipes have been installed)

21. Place a 3" Torca clamp onto each downpipe (with the O2 bung) and insert the X-Pipe assembly onto the CATs. Using a jack-stand will aid in installation (See Figure 7).



Figure 7: Installation of X-Pipe assembly

22. Place a Torca Clamp onto both the driver and passenger's side under axle pipes and place onto resonators (or straight pipes). A Few Sprays of WD-40 on the hangers may make installation easier. See Figures 8 and 9.



Figures 8 and 9: Under axle pipe installation

23. 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.
24. Follow directions for installation of SLP axle-back exhaust before tightening down any clamps. You must check for adequate clearances and adjust as necessary. Clamps should always be tightened down in multiple passes starting from front to back.
25. Lower the vehicle, and reconnect the negative battery terminal first, then the positive.
26. Start the vehicle and inspect for leaks.
27. Double check all fasteners and clearances after test driving. Adjust as necessary.
28. The installation is complete. Enjoy!