

Installation Instructions - JLT Plastic Cold Air Intake Kit (2010-15 Camaro 6.2L) #CAIP-CC1062

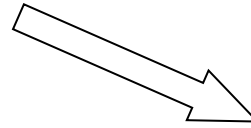
Thank you for purchasing our product. We hope you are satisfied with the look and performance. If you have any questions, please feel free to call us first before going to the internet. Take your time and it will be a smooth install.

A tune specific for this intake is required when installing this kit. Failure to add a tune specific for the JLT intake may result in major engine damage. *DO NOT INSTALL KIT AND DRIVE WITHOUT A TUNE! *****
Please review complete instructions prior to installing.

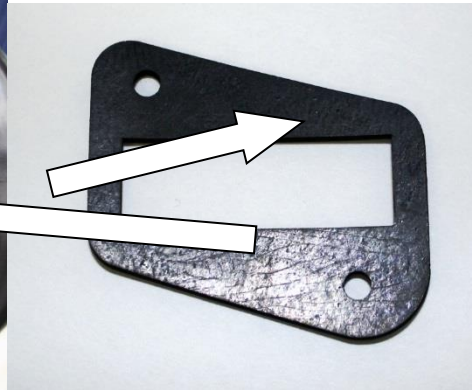
We find it easiest to install the kit as a complete assembly; however, it can be done one piece at a time. Here is a walk through:

Step#	
1	Verify you have all of the following parts included in the kit: (1) JLT Plastic Intake Pipe with PCV Fitting, (1) 4-4.5" Silicone Reducer, (1) 5"x7" Air Filter, (1) JLT Heat Shield, (1) 72 Clamp, (1) 64 clamp (2) MAF Screws, (1) MAF Gasket, (1) Washer, (1) stainless bolt, (1) spacer, (1) rubber nut insert, (1) PCV hose and (1) Heat Shrink tube section
2	Gather all of the following tools needed for the installation: 5/16 Nut Driver, 10mm, #20 Torx Driver, and Phillips Head Screwdriver, heat gun
3	Install Tune for JLT Intake – Refer to instructions included with the Tuner.
4	Remove the stock intake from the throttle body to the airbox.
5	REMOVE any grommets or inserts that may be in this hole in the frame rail. Loosely install the supplied BOLT, SPACER & RUBBER NUT INERT through the hole in the lower part of the heat shield. The nut insert will go into the hole in the frame rail. Lower the shield into position. Once low enough, using the head of the bolt, get the rubber insert fully seated into the frame rail hole. Use the supplied washer and factory nut to attach at the top mounting point. Tighten the nut/spacer/insert to lock the shield into position.





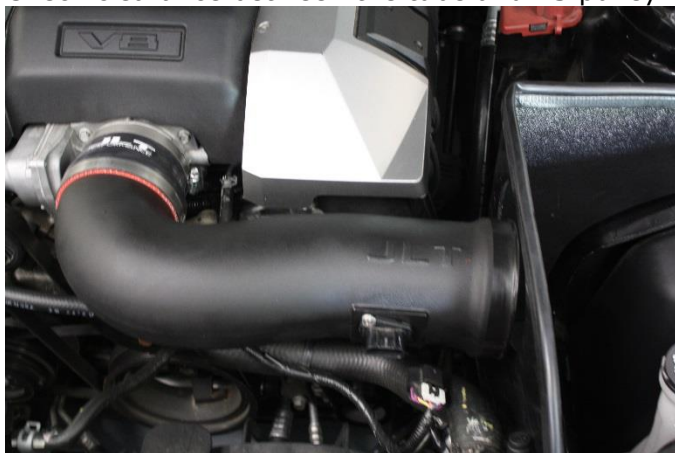
- 6** Remove the stock MAF sensor from the stock filter housing and using supplied screws install into the JLT MAF port. Be sure air flow arrow is pointing toward the throttle body end of pipe.
Use supplied MAF gasket.



- 7** Install reducer onto the tube along with the PCV hose and clamps keeping them loose. Put oil on the PCV fitting to help slide in on. No clamp is needed.



- 8** Attach the tube to the throttle body and tighten the clamp.
Check clearance between the tube and PS pulley if so equipped.



- 9** Tilt the filter to get the GEAR part of the clamp through the hole and attach it to the tube.



- 10** Put oil on the factory PCV connection, add the supplied heat shrink to the hose and fully insert it into the hose connected to the JLT tube. Use a heat gun or hair dryer to fully seal the heat shrink around the connection.



**HEAT
SHRINK**



- 11** Plug in the MAF, make any needed adjustments and tighten the clamps. Do not over tighten, finger tight is fine.
Check the clearance between the Power Steering pulley and the tube for at least 1/2" of space.



Oil Filter: The frequency you should clean your filter will depend on your driving conditions. It is recommended to check your filter at every oil change or 3,000 miles. If there is a buildup of dirt as thick as the wire mesh, then it's time to clean your filter. To properly clean your oil filter, we recommend the S&B Precision Cleaning & Oiling Kit (located in the Parts Sold Separately Section of our website, www.JLTtruecoldair.com).

Thanks for the business. If you have any questions, please e-mail info@JLTtruecoldair.com or call 757-335-1940. Our hours are Monday-Friday. 8:00am – 5:00pm Eastern Time.

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