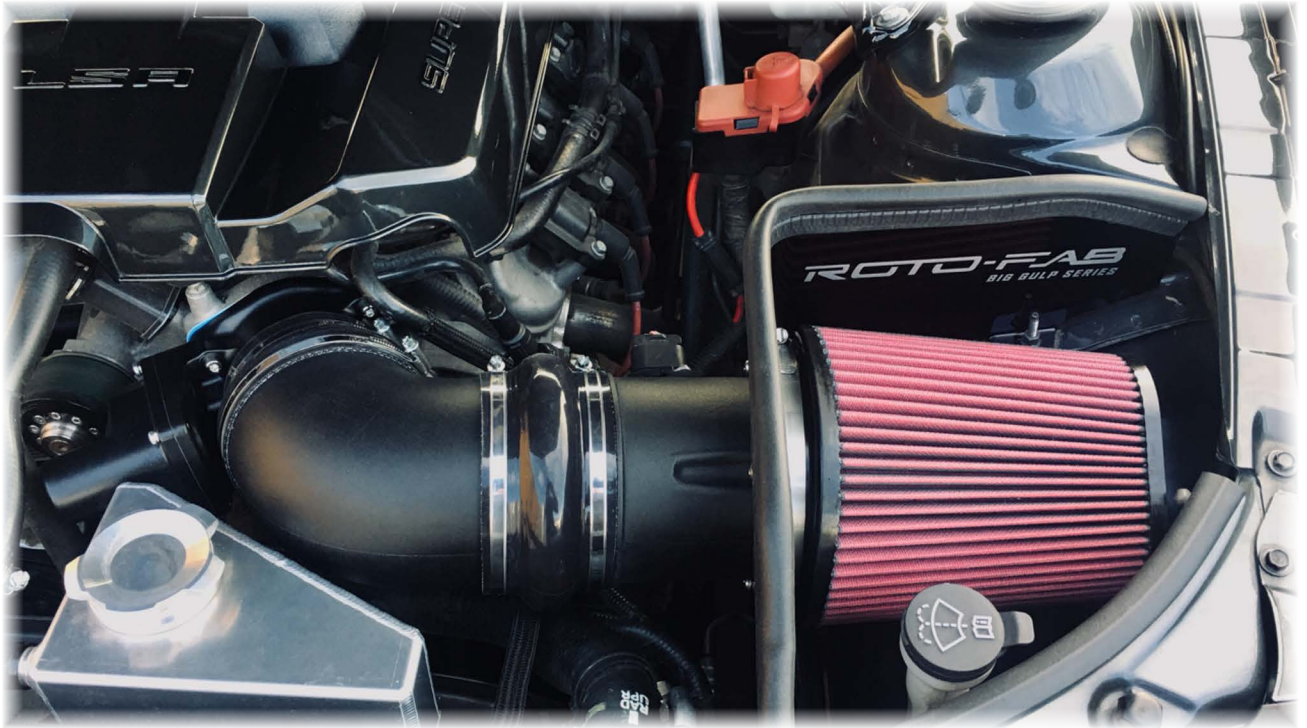


# **ROTO-FAB**®

***The Fastest Name in Air Intakes***®



## **2012-15 Camaro ZL1 Big Gulp Series Cold Air Intake Installation Instructions**

For part #

**10161083**

**10161084**

# 2012-15 Camaro ZL1 Big Gulp Series CAI Parts List

**IMPORTANT-** Due to increased air flow, this system requires a custom tune. Do not attempt to operate vehicle without proper tuning.



- |                                    |   |
|------------------------------------|---|
| 1) Air box assembly                | 1 |
| 2) MAF sensor housing              | 1 |
| 3) Inlet elbow                     | 1 |
| 4) Air filter                      | 1 |
| 5) 5" Hump hose                    | 1 |
| 6) 5" to 4 1/4" step hose          | 1 |
| 7) 120-140 MM hose clamp           | 3 |
| 8) 100-120 MM hose clamp           | 1 |
| 9) 1/2" NPT x 1/2" hose 90         | 1 |
| 10) 1/2" NPT x 5/8" hose 90        | 1 |
| 11) 1/2" ID hose, 3 3/8" long      | 1 |
| 12) M6 x 1 flange nut              | 1 |
| 13) M4x7x8mm philips MAF screw     | 2 |
| 14) Lower bulb seal with angle cut | 1 |
| 15) Hood seal                      | 1 |

## Tools/items needed

- 7 MM socket
- 8 MM socket
- 10 MM deep socket
- T15 torx
- Ratchet
- Pliers or sidecuts
- small flat screwdriver
- #2 Philips screwdriver
- Windex
- Paper towel

*Some components may be pre-assembled  
This product has not been CARB tested*

The Roto-fab Big Gulp series CAI system is designed to provide additional air flow for higher HP builds. Accordingly, tuning is required with this air intake system. Do not attempt to operate the vehicle without properly tuning. These instructions assume you are removing an aftermarket CAI system on your modified car to install the Big Gulp air intake system.

## Removal of existing air intake system

1) Disconnect the battery

2) Remove the two screws retaining the MAF sensor. Carefully pull the sensor out of the housing leaving connector attached. Place safely out harm's way while being careful to insure nothing comes in contact with sensor opening. **The two MAF sensor screws removed will not be re-used. Use only the Roto-fab supplied screws when re-installing the MAF sensor.**

3) If still equipped, disconnect the breather connector from the small breather canister by pulling up slightly on the release tab, then pushing it clockwise appr. 1/4" then pull upward to disconnect. (see ill. 1)



4) Loosen the clamp at the throttle body and remove the fasteners retaining the air box. Remove the air intake assembly. Removal will vary depending on the intake system you currently have. If you were still using the stock breather canister, remove it from the system for re-installation.



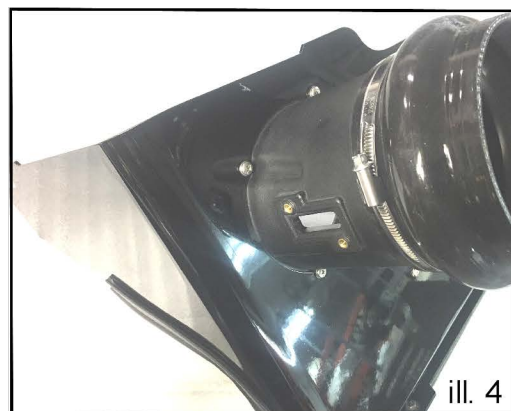
## Pre-assembly

Locate the #11 silicone hose 1/2" ID x 3 3/8" long. Fully engage it onto the nipple on the breather canister (see ill. 2)

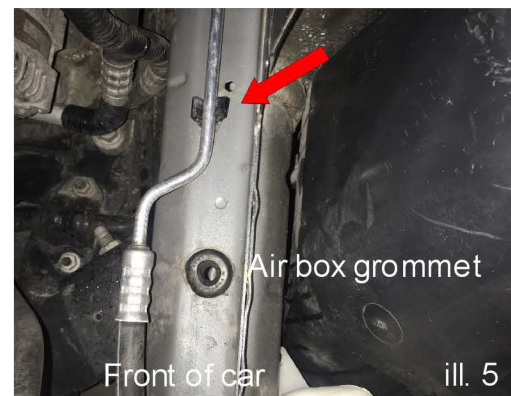
Install #14 lower bulb seal on #1 air box as shown. Note the seal has an angle cut on one side which goes to the bottom. Be sure the seal is fully seated on the air box.



Locate a #7 120-140 mm hose clamp and the #5 hump hose coupler. Orient the clamp as shown, then fully engage the hump hose onto the MAF sensor housing. Center the clamp on the clamping surface and tighten with the clamp head facing upwards and appr. in line with MAF sensor mounting block. Do not overtighten. (See ill. 4)



Begin installation of the air box assembly by aligning the air box stud with the air box grommet. **IMPORTANT** Be sure the outer ear of the A/C line clip (see ill 5) remains vertical and doesn't end up under the air box. Continue dropping the air box in position while engaging the upper stud with the air box upper mounting slot. Push downward to ensure the air box stud fully engages the grommet. Install the #12 flange nut on the upper stud. Use a 10 mm deep socket to tighten securely.



Locate the #6 step hose coupler and the #8 100-120 mm hose clamp. Note this coupler is designed for a 4 1/4" clamping surface which is the size of most 102 or 103 mm throttle bodies. Install the step hose and clamp onto the throttle body. Center the clamp on the clamping surface and tighten with the clamp head oriented as shown. (see ill. 6) Do not overtighten.



The next step assumes you are re-installing the stock breather canister. For alternate set-ups, use the supplied breather fitting for the breather hose size you are using. Use the #9 90 degree fitting with a 1/2" hose barb. Install in the bung on the #3 inlet elbow. Tighten the fitting so it is pointing directly to the intersection of the parting line (seam) of the elbow and the *long* end of the tube. The interesection is marked with silver in the picture for clarity. The fitting is a NPT tapered pipe thread which is designed to seal without the need to "bottom out" Tighten securely to the position shown. (see ill. 7)



Locate the remaining two #7 120-140 mm hose clamps. Slide one completely over the throttle body coupler so it is out of the way and the other over the open end of the hump hose. Be sure the clamp hex heads are oriented the same as the previously installed clamps. Apply a small amount of windex to a paper towel and apply a thin coat to the inside of both hose couplers to act as a lubricant. Insert long end of the #3 inlet elbow into the hump hose with the opening of the throttle body end (short end) facing straight upwards. (See ill. 8) Once fully engaged in the hump hose, roll the inlet elbow inwards. It will rub but pass right over the top of the step hose at the throttle body. Engage the elbow in the bottom first, then use a small screw driver to help engage the top. Push the elbow firmly and fully into the step hose. Rotate the inlet elbow as necessary to achieve optimum alignment. Center each hose clamp on the clamping surface and tighten. Do not overtighten.



If re-using stock breather canister, the #11 hose should already be installed during pre-assembly. Be careful with the canister as the top section is susceptible to breakage. With the canister parallel to it's connecting coupler, fully engage the open end of the hose onto the 1/2" barbed nipple on the breather elbow. No clamp necessary. (see ill. 9) Pull the release tap while re-connecting the coupler to the breather canister.



Carefully insert the MAF sensor into the MAF mounting block. The mounting holes are offset, so it will only install in one direction. Using a philips screw driver, install the two # 13 M4 screws and tighten.(see ill 10)



Locate the #15 hood seal. Install by starting at the front and butting to the existing seal. (See ill 11) Working from front to back, fully engage the top of the air box. **IMPORTANT** The seal must be fully engaged as you go to assure proper seal to the hood without creating high areas.

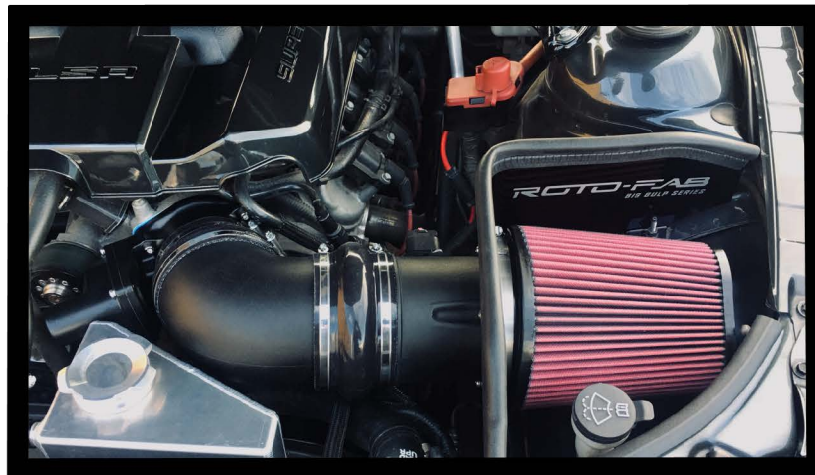
Locate the #4 air filter with clamp. Position the clamp as shown in ill. 12. Rotate the filter so the oval end cap is vertical. Fully engage the top of the filter mounting flange on the MAF sensor housing. Push the end cap downward as the filter flange engages the mounting flange. Fully seat the filter and tighten the clamp in the position shown. (See ill. 13)

Double check :

- Couplers fully engaged
- All hose clamps are tight
- Breather hose connected
- MAF sensor installed

Re-connect the battery. Check the clamps for tightness after a few drive cycles and periodically thereafter.

**Be sure the car is properly tuned before operating. Failure to do so could result in damage to engine components.**



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