

PART NO. 52467

1998-2000 V6/2000 LS1 Models
F-Body High Capacity Radiator

| PACKING LIST | | | | |
|--------------|--------------------------|----------|-------------|---------------------------|
| Item # | Check | Quantity | Part Number | Description |
| 1 | <input type="checkbox"/> | 1 | 52467 | High Capacity Radiator |
| 2 | <input type="checkbox"/> | 1 | ***** | Installation Instructions |

Warning: Radiators may contain fluid at a temperature much hotter than the boiling temperature of the fluid. Removal of the radiator cap while the engine or radiator is hot will cause the fluid to boil instantaneously spewing the fluid over the engine, fenders, and the person removing the cap potentially causing severe burns. SLP recommends allowing the vehicle to cool (not running) for five hours before beginning the installation. SLP recommends wearing safety glasses for the complete installation.

INSTALLATION INSTRUCTIONS

1. Park the vehicle on a level surface. Next, slowly rotate the radiator cap counterclockwise until it reaches the stop. Do not press down while turning the radiator cap. Wait until all pressure is relieved from the cooling system before pressing down and removing the radiator cap completely. Drain the coolant from the radiator by opening the radiator drain cock (located at the bottom of the radiator on the passenger side).

2. Disconnect the mass airflow sensor (MAF) and inlet air temperature sensor (IAT) connectors.

Note: For V6 models, the MAF sensor connector does NOT need to be disconnected.

3. Release the two metal retaining strap latches from the air box lid, remove the two pushpins from the air intake duct resonator, remove the air pump hose located on the driver's side of the air intake duct resonator, and loosen the worm screw clamp on the throttle body bellow(engine side). Next, remove the entire air box lid, air intake duct resonator, MAF, and air bellow as a one-piece unit.

Note: For V6 models, remove the air box lid, air intake duct resonator, and air bellow as a one-piece unit. The MAF sensor does NOT need to be removed.

4. Remove the four radiator support bolts from the upper plastic radiator support (or the lower part of the air box). Next, remove the radiator support.
5. Remove the throttle body coolant return hose, coolant overflow hose, and the radiator inlet/outlet hoses from the original radiator. The hose clamps can be removed with pliers by squeezing the clamp flanges to loosen the clamps. The clamps will be re-used with the new SLP radiator.

Note: Residual coolant may be present when removing any of the radiator hoses.

6. Remove the automatic transmission fluid cooling lines from the radiator (if equipped with an automatic transmission).
7. Disconnect the electric cooling fan assembly from the radiator by lifting it up in order to clear the mounts from the radiator. Once the electric cooling fan assembly is clear of the radiator mounting flanges, place it rearward (away from the radiator, towards the engine) in the engine compartment.
8. Remove the radiator by lifting it straight up and out. It may be necessary to maneuver the radiator around the air conditioning hoses and radiator hoses. Be careful not to damage the delicate radiator cooling fins during removal.
9. Installation of the LS1 High-Capacity radiator is the reverse procedure of removing the factory radiator.

Note: For V6 models, the throttle body coolant barb must be plugged.

10. Reuse the factory radiator cap from the original radiator.

Before and during filling the coolant system be sure to continuously check for leaks and fix them quickly to avoid loss of fluid. Original coolant can be reused if it is CLEAN. SLP highly recommends filtering the coolant before reusing it. If coolant is lost during the removal/install, new coolant mixture must be added. Use ONLY GM DEXCOOL COOLANT (DO NOT USE ETHELYNE GLYCOL – GREEN COOLANT) and be sure to mix it according to the coolant bottle directions for the climate best suited for your location.

After filling the coolant system, the engine must be run until reaching operating temperature to remove any air captured in the cooling system. Run the engine with the heater set on maximum heat and with the radiator cap off. As the coolant level drops in the radiator, continue to slowly fill it back up to the top. BE CAREFUL as the coolant in the radiator will get hot as the engine warms up. After approximately 10-15 minutes, the engine should be at operating temperature and the coolant level should be close to full. Replace the radiator cap. Fill the coolant overflow reservoir half full. Drive the vehicle for 10 minutes. Stop the vehicle and allow it to cool for five hours. Re-check the coolant level and top-off as necessary. Test drive, cool for five hours and re-check until coolant level remains constant and full.