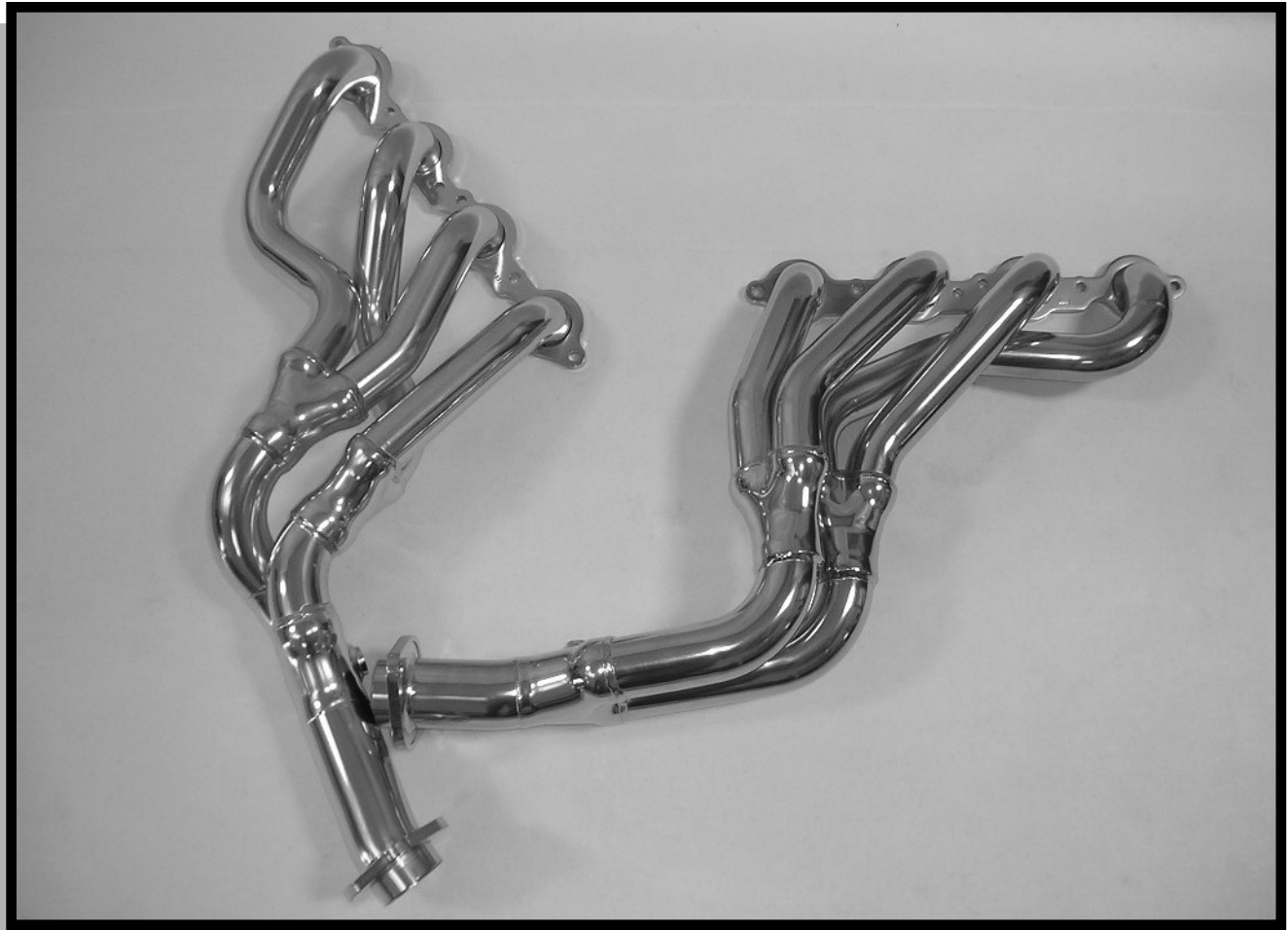


# DOUG THORLEY HEADERS 1959

THY-337Y-C

(RACE ONLY) TRI-Y HEADER SYSTEM

CHEVY, CAMARO S.S., 6.2L LS3  
2010



## PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-02145	Driver Side Header Assembly	1
2)	00-901-02191	Passenger Side Header Assembly	1
3)	00-901-02146	Driver Side Adapter Assembly	1
4)	00-901-02147	Passenger Side Adapter Assembly	1
5)	01-5308125025-27	Cap Screw, Hex Flange, M8-1.25X25mm, Zinc	12
6)	01-5310125050-27	Cap Screw, Hex Flange, M10-1.25X50mm, Zinc	4
7)	01-7110125	Nut, Hex Flange, M10-1.25, Zinc	4
8)	07-31-38471	Gasket, Donut, 2-1/4" I.D.	2

08-50-46481 REV. C

PERFORMANCE DELIVERED!

TECH: (951)739-5900

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## **TOOLS REQUIRED**

<b>Ref. Description</b>	<b>Ref. Description</b>
1) 3/8" Drive Ratchet and Extensions	5) 8mm, 10mm, 12mm, 14mm Wrenches
2) 7/8" Box wrench or O2 Sensor Socket	6) WD40 or Equivlant
3) 9/16" Box Wrench and Socket	
4) 8mm, 10mm, 12mm, 14mm Sockets	

## **WARRANTY NOTES**

- 1) The utmost care is taken at Thorley Headers to maintain the highest standards of quality. However, Thorley Headers cannot control the installation of the product. For this reason, the Thorley Headers warranty covers only the replacement of the components - not the labor for the installation.
- 2) The use of any type of "header wrapping" voids the warranty. Using any sort of wrapping material on the headers destroys the tubing's ability to dissipate heat, causing very rapid deterioration of the metal and the subsequent failure of the headers.
- 3) The chrome plating applied to all Thorley headers is a high-nickel chrome finish applied to retard corrosion. This is a "heat" chrome to preserve the metal. This finish is not "show chrome" intended for the sake of appearance. This high-nickel chrome turns colors and approaches black as it cooks into the metal. The brilliance of the chrome finish is not covered under the warranty. Contamination of the surface by foreign substances may produce other color patterns. This can be prevented by routine cleaning.
- 4) Retain all paperwork pertaining to the purchase of your Thorley product. Save your receipt!  
**Your limited warranty is not valid without a receipt of purchase.**

## **LEGALITY NOTE**

The installation of headers onto any vehicle must be performed in accordance with all governmental regulations that might pertain to the particular vehicle receiving the headers. Please call your Thorley Headers distributor if there are any questions regarding the legality of the installation. **These headers are not legal for sale or use on pollution controlled vehicles and are intended for RACE use only.**

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### **INSTALLATION NOTES**

- 1) It is important that you read the entire instruction sheet before initiating any installation.
- 2) Due to restricted room in the engine compartment, your headers may come close to certain body and chassis components. This is normal for an installation of this type. However, a careful inspection must be completed to insure that the distances and placement are reasonable and logical, especially with regard to electrical, fuel, and brake components.
- 3) Because of car-to-car variations, Thorley Headers strongly recommends that these headers be installed by a competent exhaust shop that has welding and fabrication capabilities.

### **DISASSEMBLY INSTRUCTIONS**

- 1) Disconnect battery terminals.
- 2) Carefully remove engine cover by pulling gently with your hands.
- 3) Coat all hardware down with WD-40 or equivalent.
- 4) Remove all O2 sensors by first removing them from the main harness, then remove from the pipes.
- 5) Remove engine oil dip stick tube located on passenger side.
- 6) Loosen both clamps on the headpipes.
- 7) Remove both manifolds and catalytic converter pipes through bottom. Save the two manifold gaskets as they will be reused with the new headers.
- 8) Move the rest of the exhaust system out of the way.

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## **INSTALLATION NOTES**

- 1) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 2) Because of the use of loc-tite on the factory hardware, it is advisable that you chase the threads on the cylinder head to reduce the risk galling or stripping the bolt holes.
- 3) With the factory manifold gaskets in place, install both headers from the bottom. Using the supplied M8-1.25x25mm bolts loosely attach the header to the cylinder head.
- 4) Lubricate o-ring on engine oil dip stick and carefully re-install back into its original location. Reinstall the oil dipstick bracket to the motor using the factory hardware.
- 5) Reinstall the O2 sensors. Make sure that the front O2 sensors are going to the forward most bungs on the headers and the rear to the rear bungs. Route wiring in manner that will not make contact with the headers.
- 6) Install the supplied donut gaskets to the headers. Slip the supplied adapters into the headpipe clamps. Connect the headers to the adapters using the supplied bolts/nuts.
- 7) Starting with the center out, torque all header bolts to factory specifications.
- 8) Tighten the four bolts at header collectors and the bolts located on the headpipe clamps.
- 9) Reconnect battery and check for any possible clearance issues between components and the headers.
- 10) Reinstall the engine cover.
- 11) Start engine and check for leaks. Re-torque all hardware after approximately 20 minutes of operation.