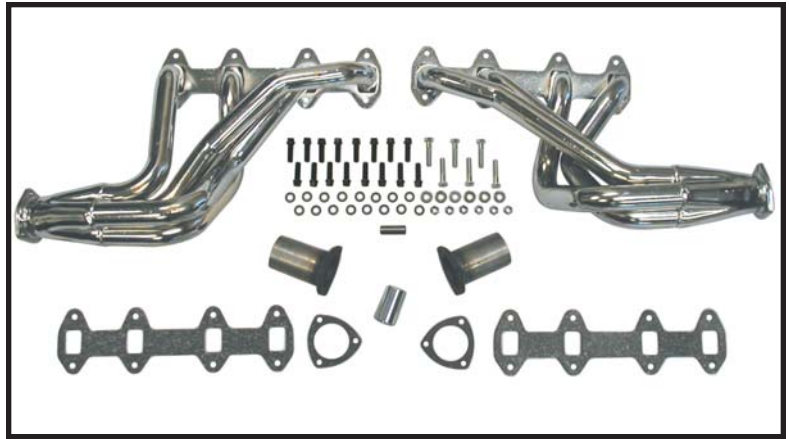


DOUG THORLEY HEADERS

BY SUMMIT INDUSTRIES

THY-203

FORD 352-390
65-76 PICKUP



PARTS INCLUDED

- 1 - Right side header
- 1 - Left side header
- 1 - Hot air pickup
- 2 - Reducers
- 2 - Header gaskets
- 2 - Collector gaskets

HARDWARE INCLUDED

- 16 - 3/8"-16 x 1" Header bolts
- 16 - 3/8" Star lock washers
- 6 - 3/8"-16 x 1-1/4" Hex head bolts
- 6 - 3/8" Hex nuts
- 6 - 3/8" Flat washers
- 1 - 1/2" x 1" Spacer

TOOLS REQUIRED

- Heating torch
- Mig welder
- Cut-off saw
- Sawzall
- 3/8", 7/16", 9/16", 1/2", 3/4", 7/8" Wrenches
- 10mm, 13mm Wrenches
- 9/16" Line (flare nut) wrench
- 5/16", 7/16", 1/2", 9/16" Sockets
- 3/8", 7/16" Deep sockets
- 15mm Deep socket
- 5/8" Spark plug socket
- Ratchet and extensions
- Pliers
- Crescent wrench
- Torque wrench
- Rust penetrant
- High-temp sensor-safe silicon sealer (rated at 600 degrees+)

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.

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WARRANTY NOTES

- 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. This part number is considered a legal replacement part on vehicles that do not have a catalytic converter, as long as all original emission control devices are connected and functioning properly. As a result, **this part number does not require an Executive Order (“E.O.”) number.**

INSTALLATION NOTES

- 1) It is important that you read the entire instruction sheet before initiating any installation.
- 2) Thorley headers are designed to fit only factory installed engine and transmission combinations. We cannot guarantee that Thorley headers will fit in the case of “engine swaps” or “transmission swaps”.
- 3) 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.
- 4) Because of the requirement to raise the engine to facilitate header installation, the engine mounts should be carefully inspected at that point of the installation. It is highly recommended that questionable or deteriorated engine mounts be replaced during the installation of the headers. In some cases, the engine mounts need to be loosened and repositioned to provide optimum header clearance from some components.
- 5) 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.

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INSTALLATION PROCEDURES

WARNING! - Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jackstands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.

WARNING! - Make certain there is ample clearance around components such as brake lines, brake proportioning valves, fuel lines, hoses and pumps, and electrical components and wires. In some cases it may be necessary to relocate items that may be adversely affected by exhaust system heat.

NOTE: These procedures are documented on factory standard-equipped vehicles with original configuration compliance. Any modification of the subject vehicle may dictate modification to these procedures.

- 1) Disconnect the battery.
- 2) Raise the vehicle at least 24 inches and support it with jack stands or other suitable supports. (**WARNING!** - Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jackstands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.)
- 3) Remove the stock exhaust pipes and exhaust manifolds. If the vehicle is a stick shift, remove the clutch linkage. Disconnect the starter wires and remove the starter motor. (Note: On some models it may be necessary to raise the engine to install the headers.)
- 4) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 5) (Note: The use of high-temp sensor-safe silicon sealer between the header flange and header gasket is highly recommended.) Install the driver side header and supplied header gasket into position from below the vehicle, using the supplied 3/8"-16 x 1" header bolts and star lock washers. Tighten to 35 ft/lbs.
- 6) Replace the clutch linkage, if applicable.
- 7) On some models with factory air conditioning, the stock mounting brace may require alteration. See Illustrations, Figure 1.

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- 8) For passenger side installation, if the vehicle is equipped with a water-cooled transmission, the cooler lines must be modified prior to installation of the header. See Illustrations, Figure 2, and the following Steps 8a through 8f. If the vehicle is not so equipped, proceed to Step 9.
 - 8a) You will need 2½ feet of ½” neoprene hose, six hose clamps, and a 90° elbow fitting (¼” pipe thread - male/female).
 - 8b) Examine the stock cooling lines. The tubing from the left side of the engine block will be referred to as Line 1. The tubing from the right side of the block will be referred to as Line 2. The tubing from the “T” fitting to the transmission will be referred to as Line 3.
 - 8c) Cut Line 1 approximately four inches out from the “T” fitting. Disconnect Line 2 at the block and Line 1 at the transmission. Remove Line 1 and Line 2, along with the “T” fitting.
 - 8d) Cut Lines 1, 2, and 3 about one inch out from the “T” fitting. Switch positions of the fittings (with stubs) of Lines 2 and 3 on the “T” fitting. (Note: The “T” fitting must be rotated 90° from its stock alignment.)
 - 8e) Cut Line 2 approximately one inch from the block-end fitting. Screw the 90° elbow fitting into the block, and screw the fitting cut from Line 3 into the elbow. Position it so that the hole, when attached to the stub, will clear the starter. Cut appropriate lengths of hose to connect Lines 1, 2, and 3. See Illustrations, Figure 2 for the completed modification.
 - 8f) With all hoses in position (but without clamps), tighten the fittings on the side of the block at a correct angle to clear the starter. Clamp the block end of the hoses over the fittings. Remove the remainder of the modified system.
 - 9) On some models it may be necessary to raise the engine from its mounts to install the passenger side header. To do so, remove the four bolts that hold the motor mount stand in place. Remove the nut and washer in the center of the mount. Using a jack, with a block of wood between it and the oil pan, raise the engine and remove both the stand and the rubber pad. Turn the steering wheel all the way to the right.
 - 10) (Note: The use of high-temp sensor-safe silicon sealer between the header flange and header gasket is highly recommended.) Install the passenger side header and supplied header gasket from below the vehicle using the supplied 3/8”-16 x 1” header bolts and 3/8” star lock washers. Do not fully tighten at this time.
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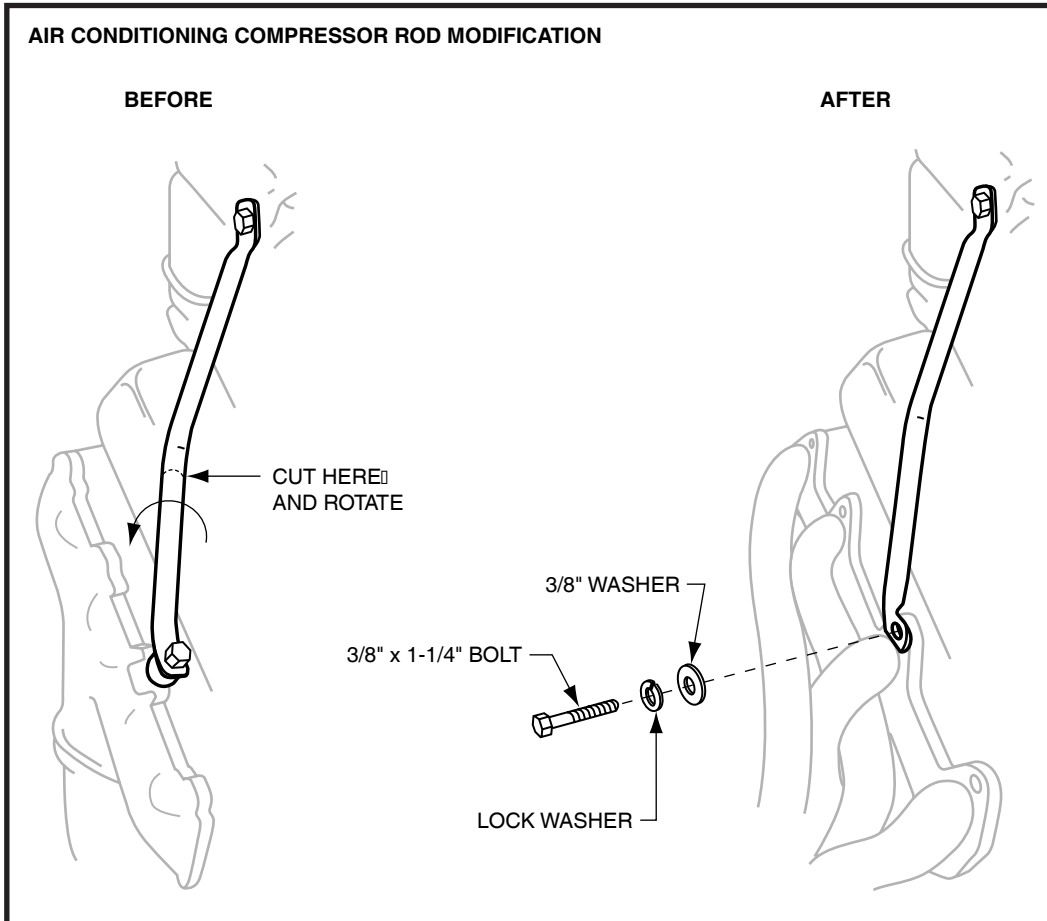
- 11) With the header installed loosely, reinstall the starter and tighten it. Connect and tighten the modified transmission cooler lines (if applicable).
- 12) Attach the motor mount stand and rubber pad to the engine. Lower the engine, replace, and fully tighten the motor mount bolts.
- 13) Tighten the header bolts to 35 ft/lbs.
- 14) If the automatic choke is to be retained, a heat source can be obtained by wrapping a small length of appropriately-sized copper tubing around one of the header primary tubes. The choke tubes from the stock manifold can then be attached to the ends of the copper tubing.
- 15) Attach the supplied reducers to the header collectors using the supplied collector gaskets, 3/8"-16 x 1-1/4" hex head bolts, nuts, and washers. (Note: On some models, transmission clearance is very limited and may require the reducers to be modified to angle away from the transmission.) Attach the stock exhaust pipes to the reducers by clamping or welding.
- 16) Reconnect the battery. Start the engine and check for leaks.
- 17) Because the header bolts will initially stretch when hot, we recommend adhering to the following steps:
 - a) Retighten the header bolts to 35 ft/lbs after approximately twenty minutes of operation. (Note: Remember the engine will be hot at this time. Protect yourself accordingly.)
 - b) Check and retighten the header bolts to 35 ft/lbs after the first month of operation.

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ILLUSTRATIONS

FIGURE 1



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ILLUSTRATIONS

FIGURE 2

