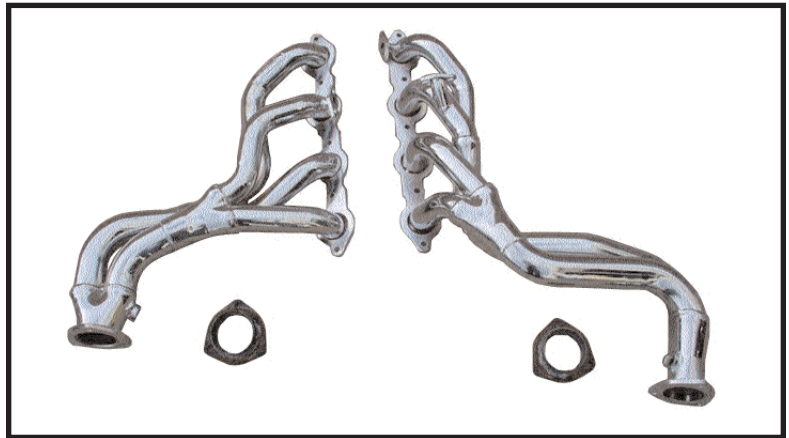


DOUG THORLEY HEADERS

BY SUMMIT INDUSTRIES

THY-310Y-49

CHEVROLET 4.8L, 5.3L
99-01 PICKUP
SUBURBAN, YUKON, TAHOE
(NO SMOG)



PARTS INCLUDED

- 1 - Right side header
- 1 - Left side header
- 2 - Catalytic converter adapter (short)
- 2 - Header gaskets (9310)
- 2 - Catalytic converter adapter gaskets(9005)

HARDWARE INCLUDED

- 6 - 3/8"-16 x 1-1/4" Hex Head Bolts
- 6 - 3/8"-16 Hex Nuts
- 6 - 3/8" Split Lock Washers
- 6 - 3/8" Flat Washers

TOOLS REQUIRED

- Heating torch
- Mig welder
- Cut-off saw
- Sawzall
- 8mm, 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. **The Executive Order (“E.O.”) number for this part number is D-540.**

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.

NOTE: All Thorley headers featuring air injection options are designed to accept the most readily available original equipment manufacturer's looms. Should your stock looms not match the fittings on the headers, or should you suspect that your original looms will not survive the re-installation onto the Thorley headers, your local GM parts department may be able to provide replacements using these part numbers:

THY-310Y driver side - 14102115, passenger side - 14102114.
THY-310Y-DA driver and passenger side - 330544.

- 1) Disconnect the battery.
- 2) Raise the front of the vehicle approximately 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) Spray all exhaust system fasteners with rust penetrant and allow to soak. (Note: High-mileage vehicles may require soaking overnight and/or multiple doses of penetrant to avoid possible breakage of bolts.)

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- 4) Remove the air cleaner and air cleaner ducting. It is recommended that the carburetor/throttle body air intake be covered to prevent foreign objects from entering the engine.
- 5) Remove the fasteners from the stock connector pipe, cut 1/2" in front of weld on catalytic converter.
- 6) Note the locations of the spark plug wires.
- 7) Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires.
- 8) Remove the spark plugs.
- 9) Remove the oil dipstick tube bracket bolt. Unplug any temperature sensor wiring that may be associated with the spark plug wiring.
- 10) If applicable, loosen the A.I.R. harnesses (smog pump fittings) at the exhaust manifolds and disconnect the hoses. (Note: It is not necessary to remove the harnesses until the stock exhaust manifolds are off the vehicle.)
- 11) Disconnect the oxygen sensor wiring from the vehicle's wiring harness at the connector, and remove the wiring from any retention clips that may be present. (Note: Failure to disconnect the oxygen sensor wiring so that it is free to rotate with the oxygen sensor can seriously damage the oxygen sensor.) Remove the oxygen sensor.
- 12) Remove the stock exhaust manifolds. (NOTE: Retain stock hardware, it will be used with new headers.)
- 13) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 14) Install new header using the supplied gaskets and stock hardware. Tighten head bolts starting in the center working your way outward.
- 15) Reinstall the spark plug wires and reinstall air tube (if equipped) using gasket and fasteners provided.
- 16) Reinstall dipstick.
- 17) Weld on catalytic converter adapters and bolt up with supplied hardware.

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- 18) Reconnect the battery. Start the engine and check for leaks.
- 19) 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.