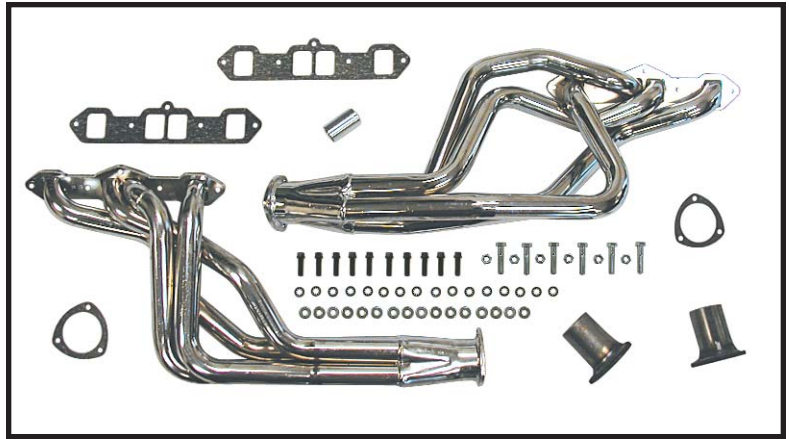


DOUG THORLEY HEADERS

BY SUMMIT INDUSTRIES

THY-332

OLDS 350
68-74 OLDSMOBILE CUTLASS



PARTS INCLUDED

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

HARDWARE INCLUDED

- 10 - 3/8"-16 x 1" Header bolts
- 16 - 3/8" Star lock washers
- 16 - 3/8" Flat washers
- 6 - 3/8"-16 x 1-1/4" Hex head bolts
- 6 - 3/8"-16 Hex nuts

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 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) Remove the spark plugs.
- 4) Remove the stock exhaust manifolds.
- 5) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 6) Remove the oil filter, oil dipstick tube, and starter. Remove the clutch linkage and cross shaft if the vehicle is so equipped.
- 7) (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 from below the vehicle using the supplied 3/8"-16 x 1" header bolts and star lock washers. Do not tighten at this time.
- 8) With the driver side header loosely in position, reinstall the starter.

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- 9) On some models it may be necessary to remove and discard the transmission safety lock. If so, leave the column in the “up” position so that the steering column can still be locked.
 - 10) Starting in the center of the header flange and working toward the ends, tighten all driver side header bolts to 35 ft/lbs.
 - 11) Reinstall the oil dipstick tube, and if applicable, the clutch linkage and cross shaft. (Note: It may be necessary to modify the clutch cross shaft arm. The arm in its stock configuration has a slight offset bend. To modify it, bend the arm to a straight position and reinstall the clutch push rod to the opposite side of the arm.)
 - 12) (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 star lock washers. Do not tighten at this time.
 - 13) With the header loosely in position, reinstall the oil filter.
 - 14) Starting in the center of the header flange and working toward the ends, tighten all passenger side header bolts to 35 ft/lbs.
 - 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: The use of high-temp sensor-safe silicon sealer is highly recommended.)
 - 16) Cut the stock head pipes appropriately and weld or clamp them to the reducers.
 - 17) Reconnect the battery. Start the engine and check for leaks.
 - 18) 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.