

DOUG THORLEY HEADERS

BY SUMMIT INDUSTRIES

THY-636

JEEP 3.8L
2007-09, 2/4WD



PARTS INCLUDED

- 1 - Driver side Header Assembly
- 1 - Pass. side Header Assembly

HARDWARE INCLUDED

- 12 - M8-1.25 x 25mm Hex Flange Bolts
- 4 - 7/16"-14x1-1/2" Hex Head Bolts
- 4 - 7/16" Flat Washers

TOOLS REQUIRED

- 10mm, 12mm Wrenches
- 10,12,13,15,18mm Sockets
- Ratchet and extensions
- Universal Joints
- 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.

08-50-44013
REV. B

THY-636

JEEP 3.8L
2007-09, 2/4WD

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 **The Executive Order (“E.O.”) number for this part number is “PENDING”**.

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.

THY-636

JEEP 3.8L
2007-09, 2/4WD

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 and remove the battery.
- 2) Remove the air box and intake tube by unbolting from the motor and fenderwell, then pull straight up.
- 3) Unbolt the power steering reservoir and move aside keeping it an upright position.
- 4) Mark all wire wiring connections prior to disconnecting any wires. Remove evaporative canister wiring harness and canister
- 5) Unplug main harness to the left side of the fuse box and carefully remove the female side of the harness from the fuse box bracket.
- 6) Unbolt the positive lead from the fuse box and negative lead from the fenderwell apron.
- 7) Unplug any existing wire on the large plastic tray.
- 8) Depress all four clips on the fuse box and care place out of the way.
- 9) Unbolt any remaining nuts or bolts on the large black tray and remove.

THY-636

**JEEP 3.8L
2007-09, 2/4WD**

- 10) Unplug the spark plug leads one and three on the Passenger side and four and six on the driver side and move aside. Mark the leads accordingly
- 11) Now from under the vehicle, remove the cross member that is just below the catalytic converters for easier access the collector bolts/
- 12) Undo the collector bolts on both the passenger and driver side manifolds.
- 13) Undo the exhaust manifold/ heat shield bolts and remove both manifolds from the top of the vehicle. Retain the stock gaskets as they will be reused with the new headers.
- 14) Now, clean all traces of carbon from the cylinder head.
- 15) Install both of the Doug Thorley Headers from the top with the stock gaskets in place. Start all header bolts but leave them loose at this time.
- 16) Reinstall spark plug leads at this time and make any provisions for routing to avoid any heat damage to the leads caused by the headers.
- 17) Reinstall the headpipes with the catalytic converters to the new headers using the supplied 7/16"-14x1-1/4" bolts and washers. Then reinstall the cross member.
- 18) You may now tighten down the header bolts starting in the center working your way outward.
- 19) Reverse the disassembly procedures to reassemble the battery, wiring harness and fuse box.
- 20) Double check that everything is tightened down and plugged in. Also check that there are no clearance issues between components and the headers.
- 21) Reconnect the battery. Start the engine and check for leaks.
- 22) Re-torque all hardware after approximately 20 minutes of operation