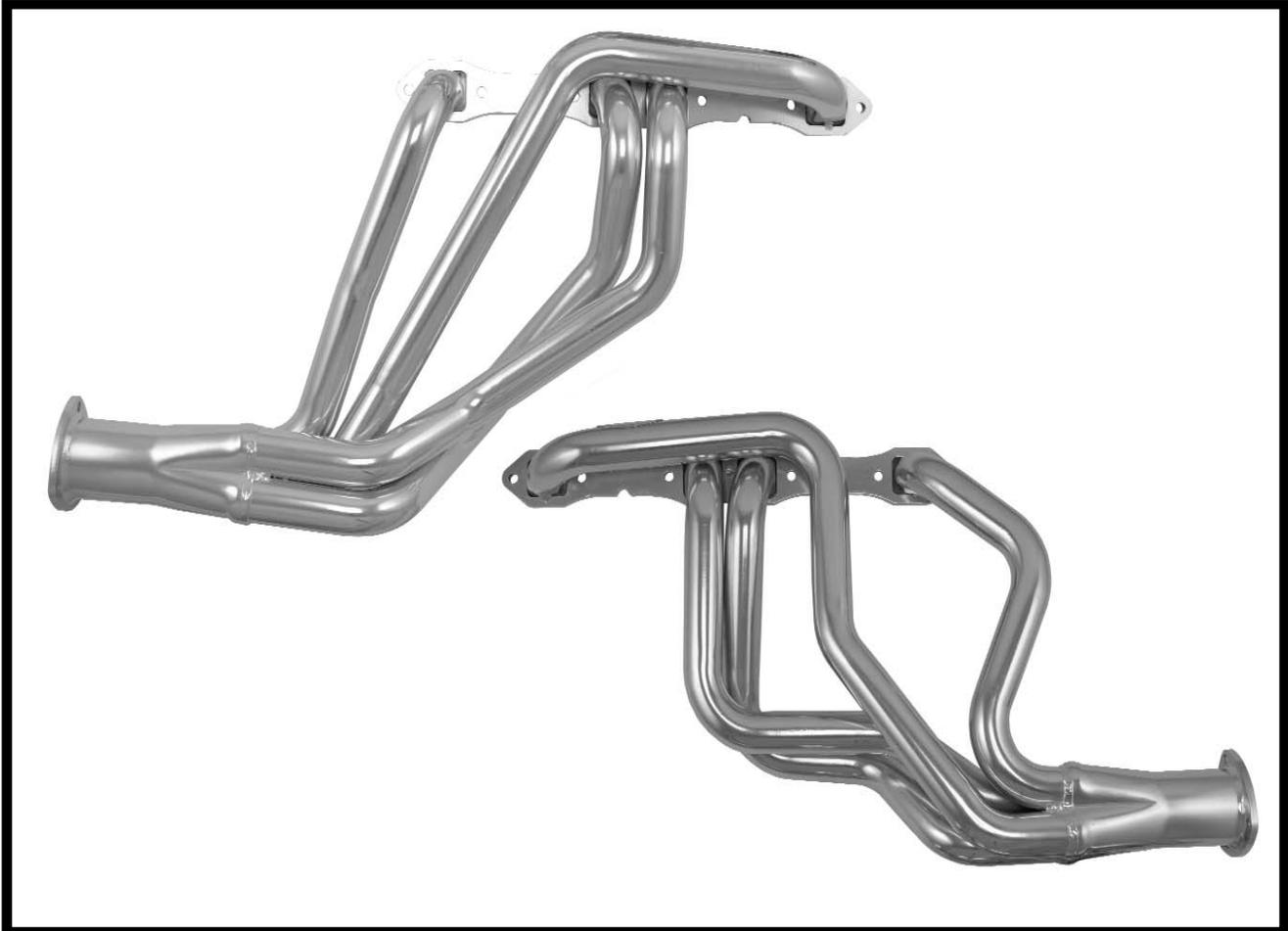


DODGE 361, 383 62-74 SUPER BEE, ROADRUNNER, GTX, SATELLITE, CORONET, CHARGER, CHALLENGER, CUDA



PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)		Driver Side Header Assembly	1
2)		Passenger Side Header Assembly	1
3)		3" Adapter	2
4)		3" Collector Gaskets (set of 2)	1
5)		Header Flange Gasket Kit (set of 2)	1
6)		Header Bolt, 3/8-16x1-1/4"	16
7)		Hex Head Bolt, 3/8-16x2-1/2"	6
8)		Hex Nut, 3/8-16	6
9)		Flat Washer, 3/8"	6

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TOOLS REQUIRED

Ref. Description	Ref. Description
1) Heating Torch	10) 15mm Deep Socket
2) Mig Welder	11) 5/8" Spark Plug Socket
3) Cut-off Saw	12) Ratchet and Extensions
4) Sawzall	13) Pliers
5) 3/8", 7/16", 9/16", 1/2", 3/4", 7/8" Wrenches	14) Crescent Wrench
6) 10mm, 13mm Wrenches	15) Torque Wrench
7) 9/16" Line (Flare Nut) Wrench	16) Rust Penetrant
8) 5/16", 7/16", 1/2", 9/16" Sockets	17) High-temp Sensor-safe Silicon Sealer (Rated at 600 Degrees and above)
9) 3/8", 7/16" Deep Sockets	

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.**

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.**

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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.

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: Many vehicles came factory-equipped with an early fuel evaporation valve, also known as a heat riser valve, attached on the bottom of one of the stock exhaust manifolds (see “Heat Riser Information”, attached). Thorley Headers offers an improved-design high-flow replacement heat riser, P/N HR212-3M, which bolts directly to the header collector flange. This part number is not included and must be purchased separately from your authorized Thorley Headers distributor.

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INSTALLATION 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, starter, cast iron manifolds, and headpipes.
- 4) Remove the clutch cross shaft. On cars equipped with an automatic transmission column linkage, and with the cross shaft located below the torsion bar, see Illustrations, Figure 1 for necessary modifications.
- 5) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 6) Elevate the driver side of the engine approximately 1-1/2 inches. (The headers must be installed from the underside of the vehicle.) In some cases it may be necessary to remove the nut from the ball and socket end of the pitman arm, then separate the center link from the pitman arm and allow it to drop, to ease the installation of the headers.
- 7) Trial fit the supplied header gaskets onto the headers to ensure proper placement and orientation.
- 8) Reinstall the starter and the driver side header together and start all supplied 3/8"-16 x 1" header bolts and 3/8" star lock washers. Do not fully tighten at this time.
- 9) Place the passenger side header and header gasket into position and start all supplied 3/8"-16 x 1" header bolts (Note: It is not necessary to elevate this side of the engine.)
- 10) Starting from the center of the header flanges and working toward the ends, tighten all header bolts to 20-25 ft/lbs.
- 11) Reinstall the clutch cross shaft and spark plugs, and reconnect the battery.
- 12) Attach the supplied 3" x 2-1/2" reducers to the header collector flanges using the supplied collector gaskets, 3/8"-16 x 1-1/4" hex head bolts, 3/8" flat washers, and 3/8"-16 hex nuts.
- 13) Cut the stock head pipes and weld or clamp them to the reducers.
- 14) Start the engine and check for leaks.

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INSTALLATION PROCEDURES

15) Because the header bolts will initially stretch when hot, we recommend adhering to the following steps:

a) Retighten the header bolts to 20-25ft. lbs. after about 20 minutes of operation.

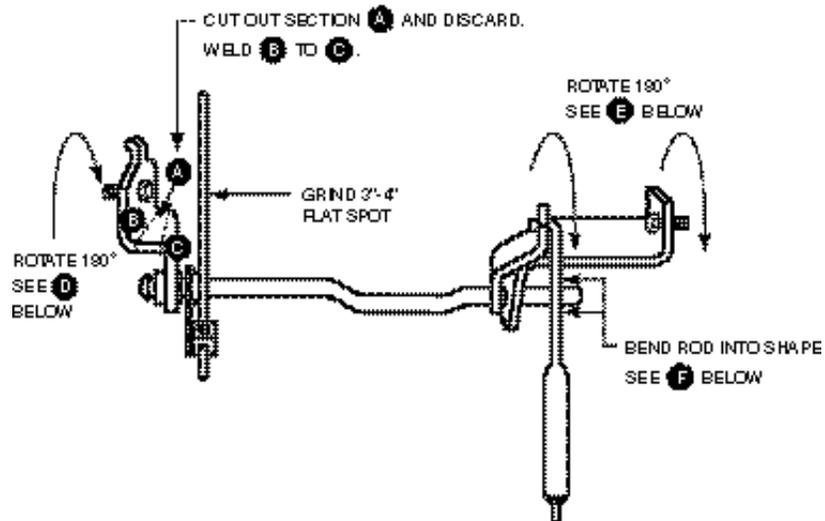
(Note: Remember the engine will be hot at this time. Protect yourself accordingly.)

b) Check and retighten the header bolts to 20-25 ft/lbs after the first month of operation.

ILLUSTRATIONS

FIGURE 1

COLUMN SHIFT AUTO TRANS LINKAGE MODIFICATION - BEFORE



COLUMN SHIFT AUTO TRANS LINKAGE MODIFICATION - AFTER

