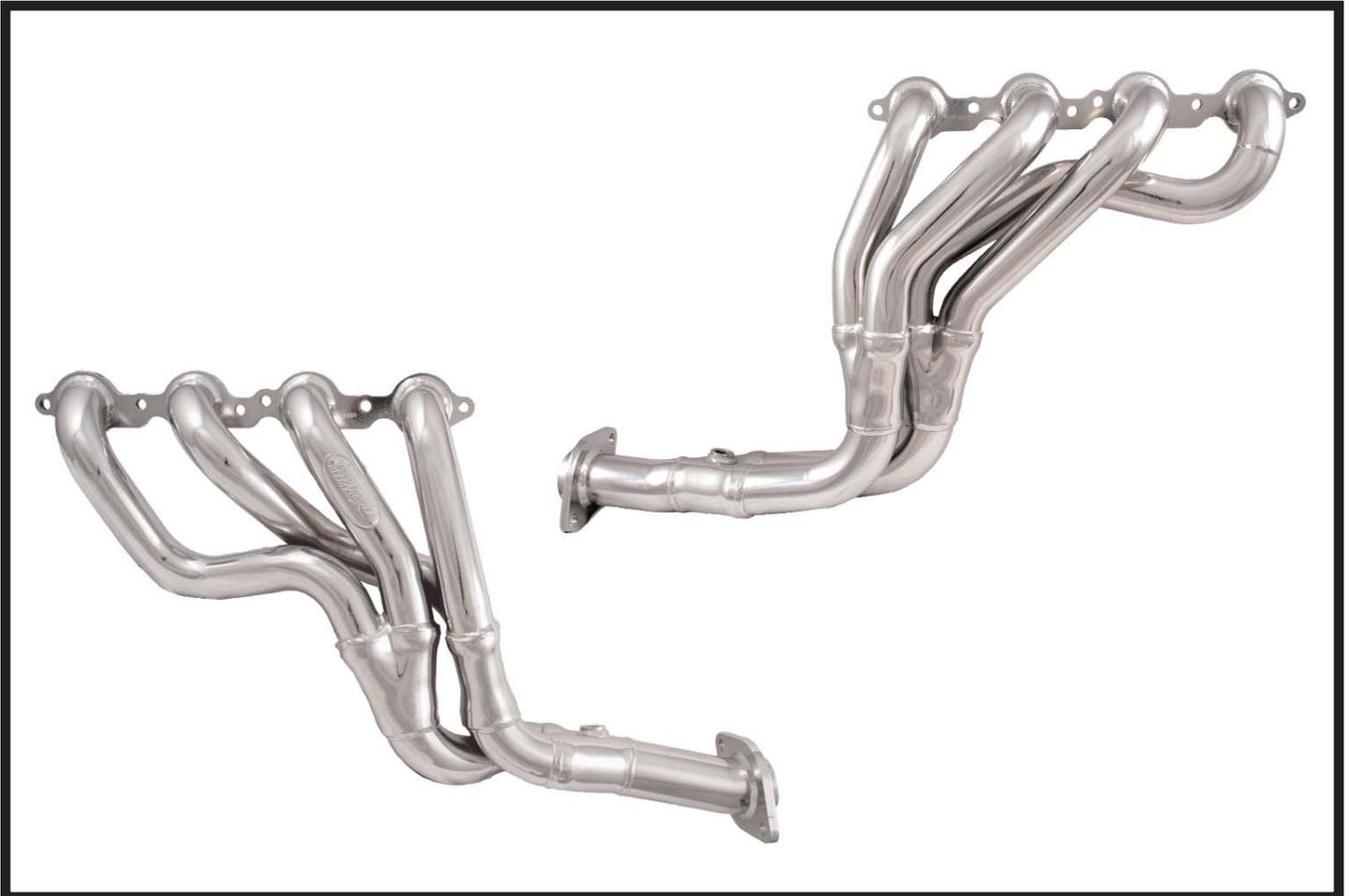


2008-10 PONTIAC G8 GT, G8 GXP / 2008-12 CHEVY CAPRICE
2014-15 CHEVY SS SEDAN / 2008-15 HOLDEN COMMODORE
6.0L-6.2L (OFF-ROAD "RACE" USE ONLY)



LEGALITY NOTES

These exhaust headers **DO NOT** comply with California Air Resource Board regulations and are **NOT LEGAL** for sale or use on pollution controlled vehicles in the state of California. These headers are intended for use on vehicles that are involved in closed course racing applications only. They will be referred to as "RACE USE ONLY" in any other location in this instruction sheet, or any marketing information.

The installation of exhaust headers onto any vehicle must be performed in accordance with all governmental regulations that pertain to the particular vehicle receiving the headers. Please call your Doug Thorley Headers distributor if there are any questions regarding the legality of the installation.

THY-333Y-C

LONG TUBE TRI-Y HEADERS

2008-10 PONTIAC G8 GT, G8 GXP / 2008-12 CHEVY CAPRICE
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PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-01257	Driver Side Header Assembly	1
2)	00-901-01258	Passenger Side Header Assembly	1
3)	02-14-47214	Dip Stick Mounting Spacer	1
4)	01-5308125025-27	Cap Screw, Hex Flange, M8-1.25X25mm, Zinc	12
5)	01-5310125035-27	Cap Screw, Hex Flange, M10-1.25X35mm, Zinc	4
6)	01-7410125-27	Nut, Hex Flange, M10-1.25, Zinc	4
7)	01-6418150	O2 Sensor Bung Plug, M18-1.50	2

TOOLS REQUIRED

Ref.	Description	Ref.	Description
1)	3/8" Drive Ratchet and Extensions	5)	8mm, 10mm, 12mm, 14mm Wrenches
2)	7/8" Box wrench or O2 Sensor Socket	6)	Metric Allen Wrench Set
3)	9/16" Box Wrench and Socket	7)	WD40 or equivalent
4)	8mm, 10mm, 12mm, 14mm Sockets		

WARRANTY NOTES

- 1) The utmost care is taken at Doug Thorley Headers ("DTH") to maintain the highest standards of quality. However, DTH cannot control the installation of the product. For this reason the warranty covers only the replacement of the components, it does not cover labor for the installation.
- 2) The use of any type of "header wrapping" immediately 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 composition of the metal and the subsequent failure of the headers.
- 3) Any chrome plating applied to DTH header components is a high-nickel chrome finish applied to retard corrosion. This is a commercial quality "heat" chrome designed to protect the metal from the environment only. This finish is not "show chrome" and is not intended for the sake of appearance. This high-nickel chrome will turn colors and approach black as it cooks into the metal. The initial 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 DTH product. Save your receipt!
Your limited warranty is not valid without a receipt of purchase.

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LONG TUBE TRI-Y HEADERS

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INSTALLATION NOTES

Installation of these headers will trigger a CEL (check engine light). This minor problem can be corrected with either a performance tune or tuner, and/or an o2 sensor simulator. Please call for details.

- 1) It is important that you read the entire instruction sheet before beginning any installation.
- 2) 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 ensure that the distances and placement are reasonable and logical, especially with regard to electrical, fuel, and brake components.
- 3) Because of car-to-car variations, DTH strongly recommends that these headers be installed by an experienced installation shop that has welding and fabrication capabilities.

INSTALLATION PROCEDURE

OE MANIFOLD REMOVAL

- 1) Disconnect both battery terminals.
- 2) Carefully remove engine cover by pulling gently away from the motor.
- 3) Coat all hardware down with WD-40 or equivalent.
- 4) Remove all O2 sensors by first removing them from the main harness, then remove from the exhaust pipes.
- 5) Remove engine oil dip stick tube located on passenger side.
- 6) Mark the steering shaft/ rack with a marker and detach the steering shaft at the rack. Push it up into the column. Then move it towards the driver side of the engine compartment.
- 7) Remove both manifolds and catalytic converter pipes through bottom. Save the two "donut" gaskets and the exhaust manifold gaskets as they will be re-used with the new headers.
- 8) Move the rest of the exhaust system out of the way.
- 9) Re-route the starter wires and associated wires from the harness. Remove the starter heat shield and bracket to make room for header installation.

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LONG TUBE TRI-Y HEADERS

**2008-10 PONTIAC G8 GT, G8 GXP / 2008-12 CHEVY CAPRICE
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INSTALLATION PROCEDURE

HEADER INSTALLATION

- 1) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
- 2) Because of the use of loc-tite on the factory hardware, it is advisable that you chase the threads on the cylinder heads to reduce the risk galling or stripping the bolt holes.
- 3) O2 sensor bung plugs are provided in the hardware kit. If your vehicle only has two O2 sensors located in the path of the new headers, use the plugs to seal the O2 sensor bungs that will not be used on the headers.
- 4) With the factory manifold gaskets in place, install both headers from the bottom. Using the supplied M8-1.25x25mm bolts loosely attach the headers to the cylinder head.
- 5) Match the two marks you made earlier on the steering column and the rack, then re-attach the two.
- 6) Lubricate o-ring on engine oil dip stick and carefully re-install back into its original location. Mount the bracket to the motor using the supplied spacer in between the two.
- 7) Reinstall the O2 sensors. Make sure that the front O2 sensors are going to the forward most bungs on the headers and the rear to the rear bungs. Route wiring in manner that will not make contact with the headers.
- 7) Install the factory donut gaskets to the headers and four supplied bolts/nuts connecting headers to the exhaust system.
- 8) Starting with the center out, torque all header bolts to factory specifications.
- 9) Tighten the four bolts at header collectors.
- 10) Reconnect battery and check for any possible clearance issues between components and the headers.
- 11) Reinstall the engine cover.
- 12) Start engine and check for leaks. Re-torque all hardware after approximately 20 minutes of operation.