

2009-12 CHEVROLET COLORADO / GMC CANYON, 5.3L, 2WD
(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-344Y-C

LONG TUBE TRI-Y HEADERS

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PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-02639	Driver Side Header Assembly	1
2)	00-901-02640	Passenger Side Header Assembly	1
3)	00-901-02641	Driver Side Connector Pipe	1
4)	00-901-02642	Passenger Side Connector Pipe	1
5)	01-5308125025-27	M8-1.25x25mm Hex Flange Head Bolt	12
6)	07-38-46470	Band Clamp, 2-1/2"	4

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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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 if details are needed.

- 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 battery terminals.
- 2) Carefully remove engine cover by pulling gently with your hands.
- 3) When engine is cool, coat all hardware and O2 sensors down with WD-40 or equivalent.
- 4) Remove all O2 sensors by first removing them from the main harness, then remove from the pipes. It will be necessary to remove the harness from the frame to allow further extension for new sensor positions. Gently pry at frame connection points until the harness is free.
- 5) Remove engine oil dip stick tube and transmission dip stick located on passenger side. Some transmission fluid may leak out during the process, make sure you have a pan. Have an extra quart of Dexron 6 available to top the transmission level off if necessary.
- 6) Loosen and remove both catalytic converter pipes.
- 7) Remove both manifolds and catalytic converter pipes through bottom. Save the two manifold gaskets as they will be reused with the new headers.
- 8) Move the rest of the exhaust system out of the way.

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- 9) Cut passenger side catalytic pipe approximately 6 3/4" in front of rear catalytic weld. Cut driver side catalytic pipe just after rectangular indentation where the pipe becomes round.
- 10) Clean and deburr inside and outside of tube.

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 head to reduce the risk galling or stripping the bolt holes.
- 3) With the factory manifold gaskets in place, install both headers from the bottom. Using the supplied M8-1.25x25mm hex flange head bolts, loosely attach the headers to the cylinder heads.
- 4) Lubricate o-ring on engine oil dip stick and carefully re-install back into its original location. Reinstall the oil dipstick bracket to the motor using the factory hardware.
- 5) 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.
- 6) Install the supplied connector pipes between the headers & exhaust system. Loosely install the supplied band clamps to the connector pipes, do not tighten at this time.
- 7) Starting with the center out, torque all header bolts to factory specifications.
- 8) Once satisfied with the fitment of the connector pipes, you may now tighten the clamps.
- 9) Reconnect battery and check for any possible clearance issues between components and the headers.
- 10) Reinstall the engine cover.
- 11) Start engine and check for any exhaust leaks.
- 12) It will be necessary to re-torque nuts and bolts once the engine has reached operating temperature, and has cooled back down.