



PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-02295	Driver Side Header Assembly	1
2)	00-901-02296	Passenger Side Header Assembly	1
3)	01-5310125035-27	Cap Screw, Hex Flange, M10-1.25X35mm, Zinc	4
4)	01-7410125	Nut, Hex Flange, M10-1.25, Zinc	4

08-50-46890 REV. A

THY-470-L-C

(RACE ONLY) LONG TUBE HEADER SYSTEM

NISSAN FRONTIER/ XTERRA/ PATHFINDER/
EQUATOR/ NAVARA 4.0L, 2/4WD, 2005-10

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)	WD40 or Equivlant
3)	9/16" Box Wrench and Socket		
4)	8mm, 10mm, 12mm, 14mm Sockets		

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) Doug Thorley Headers reserves the rights to supercede parts with newer designs that may require an additional charge in warranty replacements.
- 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. **These headers are not legal for sale or use on pollution controlled vehicles and are intended for RACE USE ONLY.**

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INSTALLATION NOTES

- 1) It is important that you read the entire instruction sheet before initiating 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 insure 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, Thorley Headers strongly recommends that these headers be installed by a competent exhaust shop that has welding and fabrication capabilities.

DISASSEMBLY INSTRUCTIONS

- 1) Disconnect battery terminals.
- 2) Remove the intake/ air box assembly and set aside.
- 3) Remove catalytic converter pipes and the front two O2 sensors *NOTE: Use caution when removing O2 sensors and never attempt to remove without disconnecting from the wiring harness first.*
- 4) Remove exhaust manifold heat shields (It may be necessary to raise engine approximately 2" on passenger side to allow room for the heat shield). To do this you will first have to find a suitable place to support the engine and remove the main center bolt, the two bolts attached to the engine and the engine mount heat shield.
- 5) Remove both exhaust manifolds retaining all the factory hardware and gaskets as they will be reused with the new headers.
- 6) Both manifolds as well as the new headers will come out from the bottom and install from the bottom.

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INSTALLATION NOTES

- 1) Clean all traces of carbon from cylinder heads if necessary.
- 2) From the bottom, install both headers and factory gaskets on cylinder head. Get all nuts started but do not tighten fully at this time. Most nuts are accessible from the fender well area with a 2' long extension and a universal.
- 3) Place the stock O-ring gaskets in the chamfer on the collector flange on the new headers. Attach the header to the factory pipes using the supplied M10-1.25x35mm bolts and M10-1.25 hex nuts. Leave the hardware loose at this time.
- 4) When you are satisfied with the positioning, you may tighten the header nuts starting with the center and working your way out.
- 5) Tighten the rest of the hardware at the collector using the factory torque specs.
- 6) Reinstall both O2 sensors into the headers.
- 7) Reinstall intake/ air box tube and reconnect battery.
- 8) Inspect engine compartment and components around the headers for clearance issues.
- 9) Wipe excess oil, grease and finger prints off of the headers with acetone or equivalent.
- 10) Start engine and check for leaks.
- 11) It will be necessary to re-torque nuts and bolts once the engine has reached operating temp. and has cooled back down.