



PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-02382	(RACE ONLY) Driver Side Header Assembly	1
2)	00-901-02383	(RACE ONLY) Passenger Side Header Assembly	1
3)	01-5310125035-27	Cap Screw, Hex Flange, M10-1.25X35mm, Zinc	4
4)	01-7410125-27	Nut, Hex Flange, M10-1.25, Zinc	20

08-50-47561

THY-481Y-LSO-C

TRI-Y HEADER SYSTEM (RACE ONLY)

2004-13 NISSAN TITAN, ARMADA, PATROL
5.6L (320hp VERSION), 2WD/4WD

TOOLS REQUIRED

Ref.	Description	Ref.	Description
1)	3/8" Drive Ratchet and Extensions	5)	10mm, 12mm, 14mm Wrenches
2)	7/8" Box wrench or O2 Sensor Socket	6)	WD40 or Equivlant
3)	Pliers		
4)	10mm, 12mm, 14mm Regular & Deep 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) 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

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 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 air box assembly and intake.
- 4) Unbolt the exhaust manifolds and mounting brackets from each side.
- 5) Remove both rear catalytic converter pipes and rest on top of the cross member out of the way.
- 6) Unplug both O2 sensors by first removing the harness brackets located on the side of the cylinder heads. You will then remove the harness from the retaining brackets located at the back of each cylinder head. Then you will need to remove each clip (usually grey in color) and the two plugs will slide apart.
- 7) **Driver Side:** Remove the 10mm bolt holding the dipstick tube on and let the tube rest. (It will be necessary to loosen the manifold completely to remove the dipstick tube).
- 8) Secure engine and remove four bolts securing the engine mount to the engine block on the corresponding side. ***Jack the motor up approximately 2".***

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INSTALLATION NOTES

- 9) Remove the nuts on the manifold and remove the manifold/ catalytic assembly from the bottom of the vehicle.
- 10) While the engine is still raised, install the new header in from the bottom using the factory head gasket and secure with supplied nuts. Do not fully tighten at this time.
- 11) Leave the header mounted and lower the engine back down and secure the engine mount to the engine.
- 12) Make sure all factory gaskets are in place and tighten the header assembly down to the head starting in the middle and work your way outward. Do not bolt the assembly to the factory y-pipe at this time.
- 13) Repeat steps #8 - #12 for the ***Passenger Side***.
- 14) Lower the motor back down and torque the engine mount bolts to the factory spec.
- 15) Make sure all factory gaskets are in place and tighten the header assemblies to the factory Y-pipe using the supplied M10-1.25x35mm bolts and hex nuts.
- 16) Re-install and reconnect both O2 sensors. (You may not be able to use the original bracket located on the side of the cylinder head, if this is the case, then you may tie the wiring harness back using a zip tie or comparable method).
- 17) Re-install dip stick bracket and the air box/ intake assembly.
- 18) Check the header for proper clearance from any hoses or lines and that all connections along the exhaust system are tighten down properly. Wipe excess oil, grease and fingerprints off the headers with acetone or equivalent.
- 19) Reconnect the battery. Start the engine and check for leaks.
- 20) Re-torque all hardware to factory specs after approximately 20 minutes of operation.