

DOUG THORLEY HEADERS

BY SUMMIT INDUSTRIES

THY-162Y

DODGE 318-360
94-95 RAM PICKUP

PARTS INCLUDED

- 1 - Right side header
- 1 - Left side header
- 1 - Connector pipe assembly
- 2 - Catalytic converter adapters
- 2 - Header gaskets
- 2 - Collector gaskets
- 1 - EGR gasket

HARDWARE INCLUDED

- 14 - 5/16"-18 x 1" Header bolts
- 14 - 5/16" Star lock washers
- 6 - 3/8"-16 x 1-1/4" Hex head bolts
- 6 - 3/8"-16 Hex nuts
- 6 - 3/8" Star lock washers
- 6 - 3/8" Flat washers
- 2 - 5/16"-18 Hex nuts
- 2 - 5/16" Flat washers

TOOLS REQUIRED

- Heating torch
- Mig welder
- Cut-off saw
- Sawzall
- 3/8", 7/16", 9/16", 1/2", 3/4", 7/8" Wrenches
- 10mm, 13mm Wrenches
- 9/16" Line (flare nut) wrench
- 5/16", 7/16", 1/2", 9/16" Sockets
- 3/8", 7/16" Deep sockets
- 15mm Deep socket
- 5/8" Spark plug socket
- Ratchet and extensions
- Pliers
- Crescent wrench
- Torque wrench
- Rust penetrant
- High-temp sensor-safe silicon sealer (rated at 600 degrees+)

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.

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WARRANTY NOTES

- 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. **The Executive Order (“E.O.”) number for this part number is D-540.**

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.

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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

- 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) Spray all exhaust component fasteners with rust penetrant and allow to soak to prevent breakage of any bolts.
- 4) Remove the air cleaner inlet hose.
- 5) Remove the EGR feed tube bolts from the passenger side exhaust manifold.
- 6) Disconnect the oxygen sensor lead wire from the wiring loom next to the transmission. (Note: Failure to disconnect the oxygen sensor lead wiring from the loom before removing the sensor can damage the oxygen sensor.) Remove the oxygen sensor.
- 7) Cut both stock connector pipes 1½" to 2" upstream of the front weld on the catalytic converter. (Note: Ensure that these cuts are clean and straight, as the included connector pipe assembly will be welded to the stubs that these cuts create.) Leave the catalytic converter hanging on its mounts for now.

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- 8) Disconnect the stock connector pipes from the bottom of the stock exhaust manifolds.
 - 9) Remove the stock exhaust manifolds.
 - 10) Clean all traces of carbon deposits from the cylinder head exhaust port surfaces.
 - 11) (Note: The use of high-temp sensor-safe silicon sealer between the header flange and header gasket is highly recommended.) Put each header and supplied header gasket into position from above the vehicle using the supplied 5/16"-18 x 1" header bolts and 5/16"star lock washers. Use two supplied header bolts, the supplied EGR gasket, and supplied nuts and washers for the EGR feed tube flange. Do not fully tighten at this time.
 - 12) Loosely attach the supplied connector pipe assembly to the header collectors and check for proper fit and alignment with the entrance of the catalytic converter. Trim or adjust the catalytic converter if necessary. Do not weld any components at this time.
 - 13) Remove the connector pipe assembly.
 - 14) Disconnect the catalytic converter at the first slip joint downstream of the catalytic converter. (Note: The application of heat and/or force may be necessary, but use caution to avoid damage to the components.) Disconnect the hangers and remove the catalytic converter from the vehicle.
 - 15) Slip a supplied catalytic converter adapter over each inlet stub on the catalytic converter and weld them in place.
 - 16) Reinstall the catalytic converter into the hangers, but do not tighten it in place.
 - 17) Tighten all header-to-head bolts to 35 ft/lbs. Tighten the EGR feed tube bolts to 20 ft/lbs.
 - 18) Once again, loosely attach the connector pipe assembly to the headers. Securely tack weld the catalytic converter stubs to the catalytic converter adapters installed in Step 15. Disconnect the connector pipe assembly from the headers and remove the catalytic converter and the attached connector pipe assembly from the vehicle. Thoroughly finish weld the two tack-welded junctions and inspect them closely for leaks.
 - 19) Reinstall, but do not clamp or otherwise fully secure, the connector pipe/catalytic converter assembly.

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- 20) Attach the connector pipe assembly to the header collectors using the supplied collector gaskets, 3/8"-16 x 1-1/4" hex head bolts, nuts, and washers. (Note: The use of high-temp sensor-safe silicon sealer is highly recommended.) Tighten to 35 ft/lbs. (See Illustrations, Figure 1 for a view of the assembled system.)
- 21) Tighten the clamp and secure the catalytic converter onto the hangers.
- 22) Reinstall the oxygen sensor and plug the wiring back into the harness.
- 23) Reinstall the air cleaner hose.
- 24) Reconnect the battery. Start the engine and check for leaks.
- 25) Because the header bolts will initially stretch when hot, we recommend adhering to the following steps:
 - a) Retighten the header bolts to 35 ft/lbs after approximately twenty minutes of operation. (Note: Remember the engine will be hot at this time. Protect yourself accordingly.)
 - b) Check and retighten the header bolts to 35 ft/lbs after the first month of operation.

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ILLUSTRATIONS

FIGURE 1

