DOUG THORLEY HEADERS 1959

BY SUMMIT INDUSTRIES

THY-182

DODGE 5.7L HEMI
2009-10, RAM 1500, 2/4WD
(NO MEGA-CAB)

PARTS INCLUDED

1 - Driver Side Header Assembly
1 - Pass. Side Header Assembly

HARDWARE INCLUDED

17 - M8-1.25x30mm Flanged Hex Bolts
17 - 5/16" Locking Star Washers
4 - M10-1.25x30mm Flanged Hex Bolts
4 - M10-1.25 Flanged Hex Nuts
1 - Driver Head Gasket (07-31-45334)
1 - Pass. Head Gasket (07-31-46090)
2 - 2-Bolt Flange Gasket (07-31-37626)
2 - Mounting Flanges (05-05-37121)

TOOLS REQUIRED

12mm, 14mm Wrenches
12mm, 14mm Deep sockets
12mm, 14mm Regular sockets
Ratchet and extensions
Pliers
Crescent wrench
Torque wrench
Rust penetrant
High-temp sensor-safe silicon sealer
(rated at 600 degrees+)

Mig-welder

Rev. A 08-50-46089

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 "PENDING".**

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. These headers will require welding.**

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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.

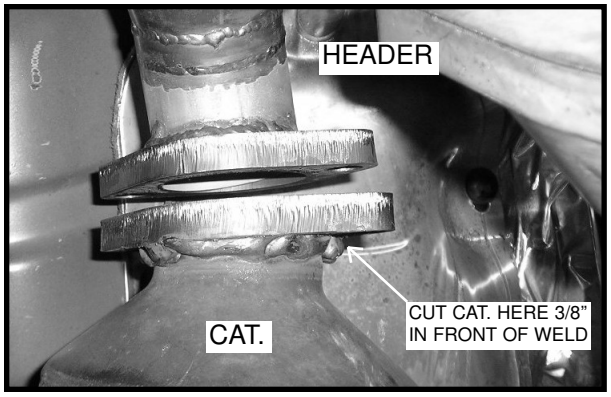
WARNING! - Make certain there is ample clearance around components such as brake lines, brake proportioning valves, fuel lines, hoses and pumps, and electrical components and wires. In some cases it may be necessary to relocate items that may be adversely affected by exhaust system heat.

NOTE: These procedures are documented on factory standard-equipped vehicles with original configuration compliance. Any modification of the subject vehicle may dictate modification to these procedures.

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) Mark and cut both headpipe/ manifold tubes 3/8” in front of the weld on the catalytic converters. (Shown here)



4) Start by removing the four bolt retaining the heat shield to the exhaust manifolds on both sides.

5) Carefully remove both O2 sensors from each of the stock exhaust manifolds and set aside.

6) Carefully remove the oil dip stick tube from the driver side.

7) Remove all the studs and nuts from both of the exhaust manifolds then remove the manifolds. *Note: Access to the manifold bolts will be made easier by supporting the truck and removing the front tires.*

8) Prep the cylinder head surface with a scotch brite pad or equivalent.

9) Install the Driver side header using the supplied gasket and 8mm bolts and washers from the bottom. Snug down three bolts on the head to locate the “weld-on” mounting flange for the catalytic converter. *Note: The oil dip stick tube will need to be installed through the opening between the #1 and #2 headpipes during the installation of the Driver side header.*

10) Install the Passenger side header using the supplied gasket and 8mm bolts and washers from the bottom. Snug down three bolts on the head to locate the “weld-on” mounting flange for the catalytic converter.

11) Bolt the “weld-on” mounting flanges to the headers using the supplied gaskets and 10mm hardware. Place the factory crossover back into the stock position sliding the catalytic converters into the “weld-on” flanges.

12) Once you are satisfied with the positioning, make three or four tack welds to hold the flanges in place on the catalytic converters.

13) Next, remove the factory crossover with the new flanges “tacked” in position and fully weld them to the factory crossover pipe. *Note: you may need to heat the connection and use force to remove the factory crossover from the vehicle due to the OEM crimp style muffler clamp.*

14) Once you have fully welded the flanges to the crossover, you may now reinstall the crossover assembly.

15) It may be necessary to loosen up the three bolts on each of the headers to “realign” the whole assembly as it is very common for it to pull or move a little with the kind of heat applied during the welding process.

16) Once you are happy with the alignment, you may now tighten the whole assembly up starting with the headers. Start from the center bolts then work your outward.

17) Carefully reinstall the O2 sensors into the new headers.

18) Re-install wheels if they were removed during the installation.

19) 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 equivlant.

20) Reconnect the battery. Start the engine and check for leaks.

21) Re-torque all hardware after approximately 20 minutes of operation.