

DOUG THORLEY HEADERS 1959

THY-560Y-L-C

(RACE ONLY) TRI-Y HEADER SYSTEM

TOYOTA TUNDRA, 5.7L, w/ AIR INJ.,
2/4WD, 2007-08



PARTS INCLUDED

Ref.	Part Number	Description	Qty
1)	00-901-01341	Driver Side Header Assembly	1
2)	00-901-01342	Passenger Side Header Assembly	1
3)	00-901-01343	Adapter Assembly (2-1/2")	2
4)	07-31-37093	Crush Gasket, 2-1/2"	2
5)	07-38-HPC250BP	Muffler Clamp, 2-1/2"	2
6)	01-5310125035-27	Cap Screw, Hex Flange, M10-1.25X35mm, Zinc	4
7)	01-7110125	Nut, Hex Flange, M10-1.25, Zinc	4
8)	01-6518150-20	Pipe Plug, M18-1.50, Black	2

08-50-44999 REV. B

PERFORMANCE DELIVERED!

TECH: (951)739-5900

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TOOLS REQUIRED

<u>Ref.</u>	<u>Description</u>	<u>Ref.</u>	<u>Description</u>
1)	3/8" Drive Ratchet and Extensions	5)	8mm, 10mm, 12mm, 14mm Wrenches
2)	7/8" Box wrench or O2 Sensor Socket	6)	Modified 12mm Wrench
3)	9/16" Box Wrench and Socket	7)	WD40 or Equivlant
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) 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 battery terminals.
- 2) Remove both driver side and passenger side o2 sensors and catalytic pipes and set aside.
- 3) Remove both driver side and passenger side inner fender well skirts by carefully removing the round push in clips. This step will give you better access to exhaust/header bolts. It will also be helpful to remove the ABS lines and brackets from both sides that are attached to the A-arm structures with 10mm bolts (two per side).
- 4) Remove both exhaust manifold heat shields. Two bolts in the rear and one bolt in the front. These are also 10mm bolts.
- 5) On the passenger side, first remove the engine oil dip stick retained with a 10mm bolt.
- 6) Find a suitable place to jack the motor and jack it up just enough to support it. Remove four bolts mounting the engine mount to the engine block. Raise engine up approximately 2.0". Remove the nuts, gasket and exhaust manifold. This process is only for the drive side. Retain all factory hardware and gaskets as they will be reused.
- 7) 4wd owners will have to mark the front drive shaft with a scribe or marker and remove the four bolts from the front differential. This is easily done with an impact, but if no impact is available, you will need to lock the vehicle in 4wd to complete this step (this may require you to reconnect the battery). Push the drive shaft towards the rear and move to the passenger side. Once this step is complete, disconnect the battery again.

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INSTALLATION NOTES

- 1) You will need to cut both catalytic pipes approximately 3/8" from the factory weld on the back of the first set of cats. This should leave you about 1 1/2" to 1 3/4" of straight pipe to slip the supplied adapters onto (see drawing). Clean all traces of carbon from cylinder heads if necessary.
- 2) With the engine raised on driver side, begin to install header from the bottom. Start all nuts but leave loose. Some bolts will have to be accessed through the fender well of the vehicle. If you have the means, remove front tire also for better access. Lower engine back down completely. Install supplied header gaskets.
- 3) Install passenger side header (from bottom) but leave loose at this time. Make sure dip stick is repositioned back into its original location. Some nuts will have to be accessed through the fender well of the vehicle. If you have the means, remove front tire also for better access. Install headers from the bottom.
- 4) Once both headers are in place, you may now reinstall both cat pipes with the adapters and crush gaskets slipped into place and left loose. Start all bolts on headers. We recommend the use of anti-seize with aluminum heads.
- 5) Once satisfied with overall fit, tighten everything as a unit while checking for potential clearance issues.
- 6) You may now tighten the two supplied muffler clamps.
- 7) Starting with the center out, torque all header bolts to factory specifications.
- 8) Reinstall O2 sensors back into the cat pipes.
- 9) Bolt engine oil dip stick back onto the cylinder head.
- 10) Reconnect battery and check for any possible clearance issues between components and the headers. Re-torque all hardware after approximately 20 minutes of operation.

