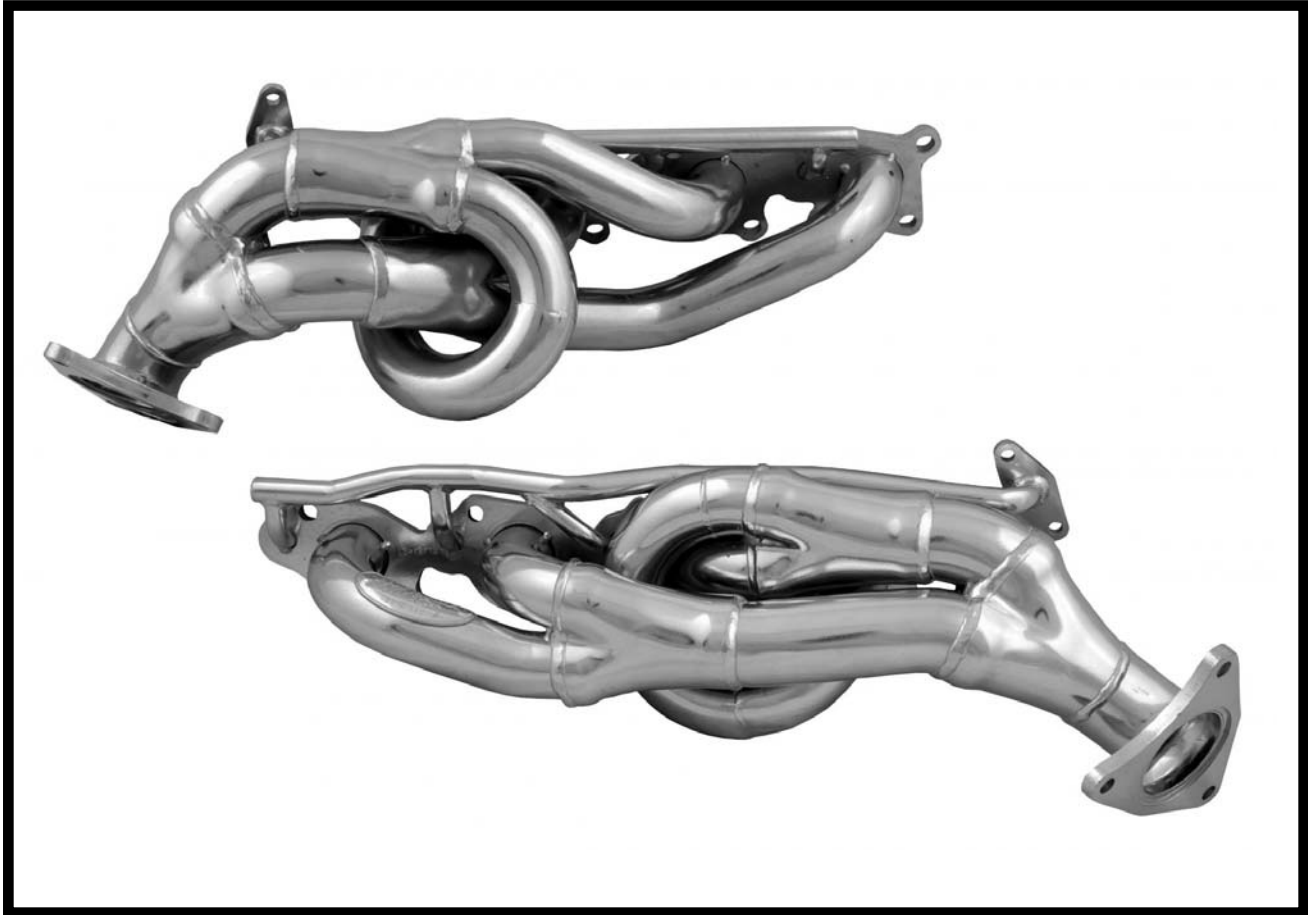


TOYOTA, 5.7L
2007-2012 TUNDRA P/U w/ AIR INJ.,
2/4WD



PARTS INCLUDED

| Ref. | Description | Qty |
|------|--------------------------------|-----|
| 1) | Driver Side Header Assembly | 1 |
| 2) | Passenger Side Header Assembly | 1 |
| 3) | M10x1.25x35mm Hex Flange Bolt | 6 |
| 4) | M10x1.25 Hex Flange Nut | 6 |

TOOLS REQUIRED

| Ref. | Description | Ref. | Description |
|------|--------------------------------|------|-----------------|
| 1) | MODIFIED 12mm WRENCH | 5) | Pliers |
| 2) | 8mm, 10mm, 12mm, 14mm Wrenches | 6) | Crescent wrench |
| 3) | 8mm, 10mm, 12mm, 14mm Sockets | 7) | Torque wrench |
| 4) | Ratchet and extensions | 8) | Rust penetrant |

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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) 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-540-4.**

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 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) Remove both the Driver side and Passenger side catalytic converter pipes and set aside. Retain all the stock hardware and gaskets as they will be reused with the new header.
- 4) Remove both the Driver side and Passenger side inner fender well skirts by carefully removing the round push clips. This step will give you better access to exhaust/ header bolts.
- 5) Remove the two bolts in the rear and one bolt in the front of the manifold heat shields.
- 6) Starting on the Passenger side: Remove the engine oil dipstick from the cylinder head.
- 7) Find a suitable place to jack the motor and lift it just enough to support it. Remove the four bolts mounting the engine mount to the engine block. Raise the engine up approximately 2".

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INSTALLATION PROCEDURES

- 8) Unbolt the Air Injection tube from the factory manifold. Remove the factory manifold retaining all the factory hardware and gaskets.
- 9) Repeat steps #7 and #8 for the driver side manifold.
- 10) With the engine still raised on driver side, begin to install header from the bottom with the factory header gasket in place.
- 11) Start all the nuts factory nuts but leave them loose at this time. Some bolts will have to be accessed through the fenderwell of the vehicle. If you have the means, remove the front tire for better access.
- 12) Re-install the Driver side catalytic converter pipe using the supplied 10mm hardware and the factory gaskets, leaving the hardware loose at this time.
- 13) Lower the engine down slightly to realign the engine mount and torque bolts down to factory specs. Lower the engine down completely.
- 14) Jack the passenger side back up (Step #7) and repeat Steps #10-13 for the Passenger side.
- 15) Check all components for ample clearance around hoses, wires, etc.
- 16) Torque everything down to factory specs starting with the headers. Torque the nuts down at the head starting in the middle and working your way outward. Then tighten the connection at the three bolt flange with the factory gasket in place.
- 17) After the header is tightened down completely, re-attach the Air Injection tubes to the new headers using the factory gaskets and nuts.
- 18) Bolt the oil dip stick bracket back onto the cylinder head.
- 19) Reconnect the battery. Start the engine and check for leaks.
- 20) Re-torque all hardware after approximately 20 minutes of operation.