

LONG TUBE 3:1 HEADERS

TOYOTA TACOMA 2005-11 / 2005-12 FJ CRUISER, 4RUNNER, PRADO, HILUX 4.0L, 2WD/4WD (OFF-ROAD "RACE" USE ONLY)



# LEGALITY NOTES

These exhaust headers <u>DO NOT</u> comply with California Air Resource Board regulations and are <u>NOT LEGAL</u> for sale or use on pollution controlled vehicles in the state of California. These headers are intended for use on vehicles that are involved in closed course racing applications only. They will be referred to as "RACE USE ONLY" in any other location in this instruction sheet, or any marketing information.

The installation of exhaust headers onto any vehicle must be performed in accordance with all governmental regulations that pertain to the particular vehicle receiving the headers. Please call your Doug Thorley Headers distributor if there are any questions regarding the legality of the installation.

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# PARTS INCLUDED

Ref.	Part Number	Description Qty	
1)	00-901-02277	Driver Side Header Assembly	1
2)	00-901-02278	Passenger Side Header Assembly	1
3)	01-5310125035-27	Hex Flange Head Bolt, M10-1.25x35mm	4
4)	01-7410125	Hex Flange Nut, M10-1.25 4	
5)	01-6418150	O2 Sensor Bung Plug, M18-1.50 2	

# TOOLS REQUIRED

Ref.	Description	Ref.	Description
1)	3/8" Drive Ratchet and Extensions	5)	8mm, 10mm, 12mm, 14mm Wrenches
2)	7/8" Box wrench or O2 Sensor Socket	6)	Metric Allen Wrench Set
3)	9/16" Box Wrench and Socket	7)	WD40 or equivalent
4)	8mm, 10mm, 12mm, 14mm Sockets		

# WARRANTY NOTES

- The utmost care is taken at Doug Thorley Headers ("DTH") to maintain the highest standards of quality. However, DTH cannot control the installation of the product. For this reason the warranty covers only the replacement of the components, it does not cover labor for the installation.
- 2) The use of any type of "header wrapping" immediately 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 composition of the metal and the subsequent failure of the headers.
- 3) Retain all paperwork pertaining to the purchase of your DTH product. Save your receipt! Your limited warranty is not valid without a receipt of purchase.

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# INSTALLATION NOTES

Installation of these headers <u>will</u> trigger a CEL (check engine light). This minor problem can be corrected with either a performance tune or tuner, and/or an o2 sensor simulator. Please call for details.

- 1) It is important that you read the entire instruction sheet before beginning 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 ensure 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, DTH strongly recommends that these headers be installed by an experienced installation shop that has welding and fabrication capabilities.

### INSTALLATION PROCEDURE

#### **OE MANIFOLD REMOVAL**

- 1) Disconnect both battery terminals.
- 2) Remove air box "s" pipe.
- 3) Unplug the O2 sensor harness from the top area of the transmission.
- 4) Loosen the exhaust manifold bolts from the cylinder head. Remove the bolt securing the each manifold to the transmisison bracket.
- **5)** Loosen mounting bracket bolts from transmission. This will allow easier removal of the stock manifolds, and installation of the new headers.
- 6) Finish unbolting the exhaust manifolds and remove from below. NOTE : Save all factory hardware and gaskets as they will be reused for the new headers.
- 7) Remove O2 sensors from the exhaust manifolds and set aside. NOTE : Do not attempt to remove O2 sensors or hardware while the engine is hot. Doing this may result in thread damage.
- 8) Clean all traces of carbon from cylinder heads if necessary.

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#### INSTALLATION PROCEDURE

#### HEADER INSTALLATION

- 1) From the bottom, install both headers and factory gaskets on cylinder head. Loosely secure the new headers to the cylinder head using the original nuts. Do not fully tighten bolts at this time.
- 2) Using the original hardware, reattach the bracket going from the transmission bell housing to the header collector flange on both sides.
- 3) Place your factory crush gaskets (inspect and replace if necessary) between the header collector flanges and the y-pipe inlets. Secure the collector flanges to the y-pipe flanges using the supplied M10-1.25x35mm hex flange bolts, and M10-1.25 hex flange nuts. Do not fully tighten at this time.
- **4)** When you are satisfied with the positioning of your headers, you may fully torque the header flange bolts, starting with the center and working your way out. Torque all bolts to factory specification.
- 5) Fully tighten hardware at the collectors to factory torque specification.
- 6) Lastly, fully tighten the transmission support bracket hardware.
- 7) Reinstall both O2 sensors into the headers. Note: We furnish our headers with two possible o2 sensor locations on both sides. If you wish to use the factory sensor locations, please plug the lower bungs with the supplied plugs. Alternatively, you may use the lower locations with an extended harness or with a wide band tuner and plug the top locations.
- 8) Reconnect battery terminals.
- **9)** Inspect engine compartment and components around the headers for clearance issues. Wipe excess oil, grease and finger prints off of the headers with acetone or equivalent
- **10)**Start engine and check for any leaks.
- **11)** It will be necessary to re-torque nuts and bolts once the engine has reached operating temperature, and has cooled back down.