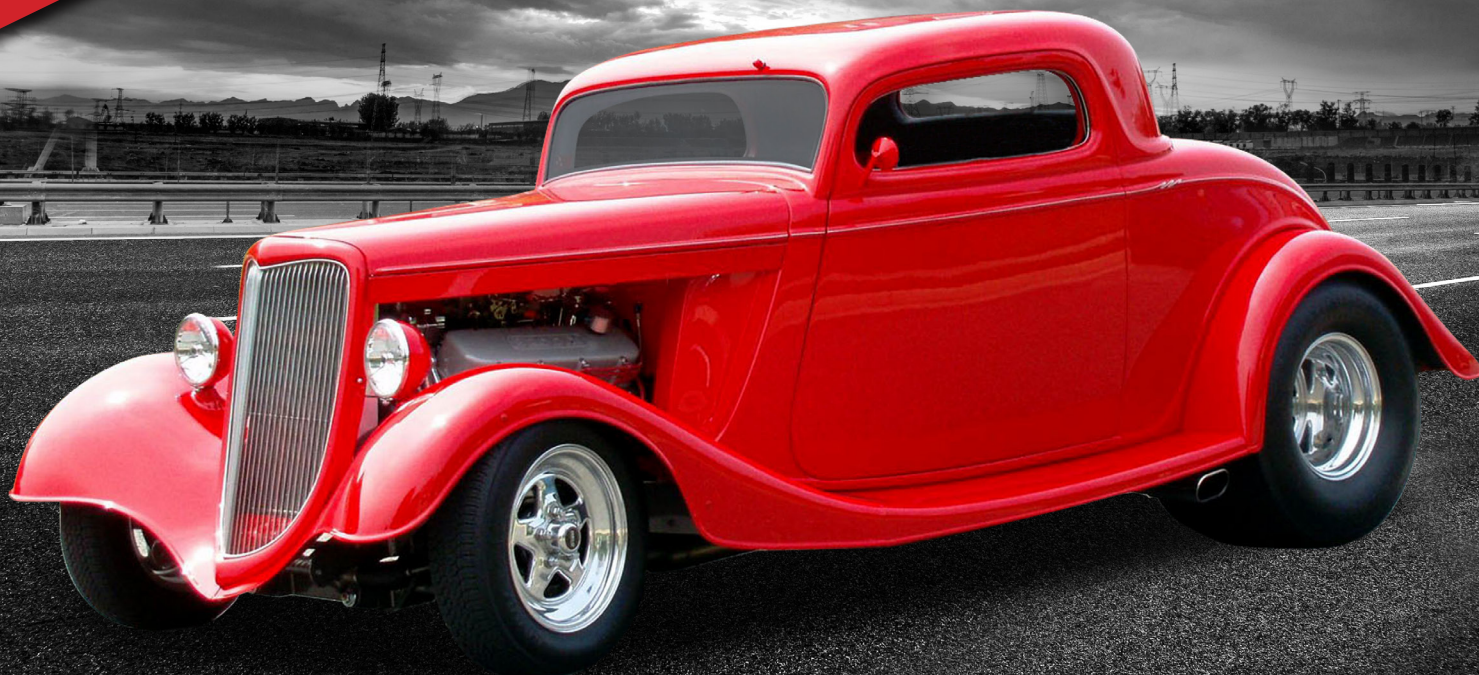


Dynatech[®]

Competition Exhaust Systems

INSTALLATION INSTRUCTIONS

LIT-1000, REV 4



PRO CRUISER

STAINLESS STEEL HEADERS

Note: We do our best to ensure the instructions in the box are the latest version. However in some cases where the system does not change for a new model year, inventory on the shelf may not have the latest version of the instruction manual. If you do not see your model or application listed above, please feel free to contact us at 800-848-5850 or sales@dynatechheaders.com for an updated instruction manual. We assure you the parts in the box are correct. The instructions may have added notes for a specific model year update.

V-8 ENGINES

PART NUMBER

730-10010

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These products are intended for racing and off-road applications. Not legal for sale or use in the state of California, nor in states which have adopted California emission standards.

Installation Instructions

Congratulations on your purchase of the Pro Cruiser header system. This system is second to none in quality, performance, and ease of installation. Please read and understand each of the steps involved with the removal of your old system and the installation of your new header system kit. While slight variations in either the header or the vehicle may cause minor differences in the exact order of steps listed in this document, the following narrative and pictorial information should guide you during the removal and installation process leading to a completely satisfactory install of your new header system.

Dynatech highly recommends hiring a professional installer, one that is familiar with the installation of off-road exhaust products. Headers are designed to increase the performance of your vehicle, and as such are designed differently than your stock exhaust system. Extra care must be taken to ensure that hoses, cables, electrical lines, fuel lines, hydraulic lines, or any other objects are not in contact with, or located too close to your installed system. (Nothing should be allowed to touch or be located close to the header/exhaust system.)

Dynatech competition exhaust products are not covered under any warranty either expressed or implied.

The Dynatech Team takes pride in providing the utmost in quality and performance. Should you have a concern about the product you receive, please contact Dynatech Customer Service at dynatechcs@dynatechheaders.com.

Dynatech is not responsible for any exhaust product that has been improperly installed, crashed, welded to, or modified in any way. Dynatech does not cover damage to any related components. Neither the seller nor Dynatech will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine proper use or application of this product. Dynatech competition exhaust products are built for off-highway use only and are not intended for use on street legal, pollution controlled vehicles.

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What's in your new header kit?

Header Parts Inventory List:

- 1 ea. Left (driver side) Header
- 1 ea. Right (passenger side) Header
- 2 ea. Collector Reducer Kit (2.50" to 2.00")
 - o 2 ea Collector Reducers
 - o 4 ea 3/8"-16 X 1-1/4" Bolts
 - o 2 ea 3/8"-16 X 1" Bolts (See Fig 1.)
 - o 6 ea Lock Washers
 - o 6 ea 3/8"-16 Nuts
 - o 2 ea Reducer Gaskets
- 1 ea. Header Gasket / Header Bolts Parts Sleeve
 - o 2 ea. Premium Fiber Gaskets
 - o 12 ea. 3/8"-16 x 1 Header Bolts
 - o 1 ea. Dynatech Decals
- 1 ea. Instruction Tips and Hints



Required and Optional Tools:

Miscellaneous hand tools are required for proper installation of these headers. We have listed a few of the required and optional tools to help with your installation.

- Assorted sockets and wrenches (3/8 – 3/4)
- Ratchet and extensions
- Torque wrench
- Floor jack and safety stands or a hydraulic lift
- Safety glasses or goggles
- Small bottle of Anti-seize
- Small Tube of High Temp Silicon Sealer (optional)
- Penetrating Fluid (optional)
- Cotton Gloves (optional)

Safety Notes:

While this installation can be done on the floor with the use of jack stands we strongly recommend that this job be completed utilizing a hydraulic lift or have the system installed by a professional mechanic. You will need 24 to 30 inches of ground clearance to slip the header into position from the bottom of the vehicle.

For your safety, please allow the engine to cool for a minimum of 90 minutes before starting the removal/installation steps. The use of safety goggles is strongly recommended, as debris may be dislodged from beneath your vehicle while removing or installing parts.

While not required, the use of cotton gloves is recommended to protect not only your hands from sharp objects under the hood and chassis of your vehicle but also keeps the oils and grease off the header's stainless steel surface possibly preventing permanent stains on the headers.

Before You Get Started:

- Take inventory of all the parts in your new system. Make sure each piece is accounted for prior to taking your vehicle out of service.
- Look at the tool and supply list to make sure you have all the needed tools and supplies before you don't have an operating vehicle to run to the parts store in.

Note: The design of these headers require the use of 90 degree boots on the spark plug wires at the spark plugs.

Assumptions:

We assume the following:

- Any old cast manifolds or headers have been removed.
- Any old tail pipe and down tubes have either been removed or relocated out of the way.

Installation Tips:

- Make sure that the head surface is clean and flat.
- Chase the header bolt holes with appropriate tap to make the bolt installation easier. The typical tap would be 3/8x16 TPI. Make sure that you do not cross thread the bolt holes during this operation.
- The provided header gasket can be applied dry, however we recommend the use of a small bead of high temperature silicone on both sides of the gasket to seal any imperfections that may be present between the head and the header flange. (Follow the directions for use on the silicone tube)
- Use anti-seize on all the bolts.
- Hand start all the bolts in the head before tightening.
- Begin bolt tightening at the center of each header and work outward alternating to each side of center until all header bolts are tightened. Then proceed to the opposite side header and perform the same steps.
- Torque each bolt to approximately 33 ft/lbs in a steel head.
- Torque each bolt to approximately 20 ft/lbs in an Aluminum head.
- Align the reducer cones, headers, and down tubes and fabricate any additional tailpipe parts. Use one of the supplied 3/8"-16 X 1" bolts in both the left and rights side header collector where the collector flange is closet to the collector. The use of the short bolt will provide clearance needed to install the lock washer and nut. (See Fig. 1)
- Finish by wiping any grease or oils off of the header before firing the engine. Now switch to left side (driver side) of the engine.



FIG 1

Final Checks:

- Check your work. No wiring, fluid lines, sensors, steering components, etc should come in contact with any part of the header or with any area that may cause heat damage or mechanical damage.
- Start the engine. Observe the “Check Engine Light”.

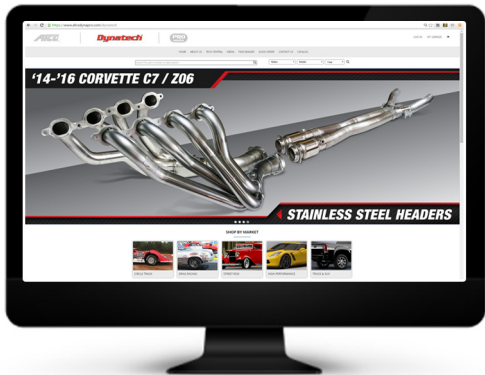
Note: In some instances you may experience a check engine light after the installation of an aftermarket exhaust system. If this occurs please contact Dynatech at 1-800-848-5850 and ask for customer service or e-mail dynatechcs@dynatechheaders.com.

- Listen for any exhaust leak “ticking” sounds. Check around each clamp and gasketed joint for leaks. If any are found, check to see that the gasket is properly installed and the joint or clamp is tightened properly.
- Verify that steering shaft and its bolt modification does not come in contact with or bind against the header as the steering wheel is turned to full lock to both the left and the right.

All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter.

This completes the installation of your system. Go back over all the connections to check tightness, tube clearances, and brackets before starting the vehicle. Once you are satisfied that the system is correctly aligned and tightened, start the engine and check for leaks. If any are found, retighten the fasteners around the clamp at issue. All fasteners should be rechecked after the system has gone through several thermal cycles.

We make every effort to build our products to the highest standards of workmanship and materials possible. This also applies to our documentation. If you find points in our instruction manual that you feel need to be clarified or changed, please e-mail us your comments at dynatechcs@dynatechheaders.com. We will use them to enhance our documentation.



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