

Dynatech[®]

Competition Exhaust Systems

INSTALLATION INSTRUCTIONS

LIT-1020, REV 4



CHEVY 2500 HD

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.

'07-'10

6.2 LITER ENGINES

PART NUMBERS

715-24110

715-24120

715-24130

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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.

Congratulations on your purchase of the Dynatech system for the 2007-10 Chevy 2500. 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 prior to getting started. While slight variations in either the header or the vehicle may cause minor differences in the exact order of steps or the exact positions of components listed in this document, the following narrative and pictorial information should guide you during the removal and installation process to a completely satisfactory install of your new header system.

Installation Instructions

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 will repair or replace any products found upon our inspection to be defective in workmanship or material within 12 months from date of purchase for the original purchaser.

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?

Your exhaust system should contain all of the following parts. Please inventory each part prior to proceeding with the installation.

Parts Inventory List Headers Only:

- 1 ea. Left Side (driver side) Header
- 1 ea. Right Side (passenger side) Header
- 1 ea. Donut Gasket Skin Card
 - 2 ea. 3" Graphite Donut Gaskets
 - 8 ea. .3125" x 18 x 1.75" Hex Head Bolts
 - 8 ea. .3125" x 18 Top Lock Hex Nuts

Parts Inventory Intermediate Tubes W/Cats Only:

- 2 ea. PowerCATs - Hi-Flow Catalytic Converters
- 1 ea. Header Gasket / Header Bolts Skin Card
 - 2 ea. OEM Style Stainless Steel Header Gaskets
 - 12 ea. 8mm Header Bolts
- 1 ea. Crossover Tube
- 1 ea. "Y"-Pipe Assembly
- 1 ea. "Y"-Pipe Outlet Assembly
- 3 ea. 3.0" Stainless Steel Band Clamps
- 1 ea. 3.5" Stainless Steel Band Clamp

Safety Notes:

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.

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.

- 7/8" open end wrench or O2 Sensor Socket.
- Assorted metric sockets and wrenches (8mm – 16mm).
- Ratchet and extensions.
- Torque wrench.
- Rubber Mallet or Dead Blow Hammer.
- Floor jack and safety stands or a hydraulic lift.
- Safety glasses or goggles.
- Small bottle of Anti-seize (sensor safe).
- Penetrating Fluid (optional).
- Fender pads (optional).
- Cotton Gloves (optional).

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.

After installation is a good time to change the oil in your vehicle. Refer to the owner's manual for the correct procedures. When you remove the oil sump lines, you will loose some of the oil in both the oil pan and the oil tank.

Stock System Removal:

Please read the following instructions carefully. Following the instructions carefully will make the removal and installation easier, more organized, and will hopefully result in a professional quality install.

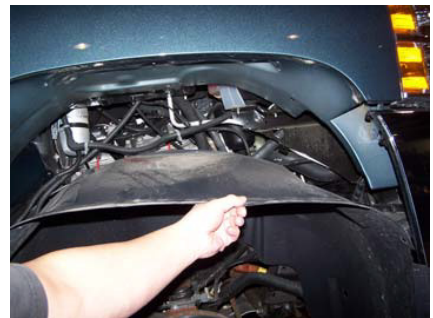
Place the vehicle up on jack stands or a hydraulic lift to provide access to the bottom of the vehicle. You should plan to get the bottom of the vehicle at least 2 feet off the ground to allow for the insertion of the headers from below. Once the vehicle is secure remove the front tires.

For safety and to protect your vehicle's electrical system, remove the ground cable from the negative battery terminal.



Under the Hood:

- Remove the wheel wells, this will provide easy access to plugs, wires etc. Make sure to remove any wiring from the wheel wells by pushing against the plastic connectors.



- Loosen the bolt holding the oil dip stick tube bracket to the right (passenger) side head and remove dip stick.



- Remove the spark plug wires from both the coil packs and the spark plugs. (do not pull on the wires, pull on the boots)
- Remove the spark plugs from both engine banks. Be careful not to crack the insulators during removal.

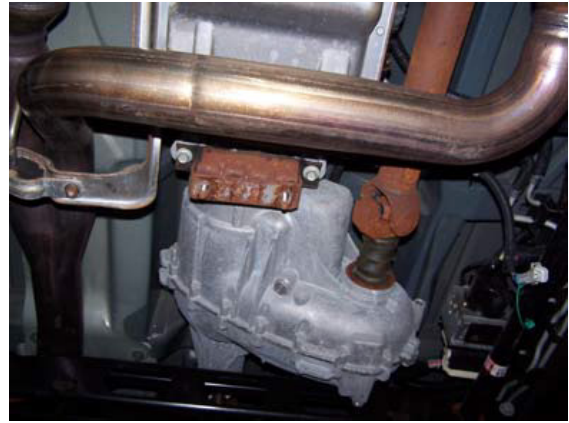


Under the Vehicle:

Note: Proper operation of the O2 sensors is crucial for peak performance and good air-fuel ratio. Please handle with care and keep hands free from contaminating the sensor surface. All sensors should be considered as delicate instruments and should be handled accordingly.

- Remove the O2 sensors from the stock exhaust system. Be careful not to ruin the threads during removal. Threads have been known to gall during removal. If this occurs, your only choice is to replace it or them with new ones. As each sensor is removed, mark it accordingly so that it may be replaced in the same location during reassembly
- After removing the rear O2 sensors, unbolt the two bolt flange that joins the rear of the factory y-pipe to the muffler. Use penetrating fluid to help with the removal of the nuts if necessary.
- Support the transmission/ transfer case and remove the cross member. It will be necessary to remove the transmission mount nuts to remove the cross member.





- Remove the factory crossover and y-pipe.
- Replace the cross member and tighten it and the transmission mount back up at this time.
- On the passenger side of the transmission you will see a hanger bracket that was used to support the factory exhaust. Remove this from the transmission because it will interfere with your new y-pipe. This bracket will not be reinstalled.
- Remove the manifolds at this time.



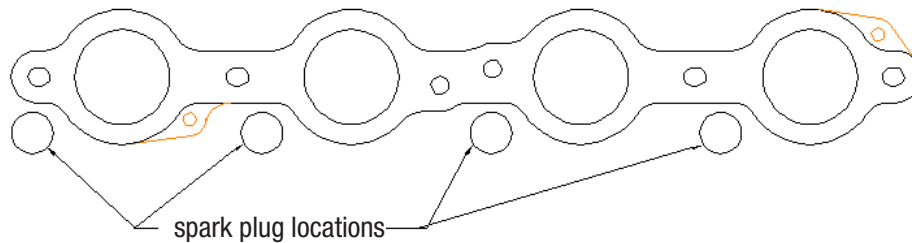
This completes the stock system removal process. Survey the area for stray rags, tools, nuts and bolts, etc. prior to proceeding to “Installing Your New Dynatech Header System”.

Installing Your New Dynatech Header System:

- Begin the installation of your new system by orienting the OEM style gasket as show below. This prevents gasket-to-spark plug boot interference. Place a small amount of anti-seize on each of the six (6) header bolts provided.

This diagram shows the rivet location for the LS1 Chevrolet gasket. The view is looking from the outside toward the actual head. The rivet locations are such to avoid clearance problems with the spark plugs.

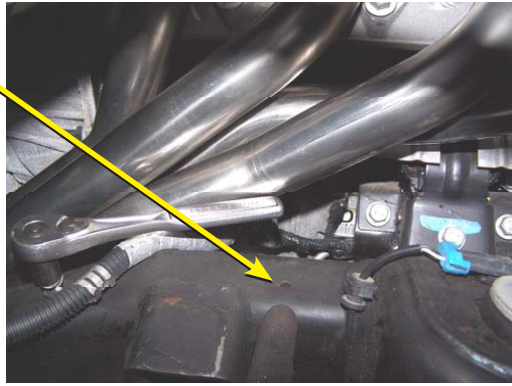
DYNATECH LS-1 GASKET INSTRUCTION



- Install the left and right side header from the underside of the vehicle. Start each bolt by hand to help prevent cross threading. After all bolts in the left side header have been started, tighten each bolt and torque to approximately 20 ft/lbs.
 - Re install the dip stick.
 - Re install the spark plugs and spark plug wires.
 - Begin the installation of the rear portion of the system by slipping the 3.0" donut gaskets over the ends of both collectors.
-
- It is necessary to re locate the starter ground cable to keep it from interfering with the header before installation. You will see a clamp securing the cable to the frame. Remove the bolt and approximately 5" on the frame towards the front of the vehicle you will see another hole. Move the cable and bolt the clamp into the other hole. The bolt will self thread into this hole.



Relocate cable to this hole.



- Retrieve four (4) hex head bolts and top-lock hex nuts from the skin card pack. Put a small amount of anti-seize on each of the bolts. Put the PowerCAT up to the mating surface of the collector and start the nut and bolts through the clamping rings. Equally tighten these nuts and bolts so that the converters are self supporting.
- Install the y-pipe to the passenger side cat with a band clamp, snug the bolts but do not fully tighten. Install the crossover pipe to the y-pipe and the driver's side cat using the supplied band clamps. Snug the bolts but do not fully tighten.



- Install y-pipe outlet extension and bolt to back half of exhaust and band clamp it to the back of the y-pipe. Snug the band clamp but do not fully tighten.



- Align system and check clearance on crossover and y-pipe. Once all is aligned fully tighten cats and all band clamps.
- Before proceeding to the O2 sensor installation, recheck all the clearance issues and the bolt and clamp tightness.

Note: Proper operation of the O2 sensors is crucial for peak performance and good air-fuel ratio. Please handle with care and keep hands free from contaminating the sensor surface. All sensors should be considered as delicate instruments and should be handled accordingly.

- Observing the marks previously made on the sensors, reinstall each sensor in the appropriate position. A small amount of anti-seize on the threads only will help prevent galling of the threads during removal or installation.
- After installing and tightening each of the system's O2 sensors (4), reconnect each of the connections at the main wiring harness.
- Wire tie and inspect each of the O2 sensor wires to make sure they are up out of the way from possible heat damage or moving parts.
- Recheck all the clamps and joints for tightness and that the clearances have been maintained.



- Re install the wheel wells and front tires.
- Survey the entire engine bay for oil leaks loose wires/hoses, stray rags or tools, etc.
- Reconnect the negative battery cable.
- Proceed to "Finishing up".

Finishing up the installation

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”.

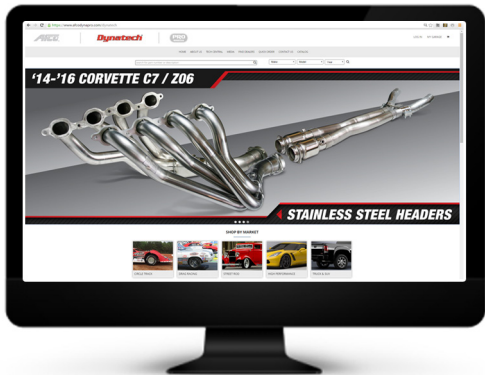
Note: In some instances you may experience a check engine light. If this occurs please contact Dynatech at 1-800-848-5850 and ask for customer service or e-mail dynatechcs@dynatechheaders.com. We have found some models to record a slow heat response or temperature error which in turn sets off the check engine light. This has no adverse effect on the performance or operation of the engine but can be annoying. Most tuner shops have software such as LS-1 edit that can by-pass this code for a nominal fee. We can refer you to a tuner if needed.

- 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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