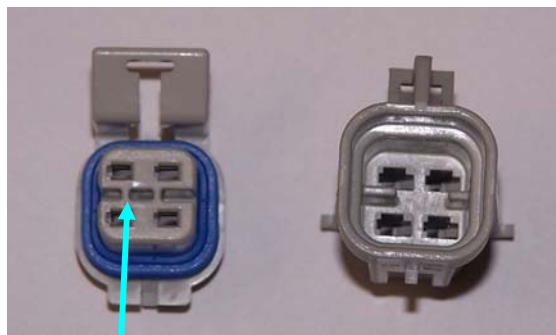


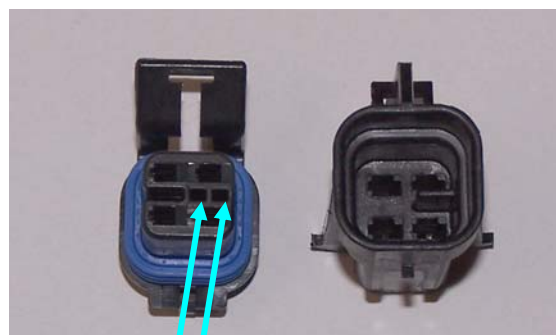
NOTICE

We make every effort to supply the correct O2 sensor extensions if needed with your new SuperMaXX exhaust system; however our General Motor contacts have advised us that vehicles of the same year and model may vary in the connector supplied with the vehicle depending on the plant at which it was assembled. This can create problems getting the exact O2 sensor connector to match exactly with your vehicle connector. These sensor connectors vary in color, either gray or black and in shape, either square or trapezoidal. In all cases, as long as the shape is the same, the only difference is the keying tabs inside the connector. In all cases these extra keys may be cut and eliminated because the clip that holds the two connectors together provides the alignment to keep the wires located and aligned correctly. The pictures and diagrams below will help illustrate which keys/tabs should be removed if in fact there is a difference between the Dynatech supplied sensor extension connectors and your vehicle connectors.

If you are uncomfortable making these changes or the supplied extensions have the incorrect connector shape, please contact us for the correct extension prior to taking your vehicle out of service.



88-738300

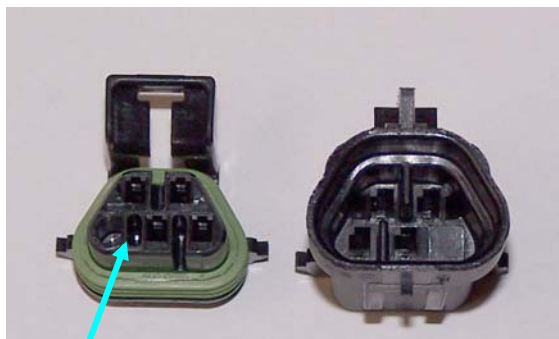
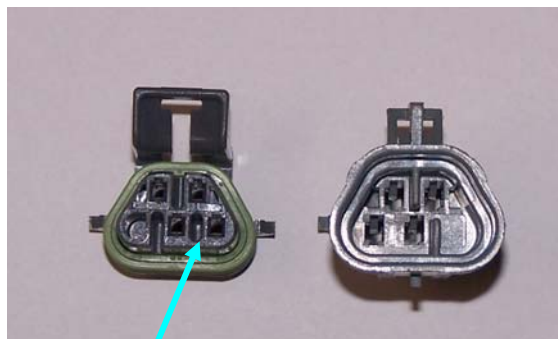


88-723300

1

2

To make the square gray male connector work with the black square female connector cut the web indicated by arrow number 1. To make the square black male connector work with the female square gray connector, cut the two webs located at arrow 2, do not cut the center web.

**88-635300F**

3

4

To make the trapezoidal gray male connector work with the black trapezoidal female connector cut the web indicated by arrow number 3. To make the trapezoidal black male connector work with the female trapezoidal gray connector, cut the two webs located at arrow 4.



Phone: (800) 848-5850 • Fax: 812-897-6264

www.DynatechHeaders.com



1999 - 2006 Chevy/GMC 1500 (4.8 & 5.3 liter) 2WD and 4WD

Part # 715-84110, 715-84120 & 715-84130

LIT 996

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 too close to the header/exhaust system.)

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

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.

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.

Installation Instructions

Congratulations on your purchase of the Dynatech / SuperMAXX Chevy Truck header system. We believe, and think you will agree, that 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.

Note: 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.

Please read the following important information before installing the headers.

Tools required for proper installation.

- Small standard screwdriver
- 7/8" open end wrench or O2 sensor wrench
- Assorted metric wrenches (8mm – 19mm)
- Ratchet & extension
- 10 mm, 13 mm, 14 mm , 15 mm, and 19 mm sockets
- 13/16" socket
- Optional: ratchet box end wrenches 10mm,13mm (these make certain operations easier)
- 5/8" spark plug socket
- Torque wrench
- Your Chevy factory supplied lug nut wrench (stock wheels)
- Hacksaw
- Floor Jack, and stands, or hydraulic lift
- Safety glasses or goggles
- Small amount of Anti-seize

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

Parts Inventory List:

- 1 ea. Left Header
- 1 ea. Right Header
- 1 ea. Catalytic Converter w/Cross-over Tube Assembly. (left side)
- 1 ea. Catalytic Converter
- 1 ea. "Y"-Pipe Assembly
- 1 ea. O2 Sensor Extension
- 2 ea. 2 1/2" Stainless Steel Band Clamps
- 1 ea. Header Gasket /Bolts Skin Card
 - 2 ea. Multi-Layer Stainless Gaskets
 - 12 ea. 8 mm Header Bolts
 - 1 ea. EGR Gasket
- 1 ea. Donut Gasket Skin Card
 - 2 ea. Donut Gaskets
 - 8 ea. 10 mm Serrated Flange Nuts
 - 6 ea. Anti-Crush Spacers
- Steering Shaft Bolt and Nut





Safety Notes:

Please allow engine to cool for a minimum of 90 minutes before starting installation.

The use of safety goggles is strongly recommended, as debris may be dislodged from your vehicle while removing and installing parts.

Although the use of cotton gloves is not considered a “must do”, their use is recommended to keep the oils and grease from the surface to prevent the permanent staining of the headers and also protect your hands from sharp objects under your vehicle during the removal of your old system and the installation of your new kit.

Old System Removal:

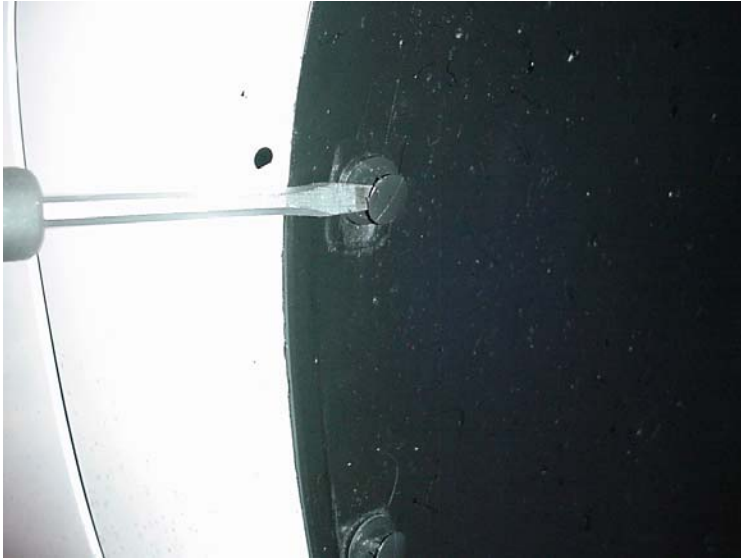
- 1) Remove negative terminal battery cable.
- 2) Loosen the lug nuts on both front wheels, **but do not remove**.
- 3) Open the hood and remove the wire loom holders from both wheel well covers



Pull barbed wire loom out of plastic inner fender panel. These need to be removed from both driver and passenger sides!

- 4) Raise the vehicle using a floor jack (you must use jack stands to support vehicle while working under vehicle) or hydraulic car lift.
- 5) Remove both front wheels after vehicle is raised and secured.

- 6) Remove wheel inner fender panels from both sides by removing quick release plastic retainers.



Use small screwdriver to gently pry the center up and remove inner and outer assembly.

- 7) Remove spark plug wires on both sides from spark plugs and coil packs.
- 8) Remove bolt from oil dipstick bracket and pull upward gently to remove oil dipstick tube. Use caution not to damage "o"-ring seated at the bottom of the oil dipstick tube. Temporarily cover dipstick tube hole.

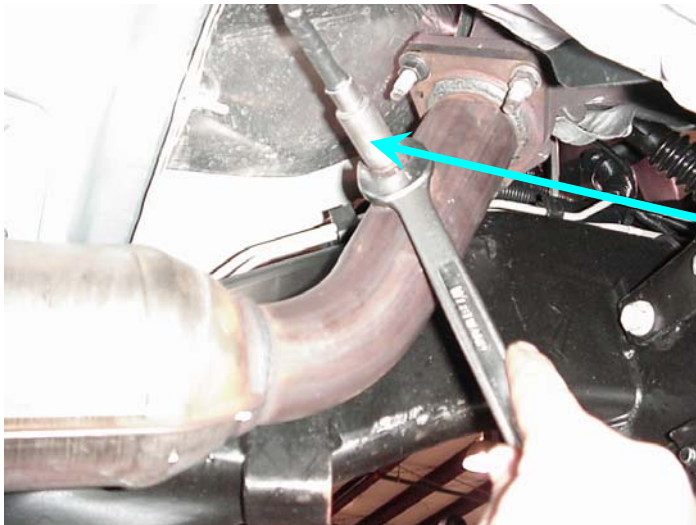


Remove dipstick tube retaining bolt, using care not to damage the "O" ring on the dipstick tube.



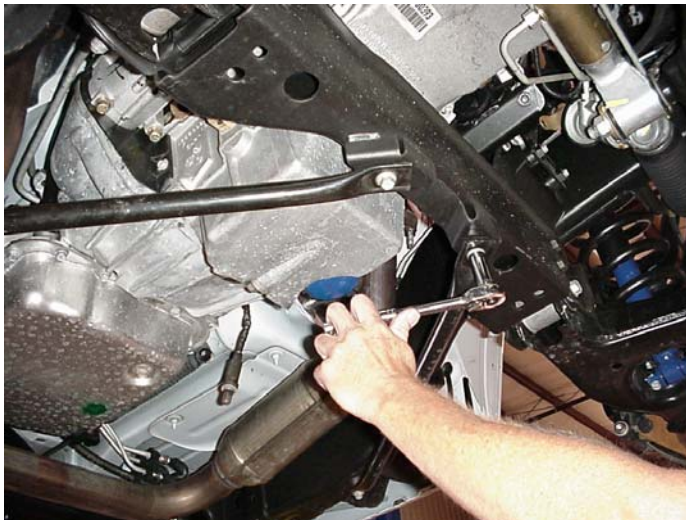
Note: Proper operation of the forward O2 sensors is crucial for peak performance and good air-fuel ratio. Please handle with care and keep hands free from contaminating the sensor surface. All sensors should be considered as delicate instruments and should be handled accordingly.

- 9) Remove all exhaust (4) O2 sensors from factory "Y"-Pipe. These are located one in each side of the "Y"-pipe before and after the catalytic converters.



Use care in removing all four O2 sensors. Handle the sensor ends with care, keeping free from oil and dirt.

- 10) Remove both frame to engine cross member struts.

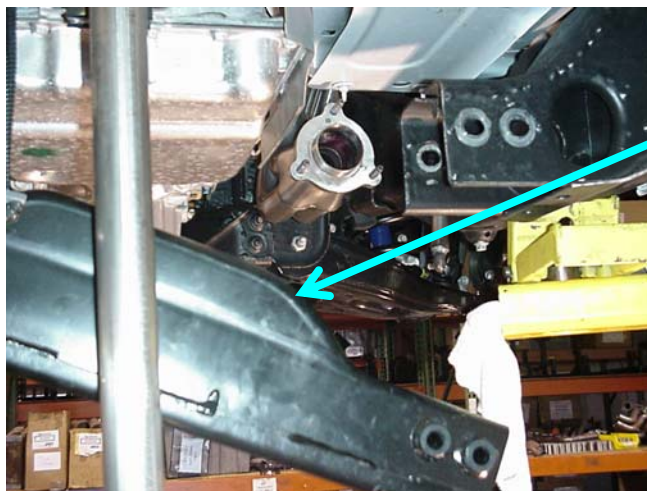


Only the front two bolts have to be removed if you want to swing braces away from center of vehicle

- 11) Remove center cross member bolt. The transmission **MUST** be temporarily lifted & braced after the nut is removed. ****Note 4WD models may brace transmission using a small wooden block on top of second cross member****



- 12) Remove the two passenger side cross member bolts, one driver's side, and loosen the other. This will allow you to swing down the cross member enough to remove the factory Y-pipe.



Here is the cross member lowered for removal and install.

Because the factory Y-pipe is one piece, the cross member has to be lowered to remove it. If you cut it out, the new one will go in without removing cross member.

- 13) Remove all the 6 exhaust manifold nuts holding the Y-pipe to the cast manifolds, and the nuts (2) at the rear of the Y-pipe. The “Y” assembly is now ready to remove.



Tilt Y-pipe slightly forward to assist in the removal of the pipe.

- 14) Now remove the complete Y-pipe assembly from the vehicle.
- 15) Remove exhaust manifold bolts from passenger and driver side of vehicle through the wheel well area. The manifold on driver side will exit from the under side of the vehicle. The passenger manifold can be removed through the wheel well. **(Either remove the spark plugs prior to removing the manifolds or use extreme caution to prevent damaging the spark plugs.)**



Use caution when last manifold bolt is removed as not to drop manifold

- 16) The factory exhaust system should now be completely removed from the vehicle. Please check your progress to ensure all steps have been completed before proceeding to the installation of the **Dynatech SuperMAXX Exhaust System**.

- 17) We suggest you raise the cross member, and slip-in one bolt to secure while continuing installation.
- 18) Cut off extra bolt length below nuts, on front inner driver side heat shield.



Bolt at upper left is cut off on driver's side of vehicle.

- 19) Install the supplied O2 sensor extension for the left (driver side) front O2 sensor. Slip the connectors together and route the extension cable up and over the driveshaft in the case of 4WD and over the top of where the collector will be after header installation. Tie this cable up, out of the way with tie-wraps or a clamp to an existing heat shield bolt.



- 20) At this time replace the steering column shaft bolt and nut with the new nut and bolt supplied with the kit. Replacing this bolt and nut provides an extra margin of clearance between it and the header especially when installing on a 2WD vehicle.

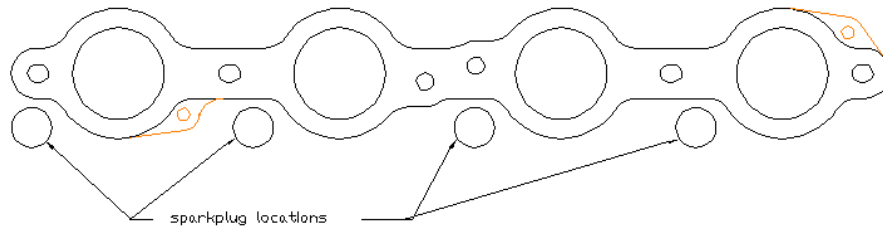
Caution: Failure to perform these additional steps may in certain cases cause the steering to jam resulting in the loss of control of your vehicle.



- Remove the bolt and nut from the steering shaft.
- Reinstall the new bolt and nut through the steering shaft and tighten securely. Use of some sort of thread locker. Loc-tite is recommended.

DYNATECH / SUPERMAXX LS-1 GASKET INSTRUCTION

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 sparkplugs.

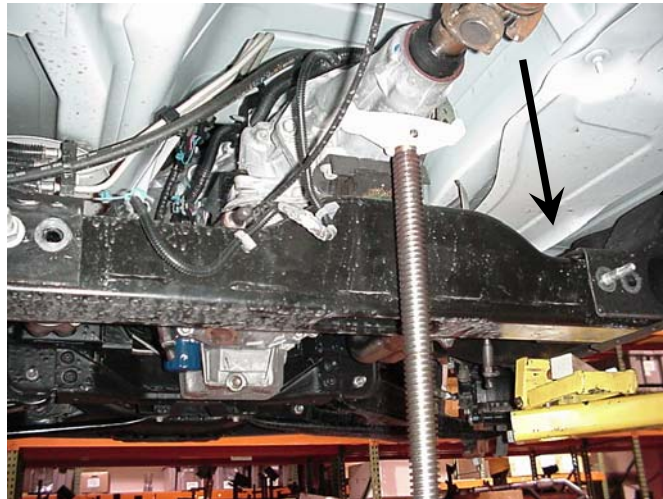


Note: Be sure to install the gasket as shown in the diagram above to prevent interference when reinstalling the sparkplug wires.

- 21) Install new header from bottom of vehicle using care to keep gasket in place. Use a small amount of anti-seize on each bolt making sure to start them by hand to prevent cross-threading. When installing header on driver's side, the header bolt closest to the firewall may have to be installed from the under side of the vehicle. Then install remainder of header bolts through wheel well and tighten to approximately **18ft/lb torque**.

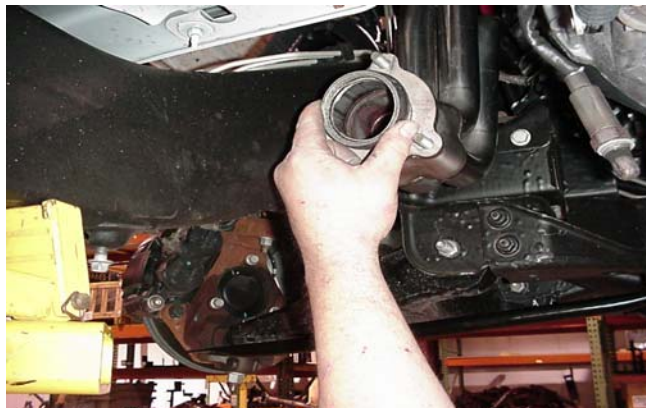


- 22) After installing both headers and all header bolts, brace transmission in the same manner as done in removal of stock "Y" –pipe.



Do not lower cross member until transmission is supported.

- 23) Install both sintered metal donut gaskets to header collector outlets.



Install sintered donut gaskets before Y-pipe.

- 24) Slip round spacers on header collector studs **before** installing Y-pipe.



Install one spacer per stud to ensure proper connection with Y-pipe. (Both headers)

Make sure no anti-seize or other contaminate gets on the sensor's sensing surface. Always use sensor safe anti-seize to keep from contaminating your expensive sensors.

- 25) Install all O2 sensors in cats & y-pipe at this time. ***Start cat installation and Y-pipe with passenger side.*** Attach catalytic converter loosely with 3 flanged nuts. Slip band clamp over pipe and install Y-pipe between cat and muffler.



Stock cat-back section must be gently pushed back on hangers to accept new Y-pipe.

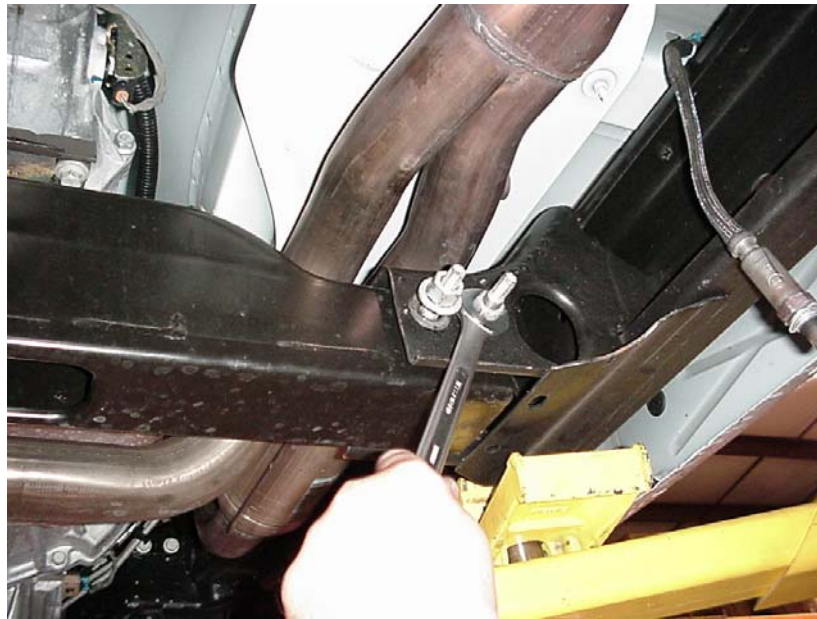
- 26) Driver's side catalytic converter & pipe can now be slipped into right hand pipe and attached to header collector with 3 flanged nuts. Make sure band clamp is installed over pipe before slipping left and right of "Y" together.



27) After ensuring all clamps and fasteners are installed, check clearance and align properly before tightening. Tighten down header collector nuts tight against spacers.



28) Raise cross member and lower transmission to install and tighten bolts.

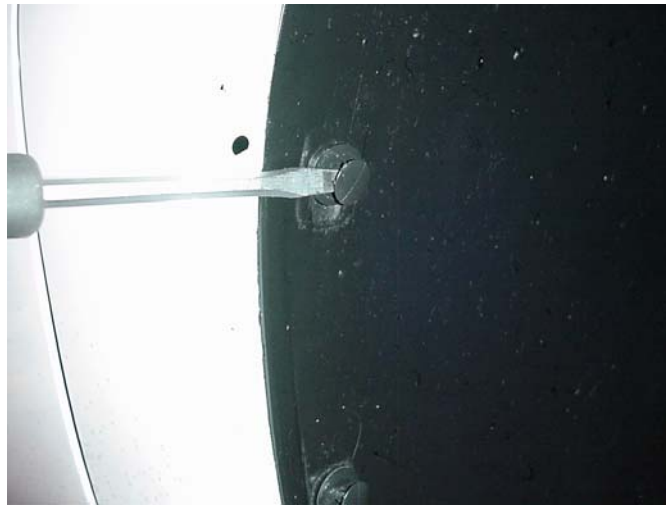


29) Install spark plugs and connect the wires to both the spark plugs and the coil packs.



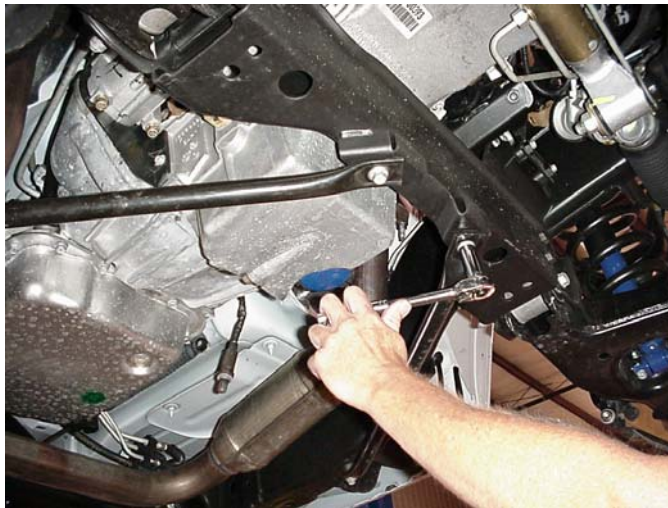
30) Reinstall oil dipstick tube and brace.

31) Install wheel well covers using the stock pop-top quick connectors.



Install quick release tabs in same fashion in which they were removed

32) Reinstall front cross bracing and tighten.



Re check all exhaust connections and hardware at this time.

33) Check all exhaust connections and all frame parts at all locations before lowering vehicle.

34) Install both front wheels and tighten all lug nuts to factory specifications.

35) Lower the vehicle.

36) Install plastic wire loom holders to inner fender panels under hood area.



37) Connect negative battery terminal.



Congratulation!
Job well done!

38) Installation should now be complete, start engine and check for exhaust leaks, tighten as necessary.

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". It **should not** come on.

Note: In some instances, although rare, you may experience a check engine light. 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.

Congratulations! That wasn't so bad, and now you have the highest quality, best performing exhaust system available installed on your vehicle.



975 Hyrock Blvd • P.O. Box 608 • Boonville, IN 47601

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www.DynatechHeaders.com

We make every effort to build our products to the highest standards of workmanship and materials possible. This also applies to our documentation. We have tried to make the removal of the stock system and the installation of the new system as clear and concise as possible. If, however, you find points in our instruction manual that you feel need to be clarified or changed, please e-mail us your constructive comments. We will use them to correct and enhance our documentation to the benefit of all customers.