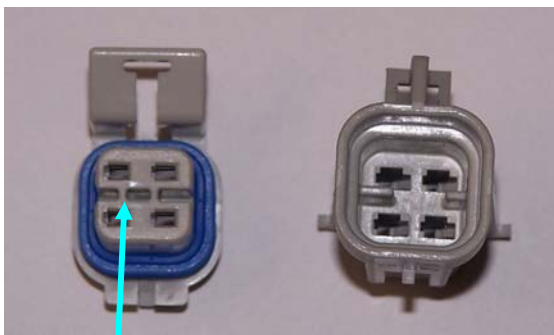


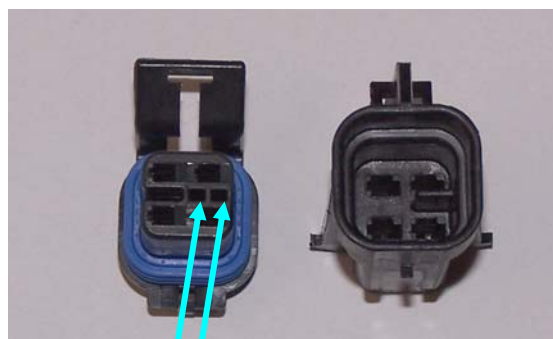
NOTICE

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

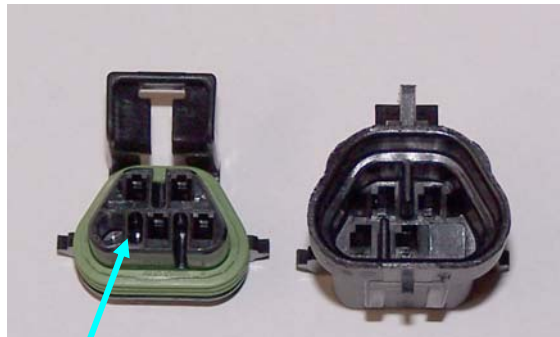
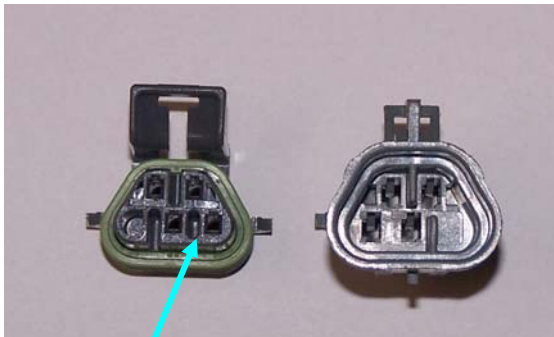


88-723300

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



Installation Instructions (Lit 995) 2000 - 2003 Chevy/GMC 2500/H2 Hummer 115-841350A, B and C

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.

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 / SuperMa**XX** system for the Chevrolet/GMC 2500 – Hummer 2. 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 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.

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 tube of high temp sensor safe RTV
- Small amount of Anti-seize
- Penetrating Fluid

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 (right side)
- 1 ea. Left side secondary tube.
- 1 ea. Right side flanged tube (for connection to rear of right side catalytic converter)
- 2 ea. 2 ½" 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. Donut Gasket Skin Card
 - 2 ea. Donut Gaskets
 - 8 ea. 10 mm Serrated Flange Nuts
 - 6 ea. Anti-Crush Spacers

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.

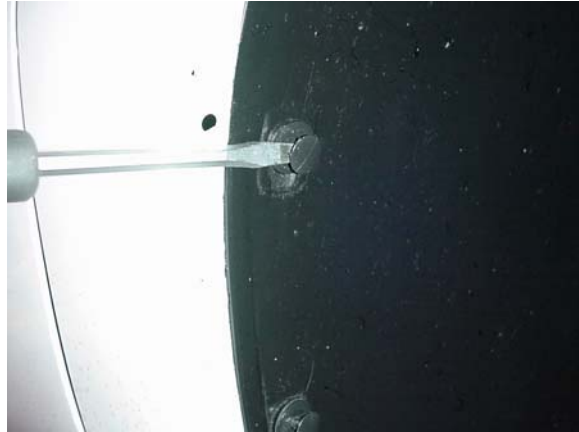
Old System Removal:

- 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.



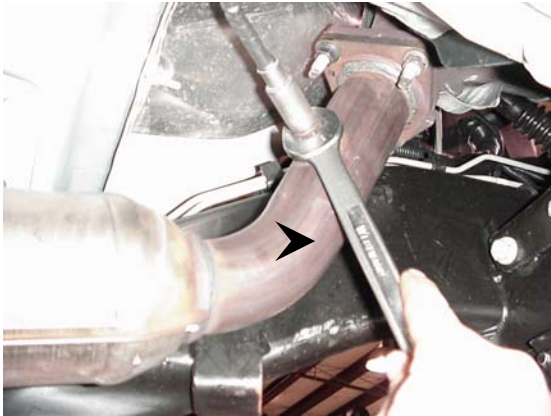
Use small screwdriver to gently pry the center up and remove inner and outer assembly.

- 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, using caution as 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.

- 9) Remove all exhaust (4) O2 sensors from factory exhaust. These are located one in each side of the down tubes, before and after the catalytic converters. Mark each one as it is removed so that it can be replaced back in the appropriate position during the system installation.



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 , 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 exhaust tubes.



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 (6) Y-pipe to exhaust manifold nuts, 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. Manifolds on driver side will exit from the under side of the vehicle, 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) The cross member can be reinstalled at this time along with the transmission mounting bolts. Retighten all bolts. The installation of the new system can be accomplished without removing the cross brace.
- 18) Cut off extra bolt length below nut, on front inner driver side heat shield. *



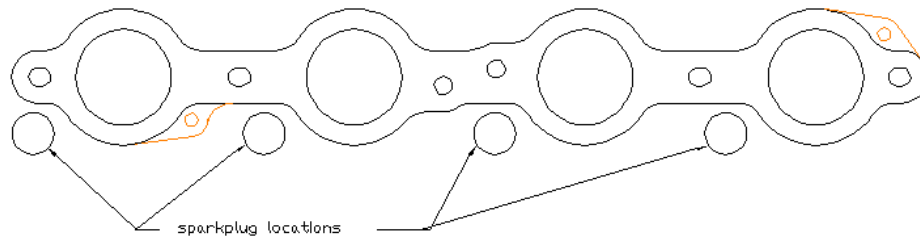
Bolt at upper left is cut off on driver's side of vehicle.

* - This step may not be an issue with the ¾ ton/Hummer installation. Check the clearance in your particular instance to determine whether this needs to happen to your vehicle.

- 19) Apply a small amount of anti-seize to each of the supplied header bolts. When installing the header bolts make sure that each one is started by hand to eliminate the possibility of cross-threading. Orient the gasket as shown below to avoid gasket/spark plug interference.

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.



If the EGR is utilized, you must remove the small brass plug from the center of the EGR flange on the header and discard it prior to attaching the EGR tube. If the plug rounds out while trying to remove it – just drill it out with an 11/32 drill bit.

- 20) Install new header from bottom of vehicle using care to keep gasket in place. When installing header on driver's side, the header bolt closest to the firewall will have to be installed from the under side of the vehicle. Then install remainder of header bolts through wheel well and tighten to approximately **18 ft/lb torque**.



- 20A) If necessary re-attach the EGR tube along with a new gasket provided in the kit.

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



Install sintered donut gaskets before Y-pipe.

22) Slip round spacers on header collector studs **before** installing cross-over pipe on the left (driver) side and the converter on the right (passenger) side.

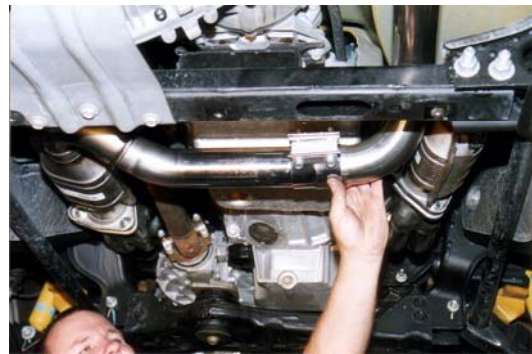


Install one spacer per stud to ensure proper connection with Y-pipe. (Both headers)

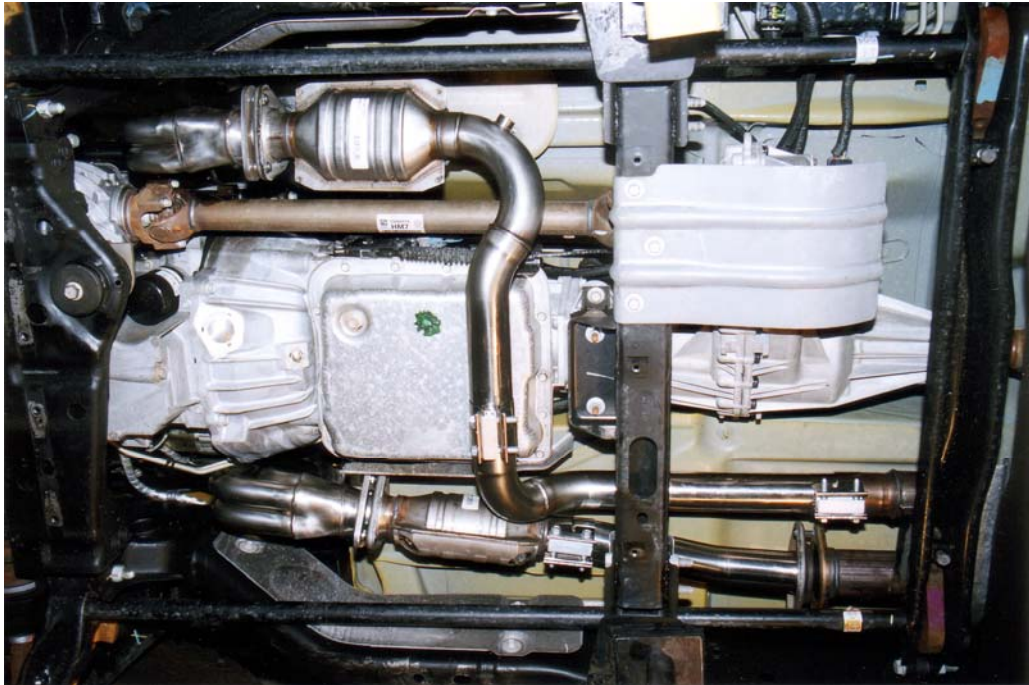
Note: O2 sensors are delicate electronic components and should be handled very carefully. Take extra care in not contaminating the sensing end with shop towel lint, finger prints, oil, etc.

23) Install all O2 sensors in cats & secondary pipes at this time. ***Be sure to observe previously marked sensor positions. Start cat installation and secondary pipe with passenger side.*** Attach catalytic converter loosely with 3 flanged nuts. Slip band clamp over the end of the cat and install secondary pipe between cat and muffler's two (2) bolt flange...

24) The driver's side catalytic converter & cross-over pipe can now be attached to header collector with 3 flanged nuts. Make sure a band clamp is installed on the outlet end of the cross-over pipe and the outlet end of the secondary before slipping the left (driver) side secondary tube into position.



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

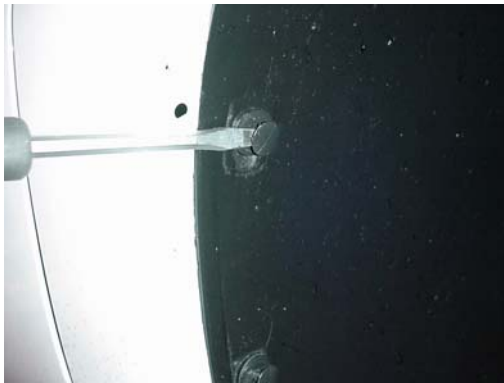


26) Install spark plugs and wires. Route wires to have an air gap between wire and header tube.



27) Reinstall oil dipstick tube and brace.

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



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

29) Reinstall front cross bracing and tighten.



Re check all exhaust connections and hardware at this time.

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

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

32) Lower the vehicle.

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



34) Connect negative battery terminal.

Finishing up the installation:

Final Checks:

- Start the engine. Observe the “Check Engine Light”. It **should not** come on.

Note: In some instances 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. Dealers and tuner shops have equipment software that can read the codes and provide diagnostics

- 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.

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. And you did it yourself!



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