

# **Dynatech**<sup>®</sup>

Competition Exhaust Systems

## **INSTALLATION INSTRUCTIONS**

**LIT-1028, REV B**



## **CORVETTE C7 / Z06**

**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.

**'14 - '17**  
**6.2 LITER ENGINE**

### **PART NUMBERS**

**715-63810**  
**715-63820**  
**715-63830**  
**715-63920**

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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 2014-2017 Corvette C7, Z06 with 6.2 liter engine. 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](mailto: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.**

**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.

## 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 for Headers:**

- 1 ea. Left Side (driver side) Header
- 1 ea. Right Side (passenger side) Header
- 2 ea. Collector Elbows
- 2 ea. 3" Single Bolt Clamps
- 7 ea. Wire Ties
- 1 ea. Heat wrap
- 1 ea. Header Gasket/Header Bolts Skin Card
  - 2 ea. OEM Style Stainless Steel Header Gaskets
  - 10 ea. 8mm Header Bolts
- 1 ea. Installation Manual

### **Parts Inventory List for Intermediate Section:**

- 1 ea. X-pipe Assembly
- 1 ea. Left (driver side) X-pipe extension
- 1 ea. Right (passenger side) X-pipe extension
- 4 ea. 3.0" Stainless Steel Band Clamps
- 2 ea. 2.75" Single Bolt Clamps
- 4 ea. Belly Pan Spacers
- 2 ea. O2 Extension Cables
- 4 ea. Wire Ties
- 1 ea. Installation Instruction Manual
- 2 ea. 3.0" Single Bolt Clamps
- 2 ea. PowerCATs - Hi-Flow Catalytic Converters, Power Cat Plus for Z06
- 1 ea. Donut Gasket Skin Card
  - 2 ea. 3" Graphite Donut Gaskets
  - 8 ea. 5/16" x 18 x 1-3/4" Hex Head Cap Screws
  - 8 ea. 5/16" x 18 Top Lock Hex Nuts

## **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.

## **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 (10mm – 17mm)
- 9/16" Combination Wrench and Socket
- Ratchet and extensions 3/8" drive
- Torque wrench
- Rubber Mallet or Dead Blow Hammer
- Hydraulic lift – Installation may be possible from the ground but is not recommended
- Safety glasses or goggles
- Small bottle of Anti-seize (sensor safe)
- Penetrating Fluid (optional)
- Thread Locker (Loc-Tite) (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.

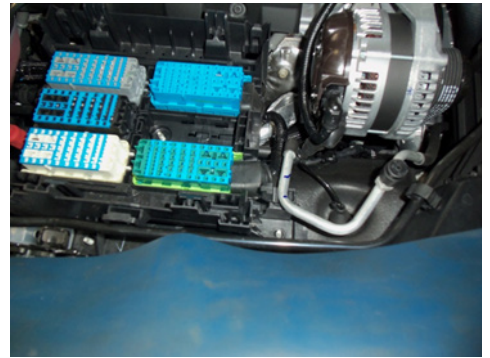


## Stock System Removal:

The stock Corvette system removal is fairly straightforward. The removal steps, and later the installation steps, listed here are meant as guidelines and as such may not be in the exact order in which you would or could perform the removal of the stock system or the installation of the new system. They should, however provide information that will allow the job to be done to your complete satisfaction.

These instructions assume that you will be using a hydraulic lift to provide access to the bottom of the vehicle.

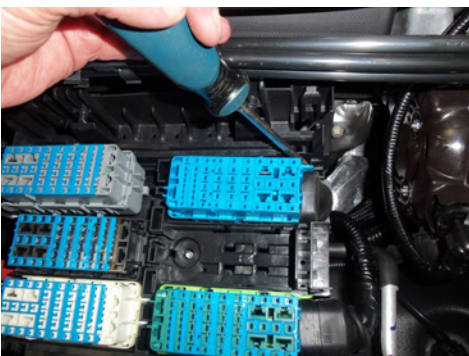
- Remove the top electrical fuse box on the passenger side.



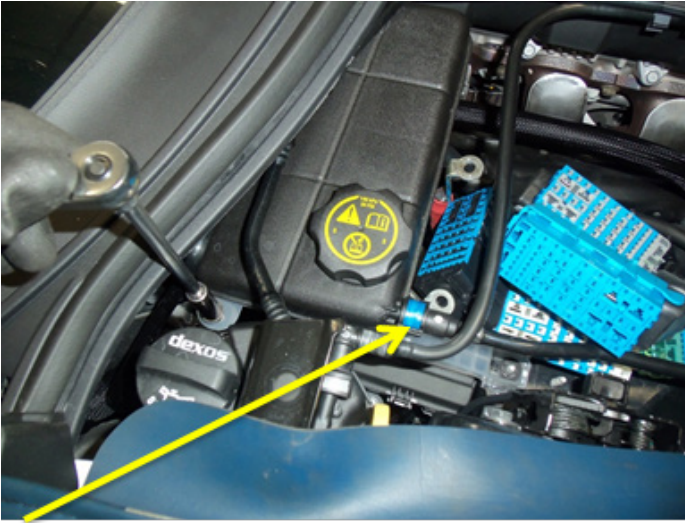
- Unhook the power terminals from the lower fuse box tray.



- Loosen the electrical connectors from the lower fuse box tray and slide them out so the tray can be removed and remove the tray.



- Disconnect the coolant return line from the coolant reservoir tank. Unbolt the coolant reservoir tank and move the tank out of the way. This will allow access to the rear part of the factory manifold when removing it.



- Remove the covers over the valve covers on both sides of the engine. Remove the plug wires and spark plugs on both sides.



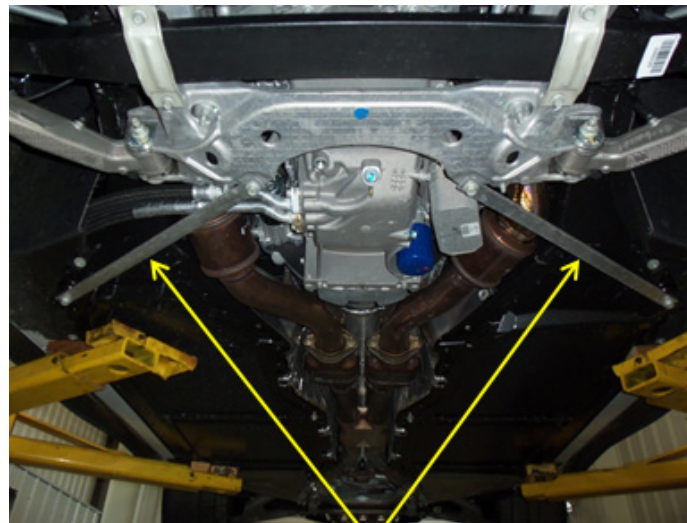
- Remove the passenger side heat shield from the manifold. **Note:** This will allow the room for the manifold to be removed from underneath the vehicle in a later step.
- Remove the manifold bolts from both sides and remove the manifold gaskets. **Note:** It may not be necessary to remove the manifold bolts before removing the factory catalytic converters but we found by doing this, it made the removal of the converters easier.



- Remove the aluminum brace from underneath the car.



- Remove the left and right aluminum cross braces.



- Unbolt the steering shaft from the driver's side of the vehicle. **Note:** This will help provide additional room for removal of the manifold and also installation of the headers.
- Unplug the front and rear O2 sensors on both sides at this time.

- Support the center part of the exhaust before removing the factory catalytic converters in the next step.



- Unbolt factory catalytic converters from the manifolds and where they attach to middle part of the exhaust and remove them on both sides.

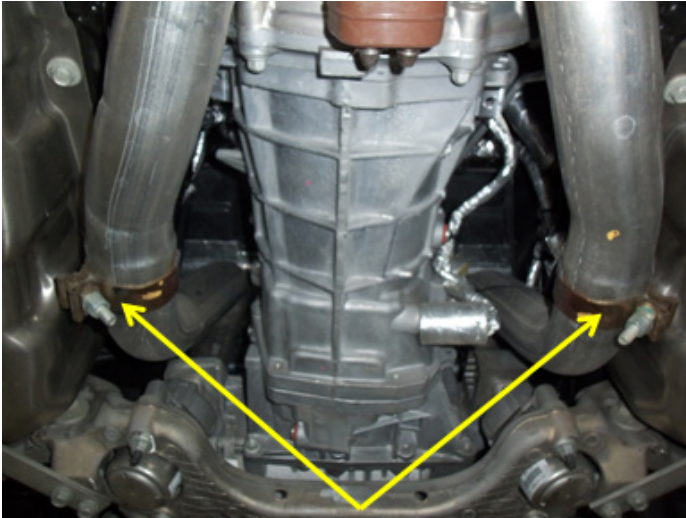


- Remove the right and left manifolds.





- Unbolt the rear of the center of the exhaust at the single bolt clamps. Slide it toward the front of the car to remove it from the rubber hanger mount and the single bolt clamp connection.



- Unhook the rear O2 sensor harness on both sides from the factory retainer clip so they will reach the rear O2 sensors when they are reinstalled at a later step. Also plug in the supplied rear O2 sensor cable extensions.

This should complete the removal of the stock system.

Continue to the installation instructions for the new Dynatech header and exhaust system.

## Installing your new Dynatech Header and Exhaust System

There are several items that should be addressed prior to proceeding with the header installation. They are listed below. There is no particular order in which they should be completed other than they should be completed prior to installing the headers.

- Use the supplied heat wrap and 3 wire ties and install at the top of the steering shaft in the area where the two rear header tubes will be. This is optional but recommended.
- Before installing the headers and gaskets, make sure you place the gasket onto the header flange so you have it in the correct direction on both sides. This will ensure all of the holes in the flange and the gasket line up properly.
- Install the front O2 sensors into the collectors. **Note:** The sensors are much easier to install before the headers are installed, just use caution when installing the headers to prevent potential damage to the sensors during the header installation. The sensors can be installed after the headers if you prefer; it's just a little more difficult than pre-installing them into the headers first.
- Prepare six (6) of the supplied header bolts by putting a small amount of anti-seize on the threads to prevent galling during installation.
- Install the left and right headers.
- With all of the bolts hand started on both banks of the engine, snug each bolt and then torque each of the bolts to approximately 20 ft/lbs.
- Plug in the left and right front O2 sensors. Make sure that the wiring for both sensors are wire tied up securely and away from the headers.
- Reinstall the steering shaft and torque back to factory specifications.
- Using the 3" single bolt band clamps, install the collector elbows. **Tighten the clamps enough to hold them in place, but do not fully tighten at this time.**

### Pre-assembly of converters, x-pipe and x-pipe extensions.

- Remove the rubber hanger mount. It will be pre-installed to the x-pipe before final installation.
- Install the rear O2 sensors into the catalytic converters.

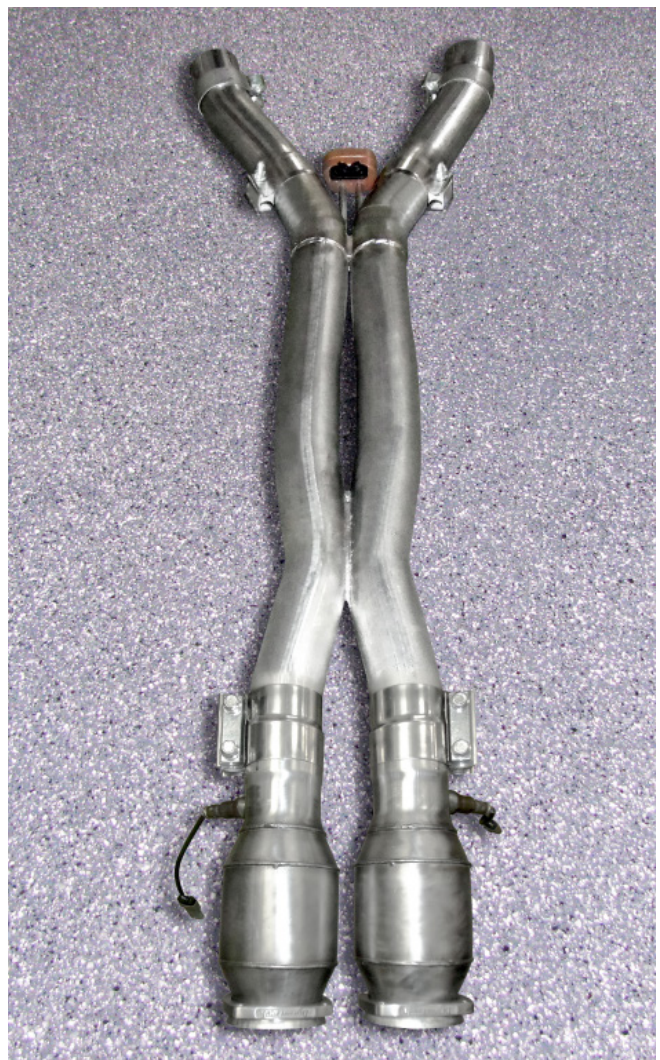




- Install the converters and band clamps to the front of the x-pipe in the position shown. Tighten the band clamp bolts enough to hold them and the converters in place but **still allowing them to turn** so the O2 sensors and clamps can be rotated into a suitable position to have clearance in the tunnel of the car before everything is completely tightened.
- Install the rubber hanger mount onto the hanger rods of the x-pipe. **Note:** The elbows at the end of the x-pipe will be pointed away from under body of the car.



- Install the left and right x-pipe extensions with the single bolt clamps on the notched end of the extensions into the position shown. Tighten the band clamps enough to hold the extensions into place **but still allowing the extensions and band clamps to be rotated** into final position before completely tightening.





- Support the center of the x-pipe and slide the x-pipe extensions into the factory connection of the exhaust. Raise the x-pipe until the converters level with the donut gaskets on the headers.



- Install the converter/x-pipe assembly to the headers. Tighten all 8 bolts on the header/ converter flange **but do not fully tighten** so the converters will still turn and the assembly will still move up and down some so the rear O2 sensors can be positioned and the back part of the x-pipe assembly can be aligned.
- Position and bolt the factory rubber hanger mount back into place and torque to factory specifications.
- Turn and position the converters, if needed, for rear O2 sensor clearances. Also position the band clamps on the converter.
- Position the rear band clamps and the x-pipe extension tubes.

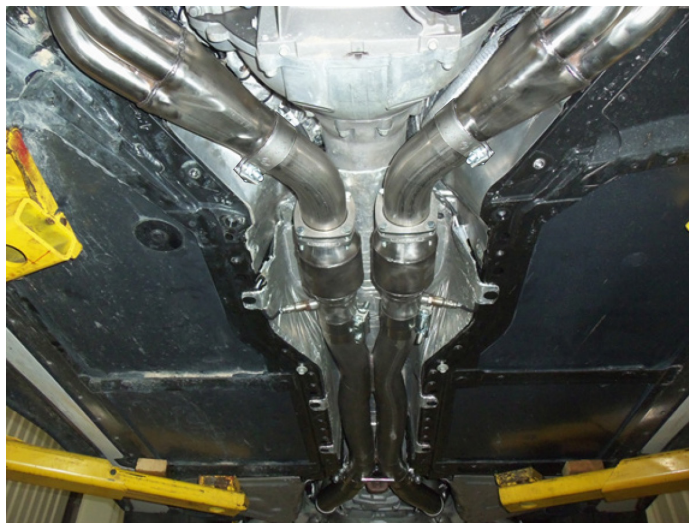
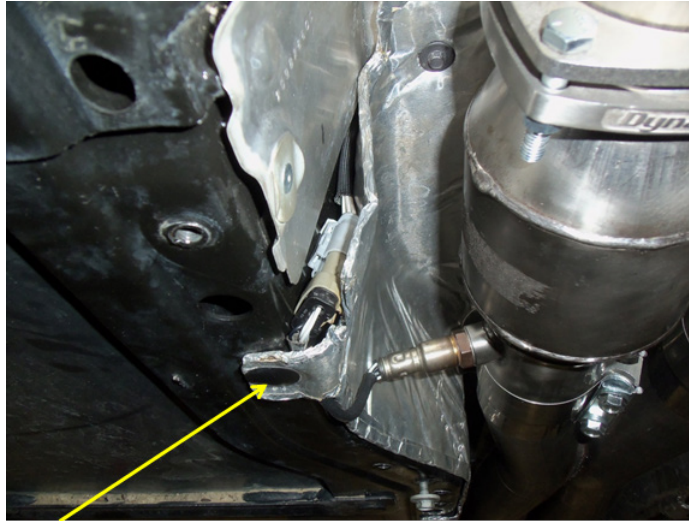
- Using the supplied spacers, now is a good time to “test fit” the aluminum belly pan to exhaust clearance before fully tightening the system. The spacers go in-between the belly pan and body of the car on the last 4 holes on the rear. The spacers provide additional clearance needed between the x-pipe and the pan itself. **Note:** It’s only necessary to put in the 4 rear bolts and one on each side in the front for the test fit.



- If clearance is adequate remove the belly pan and proceed to fully tightening the system in the next step. **Note:** If any additional clearance is wanted more than the spacers provide, the rear of the belly pan could be trimmed but should not be necessary if the system is installed correctly.
- Fully tighten the system starting from the front working your way toward the back. Once fully tightened, double check all clearances of the exhaust, adjust the system if needed and re-tighten.



- Plug in the rear O2 sensors into the extensions and route them behind the heat shield in the tunnel of the car. To do this, pull out the black plastic retainers that are holding the front of the heat shield to the body of the car. Tuck the sensor wiring behind the heat shield and reinstall the retainers.





- Reinstall the belly pan with the spacers in the rear and tighten all the bolts to factory specifications.
- Reinstall the right and left aluminum cross braces that were removed earlier and torque back to factory specifications.
- Reinstall the spark plugs and spark plug wires.
- Reinstall the coolant reservoir tank.
- Reinstall the fuse box tray and fuse box and power terminals.
- Reinstall the coolant return line.
- Reinstall the covers over the valve covers on both sides.

This completes installation of your new header and exhaust system.

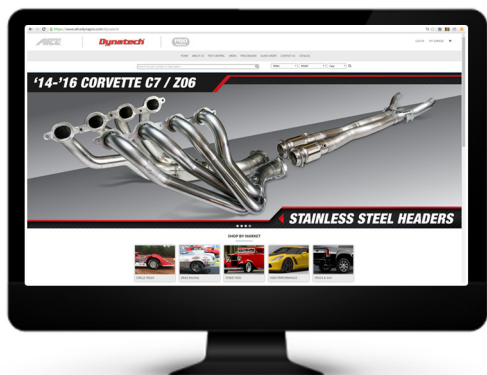
## Final Checks

- 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 after-market exhaust system. If this occurs please contact Dynatech at 1-800-848-5850 and ask for customer service or e-mail [dynatechcs@dynatechheaders.com](mailto: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.
- All bolts and connections should be re-tightened as necessary after the system has gone through several thermal cycles and as needed thereafter.

*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 at [dynatechcs@dynatechheaders.com](mailto:dynatechcs@dynatechheaders.com). We will use them to correct and enhance our documentation to the benefit of all customers.*



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