

Dynatech[®]

Competition Exhaust Systems

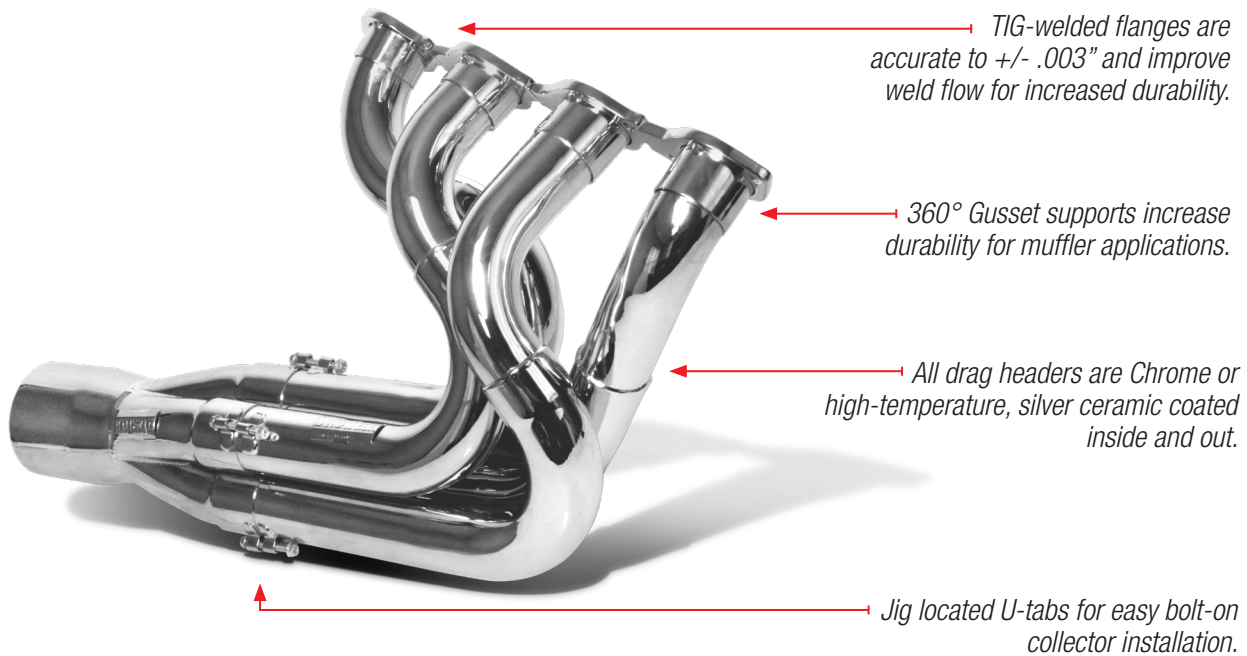
WWW.DYNATECHHEADERS.COM



DRAG

RACING

We have taken out all the guess work when it comes to selecting the right header for your race car. Dynatech® Drag Racing Headers are purpose-built to fit your specific application.



2 STEP DRAGSTER **CHROME** HEADERS

TWO-STEP VERSION

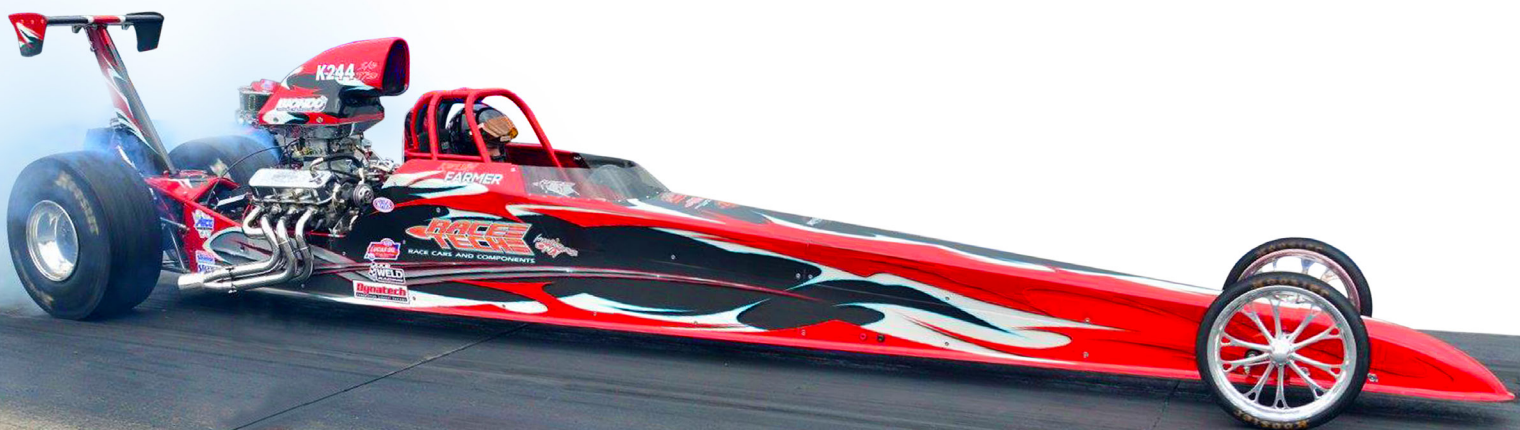
- Large radius, CNC mandrel bent, equal length primary tubes.
- Equal length for superior acceleration.
- 360° gusset supports increased durability.
- CNC laser-cut flanges for superior quality and accuracy.
- Broader performance range with a combination of two tube sizes.
- A great combination of low end Tq and high end Hp over a non-stepped header.



*Pan E-vac/O2 Kit included
with all Standard Collectors.
785-10095

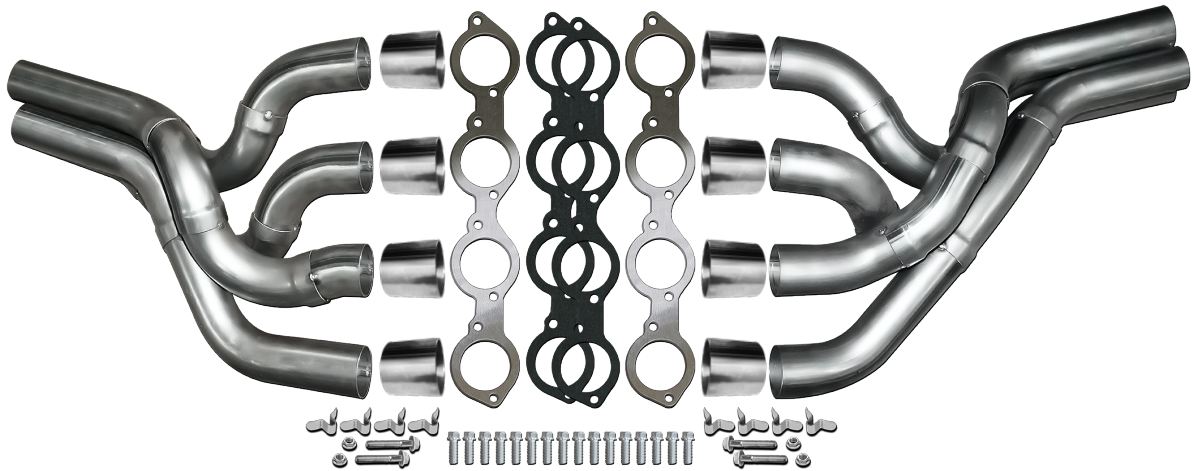
1 YEAR LIMITED WARRANTY
MADE IN THE U.S.A.

DESCRIPTION	TUBE SIZE	PART #
Chrome Dragster with Standard 4.500" Collectors (2 Step)*	2.250" - 2.375"	750-96410
Chrome Dragster with Standard 4.500" Collectors (2 Step)*	2.375" - 2.500"	750-98410
Chrome Dragster with 4.500" Merge Collectors (2 Step)	2.250" - 2.375"	750-97410
Chrome Dragster with 4.500" Merge Collectors (2 Step)	2.375" - 2.500"	750-99410



LONG TUBE BIG BLOCK CHEVY SIDE EXIT HEADER KIT

These Long Tube Big Block Chevy Header kits are designed with ease of assembly and performance in mind. The tubes are tack welded together to make it easy to completely assemble or make changes. Collectors are sold separately and come in a variety of sizes in standard or merge style configurations. Optional ceramic coating is available once you assemble your kit. After assembly, the 16 gauge steel construction and CNC laser-cut, surfaced flanges make this a durable header for multiple racing seasons.



- 0.375" thick CNC laser cut and surfaced flanges.
- Stepped tube sizes to optimize torque and horsepower.
- Designed to run out the side fender of a tube chassis door car with a BBC.
- 28.000" primaries.

DESCRIPTION	TUBE SIZE	PART #
Side Exit Header Kit	2.250" - 2.375"	760-42410
Side Exit Header Kit	2.375" - 2.500"	760-44410
Side Exit Header Kit (14° HEAD)	2.250" - 2.375"	760-46410
Side Exit Header Kit (14° HEAD)	2.375" - 2.500"	760-47410

DON O'NEAL



HEADERS SLIP-ON COLLECTORS

DRAGSTER, BIG BLOCK CHEVY, STRUT FRONT & DOOR SLAMMER

- CNC laser cut flanges feature raised port location for increased power.
- Unique port gussets eliminate cracking caused by tire shake and muffler applications.
- Jig located U-tabs for hassle free, bolt-on collectors.
- Five models in straight or stepped header tubes.
- 28.000" equal length design.
- High-temp., silver ceramic coated inside and out. Ceramic coating comes with a three year limited warranty.



*Pan E-vac/O2 Kit included with all Standard Ceramic Collectors. (Collectors sold separately)

**1 YEAR LIMITED WARRANTY
MADE IN THE U.S.A.**



**HEADERS
ONLY**

**STANDARD
COLLECTOR
(COATED)***



APPLICATION	TUBE SIZE	PART #	PART # / OUTLET SIZE
STRUT TYPE, DRAGSTER	2.250"	750-91410	783-71241 (4.000")
STRUT TYPE, DRAGSTER	2.250" - 2.375"	750-92410	783-81241 (4.000") 783-81246 (4.500")
STRUT TYPE, DRAGSTER	2.375" - 2.500"	750-94410	783-91246 (4.500")

WELD-UP HEADER KITS

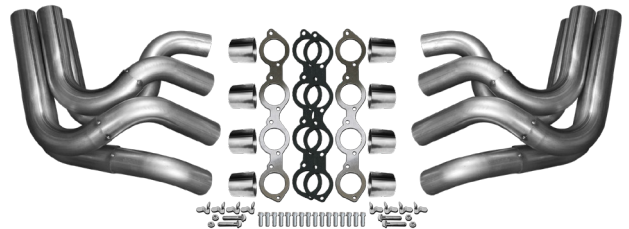
BIG BLOCK CHEVY STRUT FRONT AND DRAGSTER HEADERS

Designed specifically for strut type front end cars and dragsters, this kit allows you to fabricate your own headers to save money or make changes to the kit to fit your specific needs. These kits are assembled in the same jig we use for our finished headers. Then, we simply tack-weld all connections. If needed, you can cut a tack-weld to reposition the tube, or you can simply finish weld the kit and have the same header offered by Dynatech®.

- Same exact header as a Dynatech® finished header.
- Tack-welded to make it easy to change or finish weld.
- CNC laser-cut flanges, gaskets, gussets and bolts included.
- Optimum port exit angle for added power.
- **Collectors must be purchased separately.**
- **Star Plugs must be purchased separately.**

BIG BLOCK DRAGSTER/STRUT TYPE HEADERS

TUBE SIZE	PART #
2.250"	760-91410
2.250" - 2.375"	760-92410
2.375"	760-93410
2.375" - 2.500"	760-94410
2.500"	760-95410



STANDARD COLLECTOR

TUBE SIZE	OUTLET SIZE	PART #
2.000"	3.500"	783-51235
2.250"	4.000"	783-71240
2.375"	4.500"	783-81245
2.500"	4.500"	783-91245
2.500"	5.000"	783-91250

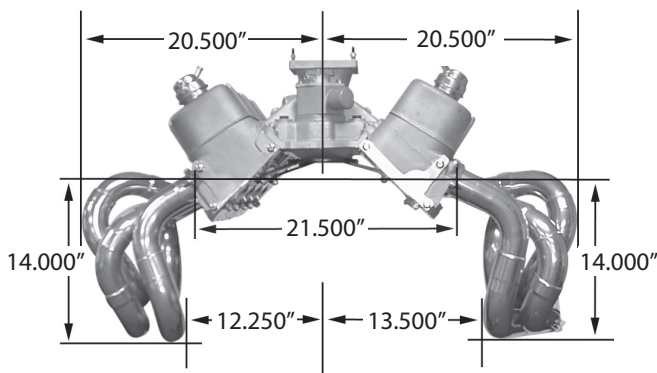


Note: Does not include O2 bungs. To purchase separately please order: **785-10097** (pg. 16).

MERGE COLLECTOR

TUBE SIZE	OUTLET SIZE	PART #
2.250"	4.000"	780-02518
2.375"	4.500"	780-03519
2.500"	4.500"	780-03510

BIG BLOCK



**SCAN HERE TO SHOP
HEADER KITS ONLINE**

DRAG RACING EXHAUST

BIG BLOCK CHEVY STD. & TALL DECK "572"

1 YEAR LIMITED WARRANTY
MADE IN THE U.S.A.

'67 - '69 CAMARO
'68 - '74 NOVA

▶ COATED

- Designed for BBC tall deck motors.
- Mandrel bent 2.125" primary tubes.
- CNC laser-cut flanges feature optimum port location for increased power.
- Designed for stock engine location.
- Fits factory, manual, and power steering box.



*Pan E-vac/O2 Kit included with all Standard Coated Collectors.

- High-temp., silver ceramic coated inside and out.
- Ceramic coated headers require separate purchase of collectors.
- 10.200" Deck height.



STANDARD COLLECTOR (COATED)*

APPLICATION	TUBE SIZE	PART #
BBC GM 572 Tall Deck	2.125"	750-91010



OUTLET SIZE	PART #
3.500"	783-61236
4.000"	783-61241

'67 - '69 CAMARO
'68 - '74 NOVA

▶ PAINTED

- Painted headers come with collectors installed.
- Reducer kit included.
- Built for use with the factory subframe.
- Fits around Manual and Power Steering boxes as well as factory A/C boxes and factory power brake booster.
- Fits Automatic or 4 speed.
- Ceramic coating services are available. Call for details.



Black Painted
750-91910 shown

APPLICATION	TUBE SIZE	OUTLET SIZE	PART #
BBC GM 572 Tall Deck (Painted) 10.2" Deck Height	2.125"	3.500"	750-91910
BBC GM Standard Deck (Painted) 9.8" Deck Height	2.125"	3.500"	740-59310

MUSTANG K-MEMBER HEADERS

'79 - '04 MUSTANGS

- For use with AJE, TEAMZ, and P.A. Racing K Members.
- Fits with factory starter, master cylinder, brake booster & proportioning valve (SBC, SBF, LSX only).
- Designed to be used with a wide variety of transmissions.
- '79-'93 requires aftermarket steering shaft.
- May require a "cable style" shifter linkage.
- Not designed for use with motor plate.



1 YEAR LIMITED WARRANTY
MADE IN THE U.S.A.



APPLICATION	TUBE SIZE	COLLECTOR SIZE	PART #
'79 - '93 with LS Based Chevy	1.875"	3.000"	715-91410
'94 - '04 with LS Based Chevy	1.875"	3.000"	715-91310



SBC

SMALL BLOCK CHEVY

1.750" - 1.875" Tube

3.000" Collector

701-23010



BBC

BIG BLOCK CHEVY

2.125" Tube

3.500" Collector

750-91110



SBF

351 WINDSOR & 302*

1.750" - 1.875" Tube

3.000" Collector

704-23010

**Will work with 302 by spacing engine up 0.625" between engine block and motor mount.*

MUFFLERS

AUGER STYLE MUFFLER

- 11.000" long – fits inside 3.000" or 3.500" O.D. pipe.
- Weighs only 1.000 lb.
- 6-7 dB reduction.



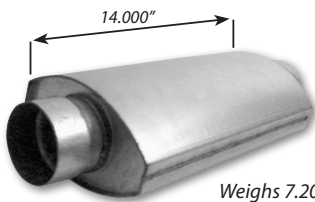
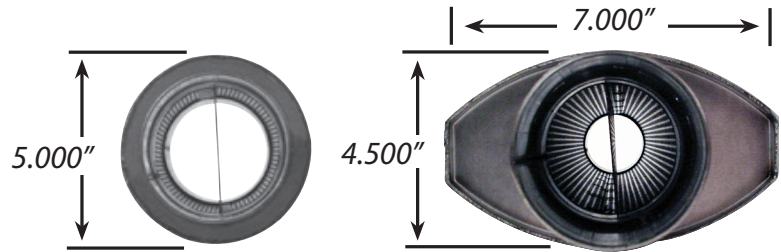
APPLICATION	SIZE	PART #
Auger Style Muffler	3.000"	776-24302
Auger Style Muffler	3.000"	776-24352

SPLIT-FLOW®

RACING MUFFLERS

The Split-Flow® racing muffler is the "hot topic" among racers, and for good reason. The straight-thru design can handle big power. The exclusive dual pattern core reduces dB levels while maintaining a powerful sound. The all-aluminized, fully welded construction makes it a top choice for racing and high performance applications.

- Straight-thru design for maximum flow.
- Dual-pattern core for reduced sound levels.
- All-aluminized materials and welded construction.
- Stainless steel sound absorbing material for no burnout.
- Lightweight design.
- Meets or exceeds dB requirements at most muffler-required sanctioned events.

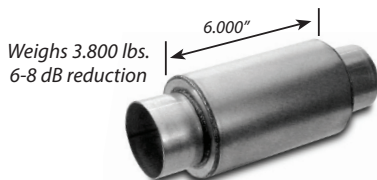


Weighs 7.200 lbs.
8-10 dB reduction

OVAL

14.000" L x 7.000" W x 4.500" H DIA.

DESCRIPTION	INLET I.D.	OUTLET I.D.	PART #
Split-Flow® Oval	2.500"	2.500"	776-14252
Split-Flow® Oval	3.000"	3.000"	776-14302
Split-Flow® Oval	3.500"	3.500"	776-14352



Weighs 3.800 lbs.
6-8 dB reduction

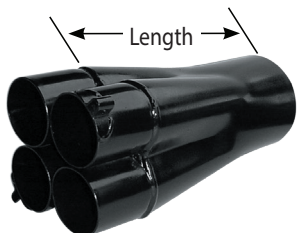
ROUND

6.000" L x 5.000" DIA.

DESCRIPTION	INLET I.D.	OUTLET I.D.	PART #
Split-Flow® Round	3.000"	3.000"	776-06302
Split-Flow® Round	3.500"	3.500"	776-06352

STANDARD COLLECTORS

Dynatech® slip-on race collectors offer great performance at an affordable price. All collectors come race-ready right out of the box. They are available in a wide variety of primary tube and collector outlet sizes for all popular applications.



PAINTED MILD STEEL SLIP-ON COLLECTORS

TUBE SIZE	OUTLET SIZE	LENGTH	PART #
1.750"	3.000"	12.000"	783-31230
1.875"	3.000"	12.000"	783-41230
1.875"	3.500"	12.000"	783-41235
2.000"	3.500"	12.000"	783-51235
2.125"	3.500"	12.000"	783-61235
2.250"	4.000"	12.000"	783-71240
2.375"	4.500"	12.000"	783-81245
2.500"	4.500"	12.000"	783-91245
2.500"	5.000"	12.000"	783-91250

CERAMIC COATED MILD STEEL SLIP-ON COLLECTORS



TUBE SIZE	OUTLET SIZE	LENGTH	PART #
2.125"	3.500"	12.000"	783-61236
2.125"	4.000"	12.000"	783-61241
2.250"	4.000"	12.000"	783-71241
2.375"	4.000"	12.000"	783-81241
2.375"	4.500"	12.000"	783-81246
2.375"	5.000"	12.000"	783-81251
2.500"	4.500"	12.000"	783-91246

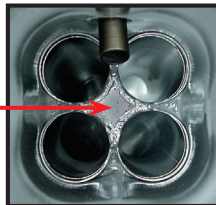


*Pan E-vac/O2 Kit included with all Standard Collectors.

STAR PLUGS



Required when using non-slip-on/weld-on collectors.



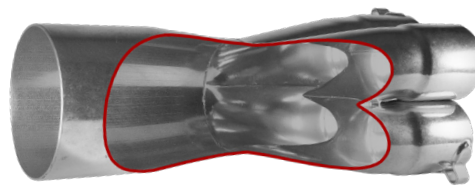
DESCRIPTION	PART #
Star Plugs - Small Up To 2.250" Tube Size	794-00012
Star Plugs - X-Large 2.375" Tube Size And Up	794-00022

MERGE COLLECTORS

In order to understand how the merge collector works, you must first know why one exhaust system can generate more torque and horsepower than another. The ability of a header/exhaust system to maintain exhaust gas velocity has a tremendous impact on realizing maximum torque and horsepower. Any significant changes in the system, such as baffles (mufflers) or collectors, will have an impact on exhaust gas velocity. The large area change seen at the transition from the primary tube to the collector causes an immediate reduction in exhaust gas speed. This reduction in speed decreases the efficiency of the system, thereby reducing scavenging ability. Scavenging ability is the key factor by which an exhaust system is evaluated. The more efficient the system, the more air/fuel mixture that can be pulled into the combustion chamber. Obviously, the greater quantity of air/fuel mixture that can be burned, the more torque and power potential the engine has.

The construction of a merge collector is such that the change in area at the primary tube to collector transition point is minimized. This gradual transition allows the exhaust gas to maintain as much velocity as possible. Maintaining gas velocity is the key to allowing the exhaust system to reach its efficiency potential.

Merge collectors significantly improve the efficiency of the exhaust system. If your combination has been optimized to a header with standard collectors, it's possible to over-scavenge when adding merge collectors. Over-scavenging will normally decrease torque and horsepower when compared to your optimized, previous setup. We recommend dyno testing to arrive at the final camshaft combination when using this style of collector. If you need that last little edge and are willing to do the testing required to realize the potential gains, merge collectors are one of the most economical ways to gain significant amounts of torque and horsepower in the entire engine combination.



- 100% TIG-welded.
- Optimum reduction angle.
- Increases torque and horsepower.
- Sold Individually.

Note: Does not include O2 bungs.
To purchase separately please order: **785-10097**

MILD STEEL MERGE COLLECTORS

SLIP OVER	OUTLET	PART #
2.250"	4.000"	780-02518
2.375"	4.500"	780-03519
2.500"	4.500"	780-03510

INSERT CONES

VORTEX® INSERT CONE

NEW LOWER PRICING!

- 100% T-304 stainless steel construction.
- Ultra-lightweight, less than .500 lbs. each.
- Little or no power loss.
- Easy bolt-in installation.



TUBE SIZE	A	B	PART #
3.000"	3.750	1.000"	772-32520
3.500"	4.750	1.000"	772-32510
4.000"	6.250"	1.000"	772-32530

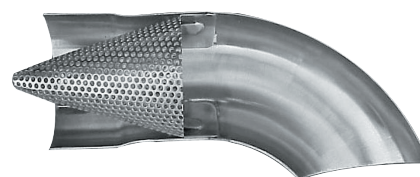
Weights less than 1/2 lbs. 1-3 dB reduction.

HOW IT WORKS:

The Vortex® Insert Cone, installed near the exit of the header collector or muffler outlet, provides a large friction area to reflect and dissipate sound energy, thus reducing the dB level. The open area of the cone is actually greater than the area of the collector or exhaust pipe, thus reducing a back pressure condition. Because no significant back pressure has been introduced, the engine is still able to use the scavenge ability of a good header to create horsepower and torque. Dyno and track testing show significant noise reduction with little or no power loss.

TURN DOWNS WITH CONES

The Vortex® Turn Down is expanded to slip over collector outlets or tail pipes. Greater sound reduction can be achieved by directing the outlet away from the meter or sound test point. U-tab mounting hardware is included.



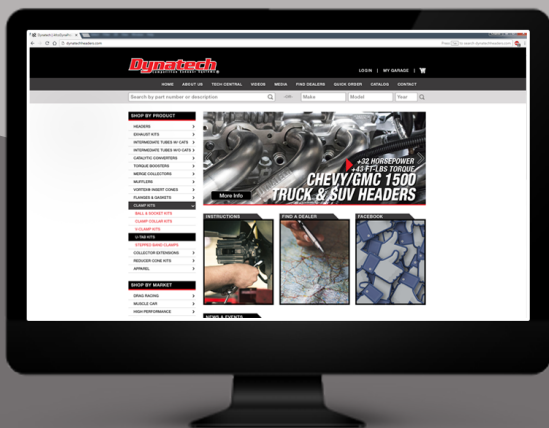
DESCRIPTION	TUBE SIZE	PART #
Turn Down With 3.000" Cone Installed	3.000"	780-01100
Turn Down With 3.500" Cone Installed	3.500"	780-01200

Cones are sold individually, two required per V-8 Engine.

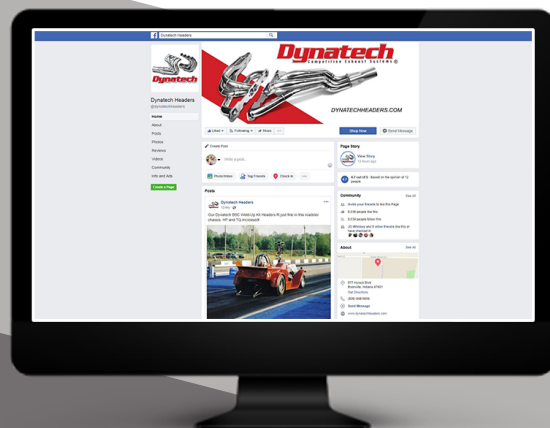
Dynatech®

Competition Exhaust Systems

WWW.DYNATECHHEADERS.COM



Visit us online at DynatechHeaders.com
for more great products from Dynatech!



Follow us on Facebook to keep up
with all things Dynatech related!

Dynatech Exhaust Products

- ▶ 977 Hyrock Blvd., Boonville, IN 47601
- ▶ Ph: 800.848.5850 Fax: 800.319.2551

Distributed by:

WINNING
PROMOTIONS

P.O. Box 548, Boonville, IN 47601