

**Z06 Exhaust installed
on 2008 LS3 C6 A6**



DON'T LET THE FENDERS FOOL YOU; THIS IS NOT A ZR1

Background

This is a Base Model 2008 C6 LS3 with Z51 package and NPP, Automatic Transmission

I have a K&N Filter Install (Not the Intake; just the Filter)

I had GM Recall 14523 installed (New Catalytic Converters). This replaced the two existing catalytic converters and added two more on the intermediate pipes. It also required the following reprogram:

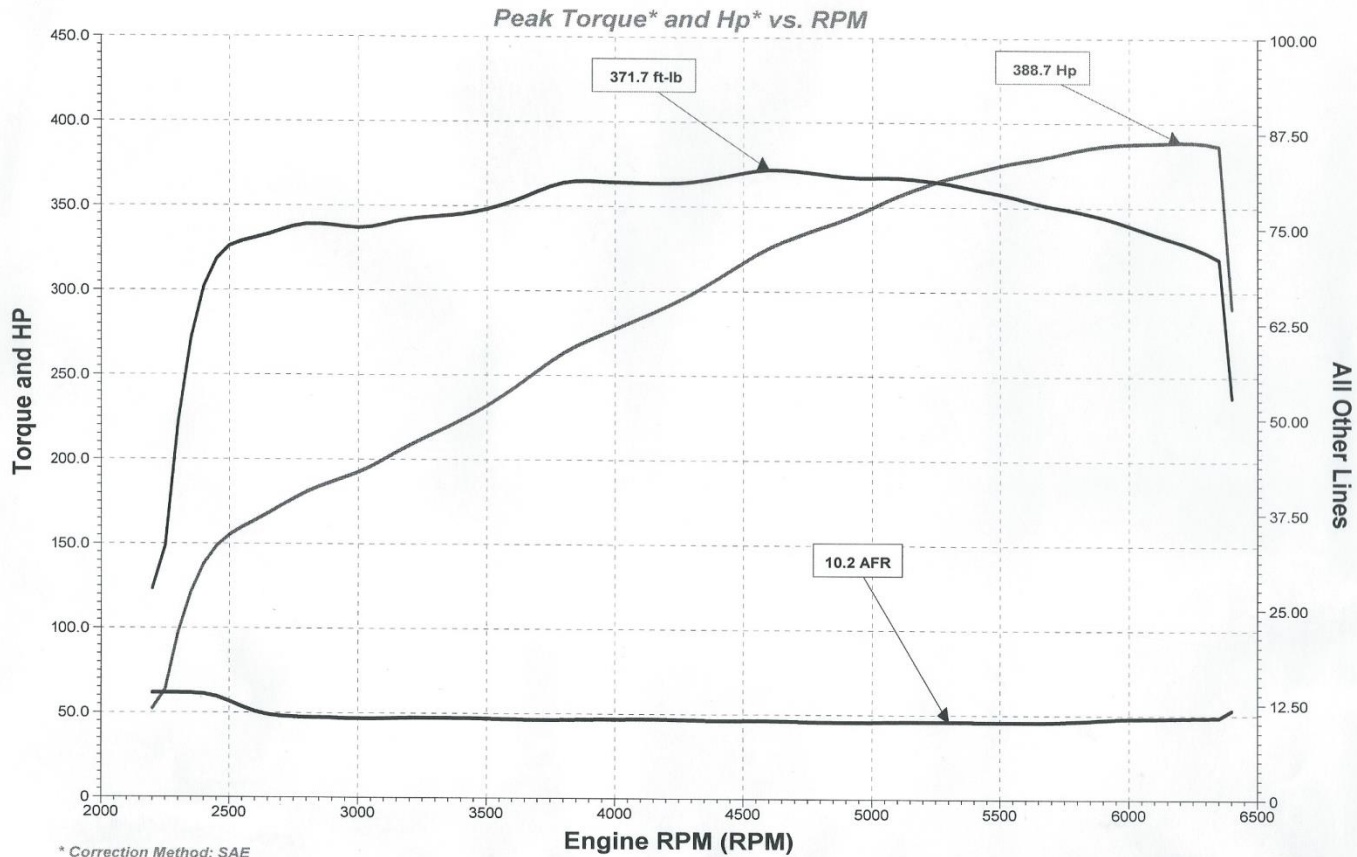
“Reprogram the engine control module. Refer to K20 Engine Control Module: Programming and Setup in SI.”

October 16th, 2015, I had the car Dyno'd after this recall procedure was done. The results were:

389 RWHP @ 6200RPM
372 ft-lb of Torque
10.2 AFR

See Chart on next page

DYNOMite test "Willys' Base Dyno" by RPM Inc



* Correction Method: SAE
Notes: Type any notes about your test here.

Peak Power: 388.7 Hp @ 6200 RPM

Background

On October 21st, I removed the recall system and installed the following:

ZO6 Manifolds (polished)

ZO6 Catalytic Converters

ZO6 3" Intermediate H Pipes

Billy Boat Fusion Exhaust for ZO6 Part # FCOR-0461
(3" pipes all the way thru)



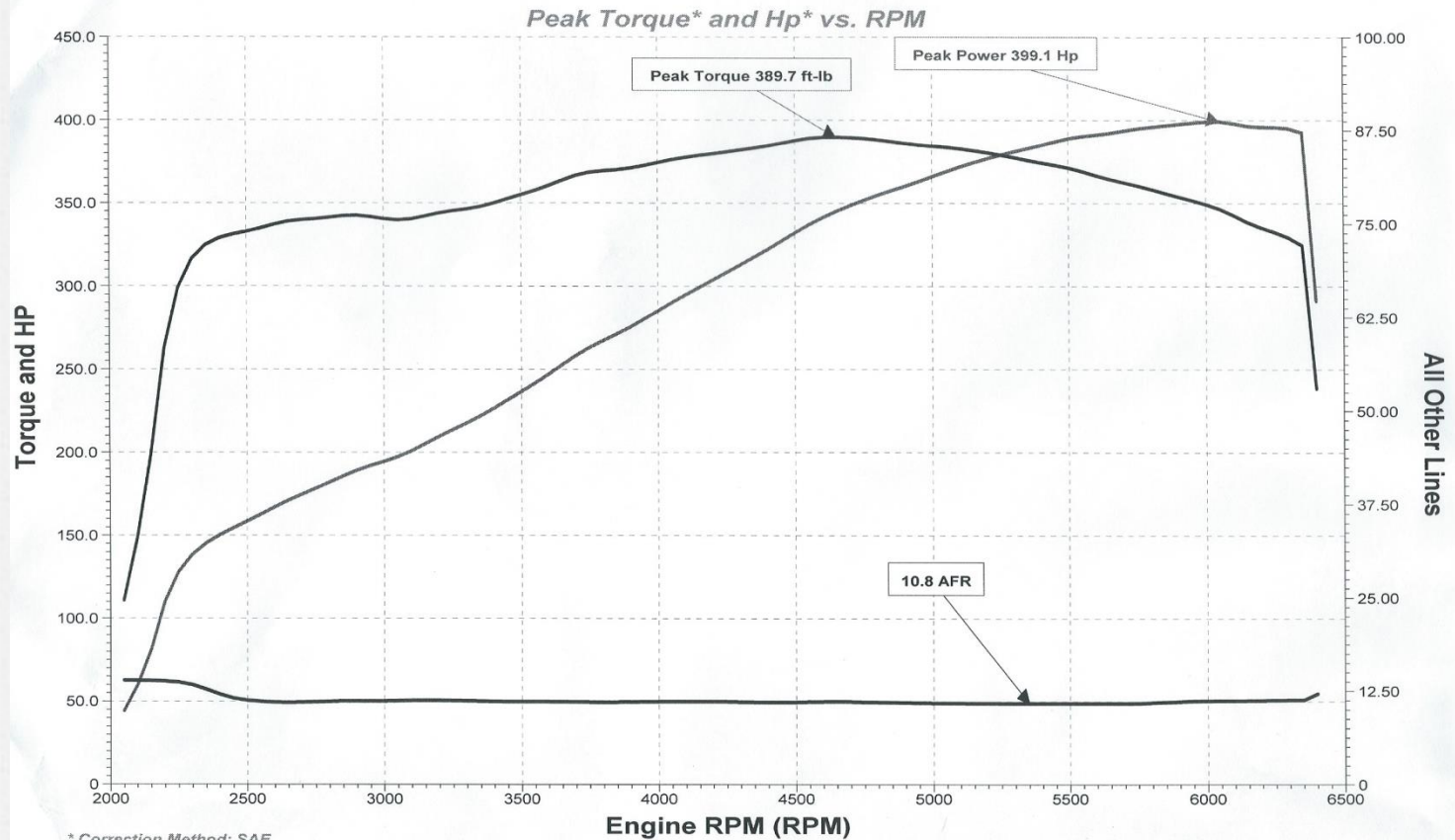
Background

October 21st, 2015, I had the car Dyno'd again after the ZO6 System was installed and here are the results with "No Tune".

399 RWHP @ 6050RPM
390 ft-lb of Torque
10.2 AFR

See Chart on next page

DYNOMite test "Willys' C6 With ZO6 Exhaust" by RPM Inc



* Correction Method: SAE

Notes: Type any notes about your test here.

Peak Power: 399.1 Hp @ 6050 RPM.

Background

October 21st, 2015, (same day) I had the car tuned with the ZO6 System installed and here are the results with "Tuned".

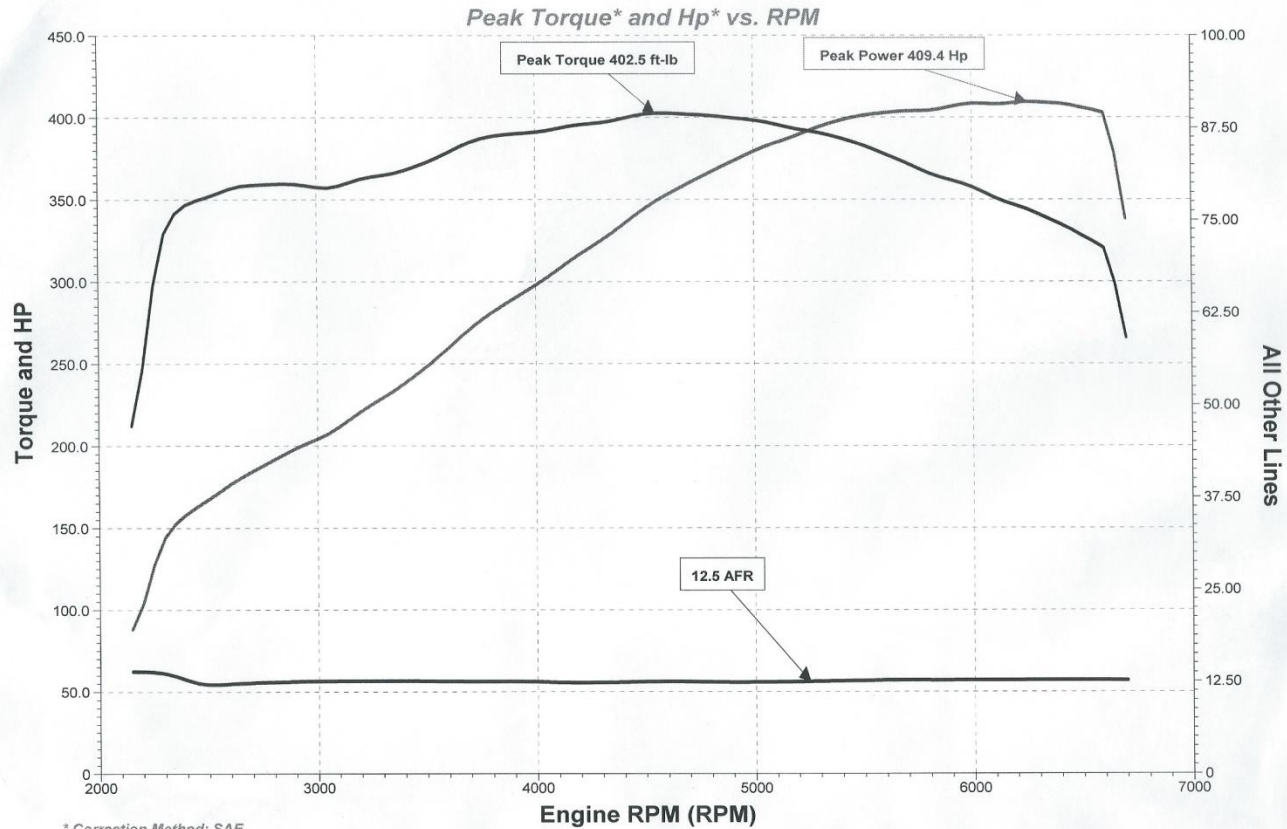
409 RWHP @ 6250RPM

403 ft-lb of Torque

12.5 AFR

See Chart on next page

DYNomite test "Willys' C6 Tuned With ZO6 Exhaust" by RPM Inc



* Correction Method: SAE
Notes: Type any notes about your test here.

Peak Power: 409.4 Hp @ 6250 RPM

Here is the data

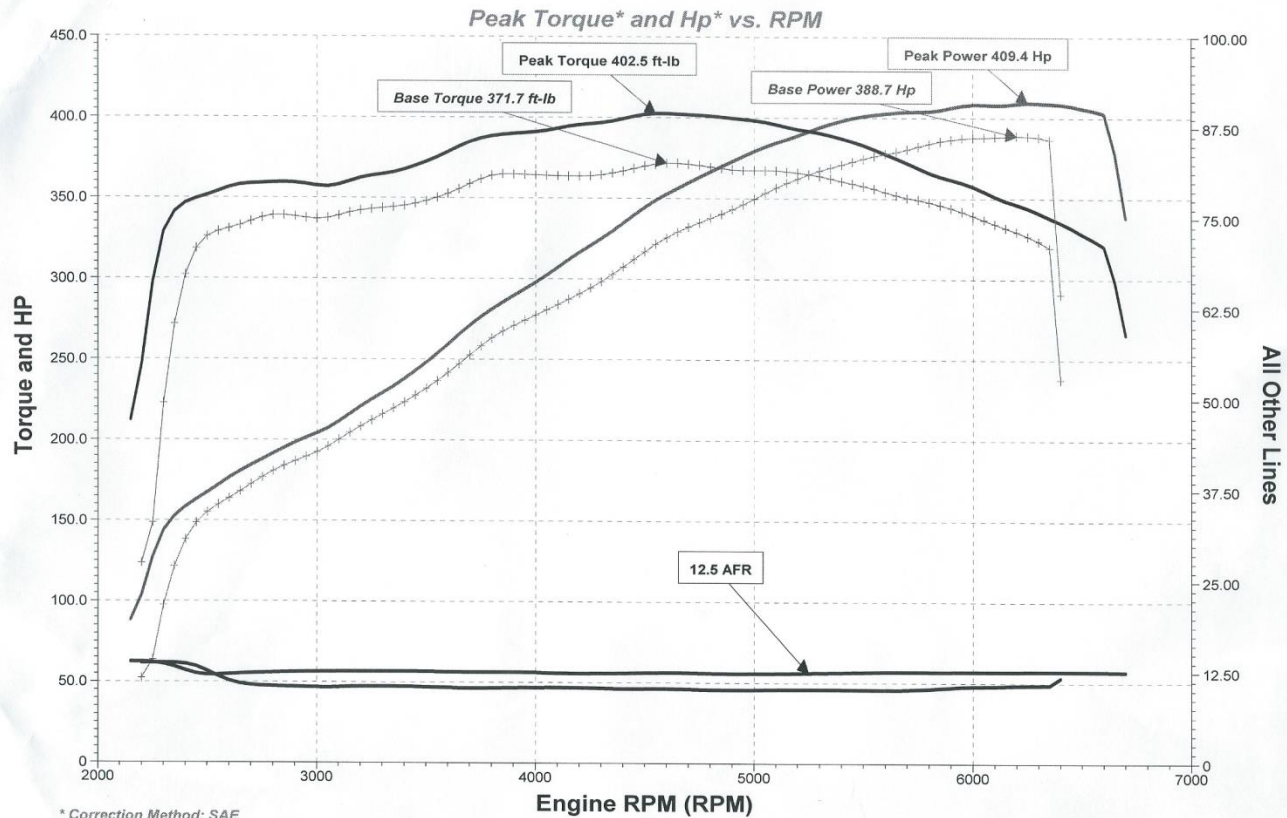
<u>Status</u>	<u>RWHP</u>	<u>Torque</u>
LS3 with NPP	389	372
LS3 with Z06 no Tune	399	390
LS3 with Z06 with Tune	409	403

<u>Gain Compared to Stock</u>	<u>RWHP</u>	<u>Torque</u>
LS3 with Z06 no Tune	10 RWHP	18 ft-lbs
LS3 with Z06 with Tune	20 RWHP	31 ft-lbs

<u>Gain Compared to Tune</u>	<u>RWHP</u>	<u>Torque</u>
LS3 with Z06 with Tune	10 RWHP	13 ft-lbs

See Chart on next page

DYNomite test "Willlys' C6 Tuned With ZO6 Exhaust" by RPM Inc



* Correction Method: SAE

Notes: Type any notes about your test here.

Peak Power: 409.4 Hp @ 6250 RPM

Info

Z06 Exhaust was from 2008 Car and reportedly had 22K Miles

I used Z06 Manifold Gaskets

I polished the manifolds with “Dry-Wash Metal Polish



Because the Billy Boat Fusion Exhaust was for a Z06, the tubing was design for a standard transmission. My LS3 is connected to an automatic. The tubes had to be cut and re-welded. Although I didn't do it this way, the easiest way is to cut the tubes off your old system and weld on to the new ones. Or you can by Billy Boat Fusion for a Base Model automatic. I did not cut my tubes because they were NPP and I needed to sell them. I did not buy Billy Boat Fusion for Base Model C6 with an automatic because of the claims that the 3” pipe all the way thru provided more power.

Info

Per Billy Boat:

“Did you know you stock ZO6 exhaust is a 3" system that funnels down to 2.5" as it goes into the mufflers. This reduction in pipe size reduces flow and performance, limiting your Corvette ZO6 from realizing its full potential. The B&B Fusion system is a full 3" system built with T-304 stainless steel. B&B uses only top quality materials with mandrel bends for maximum flow and performance. The system uses the PRT center muffler section for high exhaust flow and enhanced sound control, while the rear section is a 3" version of the B&B Bullet system, using an additional small resonated muffler at the back of the system.”

Info

I told the Muffler shop to peel back the tape to get the extra length for the O2 sensor but he said it was too brittle. He cut and soldered my wires. Really wish he wouldn't have done that but Although he did an excellent job with cutting and extending the wires, I recommend you get the extensions

RPM in Santa Clarita, Ca did all my tuning. Austin is great to work with.

I tried to get pictures of the polished manifolds installed but it's difficult to get the camera down there. I'm hoping the polish lasts.

