

# **Dynatech**<sup>®</sup>

Competition Exhaust Systems

## **INSTALLATION INSTRUCTIONS**

**LIT-1004, REV C**



## **CHEVELLE / EL CAMINO**

**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.

## **'68 - '72**

**V-8 SMALL BLOCK ENGINES**

### **PART NUMBERS**

**401-913201P**

**401-913201**

**401-913301P**

**401-913301**

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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.

## **Installation Instructions**

Congratulations on your purchase of the Dynatech '68-'72 Chevelle/El Camino header system. 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.

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.

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.

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## What's in your new header system kit?

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

### **Parts Inventory List:**

- 1 ea. Left Side (driver side) Header
- 1 ea. Right Side (passenger side) Header
- 1 ea. Header Gasket / Header Bolts Skin Card
  - 2 ea. Premium Fiber Gaskets
  - 12 ea. 3/8"-16 x 1 Header Bolts
- 1 ea. Power Steering/AC Bracket Spacer & Bolt Kit
- 1 ea. Instruction Booklet

Additional Recommended Parts to Complete your "Head to Tip" System Purchase: (optional)

- 2 ea. Stainless Steel Reducer Cones
  - 1 ea. Donut Gasket Skin Card
  - 2 ea. Donut Gaskets
  - 8 ea. 5/16 x 1 3/4 Bolts
  - 8 ea. 5/16 Top Lock Nuts
  - 2 ea. 4 Bolt Clamping Flange w/ Ball Taper
- 1 ea. 2.5" Stainless Steel Dual System (930-909250)
- 1 ea. 3.0" Stainless Steel Dual System (930-913300)

*Choose 1 of the Stainless Steel Dual Systems listed above.*

*If your vehicle utilizes the OEM A/C compressor, you may want to purchase an AC compressor rear mount that attaches between cylinder #1 and #3. **Part # 794-03006***

## Safety Notes:

For your safety, please allow the engine to cool for a minimum of 90 minutes before starting the removal of your current exhaust manifolds/system and beginning the installation process.

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 surface possibly preventing permanent stains on the header themselves.

## 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.

- Assorted sockets and wrenches (3/8 – 3/4)
- Ratchet and extensions
- Torque wrench
- Rubber Mallet or Dead Blow Hammer
- Your factory supplied lug nut wrench or after market lug wrench ( stock wheels )
- Floor jack and safety stands or a hydraulic lift
- Safety glasses or goggles
- Small bottle of Anti-seize
- Penetrating Fluid (optional)
- Cotton Gloves (optional)

## Before You Get Started:

- Take inventory of all the parts in your new system.
- Look at the tool and supply list to make sure you have all the needed tools and supplies.

***Note: The design of these headers require the use of 90 degree boots on the spark plug wires at the spark plugs. Although long spark plugs may be used, shorter spark plugs will provide more tube to spark plug boot clearance if that becomes an issue.***



## **Installing your Dynatech Header System**

- These procedures will take you through the steps needed to install your new headers in your vehicle. It is assumed that you have already removed whatever manifolds that were currently installed in preparation for the new Dynatech headers and that you will be using a vehicle lift during the installation.
- Begin the installation process by disconnecting the negative terminal of the battery. This will prevent electrical system damage or personal injury should you accidentally touch the starter hot lead or other hot wire during the installation process.
- One feature of the new Dynatech headers is that the engine does not need to be raised or moved to install the headers. In the case of the Chevelle/El Camino, as a minimum the outside starter bolt should be removed to allow the starter to swivel in toward the engine allowing header enough room to slide between the starter and the frame. Removing the starter entirely gives even more room to install the header. If the starter wiring is not removed when removing the starter, make sure that the unit is sufficiently supported to prevent damage to the wiring harness/starter. The spark plugs should be removed prior to header installation. In some cases they may clear the header as it is installed but you run the risk of breaking them. In certain cases the spark plugs must be removed with a standard wrench or a ratchet wrench instead of a socket. In addition the oil dip stick tube on the left engine bank must be removed from the block. Care should be taken not to get dirt and debris in the hole in the block left by the removal of the dip stick tube. In all probability the water temperature sensor will also have to be removed. Depending on the type of sensor, it may be possible to install the header without removing the sensor. The sensor can be removed and the wiring relocated after the header is installed.
- Although it makes no difference which header is installed on which engine bank first, for the purpose of these instructions we will begin with the right (passenger side) header first. It may be beneficial to chase the header bolt holes in the head with a 3/8-16 tap to clean out the threads to make insertion of the new bolts easier. Be careful not to cross thread any of the threads during the chasing operation.
- Prepare six of the provided bolts with a small amount of anti-seize. The header is installed from beneath the vehicle. Slide it up past the starter (see starter related precautions in the paragraphs above) and the spark plugs if they were not removed into approximate position. From the top of the engine, slip the gasket into position and install a header bolt through the header and the gasket. Turn the bolt in by hand several turns to prevent cross-threading (this is especially important if you have aluminum heads). Duplicate the procedure for each of the remaining five (5) bolts. Once all six (6) bolts have been started, snug them up equally then securely tighten them beginning with the center bolts and work your way outward by alternating either side of center until all the bolts are secure.

- Reinstall the spark plugs on the right (passenger side) engine bank if they were removed. Then install the spark plug wires on the proper spark plugs according to the firing order.
- Reinstall the starter and tighten the mounting bolts and wiring connections as necessary.
- Inspect all fuel line, brake line, suspension, and steering parts for adequate clearance. Rotate the steering through the entire range of movement checking for any interference between it and the header.

***Note: If this header is being installed on a vehicle with a manual transmission, the clutch actuator cross shaft must be removed or pulled off pivot ball that is attached to the block. This allows the header flange room to slide up into position. The cross shaft will be reinstalled during a later step.***

- Prepare six (6) of the provided bolts with a small amount of anti-seize. The header is installed from beneath the vehicle. Slide it up past the steering shaft and the clutch cross shaft or automatic transmission shift linkage into approximate position. From the top of the engine, slip the gasket into position and install a header bolt through the header and the gasket. Turn the bolt in by hand several turns to prevent cross-threading (this is especially important if you have aluminum heads). Duplicate the procedure for each of the remaining five (5) bolts.
- Once all the bolts have been started, snug them up equally then securely tighten them beginning with the center bolts and work your way outward by alternating either side of center until all the bolts are secure.
- If your vehicle has a manual transmission, reinstall the clutch cross shaft by reversing the order in which it was removed. You may need to re-adjust the clutch using procedures prescribed in the owner's maintenance manual.
- Reinstall the engine dip stick tube and dip stick.
- Reinstall the spark plugs on the left (driver side) engine bank. Then install the spark plug wires on the proper spark plugs according to the firing order. Inspect all brake line, suspension, and steering parts for adequate clearance. Rotate the steering through the entire range of movement checking for any interference between it and the header.
- If necessary, relocate the temperature sensor and its wiring. Install the collector reducers if purchased by slipping a donut gasket over the end of each collector. Place the reducer over the donut and secure by bolting the stationary clamp to the swivel clamp using the supplied bolts. (Apply a small amount of anti-seize on each bolt prior to installation.)

- Reconnect the negative battery terminal and securely tighten the terminal clamp.
- This completes the header 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”.

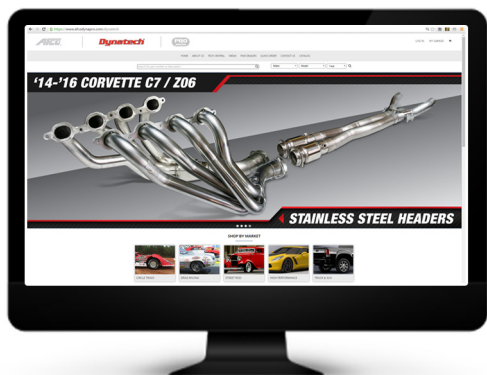
*Note: In some instances you may experience a check engine light after the installation of an aftermarket exhaust system. If this occurs please contact Dynatech at 1-800-848-5850 and ask for customer service or e-mail [dynatechcs@dynatechheaders.com](mailto:dynatechcs@dynatechheaders.com).*

- 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.
- 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.

**This completes the installation of your system. Go back over all the connections to check tightness, tube clearances, and brackets before starting the vehicle. Once you are satisfied that the system is correctly aligned and tightened, start the engine and check for leaks. If any are found, retighten the fasteners around the clamp at issue. All fasteners should be rechecked after the system has gone through several thermal cycles.**

*We make every effort to build our products to the highest standards of workmanship and materials possible. This also applies to our documentation. If you find points in our instruction manual that you feel need to be clarified or changed, please e-mail us your comments at [dynatechcs@dynatechheaders.com](mailto:dynatechcs@dynatechheaders.com). We will use them to enhance our documentation.*



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