

Dynatech[®]

Competition Exhaust Systems

INSTALLATION INSTRUCTIONS

LIT-926, REV C



CAMARO

**STAINLESS STEEL DUAL EXHAUST KIT (2.5")
- FITS CHEVY SMALL BLOCK/STD PORT HEADS/LSX
AND DYNATECH MUSCLEMAXX 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.

'70 - '81

PART NUMBER

793-90925

WORKS WITH:

740-19210

715-19410

740-29210

715-29410

740-19310

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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 / MuscleMaXX Dual Exhaust Kit for the 1970-1981 Camaro. We believe, and think you will agree that this kit 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 exhaust 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.

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Dynatech highly recommends hiring a professional installer, one that is familiar with the installation of off-road exhaust products. Our products 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.

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.

What's in your new exhaust system kit?

The parts listed in the kit below may vary from those depicted in the picture on the following page. Each part, if it varies from the picture shown is the functional equivalent and will work as indicated in the installation instruction portion of this manual. For your convenience the current part descriptions are listed below.

Parts Inventory List:

- 2 ea. Interim Tubes (2.5" dia)
- 1 ea. X-Pipe Assembly (2.5" dia)
- 2 ea. Hi Performance SS Muffler (2.5" dia)
- 1 ea. Left Side Tail-Pipe "A" (2.5" dia)
- 1 ea. Right Side Tail-Pipe "A" (2.5" dia)
- 2 ea. Tail-Pipes "B" (2.5" dia)
- 6 ea. 2.5" Stainless Band Clamps
- 4 ea. 2.5" Single Bolt Band Clamps

- 1 ea. Misc Hardware Kit w/the following parts:
 - 2 ea. Muffler Hanger Brackets
 - 2 ea. Blue Split Grommets
 - 2 ea. Black Rubber Muffler Hangers
 - 4 ea. 5/16-18 Muffler Hanger Bolts
 - 2 ea. 3/8-16 Carriage Bolts
 - 2 ea. 3/8-16 Lock Nuts
 - 2 ea. Offset Tabs
 - 2 ea. 5/16-12 x 1" Tail-Pipe Hanger Screws
 - 2 ea. Tail-Pipe Brackets Straps

See a picture of the kit on the following page.



The installation instructions for the kit pictured above assume that the old system has been removed and that either set of MuscleMaxx headers have been installed. **Note: This system is designed to work with the MuscleMaxx header listed above in the specific model/year vehicle. If another manufacturer's headers are used, additional fabrication may be required and the owner would assume all responsibility for any fitment issues encountered.**

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 this system. We have listed a few of the required and optional tools to help with your installation.

- Ratchet & 5/16" socket
- 5/16" Wrench
- Floor jack and safety stands or a hydraulic lift
- Safety glasses or goggles
- Penetrating fluid
- 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.
- Make sure you have all the needed tools and supplies before you don't have an operating vehicle to run to the store in.

Exhaust System Installation:

(Special emphasis items will be listed in either **bold print** or **red print**)

The entire system will be loosely installed in order to insure the proper position of the tailpipes and muffler hanger brackets. An extra set of hands or mechanical supports will aid in this operation. **The loose installation is done to insure that there is adequate clearance between the rear end axle tube and tailpipe as it exits the muffler before any tightening is done.**

Begin the installation by installing two of the supplied bolt-in hanger brackets. Do this by locating the two stock OEM transverse muffler mounting points. There should be 2 ea 5/16-18 holes in each mount. Clean these holes by running a 5/16-18 tap or a self tapping 5/16-18 bolt through each hole. With the holes prepared, select one of the “hook and plate” brackets and attach it securely with two of the serrated 5/16-18 bolts provided in the hardware kit. **Note: Make sure that the point of the hook is facing the center of the vehicle. If for some reason the holes are stripped out, place a 5/16-18 nut (not included in the kit) on the back side of the OEM mount and securely tighten. Install the other “hook and plate” bracket to the other side of the vehicle in a like manner. See Fig. 1.**



Fig. 1

Next apply a thin coating of oil or light grease to the hooks that were just installed. Likewise apply a light coating of the same grease to the hanger bracket on the left (driver side) tailpipe part. Slip the tailpipe over the rear axle tube and slide one of the black rubber grommets over the hanger bracket welded to the tailpipe tube and thena over the “hook and plate” bracket. **Repeat the preceding steps on the right (passenger side) with the right side tailpipe tube. See Fig. 2.**



Fig. 2

Locate two of the single bolt band clamps in the hardware kit. Slip one of these clamps over inlet (expanded) end on each of the tailpipes. Although it's probably personal preference, make sure the clamp is aligned that the nut is facing down and to the outside of the joint. Install one of the mufflers so that the outlet (centered on the end of the muffler) is facing to the rear of the vehicle and the inlet (off-set to one side of the muffler) is toward the centerline of the vehicle. Make sure that the muffler is fully inserted into the tailpipe and tighten the clamp tight enough to hold the muffler to the tailpipe but not so tight that the muffler can't be aligned later. **Repeat the steps on the opposite side. See Fig. 3.**



Fig. 3

Make sure that the mufflers are turned in the tailpipe inlet so that they are close to being level side to side when viewed from the rear of the vehicle. Support the mufflers with a 2x4 or rope so that the mufflers are more or less level in the vehicle front to rear. **See Fig. 4.**

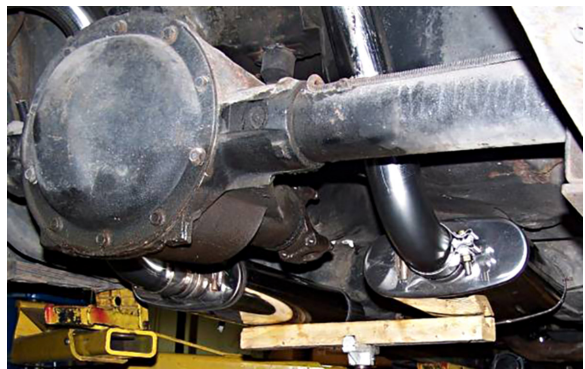


Fig. 4

Install the X-pipe by sliding the outlets (wide end of the x-pipe) over the emergency brake cable. Slip the respective x-pipe outlets into the muffler inlets, and then support the front of the x-pipe so that the tailpipes, mufflers, and x-pipe are supported approximately level under the vehicle. **Note: The emergency brake cable may rub on the x-pipe. This will not affect the operation of either the emergency brake system or the exhaust system. If it causes an annoying rattle, insulate the brake cable with a heat resistant buffer material where the cable touches the x-pipe. See Fig. 5.**



Fig. 5

Next place the donut gaskets (1 each) over the end of the collector in preparation for the hook-up between the collectors and the reducers. **See Fig. 6.**



Fig. 6

Install the two interim tubes and the reducers by slipping the inlets (the short end of the tube) of the interim tubes into the outlets of the reducers. Slide the outlet (the long end of the tube) of the interim tubes into the inlets of the x-pipe. Rotate these tube/reducer assemblies up and forward to engage the donut gaskets. Install and loosely tighten the 4 bolts evenly around the clamp and donut intersection. **See Fig. 7 & 8.**



Fig. 7

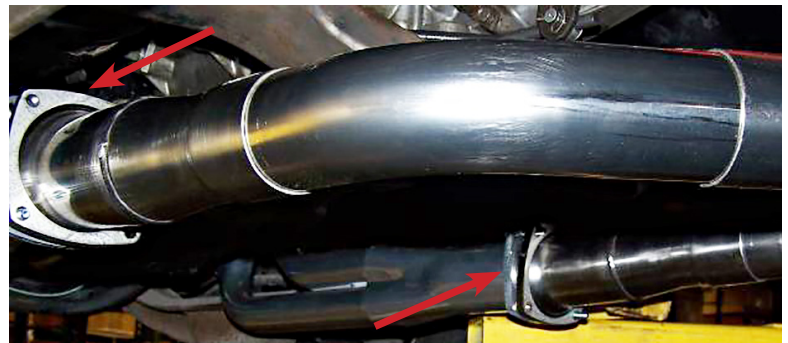


Fig. 8

Note: The black rubber hanger should be nearly vertical when installed correctly. **See Fig. 9.**



Fig. 9

Note: The inlet and/or outlet of the interim tubes or the outlets of the x-pipe may be shortened if necessary to provide approximately .75" to 1.0" clearance between the tailpipe tube and the floor pan where the tailpipe raises up and over the rear axle. It is recommended that each of the clamped joints have from .75" to 2.0" of tube inserted into the adjoining expansion. This gives considerable leeway for adjustment. See Fig. 10.



Fig. 10

When you are satisfied with all of the clearances, begin installing the 6 stainless steel "stepped" band clamps. Loosen and remove the nuts and back-up plate from each of the clamps. Open the clamp carefully and slide it over the tube joint. Be sure to observe the "step" in the clamp during installation. If you want the clamps to be oriented symmetrically side to side, you must pull the bolts out of some of the clamps and turn them around. This reverses the relationship between the "step" and the bolt orientation. See Fig. 11.



Fig. 11

With all of the "stepped" stainless band clamps in position, begin the tightening sequence. Make sure that the system is more or less parallel or level with the ground along the centerline of the vehicle as well as level side to side. Use wedges or supports to maintain the alignment until the system is fully tightened. Begin by tightening the four bolts on each of the donut gasket clamps. Tighten them evenly so that the clamp faces remain relatively parallel to one another and perpendicular to the centerline axis of the collector. Do not crush the donut gasket by over tightening. Next, tighten the band clamps. Slide the clamp over the joint, up to the "step" and tighten fully. The clamp works by stretching the metal around the tube and as such must be fully tightened to work correctly. See Fig. 12 & 13.



Fig. 12

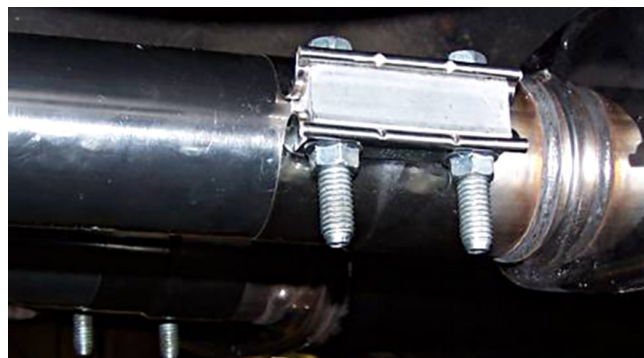


Fig. 13

At this time turn your attention to the rear portion of the system. If the OEM rear exhaust hanger mounts are still in place (See Fig. 14), loosen and remove the two 5/16-12 screws holding the hanger mount to the frame. Remove the hanger mount. **Do this operation on both sides of the vehicle.** See Fig. 15.



Fig. 14



Fig. 15

Install one of the provided carriage bolts into one of the off-set tabs and bolt this tab to the frame using one of the 5/16-12 screws provided. Either of the two holes left by removing the OEM hanger mount can be used. **The front hole is recommended unless there are circumstances requiring the use of the rear hole.** Perform this procedure to both sides of the vehicle. See Fig. 12 & 13.



Fig. 16



Fig. 17

Select one of the tailpipe tips and slide one of the remaining “single bolt” band clamps over the expanded end of the tube. **Orient the clamp so that the bolt is to the bottom of the vehicle and the nut is toward the center of the vehicle.** Slip the tube on to the end of tube attached to the muffler. **Orient the tailpipe between the body panel and the leaf spring to your satisfaction and tighten the band clamp enough to hold the tube in position.** Tighten the bolt and nut on the clamp at the rear of the muffler. **Similarly, perform the same operations on the opposite side of the vehicle.** (Note: Changing the orientation of the tailpipe and tip provides some latitude in the final positioning of the tip relationship between the body and the spring.) See Fig. 18.



Fig. 18

Attach the blue rubber grommet through the hole of one of the provided stainless steel straps (See Fig. 19.). Install the grommet with washer toward the outside of the vehicle over the carriage bolt on one side of the vehicle and attach with one of the self locking nuts provided (See Fig. 20.). Align the tailpipe between the frame and body panel. You should also set the height at this time. Hold the tailpipe in position with small wooden wedges (See Fig. 21.). Form the strap to hold the tailpipe tip in the desired position. Cut away any excess strap length then weld the strap to the tube (See Fig. 22.). Tighten the nut on each side of the vehicle. Be careful not to crush the blue grommet. It only needs to be tight enough to hold the strap in position (See Fig. 23.). **Perform the same steps on the opposite side of the vehicle. Then go back and fully tighten all of the single bolt clamp nuts (4 ea.).**



Fig. 19



Fig. 20



Fig. 21



Fig. 22



Fig. 23

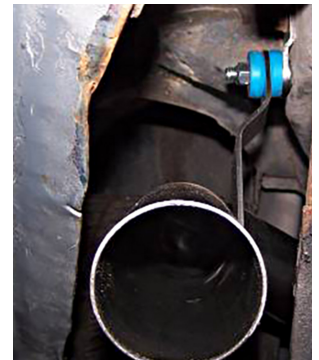
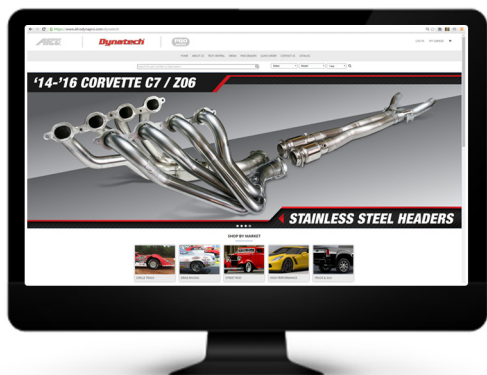


Fig. 24



Fig. 25

This should complete the installation of your system. **Go back over all the connections to check tightness, tube clearances, and brackets before starting the vehicle (See Fig. 24 & 25.).** 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. **Note: All fasteners should be rechecked after the system has gone through several thermal cycles.**



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