



1967-1969 Camaro/ 1968-1972 Nova  
Application / Part Numbers

SBC

**740-11210, 740-21210, 740-11310 & 740-21310**

*Designed for Chevrolet V-8 Small Block Engine with Standard 23 Degree head w/6 Bolt Flange  
These headers may require the use of 90 degree boots on the sparkplug wires at the sparkplugs.  
Long sparkplugs may be used, however short style spark plugs will provide clearance.*

LSX Conversion

**715-11410 & 715-21410**

*Designed for use with Detroit Speed Motor Mount Kit # DSE-060401 and  
Bowler Performance Transmissions cross member for a 4L60 Transmission # BPT-1002*

BBC

**740-59310, 750-91910**

*Designed for use with Chevrolet V-8 Big Block Block Engine  
with Standard Deck or Tall Deck and Stock Cast Iron Heads  
(fits OEM or Late Model Steering Box and OEM A/C)*

(Lit 1002)

***Note: We do our best to make sure 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 / application listed above, please feel free to visit [www.dynatechheaders.com](http://www.dynatechheaders.com) or contact us at 800-848-5850 or [sales@dynatechheaders.com](mailto:sales@dynatechheaders.com) for an updated instruction manual. We assure you the parts in the box are correct. The instructions however may have added notes for a specific model year update.***

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.

## Installation Instructions

Congratulations on your purchase of the Dynatech / MuscleMa**XX** system for the 67-69 Camaro/ 68-72 Nova. We believe you will agree that this system is second to none in quality, performance, and ease of installation. Please read and understand each of the steps involved with 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 information should guide you during the installation process to a completely satisfactory install of your new header system.

### 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:**

- 1 ea. Left (driver side ) Header
- 1 ea. Right (passenger side) Header
- 1 ea. Header Gasket / Header Bolts Skin Card
  - 2 ea. Premium Fiber Gaskets
  - 12 ea. (SBC) 16 ea. (BBC, LSX) Header Bolts
  - 2 ea. Decals
- 1 ea. Reducer Cone Kit
- 1 ea. Alternator Bracket Spacer Skin Card (Small Block Chevy Only)
  - 1 ea Hex Head Grade 5 Bolt 3/8"-16x2 (Alternator Bracket Bolt)
  - 1 ea Alternator Bracket Spacer

**Additional Optional Parts**  
**to Complete your “Head to Tip” System Purchase:**

**67-69 Camaro**

- 1 ea. 2.5” Stainless Steel Dual Exhaust System (793-91125)
- 1 ea. 2.5” Premium Exhaust Tips (2 pack) (794-93026)
- 1 ea. 3.0” Stainless Steel Dual Exhaust System (793-91130)
- 1 ea. 3.0” Premium Exhaust Tips (2 pack) (794-93031)

**68-72 Nova**

- 1 ea. 2.5” Stainless Steel Dual Exhaust System (793-91225)
- 1 ea. 2.5” Premium Exhaust Tips (2 pack) (794-93026)
- 1 ea. 3.0” Stainless Steel Dual Exhaust System (793-91230)
- 1 ea. 3.0” Premium Exhaust Tips (2 pack) (794-93031)

**For Small Block Chevy Applications:** *If your vehicle utilizes the OEM Delco A/C compressor, Dynatech offers an AC compressor rear mount that attaches between cylinder #1 and #3.*

- 1 ea. AC Compressor Rear Mount (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
- ¼” Allen Wrench
- Torque wrench
- Rubber Mallet or Dead Blow Hammer
- Floor jack and safety stands or a hydraulic lift

- Safety glasses or goggles
- Small bottle of Anti-seize
- Penetrating Fluid (optional)
- Cotton Gloves (optional)

## Installation Procedures:

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 MuscleMaXX headers. Dynatech has provided separate instructions for each model:

- Small Block Chevy..... Pages 4 - 6
- LSX Conversion .....Pages 7 - 8
- Big Block Chevy.....Pages 9 & 10
- Exhaust System Install...Pages 12 – 21e
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## Small Block Chevy Header Install

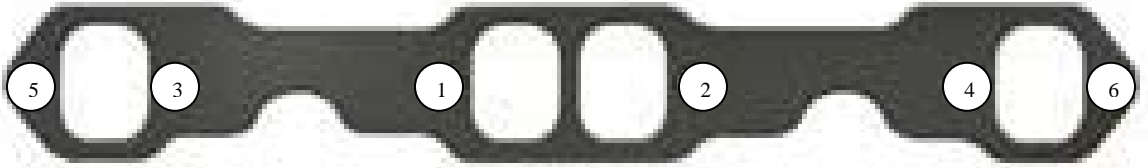
### Pre install steps:

1. Disconnect the negative battery 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.
2. Removal of the spark plugs is recommended, for easier install and to prevent damage to the plugs.
3. Removal of the oil dipstick tube from the block may be required depending on the dipstick location. Care should be taken not to get debris in the dipstick hole.
4. Inspect the header bolt holes and if needed, clean out the holes with a tap. Be careful not to cross thread any of the threads during the process.
5. Prepare the provided header bolts with a small amount of anti-seize.

### Drivers Side Header Install:

1. If this header is being installed on a vehicle with a manual transmission with an OEM clutch cross shaft, the clutch actuator cross shaft must be removed or pulled off the 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.
2. Slide the header from beneath the vehicle and up into place.
3. From the top of the engine position the header gasket into place.
4. Install a header bolt through the header flange, gasket and into the head. Do not tighten, simply screw it in partially to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material  
**NOTE: Do not install a bolt in the front header bolt hole at this time. A bolt will be installed later during the installation of the alternator bracket.**
5. Install all of the remaining header bolts, except the front one.

6. Install the supplied alternator bracket, by preparing the 2" by 3/8"-16 bolt, with a small amount of anti-seize.
7. Slip the bolt through the alternator bracket, then into the spacer, then into the flange.
8. Thread the bolt partially into the head.
9. Once all bolts have been partially installed, tighten each bolt in the order in Fig. 1



**Fig. 1**

10. If applicable, 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.
11. Reinstall the spark plugs.
12. Reinstall the dipstick tube (if applicable)
13. Rotate the steering through the entire range of movement, checking for any interference between it and the header.

#### **Passenger Side Header Install:**

1. Slide the Passenger Side header in from beneath the vehicle and position it into place.
2. From the top of the engine position the header gasket into place.
3. Install a header bolt through the header flange, gasket and into the head. Do not tighten the bolt. Simply thread the bolt partially into the head to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material. **NOTE: IF USING THE FACTORY OEM DELCO AIR COMPRESSOR...do not install the two bolts between cylinders 2 and 4 at this time. These bolts will be installed later during the installation of the Air Conditioner bracket.**
4. (If Applicable) Install the air conditioner bracket utilizing the two bolt holes between cylinders 2 and 4.
5. Tighten the bolts just enough so that the bracket can be moved for adjustment.
6. Install the A/C compressor onto the bracket leaving the bolts loose enough so the compressor can be aligned as needed.
7. Align the compressor pulley with the mating pulleys.
8. Once you are satisfied with the alignment, completely tighten the bolts holding the bracket and compressor.
9. Tighten the remaining bolts in the order shown in Fig. 1.
10. Reinstall the spark plugs.

**NOTE: If you are immediately going to install the MuscleMAXX Exhaust Muffler System, do not install the reducer cones and proceed to the "Final Steps and Checks" on the next page.**

### **Reducer Cone Install:**

1. Install the donut gaskets onto the header.



2. Slip the four bolt flange onto the reducer cone and bolt the reducer cone assembly to four bolt flange on the header.



3. Snug each bolt until the proper outlet angle is achieved and tighten accordingly.

### **Final Steps & Checks:**

1. Reconnect the negative battery terminal.
2. Inspect all areas around the header for sufficient clearance between all fuel and brake lines, suspension and steering parts.
3. Make sure the dipstick tube has been reinstalled.

*All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter.*

**Your Dynatech Header Install is now complete. If you have purchased a Dynatech Exhaust System, please proceed to page 11 for your Exhaust System Install.**

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.

# LSX Conversion Header Install

## Pre install steps:

1. Disconnect the negative battery 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.
2. Removal of the spark plugs is recommended, for easier install and to prevent damage to the plugs.
3. Removal of the oil dipstick tube from the block may be required depending on the dipstick location. Care should be taken not to get debris in the dipstick hole.
4. Inspect the header bolt holes and if needed, clean out the holes with a tap. Be careful not to cross thread any of the threads during the process.
5. Prepare the provided header bolts with a small amount of anti-seize.

## Drivers Side Header Install:

1. If this header is being installed on a vehicle with a manual transmission, with an OEM clutch cross shaft, the clutch actuator cross shaft must be removed or pulled off the 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.
2. Slide the header from beneath the vehicle and up into place.
3. From the top of the engine position the header gasket into place.
4. Install a header bolt through the header flange, gasket and into the head. Do not tighten, simply screw it in partially to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material
5. Install all of the remaining header bolts.
6. Once all bolts have been partially installed, tighten each bolt in the order shown in Fig. 2:



**Fig. 2**

7. If applicable, 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.
8. Reinstall the spark plugs.
9. Reinstall the dipstick tube (if applicable)
10. Rotate the steering through the entire range of movement, checking for any interference between it and the header.

### Passenger Side Header Install:

1. Slide the Passenger Side header in from beneath the vehicle and position it into place.
2. From the top of the engine position the header gasket into place.
3. Install a header bolt through the header flange, gasket and into the head. Do not tighten the bolt. Simply thread the bolt partially into the head to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material.
4. Duplicate the procedure for the remaining bolts.
5. Once all bolts have been partially installed, tighten each bolt in the order shown in Fig. 2
6. Reinstall the spark plugs.

**NOTE: If you are immediately going to install the MuscleMAXX Exhaust Muffler System, do not install the reducer cones and proceed the “Final Steps and Checks” below.**

### Reducer Cone Install:

4. Install the donut gaskets onto the header.



5. Slip the four bolt flange onto the reducer cone and bolt the reducer cone assembly to four bolt flange on the header.



6. Snug each bolt until the proper outlet location is achieved
7. Tighten each bolt accordingly.

### Final Steps & Checks:

1. Reconnect the negative battery terminal.
2. Inspect all areas around the header for sufficient clearance between all fuel and brake lines, suspension and steering parts.
3. Make sure the dipstick tube has been reinstalled.



*All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter.*

**Your Dynatech Header Install is now complete. If you have purchased a Dynatech Exhaust System, please proceed to page 11 for your Exhaust System Install**

## **Big Block Chevy Header Install**

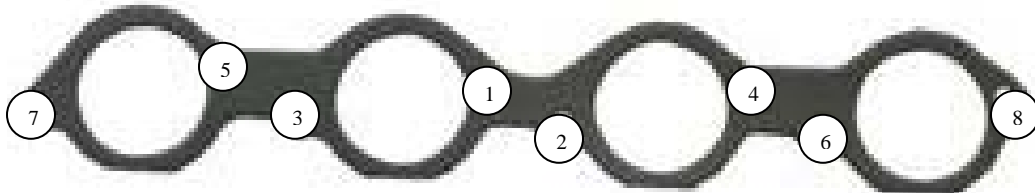
### **Pre install steps:**

1. Disconnect the negative battery 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.
2. Removal of the spark plugs is recommended, for easier install and to prevent damage to the plugs.
3. Inspect the header bolt holes and if needed, clean out the holes with a tap. Be careful not to cross thread any of the threads during the process.
4. Prepare the provided header bolts with a small amount of anti-seize.

### **Drivers Side Header Install:**

*Although the Driver Side header has adequate clearance around the OEM and later model steering box, the box must be removed to facilitate the header installation.*

1. Remove the pitman arm nut first and then the pitman arm.
2. Remove the steering box by removing the 3 or 4 bolts holding it in place.
3. If this header is being installed on a vehicle with a manual transmission, with an OEM clutch cross shaft, the clutch actuator cross shaft must be removed or pulled off the 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.
4. Slide the header from beneath the vehicle and up into place.
5. From the top of the engine position the header gasket into place.
6. Install a header bolt through the header flange, gasket and into the head. Do not tighten, simply screw it in partially to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material
7. Install all of the remaining header bolts.
8. Once all bolts have been partially installed, tighten each bolt in the order shown in Fig. 3:



**Fig. 3**

9. If applicable, 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.
10. Re install the spark plugs and dipstick (depending on application)
11. Re install the pitman arm and steering box.
12. Rotate the steering through the entire range of movement, checking for any interference between it and the header.

### **Passenger Side Header Install:**

1. Slide the Passenger Side header in from beneath the vehicle and position it into place.
2. From the top of the engine position the header gasket into place.
3. Install a header bolt through the header flange, gasket and into the head. Do not tighten the bolt. Simply thread the bolt partially into the head to hold the header into place. Use caution with aluminum heads. It is easier to cross thread the bolts in the softer material.
4. Duplicate the procedure for the remaining bolts.
5. Once all bolts have been partially installed, tighten each bolt in the order shown in Fig. 3
6. Re install the spark plugs.

**NOTE: If you are immediately going to install the MuscleMAXX Exhaust Muffler System, do not install the reducer cones and proceed the "Final Steps and Checks" below.**

### **Reducer Cone Install:**

1. Slip the 3.50" Band Clamp onto the header collector.
2. Slip the Reducer Cone onto the collector.
3. Position the Band Clamp into place making sure the stepped part in the clamp matches the stepped part on the Reducer Cone
4. Tighten each bolt accordingly.
5. Two each 3.00" Band Clamps are included in the kit to connect your exhaust system

### **Final Steps & Checks:**

1. Reconnect the negative battery terminal.
2. Inspect all areas around the header for sufficient clearance between all fuel and brake lines, suspension and steering parts.
3. Make sure the dipstick tube has been reinstalled.

*All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter.*

**Your Dynatech header Install is now complete. If you have purchased a Dynatech Exhaust System, please proceed to page 11 for your Exhaust System Install**

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## **Stainless Steel Camaro/ Nova Dual Exhaust Kit 793-91125 (2.5") or \*793-91130 (3.0")**

*Designed for use with:*

**1967 – 1969 Camaro and 1968-1972 Nova using Dynatech  
MuscleMAXX Headers Part Numbers:**

740-31210, 740-41210 or 740-31310, 740-41310, 740-11210, 740-21210, 740-11310, 740-21310, 715-11410, 715-21410, 740-59310, 750-91910

*\*On convertible Camaro models, the 3.00" System cannot be used. The 2.50" System and use of Hotchkis Performance X-Brace is required. Hotchkis Part# 1404.*

## **What's in Your Kit?**

Each kit contains basically the same parts; however, the size and or exact configuration may vary from kit to kit depending on which kit you have purchased. Descriptions of both kit sizes are included below for your convenience. In some cases there may be more parts in the kit than required. This allows us to use one hardware kit in several different exhaust system kits.

### **793-91125**

2 ea. Interim Tubes (2.5" dia)  
1 ea. X-Pipe Assembly (2.5" dia)  
1 ea. Left Side SS Muffler (2.5" dia)  
1 ea. Right Side SS Muffler (2.5" dia)  
1 ea. Left Side Tail-Pipe (2.5" dia)  
1 ea. Right Side Tail-Pipe (2.5" dia)  
6 ea. 2.5" Stainless Band Clamps  
2 ea. 2.5" Single Bolt Band Clamps  
2 ea. Muffler Hanger Brackets (1-Lf, 1-Rt)  
  
1 ea. Misc Hardware  
  
*2 ea. Angle Tail-Pipe Brackets*  
*2 ea. Blue Split Grommets*  
*2 ea. Black Rubber Dbl Grommets*  
*4 ea. 5/16-18 Muffler Hanger Bolts/Locks*  
*2 ea. 3/8-16 Body Bolts*  
*2 ea. 3/8-16 Carriage Bolts*  
*2 ea. 3/8-16 ConeLoc Nuts*  
*2 ea. Offset Tabs*

### **793-91130**

2 ea. Interim Tubes (3.0" dia)  
1 ea. X-Pipe Assembly (3.0" dia)  
1 ea. Left Side SS Muffler (3.0" dia)  
1 ea. Right Side SS Muffler (3.0 dia)  
1 ea. Left Side Tail-Pipe (3.0" dia)  
1 ea. Right Side Tail-Pipe (3.0: dia)  
6 ea. 3.0" Stainless Band Clamps  
2 ea. 3.0" Single Bolt Band Clamps  
2 ea. Muffler Hanger Brackets (1-Lf, 1-Rt)  
  
1 ea. Misc Hardware  
  
*2 ea. Angle Tail-Pipe Brackets*  
*2 ea. Blue Split Grommets*  
*2 ea. Sm Black Rubber Grommets*  
*6 ea. 3/8-16 Body Bolts w/Washer*  
*2 ea. 3/8-16 Carriage Bolts*  
*2 ea. 3/8-16 ConeLoc Nuts*  
*2 ea. Offset Tabs*

**See a picture of each kit on the following page.**



**793-91125**



**793-91130**

The installation instructions for the two kits pictured above assume that the old system has been removed and that a set of Dynatech MuscleMaxx headers have been installed. If another manufacture's headers are used, additional fabrication may be required.

The entire system should 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.

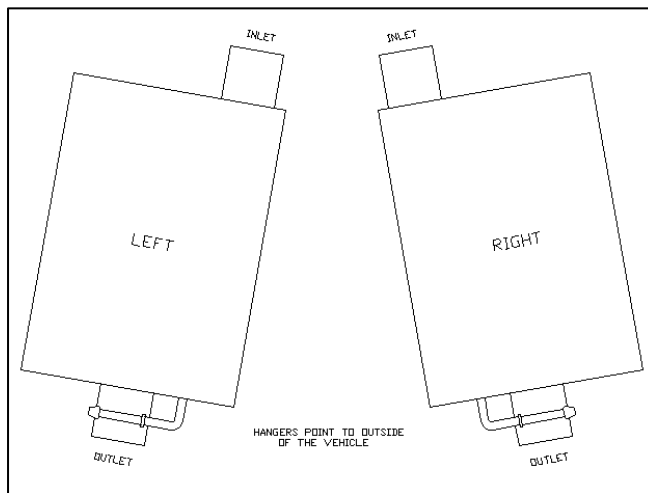
### Exhaust Installation:

1. Install the X-Pipe assembly above the emergency brake cable. The cable may touch the exhaust system during the operation of the brakes either engaged or not engaged. This is normal and should not affect either the operation of the emergency brake system or the exhaust system. See Fig 4



**Fig. 4**

2. Determine the left and right side mufflers. Fig. 5 shows how to determine each.



**Fig. 5  
(Left and Right Mufflers)**

3. Slip on the wide stainless band clamps (2) on the joints between the x-pipe outlets and the muffler inlets. Observe the position of the “step” in the band clamp. Do not tighten them, only slip them on. Fig. 5a



**Fig 5a**

4. Slip the right muffler on the right x-pipe leg and similarly do the same with the left muffler and left x-pipe leg. Temporarily support the mufflers with some sort of mechanical support or wire support hangers. Fig. 6

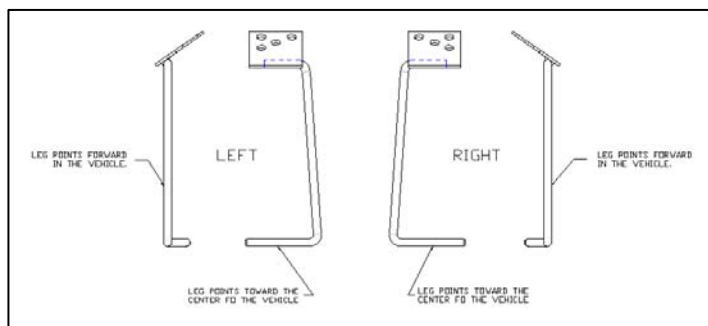


**Fig. 6**

5. At this point the 2.50" system (part# 793-91125) and 3.0" system (part# 793-91130) have slight differences in assembly. If installing the 2.50" system proceed to step 1 below. If installing the 3.0" system, proceed to page 18 under **3.0" EXHAUST INSTALLATION**.

### **Hanger Bracket Installation for 2.50" system (part# 793-91125)**

1. Layout the muffler support hangers included with your kit. Fig. 7 describes the muffler support hangers.



**Fig. 7**

**(793-91125 ONLY)**

2. Attach the muffler hanger brackets, observing the orientation displayed in Fig. 7, with the lock washers 5/16-18x3/4 bolts provided. Utilize the existing OEM stock mount holes in the floor board.
3. With brackets securely in place, grease both the hanger on the just installed part and the hanger on the muffler with a small amount of white grease to ease the installation of the rubber hanger.
  
4. Slip the rubber hanger over the both the upper and lower hanger brackets on the left and right side mufflers. Fig. 8



**Fig. 8**

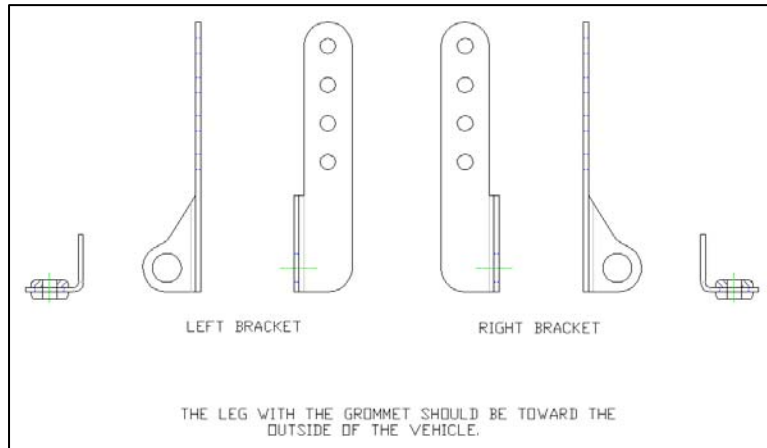
5. Once complete, the assembly should be self supporting.
6. Proceed to page 19 under “**FINAL EXHUAUST INSTALLATION**”



# 3.0" EXHAUST INSTALLATION

## Hanger Bracket Installation:

1. Layout the muffler support hangers included with your kit. Fig. 9 describes the muffler support hangers.



**Fig. 9**  
**(793-91130 ONLY)**

2. Prepare the angle brackets by inserting the supplied grommet through the large hole in the bracket. The muffler hanger should be greased lightly with white grease to ease the insertion through the grommet. Fig. 10



**Fig. 10**

3. Orient the hanger brackets so that the angle leg with grommet is to the outside of the vehicle. Fig. 11. The bracket will be bolted into place through drilled holes with the supplied sheet metal screws after the clearance has been verified.



**Fig 11**

4. Mark and drill the floor pan near the seat belt retaining bolts and secure the angle mounting brackets for the muffler hangers using the supplied “body bolts”.
5. Use a 1/4” drill bit for the “body bolt” used to attach the offset tab to the frame or floor pan.. This bolt extrudes the metal, forming a thread at is thicker than the metal thickness itself.
6. Start the bolt, and then finish with a ratchet and socket or an impact wrench and socket. Be careful not to strip the threads out of the sheet metal.
7. Proceed to the next page under **“FINAL EXHAUST INSTALLATION”**

## **FINAL EXHAUST INSTALLATION**

1. Slip a single bolt band clamp on either the left or right tailpipe and insert the tube over the axle from the front and slide it over the outlet stub of the muffler. Fig. 12



**Fig. 12**

2. Rotate into position making sure the clearance between the axle and the tube is adequate. Something close to 2.0” should work just fine.
3. Check the clearance around the gas tank.
4. Check the clearance around the spring as well as the area between the body and the spring. Fig.13



**Fig. 13**

5. Repeat the step for the opposite side. Carefully verify all of the clearances.
7. With the above operations complete the x-pipe and mufflers should be self supporting.
8. Next move the tailpipe into position making sure that all the clearances previously checked are still intact.
9. If necessary place small wooden wedges around the points that need exact spacing.
10. Locate the blue split grommets and attach them to each of the flat angle brackets provided. Fig.14



**Fig. 14**

11. Find an appropriate location on the frame and mark it for a hole to be drilled.
12. Drill the hole. Then insert the carriage bolt through the bracket and attach the bracket to the frame with the body bolt provided. Fig. 15
13. With the tailpipe still in position, insert the carriage bolt through the blue grommet/flat angle bracket and secure it with the lock nut provided. Fig. 15.



**Fig. 15**

14. Clamp the bracket to the tailpipe tube. Verify once again all of your clearances.  
Fig.16



**Fig. 16**

15. When you are satisfied with the position of the tailpipe, spot weld the tab to the tailpipe.
16. Next cut the excess tab material off or bend it around the tailpipe and weld it into place. Repeat these procedures for the opposite side. Fig.16.
17. Next, make sure that the mufflers are level side to side and that the drive shaft is nearly centered between the x-pipe legs.
18. Tighten the clamps on the muffler/tailpipe joint. These should be tightened about as tight as you can get them to prevent leaks around the joint.
19. Next, make sure that the mufflers are level side to side and that the drive shaft is nearly centered between the x-pipe legs. Fig 17



**Fig. 17**

20. Tighten all of the clamps very tightly. They work by stretching the metal around the tube preventing any leaks.
21. Once all of the items listed above have been completed, it's time to install the interim tubes. The lengths should be close but you may have to trim them slightly depending on the amount of clearance that was allowed between the axle tube and the tailpipe.
22. Begin by holding either the right or left interim tube up into position.
23. Mark the interim tube where it needs to cut. Keep in mind that ideally there should be approximately 1 ½ " of tube slid inside the expansion on both the x-pipe inlet and the collector reducer outlet.
24. Repeat for the opposite side. Make any necessary cuts on the interim tubes.
25. Both the left and right collector reducer cones will need to be removed if not left off in the installation of your headers.
26. Slip the outlet of the interim tube into the expansion on the x-pipe inlet.
27. Slide two band clamps over the interim tube making sure to observe the "step". (One is for the x-pipe/interim tube joint, the other is for the collector reducer/interim tube joint.)
28. If you purchased MuscleMAXX headers designed for use with this system, install the collector reducer cone kit included with the MuscleMAXX Headers over the interim tube.
29. Rotate the assembly up into position to fit over the pipe or donut gasket.
30. Tighten the bolts enough for the collector reducer to be self supporting. Complete the same steps for the opposite side.
31. With all tubes and clamps in place, make sure that the interim tubes are leveled in the vehicle.
32. Begin the tightening process by fully tightening each of the bolts on each collector reducer.

33. Move back to the stainless steel band clamps and tighten them securely.



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. 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.

**MUSCLEMAXX**  
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