



Stainless Steel Chevelle/El Camino Dual Exhaust Kit 793-91325 (2.5") or 793-91330 (3.0")

Fits

1968 – 1972 Chevelle/El Camino Chevy Small Block/Std Port Heads and Dynatech MuscleMaXX Headers (740-33210, 740-43210 or 740-31310, 740-43310)

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.

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.



What's in Your Kit?

Each kit contains the following 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.

793-91325

- 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)
- 2 ea. Left Side Tail-Pipe (Front & Mid) (2.5" dia)
- 2 ea. Right Side Tail-Pipe (Front & Mid) (2.5" dia)
- 2 ea. Tail-Pipe Tip Sections (2.5" dia)
- 6 ea. 2.5" Stainless Band Clamps
- 6 ea. 2.5" Single Bolt Band Clamps

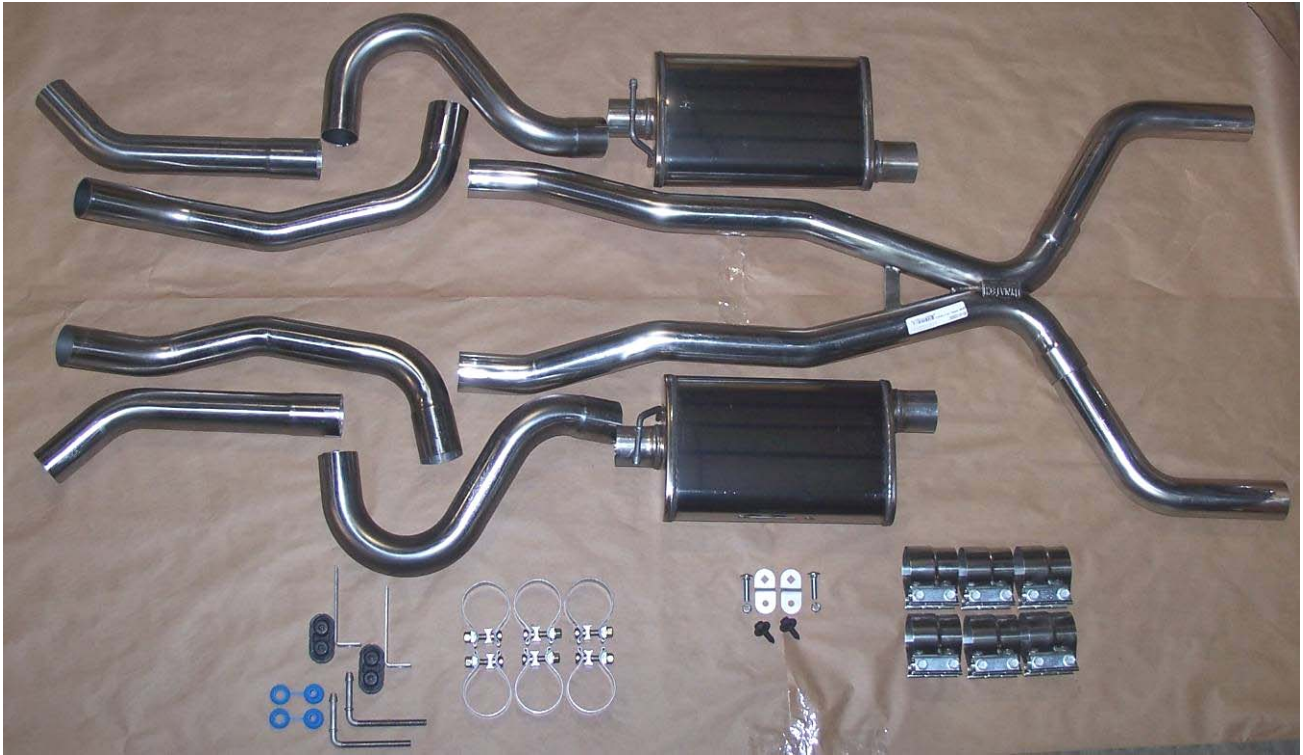
- 1 ea. Misc Hardware
- 2 ea. *"L" Muffler Hanger Brackets*
- 2 ea. *Angle Tail-Pipe Brackets*
- 2 ea. *Blue Split Grommets*
- 2 ea. *Black Rubber Muffler Hangers*
- 2 ea. *3/8-16 Body Bolts*
- 2 ea. *3/8-16 Carriage Bolts*
- 2 ea. *3/8-16 Lock Nuts*
- 2 ea. *Offset Tabs*
- 4 ea. *3/8-16 Serrated Nuts for "L" Brackets*

793-91330

- 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)
- 2 ea. Left Side Tail-Pipe (Front & Rear) (3.0" dia)
- 2 ea. Right Side Tail-Pipe (Front & Rear) (3.0: dia)
- 6 ea. 3.0" Stainless Band Clamps
- 4 ea. 3.0" Single Bolt Band Clamps

- 1 ea. Misc Hardware
- 4 ea. *Black Rubber Muffler Hangers*
- 4 ea. *3/8-16 Muffler Hanger Serrated Nuts*
- 2 ea. *"L" Muffler Hanger Brackets*
- 2 ea. *Tailpipe Hanger Brackets*
- 2 ea. *5/16-18 Bolts*
- 2 ea. *5/16-18 Lock Nuts*
- 2 ea. *Sm. Flat Washers*
- 2 ea. *Lg. Flat Washers*

See a picture of each kit on the following page.



793-91325



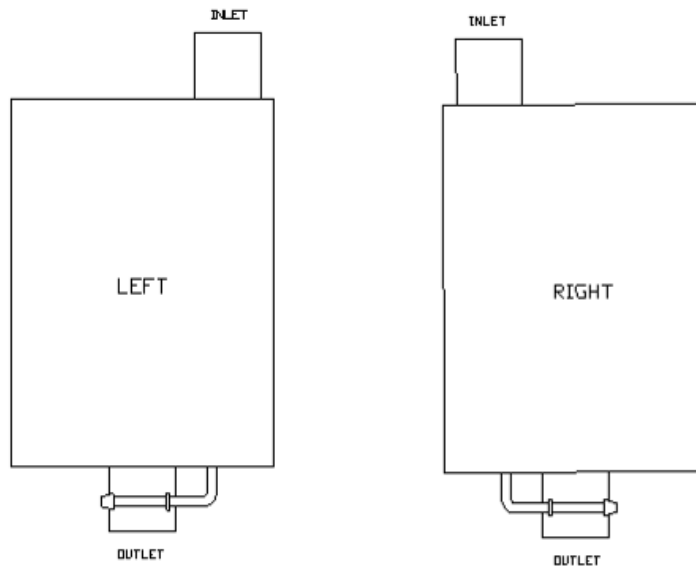
793-91330

The installation instructions for either of the two kits 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 manufacture's headers are used, additional fabrication may be required and the owner would assume all responsibility for any fitment issues encountered.**

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 drilling/bolting is done.

Begin the installation by installing the donut gaskets over the end of each collector reducer. At this time bolt each of the collector reducers in place. Install two of the four bolts diagonally on each reducer. Tighten them up only enough to hold the reducer straight. (The reducers may be removed and re-installed later in the installation process.)





793-91325 and 793-91330

Note: The point of the hanger bracket points to the outside of the vehicle.

The only difference between the mufflers in the 793-91325 and the 793-91330 kits is the diameter of the inlets and outlets (2.5" versus 3.0").

Select the two threaded muffler hangers and install one of the flanged nuts on each of the hangers. Be sure to install the flange is facing away from the angled portion of the hanger.



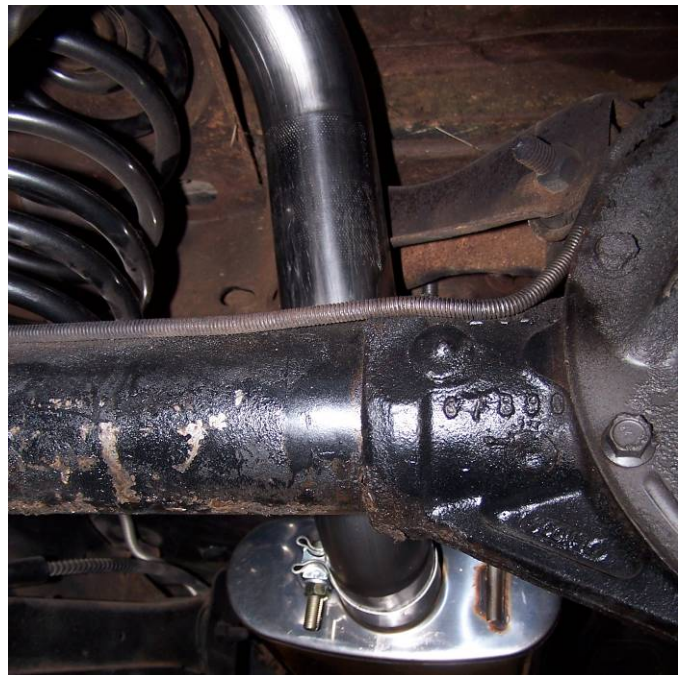
Locate the existing holes in the frame cross member. The holes may need to be enlarged to accept a 3/8" bolt. Insert the hanger bracket through the hole and install another of the supplied flanged nuts on the top. Repeat this step for the opposite side. The position of the nuts may have to be readjusted later during the alignment phase to properly position the mufflers vertically beneath the vehicle. Apply a small amount of white grease to the points of both metal hangers and on the mufflers hanger brackets themselves then install the black rubber muffler hangers over the metal hangers attached to the cross member. Next, install the mufflers. The points of the hangers both on the cross

member and the mufflers should point toward the outside of the vehicle.



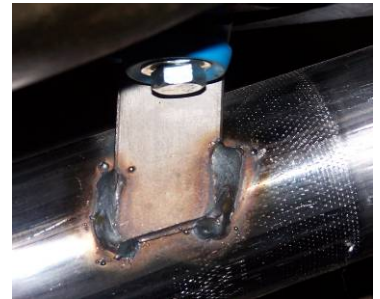
Orient the x-pipe flat on the ground with the outlets raised upward in relation to the “X”. Support the inlet of the X-pipe as shown above. Then slip the right x-pipe leg into the right muffler and similarly do the same with the left muffler and left x-pipe leg. (See the diagram that describes the left and right mufflers as well as the muffler support hangers.) **Note: the X-pipe assembly goes below the emergency brake cabling. 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.**

Begin the installation of the tailpipes by selecting either the left or right intermediate tailpipe section. Slip one of the supplied single bolt band clamps over the intermediate tube and slide the assembly over the muffler outlet. Tighten the clamp so that there is some resistance to movement side to side. Repeat the procedures for the opposite side.



793-91325 Kit only

Select middle section of the tailpipe tube assembly, slide a single bolt band clamp over the expanded area, and slip it on to the outlet of the previously installed intermediate tube. Tighten the clamp on this joint so that there is also some resistance to movement. Repeat the procedures for the opposite side. Finally install the supplied tailpipe tip section utilizing one of the remaining single bolt band clamps. Complete the opposite side in a like manner. **(Note: The tip may be cut at an angle or can be rotated to achieve the “look” that you desire.)** Use wooden wedges or some other type of spacers to space the tailpipe section behind the axle to maintain clearance between the frame rails and the body panels. Also adjust the vertical position of the tailpipe. Once you are satisfied with the positioning and the clearances of the tail pipe, install the rear tailpipe hangers. Mark and drill the frame for the offset tab location. Install the carriage bolt through the offset tab and screw the tab to the frame using the body bolt provided. Next cut or form the flat angle bracket to match the profile of the exhaust tube, install the split blue grommet, and slide it over the carriage bolt. Screw the nut on to the carriage bolt and weld the flat angle bracket to the tailpipe.



Note: Use a ¼” 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 that is thicker than the metal thickness itself. 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.



793-91330 Kit only

Select the end section of the tailpipe tube assembly, slide a single bolt band clamp over the expanded area, and slip it on to the outlet of the previously installed intermediate tube. Tighten the clamp on this joint so that there is also some resistance to movement. Repeat the procedures for the opposite side. Use wooden wedges or some other type of spacers to space the tailpipe section behind the axle to maintain clearance between the frame rails and the body panels. Also adjust the vertical position of the tailpipe. Once you are satisfied with the positioning and the clearances of the tail pipe, install the rear tailpipe hangers. Drill holes in the frame or use existing holes and bolt the hanger brackets to the frame. Apply a small amount of white grease to the points of the hanger brackets and install the black rubber tailpipe hangers.

With the above operations complete either the 793-91325 or the 793-91330 x-pipe and mufflers should be somewhat self supporting. You may want to continue supporting the front of the x-pipe until the x-pipe interim tubes have been installed.



Next, make sure that the mufflers are level side to side and that the drive shaft is nearly centered between the x-pipe legs. Tighten all of the clamps from the tailpipe tips forward up to and including the clamp at the rear of the muffler. These should be tightened about as tight as you can get them to prevent leaks around the joint. Install 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. Check to make sure that the mufflers are still level side to side and that the drive shaft is still nearly centered between the x-pipe legs.



Tighten these clamps very tightly. They work by stretching the metal around the tube preventing any leaks.

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. Begin by holding either the right or left interim tube up into position. Mark the interim tube where it needs to cut. Keep in mind that ideally there should be approximately an 1 ½ “ of tube slid inside the expansion on both the x-pipe inlet and the collector reducer outlet. Repeat for the opposite side. Make any necessary cuts on the interim tubes. Next remove both the left and right collector reducers. Slip the outlet of the interim tube into the expansion on the x-pipe inlet. 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.) Install the collector reducer over the interim tube and rotate the assembly up into position to fit over the donut gasket. Install all four (4) bolts, tightening them enough for the collector reducer to be self supporting. Complete the same steps for the opposite side.



With all tubes and clamps in place, make sure that the interim tubes are leveled in the vehicle. Then begin the tightening process by fully tightening each of the four (4) bolts of each collector reducer. Then move back to the stainless steel band clamps at the inlet and outlet of the interim tubes 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.



*** Note – Dimensions, bracket configurations, and components are subject to change. The function and general fit of the system remains the same unless specifically noted. The depictions in the instructions above may or may not reflect the current configuration of all the components received in the system kit.**

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We make every effort to build our products to the highest standards of workmanship and materials possible. This also applies to our documentation. We have tried to make the installation of the new system as clear and concise as possible. If, however, you find points in our instruction manual that you feel need to be clarified or changed, please e-mail us your constructive comments. We will use them to correct and enhance our documentation to the benefit of all customers.