



1970-1981 Camaro

Chevrolet V-8 Small Block Engine with Standard 23 Degree head w/6 Bolt Flange

LSX based engine, these parts were set up using a SBC engine mount bracket and Speedway SBC motor mounts part # 910-18012, do not use BBC engine mount brackets they are approximately ¼" narrower and will lower the engine down further than the SBC brackets causing clearance issues with the steering box and ground clearance issues at the collectors.

Part Number

740-39210 (1 5/8" stepped to 1 3/4", 2.5" reducer) Painted
740-49210 (1 5/8" stepped to 1 3/4", 3.0" reducer) Painted
740-19210 (1 5/8" stepped to 1 3/4", 2.5" reducer) Coated
740-29210 (1 5/8" stepped to 1 3/4", 3.0" reducer) Coated
740-39310 (1 3/4" stepped to 1 7/8", 2.5" reducer) Painted
740-49310 (1 3/4" stepped to 1 7/8", 3.0" reducer) Painted
740-19310 (1 3/4" stepped to 1 7/8", 2.5" reducer) Coated
740-29310 (1 3/4" stepped to 1 7/8", 3.0" reducer) Coated
715-19410 (straight 1-7/8", 2.5" reducer) Coated
715-29410 (straight 1-7/8", 3.0" reducer) Coated

(Lit 1001)

Installation Instructions

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.

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.

Congratulations on your purchase of the Dynatech / MuscleMaXX system for the 70-81 Camaro. We believe, and think 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 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 (driver side) Header
- 1 ea. Right (passenger side) Header
- 1 ea. Reducer Cone Kit
- 1 ea. Header Gasket / Header Bolts Skin Card
 - 2 ea. Premium Fiber Gaskets
 - 12 ea. 3/8"-16 x 1 Header Bolts or 12 ea. M10-1.5 X 40MM Header Bolts For LSX Engines
 - 2 ea. Decals
- 1 ea. Power Steering/Alternator Bracket Spacer & Bolt Kit / *Not included in 715-19410 & 715- 29410*
- 1 ea. Instruction Booklet

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

1 ea. 2.5” Stainless Steel Dual System (**793-909250**)

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 # **60-03006***

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
- 1/4" Allen Wrench
- 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. Make sure each piece is accounted for prior to taking your vehicle out of service.
- Look at the tool and supply list to make sure you have all the needed tools and supplies before you don't have an operating vehicle to run to the store in.

Note: The design of these headers require the use of 90 degree boots on the sparkplug wires at the sparkplugs.

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 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 MuscleMaXX headers is that the engine does not need to be raised or moved to install the headers. Likewise the starter does not need to be removed. Some of the sparkplugs can be left in place but it is recommended that all the sparkplugs be removed prior to installation. In addition the oil dipstick 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 dipstick tube.

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 and the sparkplugs 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 sparkplugs on the right (passenger side) engine bank if they were removed. Then install the sparkplug wires on the proper sparkplugs according to the firing order. 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.

The left (driver side) header is much a much tighter fit. As stated earlier, the sparkplugs must be removed to install 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 of the provided bolts with a small amount of anti-seize. The header is installed from beneath the vehicle. Slide it up over the cross member and past the clutch cross shaft 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 including the front bolt 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 dipstick tube and dipstick.

Reinstall the sparkplugs on the left (driver side) engine bank. Then install the sparkplug wires on the proper sparkplugs 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.

Install the collector reducers 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.)

If your vehicle utilizes the stock Delco AC compressor, will need to fabricate a support bracket or purchase one from Dynatech

Reconnect the negative battery terminal and securely tighten the terminal clamp.

This completes the header installation. Proceed to the **“Final Checks”**.

Finishing up the installation:

Final Checks:

- Check the engine bay. Remove any rags, tools, lights, etc that shouldn't be there.
- Start the engine.
- Listen for any exhaust leak "ticking" sounds. Check gasketed joint for leaks. If any are found, check to see that the gasket is properly installed and the joint is tightened properly.

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



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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.