



Stainless Steel Nova Dual Exhaust Kit 793-91225 (2.5") or 793-91230 (3.0") *Fits*

1968 – 1972 Nova with Chevy Small Block/Std Port Heads/LSX/Big Block Chevy and Dynatech MuscleMaXX Headers (740-312210, 740-412210, 740-313210, 740-41310, 715-11410, 715-21410, 740-59310, 750-91910)

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.

793-91225

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*

793-91230

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.



793-91225



793-91230

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.**

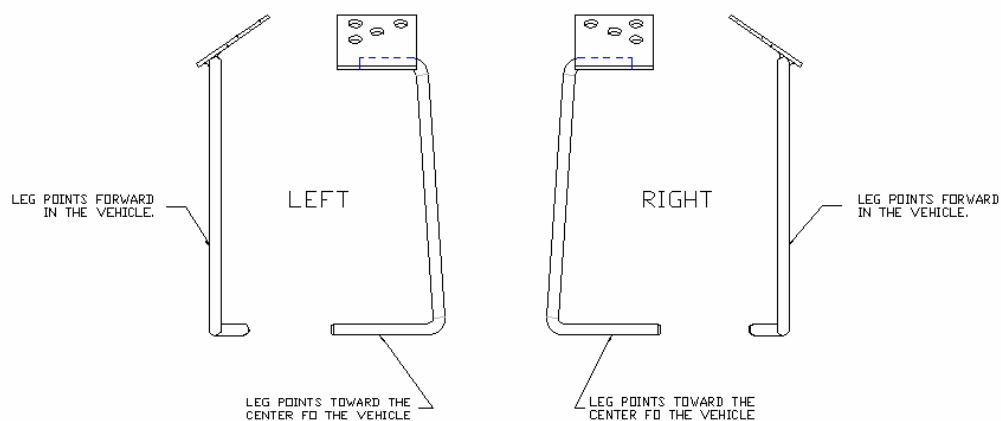
The entire system will be loosely installed in order to insure the proper position of the tailpipes and muffler hanger brackets. An extra set of hands or mechanical supports will aid in this operation. The loose installation is done to insure that there is adequate clearance between the rear end axle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

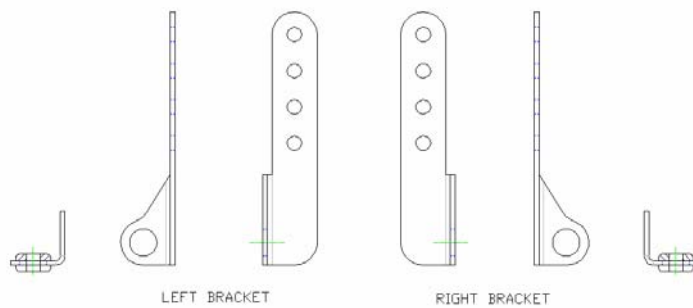


Support the inlet of the X-pipe as shown below. Then slip the right muffler on the right x-pipe leg and similarly do the same with the left muffler and left x-pipe leg. Temporarily support the mufflers with some sort of mechanical support or wire support hangers. (See the diagram that describes the left and right mufflers as well as the muffler support hangers.) **Note: the X-pipe assembly goes above 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.**

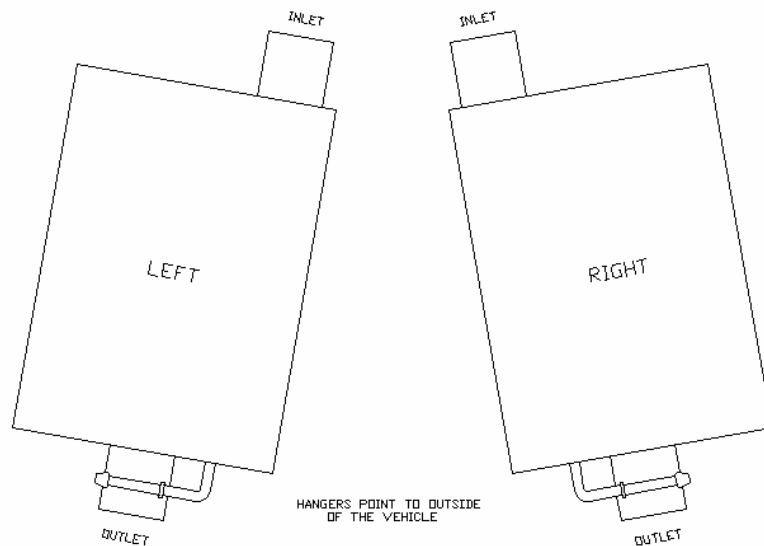




793-91225 ONLY



793-91230 ONLY



793-91225 and 793-91230

793-91225 Only



Attach the muffler hanger brackets, observing the orientation on the previous page, with the lock washers 5/16-18x3/4 bolts provided. Utilize the exiting OEM stock mount holes in the floor board. 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. Slip the rubber hanger over the both the upper and lower hanger brackets on the left and right side mufflers. Once complete, the assembly should be self supporting.

793-91230 Only



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

Next 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. Rotate into position making sure the clearance between the axle and the tube is adequate. Something close to 2.0" should work just fine. Also check the clearance around the gas tank. With those item verified, check the clearance around the spring as well as the area between the body and the spring. Repeat the step for the opposite side. The

same applies or both the 2.5" and 3.0" kits. The 3.0" system presents more of a challenge due the tube size. Carefully verify all of the clearances.



Note: The following paragraph applies to the 793-91230 kit only.

Once complete, mark and drill holes through the floor pan near the seat belt retaining bolts and secure the angle mounting brackets for the muffler hangers using the supplied "body bolts". **(See the note below for information concerning the use and installation of the "body bolts".**

With the above operations complete either the 793-91225 or the 793-91230 x-pipe and mufflers should be self supporting.



Next move the tailpipe into position making sure that all the clearances previously checked are still intact. If necessary place small wooden wedges around the points that need exact spacing. Locate the blue split grommets and attach them to each of the flat angle brackets provided. Find an appropriate location on the frame and mark it for a hole to be drilled. Drill the hole. Then insert the carriage bolt through the bracket and attach the bracket to the frame with the body bolt provided. 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. Clamp the bracket to the tailpipe tube. Verify once again all of your clearances. When you are satisfied with the position of the tailpipe, weld the tab to the tailpipe.

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.



Note: 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. 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.

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 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.

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. Make sure that the mufflers are level side to side and that the drive shaft is 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 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 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.