



2010 Chevy Camaro w/6.2 liter
STAINLESS STEEL EXHAUST SYSTEM
PART # 115-739300A, 115-739300B, and
115-739300C

LIT 1018²

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 too close to the header/exhaust system.)

Dynatech competition exhaust products are not covered under any warranty either expressed or implied.

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.

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.

Congratulations on your purchase of the Dynatech / SuperMaXX exhaust system for the 2010 Chevy 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 removal of your old system and 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 and pictorial information should guide you during the removal and installation process to a completely satisfactory install of your new header system.

Note: 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.



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 Side (driver side) Header
- 1 ea. Right Side (passenger side) Header
- 2 ea. **PowerCATs** - Hi-Flow Catalytic Converters
- 1 ea. Donut Gasket Skin Card
 - 2 ea. 3" Graphite Donut Gaskets
 - 8 ea. 5/16" x 18 x 1 3/4" Hex Head Bolts
 - 8 ea. 5/16" x 18 Top Lock Hex Nuts
- 1 ea. Header Gasket / Header Bolts Skin Card
 - 2 ea. OEM Style Stainless Steel Header Gaskets
 - 12 ea. 8mm Header Bolts
 - 2 ea. Dynatech Decals
- 2 ea. Front O2 Sensor Extensions
- 4 ea. Cable Ties

Safety Notes:

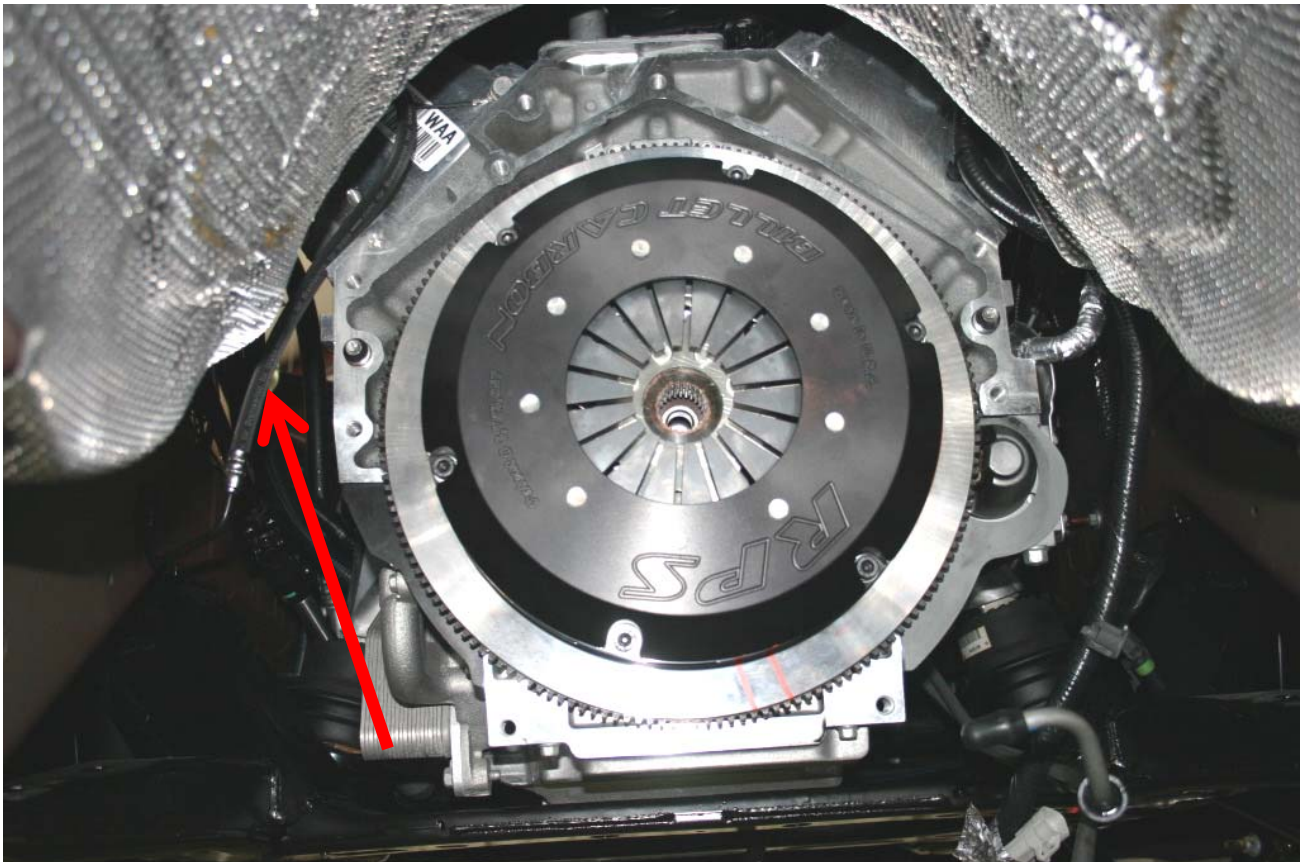
For your safety, please allow the engine to cool for a minimum of 90 minutes before starting the removal/ installation steps.

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 header themselves.

WARNING

If your vehicle is equipped with a manual transmission special precaution may need to be taken to ensure that the clutch line is relocated or properly wire tied away from touching or being close to any part of the header



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.

- 7/8" open end wrench or O2 Sensor Socket.
- Assorted metric sockets and wrenches (8mm – 16mm)
- Ratchet and extensions
- 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)

Before You Get Started:

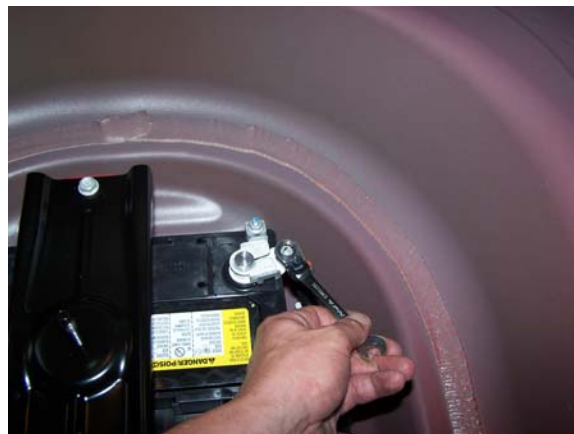
- Take inventory of all the parts in your new system. Make sure each piece is accounted for prior to taking your vehicle out of service.
- Look at the tool and supply list to make sure you have all the needed tools and supplies before you don't have an operating vehicle to run to the store.

Stock System Removal:

Please read the following instructions carefully. Following the instructions carefully will make the removal and installation easier, more organized, and will hopefully result in a professional quality install.

Place the vehicle up on jack stands or a hydraulic lift to provide access to the bottom of the vehicle. You should plan to get the bottom of the vehicle at least 2 feet off the ground to allow for the insertion of the headers from below. Once the vehicle is secure remove the front tires.

- For safety and to protect your vehicle's electrical system, remove the ground cable from the negative battery terminal. The battery compartment located in the trunk on the Camaro and is shown in the pictures below. The battery can be located by lifting up the carpeted trunk floor cover. You then will then see a plastic cover and plastic nut, remove these to expose the battery.

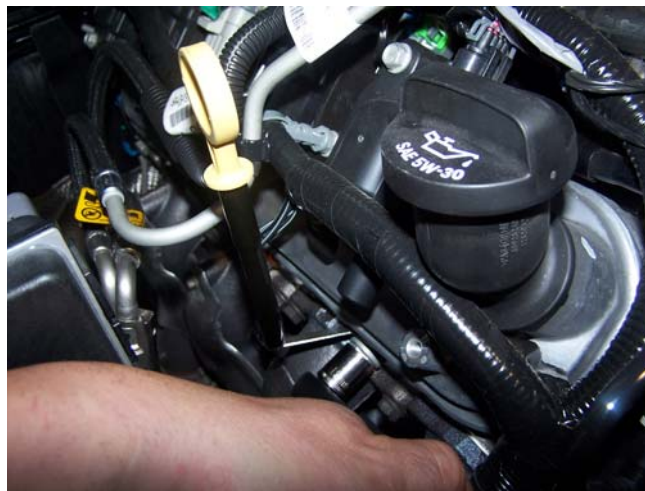


Under the Hood:

- Remove the engine cover



- Remove the spark plug wires from both the coil packs and the spark plugs. (do not pull on the wires, pull on the boots)
- Remove the spark plugs from both engine banks. Be careful not to crack the insulators during removal.
- Loosen the bolt holding the oil dip stick tube bracket to the right (passenger) side head and remove dipstick.



- Unplug the front O2 sensors at this time.



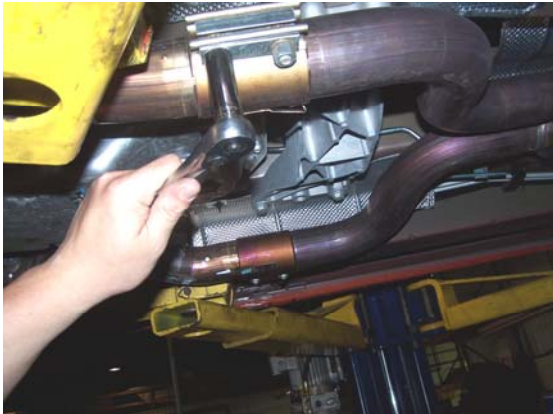
Under the Vehicle:

Note: Proper operation of the O2 sensors is crucial for peak Performance and good air-fuel ratio. Please handle with care and Keep hands free from contaminating the sensor surface. All sensors Should be considered as delicate instruments and should be handled accordingly.

- Remove the rear O2 sensors from the stock exhaust system. Be careful not to ruin the threads during removal. Threads have been known to gall during removal. If this occurs, your only choice is to replace it or them with new ones. As each sensor is removed, mark it accordingly so that it may be replaced in the same location during reassembly.



- After removing the rear O2 sensors, loosen the nuts on the clamps that connect the cats to the factory x-pipe. Use penetrating fluid to help with the removal of the nuts if necessary. Slide the passenger side clamp towards the rear of the car and the drivers side clamp towards the front of the car to separate the back half from the front half of the exhaust



- Remove the manifolds at this time. Once removed, remove the front O2 sensors. Be careful not to ruin the threads during removal. Threads have been known to gall during removal. If this occurs, your only choice is to replace it or them with new ones. As each sensor is removed, mark it accordingly so that it may be replaced in the same location during reassembly.



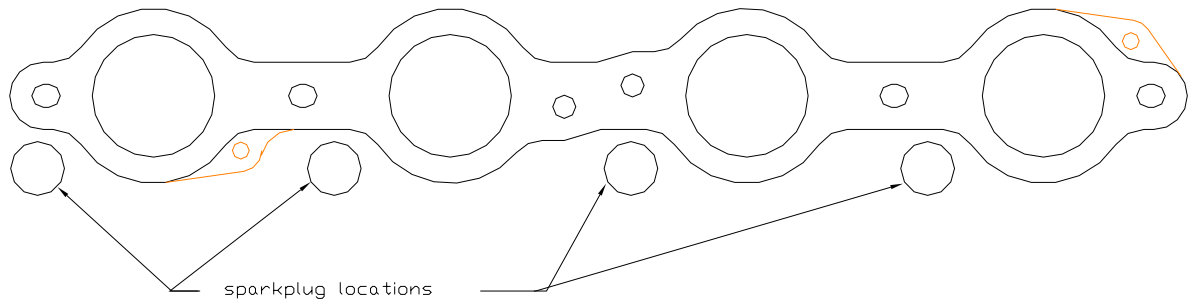
This completes the stock system removal process. Survey the area for stray rags, tools, nuts and bolts, etc. prior to proceeding to **“Installing Your New SuperMaXX Header System”**.

Installing Your New SuperMaXX Header System:

- Install 1 ea of the O2 sensor extensions (front) provided on each side of the engine before beginning the header installation. This gives you adequate room to insure the clips are connected properly. Make sure to route the wires away from all potentially hot surfaces.
- Next begin the installation of your new system by orienting the OEM style gasket as show below. This prevents gasket-to-spark plug boot interference. Place a small amount of anti-seize on each of the six (6) header bolts provided.

DYNATECH / SUPERMAXX LS-X GASKET INSTRUCTION

This diagram shows the rivet location for the LS-X Chevrolet gasket. The view is looking from the outside toward the actual head. The rivet locations are such to avoid clearance problems with the sparkplugs.



- Install the left and right side header from the underside of the vehicle. Start each bolt by hand to help prevent cross threading. After all bolts in the left side header have been started, tighten each bolt and torque to approximately 20 ft/lbs.



- Begin the installation of the rear portion of the system by slipping the 3.0" donut gaskets over the ends of both collectors. Install front O2 sensor extensions.



- Lower the front of exhaust down to allow room to install power cats. Once lowered install PowerCat's into factory band clamp and snug nuts but do not fully tighten.



- Retrieve four (4) hex head bolts and top-lock hex nuts from the skin card pack. Put a small amount of anti-seize on each of the bolts. Raise the exhaust and PowerCat up to the mating surface of the collector and converter of both headers and start the nut and bolts through the clamping rings. Equally tighten these nuts and bolts so that the converters are self supporting.
- Reinstall center brace.
- Align PowerCats from top to bottom and side to side keeping clearance between exhaust and center brace. And fully tighten. Fully tighten factory band clamps.
- Before proceeding to the O2 sensor installation, recheck all the clearance issues and the bolt and clamp tightness.

Note: Proper operation of the O2 sensors is crucial for peak performance and good air-fuel ratio. Please handle with care and keep hands free from contaminating the sensor surface. All sensors should be considered as delicate instruments and should be handled accordingly.

- Observing the marks previously made on the sensors, reinstall each sensor in the appropriate position. A small amount of anti-seize on the threads only will help prevent galling of the threads during removal or installation.
- After installing and tightening each of the system's O2 sensors (4), reconnect each of the connections at the main wiring harness.
- Before moving back to the top of the engine, wire tie and inspect each of the O2 sensor wires to make sure they are up out of the way from possible heat damage or moving parts.
- Recheck all the clamps and joints for tightness and that the clearances have been maintained.



- Install the spark plugs on both the left and right banks of the engine.
- Make sure the oil dip stick tube is clean, apply a small amount of engine oil to the dip stick o-ring. Slip the tube down between the header tubes and into the hole in the block. Reinstall the bolt attaching the dip stick tube bracket to head and tighten, then reinstall the dip stick in the tube. It may be required to slightly bend the dipstick tube bracket to line back up to original mounting position due to the size difference between the header and the stock manifold.
- Install the spark plug wires to both the spark plugs and the coil packs on both engine banks.
- Install the engine cover.

- Survey the entire engine bay for oil leaks loose wires/hoses, stray rags or tools, etc.
- Return to the rear of the vehicle to reconnect the negative battery cable and replace the cover.

Finishing up the installation:

Final Checks:

- Start the engine. Observe the “Check Engine Light”. It **should not** come on.

Note: In some instances you may experience a check engine light. We have found some models to record a slow heat response or temperature error which in turn sets off the check engine light. This has no adverse effect on the performance or operation of the engine but can be annoying. Most tuner shops have software such as LS-1 edit that can by-pass this code for a nominal fee. We can refer you to a tuner if needed.

- Listen for any exhaust leak “ticking” sounds. Check around each clamp and gasketed joint for leaks. If any are found, check to see that the gasket is properly installed and the joint or clamp 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.

Congratulations! That wasn't so bad, and now you have the highest quality, best performing exhaust system available installed on your vehicle. And you did it yourself!



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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 removal of the stock system and 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.