

# **Dynatech**<sup>®</sup>

Competition Exhaust Systems

## **INSTALLATION INSTRUCTIONS**

**LIT-1025, REV 3**



## **CAMARO SS**

**STAINLESS STEEL EXHAUST SYSTEM**

Note: We do our best to ensure 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 or application listed above, please feel free to contact us at 800-848-5850 or sales@dynatechheaders.com for an updated instruction manual. We assure you the parts in the box are correct. The instructions may have added notes for a specific model year update.

**'10 - '15**  
**6.2 LITER ENGINE**

**PART NUMBER**

**793-73925**

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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.

## **Installation Instructions**

Congratulations on your purchase of the Dynatech exhaust system for the 2010-2015 Camaro with an LS3 6.2L V8 or L99 6.2L V8 engine. 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.

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Dynatech highly recommends hiring a professional installer, one that is familiar with the installation of off-road exhaust products. Our products 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).

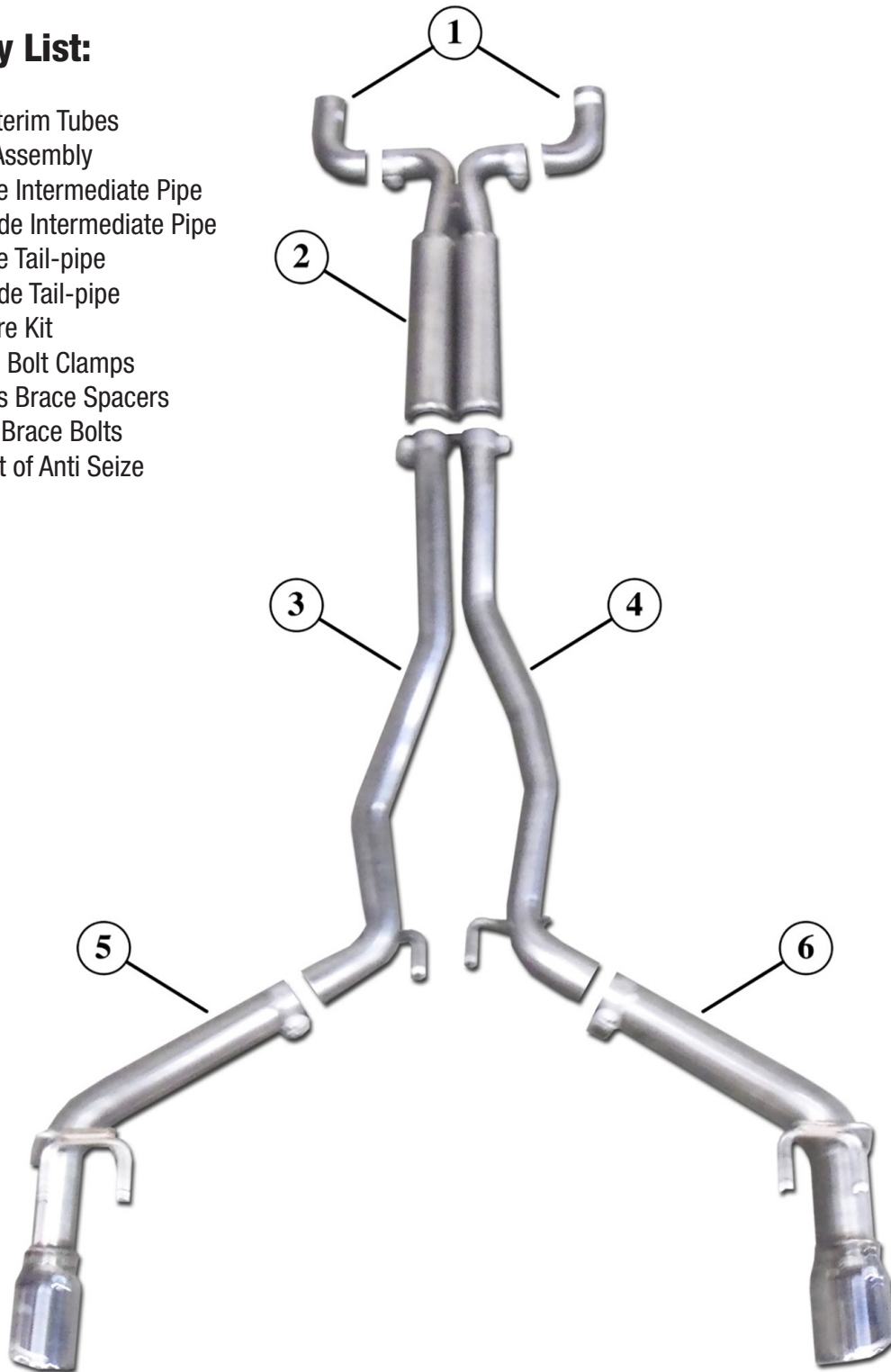
Dynatech is not responsible for any exhaust product that has been improperly installed, crashed, welded to, or modified in any way. Dynatech does not cover damage to any related components. Neither the seller nor Dynatech will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine proper use or application of this product. Dynatech competition exhaust products are built for off-highway use only and are not intended for use on street legal, pollution controlled vehicles.

## What's in your new exhaust 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. 2 ea. Front Interim Tubes
2. 1 ea. X-Pipe Assembly
3. 1 ea. Left Side Intermediate Pipe
4. 1 ea. Right Side Intermediate Pipe
5. 1 ea. Left Side Tail-pipe
6. 1 ea. Right Side Tail-pipe
7. 1 ea. Hardware Kit
  - 6 ea. Single Bolt Clamps
  - 16 ea. Cross Brace Spacers
  - 4 ea. Cross Brace Bolts
  - 1 ea. Packet of Anti Seize



## Safety Notes:

While this installation can be done on the floor with the use of jack stands we strongly recommend that this job be completed utilizing a hydraulic lift or have the system installed by a professional mechanic. You will need 24 to 30 inches of ground clearance to slip the header into position from the bottom of the vehicle.

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 headers.

## Required and Optional Tools:

Miscellaneous hand tools are required for proper installation of this system. We have listed a few of the required and optional tools to help with your installation.

- 7mm socket
- 15mm socket
- Ratchets
- Torque wrench
- Grommet pullers
- Flathead screwdriver
- Rubber mallet or dead blow hammer
- Floor jack and safety stands or a hydraulic lift
- Safety glasses or goggles
- Penetrating fluid
- 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.



## Stock System Removal:

(Special emphasis items will be listed in either **bold print** or **red print**)

1. Using a 7mm socket, remove the two outer bolts on the rear fascia. **See Fig. 1.**
2. **Carefully pull the ends of the rear fascia loose.** This will allow you to have enough room to remove the dual muffler hanger mounts on each side of the car in a later step. **See Fig. 2.**



**Fig. 1**



**Fig. 2**

3. **On convertible models** remove the bracing on the left and right of the rear of the car. **See Fig. 3 & Fig. 4.**



**Fig. 3**



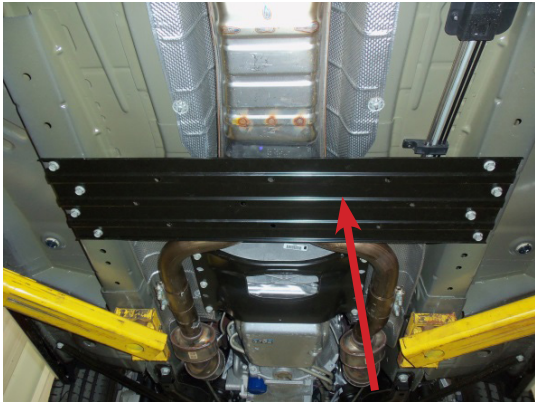
**Fig. 4**

4. Remove the cross brace using a 15mm socket. The brace will be reinstalled with spacers and longer bolts at a later step. It also will be helpful to support the exhaust with a jack before removal of the clamps and hanger bushings. **See Fig. 5.**



**Fig. 5**

5. Convertible models have an additional brace towards the front of the car that would need to be removed as well. **The brace will be re-installed with spacers in a later step. See Fig. 6 & Fig. 7.**



**Fig. 6**

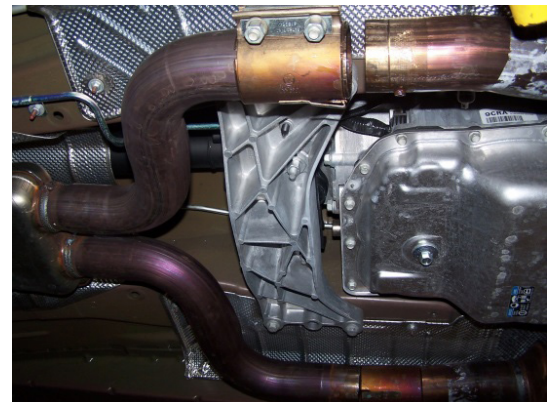


**Fig. 7**

6. Using a 15mm socket, loosen the factory clamps located at the front of the exhaust. Use a flat screwdriver to pull the tab up allowing the clamp to slide back separating the front of the exhaust. **It may be necessary to pry the clamp apart to open it up and then tap the clamp with a rubber mallet to slide it back. See Fig. 8 & Fig. 9.**

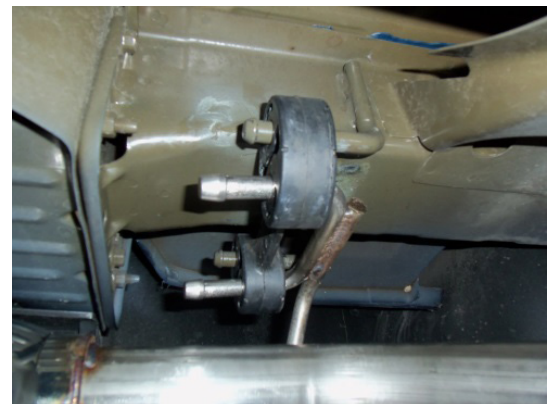


**Fig. 8**



**Fig. 8**

7. Spray a small amount of penetrating fluid on the rubber grommets that hold the muffler in place. This will allow them to slide off of the mounts easier. Remove the rubber grommets that hold the mufflers in place on both sides. **Support the rear of the mufflers at this time prior to final factory system removal. See Fig. 10.**



**Fig. 10**



8. Spray some penetrating fluid on the final two rubber grommets holding the exhaust just behind the rear axle. Remove the grommets using a grommet puller. Remove the system by moving the entire assembly towards the rear of the car. First allow the front to drop down and then move the system forward until the rear mufflers clear the rear fascia. Remove the assembly from the car. Note: To prevent potential damage to the rear fascia it is recommended to have some help from an additional person on this step. **See Fig. 11.**



**Fig. 11**

### **Installation of the Dynatech System:**

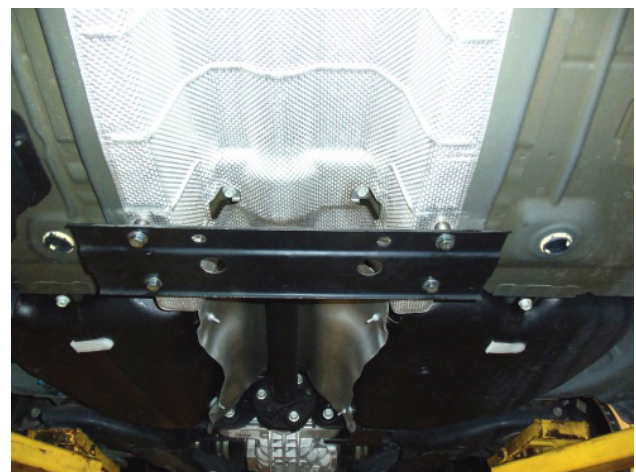
(Special emphasis items will be listed in either **bold print** or **red print**)

**Note:** Apply a small amount of anti-seize to the threads of all of the clamps and cross brace bolts. **Failure to do this can cause the nuts to seize on the clamps and potentially damage threads.** After using the anti-seize, be sure to clean any excess anti-seize off of clamps and bolts. Also, clean hands thoroughly before installing system so the anti-seize doesn't tarnish the stainless steel. **It is not recommended to tighten the clamps up with an impact wrench, as this will damage the clamp and reduce its ability to seal. Please follow torque wrench specifications when tightening all clamps and cross brace bolts.**

9. Install the long end of the front interim tubes onto the cats using the factory clamps. **Tighten the clamp bolts just enough to hold the interim tubes in place and still move if needed. See Fig. 12.**
10. Using 8 of the supplied spacers (**2 for each bolt**) and bolts, reinstall the factory cross brace and torque the bolts to 18 ft.lbs. **See Fig. 13.**



**Fig. 12**



**Fig. 13**

11. On convertible models also add the remaining 8 spacers to the front cross brace (1 for each bolt) using the factory bolt. See Fig. 14.



Fig. 14

12. Install a clamp on the front of the x-pipe on both sides. Tighten each clamp just enough to hold it into place. Position the clamps as in Fig. 15.
13. Install the x-pipe into the front interim tubes allowing it to lay on the cross-brace for support. **Tighten the clamps enough to hold it in place but, do not fully tighten at this time.** Note: Make sure when installing the x-pipe that the bends at the end of x-pipe are angled towards the ground and not towards the floorboard of the car. See Fig. 15 & 16.



Fig. 15

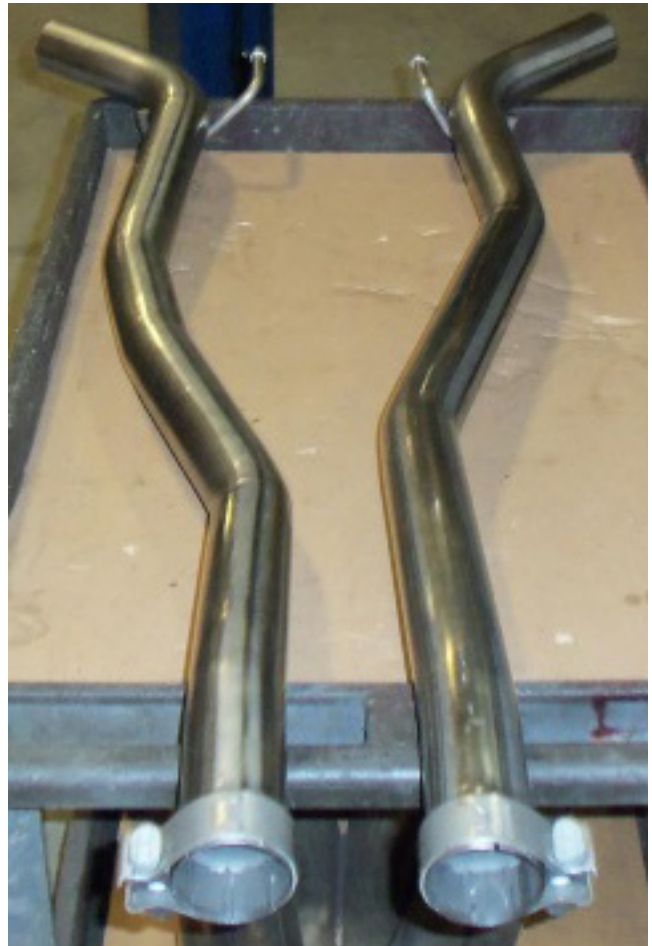


Fig. 16



14. Install the clamps to the expanded ends of the intermediate pipes. **Position the clamps with the bolts towards the outside of the car. Tighten each clamp just enough to hold them into place. See Fig. 17.**

15. Install each intermediate pipe into the x-pipe and into the rubber grommets at the rear axle. **See Fig. 18 & 19. Note: Spray a small amount of penetrating fluid on the rubber grommets**



**Fig. 17**

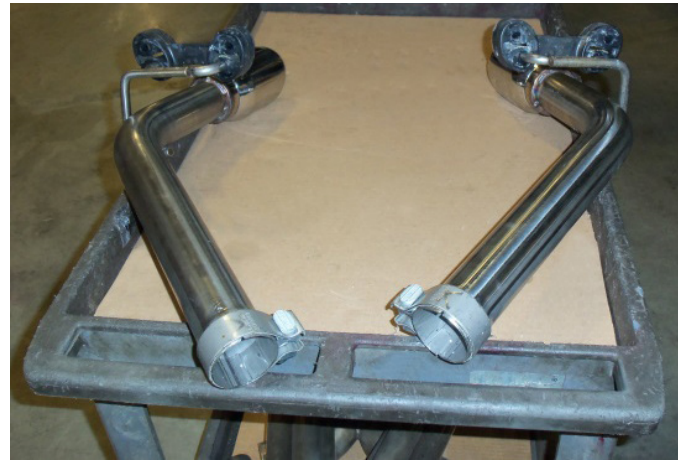


**Fig. 18**



**Fig. 19**

16. Install clamps on the expanded ends of the rear tail pipes and orientate them with the bolts **towards the inside of the car**. Spray a small amount of penetrating fluid on the rear rubber grommets and install onto each tailpipe. Remove the plastic covering protecting the tailpipe tips at this time. **See Fig. 20.**



**Fig. 20**

17. Install the tail pipe assemblies into the intermediate pipes and install top of rubber grommets onto the hanger mounts on the car. **Be careful not to damage the tail pipe tips or rear fascia when installing them. Tighten each clamp just enough to hold it into place. See Fig. 21 & 22.**



**Fig. 21**



**Fig. 22**

18. Place a wooden wedge under the x-pipe and the cross brace raising it up approximately 1" off of the cross brace (See Fig.23.). **Starting at the front of the vehicle tighten all clamps to 45 ft-lbs while also maintaining the alignment of the system. Note: Before tightening the tailpipes make sure that the tips are not too close to the rear fascia at any point. They should be relatively centered in the holes of the rear fascia. See Fig. 24.**
19. Remove the wood wedge and tighten the rear fascia screws.
20. **On convertible models** re-install the rear left and right brace.
21. **It is recommended that once the installation is complete to road test the vehicle.** Upon return double check all clamps once the exhaust has cooled and re-torque clamps if necessary.





Fig. 23



Fig. 24

## Final Checks

- Start the engine. Observe the “Check Engine Light”.

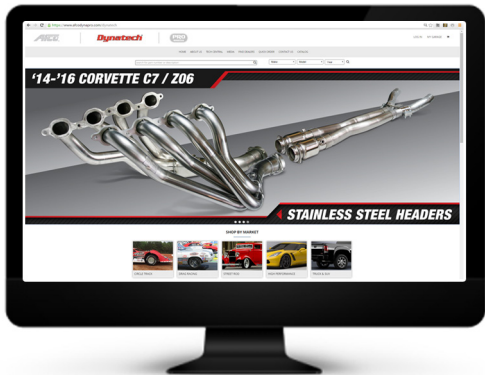
**Note: In some instances you may experience a check engine light after the installation of an aftermarket exhaust system. If this occurs please contact Dynatech at 1-800-848-5850 and ask for customer service or e-mail [dynatechcs@dynatechheaders.com](mailto:dynatechcs@dynatechheaders.com).**

- 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.

**This completes 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, re-tighten 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.*





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