

Dynatech[®]

Competition Exhaust Systems

INSTALLATION INSTRUCTIONS

LIT-1030 REV 2



CAMARO SS

STAINLESS STEEL HEADERS

Note: We do our best to make sure 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 visit www.dynatechheaders.com or 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.

'16 - '17
6.2 LITER ENGINE

PART NUMBERS

715-75510
715-76010
715-75520
715-75530
715-76020

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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.

Congratulations on your purchase of the Dynatech system for the 2016 Camaro. 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.

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 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.

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.

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.

Headers Parts Inventory List:

- 1 ea. Left (driver side) Header.
- 1 ea. Right (passenger side) Header.
- 7 ea. Wire Ties.
- 2 ea. O2 sensor extension cables.
- 2 ea. Heat wrap.
- 1 ea. Header Gasket / Header Bolts Skin Card.
 - 2 ea. OEM Style Stainless Steel Header Gaskets.
 - 12 ea. M8X 1.25mm Header Bolts.

Mid Section Parts Inventory List:

- 2 ea. PowerCATs - Hi-Flow Catalytic Converter Assemblies.
- 1 ea. Donut Gasket Skin Card.
 - 2 ea. 3" Graphite Donut Gaskets.
 - 8 ea. 5/16" x 18 x 1-3/4" Allen Head Cap Screws.
 - 8 ea. 5/16" x 18 Top Lock Hex Nuts.
- 2 ea. 2-3/4" single bolt clamps.



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 headers 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.

- 7/8" open end wrench or O₂ Sensor Socket
- Assorted metric sockets and wrenches (5mm – 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)
- Fender pads (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

1. Unhook negative battery cable: it is located on the passenger side of the trunk.



Figure 01



Figure 02

2. Unplug and remove front and rear O2 sensors. Remove the front and rear O2 sensors from the factory manifolds, mark their location before removing.



3. Unplug the actuators for the dual mode exhaust on both sides of the rear part of the exhaust.



Figure 03

4. Remove the support brace that is bolted to the converters and the bottom of the transmission. The brace will not need to be reinstalled after the headers are installed.



Figure 04

5. Unbolt the exhaust from the front converters.



Figure 05



Figure 06

6. Remove the rear of the exhaust from the rubber hanger mounts and the cross brace from the center of the car and remove the exhaust.

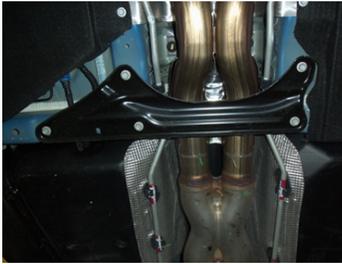


Figure 07



Figure 08

7. Remove all the plastic covering from underneath the front of the car.



Figure 09

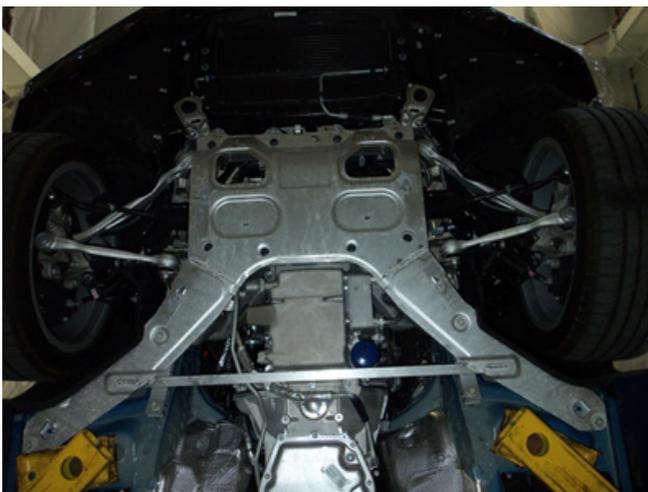


Figure 10

8. Unbolt the converters from the factory shorty headers.
9. Unbolt the steering shaft at the top and slide it out of the shaft coming out of the steering column and move out of the way to make extra room to unbolt the factory shorty header.

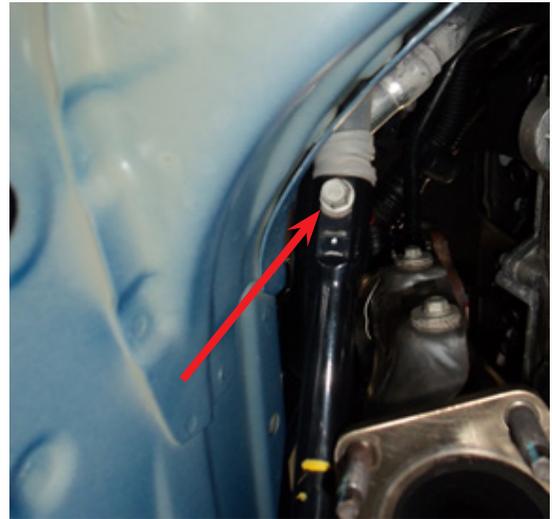


Figure 11



Figure 12

10. Remove the aluminum K-member brace.
Note: This can be done before or after removing the factory shorty headers. Its easier to remove the factory shorty header with this removed first.

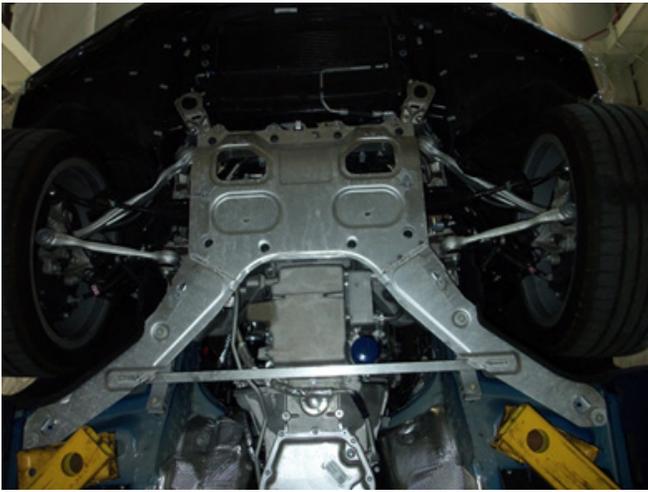


Figure 13



Figure 14

12. Remove the air filter and housing.



Figure 15



Figure 16

13. To have better access to the passenger side of the engine for removal of plugs/wires etc., unbolt and move the coolant reservoir out of the way. It is not necessary to remove the rear hose from it, but you will need to remove the front hose.

Note: Plug the front hose with a bolt and hose clamp and a rubber cap on the nipple of the reservoir to prevent coolant loss and leaking during header installation.



Figure 17

14. Unhook the heater hose from the metal bracket on the front passenger side of the engine.



Figure 18

15. Remove the dipstick tube.
16. Remove spark plugs and wires on both sides of the engine.
17. Remove the left and right factory shorty headers at this time.
Note: If you experience trouble getting them out after you remove all of the bolts you can remove the heat shields from them to get some extra room for removal.

HEADER INSTALLATION

18. Reinstall starter power wire and starter heat shield.
19. Install the front and rear O2 extension cables on the driver's side.

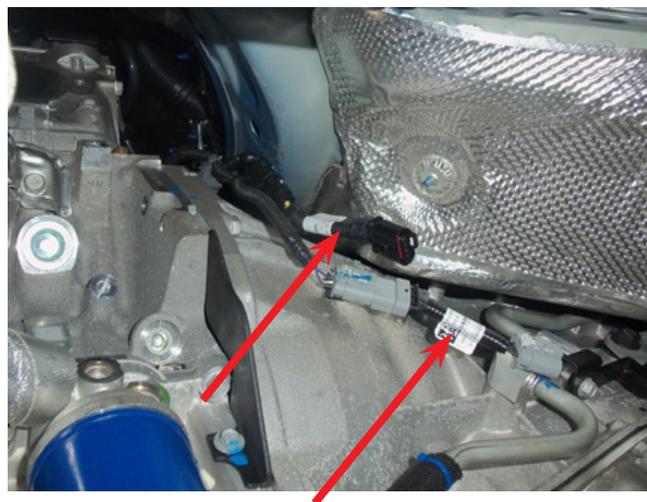


Figure 19

20. Before installing the headers, use the supplied heat wraps and stainless wire ties in a few areas. It's recommended to precut the heat shield so it does not fit loosely around what you are wrapping. The next few steps will show you where to install the heat wraps.
21. Cut and install a heat wrap on the brake line on the passenger side of the inner frame rail. The second photo is a general idea of how to cut the wrap to fit around the retaining clip holding the brakes lines against the frame rail.



Figure 20



Figure 21



Photo taken after header was installed.

Figure 22

22. Install right side header and header gasket. Prepare each of the 12 header bolts with a small amount of anti-seize on the thread surfaces.



Figure 23

23. On the left side initially, install the header and header gasket with just a few bolts, leaving the header loose so the steering shaft can be easily reinstalled and heat wrapped.
24. Reinstall the steering shaft and torque to factory specs and install heat wrap.



Figure 25

Photo taken after installation was completed.

25. Install heat wrap around left front O2 sensor extension cable and left rear factory O2 wiring right before the rear extension cable.



Figure 26

26. Install the rest of the header bolts on the left side.
27. Install and plug in left and right front O2 sensors.



Figure 27

Prepare each of the 12 header bolts with a small amount of anti-seize on the thread surfaces.

28. In order for the high flow converters to be installed, the factory exhaust needs to be marked and cut on both sides. Cut both pipes approx. 2" from tangent.

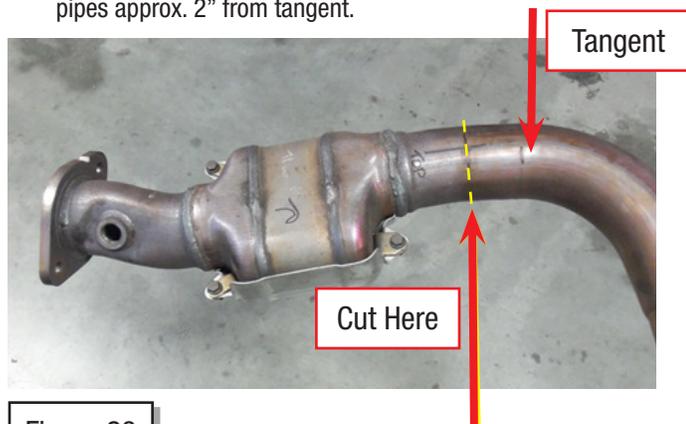


Figure 28

29. Reinstall the factory exhaust with just the rear hangers and center cross brace to hold it in place until you verify the cuts made in the exhaust are not too long to install the new converters.



Figure 29

30. Slide the left and right converters onto the exhaust and verify the length is OK on the factory exhaust and if it is proceed to installing the converters.
31. Install the donut gaskets on the headers.
32. Put the single bolt clamps on the factory exhaust and slide the converters on and put them into position on the headers.
Note: the rear O2 sensors can be preinstalled into the converters before or after installation.



Figure 30



Figure 31

33. Install the collector bolts to the converters but do not fully tighten at this time.
34. Reinstall the rubber mounts on the rear of the exhaust to the hangers and plug back in the connectors for the dual mode exhaust.
35. Use a wood wedge or spacer between the cross brace and the exhaust to keep adequate clearance (at least 3/8") between them before fully tightening the exhaust.
36. Align the converters and fully tighten them at the collector and torque the single bolt clamps on the ends of the converters to 35ft. lbs. Remove wood wedge or spacer and double check all clearances before moving on to the next step.
37. Torque the cross brace bolts back to factory specs.
38. Install if not preinstalled and plug in the rear O2 sensors at this time. Use the supplied wire ties to tie back any part of the wire that is too close to the headers, intermediate section, or moving parts.
39. Reinstall the aluminum k-member brace and torque back to the factory specs.



Figure 32

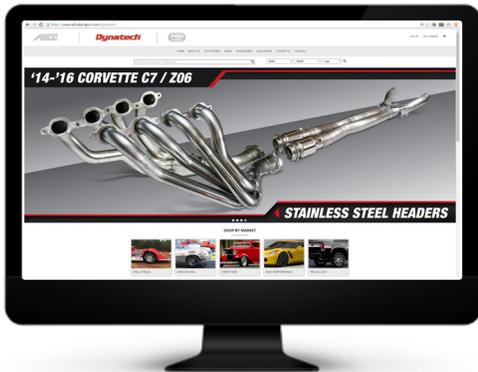
40. Install the dipstick tube and dipstick.
41. Reinstall the plugs and wires.
42. Reinstall the coolant reservoir tank.
43. Reinstall the air filter and housing.
44. Reinstall heater hose to mounting bracket on the right front of the engine.
45. Reinstall all the plastic covering underneath the car.
46. Hook up the negative battery terminal.

Final Steps & Checks:

- Once again, verify that all hoses, cables, electrical lines, fuel lines, hydraulic lines, or any other objects are not in contact with, or located too closely to your installed system. (Nothing should be allowed to touch or be located close to the header/exhaust system.)
- Listen for any exhaust leak “ticking” sounds. Check around each clamp and gasket joint for leaks. If any are found, check to see that the gasket is properly installed and the joint or clamp is tightened properly.

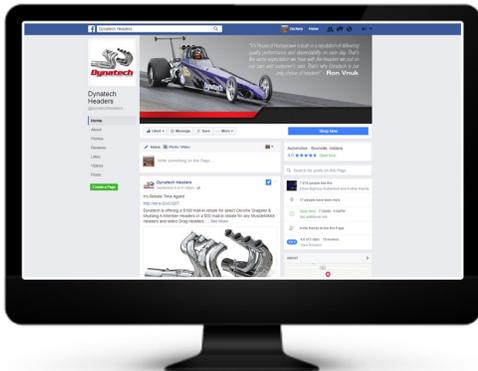
All bolts and connections should be re-tightened as necessary after the system has gone through several thermal cycles and as needed thereafter.

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. We will use them to enhance our documentation.



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