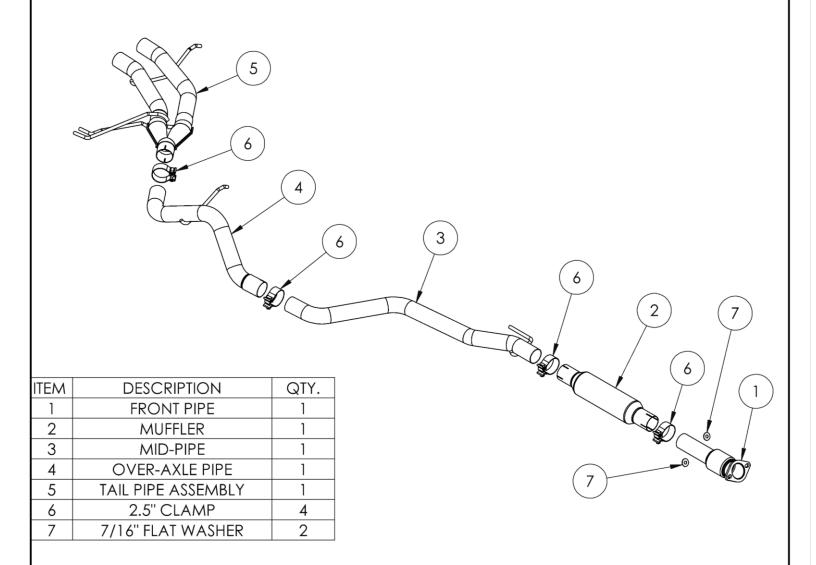
S4702

2013-2018 HYUNDAI VELOSTER TURBO, CAT BACK, DUAL EXIT *WITHOUT UNDERBODY CATALYTIC CONVERTER, NO TIPS (USES FACTORY BEZEL)





PLEASE READ BEFORE STARTING INSTALLATION

While MBRP has made every effort to ensure that all components of this system are of superior quality and properly packaged, it is the installer's responsibility to ensure the following before removal of the factory exhaust:

- that ALL components shown above are present.
- that ALL mating components fit together.
- that there are no damaged components.
- that the system you have purchased is appropriate for your vehicle year, model and configuration.
- that the system will not interfere with any modifications previously installed or planned.
- that you have read and understand these instructions.

If you have any questions or are uncertain about any aspect of the installation of this system to your vehicle please contact your dealer before commencing installation.

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Figure 1



Figure 2



Figure 3



Figure 4



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Removal of Stock System

- **1.** Apply penetrating lubricant liberally to all exhaust fasteners, hangers and rubber insulators.
- **2.** Remove the two nuts securing the factory muffler assembly. Remove the rubber insulators from the vehicle and remove the muffler assembly **Refer to Figure 1.**
- **3.** Remove the nuts that connect the stock down pipe to the front pipe assembly. Keep the nuts for installation. Remove the stock front pipe assembly.

Refer to Figure 2.

4. Remove the hangers from the rubber insulators and remove the exhaust from the vehicle.

Installation of MBRP Performance Exhaust

1. Using the factory nuts removed in Step 3 and the provided 7/16" Flat Washers, loosely attach the Front Pipe onto the catalytic converter. Ensure there is some tension on the factory catalytic converter isolator throughout the installation and alignment process.

Refer to Figure 3.

- 2. Using two 2.5" Clamps, loosely install the Muffler. Refer to Figure 4.
- **3.** Loosely install the **Mid-Pipe** into the factory rubber isolator and into the **Muffler**. It may be necessary to remove the rubber isolator from the vehicle, install it onto the **Mid-Pipe** hanger, and then back onto the vehicle mount. **Refer to Figure 5.**
- **4.** Using a **2.5**" Clamp, loosely install the **Over-Axle Pipe** onto the **Mid-Pipe**. Do not install the rubber insulator until the **Tail Pipe Assembly** is in position.

Refer to Figure 6.

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Figure 6



Figure 7



Figure 8



Figure 9

- **5.** Apply penetrating lubricant to the factory muffler isolators and install onto the **Tail Pipe Assembly**. **Refer to Figure 7.**
- **6.** Using a **2.5**" Clamp, loosely install the **Tail Pipe Assembly** into the **Over-Axle Pipe** and into the factory exhaust bezel, then reattach the factory isolators to the vehicle. **Refer to Figures 8 and 9.**
- **8.** Center the **Tail Pipe Assembly** in the exhaust bezel. Ensure there is some tension on the factory catalytic converter rubber isolator. Clearance is very limited at the trunk floor weld seam above the **Tail Pipe Assembly**. The seam can be bent to allow for extra clearance if desired.
- **9.** Carefully align the system and tips. Align the edge of each band clamp with the edge of the joint it is connecting. Tighten all hardware and clamps, starting at the front and working rearward to secure the system. Check along the full length of the exhaust system to ensure there is adequate clearance for fuel lines, vent lines, brake lines, frame, bodywork, suspension and any wiring, etc. If there is any interference detected, relocate or adjust to provide adequate clearance. Ensure all clamp connections are secure and components are unable to rotate or slide. Band clamps require approximately 45 lb-ft (60 N-m) of torque. Verify clearances, system security and band clamp torque after 30-60 miles (50-100 km) of driving.

Congratulations! You are ready to begin experiencing the improved power, sound and driving experience of your **MBRP** Performance Exhaust.

We know you will enjoy your purchase!

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