



BRABUS®

The product described in the instructions was developed, produced and checked considering the necessary safety requirements. In order to ensure a proper and safe function and to rule out danger for persons and objects, this product must be installed appropriately. Only trained, qualified staff, having the necessary technical experience and tools, should perform the installation. Therefore you have to read and completely understand these instructions. Check the content of the supplied parts as detailed next page prior to assembly.

The exhaust valves are controlled using the steering wheel arrow-buttons (up, down).

Included in delivery:

- | | | |
|----|---|----------------|
| 1x | Stainless steel valve controlled exhaust system | 217-670-80-ESD |
| 1x | Set of connection pipes | 217-670-80-VBR |
| 1x | Electric kit, consisting of: | 217-670-97 |
| 1x | Beeper | |
| 1x | MQS plug housing | |
| 1x | Flat fuse, 5Amps | |
| 1x | Resistor | |
| 1x | Electronic control unit | 217-600-65 |

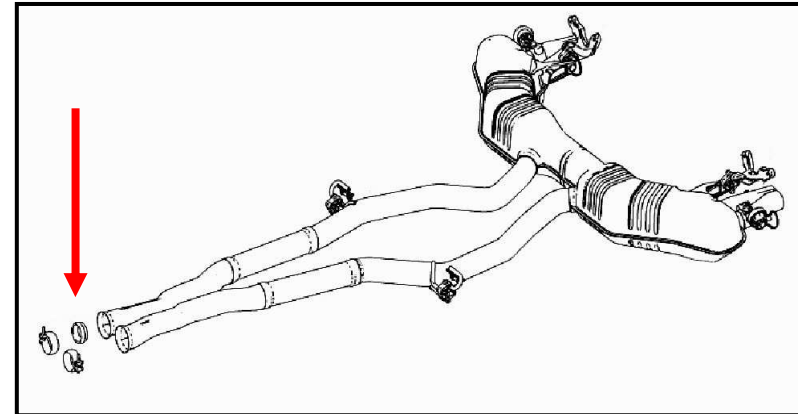


Preparation:

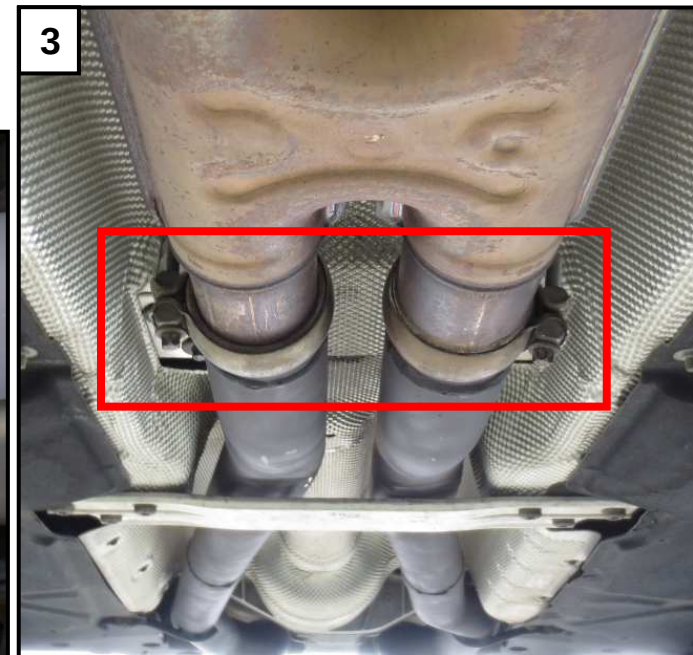
- Remove the trims within the boot compartment to get access to the electrical components shown (battery, control units, rear SAM, fig. 2).
- Lift the car on a suitable platform at the Mercedes-Benz prescribed lifting positions with due regard to valid MB safety guidelines.
- Remove the standard exhaust tailpipes and their brackets.
- Remove the strut under the vehicle.



- Remove the standard rear silencer by unfastening the standard clamps behind the catalytic converters. Pull the rubber brackets out of the exhaust rubber supports.



- Attach the connection pipes supplied to the standard pipes after the catalytic converters using the standard clamps. Hang the exhaust brackets to the exhaust rubber supports (fig. 3).



- Hang the exhaust brackets to the standard exhaust rubber supports.
- Attach the rear silencers to the connection pipes using clamps supplied (fig. 6) and bolt the rear silencers to the exhaust brackets (fig. 5). Attach the low pressure hoses to the exhaust valves.
- Align the Brabus exhaust system. Make sure the exhaust system has been fitted free of tension and with sufficient clearance to axle parts/ struts/ brackets.

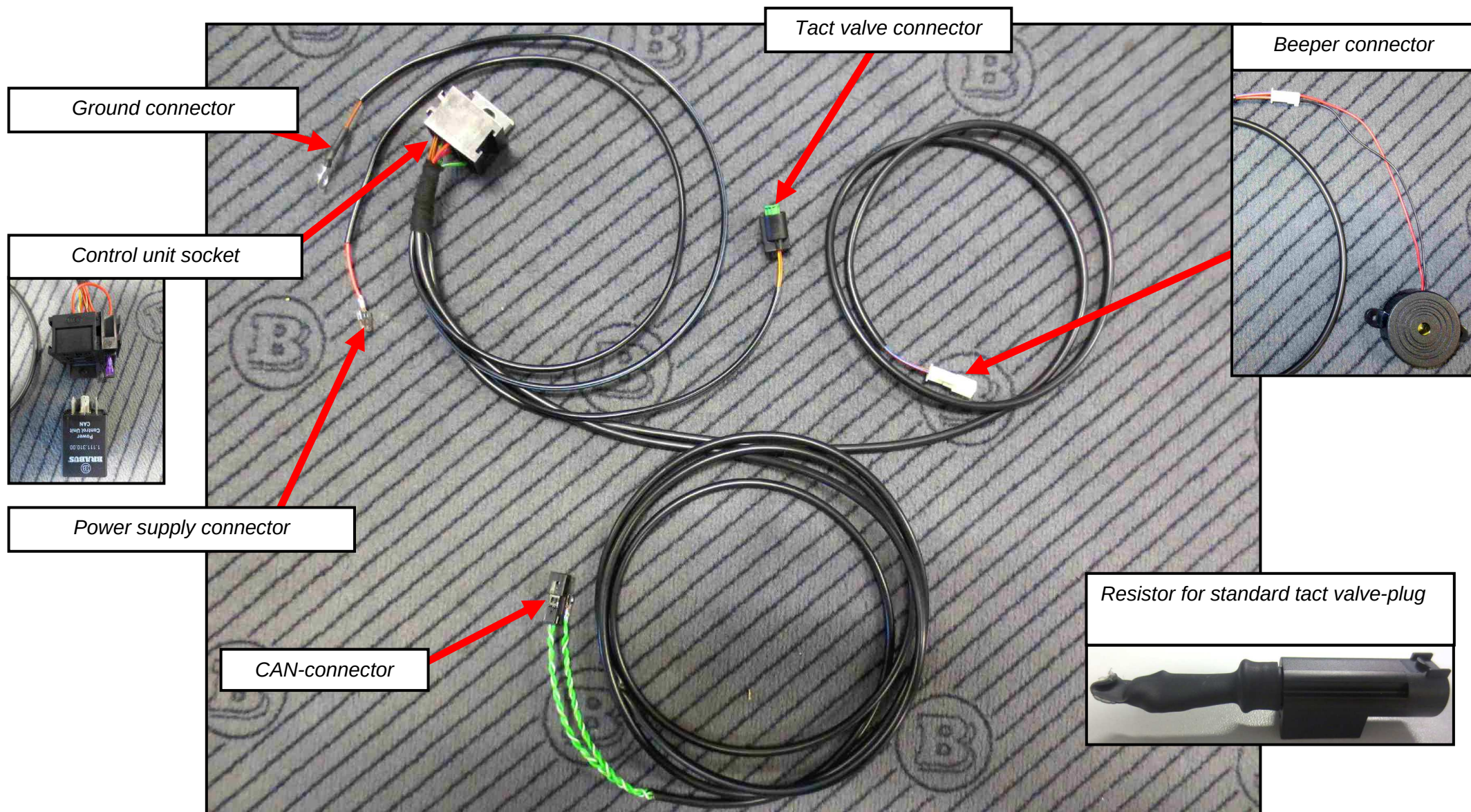


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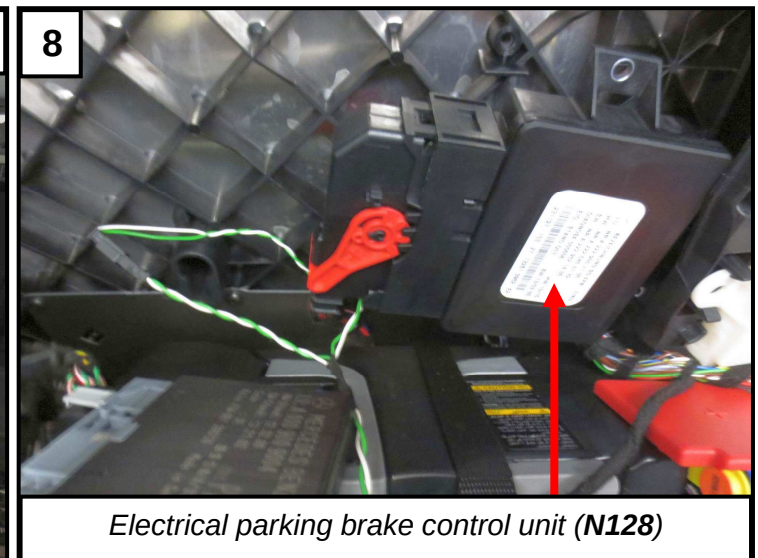
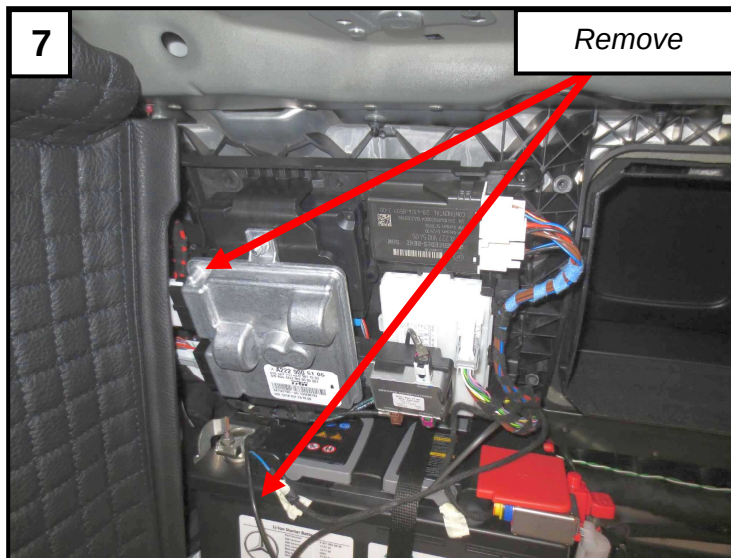
- Hold the rear underbody cover to it's position and mark the areas to be cut out using a washable marker (gap needed between underbody cover and exhaust valves/ tailpipes into the rear silencers) according to images.
- Cut the marked areas using a suitable tool and deburr the cutting edges.
- Bolt the underbody cover under the cover and check for sufficient clearance between the underbody cover and the exhaust system.



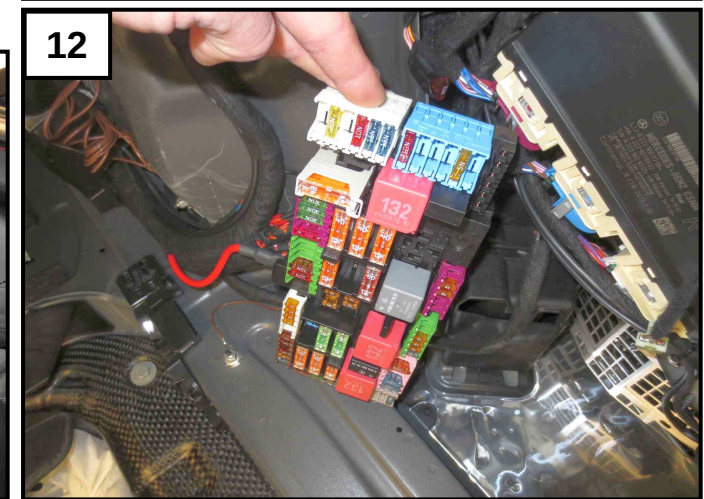
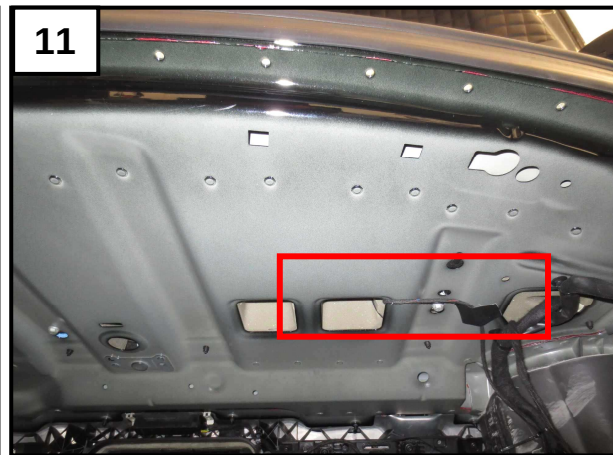
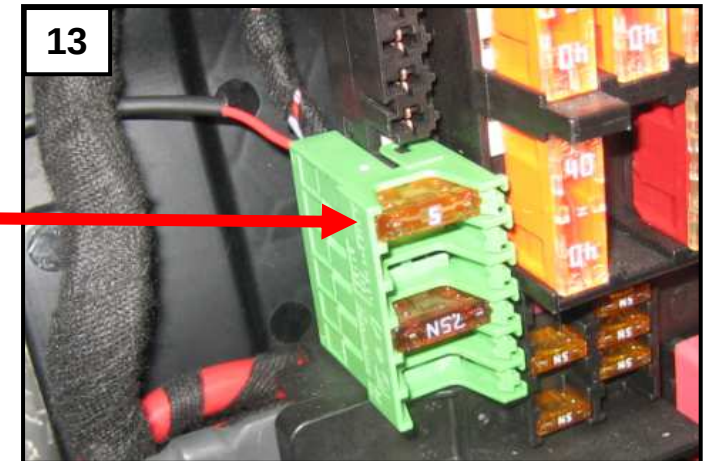
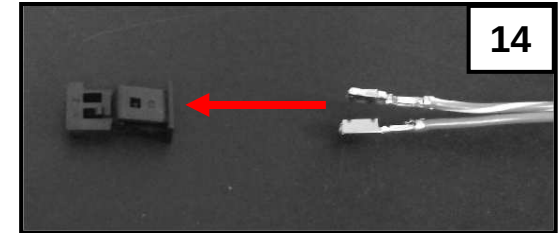
Electrical connections:



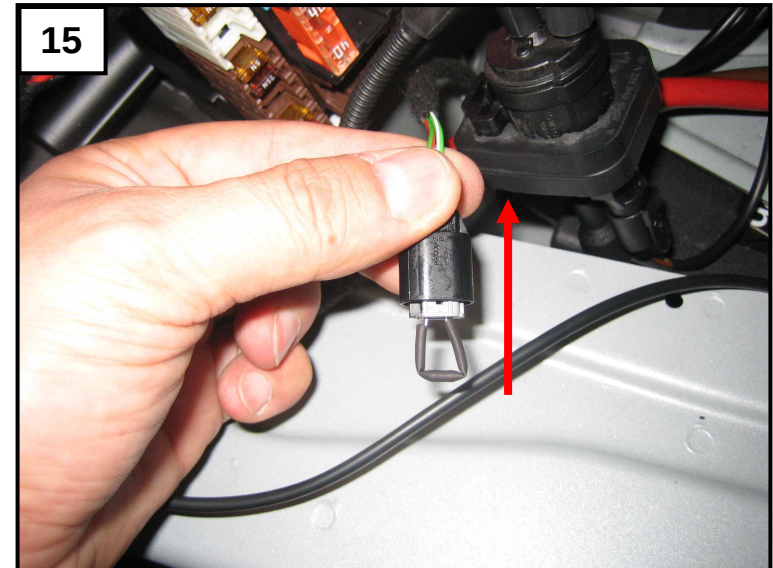
- Disconnect and remove the car main battery. Bolt the socket to the area shown within fig. 9 using screw/ nut supplied.
- Bolt the ground ring lug to the ground terminal shown.
- Dismantle the control units shown which are located on back of the separation wall to get access to the control unit of the electric parking brake (**N128**, fig. 7, 8).



- Remove the green and white CAN-wires (Pin 16 & 17) out of the black plug of the electric parking brake control unit and attach these to the 2-pole plug supplied (fig. 14). Connect the plug to the Brabus wiring loom and the green/ white wires of the Brabus wiring loom to port 16 & 17 of the black plug (white to port 16, green to port 17).
- Dismantle the rear SAM (within boot compartment), attach the power supply wire of the Brabus wiring loom to the free port shown (fig. 13, 5). Attach the fuse (5 Amps) to the fuse port. It must be connected to constant power supply, not to ignition power supply!
- Connect the beeper to the Brabus wiring loom and stow it below the foam material of the back shelf. Fixate the wires to standard wiring looms using cable ties and make sure the wires are protected against sharp edges.



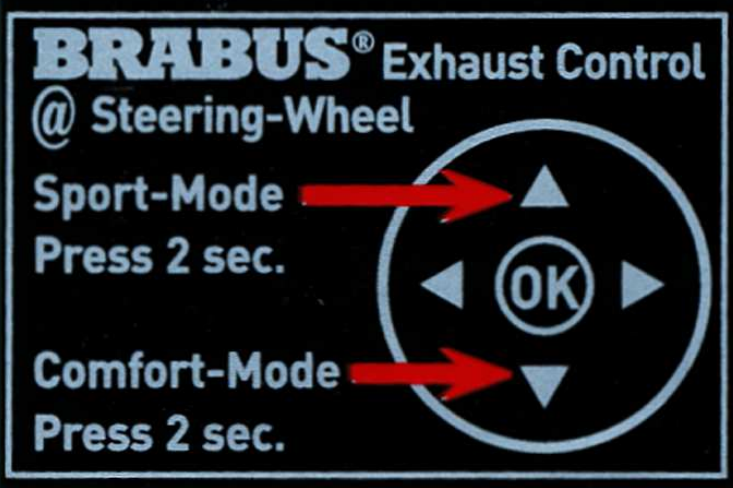
- Remove the standard plug of the tact valve shown and attach the resistor supplied to the tact valve (inside boot compartment, fig. 15).
- Attach the tact valve plug of the Brabus wiring harness to the tact valve (fig. 16, 17).
- Re-attach all trim parts and perform a function-check and a test-drive. Check the alignment after test-drive, re-align if necessary. Check the exhaust system for denseness.



Function description:

Vehicle always starts with the exhaust flaps in position „quiet“ (flaps closed) and can be switched to position „loud“ by using the steering wheel buttons (up and down) when driving (not when standing!).

Please regard to instructions below which are (printed) also included in delivery. Attach the printed version of the instructions to the direction-indicator control.



Die Klappensteuerung (laut / leise) erfolgt über die Lenkradbedientasten links (siehe Bild). Der Schaltvorgang wird mit einem Quittierungston angezeigt.

Sport-Mode: piep
 Comfort-Mode: piep, piep

The valve control is executed via control buttons left on the steering wheel (see picture). The switching operation is followed by a beep.

Sport-Mode: beep
 Comfort-Mode: beep, beep

! Please hand this information over to the customer!

Additional function:

In addition to the known functions of the valve controlled exhaust system (switch between sport and comfort-mode) the exhaust system can be switched from **EC-mode** to **Expert-mode**.

Push and hold the button for more than five seconds in order to avoid an unintentional change between the modes.

Activation of Expert-mode:

By pushing the “Sports”-button for more than five seconds the system can be switched to **Expert-mode**.

This means that the exhaust valves standardly are in Sports-mode when the car is started (valves open).

Attention:

This is exclusively an export mode.

When the system standardly is switched to Sports-mode the EC type approval no longer is valid and, depending of the country the car is registrated to, there is no insurance protection.

Activation of EC-mode:

By pushing the “Comfort”-button for more than five seconds the system can be switched to EC-mode.

This means that the exhaust valves standardly are in Comfort-mode when the car is started (valves closed).

