



Valve controlled sports exhaust S500/Maybach V/X 222

(X)222-670-80-S



BRABUS®

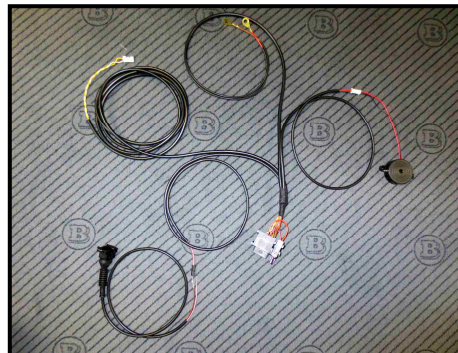
The product described in the instructions was developed, produced and checked considering the necessary safety requirements. In order to ensure a proper and safe function and to rule out danger for persons and objects, this product must be installed appropriately. Only trained, qualified staff, having 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.

Included in delivery:
Description:

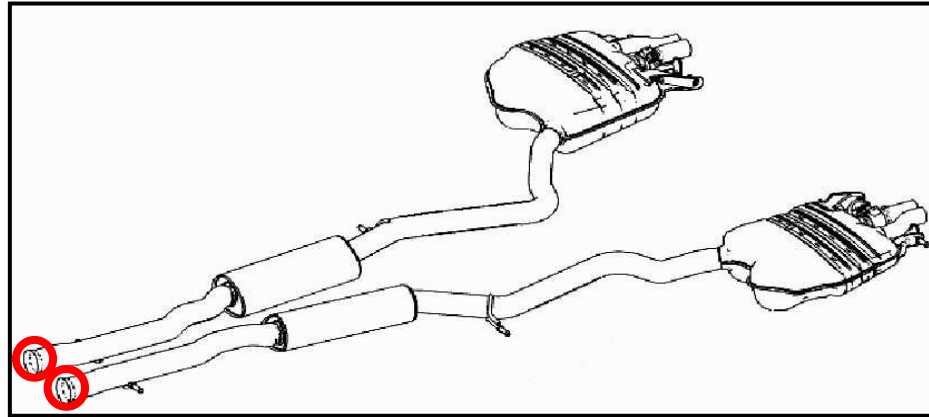
- Rear silencers left, right
- Pre-silencer
- Bracket for low pressure storage
- Assembly kit

Consisting of:

Control valve	275 153 01 59	1
Control valve bracket	271 141 13 40	1
Back pressure valve	ZT 0063	1
Low pressure plastic pipe	000 158 14 35	5m
Adhesive bracket	WU 502625	6
T-pipe connector 4 mm	WU 50025029	3
Low pressure storage	107 800 08 19	1
Cable bracket	001 546 01 43	1
Low pressure hose 3.5 mm	BE 298190	3.5 m
Clamp	WU 541001085	18
L-hose connector	4mm BE 003576	1
Oval-head screw 4x10mm	WU 0600410	3
Screw M6x10mm	WU 00600610	1
Lock nut M4	WU 3944	3
Lock nut M6	WU03946	2
Kevlar-jacket	N-S-9001 0009	1,5m
- Wiring harness incl. beeper	222-600-97	1
- Control unit	000-600-65	1

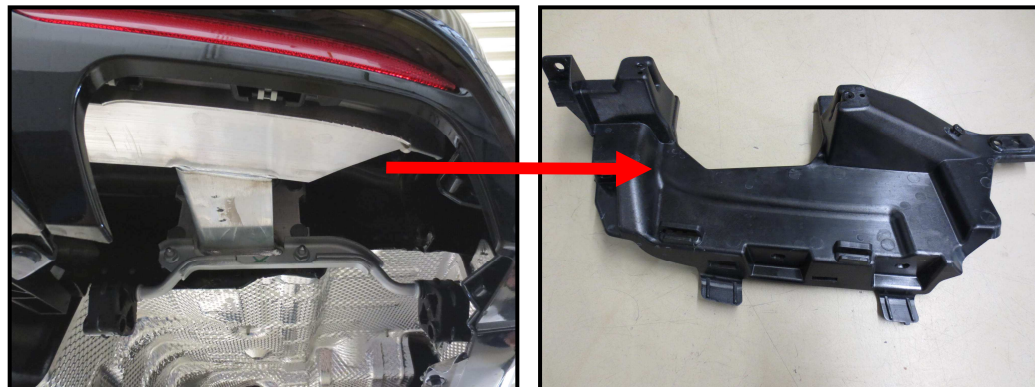


- Lift the car on a suitable platform at the Mercedes-Benz prescribed lifting positions with due regard to valid MB safety guidelines.
- Remove the standard exhaust tailpipes and, if equipped with, the underbody struts. Loosen the standard exhaust system at the red marked connections shown. Remove the exhaust system.



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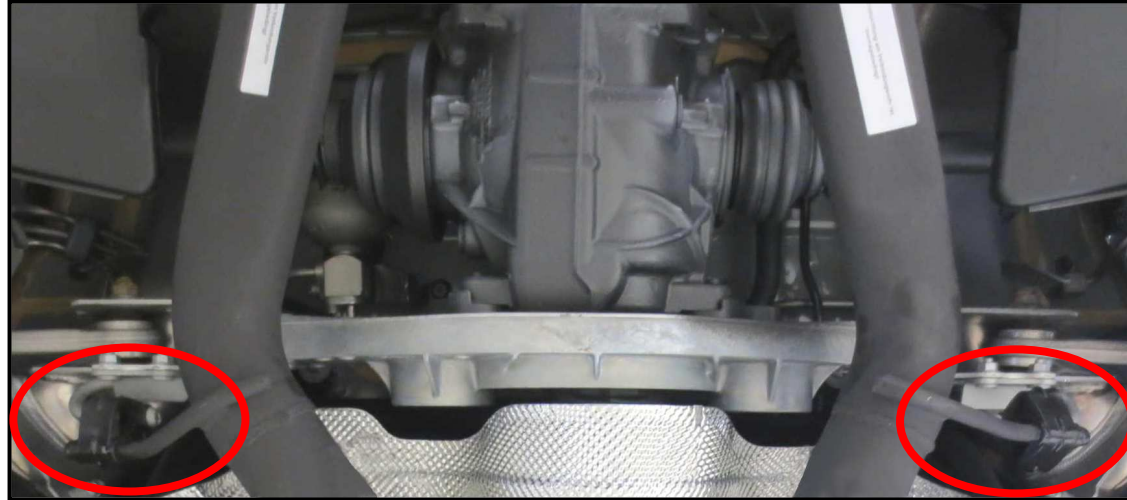
- Remove the brackets of the standard exhaust tailpipes.



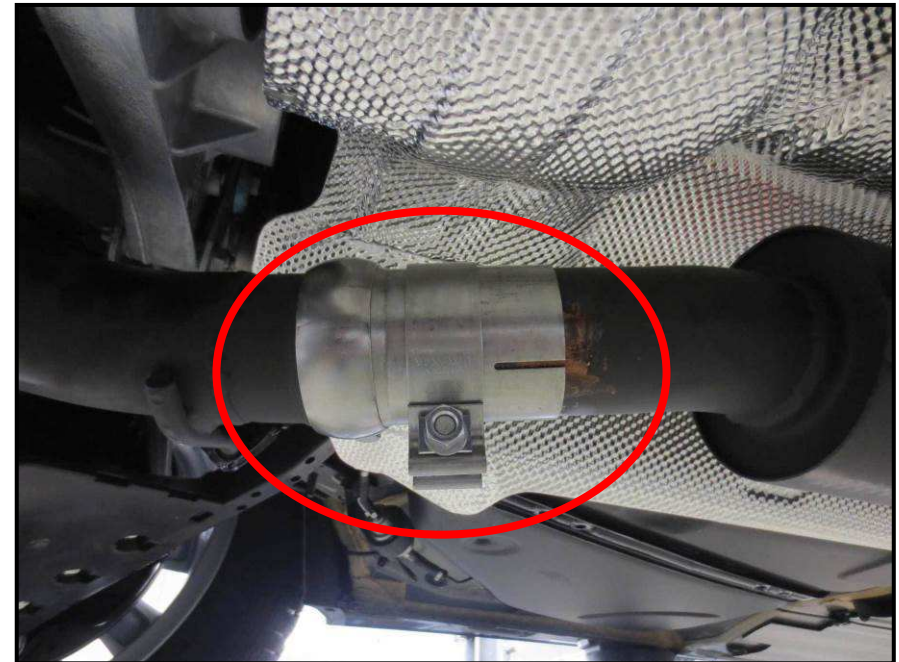
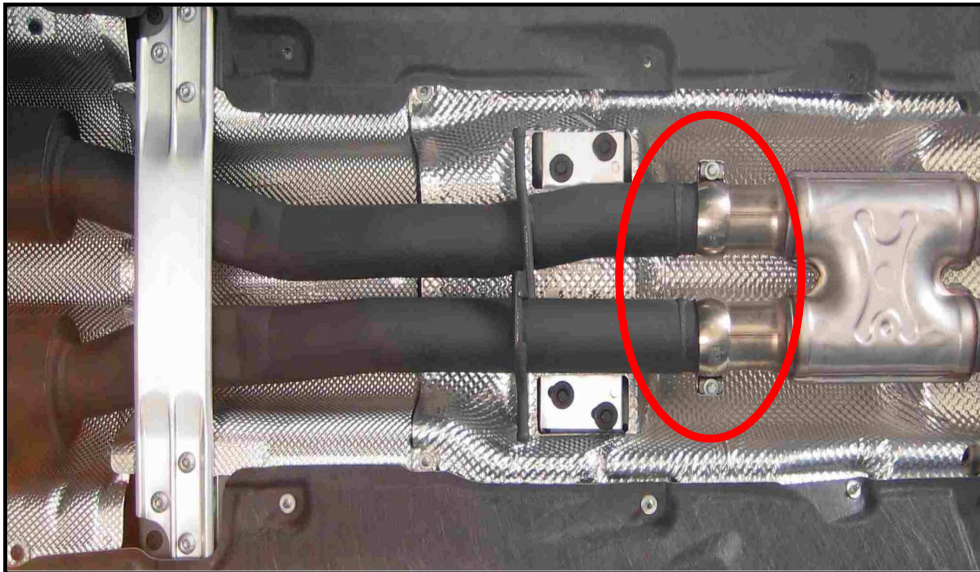
- Remove the right underbody cover (driving direction) and the front right wheelarch-lining.
- Bolt the brackets supplied to the rear silencers according to images.



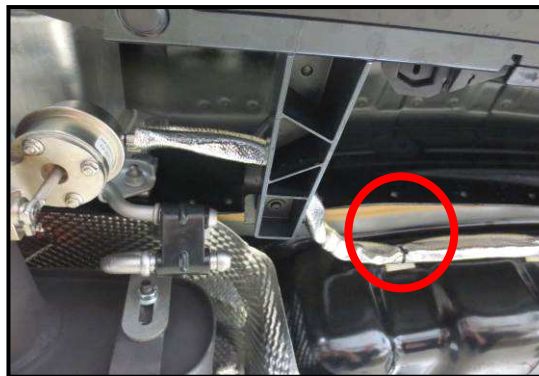
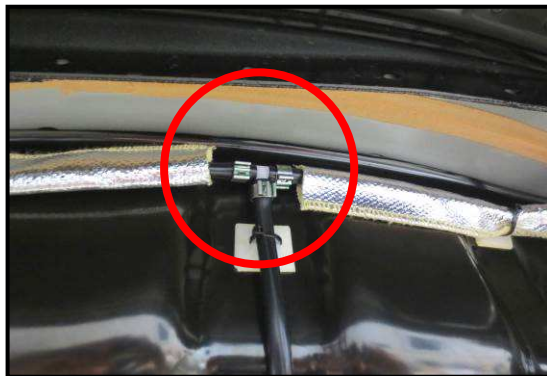
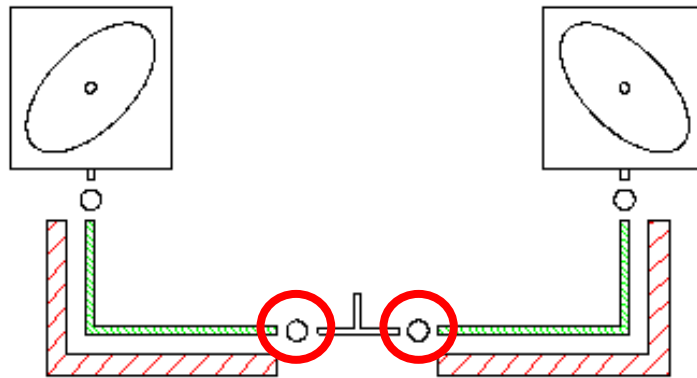
- Attach the rear silencers to the standard rubber supports.



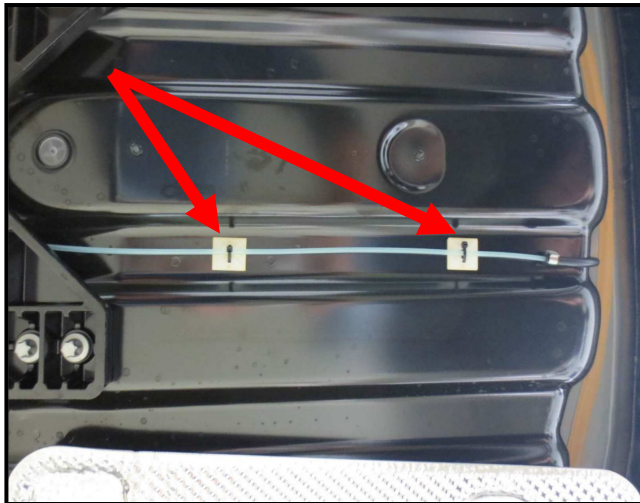
- Connect the pre-silencers to the standard exhaust system and the BRABUS rear silencers using clamps supplied. Align the exhaust system and tighten the clamps. If the car is equipped with exhaust brackets for the pre-silencer attach the brackets of the BRABUS rear silencers to the rubber supports.



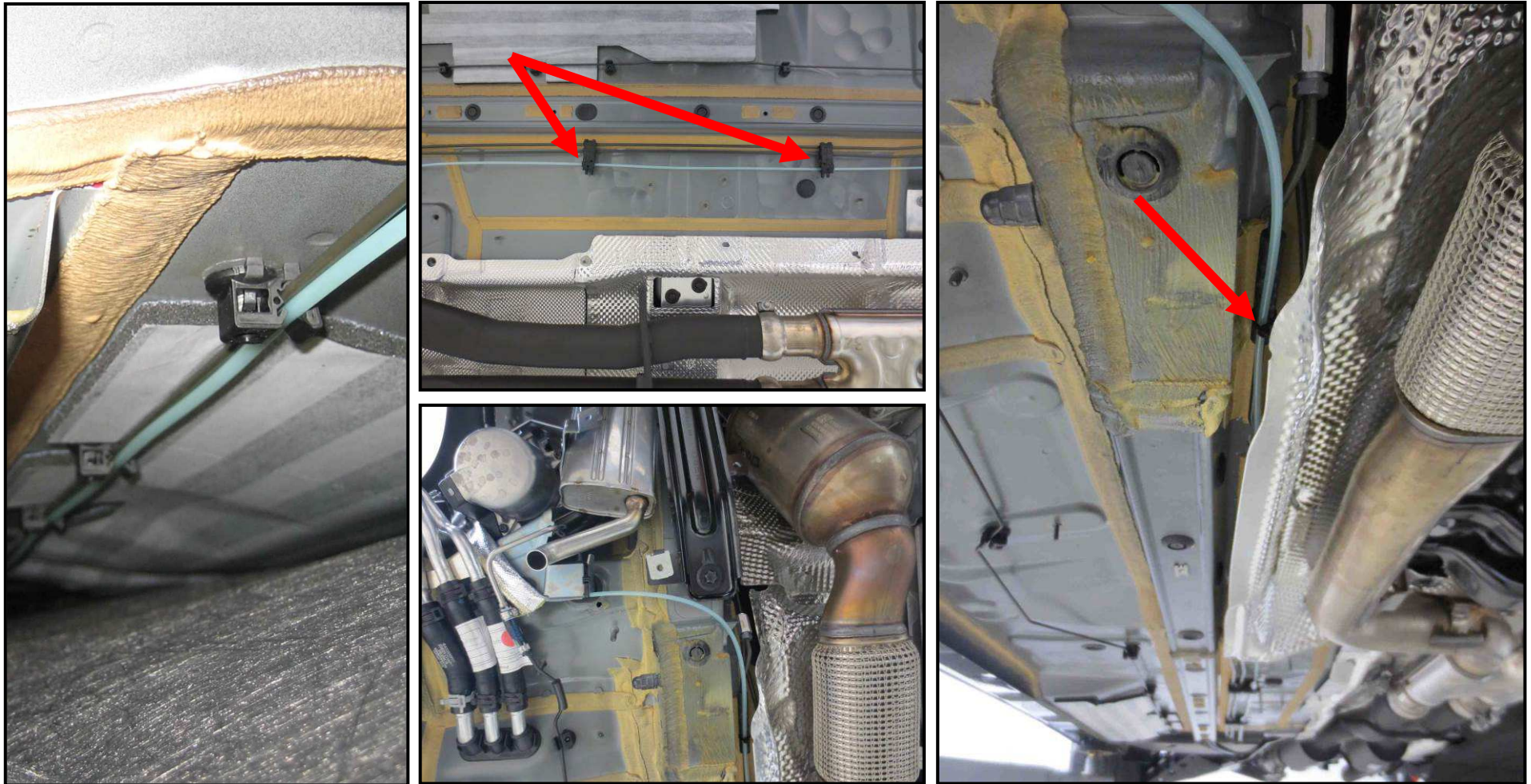
- Connect a 60 cm long piece of low pressure hose to the left and a 40 cm long piece to the right exhaust flap. Attach a 57cm long piece of kevlar jacket supplied to the left and a 38cm long piece to the right low pressure hose.
- Route the encased hoses to the spare wheel well outer skin panel, connect both to a T-distributor supplied using clamps. Fixate the hoses using adhesive brackets supplied and cable ties as per images below.



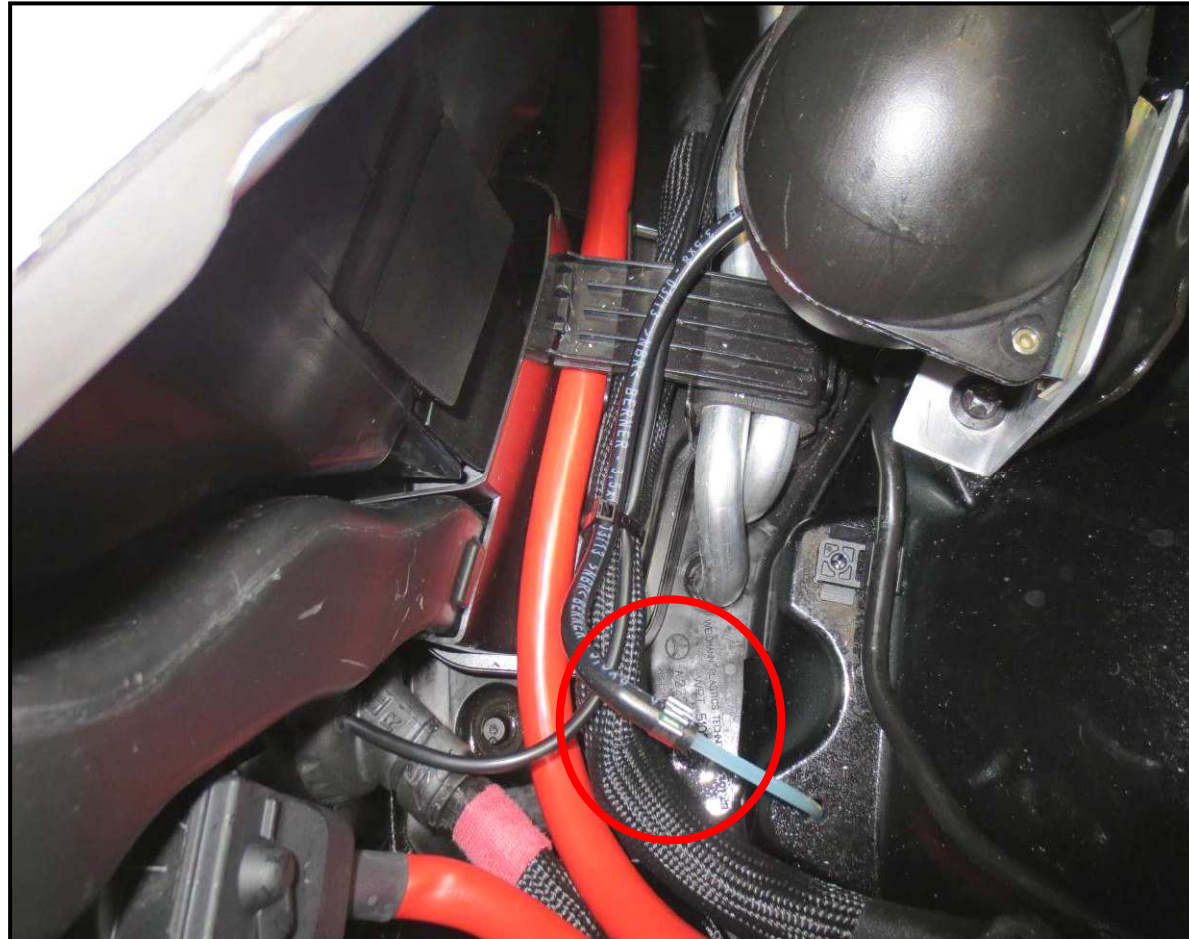
- Connect a 14cm long piece of low pressure hose to the third connector of the T-distributor, secure the connection using a clamp.
- Connect a 500cm long piece of low pressure plastic pipe to the other end of the low pressure hose and secure the connection using a clamp.
- Route the low pressure plastic pipe below the spare wheel well outer skin panel (according to images, fixate using adhesive brackets and cable ties) and frontward above the rear axle to the right lower underbody.



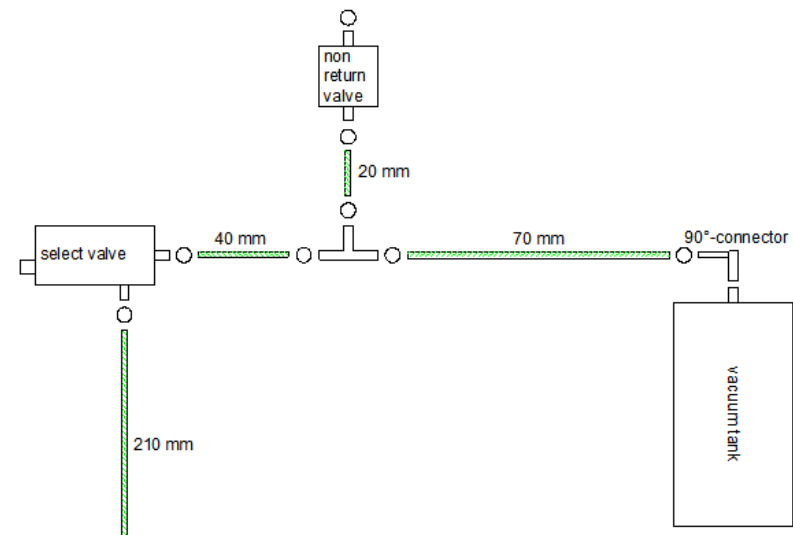
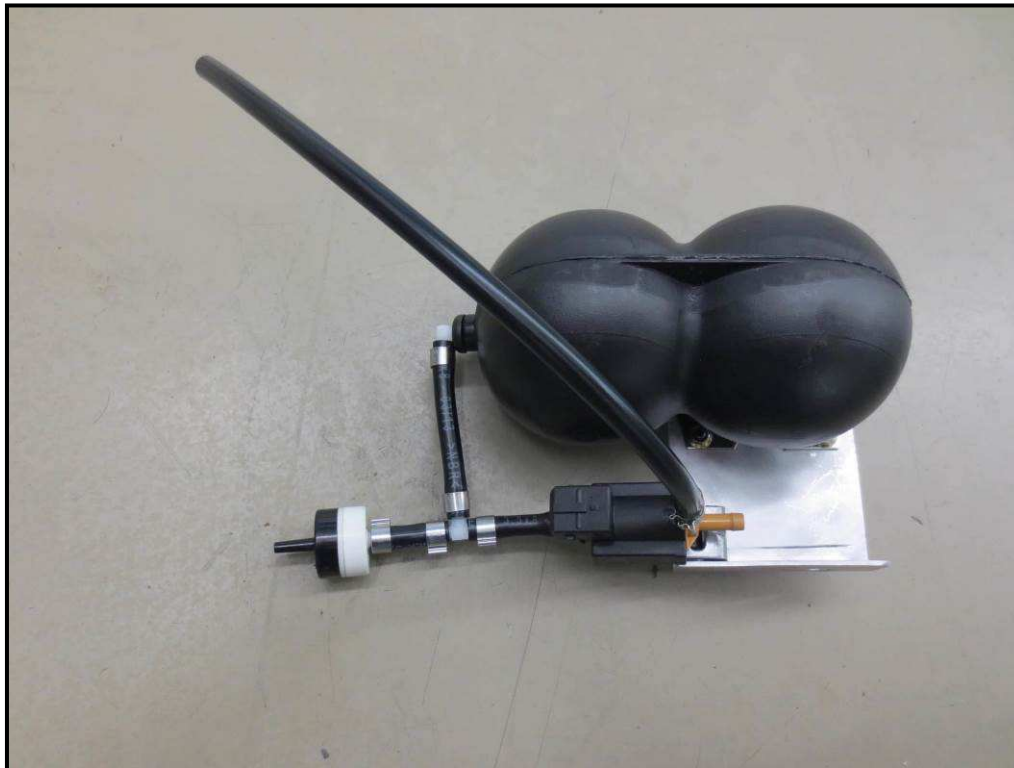
- Route the low pressure plastic pipe frontward (along the brake lines), attach it to the brackets shown. Attach a 48cm long piece of kevlar jacket supplied to the low pressure plastic pipe (in the are of the catalytic converters) and route the low pressure plastic pipe into the front right wheelhouse.



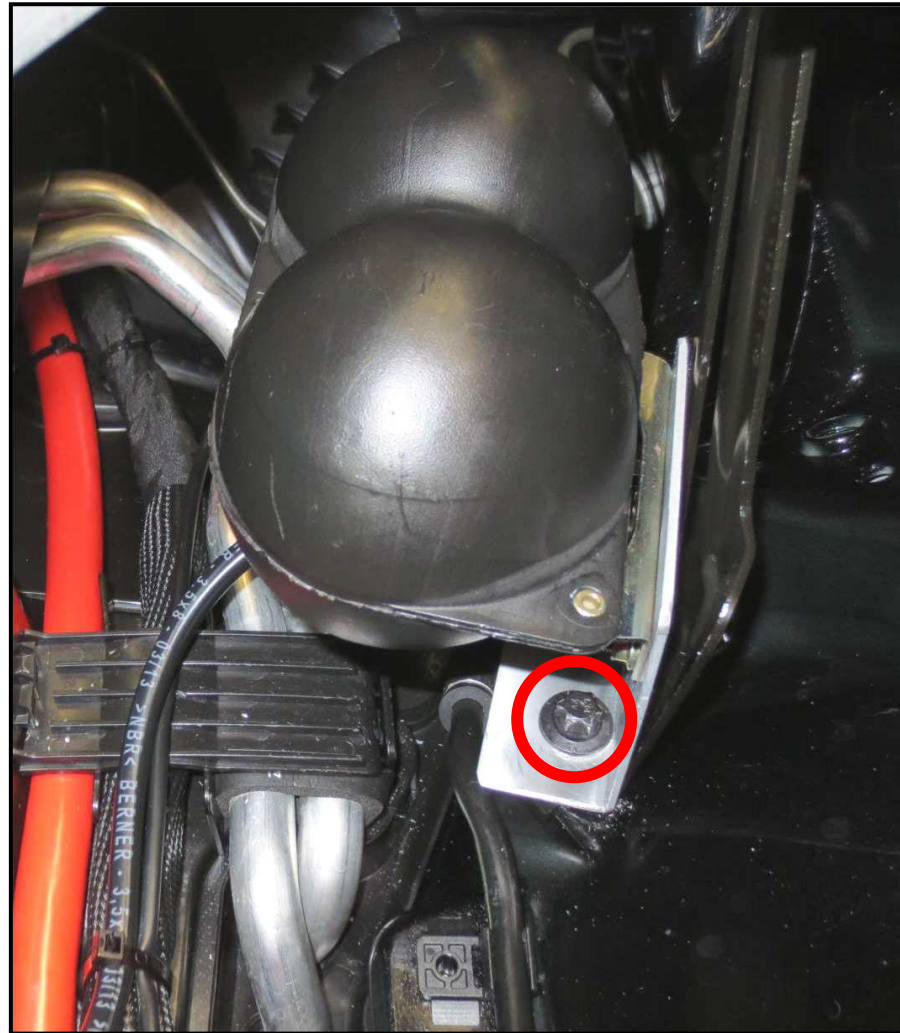
- Connect a 21cm long piece of low pressure hose to the low pressure plastic pipe and secure the connection using a clamp.



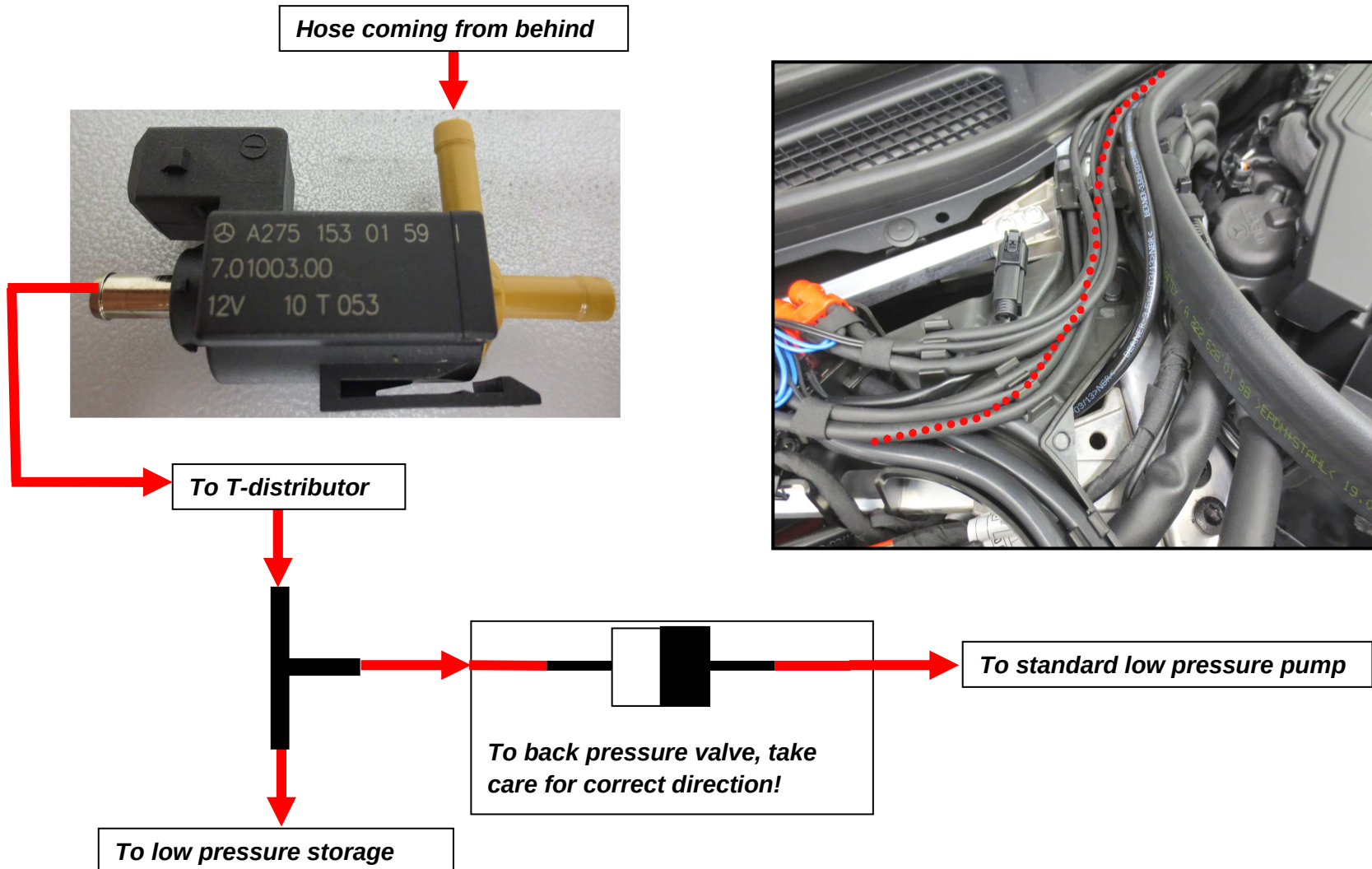
- If not pre-assembled, assemble the low pressure storage unit according to image below. Attach the low pressure storage, the control valve, and the back pressure valve to the bracket using screws supplied. Take care for correct direction of the back pressure valve and connect the components using a T-distributor and a L-connector. For the measurements of the low pressure hoses please regard to illustration below. Secure the connections using clamps.



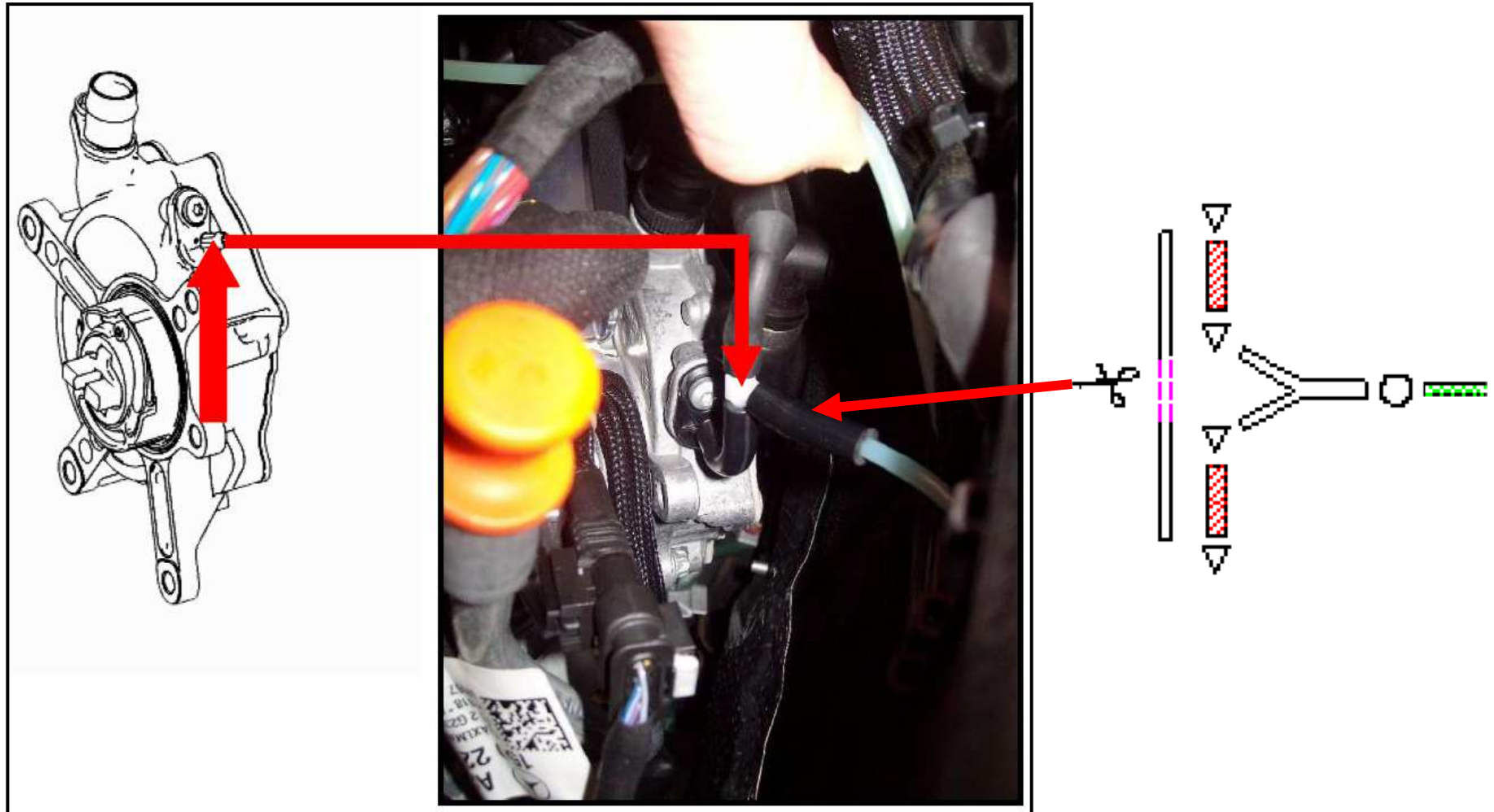
- Fixate the completed low pressure storage unit to the standard assembly position shown according to image below.



- Connect the low pressure line coming from behind to the control valve according to image below. Connect a 180cm long piece of low pressure hose to the exit of the control valve. Secure the connections using clamps. Route the low pressure hose to the left side and to the low pressure pump.



- Disconnect the standard hose of the low pressure pump and connect it to a T-distributor using a piece of low pressure hose. Connect the second end of the T-distributor to the low pressure hose coming from the right side and the third connector to the other end of the standard low pressure hose which was originally connected to the pump.

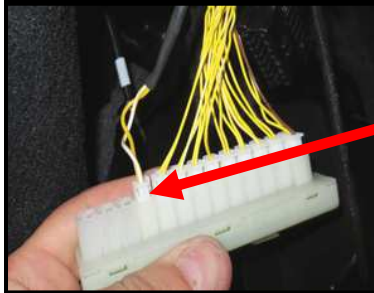


Electrical connections:

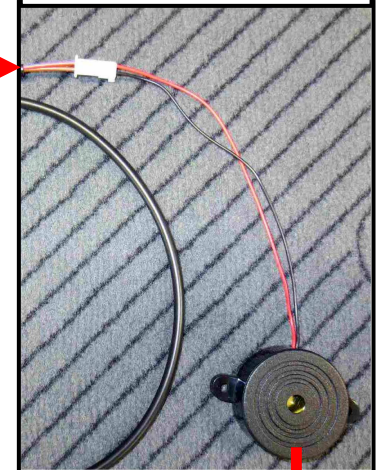
To power supply within footwell

To ground terminal within footwell

To CAN distributor



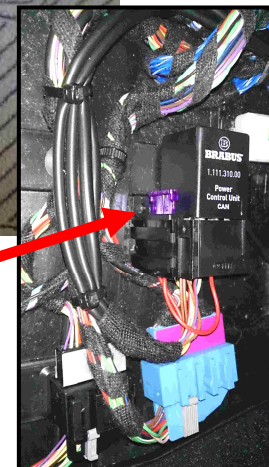
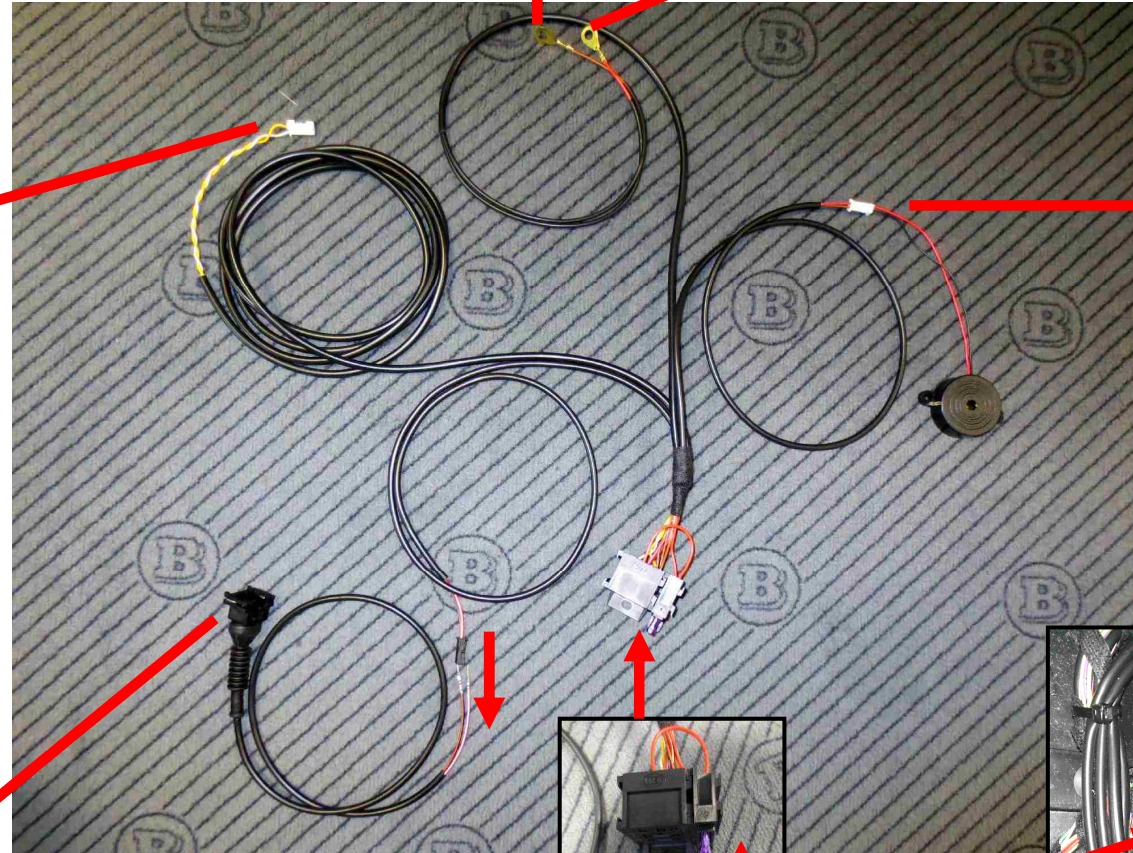
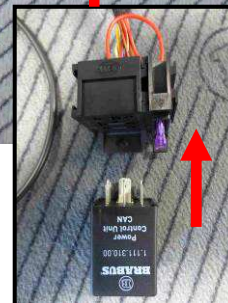
To white plug



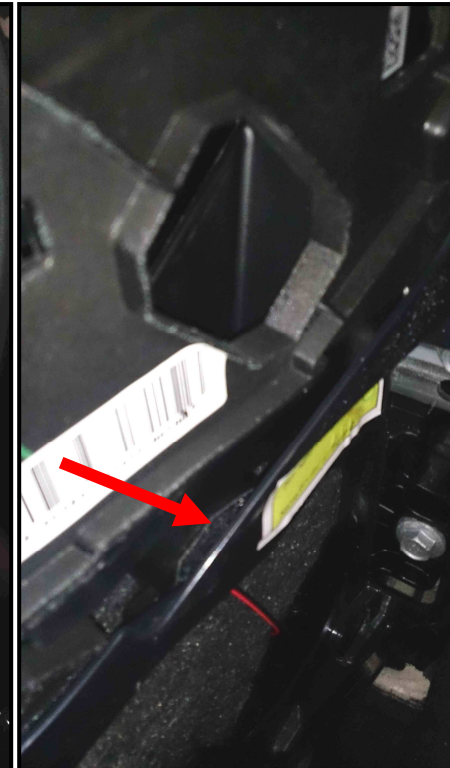
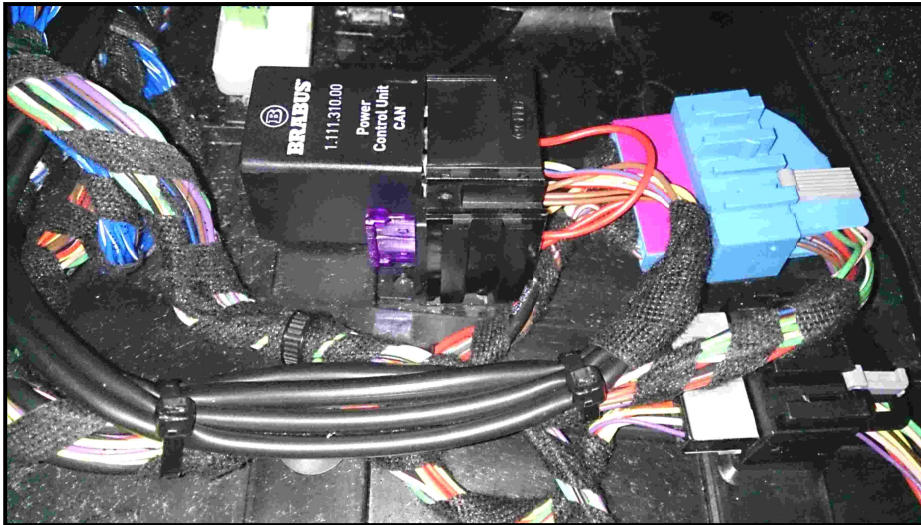
To black plug



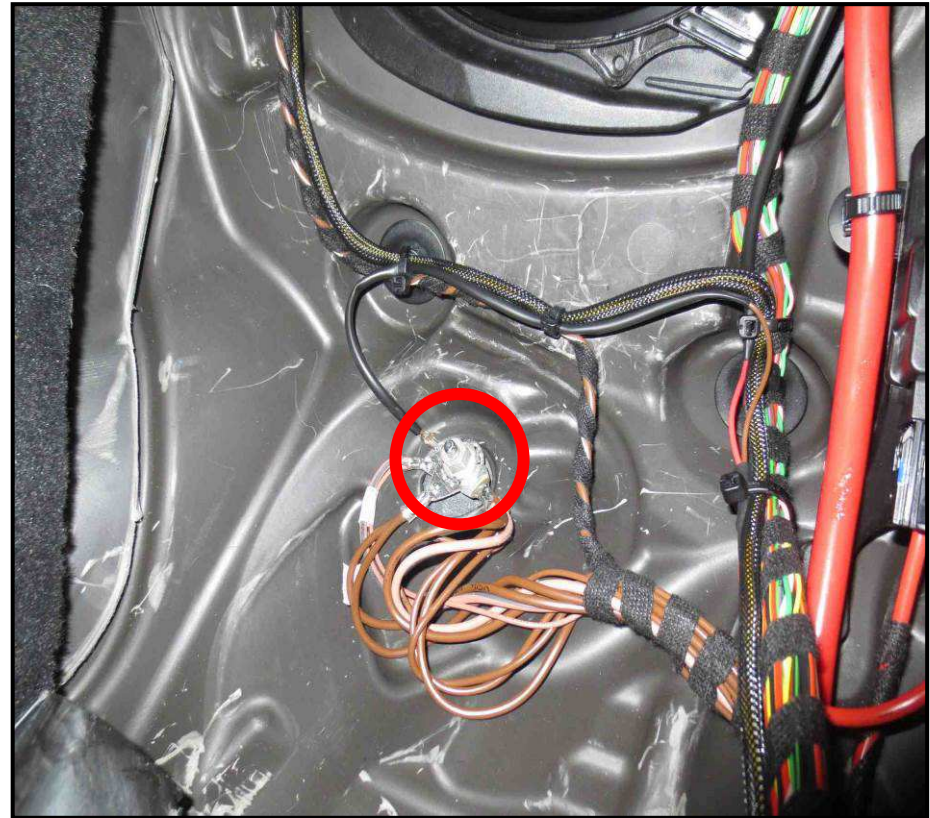
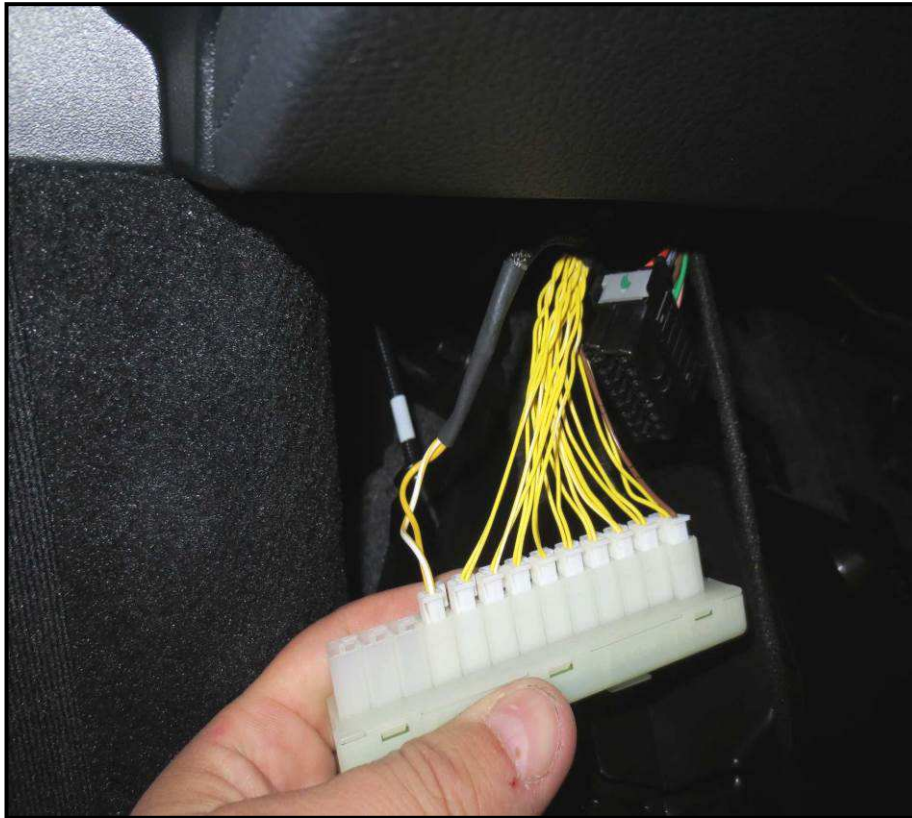
To control unit



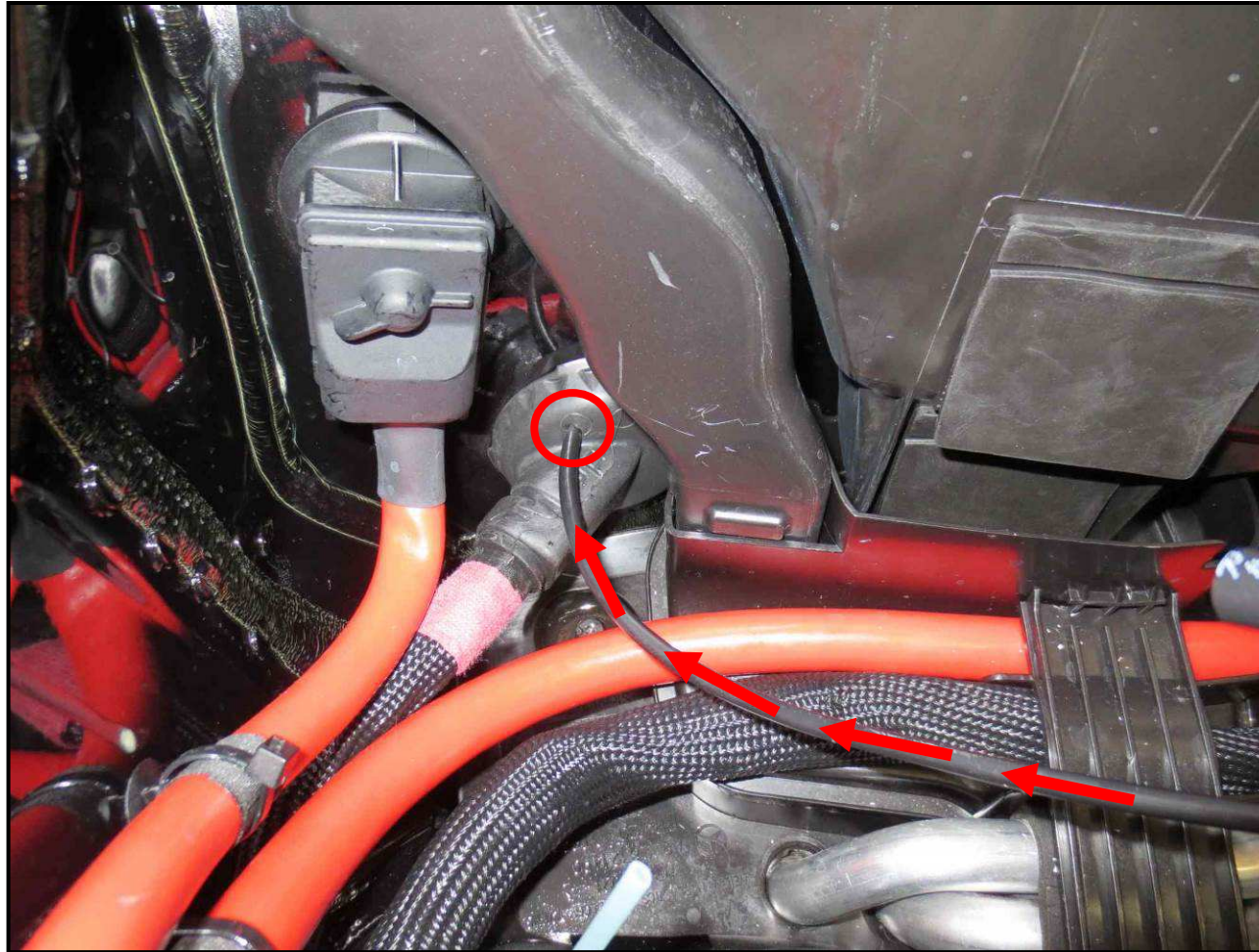
- Loosen the right lower dashboard cover and the right dashboard plastic trim. Fold up the carpet and loosen the plastic trim below the carpet in order to get access to the electrical components.
- Bolt the control unit to the plastic cover shown, attach the beeper behind the right dashboard cover according to images below.



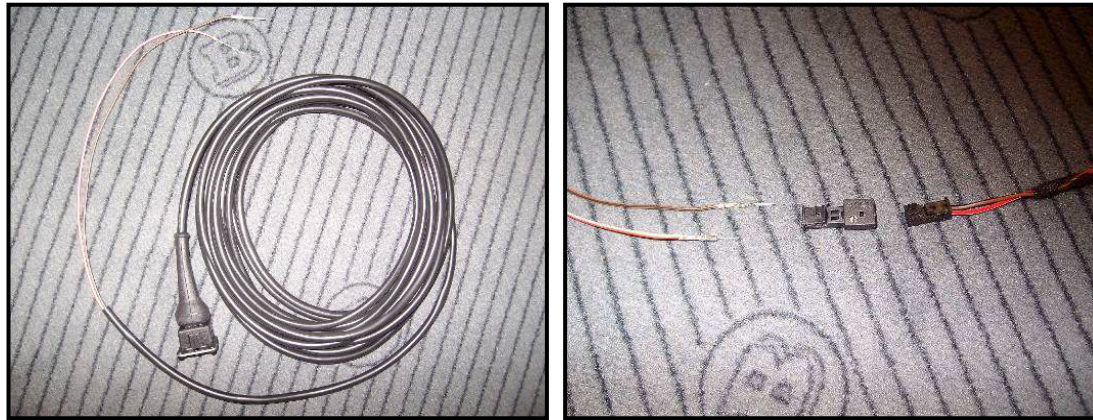
- Connect the beeper to the BRABUS wiring harness of the control unit. Attach the CAN plug to a free port of the CAN distributor (with wires yellow, yellow/white) shown.
- Bolt the ground ring lug of the BRABUS harness to the ground terminal within the footwell (not to any other ground wires or threaded rods!).



- Attach the plug of the control valve to the control valve. Route the wires to the right side and through the rubber grommet shown (carefully cut) into the car. If necessary, seal the area of the rubber grommet after the wires have been routed through in order to make sure that water cannot run into the footwell and damage the electrical components.



- Route the wires to the connector of the BRABUS wiring harness. Attach the pins to the 2pole-plug supplied and connect the plug to the wiring harness.



- Bolt the power supply wire of the BRABUS harness to the power terminal shown within the footwell (terminal 18).

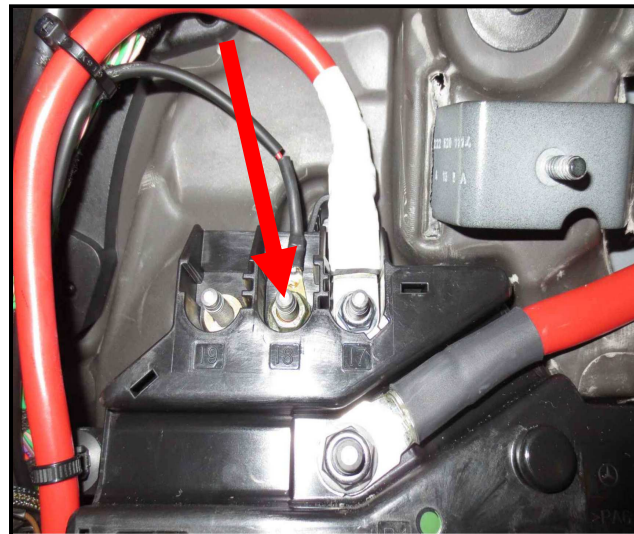


Illustration of electrical connections

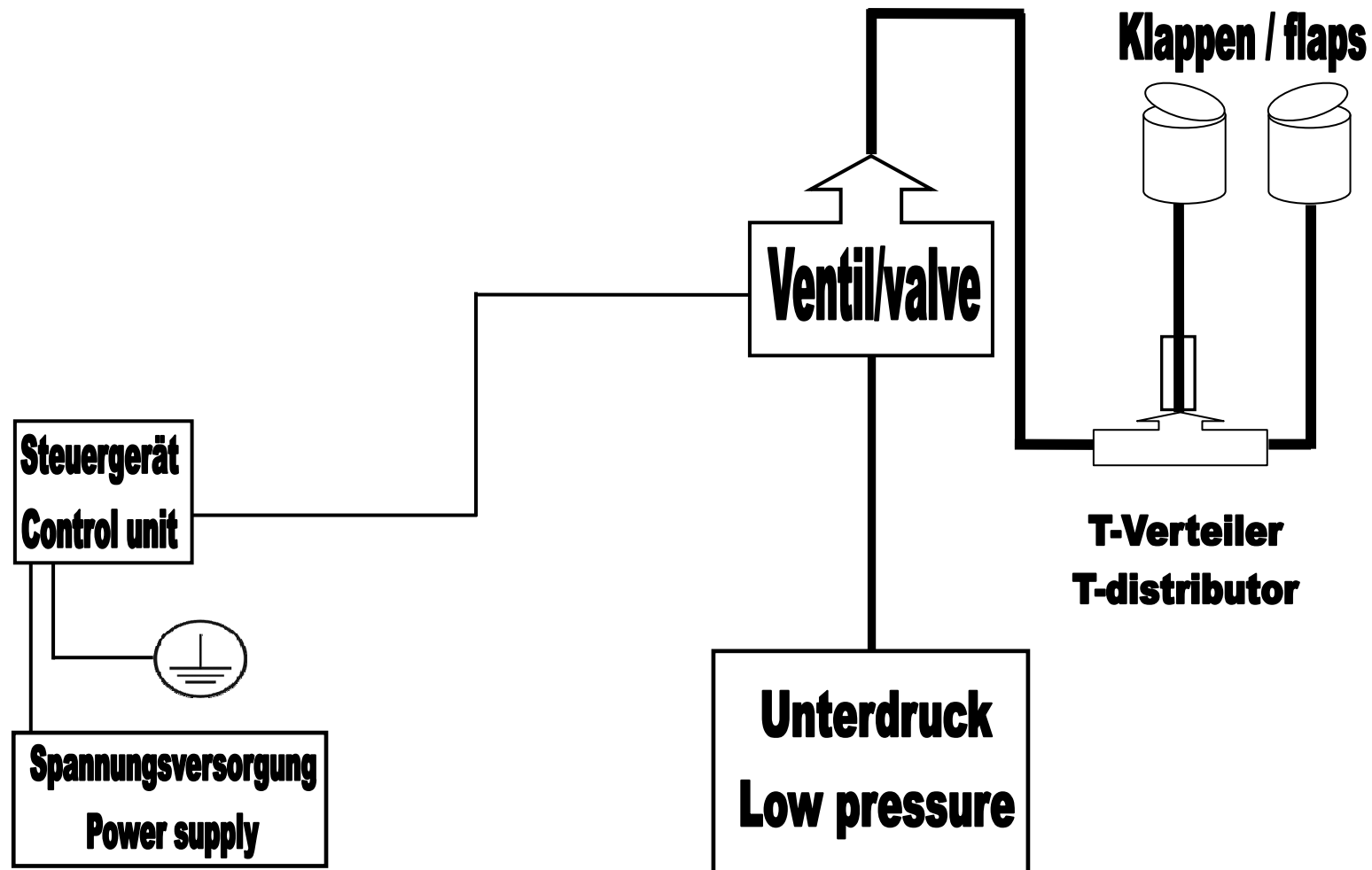
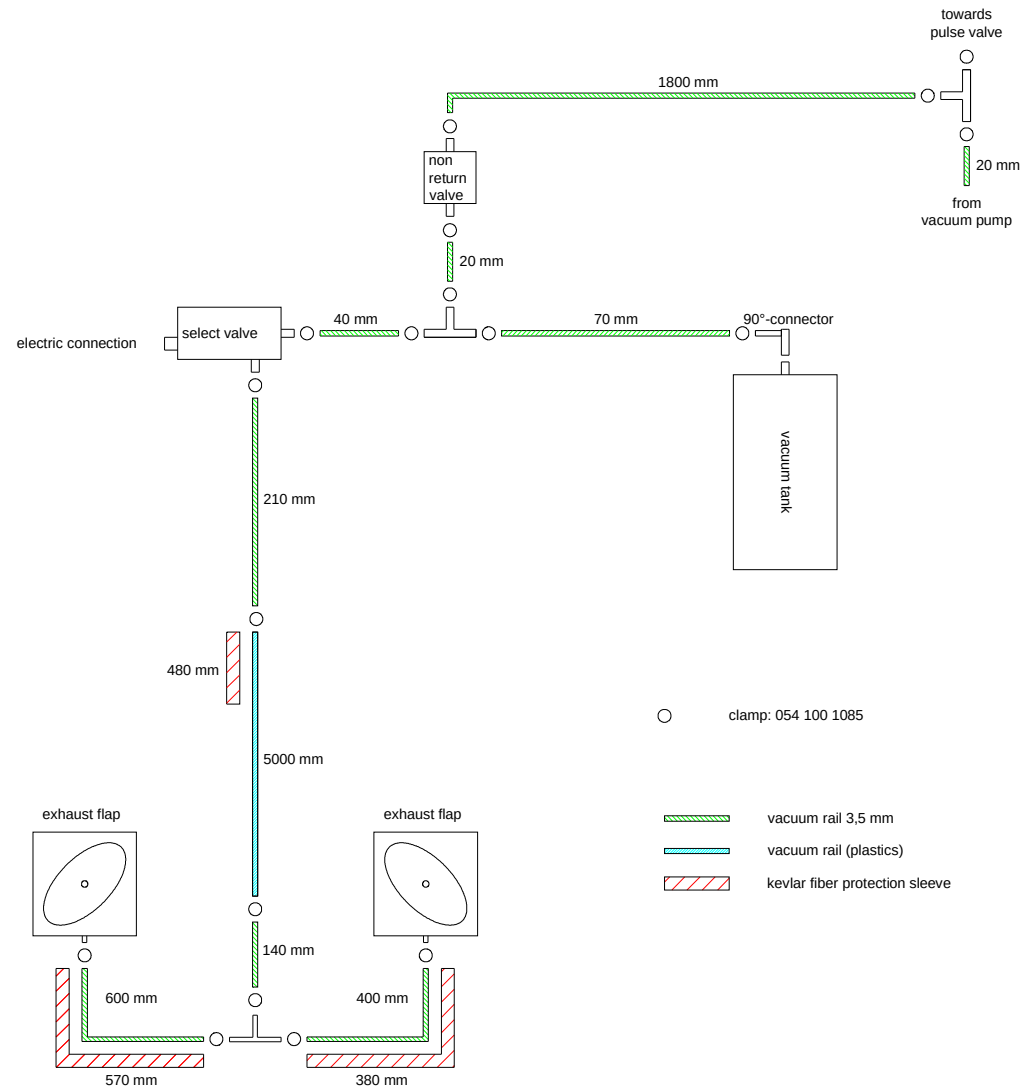


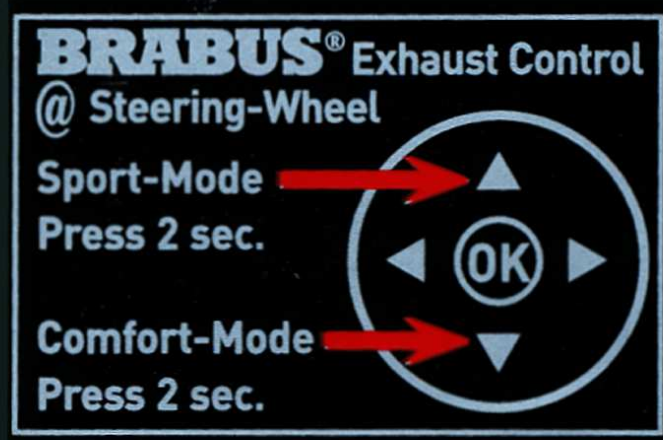
Illustration of low pressure connections with measurements



Function description:

The car always starts with the exhaust flaps in position „quiet“ (flaps closed) and can be switched to position „loud“ by using the steering wheel buttons or the exhaust-button within the center console (if attached).

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 registered 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).

