

## Installation Guide: Veloster Turbo High Flow Converter

Always exercise caution when working on, under or around any vehicles. Serious injury or death could occur if safety measures are not followed.

**Warning:** *When Working on under or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure safe work area. Serious injury or death could occur if safety measures are not followed. Professional installation recommended.*

**NOTE** *It is extremely important to let your car cool down for several hours before attempting your install. Hot stainless steel can cause severe burns.*

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### Removing Your Stock CAT:

- 1) Remove the rear Oxygen Sensor using a 22mm or 7/8" wrench.
- 2) Unbolt the top converter nuts ( by the top spring kit ) using a 19mm socket.
- 3) Save the top nuts and spring kit as they will need to be reused.
  - Note...The top nuts are a shouldered nut. Take care not to mix them up with the rear nuts.
- 4) Remove the nuts at the rear of the converter using a 19mm socket. These nuts will not be reused when installing the Solo High Flow Cat.
- 5) Unspiral the bottom Oxygen Sensor wire from the holder that is attached to the converter. The rear O2 is now hanging free.
- 6) Remove the bottom converter hanger bracket from the rubber hanger.
- 7) Manipulate the bottom of the converter to the drivers side which gives you access to the top Oxygen Sensor and remove with a 19mm or 7/8" wrench. NOTE: Make sure there is no tension on the O2 wires.
- 8) Lift the exhaust with your hand and slide the stock converter rearward to remove.
- 9) Remove O2 spiral hanger from the stock converter using a 12mm socket and install it onto the Solo High Flow Converter in the same position.

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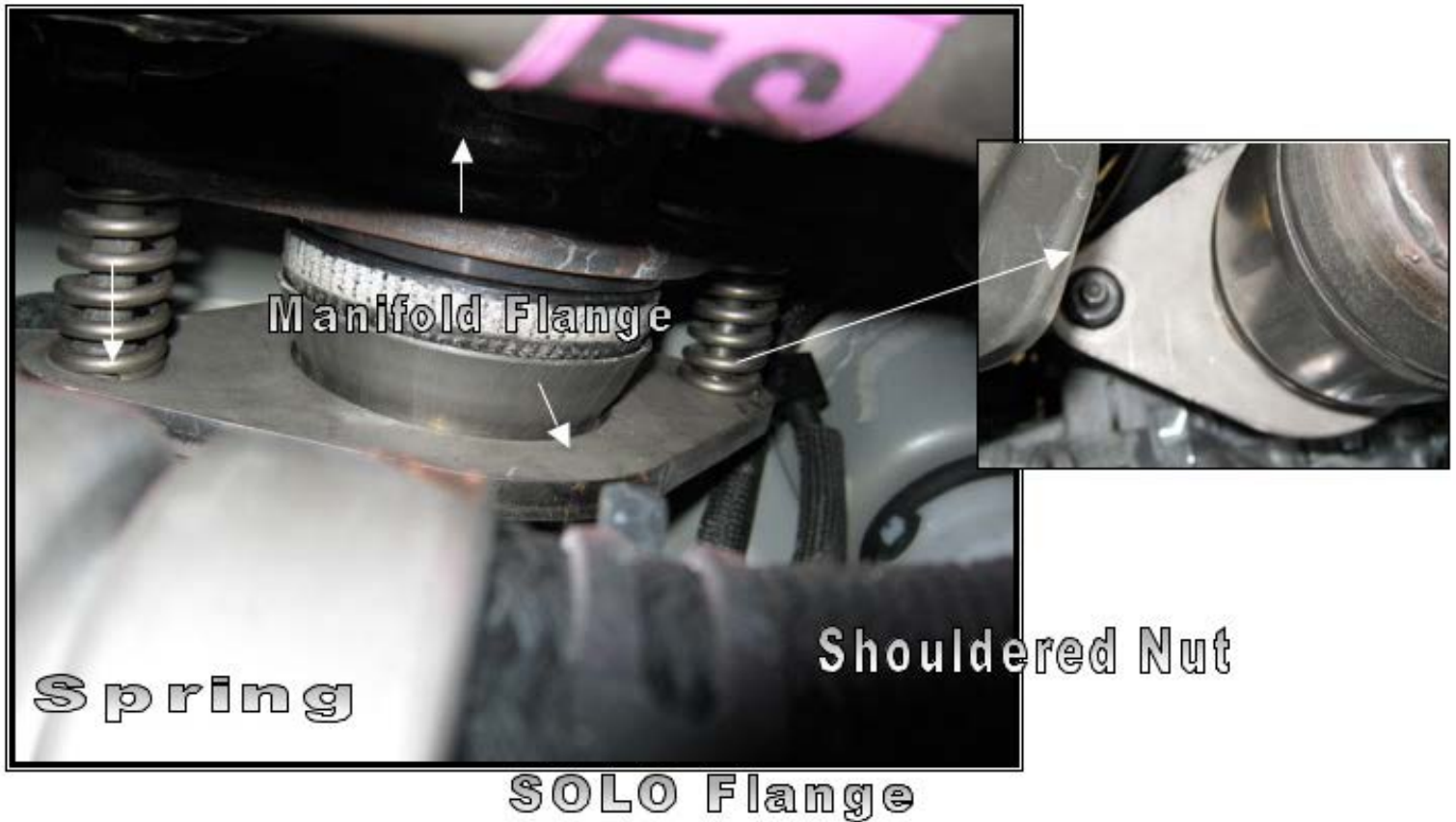
### Installing Your Solo Performance High Flow Converter:

- 1) Slide Solo Cat into position and through the bottom rubber hanger.

NOTE: Spring kit set up is different than stock. Reuse front shouldered nuts and spring kit at the front of the converter to hold it.

NOTE: put springs directly onto the bolts, then the flange, then the nuts.

- 2) The springs on the Solo install are sandwiched between the flanges, Finger tighten at this point.(See picture).



- 3) Reuse the stock gasket and the supplied nuts, bolts and washers at the rear of the converter and finger tighten.
- 4) Spin the top O2 sensor several times in a counter clockwise direction then screw in clockwise unwinding the wire with each turn. Tighten down the top O2 sensor.
- 5) Spiral the bottom O2 into the hanger device that is bolted to the Solo cat.
- 6) Spin the bottom O2 sensor several times in a counter clockwise direction then screw in clockwise unwinding the wire with each turn. Tighten down the bottom O2 sensor.
- 7) The O2's are now tight and the spring bolts and bottom bolts are finger tight. Check exhaust alignment from the converter back to make sure everything is in position before your final tighten.
- 8) Tighten the two bottom bolts with a 9/16" socket.
- 9) Recheck the cat-back position and then tighten the top 19mm nuts. The shoulders of the nuts will sink into the flange.
- 10) Check that everything is tight and rattle free.
- 11) Drive away and... Enjoy Going Solo!

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**For any questions or concerns, please do not hesitate to call:**

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