



**GUERRILLA**  
EXHAUST.COM

## Guerrilla Bypass | Installation manual

Thank you for your investment in maximum driving fun. The Guerrilla Bypass<sup>®</sup>, the best cut-out available, makes your exhaust personal. Press the button on the remote control and experience your car the way you want it, when you want it: civilized or brutal, comfortable or cool, mild or wild.

### Stop! Read this before installing

For starters, go easy on yourself and read this document carefully.

Secondly, check the package for the parts shown on the next page. In case a part is missing, please contact us.

And thirdly, when working on a vehicle, please mind the following:

- Work in a controlled way, in a safe environment, with proper tools.
- Wear protective clothing, work gloves and safety goggles.
- Put the gearbox in neutral and apply the parking brake.
- Remove the key (card) from the ignition and open a window to prevent getting locked out.
- Always disconnect the ground connector from the negative battery terminal.
- Use a floor jack suitable for the vehicle weight and secure it with vehicle supports, or place the vehicle on an approved bridge.
- For welding work: ensure adequate physical protection, fire safety, electrical safety and ventilation.

### Contact

Guerrilla Exhaust develops, manufactures and supplies market leading valve-equipped exhaust systems and products. Our solutions are aimed at increasing automotive sensation – *The Sound of Power*. For information, purchases and support:

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## Single Guerrilla Bypass kit



## Dual Guerrilla Bypass kit



## Introduction

The instructions in this installation manual guide you step by step to a correctly working Guerrilla Bypass in the existing exhaust system of your car.

### Tips in advance:

- *Install the Guerrilla Bypass just before the end muffler for the best sound.*
- *Cones and other accessories are available at <http://www.guerrilla-exhaust.com>.*
- *Don't want to install yourself? Contact us for an appointment.*



## 1 | Installing the electrical part

### 1.1 | Installing the receiver unit

Place the receiver unit near the battery in the engine or cargo compartment.

#### Please note:

*Do not place the receiver unit in the vicinity of hot parts (such as the radiator, the exhaust manifold or the engine block) or in a place where it is exposed to splash water. Any such damage voids the warranty.*



### 1.2 | Laying the wiring harness

The wiring harness has ready-to-use connections. The power cable contains a splash-proof fuse holder. The other end is equipped with a splash-proof connector that is suitable for placement under the vehicle.

- Carefully roll out the wiring harness to full length and ensure it is free of kinks.
- Start at the battery and route the wiring harness, via the receiver unit, towards the bottom of the vehicle, with sufficient distance from moving or hot parts. Provide clearance in suitable areas.



#### Tip:

*Wrap the visible parts of the wiring harness in linen tape for a more original ("OEM") appearance.*

### 1.3 | Preparing the power supply

Place the (+) connector (with fuse holder) in the vicinity of the positive battery terminal.

**Please note:**

*Do not connect the power supply yet, to prevent a short circuit!*



### 1.4 | Connecting the ground

Connect the (-) connector to the negative battery terminal, or screw it to a body ground point.

**Please note:**

*Connect the ground after the installation is fully completed.*



### 1.5 | Connecting the signal wire

Plug the white connector into the receiver unit.



## 2 | Installing the Guerrilla Bypass

### 2.1 | Preparing the exhaust: defining the spot

- Ensure you have sufficient working space. For example, lower the exhaust or detach the rear exhaust section.
- Select a place just before the end muffler with at least 30 cm of free space between the front of the valve body and the muffler.

**Tip:**

*Want to simplify the installation? Use a weld cover:*

<http://www.guerrilla-exhaust.com/en/weld-cover>



### 2.2 | Option A: making a hole for a bend

- Use the diameter of the supplied 90° bend as a size indicator and mark the selected spot.
- Make a hole in the existing exhaust pipe.
- Grind the exhaust pipe side of the 90° bend so that it nicely follows the pipe curve.



### 2.2 | Option B, step 1 of 2: making a hole for a weld cover

- Use the weld cover as a size indicator and mark the chosen spot.
- Remove a rectangular part from the exhaust pipe.



### 2.2 | Option B, step 2 of 2: placing the weld cover

- Place the weld cover on the opening.
- Weld the seams shut.



### 2.3 | Positioning the valve housing

- Place the 90° bend on the input side of the valve body (where the back of the electric motor protrudes).
- Mark the position with lines or make a spot weld, so that small adjustment is still possible.

**Tip:**

*Position the electric motor as close as possible towards the bottom of the vehicle, with sufficient space for exhaust movement. This prevents damage due to speed bumps or other factors.*



### 2.4 | Positioning the turn-down

The 45° bend will act as the exit of the Guerrilla Bypass.

- Place the 45° bend on the output side of the valve body
- Mark the position with lines or make a spot weld, so that small adjustment is still possible.



### 2.5 | Leveling the valve housing

The valve body now has a bend on both sides: the 90° bend on the input side and the 45° bend on the output side.

- Place the 90° bend in the previously created hole.
- Ensure the correct angle and direction, so that the Guerrilla Bypass runs sufficiently parallel to the exhaust pipe.
- Mark the position with lines or make a spot weld, so that small adjustment is still possible.
- Permanently weld the 90° bend to the exhaust.



### 2.6 | Welding the remaining junctions

- Check whether the Guerrilla Bypass is properly located from all angles and adjust it if necessary.
- Complete all welds.

**Tip:**

*If necessary, cut off the end of the turn-down to create a flat exit, parallel to the underside of the exhaust or the bottom of the vehicle.*



## 3 | Connecting the Guerrilla Bypass

### 3.1 | Connecting the wiring harness

- Plug the wiring harness end into the drive motor, making sure that the splash-proof connector clicks firmly into place.
- Move the wiring harness away from moving or hot parts.
- Fixate the wiring harness with zip ties where necessary.
- Roll up and zip tie the excess wiring.
- Check all connections and clamps.

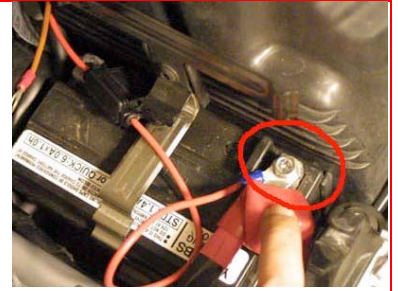


**Tip:**

*Lead/hide the wiring harness over the cold side of a heat shield.*

### 3.2 | Connecting the power

- Connect the (+) connector of the cable harness to the positive battery terminal.
- Reconnect the ground to the negative battery terminal.



### 3.3 | Testing the Guerrilla Bypass

The Guerrilla Bypass can be operated at any moment, with the ignition switched on or off.

- Use the buttons on the wireless remote control to check whether the Guerrilla Bypass opens and closes correctly.



#### Tips:

- *Keep the button pressed for a moment, since a complete valve cycle takes about 1 second.*
- *Key ring the remote control with your car keys so you always have it at hand.*

## 4 | Finally

### 4.1 | Starting and driving

- Start the engine. Usually it is immediately noticeable when the Guerrilla Bypass is open.
- Drive and enjoy "*The Sound of Power*"!



#### Maintenance tip:

*For a long and trouble-free life of the mechanical part of your Guerrilla Bypass, we recommend to spray WD40, Rust-Oleum or a similar lubricant into the valve body once every month. This keeps shaft, bearing and valve in good condition and reduces the rotational resistance of the valve.*

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