



Part number SES1207TT
2015-2021 Subaru WRX / STI
2.0L / 2.5L 4cyl. Turbo

- 1- 4 piece cat-back
- 2- M8x40 (#6068)
- 2- M8 nut (#6017)
- 1- 3" gasket (#17060)
- 2- V-band Clamp 60mm (#17215-C)
- 1- V-band Clamp 76mm (#17205-C)
- 4- Titanium adjustable tips (#17209)

Congratulations! You have just purchased the best engineered, dyno-proven exhaust system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from. Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Injen Technology 244 Pioneer Place Pomona, CA 91768 USA

Please check the contents of this box immediately.
Parts and accessories are available on line at "Injenonline.com"

NOTE: All Injen exhaust systems are engineered to comply with the 95dB noise limit law specified by the California Highway Patrol and the Society of Automotive Engineers - Except ones that are designated for "Off-Road Use only".

Every Injen exhaust system is individually designed for a specific application and complies with the requirements of Sections 27150, 27151 & 27200 of the California Vehicle Code and Title 13 of the California code of Regulations, Section 10361, which establishes a noise limit of 95dB for passenger cars.

The age of your exhaust system along with certain engine modifications, such as headers, intake, etc., may also affect its current noise level output.

Please check with your local and state law enforcement agencies for exact regulation requirements.

High flowing exhaust system with titanium tips.



Figure 1

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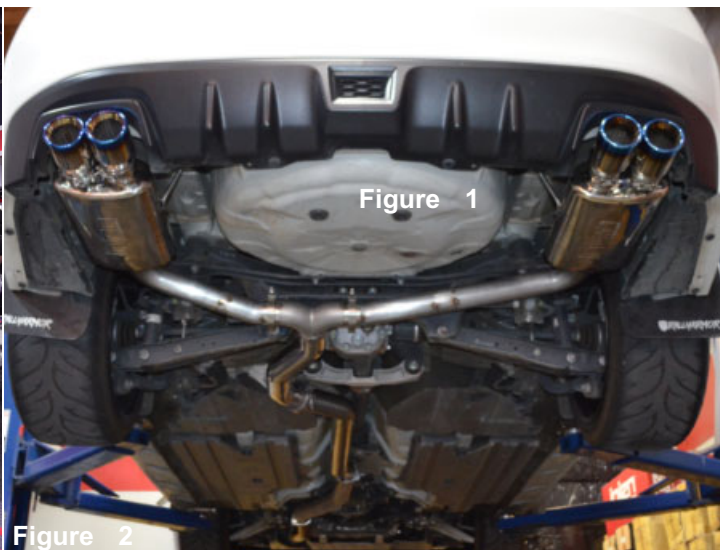


Figure 2

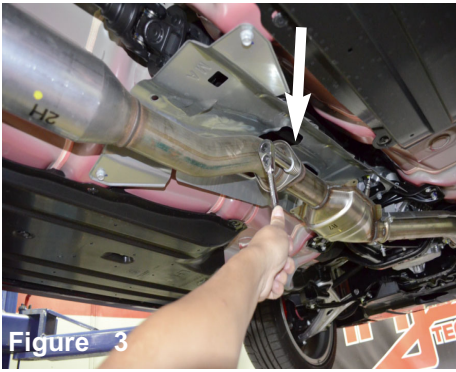


Figure 3
Loosen the 2 bolts holding in the exhaust system at the catalytic converter. Save the bolts to be used again in new exhaust system.

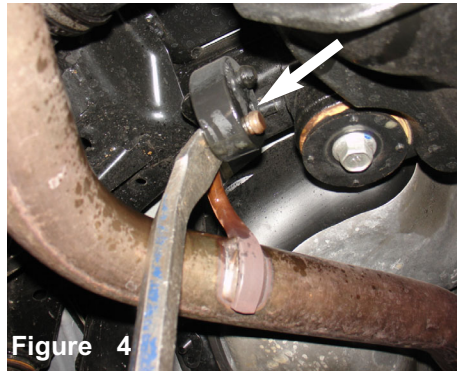


Figure 4
Pull back the rubber isolators from the exhaust system.



Figure 5
Pull back the rear isolators from the mufflers. Loosen the bolts holding in rear mufflers and remove.



Figure 6
Using a support or extra person, remove the exhaust system from the vehicle.

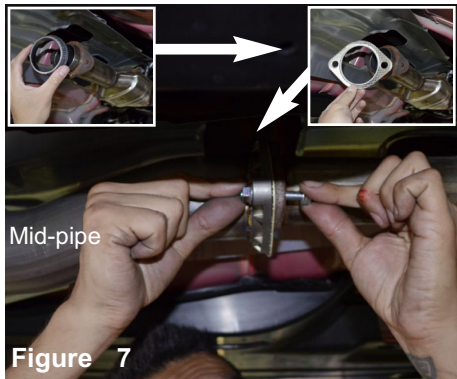


Figure 7
Remove the factory donut gasket. Use the provided 3" gasket. Install the mid-pipe to the factory position, use the provided M8 bolts and nuts.

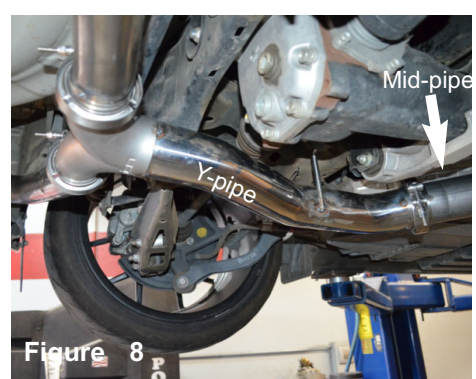


Figure 8
Install the Y-pipe and position the V band flanges to each other. Secure using provided V band Flange. **Do not Tighten!**

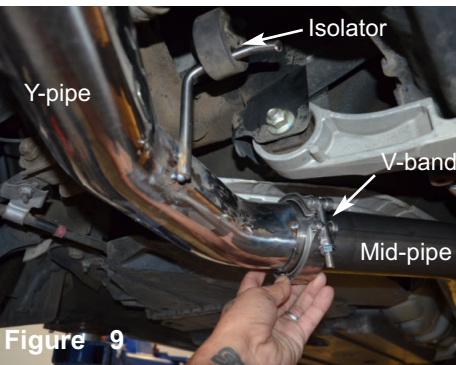


Figure 9
Make sure the hanger is in the isolator. Adjust fit and snug the V band clamp.

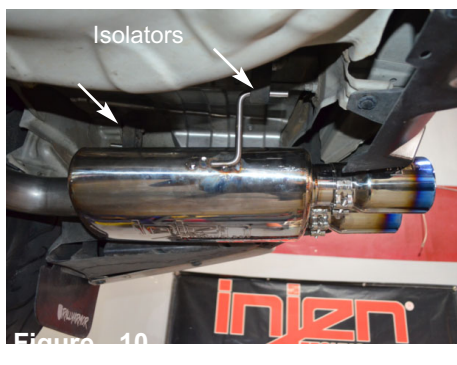


Figure 10
Take the passenger side rear muffler section hanger and insert it into the rear exhaust isolator.

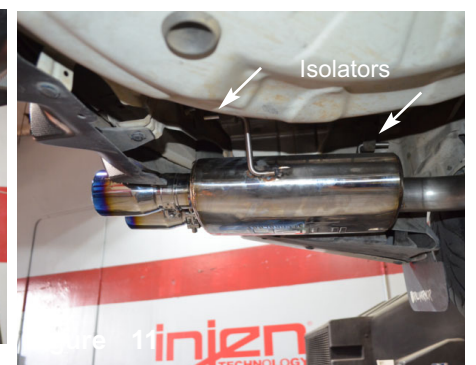


Figure 11
Now take the driver's side rear muffler section hanger and insert it into the rear exhaust isolator. **Note: Flanges can rotate slightly for more adjustment.**

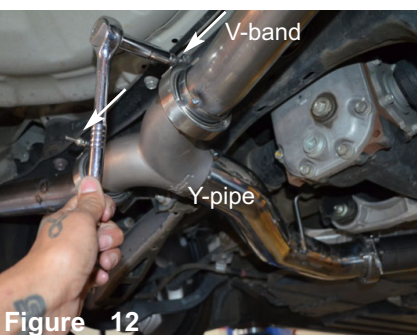


Figure 12
Once both rear sections are in, secure using provided V band Clamps. Adjust for fitment and rotate for desired position and clearance. Secure and tighten all clamps using 11mm socket and ratchet.

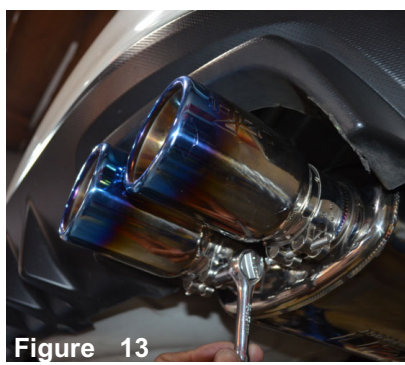


Figure 13
Once Exhaust is in position. Adjust tips to desired position. Staggered or straight. Tighten all tips using 10mm socket and ratchet.



Figure 14
Rear muffler section secured to Y-pipe sections. Make your final adjustment and make sure you have clearance with no interference with the bumper or chassis components. You may now tighten all the bolts supplied once all adjustment have been made and then recheck again.