



# HYUNDAI i30 N Performance, type PDE, 06/2021=>

2.0l Turbo 206 kW (G4KH, with GPF)

### **GPF-BACK-SYSTEM EC-APPROVED**

**POWER** 

TORQUE

WEIGHT

+ 10 HP

+ 17 Nm

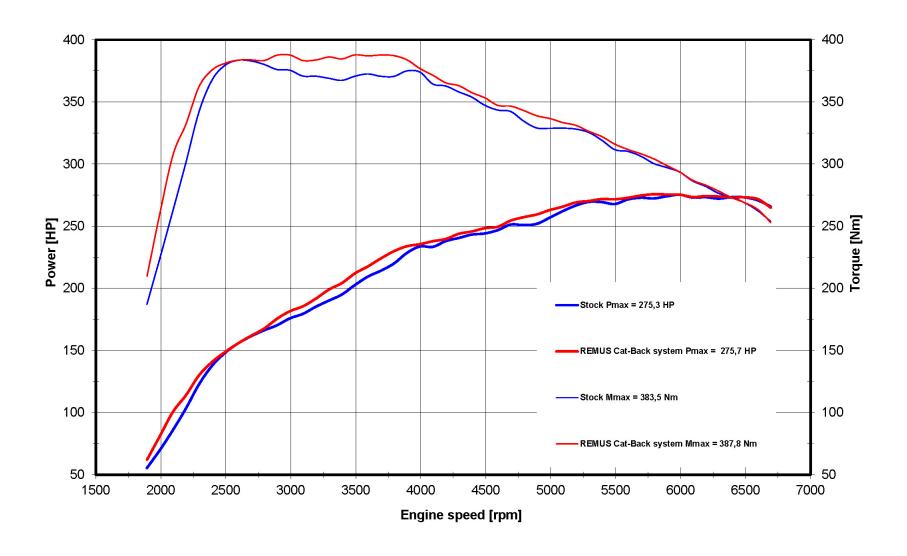
- 1,8 Kg

at 3700 rpm

at 3700 rpm

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# **ABOUT**

**GPF-back-system L/R:** 285523 1500 + tail pipe set! No vehicle modifications required!

RACING cat-back-system L/R:

285518 0000 (No EC type approval) + 285523 1500 + tail pipe set! No modifications required!

When installing the GPF replacement section the lambda sensor/probe has to be unplugged and isolated! No dummy plug existing! When installing the optional non-resonated cat-back front section 285518 0000 a deactivation of the GPF in the engine control unit (ECU remapping) must be done in order to prevent "check engine light" warning signal and also to achieve optimized performance and throttle response.

The use of racing products and products which do not have EC approval is generally not permitted on public roads.

When installing REMUS axle-back and cat-back or catalyst delete tubes on vehicles which are used for closed road driving, it is advisable to tune the ECU for a maximum gain in performance and to ensure that the CEL does not pop up.

### 285518 0000

### Non-resonated RACING Cat-back-section (GPF replacement section)

incl. mounting material

Connection to front parts at the manufacturer connection point

Installation/fitting at the serial mounting points

Original tube Ø 65 mm - REMUS tube Ø 76 mm

No EC type approval

140.-

### 285523 1500

**GPF-back-system** consisting of 2 connection tubes and L/R sport exhaust centered (without tail pipes) with 1 integrated valve, incl. EC type approval incl. mounting material

Connection to front parts at the manufacturer connection point Installation/fitting at the serial mounting points
Original tube Ø 65 mm - REMUS tube Ø 76 mm
The activation of the valve is carried out using the original actuator via the vehicle onboard electronics.



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- remus.sportexhaust
- REMUS Innovation GmbH
  Ruhmannstraße 11
  A-8570 Voitsberg