

DFG Tuning MK5/MK6 Downpipe Installation Guide

Tools Required:

- 10mm Socket, 13mm Socket, 15mm Socket, 16mm Socket, 17mm Socket, 8-inch Socket Extension
 - 22mm Wrench, 10mm Allen Key, Penetrating Lubricant, (2) Jack Stands, (1) Floor Jack
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Downpipe Components: *Please make sure you have the below parts before starting!*

- (1) Front downpipe section with flex section
- (1) Test pipe section or Catted section
- (1) Compression Clamp
- (1) O2 Block off plug
- (1) Installation Kit: (1) Metal downpipe gasket, (4) 16mm nuts



Notes:

- DFG Tuning recommends professional installation. If you do not have access to a lift make sure you **properly secure the car on jack stands before working underneath the vehicle.**
 - This guide is based on a 2010 Manual GTI.
 - Please make sure the car is properly cooled down as heat can be stored in the exhaust components well after the vehicle is shut off
 - Once the vehicle is cooled down use the penetrating lubricant on downpipe nuts & O2 sensors for easier removal
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Starting Under The Hood

1. Remove the battery cover and unhook the negative terminal using the 10mm socket.



2. Remove the intake system.
3. Disconnect the O2 sensor harness which is located above the brake fluid reservoir and move O2 harness out of the way.

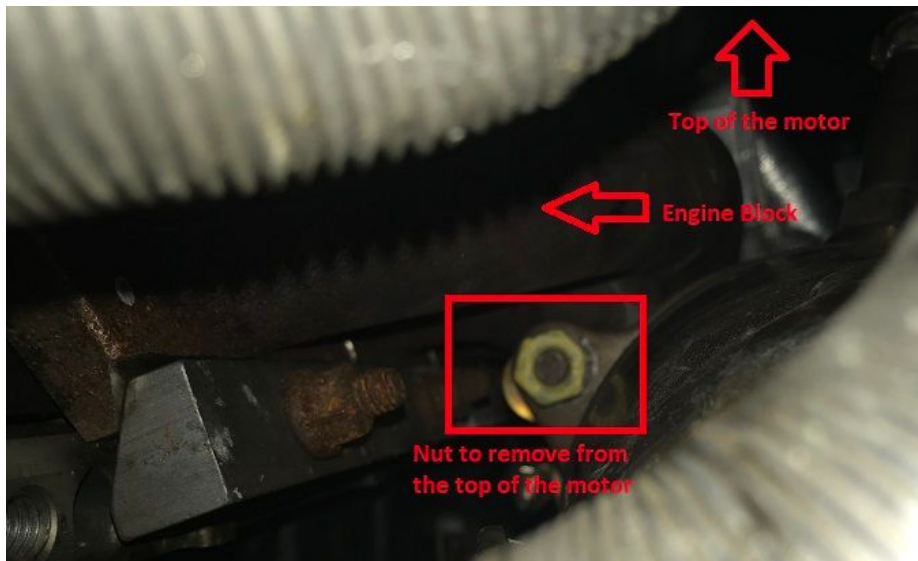




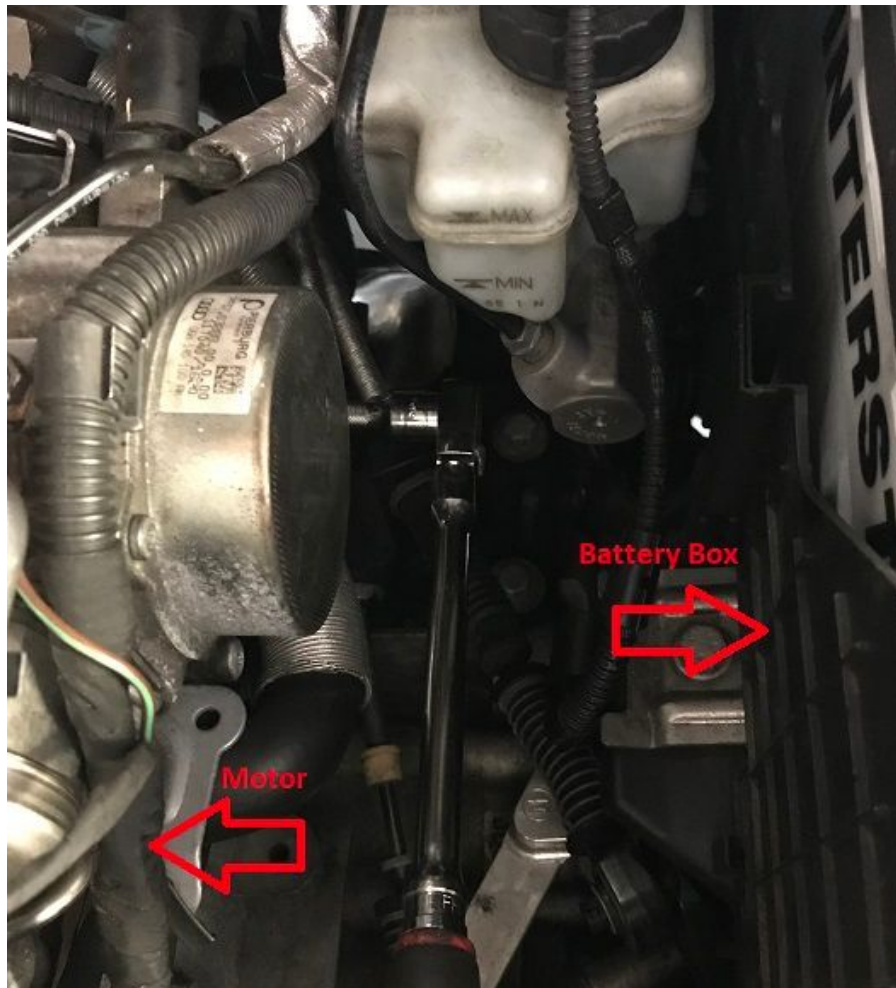
4. The factory downpipe is attached to the turbo using (4) 16mm nuts. From the top of the motor, you can reach your hand behind the engine and locate the (4) nuts. The top rear bolt is easier to remove from the top of the motor.
 - a. The photo below is how the turbo is oriented on the motor. The red square is highlighting the position of the nut.



b. We have highlighted this nut in yellow for this guide



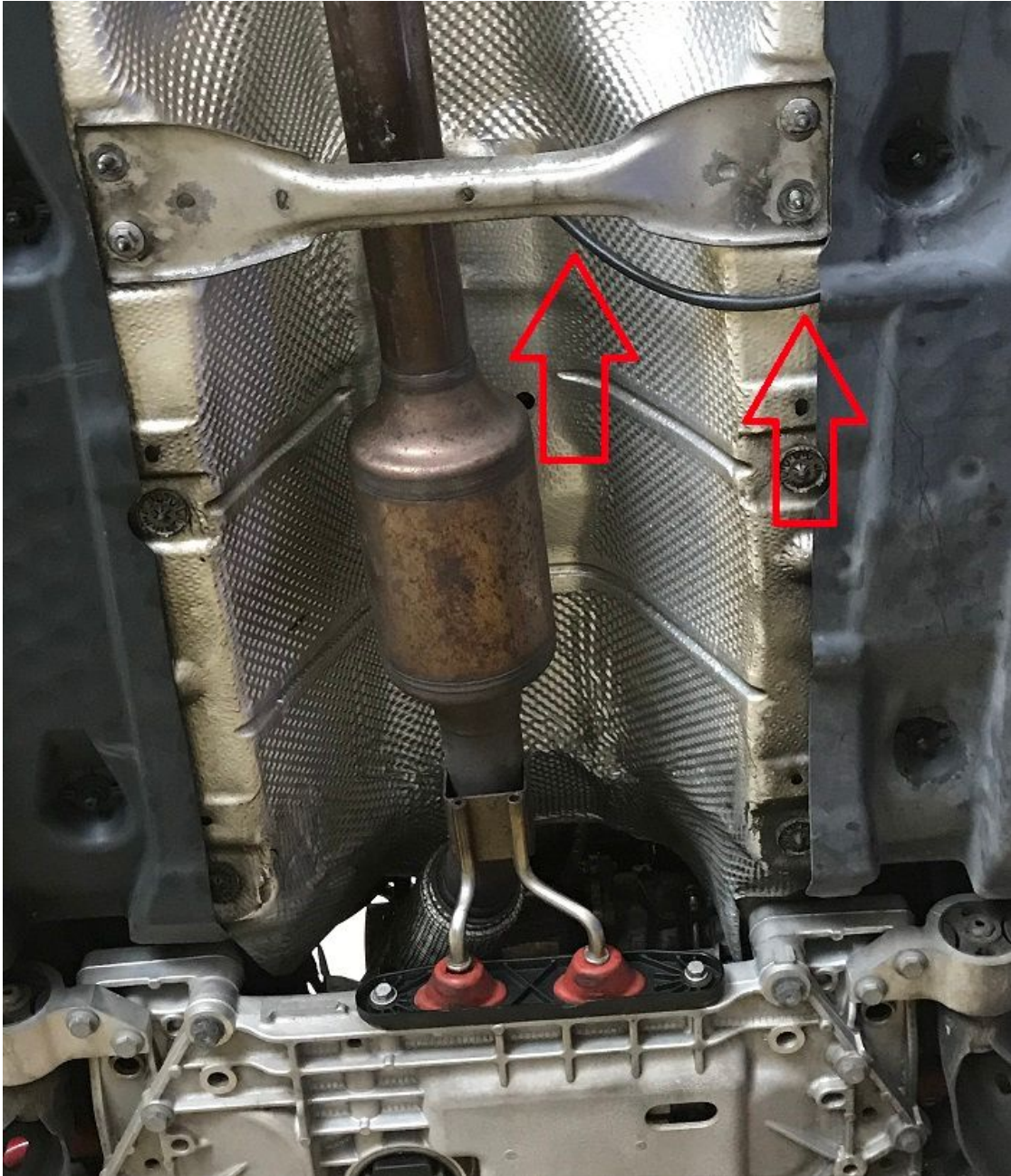
c. Use the 8" extension and 16mm socket. Below we show how to place the ratchet and extension in order to reach this nut.



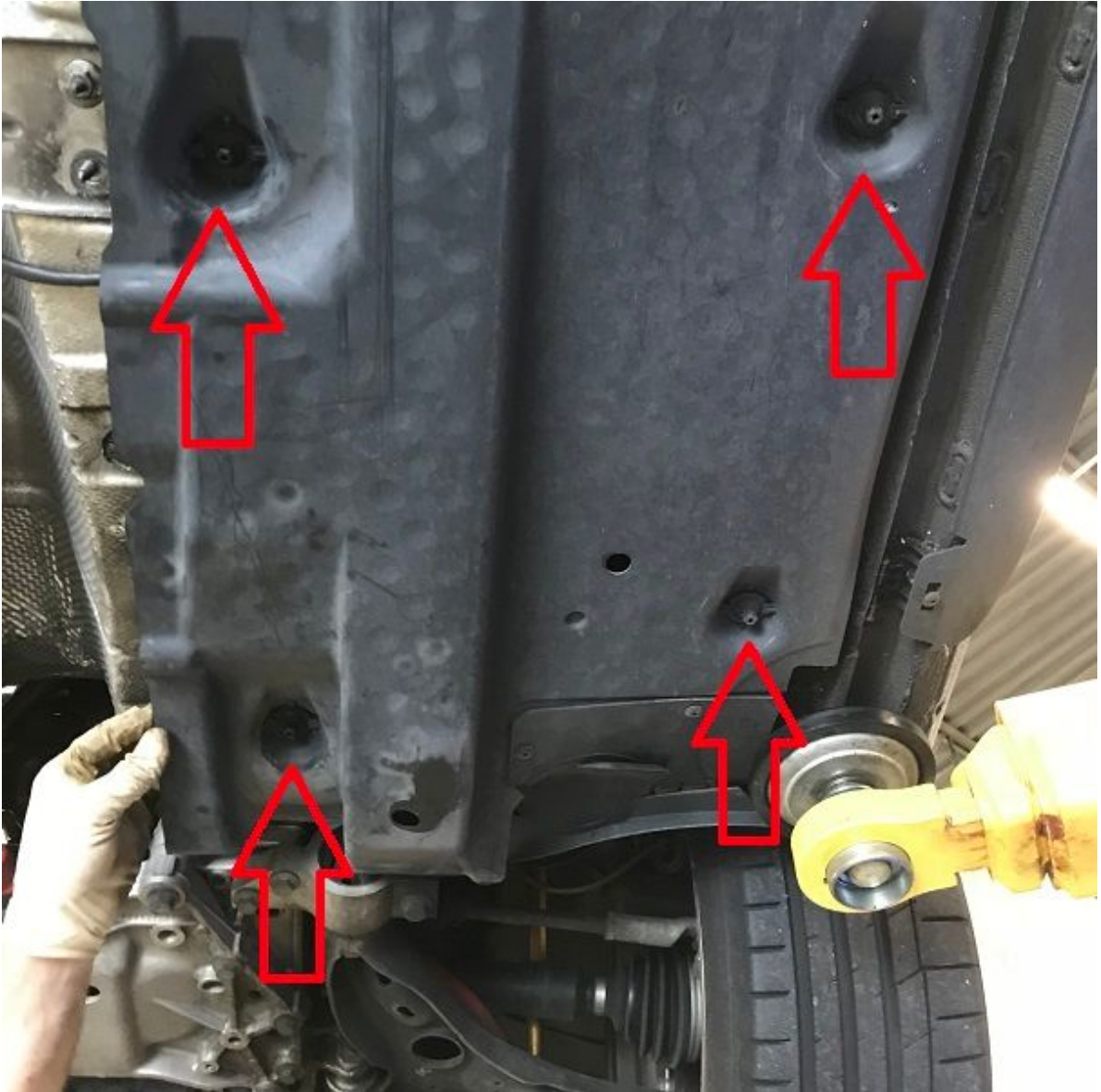


Removing The Stock Downpipe

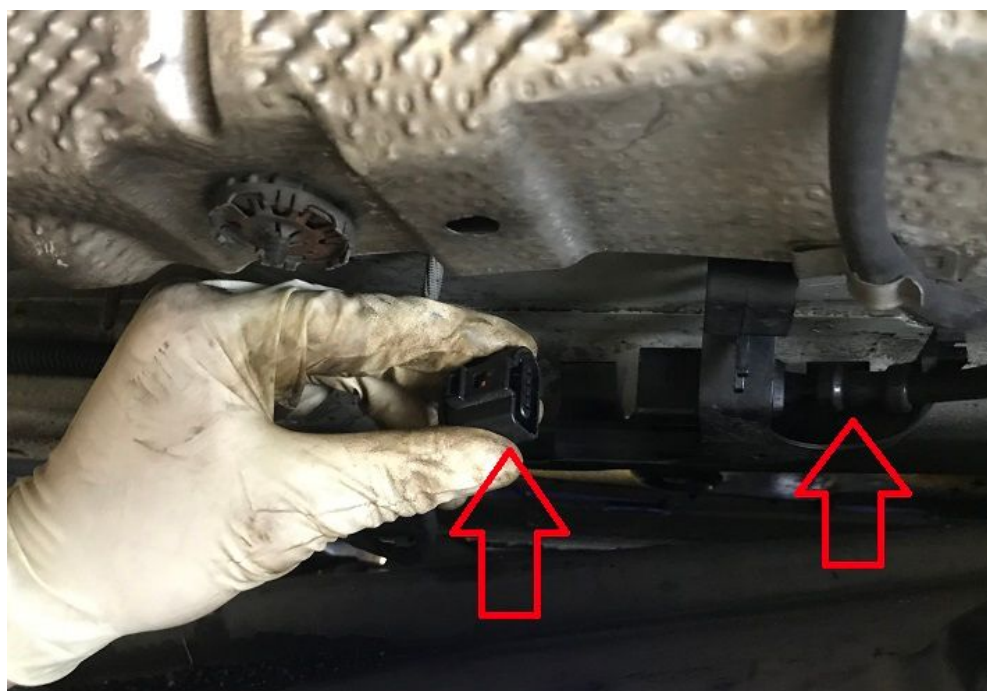
1. Now either secure the vehicle on jack stands or use a lift to gain access to underneath the vehicle
2. Locate the rear O2 sensor harness(s) ***some vehicles have two***



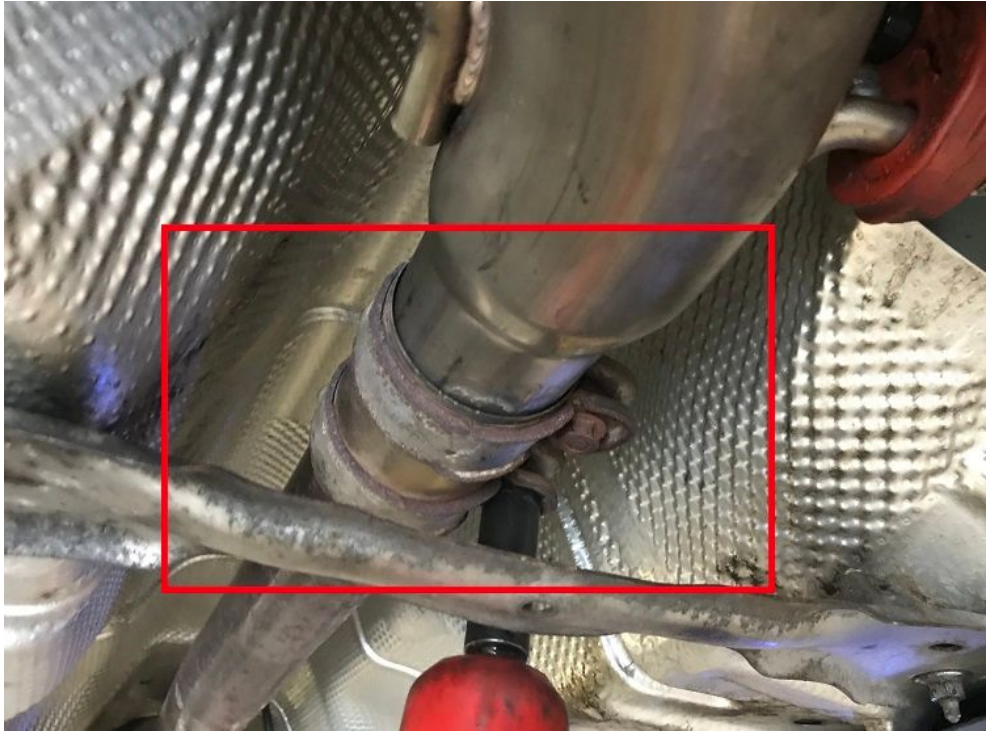
3. This is done by removing the (4) 10mm nuts holding the plastic shield in place



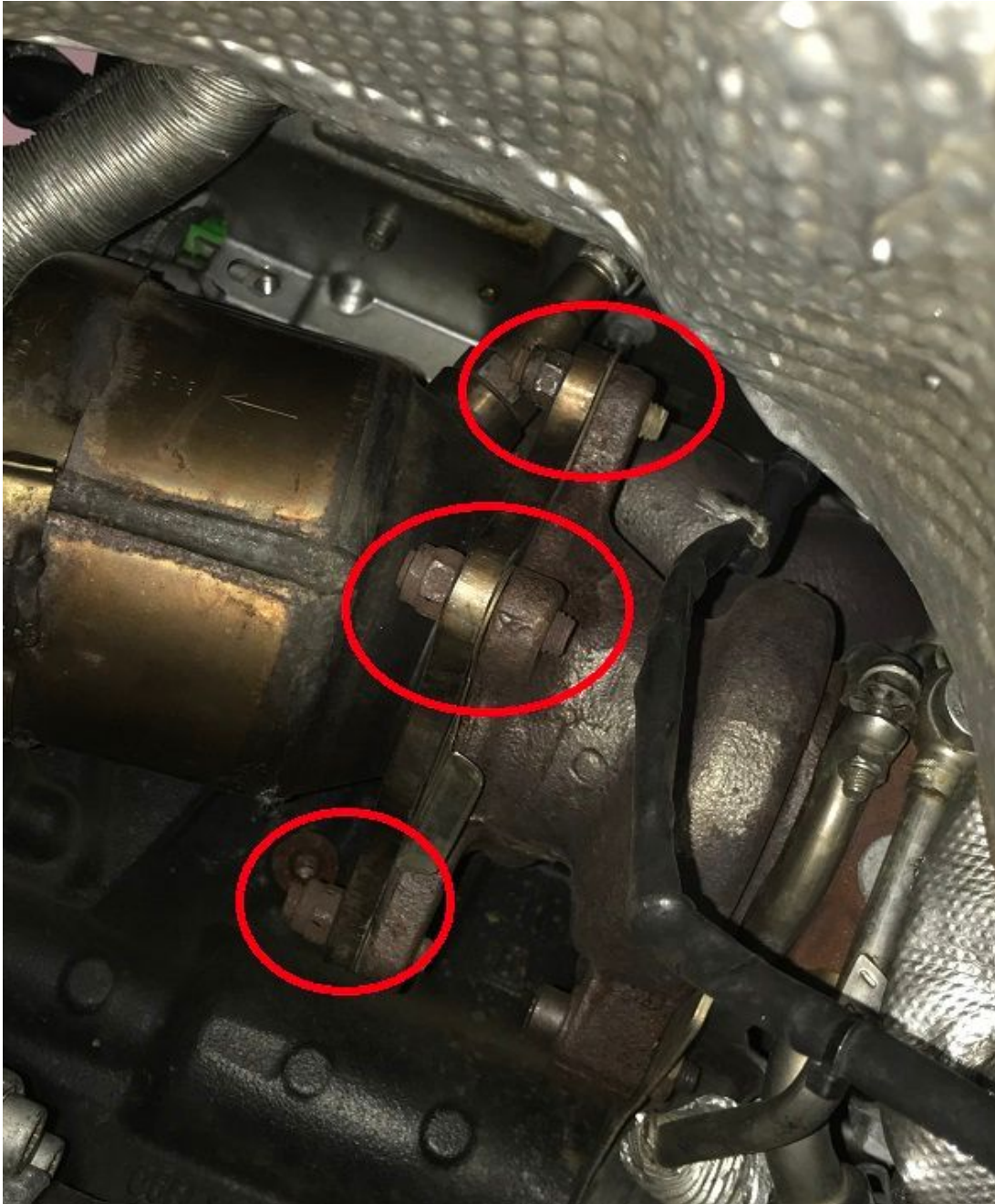
- a. Once the shield is removed you can locate and disconnect the O2 harness(es)



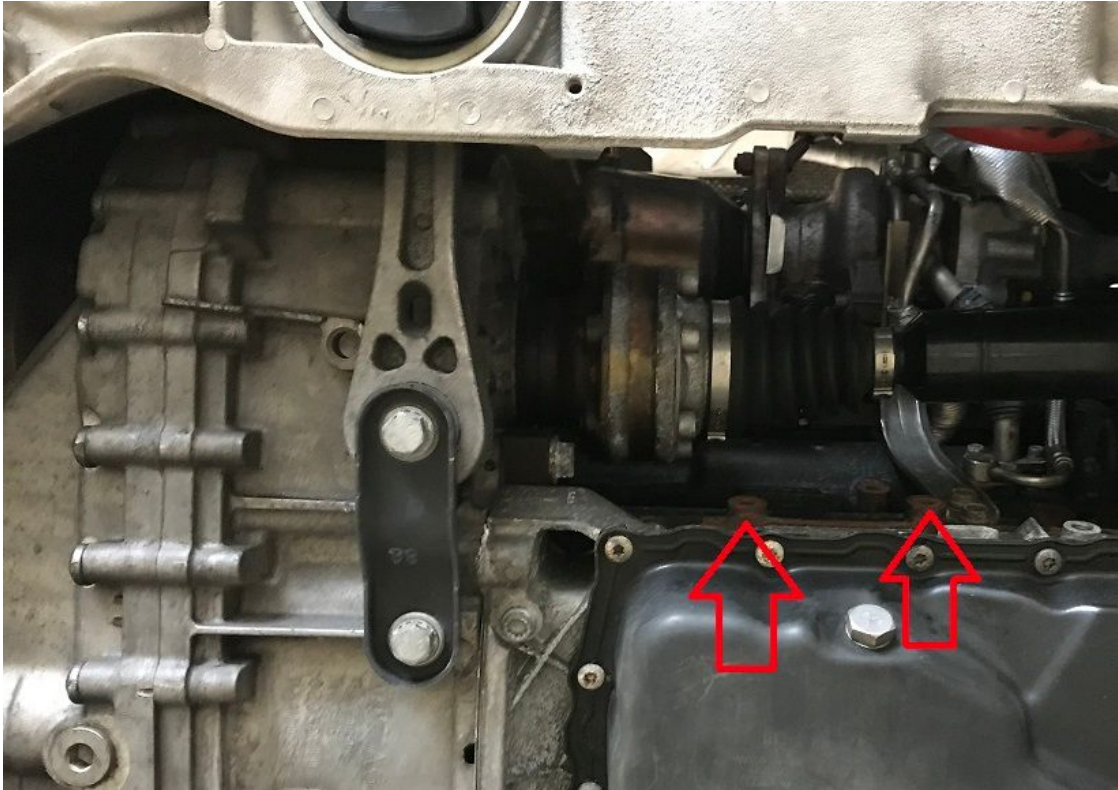
4. Now locate and loosen the (2) 13mm bolts on factory clamp between the downpipe and cat-back. (We will remove this in another step)



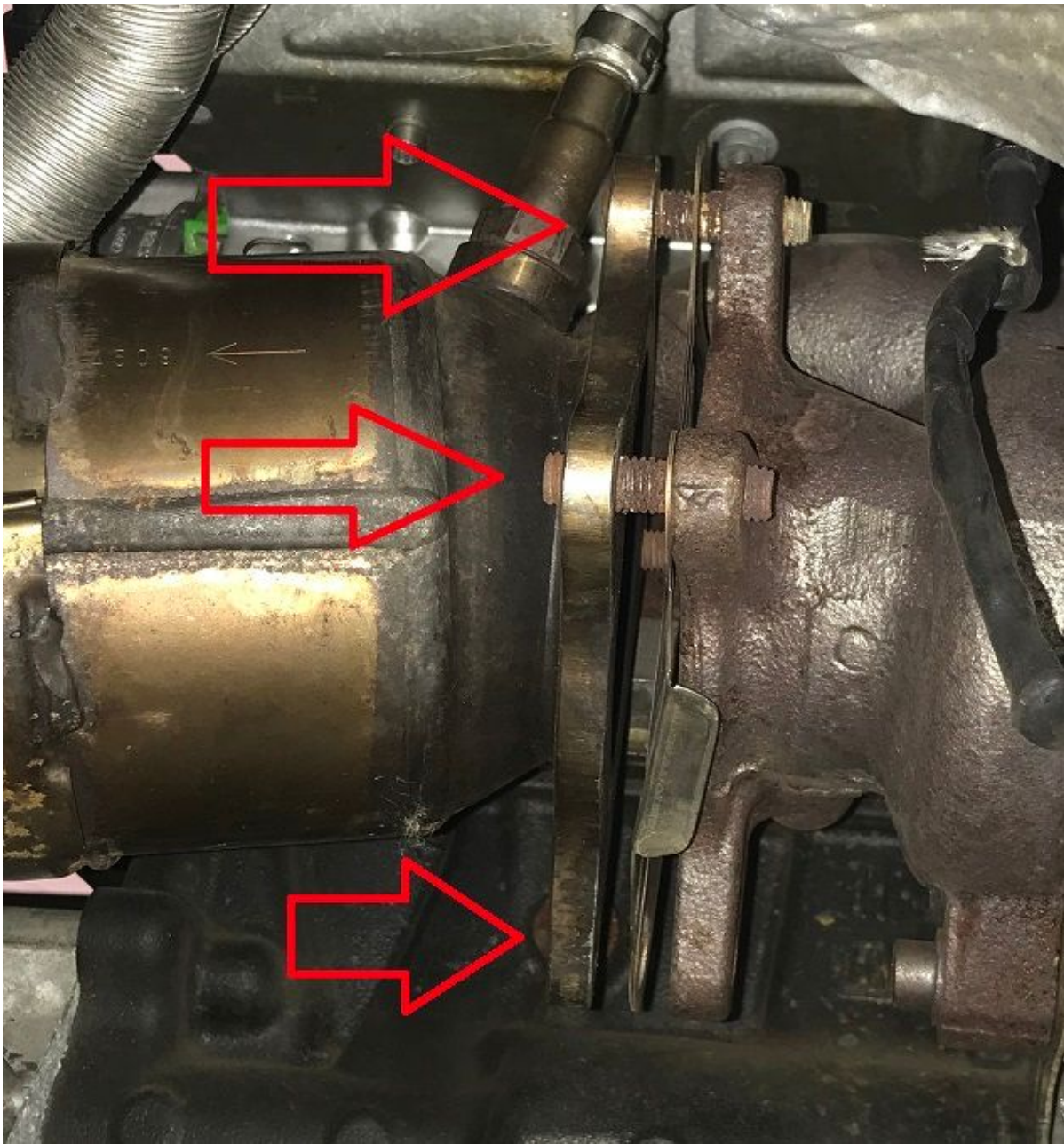
5. Move towards the front of the vehicle and locate the other (3) visible 16mm nuts that hold the downpipe onto the turbo.



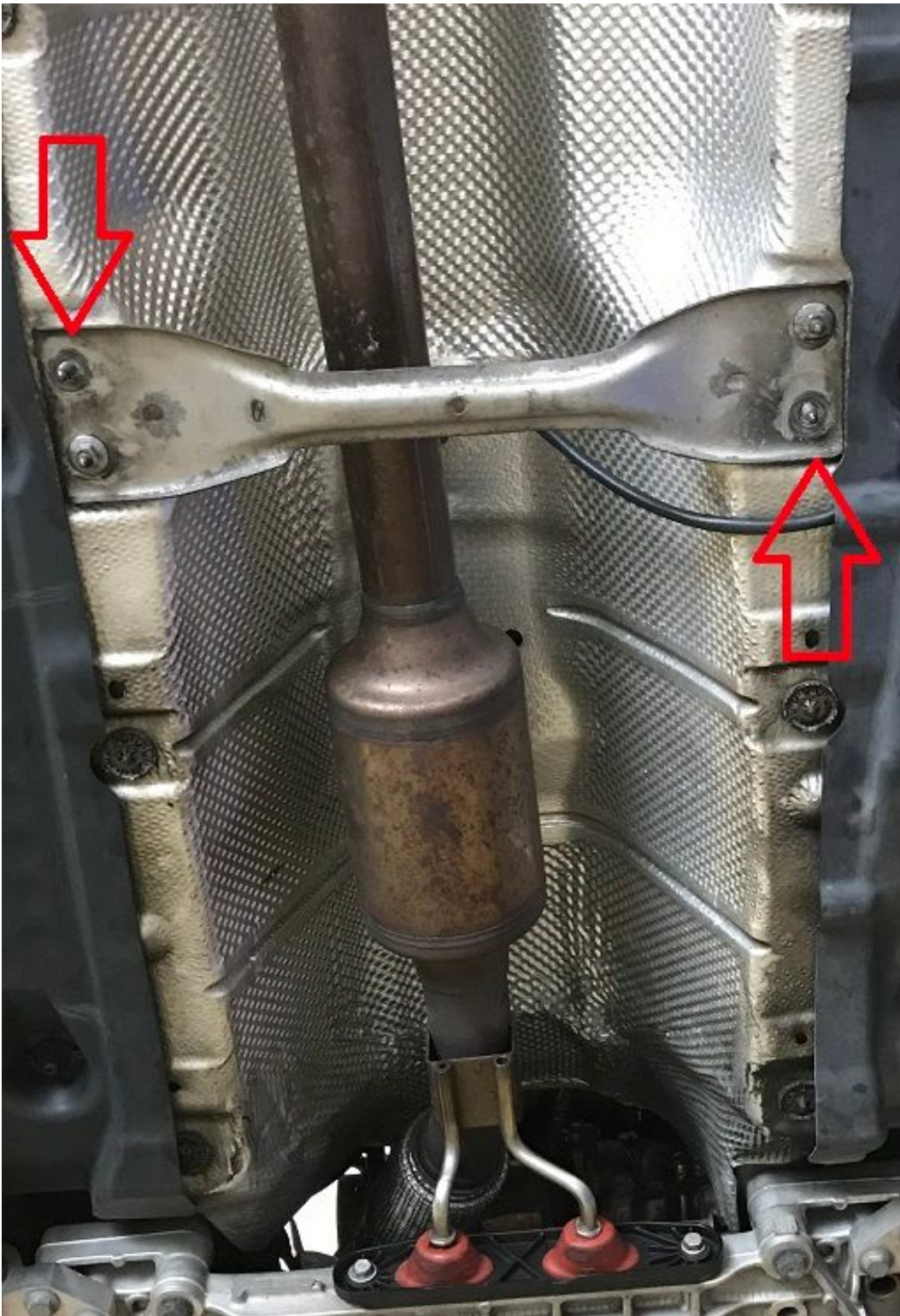
6. Before removing these nuts, locate and remove the CV axle heat shield which is held on by (2) 17mm bolts



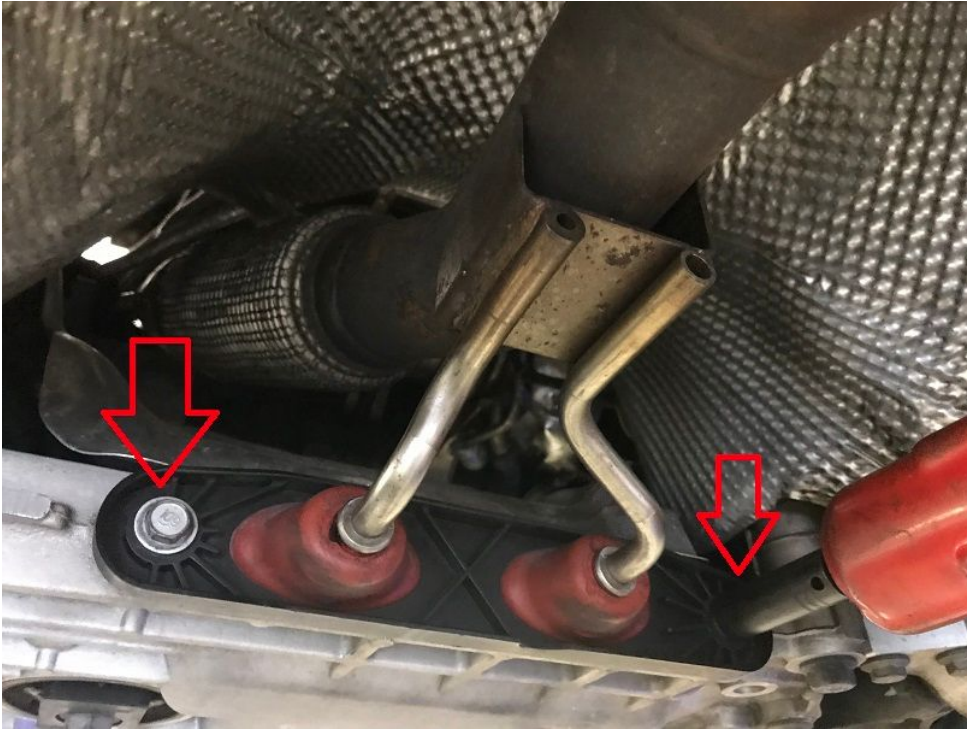
7. Remove the (3) remaining 16mm nuts that are holding the downpipe to the turbo.



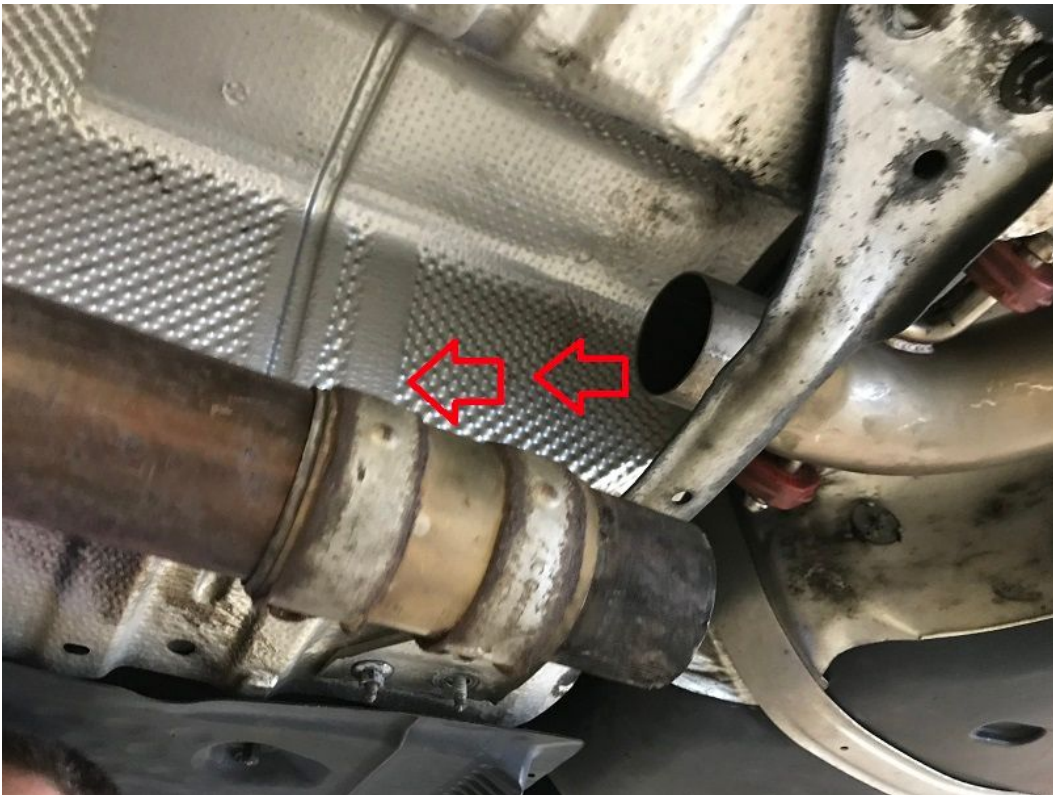
8. Locate and remove the front cross brace by removing the (4) 13mm nuts.



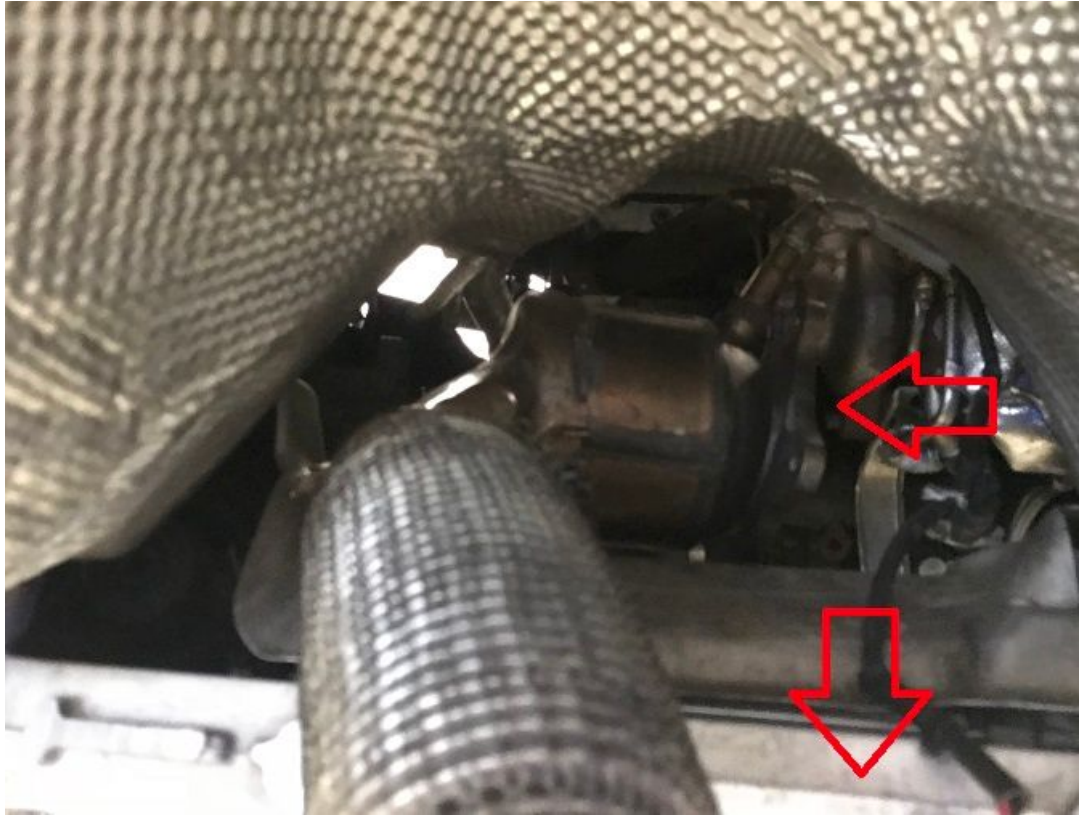
9. Now locate and remove the (2) 13mm bolts that are holding the downpipe mount to the subframe of the vehicle.



10. Slide the now loosened rear factory clamp forward onto the downpipe like shown:



11. Pull the downpipe off the studs and rotate while pulling out of the vehicle.
 - a. Pull the factory downpipe off of the studs and rest it on the tunnel



- b. Pull the downpipe out of the tunnel while rotating the whole downpipe down and out of the vehicle as shown below:



Installing The DFG Tuning Downpipe

1. Lay the factory downpipe next to the DFG Tuning downpipe and transfer the O2 sensors



- a. Remove the O2 sensors using a 22mm wrench



- b. If you have (1) rear O2 sensor install it in the rearmost bung (B) and use the supplied plug for the front bung (A)



- c. Install O2 sensors onto the DFG Tuning downpipe





- d. Hand tighten the O2 sensors, once they are hand tight, tighten by turning $\frac{1}{4}$ of a turn further.



2. Transfer the subframe mount from the factory downpipe to the DFG Tuning downpipe



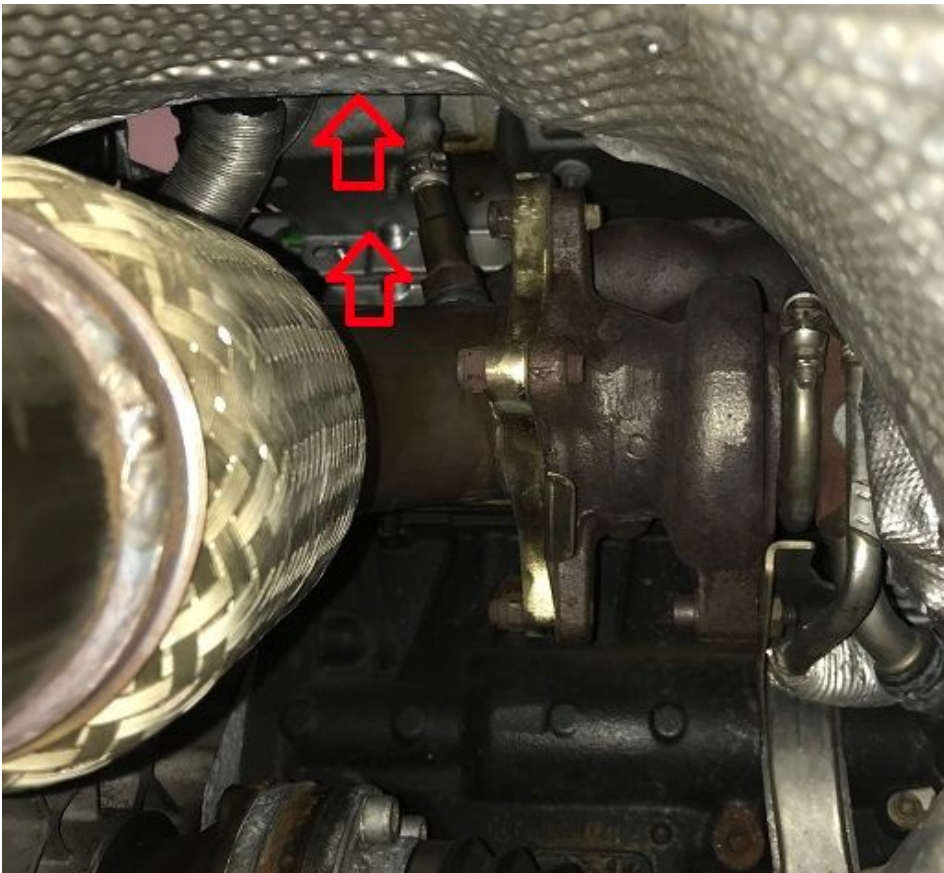
3. Before installing the DFG Tuning downpipe remove the old metal downpipe gasket and replace it with the new gasket provided in the kit.



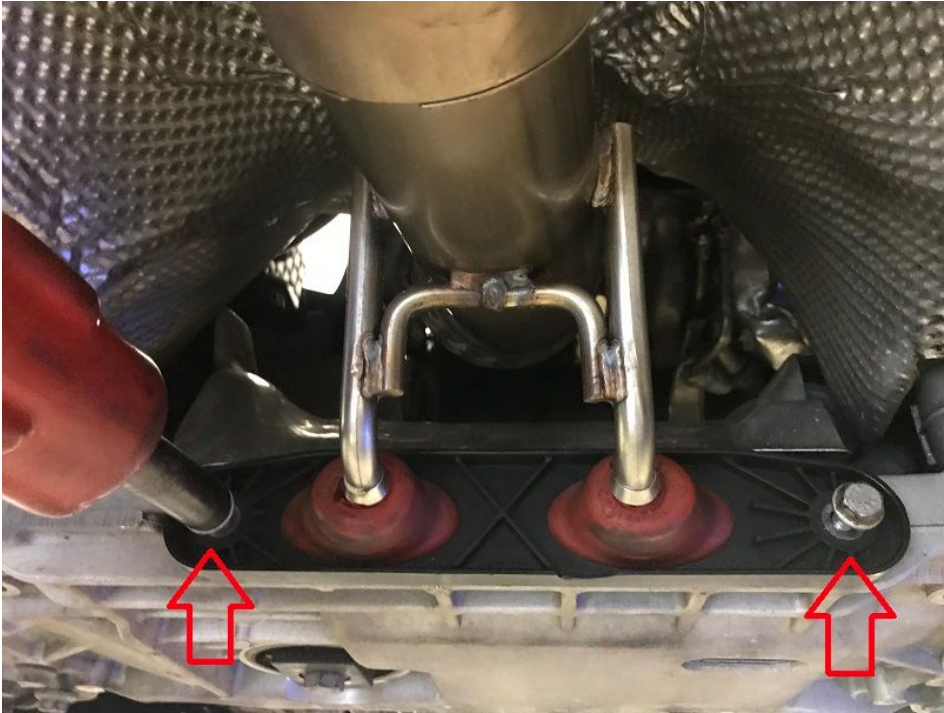
4. Install the front DFG Tuning downpipe section onto the studs and use the supplied (4) 16mm nuts to secure it to the turbo, torque these bolts to 29 ft-lbs.
 - a. Guide the downpipe into the tunnel and rotate so it matches up with the studs on the turbo



- b. Feed O2 sensor harness back towards the top of the engine so you can reach it for the new few steps



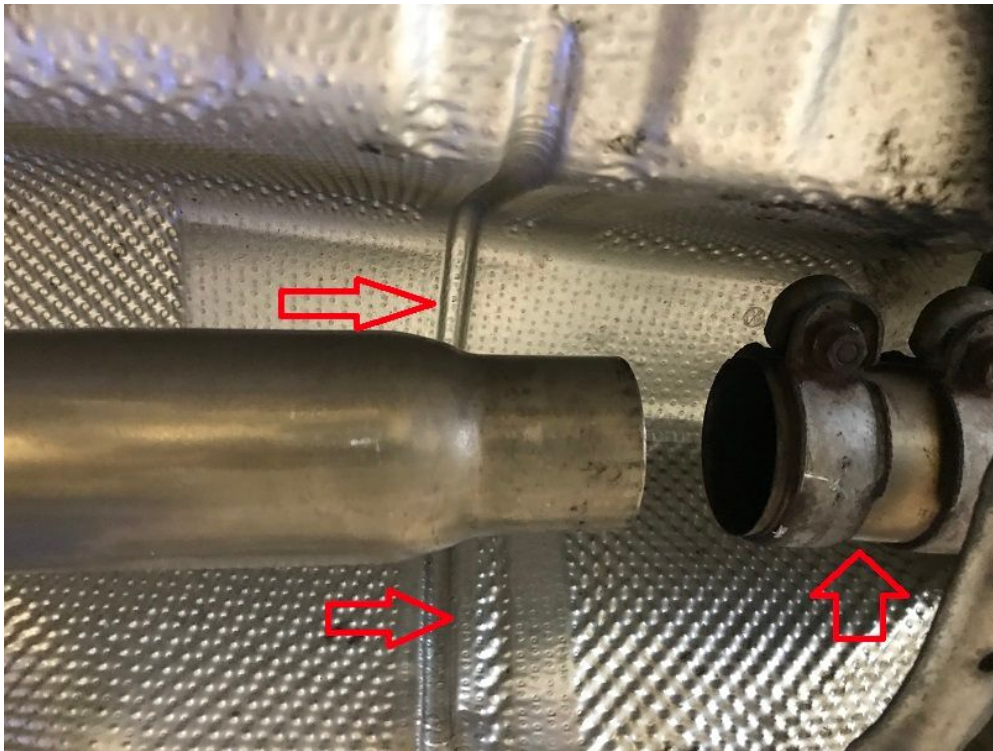
5. Install the downpipe mounting bracket into the subframe and secure with the (2) 13mm bolts, torque to 18 Ft-lbs.



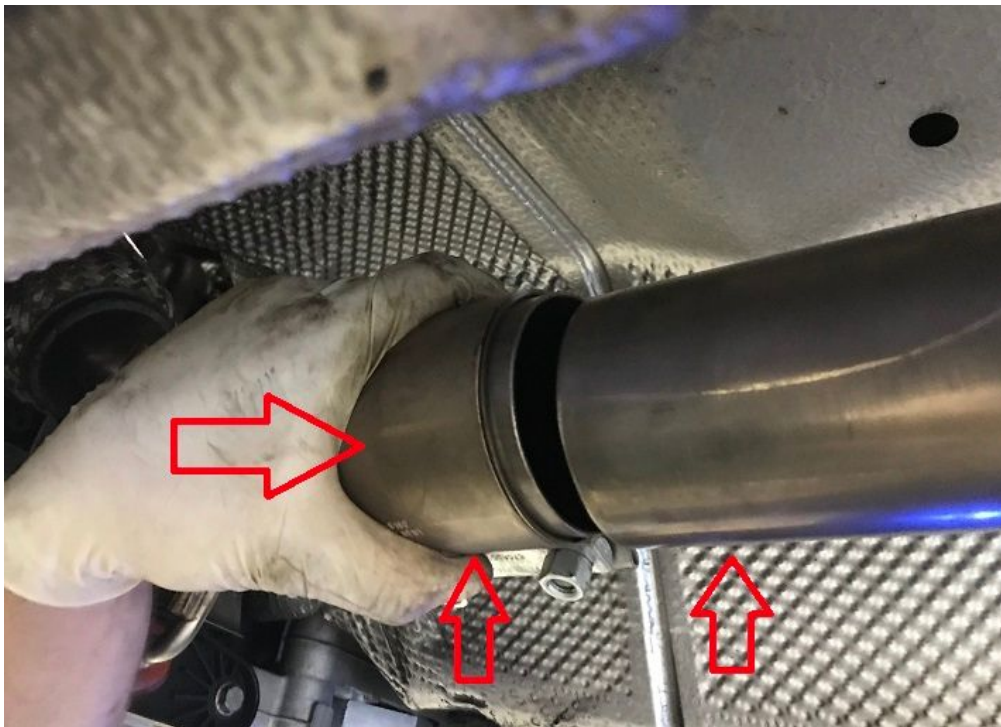
6. Slide the supplied compression clamp onto the downpipe.



7. Now lift the mid-pipe (catted or non-catted section) into place, while still holding the section connect the factory clamp to the cat-back then connect the front section to the mid-pipe section with the supplied compression clamp.
 - a. Install the DFG mid-pipe into the factory band clamp which connects the downpipe to the cat-back as shown below



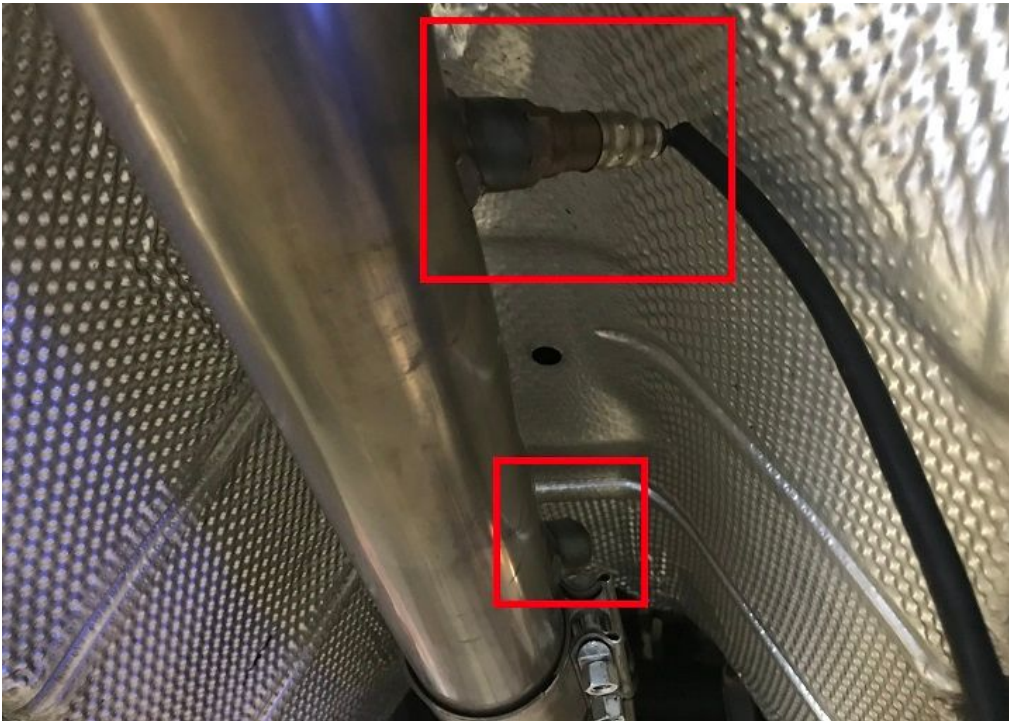
- b. Line the DFG Tuning Mid-pipe up and slide the supplied compression clamp between the front section and mid-pipe as shown.



8. Before tightening down the clamps point the O2 slightly upward as shown below.



9. If you don't have two rear O2 sensors make sure to install and tighten down the supplied plug in the forward most O2 bung using a 10mm Allen Key.

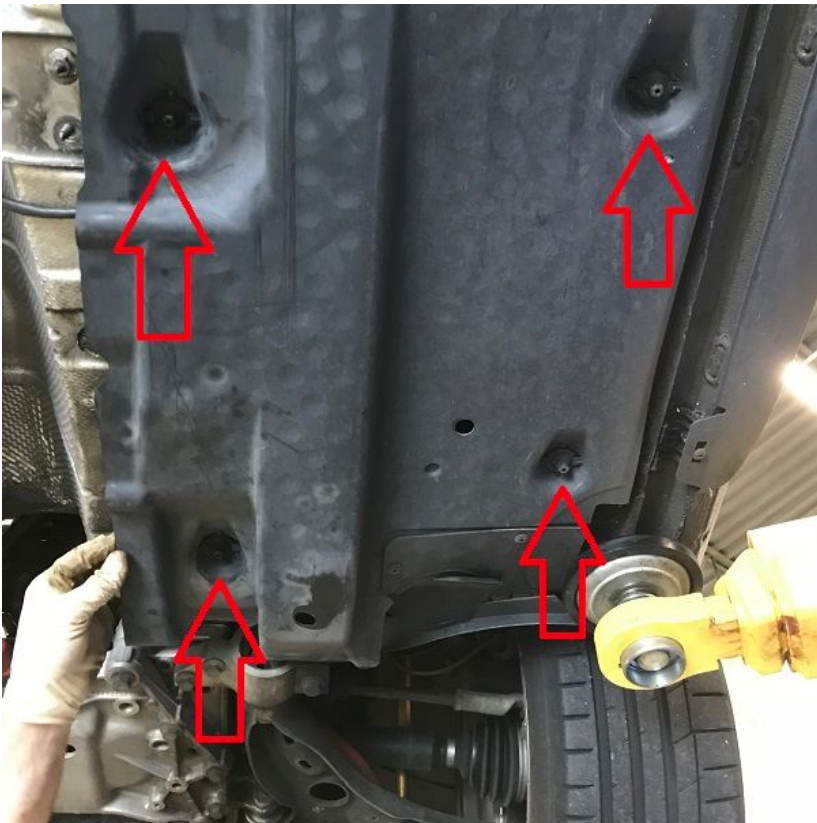


10. Re-connect the O2 harness on the right side of the vehicle and re-install the plastic shield using the (4) 10mm nuts

a. Connect and secure harness to the mount:



b. Install plastic shield and secure with (4) 10mm nuts



11. Now tighten down the (2) 15mm nuts on the compression clamp between the front section and mid-pipe. Make sure the clamp is centered before tightening down.



12. Move to the rear and tighten the (2) 13mm nuts on factory clamp.



13. Now move to the top of the engine bay and re-connect the O2 harness on the firewall.



14. Re-install intake system

15. Re-connect battery

16. Start the vehicle and check for any leaks

17. Test drive the vehicle and we recommend re-checking all the bolts after 100 miles. It may smell like something is burning or produce smoke for a short period of time after the initial start-up