

IE MK5 & MK6 Downpipe Install Guide

IEEXCC5

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of IE's 3" Downpipe System for VW MK5 & MK6 2.0T applications. This kit needs to be installed by a professional or an experienced technician. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Required Tools:

- Flathead screwdriver
- Pliers or spring clamp removal tool
- Socket wrench
- 13mm socket
- 16mm socket
- 6mm allen bit
- T30 torx bit
- #8 triple square bit
- 6mm hex bit
- 22mm crescent wrench
- 16mm crescent wrench
- 13mm crescent wrench

Included Components:

- 1X Downpipe
- 1X Catted mid-pipe
- 1X Downpipe mount bracket
- 1X 3" to 60mm slip-fit adapter
- 2X Slip-fit adapter exhaust clamps
- 1X V-band clamp
- 1X O2 sensor plug
- 1X Downpipe to turbo gasket
- 4X Downpipe to turbo nuts
- 1X Downpipe mount bracket allen bolt
- 1X Downpipe mount bracket nut
- 2X Downpipe mount bracket washers

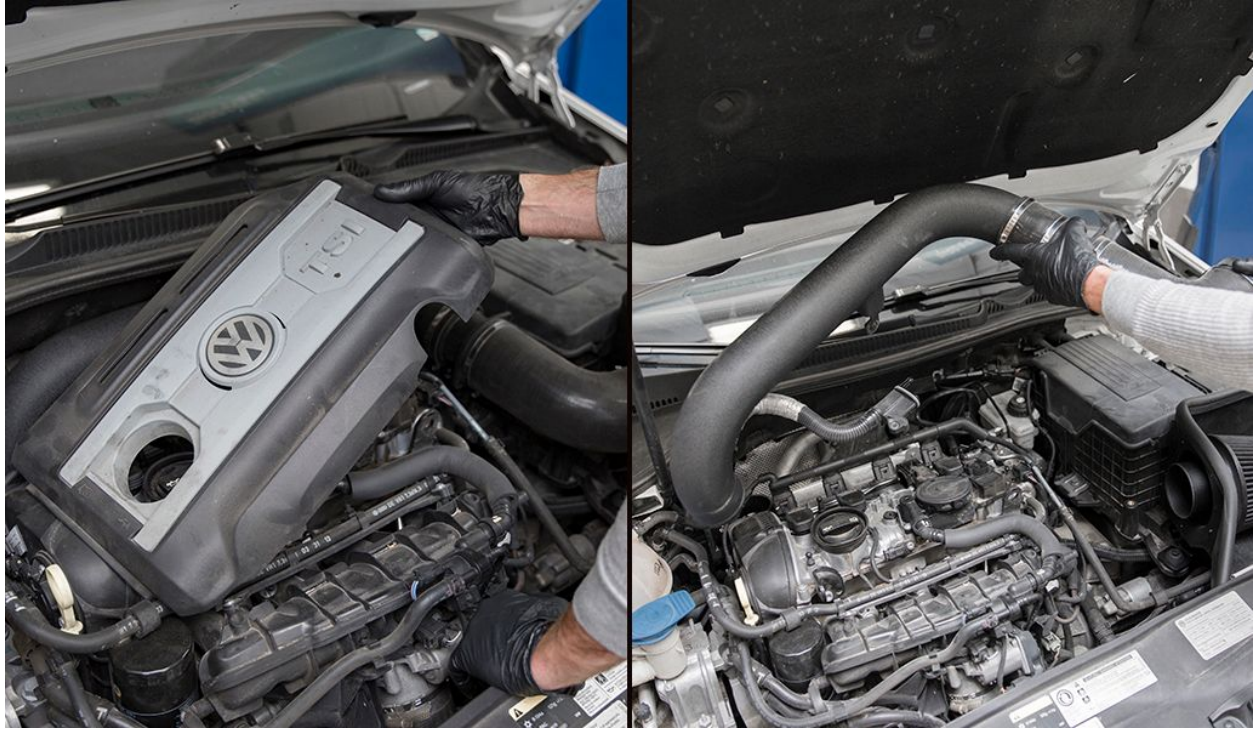
Before you begin, open your IE Downpipe Kit, inspect all components, and verify their quantities.



Safely rack your car on an auto lift. It is also recommended to allow the car to cool before beginning this install procedure.



Begin the install by removing the factory engine cover and installed cold air intake system to gain access to the rear turbo heatshield.



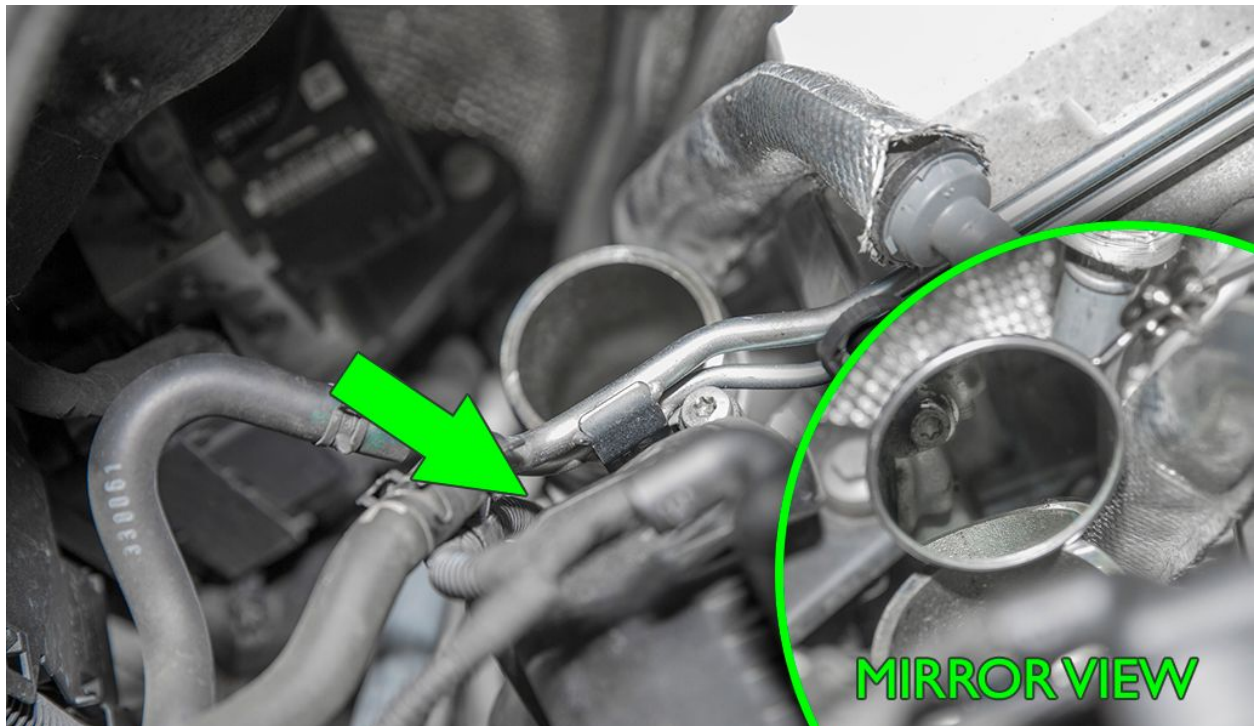
Remove the #8 triple square bolt from the top of the heatshield.



Disconnect the evap line located on the back of the cylinder head.



Remove the T30 torx bolt from the coolant crossover pipe. This bolt is located on the back of the cylinder head just above the turbocharger. A mechanic's mirror may help if you have a hard time locating it.



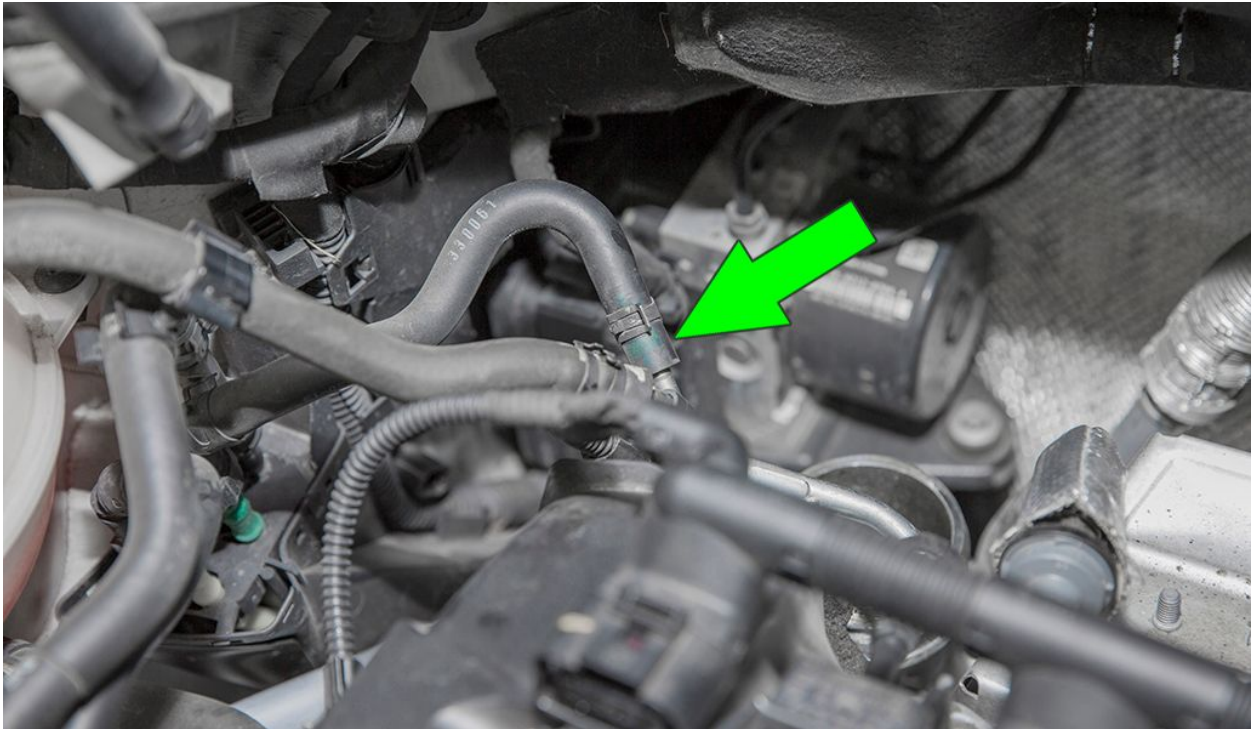
Remove the T30 bolt from the coolant crossover line located near the #4 coilpack.



Loosen the coolant bottle cap to release pressure from the system. Using pliers or spring clamp removal tool, disconnect the coolant overflow line from the coolant bottle.



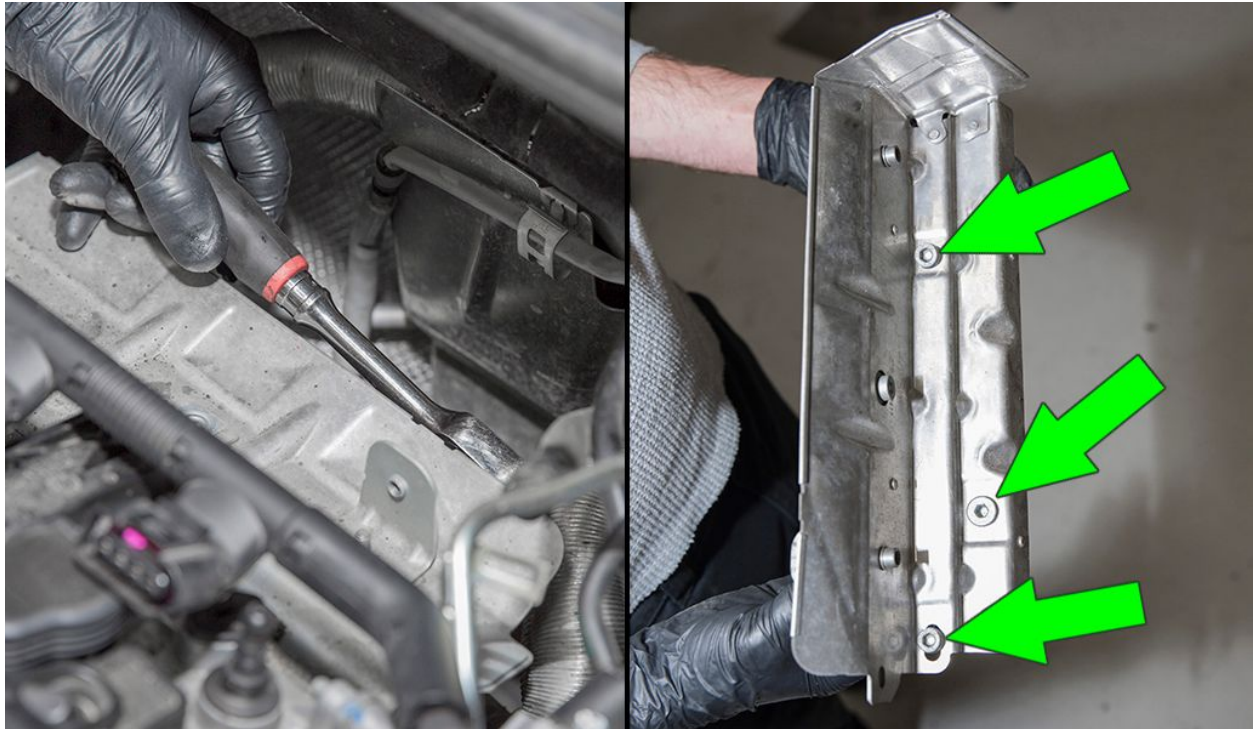
Disconnect the rear vacuum line from the crossover hardline.



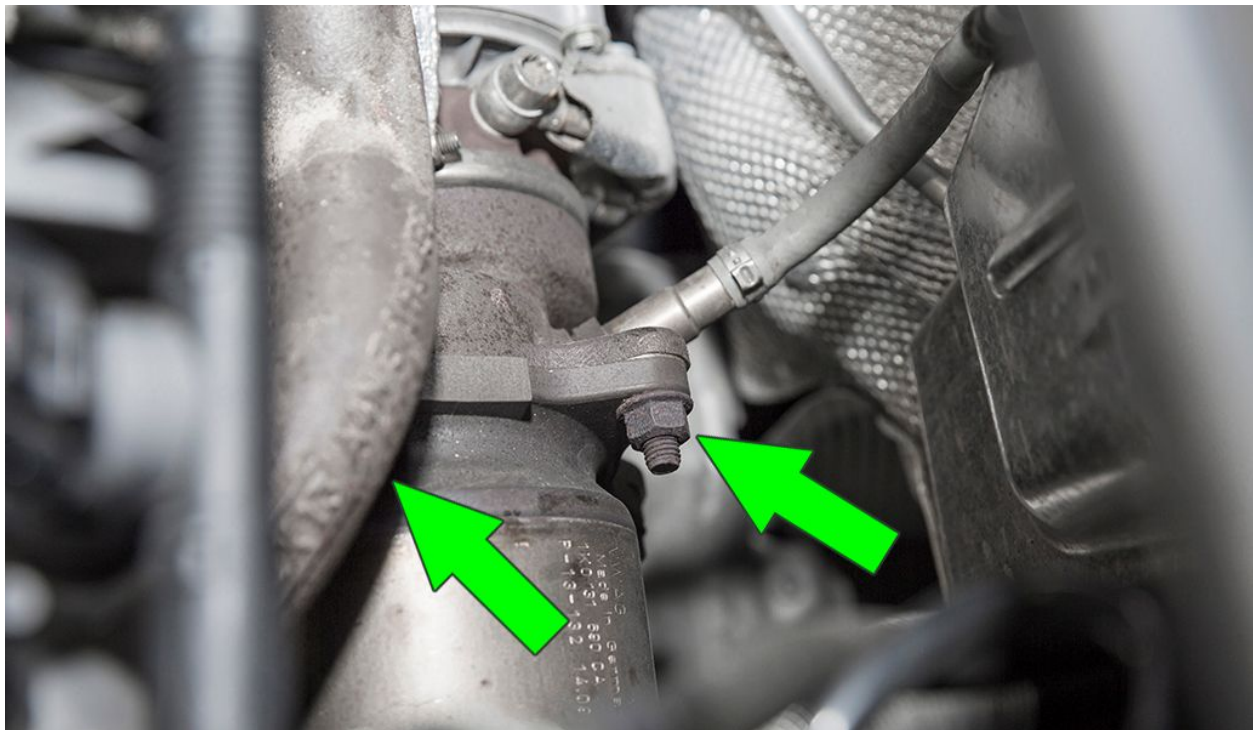
The crossover hardline should now be loose, carefully place it out of the way so you gain full access to the turbo heat shield.



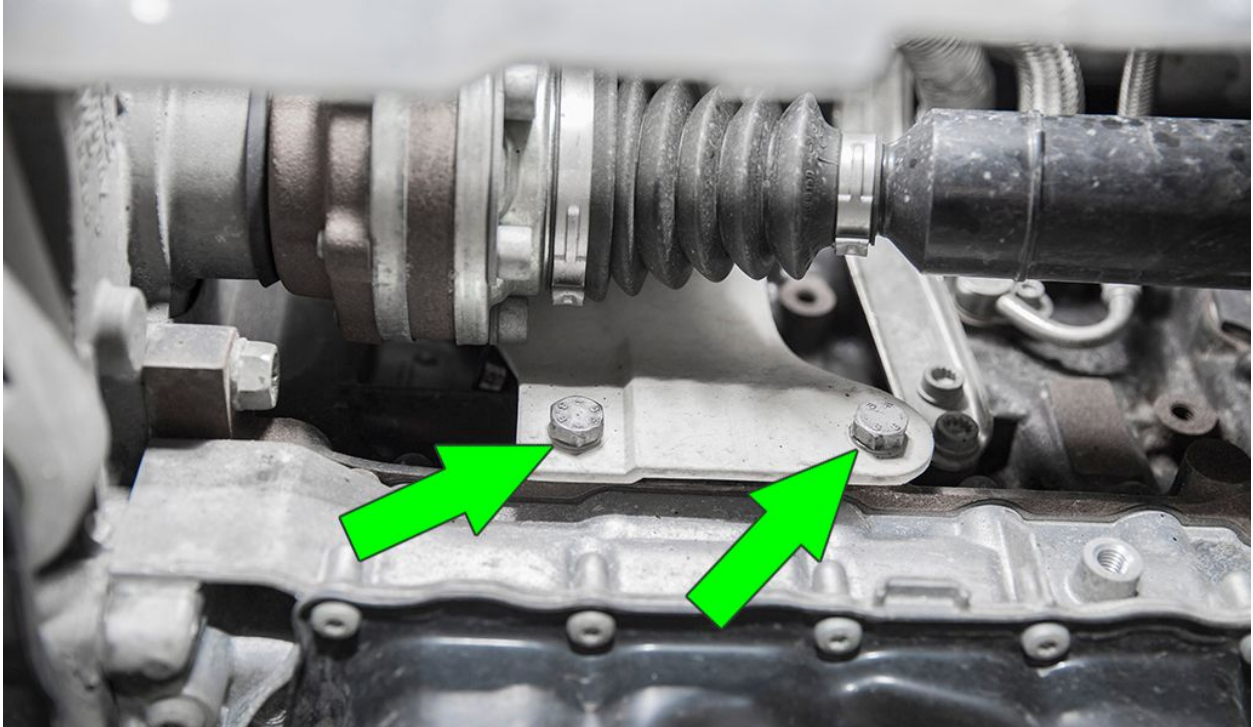
Using a socket wrench and 6mm hex driver, loosen the 3 bolts securing the heat shield to the cylinder head. Once loose, remove heat shield.



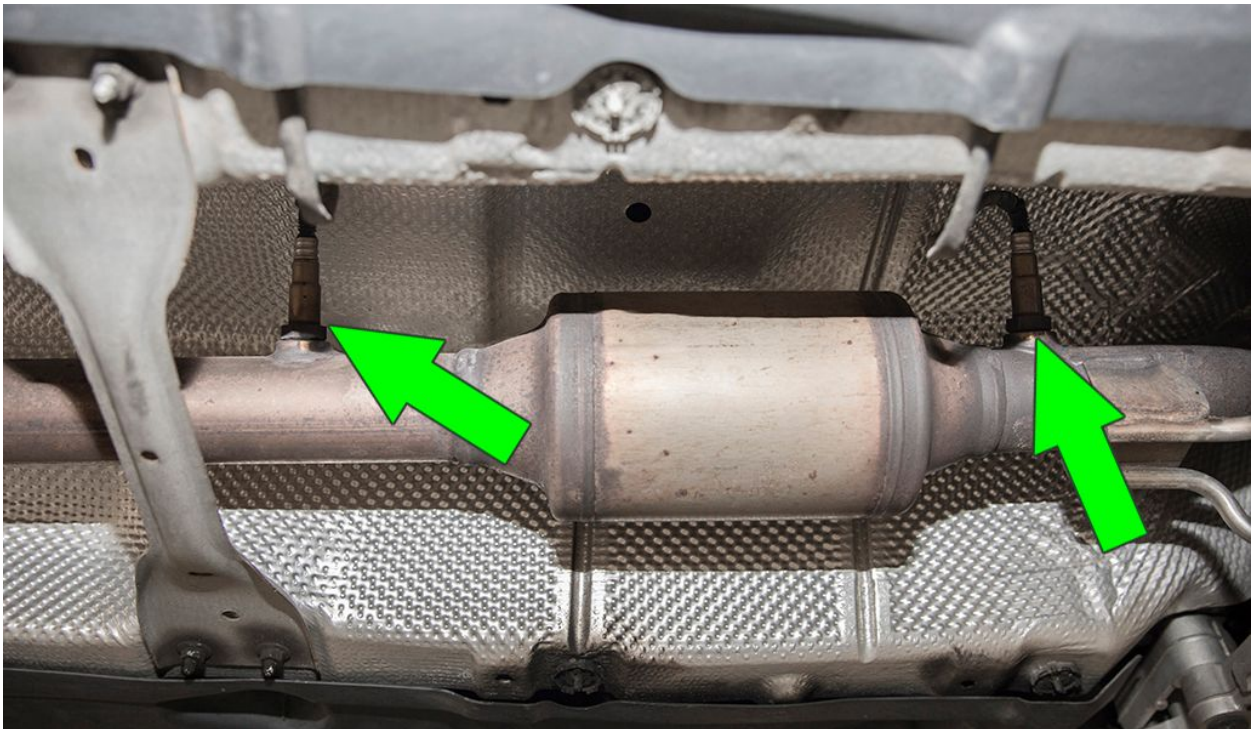
Remove the two upper 16mm nuts from the downpipe to turbo flange.



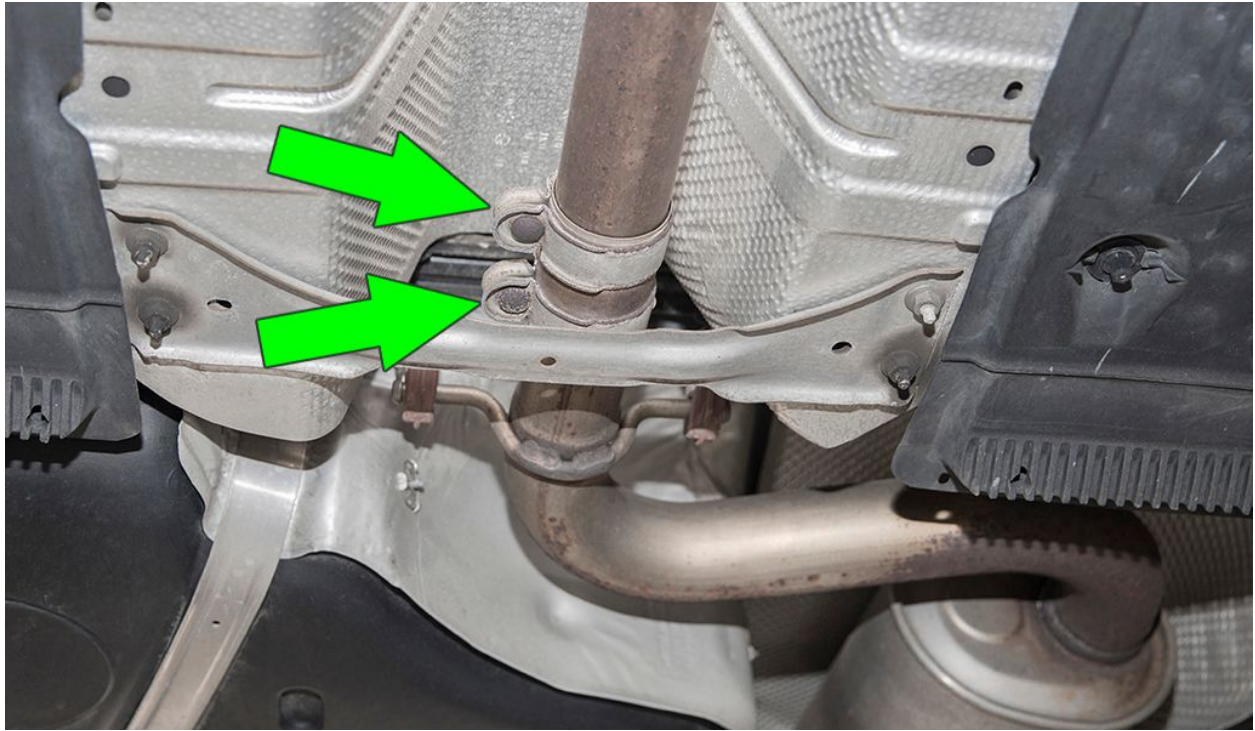
Remove the two 16mm bolts and axle heat shield.



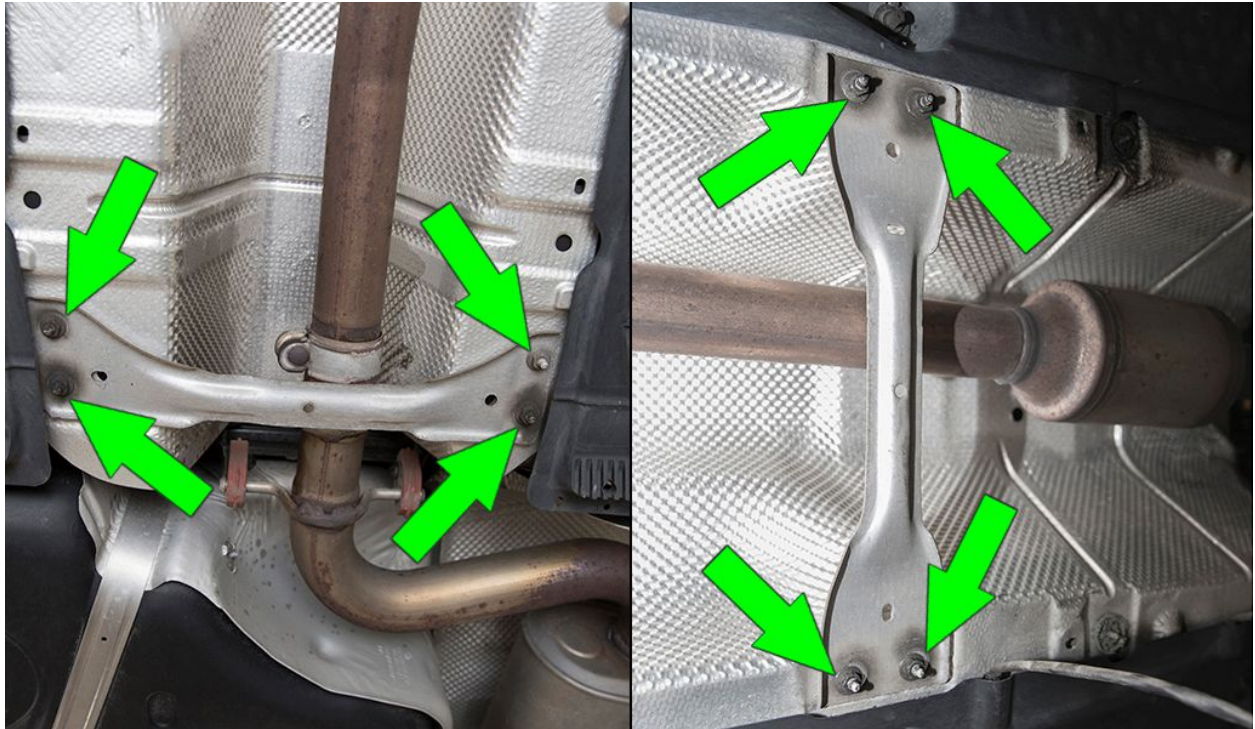
Using a 22mm wrench, break loose then remove the O2 sensor(s) from the downpipe.



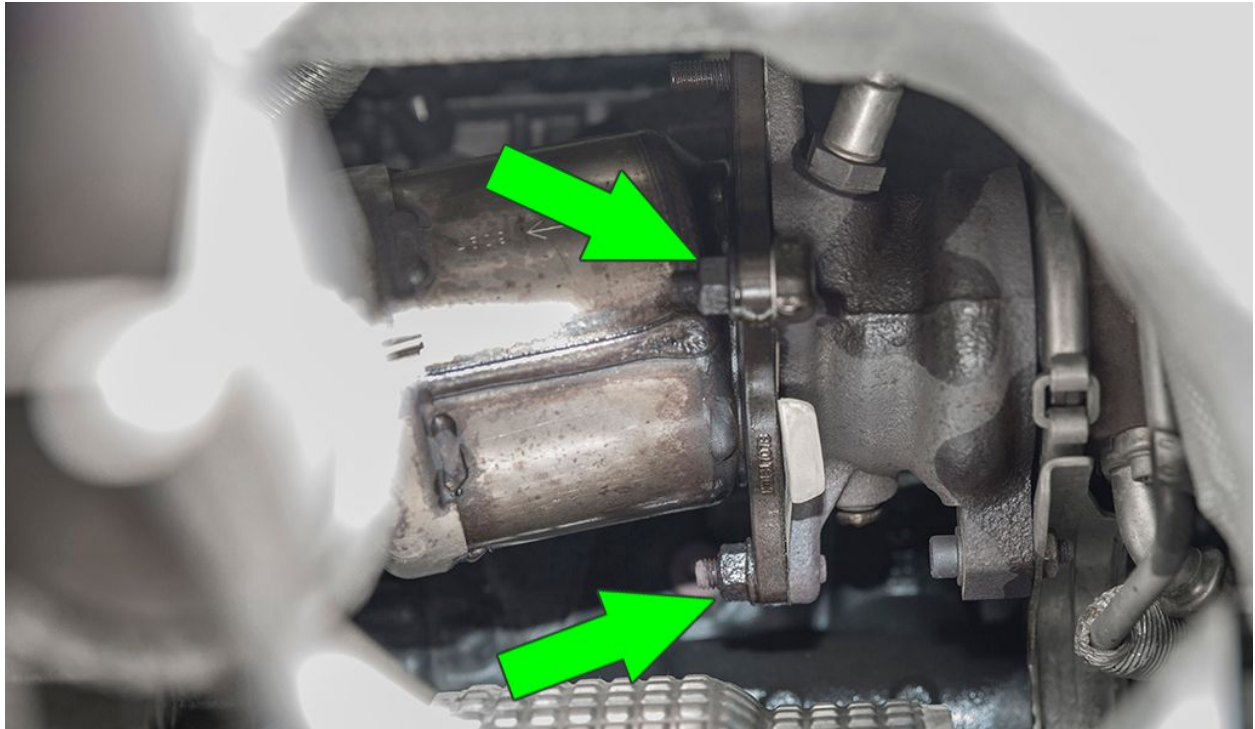
Loosen the exhaust clamps securing the downpipe to the cat-back exhaust. *Do not split the exhaust parts in this step.*



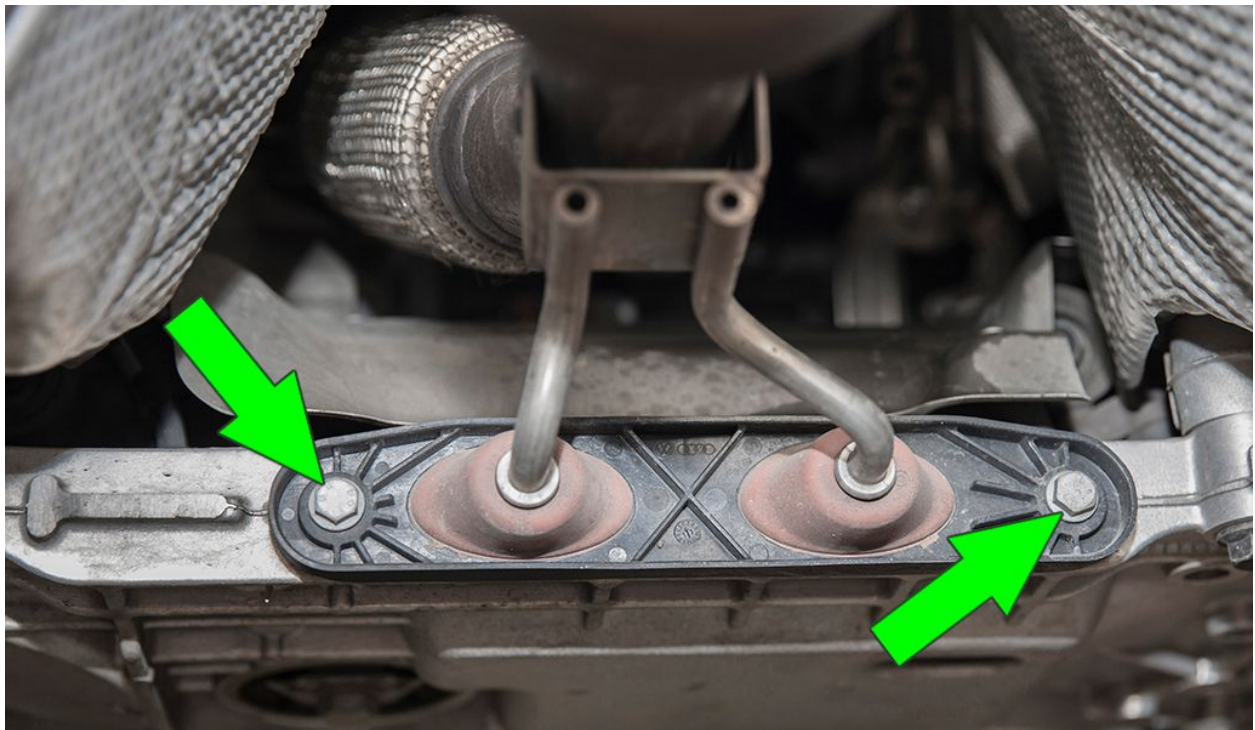
Remove the 8 13mm nuts and 2 cross braces from the vehicle.



Remove the 2 lower 16mm nuts from the downpipe to turbo flange.



Remove the 2 13mm bolts from the downpipe mount bracket.



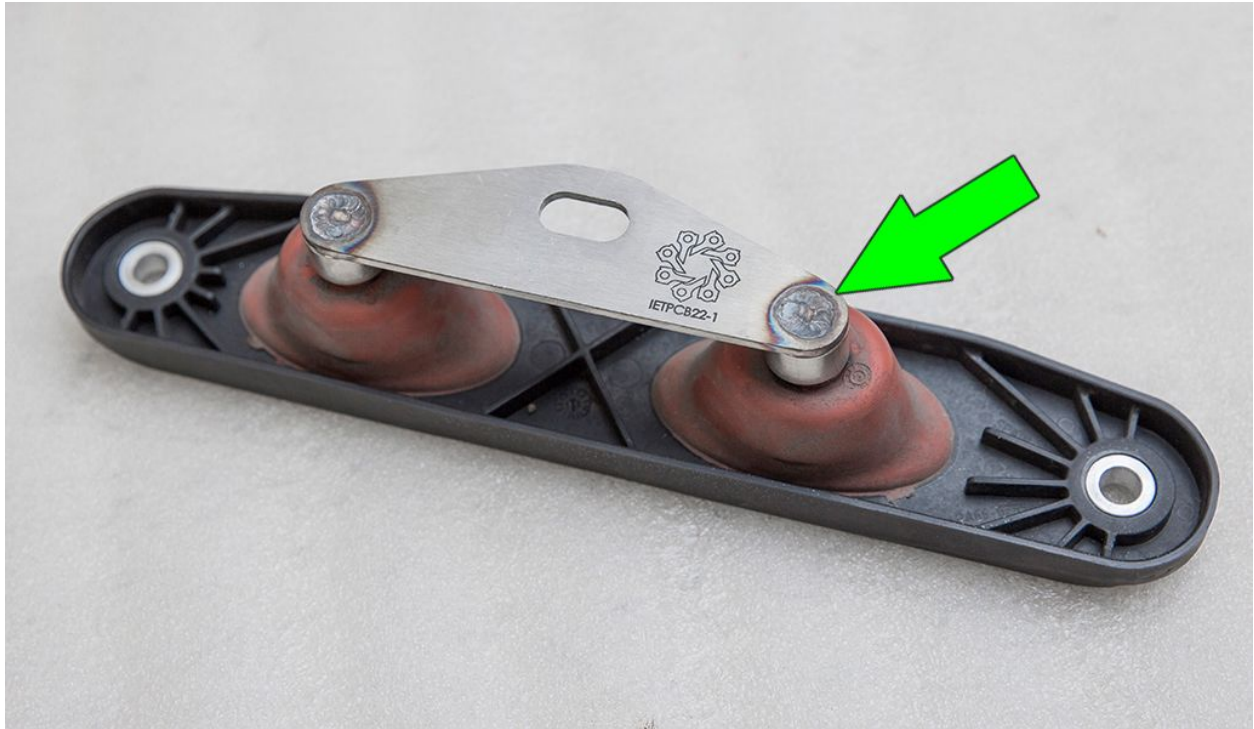
Pull the rear of the downpipe to release it from the cat-back slip fit, and remove entire downpipe from vehicle. Remove the factory exhaust clamps and downpipe to turbo gasket.



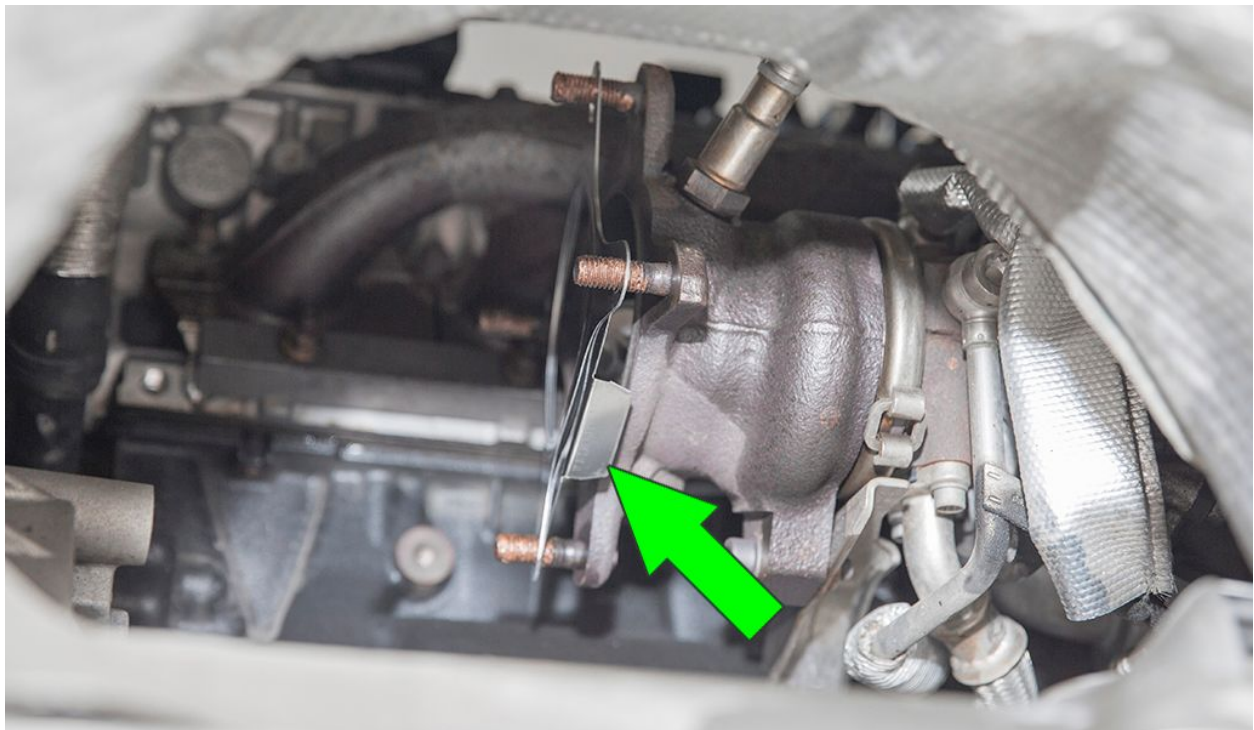
Using a small flathead screwdriver or automotive pick, carefully pry the downpipe mount bracket off the factory downpipe.



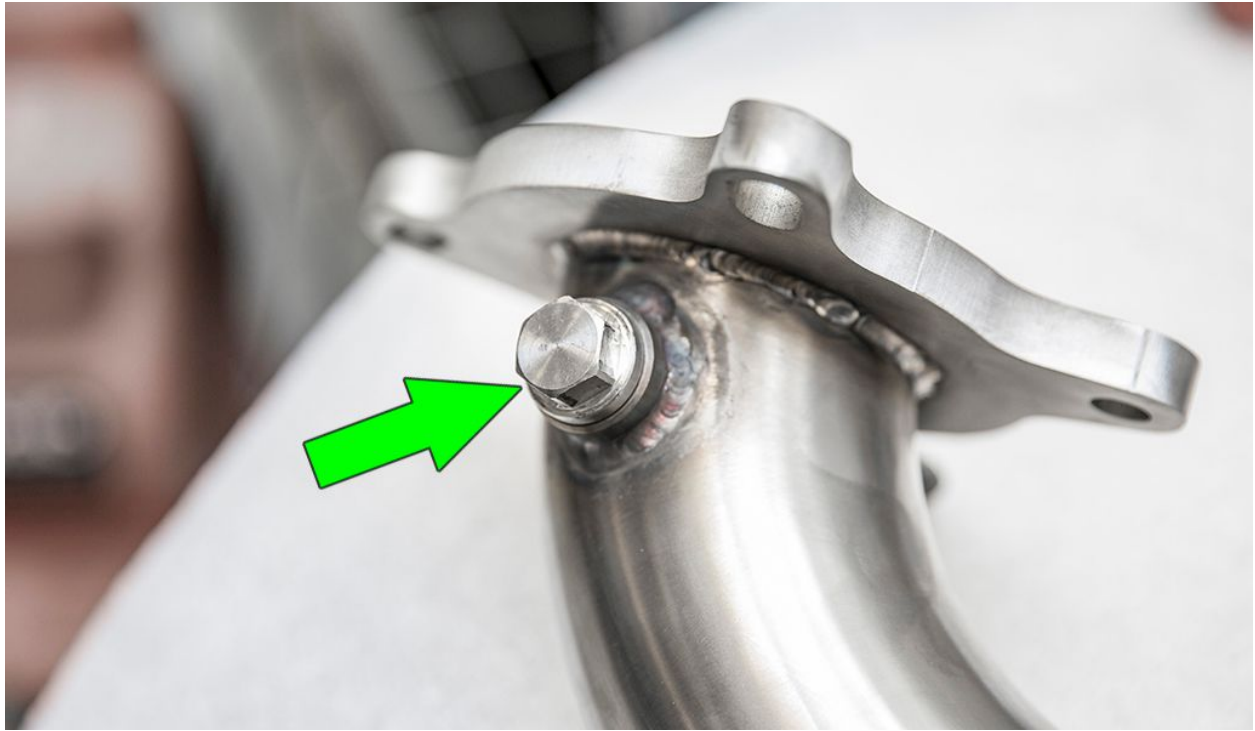
Line-up the included IE downpipe bracket, and press it fully into the factory mount grommets.



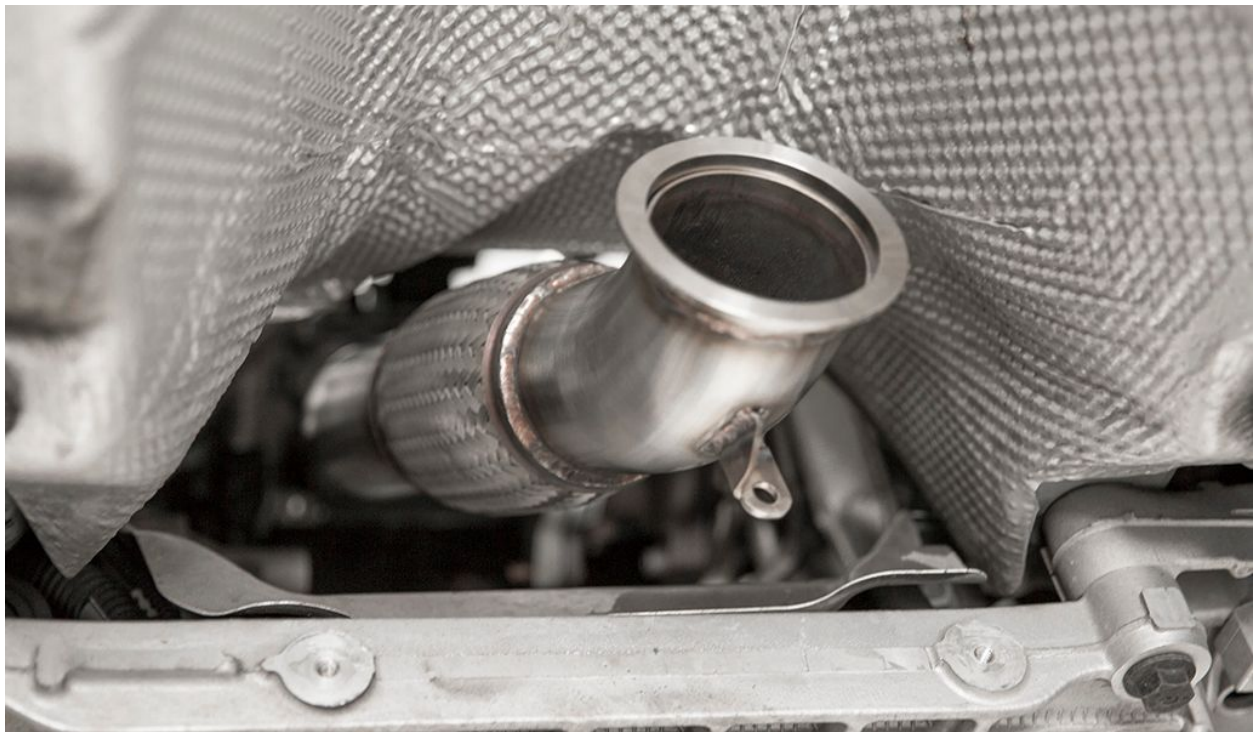
Apply a generous amount of anti-seize to the factory turbo studs. Install the new downpipe to turbo flange gasket to the studs.



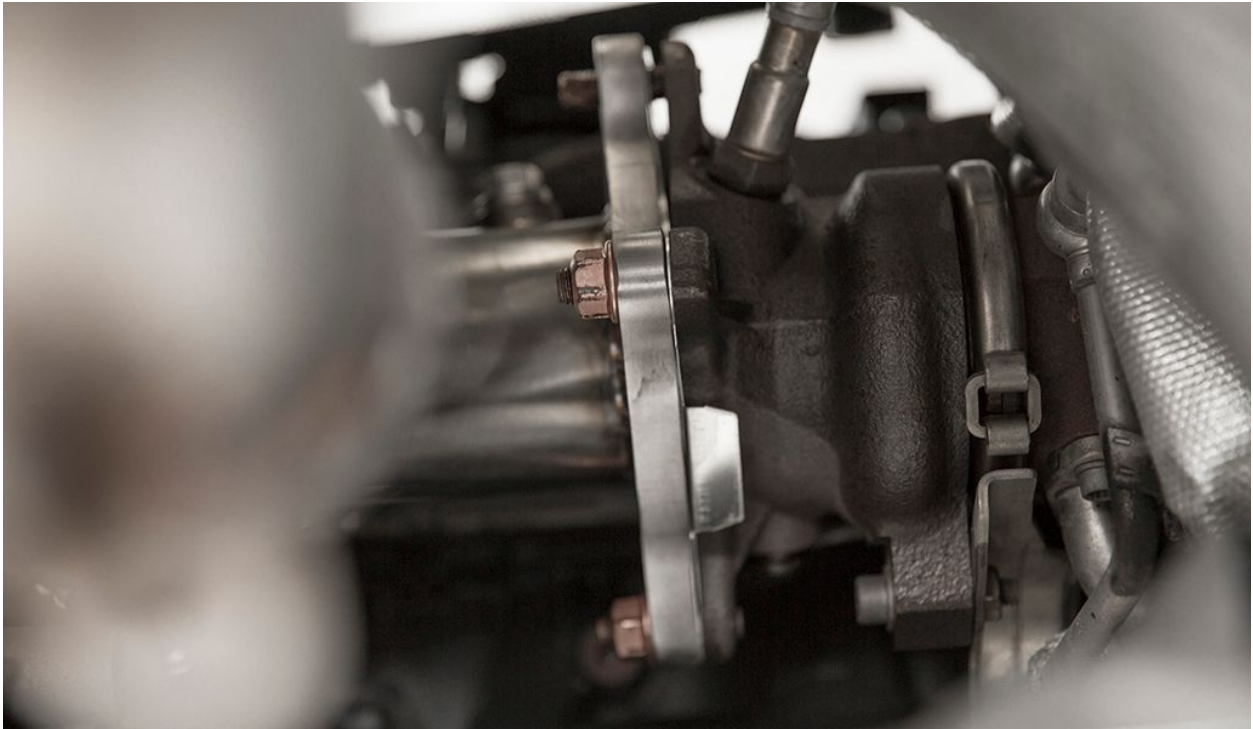
If your top 02 sensor is located in the turbo, install the supplied 02 plug. If your 02 sensor is located in the downpipe, skip this step.



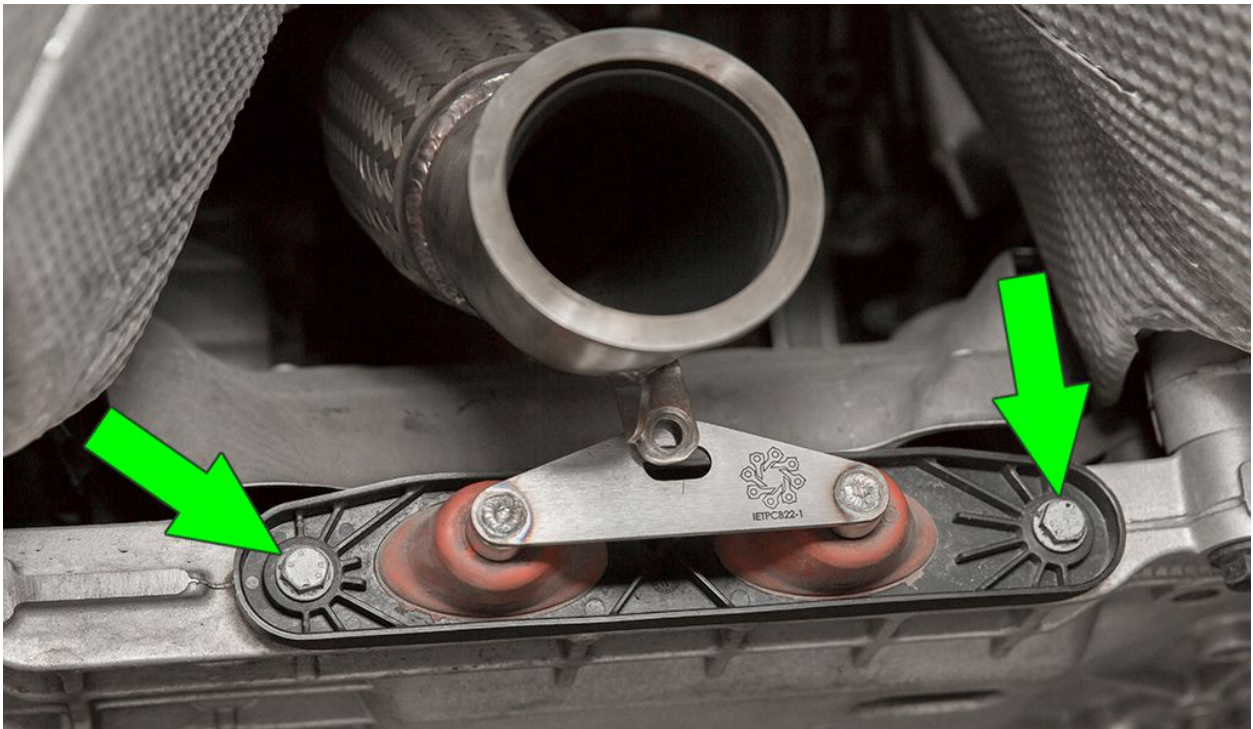
Insert the IE downpipe into place over the downpipe to turbo flange studs, sandwiching the new gasket.



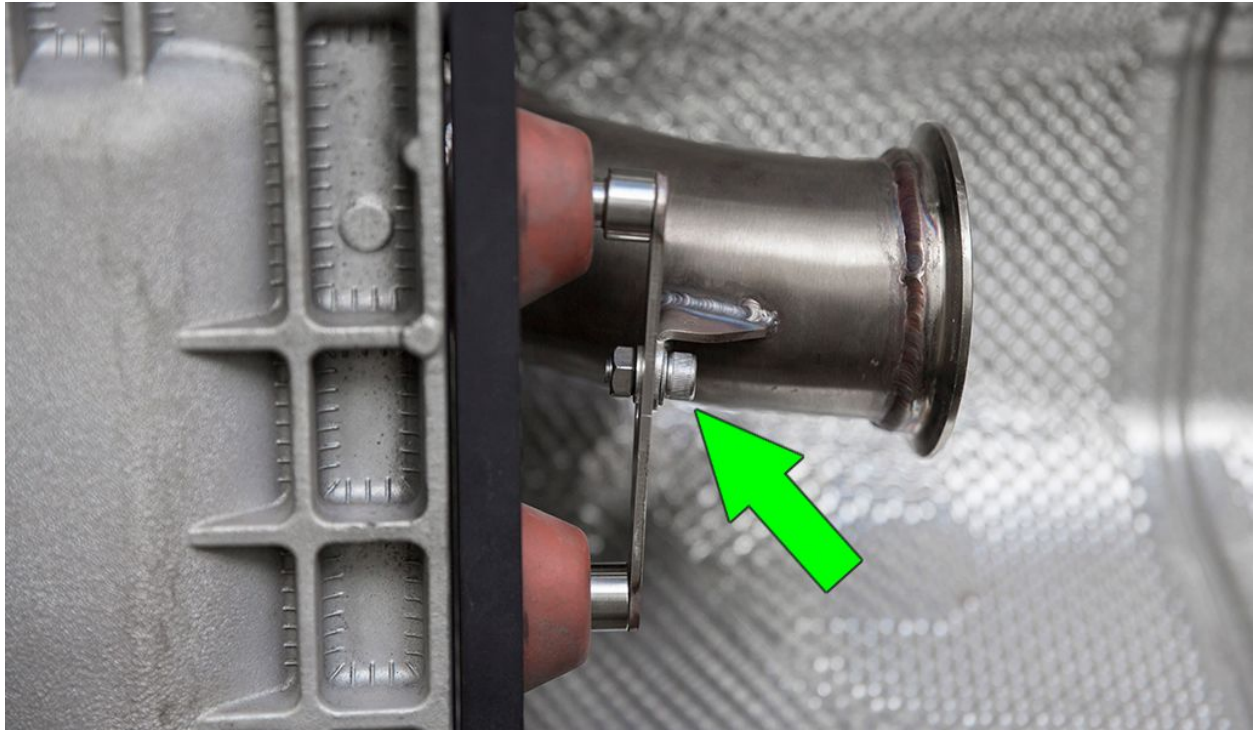
Install all 4 of the new included 16mm downpipe to turbo nuts, and tighten to 30ft-lbs of torque.



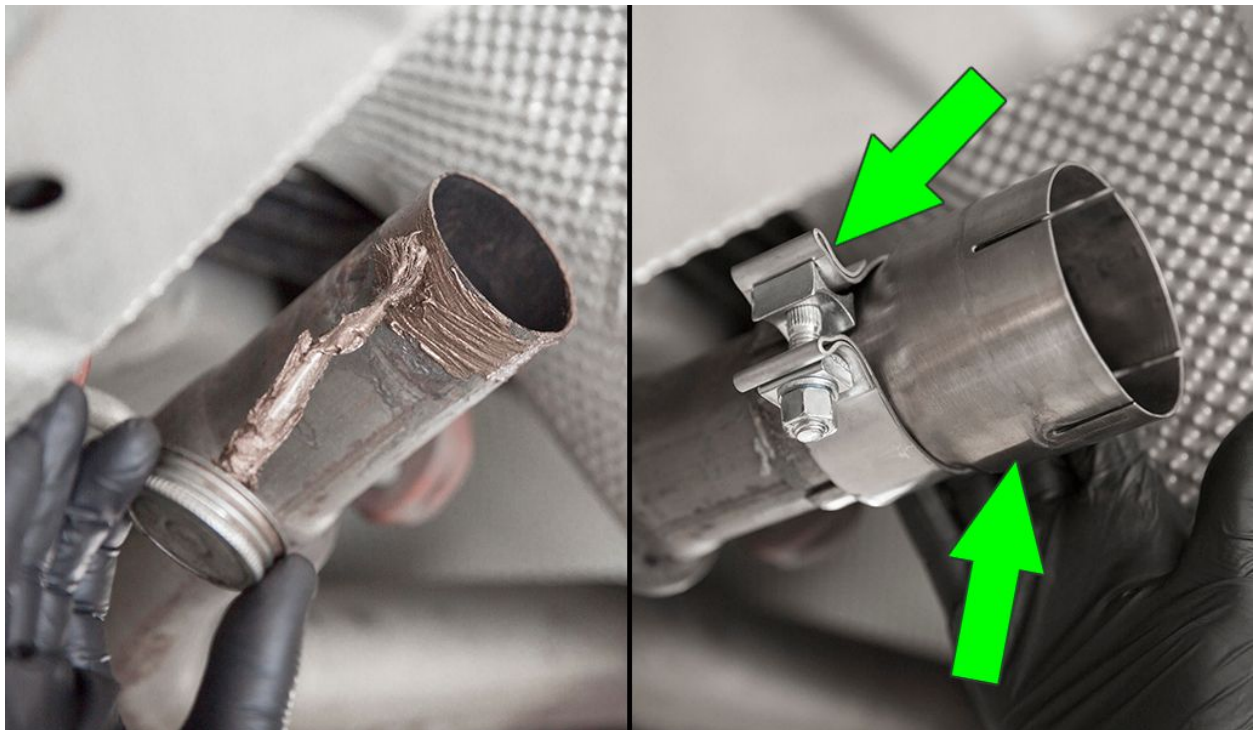
Re-install the downpipe mount bracket with the 2 factory 13mm bolts.



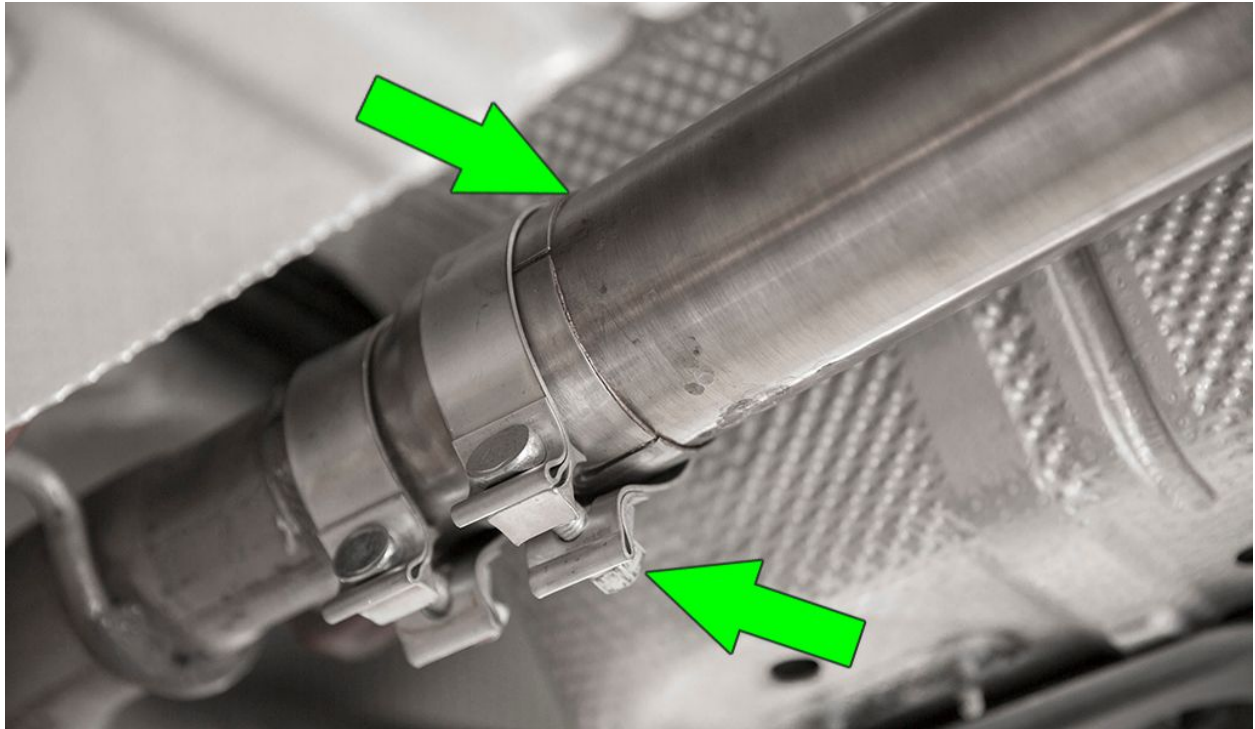
Secure the downpipe to mount flange using the supplied allen head bolt, nut, and 2 washers. Tighten using 6mm allen and 13mm wrench.



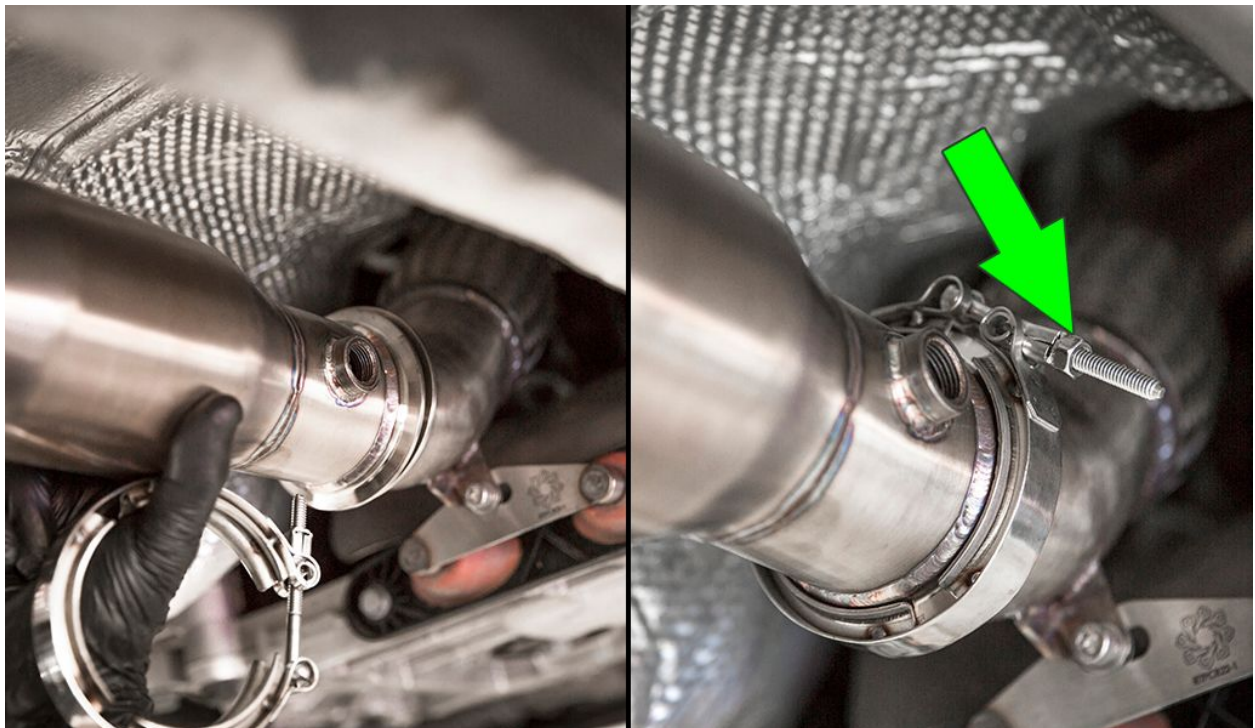
Clean and apply anti-seize to the factory cat-back and install the IE slip-fit adapter and supplied exhaust clamp. *Do not tighten clamp in this step.*



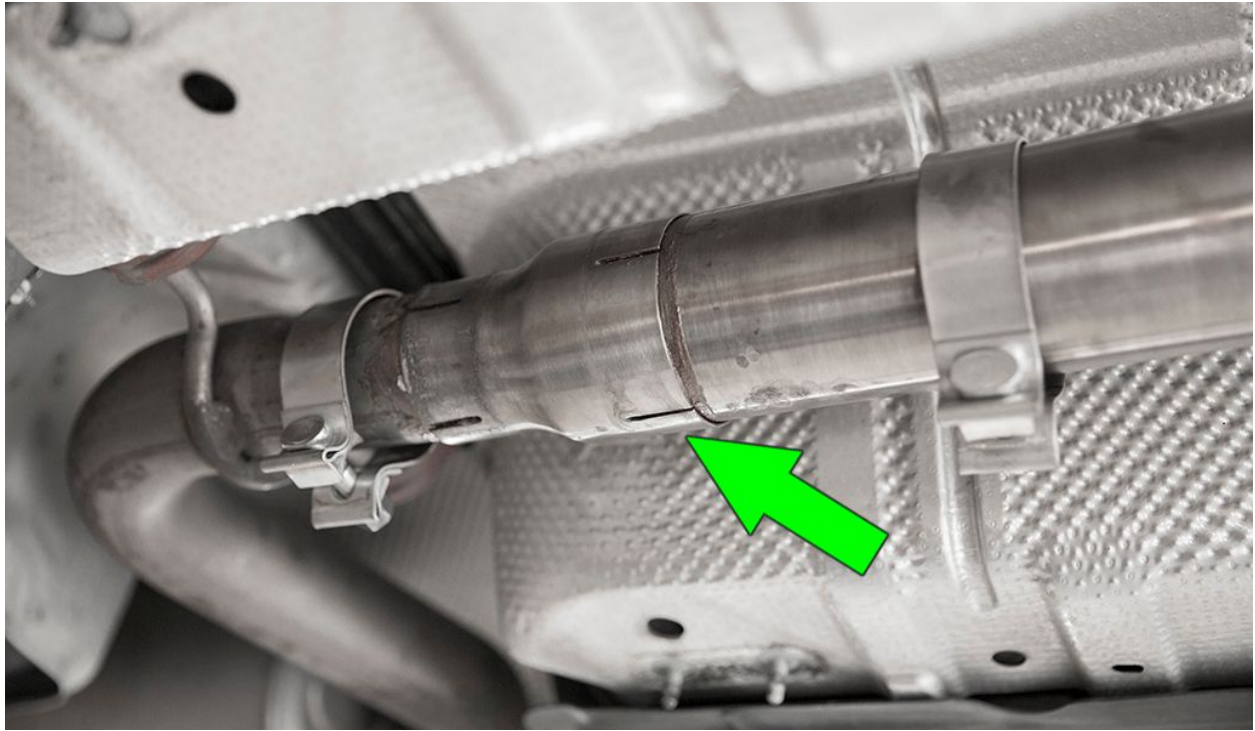
Apply more anti-seize to the IE mid-pipe and insert it into the slip-fit adapter with the included exhaust clamp. *Do not tighten exhaust clamps in this step.*



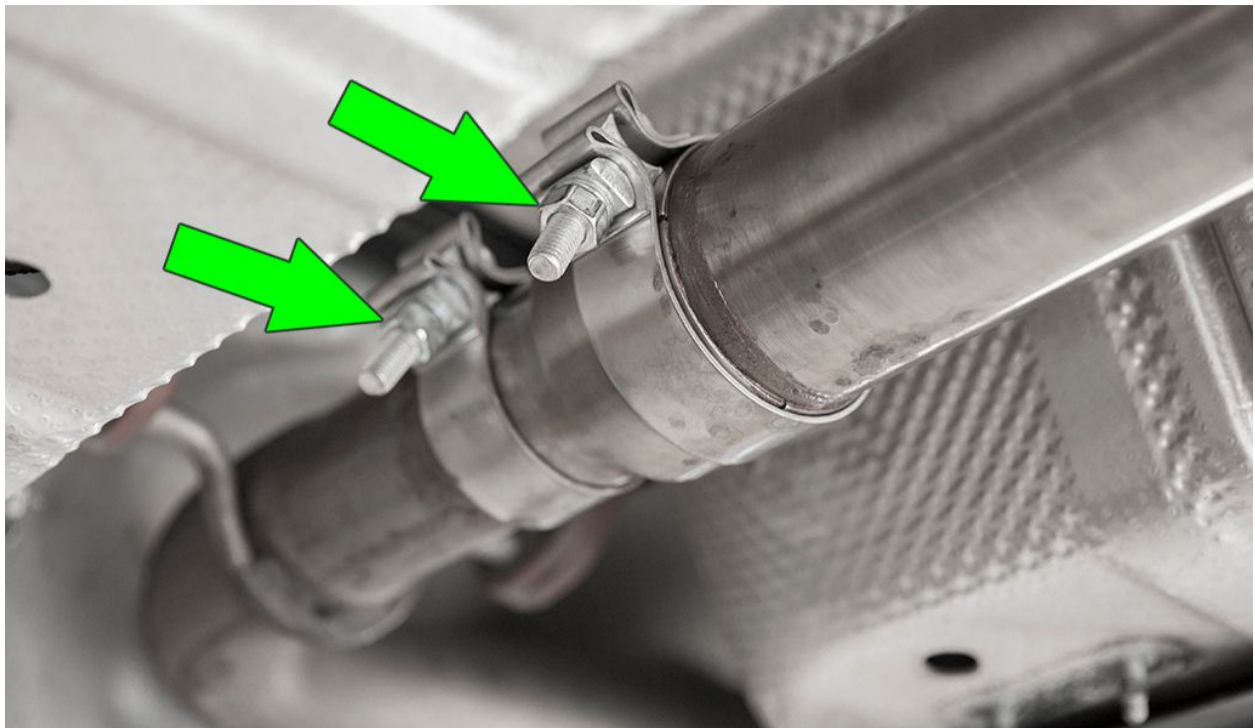
Line up the mid-pipe and downpipe v band flanges, install supplied v band clamp and tighten very securely.



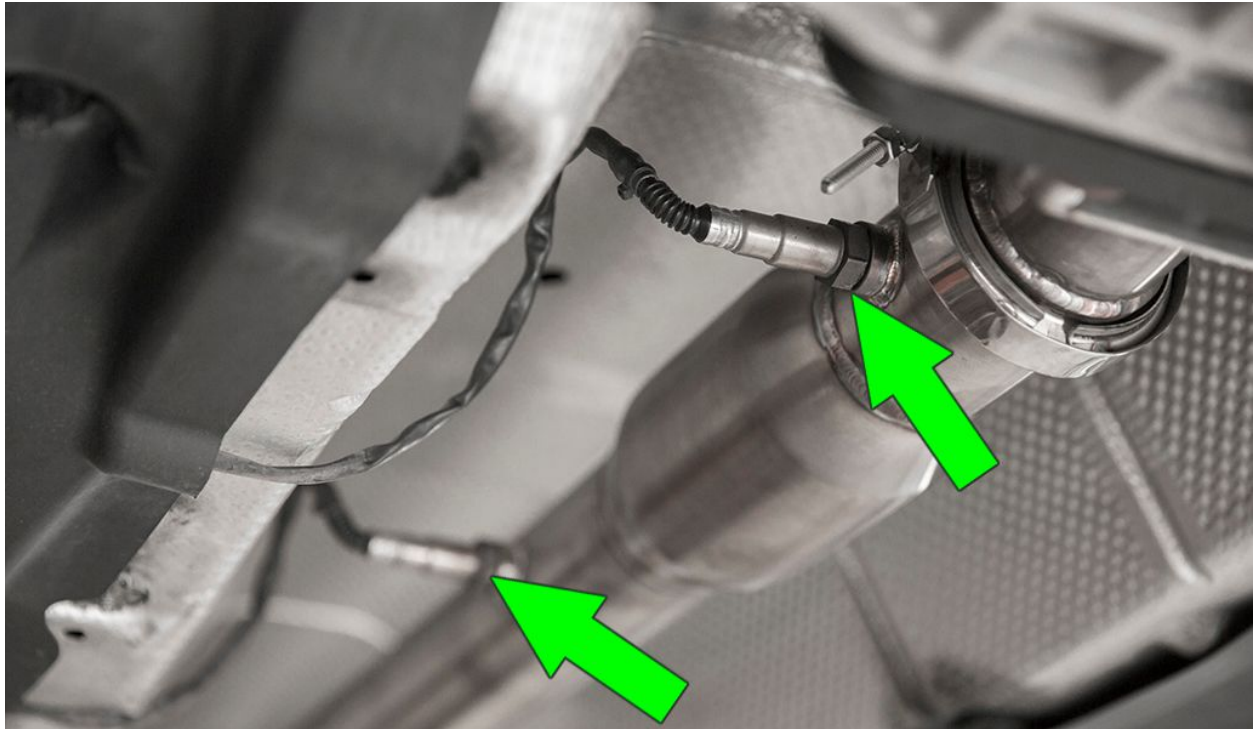
Align the slip-fit adapter to ensure it sits evenly on both the mid-pipe and factory cat-back.



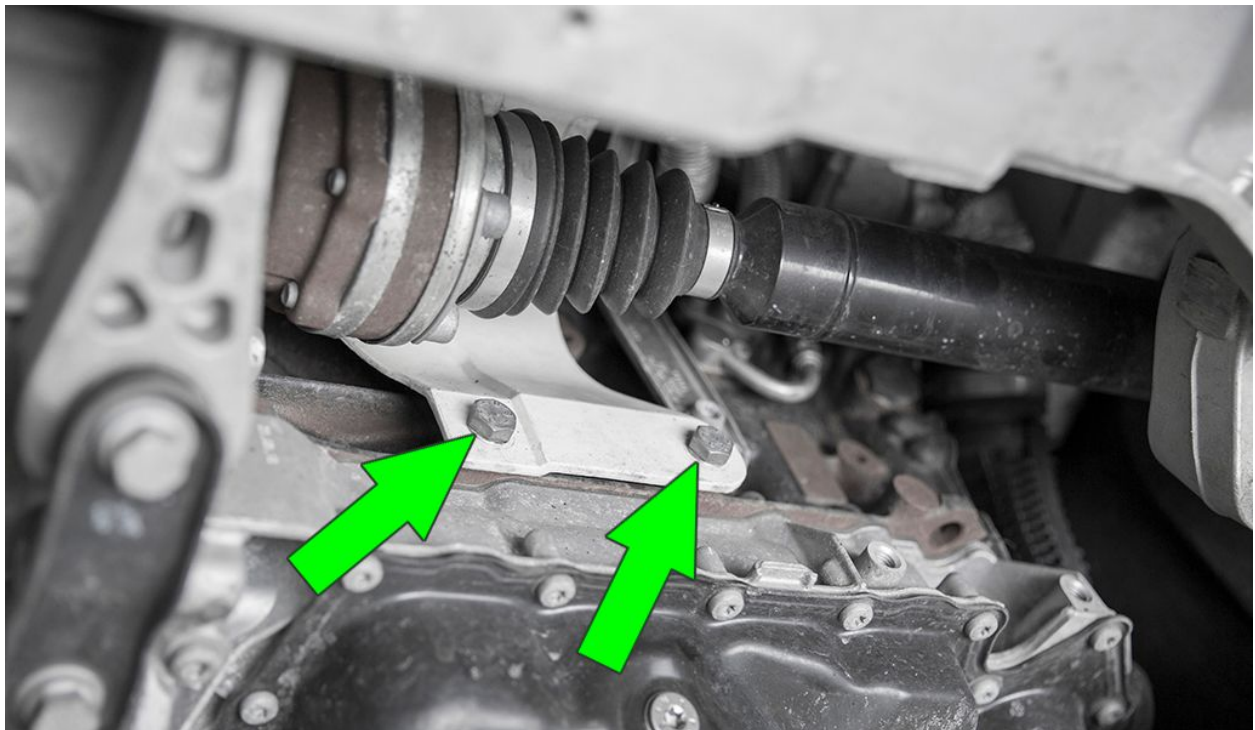
Once properly aligned, tighten both exhaust clamps. *Note: Exhaust clamps need to be very tight, they warp to fully seal the slip-fit adapter. We recommend using an impact to completely seat them.*



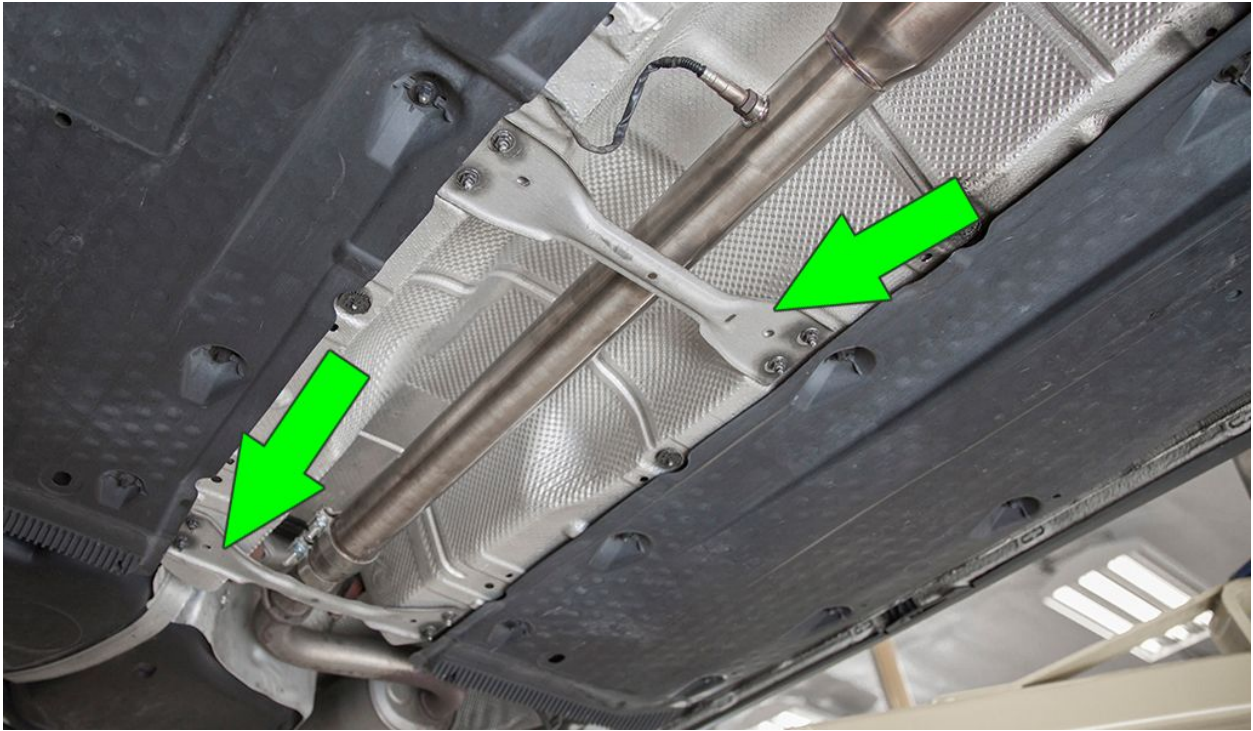
Re-install all O2 sensors using anti-seize on O2 bung threads.



Re-install heat shield with factory 16mm bolts.



Re-install chassis braces with factory 13mm nuts.



Re-install factory turbo heat shield, coolant crossover line, intake, and engine cover in reverse of this guide. After driving the car for 1-2 days, verify all bolts, nuts, and clamps are tight, exhaust is sitting straight, and there is no excessive pulling on any grommets.



Thank you for purchasing another Integrated Engineering product. We are dedicated to serving your VW/Audi engine and performance needs. Please check our website frequently for new product releases. If you have any questions or concerns about this product please do not hesitate to contact us.

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