



Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

Contents

Description	Quantity
Revo Test Pipe or Optional Catalytic Converter Pipe	1
Revo Mid Pipe	1
Revo FWD Reducer Pipe	1
Clampco 3" V-Band Clamp	2

Recommended Tools

Tool	Size
Hex Key / Socket	6
Sockets	13 (deep well)
Ratchet	N/A
Chemicals	High-Temp. Thread Locker



Before starting, please disconnect the battery and ensure that the engine is cool. Engine temperatures can remain high for a substantial amount of time after use.



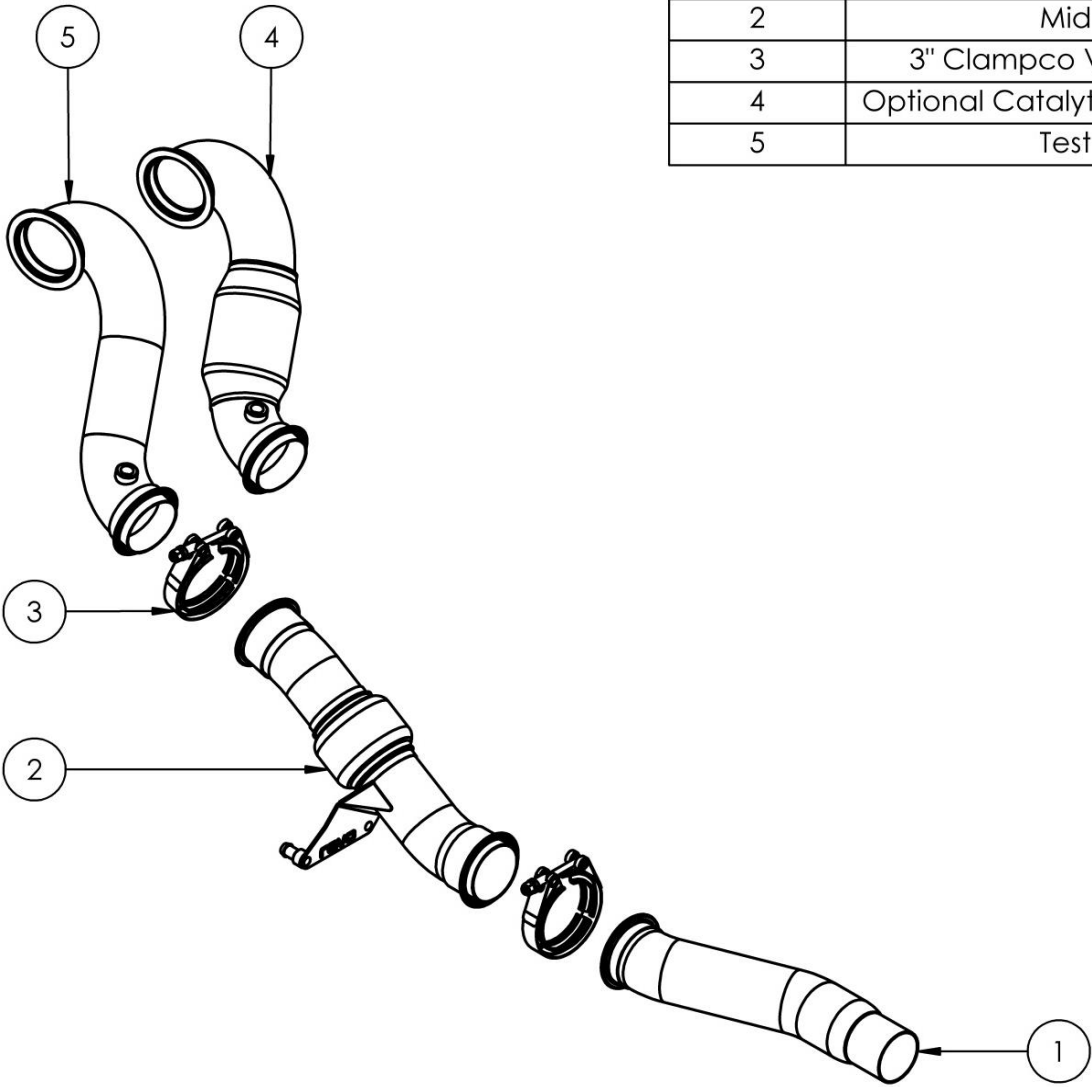
Installation Instructions

Fitting Difficulty / 5

Revo MQB FWD Downpipe Kit



ITEM NO.	DESCRIPTION	QTY.
1	2.0 FWD Reducer Pipe	1
2	Mid Pipe	1
3	3" Clampco V-Band Clamp	2
4	Optional Catalytic Converter Pipe	1
5	Test Pipe	1



Installation Instructions

Fitting Difficulty / 5

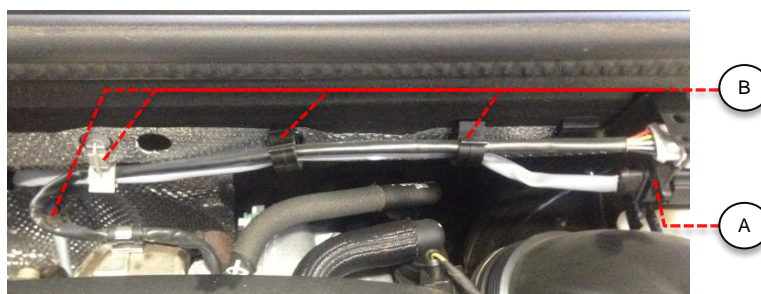


Revo MQB FWD Downpipe Kit

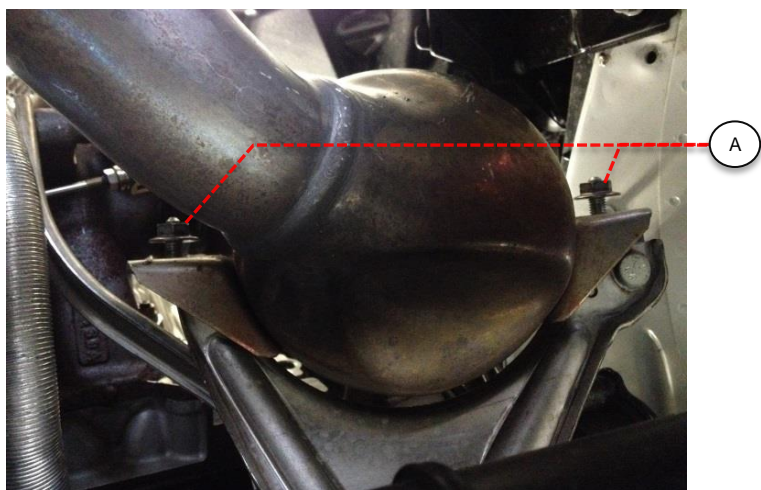


Installation was performed on a 2015 Mk7 GTI. Installation on other vehicles will be similar but may not be exact

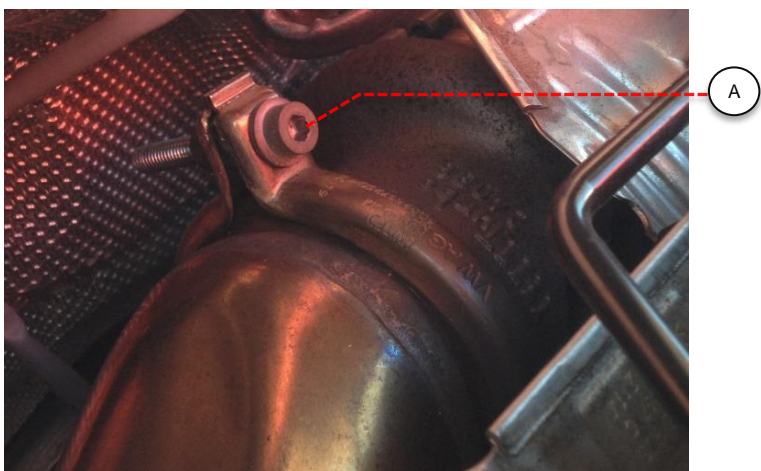
- 1 Unplug the exhaust gas oxygen sensor pigtail on the firewall and unclip the pigtail wiring from the (4) routing clips on the firewall (B)



- 2 Using a 13mm socket, loosen the (2) nuts affixing the catalytic converter ears to the block bracket (nuts have already been removed in picture). Do not remove the nuts at this time



- 3 Using a 6mm hex socket, remove the OE V-band clamp affixing the downpipe to the turbocharger exhaust housing (A). Carefully separate the downpipe flange from the turbocharger housing and rest the flange on the side of the turbocharger



- 4 Securely raise the vehicle on a vehicle lift or jack stands

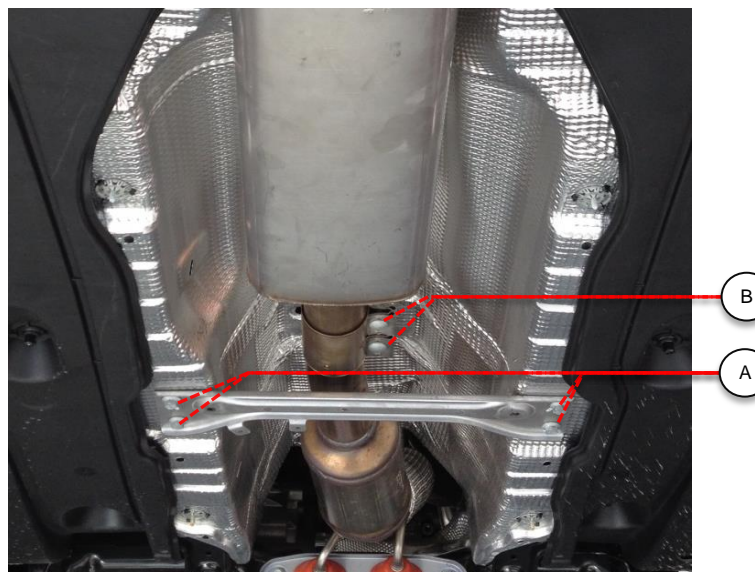
Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

- 5 Using a 13mm socket, remove the (4) bolts affixing the silver brace bracket to the heat shield (A). Remove the bracket and set it aside, out of the work area. Loosen the OE slip-fit clamp to decouple the OE downpipe from the exhaust system (B) and gently lower OE downpipe coupling end down until it naturally rests on the edge of the subframe



- 6 Remove the (2) loose nuts from step 3 and gently pull the OE downpipe off of the bracket studs. Carefully rest it off of the studs in the engine bay as shown at right



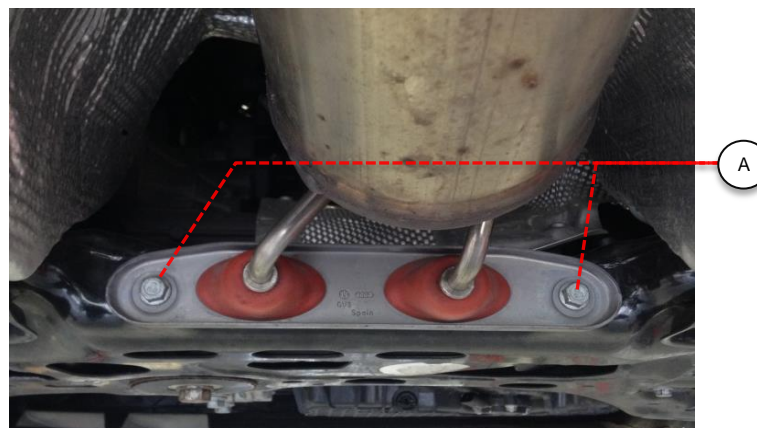
Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

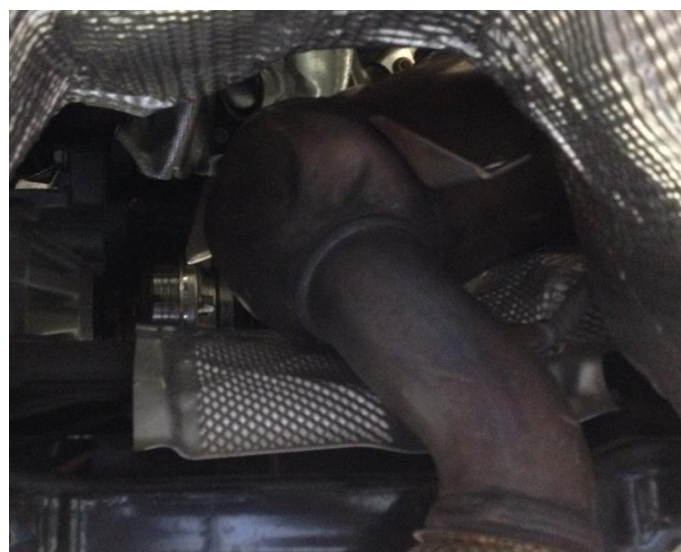
- 7 Use a 13mm socket to loosen the x2 bolts affixing the downpipe chassis bracket to the subframe (A). Do not remove the bolts at this time



- 8 Hold the OE downpipe with one hand and remove the newly loosened (2) chassis mount bolts. Carefully lower the entire downpipe so it securely rests on top of the steering rack heat shield

- 9 The OE downpipe is now ready to be removed from the vehicle. The downpipe will only be able to be removed from the vehicle in a specific orientation. The hard pipe section (from the turbocharger flange to the front of the flex section) will need to be rotated around the passenger's side firewall corner to be removed

NOTE: When the OE downpipe is moved to this position, the heatshield on the catalytic converter body will catch on the tunnel heat shield. The entire downpipe will need to be moved toward the passenger's side tunnel corner before the downpipe can be removed from the tunnel



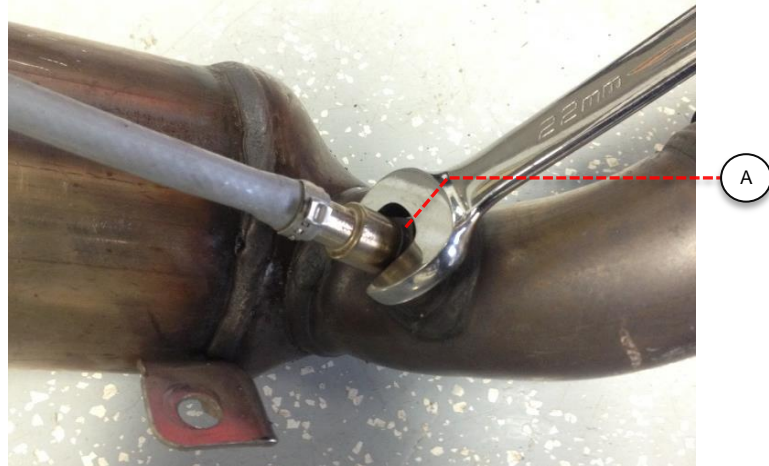
Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

- 10 Using an oxygen sensor socket or 22mm wrench, remove the oxygen sensor from the OE downpipe (A). It may be useful to spray the oxygen sensor base with penetrant to loosen the sensor, particularly if the vehicle has over 30,000 miles



- 11 Using an oxygen sensor socket or 22mm wrench, assemble the OE oxygen sensor into either the optional Revo catalytic converter pipe or the Revo test pipe after applying anti-sieze to the threaded area of the sensor only. Install the oxygen sensor finger tight and tighten 1/4 turn (approx. 55 Nm [41 ft.-lbs.])



- 12 Using a 13mm deep-well socket, loosely assembly all (3) Revo pipes with the (2) provided V-band clamps in the configuration shown at right. Be sure that the pipes can still rotate within the clamps before continuing



- 13 Note the orientation of the OE chassis bracket on the OE downpipe. Remove the OE chassis bracket from the newly-freed OE downpipe and install onto the Revo mid pipe in the same orientation

Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

- 14 Install the loosely assembled Revo downpipe into the engine bay in the same manner that the OE downpipe was removed. The Revo downpipe will have significantly more clearance, even with the optional catalytic converter pipe used. Installation will be easier than removal of the original equipment

- 15 Using a 13mm socket, loosely install the chassis bracket onto the subframe with the (2) OE bolts. Do not tighten the bolts at this time. The orientation of the downpipe and brackets will resemble picture at right



- 16 From the top of the vehicle, install the Revo test pipe or optional catalytic converter section onto the turbocharger exhaust housing flange using the OE V-band clamp. Pinch the clamp ears to seat the Revo flange onto the turbocharger and install the OE clamp bolt finger tight, ensuring that the Revo test/catalytic converter pipe can still rotate within the clamp



- 17 Install the OE slip fit clamp over both the Revo reducer and OE exhaust pipe to hold the reducer section of the Revo downpipe up. Tighten the clamp so that the Revo reducer section can still rotate within the clamp

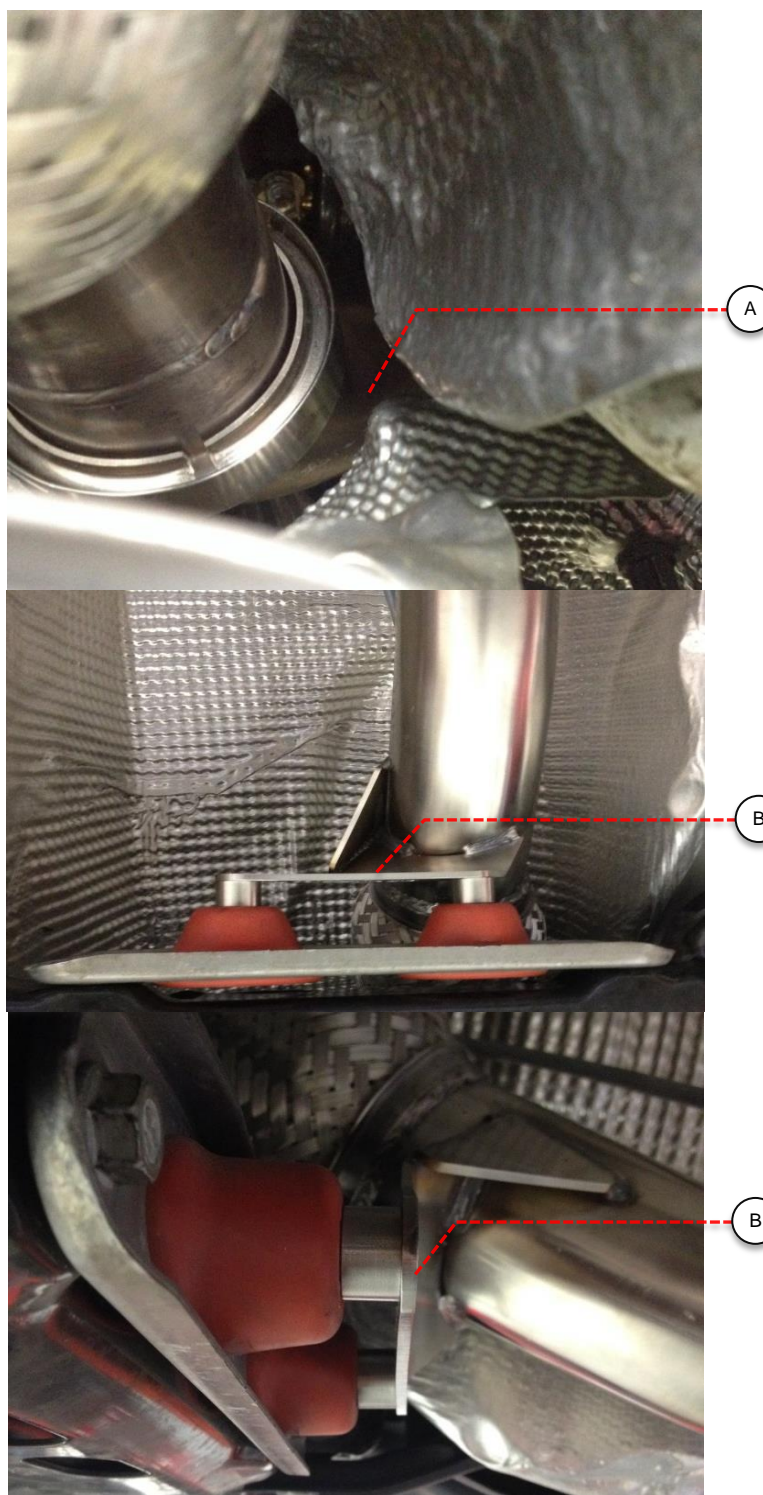


Installation Instructions

Revo MQB FWD Downpipe Kit

18 Using a 13mm socket, tighten the (2) chassis bracket bolts installed in step 15 into the subframe. Torque both bolts to 25 Nm (19 ft.-lbs.)

19 Align the V-band connection between the Revo test pipe/catalytic converter pipe and the Revo mid pipe as shown. The V-band to heat shield clearance (A) should be no less than 0.50". Move the mid pipe so the Revo chassis bracket is aligned as shown (B). When both areas are aligned as shown, tighten the V-band clamp to 16 Nm (12 ft.-lbs.)



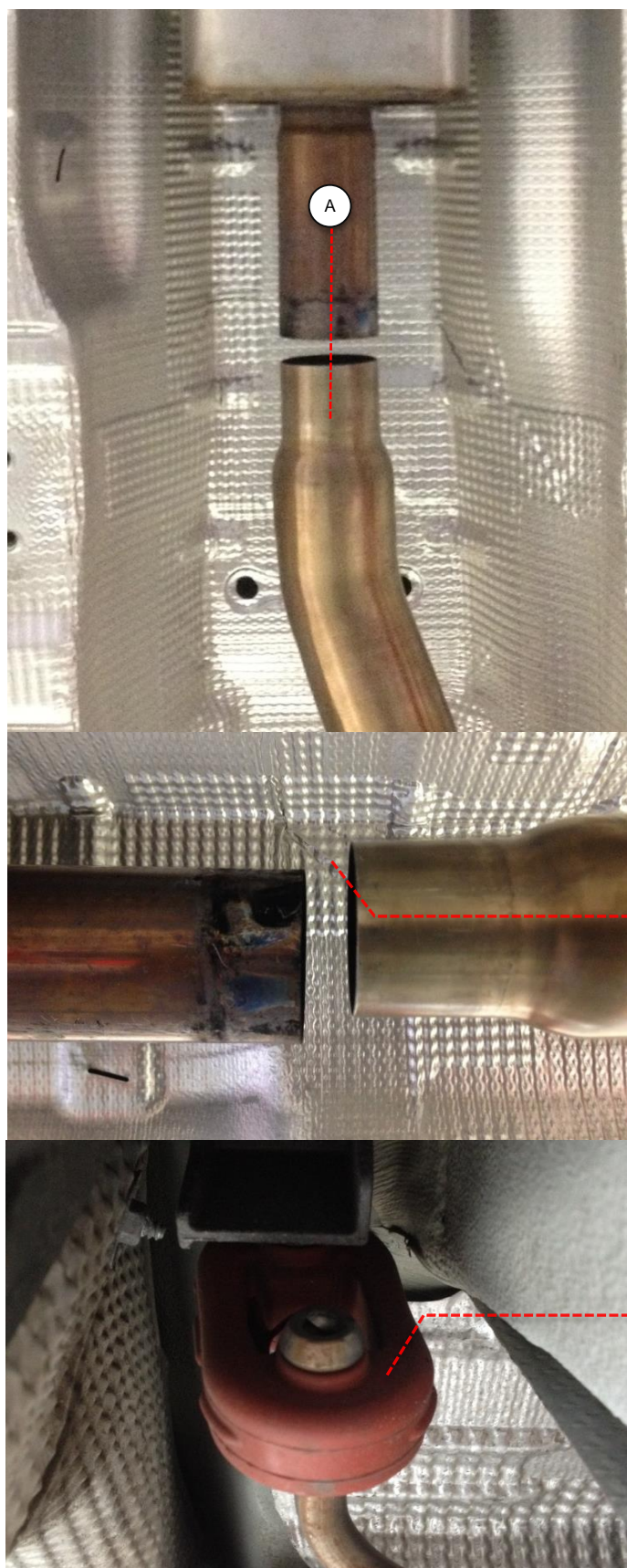
Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

- 20 With a 13mm socket, loosen the OE slip fit clamp and slide it back onto the OE exhaust pipe. Align the Revo reducer pipe so that the small OD reducer center is in line with the exhaust pipe centerline (A). The reducer will be ~0.25" lower than the OE exhaust (B). This is correct and to compensate for the exhaust hanger droop when the downpipe is disconnected. Push the OE exhaust system forward until the orange exhaust hangers are tilted toward the front of the car approximately 10° (C)



Installation Instructions

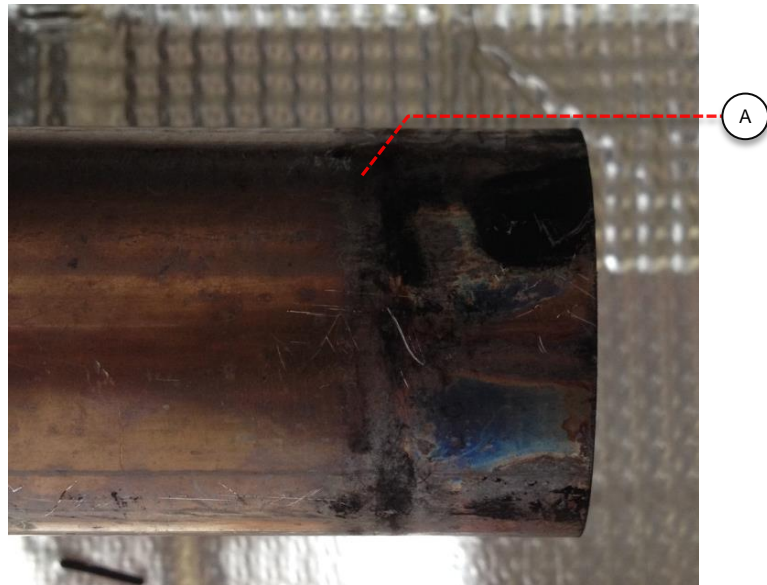
Fitting Difficulty / 5



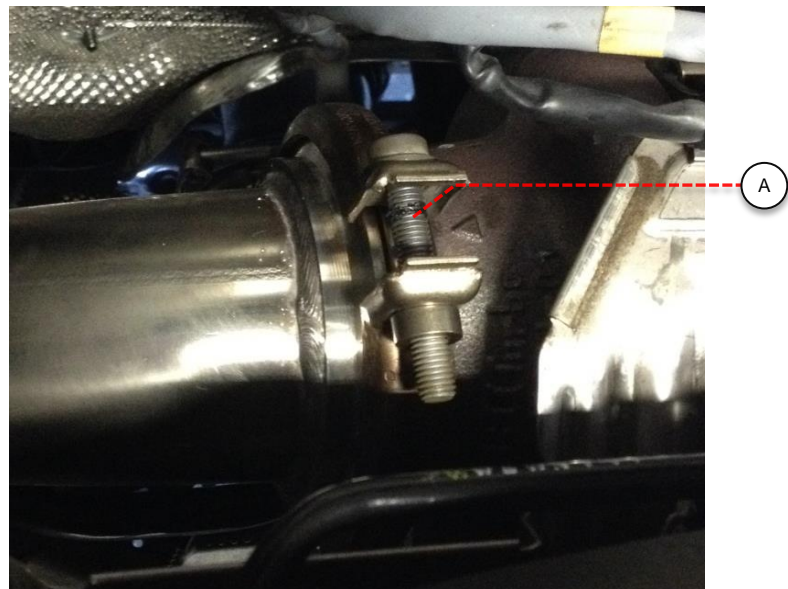
Revo MQB FWD Downpipe Kit

- 21 Double check that the alignment of step 19 and 20 is still correct and tighten the Clampco V-band clamp at the end of the Revo mid pipe to 16 Nm (12 ft.-lbs.)

- 22 Slide the OE clamp over the Revo reducer pipe and align the OE exhaust end of the clamp with the clamp marks from when the OE downpipe was installed (A). Using a 13mm socket, tighten the (2) carriage bolt nuts to 30Nm (22 ft.-lbs.)



- 23 Double check the clearances from step 19 and 20 again, ensuring the Revo downpipe has not moved. Apply high temperature thread locker to the threaded area of the bolt directly in front of the OE thread locker (A). Using a 6mm hex socket, tighten the OE V-band turbocharger clamp bolt to 20Nm (15 ft.-lbs.)



- 24 Reroute the oxygen sensor pigtail through the (4) routing clamps on the firewall, as shown in step 1, and plug in the oxygen sensor

Installation Instructions

Fitting Difficulty / 5



Revo MQB FWD Downpipe Kit

- 25 Using glass cleaner, wipe down the entire Revo downpipe so any stray packaging material, dirt or fingerprints are cleaned

- 26 Start the vehicle and listen for any exhaust leaks or abnormal noises. Examine any connections that sound disconnected and retighten/recheck clearances as necessary. Test drive the vehicle to ensure there are no interferences or rattles

NOTE: The Revo downpipe with the standard test pipe option has been observed to create resonances that sound similar to an exhaust leak at a connection point. This is normal and is not audible from inside the vehicle. During stationary engine revving, the wastegate actuator arm has been observed to vibrate and cause a "rattle" noise which can be mistaken for downpipe-chassis interference. This is normal and is present on most MQB vehicles.