



PERFORMANCE BY
**INTEGRATED
ENGINEERING**

**Integrated Engineering VW Jetta & GLI MK6 (2013.5+) 2.0T Gen 3 Downpipe Install | IE
Part Number: IEXXCC6**

Thank you for purchasing another high-quality Integrated Engineering product! This instruction guide is used for installation of Integrated Engineering's Performance Downpipe for VW MK6 2.0T Jetta & GLI with EA888 Gen 3 engines. Integrated Engineering is not responsible for any damage caused by incorrect installation.

Cold Air Intake Contents:

- (1) Downpipe assembly
- (1) Midpipe assembly
- (1) Catalytic converter
- (4) Exhaust clamps
- (1) IE downpipe mount bracket
- (1) O2 Sensor plug
- (1) Mount bracket bolt
- (1) Mount bracket nut
- (2) Mount bracket washers

Required Tools:

- Pliers or hose clamp tool
- Ratchet wrench
- 6mm allen driver
- T30 Torx driver
- 10mm socket
- 13mm socket
- 13mm crescent wrench
- O2 sensor socket or 22mm crescent wrench
- Anti-seize
- High powered impact recommended

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



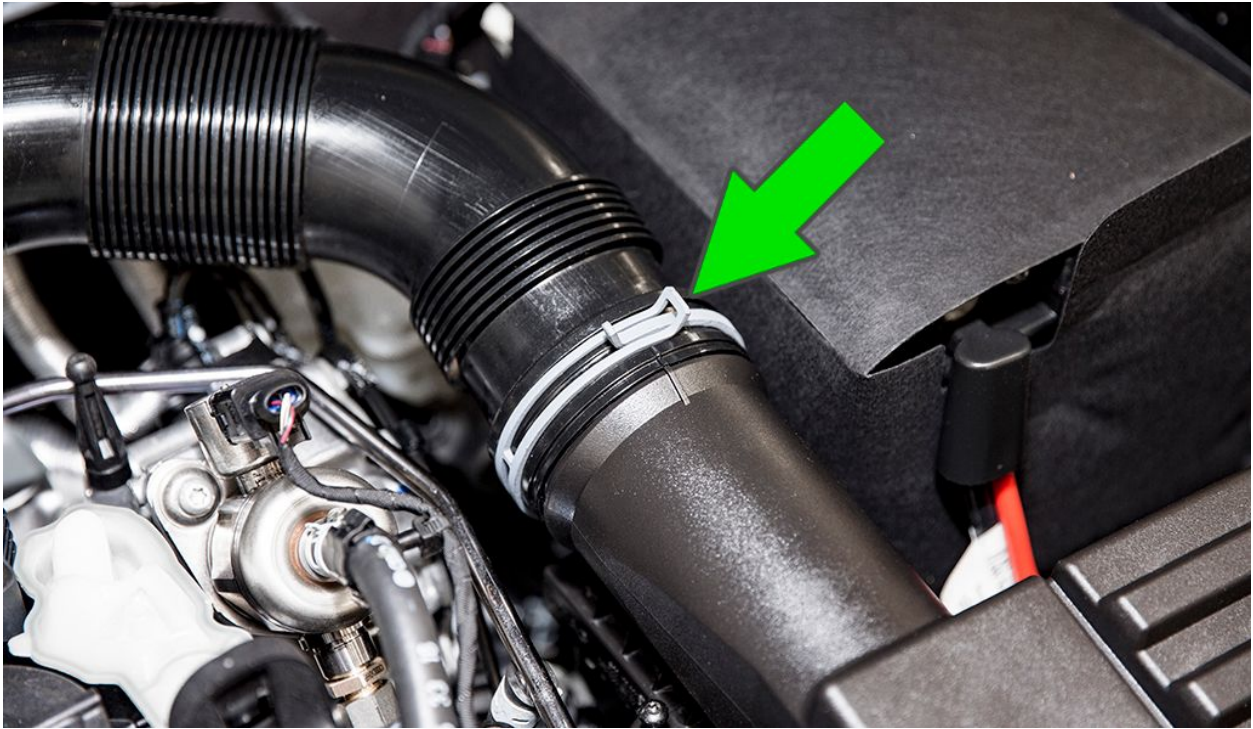
Park your car on a level surface and apply the parking brake. It is also required to allow the car to completely cool before beginning this install procedure.



Start the installation procedure by removing the stock engine cover, pull up on the corners to release the grommets and set aside.



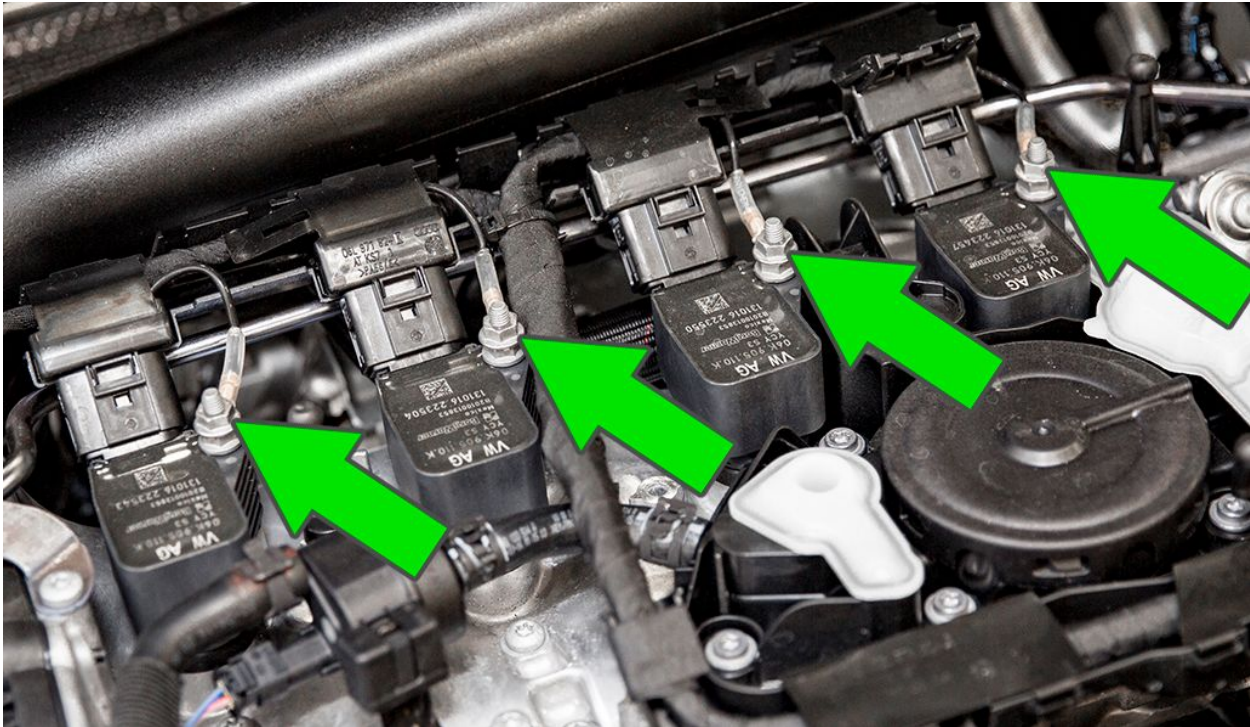
Using pliers or the factory hose clamp tool, release tension from the turbo inlet hose clamp and separate the hose from the inlet box lid.



Using a T30 torx driver, remove the torx bolt from the rear of the turbo inlet pipe. Note: set this bolt aside, you will need to re-use it when installing your new IE intake.



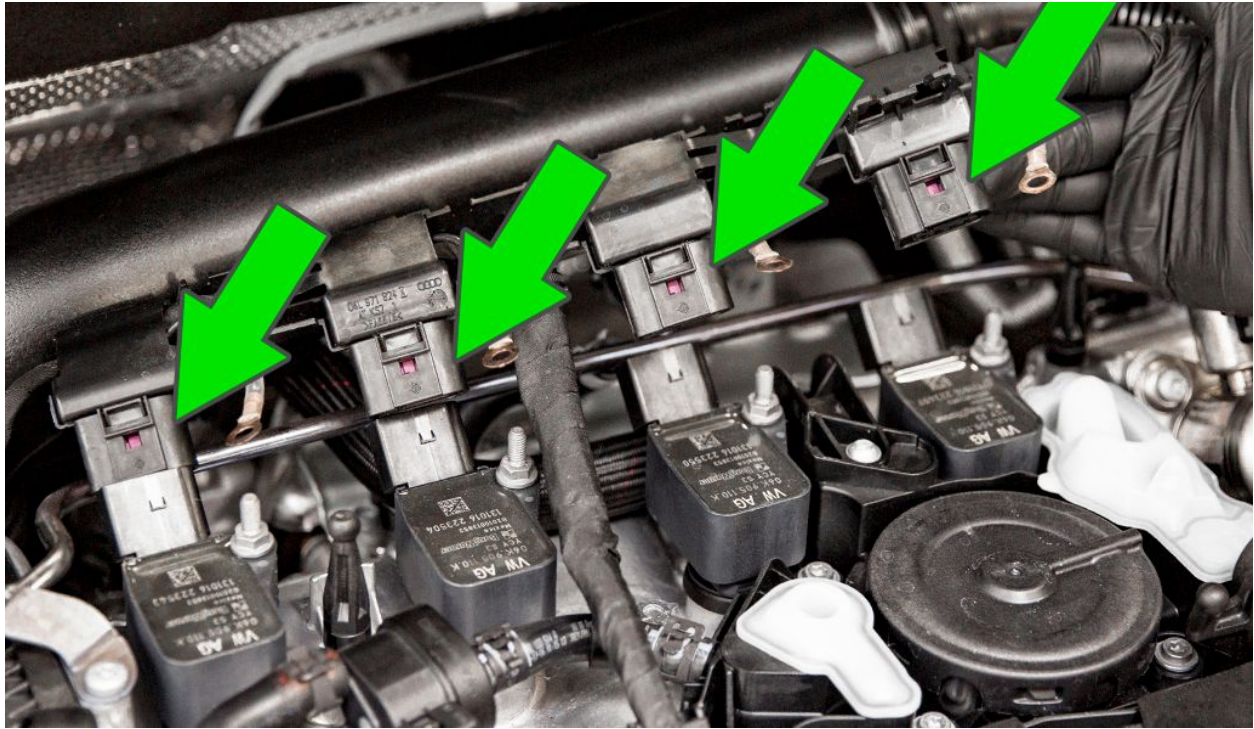
Using a 10mm socket, remove the 4 nuts located on the right-hand side of the coilpacks.



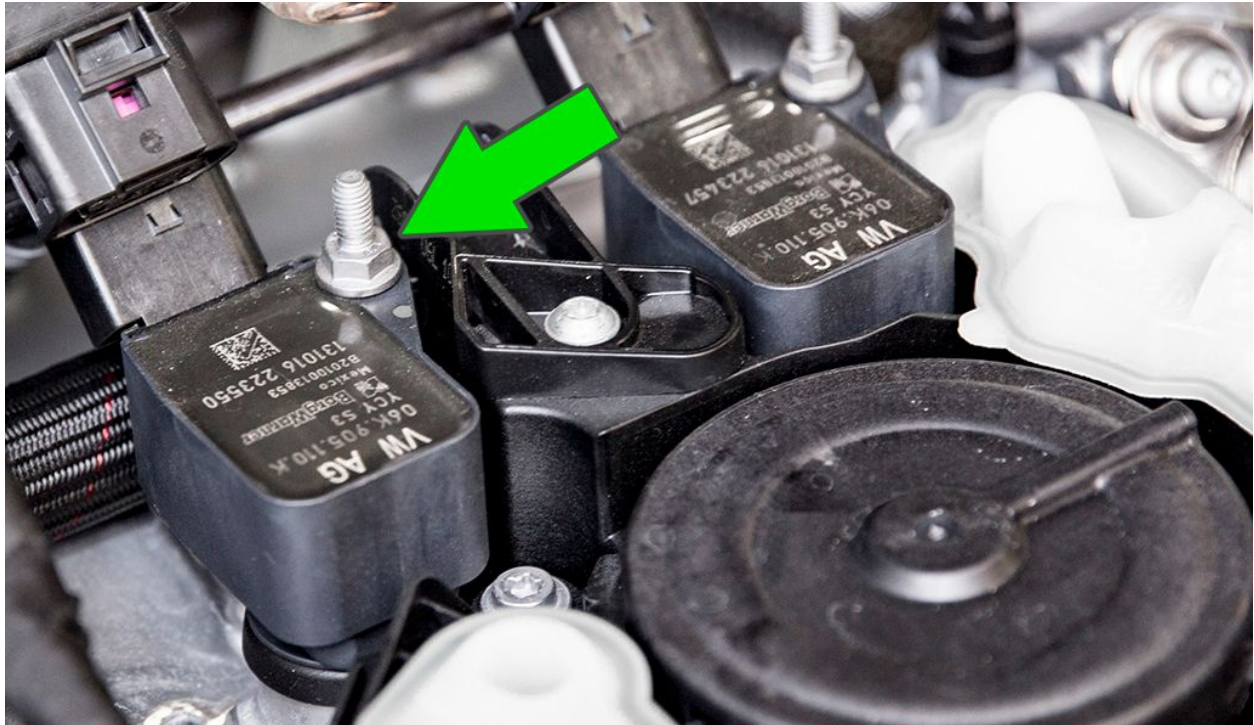
Carefully lift and remove all 4 eyelets from the coilpack posts.



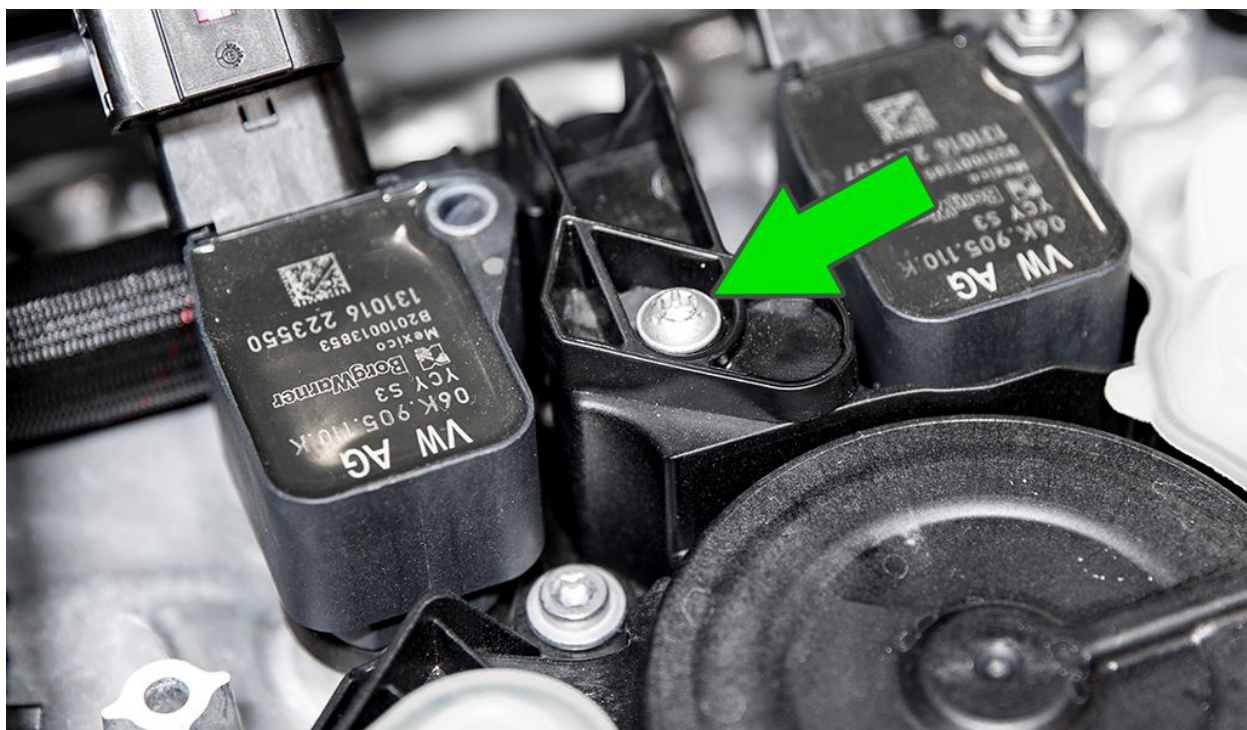
Carefully disconnect all coilpack harness connectors from the coilpacks.



Using a 10mm socket, remove the coilpack post completely from the #3 cylinder coilpack.



Using a T30 torx driver, remove the torx bolt from the PCV breather return hose.



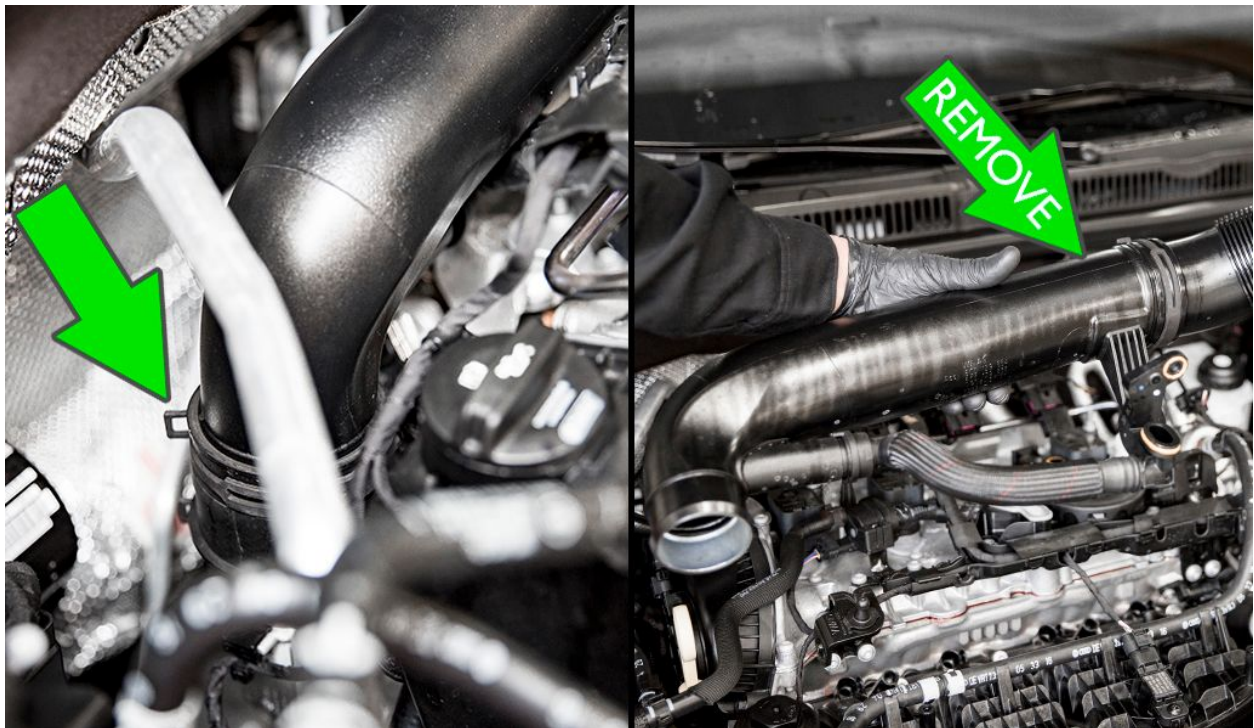
Pull to completely remove the #3 cylinder coilpack.



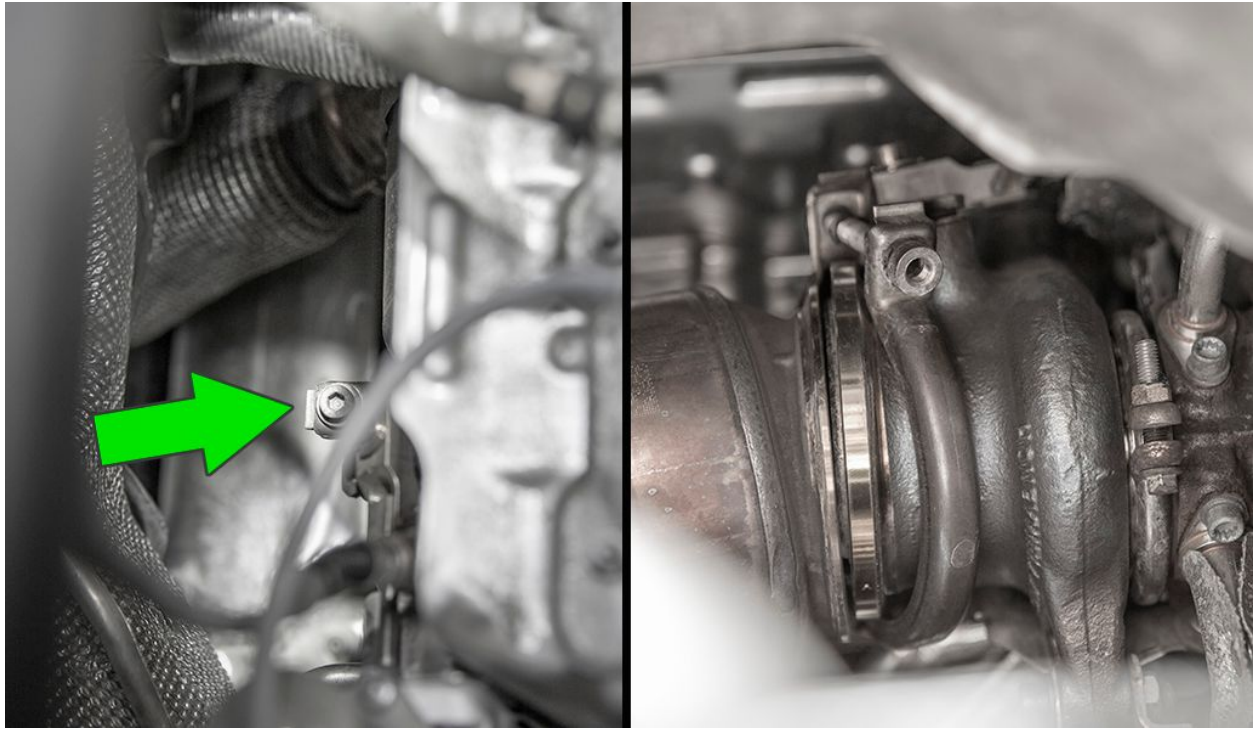
With the #3 cylinder coilpack out of the way, carefully push to release the o-ring sealed PCV breather return from the breather plate.



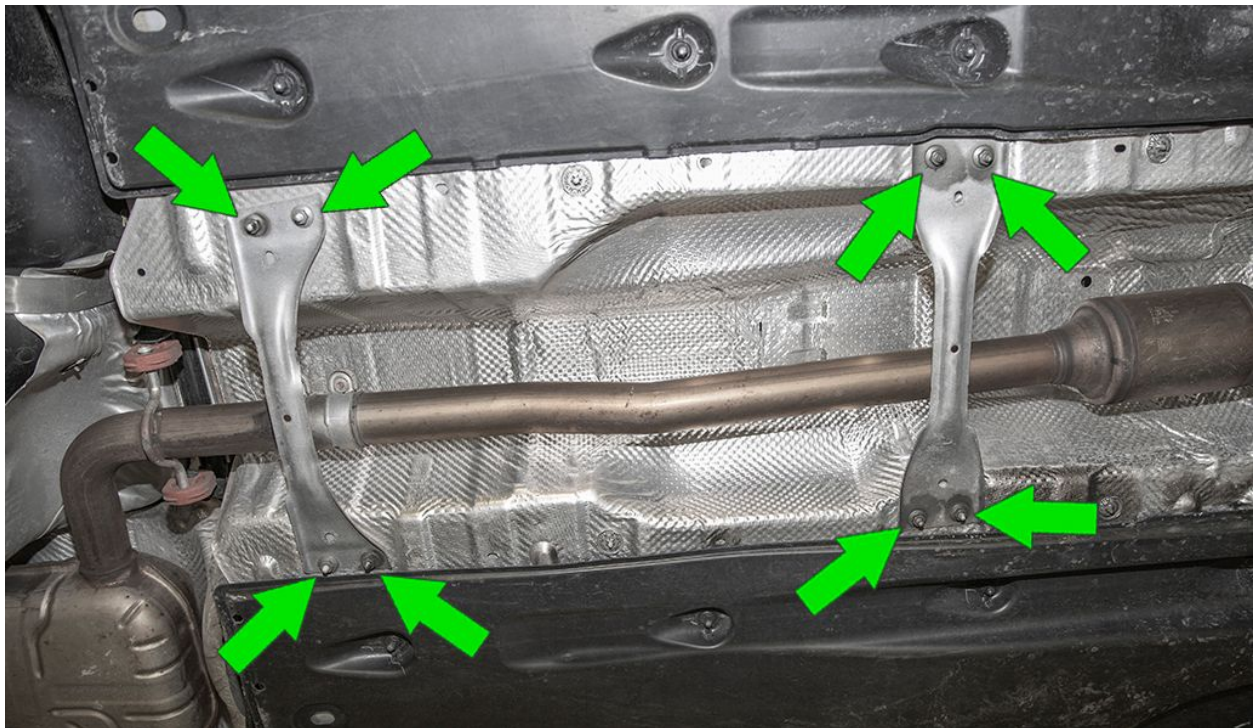
Using pliers or the factory hose clamp tool, release tension from the upper turbo inlet pipe coupler clamp and completely remove the turbo inlet pipe.



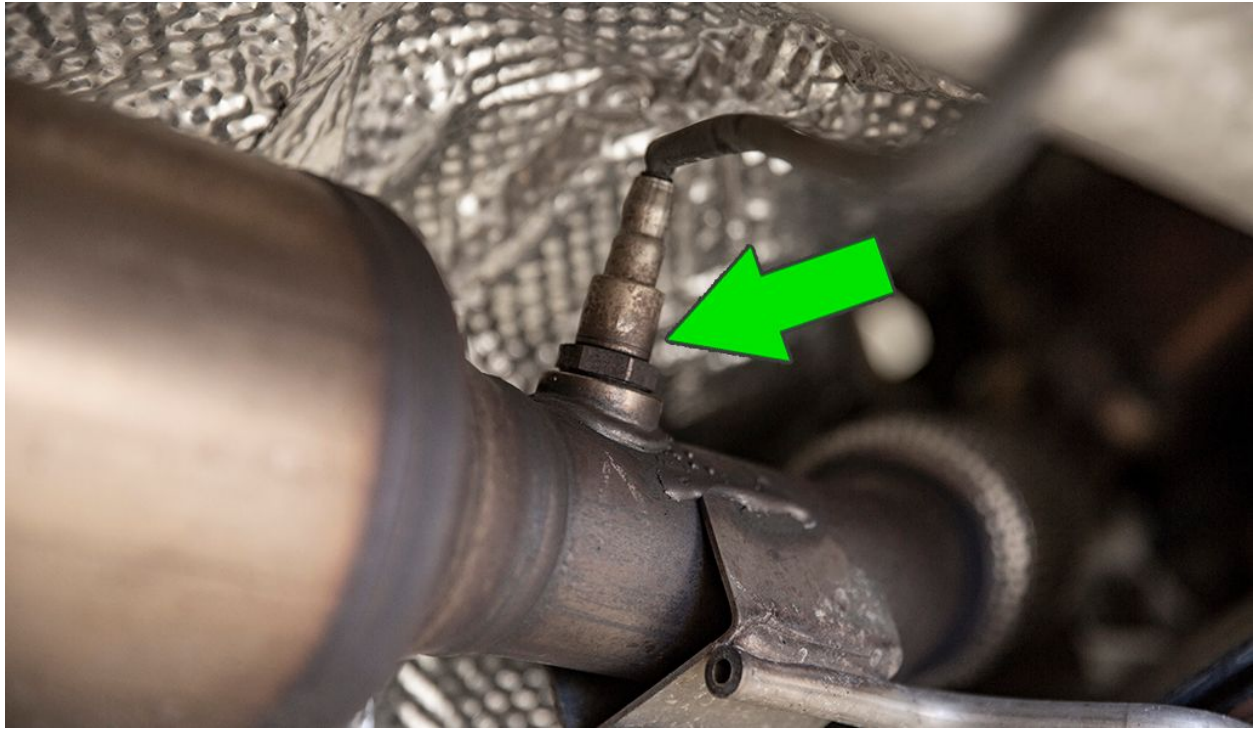
Loosen and remove the turbo v-band clamp bolt using a 6mm allen wrench and remove the v-band from the downpipe.



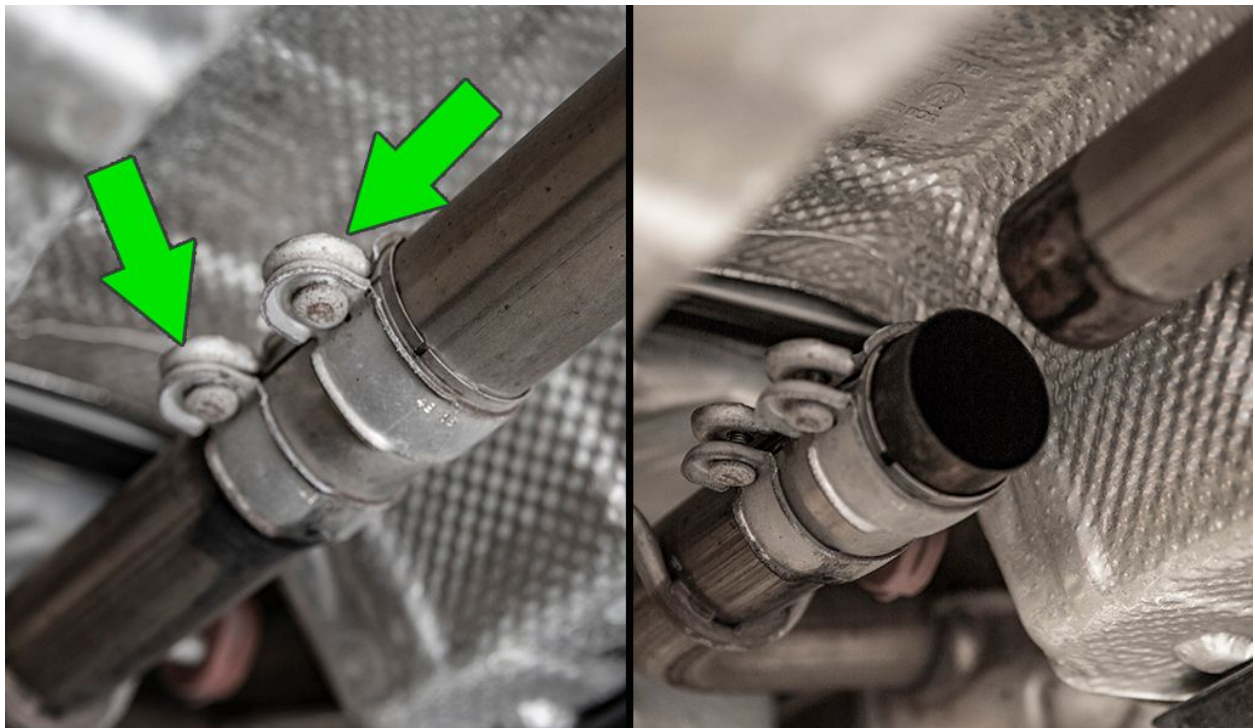
Using a 13mm socket, remove all 8 cross member bolts and both cross members.



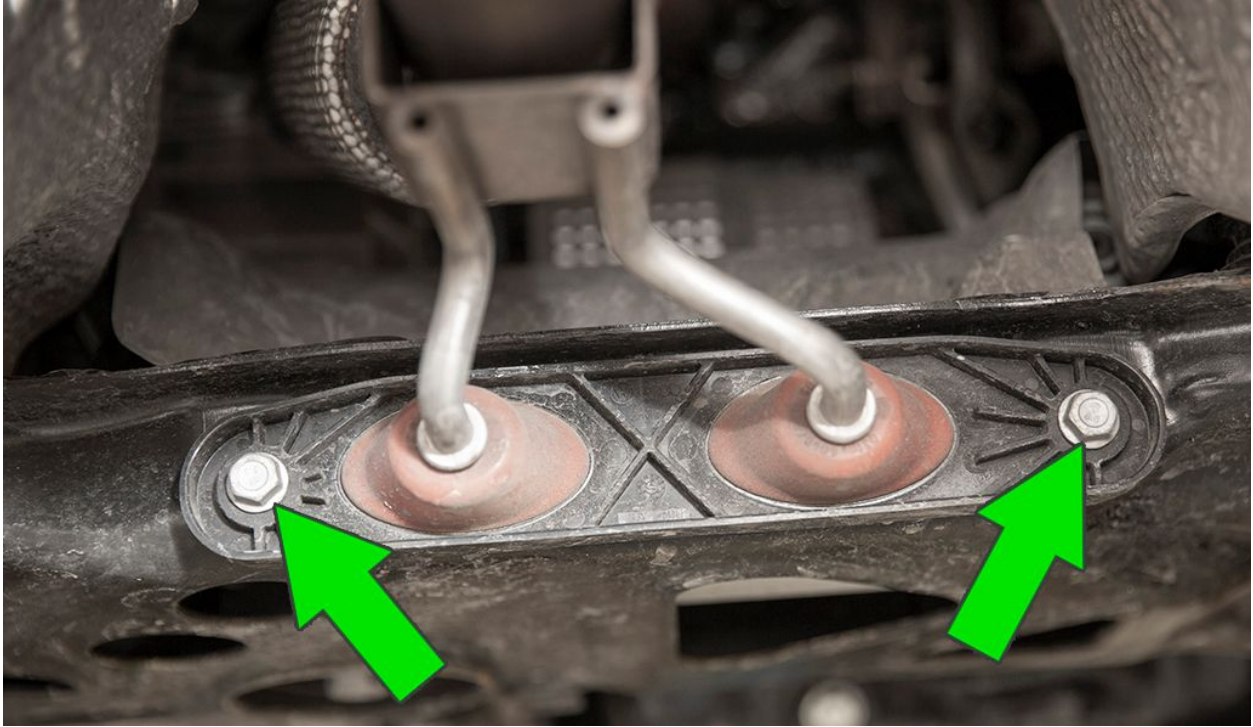
Remove the O2 sensor using a O2 socket or 22mm crescent wrench. Some higher emissions vehicles may have 2 O2 sensors on the downpipe, if so remove both.



Loosen the downpipe to catback clamp nuts with a 13mm socket and slide the clamp backward to disconnect the factory downpipe.



Remove the downpipe mount bracket bolts with a 13mm socket.



You can now fully remove the entire downpipe from the vehicle.



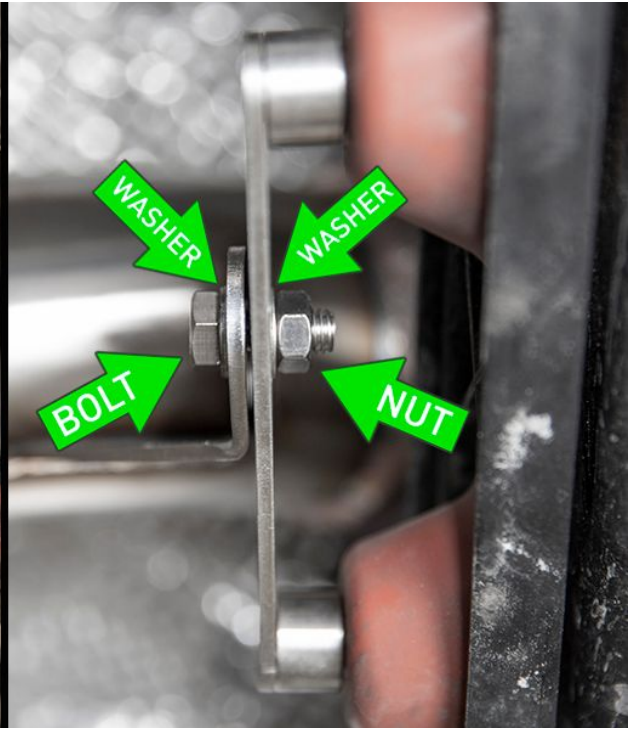
Pry the bracket off the factory downpipe then press the IE mount bracket into the factory rubber mounts. This is a tight fit and may take some force to press in.



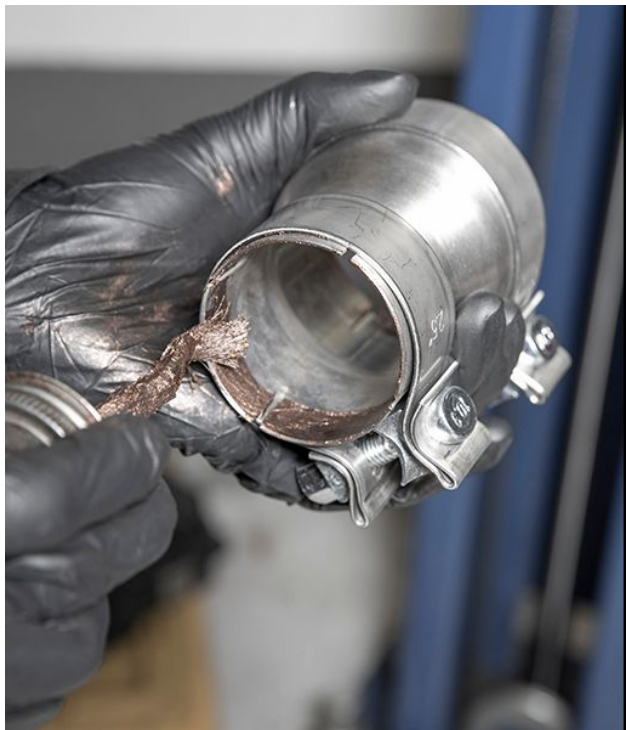
Reinstall the downpipe mount bracket to the vehicle using a 13mm socket.



Carefully slide your new IE downpipe into place and install the included bolt, washers, and nut to the IE mount bracket finger tight. *Do not tighten the bolt in this step.*



Loosely install exhaust clamps onto the slip-fit adapter, line with anti-seize, and slide onto the catback.



Loosely install exhaust clamp and anti-seize to the downpipe end.



Slide the catalytic converter into the downpipe. *Do not tighten exhaust clamp in this step.*



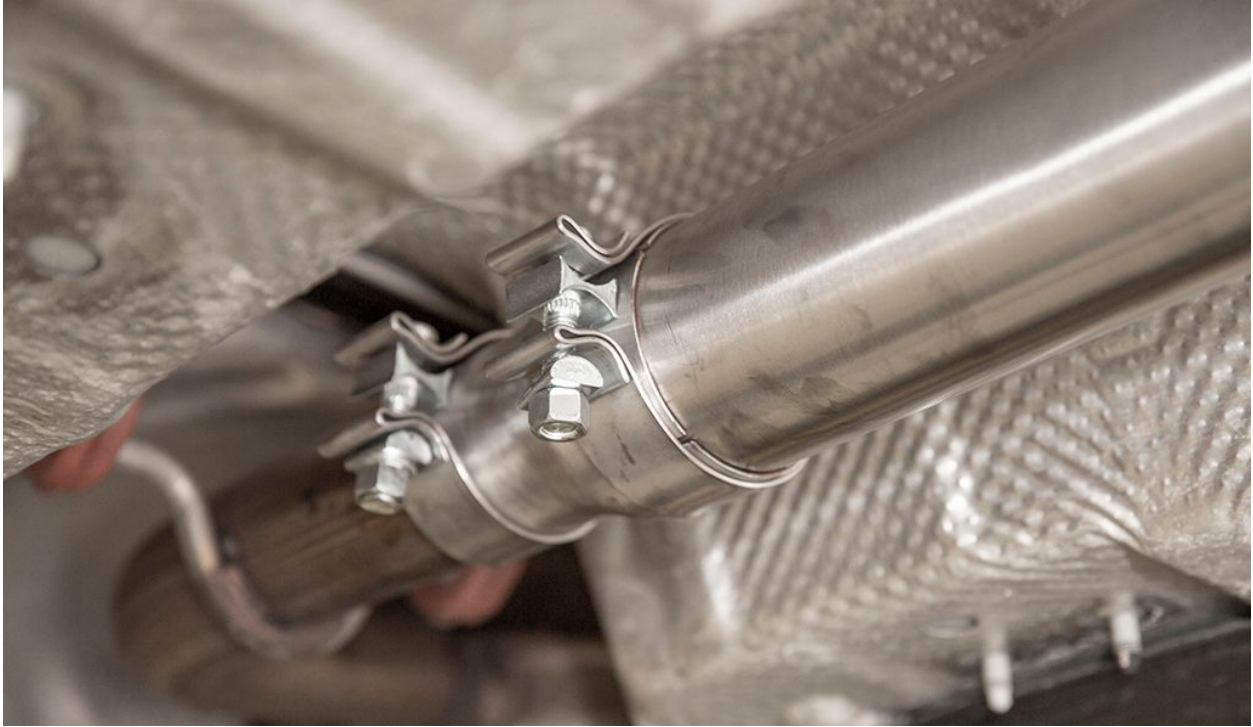
Loosely install the exhaust clamp and anti-seize onto the midpipe slip-fit end.



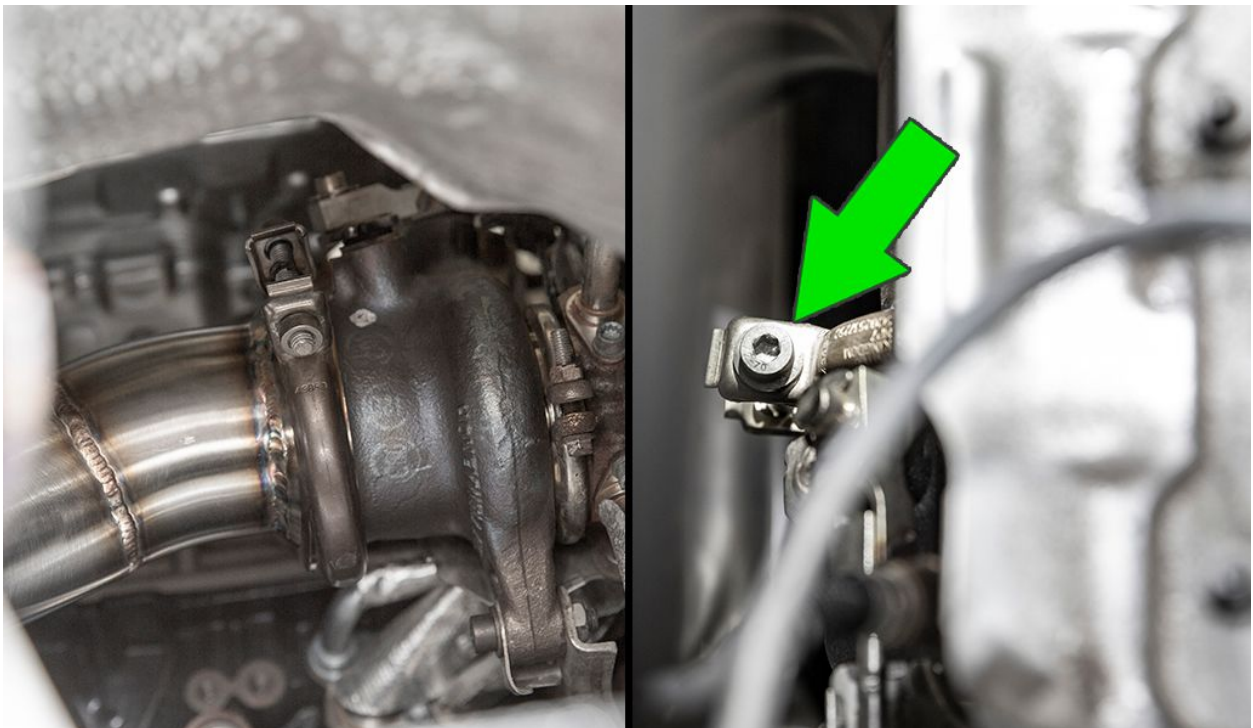
Install midpipe onto catalytic converter. *Do not tighten clamps in this step.*



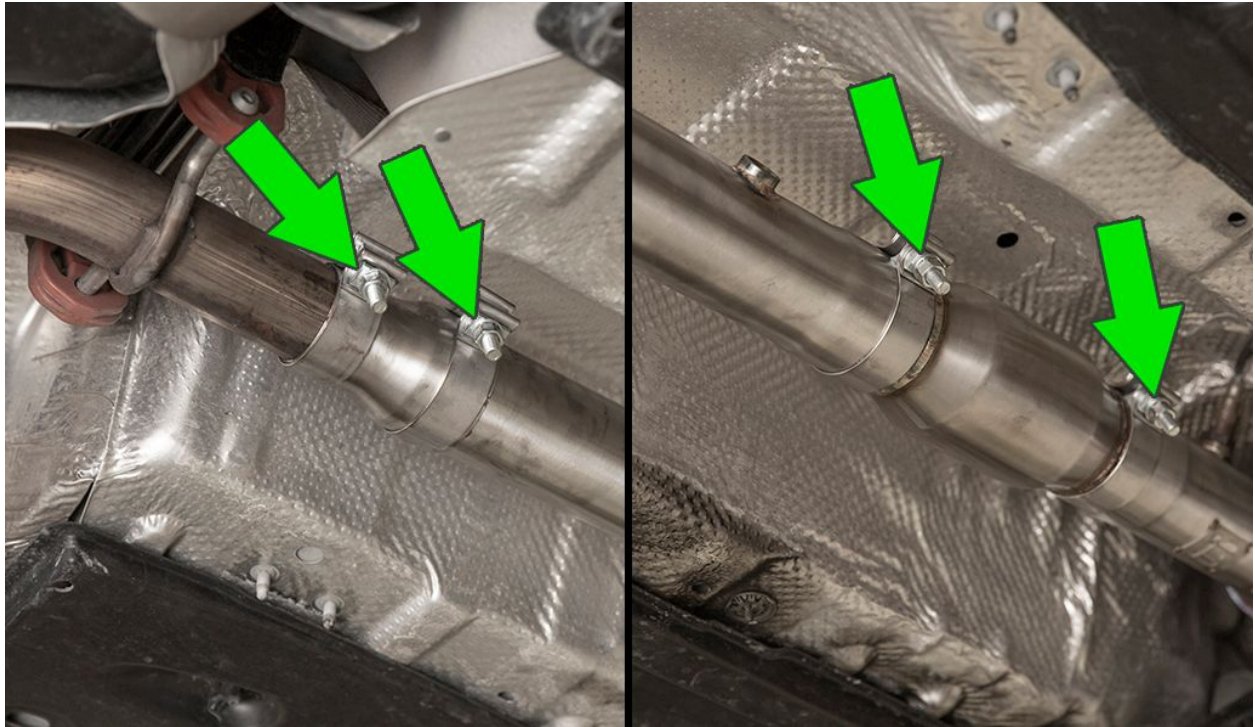
Slide slip-fit adapter onto the midpipe as far as possible. Adjust so that everything sits even, seated, and without binding or drooping. *Do not tighten clamps in this step.*



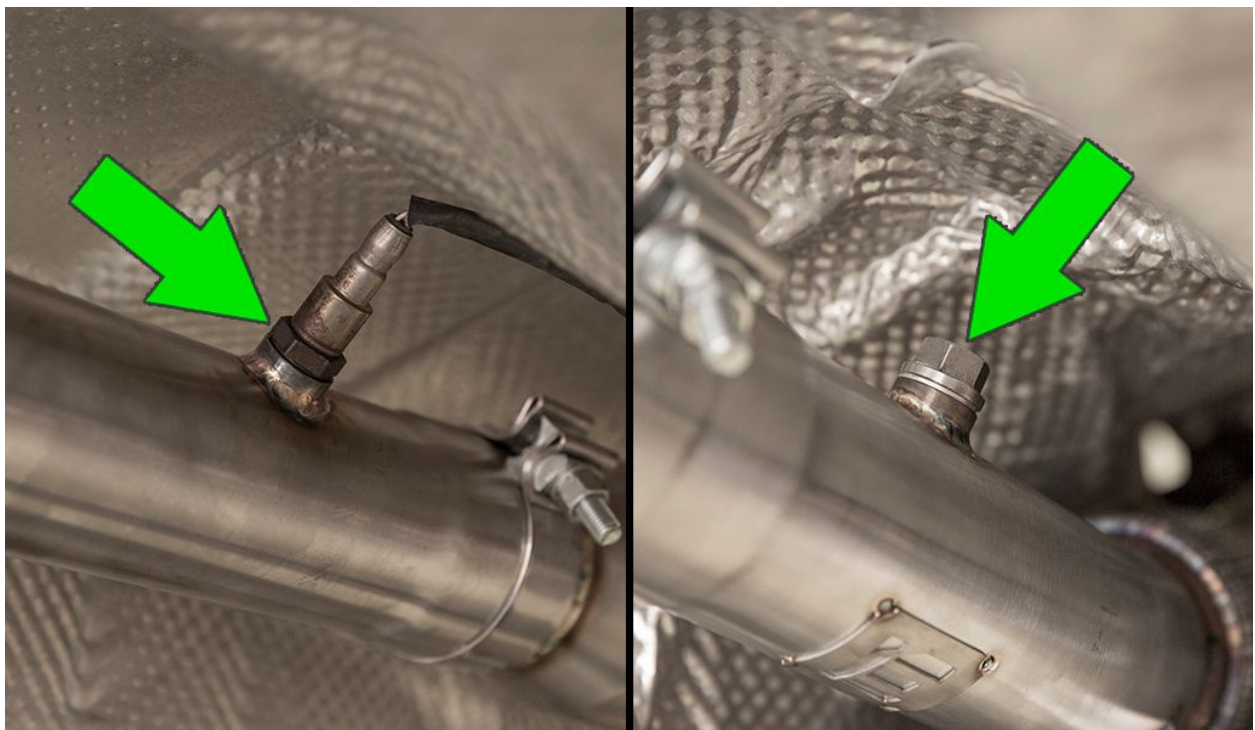
Align the downpipe with the turbo flange and reinstall v-band clamp then tighten bolt with 6mm allen.



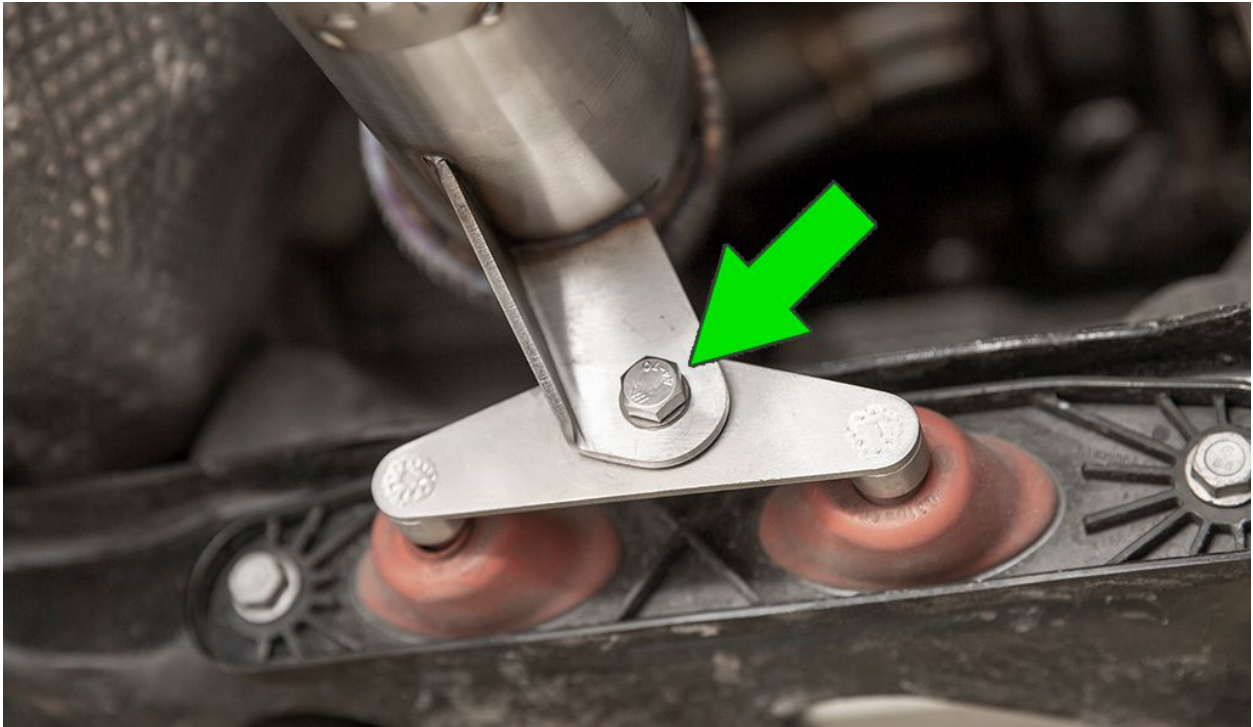
Tighten all exhaust clamp bolts. *We recommend you tighten these with a very powerful impact if you have access to one, these need to be very tight.*



Reinstall your O2 sensor(s). If you don't have a higher emissions vehicle, install the included O2 sensor plug into the downpipe O2 threads.



Tighten the downpipe mount bracket fully using a 13mm socket and 13mm wrench.



Reinstall cross members, turbo inlet pipe, PCV breather hose, coilpack assembly, and turbo inlet pipe following the reverse of this guide.



Verify all bolts and nuts are installed and tightened, all clamp connections are tight, make sure nothing is contacting the exhaust, and that your intake is fully installed. Start your car and inspect for any exhaust leaks. After driving the car for 1-2 days, verify all bolts, nuts, and clamps are tight, the exhaust is sitting straight, and there is no excessive pulling on any grommets. Enjoy the new sound and performance from your new IE performance downpipe!



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.

Integrated Engineering
801.484.2021
sales@performancebyie.com
www.performancebyie.com

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