

C8 RS6 High Flow Cat Downpipe Set

The 034Motorsport Stainless Steel Racing Catalysts for C8 Audi RS6/RS7 are designed as a drop-in replacement for the restrictive factory catalytic converters. The Stainless Steel Racing Catalysts offer increased horsepower and torque throughout the powerband, reduced turbocharger lag, improved throttle response, and an enhanced exhaust note.

Installation Spiciness Rating: HOT

Installation of your 034Motorsport High Flow Cat Downpipe set is a straightforward process that will take approximately 8 hours to complete.

Supplied Parts:

- (1x) Driver side downpipe
- (1x) Passenger side downpipe
- (2x) Slip-fit flanges with exhaust clamps.
- (2x) Oxygen sensor plugs
- (2x) EGT sensor plugs
- (6x) M8 bolts
- (2x) V-Band clamps
- (6x) Zip-ties

Tools Needed:

- T30 Torx bit
- T25 Torx bit
- 22mm Wrench
- 13mm Wrench
- 15mm Socket
- 13mm Socket
- 10mm Socket
- 12mm Triple-square bit
- 10mm Triple-square bit
- Forked trim tool
- Penetrating spray

About This Guide

This Install Guide documents the installation process on a C8 Audi RS6. There may be minor differences depending on specific vehicle, market, options, etc.

Getting Started

Confirm you have received all the parts included with your purchase by reading the complete guide, if there are missing components, please contact:

customerservice@034motorsport.com

Install Steps

Step 1

Open your hood to access the engine.



Step 2

Remove the engine cover by pulling upward.



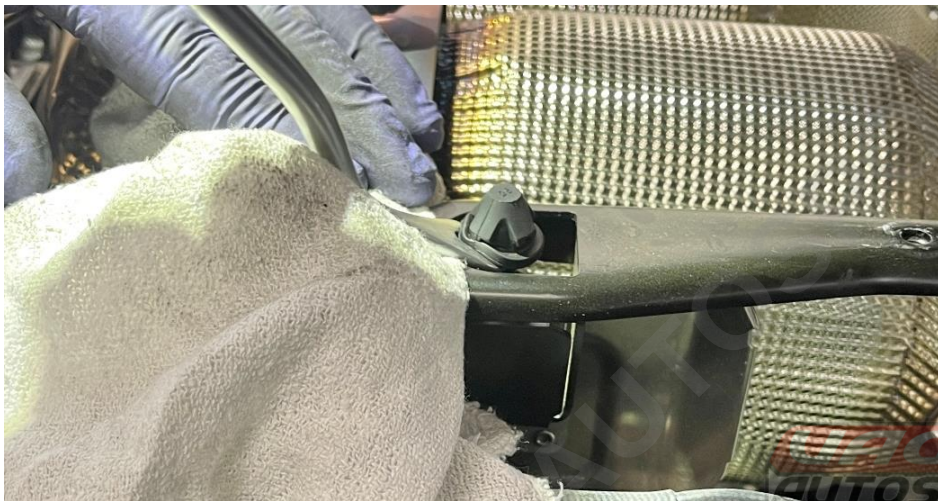
Step 3

Using a T30 Torx bit, remove the heat shield covering the turbochargers.



Step 4

Using a fork tool, remove the rubber grommet from the engine cover mounts.

**Step 5**

Using a 13mm socket, remove the ball mounts that were under the rubber grommets.

**Step 6**

Remove the engine cover mounting brackets from each side.

**Step 7**

Using a fork tool, remove the zip-tie clips from the engine.



Step 8

Using a 22mm wrench, remove the oxygen sensors from each downpipe.

**Step 9**

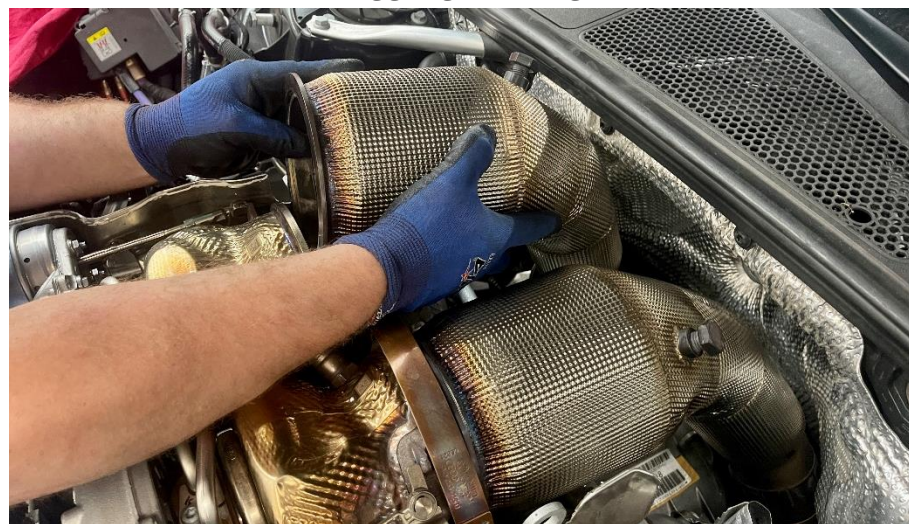
Using a T30 Torx bit, loosen the v-band clamps on each downpipe right off of the turbochargers.

**Step 10**

Using a 13mm socket, loosen the exhaust clamps connecting the downpipes to the midpipes.

**Step 11**

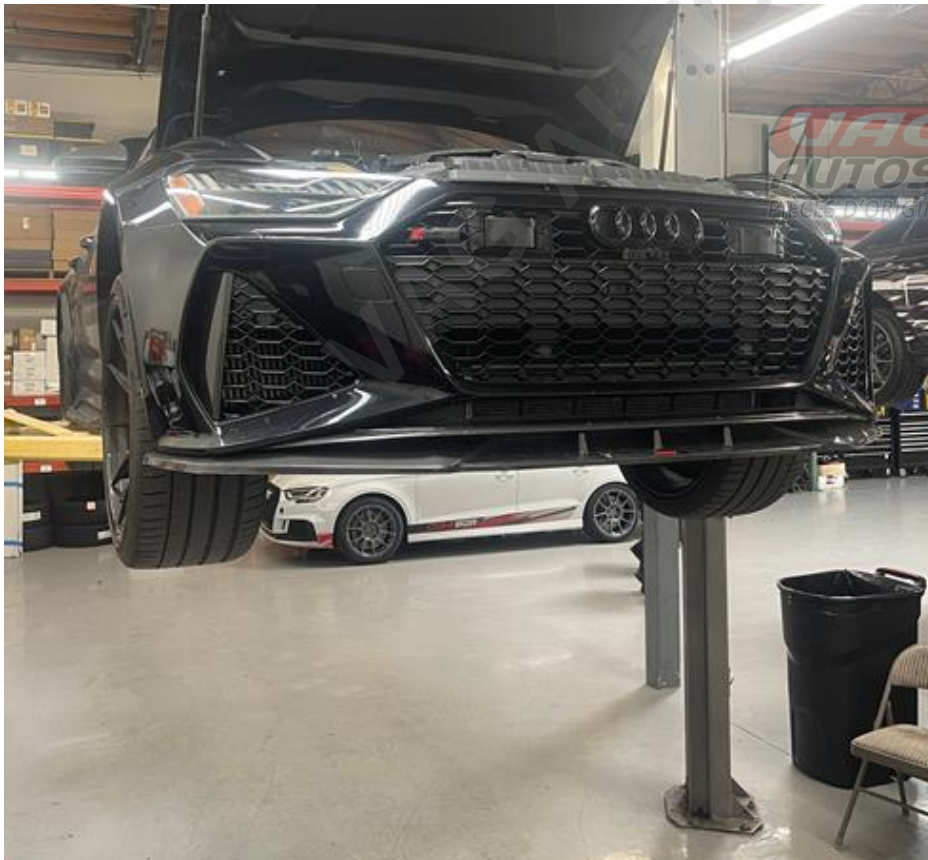
Carefully remove the downpipes from the engine bay. This may require using some lubricating spray and lots of wiggling/twisting.



***Space is a bit tight between the firewall and engine, but we additionally had some very stubborn hardware on the aftermarket system that was previously installed. To address this, we had to lift the car and disconnect the midpipes from the rear section of the exhaust. If you can remove the hardware on the downpipe flanges directly from the engine bay, consider yourself lucky and skip ahead to Step 20.**

Step 12

Lift the car to access the underside.



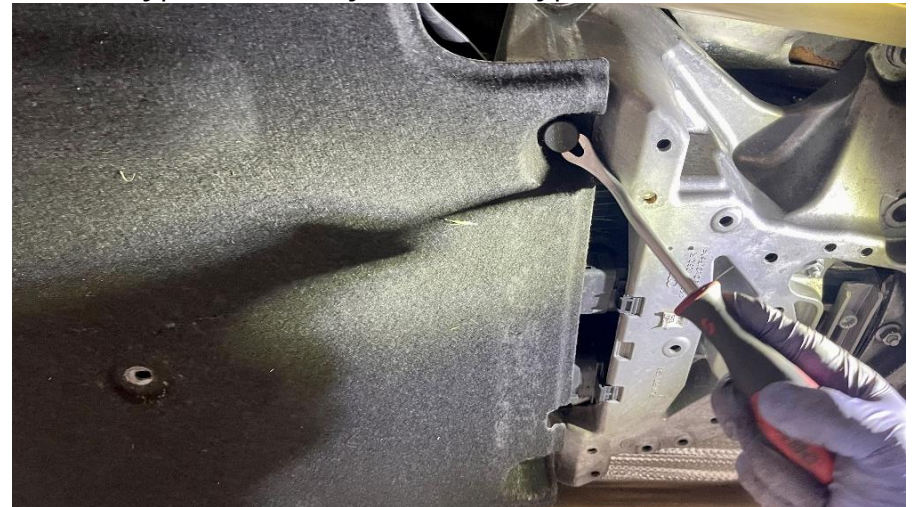
Step 13

Using a T25 Torx bit, remove the hardware from the bellypan.



Step 14

Use the fork tool to remove the push clips at the rear of the bellypan. Carefully set the bellypan aside for now.

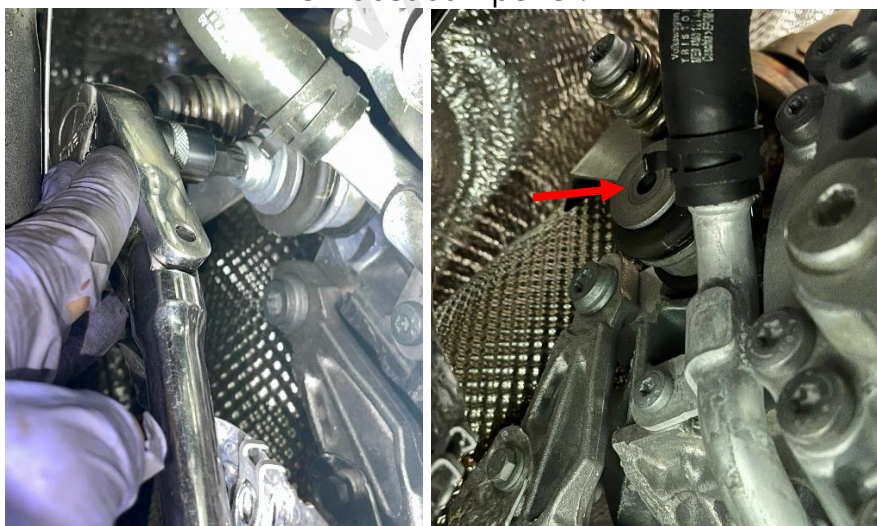


Step 15

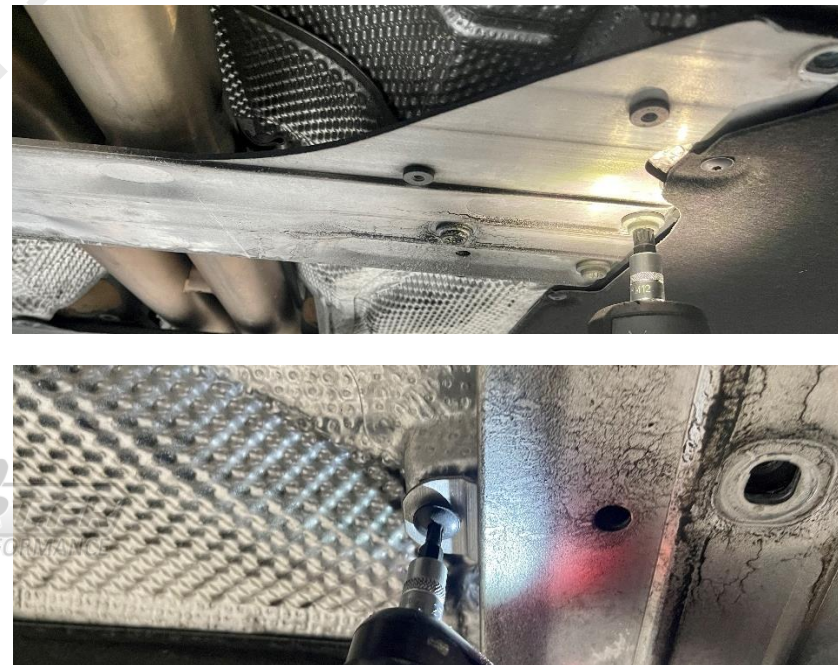
Using a 10mm socket, remove the hardware from the lower side heat shields at the back of the front subframe.

**Step 16**

Using a 10mm triple-square bit, remove the bolt from the exhaust dampener.

**Step 17**

Using a 12mm triple-square bit and a T25 Torx, remove the hardware from the aluminum brace.

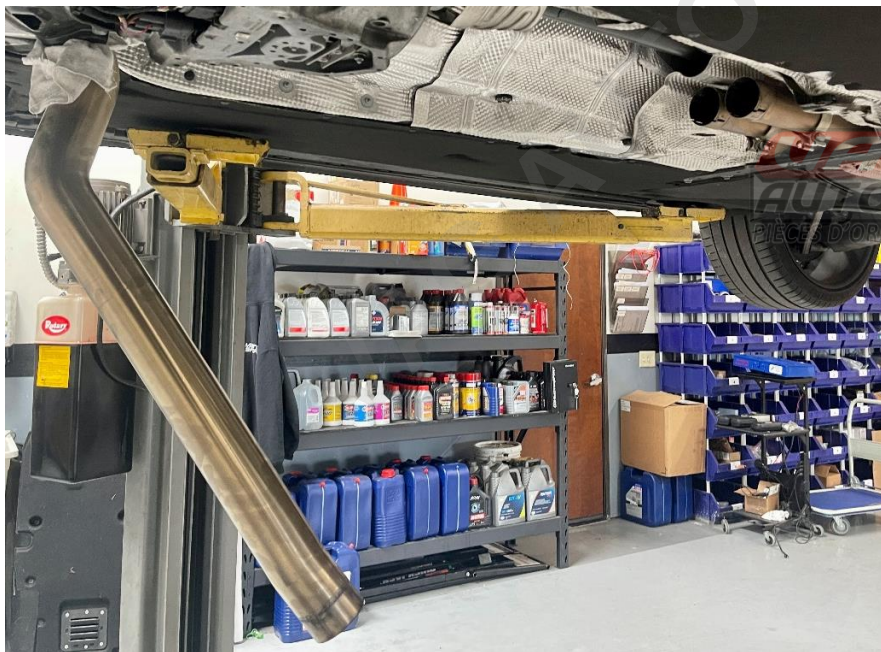
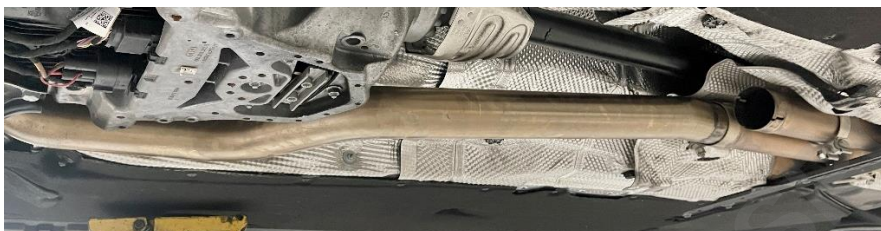
**Step 18**

Using a 15mm socket, loosen the exhaust clamps connecting the midpipes to the rear exhaust pipes.



Step 19

Separate the midpipe from the rear exhaust pipes and carefully twist and wiggle the downpipe/midpipe assembly to extract it from under the car.



***We could easily not get the passenger side assembly out without damaging the lower heat shielding near the front subframe. Instead, we pushed it up and forward, into the engine bay, to better access the flange hardware from inside the engine bay.**

Step 20

Using a 13mm socket and wrench, remove the hardware from the midpipe flange, and install the 034 flanged slip-joint.



Step 21

Reinstall the downpipe/midpipe assemblies.

**Step 22**

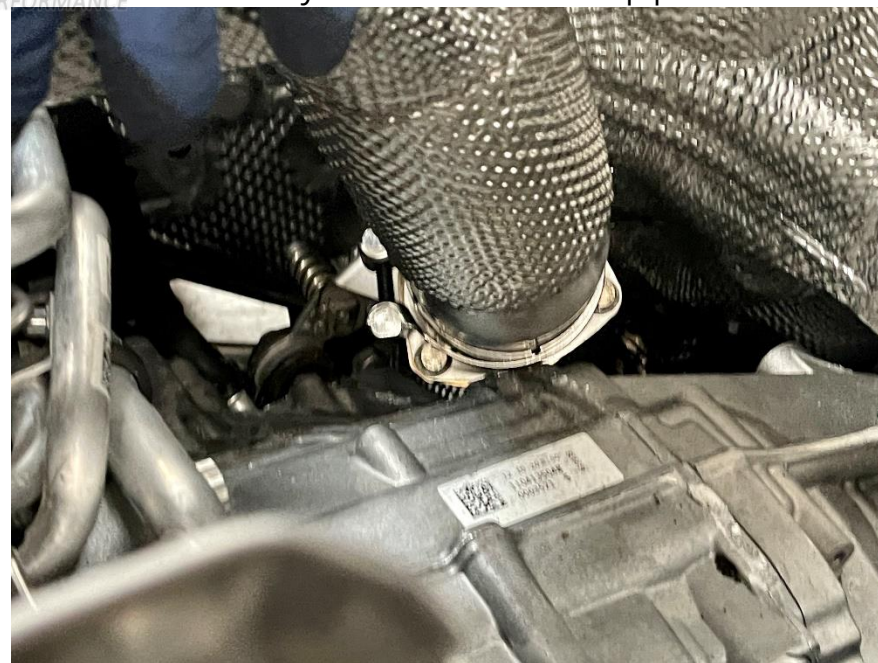
Using a 10mm triple-square, reinstall the exhaust dampeners. Leave loose for adjustments.

**Step 23**

Slide the exhaust clamps over the slip-joints.

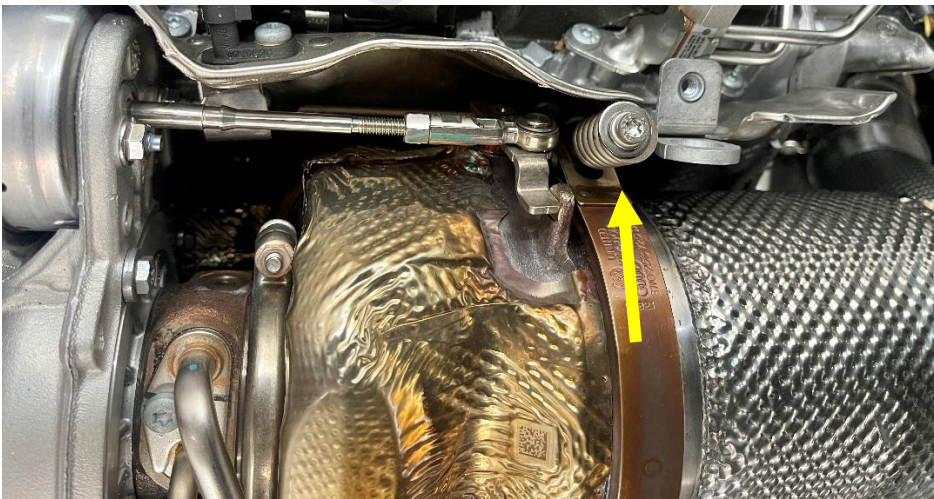
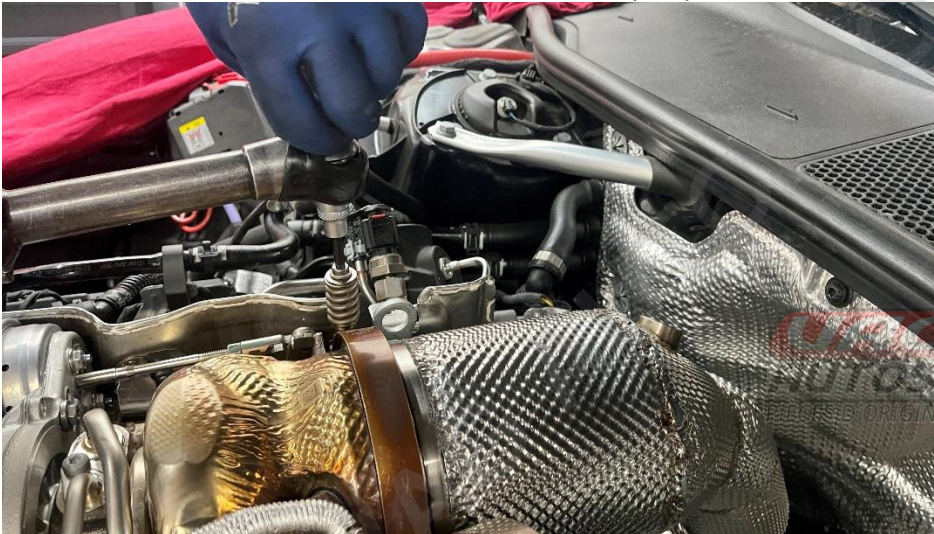
**Step 24**

Carefully install the 034 downpipes.



Step 25

Using a T30 Torx, secure the v-band clamps around downpipes and the turbochargers. Make sure they sit flush against the turbos. Rotate the clamp tensioners towards the engine cover bracket provisions, there are notches in the turbo heat shields for this exact purpose.

**Step 25 cont.****Step 26**

Using a 22mm wrench, reinstall the oxygen sensors.
(Tool not shown.)



Step 27

With the v-band clamps secure, tighten the exhaust dampeners and all exhaust clamps.

**Step 28**

Reinstall the chassis brace.

**Step 29**

Reinstall the lower heat shields near the subframe.



Step 30

Reinstall the bellypan.

**Step 31**

Reinstall the engine cover bracket, ball mounts, and rubber grommets.

**Step 32**

Reinstall the zip-tie clips removed earlier and replace any zip-ties that may have been removed during this installation.

Step 33

Reinstall the heat shield over the turbochargers.

**Step 34**

Reinstall the engine cover.



Step 35

You are done! Enjoy.

