INSTALLATION INSTRUCTIONS

Unitronic 3" Turbo-Back Exhaust System for MK5 Jetta®/GLI®
UH020-EXA

Unitronic recommends that you read through the entire installation instructions prior to beginning the installation to familiarize yourself with the included components, tools required, and procedures involved with the installation.

DISCLAIMER: Unitronic recommends that a Unitronic Authorized Dealer or other qualified and trained professional should perform the installation of this product.

Unitronic Installation Instructions are also available in digital format, if you prefer. Please visit the corresponding product page for a link to download the digital Installation Instructions. www.getunitronic.com

It is recommended to confirm all parts are present prior to beginning to remove the OEM exhaust system.

PACKING LIST:

PART NUMBER	DESCRIPTION	QUANTITY INCLUDED
UH001-EX1	Unitronic 3" Downpipe Section for 2.0 TFSI®	1
UH001-EX2	Unitronic Cat Section for 1.8/2.0 TFSI/TSI®	1
UH001-EX4	Unitronic 3" Adjustable Link	1
UH004-EX5	Unitronic 3" Resonator Section for MK5/6 Jetta	1
UH002-EX6	Unitronic 3" Rear Muffler Section for MK5/6 Jetta	1
UH001-EX0	Unitronic 3" V-Band Clamp	4
UH002-EX7	Unitronic 3" Seal Rings	4

RECOMMENDED TOOLS NEEDED:

- Jack Stands & Floor Jack (or vehicle lift)
- Ratchet
- 13mm socket
- 11mm socket
- 14mm socket
- 16mm socket
- Torque Wrench
- 22mm o2 sensor wrench
- Locking Pliers or Channel Locks
- 8" or 12" prybar
- Sawzall with metal blade
- PB Blaster, WD-40, Liquid Wrench, or any other penetrating oil.

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1 Secure your vehicle safely on jack stands to gain access to the underside of your vehicle and open your hood. It's recommended to disconnect the negative terminal from the battery, too.

2 From underneath the vehicle, use Penetrating Oil to soak the downpipe studs/nuts, o2 sensors, and slip clamp connection between the downpipe and cat-back sections.

NOTE: We recommend you do this first to ensure penetrating oil has ample time to penetrate through any rust or corrosion, by the time you're ready to loosen the nuts. For added ease, spray the studs/nuts multiple times throughout the initial steps.

FIG. A

3 Disconnect the MAF sensor connector (located at the top, passenger side of the engine cover). **(See Fig. A)**

4 Unclip the two (2) clips holding the top of the turbo inlet pipe to the engine cover/intake tubing and separate turbo inlet pipe to engine cover/intake tube. **(See Fig. B)**

FIG. B

NOTE: When removing the turbo inlet pipe from intake tube, ensure that you do not lose or damage the two o-rings used to seal the connection.

5 Using locking pliers, release tension from the clamp holding the air inlet from the airbox/engine cover **(See Fig. C)** and remove air inlet from airbox/engine cover to allow airbox/engine cover removal. **(See Fig. D)**

FIG. C

6 Remote the airbox/engine cover from the engine by pulling upwards to release it from the retaining posts. There are four (4) retaining posts located roughly at the corners of the engine cover. **(See Fig. E)**

7 Unplug the primary o2 sensor connector located near the brake master cylinder on the driver side of the engine bay and remove wire from retaining clip on firewall **(See Fig. H)**

FIG. D

FIG. E

FIG. H

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8 Using a 22mm o2 sensor wrench, remove the primary (Upper) o2 sensor from the stock downpipe. **(See Fig. K)**

NOTE: Please ensure the sensor probes of the o2 sensors are not contaminated with grease, etc. Contaminating the o2 sensor may negatively influence its functionality.

9 Remove the two (2) upper downpipe flange nuts using a 16mm socket and ratchet. **(See Fig. L)**

10 Remove the [axle shaft] heat shield from the engine block using a 16mm socket and ratchet **(See Fig. M)**

11 Remove the lower two (2) downpipe flange nuts using a 16mm socket and ratchet. **(See Fig. N)**

12 Using your 22mm o2 sensor wrench, remove the post-catalyst o2 sensor from the stock downpipe.

13 Unbolt the front portion of the passenger side lower plastic cover. **(See Fig. O)** using a 13mm socket and ratchet to access the o2 sensor connector. Temporarily disconnect the sensor. **(See Fig. P)**

14 Unbolt the two (2) bolts holding the subframe grommet bracket to the vehicles subframe using a 13mm socket and ratchet. **(See Fig. Q)**. Using a pry bar, remove the red grommets from the downpipe hangars.

15 Unbolt the two (2) exhaust tunnel braces from the vehicle using a 13mm socket and ratchet. Each brace has four (4) 13mm nuts.

FIG. K

FIG. L

FIG. M

FIG. N

FIG. O

FIG. P

FIG. Q

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16 Loosen the two (2) 16mm nuts on the stock slip clamp holding the downpipe and cat-back sections together using a 16mm socket and ratchet. **(See Fig. S)**

17 Using a pry bar, remove the exhaust hangers from the rubber hangers mounted to the chassis. **(See Fig. T.)**

18 Remove the stock slip clamp from the stock cat-back first then from the downpipe.

19 Carefully remove the downpipe from the vehicle by sliding the mounting flange from the turbo studs. Once cleared off the studs, the downpipe may require some finagling to get it entirely out.

FIG. S

20 Using your sawzall, cut your stock cat-back right after the rear driver's side control arm. This will allow you to remove your cat-back without dropping the sub-frame. If you do not want to cut your cat-back, you will have to drop the entire rear subframe to remove in one piece.

21 Locate the exhaust hanger affixed to the resonator of your stock exhaust and remove it from the rubber exhaust hanger. It is recommend to use your prybar and penetrating oil to help slide the hanger from the rubber mount. **(See Fig. U)**

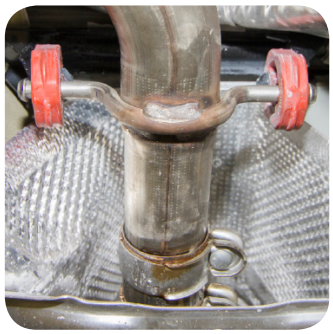
FIG. T

22 Locate the rear exhaust hanger on the stock muffler and slide those off in the same fashion as you did in Step 20.

23 Remove the stock cat-back and set it aside. Now you're ready to install your Unitronic Turbo-Back

24 Locate the Unitronic upper downpipe section, four (4) M14 nuts, downpipe flange gasket, and subframe mounting bracket with red grommets. Place the supplied gasket over the studs coming off of the turbocharger. **(See Fig. W).** Next, push the red grommets onto the front mounting hanger studs of the downpipe **(See Fig. X)**, making sure to orient the bracket as show in **(See Fig. Y)**. Then, slide the mounting flange of the upper downpipe section over the mount studs on the turbocharger, similar to how you just installed the gasket. By hand, thread the four (4) M14 nuts onto the studs coming off the turbo until they are finger tight.

FIG. U

FIG. W

FIG. X

FIG. Y

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25 Tighten the two (2) lower nuts first **(See Fig. Z)** and then tighten the two (2) upper nuts. **(See Fig. AA)** Torque all four (4) nuts to 22 ft-lbs (30 N-m).

26 Install primary/upper oxygen sensor and tighten with the 22mm Oxygen sensor wrench. **(See Fig. BB)** Reconnect sensor connector to plug near the brake master cylinder, and re-anchor the wire to the retaining clip on the firewall. **(See Fig. CC)**

27 Re-install the engine cover by aligning the four (4) mounting posts and pushing down firmly onto the engine cover. **(See Fig. DD)** Align and connect the turbo inlet pipe to the airbox/engine cover, making sure that the O-rings are properly positioned in place. **(See Fig. EE)** Plug in the MAF sensor. **(See Fig. FF)**

28 Re-install the air intake tube to the inlet of the airbox/engine cover using a pair of locking pliers to release tension on clamp until properly positioned. When positioned properly, release tension on clamp. **(See Fig. GG)**

29 Using the 16mm socket and ratchet, mount the [axle shaft] heat shield to the rear of the engine block. Tighten to 22 ft-lbs (30 N-m). **(See Fig. HH)**

30 Bolt the subframe mounting bracket to the subframe using a 13mm socket and ratchet. Tighten to 18 ft-lbs (24 N-m). **(See Fig. II)**

FIG. Z

FIG. AA

FIG. BB

FIG. CC

FIG. DD

FIG. EE

FIG. FF

FIG. GG

FIG. HH

FIG. II

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31 Locate the Unitronic 3" Cat Setion (UH001-EX2) section, the two (2) V-band clamps (UH001-EX0). Install secondary Oxygen sensors into correct location(s). Tighten to 7 lb-ft. Plug Oxygen sensors into connectors underneath passenger side underbody plastics, while ensuring ample slack is left on wires. **(See Fig. JJ)**

32 Position mid-pipe to ensure proper Oxygen sensor bung placement and orientation **(See Fig. KK)**. Using one of the v-band clamps, ensure that the v-band flanges are properly aligned before slipping clamp over two flanges. The surfaces of both v-band flanges should be flat against one another prior to tightening v-band clamps. **(See Fig. LL)**

33 Locate the Unitronic 3" Link (UH001-EX4) and connect the link to the cat section using the same procedure for aligning the v-band flanges above to ensure a proper seal. **(See Fig. TT)**

34 Locate the Unitronic Resonator Section for MK5/6 Jetta (UH004-EX5) and slide the exhaust hanger posts into the rubber hangers located at the rear of the exhaust tunnel. **(See Fig. UU)**

35 Slide the exhaust hanger into the 2nd rubber hanger. **(Fig. VV)**

36 Locate the Unitronic Muffler Section for MK5/6 Jetta (UH002-EX6) and start by installing this section into the rubber exhaust hanger on the side of the muffler section. **(Fig. WW)**

FIG. JJ

FIG. KK

FIG. LL

FIG. TT

FIG. UU

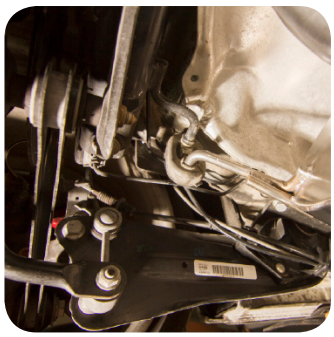
FIG. VV

FIG. WW

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37 Locate the two remaining of Unitronic's 3" V-Band Clamps (UH001-EX0) and 3" Seal Rings (UH002-EX7). Slide the V-Band clamp over the resonator pipe connecting to the link, making sure to use the sealing ring between the v-band flanges. Ensure the seal ring is properly positioned in the corresponding groove in the v-band flange, and mate the two flanges together. Hand tighten the v-band clamp. Do the same for the connection between the muffler and resonator sections. You will come back and tighten them all once your turbo-back is fully installed. **(Fig. XX & YY)**

FIG. XX

38 Re-install the middle exhaust tunnel bracket using the oem 13mm nuts, 13mm socket and ratchet.

39 Align your tips appropriately and secure the v-band clamps to 7lb-ft of torque. It's very important not to over torque the clamps. Finally, tighten the exhaust clamp in the center of the adjustable link at the same time of tightening and adjusting the v-bands. You should re-check torque specifications on the clamps after a full heat-cylce.

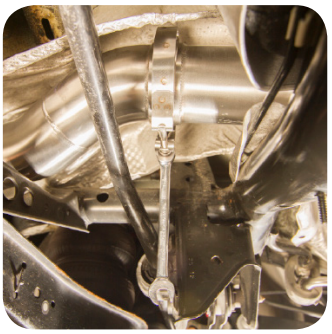
FIG. YY

CONGRATULATIONS! You have successfully installed Unitronic's Turbo-Back Exhaust System for MK5 Jetta/GLI!

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