



IE Audi B8 A4, A5, Allroad, & Q5 Downpipe Install Guide

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of IE's Downpipe System for Audi B8 & B8.5 A4 & A5 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:

- Phillips head screwdriver
- Socket wrench
- 12mm socket
- 13mm socket
- 16mm socket
- Multiple socket wrench extensions
- Triple square 12 bit
- 22mm crescent wrench or O2 sensor socket
- 12mm ratcheting crescent wrench
- 13mm ratcheting crescent wrench
- 15mm ratcheting crescent wrench
- Torque wrench
- Anti-seize

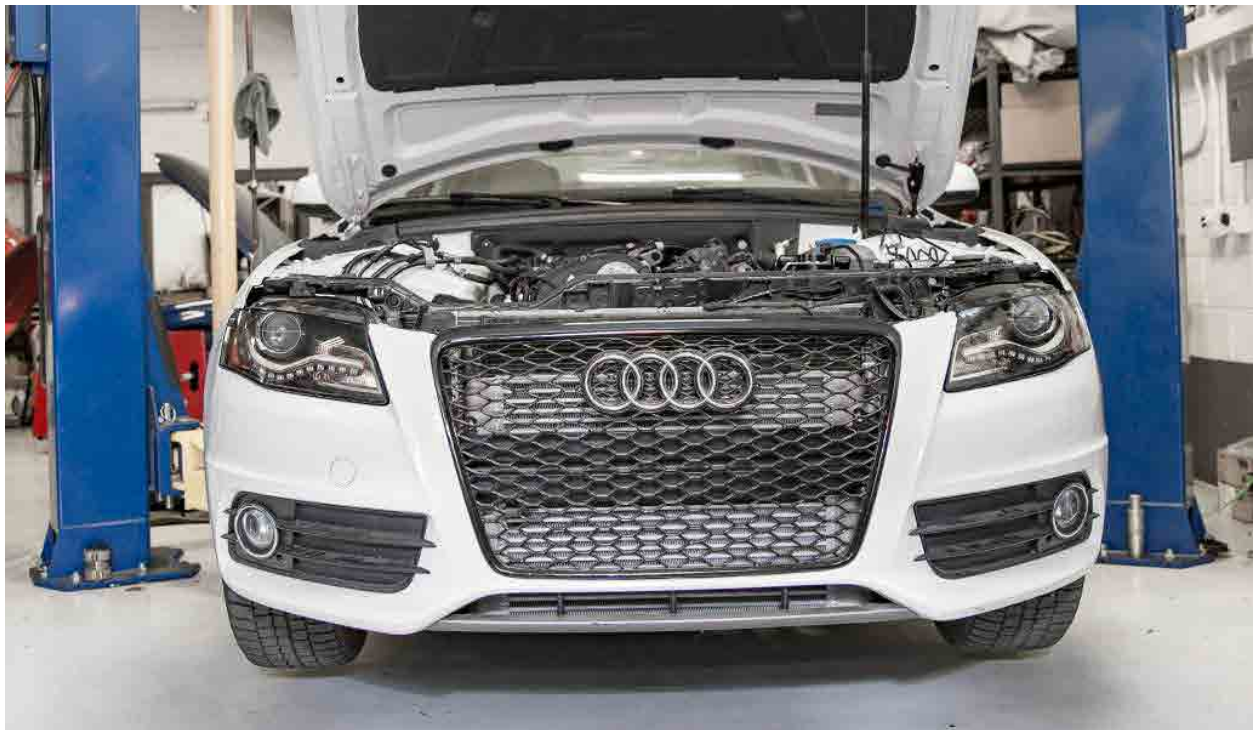
Included Components:

- 1X Downpipe and catalytic converter section
- 1X Midpipe with flex pipe section
- 1X IE to factory exhaust slip-fit adapter
- 2X Large exhaust clamps
- 1X Small exhaust clamp
- 1X CAT to turbo gasket
- 4X Downpipe to turbo nuts
- 1X Downpipe mount bolt
- 1X Downpipe mount nut

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



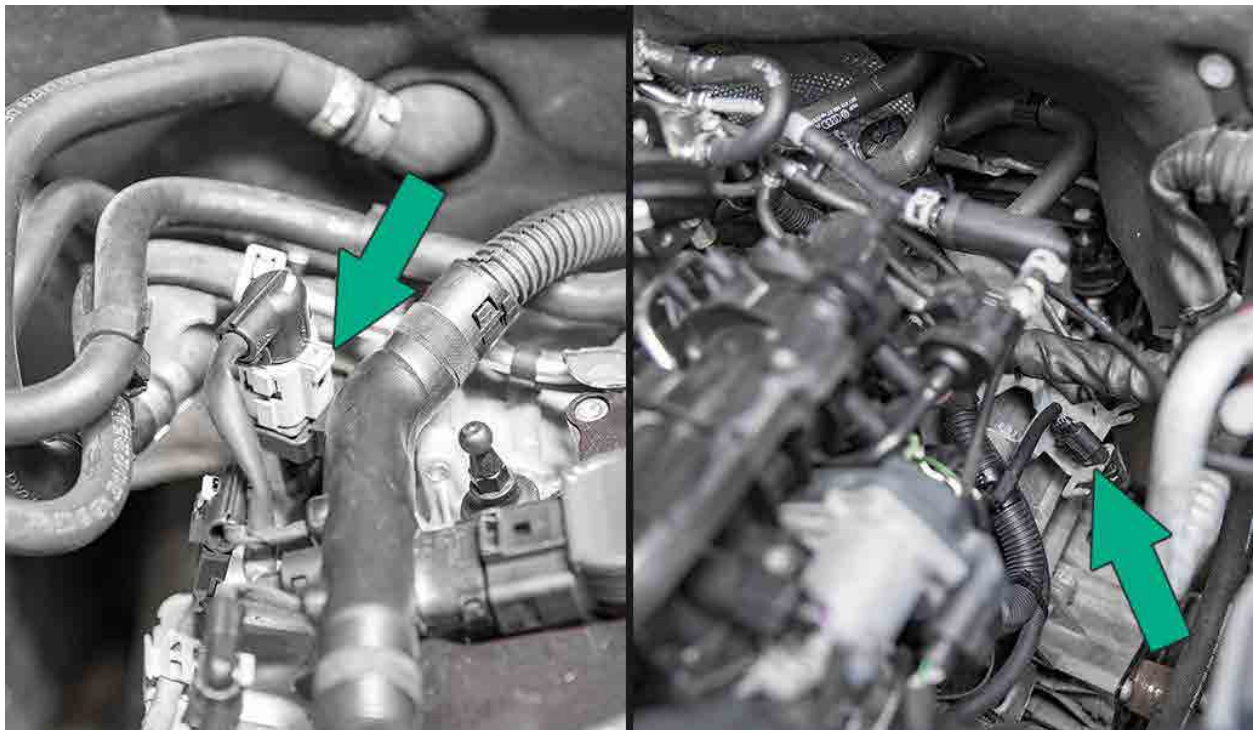
Safely rack your car on an auto lift or place onto jack stands. It is also recommended to allow the car to cool before beginning this install procedure.



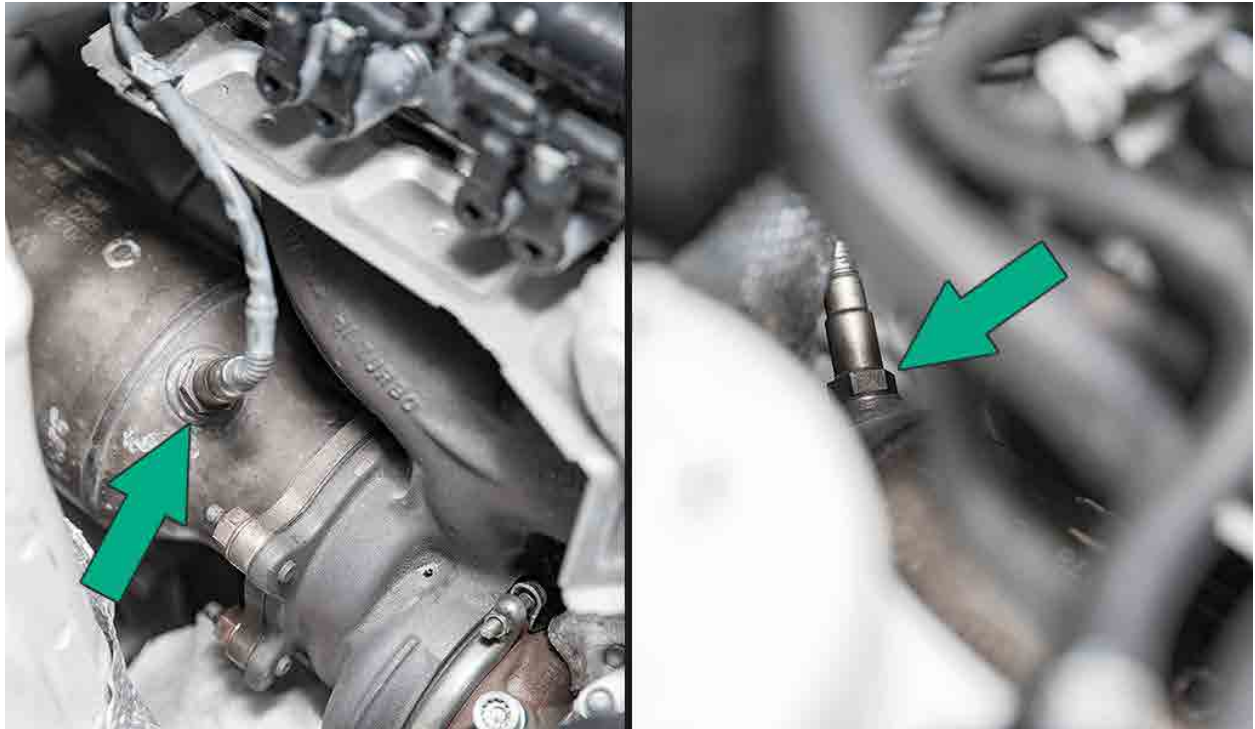
Remove the belly pan by removing the 11 phillips head screws securing the belly pan to the vehicle. Remove belly pan and set aside.



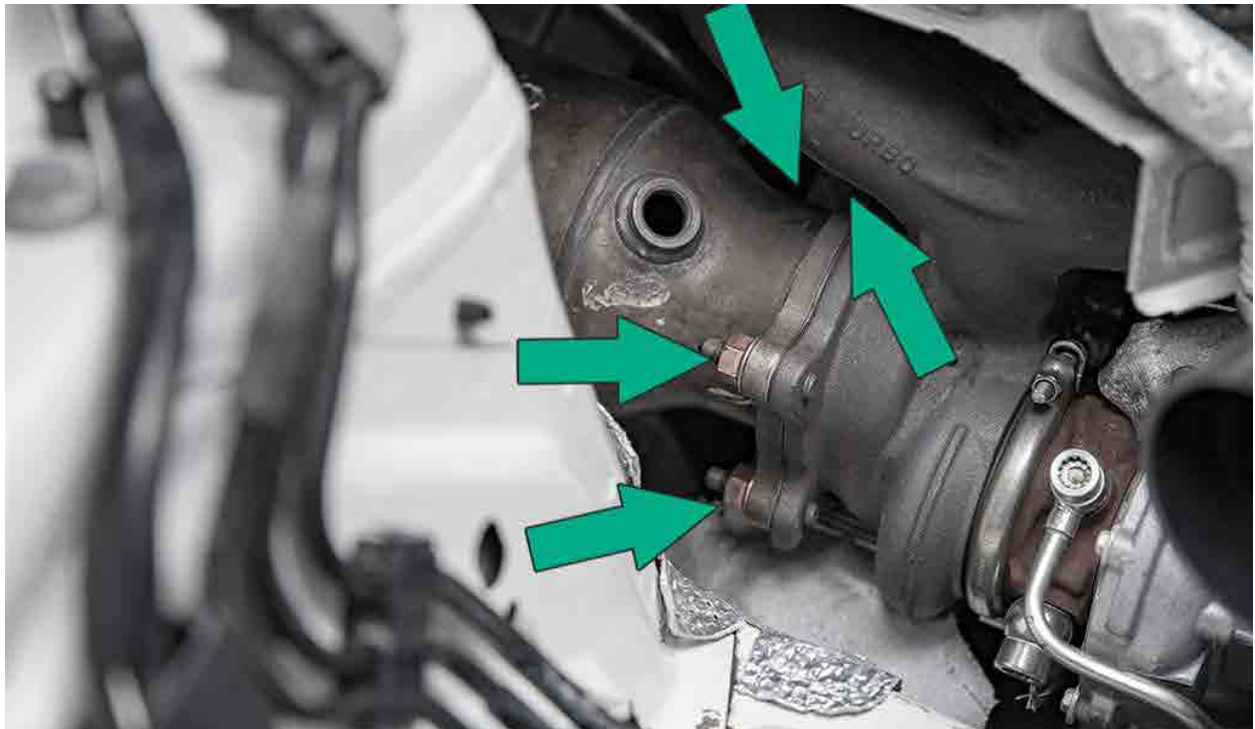
Follow the 02 sensor wires to the clips and disconnect them.



Using a 22mm wrench or O2 sensor tool, remove both O2 sensors from the stock downpipe.



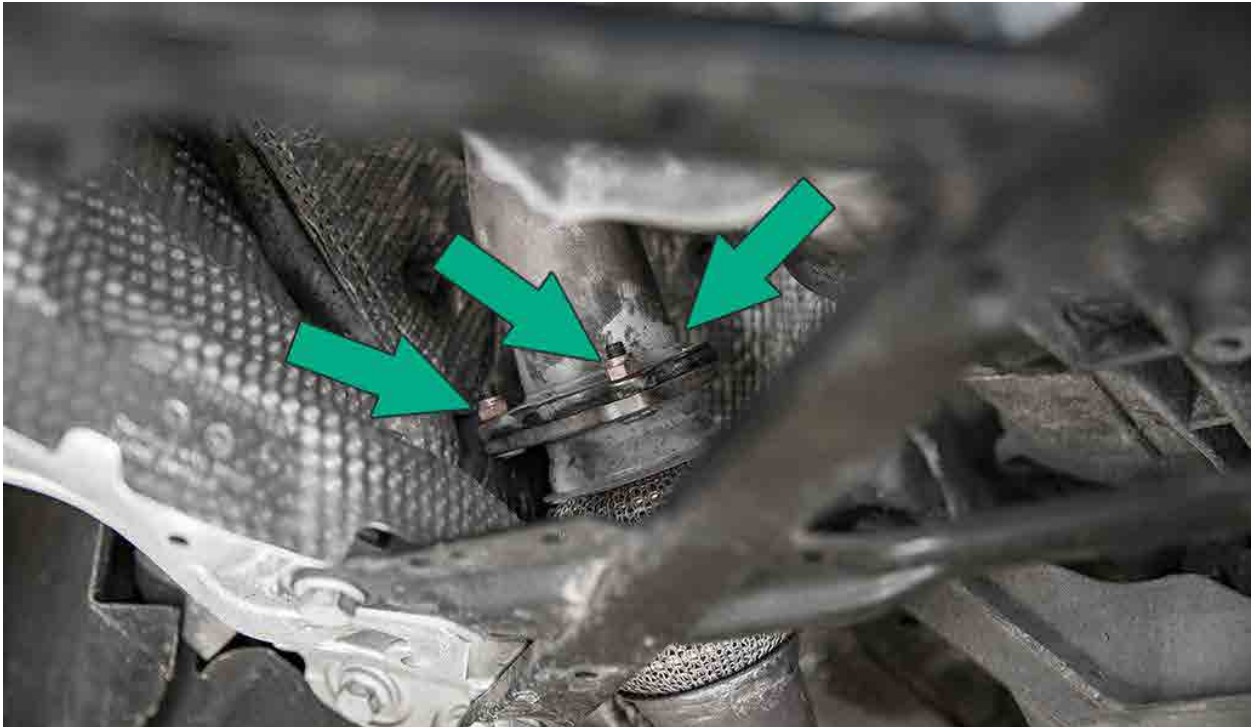
Remove the 4 CAT to turbo stud nuts with a 16mm socket.



Using a 13mm socket, remove the bolt and washer from the spring mount on the downpipe.
Note: Make sure to keep the spring and washer, you will be reusing these for install.



Remove the 3 nuts from the downpipe to midpipe flange with a 12mm crescent wrench.



Remove the rear exhaust clamp nuts with a 13mm socket.



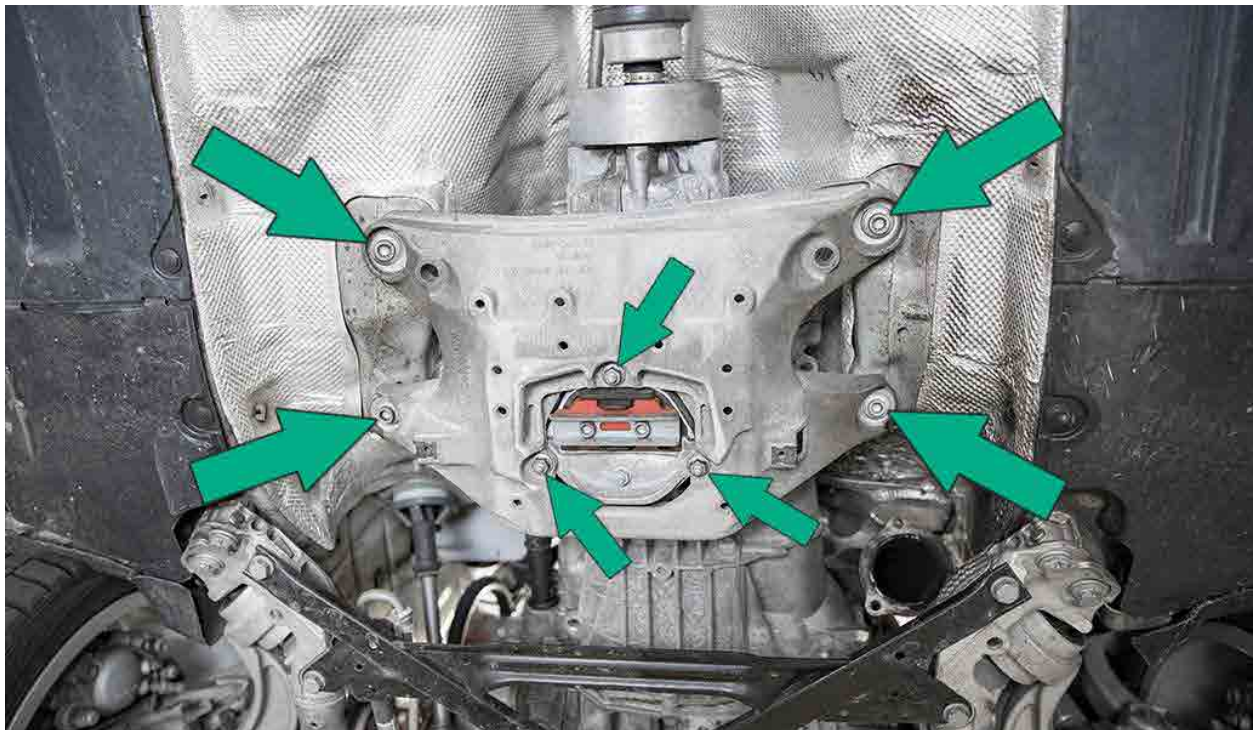
Remove the midpipe and rear exhaust clamp from the vehicle.



Using a jack or transmission jack, support the transmission in front of the transmission mount. Ensure the stability of the jack point.



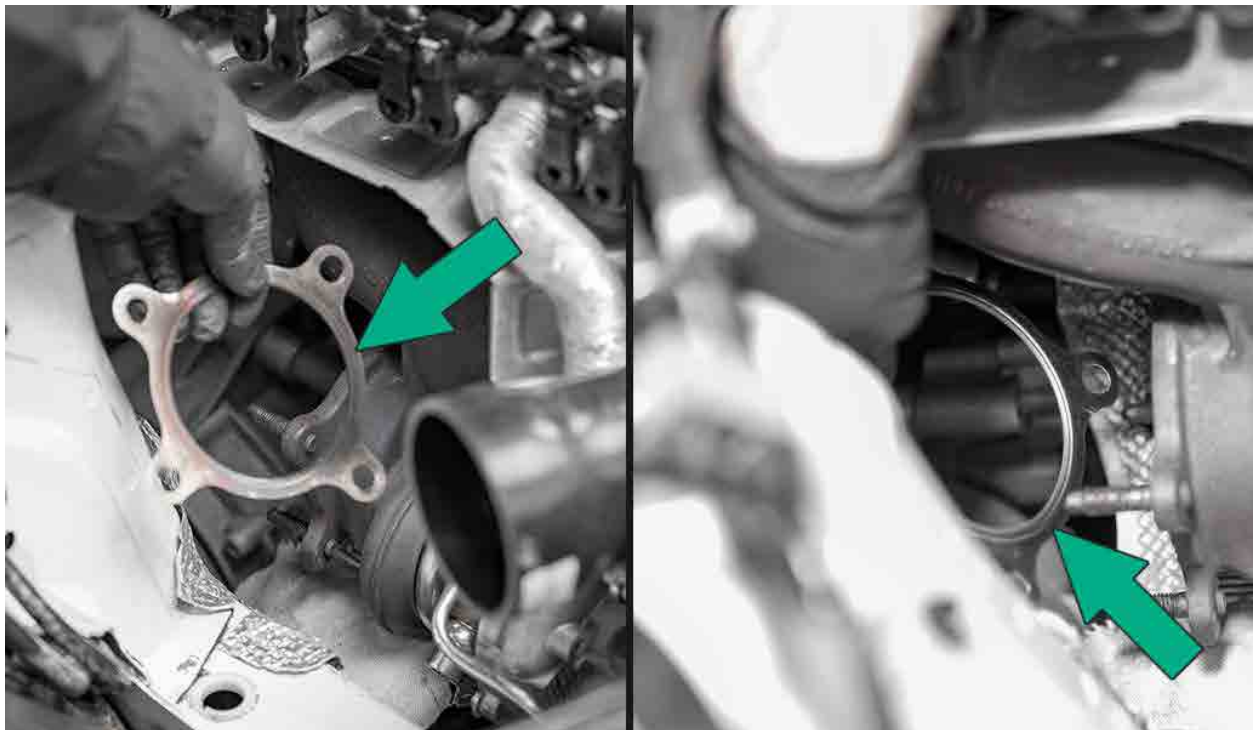
Remove the 4 outside transmission mount bolts with a triple square 12 bit. Remove the 3 inside bolts with a 13mm socket to release the transmission mount from the chassis.



Remove the transmission mount to make room, then remove the factory downpipe.



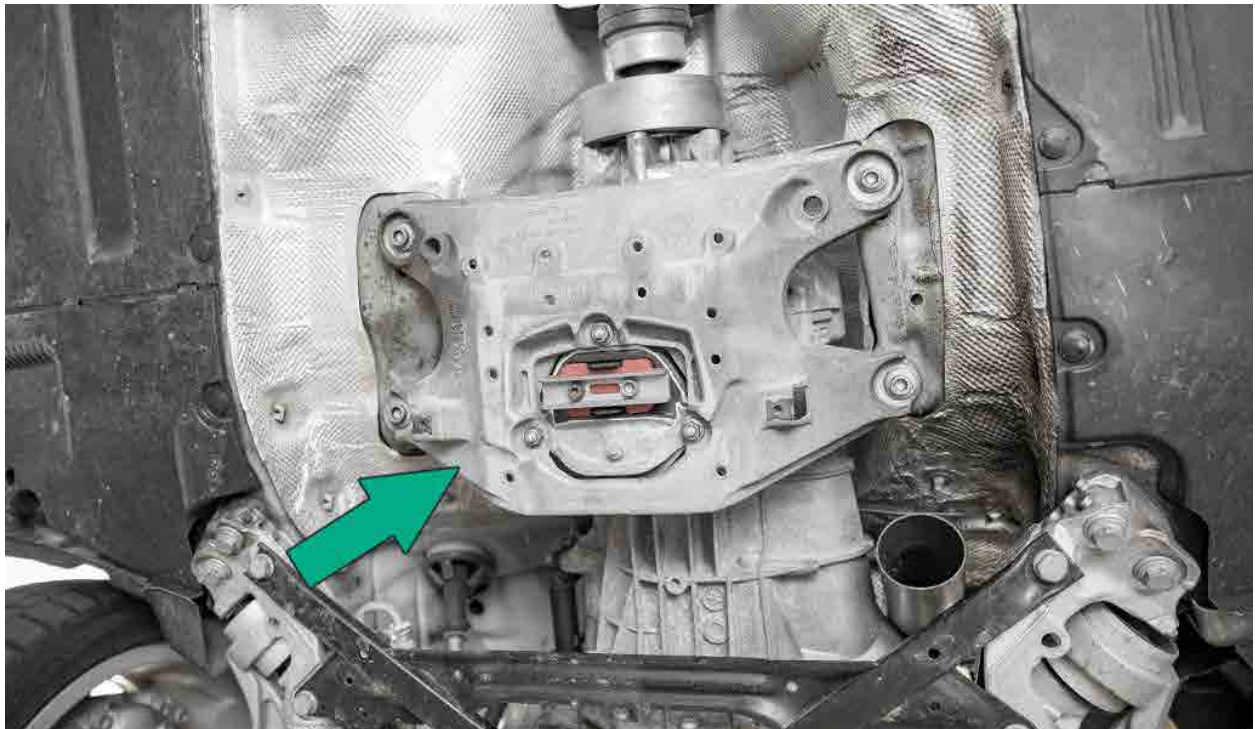
Remove the factory installed CAT to turbo gasket, then install the new supplied gasket in its place.



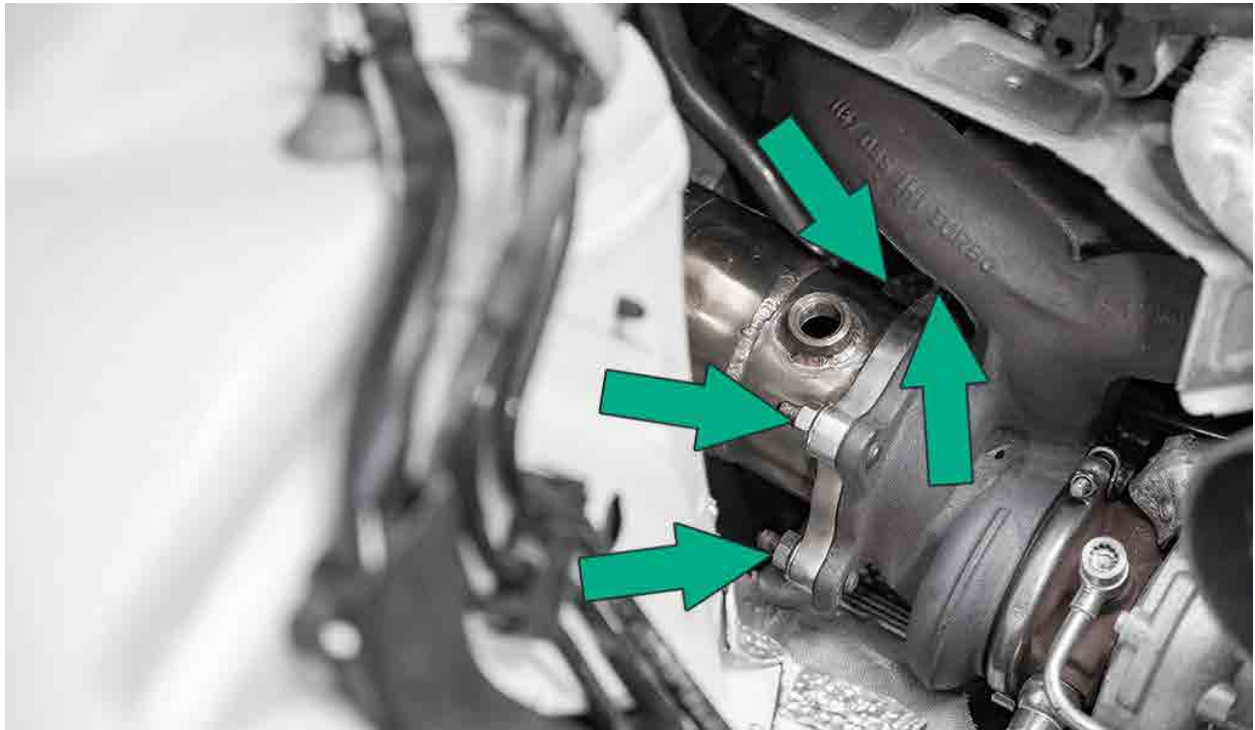
Install the new IE downpipe onto the turbo studs with the IE logo is facing upwards.



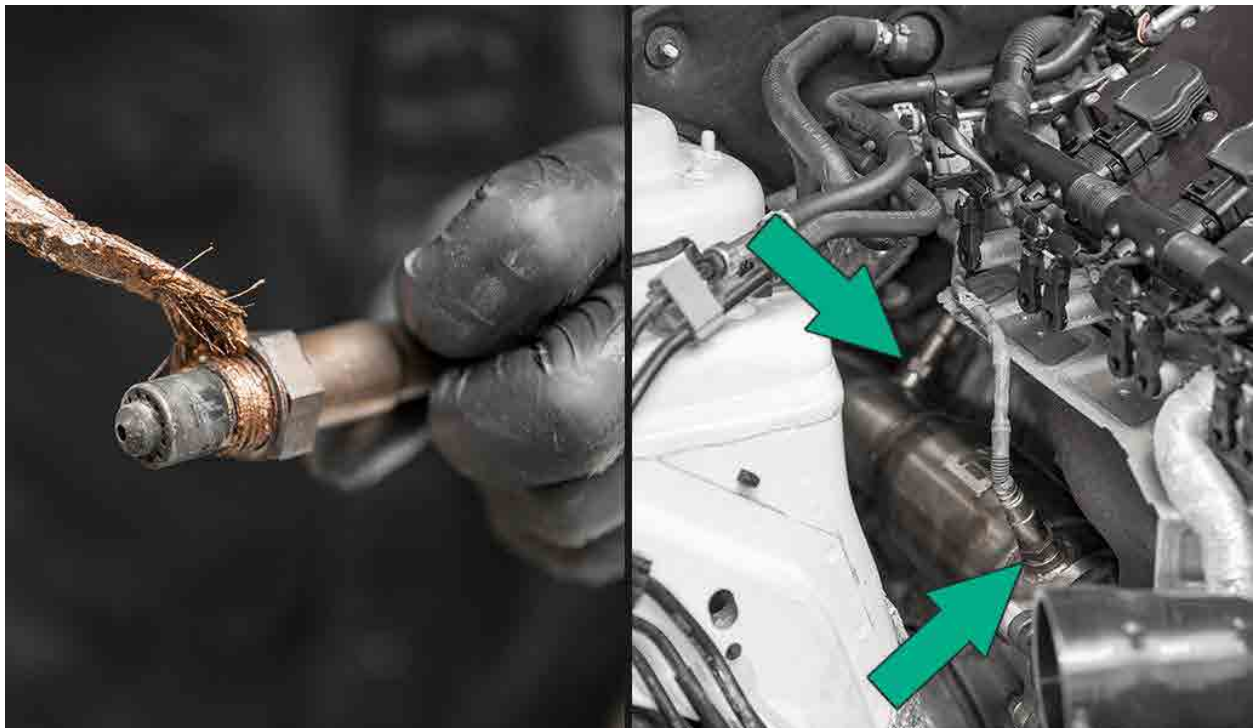
Reinstall the transmission mount and remove the jack support.



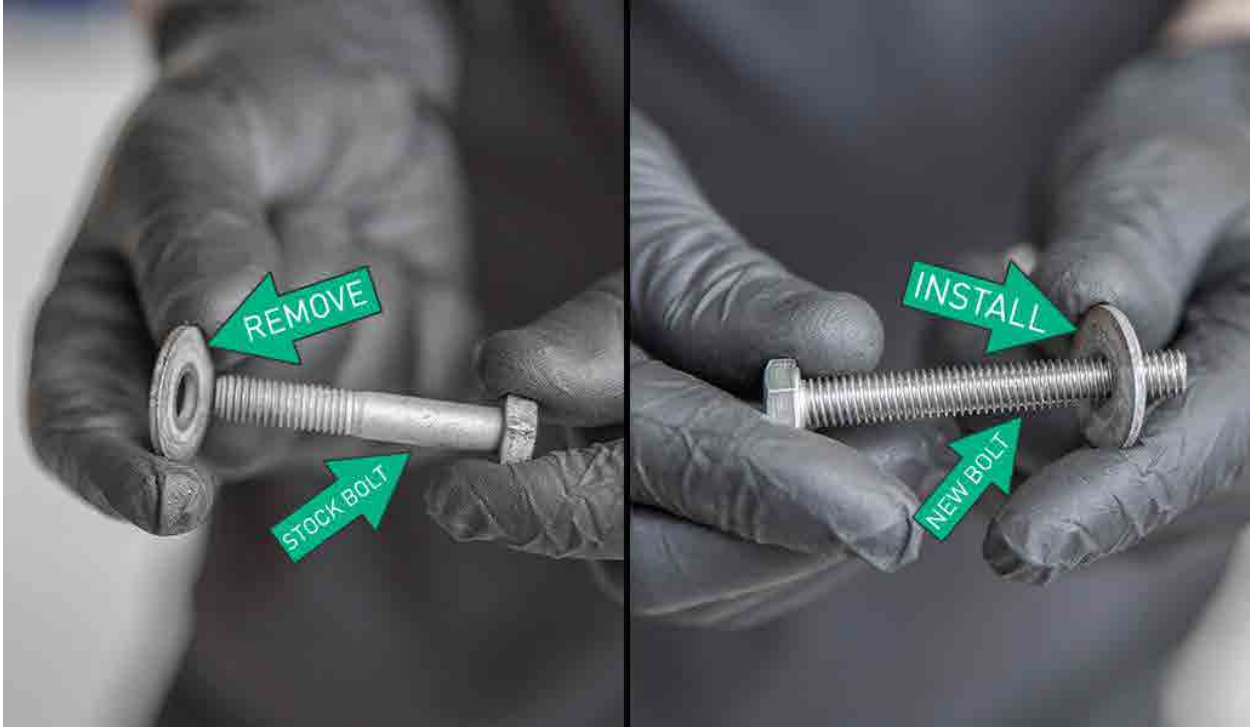
Install the new included nuts to the turbo studs with a 16mm socket or wrench. Torque to 15 ft-lbs each. *Note: using anti-seize on the turbo studs before installing the new nuts is highly recommended.*



Coat the O2 sensor threads with anti-seize, then reinstall into the new IE downpipe. Plug the electrical clips back into the appropriate harness connectors.



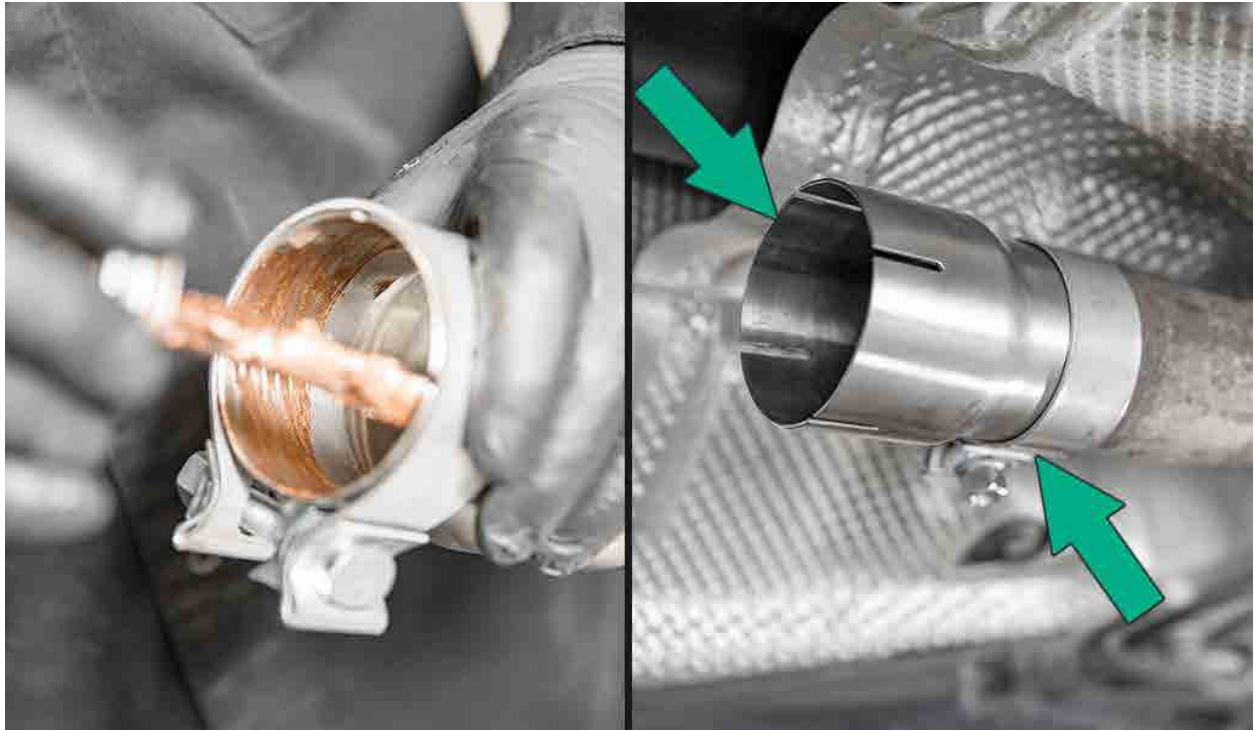
Remove the factory washer from the factory spring bolt and install it onto the new supplied bolt.



Install the factory spring, washer, new bolt, and new nut through the IE downpipe mount using a 13mm crescent wrench and 13mm socket.



Place the new small exhaust clamp and slip-fit adapter onto the factory catback. Line all slip-fit ends with anti-seize. *Note: Do not tighten clamp in this step.*



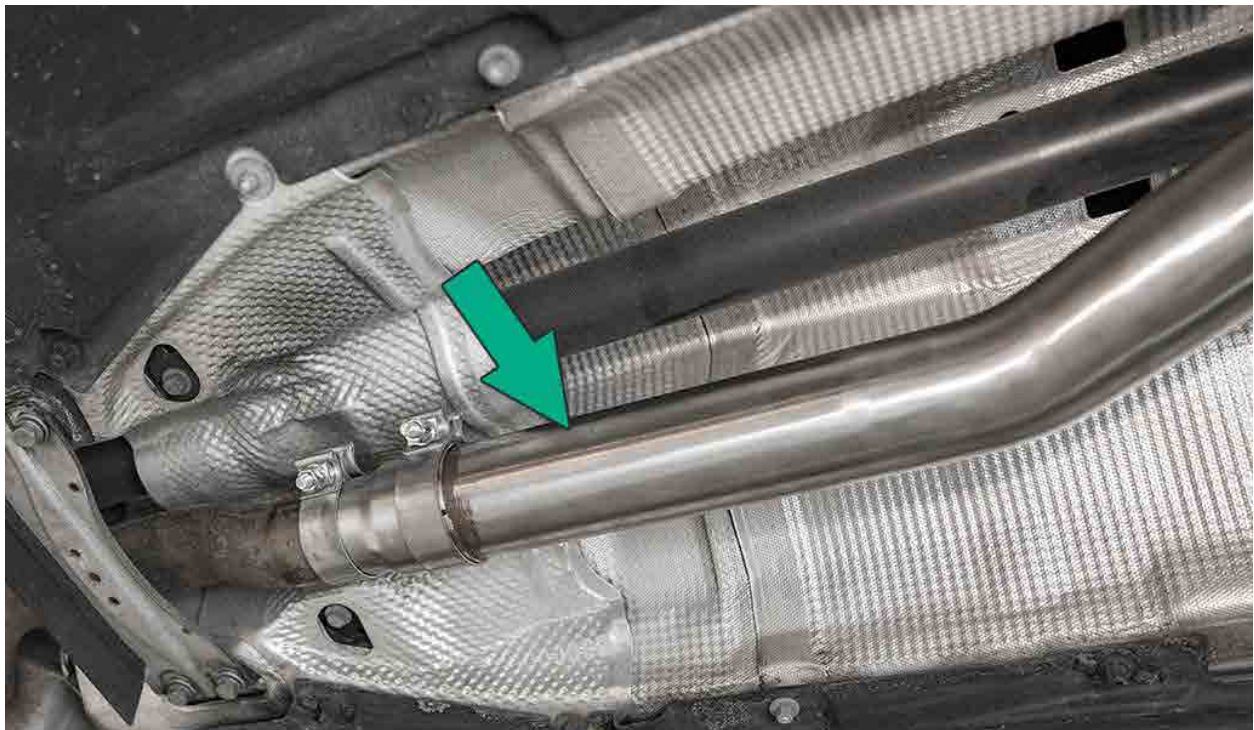
Place one large exhaust clamp over the slip-fit adapter. *Note: Do not tighten clamps in this step.*



Place the remaining large exhaust clamp over the new IE midpipe.



Install the midpipe into place between the downpipe section and catback fully seating the slip-fits on both ends. *Note: Do not tighten clamps in this step.*



Adjust so that everything sits even, without binding, or drooping. Tighten all 3 exhaust clamps.
Note: Exhaust clamps need to be very tight, they must compress the tubing to fully seal slip-fits. The torque spec is 50 ft-lb.



Reinstall the belly pan. 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.

