



PERFORMANCE BY
**INTEGRATED
ENGINEERING**

Integrated Engineering Audi RS3 8V Downpipe Install Guide IEEXCQ01

Thank you for purchasing another high quality Integrated Engineering product! This instruction guide is used for installation of Integrated Engineering's Downpipe System for Audi RS3 8V (2017+) 2.5T 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.

Important note: Installation of this downpipe system is highly recommended to be completed by a trained automotive technician. Specialty tools are required, space is tight, and auto lift is beyond highly recommended.

Kit Contents:

- (1) Cast downpipe section
- (1) Catalytic converter
- (1) Midpipe section
- (4) Exhaust clamps
- (4) Exhaust clamp washers
- (1) Mount bracket
- (2) Mount bracket bolts
- (2) Mount bracket washers
- (2) Mount bracket nuts
- (1) O2 sensor extension harness

Optional Components (sold separately):

- Y-pipe Adapter Kit (for stock catback)

Open your IE Downpipe Kit, inspect all components, and verify their quantities.



Properly rack the vehicle on an auto lift and open the hood. It is also recommended to allow the car to cool before beginning this install procedure.



Remove the rear intake inlet pipe (stock or aftermarket) to give full access to the downpipe and O2 sensors.



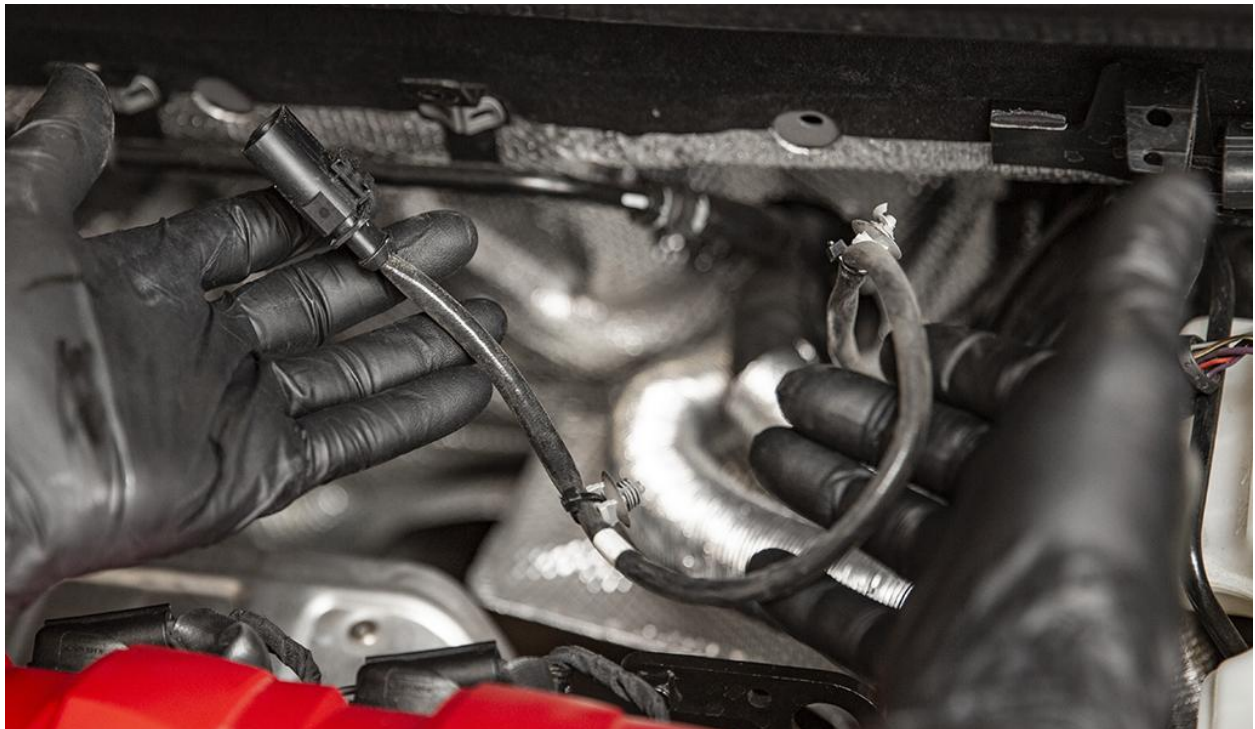
Using a 22mm O2 sensor socket, remove the upper O2 sensor from the factory downpipe.



Disconnect the O2 sensor harness clip.



Disconnect the O2 sensor wire body mount clips from the firewall.



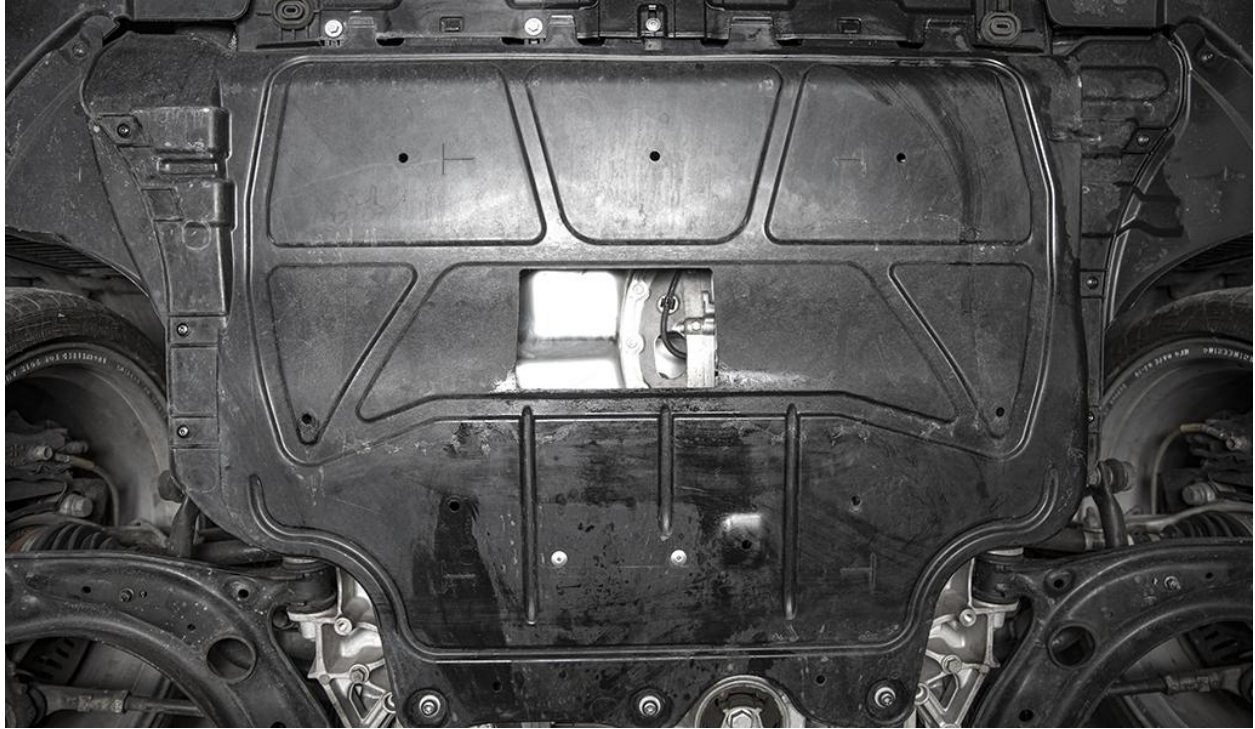
Remove the entire upper O2 sensor from the vehicle.



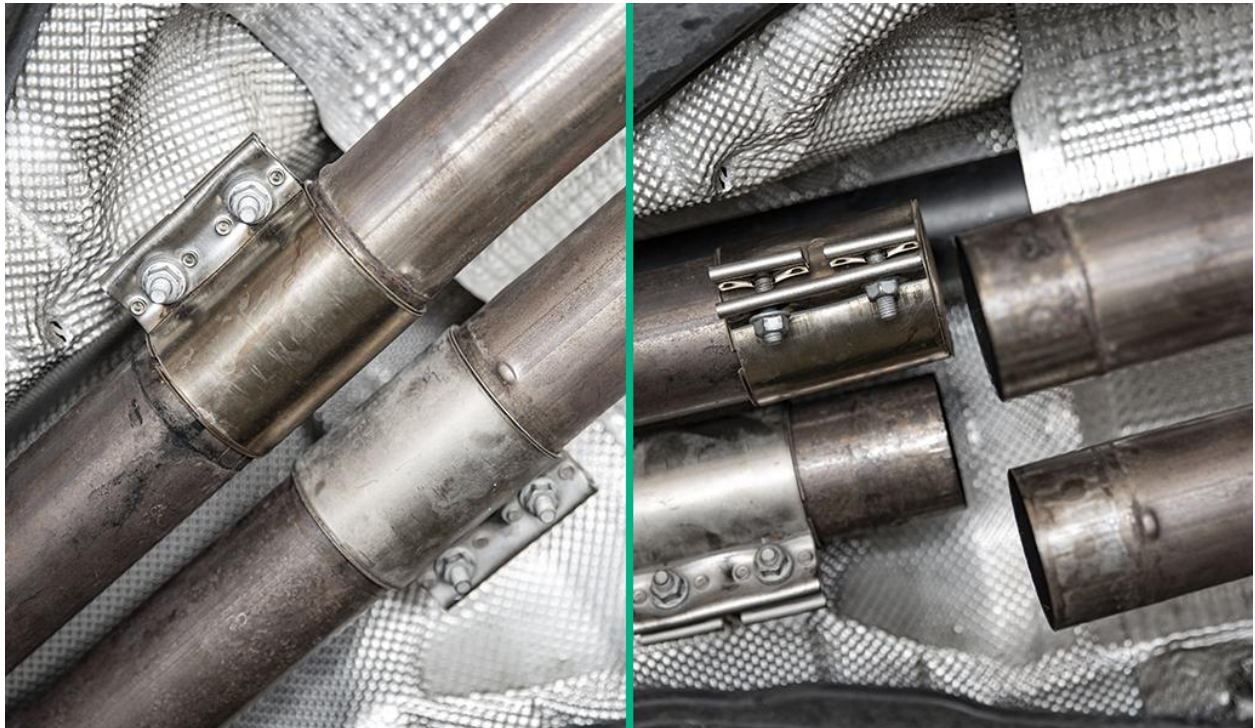
Follow the same steps and remove the lower O2 sensor wire in the same manner.



Remove all 10 torx bolts from the belly pan with a T45 and T25 torx drivers. Remove the belly pan from the car and set aside.



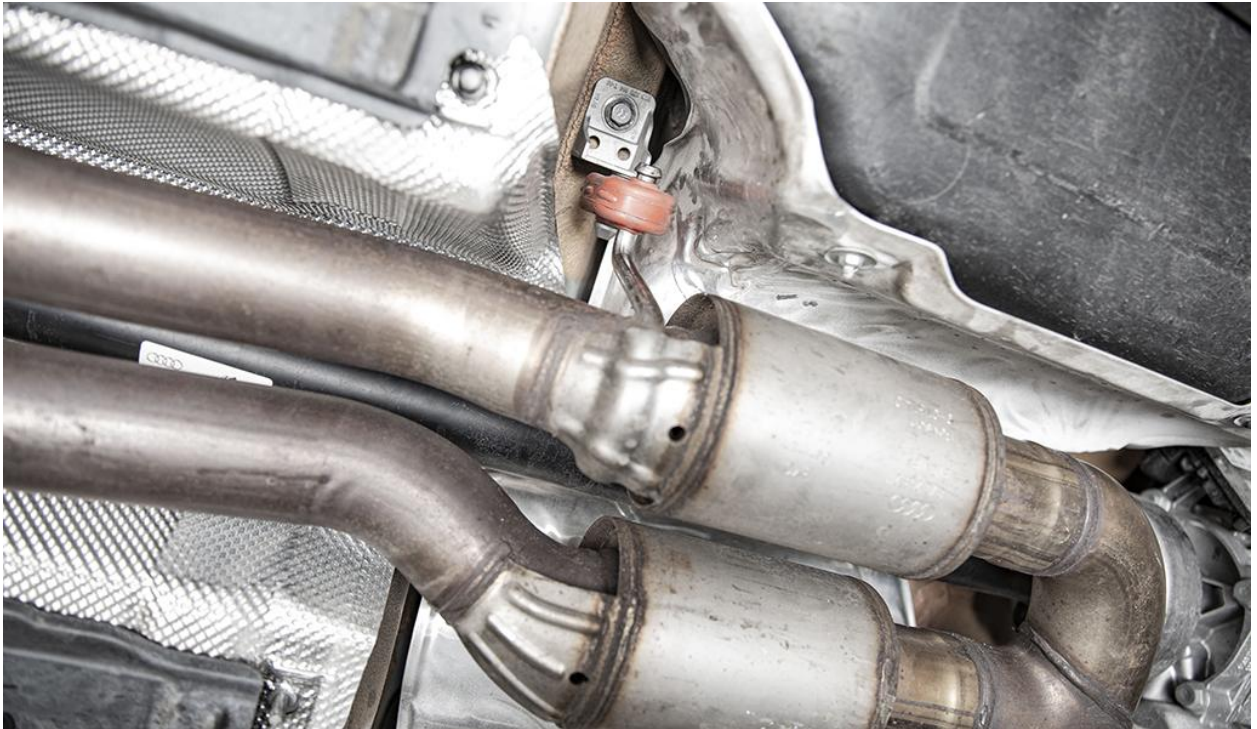
Loosen the 4 exhaust clamp nuts with a 13mm socket. Slide back the clamps to disconnect the y pipes from the downpipe and catback.



Carefully disconnect both exhaust valve harnesses from the catback.



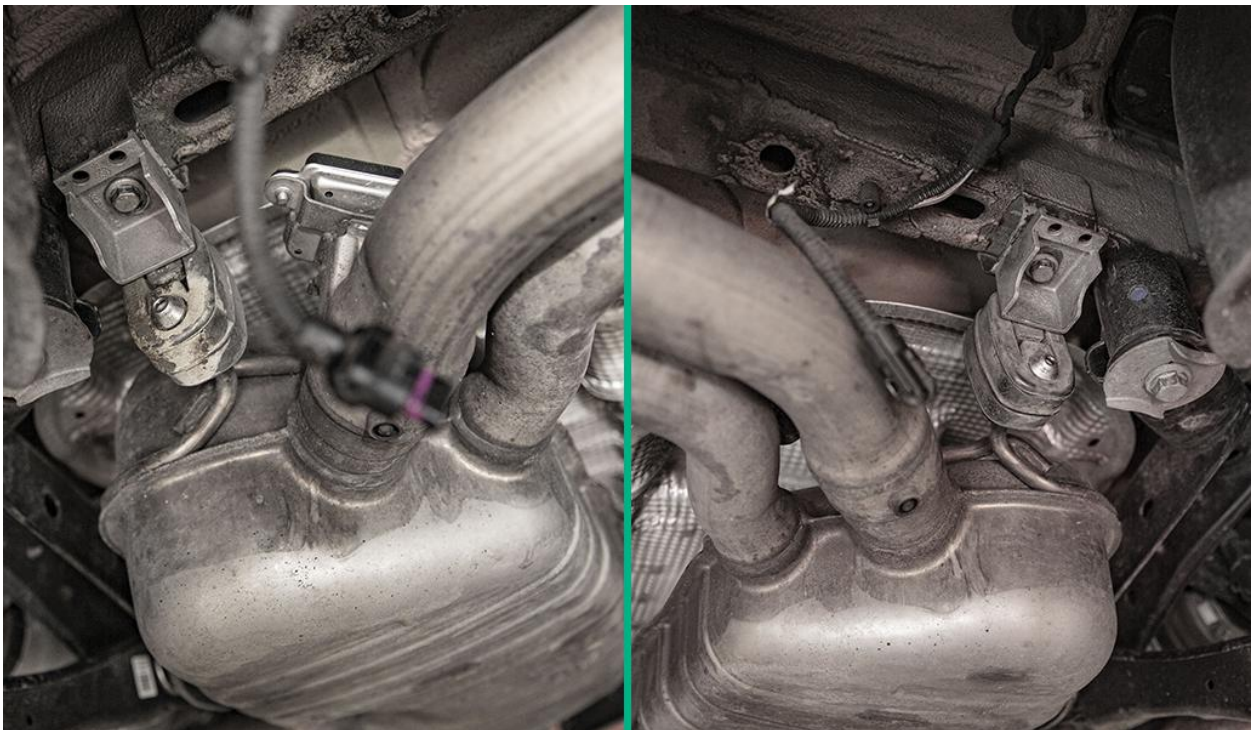
Remove the front exhaust valve hanger with a 13mm socket.



Pry to remove the rear exhaust hanger.



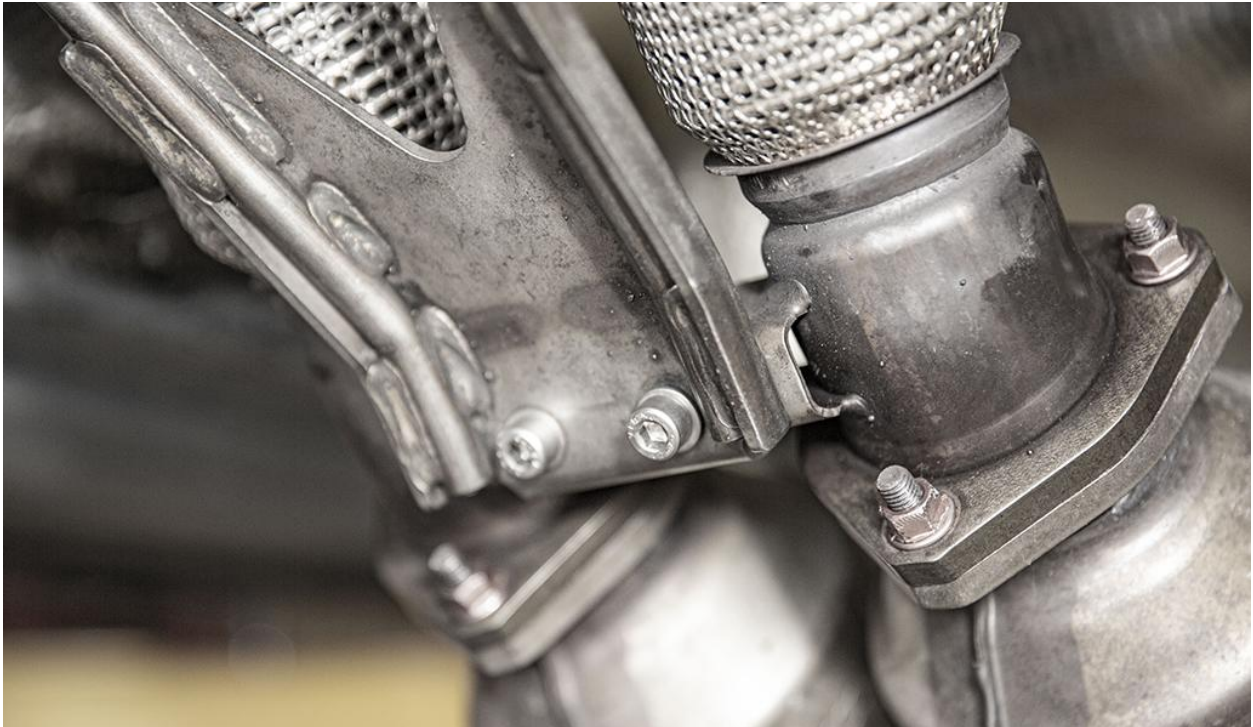
Support the catback and remove both muffler hangers with a 13mm socket. This will allow the catback to drop.



Remove the catback from the vehicle. It is recommended to have a second set of hands to safely aid in removal.



Remove both exhaust mount bolts using a 6mm allen head driver.



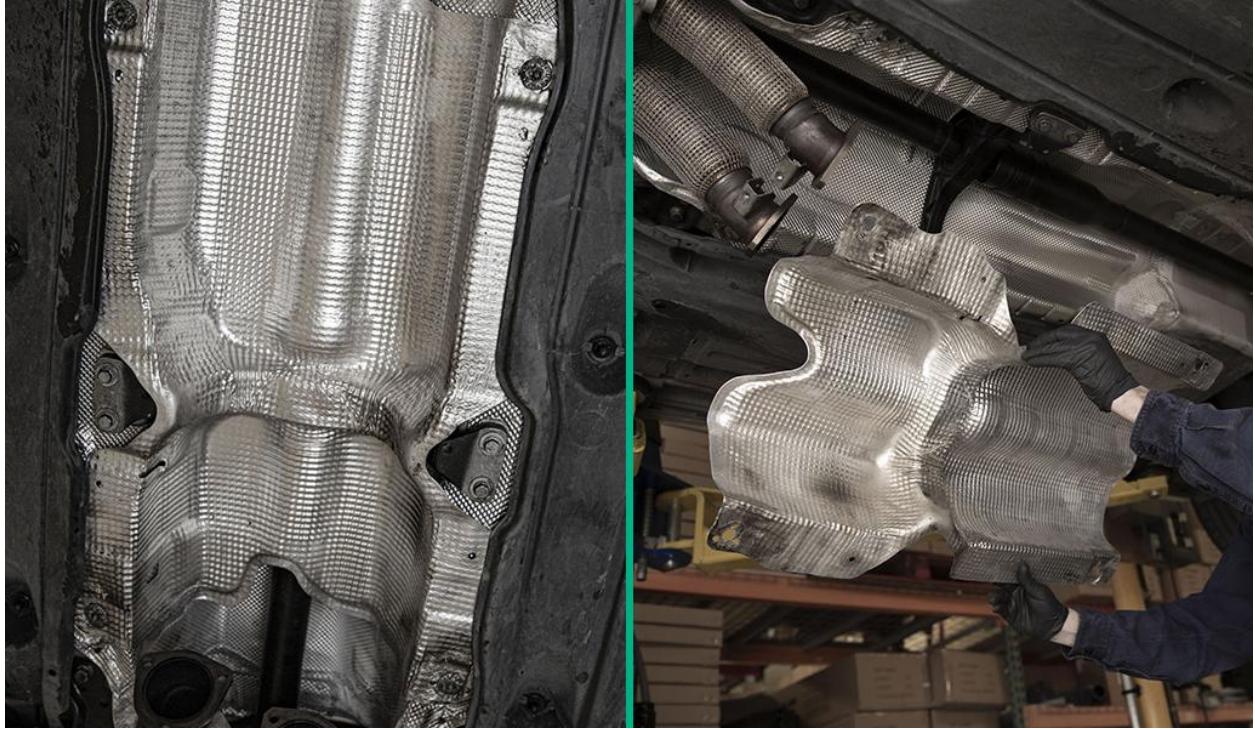
Remove both bolts securing the mount to the chassis with a 13mm socket, remove mount and set aside.



Remove all 6 downpipe to CAT stud nuts with a 13mm crescent wrench. Remove the vehicle.



Remove 4 heat shield retaining clips and remove the driveshaft heat shield to expose the driveshaft.



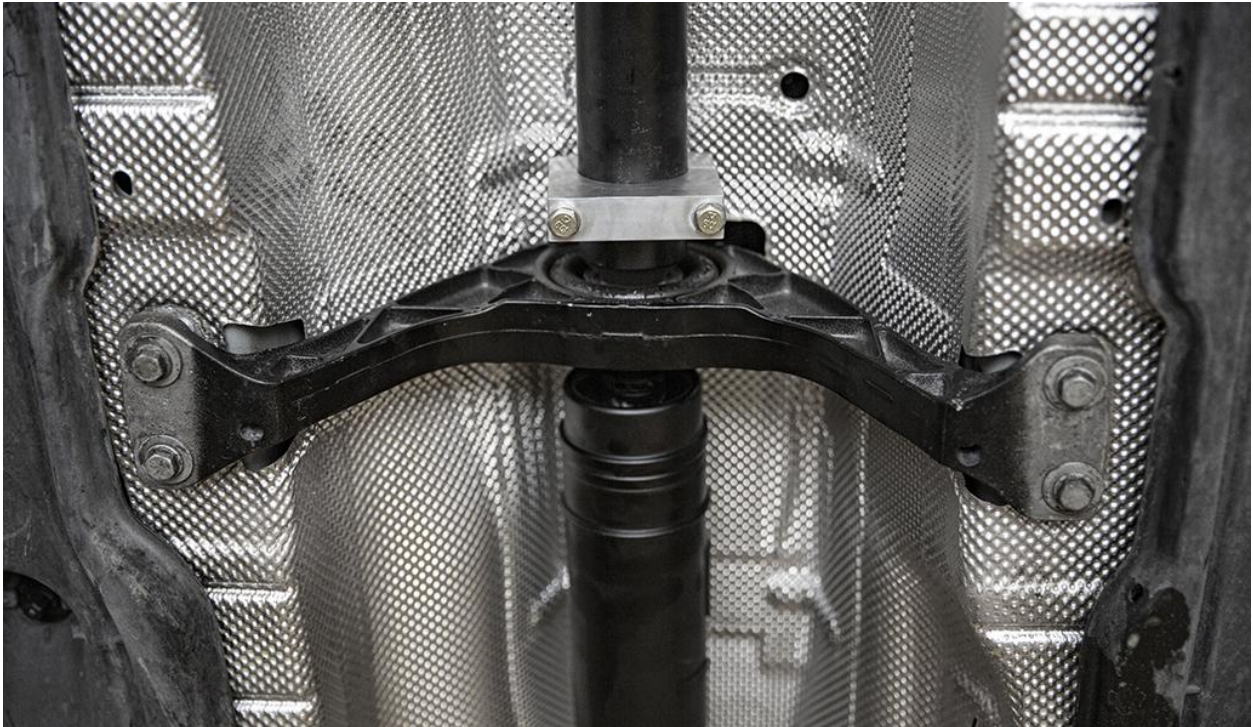
Using a 12mm 12 point socket, remove the 3 rear driveshaft bolts.



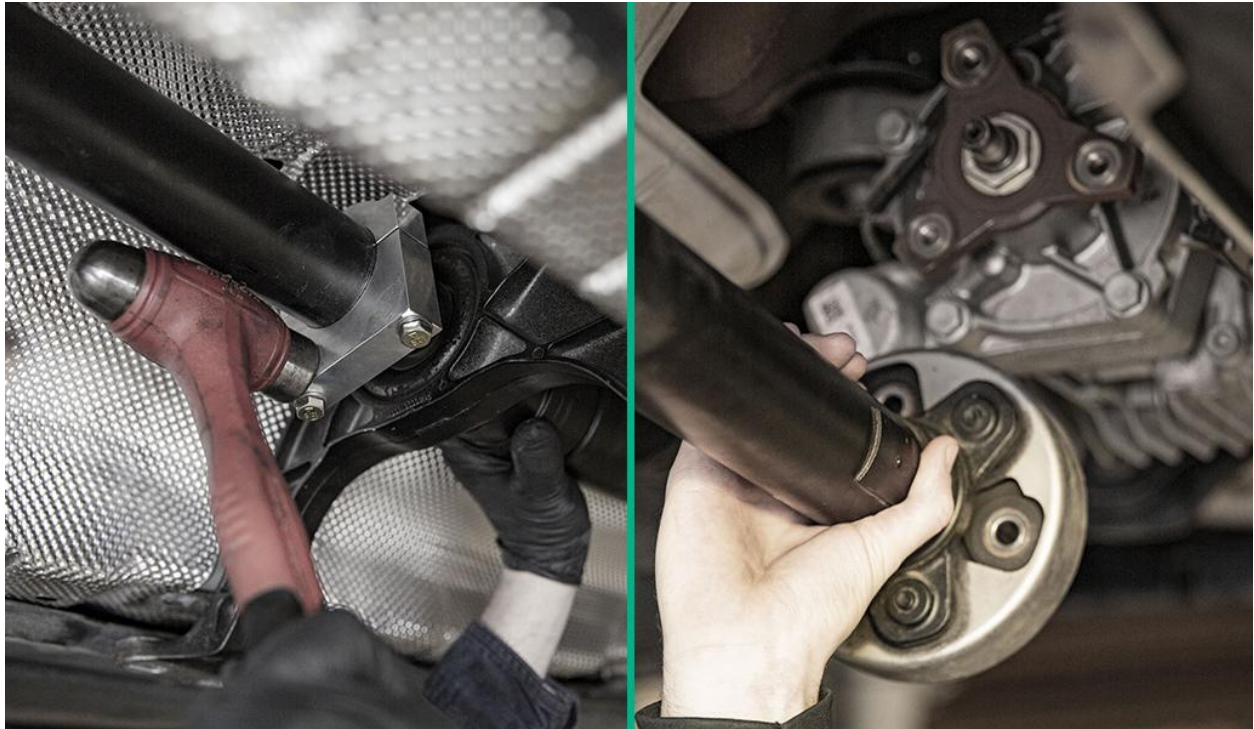
A specialty driveshaft tool is required to be installed for removal of the driveshaft. We sourced one as pictured from Iroz Motorsports.



Remove the 4 bolts from the carrier bearing using a 13mm socket.



Remove the driveshaft from the rear diff. Strike the driveshaft tool with a dead blow hammer until the driveshaft slides backwards and out of the transfer case.



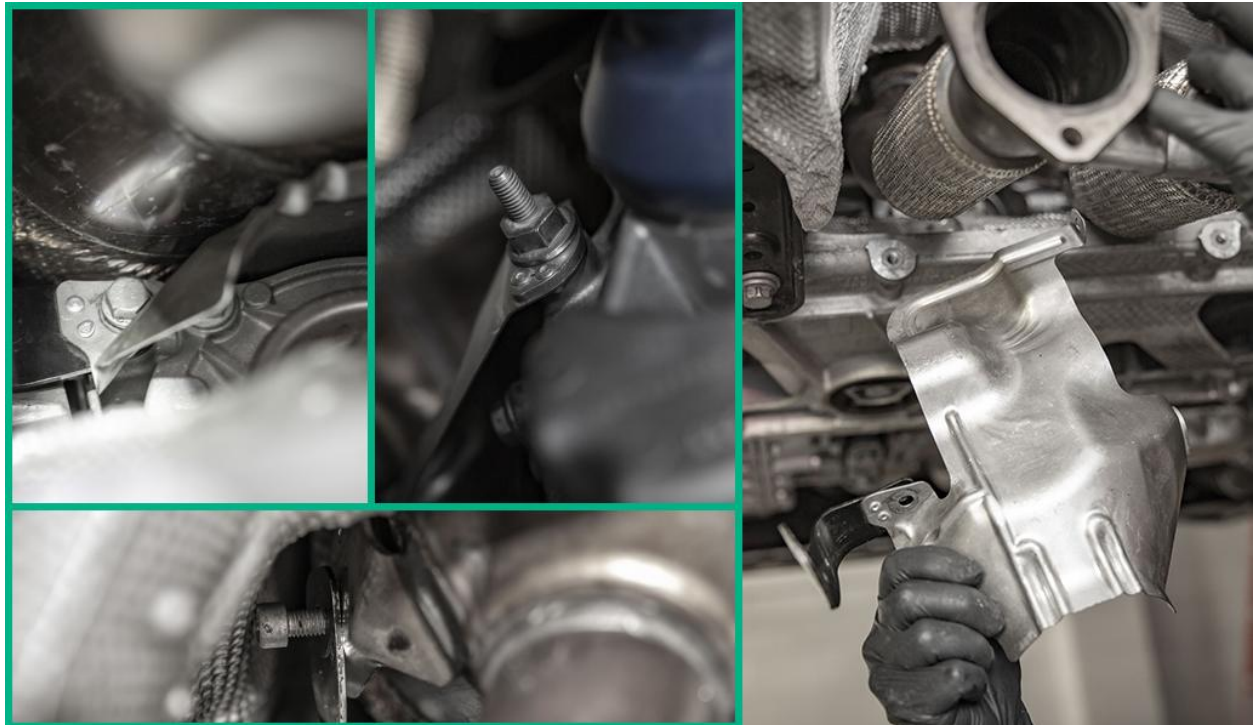
It is recommended to have two people for safe removal of the driveshaft.



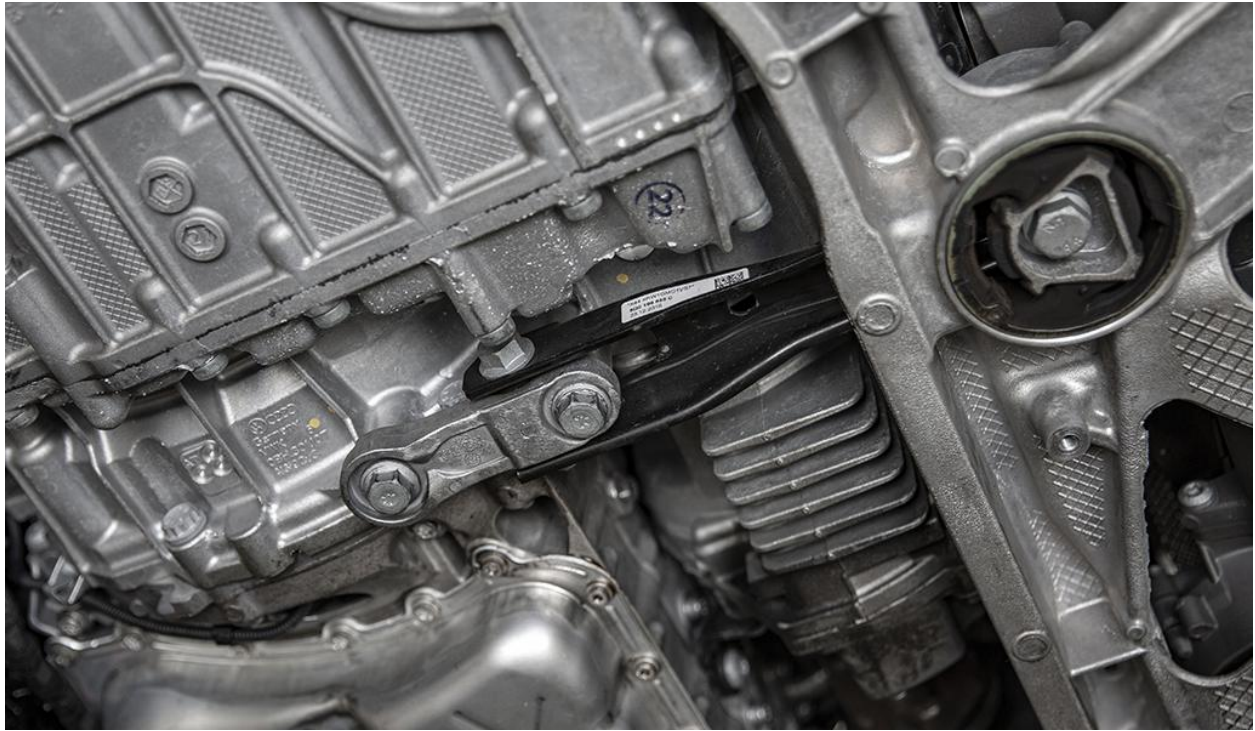
Remove both bolts from the driver side axle heat shield with an 8mm allen driver and remove.



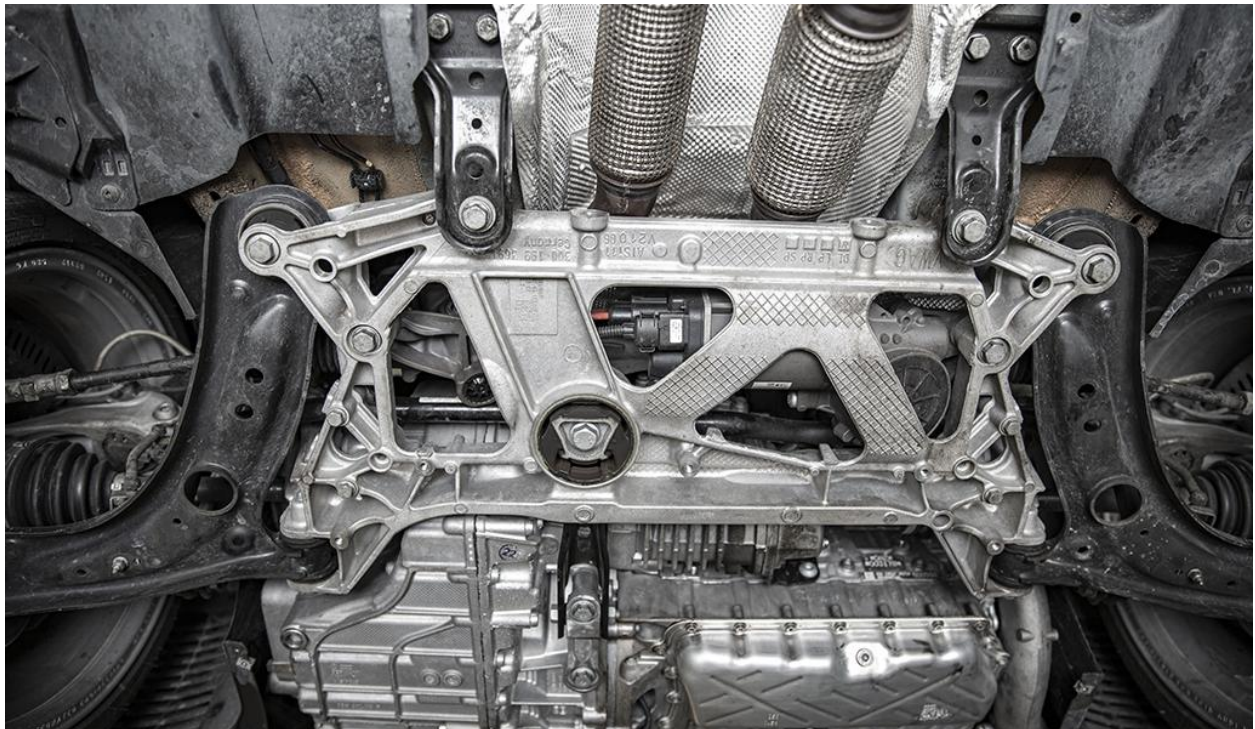
Remove the transfer case heat shield using a 16mm socket, 16mm crescent wrench, 13mm socket and 10mm triple square driver.



Remove both transmission mount bolts with a 18mm socket.



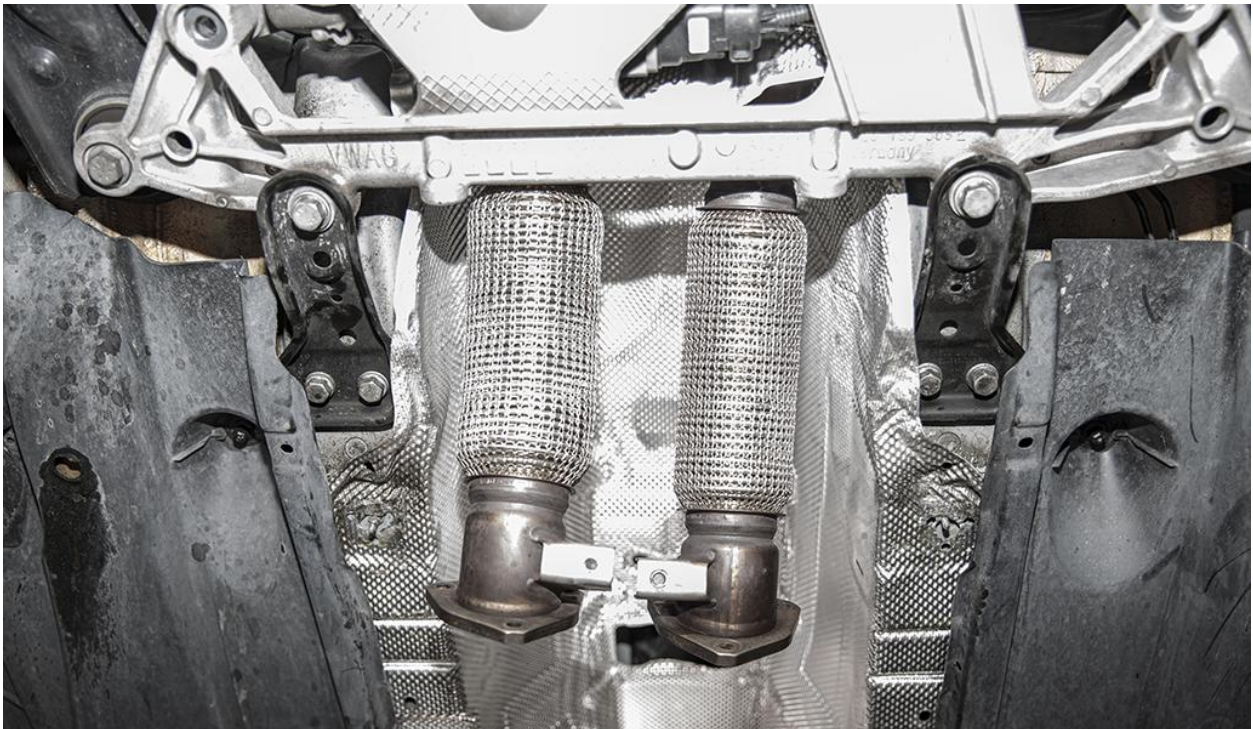
Remove both steering rack bolts with an 18mm socket.



Disconnect both driver and passenger side leveling sensors.



Remove 4 subframe bracket bolts using 14mm and 18mm sockets.



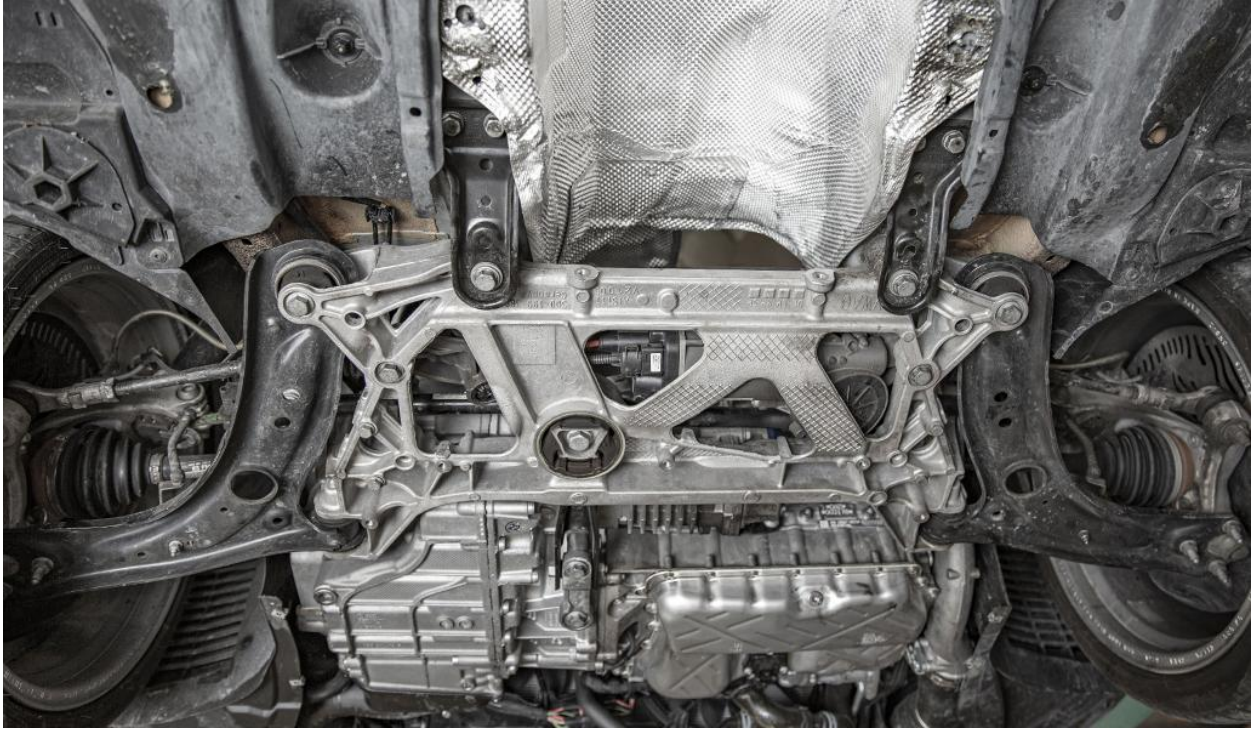
Remove both upper subframe mounts from the driver & passenger side with an 18mm socket..



With the subframe lowered, you can now remove the factory downpipe.



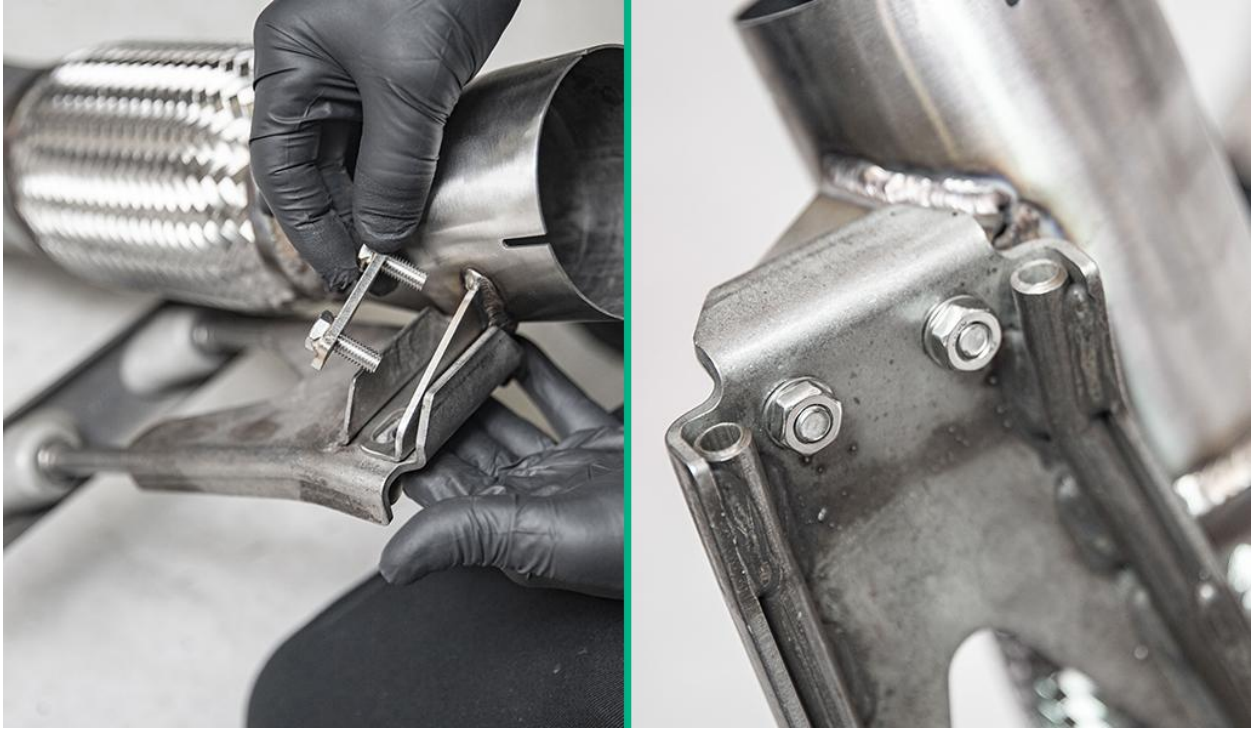
Reinstall all the subframe bolts, mount bolts, and plug in leveling sensors.



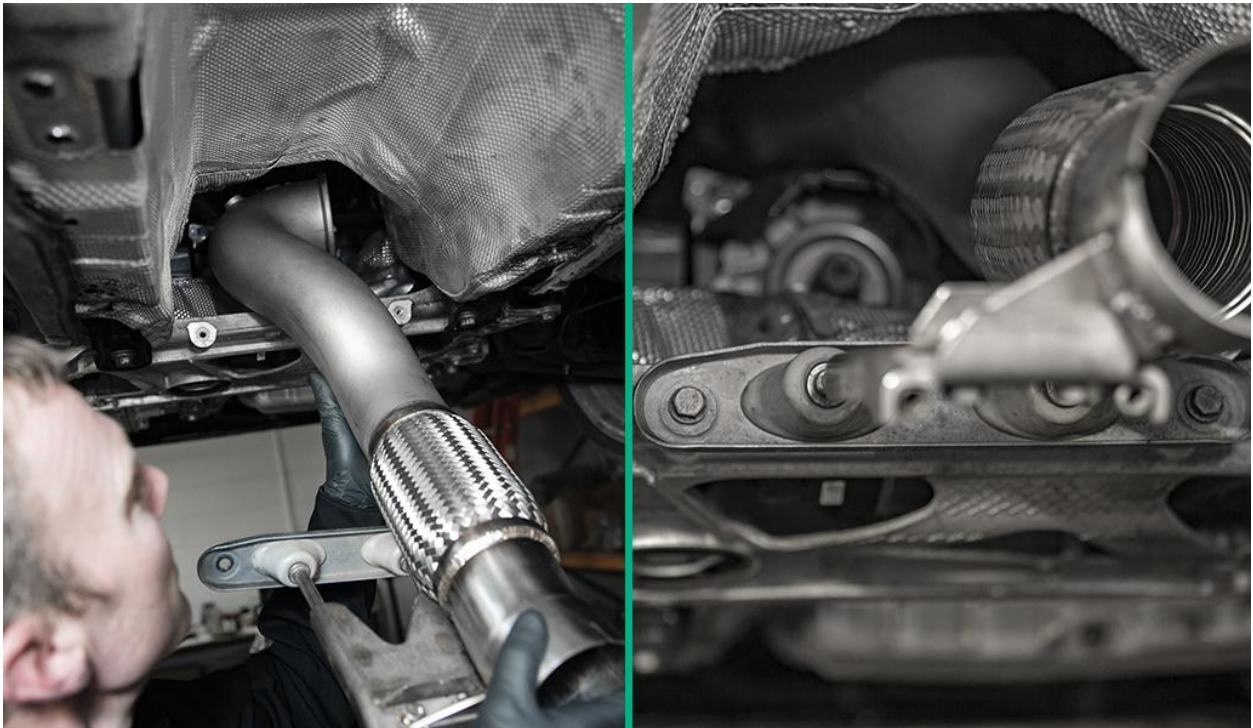
Reinstall transfer case heat shield.



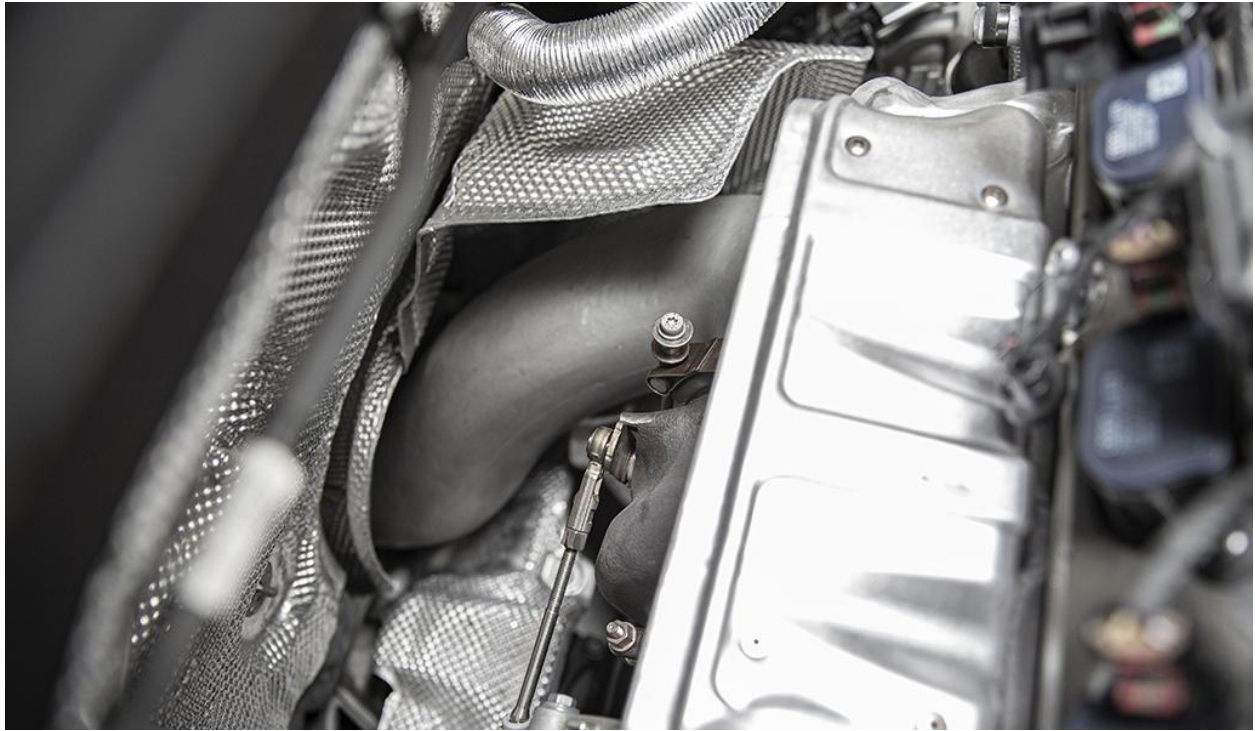
Install the factory downpipe mount to the IE downpipe section using the included mount bracket, washers, and nuts. Only hand tighten the assembly in this step.



Slide the IE downpipe into place aligned with the turbo. Install the factory downpipe mount to the chassis with the factory bolts and a 13mm socket.



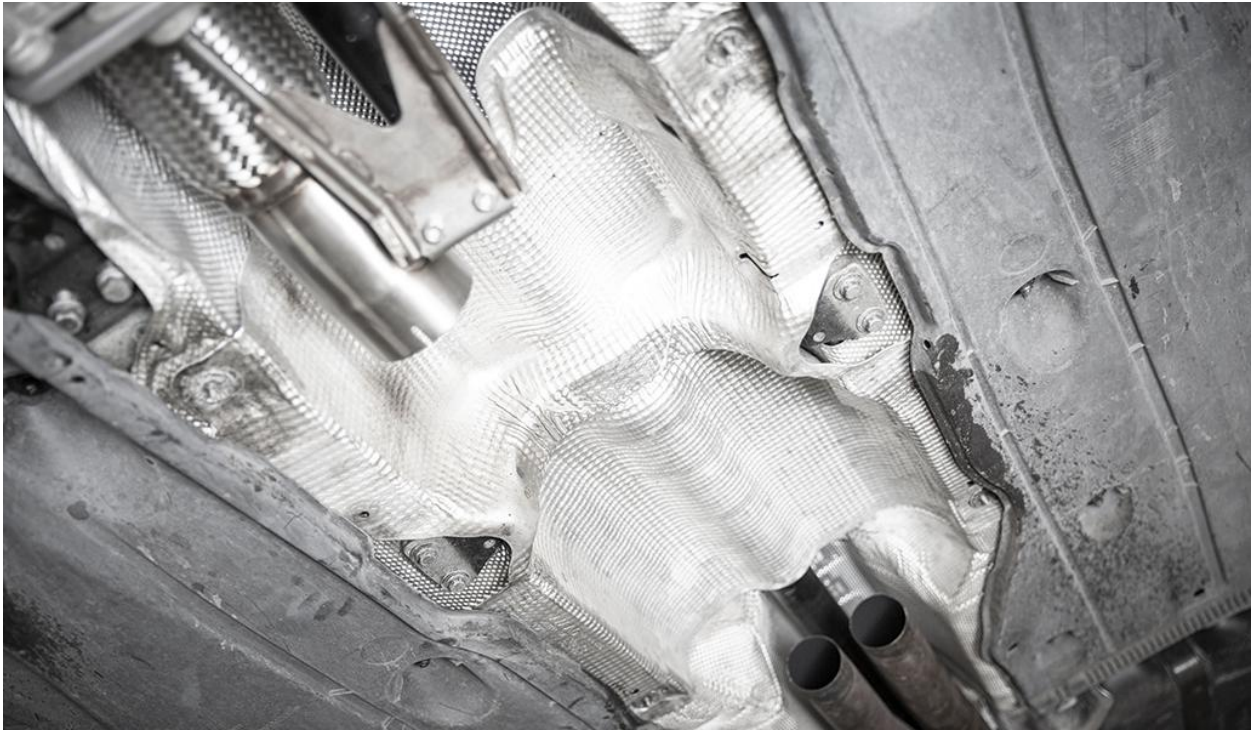
Line up the IE downpipe flange with the turbo flange and reinstall the factory v-band clamp with a T25 torx driver.



Fully reinstall the driveshaft and carrier bearing.



Reinstall the driveshaft heat shielding.



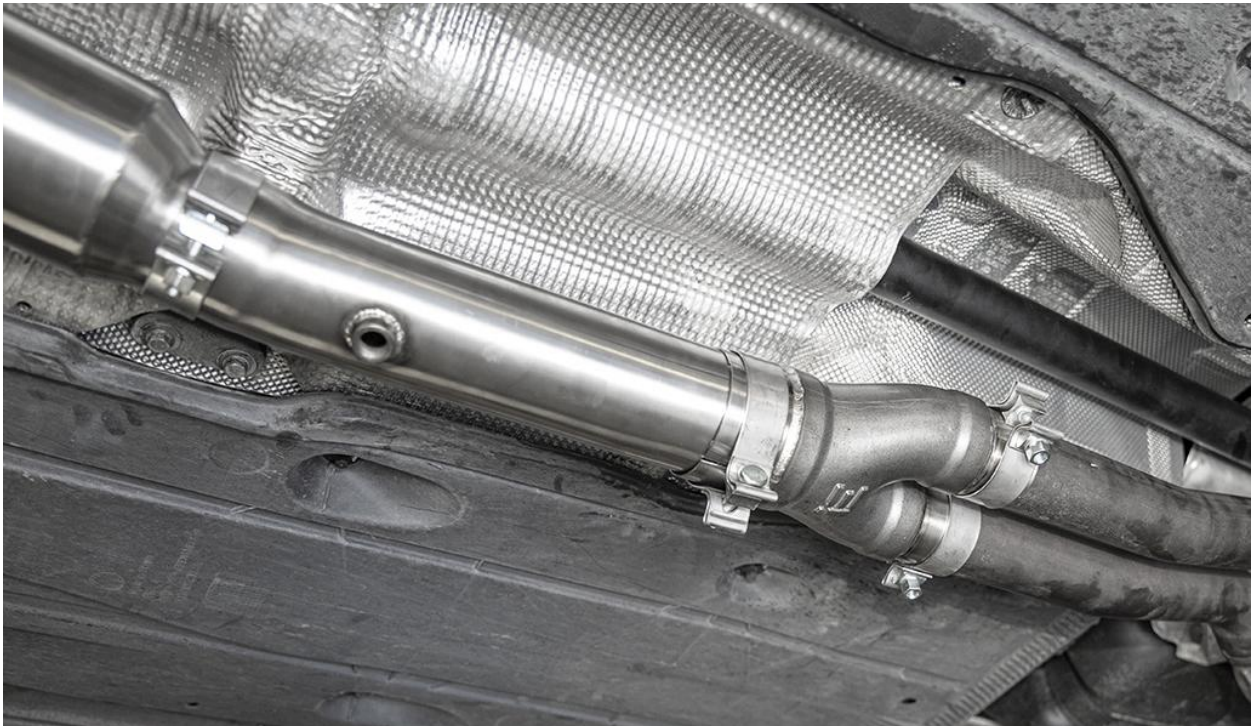
Reinstall the catback. Make sure to reconnect both exhaust valve harnesses. ***If you are installing an IE catback system, use that install guide and install that now.***



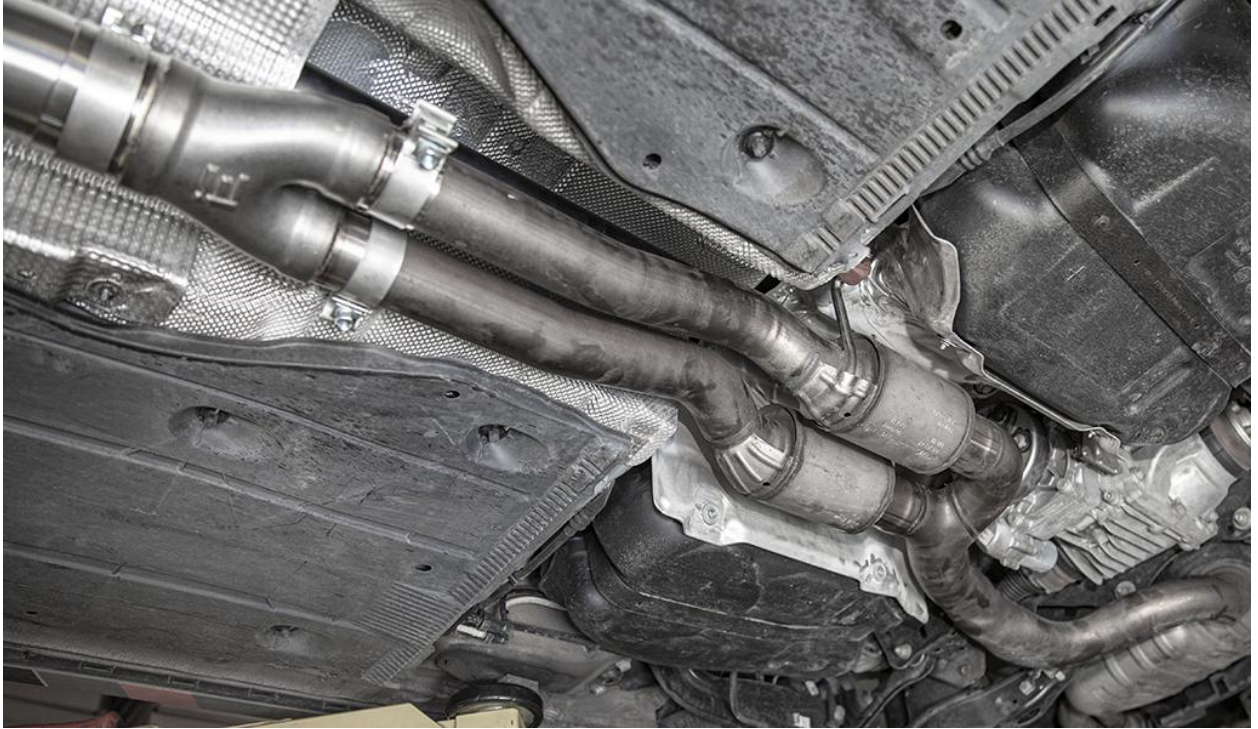
Install the catalytic converter and midpipe to the IE downpipe section with clamps. ***Do not tighten exhaust clamps in this step.***



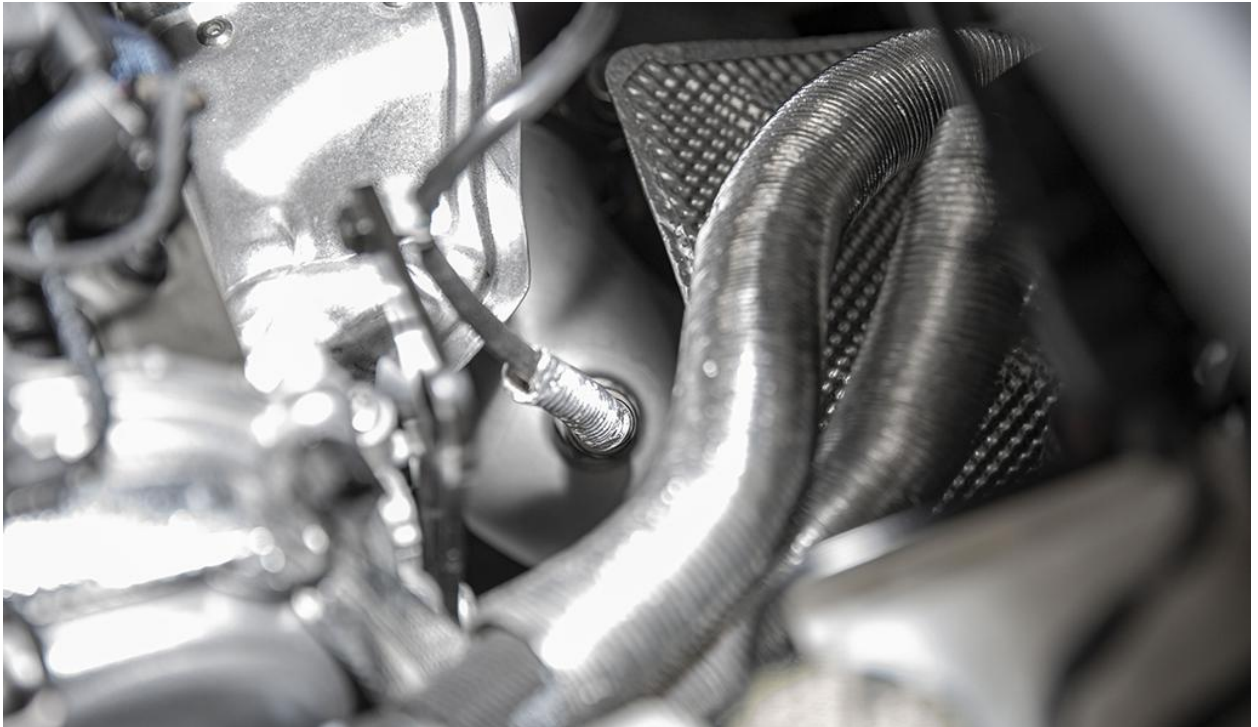
Install the Y pipe adapter with included clamps (sold separately) to the factory catback and IE midpipes, do not tighten clamps in this step. **If you are installing an IE catback, refer to the catback install guide and skip this step.**



Reinstall all remaining exhaust hangers.



Reinstall upper O2 sensor into IE cast downpipe section.



Reinstall lower O2 sensor harness using the included IE harness extension.



With the lower O2 harness extended, you can now install the lower O2 sensor into the IE midpie.



Adjust the catalytic converter, midpipe, and y-pipe (if using factory catback) until everything sits optimally without any binding or touching and with the most ground clearance.



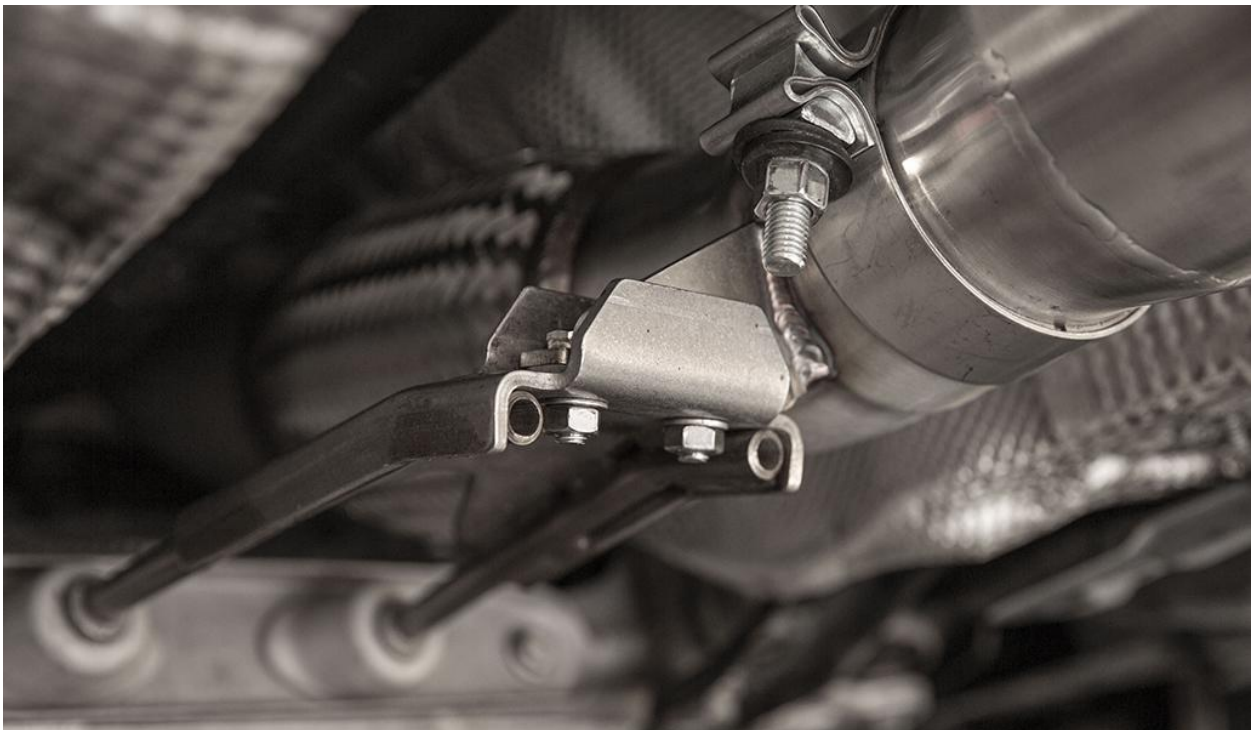
Install the included washers onto all the exhaust clamps and rotate the clamps to an optimal position. ***If you do not install these washers, exhaust leaks are highly likely.***



With all exhaust clamp washers installed and clamps positioned, tighten all exhaust clamps firmly. We recommend using a strong impact gun, the clamps must stretch, but not crush the pipe to fully tighten against leaks.



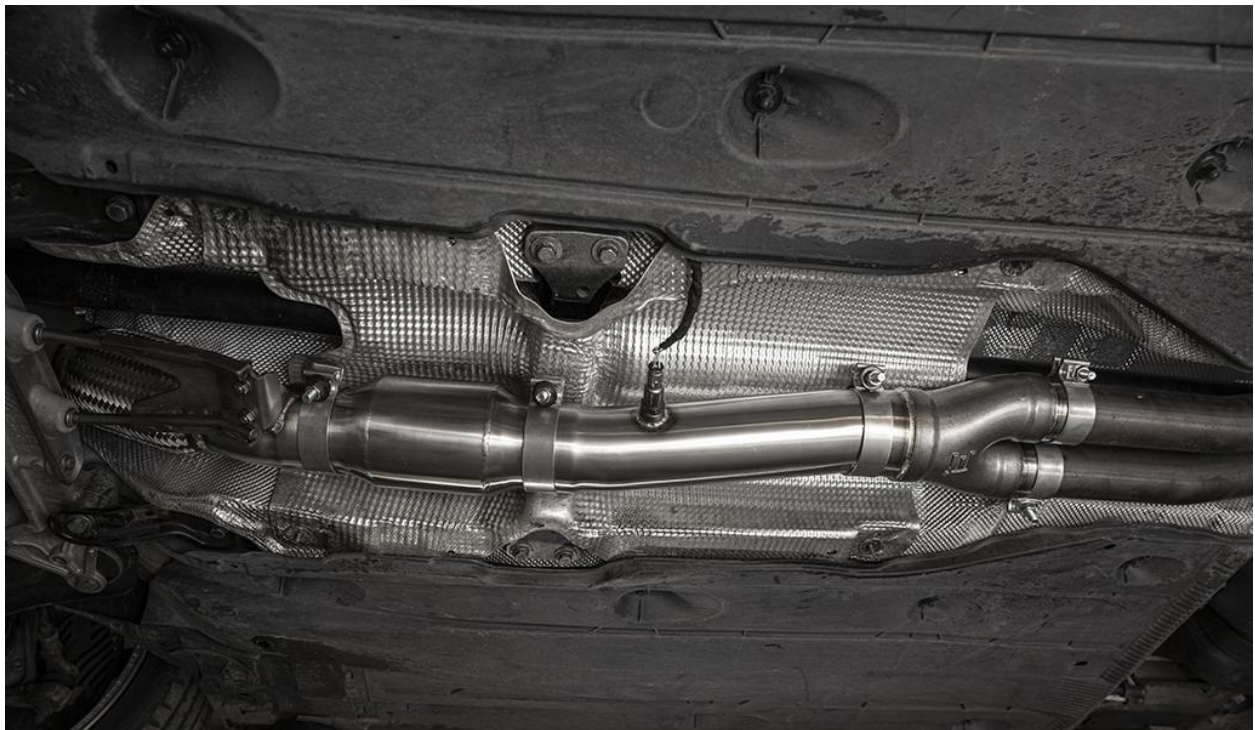
Fully tighten the donwpipe mount bracket hardware with a 13mm socket.



If you have not already, flash your Stage 2 (or higher) software tune now. **Downpipes are not for use on stock or Stage 1 ECU calibrations.**



Start your car, allow it to reach temp. Listen for any exhaust leaks or signs of vibration/rubbing.



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. -Enjoy the new performance and sound of your new IE 2.5T Downpipe System!

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

PERFORMANCE BY



CONSUMER NOTICE: BY PURCHASING A MOTORSPORT/RACING PRODUCT ("PRODUCT"), YOU REPRESENT THAT YOU UNDERSTAND AND AGREE THAT: THE PRODUCT IS NOT DESIGNED TO MEET ANY APPLICABLE EMISSIONS STANDARDS, WHETHER IN THE USA OR OTHERWISE, THE PRODUCT IS NOT C.A.R.B. COMPLIANT, AND THAT THE PRODUCT IS NOT FOR SALE OR USE IN CALIFORNIA, USA NOR ANY OTHER JURISDICTION WHERE THE SALE OR USE IS PROHIBITED BY LAW. INTEGRATED ENGINEERING, LLC MAKES NO REPRESENTATIONS, WARRANTIES, OR CLAIMS THAT THIS PRODUCT COMPLIES WITH ANY APPLICABLE EMISSIONS LAWS AND EXPRESSLY DISCLAIMS ANY AND ALL SUCH REPRESENTATIONS, WARRANTIES, AND CLAIMS, WHETHER EXPRESS OR IMPLIED. BY PURCHASING THIS PRODUCT, YOU REPRESENT, WARRANT, AND AGREE THAT IT IS YOUR RESPONSIBILITY TO INFORM YOURSELF OF ANY LAWS OR REGULATIONS THAT MAY APPLY TO YOUR PURCHASE AND/OR USE OF THE PRODUCT.