



INSTALLATION INSTRUCTIONS

Unitronic Performance Downpipes for C8 RS6® & RS7® 4.0 TFSI® EA825 UH061-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 the installation.

PACKING LIST:

PART NUMBER	DESCRIPTION	QUANTITY INCLUDED
UH037-EX2	Unitronic Left Cat Section for C8 RS6/RS7 4.0TT	1
UH038-EX2	Unitronic Right Cat Section for C8 RS6/RS7 4.0TT	1
UH009-EX0	Hardware Kit for C8 RS6/7 Downpipes	1

RECOMMENDED TOOLS NEEDED:

- Pick tool
- Clip Pry Tool
- 1/4 ratchet
- 3/8 ratchet
- 3/8 extensions
- 3/8 U-joint
- 1/4 extensions
- 10 mm ratcheting combination wrench
- 10 mm socket
- 12 mm socket
- 13 mm socket
- T25 TORX bit
- T30 TORX bit
- 22mm O2 socket



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Thank you for purchasing Unitronic Performance Downpipes for your C8 RS6 or RS7. These instructions will walk you through the steps to remove OEM Downpipes and correctly install your new Unitronic Performance Downpipes.

- 1** Prepare the tools for installing the downpipes. (See Fig. 1)
- 2** Put the car on a lift, open the hood and start by removing the engine cover. (See Fig. 2)
- 3** Remove the 4 T30 Screws from the engine heat shield as shown using the T30 bit with 1/4 ratchet. (See Fig. 3)
- 4** Remove both O2 sensors on each side of the downpipes using the 22mm O2 Socket and 3/8 ratchet. (See Fig. 4-A and 4-B)
- 5** Remove the plastic cowl covers on each side and the weather stripping seal. (See Fig. 5)
- 6** Loosen the 2 T30 screws holding the firewall to the strut brace behind it. (See Fig. 6)



FIG. 1



FIG. 2



FIG. 3

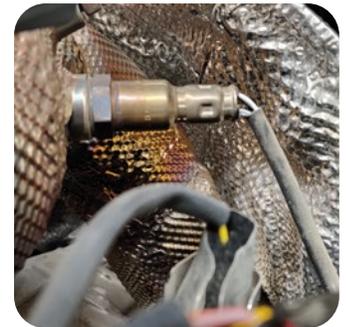


FIG. 4-A



FIG. 4-B

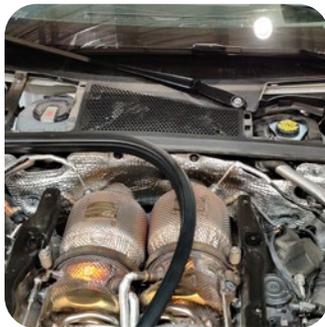


FIG. 5



FIG. 6



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- 7** On both sides of the firewall, remove the metal clip and behind the heatshield unscrew the 10mm nut holding the firewall in place. (See Fig. 7-A and 7-B)
- 8** Make sure to unclip the small rigid coolant line from the connector and use a container or rag to contain the small amount of coolant that will leak. After the line is disconnected, press on the 4 tabs to unclip the coolant line from the firewall (See Fig. 8)
- 9** Unscrew the 8 bolts holding the strut tower in place using the 13mm socket and 3/8 ratchet. Unclip the sensor bracket from the strut brace before removing the brace from the car. (See Fig. 9-A, 9-B and 9-C)
- 10** Remove the firewall/ heatshield from the car. (See Fig. 10)
- 11** Lift the car to access the underside protection panels. Remove 8X T25 bolts, 5X T30 and 2 plastic clips using the pry tool. (See Fig. 11)

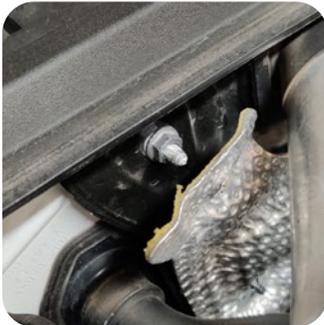


FIG. 7-A



FIG. 7-B



FIG. 8



FIG. 9-A

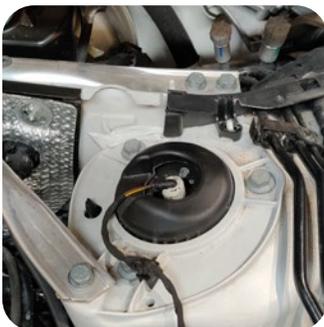


FIG. 9-B



FIG. 9-C



FIG. 10



FIG. 11



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- 12** Using 10mm socket and 1/4 ratchet remove 3X 10mm bolts on each side cover heat shields in the wheel well. (See Fig. 12-A, 12-B and 12-C)
- 13** Remove the heatshield covers secured to the subframe with 2X 10mm nuts on both sides. Towards the front of the car use a normal socket and ratchet but towards the rear use a 10mm ratcheting combination wrench as shown in the second image. These heatshield will need to be manipulated and slightly bent to remove and later reinstall to avoid disassembling the subframe and requiring an alignment. (See Fig. 13-A and 13-B)
- 14** Using long extensions, a universal joint where needed and a 12mm socket, loosen the 3 nuts on each downpipe triangular flange. In order to reach all the nuts you will need to pass the extensions and tools through some opening in the subframe or next to control arms etc. (See Fig. 14-A, 14-B, 14-C and 14-D)



FIG. 12-A



FIG. 12-B



FIG. 12-C



FIG. 13-A

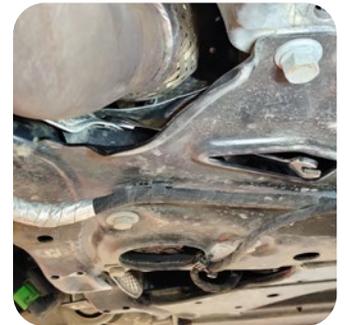


FIG. 13-B

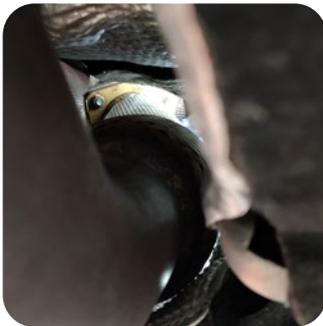


FIG. 14-A



FIG. 14-B



FIG. 14-C



FIG. 14-D



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15 Finally bring the car back down with the lift to access the V-Band T30 bolts to loosen them. Using a small pry tool loosen the V-band and lift the downpipe sections up and away from the engine and chassis. (See Fig. 15-A and 15-B)

16 Reinstalling your Unitronic Downpipes for 4.0TT RS6/RS7 is the reverse process of disassembly. Do not forget to replace the steel lower flange gaskets on both Downpipe sections. When tightening the V-band clamps tighten once to 7Nm, then tap lightly with a small hammer around the perimeter of the clamp to seat the clamp properly, then retorque the bolt to 7Nm again.

Tightening torques:

V-band Clamp : 7Nm ,

O2 : 50Nm,

Triangle flange Nuts: 23Nm.

***IMPORTANT:** Make sure when reinstalling the Unitronic Downpipes that the V-Band Flanges are aligned and installed correctly first, then the V-Band Clamps can be tightened before connecting any flex pipes and lower bolts. This assures the alignment will be perfect and avoid any potential exhaust leaks.*

CONGRATULATIONS! You have successfully installed Unitronic's Performance Downpipe!



FIG. 15-A



FIG. 15-B