



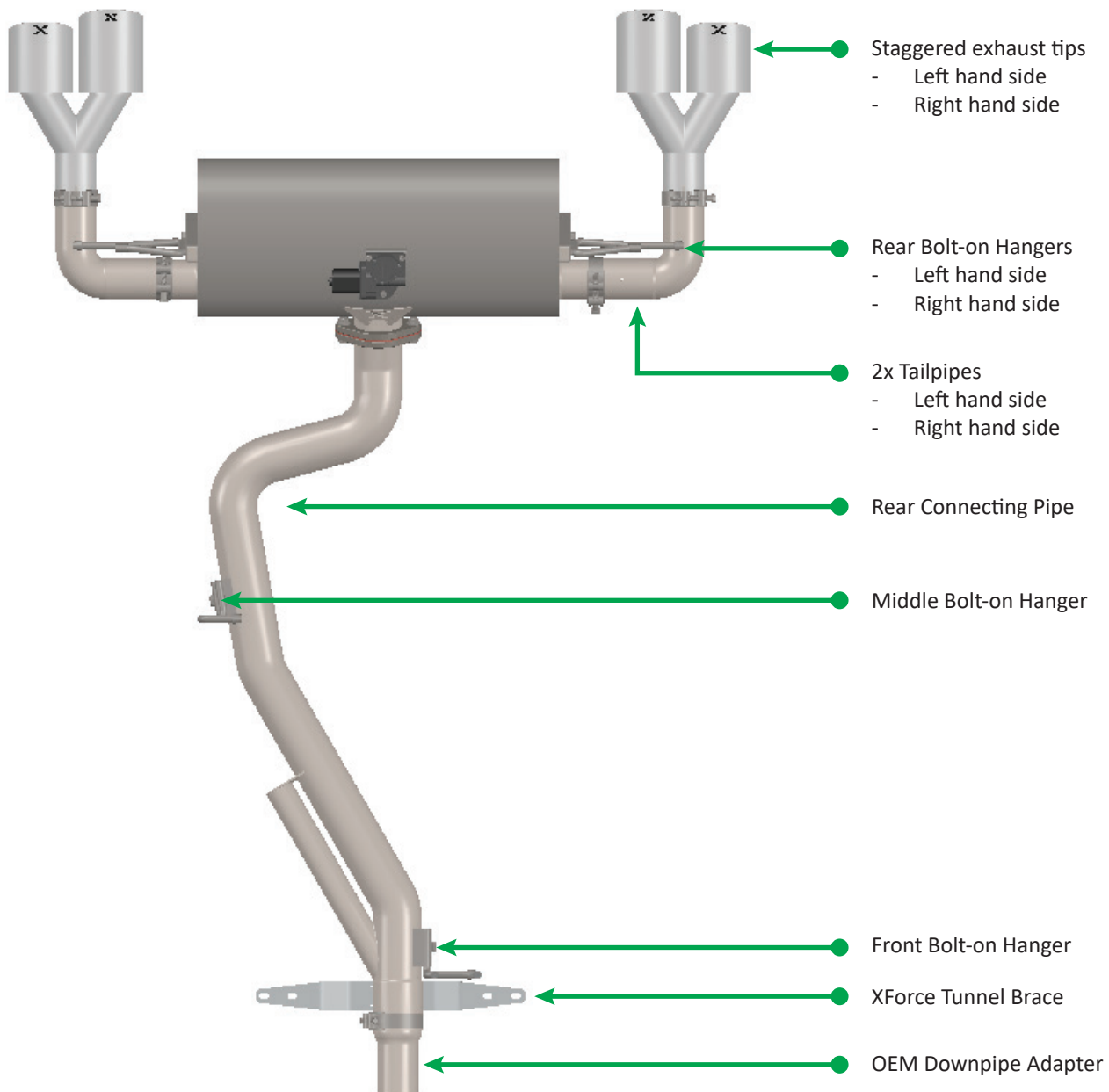
VOLKSWAGEN | AUDI | SKODA | CUPRA

INSTALLATION GUIDE

EA8883 & EA888.4 MQB All Wheel Drive Models

Unboxing

Before starting, Familiarise yourself with this process and ensure that you have the skills and capabilities to perform this install with all safety measures in place. When you're ready, remove the factory system from the vehicle prior to installing your new catback. It's best to unpack all the contents of your system and lay it out on the floor as shown below, to ensure everything is present and so that you can familiarise yourself with the individual components throughout the install.



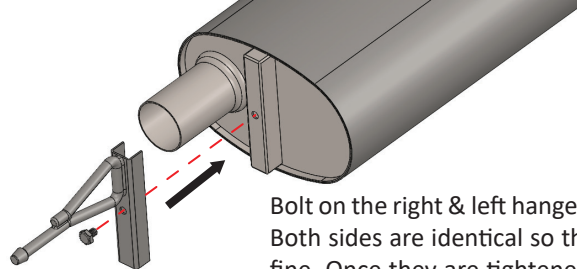
XFORCE RECOMMENDS AN AUTHORISED PROFESSIONAL TO INSTALL ALL PRODUCTS

WARNING: When working on any vehicle exercise extreme caution. Please allow the vehicles exhaust system to be cool enough to touch before removal. Failing to do so may result in severe burns. If working without a hoist refer to the vehicles manual to check correct lifting specifications. Always wear safety glasses, protective gloves and ensure your working in a safe area. Serious injury or death can occur if the correct safety measures are not followed.

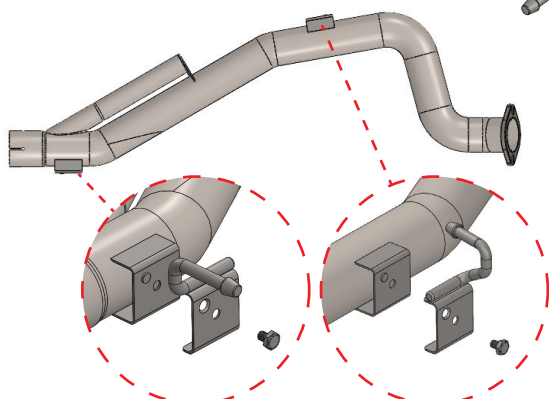
ATTENTION: Please read the instructions carefully. XForce will only warrant manufacturing faults. This does not extend to damage or breakage due to incorrect fitment.



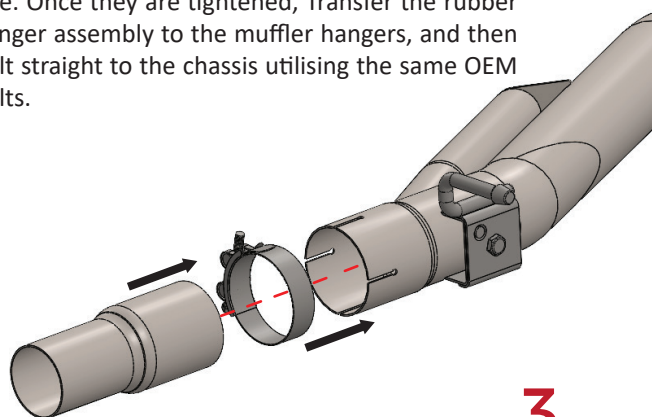
Fitting Instructions:



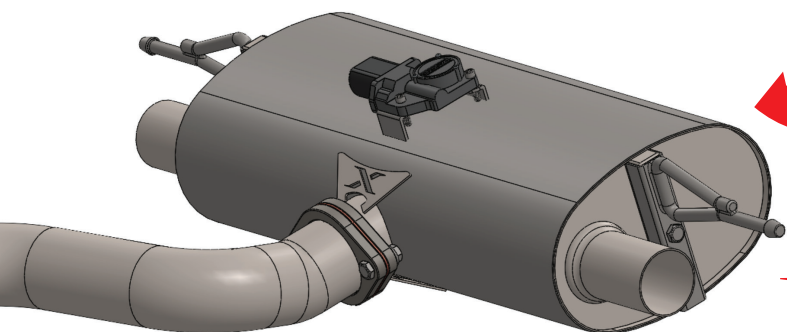
1 Bolt on the right & left hangers to the vorex muffler. Both sides are identical so they bolt on either side fine. Once they are tightened, Transfer the rubber hanger assembly to the muffler hangers, and then bolt straight to the chassis utilising the same OEM bolts.



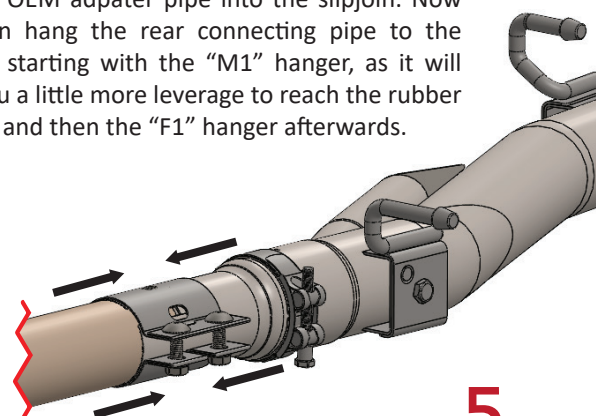
2 Next, Youll need to bolt the respective hangers to the rear connecting pipe. The one labelled "M1" bolts to the middle and "F1" bolts to the front.



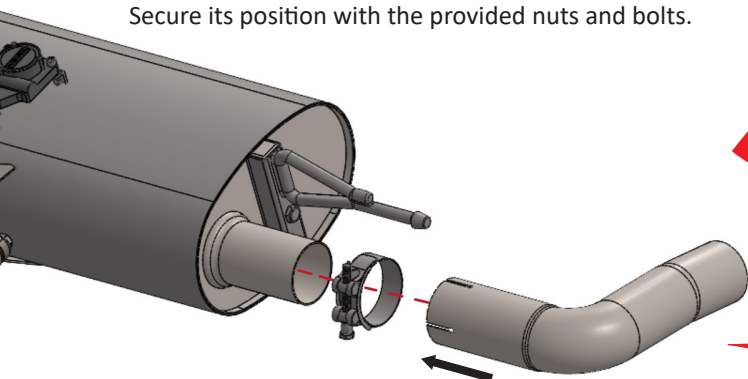
3 Before hanging the rear connecting pipe, slide-on a slipjoint clamp with the bolt facing downwards and an OEM adapter pipe into the slipjoin. Now you can hang the rear connecting pipe to the vehicle starting with the "M1" hanger, as it will give you a little more leverage to reach the rubber hanger and then the "F1" hanger afterwards.



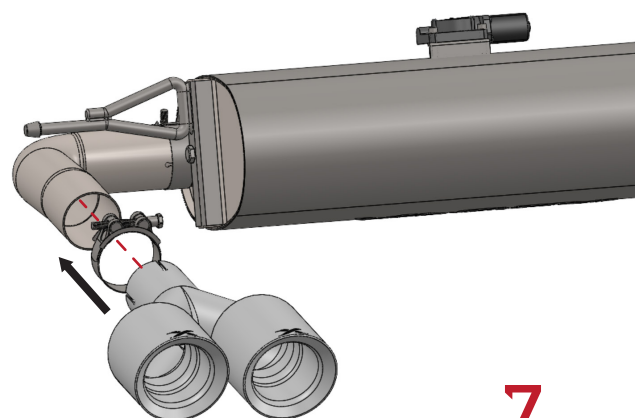
4 Align the rear connecting pipe flange and the muffler inlet flange together ensuring theres a gasket between them. Secure its position with the provided nuts and bolts.



5 Slide out the OEM adapter from the slipjoin and butt it up to the outlet of the downpipe. Slide the OEM buttclasp over the two sections making sure the partition is centred. Fasten the 2 bolts on the buttclasp and tighten the slipjoin clamp on the OEM adapter to secure the catback in place.



6 Prepare the tailpipes by sliding the slipjoint clamp over the inlets facing backwards and downwards for ease of tightening and slide it over the outlets on the muffler. Lightly tighten the tailpipes to the muffler, just so it can hold itself upwards and allow you to make minor adjustments.



7 Slide the staggered tips on either side of the tailpipes (longer side on the inside), then start to make adjustments to both the tailpipes and the tips simultaneously till you find that its centred to the difuser cutouts and the tips are sticking out just enough to follow the difusers accents. allow for about a finger gap between the difuser and the top of the tip to prevent any heat damage as well as ensuring they dont stick inwards too far to damage the plastic trims. Once everything is positioned and levelled, tighten all the clamps to secure it in place.

