

# 42 Draft Designs

## Mk5 FSI/TSI Resonator Delete Pipe & Performance Resonator Installation Instructions

**Tools Recommended:** 13mm & 15mm, sockets & ratchet, penetrating oil, sawzall or cut-off wheel, soft face hammer

**Warning!** Hot metal burns! Always work on a cool motor.

### Before You Begin:

Make arrangements to get the car up in the air. If you have access to an automobile lift – use it. The factory resonator is fairly large and requires some manipulation to remove. This is much easier and safer to do with the car up high. If you do not have access to an automobile lift, this installation can be performed using a floor jack and 4 jack stands. When using jack stands, always follow these precautions:

- Never use the stock jack! It's dangerous.
  - Always lift the car on a flat concrete surface! Jack stands will sink into asphalt.
  - Never, ever get under the car when supported by only a floor jack.
  - Be smart – use 4 jack stands on the proper lift points.
  - Always test to be sure the car is sitting solid on the jack stands. It cannot wobble or teeter.
  - Always wear eye protection when underneath a car!
  - Always work on a cold car! Exhaust piping can be hot for 1-2 hours after driving.
1. With the car in the air, spray the nuts on the factory sleeve clamp with penetrating oil.
  2. Standing under the factory sleeve clamp looking towards the rear muffler, locate the pipe pictured below:



3. Hold your tape measure at the end of the bend under the rear axle where the pipe transitions to straight. Mark at 5 inches from this point, referencing the picture above.
4. Cut the pipe on your mark using a sawzall or cut-off wheel. Have a friend brace the exhaust to stabilize it during cutting. If you have never cut a metal pipe, have an experienced friend lend a hand. Be sure to de-burr your cut using a file or grinder. The sleeve clamp cannot seal against a burr.
5. Loosen the factory sleeve clamp using a 13mm socket. Tap with a soft hammer to loosen the clamp and slide the clamp onto the factory exhaust.
6. Remove all 3 hanger bushings from the hanger bars on the factory resonator. Remove the factory resonator.
7. Remove the sleeve clamp from the factory resonator and slide onto the reduced end of the new pipe. Slide the new sleeve clamp onto the other end of the pipe.
8. Install the new pipe by sliding the factory sleeve clamp over the factory downpipe and installing the hanger bushings on the new pipe. Slide the new sleeve clamp over the factory piping. With the new pipe sitting level, tighten the factory sleeve clamp.
9. Begin to tighten the new sleeve clamp using a 15mm socket. As you tighten, twist the factory muffler as necessary to adjust the exhaust tip fitment. With tips aligned, fully tighten the new sleeve clamp. Go drive it!

**What to expect:**

- The piping should smell like burning oil for about 100 miles. There are oils on the metals leftover from manufacturing. Once burned off, this smell will never return.
- You should have no leaks. If you do have a leak, loosen and adjust sleeve clamps for a better fit. Any pinhole leaks will seal within 100 miles.
- If you are installing the performance resonator, expect the exhaust to become slightly more quiet as the resonator breaks in.