



ZZPERFORMANCE

Installation Instructions

AWD/RWD LTG Downpipe - 400 Cell Cat
ZZ-ATSDP-C



Notes: Read all instructions before beginning installation.

Only Qualified mechanics experienced in the installation of exhaust components should perform this installation.

If you have difficulty or would prefer a video instruction on this installation, please visit our website. Video instructions are located on the webpage for this product.

Estimated Installation Time: 1-2 Hours

Installation Difficulty: 2/5

Kit Contents:

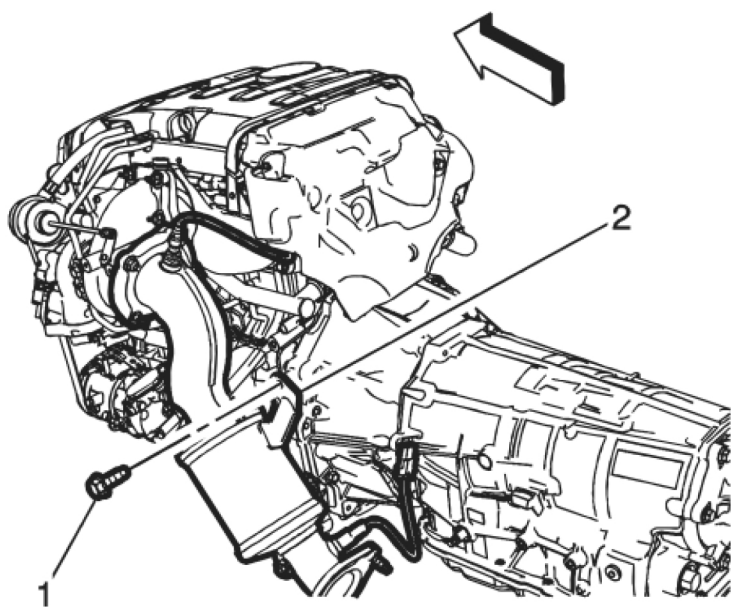
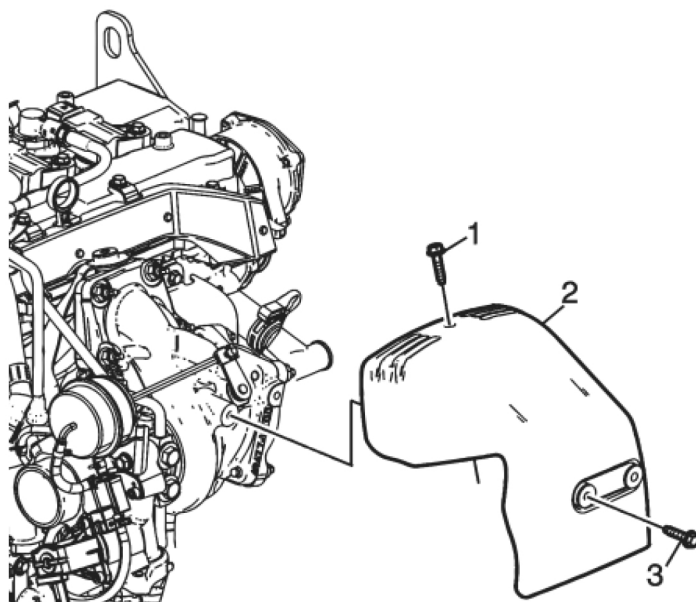
- 1 - ATS Downpipe Piece – W/ 400Cat – Assembly
- 1 - 09975 Anti-Seize Lubricant
- 1 - LNF/LTG/LHU O2 Housing Downpipe Gasket
- 6 - M10 Flange Nut
- 1 – 90° O2 Bung Extender
- 1 - LTG Downpipe Bracket
- 1 - M8 x 20 Serrated Flange Head Bolt
- 1 - M8 Serrated Flange Head Nut
- 1 - 3" 2 Bolt Exhaust Gasket

STEP ONE: FACTORY O2 HOUSING REMOVAL

Raise the vehicle off the ground and securely support it with jack stands or hoist.

STEP TWO:

Remove the factory exhaust manifold heat shield

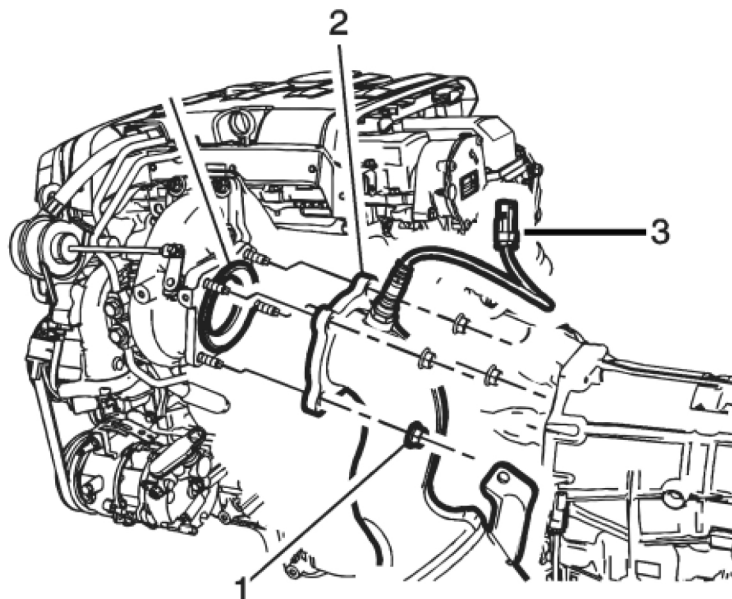


STEP THREE:

Remove the converter bracket as shown in the picture

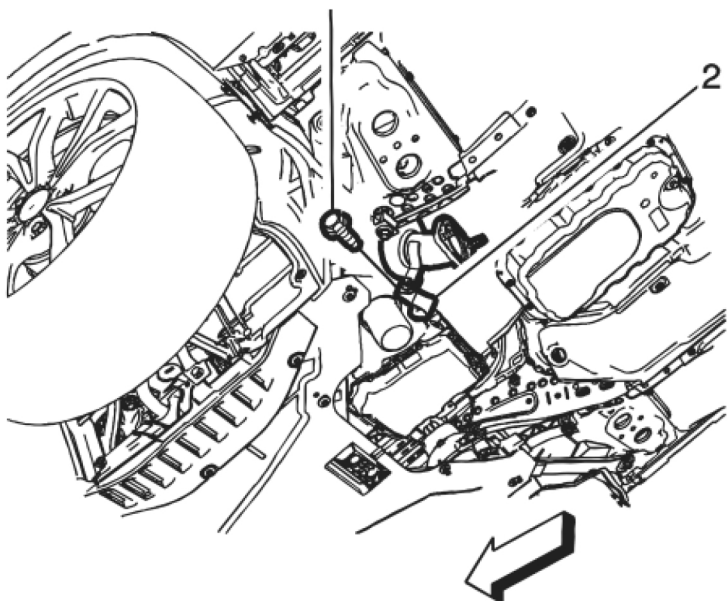
STEP FOUR:

Unplug the primary O2 sensor, and then remove the 4 nuts fastening the O2 housing to the turbocharger.



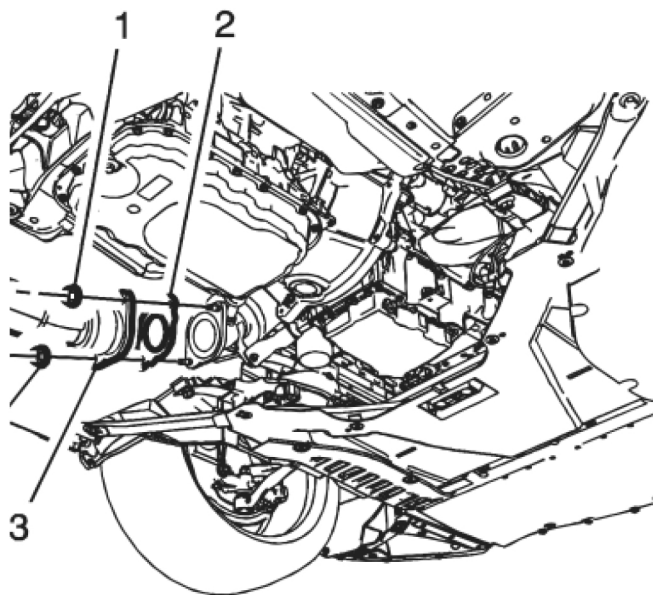
STEP FIVE:

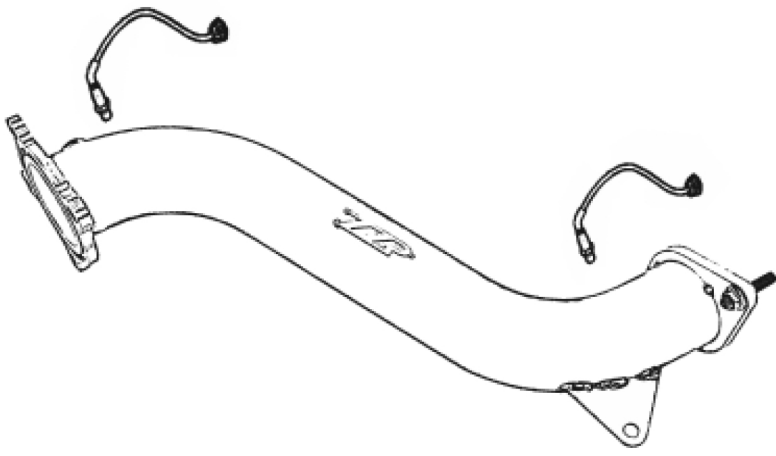
Remove bolt #1 and loosen bolt #2. You will be reusing bolt #1.



STEP SIX:

Unplug the secondary O2 sensor then remove the nuts connecting the O2 housing to the downpipe. The O2 housing is ready for removal.





STEP SEVEN:

Remove both O2 sensors from your factory O2 housing and install them in your new ZZPerformance O2 housing. **Be sure to use anti-seize on the sensor threads.**

With change of rear O2 placement, to avoid any transmission line interference, downpipe now includes 90° spacer for optimal sensor placement. Install 90° spacer on rear O2 bung first, if codes continue to be present install straight spacer. If straight spacer is needed slightly bend transmission lines to ensure no contact with lines.

STEP EIGHT:

After removal of the stock downpipe attach the gaskets in their proper locations on the new downpipe. Now put the new downpipe into the engine bay. Get the nuts started on the top where the downpipe mates to the turbo, but do not tighten them, just hand tighten so the downpipe doesn't fall.

STEP NINE:

Move down below and get the bracket attached to both the downpipe and the engine block. With the top bolts being loose you should have enough lateral play to get the bracket lined up and both ends of the bracket hand tight.

STEP TEN:

Move back up top and tighten the downpipe to turbo bolts, then move down to the bracket, tighten those bolts, then proceed with attaching the catback to the downpipe.

Note:

It's a good idea to recheck all fasteners once you have driven the car or after a long heat cycle. Thank you for your purchase and ENJOY!