

Installation Instructions

SPORT TUNING

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Part Number: 10.251.132K

Description: AUTOTECH Tri Y Header for 8 valve Golf 2 and Jetta 2.

Notes:

This header is now aluminum ceramic coated for better heat retention and durability. Our Tri-Y header replaces the stock manifold and downpipe, bolting directly to the front of the catalytic convertor. Provision is made for all emissions equipment. Provides gains of up to 10 horsepower, depending on model and engine type.

Direct-Fit: Golf 2 1988-92 with PF engine; Golf 2 1990-92 CA only RV engine; Jetta 2 1985-92 with RD, PF engines.

Adapted Fit: All other 8 valve Golf 2 and Jetta 2 models can be fitted with the header when used with the bolt-on style, large inlet catalytic convertor, 10.131.22919 or 10.131.22920.

Procedure:

Note: We recommend spraying some penetrating oil on the old rusty nuts and bolts several minutes before beginning the removal of the old parts.

1. Make sure that the engine is cool and clean before removal of old exhaust components.
2. Jack up the front of the car and support it with jackstands under the factory "jack pads".
3. Remove the three bolts that secure the factory downpipe to the catalytic convertor. Save the metal sealing ring for re-use later. Next, remove the downpipe by removing the six nuts that secure the downpipe to the exhaust manifold.
4. Remove the exhaust manifold nuts and exhaust manifold support brace. Remove exhaust manifold, and scrape off any remaining gasket material from the head.
5. Using an 8mm-12 point driver, loosen and remove the inner passenger side CV joint from the transmission drive flange and lower the axle. If you want more working room, you can remove the entire axle.
6. Place the car in neutral. Mark the position (front-back, left-right) of how the selector lever is clamped onto the main shift rod. You will need these marks for re-alignment later. Loosen the shift rod clamp bolt on the selector lever (the selector lever is what the relay shaft ball rides in) and slide it off the shaft. To make room for the header installation, unbolt the relay shaft bracket (holds relay shaft and main shift rod with orange bushing inside) from the steering rack and move it towards the transmission side of the car.
7. Mount the header to the head using the supplied new gaskets, and tighten the nuts to 18 ft lbs. Now bolt up the header to the catalytic convertor, tightening the nuts to 18 ft lbs.
8. Remove the CO test pipe from your old manifold and install it onto the header. Tighten to 15 ft lbs.
9. Re-install the relay shaft bracket (17 ft lbs) and selector lever (19 ft lbs), lining up the selector lever with the alignment marks made earlier.
10. Re-install the inner CV joint, or axle if you have removed it. Tighten the inner CV joint bolts to 33 ft lbs.
11. Double check that all nuts and bolts are tight. Run engine and check for leaks.