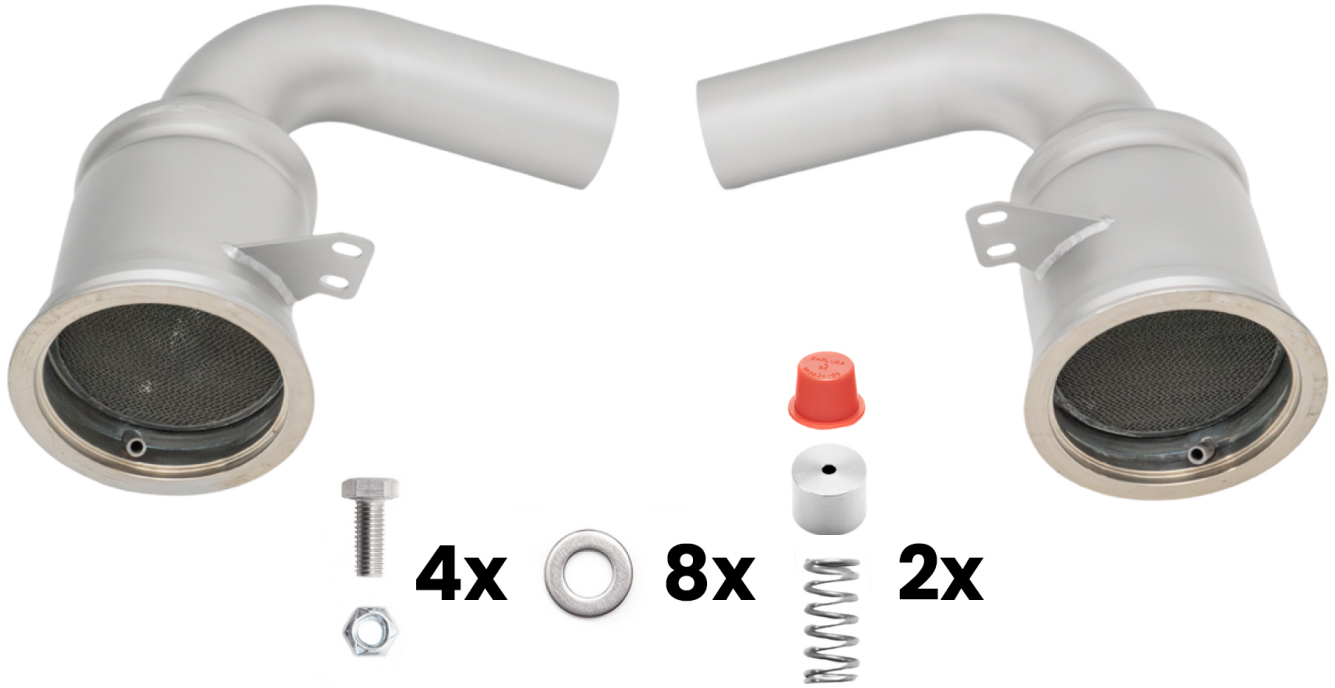


# INSTALL GUIDE

992.2 Carrera Base / S / T  
Sport Catalytic Converters

# SOUL

PERFORMANCE PRODUCTS



Please ensure that all components listed below are accounted for before beginning installation

## INCLUDED COMPONENTS

- (4) M8x20mm Bolts
- (4) M8 Lock Nuts
- (8) Washers
- (2) GPF Restrictors
- (2) Springs
- (2) Caps

Packing Sign Off \_\_\_\_\_

Shipped on \_\_\_\_/\_\_\_\_/\_\_\_\_

**SOUL PERFORMANCE PRODUCTS**  
2300 Maryland Road  
Willow Grove, PA 19090  
855-486-1400  
customerservice@soulpp.com



**Step 1:** Loosen the straps on the muffler as much as you can, without removing the bolt.(6mm)

**Step 2:** Loosen, or fully remove, the bolts on the clamps between the muffler and catalytic converter.(13mm)



**Step 3:** Remove the bolts on the bracket mounted to the converter with an E12 socket.



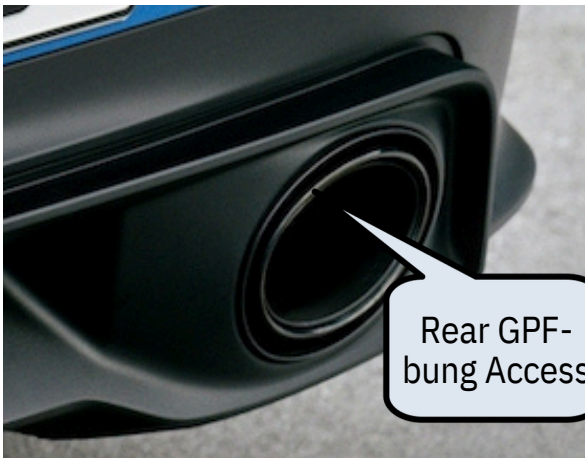
**Step 4:** Loosen the bolt on the turbo clamp, and pry the clamp apart slightly.(6mm)



**Step 5:** To access the GPF bungs, you will want to gently pry the muffler away from the mounting bracket, and roll the muffler so the tips aim lower.

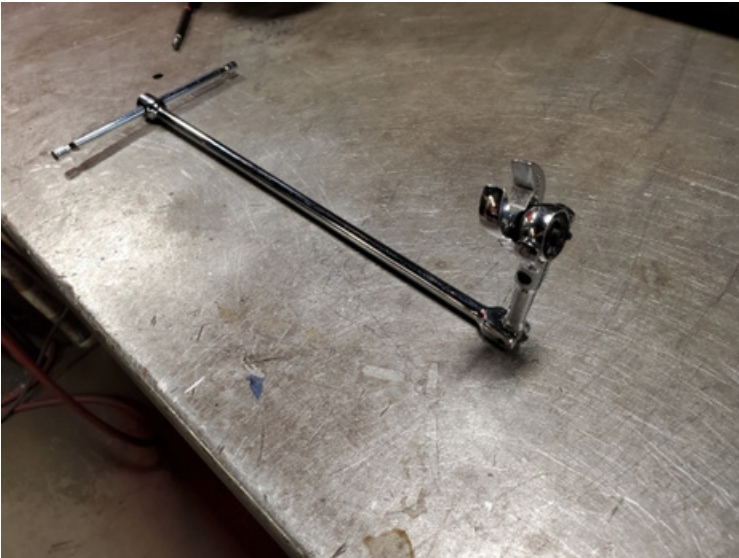


Pry muffler gently

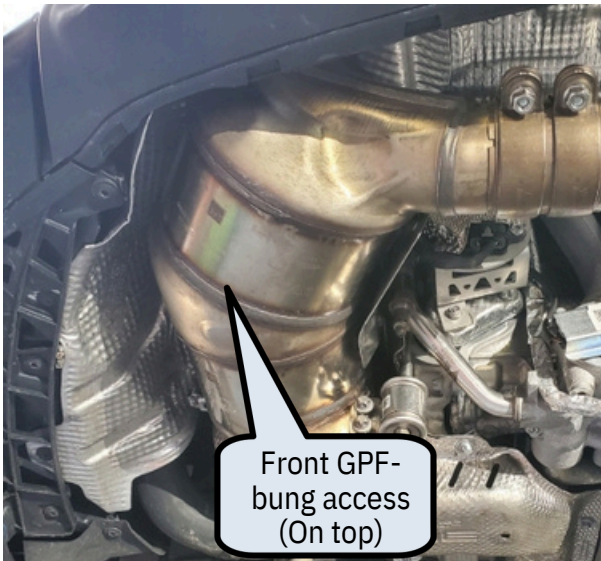


Rear GPF-bung Access

**Step 6:** The rear GPF bung is possible to access through the windows for the tips with a short 17mm wrench.



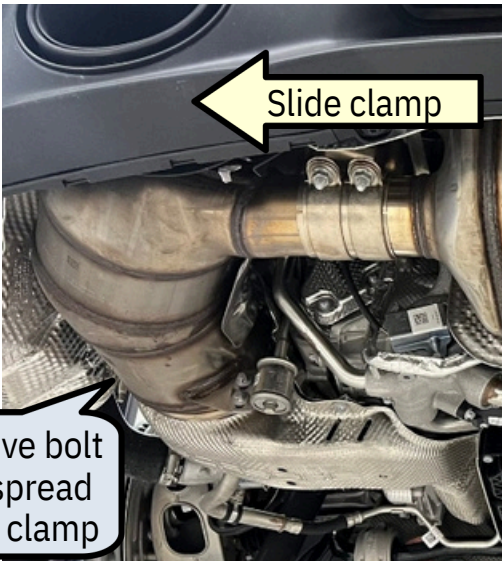
**Tools:** The front GPF bung is extremely difficult to access. We have been able to access it with either a stubby 17mm wrench, or this T-handle offset ratchet in combination with a 17mm Crow's foot.



Front GPF-bung access (On top)

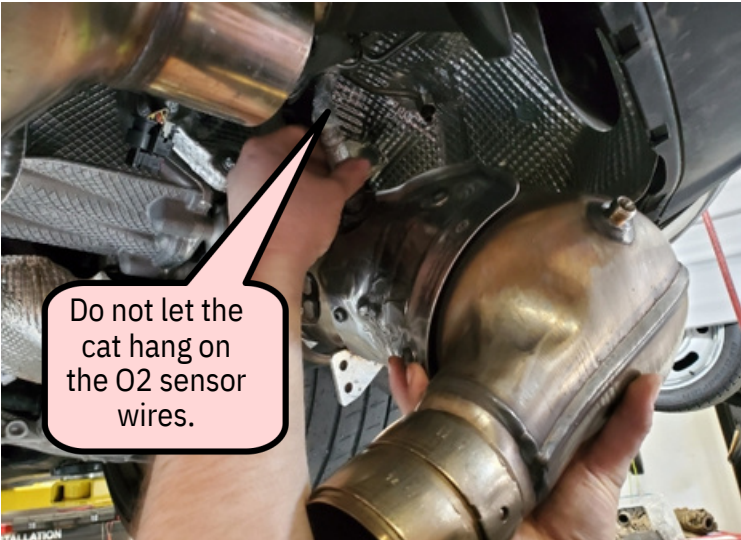
**Step 7:** The front GPF bungs are on the top of the Catalytic converters. You must reach around the components to access them. Once you have disconnected all the GPF tubes, you will want to lift/pry them out of their ports so they don't trap the converters in place.

**Step 8:** Have assistance, or your O2 wrench ready(22mm). Slide the clamp as far on the catalytic converter as you can. Remove the bolt from the turbo clamp, and spread the clamp open.



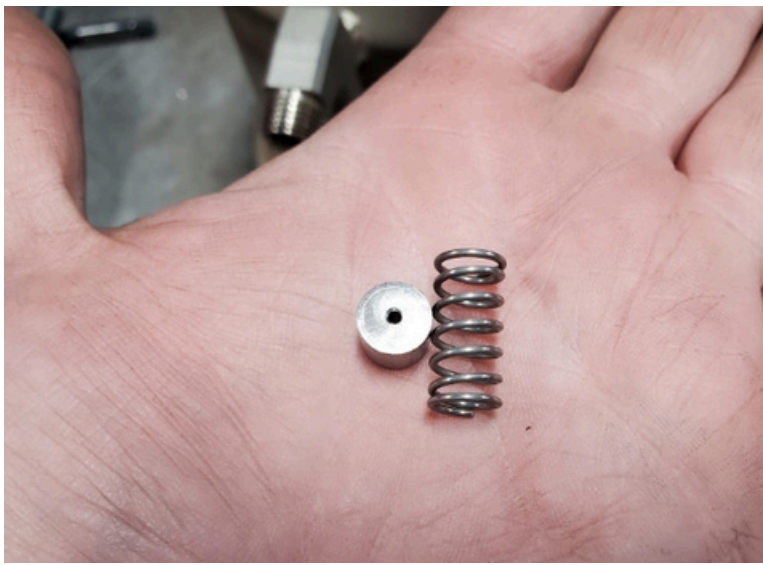
Slide clamp

Remove bolt and spread (turbo clamp)



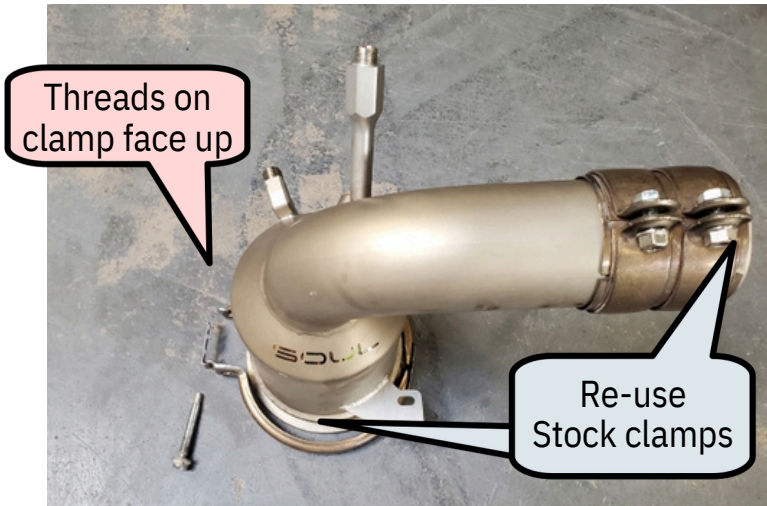
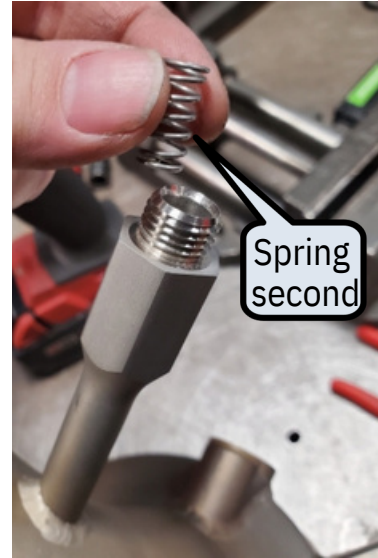
Do not let the cat hang on the O2 sensor wires.

**Step 9:** Start lowering the OEM converter then use the O2 wrench to break the O2 bung loose. Remove the O2 ' ' ' #& from the ' atalytic ' onverter' and pull the converter' from the car.

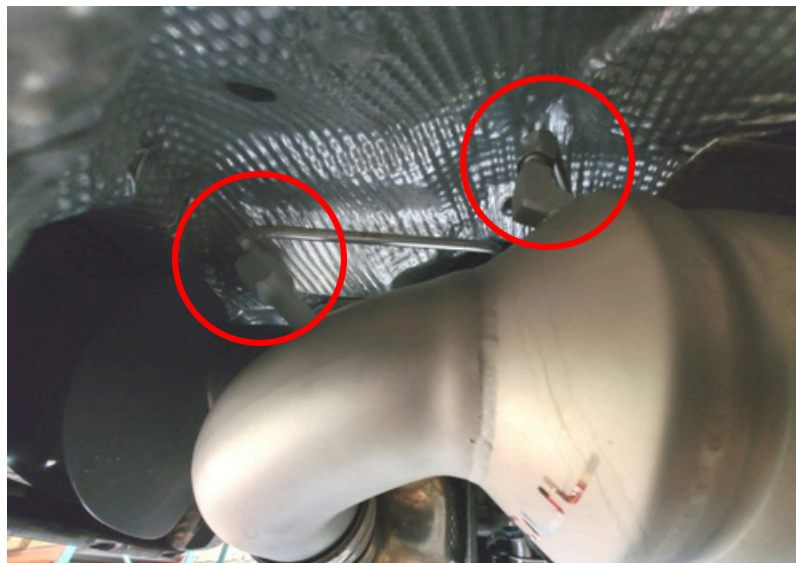


The jets should be be pre-installed in the rear GPF ports

**Step 10:** The jet is installed first, and the spring is on top. Use the included red caps to keep everything in place until you're ready to install - remove during install.



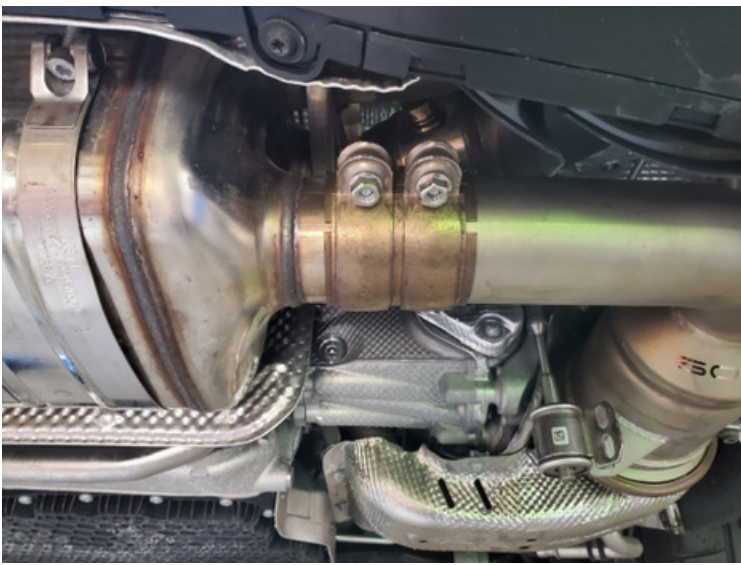
**Step 11:** On left and right cats, place the OEM clamps back onto the cats as shown.



**Step 12:** Line up, and start the threads on the GPF bung fittings.



**Step 13:** Latch the turbo clamp on, and start the bolt. (Do not tighten yet)



**Step 14:** Slide the factory clamp over the muffler inlets.

**Step 15:** Grab the (4) M8x20mm bolts, (4) m8 lock nuts, and (8) washers.



**Step 16:** Loosely bolt the sport cats to the vehicle mount.



**Step 17:** Fully tighten the muffler straps



**Step 18:** Fully tighten the clamps between the muffler and catalytic converters.(13mm)





**Step 19:** Tighten the turbo clamps (6mm)



**Step 20:** Tighten the catalytic converter mounts with a 13mm socket and wrench.



**Step 22:** Tighten the (4) GPF bungs with a stubby 17mm wrench. Make sure all fittings, clamps, and electrical connections are tight.

**Step 21:** Unwind the O2 wire (counter-clockwise) about 4 turns, then install and tighten the O2 sensor with a 22mm wrench.

