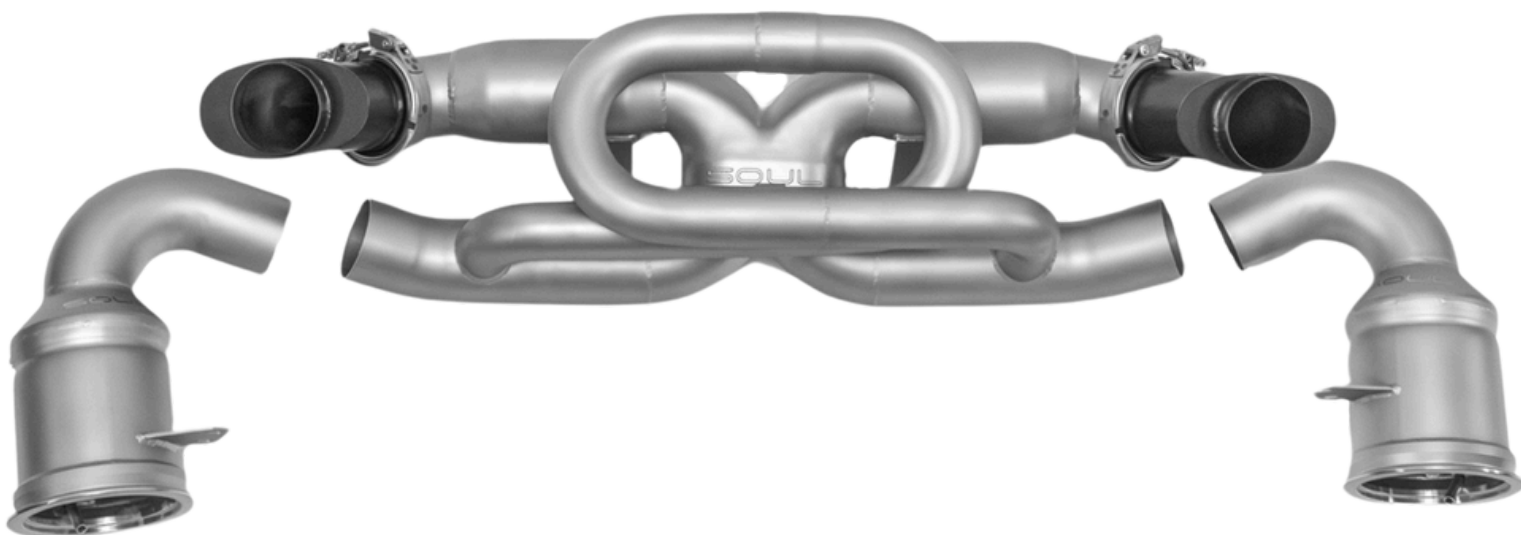


# SHIP SHEET

## 992.2Performance System

# SOUL

PERFORMANCE PRODUCTS



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

### Included Components

- (1) Center X-Pipe Section
- (2) 130-171MM Mikalor Clamps
- (1) Right Side Sport Cat
- (1) Left Side Sport Cat
- (1) Right Side Tip Outlet
- (1) Left Side Tip Outlet
- (2) 3.0" V-Band Clamps
- (2) 3.0" Torca Clamps
- (4) M8 X 1.25 20MM Bolts
- (4) M8 Locking Nuts
- (2) Left Side Valve Simulator
- (2) Cushioned Valve Position Key
- (2) 3/4" X 1/4" Aluminum Washer
- (2) M6 X 1.0 20MM Bolts
- (2) M6 X 1.0 25MM Bolts
- (2) 1/4" Aluminum Spacer
- (2) 1/2" Aluminum Spacer
- (2) Valve Springs

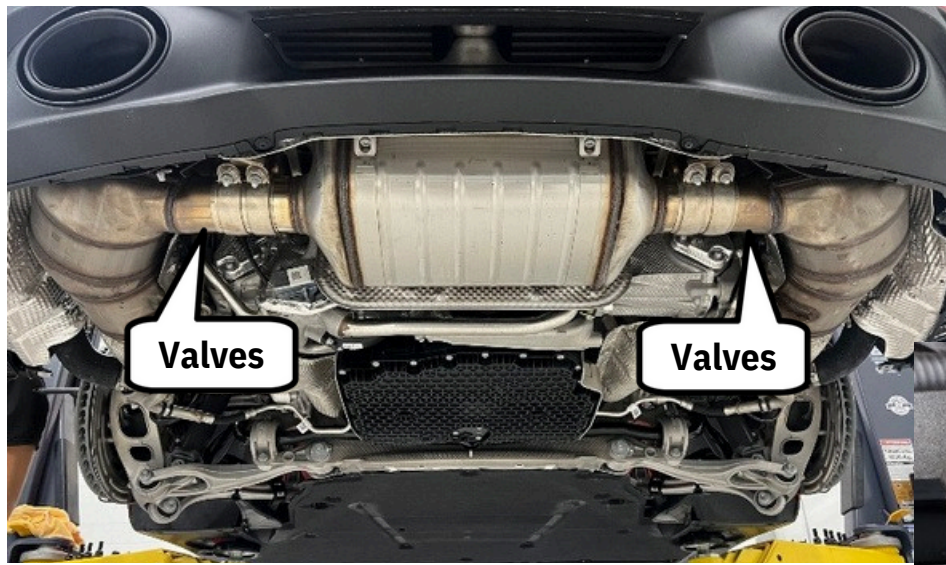
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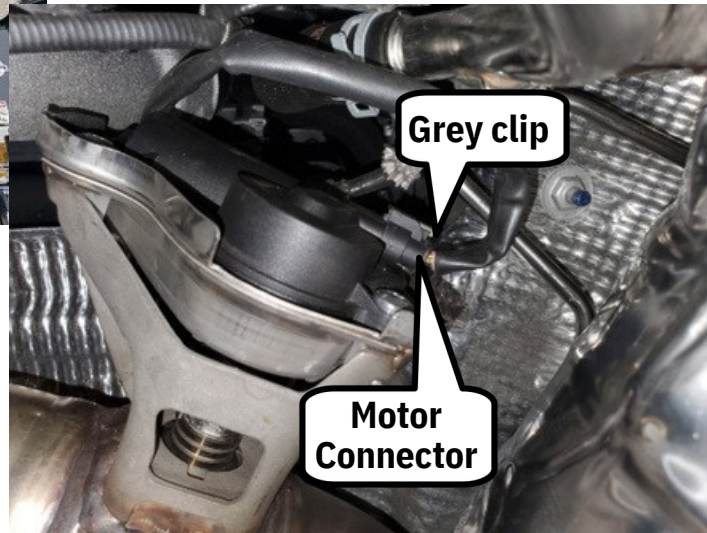
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**SOUL Performance Products**

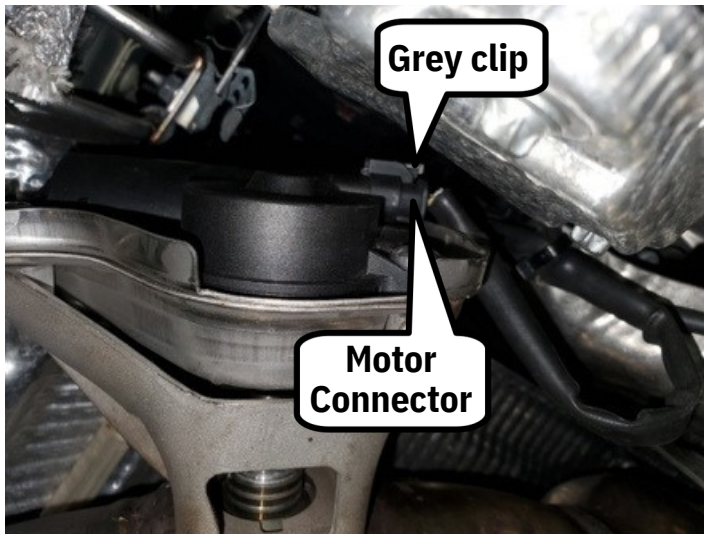
2300 Maryland Road  
Willow Grove, PA 19090  
(855) 486-1400  
customerservice@soulpp.com



**Step 1:** First, locate the valve motors on the exhaust.



**Step 2:** You must pull the Grey clip (Do not remove it), and then pinch it towards the connector to remove it.



**Step 3:** Repeat the process on the Right side.

**Step 4:** Loosen the straps on the muffler as much as you can, without removing the bolt. (6mm)

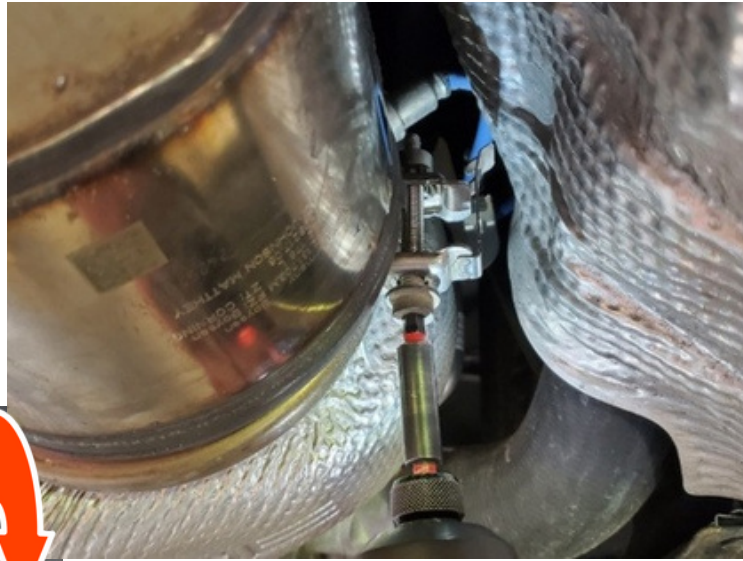


**Step 5:** Loosen, or fully remove, the bolts on the clamps between the Muffler and catalytic converter. (13mm)





**Step 6:**Remove the bolts on the bracket mounted to the converter.(E12)



**Step 7:** loosen the bolt on the Turbo clamp, and pry the clamp apart slightly.(6mm)



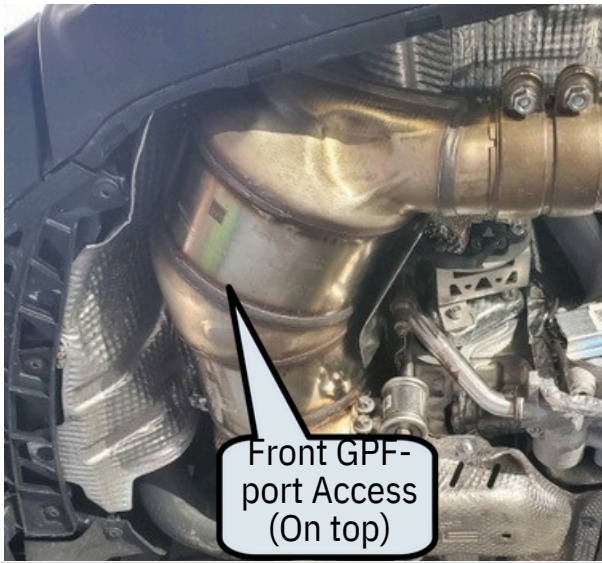
**Step 8:** To access the GPF bungs, you will want to gently pry the muffler away from the mounting bracket, and roll the muffler so the tips aim lower.



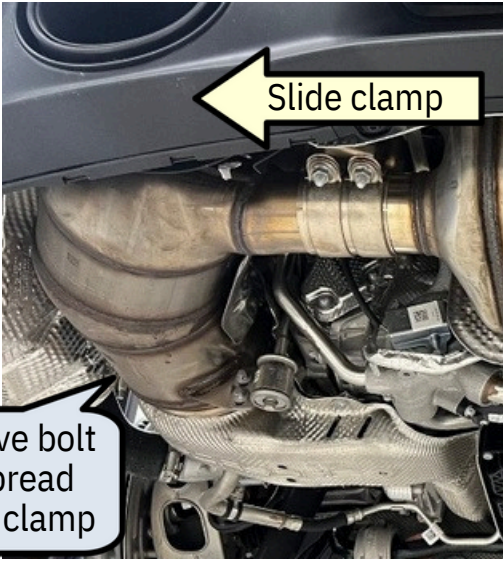
**Step 9:**The rear GPF-port is possible to access through the windows for the tips with a short 17mm Wrench.



**Tools:** The Front GPF port is extremely difficult to access. We have been able to access it with either a stubby 17mm wrench, or this T-handle offset ratchet(Harbor Freight) in combination with a 17mm Crow's foot. Neither option is easy to access, and the ratchet can be frustrating.



**Step 10:** The Front GPF ports 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 system in place



**Step 11:** 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.

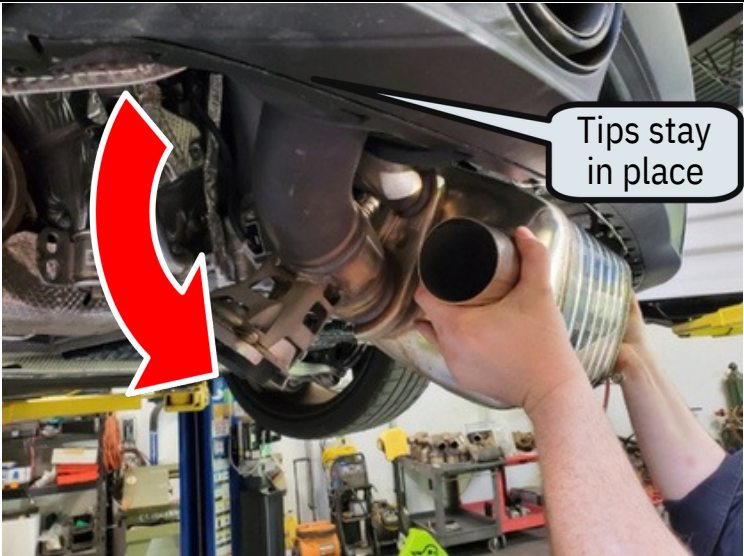
Remove bolt and spread Turbo clamp



**Step 12:** Use the O2 socket to break the O2 bung loose. Remove the O2 from the Catalytic Converter. It is the same process for both sides.



**Step 13:** If your Valve wires are disconnected, you can unlatch the muffler straps.



**Step 14:** The tips will stay in in the windows of the bumper, and the back of the muffler will need to roll down to remove it.



**Step 15:**After the system has been removed, use a T-30 bit to remove the factory valves from the muffler.



**Step 16:**You will re-use the Valve motor, and the (6) bolts with the T-30 heads.



Here is an exploded view of the Valve simulator.



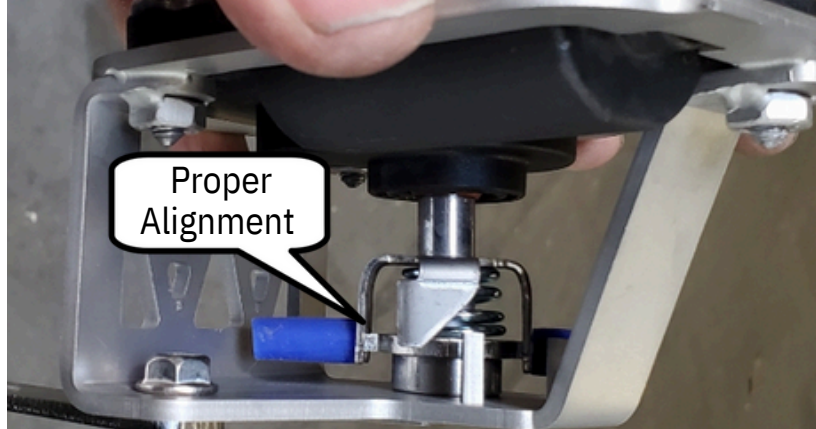
**Step 17:** Install The 3/4" diameter aluminum spacers to the pins on the brackets.



**Step 18:** Install the "valve position keys" on top of the spacers.



**Step 19:** Install the supplied "Valve springs" next.



**Step 20:** Line the valve up with the valve position key. Place the heat shield on top, and bolt them all together with the T-30 bolts.

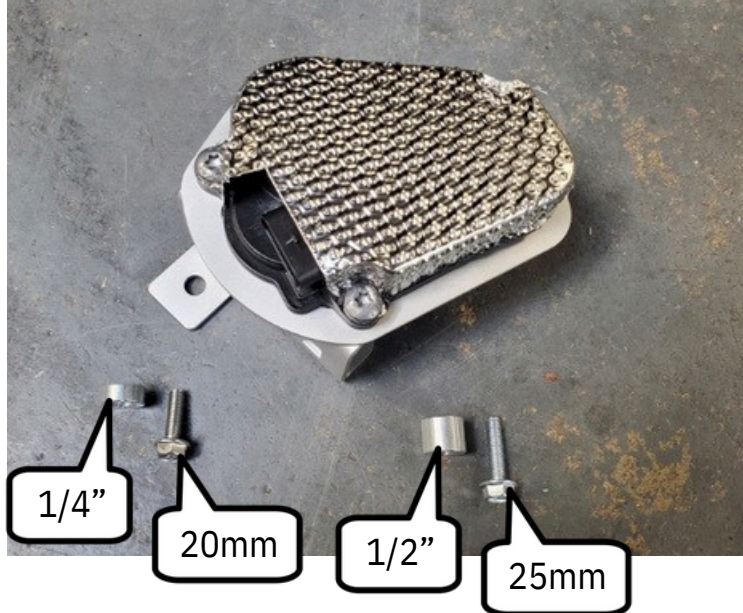
**Step 21:** On the left side of the motor, you will want to use an E10 socket to remove the bolts on the VVT Solenoid Heat shield.

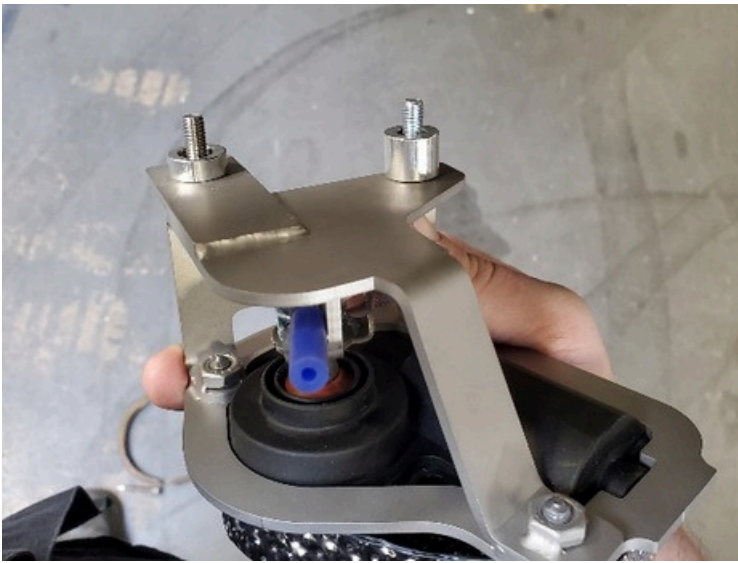


**Step 22:** Repeat on the right side, remove the two bolts holding the heat shield on.



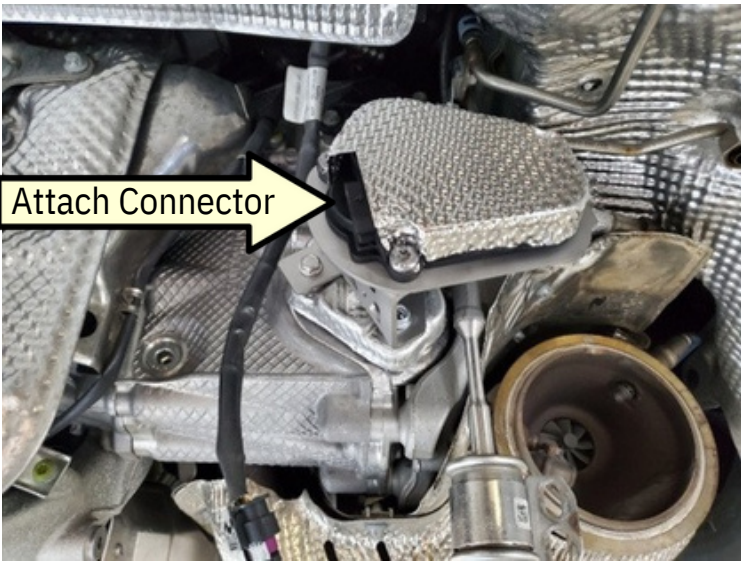
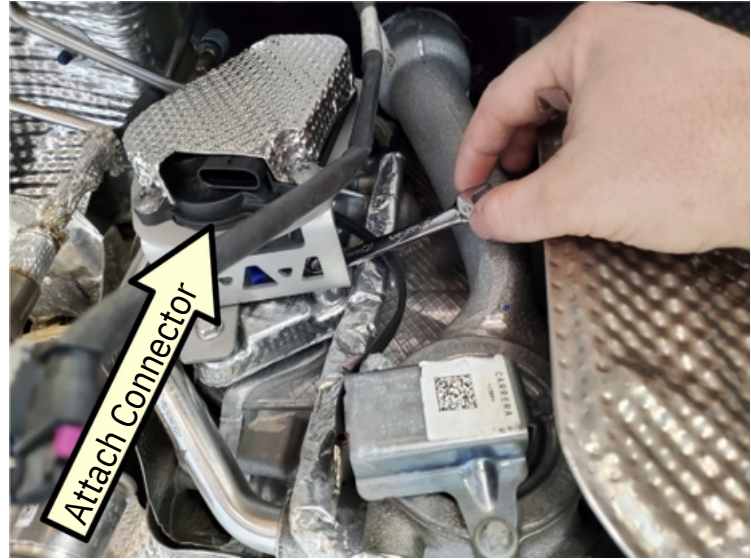
**Step 23:** Pair the 20mm bolt with the 1/4" spacer. Pair the 25mm bolt with the 1/2" spacer





**Step 24:** The ¼” spacer will go on the the side with the welded tab. Left and right brackets will be the same.

**Step 25:** You will reuse the heat shield bolt locations. Keep the heat shield in the original location, and bolt the valve bracket as shown with a 10mm Wrench.



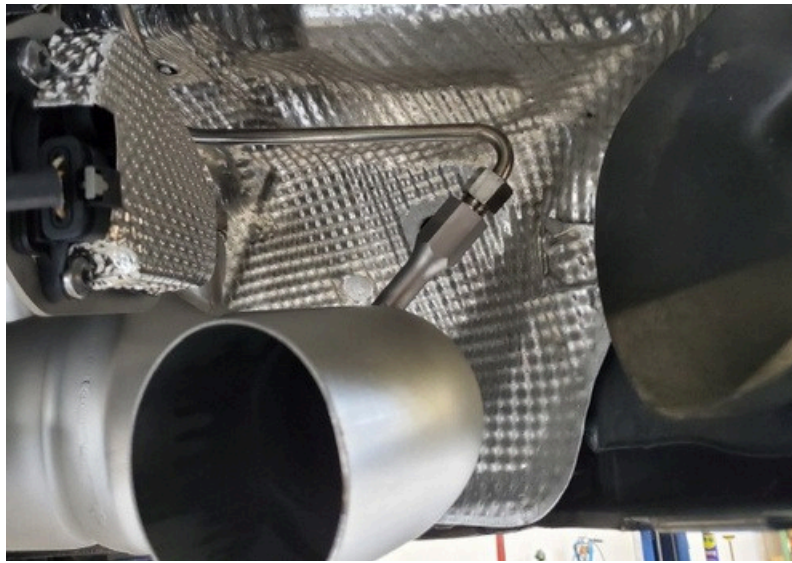
**Step 26:** The Right side valve bracket will be oriented as shown. Attach both Valve connectors.



**Step 27:** Pre-place the clamps onto the catalytic converters. Have the threaded part of the clamp on the top for easier access.



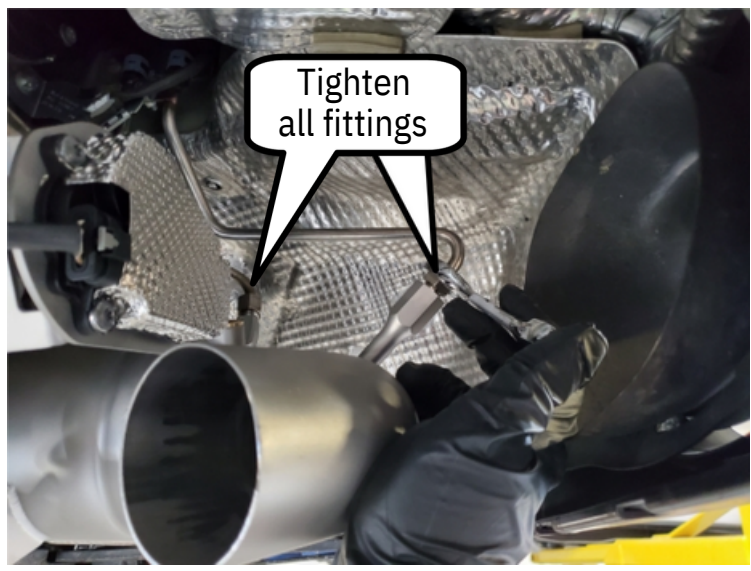
**Step 28:** If they are not pre-installed; Install the Jets and springs into the Rear GPF bungs. Then lift the catalytic converters in place.



**Step 29:** Place the Catalytic converters in place, line up and start the threads for the GPF bungs. Do left and right cats at the same time.



**Step 30:** Use the clamp to loosely hold the converter in place. Do not tighten the bolt yet.



**Step 31:** Use a 17mm wrench to tighten all GPF bungs on the left and right side catalytic converters.



**Step 32:** Use a 22mm open end, or 22mm O2 bung socket



**Step 33:** Tighten the secondary O2 bung on both left and right catalytic converters.

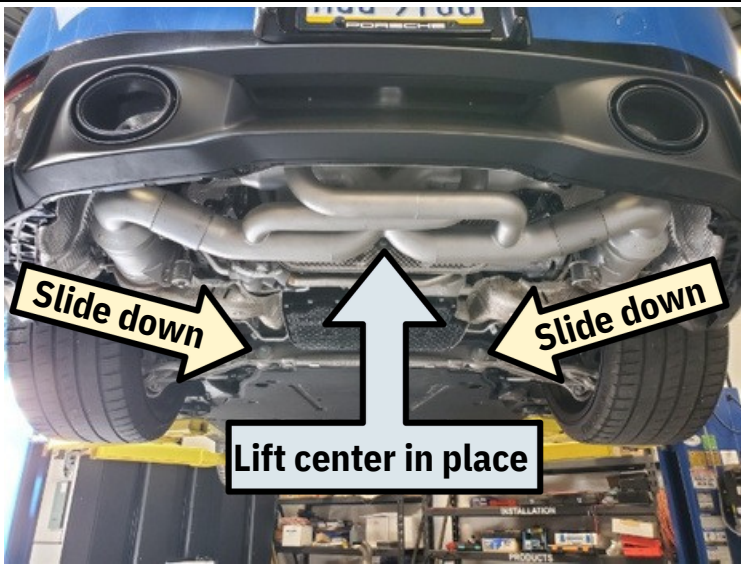


**Step 34:** Place the 3.0" Torca clamps on the outlets of the converters.



**Step 35:** Slide the torca clamps as far over the converters as you can for now, loosen the bolts if necessary.

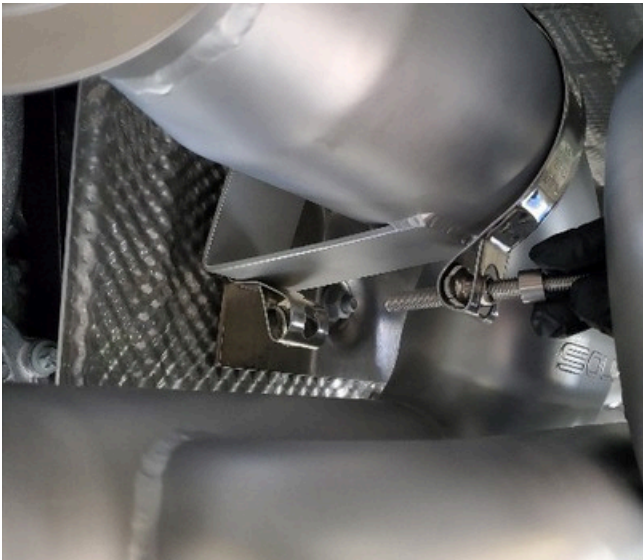
**Step 36:** Lift the center up into place and slide the Torca clamps down onto the center section.



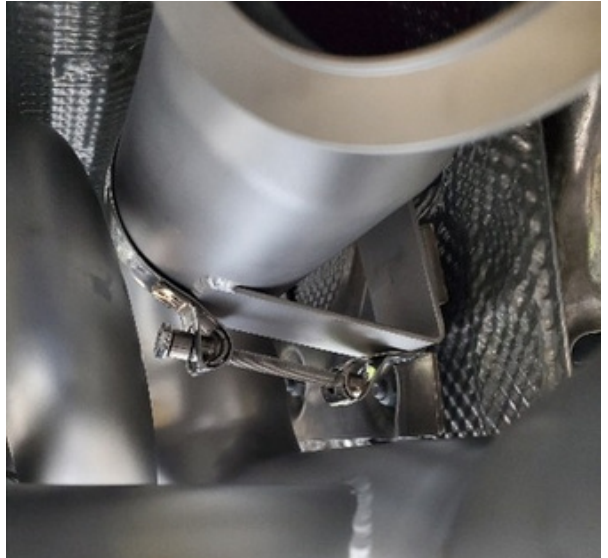
**Step 37:** Start to tighten the Torca clamps, but leave them loose enough to still be able to rotate the system. (15mm socket)

**Step 38:** grab the strap clamps, and slide them onto the outlets of the center section.





**Step 39:** slide the clamp over the original muffler mount on the car. You may have to remove the bolt and lift the system to get it between the ears of the mount.

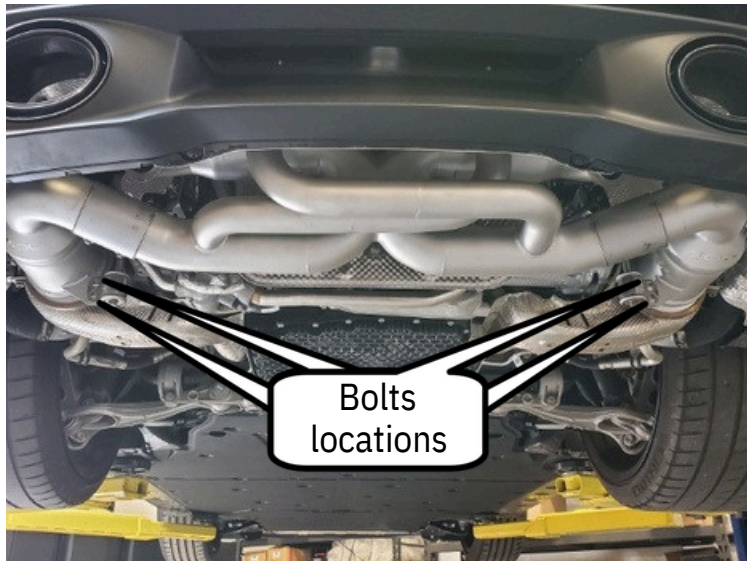


**Step 40:** Place both clamps on the system, but leave them loose for now.



**Step 41:** Next we will install the 4 sets of M8 x 20mm bolts. Each bolt gets a washer.

The bolts will go to the brackets on the sport cats.



**Step 42:** Place the washers under the bolt head and under the lock-nut. Leave the hardware loose.



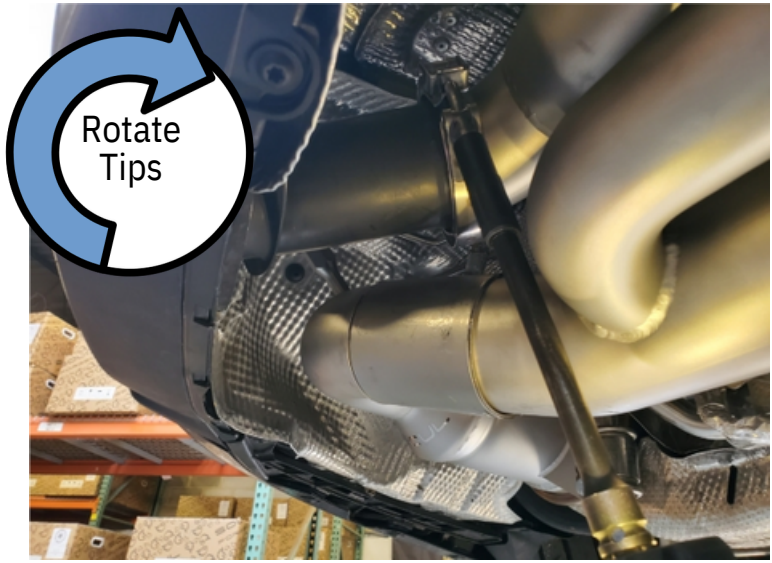


**Step 43:** Remove the secondary lock nuts from the 3.0" V-Band clamps for now.

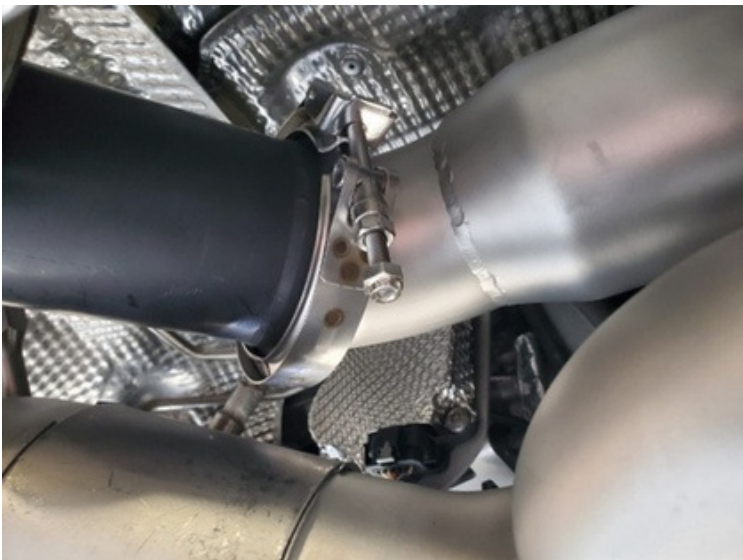
The Back of the tips should be stamped with an L and R.



**Step 44:** Put the tips onto the outlet of the X-Pipe, and loosely place the clamp over the V-Band joint.



**Step 45:** Set the rotation of the tips to match the OEM openings, and tighten the nut with an 11mm socket.



**Step 46:** Place the lock nut on the V-Band clamp, and tighten it.



**Step 47:** Fully tighten the strap clamps to the OEM Muffler bracket with a swivel 13mm socket or wrench.



**Step 48:** Fully Tighten the Torca clamps next with a 15mm Socket.

**Step 49:** Fully Tighten the clamps onto the turbos with a 6mm Allen socket



**Step 50:** Tighten the brackets on the cats last with a 13mm socket and wrench

- Ensure all fittings are tight, and valve motors are
  - If tips need to be adjusted loosen the Torca clamps and strap mount clamps, and re-tighten.
- This completes your install.-**

