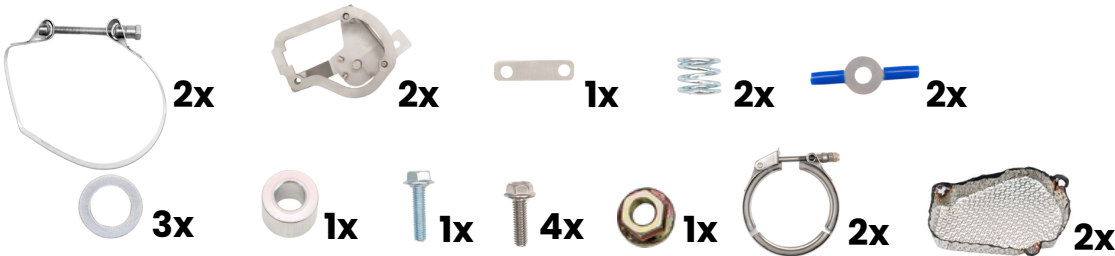


SHIP SHEET

992.2 X-Pipe

SOUL

PERFORMANCE PRODUCTS



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

Included Components

- (2) Mikalor 130-171MM
- (2) Left Side Valve Simulators
- (1) Left Side Valve Adapter Bracket
- (2) Valve Springs
- (2) Valve Key Adapters
- (3) 1/4" Aluminum Spacers
- (1) 1/2" Aluminum Spacer
- (1) M6X25MM Bolts
- (4) M6x20MM Bolts
- (1) M6 Nut
- (2) 3.0" V-Band Clamp y
- (2) Valve Module Heat Shields

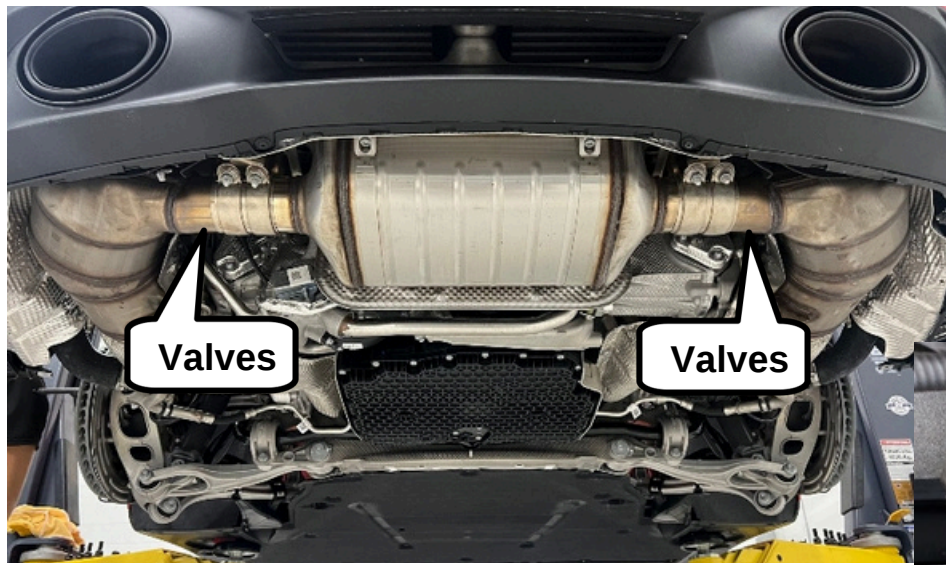
Packing Sign Off:

Shipped on:

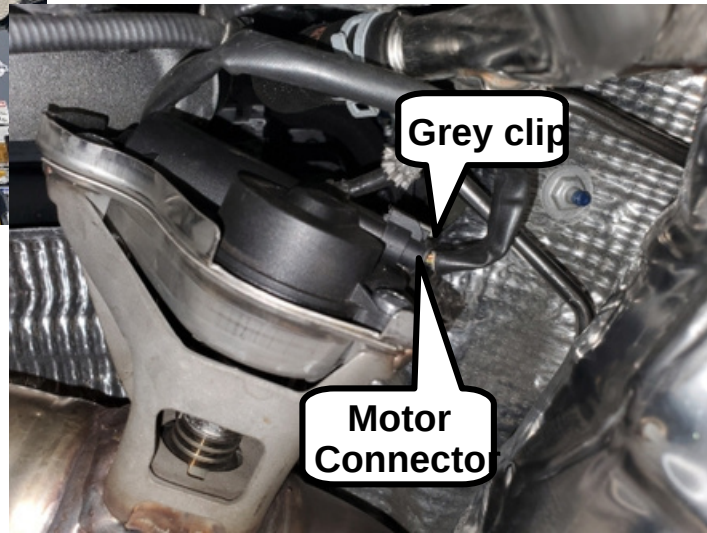
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SOUL Performance Products

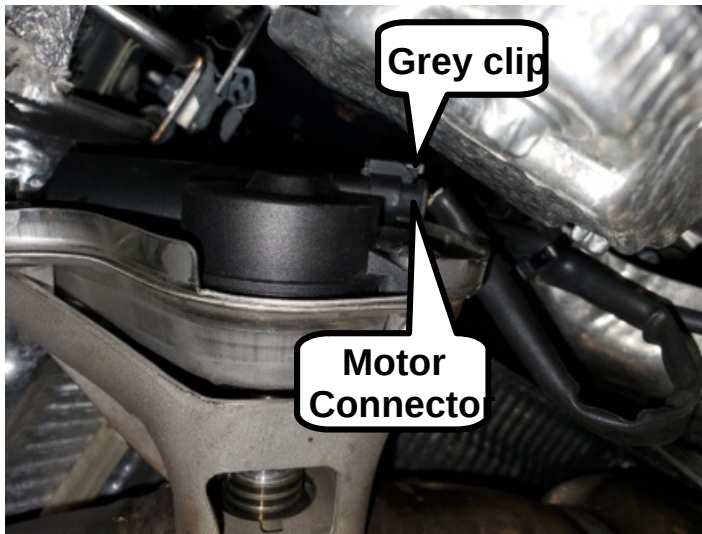
2300 Maryland Road
Willow Grove, PA 19090
(855) 486-1400
customerservice@soulpp.com



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.



Step 5: Loosen, or fully remove, the bolts on the clamps between the Muffler and catalytic converter.

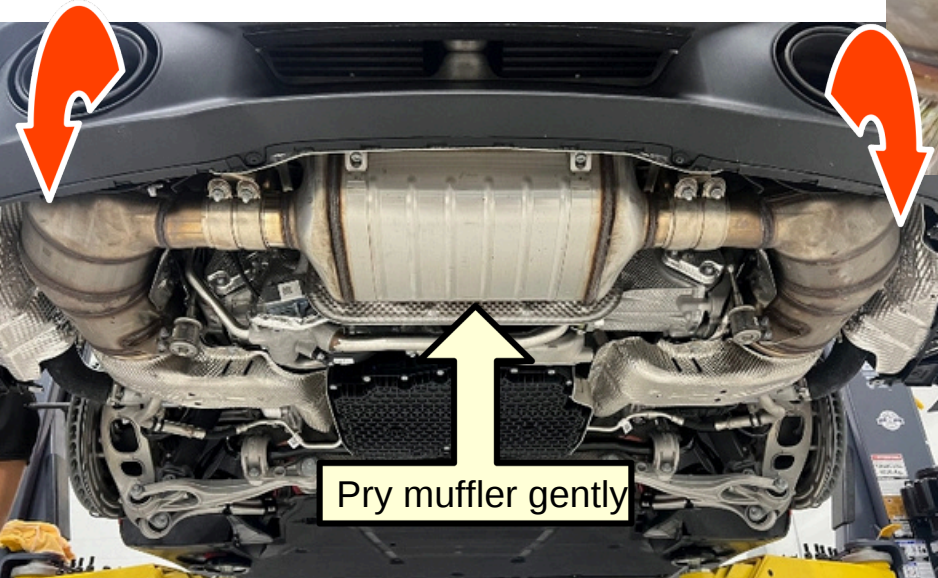




Step 6: Remove the bolts on the bracket mounted to the converter.



Step 7: Loosen the bolt on the Turbo clamp, and pry the clamp apart slightly.

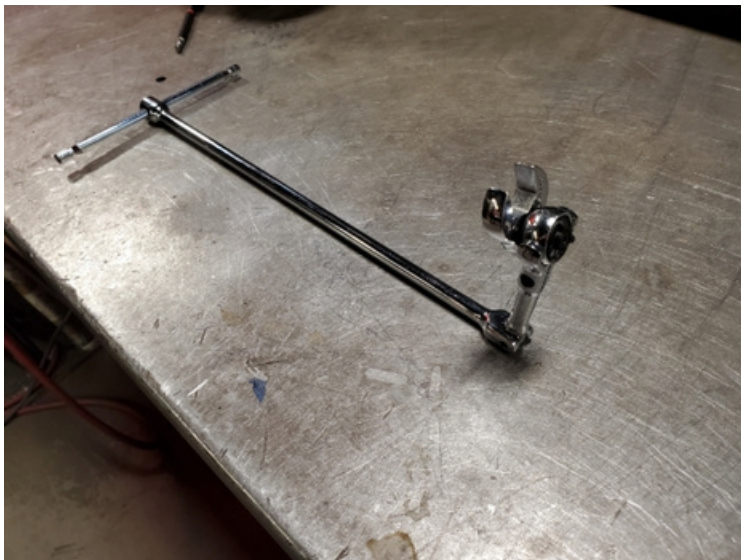


Step 8: To access the GPF bungs, you will want to gently pry the muffler away from the mounting bracket, and roll the muffler so the tips aim lower.

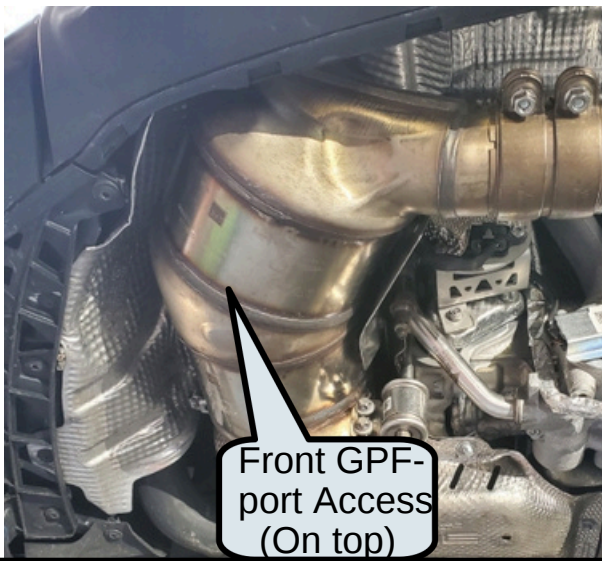


Rear GPF-port Access

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

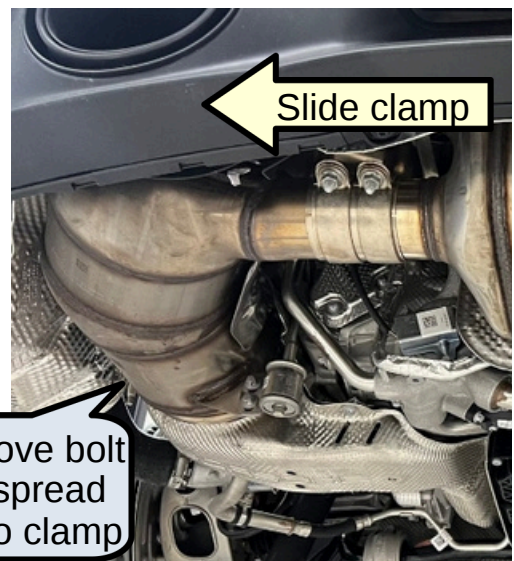


Tools: The Front GPF is extremely difficult to access. We have been able to access it with either a stubby 17mm wrench, or this T-handle offset ratchet (Harbor Freight) in combination with a 17mm Crow's foot. Neither option is easy to access, and the ratchet can be frustrating.



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 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.



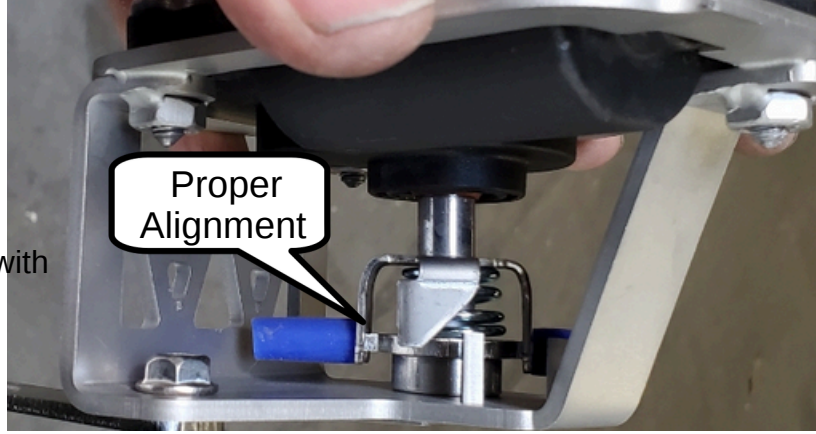
Step 17: Install The 3/4" diameter aluminum spacers to the pins on the brackets.



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

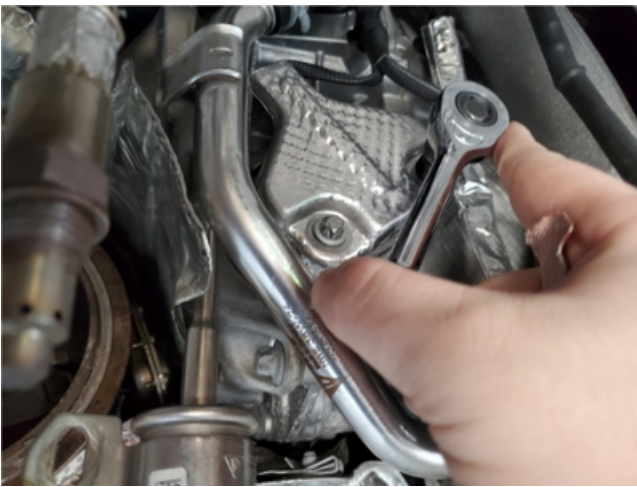


Step 19: Install the supplied 'Valve springs' next.



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.

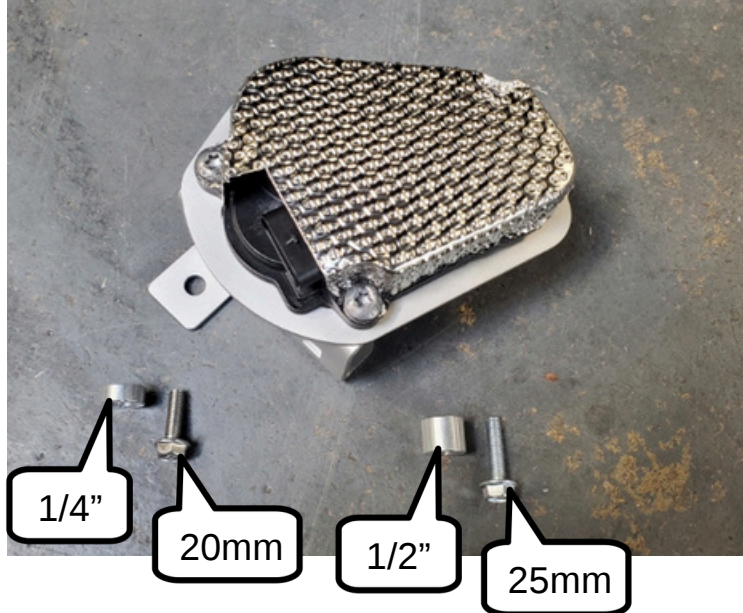
Step 21: On the left side of the motor, you will want to use an E10 socket to remove the bolts on the VVT Solenoid Heat shield.

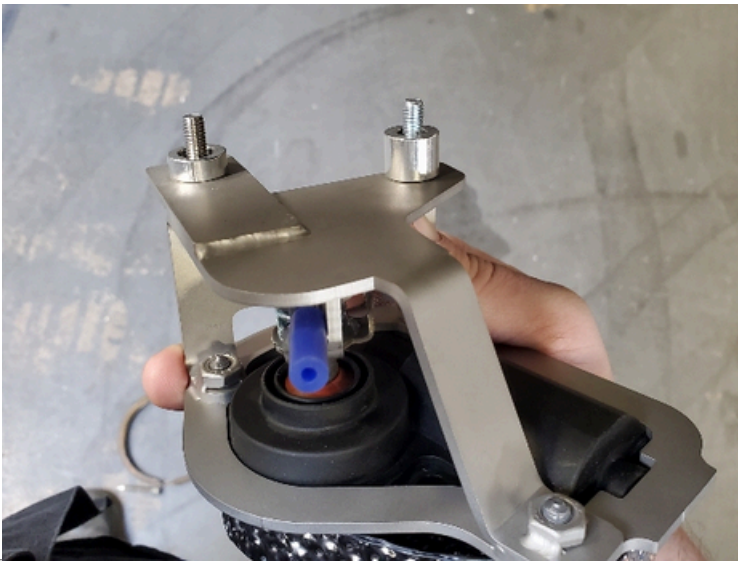


Step 22: Repeat on the right side, remove the two bolts holding the heat shield on.



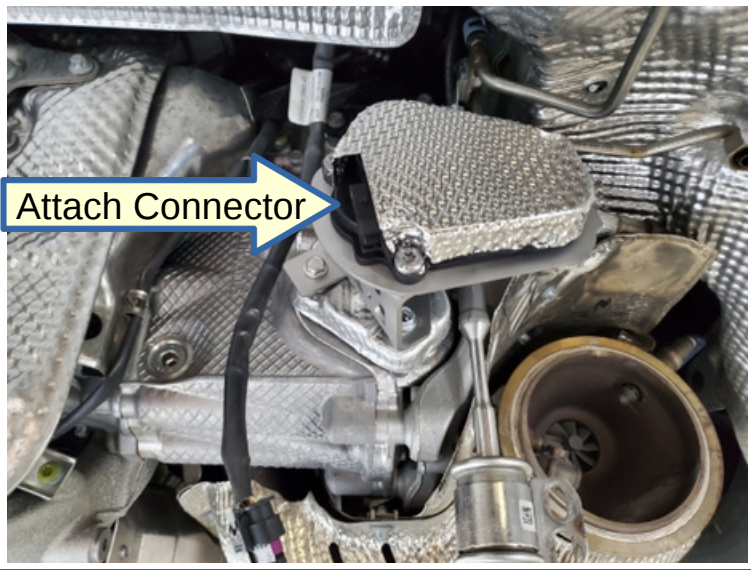
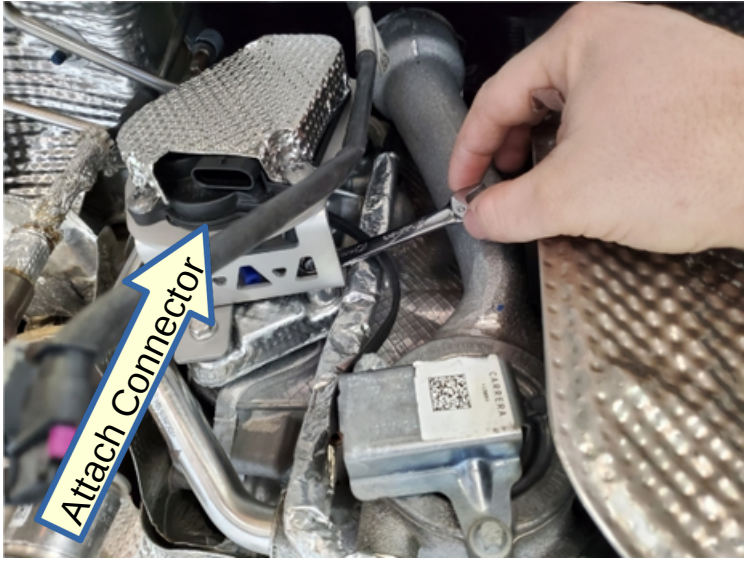
Step 23: Pair the 20mm bolt with the 1/4" spacer. Pair the 25mm bolt with the 1/2" spacer





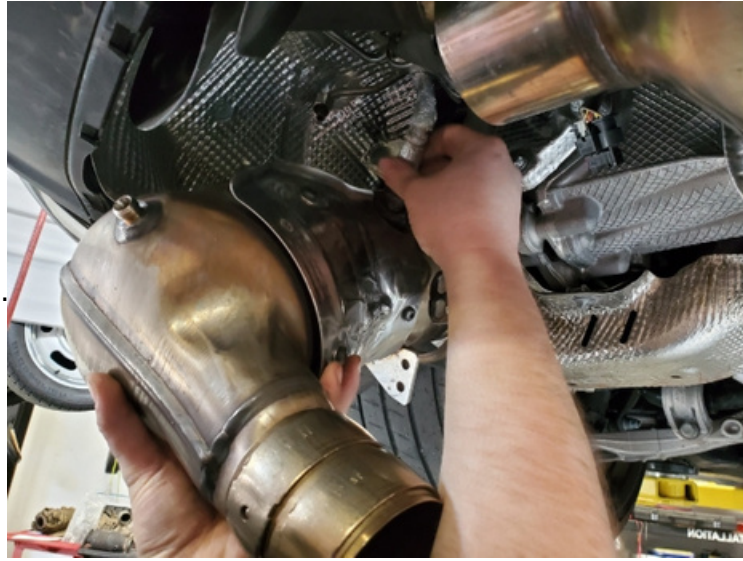
Step 24: The ¼” spacer will go on the the side with the welded tab. Left and right brackets will be the same.

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. Install and tighten the O2 sensor(22mm) while you lift it in place. Only Install (1) Converter for now.



Step 29: Loosely install the Turbo clamp for now





Step 30: Remove the Lock-nut from the 3.0" V-Band clamp.

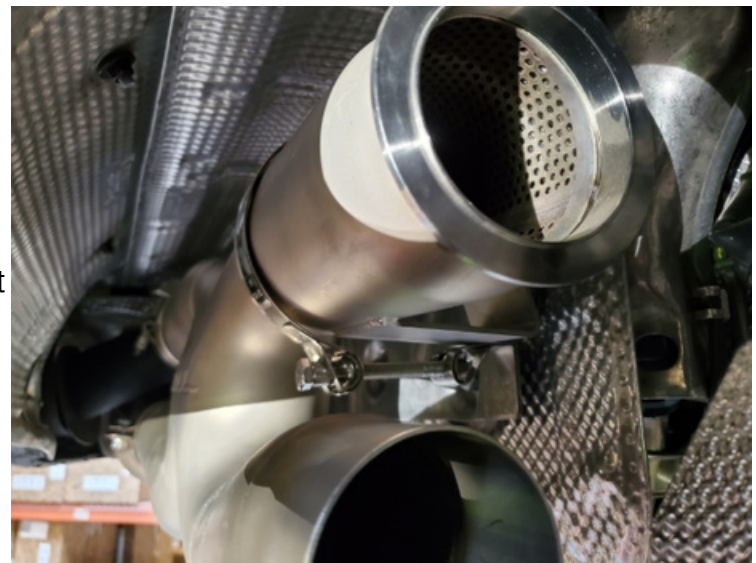
Step 31: Loosely attach the tips to the X-Pipe. (They should have 'L' and 'R' stamps, if they do not, the thinner side of the tip plate is on the top.)



Step 32: Slide the pre-formed clamps over the resonators with the bolt on the bottom, with the bolt head facing the 'SOUL' side of the X-Pipe.

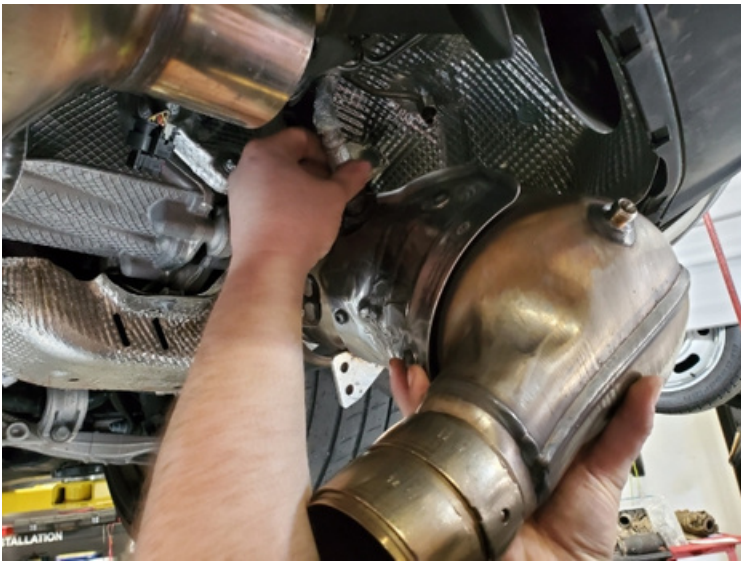


Step 33: Slide the clamps over the OEM Muffler Bracket to hold the Center up in place.



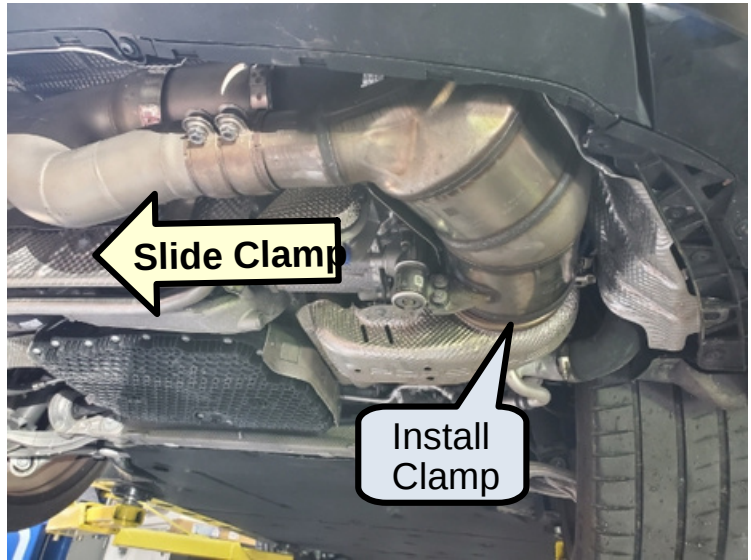
Step 34: Slide the Factory Clamps from the installed sport cat over the inlet to the X-Pipe.





Step 35: Install and tighten the O2 bung while lifting the converter in place.(22mm)

Step 36: Line up the GPF bungs and start the threads. Loosely attach the Turbo clamp to the OEM cat, and slide the other clamp over the X-Pipe.



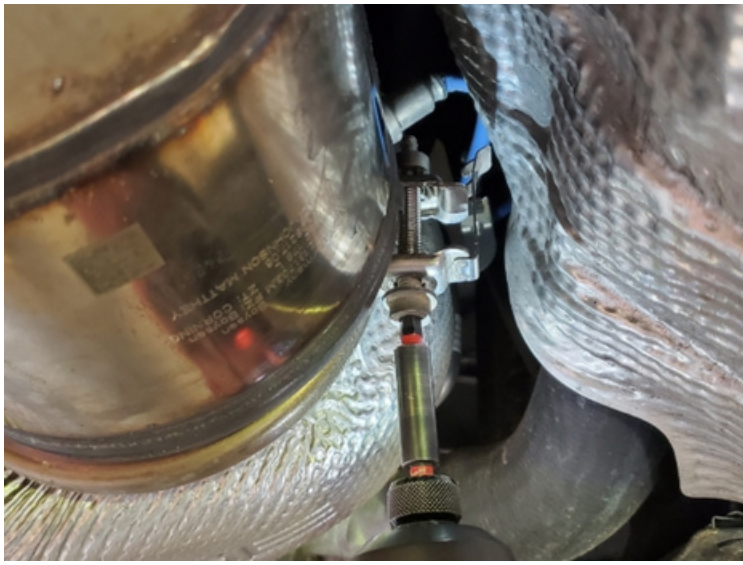
Step 37:Place the factory E12 bolts back into the converter brackets loosely

Step 38: Tighten the strap clamps around the resonators on the X-Pipe first.(13mm)



Step 39: Next tighten the clamps between the Cats and Pipe.(13mm)



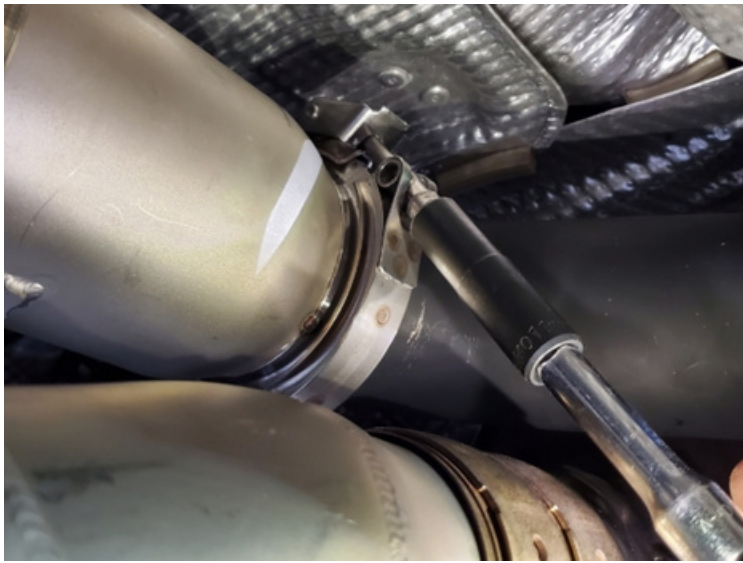


Step 40: Fully Tighten the Turbo Clamps.

Step 41: Fully tighten the E12 bolts for the converter bracket.



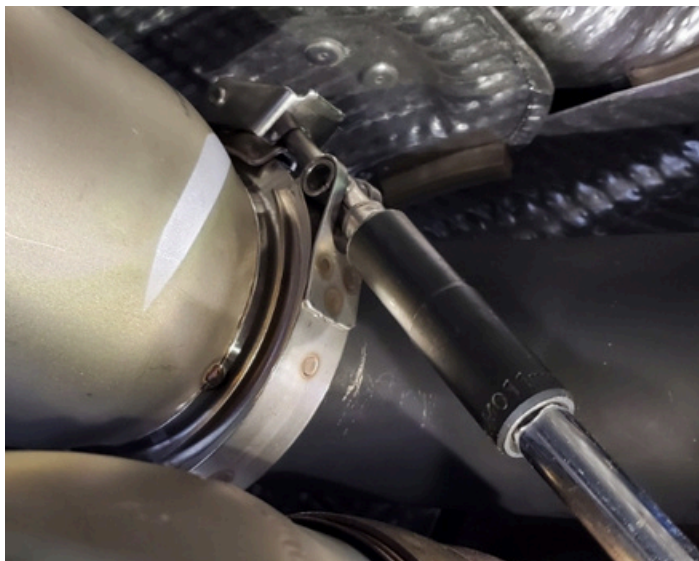
Step 42: Set your tip angles, and tighten the 11mm nut.

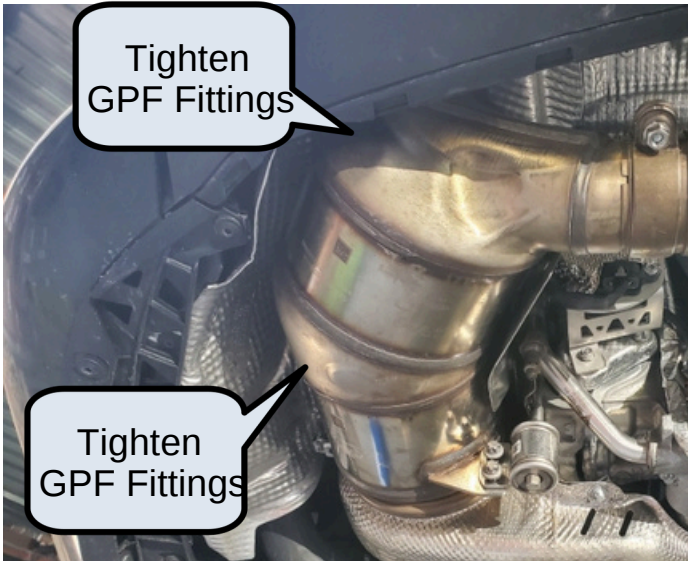


Step 43: Install the lock-nuts back onto the tips.



Step 44: Fully Tighten the Lock-nut on the v-band.





Step 45: Fully Tighten all the GPF Fittings.

If all Fittings, Clamps, and Electrical connections are hooked back up, your install is complete!

