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**Installing...**

Flash



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04-09-2010, 03:47 PM

#1

**cjromano**

I hate mustang GT's


 Drives: 06 BM GTI  
 Join Date: Feb 2009  
 Location: Falls Church, VA  
 Posts: 260
**Installing...**

atp dp this weekend...hopefully everything goes smoothly. Little concerned about the bolts, but have pb on hand. Does anyone else have some helpful tips that they would have liked to know prior installation? I've done tons of research and don't want to miss anything. I will take lots of pics.

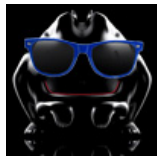
[QUOTE](#) [REPLY](#)

04-09-2010, 03:51 PM

#2

**saucer**

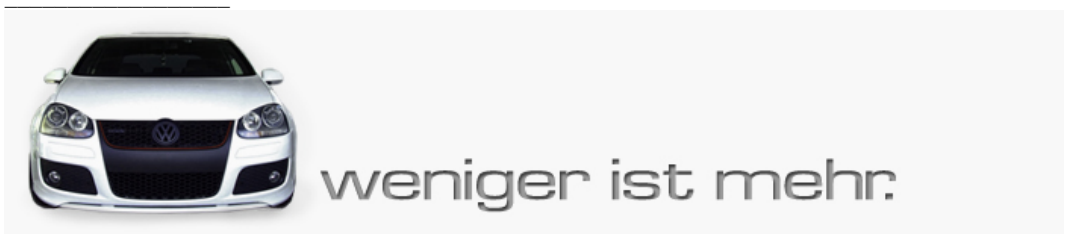
Leadfoot


 Drives: 08 3 Door DSG  
 Join Date: Oct 2007  
 Location: Asheville NC  
 Posts: 2,498
[View saucer's Garage](#)

make sure you re-attach the OEM hanger-receiver-nipple-bracket-thingy correctly or the ATP will not match back up with the stock catback.

I accidentally bolted this piece back in upside down and it cost me an extra 30mins trying to figure out wtf was up.

it's a pretty easy install if u can get the turbo bolts out 🤔


[QUOTE](#) [REPLY](#)

04-09-2010, 04:28 PM

#3

**ViRtUaLheretic**

haters


 Drives: 2009 VW GTI BMP  
 Join Date: Sep 2008  
 Location: KC MO  
 Posts: 8,221

The best recommendations I have seen are to spray the crap out of the bolts with PB, then go drive your car and really ROMP on it to heat up the flange/bolts, then remove the stock DP



**::APR stage2::BSH -Race Intake,Mounts,TB Pipe,RSB::Eurojet v1.0 DP::Whiteline -A.L.K.,Endlinks  
::Devils Own DVC-30::Neuspeed -Brake Lines,R32 catback::BC Racing BR coils::Unibrace -xB & uB  
::OSIR::Flik FTD::245x40x17::Alpine PDX5::Uber Stealth Audio 10"::Bildon Wheel Studs::Hawk HPS  
Read this for **TSI** INFO/FAQ**



QUOTE

04-09-2010, 05:47 PM

#4

**cjromano**

I hate mustang GT's

Drives: 06 BM GTI  
Join Date: Feb 2009  
Location: Falls Church, VA  
Posts: 260



will take both of those suggestions to mind and do so accordingly. As far as the o2 sensor goes, since I'm catless, as soon as I turn on the engine, I'll throw a cel right? I've seen some posts where people didn't actually get one until a few days later...I am getting stage 2 the following weekend and wanted to have this thing installed.

QUOTE

04-09-2010, 06:00 PM

#5

**PhxGLI**

Oval Newbie



Drives: 2008 GLI  
Join Date: Jun 2009  
Location: Phoenix, Az  
Posts: 131



i don't know about driving it and then trying to remove the DP that is going to burn the hell out of your arms that think is heavy. my advice is to spray the hell out of the bolts the night before and then again when you are ready to do it.

Revo Stg 2+, BSH intake and DV relocation, BSH stg 2 catch can, BSH Full Engine mount set, BSH rear sway bar w/ endlinks, 42dd downpipe, Autotech Catback, Autotech HPFP, DO stg 2 Meth, Revo DSG stg 1, SS braided brake lines, Hawk HP+ pads,Tyrol sport brake bushings, H2sport camber plates...

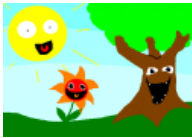
QUOTE

04-09-2010, 06:06 PM

#6

**flowsome**

ENT in the morning



Drives: 2012 Jetta TDI  
Join Date: Jun 2009  
Location: fernandina beach, fl  
Posts: 805

**View flowsome's Garage**

the shop had to take a torch to mine yesterday. one of the top bolts snapped like a twig.  
  
stock.



04-10-2010, 10:01 AM

#7

**cjromano**

I hate mustang GT's



Drives: 06 BM GTI  
 Join Date: Feb 2009  
 Location: Falls Church, VA  
 Posts: 260



hey guys, so I hit a very minor road block, the oxyen senor on the dp under the car, not the one directly near battery, feels like I am going to rip the connector when I am twisting it off, I stopped because I didn't wanna twist the cord until it ripped or something? I don't know, I guess I am just being a pussy, let me know lol. So far so good, PB blaster made things SO much easier...I soaked the bolts over night in it, got up this morning, applied more then started doing other things, once I tried the bolts, they almost unscrewed effortlessly. I have tons of pics already, hopefully I can make a pretty good DIY or just show everyone.

04-10-2010, 10:04 AM

#8

**dbduke**

Formula 5000 Champion



Drives: 2010 CW MK6 GTI, APR  
 Stage 3  
 Join Date: Jan 2008  
 Location: Cambridge, MA  
 Posts: 2,932



Quote:

Originally Posted by **cjromano**

*hey guys, so I hit a very minor road block, the oxyen senor on the dp under the car, not the one directly near battery, feels like I am going to rip the connector when I am twisting it off, I stopped because I didn't wanna twist the cord until it ripped or something? I don't know, I guess I am just being a pussy, let me know lol. So far so good, PB blaster made things SO much easier...I soaked the bolts over night in it, got up this morning, applied more then started doing other things, once I tried the bolts, they almost unscrewed effortlessly. I have tons of pics already, hopefully I can make a pretty good DIY or just show everyone.*

Its fine, the cord gets pretty twisted but its designed to withstand that. I'd be shocked if you tore it.

04-10-2010, 10:09 AM

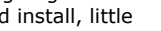
#9

**julito04**

I plead the fif.



Drives: Scoobaru tyrannosaurus  
 WRX.  
 Join Date: Aug 2007  
 Location: STL  
 Posts: 14,737



Quote:

Originally Posted by **VirtUaLheretic**

*The best reccomendations I have seen are to spray the crap out of the bolts with PB, then go drive your car and really ROMP on it to heat up the flange/bolts, then remove the stock DP*

x2. Did mine last friday. PB blasted, turned the car on and drove a little bit, got it in the garage and sprayed a little more on it, bolts cranked right off (for having 100k on the car). Not a bad install, little time consuming. Most def suggest getting the 02 sensor remover, makes things a little easier.

Quote:

Originally Posted by **dbduke**

*Its fine, the cord gets pretty twisted but its designed to withstand that. I'd be shocked if you tore it.*

Yup, We were still careful with mine, but I could tell it would hold up well if you just twisted it.

OP. Just make sure when youre reinstalling the 02 sensors, to twist the the cord the other way so that it goes on easier and you have more "slack".

-- **AEM** - **Cobb** - **Rally Armor** - **Kartboy** - **SPT** - **BC Racing** - **Whiteline** --

Quote:

If you say "jesus" backwards, it sounds like sausage.



04-10-2010, 10:22 AM

#10

**cjromano**

I hate mustang GT's



Drives: 06 BM GTI  
Join Date: Feb 2009  
Location: Falls Church, VA  
Posts: 260



ahhh, thanks guys, now I can go finish this hopefully. I'll post updates later when I get the pics loaded.



04-10-2010, 10:33 AM

#11

**VWconvert**

ozone killer..



Drives: ozone killer  
Join Date: Sep 2009  
Location: steel city  
Posts: 338



subscribed! Might tackle this in the coming weeks.



04-10-2010, 02:11 PM

#12

**cjromano**

I hate mustang GT's



Drives: 06 BM GTI  
Join Date: Feb 2009  
Location: Falls Church, VA  
Posts: 260



okay, so the dp is on!!!! only one thing is scaring me....right under the heat shield where the dp connects, there is a white smoke coming from it when the engine is warmed up. not at first when it's turned on but starts to smoke after I leave it on for about 3 or 4 min. I am thinking that its the PB blaster evaporating from the heat of the engine....please give me any feed back.



04-10-2010, 02:37 PM

#13

**tphaeng**

FIA World Rally Car Champion



Drives: deeertrty  
Join Date: Oct 2009  
Location: everywhere  
Posts: 529



Quote:

Originally Posted by **cjromano**

*okay, so the dp is on!!!! only one thing is scaring me....right under the heat shield where the dp connects, there is a white smoke coming from it when the engine is warmed up. not at first when it's turned on but starts to smoke after I leave it on for about 3 or 4 min. I am thinking that its the PB blaster evaporating from the heat of the engine....please give me any feed back.*

Yeah more than likely it is the PB evaporating. That happen to me also. And as for the CEL coming on. i drove like 50miles til it come on. IDk maybe its different with other ppl.



04-10-2010, 03:45 PM

#14

**cjromano**

I hate mustang GT's



Drives: 06 BM GTI  
Join Date: Feb 2009  
Location: Falls Church, VA  
Posts: 260



okay good!!! I am really happy now, i'll post some pics up this weekend, Thanks!!!



04-11-2010, 01:34 PM

#15

**cjromano**I hate mustang  
GT'sDrives: 06 BM  
GTI  
Join Date: Feb  
2009  
Location: Falls  
Church, VA  
Posts: 260

So here are a few pics of the install yesterday, overall, it was a really straight forward and easy install. My neck is sore, but that's okay, car sounds awesome. Will be going stage 2 this upcoming weekend.

Pre-note....if you heat up your engine, solely do it to apply pb blaster the night before. I wouldn't recommend running car, then doing install. I applied pb blaster night before with a hot engine and got a few stings. Then i did install early next morning and applied more pb.

New ATP dp



Remove heatplate



Look at rusty bolts, they will be the most fun part...



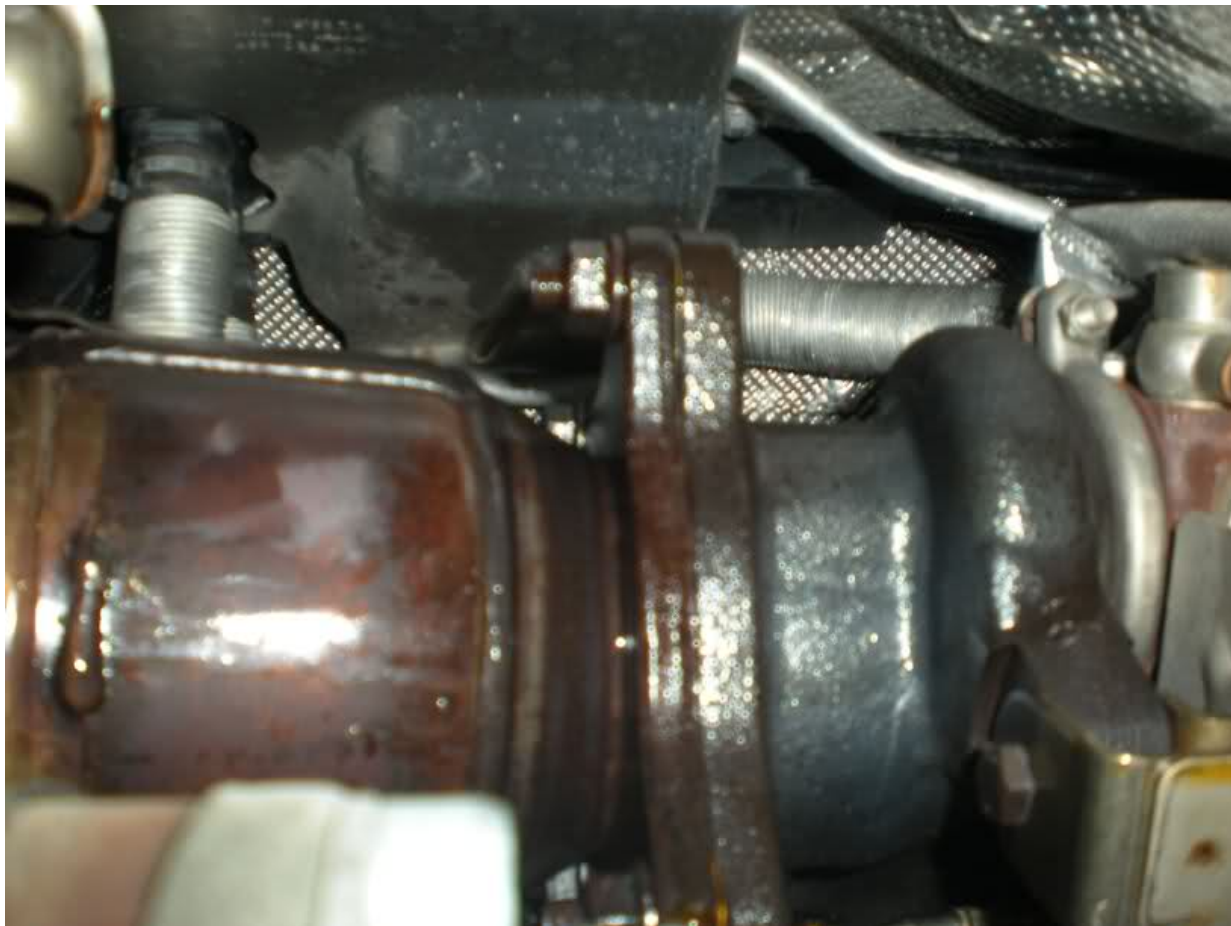


Pic from top



PB blaster the hell out of it, let sit for 30-45 min, I sprayed mine the night before too...





Now, pull up to release the sensor plug and pull them apart, I used a flat head.





Using o2 sensor wrench, unscrew o2 sensor



I sprayed the fastner bolts connecting dp to rest of exhaust, they were actually hardest ones to release.



I went ahead and took off both supports...as long as when you unscrew the dp you don't let it fall on your face, you should be okay





Next, unscrew the other o2 sensor, this one is a little more tricky, keep twisting, the cord will not rip. and when putting it back on (as a fellow member mentioned, twist it the opposite to coil it up so when you screw it back in, the cord will end up normal)





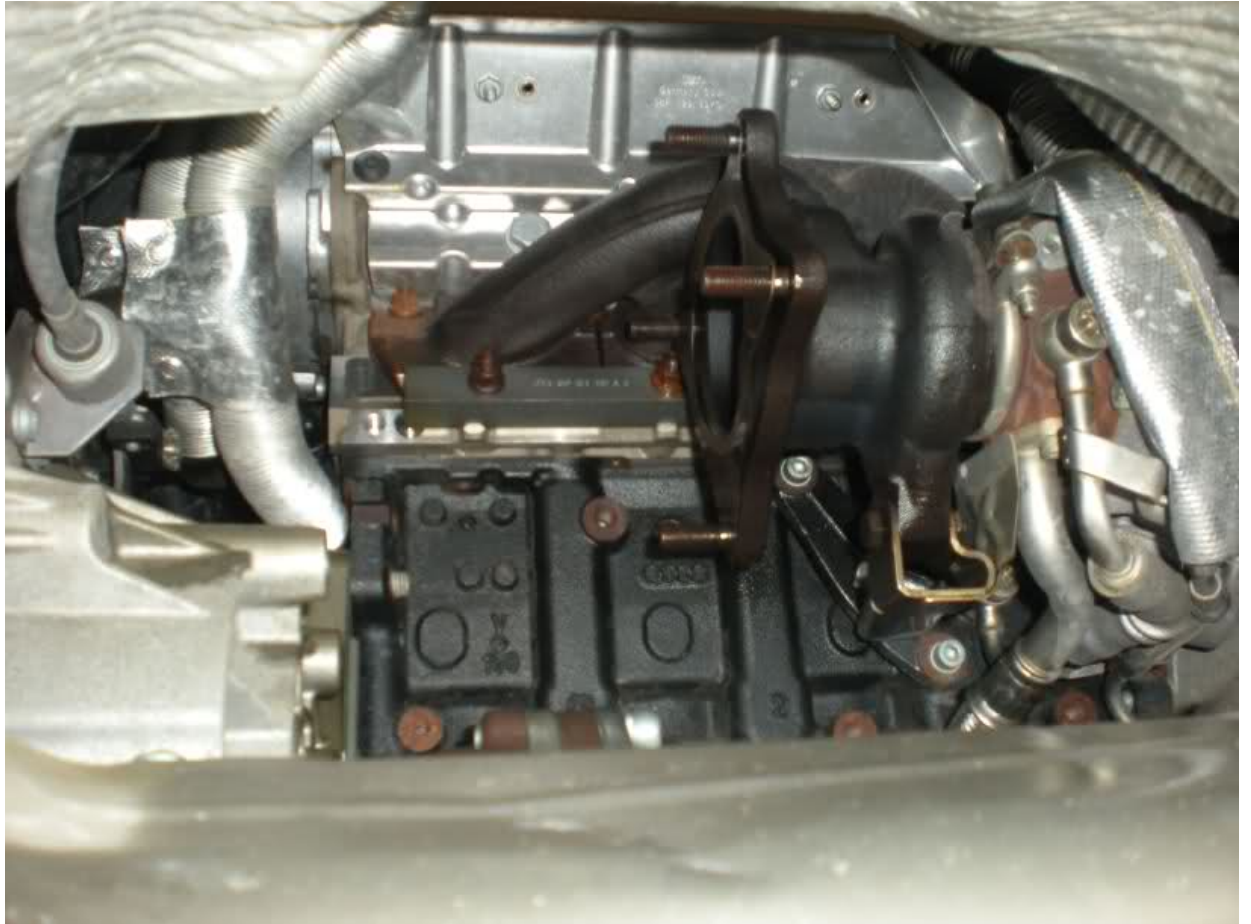
Bolts coming off, thanks to pb blaster



The worst bolt to get off, I used a stubby socket and reached hand up there, left socket hanging from it for pic purposes :)



Once the rear fastener is off, slide it on to the exhaust or take it off, i just slid it off. now, unscrew the dp mount and then slowly rotate and take dp out...looks like this after





Take off the stock mount for the dp and attach it to new dp. make sure its not upside down. it takes some force to put it back on new dp.





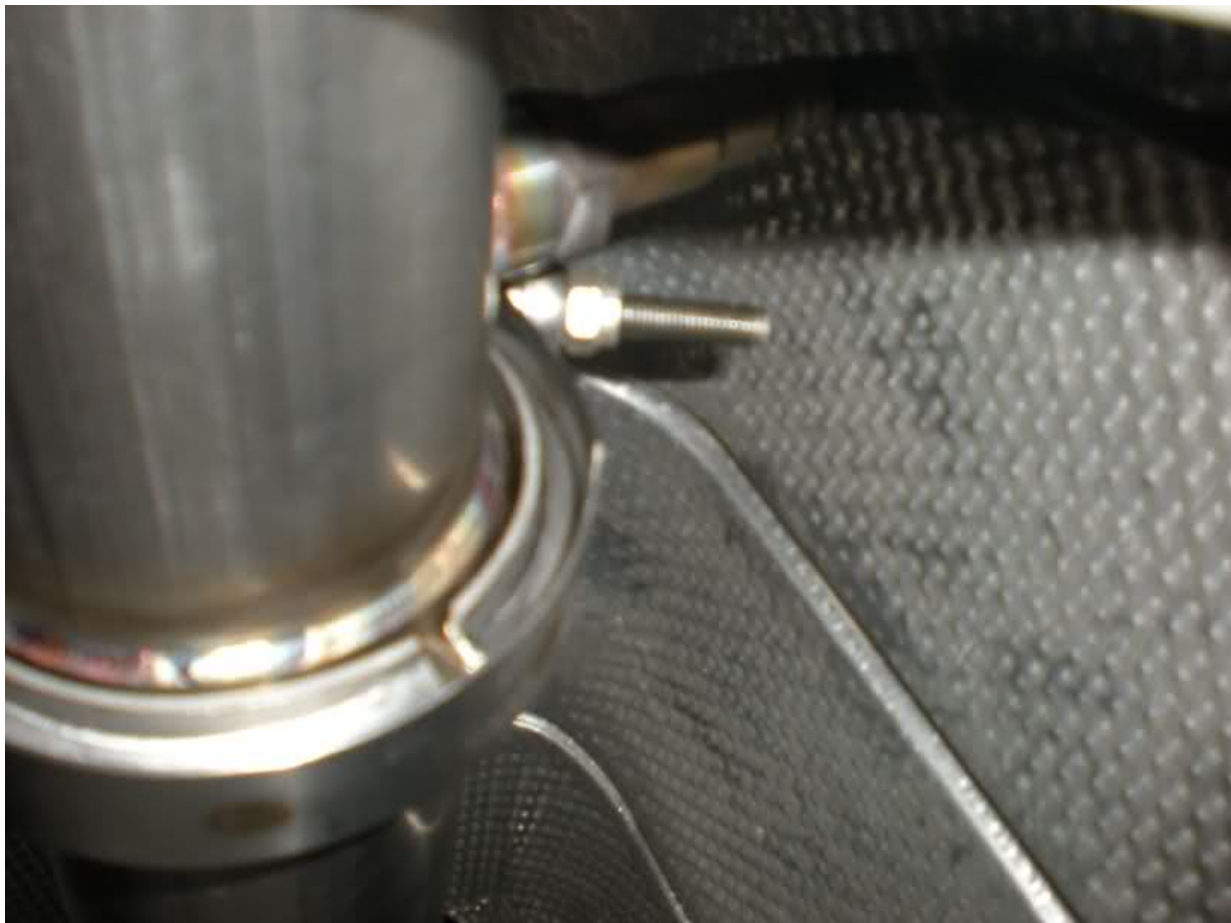
Stock dp mount attached and dp bolted on







When fastening on the other part of the dp, screw the o2 sensor back in, remember to wind it up opposite direction of tightening, so when you screw it in, it's not all wound up. (no picture). then clamp on the rest of dp and tighten very tight.



Slide fastener on to connect dp and rest of exhaust



Put the the dp **heatshield** back on...



Put support beams back on





Screw back in other o2 sensor





put intake back on...the hardest install of the dp and instake is the intake heat shield. I hate it....hope this helps anyone. Anyone who is having concerns doing this install, dont stress over it. I have never done an install like this and I considered it easy...its fun actually and the feeling of doing it yourself is awesome. I love the sound and cant' wait to stage 2 next weekend. So far no CEL! Thanks to everyone who gave suggestions, help out a lot.



04-11-2010, 02:09 PM

#16

**cjromano**

I hate mustang GT's



Drives: 06 BM GTI  
Join Date: Feb 2009  
Location: Falls Church, VA  
Posts: 260



on last thing, when your engine heats up after the install...the pb blaster will evaporate away and a significant, NOT TONS, of white smoke will come from behind the intake heat shield. I worried and asked some people, they were right, everything was okay.

04-11-2010, 02:24 PM

#17

**KingOfBattle**

Oval Champion



Drives: 2008 VW GTI FSI

Awesome, thanks for the great step by step! I'm probably doing this next month.

2008 GTI FSI  
BSH | EUROJET | REVO

Join Date: May 2009  
Location: Oceanside, CA  
Posts: 154

[View KingOfBattle's Garage](#)











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