

## Installation of LaBree Down pipes for the allroad AT – Tiptronic (by allroad2001)

**WARNING:** Before you consider this upgrade please be aware that these DP's will not fit 100% the AT allroad, cutting and welding is required! They are made for the MT version of the Audi allroad.

The total time spend for this install was around 8 hours because of all the modifications that had to be made.

You will need a good set of Metric wrenches and sockets, ply bar, O2 sensor removal tool, Grinder or angle Grinder, hacksaw or similar to cut the pipes, power drill with metal bits and all the usual like WD-40, maybe some Brake or other cleaner, screw drivers etc pp.

It is highly recommended to use a lift for this mod – and don't forget to enable jack-mode!

And of course – you'll need the equipment and someone who can weld stainless steel pipes.

The Package you'll receive from Tantrumwerks contains all necessary items to install the DP's and catalytic converters, optional are the Test pipes, which replace the Catalytic converter for Track days.



At first, disconnect and remove the exhaust system from the car, it will be in your way and it is easy to remove anyways.



Next, remove the engine covers and disconnect the O2 sensors under the hood (connector mount on Passenger side – follow the wire to be sure). I would also recommend to remove as much from the Air intake and hoses as possible to create more working room and easier access.

Place a hydraulic support unit under the Transmission and loosen the engine Sub-frame. This will give you enough space to maneuver/lower the engine to access the bolts connecting the Down pipe and Turbo.



Prior to any attempt to loosen the bolts, spray on some WD-40 or similar, as you can see in the picture, they are quite rusty and we don't want to break them off.

The bolt sitting in the highest position is a bit difficult to remove, most likely you will be able to get them only by going through the engine compartment. It will require some patience ;-)

Remove the O2 sensors and store them in a safe place for the installation part.

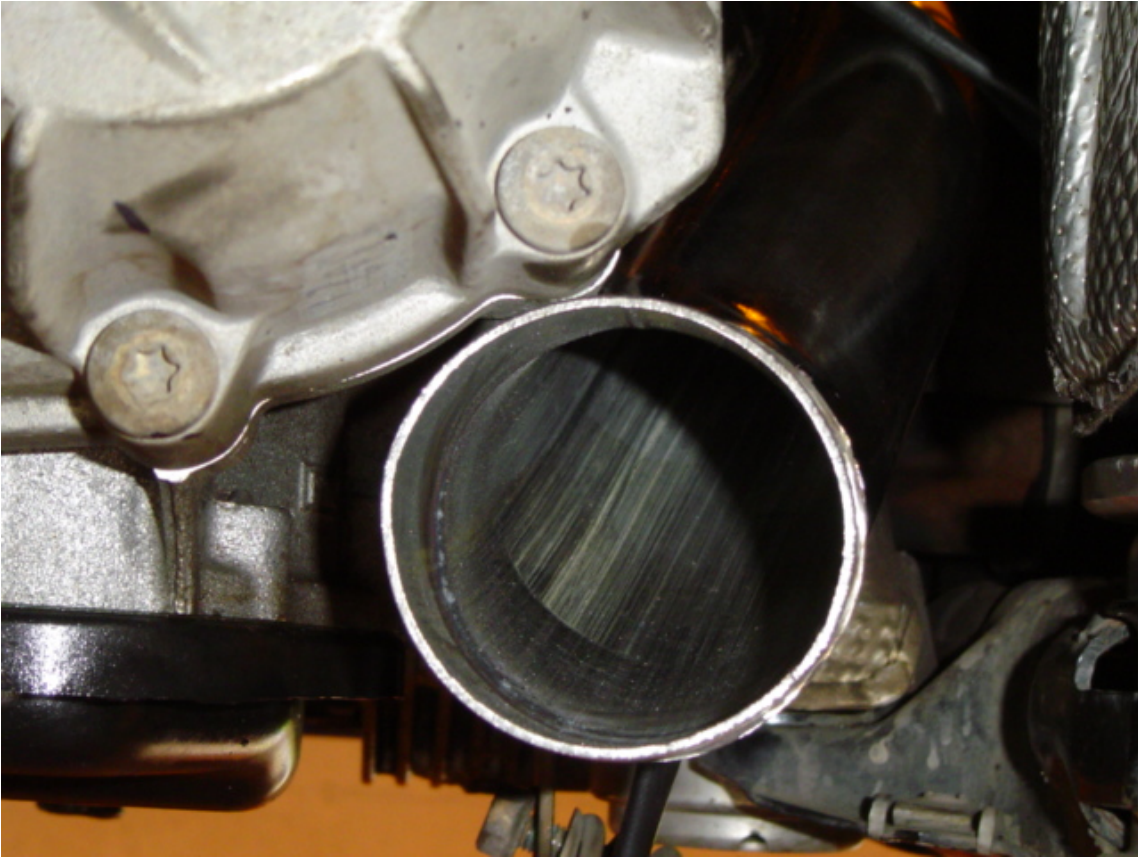
The greatest challenge is removing the Turbo heat shields within the engine compartment. After some frustrating attempts I've decided to simply cut them out or bent the shield into a position that allowed to access the turbo bolts. They are made of material so a good pair of plate shears will help to do the job.

After removing the old DP's, the fun really begins. The driver side DP will fit quite perfect, the Passenger side will require close attention.

I would recommend placing the old and new DP next to each other to better visualize the angle you'll need to create on the new DP.

This is how it looks prior to cutting the right side DP, it will hit on the transmission.





I recommend to cut the DP in two places. First, shortly after the flex pipe and second about 1.5" from the merging pipes -> see picture.



Make it a straight cut if possible so you can turn the cut out middle piece of the pipe for appropriate adjustments. Bolt on the DP header of the pipe to the Turbo, hold the cut out pipe in the place where you want them, use a black marker to mark their new, to be welded position. That was easy, wasn't it ;-)

After you market it down – weld the DP header and middle piece of the cut out pipe and confirm the correct position. Now weld on the Flex piece if the DP and let it cool down. For a correct match, I took a picture of the position of the flex pipe BEFORE it was cut off. This will ensure to weld it back into the same angle.

If you are satisfied with the overall angle and you don't see any obstacles then finish the DP install and bolt them onto the Turbo.

The next parts are the Catalytic converters, you will need to position them exactly on the DP's since they both have a slight angled connector. The final and correct position will determine where to drill the holes for the O2 sensors. Mark the position, drill the right size hole and weld on the O2 sensor connector.

The same is applicable for the test pipes (if you bought them though).

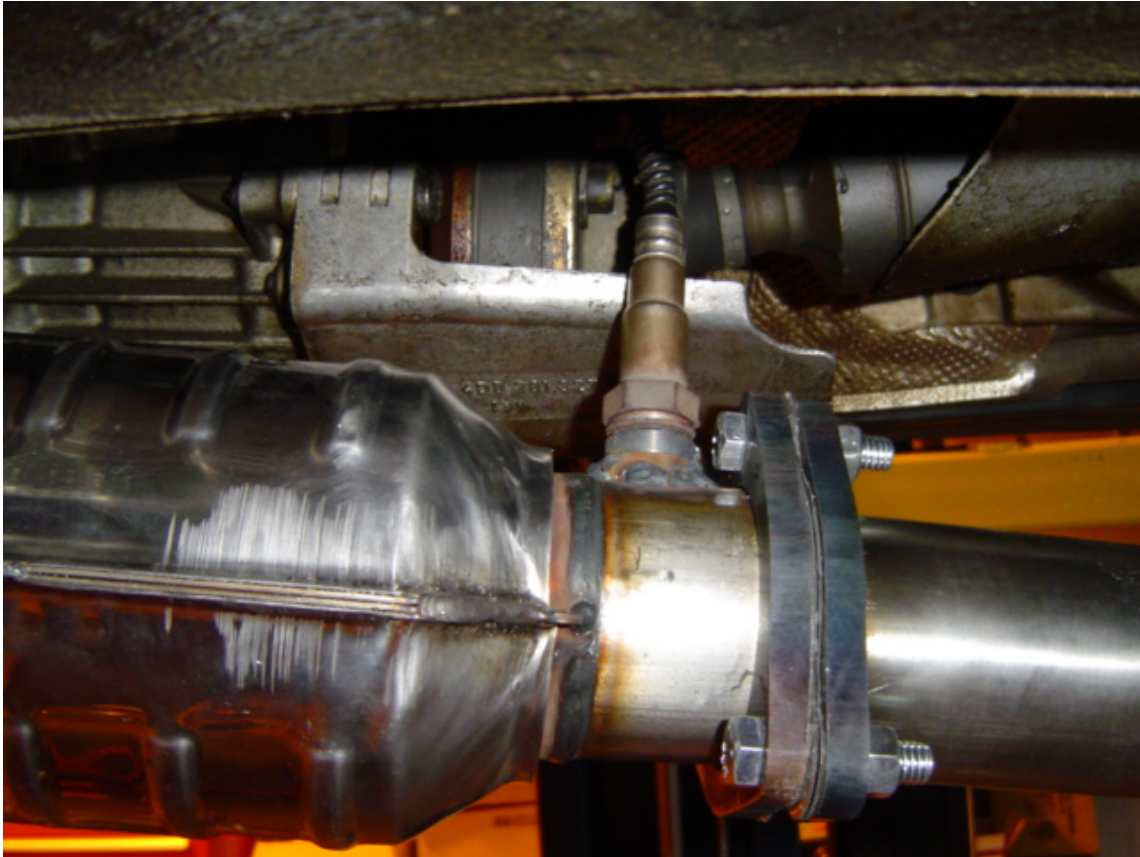


If everything is aligned correct then you should see something like this:





Make sure you have enough clearance for the O2 sensors, about .5" should be good to compensate for any possible exhaust movement.



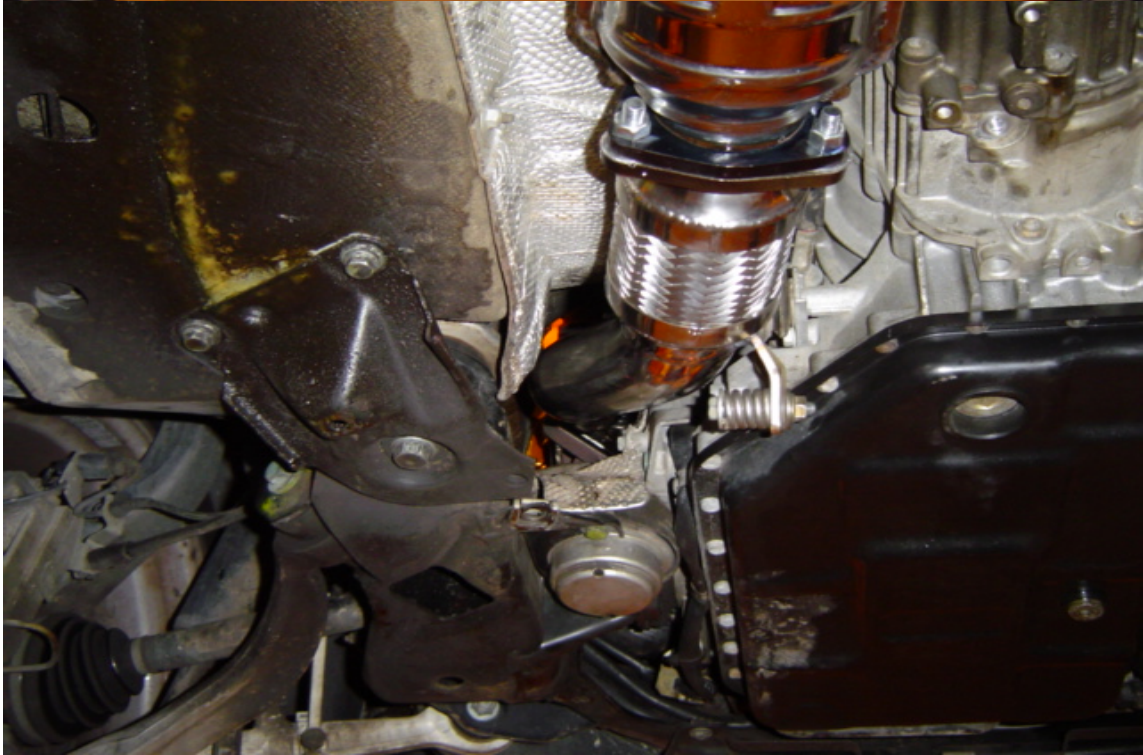
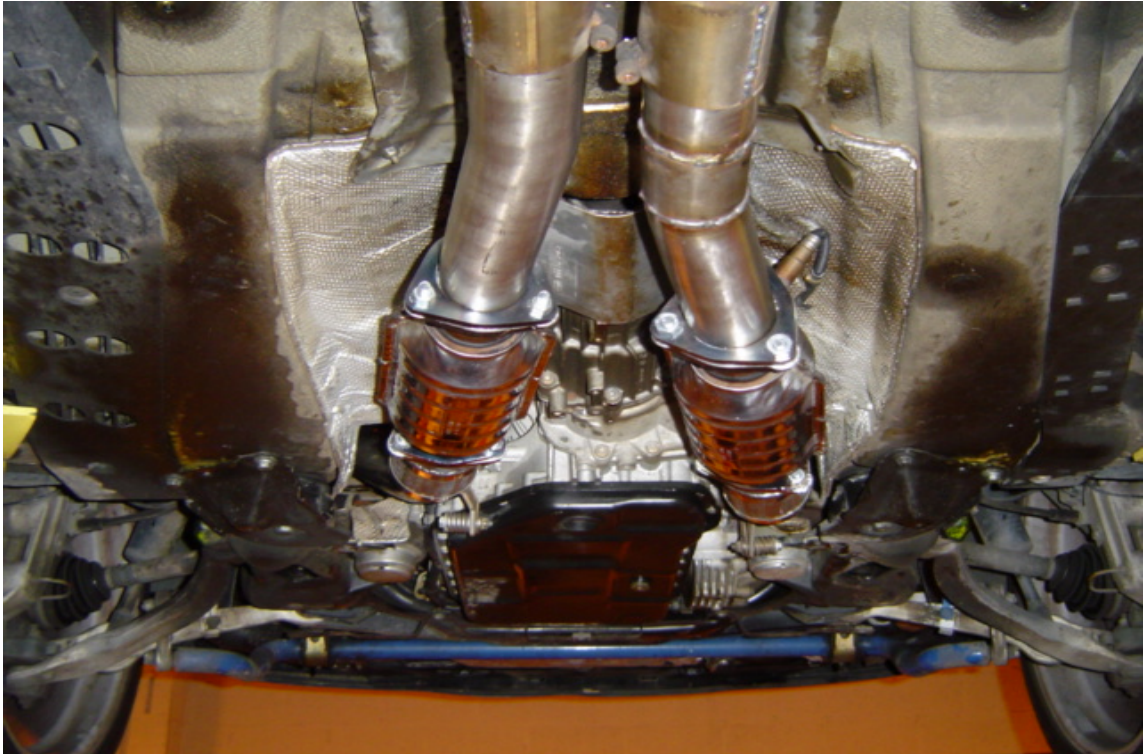
LaBree has also 2 connector pipes enclosed in the package, these pipes are slightly bent in order to re-connect your exhaust system. Here is the \$60.000,00 question, will they fit your Stock exhaust? I really don't know because I used a Supersprint exhaust system on my car. But I don't see why they shouldn't fit. And since you have the tools already right there, use them to make it happen – nothing beats custom installations ;-)

If in any doubt then please contact Daryl or Paul from Tantrumwerks to receive first hand advise ([www.tantrumwerks.com](http://www.tantrumwerks.com)).

Looks good? It sounds even better and forget about any Turbo lag – that is history. This install will really give you a different ride in return, more power, more torque and somehow - faster spooling turbos (since you've eliminated the annoying back-pressure) and absolutely no loss of boost, at anytime ;-)

BTW, I'd do it again since this is one of the best improvements for such a heavy car.







Sincerely, allroad2001 ;-)