



Volkswagen MK7 GLI ECS Exhaust System Installation Instructions - [ES4335621](#)



Skill Level
1 - Easy
Basic Skills
Required



Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

INTRODUCTION

Upgrading the exhaust system on your VW MK7 GLI is a very rewarding project that an experienced technician will be able to complete in a single day, plan accordingly based on your experience level.

Our exhaust system is available in two variants: Valved and non-valved. It's worth noting that if you are installing a valved system you will need to have a boost tap installed, or find another suitable vacuum source.

You can also choose to install an adapter pipe which will allow you to use the stock downpipe, or an extension pipe if you have an aftermarket downpipe (see [Page 3](#) for more information).

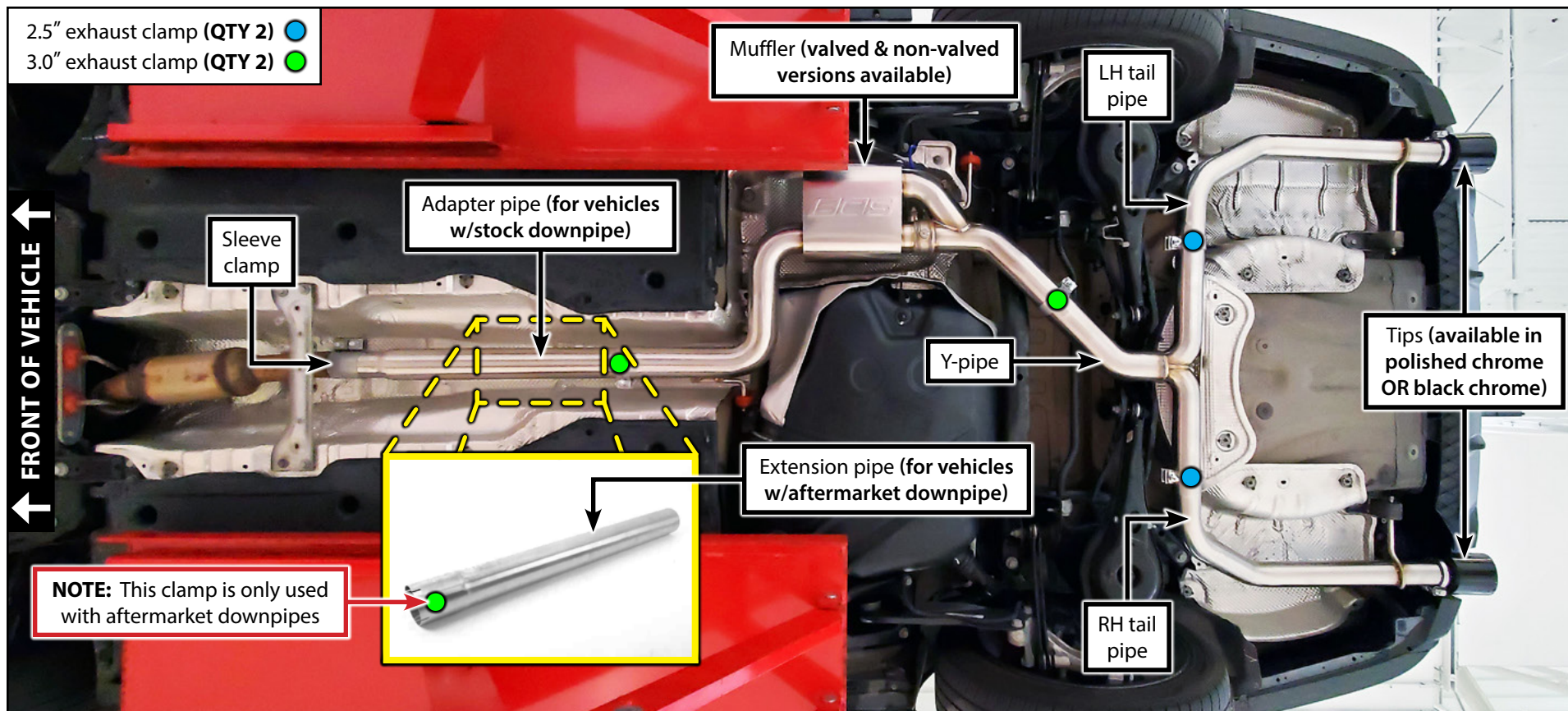
Before you begin, read and familiarize yourself with these instructions and make sure you have all the required tools on hand. Thank you for looking to ECS Tuning for all your performance and repair needs, we appreciate your business!



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KIT CONTENTS



Our valved exhaust system is available with chrome or black chrome tips. Your system will come with two forward pipes, you will only be installing **ONE** of them. Install the **Extension Pipe** if your vehicle is currently fitted with an aftermarket downpipe, install the **Adapter Pipe** if your vehicle is currently fitted with a stock downpipe (please reference the **YELLOW** inset photo and highlights above).

See [Page 8](#) for the remote exhaust valve controller kit contents.

REQUIRED TOOLS

Note: The tools required for each step will be listed by the step number throughout these instructions.

Standard Automotive Tools

- Protecta-Sockets (for lug nuts) [ES#2221243](#)
- **3/8" Drive Ratchet** [ES#2765902](#)
- **3/8" Drive Torque Wrench** [ES#2221245](#)
- **3/8" Drive Deep and Shallow Sockets** [ES#2763772](#)
- **3/8" Drive Extensions** [ES#2804822](#)
- **Hydraulic Floor Jack** [ES#2834951](#)
- **Torx Drivers and Sockets** [ES#11417/8](#)
- **1/2" Drive Deep and Shallow Sockets** [ES#2839106](#)
- 1/2" Drive Ratchet
- 1/2" Drive Extensions
- 1/2" Drive Torque Wrench [ES#2221244](#)
- **1/2" Drive Breaker Bar** [ES#2776653](#)
- Bench Mounted Vice
- Crows Foot Wrenches
- Hook and Pick Tool Set [ES#2778980](#)

Required For This Install

- 1/4" Drive Ratchet [ES#2823235](#)
- 1/4" Drive Deep and Shallow Sockets [ES#2823235](#)
- 1/4" Drive Extensions [ES#2823235](#)
- Plier and Cutter Set [ES#2804496](#)
- Flat and Phillips Screwdrivers [ES#2225921](#)
- **Jack Stands** [ES#2763355](#)
- **Ball Pein Hammers**
- Pry Bar Set [ES#1899378](#)
- Electric/Cordless Drill
- **Wire Strippers/Crimpers**
- Drill Bits
- Triple Square Drivers [ES#9013](#)
- Hex Bit (Allen) Wrenches and Sockets [ES#11420](#)
- Thread Repair Tools [ES#1306824](#)
- **Open/Boxed End Wrench Set** [ES#2765907](#)

Available On Our Website

Specialty Tools

- **Exhaust Hanger Removal Pliers** [ES#2784927](#)

INSTALLATION NOTES

- **RH** refers to the *passenger side* of the vehicle.
- **LH** refers to the *driver side* of the vehicle.
- Always use the proper torque specifications.
- If applicable to this installation, torque specifications will be listed throughout the document and at the end as well.
- Please read all of these instructions and familiarize yourself with the complete process **BEFORE** you begin.

GENERAL PREPARATION AND SAFETY INFORMATION

ECS Tuning cares about your health and safety, please read the following safety information. This information pertains to automotive service in general, and while it may not pertain to every job you do, please remember and share these important safety tips.

- Park your car in a safe, well lit, level area.
- Shut the engine off and remove the key from the ignition switch.
- Make sure any remote start devices are properly disabled.
- **ALWAYS** wear safety glasses.
- Make sure the parking brake is applied until the vehicle is safely lifted and supported.
- Whether lifting a vehicle using an automotive lift or a hydraulic jack, be sure and utilize the factory specified lift points.
- Lifting a vehicle in an incorrect location can cause damage to the suspension/running gear.
- **ALWAYS** support the vehicle with jack stands.
- **ALWAYS** read and follow all safety information and warnings for the equipment you are using.



NEVER get underneath a vehicle that is supported only by a jack, and **ALWAYS** make sure that the vehicle is securely supported on jack stands.

REMOVING THE STOCK EXHAUST SYSTEM

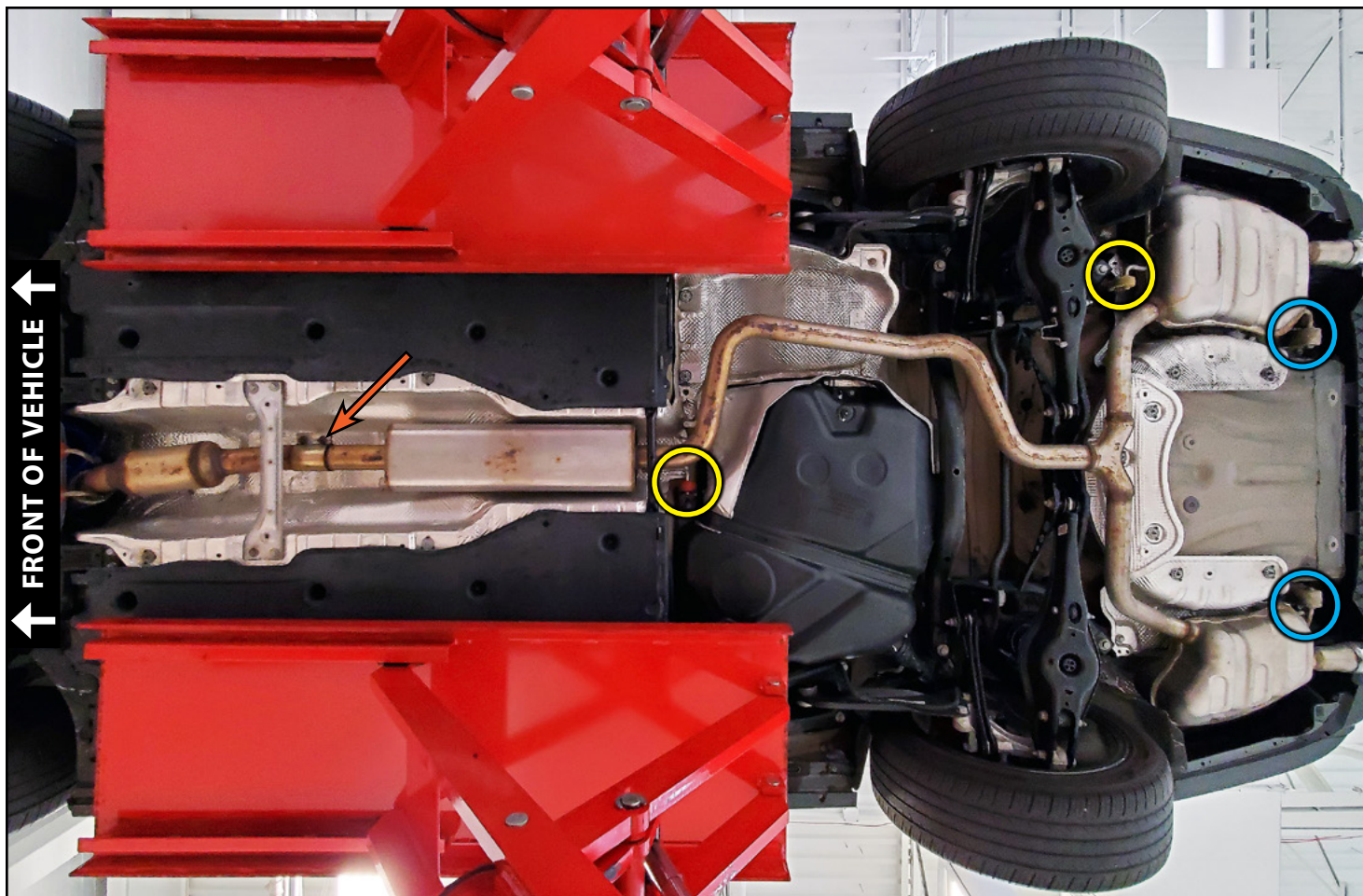
Step 1:

Safely lift and support the vehicle. Remove the black tunnel brace from the underside of the vehicle (not shown).

Support the rest of the exhaust system from below. Loosen the sleeve clamp (arrow) which secures the exhaust to the downpipe. Release the two hangers from the exhaust system (circled in **YELLOW** in the photo on the right). Exhaust hanger removal pliers work very well for this, click [HERE](#) to see them on our website!

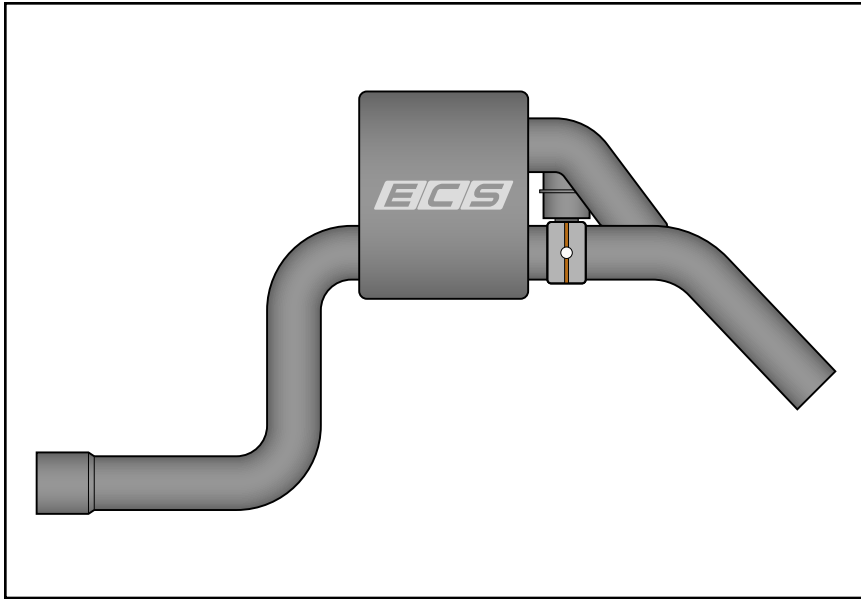
Unbolt the rear rearmost muffler hangers from the vehicle and leave them on the muffler while you pull the exhaust system out (circled in **BLUE** in the photo on the right).

Carefully lower the entire system to the ground and set it aside.



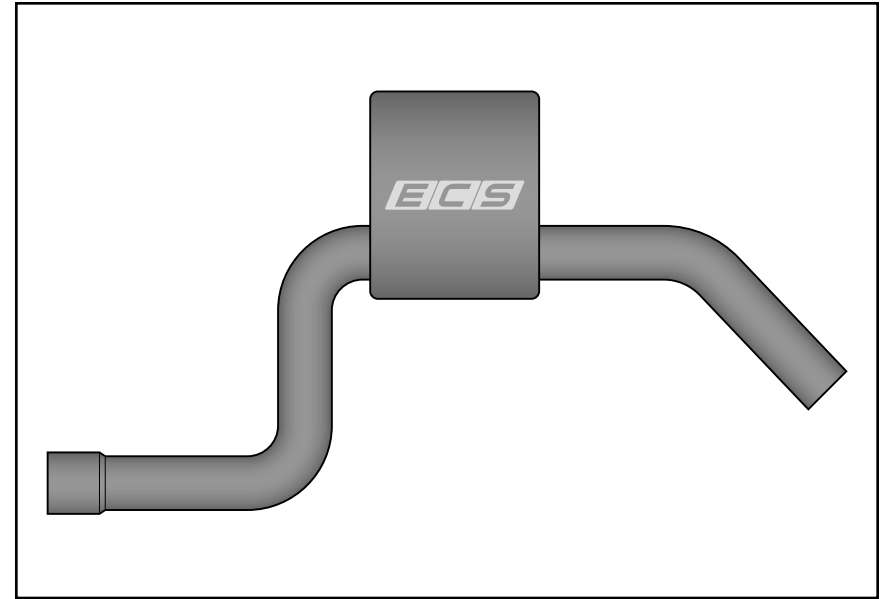
CAUTION: The stock exhaust system is very heavy. We strongly recommend you enlist the help of a friend (or even two) to help you with lowering the system.

REMOVING THE STOCK EXHAUST SYSTEM



If you purchased a VALVED system:

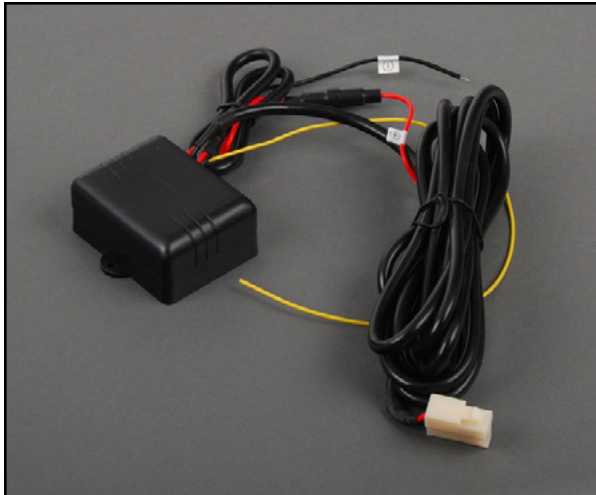
- Please proceed to the next page for the installation of the remote valve controller system. The best time to install this system is now with the exhaust system completely removed from the vehicle.



If you purchased a NON-VALVED system:

- Please skip ahead to [Page 13](#) for the installation of your new exhaust system.

REMOTE EXHAUST VALVE CONTROLLER KIT CONTENTS



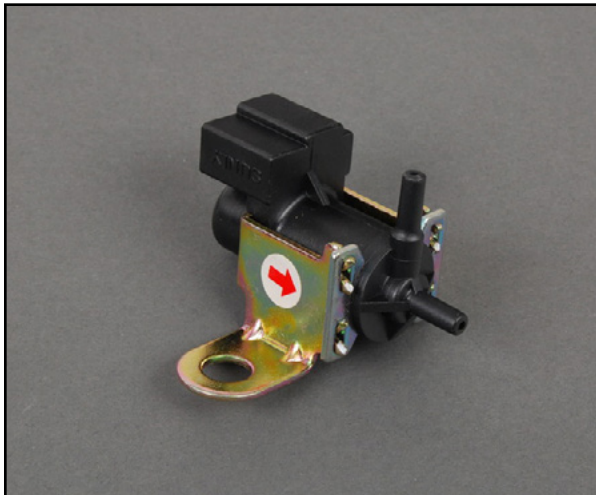
Control Module with Wiring Harness (QTY 1)



Vacuum Hose (QTY 1)



Remote Controllers (QTY 2)



Solenoid Vacuum Valve (QTY 1)



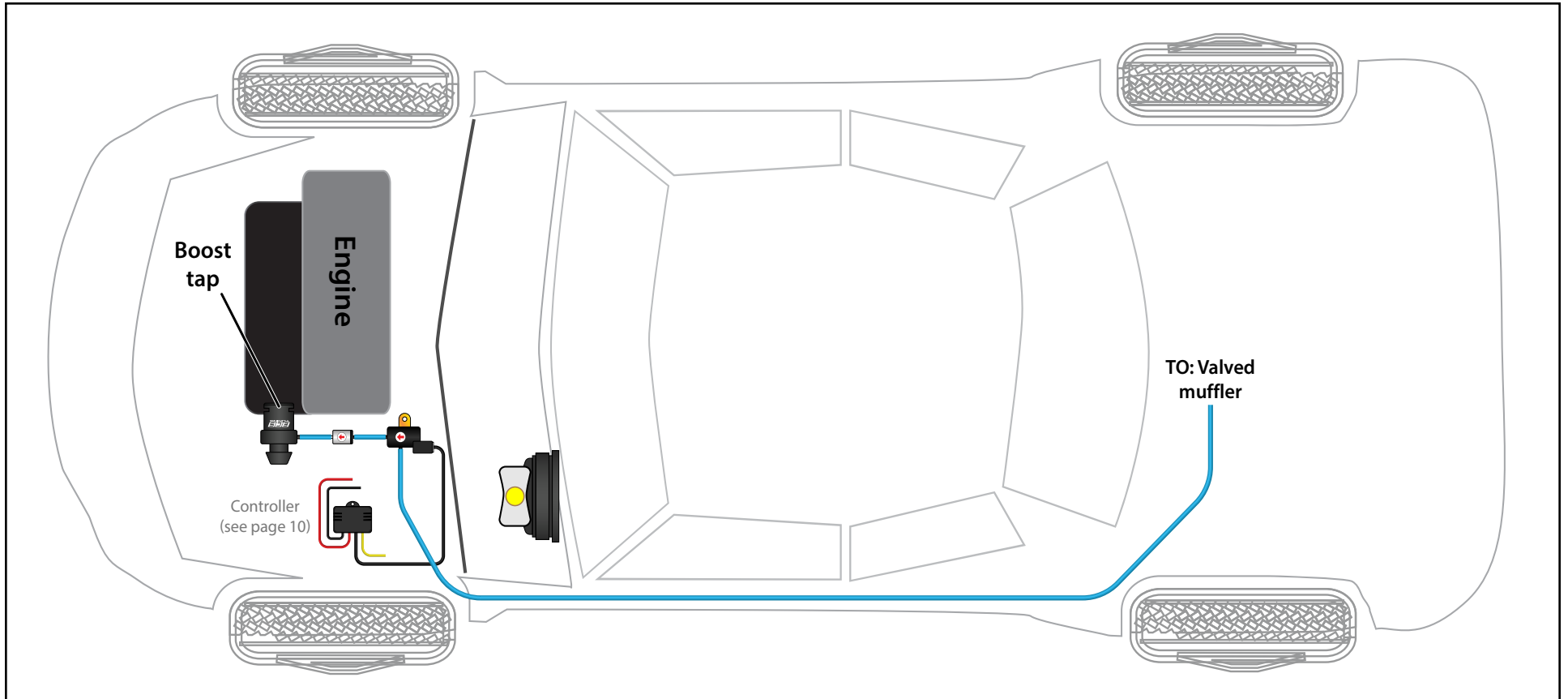
Check Valve (QTY 1)



Vacuum Hose T-Fitting* (QTY 1)

*This is included but may not be required for this installation

REMOTE EXHAUST VALVE CONTROLLER SYSTEM DIAGRAM

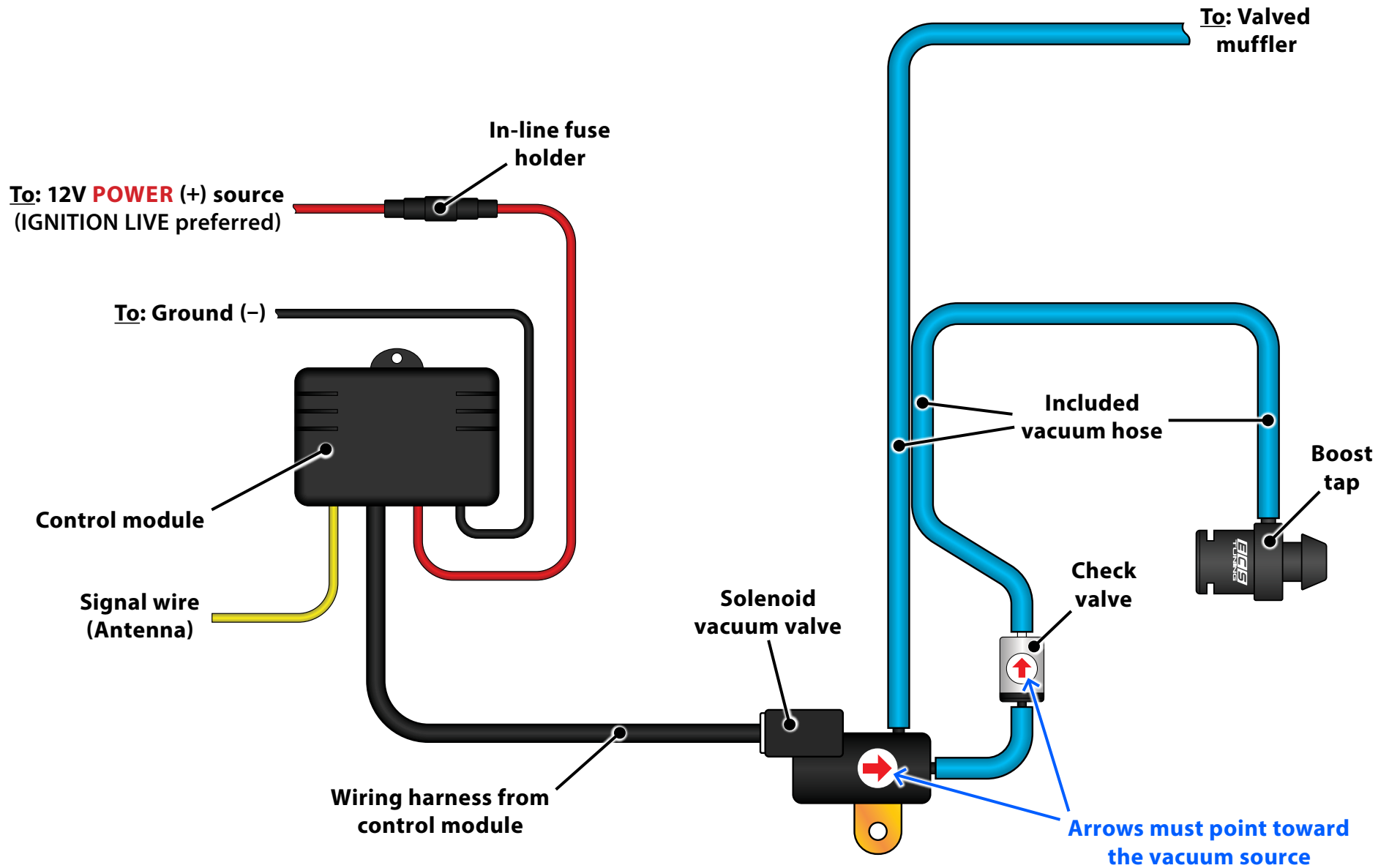


We decided to install our control module and solenoid under the hood. The remote exhaust valve controller system can be installed almost anywhere on the vehicle, if you want to install the components somewhere else that is absolutely OK.

We powered the control module with an [Add-A-Circuit Fuse Holder](#), tapping into an **IGNITION LIVE** fuse under the hood. This means that the control module will not be powered unless the key is turned **ON**. For more information on this please review the PDF which is located under the "Installation" tab on [ES#1906431](#) or [ES#3209653](#).

We then routed the vacuum hose from the boost tap, down along the underbelly and over to where the valved muffler will be located. Please proceed to the next page for a detailed diagram of the entire valve controller system.

REMOTE EXHAUST VALVE CONTROLLER SYSTEM DIAGRAM



INSTALLING THE REMOTE EXHAUST VALVE CONTROLLER

Step 1:

The Remote Exhaust Valve Controller allows the user to open and close the exhaust valve with the push of a button.

Please familiarize yourself with the Kit Contents on Page 8, and the System Diagrams on Page 9 & 10 before proceeding to the next step.



Step 2:

Our valved exhaust system requires either a boost tap to be installed, or another suitable vacuum source must be found. We offer two boost taps for the MK7 GLI, both are listed below:

- Throttle Body Boost Tap: [ES#2984817](#)
- Intake Manifold Side Port Boost Tap: [ES#2986667](#)



INSTALLING THE REMOTE EXHAUST VALVE CONTROLLER

Step 3:

Now it's time to mount the solenoid vacuum valve and the electronic control module. For our install we bolted it behind the oxygen sensor wiring harness bracket on the firewall near the brake fluid reservoir (**Photo #1**).

Connect the control module wiring to suitable power (+) and ground (-) sources (**not shown**).

Route the vacuum hose between the solenoid vacuum valve and the boost tap using the diagrams on Page 9 and Page 10 for reference.

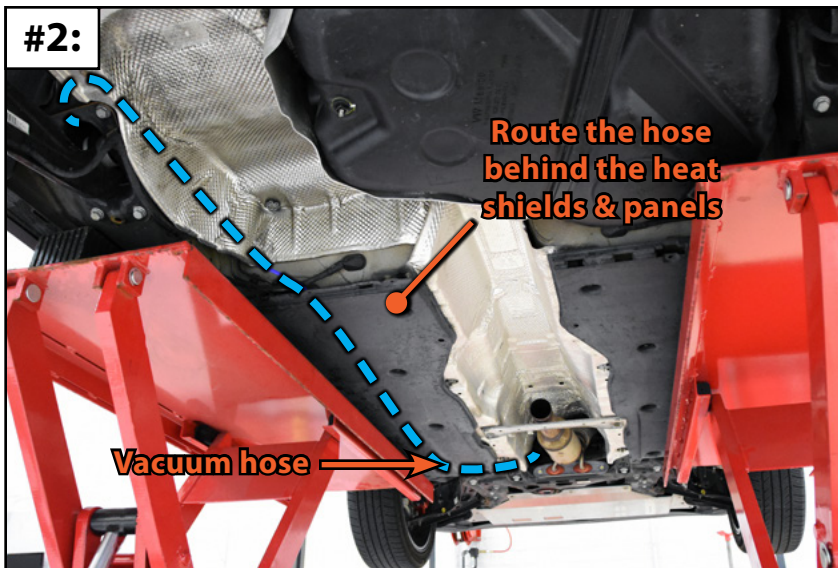


The check valve can be installed anywhere between the solenoid vacuum valve and the vacuum source. Take into consideration the amount of hose needed between these components before cutting the hose to prevent excess waste.

Route the hose down away from any moving or hot components and out through the bottom of the vehicle. Pull the vacuum hose down past the front subframe and toward the rear of the vehicle (**Photo #2**). Route the hose to where the muffler will be located, securing it in place with zip ties if necessary.



You're now ready to install the new exhaust system, please proceed to the next page.

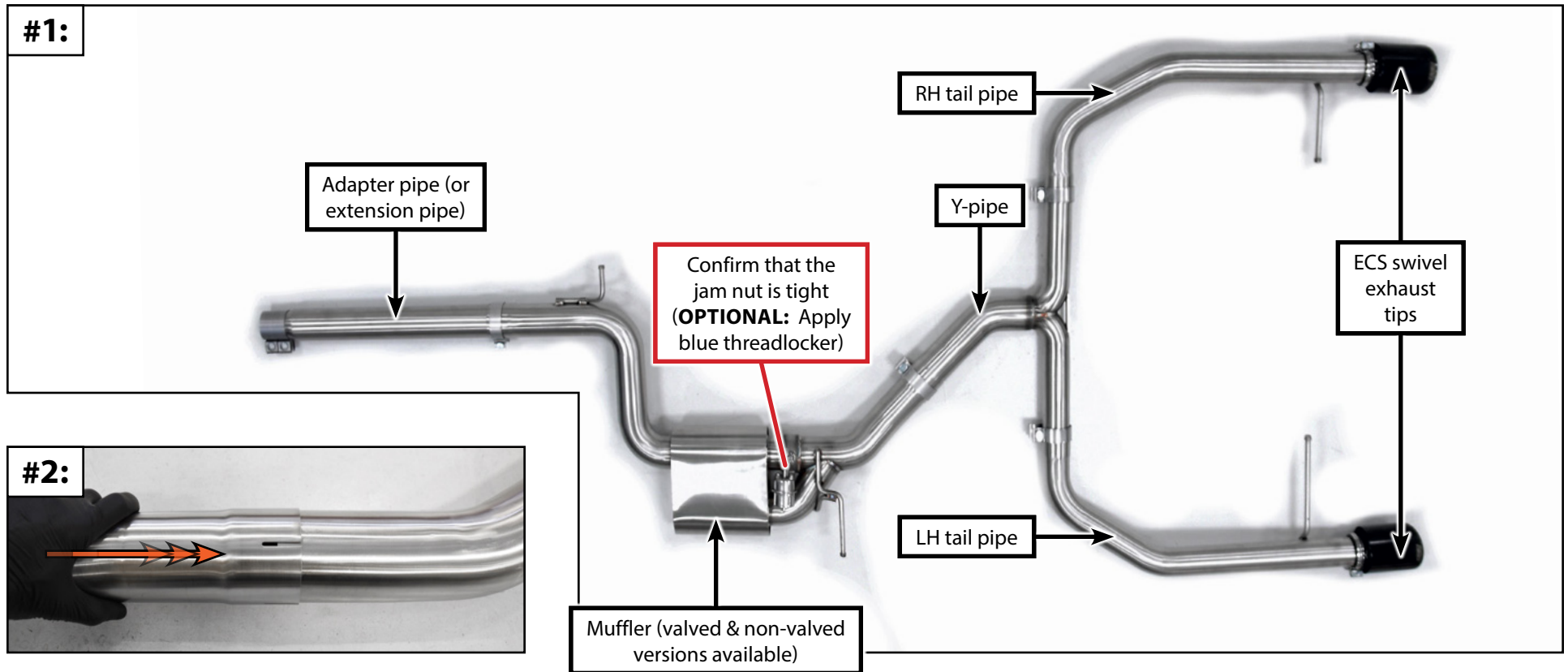


INSTALLING THE NEW EXHAUST SYSTEM

Step 1: Ball Pein Hammer

Before we begin it's a good idea to unpack your new exhaust system and carefully lay it out on the floor (**Photo #1**). Inspect all of the slip joints for any signs of damage during shipping. Confirm that the jam nut is tight on the muffler valve (if you purchased a valved system). Test fit the pipes together at every slip joint to make sure they slide together easily (**Photo #2**). If they do not slide together easily, gently tap on the ends of the pipes with a ball pein hammer to straighten them, then recheck fitment.

Please note that during this installation, you will be installing the exhaust from front-to-back **WITHOUT** tightening any of the clamps. Once the system is installed, we will then show you how to position the system properly and you will tighten the clamps **AFTER** that is complete. Proceed to the next page once all of the slip joints slide together easily.



INSTALLING THE NEW EXHAUST SYSTEM

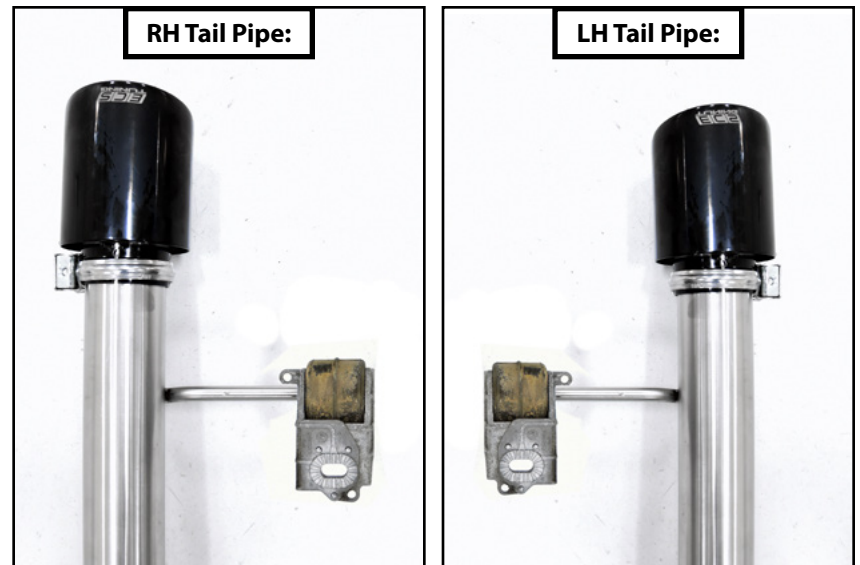
Step 2:

Install the provided rubber exhaust hanger onto the unused rod on the rear subframe.



Step 3:

Remove the rearmost exhaust hangers from the stock muffler and transfer them to the new tail pipes, being sure to orient them as shown in the photos on the right.



INSTALLING THE NEW EXHAUST SYSTEM

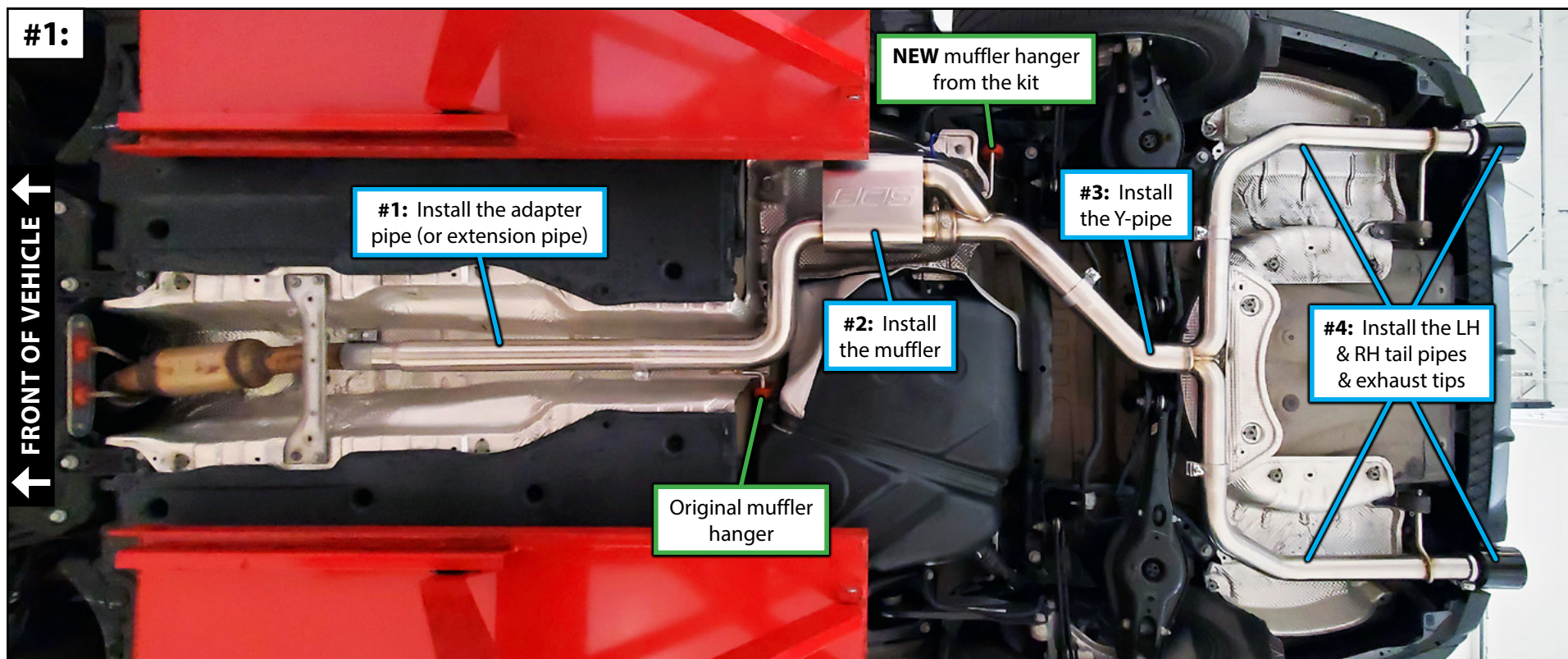
Step 4: 13mm & 15mm Sockets, Ratchet

Install the exhaust system in the order shown in **Photo #1** below.

Next, we'll need to adjust the exhaust system for proper fitment. The key to proper adjustment is patience, take your time and **DO NOT** fully tighten any of the clamps until **AFTER** you've performed all of the steps up through Page 18.



CAUTION: You can tighten the exhaust clamps until they are "snug", but **DO NOT USE AN IMPACT WRENCH** and do not fully tighten them yet!



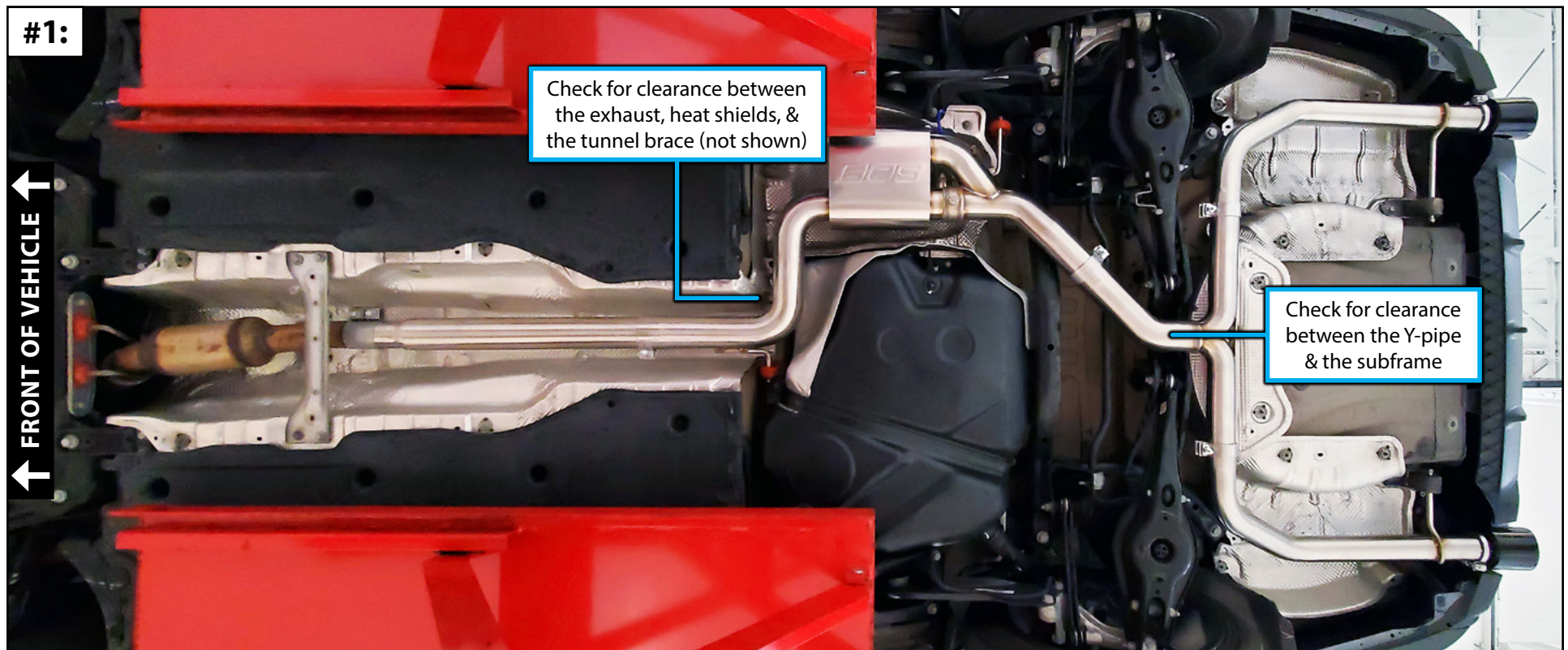
INSTALLING THE NEW EXHAUST SYSTEM

Step 5: 13mm & 15mm Sockets, Ratchet

Closely inspect the exhaust system from front to back, we need to check for clearance between the pipes and nearby chassis components.



CAUTION: You can tighten the exhaust clamps until they are “snug”, but **DO NOT USE AN IMPACT WRENCH** and do not fully tighten them yet!



INSTALLING THE NEW EXHAUST SYSTEM

Step 6: 13mm & 15mm Sockets, Ratchet

Check the hangers on the muffler and the tail pipes to ensure that they are sitting level side-to-side (**Photos #1 & #2 below**).

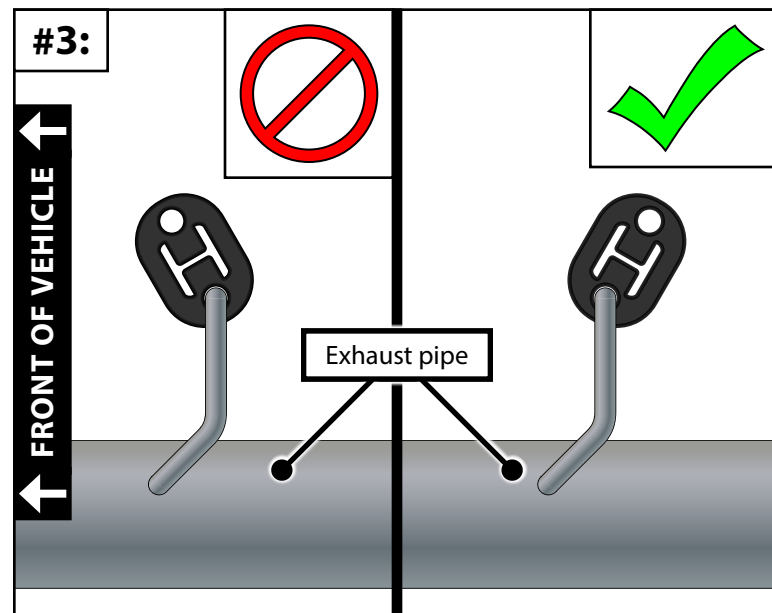
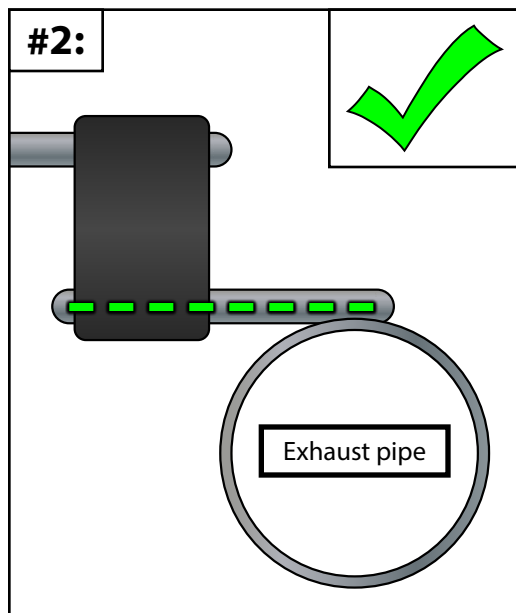
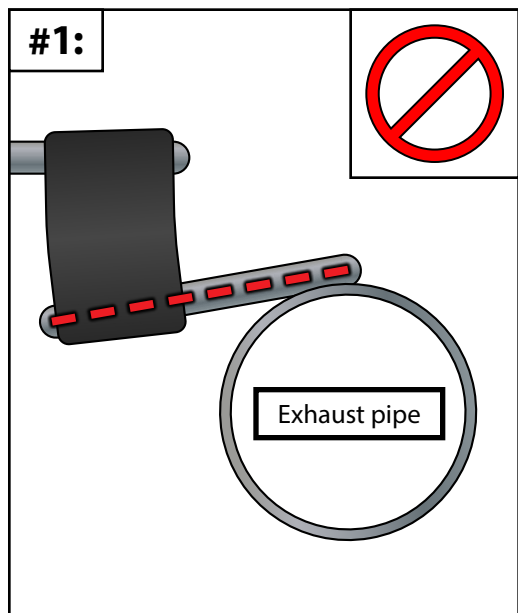
Finally, we want to ensure that the exhaust hangers are rotated at least slightly toward the front of the vehicle (**Photo #3 below**). The exhaust hangers should be inclined toward the front of the vehicle so that lower hole is approximately 10-15mm forward of the upper hole, this will allow the hangers to pivot backwards as the system heats up and expands.



Due to differences in manufacturing, as well as variations from one car to another, you might not be able to get all of your hangers to pitch forward. This is acceptable as long as they are at least close to vertical.



CAUTION: You can tighten the exhaust clamps until they are “snug”, but **DO NOT USE AN IMPACT WRENCH** and do not fully tighten them yet!



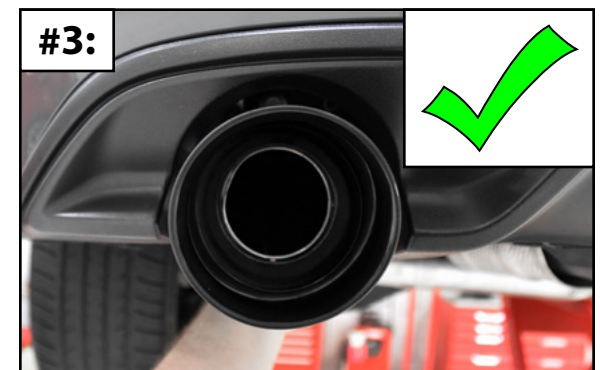
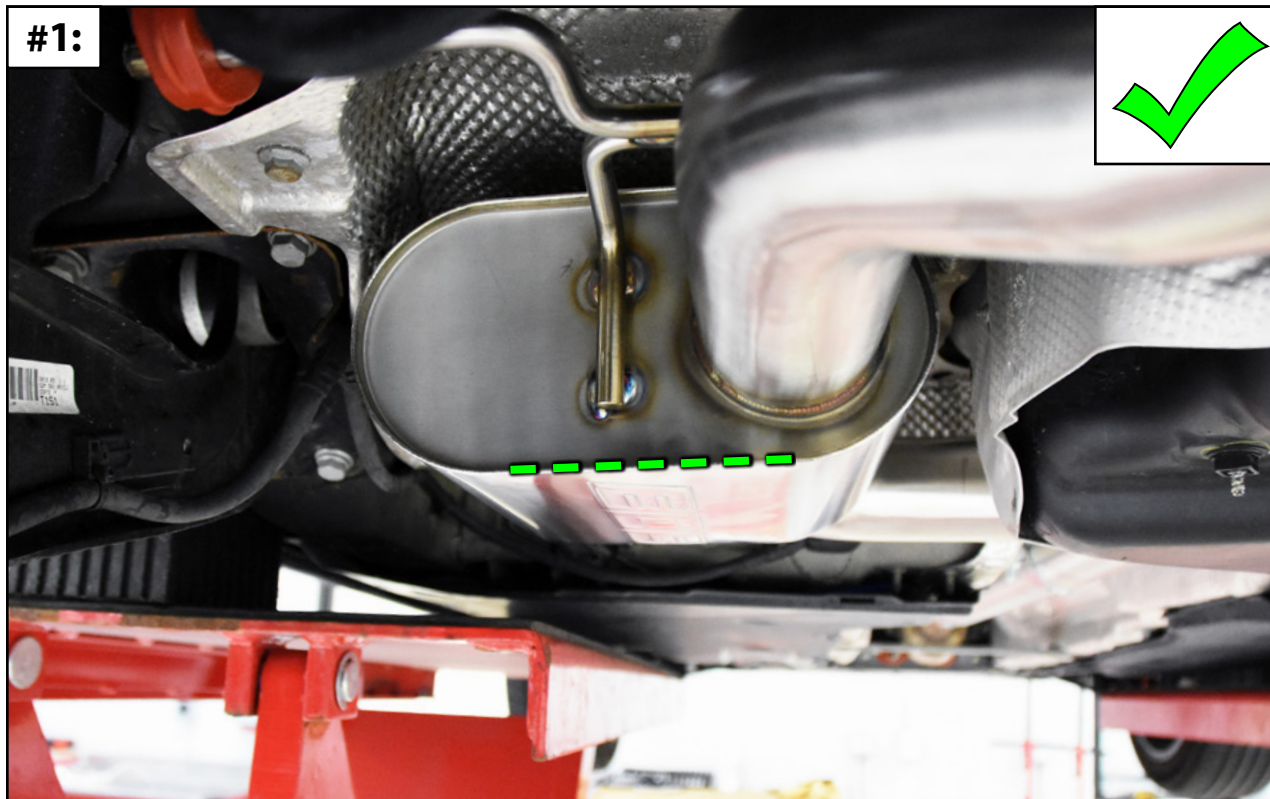
INSTALLING THE NEW EXHAUST SYSTEM

Step 7: 13mm & 15mm Sockets, Ratchet

Inspect the muffler and ensure that it is sitting level side-to-side as much as possible (**Photo #1 below**). Center and level the exhaust tips inside the bumper cut outs (**Photos #2 & #3 below**).



CAUTION: You can tighten the exhaust clamps until they are “snug”, but **DO NOT USE AN IMPACT WRENCH** and do not fully tighten them yet!



INSTALLING THE NEW EXHAUST SYSTEM

Step 8: 13mm & 15mm Sockets, Ratchet & Torque Wrench

Once the system is all adjusted, it's time to fully tighten down the clamps. Starting at the front and moving rearward, push upward on the exhaust system as you fully tighten each clamp (**Photo #1**), then let go and allow the exhaust to settle. Tighten the clamps on the exhaust tips to 19 Nm (14 Ft-lbs). Check again for clearance around all pipes.

Connect the vacuum hose to the muffler valve (**Photo #2**).

Wipe any oil, grease, or fingerprints from the exhaust system.

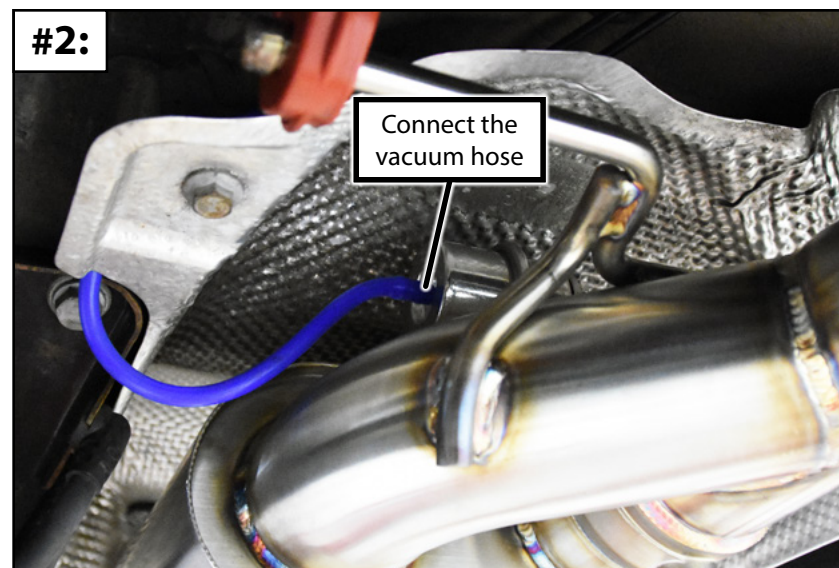
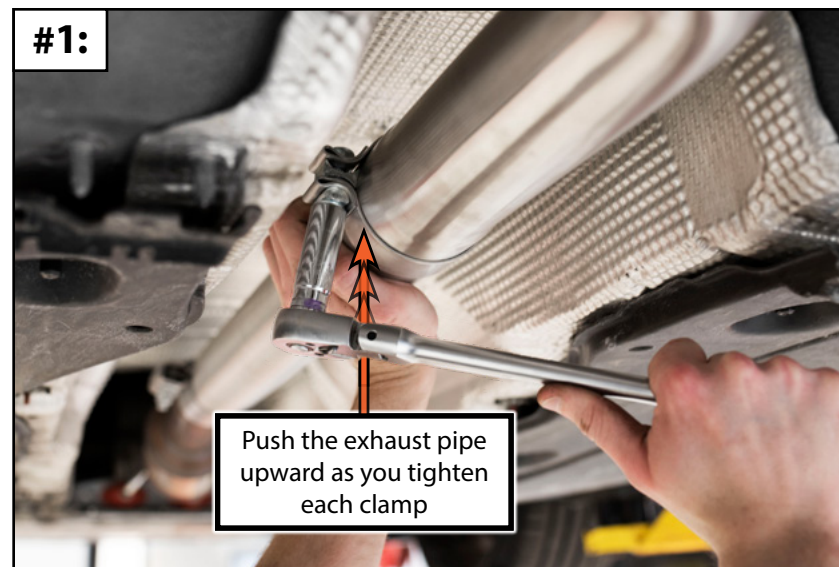
Reinstall the belly pans and chassis cross brace.

FOR VALVED SYSTEMS ONLY:

Perform a system check by performing the following steps:

- Start the engine.
- Press the "unlock" button on the remote to open the valves.
- Press the "lock" button to close the valves.
 - You should be able to hear a difference in both exhaust tone and volume when the valves are opened or closed.
 - Looking under the vehicle you should be able to see the valve cycle back and forth (not shown).

Recheck all fasteners after the vehicle has been driven 500 miles.



PROGRAMMING THE HOMELINK® BUTTONS

Step 1:

It is possible to program the Homelink® buttons inside your vehicle and use them to open and close the exhaust system valves. Since the valve in the muffler is **normally closed**, the **UNLOCK** button will **OPEN** the valve, and the **LOCK** button will **CLOSE** the valve.

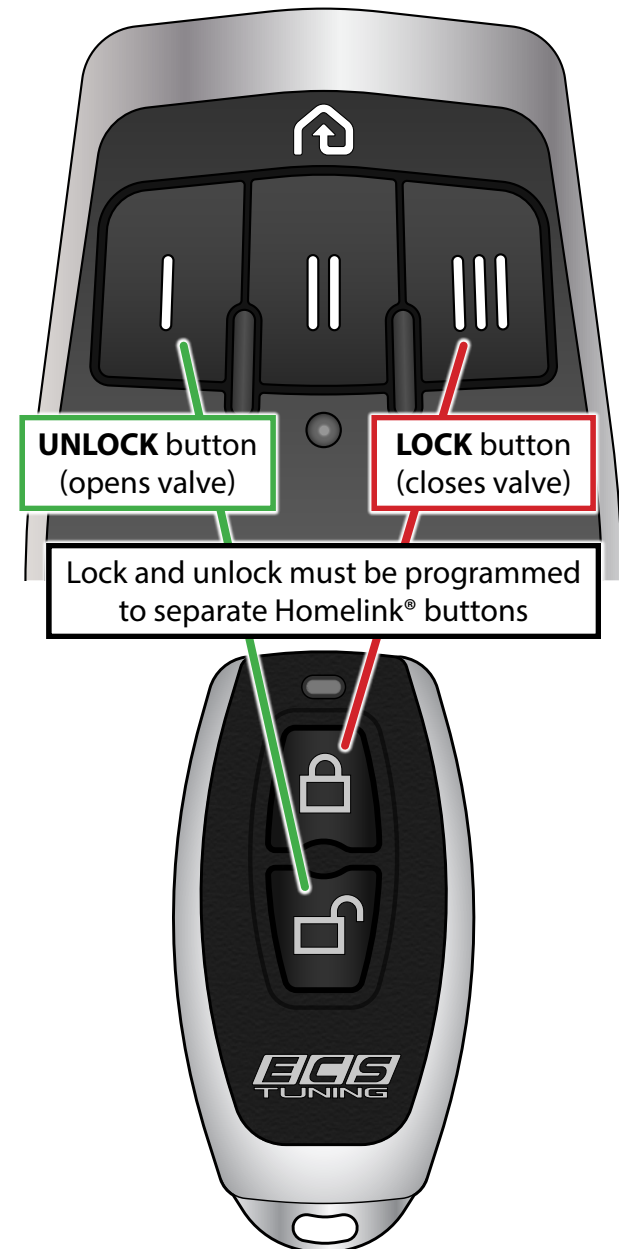
We recommend you check your owner's manual programming information, or you can visit the Homelink® website for their vehicle specific instructions:

- <https://homelink.com/program/watchvideo>

Here are a few notes to help you along the way:

1. You will need to program **ANY TWO** of your Homelink® buttons to control the exhaust system valves: one button will be used to open the valve, the second button will close it.
2. Pay close attention to where the manufacturer suggests pointing the remote during pairing. Some systems are very sensitive to location.
3. Depending on the method used to program the Homelink® system, it is possible that any previously programmed remotes will be deleted and will need to be reprogrammed.
4. If you have difficulty programming your Homelink® buttons, it might help to try the following:
 - Start the programming procedure over again.
 - Check your remote batteries.
 - Review the troubleshooting tips in your owner's manual.

Your ECS Exhaust System installation is complete!



Your ECS Exhaust System installation is complete!



These instructions are provided as a courtesy by ECS Tuning

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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