



TOYOTA GR SUPRA

DOWNPIPE

# Introduction

The goal of AMS Performance is to provide the highest quality, best performing products available. By utilizing research and development, and rigorous testing programs AMS Performance will never compromise the quality or performance of our products. In addition, AMS Performance will only provide the finest customer service offering only parts and advice that are in the best interests of the customer. AMS Performance was built on a foundation of integrity. This is who we are; this is what you can count on.

A vehicle modified by the use of performance parts may not meet the legal requirements for use on public roads. Federal and state laws prohibit the removal, modification, or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on public streets or highways. Use or installation of performance parts may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty, and/or new OEM part warranty. Performance parts are sold as-is without any warranty of any type. There is no warranty stated or implied due to the stresses placed on your vehicle by performance parts and our inability to monitor their use, tuning, or modification.

These instructions are provided as a guide only as there are many variables that cannot be accounted for concerning your particular vehicle, including but not limited to model year differences, model differences, the presence of non-OEM parts, and modifications that may already be or were previously installed. A basic knowledge of automotive parts and systems is helpful but a better understanding of the parts and systems on your particular vehicle may be required.

If you have any questions or issues at any time during the installation of your AMS Performance product(s) please call us for technical assistance. The AMS Performance tech line can be reached during business hours at 847-709-0530 for AMS Performance products only.

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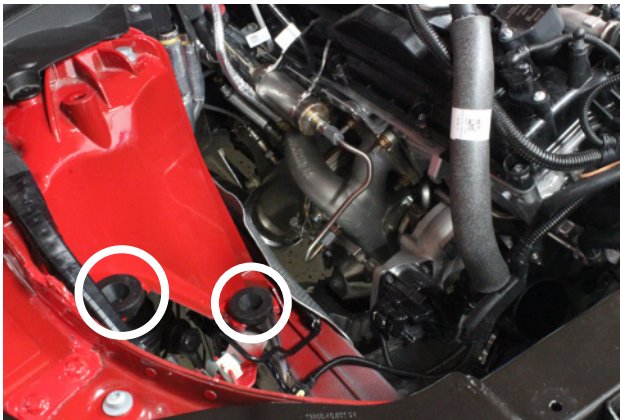
## REMOVAL

Note: Removal and installation of downpipe can be completed entirely from underneath the vehicle, but a long flex-head wrench will be needed to reach the O2 sensor that is further towards the front of the car.

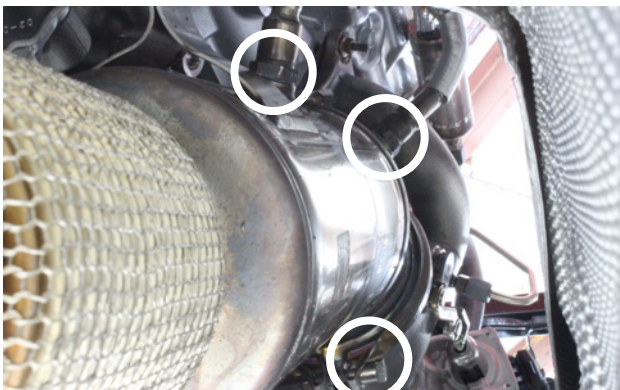
1. (Optional) Removing the airbox: Open the hood and release the plastic clip securing the IAT sensor plug by pushing in the direction shown. Remove the plug by pressing inwards with your thumb on the white clip and pulling the plug outward. Loosen hose clamp.



2. (Optional) Removing the airbox: Disconnect the rubber hose from the airbox and lift the airbox out of the car. The box is held in with 3 rubber grommets (two circled below and the third is hidden where the arrow is pointing). There is a duct on the airbox towards the front of the car which may catch on the box; take care to ensure it is released before pulling the airbox out.

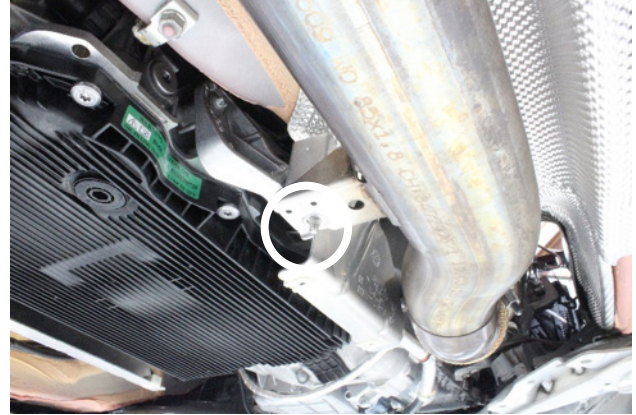
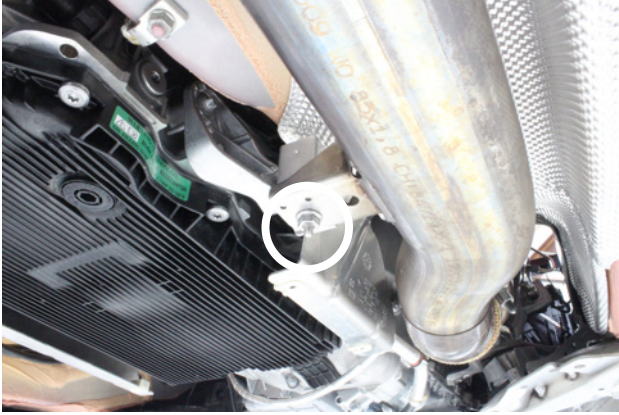


3. Remove the 2 O2 sensors from the OEM downpipe using a standard 22mm O2 sensor socket. Loosen the V-Band completely with a 13mm socket. This can be done from within the engine bay or from underneath the car.





4. Remove the 13mm exhaust hanger nut from underneath the car and let the exhaust hang (the exhaust will be supported from another bracket on the rear of the car).



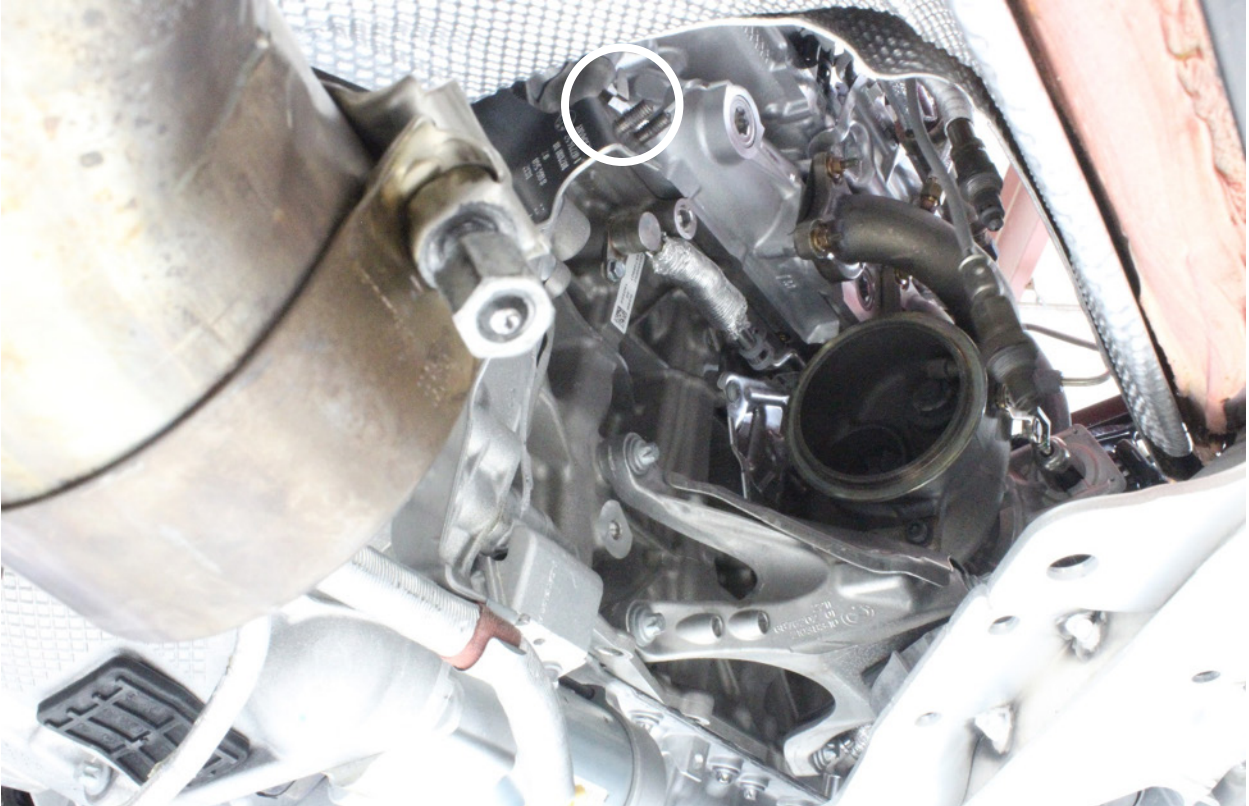
5. Remove the two 13mm copper nuts from the downpipe support bracket and loosen the 13mm exhaust clamp nut.



6. Use a pry bar to release the V-Band clamp if it is stuck on the V-Band flange. It can be pried from the right side of the clamp, and the left side through the hole in the motor mount support bracket as shown.



7. Release the downpipe outlet from the exhaust. A twisting motion may be required to release it if it is stuck. There is a clip on the downpipe support bracket mount towards the top (circled below).





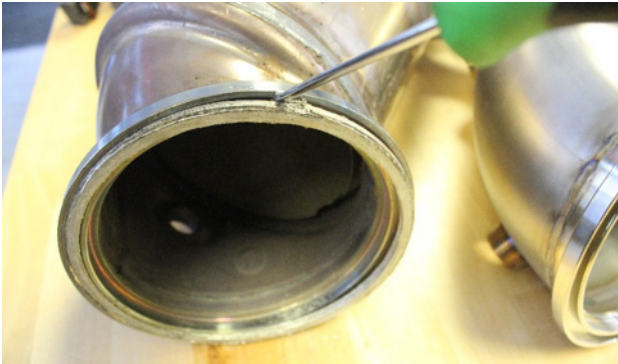
## INSTALLING AMS DOWNPIPE

8. Remove the old gasket from the OEM downpipe and install on the AMS downpipe. A razor blade or small screwdriver can be used to slowly work the existing gasket out. Some deformation on the edge of the gasket is okay if most of the sealing face remains intact. Install V-Band clamp in the orientation as shown.

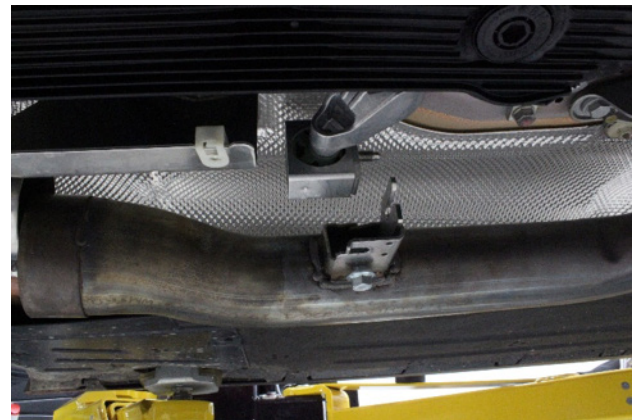
Note: If the original gasket is damaged beyond repair, contact your AMS sales representative for a replacement. Alternatively, the OEM part numbers are listed here:

Toyota P/N: 17279-WAA02

BMW P/N: 18328612538



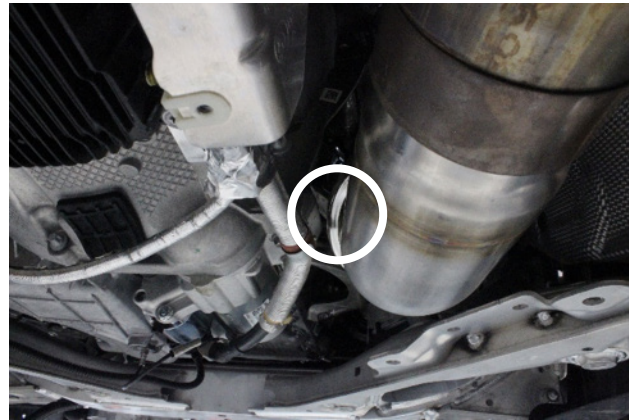
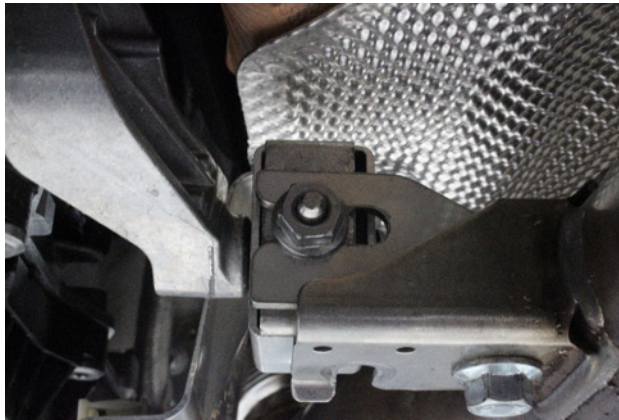
9. Install the exhaust relocation bracket onto the stock exhaust mounting bracket with supplied 14mm hardware and tighten. Turn the stock exhaust hanger 90 degrees as shown.



10. Move V-Band so that it is completely off the V-Band flange and sitting further back on the downpipe. Seat the outlet of the downpipe into the stock exhaust first, then place the downpipe bracket onto the two mounting studs (remember there is a clip that needs to be held open). Ensure the V-Band flange is fully seated on the turbine housing outlet. You can verify visually through the motor mount bracket and between the front subframe and steering rack.



11. Tighten the two copper 13mm nuts on the downpipe bracket first to secure the V-Band flange and verify again the V-Band flange is fully seated. Pry the V-Band apart and slide it over the flanges. Loosely tighten V-Band so it does not pop off. Loosen the 13mm copper downpipe bracket nuts enough that the bracket can move. Install the exhaust spacer bracket on the exhaust hanger with the original 13mm nut loosely attached and position the down pipe so that there is roughly a 1/8" gap between the downpipe and the starter.



12. If the airbox was removed earlier, we recommend angling the V-Band as shown to make access easier from above. The following items need to be done from below the car: tighten the 13mm exhaust clamp nut, 13mm exhaust bracket nut, and the 2 13mm copper downpipe bracket nuts. The following items are accessible from above or below: 2 O2 sensors, and the V-Band.

Note: When re-seating the O2 sensors, take care to pre-twist the O2 sensors counterclockwise before threading them in so that the harnesses are straight after the sensors are tight.



13. Reinstall airbox and re-tighten hose clamp. Ensure the white clip on the IAT sensor is locked in place by pushing it in the opposite direction that was used to release it.

14. Verify all hardware is tight and enjoy!