



Product information 10/2017

VW Golf VII GTI Facelift

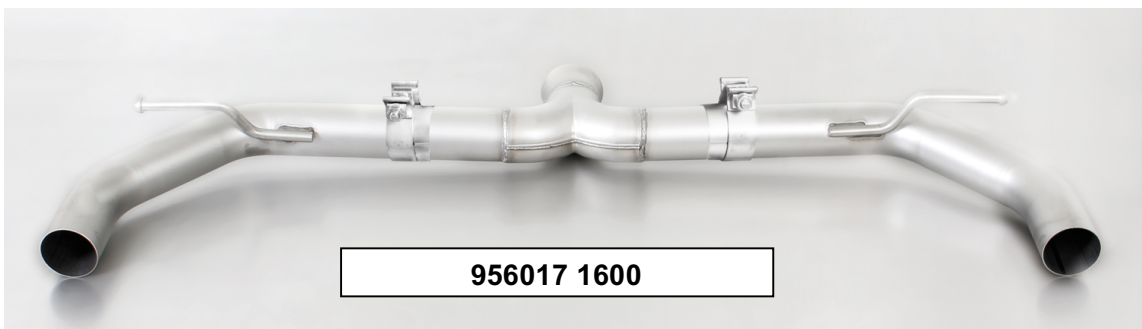
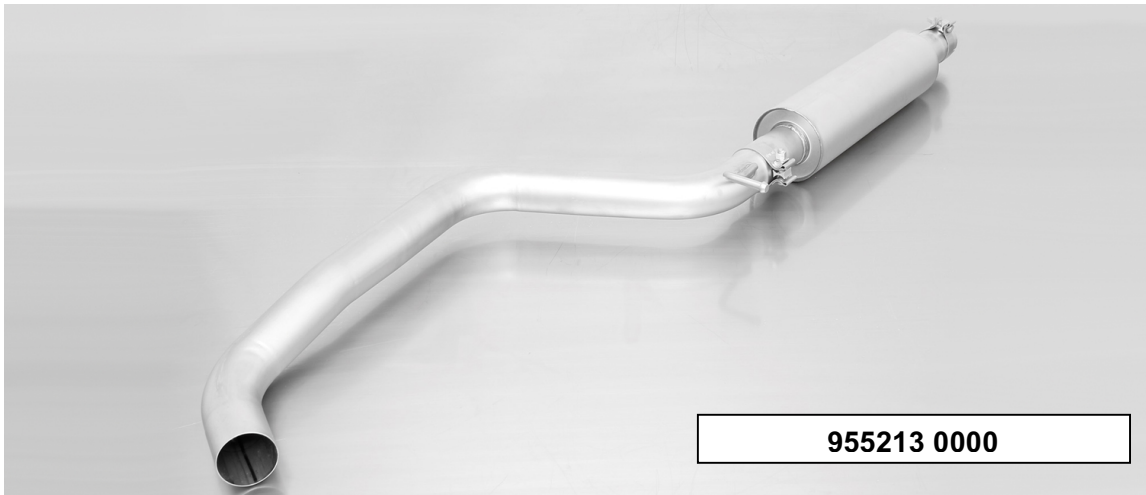
VW Golf VII GTI Facelift, type AU, from 2017
 2.0l TSI 169 kW (CHHA)

+ 8,2 HP
+ 10,1 Nm
- 1,9 KG

REMUS Cat-back-system

- 100% stainless steel
- Powerful sound
- Performance and torque increase
- EC homologation







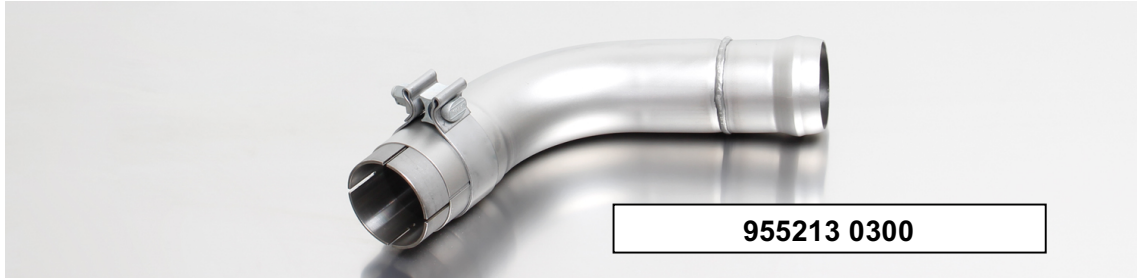
Car and engine specification

VW Golf VII GTI Facelift, type AU, 2017=>
2.0l TSI 169 kW (CHHA)

INFOBOX:

- **Axle-back-system L/R for original rear skirt:** 955213 0000 + 956017 1500 resp. 956017 1600 (Racing) + tail pipe set! The original exhaust must be cut! No rear skirt modifications required!
- **Cat-back-system L/R for original rear skirt:** 955213 0300 + 955213 0000 + 956017 1500 resp. 956017 1600 (Racing) + tail pipe set! No vehicle modifications required!
- **Turbo-back-system L/R for original rear skirt:** 955113 1100 (Racing) + 955213 0300 + 955213 0000 + 956017 1500 resp. 956017 1600 (Racing) + tail pipe set! No vehicle modifications required!
- When installing **REMUS down-pipes with and without the racing catalytic convertors**, which are **only suitable for closed road driving**, it is important to note that ECU tuning is required to ensure that the engine runs and performs efficiently and to ensure that the CEL does not come on.
- **956017 1500 replaces 796014 1500!**
- **956017 1600 replaces 796014 1600!**

Part no.	Description	€ RRP price excl. VAT
955113 1100	Stainless steel RACING downpipe, with sport catalytic convertor (200 CPSI), without homologation, can only be fitted in combination with the REMUS front silencer Original tube Ø 65 mm / REMUS tube Ø 70 mm	926,--
955213 0300	Stainless steel resonated cat-back section, incl. EC homologation Original tube Ø 65 mm / REMUS tube Ø 70 mm	279,--
955213 0000	Stainless steel connection tube for mounting the L/R sport exhaust or the non-resonated L/R RACING axle-back-systems	59,--
Sport exhaust system L/R suitable for the original rear skirt, incl. EC homologation:		
956017 1500	Stainless steel sport exhaust L/R system (without tail pipes, without connecting tube), suitable for the original rear skirt, incl. EC homologation Original tube Ø 65 mm / REMUS tube Ø 70 mm	254,--
Alternative: Non-resonated L/R RACING axle-back system suitable for the original rear skirt, without homologation:		
956017 1600	Stainless steel non resonated L/R RACING system (without tail pipes, without connecting tube), suitable for the original rear skirt, without homologation Original tube Ø 65 mm / REMUS tube Ø 70 mm	111,--
Choose from following tail pipe package:		
0026 70SG	Stainless steel tail pipe set 2 tail pipes Ø 102 mm angled, straight cut, chromed, with adjustable spherical clamp connection	148,--
0026 70S	Stainless steel tail pipe set 2 tail pipes Ø 102 mm angled, rolled edge, chromed, with adjustable spherical clamp connection	170,--
0026 70CS	Carbon tail pipe set 2 tail pipes Ø 102 mm angled, Titanium internals, with adjustable spherical clamp connection	420,--
0026 98C	Stainless steel tail pipe set 2 tail pipes Ø 98 mm Street Race, straight, carbon insert, with adjustable spherical clamp connection	222,--
0026 98CB	Stainless steel tail pipe set 2 tail pipes Ø 98 mm Street Race Black Chrome, straight, carbon insert, with adjustable spherical clamp connection	246,--



955213 0300



#70SG: tail pipes Ø 102 mm angled, straight cut, chromed



#70CS: Carbon tail pipes Ø 84 mm angled, Titanium internals



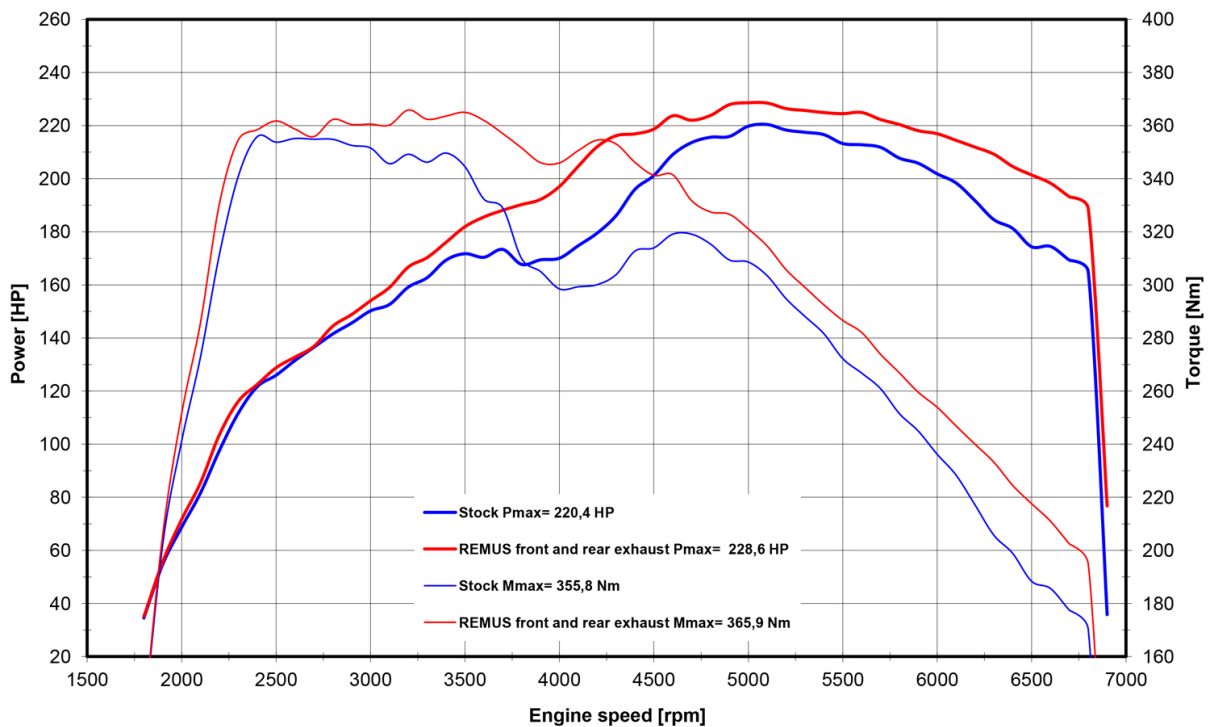
#70S: tail pipes Ø 102 mm angled, chromed



#98C: tail pipes Ø 98 mm Street Race, polished



#98CB: tail pipes Ø 98 mm Street Race Black Chrome





REMUS Powerizer

More power, more torque means more fun!

The perfectly matched electronics and advanced technology of the REMUS Powerizer enhances Engine ECU mapping is optimized in excess of 1000 times per second and ensures for a considerable and noticeable power increase. The engine safety parameters (Check engine light) and engine management remains totally untouched to ensure that individual engine components are not overstrained.



Because of the plug & play concept, the REMUS Powerizer is installed in the engine compartment and connected to sensors such as intake manifold pressure sensor, boost pressure sensor, camshaft position sensor or fuel injection sensor. In real time, the incoming signals are processed, optimized and transmitted to the additional control unit. The Powerizer can be easily removed or decommissioned at any time using the supplied blind connector.

Due to the torque increase, the engine has more power at lower RPM which can lead to a reduction in fuel consumption. The power increase of the engine can easily be fine-tuned by means of seven preset levels via the keypad. The REMUS Powerizer is available for over 3300 petrol and diesel powered cars.

Furthermore, the latest Powerizer is also available for all vehicle engines with SENT technology. This newly developed multi-protocol technology combines analog and digital motor control the same time captures important analog signals of the engine management system which leads to increased engine performance. The capability to tune vehicles with SENT technology is an absolute highlight of the latest Powerizer.



- Up to 30% more power
- Up to 20% more torque
- Easy installation and removal (plug & play)
- Up to 1l/100 km fuel saving
- No vehicle modifications required
- 7 preset power levels



REMUS Responder

Improved throttle response for more driving dynamic!



The REMUS Responder improves throttle response and is the best power boost for many electronically managed gas pedals. Results of up to 10% better acceleration are not uncommon and no annoying throttle delay and lag during take-off or in between manual / automatic shifts makes driving with the REMUS Responder much more dynamic.

The REMUS Responder attaches between the OEM gas pedal sensor and the OEM wiring loom and is ready to use in minutes due to plug & play technology.

The fully adjustable Responder settings can be adjusted in 20 different stages. The individual user-selectable and adjustable performance settings allow drivers to select according to their own preferences & road conditions.



- Improves throttle response and lag during take-off and gear changes
- Quicker reaction times, more driving dynamic
- 20 individual user selectable performance settings
- Vehicle specific programming using OEM quality connectors
- Simple plug & play installation and removal without leaving traces

