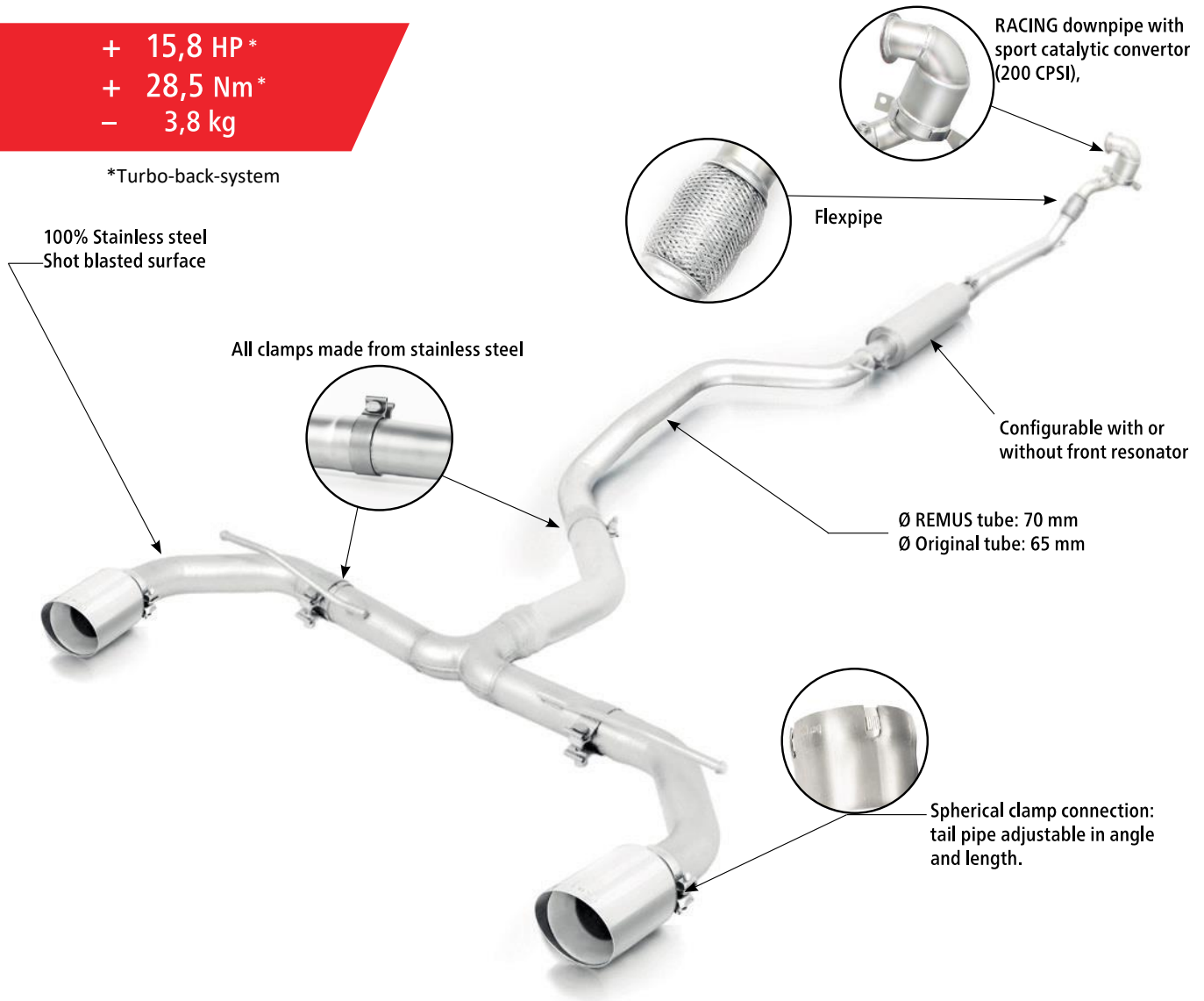


VW Golf VII GTI Performance Facelift

type AU, 2017=>
2.0l TSI 180 kW (DLBA)

+ 15,8 HP*
+ 28,5 Nm*
- 3,8 kg

*Turbo-back-system



0026 70CS



0026 70S



0026 70SG



0026 98C



0026 98CB



Car and engine specification

VW Golf VII GTI Performance Facelift, type AU, 2017=>

2.0l TSI 180 kW (DLBA)

VW Golf VII GTI Facelift, type AU, 2017=>

2.0l TSI 169 kW (CHHA)

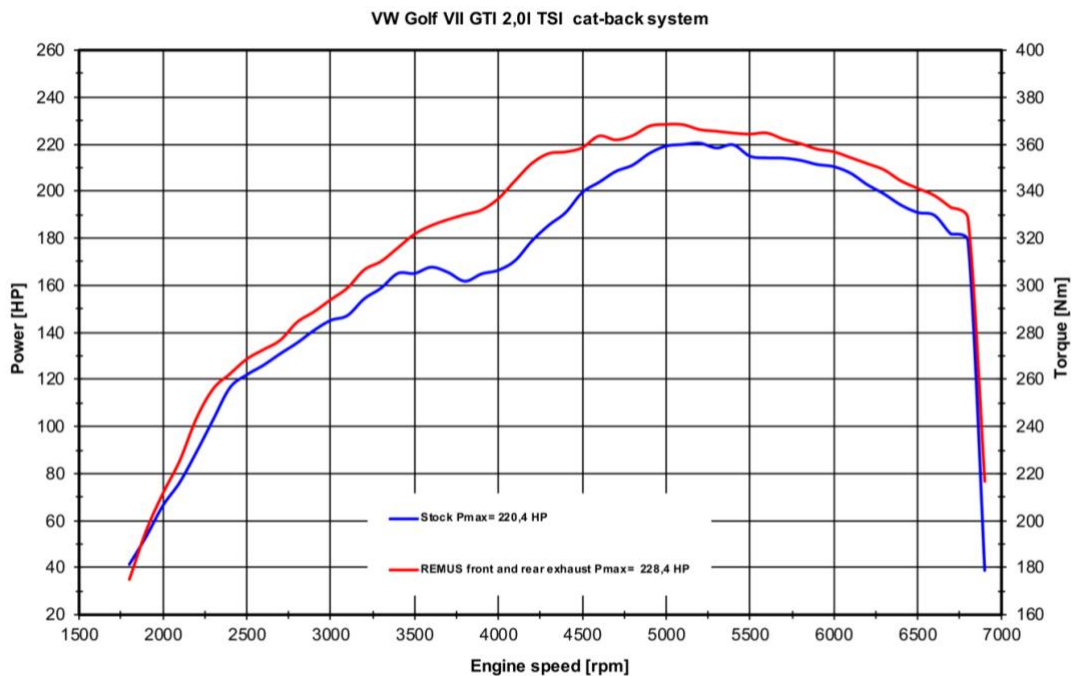
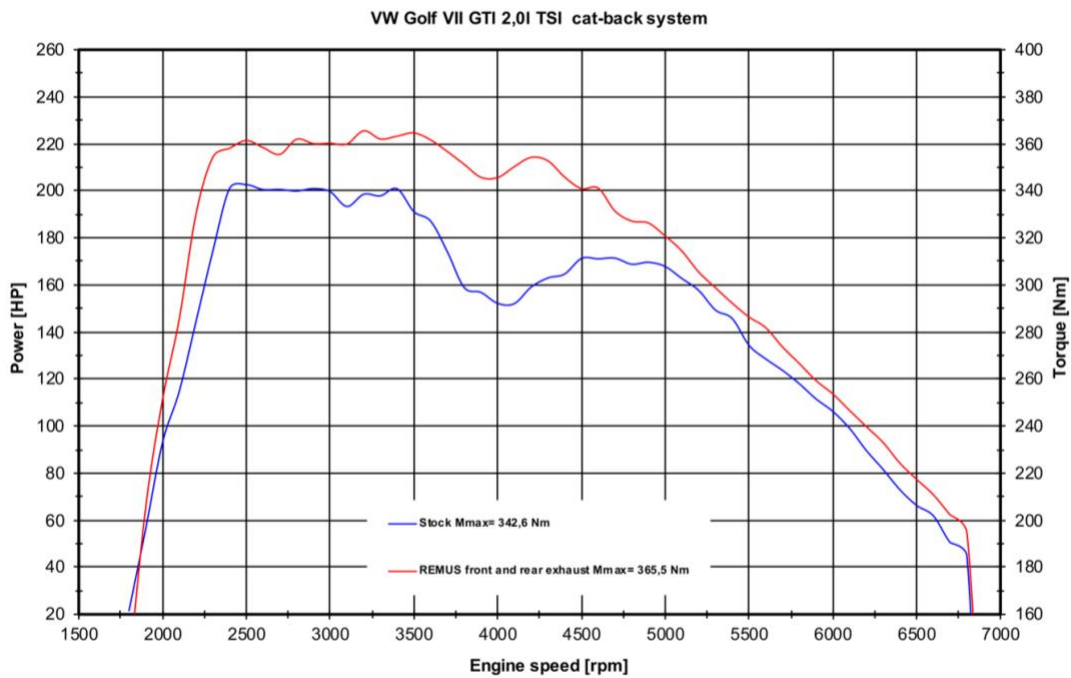
INFOBOX:

- **Axle-back-system dual L/R, for original rear skirt:** 955213 0000 + 796017 1500 or 956017 1600 (No EC type approval) + tail pipe set! The original exhaust must be cut! No rear skirt modifications required!
- **Cat-back-system dual L/R, for original rear skirt:** 796017 0300 or 955213 1000 (No EC type approval) + 955213 0000 + 796017 1500 or 956017 1600 (No EC type approval) + tail pipe set! No vehicle modifications required!
- **Turbo-back-system dual L/R, for original rear skirt:** 955113 1100 (No EC type approval) + 796017 0300 or 955213 1000 (No EC type approval) + 955213 0000 + 796017 1500 or 956017 1600 (No EC type approval) + tail pipe set! No vehicle modifications required!
- The use of racing products and products which do not have EC approval is generally not permitted on public roads.
- When installing REMUS axle-back and cat-back or catalyst delete tubes on vehicles which are used for closed road driving, it is advisable to tune the ECU for a maximum gain in performance and to ensure that the CEL does not come on.
- When installing REMUS downpipes 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.

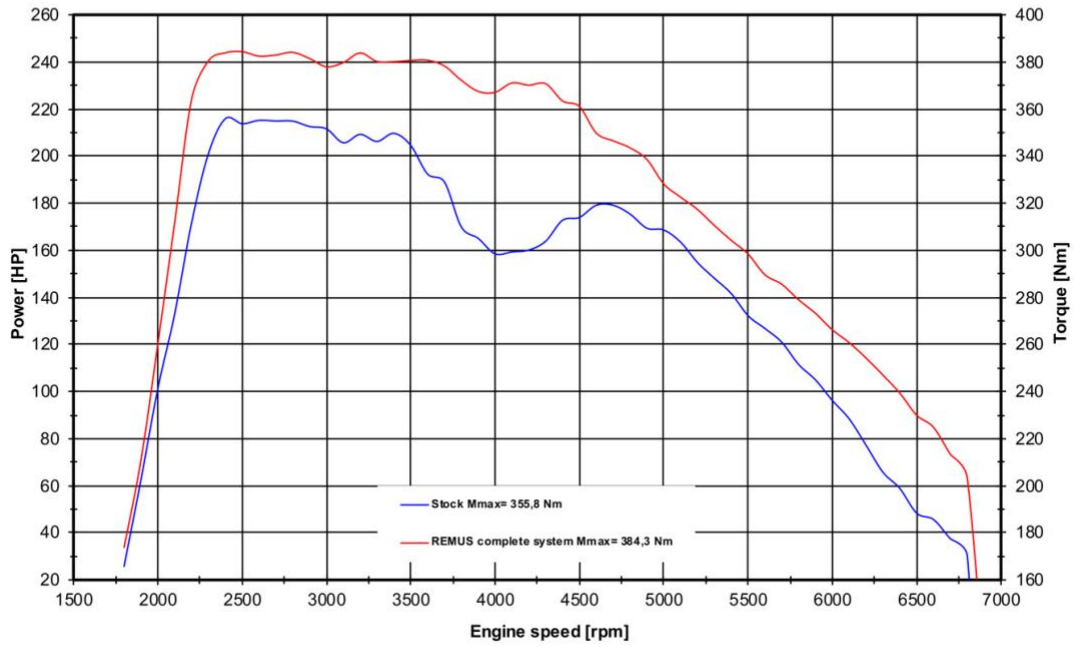
Part no.	Description	€ RRP price excl. VAT
955113 1100	RACING downpipe with sport catalytic convertor (200 CPSI), can only be installed together with REMUS front silencer or RACING tube, Original tube Ø 65 mm - REMUS tube Ø 70 mm No EC type approval	926,00
796017 0300	Resonated cat-back front section, can only be installed in combination with the REMUS sport exhaust, incl. EC type approval Original tube Ø 65 mm - REMUS tube Ø 70 mm	319,00
955213 1000	Non-resonated RACING cat-back section, replaces original front silencer, for the VW Golf VII GTI/GTI Facelift/GTI Performance/GTI Performance Facelift Original tube Ø 65 mm - REMUS tube Ø 70 mm No EC type approval	178,00
955213 0000	Connection tube for mounting the L/R sport exhaust or the non-resonated L/R RACING systems	59,00
Sport exhaust dual L/R system, suitable for the original rear skirt:		
796017 1500	Sport exhaust centered for L/R system (without tail pipes, without connecting tube), incl. EC type approval Original tube Ø 65 mm - REMUS tube Ø 70 mm	328,00
Alternative: Non-resonated dual L/R RACING system suitable for the original rear skirt:		
956017 1600	Non resonated dual L/R RACING system (without tail pipes, without connecting tube), suitable for the original rear skirt Original tube Ø 65 mm - REMUS tube Ø 70 mm. No EC type approval	111,00

Choose from following tail pipe package:

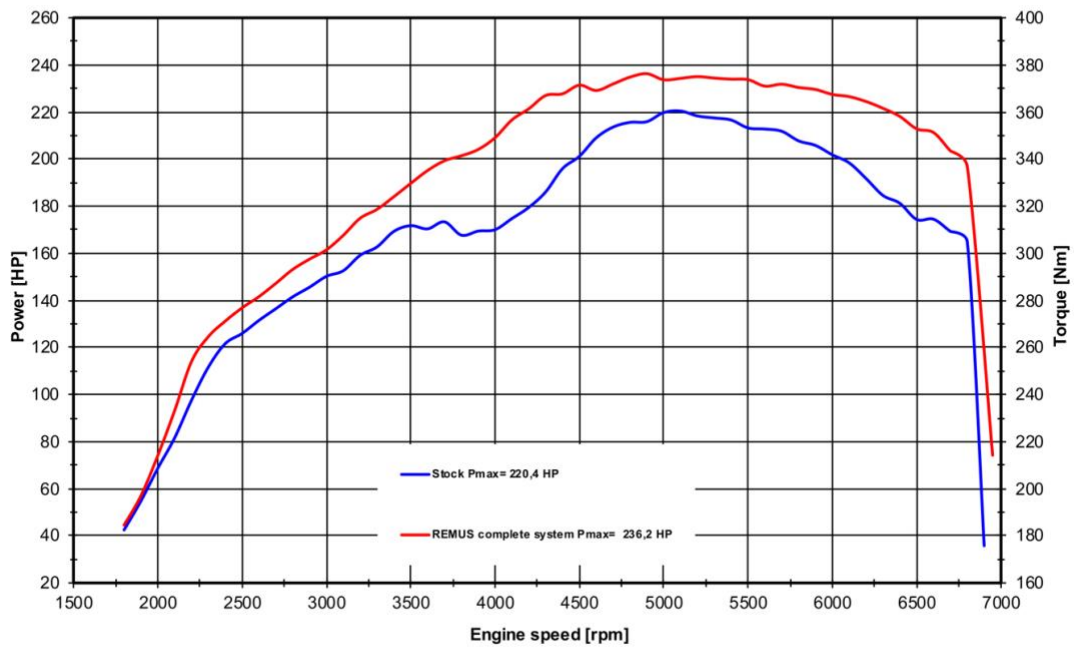
0026 70SG	Stainless steel tail pipe set 2 tail pipes Ø 102 mm angled, straight cut, chromed, with adjustable spherical clamp connection	148,00
0026 70S	Stainless steel tail pipe set 2 tail pipes Ø 102 mm angled, rolled edge, chromed, with adjustable spherical clamp connection	170,00
0026 70CS	Carbon tail pipe set 2 tail pipes Ø 102 mm angled, Titanium internals, with adjustable spherical clamp connection	420,00
0026 98C	Stainless steel tail pipe set 2 tail pipes Ø 98 mm Street Race, straight, carbon insert, with adjustable spherical clamp connection	222,00
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	246,00



VW Golf VII GTI 2,0l TSI complete turbo-back system



VW Golf VII GTI 2,0l TSI complete turbo-back system



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

