

phone 415-871-0864 email info@unibrace.com

Studiolevin Inc. assumes no responsibility for adhering to factory warranty specifications. All aftermarket modifications performed to the vehicle by the owner are his/her sole responsibility. All aftermarket parts are for off road use only. This UNibrace XBQ must not be used as a seat belt harness bar or as a structural member for any additional purpose.

List of parts:

- Powdercoated aluminum **UNibrace XBQ**
- Five (5) Steel nutserts (one extra included)
- Four (4) M8 Stainless Steel socket cap fasteners

List of required tools:

- T-30 Torx driver
- M-30 Torx driver
- Nutsert Tool (www.mcmaster.com part # 96349A815)
Catalog page # 3241
<http://www.mcmaster.com/#96349a815/=1iavmg>
- Center punch
- Metal scribe
- 5mm Allen wrench (**T handle suggested**)
- 1/8" Drill bit
- 1/4" Drill bit
- 1/2" Drill bit (Cobalt bits suggested!)
- **Alternate — 1/2" hole saw or stepped bit**
- Electric drill (that can accommodate a 1/2" bit or use reduced shank bit)
- Standard flat head screw driver
- Hammer
- **An extra set of hands for selected installation steps**

Recommended tools:

- Vacuum cleaner
- Rat tail file
- Bungee cords
- Blue Loctite
- Wooden Mallet

Thank you for purchasing the **UNibrace XBQ**.

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For a successful installation **we strongly recommend patience** and reading the instructions thoroughly. Begin by reviewing the contents of the package and familiarizing yourself with all components. Assemble your tools prior to the installation process and once again.....**be patient**.

Please Note: there are two methods to install this brace.

The first method is indicated on the MK6 "no removal method" on the **UNibrace** installation page. It skips a lot of steps, so instead of removing seats, trim, and carpeting, you cut flaps into the carpet and work from there. It is faster and easier, however you can possibly end up with nutserts at a unibody seam or spot weld. The second method indicated below for removing the interior. It takes much longer and the hassle of working around the carpet can be skipped by cutting the carpet at the rear seat latch. (See photo #10)



Recommended nutsert tool shown with stainless steel bolts and cad plated nutserts

Step 1 — Trim Removal

First thing that has to come out is the rear seat bottom. To remove it, simply place your hands under the left seat cushion and pull upwards. There is a clip that will snap loose. Repeat on the right side. Next, place your hand on the outside bolster (on the very edge of the seat) and push down and back. There is a hook that the seat frame latches into, and this will free it. Repeat for both sides. The seat bottom should slide up and out with a little bit of wiggling.

Step 2 — Unhooking rear seats back

You should have access to the middle seat's seat belt. It is bolted, along with a seat belt lock, using a 17mm socket. Remove the nut and leave the whole thing alone.

Move to the trunk. Remove the adjustable floor and the privacy cover. I also removed the spare tire and subwoofer so I could climb into it. Fold both seats down. In the middle ("60/40 middle"), you will see where the seats are latched to. There is a plastic cover that needs to be removed. It is on there pretty tight, but only held by one clip on either side. The best way I managed to do it was just pry at the base

Under that will be a T30 torx. remove this and the metal plate it was holding in place. Be careful the metal plate does not tear into the seats, it has nubs on the front side of it.

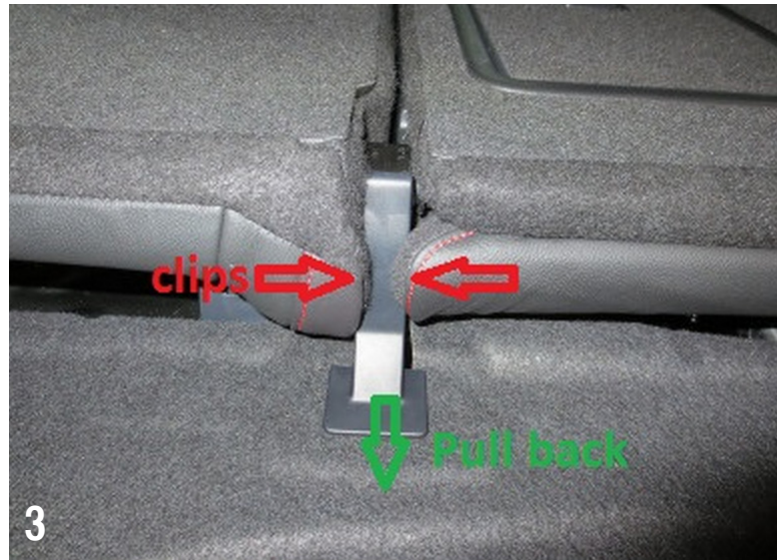
Step 3 — Remove the seat bottoms

The seats can be removed now. Lift the middle out of its slot first, and rotate them to 45°, and pull them towards the center of the car. They should slide off of the outer guides. You have to find the right position as they only come off at a specific angle. I recommend doing the smaller one first, as it is only about 8lbs. The larger side is close to 20lbs and the middle seat belt comes out with it.



Step 4 — Remove the Plastic Trim

Next remove the plastic trim piece that the adjustable trunk floor slides into. it is held on with 2 M30 torx. Remove the tie down ring above it. Slide a flat head driver into the top notch to remove the cover, and remove it using an 8mm triple square socket.



Now we have to remove the side trim piece that guides the seat belt. it is a little difficult to explain. There is a 10mm nut on the floorboard that needs to be removed. The entire piece can be pulled out, but it is pulled towards the middle of the car, not towards the front. There are two clasps holding it to the door sill trim piece that you need to be cautious of.



Step 5 — Remove the Seat backs

Lift the inward side of the seat up, then rotate the seat down half way and pull towards you to release.



Step 6 — Final Trim Piece

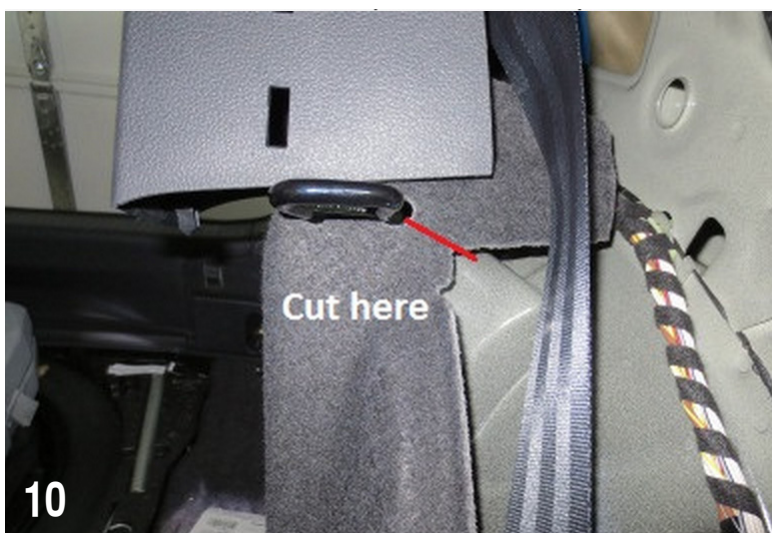
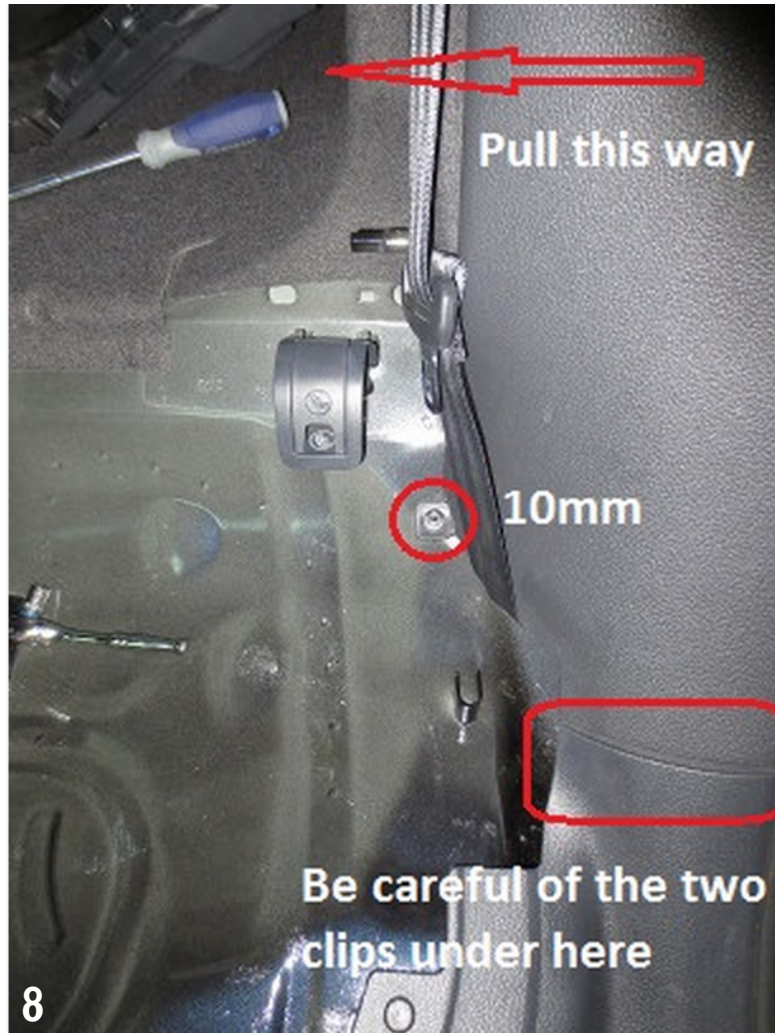
Next is the final trim piece. It is a PITA and I did not get a great picture of it. After removing the previous trim panel, you will see a plastic rivet. Take a flat head and remove the center piece first (comes all the way out) then the outer piece. There is a T20 torx inside the hole that the privacy cover for the trunk is mounted to (the nub that it rotates on, look in there) Now you can pull it out and it will come loose. Do not pull on the 'grocery bag' hangers, as I broke one of mine. The passenger side also has to have the plug removed for the 12v outlet. *Note on reinstallation* Make sure the white plastic 'zippy' screw is properly lined up. This piece VW way over engineered so it was the most difficult for me to reinstall.



Step 6 — Final Trim Piece (continued)

Next is the final trim piece. It is a PITA and I did not get a great picture of it. After removing the previous trim panel, you will see a plastic rivet. Take a flat head and remove the center piece first (comes all the way out) then the outer piece. There is a T20 torx inside the hole that the privacy cover for the trunk is mounted to (the nub that it rotates on, look in there) Now you can pull it out and it will come loose. Do not pull on the 'grocery bag' hangers, as I broke one of mine. The passenger side also has to have the plug removed for the 12v outlet. *Note on reinstallation* Make sure the white plastic 'zippy' screw is properly lined up. This piece VW way over engineered so it was the most difficult for me to reinstall.

Note: If necessary, cut a slit in the carpet for it to be pulled over the seat back latches. The can be subsequently taped from the rear with clear vinyl packing tape.



Step 7 — Brace Installation

Place the XBQ in the car and line it up. It is pretty easy to see where it goes, and place it below the seat latch avoiding any spot welds and the body seam at the lower hole positions. I recommend having a helper, and taking a hole punch and hammering a dot through the carpet and into the metal. Make sure your punch is dead center the bolt hole on the XBQ. Do one octaion, remove the brace, fold the carpet back and begin drilling using a 1/8" bit. Follow it with a 1/4" bit, and finally a 1/2" bit.

The nutserts are slightly larger than 1/2" so *gently* file the holes out a little bit. CHECK FIRST as you want the nutserts to be snug. After you have inserted one nutsert and torque it down, put the brace back in the car and thread the first screw down. DO NOT fully tighten, as the brace will not seat flush (similar to installing a wheel). Make a hole punch on the next hole, unscrew and remove the brace from the car and repeat the drilling process. Do this every time. One at a time. The tolerance on the XBQ is near zero.

Note: Watch the lower drill points. If you install the brace a little high, your bottom holes will be on the edge of a piece of sheet metal. Review the photo to see what I mean. It is better to avoid the seam if possible.

Step 8 — Install the brace properly in the car with everything removed to check fitment.

Reinstall the Interior. Follow this post in reverse order.

Install images



Install images

