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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 XB 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 XB**
- Five (5) Steel nutserts (one extra included)
- Four (4) M8 Stainless Steel socket cap fasteners

List of required tools:

- T-30 Torx driver
- For MkV/VI: **TRIPLE-SQUARE (aka "XZN" bit 12-points 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**. All information is © 2009 — 2012 Studiolevin Inc. 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.**

Note: All images are of the MkIV R32 unless noted. For MkIV/MkV GTI/Golf see GTI notes. **For MkV R32/MkVI R installation is similar (see MkV/VI specific images on pages 8 - 11)**

Step 1 — Prepare the rear seat/hatch area

- Use loop at front of rear seat bottoms to pull them forward into the vertical position.
- Remove headrests
- Fold rear seats completely flat
- Remove the carpet in the hatch area



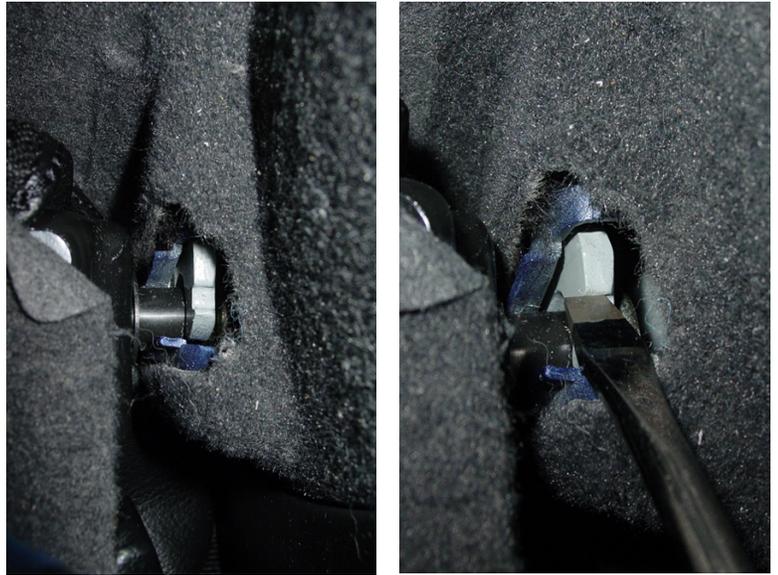
Optional Nutsert Tool shown with stainless steel bolts and cad plated nutserts



Step 2 — Unhooking rear seats back

- Unclip seat bottoms from their retainers.
- At outer side of seat back, use a flathead screwdriver to pry open clasp.

For MkV/VI: Do not use a flathead for unclasping seat. Fold them forward, take off the plastic piece between the seats. It pulls up and back. Undo a single T30 (torx) that holds a piece of metal in place over the seat axle. Pull that metal piece off by tipping it toward the front of the car / pushing forward. The seats then just lift out of their bracket in the center. Tap the side to get them off of the mounting post on the outside. It is easier to do this with them in an upright position than flat. Be careful of the leather, the center bracket has sharp edges and it will cut up the seat. The wider seat section with the center belt on it - you can't get it out of the car unless you undo the center belt. Undoing the center belt from the car requires a **TRIPLE-SQUARE aka "XZN" bit - 12-points**, not a Torx. Note that when the seat is not latched in place the middle seatbelt locks so you can't really pull out extra to move the seatback very far. **See images page 8 – 11.**



Step 3 — Remove the small rear seat back

- Once the clasp is pryed open from the hinge, lift seat from right side.
- After the pin clears the clasp, slide seat to the right as you lift up. This will disengage seat from left side pin.



Step 4 — Remove the large rear seat back

- At left side of seat back, use a flathead screwdriver to pry open clasp. (same as step 2).
- Once the clasp is pryed open from the hinge, lift seat from left side.
- After the pin clears the clasp, slide seat to the left as you lift up. This will disengage seat from right side pin.



Step 5 — Unhook middle seatbelt from retainer

- Middle seatbelt is hooked into a retaining clip.
- Release lever and remove seatbelt ring from hook.

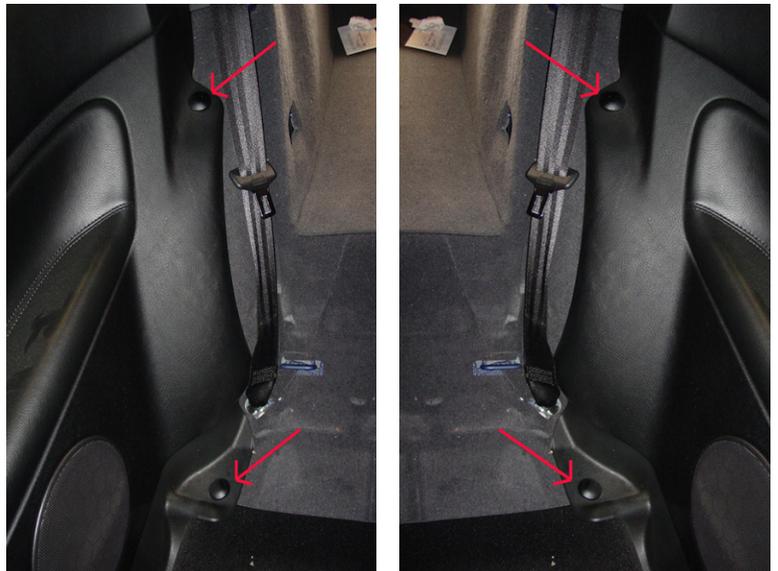


Step 6 — Remove cargo net anchors

- Use T-30 Torx driver to remove the two cargo net anchors closest to the front of the car.



Step 7 — Locate and remove the interior trim dome fasteners



Step 8 — Locate and remove the interior trim dome fasteners

- Unscrew two dome fasteners on each side (four total).

• **Note: this is MkIV specific**



Step 9 — Locate and remove the rubber seat bumpers

- Unscrew the rubber bumpers on each side (two total).

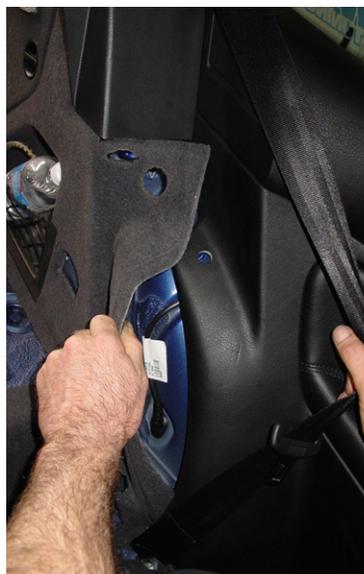
• **Note: this is MkIV specific**



Step 10 — Peel back carpet

- Pull away from rear interior body panels.
- Carefully lift over rear seat latch.
- Once free use bungee cord to keep carpet away from Stressbrace attachment area.
- Repeat on other side

• **Note: this is MkIV specific**



Step 11 — Test fit UNibrace XB

- Measure equal spaces from top fastener holes to slot for rear seat latch.
- **For MkIV R32:** Align UNibrace XB even with top of hatch carpet. **Note: This step is critical for proper aesthetic placement.**
- **For Golf/GTI:** Hatch floor is lower therefore DO NOT align UNibrace XB with hatch floor. Use similar top position as shown in photograph.
- **Verify that positions are not directly on factory spot welds and that they sit flat at all four corners.** Double check your positioning.
- Use metal scribe to mark location of all four fastener holes once proper location is established.



Step 12 — Centerpunch scribed areas

- Using centerpunch mark centers of each scribed area.
- Repeat at all four locations.

Note: It is essential to have an extra set of hands in this step to hold the brace in position while you scribe the hole locations.

For MkV/VI See images page 8 – 11.



Step 13 — Drill pilot hole

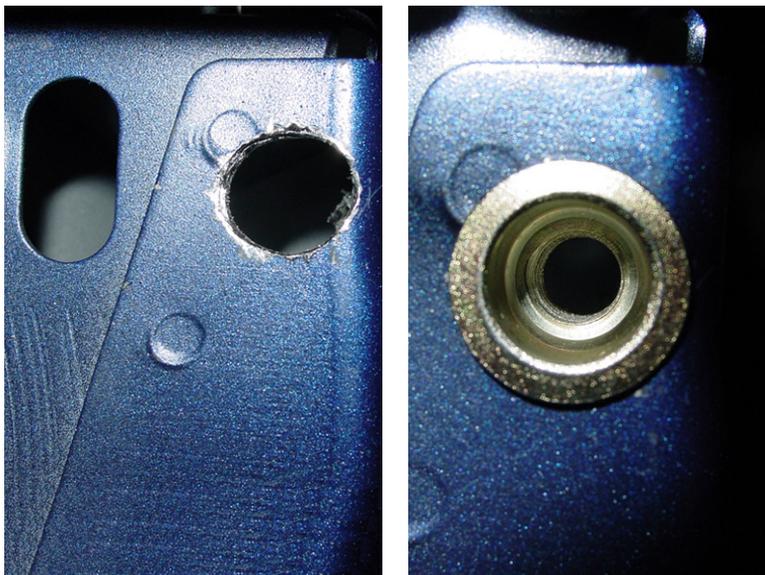
- Using 1/8" bit, drill pilot hole
- Repeat at all four centerpunched locations.
- **It is recommended that an intermediate 1/4" bit is used before making final 1/2" holes.**
- **Alternate installation:** mount one top nutsert first to hold the UNibrace XB in place while checking the other three hole locations. A stepped bit or 1/2" hole saw is also an acceptable alternative to a 1/2" cobalt bit.



Step 14 — Drill hole for nutserts

- Using 1/2" bit or 1/2" hole saw, drill hole at pilot hole location.
- Repeat at all four pilot hole locations.
- If there are metal burrs inside the holes carefully make sure they are smooth without increasing hole size.

A tight fit is essential for successful nutsert installation. DO NOT file holes unnecessarily. Use a wooden block to tap nutserts in place.



Step 15 — Place installation bolt into nusert

Note: Picture shown is of former nutsert insert tool. It is highly recommended that you obtain the suggested nutsert tool on the first page (www.mcmaster.com part # 96349A815) or seek professional installation.



Step 16 — Set Nutserts

Note: Make sure nutsert is thoroughly set. Generally this is as tight as you can make it. Failure to properly set nutsert will cause it to rotate and loosen over time. Picture shown is of former nutsert insert tool. It is highly recommended that you obtain the suggested nutsert tool on the first page (www.mcmaster.com part # 96349A815) or seek professional installation.



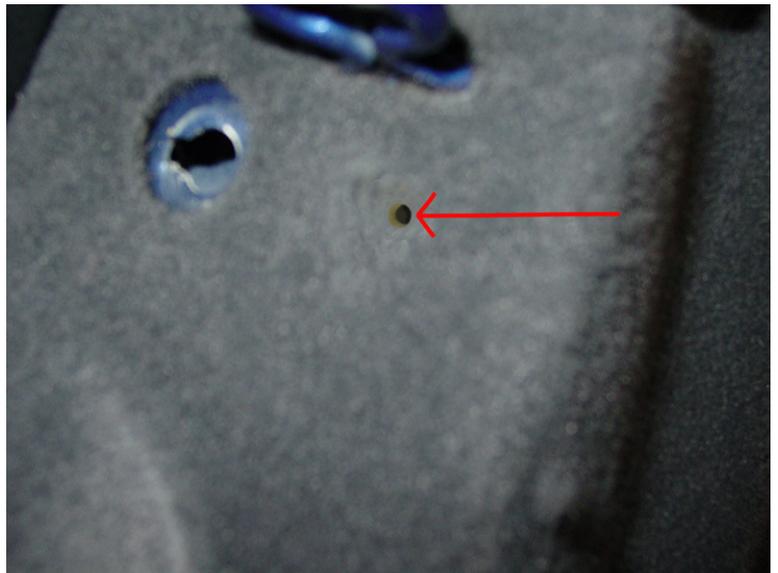
Step 17 — Scrape body filler at lower mounting points

- **Note: If required. This step generally applies to MkIV R32 only.**



Step 18 — Replace carpet and locate holes

Use an all or drill to carefully make holes in carpet at each nutsert location. If using a drill be very careful to only go through carpet and not destroy threads in nutsert.



Step 19 — Install UNibrace XB

- Replace seats in reverse order from step 2.

For MkV/VI See images page 8 – 11 .



Installation Images – MkVI GTI

Note upper and lower panel fastening locations as indicated in **red**.



Installation Images – MkVI GTI

Remove upper cover and remove screw



Installation Images – MkVI GTI

Loosen nut holding bottom of panel . You should now be able to remove panel completely. Repeat on other side.

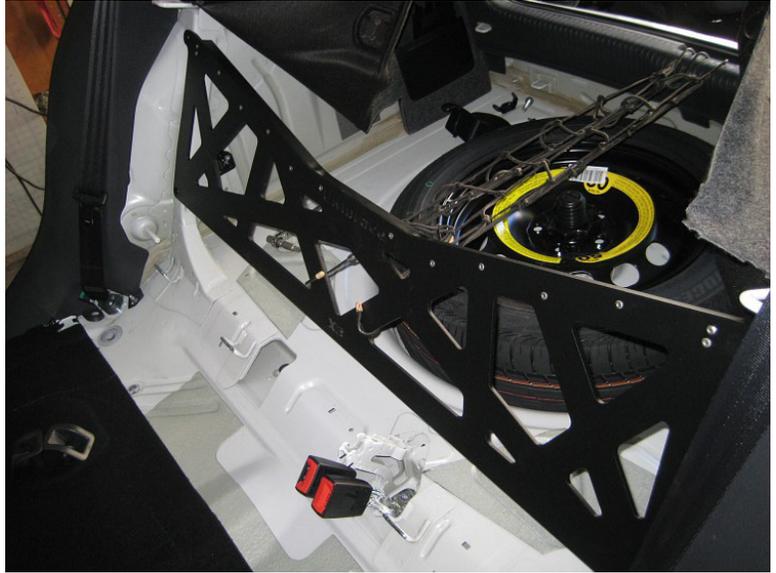


Installation Images – MkVI GTI

Use bungee cords (or a second person) to locate the correct position for UNIbrace XB.

Important Tips:

- Make sure all hole locations miss spot welds.
- Test fit brace location to miss hooks on rear of seats. This is difficult so you may have to give up on the two outer hooks. You will still be able to use the center hook, however.



Installation Images – MkVI GTI

Scribe all hole locations.

Drill pilot hole as shown in step 13 on page 5.

Either drill all holes or drill one top location to use a completed nutsert to locate the remaining three locations as noted in step 13 on page 5.



Installation Images – MkVI GTI

Nutserts installed

Test fit all nutserts for alignment and tightness by putting the four bolts in simultaneously and tightening them equally. If all are tightening without any stress or cross threading your install is good. Remember, don't force the bolts! This can cross thread the nutserts and is an indication of misalignment!



Installation Images – MkVI GTI

UNIbrace XB in position prior to reinstalling the seats.



Installation Images – MkVI GTI (similar for MkV)

Clip cover and anchors on the back of seats.
Use a flathead screwdriver to pry off the hooks (they're basically just covers) and you'll find a metal bracket with one 12 point screw holding it on.



Installation Images – MkVI GTI

Unscrew metal anchor.



Installation Images – MkVI GTI (similar for MkV)

When you pulled back carpet from the sides near the interior panels you will be able to use a small piece of the carpet that will be hidden behind the interior panel as a patch for the hook anchors.



Installation Images – MkVI GTI (similar for MkV)

Make a template with paper to trace the profile of the hole. Cut a corresponding piece of carpet and glue into place.



Installation Images – MkVI GTI (similar for MkV)

The patch is nearly indistinguishable from the remainder of the carpet.



HD M8 Rivet nut Installer package

Please read instructions prior to use!



Installed Images – MkIV R32



Installed Images – MkIV R32



Installed Images – MkV GTI



Installed Images – MkV GTI



Installed Images – MkIV Jetta/Bora

Note: Jetta/Bora UNibrace XB is a different part and requires custom fabrication.

