



INSTALLATION GUIDE

2010+ Porsche Panamera Turbo/S Exhaust System

Congratulations on your purchase of the AWE Tuning high performance exhaust for the 2010+ Porsche Panamera Turbo and Turbo S.

Exquisite build quality with industry leading performance distinguishes this exhaust system from all others.

PARTS LIST

Touring Edition Exhaust System

- 1 X-Pipe mid section with two preinstalled 63.5mm clamps
- 1 Driver side 4" bullet muffler section
- 1 Passenger side 4" bullet muffler section
- 1 Driver side rear Helmholtz resonator section
- 1 Passenger side rear Helmholtz resonator section
- 1 Driver side dual outlet tip (optional finish)
- 1 Passenger side dual outlet tip (optional finish)
- 4 63.5mm Accu-Seal Clamp
- 2 2.62" high temp t-bolt Clamps
- 4 ½" ID serrated hanger locks
- 2 3/16 rubber vacuum cap

Track Edition Exhaust System

- 1 Driver Side resonator delete Pipe
- 1 Passenger Side resonator delete Pipe
- 1 X-Pipe mid section with two preinstalled 63.5mm clamps
- 1 Driver side 4" bullet muffler section
- 1 Passenger side 4" bullet muffler section
- 1 Driver side rear Helmholtz resonator section
- 1 Passenger side rear Helmholtz resonator section
- 1 Driver side dual outlet tip (optional finish)
- 1 Passenger side dual outlet tip (optional finish)
- 4 63.5mm Accu-Seal Clamp
- 2 2.62" high temp t-bolt Clamps
- 4 ½" ID serrated hanger locks
- 2 3/16 rubber vacuum cap

Step 1

Remove all under car panels and bracing to access the factory exhaust. Remove the entire exhaust system from the car, after the downpipes.

Step 2

Touring Edition Only:

Installation of the AWE Tuning exhaust system required cutting of the factory front resonator section.

Cut both tubes exiting the front resonator to 14.75" long as measured from the back of the resonator can. See **Figure 1**.

Reinstall the front resonator section, reusing factory clamps.

Porsche sleeve clamp, part number 958 111 220 00, can be used to re-attach the balance of the factory system to the front resonator section if the vehicle ever needs to be reverted to stock.

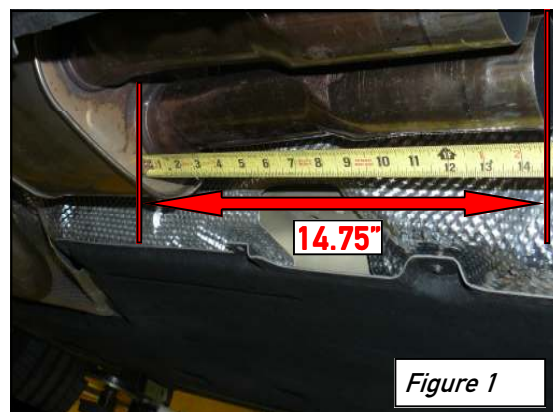


Figure 1

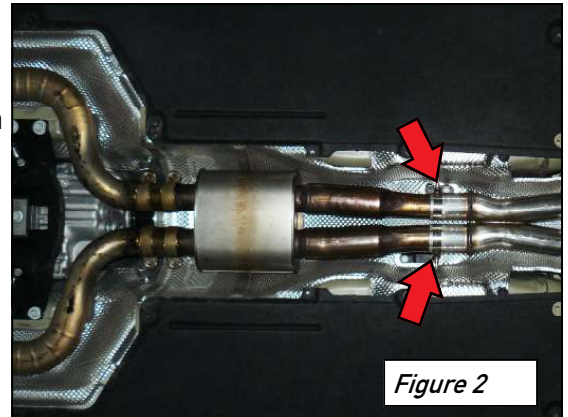
Step 3

Touring Edition Only:

Slip the x-pipe assembly over the factory resonator outlet tubes, at arrows in **Figure 2** and fasten with two of the included 63.5mm Accu-Seal clamps.

Track Edition Only:

Eliminate the factory resonator by installing the driver side and passenger side resonator delete pipes. Slip the x-pipe assembly over the delete pipes and fasten with two of the included 63.5mm Accu-Seal clamps.



For Both Touring Edition and Track Edition:

Mate the driver and passenger side bullet muffler sections to the x-pipe section using two 63.5mm Accu-Seal band clamps.

Use the remaining 63.5mm Accu-Seal band clamps to mate the driver side and passenger side Helmholtz resonator sections to the bullet muffler section outlets.

Install driver side and passenger side tips using enclosed 2.63" t-bolt clamps.

Begin tightening all clamps, starting at front and moving rearward. Ensure that tips remain centered during clamp tightening or adjust as necessary.

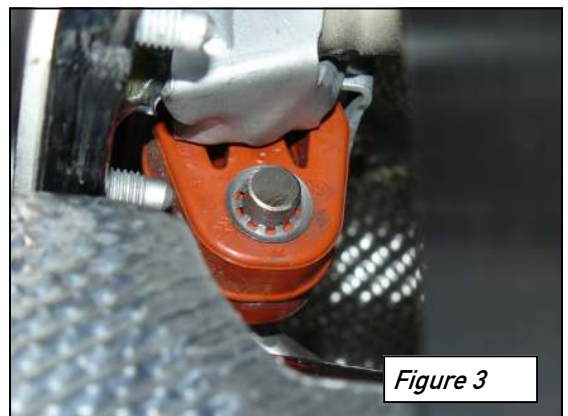
Use hand tools to fully tighten the t-bolt clamps for the tips, and an impact gun to tighten the Accu-seal clamps.

Step 4

Once the exhaust is properly adjusted and clamps fully tightened, it is imperative to install the enclosed serrated lock washers on all the hanger posts, as shown in **Figure 3**.

These washers will ensure that the system remains aligned properly. Note the orientation of the washer in **Figure 3**.

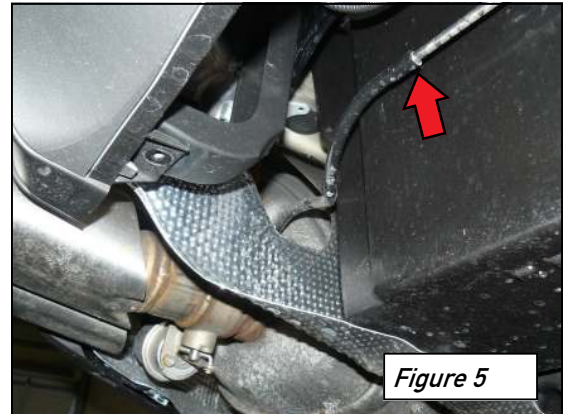
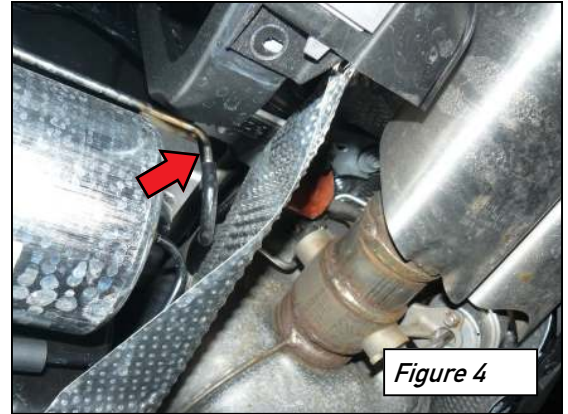
A ratchet socket and hammer can be used to install each washer.



Step 5

If the vehicle is equipped with the optional factory sport exhaust system, it is necessary to cap the vacuum lines that previously went to the exhaust valves. Remove the rubber vacuum lines at arrows in **Figure 4** and **Figure 5** and cap the metal lines with the enclosed 3/16" vacuum caps.

After ensuring all clamps are tight and serrated washers are installed, reassemble underneath of vehicle.



ENJOY

Once installed properly, your AWE Tuning high performance exhaust will provide a lifetime of trouble free performance.

Please note that the exhaust volume and sound will settle with usage. 800-1000 miles is typically required to fully break in a new exhaust system.

Periodic cleaning of exhaust tips is necessary to maintain proper finish, especially in areas prone to road salt and caustic deicing solutions.

A gentle metal polish can be used to bring back the luster on our silver finish tips.

Do **NOT** use metal polish on our Diamond Black finish tips. Instead, use a mild soap and water solution periodically to clean the finish.

Please note that each rear Helmholtz resonator has a small drain hole to allow condensation to escape. Water drops from this area are normal.