



INSTALLATION GUIDE

2011+ Porsche Panamera 2/4 Exhaust System

Congratulations on your purchase of the AWE Tuning high performance exhaust for the 2011+ Porsche Panamera 2 and 4.

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

PARTS LIST

Touring Edition Exhaust System

- 1 bullet resonator section, left (part PX)
- 1 bullet resonator section, right (part PY)
- 1 rear 180 Technology™ resonator section, left (part QB)
- 1 rear 180 Technology™ resonator section, right (part QC)
- 1 tip set (optional finish)
- 2 57.2mm Accu-Seal clamp
- 2 63.5mm Accu-Seal clamp
- 2 2.62" t-bolt clamp
- 2 1/2"ID serrated hanger locks

Track Edition Exhaust System

- 1 inlet tube, left (part PV)
- 1 inlet tube, right (part PW)
- 1 mid section, x-pipe (part PE)
- 1 bullet resonator section, left (part PZ)
- 1 bullet resonator section, right (part QA)
- 1 rear 180 Technology™ resonator section, left (part QB)
- 1 rear 180 Technology™ resonator section, right (part QC)
- 1 tip set (optional finish)
- 6 63.5mm Accu-Seal clamp
- 2 2.62" t-bolt clamp
- 4 1/2"ID serrated hanger locks

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:

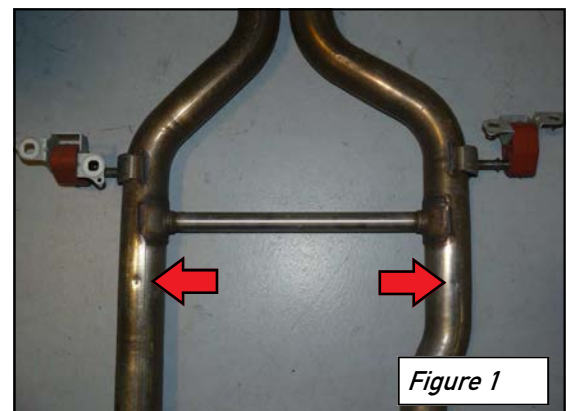
Installation of the AWE Tuning Touring Edition exhaust system requires cutting of the factory front resonator section. Cutting is easier done with the exhaust removed from car.

Locate dimples in the tubing, after the cross brace. See arrows in **Figure 1**.

Cut squarely through each dimple and deburr the inside and outside of the tube. Remove any road grime/debris from outside of tube surface.

Reinstall the front resonator section back on the car, reusing factory clamps.

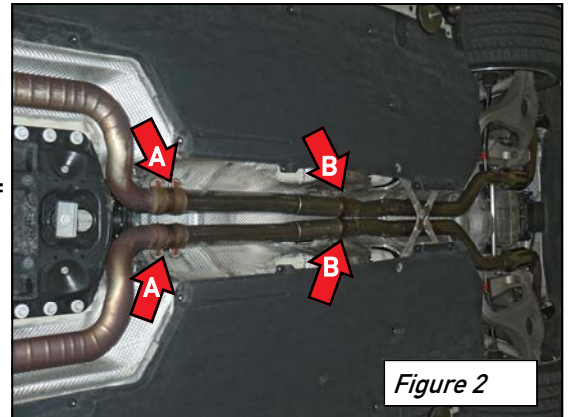
Porsche sleeve clamp, part number 958 111 220 20, can be used to re-attach the balance of the factory system to the front resonator section if the vehicle ever needs to be reverted to stock.



Step 3

Track Edition Only:

Eliminate the factory resonator by installing the supplied driver side and passenger side inlet tubes. Attached these tube to the factory downpipes by reusing the factory sleeve clamps, at **Arrows A** in **Figure 2**. Slip the x-pipe assembly over the outlets of the inlet tubes and fasten with two of the supplied 63.5mm Accu-Seal clamps, at **Arrows B** in **Figure 2**.



For Both Touring Edition and Track Edition:

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

Use the remaining 63.5mm Accu-Seal band clamps to mate the driver side and passenger side rear 180 Technology™ resonator sections to the bullet resonator section outlets.

Install driver side and passenger side tips using supplied 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.

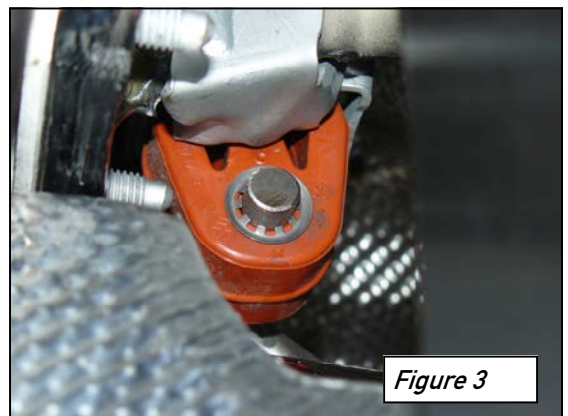
Use hand tools to fully tighten the t-bolt clamps for the tips, and an impact gun to tighten the Accu-seal clamps.

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**.

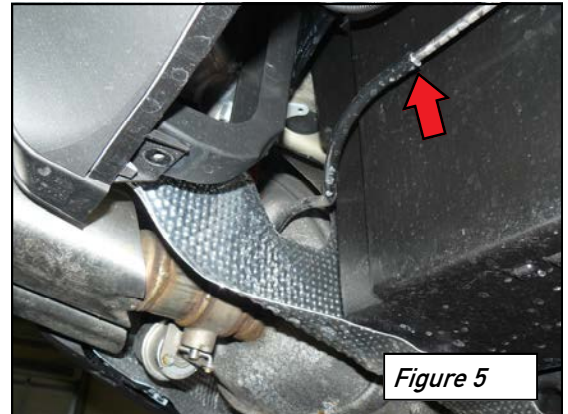
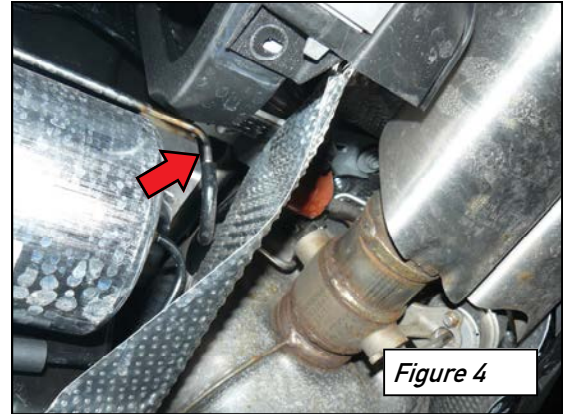
A ratchet socket and hammer can be used to install each washer.



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.

Do NOT use metal polish on our Diamond Black or Chrome Finish tips. Instead, use a mild soap and water solution or gentle car wax periodically to clean the Finish.

Please note that each rear 180 Technology™ resonator has a small drain hole to allow condensation to escape. Water drops from this area are normal.