



INSTALLATION GUIDE

2013+ Audi RS5 Exhaust System

Congratulations on your purchase of the AWE Tuning performance exhaust for the 2013+ Audi RS5.

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

PARTS LIST

Track and Touring Edition Exhaust

- 1 midmuffler/x-pipe assembly (DL1)
- 1 driver side midpipe (DE)
- 1 passenger side midpipe (DF)
- 1 driver side rear resonator assembly (JG)
- 1 passenger side rear resonator assembly (JH)
- 4 2.50" exhaust band clamp
- 1 3/8"-16x1.25" SS bolt
- 1 3/8"-16 SS nut
- 2 3/8" washer
- 1 3/8" lock washer
- 2 M8 SS fender washer
- 2 hanger post clamp
- 1 9/64" allen wrench (for hanger post clamp)
- 2 4mm vacuum line plug
- 2 4" zip tie
- 1 tube exhaust paste

Touring Edition Downpipes

- 1 driver side flex section (CE8)
- 1 passenger side flex section (CE9)
- 1 driver side resonator section (CF1)
- 1 passenger side resonator section (CF2)
- 6 M8 x 30mm SS bolt
- 6 M8 washer
- 6 M8 copper exhaust nut
- 2 Manifold to downpipe gasket
- 2 2.50" exhaust band clamp

Non-Resonated Downpipes

- 1 driver side flex section (CE8)
- 1 passenger side flex section (CE9)
- 1 driver side lower section (CF3)
- 1 passenger side lower section (CF4)
- 6 M8 x 30mm SS bolt
- 6 M8 washer
- 6 M8 copper exhaust nut
- 2 Manifold to downpipe gasket
- 2 2.50" exhaust band clamp

Step 1

Installation of the AWE Tuning exhaust system is essentially the reverse of removal.

If you will be installing AWE Tuning downpipes, before removing the factory downpipes first soak the fasteners in a penetrating oil for several hours to ensure easy removal.

Fasteners and gaskets are included with the AWE Tuning downpipes to replace the factory parts. Use a quality anti-seize compound on all fastener threads during re-assembly.

PLEASE NOTE: You can identify the AWE Tuning **driver side downpipe sections** by the presence of the labeled badge on them. These sections install on the **LEFT SIDE** of the vehicle, when facing forward.

To ensure a leak free seal at each slip joint throughout the system use the enclosed exhaust paste sealant.

Step 2

Downpipes: Adjust the driver side downpipe so that approximately one finger's worth of clearance remains between the tunnel and the tubing.

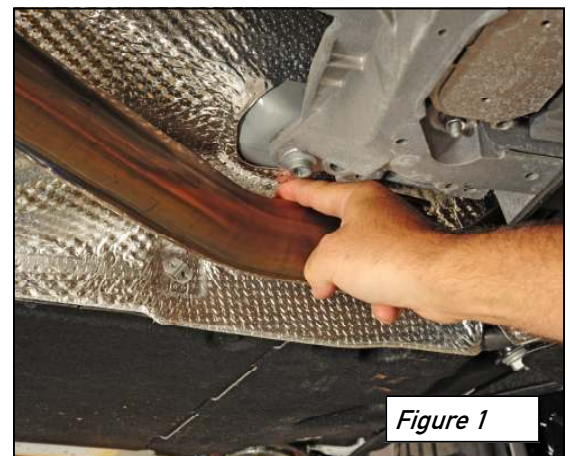
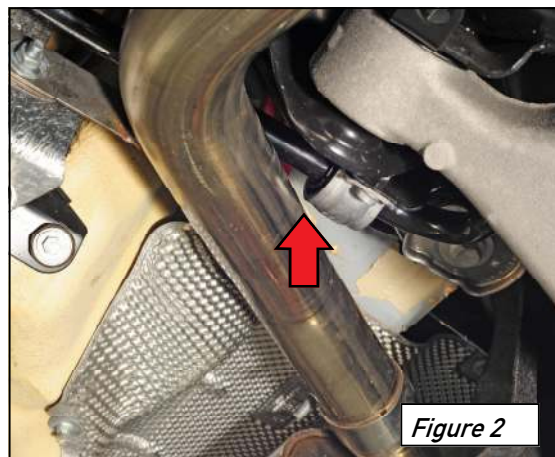


Figure 1

Step 3

Track and Touring Edition: Pay close attention to the driver side midpipe and how it passes by the rear sway bar. With the system cold, make sure there is a sufficient gap between the tubing and the bracket as shown at arrow in **Figure 2**.

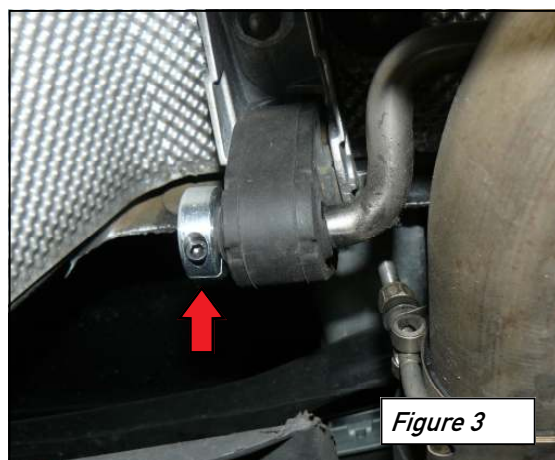


Step 4

Track and Touring Edition: Once the exhaust system is properly adjusted and the tailpipes are centered in the factory tip openings, install a hanger post clamp on each of the rear muffler hanger posts, as shown at arrow in **Figure 3**. Slide the clamp onto the hanger post so that it sits snug against the rubber element, and then tighten down with the enclosed allen wrench.

These clamps will keep the exhaust from sliding laterally under usage and will keep the tips properly aligned in the valence openings.

Finally, cap the exhaust flap vacuum lines with the included gray plastic plugs and zip ties.



ENJOY

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

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

Also, 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.