



INSTALLATION GUIDE

2010+ Audi S5 Cabrio/3.0T Coupe Exhaust System

Congratulations on your purchase of the AWE Tuning high performance exhaust for the 2010+ Audi S4.

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

PARTS LIST

Exhaust System

- 1 midmuffler/x-pipe assembly (part EA)
- 1 driver side midpipe (Coupe: part DE, Cabrio: part EB)
- 1 passenger side midpipe (Coupe: part DF, Cabrio: part EC)
- 1 passenger side midpipe (Cabrio Only: part ED)
- 1 driver side rear resonator assembly (part DJ)
- 1 passenger side rear resonator assembly (part DK)
- 4 90mm slash cut exhaust tip (integrated clamp, optional finish)
- 5 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)
- 1 tube exhaust paste

Downpipes

- 1 driver side flex section
- 1 passenger side flex section
- 1 driver side resonator (or tube) section
- 1 passenger side resonator (or tube) section
- 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

For 2013+ model year cars:

It is imperative that the factory "SoundAktor" system be disabled to ensure a drone-free sound experience.

The "SoundAktor" is an audio file that is broadcast over the vehicle's stereo system, regardless of what Drive Select mode the car is set to. On a stock exhaust, this sound file is supposed to make the car sound more sporty and aggressive. However, when combined with the inherent acoustic properties of the AWE Tuning performance exhaust, the total sound volume becomes too loud and can be bothersome under light throttle driving conditions.

REMOVAL OF THE SOUNDAKTOR FUSE IS REQUIRED TO ENSURE COMPLIANCE WITH OUR SATISFACTION GUARANTEE.

To remove fuse, first consult the fuse location diagram in your car's Owner's Manual.

Typically, the fuse is labeled "Sound actuator/exhaust sound tuning" and is located at position 5 of fuse block A on the driver's side end of the dashboard. To access this fuse box, wedge a Cat head screwdriver under its cover to pry it off. Note that there are three clips, at arrows in **Figure 1**.

Factory fuse puller tool is at **Arrow A** in **Figure 1**.

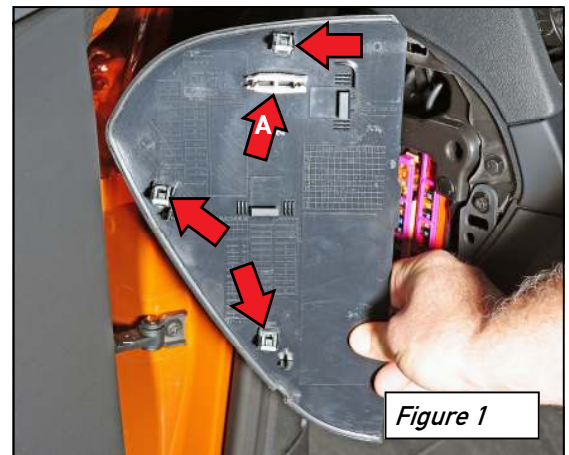


Figure 1

Step 2

For 2013+ model year cars, continued:

Pop off the purple fuse guard frame on the proper fuse block. Remove the proper fuse as listed in your Owner's Manual. Re-assemble fuse block and cover.



Step 3

For all model year cars:

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 optional downpipes to replace the factory parts. Use a quality anti-seize compound on all fastener threads during re-assembly.

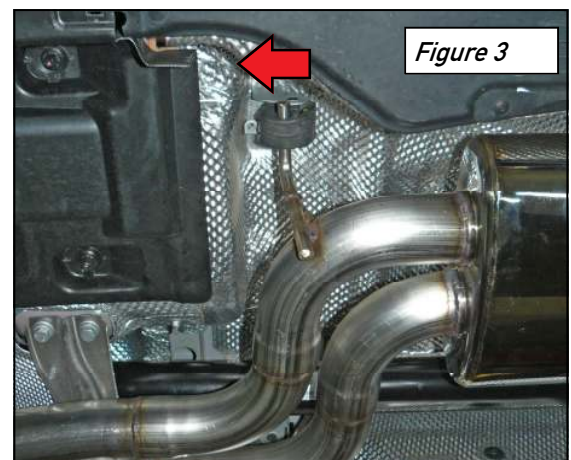
PLEASE NOTE: You can identify the AWE Tuning **driver side downpipe sections** by the presence of the identification badges on them. **Driver Side refers to Left Hand Drive vehicles. On Right Hand Drive vehicles, these parts will install on the passenger side.**

Step 4

While conducting the install of the AWE Tuning exhaust:

The included exhaust paste sealant should be used at each slip joint throughout the system to ensure a leak free seal.

Seat all slip joints so that all the rubber exhaust hangers point towards the front of the car when the system is cold, as shown in Figure 3.



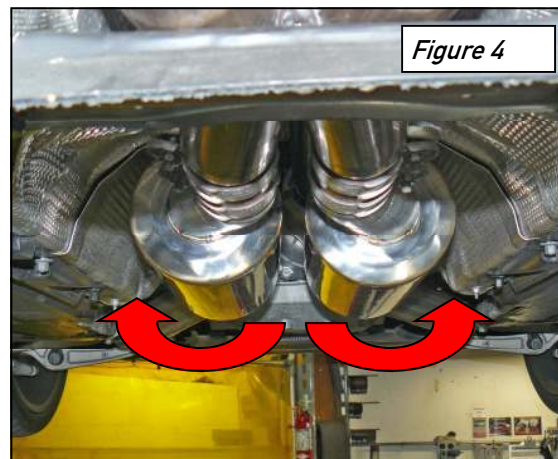
Step 5

With the system completely cool:

While underneath and looking towards the front of the car, as in **Figure 4**, rotate the LEFT side AWE Tuning downpipe resonator clockwise, as far as it will go until it hits the tunnel, and then back it off a few mm. Do the same with the RIGHT side one, rotating it counter clockwise.

If non-resonated downpipes are being installed, rotate the lower sections so that sufficient clearance is gained at the tunnel cross brace that runs beneath them.

After properly adjusting, tighten the clamps that attach the lower sections to the downpipe upper sections.



Step 6

Next install the mid-muffler section, re-using the factory sleeve clamps, making sure the muffler inlets/outlets are sitting level to the bottom of the car.

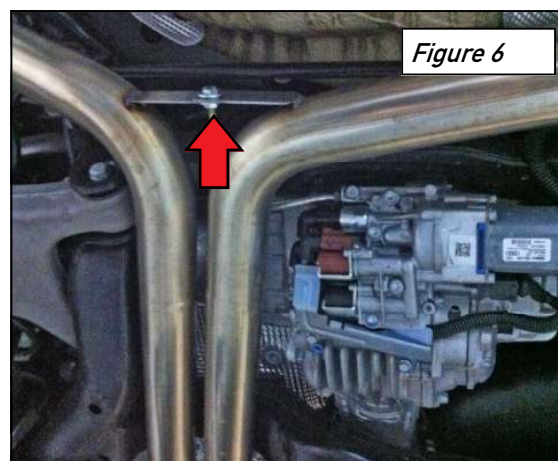
Tighten the factory sleeve clamps between the downpipe lower sections and the mid-muffler section.



Step 7

At the rear of the car, install the LEFT side tube that runs between the mid-muffler and the rear resonator. Then install the RIGHT side tube that runs between mid-muffler and the rear resonator. Install the rear tube cross-bracket fasteners loosely in the bracket holes, at arrow in **Figure 6**.

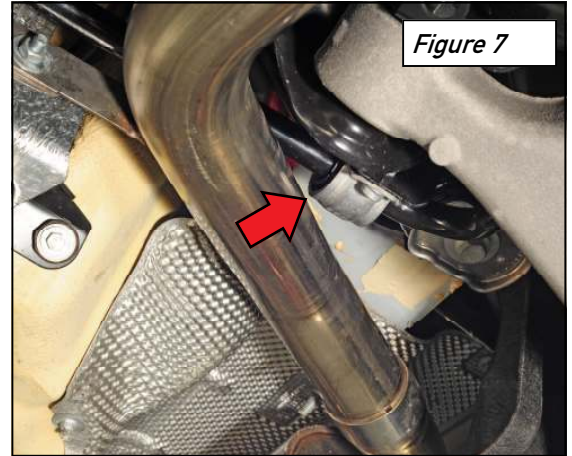
Install the rear resonators.



Step 8

With the slip joint clamps loose, adjust the rear resonators so that the tailpipe outlets are level left to right and are centered in the bumper valance openings. To allow the condensation hole in the bottom each resonator to properly drain, make sure that the back (tailpipe side) of the resonators are pointing slightly lower than the fronts (inlet side). Rotate the inlet tubes to correct for this angle. Once lined up and there is proper clearance around the rear differential and swaybar, as shown at arrow in **Figure 7**, tighten the clamps.

Please note that there may be little or no clearance between these tubes and the back of the rear wheel housing liners when the system is cold.



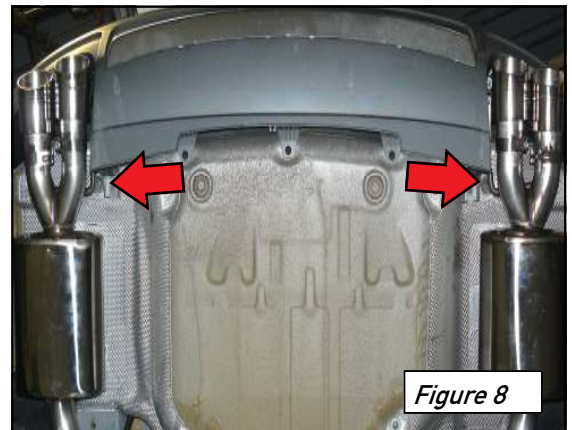
Step 9

Before tightening down all the clamps on the system, install the exhaust tips on the tailpipes. Set final tip rotation for proper logo appearance, side by side stagger, and overall length in relation to the bumper. **Once tips are aligned, tighten their integrated clamps until the tips will not rotate, then do an additional full turn on the nut.**

Tighten all the supplied Accu-Seal clamps to 40 ft/lbs. Once the system is fully tightened, go back and adjust the tips if necessary. Also if necessary, use the enclosed M8 fender washers between the rubber hanger mount and the body (at arrows in **Figure 8**), in order to match the higher side to the lower side.

The factory rubber hanger mount can also be shifted right and left to center the tips. This adjustment should be done with the cross-bracket loose between the two mid-section outlet pipes.

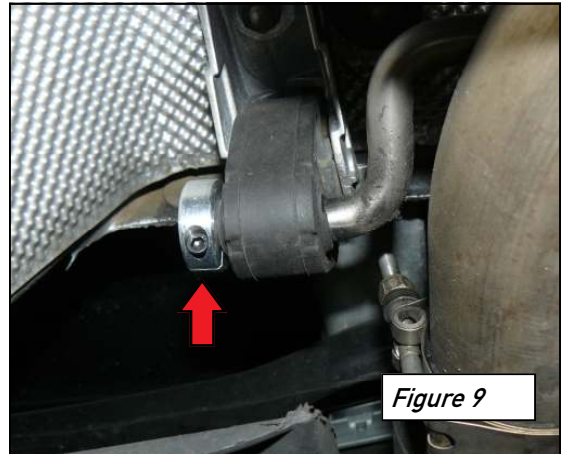
Once tips are centered and level, tighten the cross-bracket and rubber hanger mount fasteners.



Step 10

Once the exhaust system is properly adjusted, install a hanger post clamp on each of the rear muffler hanger posts, as shown at arrow in **Figure 9**. 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 valance openings.



ENJOY

Once installed properly, your AWE Tuning high performance exhaust will provide years 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.

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 car wax periodically to clean the finish.