

These instructions are intended for the following part number: 3025-31046



SWITCHPATH™ REMOTE KIT INSTALLATION GUIDE:

Vehicle Fitment:

- 2018+ AMG E 63/S Sedan
- 2018+ AMG E 63/S Wagon

Welcome to the AWE family! Purchasing this **AWE SwitchPath™ Remote Kit** for the W213 AMG E 63 S means you decided to take control of your exhaust tone.

Exquisite build quality and craftsmanship, coupled with industry leading performance, distinguish this exhaust system from all others.

Installation questions?
CONTACT US

PARTS LIST



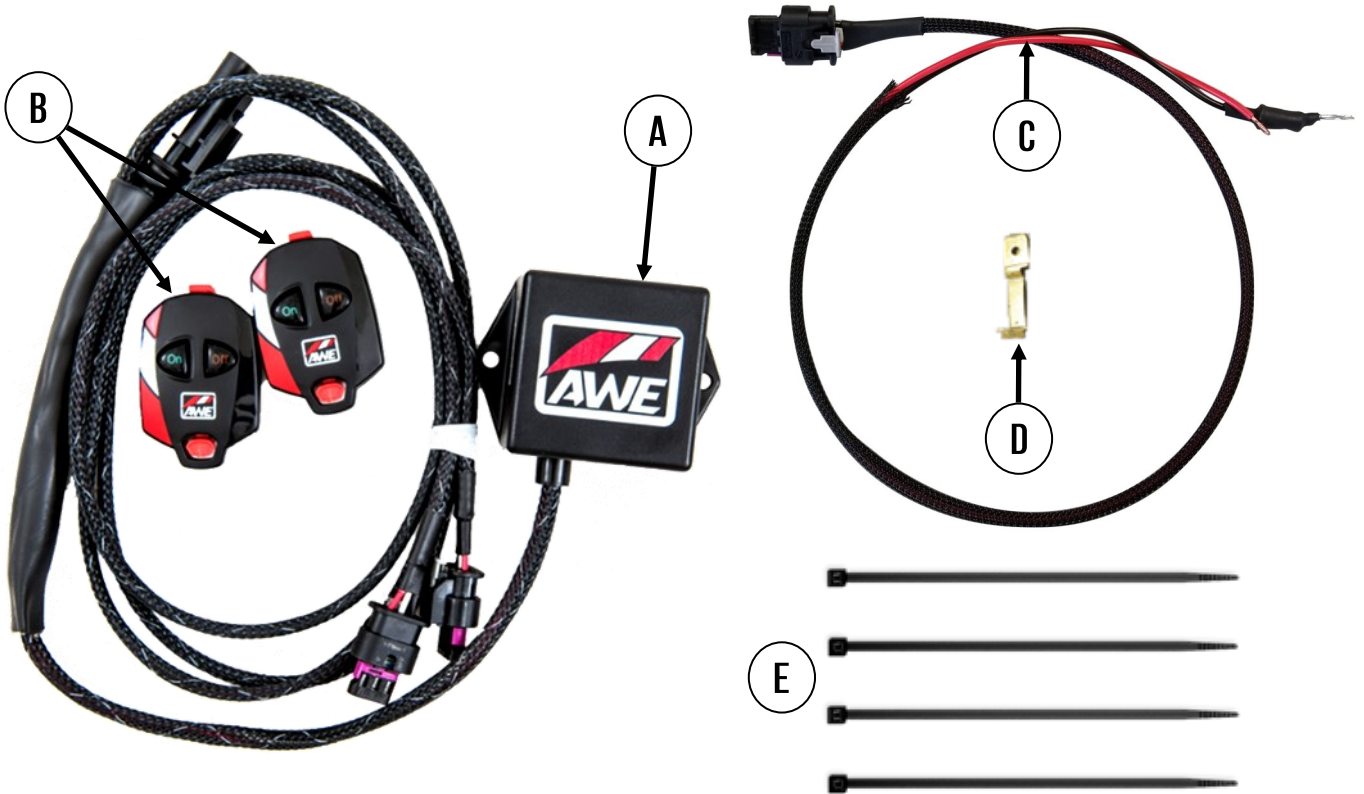
INSPECT ALL PARTS PRIOR TO DISASSEMBLY OF VEHICLE; IF DAMAGED OR MISSING, PLEASE CONTACT THE PLACE OF PURCHASE IMMEDIATELY.

SwitchPath™ Remote Kit:

- (A) 1 SwitchPath™ Control Box and Harness
- (B) 2 SwitchPath™ Remotes
- (C) 1 Power tap harness
- (D) 1 Fuse tap
- (E) 4 Wire-ties

Required Tools:

- 8mm socket
- 10mm socket
- Razorblade

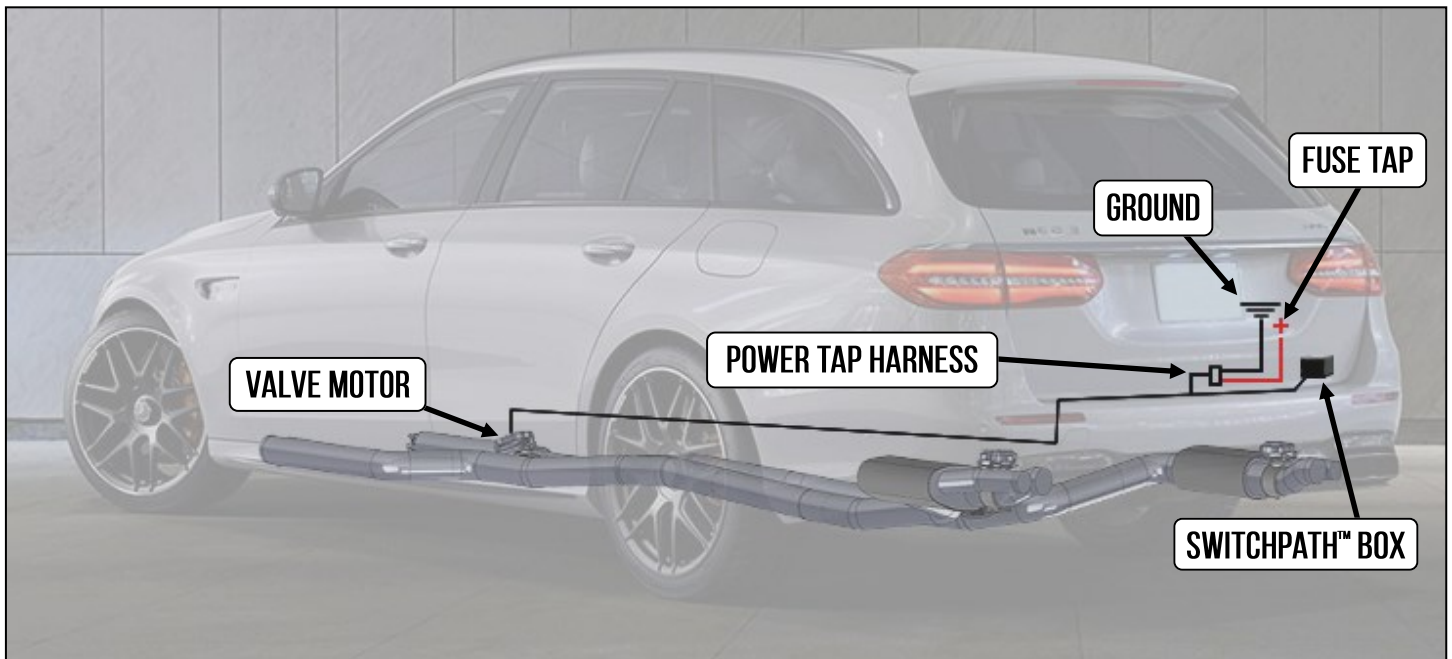


NOTES



- Access to a lift will always make your life easier; if you can, get a lift... you'll thank us later.
- If you've reached these instructions through the SwitchPath™ Exhaust installation guide for the 2018+ AMG E63/S sedan or wagon, sweet!, our plan is working.
- We're picking up from *Step 12* of the SwitchPath™ Exhaust installation guide, found [HERE](#) if you want to catch up.
- After the install of this kit is complete, you'll be able to continue onto *Step 13* of the SwitchPath™ Exhaust installation guide.
- When performing any electrical work, it's smart to disconnect the battery. When we say our exhaust is shockingly awesome, this isn't what we're talking about.

WIRING DIAGRAM



STEP 12.1

From the trunk, lift the floor panel up to gain access to the area displayed by the arrow in **Figure 12.1**.

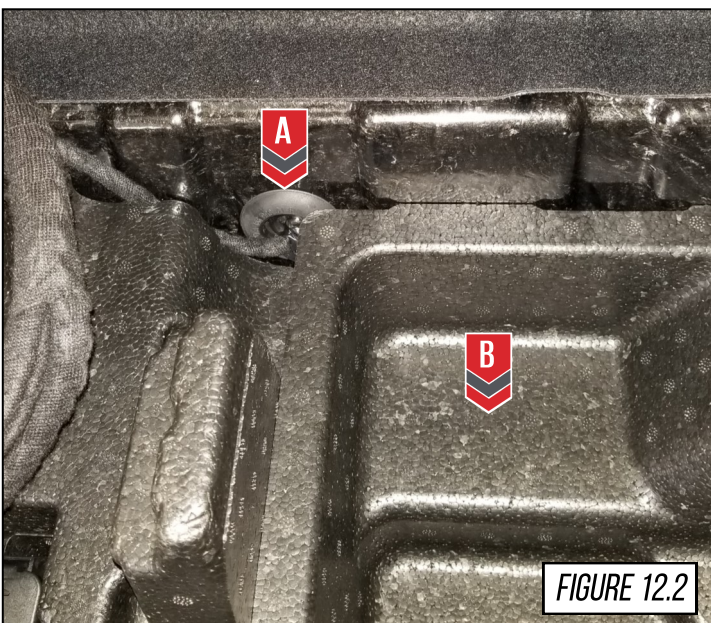


STEP 12.2

Search for the grommet shown by the **Arrow A** in **Figure 12.2**.

Pull the polystyrene (Styrofoam) tray, shown by **Arrow B** in **Figure 12.2**, up to gain easy access to this grommet.

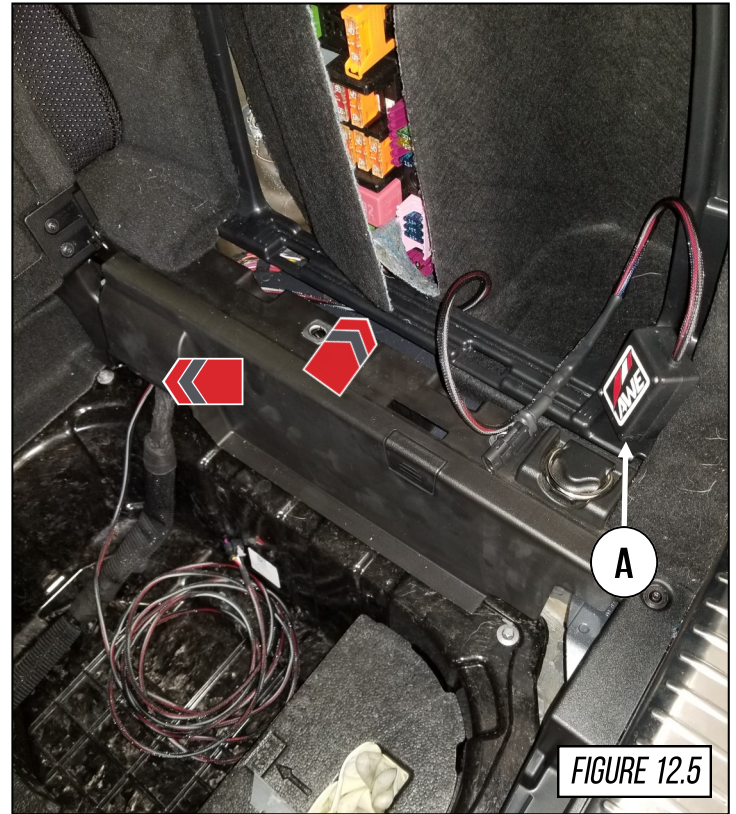
Pull the grommet and carefully make the incision that is shown in **Figure 12.3**. This is the point where the majority of the control box harness will pass through.



STEP 12.3

Next, you'll need to remove the panel on the passenger side of the trunk space, as shown in **Figure 12.4**.

With the control box (**Letter A**) placed in the far right of fuse box area, the longest leg of the harness needs to be fished through the areas shown by the arrows in **Figure 12.5**.

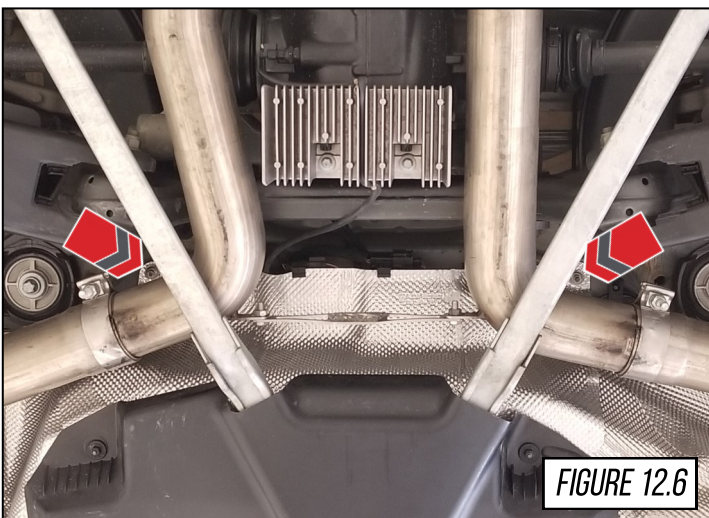


STEP 12.4

Continue to fish the harness through the grommet hole referenced in *Step 12.2*.

From under the car, use an 8mm socket to remove the heat shield bolts shown by the arrows in **Figure 12.6**.

The arrow in **Figure 12.7** shows the harness from the underside of the vehicle as it starts to be pulled through the hole, found on the other side of the heat shield that you just loosened.



STEP 12.5

Routing the harness to the valved H-Pipe (*part B59*) must be done thoughtfully, keep clear of moving components like the driveshaft, and that sweet new exhaust system.

Route the harness above the rear axle and chassis brace, as shown by the arrow in **Figure 12.8**.

With the driver side plastic tray still loose, shown by **Arrow A**, continue to route the harness as shown by **Arrow B** in **Figure 12.9**.

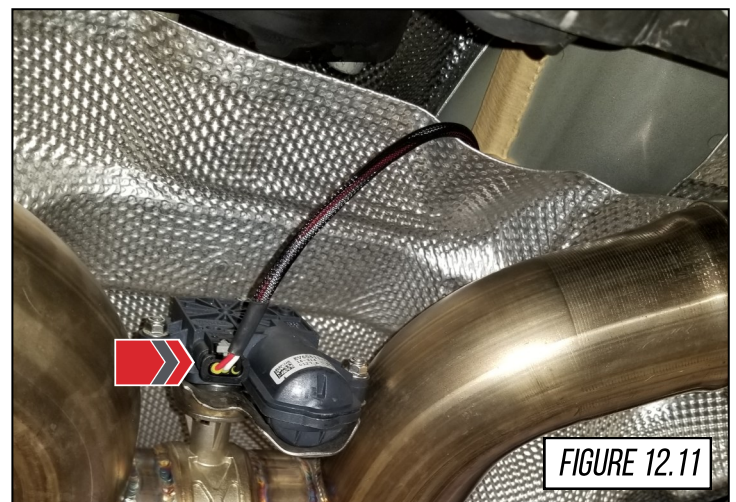
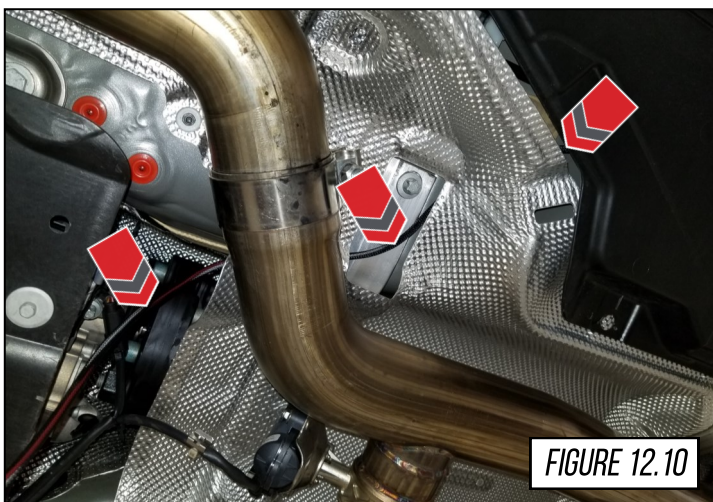


STEP 12.6

Figure 12.10 shows the harness properly routed above the heat shield and away from the exhaust just above the inlet side of the valved H-pipe.

Use one of the included cable-ties to secure this end of the harness into place.

Plug the harness into the valve motor, shown by the arrow in **Figure 12.11**.

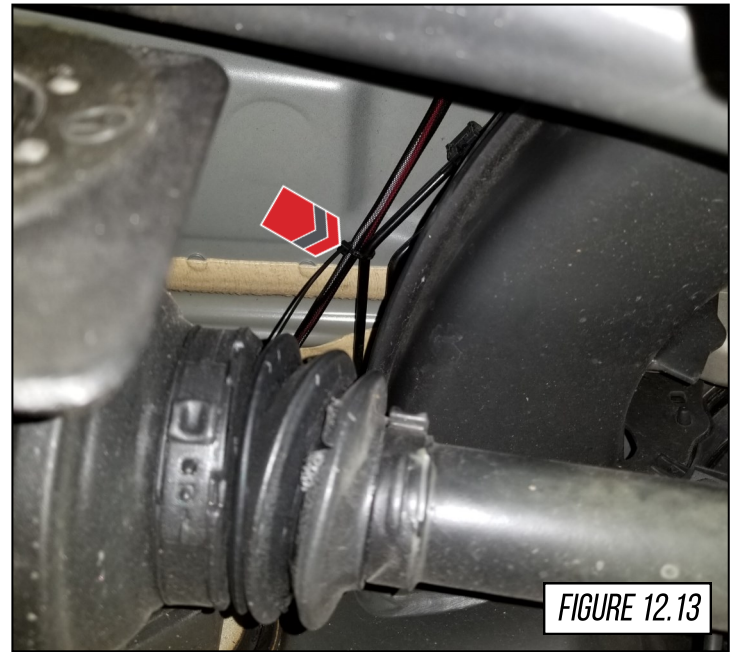
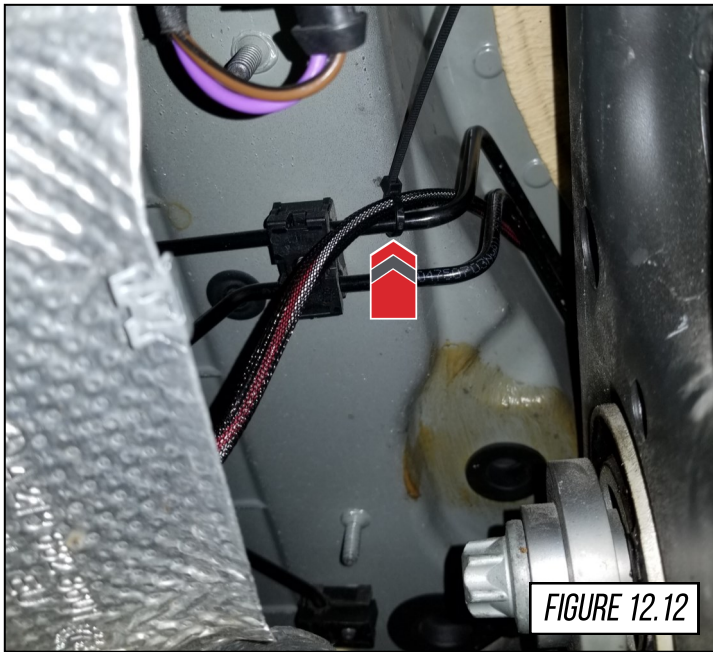


STEP 12.7

Once the harness is connected to the valve motor at the H-pipe, any slack in the harness needs to be secured to minimize any potential movement.

Use two (2) of the included wire-ties to secure the harness to the plastic air lines at the front and rear areas of the rear sub-frame, as shown by the arrows in **Figures 12.12 & 12.13**.

Reinstall the heat shield with the 8mm nuts that were removed from *Step 12.4*.



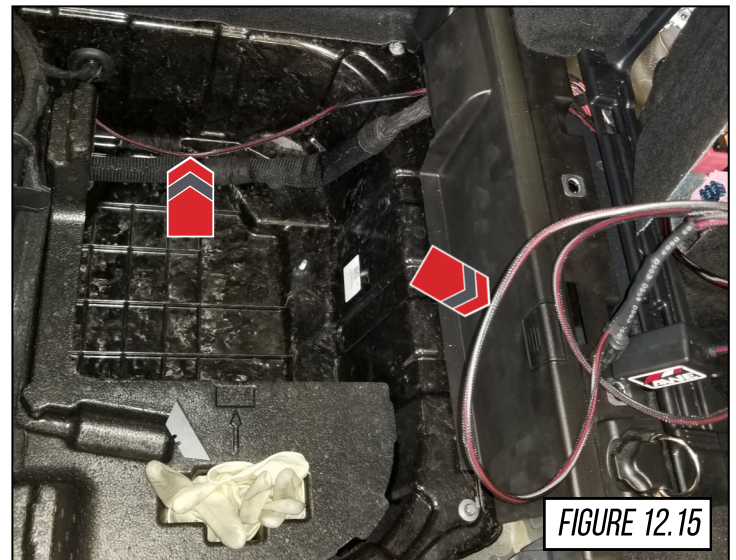
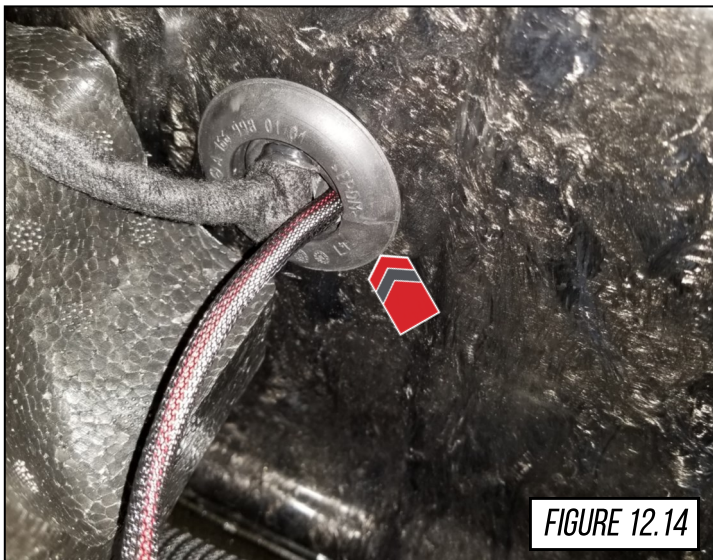
STEP 12.8

Return to the trunk to pull the remainder of the harness back into the area shown in **Figure 12.15**.

Reinstall the rubber grommet, as shown by the arrow in **Figure 12.14**.

The arrows in **Figure 12.15** illustrate where to direct the slack in the valve control harness.

Reinstall the tray that was removed in *Step 12.2*, and close the floor panel.



STEP 12.9

Next, we need to tap into the vehicles power supply; **Arrow A** in **Figure 12.16** shows the male-end of the included power harness (**Letter C**) connected to the remaining female-end of the control box harness.

Arrow B in **Figure 12.6** shows the slack from the valve control harness... keep it neat.

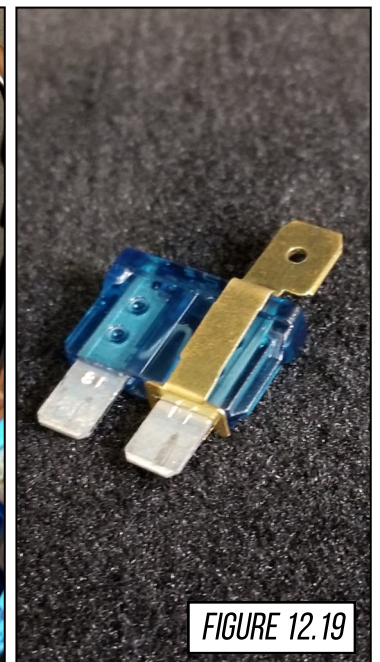
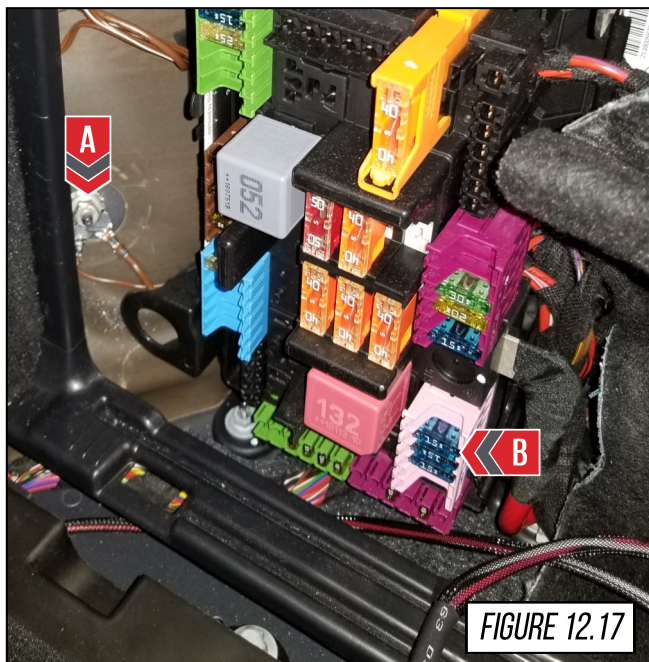


STEP 12.10

Use a 10mm socket to loosen and remove the factory ground harness, location shown by **Arrow A** in **Figure 12.17**.

The ring terminal, found within the included power harness and shown by **Arrow C**, installs onto the post at **Arrow D** in **Figure 12.18**. Reinstall the factory ground harness with the 10mm nut.

Pull the top 15-amp fuse, shown by **Arrow B** in **Figure 12.17**, and install the included fuse tap as displayed in **Figure 12.19**.

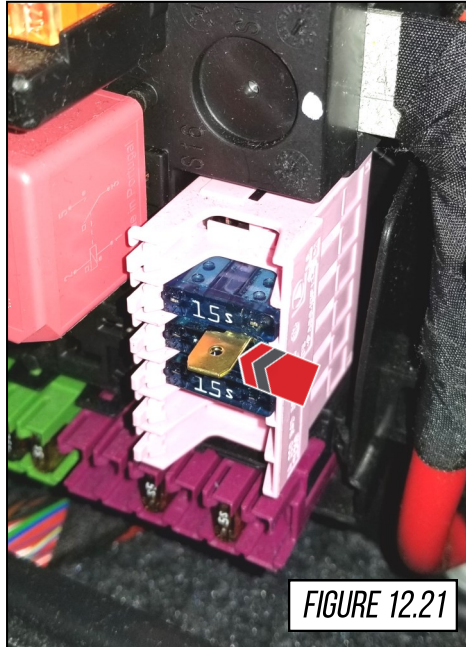


STEP 12.11

The arrow in **Figure 12.20** shows the proper installation of the ground wire completed.

The arrow in **Figure 12.21** shows the proper installation of the fuse tap installed in the appropriate orientation. Note, the tap is closest to the rear of the car.

The arrow in **Figure 12.22** shows the last piece of this puzzle, the red power lead of the included power harness being installed onto the open end of the fuse tap.




STEP 12.12

Reconnect your battery and turn the vehicle on **WITHOUT** starting the engine.

Depress the “**On**” button on the included remotes, and this should cycle the valve motor located on the H-pipe. This will be audible, this is the main reason we don’t want you to start the engine yet.

If everything is operable, you’re ready to wrap-up this part of the installation!

 **NOTE:** The arrow in **Figure 12.23** shows the mount that comes with each remote, mount this wherever you’d like... ideally its in a location that is easy to reach from the driver’s seat.



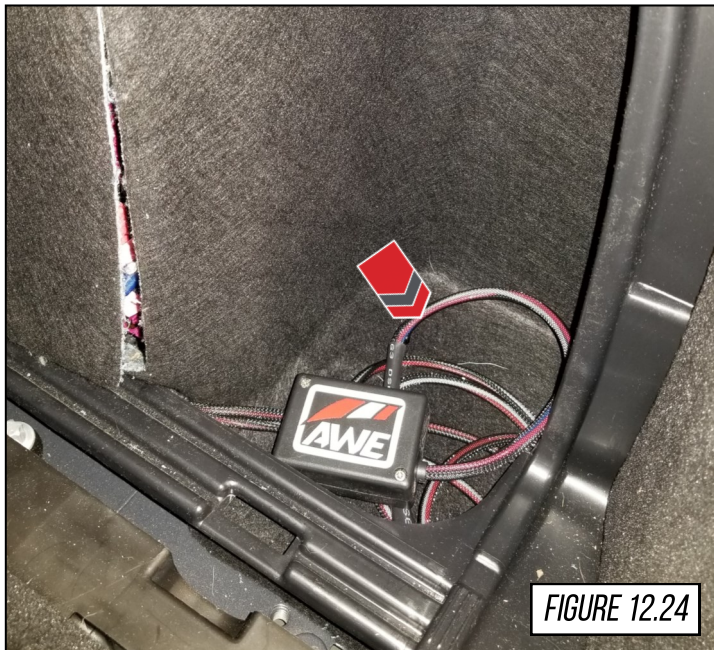
STEP 12.13

Neatly stow the control box and harness into the cubby, as shown in **Figure 12.24**.

Use the last cable-tie to keep everything together.

Figure 12.25 shows the panel reinstalled and all wiring nicely placed out-of-sight.

You can now return to *Step 13* on the exhaust installation instructions.



ENJOY!



TROUBLESHOOTING

SwitchPath™ Remote inoperable:

- When either button is pressed, a light should illuminate from the top left of the remote; if not, check the battery (*type 27A*).

Valve isn't opening or closing:

- Make sure the car is turned on (if the exhaust isn't completely installed, ***DO NOT*** start the engine); the circuit you tie into is only powered when the vehicle is turned on.
- Check all connections; snug the ground nut a little more with the 10mm socket. Make sure the connections are tight, any movement can cause a loss in connection.

CARE

Once installed properly, your AWE Performance Exhaust will provide years of trouble-free performance.

The exhaust volume and sound will settle with usage; 800-1000 miles is required to break-in new exhaust systems.

Any questions or comments,
please do not hesitate to contact us:

AWE
199 Precision Drive
Horsham, PA 19044
215-658-1670
CONTACT FORM

WARRANTY

Up-to-date warranty information is found [HERE](#).