

These instructions are intended for the following part numbers: **3025-31044, 3025-31046**



SWITCHPATH™ EXHAUST INSTALLATION GUIDE:

Vehicle Fitment:

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

Welcome to the AWE family! By purchasing this **AWE SwitchPath™ Exhaust** system, you are showing your W213 AMG E 63 S that you care enough to let it speak freely and without censorship.

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.

AWE Performance Parts:

- 2 Inlet tubes (part B58)
- 1 Driver axle tube (part B61)
- 1 Passenger axle tube (part B62)
- 1 Driver rear SwitchPath™ assembly (part B63)
- 1 Passenger rear SwitchPath™ assembly (part B64)
- 1 AWE Exhaust Brace

For cars without APE:

- 1 Valved H-pipe section (part B59)
- 1 AWE SwitchPath™ Remote kit

For cars with APE:

- 1 Valved H-pipe section (part B60)

Hardware:

- 6 76.2mm (3-inch) Accu-Seal clamps
- 2 M6 Torx bolts
- 2 M6 washers
- 2 M6 nuts

SYSTEM VERIFICATION



USE THIS STEP TO CONFIRM THE PURCHASE OF THE CORRECT SYSTEM. CONTACT THE PLACE OF PURCHASE IMMEDIATELY IF AN ERROR HAS BEEN MADE.

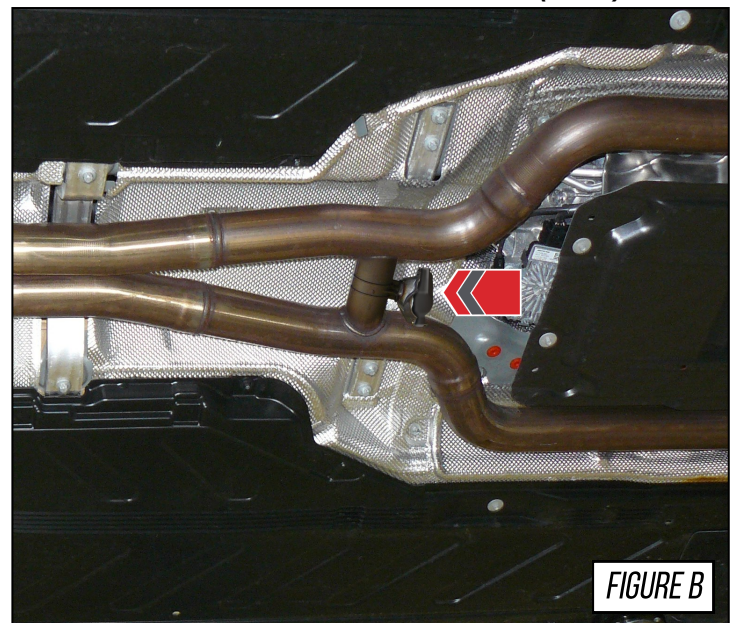
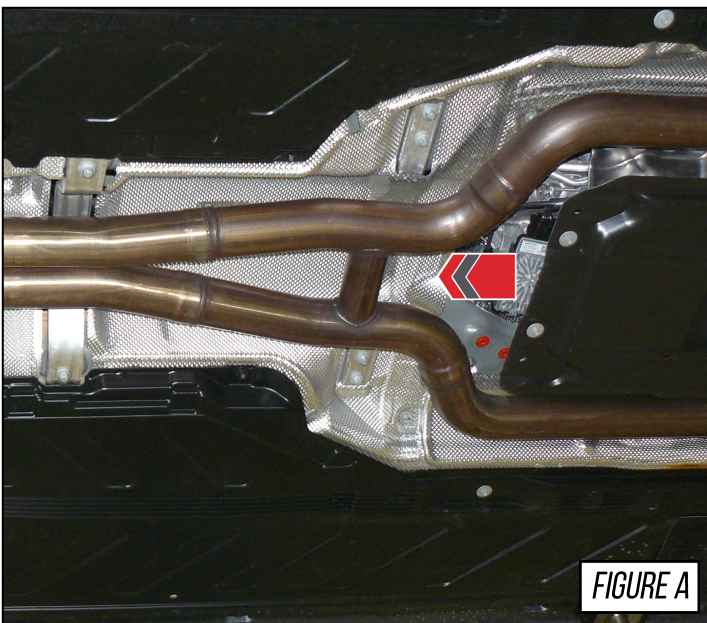
AMG Performance Exhaust can be easily identified by looking for a factory exhaust valve at the front crossover tube, located just behind the transmission.

The arrow in **Figure A** shows a vehicle equipped without an APE exhaust system.

The arrow in **Figure B** shows a vehicle equipped with an APE exhaust system.

Non-AMG Performance Exhaust

AMG Performance Exhaust (APE)



STEP 1



Installation of the AWE Performance Exhaust system is the reverse of the removal of OEM exhaust.



Always refer to the manufacturer service manual for precise torque specifications on all OEM fasteners.

To begin the removal process for the OEM exhaust, unplug both rear valve motor harness connectors by pulling out the slide lock then squeezing the connector to pull & remove. Passenger side location shown by the arrow in **Figure 1**, driver side is in similar location.

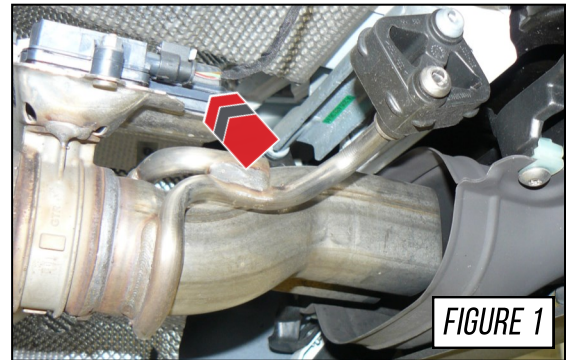


FIGURE 1

STEP 2

Spray the olive clamps with a penetrating oil, location shown at **Arrows A** in **Figure 2**.

For AMG Performance Exhaust:

Unplug the H-Pipe valve (towards front of car) following the same procedure as **Step 1**; location shown at **Arrow B** in **Figure 2**.

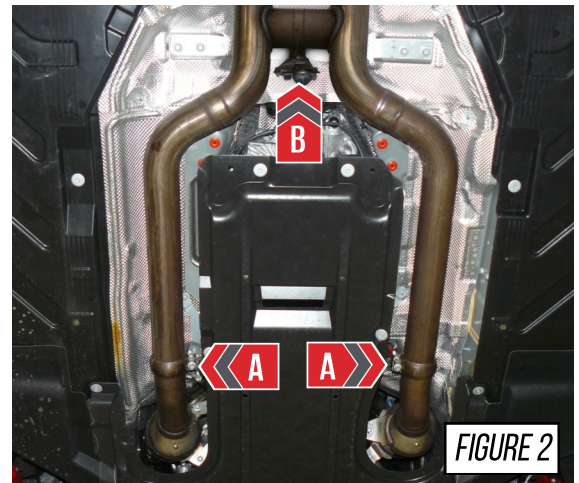


FIGURE 2

STEP 3

Locate and remove the 10mm plastic nuts and 8mm screws that are called out by the arrows in **Figure 3.1**. These secure the two underbelly panels along the driveshaft tunnel.

Once removed, pull down on the panel, shown by **Arrows A**, to access and remove the hardware that secures the OEM cross-braces that are shown by **Arrows B** in **Figure 3.2**.

Remove the rear tray, shown by **Arrow C** in **Figure 3.2**, to access the hardware on the diagonal chassis braces.

Remove the cross-braces.

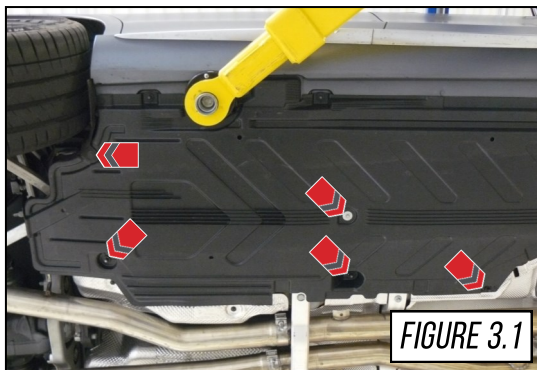


FIGURE 3.1

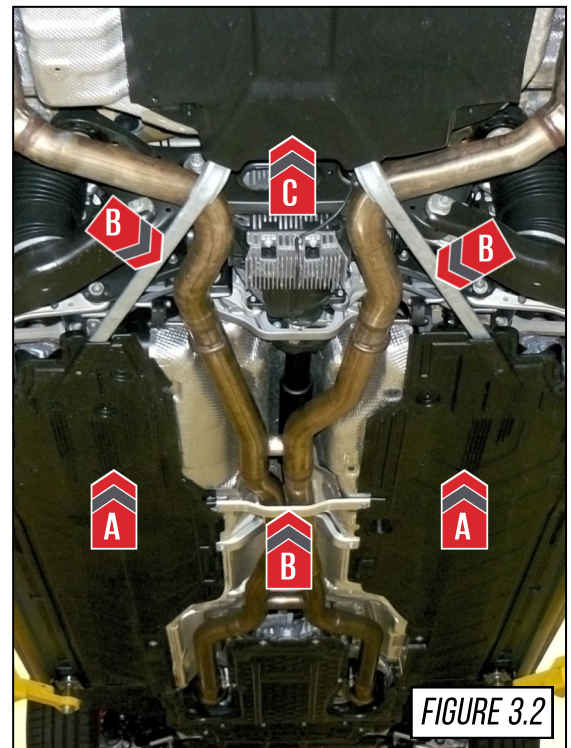


FIGURE 3.2

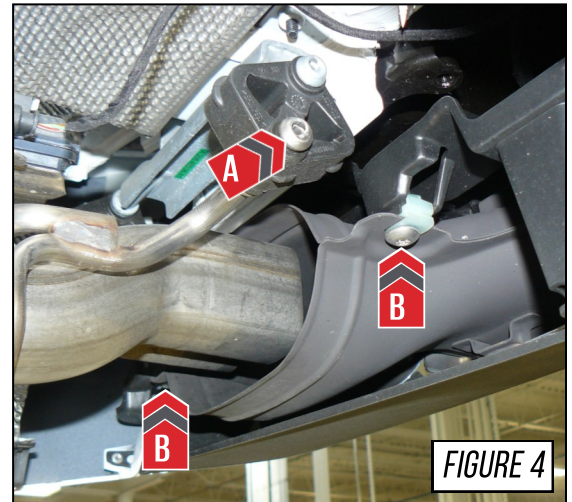
STEP 4



NOTE: Support the factory exhaust with a pole jack or an extra volunteer.

Remove both rear hangers from the rubber mounts on each rear muffler assembly (penetrating oil will help). Mount shown at **Arrow A** in **Figure 4**.

Loosen and remove the two (2) Torx screws that secure the exhaust tip bezel in place, locations shown by **Arrows B** in **Figure 4**.



STEP 5

Once the Torx screws are removed, slide the bezel back, towards the rear of the car, direction shown by the arrow in **Figure 5**.

This will make it easier to remove the exhaust after the next step.



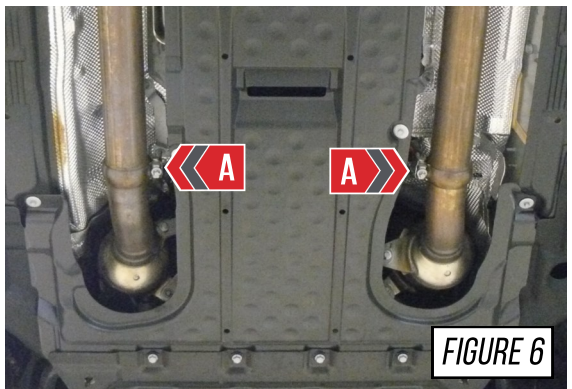
STEP 6

Loosen and remove the olive clamps, shown at **Arrows A** in **Figure 6**.

At this point, you're ready to remove the factory exhaust from the car.



PRO-TIP: We recommend getting someone to help you with this part. It's a big system that comes off in one piece, strong or not, this needs to be done to prevent damaging you or the car.



STEP 7

Installing the AWE Performance Exhaust:

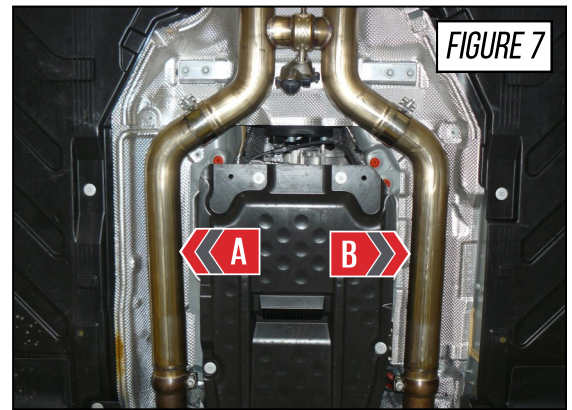
Use the factory olive clamp to install the inlet tube on the driver side, shown at **Arrow A** in **Figure 7**.

Repeat for the passenger side, shown at **Arrow B** in **Figure 7**.

These tubes are identical, so there is no wrong side for these parts.



NOTE: Do not torque any of the clamps yet! Wait until the final steps so everything can be adjusted at once.



STEP 8

It is crucial to install each section and Accu-Seal clamp correctly to prevent loose joints and exhaust leaks between the tubing connections.

Arrow A in **Figure 8** shows the expanded pipe and the preinstalled Accu-Seal clamp being brought up to the corresponding pipe.

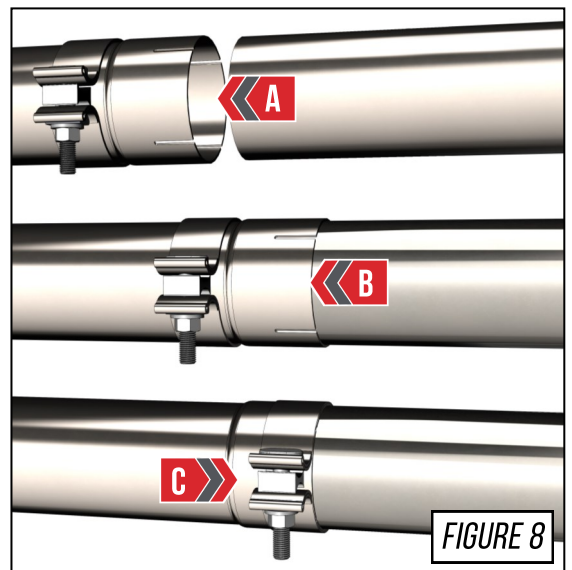
Arrow B in **Figure 8** shows the overlapping pipe installed correctly over the corresponding pipe.

Arrow C in **Figure 8** shows the Accu-Seal clamp being brought to the edge of the expanded pipe.



NOTES:

- Do not torque any Accu-Seal clamp until the entire exhaust has been installed and adjusted.
- Torque specification is a minimum of 40 ft./lbs.



STEP 9

FOR NON-AMG PERFORMANCE EXHAUST:

Install the H-Pipe assembly using two (2) of the included 3" Accu-Seal clamps, shown by the arrows in **Figure 9.1**.

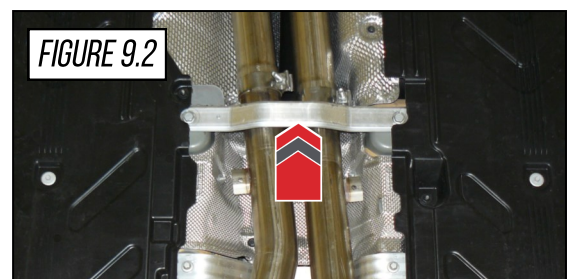
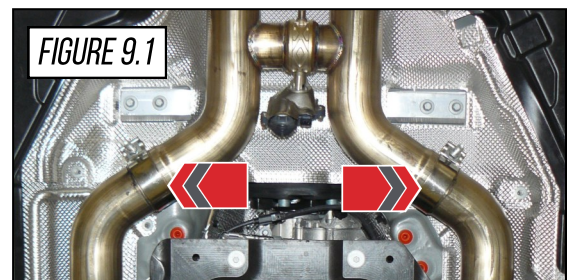
FOR AMG PERFORMANCE EXHAUST:

Transfer the valve control motor from the H-pipe section of the original exhaust and install onto the AWE valved H-pipe (part B60).

Install the H-Pipe assembly using two (2) of the included 3" Accu-Seal clamps, shown by the arrows in **Figure 9.1**.



PRO-TIP: Reinstalling the OEM cross-brace with the original hardware will aid in supporting the exhaust up to this point, making it easier to install the remainder of the system, as shown by the arrow **Figure 9.2**.



STEP 10

Do not reinstall the diagonal chassis braces until the rest of the system has been installed and adjusted.

Using one of the included 3" Accu-seal clamps, install the driver side axle tube (*part B61*), as shown by **Arrow A** in **Figure 10**.

Repeat for the passenger side axle tube (*part B62*), shown by **Arrow B** in **Figure 10**.



PRO-TIP: As the exhaust heats up, it will expand and potentially hit anything close to it. If you orient the clamps as shown in **Figure 10**, it could help prevent this from happening.

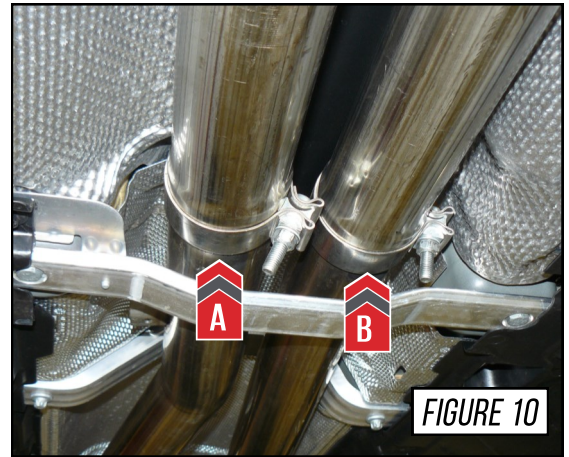


FIGURE 10

STEP 11

Reinstall the factory exhaust tips bezels that were partially removed in *Step 5*.

Transfer the factory valve control motors from the original exhaust onto each of the AWE rear sections.

Use the remaining Accu-Seal clamps to install the driver and passenger SwitchPath™ rear sections (*part B63 & B64*).



NOTE: For installing the rear sections, you'll want to place the outlet of each into the bezel area of the exhaust tip before connecting to the axle tubes that were installed in the previous step.

The numbered arrows in **Figure 11** show the order of operation.

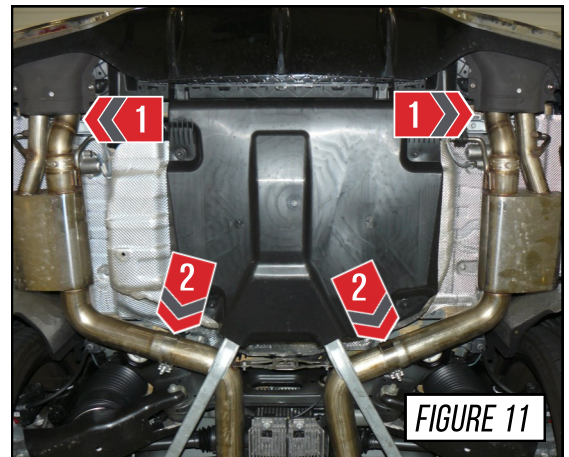


FIGURE 11

STEP 12

With each rear section installed, insert the hanger bars into the rubber grommets; if you haven't already done so. Shown by **Arrow A** in **Figure 12**.

Reinstall the factory valve control harness into the valve motor, as shown by **Arrow B** in **Figure 12**.



FOR NON-AMG PERFORMANCE EXHAUST:

If you're installing our AWE Performance Exhaust on a non-APE vehicle, it wasn't equipped with a harness to control the Valved H-Pipe (*part B59*).

Click the link below to download the additional instructions for installing the AWE SwitchPath™ Remote kit.

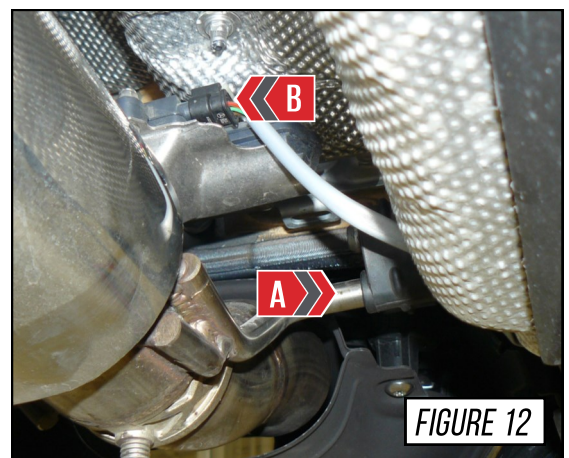


FIGURE 12

[CLICK TO DOWNLOAD](#)



STEP 13

The diagonal chassis braces that were removed in *Step 3* can now be reinstalled, shown by **Arrows A** in **Figure 13**.

Reinstall the rear plastic tray and the two underbody panels with the original hardware, as shown by **Arrows B** in **Figure 13**.



WARNING: The plastic hardware only needs to be snug, over-torqueing will strip the plastic, so take it easy on these little guys.

With all the factory panels and braces properly installed, the exhaust can now be adjusted.

Here are some fitment tips to help get everything into place before locking everything down:

- Make sure all sections of your exhaust are fully seated into the section before it.
- We engineered everything to make sure you could accomplish a minimum of $\frac{1}{2}$ " gap between the heat shielding and exhaust, this accounts for the expansion of the exhaust once it heats up.
- Orient all the clamps in a way that makes them easy to tighten and keeps them away from contacting anything else on the car.

Once you're happy with placement, move to the next step for the proper tightening sequence.

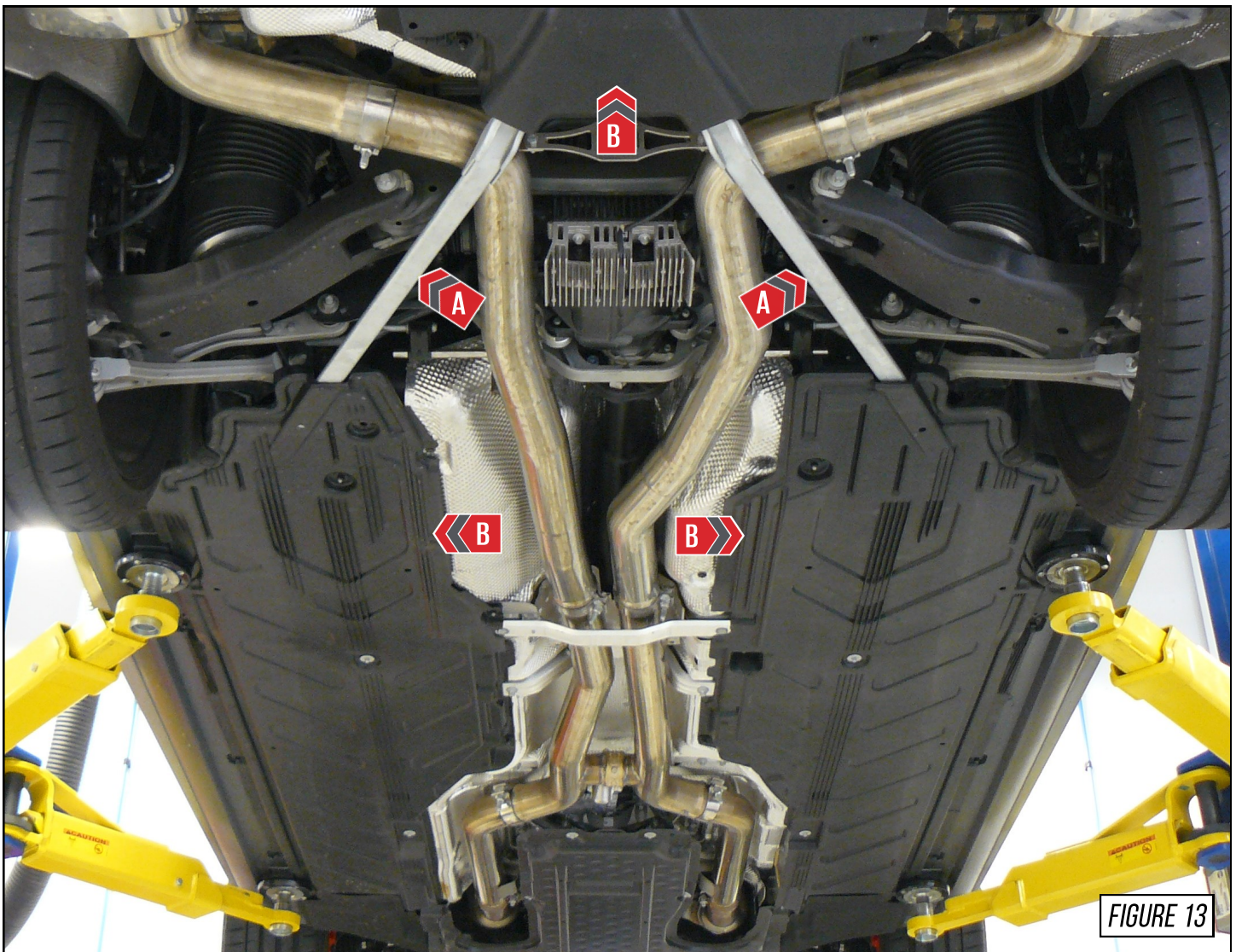


FIGURE 13

STEP 14

Starting at the forward most sections on the car (*parts B58*), torque the factory olive clamps to a minimum of 40 ft./lbs., as shown in **Figure 14**.

Work your way back from here, torquing each Accu-Seal clamps to the minimum 40 ft./lbs.



PRO-TIP: The tubing moves a tiny bit as you tighten each section in progression, so keep an eye on everything and readjust as you go, if needed.

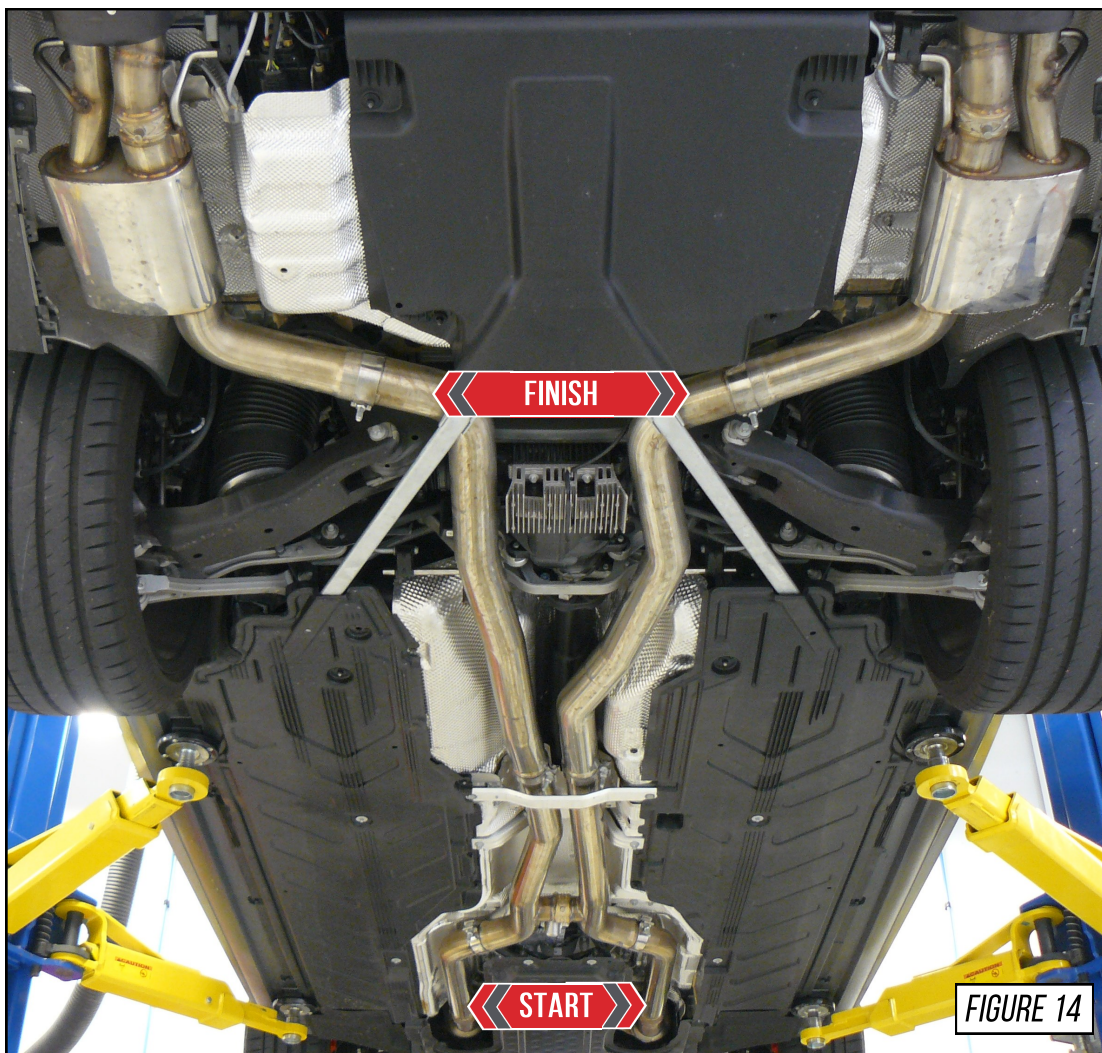


FIGURE 14

STEP 15

Finally, install the AWE Exhaust Brace using the supplied hardware, shown at arrows in **Figure 15**.



FIGURE 15

ENJOY!



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
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215-658-1670
CONTACT FORM

WARRANTY

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