



INSTALLATION GUIDE

2012+ Audi S6, S7 4.0T Exhaust System

Congratulations on your purchase of the AWE Tuning Touring Edition performance exhaust for the 2012+ Audi S6 and S7 4.0T.

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

Contact us with any installation questions.

215-658-1670

AWE-Tuning.com

performance@AWE-Tuning.com

PARTS LIST

Exhaust System

- 1 midmuffer/x-pipe assembly (EP)
- 1 driver side midpipe (HQ)
- 1 passenger side midpipe-a (HT)
- 1 passenger side midpipe-b (HU)
- 1 driver side rear resonator assembly (HV)
- 1 passenger side rear resonator assembly (HY)
- 4 102mm slash cut exhaust tip (optional finish)
- 4 2.25" t-bolt clamp
- 5 63.5mm exhaust band clamp
- 1 3/8"-16 x 1.25" SS bolt
- 1 3/8"-16 SS nut
- 2 3/8" washer
- 1 3/8" lock washer
- 2 M8 SS fender washer
- 4 tunnel brace aluminum spacer
- 8 M10 x 40mm bolt
- 8 M10 washer
- 2 hanger post clamp
- 1 9/64" allen wrench (for hanger post clamp)
- 2 wiring harness caps
- 1 tube exhaust paste

Downpipes

- 1 driver side flex section (CD1)
- 1 passenger side flex section (CD2)
- 1 driver side lower tube section (CE6)
- 1 passenger side lower tube section (CE7)
- 6 M8 x 30mm SS bolt
- 6 M8 washer
- 6 M8 copper exhaust nut
- 2 Manifold to downpipe gasket
- 2 63.5mm exhaust band clamp
- 2 2.62" t-bolt clamp

Optional Valve Simulators

- 2 Valve Simulator insert

Step 1

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

First remove all under body covers, at **Arrows A** in **Figure 1**.

Then remove rear chassis stiffening bars (S7 only), at **Arrows B** in **Figure 1**.

Then remove center tunnel chassis brace, at **Arrow C** in **Figure 1**.

Finally, unplug the wire harnesses from the electronic exhaust valve controllers on the tailpipes and remove the downpipe-back exhaust from the car.

In order to protect them from road debris, insert the enclosed caps into each of the valve controller wiring harness ends.

Please note that with the stock electronic valves removed from the car, a fault code will be logged in the ECU, but no Check Engine Light will illuminate.

Alternatively, AWE Tuning Valve Simulators can be installed into each of the valve controller wiring harness ends at this time, available separately.

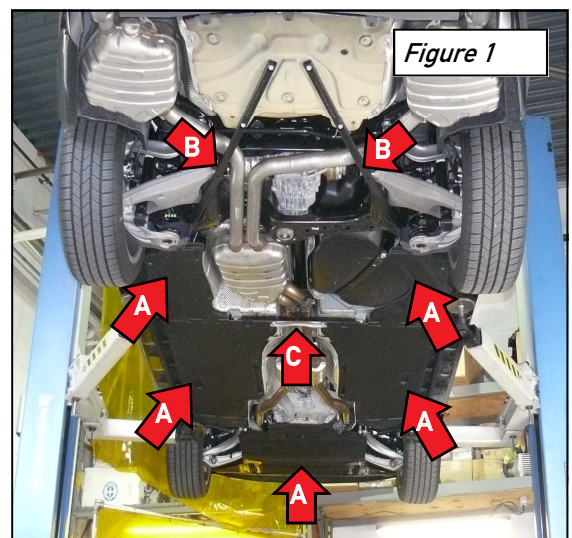


Figure 1

Step 2

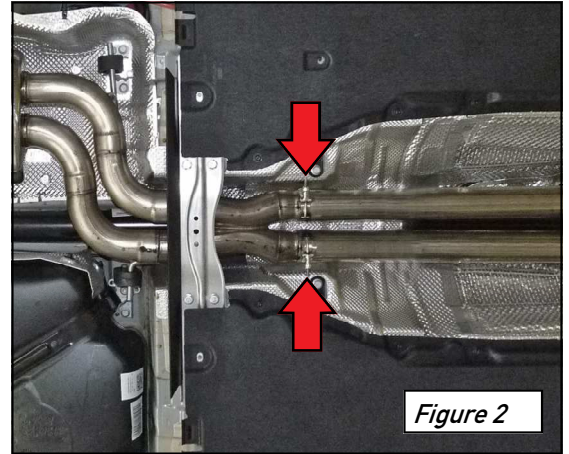
Before removing the factory downpipes, first soak the fasteners in a penetrating oil for several hours to ensure easy removal.

Fasteners and gaskets are included with the 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.

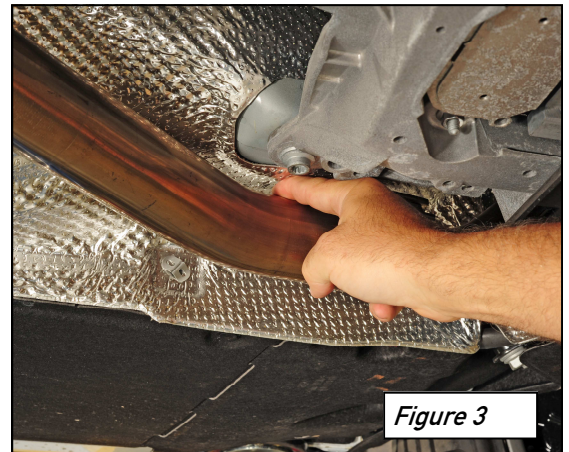
Please note that our downpipes are designed to use the enclosed T-bolt clamps to fasten them to the exhaust, at arrows in **Figure 2**.

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



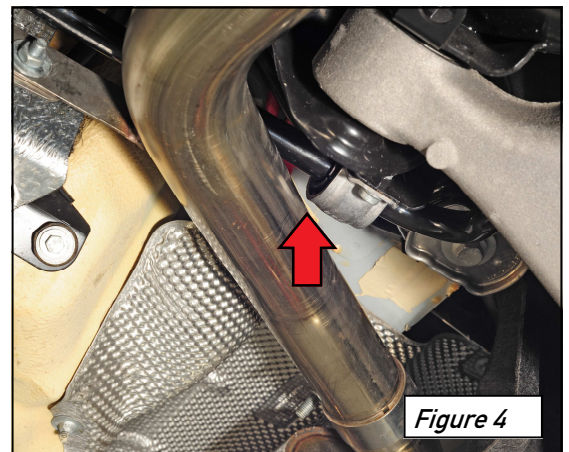
Step 3

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



Step 4

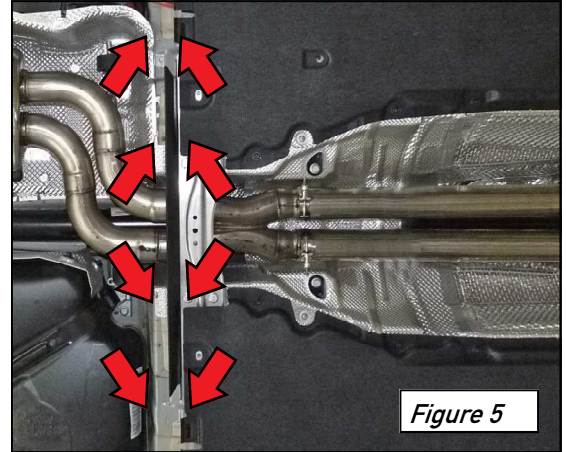
Pay close attention to the driver side midpipe and how it passes by the rear sway bar. With the system cold, make sure there is a sufficient gap between the tubing and the bracket as shown at arrow in **Figure 4**.



Step 5

Once the exhaust system is installed and properly adjusted, place a spacer between the body and the center tunnel brace, at each pair of arrows in **Figure 5**.

Replace each factory tunnel brace bolt with an enclosed M10x40mm bolt. Use the enclosed M10 washers between the bolt heads and the cross brace.

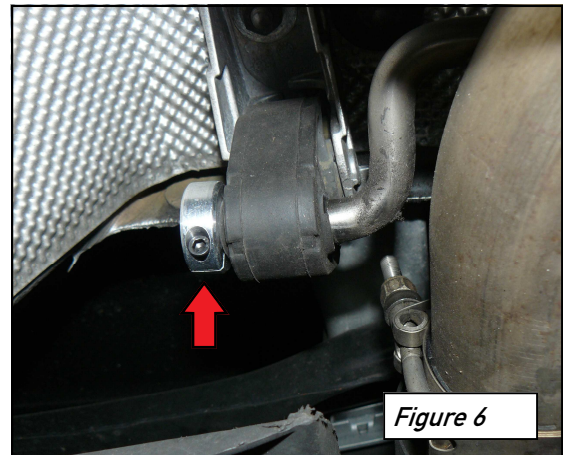


Step 6

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 6**. 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.

Set final tip overall length and rotation with AWE Tuning logo at the 12 o'clock position. Then tighten their T-bolt clamps.



Tip Installation

To accomplish the best tip fitment, align the tip clamp to cover *only* the slot, as shown by Arrow A in **Figure 7**.

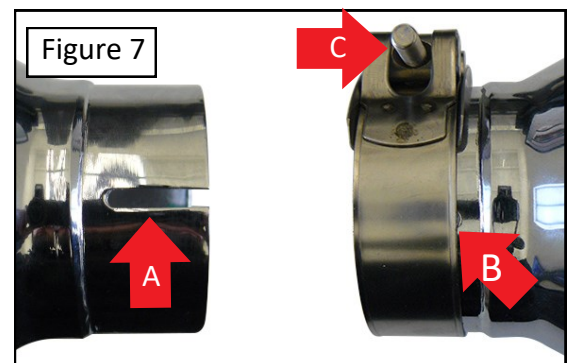
The clamp should only be covering the section of the tip that has been slotted, as shown by Arrow B in **Figure 7**.

Torque the tip clamp to a minimum of 18 ft./lbs.



NOTES:

- It is required to apply anti-seize to the threads to prevent the clamps from breaking, shown by Arrow C in **Figure 7**.
- It is okay to have the clamp extend beyond the edge of the tip inlet.



CARE & WARRANTY

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.

Periodic cleaning of exhaust tips is necessary to maintain proper finish, especially in areas prone to road salt and caustic deicing solutions. Use a mild soap and water solution or car wax to clean the finish. Avoid using metal polishes, as they can scratch the finish.

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

AWE
199 Precision Drive
Horsham, PA 19044
215-658-1670
www.awe-tuning.com/support

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