



INSTALLATION GUIDE

2010+ Porsche Panamera Turbo/S Exhaust System

Congratulations on your purchase of the AWE Tuning high performance exhaust for the 2010+ Porsche Panamera Turbo and Turbo S.

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

Contact us with any installation questions.

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Touring Edition Exhaust System

- 1 X-Pipe mid section with two preinstalled 63.5mm clamps
- 1 Driver side 4" bullet muffler section
- 1 Passenger side 4" bullet muffler section
- 1 Driver side rear Helmholtz resonator section
- 1 Passenger side rear Helmholtz resonator section
- 1 Driver side dual outlet tip (optional finish)
- 1 Passenger side dual outlet tip (optional finish)
- 4 63.5mm Accu-Seal Clamp
- 2 2.62" high temp t-bolt Clamps
- 4 1/2" ID serrated hanger locks
- 2 3/16 rubber vacuum cap

Track Edition Exhaust System

- 1 Driver Side resonator delete Pipe
- 1 Passenger Side resonator delete Pipe
- 1 X-Pipe mid section with two preinstalled 63.5mm clamps
- 1 Driver side 4" bullet muffler section
- 1 Passenger side 4" bullet muffler section
- 1 Driver side rear Helmholtz resonator section
- 1 Passenger side rear Helmholtz resonator section
- 1 Driver side dual outlet tip (optional finish)
- 1 Passenger side dual outlet tip (optional finish)
- 4 63.5mm Accu-Seal Clamp
- 2 2.62" high temp t-bolt Clamps
- 4 1/2" ID serrated hanger locks
- 2 3/16 rubber vacuum cap

Step 1

Remove all under car panels and bracing to access the factory exhaust. Remove the entire exhaust system from the car, after the downpipes.

Step 2

Touring Edition Only:

Installation of the AWE Tuning exhaust system required cutting of the factory front resonator section.

Cut both tubes exiting the front resonator to 14.75" long as measured from the back of the resonator can. See **Figure 1**.

Reinstall the front resonator section, reusing factory clamps.

Porsche sleeve clamp, part number 958 111 220 00, can be used to re-attach the balance of the factory system to the front resonator section if the vehicle ever needs to be reverted to stock.

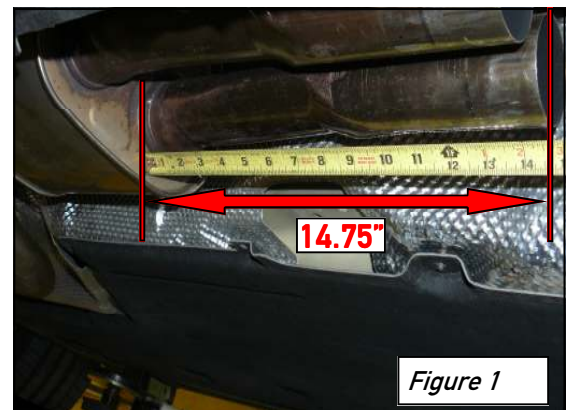


Figure 1

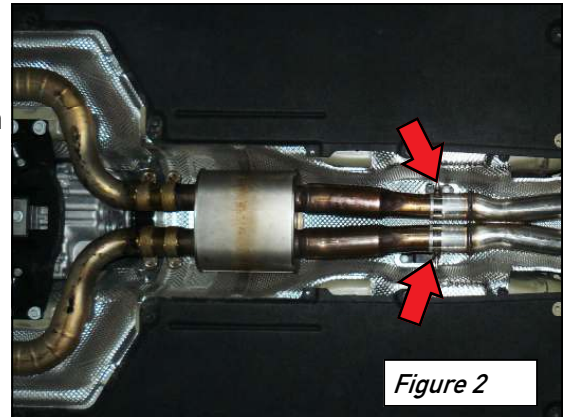
Step 3

Touring Edition Only:

Slip the x-pipe assembly over the factory resonator outlet tubes, at arrows in **Figure 2** and fasten with two of the included 63.5mm Accu-Seal clamps.

Track Edition Only:

Eliminate the factory resonator by installing the driver side and passenger side resonator delete pipes. Slip the x-pipe assembly over the delete pipes and fasten with two of the included 63.5mm Accu-Seal clamps.



For Both Touring Edition and Track Edition:

Mate the driver and passenger side bullet muffler sections to the x-pipe section using two 63.5mm Accu-Seal band clamps.

Use the remaining 63.5mm Accu-Seal band clamps to mate the driver side and passenger side Helmholtz resonator sections to the bullet muffler section outlets.

Install driver side and passenger side tips using enclosed 2.63" t-bolt clamps.

Begin tightening all clamps, starting at front and moving rearward. Ensure that tips remain centered during clamp tightening or adjust as necessary.

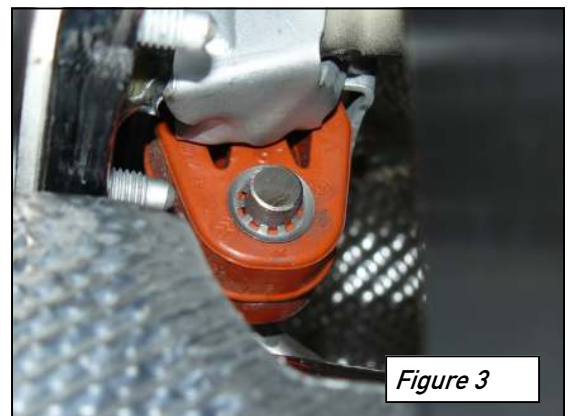
Use hand tools to fully tighten the t-bolt clamps for the tips, and an impact gun to tighten the Accu-seal clamps.

Step 4

Once the exhaust is properly adjusted and clamps fully tightened, it is imperative to install the enclosed serrated lock washers on all the hanger posts, as shown in **Figure 3**.

These washers will ensure that the system remains aligned properly. Note the orientation of the washer in **Figure 3**.

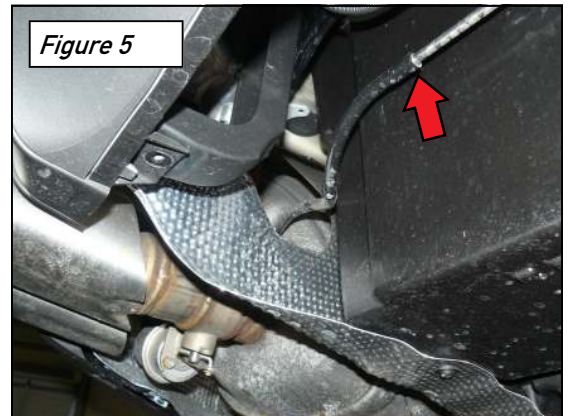
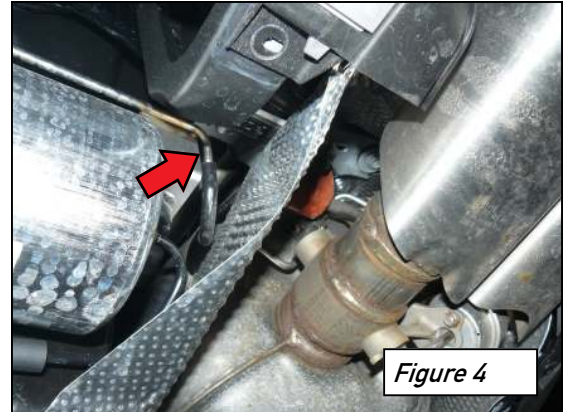
A ratchet socket and hammer can be used to install each washer.



Step 5

If the vehicle is equipped with the optional factory sport exhaust system, it is necessary to cap the vacuum lines that previously went to the exhaust valves. Remove the rubber vacuum lines at arrows in **Figure 4** and **Figure 5** and cap the metal lines with the enclosed 3/16" vacuum caps.

After ensuring all clamps are tight and serrated washers are installed, reassemble underneath of vehicle.



Step 6

To accomplish the best tip fitment, align the 2.62" tip clamp to cover *only* the slot, as shown by Arrow A in Figure 6.

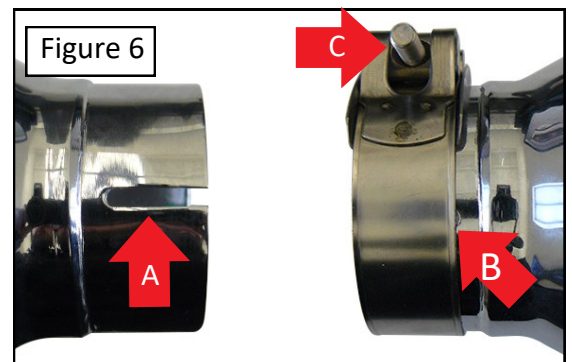
The clamp should only be covering the section of the tip that has been slotted, as shown by Arrow B in Figure 6.

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 6.
- 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:

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