



INSTALLATION GUIDE: AWE EXHAUST SUITE FOR THE B9 AUDI A4

For up-to-date fitment information, please visit the product page on [AWE-Tuning.com](https://www.awe-tuning.com).

THIS GUIDE IS INTENDED FOR THE FOLLOWING PART NUMBERS:

- 3015-32078 AWE Touring Edition Exhaust for B9 A4, Dual Outlet - Chrome Silver Tips (includes DP)
- 3015-33078 AWE Touring Edition Exhaust for B9 A4, Dual Outlet - Diamond Black Tips (includes DP)
- 3020-32024 AWE Track Edition Exhaust for B9 A4, Dual Outlet - Chrome Silver Tips (includes DP)
- 3020-33026 AWE Track Edition Exhaust for B9 A4, Dual Outlet - Diamond Black Tips (includes DP)

Welcome to the AWE family, and congratulations on your purchase of the AWE Exhaust System for the Audi A4.

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

*For up to the minute fitment information, be sure to visit the AWE website. As always, AWE Performance Specialists are standing by for any questions, [right here](#).

PARTS LIST



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

Track & Touring Edition Parts:

- 1 Downpipe upper section (part VL)
- 1 Downpipe lower section (part VS)
- 1 Mid-muffler section (part VT)
- 1 Driver axle tube (part VU)
- 1 Passenger axle tube (part VX)
- 2 102mm slash cut tips (optional finish)

- 4 2.5" (63.5mm) Accu-Seal clamps
- 2 3.0" (76.2mm) Accu-Seal clamps
- 2 2.5" Tip clamps
- 1 M6 nut
- 1 M6-1.0 bolt
- 2 M6 washers

Touring Edition Only:

- 1 Driver rear section (part VY)
- 1 Passenger rear section (part VZ)

Track Edition Only:

- 1 Driver rear section (part WA)
- 1 Passenger rear section (part WB)

Hardware Kit:

Tools Required:

- T25 Torx driver
- 10mm triple square driver
- 12mm socket / combination wrench
- 13mm socket / combination wrench

STEP 1



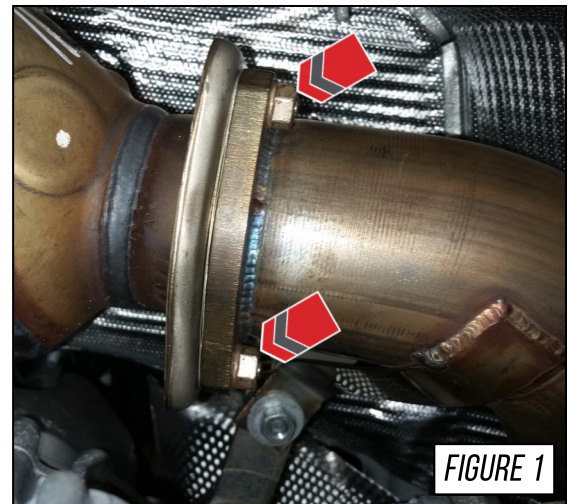
Installation of the AWE Performance Exhaust System is the reverse of the removal OEM exhaust.



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

Before removing the factory exhaust, soak the fasteners that hold the exhaust in place with a penetrating oil.

Start by removing the two (2) 12mm nuts at the exhaust flange behind the catalytic converter, as shown by the arrows in **Figure 1**. These are best accessed under the hood from the driver side, reaching across the backside of the engine; the third bolt is accessed under the car.



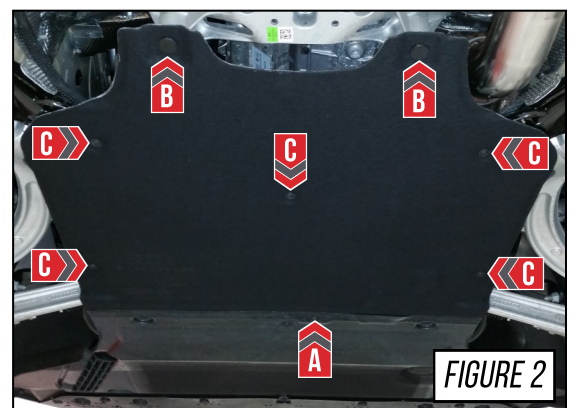
STEP 2

The remainder of the removal process takes place under the car. Removing the belly pan is accomplished by removing the fasteners as shown by the arrows in **Figure 2**.

One (1) T25 Torx, at **Arrow A** in **Figure 2**.

Two (2) quick release fasteners, at **Arrows B** in **Figure 2**.

Five (5) quarter-turn fasteners, at **Arrows C** in **Figure 2**.



STEP 3



NOTE: Before removing any braces or hanger supports, be sure the exhaust is supported either by a second set of hands or support stands.

Remove the four (4) 10mm triple square bolts that secure the cross brace in place, as shown by the arrows in **Figure 3**.

The middle muffler hanger bracket is also held into place through these bolts; once removed, set aside the hanger and bracket for reuse on the AWE mid-muffler section (part VT).

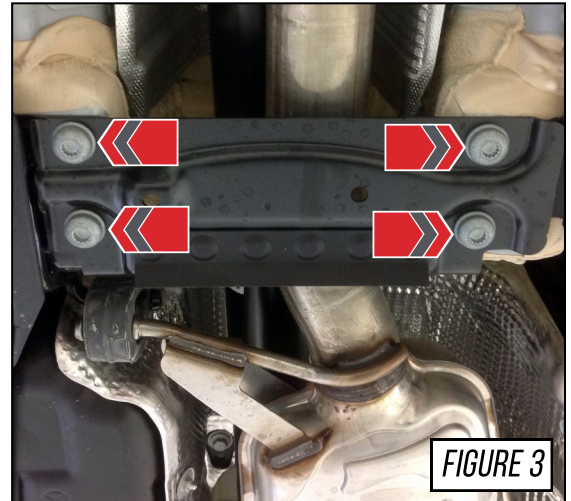


FIGURE 3

STEP 4

Starting from the rear of the car, support the OEM rear mufflers and loosen the two (2) 13mm bolts that secure the sleeve clamps, as shown by the arrow in **Figure 4**.

Remove the OEM rear muffler section from the car.

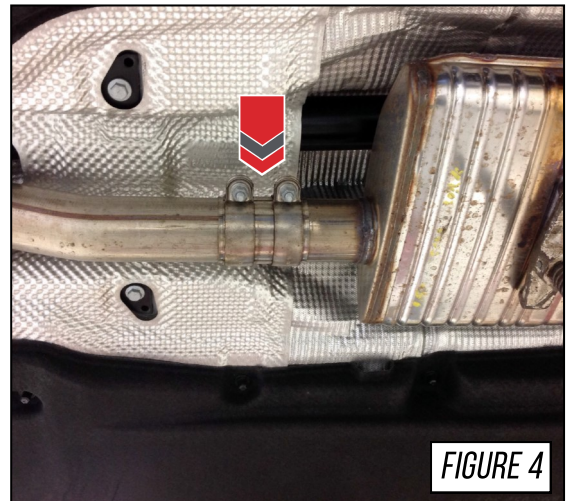


FIGURE 4

STEP 5

Loosen and remove the last remaining 12mm nut from the exhaust flange at the catalytic converter, as shown by **Arrow A** in **Figure 5**.

Loosen and remove the 13mm bolt that secures the downpipe to the support bracket, as shown by **Arrow B** in **Figure 5**.

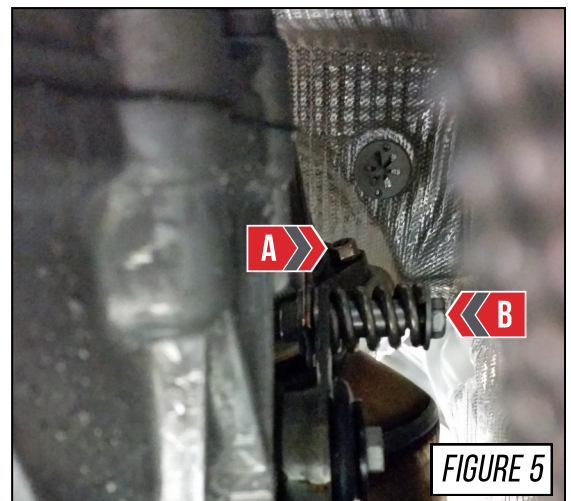


FIGURE 5

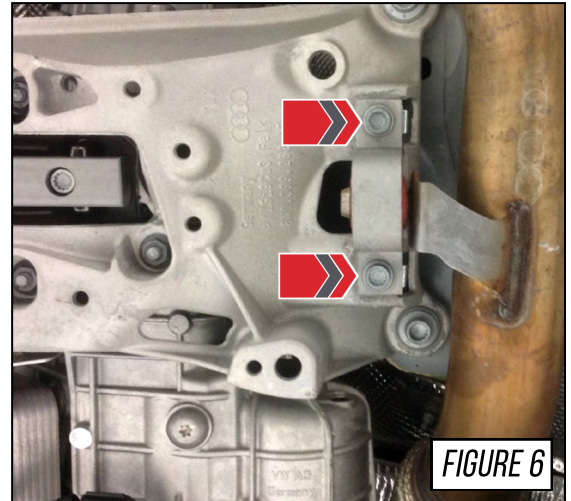
STEP 6

Properly support the OEM mid muffler and downpipe before complete removal.

Remove the two (2) 10mm triple square bolts that hold the hanger bracket onto the cross brace; shown by the arrows in **Figure 6**.

The OEM exhaust can now be completely removed from the car allowing the AWE Touring or Track Edition exhaust to be installed in the reverse order of removal.

Transfer the OEM hanger bushings and brackets onto the corresponding AWE exhaust parts.



STEP 7

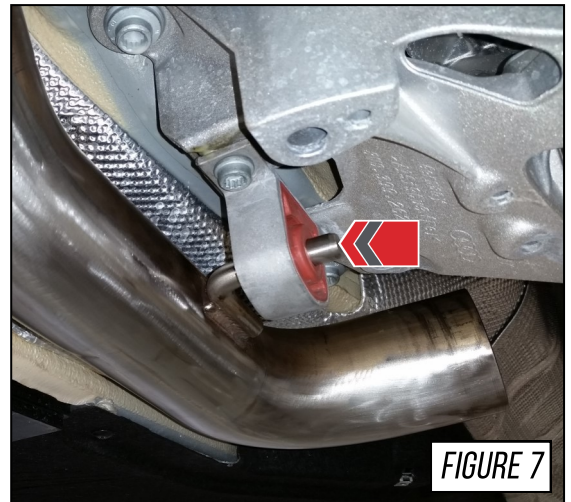
Starting at the downpipe upper section (part VL), reuse the factory mounting hardware and gasket for the exhaust flange.

Reinstall the mounting bracket and hanger hardware, as shown by the arrow in **Figure 7**.

Reinstall and torque the flange nuts to manufacturer specification along with the spring-bolt into the support bracket. Be careful; do not overtighten the spring-bolt.



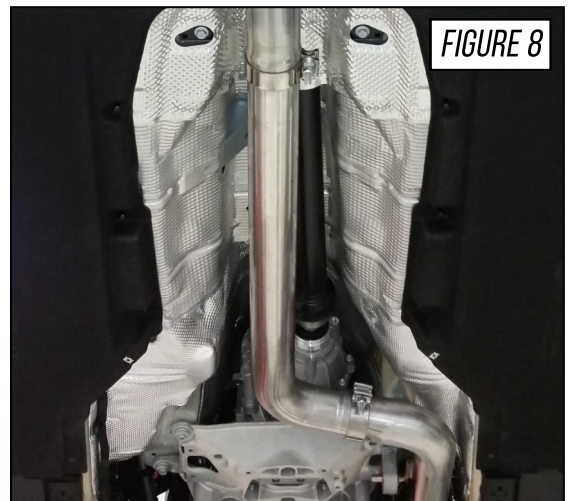
NOTE: Spraying an assembly lube into the hanger bushings will make installation easier.



STEP 8

Slipping a 3.0" Accu-Seal clamp over the inlet side of the downpipe lower section (part VS), install into place as shown in **Figure 8**. Be sure to fully seat the pipe over the corresponding pipe.

Do not torque any of the clamps into place until the entire system has been installed and adjusted.



STEP 9

Use a 3.0" Accu-Seal clamp over the inlet portion of the mid-muffler section (part VT) and install into place, as shown by **Arrow A** in **Figure 9**.

Transfer the OEM hangers and bushing assembly into location and reinstall the cross brace, as shown by **Arrow B** in **Figure 9**.

Installing both hangers before installing the cross-brace may make installation easier.

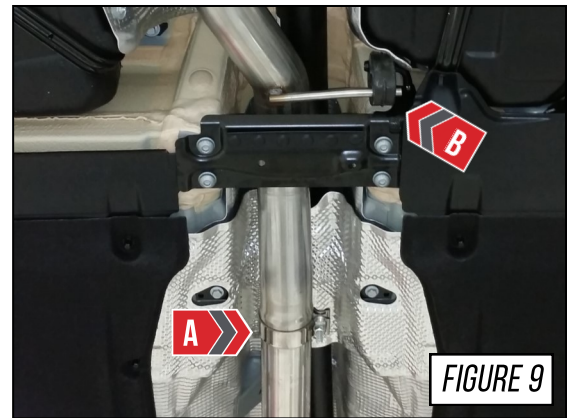


FIGURE 9

STEP 10

Place a 2.5" Accu-Seal clamp over the inlet of the passenger axle tube (part VX) and install onto the mid-muffler section, as shown by **Arrow A** in **Figure 10**. This pipe must be installed first due to the shape of the pipes.

Place a 2.5" Accu-Seal clamp over the inlet of the Driver axle tube (part VU) and install onto the mid-muffler section, as shown by **Arrow B** in **Figure 10**.

With both pipes fully seated, align the two tabs and insert the M6 hardware to clamp the two tabs together.

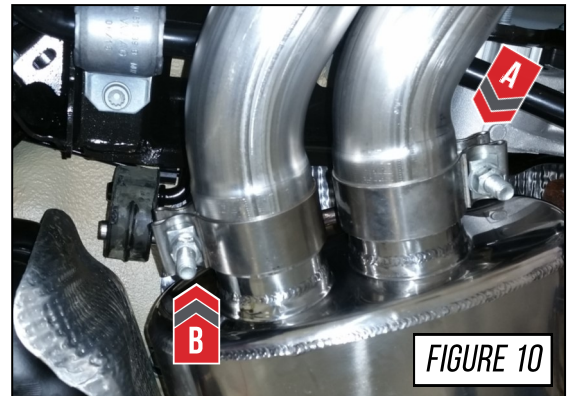


FIGURE 10

STEP 11

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 11** shows the expanded pipe and the preinstalled Accu-Seal clamp being brought up to the corresponding pipe.

Arrow B in **Figure 11** shows the overlapping pipe installed correctly over the corresponding pipe.

Arrow C in **Figure 11** 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.

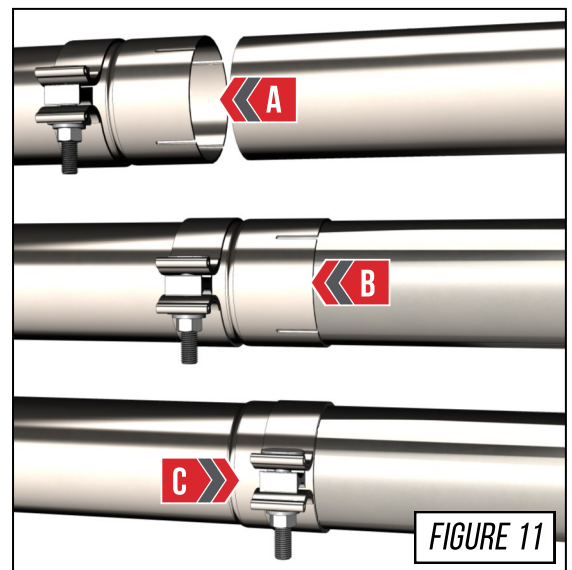


FIGURE 11

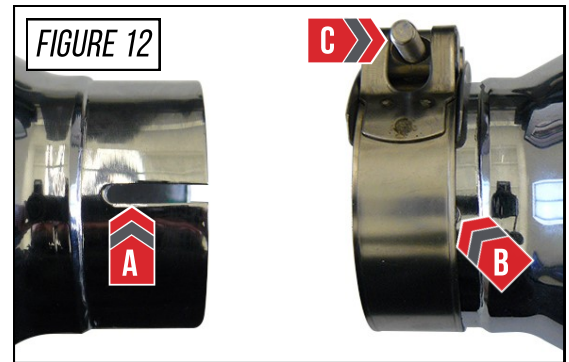
STEP 12

To accomplish the best tip fitment, align the 2.25" tip clamp to cover *only* the slot, as shown by **Arrow A** in **Figure 12**.

The clamp should only be covering the section of the tip that has been slotted, as shown by **Arrow B** in **Figure 12**.

Torque the tip clamp to a minimum of 11 ft./lbs.

NOTE: It is recommended to apply anti-seize to the threads to prevent thread binding, shown by **Arrow C** in **Figure 12**. Additionally, it is okay to have the clamp extend beyond the edge of the tip inlet.



STEP 13

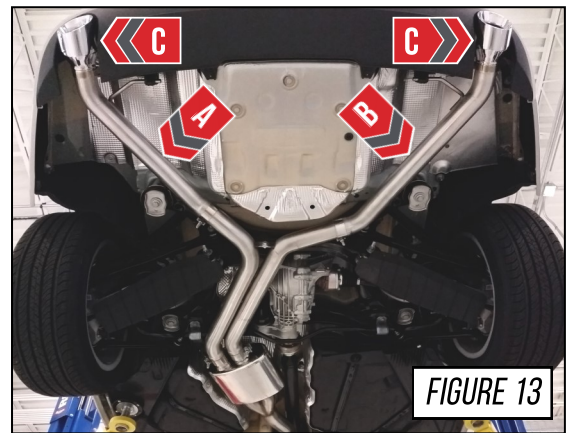
Track Edition exhaust shown in **Figure 13**.

Use a 2.5" Accu-Seal clamps to install the driver rear section (Touring Edition part VY -or- Track Edition part WA), as shown by **Arrow A** in **Figure 13**.

Use the last 2.5" Accu-Seal clamp to install the passenger rear section (Touring Edition part VZ -or- Track Edition part WB), as shown by **Arrow B** in **Figure 13**.

Using the remaining 2.5" tip clamps, install the 102mm slash cut tips into location, shown by **Arrow C** in **Figure 13**. The AWE logo is offset so the angle of the tip can match the angle of the cutout in the bumper. This means that the tips are specific to driver and passenger sides.

Once the exhaust tips are properly aligned, starting at the downpipe section moving towards the rear of the car, torque each Accu-Seal clamp to 40ft/lbs.



ENJOY!



TROUBLESHOOTING

Issue	Solution
Exhaust is not fitting correctly	Most fitment issues are due to improperly adjusted exhaust. This includes tip fitments and rattling due to chassis contact. Check out our fitment guide for more installation tips.
Incorrect or missing parts	Double check the parts list for your system and compare them with what you received. Fill out our contact form, found below and let us know what parts you need.

CARE

Once installed properly, your AWE 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.

Also, please note that the rear **180Technology**® resonator has a small drain hole to allow condensation to escape. Water drops from this area are normal.

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 abrasive polishes, as they can scratch the finish.

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

AWE
215-658-1670
[CONTACT FORM](#)

WARRANTY

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