



SWITCHPATH™ EXHAUST INSTALLATION GUIDE: 2012-15 PORSCHE 991S

Thank you for purchasing the **AWE Performance Exhaust** for the **2012-15 Porsche 991S Carrera 2S and 4S**. For up to the minute fitment information, be sure to visit the Porsche 991 section of the **AWE** website **HERE**.

As always, AWE Performance Specialists are standing by for any questions, at 215-658-1670, or email us **HERE**.

Let's go!

These instructions are intended for the following part numbers:

3025-41010, 3025-43012, 3025-42010, 3025-42012, 3025-43014, 3025-42012

PARTS LIST



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

Exhaust Parts:

- 1 main exhaust section
- 1 driver side valve actuator assembly
- 1 passenger side valve actuator assembly
- 2 63.5mm Accu-Seal clamps
- 2 3.12" high temp t-bolt clamps
- 2 mount support shims
- 2 exhaust gaskets
- 6 M8 copper lock nuts
- 6 M8 washers

PSE Parts: *(valve specific)*

- 1 35" vacuum hose
- 1 metal tee fitting
- 6 pinch clamps

Non-PSE Parts: *(valve specific)*

- 1 35" vacuum hose
- 1 hose coupler

Chrome Tip Parts: *(optional)*

- 4 90mm Tips
- 4 2.5" tip clamps

Diamond Black Tip Parts: *(optional)*

- 4 90mm Tips (integrated clamp)

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.

Remove factory center muffler, exhaust tips, bumper cover.

Remove nuts fastening center muffler to catalytic converters (3 per side).

Loosen sleeve clamps and slide them outwards onto side muffler inlet tube.

Slide side muffler brackets off catalytic converter studs and push each side muffler into its respective fender well.

Remove center muffler mounting straps.

Pull center muffler rearward to free from catalytic converter studs and remove from car.

STEP 2

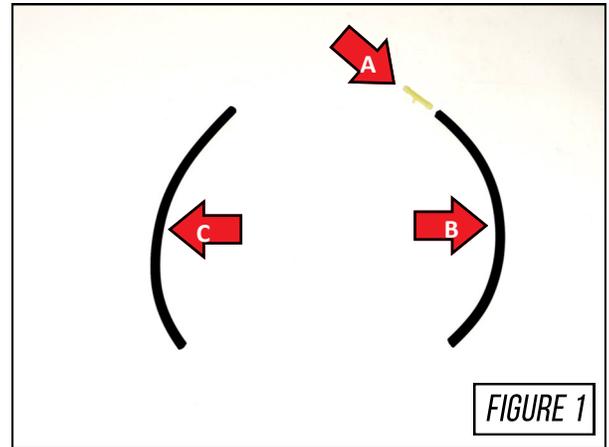
With the factory center muffler removed, install the supplied valve actuator high temperature vacuum line extensions.

On non-PSE (*Porsche Sport Exhaust*) cars:

Insert the supplied hose coupler into the end of the factory passenger side factory tee fitting, at **Arrow A** in **Figure 1**.

Next, cut two 10.5" long hose lengths from supplied 35" hose, at **Arrows B and C**, and attach one to the coupler.

Then, remove the driver side factory valve hose elbow from the hard line and install the other 10.5" long hose, at **Arrow C**, directly to hard line outlet.



On PSE (*Porsche Sport Exhaust*) equipped cars:

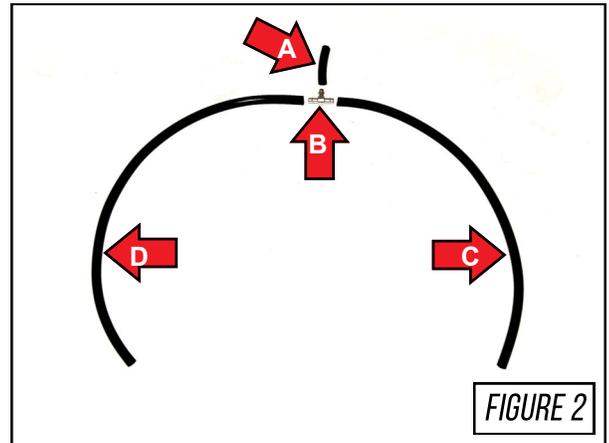
Remove the factory vacuum line assembly completely.

Then, cut a 1.5" long hose length from supplied 35" hose, at **Arrow A** in **Figure 2**, to the port found on the engine heat shield.

Next, insert the supplied tee fitting, at **Arrow B** in **Figure 2**, to this hose.

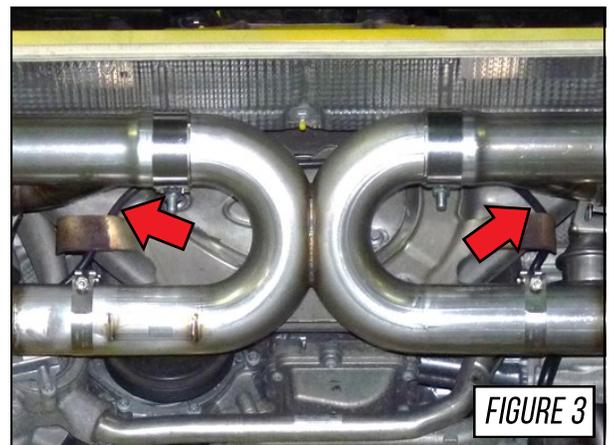
Cut a 13.5" long vacuum hose length and attach to the passenger side of the tee fitting, at **Arrow C** in **Figure 2**.

Then, cut to length the remaining hose and attach to the driver side of the tee fitting, at **Arrow D** in **Figure 2**.



Last, install the supplied pinch clamps on each of the junction points of this assembly.

To ensure that the hoses do not melt from exhaust heat, route them behind the factory mounting plate on PSE equipped cars as shown at arrows in **Figure 3**.



STEP 3

Install AWE SwitchPath™ exhaust:

Preassemble driver side and passenger side valve actuator assemblies onto the main exhaust section using the enclosed 63.5mm Accu-Seal clamps. **Rotate the clamps so that they can be fully tightened down once the bumper is reinstalled.** Do not fully tighten the clamps at this time.

Install supplied new exhaust gaskets onto catalytic converter studs.

Align both flanges of the main exhaust section with the catalytic converter studs on both sides and seat the exhaust onto the studs. Take care, it is a tight fit.

Pull the factory side mufflers and brackets back into place on the catalytic converter studs. Note that each flange has provisions for the collars on the muffler bracket to seat into. Reinstall the factory nuts and tighten the exhaust to the catalytic converters.

Slide the sleeve clamps between the side mufflers and the AWE exhaust into place. **Rotate the sleeve clamps so that they can be fully tightened down once the bumper is reinstalled.** Do not fully tighten them at this time.

Loosely install the exhaust tips, and adjust valve actuator assemblies of the AWE exhaust left-right and rotationally to allow the tips to sit level and properly spaced.

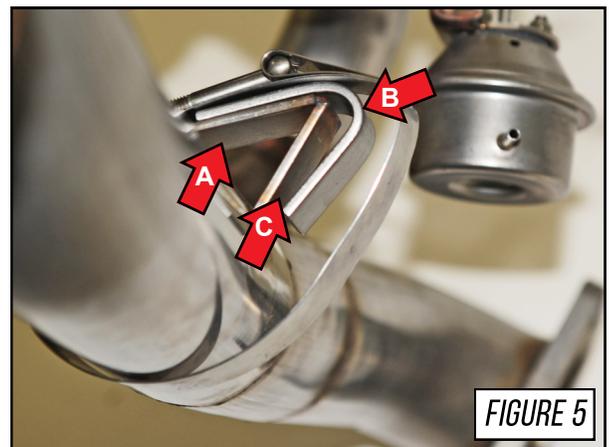
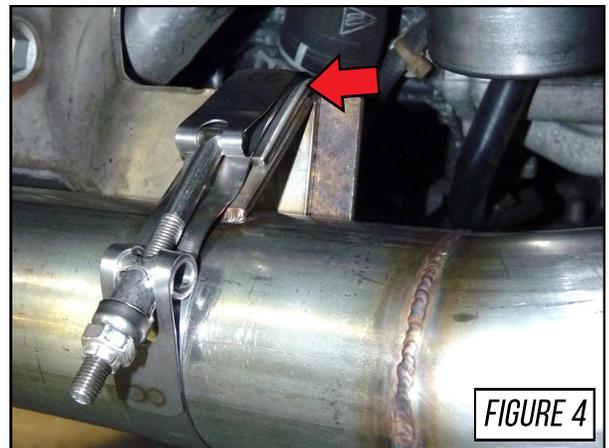
Test fit the bumper at this time, and adjust alignment and rotation of sections as necessary. Once properly lined up with the bumper, fully tighten down the sleeve clamps and Accu-Seal band clamps.

STEP 4

On each side, place a supplied V-shaped support shim over top of the factory exhaust mounting plate, as shown at arrow in **Figure 4**. The support shim overlaps the sloping face of the bracket on the AWE exhaust and the back face of the factory exhaust mounting plate, both driver and passenger sides.

Remove the nut from each supplied t-bolt clamp and slip a clamp around each bracket/plate/shim assembly as shown in **Figure 4**. Reinstall the nuts and tighten down the clamps.

Figure 5 shows an alternate view of this assembly with the exhaust off the car. Exhaust bracket is at **Arrow A**, shim is at **Arrow B**, and the factory mounting plate would insert in the gap between them at **Arrow C**.



STEP 5

Complete re-assembly in reverse order of disassembly. Do not forget to attach the vacuum hoses to the new valve actuators.

If the optional AWE Chrome Tips were purchased, insert a shim between each tip inlet its corresponding exhaust tailpipe. Each tip should fit on each tailpipe very snugly with the shim properly in place.

If Diamond Black tips are being installed, no shim is required and can be mounted with the integrated hardware.

Apply a dab of anti-seize paste to the threads of the supplied t-bolt clamps and use them to fasten the tips onto the tailpipes. Set proper stagger and depth on each side, rotate the t-bolt clamps so their threaded studs are not visible from the rear of the car, and then fully tighten.



IMPORTANT NOTES ABOUT OPERATION:

The sound volume of the AWE SwitchPath™ Exhaust for the 2012+ Porsche 991 Carrera 2S and 4S should not be much louder than the stock exhaust at idle or during normal part throttle driving (below 3200 rpms) when in Normal mode. If the sound volume is significantly louder during these phases of operation, make sure the vehicle is not in Sport or Sport Plus mode (PSE owners, also make sure your exhaust console switch is in Normal mode), and verify proper operation by having an assistant rev the car while observing the exhaust valves. The valve actuators should move once the engine passes 3200 rpms.

If the valves are not operating properly: double check the vacuum line installation. There should be no leaks or kinks. If vacuum lines are installed properly and the valves are still not moving properly, most likely your vehicle is a candidate for the **Porsche Technical Service Bulletin WC-43 Campaign**. The electrical components of the factory valve system are known to fail, which is covered by this service campaign. If your vehicle is a candidate for this campaign, it is safe to drive with the malfunctioning electrical components until the repair can be conducted.

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.

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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WARRANTY

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