



May 2010 [Jeff.Postupack@gmail.com](mailto:Jeff.Postupack@gmail.com)

Congratulations on the purchase of the Stromung stainless exhaust system for 1992-1997 S4's, S6's.

This note applies to both Sedans and Avants. Your Stromung system comes with a 1 year Limited Manufacturers Warranty protecting against defects in material or workmanship.

This note is written to experienced installers who do not require step by step instructions. This note offers tips and techniques that may not be common knowledge.

**1:** Inspect your shipment, you should have received all the items in this photo.{Generation 5 photos courtesy of Speedytp247 }, which entered production in 2009. Great news @, Oct 2009 I accomplished a new chassis fitment at the Stromung factory using a 1995 S6. The tips are longer, fit better in the bumper cut out and we relieved any known chassis interference and reworked the front (cat) hanger for easy alignment to use the OEM transmission mount hardware. For Gen5 Stromung production, this is the complete equipment you should receive.



The next photo is a close up of the Stromung Gen 5 downpipe

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This next photo is a Gen 4 system, provided as a point of comparison.



**2:** Preparing for installation: Remove OEM system: refer to Bentley.

Motor Mounts.

Many of us enjoy S-cars for many more miles than most car owners and as a result need to inspect the right front (passenger side) AAN engine mount. This mount typically is worn out and must be replaced. The location at the hot side turbo plus the strain of the engine pulling up during acceleration, causes this mount to fail.

Best sources are [www.034motorsports.com](http://www.034motorsports.com) or your local Audi OEM parts supplier.

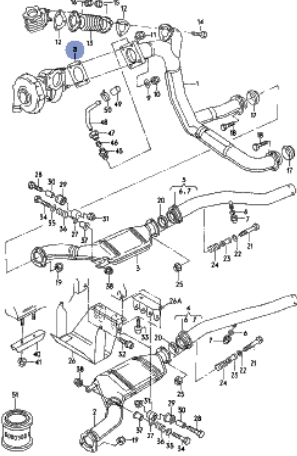
**3:** You may want to be prepared with new OEM gaskets and hardware noted below.

ETKA - Revision 7.0 Update 597

**ETKA**

MODEL: A6Q YEAR: 1995 MG: 2 SG: 53 ILLUSTRATION: 253-67 STOCK: FI SEARCH: SALES TYPE: BRAND SELECTION: Audi 155

USA RESTRICTIONS ORDER FORM



POS	PART NUMBER	NAME	REMARKS	QTY	MODEL
8	447 253 115	gasket		1	
9	+ N 011 560 8	washer	10,5X18X1,6	1	
10	N 900 730 01	hex. nut, self-locking	M10	1	
11	+ N 903 690 01	hex. nut, self-locking	MM10	3	
12	857 253 115	gasket (asbestos free)		2	
13	857 253 817	exhaust pipe		1	
14	+ N 010 244 16	screw, hex. hd.	M8X30	3	
15	+ N 900 850 01	hex. nut, self-locking	M8	3	
16	+ N 902 002 01	shouldered hex. nut, self-locking	AM8	3	
17	443 253 137 D	sealing washer	55/55	2	
18	+ N 010 353 3	screw, hex. hd.	M8X42	6	
19	+ N 900 850 01	hex. nut, self-locking	M8	6	
20	893 253 137 F	sealing washer		2	

LEX CON ORDER EC TC VIN NUMBER SALES TYPE

depending upon the age and condition of your vehicle.

AUDI OEM PARTS needed = **Position #: 8, 9, 10, 11, 12, 14, 15**

**POS # 8 is GASKET PN 447 253 115**

This is the Turbo Hot side gasket.

The nuts & washers located at the Turbo Hot side flange are

- **POS # 11 N 903 690 01 nut (3 pieces)**
- **POS #10 N 900 730 01 nut ( 1 piece) <- Yes this one is a smaller nut size..**
- **POS #9 N 011 560 80 washer (4 pieces)**

**POS # 12 is GASKET PN 857 253 115**

This is the Wastegate gasket, I suggest you replace this.



Next are the OEM bolts and self locking nuts at the wastegate, I suggest you replace these.

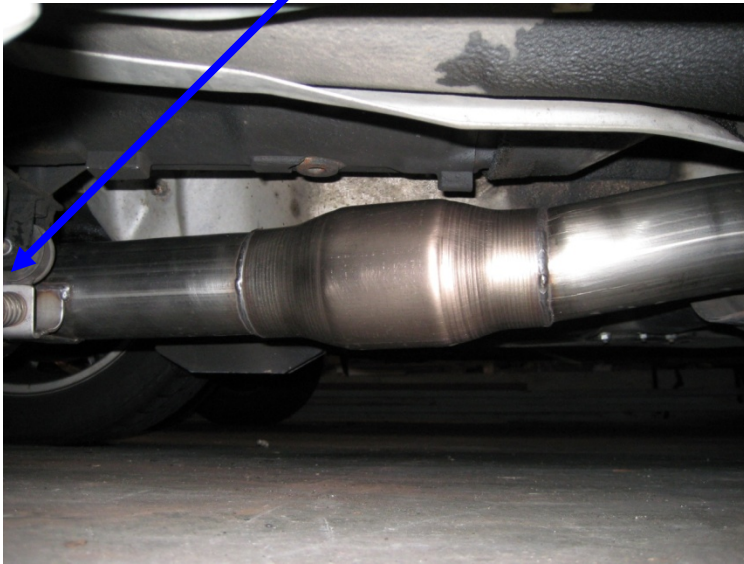
- POS # 14 stud (3 pieces)
- POS # 15 nut (3 pieces)

**4:** Start by mounting the downpipe and finger tight nuts only.



**5:** Catalytic section Installation: Be certain that the installer places the front most hanger on the transmission according to the following photos. Failure to do this will cause premature failures that void warranty.

Note re-use of the OEM hanger and spring, from transmission to Stromung catalytic mounting tab.



Clean photo of new hardware, before OEM hanger is bolted in place. (thanx Shawn)



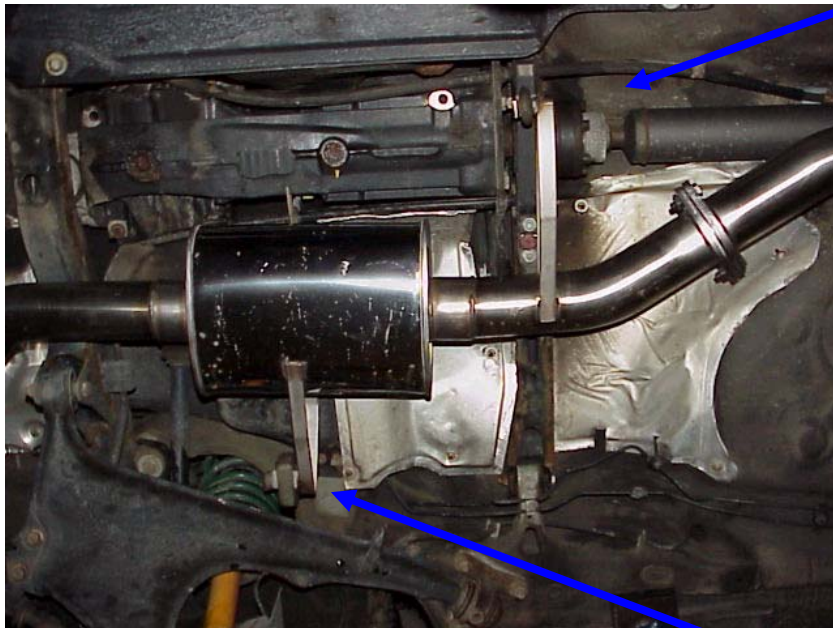
Install OEM hanger with spring here

The finished front hanger should look like this, for Gen5.



Support the back end of Section #2, while the rear section #3 is installed

**5:** Mount the rear section by suspending it from the rubber- donuts her and right under the bumper cutout.



Donut hangers here



**6:** The system has 'loose fit' at the bolt-hole interfaces. Best fitment is accomplished by installing all hardware finger tight, and set the tips centered in the bumper cutout. You might block it to retain position. Then starting from the downpipe tighten nuts first, and work your way to first coupling, tighten bolts, then the second coupling tighten bolts. The tips were made to protrude 1" farther out for better visibility. If you need a little adjustment at the bumper cutout, you can flex the joint at the downpipe slightly, left or right to fine tune it.

S-cars are older now and fitment varies from car to car depending on age, geography and condition!

**7: What happens if you don't do all these steps. Voided warranty.**



**8: This is the final fitment to rear bumper.**

