



B7 S4 MT6/AT6 (Manual and Automatic 6 speed transmission) 4.2L V8 Exhaust White Paper

The STaSIS S4 MT6/AT6 Exhaust System replaces the OEM muffler and exhaust system assembly located behind catalytic converter to the rear of the car. The system was designed to specifically fit the following model of car-

Model	S4
Engine	4.2L V8 MPFI
Transmission	MT6/AT6
Drive Train	Quattro
Appl. Years	2005.5-2008

- The STaSIS B7 S4 exhaust system mates to the OEM catalytic converter using a unique V-band arrangement. This allows for the option of upgrading to aftermarket downpipe assemblies at the customer's discretion.
- This exhaust system incorporates a unique mixing chamber to enhance the exhaust flow potential resulting in increased performance and optimal sound.
- The STaSIS exhaust system is a direct bolt-in replacement, no welding or fabrication is required. All pipes on the STaSIS exhaust system are made of T-304 Stainless Steel and precisely shaped with a CNC mandrel bender to insure an easy and direct bolt-in replacement. The exhaust is mounted with the existing OEM exhaust hangers by utilizing the stock slip joint connection at the downpipe and flange connections at the mufflers. All required hardware is included.
- The three muffler setup used on the OEM system is replaced with a V-band connection at the OEM catalytic converter to a mixing chamber / mid-pipe / twin muffler design.
- STaSIS mufflers incorporate reflective (active) and passive technologies to optimize sound and performance. The oval muffler chambers have been extensively developed and tested to achieve the desired overall exhaust tone while minimizing exhaust back pressure to the engine. The STaSIS mixing chamber and mufflers combine to give an exhaust note which is noticeably deeper and stronger at all throttle applications while maintaining a tone that is not intrusive or "droning" at normal everyday driving speeds.



- The tail pipes use 2 pair of 82.5mm (3.25 in) dual wall bevel cut tips per side. The tips are arranged in a staggered formation to accommodate the rear bumper curvature.
- Exhaust back pressure is minimized over the stock application. This allows the engine to “breathe” more freely resulting in an increase of engine volumetric efficiency. This increase results in a gain in horsepower and torque. Reprogramming of the ECU in conjunction with the exhaust installation will give a larger increase of horsepower and torque over the stock exhaust due to an optimized calibration matching the new airflow characteristics.
- Testing was performed at our facility here at Infineon Raceway, surrounding country roads in Sonoma, and the city streets of San Francisco. Stainless Steel components are designed and proven to perform in corrosive environments (salted roads and ocean-side communities).

Performance and Specification Comparison Chart

	OEM Audi B7 S4 V8	STaSIS
Peak Horsepower	340	350
Peak Horsepower w GIAC Chip	350	360
Pipe Diameter- Mid-Pipe to Front Muffler	55 mm (2.17”)	63.5 mm (2.5”)
Pipe Diameter – Front Muffler to Rear Muffler	50 mm (2.0”)	63.5 mm (2.5”)
Complete Assembly Weight	28 kg (62 lbs)	25 kg (56 lbs)