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2003-2010 Saab 9-3 Krona Downpipe Installation Instructions

What's Included:

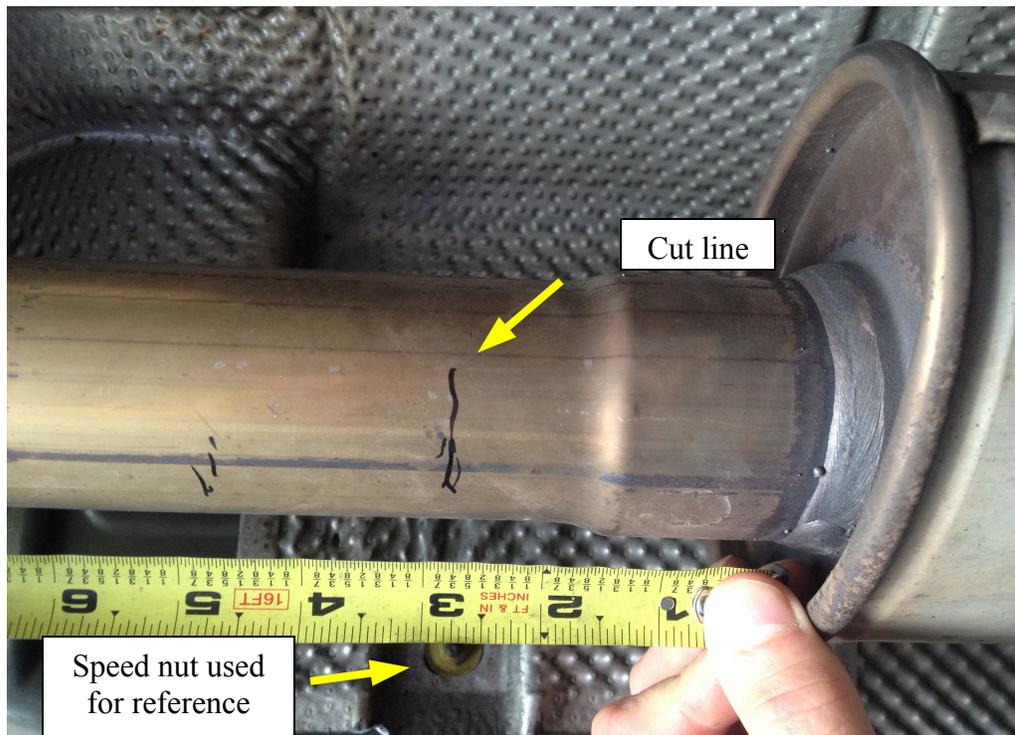
- ⌚ (1) 3" stainless downpipe (with or without catalyst)
- ⌚ (1) 3"-2.5" stainless downpipe adapter pipe
- ⌚ (1) Turbo stud mounting hardware (x3 stainless nuts, washers, and lock washers)
- ⌚ (1) 63.5mm (2.5") exhaust band clamp
- ⌚ (1) 76mm (3") exhaust band clamp



⌚

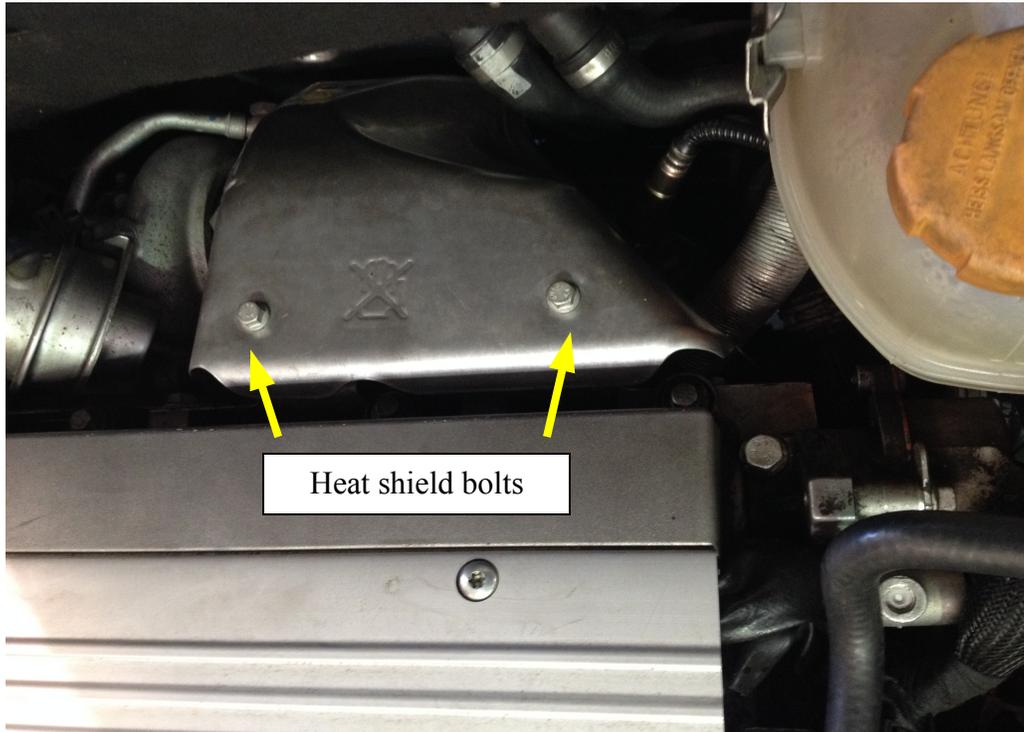
Installation:

1. Place the vehicle in a secure location and allow the vehicle to cool. Support the vehicle high enough off the ground that you can work easily under the car (please be very diligent when supporting the vehicle, you can't enjoy all the performance you're about to gain if the car falls on your head).
2. To install the downpipe only, you will need to cut your stock exhaust system after the OE center resonator. If you are unable to lift the vehicle high enough to get a reciprocating saw or cut-off wheel under the car, you will have to remove the entire exhaust system to cut it. If you need to remove the entire exhaust system, skip to step #7.
3. Cut the stock exhaust system ~2.75" *after* the OE center resonator. The cut mark should line up with the speed nut on the heat shield (see picture below).



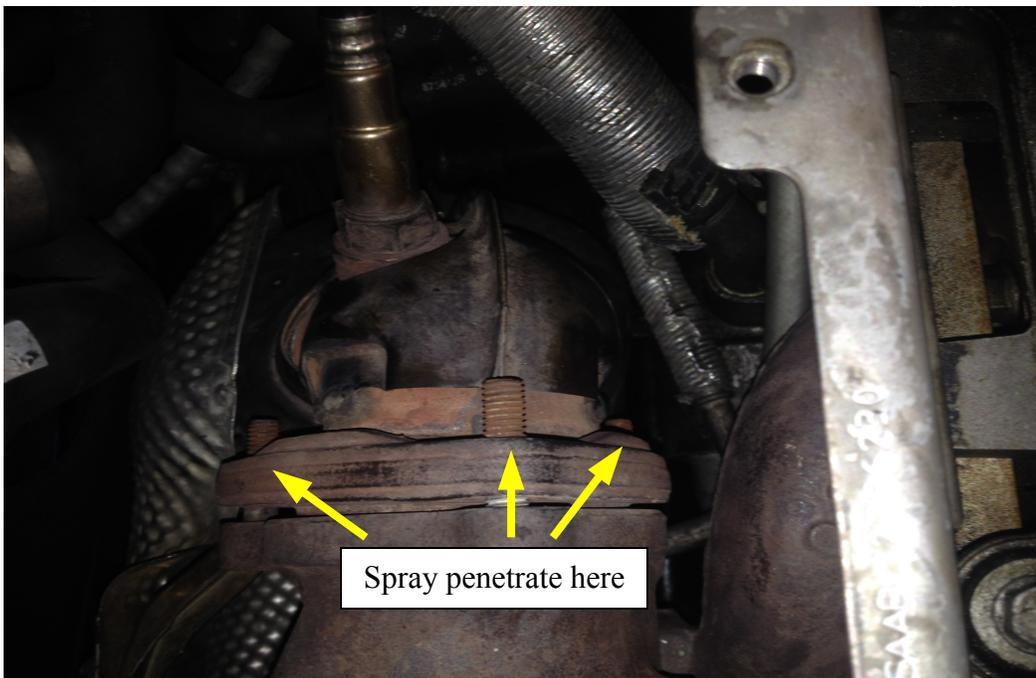
4.

Open the hood and remove the two bolts holding the turbo heat shield on with a 10mm socket/wrench. See the picture below for reference. (Be careful, it may be very hot!)



5.

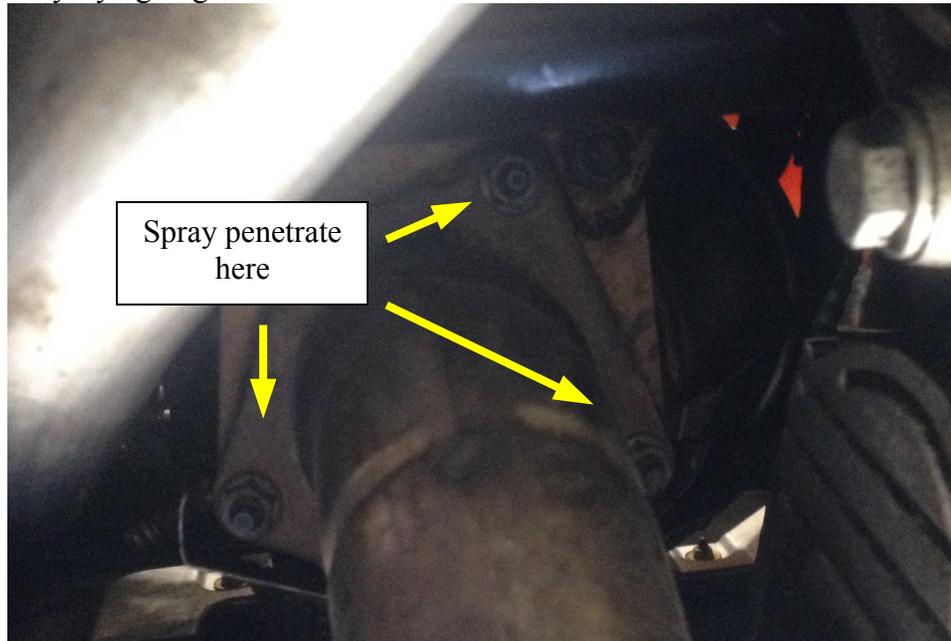
Spray penetrate onto the three exposed downpipe nuts (nuts not pictured below) and let them soak for at least 15 minutes.



6.

Move to the underside of the car. Spray the four downpipe nuts with a penetrate and let them soak for at least 15 minutes. Remove the four downpipe nuts with a 13mm socket and ratchet (see picture below).

CAUTION: If the nuts are very difficult to loosen, spray more penetrate onto them, wait at least 15 more minutes and try again. Do not force the nuts, they will round off and then you will have a very long rest of the day trying to get them off ☹

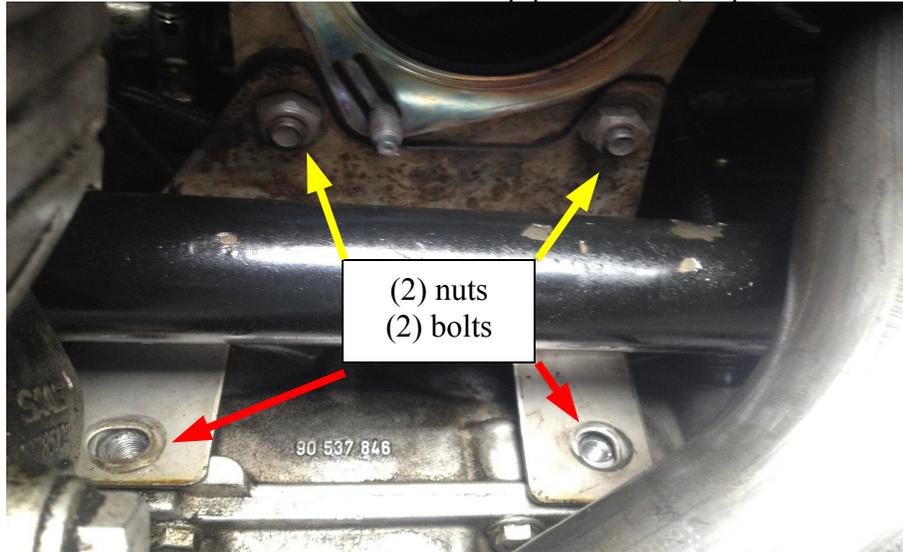


7.

.If you need to remove the entire exhaust system to cut it for the Krona Performance downpipe installation, the exhaust is now free. There are only 6 rubber exhaust hangers holding the OE exhaust to the vehicle (two at the OE downpipe after the flex joint, one just after the center resonator, one just before the rear muffler and two on the rear muffler). Remove the exhaust from these and pull it out from under the vehicle. See step #3 above for the location to make the cut.

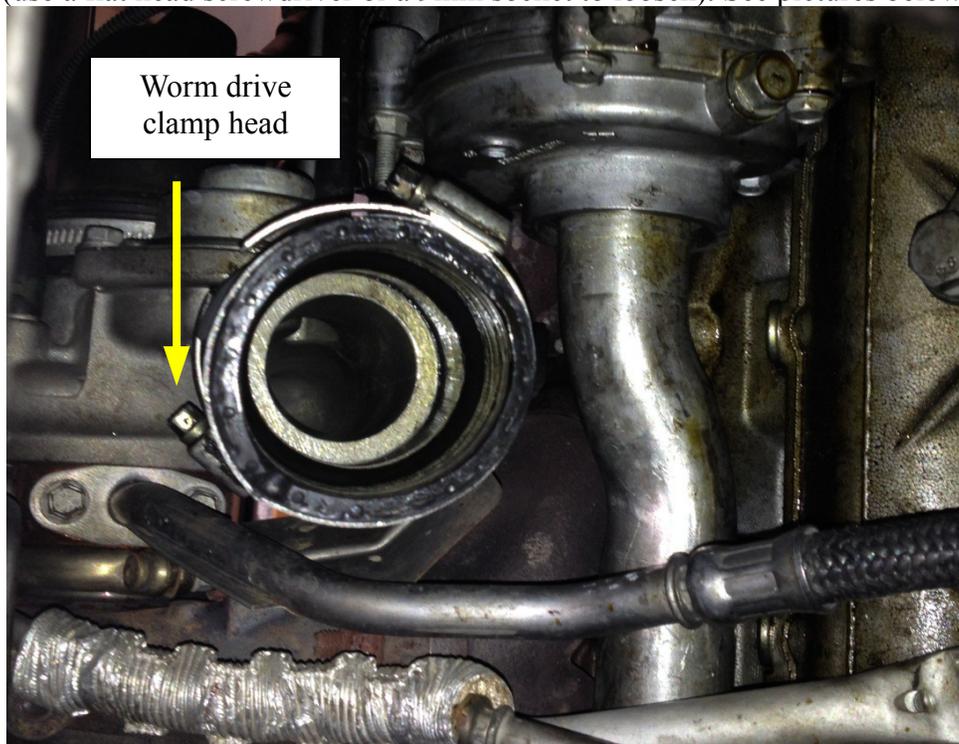
8.

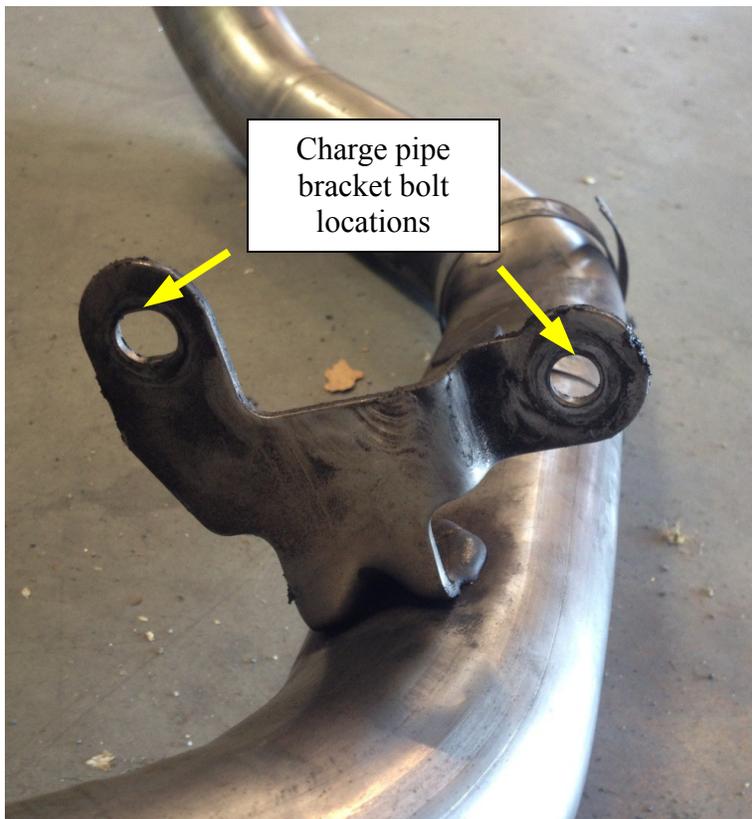
Now we're ready to make room to take the downpipe out. Using a 13mm wrench/socket and ratchet, remove the two bolts and two nuts that secure the downpipe bracket (see pictured below).



9.

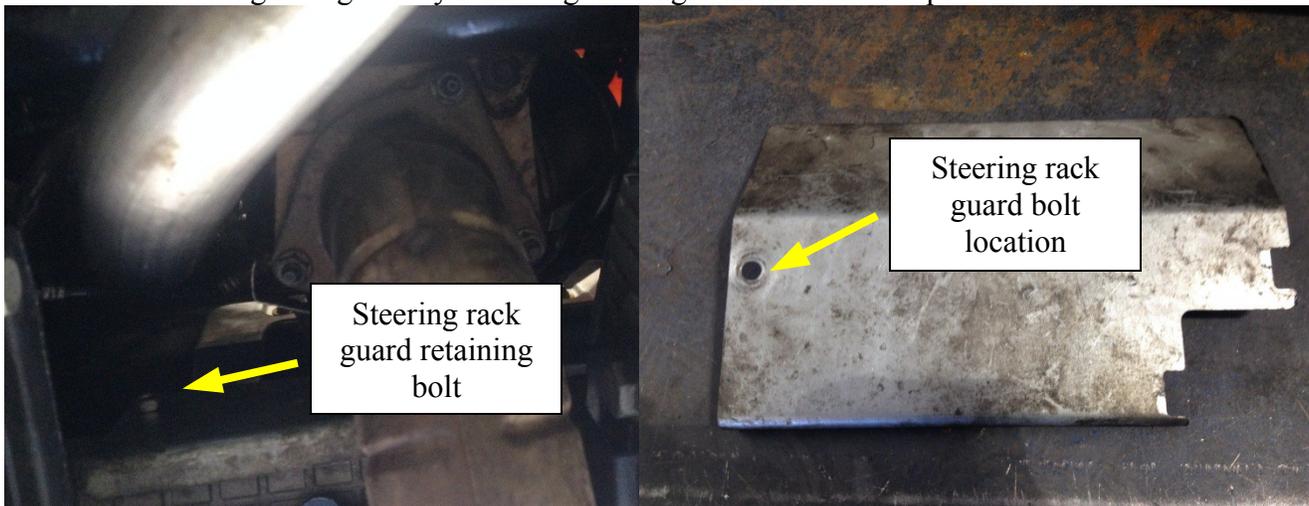
Remove the lower charge pipe. The charge pipe is secured by a worm drive clamp at the turbo side on the back of the engine (use a flat head screwdriver or a 9mm socket to loosen), two bolts on the charge pipe flange (10mm socket to remove bolts) and a worm drive clamp at the intercooler side on the front of the engine (use a flat head screwdriver or a 9mm socket to loosen). See pictures below for reference.





10.

Remove the steering rack guard by removing the single 12mm bolt. See pictures below for reference.



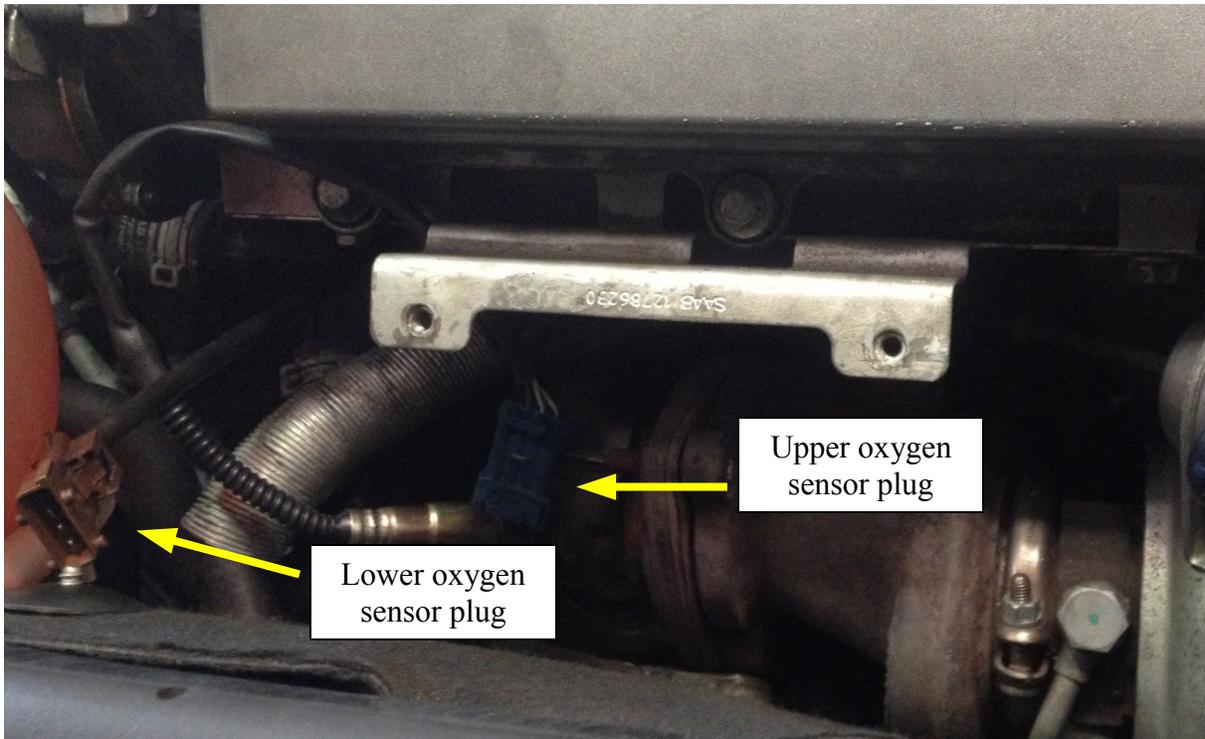
11.

Remove the heat shield from the catalytic converter. There are 3 nuts that hold the heat shield onto the catalytic converter. Use a 10mm wrench/socket to remove these (see picture below).



12.

Unplug the 2 O2 sensors (see picture below) and voila! The downpipe is now free! You will have to drop the downpipe down through the path you just cleared and rotate it about 60 degrees to get it free.



13.

Spray both oxygen sensors with LOTS of penetrate and let them soak for at least 15 minutes. Mount the downpipe in a vice (or step on it while it's lying on the ground) and use a LONG oxygen sensor wrench to remove the oxygen sensors. Note which sensor is higher up on the downpipe (for installation into the Krona downpipe).

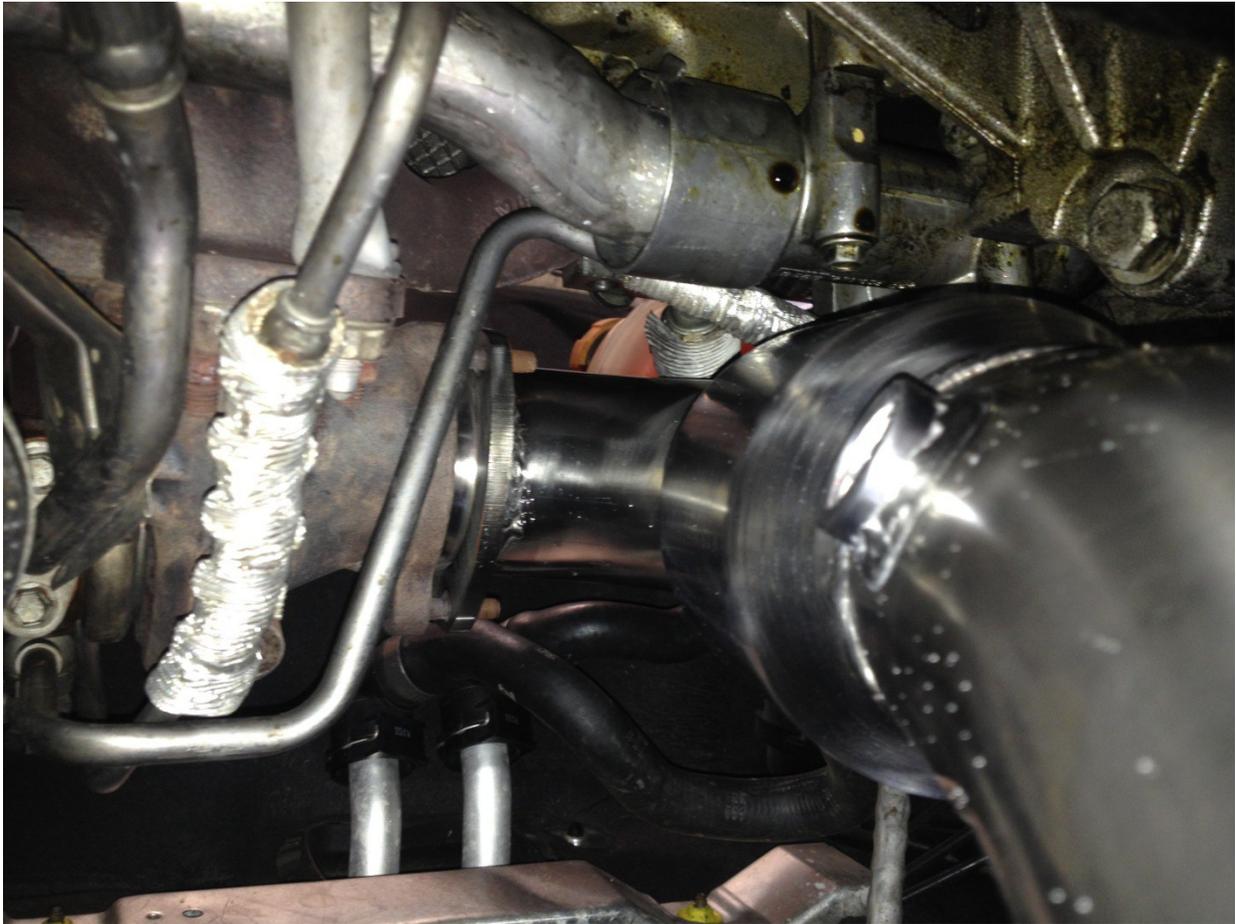
CAUTION: The oxygen sensor threads will strip very easily. If either sensor is not turning when a lot of force is applied, soak the threads in penetrate for 30 more minutes and then heat the nut with a torch. Try to loosen the sensors again while they are very hot (and don't burn yourself please ☺).

14.

Once the oxygen sensors are free, install them into the Krona downpipe (paying attention to which sensor was higher up on the OE downpipe). Make sure to use plenty of anti-seize on the threads of both oxygen sensors!

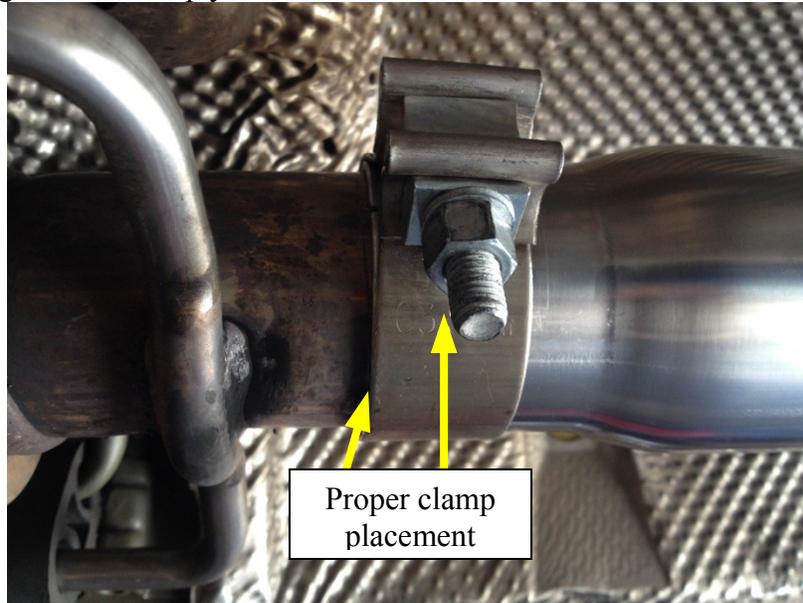
15.

Slip the shiny, new Krona downpipe up to the turbo. Slip the flange over the three turbo stubs (see picture below. Note that no oxygen sensors were installed on the Krona downpipe in the picture). No gasket is required for the mating area between the turbo and the Krona downpipe ☺. Go ahead and put anti-seize onto the turbo studs and hand-tighten the downpipe nuts to loosely secure the downpipe to the turbo.



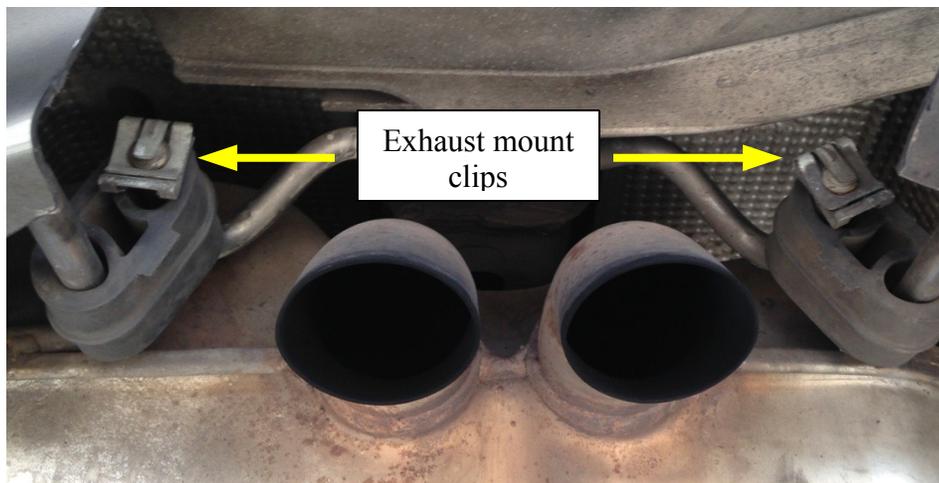
16.

Slip the provided 3" clamp over the exposed end of the downpipe, and slip the coupler over the end of the downpipe. Align the clamp as shown below (the clamp pictured below is not on this system). **THIS IS VERY IMPORTANT! If the clamp is not just on the edge of the coupler, it will not seal properly!** Do not tighten the clamp yet.



17.

Reinstall the OE cat-back system (after the correct amount has been cut off, see step #2) onto the car. Make sure that all exhaust hangers are slipped into the rubber hangers. Also make sure that all of the rubber hanger clips are still on the chassis mounts, see picture below for reference. Slip the Krona reducer over the exposed OE piping and align the 2.5" Krona clamp to the end of the reducer; just like you did at the other end of the downpipe.



18.

Reinstall all other miscellaneous pieces. Installation will be the reverse of removal. Note that the OE heat shield will not be reinstalled onto the Krona downpipe. Make sure that the downpipe nuts are tightened and both Krona clamps (3" and 2.5") are tight.

19.

Go let everyone in a 30 mile radius know that you just installed the best exhaust on the market ☺

Final Check off list

1. Reinstall O2 sensors and make sure to use a small amount of anti seize at each location.
2. IMPORTANT: Wipe the system clean of all dirt, finger prints or debris using a glass cleaner, simple green or similar. (Once the exhaust gets hot, any remaining dirt particles will burn onto the finish and become permanent.)
- 3.. Start your car to check for leaks ...and to hear your new Krona exhaust system!

Please note: It is completely normal for exhaust to smell initially and for the first couple drives. This will slowly dissipate as the system heat cycles several times.

Upon breaking the system in and the thermal expansion and contraction of the metal it may be necessary to retighten the turbo studs and exhaust band clamps.

If you have any questions or comments please feel free to send us an email saab@kronaperformance.com.