



KRONA PERFORMANCE

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1994-2002 Saab 900 and 9-3 Krona 3" Downpipe installation instructions

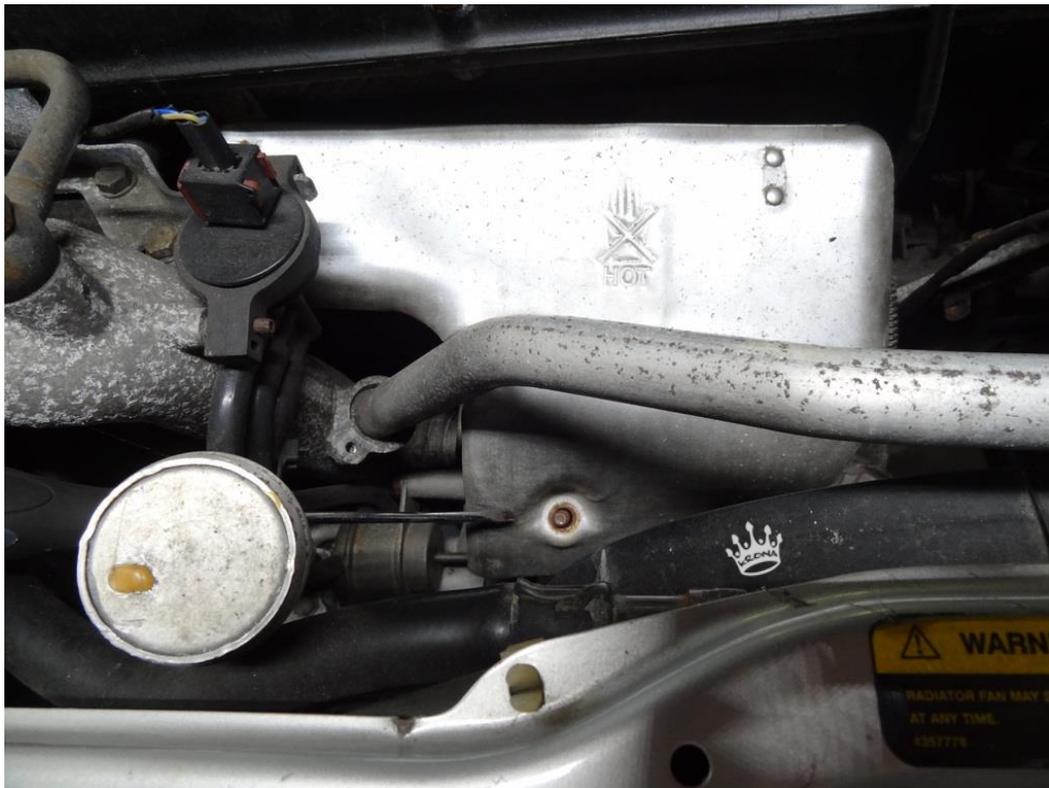


What's in the box?

- X1 Krona 3" downpipe (with or without catalyst)
- X1 Krona 3" mid pipe assembly
- X1 O2 Bung plug
- X1 2 bolt flange gasket
- X1 flange installation hardware kit
- Moar horsepowers

Disassembly and Removal

1. Remove factory exhaust system beginning with the turbo/downpipe and work your way to the rear of the car. (It is recommended to generously soak all bolts/nuts with PB blaster or some sort of lubricant prior to removal). Start by removing your recirculation tube (10mm bolt) and then by removing the exhaust heat shield (13mm nut). Carefully lift the heat shield out of the way.



2. Next Disconnect the front and rear o2 sensors. Simply trace the wire to where it connects to the harness and gently slide the red clip or pry it with a flat head screw driver (be careful as this is an important part of this step). Both may be found behind the intake on a small bracket. Free the wires forward toward the downpipe making sure they do not snag on anything and drape the connector ends free and down below the vehicle.



3. Remove the 3 nuts holding the factory downpipe to the turbo (13mm nuts). If your hardware is worn or rusty it is highly recommended to use a lubricant spray and allow time for the hardware to soak before attempting removal. The two pictured are easily reachable from top of the car.



The third nut will need to be removed from the bottom of the vehicle. This is also a good time to 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 will not be able to enjoy your new exhaust system if the car falls on your head).



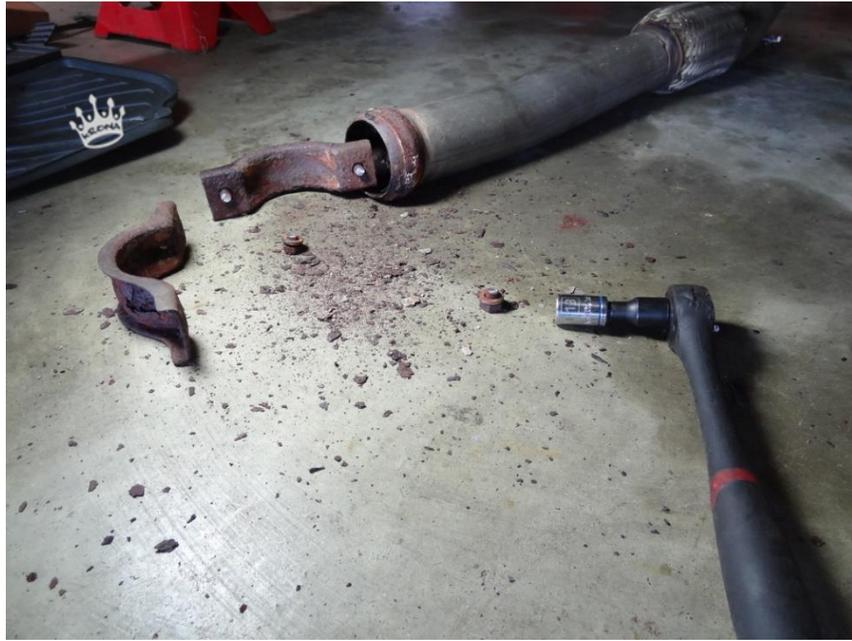
- Next you may remove the support bracket bolts on the factory downpipe (13mm).



- Work your way towards the back of the car and remove the two factory two bolt exhaust clamps. There will be one holding the midpipe to the downpipe. And another holding the midpipe to the factory catback system.



Once both clamps have been removed, lower the flex portion of the midpipe out from under the vehicle. It is highly recommended that you have a new clamp handy (Bosal part #254701) when installing your new system as these are prone to breaking or being too rusty for reuse (This might be your first casualty, RIP factory clamp).



6. Spray some lubricant on the downpipe hangers and slide it free from the vehicle. Be careful not to damage your O2 sensors when removing the downpipe!



Installing Your New Krona 3" Downpipe Kit

1. With your factory downpipe and flex pipe out of the way (and possibly in your metal scrap pile) you are now ready to begin the installation of your new system.



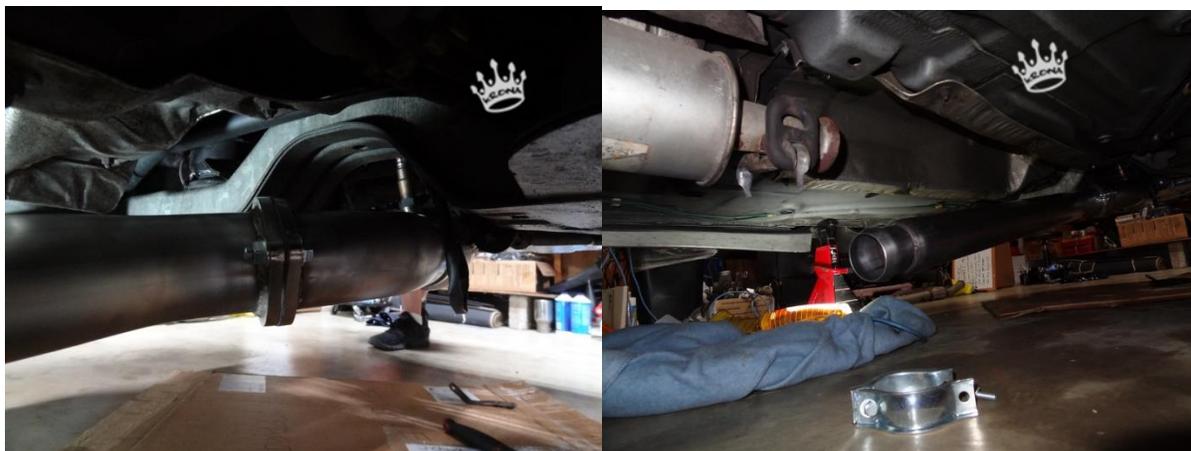
2. Inspect the factory turbo studs for any damage. This would be a good time to replace the hardware if needed.



3. Now is a good time swap the O2 sensors (or install new ones) onto your Krona downpipe. It is recommended to use anti-seize on the threads. Be careful not to mix the front (usually has shorter wire) and rear O2 sensors up on the pipe. Our downpipe kit includes an extra O2 Bung for custom tuning or the use of a wideband O2 sensor. If you are not installing a sensor in this location, go ahead and install the supplied plug and again use some anti-seize in case you plan on removing it at a later date.
4. You may now carefully install the new Krona downpipe kit. It is best to slide the downpipe into the hangers underneath the vehicle and then slide the downpipe flange up to the turbo flange. Loosely install the retaining nuts and washers at this time. A second set of hands from above could prove helpful as well with aligning the pipe on the turbo flange.



5. Next bolt the midpipe to the downpipe. Grab your supplied hardware, install the gasket and loosely tighten the nuts and bolts. Due to tight cross-member tolerance, it is helpful to point the bolt threads toward the rear of the car. It is best to leave these loose until you make your connection to the factory (or aftermarket) cat back.



6. Before bolting the catback to the midpipe inspect your exhaust joint. Some may be rusted and pitted and may need some attention for a proper seal to your new pipe. You may now align the two pipes and bolt them together. You may want to adjust your exhaust tip to make sure it's level and centered. The rear section twists adequately to make this adjustment. The clamp can be tightened once properly aligned.



7. Tighten the nuts and bolts holding the flange connection together between the downpipe and midpipe.



8. With the system now successfully installed, go back over all your connections and ensure they are tight. Also make sure you have plugged your O2 sensors back in. While the front O2 sensor routes the same as before, the rear O2 sensor now conveniently routes up along the firewall. Make sure it is free of the steering rack and secured. You should have a minimum of a ¼" gap between the exhaust and body to allow for thermal expansion as the system heat cycles. Final assembly should look as shown below (It looks bad ass now right?!) .



It is almost time to go try this bad boy out!

Final Check-Off List

1. Double check that all connections are tight.
2. Ensure your O2 sensors are installed and the wiring is reconnected.
3. **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 be burned onto the finish and become permanent.**
4. Start your car and check for leaks.....and to hear your new Krona Exhaust!
5. Now go let everyone within a 30 mile radius know that you just installed the best exhaust system on the market!

Note: It is completely normal for the 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 exhaust band clamps.

If you have any questions or comments please feel free to send us an email: Matt@KronaPerformance.com