

Krona Performance 9-5 Exhaust installation instructions

What's included:

- *X1 3" Downpipe with manifold flange (with or without catalytic converter)
- *X1 O2 sensor plug (this plug is used if an AFR or an external tuning device is not being utilized)
- *X1 3" resonated mid-pipe
- *X1 3" midpipe to under axle pipe
- *X1 3" under axle pipe
- *X1 3" rear muffler w/dual 2.5" outlets
- *X1 dual 2.5" to dual 3" tip section
- *X4 3" exhaust band clamps
- *X2 63.5mm Exhaust band clamps

Installation:

1. Place vehicle in secure position, and allow vehicle to cool.
2. 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).



**The front and rear O2 sensors may also be removed and safely placed out of the way at this time.



3. Next generously soak the bolts holding the downpipe to the cat back exhaust section (this particular car already had an aftermarket exhaust which was replaced with a Krona Performance Turbo back ☺)



4. Carefully remove remainder of previous exhaust system and set aside.
5. You are now ready to unpack your Krona Exhaust system and prepare for installation.



6. Install downpipe and slide turbo studs over the exhaust flange.
**For proper alignment it is important to slide the downpipe exhaust hangers into the factory mounting points (if this process proves to be stubborn, a small amount of lubricant may be necessary) then slide the downpipe forward and upward towards the turbo.
7. Install the washers and bolts and evenly tighten the downpipe to the turbo (a small amount of anti seize is recommended).



8. Install resonator pipe by placing an exhaust clamp over the pipe prior to its connection and then sliding the pipe forward into the exhaust hangers and connecting it with the downpipe. Repeat this process as you move to the rear of the car ensuring all connections are aligned properly and seated.



9. Make sure all connections are completely seated and tighten clamps at the actual connection points (on the areas where the pipe is relief cut. There should be no overlap of pipe.
*torque clamps to 20 ft-lb's





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The alignment of the tip section is dictated by the connections complete from the front to back of car. You will get your final fitment and adjustment by the alignment of the under axle pipe and rear muffler adjustment. A second set of arms or a floor jack, etc will help in this alignment process.

10. Once the muffler is centered in the bumper cut out , install the tip section and adjust to desired length. Simply slide the tip section inboard or outboard for desired offset (slide clamps over flow tubes prior to this process).
11. Examine the entire system to ensure downpipe nuts are tight and all exhaust clamps are correctly installed and tightened.



Final Check off list

1. Reinstall O2 sensors and O2 sensor blank (or AFR gauge) making sure to use a small amount of anti sieze 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. Ensure the exhaust tips protrude evenly inside the bumper and no parts of the exhaust system are touching the chasis or body paneling.
4. 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 intiatally and for the first couple drives. This will slowly disapate 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 retighen 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.