



# KRONA

## PERFORMANCE

**Saab Tubular Exhaust Manifold for (900 94-98, 9-3 99-02, 9-5 99-09).**



## General Disassembly Instructions:

The simplicity of this installation is largely dependent upon the overall condition of your vehicle. We have done installs where all the fasteners are rusted which makes it quite difficult and we have also done installs where everything comes apart as it should. We have had great luck when using a lubricant spray on the fasteners a couple days prior to the install to begin softening all the bolts up for removal. Regardless of whether you decide to buy a set of ARP header studs from us, we highly recommend the replacement of the factory head studs and nuts. The factory head studs and nuts are prone to fatigue and will not be 100% compatible with your new performance manifold.

- 1) Remove turbo inlet pipe, mass air meter boot and recirculation tube. This is also a good time to remove the crank case ventilation tube from the top of the inlet pipe. You will need a long extension and a T30 bit to remove the clamp from the turbo. It is not required, but unbolting the power steering pump can give you more room to work (2 13mm bolts on T5 and 3 on T7).
- 2) Disconnect and remove the BPC valve and push it out of the way towards the cooling fans. It will not need to be totally removed but relocated out of the way (be sure to mark which hoses go where). The bracket that holds the BPC valve may also be removed as it will not be reinstalled with your new manifold (make sure to reinstall the bolts and/or save the bracket). This is what your progress should look like before you continue to the next step.



- 3) Now remove the four nuts holding the turbo to the T25 header flange. You can now also begin removing all the header nuts and washers at this point. You will need a wrench for some and a long socket for others. It is ideal if the studs decide to come out with the nuts and washers (you may get lucky and have a few like this).

- 4) You may now remove the factory exhaust manifold. If you were unable to get the studs out of the turbo to header flange you will more than likely need to unbolt the downpipe and the turbo lines to enable the turbo to drop low enough to slide off the studs. It may also be necessary to remove or cut the two factory header studs closest to the power steering pump for the proper clearance to slide the manifold off the car. Again removal of the power steering pump could simplify this step.
- 5) Once the manifold is removed you can now use an extractor and/or a torch to get the remaining factory header studs out of the cylinder head (this may take some time). This is also a good time to take a break and have a frosty adult beverage).
- 6) Now that the header studs have been removed you may now take a razor blade and removed all the remaining gasket material from the sealing surface of the head. Use caution not to gouge the head or get any gasket material inside the exhaust ports of the head.
- 7) You may now install your new cylinder head studs. Make sure to use a little anti seize on each stud to save yourself any future hassle. If you are using the ARP fastener kit it is also recommended to cut a small portion of this stud off to help in getting a boxed wrench on the nut, on the stud location pictured below. The clearance between the tubing and stud is too tight for a boxed wrench without trimming the end of the stud. This stud will also be the first stud you install a nut on as you slide the header onto the head. Once all studs are installed and tight slide your gasket on and then your new Krona Performance tubular manifold (**make sure you use a high-quality factory replacement gasket!!!!**).



- 8) This is how your progress should look once you have completed step 7. Snug all nuts up. The studs closest to the water pump are best to get as tight as possible while everything is apart as you can get a deep socket on it. This nut can also be tightened from the top with the car completely back together using a long 10mm wrench (also pictured below).



9) If you had to lower turbo or unbolt your downpipe now would be a good time to get everything bolted back together. When bolting the turbo flange from the header back to the downpipe we also recommend using bolts instead of the factory style studs. This is not a requirement but simply a suggestion as to it will simplify taking things apart if needed to in the future. You will need M8 x1.25 bolts about 2" long if you decide to go this route. **(Also use a high-quality factory replacement gasket here!!!)**

10) Once the turbo and downpipe are back in their factory locations you may now reinstall all removed items. Before installing the turbo inlet pipe you can remove the bracket pictured below to ease the installation as you will no longer need it to hold the BPC.

Put this bracket in a safe place and reinstall bolts in the original locations





The BPC will need to be relocated as the tubing is much larger than the factory unit and you will need the additional clearance. A simple way to do this is to simply place it in front of the inlet pipe by the fan shroud. If you want to get real fancy with it you can use a c900 IAC valve bracket and insulator.

- 11) Double, triple and quadruple check everything you just reinstalled. Make sure this cold side piping is bolted to the turbo properly. These are sometimes difficult to get together without indexing the clamp.
- 12) Use brake clean or window cleaner and a clean rag and thoroughly wipe down the manifold. Any dirt or debris that is on the manifold when you first start it will permanently bake onto the surface of the manifold (Help us help you keep it looking pretty).



13) You may now start your car. Be sure to check for leaks. It is common to have to heat cycle the manifold a couple times and retighten the header nuts on your first start up and test drives. Be careful not to burn yourself!