

**THANK YOU FOR PURCHASING A
KILLER B MOTORSPORT 4-1 HOLY HEADER AND UPPIPE**

Install shown on a on a 2019 STI engine (removed for clarity).

What is Included in the box:

- Holy Header
- Up-pipe
- V-band clamp

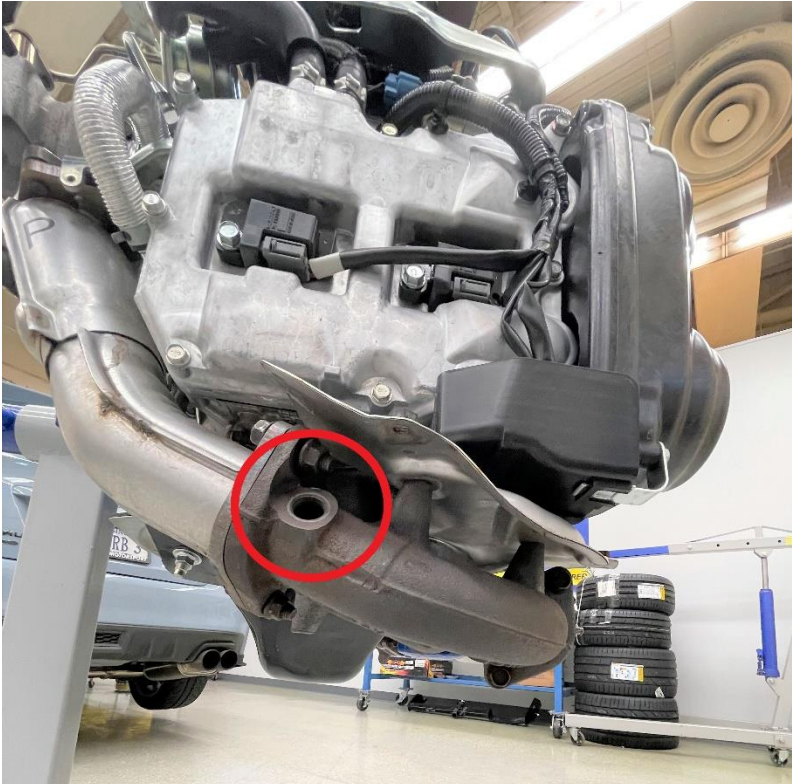
Killer B Optional Parts Shown:

- EJ Gasket set, Part No: GSKT
- Stud set, Part No: STS

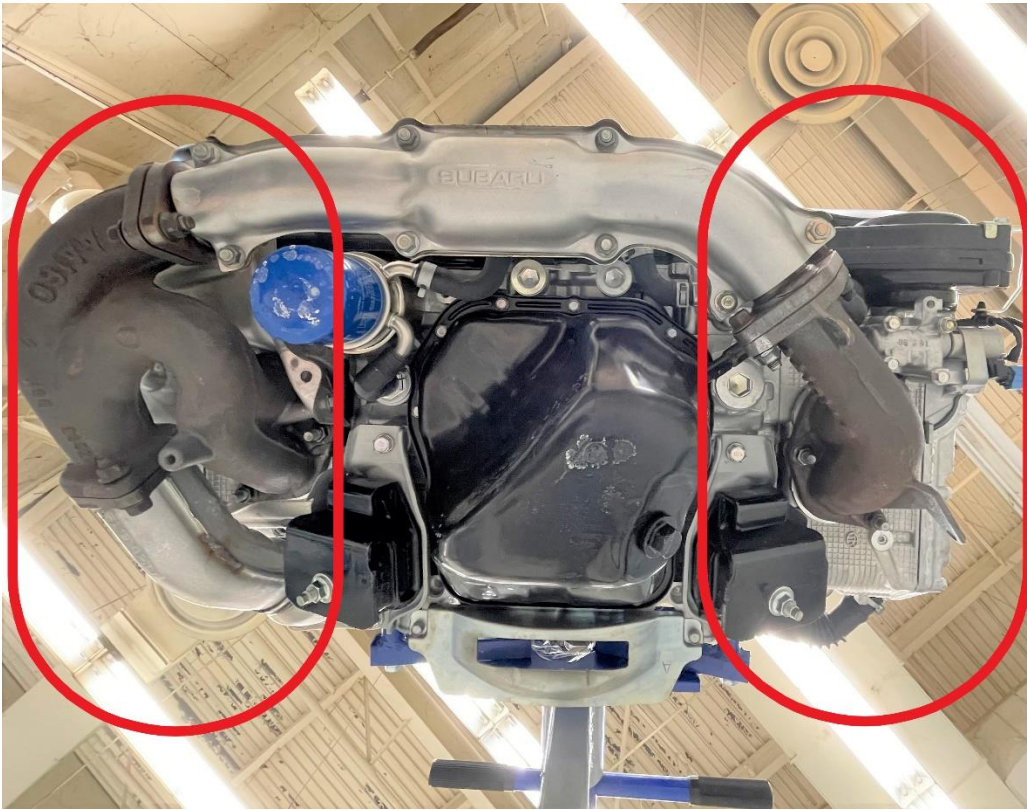
Tools Needed:

- 3/8" drive ratchet, 12mm & 14mm sockets

1. Open hood, disconnect A/F ratio sensor.
2. Remove intercooler and then downpipe heat shield.
3. Raise vehicle, lower onto jack stands and then remove belly pan.
4. Unplug and remove A/F ratio sensor from exhaust manifold, set aside somewhere safe.



- Carefully remove ground straps from heat shields.
- Remove heat shields from LH and RH sections of the exhaust manifold.

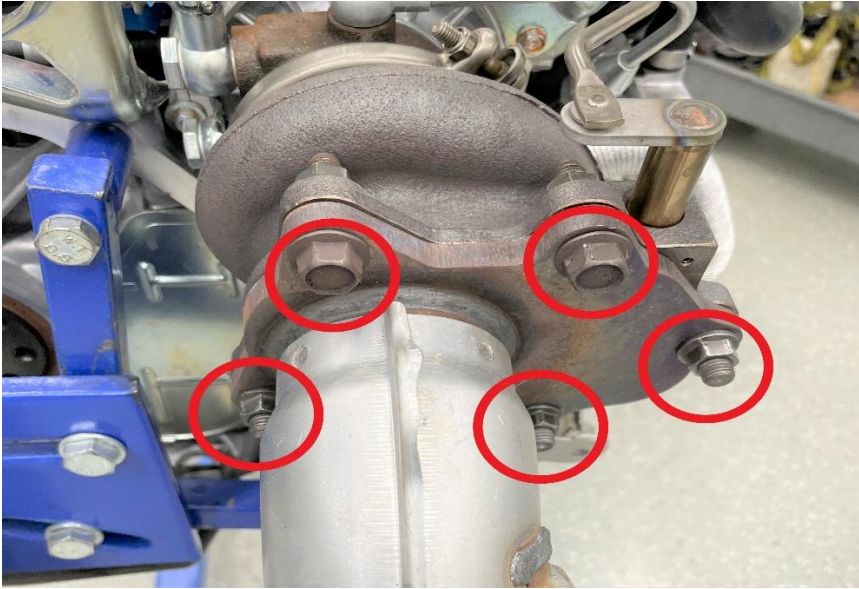


- Loosen and remove the 2 bolts securing the exhaust manifold to the up-pipe.

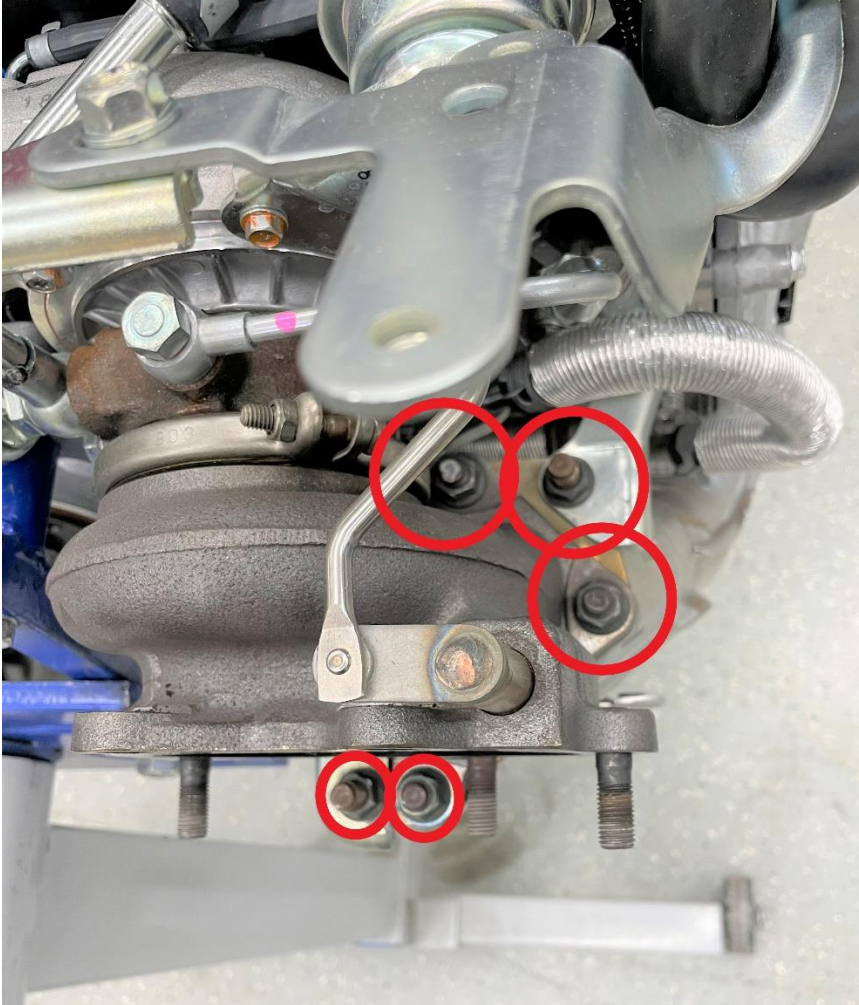


- Loosen and remove the 6 nuts securing the exhaust manifold to the engine.
- Remove exhaust manifold.
- Discard the 3 gaskets removed from the exhaust manifold and up-pipe.

11. Disconnect rear oxygen sensor.
12. Loosen and remove down-pipe.



13. Loosen and remove the 5 nuts securing the up-pipe to the turbocharger, remove up-pipe.



14. Install new exhaust studs in the up-pipe or change over the studs from the factory up-pipe.



15. Install a new gasket over the up-pipe studs.



(ANTI SEIZE HAS BEEN APPLIED TO STUDS and V-BAND T-BOLT)

16. Install the up-pipe on the turbo, HAND TIGHT for now.



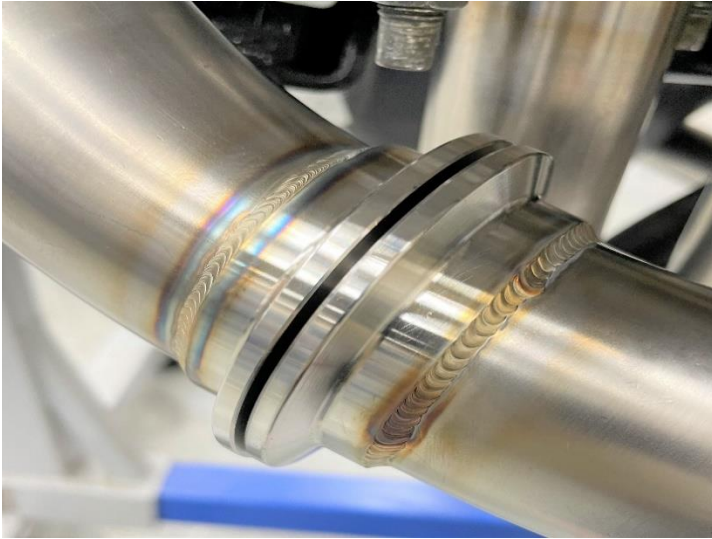
17. Install new exhaust manifold gaskets on your cylinder heads.



18. Install the Killer B Holy Header on the engine, HAND TIGHT for now.

19. Since the header and up-pipe are only hand tight, you should be able to rotate/twist them both by hand into position with the V-band flanges facing each other correctly.

-This is approximately what you should expect to see:

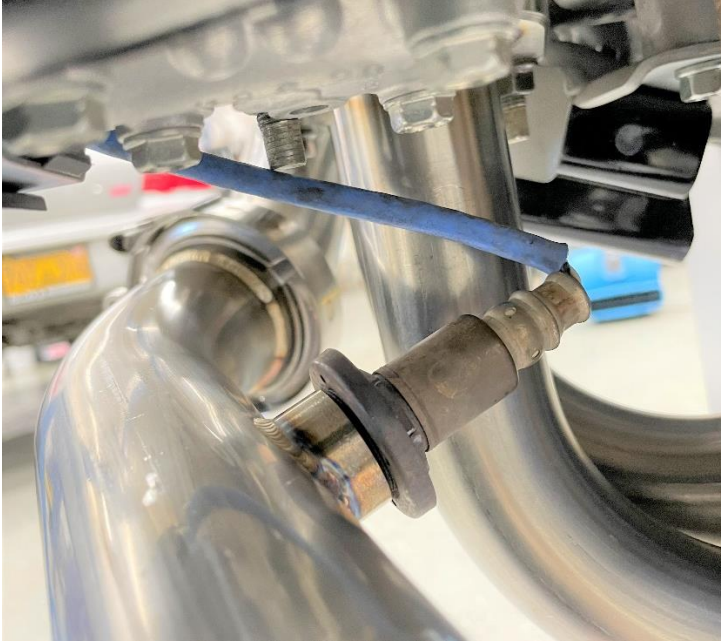


20. Install the v-band clamp so that the T-bolt is on the outside of the header as opposed to the inside.



21. Tighten to 85IN-LBS. Watch the two v-band flanges and make sure the gap closes as you tighten. You will not be able to install the clamp correctly if the two mating flanges are not properly seated.
22. Now that the v-band is tight, tighten the cylinder head flanges to 29.5FT-LBS. Tighten the middle of each flange first and then alternate, catty-corner (diagonally opposed corners).
23. Repeat the procedure to verify all 6 nuts are properly torqued.
24. Tighten the 5 nuts that secure the up-pipe to the turbocharger to 31.3 FT-LBS.
25. Repeat the procedure to verify all 5 nuts are properly torqued.

26. Install A/F ratio sensor. Ensure there is very little slack at the sensor.



27. Use zipties if needed to **MAKE SURE THE SENSOR'S WIRING DOES NOT HEADER.** This harness was routed behind the passenger's side exhaust AVCS cover.



28. Plug the A/F ratio sensor in the bulkhead wiring harness.

29. Install new turbo-to-down-pipe gasket, reinstall downpipe and torque to 31.3FT-LBS.



30. Reinstall heat shield.

31. Reinstall the intercooler, secure clamps and support brackets.