

# COBB

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## **COBB Downpipe Installation** 2002+ WRX/STi



Congratulations on your purchase of the COBB Tuning Downpipe. The following instructions should assist you through your installation process. Please read them first before beginning the install. If you feel that you can not properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified mechanic.

### Notes:

- Make sure all components are clear of manufacturing residue and packing materials before installation.
- The O2 Sensor bung in the casting is there for use with an auxiliary wideband O2 sensor. Your downpipe should have come with a plug for this bung when a sensor is not in use. If it did not have one or you need a replacement contact COBB Tuning. It is a standard Bosch thread pitch so a replacement should be available at an exhaust shop or exhaust parts supplier as well. The rear bung is for your car's factory O2 sensor.

## **PARTS LIST**

### **General**

- Instructions/Parts List.....\_\_\_\_\_

### **Exhaust**

- Downpipe Section.....\_\_\_\_\_
- O2 Sensor Bung Plug.....\_\_\_\_\_

**Packed By**.....\_\_\_\_\_

**Date**.....\_\_\_\_\_

## **TOOLS NEEDED**

- 19mm Socket
- 14mm Socket

- 12mm Socket
- 10mm Socket
- Socket wrench (We recommend 3/8" drive)
- 22mm Open/boxed Socket Wrench or O2 Sensor Socket
- 14mm Open/boxed Socket Wrench
- 12mm Open/boxed Socket Wrench
- 10mm Open/boxed Socket Wrench
- (Optional) Cut-off Wheel or Tin Snips
- Anti-seize Lubricant
- Penetrating Spray Lubricant

## **REMOVAL OF STOCK DOWNPIPE**

1. Put the car up on jack stands or elevate car on a lift.
2. (Optional) Spray Penetrating lubricant on the nuts and bolts and let sit for around half an hour or so. There is a lot of heat cycling in the exhaust than can make these bolts difficult to remove without stripping them.
3. Remove the intercooler. It is held in place by (2) 12mm bolts, one on each side. After removing them loosen the clamps holding the intercooler to the throttle body and the turbo. Next remove the (2) 12mm bolts that hold the bypass valve to the intercooler. You can then work the intercooler off. This will provide more space when removing and installing the downpipe, but is not always required.
4. Remove the (2) 10mm bolts holding the lower part of the heat shield to the factory up-pipe. If you have an aftermarket up-pipe it will likely not have the bracket for the lower part of the heat shield.
5. Remove the (7) 10mm bolts holding the upper heat shield to the downpipe and remove the upper heat shield. Save these as the upper heat shield can be trimmed to fit over the COBB Downpipe if you want a more factory appearance. Trimming instructions are below if you choose to take this route.
6. Remove the (2) 14mm nuts/bolts and (3) 14mm nuts that attach the downpipe to the turbo. Save these and the bracket that held the heat shield for reuse with the COBB Downpipe.
7. Remove the 14mm bolt that holds the downpipe to the transmission. This bolt location is not used on the COBB Downpipe. Remove any of the bolts or heat shielding if they prevent access to the bolt.
8. Remove the 14mm bolt that holds the downpipe to the bracket hanging off of the transmission. Save this for reuse with the COBB Downpipe.
9. Remove the nuts, bolts, and springs connecting the stock downpipe to your cat-back. Remember their orientation and save these for reuse with the COBB Downpipe.
10. Disconnect the O2 sensor from the wiring harness at the connector that is attached to the transmission or the transmission crossmember.
11. The downpipe is loose and can be removed from the car. If there are any other bolts or brackets holding the downpipe to the car remove them as well. The two sections can be removed as one piece.

12. Remove the O2 sensor using the 22mm wrench or socket. Save these for reuse with the COBB Downpipe.

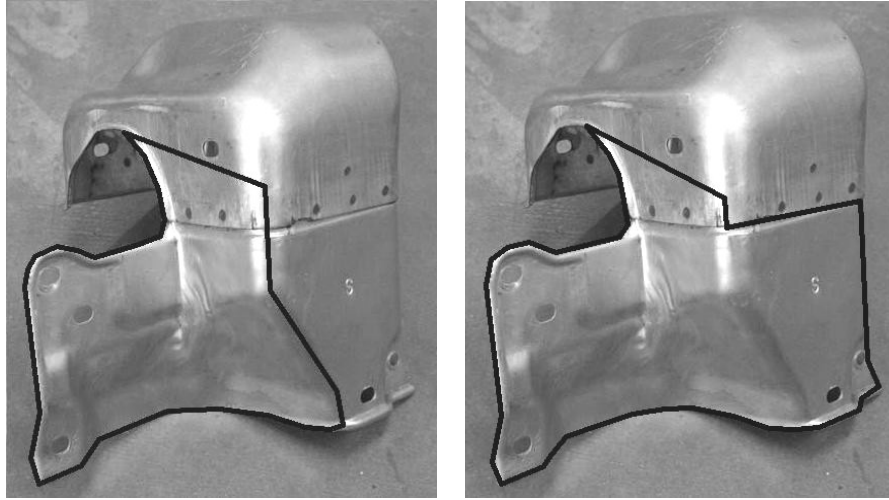
## INSTALLATION OF COBB DOWNPIPE

1. Note: The COBB Downpipe replaces both of the catalytic converter sections after the turbo with a one piece unit.
2. Install the factory O2 sensor in the rear bung of the COBB Downpipe. Use a little anti-seize on the threads but do not get any on the probe of the sensor. Torque to aprox. 26 ft-lb of torque.
3. Make sure that the bung plug on the cast section of the downpipe is in place and tight. It uses a 19mm socket and should be at least 26 ft-lb of torque.
4. Remove the rear doughnut gasket from the factory downpipe and install it in the same position on the COBB Downpipe. A picture is below for identification purposes. Note: Some aftermarket cat-backs do not use the factory style doughnut gasket. You will use the gasket that should have been provided with that system. Our cat-back retains the use of the doughnut gasket.



5. Place the downpipe into position. It is easiest to slide the cast portion onto the studs first and swing the rear into position and let the downpipe bracket click into the bracket hanging down from the transmission. You may have to swing the cat-back toward the rear of the car so that the downpipe can swing up into position. The downpipe should stay in place while you install the hardware because of the brackets and studs on the turbo.
6. Reinstall the bolt that holds the downpipe to the bracket hanging down from the transmission. Leave it loose so that you can install the rest of the hardware.
7. Reinstall the spring loaded hardware that holds the downpipe to the cat-back. The bolts and springs go on the cat-back side and the nuts towards the downpipe. Tighten the nuts to aprox. 12 ft-lb of torque.
8. Reinstall the hardware that holds the downpipe to the turbo. Use some anti-seize lubricant on the threads if possible. If you plan on reinstalling the heat shield make sure to place the heat shield bracket into position. It goes on the back of the cast flange on the COBB Downpipe with the "angled down" part of the bracket towards the center of the car. Torque the hardware holding the downpipe to the turbo to aprox. 26 ft/lb.
9. Torque the hardware holding the downpipe bracket to the bracket hanging down from the transmission to aprox. 26 fl-lb of torque.

10. Reinstall the heat shield if you are doing so. Trimming examples are below. Torque the bolts to aprox. 12 ft-lb of torque.



11. Reinstall the intercooler in reverse order of removal. Make sure the clamps are tight so there are no air leaks.