



INSTALLATION GUIDE

Part Number GRM113401

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GRIMMSPEED 2022+ WRX EQUAL LENGTH HEADER INSTALLATION GUIDE



FITMENTS:

- 2022-2025 Subaru WRX
- 2019-2025 Subaru Ascent
- 2019-2025 Subaru Outback Turbocharged
- 2020-2025 Subaru Legacy Turbocharged

TOOLS NEEDED:

- Metric Sockets and Ratchet
- E10 Torx Socket
- 6-12 inch Extensions
- Prybar
- Torque Wrench
- M10x1.25 Tap (*recommended*)
- Penetrating Oil (*recommended*)

THINGS TO NOTE:

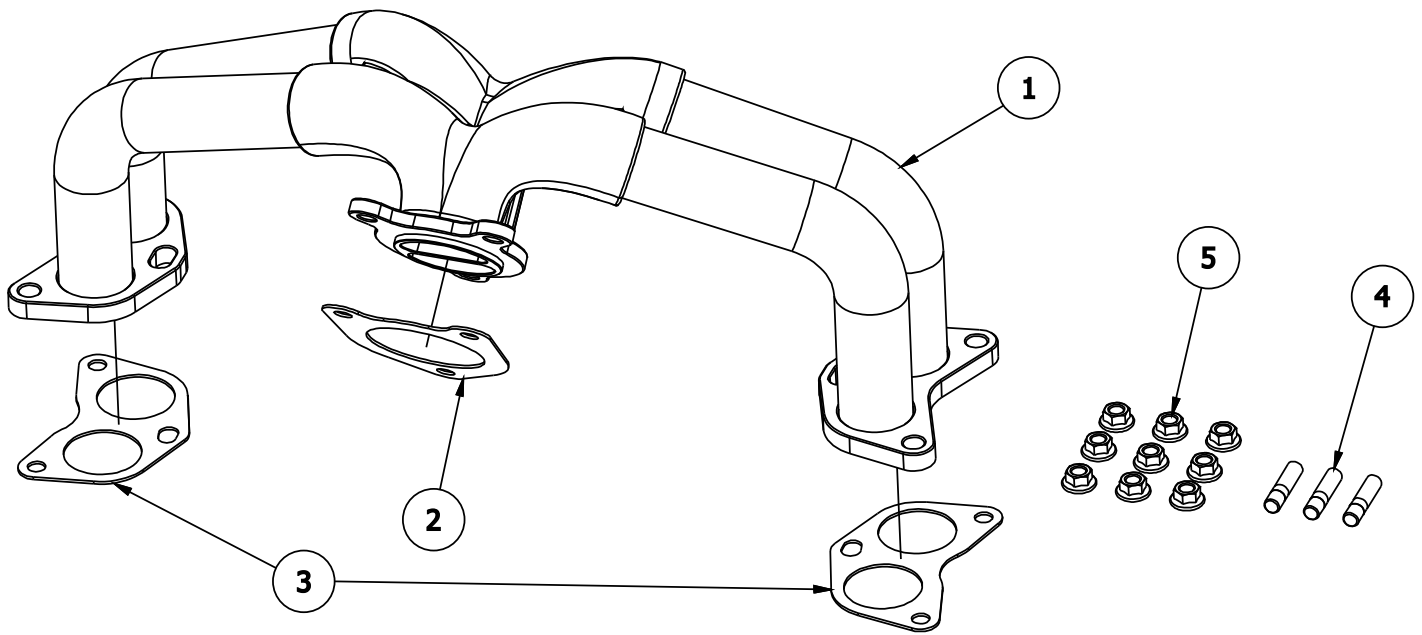
- This is a pretty involved installation and will likely take 2-4 hours to complete depending on the condition of your factory hardware.
- Be sure to follow recommended torque specs during the install.
- No ECU tuning or re-calibration is required after installation.

PRODUCT DISCLAIMER:

United States 48 State Compliant:
California/New York Residents please see Prop 65.

This is a Race Only product that is to be used solely for competition, it cannot be used on vehicles that are operated on public streets, roads or highways. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use including recreational use could be in violation of local, state and federal laws.

GrimmSpeed is not responsible for any vehicle damage or personal injury that may occur due to an installation error, product misuse, or removal of GrimmSpeed products. GrimmSpeed highly suggests that a trained professional conduct the installation on all products. GrimmSpeed is not responsible for damaged products due to incorrect installation.



COMPONENTS INCLUDED:

Item	Quantity	Part Number	Description
1	1	GRM-113402	GrimmSpeed Equal Length Turbo Manifold Welded ASM
2	1	GRM-026002	Grimmspeed FA24 Turbo to Turbo Manifold Gasket
3	1	GRM-020001	Grimmspeed Cylinder Head to Turbo Manifold Gasket Pair
4	3	GRM-007114	GrimmSpeed Stainless Steel M10x1.25 Turbo Studs
5	9	GRM-077006	M10x1.25 Flanged Nut - Yellow Zinc Plated

BEFORE YOU BEGIN:

Turn off the ignition. Loosen battery terminal and disconnect the negative battery terminal cable. Allow the vehicle to sit for a minimum of 5 minutes to drain any remaining charge from the charging system.

- 1 With the vehicle lifted off the ground, remove the undercover (exterior trim/front under cover) and the under guard. The undercover is held by 15 plastic clips and two 10mm bolts, while the under guard requires removing four 14mm bolts.



- 2 Spray all six manifold nuts (*three on each side of the engine*) as well as the three turbo studs/nuts with penetrating oil to loosen them. Allow the oil to soak for at least 15-20 minutes before trying to remove them.



- 3 Locate the front side of the turbo, between it and the radiator, and remove the 10mm bolt that holds the heat shield.



- 4 Use a deep 14mm socket to remove the three nuts holding the manifold to the turbo. Access the upper nut by maneuvering an extension between the oil pan and manifold.



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Carefully remove the three turbo studs with an E10 torx socket, taking care not to snap the studs. We highly recommended to use a ratchet instead of power tools to avoid snapping the studs. If you experience resistance, apply penetrating oil and consider heating the area around the studs. We recommend running an M10x1.25 tap through the threads in your turbo to ensure that there is no damage to the threads.



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Remove the six 14mm nuts attaching the manifold to the heads. Leave one nut loosely threaded on each side to prevent the manifold from falling when removing the last nut. You will need to use an extension and reach in between the runners to get at the inner nut on each side.



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While supporting the header, carefully remove the last two nuts holding the factory header onto the heads. The factory header should now be able to come straight down and off of the vehicle.



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Ensure that the mating surfaces on the heads are clear of any debris or residue. Open up the pair of GrimmSpeed Header to Exhaust Manifold Gaskets from your kit and hang them on the exhaust studs as shown below.



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Take your Grimspeed Header as well as the supplied turbo gasket and lift them up into place under the engine. Loosely install the included replacement nuts onto the studs in the heads, but do not fully tighten them yet. You may need to gently pry the turbo shield to get the header to seat in place on the turbo flange.



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Because the supplied replacement turbo studs do not have Torx heads, use the best remaining OEM stud for the upper position and the new studs for the bottom two. Torque these studs to 11 ft/lbs. Ensure the upper stud passes through the heat shield.



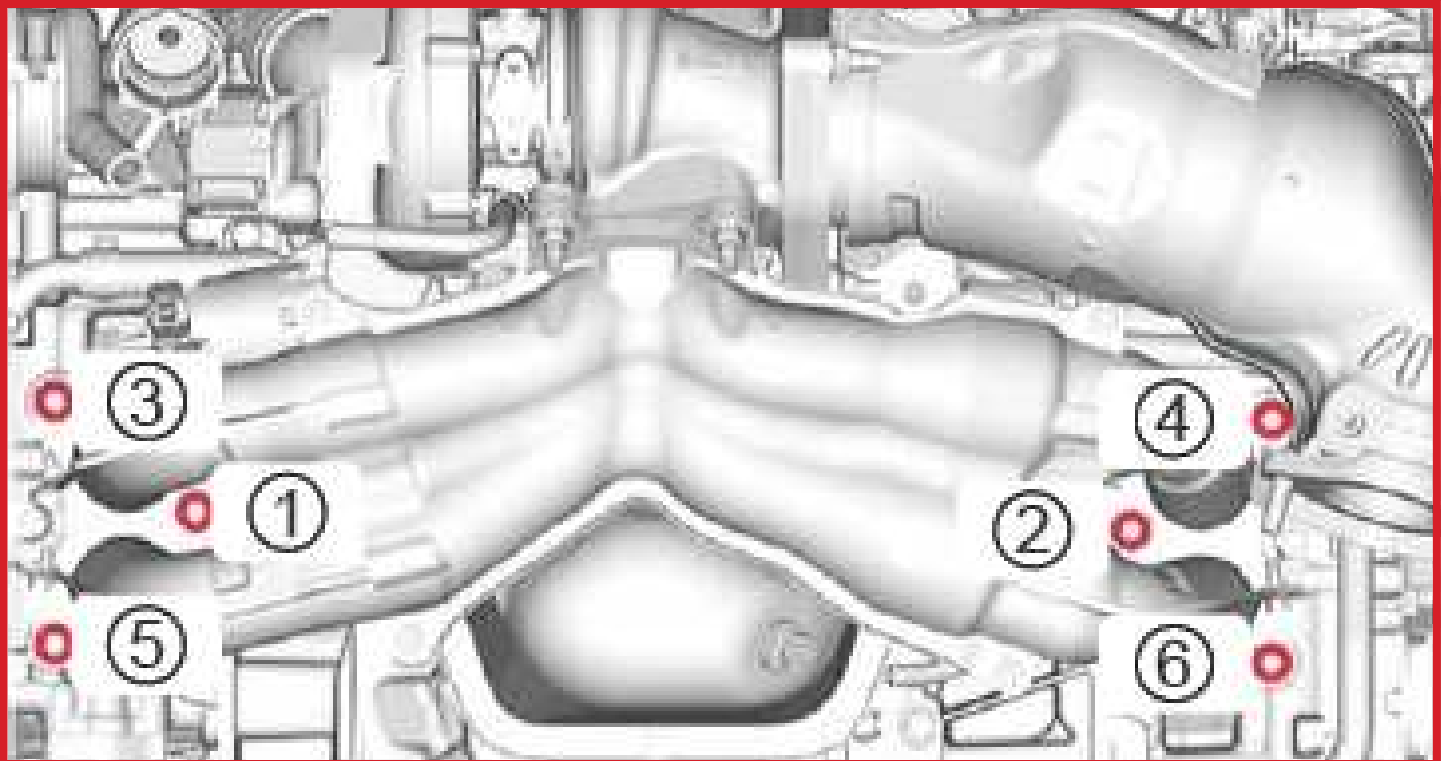
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Once the turbo studs are installed, install the three included M10 nuts and torque them to 31 ft/lbs.



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With the turbocharger secured to the new GrimmSpeed manifold, you can now fully torque down all six nuts attaching the header to the heads of the engine. These nuts will be torque to 47 ft/lbs following the sequence outlined below.



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Start the vehicle and check for exhaust leaks, taking caution as the exhaust will heat up quickly. If there are no exhaust leaks, you can reinstall the skid plate and plastic under body cover and hit the road! We do recommend double checking the torque settings on the head nuts after a few heat cycles just to verify that everything is still tight.





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