



## IAG Performance V2 Competition Series EJ Timing Belt Tensioner

**Part# IAG-ENG-5111BK**

Thank you for choosing the IAG V2 Competition Series EJ Timing Belt Tensioner. IAG recommends professional installation for this product. If you do the installation yourself, please reference the OE Service Manual for steps not listed in these instructions. If you do not own a Service Manual you can access and download the Subaru Service Manual for your car online at [techinfo.subaru.com](http://techinfo.subaru.com) (\$34.95).

Parts List		
Part Name	Quantity	Notes
Tensioner Bracket	1	Billet Bracket
FHI Hydraulic Tensioner	1	
Timing Belt Idler	1	Small Next to Tensioner
FHI Timing Tensioner Pulley	1	Large Pulley
FHI Timing Tensioner Pulley Bolt	1	Included w/ Large Pulley
Timing Belt Tensioner Seal	1	Small foam seal between the block and bracket
M8x1.25x60mm Hex Flange Screw	1	Mounts idler pulley to the bracket
M8x25mmx1.25mm Socket Head Bolt	3	Small bolts – Mount bracket to the short block
M8x30mmx1.25 Socket Head	2	Mounts the hydraulic tensioner to the bracket
M8 (M6 x 10mm) Shoulder Screw	1	Mounts bracket to timing cover
M8 Wedge Lock Washer	2	Washers used for the bolts used to mount the hydraulic tensioner

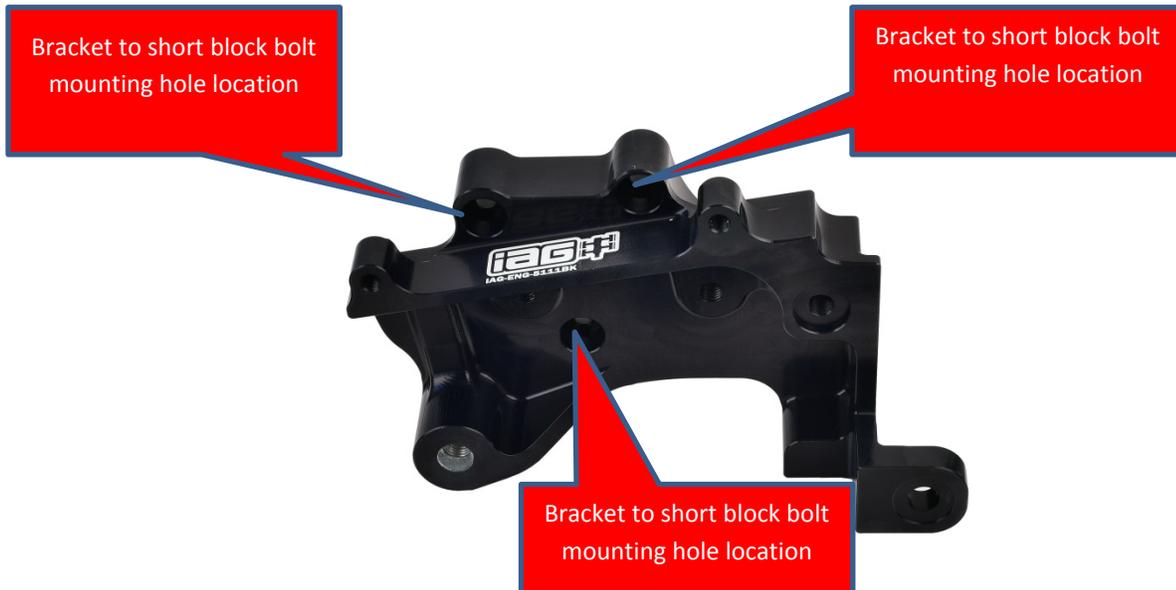


1. Apply included foam seal to the back side of the large tensioner bracket. This seal goes between the block and the tensioner bracket.

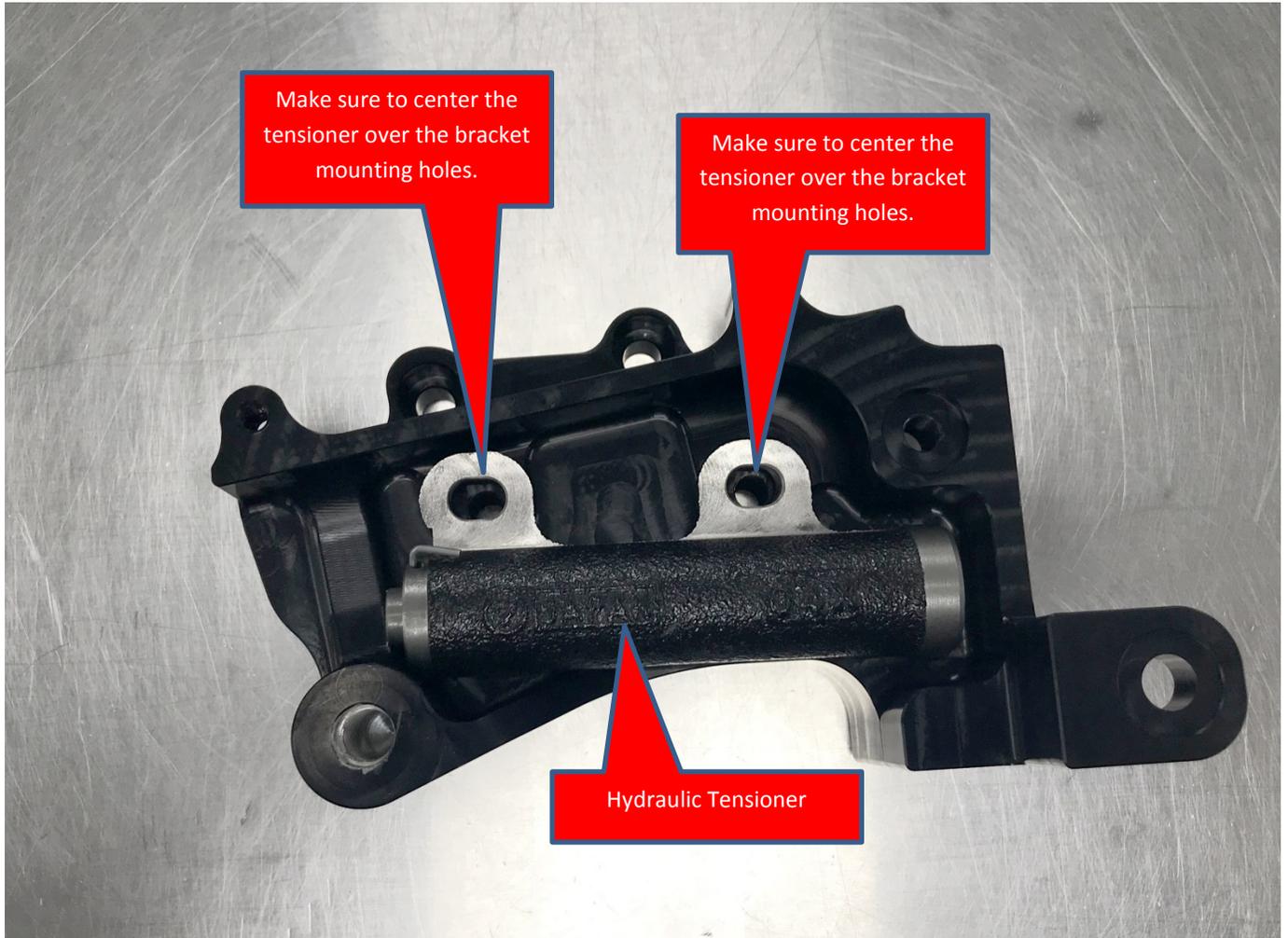




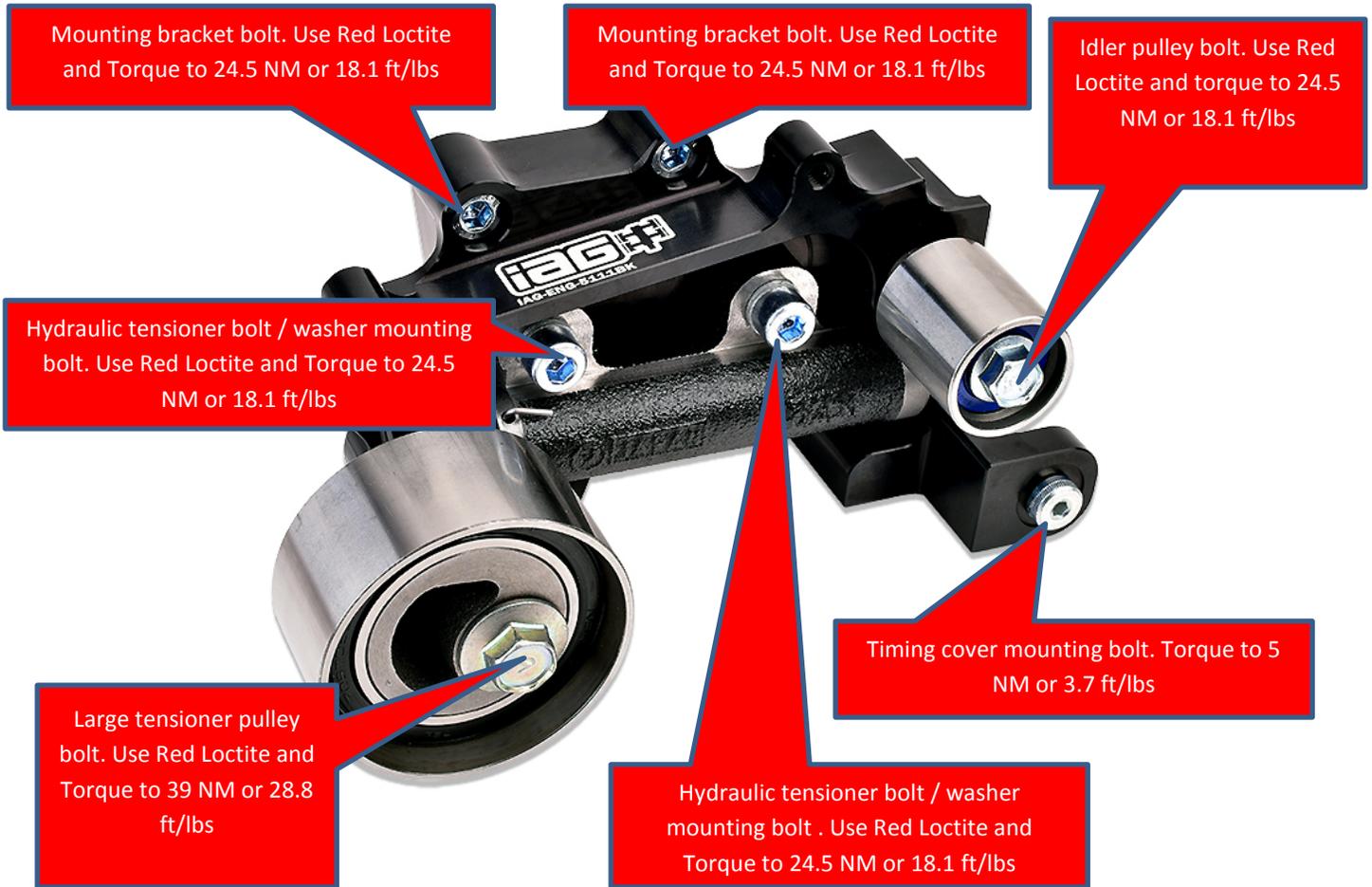
2. Mount the tensioner bracket to the short block using the (3) supplied M8 x 25mm x 1.25 Socket Head Screws using Red Loctite. Torque the bolts to 24.5 NM or 18.1 ft/lbs.



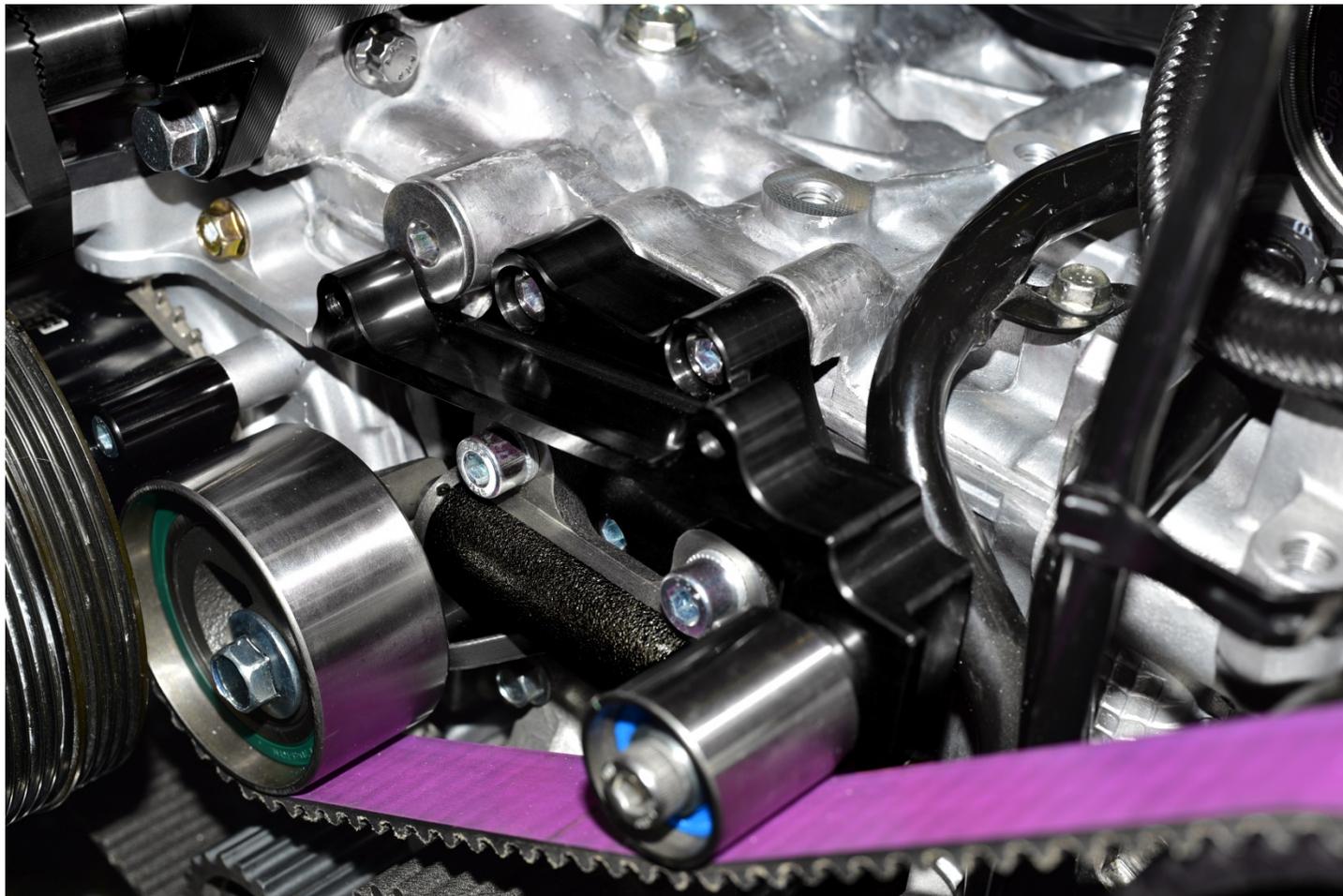
3. Make sure to center the bolt holes on the hydraulic tensioner cylinder, install the washers and apply Red Loctite to the threads of the M8 x 30mm x1.25 socket head cap screws and tighten the bolts to the hydraulic tensioner cylinder to 24.5 NM or 18.1 ft/lbs..



4. Install the small idler pulley using the supplied M8 x 60mm x 1.25 Hex Flange Screw with red loctite. Torque this bolt to 24.5 NM or 18.1 ft/lbs
5. Install the large tensioner pulley with the supplied bolt. Make sure the pulley is oriented as shown in the photo below. Using Red Loctite, torque this bolt 39 NM or 28.8 ft/lbs.



6. You will follow the factory procedure for installing the timing belt.
7. The timing belt has now been routed completely and the bolts are all tight. You may now pull the pin on the hydraulic tensioner. Using a socket on the crank pulley bolt, rotate the engine over twice and check that the belt is properly aligned to all marks and has the proper amount of tension.



This picture shows the correct mounting and timing belt routing.