



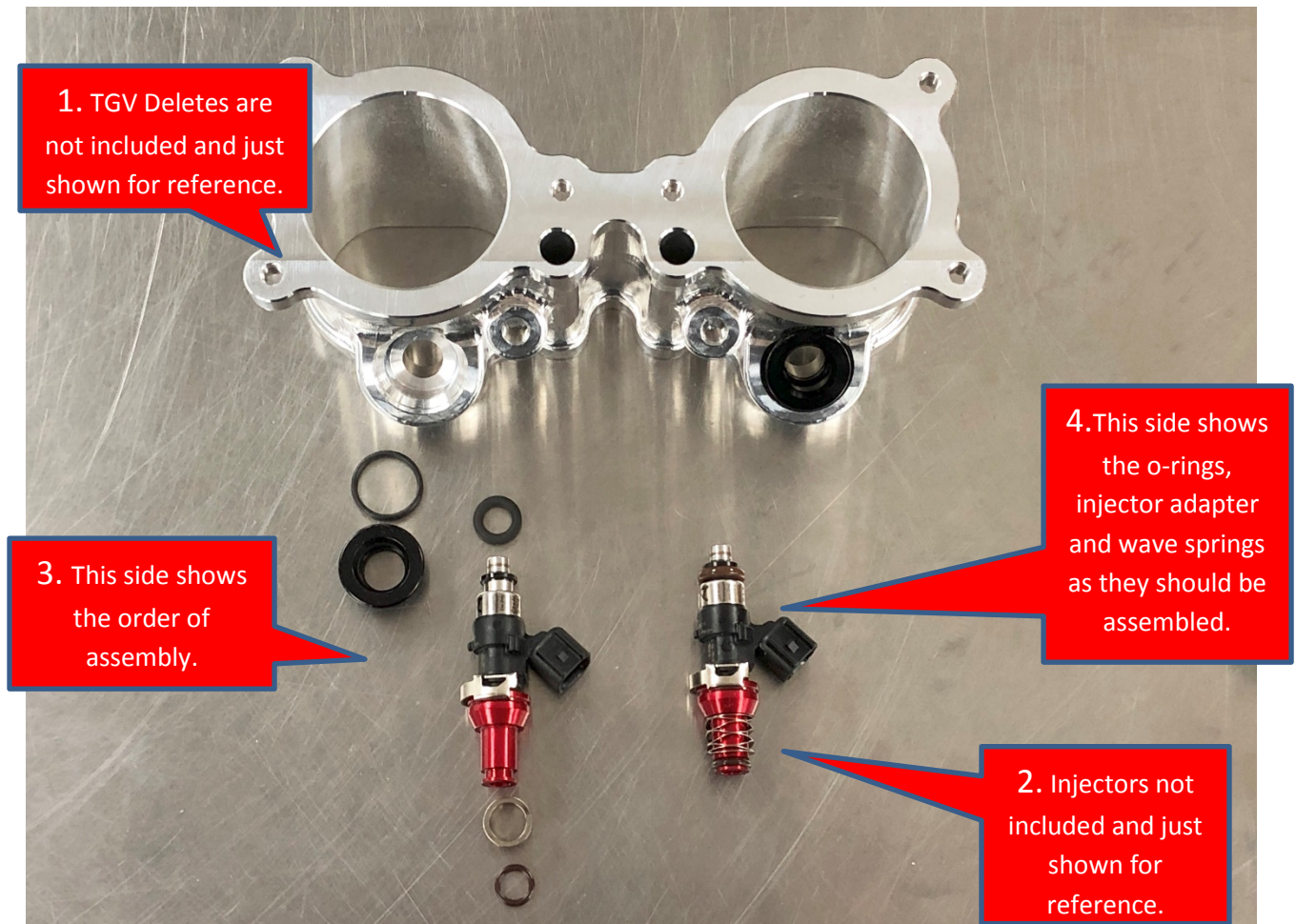
IAG Side Feed to Top Feed Fuel Rail Conversion Kit for 2004-2006 Subaru STI, 05-07 LGT, 04-05 FXT

Part# - IAG-AFD-2132BK

Thank you for choosing the IAG Fuel Rail Kit. 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 (\$34.95).

Parts List

Part Name	Quantity	Notes
IAG Billet Fuel Rails	2	
IAG Billet Fuel Injector Adapters	4	All adapters are black even if your rails are Blue/Red/Gold
IAG Phenolic Spacers	4	
3/8" NPT Plugs	2	These are used if you don't purchase fuel line dampers.
O-ring for Billet Fuel Injector Adapters	4	This is the larger o-ring.
Lower Injector O-rings	4	This is the smaller o-ring.
M8x45mm Socket Head Bolt	4	
Loctite 263 Threadlocker	1	



1. TGV Deletes are not included and just shown for reference.

3. This side shows the order of assembly.

4. This side shows the o-rings, injector adapter and wave springs as they should be assembled.

2. Injectors not included and just shown for reference.

6. The ID1050x pictured below comes with the correct wave spring and orings already installed.

*****NOTE*****

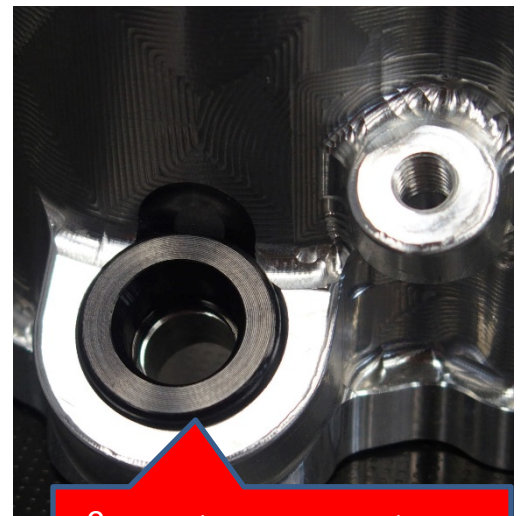
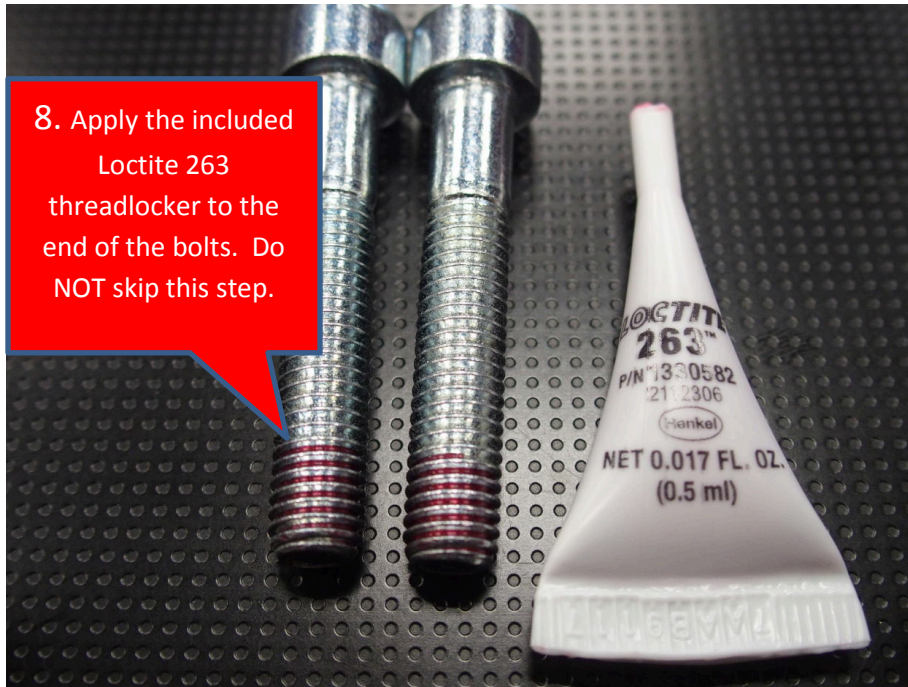
For Older Style ID1000/1300 Injectors, use the optional wave springs for installation, part number IAG-AFD-2129

5. The larger o-ring gets installed in the lower injector adapter groove. *****Use lubrication*****

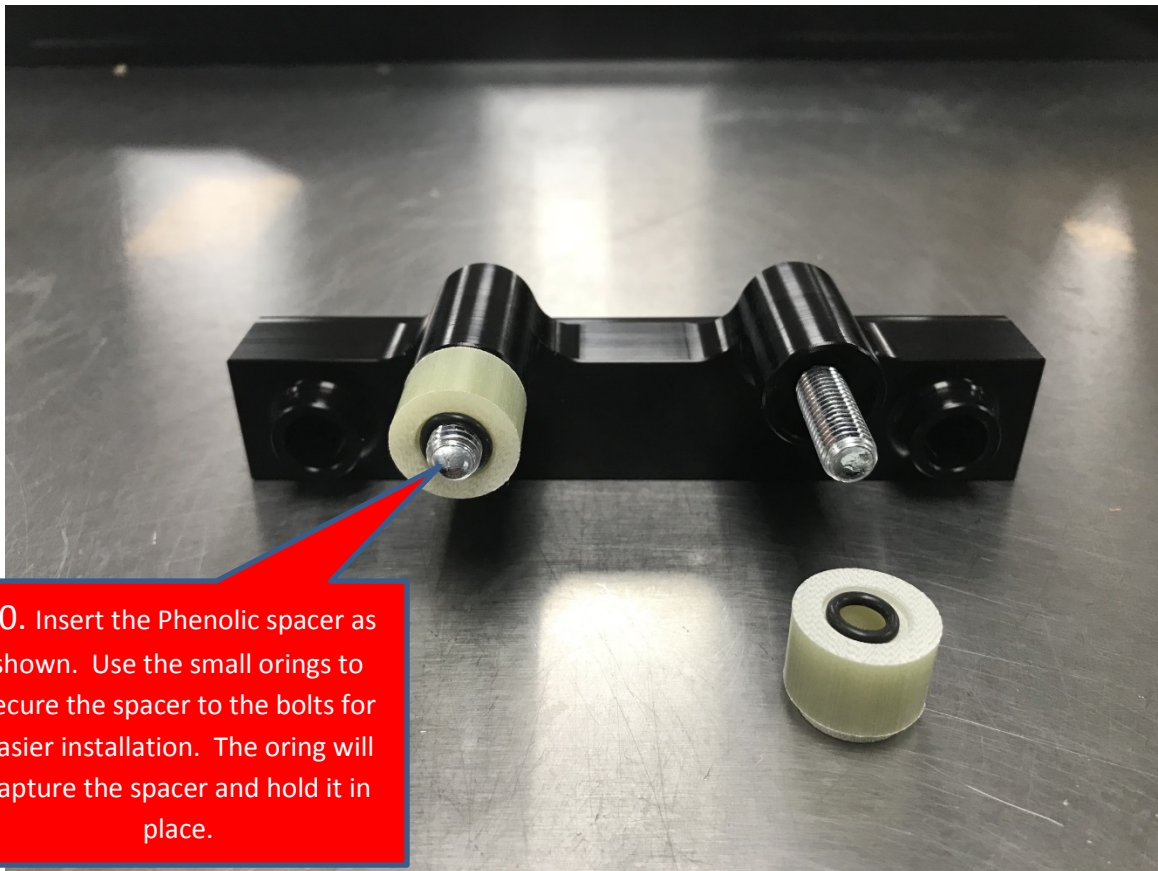


7. Remove the aluminum lower boss from the ID1050x or older ID1000 injectors before installing. *****Use lubrication on oring before installing*****





9. Insert lower injector adapters (with large o-rings installed and lubricated) into the TGV. They should smoothly slide in with no binding.



10. Insert the Phenolic spacer as shown. Use the small orings to secure the spacer to the bolts for easier installation. The oring will capture the spacer and hold it in place.

11. The small o-ring (comes with injectors, not in this kit) should smoothly go into the rail and the wave spring should be compressed.

13. The recessed part of the phenolic spacer goes inside the mounting bosses. Be careful at this step as it's easy to start tightening the rail bolts and have the phenolics not completely seated in the rail bosses.

12. The injector should be fully seated in the lower injector adapter. Make sure all o-rings are lubricated.

14. This is how everything should be lined up BEFORE torquing the rail bolts.



15. You **MUST** torque these bolts to 14ft-lbs. This is critical with the phenolic spacers. You should recheck the torque after driving the car about 100 miles.



16. This is what it looks like after it's installed. The lower injector bosses should be fully seated, and the phenolic spacers should be properly inserted in the fuel rails.