



IAG Side Feed to Top Feed Fuel Rail Conversion Kit

Fits: 2004-06 Subaru STI, 2005-07 Legacy GT and 2004-05 Forester XT

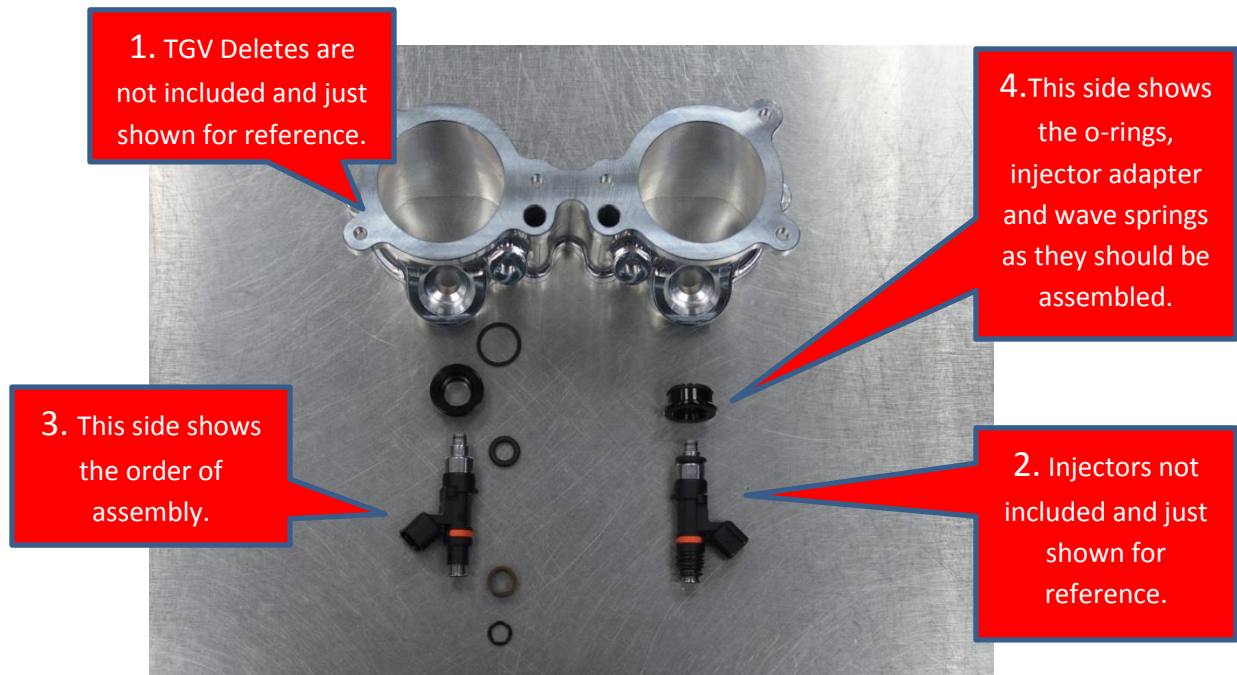
Part# IAG-AFD-2130BK, 2130BL, 2130RD, 2130GD

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).



Tools Required – 6MM Allen Socket, 8MM Allen Socket, Torque Wrench that can read between 14ft-lbs & 55ft-lbs.

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.
Wave Springs	4	
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	



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

6. The wave spring is installed below the upper injector o-ring (this is included with your injectors). You MUST remove this o-ring to install the wave spring.

7. The smaller o-ring that is included with the kit is installed here. If your injectors came with metal collars, you will need to remove them.

Use Lubrication

8. Install 3/8" NPT Plugs here if you are NOT using fuel pressure dampers.

9. You must torque the 3/8" plug to 55ft-lbs. If you do not torque this enough, you could have a fuel leak.

10. Do not put the rails in a vice as this will damage the finish and can damage the rail. IAG uses a 3D printed soft jaw, but you can use a soft jaw with masking tape applied to the contact points of the rail.

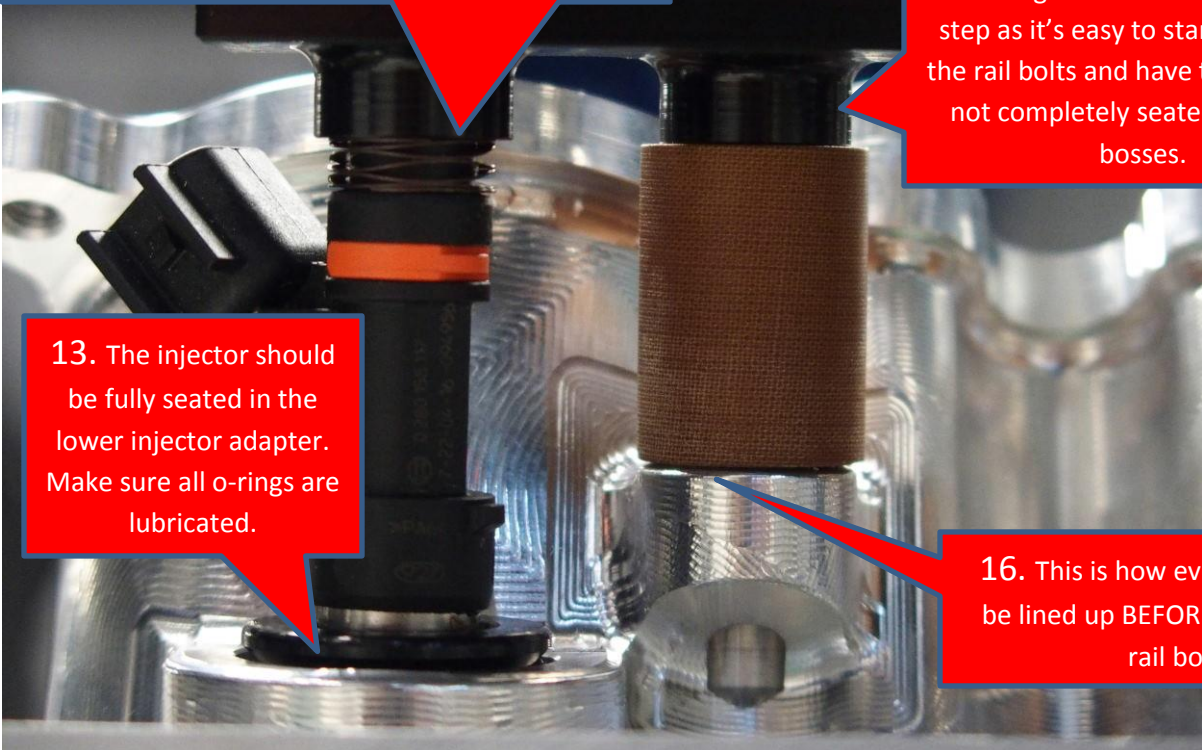


11. Apply the included Loctite 263 thread-locker to the end of the bolts. Do NOT skip this step.



12. Insert the lower injector adapters (with large o-rings installed and lubricated) into the TGV. They should smoothly slide in without binding.

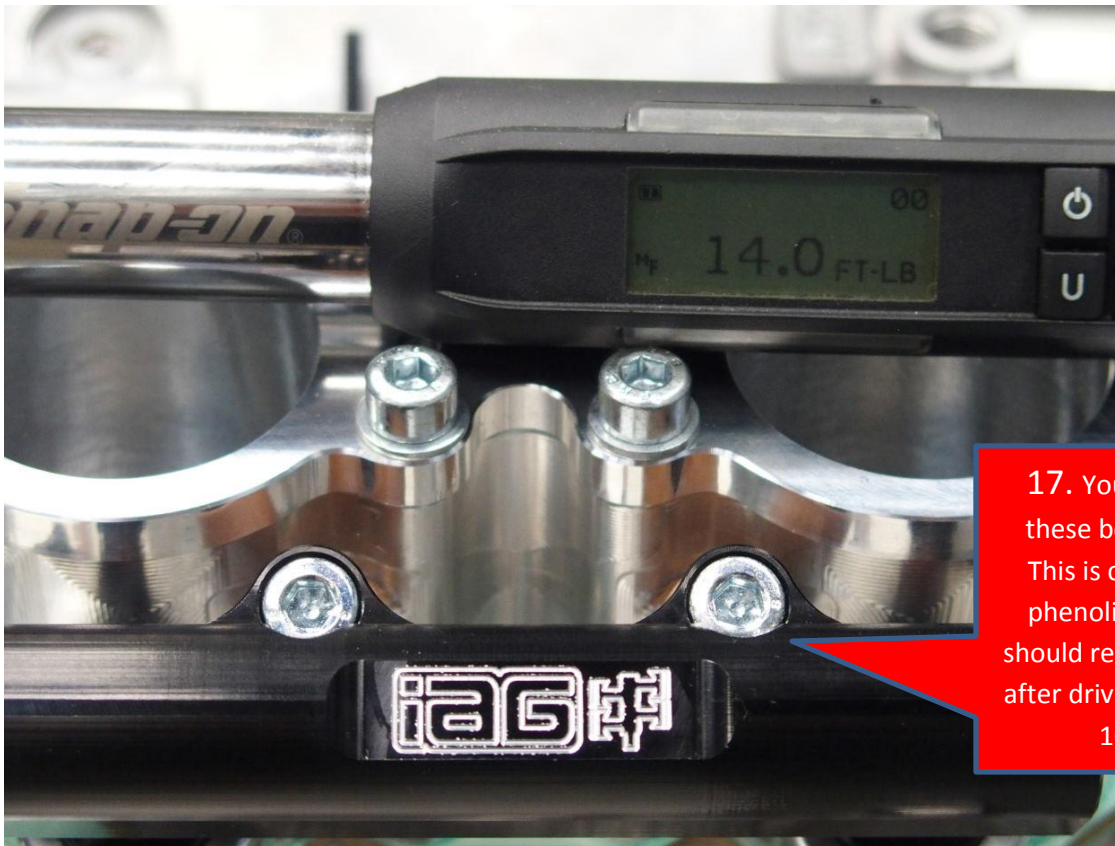
14. The small o-ring (comes with injectors, not in this kit) should smoothly go into the rail and the wave spring should be compressed.



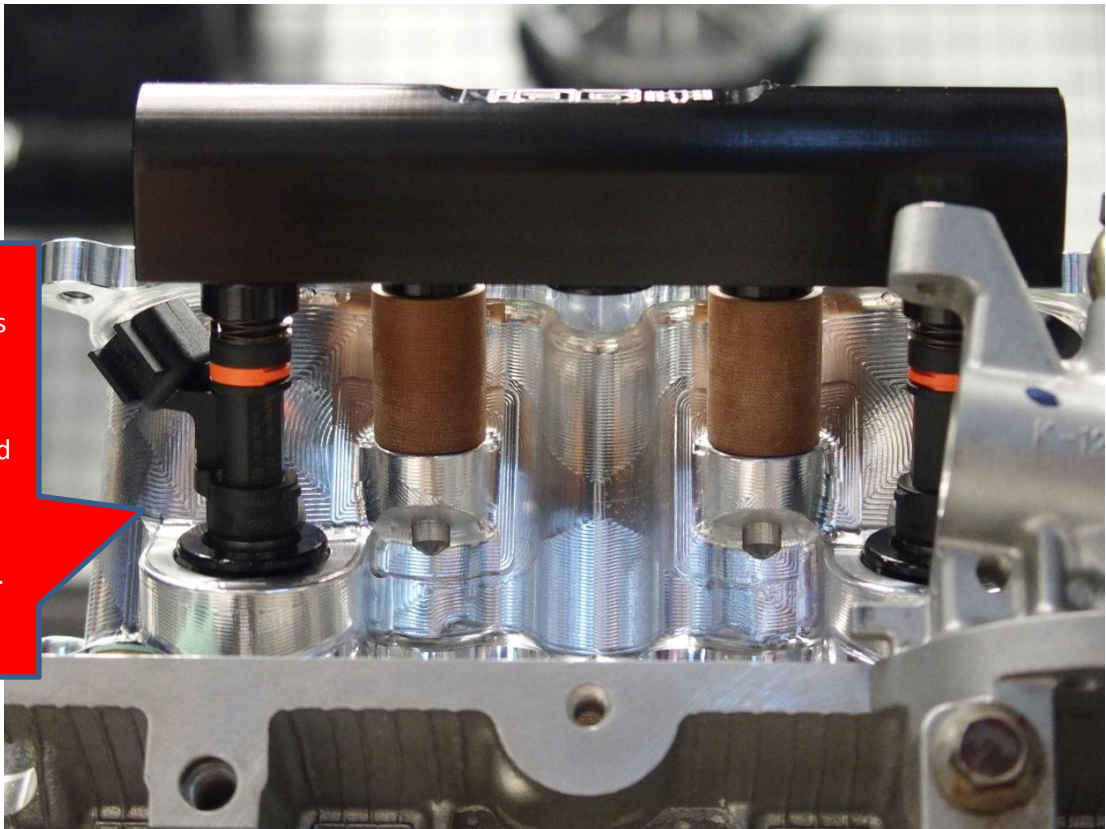
13. The injector should be fully seated in the lower injector adapter. Make sure all o-rings are lubricated.

15. 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.

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



17. 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.



18. The finished install is shown to the right. The lower injector bosses should be fully seated and the phenolic spacers should be properly inserted in the fuel rails.