



IAG EJ Street Series Oil Pan for 02-14 WRX, 04-20 STI, 05-09 LGT, 04-13 FXT

Part# IAG-ENG-2200SL, IAG-ENG-2200BK

Thank you for choosing the IAG EJ Oil Pan. 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).

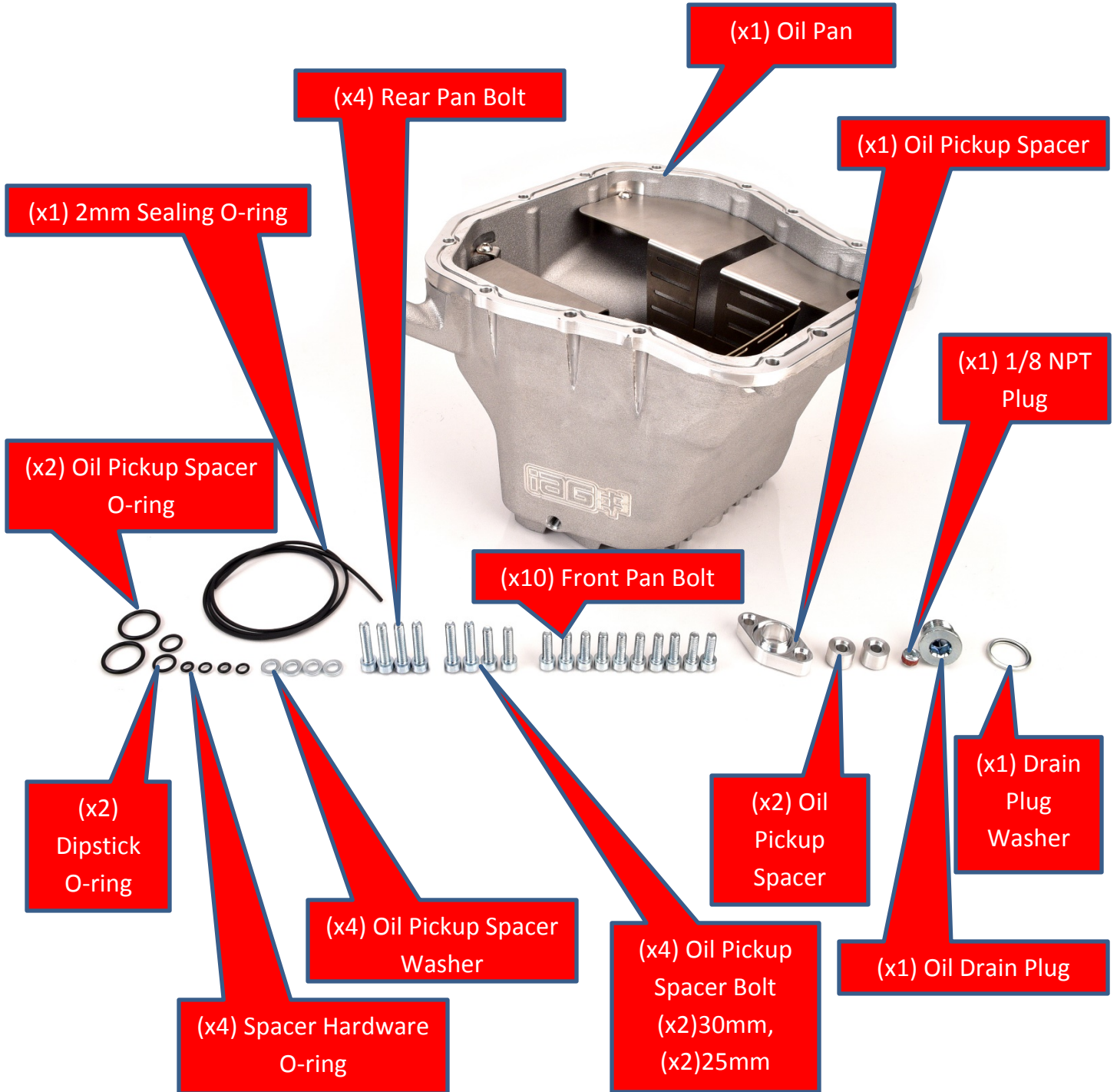
Parts List		
Part Name	Quantity	Notes
Cast Aluminum Oil Pan	1	
Street or Comp Oil Pan Baffle (Preinstalled)	1	This is preinstalled I the oil pan
M6X1.0x30 Socket Head Cap Screw	4	Transmission Side of Oil Pan
M6X1.0x30 Socket Head Cap Screw	2	Oil pickup tube w/included spacer
M6x1.0X25 Socket Head Cap Screw	2	Used for the oil pickup spacer legs
M6 Flat Washer	4	Used for the oil pickup spacer
M6x1.0X20 Socket Head Cap Screw	10	Oil pan Bolts
Oil pickup spacer	1	Used to lower the oil pickup into the pan
Oil Pickup Spacer (round)	2	Used to support the legs of the oil pickup
2mm Viton Cordstock	1	Used to seal the oil pan to the block
-117 Viton O-Ring	2	Seals between each side of the pickup spacer
-008 Viton O-ring	4	Used to capture the pickup spacer hardware
2mm X 10mm O-ring	2	Dipstick Tube O-rings
1/8 NPT Hex Socket Plug	1	Used to plug the oil temp port (if not used)
M20x1.5mm Oil Drain Plug	1	Installed on bottom of pan with factory washer

Install Notes before starting:

Always support the vehicle securely using jack stands. This installation requires lifting of the engine from the engine cradle.



All parts included with the oil pan kit





Start

1. Using the factory service manual, start by removing the vehicle's intercooler and pitch stop mount.
2. Lift the vehicle and support it using jack stands.
3. Remove the belly pan.
4. Remove the oil cap and dipstick and drain the oil completely.
5. Remove the center exhaust crosspipe, driver side manifold, and associated heat shields to provide clearance to remove the old oil pan.
6. Remove the engine mount nuts.
7. Use a jack under the transmission adapter plate to to raise the engine and transmission until there is about 1-1.25" of clearance between the engine mount and the cradle.
8. Remove the oil pan hardware and oil pan. You may need to use a soft pry tool between the block and pan to separate the pan from the block.
9. Remove the oil pickup.
10. Discard the OEM dipstick o-rings and install the supplied o-rings.
11. Carefully remove any sealer from the mounting flange of the block using a new razor blade. Spray with brake clean and wipe to further clean the surface.
12. Install the IAG windage tray (not included), or remove the front two bolts from the OEM windage tray.
13. Install the oil pickup spacer (See Fig. 6)
14. Install the oil pan o-ring to the pan (See Fig. 2-4)
15. Lubricate the dipstick tube o-rings.
16. Install the oil pan, being careful to align the dipstick tube (See Fig. 5 for torque values)



17. Lower the jack holding the engine up and allow the engine mounts to rest in their cradle.
18. Reinstall the engine mount nuts (Torque to 61 Ft-lbs.)
19. Reinstall the driver side exhaust manifold and crossover pipe using new gaskets, according to the factory service manual.
20. Install the 1/8 NPT temp sensor plug (Or oil temp sensor – not included)
21. Install the drain plug using the included factory crush washer (Torque to 31 Ft-lbs.)
22. Lower the vehicle and make sure it is sitting on a level surface.
23. Fill the engine with 5.5 qts of oil.
24. Start the engine and check oil level. Add as needed, up to .25 additional qts.
25. Always use a new crush washer during maintenance oil changes.

Figure 2

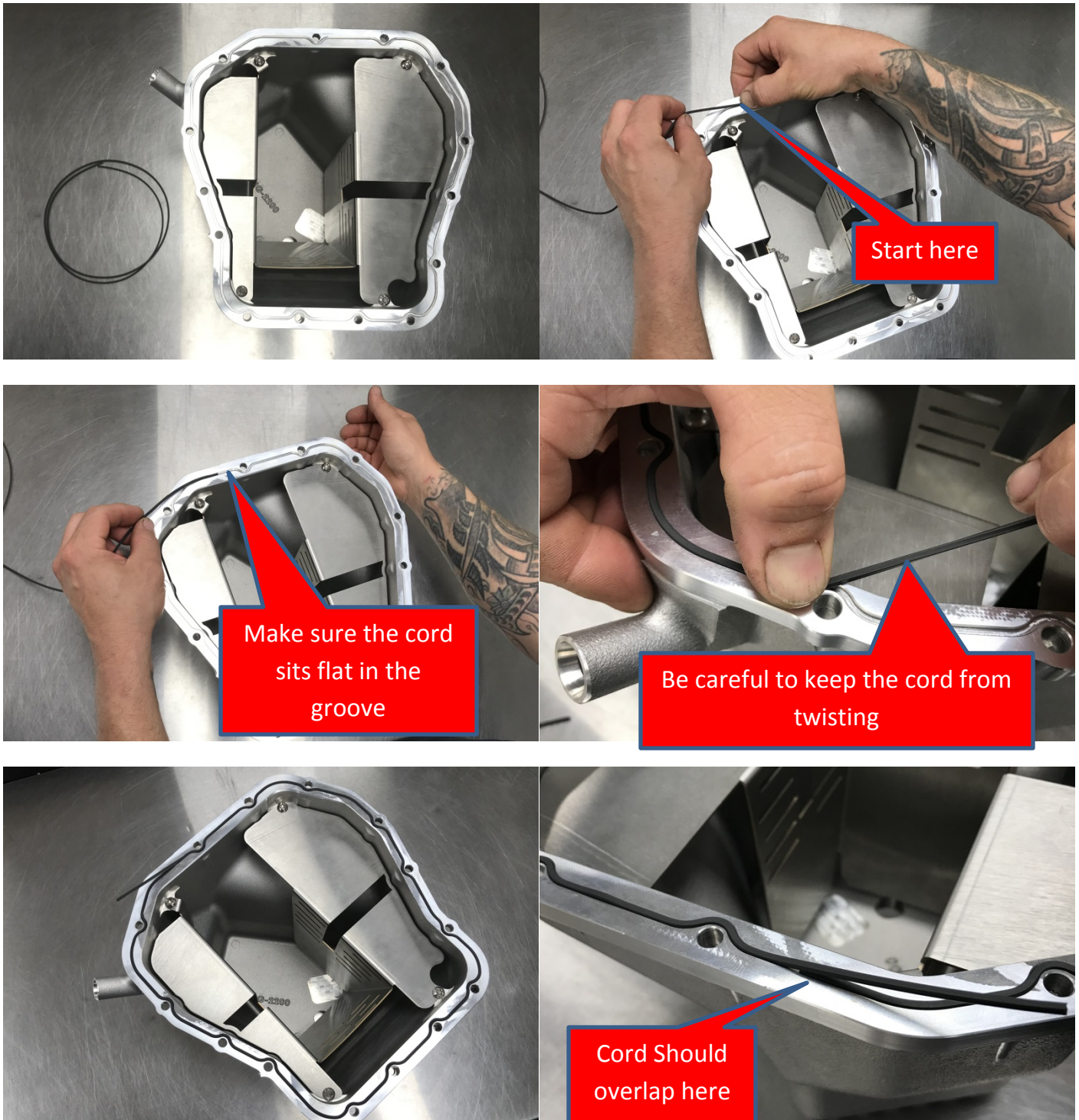


Figure 3



Figure 4

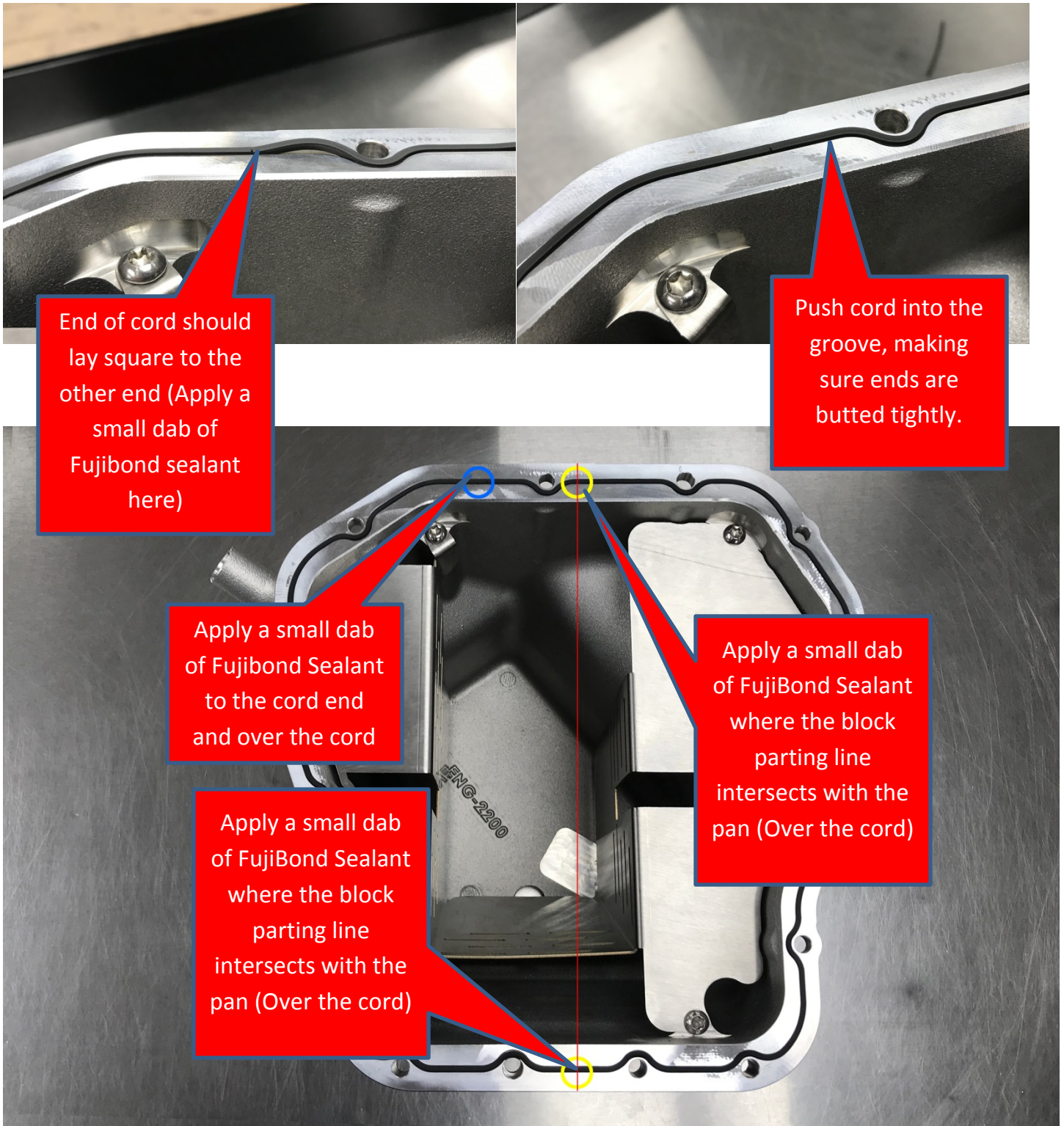


Figure 5

Install all bolts finger tight, torque bolts in a crisscross pattern.

Do not torque any bolt until all bolts are installed.

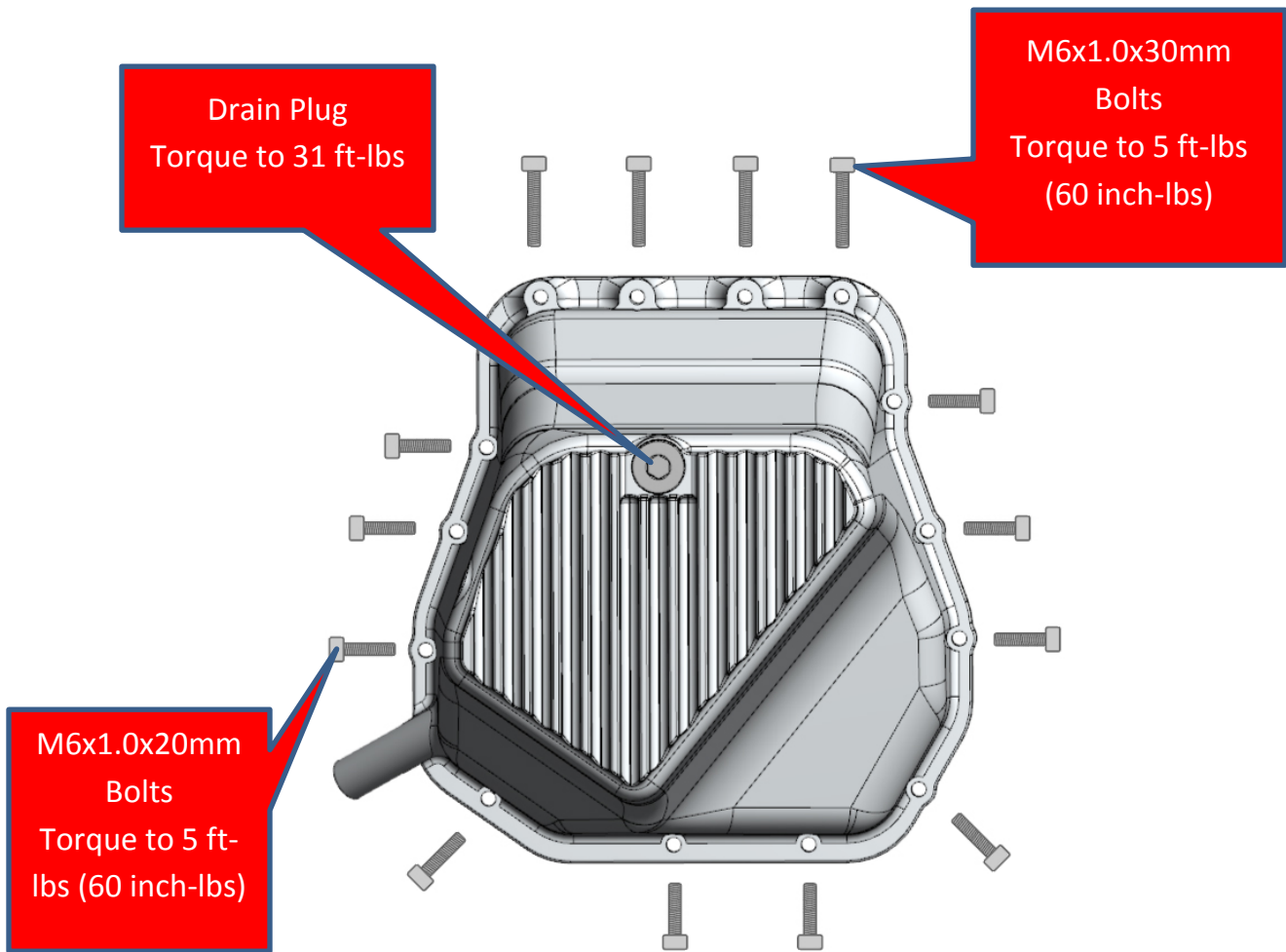


Figure 6

