SUBARU ENGINE
M11x1.25 HEAD BOLT THREAD REPAIR

FITS:
1999-2001 2.2L (EJ222, EJ22E) & 1999-2012 2.5L (EJ253, EJ251) SOHC ENGINES:
1999-2009 IMPREZA
1999-2010 FORESTER
1999-2012 OUTBACK
1999-2012 LEGACY
2003-2006 BAJA

17 inserts are supplied in this kit (Requires 12 for this application)

PLEASE READ THE INSTRUCTIONS FOR THE CADILLAC NORTHSTAR PROVIDED IN THE KIT IN THEIR ENTIRETY BEFORE PROCEEDING.

***DO NOT RE-USE OLD HEAD BOLTS ***
The threads on the old head bolts are often stretched out of pitch from torquing, causing them to tighten prematurely in the new inserts.

The instructions supplied in the kit for the Cadillac Northstar should be followed for repairing the SUBARU with the following exceptions:

1. When mounting the drill/tap jig, follow the instructions on pages 3&4 using the tall spacer provided (1½in. diameter x 2.625in. Long), with the recessed end facing downward along with a head bolt made for the Subaru engine being repaired. If it is necessary to mount the jig to a hole that has just been repaired, make sure to use a <u>new</u> head bolt, otherwise an old head bolt may tighten up prematurely in the new insert since the threads of the bolt may be stretched out of pitch.

2. Drill the holes the entire length of the original hole depths, making sure to remove <u>all</u> factory threads. Failure to do so may cause the head bolts to stub on the old threads as they protrude through the bottom of the insert, causing the head bolt to tighten prematurely before reaching their final depth.

3. The inserts are to be installed 1.5in.-1.75in. (38mm-44mm) deep from the deck surface (see page 4, figure 4). To accomplish this, you will need to thread the holes about 3¼in. to 3½in. deep from the deck surface. It may be necessary to use a 11mm-12point socket to drive the tap to the correct depth.

Note: This kit is universal for many other engines as well since the outside thread size of the insert does not change. Inserts are also available with internal threads of M10x1.5, M10x1.25, M11x1.5 and 7/16-14.