## IAG Alternator Relocation Kit

Part# - IAG-ENG-5211 (with Power Steering), IAG-ENG-5212 (without Power Steering)

Thank you for choosing the IAG Alternator Relocation 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 Alternator Relocation Bracket	1	
IAG Billet Alternator Tensioner Arm	1	
IAG Steel Powder Coated Alternator Support	1	
M10 Shoulder Bolt	1	Holds tensioner arm to alternator bracket.
M10 Wave Spring	1	This spring is sandwiched between the tensioner arm and bracket.
M10x30mm Flange Head Bolts	2	
M10x20mm Flange Head Bolt	1	
M8x130mm Socket Head Bolt	1	
M8x50mm Flange Head Bolt	1	Holds the Idler Pulley to Tensioner Arm
M8x25mm Socket Head Bolt	1	
M8 Washers	2	
Belt	1	5PK770 - without PS or 5PK1120 – with power steering

1. IAG Alternator Relocation Kit. We sell 2 kits, with power steering and without. The only difference is belt length. IAG-ENG-5211 is for cars with power steering and uses a 5PK1120 Belt. IAG-ENG-5212 is for cars without power steering and uses a 5PK770 belt.
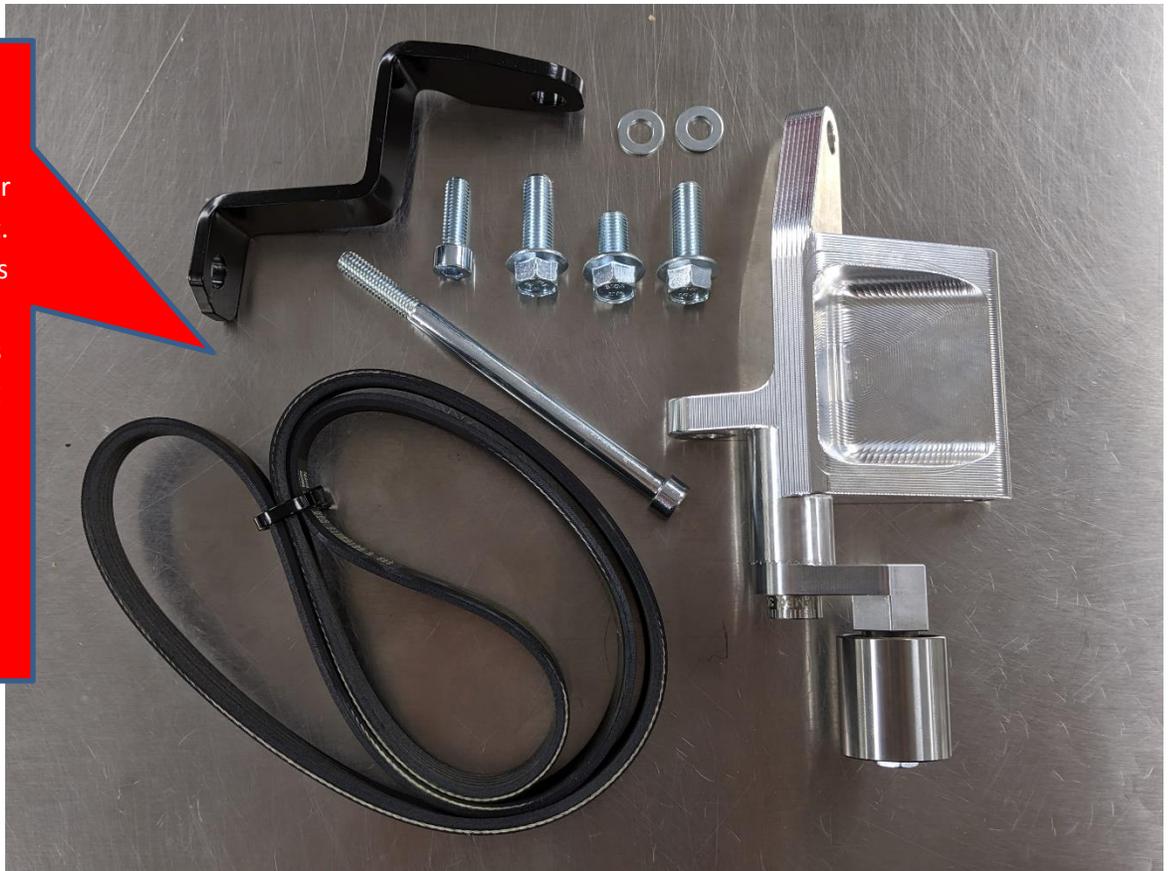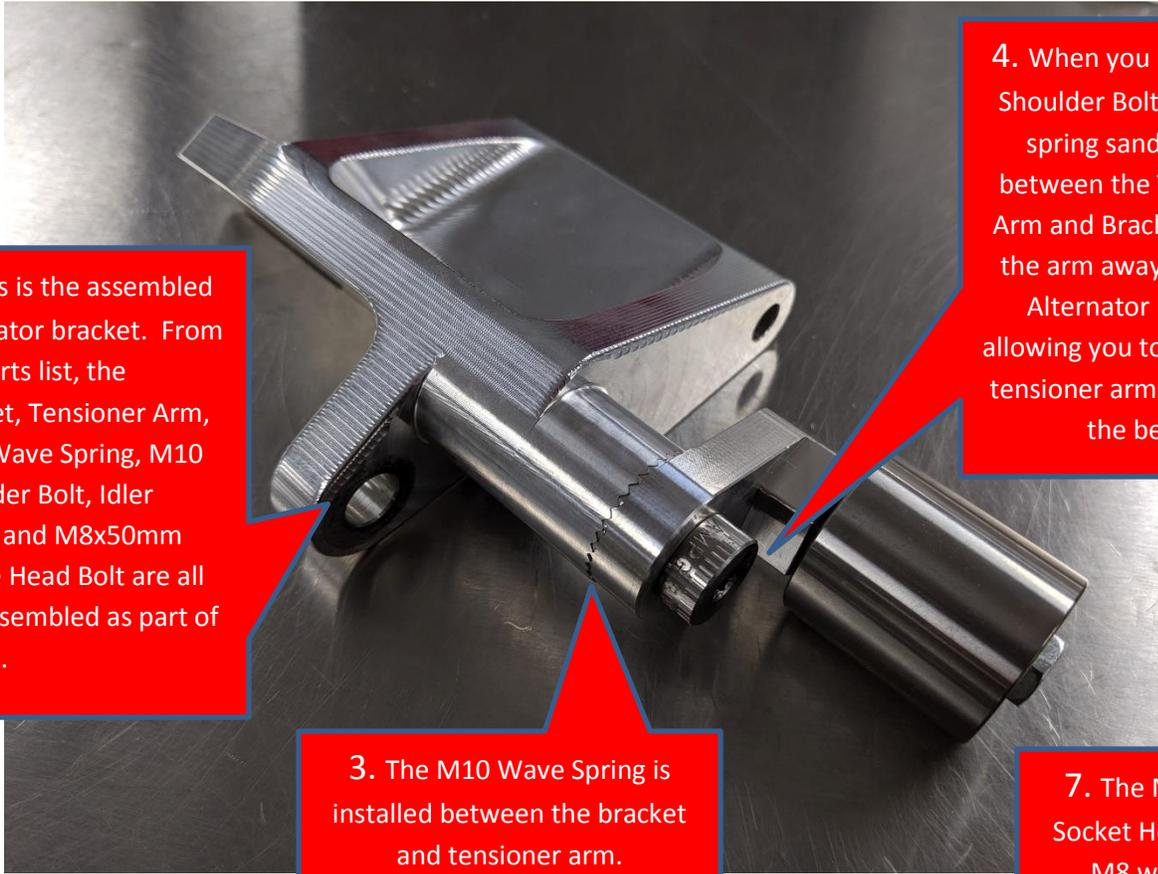
2. This is the assembled alternator bracket. From the parts list, the Bracket, Tensioner Arm, M10 Wave Spring, M10 Shoulder Bolt, Idler Pulley and M8x50mm Flange Head Bolt are all pre-assembled as part of the kit.

4. When you loosen the Shoulder Bolt the wave spring sandwiched between the Tensioner Arm and Bracket pushes the arm away from the Alternator Bracket allowing you to rotate the tensioner arm to tension the belt.

3. The M10 Wave Spring is installed between the bracket and tensioner arm.

7. The M8x130mm Socket Head Bolt and M8 washer are installed here.

8. This is the OEM Alternator Threaded Plate. It's not included in the kit. You can reuse the plate from your
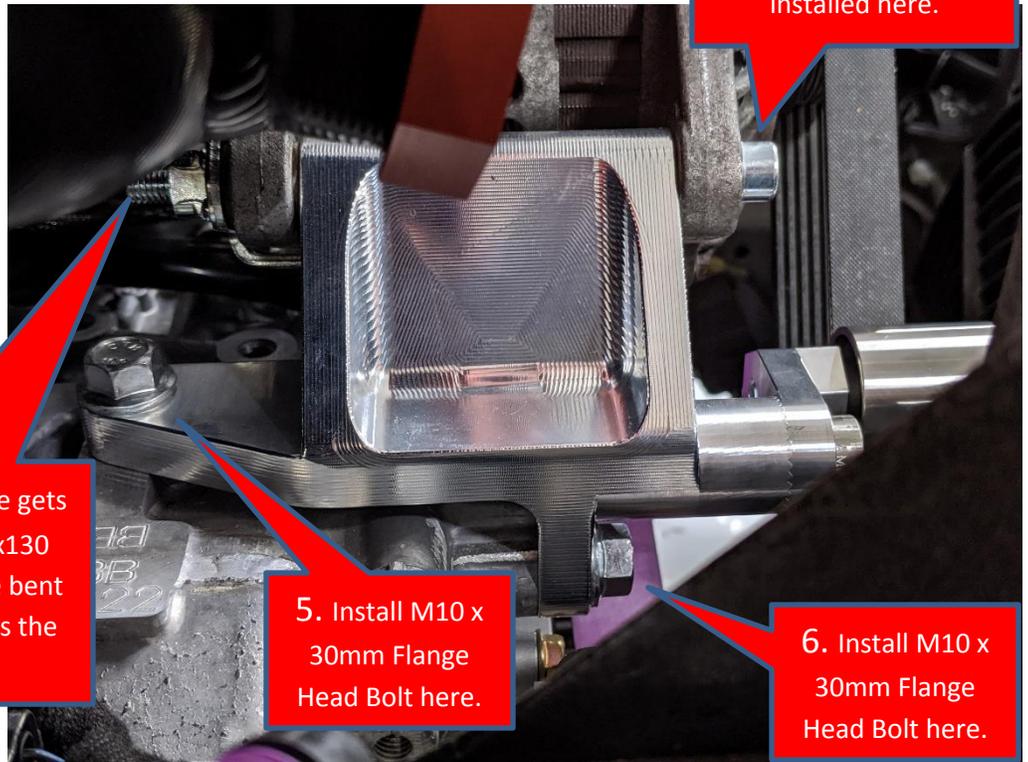
9. The OEM Alternator Plate gets installed here and the M8x130 Bolt is threaded into it. The bent tabs should be face towards the front of the car.

5. Install M10 x 30mm Flange Head Bolt here.

6. Install M10 x 30mm Flange Head Bolt here.

**10.** The Alternator Support Bracket and Hardware.

11. This side bolts to the alternator using the M8x25 Socket Head Bolt and M8 Washer as shown.

12. This side bolts to the engine block as shown in the photo below, using the M8x20mm Flange Head Bolt.

13. The Alternator Support installed. The support does NOT require modifying your dipstick tube. Note the orientation of the bolts. The M8x25 Socket Head and M8 Washer should be installed

14. The M10x20mm Flange Head Bolt should be installed here.
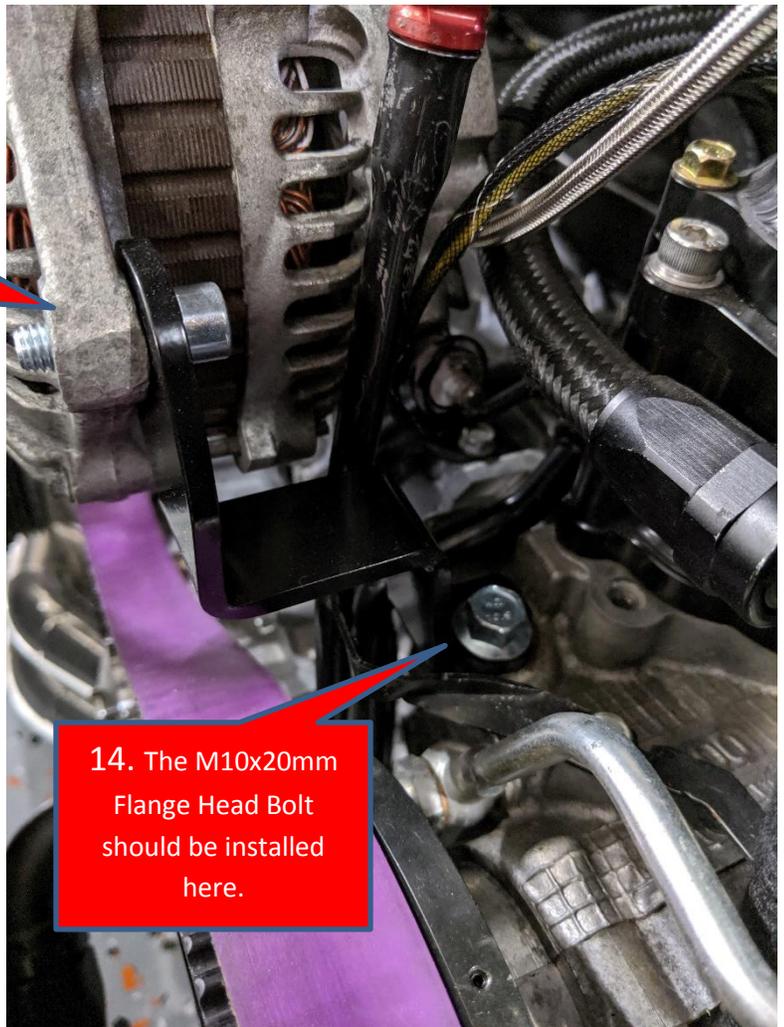
15. This is the correct belt routing for cars WITH power steering. The correct part number for this kit is IAG-ENG-5211. Note the correct orientation of the tensioner arm.
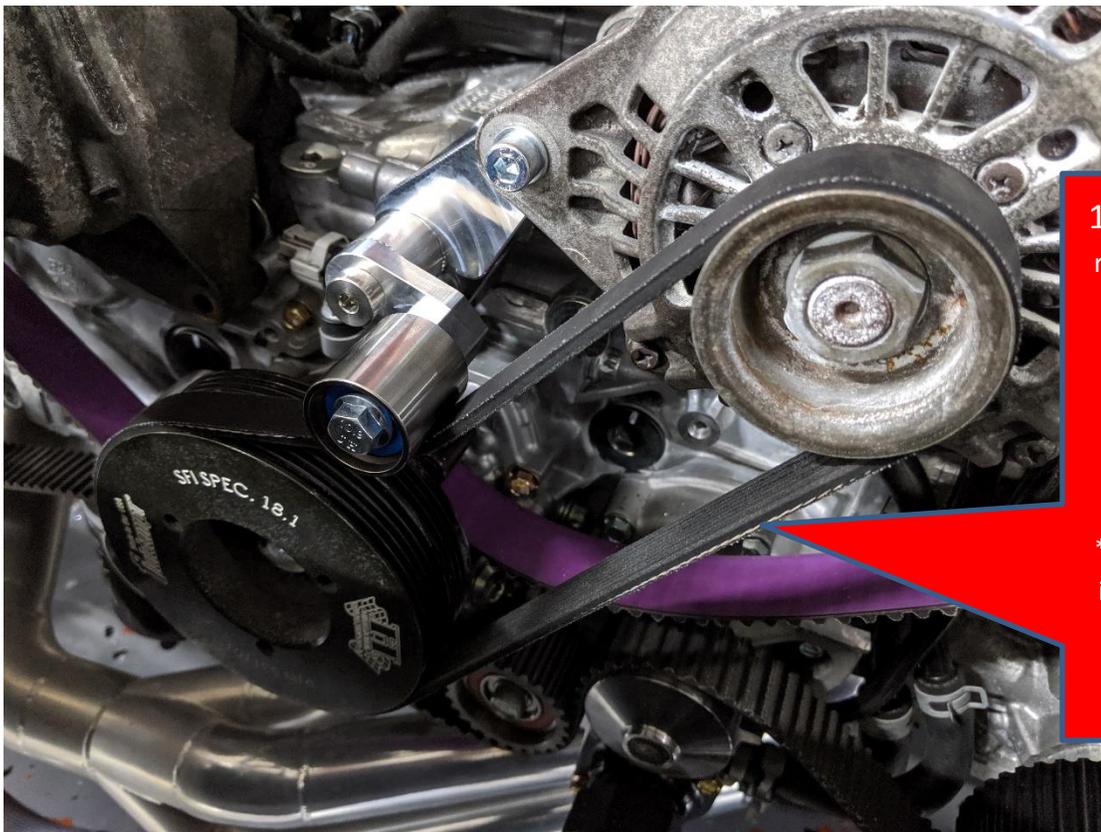
16. This is the correct belt routing for cars WITHOUT power steering. The correct part number for this kit is IAG-ENG-5212. Note the correct orientation of the Tensioner Arm. ***Installation of the belt is easier if you slip it over the alternator first, then the crank pulley.***

17. The wave spring between the Alternator Relocation Bracket and Alternator Tensioner Arm pushes the Tensioner Arm away from the Bracket when it's loosened. Use a 5mm Allen to for the shoulder bolt.

18. The Tensioner Arm shown pushed away from the Alternator Bracket. Now the tensioner arm will rotate freely. Using a 21mm wrench tension the belt by rotating the tensioner arm clockwise.
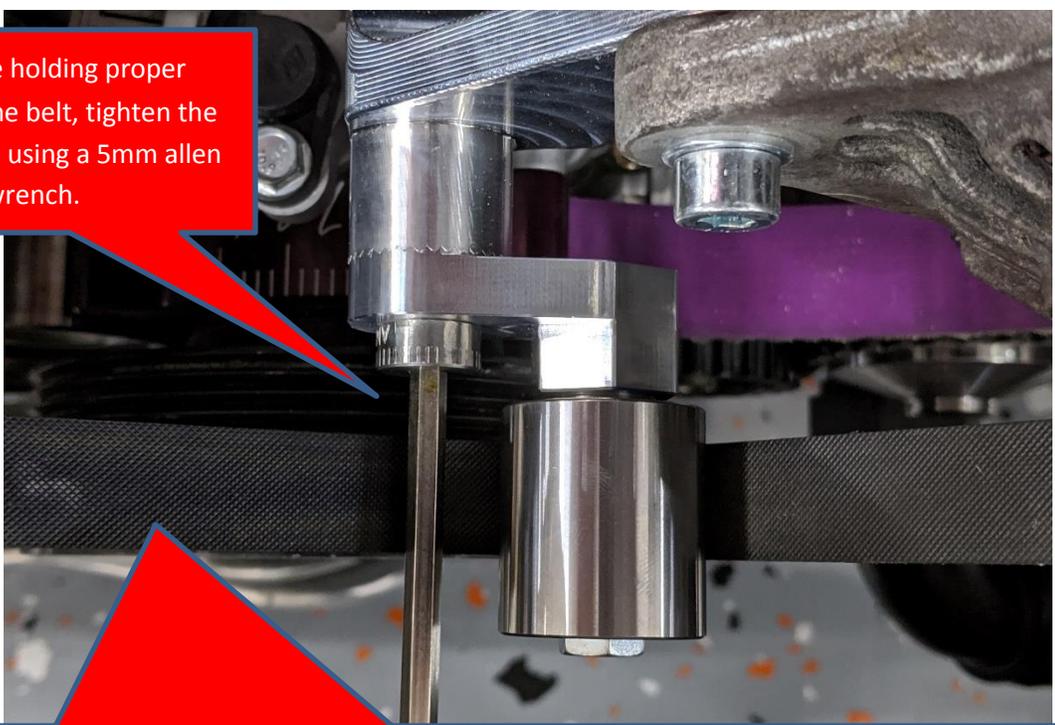
19. While holding proper tension on the belt, tighten the shoulder bolt using a 5mm allen wrench.
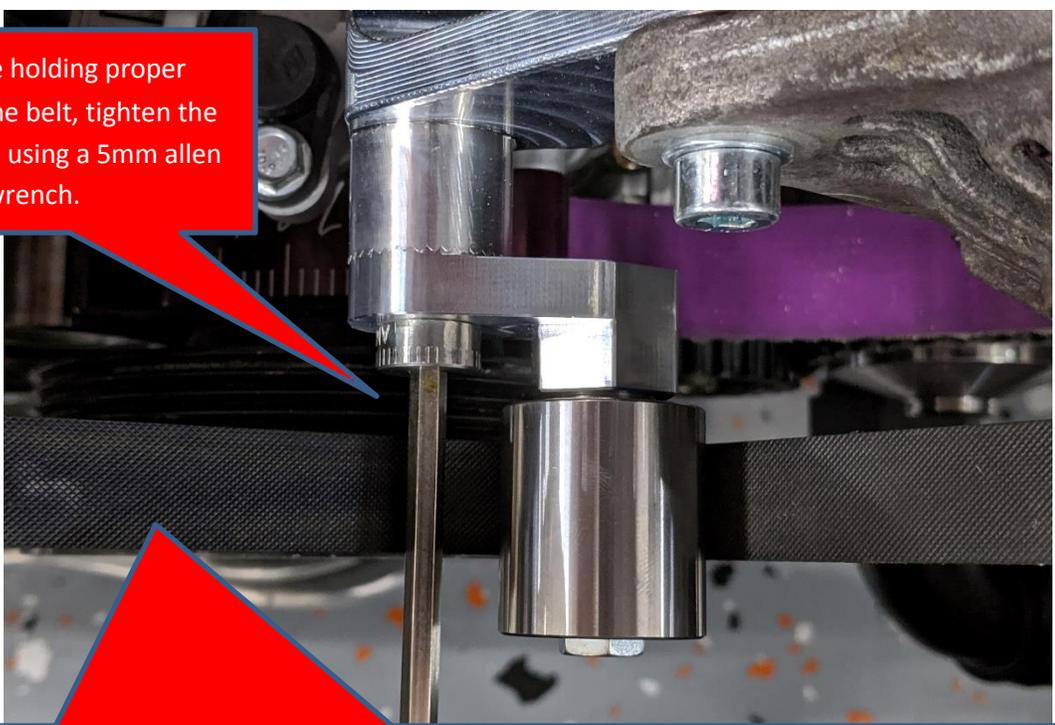
20. After installation, start the car and let it idle. If the belt squeals, it's likely there isn't enough tension on the belt. Conversely if there is too much tension the belt will look concave on the flat side. Recheck the tension after running the car.