

~~~~~ **WARNING** ~~~~~

A professional installer is highly recommended when using this product and specifically someone well versed in understanding Subaru motor builds.

At no point in time should these idlers ever be maxed out and used as a means to suffice a poor quality block/heads that have been machined down too far.

These idlers should never be used for timing components that are more than 1 tooth out of alignment. A motor that is off by more than 1 tooth has other underlining issues.

In addition, inspection of threaded areas that the old idlers came off from is essential. Catastrophic failure can result from performing this job improperly.

# LIC Motorsports Adjustable Timing Idlers

These parts are designed for longblocks that have been narrowed down from resurfacing the heads during a rebuild or decking the block and/or both. When that process is done it effectively retards the timing, this is because the belt has not changed length and something needs to make up that difference in the slack (the tensioner can only do so much), and likewise if you have different thickness headgaskets, these are perfect in conjunction with that, as the same issue is present (just vice versa, which is a lengthened block).

This is what the LIC Motorsports adjustable timing idlers were designed for and is only recommended to bring your cams back into proper alignment.

## For Reference:

Upper Idler: This upper idler when adjusted effects the RIGHT (Passenger side) intake/exhaust cams.

Lower Idler: This lower idler when adjusted effects the LEFT (Driver side) intake/exhaust cams.

10mm Hex: Is there to maintain proper alignment while tightening bolt.

## How it all works:

When installing these aftermarket adjustable idlers, you will follow the same steps as doing an OEM timing belt install; this consists of following proper order/alignment.

Step 1- Crank always must be in proper alignment (this is reference point)

Step 2- Adjust upper Idler to align right side cams, snug 14mm bolt.

Step 3- Adjust lower idler to align left side cams, snug 14mm bolt.

Step 4- Once proper alignment is confirmed pull pin on tensioner.

Step 5- Rotate crank two full revolutions (clockwise).

Step 6- Stop at crank timing mark, confirm proper alignment (if cams are not aligned properly, adjust idlers as necessary until proper alignment is obtained.

Step 7- Torque adjustable idlers to 45 ft. lbs.

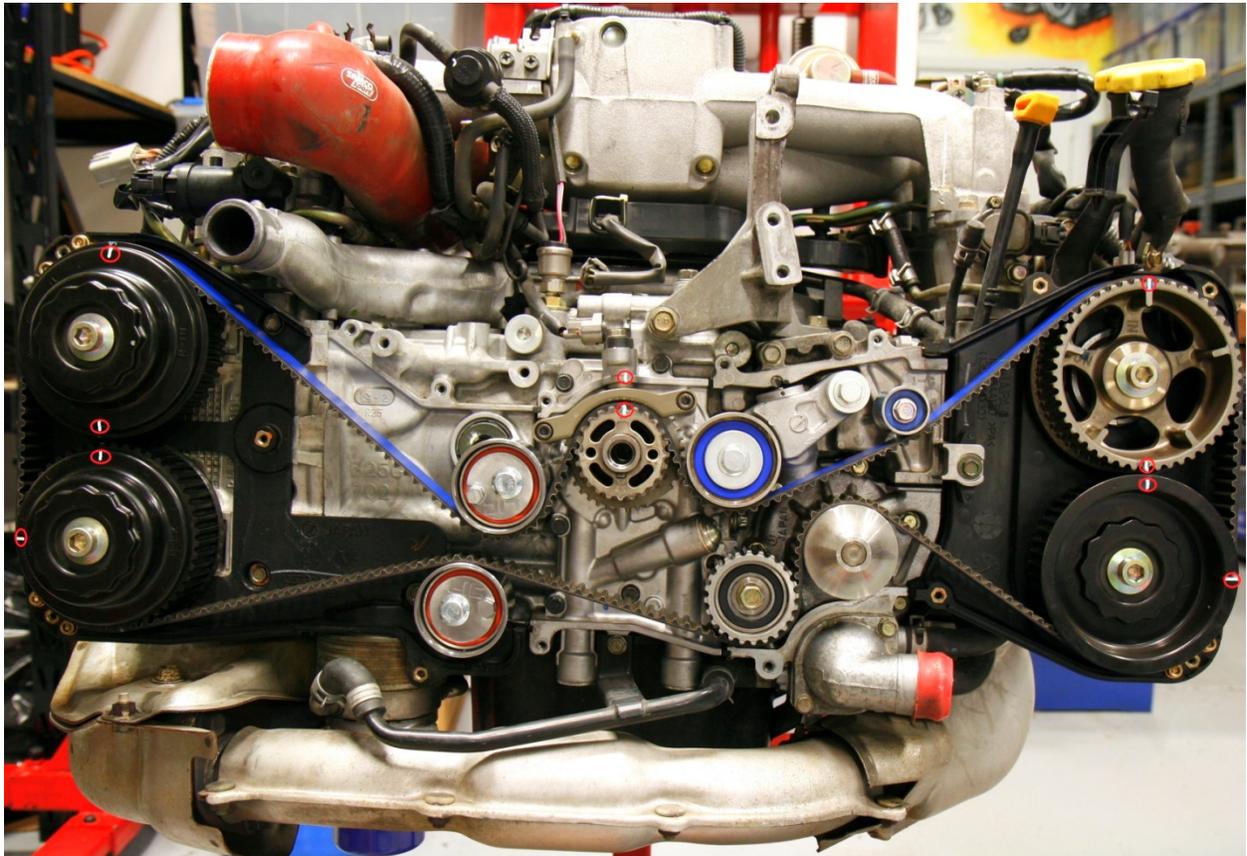
Step 8- Confirm accurate timing marks with doing two full revolutions before installing timing covers.

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**Notes:**

- These are a single roller bearing design
- Street cars should replace every 60k miles
- Race/Track cars should replace yearly and/or each engine teardown

**Image for reference**



**\*Notice the position of all 10 timing marks and idlers\***

**DISCLAIMER:** Aftermarket parts are designated "Off Road or Competition Use Only" and carry no warranty expressed or implied. It is customer's responsibility to check with local, state, and federal laws for compliance. Customer holds LIC Motorsports not responsible and/or liable.