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Subaru timing belt guide

STI with 2.0L or 2.5L DOHC turbo engines (EJ205, EJ207, EJ255, EJ257) 04-11 Subaru Forester XT with DOHC Turbo Engines 05-10 Subaru Legacy GT with DOHC Turbo Engines 05-10 Subaru Outback XT with DOHC Turbo Engines 05-06 Saab 9-2X Aero with dohc turbo engines 04-06 Subaru Baja with DOHC Turbo engines Product details to subaru Saab weight 0.32 length 4.0 width 1.0 Height 1.0 SPECS : CAD designed CNC processed from billet 6061-T6 aluminum Black anodized for long-lasting finish Laser engraved Material included (separator tool, Loctite and bolts) Made in Canada, Québec COMPATIBLE VEHICLES: Subaru; 02-14 WRX 04-20 STI 04-13 Forester XT with DOHC Turbo Engines 05-12 Legacy GT with DOHC Turbo Engines 05-09 Outback XT with DOHC Turbo Engines 04-06 Subaru with DOHC Turbo Saab engines; 05-06 9-2X Aero with DOHC Turbo Engines Welcome to NASIOC - the world's largest online community for subaru enthusiasts! Welcome to the subaru forum NASIOC.com. Right now you see our forum as a visitor, which gives you limited access to view most discussions and access our other features. By joining our community for free, you will have access to post topics, communicate privately with other members (PM), respond to polls, upload content and access many other special features. Registration is free, fast and simple, so please join our community today! If you have any problems with the registration process or the login of your account, please contact us. * As an Amazon partner I earn from qualifying purchases. * Registered users of the site do not see these ads. 10-18-2010, 6:36 pm #1 Scooby Special Member#: 15791 Participation Date: February 2002 Chapter/Region: MWSOC Location: Schaumburg, IL Vehicle: 1999 Impreza RS BLUE 2003 Black FOZZ Timing Zone Driver, is 100% necessary? I changed the timing zone for my 2001 Impreza RS (2.5L EJ251 SOHC engine) and everything went pretty smoothly, except I over the bolt on the timing zone driver and broke. Has anyone gone without replacing the driver, and is it disastrous if you don't replace it? Here's a visual... Thanks! * Registered users of the site do not see these ads. Sponsorship links * Registered site users do not see these ads. 10-18-2010, 07:09 pm #2 Scooby Special Member#: 222318 Participation Date: Sep 2009 2009 Q. Canada Location: Montreal Vehicle: 1993 RHD GC8 Silver does not rock a ... never have zero problems. Some older models do not even use a 10-18-2010, 07:52 pm #3 Scooby Special Member#: 15791 Join Date: February 2002 Chapter / Region: MWSOC Location: Schaumburg, IL Vehicle: 1999 Impreza RS BLUE 2003 Black FOZZ Excerpt: Originally Published by dr3w I don't rock ... never have zero problems. Some older models didn't even use a Good one, that makes me happy... Thanks! 10-18-2010, 10:21 pm #4 Scooby State Specialist#: 221315 Record Date: August 2009 Location: Atlanta Vehicle: 2008 STI Hatchback Black You could drill it out and retap it. Harbor Freight is sometimes your best friend. 10-18-2010, 10:51 pm #5 Scooby Special Member#: 80465 Registration Date: Jan 2005 Chapter/Region: RMIC Location: Denver Vehicle: 2001 2.5RS Black Diamond Pearl automatically with the same engine do not use one. But if the machine ever spins backwards... Watch out for the teeth that slipped. You can also try an easy-out. 10-19-2010, 01:02 AM #6 Scooby Special Member#: 15791 Registration Date: February 2002 Chapter /Region: MWSOC Location: Schaumburg, IL Vehicle: 1999 Impreza RS BLUE 2003 Black FOZZ Extract: Originally Posted by yarrgh automatically with the same engine do not use one. But if the machine ever spins backwards... Watch out for the teeth that slipped. You can also try an easy-out. I tried an easy one out, but the bolt is so small and the surface is not flat so it was impossible for me to drill an anchor hole because the drill was slipping and sliding across the country. He also forgave my ignorance, but what would make the machine spin backwards? 10-19-2010, 09:39 AM #7 Trust no oneModerator Member#: 11170 Join Date: October 2001 Chapter/Region: Tri-State Location: NYC Vehicle: 02 RAV4 MT 15 WRX/11 CRZ Quote: Originally Posted by italsupra10 Also thanks to my ignorance, but what will make the engine rotate backwards? With a manual gearbox, it can happen if the vehicle is somehow pushed or forced to move backwards while in a forward gear with the engine off. This cannot happen with an automatic, since there is no direct connection between the engine and trans and drive force can only be transmitted by the engine through the torque converter, not the other way. 10-19-2010, 9:40 a.m. #8 Scooby State Guru#: 159682 Registration Date: Sep 2007 Chapter/Region: NESIC Location: Maine Vehicle: 1995 WRX 2015 F150 If it rolls backwards into gear, engine off. It's like I parked on a hill. You're okay without it. The older Subarus didn't. 10-19-2010, 4:11 p.m. #9 Scooby Member#: 15791 Join Date: Feb 2002 Chapter/Region: MWSOC Location: Schaumburg, IL Vehicle: 1999 Impreza RS BLUE 2003 Black FOZZ Extract: Originally Posted by Mulder With a manual gearbox, it can happen if the vehicle is somehow pushed or forced to move backwards while in a forward gear with the engine from the engine. This happens with an automatic, since there is no direct connection between the engine and trans and drive force can only be transmitted by the engine through the torque converter, not the other way around. Excerpt: Originally Posted by 69subaru360 If it rolls backwards at speed, engine off. It's like I parked on a hill. You're okay without it. The older Subarus didn't. Interesting, thanks guys! I always park my car with the handbrake and leave it on the 1st, but you're saying I shouldn't do this anymore? Am I okay leaving it in R, or should I just use the handbrake? I guess it really doesn't matter because I don't foresee the car ever rolling in the opposite direction, but I'd rather not mess around 10-19-2010, 4:20 pm #10 Scooby Newbie State#: 245585 Join Date: Apr 2010 Chapter/Region: MWSOC Location: loway Vehicle: 03X WR)jish You'll probably be ok without it, but remember it was there for some reason. If you hit the situation she needed, you'll be that you didn't get her back. I'm not saying this situation is possible. Another option for removing broken bolts is a left-handed drill piece. It's expensive, but they work very well. Use a central punch to put a dimple in the center of the bolt. This detects the drill a little so it won't walk around as much. Then when you drill, if the bit catches, you will usually thread out the remaining part of the bolt. If it doesn't work, you can use an easy-out or just re-thread the hole depending on the size of the drill bit you used. 10-20-2010, 01:41 AM #11 Scooby Newbie State#: 236095 Registration Date: Jan 2010 Chapter/Region: SCIC Location: Big Bear Vehicle: 2005 Impreza WRX STI My Black General Rule is SOA would not waste money on driver production or engineering if it wasn't necessary. That said you can't base that far from the fact that the older Subaru don't have it as they put it there for some reason. Do yourself a favor and just fix it while you're there, instead of blowing your valves or having to retime a couple of teeth off when it slips. 10-20-2010, 1:42 a.m. #12 Scooby Newbie State#: 236095 Record Date: Jan 2010 Chapter/Region: SCIC Location: Big Bear Vehicle: 2005 Impreza WRX STI Black Quote: Originally Posted by italsupra10 I tried an easy out, but the bolt is so small and the surface is not flat so it was impossible for me to drill an anchor hole because the drill was slipping and sliding across the country. He also forgave my ignorance, but what would make the machine spin backwards? Have you ever heard of a punch? Use a fist to put a tiny hole in the center, in the start drilling from there. 11-07-2010, 12:42 am #13 Scooby Newbie State#: 183115 Registration Date: June 2008 Chapter/Region: SCCI Location: Yucaipa, Ca Vehicle: 2005 WRX Stg 2 San Remo Red I don't know, but I can better understand safe then sorry. Press a small hole and drill that bad boy boy Go bigger and use a helipad coil that re-threads. There stronger then the block so you won't film them. There are the Men's best friend, I promise. And it's going to be easy. 11-09-2010, 8:54 pm #14 Scooby Newbie State#: 224573 Join Date: Sep 2009 Chapter/Region: TXIC Vehicle: 2002 Wrx Midnight Wagon Black Pearl I broke a bolt head off at a water pump install once and just used a drill to get it out. If theres enough left over the surface you can just put the chuck around the bolt and back out with the drill in reverse.

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