

Forced Performance Subaru Oil Line Guide

With Subaru making changes year to year to the turbo feed line, it can be hard to know exactly what oil feed line our customers need. Up to this point we've offered two lines, a Type 1 (Non-AVCS) and a Type 2 (AVCS); going forward we will only sell one line that will fit either configuration. In order to know what parts you are going to use, we will need to first identify which type of line the car has.

This is a stock oil line on cars that will need a Type 1 setup. As you can see, it feeds off the back side of the head and only goes to the turbo. Even if your car has AVCS, you would not want to use the other line as the AVCS is fed off a different location.



This is a stock oil line on cars that will need a Type 2 setup. The line off the back side of the head is split in two different directions. The side that feeds the turbo terminates to a rubber line that will be removed and the feed capped off. You will follow the other side to the AVCS solenoid and will replace the banjo bolt there with our supplied adapter fitting.



We've identified which line you need, it's time to move onto the parts you'll need to install your new turbo. Below is a picture of the complete kit that you will receive with your turbo.



The parts list is as follows

1 pcs- 4AN oil feed line with one 90* fitting and one straight fitting.

2pcs - 4AN to 12MM banjo fitting

2pcs - 12MM banjo bolt

1pcs - 12MM Banjo to -4AN fitting

1pcs - Oil block off cap

4 pcs - Crush washer (5 pictured to show where they fit)

(Alternatively we may replace one of the 12MM Banjo bolts and fittings with a 10MM as some turbos have a smaller oil feed inlet.)

This kit is able to be used on either Type 1 or Type 2 configurations.

Type 1 Installation Instructions.

These are the parts you'll need to use if you have a Type 1 line.



The 90* side will connect on the back side of the head where the old feed line connected. You will use one of the 12MM banjo fittings and bolt. Below is a picture of how the motor side should be configured. Make sure you have a crush washer on both sides otherwise it will not seal.



Here is where the stock line connects on the back side of the head. The 90* will go here with the 12MM banjo bolt and fitting previously pictured.



The straight side of the oil line will terminate at the turbo using the other 12MM banjo fitting and bolt. Again notice the crush washers are on either side of the banjo fitting.



This is a picture of the line configured to fit a Type 1 style.

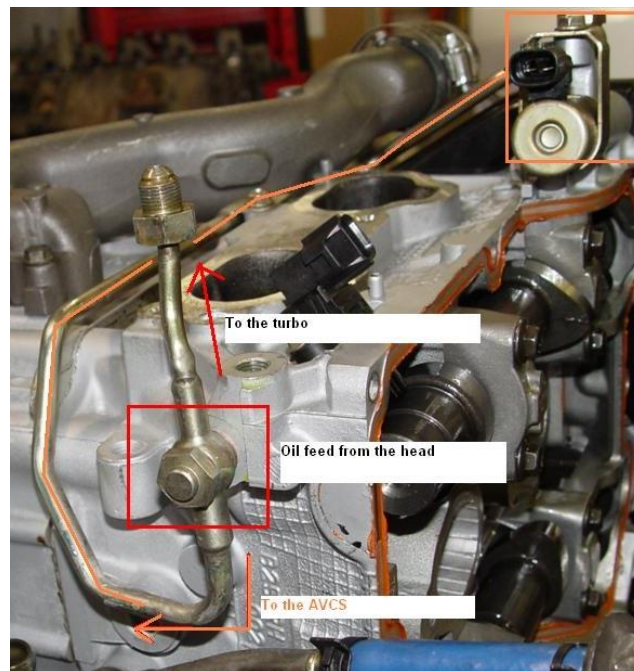


Type 2 Installation instructions.

These are the parts you'll need to use if you have a Type 2 line.



Picture of factory Type 2 setup. The feed location we're going to use is off the AVCS solenoid in the top right hand corner of the picture where the hard line connects. The factory hard line will remain in place and we will only replace the banjo bolt with our banjo bolt to -4AN fitting. Make sure to use both supplied crush washers, do not attempt to reuse your old ones.



This fitting will be installed on the top of the AVCS solenoid and will replace the banjo fitting already there. Banjo fittings require a crush washer on both sides of the sealing surface, make sure to replace the old crush washers on the AVCS with the new supplied ones.



Here is the fitting installed on the line, it will fit in the 90* fitting and hook into the AVCS solenoid.



The straight end always attaches to the turbo using the supplied banjo fitting and bolt. The best way to install this side is to first screw the -4 fitting into the straight and put the bolt through as pictured. Screw the bolt into the turbo with the crush washers installed as pictured.



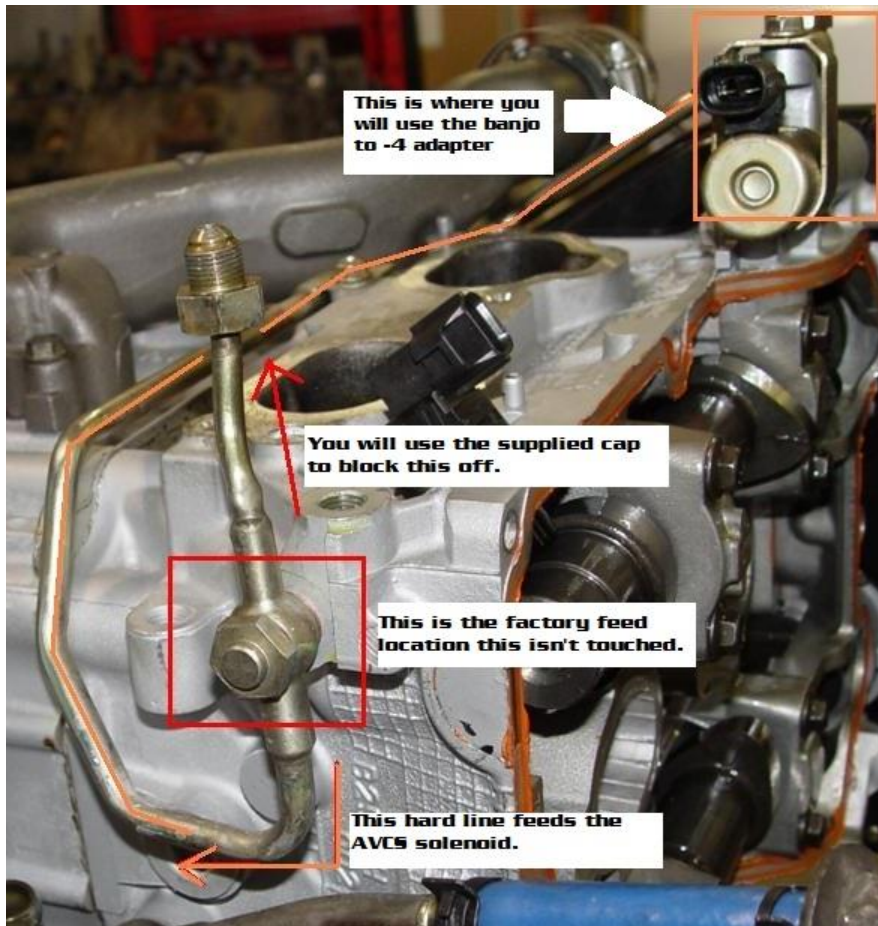
Here is the way the line need to be configured for a Type 2 style. The banjo to -4 adapter will screw into the AVCS solenoid and you will then connect the 90* of the line to the top of the adapter.



This cap is used to block off the old turbo feed hard line.

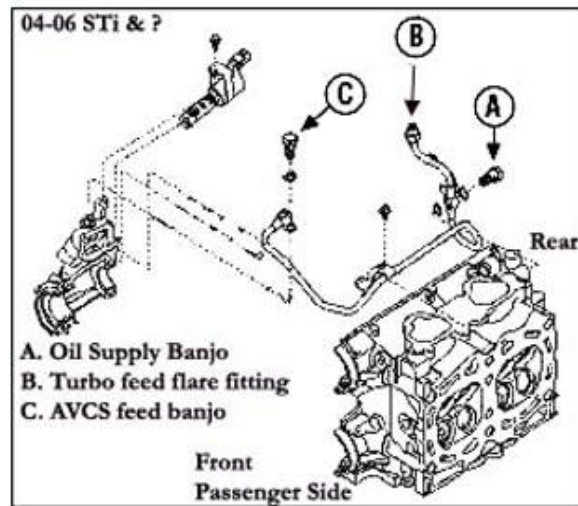
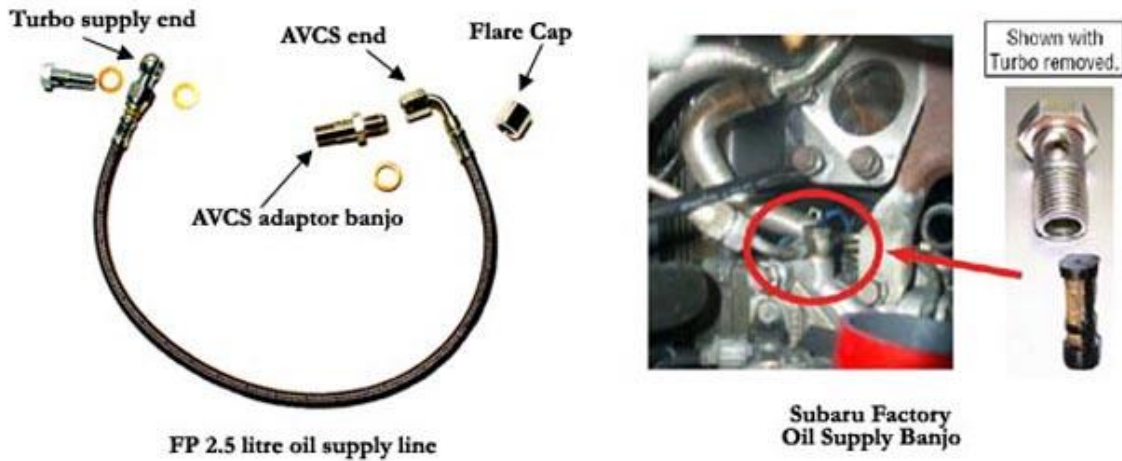


Picture showing where the different fittings go.



Here is the previous install instructions on the Type 2 Kit. This will help you identify where to connect into the AVCS.

Forced Performance Subaru 2.5 Litre Oil Supply Line



1. Remove Subaru Factory Oil Supply Banjo shown as item **A** above. Remove the filter (if one exist) and replace banjo without the filter.
2. Remove factory turbo oil supply line from Turbo Feed Flare Fitting shown as item **B** above and replace with provided Flare Cap. This blocks the factory feed location.
3. Replace factory AVCS banjo bolt shown as item **C** with FP AVCS adaptor Banjo with a new crush washer. Screw the AVCS end of the FP oil line to top of the adaptor banjo and the Turbo Supply End of the FP oil supply line to the oil feed of your FP turbocharger.

On the turbo side you will also connect it the same way with the straight end of the line and a banjo fitting, bolt, and two crush washers. However, since we have a lot of turbos in the field, they do occasionally differ in the size of banjo bolt. Early type have 10MM and late type have 12MM.

12MM Fitting on the turbo.



10MM fittings.



10MM installed on turbo.



We hope this helps in making sure the installation goes smoothly and fixes any issues with people getting lines that won't fit and delaying the turbo installation. **WE HAVE ONLY TESTED FITMENT ON WRX/STI WE CAN NOT GUARANTEE IT FITTING ON ANY OTHER SUBARU TURBO APPLICATION LIKE LEGACY GT OR FORESTER XT.**