9products
PERFORMANCE ENGINEERING

This is a step-by-step guide on how to install 9products IMS bearing with 9products IMS-tools.

INSTALLATION NOTES:
When replacing a stock wide (two row) bearing, use both the spacer ring and the narrow lockring (spiral type ring). Spacer ring must be seated after the bearing.

When replacing a stock narrow (one row) bearing, use the wide lockring (DIN 472 type) without the spacer ring.

TORQUE SPECIFICATION:
• M6 bracket mounting bolts - 10Nm
• M10 center nut - 15Nm (use threadlocker for extra security)
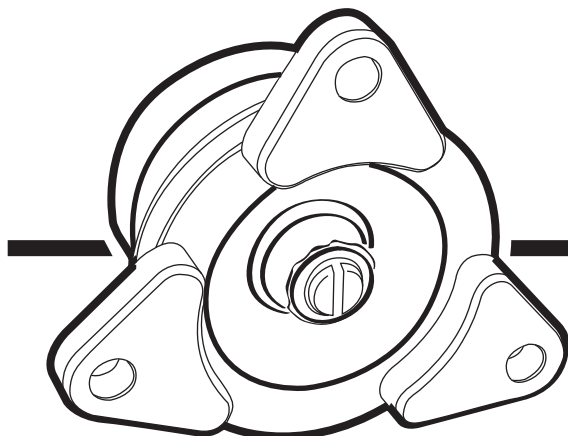
9P-IMS-3RV
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1. Drain oil from engine.

2. Remove transmission, clutch and flywheel for access to the IMS-bearing.

3. Remove rubber plug covering the cam shaft end and install the cam shaft lock.

4. Remove both IMS-chain tensioner and cam shaft chain tensioner, the one next to the IMS-bearing.

5. Remove the IMS-bearing bracket center nut and three M6 bolts holding the bracket in the engine block.
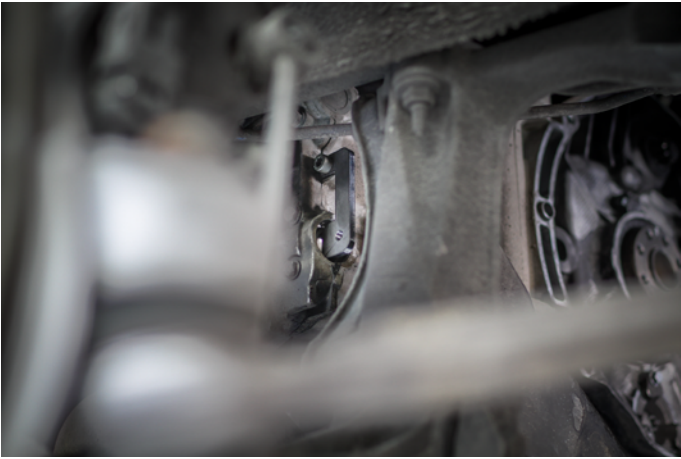
3.

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6. Use the IMS-puller tool to remove the IMS-bearing. The bearing is removed by pulling it out from the center bolt. The kit has adapters for standard size bolt (M8) and upgraded bolt (M10), which is used in 9products kit.

If the bearing is seized badly or the bolt damaged, the bolt may crack. In case this happens use a pin punch and a hammer to drive the bolt in and drop it inside the hollow IMS-axle. The bearing puller tool is then used to pull the bearing out without the center bolt. After successful removal the remainder of the broken bolt must be removed with a standard magnet tool.

7. Use the installation tool and a hammer to seat the new bearing by gently tapping it into place. Install center bolt to IMS-axle end.
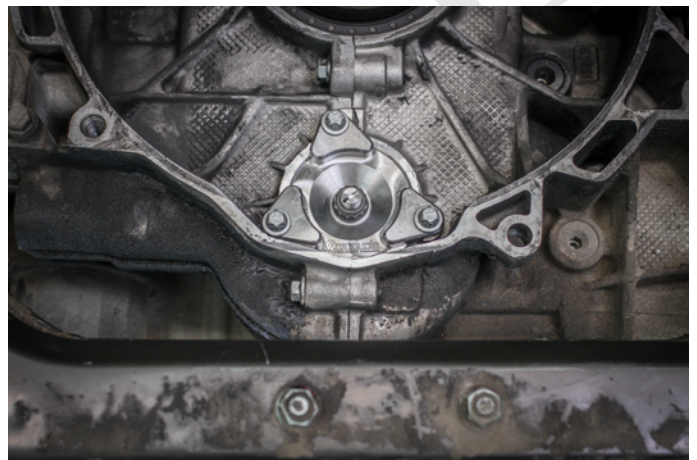

6.

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8. Install circlip to secure bearing to its place. If the engine was made with a double row bearing, use the spacer ring and narrow circlip to secure bearing.

9. Torque bolts and the center nut according to specification. Use a drop of threadlocker for extra security and prevent any oil leakage if the o-ring happens to fail at any circumstances.

8.

9.