Impreza 2.5RS

RS FTW!

Wheel Bearing How-To

STANDARD DISCLAIMER: Any work you do on your car is your responsibility. The information provided on these pages is provided as-is, accuracy is not guranteed. The author is in no way a certified professional or even that experienced in the matter (read: complete newb), but is simply sharing personal experience. Author assumes no responsibility for the damage done to your car, your wallet, your body, your spirit, or anything else for that matter.

If you have something good to add, a comment or correction Please post them here!

Credits
HUGE thanks to Bill Figeley - for pretty much all the information in this HOW-TO and lots of help
NASIOC Members - for other info

Resources
NASIOC:: Guru's guide to wheel bearing replacement
NASIOC:: Another informative wheel bearing related thread
End Wrench - Subaru Wheel Bearing Replacement
Subaru Repair Manual - Section 5 - Chassis (Note: This manual is for 02-04, but the parts in question are very similar).

HOW-TO

Update: I had to do this again recently, and I found a few things that can/should be done differently to make things easier/better. Look for the "**Update:**" tags for the updated info!

Please read and understand the whole thing (especially the FAQ) carefully before starting this job.

This how-to is based on my experience in replacing the rear wheel bearing on my 2000 2.5RS. I believe it is one of the more difficult setups to work with, because of the e-brake and lateral link bolt. Overall, this should be very similar to whatever car you have.

There are different ways of doing this, many people prefer to simply take the whole knuckle to a shop, have everything pressed out and new stuff pressed in. The method covered here does not require you to remove the knuckle from the car.

Here is the official Subaru way of replacing the wheel bearing, no need for me to repeat everything here, you can simply follow the steps outlined in the PDF.

There are a few things you will have to do differently however:
- You have to take apart the e-brake and if you can take off the backplate. **Update:** You don't have to do this! You only need to partially take apart the e-brake.
- You will have to make your own bearing removal/installation tool to use instead of the one they use (easy to do with about $20 worth of materials from Home Depot). See the FAQ for details on how to make and use this tool.
- You will have to use a rubber mallet to reinstall the seals. **Update:** An easier method of doing this is to use the remains of the old bearing (the inner/outer races around roughly the size of the seals) for the inner seals and the bearing removal tool we make for the outer seal.

FAQ

The FAQ covers the tough bits of the process in detail, I tried to have it follow along the steps as much as possible. Read it carefully. Suggestions, corrections, and additions are welcome!

How much does this cost to do at shop?
If your car is relatively new (1-3 years), probably $250 or so at the dealership. If your car is like mine or older… expect over $400.

How much will this cost?
The cost in parts is a little over $100. Tools might cost you another $50.

How long will this take?
This took me over 10 hours… but I'm a total newb when it comes to working on cars
Update: Took me probably 6 hours at an easy pace the second time. I am still a newb!

What tools do I need?
At the minimum you should have a basic set of sockets and wrenches, hammer, rubber mallet, breaker bar, 32mm socket (axle nut), lots of PB blaster, some screwdrivers, needle nose pliers, and a slide hammer (can be rented from Autozone). To make the bearing removal tool, you will need a saw and a drill with a big bit (> 1/2″). You might also need… a torch, a large

socket (~36mm), a brake spring tool, and a sledge hammer.
Update: Brake caliper grease. 2-3 cans of brake cleaner - You can never have too much brake cleaner. Anti-Seize, put it on all the bolts, especially the lateral link bolt.

What parts do I need?
Here is a list of parts for my 2000 Impreza 2.5RS, the part #s might be different for your car, always double check them with the place you're ordering from.
Parts you will need for sure:
28016AA030 - Wheel bearing
28015AA100 - Inner seal #1
28015AA110 - Inner seal #2
28015AA090 - Outer seal
28035AA040 - Snap ring
28044AA000 - Axle nut
Here is what you should get:

Parts you will need if your lateral link bolt is rusty
20540AA000 - Lateral link bolt
20550AA010 - Lateral link nut (recommended to replace anyway)
20251AA000 - Lateral link bushing (you need 2 of these)
900335056 - Washer (you need 2 of these)

Where can I get the parts?
Get the OEM Subaru parts, they are of higher quality than something you'd get at Autozone (unless you like this HOW-TO so much you want to do it over and over again). You can get the parts from the dealer, or from various places online. I got everything from 1stsubaruparts.com, they seemed to have the best prices.

My lateral link bolt looks rusted as hell, what can I do to make it easier to remove?
Spray it down with PB Blaster every day for week before trying to get it off.

How do I remove the axle nut?
Unstake it using a flat head screwdriver (hammer it inside, then pry a bit, then hammer some more…etc). Have a buddy hold the brakes and use a breaker bar to break it loose, if it's still not coming loose because it's spinning, get a stronger buddy who can hold the brakes in good enough

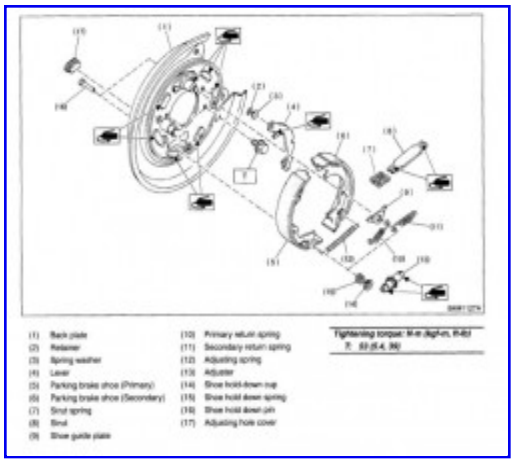
The damn caliper keeps getting in my way!
Tie up to the spring, don't have it dangling by the brake line.
Update: When reinstalling it, take the brake pads out, take the clips they sit in out, clean, and lubricate the clip-to-bracket and pad-to-clip surfaces with brake caliper grease. In my experience with Subaru brakes, if so so much as breathe on them, you need to take everything apart and lube it or they will make all kinds of noise. Obviously, don't get any grease on the friction surfaces.

Why do I have to take apart the e-brake? The pdf thing shows it done with it still on.
The Subaru bearing removal tool has much thinner walls than our home made one, we have to make sure it is not resting against bolts, or e-brake parts since the removal requires A LOT of pressure.
Update: You don't actually have to take it apart all the way. Basically, if you look at the top of the setup, there is a metal plate with a spring on one side between the top parts of the shoes - that thing will get in the way, so it needs to go. Just take off the return springs (top ones), the little triangle, spread the shoes, and remove the plate. That's all you have to do.

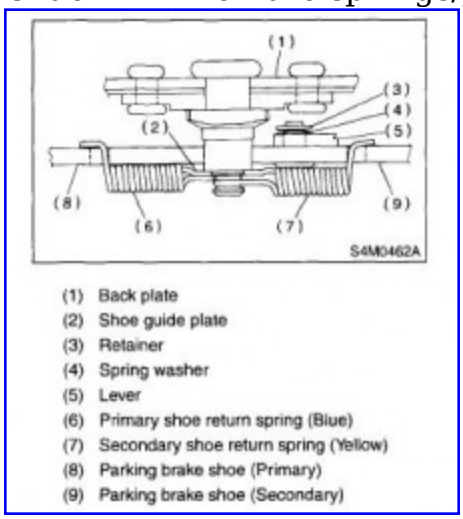
How do I take apart the e-brake?
Update: You can do this if you want to. It makes things easier, but it's far from fun, and not necessary.
It's pretty easy to take apart, not quite as easy to put back together, so take lots of very detailed pictures of everything you remove. First take off the return springs (two at the top and one at the bottom) using some pliers or a $5 tool from Autozone. Then take off the brake shoe retainers, this will free up the shoes and you will have a bunch of things fall down. Lastly, wiggle the ebrake cable out of the shoe. Then slip out the ebrake cable by undoing the little clip (be careful not to lose it) in the back. You will also have to bend the metal loop on the suspension arm to get the ebrake cable free and out of the backplate. Section 5 of the repair manual has a lot of good info on this too.

How do I put the e-brake back together?
Update: If you didn't take it all the way apart, it's a lot easier, but use the info below if you need it.
Installation is reverse of removal. If you took good pictures, this will be pretty easy. It not, look at the pictures below and the repair manual. Also, I found it a

lot easier to use pliers instead of the Autozone tool to reinstall the springs.
General overview:



Order in which the springs/parts on the top should be:



The lateral link nut won't come lose!
Spray it with lots of PB Blaster and use a breaker bar, that will usually do it. If not, heat it with a torch (wait for the PB Blaster to evaporate or you'll burn down your house), then use the breaker bar. If it's just permanently rusted on there, rounded, or just generally not coming off - cut it off.

The lateral link bolt is not coming out!
NASIOC:: Lateral Link Bolt
Apply lots of PB Blaster, whack it with a hammer, sledge hammer, and give it all kinds of abuse. It won't come out right away, it took me a good hour of almost non-stop burn/hit/burn/hit/pry/...etc. It will eventually come out, if it doesn't - cut it.

The devil:

Update: Anti-Seize it when putting everything back together!

My lateral link bushings are damaged, how do I get them out and put new ones back in?
I don't know if this is the standard way of doing it, but here is how I did it and it worked well. Take a large (36mm or so) socket, a long bolt, a nut, and a couple washers. Put the socket on one side of the bushing housing, with the socket opening facing the bushing, then put the long bolt though the bushing and then through the socket with washers on both sides, and finally put the nut on the end of the bolt. Now when you tighten the nut, the bushing will get pulled into the socket. Reinstallation is done using the same technique.

Here is what my bushing removal 'tool' looks like:

How do I get the hub out?
The easiest way to get the hub out is using a slide hammer, pictured below. You can rent one at Autozone. In case yours comes without the handy lug adapter, like mine did, don't waste your time with the jaw puller (worthless), simply feed the slide hammer through the hub, and use a nut and a washer to smack it out of there. It comes out relatively easy.

Slide hammer:

Part of the bearing is still on the hub, how do I get it off?
Napa or any automotive mechanic can do it. Should cost you $10-$15.
Update: Apparently NAPA no longer does machine work. Auto-Value is the only place I could find that does this. If you can't afford downtime on your car, research this before taking everything apart, most of these places take a good chunk of time (2-4 hours at least) to get this done. Also, make sure they press it off, not cut it off… cutting can easily damage the spindle.

What your hub will probably look like:

And what it should look like after the inner bearing race and seal are removed:

The seals don't come out!
Keep prying. MAKE SURE YOU REMEMBER (take pictures) THE PROPER ORIENTATION OF THE SEALS!
Update: Stick a long strong screwdriver under the seal and pry it out. The orientation of the seals is pretty simple - inner and outer closest to the bearing go in with the open part (the part with the spring) facing the bearing; the inner one next to the axle goes in with the dust-boot part facing into the bearing.

How do I make my own bearing removal tool?
Credit for invention and images goes to Bill Figeley. You will need the following:

A couple feet of 3 inch diameter schedule 40 PVC pipe.
5/8″ diameter threaded rod about 2 feet long.
Two coupling nuts that fit the above rod
16 washers with the inside diameter close to that of the rod, and the outside diameter the size of the inner bearing race
Some very strong wood

Make the tool using the pictures below as a guide. The inner section of PVC is 4 inches long, the outer is 6 inches. You will need to cut about an inch out of the inner pipe to get it to fit into the outer.
Update: Cut about an inch and a half out.

The toolkit:


Inside of the pipe:

The big block of wood and tool used to make a hole in it (also need a chisel):

This is what will happen if you try to use some regular pine 2×4:

The ABS sensor is in the way!

You have two options here, either remove the backplate along with the ABS sensor, or if you're like me and your backplate is rust-welded to the bearing housing, you can simply cut/drill out a hole so the pipe goes around the sensor.
Like so:

How do I use the toolkit to remove the bearing?
Put the PVC pipes over the bearing housing, stick the threaded rod through the bearing and put some washers on the other end along with the coupling nut. Use something VERY sturdy like a big block of wood against the other end of the pipe, then put some washers on, and the other coupling nut, then crank it to pull the bearing out of the housing.
A couple things to note here. First, make sure that your washers in the back are resting against the bearing race and not the bearing housing. Second, put some grease on the washers and threaded rod under them, that seems to help keep them from messing up the threads.

Tools set up for removal:

Should I repack the new bearing with grease before I put it in?
NASIOC:: Should I re-grease the wheel bearing?
This is a controversial issue. Some people say regrease, others and Subaru say don't (there is even a bold print warning about this in the wheel bearing replacement document). My subjective opinion is that it doesn't hurt to regrease the bearing, but if you're not sure, maybe you shouldn't. I will not make any recommendations on this here, flip a coin or something.
Update: I regreased this time around. It's pretty simple, but don't bother with any water based cleaner to get the old grease out, use brake cleaner or kerosene.

How do I put the new bearing in?
Using the tool we made. Except now put something to hold against in the back of the bearing housing and push it in with the washers and the coupling nut from the front. Due to limited space I used a small block of aluminum instead of wood for this. Push the bearing in until it gets past the cavity where the snap ring goes, it should get really tight right after it does.

You can see Bills setup in this picture:

Here is my aluminum block:

How do I put the seals back in?
Slowly and carefully with a rubber mallet. Don't use a screwdriver or any sharp metal object as you will damage the seals. Yes, even in the back, I know it's a PITA, but it can be done.
Update: You can use the remains of the old bearing (roughly the same size as the seals) and the removal tools to help evenly push these in. They go in very easily as long as you're putting them in straight.

How do I put the hub back in?
Using the tool we made. Put the rod through the hub and bearing, washers and coupling nuts on both sides. Crank the coupling nuts and the hub will get pulled into the bearing. DO NOT use the same setup as you used to install the bearing (i.e. with the block against the housing).
Update: For the love of God make sure you have the ABS wheel on before you go to do this!!!

That's it! If you have anything to say about this at all, please leave a comment here.

Wheel Bearing How-To

STANDARD DISCLAIMER: Any work you do on your car is your responsibility. The information provided on these pages is provided as-is, accuracy is not guranteed. The author is in no way a certified professional or even that experienced in the matter (read: complete newb), but is simply sharing personal experience. Author assumes no responsibility for the damage done to your car, your wallet, your body, your spirit, or anything else for that matter.

If you have something good to add, a comment or correction Please post them here!

Credits
HUGE thanks to Bill Figeley - for pretty much all the information in this HOW-TO and lots of help

NASIOC Members - for other info

Resources
NASIOC:: Guru's guide to wheel bearing replacement
NASIOC:: Another informative wheel bearing related thread
End Wrench - Subaru Wheel Bearing Replacement
Subaru Repair Manual - Section 5 - Chassis (Note: This manual is for 02-04, but the parts in question are very similar).

HOW-TO

Update: I had to do this again recently, and I found a few things that can/should be done differently to make things easier/better. Look for the "**Update:**" tags for the updated info!

Please read and understand the whole thing (especially the FAQ) carefully before starting this job.

This how-to is based on my experience in replacing the rear wheel bearing on my 2000 2.5RS. I believe it is one of the more difficult setups to work with, because of the e-brake and lateral link bolt. Overall, this should be very similar to whatever car you have.

There are different ways of doing this, many people prefer to simply take the whole knuckle to a shop, have everything pressed out and new stuff pressed in. The method covered here does not require you to remove the knuckle from the car.

Here is the official Subaru way of replacing the wheel bearing, no need for me to repeat everything here, you can simply follow the steps outlined in the PDF.

There are a few things you will have to do differently however:
- You have to take apart the e-brake and if you can take off the backplate. **Update:** You don't have to do this! You only need to partially take apart the e-brake.
- You will have to make your own bearing removal/installation tool to use instead of the one they use (easy to do with about $20 worth of materials from Home Depot). See the FAQ for details on how to make and use this tool.
- You will have to use a rubber mallet to reinstall the seals. **Update:** An easier method of doing this is to use the remains of the old bearing (the inner/outer races around roughly the size of the seals) for the inner seals and the bearing removal tool we make for the outer seal.

FAQ

The FAQ covers the tough bits of the process in detail, I tried to have it follow along the steps as much as possible. Read it carefully. Suggestions, corrections, and additions are welcome!

How much does this cost to do at shop?
If your car is relatively new (1-3 years), probably $250 or so at the dealership. If your car is like mine or older… expect over $400.

How much will this cost?
The cost in parts is a little over $100. Tools might cost you another $50.

How long will this take?
This took me over 10 hours… but I'm a total newb when it comes to working on cars
Update: Took me probably 6 hours at an easy pace the second time. I am still a newb!

What tools do I need?
At the minimum you should have a basic set of sockets and wrenches, hammer, rubber mallet, breaker bar, 32mm socket (axle nut), lots of PB blaster, some screwdrivers, needle nose pliers, and a slide hammer (can be rented from Autozone). To make the bearing removal tool, you will need a saw and a drill with a big bit (> 1/2″). You might also need… a torch, a large socket (~36mm), a brake spring tool, and a sledge hammer.
Update: Brake caliper grease. 2-3 cans of brake cleaner - You can never have too much brake cleaner. Anti-Seize, put it on all the bolts, especially the lateral link bolt.

What parts do I need?
Here is a list of parts for my 2000 Impreza 2.5RS, the part #s might be different for your car, always double check them with the place you're ordering from.
Parts you will need for sure:
28016AA030 - Wheel bearing
28015AA100 - Inner seal #1
28015AA110 - Inner seal #2
28015AA090 - Outer seal
28035AA040 - Snap ring
28044AA000 - Axle nut
Here is what you should get:

Parts you will need if your lateral link bolt is rusty
20540AA000 - Lateral link bolt
20550AA010 - Lateral link nut (recommended to replace anyway)
20251AA000 - Lateral link bushing (you need 2 of these)
900335056 - Washer (you need 2 of these)

Where can I get the parts?
Get the OEM Subaru parts, they are of higher quality than something you'd get at Autozone (unless you like this HOW-TO so much you want to do it over and over again). You can get the parts from the dealer, or from various places online. I got everything from 1stsubaruparts.com, they seemed to have the best prices.

My lateral link bolt looks rusted as hell, what can I do to make it easier to remove?
Spray it down with PB Blaster every day for week before trying to get it off.

How do I remove the axle nut?
Unstake it using a flat head screwdriver (hammer it inside, then pry a bit, then hammer some more…etc). Have a buddy hold the brakes and use a breaker bar to break it loose, if it's still not coming loose because it's spinning, get a stronger buddy who can hold the brakes in good enough

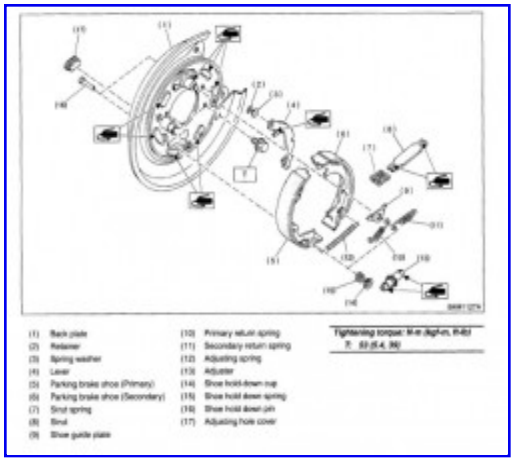
The damn caliper keeps getting in my way!
Tie up to the spring, don't have it dangling by the brake line.
Update: When reinstalling it, take the brake pads out, take the clips they sit in out, clean, and lubricate the clip-to-bracket and pad-to-clip surfaces with brake caliper grease. In my experience with Subaru brakes, if so so much as breathe on them, you need to take everything apart and lube it or they will make all kinds of noise. Obviously, don't get any grease on the friction surfaces.

Why do I have to take apart the e-brake? The pdf thing shows it done with it still on.

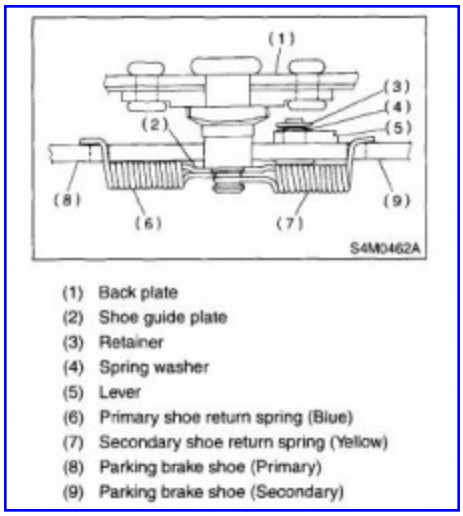
The Subaru bearing removal tool has much thinner walls than our home made one, we have to make sure it is not resting against bolts, or e-brake parts since the removal requires A LOT of pressure.
Update: You don't actually have to take it apart all the way. Basically, if you look at the top of the setup, there is a metal plate with a spring on one side between the top parts of the shoes - that thing will get in the way, so it needs to go. Just take off the return springs (top ones), the little triangle, spread the shoes, and remove the plate. That's all you have to do.

How do I take apart the e-brake?
Update: You can do this if you want to. It makes things easier, but it's far from fun, and not necessary.
It's pretty easy to take apart, not quite as easy to put back together, so take lots of very detailed pictures of everything you remove. First take off the return springs (two at the top and one at the bottom) using some pliers or a $5 tool from Autozone. Then take off the brake shoe retainers, this will free up the shoes and you will have a bunch of things fall down. Lastly, wiggle the ebrake cable out of the shoe. Then slip out the ebrake cable by undoing the little clip (be careful not to lose it) in the back. You will also have to bend the metal loop on the suspension arm to get the ebrake cable free and out of the backplate. Section 5 of the repair manual has a lot of good info on this too.

How do I put the e-brake back together?
Update: If you didn't take it all the way apart, it's a lot easier, but use the info below if you need it.
Installation is reverse of removal. If you took good pictures, this will be pretty easy. It not, look at the pictures below and the repair manual. Also, I found it a lot easier to use pliers instead of the Autozone tool to reinstall the springs.
General overview:



Order in which the springs/parts on the top should be:



(1) Back plate
(2) Shoe guide plate
(3) Retainer
(4) Spring washer
(5) Lever
(6) Primary shoe return spring (Blue)
(7) Secondary shoe return spring (Yellow)
(8) Parking brake shoe (Primary)
(9) Parking brake shoe (Secondary)

The lateral link nut won't come lose!
Spray it with lots of PB Blaster and use a breaker bar, that will usually do it. If not, heat it with a torch (wait for the PB Blaster to evaporate or you'll burn down your house), then use the breaker bar. If it's just permanently rusted on there, rounded, or just generally not coming off - cut it off.

The lateral link bolt is not coming out!
NASIOC:: Lateral Link Bolt
Apply lots of PB Blaster, whack it with a hammer, sledge hammer, and give it all kinds of abuse. It won't come out right away, it took me a good hour of almost non-stop burn/hit/burn/hit/pry/...etc. It will eventually come out, if it doesn't - cut it.

The devil:

Update: Anti-Seize it when putting everything back together!

My lateral link bushings are damaged, how do I get them out and put new ones back in?
I don't know if this is the standard way of doing it, but here is how I did it and it worked well. Take a large (36mm or so) socket, a long bolt, a nut, and a

couple washers. Put the socket on one side of the bushing housing, with the socket opening facing the bushing, then put the long bolt though the bushing and then through the socket with washers on both sides, and finally put the nut on the end of the bolt. Now when you tighten the nut, the bushing will get pulled into the socket. Reinstallation is done using the same technique.

Here is what my bushing removal 'tool' looks like:

How do I get the hub out?
The easiest way to get the hub out is using a slide hammer, pictured below. You can rent one at Autozone. In case yours comes without the handy lug adapter, like mine did, don't waste your time with the jaw puller (worthless), simply feed the slide hammer through the hub, and use a nut and a washer to smack it out of there. It comes out relatively easy.

Slide hammer:

Part of the bearing is still on the hub, how do I get it off?
Napa or any automotive mechanic can do it. Should cost you $10-$15.
Update: Apparently NAPA no longer does machine work. Auto-Value is the only place I could find that does this. If you can't afford downtime on your car, research this before taking everything apart, most of these places take a good

chunk of time (2-4 hours at least) to get this done. Also, make sure they press it off, not cut it off… cutting can easily damage the spindle.

What your hub will probably look like:

And what it should look like after the inner bearing race and seal are removed:

The seals don't come out!
Keep prying. MAKE SURE YOU REMEMBER (take pictures) THE PROPER ORIENTATION OF THE SEALS!
Update: Stick a long strong screwdriver under the seal and pry it out. The orientation of the seals is pretty simple - inner and outer closest to the bearing go in with the open part (the part with the spring) facing the bearing; the inner one next to the axle goes in with the dust-boot part facing into the bearing.

How do I make my own bearing removal tool?
Credit for invention and images goes to Bill Figeley. You will need the following:

A couple feet of 3 inch diameter schedule 40 PVC pipe.
5/8″ diameter threaded rod about 2 feet long.
Two coupling nuts that fit the above rod
16 washers with the inside diameter close to that of the rod, and the outside diameter the size of the inner bearing race
Some very strong wood

Make the tool using the pictures below as a guide. The inner section of PVC is 4 inches long, the outer is 6 inches. You will need to cut about an inch out of the inner pipe to get it to fit into the outer.
Update: Cut about an inch and a half out.

The toolkit:

Inside of the pipe:

The big block of wood and tool used to make a hole in it (also need a chisel):

This is what will happen if you try to use some regular pine 2×4:

The ABS sensor is in the way!
You have two options here, either remove the backplate along with the ABS sensor, or if you're like me and your backplate is rust-welded to the bearing housing, you can simply cut/drill out a hole so the pipe goes around the sensor.
Like so:

How do I use the toolkit to remove the bearing?
Put the PVC pipes over the bearing housing, stick the threaded rod through the bearing and put some washers on the other end along with the coupling nut. Use something VERY sturdy like a big block of wood against the other end of the pipe, then put some washers on, and the other coupling nut, then crank it to pull the bearing out of the housing.

A couple things to note here. First, make sure that your washers in the back are resting against the bearing race and not the bearing housing. Second, put some grease on the washers and threaded rod under them, that seems to help keep them from messing up the threads.

Tools set up for removal:

Should I repack the new bearing with grease before I put it in?
NASIOC:: Should I re-grease the wheel bearing?
This is a controversial issue. Some people say regrease, others and Subaru say don't (there is even a bold print warning about this in the wheel bearing replacement document). My subjective opinion is that it doesn't hurt to regrease the bearing, but if you're not sure, maybe you shouldn't. I will not make any recommendations on this here, flip a coin or something.
Update: I regreased this time around. It's pretty simple, but don't bother with any water based cleaner to get the old grease out, use brake cleaner or kerosene.

How do I put the new bearing in?
Using the tool we made. Except now put something to hold against in the back of the bearing housing and push it in with the washers and the coupling nut from the front. Due to limited space I used a small block of aluminum instead of wood for this. Push the bearing in until it gets past the cavity where the snap ring goes, it should get really tight right after it does.

You can see Bills setup in this picture:

Here is my aluminum block:

How do I put the seals back in?
Slowly and carefully with a rubber mallet. Don't use a screwdriver or any sharp metal object as you will damage the seals. Yes, even in the back, I know it's a PITA, but it can be done.
Update: You can use the remains of the old bearing (roughly the same size as the seals) and the removal tools to help evenly push these in. They go in very easily as long as you're putting them in straight.

How do I put the hub back in?
Using the tool we made. Put the rod through the hub and bearing, washers and coupling nuts on both sides. Crank the coupling nuts and the hub will get pulled into the bearing. DO NOT use the same setup as you used to install the bearing (i.e. with the block against the housing).
Update: For the love of God make sure you have the ABS wheel on before you go to do this!!!

That's it! If you have anything to say about this at all, please leave a comment here.

- Search
-

- **Pages**
  - About
  - Autocross
    - Car Setup Tips
    - Event Calendar
    - Numbers
  - Contact
  - Modification FAQ/Tips
  - Rallycross
  - Repair Manuals
  - Wheel Bearing How-To
- **Archives**
  - December 2007
  - September 2007
  - May 2007
  - April 2007
  - March 2007
  - February 2007
  - January 2007
  - December 2006
  - November 2006
  - October 2006
  - September 2006
  - July 2006
  - June 2006
  - May 2006
  - April 2006
  - March 2006
  - February 2006
- **Categories**
  - Fixes (7)
  - Mods (5)
  - Pictures (16)
  - Racing (24)
  - Uncategorized (3)
  - Updates (24)

- **Communities**
  - NASIOC
  - RS25.com
  - Corolla-Racing
  - XceedSpeed
- **My Other Sites**
  - ACM-OU
  - AngryCUBE
  - AWDFTW.net
  - PMGZ.net
- **Parts**
  - 1st Subaru Parts
- **Meta**
  - Login
  - Valid XHTML
  - XFN
  - WordPress

Impreza 2.5RS is proudly powered by WordPress
Entries (RSS) and Comments (RSS).