CONTINUOUSLY VARIABLE TRANSMISSION

CVT(TR580)

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1. General Description

A: SPECIFICATION

1. TORQUE CONVERTER

Model	DOHC non-turbo
Type	Symmetric, 3-element, single stage, 2-phase torque converter
Stall torque ratio	2.07
Nominal mm (in)	236 (9.29)
Stall speed (at sea level)	2,000 — 2,700 (D range) 1,900 — 2,600 (R range)
One-way clutch	Sprag type one-way clutch

2. OIL PUMP

Type		Internal gear pump
Driving method		Driven by chain
Number of teeth	Inner rotor	8
	Outer rotor	9

3. TRANSMISSION CONTROL ELEMENT

Type	Forward continuously variable speed change, 1 reverse, planetary gear
Multi-plate clutch	1 sets
Multi-plate brake	1 sets

4. TRANSMISSION GEAR RATIO

Forward	3.581 — 0.570
Rev	3.667

5. PLATE

Number of forward clutch drive plates	3
Number of reverse brake drive plates	4

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6. SELECTOR POSITION

P (Park)	Transmission neutral, output shaft locked, engine start enabled
R (Reverse)	Rev
N (Neutral)	Transmission neutral, engine start enabled
D (Drive)	Forward continuously variable speed change
M (Manual mode) (paddle shift +side)	Manual gear change 1st → 2nd → 3rd → 4th → 5th → 6th
M (Manual mode) (paddle shift –side)	Manual gear change 1st ← 2nd ← 3rd ← 4th ← 5th ← 6th
L (Low)	Forward continuously variable speed change (engine brake)

7. HYDRAULIC CONTROL AND LUBRICATION

Type	Electronic hydraulic control (gear ratio is changed by signals of vehicle speed and accelerator opening angle.)
Fluid	Specified fluid: SUBARU CVT OIL FOR LINEARTRONIC **CAUTION:** **Always use specified CVTF. Using other fluid will cause malfunction.**
Fluid capacity L (US qt, Imp qt)	11.93 — 12.43 (12.6 — 13.1, 10.5 — 10.9)
Lubrication system	Forced feed lubrication with oil pump

8. COOLING AND HARNESS

Cooling system	CVTF cooler (with warmer feature)
Inhibitor switch harness	16 poles
Transmission harness	12 poles

9. TRANSFER

Transfer type	Multi-plate transfer (MP-T)
Number of transfer clutch drives & driven plates	5
Control method	Electronic hydraulic type
Reduction gear ratio	1.000 (43/43)

10.REDUCTION GEAR RATIO

Front final reduction gear ratio	3.700

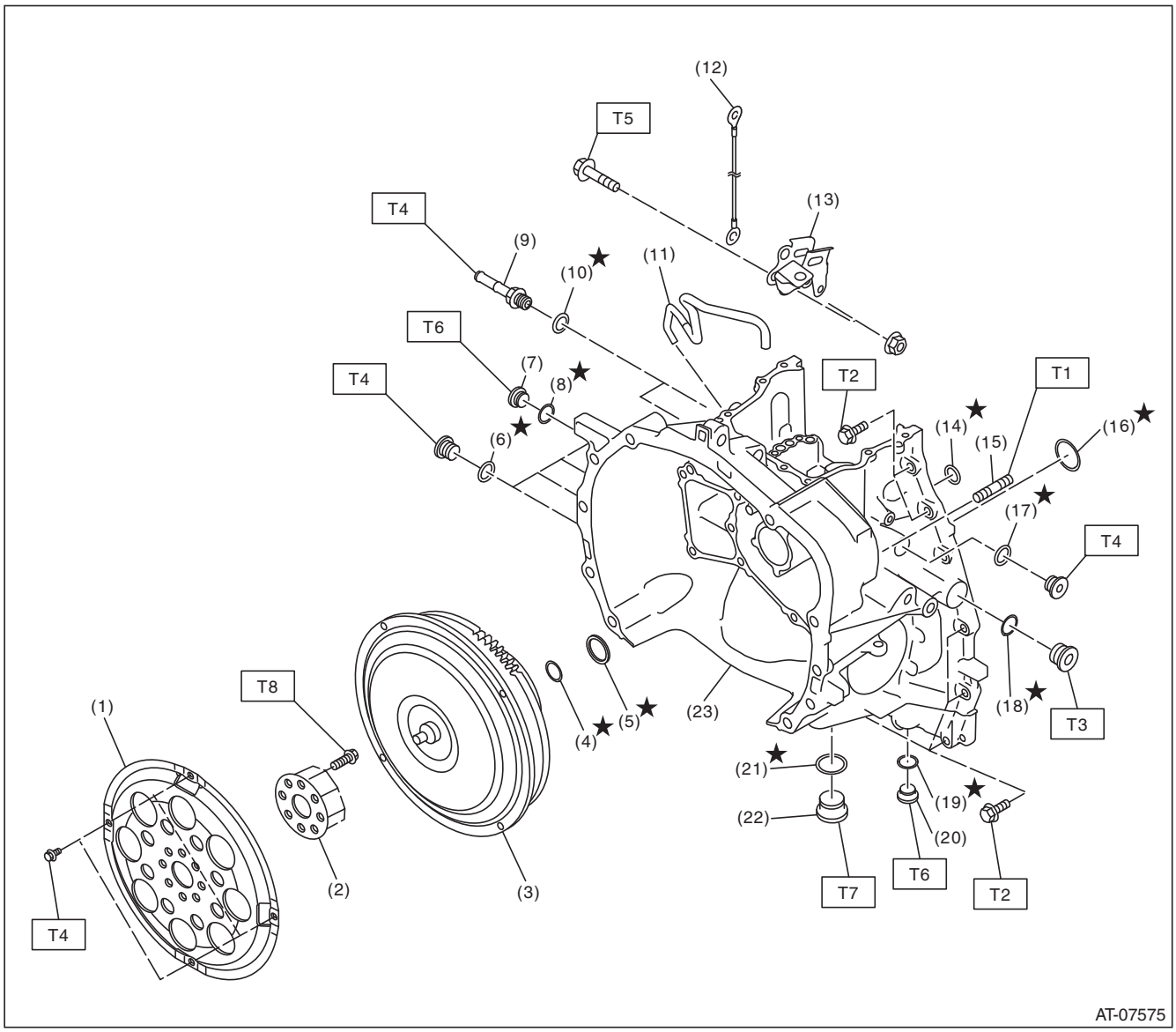
11.RECOMMENDED GEAR OIL

Lubrication oil	GL-5 (75W-90)
Front differential oil capacity L (US qt, Imp qt)	1.3 — 1.4 (1.4 — 1.5, 1.1 — 1.2)

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B: COMPONENT

1. TORQUE CONVERTER ASSEMBLY AND CONVERTER CASE



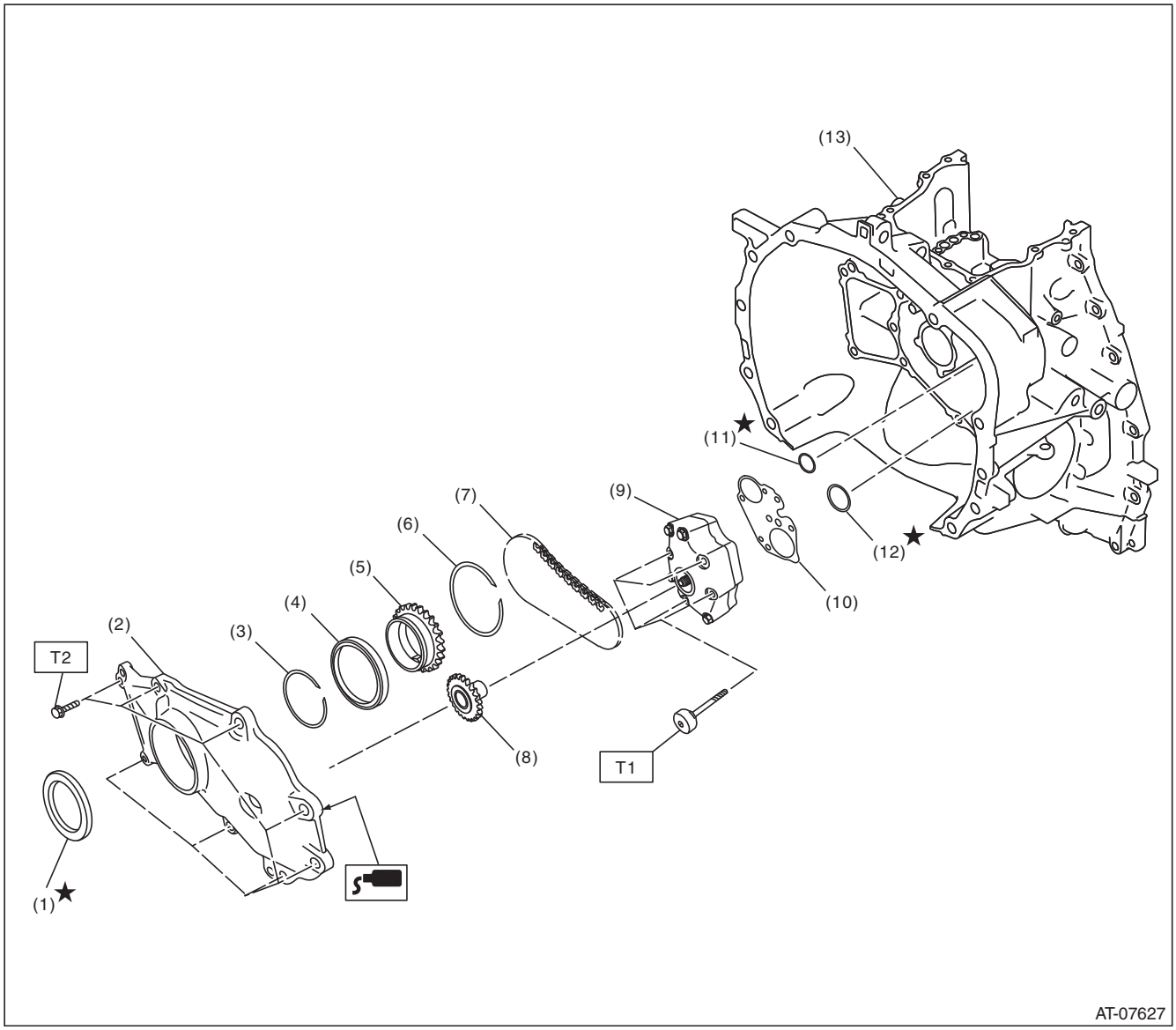
(1)	Drive plate	(13)	Pitching stopper bracket
(2)	Reinforcement drive plate	(14)	O-ring
(3)	Torque converter ASSY	(15)	Stud bolt
(4)	O-ring	(16)	O-ring
(5)	Seal ring	(17)	O-ring
(6)	O-ring	(18)	O-ring
(7)	Front differential gear oil filler plug	(19)	Gasket
(8)	O-ring	(20)	Overflow drain plug
(9)	Oil cooler pipe	(21)	Gasket
(10)	O-ring	(22)	Front differential gear oil drain plug
(11)	Air breather hose	(23)	Converter case
(12)	Transmission radio ground cord		

Tightening torque: N·m (kgf-m, ft-lb)

- ***T1: 18 (1.8, 13.3)***
- ***T2: 22 (2.2, 16.2)***
- ***T3: 22.5 (2.3, 16.6)***
- ***T4: 25 (2.5, 18.4)***
- ***T5: 41 (4.2, 30.2)***
- ***T6: 50 (5.1, 36.9)***
- ***T7: 70 (7.1, 51.6)***
- ***T8: <Ref. to CVT(TR580)-161, INSTALLATION, Drive Plate.>***

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2. OIL PUMP ASSY

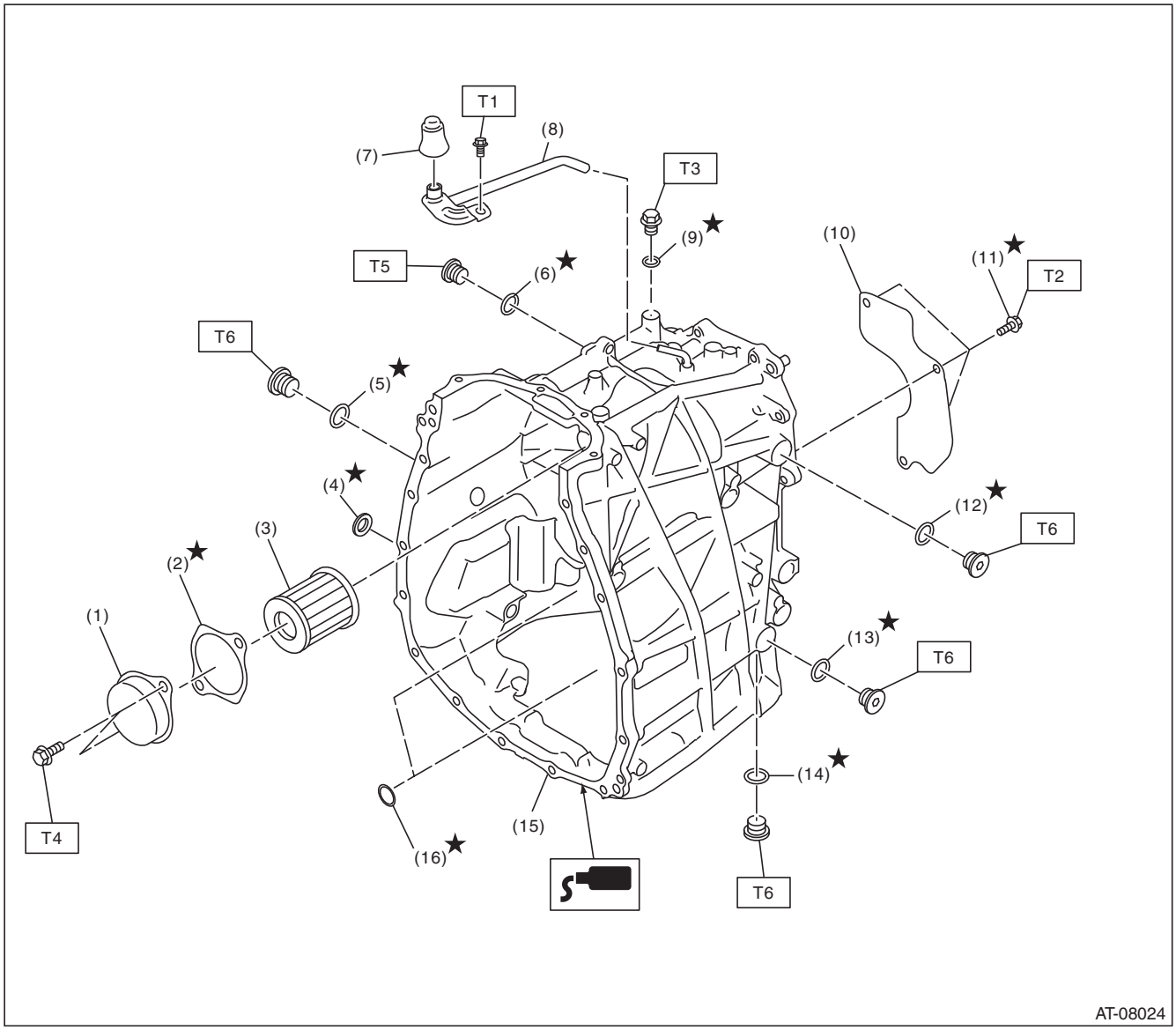


(1) Oil seal
(2) Oil pump chain cover
(3) Snap ring
(4) Ball bearing
(5) Drive sprocket
(6) Snap ring
(7) Oil pump chain
(8) Driven sprocket
(9) Oil pump ASSY
(10) Plate
(11) O-ring (small)
(12) O-ring (large)
(13) Converter case

Tightening torque: N·m (kgf-m, ft-lb)
T1: 8.5 (0.9, 6.3)
T2: 21 (2.1, 15.5)

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3. TRANSMISSION CASE

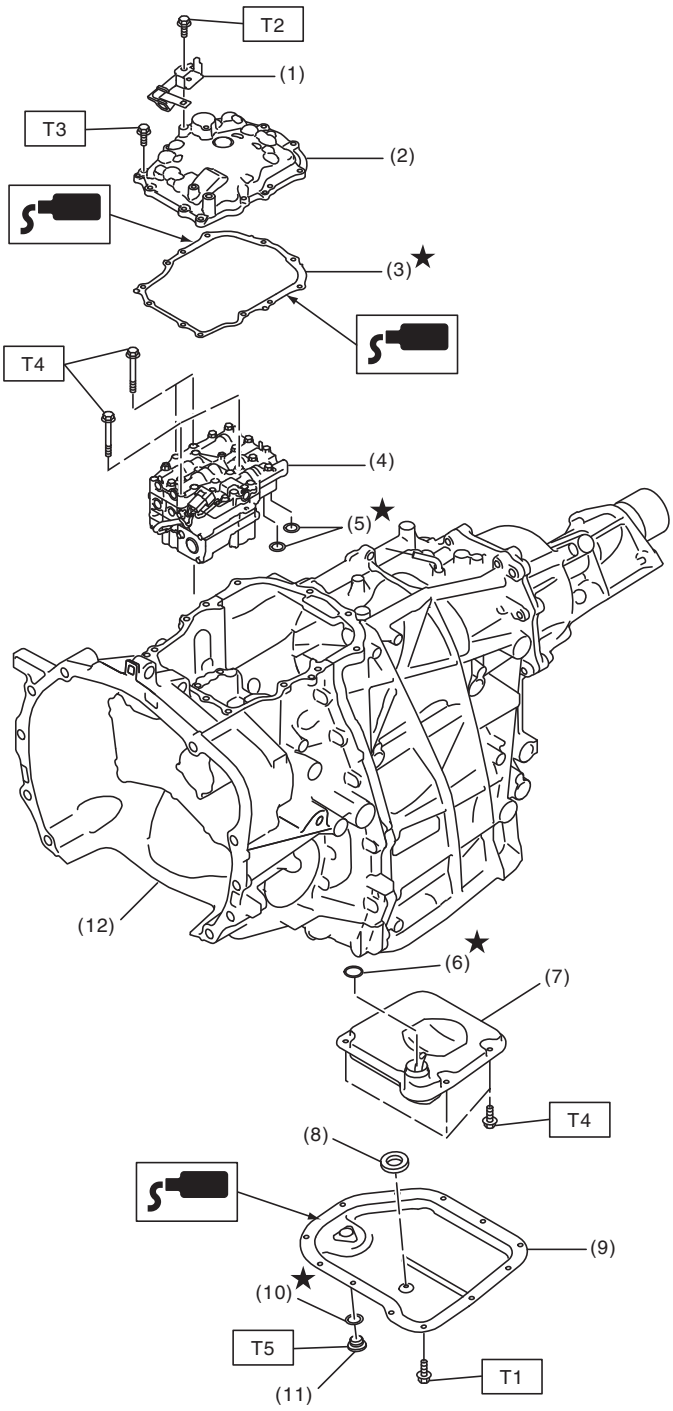


(1)	CVTF filter cover	(9)	O-ring
(2)	Gasket	(10)	Oil stopper plate
(3)	CVTF filter	(11)	Micro-encapsulated bolt
(4)	Oil seal	(12)	O-ring
(5)	Gasket	(13)	Gasket
(6)	O-ring	(14)	O-ring
(7)	Air breather cap	(15)	Transmission case
(8)	Air breather hose	(16)	Seal ring

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 9 (0.9, 6.6)
T3: 13 (1.3, 9.6)
T4: 17 (1.7, 12.5)
T5: 25 (2.5, 18.4)
T6: 50 (5.1, 25.8)

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4. CONTROL VALVE BODY



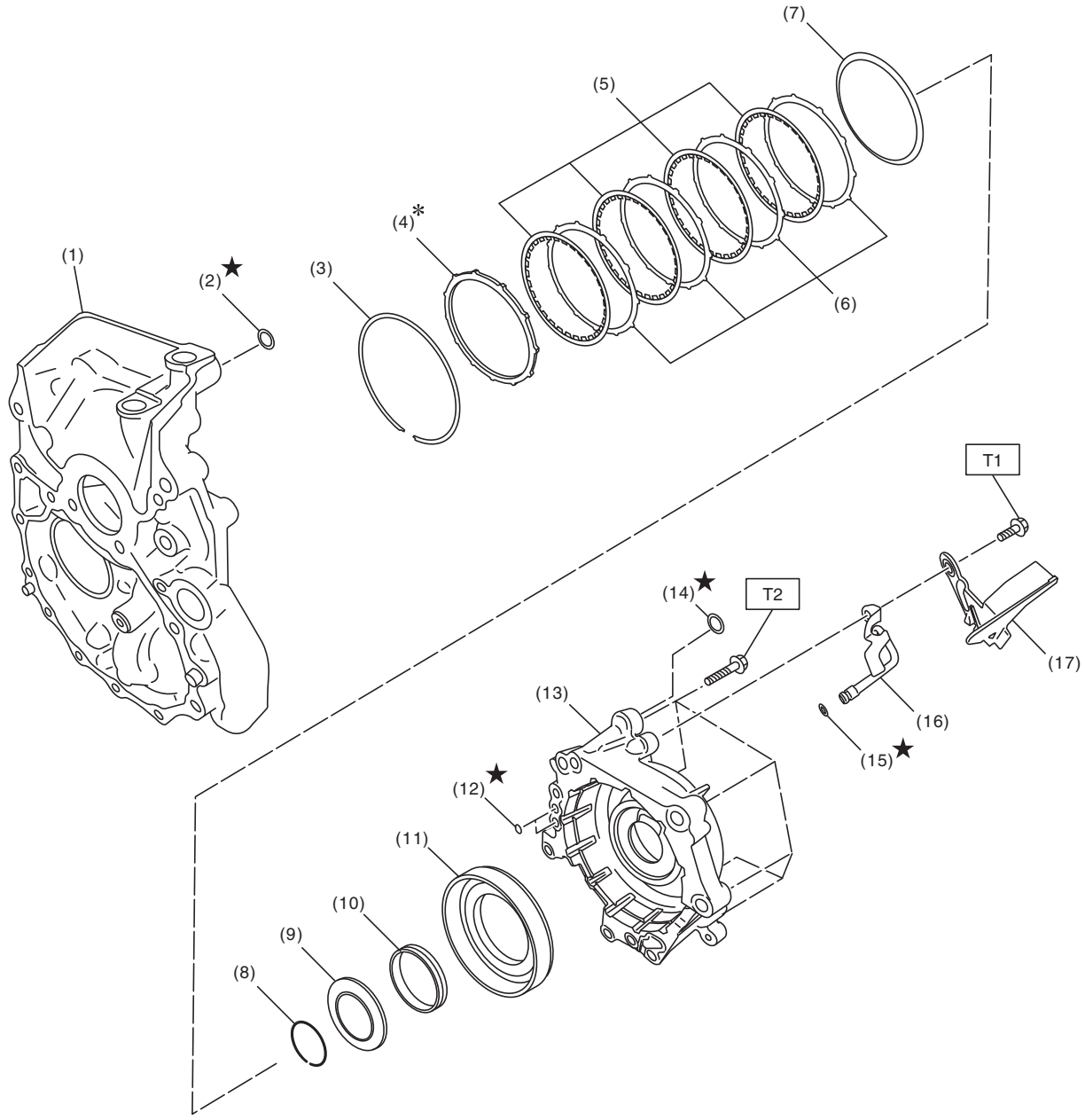
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(1)	Transmission harness stay	(7)	Oil strainer
(2)	Valve cover	(8)	Magnet
(3)	Gasket	(9)	Oil pan
(4)	Control valve body	(10)	Gasket
(5)	O-ring	(11)	CVTF drain plug
(6)	O-ring	(12)	Transmission ASSY

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 7 (0.7, 5.2)
T3: 8 (0.8, 5.9)
T4: 9 (0.9, 6.6)
T5: 31 (3.2, 22.9)

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5. REVERSE BRAKE ASSEMBLY



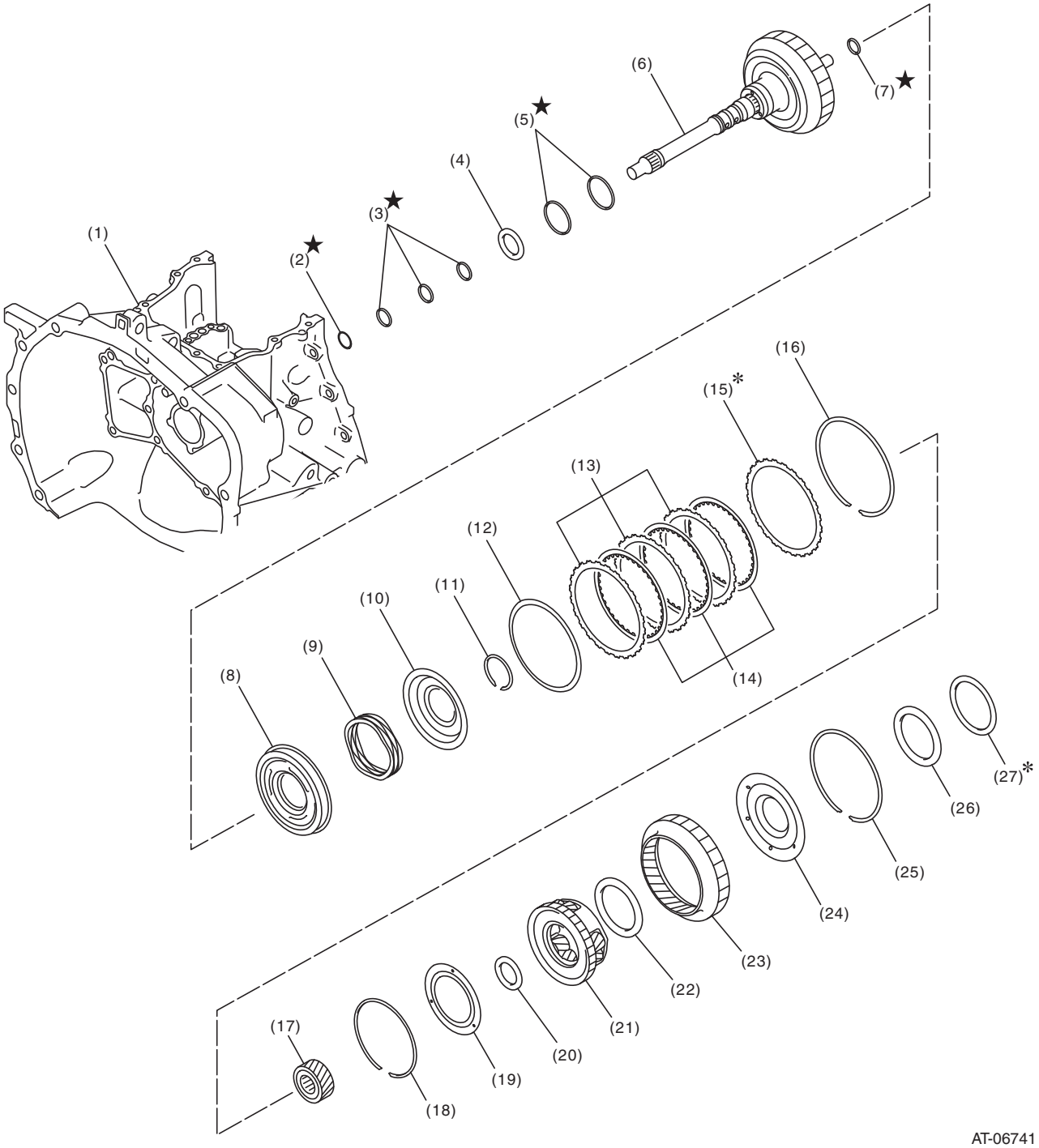
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(1) Drive pinion retainer
(2) O-ring
(3) Snap ring
(4) Retaining plate
(5) Drive plate
(6) Driven plate
(7) Dish plate
(8) Snap ring
(9) Spring retainer
(10) Return spring
(11) Reverse brake piston
(12) O-ring
(13) Reverse brake housing
(14) O-ring
(15) O-ring
(16) Lubrication pipe
(17) Oil guide

Tightening torque: N·m (kgf-m, ft-lb)
T1: 16 (1.6, 11.8)
T2: 37 (3.8, 27.3)

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6. FORWARD CLUTCH ASSEMBLY

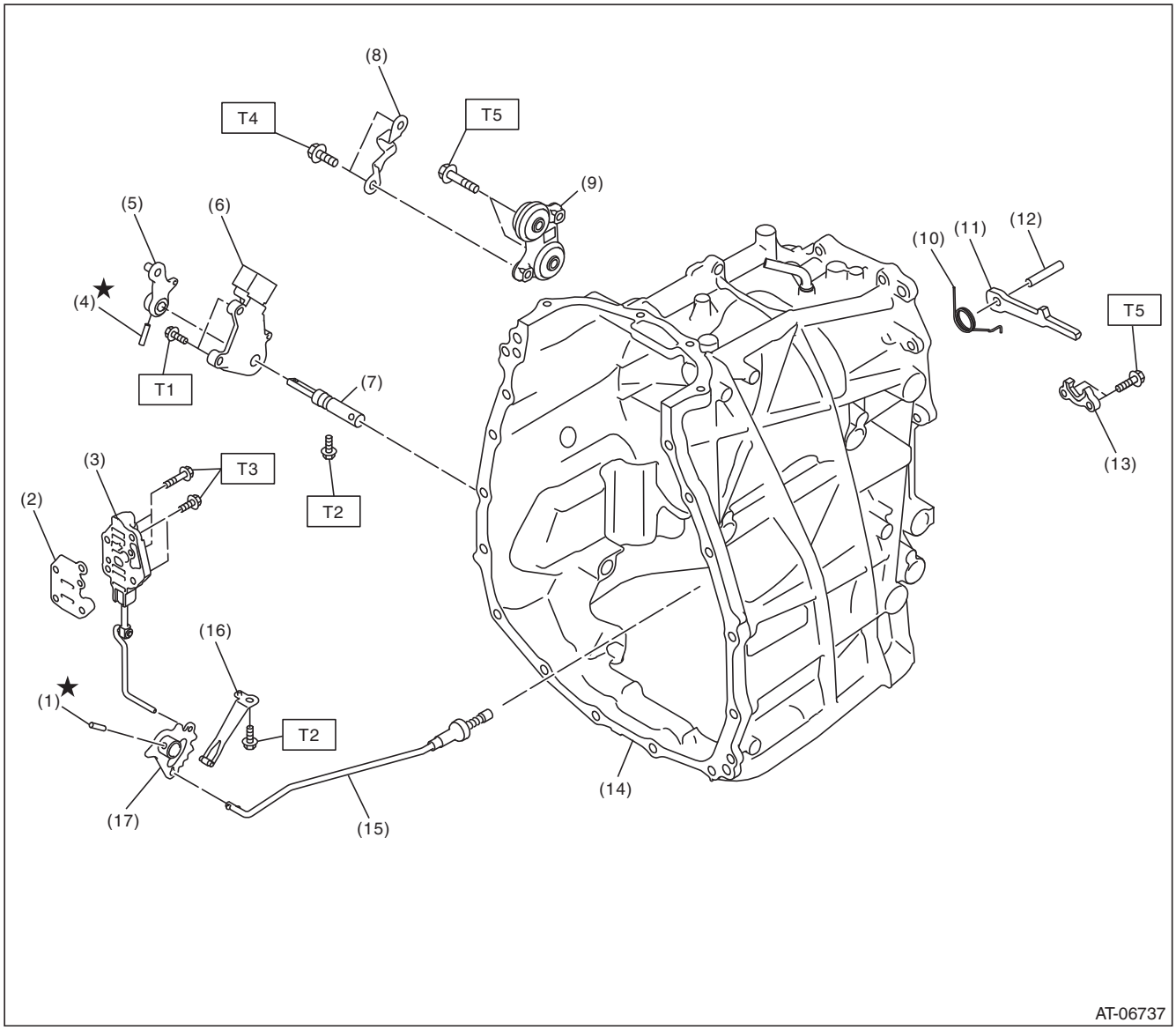


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(1) Converter case
(2) O-ring
(3) Seal ring
(4) Thrust bearing
(5) Seal ring
(6) Forward clutch drum ASSY
(7) Seal ring
(8) Forward clutch piston
(9) Return spring
(10) Chamber COMPL
(11) Snap ring
(12) Dish plate
(13) Driven plate
(14) Drive plate
(15) Retaining plate
(16) Snap ring
(17) Sun gear
(18) Snap ring
(19) Balance oil guide
(20) Thrust bearing
(21) Planetary carrier ASSY
(22) Thrust bearing
(23) Internal gear
(24) Thrust gear plate
(25) Snap ring
(26) Thrust bearing
(27) Washer

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7. TRANSMISSION CONTROL DEVICE

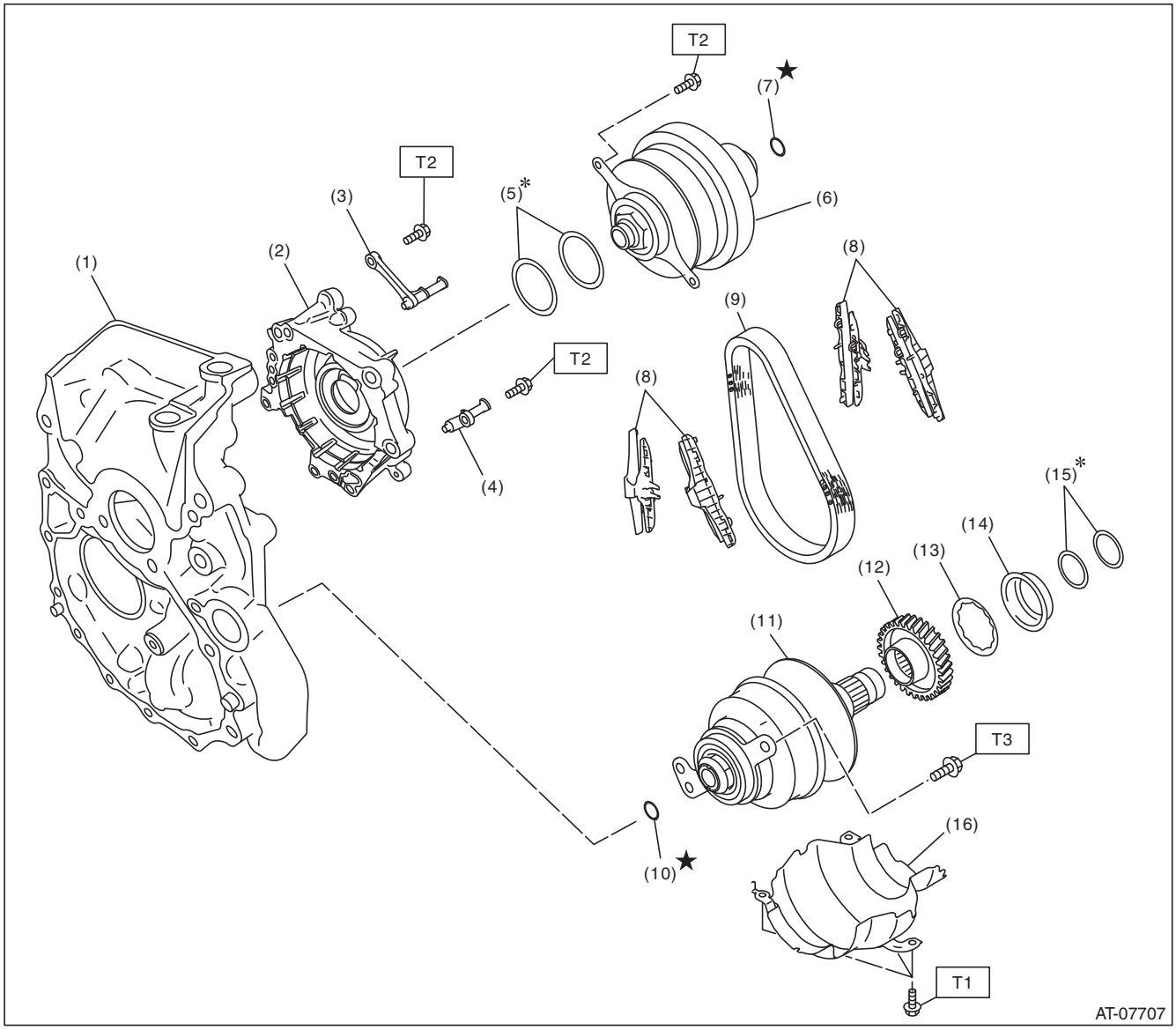


(1)	Spring pin	(10)	Return spring
(2)	Separator plate	(11)	Parking pawl
(3)	Manual valve ASSY	(12)	Shaft
(4)	Spring pin	(13)	Parking support
(5)	Shifter arm	(14)	Transmission case
(6)	Inhibitor switch	(15)	Parking rod
(7)	Shifter arm shaft	(16)	Detent spring
(8)	Cable bracket	(17)	Manual plate
(9)	Plate ASSY		

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 7 (0.7, 5.2)
T3: 9 (0.9, 6.6)
T4: 18 (1.8, 13.3)
T5: 25 (2.5, 18.4)

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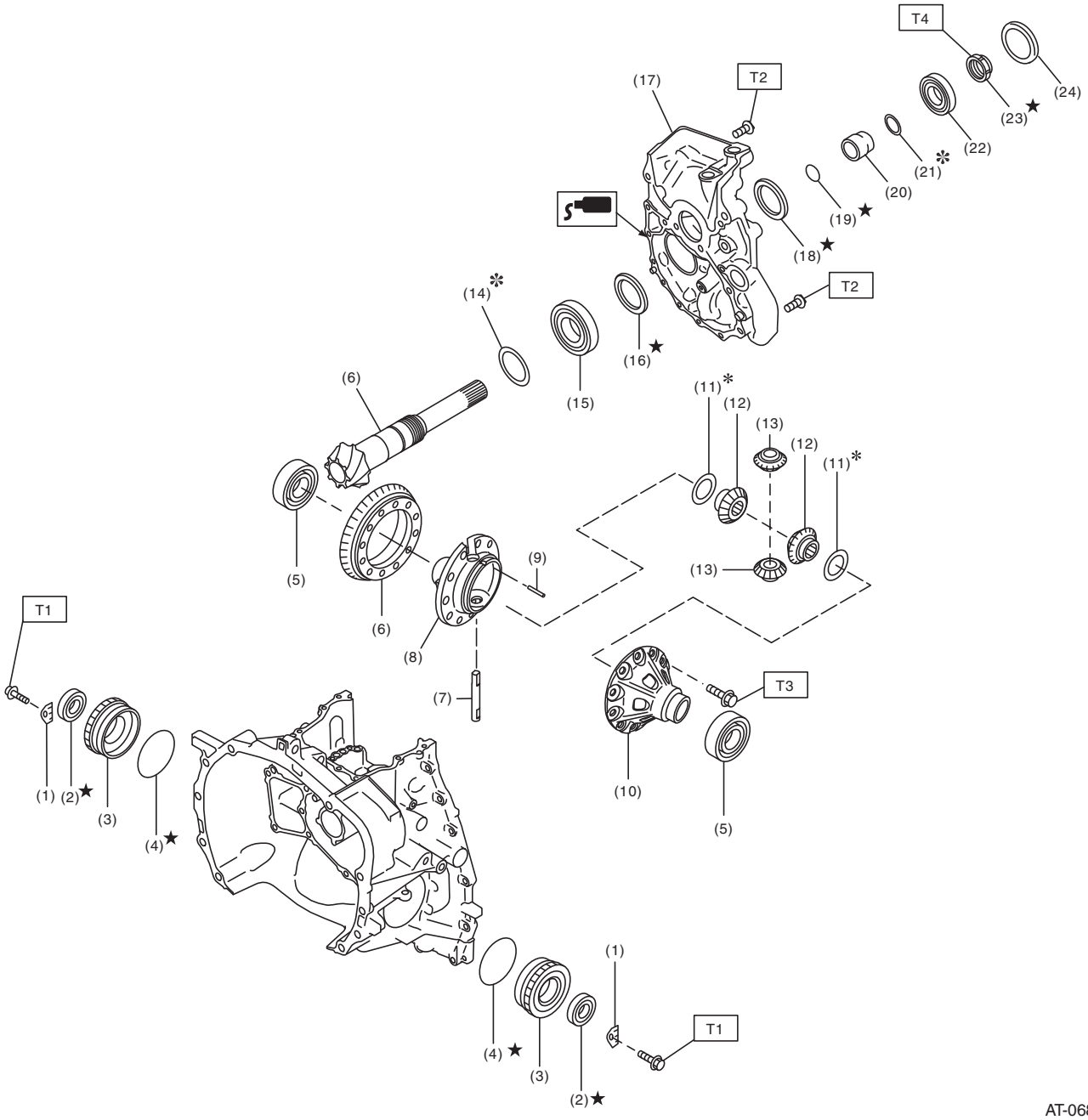
8. PRIMARY PULLEY, SECONDARY PULLEY & VARIATOR CHAIN AND REDUCTION DRIVE GEAR



(1)	Drive pinion retainer	(8)	Chain guide	(15)	Reduction gear shim
(2)	Reverse brake housing	(9)	Variator chain	(16)	Oil baffle
(3)	Support rod	(10)	Seal ring		
(4)	Lubrication pipe	(11)	Secondary pulley ASSY	***Tightening torque: N·m (kgf-m, ft-lb)***	
(5)	Primary pulley shim	(12)	Reduction drive gear	***T1:***	***16 (1.6, 11.8)***
(6)	Primary pulley ASSY	(13)	Dish plate	***T2:***	***21 (2.1, 15.5)***
(7)	Seal ring	(14)	Spring retainer	***T3:***	***67.5 (6.9, 49.8)***

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9. FRONT DIFFERENTIAL GEAR



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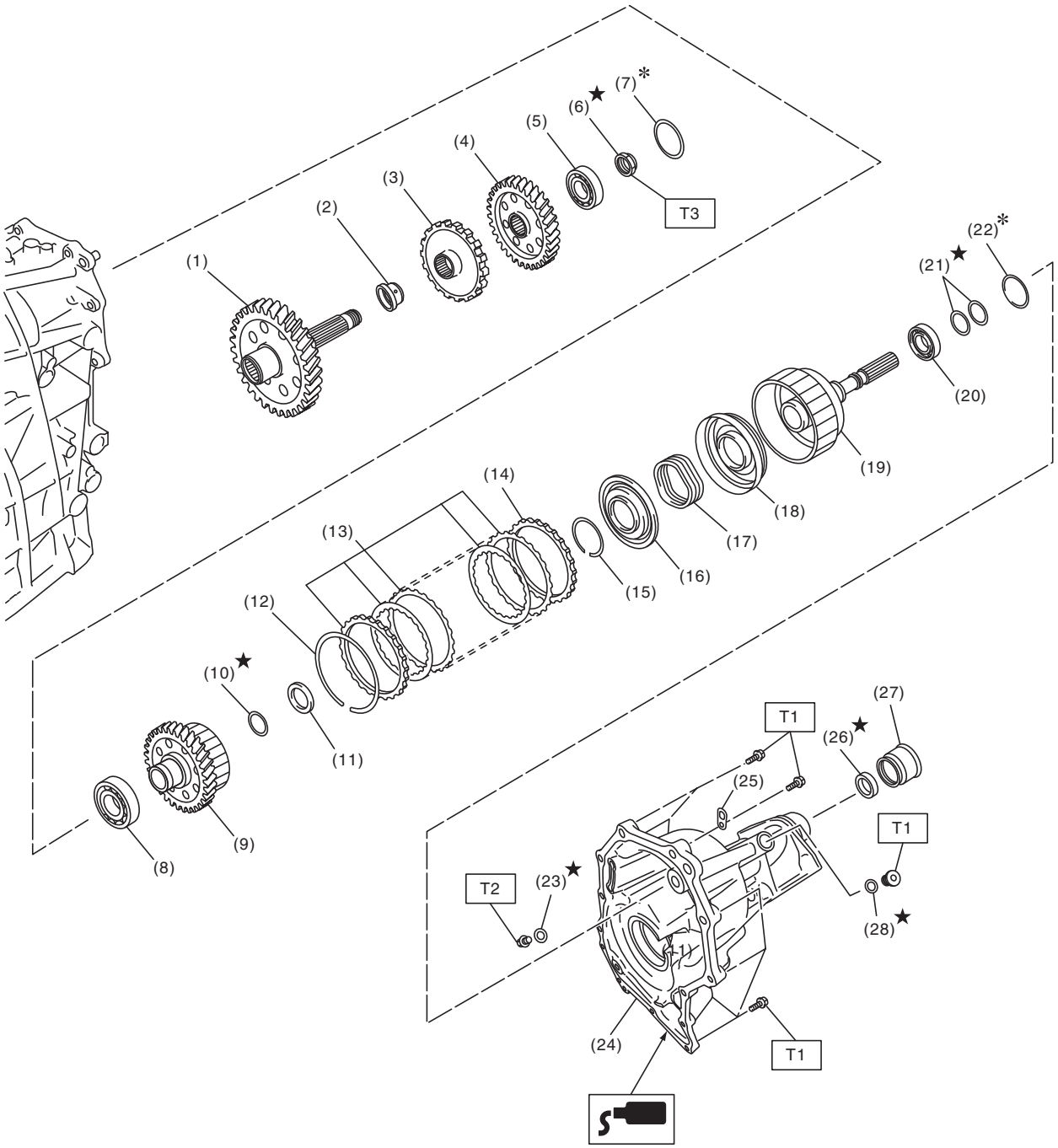
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(1) Lock plate
(2) Oil seal
(3) Differential side retainer
(4) O-ring
(5) Taper roller bearing
(6) Drive pinion gear set
(7) Pinion shaft
(8) Differential case RH
(9) Straight pin
(10) Differential case LH
(11) Washer
(12) Differential bevel gear
(13) Differential bevel pinion
(14) Drive pinion shim
(15) Taper roller bearing
(16) Oil seal
(17) Drive pinion retainer
(18) Oil seal
(19) O-ring
(20) Drive pinion spacer
(21) Drive pinion washer
(22) Taper roller bearing
(23) Lock nut
(24) Plug

Tightening torque: N·m (kgf-m, ft-lb)
T1: 25 (2.5, 18.4)
T2: 43 (4.4, 31.7)
T3: 64 (6.5, 47.2)
T4: <Ref. to CVT(TR580)-287, ASSEMBLY, Drive Pinion Shaft Assembly.>

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10.TRANSFER AND EXTENSION CASE



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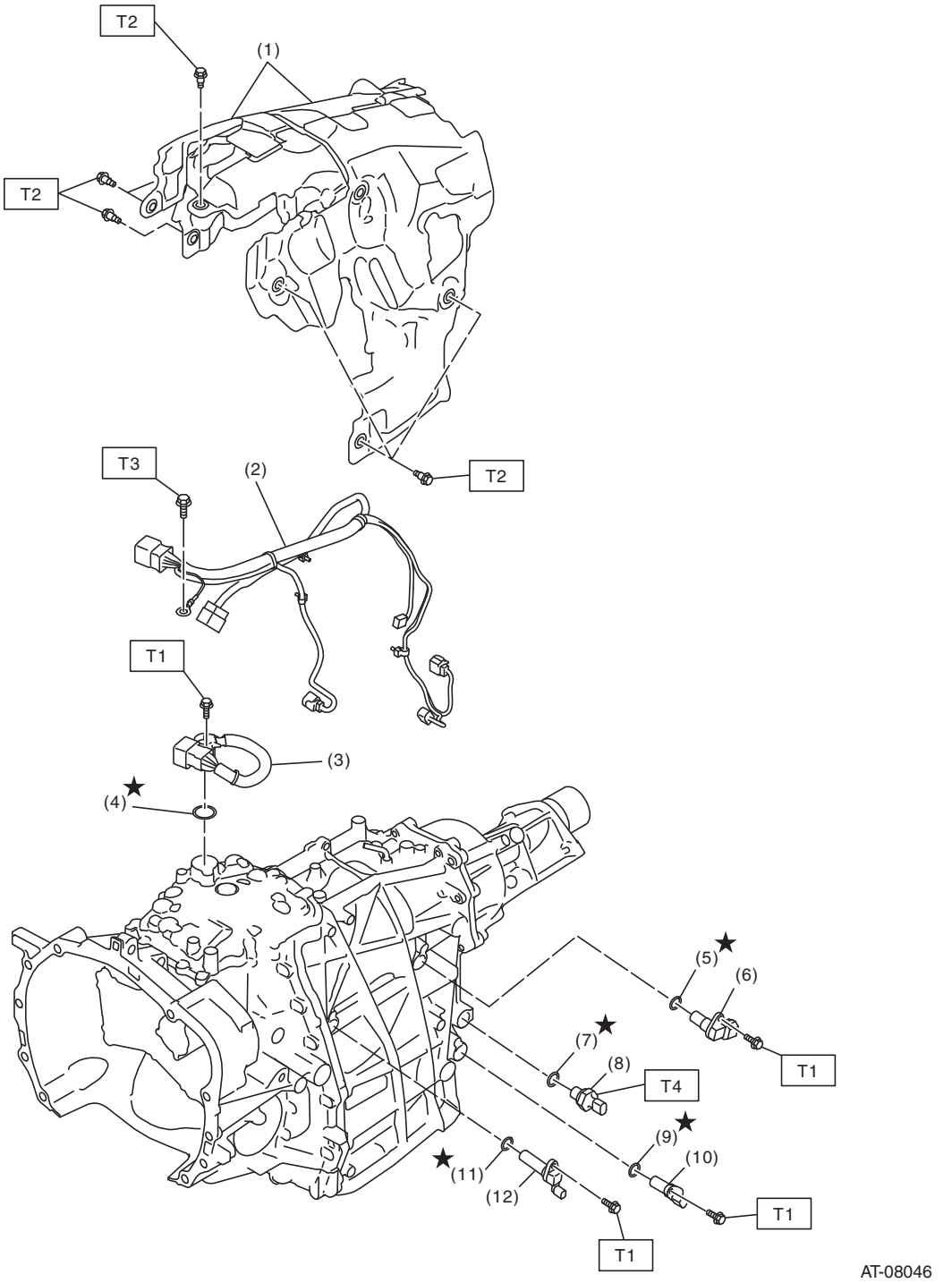
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(1) Reduction driven gear COMPL
(2) Collar
(3) Parking gear
(4) Transfer drive gear
(5) Ball bearing
(6) Lock nut
(7) Transfer drive gear shim
(8) Ball bearing
(9) Transfer driven gear
(10) Seal ring
(11) Thrust bearing
(12) Snap ring
(13) Transfer clutch plate set
(14) Pressure plate
(15) Snap ring
(16) Transfer clutch piston seal
(17) Transfer clutch piston return spring
(18) Transfer clutch piston
(19) Rear drive shaft
(20) Ball bearing
(21) Seal ring
(22) Transfer driven gear shim
(23) Gasket
(24) Extension case
(25) Transmission hanger
(26) Oil seal
(27) Dust cover
(28) O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T1: 25 (2.5, 18.4)
T2: 35 (3.6, 25.8)
T3: 95 (9.7, 70.1)

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11.TRANSMISSION HARNESS AND SENSOR

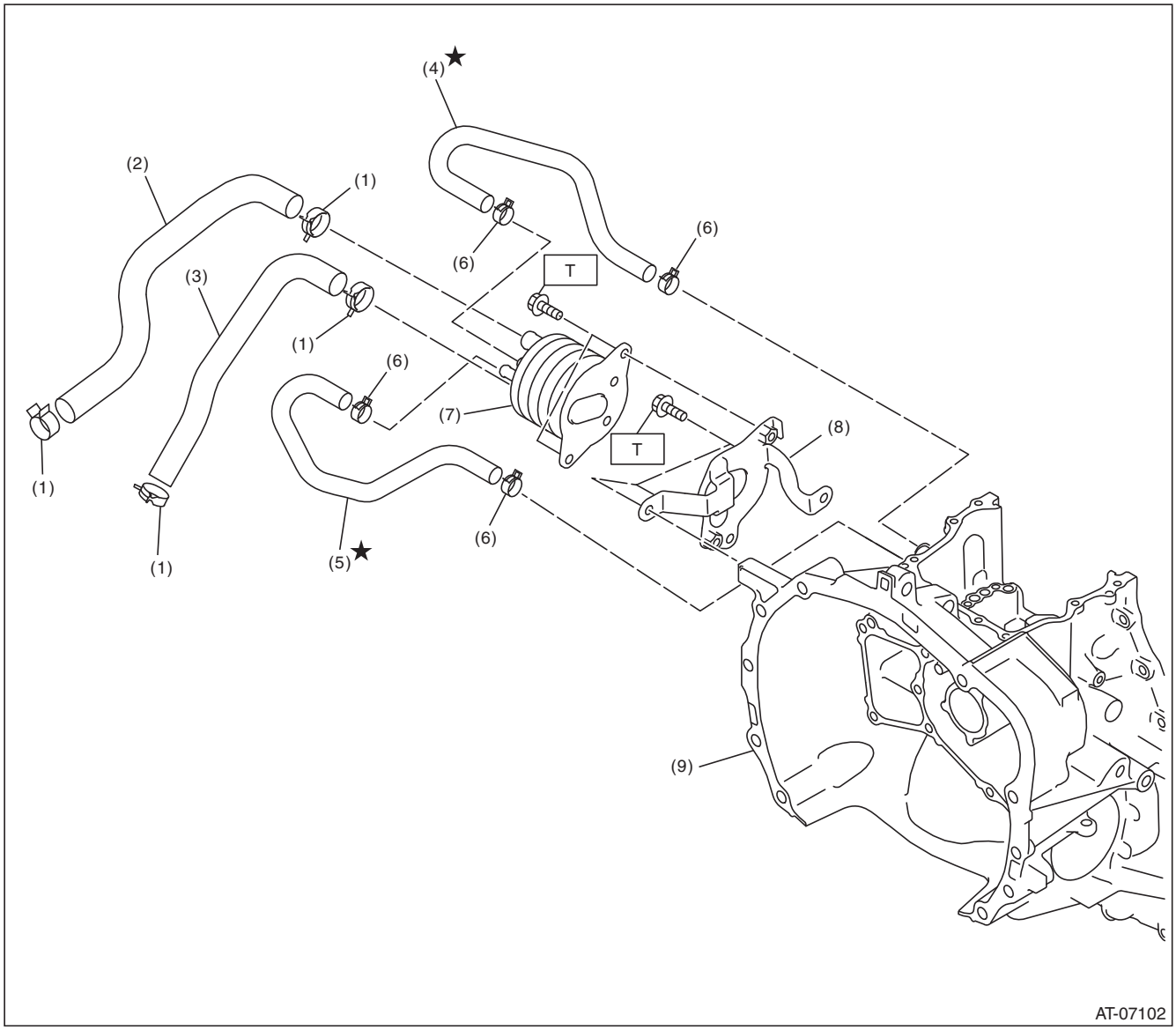


(1)	Transmission case cover	(7)	O-ring
(2)	Inhibitor harness	(8)	Secondary pressure sensor
(3)	Transmission harness	(9)	O-ring
(4)	O-ring	(10)	Secondary speed sensor
(5)	O-ring	(11)	O-ring
(6)	Primary speed sensor	(12)	Turbine speed sensor

Tightening torque: N·m (kgf-m, ft-lb)
T1: 7 (0.7, 3.7)
T2: 8 (0.8, 5.9)
T3: 14 (1.4, 10.3)
T4: 39 (4.0, 28.8)

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12.CVTF COOLER (WITH WARMER FEATURE)

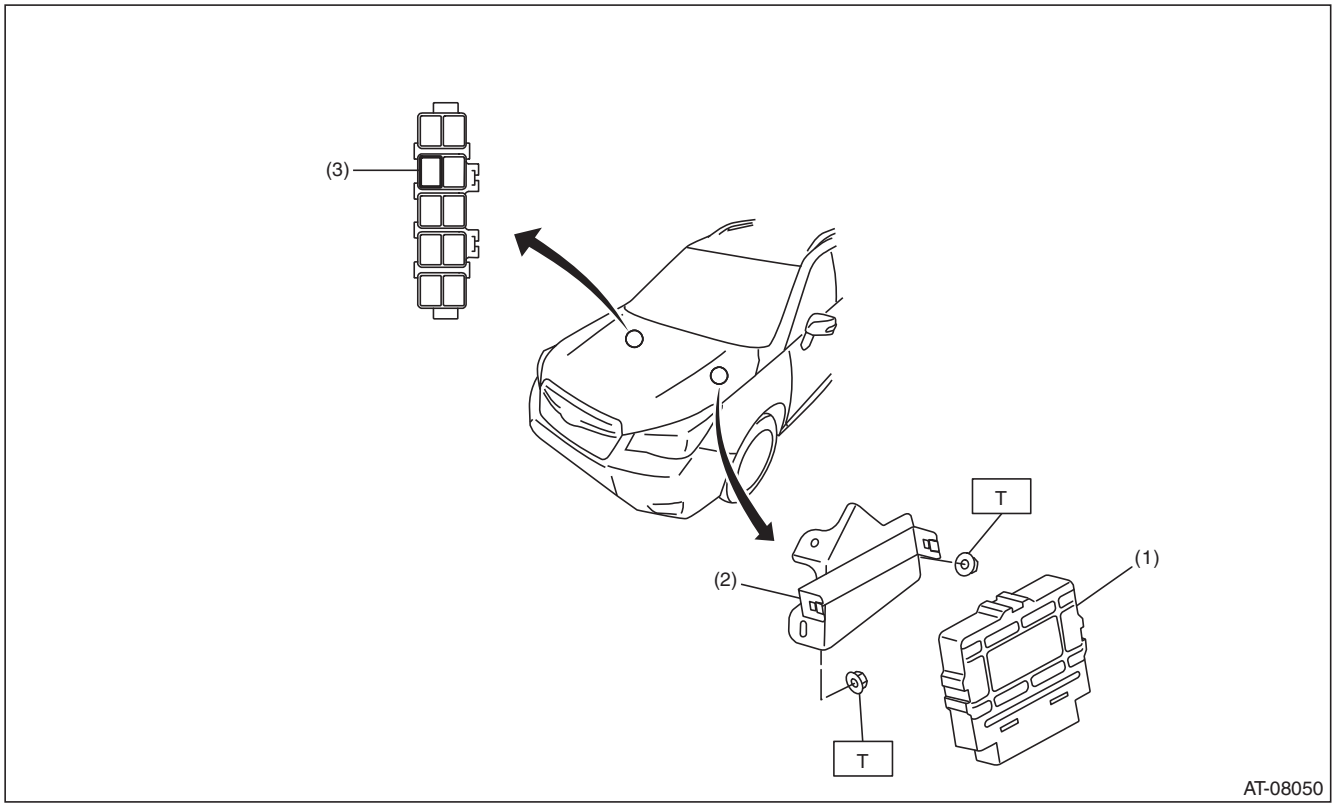


(1) Hose clamp
(2) Engine coolant outlet hose
(3) Engine coolant inlet hose
(4) CVTF cooler inlet hose
(5) CVTF cooler outlet hose
(6) Hose clamp
(7) CVTF cooler (with warmer feature)
(8) CVTF cooler bracket
(9) Converter case

Tightening torque: N·m (kgf-m, ft-lb)
T: 23 (2.3, 17.0)

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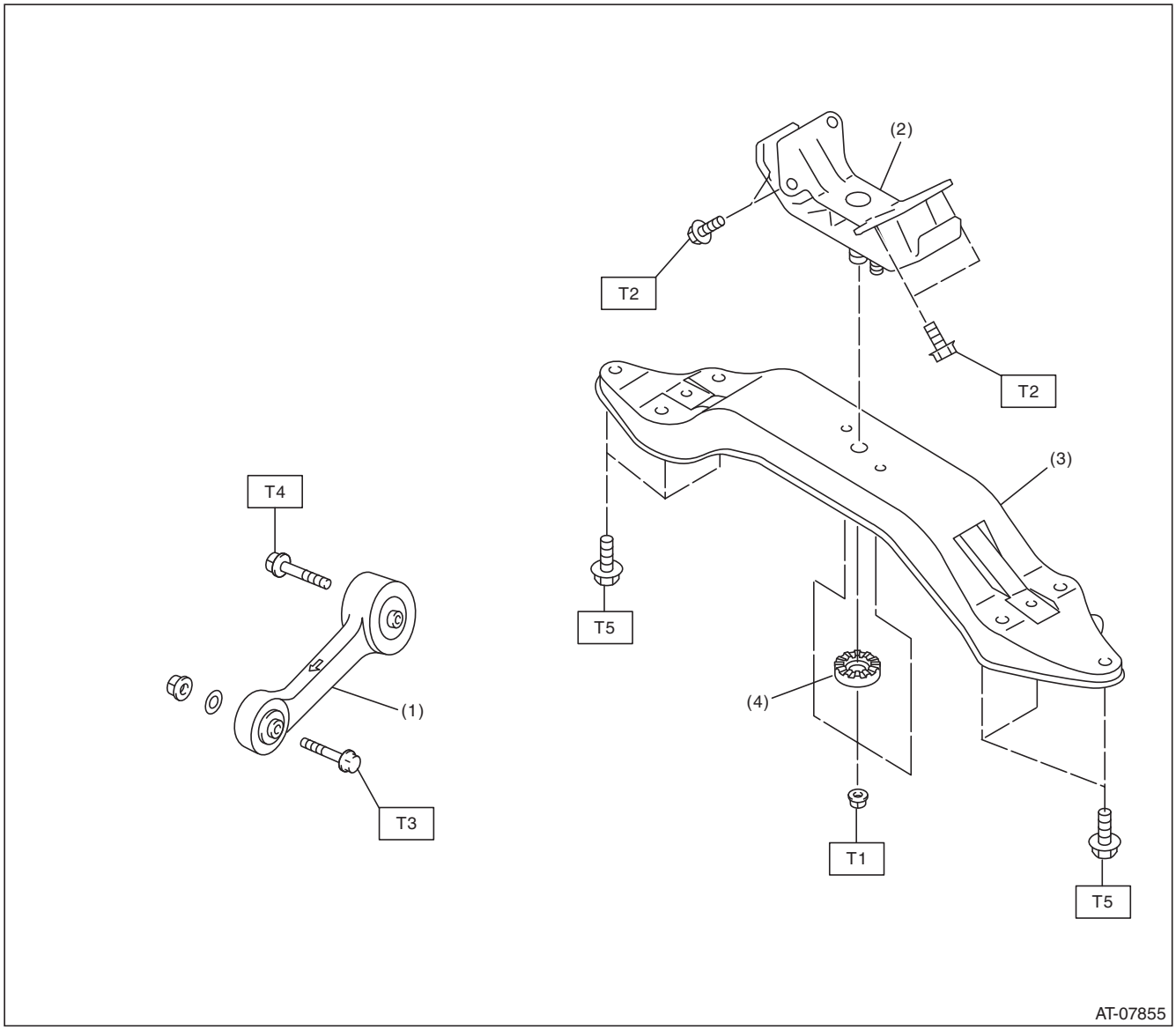
13.TRANSMISSION CONTROL MODULE



(1)	Transmission control module (TCM)	(3)	Relay	***Tightening torque: N·m (kgf-m, ft-lb)***
(2)	TCM bracket			***T: 7.5 (0.8, 5.5)***

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14.TRANSMISSION MOUNTING



(1)	Pitching stopper	(3)	Transmission rear crossmember
(2)	Rear cushion rubber	(4)	Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T1: 35 (3.6, 25.8)
T2: 40 (4.1, 29.5)
T3: 50 (5.1, 36.9)
T4: 58 (5.9, 42.8)
T5: 70 (7.1, 51.6)

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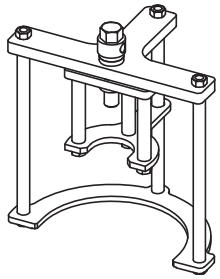
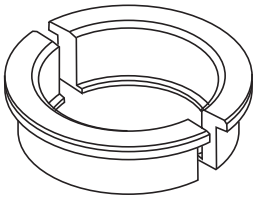
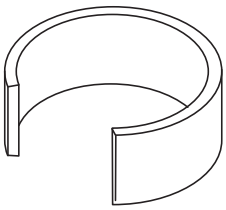
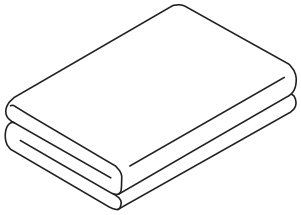
C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Do not place the valve cover with its inner side facing up until it is installed, to prevent intrusion of foreign matter into the control valve body.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to force it apart. Do not pry apart with screwdrivers or other tools.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine CVTF and recommended grease. Do not mix CVTF, grease etc. of different grades or manufacturers.
- Be sure to tighten bolts and nuts to the specified torque.
- Place lifts, shop jacks or rigid racks at specified locations.
- Apply CVTF onto sliding or revolving surfaces before installation.
- Replace deformed or damaged snap rings with new parts.
- Before installing O-rings or oil seals, apply sufficient amount of CVTF or gear oil to appropriate locations in order to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying liquid gasket, completely remove the old liquid gasket.
- After removing the sensors, breather hose and plugs, plug the holes to avoid foreign materials intruding as necessary.
- During disassembly or assembly, be sure to use nylon gloves or paper towels. Do not use cloth gloves or waste cloth.

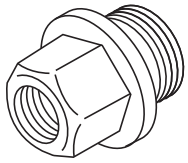
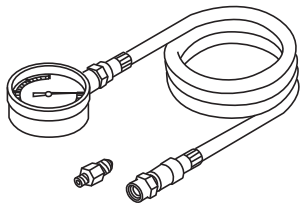
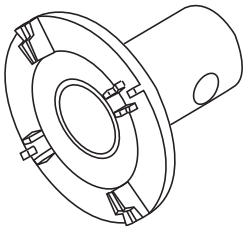
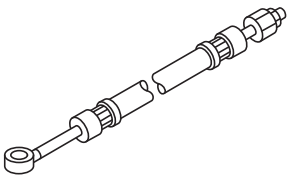
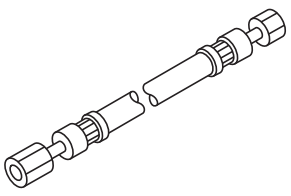
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D: PREPARATION TOOL

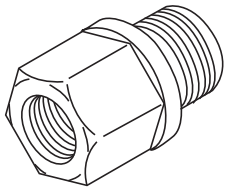
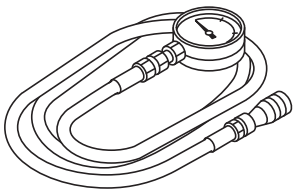
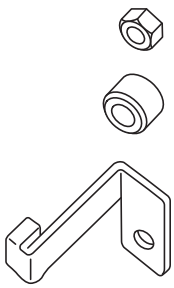
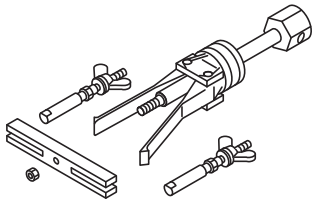
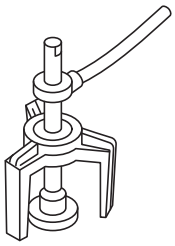
1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18769AA010	18769AA010	EXPANDER PULLEY	Used for removing and installing the secondary pulley assembly.
 ST18767AA010	18767AA010	BEARING REMOVER	Used for removing the ball bearing of transfer clutch assembly.
 ST18762AA010	18762AA010	COMPRESSOR SPECIAL TOOL	Used for removing and installing snap ring of forward clutch assembly.
 ST18761AA010	18761AA010	SHEET SPECIAL TOOL	• Used for removing and installing control valve body. • Used for removing and installing valve cover. • Used for removing and installing transmission harness.

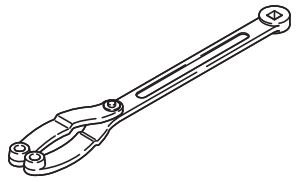
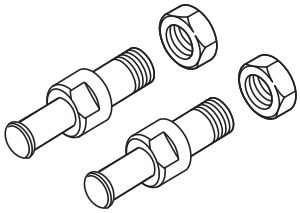
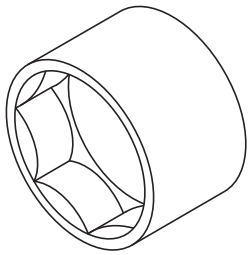
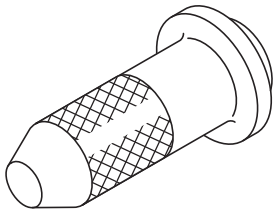
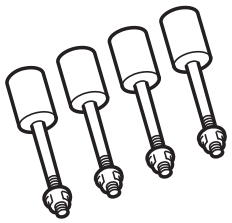
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18681AA010	18681AA010	PRESSURE GAUGE ADAPTER	Used for measuring the secondary pressure (line pressure). NOTE: Used together with the genuine O-ring (part No. 806916050).
 ST18801AA000	18801AA000	OIL PRESSURE GAUGE ASSY	Used for measuring the secondary pressure (line pressure).
 ST18658AA020	18658AA020	WRENCH COMPL RETAINER	Used for removing and installing the differential side retainer.
 ST34099AC020	34099AC020	ADAPTER HOSE B	Used for measuring the transfer clutch hydraulic pressure. NOTE: Used with genuine union screw (Part No. 801914010) and gasket (Part No. 803914060).
 ST34099AC010	34099AC010	ADAPTER HOSE A	Used for measuring the transfer clutch hydraulic pressure.

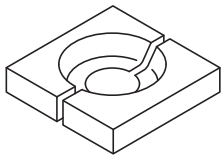
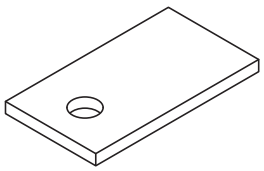
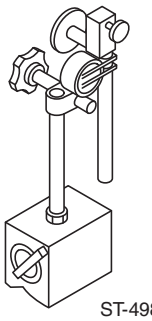
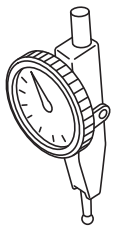
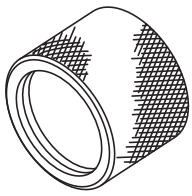
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18681AA000	18681AA000	PRESSURE GAUGE ADAPTER	Used for measuring the transfer clutch hydraulic pressure. NOTE: Used together with the genuine O-ring (part No. 806911080).
 ST-498575400	498575400	OIL PRESSURE GAUGE ASSY	Used for measuring the transfer clutch hydraulic pressure.
 ST-498277200	498277200	STOPPER SET	• Used for removing and installing transmission assembly to engine. • Used for preventing the torque converter from dropping off.
 ST-398527700	398527700	PULLER ASSY	• Used for removing the extension case oil seal. • Used for removing the bearing outer race of the drive pinion shaft.
 ST-398673600	398673600	COMPRESSOR	Used for removing and installing snap ring of forward clutch assembly.

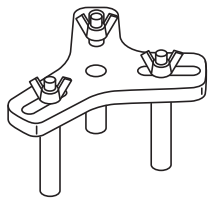
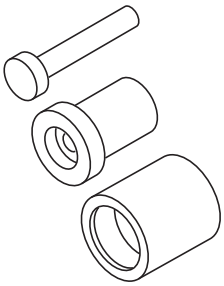
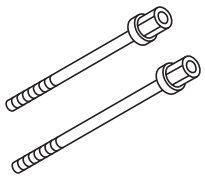
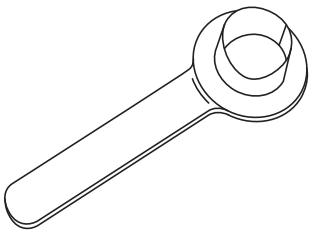
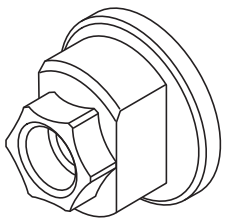
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18355AA000	18355AA000	PULLEY WRENCH	• Used for removing and installing the lock nut of reduction driven gear. • Used together with PIN SET (18334AA000).
 ST18334AA000	18334AA000	PIN SET	• Used for removing and installing the lock nut of reduction driven gear. • Used together with PULLEY WRENCH (18355AA000).
 ST-499987003	499987003	SOCKET WRENCH (35)	Used for removing and installing the lock nut of reduction driven gear.
 ST-498057300	498057300	OIL SEAL INSTALLER	Used for installing the extension case oil seal.
 ST18632AA000	18632AA000	STAND ASSY	Used for disassembling and assembling the transmission.

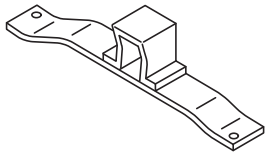
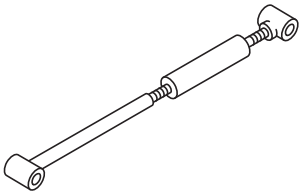
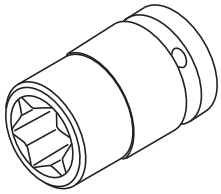
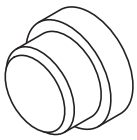
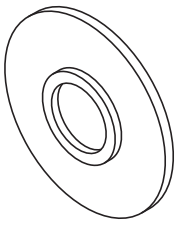
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498515500	498515500	REMOVER	Used for removing the bearing inner race of the drive pinion shaft.
 ST-498255400	498255400	PLATE	Used for measuring the backlash of hypoid gear.
 ST-498247001	498247001	MAGNET BASE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247100).
 ST-498247100	498247100	DIAL GAUGE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247101).
 ST18675AA000	18675AA000	DIFFERENTIAL SIDE OIL SEAL INSTALLER	Used for installing the differential side retainer oil seal.

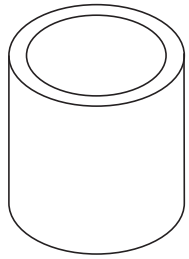
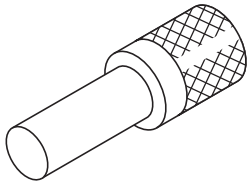
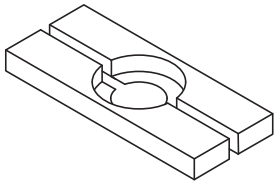
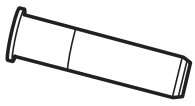
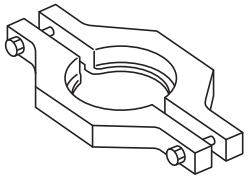
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18762AA000	18762AA000	COMPRESSOR SPECIAL TOOL	Used for disassembling and installing the multi-plate clutch piston.
 ST-927720000	927720000	HOUSING BUSHING INSTALLER AND REMOVER	• Used for installing the oil seal. • Use BUSHING SHAFT (927880000).
 ST18763AA000	18763AA000	COMPRESSOR SHAFT	Used for measuring the backlash of hypoid gear.
 ST28399SA010	28399SA010	OIL SEAL PROTECTOR	Used for protecting oil seal when installing front drive shaft.
 ST-498937110	498937110	HOLDER	• Used for removing and installing the drive pinion lock nut. • Used as a holder to rotate gear when checking tooth contact.

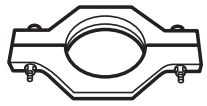
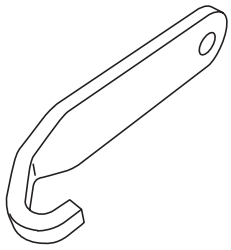
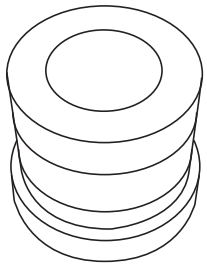
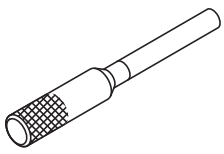
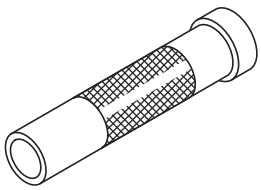
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST41099AA010	41099AA010	ENGINE SUPPORT BRACKET	Used for supporting the engine.
 ST41099AA020	41099AA020	ENGINE SUPPORT	Used for supporting the engine.
 ST18270KA020	18270KA020	SOCKET (E20)	• Used for removing and installing the hypoid driven gear. • Used for removing and installing the drive pinion shaft retainer.
 ST-398497701	398497701	SEAT	Used for removing and installing the bearing.
 ST-398177700	398177700	INSTALLER	• Used for installing the ball bearing. • Used for installing the parking gear. • Used for installing the bearing outer race. • Used for installing the plug.

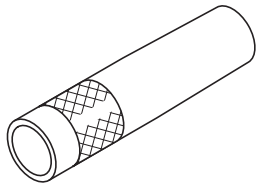
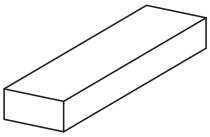
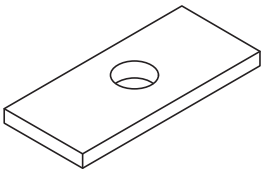
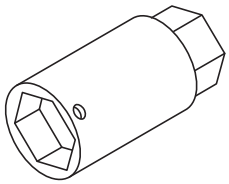
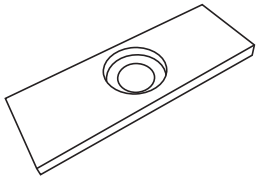
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST28499TC010	28499TC010	PRESS SNAP RING	• Used for installing the ball bearing of the transmission case. • Used for installing the bearing outer race of drive pinion shaft.
 ST-899864100	899864100	REMOVER	• Used for removing and installing the ball bearing. • Used for removing the parking gear and transfer drive gear. • Used for removing the bearing inner race of the front differential.
 ST-498077000	498077000	REMOVER	Used for removing the bearing inner race of the front differential.
 ST18657AA010	18657AA010	INSTALLER	Used for installing the oil seal at shifter arm shaft portion.
 ST-498077600	498077600	REMOVER	Used for removing the ball bearing of drive sprocket.

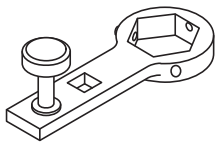
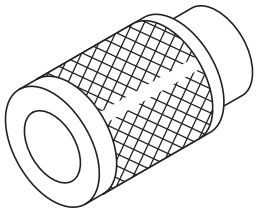
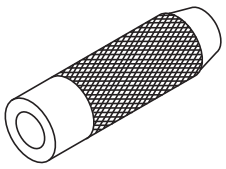
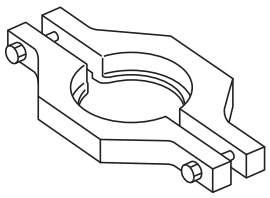
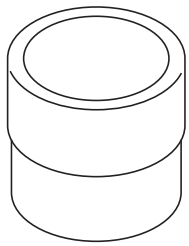
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18720AA000	18723AA000	REMOVER	Used for removing the ball bearing of transfer clutch assembly.
 ST-498497300	498497300	CRANKSHAFT STOPPER	Used for stopping the drive plate rotation when removing and installing the drive plate.
 ST-399513600	399513600	INSTALLER	Used for removing the ball bearing of drive sprocket.
 ST-499267300	499267300	STOPPER PIN	Used for adjusting the inhibitor switch.
 ST-499277100	499277100	BUSHING 1-2 INSTALLER	• Used for installing the bearing of the transmission case. • Used for installing the ball bearing. • Used for installing the bearing inner race.

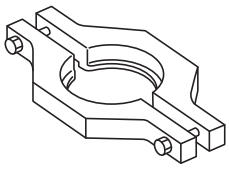
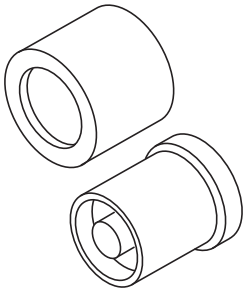
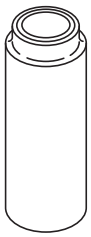
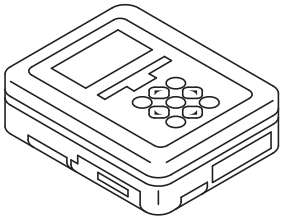
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499277200	499277200	INSTALLER	Used for installing the ball bearing of the transfer clutch assembly.
 ST-499575400	499575400	GAUGE	Used for measuring height of end play.
 ST-499575500	499575500	GAUGE	Used for measuring height of end play.
 ST-499787500	499787500	ADAPTER	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the preload of the drive pinion shaft. • Used for measuring the backlash of hypoid gear.
 ST-499575600	499575600	GAUGE	Used for measuring height of end play.

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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499787700	499787700	WRENCH	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the preload of the drive pinion shaft. • Used for measuring the backlash of hypoid gear.
 ST-499757002	499757002	INSTALLER	• Used for removing the bearing of reduction driven gear. • Used for installing the parking gear. • Used for installing the transfer drive gear.
 ST-899580100	899580100	INSTALLER	• Used for installing the collar of reduction driven gear. • Used for installing the ball bearing of the transfer driven gear. • Used for installing the bearing inner race of drive pinion shaft.
 ST-498077300	498077300	REMOVER	Used for installing the ball bearing of reduction driven gear.
 ST-499755602	499755602	PRESS SNAP RING	• Used for installing the oil seal. • Used for installing the ball bearing and roller bearing. • Used for installing the plug.

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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077400	498077400	REMOVER	Used for removing the ball bearing of transfer driven gear.
 ST20099AE020	20099AE020	INSTALLER	Used for installing the bearing outer race of drive pinion shaft.
 ST-927130000	927130000	EXTENSION DRIVE SHAFT	Used for installing the bearing inner race of drive pinion shaft.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Thickness gauge	Used for measuring the clearance in reverse brake, forward clutch and transfer clutch.
Caliper	Used for measuring the dimension.
Spring scale	Used for measuring the starting torque of the drive pinion.
TORX® bit T70	Used for removing and installing differential gear oil drain plug.
Straight pin remover	Used for removing and installing the straight pin.
Push/pull gauge	Used for measuring clutch clearance.
Angle gauge	Used for installing the drive plate.

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2. CVTF

A: INSPECTION

Check for leakage of CVTF from transmission.

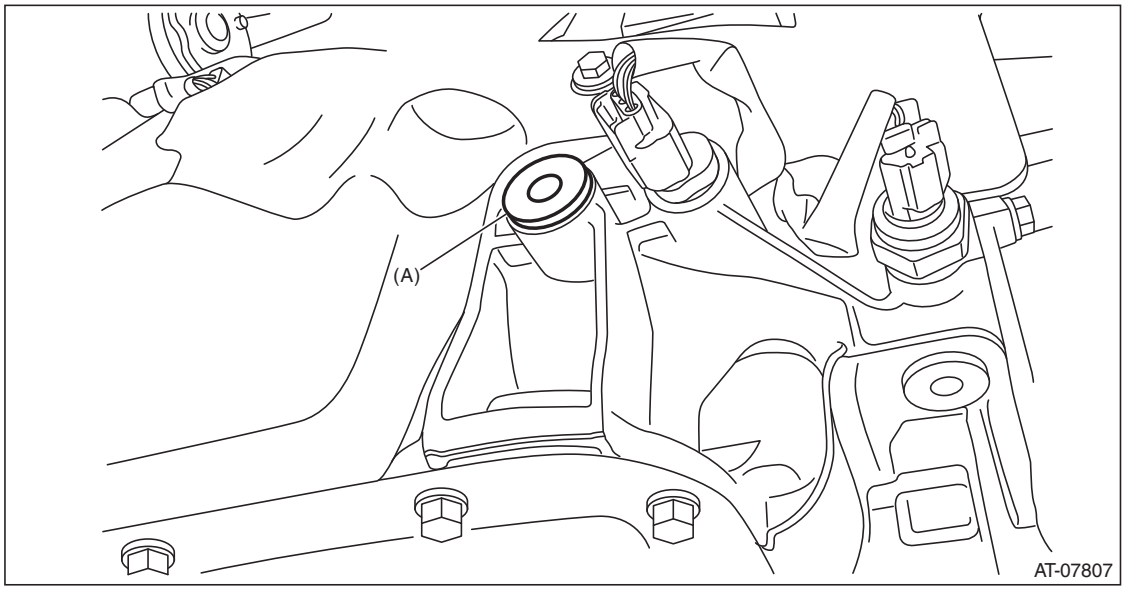
B: ADJUSTMENT

CAUTION:
- **CVTF level changes along with CVTF temperature. When inspecting CVTF level, observe the specified CVTF temperature.**
- **Always use specified CVTF. Using other fluid will cause malfunction.**

1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
4) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.
5) With the engine running, lift up the vehicle and remove the filler plug.

CAUTION:
Pay special attention to the following operations as the engine is at idle.

NOTE:
CVTF is at the specified level when it is up to the filler plug hole lower section.



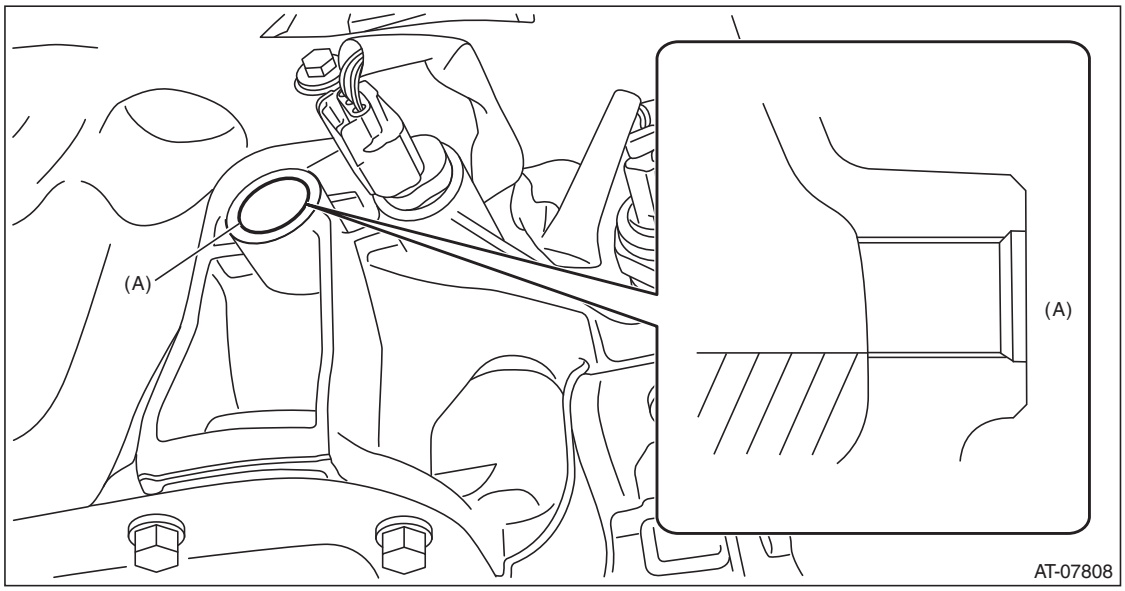
(A) Filler plug

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6) When there is no CVTF leakage from the transmission, add the specified fluid up to the filler plug hole lower section.

Specified fluid:
<Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

CAUTION:
Note that when CVTF is added up to the lower section of filler plug while the transmission is in cold condition, overfilling of CVTF occurs, causing the oil to spill out.



(A) Filler plug hole

7) Install the filler plug.

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

8) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

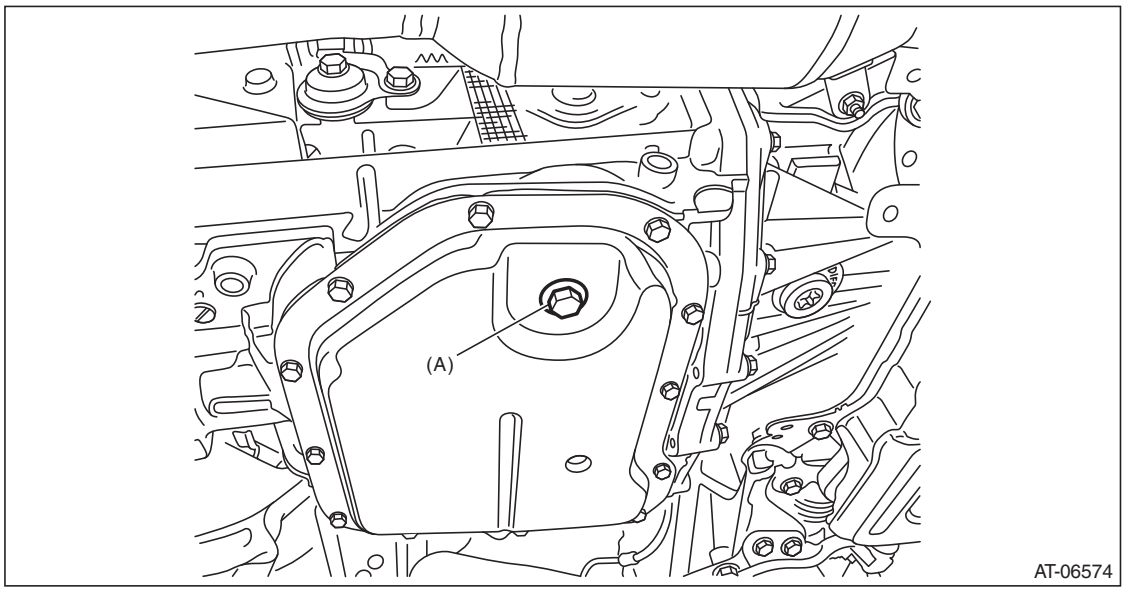
C: REPLACEMENT

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill the CVTF on exhaust pipe to prevent it from emitting smoke or causing fires. If CVTF adheres, wipe it off completely.
• Always use specified CVTF. Using other fluid will cause malfunction.

1) Lift up the vehicle.
2) Remove the under cover front - transmission.

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3) Remove the CVTF drain plug.



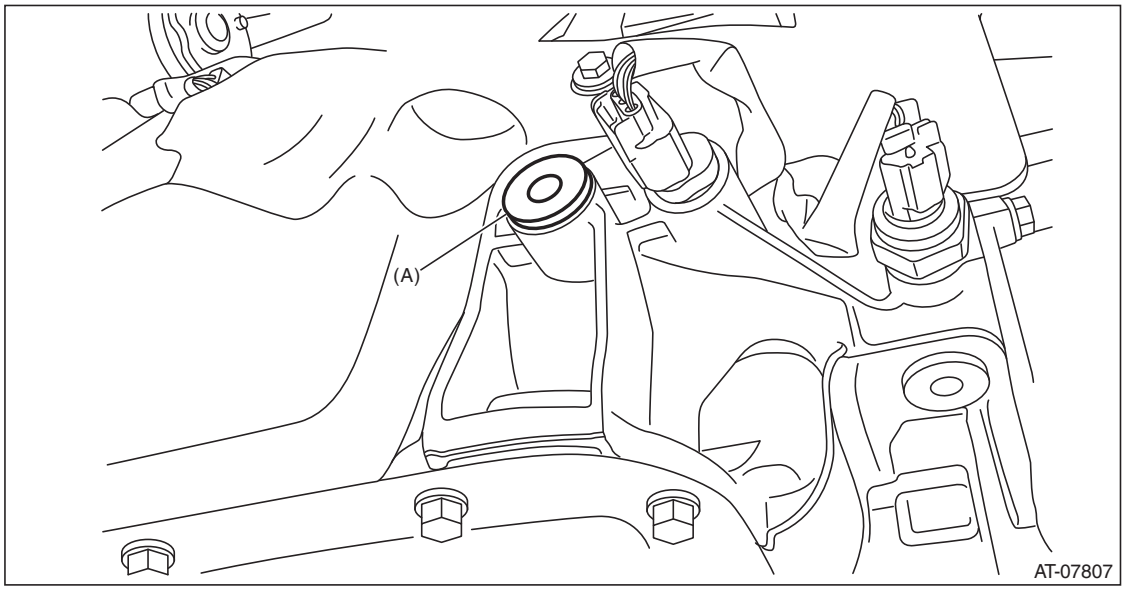
(A) CVTF drain plug

4) Check the CVTF condition. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.>
5) Install the CVTF drain plug and gasket.

NOTE:
- Use a new gasket.

Tightening torque:
31 N·m (3.2 kgf-m, 22.9 ft-lb)

6) Remove the filler plug.



(A) Filler plug

7) Add the specified fluid up to the filler plug hole lower section.

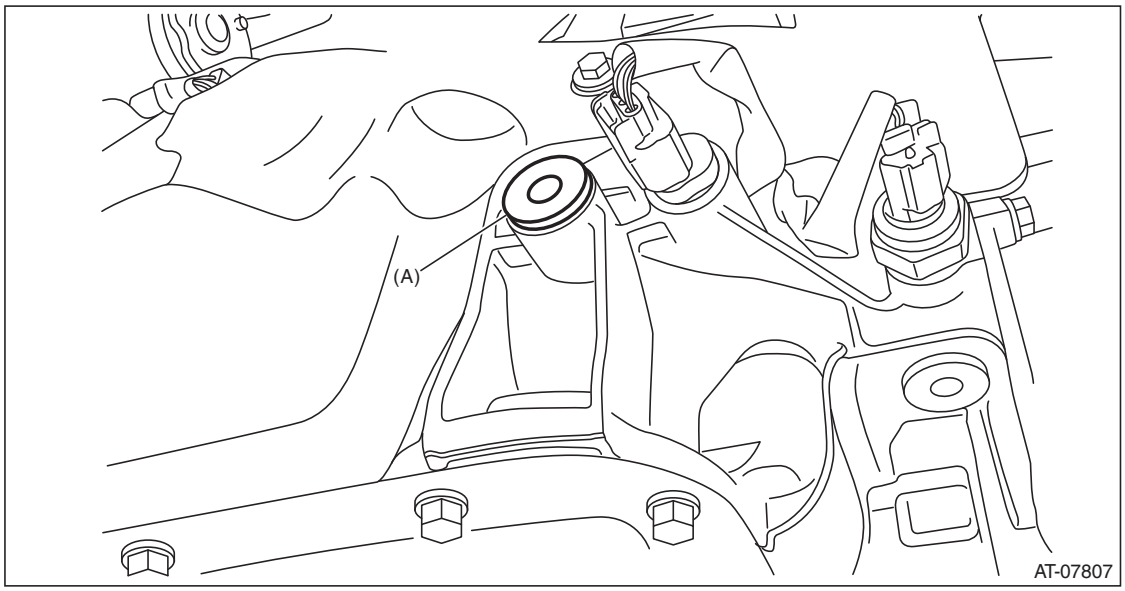
Specified fluid:
<Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

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8) Temporarily tighten the filler plug.
9) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
10) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.

CAUTION:
Pay special attention to the following operations as the engine is at idle.
11) With the select lever shifted to "P" range and the engine started, lift up the vehicle. Adjust the CVTF level and check for leakage. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>
12) Replace with a new gasket, and attach the filler plug.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



(A) Filler plug

13) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

D: CONDITION CHECK

NOTE:
When replacing CVTF, determine the condition inside the transmission body by inspecting the drained CVTF.

Fluid condition	Trouble and possible cause	Corrective action
Metal particles.	Excessive wear of the internal of the transmission body.	Replace CVTF and check if CVT operates correctly.
Thick and varnish-form fluid.	Burnt clutches	Replace CVTF and check the CVT body or vehicle for faulty.
Clouded CVTF or bubbles.	Water mixed in fluid.	Replace CVTF and check the water entering point.

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3. Differential Gear Oil

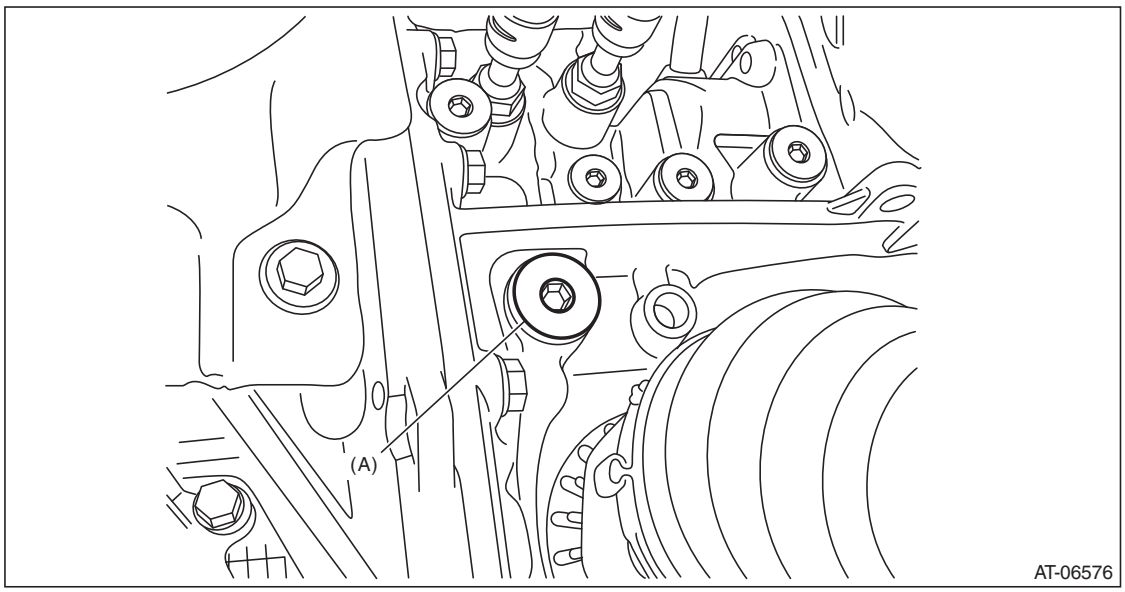
A: INSPECTION

Check that there is no leakage of differential gear oil from the converter case.

B: ADJUSTMENT

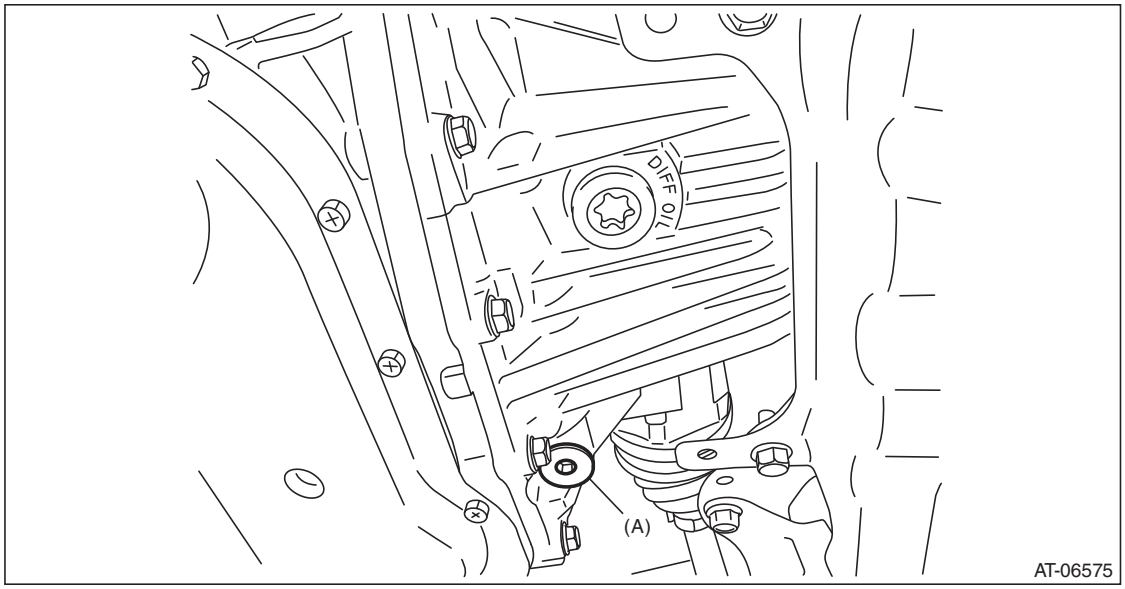
NOTE:
Immediately after removing the overflow drain plug, remaining gear oil (approx. 8 cc) may come out of the overflow pipe. This is not included in the specified amount. When removing the overflow drain plug, make sure the gear oil flows out of the overflow drain plug hole by filling with gear oil.

1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the filler plug.



(A) Filler plug

4) Remove the overflow drain plug.



(A) Overflow drain plug

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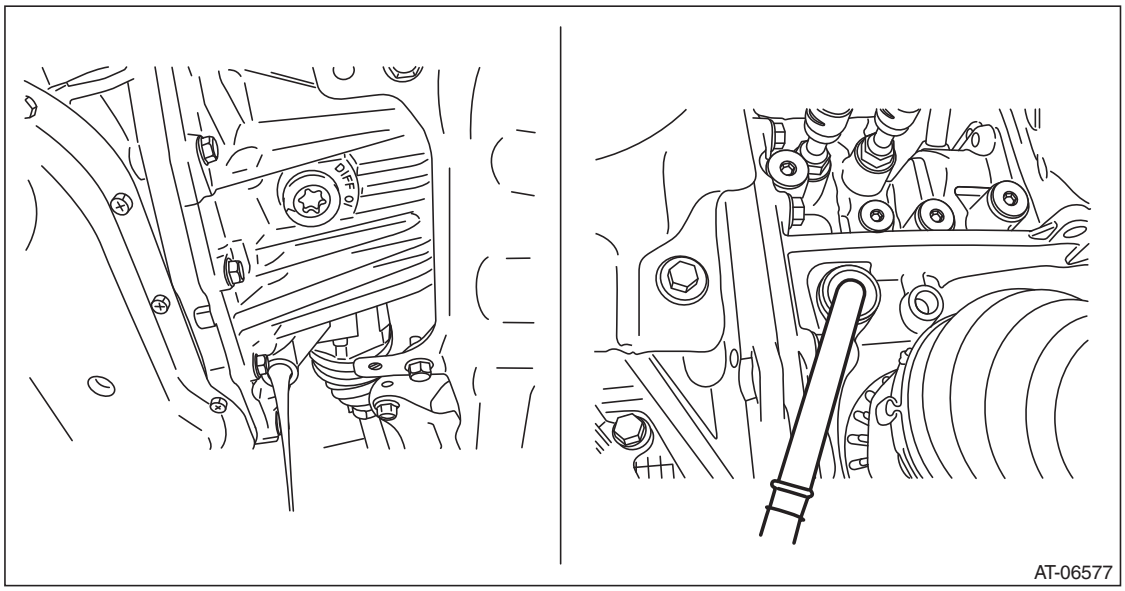
5) Fill in the differential gear oil through the filler plug hole up to where the oil flows out of the overflow drain plug.

Recommended gear oil:
<Ref. to CVT(TR580)-4, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>

6) When the flow of the differential gear oil turns into a narrow stream, install the overflow drain plug.

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



7) Install the filler plug.

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

8) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

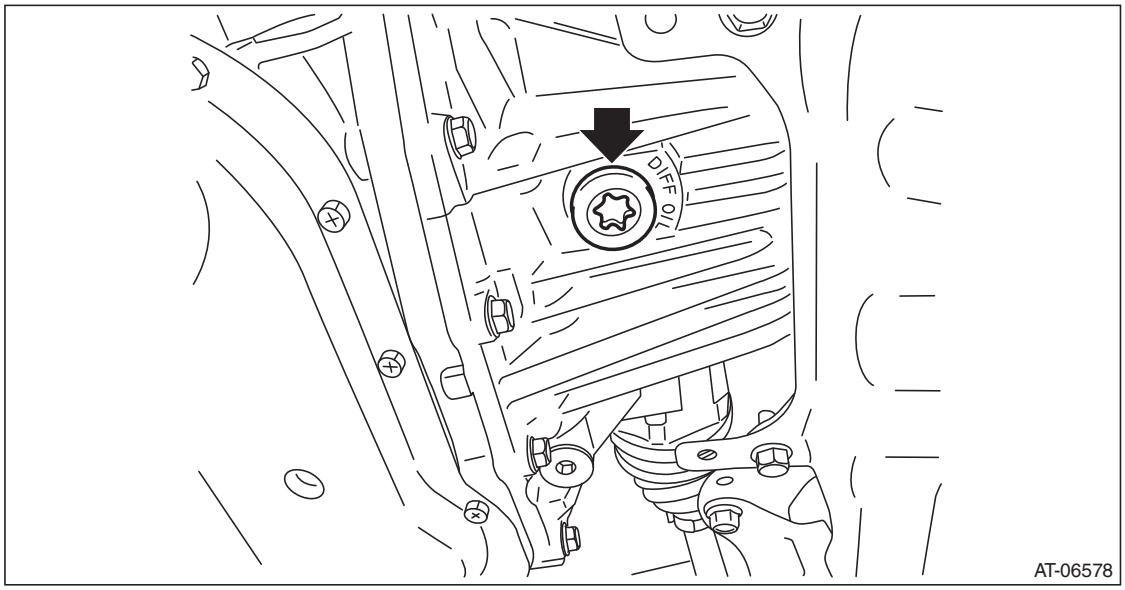
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C: REPLACEMENT

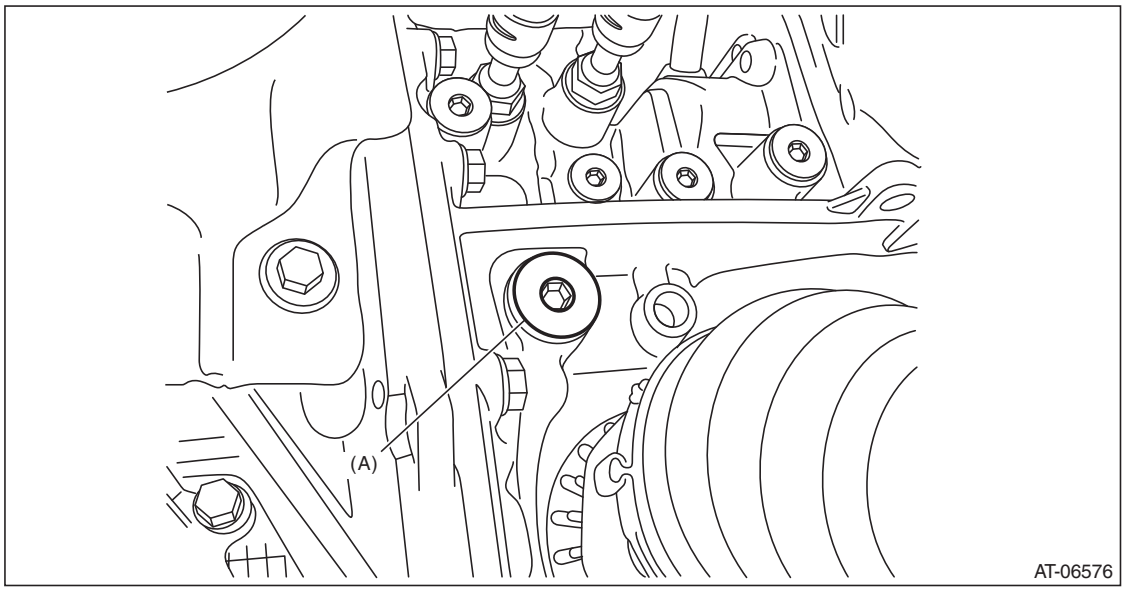
CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill differential gear oil on the exhaust pipe to prevent it from emitting smoke or causing a fire. If gear oil adheres, wipe it off completely.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the differential gear oil drain plug using TORX® bit T70. Drain differential gear oil.
4) Install the differential gear oil drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



5) Remove the filler plug.



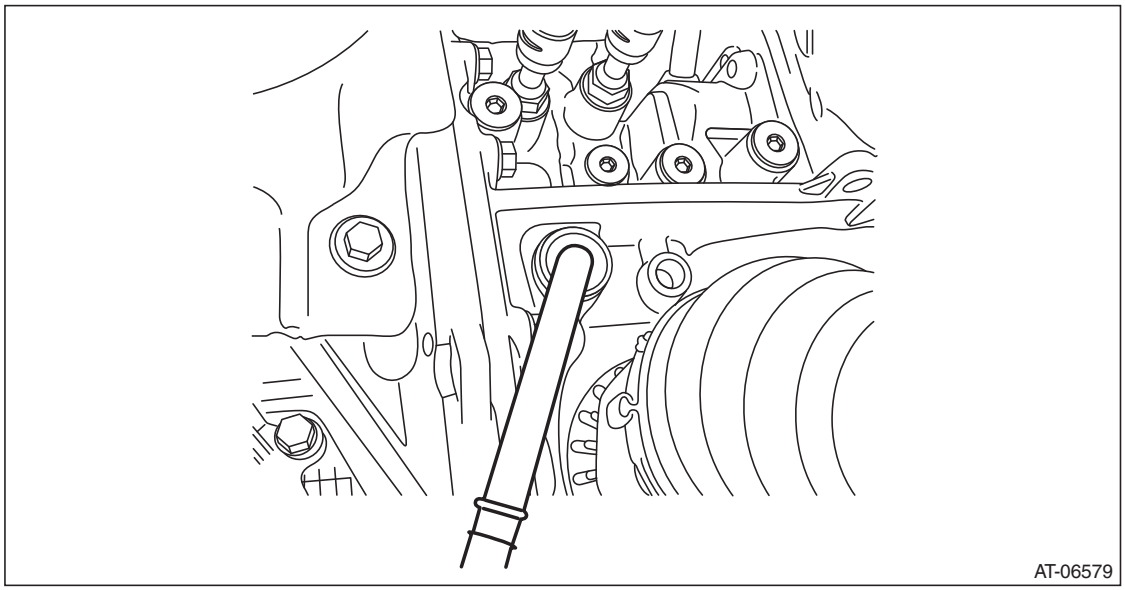
(A) Filler plug

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6) Pour gear oil into the filler plug hole.

Recommended gear oil:
<Ref. to CVT(TR580)-4, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>

Gear oil capacity:
<Ref. to CVT(TR580)-4, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>



7) Adjust the level of differential gear oil. <Ref. to CVT(TR580)-39, ADJUSTMENT, Differential Gear Oil.>

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4. AWD ON/OFF Switching Mode

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- Perform as necessary in FWD mode.
- When switched to FWD, AWD light illuminates.

B: PROCEDURE

CAUTION:

- **Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.**
- **On completing the work in FWD, switch back in AWD.**

1) Shift the select lever to “P” range.
2) Connect the Subaru Select Monitor to data link connector.
3) Turn the ignition switch to ON. (For model with push button start, press the push button ignition switch twice without depressing brake pedal.)
4) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger.
5) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
6) Select {Maintenance mode} in the «Work Support» screen of Subaru Select Monitor.
7) Select {AWD ON/OFF switching mode} in the «Maintenance mode» screen of the Subaru Select Monitor.
8) Follow the messages displayed on the Subaru Select Monitor screen when working.

Switching completes successfully if any of the following messages is displayed.

- When switching from AWD to FWD: {Switched to FF. To return to AWD, perform basic mode again.}
- When switching from FWD to AWD: {Switched to AWD. To return to FF, perform basic mode again.}

NOTE:

- If communication error occurs during switching mode, start in the “AWD ON/OFF switching mode” again.
- If operation is interrupted before the successful end message is displayed, perform the {AWD ON/OFF switching mode} from the beginning until confirming the operation is successfully ended. If this mode fails to complete successfully, the cause is as follows.
  - Select lever is not in “P” range.
  - Engine is running.
- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

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5. Road Test

A: INSPECTION

NOTE:
For models with X MODE switch, turn OFF the switch for inspection.

1. GENERAL PRECAUTION

Road tests should be conducted to properly diagnose the condition of CVT.

CAUTION:
Always observe the local traffic laws when performing the test.

2. D RANGE SHIFT FUNCTION

Make sure the engine speed is 1,100 — 1,300 rpm while driving on the level road at 50 km/h (31 MPH) after accelerating from halting to 1/4 of accelerator opening angle. Then stop the vehicle. Check normal gear change has occurred while the vehicle speed changes from a constant speed to zero.

3. KICK-DOWN FUNCTION

Check if engine speed will rise by operating the accelerator opening angle to the full from a constant speed of 50 km/h (31 MPH) or more.

4. ENGINE BRAKE OPERATION

• Model with manual mode

• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [40 — 50 km/h (25 — 31 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.

• Model without manual mode

Drive in D range at [50 — 60 km/h (31 — 37 MPH)], and shift to “L” range. Check if the indicator of combination meter switches “D” → “L”. At the same time, check the engine brake in L range.

5. LOCK-UP FUNCTION

When the accelerator is lightly depressed while driving on a flat road in “D” range, check that rpm does not change abruptly.

6. P RANGE OPERATION

Stop the vehicle on an uphill grade of 5% or more and shift to the “P” range and apply the parking brake. Check that the vehicle does not move when the parking brake is released.

7. NOISE AND VIBRATION

Check for noise and vibration during driving at a constant speed, accelerating, decelerating and manual shift operation.

8. OIL LEAKAGE

After the driving test, inspect for leakage of CVTF and differential gear oil from the transmission body.

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6. Stall Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during stall test measurement.

NOTE:
Stall test is extremely important in diagnosing the condition of CVT and engine. The test is necessary to measure the engine stall speeds in “R” and “D” range.
Purposes of the stall test:

- Operational check of forward clutch and reverse brake
- Operational check of the torque converter assembly
- Engine performance check

1) Place wheel chocks at the front and rear of all wheels and engage the parking brake.
2) Turn the A/C OFF.
3) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal. <Ref. to EN(H4DO)(diag)-41, DISPLAY OF ENGINE FREEZE FRAME DATA, OPERATION, Subaru Select Monitor.>
4) Check the engine oil level. <Ref. to LU(H4DO)-13, Engine Oil.>
5) Check the coolant level. <Ref. to CO(H4DO)-14, Engine Coolant.>
6) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>
7) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) with the engine running and the select lever shifted to “N” or “P” range.
8) Shift the select lever to “D” range.
9) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
10) When the engine speed stabilizes, quickly record the engine speed and release accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.

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11) Shift to “R” range and perform the same stall test.

NOTE:
• Do not perform a stall test for over 5 seconds at a time. (From closed throttle, fully open throttle to stall speed reading.) Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
• Be sure to cool down the engine for at least one minute after each stall test with the select lever set in the “P” or “N” range and with the idle speed of 1,200 rpm or less.
• If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the CVT from sustaining damage.

Stall speed standard:
D range: 2,000 — 2,700 rpm
R range: 1,900 — 2,600 rpm

Stall test judgment

Range	Range	Probable cause
Lower than standard value	D, R	• Insufficient engine output • Torque converter malfunction
Higher than standard value	D	• Forward clutch slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction
	R	• Reverse brake slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction
	D, R	• Torque converter malfunction • Control valve body malfunction • TCM malfunction • Damaged harness and harness connector

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7. Time Lag Test

A: INSPECTION

NOTE:
When the select lever is shifted while the engine is idling, there will be a certain time elapse or lag before shock is felt. This symptom helps to check the condition of forward clutch and reverse brake.
- Perform the test at normal operation CVTF temperature of 60 — 80°C (140 — 176°F).
- Be sure to allow one minute or more interval between tests.
- Make three measurements and take the average value.

1) Apply the parking brake.
2) Start the engine. Check the idle speed. (A/C OFF)
3) Shift the select lever from “N” to “D” range. Using a stop watch, measure the time elapsed from shifting the lever until the shock is felt.

Time lag standard:
1.5 seconds or less

If “N” → “D” time lag is longer than specified:
- Secondary pressure (line pressure) is too low.
- Forward clutch worn
- Forward clutch piston malfunction
- Control valve body malfunction
- Learning incomplete

4) In the same manner, measure the time lag when shifting from “N” range to “R” range.

Time lag standard:
1.5 seconds or less

If “N” → “R” time lag is longer than specified:
- Secondary pressure (line pressure) is too low.
- Reverse brake worn
- Reverse brake piston malfunction
- Control valve body malfunction
- Learning incomplete

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8. Secondary Pressure (Line Pressure) Test

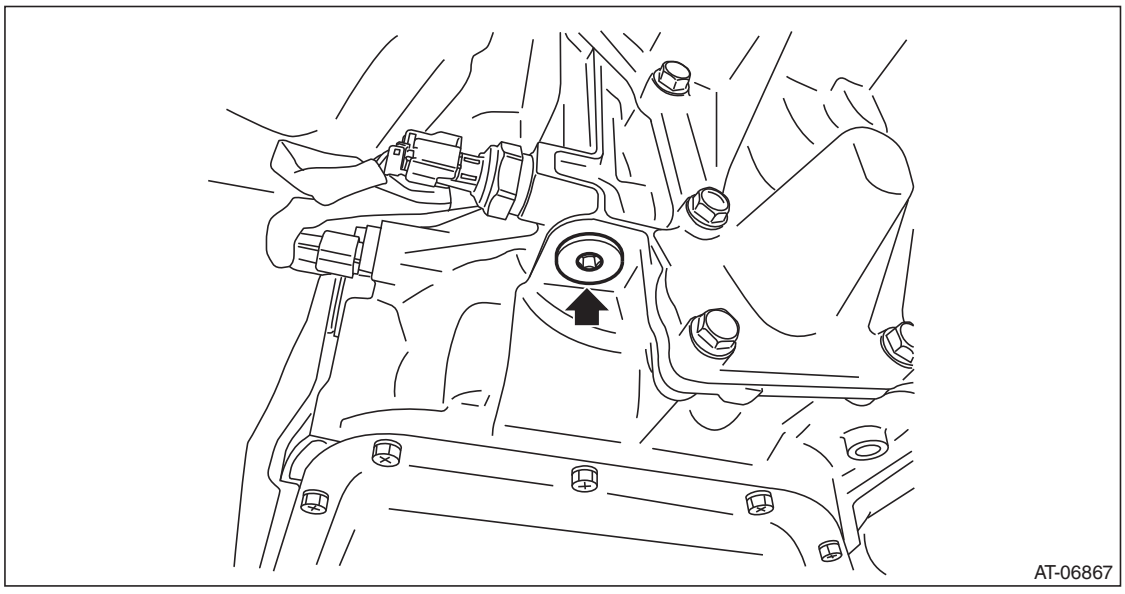
A: INSPECTION

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Make sure no other person is around the vehicle during secondary pressure (line pressure) test measurement.
• After performing the secondary pressure (line pressure) test measurement, adjust the CVTF level.

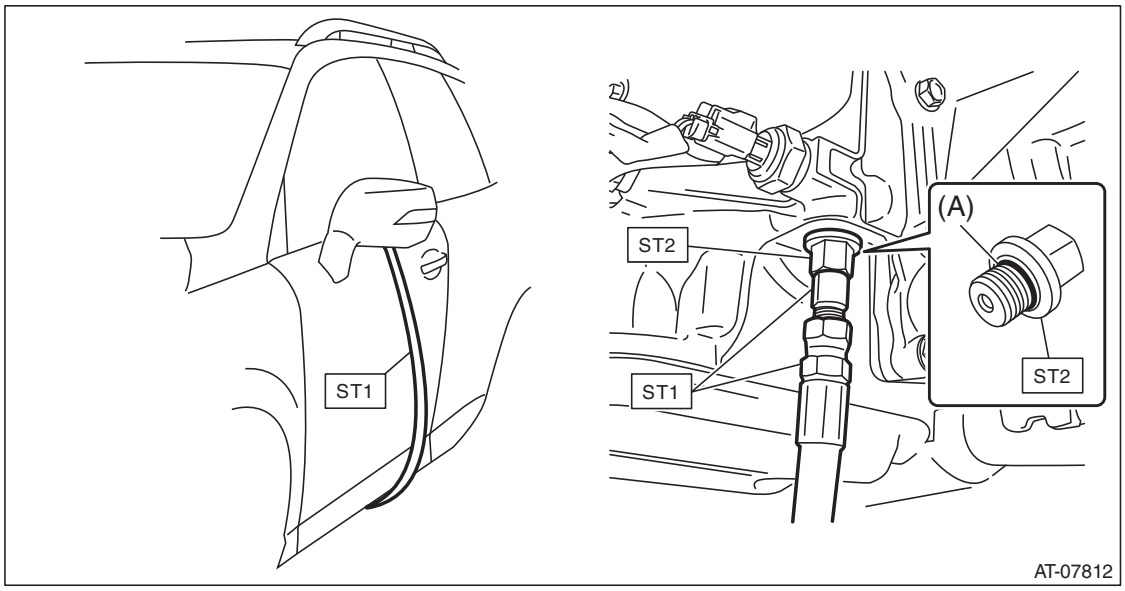
NOTE:
• If the pulley and variator chain, clutch or brake show signs of slipping or shift feel is not correct, check the secondary pressure (line pressure).
• Connect Subaru Select Monitor to vehicle so as to measure the engine speed and actual secondary pressure (secondary pressure (line pressure)).
• In many cases, slippage or inability to operate the vehicle may be due to insufficient oil pressure for the operation of clutch, brake or control valve.
1) Lift up the vehicle.
2) Remove the secondary pressure (line pressure) test plug, and install ST1 and ST2.

CAUTION:
Removal of the test plug and installation of the ST shall be both performed quickly.

NOTE:
Use ST2 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806916050) attached.
ST1 18801AA000 OIL PRESSURE GAUGE ASSY
ST2 18681AA010 PRESSURE GAUGE ADAPTER



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(A) O-ring (genuine part)

3) Lower the vehicle.
4) Set the gauge so that it can be seen from the driver's seat.
5) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal. <Ref. to EN(H4DO)(diag)-41, DISPLAY OF ENGINE FREEZE FRAME DATA, OPERATION, Subaru Select Monitor.>
6) Check the engine oil level. <Ref. to LU(H4DO)-13, Engine Oil.>
7) Check the coolant level. <Ref. to CO(H4DO)-14, Engine Coolant.>
8) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>
9) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) with the engine running and the select lever shifted to "N" or "P" range.
10) Shift the select lever to "D" range.
11) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
12) Immediately after the engine speed becomes steady, record the reading of the secondary pressure (line pressure), engine speed and actual secondary pressure on Subaru Select Monitor. And then release the accelerator pedal. Shift the select lever to "N" range. Let the engine idle for one minute or more to cool it down.

NOTE:
• Do not continue the stall test for 5 seconds or more at a time (from fully closed throttle, fully open throttle to secondary pressure (line pressure) reading). Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
• After performing the secondary pressure (line pressure) test, be sure to cool down the engine for at least one minute with the select lever set in "P" or "N" range and with the idle speed at 1,200 rpm or less.
• Under each condition, check that the measured pressure matches almost totally with actual secondary pressure.
• When both measured pressure and actual secondary pressure are out of specification, judge as control valve malfunction.
• The value at stall is for reference because the pressure changes under different conditions or circumstances.
• The value at idling is steady because it is not affected by any condition or circumstance.

Secondary pressure (line pressure) standard				
	Range	Throttle	Brake	Secondary pressure (line pressure) (MPa (kgf/cm^2, psi))
Stall	D, R	Full open	ON	4.5 — 6.0 (45.9 — 61.2, 652 — 870)
Idling	P, N	Full closed	OFF	0.5 — 1.5 (5.1 — 15.3, 72 — 218)

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13) Remove the ST and install the plug after measurement.

CAUTION:
Removal of the ST and installation of the test plug shall be both performed quickly.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

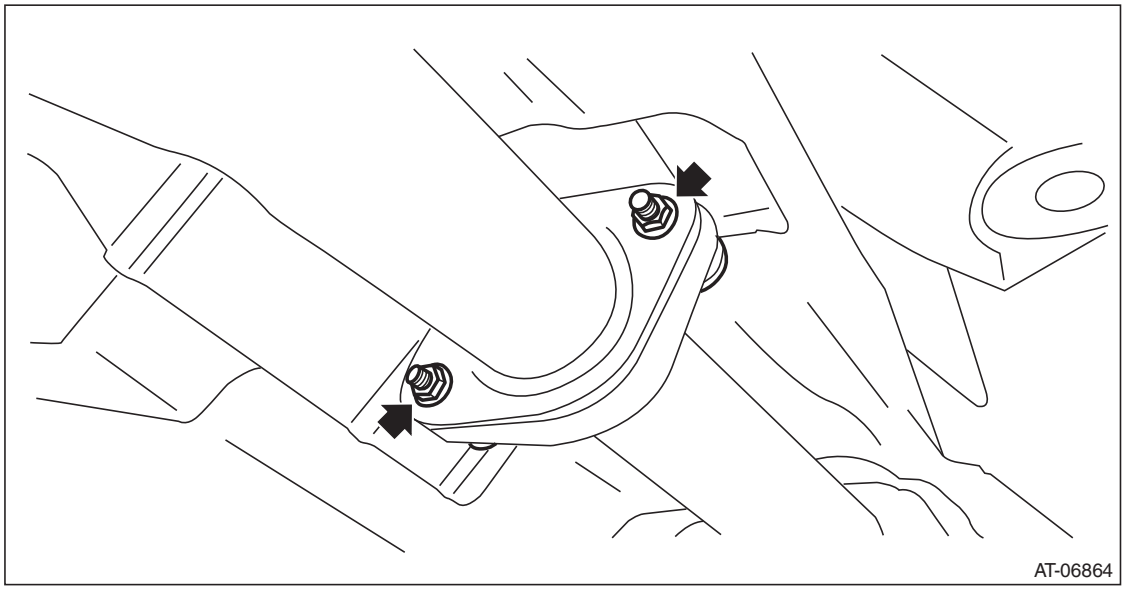
14) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

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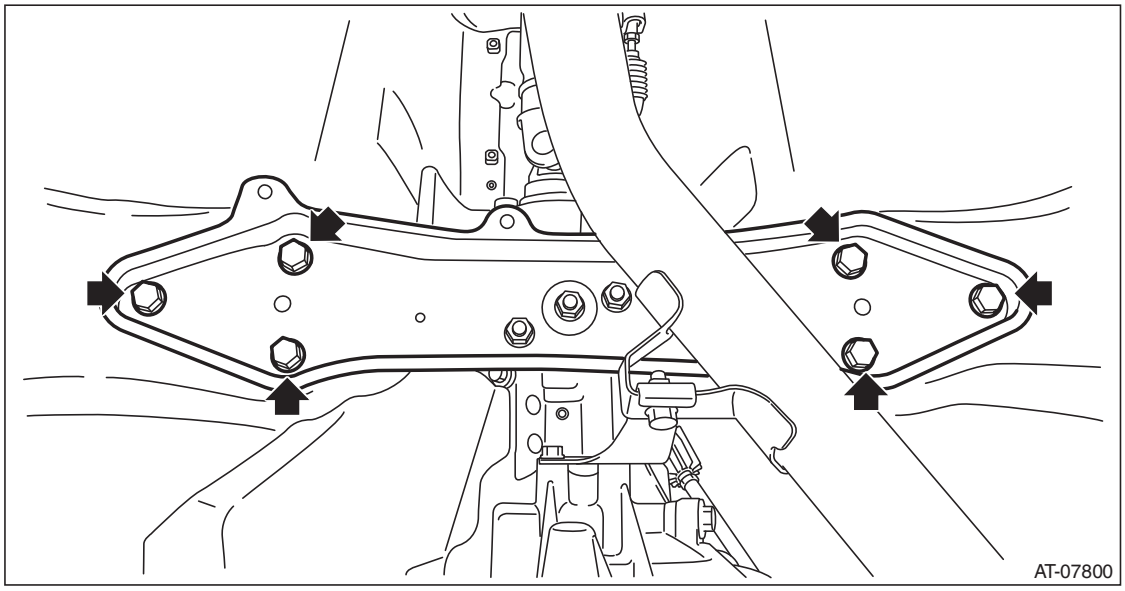
9. Transfer Clutch Pressure Test

A: INSPECTION

1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the rear exhaust pipe from center exhaust pipe.



4) Remove the center exhaust cover.
5) Set the transmission jack under the transmission.
6) Remove the mounting bolt of rear crossmember.



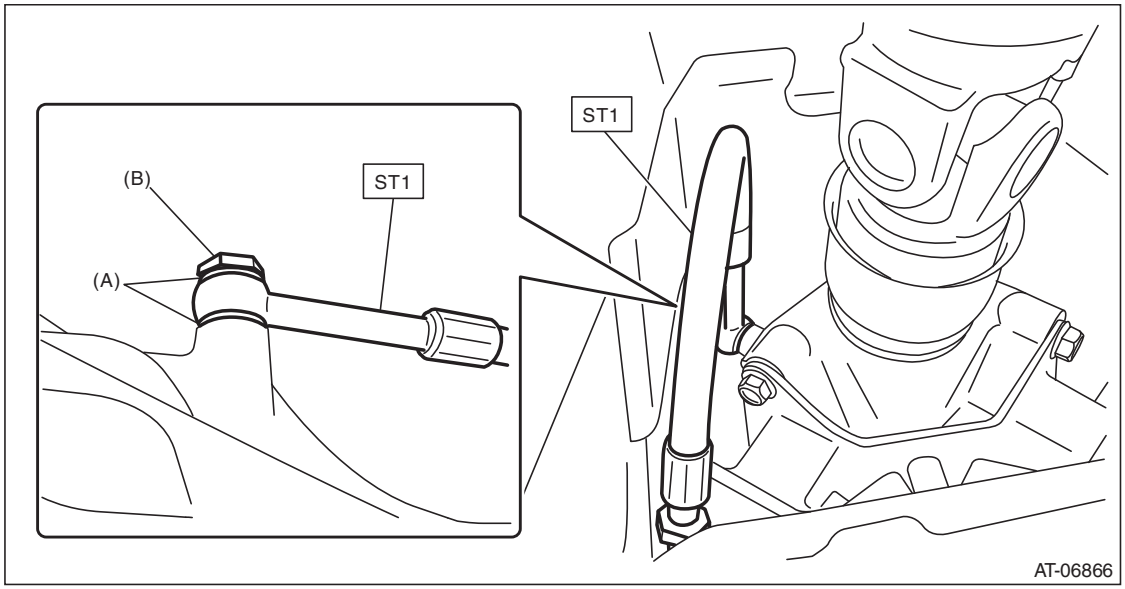
7) Lower the rear side of transmission until the transfer clutch pressure test plug can be removed.
8) Remove the transfer clutch pressure test plug.

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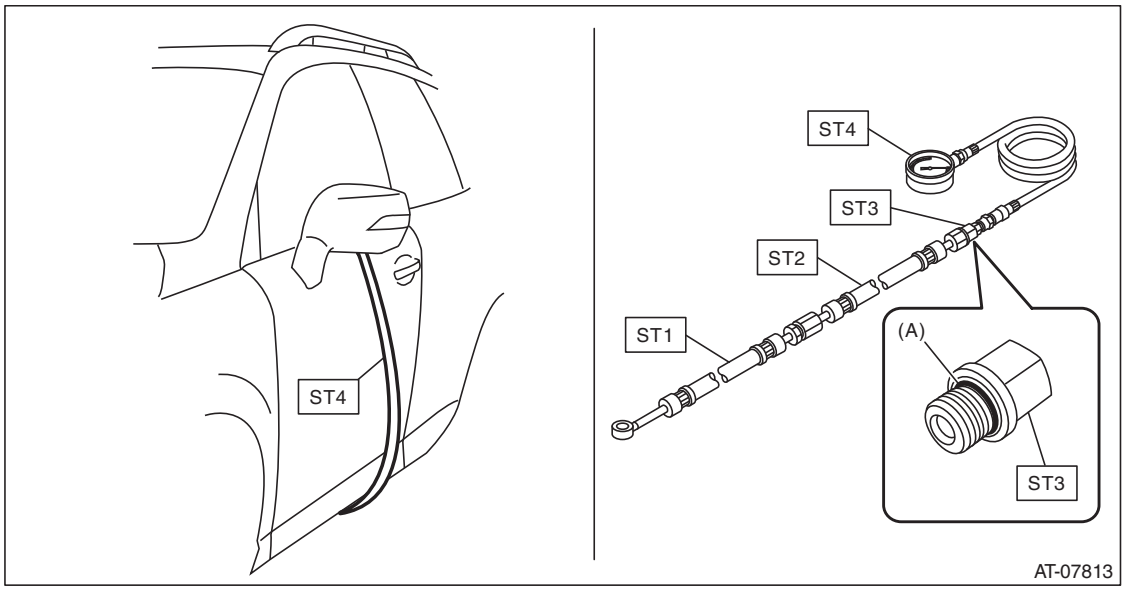
9) Set the ST1, ST2, ST3 and ST4 to the transmission.

NOTE:
• Use ST1 ADAPTER HOSE B with genuine union screw (part No. 801914010) and gasket (part No. 803914060) attached.
• Use ST3 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806911080) attached.

ST1 34099AC020 ADAPTER HOSE B
ST2 34099AC010 ADAPTER HOSE A
ST3 18681AA000 PRESSURE GAUGE ADAPTER
ST4 498575400 OIL PRESSURE GAUGE ASSY



(A) Gasket (genuine part)
(B) Union screw (genuine part)

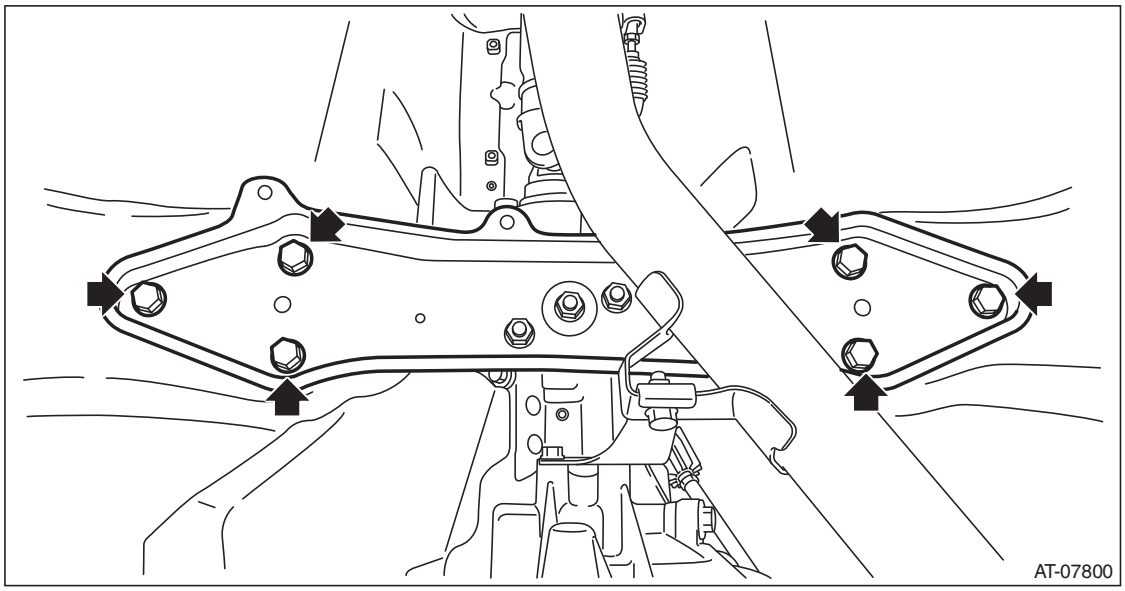


(A) O-ring (genuine part)

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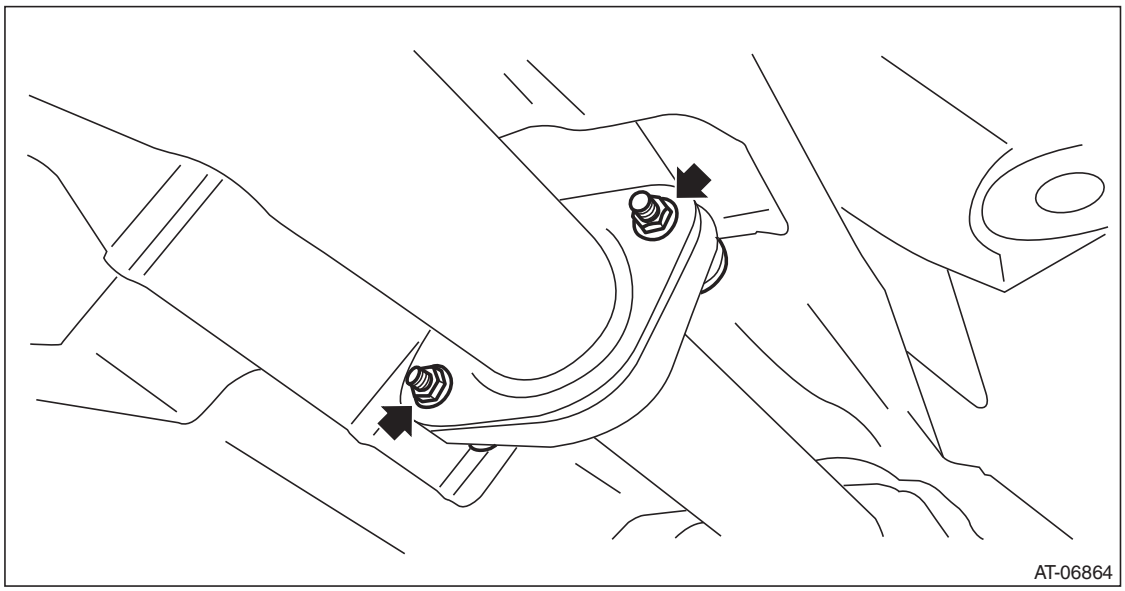
10) Raise the transmission, and install the rear crossmember.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



11) Install the rear exhaust pipe to center exhaust pipe.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



12) Lower the vehicle.
13) Connect the Subaru Select Monitor to the data link connector and read the current data.

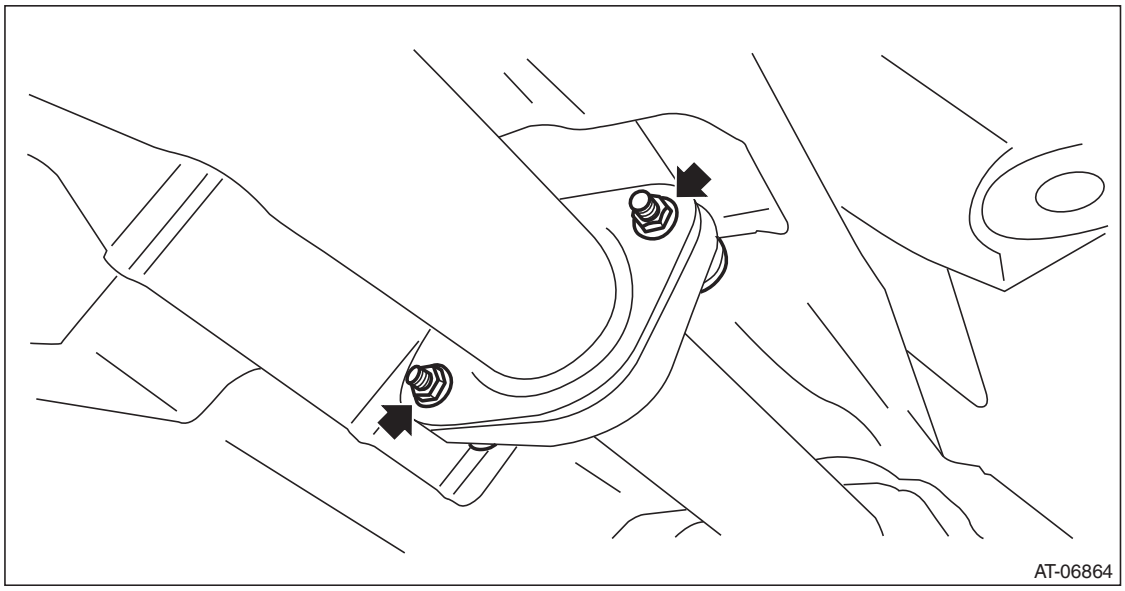
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14) Check the transfer clutch pressure as in secondary pressure (line pressure) test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.>

NOTE:
- For models with X mode switch, turn OFF the switch for inspection.
- Use Subaru Select Monitor for switching to FWD mode. <Ref. to CVT(TR580)-43, AWD ON/OFF Switching Mode.>
- If no oil pressure is produced, if it does not change in AWD mode or if oil pressure is produced in FWD mode, there may be a problem in the control valve body.

Range position	ON Duty ratio (%)	Accelerator pedal opening angle (%)	Standard transfer clutch pressure kPa (kgf/cm^2, psi)	
			AWD mode	FWD mode
D	95 — 100	Fully opened (100)	1,000 — 1,200 (10.2 — 12.2, 145 — 174)	—
	60	Adjust ON Duty ratio to 60%.	400 — 700 (4.1 — 7.1, 58 — 102)	—
	0	Fully closed (0)	—	0 (0, 0)
N or P	0	Fully closed (0)	0	—

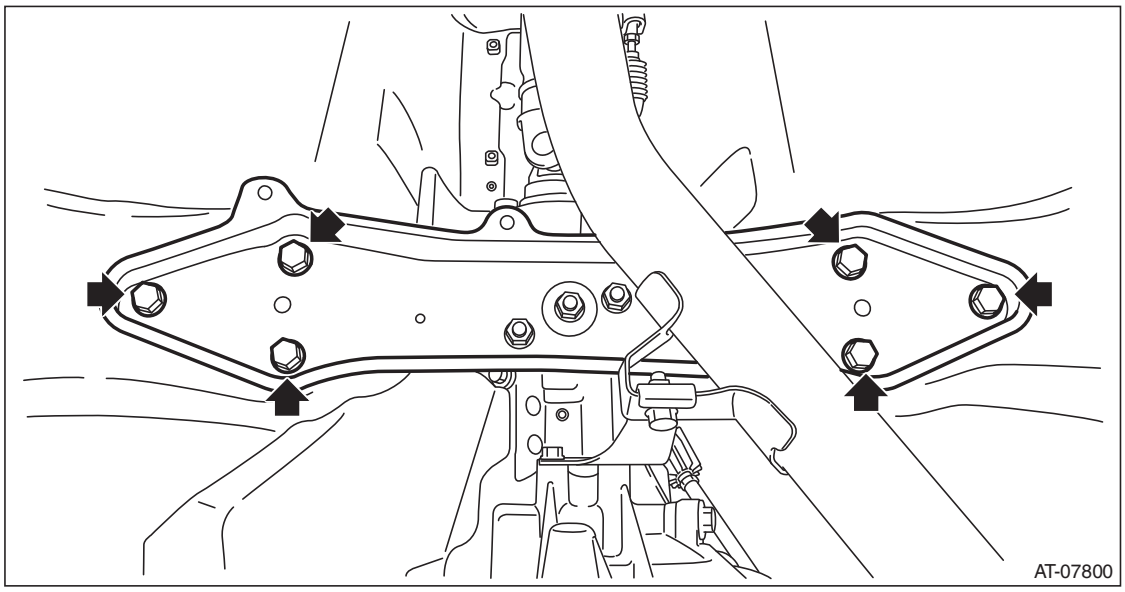
15) Lift up the vehicle.
16) Remove the rear exhaust pipe from center exhaust pipe.



17) Set the transmission jack under the transmission.

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18) Remove the mounting bolt of rear crossmember.



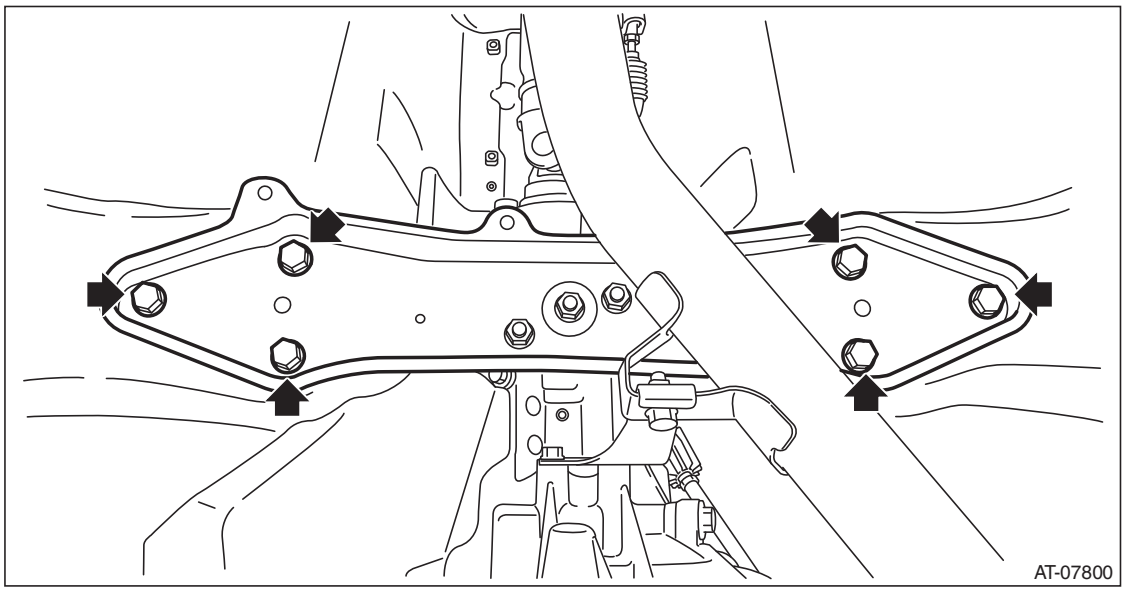
19) Lower the rear side of transmission until the ST can be removed.
20) Remove the ST and install the plug.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

21) Raise the transmission, and install the rear crossmember.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



22) Install the center exhaust cover.

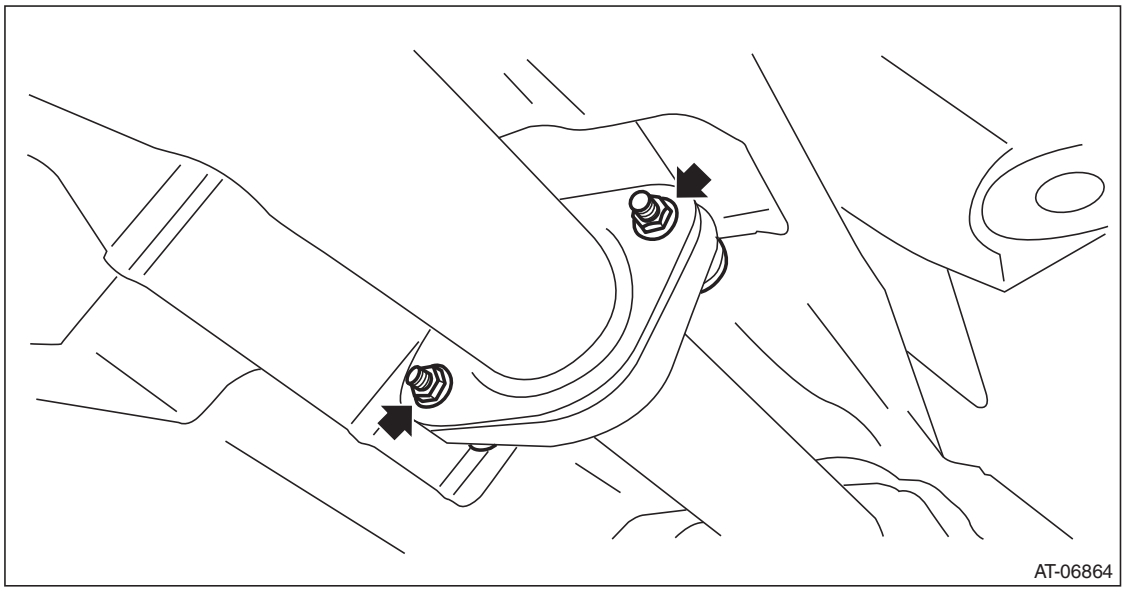
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

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23) Install the rear exhaust pipe to center exhaust pipe.

NOTE:
Use a new gasket.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



24) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

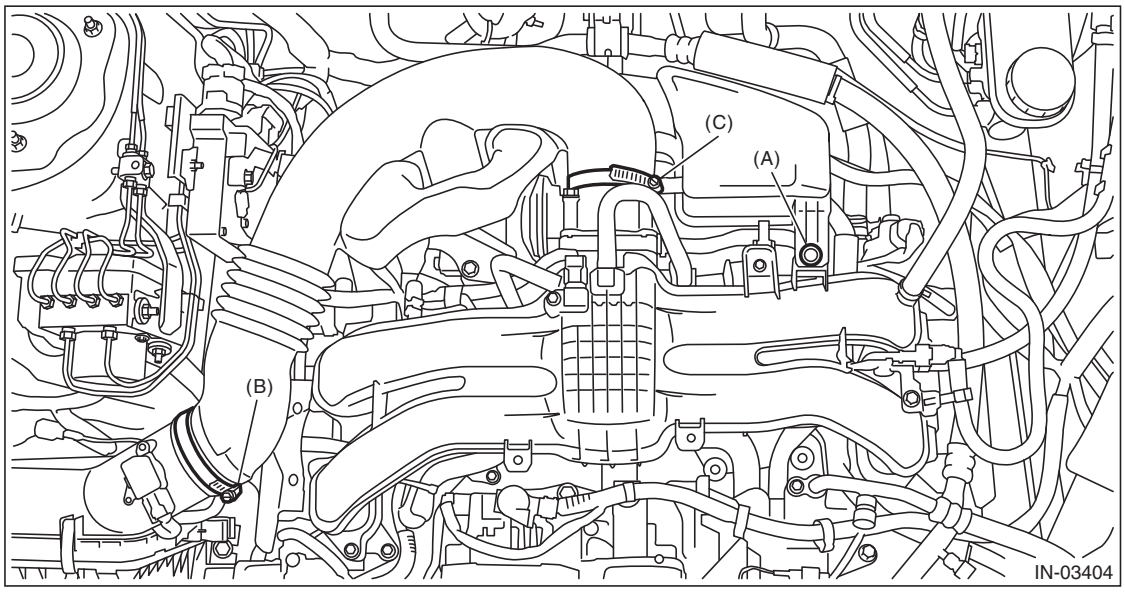
25) Lower the vehicle.

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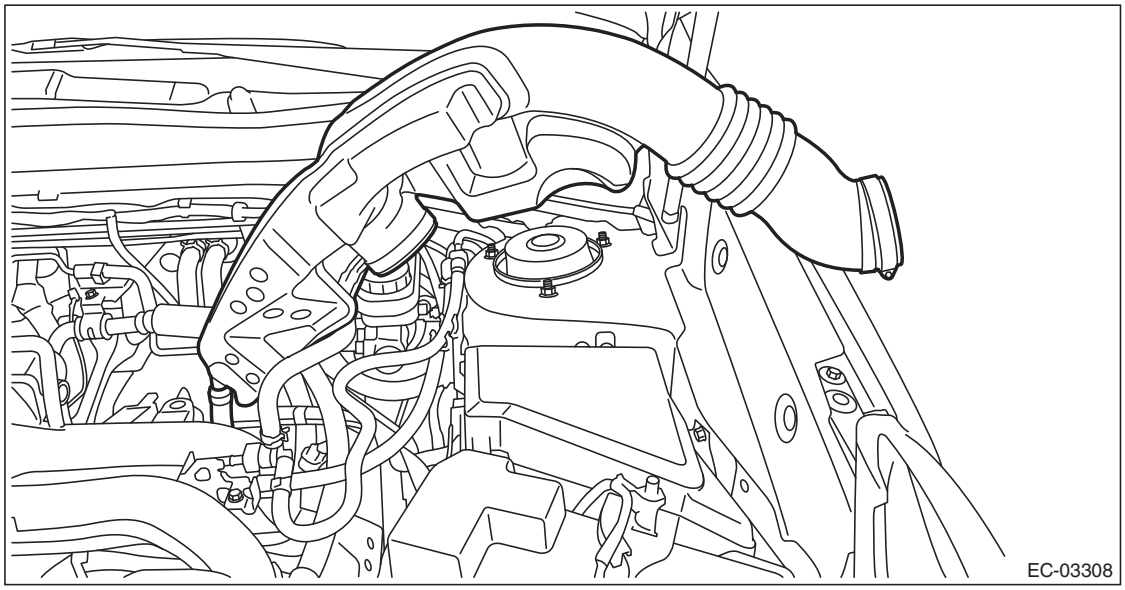
10.Automatic Transmission Assembly

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.

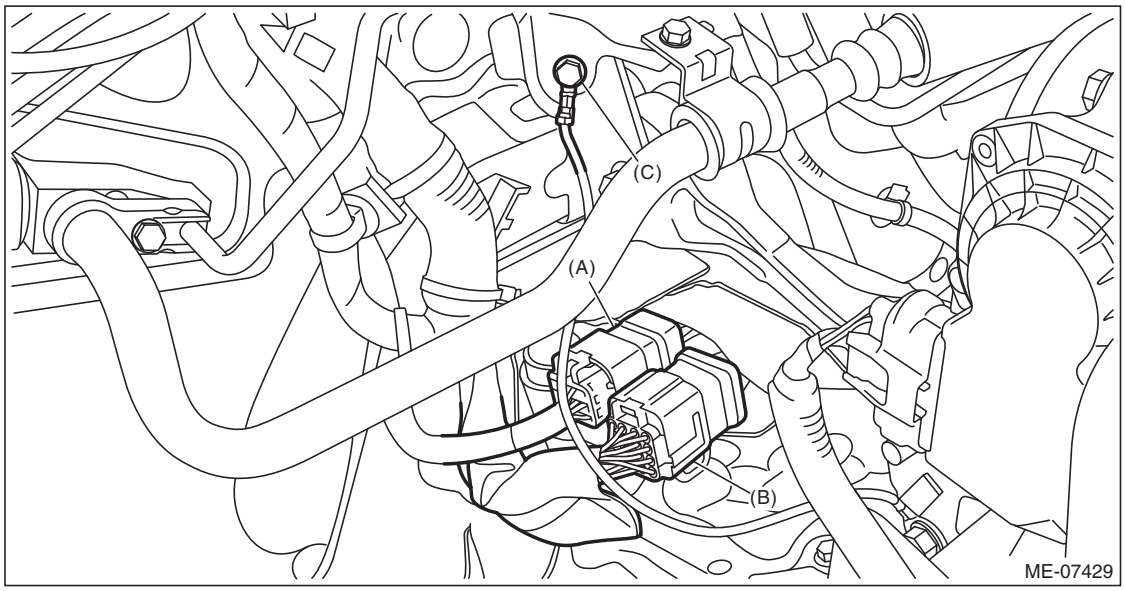


5) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



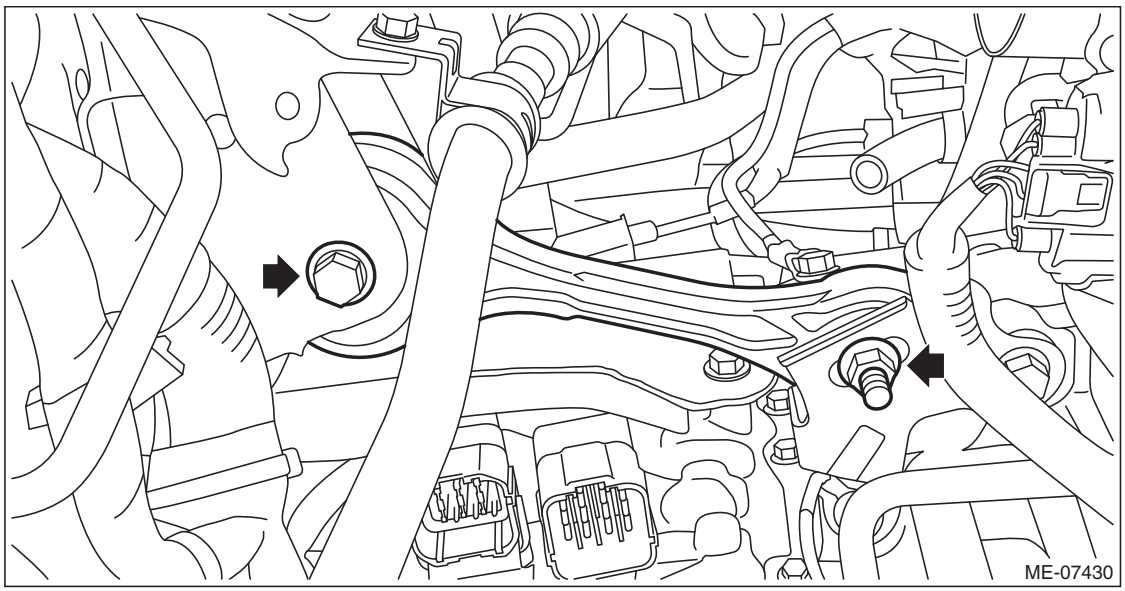
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6) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal



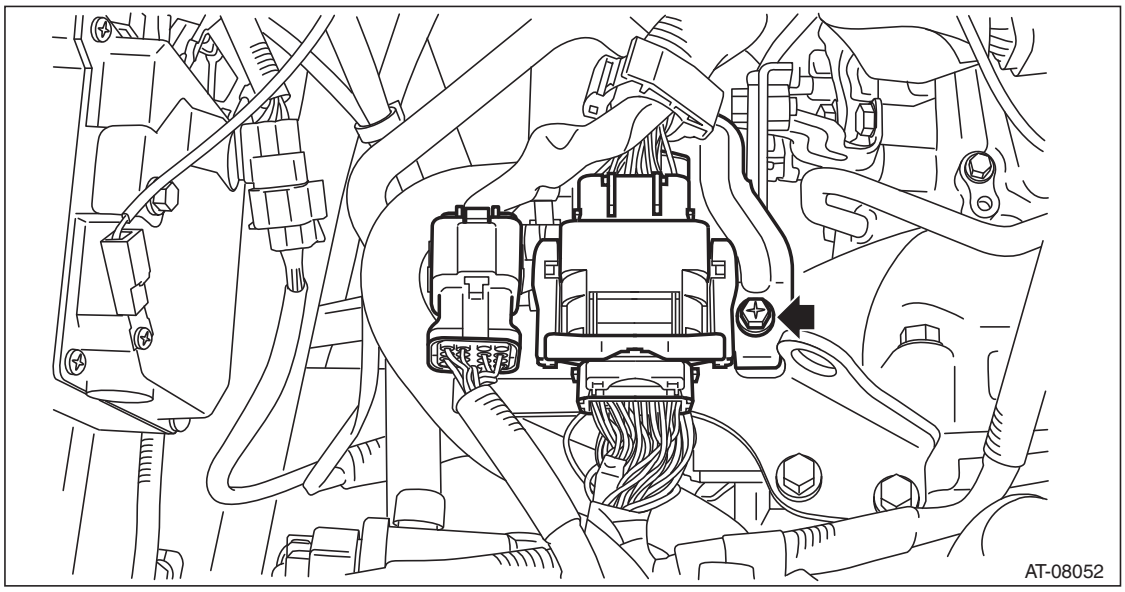
(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

7) Remove the starter. <Ref. to SC(H4DO)-8, REMOVAL, Starter.>
8) Remove the pitching stopper.

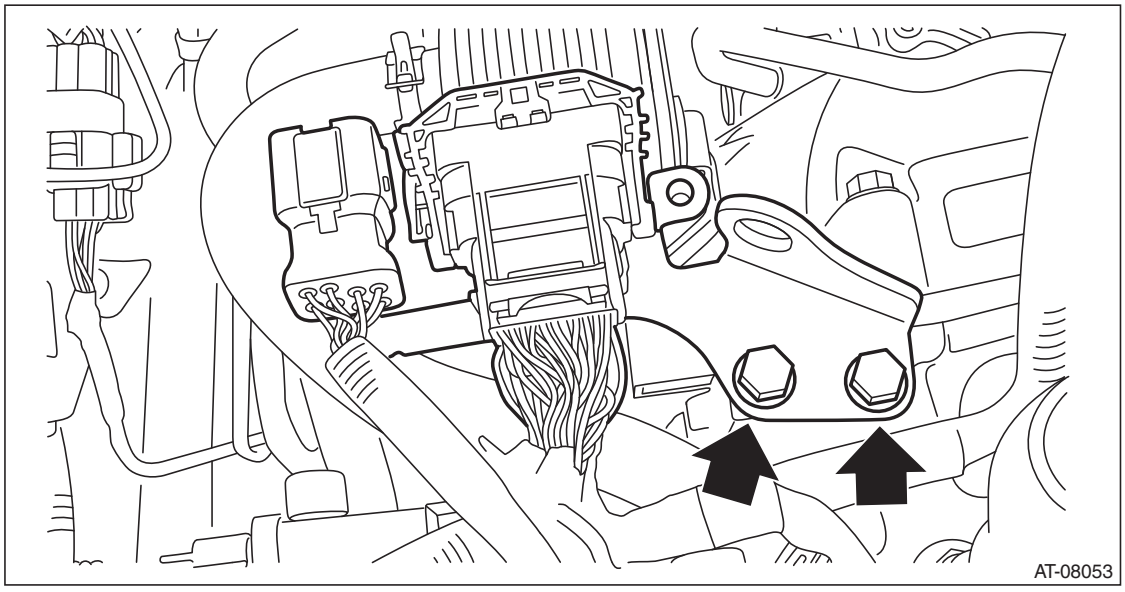


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9) Remove the harness bracket, and then remove the engine harness connector.

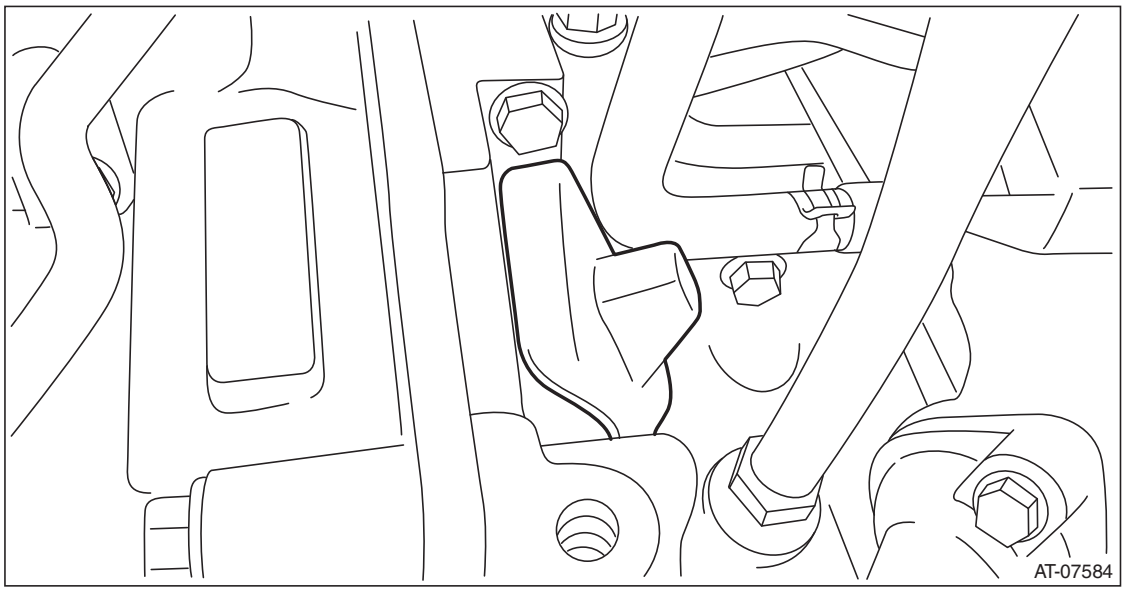


10) Disconnect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
11) Remove the engine hanger rear.



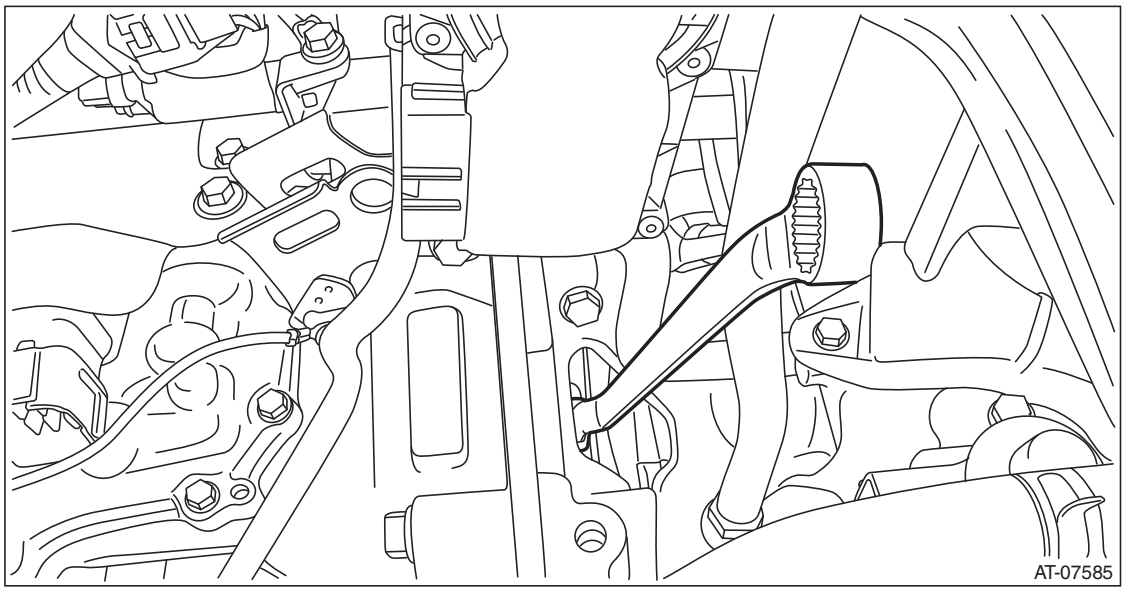
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12) Remove the service hole plug.



13) Remove the four bolts combining the torque converter and drive plate while rotating the crank pulley a little at a time in the same direction as engine revolution.

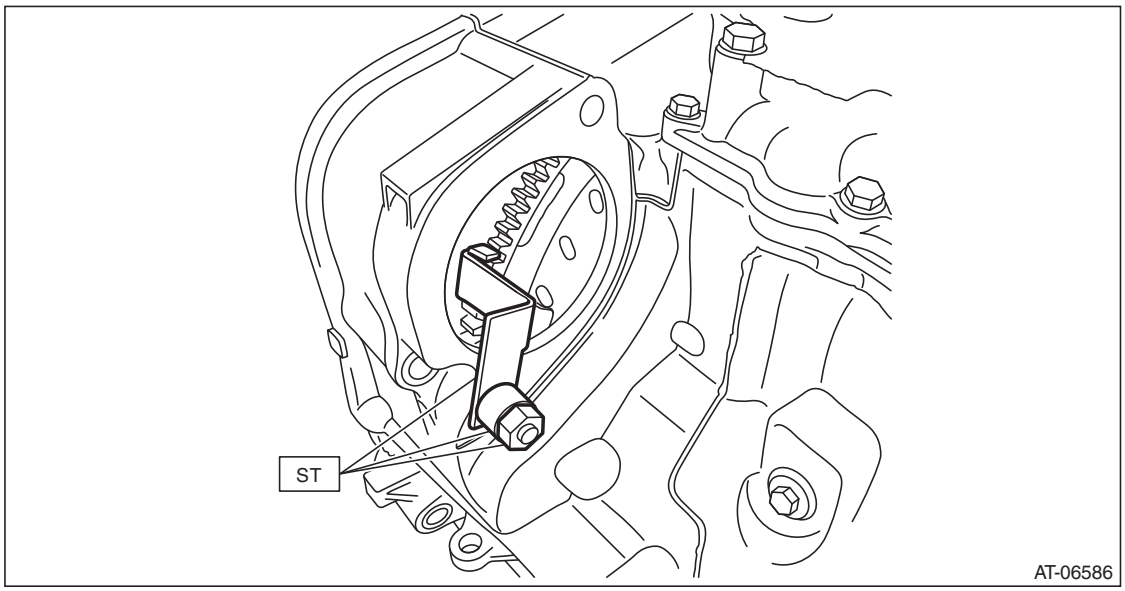
CAUTION:
- **Be careful not to drop bolts into the converter housing.**
- **Be careful not to damage the mounting bolts.**



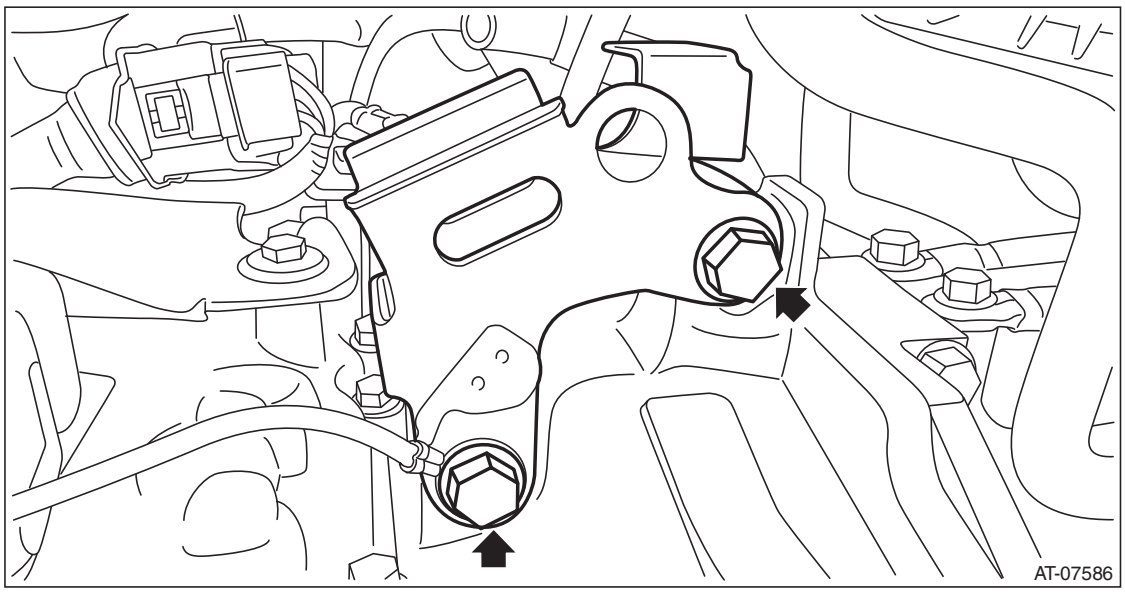
14) Make sure the torque converter moves freely by rotating with finger through the starter installation hole.

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15) Attach the ST to the converter case.
ST 498277200 STOPPER SET

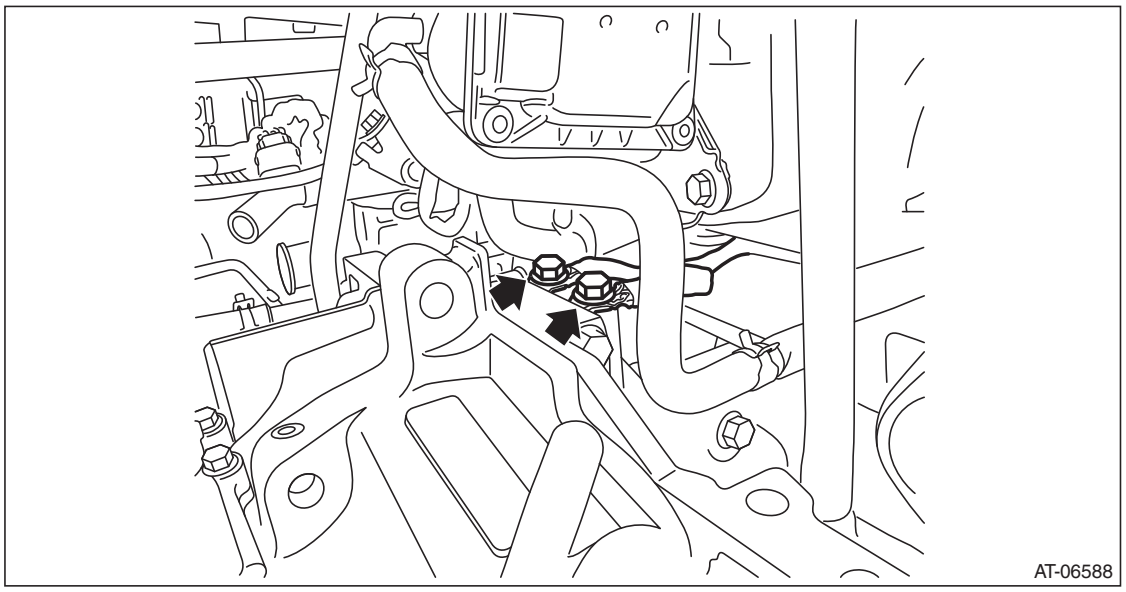


16) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.

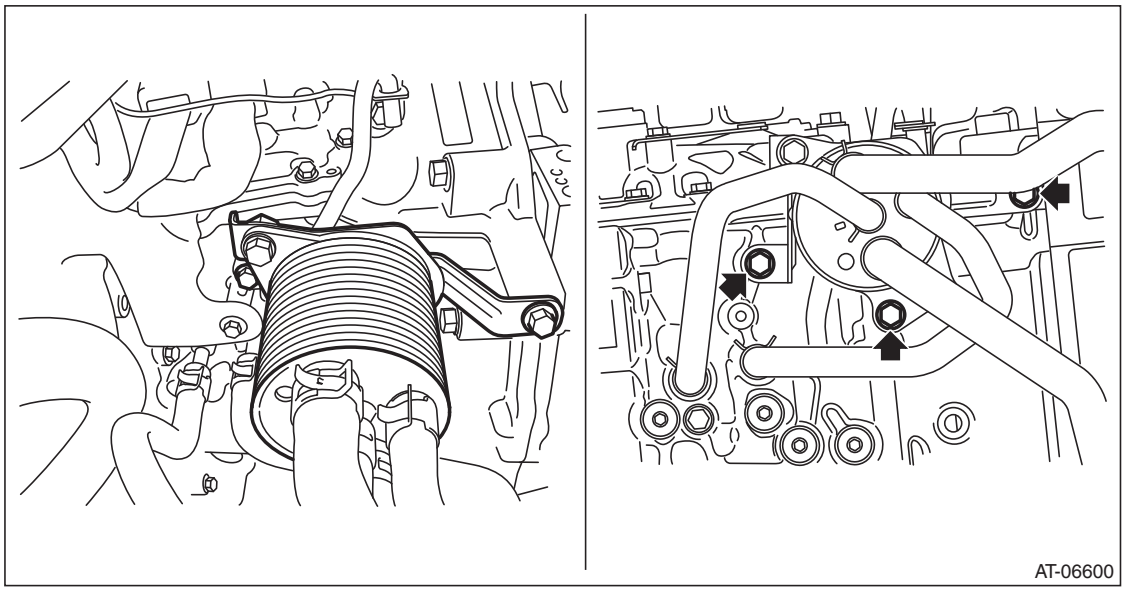


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17) Remove the engine ground terminal.

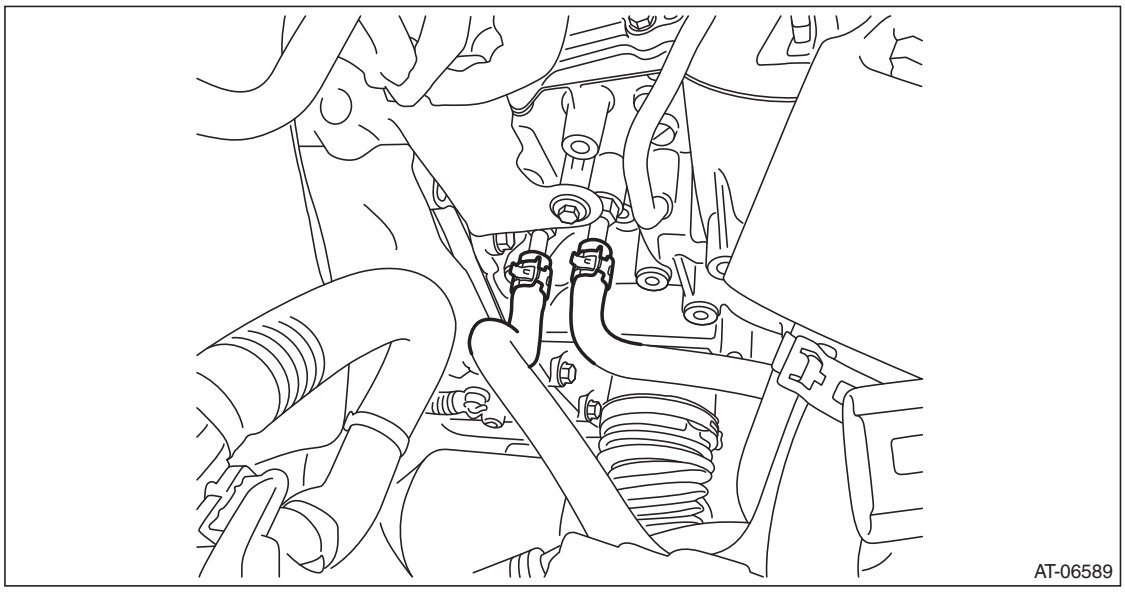


18) Remove the CVTF cooler (with warmer feature) from the transmission, and using a piece of wire, affix to a location of the body where it will not interfere with the removal of the transmission.



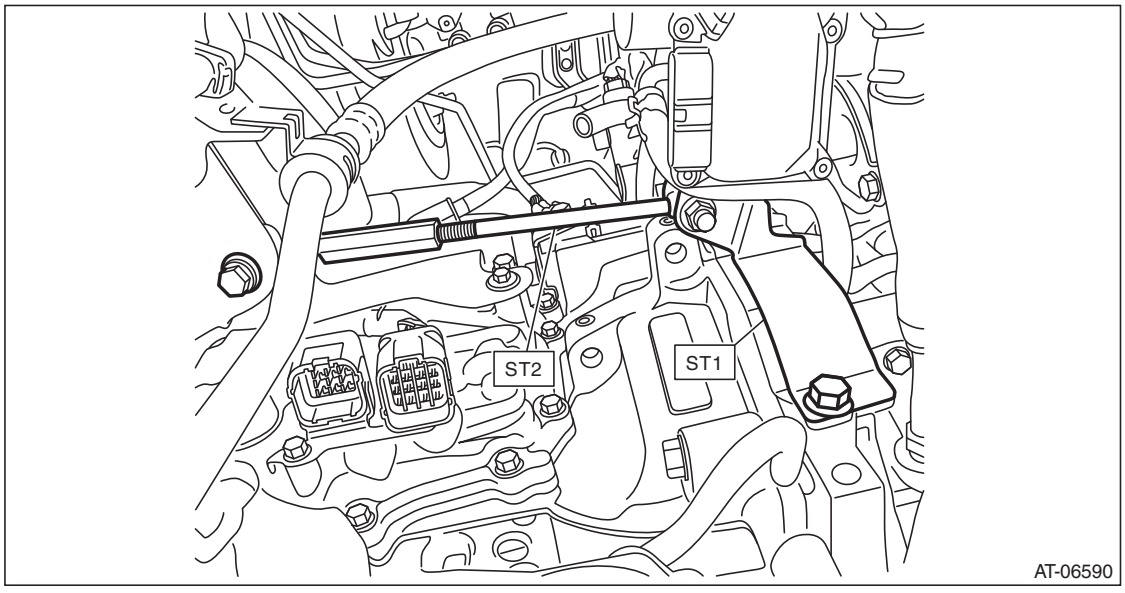
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19) Remove the CVTF inlet hose and outlet hose from the pipe.



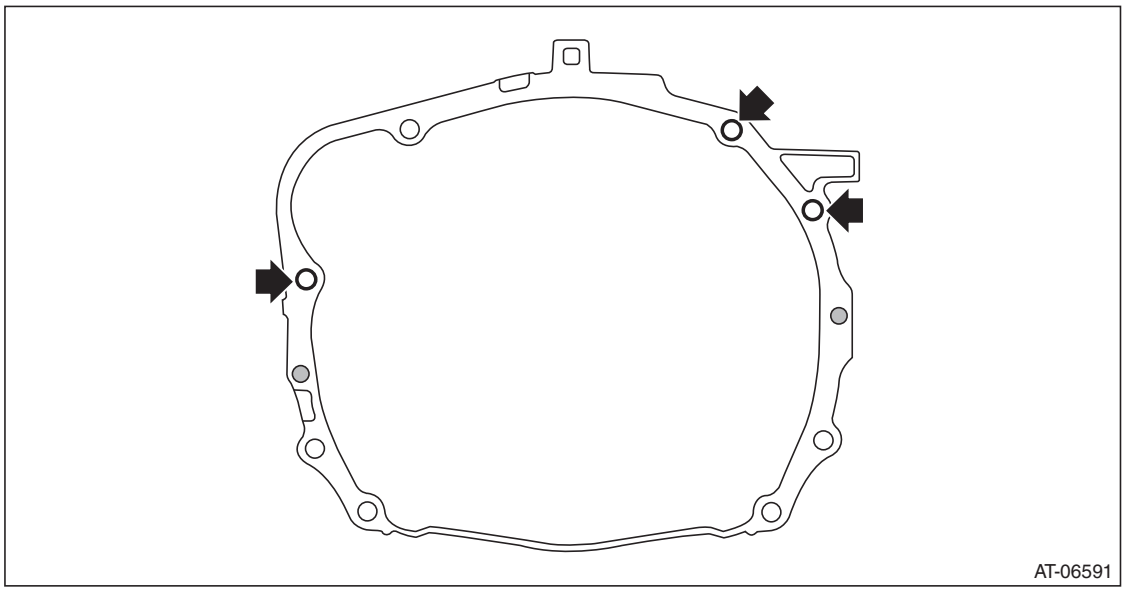
20) Set the ST.

ST1 41099AA010 ENGINE SUPPORT BRACKET
ST2 41099AA020 ENGINE SUPPORT

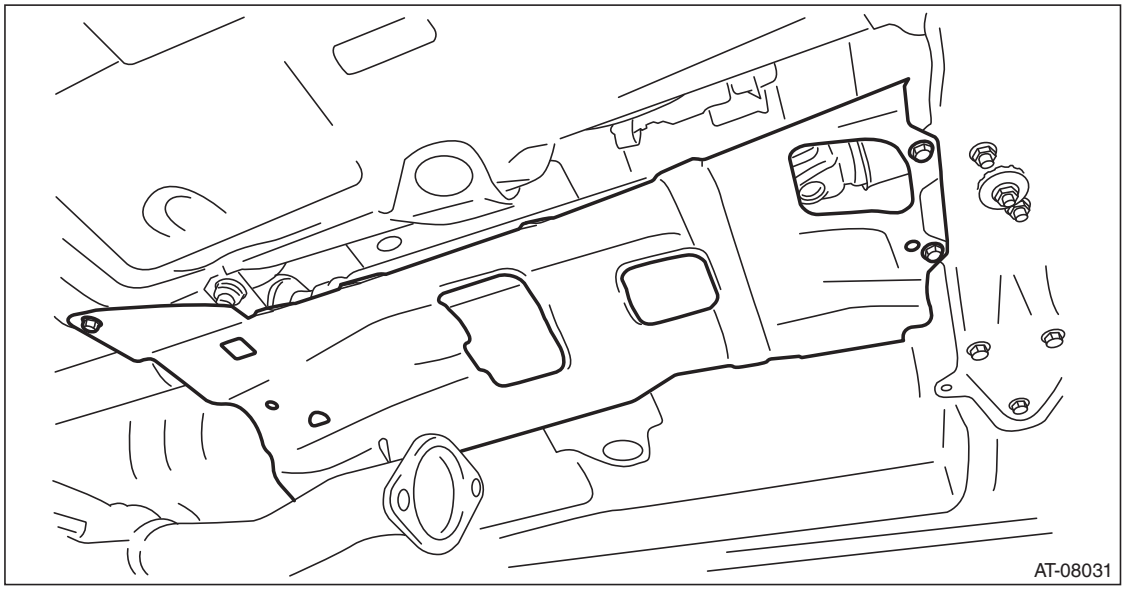


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21) Remove the three transmission connecting bolts.



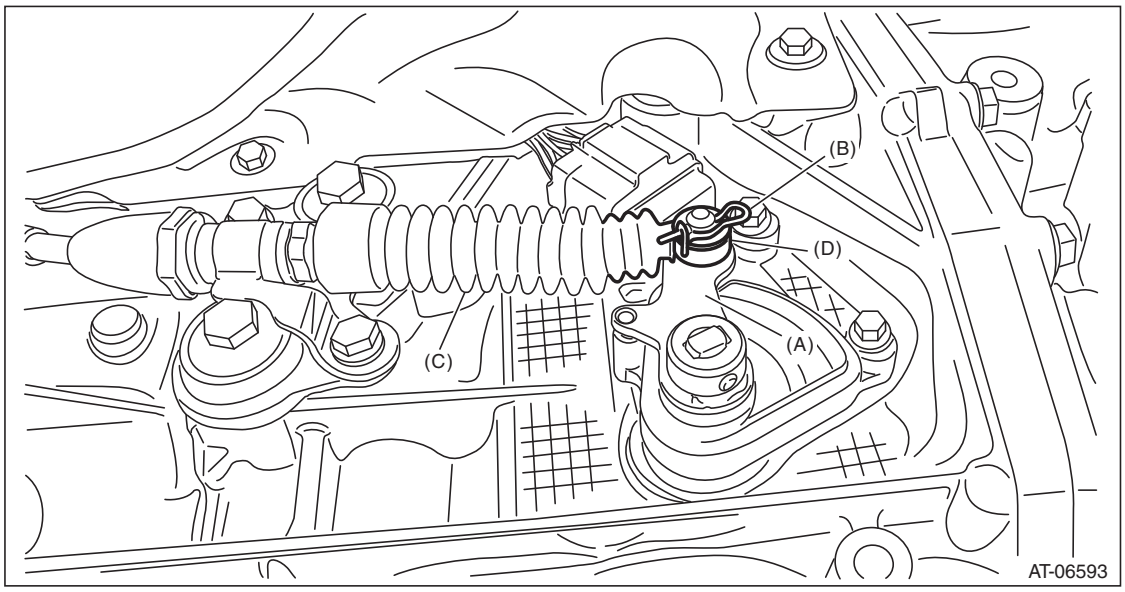
22) Lift up the vehicle.
23) Remove the front wheels. <Ref. to WT-5, REMOVAL, Tire and Wheel.>
24) Remove the under cover - front and the under cover front - transmission.
25) Remove the center exhaust pipe. <Ref. to EX(H4DO)-18, REMOVAL, Rear Exhaust Pipe.>
26) Remove the center exhaust cover.



27) Remove the CVTF drain plug to drain CVTF. <Ref. to CVT(TR580)-36, REPLACEMENT, CVTF.>
28) Drain differential gear oil. <Ref. to CVT(TR580)-41, REPLACEMENT, Differential Gear Oil.>

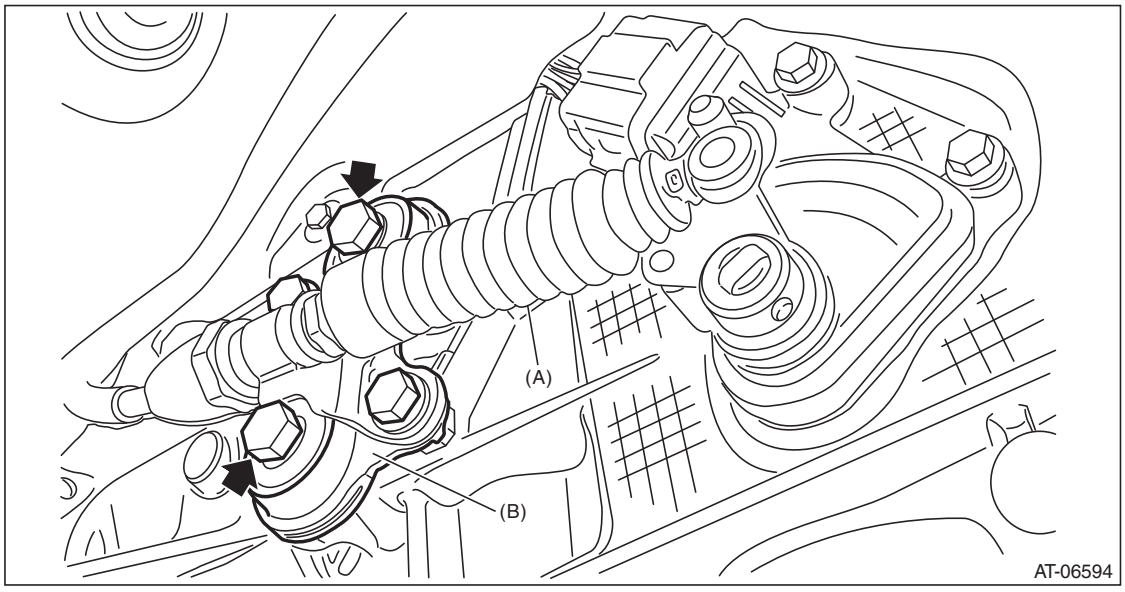
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29) Remove the snap pin and washer from shifter arm and remove the select cable from shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

30) Remove the plate assembly from the transmission case.

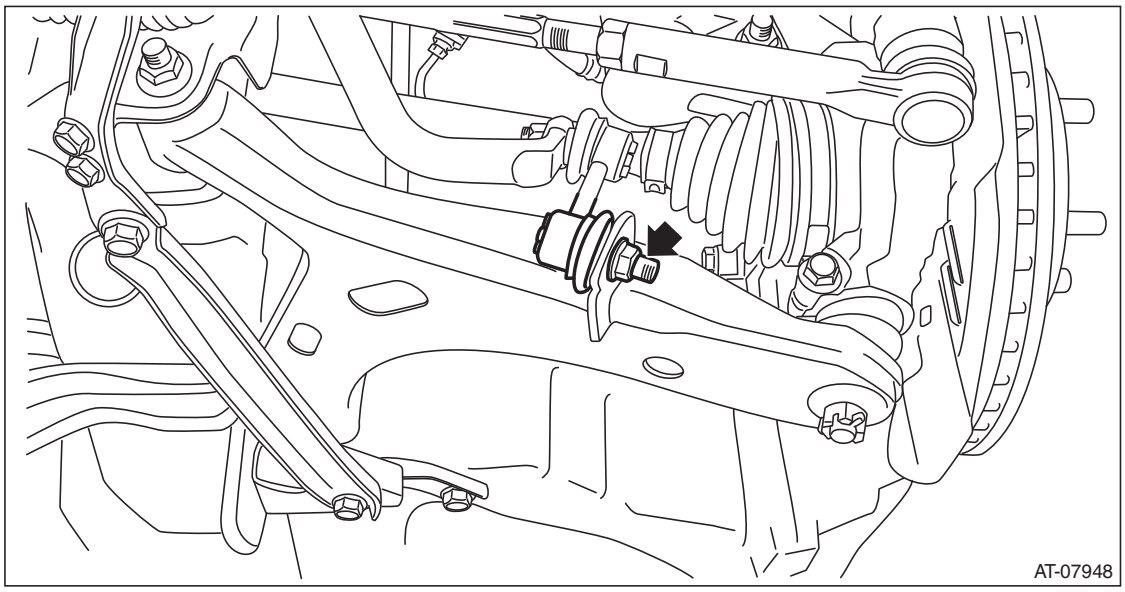


(A) Select cable
(B) Plate ASSY

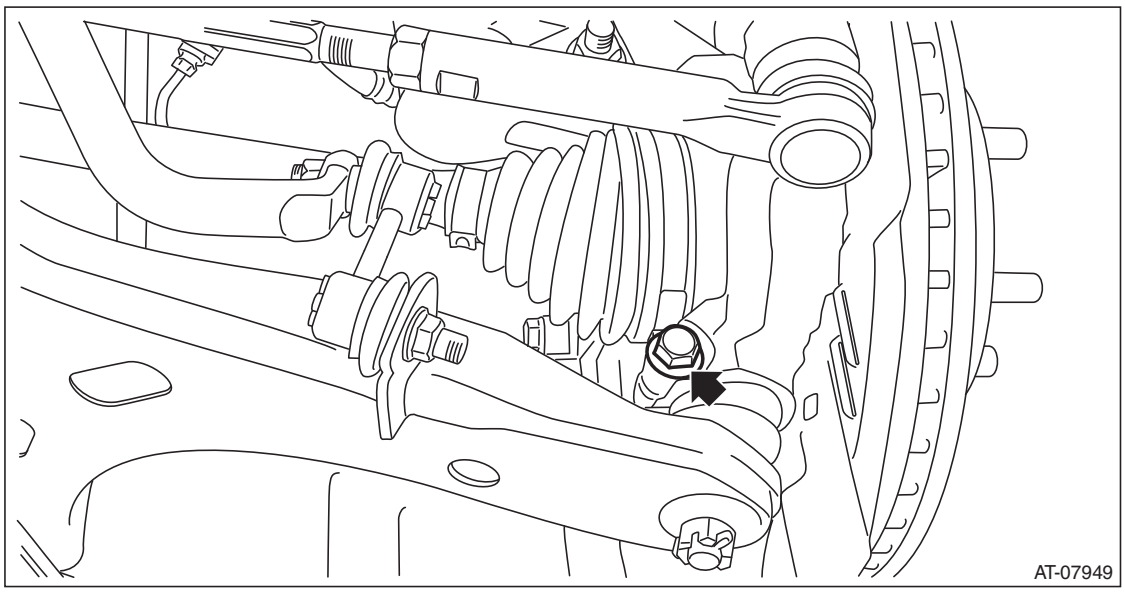
31) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>

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32) Disconnect the stabilizer link from the front arm.



33) Remove the bolts which secure to the front housing, and separate the front arm and housing.



34) Using a tire lever or a crow bar, etc., pull out until the front drive shaft transmission side joint slides move smoothly.

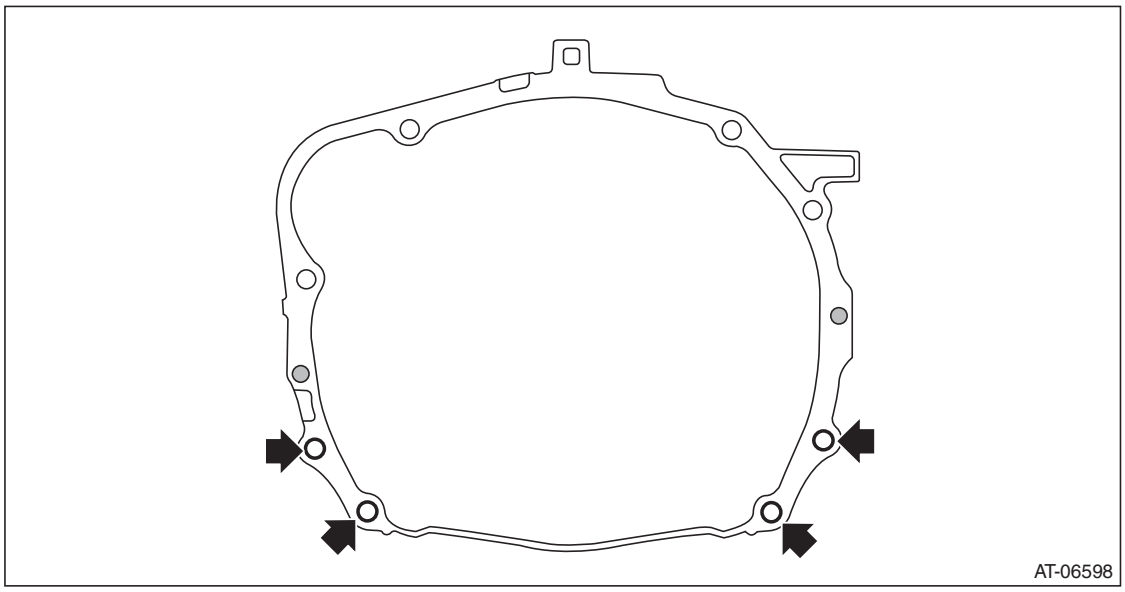
NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.

35) Hold the transmission side joint of the front drive shaft by hand and extract the housing from the transmission while pressing the housing outward, so as not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

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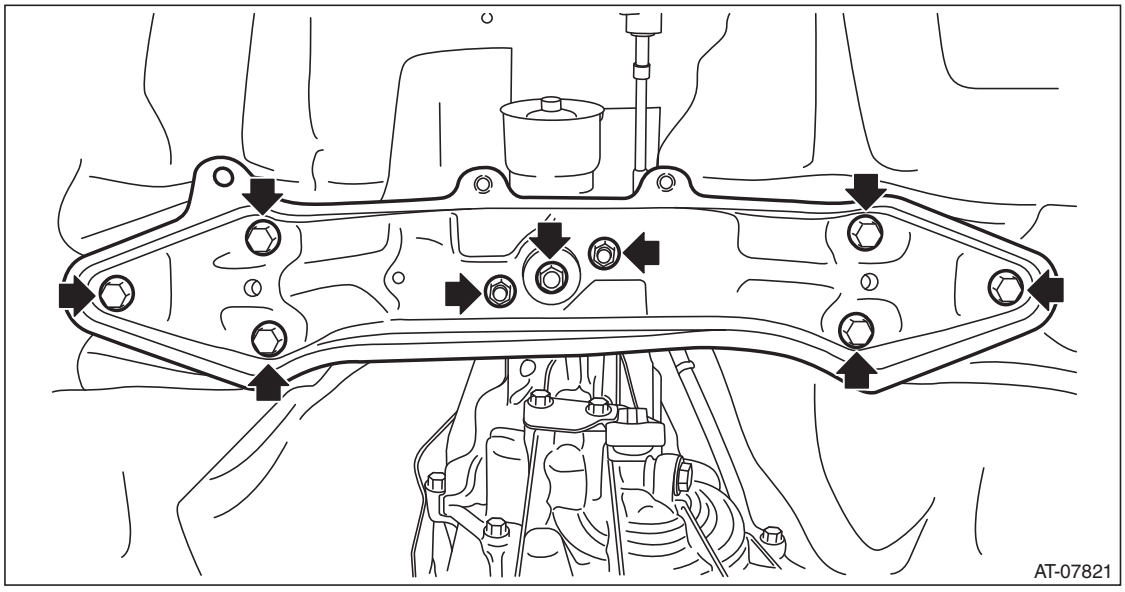
36) Remove the two transmission connecting bolts and two nuts (lower side).



37) Set the transmission jack under the transmission.

NOTE:
Make sure that the support plates of transmission jack do not touch the oil pan.

38) Remove the transmission rear crossmember from the vehicle.



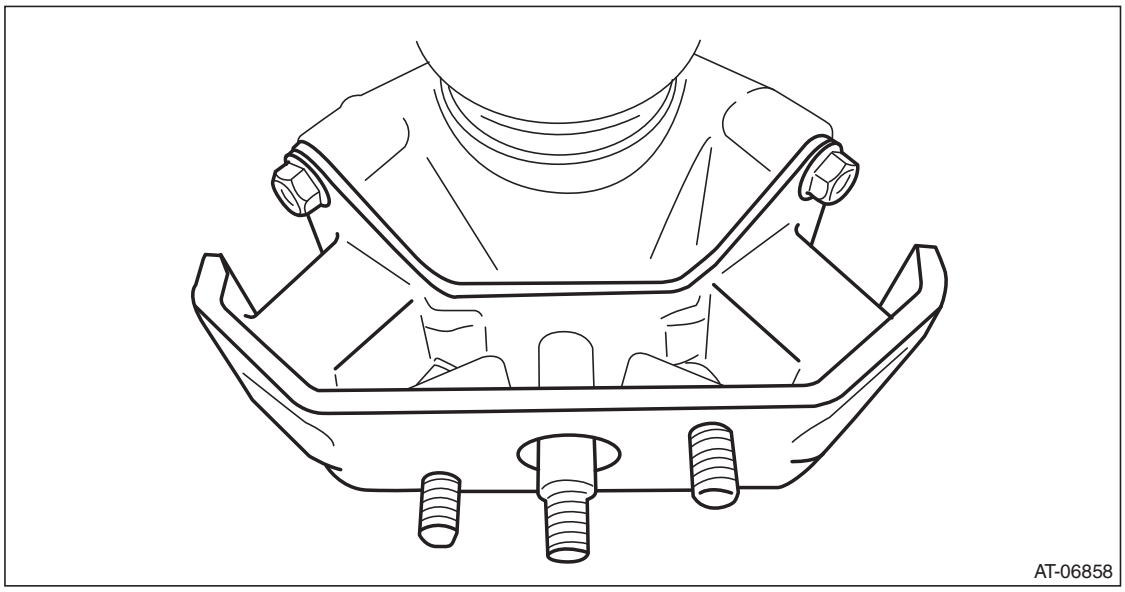
39) While lowering the transmission jack gradually, fully retract the engine support, and then tilt the engine rearward.

40) Remove the transmission assembly.

NOTE:
Remove it while moving the transmission jack up and down so that the engine and transmission remain directly aligned.

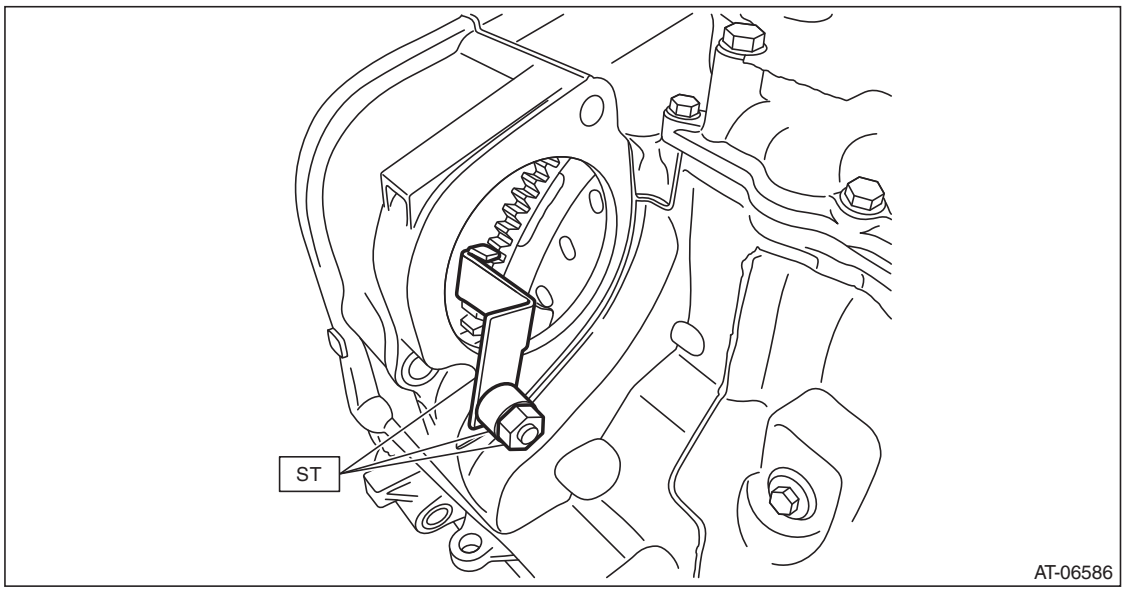
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41) Remove the rear cushion rubber.



B: INSTALLATION

1) Attach the ST to converter case.
ST 498277200 STOPPER SET



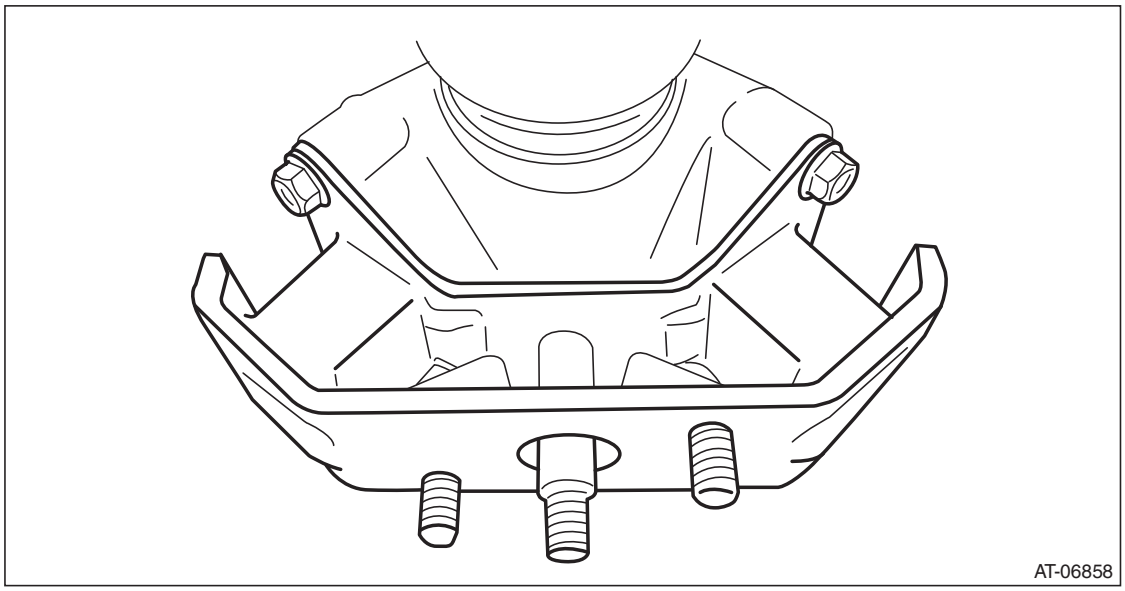
2) When completely overhauling the transmission, refill CVTF through the transmission right side plug. <Ref. to CVT(TR580)-165, Preparation for Overhaul.>
3) Replace the front differential side retainer oil seal. <Ref. to CVT(TR580)-87, REPLACEMENT, Differential Side Retainer Oil Seal.>

NOTE:
- Be sure to replace the differential side retainer oil seal with a new part whenever the front drive shaft is removed from the transmission.
- When a new differential side retainer oil seal has been installed, replacement is not required.

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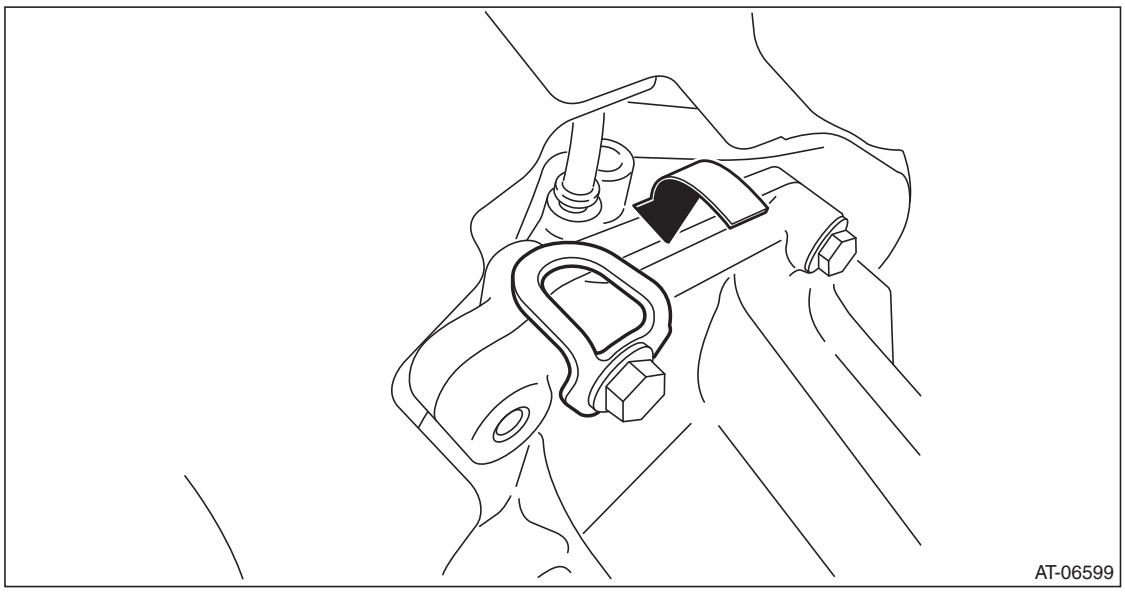
4) Install the rear cushion rubber on the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



5) Mount the transmission onto the transmission jack.
6) Strike and bend the transmission hanger of transmission rear with a rubber hammer etc. so that it gets in contact with the transmission case.

CAUTION:
Do not apply extra overload or impact to the transmission case.



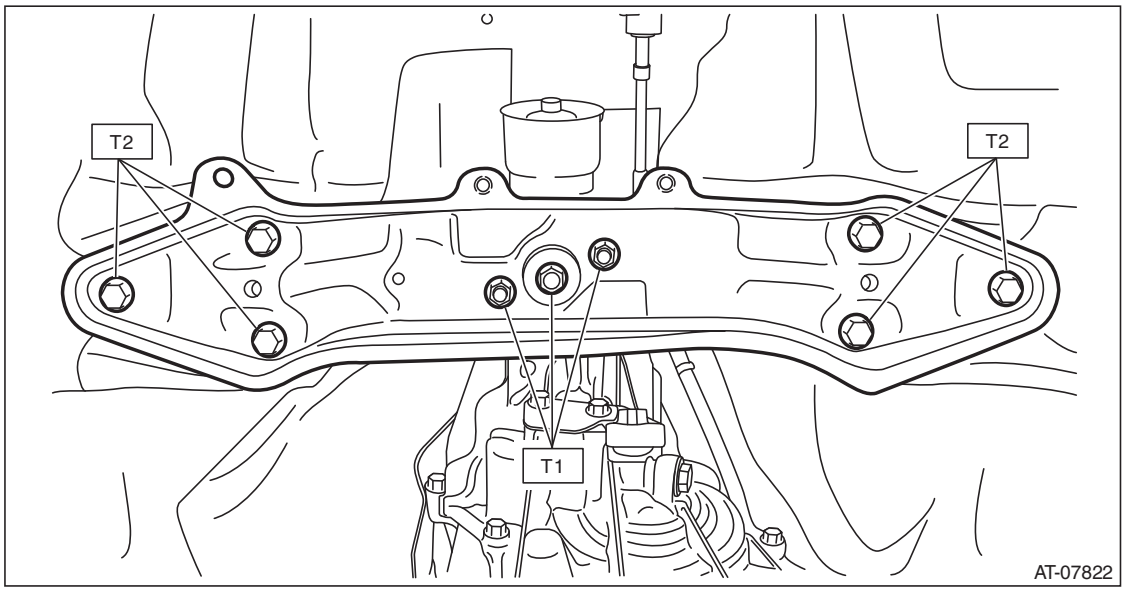
7) Remove the pitching stopper bracket, if mounted.
8) Install the transmission onto the engine.

NOTE:
- While raising the transmission jack gradually, turn the screw of engine support, then tilt the engine forward.
- Temporarily attach the two engine connecting bolts and two nuts (lower side).

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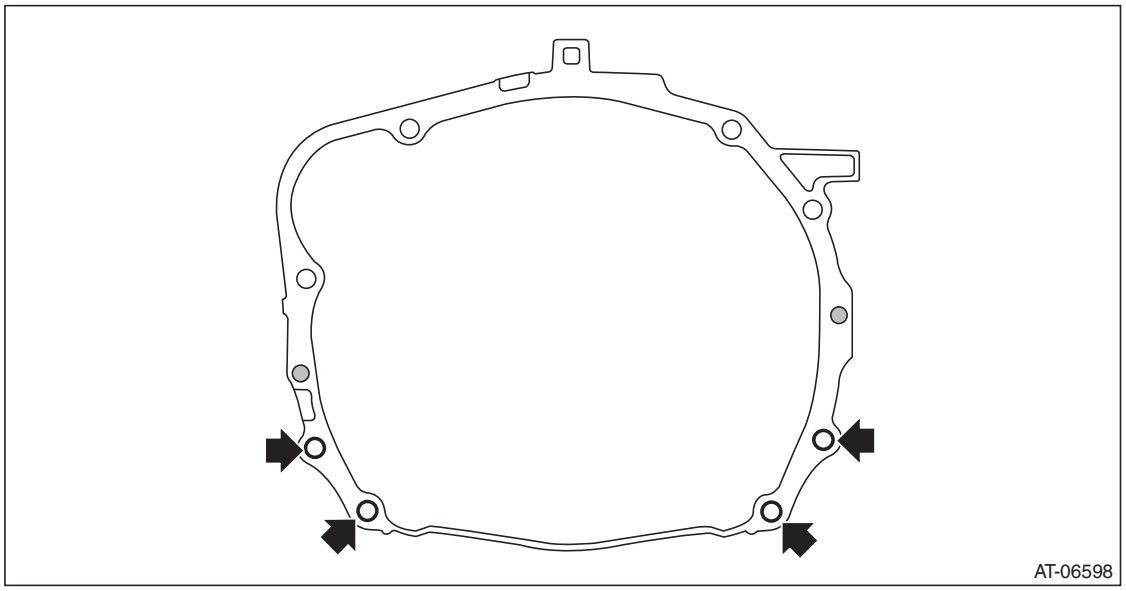
9) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



10) Tighten the two engine connecting bolts and two nuts (lower side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

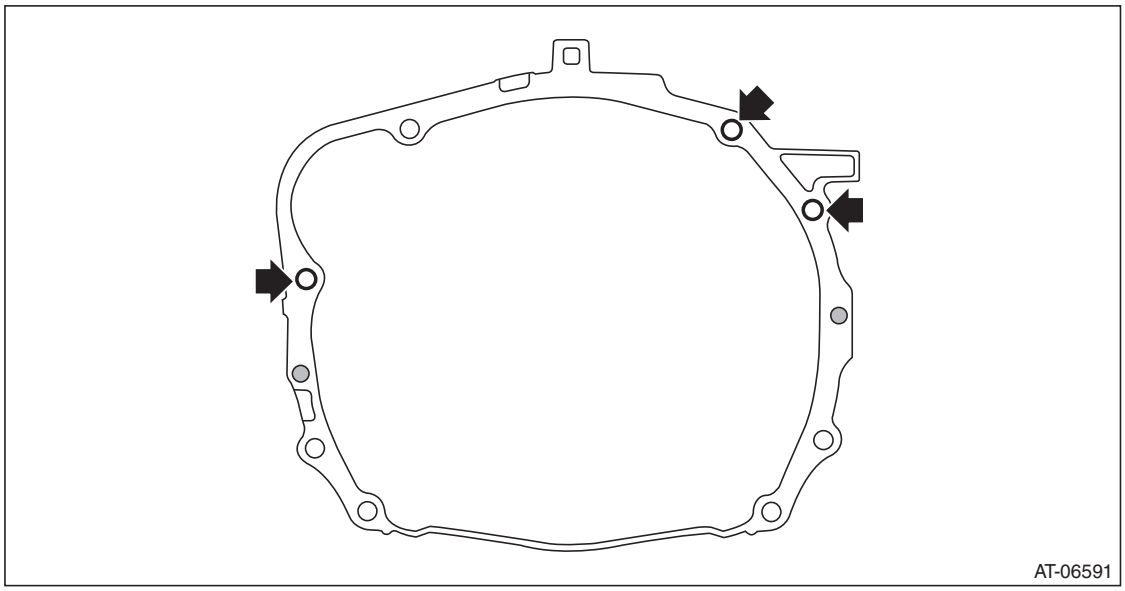


11) Remove the transmission jack.
12) Lower the vehicle.

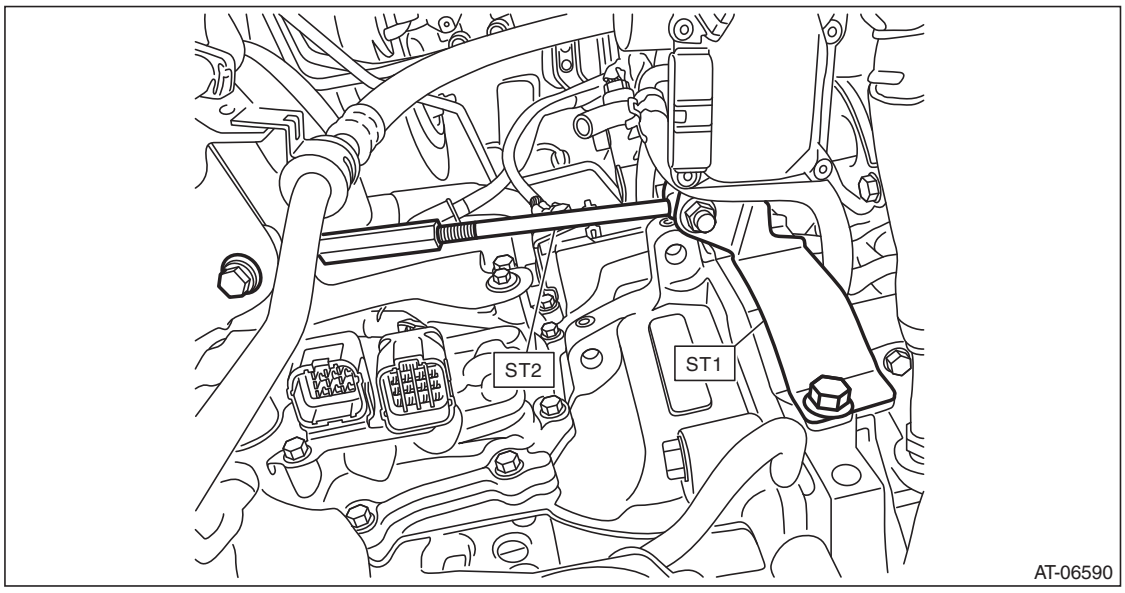
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13) Install the three engine mounting bolts (upper side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



14) Remove the ST (STOPPER SET) from converter case.
15) Remove the ST (ENGINE SUPPORT BRACKET and ENGINE SUPPORT).
ST1 41099AA010 ENGINE SUPPORT BRACKET
ST2 41099AA020 ENGINE SUPPORT



16) Match the torque converter screw hole with drive plate hole to install the bolt.

CAUTION:
- **Do not drop the mounting bolt in the converter housing.**
- **Do not damage the mounting bolt.**

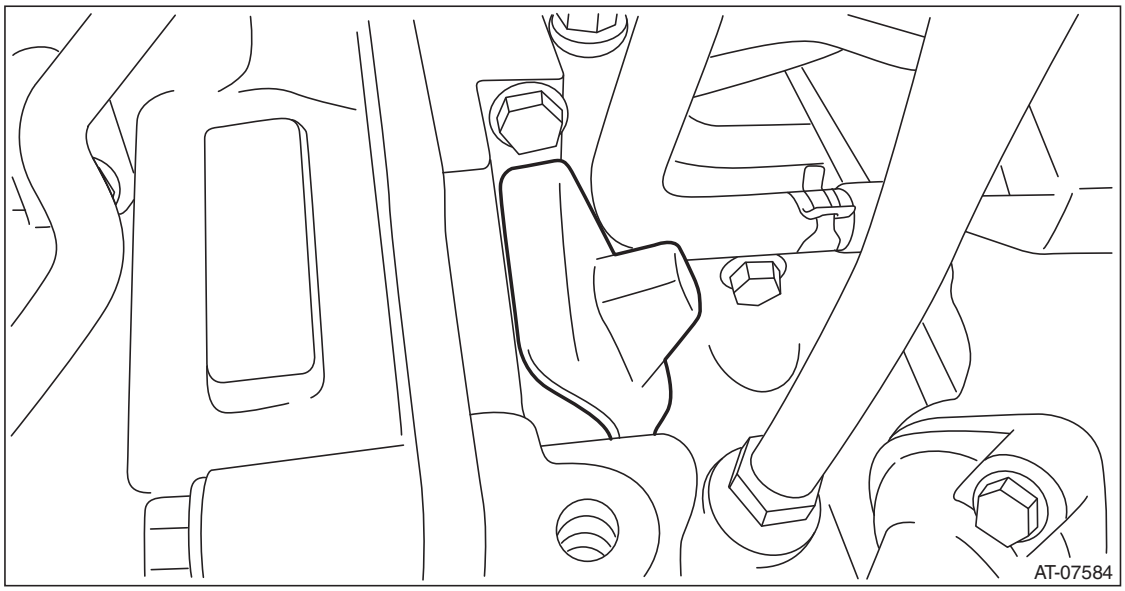
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

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17) Install the remaining three bolts by rotating the crank pulley a little at a time in the same direction as engine revolution.

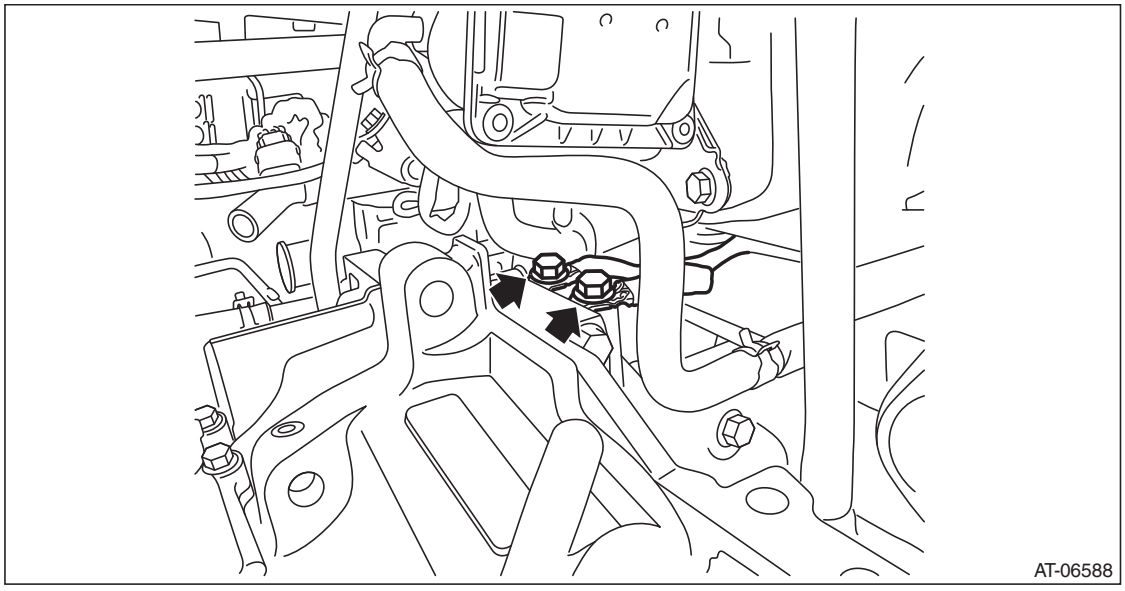
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

18) Install the service hole plug.



19) Install the engine ground terminals.

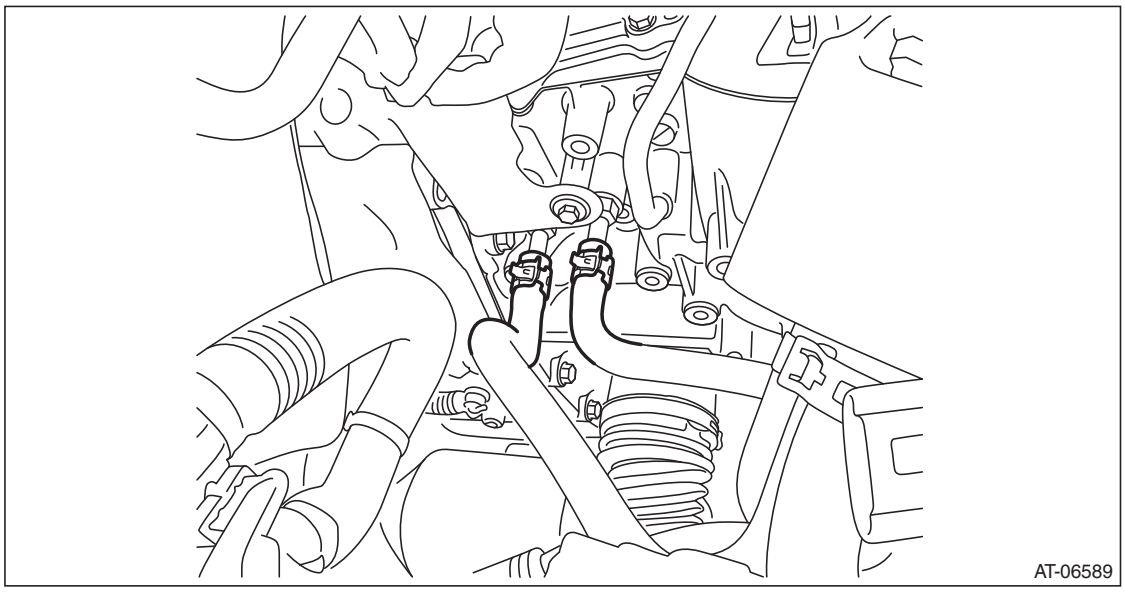
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



20) Replace the CVTF inlet hose and CVTF outlet hose. <Ref. to CVT(TR580)-154, DISASSEMBLY, CVTF Cooler (With Warmer Function).>

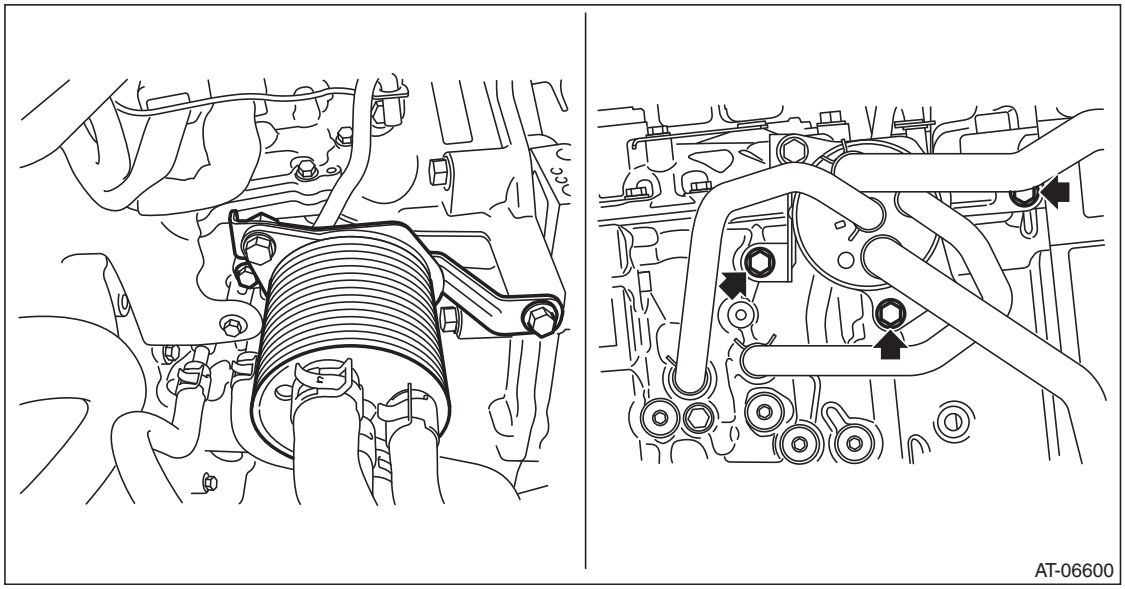
Provided Exclusively on Ebay by Seller "4SubaruManuals"

21) Install the CVTF inlet hose and CVTF outlet hose to transmission.



22) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)

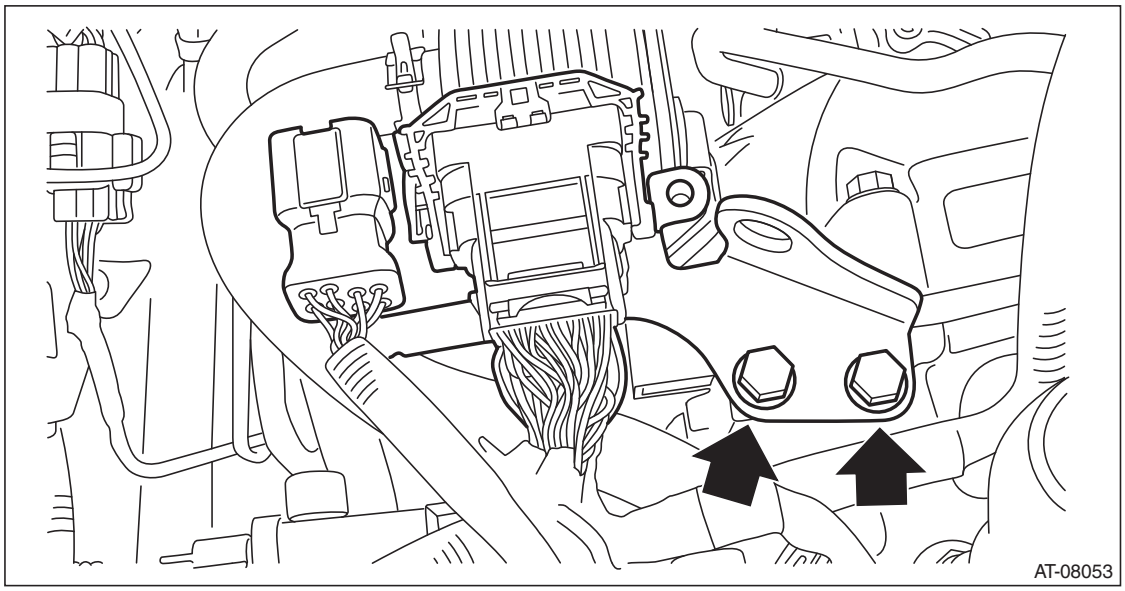


23) Install the starter. <Ref. to SC(H4DO)-12, INSTALLATION, Starter.>

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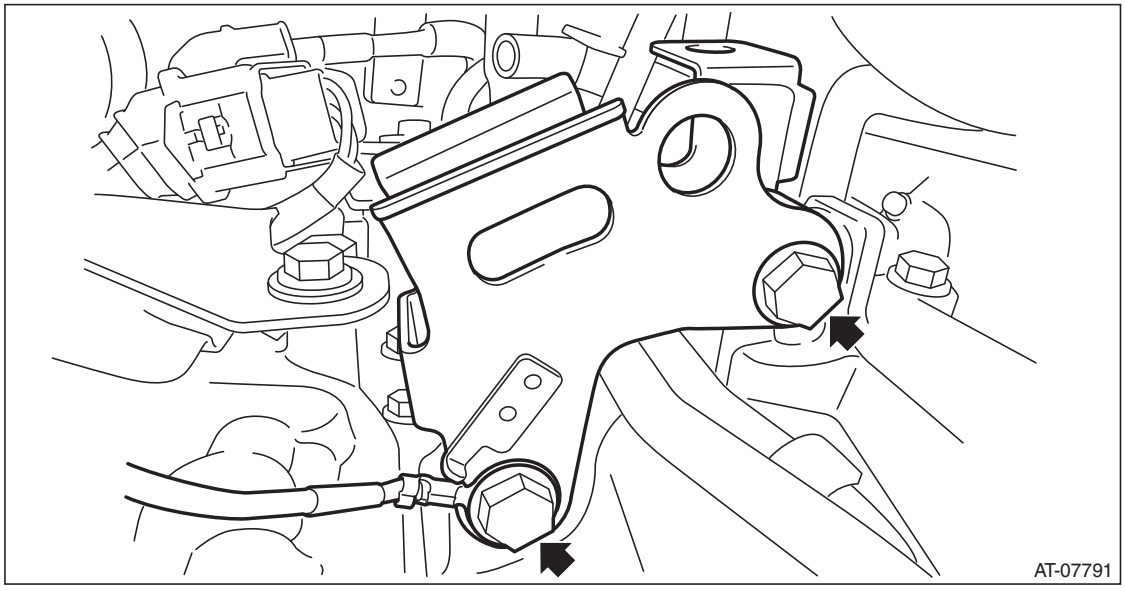
24) Install the engine hanger rear.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



25) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

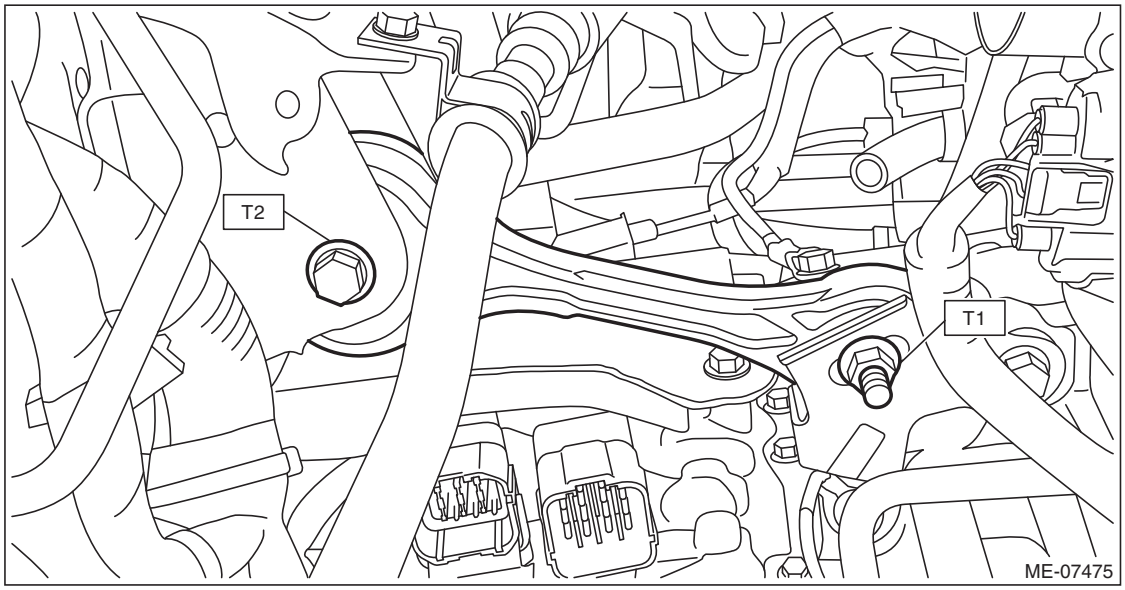


26) Install the air breather hose to the pitching stopper bracket.

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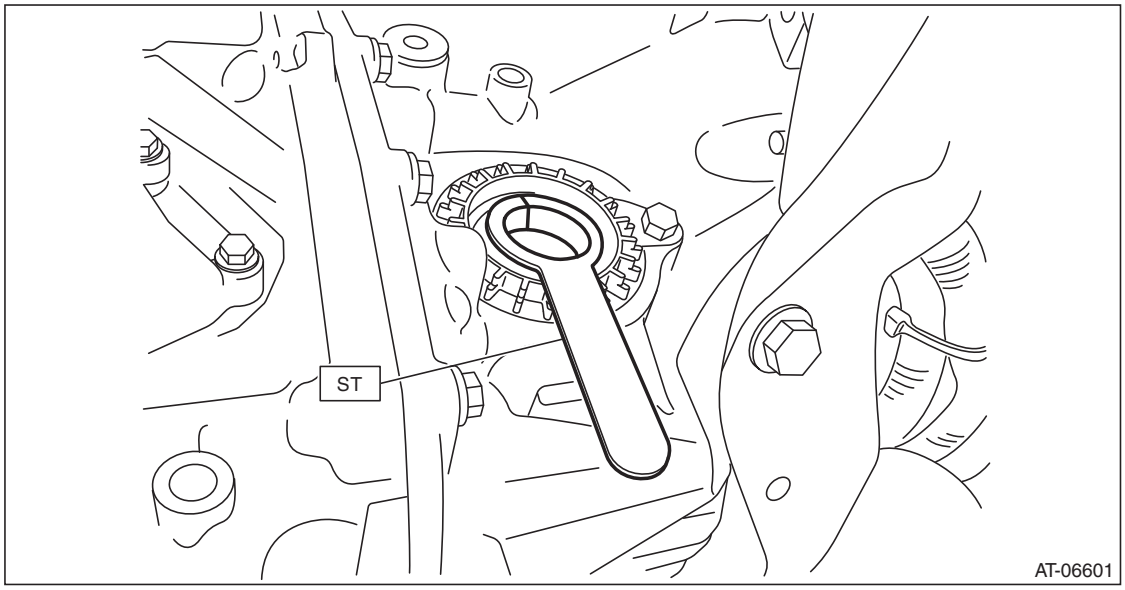
27) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



28) Connect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
29) Connect the engine harness connectors, then install the harness connector bracket.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)
30) Lift up the vehicle.
31) Apply grease to the side retainer oil seal lip.
32) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



33) Replace the circlip of the drive shaft with a new part.

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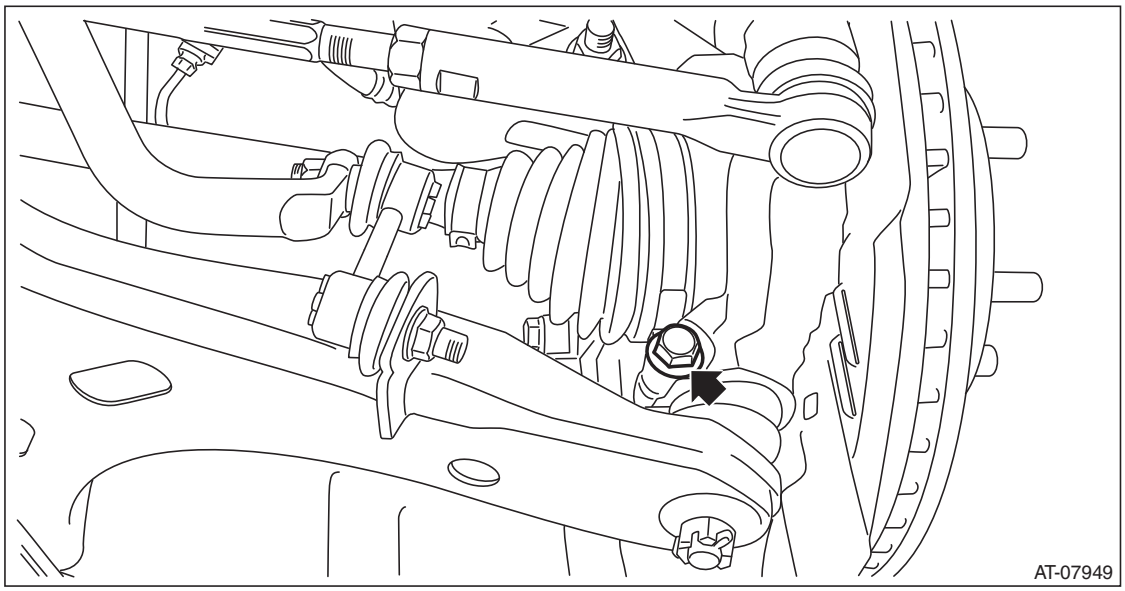
34) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).

NOTE:
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

35) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
36) Insert the ball joint into housing and secure with bolt.

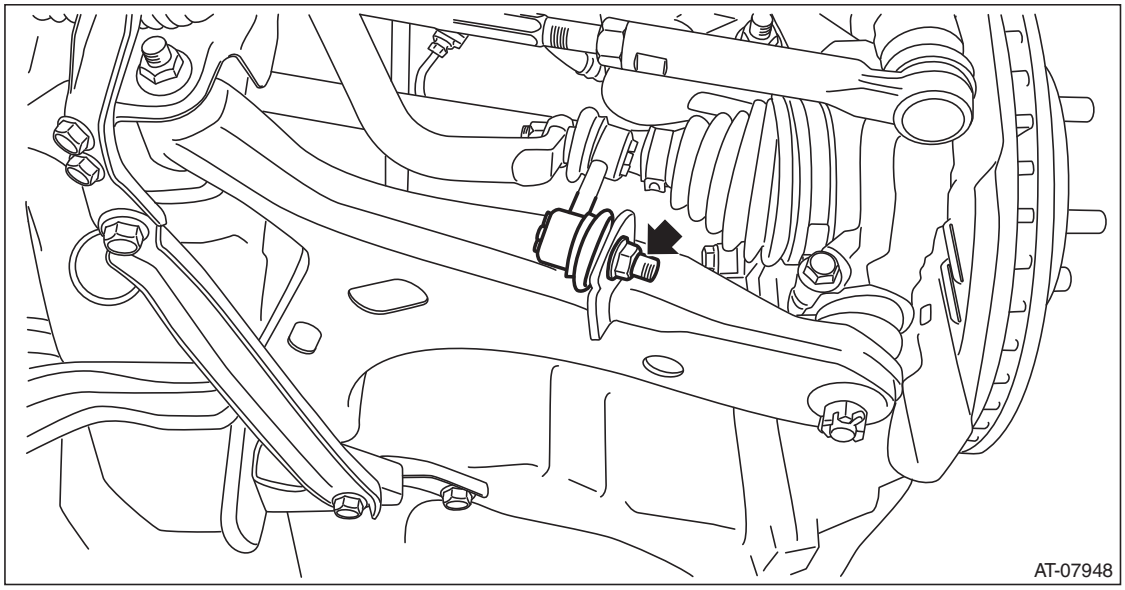
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**



37) Attach the stabilizer link to the front arm.

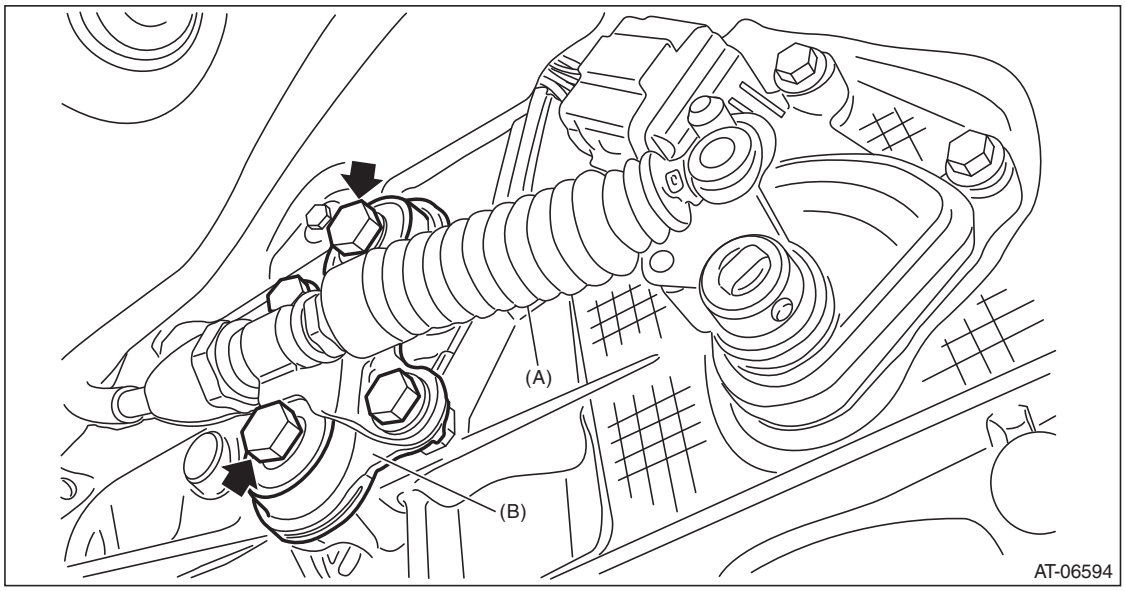
Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)



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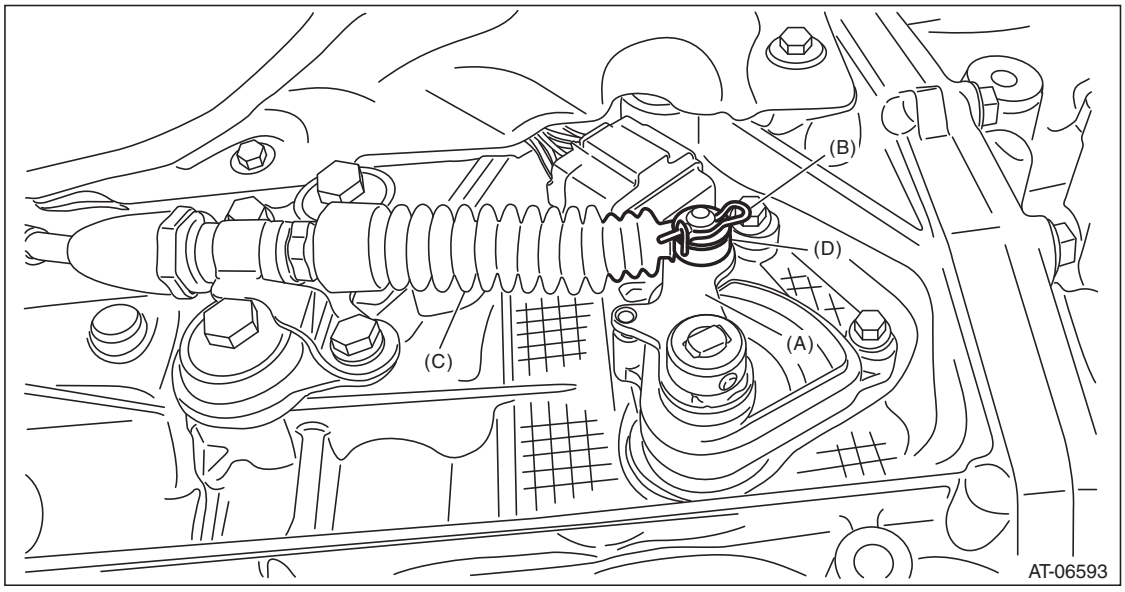
38) Install the plate assembly to transmission.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Select cable
(B) Plate ASSY

39) Install the washer and snap pin to the shifter arm.



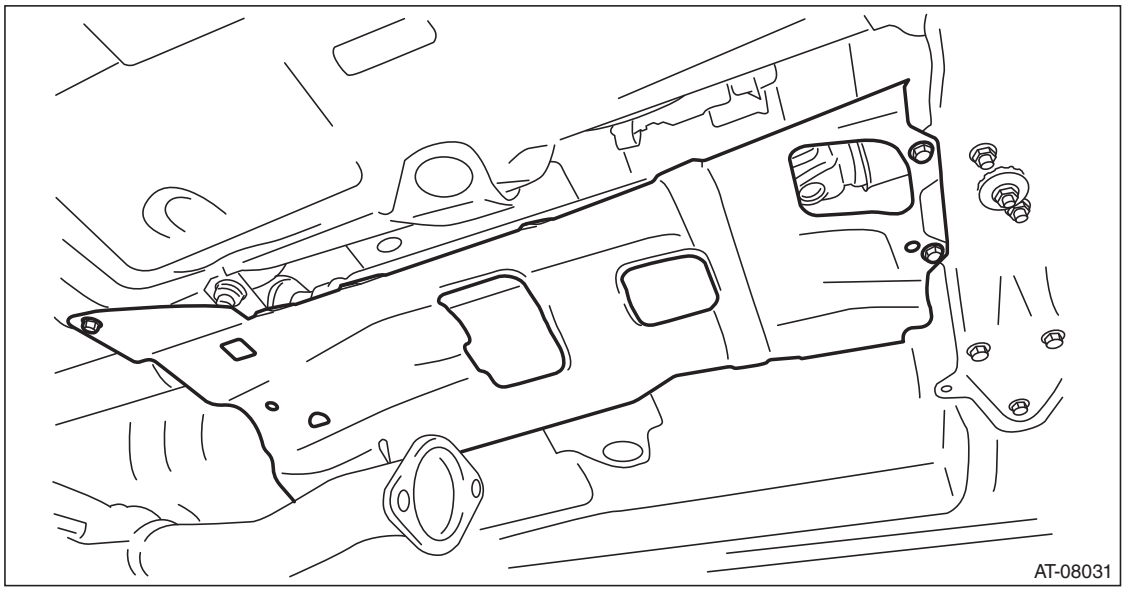
(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

40) Install the propeller shaft. <Ref. to DS-13, INSTALLATION, Propeller Shaft.>

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41) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



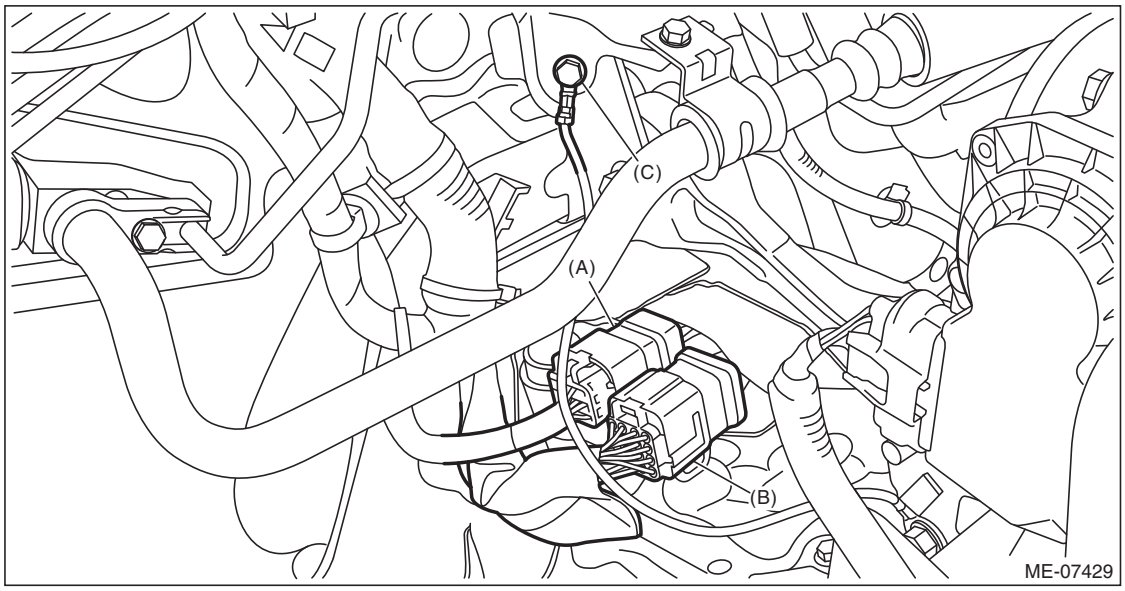
42) Install the center exhaust pipe. <Ref. to EX(H4DO)-8, INSTALLATION, Front Exhaust Pipe.>
43) Install the under cover - front.
44) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
45) Lower the vehicle.

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46) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)



(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

47) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
48) Install the front wheels. <Ref. to WT-5, INSTALLATION, Tire and Wheel.>
49) Connect the battery ground terminal.
50) Refill differential gear oil to adjust the differential gear oil amount. <Ref. to CVT(TR580)-39, Differential Gear Oil.>
51) Refill CVTF to adjust the CVTF level. <Ref. to CVT(TR580)-35, CVTF.>
52) Perform the operation for clearing AT learning value. <Ref. to CVT(diag)-24, Clear Memory Mode.>
53) Perform the operation of AT learning mode. <Ref. to CVT(diag)-26, Learning Control.>
54) Execute the rear differential inspection mode. <Ref. to DI-66, Rear Differential Inspection Mode.>

CAUTION:
Always execute the rear differential inspection mode at the replacement of the following.
- **Replacement of transmission assembly**
- **Replacement of front differential hypoid gear set**

55) Perform the road test to make sure there is no fault. <Ref. to CVT(TR580)-44, INSPECTION, Road Test.>

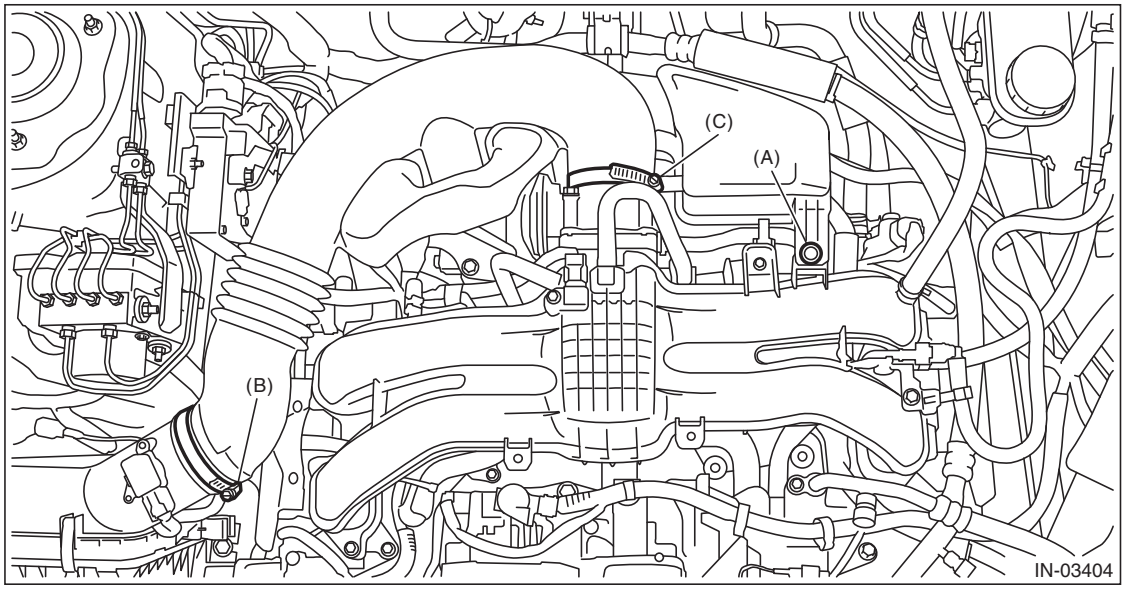
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11.Transmission Mounting System

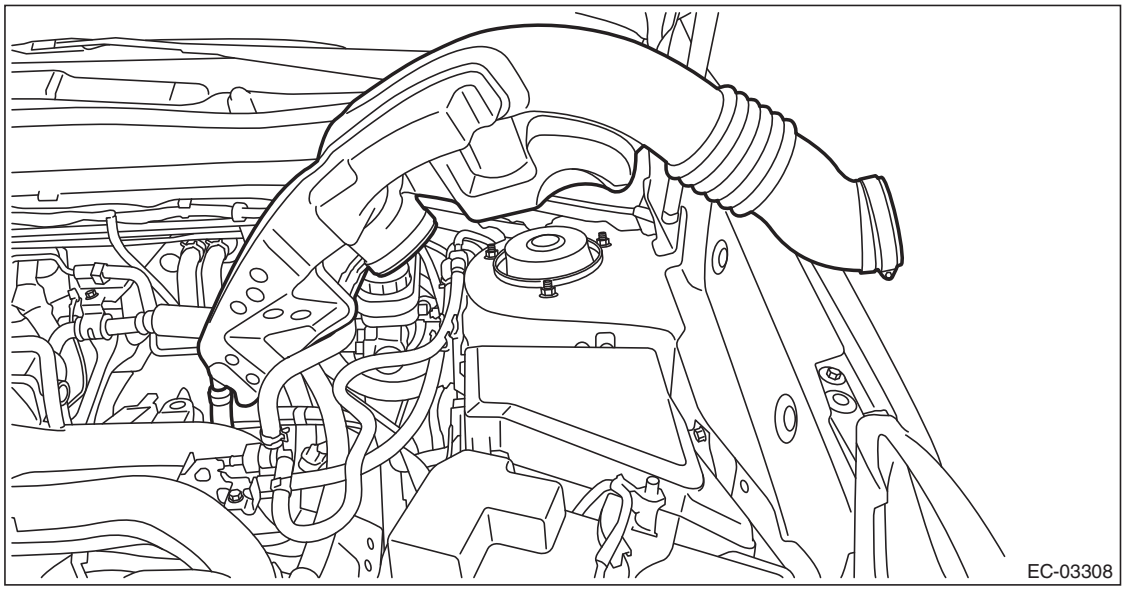
A: REMOVAL

1. PITCHING STOPPER

1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.

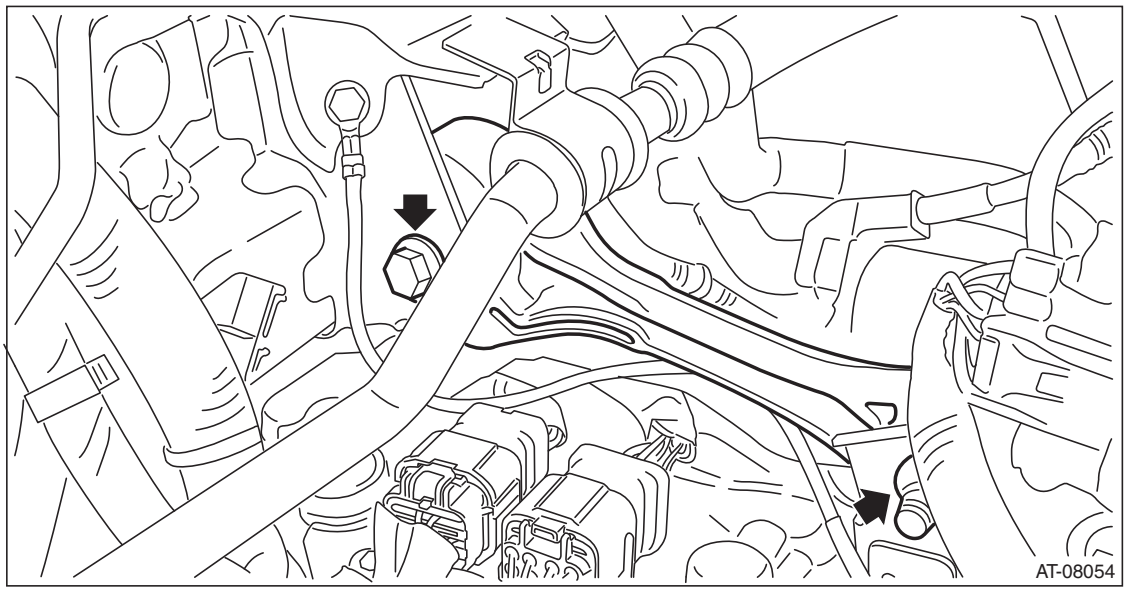


5) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



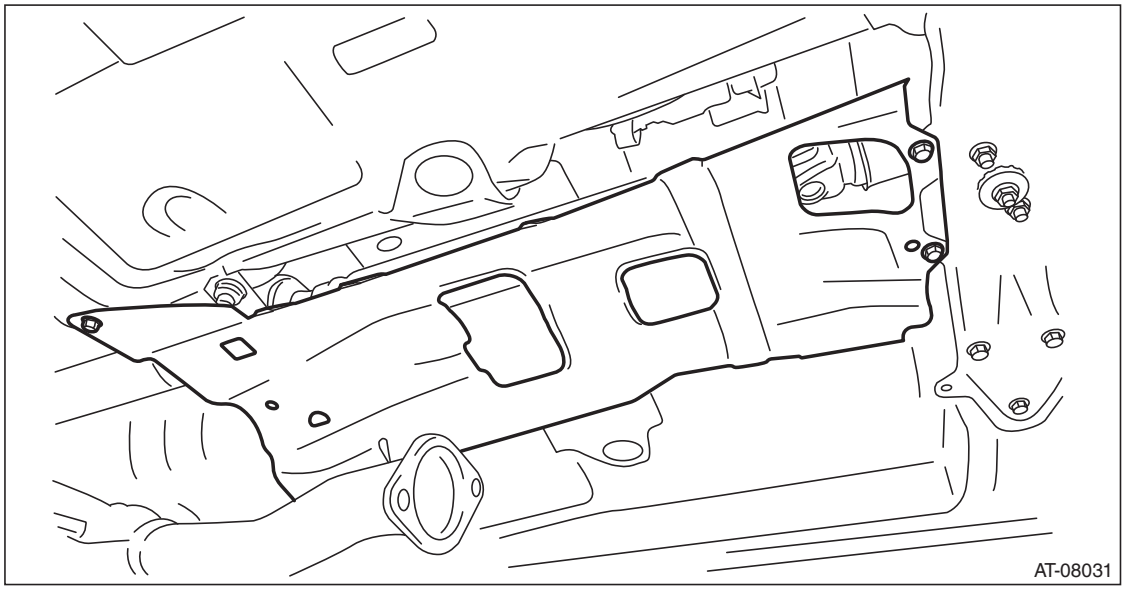
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6) Remove the pitching stopper.



2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

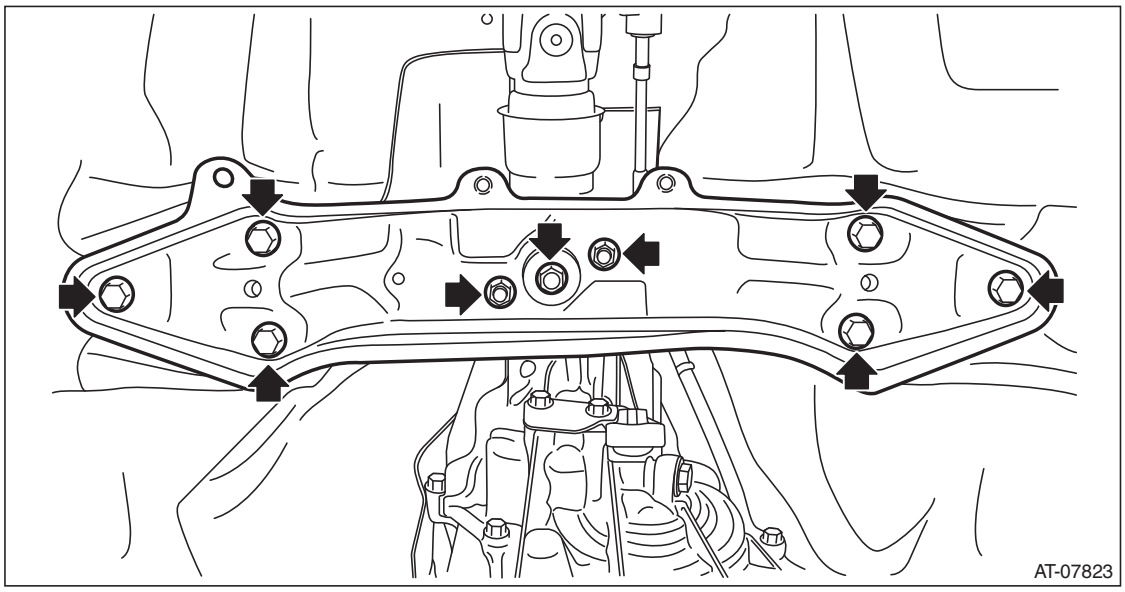
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the under cover front - transmission.
4) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust cover.



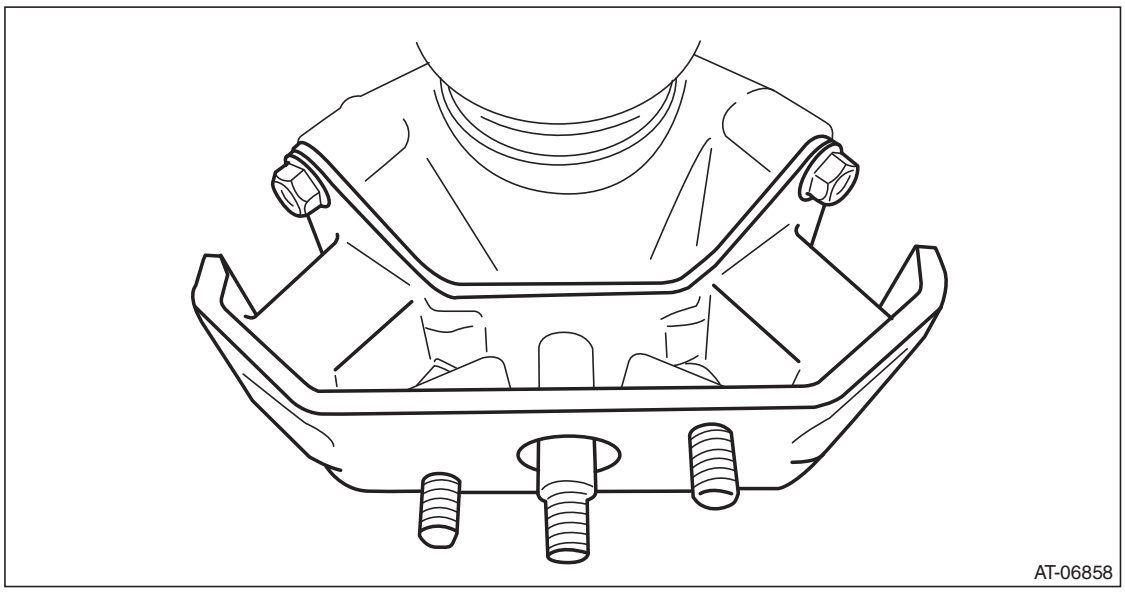
6) Set the transmission jack under the transmission. Make sure that the support plate of transmission jack does not touch the oil pan.

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7) Remove the transmission rear crossmember.



8) Remove the rear cushion rubber.



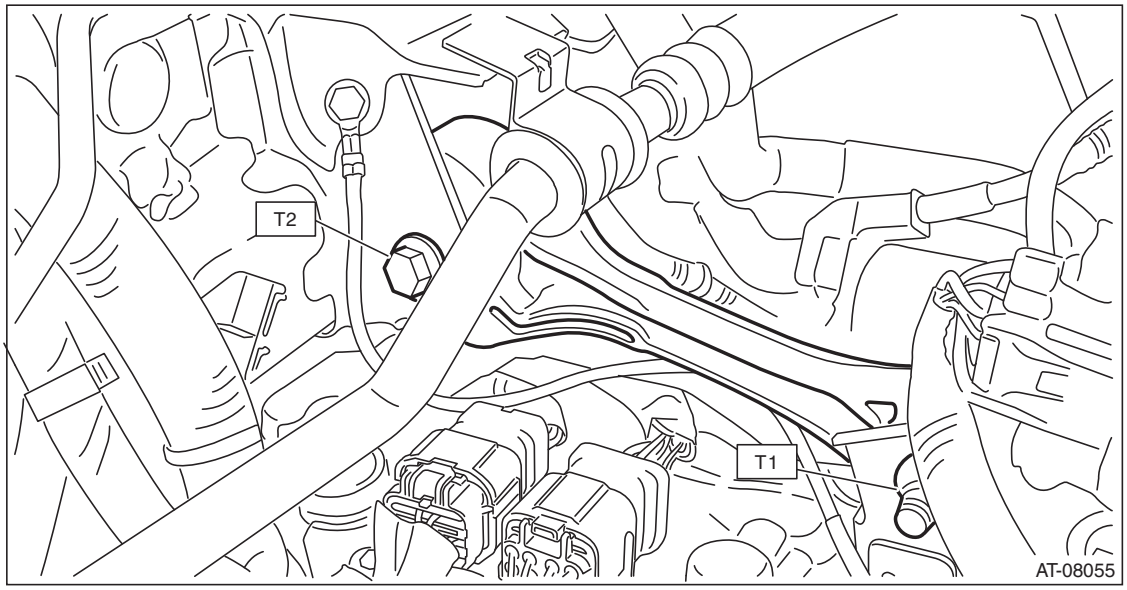
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B: INSTALLATION

1. PITCHING STOPPER

1) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)

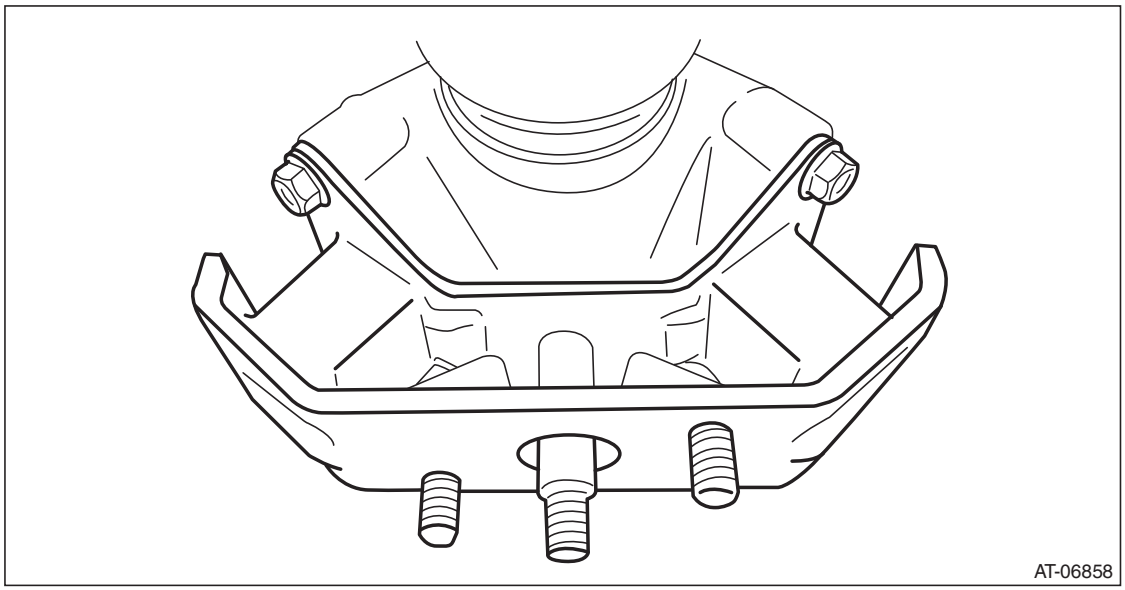


2) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
3) Connect the battery ground terminal.

2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

1) Attach the rear cushion rubber to the transmission.

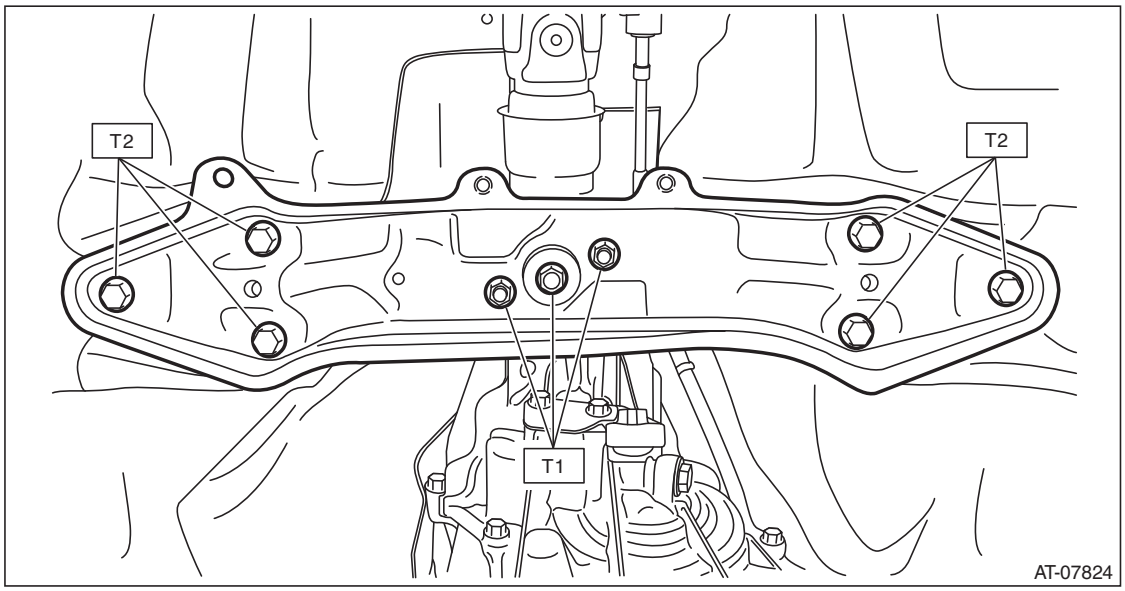
Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



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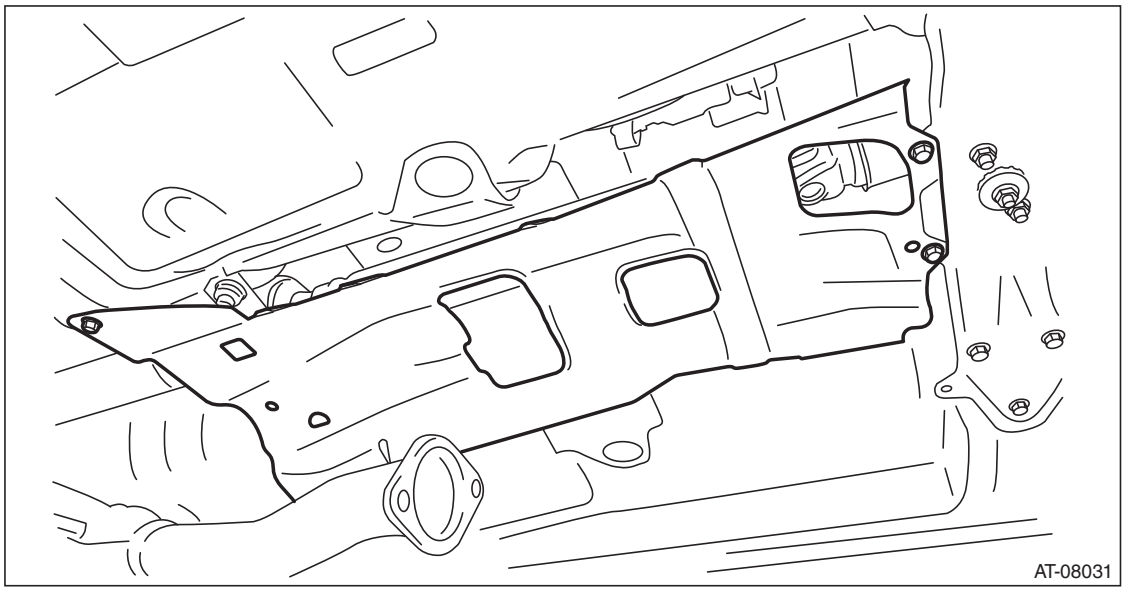
2) Install the crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



3) Remove the transmission jack.
4) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
6) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
7) Connect the battery ground terminal.

C: INSPECTION

- Check the crossmember for bends or damage.
- Check that the cushion rubber is not stiff, cracked or otherwise damaged.

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12.Extension Case Oil Seal

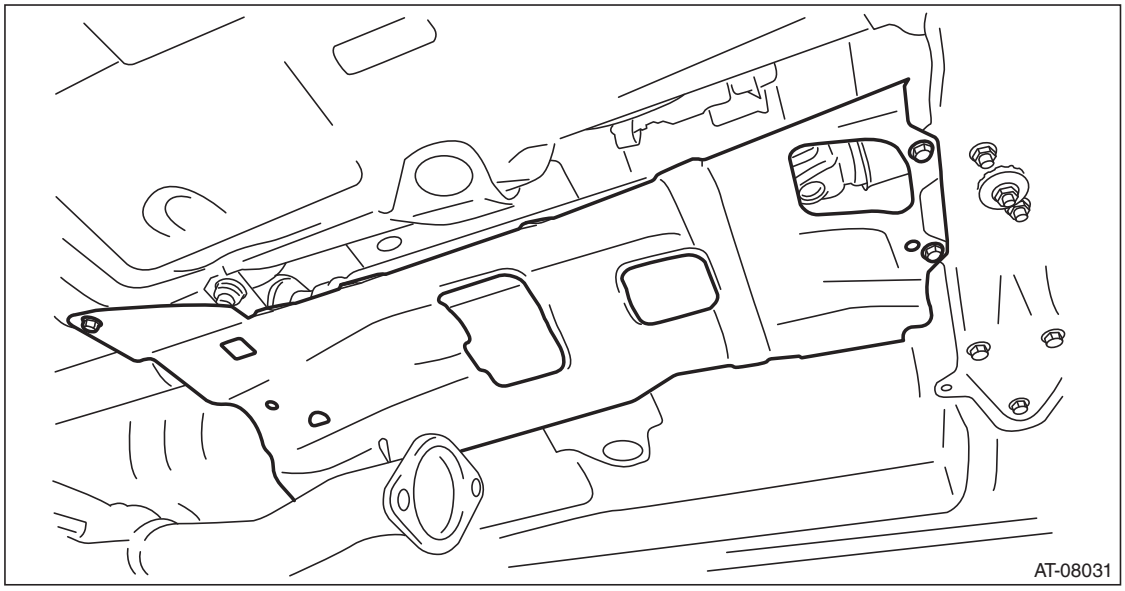
A: INSPECTION

Check for leakage of CVTF from the joint section of transmission and propeller shaft. If a leak is found, inspect the propeller shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
Immediately after the vehicle has been running or after idling for a long time, the CVTF will be hot. Be careful not to burn yourself.

1) Lift up the vehicle.
2) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
3) Remove the center exhaust cover.



4) Clean the transmission exterior.
5) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
6) Using a screwdriver or ST, remove the oil seal trying not to damage the extension case.
ST 398527700 PULLER ASSY
7) Using the ST, install the oil seal.

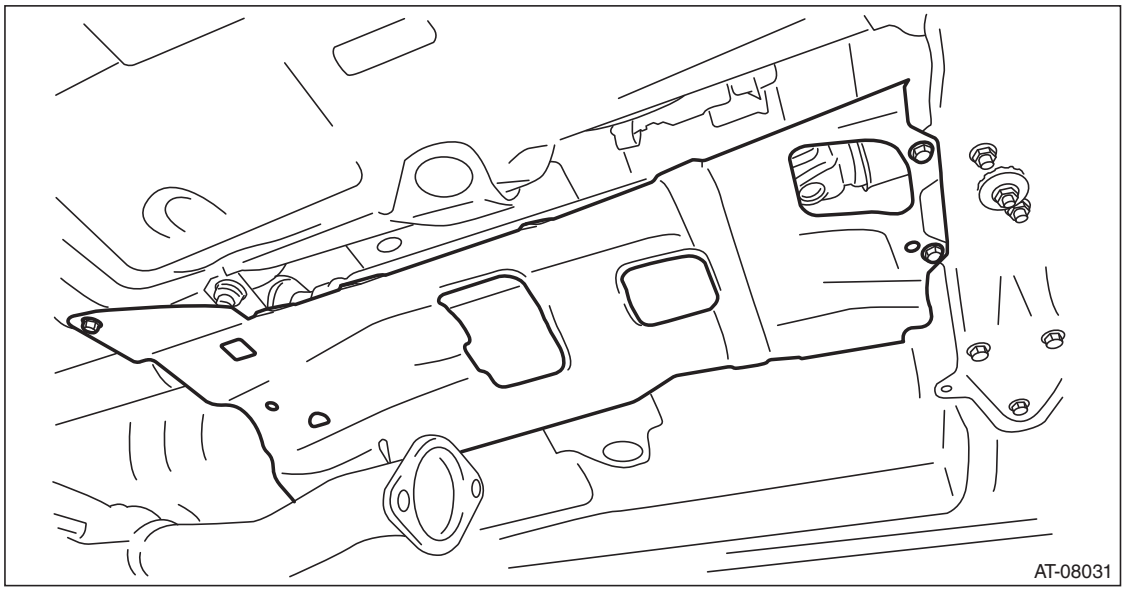
NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

ST 498057300 OIL SEAL INSTALLER
8) Install the propeller shaft. <Ref. to DS-13, INSTALLATION, Propeller Shaft.>

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9) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



10) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
11) Adjust the CVTF level and check there is no leakage. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

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13.Differential Side Retainer Oil Seal

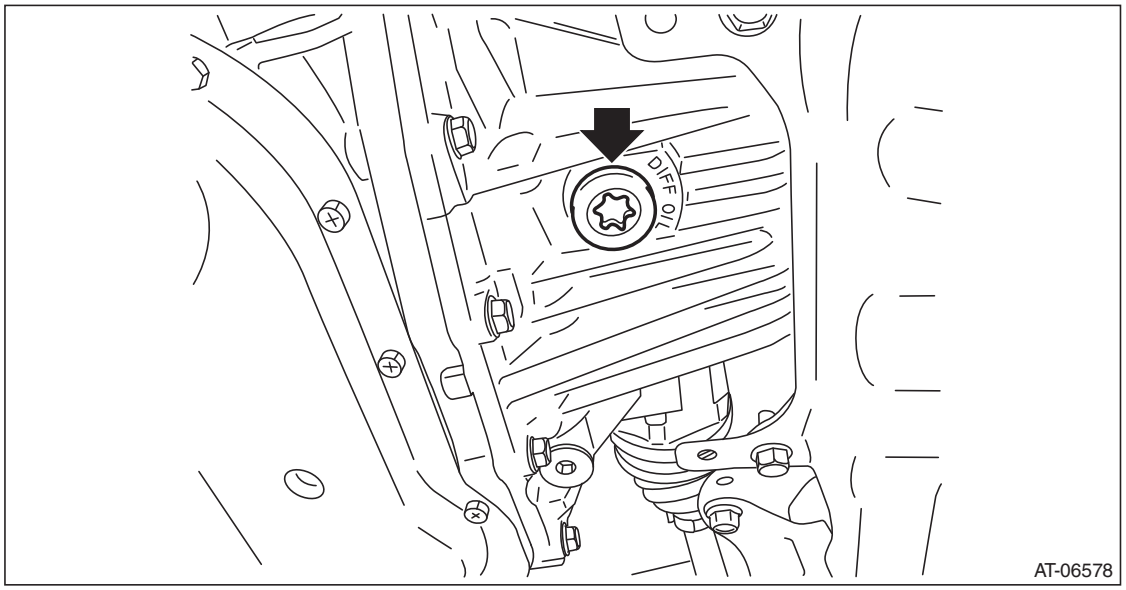
A: INSPECTION

Check for leakage of gear oil from differential side retainer oil seal part. If there is an oil leak, inspect the front drive shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill the differential gear oil on exhaust pipe to prevent it from emitting smoke or fire. If differential gear oil is spilled on the exhaust pipe, wipe it off completely.

1) Remove the front wheels. <Ref. to WT-5, REMOVAL, Tire and Wheel.>
2) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
3) Remove the differential gear oil drain plug using TORX® bit T70, and then drain differential gear oil.



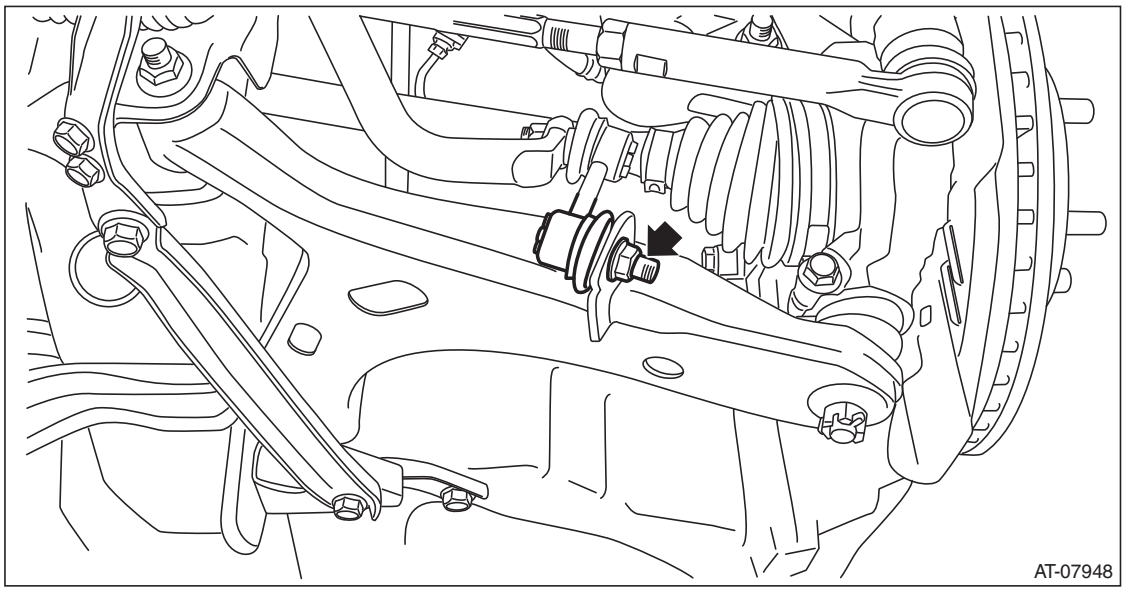
4) Tighten the differential gear oil drain plug.

NOTE:
Use a new gasket.

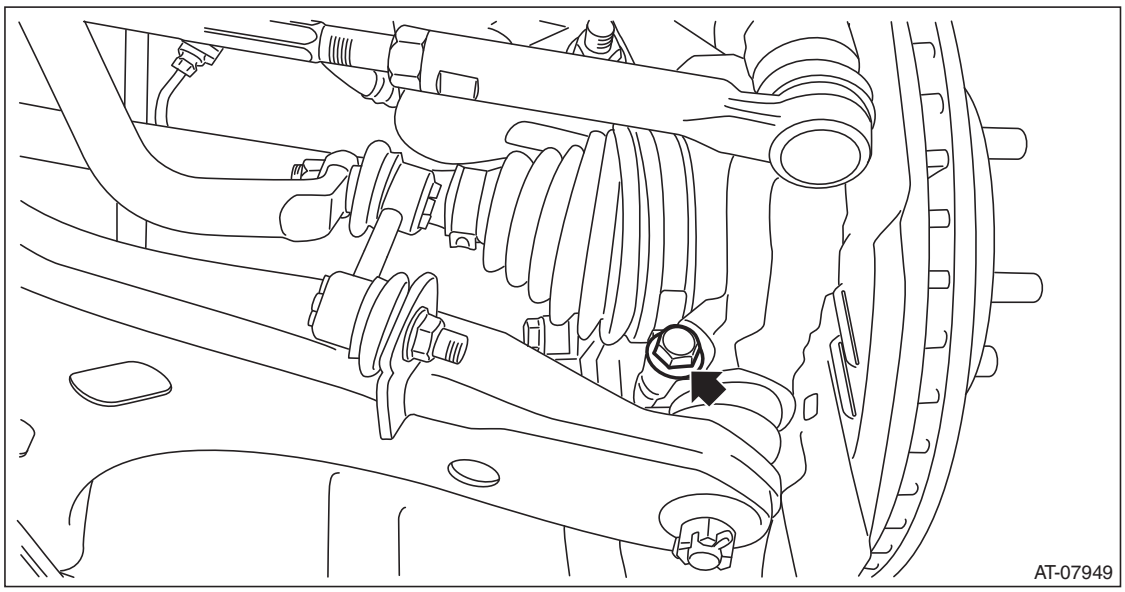
Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

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5) Disconnect the stabilizer link from the front arm.



6) Remove the bolts which secure to the front housing, and separate the front arm and housing.



7) Using a crowbar, etc., pull out until the front drive shaft transmission side joint slides move smoothly.

NOTE:
Place cloth between the crowbar and the transmission in order to avoid damaging the transmission side retainer.

8) Hold the transmission side joint of the front drive shaft by hand and extract the housing from the transmission while pressing the housing outward, so as not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

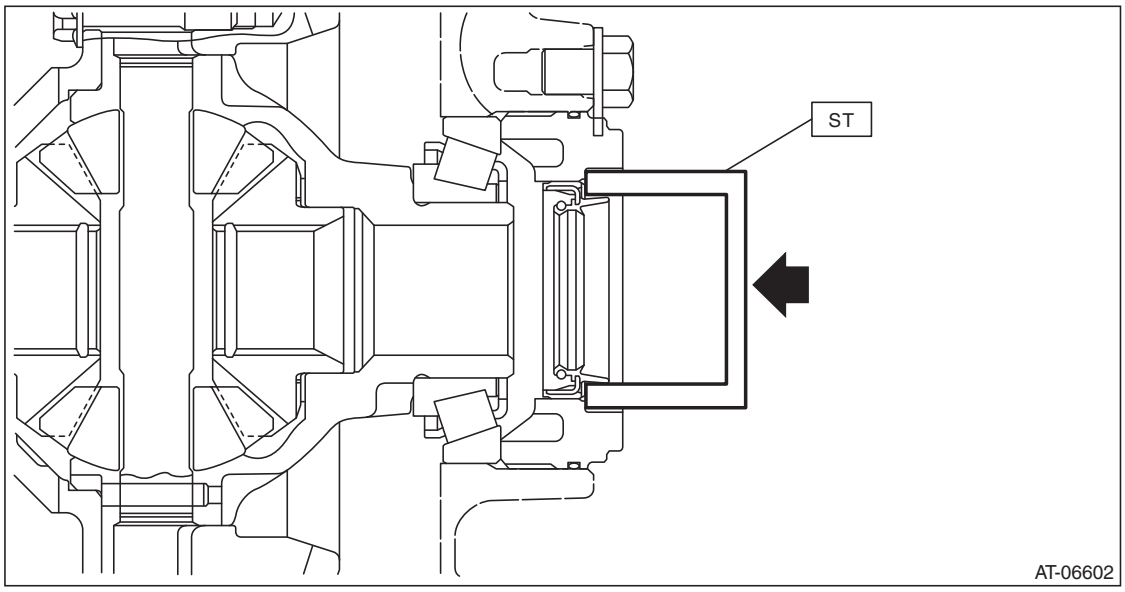
9) Remove the differential side retainer oil seal using driver wrapped with vinyl tape etc.

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10) Using the ST, install the differential side retainer oil seal by lightly tapping with a hammer.

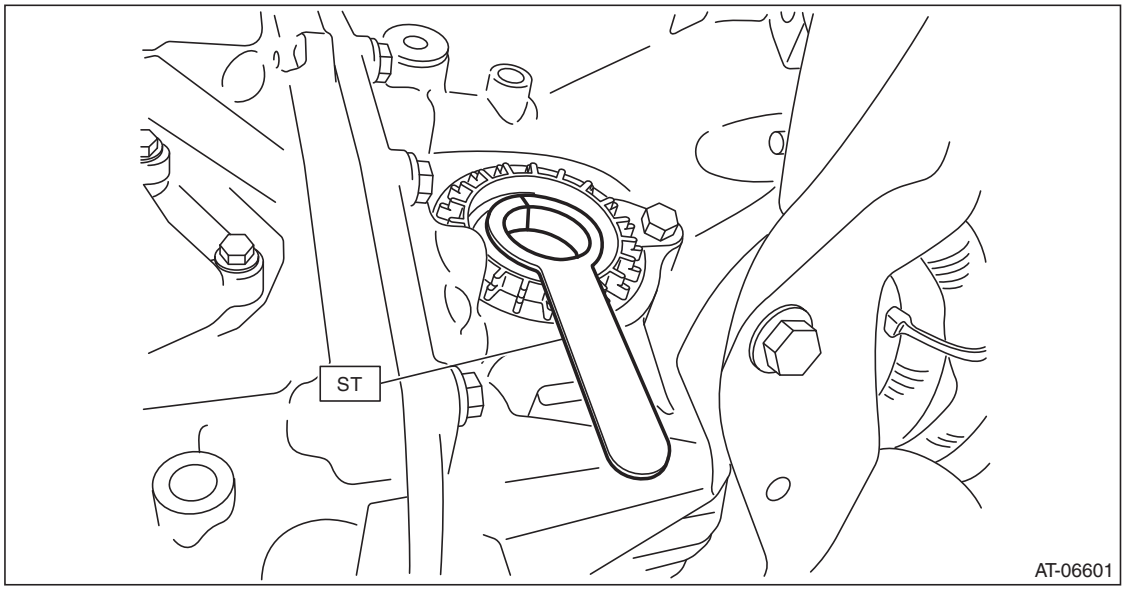
NOTE:
- Apply differential gear oil to the lip surface, so that the oil seal lip is not deformed.
- Apply differential gear oil to the press-fitting surface of oil seal and the differential side retainer.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



11) Set the ST to side retainer.

ST 28399SA010 OIL SEAL PROTECTOR



12) Replace the circlip of the drive shaft with a new part.

13) Insert the front drive shaft spline section into transmission and remove the ST (DIFFERENTIAL SIDE OIL SEAL INSTALLER).

NOTE:
- Apply grease to the side retainer oil seal lip.
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

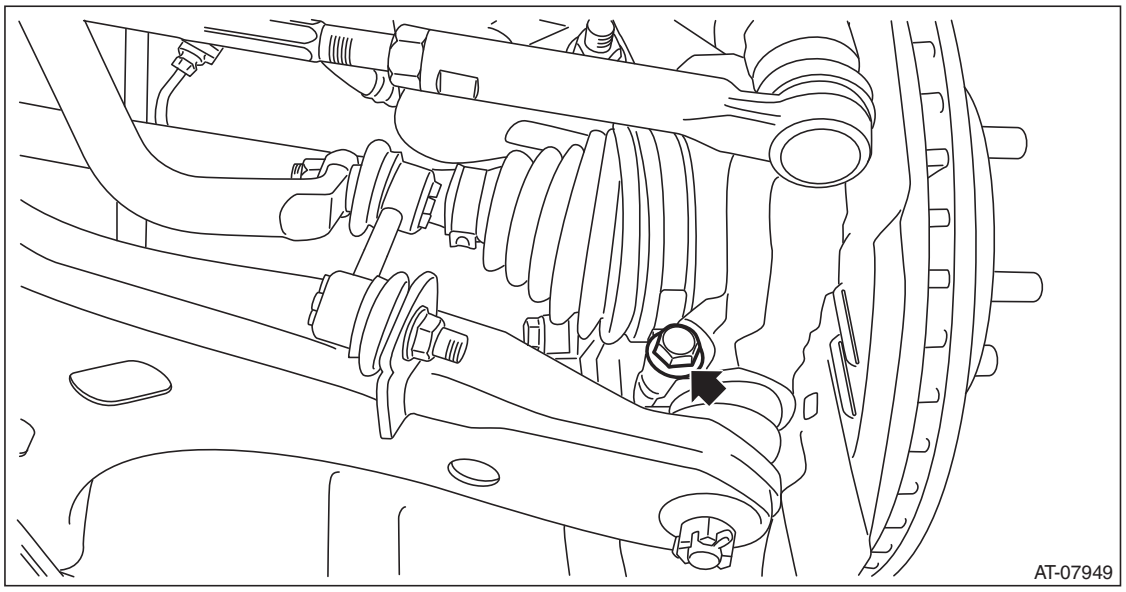
14) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.

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15) Insert the ball joint into housing and secure with bolt.

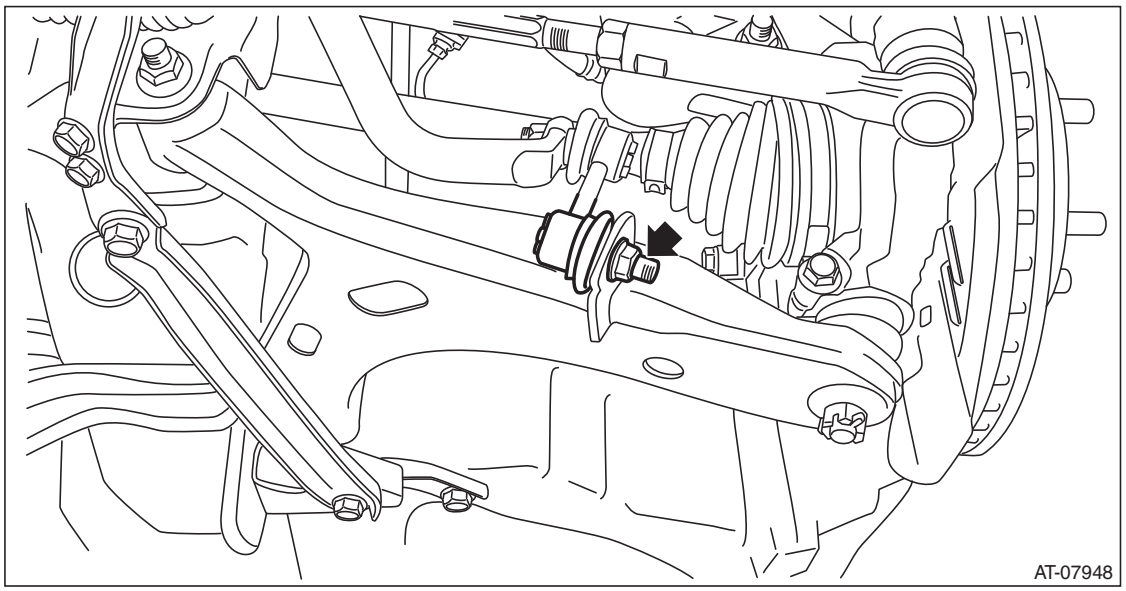
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**



16) Attach the stabilizer link to the front arm.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)



17) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
18) Fill differential gear oil. <Ref. to CVT(TR580)-39, Differential Gear Oil.>
19) Adjust the differential gear oil level, and check for leakage. <Ref. to CVT(TR580)-39, ADJUSTMENT, Differential Gear Oil.>
20) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
21) Install the front wheels. <Ref. to WT-5, INSTALLATION, Tire and Wheel.>

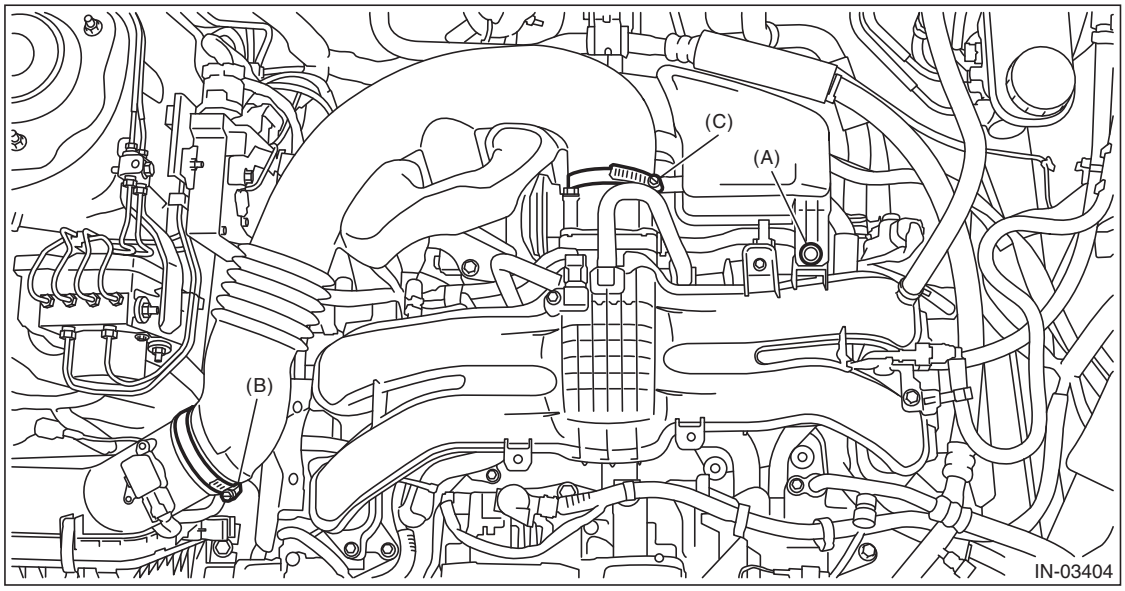
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14.Inhibitor Switch

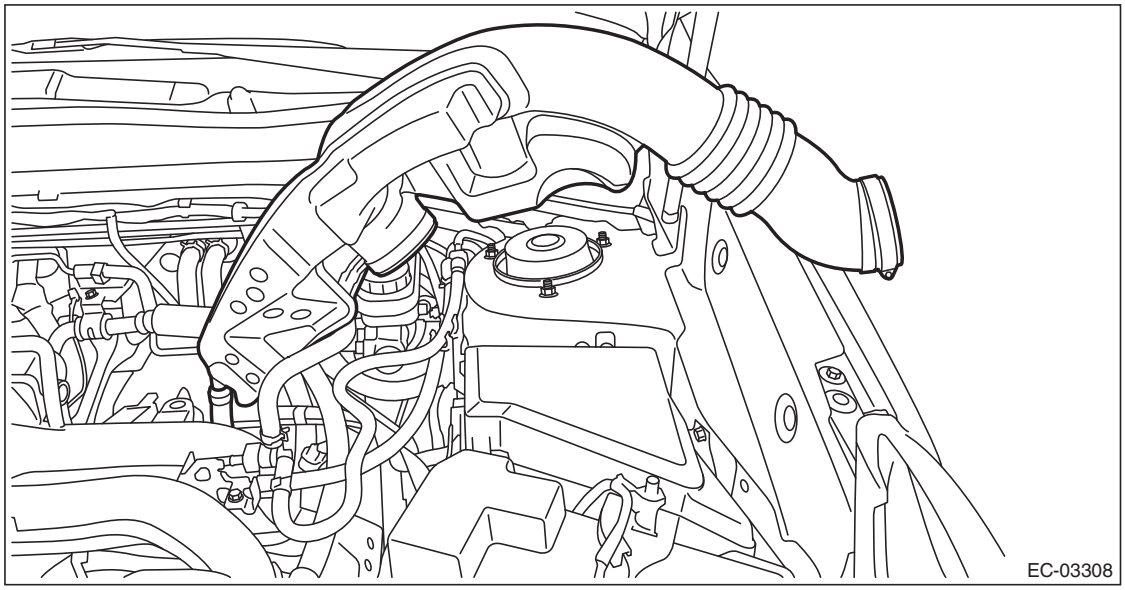
A: INSPECTION

When the driving condition or starter motor operation is improper, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.

1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.

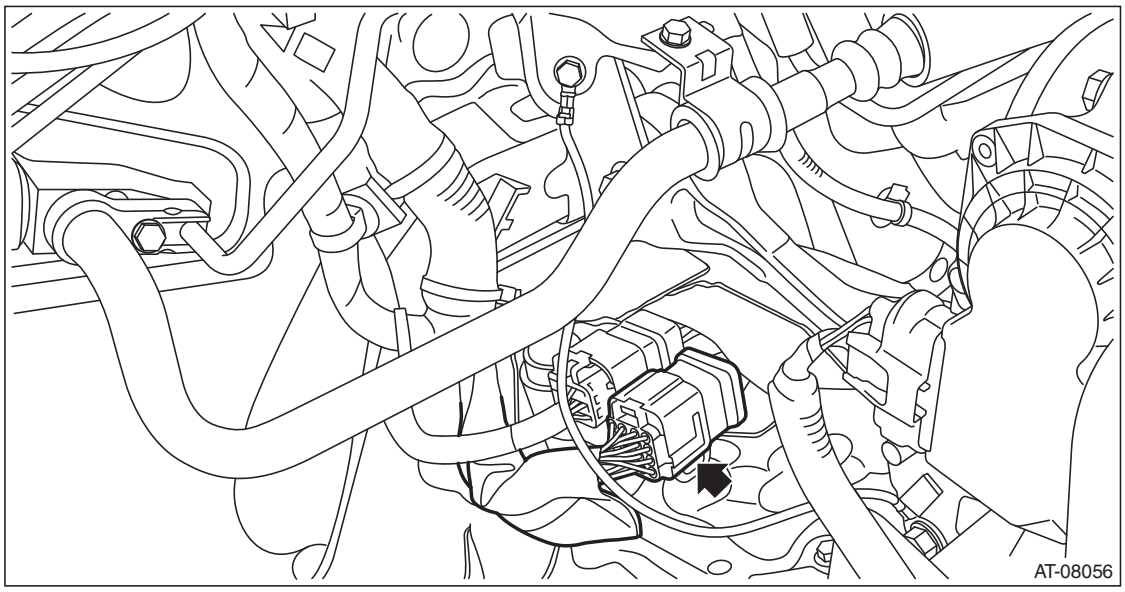


4) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



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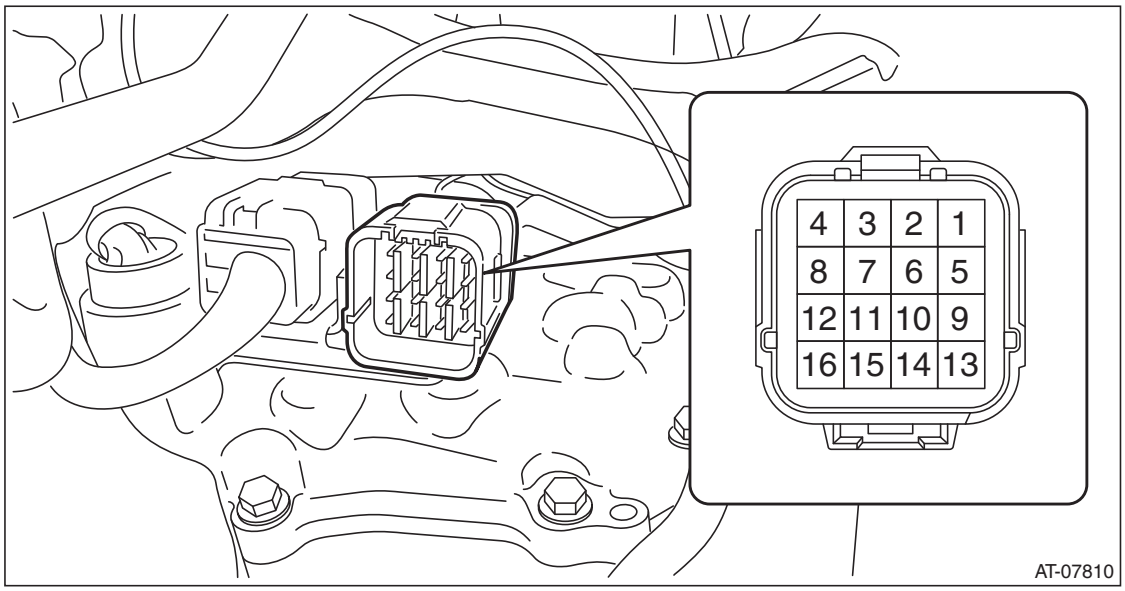
5) Disconnect the inhibitor harness connector.



6) Check for continuity in inhibitor switch circuit by shifting the select lever in “P”, “R”, “N” and “D” respectively.

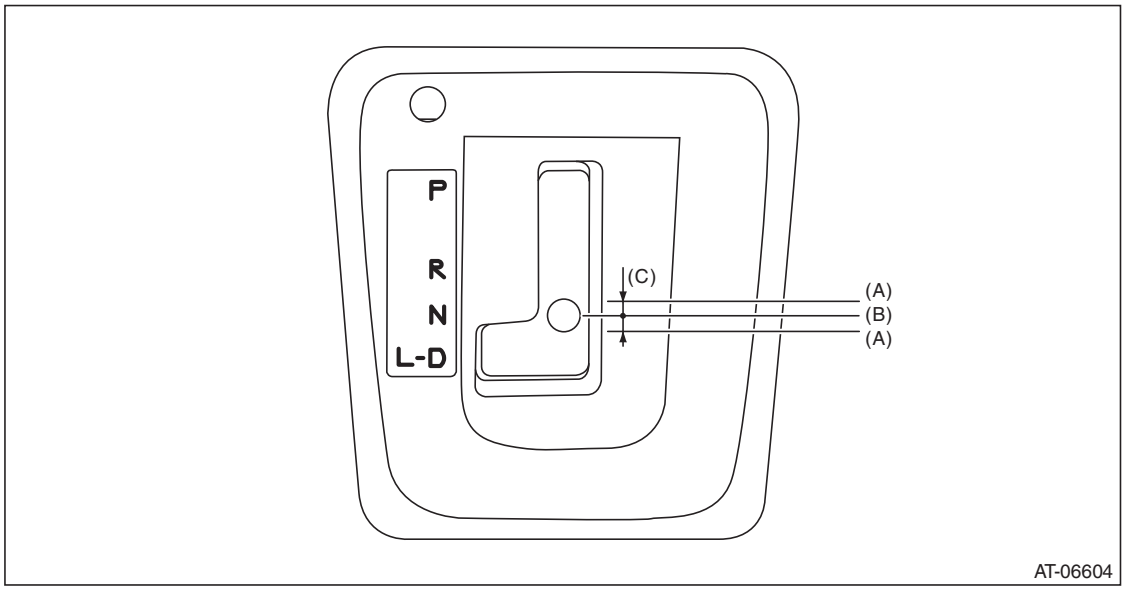
NOTE:
- Check that there is no continuity in the starter circuit when the select lever is in the “R” and “D” ranges.
- When inhibitor switch is normal, check there is no poor contact in vehicle side connector and no open circuit in harness.

	Range	Terminal No.
Signal sent to TCM	P	1 — 7
	R	2 — 7
	N	3 — 7
	D	4 — 7
Starter circuit	P/N	15 — 16
Back-up light circuit	R	13 — 14



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7) Check that there is continuity at equal points when the select lever is moved 1.5° in both directions from the “N” range.
If there is continuity in only one direction or in other points, adjust the inhibitor switch. <Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.>

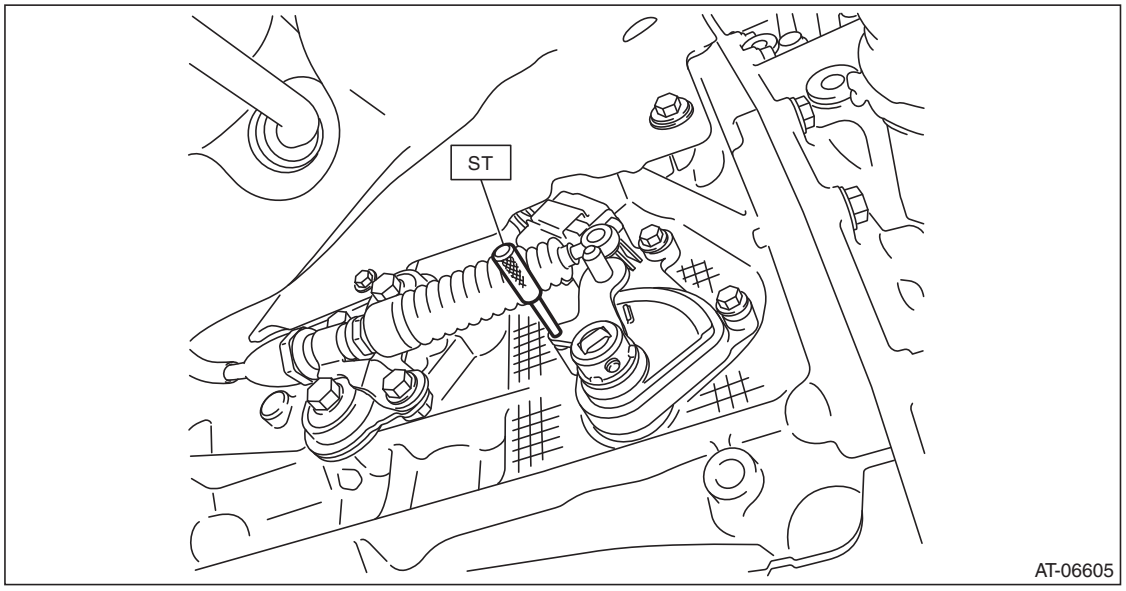


(A) Continuity does not exist.
(B) Continuity exists.
(C) 1.5°

8) Repeat the above inspection in other gear ranges. If there is fault, adjust the inhibitor switch and select cable. <Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.> <Ref. to CS-52, ADJUSTMENT, Select Cable.>

B: ADJUSTMENT

1) Shift the select lever to “N” range.
2) Loosen the two bolts holding the inhibitor switch.
3) Insert the ST vertically into the holes of the shifter arm and switch body.
ST 499267300 STOPPER PIN



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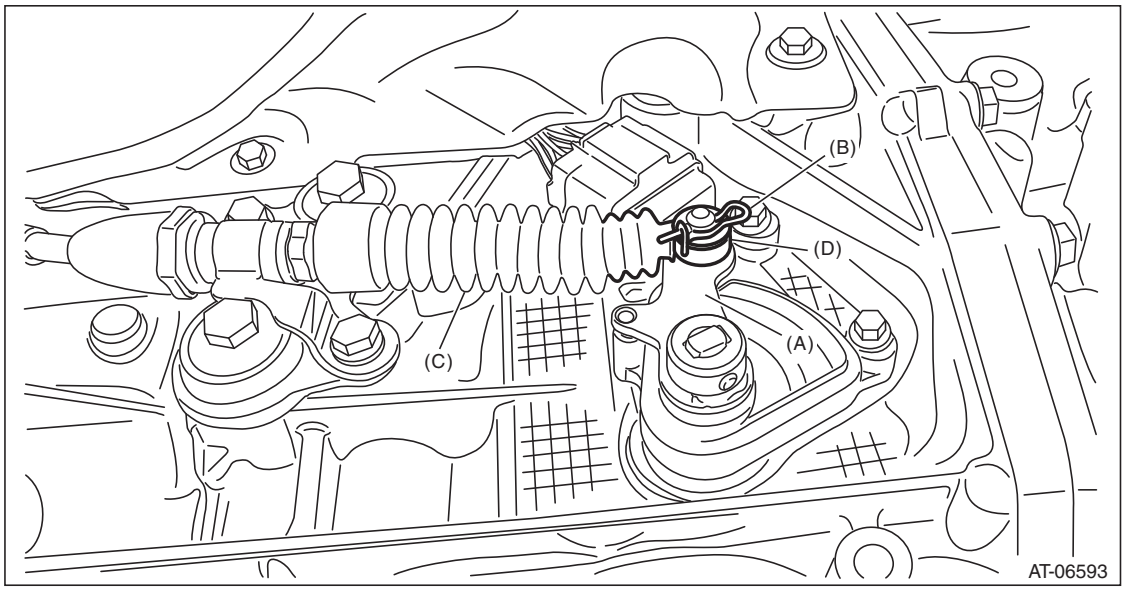
4) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

5) Repeat the inspection of the inhibitor switch. If the inhibitor switch is determined to be “faulty”, replace it.

C: REMOVAL

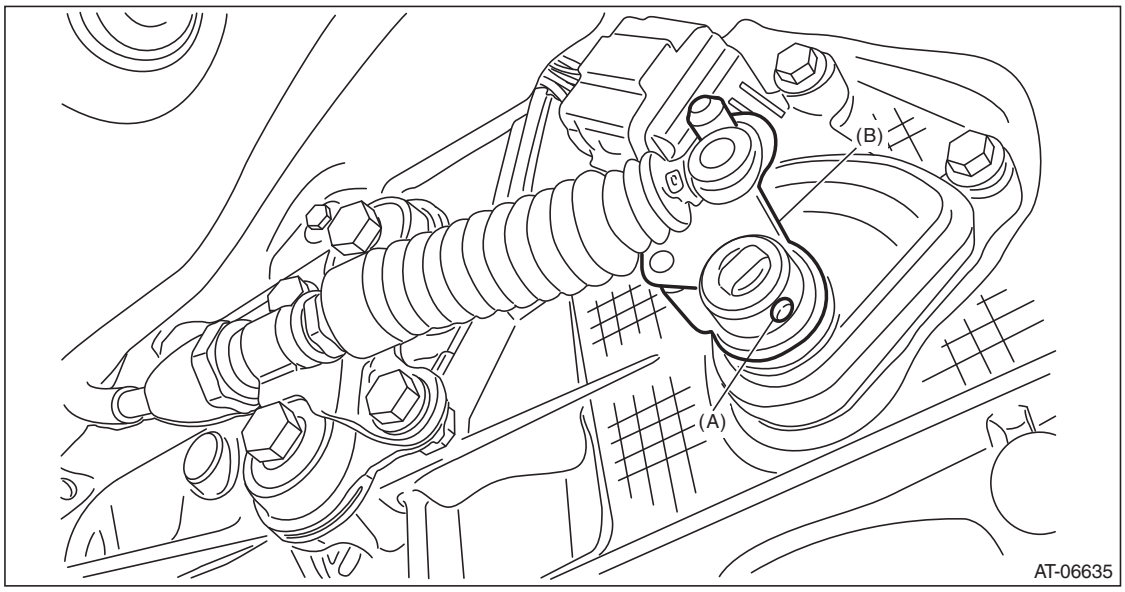
1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the snap pin and washer from the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

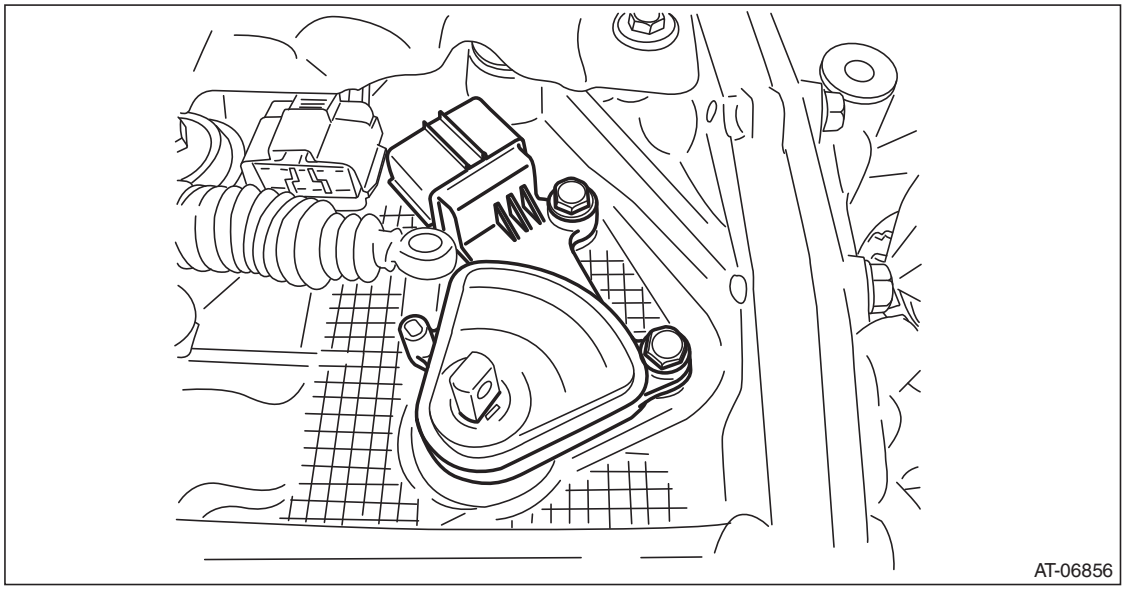
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6) Remove the spring pin and shifter arm.



(A) Spring pin
(B) Shifter arm

7) Remove the inhibitor harness connector from inhibitor switch.
8) Remove the two inhibitor switch securing bolts.

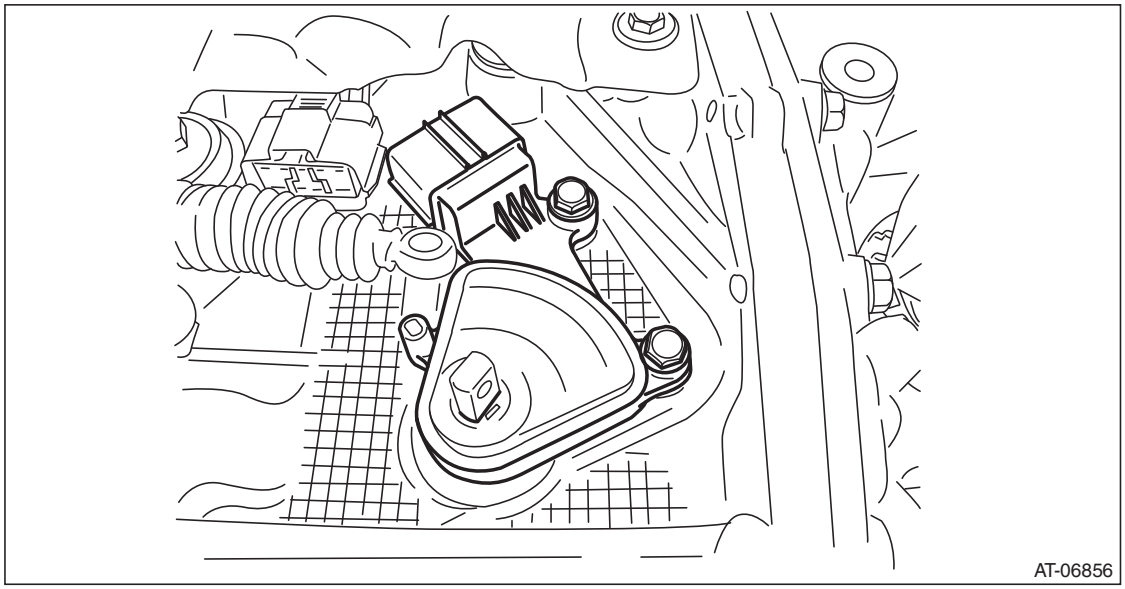


9) Remove the inhibitor switch from the transmission case.

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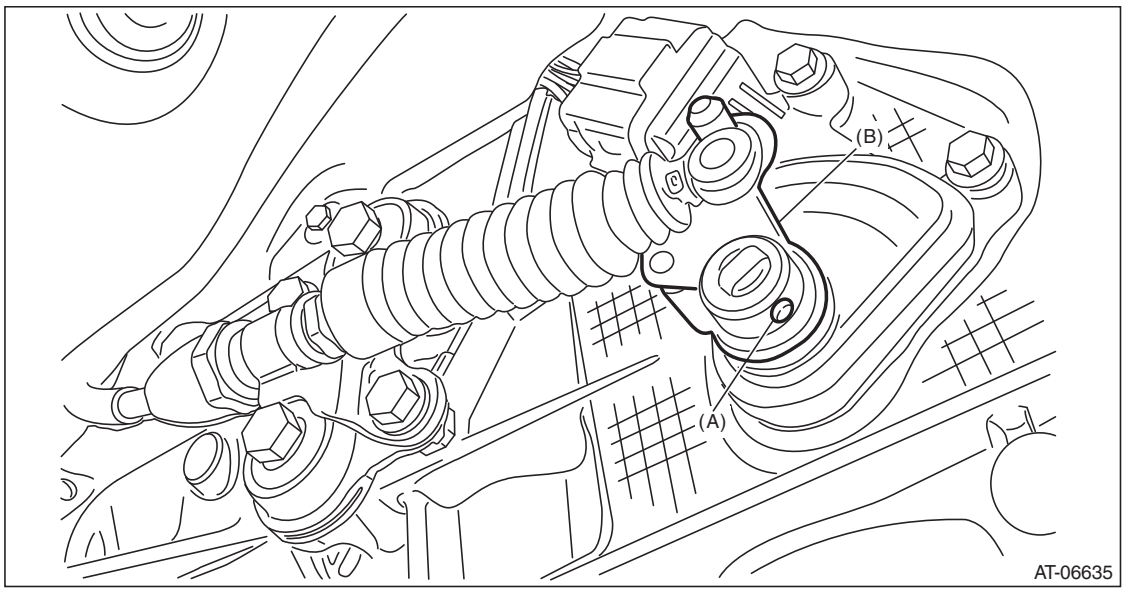
D: INSTALLATION

1) Install the inhibitor switch to the transmission case temporarily.



2) Connect the inhibitor harness connector to the inhibitor switch.
3) Install the shifter arm and fix with the spring pin.

NOTE:
Use new spring pin.

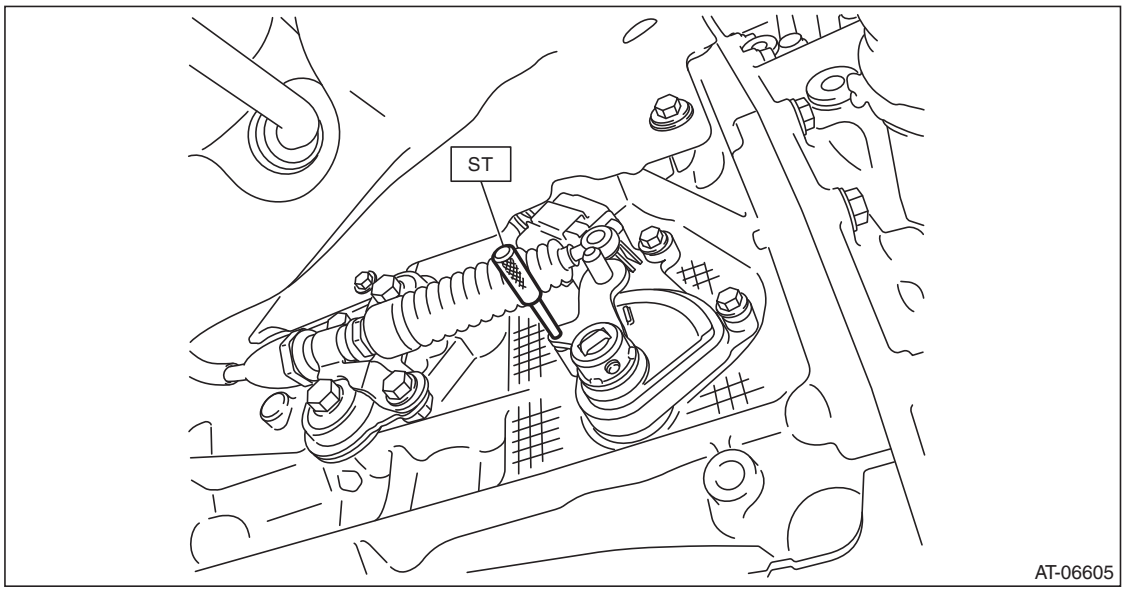


(A) Spring pin
(B) Shifter arm

4) Shift the shifter arm to “N” range.

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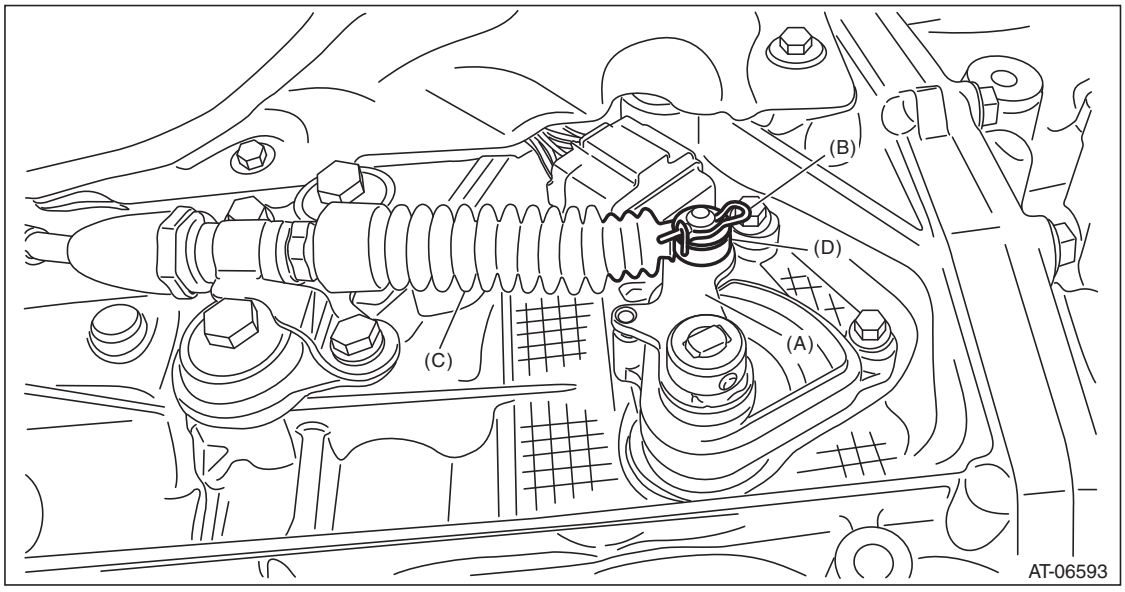
5) Install the ST vertically in the cutout of shifter arm and the hole of switch body.
ST 499267300 STOPPER PIN



6) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

7) Install the select cable to the shifter arm.
8) Install the washer and snap pin to the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

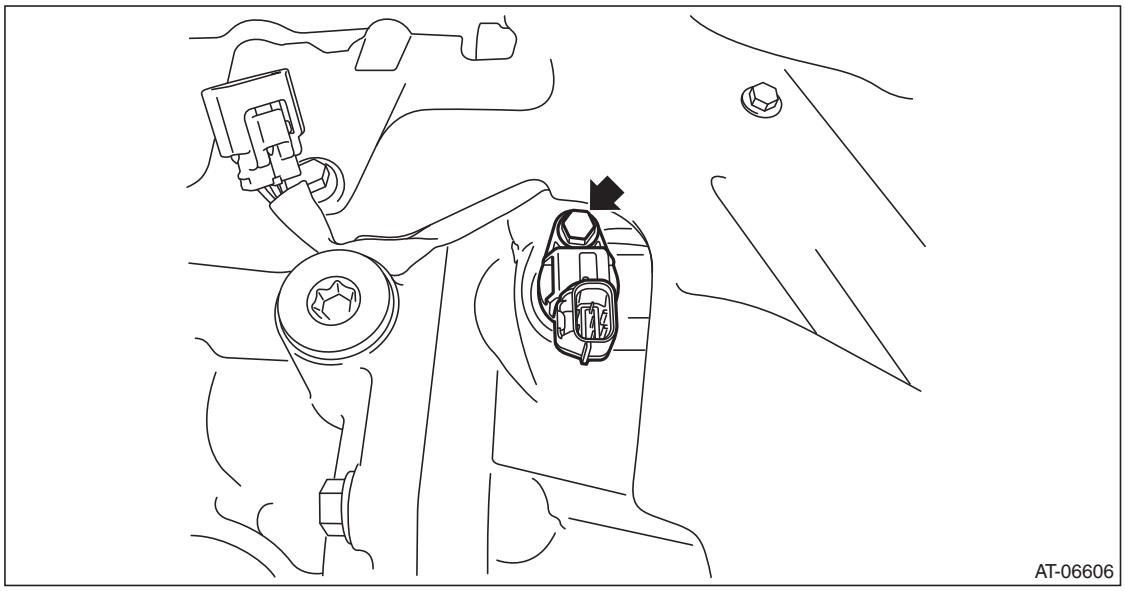
9) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
10) Lower the vehicle.
11) Connect the battery ground terminal.
12) Check the inhibitor switch. <Ref. to CVT(TR580)-91, INSPECTION, Inhibitor Switch.>

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15.Turbine Speed Sensor

A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of turbine speed sensor. If adhesion occurs, replace with a new part.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the harness connector from turbine speed sensor.
4) Remove the turbine speed sensor.



B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of turbine speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

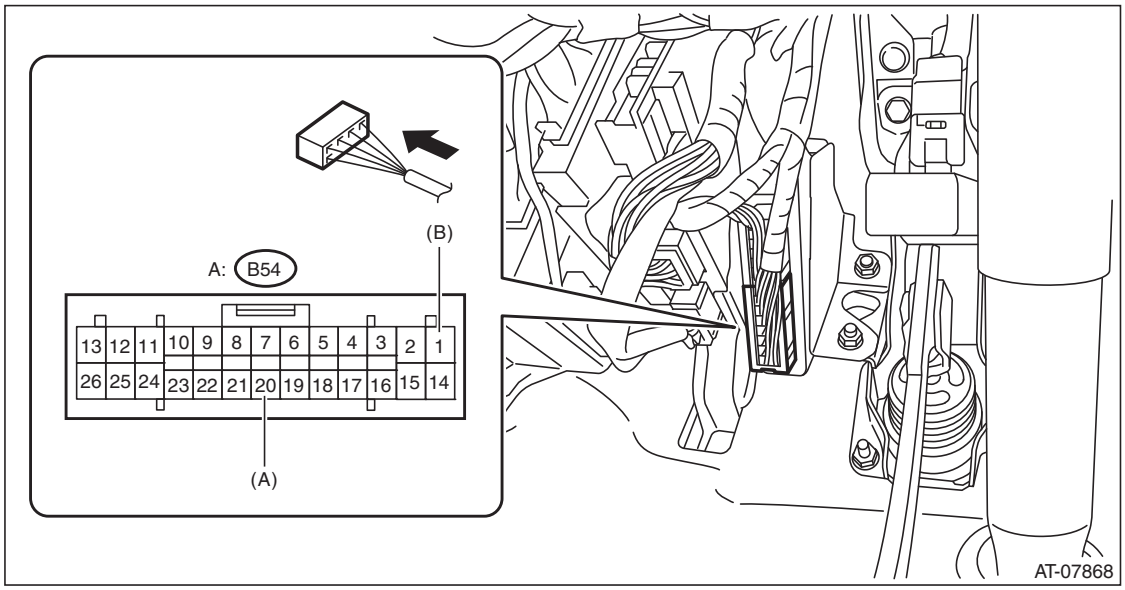
Tightening torque:
Turbine speed sensor
7 N·m (0.7 kgf-m, 5.2 ft-lb)
Under cover front - transmission
18 N·m (1.8 kgf-m, 13.3 ft-lb)

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C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

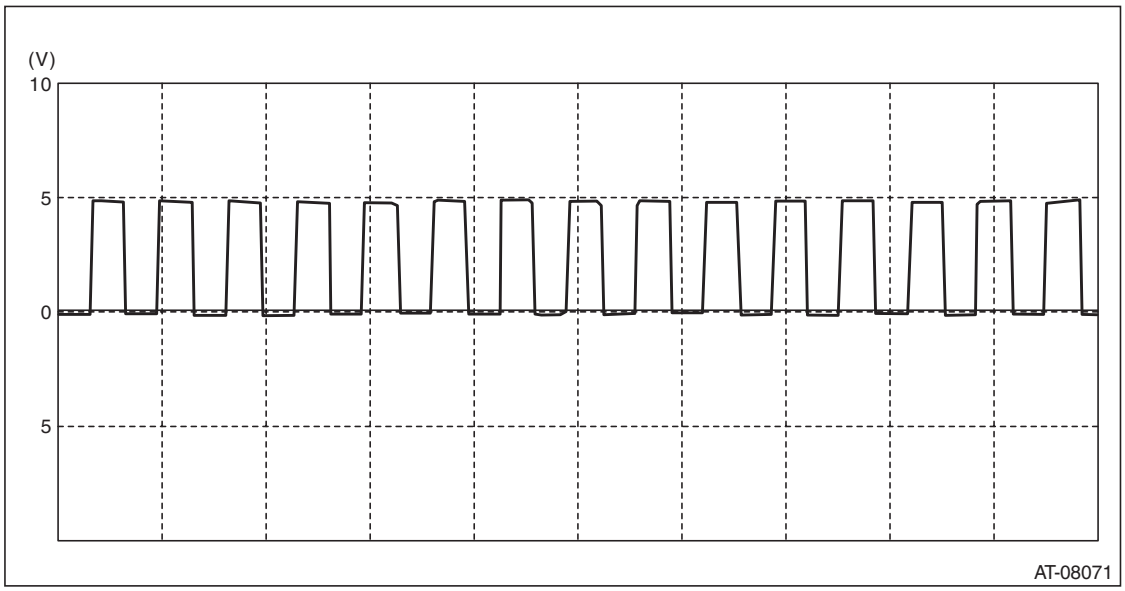
Connector & terminal
(B54) No. 20 (+) — No. 1 (–):



(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Check the waveform and output voltage of the turbine speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.

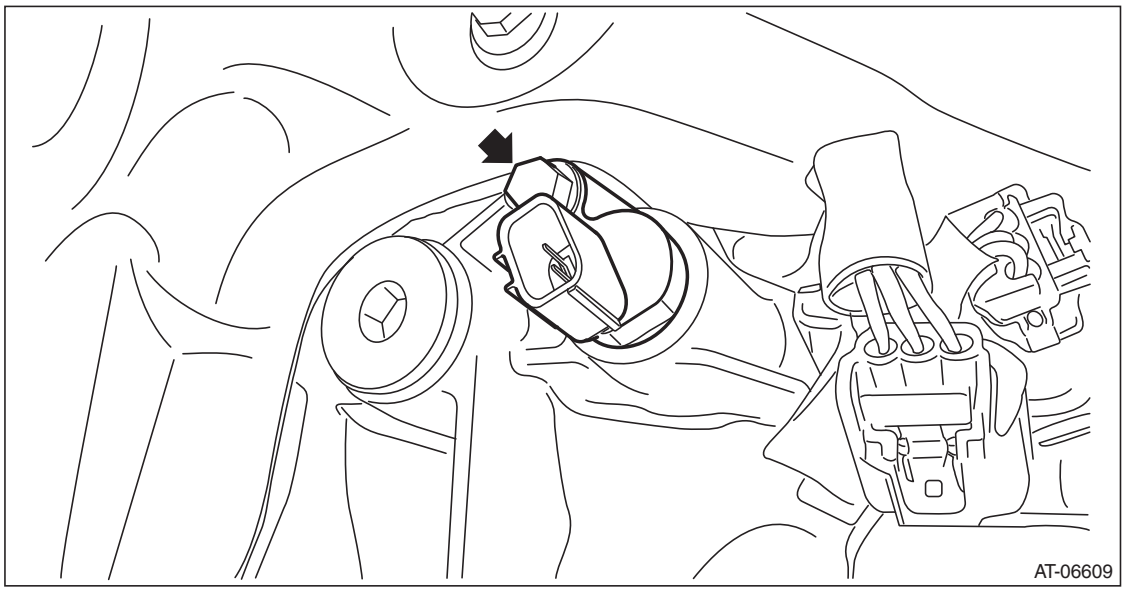


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16.Secondary Speed Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
• When secondary speed sensor is removed, CVTF leaks. After installing the secondary speed sensor, adjust the CVTF level.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the harness connector from secondary speed sensor.
4) Remove the secondary speed sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
• After installing the secondary speed sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
• Use new O-rings.
• Apply CVTF to the O-ring.

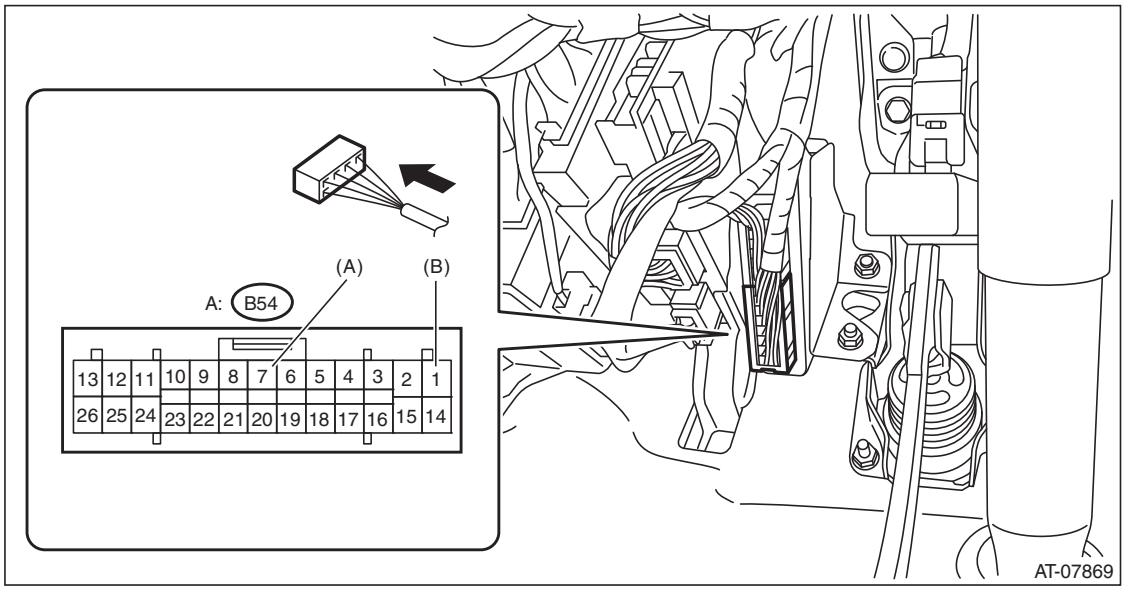
Tightening torque:
Secondary speed sensor
7 N·m (0.7 kgf-m, 5.2 ft-lb)
Under cover front - transmission
18 N·m (1.8 kgf-m, 13.3 ft-lb)

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C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 7 (+) — No. 1 (–):

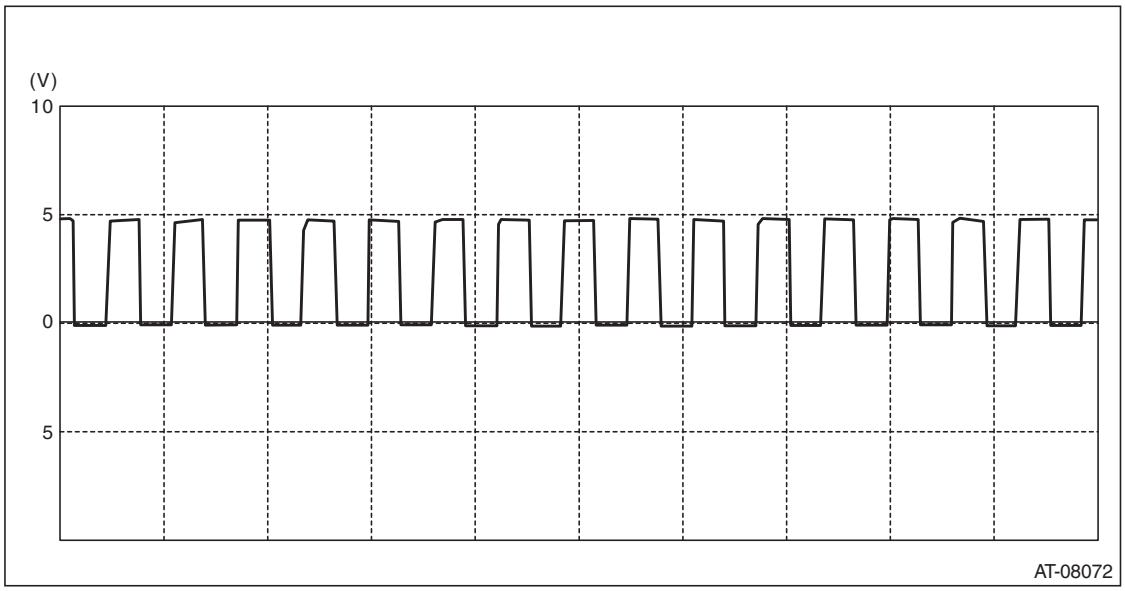


(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.
4) Shift the select lever to “D” range.
5) Check the waveform and output voltage of the secondary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.



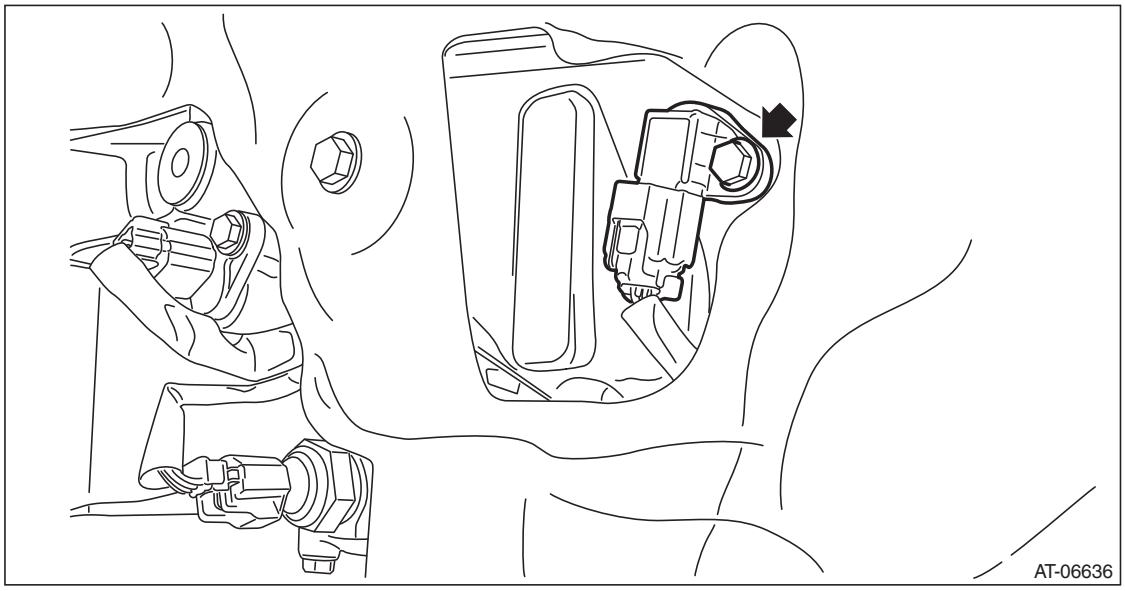
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17.Primary Speed Sensor

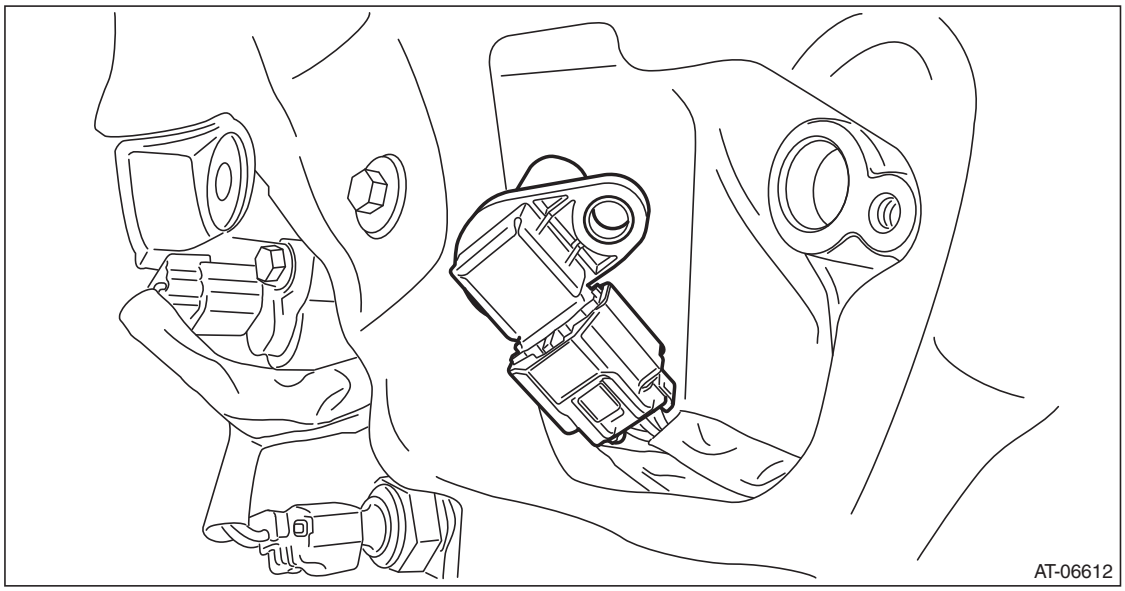
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.

1) Remove the transmission assembly. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the primary speed sensor.



3) Remove the harness connector from primary speed sensor.



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B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

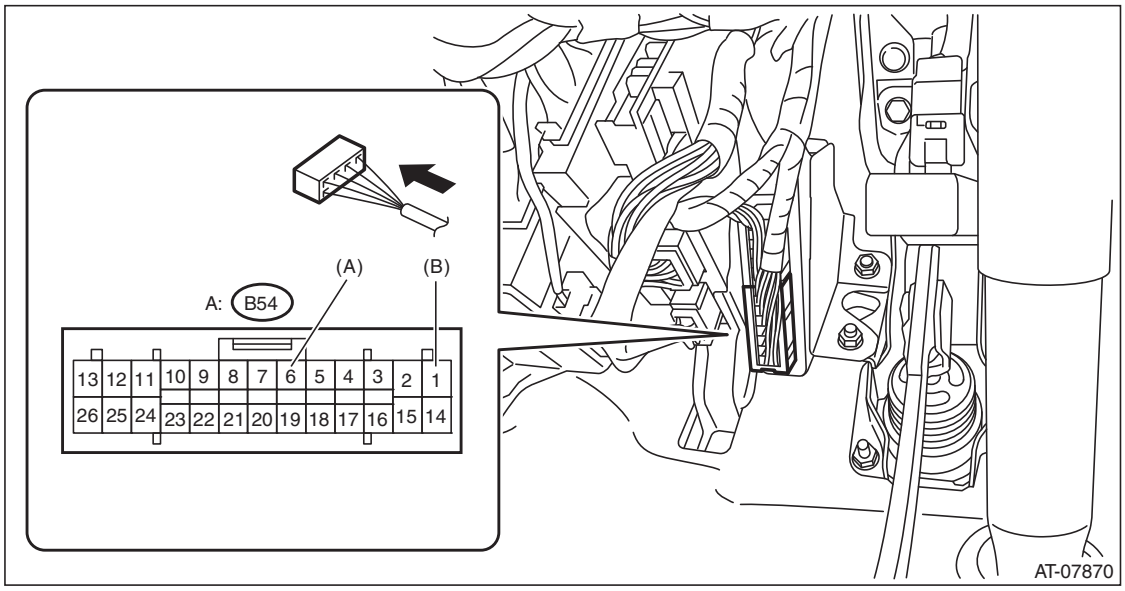
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 6 (+) — No. 1 (–):



(A) + probe
(B) – probe

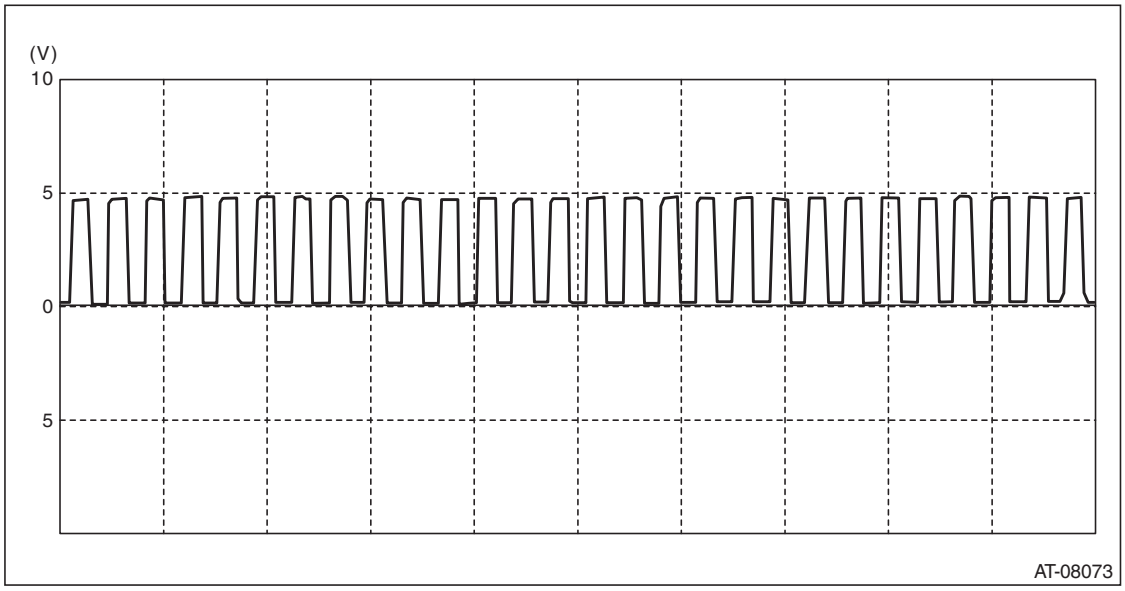
2) Start and warm up the engine.
3) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.
4) Shift the select lever to “D” range.

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5) Check the waveform and output voltage of the primary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.

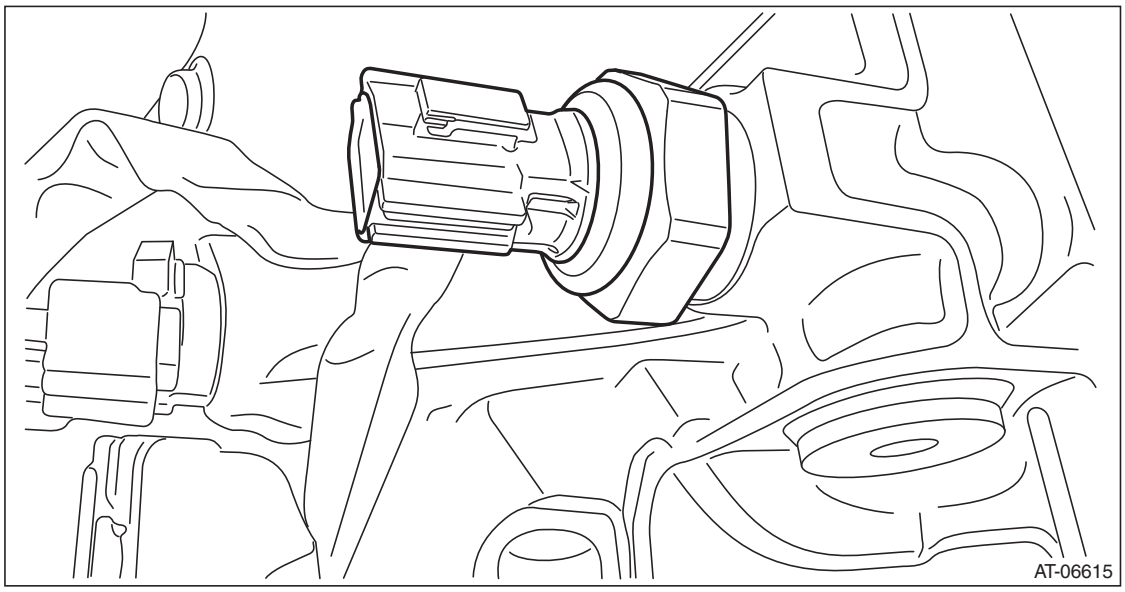


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18.Secondary Pressure Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• When secondary pressure sensor is removed, CVTF leaks. After installing the secondary pressure sensor, adjust the CVTF level.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the secondary pressure sensor connector.
4) Remove the secondary pressure sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• After installing the secondary pressure sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
Use new O-rings.

Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)

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C: INSPECTION

1) Start and warm up the engine.
2) Shift the select lever to “P” or “N” range.
3) Depress the brake pedal and hold it.
4) Check “secondary pressure sensor voltage” by using Subaru Select Monitor while the engine is idling. <Ref. to CVT(diag)-19, OPERATION, Subaru Select Monitor.>

Standard
Approx. 0.8 V

5) Check “secondary pressure sensor voltage” by using Subaru Select Monitor while the engine is stopped and the ignition switch is turned on. <Ref. to CVT(diag)-19, OPERATION, Subaru Select Monitor.>

Specification:
Approx. 0.5 V

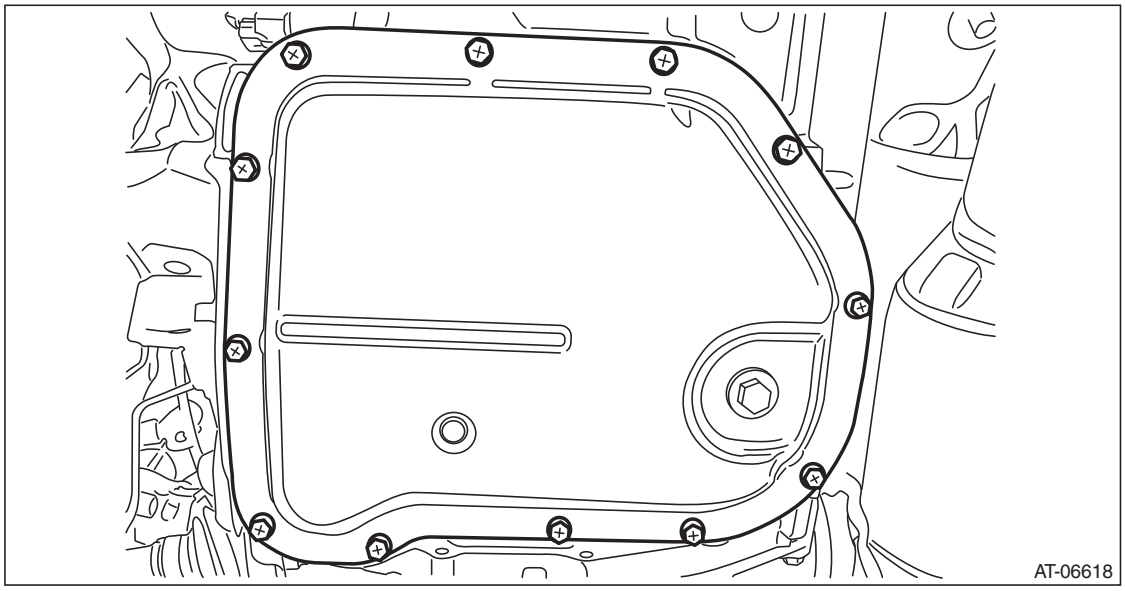
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19.Oil Pan and Strainer

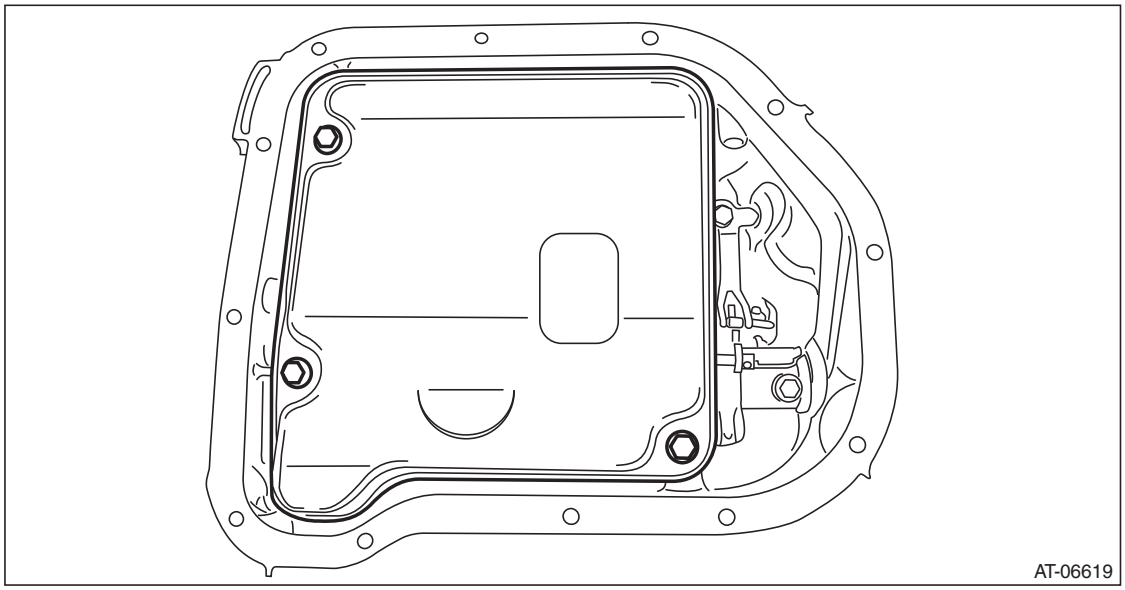
A: REMOVAL

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.
1) Lift up the vehicle.
2) Clean the transmission exterior.
3) Remove the CVTF drain plug to drain CVTF.
4) Remove the oil pan.

CAUTION:
Be careful not to allow foreign matter such as dust or dirt to enter the oil pan.

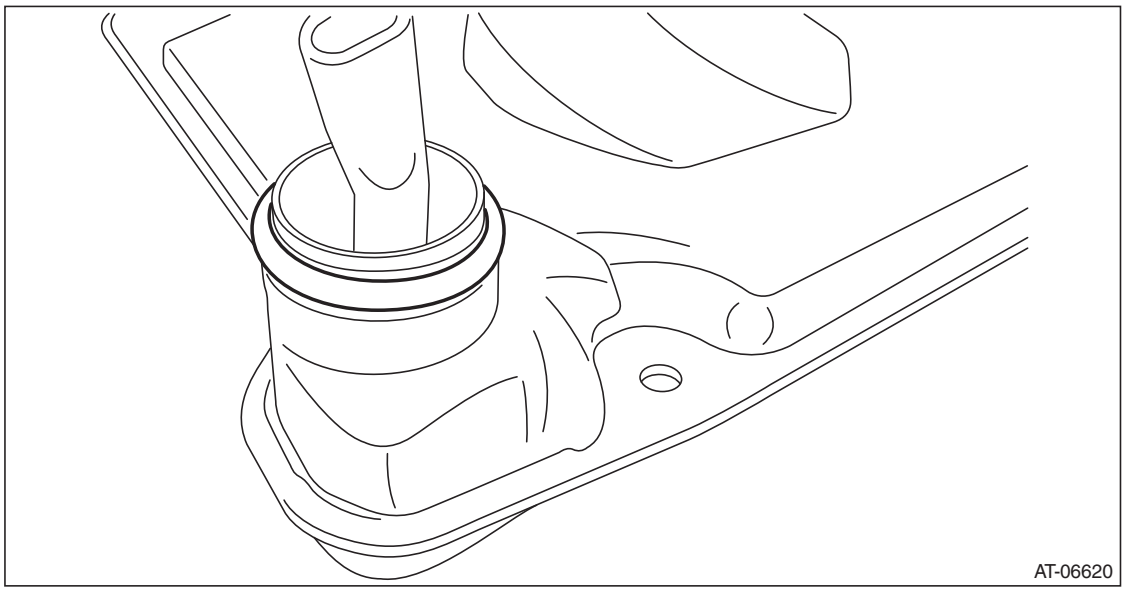


5) Remove the magnet.
6) Remove the oil strainer.



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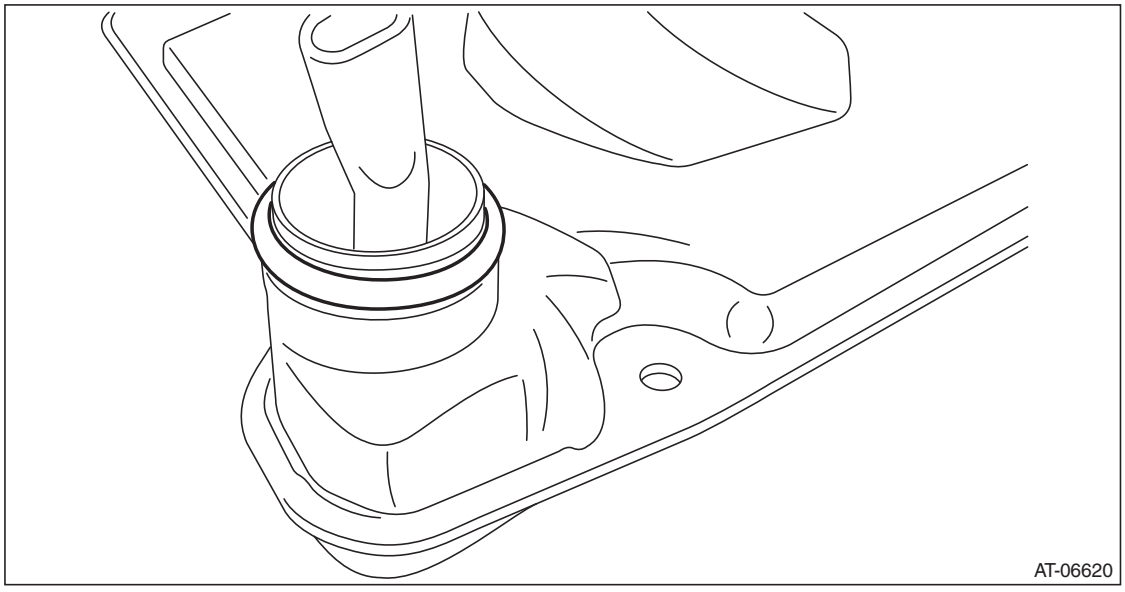
7) Remove the O-ring from oil strainer.



B: INSTALLATION

1) Clean the mating surface of oil pan and transmission case.
2) Install the O-ring to the oil strainer.

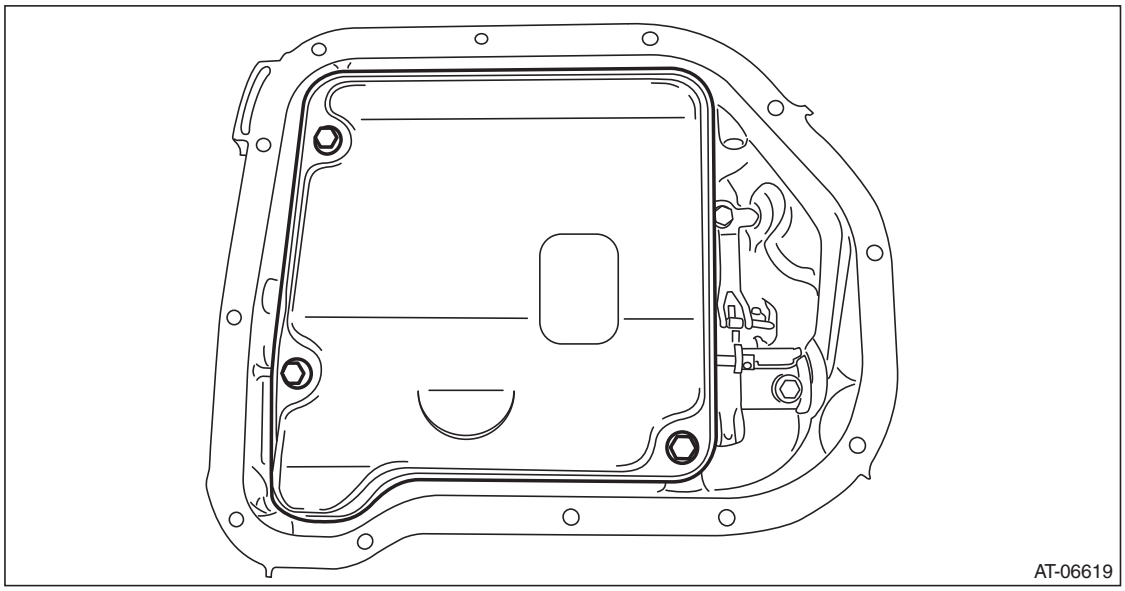
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



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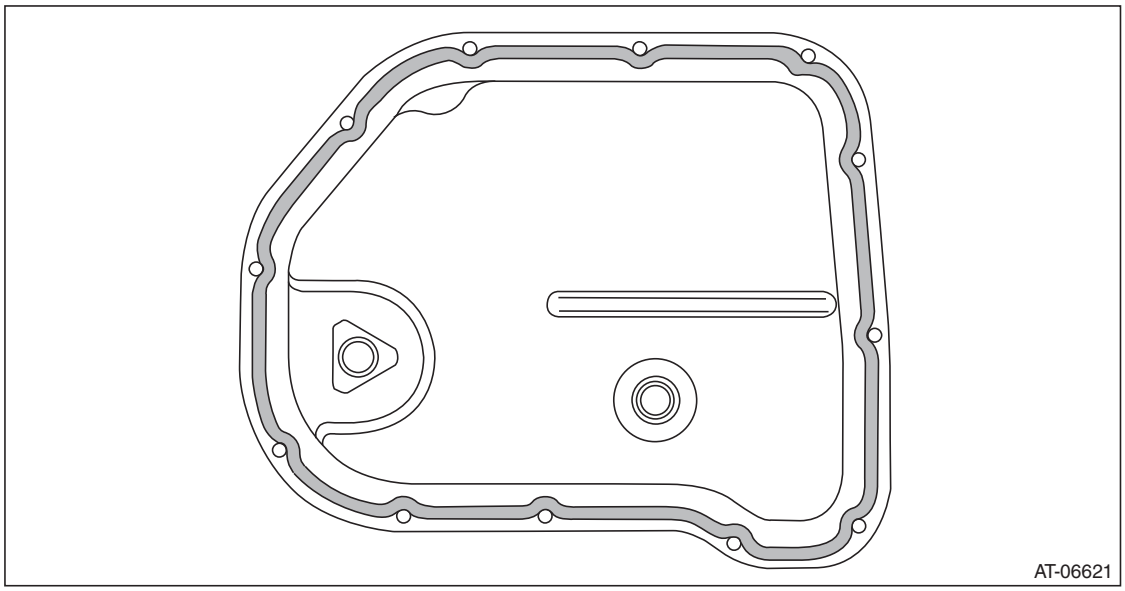
3) Install the oil strainer.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



4) Clean the magnet.
5) Attach the magnet at the specified position of the oil pan.
6) Apply liquid gasket all around the oil pan mating surface seamlessly.

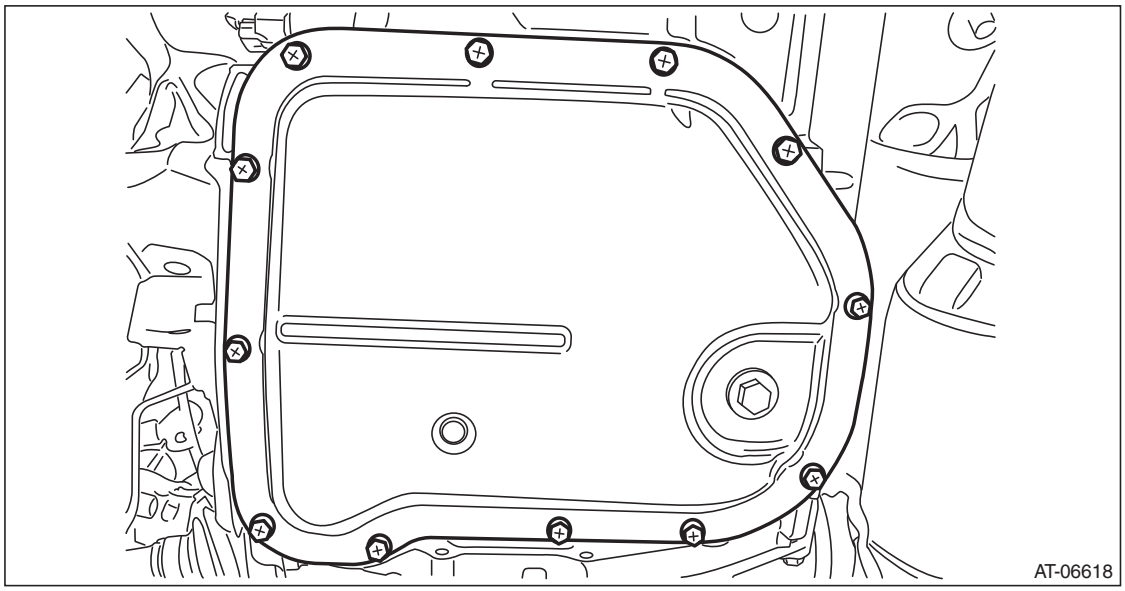
Liquid gasket:
THREE BOND 1217B (Part No. K0877YA020) or equivalent



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7) Install the oil pan by equally tightening the bolts.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



8) Refill CVTF and adjust the level. <Ref. to CVT(TR580)-36, REPLACEMENT, CVTF.>

C: INSPECTION

- Check each part for damage or dust.
- Check oil strainer for clogging.

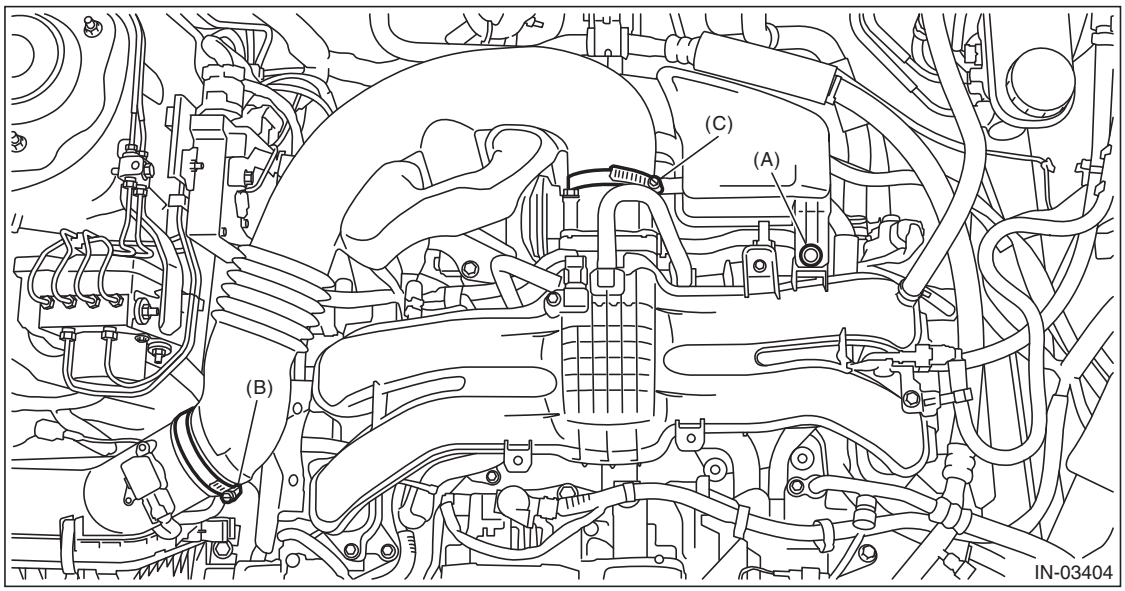
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20.Control Valve Body

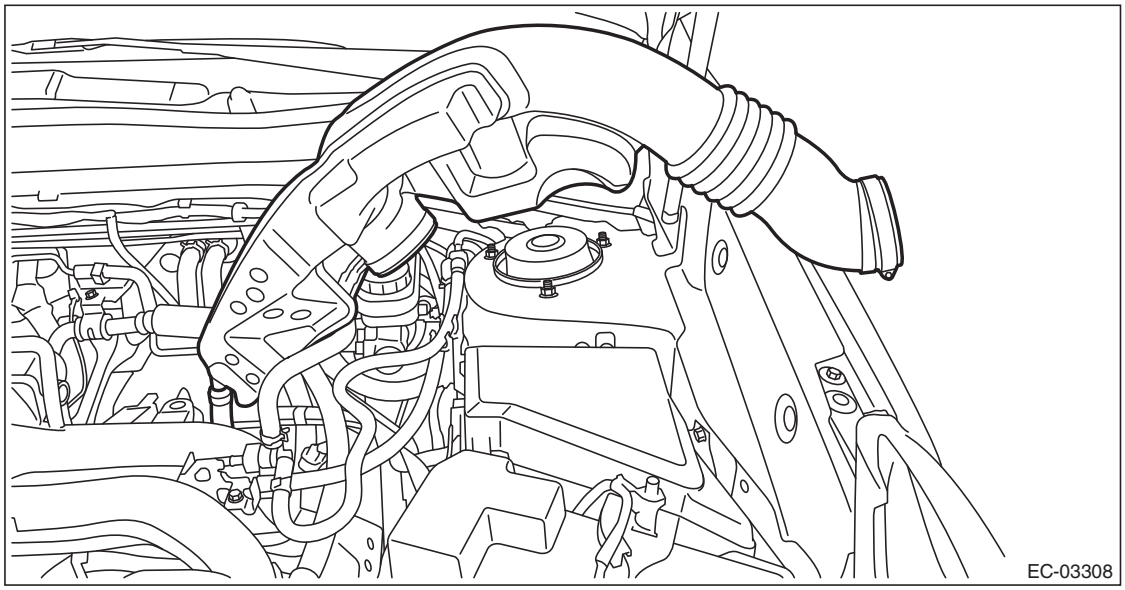
A: REMOVAL

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.
• Always clean the engine compartment before removal.

NOTE:
The control valve body is replaced as an assembly only, because it is a non-disassembly part.
1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.

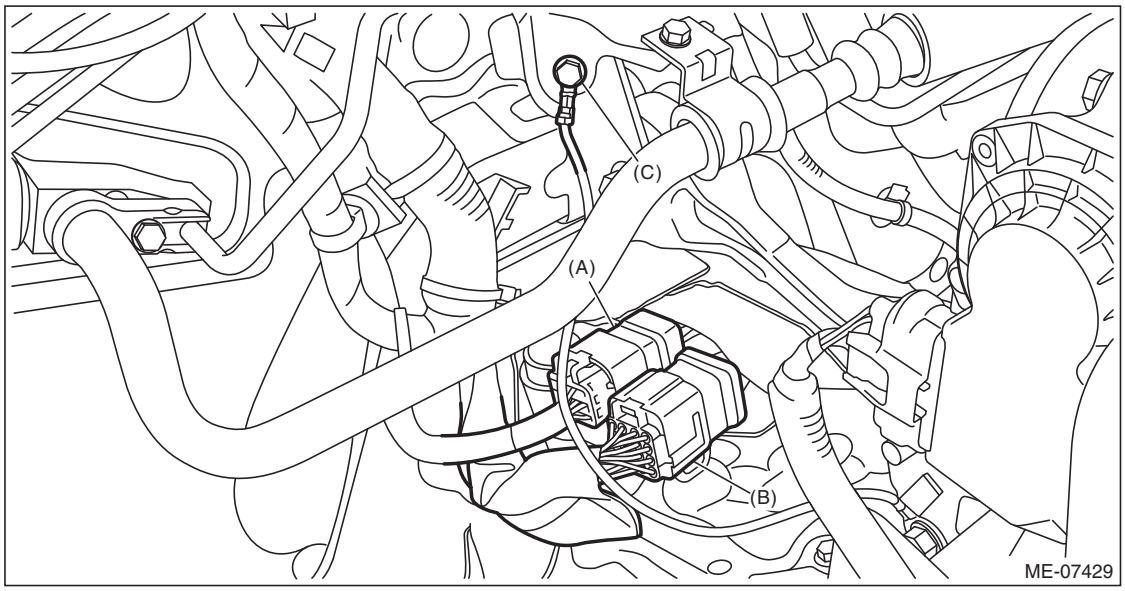


5) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



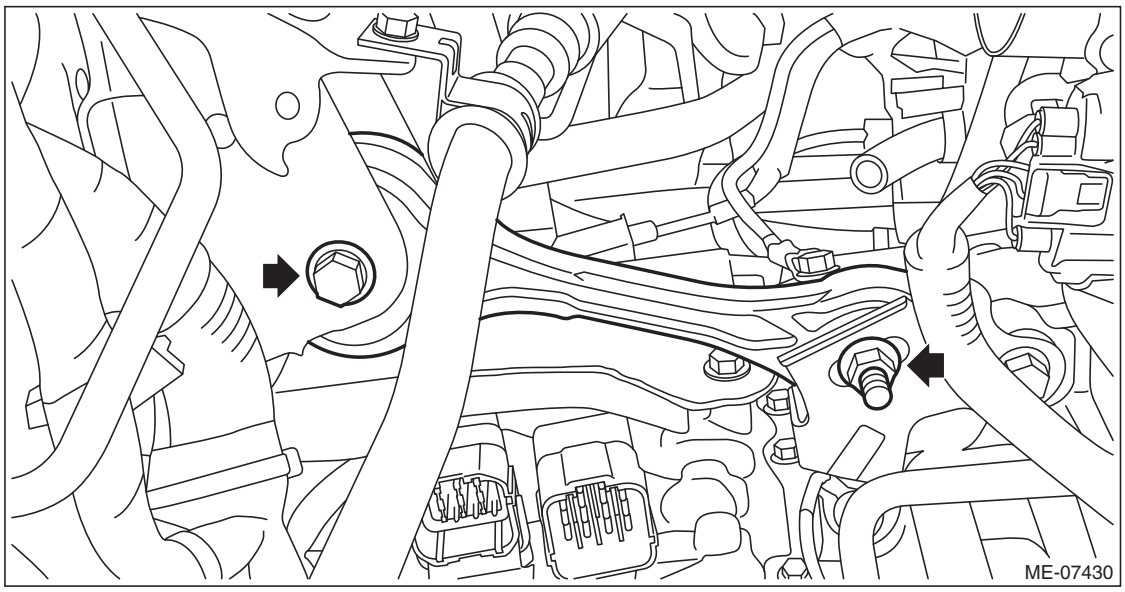
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6) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal



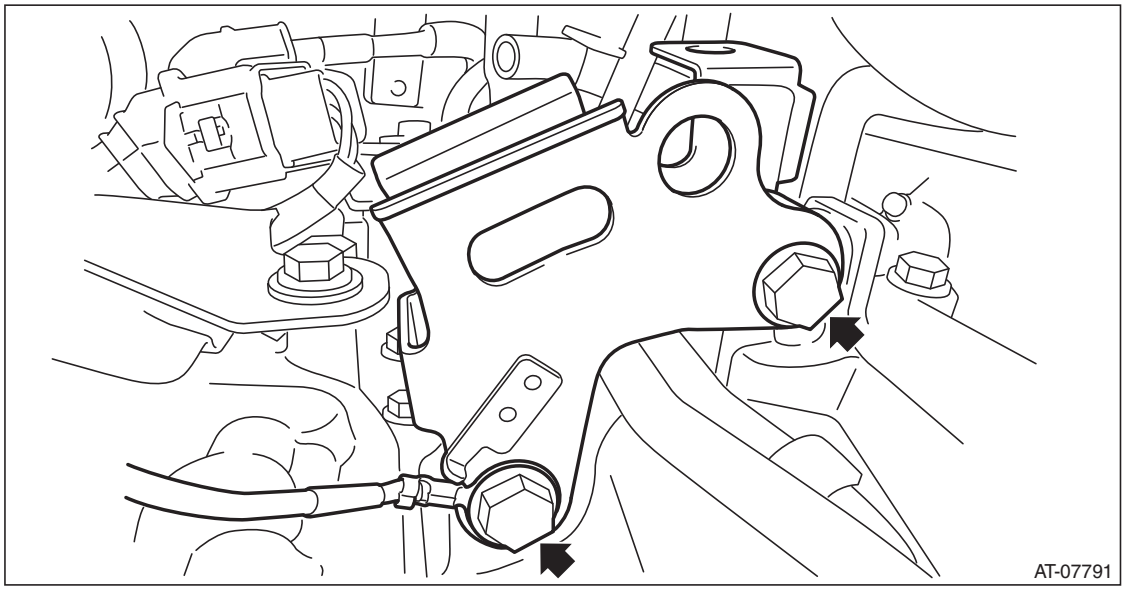
(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

7) Remove the pitching stopper.

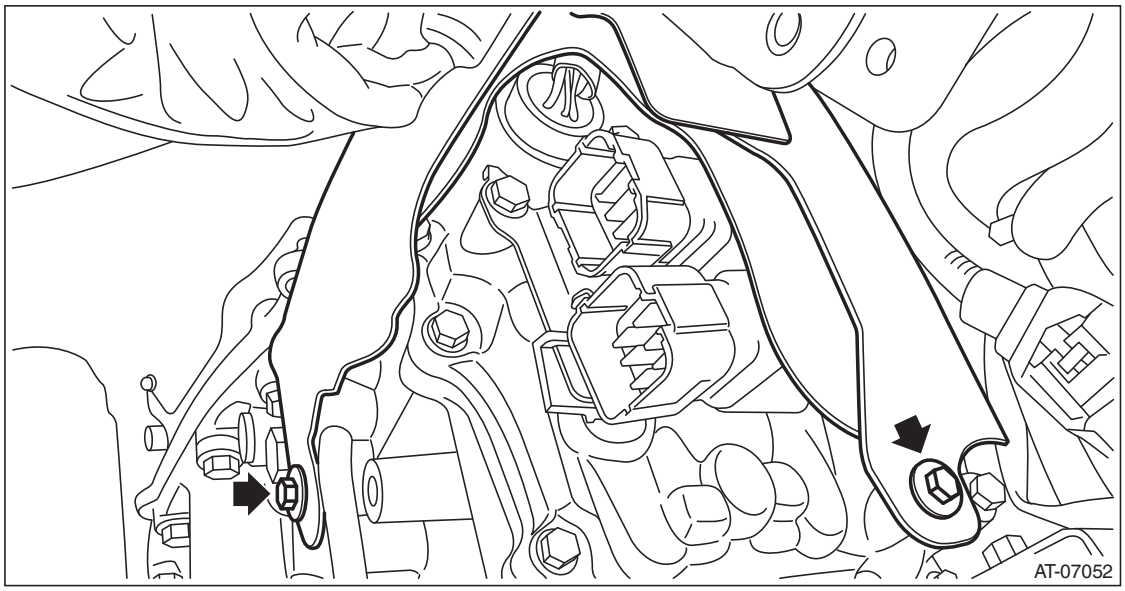


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8) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.

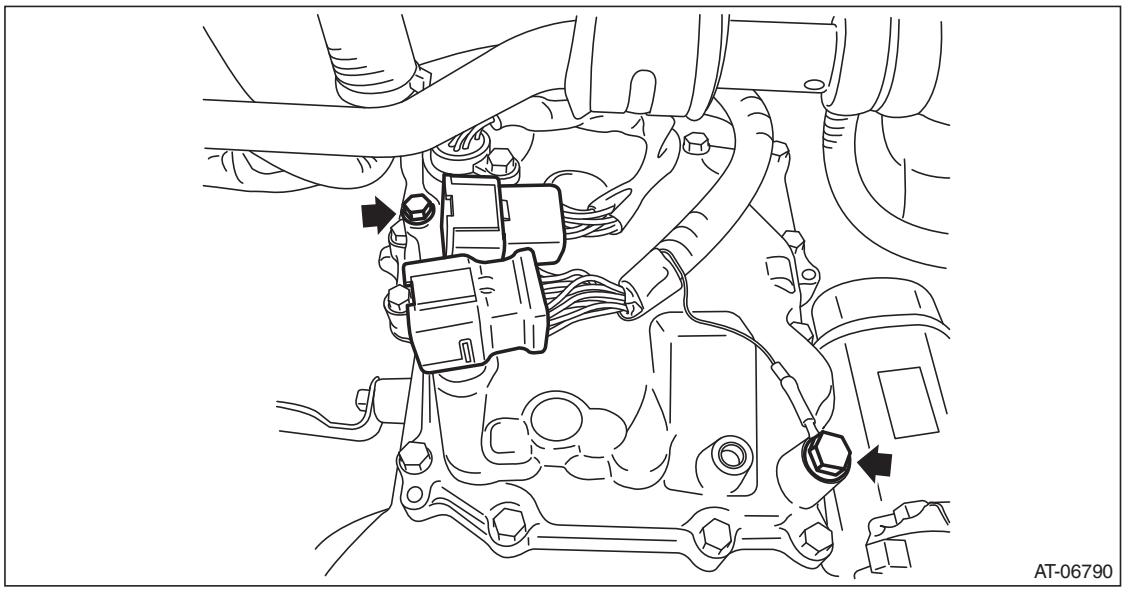


9) Remove the transmission case cover.



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10) Remove the transmission harness stay and ground terminal.

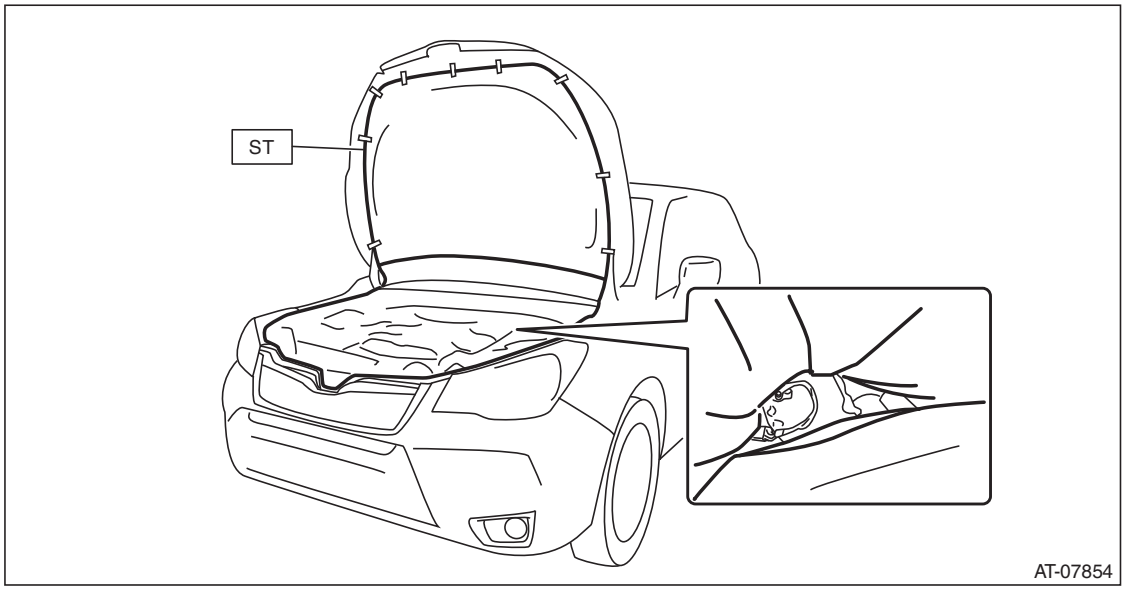


11) Remove the transmission harness connector from the harness stay.
12) Remove the throttle body, and move it aside so that it will not interfere with the removal of the control valve. <Ref. to FU(H4DO)-15, REMOVAL, Throttle Body.>

NOTE:
Do not remove the preheater hose.

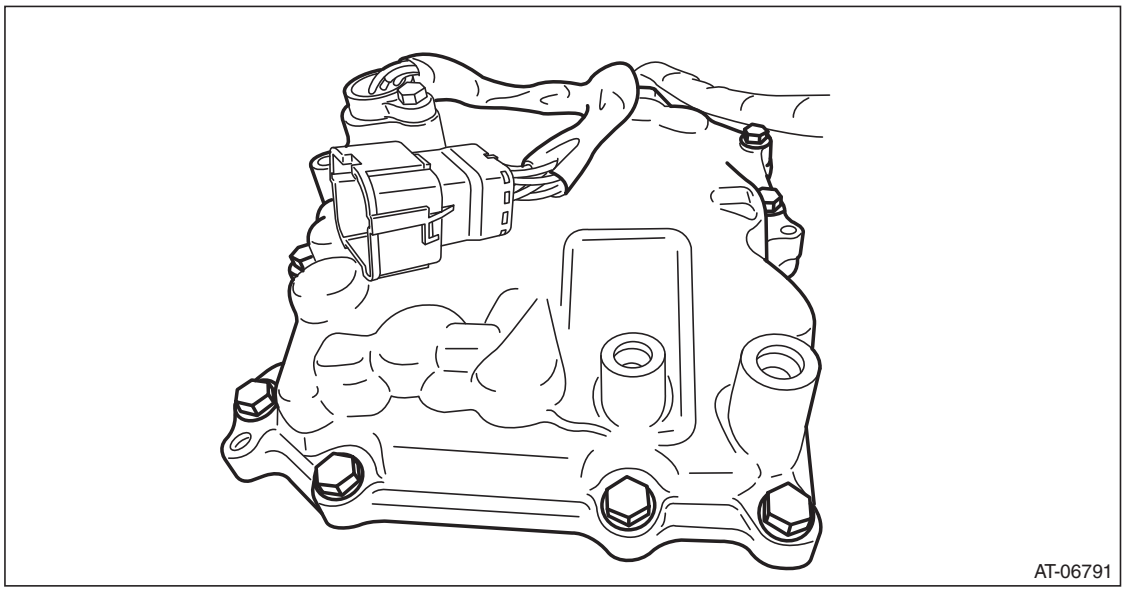
13) Clean the transmission exterior.
14) Fix the ST with tape, and set the ST to the vehicle.

NOTE:
When replacing the control valve body, the sheet is included in the control valve body for repairs.
ST 18761AA010 SHEET SPECIAL TOOL

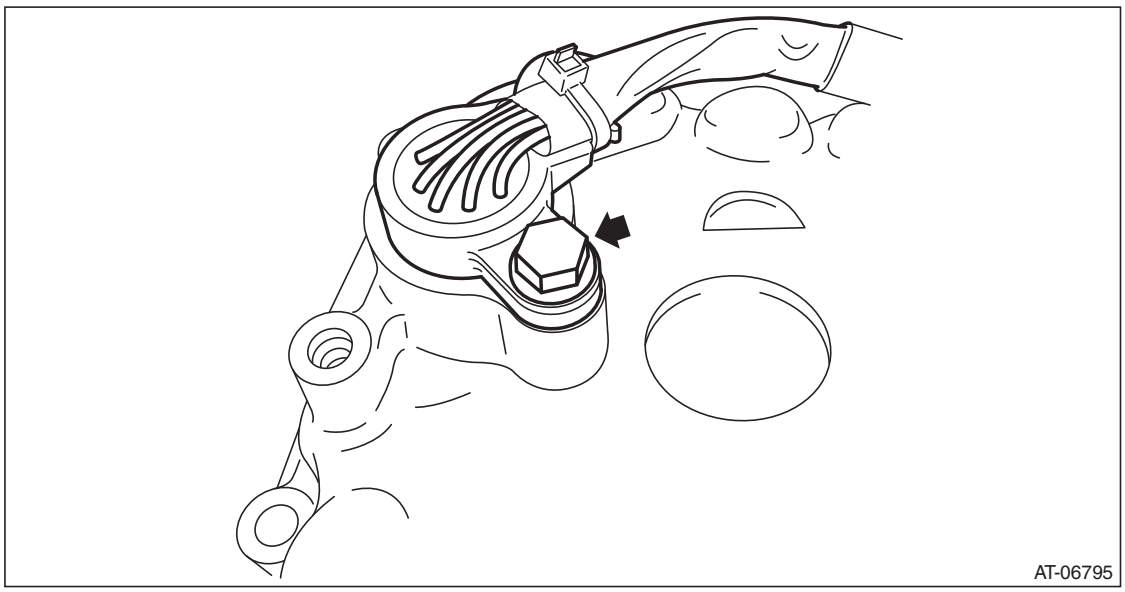


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15) Remove the valve cover and gasket.

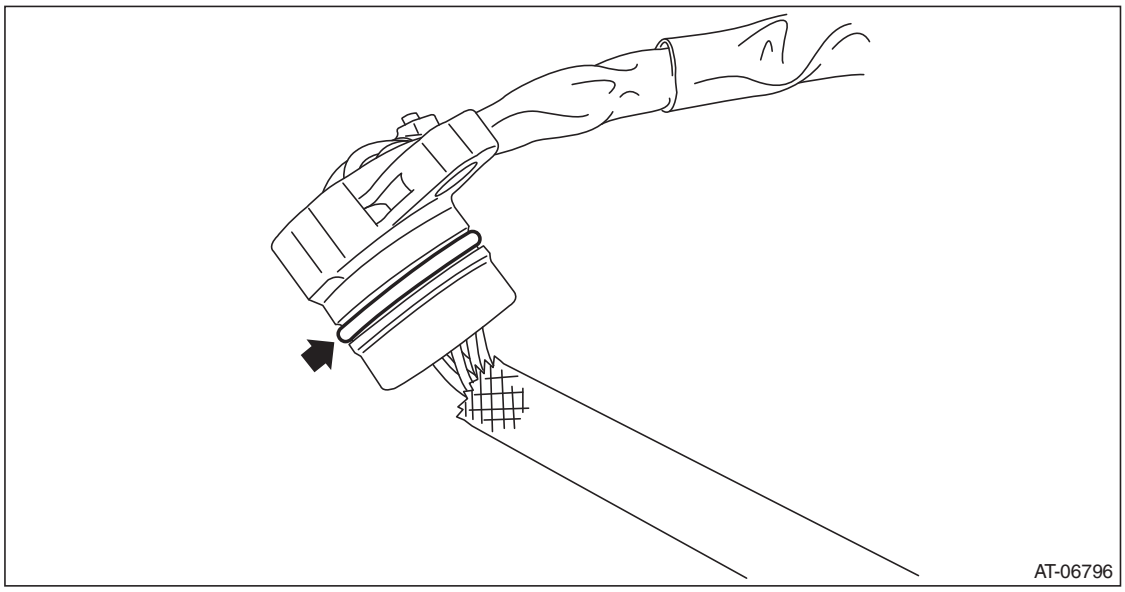


16) Remove the transmission harness from the valve cover.

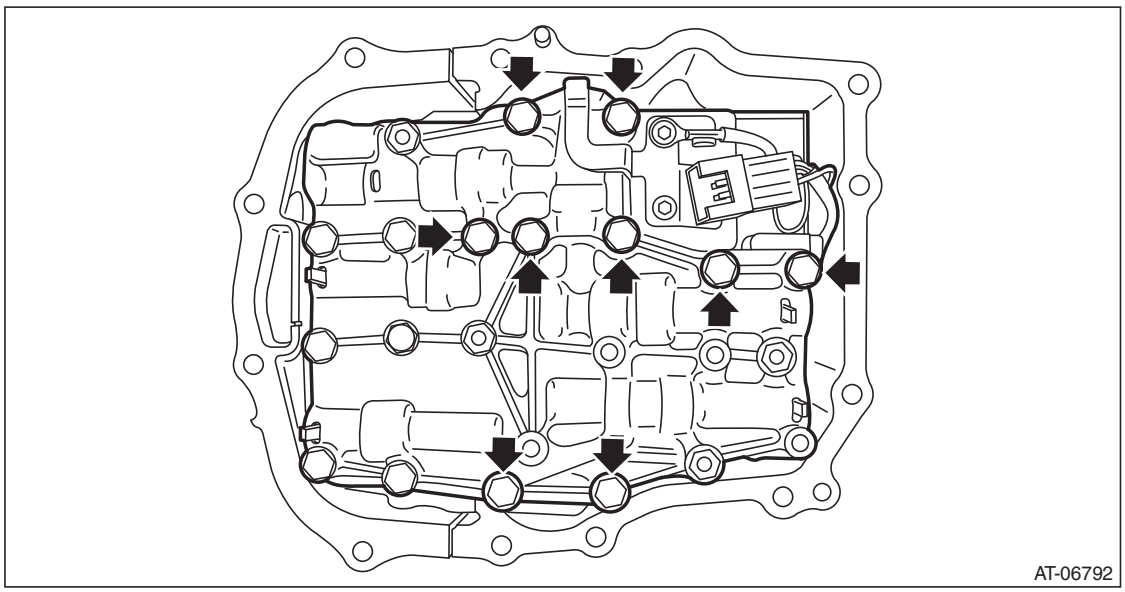


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17) Remove the O-ring from the transmission harness.

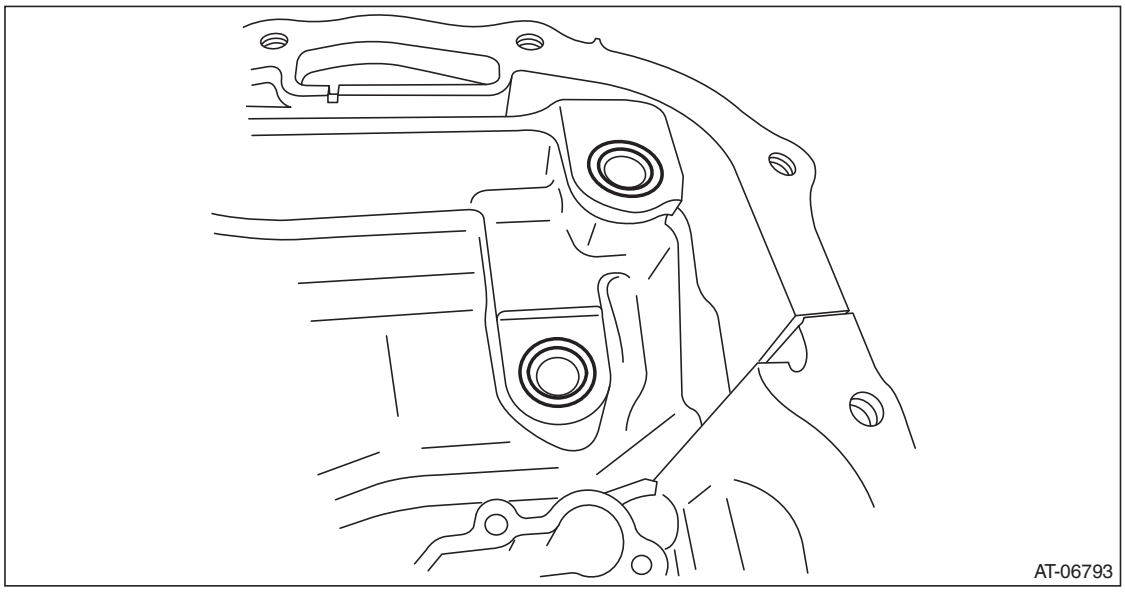


18) Disconnect the harness connector from the control valve body.
19) Remove the control valve body.



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20) Remove the O-ring from the transmission.



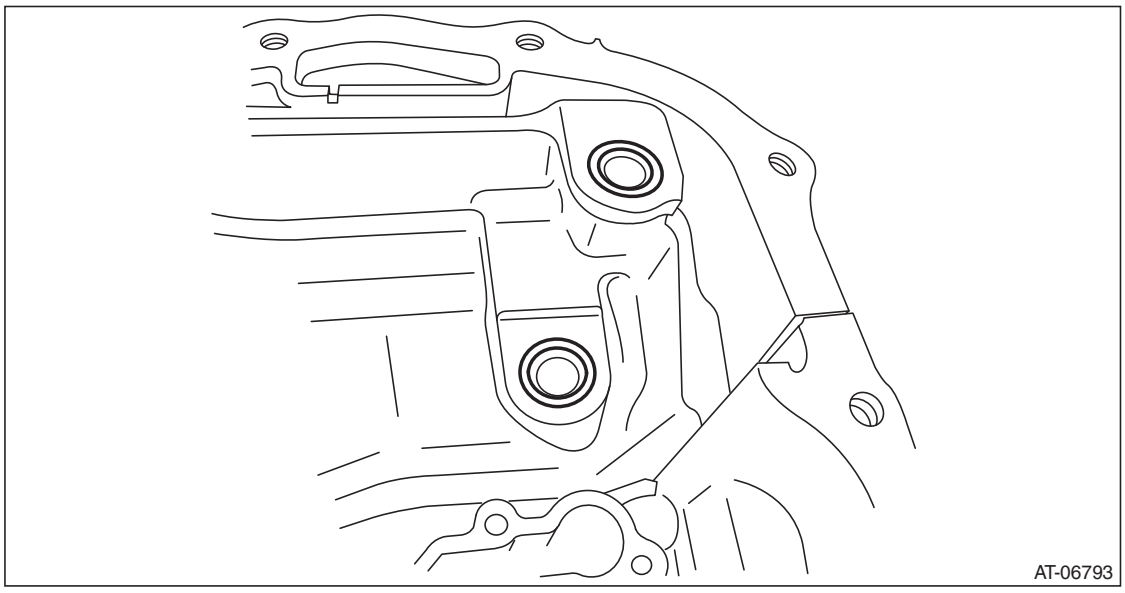
B: INSTALLATION

1) Clean the mating surface of valve cover and transmission side.

CAUTION:
When cleaning the mating surface of the transmission side, be careful not to allow any dust, foreign matter and used liquid gasket to enter the transmission.

2) Check the control valve body for dust and other foreign matter.
3) Install the O-ring.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

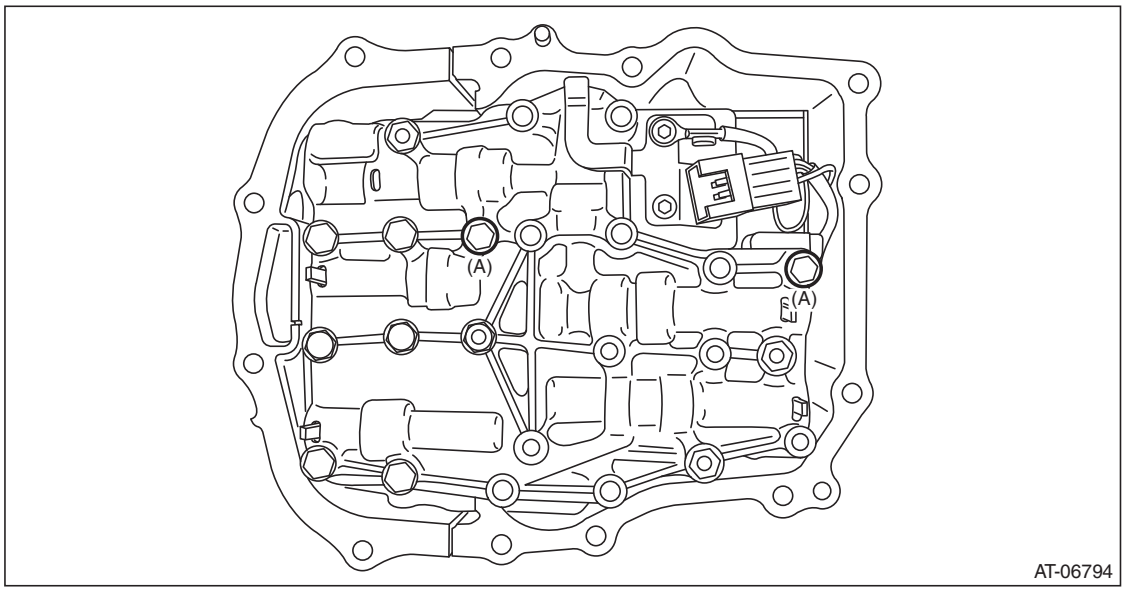


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4) Install the control valve body.
(1) Install the control valve body to the transmission.

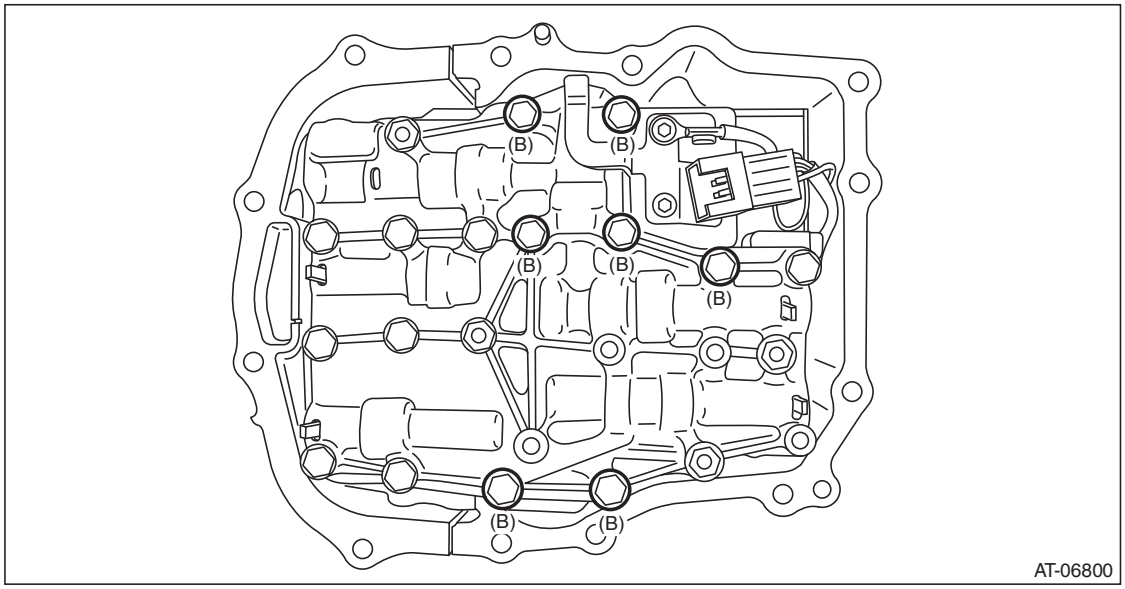
CAUTION:
- **Do not damage the O-ring.**
- **Perform installation so that the O-ring is not displaced.**

(2) Temporarily tighten the bolt (A: silver).



(3) Attach the bolt (B).

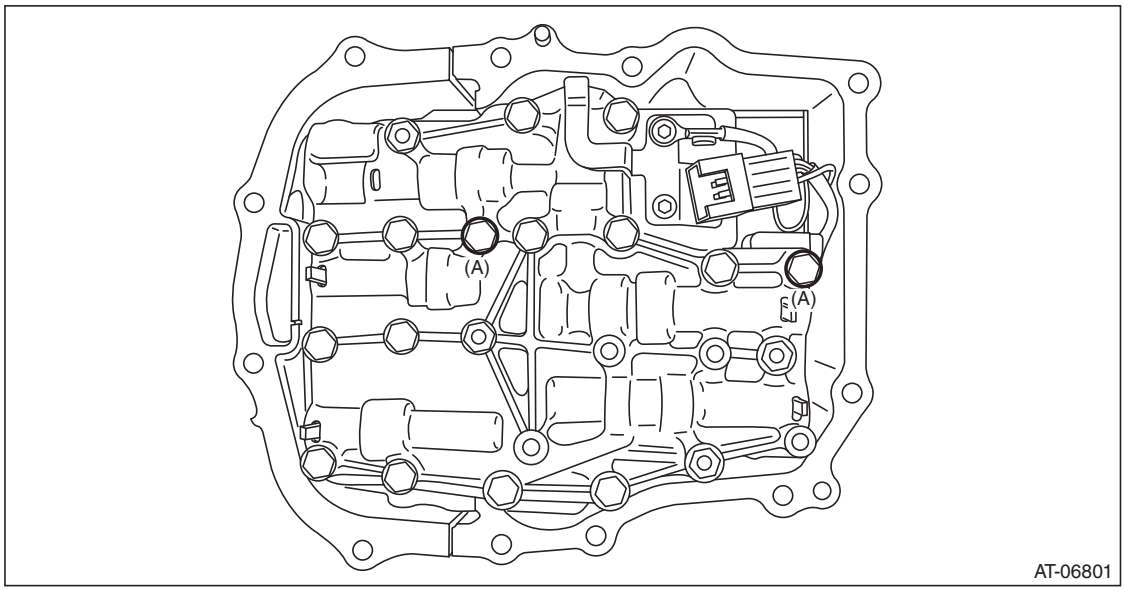
Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



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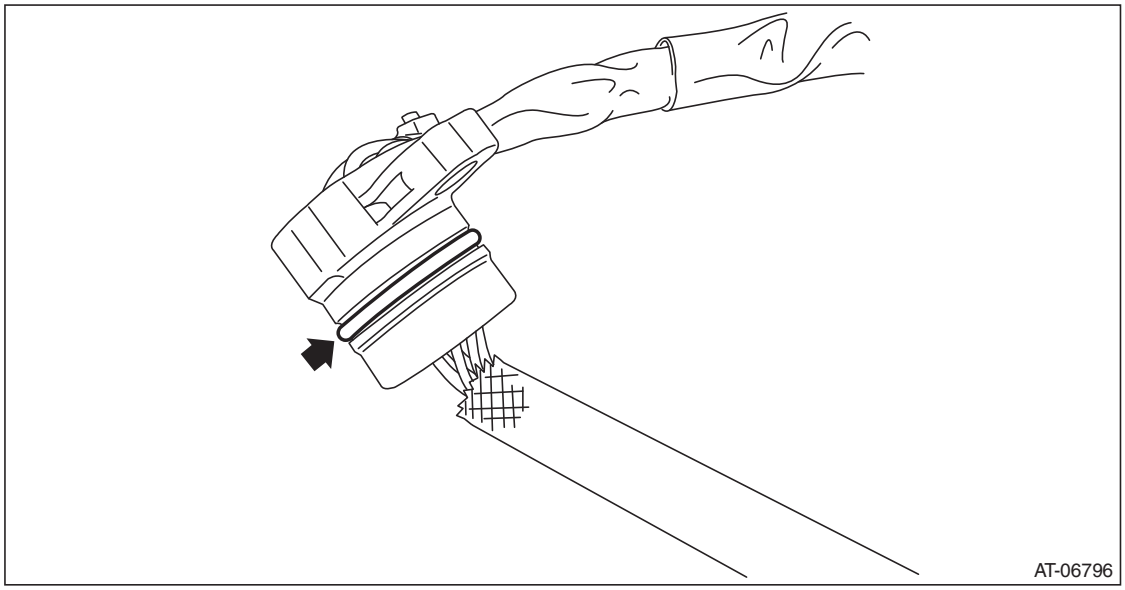
(4) Tighten the bolt (A: silver).

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



5) Install the O-ring to the transmission harness.

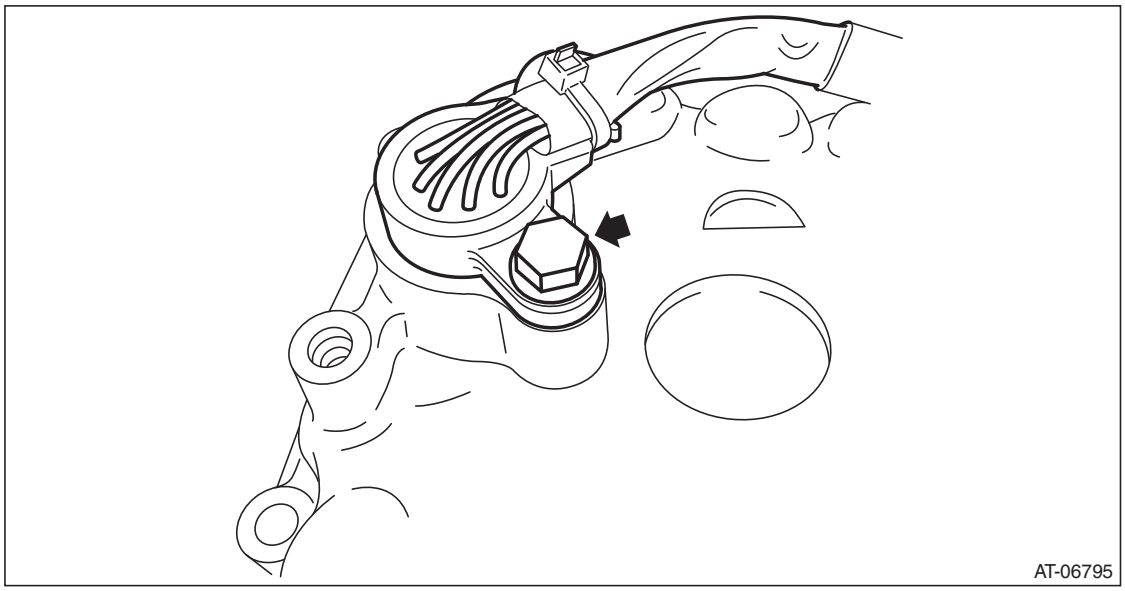
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



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6) Install the transmission harness to the valve cover.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

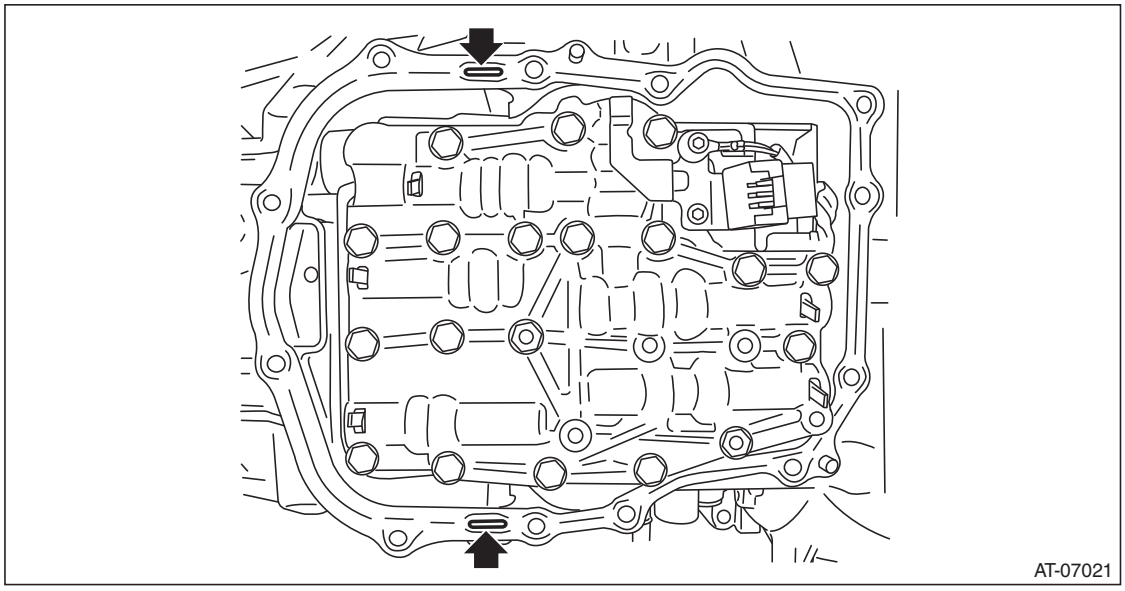


7) Install the gasket to the transmission.

NOTE:
Use a new gasket.

8) Apply liquid gasket to the oval hole of gasket.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent

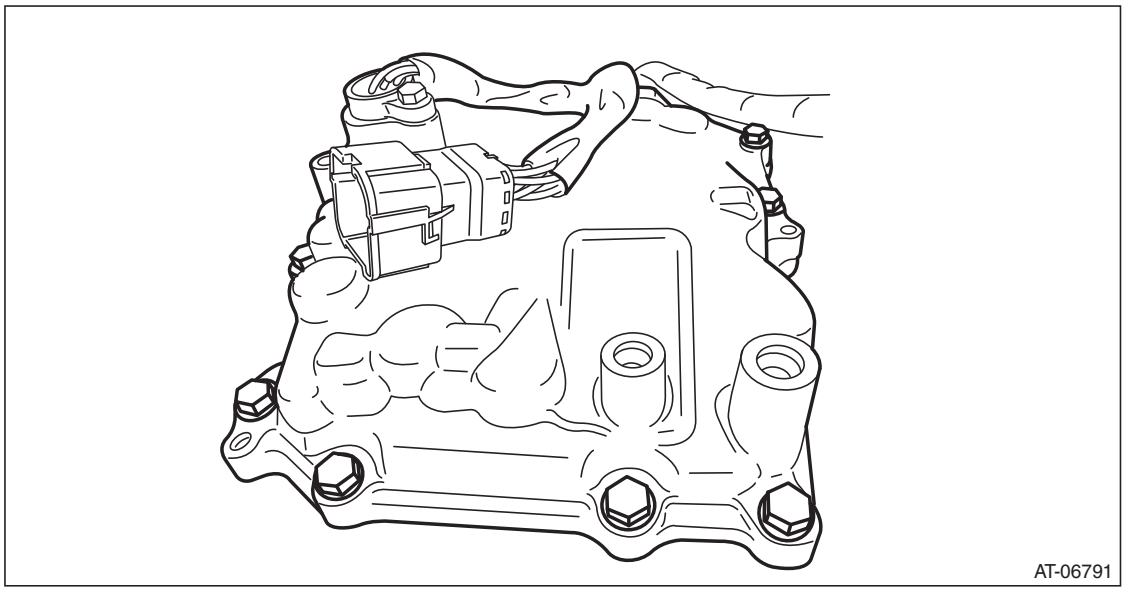


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9) Connect the transmission harness connector to the control valve body, and install the valve cover.

CAUTION:
Be careful not to catch the sheet of the ST.

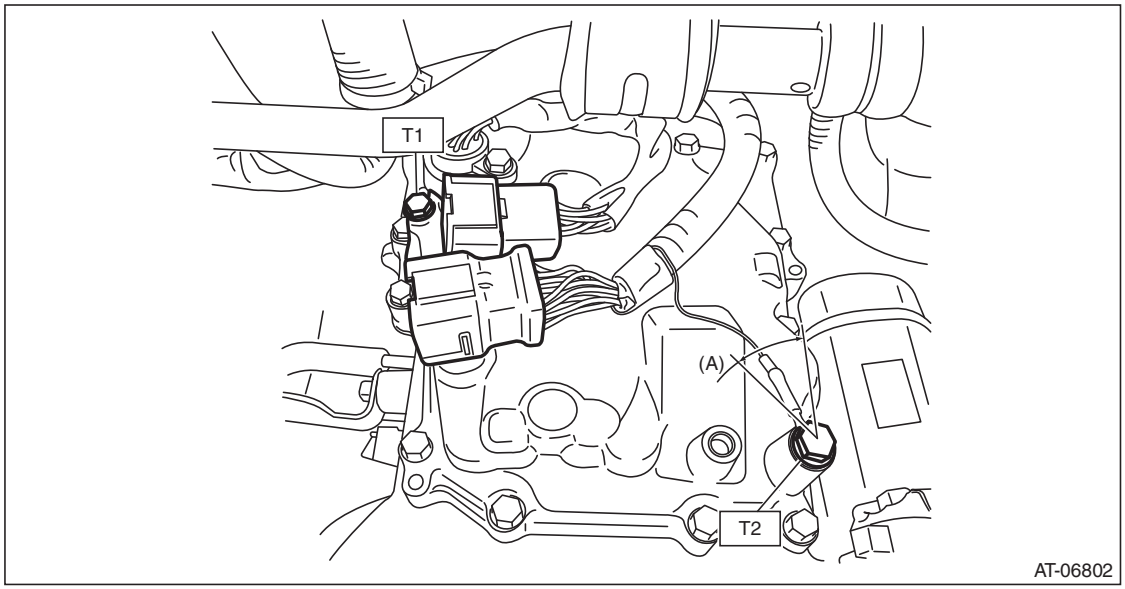
Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



10) Remove the ST (SHEET SPECIAL TOOL).
11) Install the throttle body. <Ref. to FU(H4DO)-16, INSTALLATION, Throttle Body.>
12) Install the transmission harness connector to the harness stay.
13) Install the transmission harness stay and transmission ground terminal.

NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

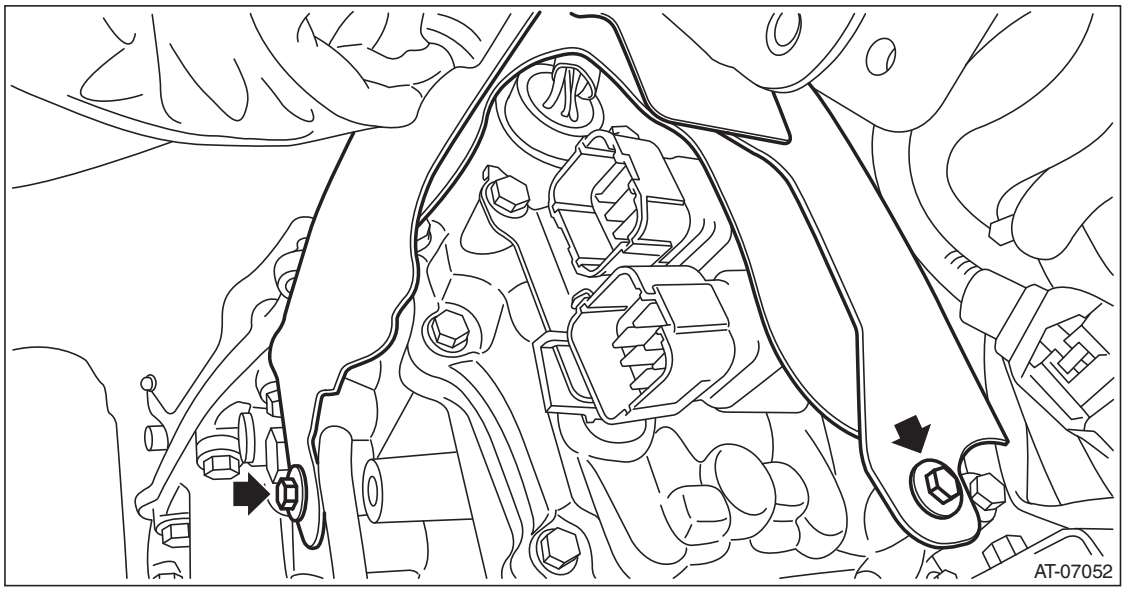
Tightening torque:
T1: 7 N·m (0.7 kgf-m, 5.2 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



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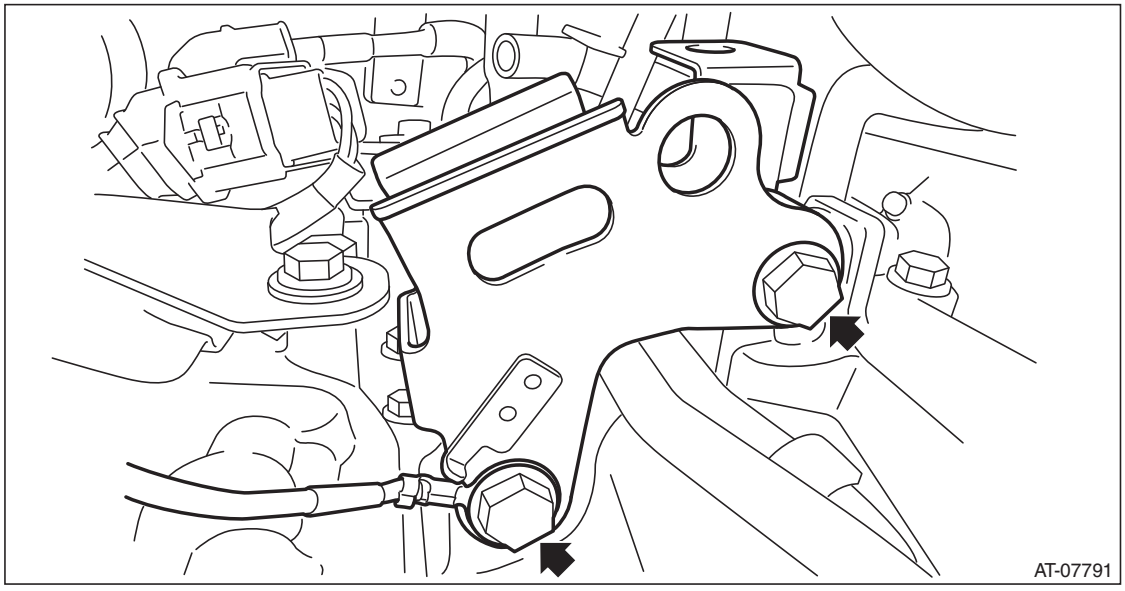
14) Install the transmission case cover.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



15) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

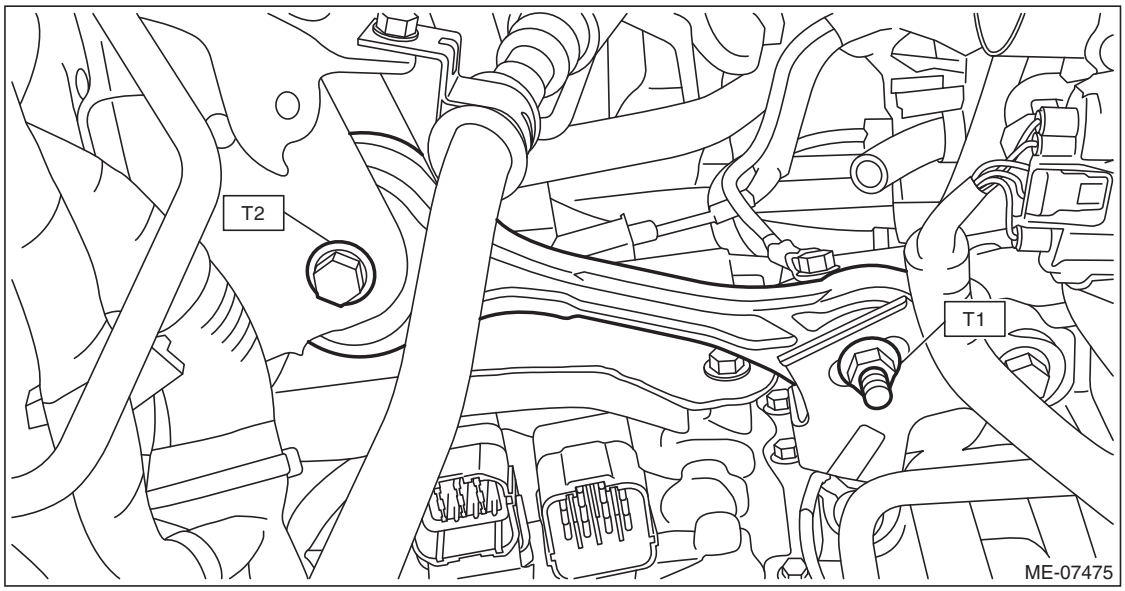


16) Install the air breather hose to the pitching stopper bracket.

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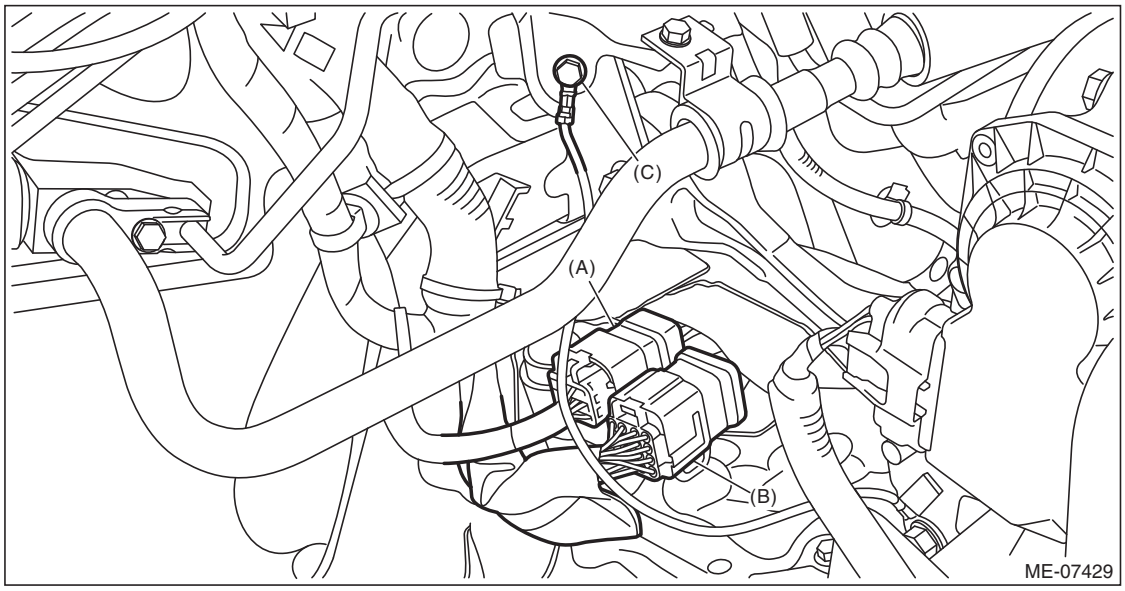
17) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



18) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)



(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

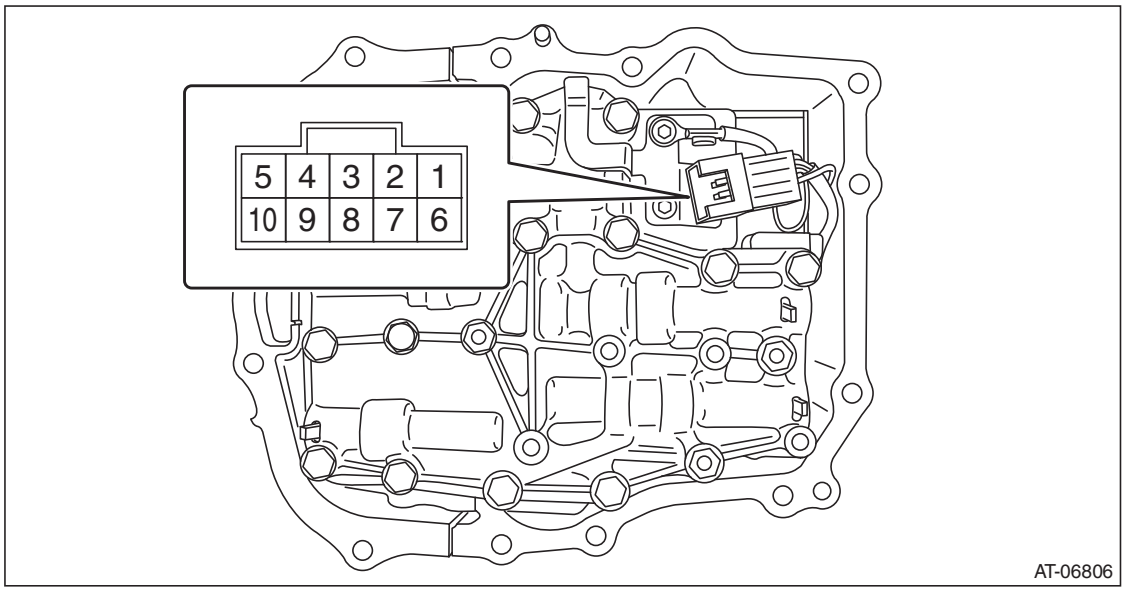
19) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
20) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

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C: INSPECTION

- Check each part for damage or dust.
- Measure the resistance of each solenoid, sensor and ground wire.

NOTE:
Measurement should be performed at a temperature of 20°C (68°F).



- **Solenoid**

Solenoid	Terminal No.	Standard
Primary UP solenoid	No. 2 — control valve body	Approx. 10 — 13.5 Ω
Secondary solenoid	No. 3 — control valve body	Approx. 5 — 7 Ω
F&R clutch solenoid	No. 4 — control valve body	Approx. 4 — 6 Ω
Primary DOWN solenoid	No. 7 — control valve body	Approx. 10 — 13.5 Ω
Lock-up duty solenoid	No. 9 — control valve body	Approx. 10 — 13.5 Ω
AWD solenoid	No. 10 — control valve body	Approx. 2 — 4.5 Ω

- **Oil temperature sensor**

Sensor	Terminal No.	Standard At 20°C (68°F)
Oil temperature sensor	No. 1 — No. 6	Approx. 2.5 kΩ

- **Transmission ground**

Terminal No.	Standard
No. 8 — control valve body	Less than 1 Ω

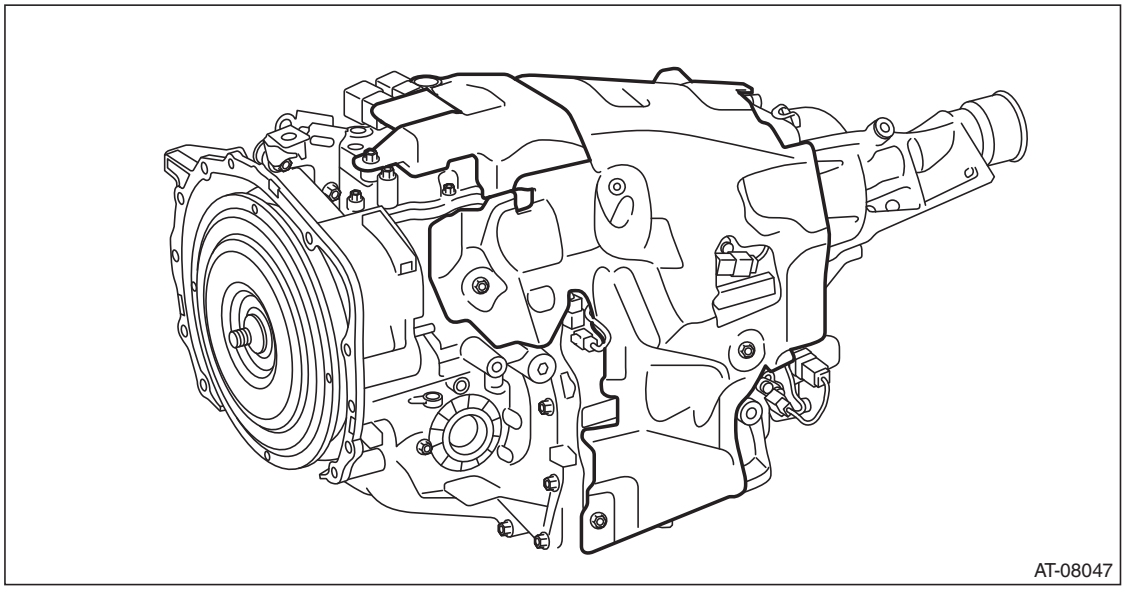
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21.Transmission Harness

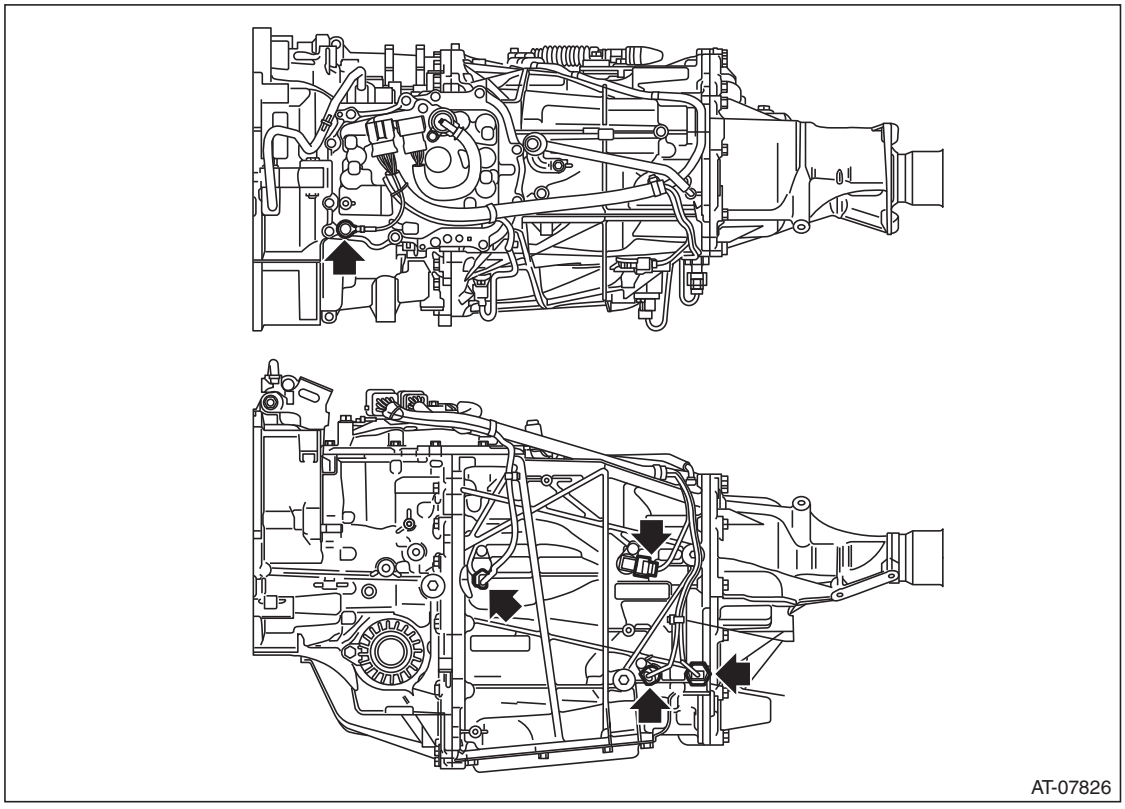
A: REMOVAL

1. INHIBITOR HARNESS

1) Remove the transmission from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission case cover.

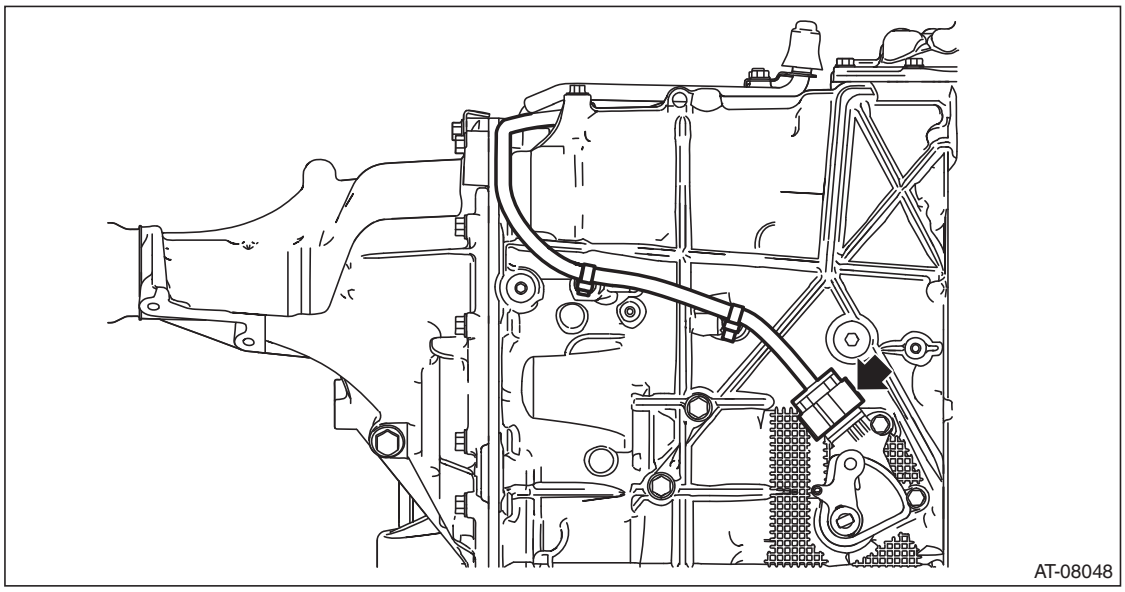


3) Remove the harness connector from the ground terminal, turbine speed sensor, primary speed sensor, secondary speed sensor and secondary pressure sensor.

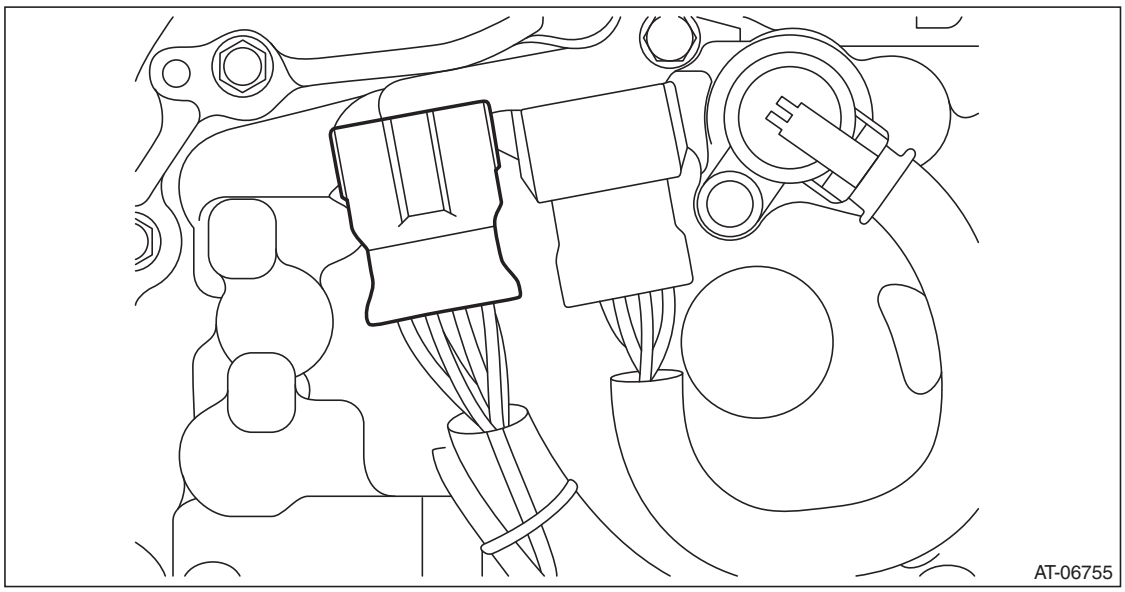


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4) Remove the harness connector from inhibitor switch.



5) Remove the inhibitor harness connector from the transmission harness stay.

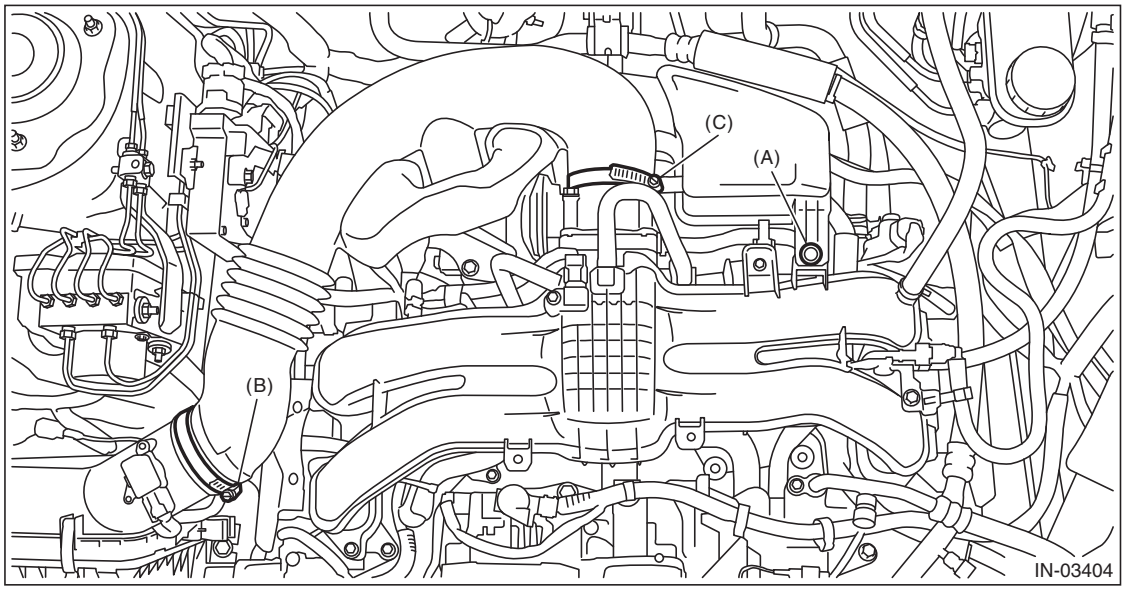


6) Remove the harness clip from the transmission, and remove the inhibitor harness.

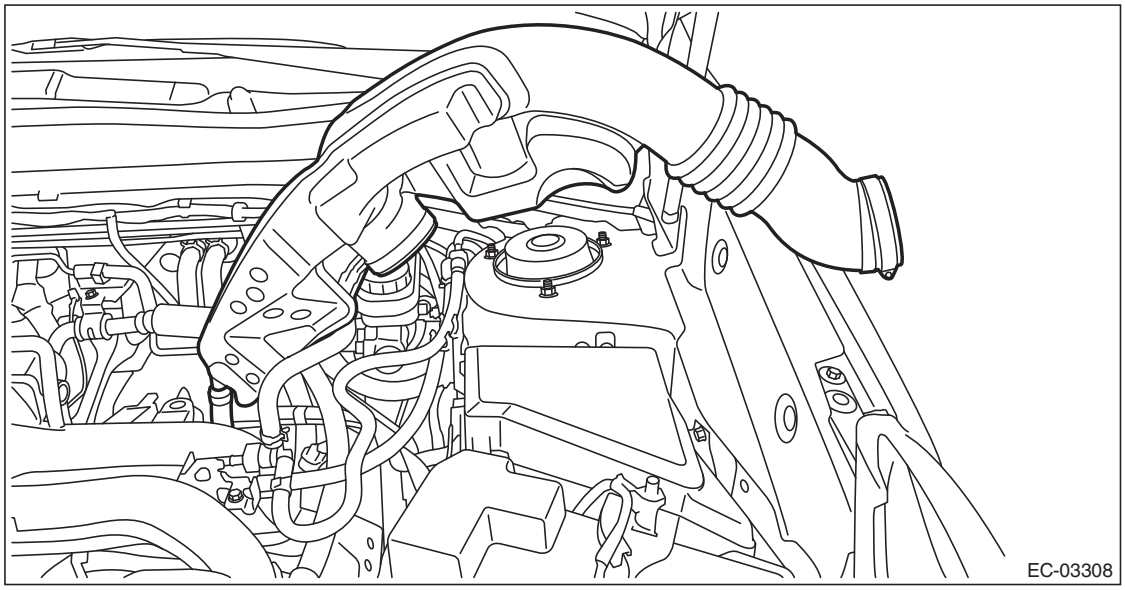
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2. TRANSMISSION HARNESS

1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.

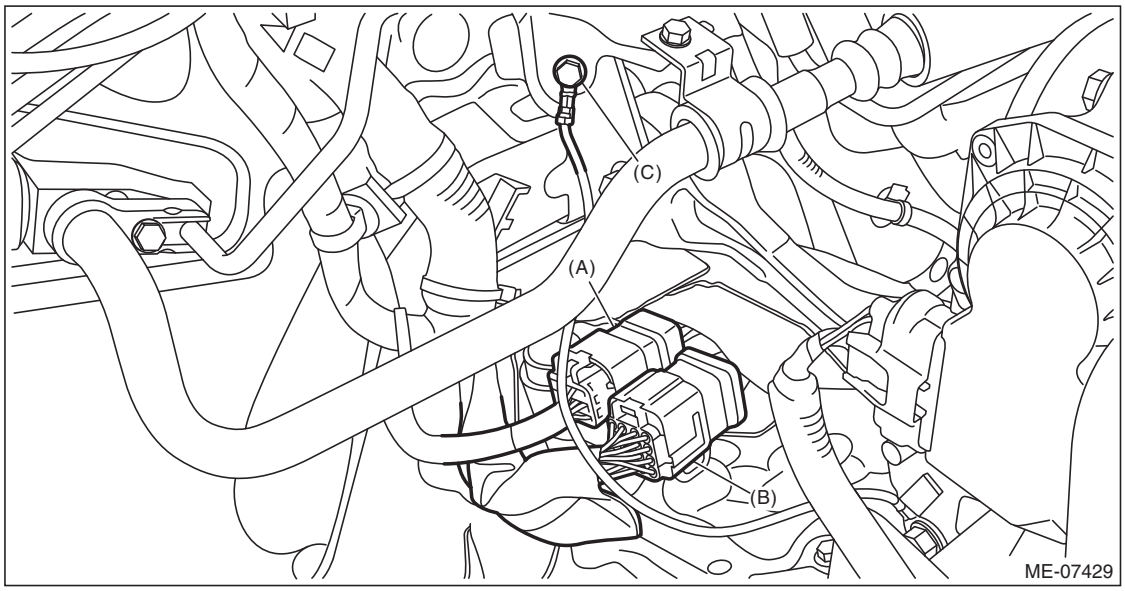


5) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



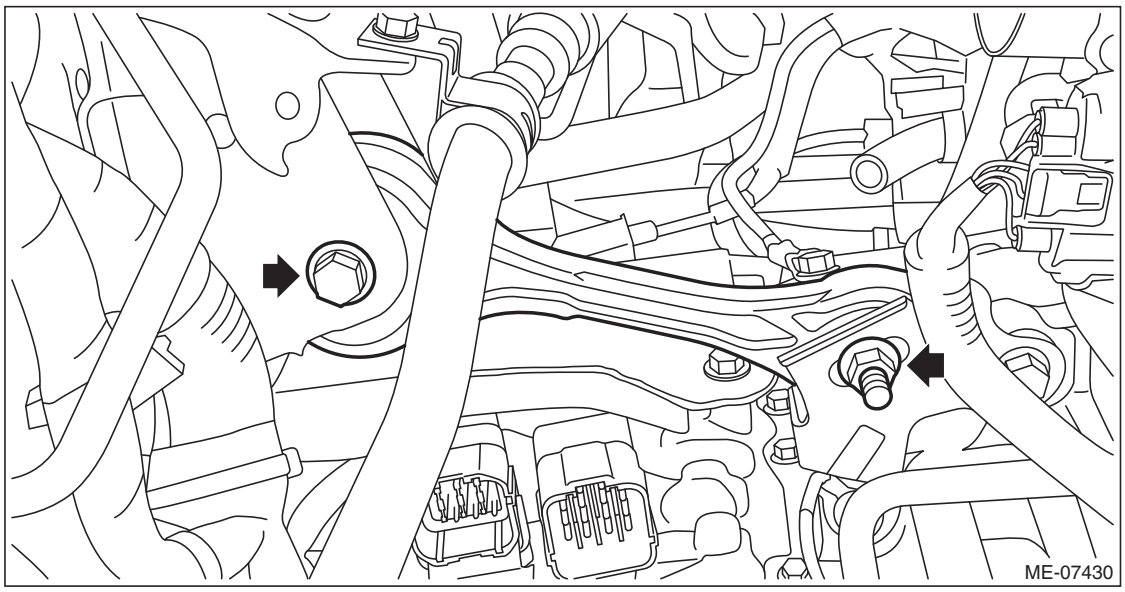
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6) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal



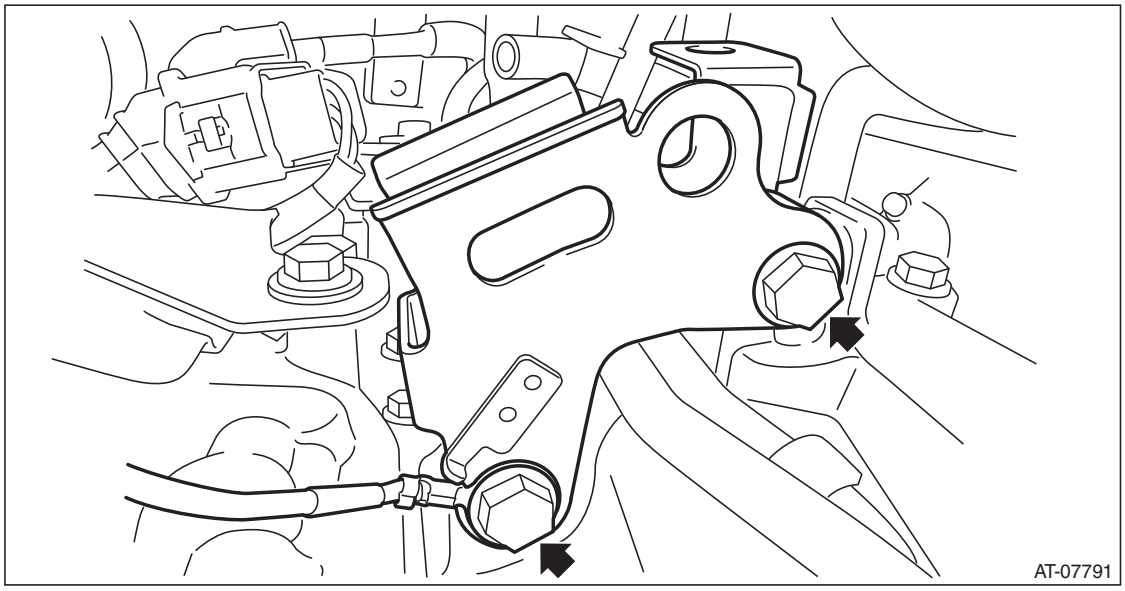
(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

7) Remove the pitching stopper.

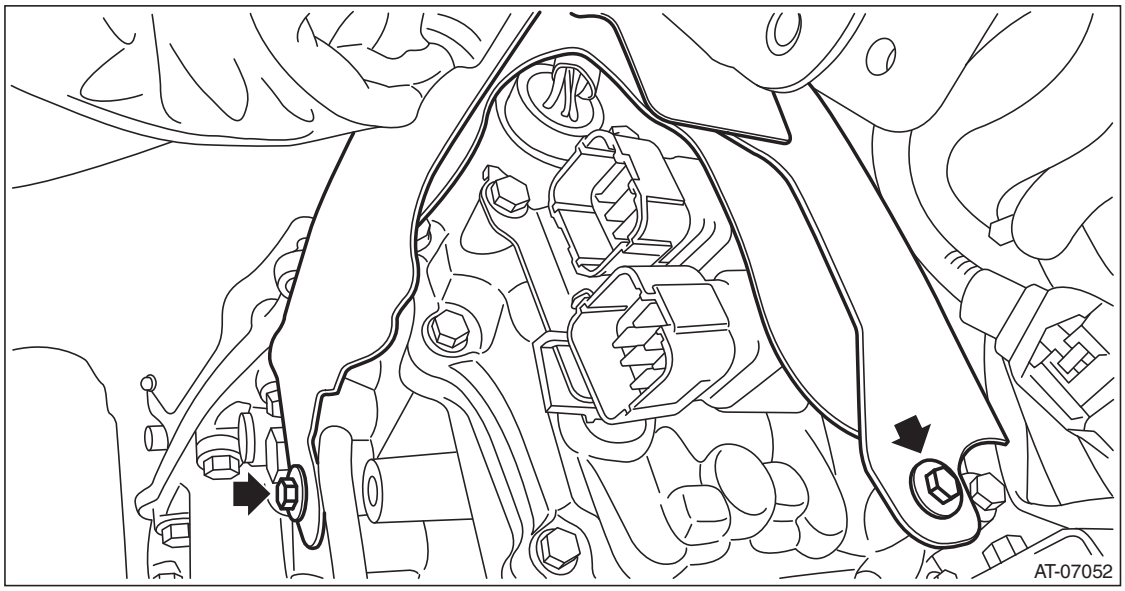


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8) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.

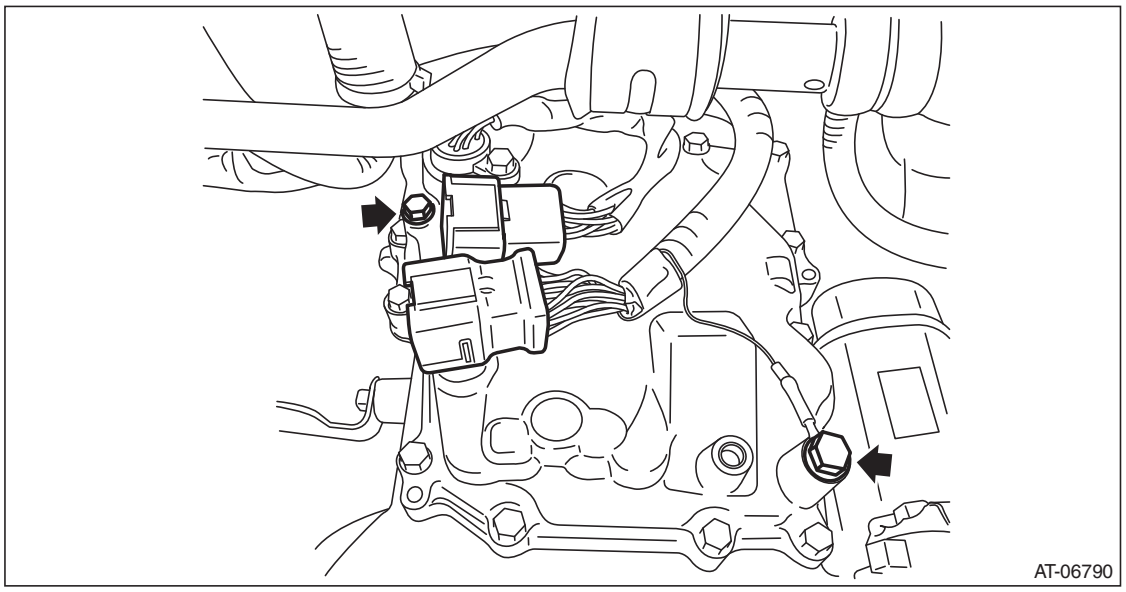


9) Remove the transmission case cover.

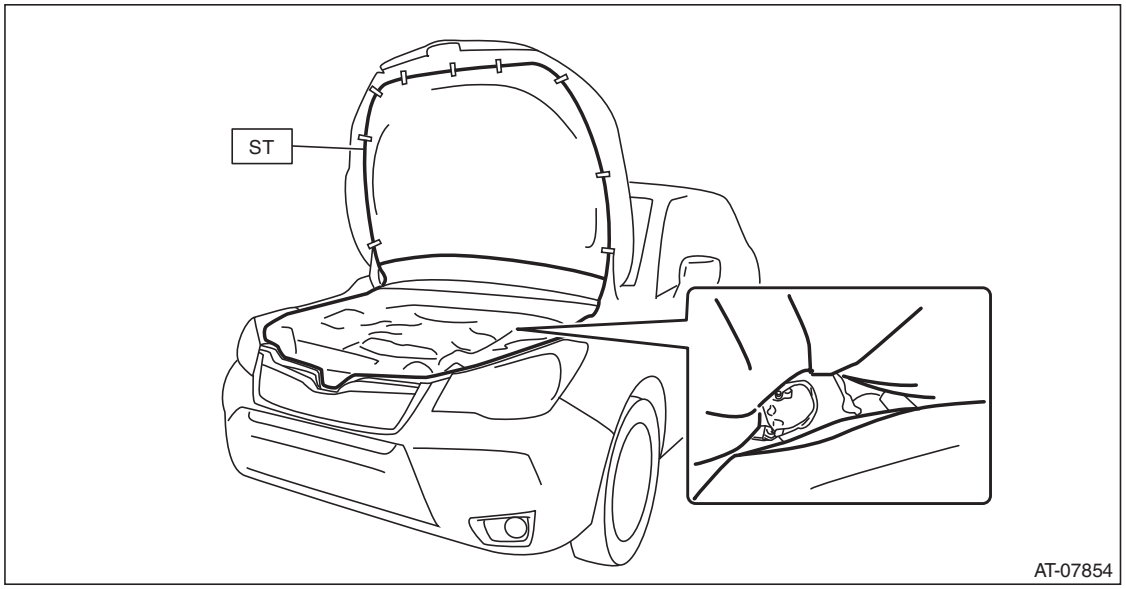


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10) Remove the transmission harness stay and ground terminal.

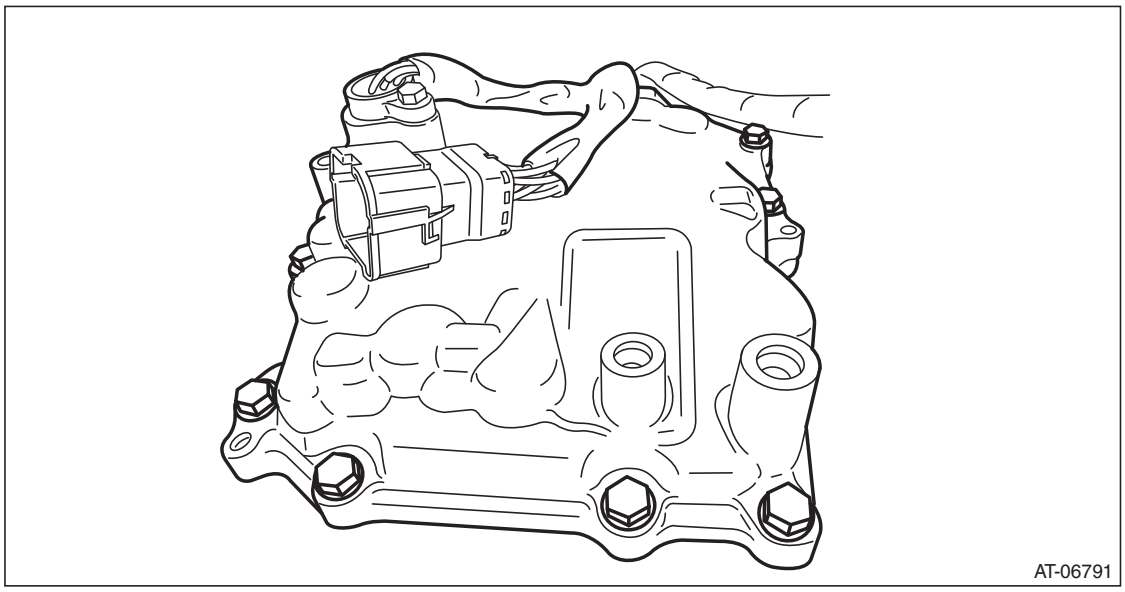


11) Remove the transmission harness connector from the harness stay.
12) Clean the transmission exterior.
13) Set the ST on the vehicle.
ST 18761AA010 SHEET SPECIAL TOOL

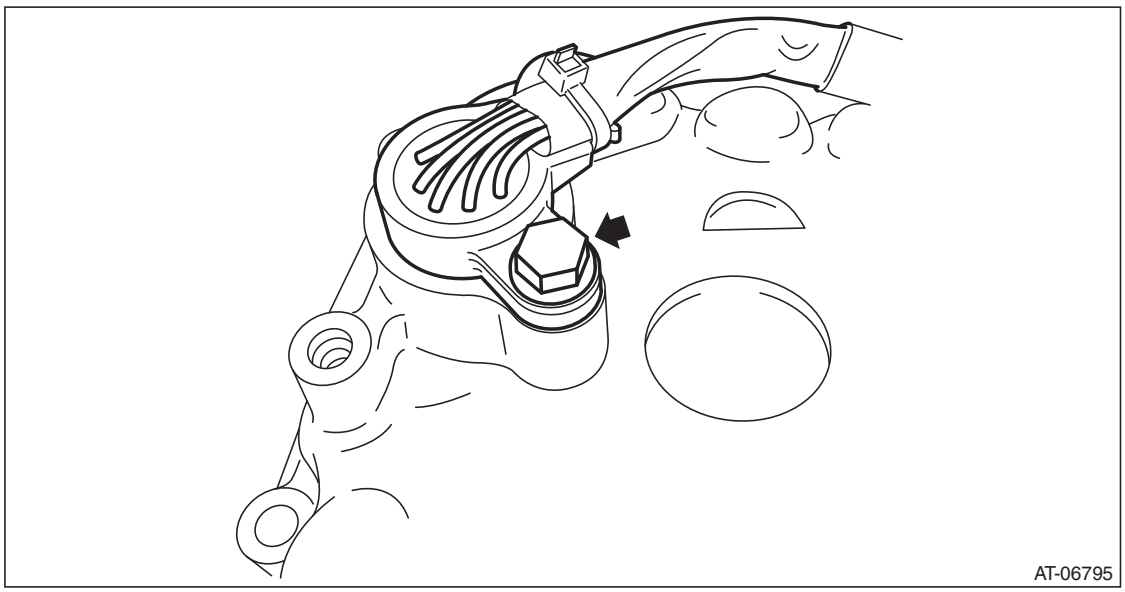


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14) Remove the valve cover and gasket.

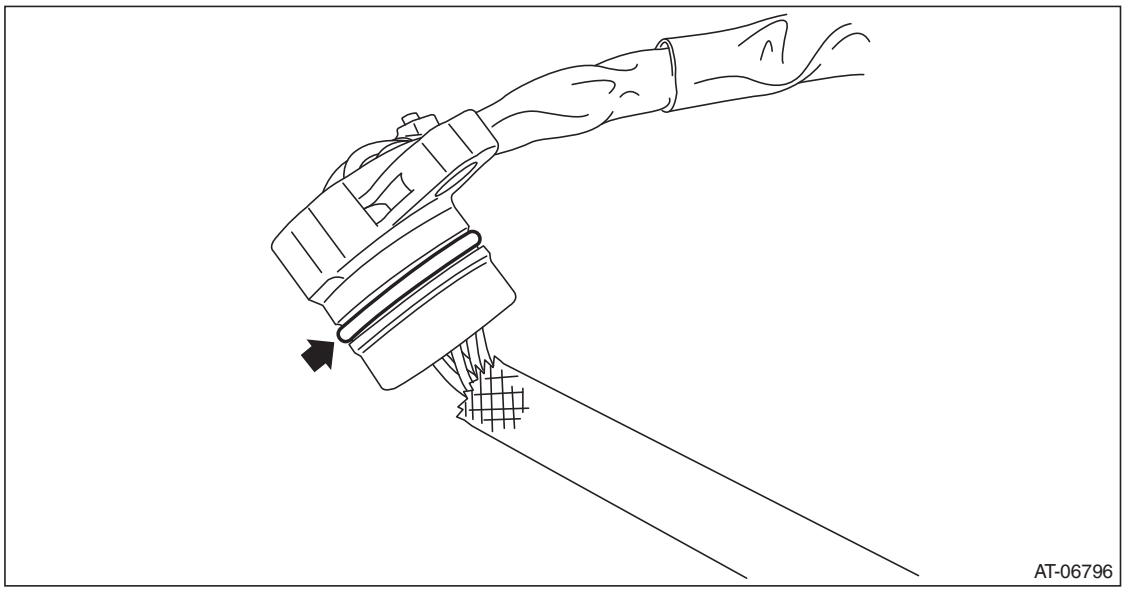


15) Remove the transmission harness connector from the control valve body.
16) Remove the transmission harness from the valve cover.



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17) Remove the O-ring from the transmission harness.



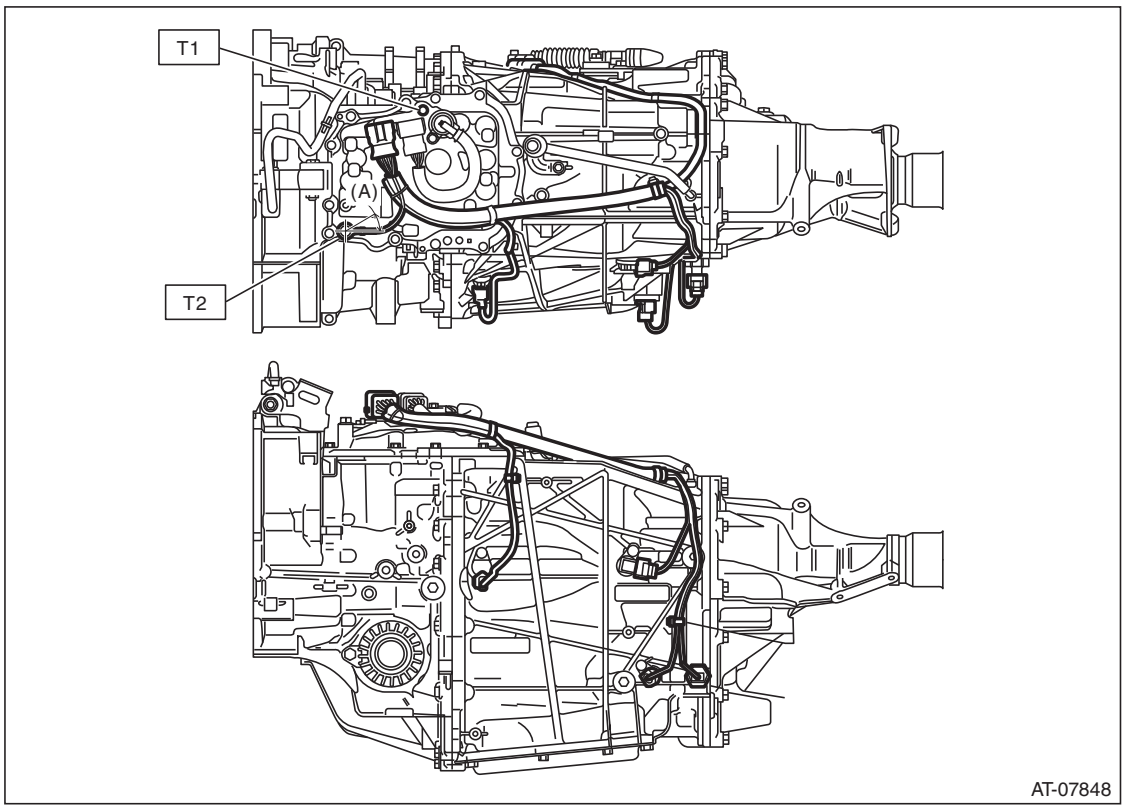
B: INSTALLATION

1. INHIBITOR HARNESS

Install in the reverse order of removal.

NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

Tightening torque:
T1: 7 N·m (0.7 kgf-m, 3.7 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



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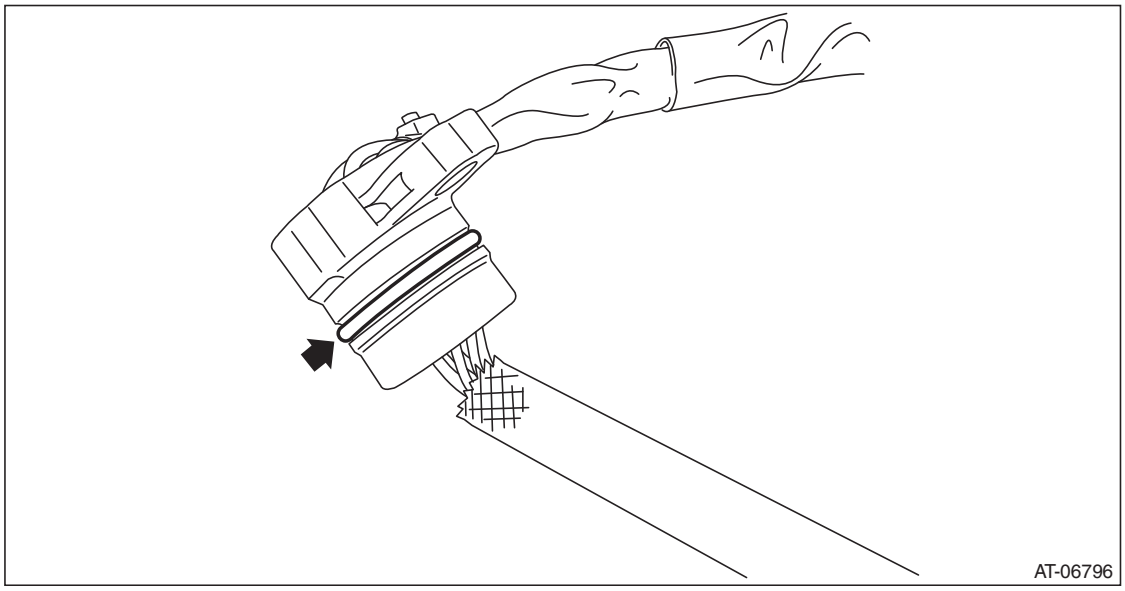
2. TRANSMISSION HARNESS

1) Clean the mating surface of valve cover and transmission side.

CAUTION:
When cleaning the mating surface of the transmission side, be careful not to allow any dust, foreign matter and used liquid gasket to enter the transmission.

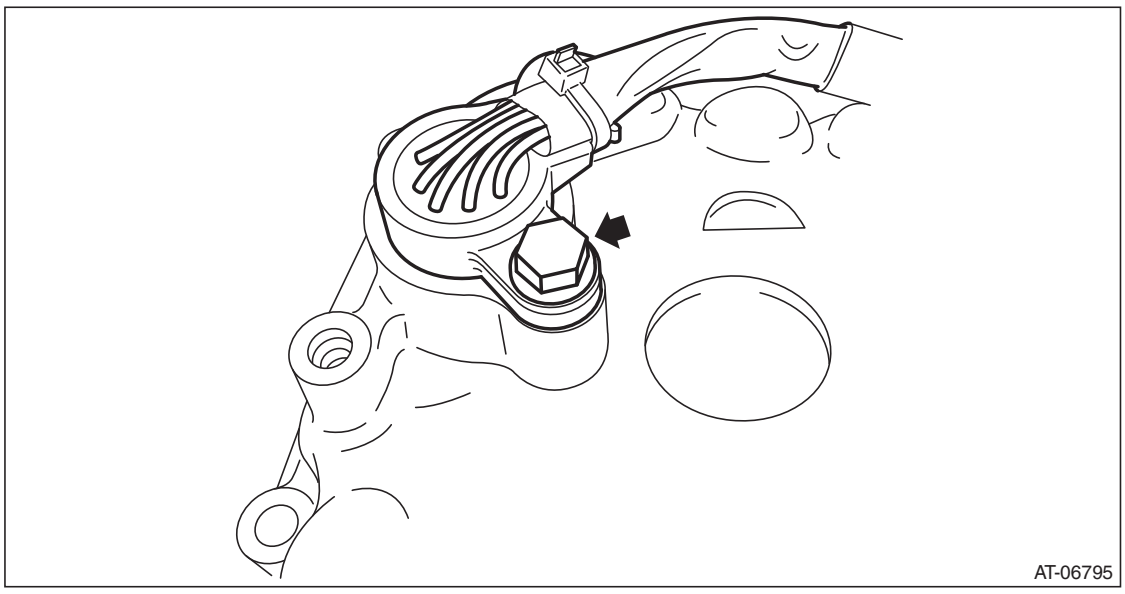
2) Check the control valve body for dust and other foreign matter.
3) Install the O-ring to the transmission harness.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



4) Install the transmission harness to the valve cover.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



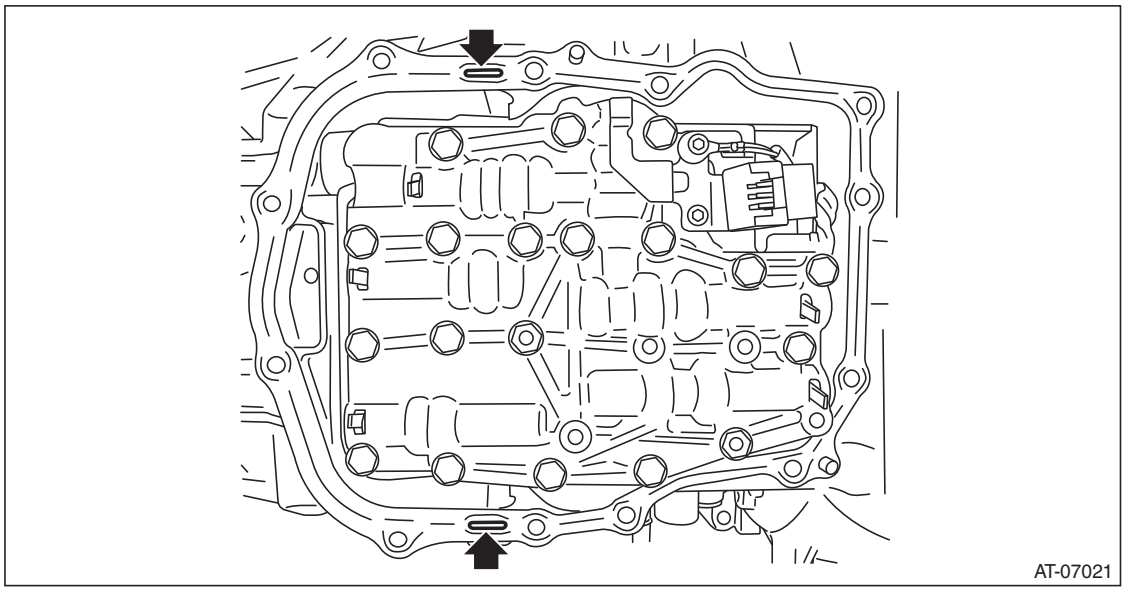
5) Install the gasket to the transmission.

NOTE:
Use a new gasket.

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6) Apply liquid gasket to the oval hole of gasket.

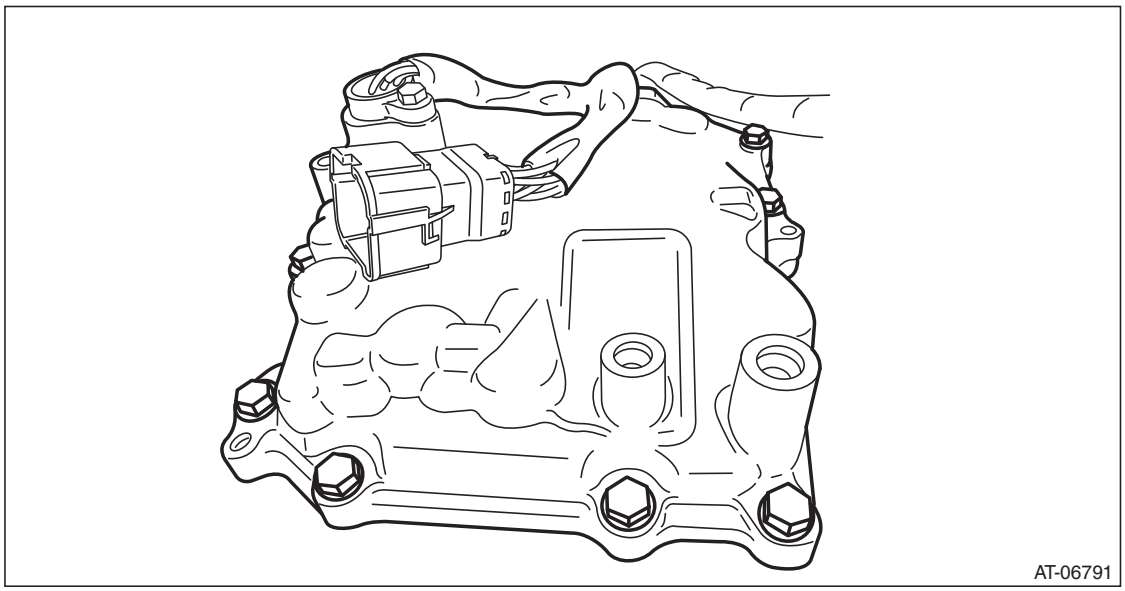
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



7) Connect the transmission harness connector to the control valve body, and install the valve cover.

CAUTION:
Be careful not to catch the sheet of the ST.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



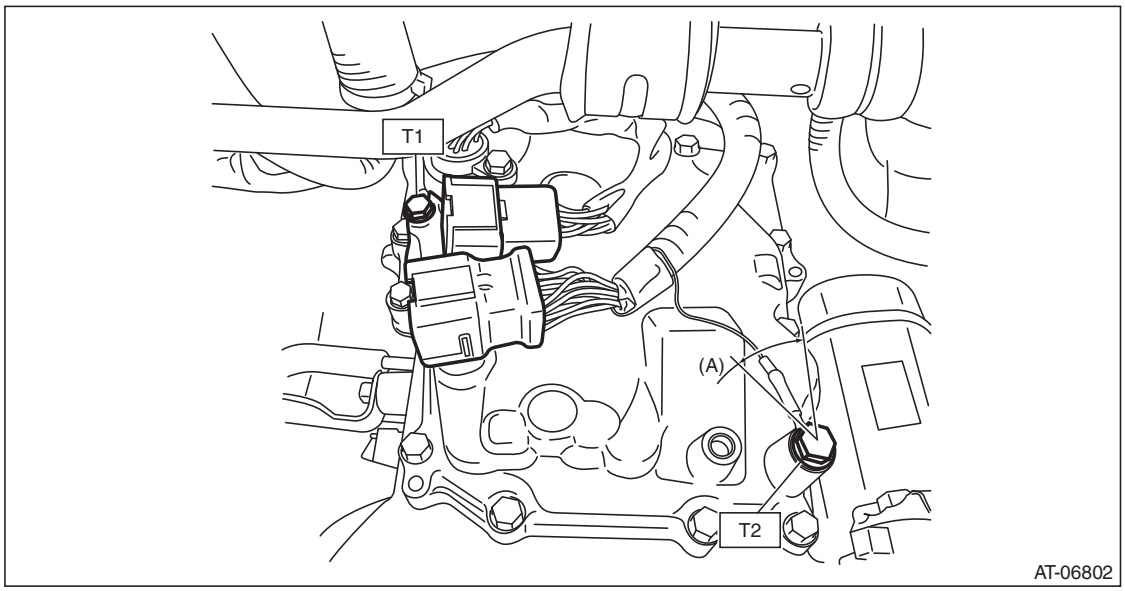
8) Remove the ST (SHEET SPECIAL TOOL).
9) Install the transmission harness connector to the harness stay.

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10) Install the transmission harness stay and transmission ground terminal.

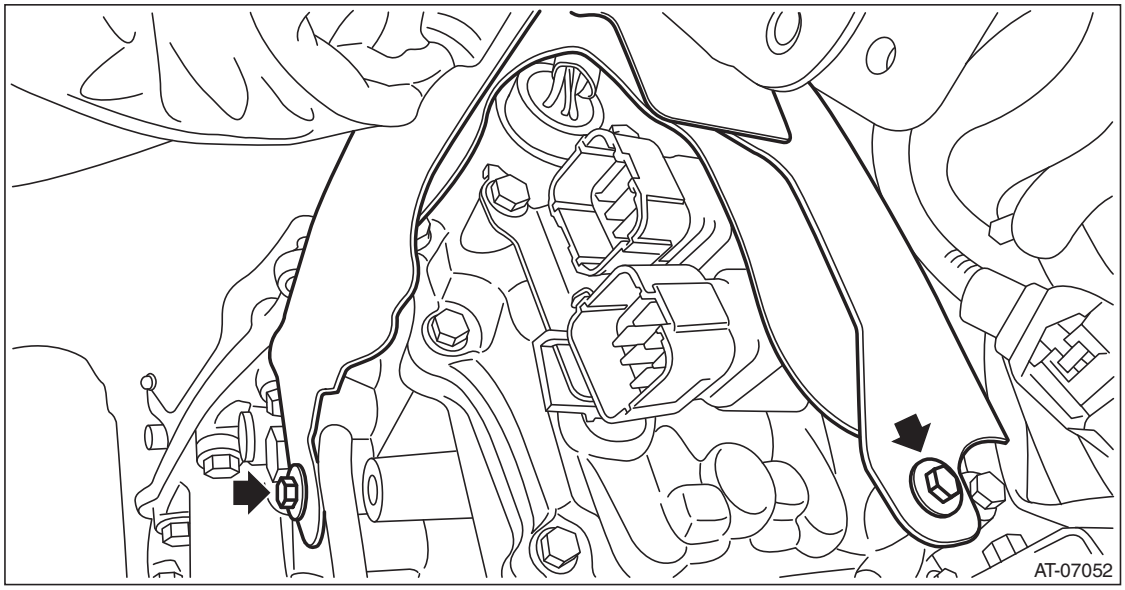
NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

Tightening torque:
T1: 7 N·m (0.7 kgf-m, 5.2 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



11) Install the transmission case cover.

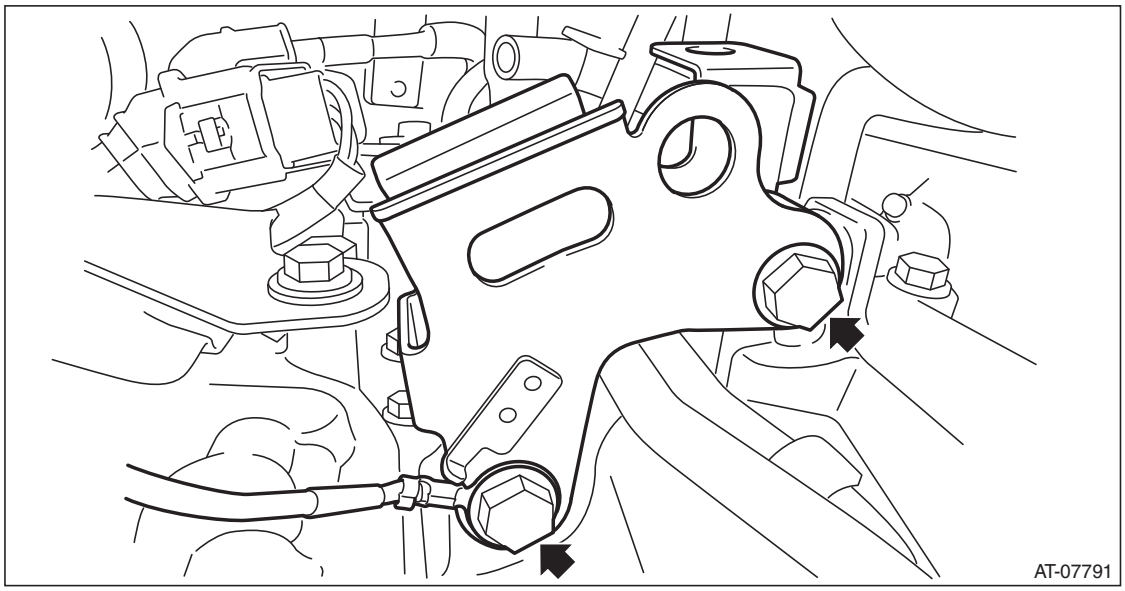
Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



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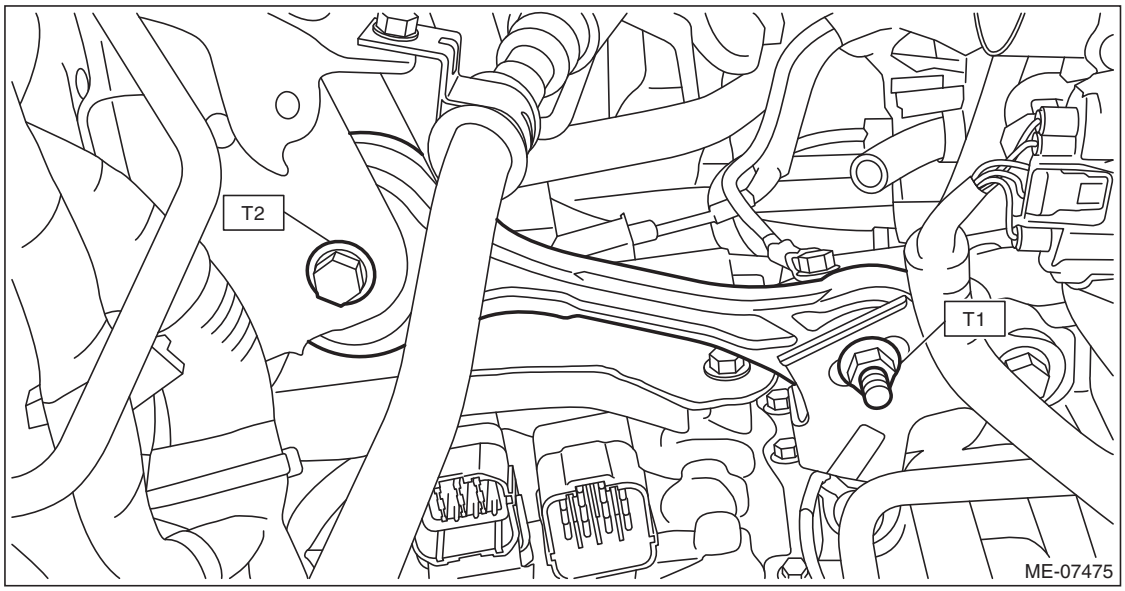
12) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



13) Install the air breather hose to the pitching stopper bracket.
14) Install the pitching stopper.

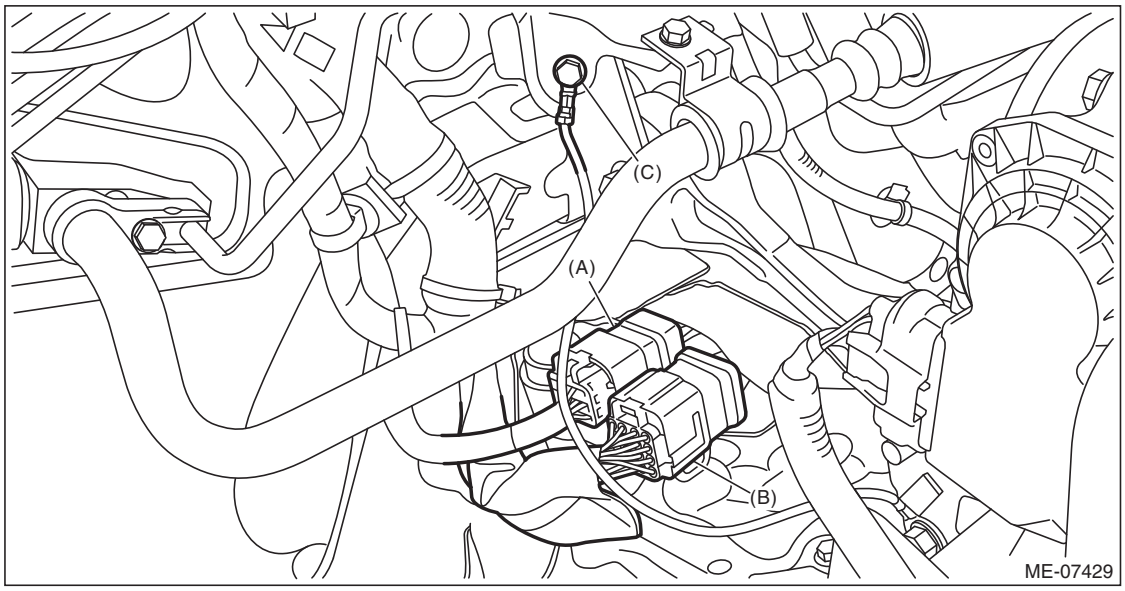
Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



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15) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)



(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

16) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
17) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

C: INSPECTION

1) Visually check the harness and connector for damage or crack.
2) Check the harness terminal for rust, disconnection or poor contact.
3) Check the continuity between harness terminals.

NOTE:
For details of transmission harness circuit, refer to wiring diagram. <Ref. to WI-144, WIRING DIAGRAM, CVT Control System.>

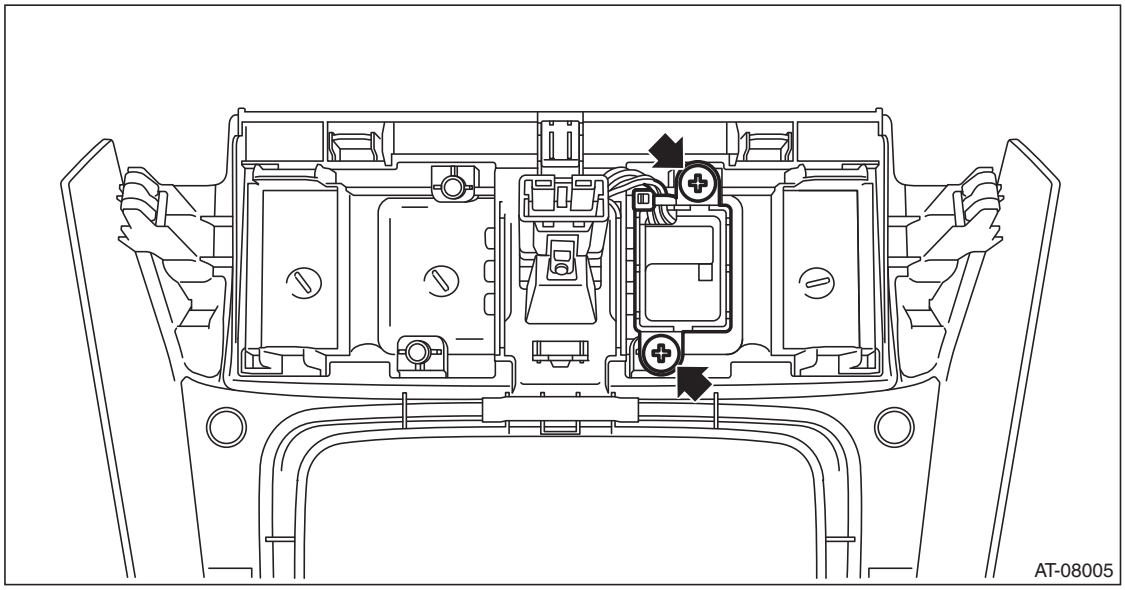
Harness continuity standard
Less than 1 Ω

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22.X MODE Switch

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the cover - shift lever. <Ref. to EI-65, REMOVAL, Console Box.>
3) Remove the X mode switch from the cover - shift lever.



4) Remove the X mode switch connector from the cover - shift lever.

B: INSTALLATION

Install in the reverse order of removal.

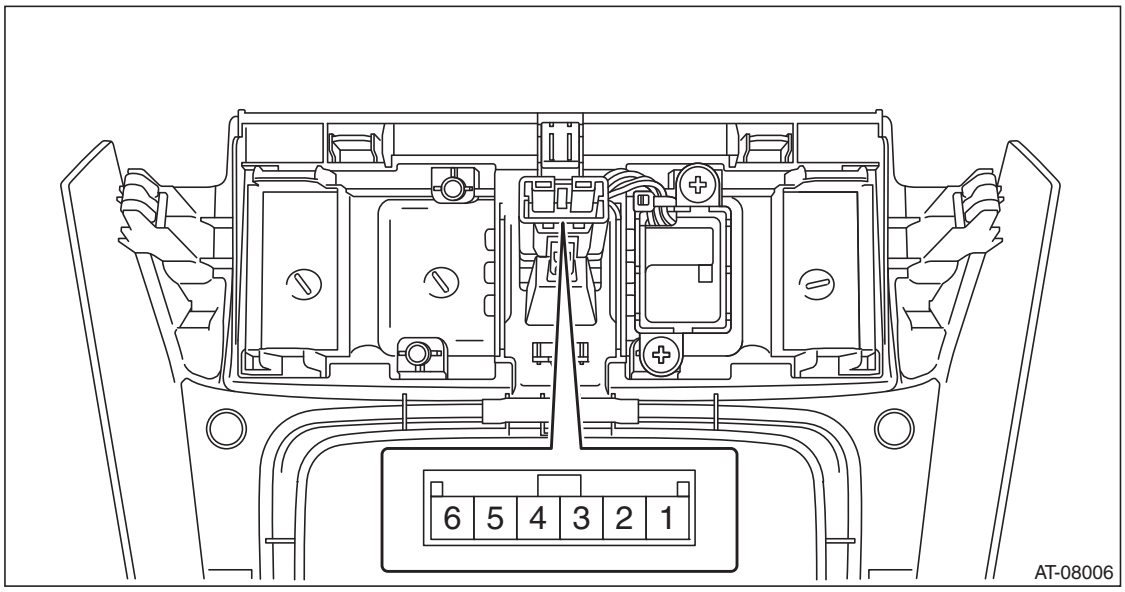
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C: INSPECTION

1. CHECK SWITCH UNIT

Measure the resistance between harness connector terminals of the X mode switch.

	Terminal No.	Standard
OFF (when measured without operating the switch)	No. 4 — No. 5	1 MΩ or more
ON (when measured with the switch held down)		Less than 1 Ω



2. CHECK X MODE SYSTEM

DIAGNOSIS:

It does not switch to X MODE.

CAUTION:

Note that the system performs the following controls when switching to X MODE.

1. When turning the engine OFF and then ON again, it switches to I (intelligent) mode although in the mode prior to engine OFF.

2. Switches to S (Sport) when the malfunction indicator light illuminates while the engine is running. In this case, switching to S# (Sport Sharp), I (Intelligent) or X is not available.

3. If there is a possible engine coolant or engine oil temperature overheat condition, it will not be possible to switch to X MODE. Switches to S (Sport) while driving in X MODE.

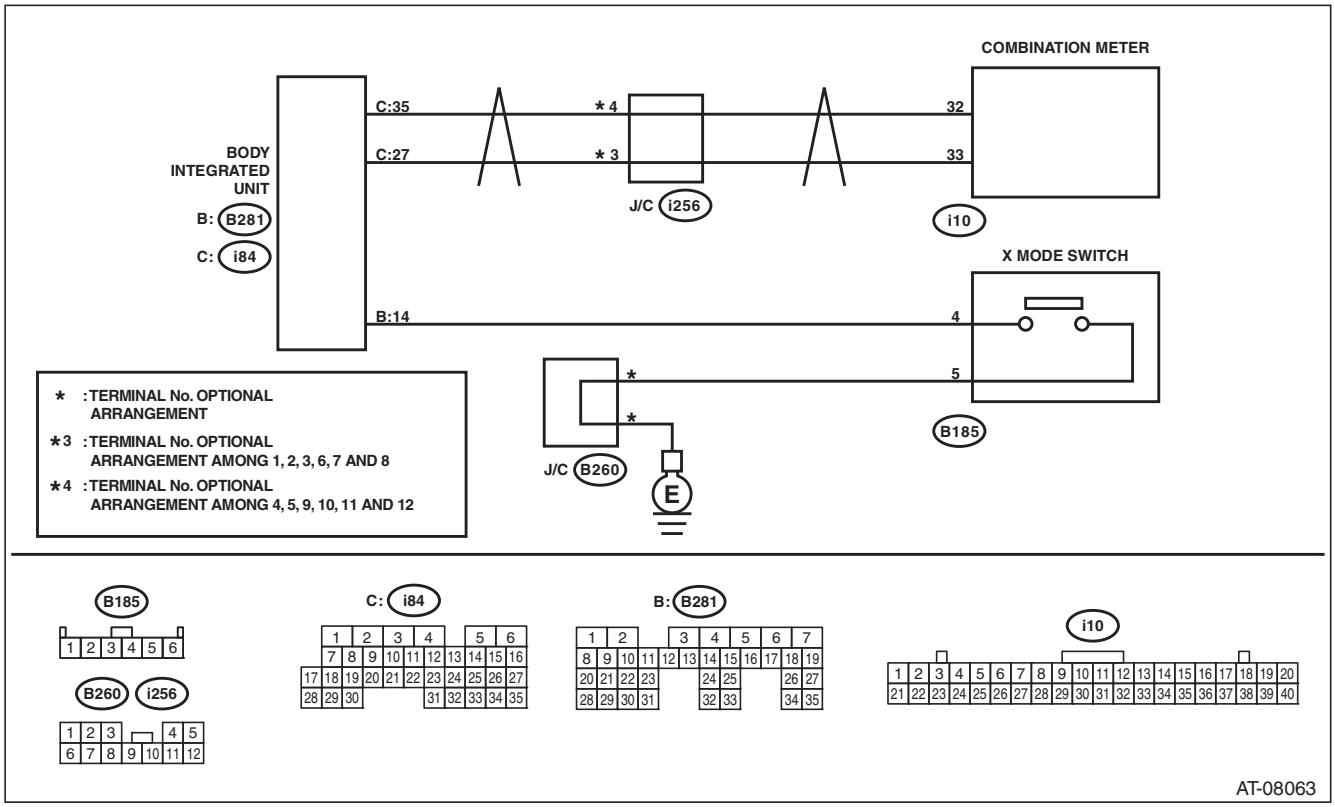
4. If the ignition switch is in ON position before starting engine, switching to X MODE is not available.

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3. PRESSING X MODE SWITCH DOES NOT CHANGE THE X MODE DISPLAY IN THE COMBINATION METER AND MODE DOES NOT SWITCH TO X MODE

WIRING DIAGRAM:

<Ref. to WI-144, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK X MODE SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from body integrated unit. 3) Measure the resistance when the X mode switch is operated. ***Connector & terminal*** ***(B281) No. 14 — Chassis ground:***	Does the resistance change as below? 1 MΩ or more → less than 10 Ω	Go to step **5**.	Go to step **2**.
2	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND X MODE SWITCH CONNECTOR.** Measure the resistance of harness between the body integrated unit connector and X mode switch connector. ***Connector & terminal*** ***(B281) No. 14 — (B185) No. 4:***	Is the resistance less than 10 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the body integrated unit connector and X mode switch connector • Poor contact of connector

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	Step	Check	Yes	No
3	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND X MODE SWITCH CONNECTOR.** Measure the resistance of harness between X mode switch connector and chassis ground. ***Connector & terminal*** ***(B185) No. 4 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the ground short circuit of harness between body integrated unit and X mode switch connector.
4	**CHECK HARNESS BETWEEN X MODE SWITCH CONNECTOR AND CHASSIS GROUND.** Measure the resistance between body integrated unit connector and chassis ground. ***Connector & terminal*** ***(B185) No. 5 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair the poor contact of X mode switch connector. Replace the X mode switch if faulty. <Ref. to CVT(TR580)-138, X MODE Switch.> <Ref. to CVT(TR690)-121, X MODE Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between X mode switch connector and chassis ground • Poor contact of joint connector
5	**RECHECK FAULT.** 1) Connect all connectors. 2) Switch to X mode.	Is there any fault?	Repair poor contact in the body integrated unit connector. Replace the meter case assembly if defective.	The circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause.

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4. WHEN SWITCHED TO X MODE, “S”, “I”, “S#” OR “X” MODE DISPLAY IN COMBINATION METER FLASHES IN APPROX. 5 SECONDS

	Step	Check	Yes	No
1	**CHECK DTC.**	Is DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)” concerning the respective units.	Go to step **2**.
2	**CHECK COMBINATION METER AND CLOCK DISPLAY.** Check for abnormal displays other than “S”, “I”, “S#” or “X” flashing. Examples: • Malfunction indicator light illuminates. • Fuel economy display area is not ON. NOTE: The system enters into fail mode with ignition ON and engine OFF.	Is there an abnormal display other than “S”, “I”, “S#” or “X” flashing?	For the diagnostic procedure, refer to LAN section. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK ECM AND COMBINATION METER.**	Is the part number of ECM and combination meter correct?	Replace the meter case assembly. <Ref. to IDI-18, Combination Meter.>	Replace ECM or meter case assembly with the one with the correct part number. <Ref. to FU(H4DOTC)-134, Engine Control Module (ECM).> <Ref. to FU(H4DO)-94, Engine Control Module (ECM).> <Ref. to IDI-18, Combination Meter.>

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5. WHEN SWITCHED TO X MODE, “S”, “I”, “S#” OR “X” MODE DISPLAY IN COMBINATION METER FLASHES

NOTE:
In this case, there may be a fault other than in X MODE system.

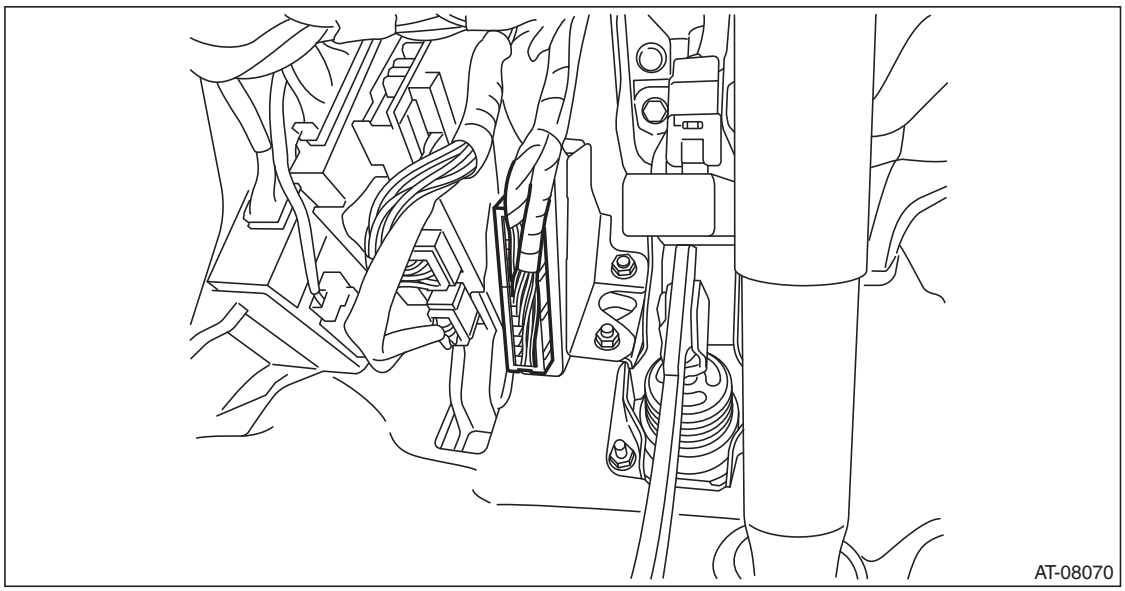
	Step	Check	Yes	No
1	**CHECK MALFUNCTION INDICATOR LIGHT.** 1) Start the engine. 2) Check if malfunction indicator light illuminates.	Does the malfunction indicator light illuminate?	Read the DTC using Subaru Select Monitor and check the indicated DTC. <Ref. to EN(H4DOTC)(diag)-44, Read Diagnostic Trouble Code (DTC).> <Ref. to EN(H4DO)(diag)-43, Read Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK COOLANT TEMPERATURE WARNING LIGHT.** 1) Turn the ignition switch to ON. 2) Check the coolant temperature warning light.	Does it indicate overheating?	Inspect for the cause of overheating and repair.	Go to step **3**.
3	**CHECK ENGINE OIL TEMPERATURE.** 1) Turn the ignition switch to ON. 2) Check the value of «Oil Temperature» using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to “Current Data Display For Engine”. <Ref. to EN(H4DOTC)(diag)-37, Subaru Select Monitor.> <Ref. to EN(H4DO)(diag)-36, Subaru Select Monitor.>	Is the value of «Oil Temperature» 117°C (243°F) or more?	Inspect and repair the cause of engine oil temperature rise. NOTE: Ask the customer whether the vehicle has experienced a long drive in low gear or towing of heavy load. If not, drive the vehicle again after the engine oil temperature lowers, and check if the engine oil temperature rises.	Go to step **4**.
4	**CHECK COMBINATION METER INDICATION.** 1) Start the engine. 2) Switch to X MODE. 3) Check X MODE display in the combination meter.	Does “S”, “I”, “S#” or “X” display in the combination meter flash?	Replace the meter case assembly. <Ref. to IDI-18, Combination Meter.>	Perform test operation and check the malfunction indicator light, engine coolant temperature warning light, and engine oil temperature. If they are normal, finish the diagnosis.

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23.Transmission Control Module (TCM)

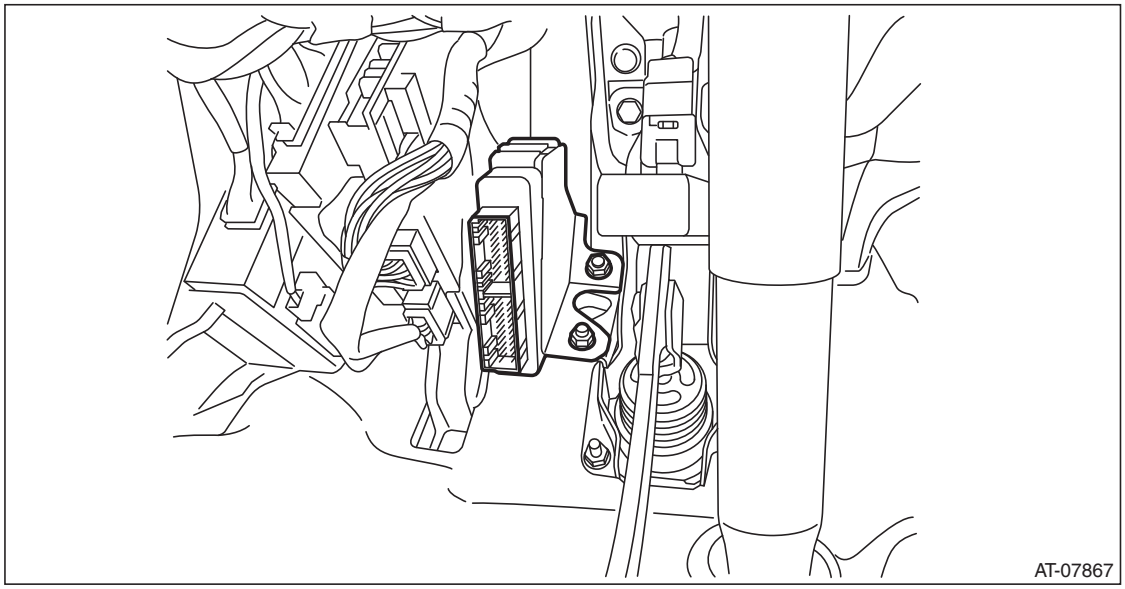
A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the bulkhead harness connector from TCM.



3) Remove the TCM.

NOTE:
Replace the TCM and bracket as a set.

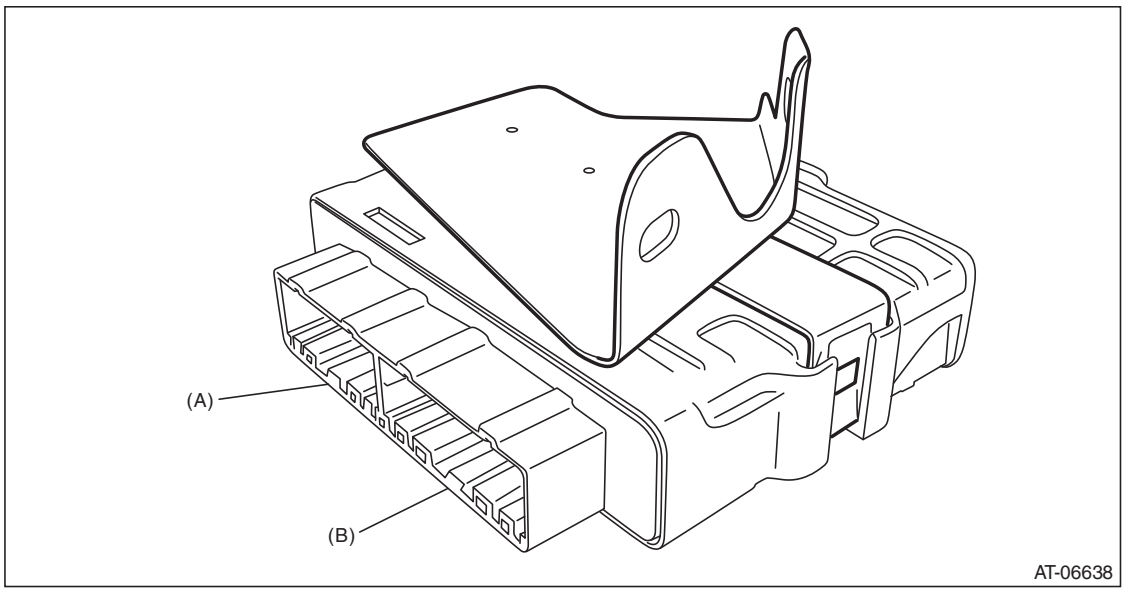


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B: INSTALLATION

1) Install the TCM to the bracket.

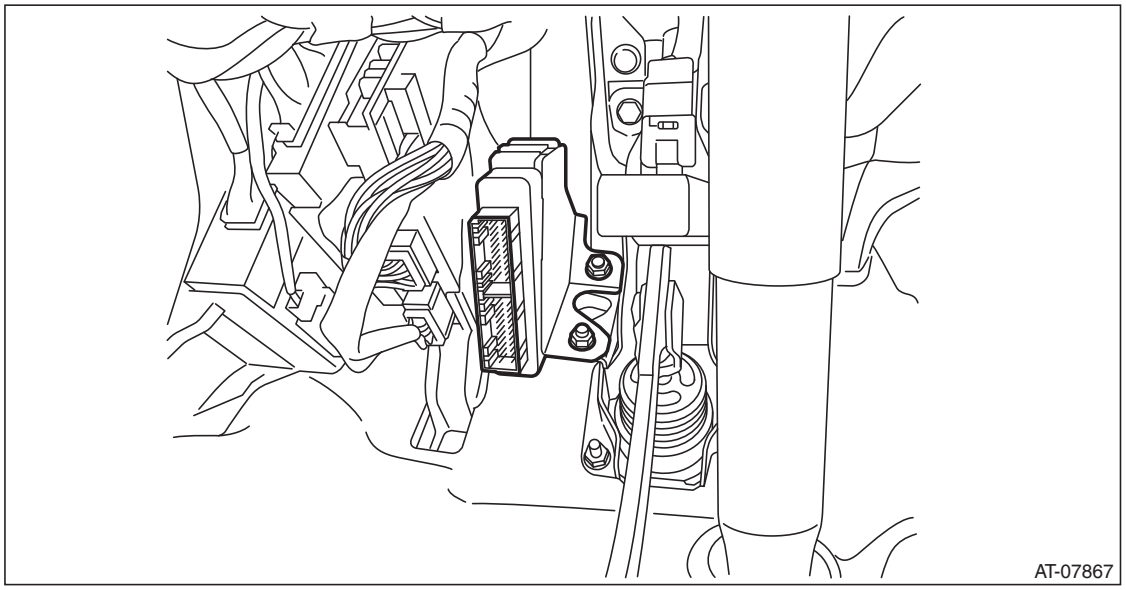
CAUTION:
To avoid the damage to bracket and TCM, do not remove after installing TCM to bracket. If installed by mistake, the part must be replaced with a new part.



(A) 22-pin connector side
(B) 26-pin connector side

2) Install the TCM.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



3) Install the harness connector to TCM.
4) Perform AT learning mode. <Ref. to CVT(diag)-26, Learning Control.>

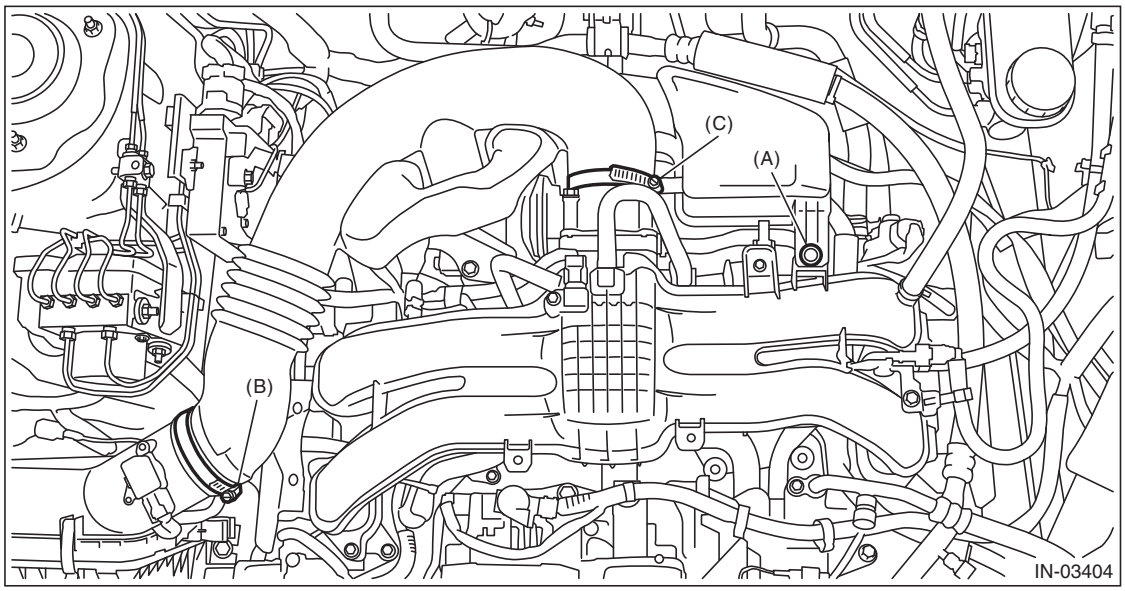
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24.CVTF Cooler (With Warmer Function)

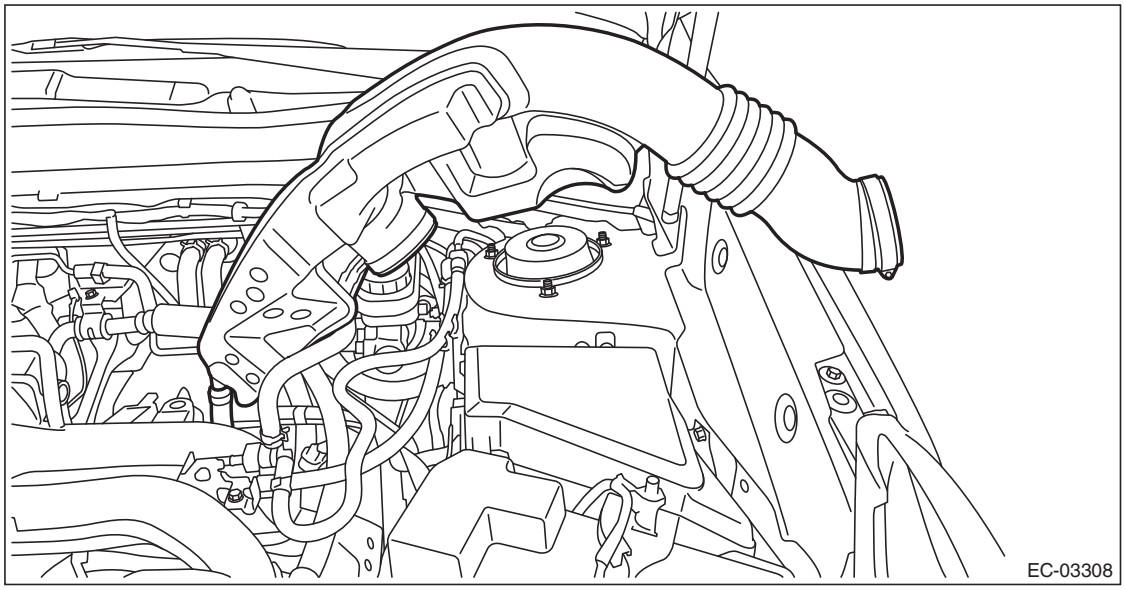
A: REMOVAL

CAUTION:
If the CVTF and engine coolant is spilt over exhaust pipe, wipe it off with cloth to avoid emitting smoke or causing a fire.

1) Disconnect the ground cable from battery.
2) Drain engine coolant. <Ref. to CO(H4DO)-14, REPLACEMENT, Engine Coolant.>
3) Remove the clip (A) from the air intake boot.
4) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
5) Loosen the clamp (C) which connects the air intake boot and throttle body.

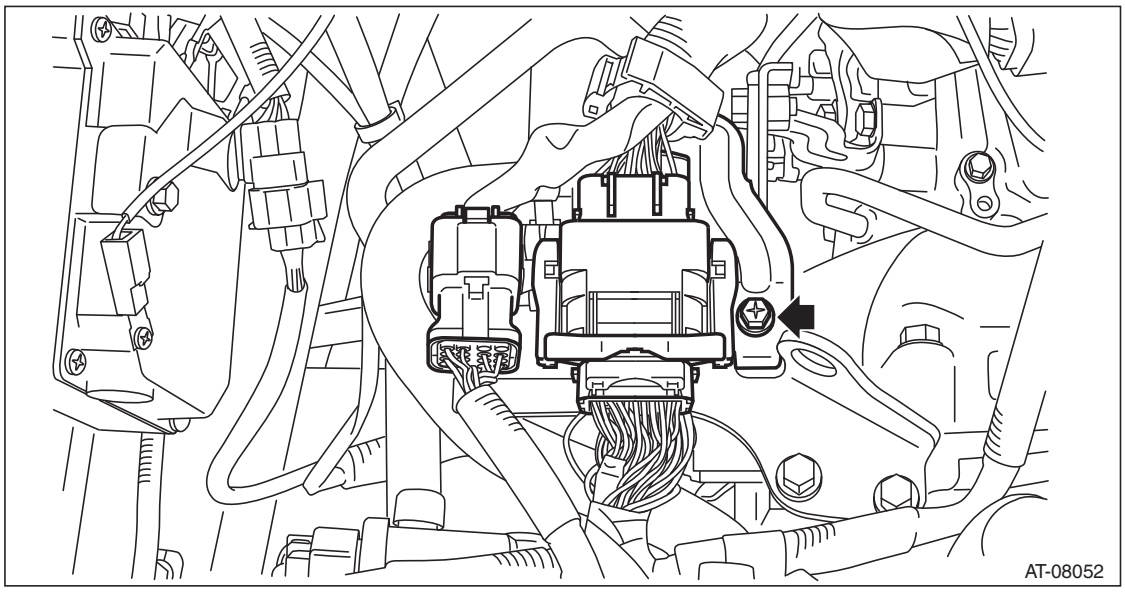


6) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.

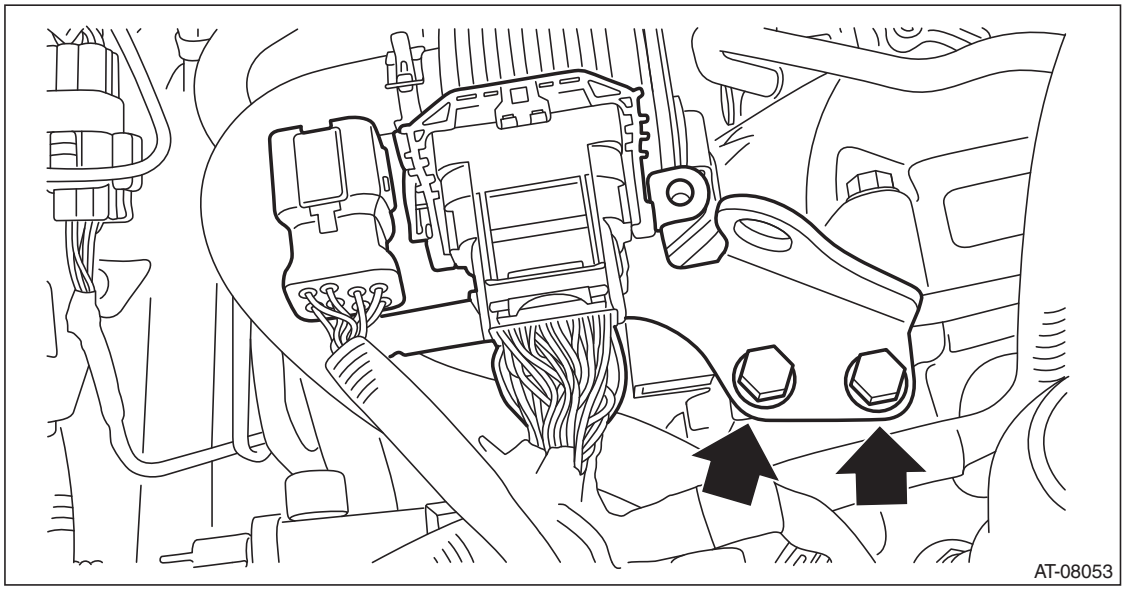


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7) Remove the harness bracket, and then remove the engine harness connector.

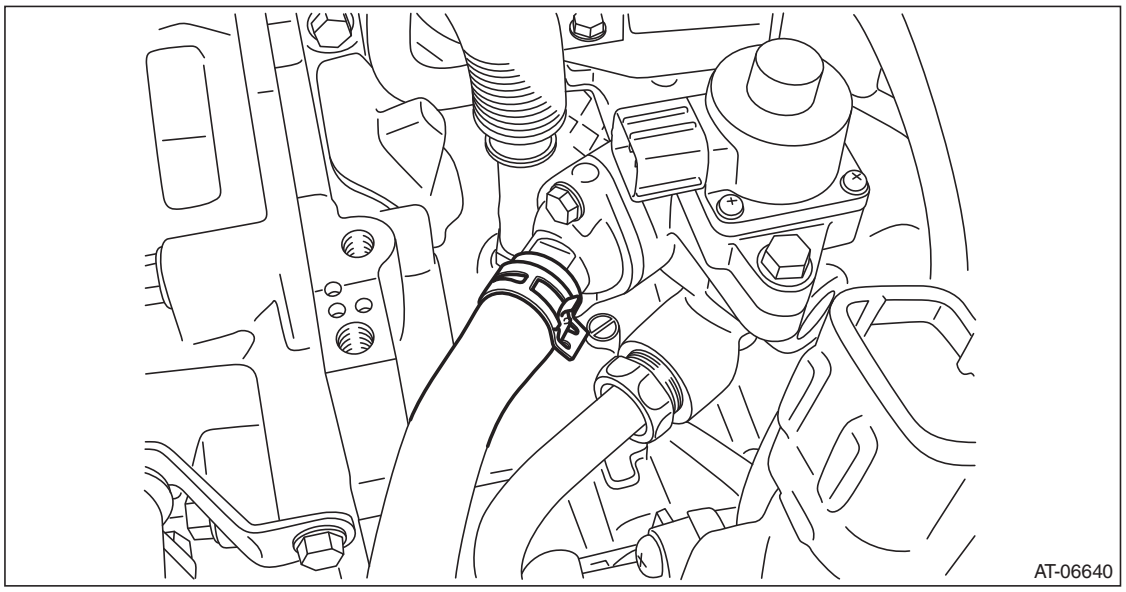


8) Disconnect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
9) Remove the engine hanger rear.

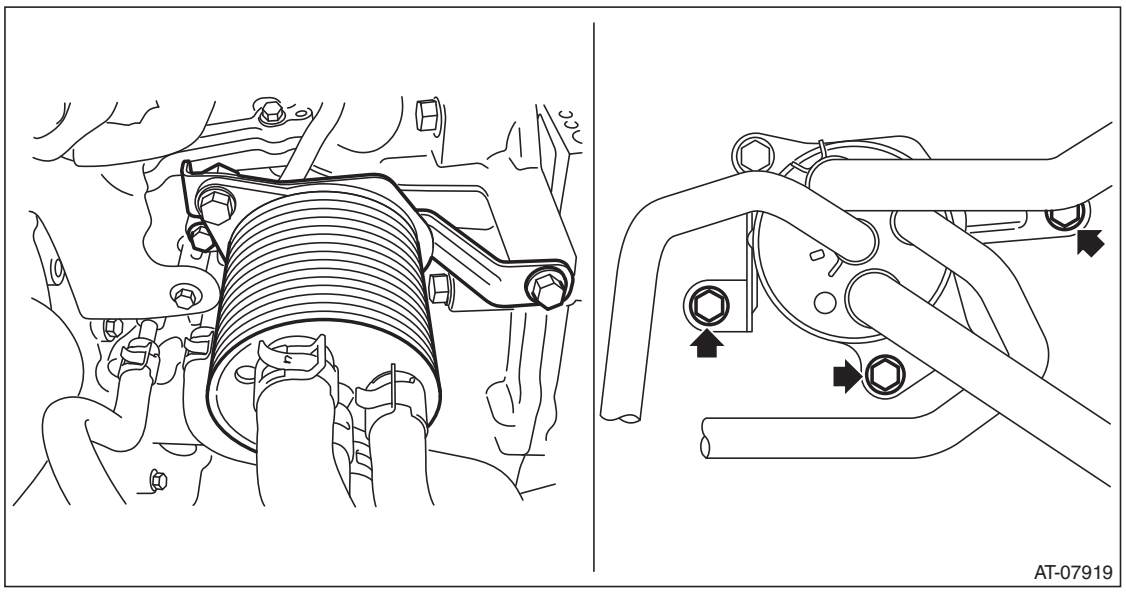


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10) Disconnect the engine coolant outlet hose.

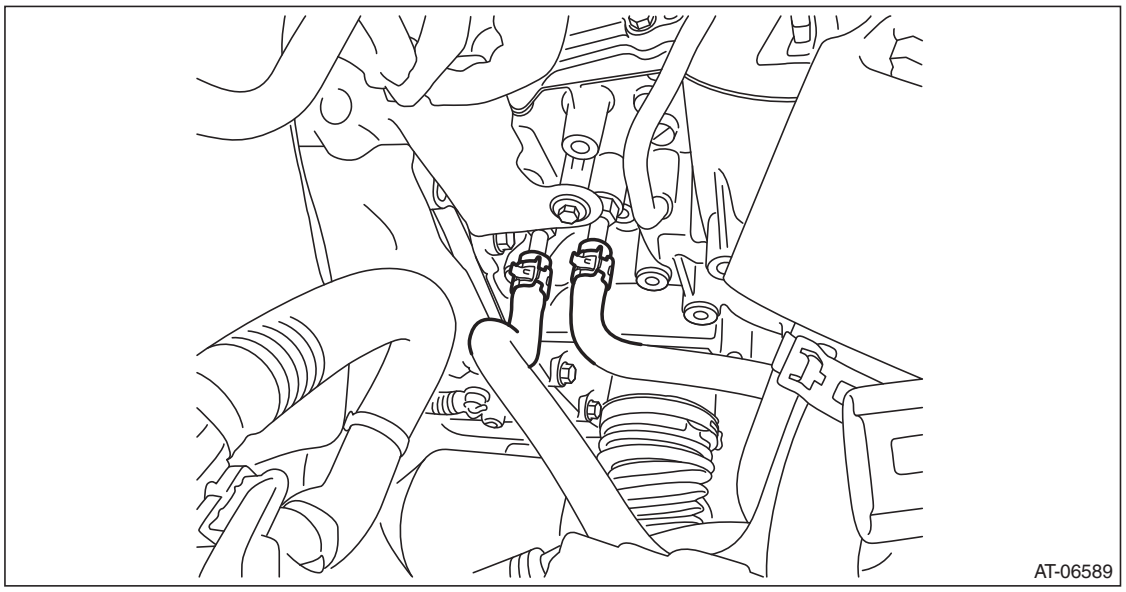


11) Remove the CVTF cooler (with warmer feature) from the transmission.

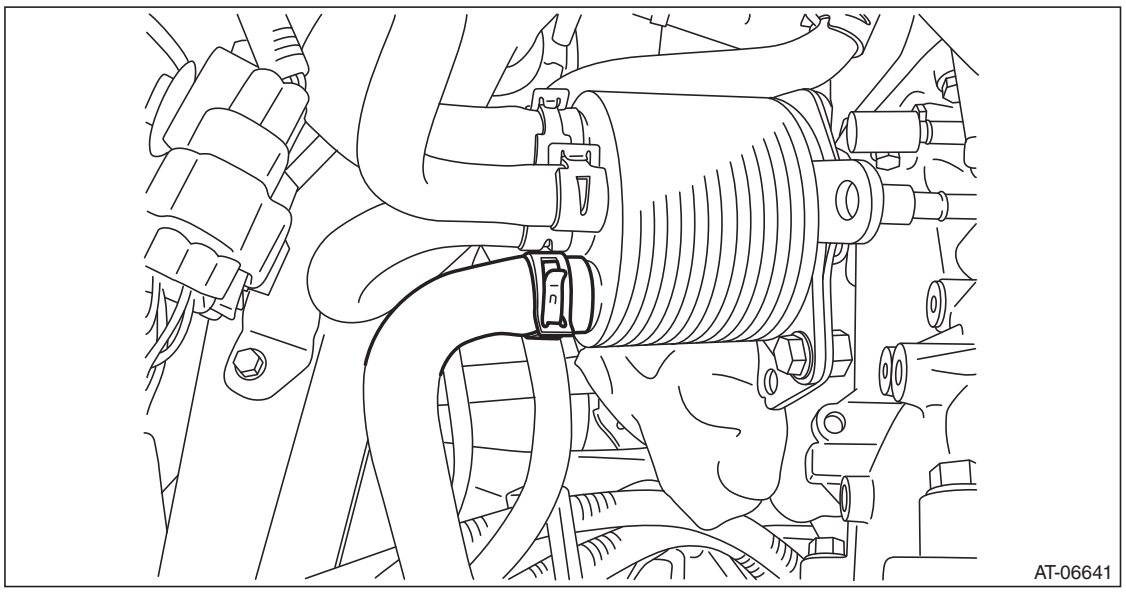


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12) Remove the CVTF inlet hose and outlet hose from the pipe on the transmission side.

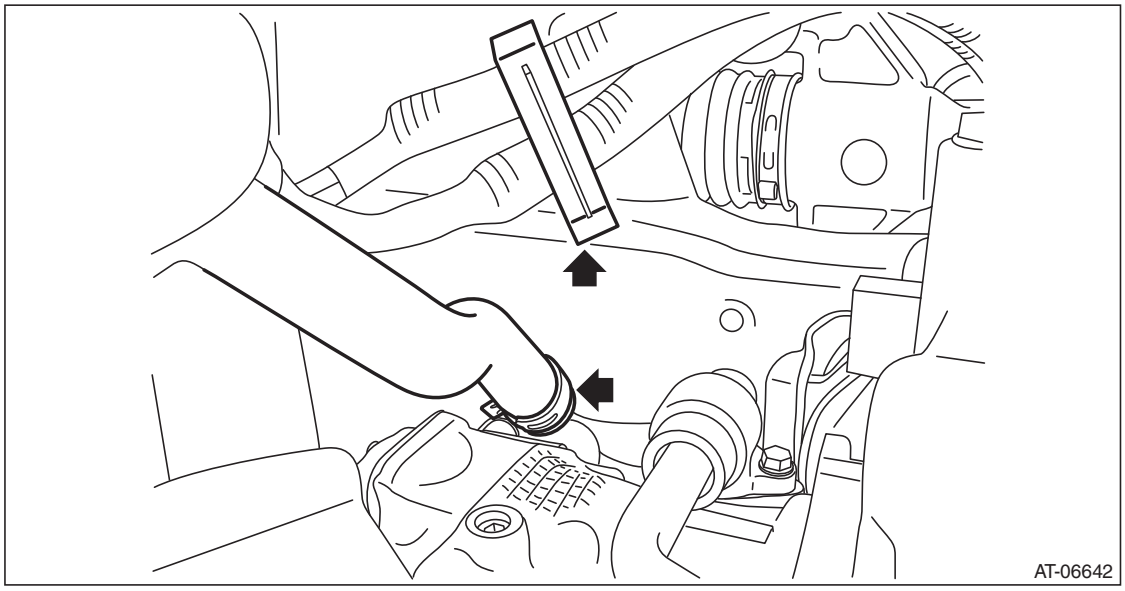


13) Disconnect the engine coolant inlet hose from the CVTF cooler (with warmer feature) assembly.



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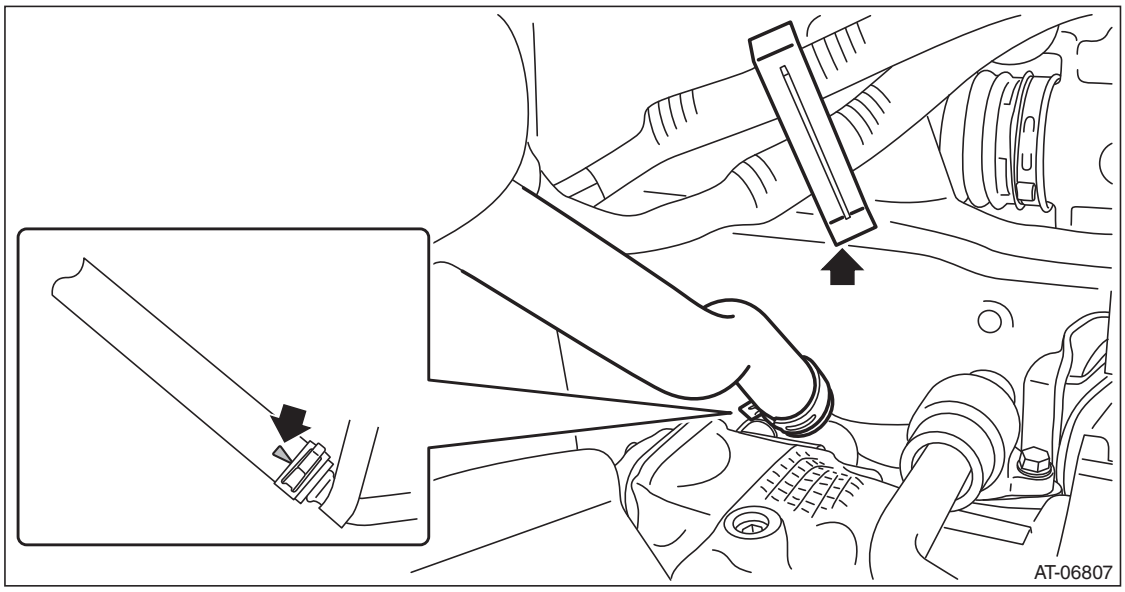
14) Remove the electric power steering harness from the clip, and remove the engine coolant inlet hose from the engine coolant pipe.



B: INSTALLATION

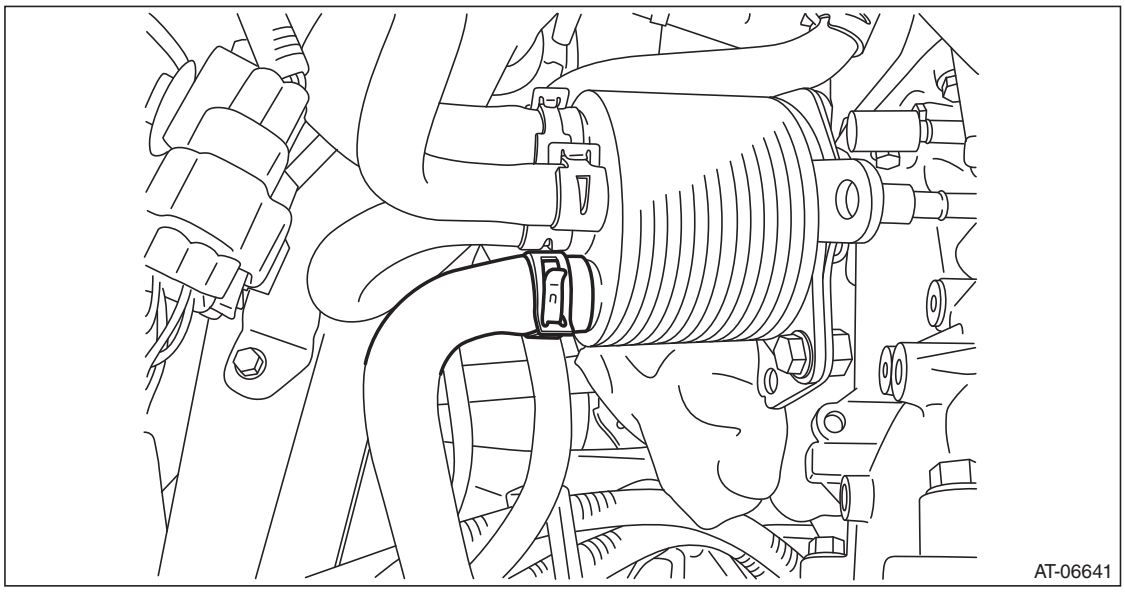
1) Install the engine coolant inlet hose to the engine coolant pipe, and secure the electric power steering harness to the clip.

NOTE:
With the triangle mark on the engine coolant inlet hose facing the vehicle outside, install the hose to the engine side pipe.

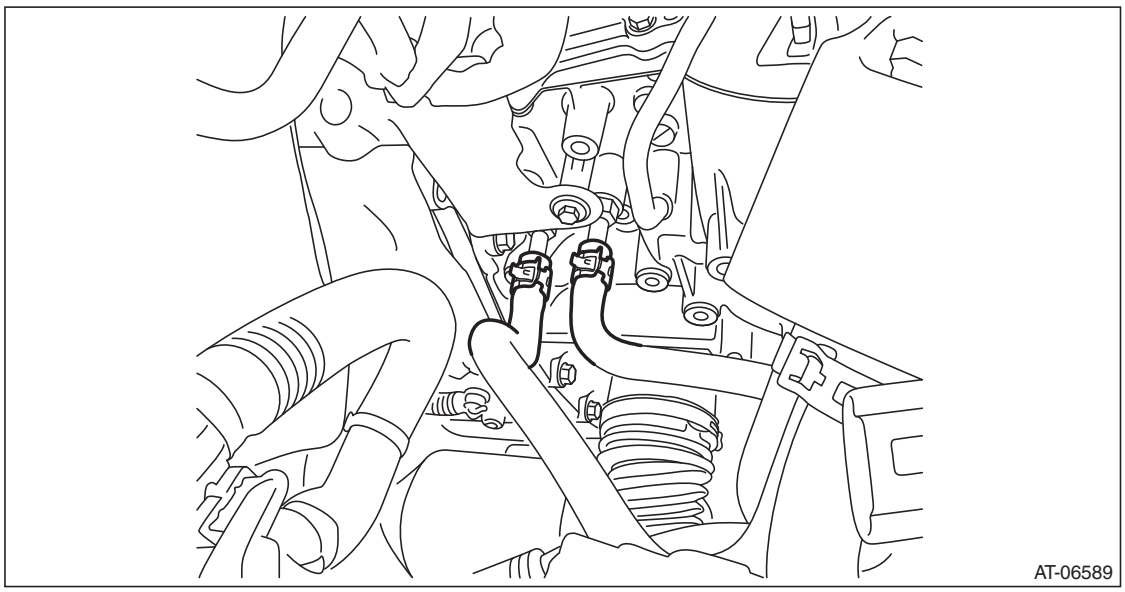


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2) Install the engine coolant inlet hose to the CVTF cooler (with warmer feature) assembly.



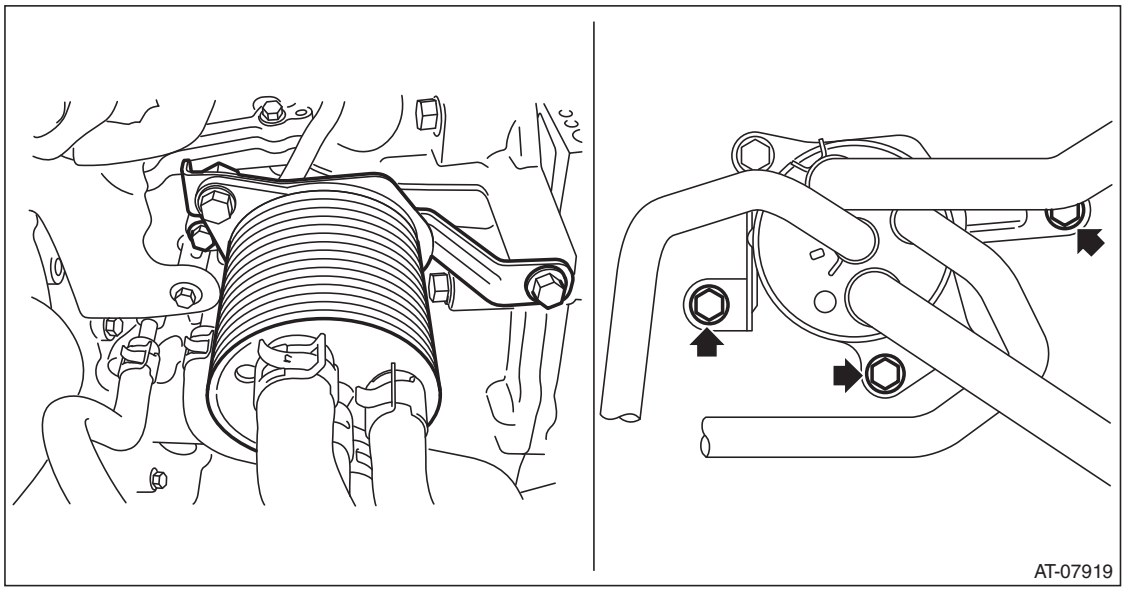
3) Install the CVTF inlet hose and CVTF outlet hose to transmission.



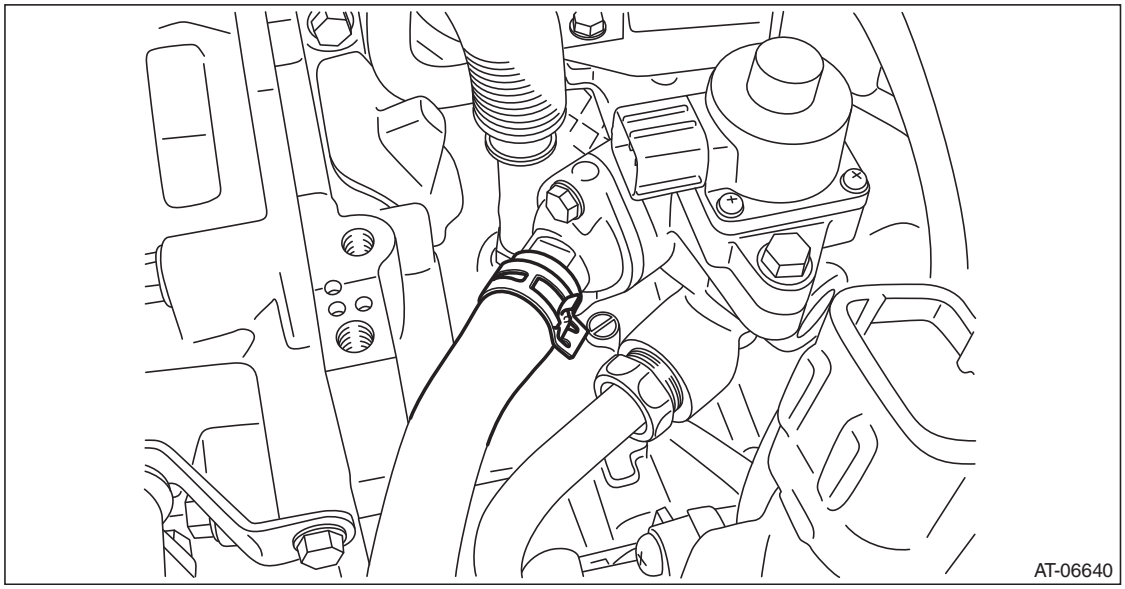
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4) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



5) Connect the engine coolant outlet hose.

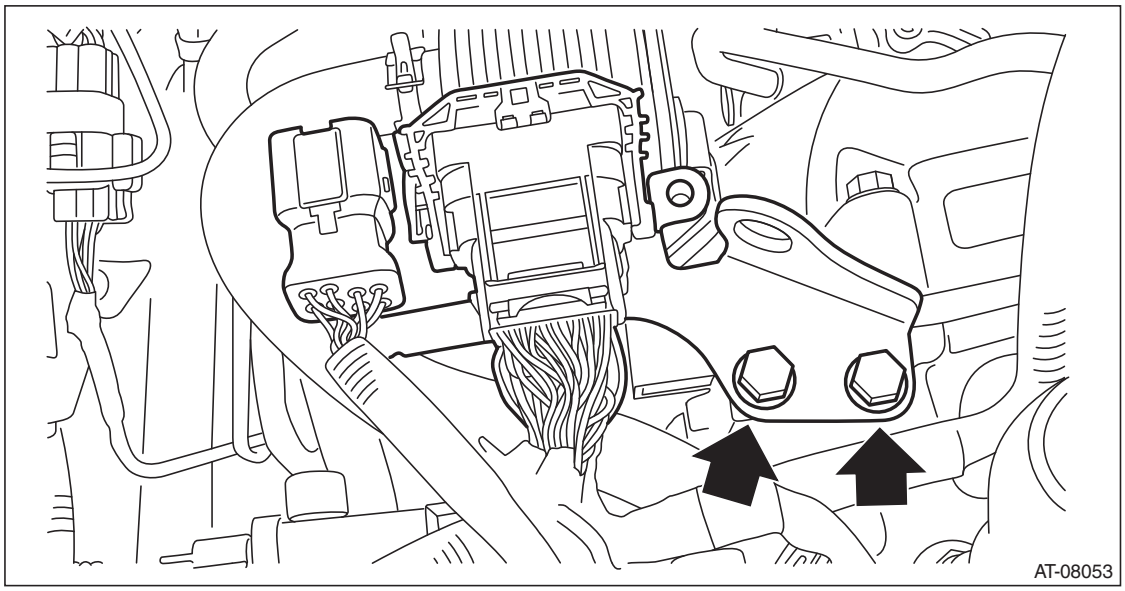


6) Check installation condition of each hose.
- Make sure the hoses do not interfere with each other or with other components.
- Check each hose for bent, excess curve, and twisting conditions.

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7) Install the engine hanger rear.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



8) Connect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
9) Connect the engine harness connectors, then install the harness connector bracket.

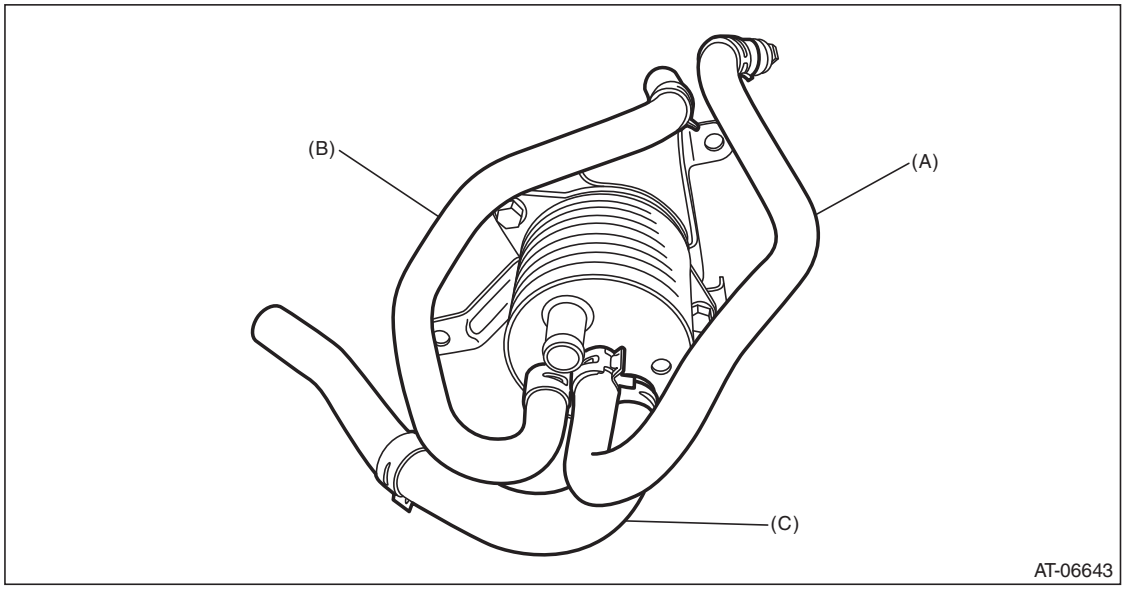
Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

10) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
11) Connect the battery ground terminal.
12) Fill engine coolant. <Ref. to CO(H4DO)-14, REPLACEMENT, Engine Coolant.>
13) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

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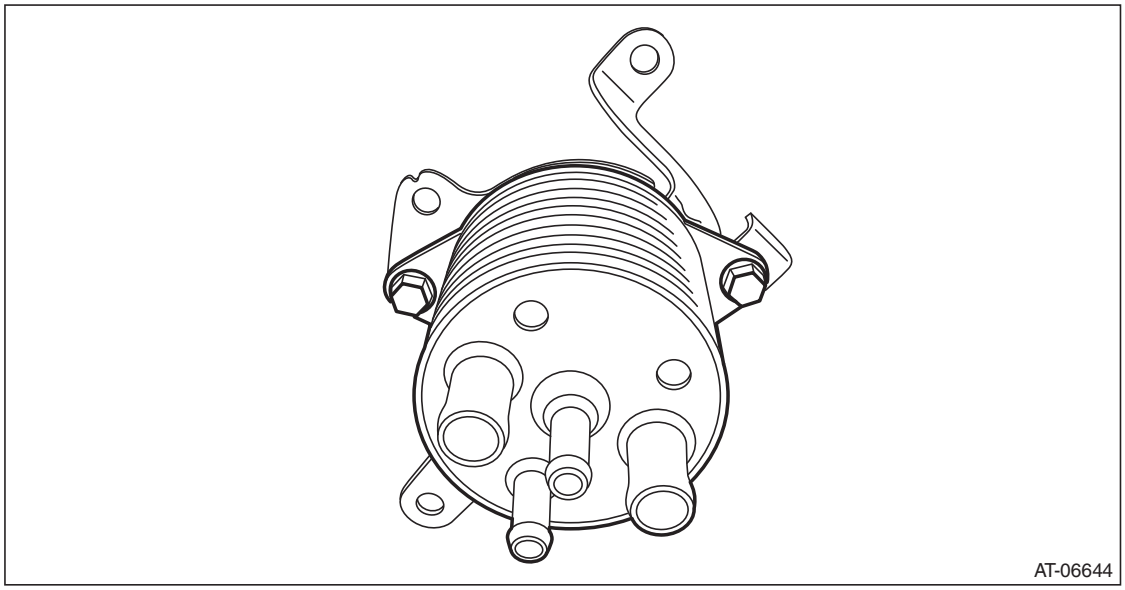
C: DISASSEMBLY

1) Remove the hoses from the CVTF cooler (with warmer feature).



(A) CVTF cooler inlet hose
(B) CVTF cooler outlet hose
(C) Engine coolant outlet hose

2) Remove the bracket from the CVTF cooler (with warmer feature).

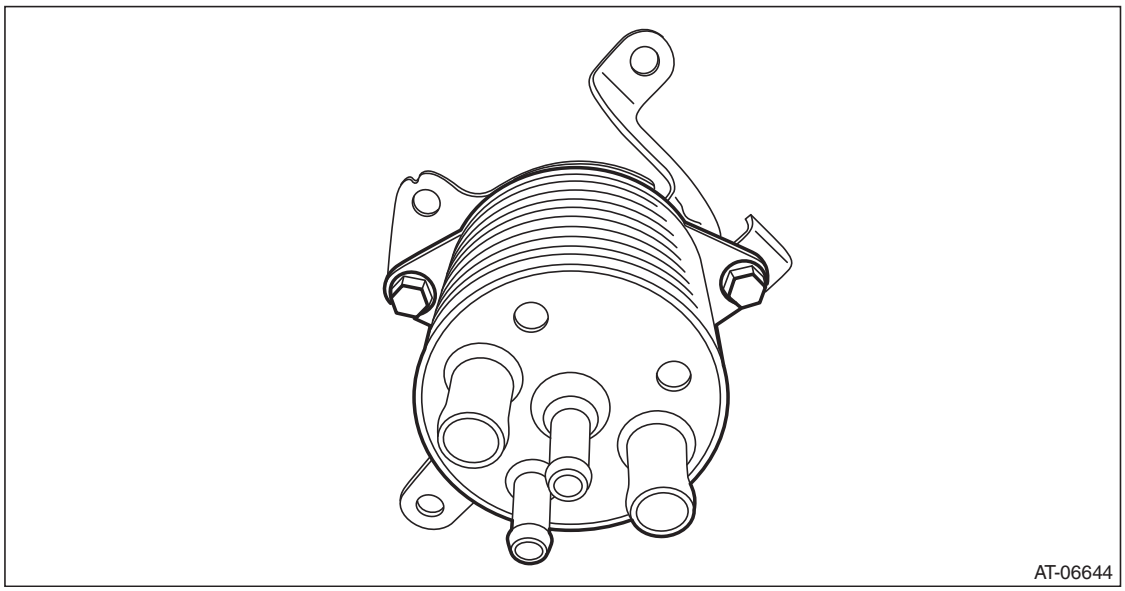


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D: ASSEMBLY

1) Attach the bracket.

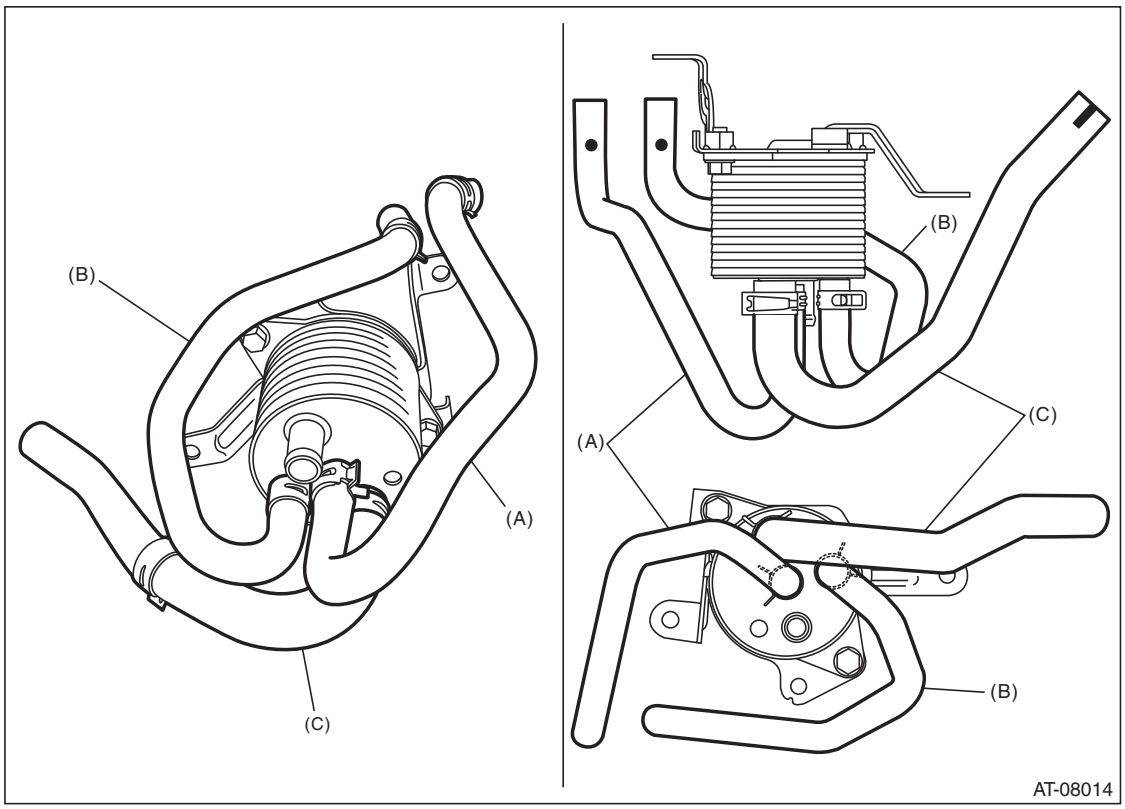
Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



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2) Attach hoses to the CVTF cooler (with warmer feature).

NOTE:
- Use a new CVTF cooler hose.
- Install so that the CVTF cooler hose is not folded over, excessively bent or twisted.
- Insert the CVTF cooler hose to the specified position in the proper direction.



(A) CVTF cooler inlet hose
(B) CVTF cooler outlet hose
(C) Engine coolant outlet hose

E: INSPECTION

Replace any faulty CVTF cooler hoses, CVTF cooler pipes and clamps found in the inspection below.
1) Check that there are no CVTF or engine coolant leaks from the connections.
2) Check the clamp for deformation.
3) Lightly bend the CVTF cooler hose and check for cracks in the surface or other damages.
4) Pinch the CVTF cooler hose with your fingers and check for poor elasticity. Also check for poor elasticity in the parts where the clamp was installed by pressing with your fingernail.
5) Check for peeling, cracks, and deformation at the tip of the hose.
6) Check the CVTF cooler (with warmer feature) for any damage.

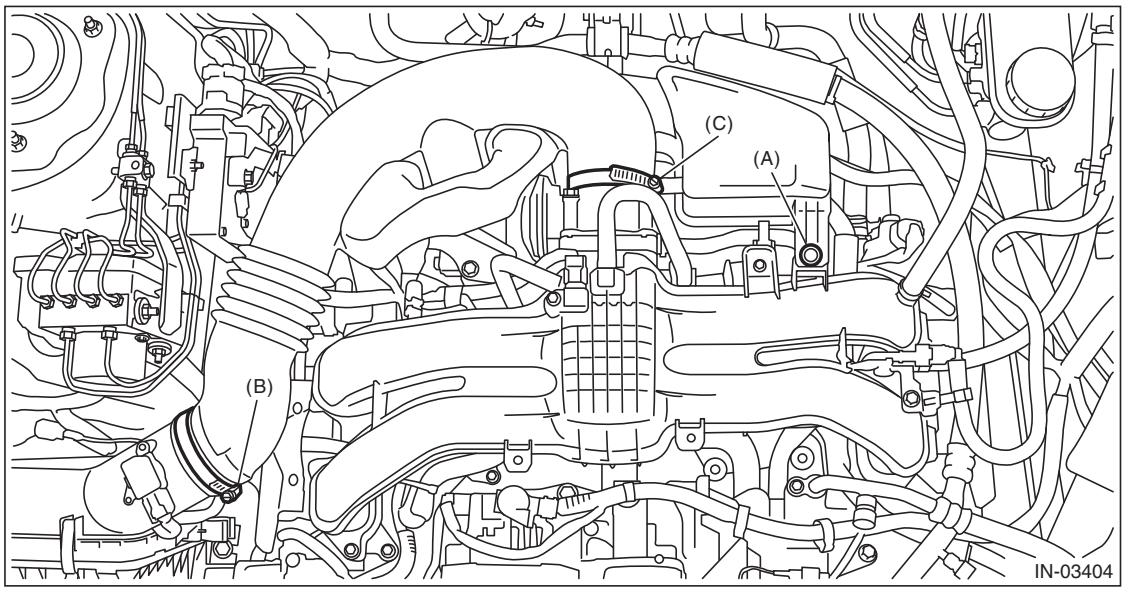
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25.Air Breather Hose

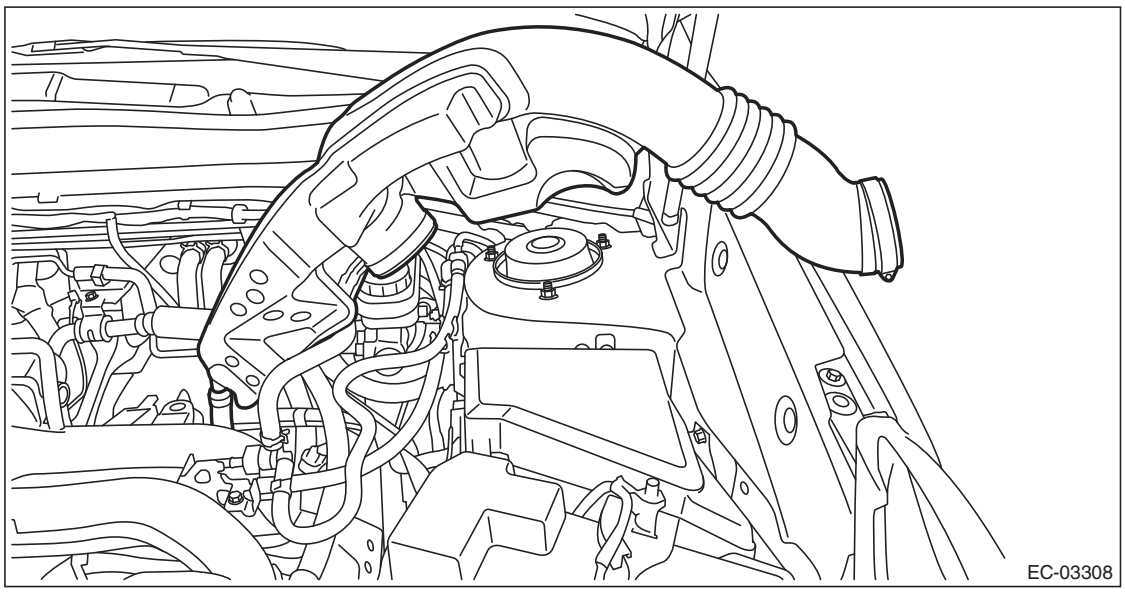
A: REMOVAL

1. FRONT DIFFERENTIAL SIDE

1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.

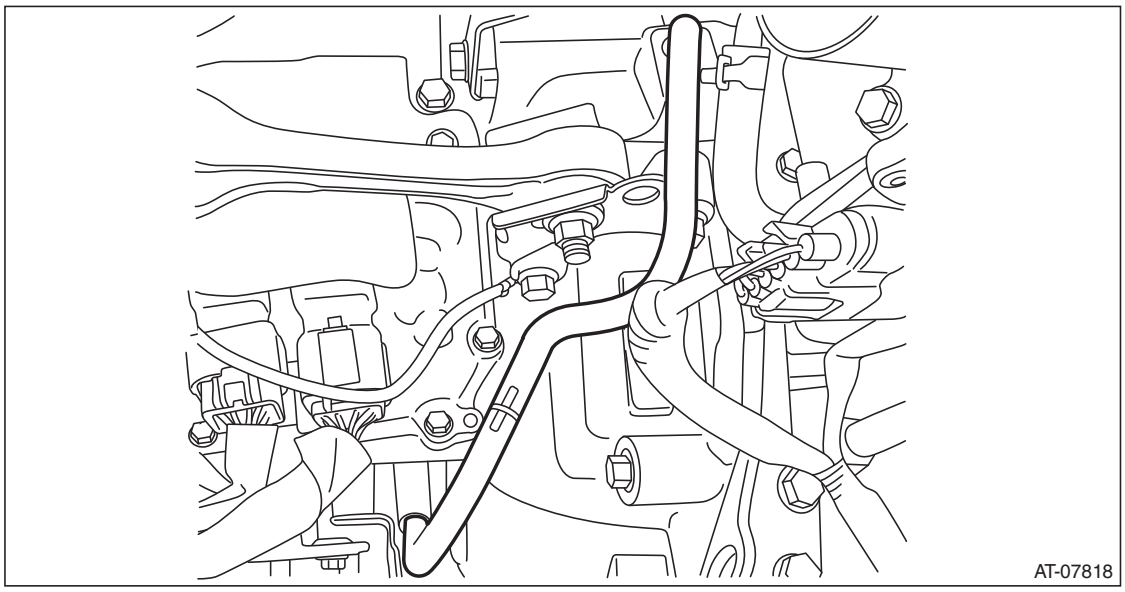


4) Remove the air intake boot from the throttle body, and move the air intake boot to the left side wheel apron.



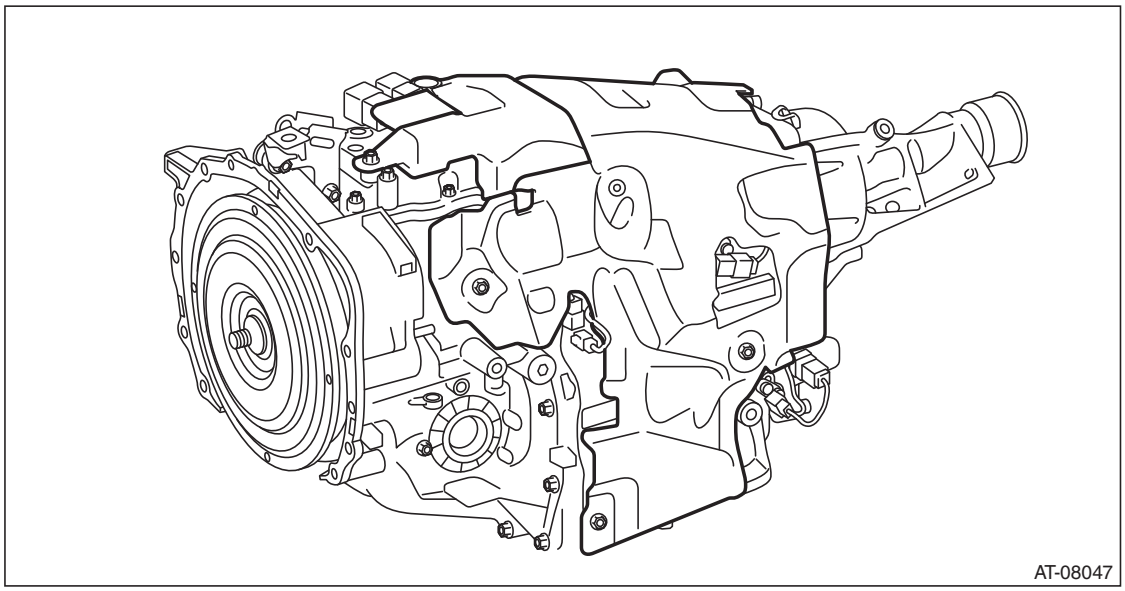
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5) Remove the air breather hose.



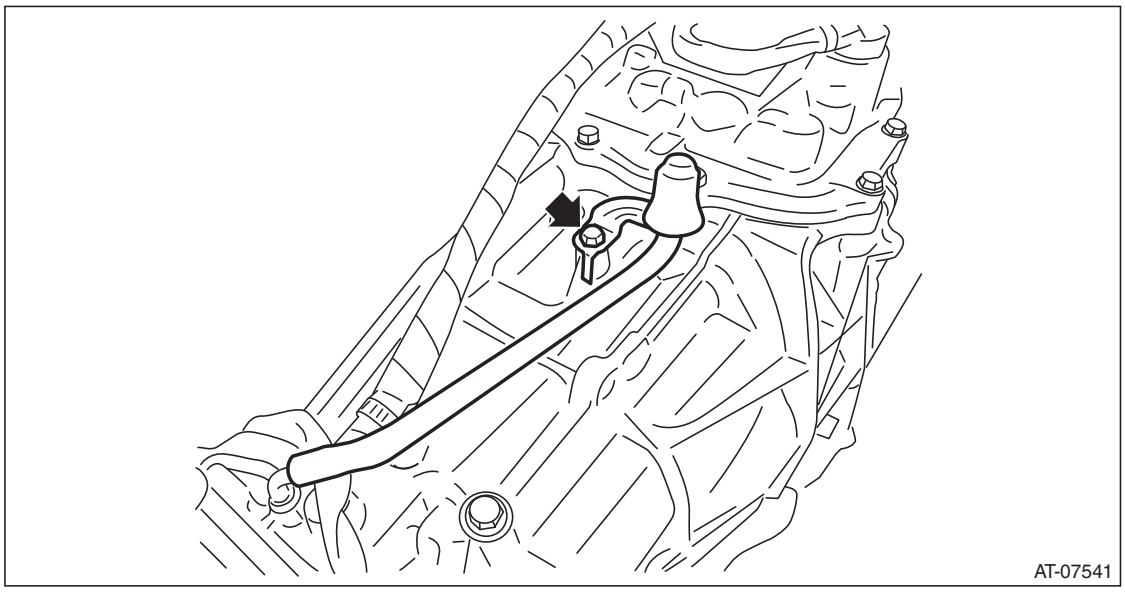
2. TRANSMISSION CASE SIDE

1) Remove the transmission assembly. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission case cover.



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3) Remove the air breather hose.



4) Remove the air breather cap.

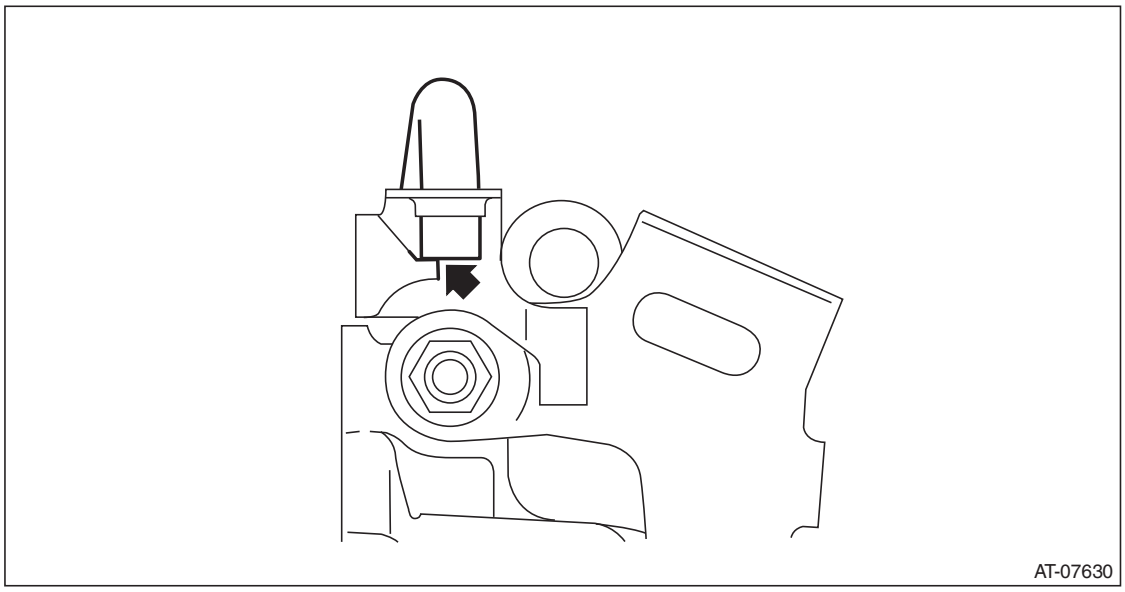
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B: INSTALLATION

1. FRONT DIFFERENTIAL SIDE

Install in the reverse order of removal.

NOTE:
Securely insert the air breather hose until the hose end contacts the catch of the pitching stopper bracket.



2. TRANSMISSION CASE SIDE

Install in the reverse order of removal.

Tightening torque:
Transmission case cover
8 N·m (0.8 kgf-m, 5.9 ft-lb)
Air breather hose
5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

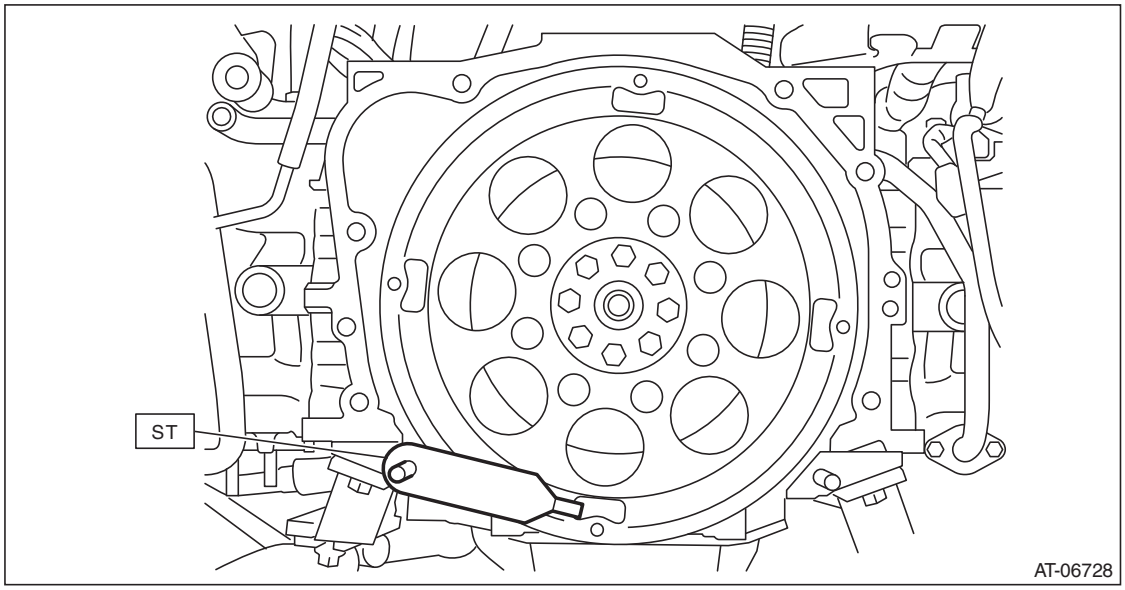
Check the hose for peeling, crack or clogging.

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26.Drive Plate

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Set the ST.
ST 498497300 CRANKSHAFT STOPPER

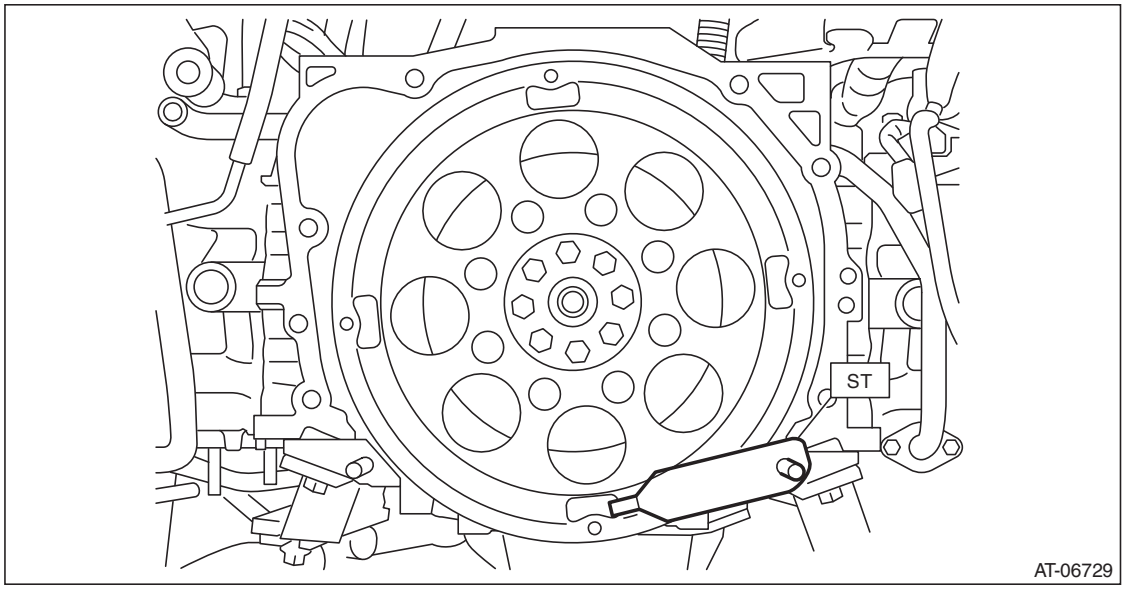


3) Remove the drive plate and reinforcement drive plate.

B: INSTALLATION

1) Temporarily install the drive plate and reinforcement drive plate.

NOTE:
Align the knock pin hole of the crankshaft position sensor plate to the knock pin of the crankshaft to secure the knock pin.
2) Set the ST.
ST 498497300 CRANKSHAFT STOPPER

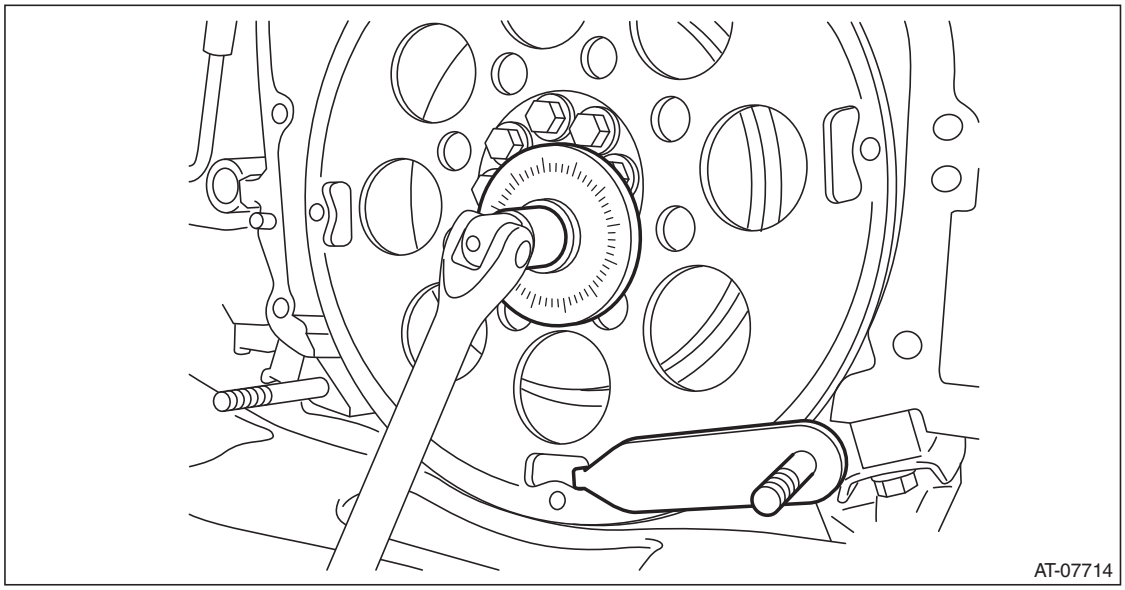


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3) Tighten the drive plate mounting bolt in two stages.
(1) Tighten the drive plate mounting bolt.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)
(2) While checking the tightening angle with the angle gauge, tighten the drive plate mounting bolts to the specified angle.

Tightening angle:
30° — 35°



4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Check the drive cable for damage.

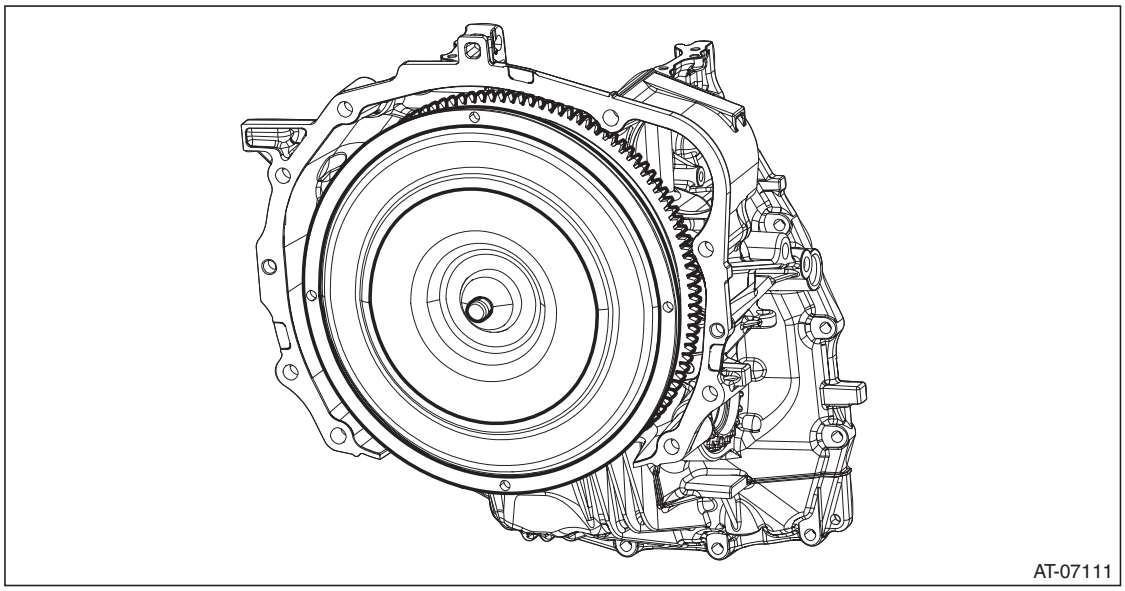
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27.Torque Converter Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Pull out the torque converter assembly horizontally.

CAUTION:
Do not scratch the inside of engaging parts.



3) Remove the O-ring from the input shaft.

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B: INSTALLATION

1) Install the O-ring to the input shaft.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

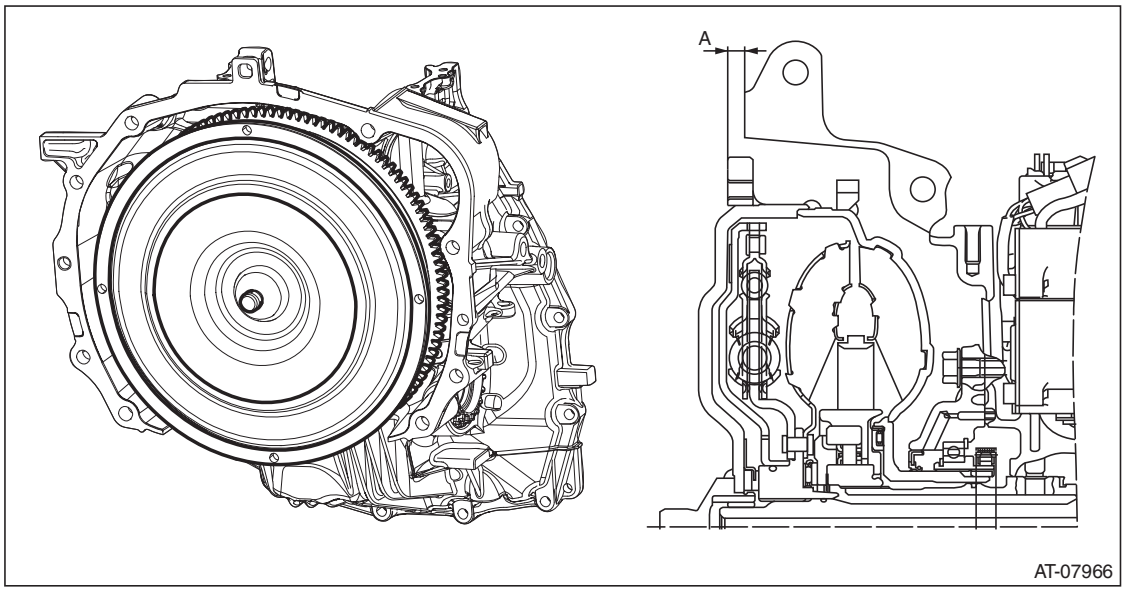
2) While holding the torque converter assembly by hand, carefully install it into the torque converter case.

NOTE:
- Apply CVTF to the oil seal lip.
- Do not damage the oil seal and O-ring.

3) Engage the splines while gently rotating the torque converter assembly by hand, and securely insert the assembly.

4) Measure depth “A”, from converter case end surface to drive plate contacting surface.

Standard (reference):
6.8 mm (0.268 in) or less



5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

- Check the protrusion of torque converter center (front boss) is not deformed or damaged.
- Check the ring gear and exterior for break or damage.

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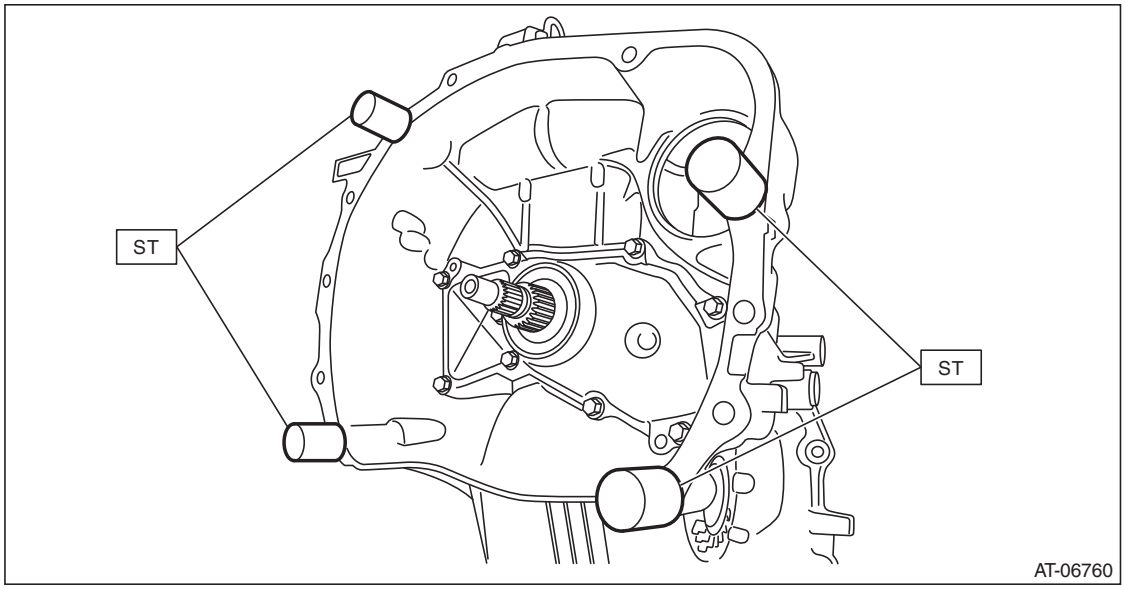
28.Preparation for Overhaul

A: GENERAL DESCRIPTION

Before disassembling and assembling the transmission, follow the following procedures to prepare.

B: PROCEDURE

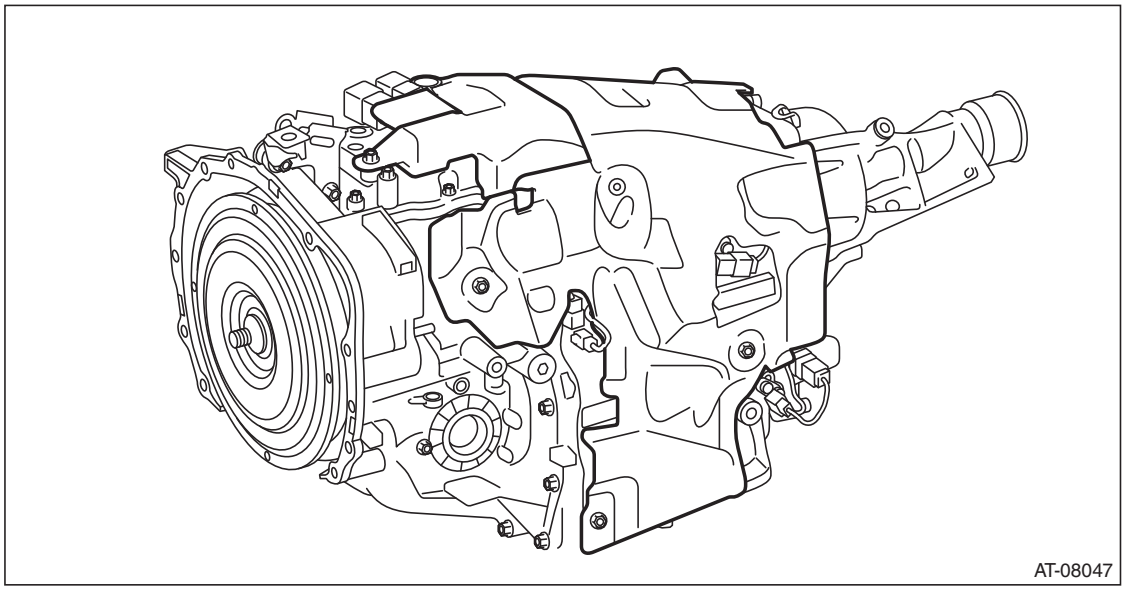
1) Clean the transmission exterior.
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-163, Torque Converter Assembly.>
3) Attach the ST on the transmission.
ST 18632AA000 STAND ASSY



4) Remove the transmission case cover on the transmission upper side.

NOTE:
Install using the following tightening torque.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



5) Place the transmission assembly on end.

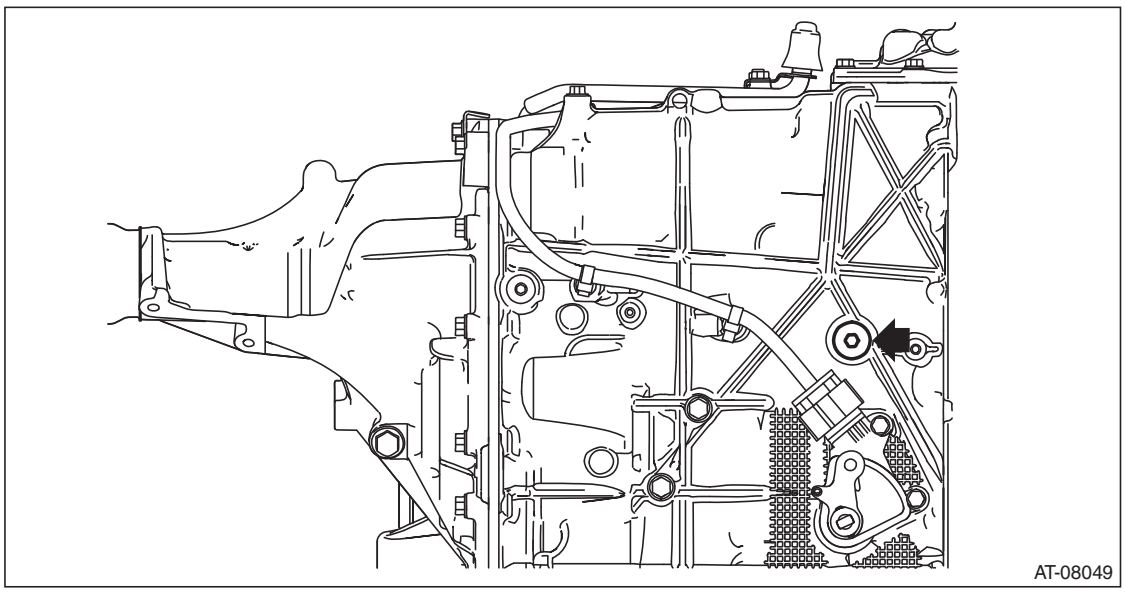
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6) When completely overhauling the transmission, refill approx. 10 L (2.6 US qt, 8.8 Imp qt) of CVTF through the transmission right side plug, and install the plug. Finally, install the transmission case cover.

CAUTION:
Always use specified CVTF. Using other fluid will cause malfunction. <Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



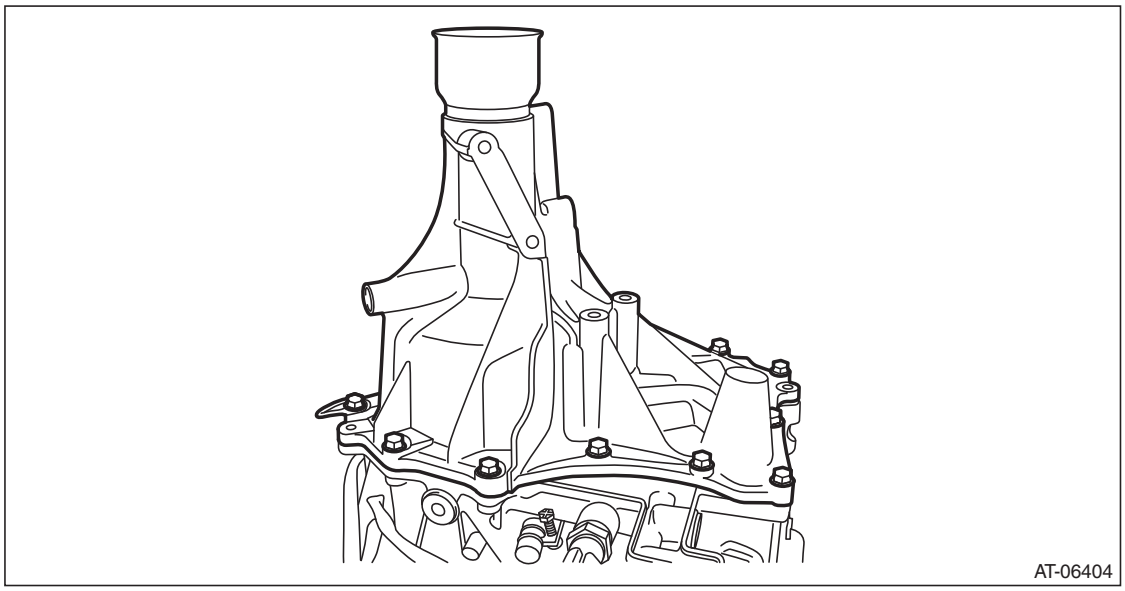
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29.Extension Case

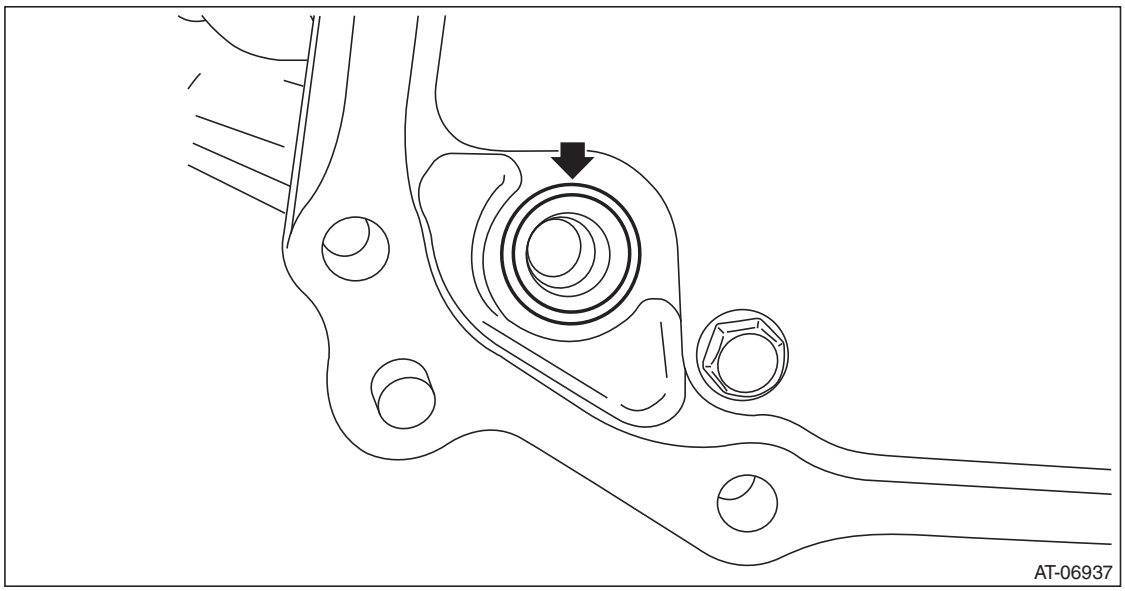
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case and transmission hanger.

NOTE:
The total number of extension case mounting bolts is 13.



3) Remove the O-ring.

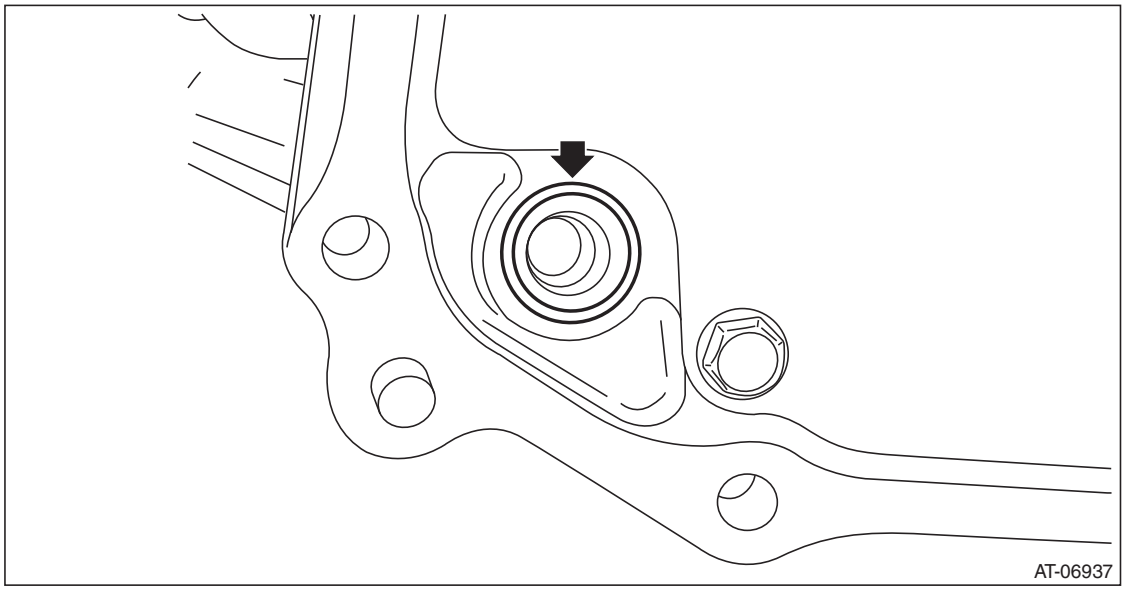


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B: INSTALLATION

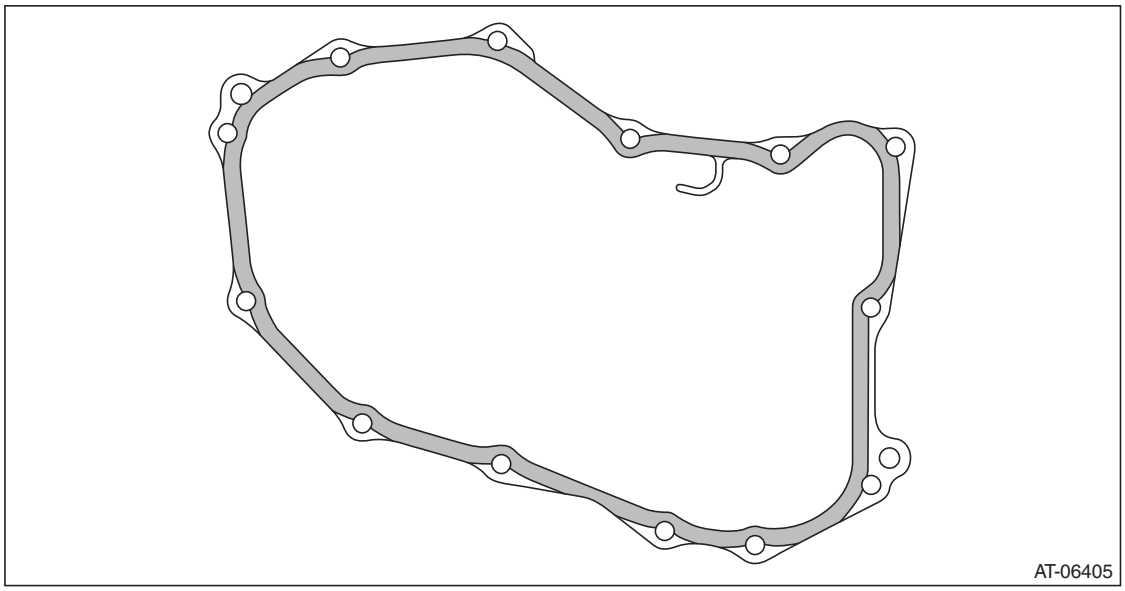
1) Clean the mating surface of extension case and transmission case.
2) Select the transfer drive gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>
3) Select the transfer driven gear shim. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>
4) Attach the selected transfer drive gear shim to extension case with vaseline.
5) Attach the selected transfer driven gear shim to extension case with vaseline.
6) Install the O-ring to the transmission case.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



7) Apply liquid gasket to extension case seamlessly.

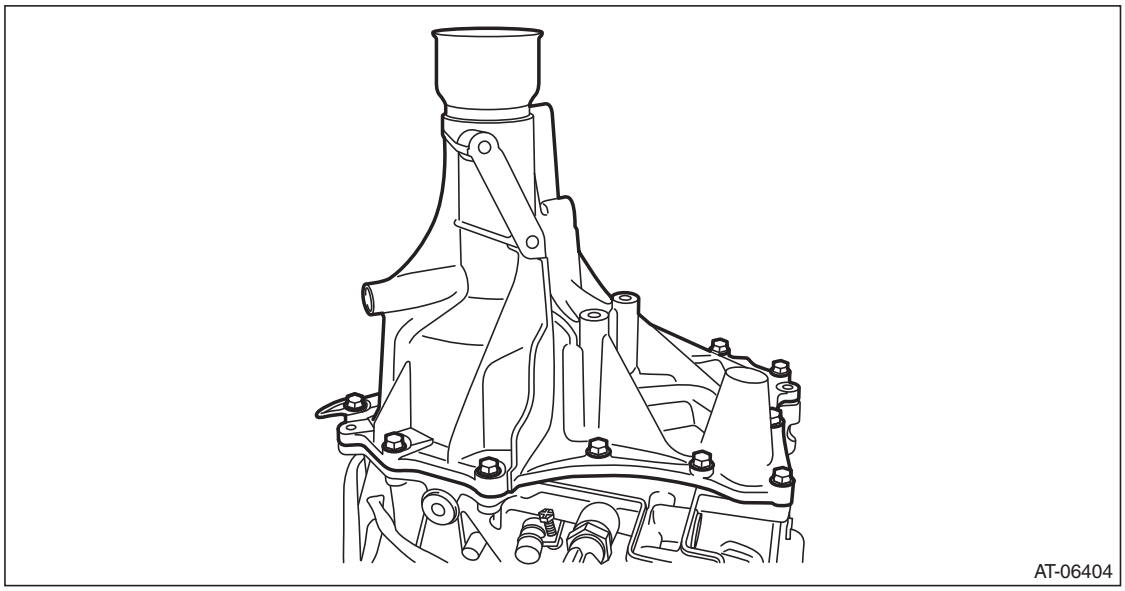
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



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8) Install the extension case to transmission hanger.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



9) Install the transmission assembly. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the dust cover from extension case.
2) Remove the extension case oil seal from the extension case. <Ref. to CVT(TR580)-85, REPLACEMENT, Extension Case Oil Seal.>
3) Remove all plugs.

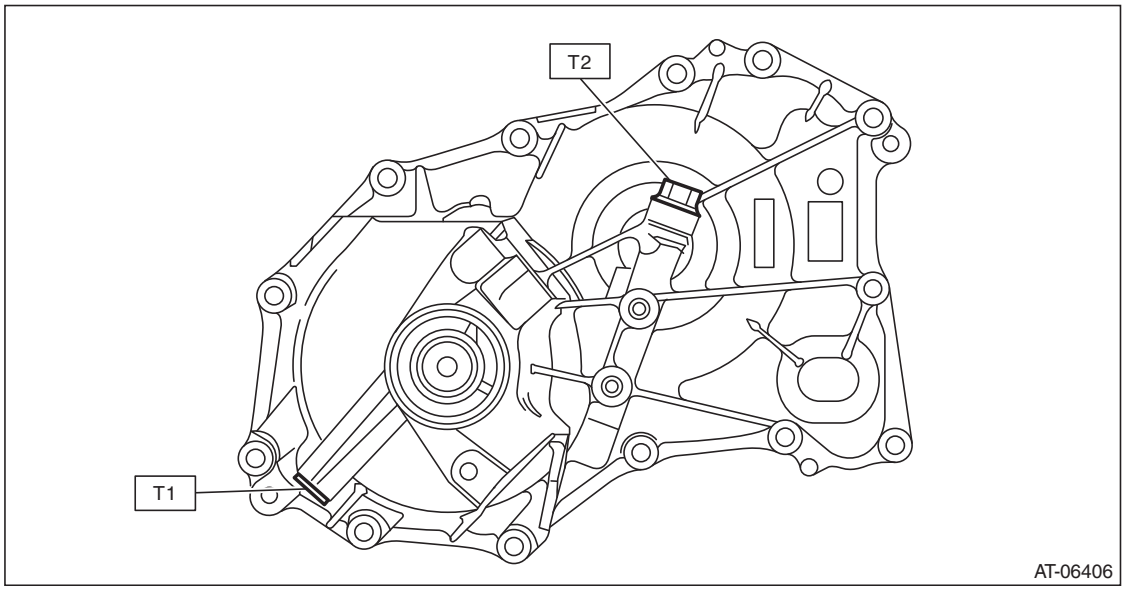
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D: ASSEMBLY

1) Press-fit the dust cover into extension case.
2) Install the extension case oil seal to extension case. <Ref. to CVT(TR580)-85, REPLACEMENT, Extension Case Oil Seal.>
3) Install all plugs.

NOTE:
- Use a new O-ring or a gasket.
- Apply CVTF to the O-ring.

Tightening torque:
T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T2: 35 N·m (3.6 kgf-m, 25.8 ft-lb)



E: INSPECTION

- Check there is no leak of CVTF from the joint between extension case and transmission case.
- Check there is no damage or cracks on the extension case and other parts.

F: ADJUSTMENT

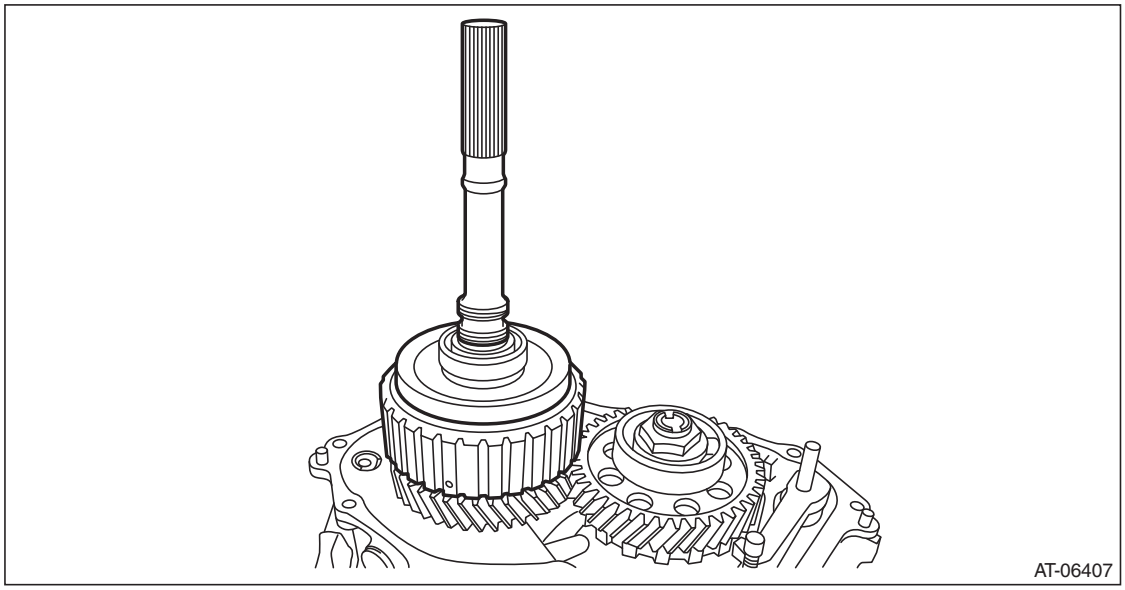
NOTE:
When replacing the extension case, select the transfer drive gear shim and transfer driven gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.> <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>

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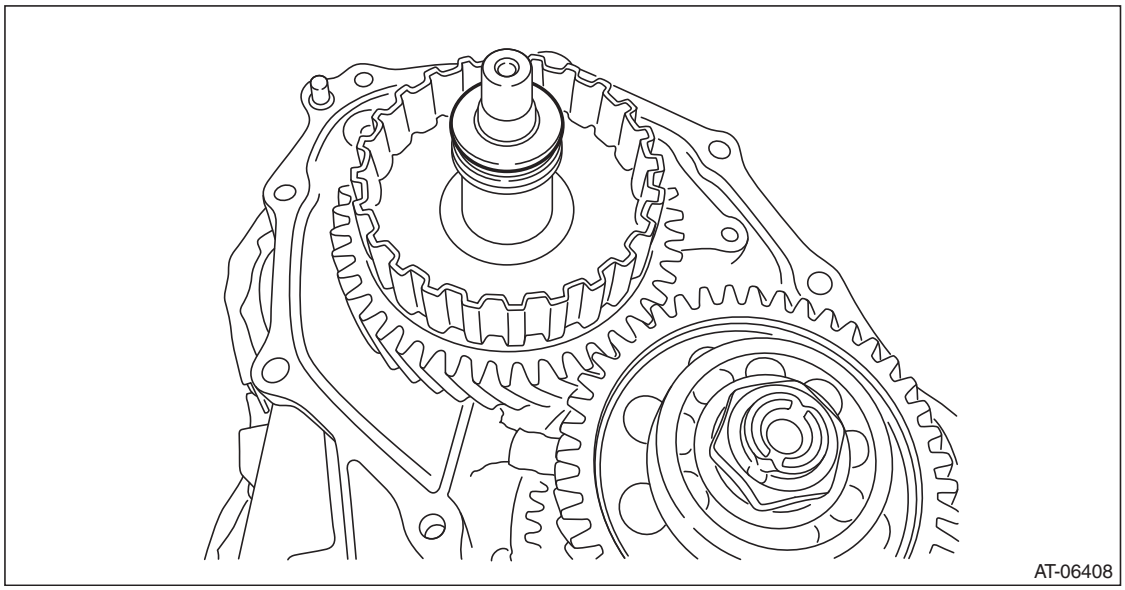
30.Transfer Clutch

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly.

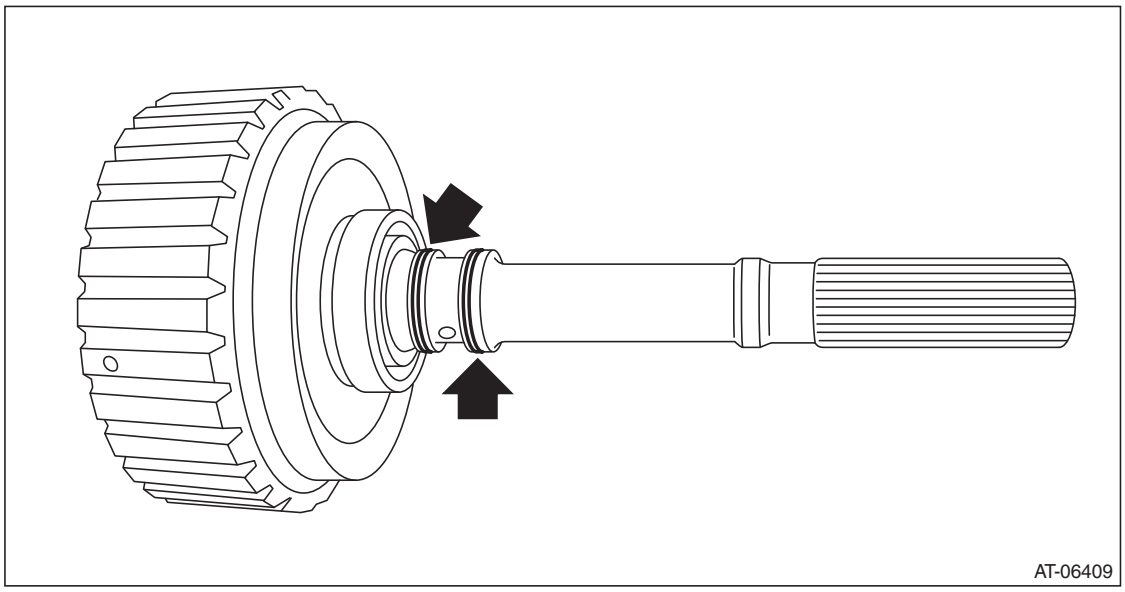


4) Remove the thrust bearing.

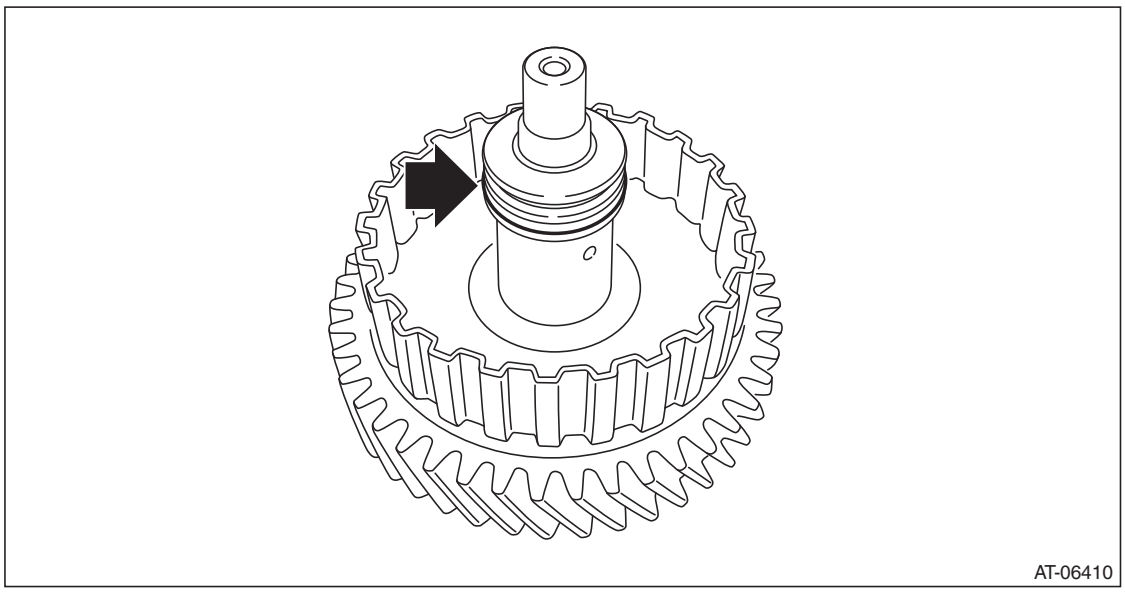


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5) Remove the seal ring from transfer clutch assembly.



6) Remove the seal ring from the transfer driven gear assembly.

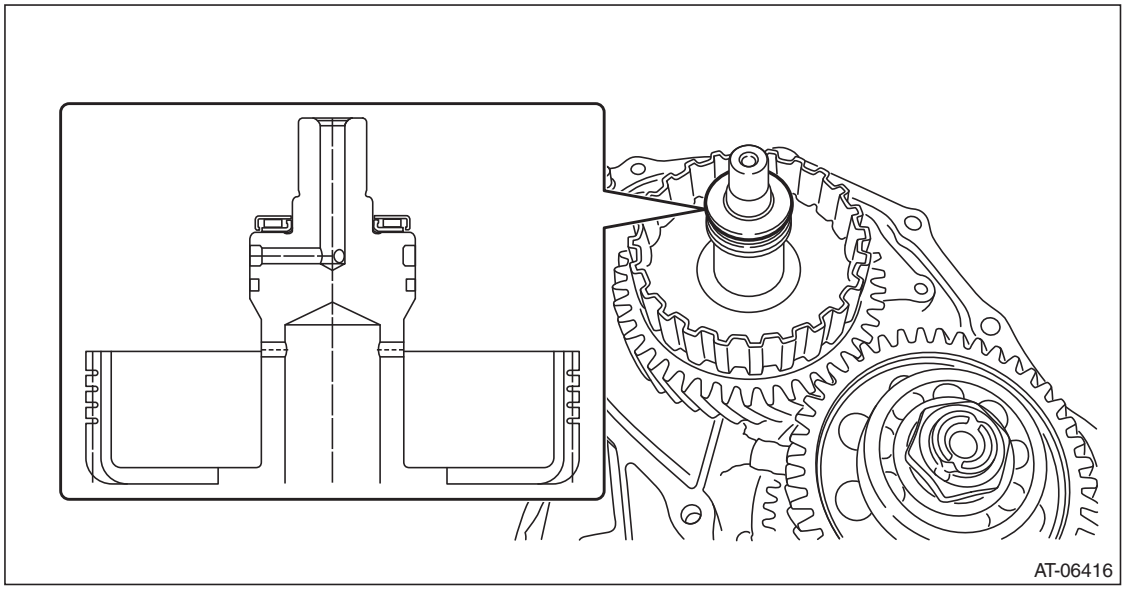


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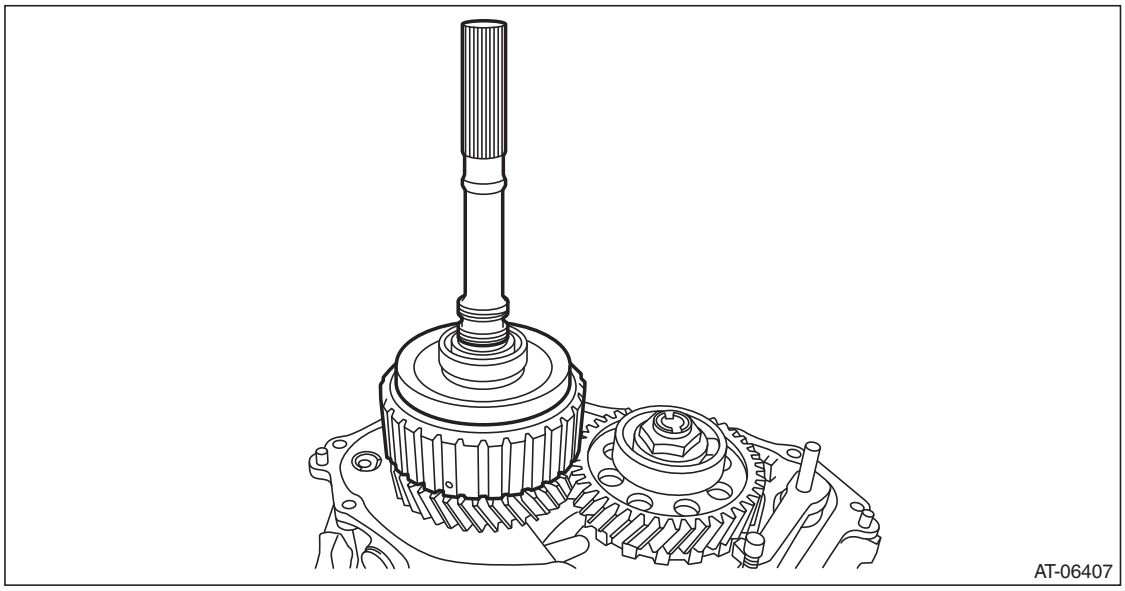
B: INSTALLATION

1) Install the thrust bearing.

NOTE:
Make sure to install in the right direction.



2) Install the transfer clutch assembly.

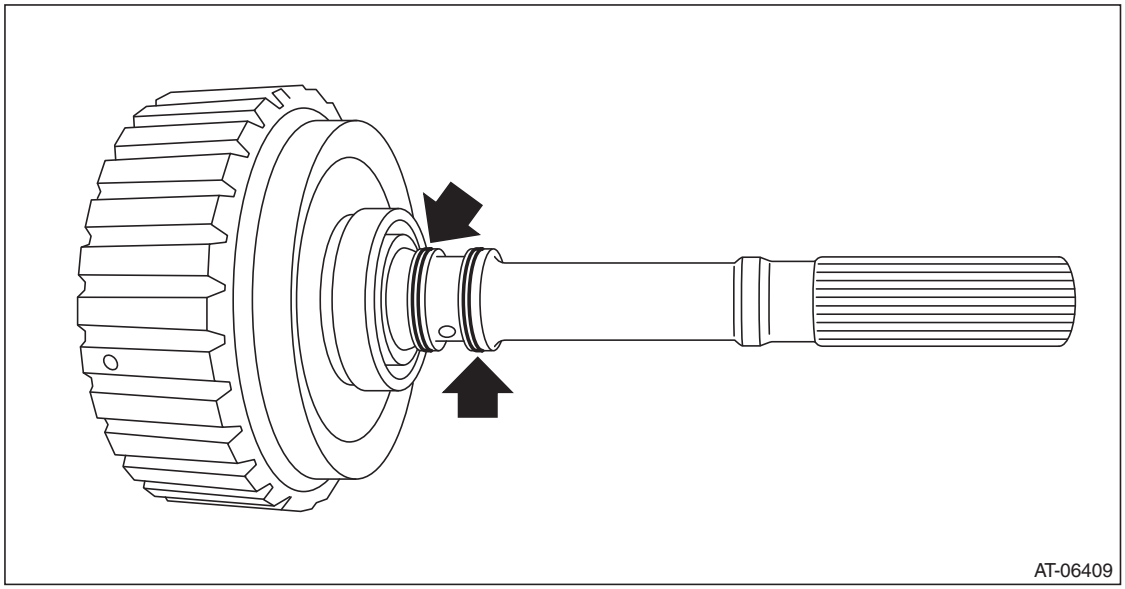


3) Select the transfer driven gear shim. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>
4) Attach the selected transfer driven gear shim to extension case with vaseline.
5) Remove the transfer clutch assembly.

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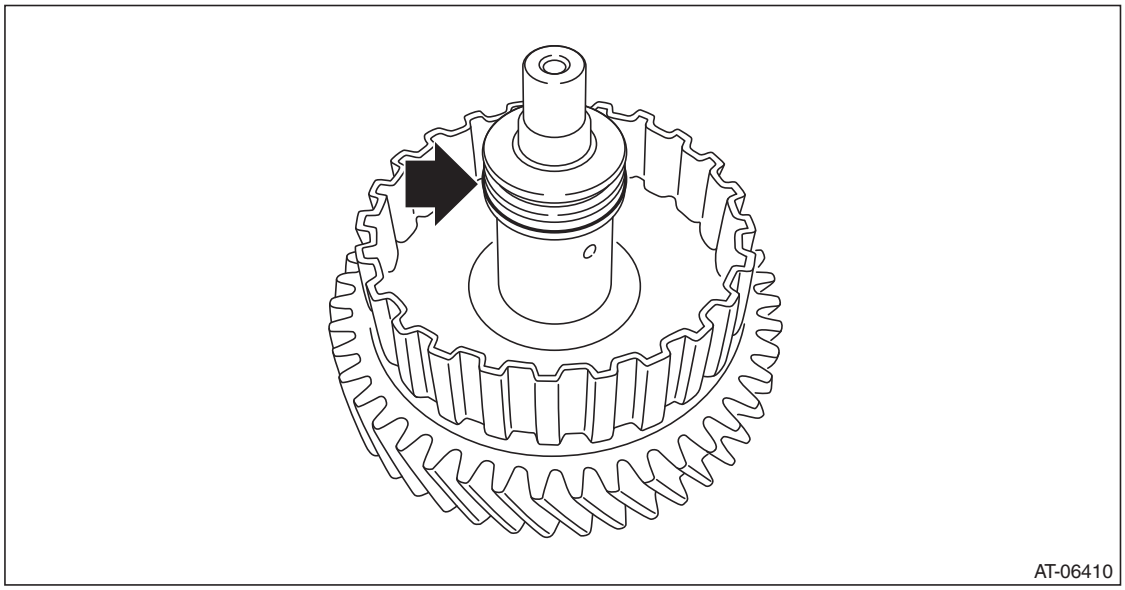
6) Install the seal ring to the transfer clutch assembly.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.



7) Install the seal ring to the transfer driven gear assembly.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.

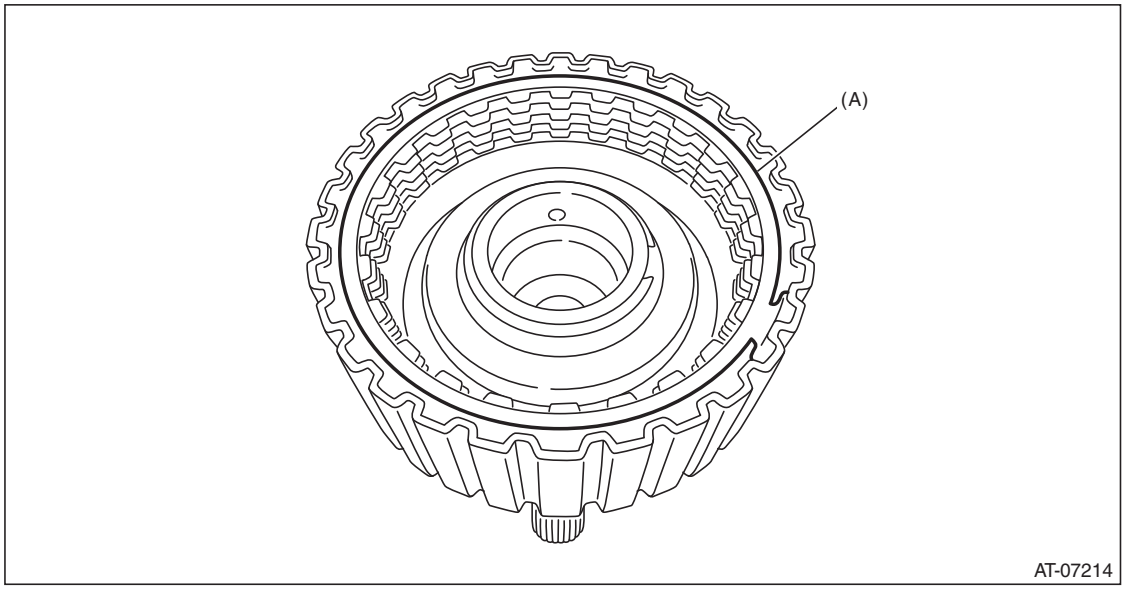


8) Install the transfer clutch assembly.
9) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
10) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

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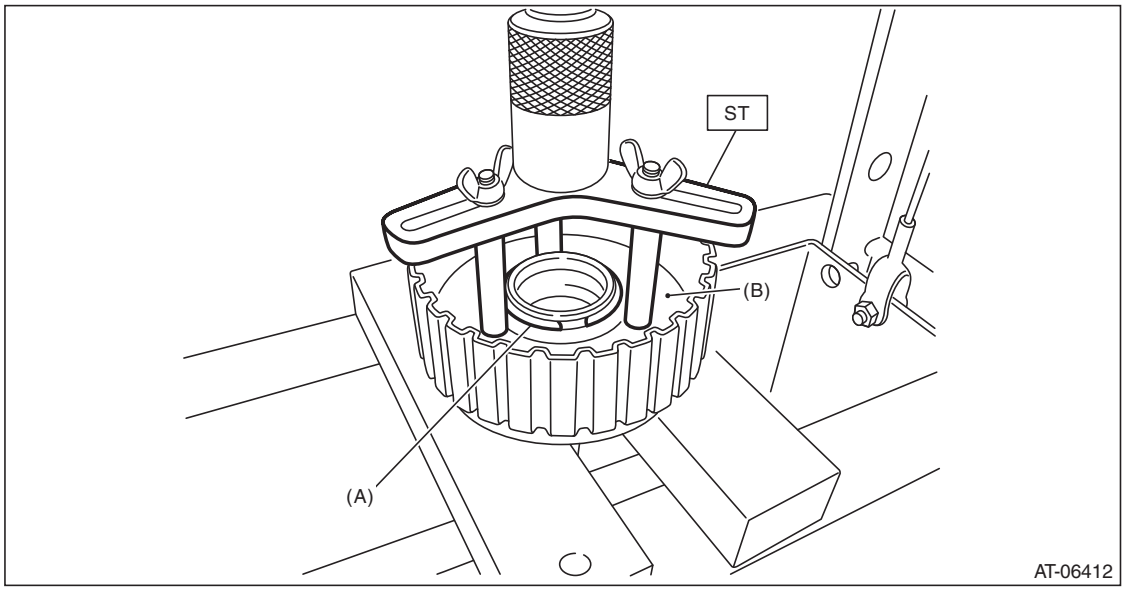
C: DISASSEMBLY

1) Remove the snap ring, and then remove the retaining plate, drive plate and driven plate.



(A) Snap ring

2) Compress the return spring using the ST to remove the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL

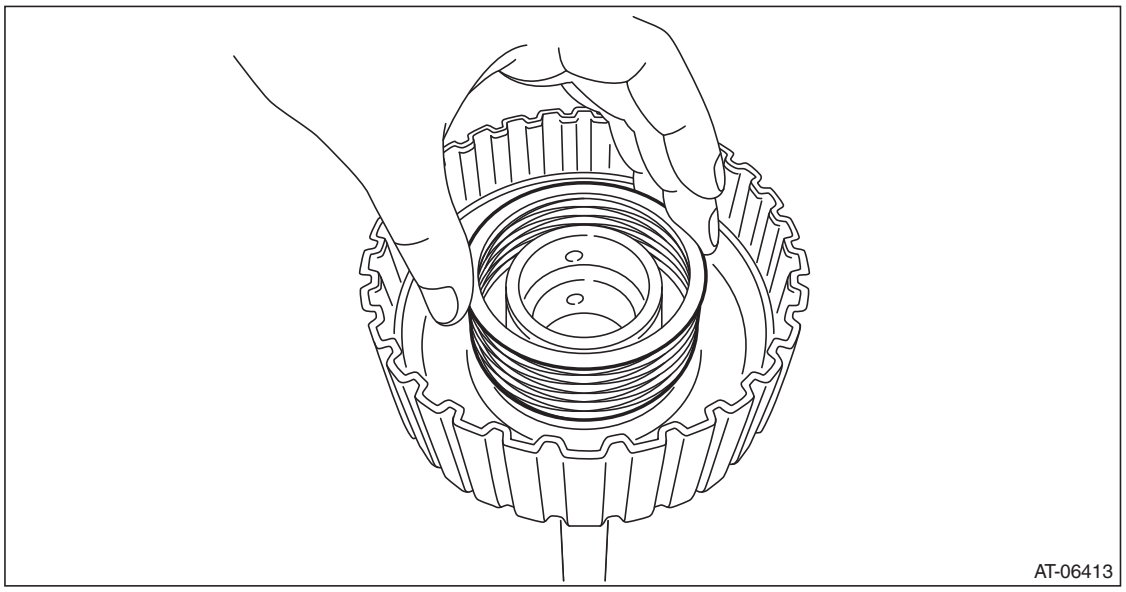


(A) Snap ring
(B) Transfer clutch piston seal

3) Remove the transfer clutch piston seal.

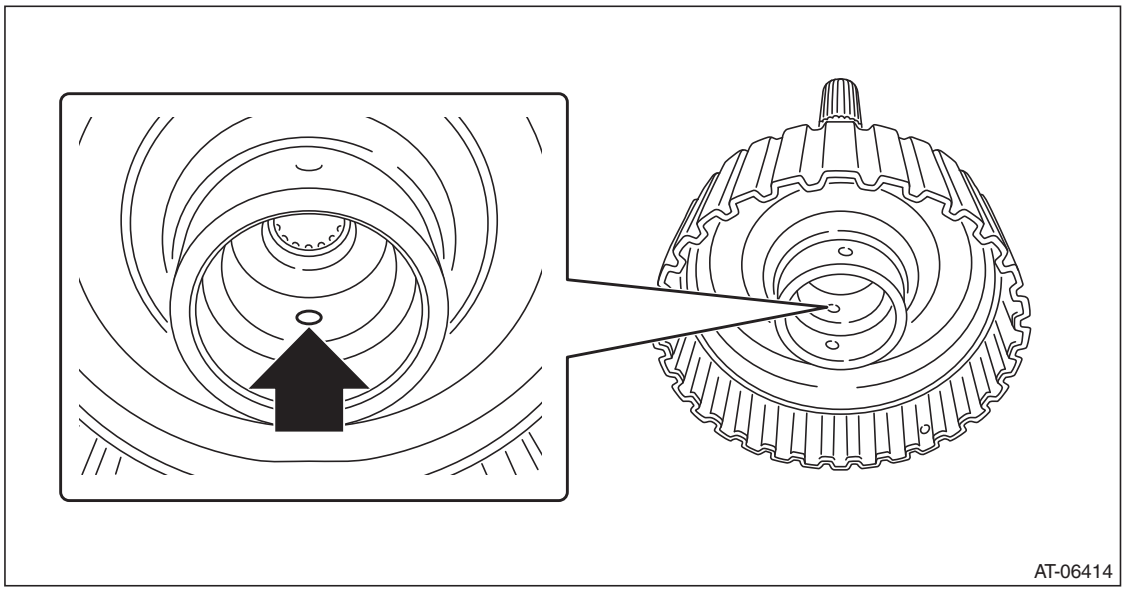
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4) Remove the return spring.



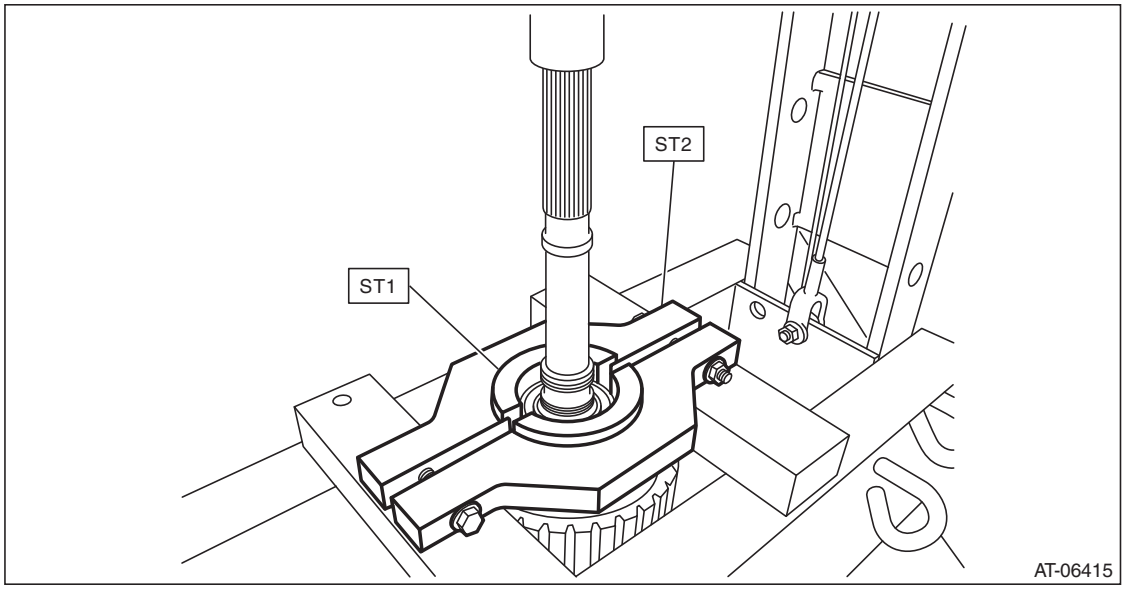
5) Remove the transfer clutch piston by blowing compressed air through transfer clutch assembly hole.

NOTE:
Plug the holes through which the compressed air is not blown.



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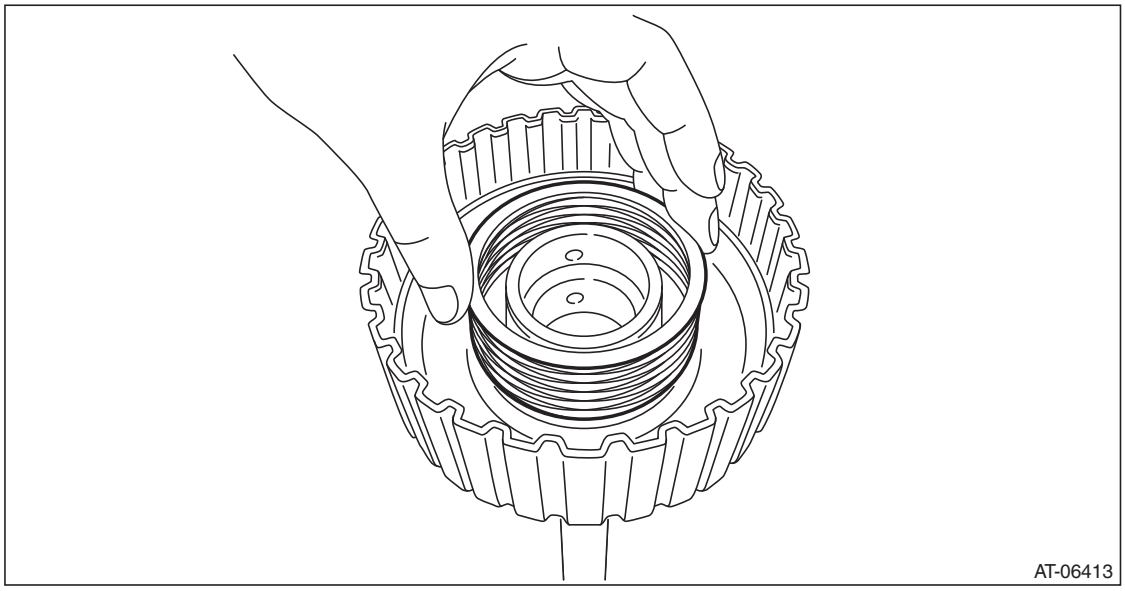
6) Remove the ball bearing using ST.
ST1 18767AA010 BEARING REMOVER
ST2 18723AA000 REMOVER



D: ASSEMBLY

1) Install the transfer clutch piston.

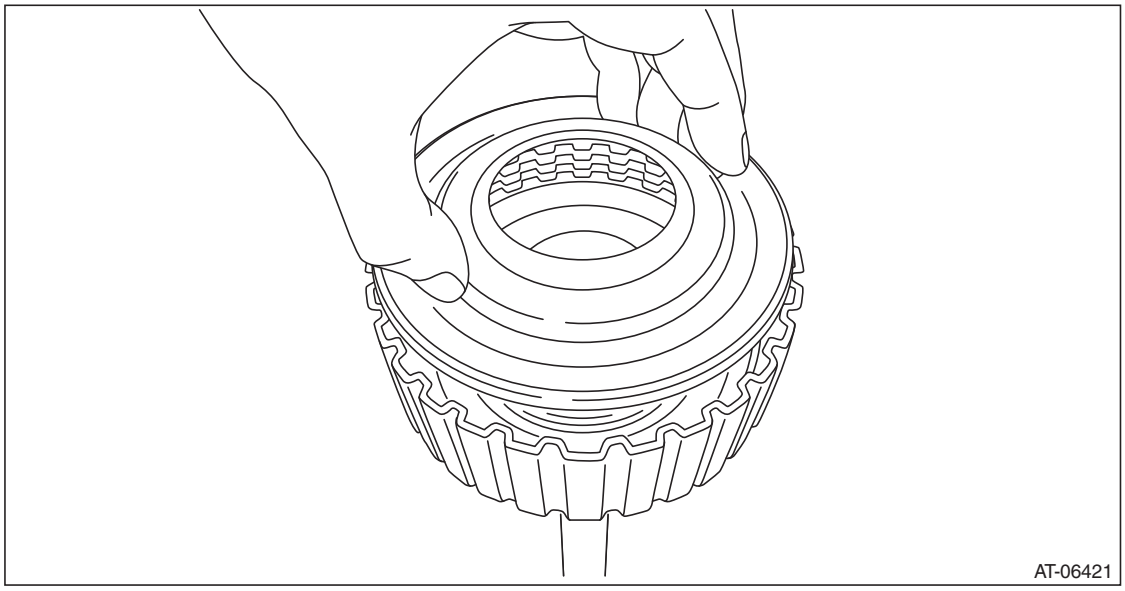
NOTE:
Apply CVTF to the transfer clutch piston lip.
2) Install the return spring.



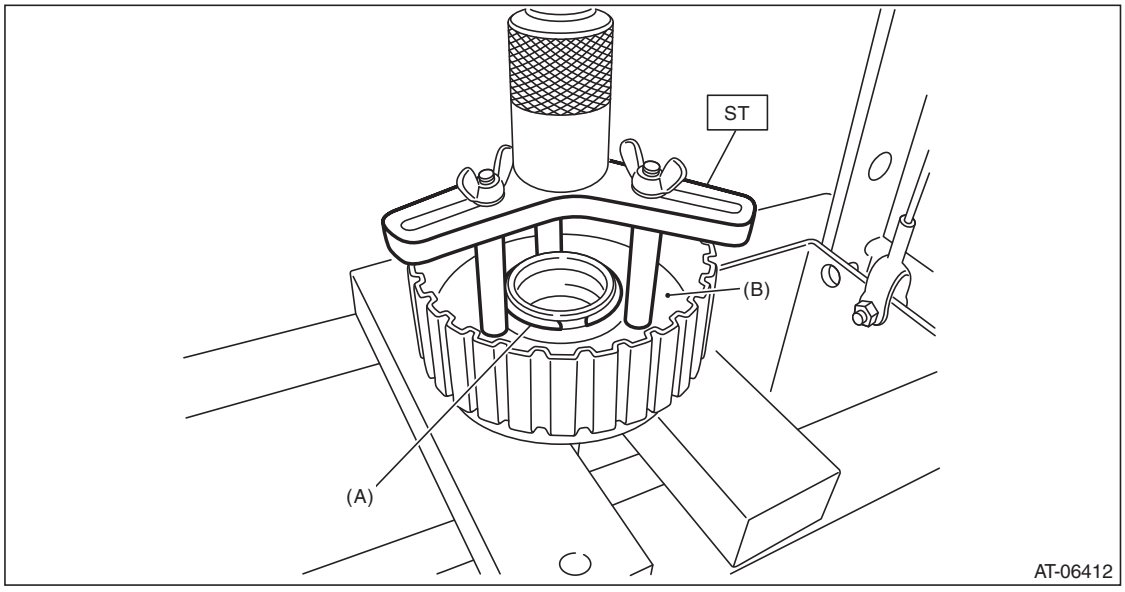
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3) Install the transfer clutch piston seal.

NOTE:
Apply CVTF to the lip section of transfer clutch piston seal.



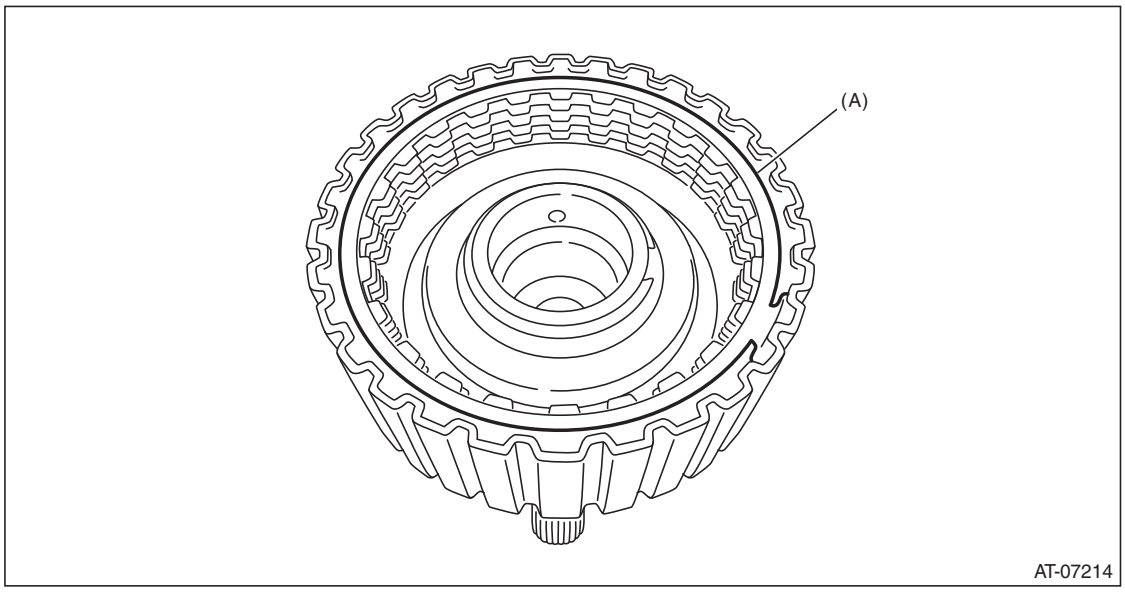
4) Compress the return spring using the ST to install the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

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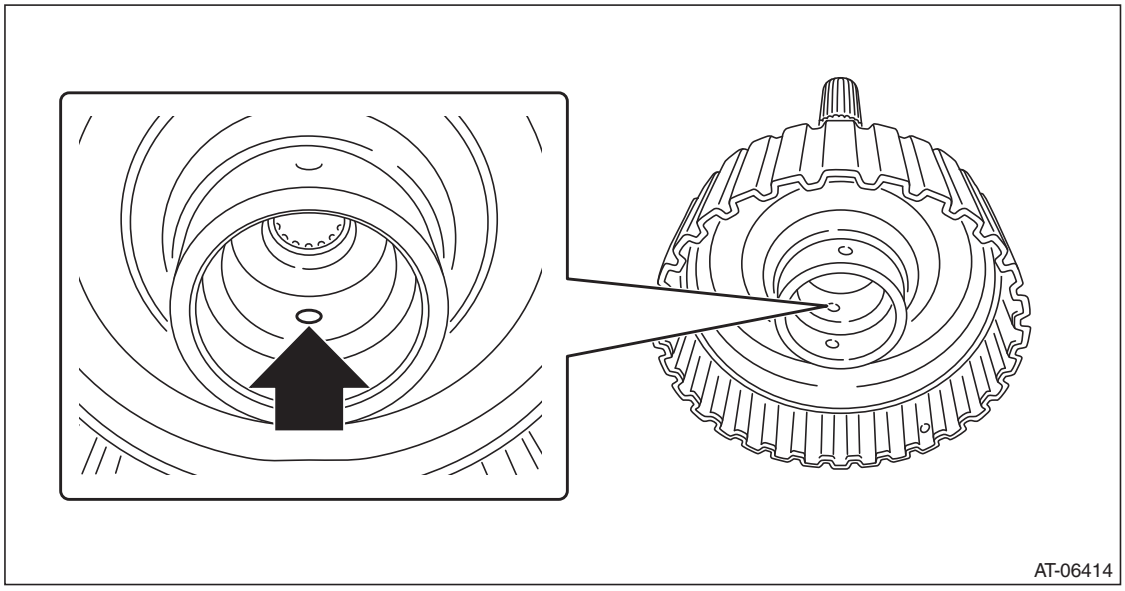
5) Install the pressure plate, driven plate, drive plate and snap ring.



(A) Snap ring

6) Blow compressed air through transfer clutch assembly hole, and check the transfer clutch piston operation.

NOTE:
Plug the holes through which the compressed air is not blown.



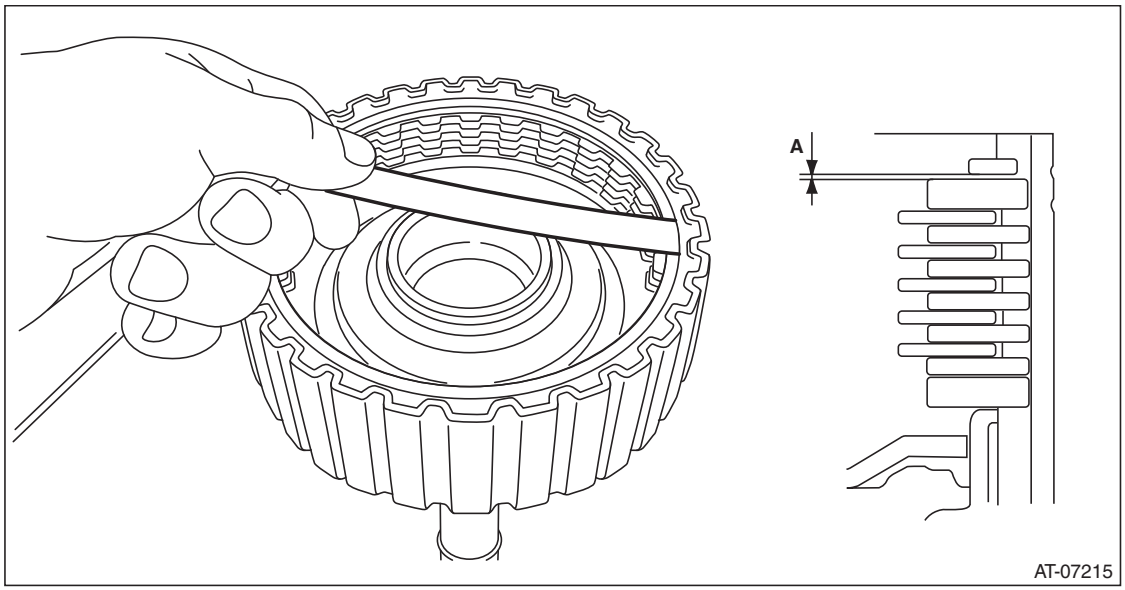
7) Before measuring clearance “A”, place same thickness shims on both sides to prevent the plate from tilting.

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8) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select and adjust the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.45 mm (0.057 in)



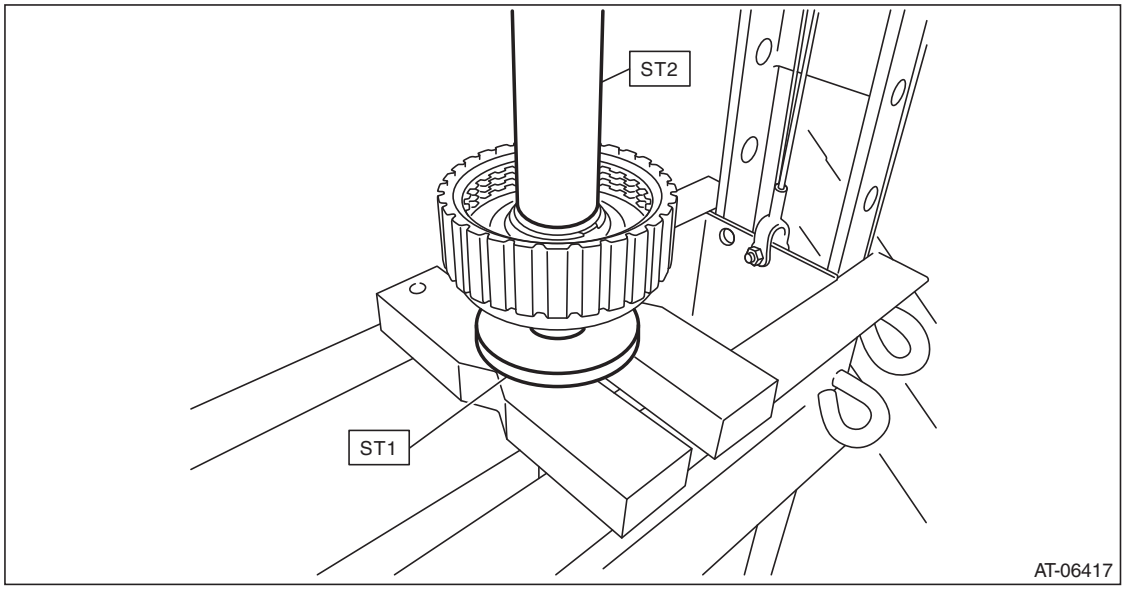
Pressure plate	
Part No.	Thickness mm (in)
31593AA151	3.3 (0.130)
31593AA161	3.7 (0.146)

9) Recheck the clearance. <Ref. to CVT(TR580)-182, INSPECTION, Transfer Clutch.>

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10) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST1 398177700 INSTALLER
ST2 499277000 INSTALLER



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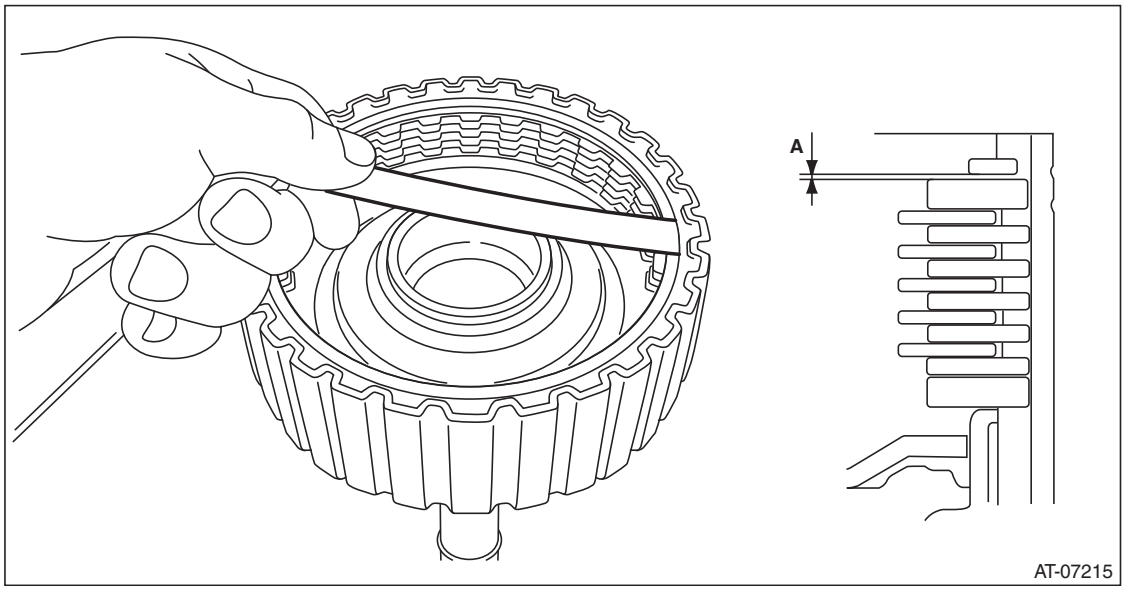
E: INSPECTION

- Inspect the drive plate facing for wear and damage.
- Driven plate for discoloration (burned color)
- Make sure the snap ring is not worn and the return spring has no permanent distortion, damage, or deformation.
- Check the lip seal for damage.
- Inspect the extension end play, and adjust it to within the standard value. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>

1) Before measuring clearance “A” between snap ring and driven plate, place same thickness shims on both sides to prevent the plate from tilting.
2) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.45 mm (0.057 in)



3) Check for tight corner braking phenomenon when the vehicle is moved forward with the steering fully turned. If tight corner braking occurs, perform the following procedures.

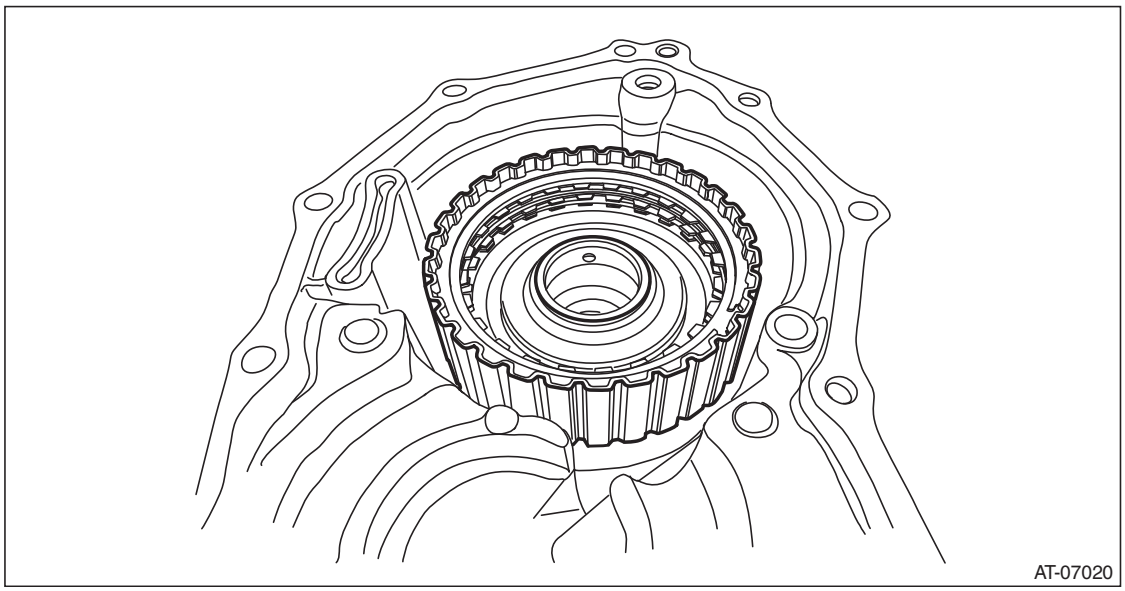
NOTE:
For models with X MODE switch, turn OFF the switch for inspection.

(1) With the steering wheel held at fully turned position, drive the vehicle in “D” range and with vehicle speed at approx. 5 km/h (3 MPH) in both clockwise and counterclockwise directions for approx. ten times each, while repeating acceleration and braking intermittently.
(2) If the tight corner braking phenomenon still persists, drive the vehicle again in a circle for several laps.

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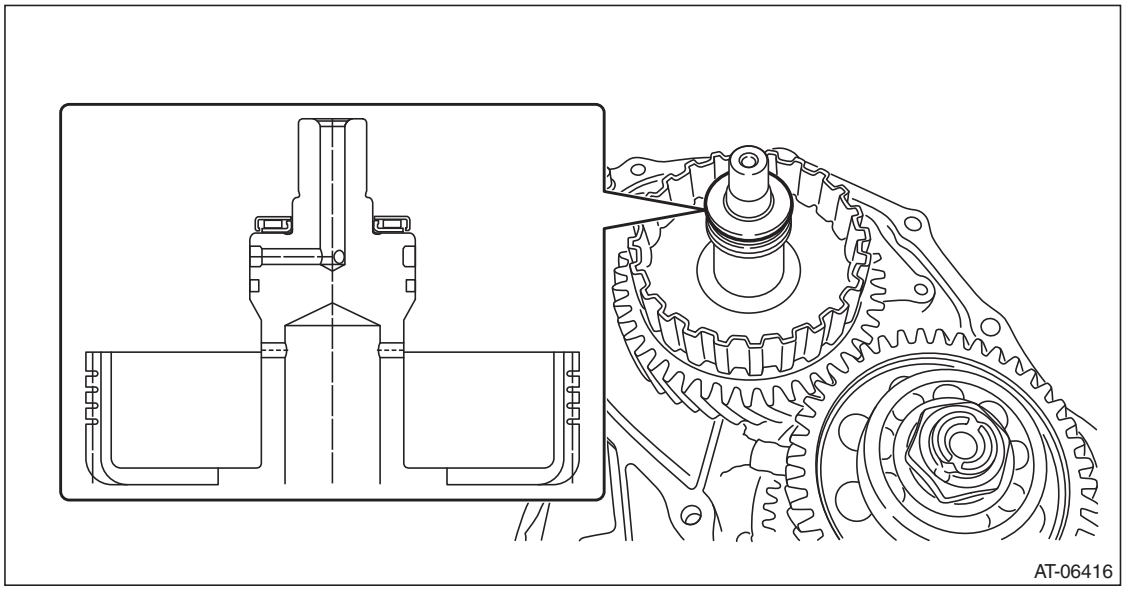
F: ADJUSTMENT

1) Install the transfer clutch assembly to the extension case with the transfer driven gear shims and thrust bearings removed.



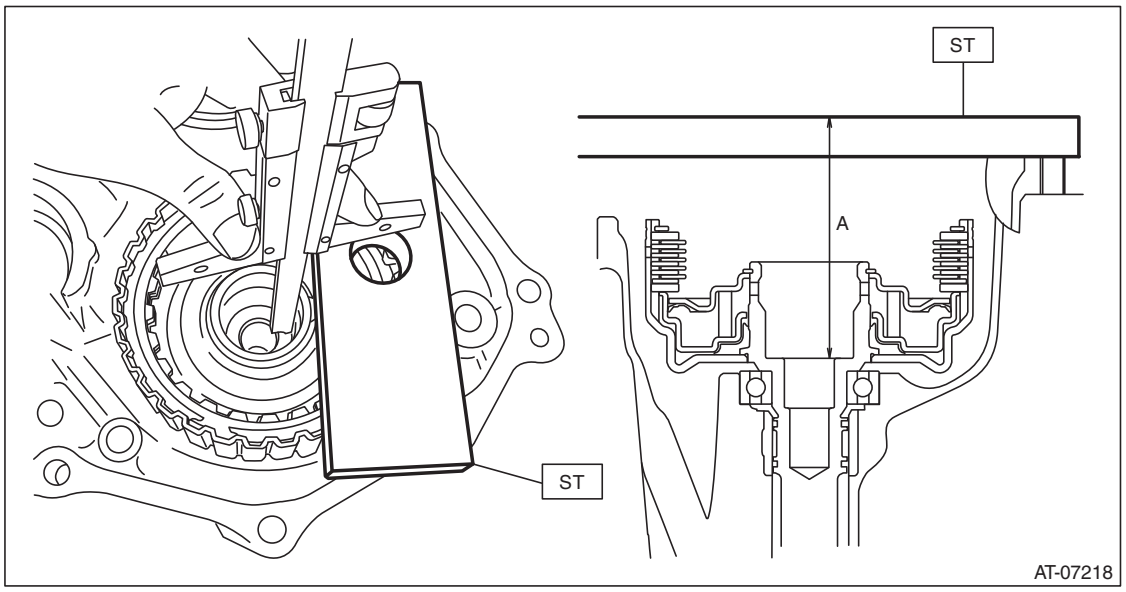
2) Install the thrust bearing to the transfer driven gear.

NOTE:
Make sure to install in the right direction.

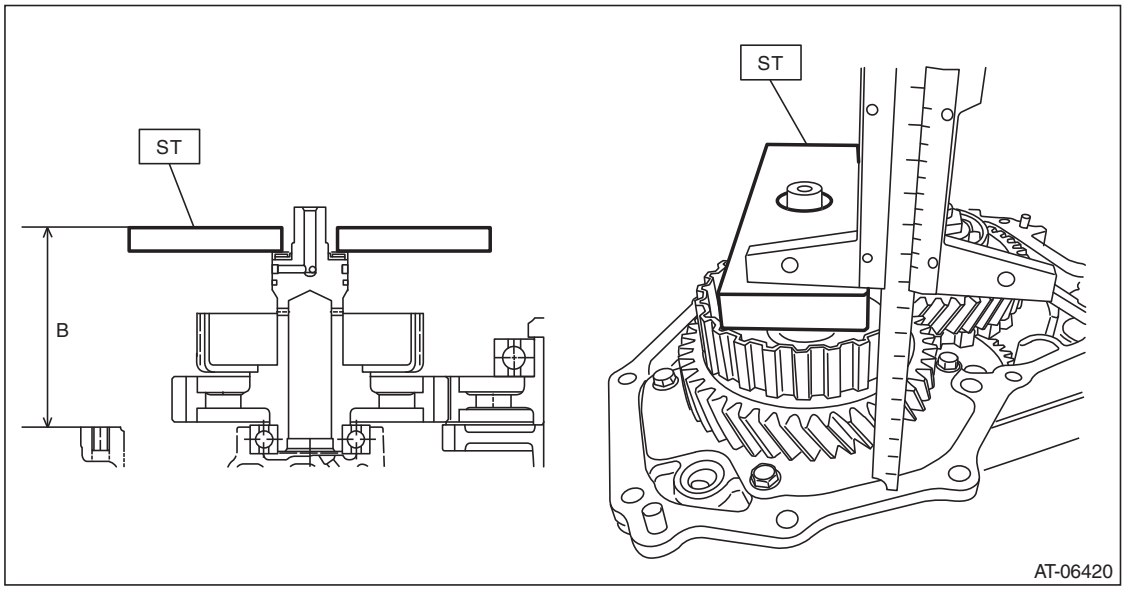


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3) Using the ST, measure the height “A” from the ST end face to the thrust bearing catch surface of the transfer clutch assembly.
ST 499575500 GAUGE



4) Using the ST, measure the height “B” from the transmission case mating surface to the end of ST.
ST 499575500 GAUGE



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5) Obtain the thickness of transfer driven gear shim using the following formula to select one to three transfer driven gear shims.
T (mm) = A – B – (0.05 — 0.25)
[T (in) = A – B – (0.002 — 0.01)]
T: Transfer driven gear shim thickness
A: Height from the ST end face to the transfer clutch assembly thrust bearing catch surface
B: Height from the mating surface of the transmission case to the end of the ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

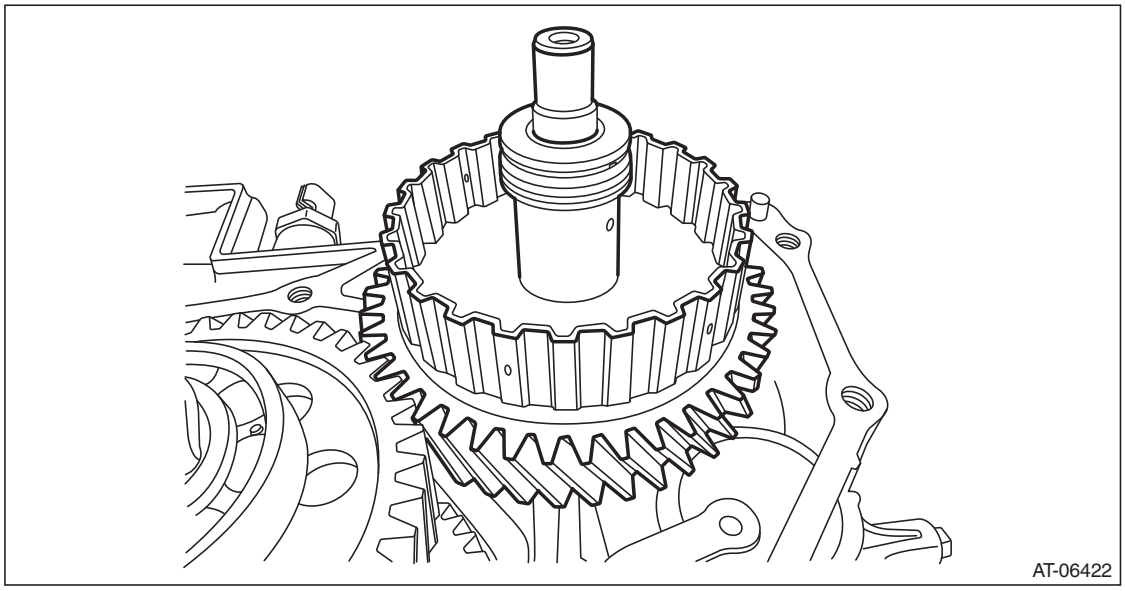
Transfer driven gear shim	
Part No.	Thickness mm (in)
33280AA030	0.3 (0.012)
33280AA040	0.4 (0.016)
33280AA050	0.5 (0.020)

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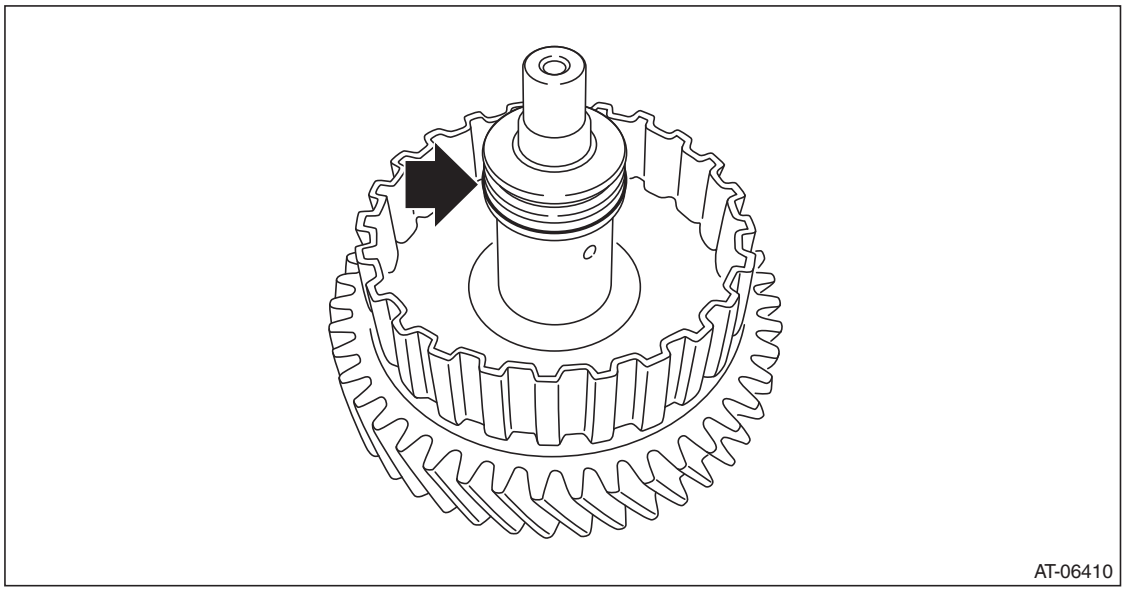
31.Transfer Driven Gear

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
4) Remove the transfer driven gear assembly.



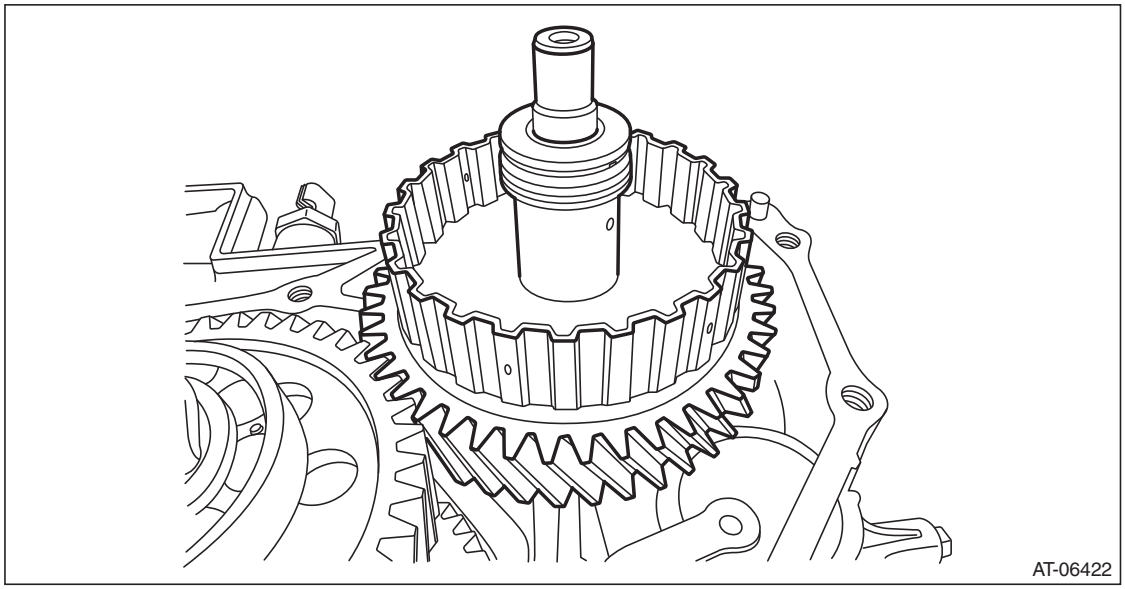
5) Remove the seal ring from the transfer driven gear assembly.



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B: INSTALLATION

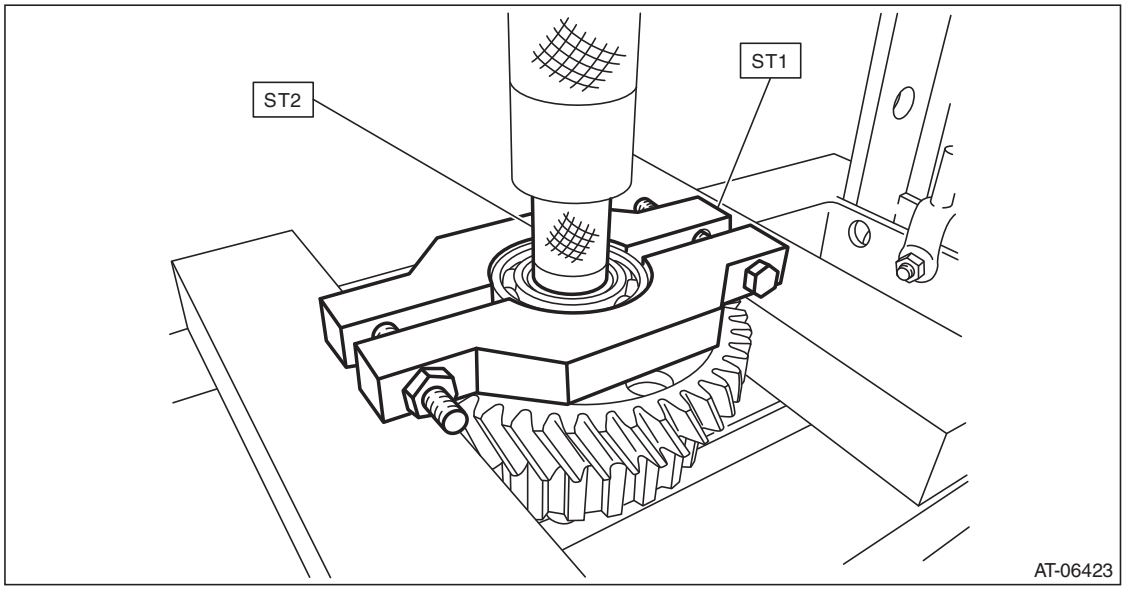
1) Install the transfer driven gear assembly.



2) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
3) Select the transfer driven gear shim. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>
4) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

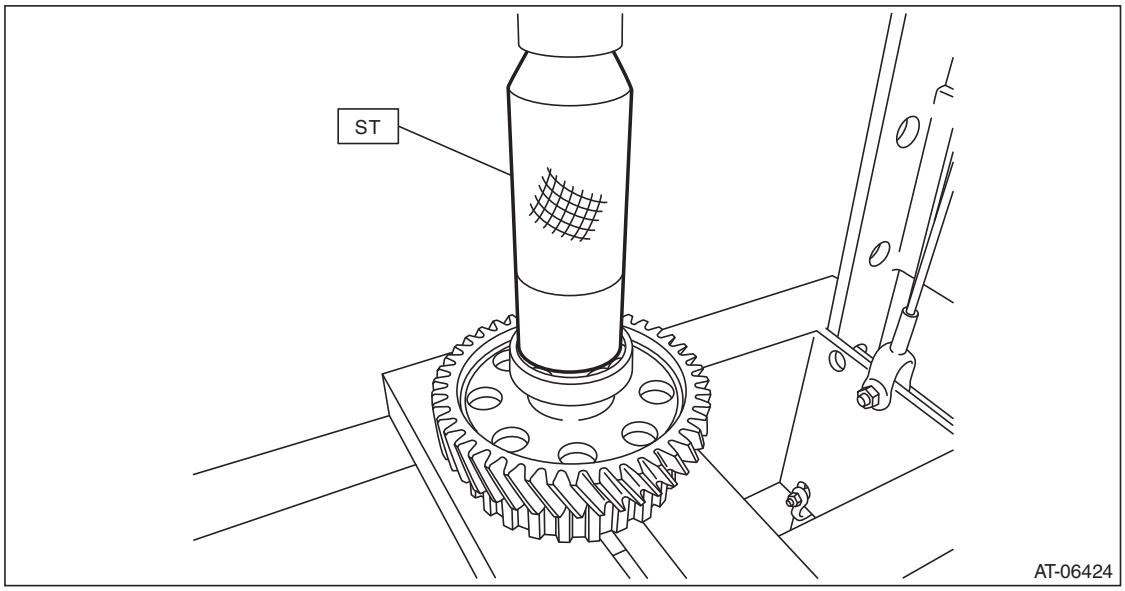
1) Remove the ball bearing using ST.
ST1 498077400 BEARING REMOVER
ST2 899864100 REMOVER



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D: ASSEMBLY

1) Using the ST, install the ball bearing.
ST 899580100 INSTALLER



E: INSPECTION

- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Check the transfer driven gear for breakage or damage.

F: ADJUSTMENT

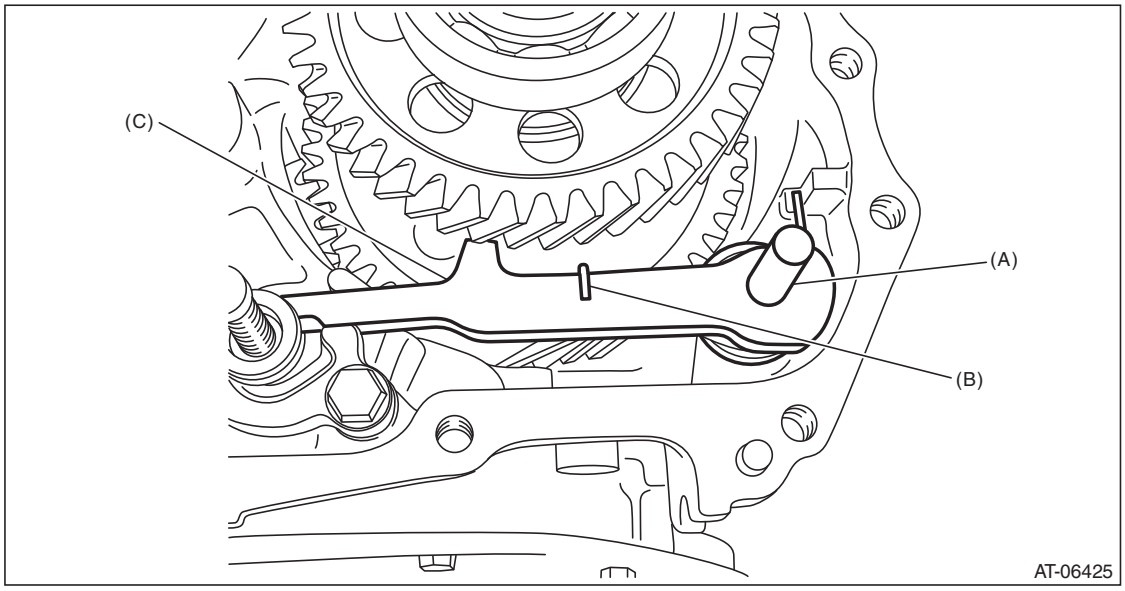
NOTE:
When the transfer driven gear or bearing is replaced, select the transfer driven gear shim. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>

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32.Parking Pawl

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Shift the range select lever to “N” range.
3) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
4) Remove the parking pawl shaft, return spring and parking pawl.



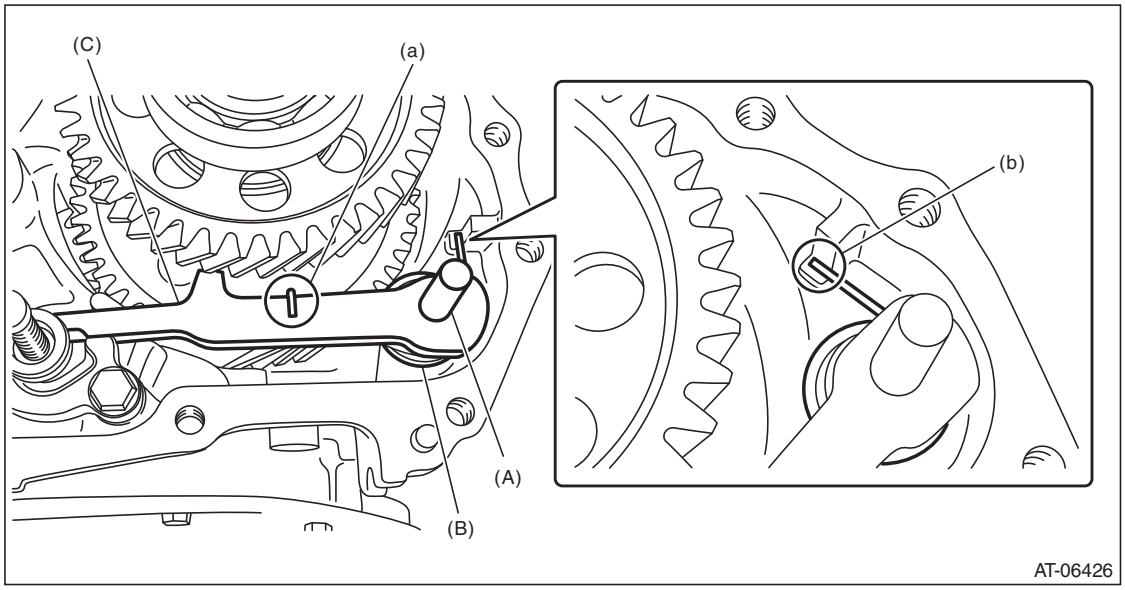
(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

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B: INSTALLATION

1) Set the range select lever to the “N” range.
2) Install the parking pawl shaft, return spring and parking pawl.

NOTE:
Make sure that the end of return spring sticks out of parking pawl as shown in (a). Make sure that the other end contacts the rib of transmission case as shown in (b).



(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

3) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

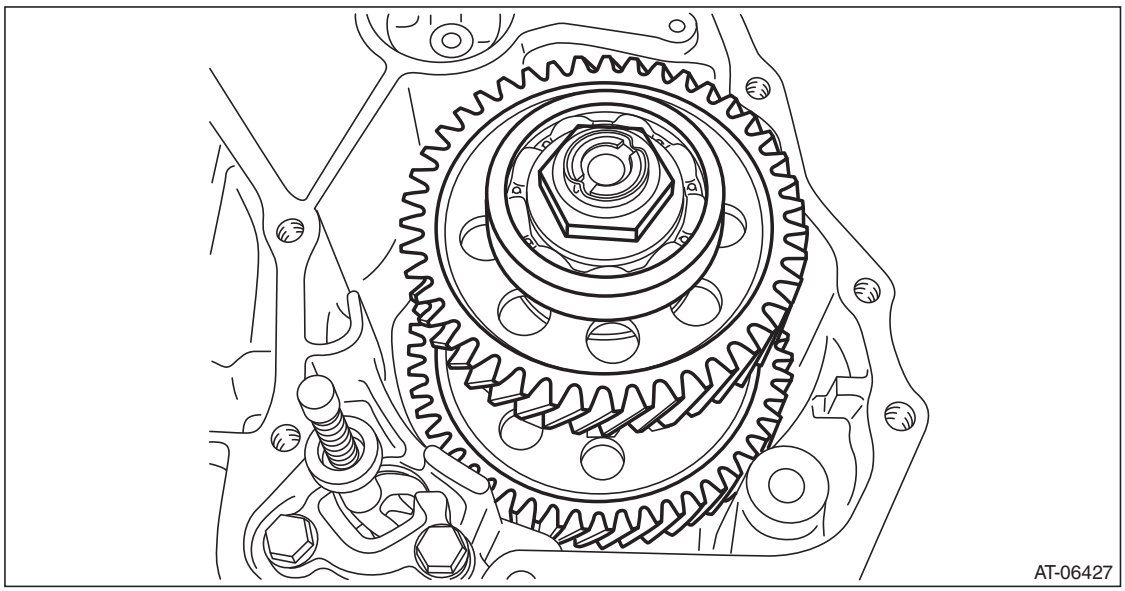
- Check the parking pawl for breakage or damage.
- Check for worn, broken and/or damaged return spring.

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33.Reduction Driven Gear

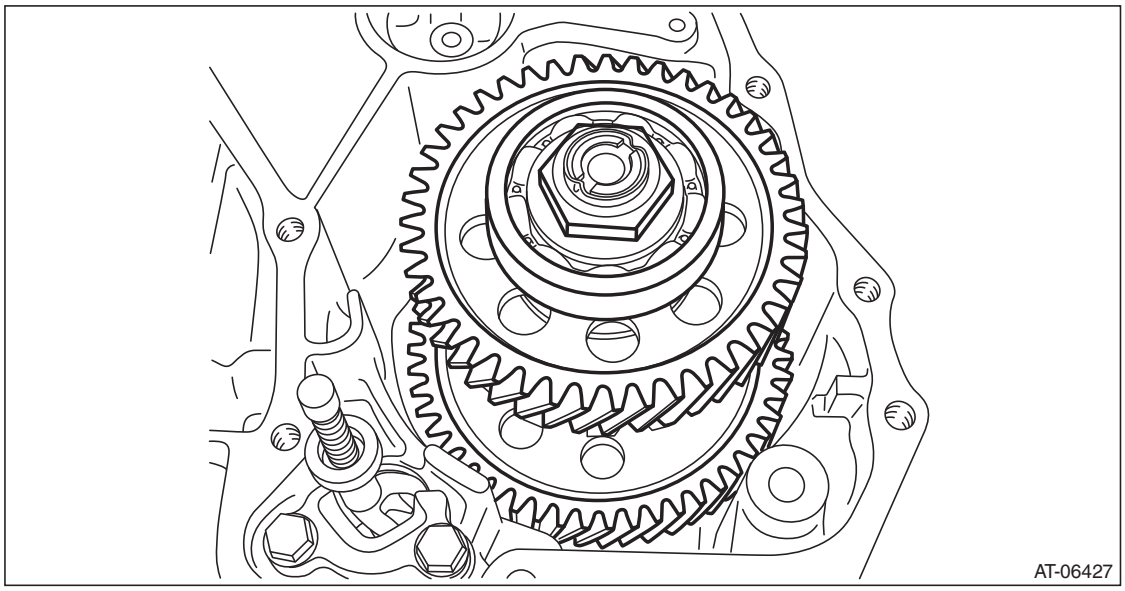
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
4) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
5) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
6) Remove the reduction driven gear assembly.



B: INSTALLATION

1) Install the reduction driven gear assembly.



2) Select the transfer drive gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>
3) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
4) Attach the selected transfer drive gear shim to extension case with vaseline.

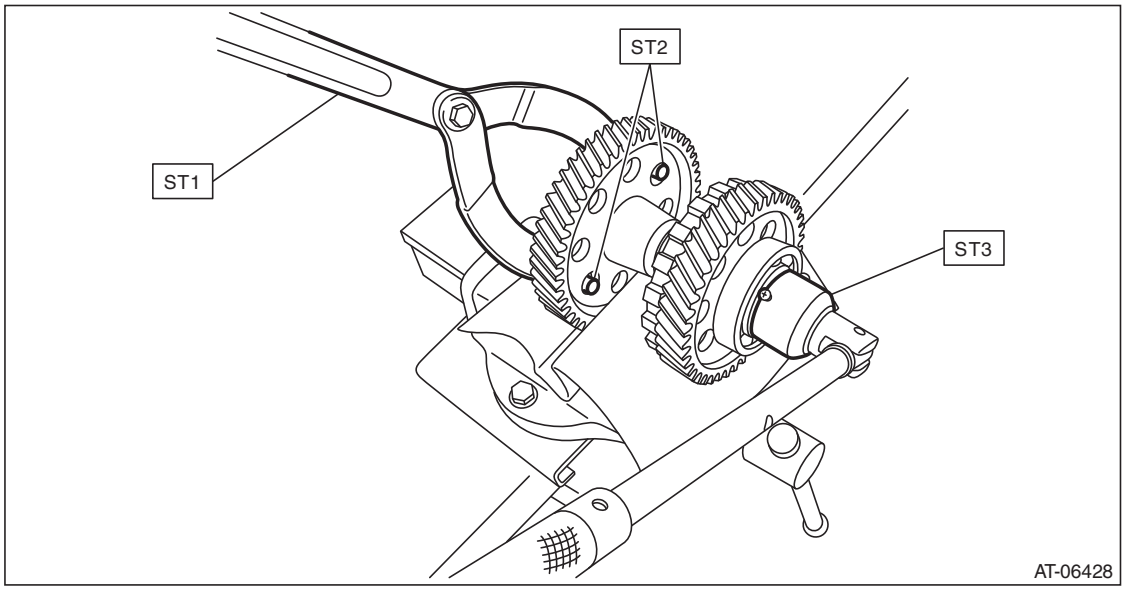
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5) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
6) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
7) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
8) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

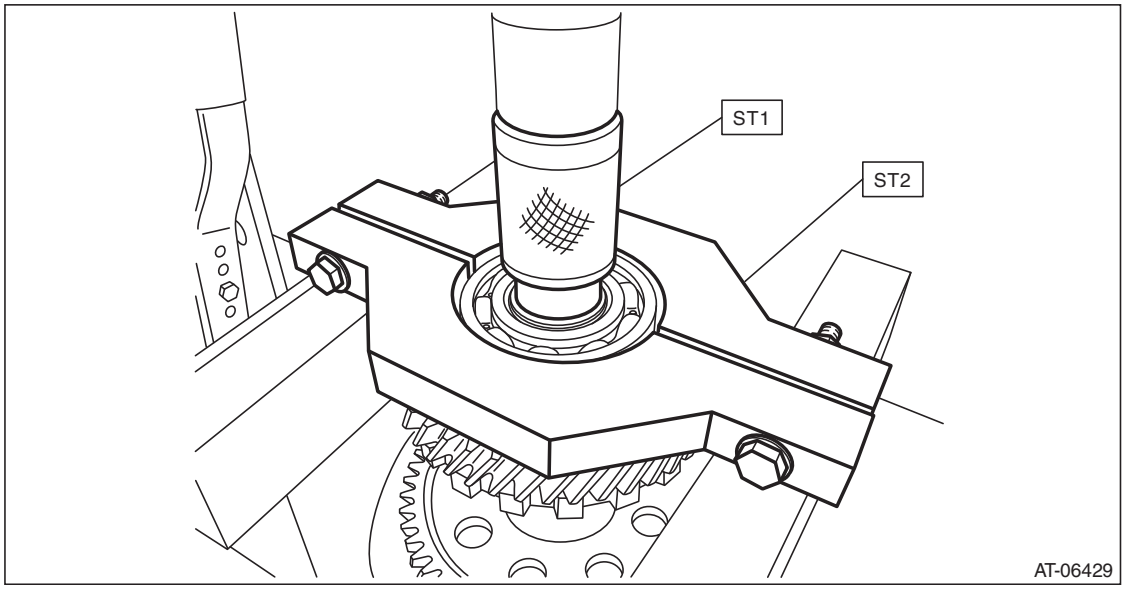
1) Flatten the tab of the lock nut.
2) Using the ST, counter the rotation of the reduction driven gear assembly, and remove the lock nut.

ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PIN SET
ST3 499987003 SOCKET WRENCH (35)



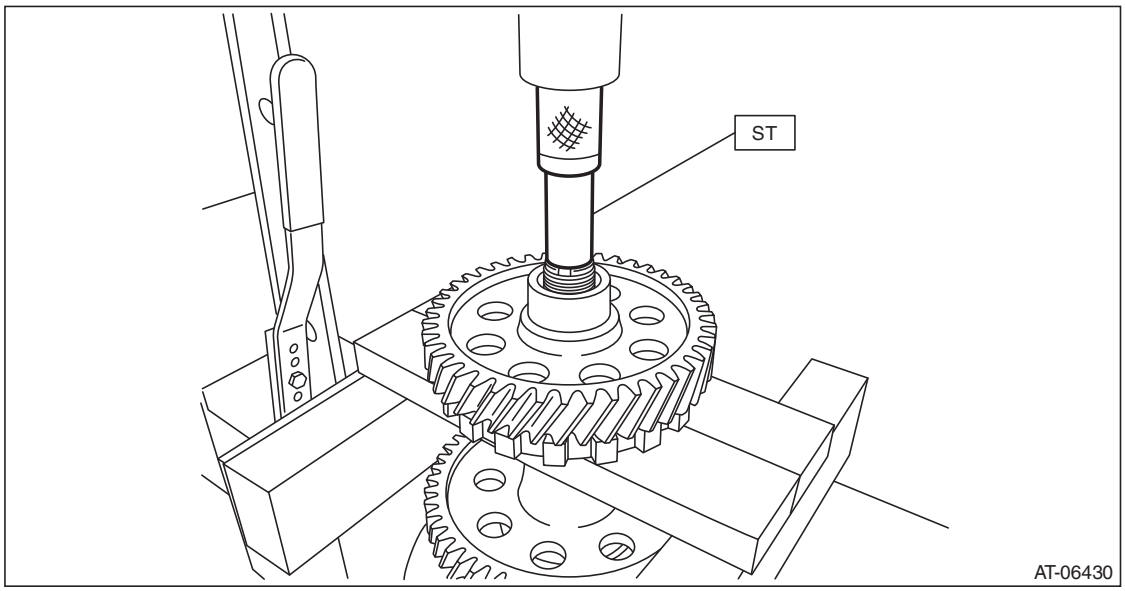
3) Remove the ball bearing using ST.

ST1 499757002 INSTALLER
ST2 498077300 REMOVER



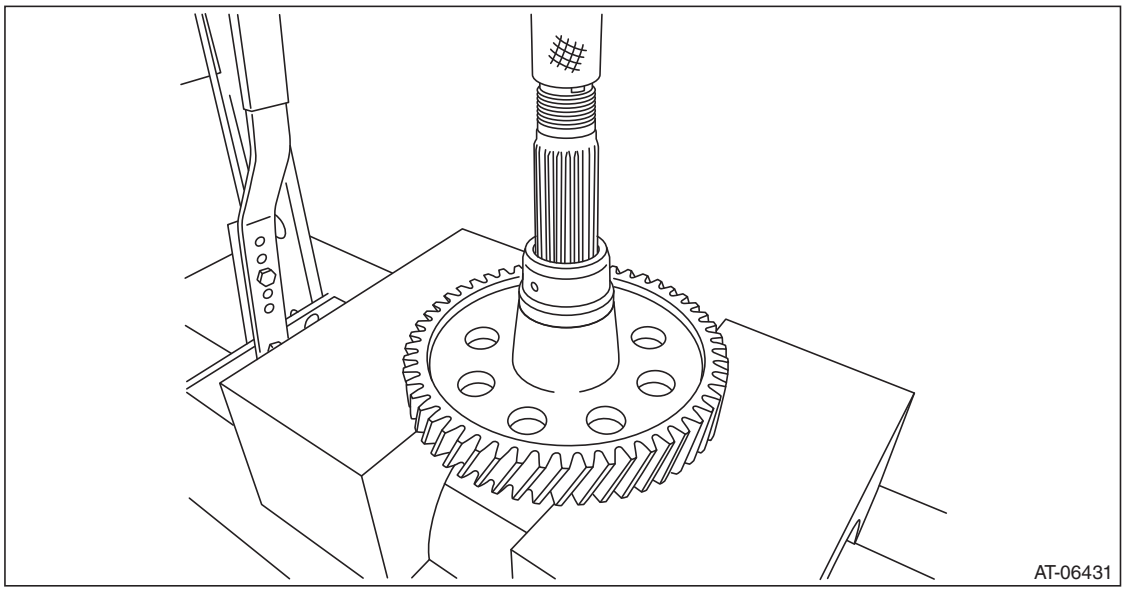
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4) Using the ST, remove the parking gear and transfer drive gear.
ST 899864100 REMOVER



5) Remove the collar.

NOTE:
When collar has been removed, do not reuse the reduction driven gear and/or shaft, and replace it with reduction driven gear COMPL.



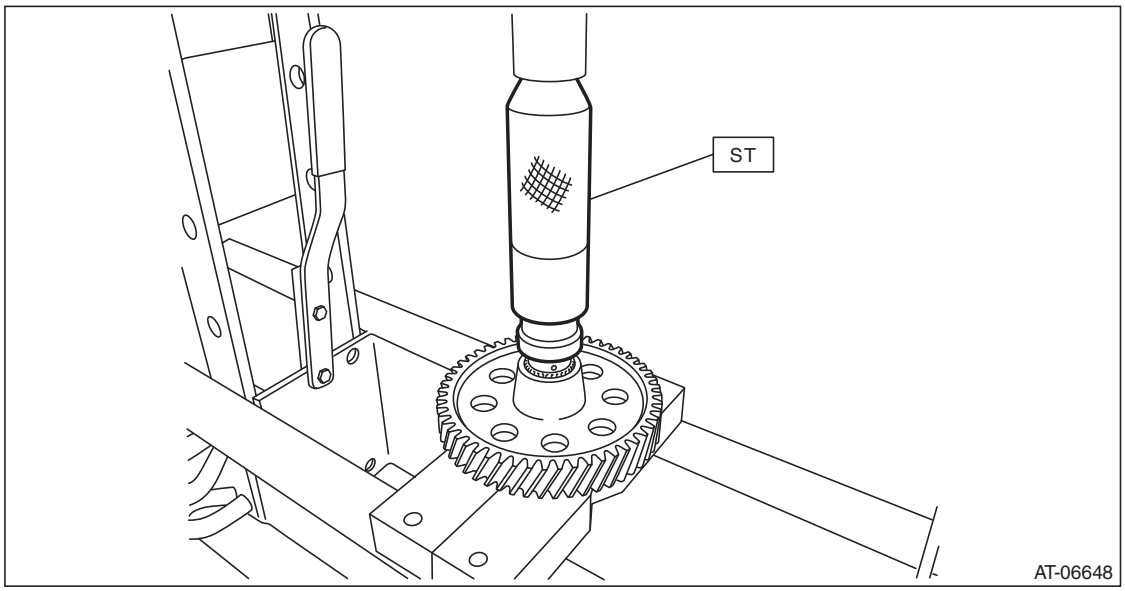
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D: ASSEMBLY

1) Using the ST, attach the collar.

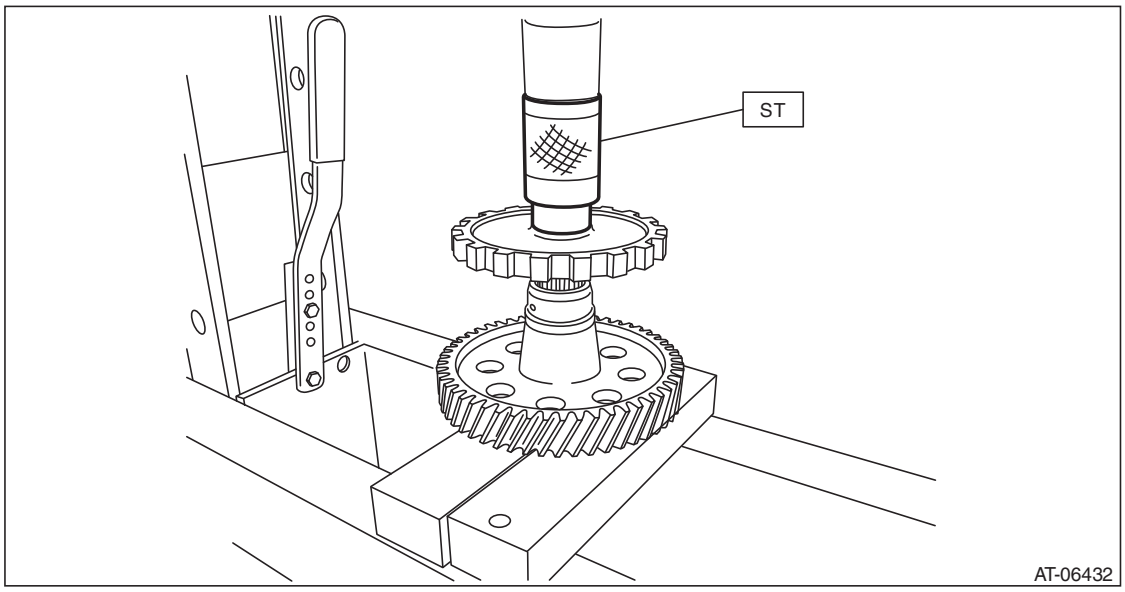
NOTE:
- Attach the collar in the correct direction.
- Use a new reduction driven gear COMPL.

ST 899580100 INSTALLER



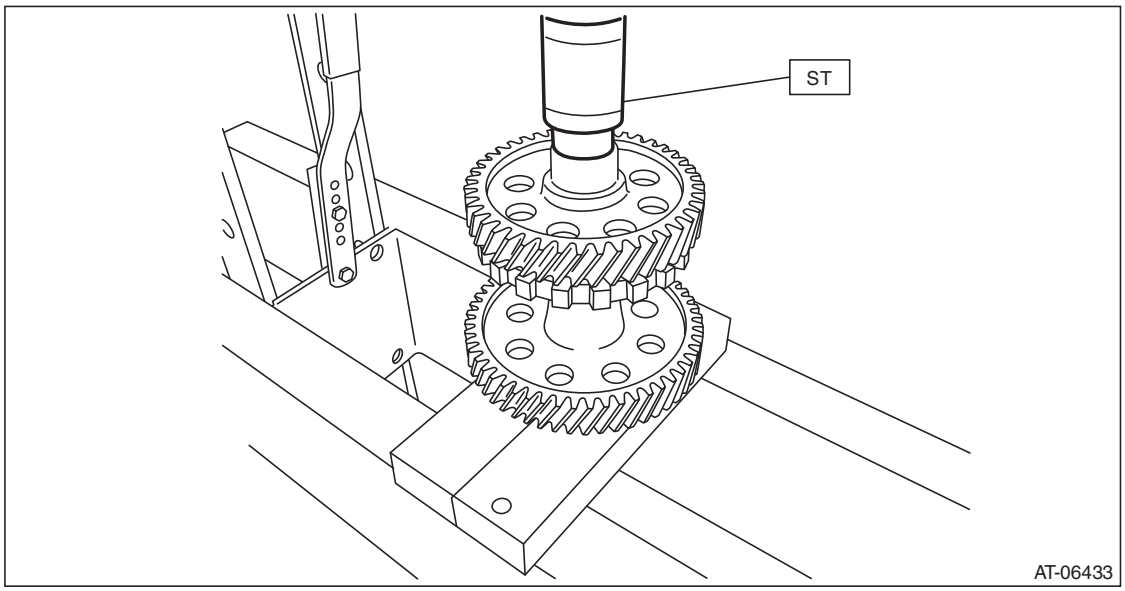
2) Using the ST, install the parking gear.

ST 499757002 INSTALLER



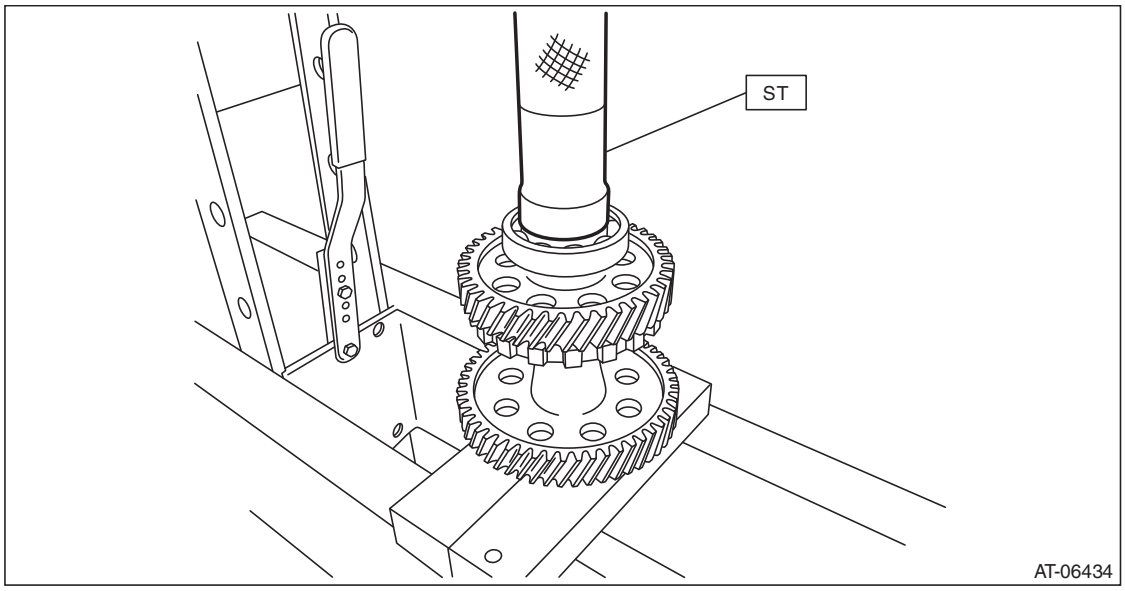
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3) Using the ST, install the transfer drive gear.
ST 499757002 INSTALLER



4) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER



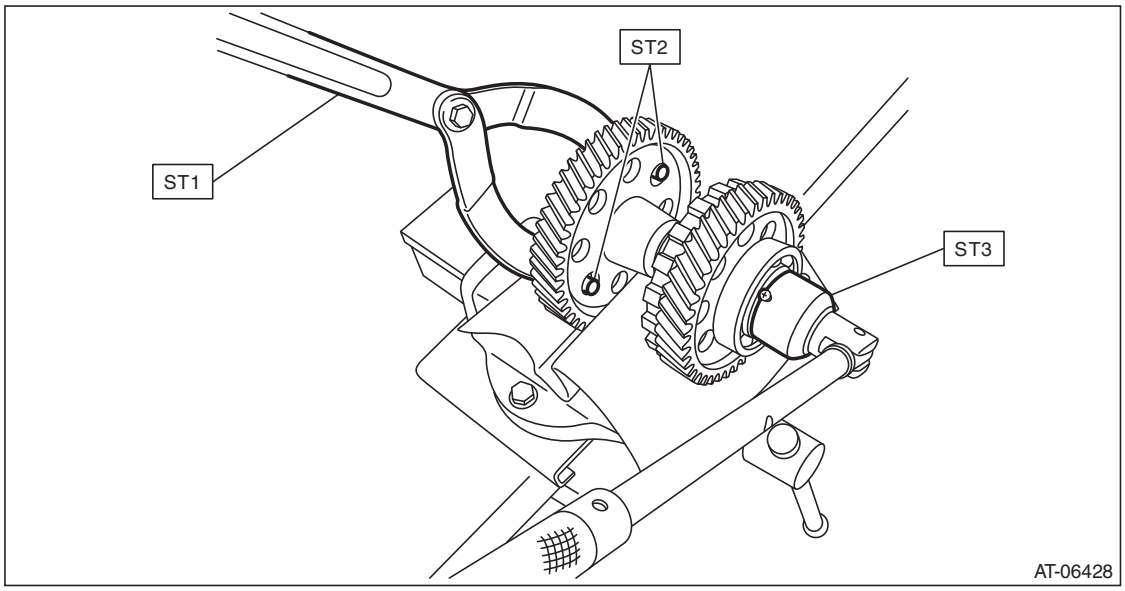
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5) Using the ST, counter the rotation of the reduction drive gear assembly, and install the lock nut.

NOTE:
Use a new lock nut.

ST1	18355AA000	PULLEY WRENCH
ST2	18334AA000	PIN SET
ST3	499987003	SOCKET WRENCH (35)

Tightening torque:
95 N·m (9.7 kgf-m, 70.1 ft-lb)



6) Crimp the lock nut in 4 locations.

CAUTION:
Do not allow the lock nut to be cracked during crimping operation.

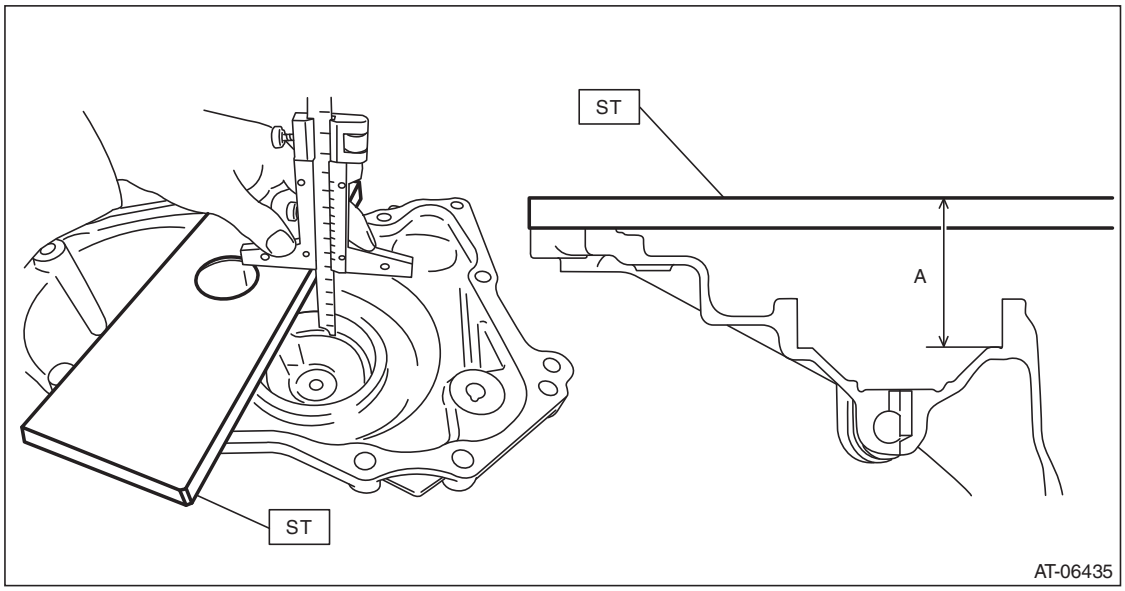
E: INSPECTION

- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Make sure each gear is not broken or damaged.

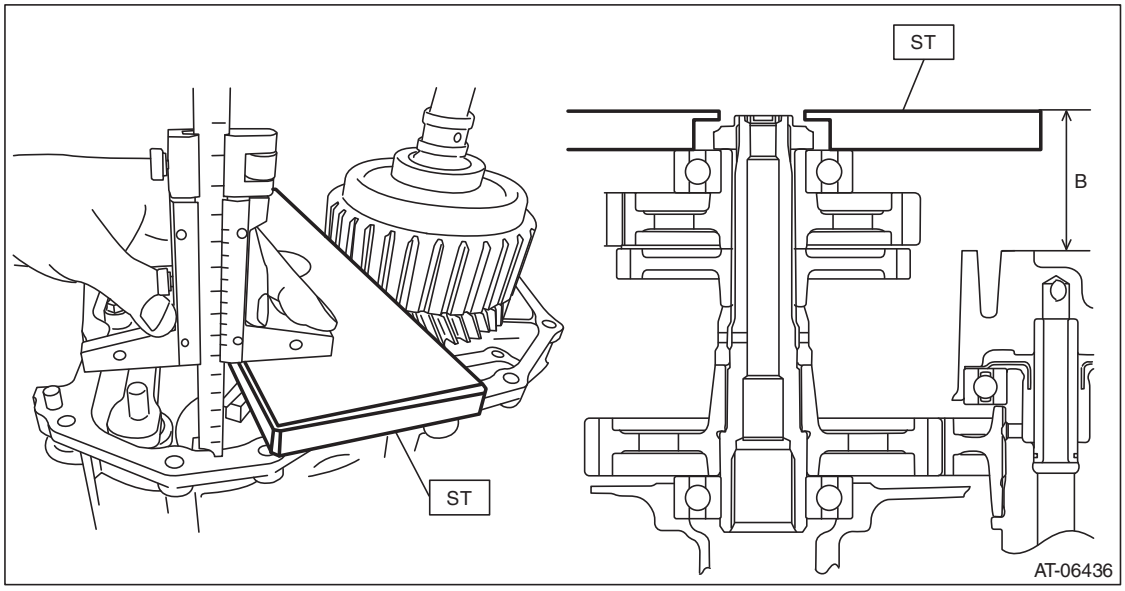
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F: ADJUSTMENT

1) Measure the height “A” from the ST upper face to the ball bearing catch surface.
ST 499575600 GAUGE



2) Measure the height “B” from the ST to the mating surface of the transmission case.
ST 499575600 GAUGE



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3) Obtain the thickness of transfer drive gear shim using the following formula to select one to three transfer drive gear shims.
T (mm) = A – B – (0.05 — 0.25)
[T (in) = A – B – (0.002 — 0.01)]
T: Shim thickness
A: Height from the ST upper face to the ball bearing catch surface
B: Height from ST to transmission case mating surface
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

Transfer drive gear shim	
Part No.	Thickness mm (in)
33279AA090	0.3 (0.012)
33279AA100	0.4 (0.016)
33279AA110	0.5 (0.020)

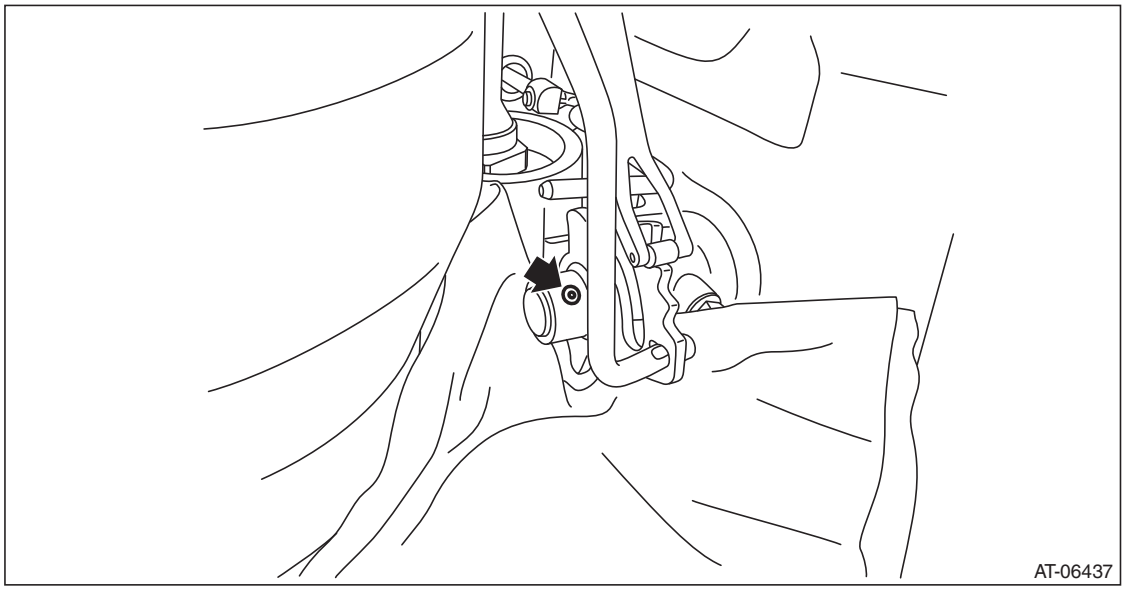
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34.Transmission Control Device

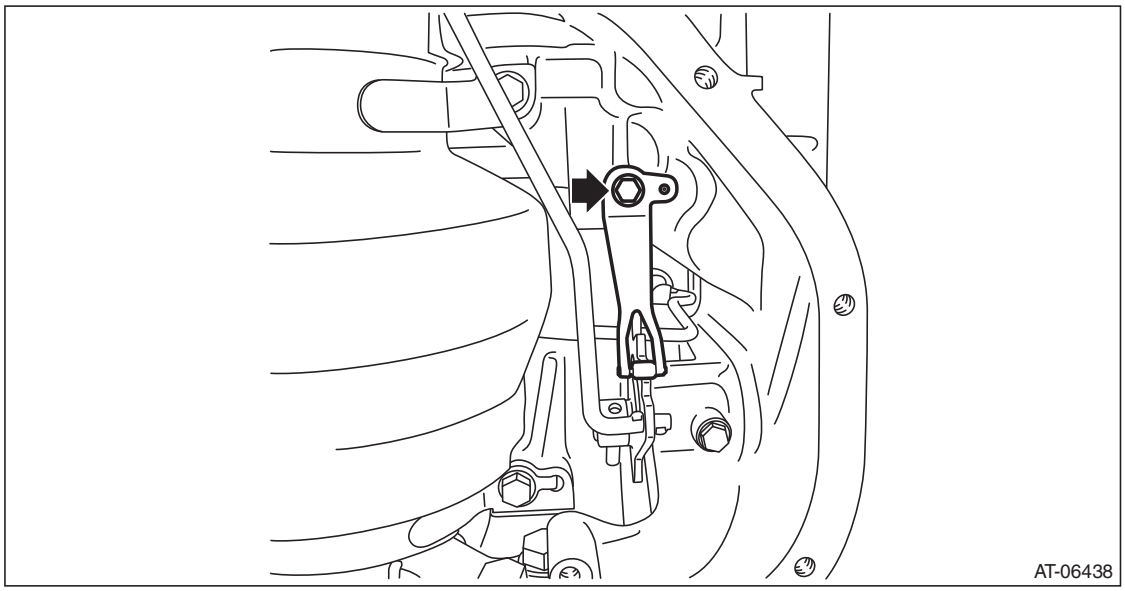
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
3) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
4) Shift the manual plate to “N” range, and remove the spring pin.

NOTE:
Prevent the spring pin from dropping in the transmission using paper towel etc.

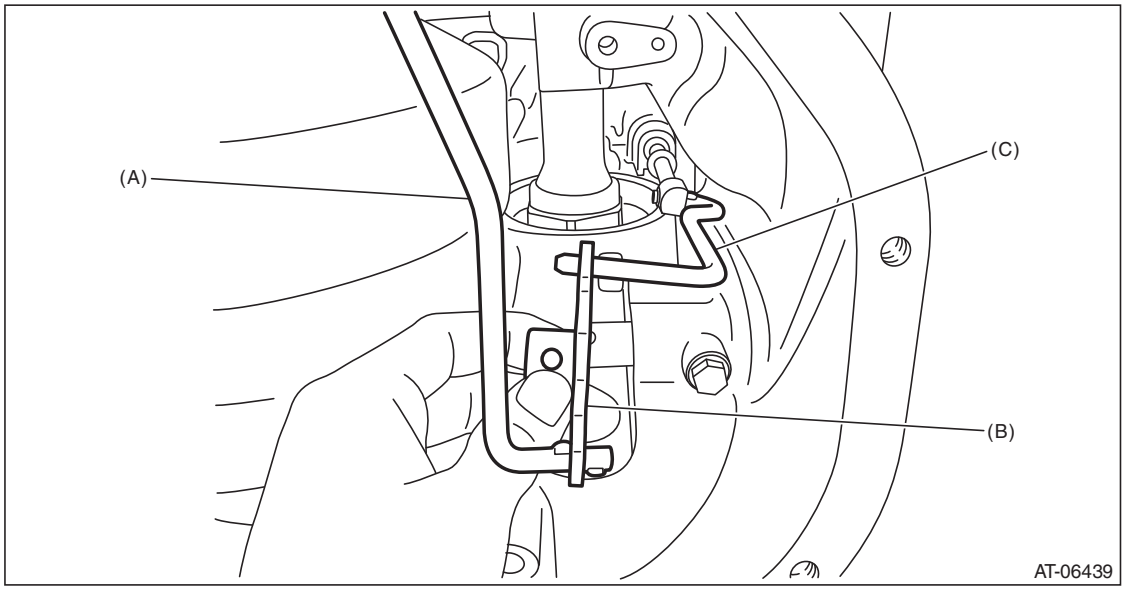


5) Remove the detent spring.



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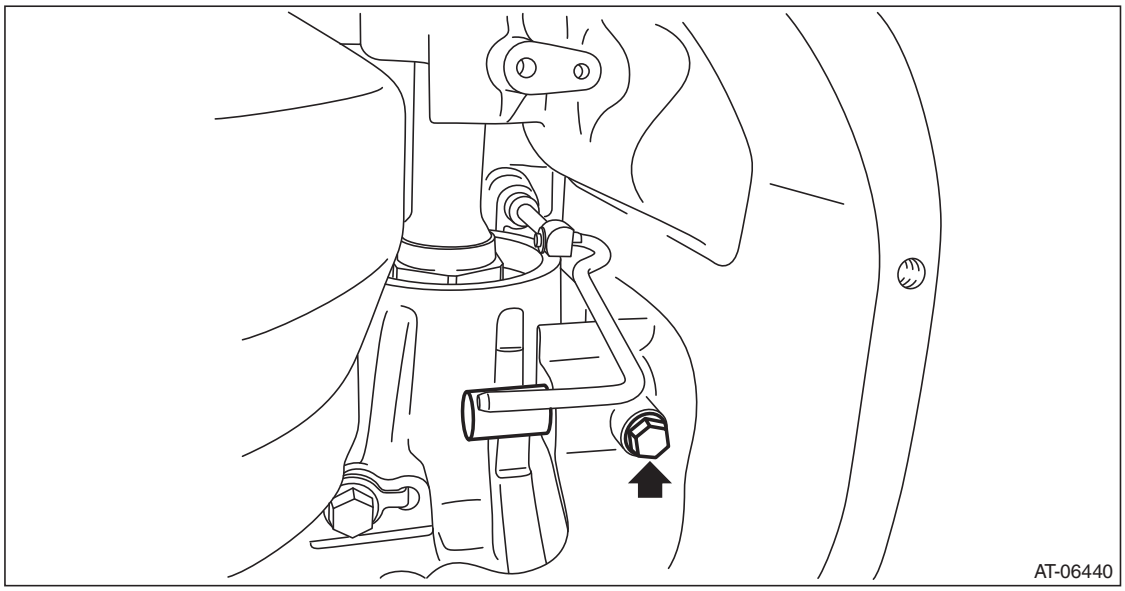
6) Remove the manual plate from the shifter arm shaft, and remove the shift connecting rod of the manual valve.



(A) Parking rod
(B) Manual plate
(C) Shift connecting rod

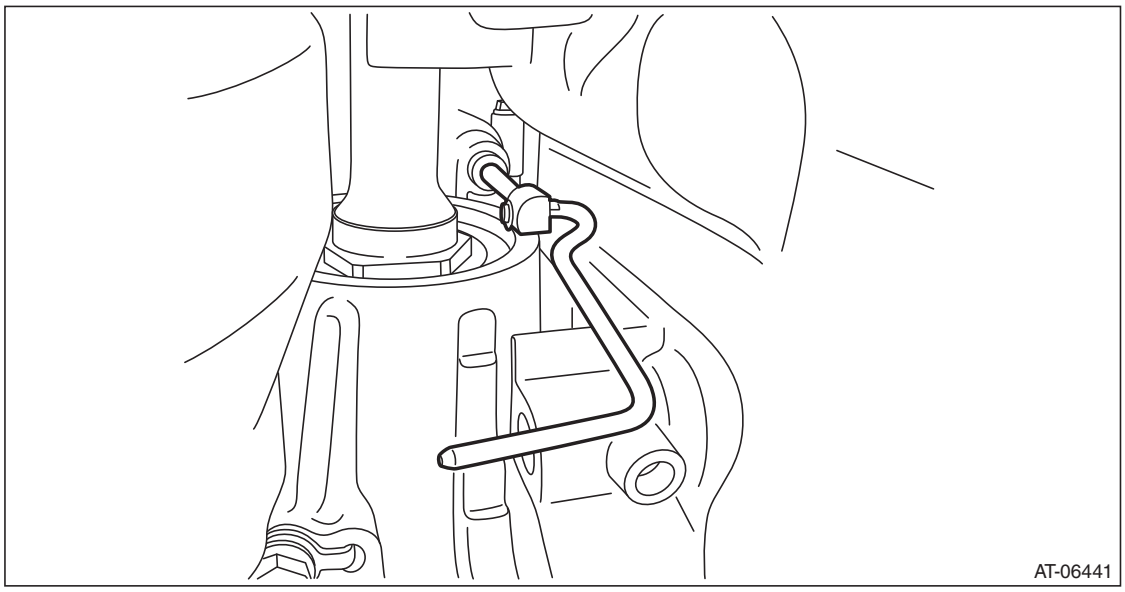
7) Remove the manual plate and parking rod.
8) Remove the bolt, and remove the shifter arm shaft.

NOTE:
Do not damage the lip of oil seal press-fitted in the case.

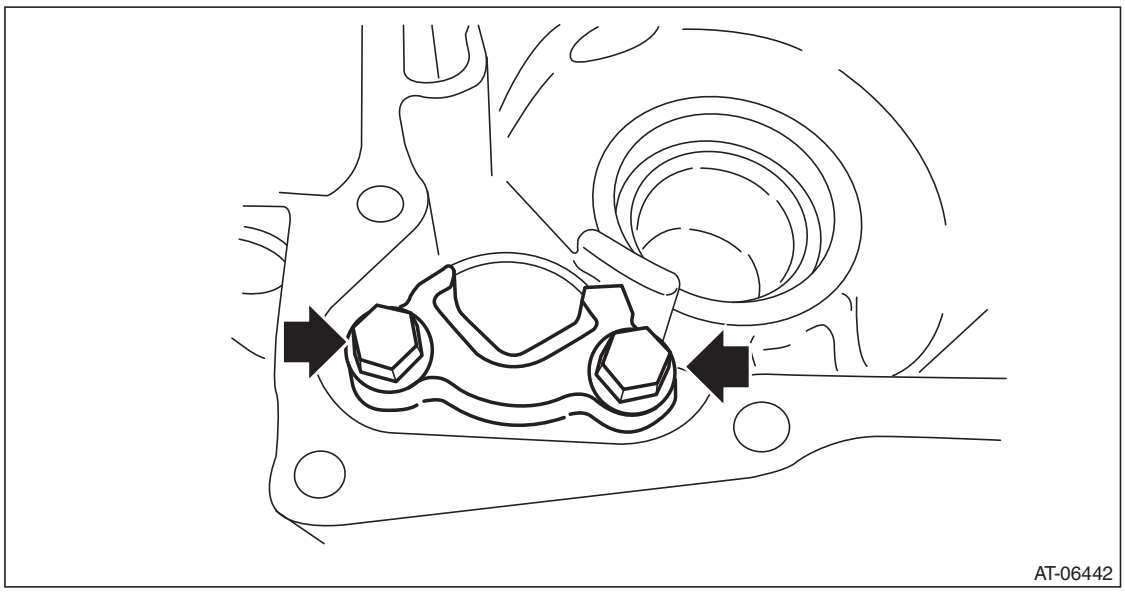


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9) Remove the manual valve.



10) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
11) Remove the parking support.

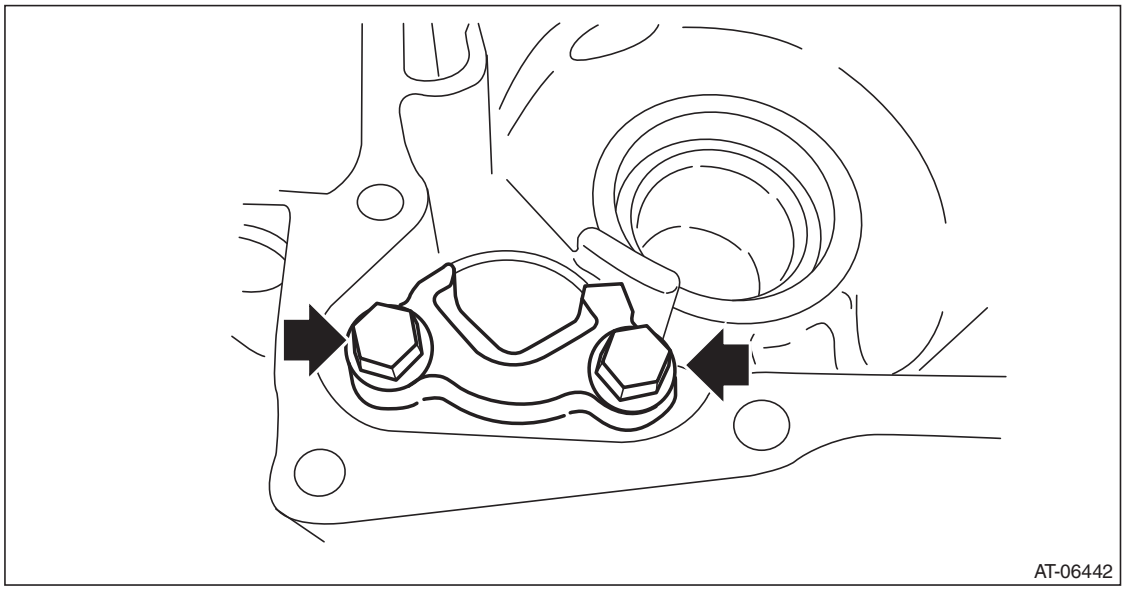


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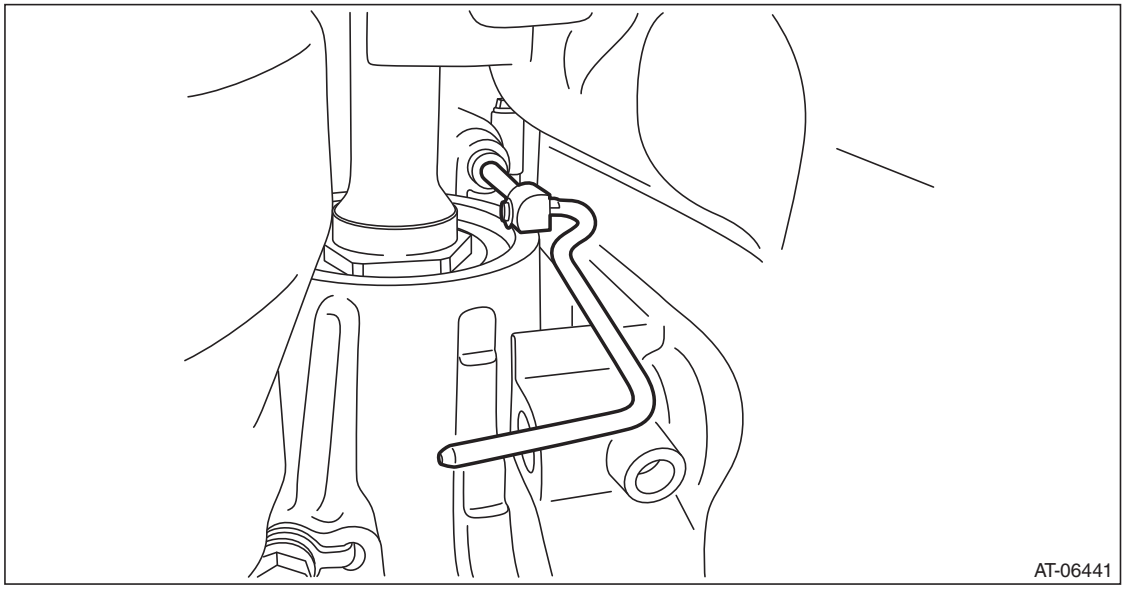
B: INSTALLATION

1) Install the parking support.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



2) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
3) Install the manual valve.

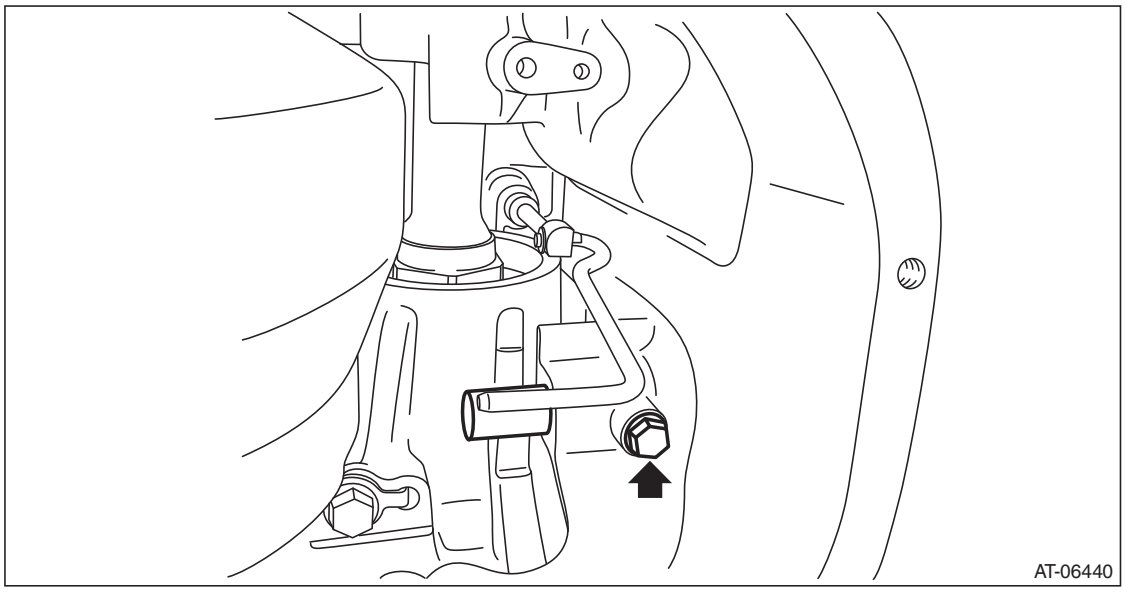


Provided Exclusively on Ebay by Seller "4SubaruManuals"

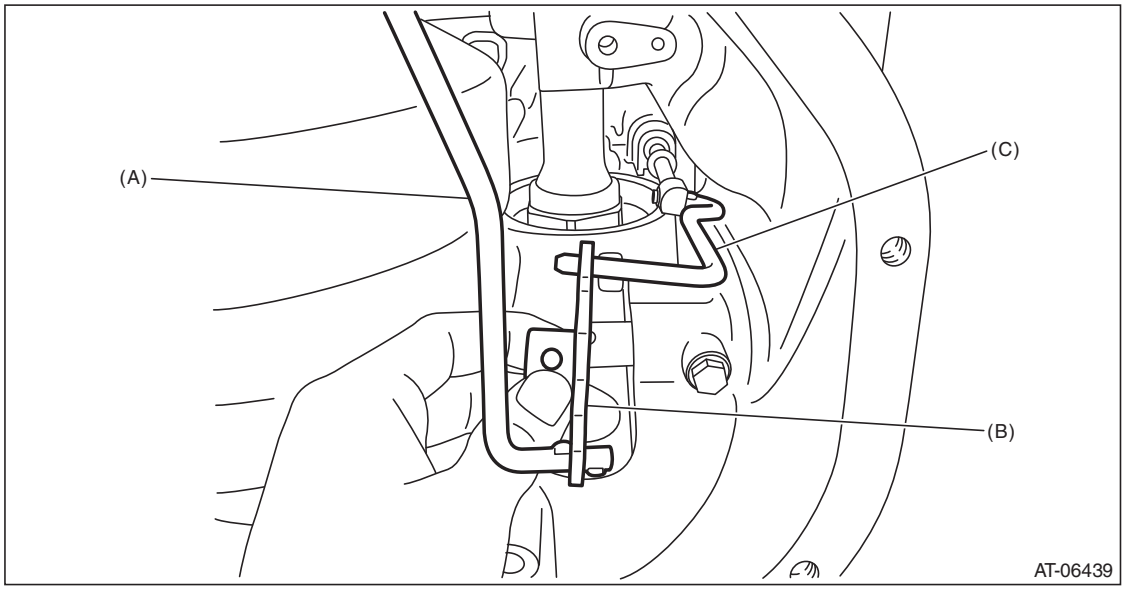
4) Install the shifter arm shaft and bolt.

NOTE:
Do not damage the lip of oil seal press-fitted in the case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



5) Install the parking rod to the manual plate.
6) Insert the parking rod into the transmission case, and install the shift connecting rod of the manual valve to the manual plate.



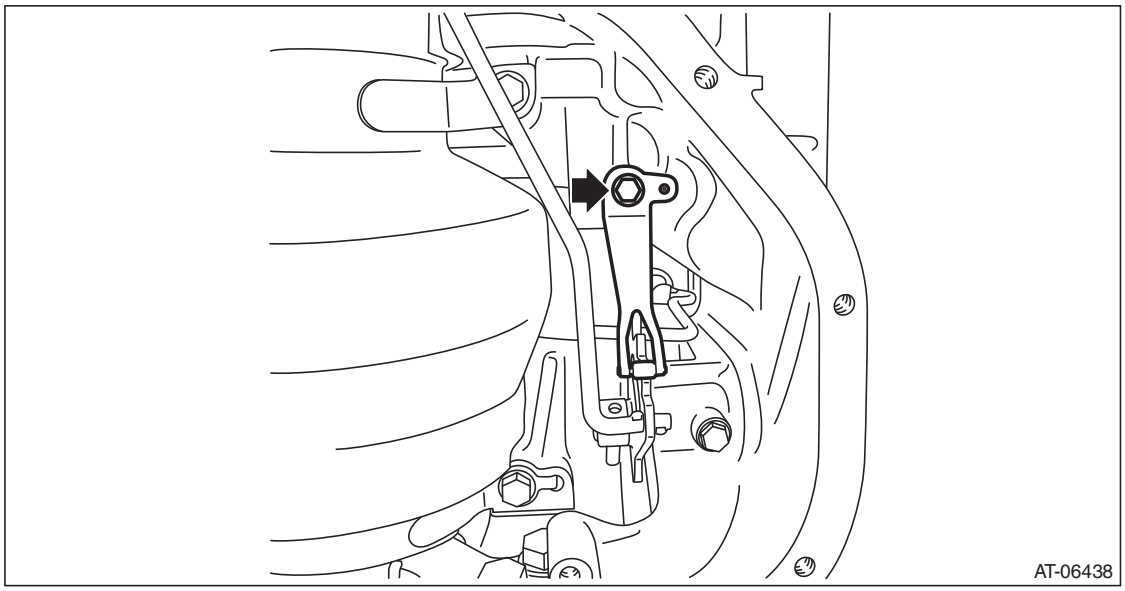
(A) Parking rod
(B) Manual plate
(C) Shift connecting rod

7) Install the manual plate to the shifter arm shaft.

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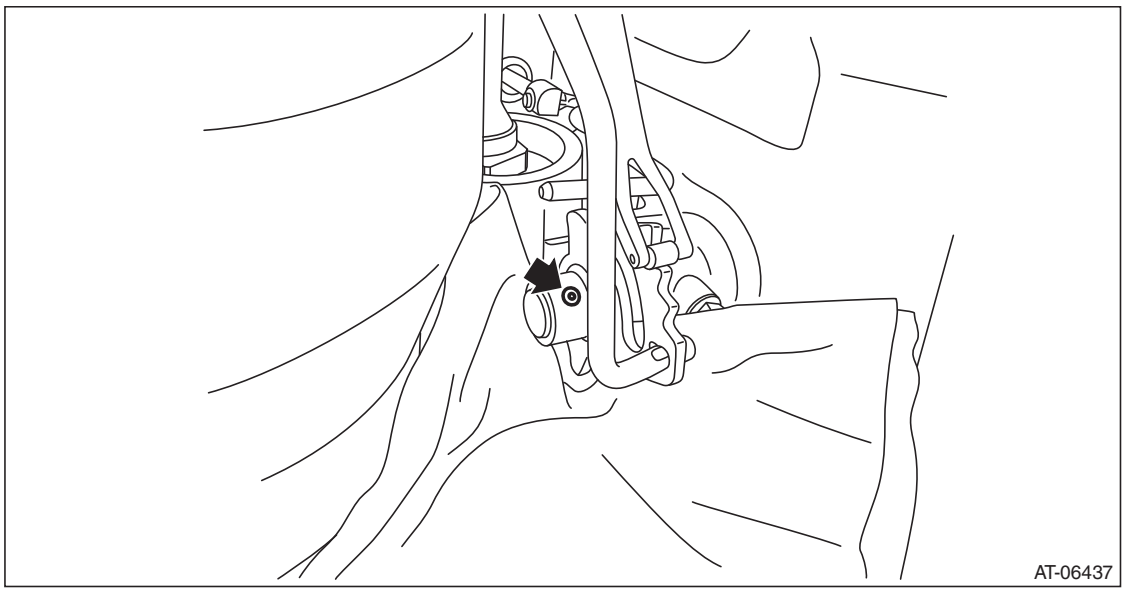
8) Install the detent spring to the transmission case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



9) Install the spring pin.

NOTE:
Use new spring pin.



10) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
11) Adjust the inhibitor switch. <Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.>
12) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

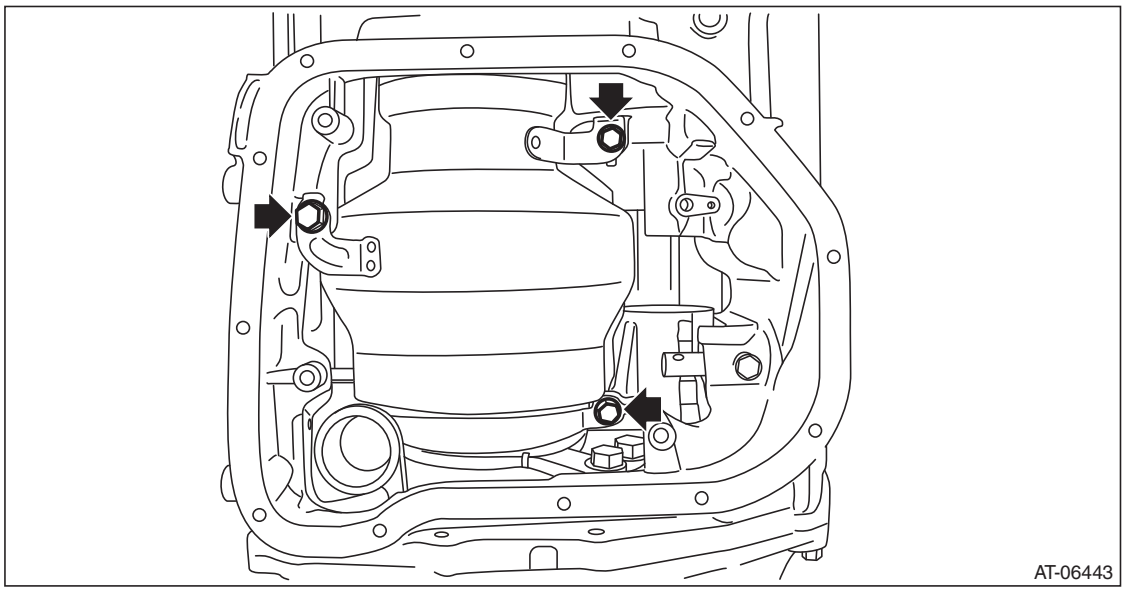
Make sure that the manual plate and detent spring are not worn or otherwise damaged.

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35.Transmission Case

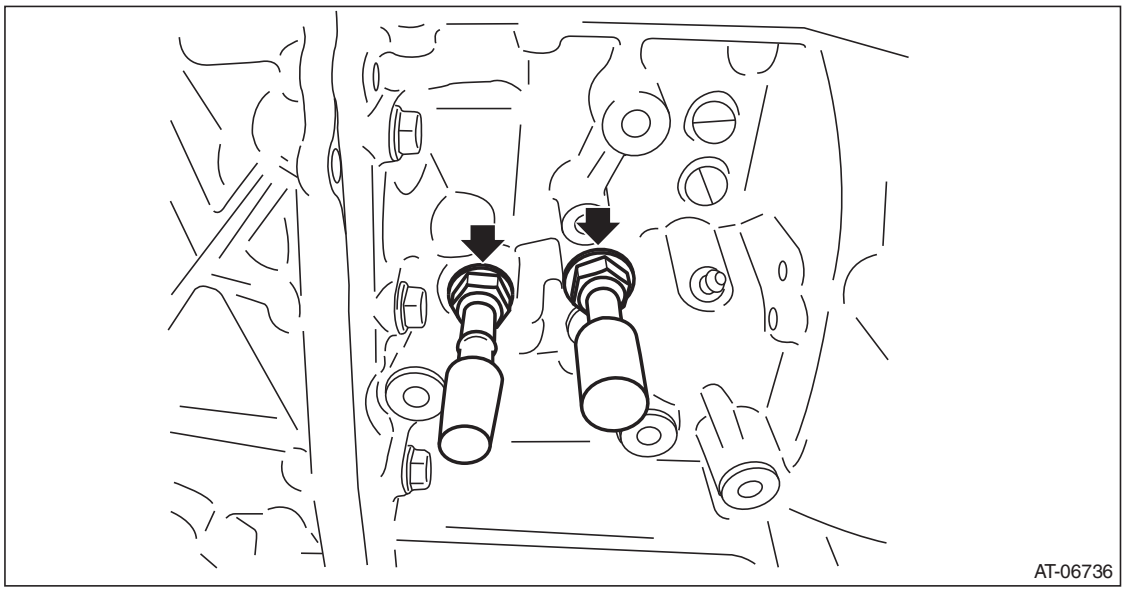
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the oil baffle securing bolt.



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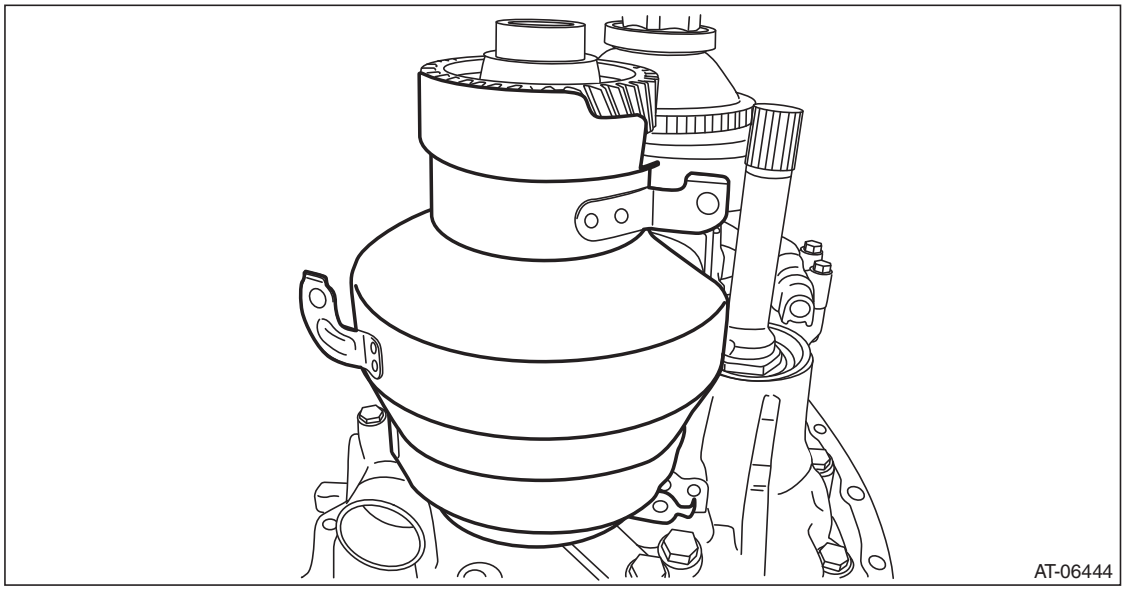
17) Remove the oil cooler pipe.



18) Remove the transmission case.

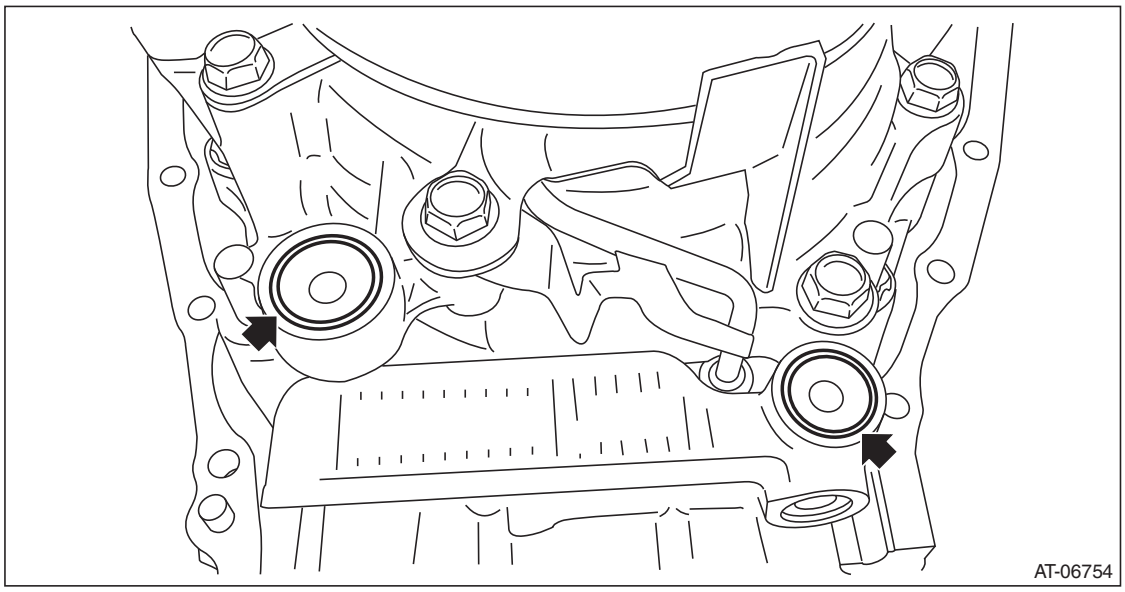
NOTE:
The total number of transmission case mounting bolts is 15.

19) Remove the oil baffle.

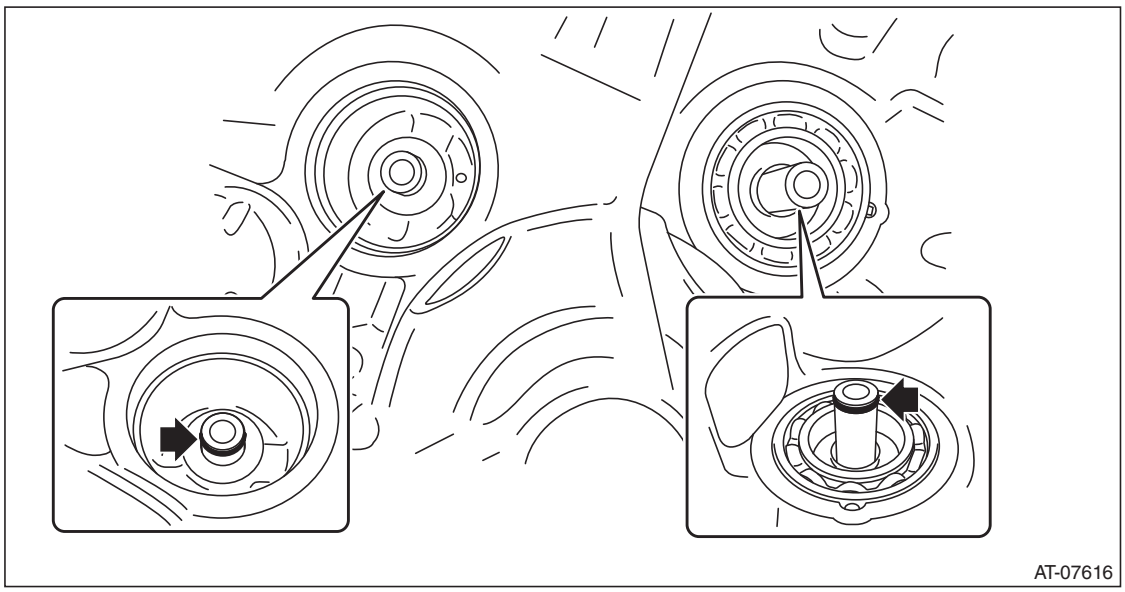


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20) Remove the O-ring.



21) Remove the seal ring from the transmission case.

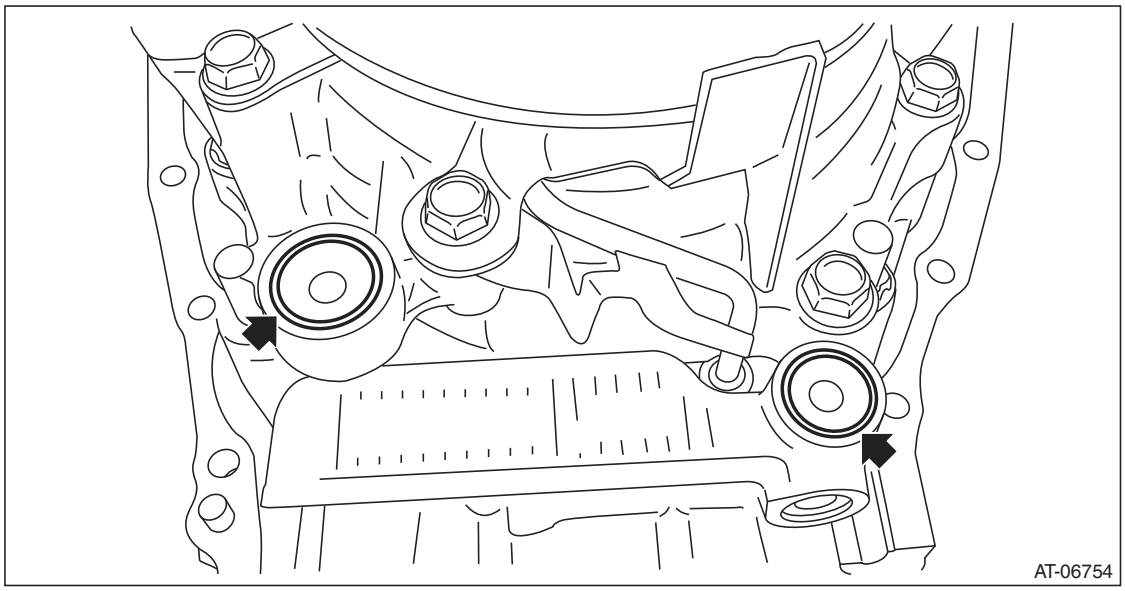


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B: INSTALLATION

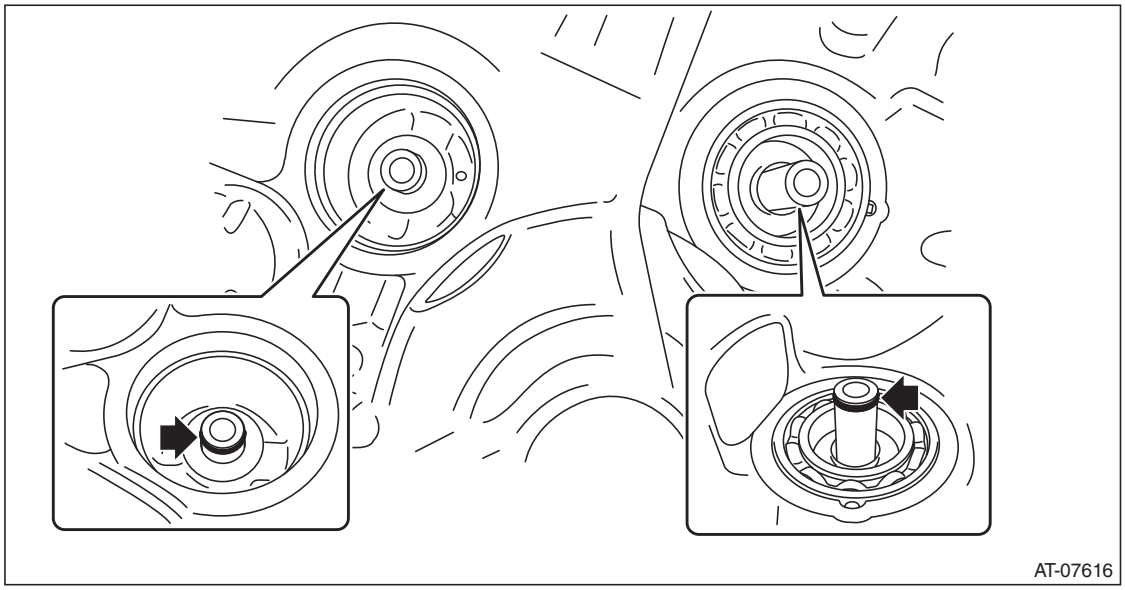
1) Clean the mating surface of transmission case and converter case.
2) Select the reduction gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>
3) Remove the transmission case, and install the selected reduction gear shim to the reduction drive gear.
4) Install the O-rings to the reverse clutch housing and drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



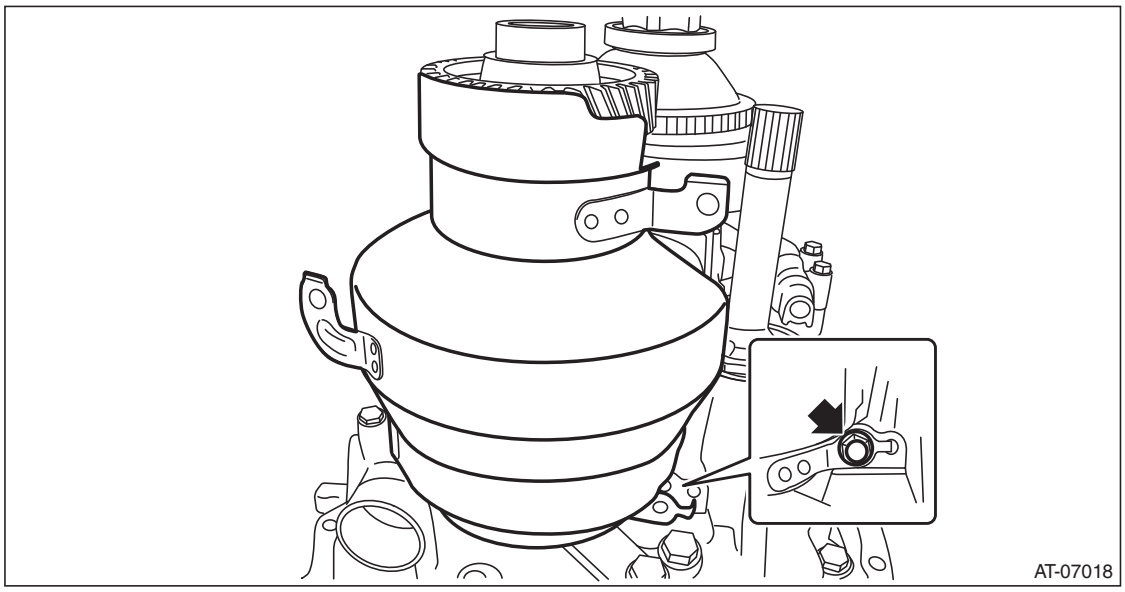
5) Install the seal ring to the transmission case.

NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.



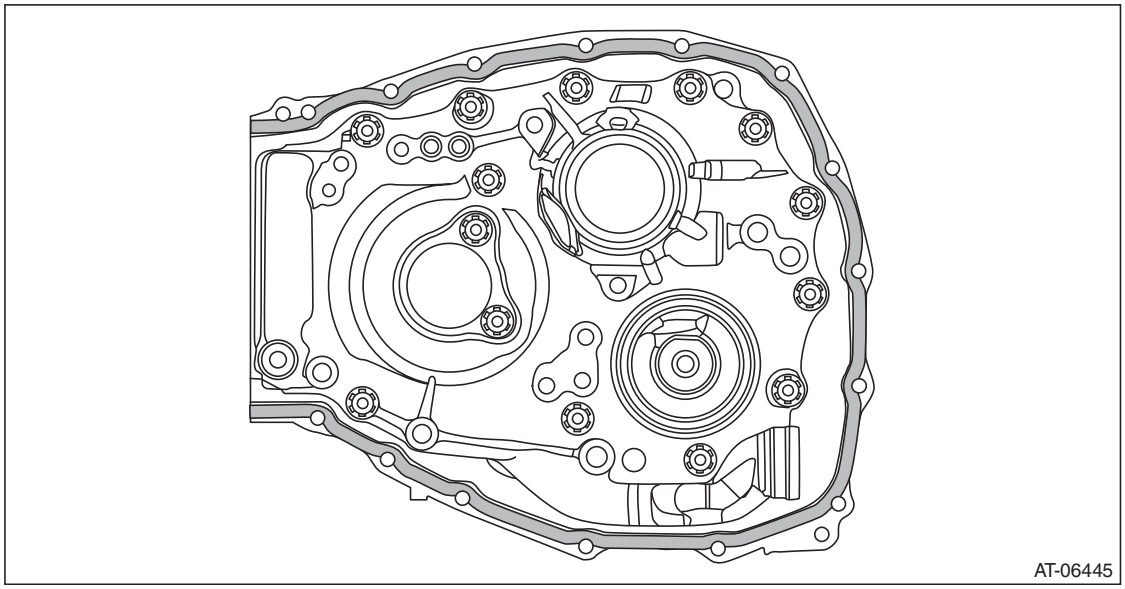
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6) Cover the secondary pulley with the oil baffle, and temporarily install it with bolts.



7) Apply liquid gasket seamlessly to the mating surface of transmission case.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



8) Install the transmission case.

NOTE:
The total number of transmission case mounting bolts is 15.

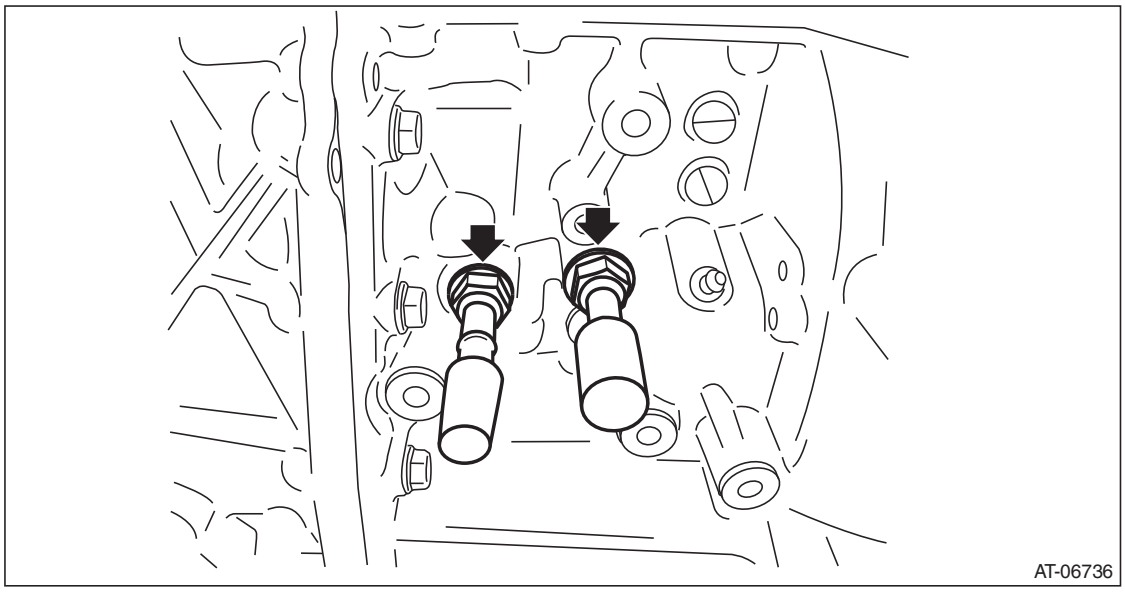
Tightening torque:
22 N·m (2.2 kgf-m, 16.2 ft-lb)

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9) Install the oil cooler pipe.

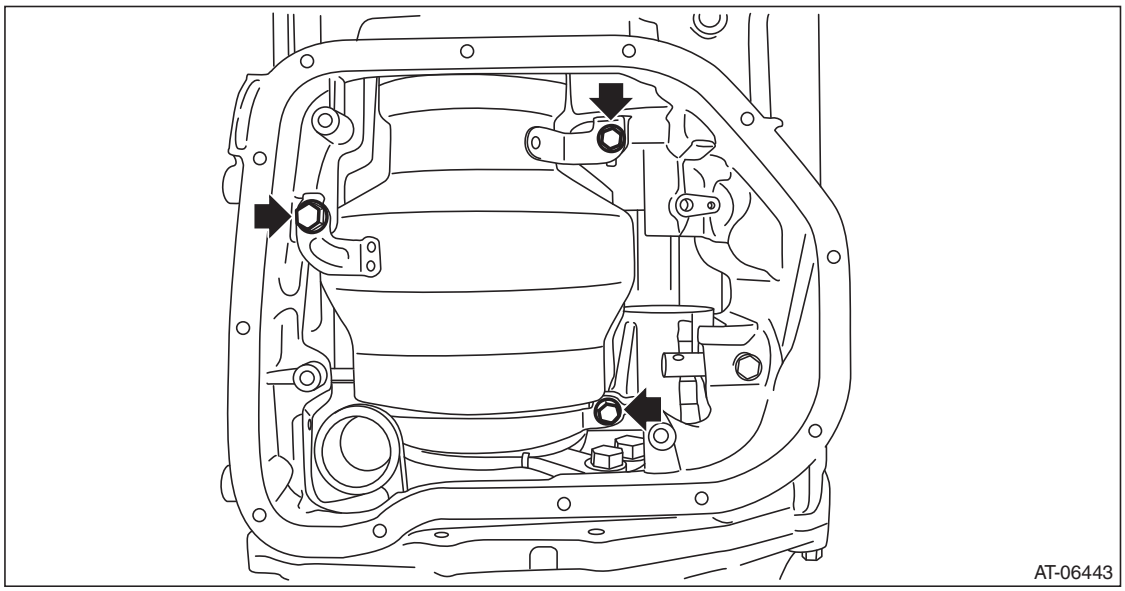
NOTE:
Use new O-rings.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



10) Install the oil baffle securing bolt.

Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



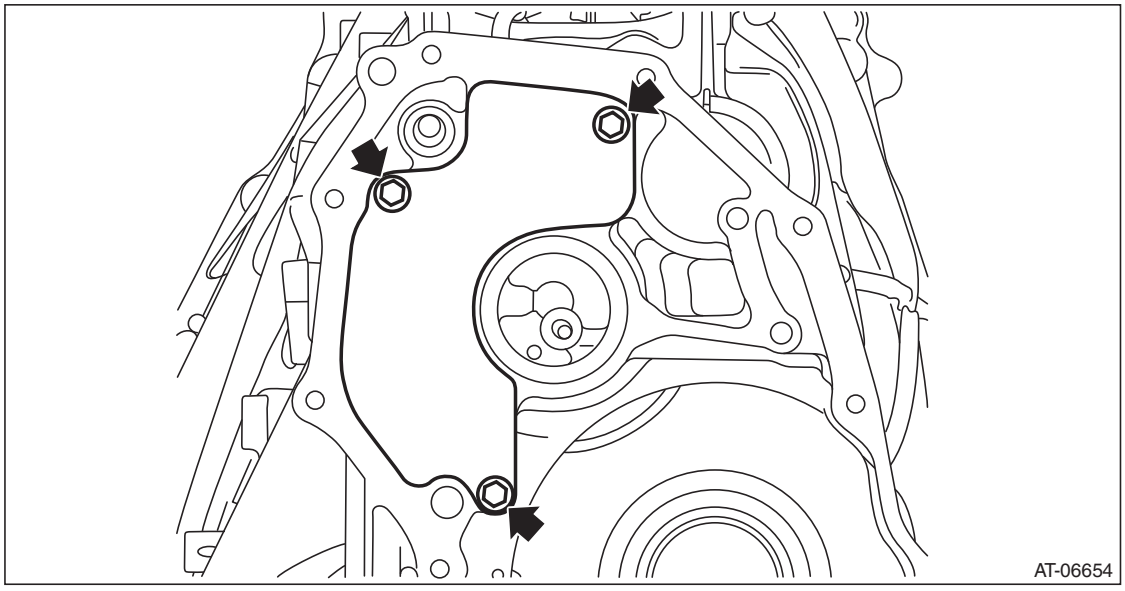
11) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
12) Install the oil pan and oil strainer. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
14) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
15) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
16) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>

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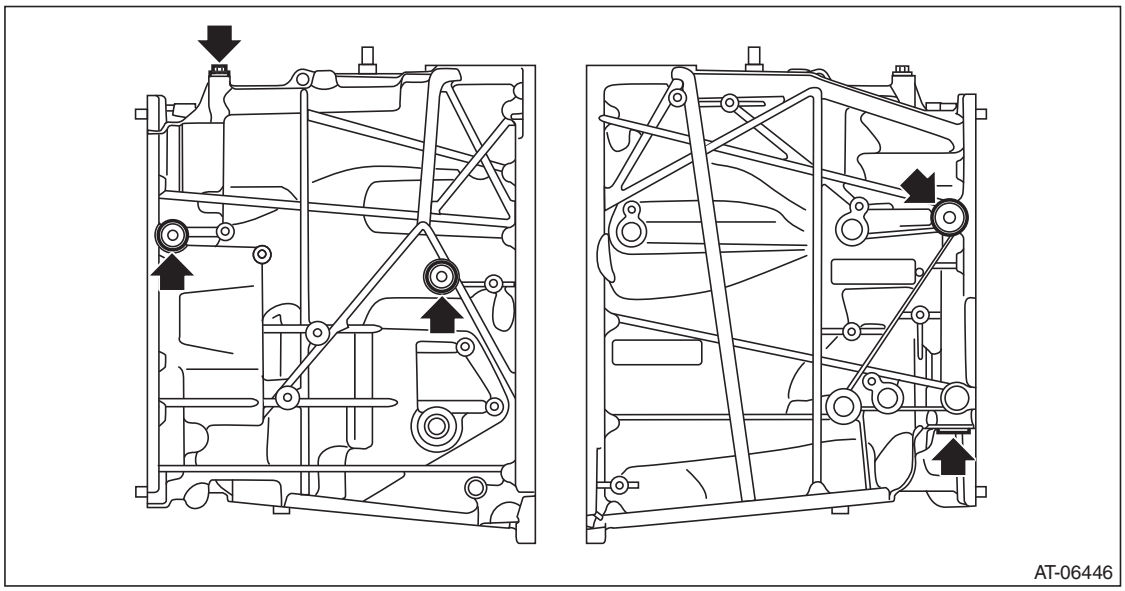
17) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
18) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
19) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
20) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
21) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
22) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
23) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
24) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the oil stopper plate.

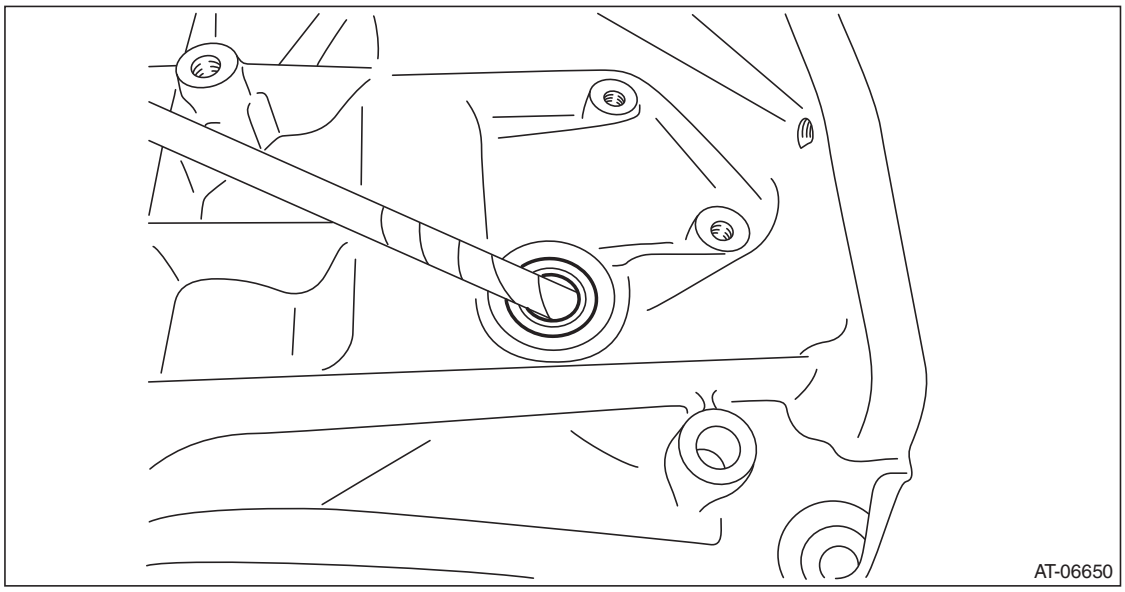


2) Remove all plugs from the transmission case.

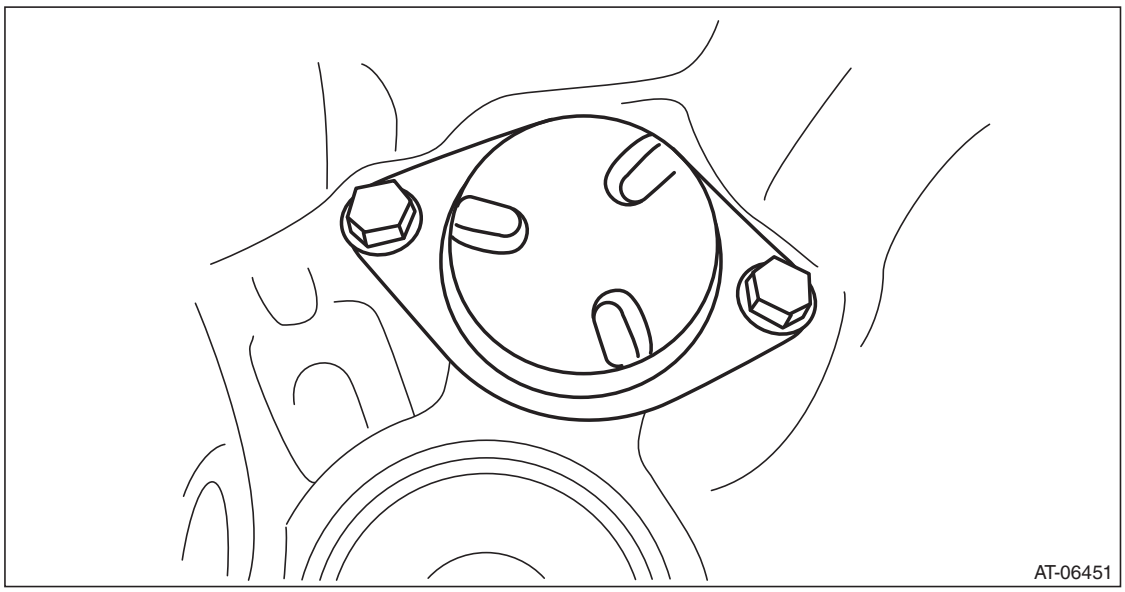


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3) Remove the oil seal using a screwdriver wrapped with cloth etc.

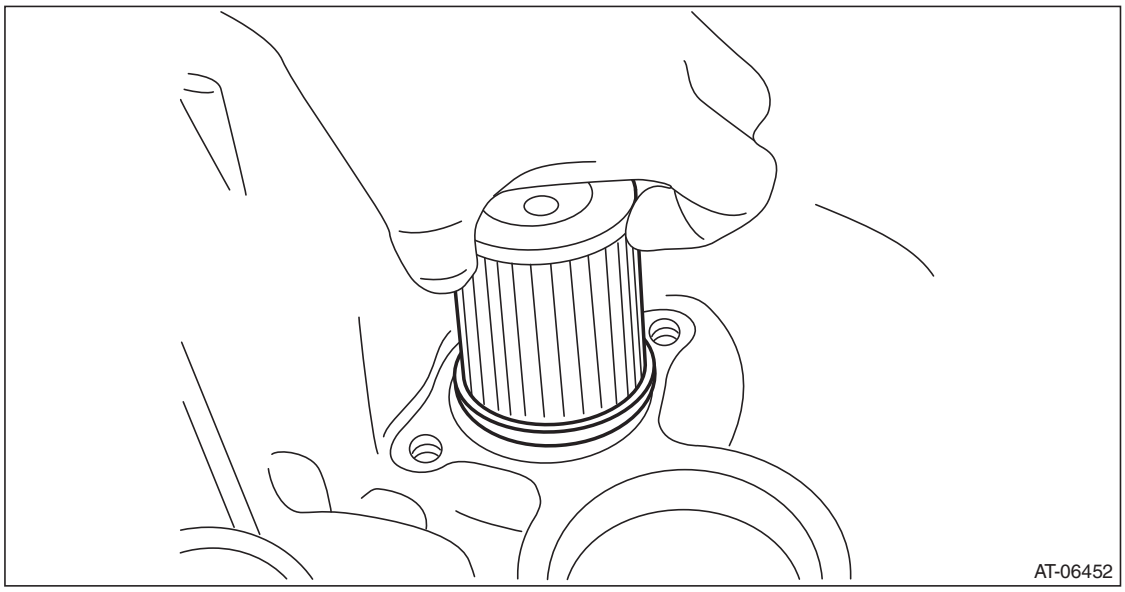


4) Remove the CVTF filter cover and gasket.



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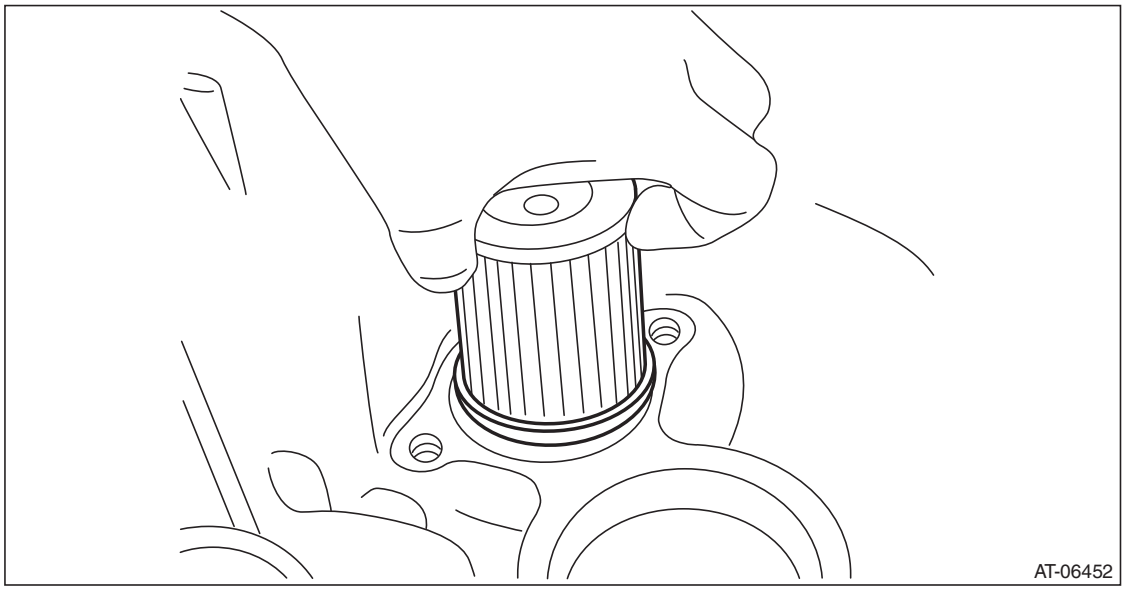
5) Remove the CVTF filter.



D: ASSEMBLY

1) Face the O-ring side of the CVTF filter to the transmission case side, and install the CVTF filter.

NOTE:
Apply CVTF to the O-ring of CVTF filter.

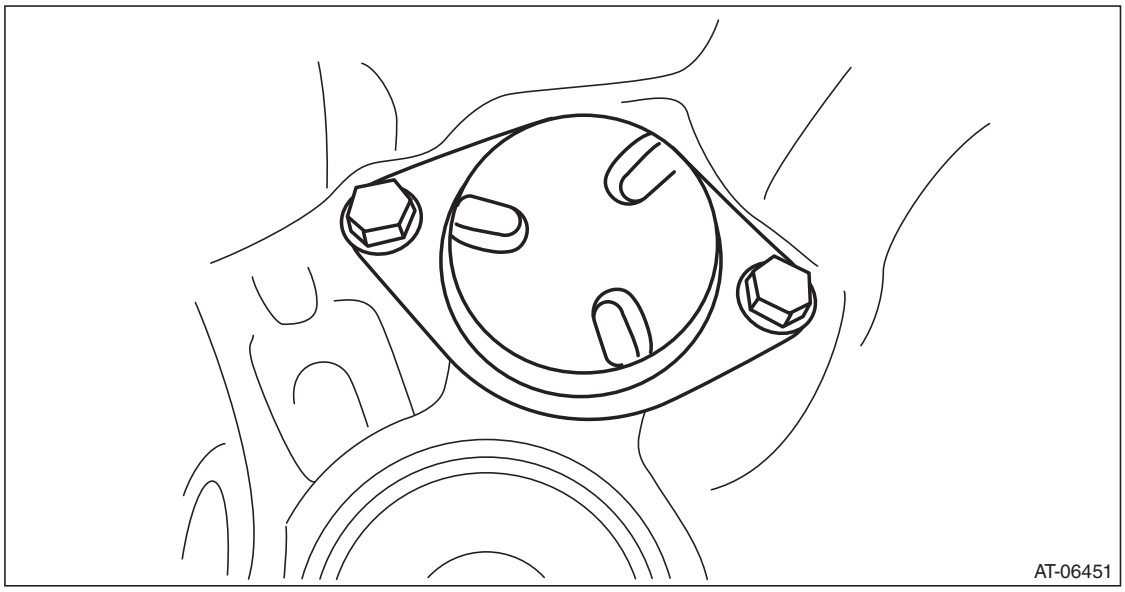


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2) Install the CVTF filter cover and gasket.

NOTE:
Use a new gasket.

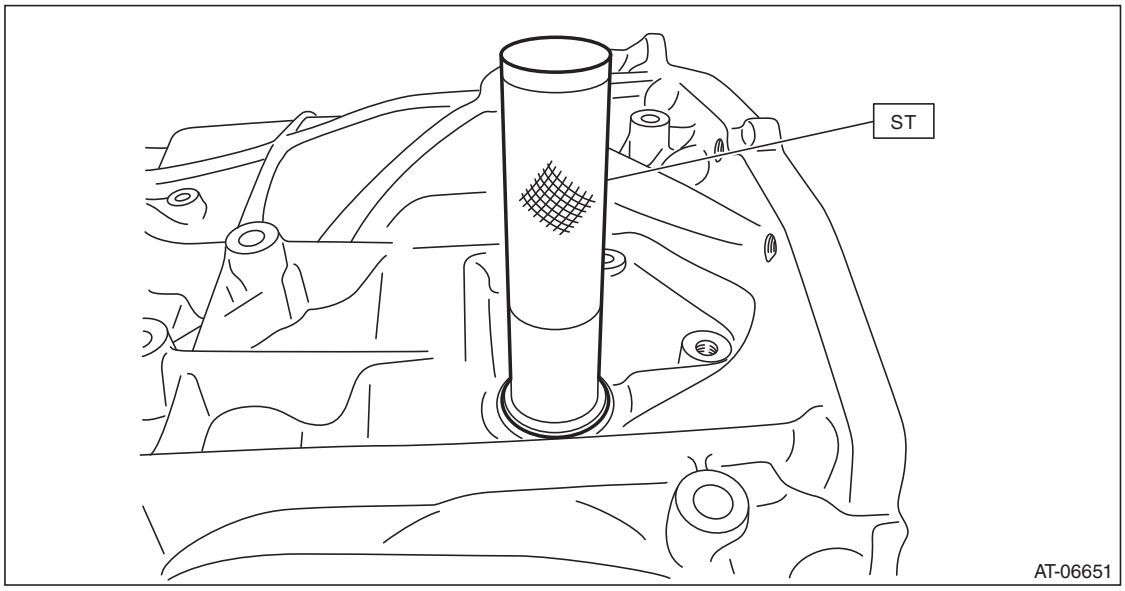
Tightening torque:
17 N·m (1.7 kgf-m, 12.5 ft-lb)



3) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

ST 18657AA000 INSTALLER

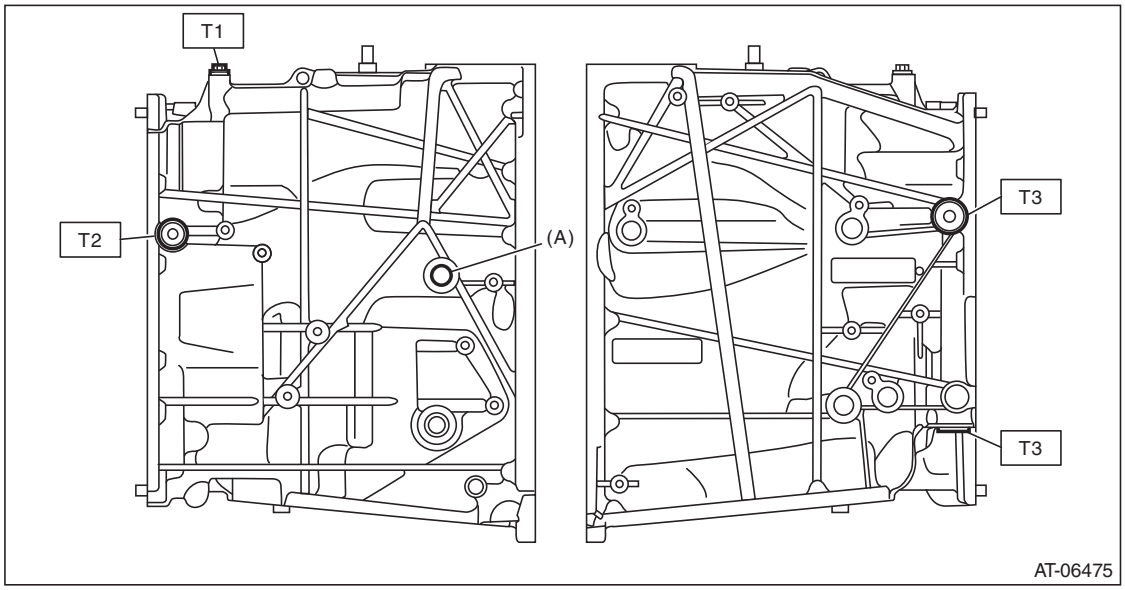


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4) Install all plugs.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.
- For the plug (A), fill the CVTF, and then tighten the plug using a new O-ring.

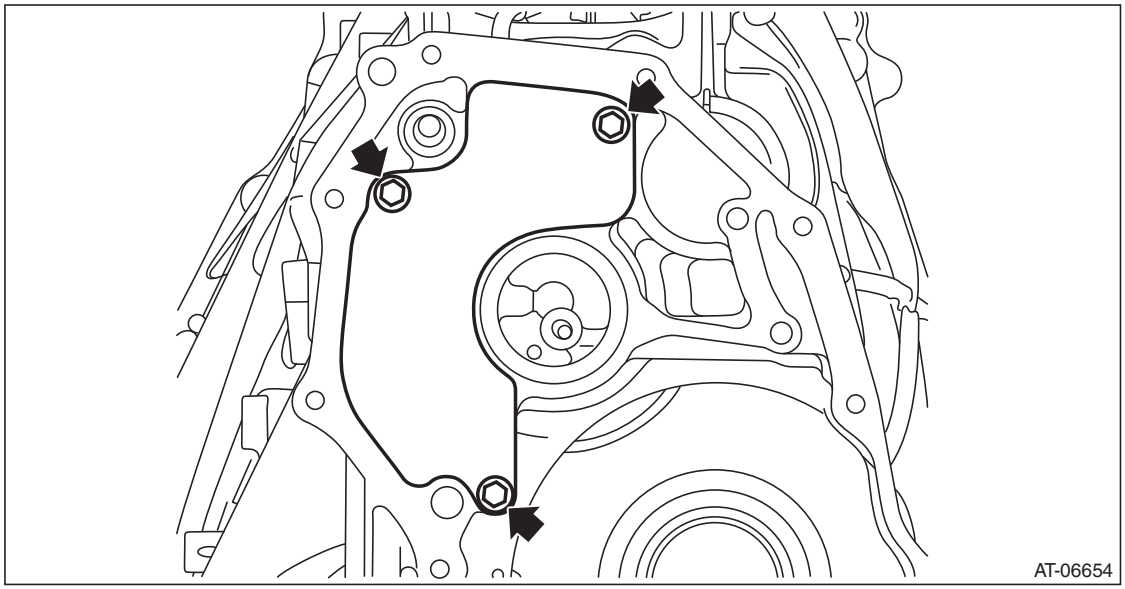
Tightening torque:
T1: 13 N·m (1.3 kgf-m, 9.6 ft-lb)
T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T3: 50 N·m (5.1 kgf-m, 36.9 ft-lb)



5) Install the oil stopper plate.

NOTE:
Use a new bolt.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



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E: INSPECTION

- Check the transmission case for damage.
- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check the bearing for smooth operation.
- Check the bearing for seizure or wear.

F: ADJUSTMENT

NOTE:
When replacing the transmission case with a new part, perform the following check and adjustment for the selection.

- Select the transfer driven gear shim. <Ref. to CVT(TR580)-183, ADJUSTMENT, Transfer Clutch.>
- Select the transfer drive gear shim. <Ref. to CVT(TR580)-197, ADJUSTMENT, Reduction Driven Gear.>
- Select the reduction drive gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>

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36.CVTF Filter

A: REMOVAL

NOTE:
• Although CVTF filter is a maintenance-free part, replace it if a large quantity of wear debris and metal particles are found in CVTF and CVTF filter.
• For removal of CVTF filter, refer to “Transmission Case”. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.> <Ref. to CVT(TR580)-211, DISASSEMBLY, Transmission Case.>

B: INSTALLATION

NOTE:
For installation of CVTF filter, refer to “Transmission Case”. <Ref. to CVT(TR580)-213, ASSEMBLY, Transmission Case.> <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>

C: INSPECTION

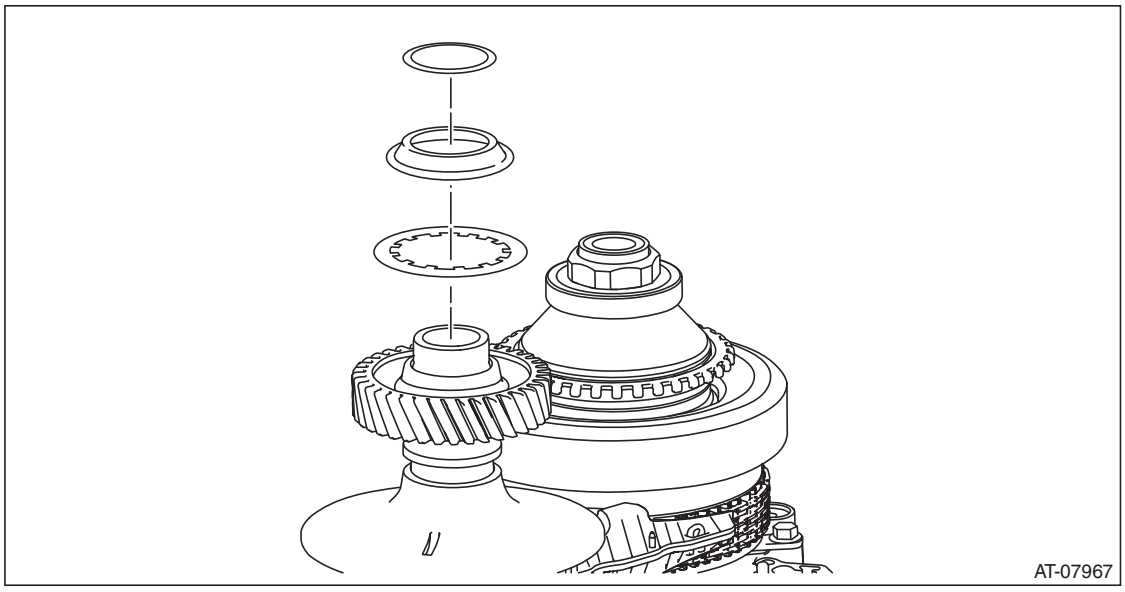
• Check if a large quantity of wear debris or metal particles are in CVTF and CVTF filter.
• Check for broken part or damaged O-ring.

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37.Reduction Drive Gear

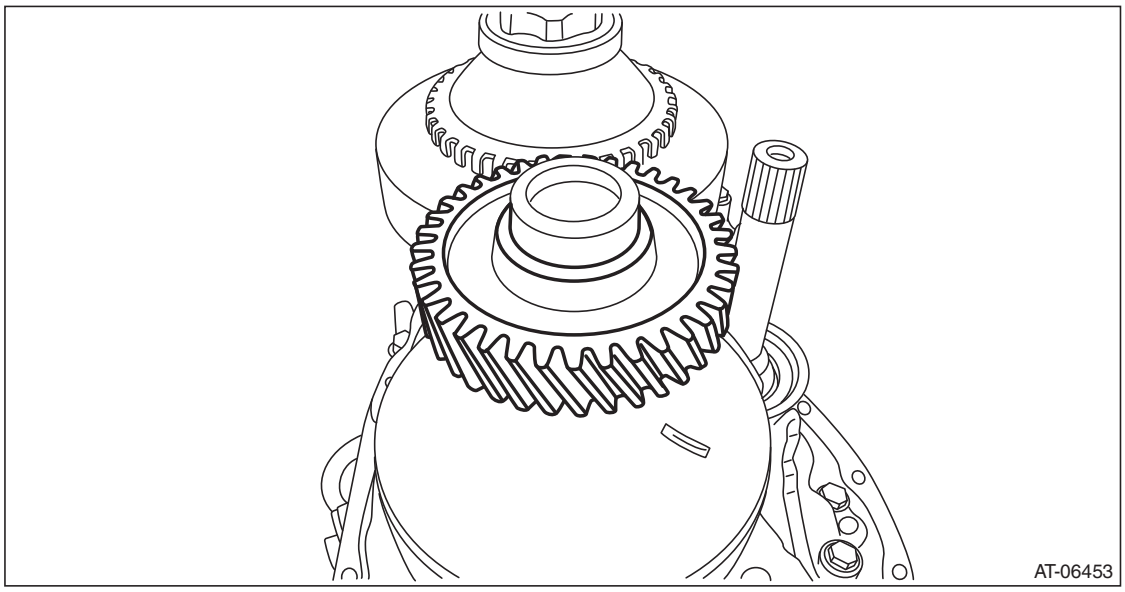
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear shims, spring retainers, and dish plates.



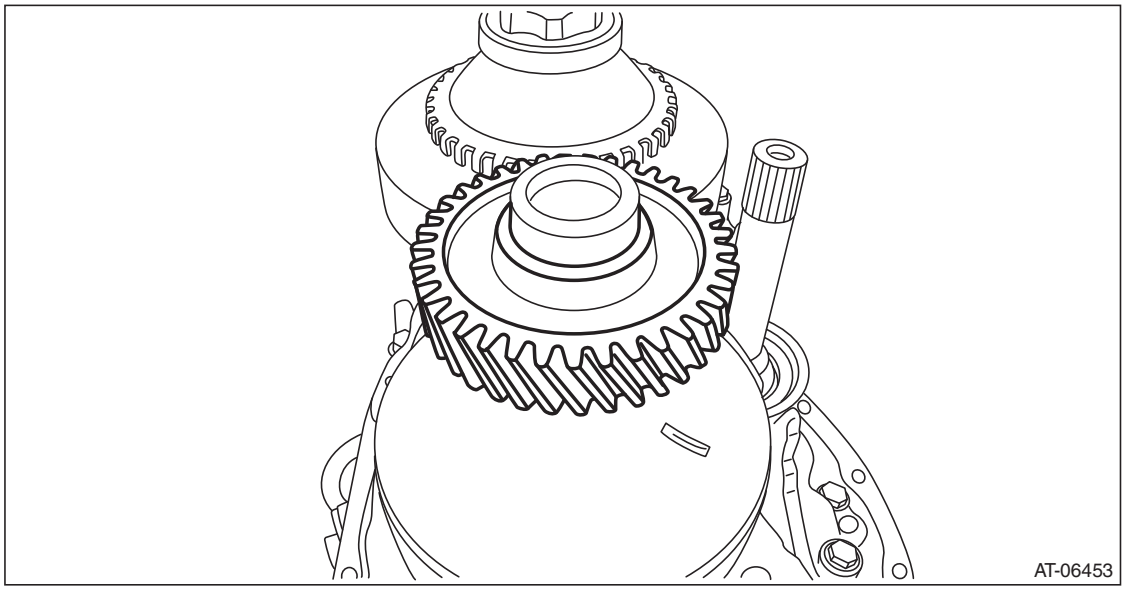
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18) Remove the reduction drive gear.



B: INSTALLATION

1) Install the reduction drive gear to secondary pulley.

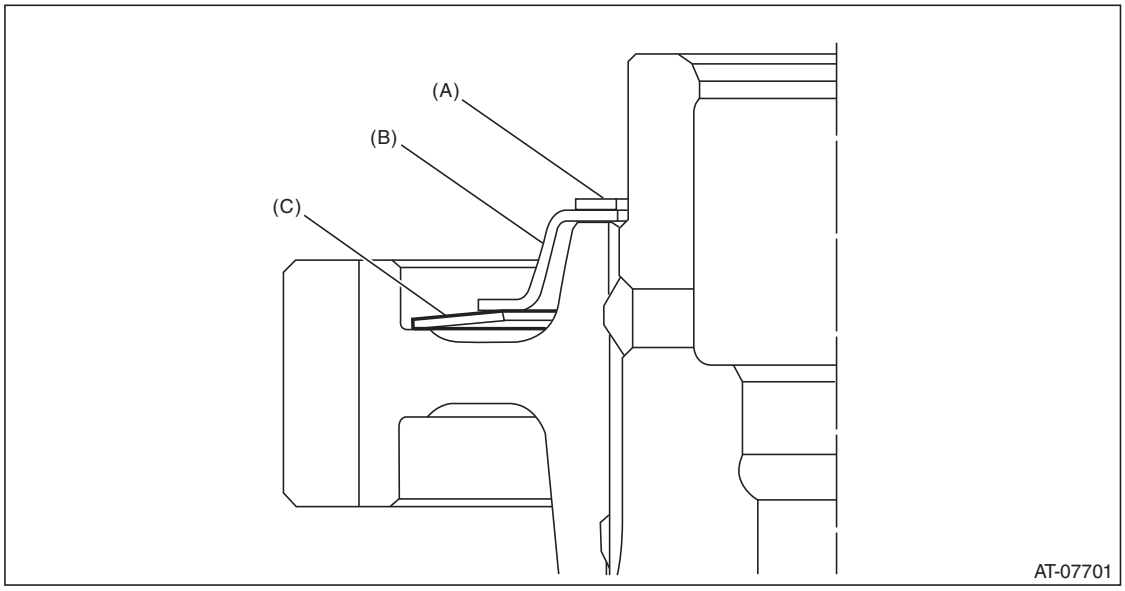


2) Select the reduction drive gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>

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3) Install the dish plates, spring retainers, and selected reduction drive gear shims.

NOTE:
Install the dish plate in the correct direction.



(A) Reduction drive gear shim
(B) Spring retainer
(C) Dish plate

4) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>
5) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
6) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
7) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
8) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
9) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
10) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
11) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
12) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
13) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
14) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
15) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
16) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
17) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
18) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
19) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Check the reduction drive gear for breakage or damage.

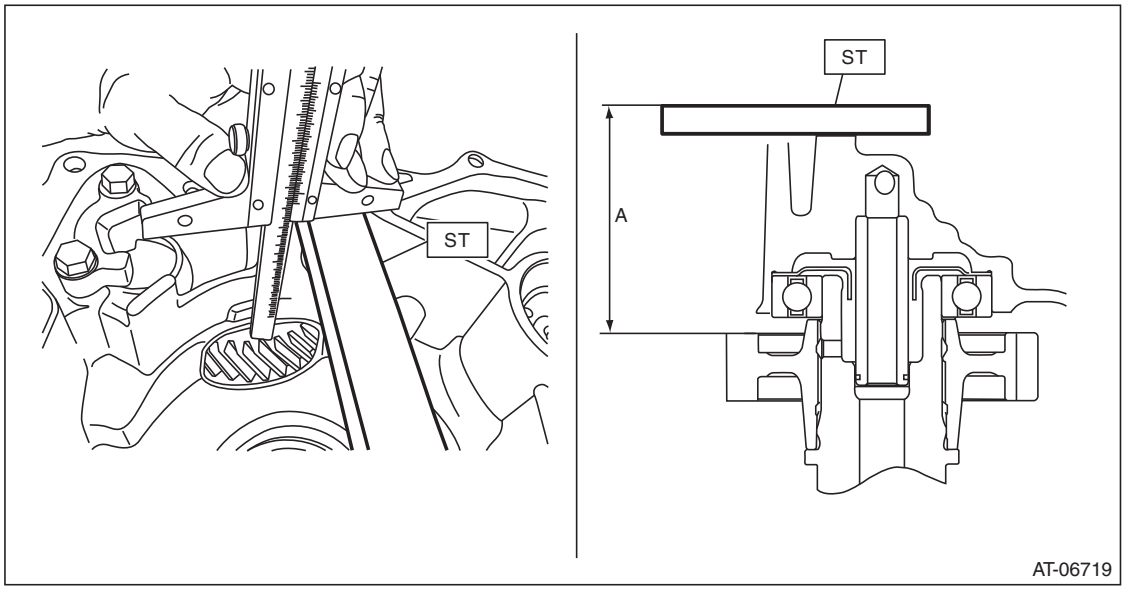
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D: ADJUSTMENT

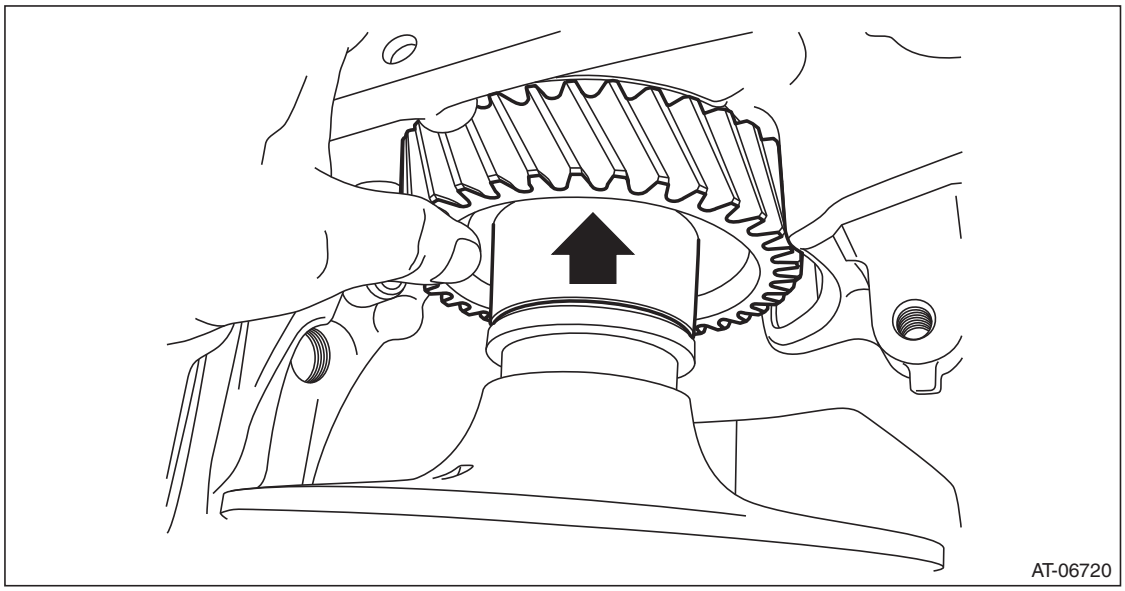
1) Remove the retaining springs and reduction drive gear shims.
2) Install the transmission case, and secure it with four or five bolts.

Tightening torque:
22 N·m (2.2 kgf-m, 16.2 ft-lb)

3) Measure depth “A” from the ST upper face to the reduction drive gear end face.
ST 499575400 GAUGE

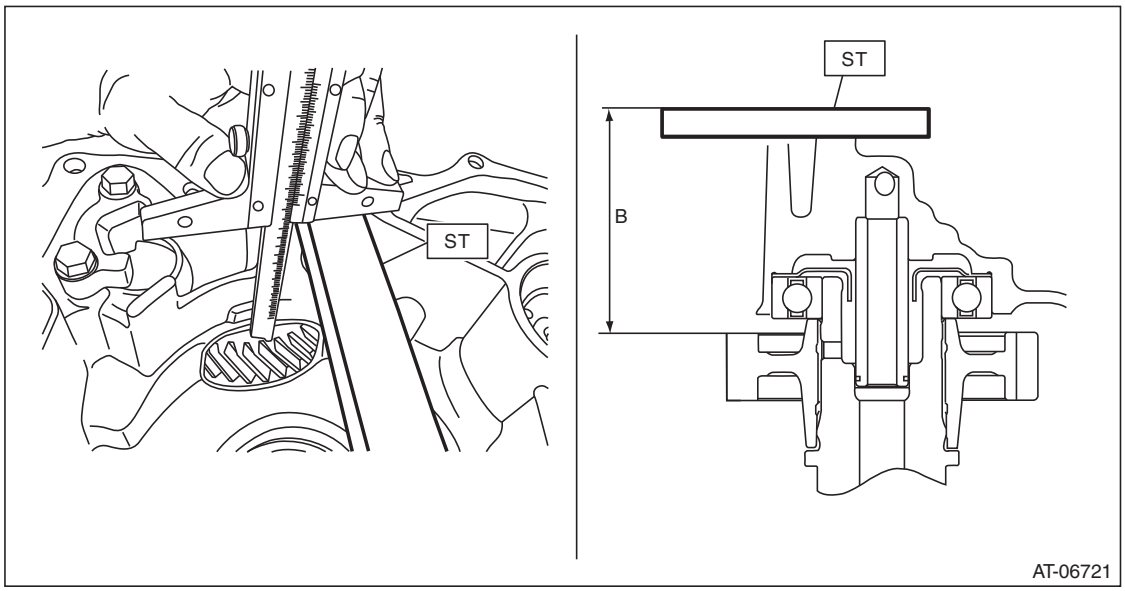


4) Raise and hold the reduction drive gear.



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5) Measure depth “B” from the ST upper face to the reduction drive gear end face.
ST 499575400 GAUGE



6) Calculate the following formula.
T mm = A – B – 1.0
[T in = A – B – 0.039]
T: Moving distance of reduction drive gear
A: Depth from the ST upper face to the reduction drive gear end surface
B: Depth from the ST upper face to the reduction drive gear end surface
1.0 mm (0.039 in): Thickness of spring retainer

Moving distance of transfer drive gear [T]	Total shim thickness mm (in)
0.420 — 0.519(0.0165 — 0.0204)	0.3 (0.012)
0.520 — 0.619(0.0205 — 0.0242)	0.4 (0.016)
0.620 — 0.719(0.0244 — 0.0283)	0.5 (0.020)
0.720 — 0.819(0.0283 — 0.0322)	0.6 (0.024)
0.820 — 0.919(0.0323 — 0.0362)	0.7 (0.028)
0.920 — 1.019(0.0362 — 0.0401)	0.8 (0.031)
1.020 — 1.119(0.0402 — 0.0441)	0.9 (0.035)
1.120 — 1.219(0.0441 — 0.0480)	1.0 (0.039)
1.220 — 1.319(0.0480 — 0.0519)	1.1 (0.043)
1.320 — 1.419(0.0520 — 0.0559)	1.2 (0.047)
1.420 — 1.519(0.0559 — 0.0598)	1.3 (0.051)
1.520 — 1.619(0.0598 — 0.0637)	1.4 (0.055)
1.620 — 1.719(0.0638 — 0.0677)	1.5 (0.059)
1.720 — 1.819(0.0677 — 0.0716)	1.6 (0.063)
1.820 — 1.920(0.0717 — 0.0756)	1.7 (0.067)

7) Select one to three reduction drive gear shims so that the total thickness meets the value obtained from step 6).

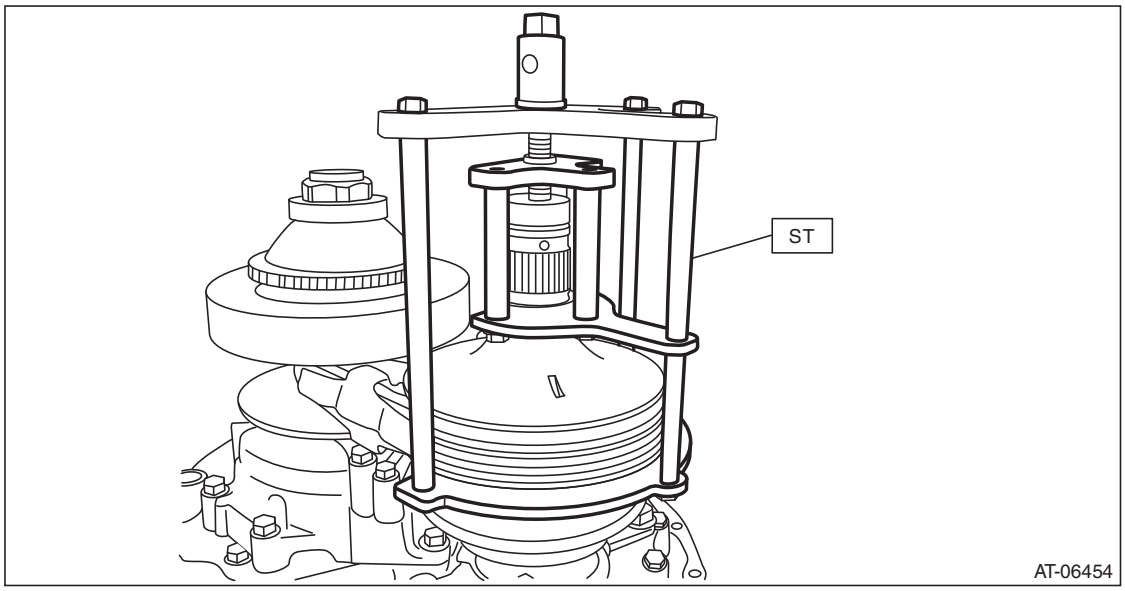
Part No.	Reduction drive gear shim thickness mm (in)
31288AA260	0.3 (0.012)
31288AA270	0.4 (0.016)
31288AA280	0.5 (0.020)
31288AA290	0.6 (0.024)

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38.Primary Pulley and Secondary Pulley

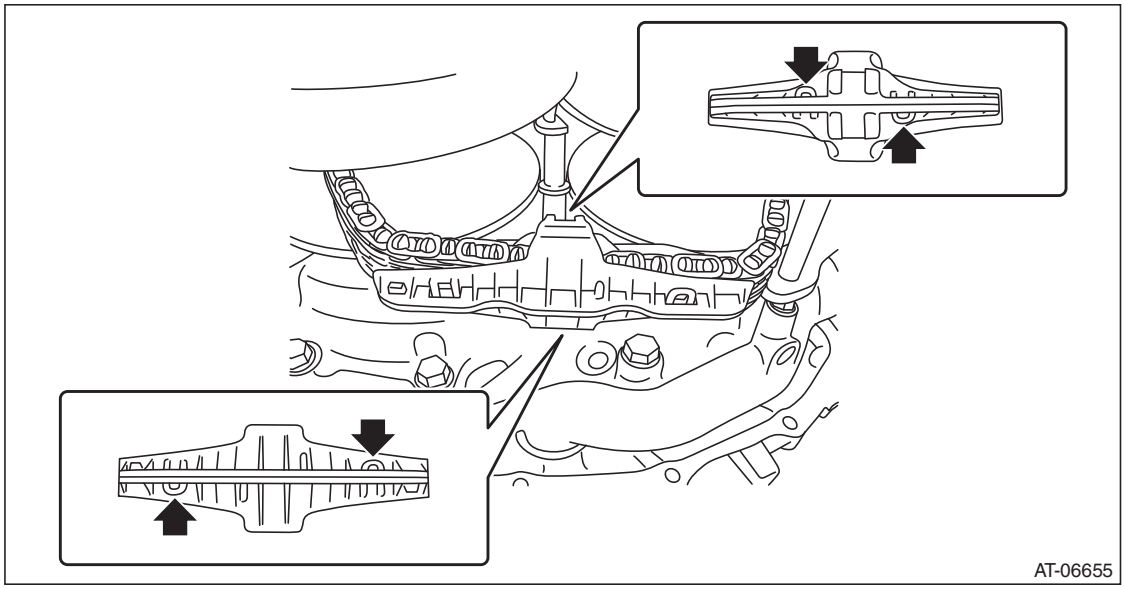
A: REMOVAL

NOTE:
Always replace primary pulley and secondary pulley as an assembly because they are non-disassembled parts.
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Set the ST to secondary pulley, expand the V groove of pulley, and then completely loosen the variator chain.
ST 18769AA010 EXPANDER PULLEY

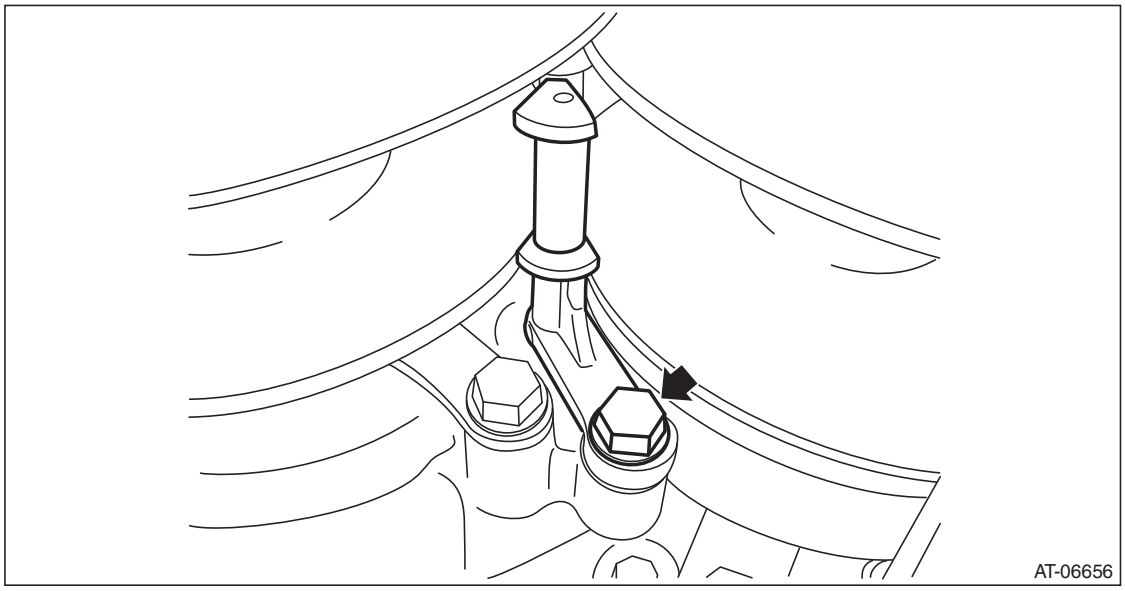


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19) Remove the chain guide.
(1) Remove the chain guide from lubrication pipe.
(2) Detach the four claws to remove the chain guide.

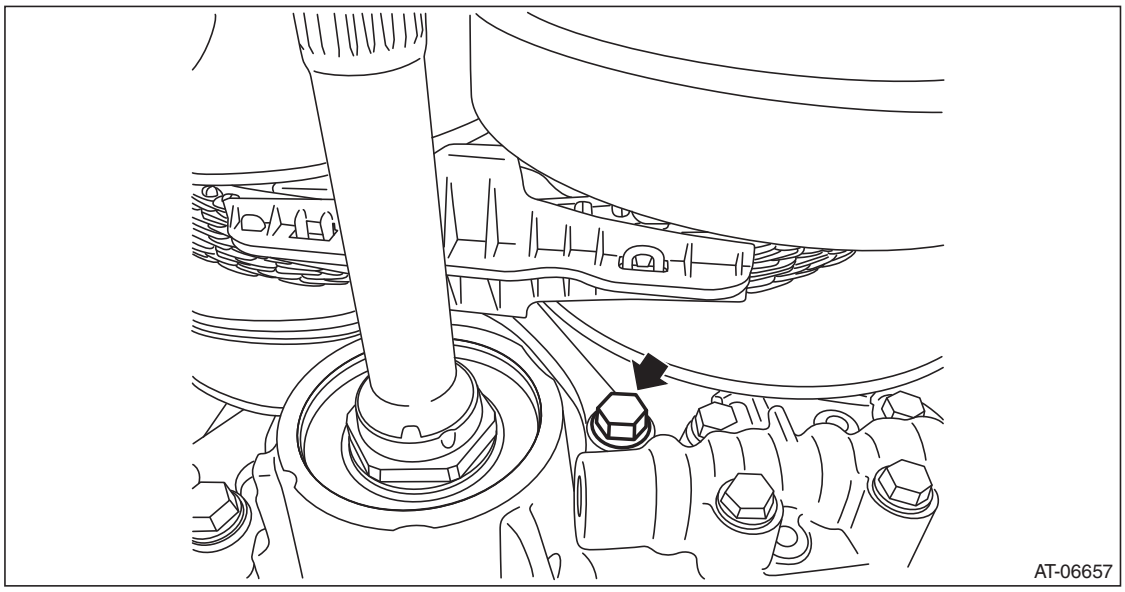


(3) Remove the lubrication pipe.

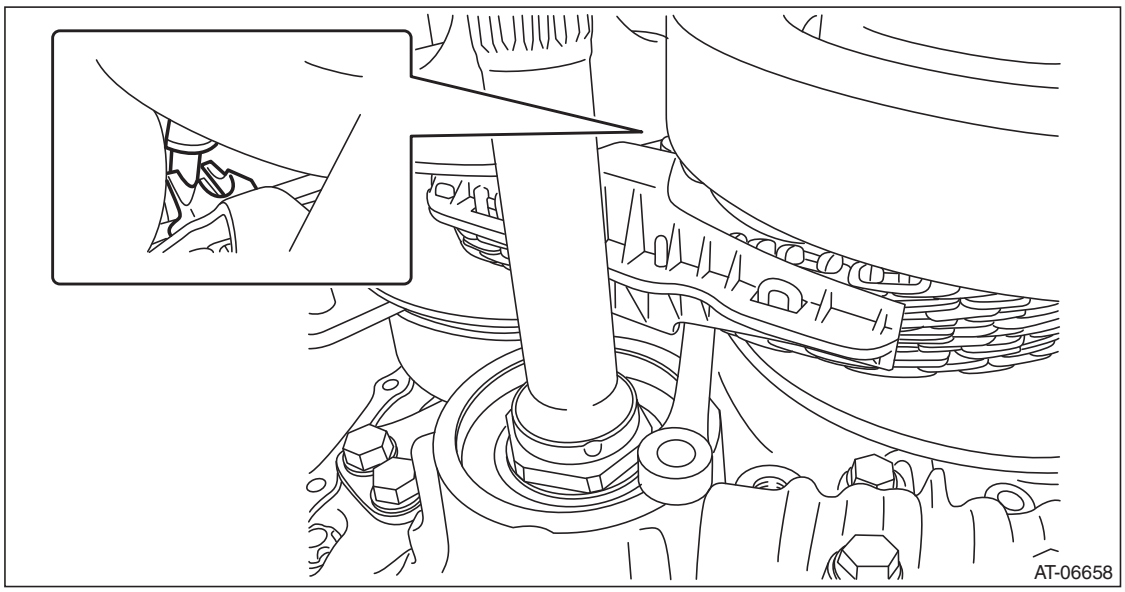


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(4) Remove the support rod mounting bolts.

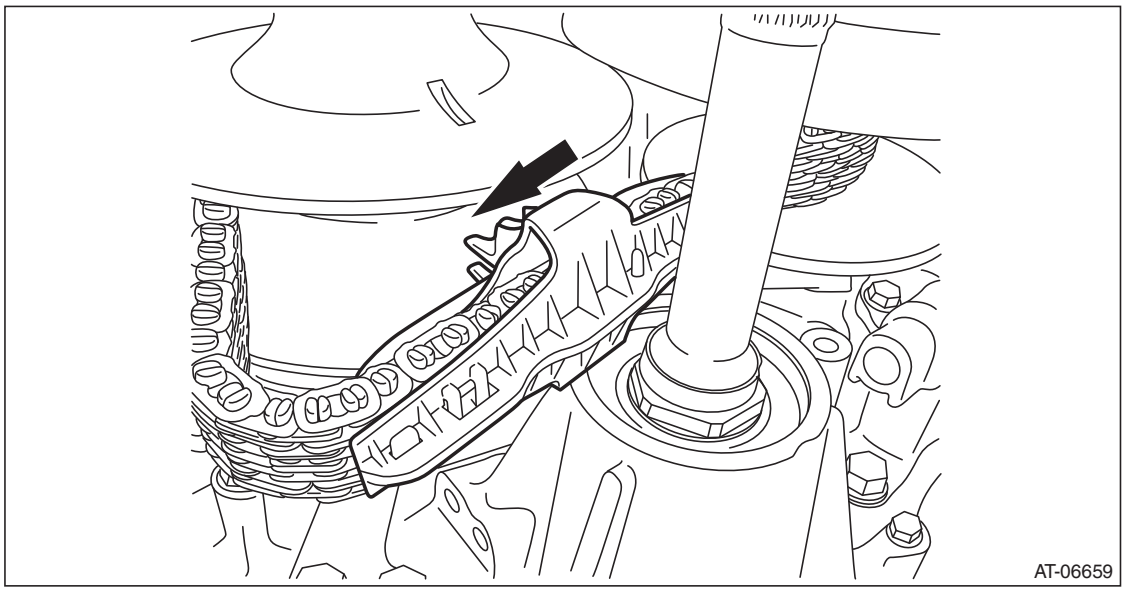


(5) Raise the support rod to remove the chain guide.

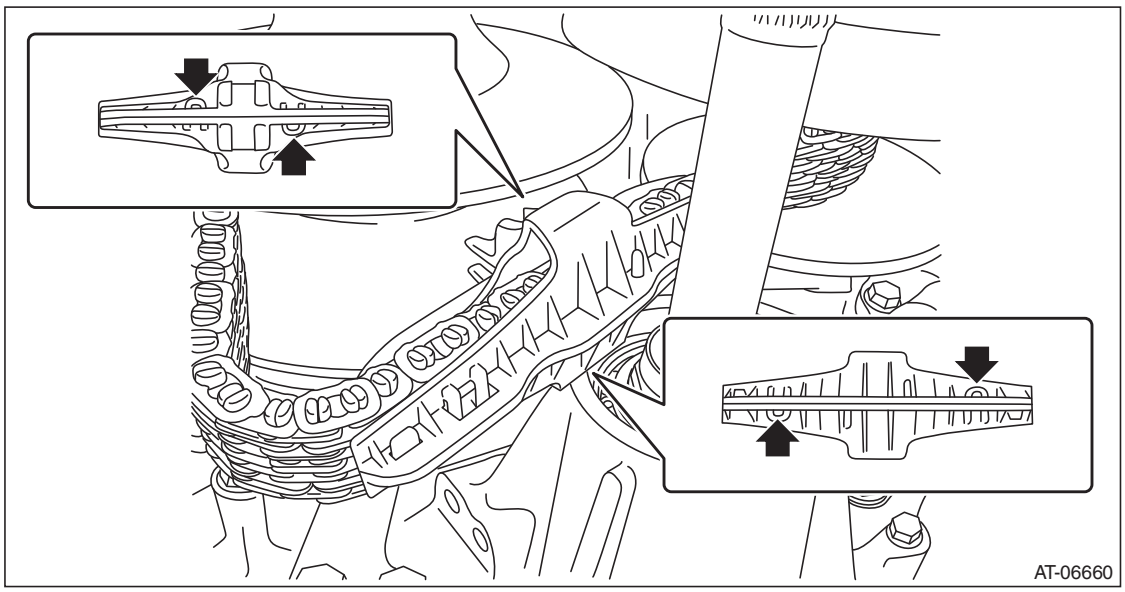


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(6) Move the chain guide to the secondary pulley side.



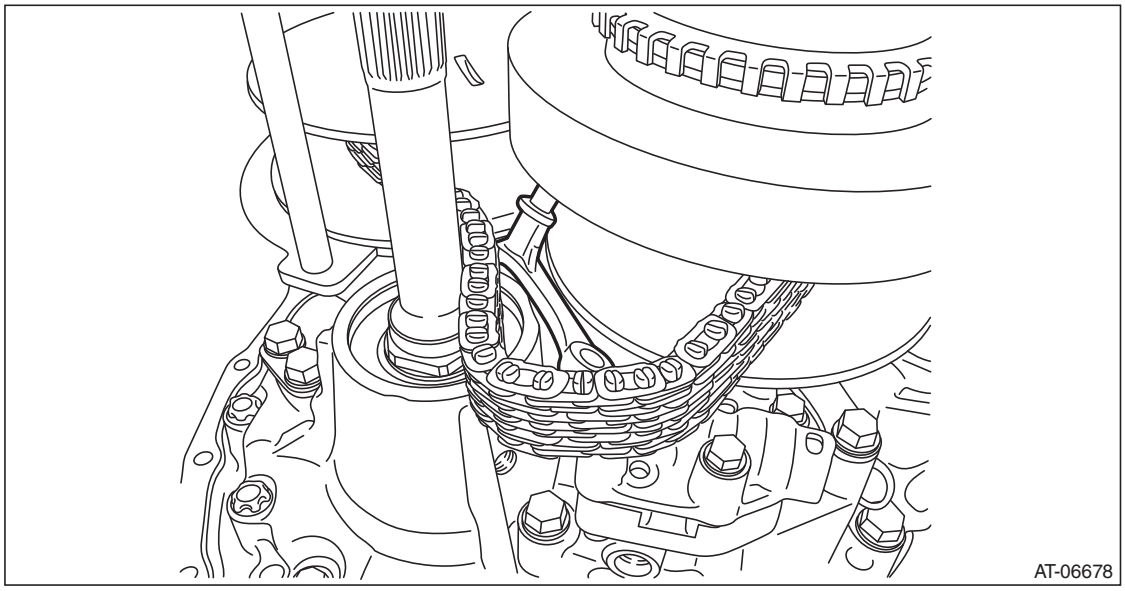
(7) Detach the four claws to remove the chain guide.



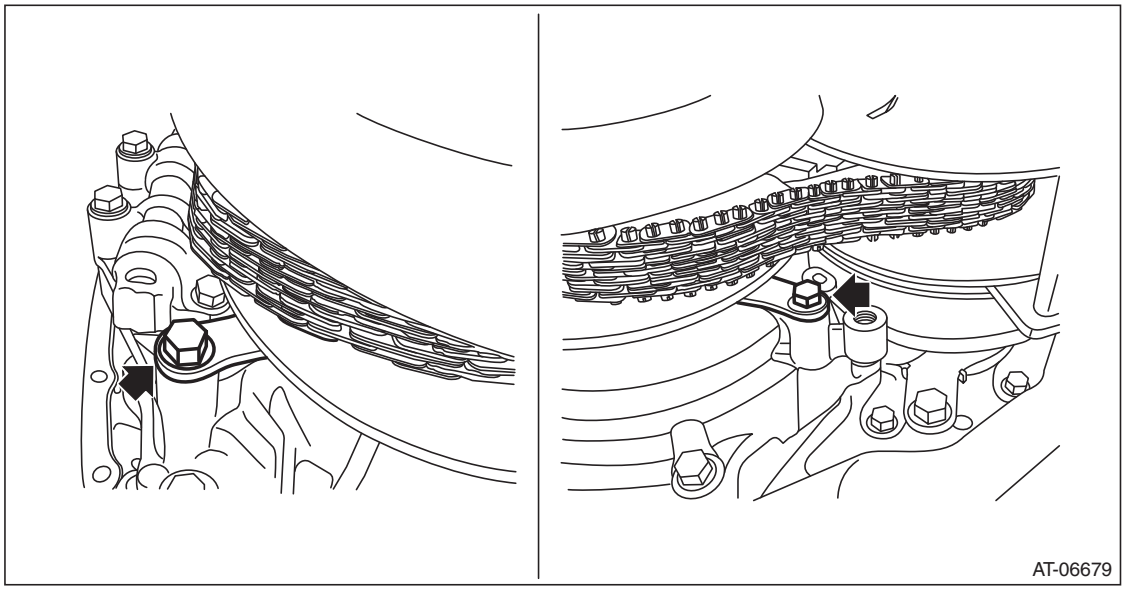
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(8) Remove the support rod.

CAUTION:
Protect the both pulleys and variator chain from scratching.



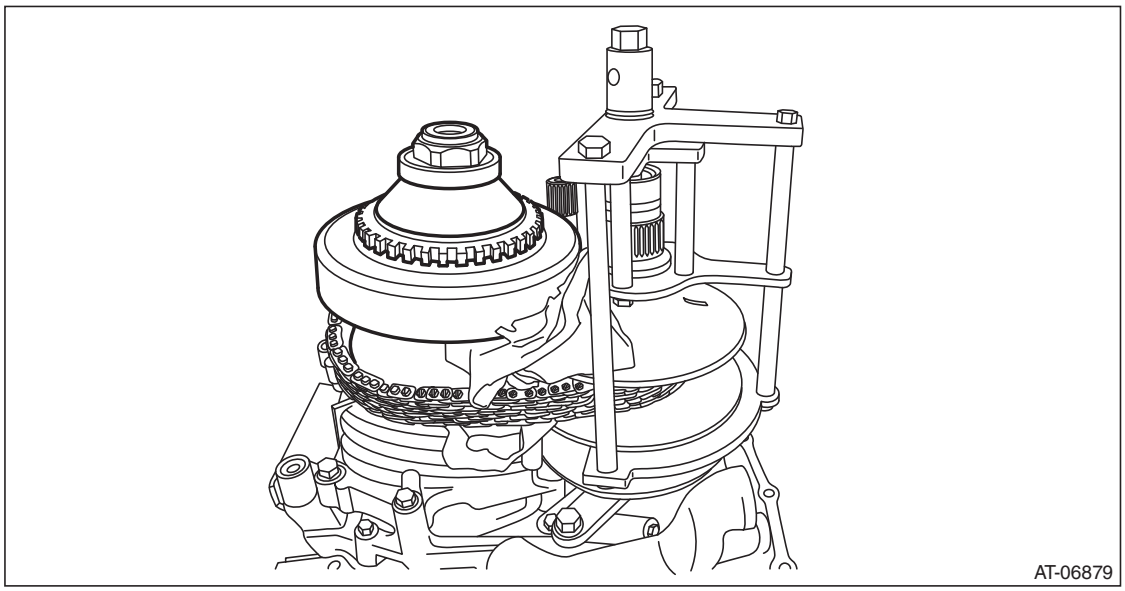
20) Remove the primary pulley mounting bolt.



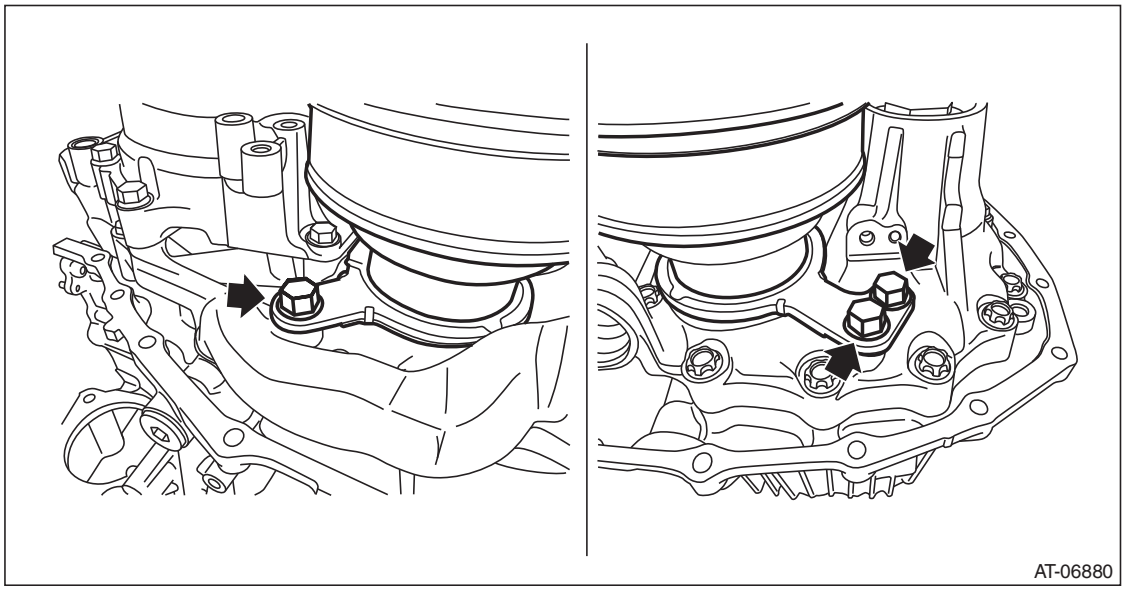
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21) Remove the primary pulley from the reverse brake housing and intersect the V groove of secondary pulley and the V groove of primary pulley. Remove the variator chain from primary pulley, and remove the primary pulley.

CAUTION:
Cover the V grooves of secondary pulley and primary pulley with cloth to protect the both pulleys and variator chain from scratching.

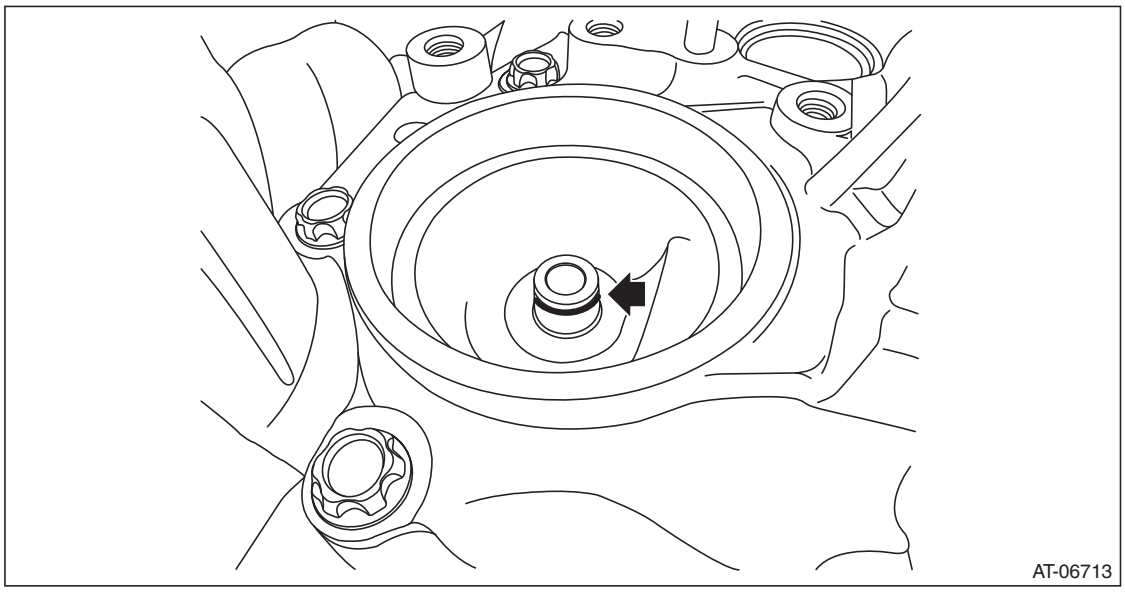


22) Remove the ST (EXPANDER PULLEY) from the secondary pulley.
23) Remove the variator chain from secondary pulley.
24) Remove the secondary pulley mounting bolts, and remove the secondary pulley.

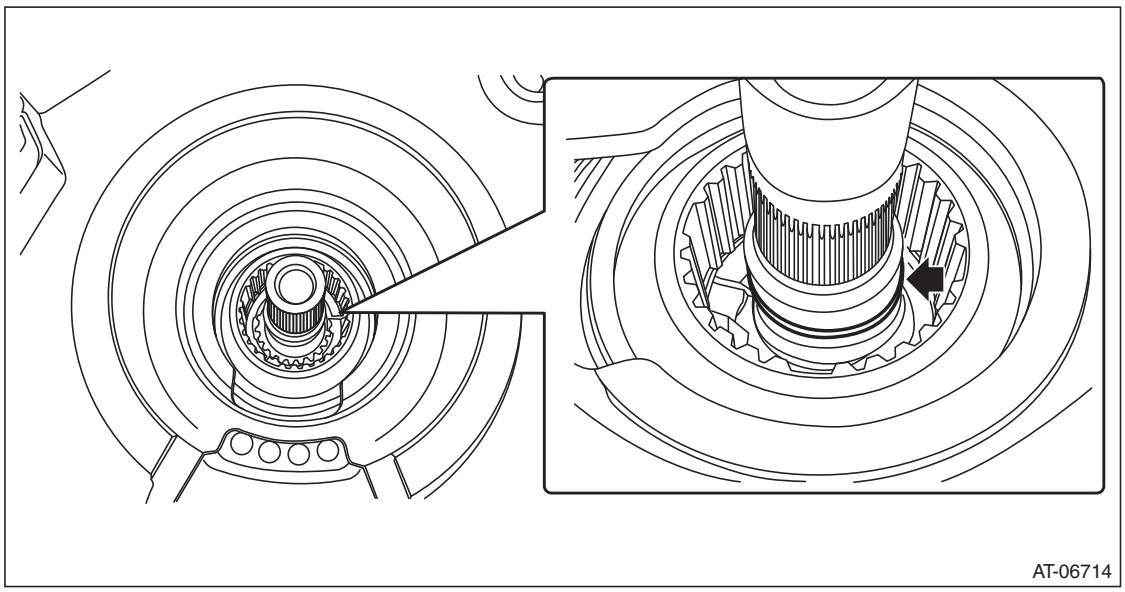


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25) Remove the seal ring from drive pinion retainer.



26) Remove the seal ring from the input shaft.

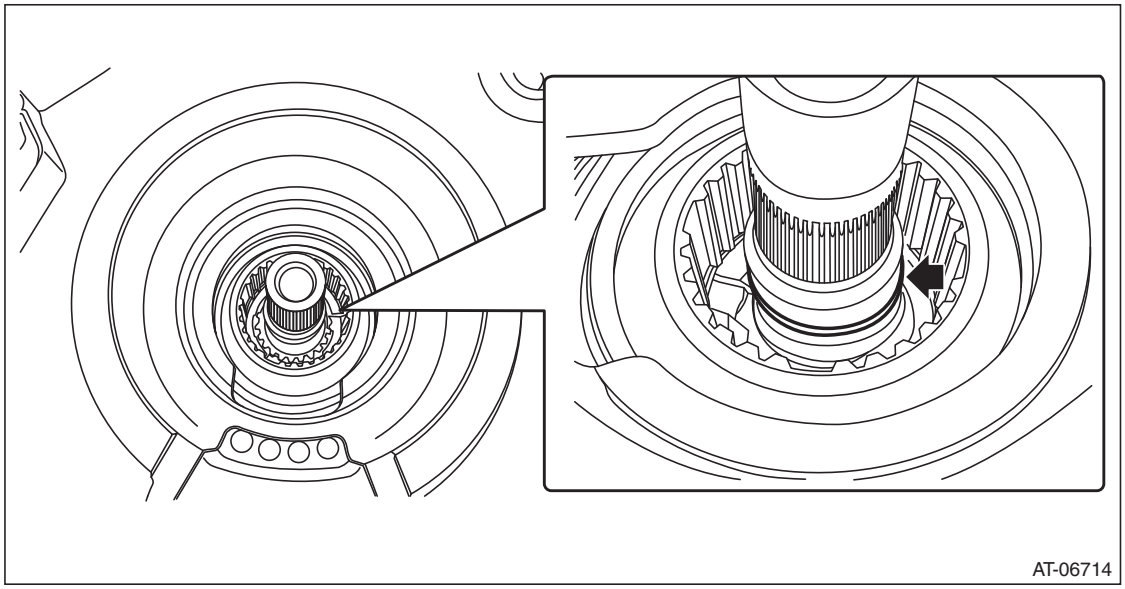


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B: INSTALLATION

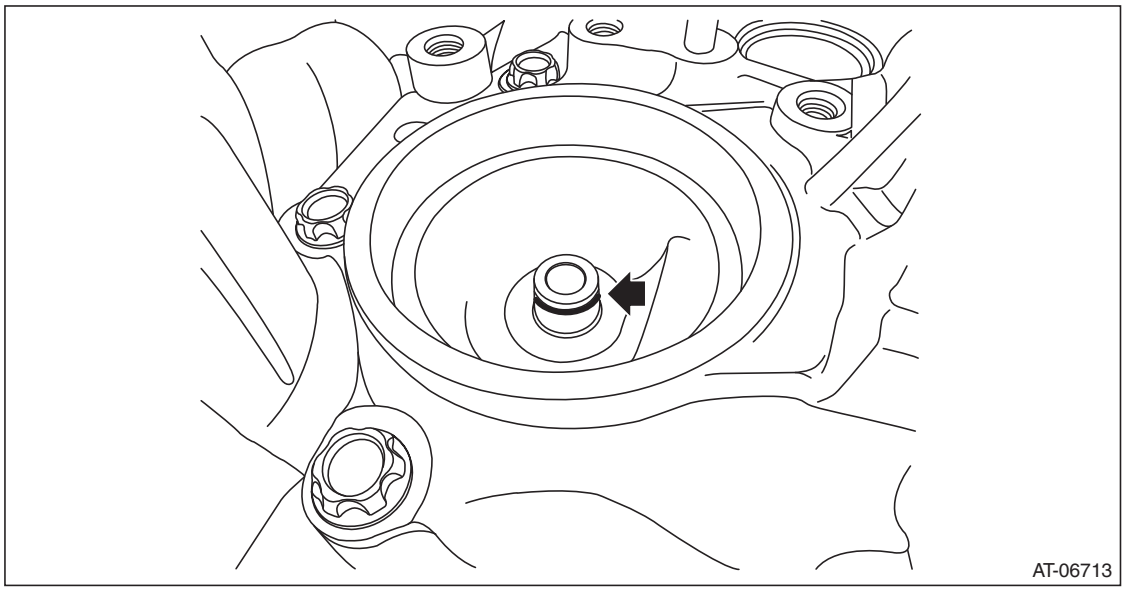
1) Select shims for pulley alignment. <Ref. to CVT(TR580)-237, ADJUSTMENT, Primary Pulley and Secondary Pulley.>
2) Install the seal ring to the input shaft.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.



3) Install the seal ring to drive pinion retainer.

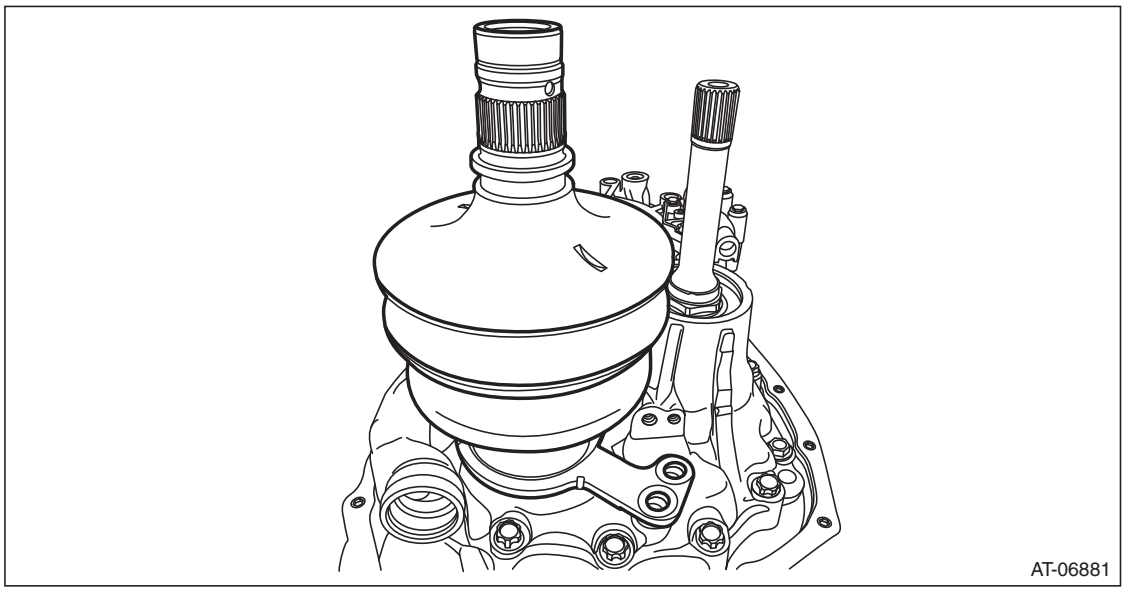
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.



4) Install the selected shims to the primary pulley bearing catch surface.

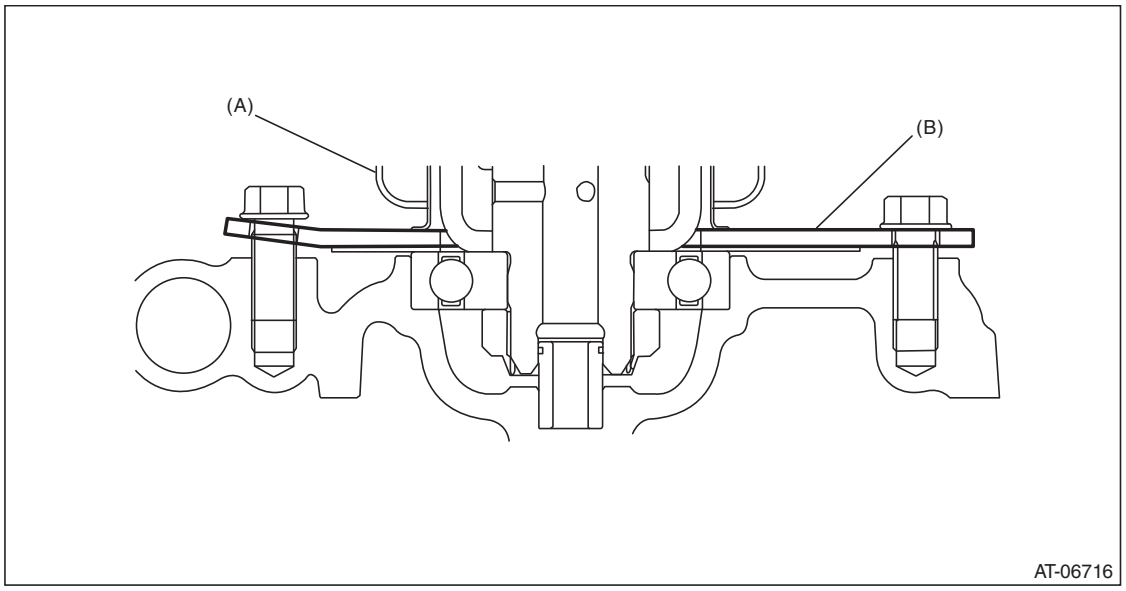
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5) Install the secondary pulley to the drive pinion retainer.



6) Install and tighten the secondary pulley securing bolts.
(1) Tighten the three bolts until the seating surfaces contact the bearing retainer.

NOTE:
- Be careful not to tilt the bearing retainer of the secondary pulley.
- Apply CVTF to the bolt.

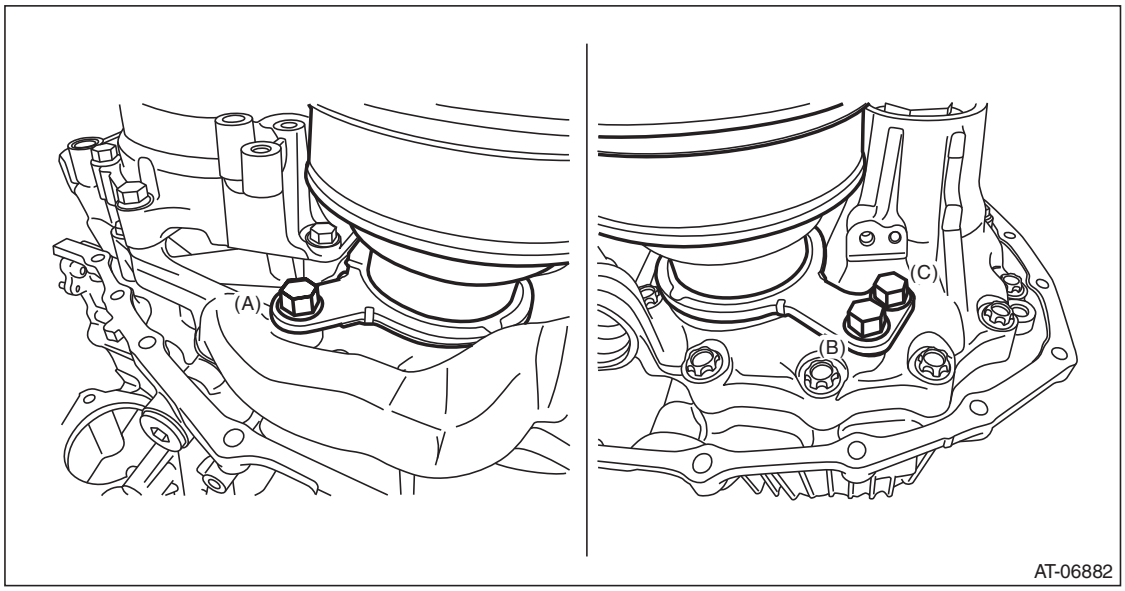


(A) Secondary pulley
(B) Bearing retainer

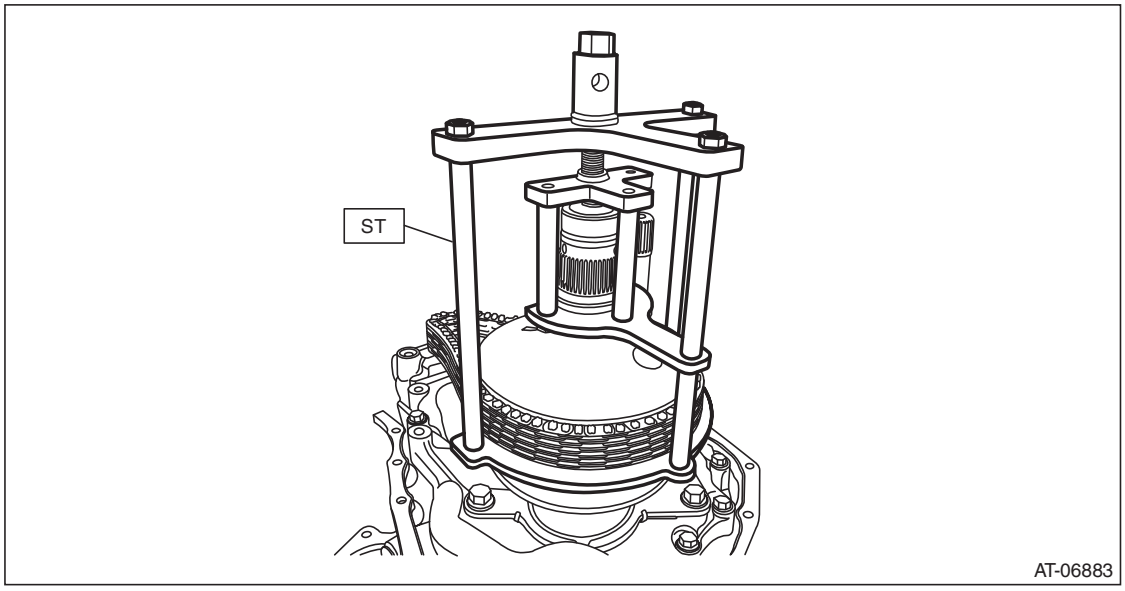
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(2) Tighten the bolts in the order of (A) → (B) → (C) → (B).

Tightening torque:
67.5 N·m (6.9 kgf-m, 49.8 ft-lb)



7) Place the variator chain on the V groove of the secondary pulley, and set the ST.
ST 18769AA010 EXPANDER PULLEY



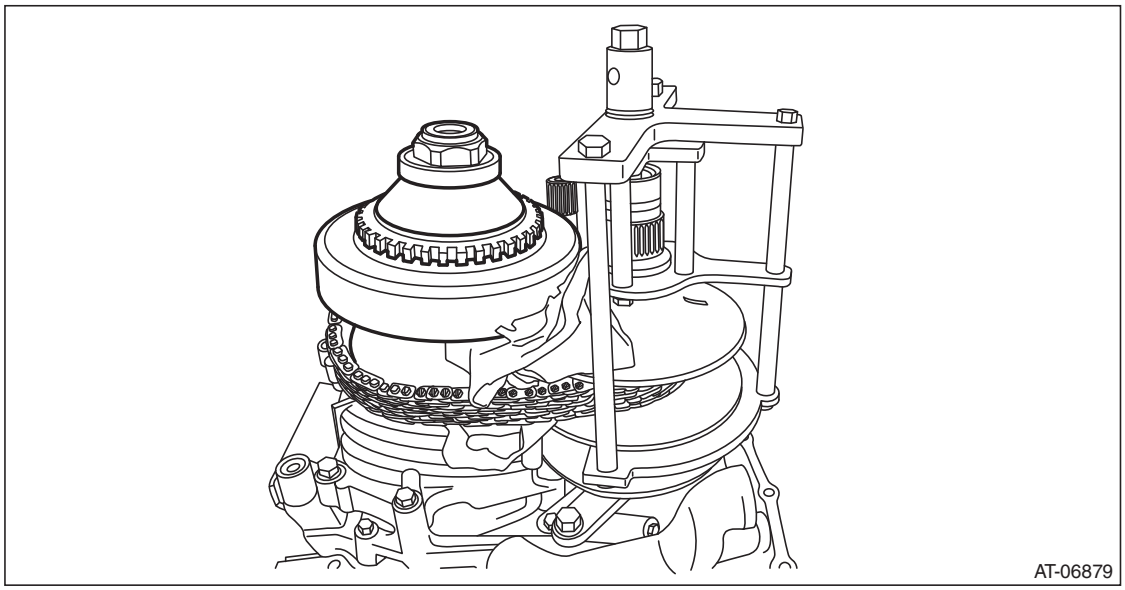
8) Expand the V groove of the secondary pulley.

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9) Install the primary pulley to the reverse brake housing together with the variator chain.

CAUTION:
Cover the V grooves of primary pulley and secondary pulley with cloth to protect the both pulleys and variator chain from scratching.

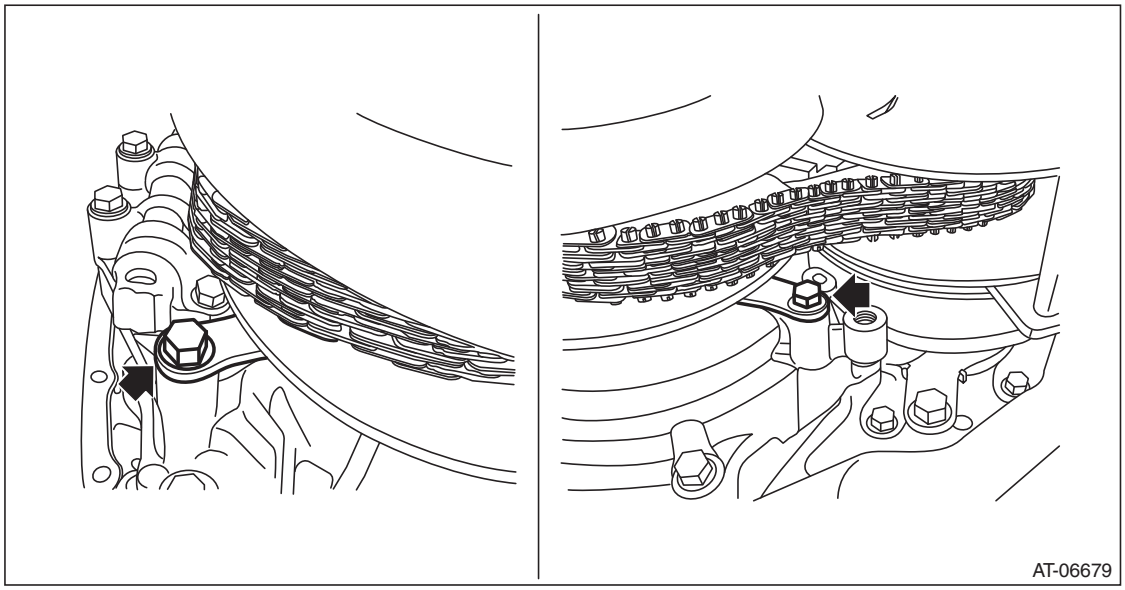
(1) Intersect the V groove of primary pulley and the V groove of secondary pulley and install the secondary pulley while placing the variator chain on secondary pulley.



(2) Install the primary pulley to the reverse brake housing so that the bolt hole of primary bearing retainer and the bolt hole of reverse brake housing are aligned.

10) Install the primary pulley bolt.

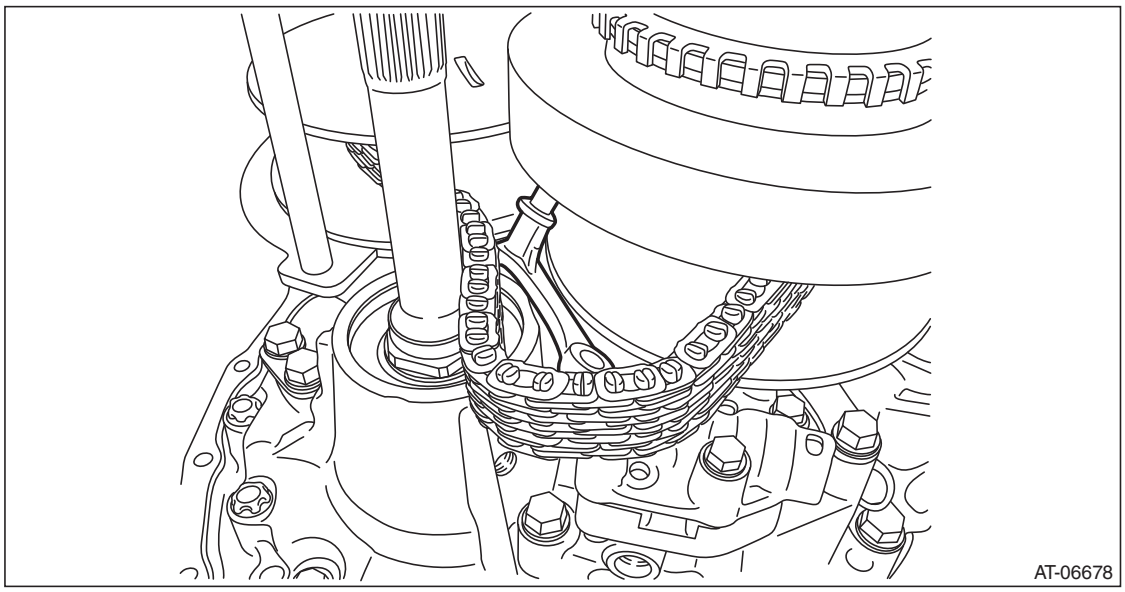
Tightening torque:
21 N·m (2.1 kgf-m, 24.3 ft-lb)



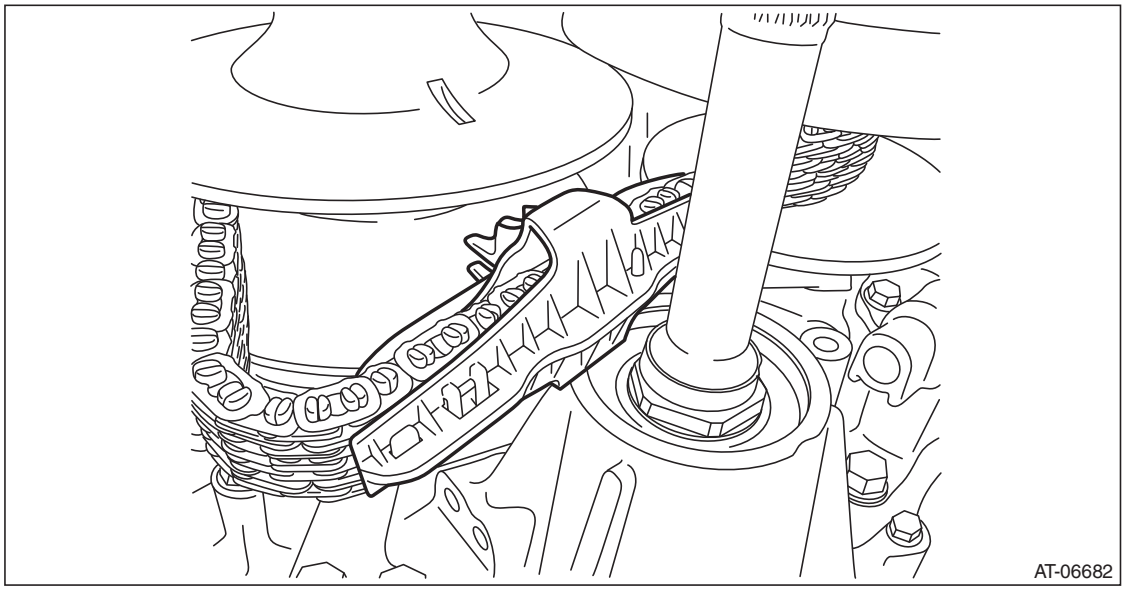
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11) Install the chain guide.
(1) Place the support rod inside of the variator chain.

CAUTION:
Protect the both pulleys and variator chain from scratching.



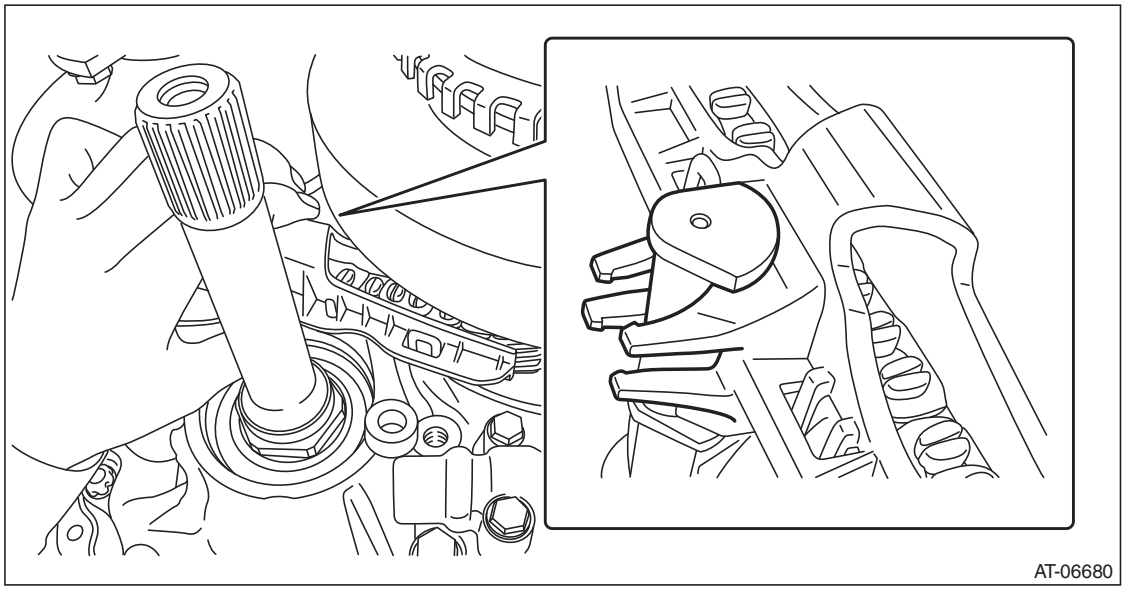
(2) Install the chain guide to the variator chain.



(3) Move the chain guide to the support rod side.

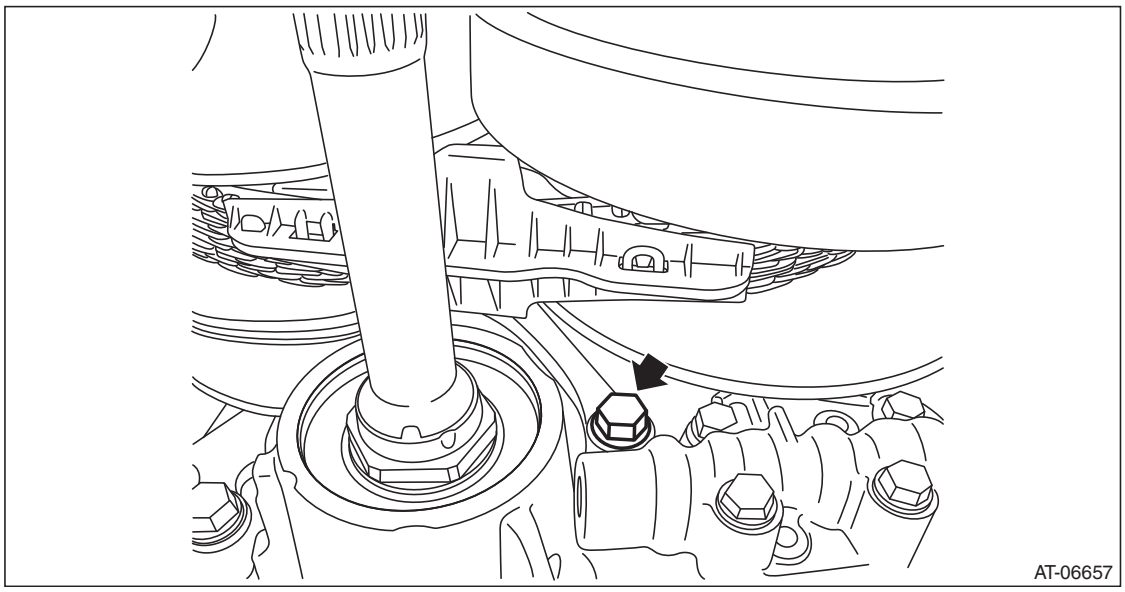
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(4) While holding the support rod, press the chain guide so that the support rod runs through between the protrusions of chain guide and install the chain guide to the support rod.



(5) Install the support rod.

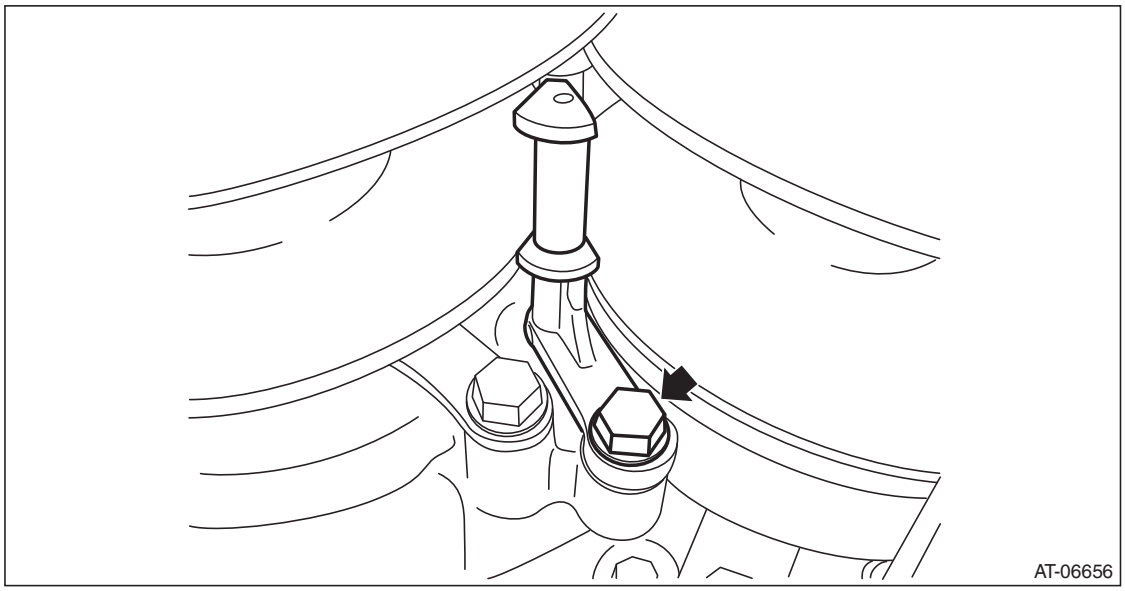
Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



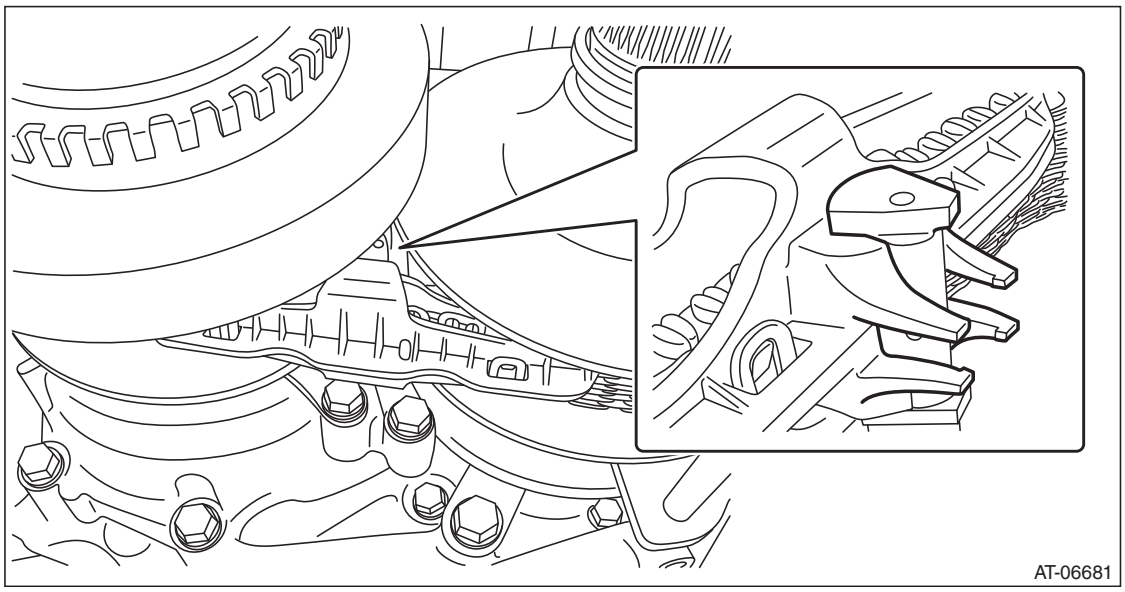
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(6) Install the lubrication pipe.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



(7) Install the chain guide so that the lubrication pipe runs through between the protrusions of each chain guide. Then remove the ST (PULLEY EXPANDER).



12) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>
13) Select the reduction drive gear shim. <Ref. to CVT(TR580)-221, ADJUSTMENT, Reduction Drive Gear.>
14) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>
15) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
16) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
17) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
18) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
19) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
20) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
21) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>

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22) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
23) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
24) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
25) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
26) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
27) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
28) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
29) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

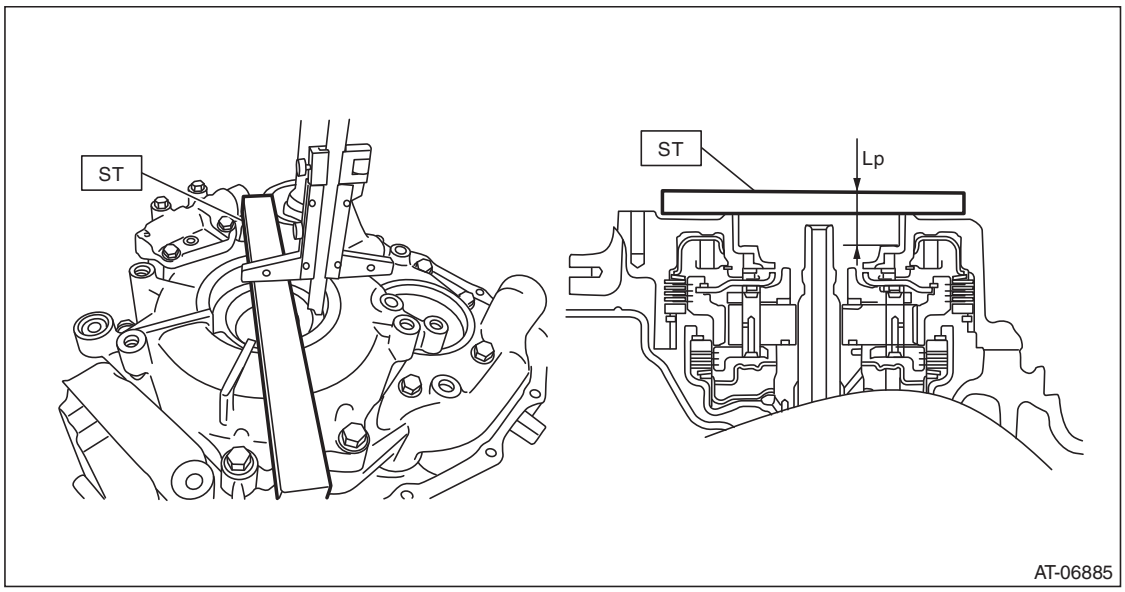
C: INSPECTION

- Check the surface of primary and secondary pulley cones for damage or wear.
- Check the primary and secondary pulley for damage.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

D: ADJUSTMENT

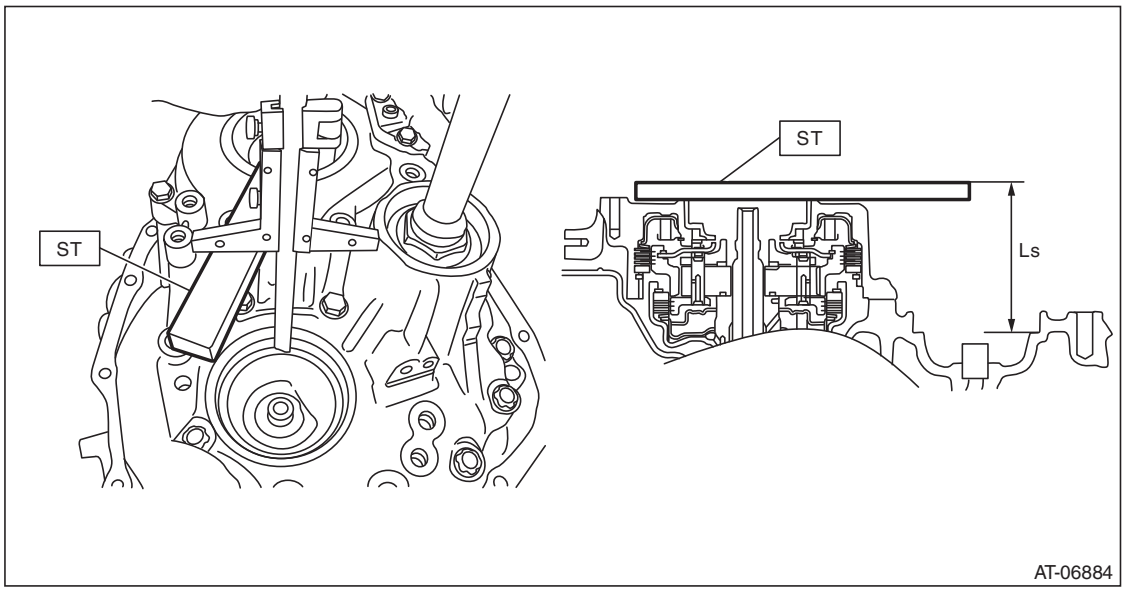
1. PROCEDURE IN REPLACEMENT OF PRIMARY AND SECONDARY PULLEY, OR IN REPLACEMENT OF PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN

1) Measure depth “Lp” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



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2) Measure the depth “Ls” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



3) Calculate the following formula.
Calculation formula:
T (mm) = B – A + Lp – Ls – 28.602
[T (in) = B – A + Lp – Ls – 1.126]
T: Pulley alignment
A: Specified primary pulley dimension
B: Specified secondary pulley dimension
Lp: Depth from the ST upper face to the primary pulley bearing catch surface
Ls: Depth from the ST upper face to the secondary pulley bearing catch surface
28.602 mm (1.126 in): Constant

Pulley alignment T mm (in)	Thickness of shim mm (in)
-0.05 — 0.049(-0.002 — 0.002)	No shims
0.050 — 0.149(0.002 — 0.006)	0.1 (0.004)
0.150 — 0.249(0.006 — 0.010)	0.2 (0.008)
0.250 — 0.349(0.010 — 0.014)	0.3 (0.012)
0.350 — 0.449(0.014 — 0.018)	0.4 (0.016)
0.450 — 0.549(0.018 — 0.022)	0.5 (0.020)
0.550 — 0.649(0.022 — 0.026)	0.6 (0.024)
0.650 — 0.749(0.026 — 0.029)	0.7 (0.028)
0.750 — 0.849(0.029 — 0.033)	0.8 (0.031)
0.850 — 0.949(0.033 — 0.037)	0.9 (0.035)
0.950 — 1.049(0.037 — 0.041)	1.0 (0.039)
1.050 — 1.149(0.041 — 0.045)	1.1 (0.043)

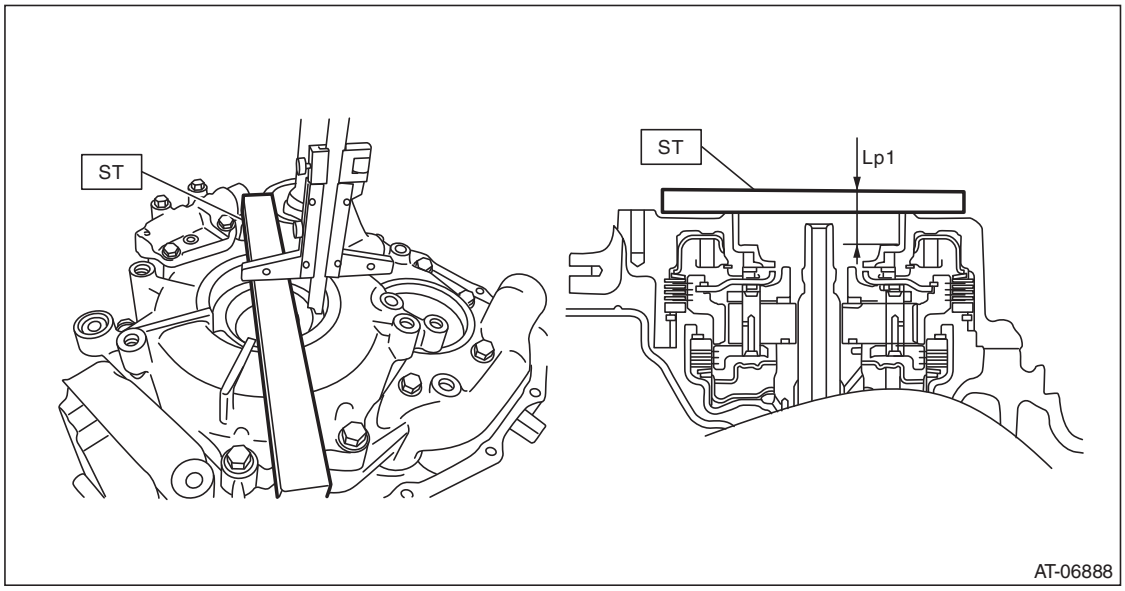
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4) Select one to two shims so that the total thickness meets the value obtained from step 3).

Part No.	Shim thickness mm (in)
32451AA050	0.1 (0.004)
32451AA060	0.2 (0.008)
32451AA070	0.3 (0.012)
32451AA080	0.4 (0.016)
32451AA090	0.5 (0.020)
32451AA100	0.6 (0.024)

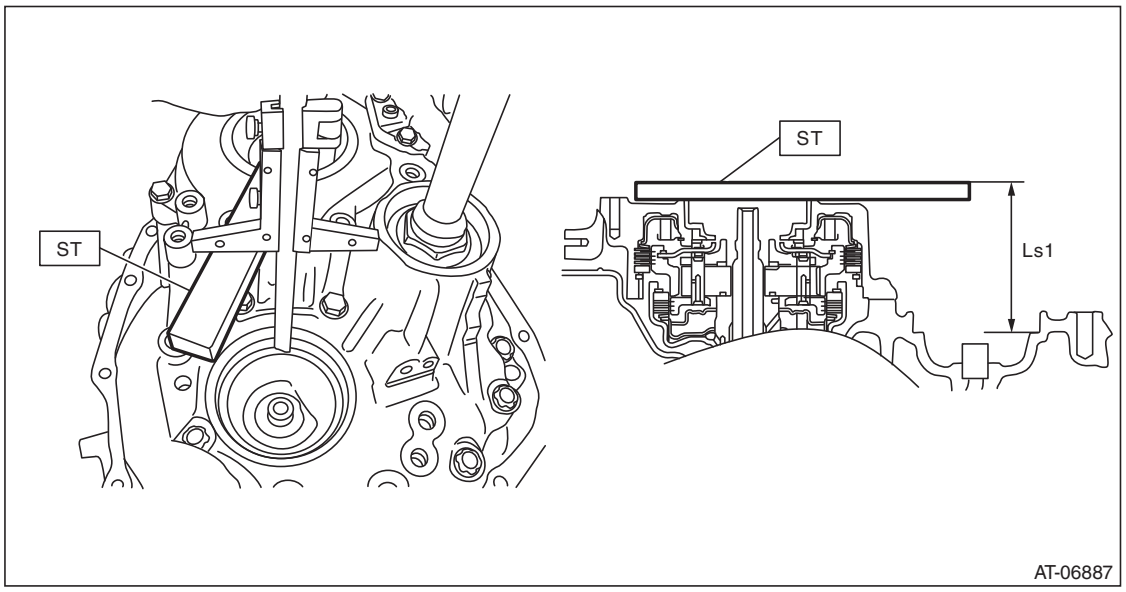
2. PROCEDURE WHEN REPLACING ONLY DRIVE PINION RETAINER OR REVERSE BRAKE HOUSING

1) Clean the mating surface of current drive pinion retainer and converter case.
2) Measure and record the shim thickness that is attached on the current reverse brake housing.
3) Using the current drive pinion retainer, measure depth “Lp1” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE

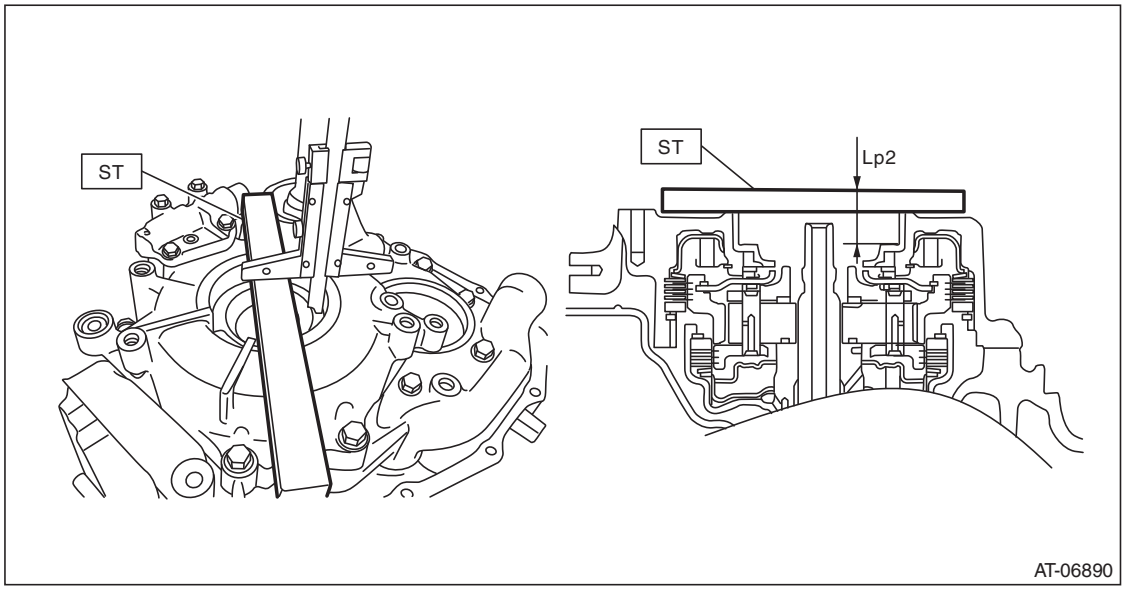


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4) Using the current drive pinion retainer or current reverse brake housing, measure the depth “Ls1” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE

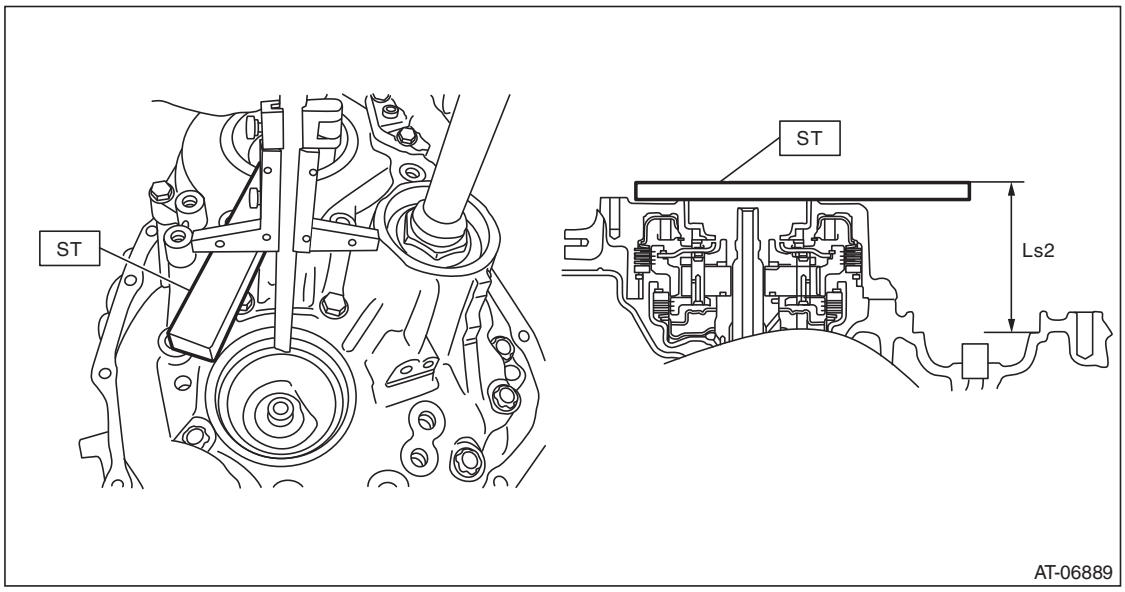


5) Calculate the “LD1” using the following formula and record it.
Calculation formula:
LD1 mm (in) = Ls1 – Lp1
LD1: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp1: Depth from the ST upper face to the primary pulley bearing catch surface
Ls1: Depth from the ST upper face to the secondary pulley bearing catch surface
6) Using the new drive pinion retainer or new reverse brake housing, measure the depth “Lp2” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



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7) Using the new drive pinion retainer or new reverse brake housing, measure the depth “Ls2” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



8) Calculate the “LD2” using the following formula and record it.
Calculation formula:
LD2 mm (in) = Ls2 – Lp2
LD2: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp2: Depth from the ST upper face to the primary pulley bearing catch surface
Ls2: Depth from the ST upper face to the secondary pulley bearing catch surface

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9) Calculate the recorded values of “LD1” and “LD2” to obtain the positive number to select the shims.
Calculation formula: T1 mm (in) = LD1 – LD2 or T2 mm (in) = LD2 – LD1
T1, T2: Difference between new drive pinion retainer or new reverse brake housing and current drive pinion retainer or current reverse brake housing
LD1: Calculated value of current drive pinion retainer or current reverse brake housing
LD2: Calculated value of new drive pinion retainer or new reverse brake housing

Difference of the case (T1) mm (in)	Shim selection procedure
0 — 0.050 (0 — 0.00197)	Select a new shim of the same thickness with the shim that is used on the primary pulley side of the current reverse brake housing.
0.051 — 0.150 (0.00201 — 0.00591)	Select a shim which is 0.1 mm (0.004 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.151 — 0.250 (0.00594 — 0.00984)	Select a shim which is 0.2 mm (0.008 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.251 — 0.350 (0.00988 — 0.01378)	Select a shim which is 0.3 mm (0.012 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.351 — 0.450 (0.01382 — 0.01772)	Select a shim which is 0.4 mm (0.016 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.451 — 0.550 (0.01776 — 0.02165)	Select a shim which is 0.5 mm (0.020 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.551 — 0.600 (0.02169 — 0.02362)	Select a shim which is 0.6 mm (0.024 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.

Difference of the case (T2) mm (in)	Shim selection procedure
0 — 0.050 (0 — 0.00197)	Select a new shim of the same thickness with the shim that is used on the primary pulley side of the current reverse brake housing.
0.051 — 0.150 (0.00201 — 0.00591)	Select a shim which is 0.1 mm (0.004 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.151 — 0.250 (0.00594 — 0.00984)	Select a shim which is 0.2 mm (0.008 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.251 — 0.350 (0.00988 — 0.01378)	Select a shim which is 0.3 mm (0.012 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.351 — 0.450 (0.01382 — 0.01772)	Select a shim which is 0.4 mm (0.016 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.451 — 0.550 (0.01776 — 0.02165)	Select a shim which is 0.5 mm (0.020 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.551 — 0.600 (0.02169 — 0.02362)	Select a shim which is 0.6 mm (0.024 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.

Part No.	Shim thickness mm (in)
32451AA050	0.1 (0.004)
32451AA060	0.2 (0.008)
32451AA070	0.3 (0.012)
32451AA080	0.4 (0.016)
32451AA090	0.5 (0.020)
32451AA100	0.6 (0.024)

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39. Variator Chain

A: REMOVAL

For removal of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>

B: INSTALLATION

For installation of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>

C: INSPECTION

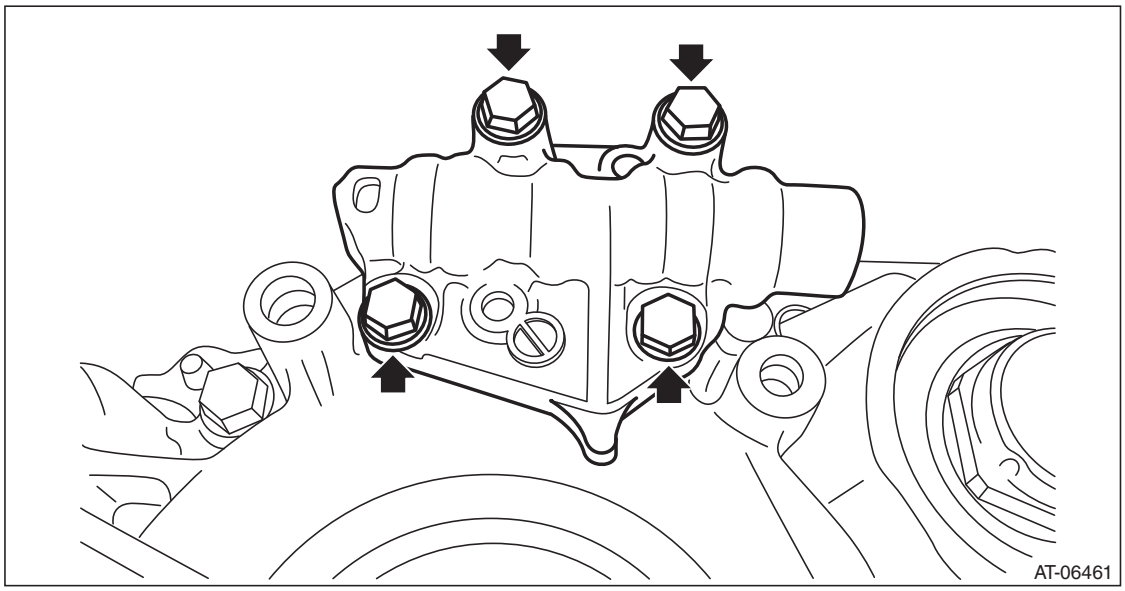
Check the variator chain for damage and wear.

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40.Reverse Brake Assembly

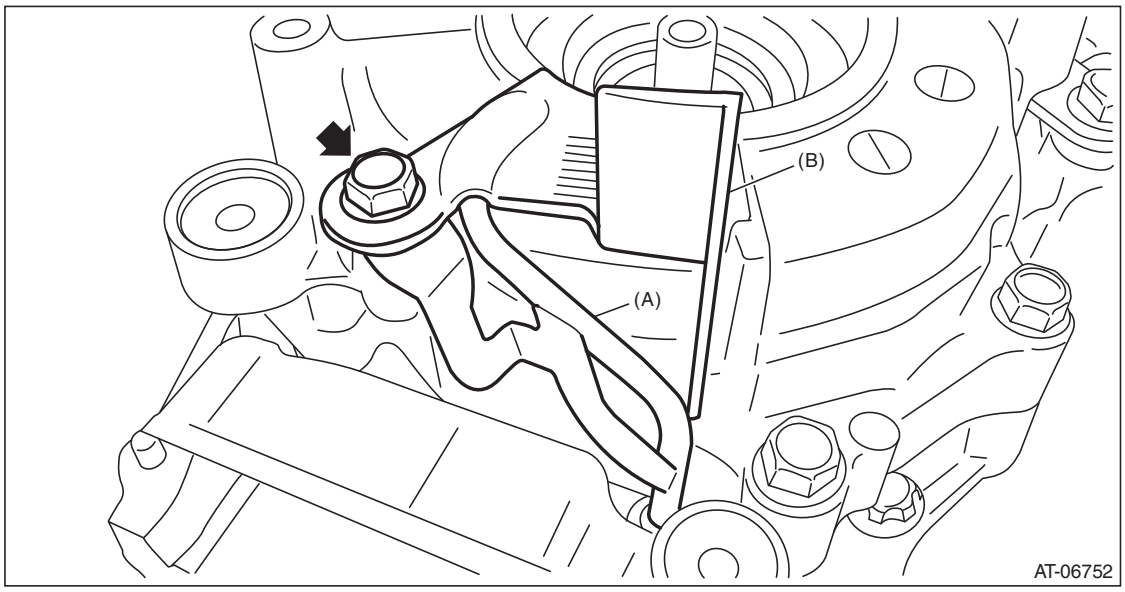
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the manual valve assembly.



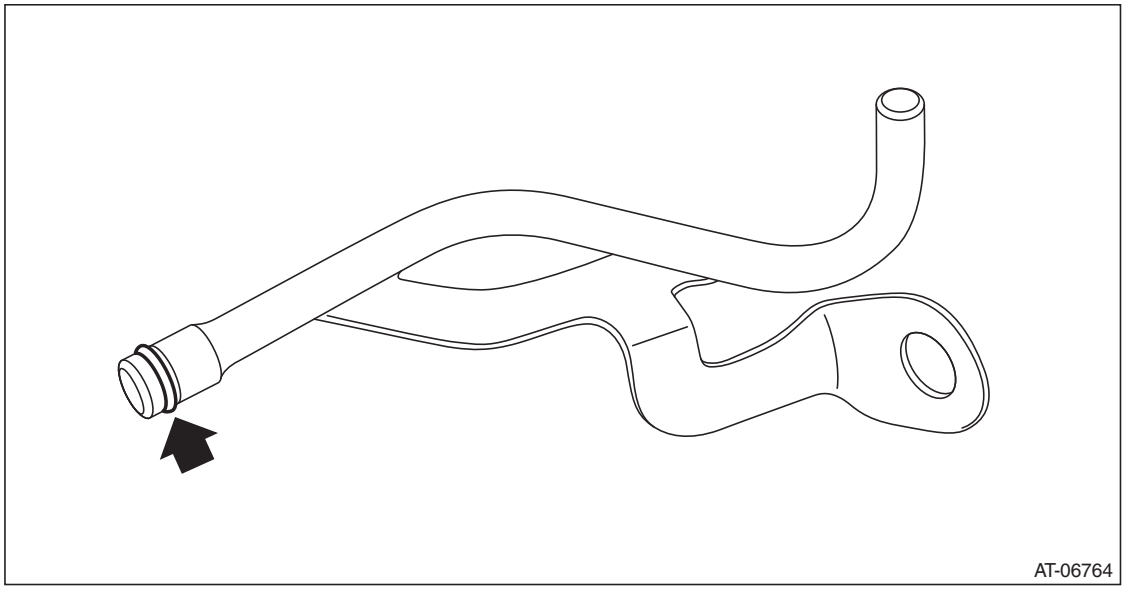
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20) Remove the oil guide and lubrication pipe.



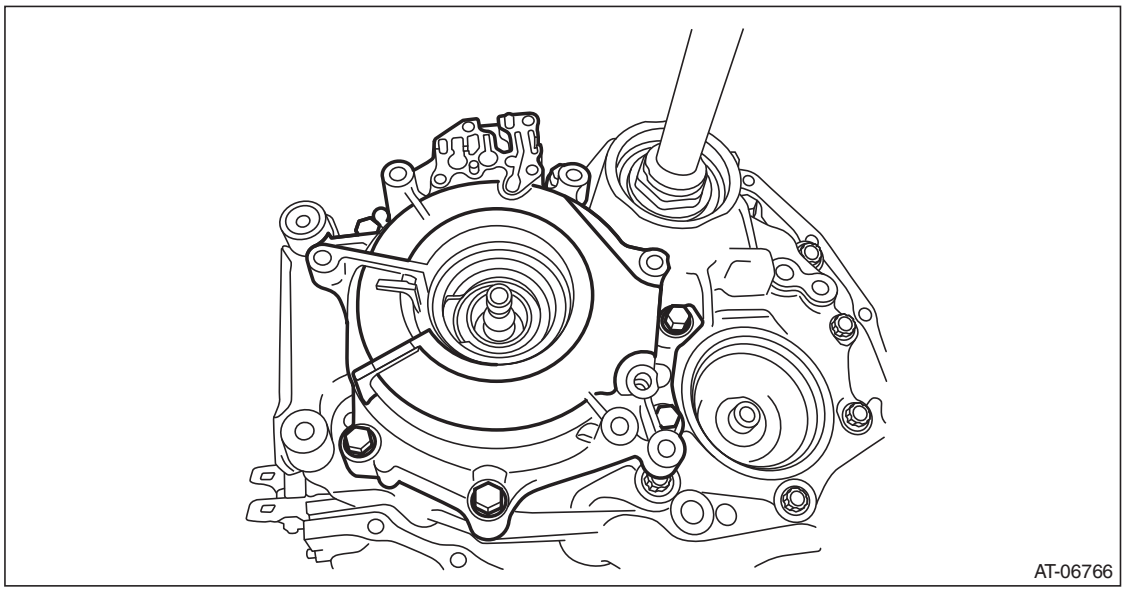
(A) Lubrication pipe
(B) Oil guide

21) Remove the O-ring from lubrication pipe.

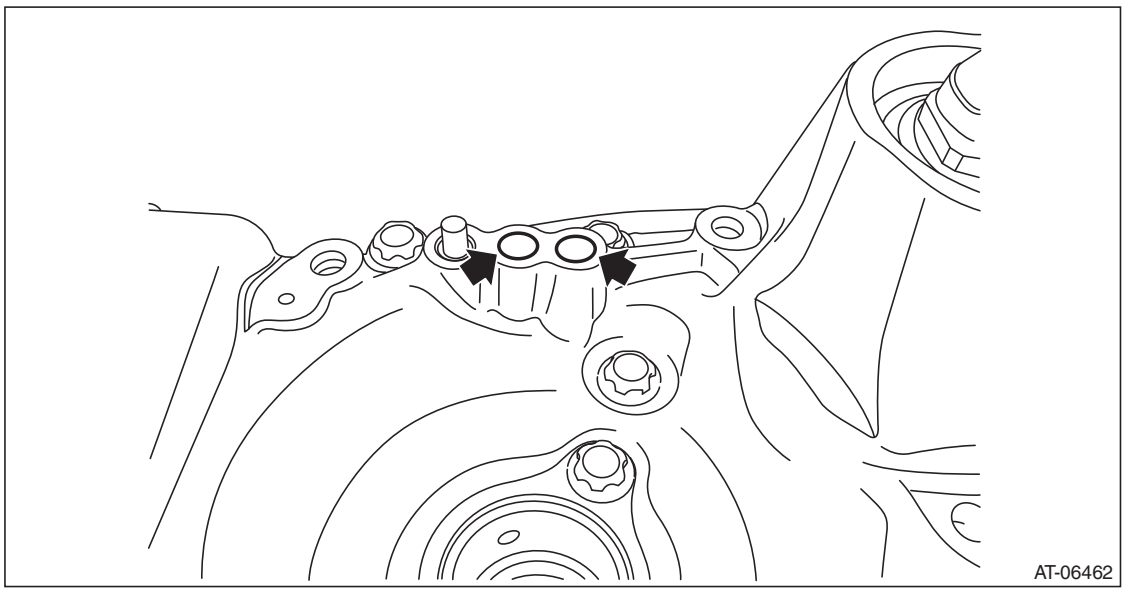


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22) Remove the reverse brake assembly.



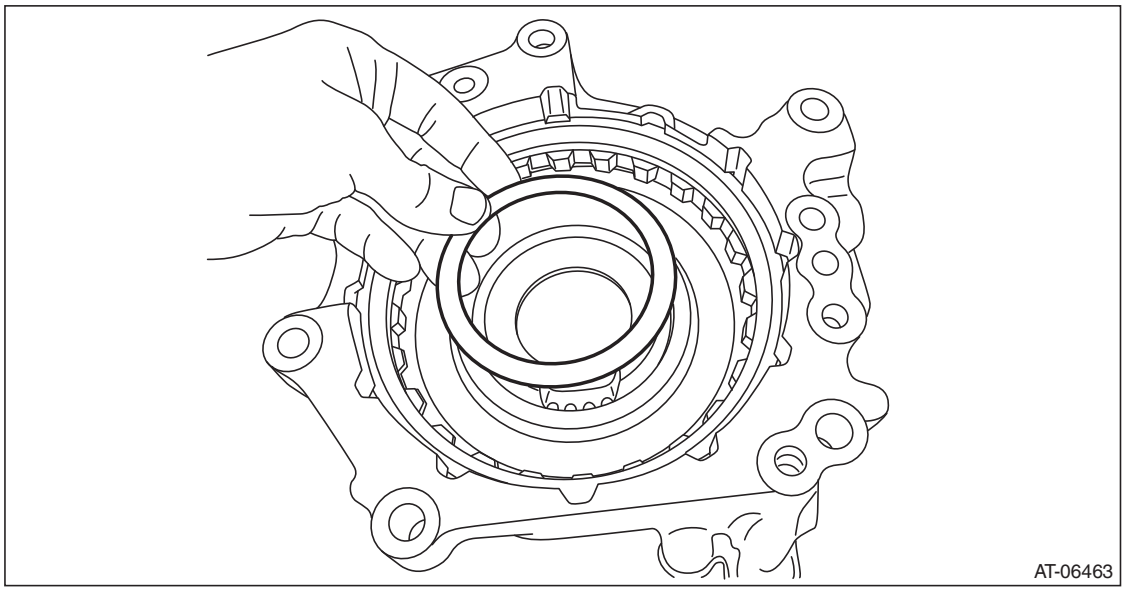
23) Remove the O-ring.



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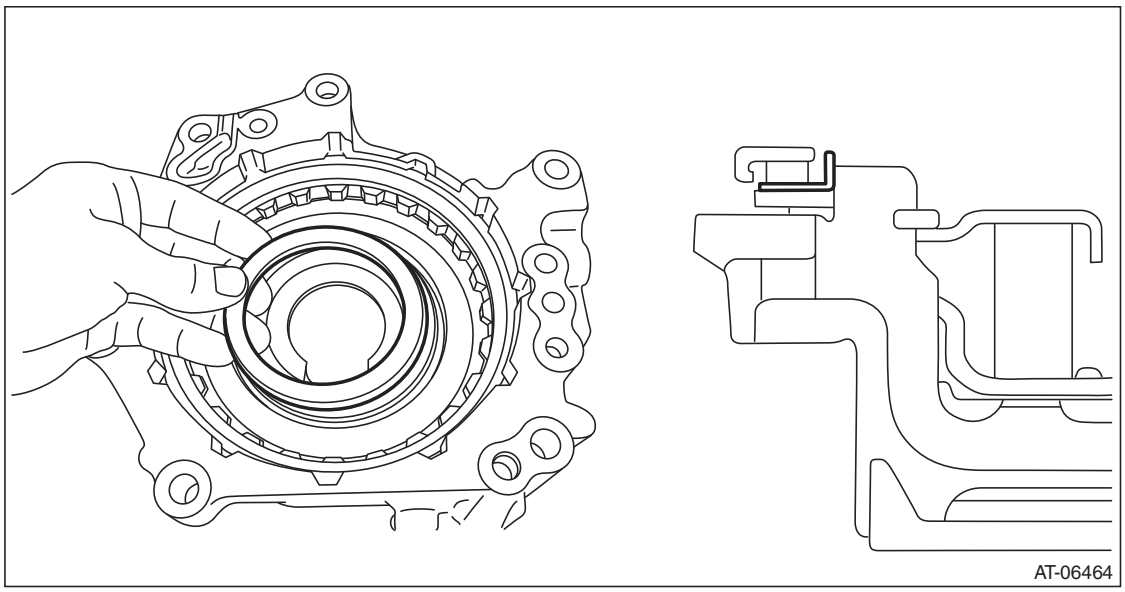
B: INSTALLATION

1) Select a washer. <Ref. to CVT(TR580)-277, ADJUSTMENT, Forward Clutch Assembly.>
2) Install the selected washer to the reverse brake housing.



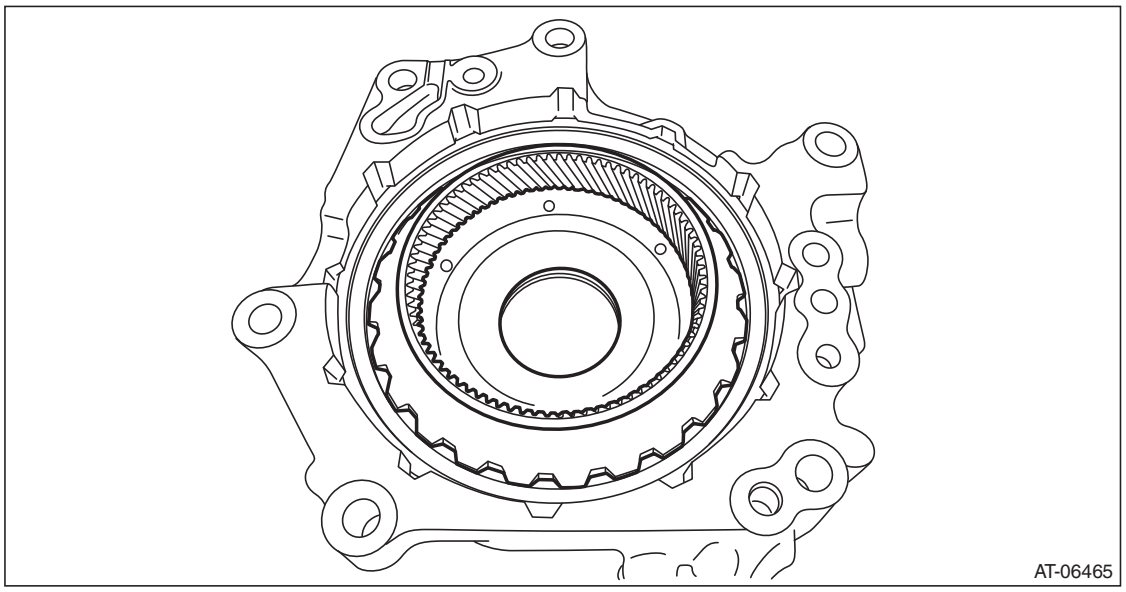
3) Install the thrust bearing to the reverse brake housing.

NOTE:
Face the temper color surface to the reverse brake side.



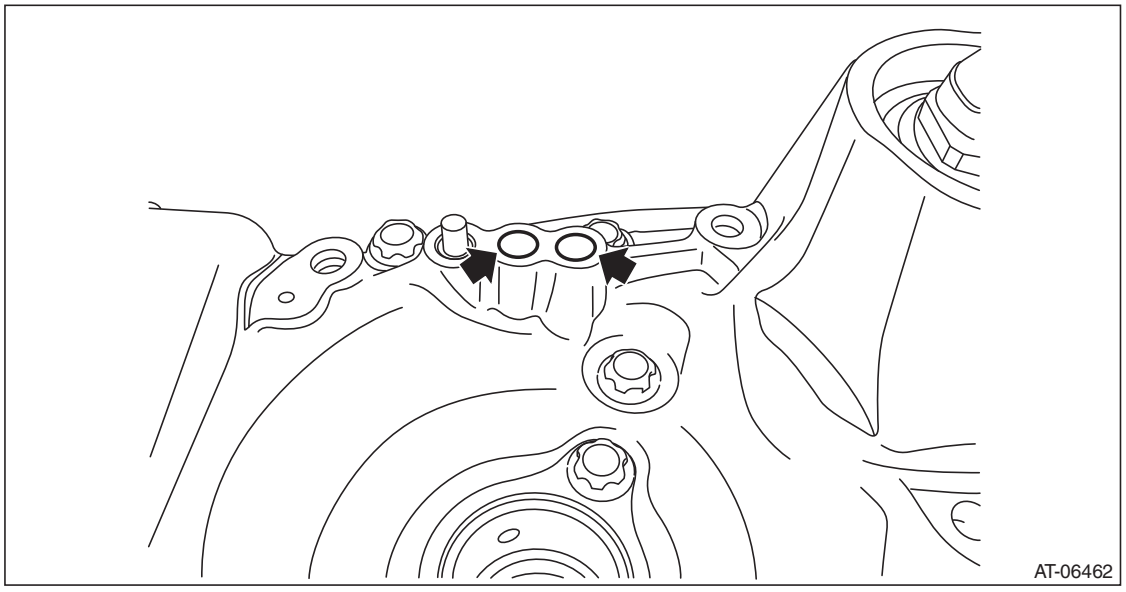
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4) Remove the internal gear from the forward clutch assembly, and install it to the reverse brake housing.



5) Install the O-ring.

NOTE:
- Install a new O-ring.
- Apply CVTF to the O-ring.

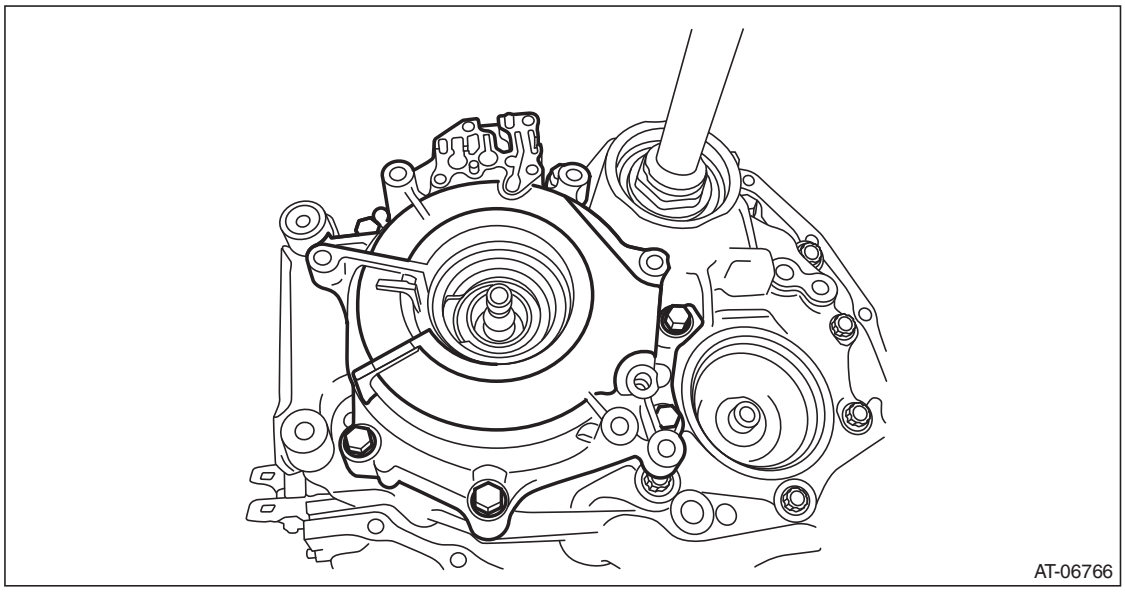


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6) Install the reverse brake assembly and internal gear as a unit to the drive pinion retainer.

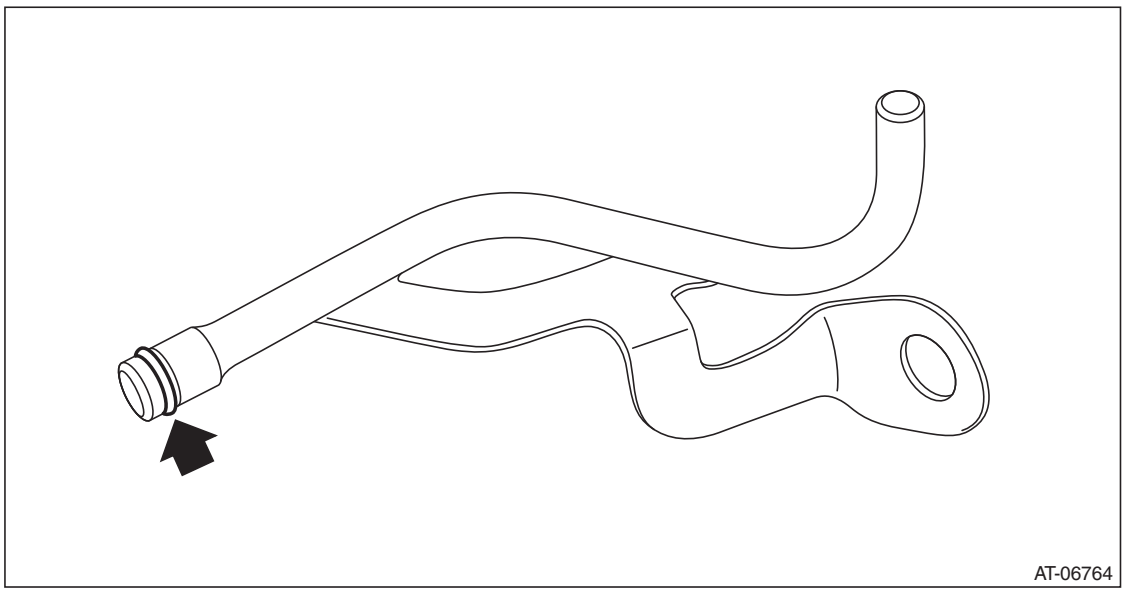
NOTE:
Slowly rotate the input shaft by hand to engage the internal gear and pinion gear of planetary carrier.

Tightening torque:
37 N·m (3.8 kgf-m, 27.3 ft-lb)


AT-06766

7) Install the O-ring to the lubrication pipe.

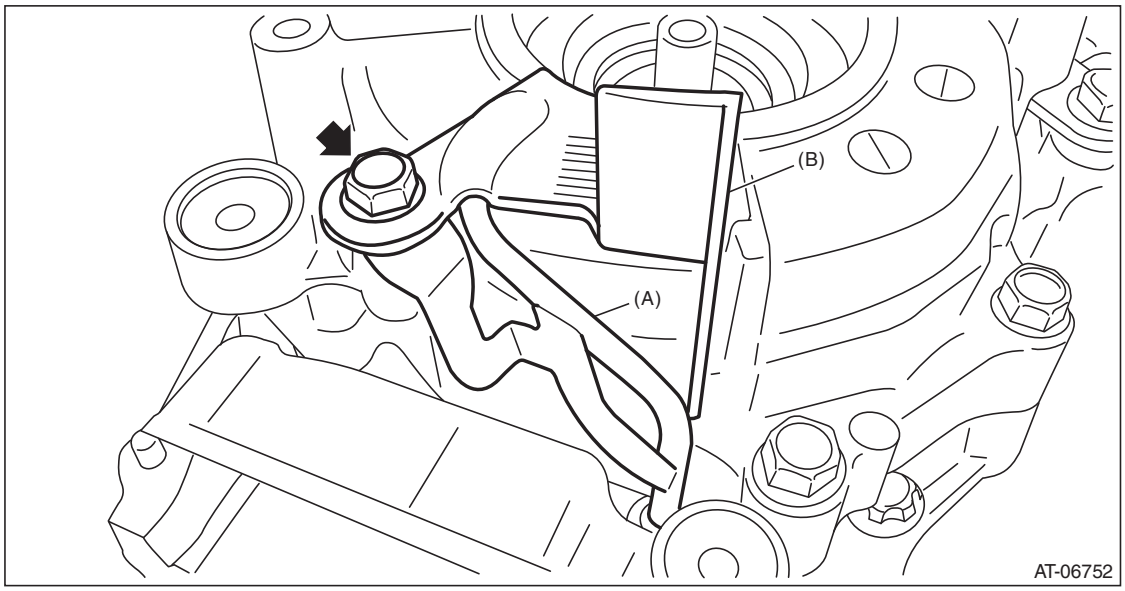
NOTE:
- Install a new O-ring.
- Apply CVTF to the O-ring.


AT-06764

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8) Install the lubrication pipe and oil guide.

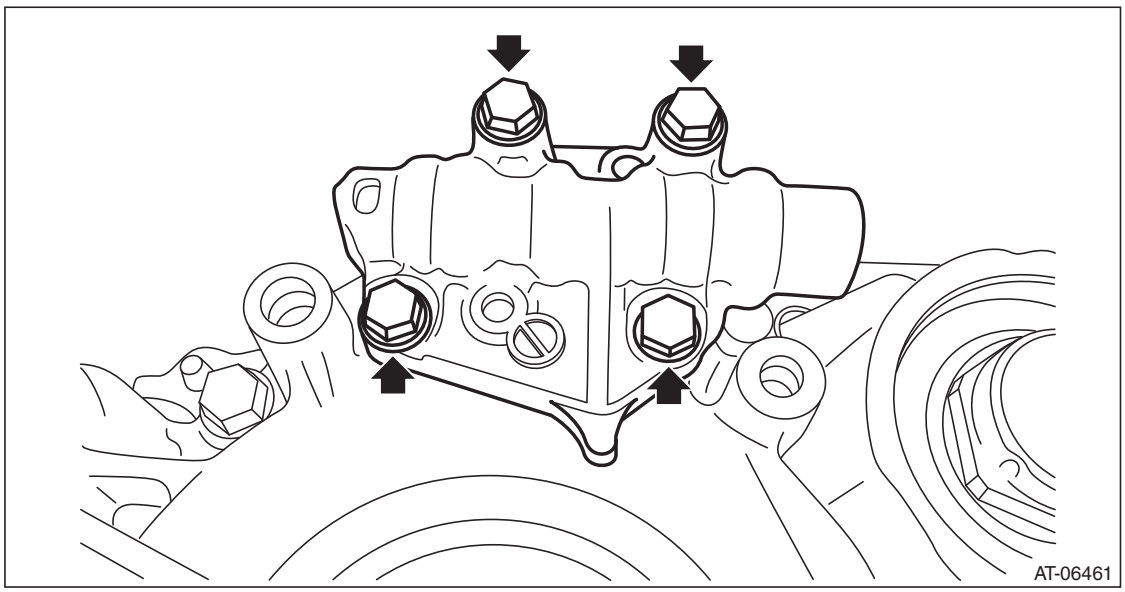
Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



(A) Lubrication pipe
(B) Oil guide

9) Install the manual valve assembly and separator plate.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



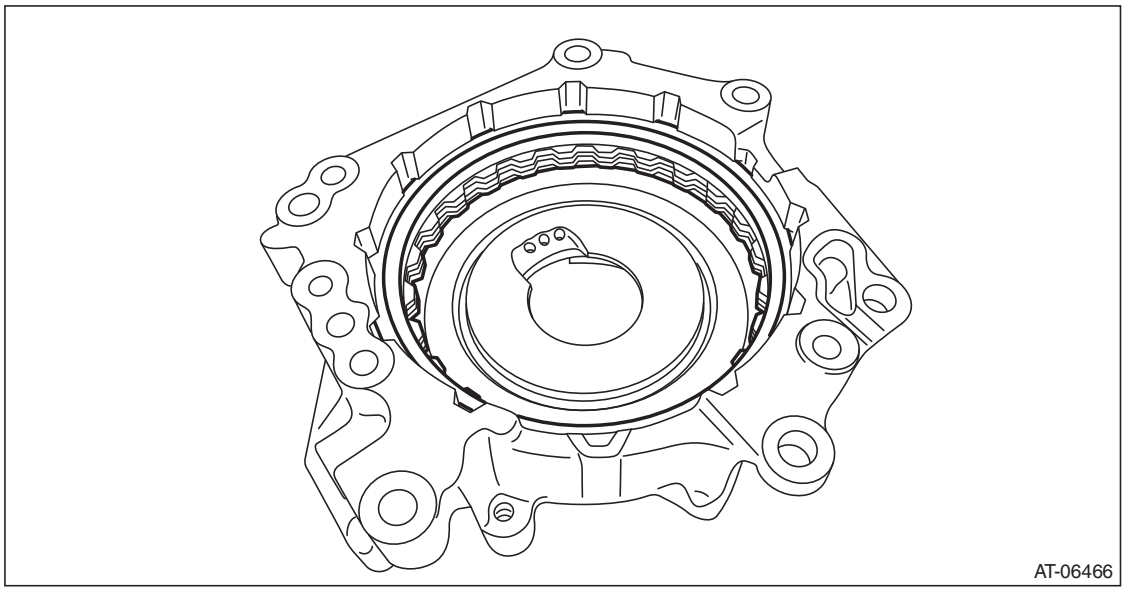
10) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>
11) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>
12) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>
13) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
14) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>

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15) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
16) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
17) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
18) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
19) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
20) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
21) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
22) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
23) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
24) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
25) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
26) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
27) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

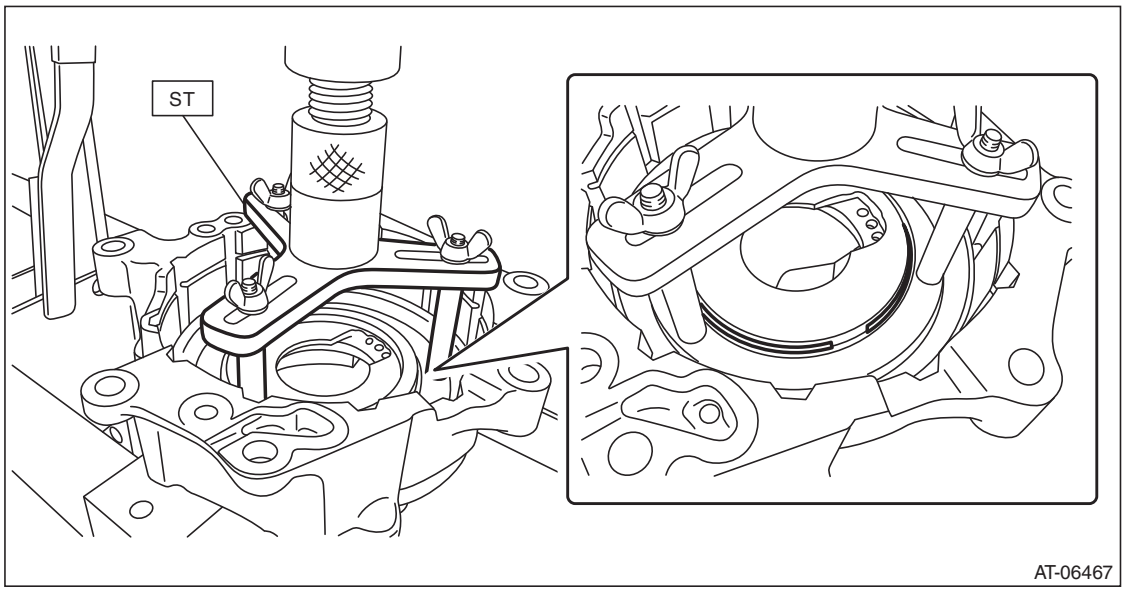
C: DISASSEMBLY

1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.

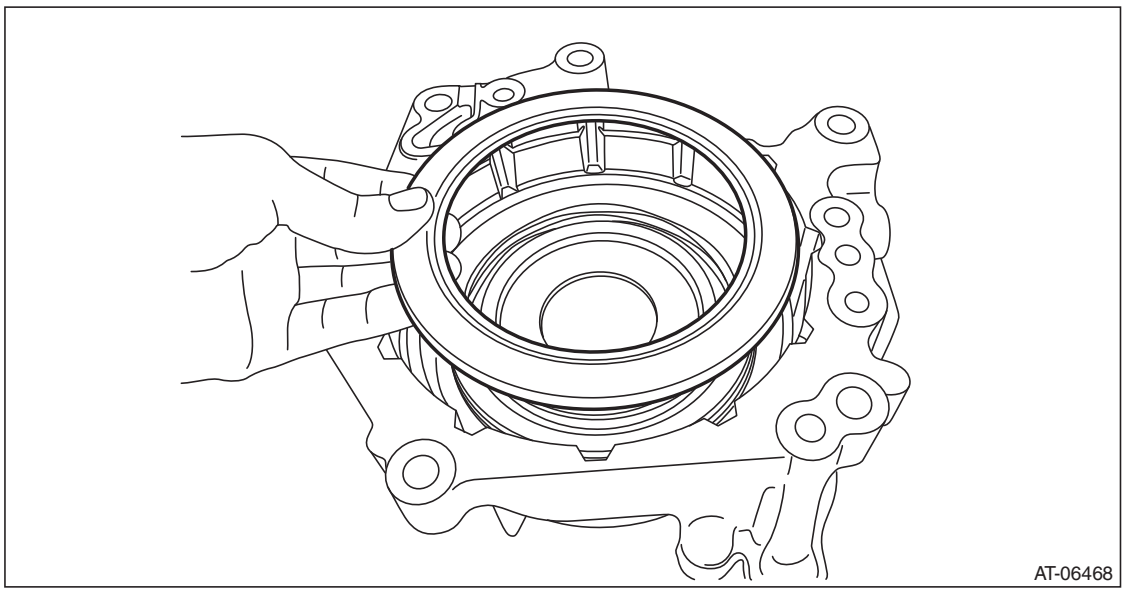


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3) Compress the return spring using the ST to remove the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL

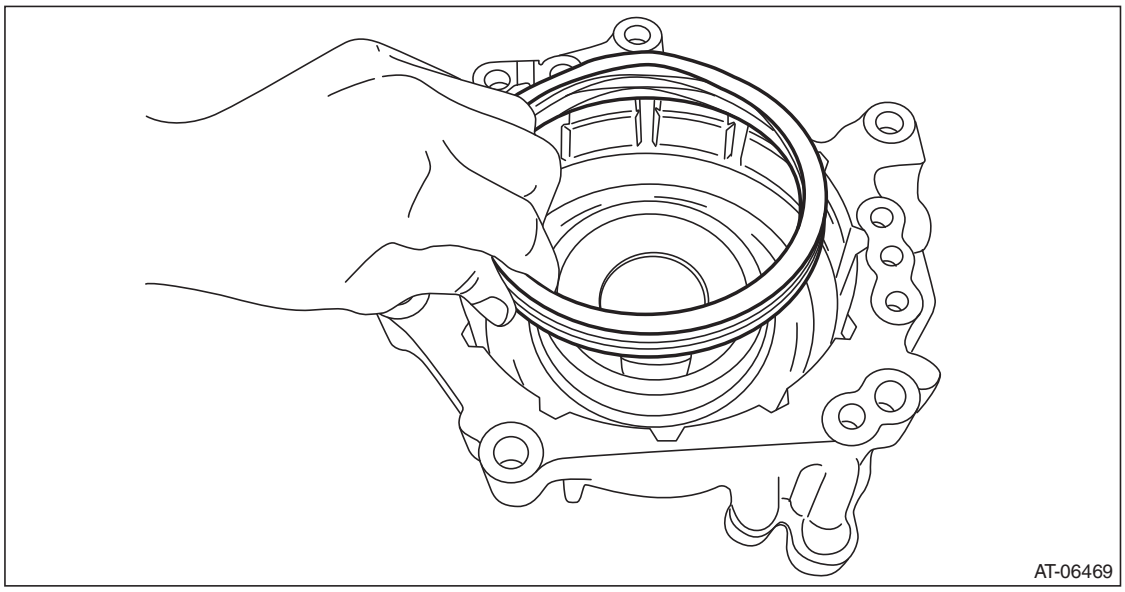


4) Using the ST, remove the snap ring and spring retainer.

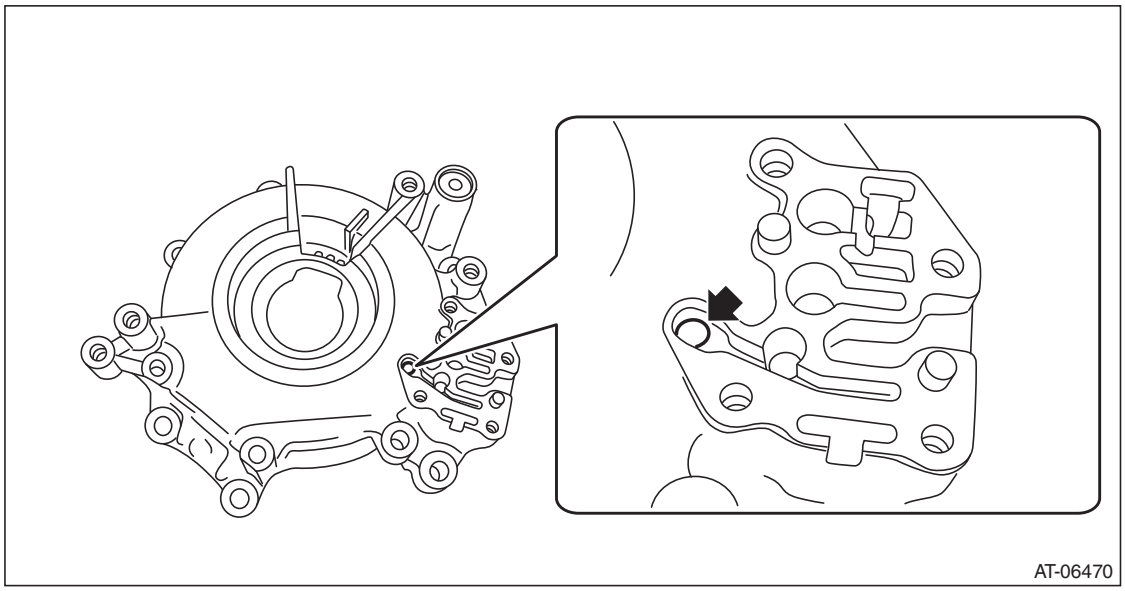


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5) Remove the return spring.



6) Remove the reverse brake piston by blowing compressed air intermittently from reverse brake housing hole.

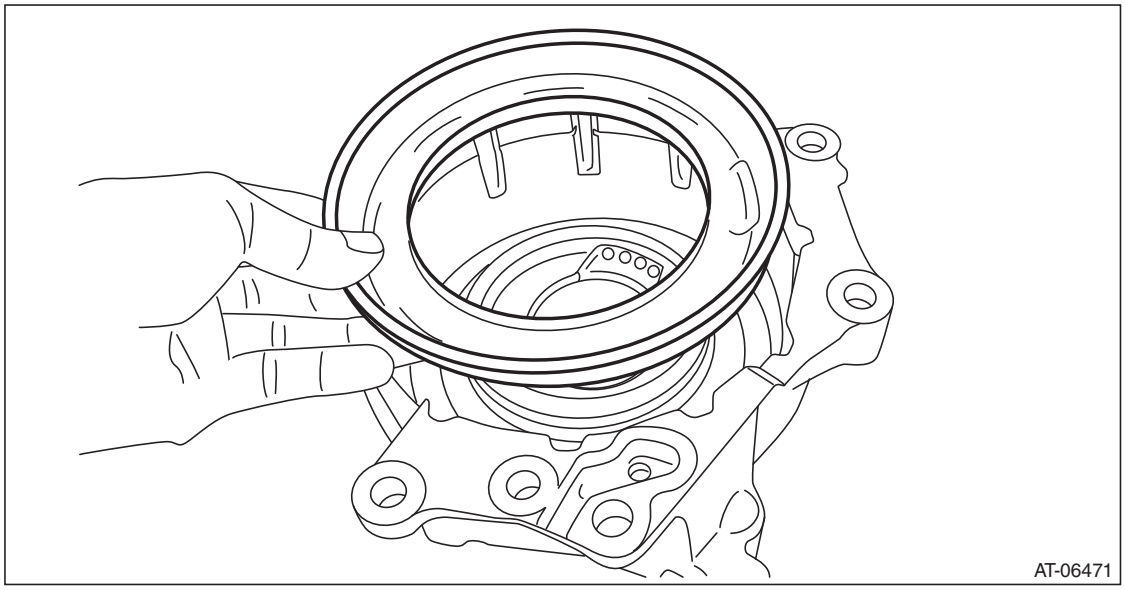


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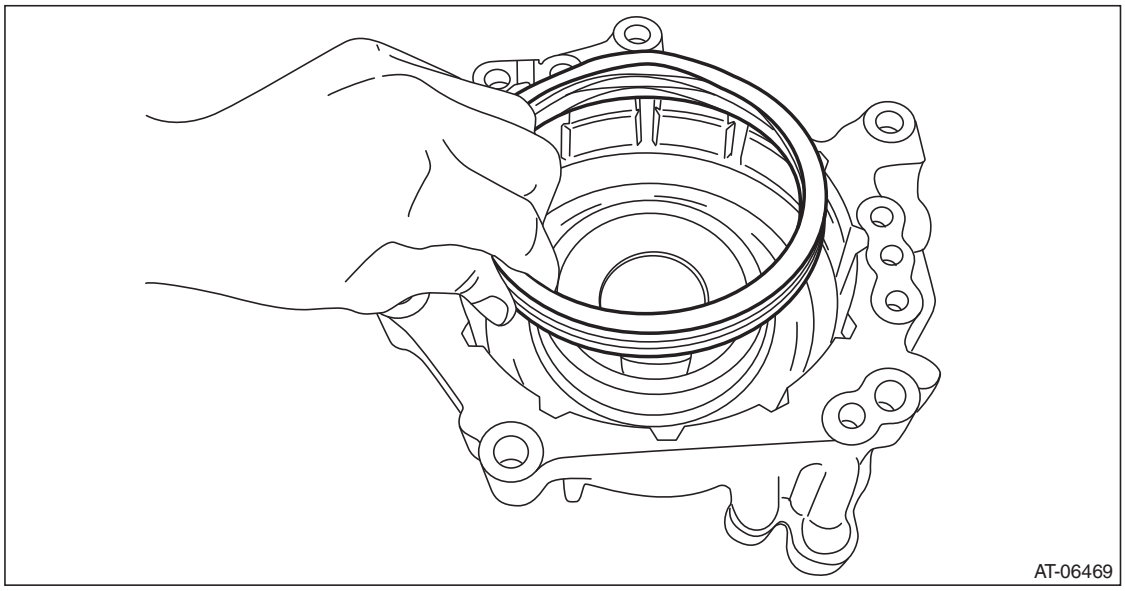
D: ASSEMBLY

1) Install the reverse brake piston.

NOTE:
Apply CVTF to the sealing area of reverse brake piston.

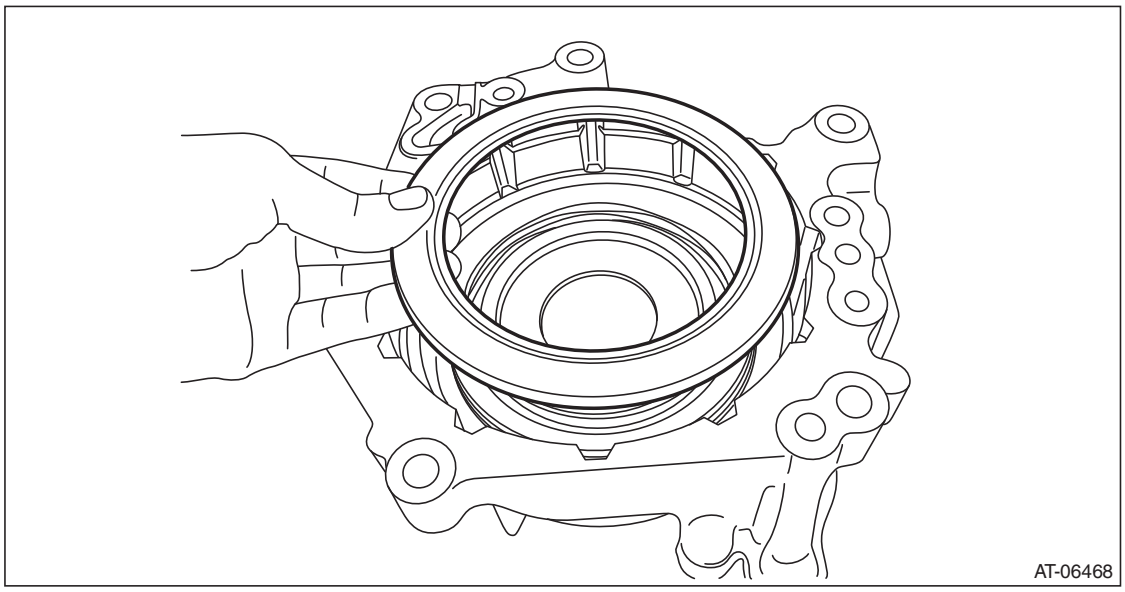


2) Install the return spring.

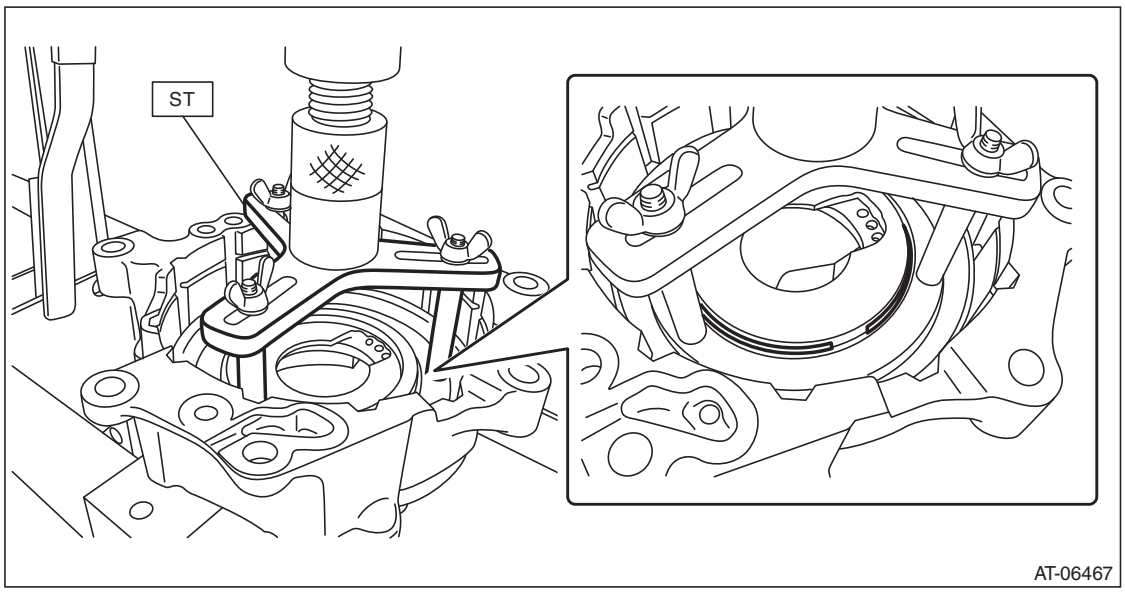


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3) Install the spring retainer.

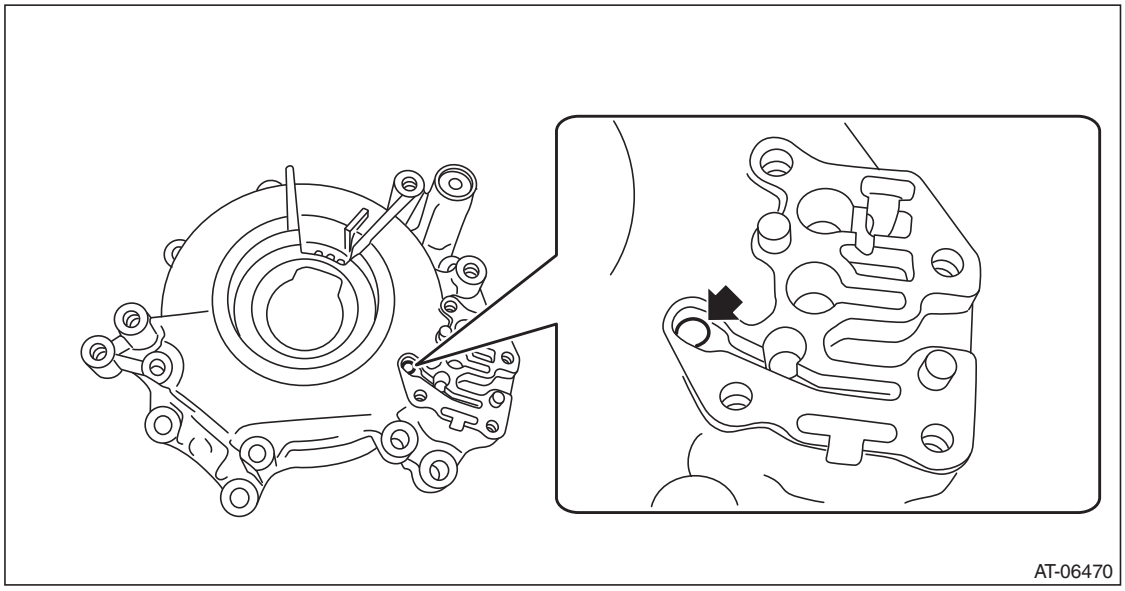


4) Compress the return spring using the ST to install the snap ring.
ST1 18762AA000 COMPRESSOR SPECIAL TOOL



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5) Check the operation of reverse brake piston by blowing compressed air intermittently from reverse brake housing hole.

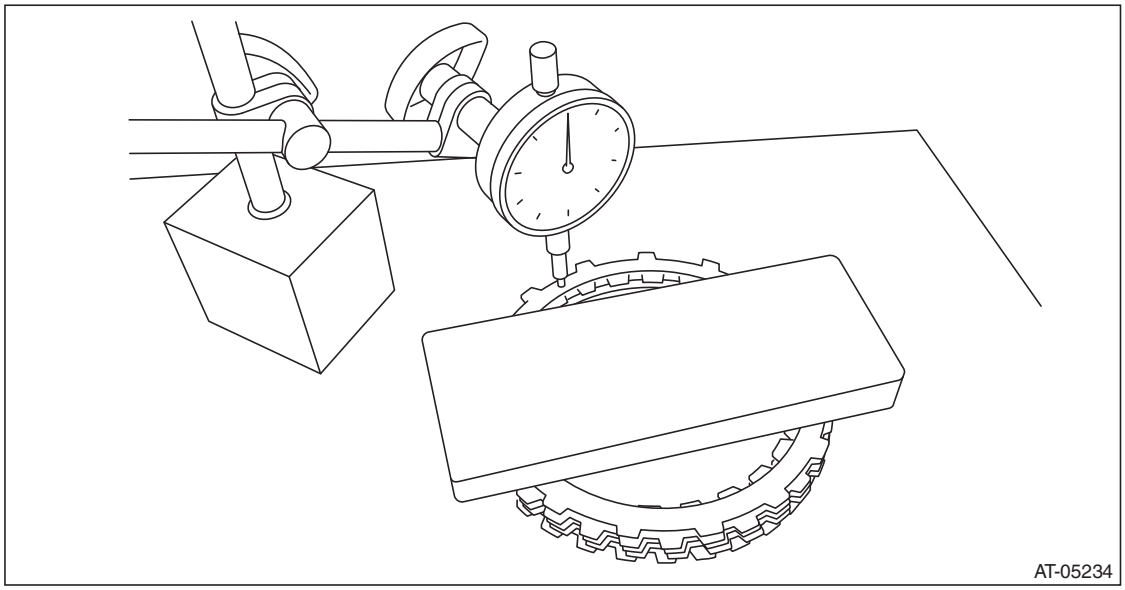


6) Place the driven plate, drive plate and retaining plate neatly in this order on surface table.
7) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
8) Scale and record the weight “Z” of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 29 N (3.0 kgf, 6.5 lb).

9) Put the flat board on retaining plate.

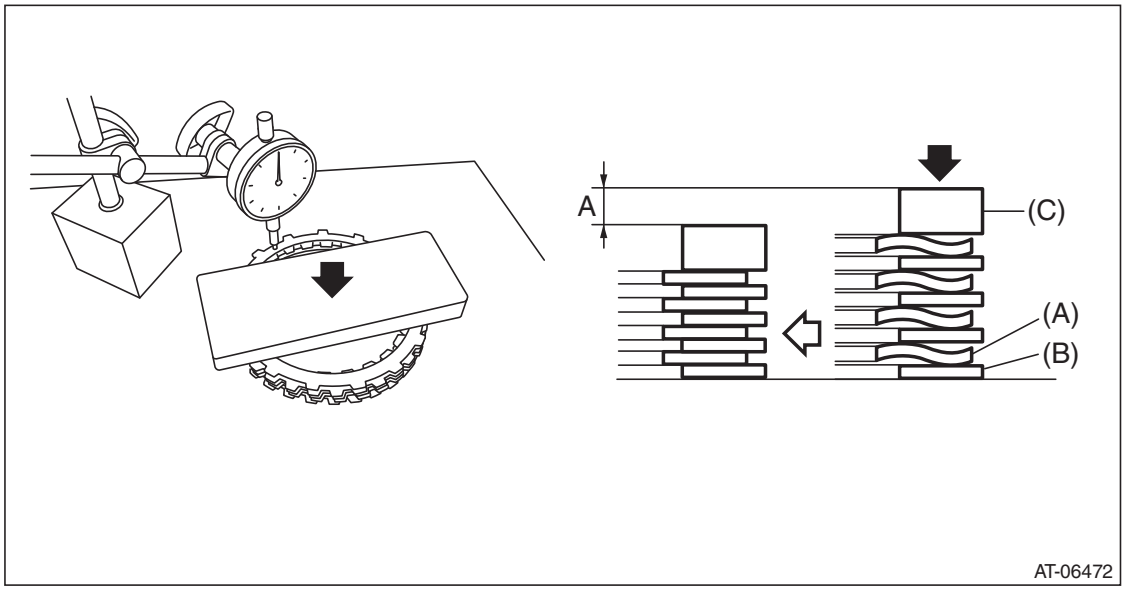


10) Using the following formula, read the push/pull gauge and calculate “N”.
N = 29 N (3.0 kgf, 6.5 lb) – Z
29 N (3.0 kgf, 6.5 lb) : Load applied to clutch plate
Z: Flat board weight

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11) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

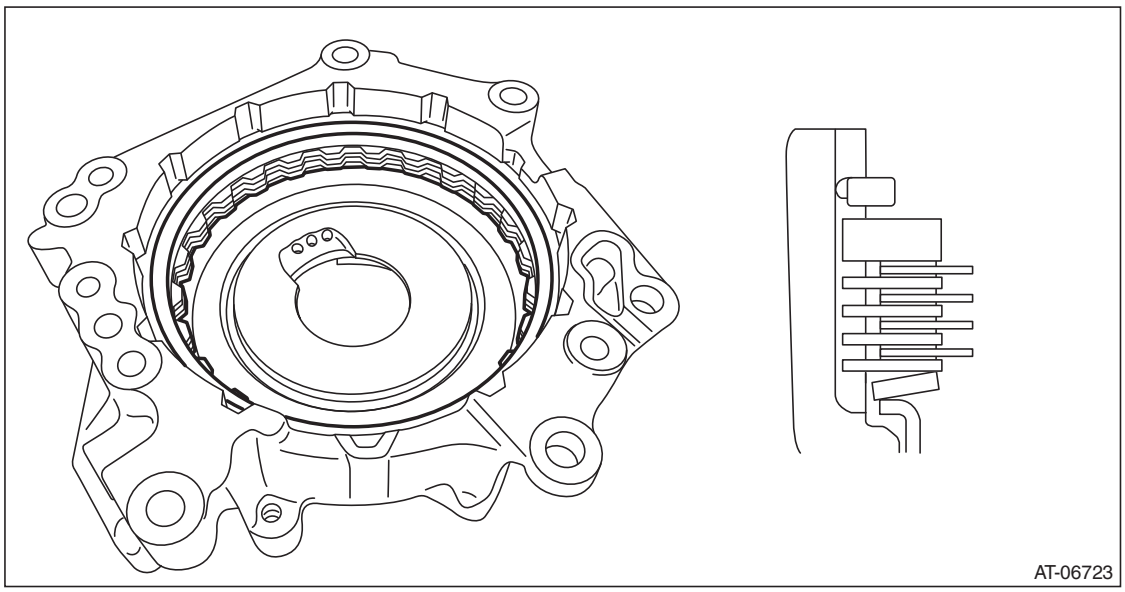
NOTE:
Measure at four points with a 90° interval and calculate the average.



(A) Drive plate
(B) Driven plate
(C) Retaining plate

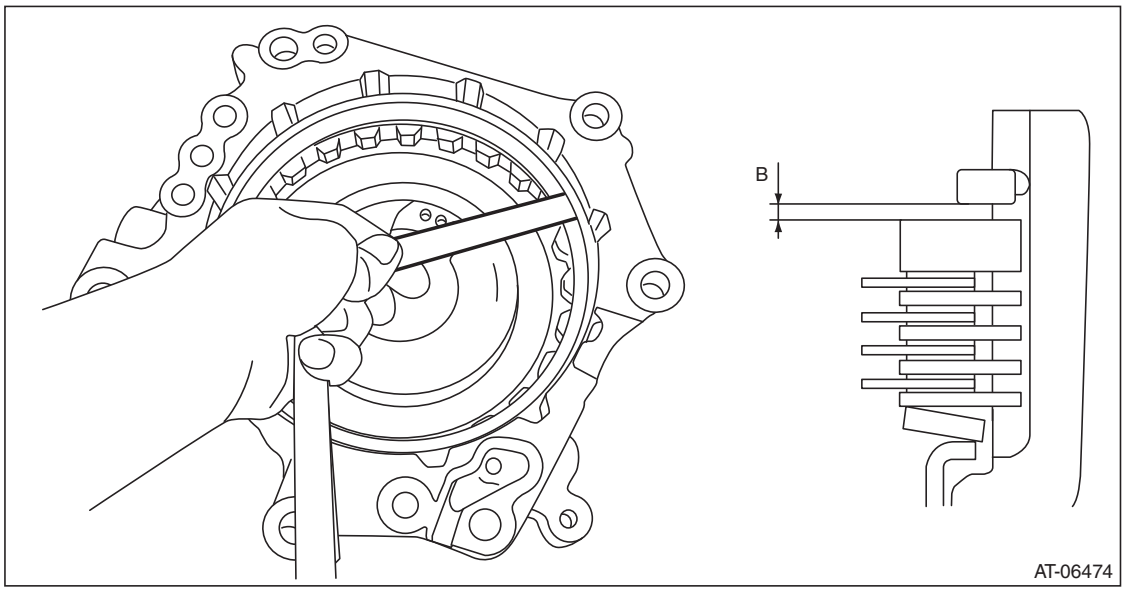
12) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to the reverse brake housing.

NOTE:
Install the dish plate in the correct direction.



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13) Measure and record the clearance “B” between the retaining plate and snap ring.



14) Piston stroke calculation
Calculate with A and B dimensions recorded before. If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
2.3 — 2.7 mm (0.091 — 0.106 in)

Limit thickness:
2.9 mm (0.114 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AB750	4.2 (0.165)
31567AB800	4.4 (0.173)
31567AB810	4.6 (0.181)
31567AB820	4.8 (0.189)

E: INSPECTION

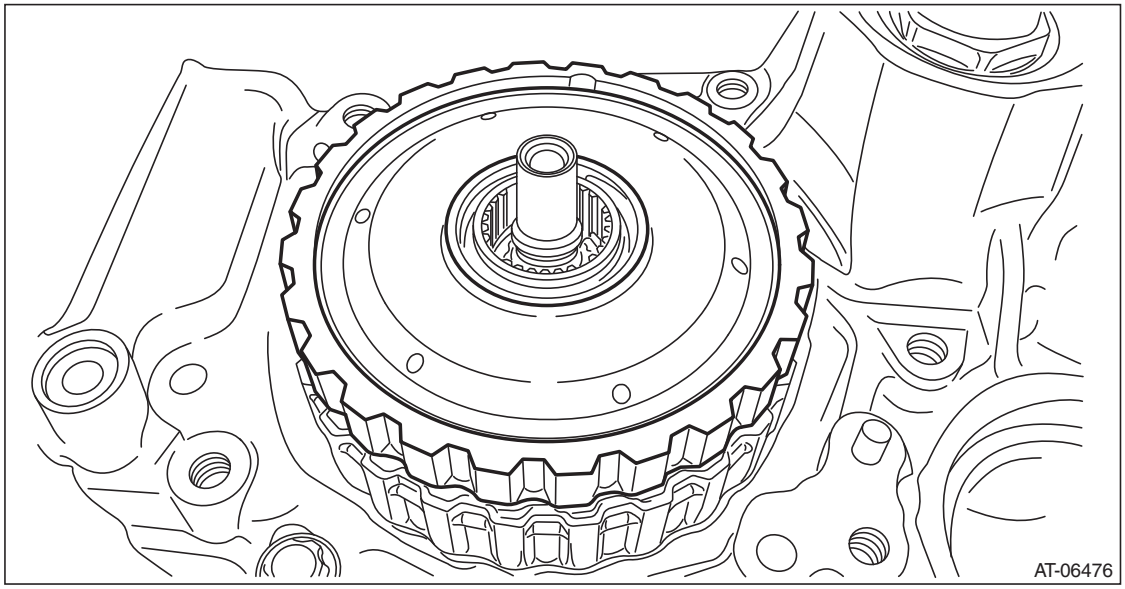
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and snap ring of reverse brake is within the limit. If it exceeds the limit, replace with a new drive plate and select and adjust the retaining plate within the initial standard value. <Ref. to CVT(TR580)-254, ASSEMBLY, Reverse Brake Assembly.>

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41.Forward Clutch Assembly

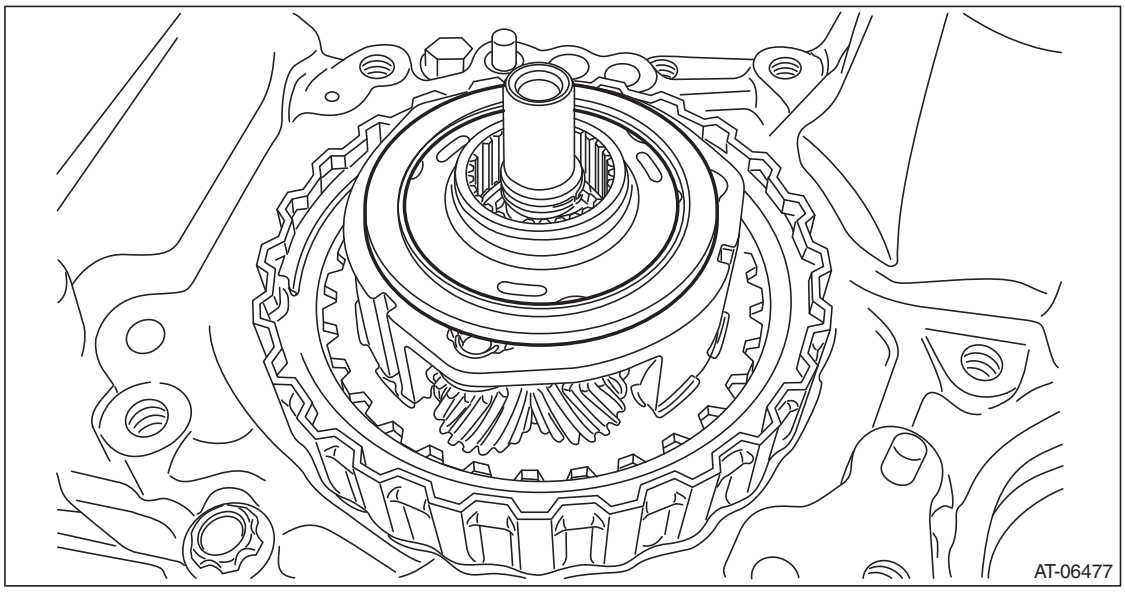
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-244, REMOVAL, Reverse Brake Assembly.>
20) Remove the internal gear.

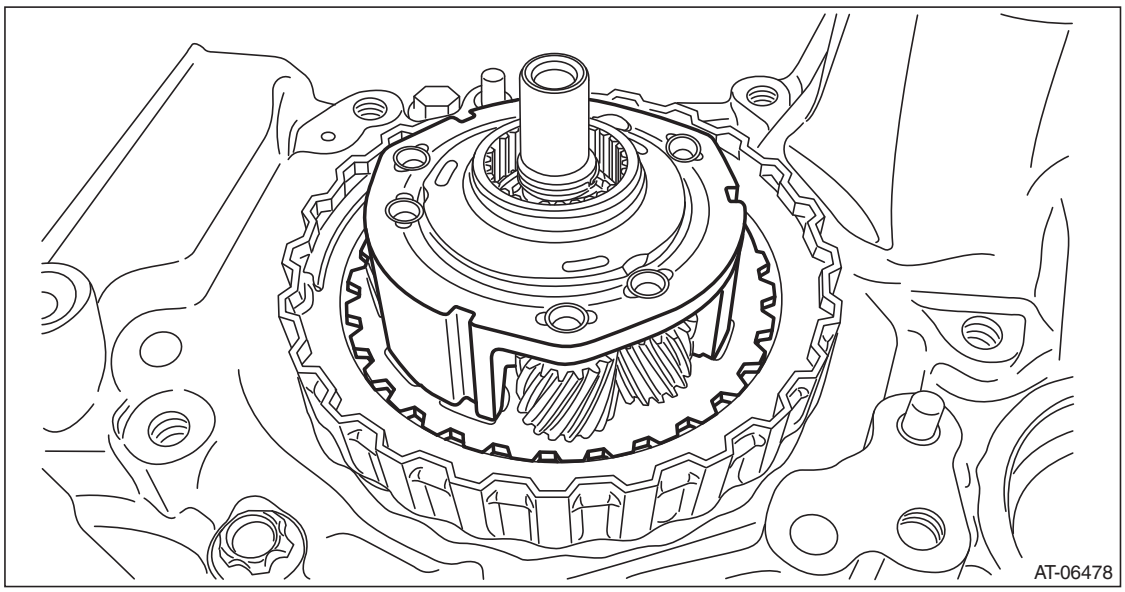


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21) Remove the thrust bearing.

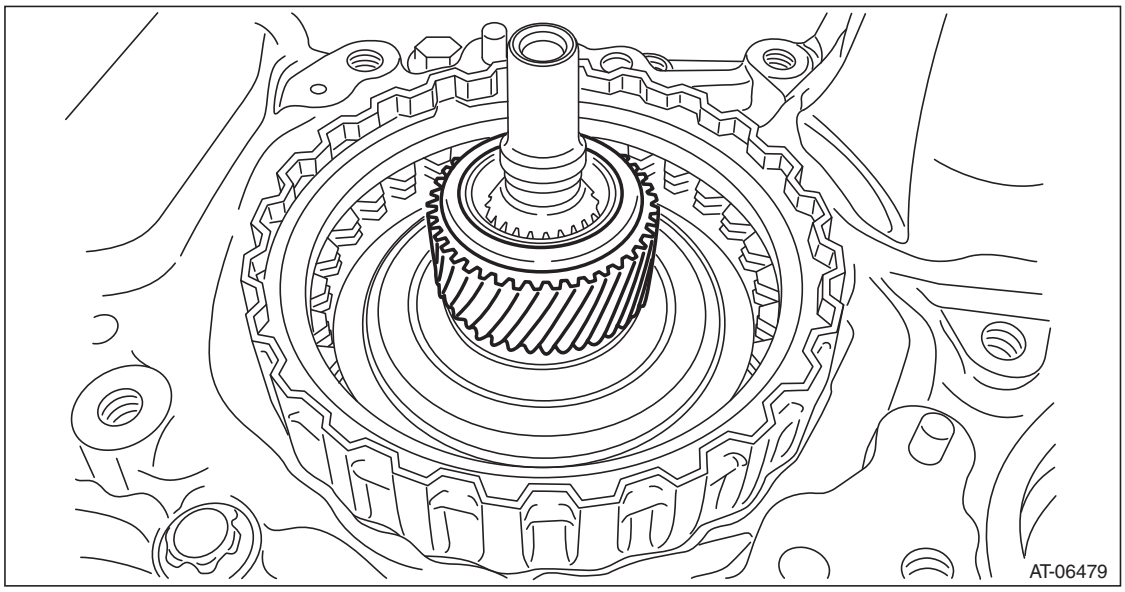


22) Remove the planetary carrier.

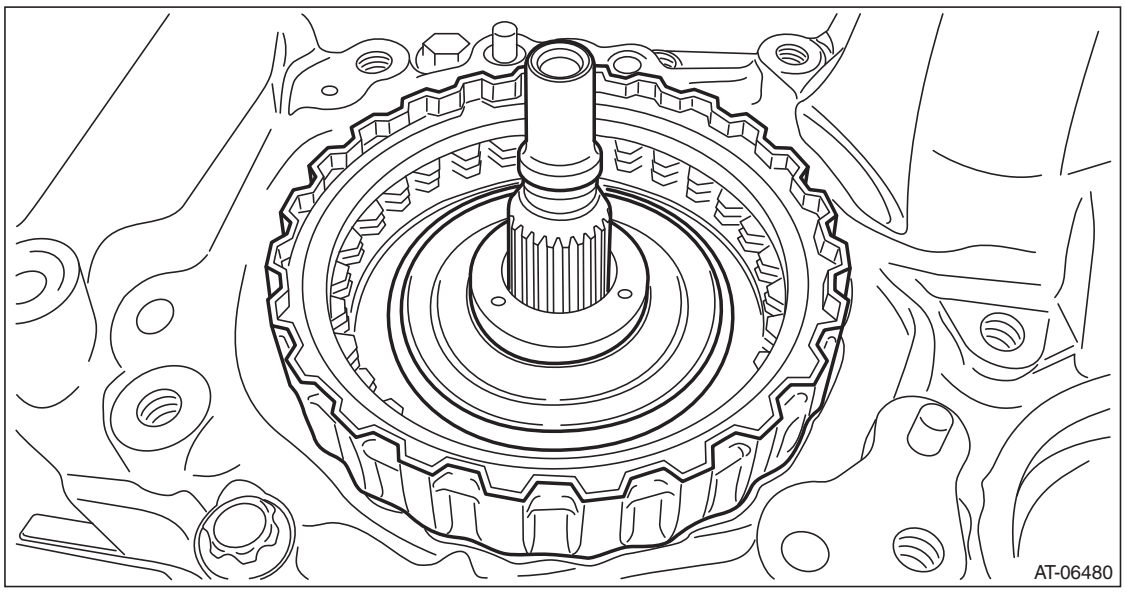


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23) Remove the thrust bearing and sun gear.

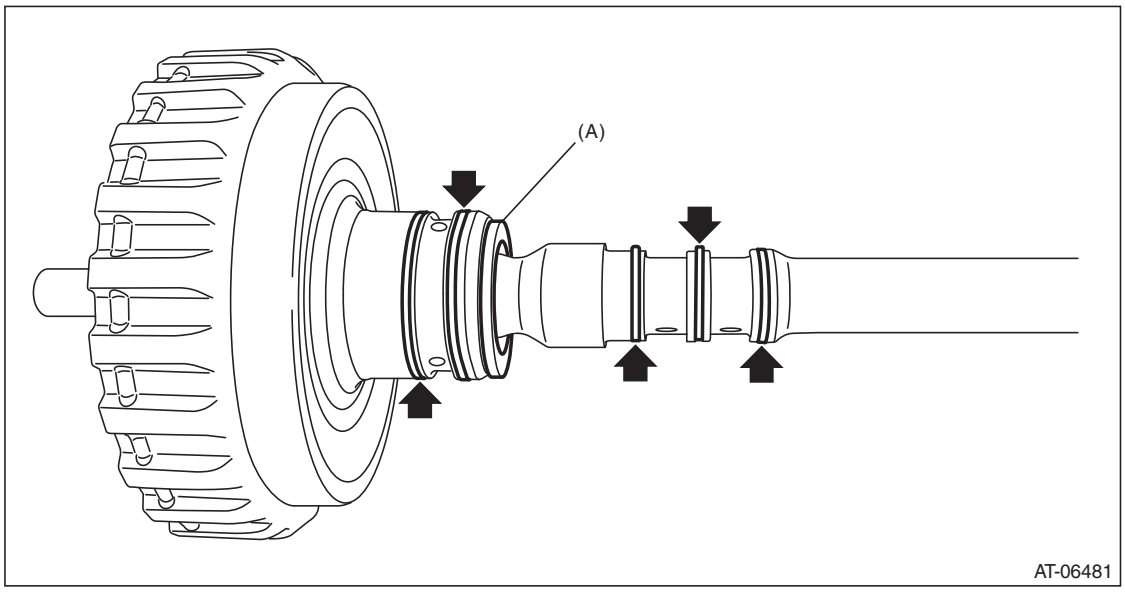


24) Remove the forward clutch assembly.



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25) Remove the thrust bearing and seal ring.

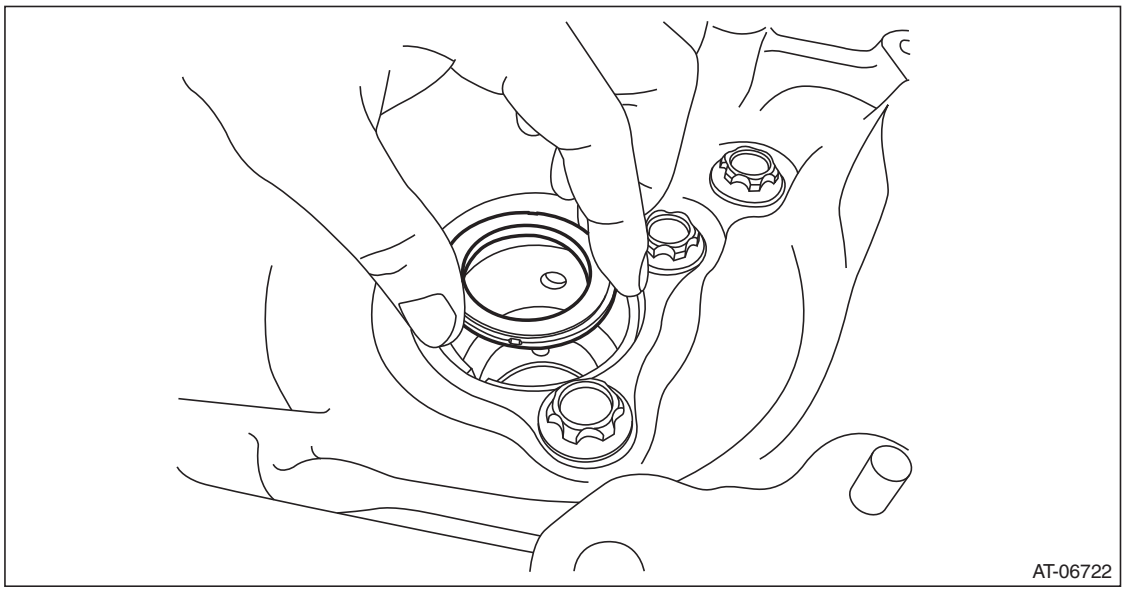


(A) Thrust bearing

B: INSTALLATION

1) Install the thrust bearing to the converter case.

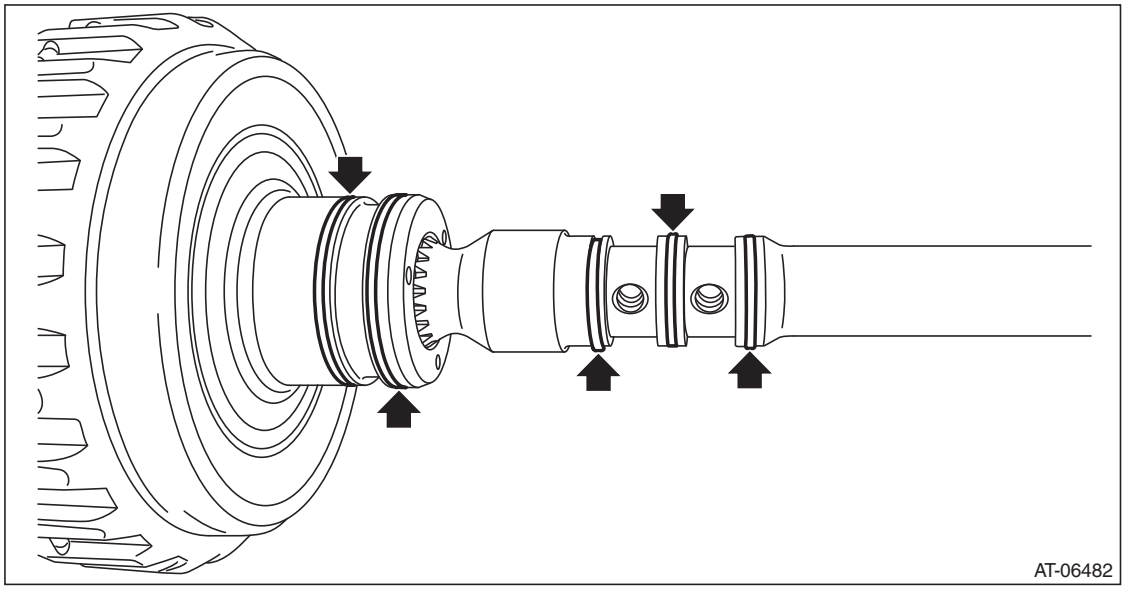
NOTE:
Face the temper color surface to the converter case side.



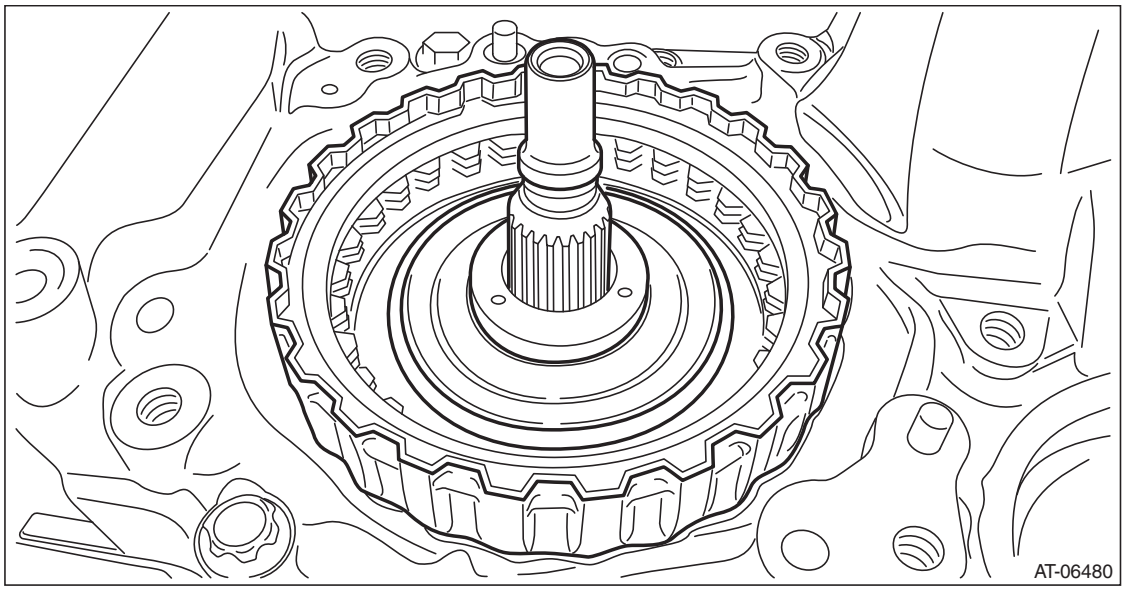
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2) Install the seal ring to the input shaft.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.



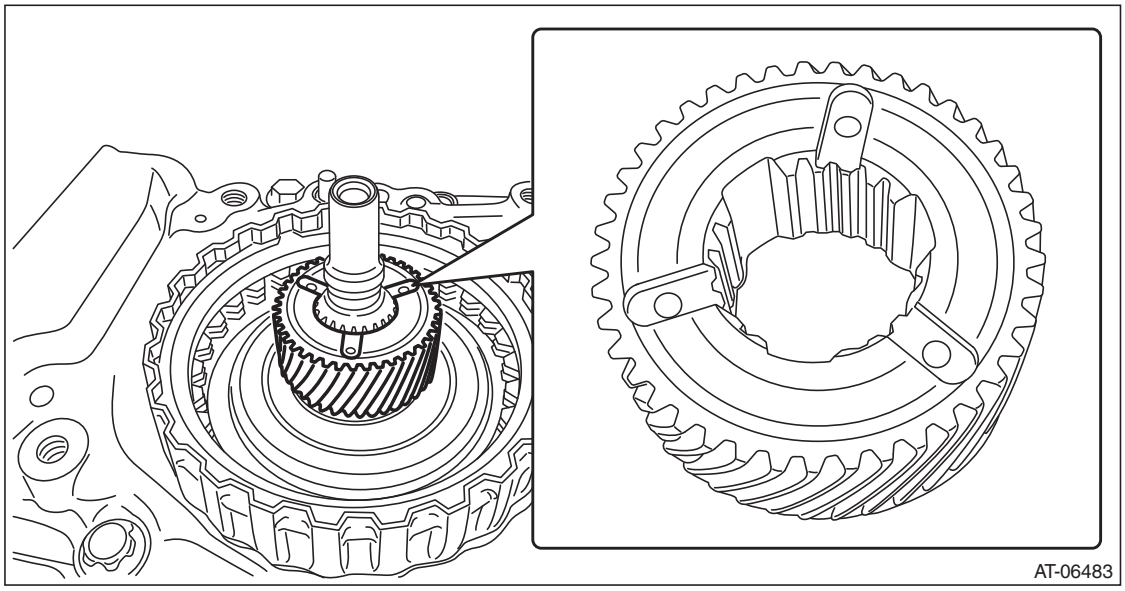
3) Install the forward clutch assembly to the converter case.



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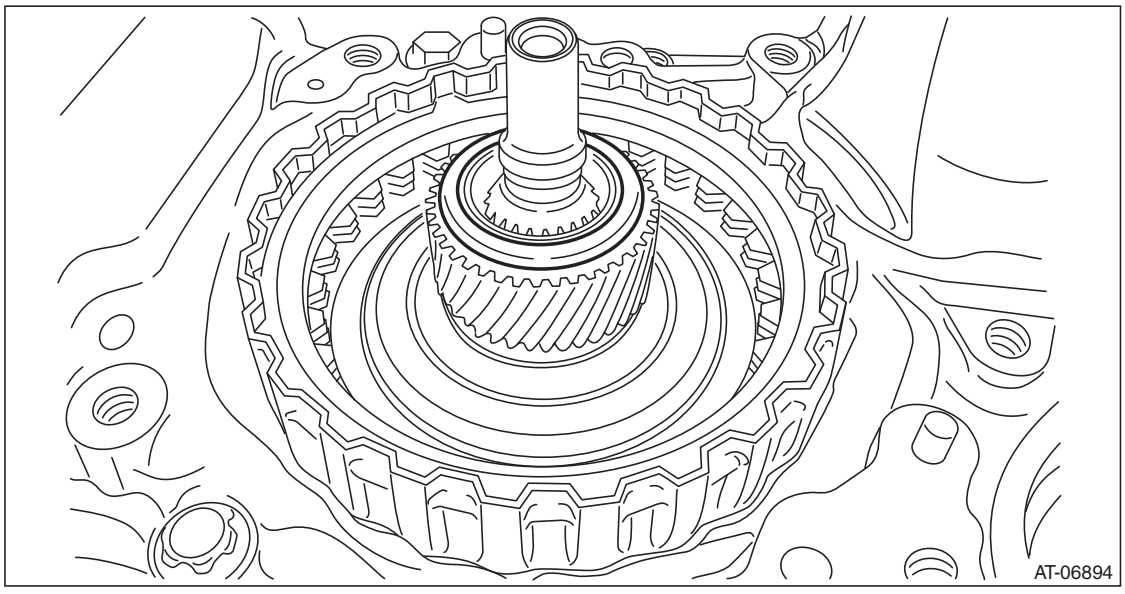
4) Install the sun gear.

NOTE:
Face the end face of the sun gear to the reverse brake side as shown in the figure.



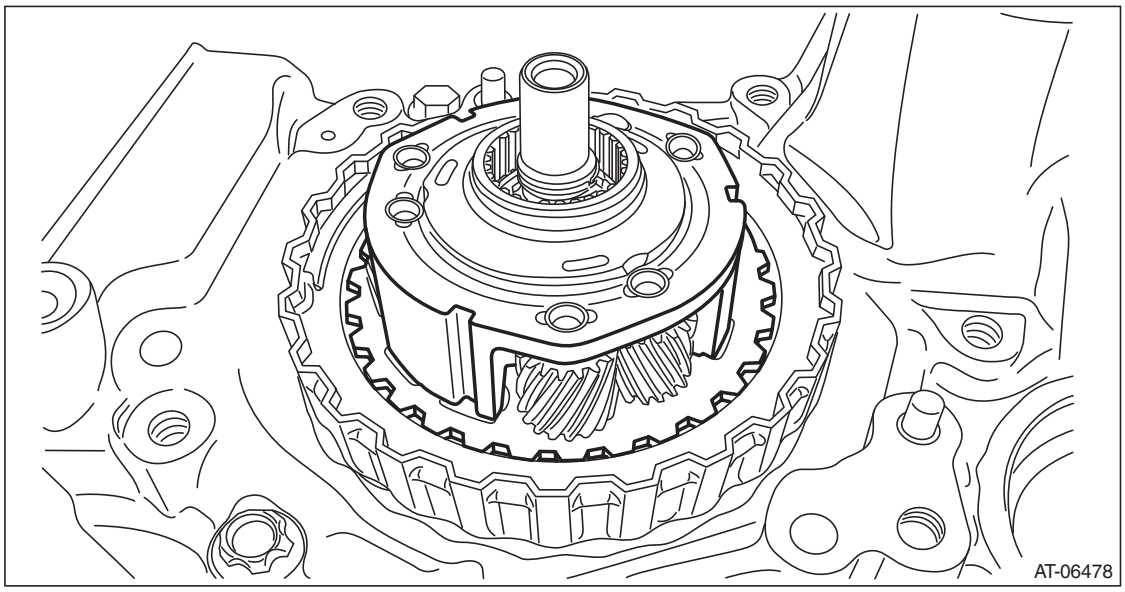
5) Install the thrust bearing to the sun gear.

NOTE:
Face the temper color surface to the reverse brake side.



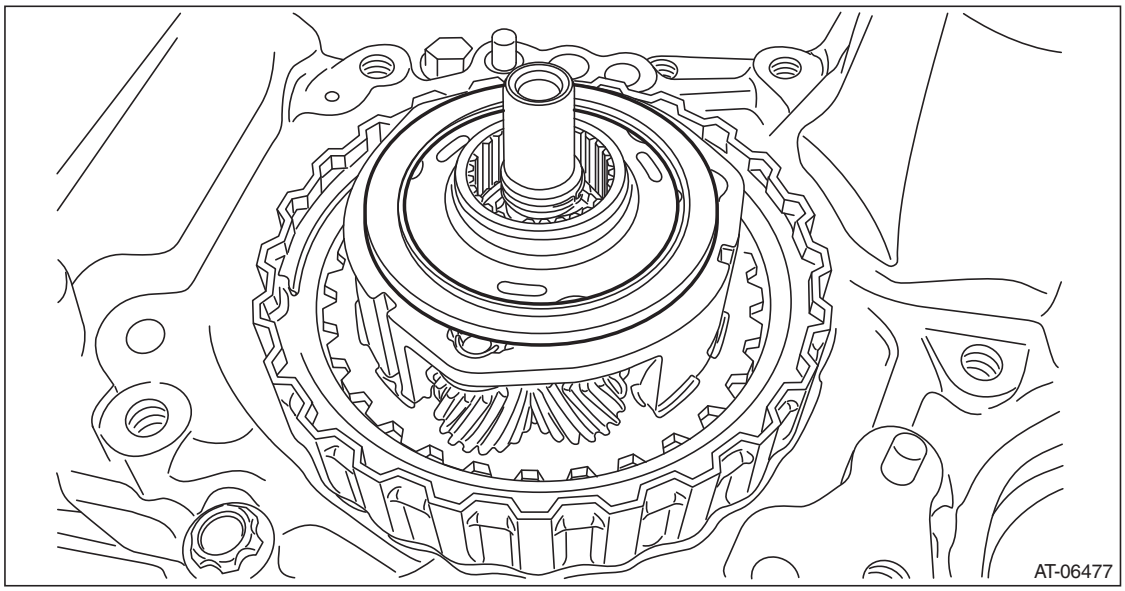
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6) Install the planetary carrier.



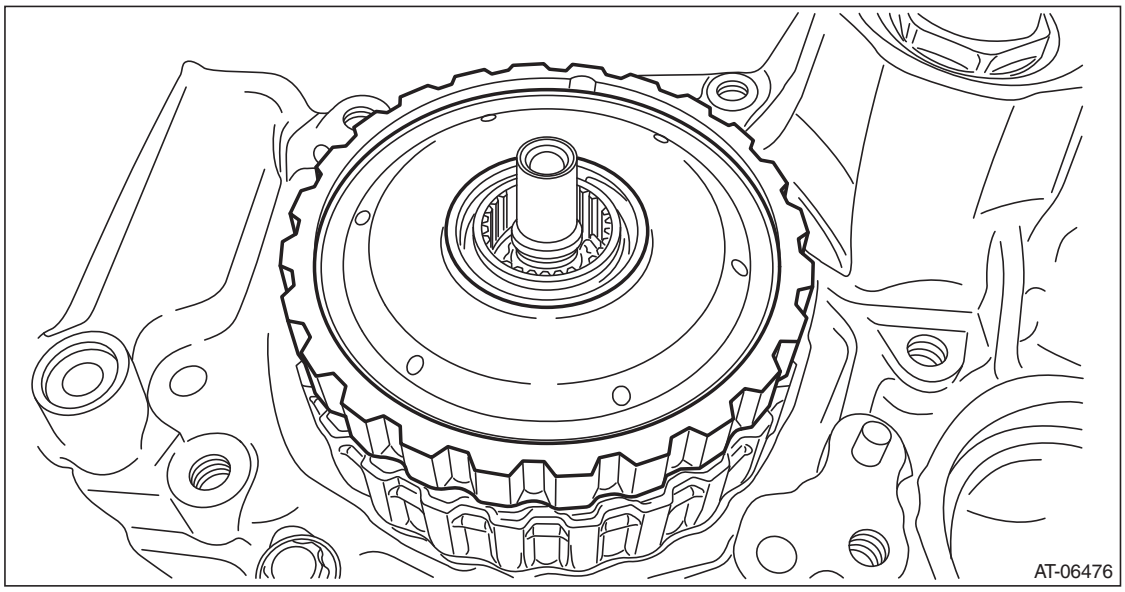
7) Install the thrust bearing.

NOTE:
Face the temper color surface to the reverse brake side.



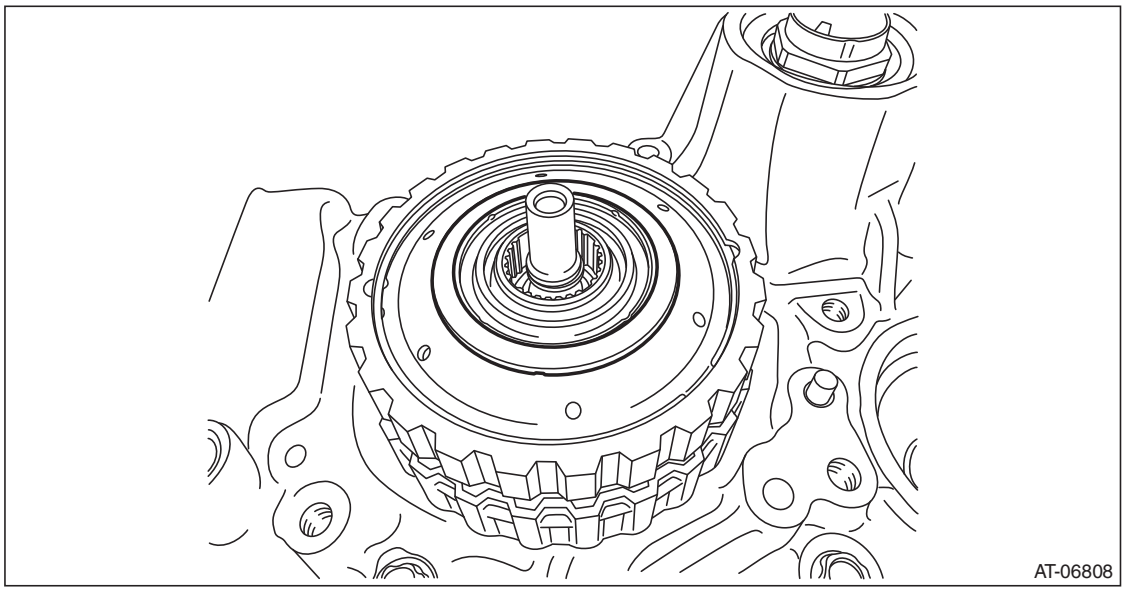
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8) Install the internal gear.



9) Install the thrust bearing to the internal gear.

NOTE:
Face the temper color surface to the reverse brake side.



10) Select a washer. <Ref. to CVT(TR580)-277, ADJUSTMENT, Forward Clutch Assembly.>
11) Install the reverse brake assembly. <Ref. to CVT(TR580)-247, INSTALLATION, Reverse Brake Assembly.>
12) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>
13) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>
14) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>
15) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
16) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
17) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
18) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>

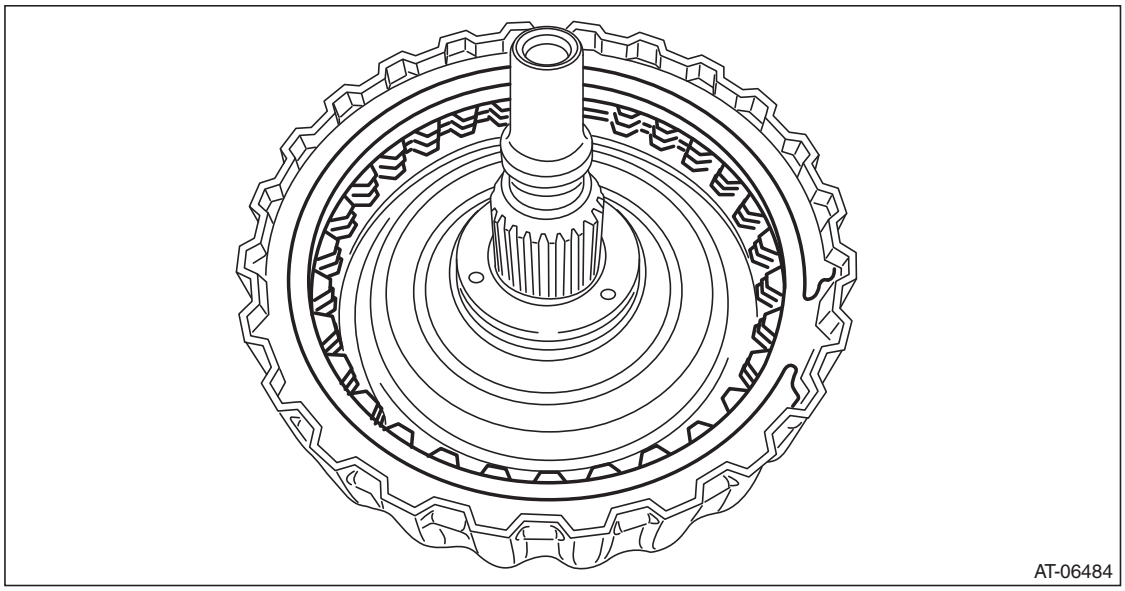
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19) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
20) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
21) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
22) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
23) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
24) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
25) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
26) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
27) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
28) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
29) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

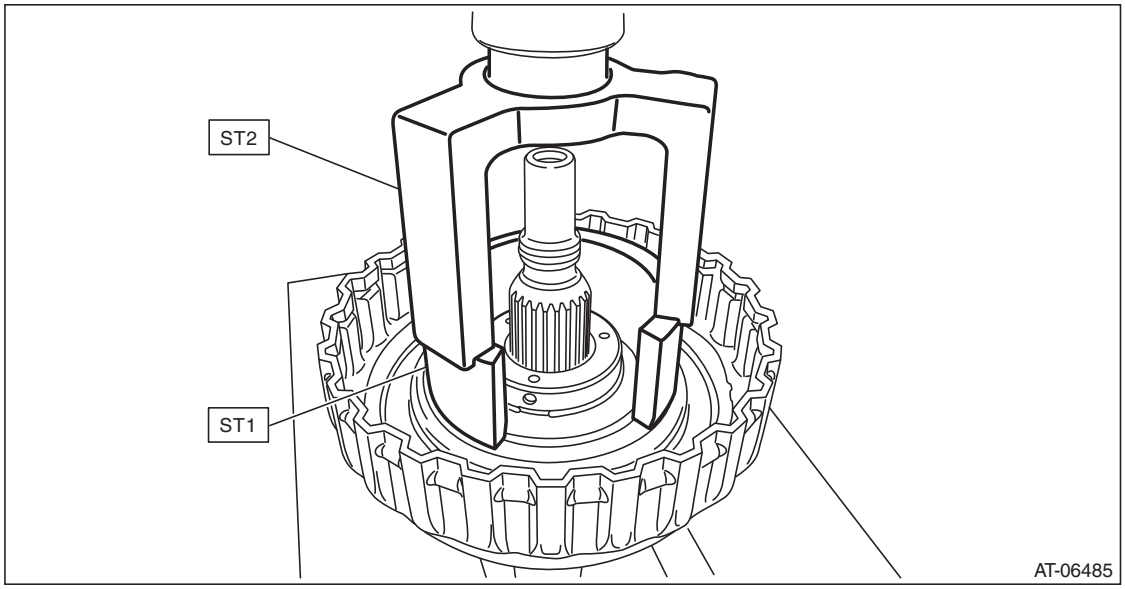
1. FORWARD CLUTCH ASSEMBLY

1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.

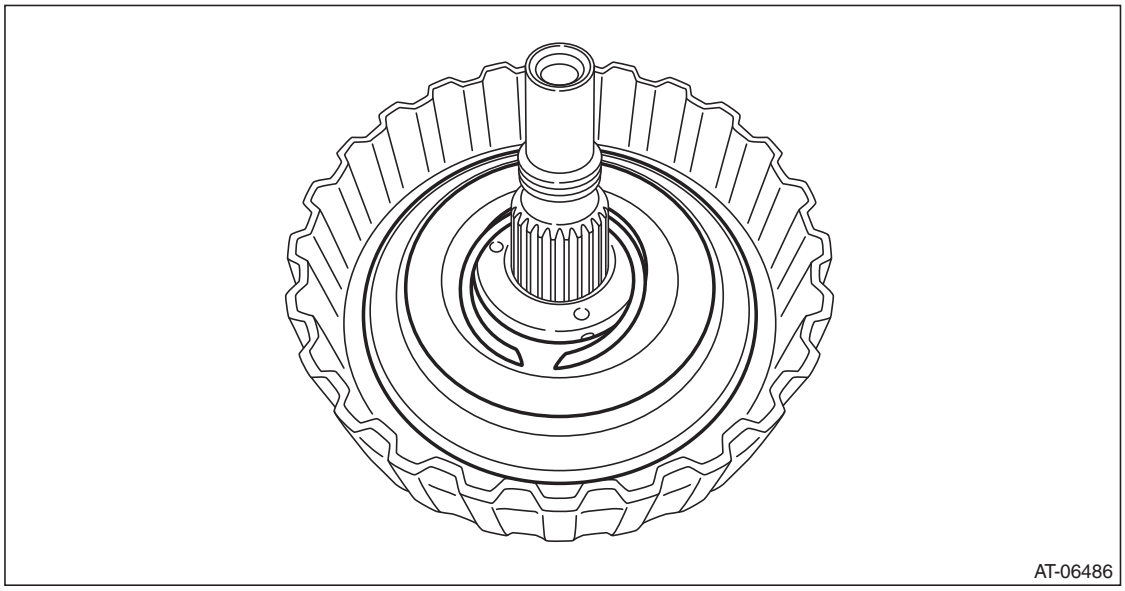


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3) Compress the return spring using the ST to remove the snap ring.
ST1 18762AA010 COMPRESSOR SPECIAL TOOL
ST2 398673600 COMPRESSOR

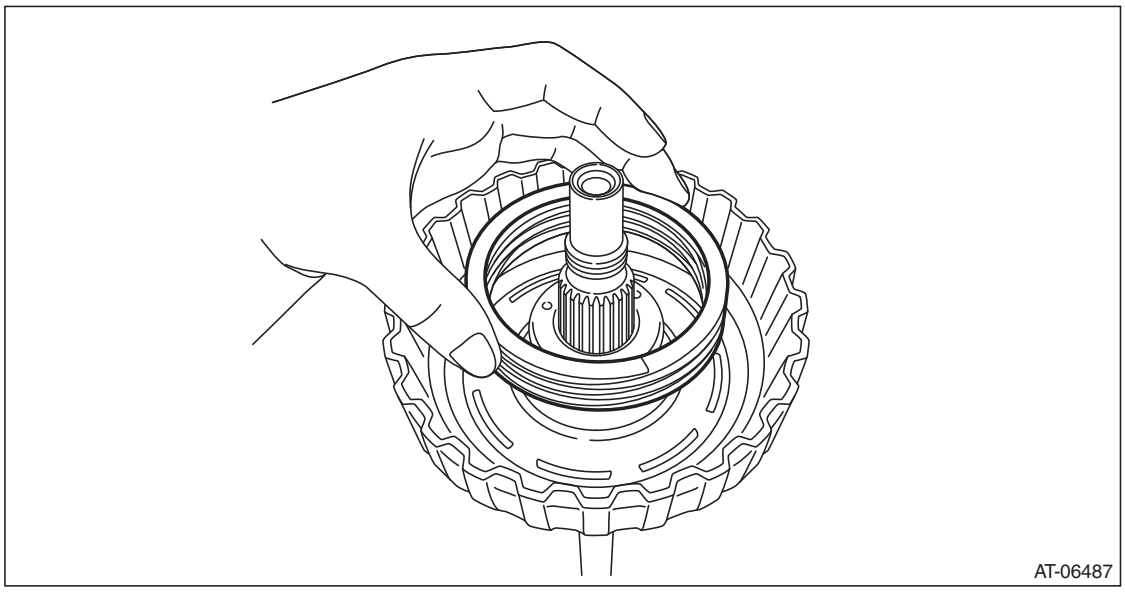


4) Remove the chamber COMPL and snap ring.

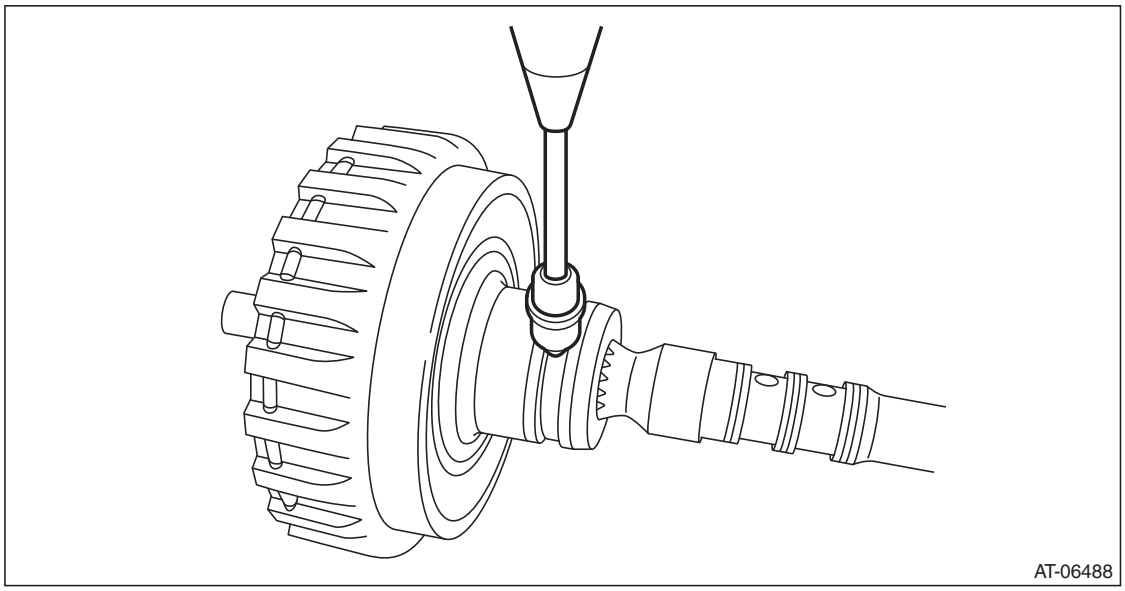


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5) Remove the return spring.



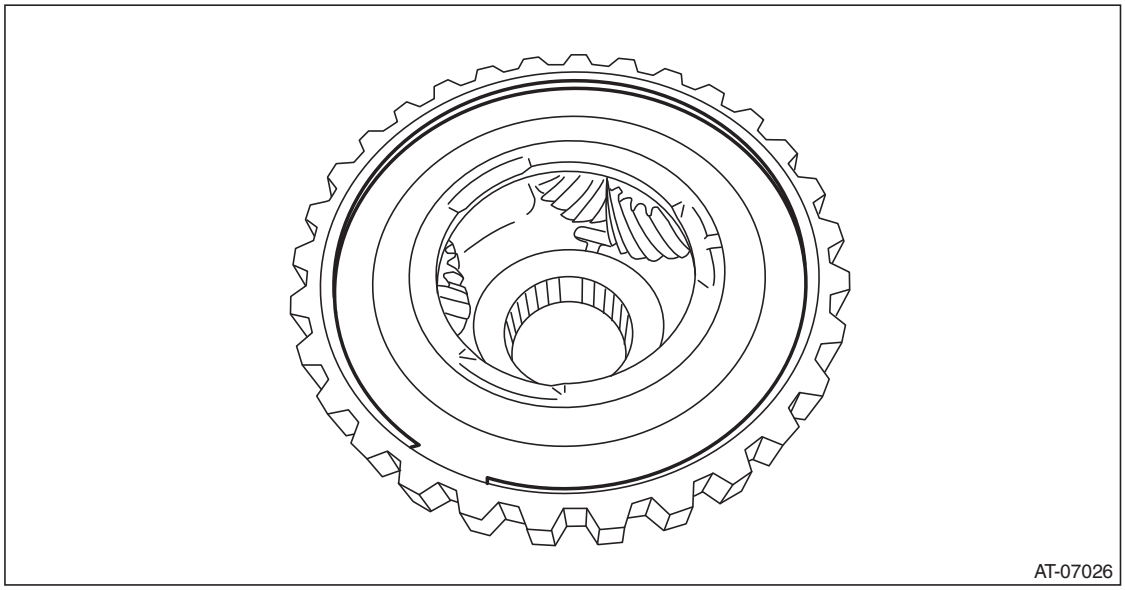
6) Remove the forward clutch piston by blowing compressed air intermittently from the forward clutch carrier hole.



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2. PLANETARY CARRIER ASSY

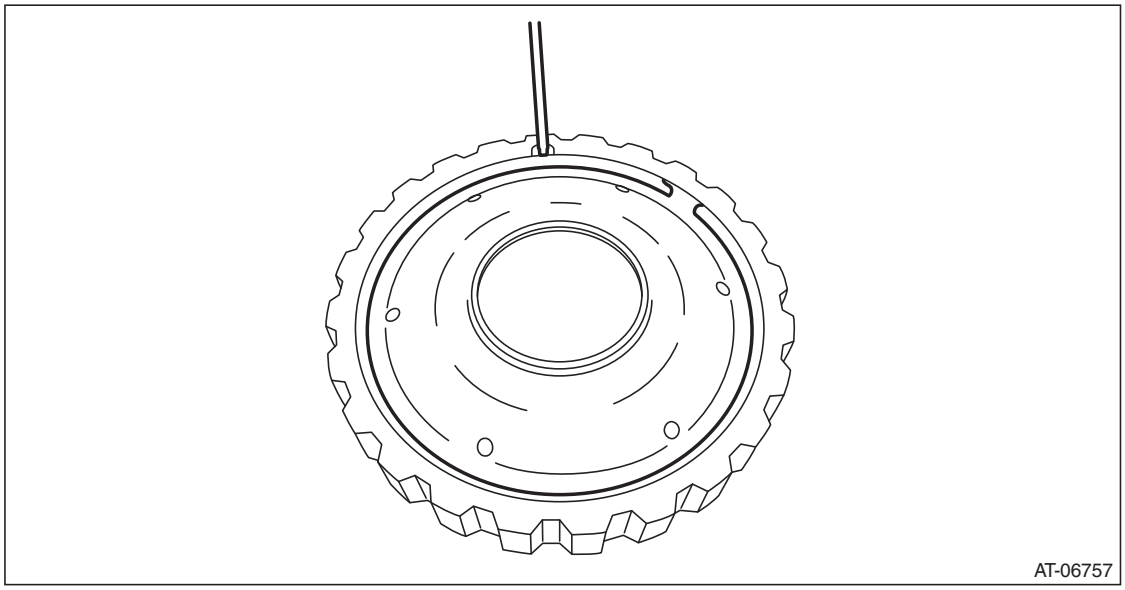
NOTE:
Disassemble the balance oil guide only.
1) Remove the snap ring.



2) Remove the balance oil guide.

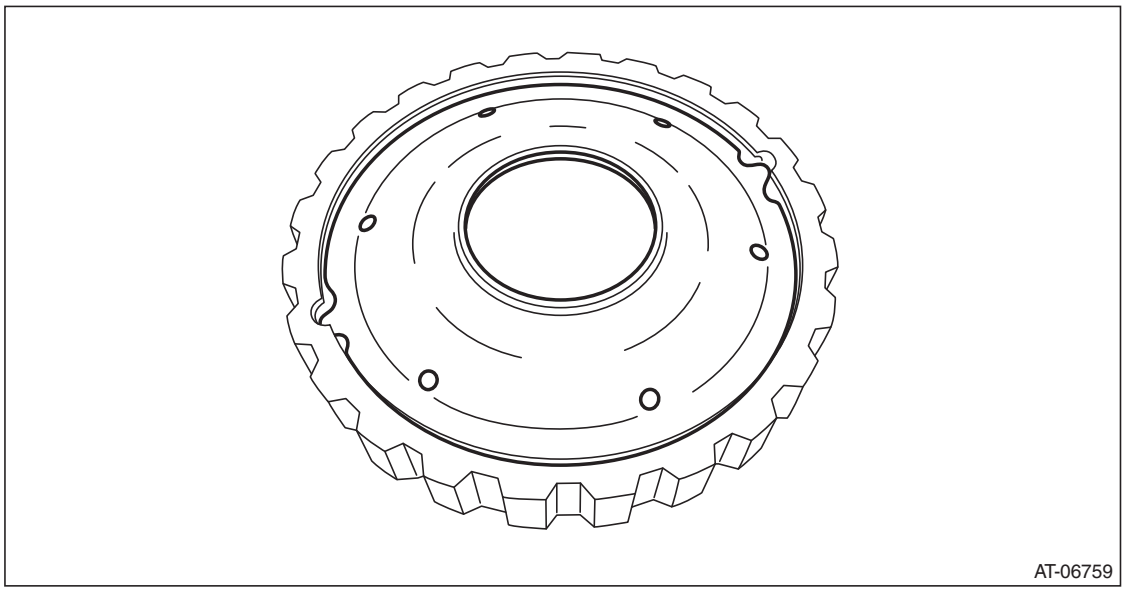
3. INTERNAL GEAR

1) Remove the snap ring.



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2) Remove the thrust gear plate.

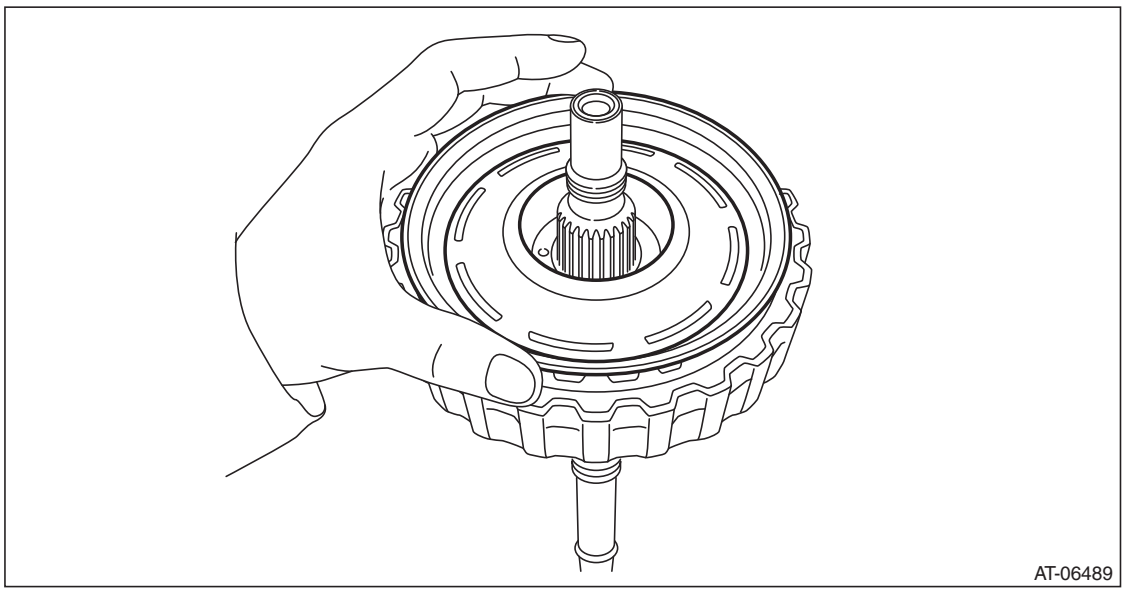

AT-06759

D: ASSEMBLY

1. FORWARD CLUTCH ASSEMBLY

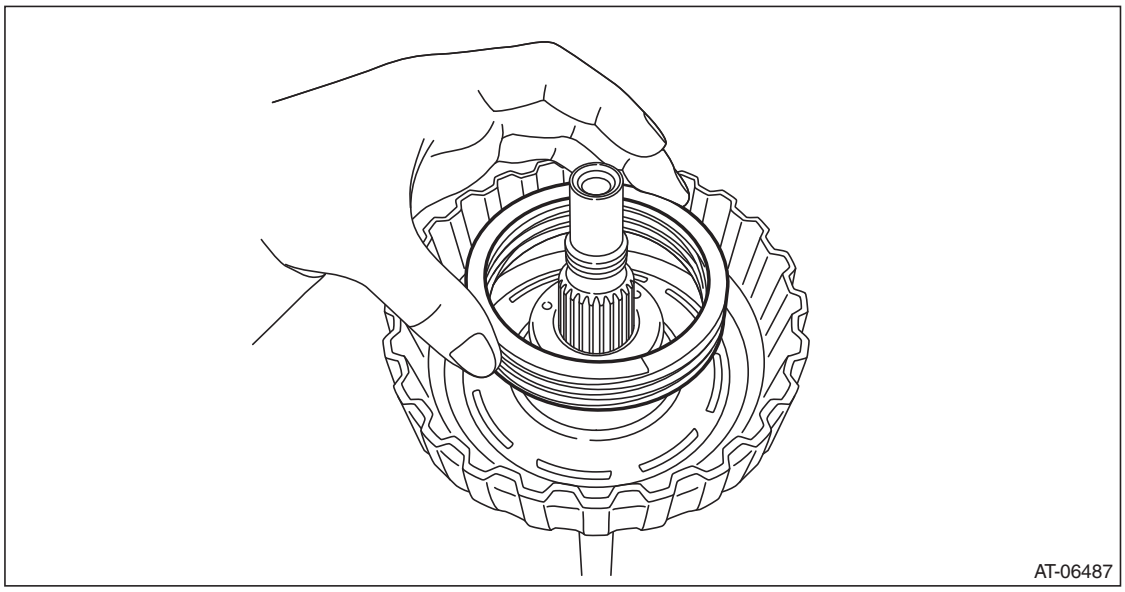
1) Install the forward clutch piston to forward clutch drum.

NOTE:
- Apply CVTF to the seal of forward clutch piston.
- Insert it all the way to the end.


AT-06489

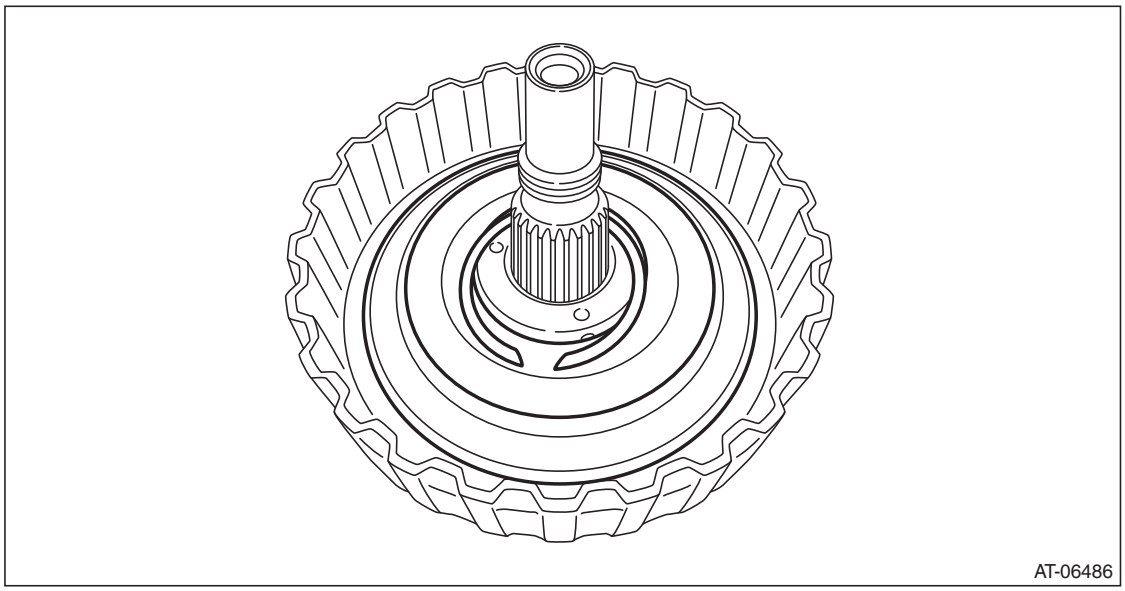
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2) Install the return spring.



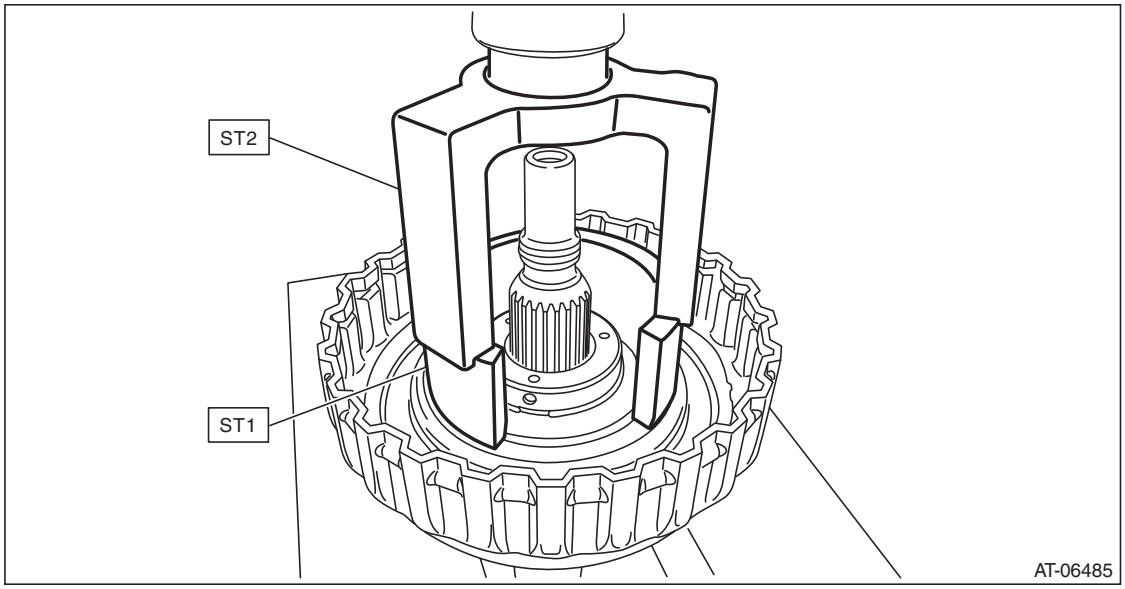
3) Install the chamber COMPL.

NOTE:
Apply CVTF to the sealing area of chamber COMPL.

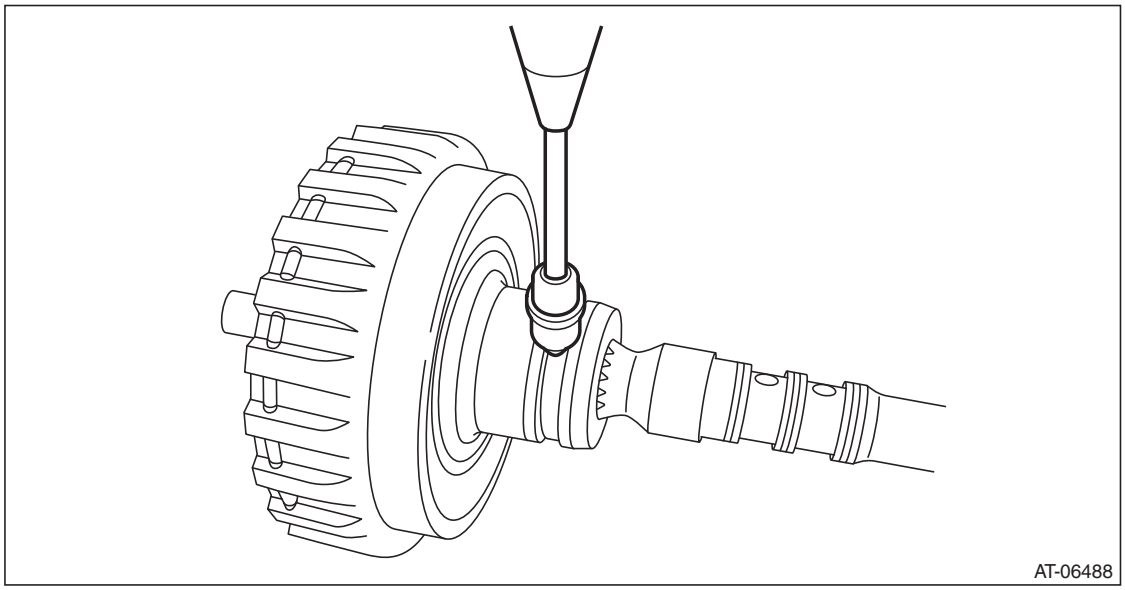


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4) Compress the return spring using the ST to install the snap ring.
ST1 18762AA010 COMPRESSOR SPECIAL TOOL
ST2 398673600 COMPRESSOR



5) Check the operation of forward clutch piston by blowing compressed air intermittently from forward clutch carrier hole.



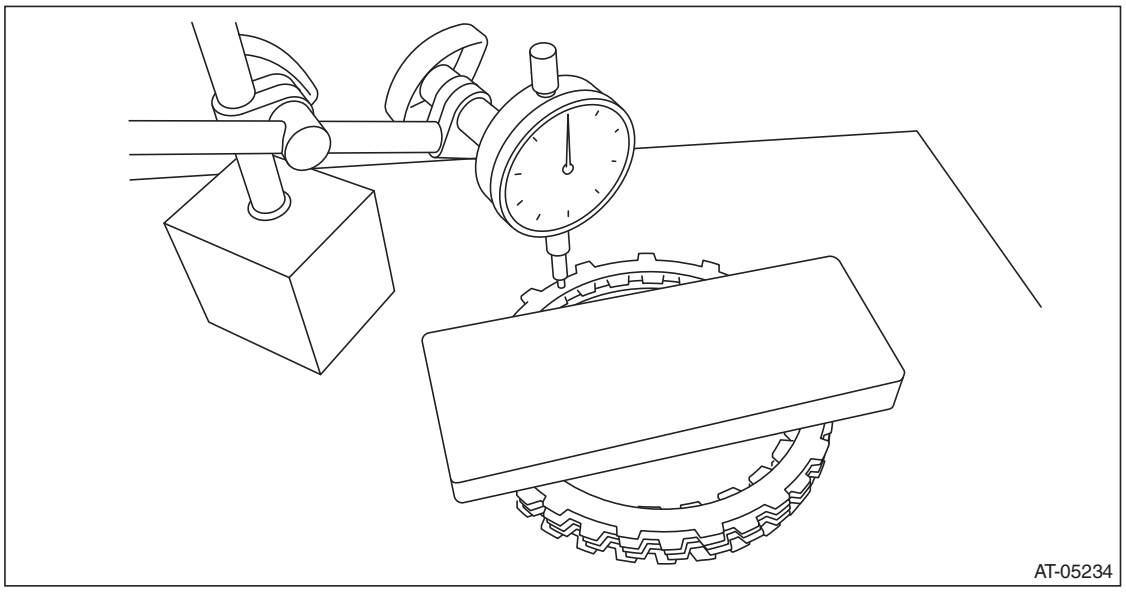
6) Place the driven plate, drive plate and retaining plate neatly in this order on surface table.
7) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
8) Scale and record the weight “Z” of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 52 N (5.3 kgf, 11.7 lb).

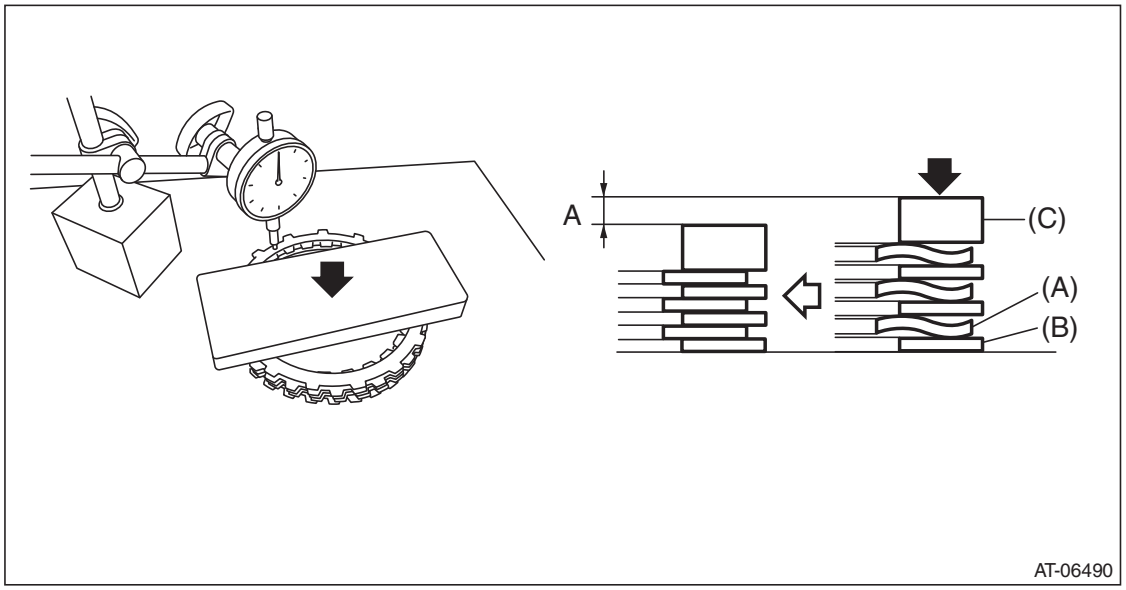
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9) Put the flat board on retaining plate.



10) Using the following formula, read the push/pull gauge and calculate “N”.
N = 52 N (5.3 kgf, 11.7 lb) – Z
52 N (5.3 kgf, 11.7 lb) : Load applied to clutch plate
Z: Flat board weight
11) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

NOTE:
Measure at four points with a 90° interval and calculate the average.

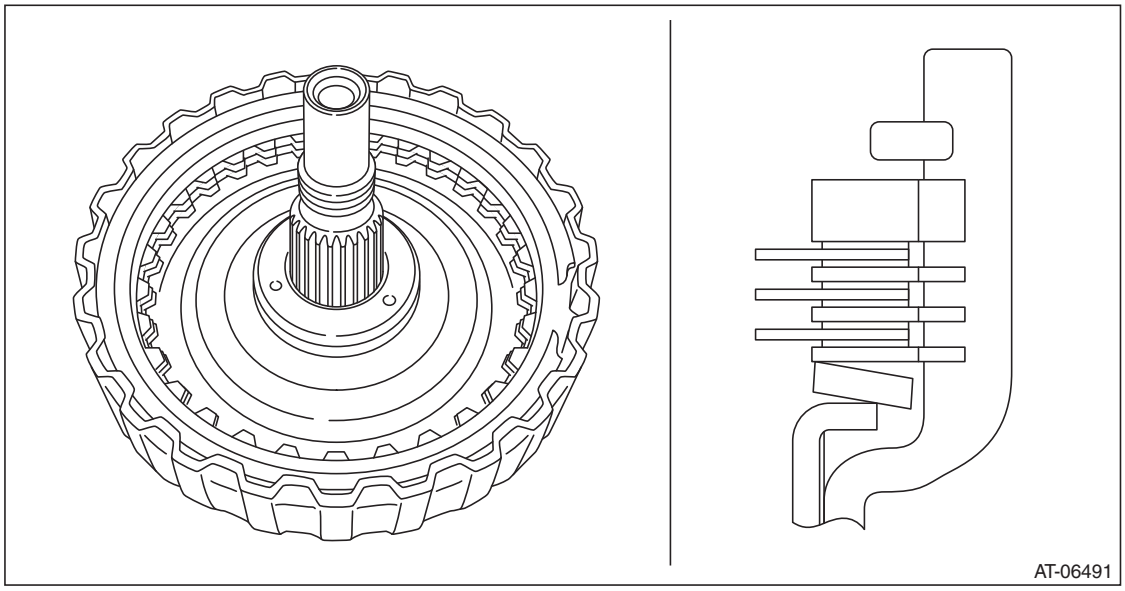


(A) Driven plate
(B) Drive plate
(C) Retaining plate

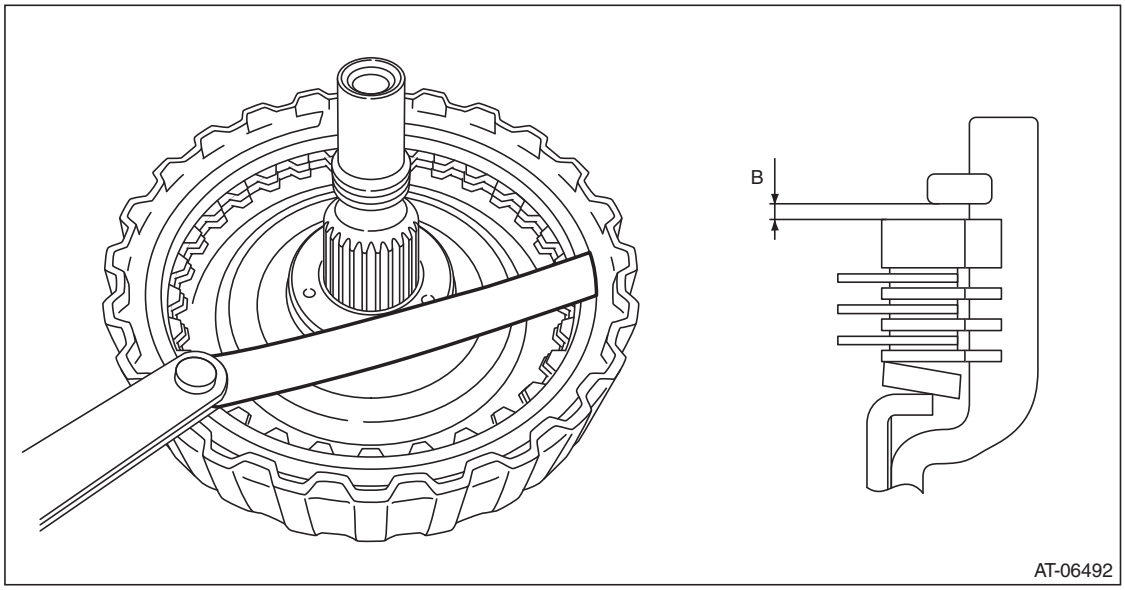
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12) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to the forward clutch carrier.

NOTE:
Install the dish plate in the correct direction.



13) Measure and record the clearance “B” between the retaining plate and snap ring.



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14) Piston stroke calculation
Calculate with A and B dimensions recorded before.
If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
1.0 — 1.4 mm (0.040 — 0.055 in)

Limit thickness:
1.6 mm (0.063 in)

Retaining plate	
Item number	Thickness mm (in)
31567AB760	4.2 (0.165)
31567AB770	4.4 (0.173)
31567AB780	4.6 (0.181)
31567AB790	4.8 (0.189)
31567AB830	5.0 (0.197)

2. PLANETARY CARRIER ASSY

NOTE:
Assemble in the reverse order of disassembly.

3. INTERNAL GEAR

NOTE:
Assemble in the reverse order of disassembly.

E: INSPECTION

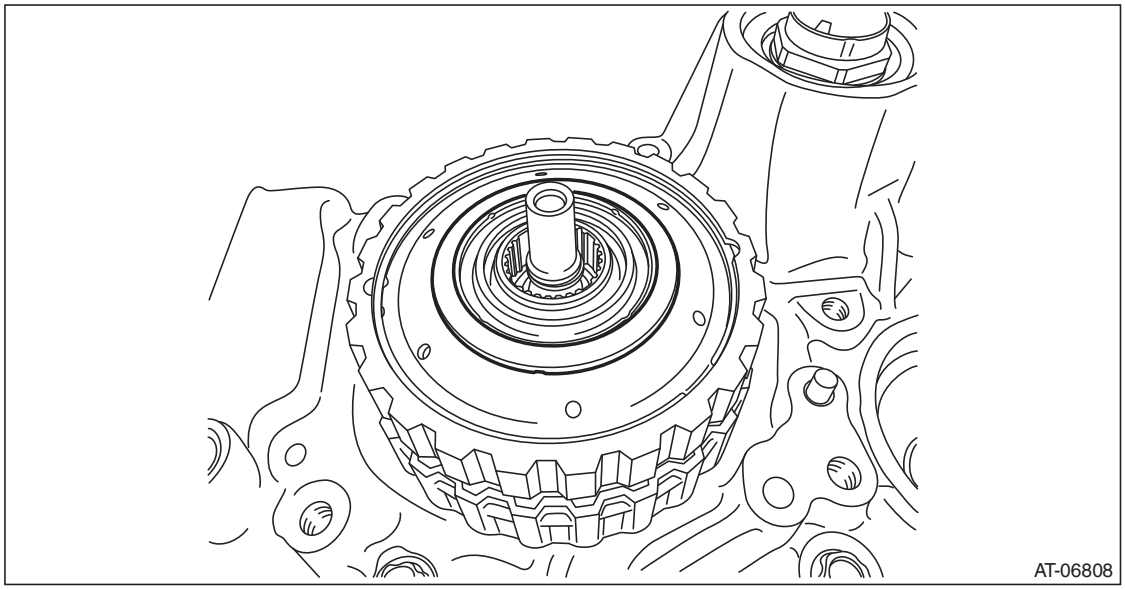
- Check the forward clutch drum, internal gear, sun gear and forward clutch piston lip for wear or damage.
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and internal gear of forward clutch is within the limit. If it exceeds the standard, replace the forward clutch. <Ref. to CVT(TR580)-271, ASSEMBLY, Forward Clutch Assembly.>

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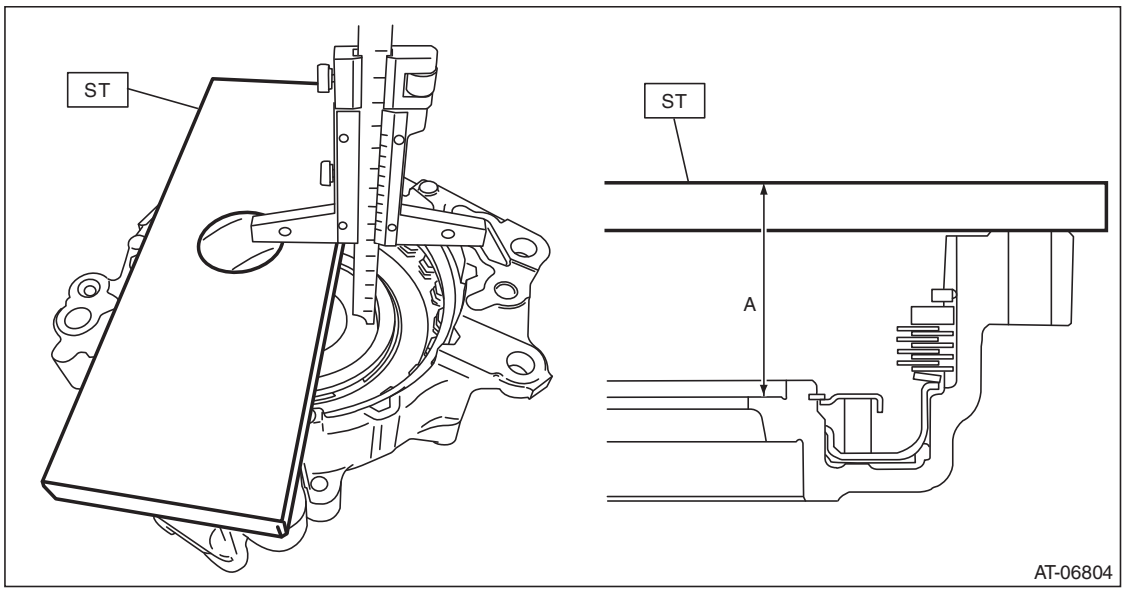
F: ADJUSTMENT

1) Install the thrust bearing to the internal gear.

NOTE:
Face the temper color surface to the reverse brake side.

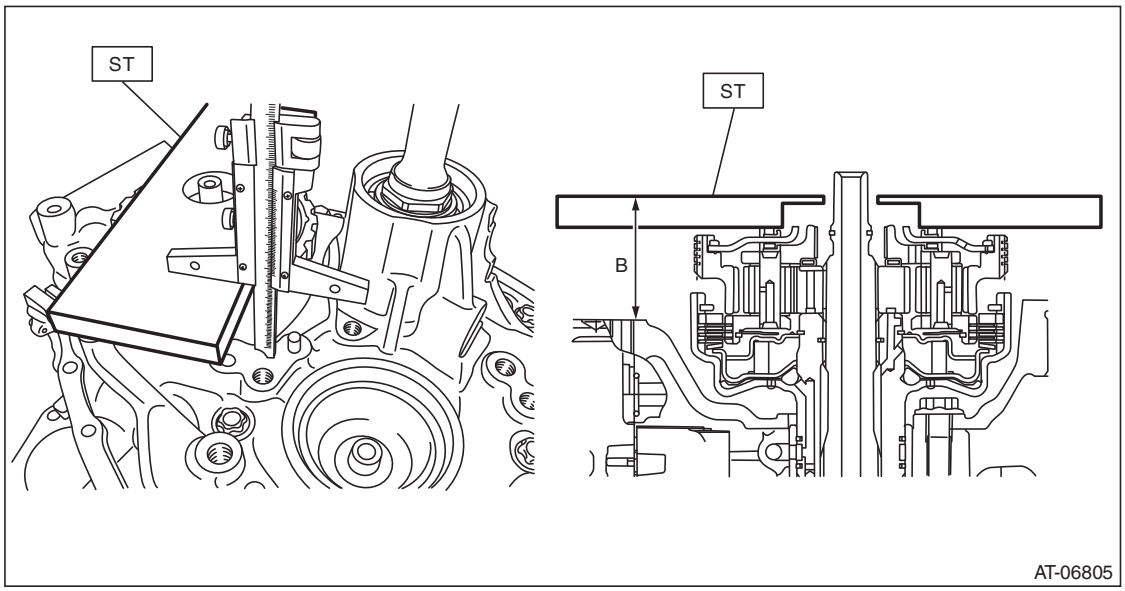


2) Measure depth “A” from the ST upper face to the washer mounting surface.
ST 499575600 GAUGE



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3) Measure the height “B” from the ST upper face to the mating surface of the drive pinion retainer.
ST 499575600 GAUGE



4) Obtain the thickness of washer using the following formula to select the washer.
T (mm) = A – B – (0.35 — 0.70)
[T (in) = A – B – (0.014 — 0.028)]
T: Shim thickness
A: Depth from the ST upper face to the washer mounting surface
B: Height from ST upper face to the drive pinion retainer mating surface
0.35 — 0.70 mm (0.014 — 0.028 in): Clearance

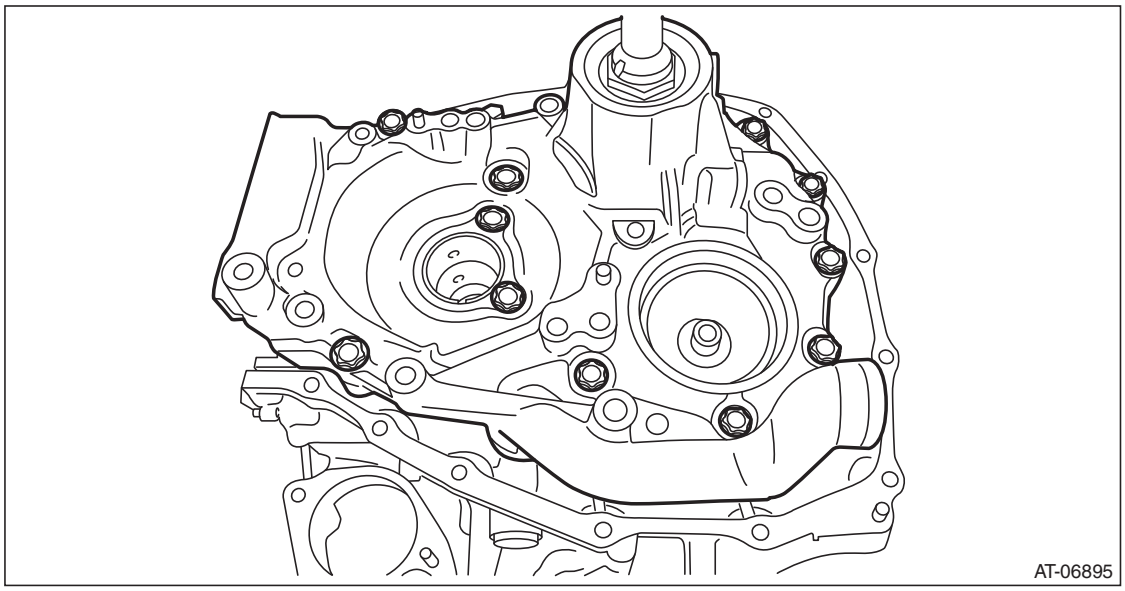
Washer	
Part No.	Thickness mm (in)
803064020	1.3 (0.051)
803064021	1.55 (0.061)
803064022	1.8 (0.071)
803064023	2.05 (0.081)
803064024	2.3 (0.091)
803064025	2.55 (0.100)

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42.Drive Pinion Shaft Assembly

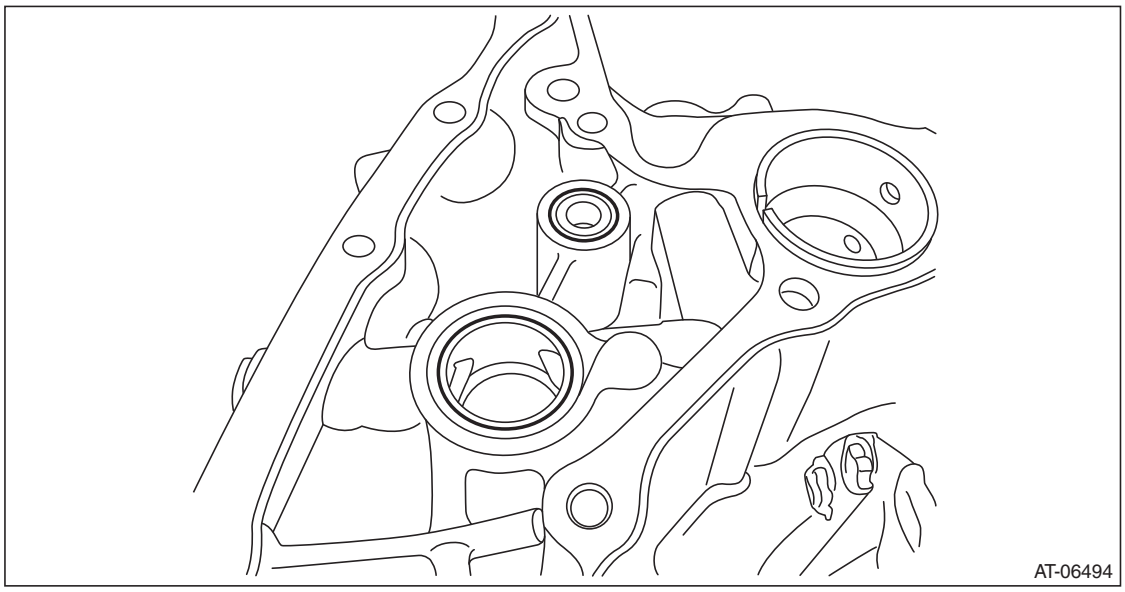
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-244, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-259, REMOVAL, Forward Clutch Assembly.>
21) Using the ST, remove the drive pinion retainer.
ST 18270KA020 SOCKET (E20)



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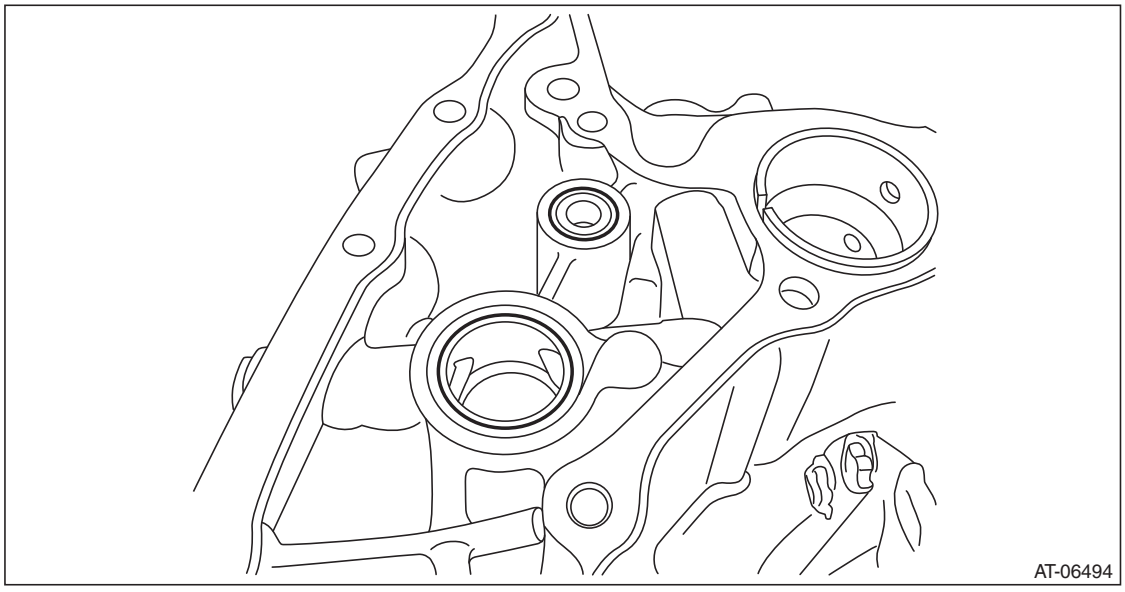
22) Remove the O-ring.



B: INSTALLATION

1) Clean the mating surface of drive pinion retainer and converter case.
2) Adjust the backlash and tooth contact between drive pinion shaft assembly and the front differential side gear. <Ref. to CVT(TR580)-301, ADJUSTMENT, Drive Pinion Shaft Assembly.>
3) Install O-rings in two locations to the converter case.

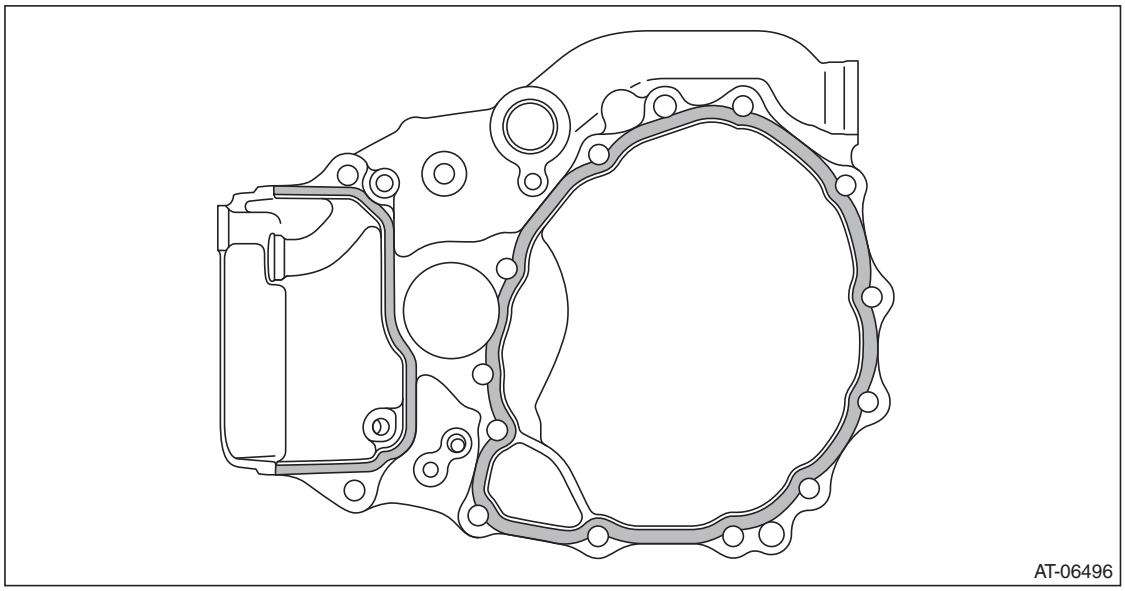
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



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4) Apply liquid gasket seamlessly to the mating surface of drive pinion retainer.

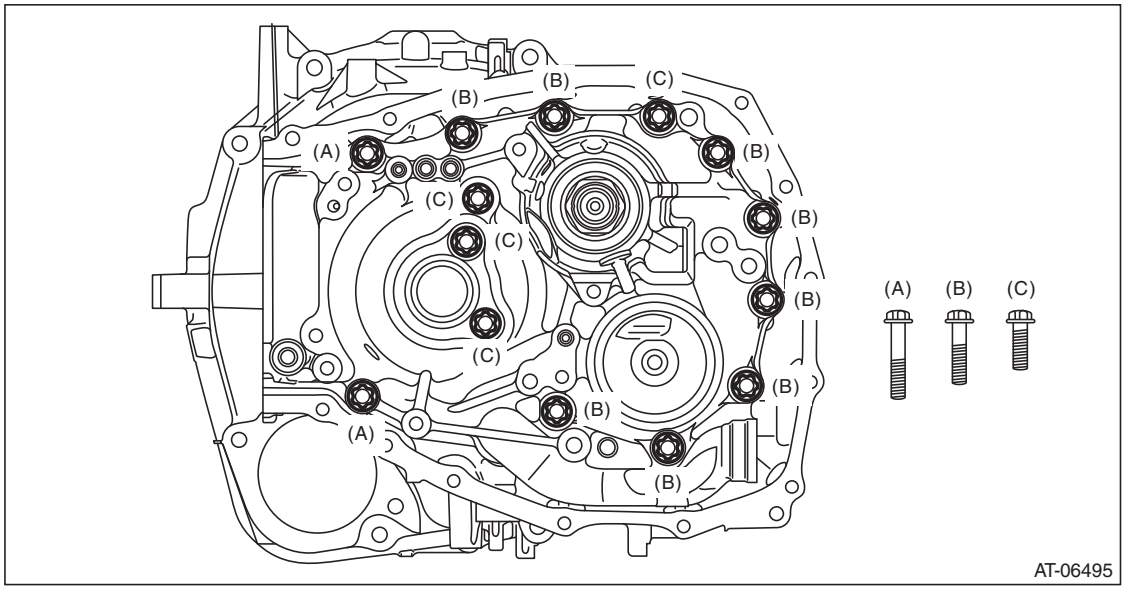
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



5) Install the drive pinion retainer to converter case, and tighten the bolt using the ST.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



6) Install the forward clutch assembly. <Ref. to CVT(TR580)-262, INSTALLATION, Forward Clutch Assembly.>
7) Install the reverse brake assembly. <Ref. to CVT(TR580)-247, INSTALLATION, Reverse Brake Assembly.>
8) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>
10) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>

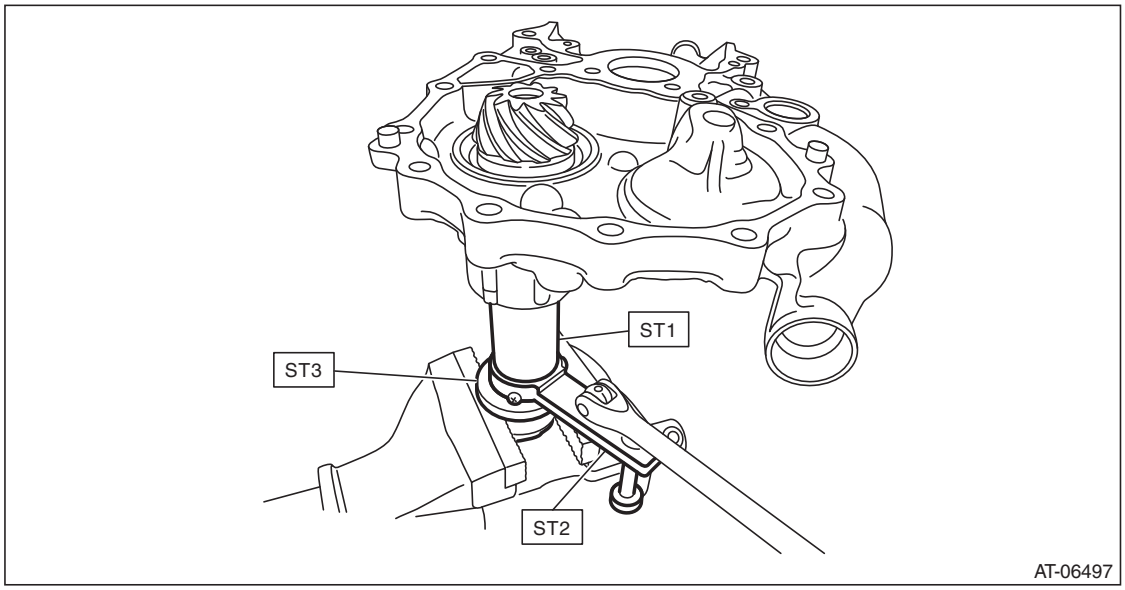
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11) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
12) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
14) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
15) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
16) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
17) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
18) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
19) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
20) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
21) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
22) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
23) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
24) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

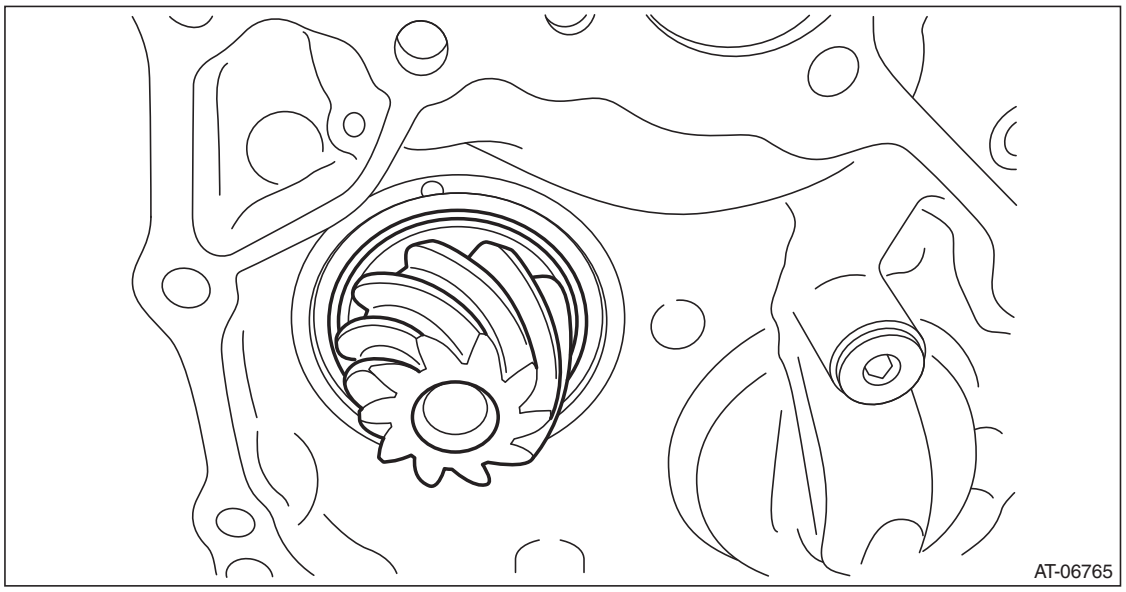
1) Flatten the tab of the lock nut.
2) Using ST1, ST2 and ST3, fix at the spline portion of drive pinion shaft to remove the lock nut.

ST1	499787500	ADAPTER
ST2	499787700	WRENCH
ST3	498937110	HOLDER

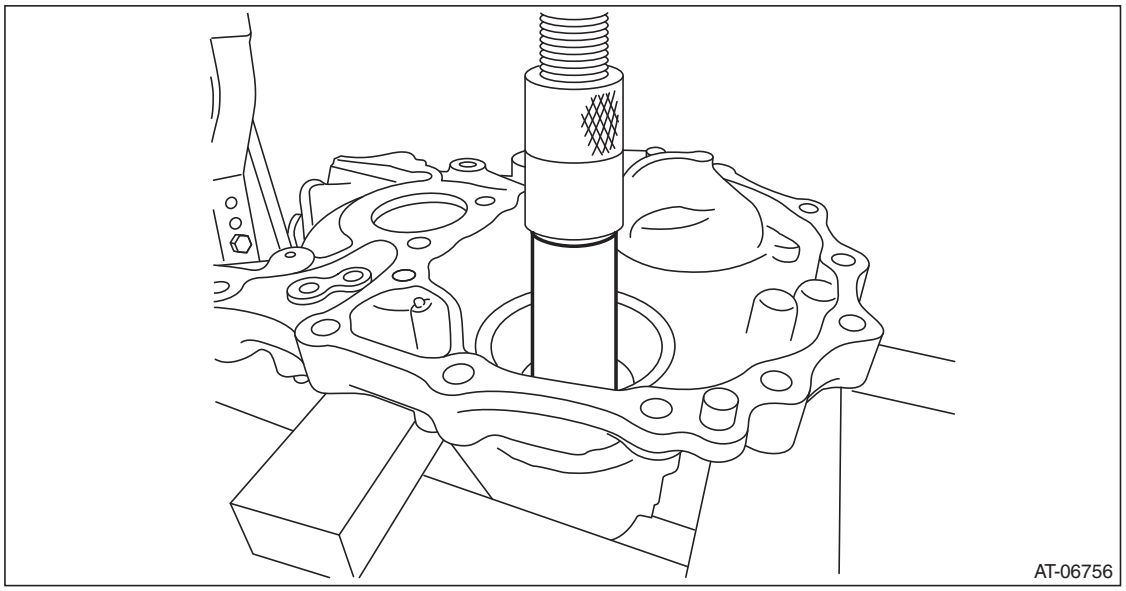


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3) Remove the drive pinion shaft from the drive pinion retainer.



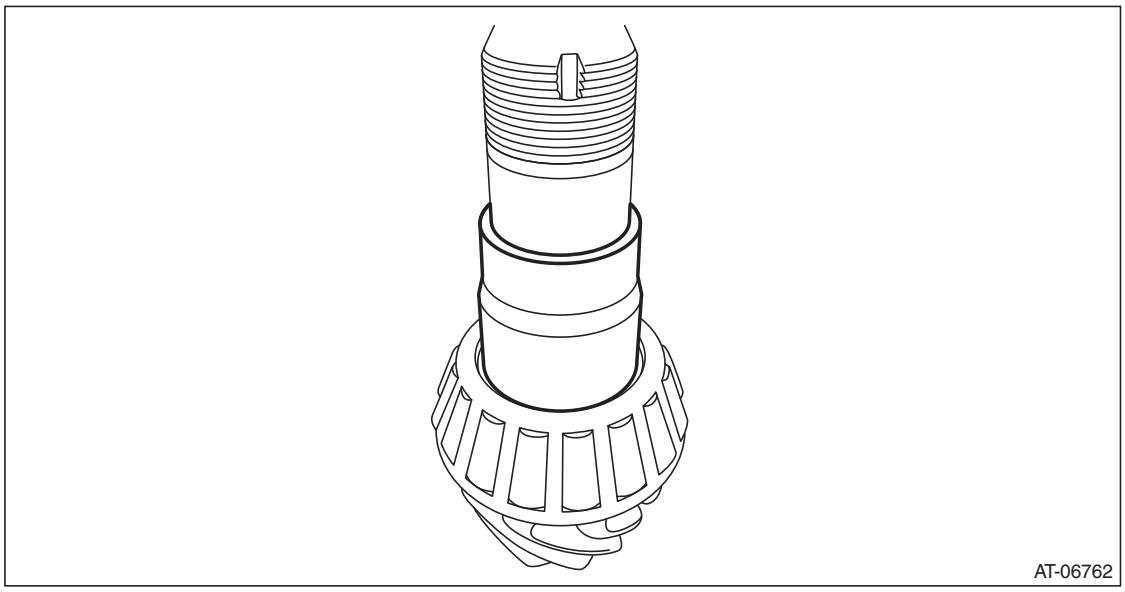
4) Using the round bar with diameter of 36 mm (1.42 in) or 37 mm (1.46 in), remove the bearing inner race and plug.



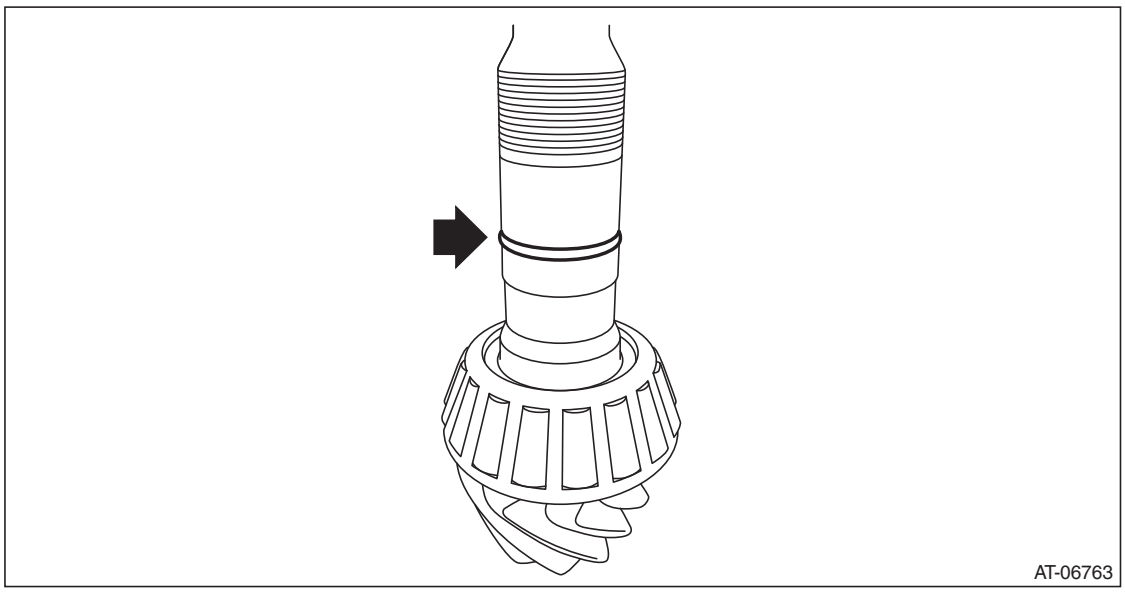
5) Remove the drive pinion washer.

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6) Remove the drive pinion spacer.

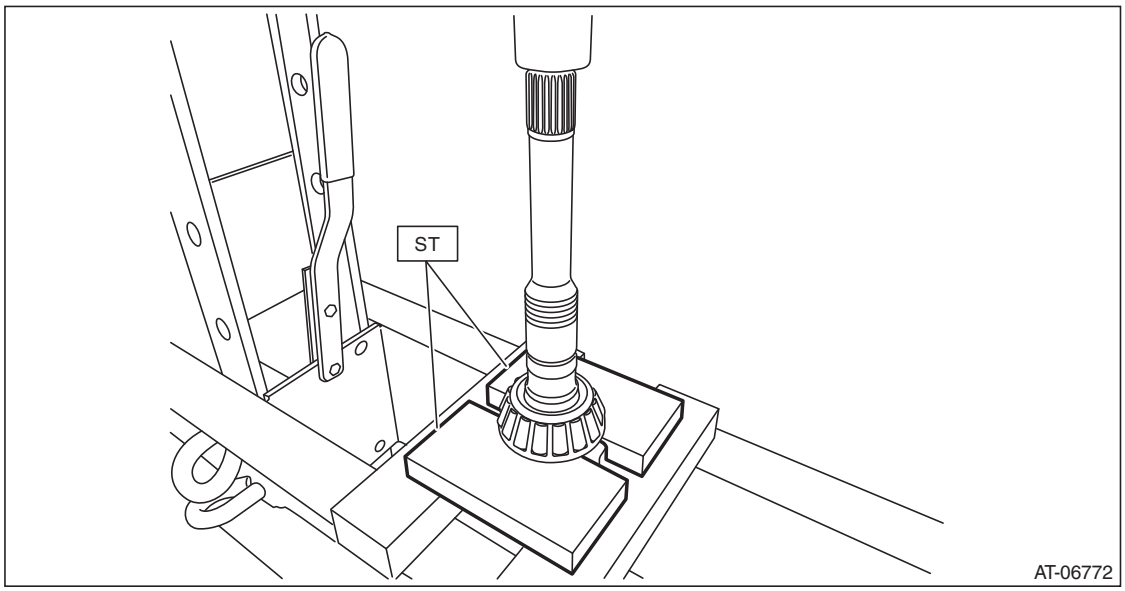


7) Remove the O-ring.

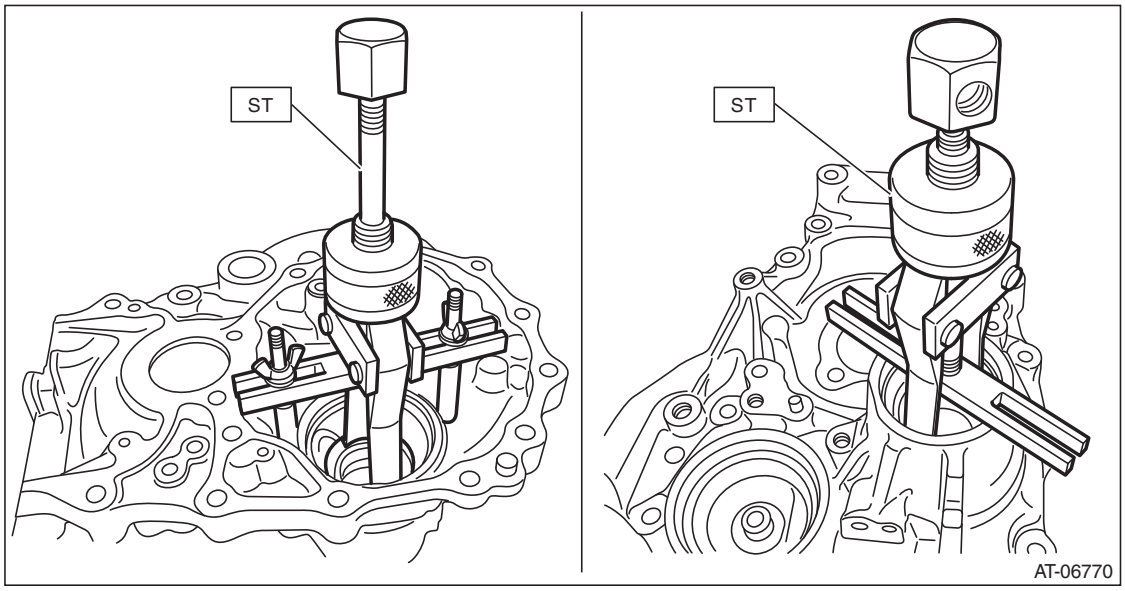


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8) Remove the inner race and drive pinion shim from drive pinion shaft using ST.
ST 498515500 REMOVER



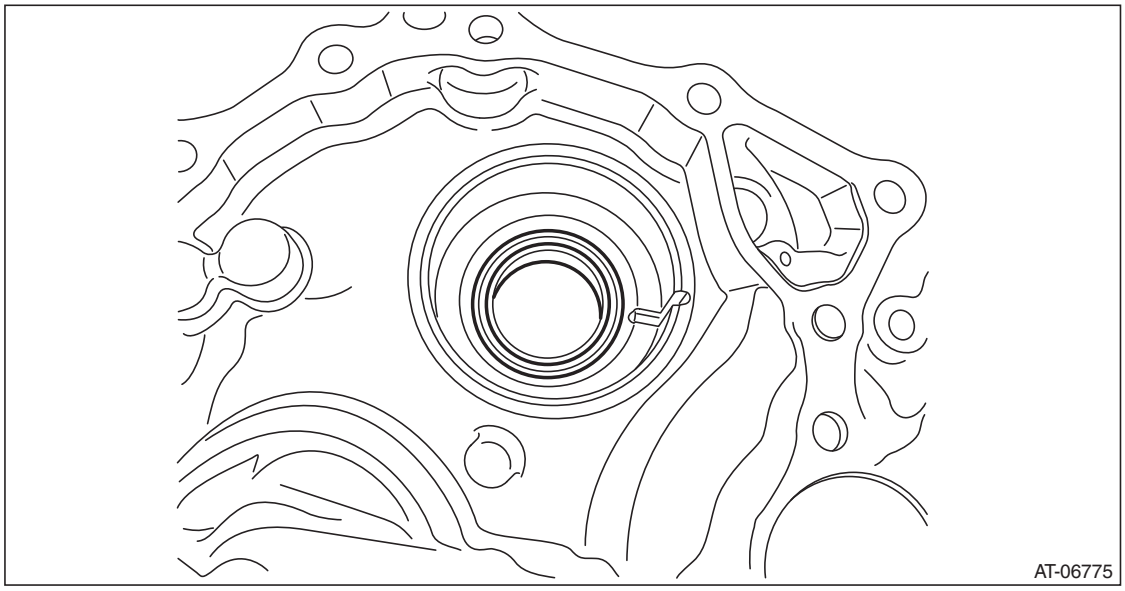
9) Using the ST, remove the outer race.
ST 398527700 PULLER ASSY



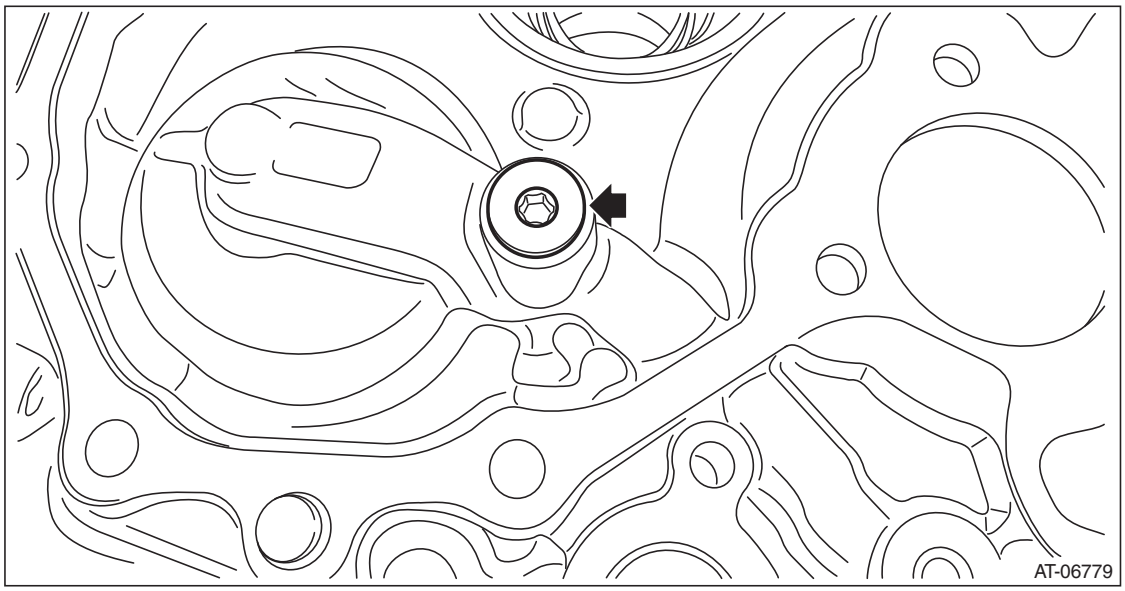
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10) Remove the two oil seals using a screwdriver wrapped with cloth, etc.

CAUTION:
Do not damage the fitting surface of oil seal.



11) Remove the plug from drive pinion retainer.



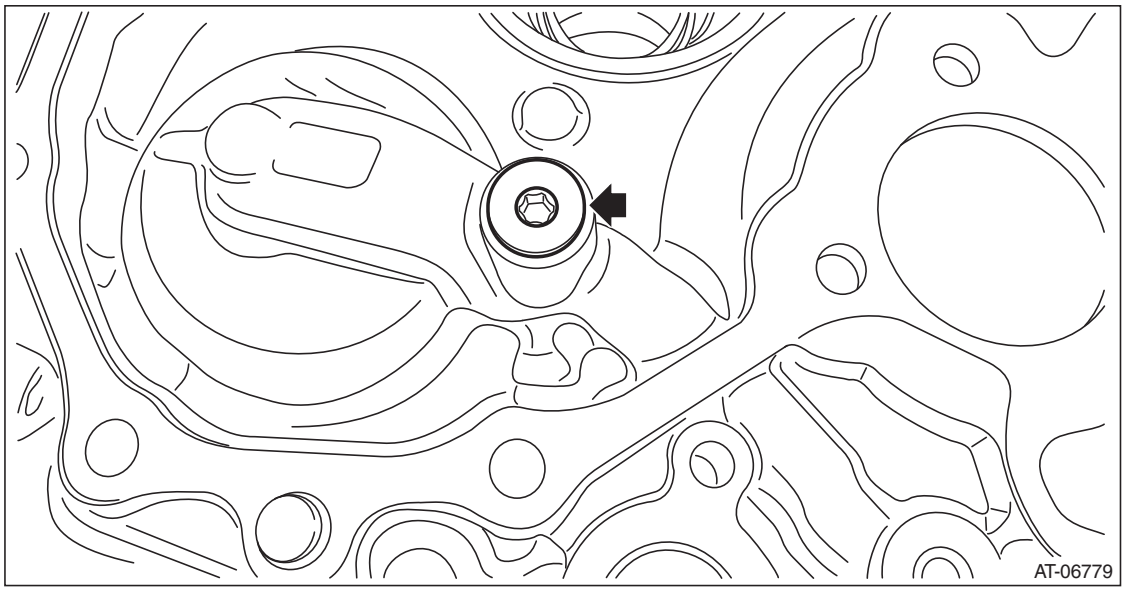
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D: ASSEMBLY

1) Install the plug to drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

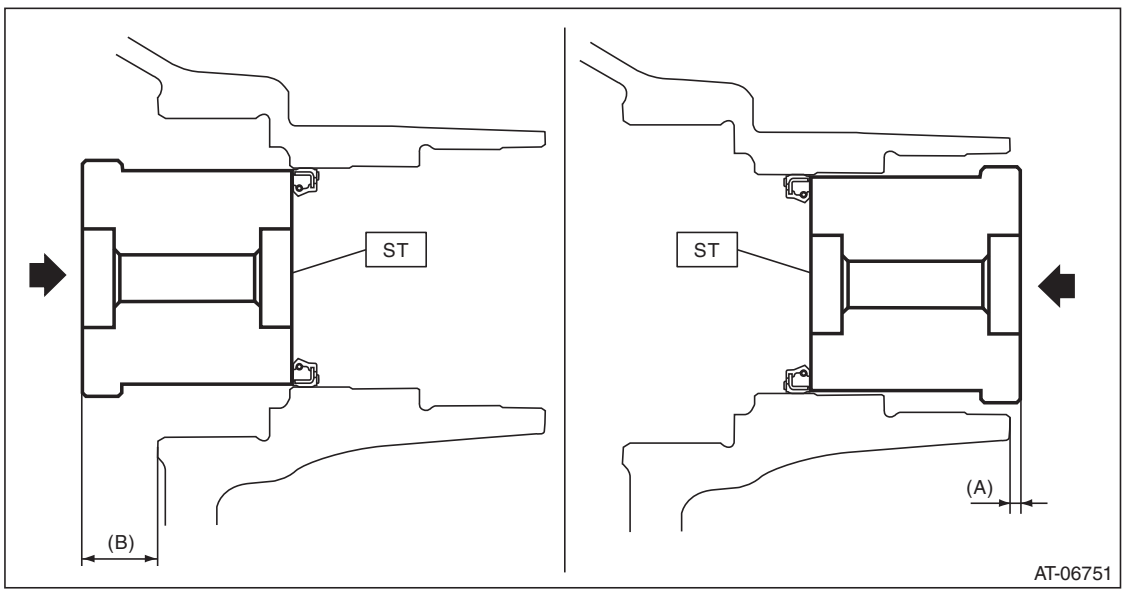
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



2) Using the ST, install the oil seal to drive pinion retainer.

NOTE:
- Apply CVTF to the oil seal press-fitting surface and lip.
- Install the oil seal in the correct direction.

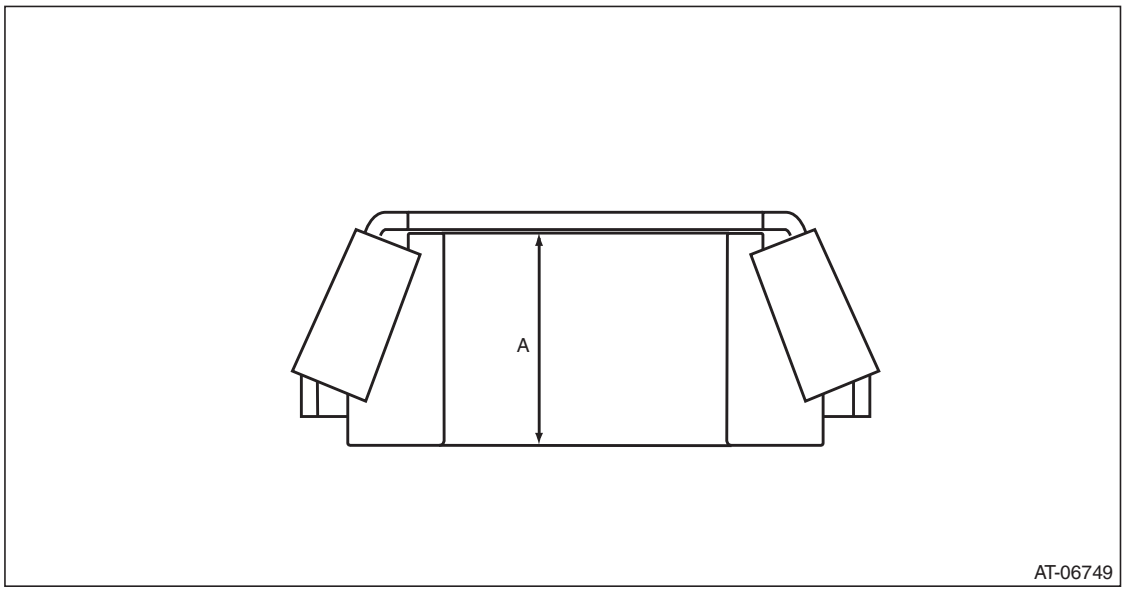
ST 927720000 HOUSING BUSHING INSTALLER AND REMOVER



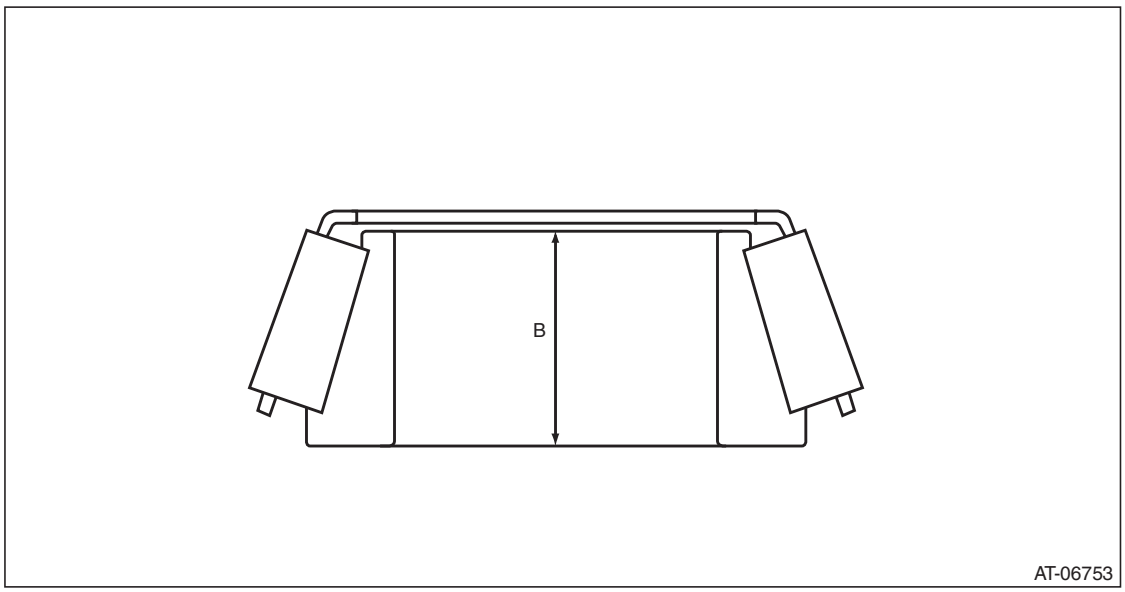
(A) 2.8 mm (0.11 in)
(B) 18.7 mm (0.74 in)

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3) Select the drive pinion washer.
(1) Measure the roller bearing inner race width “A” on the front side.

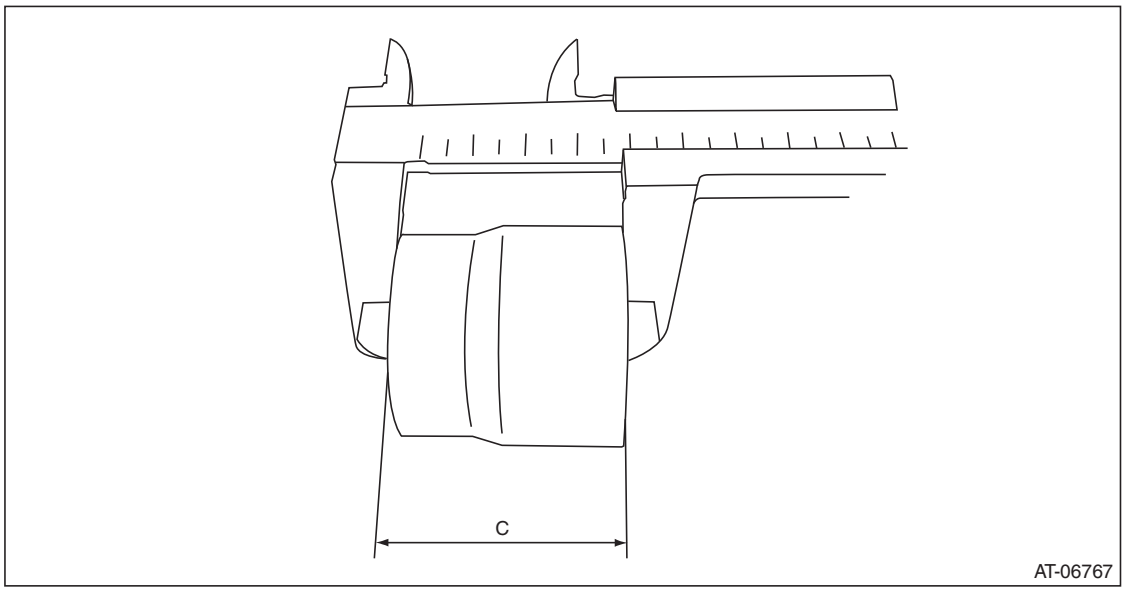


(2) Measure the roller bearing inner race width “B” on the rear side.



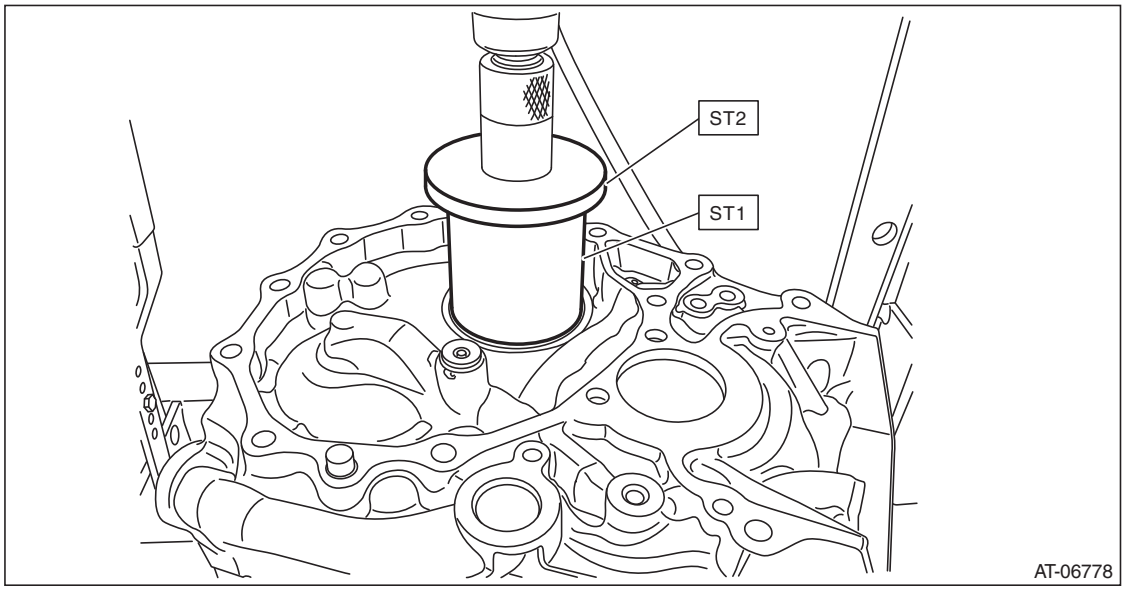
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(3) Measure the spacer width “C”.



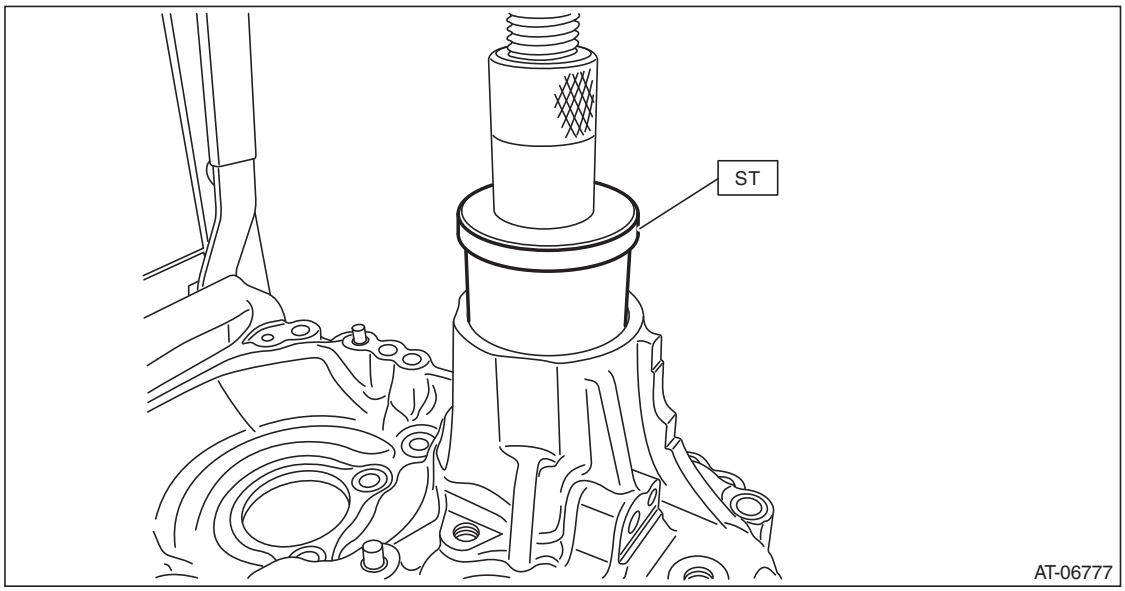
(4) Using the ST, install the front roller bearing outer race to the drive pinion retainer.

ST1 28499TC010 INSTALLER
ST2 398177700 INSTALLER



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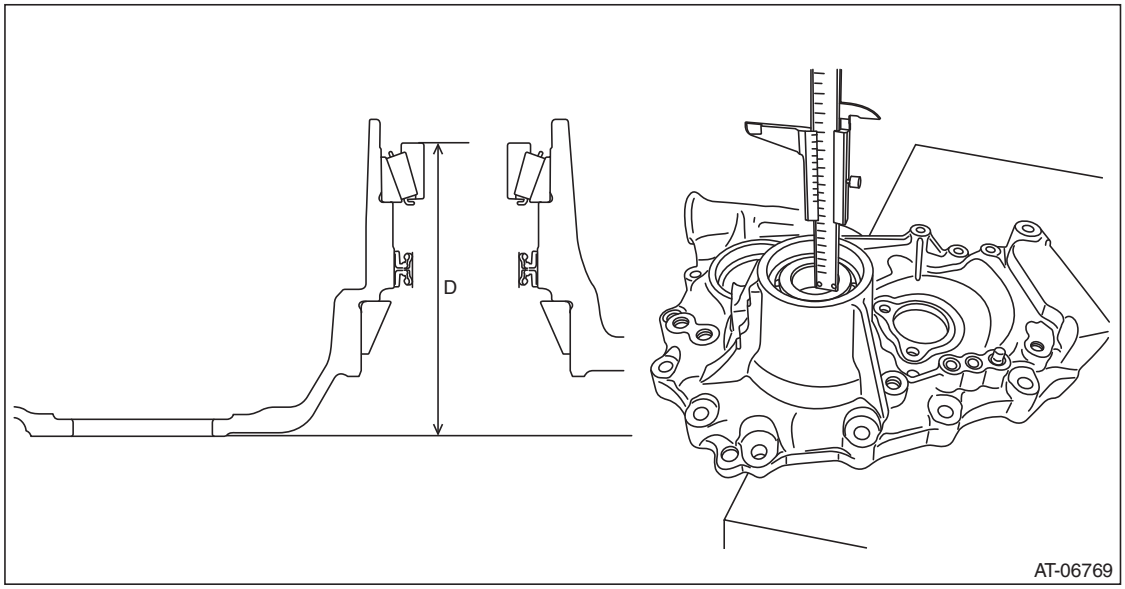
(5) Using the ST, install the rear roller bearing outer race to the drive pinion retainer.
ST 20099AE020 INSTALLER



(6) Place the drive pinion retainer on the surface plate, and install the inner race to the rear roller bearing outer race.

NOTE:
Place the drive pinion retainer so that the mating surface of the drive pinion retainer (mating surface with the converter case) contacts the surface plate.

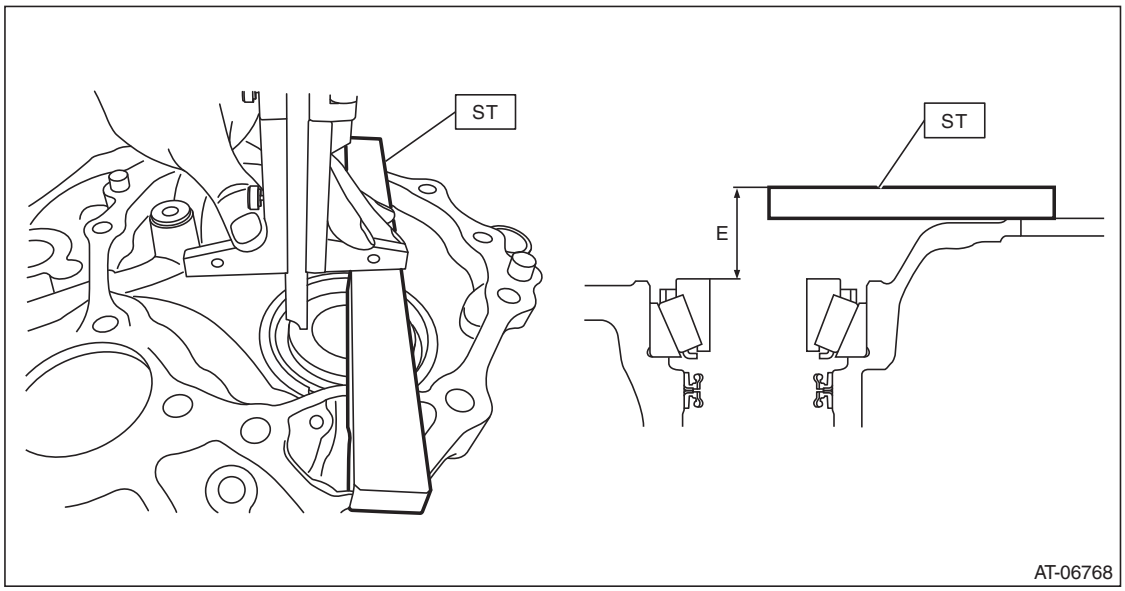
(7) Measure the height “D” from the end face of the rear roller bearing inner race to the surface plate.



(8) Install the inner race to the front roller bearing outer race.

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(9) Measure the depth “E” from the end face of the front roller bearing inner race to the end face of the ST.
ST 499575400 GAUGE



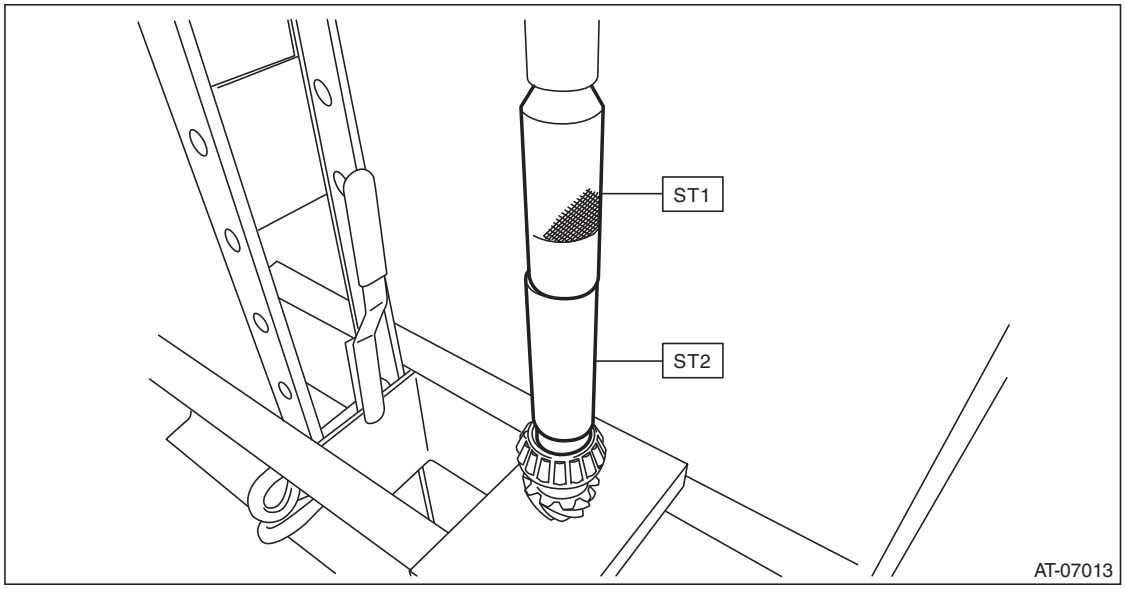
(10) Using following formula, select one to three drive pinion washers.
T (mm) = D – (A + B + C + E – 15) – (0±0.0125)
[T (in) = D – (A + B + C + E – 0.591) – (0±0.0005)]
A: Front roller bearing width
B: Rear roller bearing width
C: Spacer width
D: Height from end face of rear roller bearing inner race to surface plate
E: Depth from end face of front roller bearing inner race to end face of ST
15 mm (0.591 in): Thickness of ST
T: Drive pinion washer thickness
0±0.0125 mm (0±0.0005 in): Clearance

Drive pinion washer	
Part No.	Thickness mm (in)
38336AA750	0.150 (0.0059)
38336AA760	0.175 (0.0069)
38336AA770	0.200 (0.0079)
38336AA780	0.225 (0.0089)
38336AA790	0.250 (0.0098)
38336AA800	0.275 (0.0108)
38336AA810	0.300 (0.0118)
38336AA820	0.400 (0.0157)

4) Measure and record the drive pinion shim thickness to be reused.
5) Install the drive pinion shim that is reused for the drive pinion shaft.

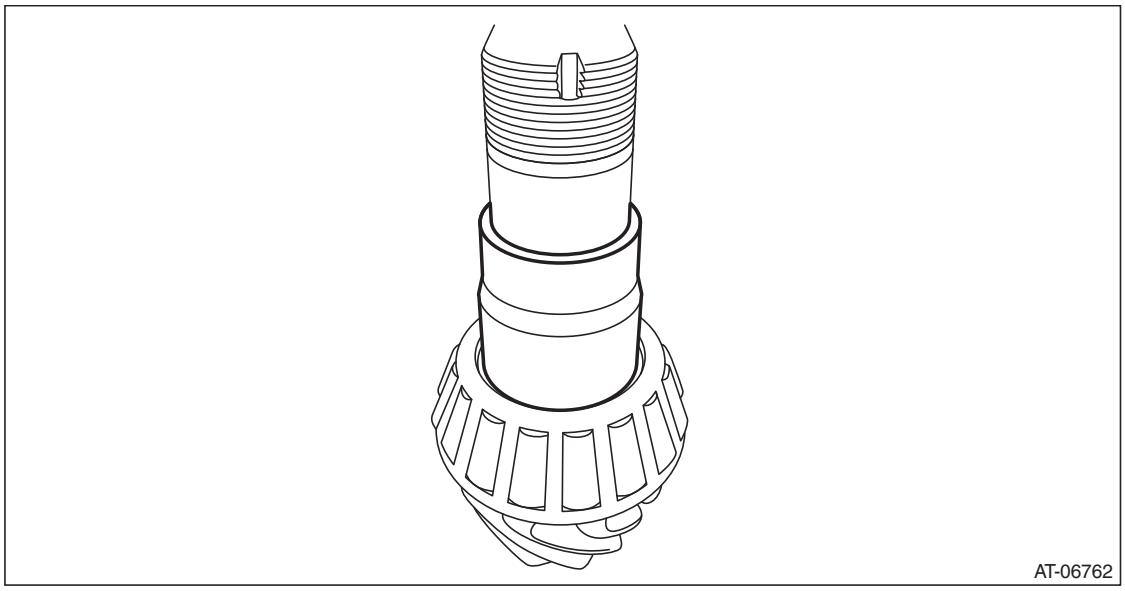
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6) Using the ST1 and ST2, press-fit the inner race to the drive pinion shaft.
ST1 899580100 INSTALLER
ST2 927130000 EXTENSION DRIVE SHAFT



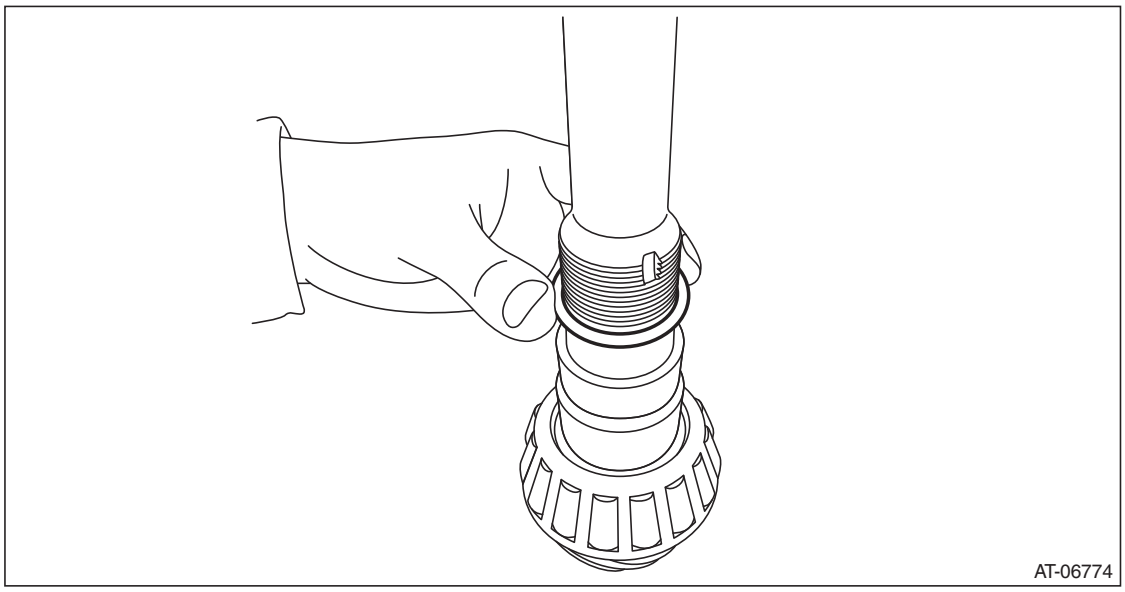
7) Install the drive pinion spacer.

NOTE:
Replace the O-ring with a new part after tooth contact inspection.



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8) Install the selected drive pinion washer.

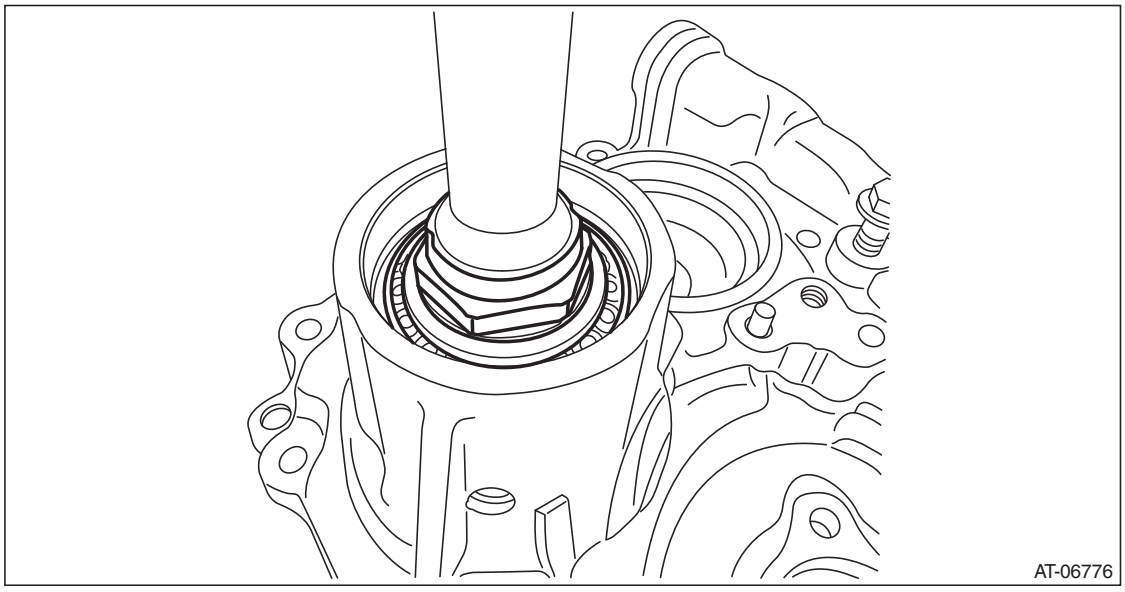


9) Insert the drive pinion shaft into the drive pinion retainer.

CAUTION:
Be careful not to damage the oil seal.

10) Install the inner bearing and lock nut.

NOTE:
Use a new lock nut.



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11) Using the ST, tighten the lock nut to the specified torque so that the starting torque of the drive pinion shaft is within the specified range.

CAUTION:
Before inspecting the starting torque, apply differential gear oil to roller of bearing and rotate the bearing several times.

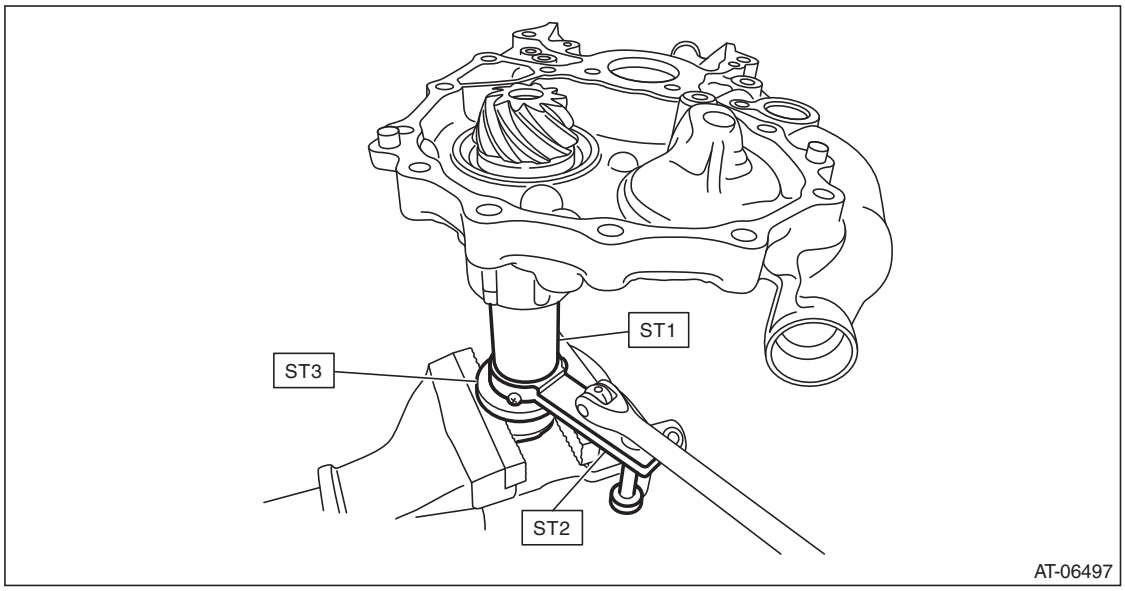
NOTE:
- Tighten the lock nut while directly aligning ST2 and torque wrench.
- If the starting torque is not within the specified range, select the drive pinion washer, and repeat the step until the starting torque is within the specified range.
- When a thicker drive pinion washer is selected, the starting torque decreases. When a thinner drive pinion washer is selected, the starting torque increases.

Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)

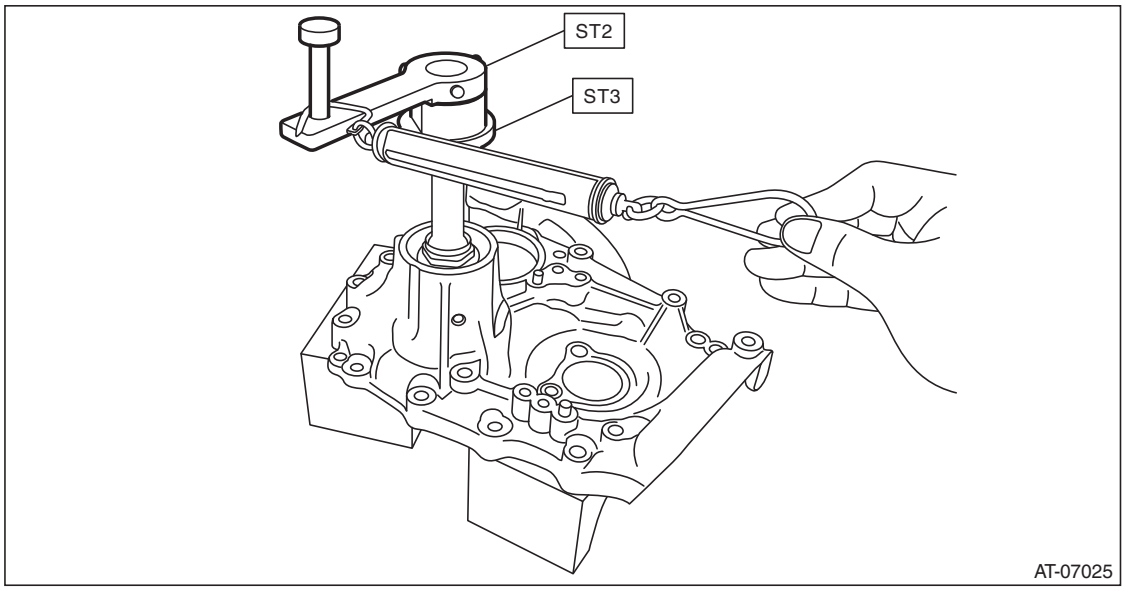
ST1 499787500 ADAPTER
ST2 499787700 WRENCH
ST3 498937110 HOLDER

Using the following formula, calculate the tightening torque for a torque wrench.
T2 = L2/(L1 + L2) × T1
T1: 170 — 250 N·m (17.3 — 25.5 kgf-m, 125.4 — 184.4 ft-lb) [Specified tightening torque range]
T2: Tightening torque
L1: ST1 length 0.072 m (2.83 in)
L2: Torque wrench length
Example:

Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
0.4 (15.75)	144 — 211 (14.7 — 21.5, 106.2 — 155.6)
0.45 (17.72)	147 — 215 (15.0 — 21.9, 108.4 — 158.6)
0.5 (19.69)	149 — 218 (15.2 — 22.2, 109.9 — 160.8)
0.55 (21.65)	150 — 221 (15.3 — 22.5, 110.6 — 163.0)

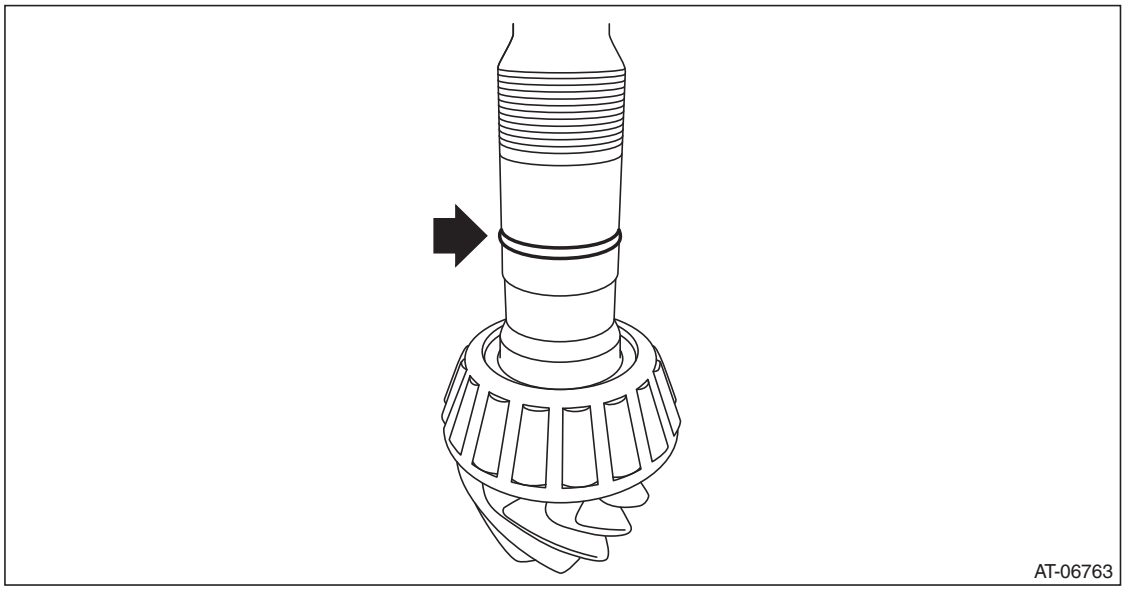


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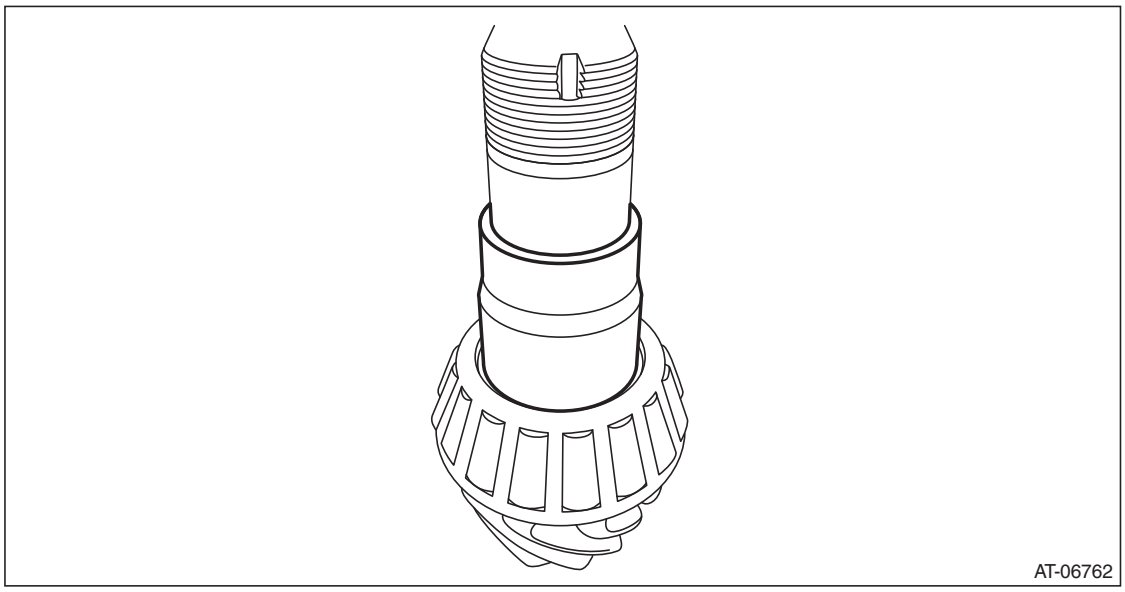
12) Install the drive pinion retainer to the converter case, and check the backlash and tooth contact. <Ref. to CVT(TR580)-301, ADJUSTMENT, Drive Pinion Shaft Assembly.> <Ref. to CVT(TR580)-323, ADJUSTMENT, Front Differential Assembly.>
13) Remove the drive pinion retainer from converter case. <Ref. to CVT(TR580)-279, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the drive pinion spacer from the drive pinion shaft. <Ref. to CVT(TR580)-282, DISASSEMBLY, Drive Pinion Shaft Assembly.>
15) Install the O-ring to the drive pinion shaft.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

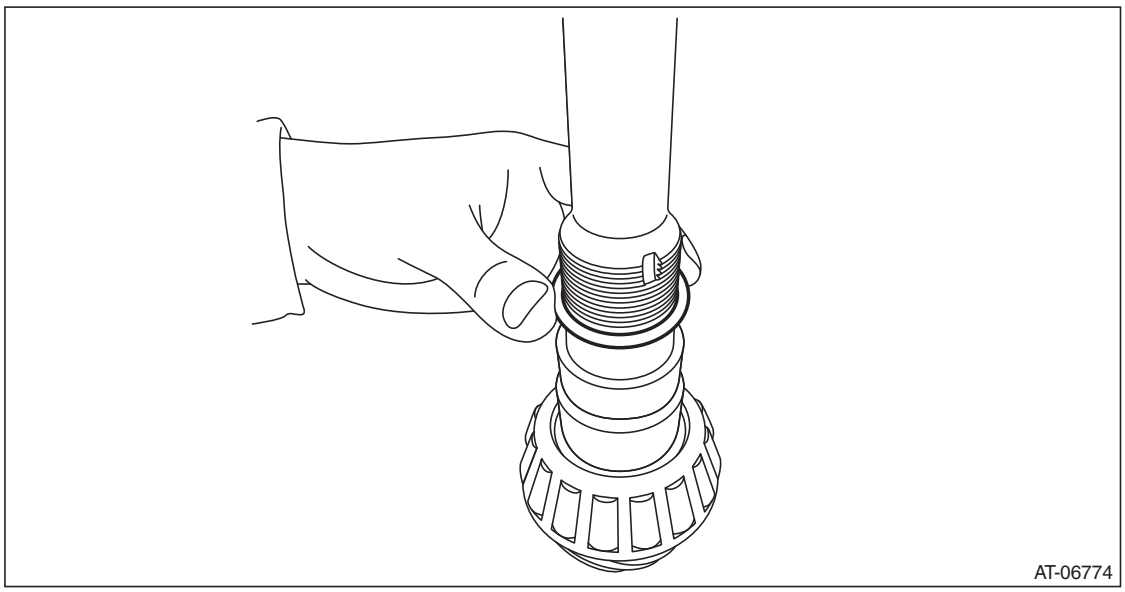


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16) Install the drive pinion spacer to the drive pinion shaft.



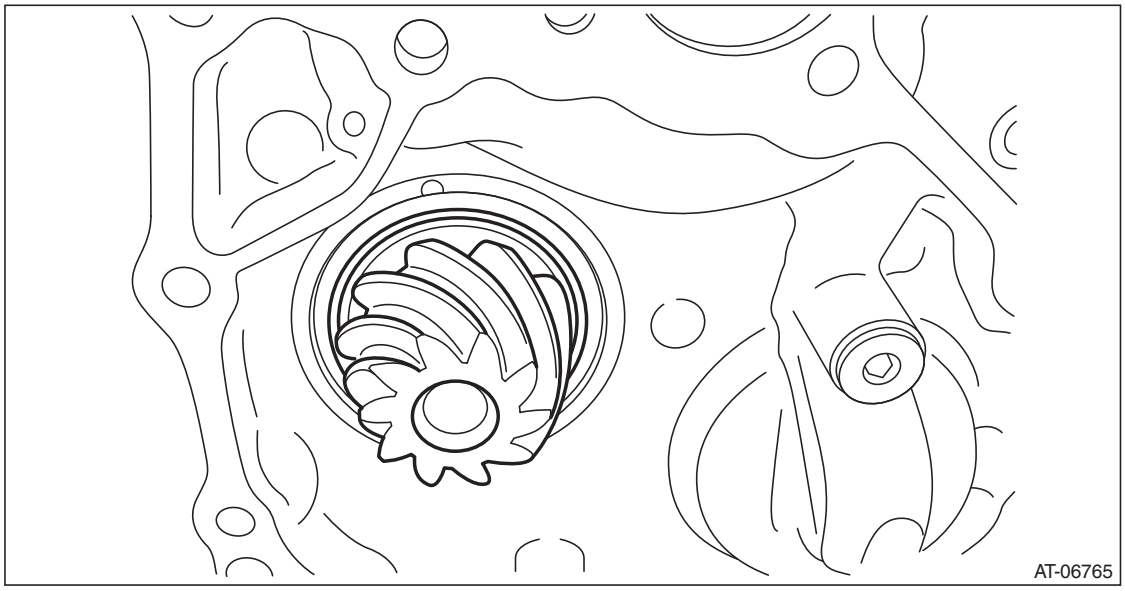
17) Install the drive pinion washer.



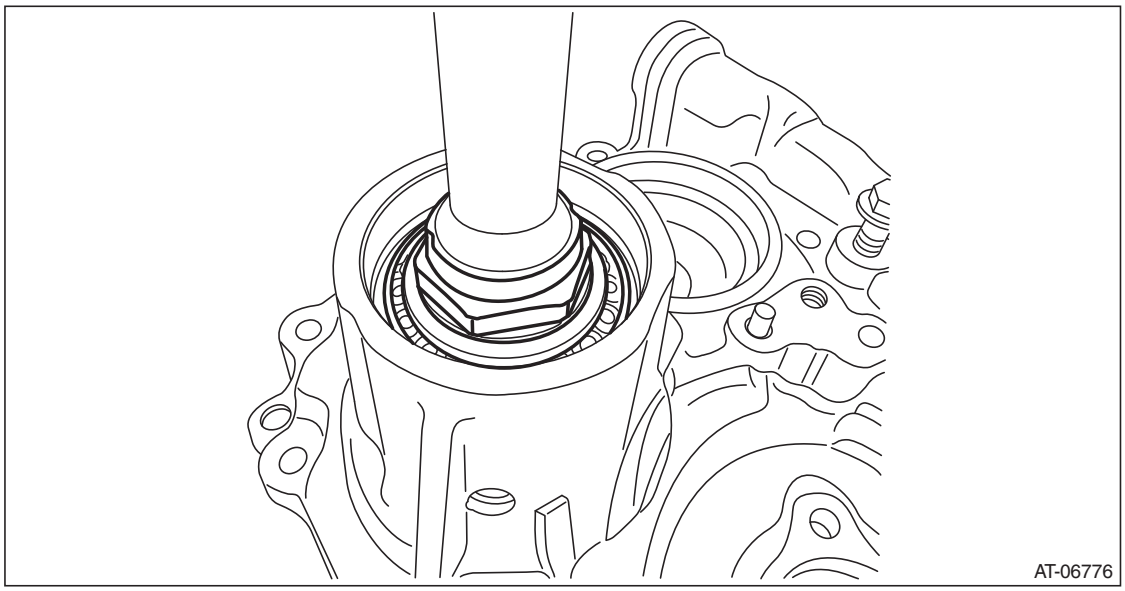
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18) Insert the drive pinion shaft into the drive pinion retainer.

CAUTION:
Be careful not to damage the oil seal.



19) Install the inner bearing and lock nut.



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20) Using the ST, tighten the lock nut to the specified torque so that the starting torque of the drive pinion shaft is within the specified range.

CAUTION:
Before inspecting the starting torque, apply differential gear oil to roller of bearing and rotate the bearing several times.

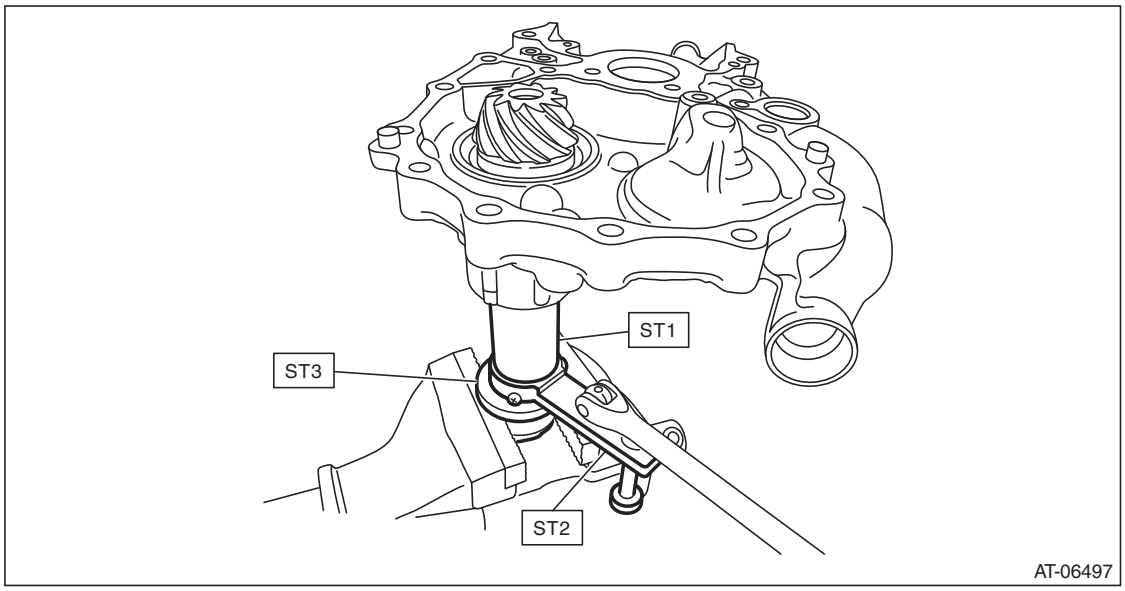
NOTE:
- Tighten the lock nut while directly aligning ST2 and torque wrench.
- If the starting torque is not within the specified range, select the drive pinion washer, and repeat the step until the starting torque is within the specified range.
- When a thicker drive pinion washer is selected, the starting torque decreases. When a thinner drive pinion washer is selected, the starting torque increases.

Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)

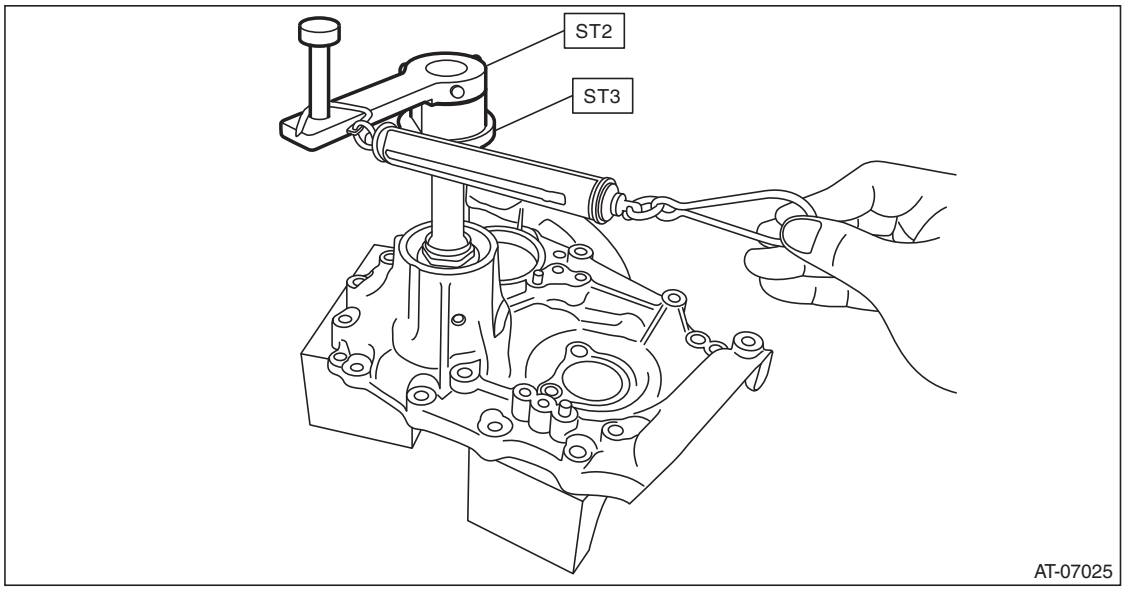
ST1 499787500 ADAPTER
ST2 499787700 WRENCH
ST3 498937110 HOLDER

Using the following formula, calculate the tightening torque for a torque wrench.
T2 = L2/(L1 + L2) × T1
T1: 170 — 250 N·m (17.3 — 25.5 kgf-m, 125.4 — 184.4 ft-lb) [Specified tightening torque range]
T2: Tightening torque
L1: ST1 length 0.072 m (2.83 in)
L2: Torque wrench length
Example:

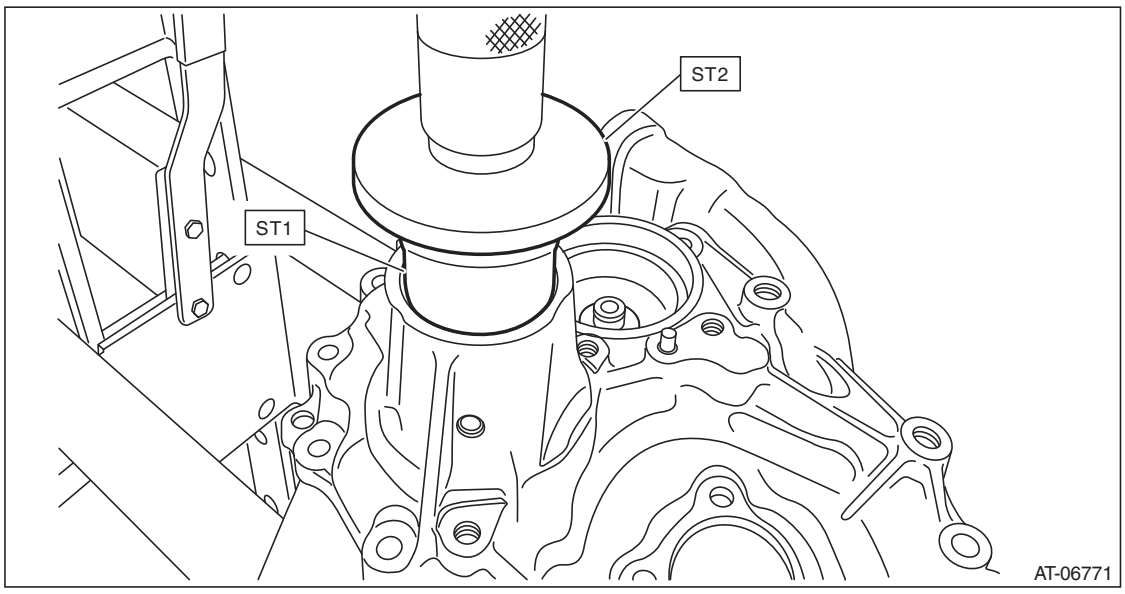
Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
0.4 (15.75)	144 — 211 (14.7 — 21.5, 106.2 — 155.6)
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0.5 (19.69)	149 — 218 (15.2 — 22.2, 109.9 — 160.8)
0.55 (21.65)	150 — 221 (15.3 — 22.5, 110.6 — 163.0)



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21) Crimp the lock nut in 2 locations.
22) Using the ST, install the plug.
ST1 499755602 PRESS SNAP RING
ST2 398177700 INSTALLER



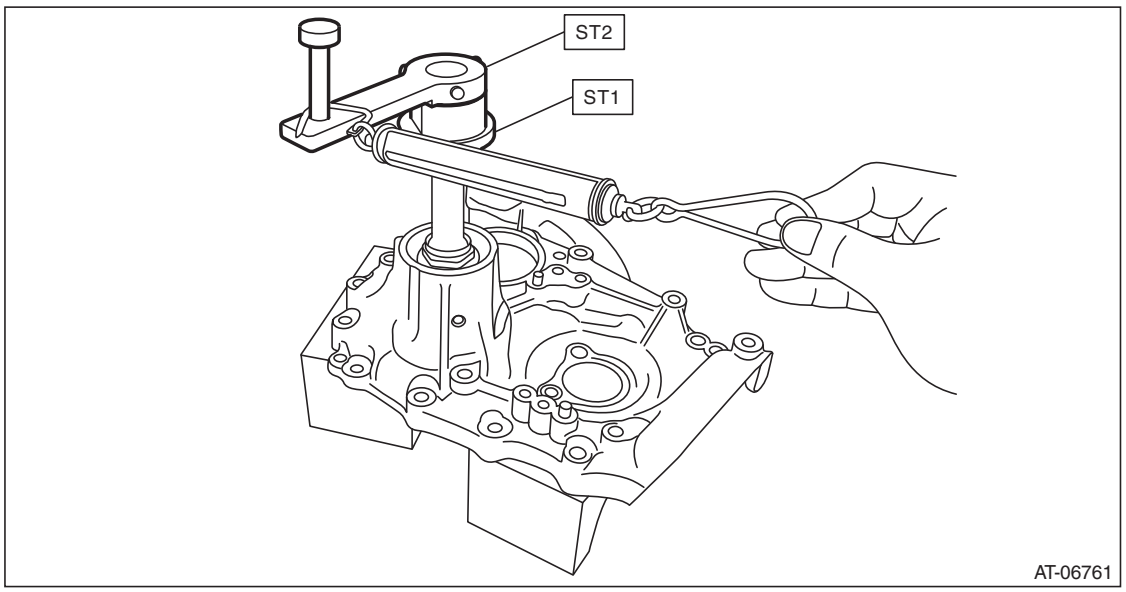
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E: INSPECTION

- Make sure that all component parts are free of scratches, holes and other faults.
- Check the tooth contact. <Ref. to CVT(TR580)-301, ADJUSTMENT, Drive Pinion Shaft Assembly.>
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the starting torque of drive pinion shaft.

CAUTION:
Before measuring, apply differential gear oil to roller of bearing and rotate the bearing several times.
ST1 498937110 HOLDER
ST2 499787700 WRENCH

Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)



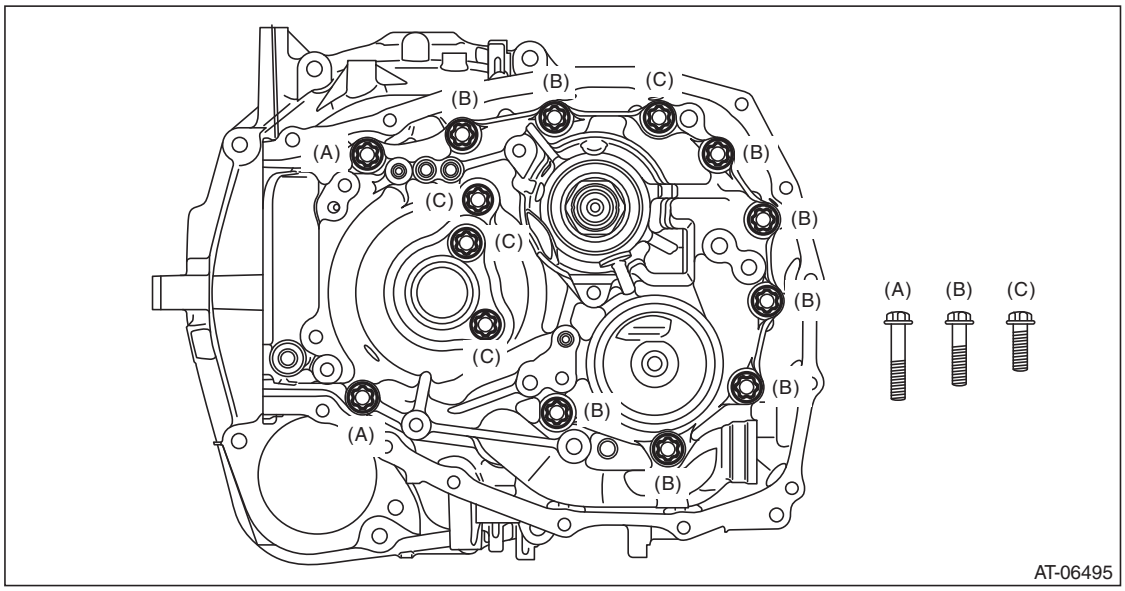
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F: ADJUSTMENT

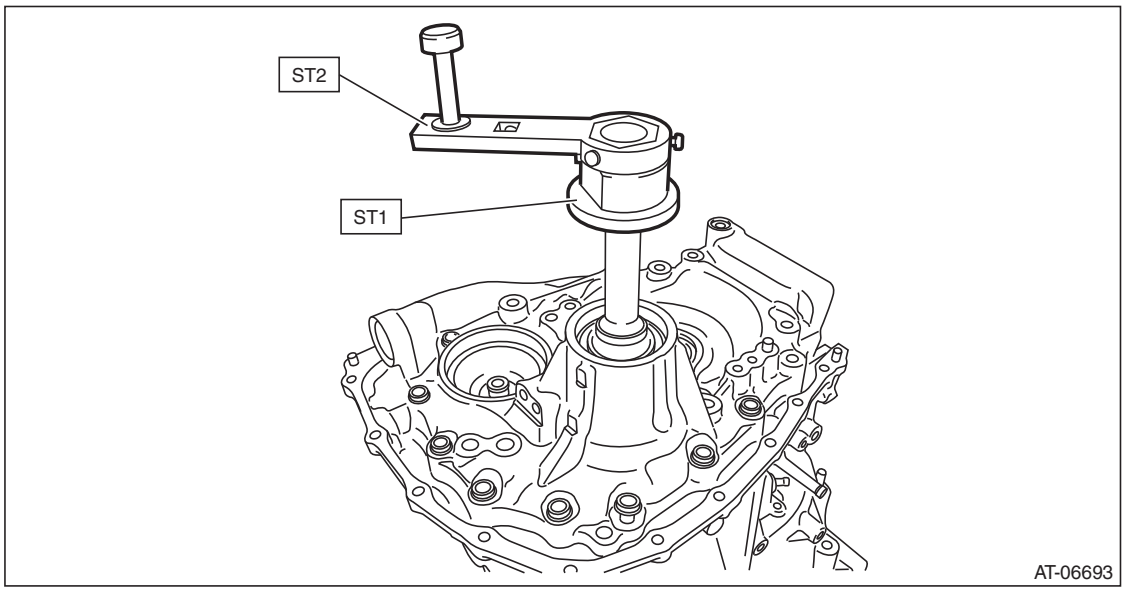
1) Remove the liquid gasket from the mating surface completely.
2) Using the ST, install the drive pinion retainer to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



3) Rotate the drive pinion several times using ST1 and ST2.
ST1 498937110 HOLDER
ST2 499787700 WRENCH



4) Adjust the drive pinion and hypoid driven gear backlash. <Ref. to CVT(TR580)-323, ADJUSTMENT, Front Differential Assembly.>
5) Using the ST, remove the drive pinion retainer from converter case.
ST 18270KA020 SOCKET (E20)

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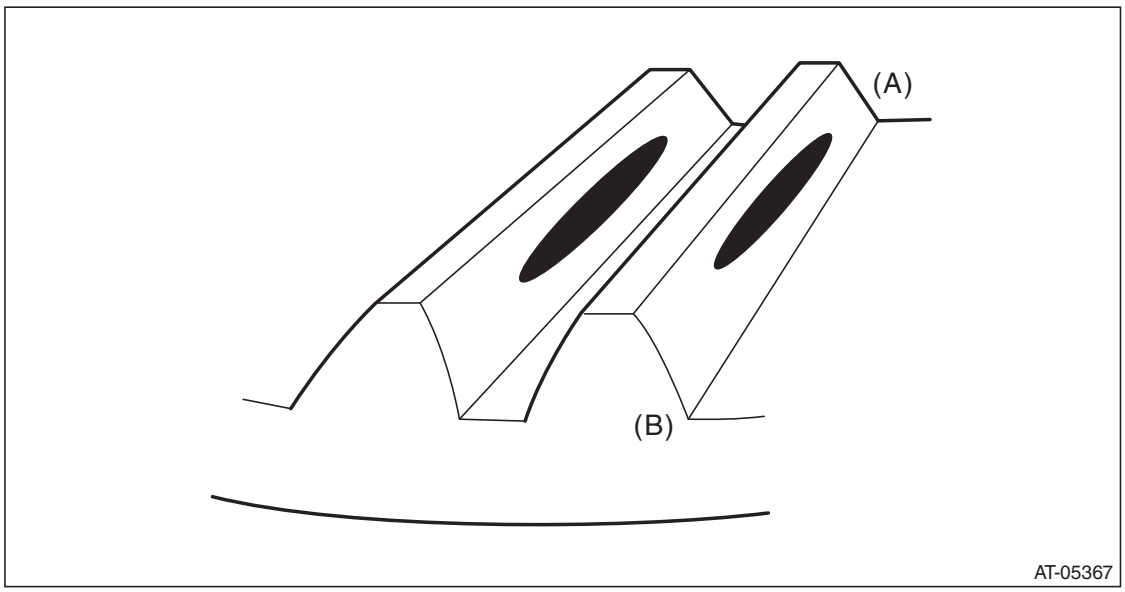
6) Apply lead-free red dye evenly on the both sides of three to four teeth of the hypoid driven gear. Then install the drive pinion retainer and rotate the drive pinion in both directions several times. Remove the drive pinion retainer and check the tooth contact pattern.
If the teeth contact is inappropriate, adjust the backlash or thickness of the shim. <Ref. to CVT(TR580)-323, ADJUSTMENT, Front Differential Assembly.>

NOTE:
After correction, wipe off the lead-free red dye.

Drive pinion shim	
Part No.	Thickness mm (in)
31451AA320	0.150 (0.0059)
31451AA330	0.175 (0.0069)
31451AA340	0.200 (0.0079)
31451AA350	0.225 (0.0089)
31451AA360	0.250 (0.0098)
31451AA370	0.275 (0.0108)

- Correct tooth contact

Check item: Tooth contact surface is slightly shifted toward the toe side under a no-load condition. (When driving, it moves towards the heel side.)



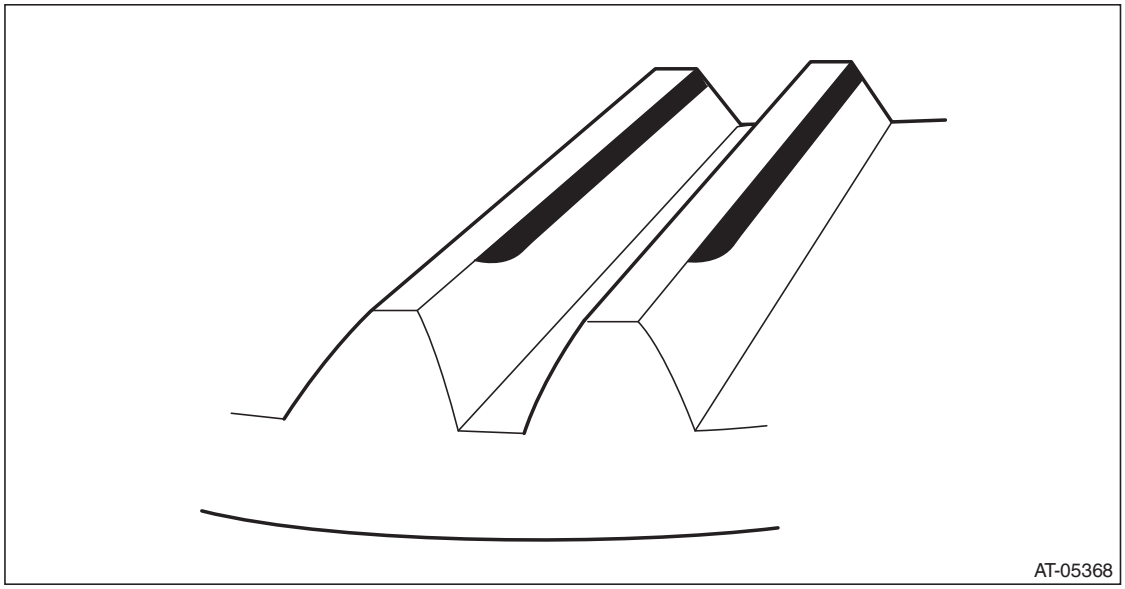
(A) Toe side
(B) Heel side

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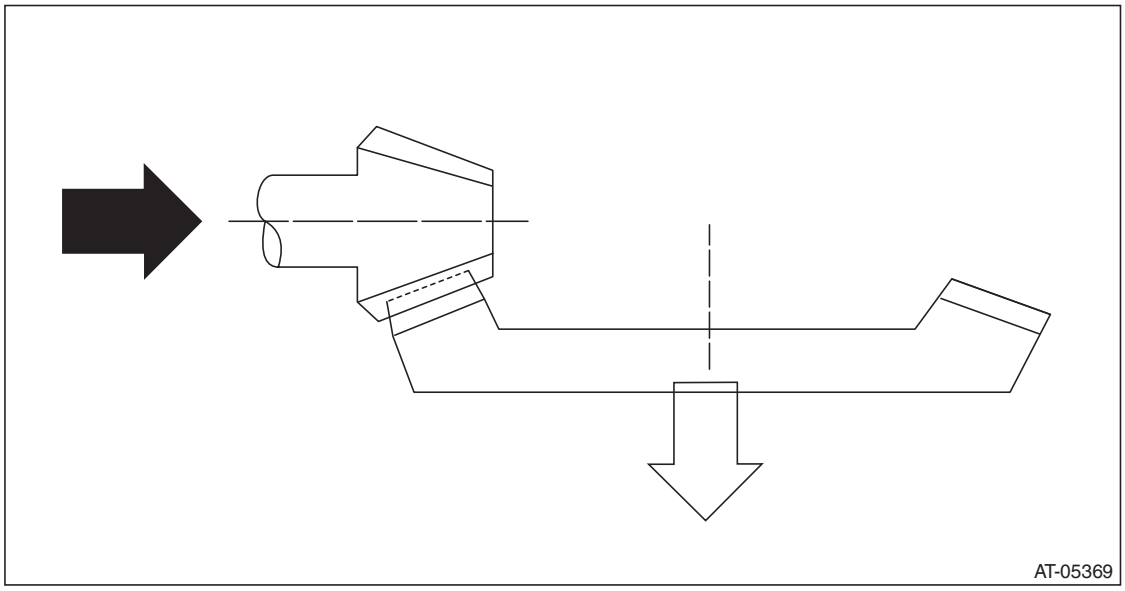
- Face contact

Check item: Backlash is too large.

Contact pattern



Corrective action: Increase thickness of drive pinion shim according to the procedures for moving the drive pinion close to hypoid driven gear.

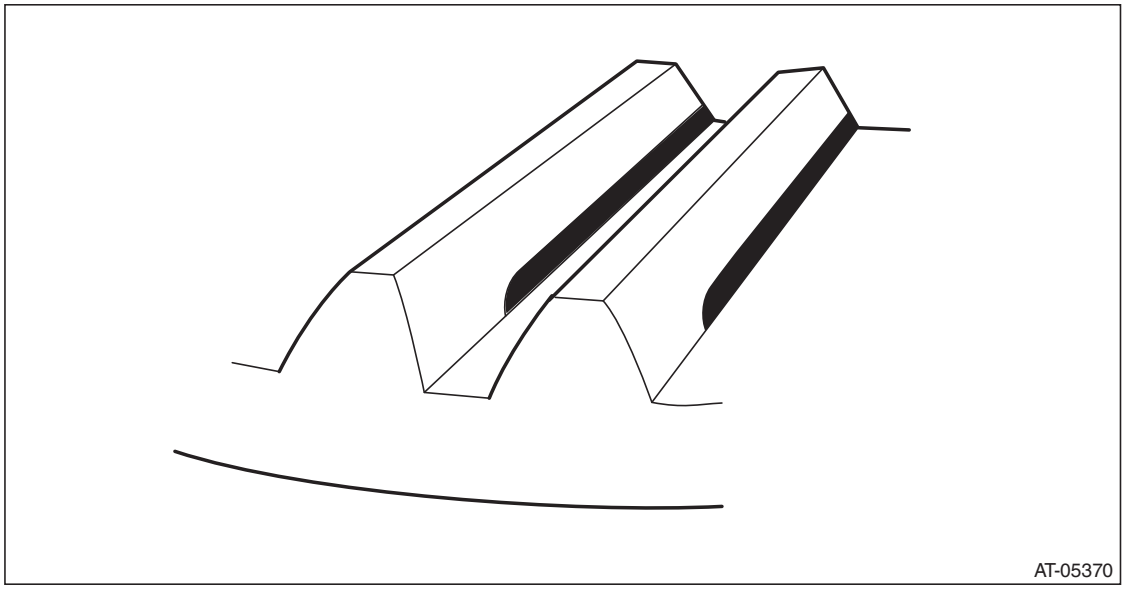


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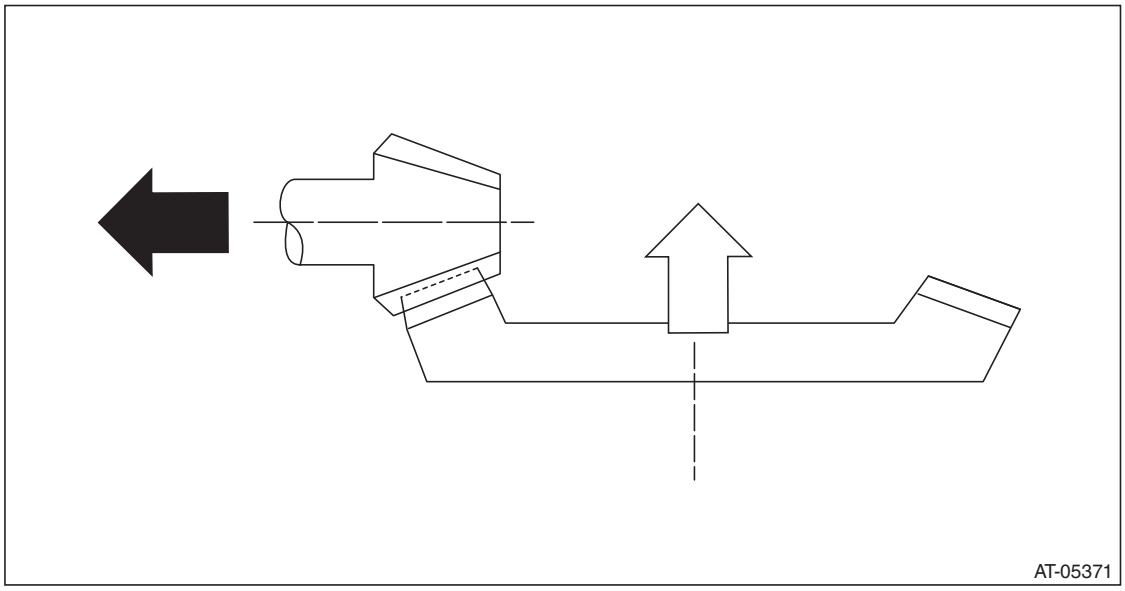
- Flank contact

Check item: Backlash is too small.

Contact pattern



Corrective action: Reduce the thickness of the drive pinion shim according to the procedures for moving the drive pinion away from the hypoid driven gear.

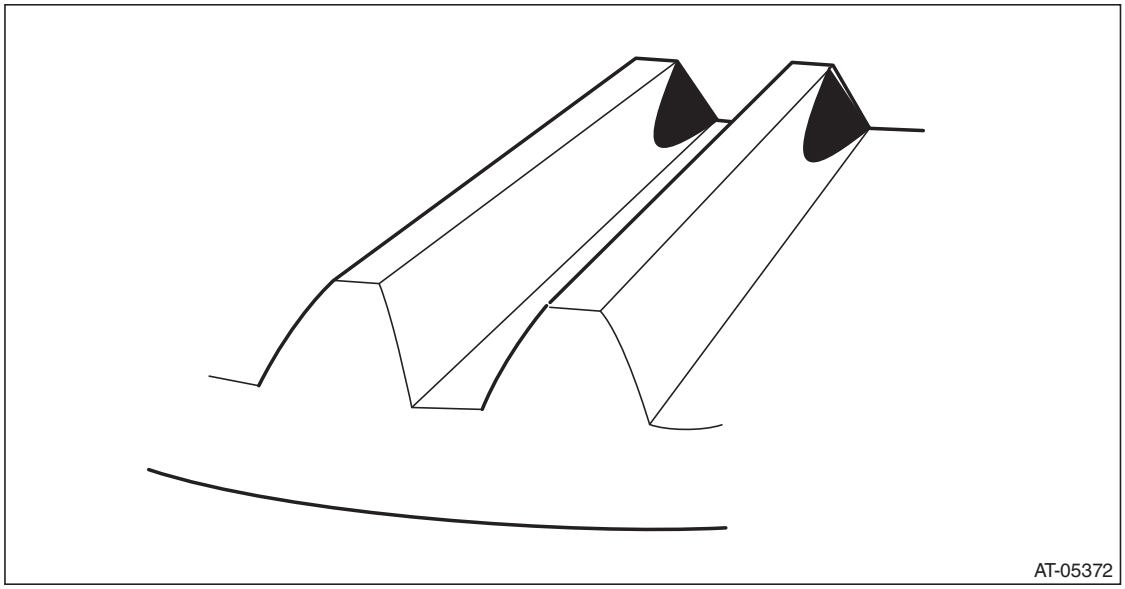


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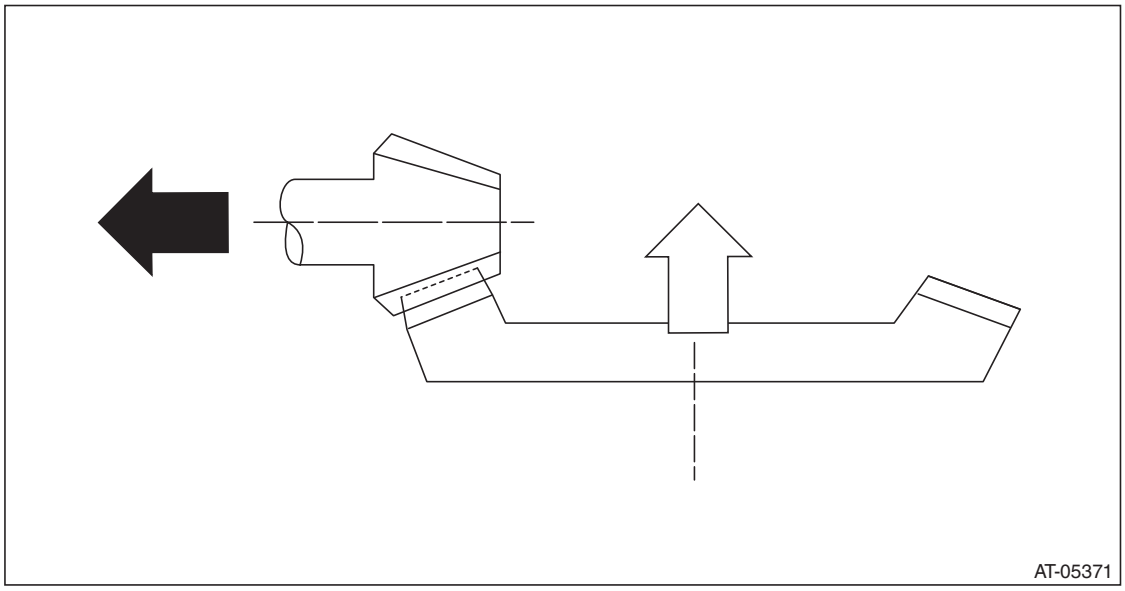
- Toe contact (inside contact)

Check item: Teeth contact area is too small.

Contact pattern



Corrective action: Reduce the thickness of the drive pinion shim according to the procedures for moving the drive pinion away from the hypoid driven gear side.

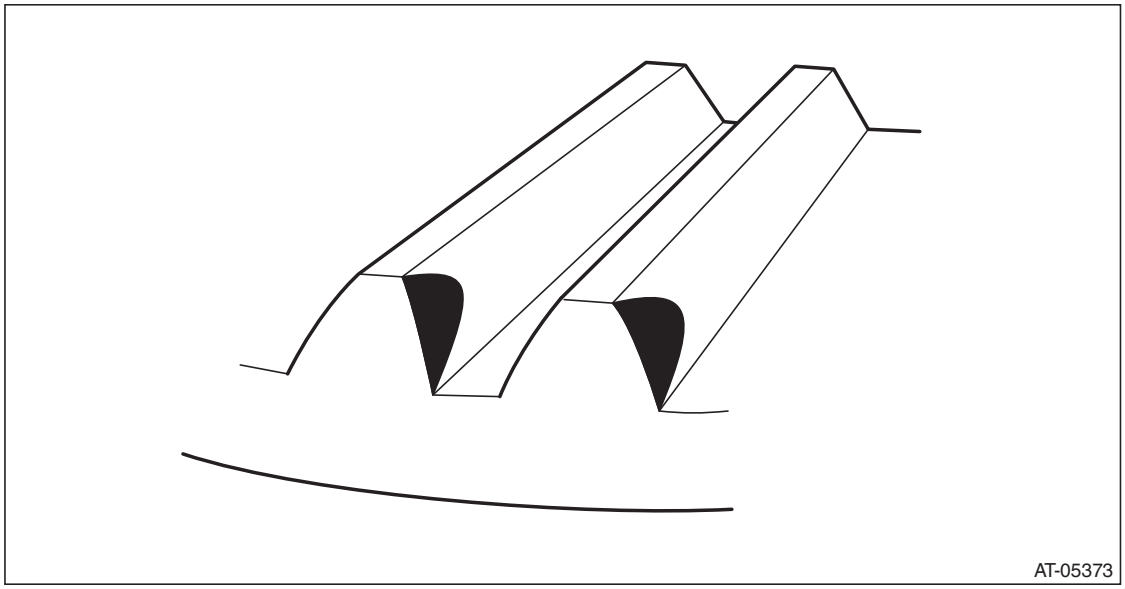


Provided Exclusively on Ebay by Seller "4SubaruManuals"

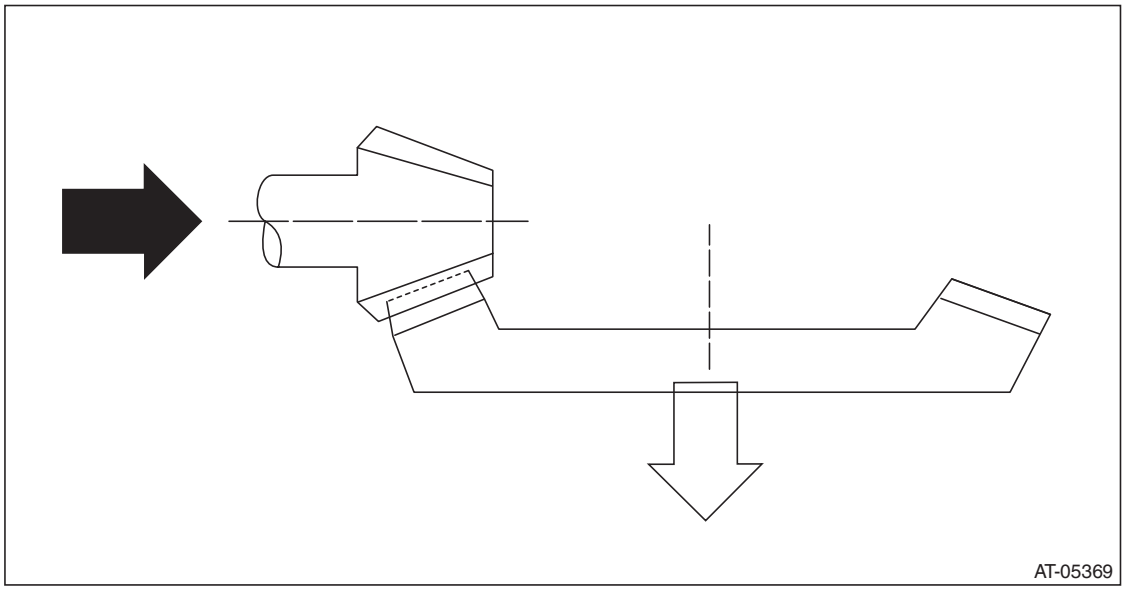
- Heel contact (outside end contact)

Check item: Teeth contact area is too small.

Contact pattern



Corrective action: Increase the thickness of the drive pinion shim according to the procedures for moving the drive pinion closer to the hypoid driven gear.



7) Using the ST, loosen the differential side retainer until the mounting groove of the O-ring appears, and then install the O-ring.

NOTE:
- When loosening the differential side retainer, record the number of the turns made.
- Perform this for both left and right differential side retainers.
- Use new O-rings.
- Apply the differential gear oil to O-ring.

ST 18658AA020 WRENCH COMPL RETAINER

8) Using the ST, tighten the retainer to the position before it is loosened.

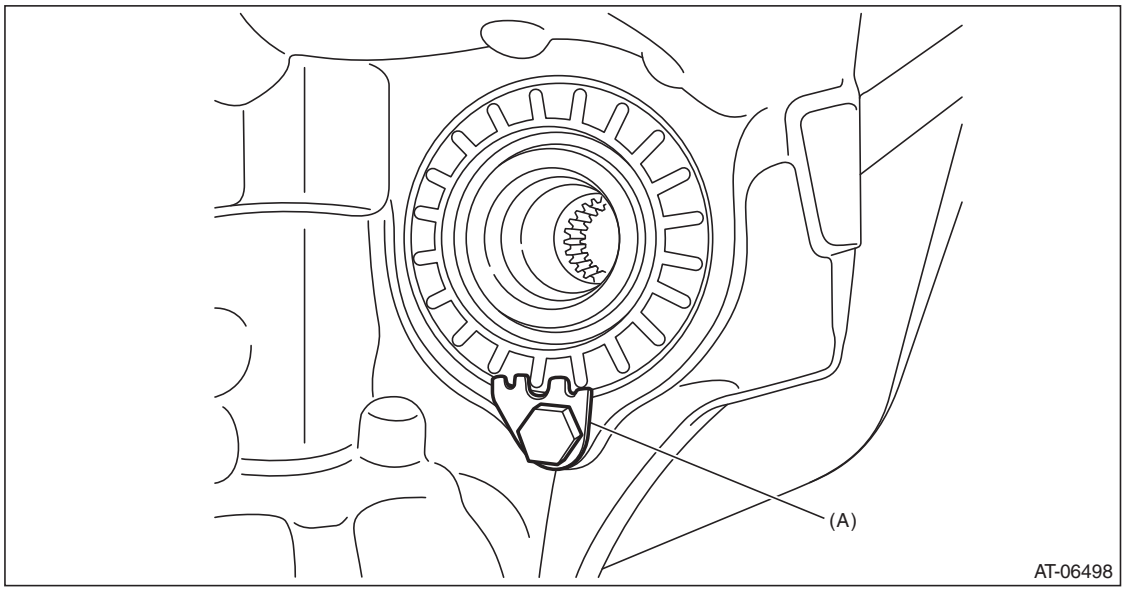
ST 18658AA020 WRENCH COMPL RETAINER

9) Replace the differential side retainer oil seal with a new part. <Ref. to CVT(TR580)-87, Differential Side Retainer Oil Seal.>

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10) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



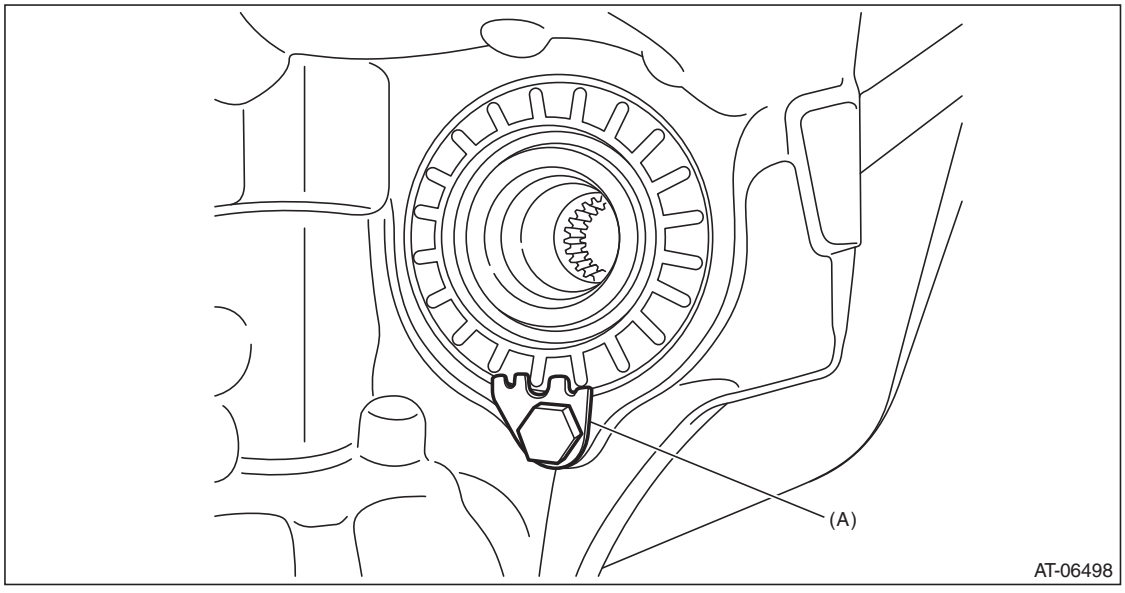
(A) Lock plate

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43.Front Differential Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-244, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-259, REMOVAL, Forward Clutch Assembly.>
21) Remove the drive pinion shaft assembly. <Ref. to CVT(TR580)-279, REMOVAL, Drive Pinion Shaft Assembly.>
22) Remove the lock plates on both sides.



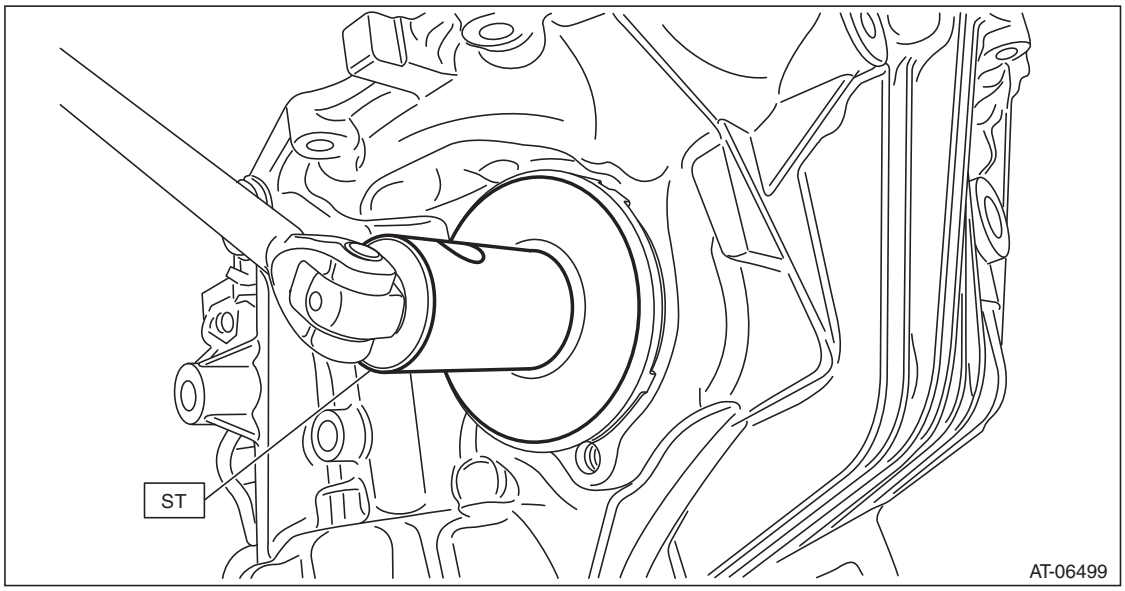
(A) Lock plate

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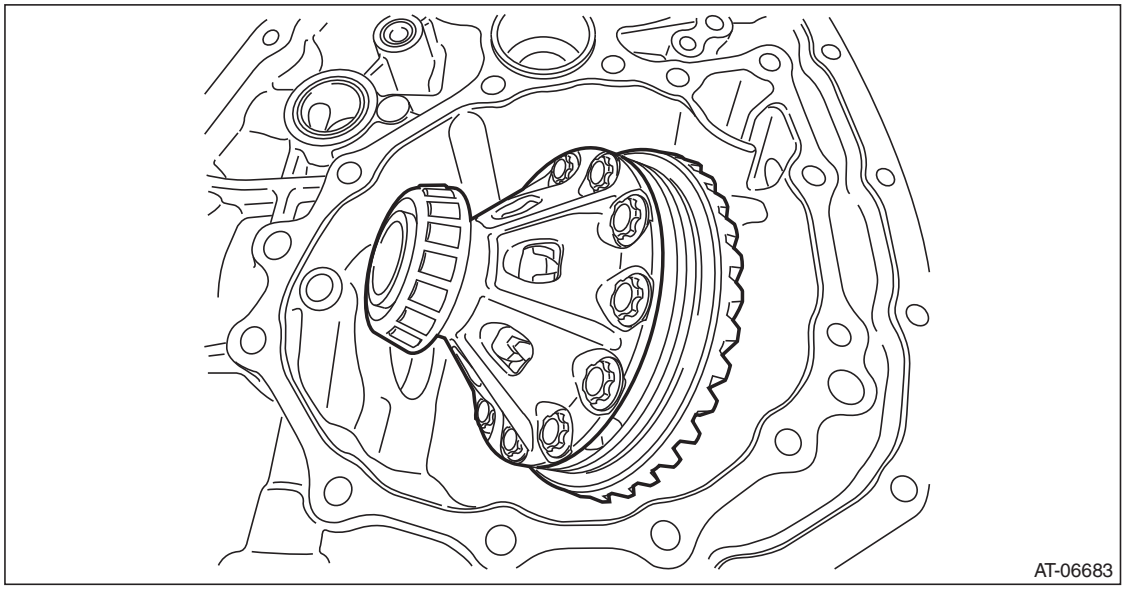
23) Remove the differential side retainers using ST.

NOTE:
• When the wrench COMPL retainer interferes with the converter case, align the cutout portion with the interference part.
• Support the differential case assembly by hand to avoid damaging the retainer mounting hole of the converter case.
• Keep the left and right differential side retainers and left and right bearing outer races by attaching tags or in similar ways to make it possible to identify RH and LH sides.

ST 18658AA020 WRENCH COMPL RETAINER



24) Remove the front differential assembly while being careful not to damage the attachment part of the retainer.



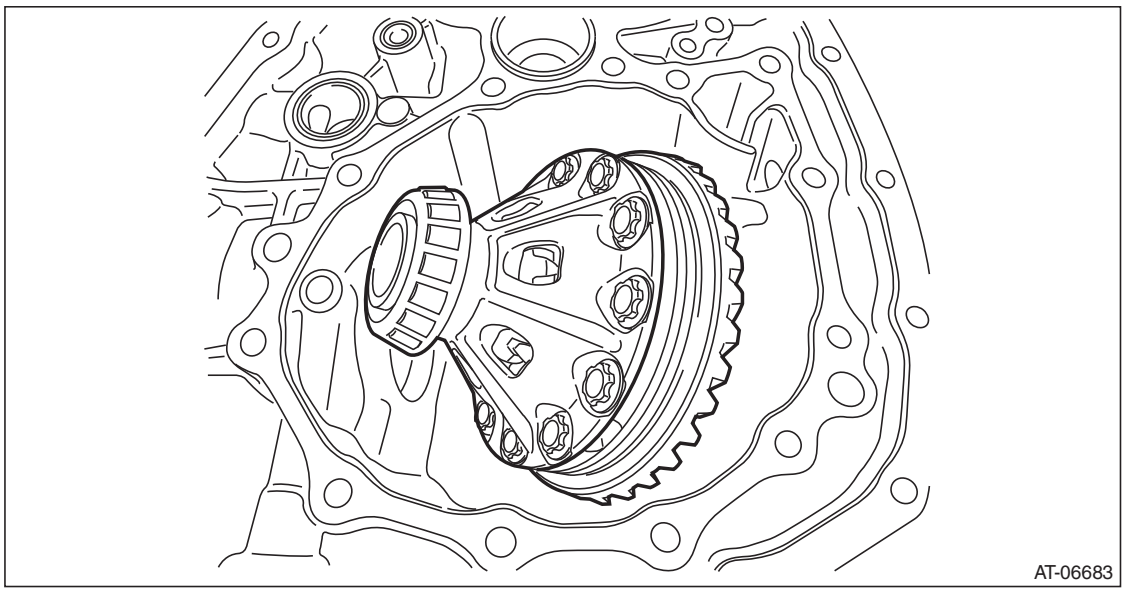
25) Remove the oil seals and O-rings from both differential side retainers. <Ref. to CVT(TR580)-315, SIDE RETAINER, DISASSEMBLY, Front Differential Assembly.>

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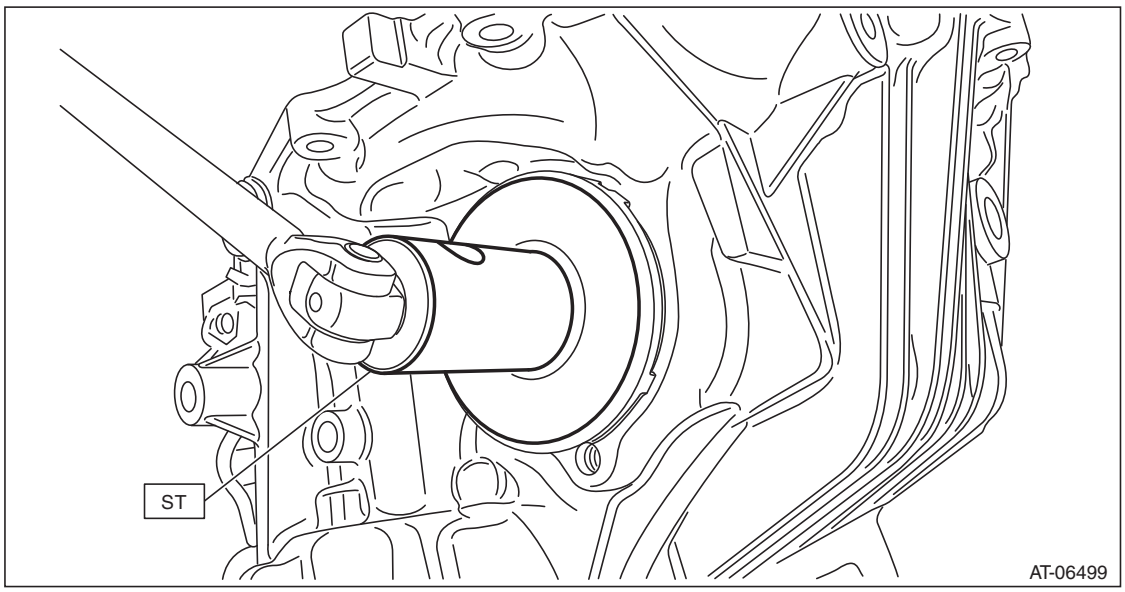
B: INSTALLATION

1) Install the front differential assembly to the converter case.

NOTE:
Be careful not to damage the inside of the case (especially the mounting surface of the differential side retainers).



2) Install the bearing outer race.
3) Temporarily install the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER



4) Adjust the backlash of the front differential. <Ref. to CVT(TR580)-323, ADJUSTMENT, Front Differential Assembly.>
5) Inspect and adjust the tooth contact. <Ref. to CVT(TR580)-301, ADJUSTMENT, Drive Pinion Shaft Assembly.>

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6) Using the ST, loosen the differential side retainer until the mounting groove of the O-ring appears, and then install the O-ring.

NOTE:
- When loosening the differential side retainer, record the number of the turns made.
- Perform this for both left and right differential side retainers.
- Use new O-rings.
- Apply the differential gear oil to O-ring.

ST 18658AA020 WRENCH COMPL RETAINER

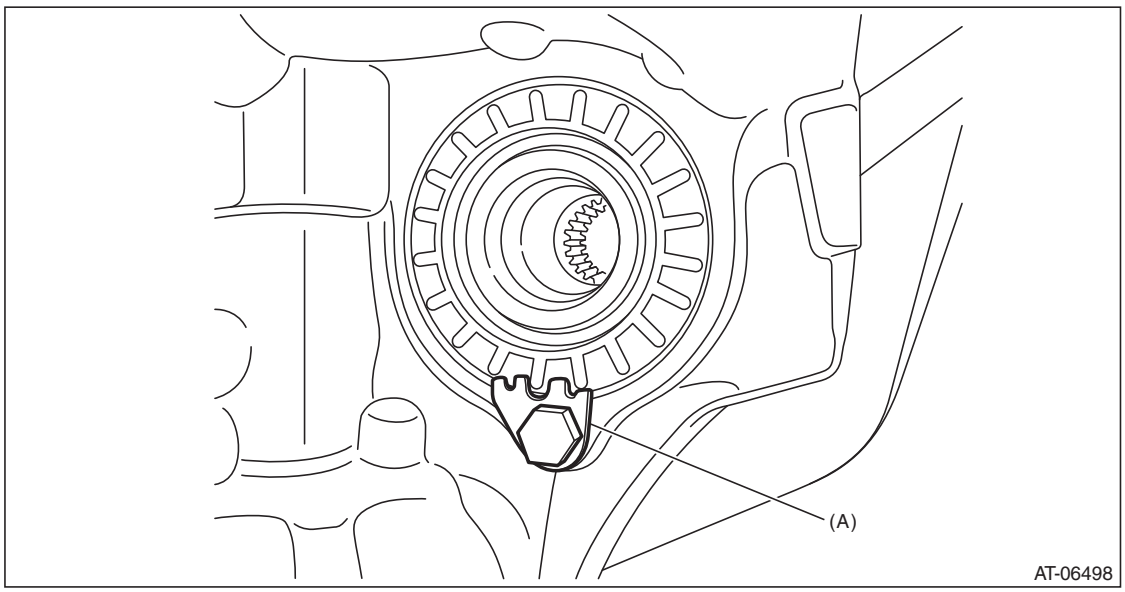
7) Using the ST, tighten the retainer to the position before it is loosened.

ST 18658AA020 WRENCH COMPL RETAINER

8) Install the oil seal to the differential side retainer. <Ref. to CVT(TR580)-87, Differential Side Retainer Oil Seal.>

9) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Lock plate

10) Install the drive pinion shaft assembly. <Ref. to CVT(TR580)-280, INSTALLATION, Drive Pinion Shaft Assembly.>

11) Install the forward clutch assembly. <Ref. to CVT(TR580)-262, INSTALLATION, Forward Clutch Assembly.>

12) Install the reverse brake assembly. <Ref. to CVT(TR580)-247, INSTALLATION, Reverse Brake Assembly.>

13) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>

14) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>

15) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>

16) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>

17) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>

18) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>

19) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>

20) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>

21) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>

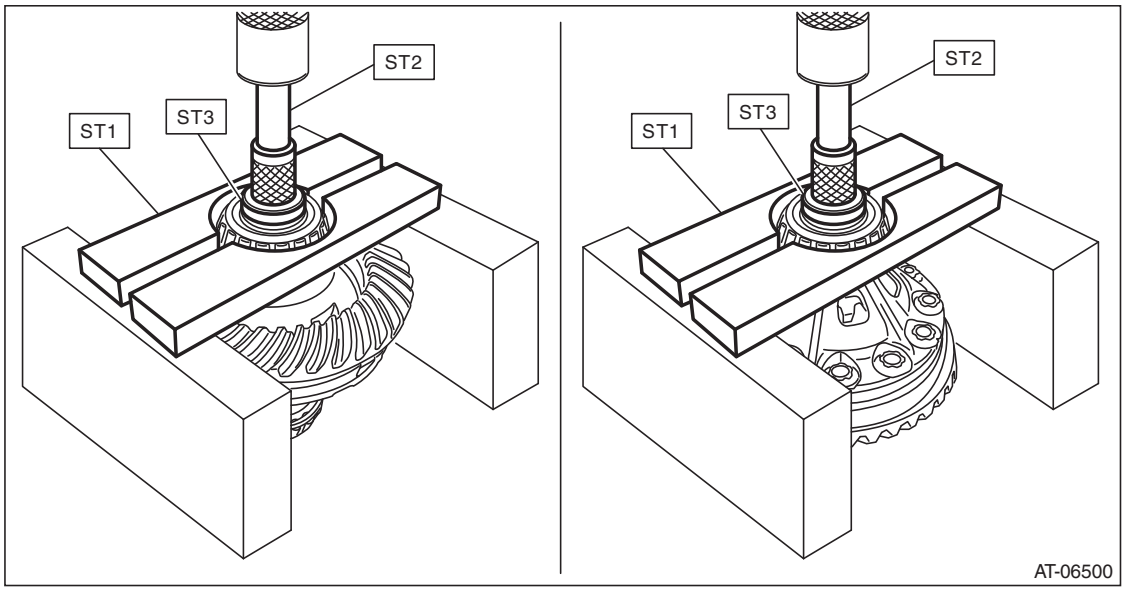
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22) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
23) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
24) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
25) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
26) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
27) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
28) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
29) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
30) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

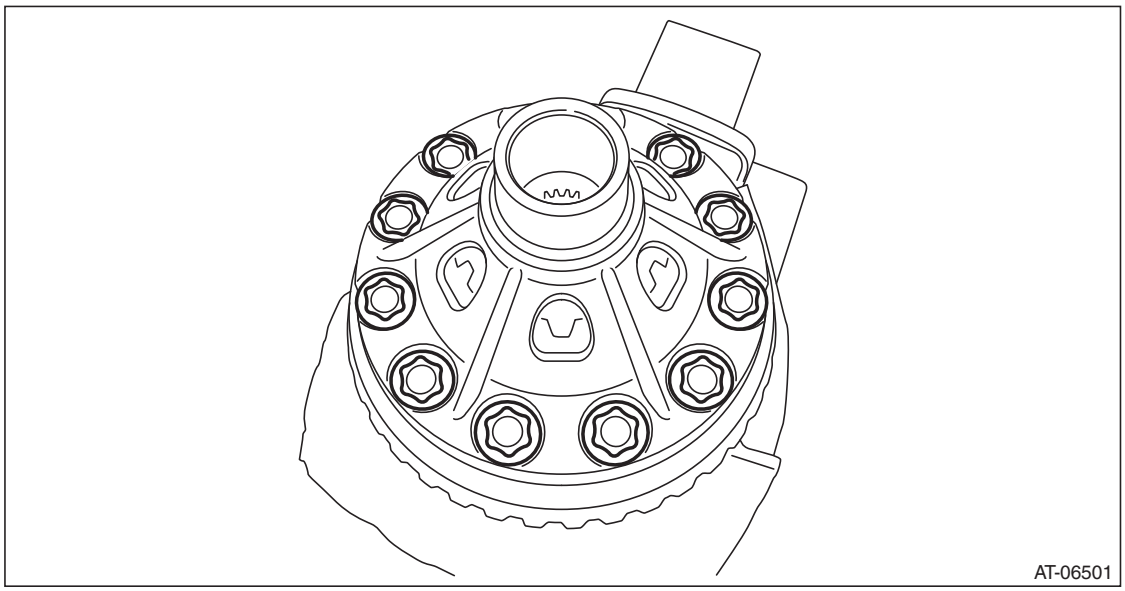
1. DIFFERENTIAL CASE ASSEMBLY

1) Remove the taper roller bearing using the ST.
ST1 498077000 REMOVER
ST2 899864100 REMOVER
ST3 398497701 SEAT

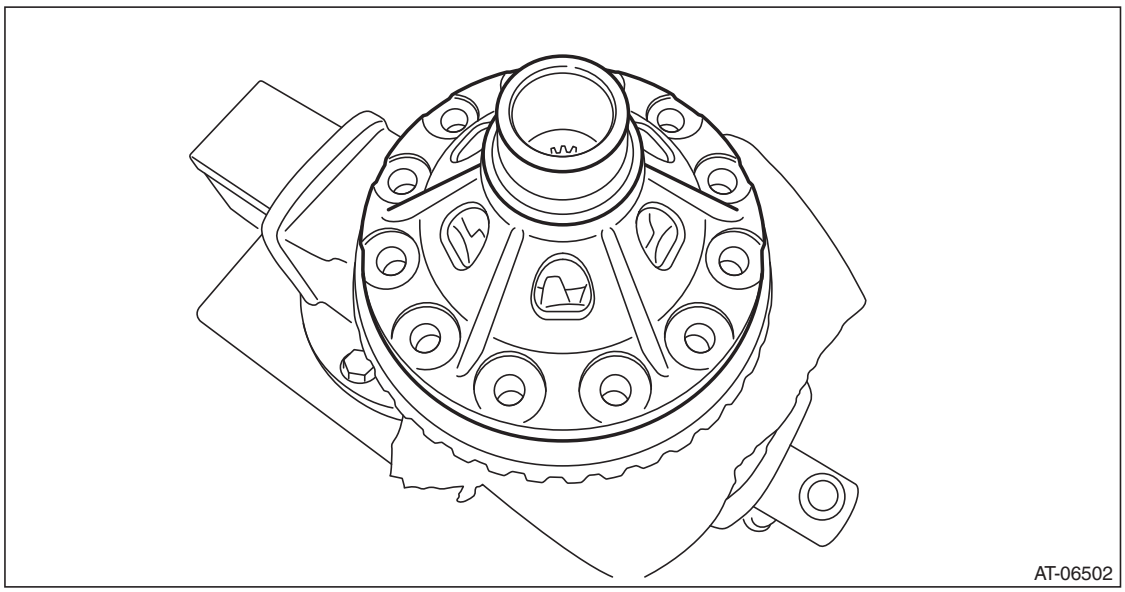


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2) Remove the hypoid driven gear mounting bolt using the ST.
ST 18270KA020 SOCKET (E20)

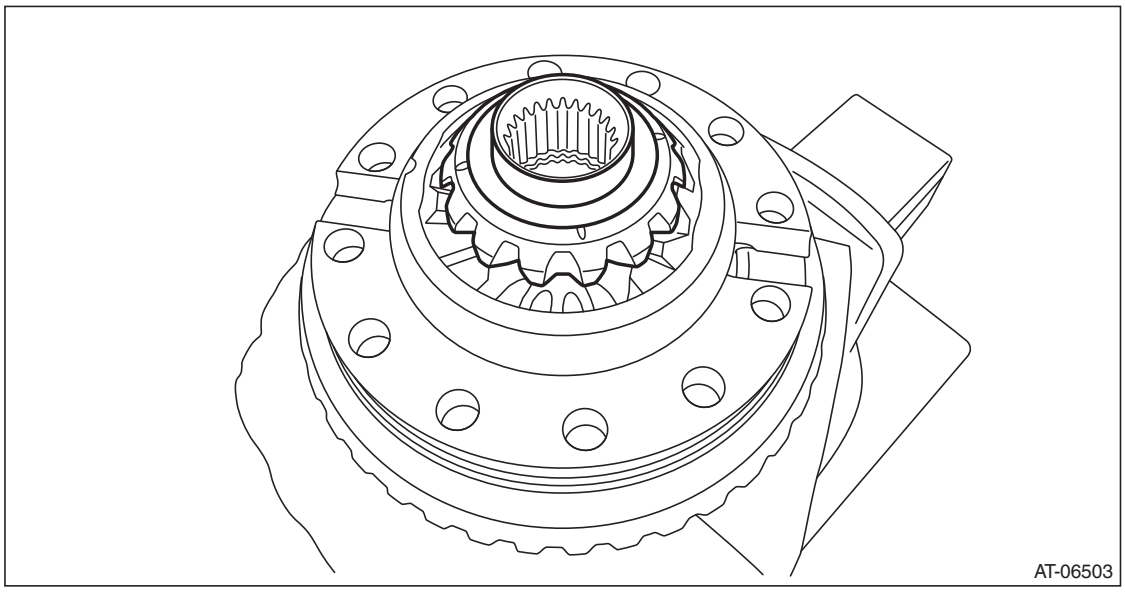


3) Remove the differential case (LH).

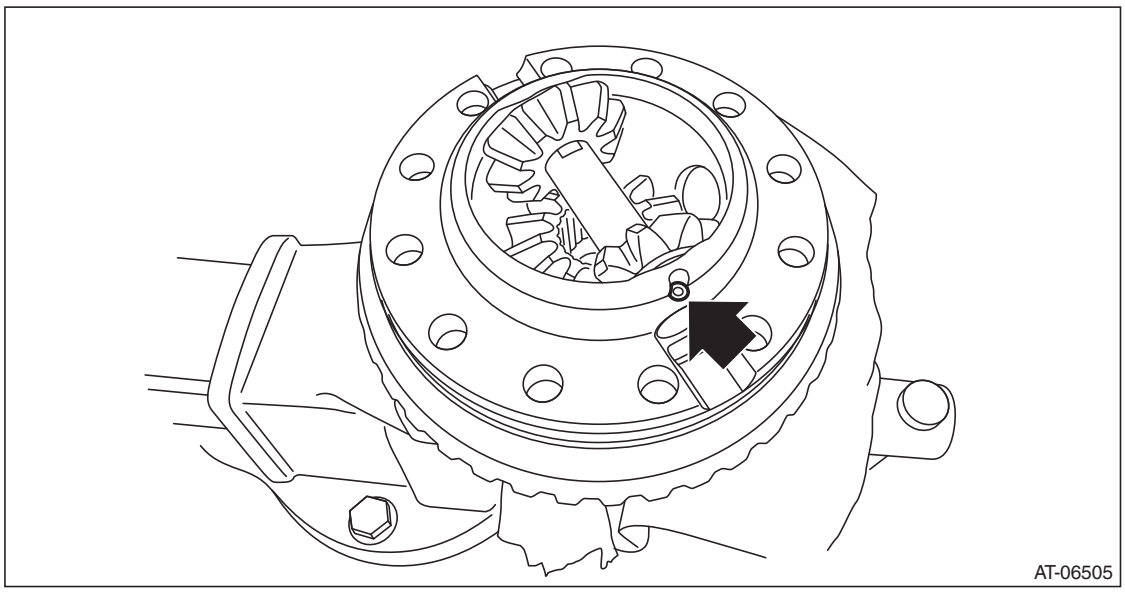


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4) Remove the differential bevel gear and washer from differential case.

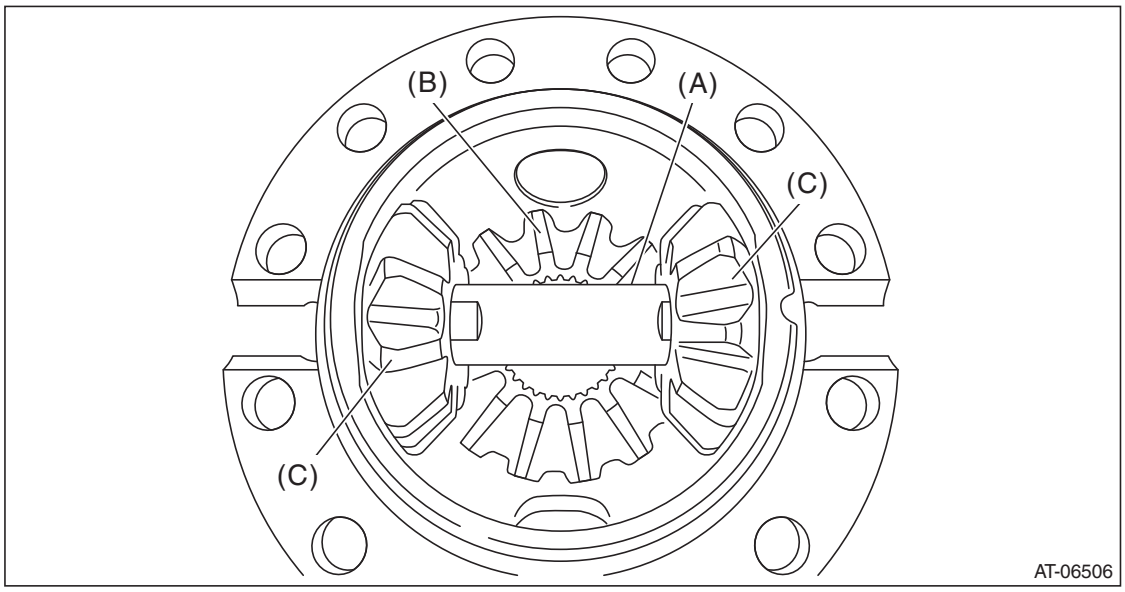


5) Remove the straight pin.



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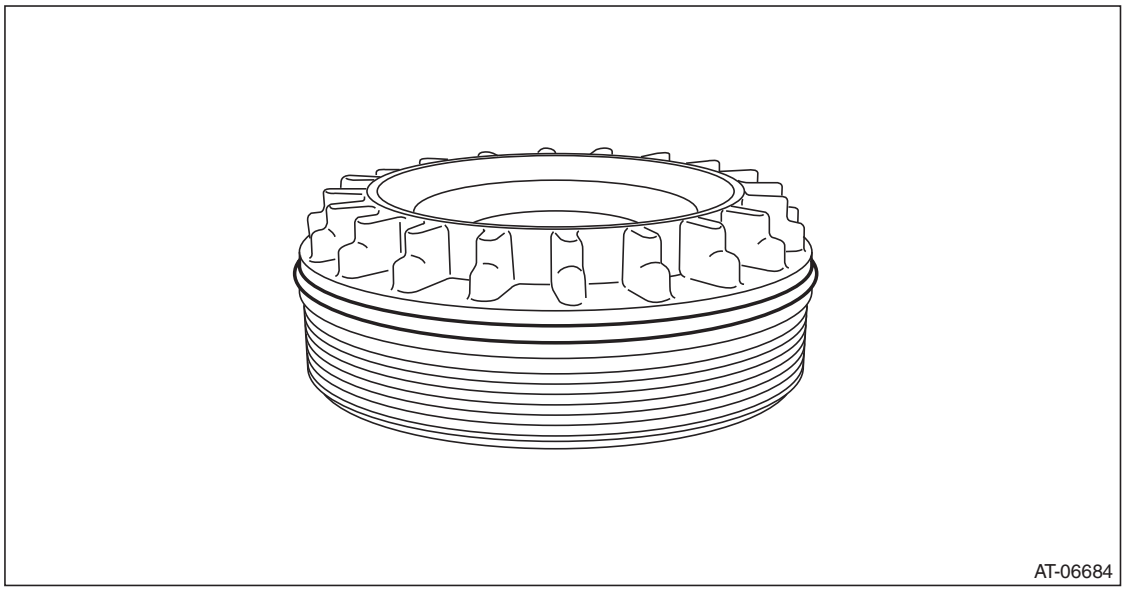
6) Remove the pinion shaft, then remove the differential bevel gear, washer and differential bevel pinion.



(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

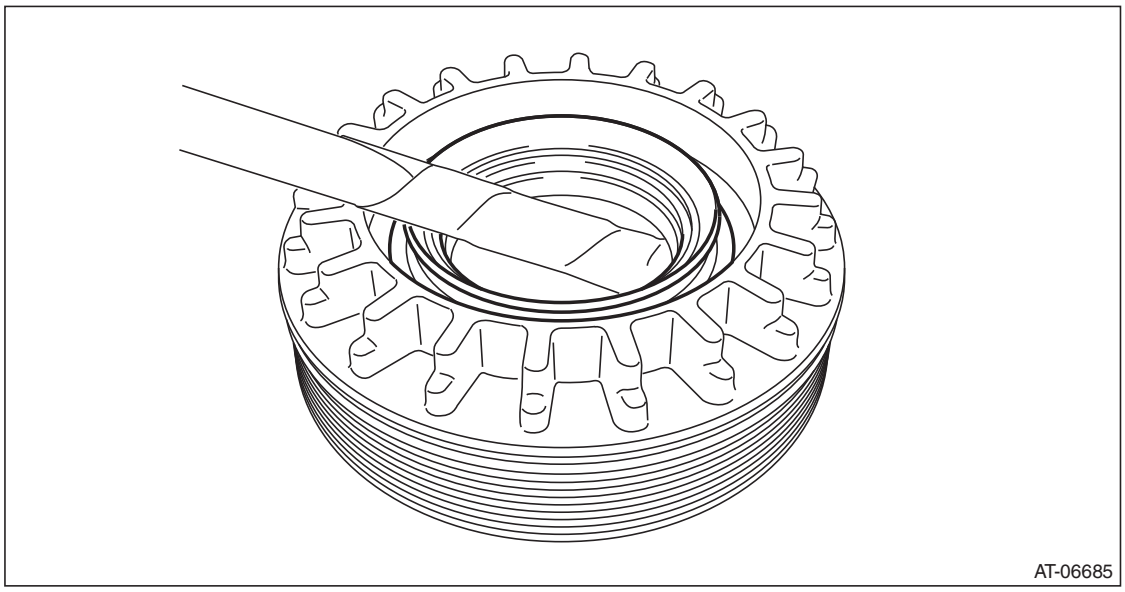
2. SIDE RETAINER

NOTE:
After adjusting the drive pinion backlash and tooth contact, replace the oil seal and O-ring with new parts.
1) Remove the O-ring.



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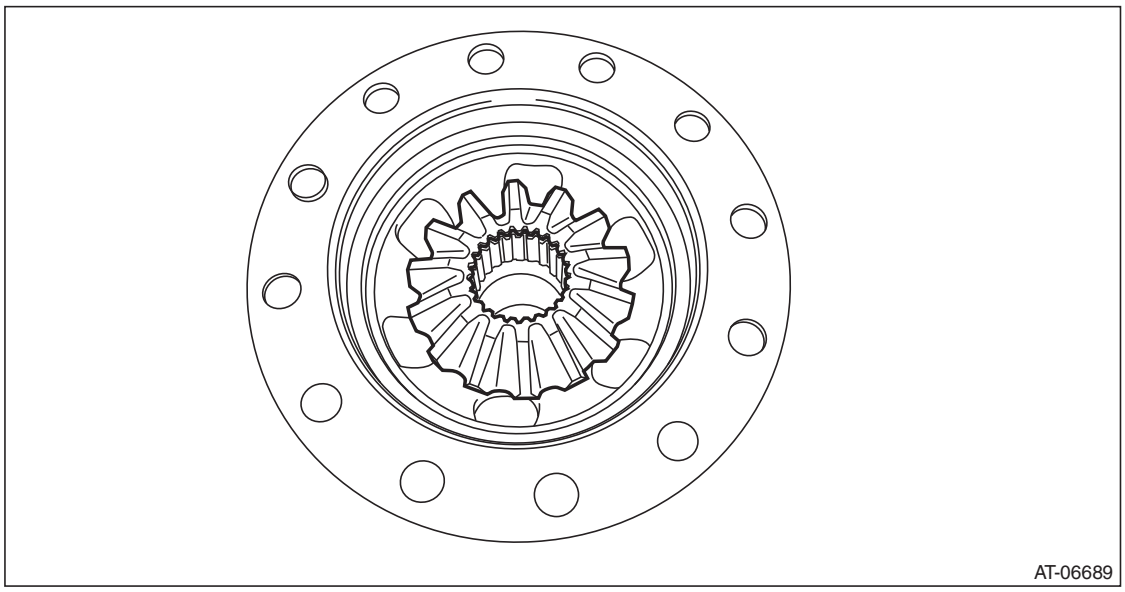
2) Remove the oil seal.



D: ASSEMBLY

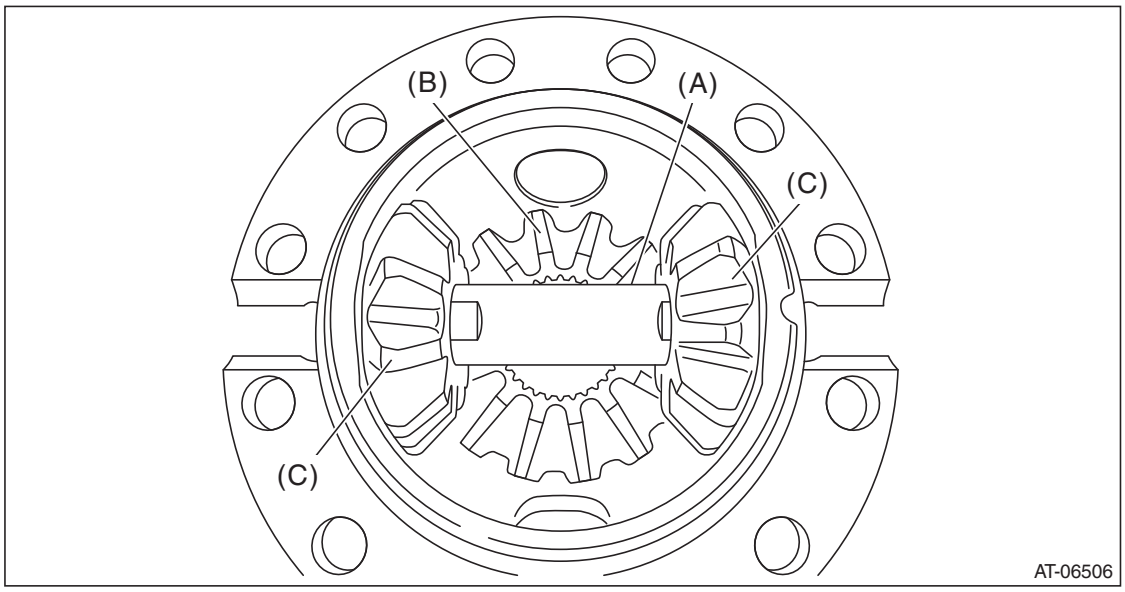
1. DIFFERENTIAL CASE ASSEMBLY

1) Install the washer and differential bevel gear into the differential case (RH).



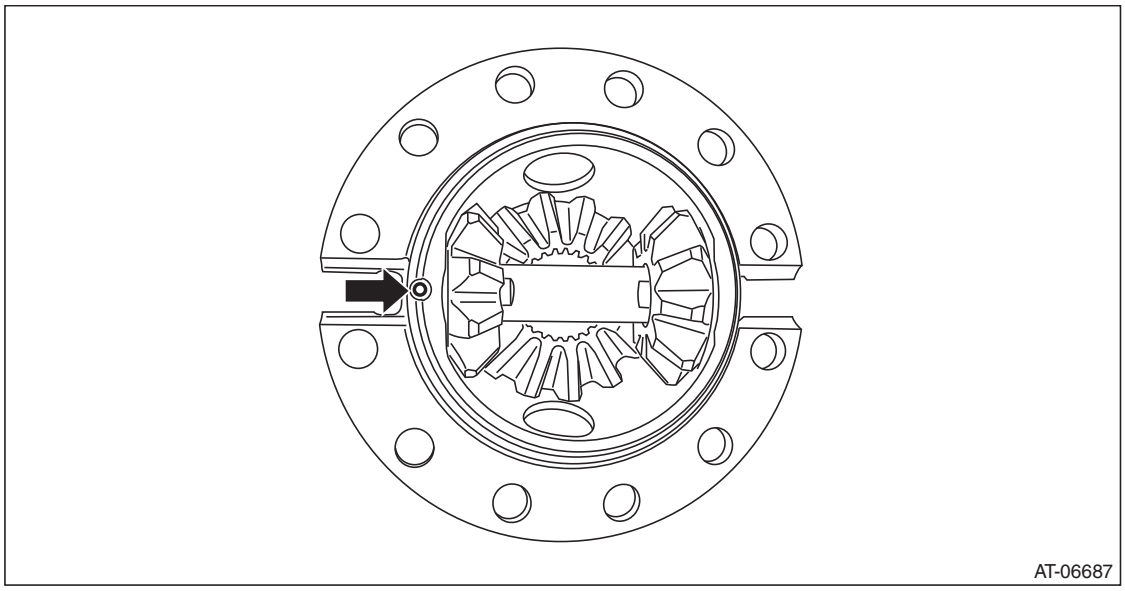
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2) Install the differential bevel pinions into differential case (RH) and install the pinion shaft.



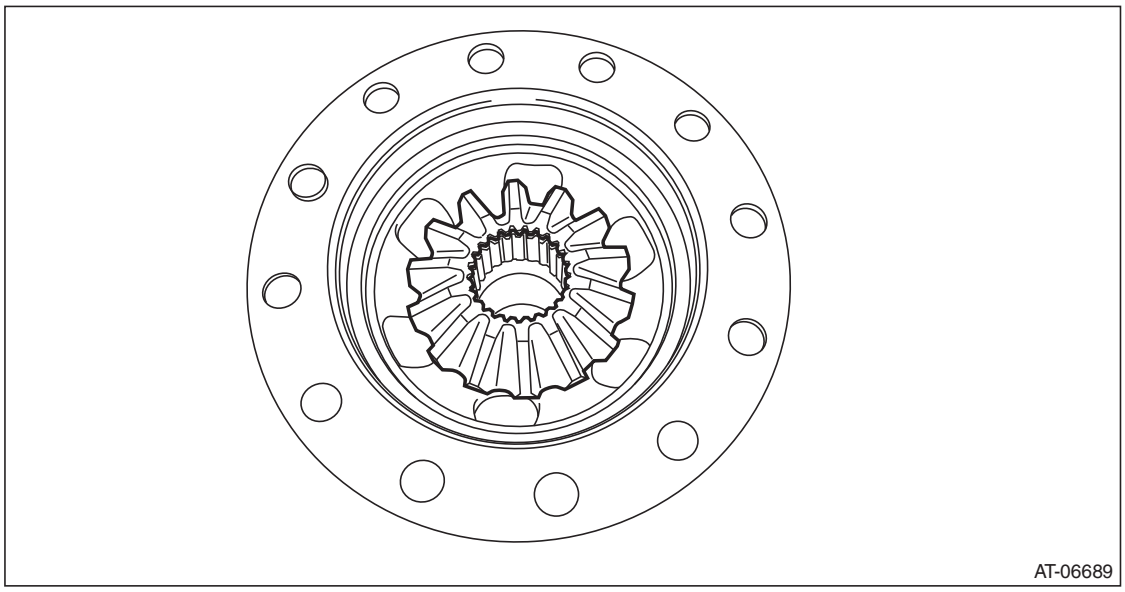
(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

3) Install the straight pin.

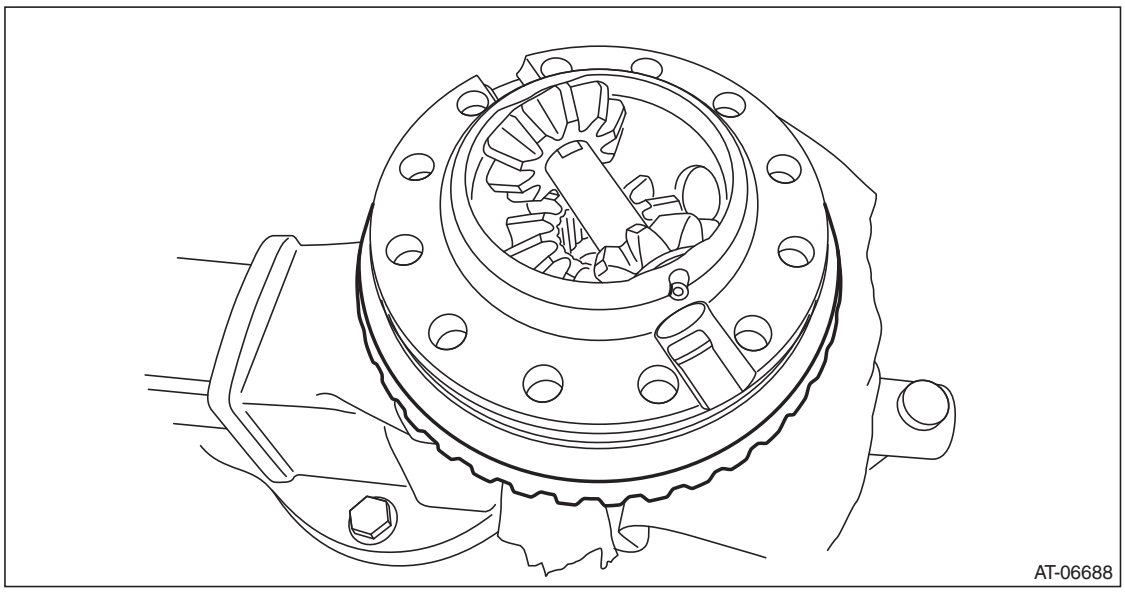


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4) Install the washer and differential bevel gear to the differential case (LH).



5) Install the differential case (RH) to the hypoid driven gear.

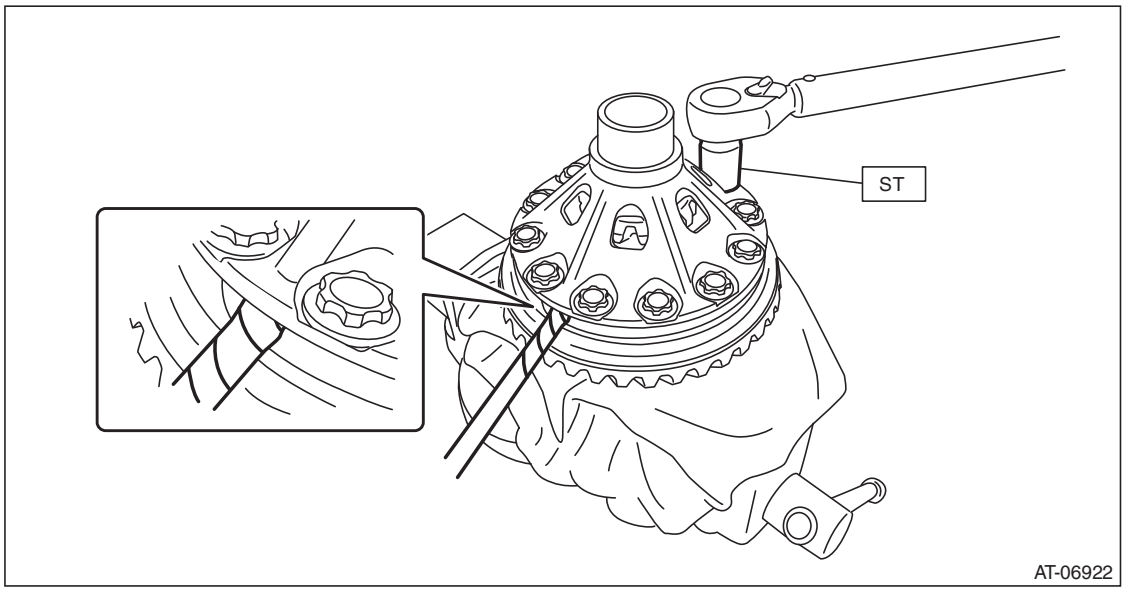


6) Install the differential case (LH) to the differential case (RH).

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7) Using the ST, install the hypoid driven gear by tightening the installation bolt.
ST 18270KA020 SOCKET (E20)

Tightening torque:
64 N·m (6.5 kgf-m, 47.2 ft-lb)

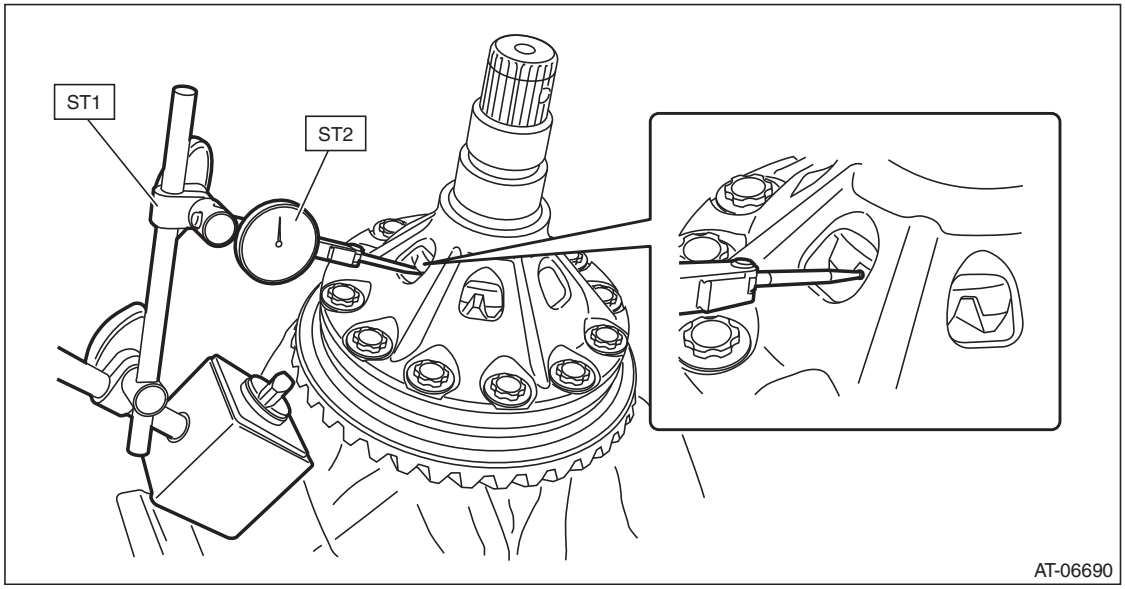


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8) Measure the backlash, and select the washer.
(1) Install the SUBARU genuine axle shaft to differential case.
Part No. 38415AA070 Axle shaft
(2) Using ST1 and ST2, insert the ST2 through the window of differential case. Measure the backlash of the gear.

NOTE:
• Measure the backlash by applying a differential bevel pinion tooth between two differential bevel gear teeth.
• When measuring, fix the differential bevel pinion in place with a screwdriver covered with cloth, or a similar tool.
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)

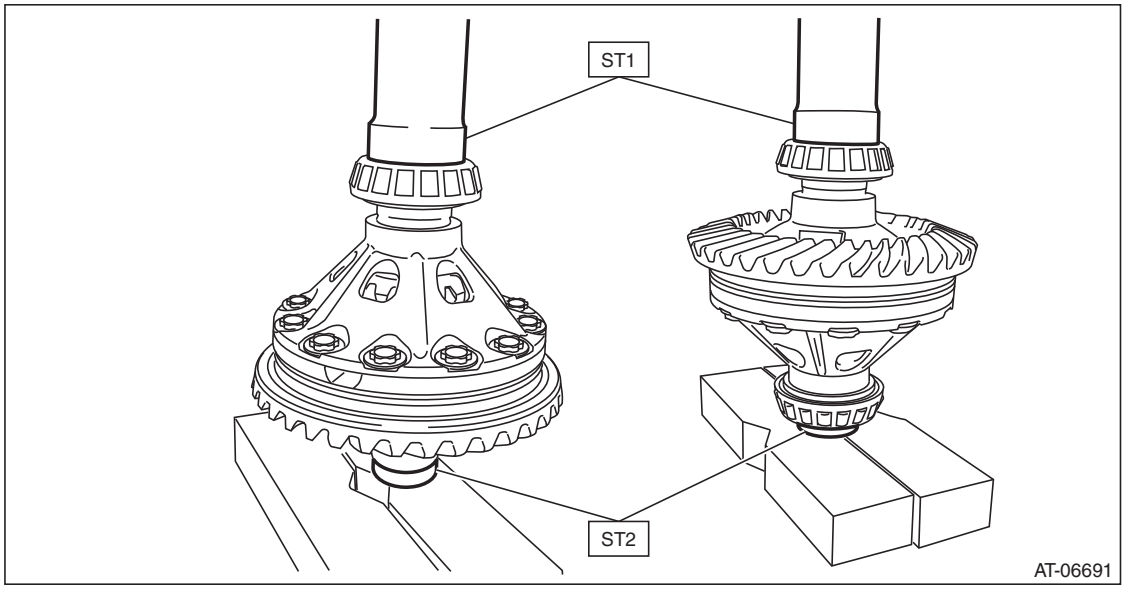


(3) If the backlash is not within specification, select a washer from the table below and replace.

Washer	
Part No.	Thickness mm (in)
803038021	0.95 (0.037)
803038022	1.00 (0.039)
803038023	1.05 (0.041)

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9) Using the ST, install the left and right taper roller bearings.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 398497701 SEAT

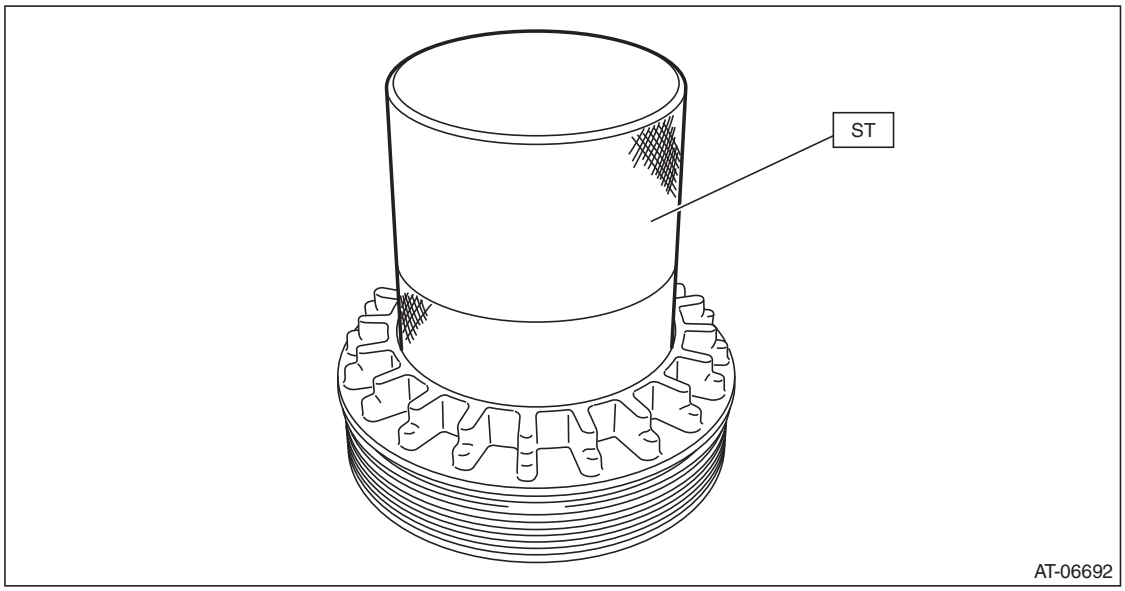


2. SIDE RETAINER

NOTE:
After adjusting the backlash and tooth contact, replace the oil seal and O-ring of side retainer with new parts.
1) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply differential gear oil to the oil seal lip and press-fitting surface.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

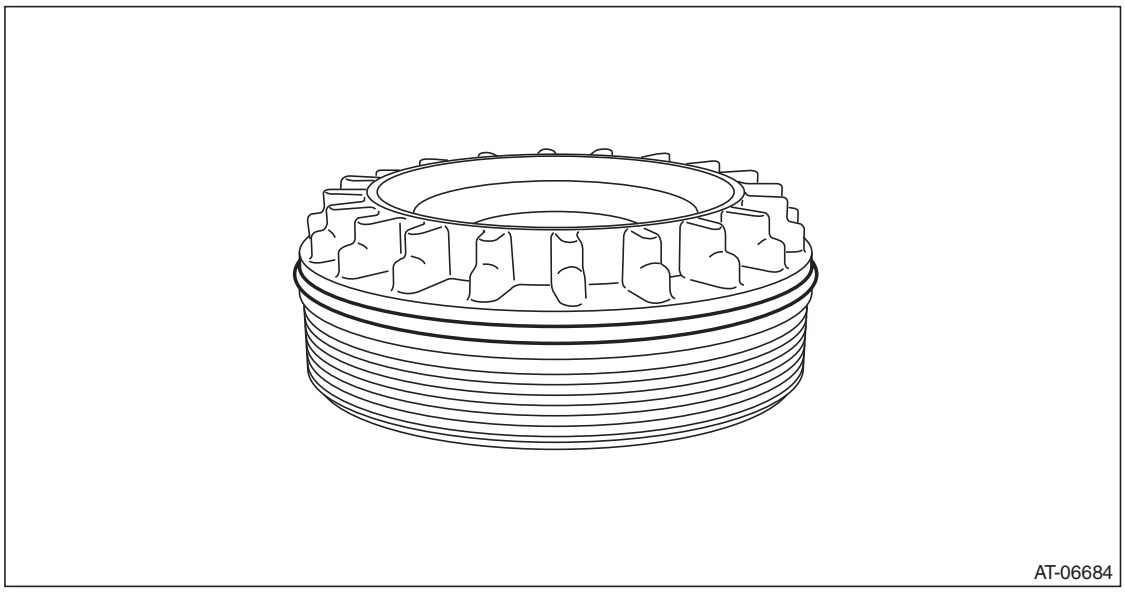
ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



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2) Install the O-ring.

NOTE:
- Use new O-rings.
- Apply the differential gear oil to O-ring.

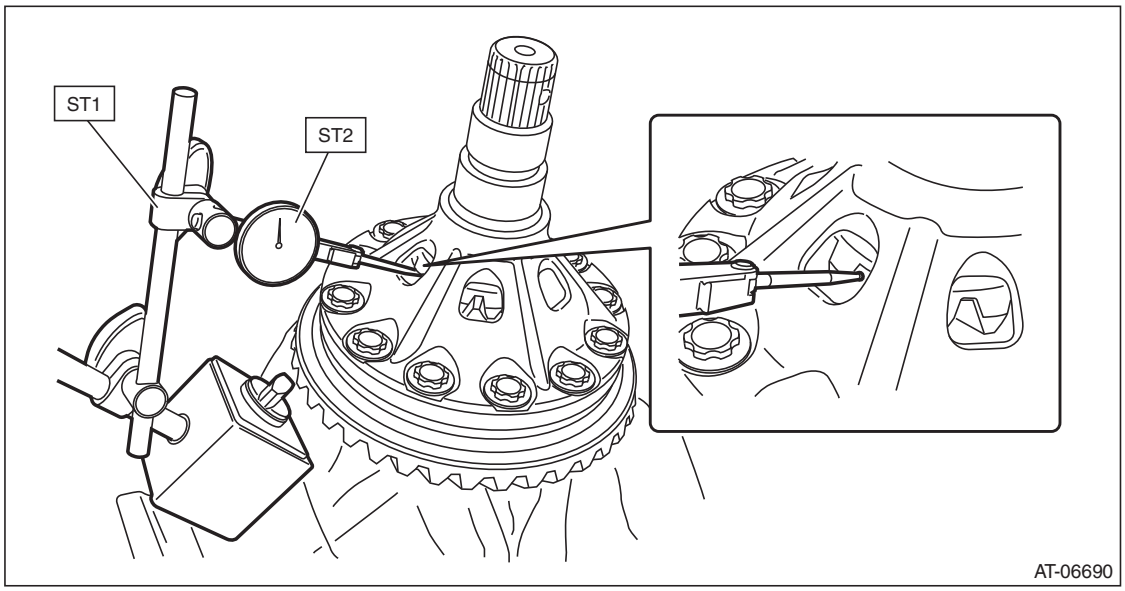


E: INSPECTION

- Check each component for scratches, damage or other faults.
- Using the ST, check the backlash of pinion gear.

ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)



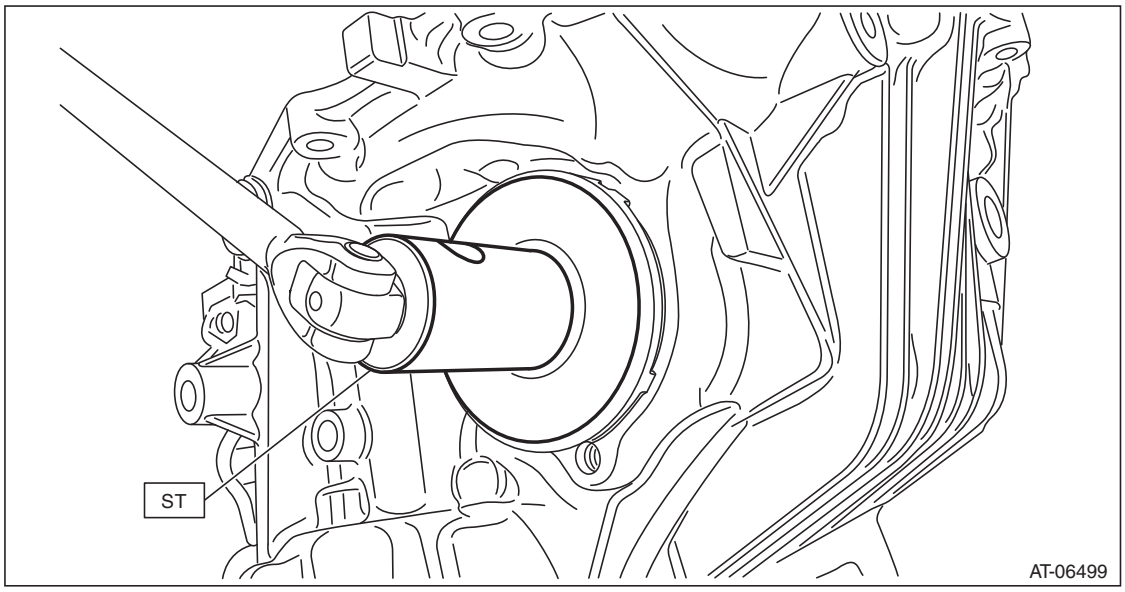
- Measure the hypoid gear backlash, and then adjust it to be within specification. <Ref. to CVT(TR580)-323, ADJUSTMENT, Front Differential Assembly.>

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F: ADJUSTMENT

1) Using the ST, screw-in the retainer until resistance is felt.

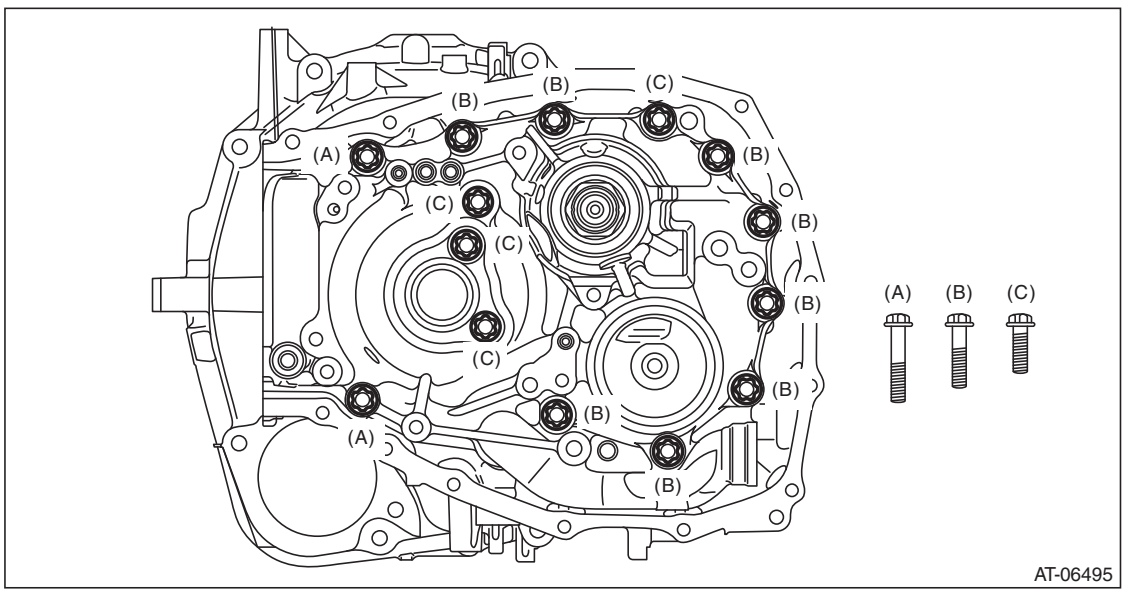
NOTE:
RH side should be screwed-in more than LH side.
ST 18658AA020 WRENCH COMPL RETAINER



2) Remove the remaining liquid gasket from the mating surface completely.
3) Using the ST, install the drive pinion assembly to converter case.
ST 18270KA020 SOCKET (E20)

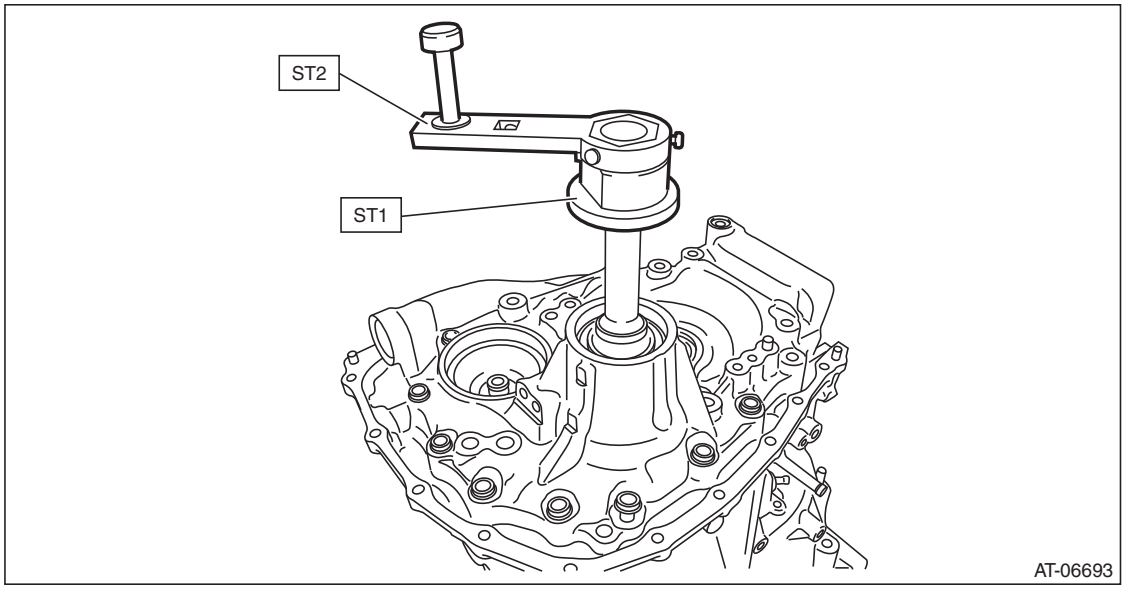
NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)

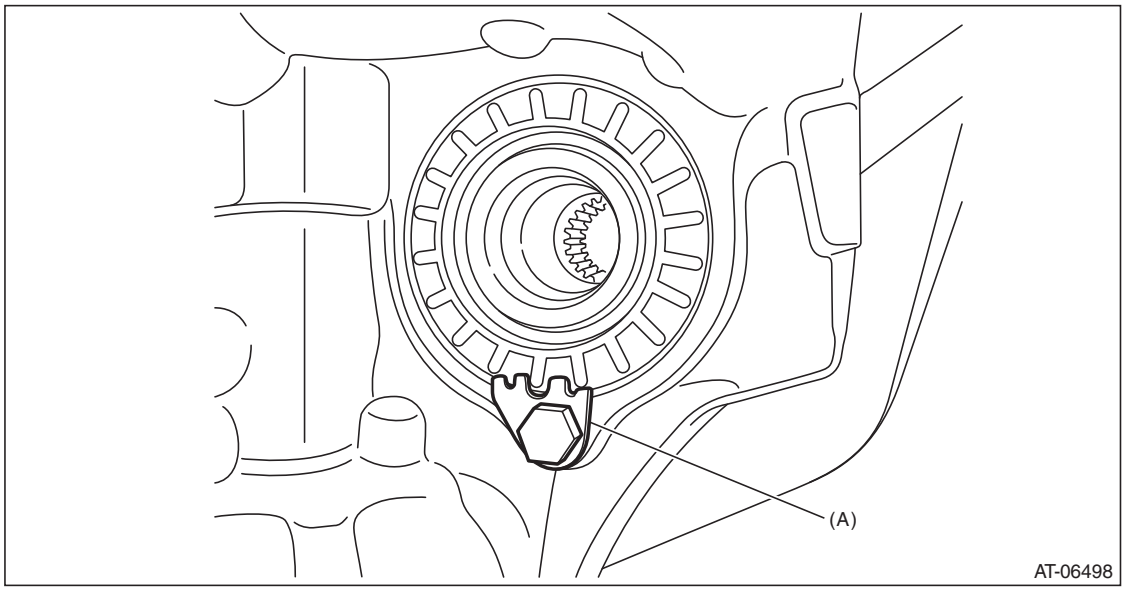


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4) Rotate the drive pinion shaft ten times or more using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH



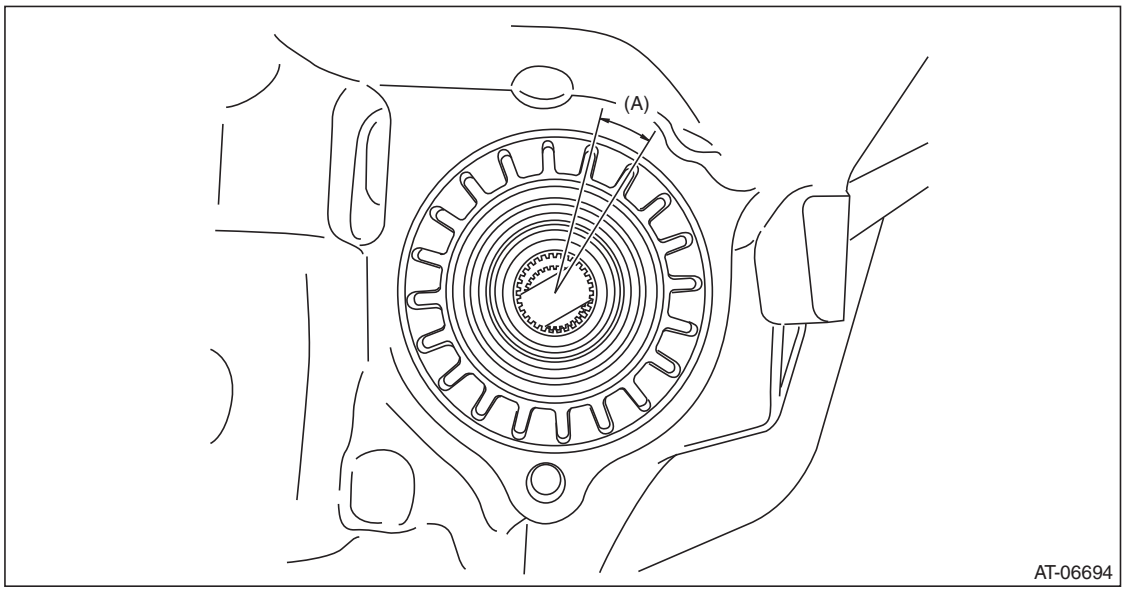
5) While rotating the pinion shaft, tighten the retainer LH and loosen the retainer RH until the shaft can't be turned anymore. The backlash is “zero” when the pinion shaft comes to the point where it doesn't rotate.
6) After the “zero” state is established, loosen the retainer LH by 3 notches and secure it with the lock plate. Retighten the retainer RH until it stops. Rotate the drive pinion 2 or 3 times. Tighten the retainer RH further 1-3/4 notches. This sets the preload. Finally, secure the retainer with its lock plate.



(A) Lock plate

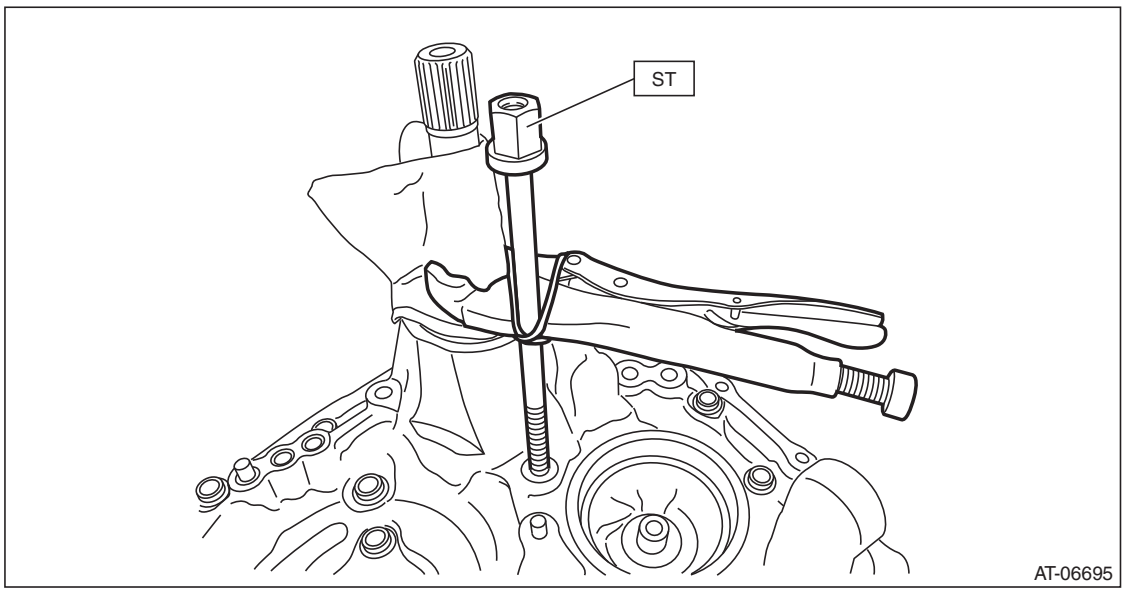
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NOTE:
Turning the retainer by every one tooth changes the backlash approx. 0.05 mm (0.0020 in).



(A) 1 tooth

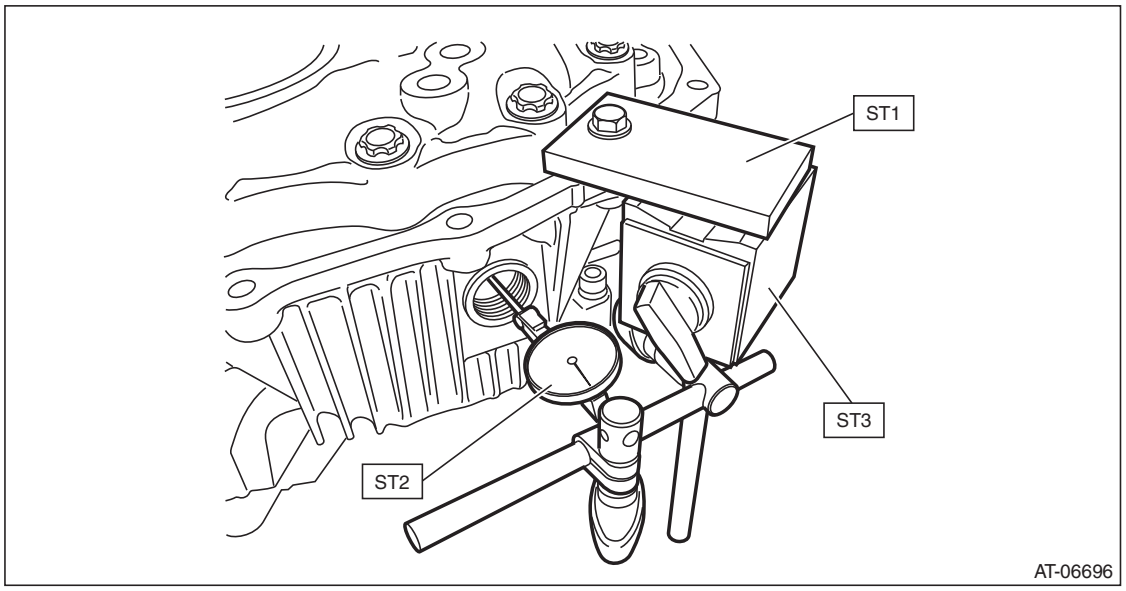
7) Insert the two SUBARU genuine axle shafts into differential case.
Part No. 38415AA070 Axle shaft
8) Install the ST to the drive pinion retainer, and wrap the drive pinion shaft with cloth and pinch with vise pliers. Using a tie-wrap or a wire, fix the vise pliers to the ST.
Make sure the drive pinion shaft does not move.
ST 18763AA000 COMPRESSOR SHAFT



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9) Check the backlash is within specification using ST1, ST2 and ST3.
ST1 498255400 PLATE
ST2 498247100 DIAL GAUGE
ST3 498247001 MAGNET BASE

Backlash:
0.13 — 0.18 mm (0.005 — 0.007 in)



10) Adjust the teeth contact of the front differential and drive shaft. <Ref. to CVT(TR580)-301, ADJUSTMENT, Drive Pinion Shaft Assembly.>

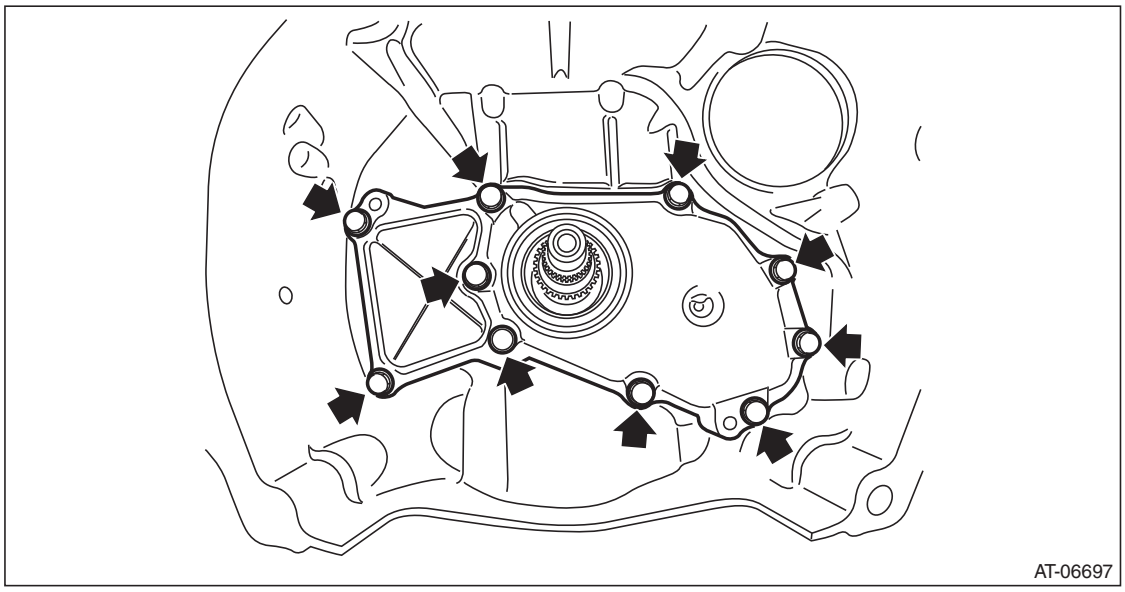
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44.Oil Pump Chain

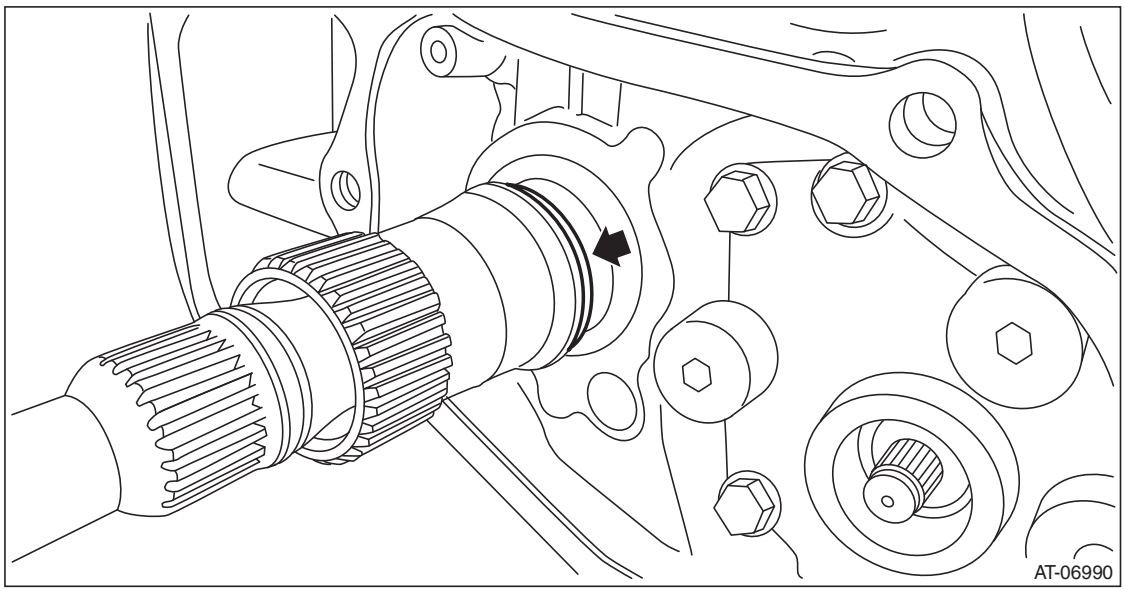
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-163, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover.

NOTE:
Oil pump chain cover may be hard to remove because the driven sprocket is installed to the shaft side of the oil pump. In this case, do not apply excessive force to remove it.



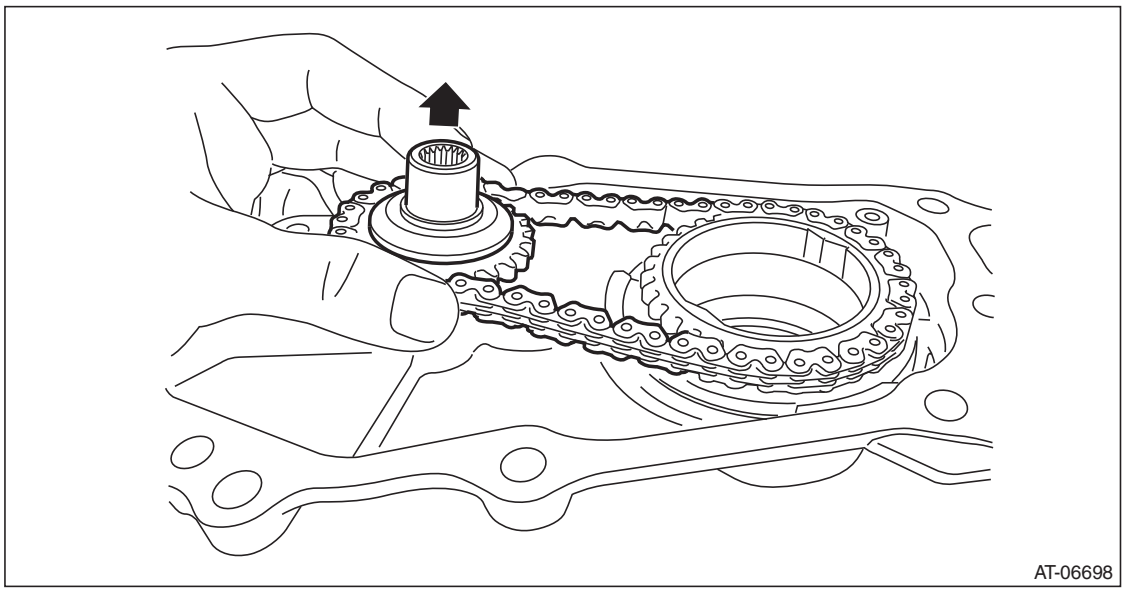
4) Remove the seal ring.



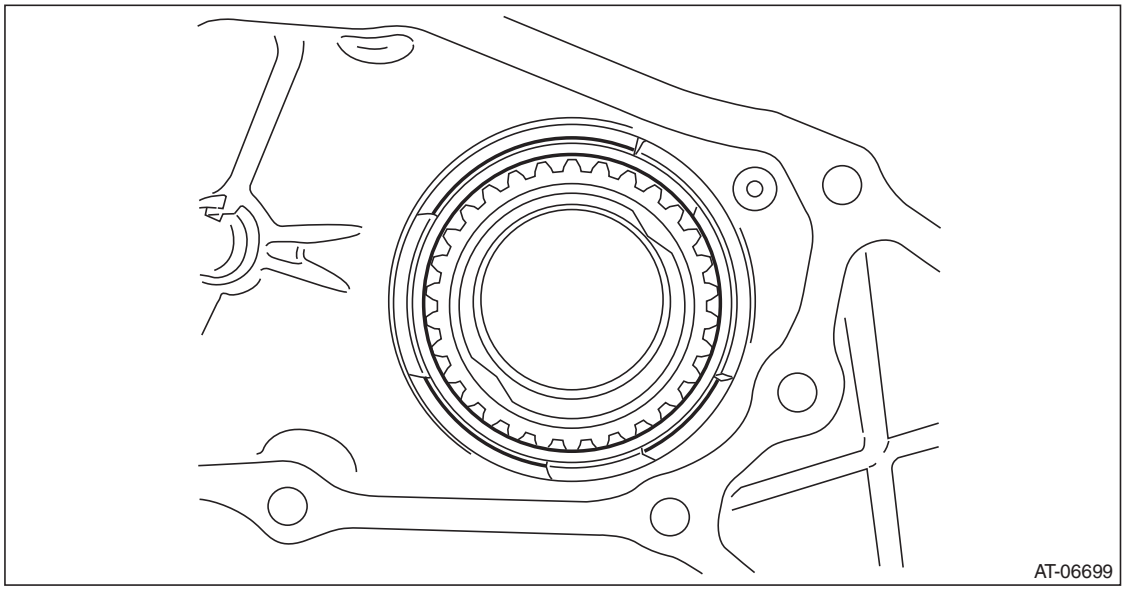
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5) Remove the driven sprocket from oil pump chain cover to remove the oil pump chain.

NOTE:
- The driven sprocket is replaced as an assembly only, because it is a non-disassembly part.
- If the ball bearing is removed from the driven sprocket, replace with a new part.

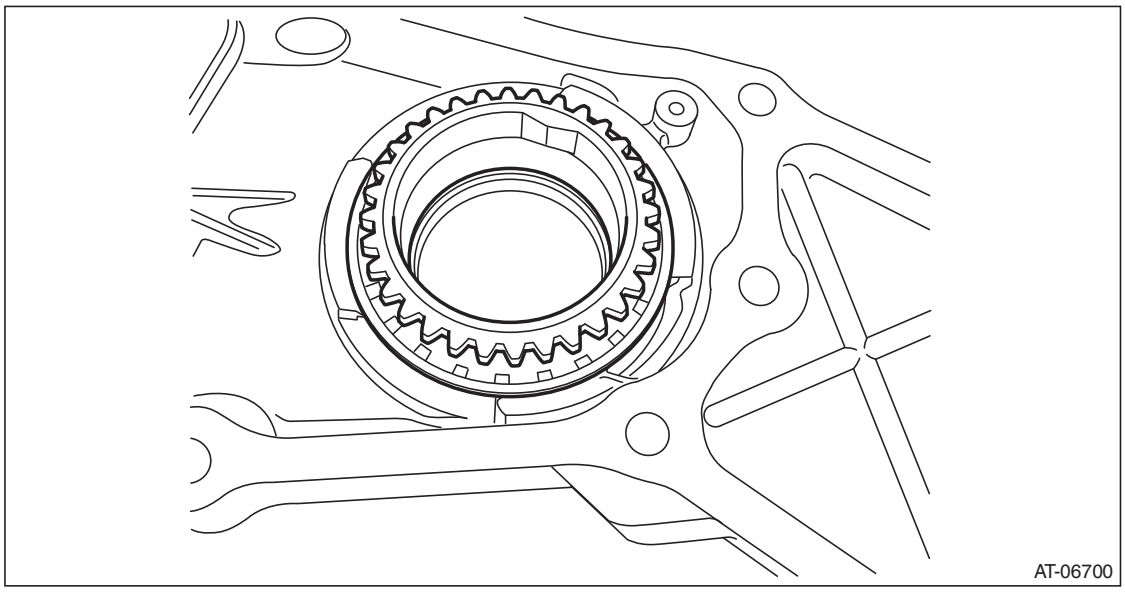


6) Remove the snap ring.

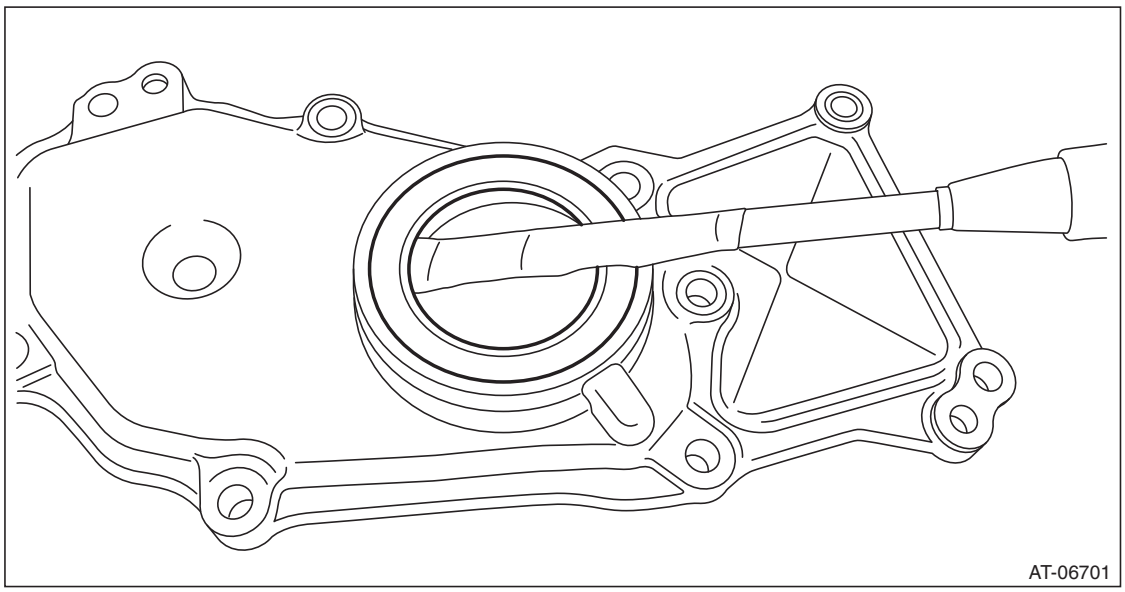


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7) Remove the drive sprocket.



8) Remove the oil seal from the oil pump chain cover.



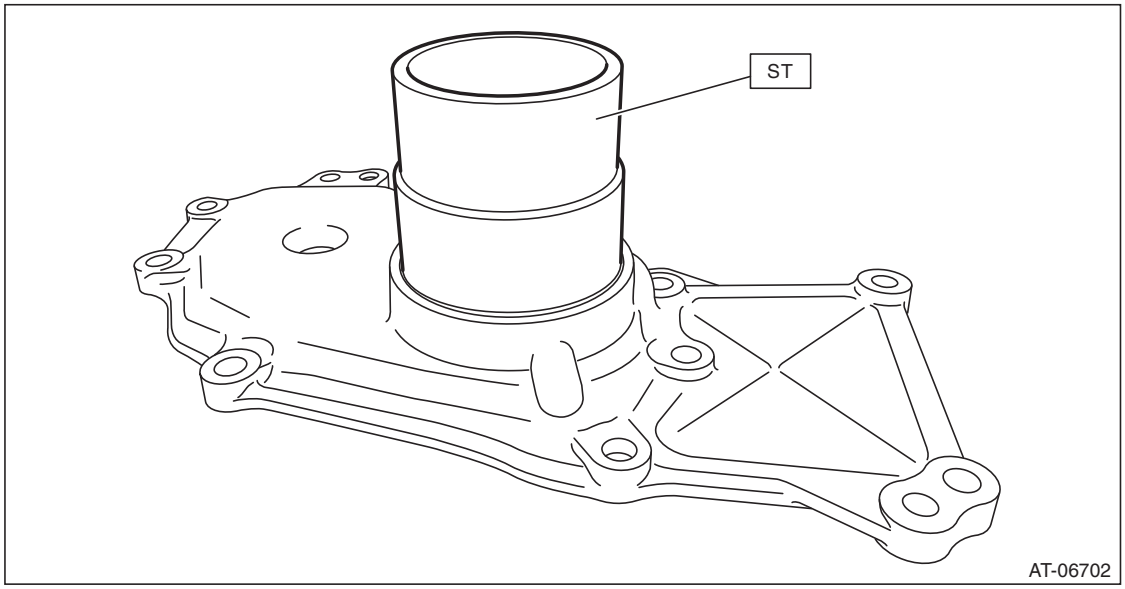
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B: INSTALLATION

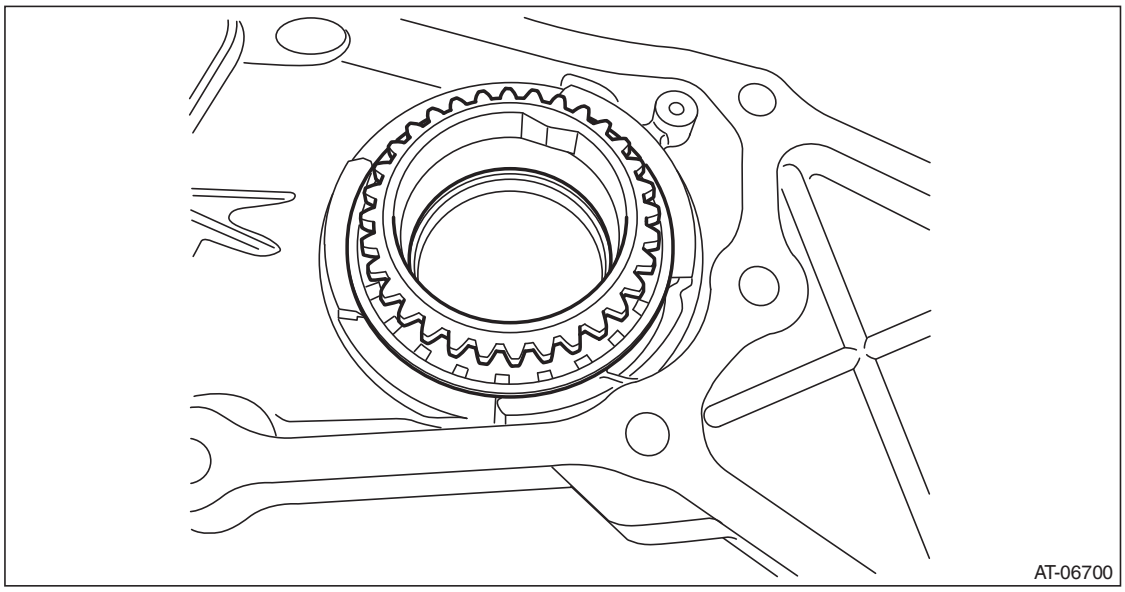
1) Clean the mating surface of oil pump chain cover and converter case.
2) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

ST 499755602 PRESS SNAP RING

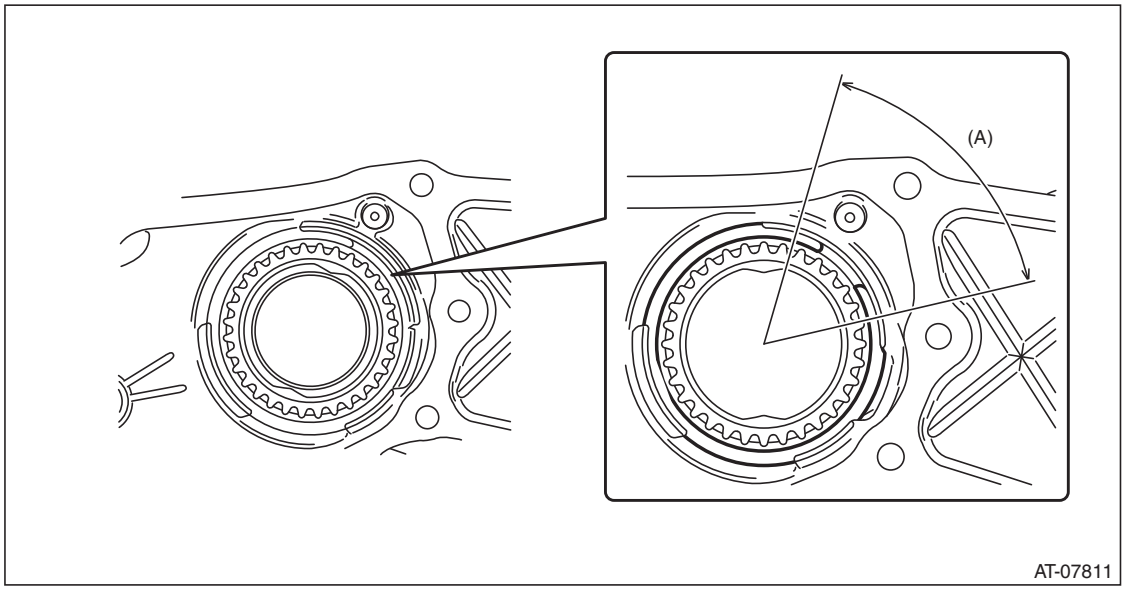


3) Install the drive sprocket.



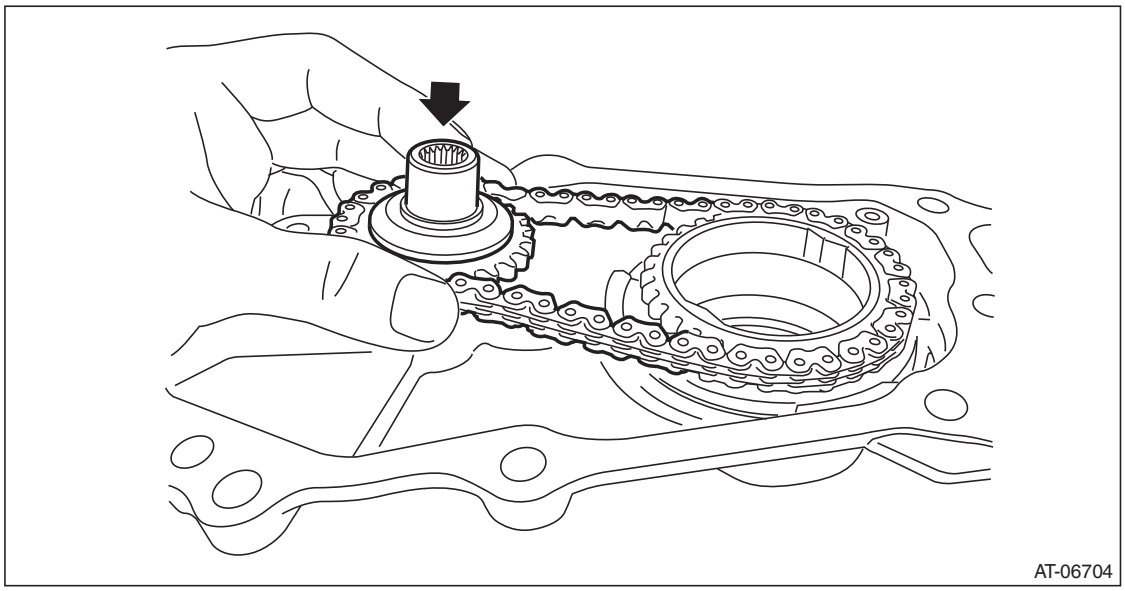
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4) Install the snap ring so that its cutout portion is securely fitted into the snap ring groove of the oil pump chain cover.



(A) Installation range of cutout portion for snap ring

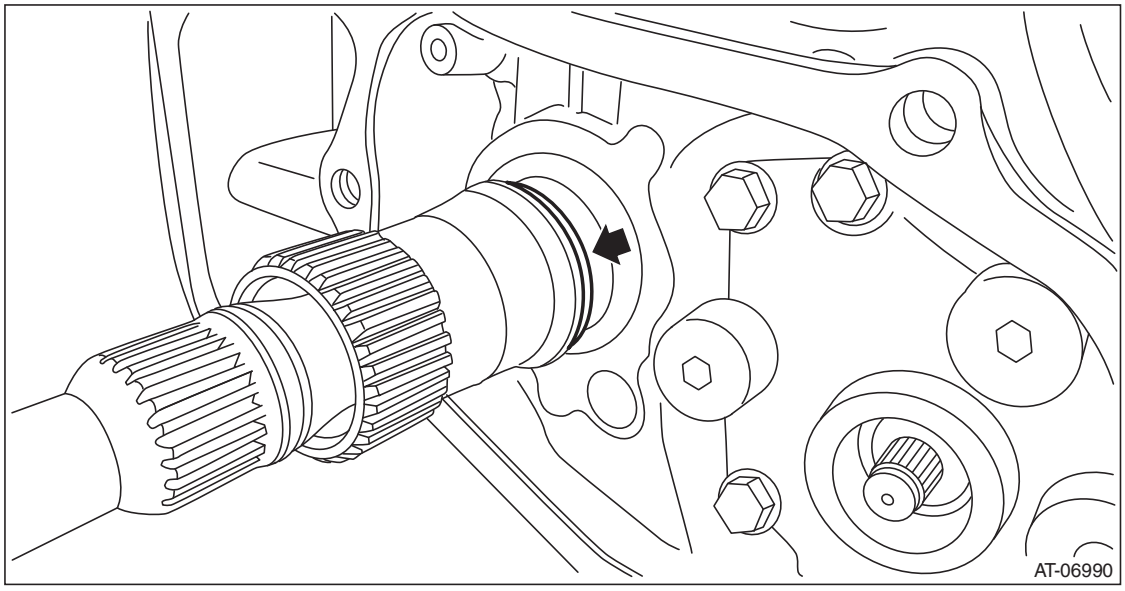
5) Place the oil pump chain on drive sprocket.
6) Place the oil pump chain on driven sprocket and install the driven sprocket to oil pump chain cover.



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7) Install the seal ring.

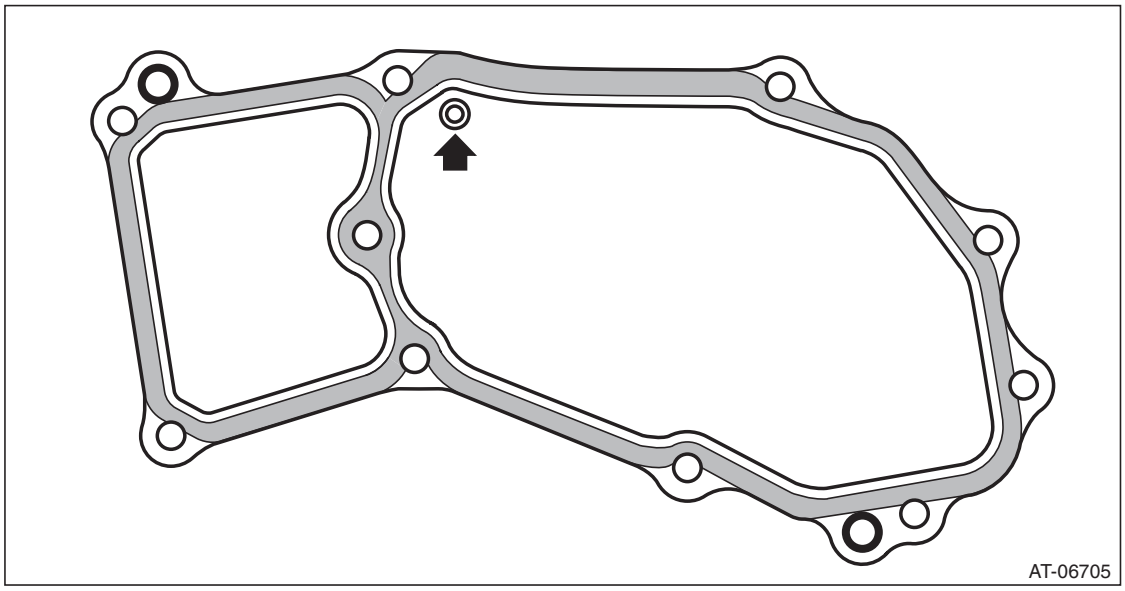
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.
- When installing the seal ring, do not expand the seal ring too much.



8) Apply liquid gasket seamlessly to the mating surface of oil pump chain cover.

CAUTION:
Do not apply liquid gasket at the arrowed hole.

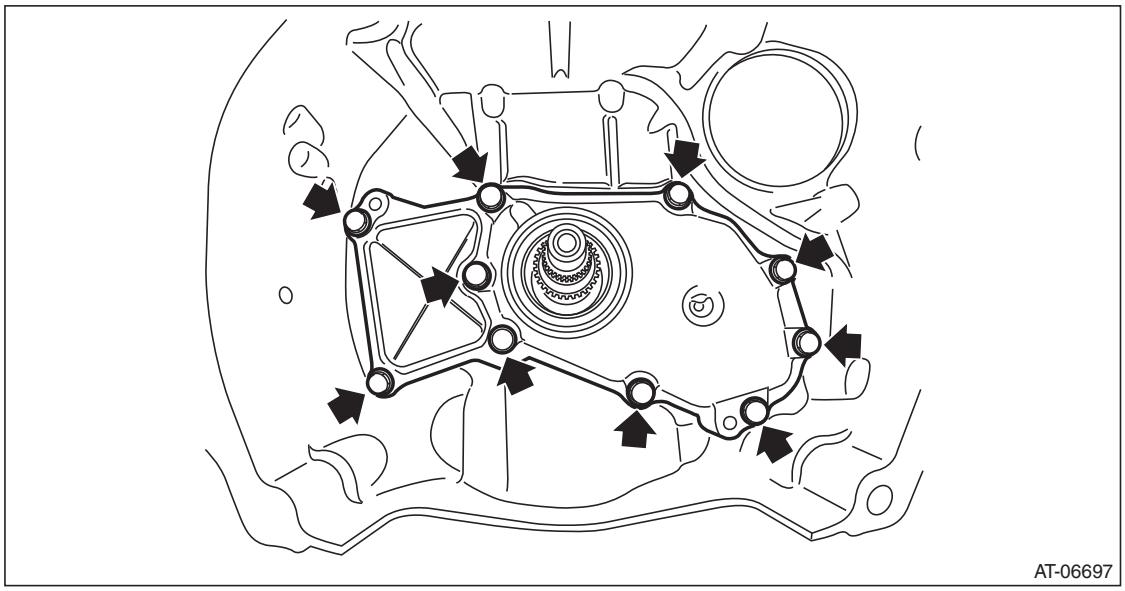
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



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9) Install the oil pump chain cover.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)

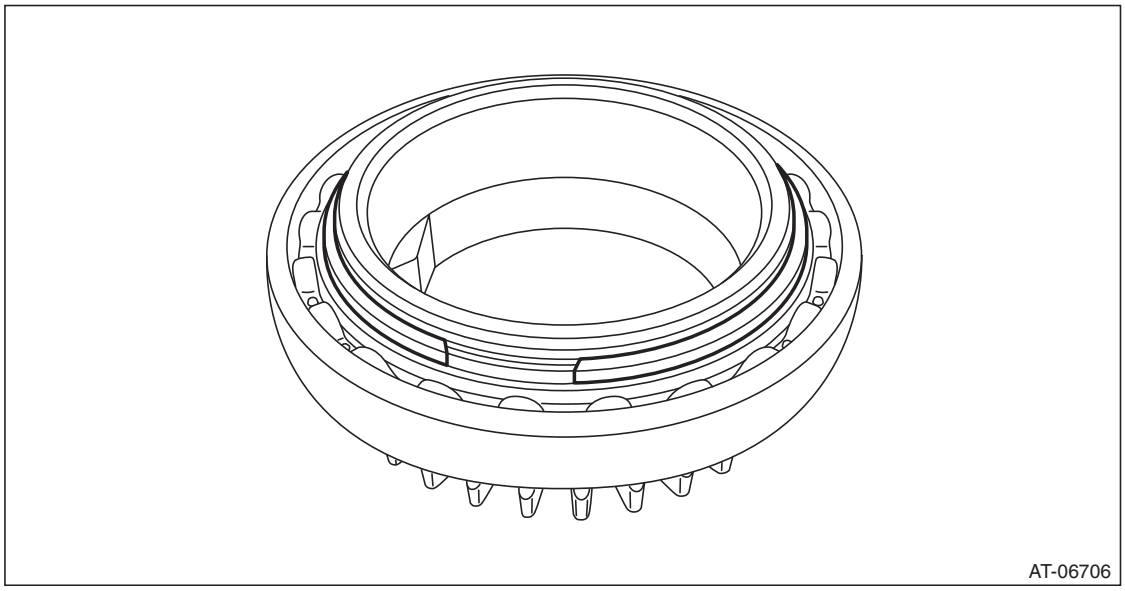


10) Install the torque converter assembly. <Ref. to CVT(TR580)-164, INSTALLATION, Torque Converter Assembly.>
11) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

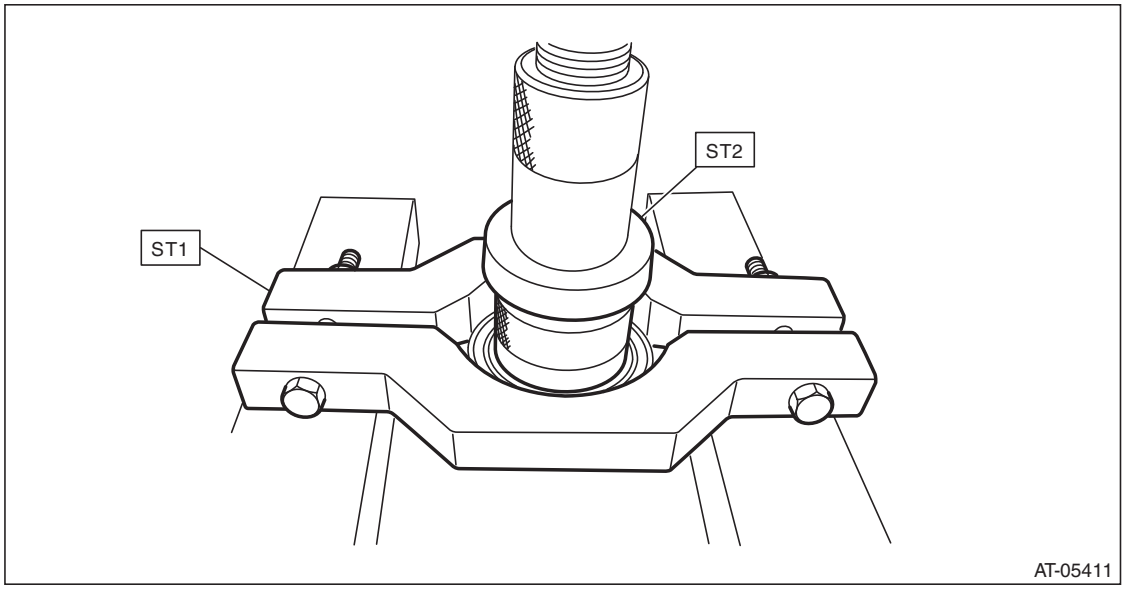
1. DRIVE SPROCKET

1) Remove the snap ring.



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2) Remove the ball bearing using ST.
ST1 498077600 REMOVER
ST2 399513600 INSTALLER

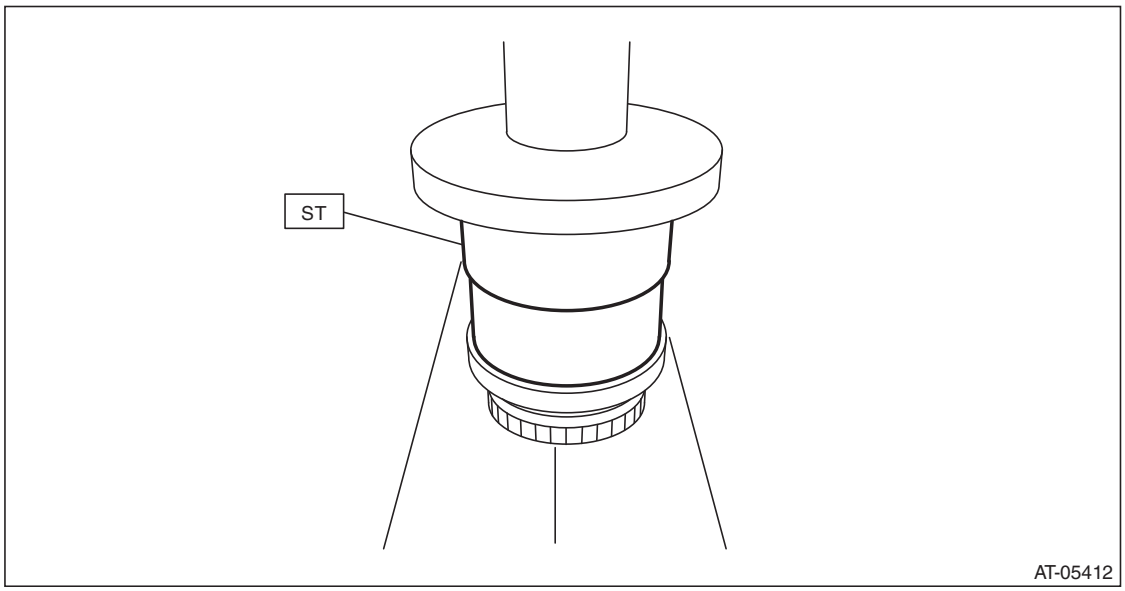


D: ASSEMBLY

1. DRIVE SPROCKET

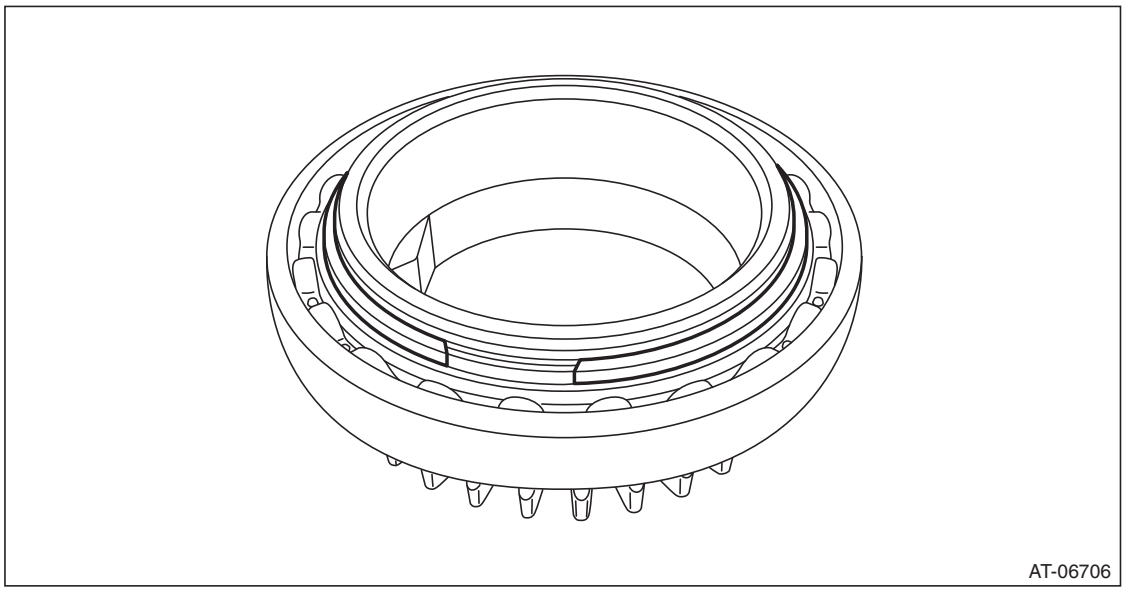
1) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST 499755502 PRESS SNAP RING



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2) Install the snap ring.



E: INSPECTION

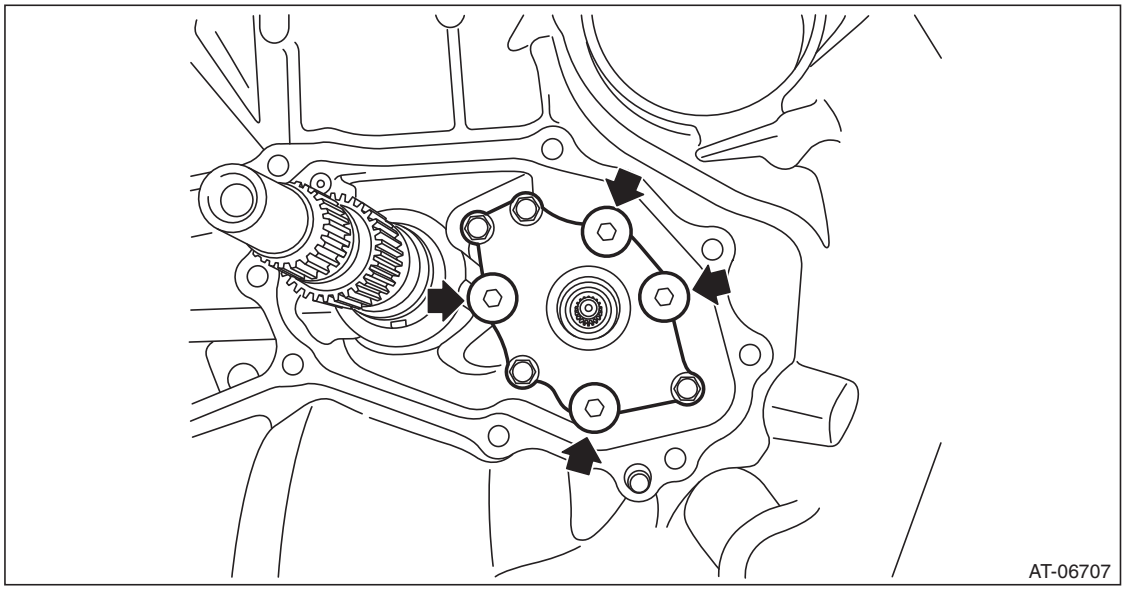
- Check the oil pump chain for damage.
- Replace if gear teeth are broken, damaged, sharpen or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the oil pump chain cover for damage.
- Check for leakage of CVTF from the mating surface of oil pump chain cover.
- Check the oil seal for damage.

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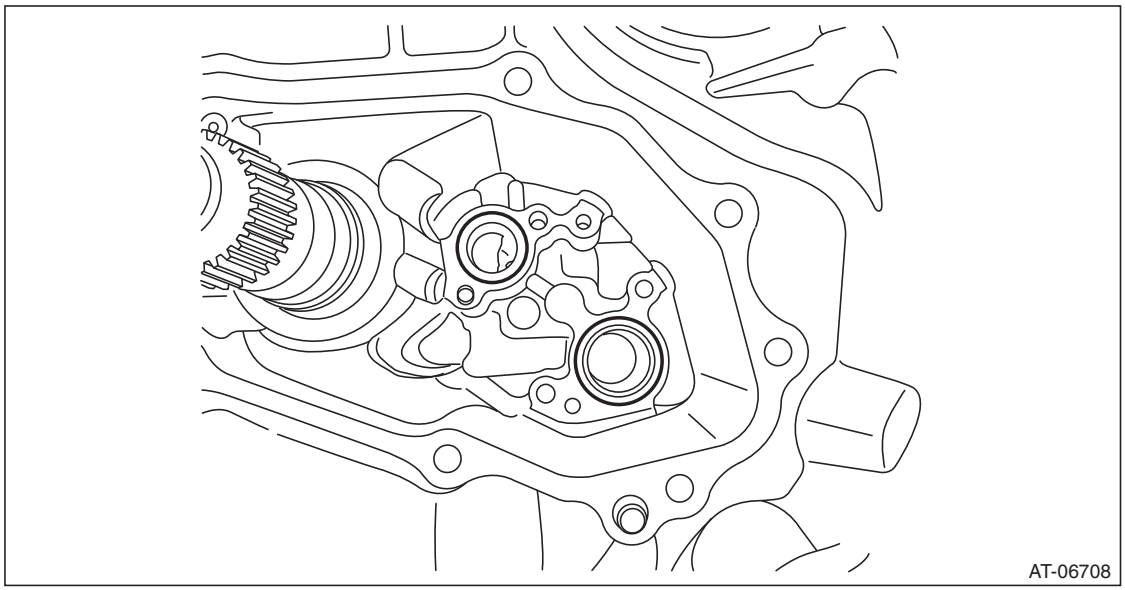
45.Oil Pump

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-163, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover. <Ref. to CVT(TR580)-327, REMOVAL, Oil Pump Chain.>
4) Remove the oil pump and the plate.



5) Remove the O-ring.

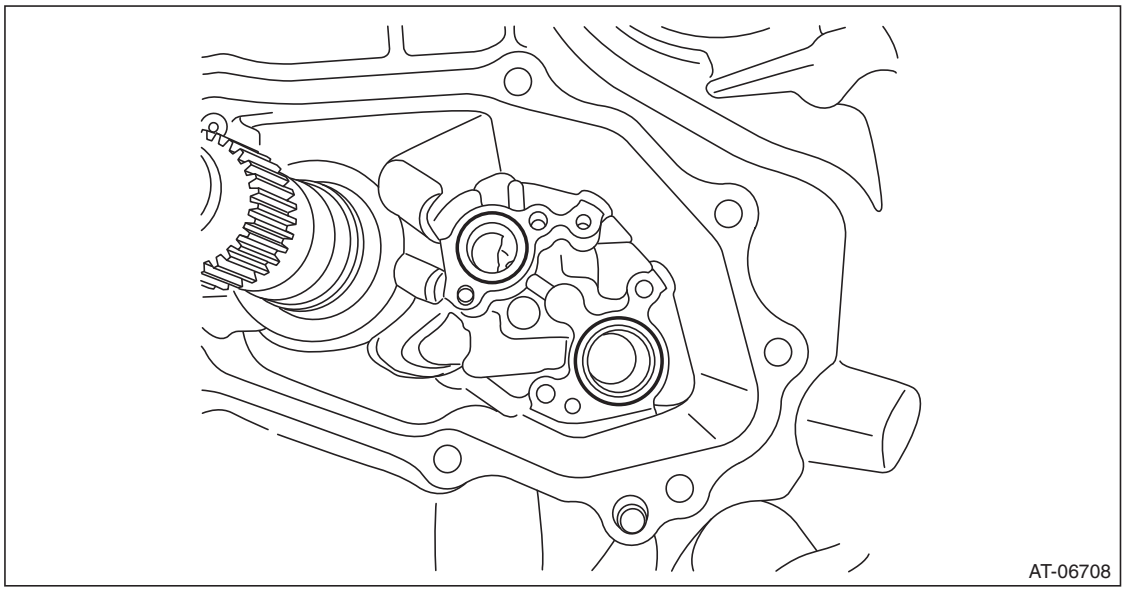


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B: INSTALLATION

1) Install the O-ring.

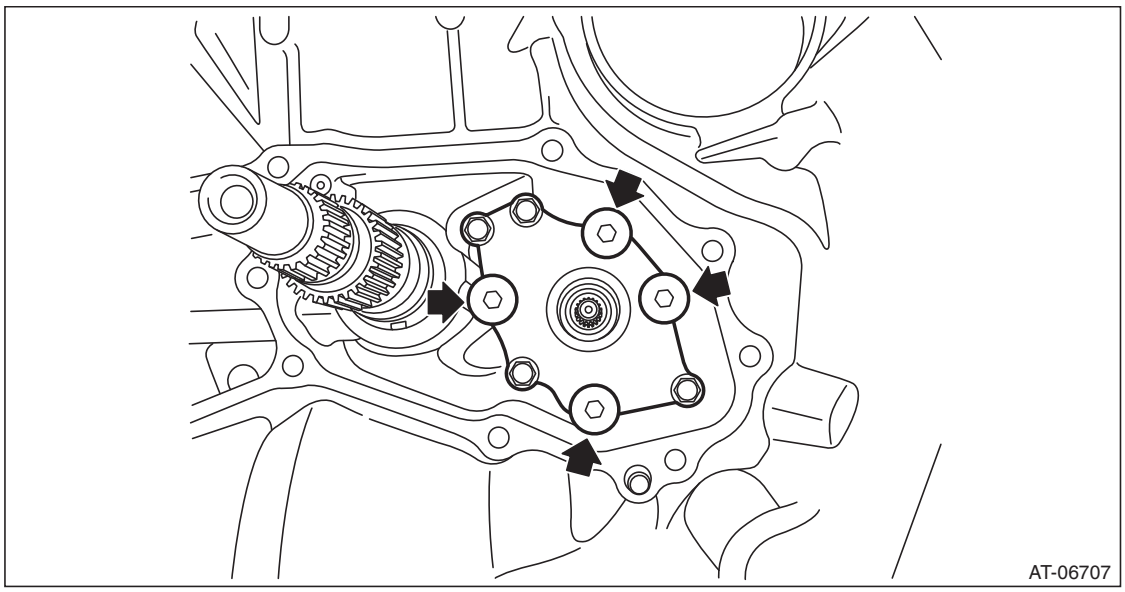
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



2) Install the plate and the oil pump.

NOTE:
Apply CVTF to the bolt.

Tightening torque:
8.5 N·m (0.9 kgf-m, 6.3 ft-lb)



3) Install the oil pump chain cover. <Ref. to CVT(TR580)-330, INSTALLATION, Oil Pump Chain.>
4) Install the torque converter assembly. <Ref. to CVT(TR580)-164, INSTALLATION, Torque Converter Assembly.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

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C: INSPECTION

Check the following items.

- Check the oil pump for damage and wear.
- Rotate the oil pump by hand, and check that it rotates smoothly.

1) Measure the secondary pressure. <Ref. to CVT(TR580)-48, INSPECTION, Secondary Pressure (Line Pressure) Test.>
2) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
3) Check oil strainer for clogging.
When oil strainer has no clogging, replace the oil pump.

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46.Converter Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-157, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-167, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-171, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-186, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-189, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-191, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-199, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-205, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-218, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-223, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-244, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-259, REMOVAL, Forward Clutch Assembly.>
21) Remove the drive pinion shaft assembly. <Ref. to CVT(TR580)-279, REMOVAL, Drive Pinion Shaft Assembly.>
22) Remove the front differential assembly. <Ref. to CVT(TR580)-308, REMOVAL, Front Differential Assembly.>
23) Remove the oil pump chain cover. <Ref. to CVT(TR580)-327, REMOVAL, Oil Pump Chain.>
24) Remove the oil pump. <Ref. to CVT(TR580)-336, REMOVAL, Oil Pump.>

B: INSTALLATION

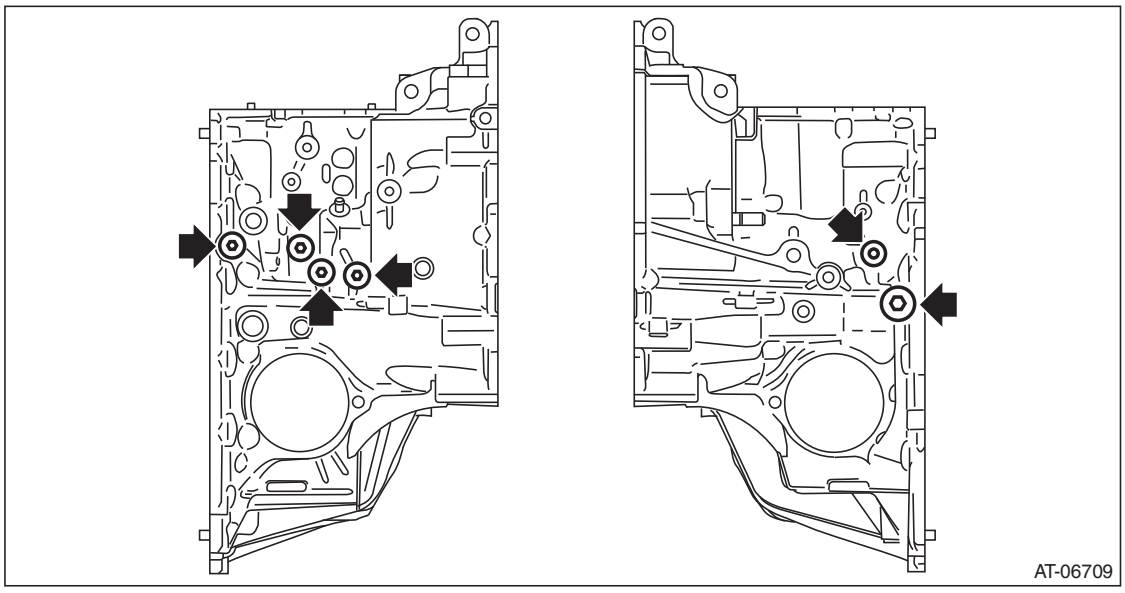
1) Install the oil pump. <Ref. to CVT(TR580)-337, INSTALLATION, Oil Pump.>
2) Install the oil pump chain cover. <Ref. to CVT(TR580)-330, INSTALLATION, Oil Pump Chain.>
3) Install the front differential assembly. <Ref. to CVT(TR580)-310, INSTALLATION, Front Differential Assembly.>
4) Install the drive pinion shaft assembly. <Ref. to CVT(TR580)-280, INSTALLATION, Drive Pinion Shaft Assembly.>
5) Install the forward clutch assembly. <Ref. to CVT(TR580)-262, INSTALLATION, Forward Clutch Assembly.>
6) Install the reverse brake assembly. <Ref. to CVT(TR580)-247, INSTALLATION, Reverse Brake Assembly.>
7) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-230, INSTALLATION, Primary Pulley and Secondary Pulley.>
8) Install the reduction drive gear. <Ref. to CVT(TR580)-219, INSTALLATION, Reduction Drive Gear.>
9) Install the transmission case. <Ref. to CVT(TR580)-208, INSTALLATION, Transmission Case.>
10) Install the transmission control device. <Ref. to CVT(TR580)-202, INSTALLATION, Transmission Control Device.>
11) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>

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12) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-191, INSTALLATION, Reduction Driven Gear.>
13) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-187, INSTALLATION, Transfer Driven Gear.>
14) Install the transfer clutch assembly. <Ref. to CVT(TR580)-173, INSTALLATION, Transfer Clutch.>
15) Install the parking pawl. <Ref. to CVT(TR580)-190, INSTALLATION, Parking Pawl.>
16) Install the extension case. <Ref. to CVT(TR580)-168, INSTALLATION, Extension Case.>
17) Install the inhibitor switch. <Ref. to CVT(TR580)-96, INSTALLATION, Inhibitor Switch.>
18) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
19) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
20) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
21) Install the transmission harness. <Ref. to CVT(TR580)-132, INSTALLATION, Transmission Harness.>
22) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
23) Install the air breather hose. <Ref. to CVT(TR580)-160, INSTALLATION, Air Breather Hose.>
24) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the pitching stopper bracket and transmission radio ground cord, if mounted.
2) Remove the filler plug, oil drain plug and overflow drain plug. <Ref. to CVT(TR580)-41, REPLACEMENT, Differential Gear Oil.>
3) Remove all plugs.



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D: ASSEMBLY

1) Install the oil drain plug.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

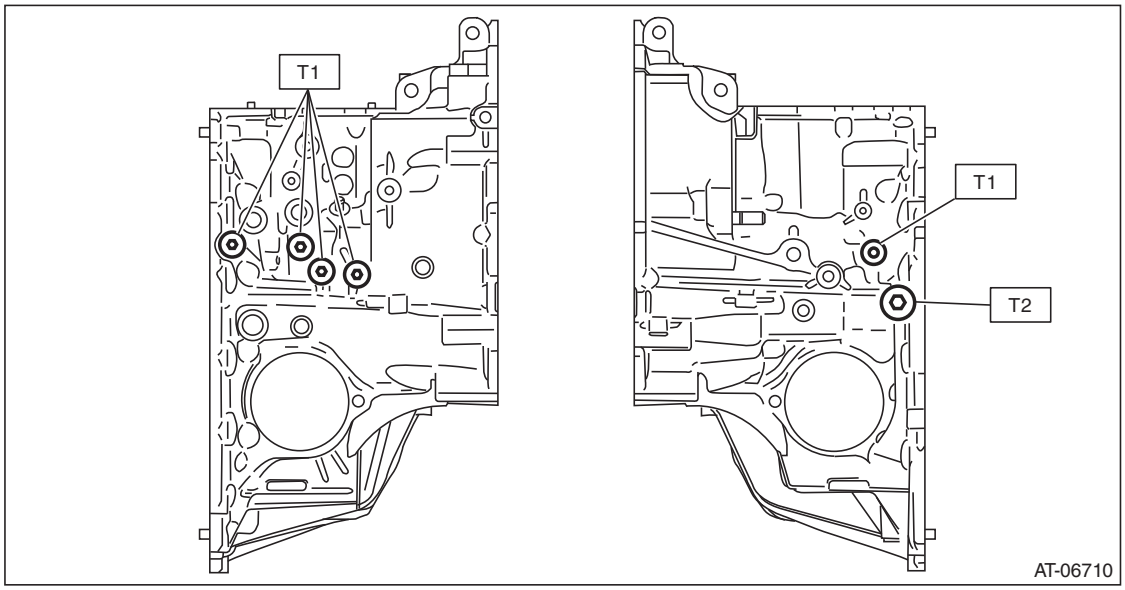
2) Install the overflow drain plug.

NOTE:
Overflow plug of differential gear oil is temporarily attached.

3) Install all plugs.

NOTE:
Use new O-rings.

Tightening torque:
T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T2: 25.5 N·m (2.6 kgf-m, 18.8 ft-lb)



4) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check there is no damage or cracks on the converter case.

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47.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Stall speed is low after warming-up, with select lever in “D” or “R” range.	Engine control system
Vehicle does not move despite engine speed rising up, with select lever in “D” or “R” range.	• Engine control system • Select cable • CVTF • Secondary pressure circuit • Pulley, gear and variator chain • Forward/reverse changeover section • TCM • Control valve body • Inhibitor switch
Vehicle does not move by engine stall, with select lever in “D” or “R” range.	• Parking mechanism • Select cable • Bearing • Forward/reverse changeover section
Excessive shock occurs at starting, with select lever in “D” or “R” range.	• Secondary pressure circuit • Pulley, gear and variator chain
Acceleration speed from standstill is insufficient, with select lever in “D” or “R” range.	• Control valve body • Forward/reverse changeover section
Engine speed suddenly rises up during driving, with select lever in “D” or “R” range.	• Control valve body • Secondary pressure circuit • Primary pressure circuit
Vibration occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Forward/reverse changeover section • Pulley and variator chain • Torque converter assembly • Hydraulic pressure circuit to torque converter • Control valve body
Sudden braking occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Control valve body
During deceleration, lockup clutch does not disengage until just before halting, with select lever in “D” or “R” range.	• Control valve body • Torque converter assembly
Engine stalls with vehicle at a standstill, with select lever in “D” or “R” range.	• Engine control system • Control valve body
Excessive lockup shock occurs during driving, with select lever in “D” range.	Control valve body
Slipping occurs at lockup, or lockup does not occur during driving, with select lever in “D” range.	• Control valve body • Lockup hydraulic line • Torque converter assembly
Excessive shift shock occurs when shifting the select lever from “N” range to “D” range, or from “N” range to “R” range.	• Inhibitor switch • Control valve body • Forward/reverse changeover section
Vehicle does not keep at standstill with select lever in “P” range, or parking cannot be released when shifting from “P” range to another range.	• Select cable • Parking mechanism
Select lever does not shift smoothly.	• Select cable • Inhibitor switch • Detent spring • Manual plate

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CONTINUOUSLY VARIABLE TRANSMISSION

CVT(TR690)

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1. General Description

A: SPECIFICATION

1. TORQUE CONVERTER

Model	2.0 L DOHC turbo
Type	Symmetric, 3-element, single stage, 2-phase torque converter
Stall torque ratio	2.09
Nominal mm (in)	246 (9.69)
Stall speed (at sea level)	2,080 — 2,600
One-way clutch	Sprag type one-way clutch

2. OIL PUMP

Type		Internal gear pump
Driving method		Driven by chain
Number of teeth	Inner rotor	8
	Outer rotor	9

3. TRANSMISSION CONTROL ELEMENT

Type	Forward continuously variable speed change, 1 reverse, planetary gear
Multi-plate clutch	1 sets
Multi-plate brake	1 sets

4. TRANSMISSION GEAR RATIO

Forward	3.505 — 0.544
Rev	2.345

5. PLATE

Number of input clutch drive plates	5
Number of forward clutch drive plates	6
Number of reverse brake drive plates	5

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6. SELECTOR POSITION

P (Park)	Transmission neutral, output shaft locked, engine start enabled
R (Reverse)	Rev
N (Neutral)	Transmission neutral, engine start enabled
D (Drive)	Forward continuously variable speed change and 8 speed step change*1
M (Manual mode) (paddle shift +side)	Manual gear change 1st → 2nd → 3rd → 4th → 5th → 6th → 7th*1 → 8th*1
M (Manual mode) (paddle shift –side)	Manual gear change 1st ← 2nd ← 3rd ← 4th ← 5th ← 6th → 7th*1 → 8th*1

*1: Only when in S# mode

7. HYDRAULIC CONTROL AND LUBRICATION

Type	Electronic hydraulic control (speed changed by signals of vehicle speed and accelerator opening angle)
Fluid	Specified fluid: SUBARU HIGH TORQUE CVT FLUID FOR LINEARTRONIC **CAUTION:** **Always use specified CVTF. Using other fluid will cause malfunction.**
Fluid capacity L (US qt, Imp qt)	12.11 — 12.61 (12.8 — 13.3, 10.7 — 11.1)
Lubrication system	Forced feed lubrication with oil pump

8. COOLING AND HARNESS

Cooling system	CVTF cooler (with warmer feature)
Inhibitor switch harness	12 poles
Transmission harness	20 poles

9. TRANSFER

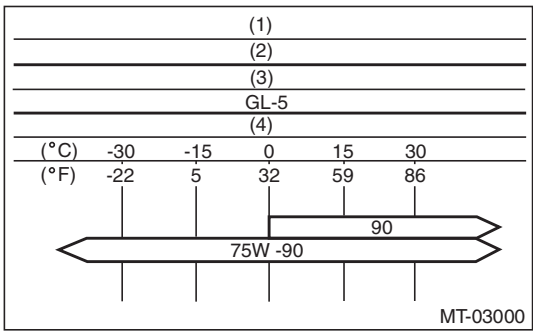
Transfer type	Multi-plate transfer (MP-T)
Number of transfer clutch drives & driven plates	6
Control method	Electronic hydraulic type
Reduction gear ratio	1.000 (37/37)

10.REDUCTION GEAR RATIO

Front final reduction gear ratio	4.111

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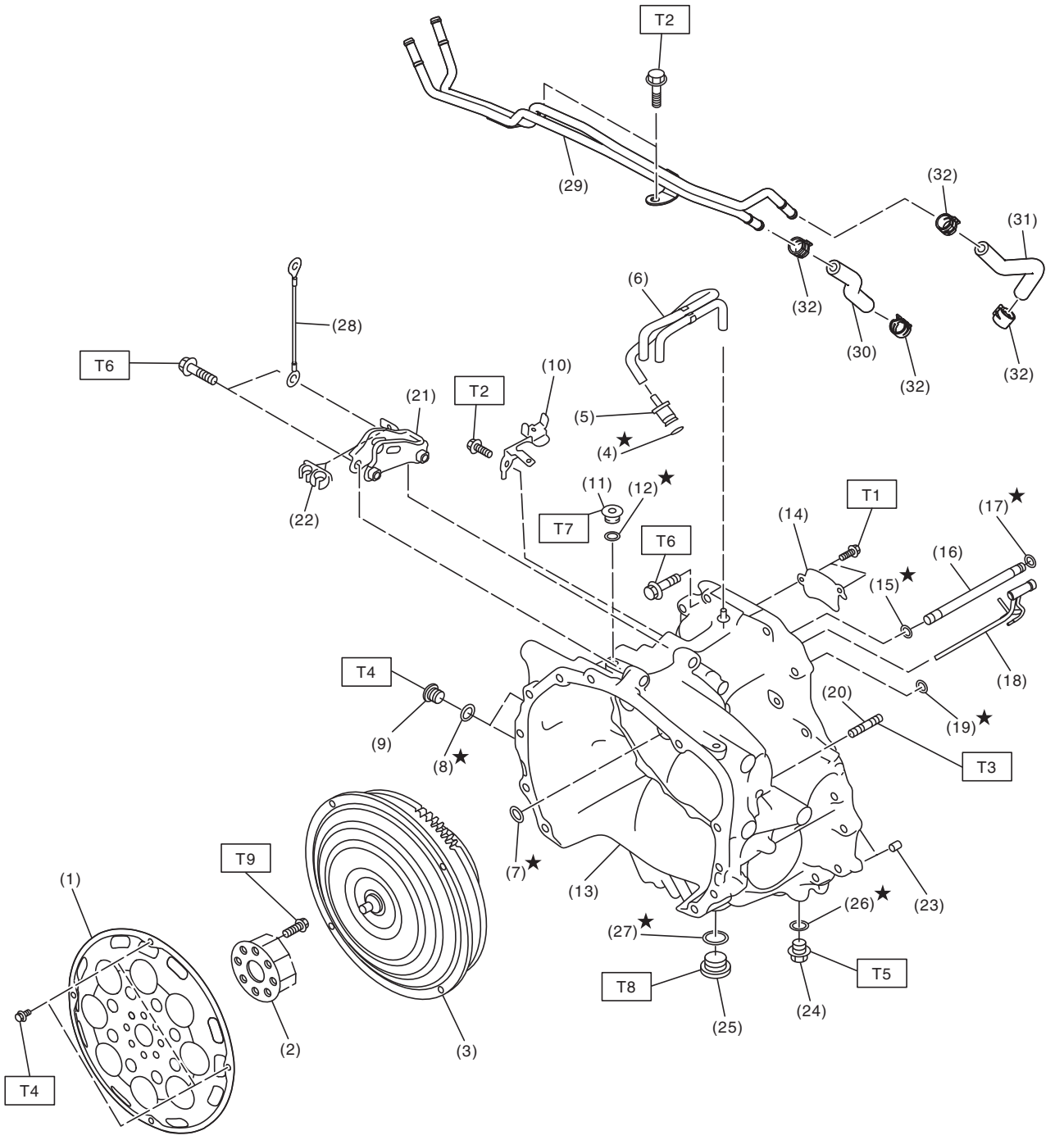
11.RECOMMENDED GEAR OIL

Lubrication oil		 (1) Item (2) Front differential gear oil (3) API standard (4) SAE viscosity No. and applicable temperature
Front differential oil capacity	L (US qt, Imp qt)	1.3 — 1.5 (1.4 — 1.6, 1.1 — 1.3)

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B: COMPONENT

1. TORQUE CONVERTER ASSEMBLY AND CONVERTER CASE



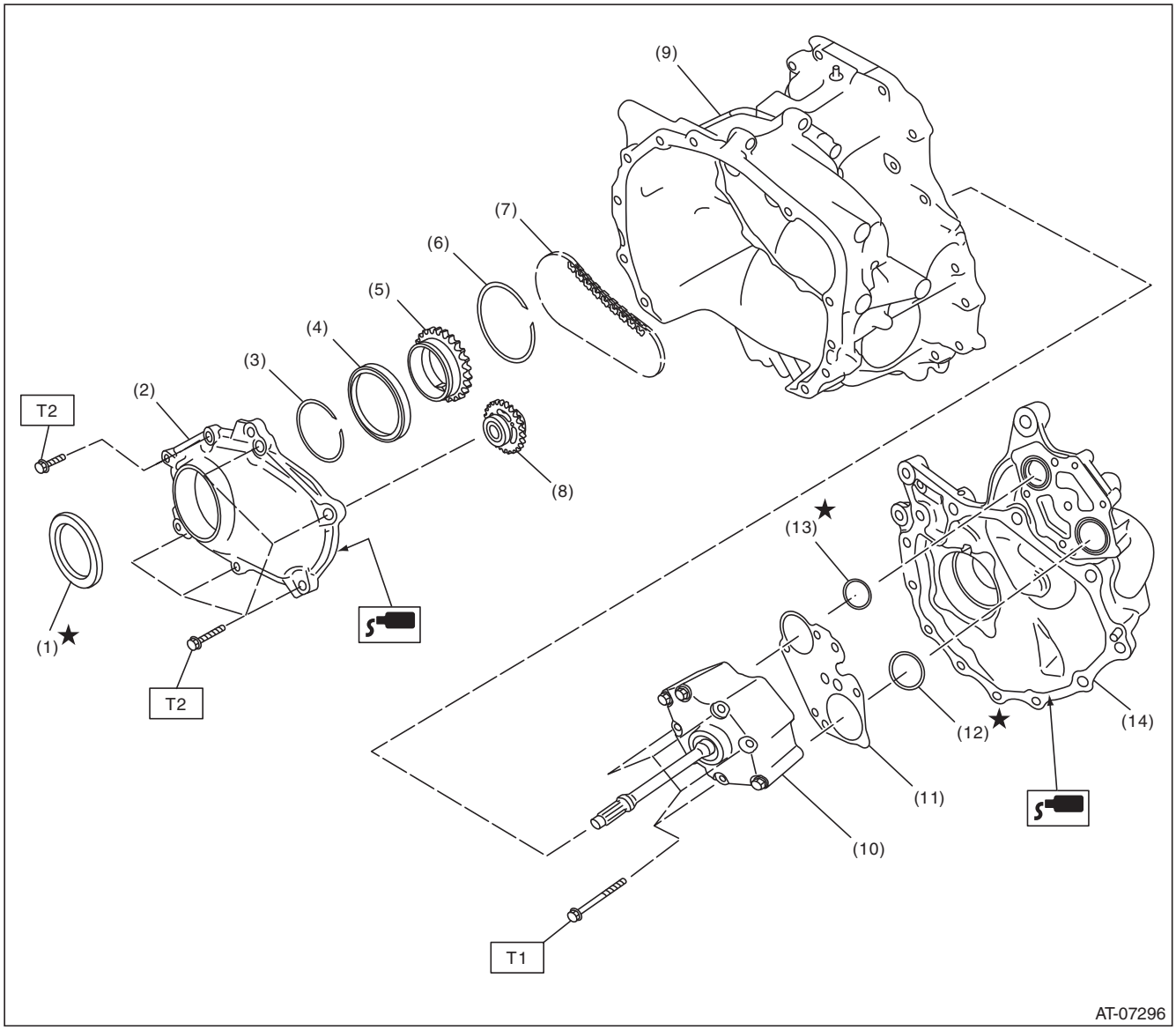
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(1) Drive plate
(2) Reinforcement drive plate
(3) Torque converter ASSY
(4) O-ring
(5) Oil charge pipe cap
(6) Air breather hose ASSY
(7) O-ring
(8) O-ring
(9) Plug
(10) Transmission harness stay
(11) Plug
(12) O-ring
(13) Converter case
(14) Oil stopper plate
(15) O-ring
(16) Lubrication pipe
(17) O-ring
(18) Lubrication pipe
(19) O-ring
(20) Stud bolt
(21) Pitching stopper bracket
(22) Clip
(23) Straight pin
(24) Overflow drain plug
(25) Front differential gear oil drain plug
(26) Gasket
(27) Gasket
(28) Transmission radio ground cord
(29) CVT cooler pipe COMPL
(30) CVTF hose
(31) CVTF hose
(32) Clamp

Tightening torque: N·m (kgf-m, ft-lb)
T1: 9 (0.9, 6.6)
T2: 16 (1.6, 11.8)
T3: 18 (1.8, 13.3)
T4: 25 (2.5, 18.4)
T5: 35 (3.6, 25.8)
T6: 41 (4.2, 30.2)
T7: 50 (5.1, 36.9)
T8: 70 (7.1, 51.6)
T9: <Ref. to CVT(TR690)-134, INSTALLATION, Drive Plate.>

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2. OIL PUMP ASSY

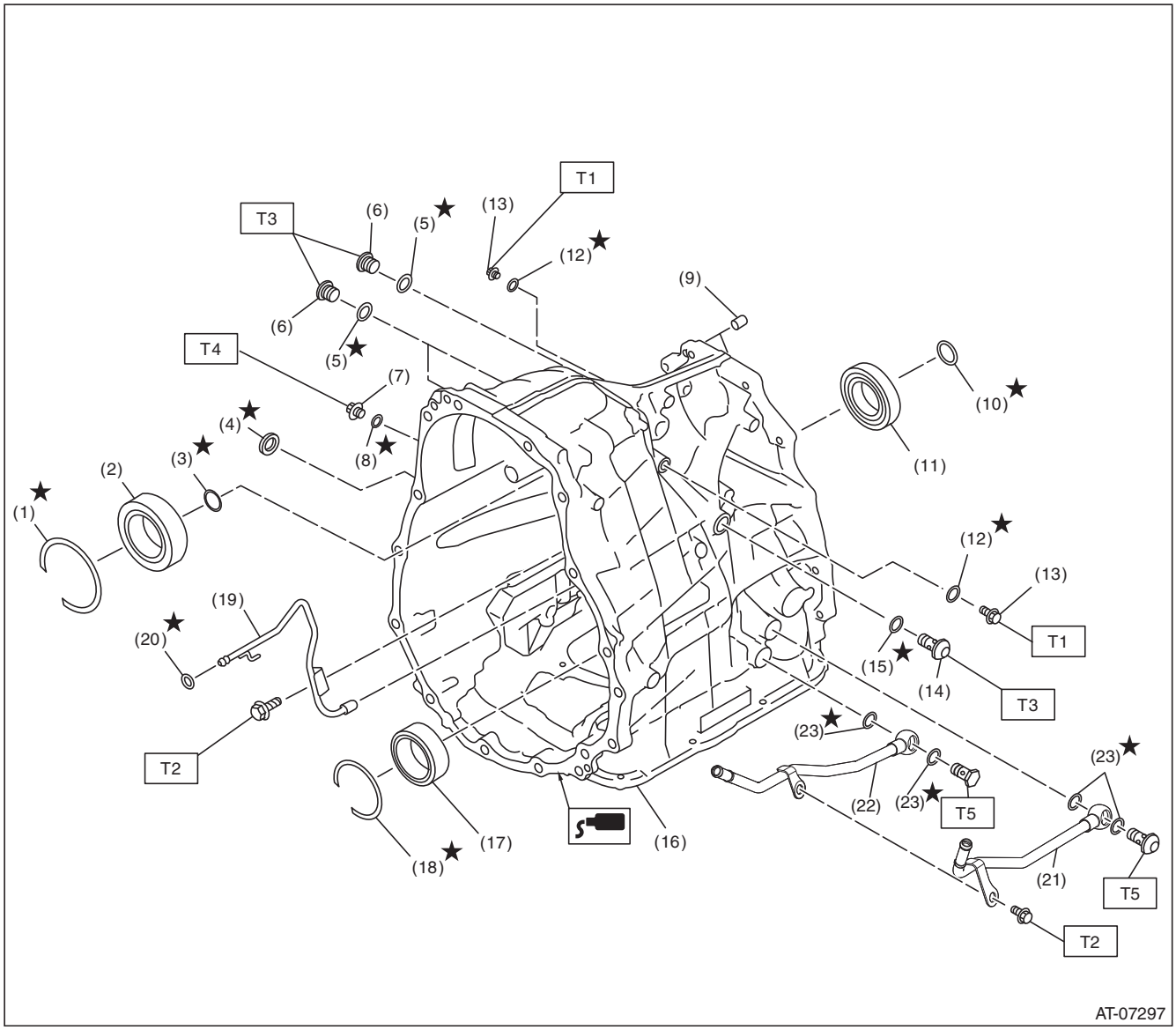


(1) Oil seal
(2) Oil pump chain cover
(3) Snap ring
(4) Ball bearing
(5) Drive sprocket
(6) Snap ring
(7) Oil pump chain
(8) Driven sprocket
(9) Converter case
(10) Oil pump ASSY
(11) Plate
(12) O-ring (large)
(13) O-ring (small)
(14) Drive pinion retainer

Tightening torque: N·m (kgf-m, ft-lb)
T1: 8.5 (0.9, 6.3)
T2: 24 (2.4, 17.7)

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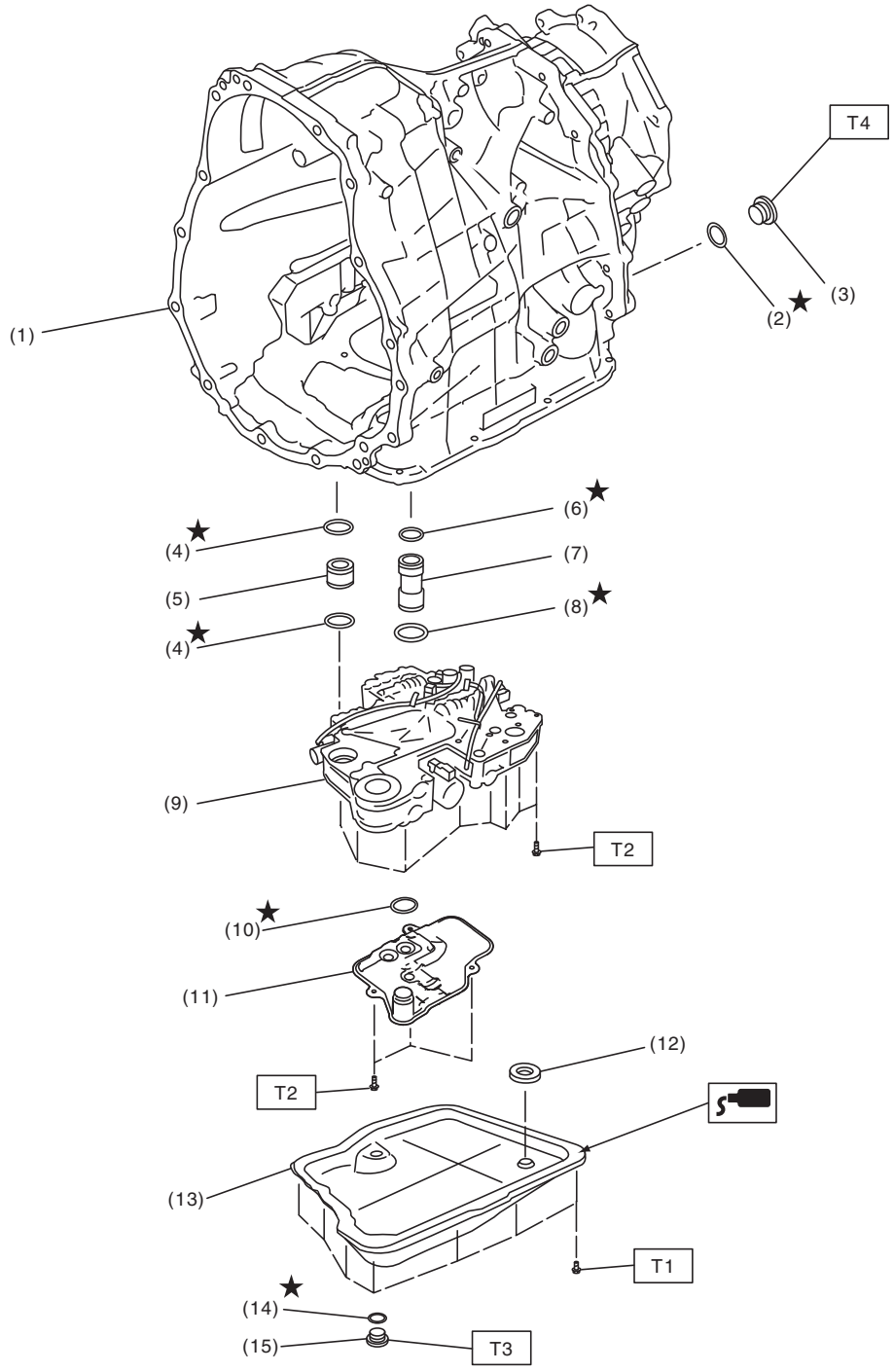
3. TRANSMISSION CASE



(1)	Snap ring	(11)	Ball bearing	(21)	CVTF outlet pipe
(2)	Roller bearing	(12)	O-ring	(22)	CVTF inlet pipe
(3)	Seal ring	(13)	Plug	(23)	Gasket
(4)	Oil seal	(14)	Plug		
(5)	O-ring	(15)	O-ring	***Tightening torque: N·m (kgf-m, ft-lb)***	
(6)	Plug	(16)	Transmission case	***T1:***	***13 (1.3, 9.6)***
(7)	Plug	(17)	Roller bearing	***T2:***	***16 (1.6, 11.8)***
(8)	Gasket	(18)	Snap ring	***T3:***	***25 (2.5, 18.4)***
(9)	Straight pin	(19)	Lubrication pipe	***T4:***	***35 (3.6, 25.8)***
(10)	Seal ring	(20)	O-ring	***T5:***	***40 (4.1, 29.5)***

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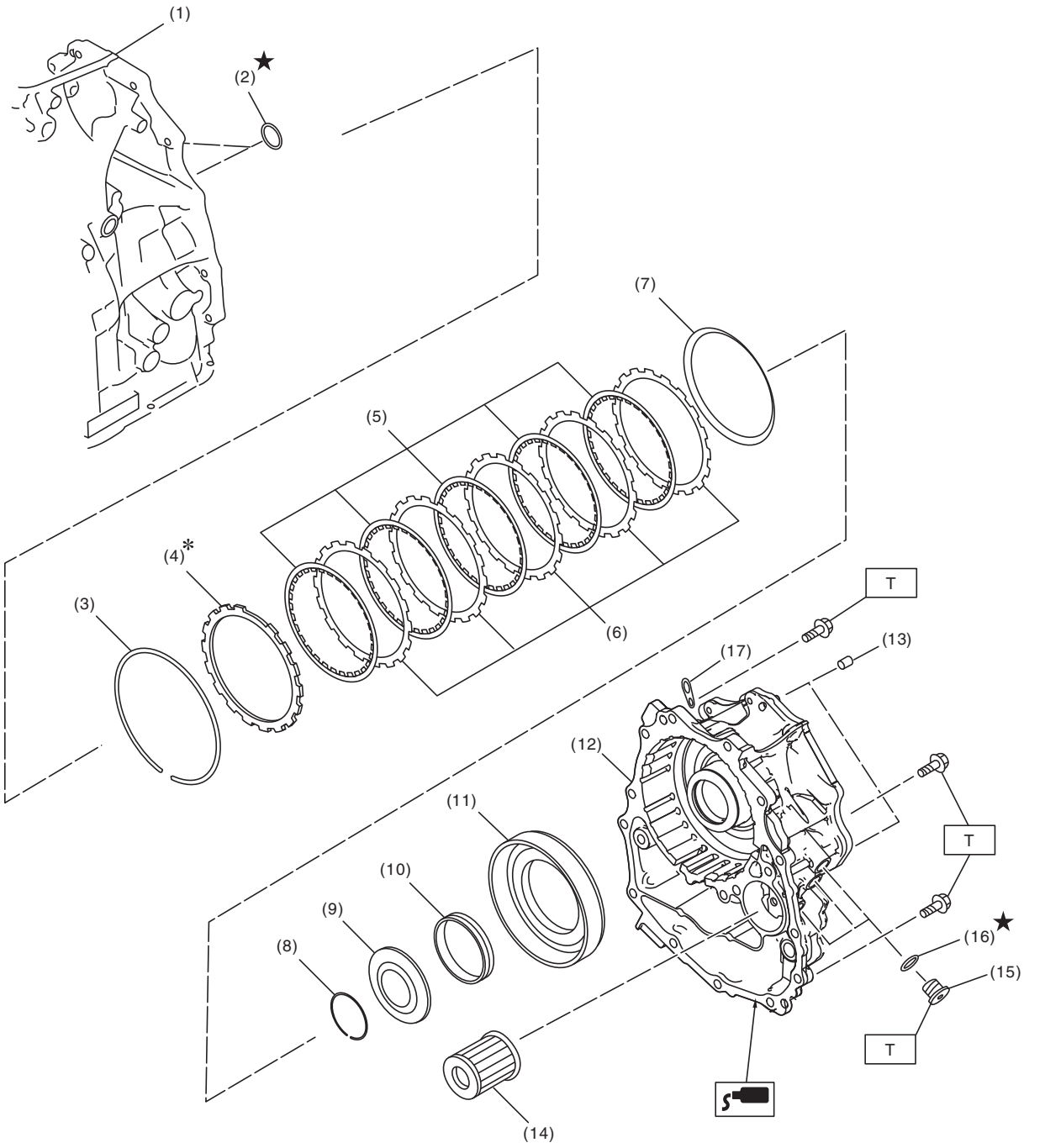
4. CONTROL VALVE BODY



(1)	Transmission case	(8)	O-ring (large)	(15)	CVTF drain plug
(2)	Gasket	(9)	Control valve body		
(3)	Filler plug	(10)	O-ring	***Tightening torque: N·m (kgf-m, ft-lb)***	
(4)	O-ring	(11)	Oil strainer	***T1:***	***5 (0.5, 3.7)***
(5)	Pressure pipe	(12)	Magnet	***T2:***	***9 (0.9, 6.6)***
(6)	O-ring (small)	(13)	Oil pan	***T3:***	***39.2 (4.0, 28.9)***
(7)	CVTF pipe	(14)	Gasket	***T4:***	***50 (5.1, 36.9)***

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5. REVERSE BRAKE ASSEMBLY AND INTERMEDIATE CASE

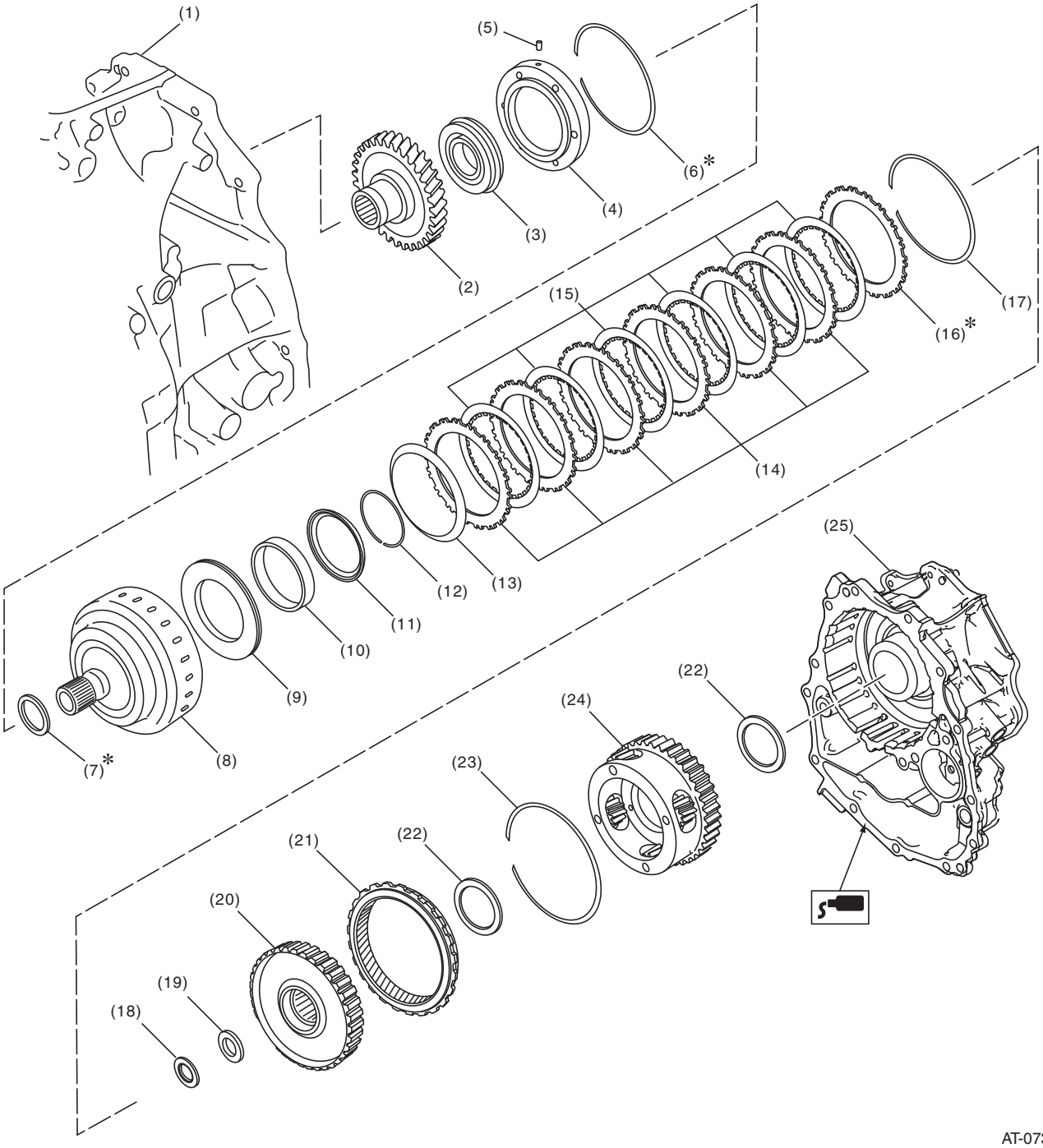


(1) Transmission case
(2) O-ring
(3) Snap ring
(4) Retaining plate
(5) Drive plate
(6) Driven plate
(7) Dish plate
(8) Snap ring
(9) Spring retainer
(10) Return spring
(11) Reverse brake piston
(12) Intermediate case
(13) Straight pin
(14) CVTF filter
(15) Plug
(16) O-ring
(17) Transmission hanger

Tightening torque: N·m (kgf-m, ft-lb)
T: 25 (2.5, 18.4)

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6. FORWARD CLUTCH ASSEMBLY AND REDUCTION DRIVEN GEAR

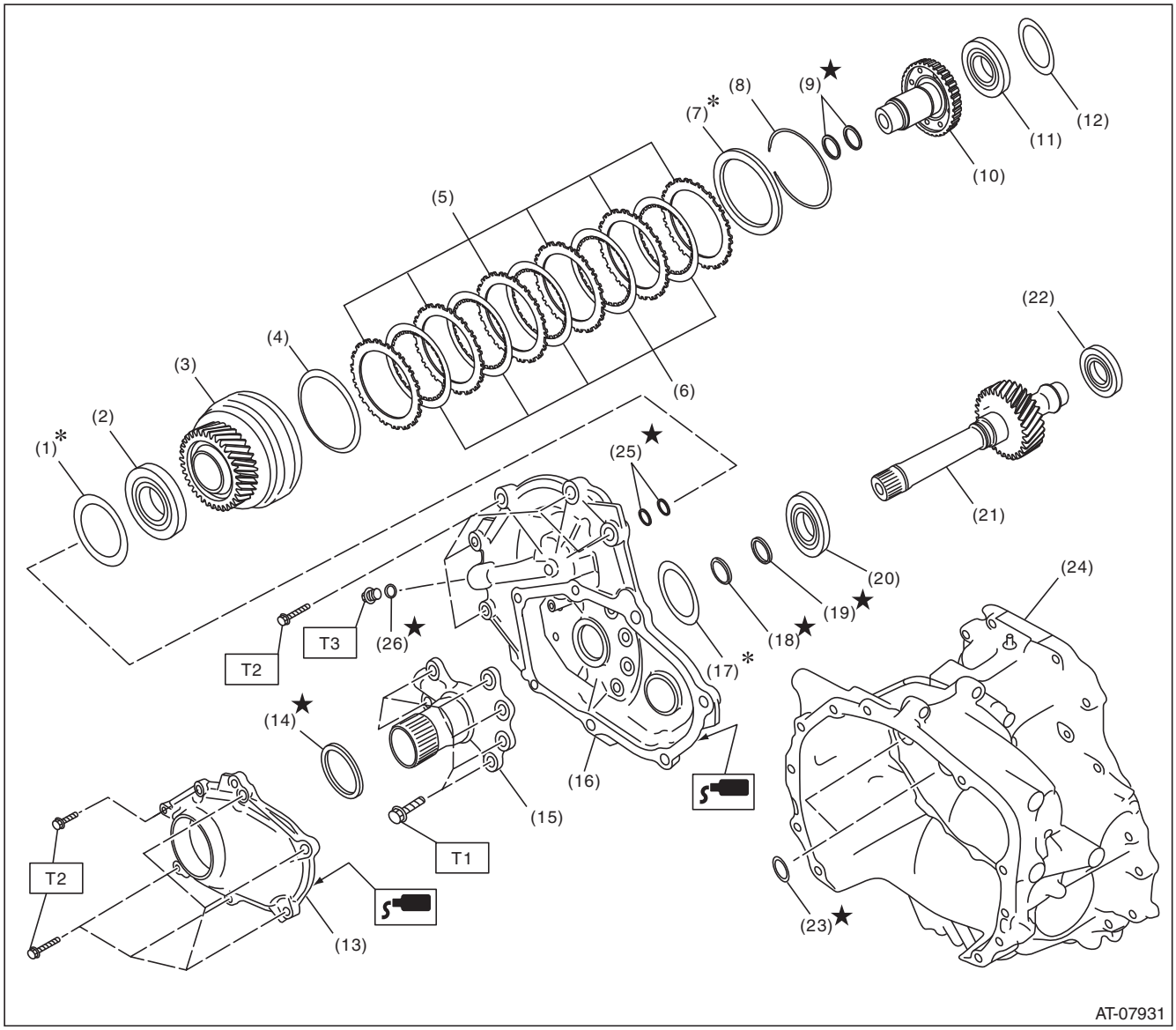


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(1) Transmission case
(2) Reduction driven gear
(3) Ball bearing
(4) Reduction driven gear retainer
(5) Straight pin
(6) Snap ring
(7) Washer
(8) Forward clutch drum
(9) Forward clutch piston
(10) Return spring
(11) Forward clutch piston retainer
(12) Snap ring
(13) Dish plate
(14) Driven plate
(15) Drive plate
(16) Retaining plate
(17) Snap ring
(18) Thrust needle bearing
(19) Washer
(20) Sun gear ASSY
(21) Internal gear
(22) Thrust needle bearing
(23) Snap ring
(24) Planetary carrier ASSY
(25) Intermediate case

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7. FRONT REDUCTION DRIVE GEAR AND FRONT REDUCTION DRIVEN GEAR

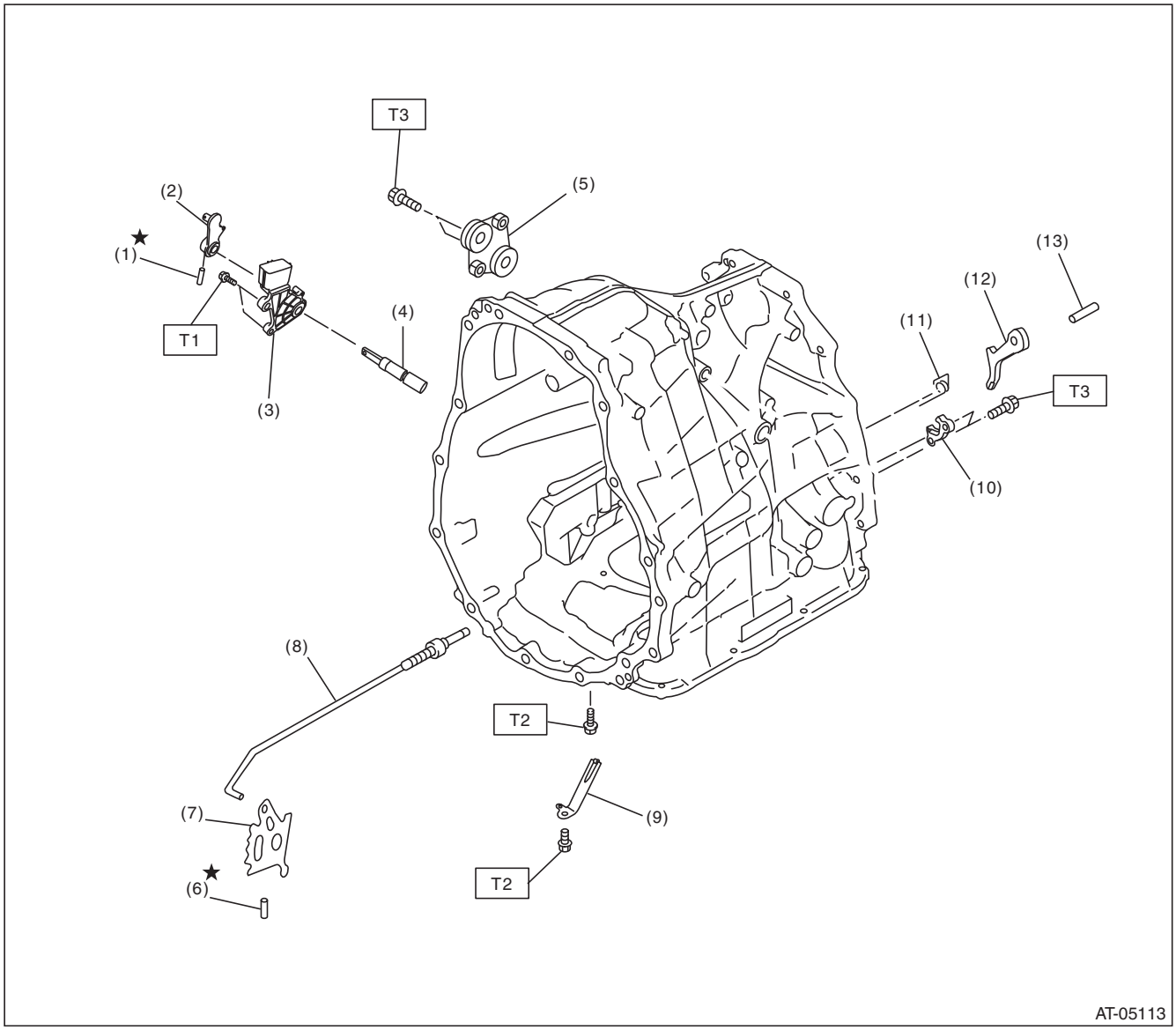


(1) Shim
(2) Ball bearing
(3) Front reduction driven gear
(4) Dish plate
(5) Driven plate
(6) Drive plate
(7) Retaining plate
(8) Snap ring
(9) Seal ring
(10) Front reduction driven shaft
(11) Ball bearing
(12) Shim
(13) Oil pump chain cover
(14) Seal ring
(15) Center support COMPL
(16) Converter case cover
(17) Shim
(18) O-ring
(19) Seal ring
(20) Ball bearing
(21) Front reduction drive gear
(22) Ball bearing
(23) O-ring
(24) Converter case
(25) Seal ring
(26) O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T1: 21.5 (2.2, 15.9)
T2: 24 (2.4, 17.7)
T3: 25 (2.5, 18.4)

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8. TRANSMISSION CONTROL DEVICE

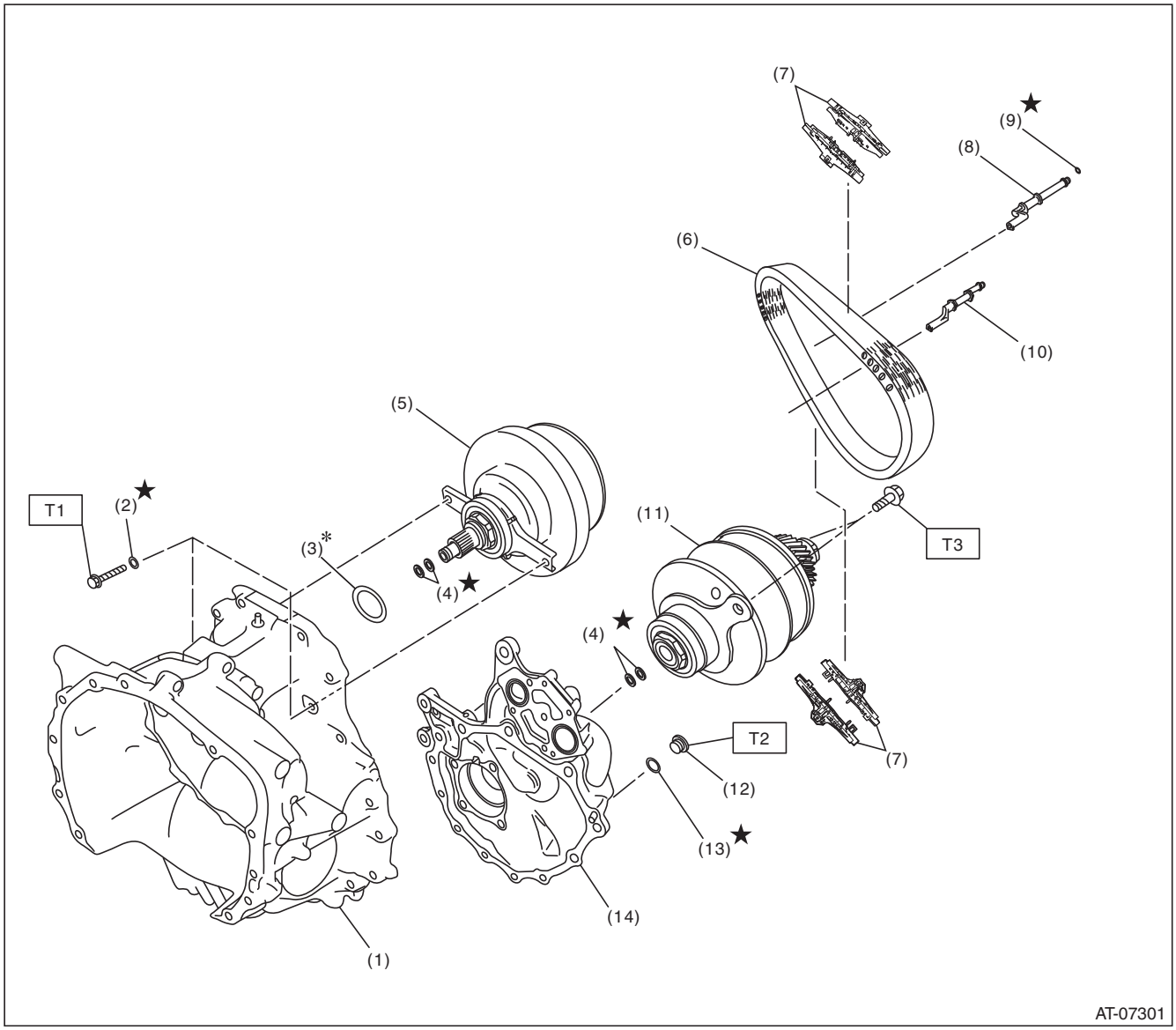


(1) Spring pin
(2) Shifter arm
(3) Inhibitor switch
(4) Shifter arm shaft
(5) Plate ASSY
(6) Spring pin
(7) Manual plate
(8) Parking rod
(9) Detent spring
(10) Parking support
(11) Return spring
(12) Parking pawl
(13) Shaft

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 7 (0.7, 5.2)
T3: 25 (2.5, 18.4)

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9. PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN

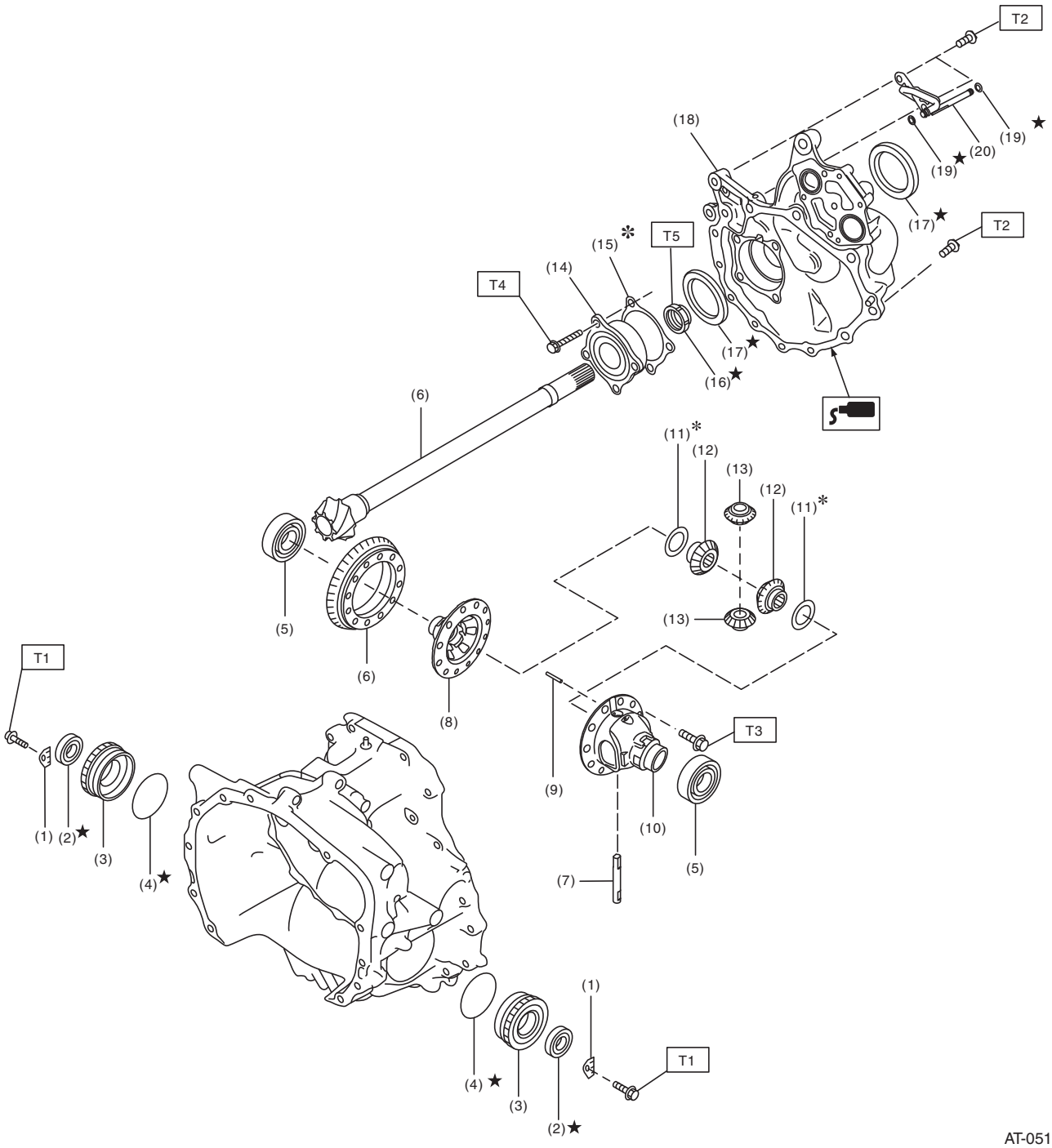


(1)	Converter case	(8)	Lubrication pipe
(2)	Seal washer	(9)	O-ring
(3)	Shim	(10)	Support rod
(4)	Seal ring	(11)	Secondary pulley ASSY
(5)	Primary pulley ASSY	(12)	Plug
(6)	Variator chain	(13)	O-ring
(7)	Chain guide	(14)	Drive pinion retainer

Tightening torque: N·m (kgf-m, ft-lb)
T1: 21 (2.1, 15.5)
T2: 25 (2.5, 18.4)
T3: 33 (3.4, 24.3)

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10.FRONT DIFFERENTIAL GEAR



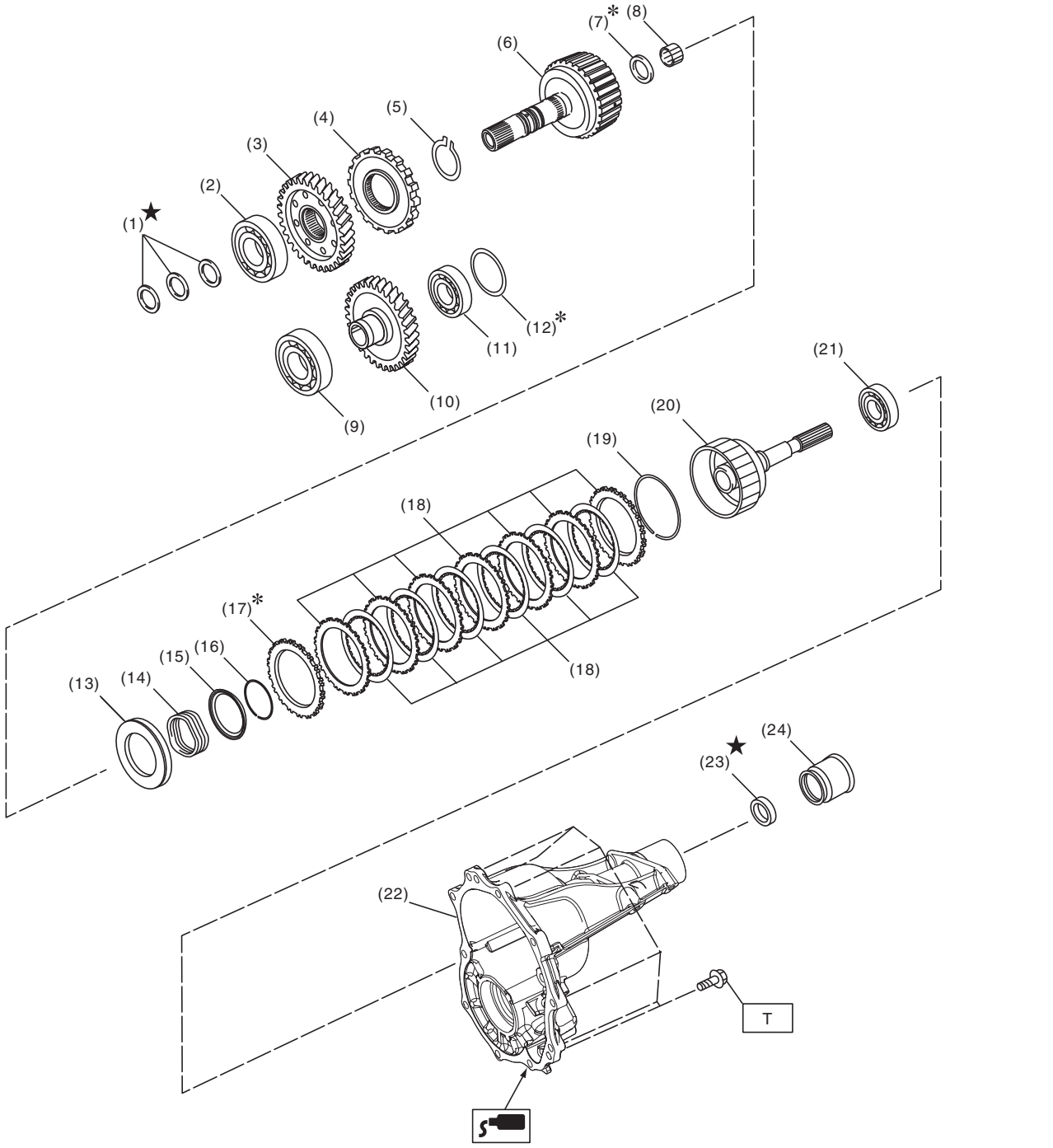
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(1) Lock plate
(2) Oil seal
(3) Differential side retainer
(4) O-ring
(5) Taper roller bearing
(6) Drive pinion gear set
(7) Pinion shaft
(8) Differential case RH
(9) Straight pin
(10) Differential case LH
(11) Washer
(12) Differential bevel gear
(13) Differential bevel pinion
(14) Taper roller bearing
(15) Shim
(16) Lock nut
(17) Oil seal
(18) Drive pinion retainer
(19) O-ring
(20) Lubrication pipe

Tightening torque: N·m (kgf-m, ft-lb)	
T1:	*25 (2.5, 18.4)*
T2:	*43 (4.4, 31.7)*
T3:	*<Ref. to CVT(TR690)-273, DIFFERENTIAL CASE ASSEMBLY, ASSEMBLY, Front Differential Assembly.>*
T4:	*70 (7.1, 51.6)*
T5:	*130 (13.3, 95.9)*

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11.TRANSFER AND EXTENSION CASE



AT-07860

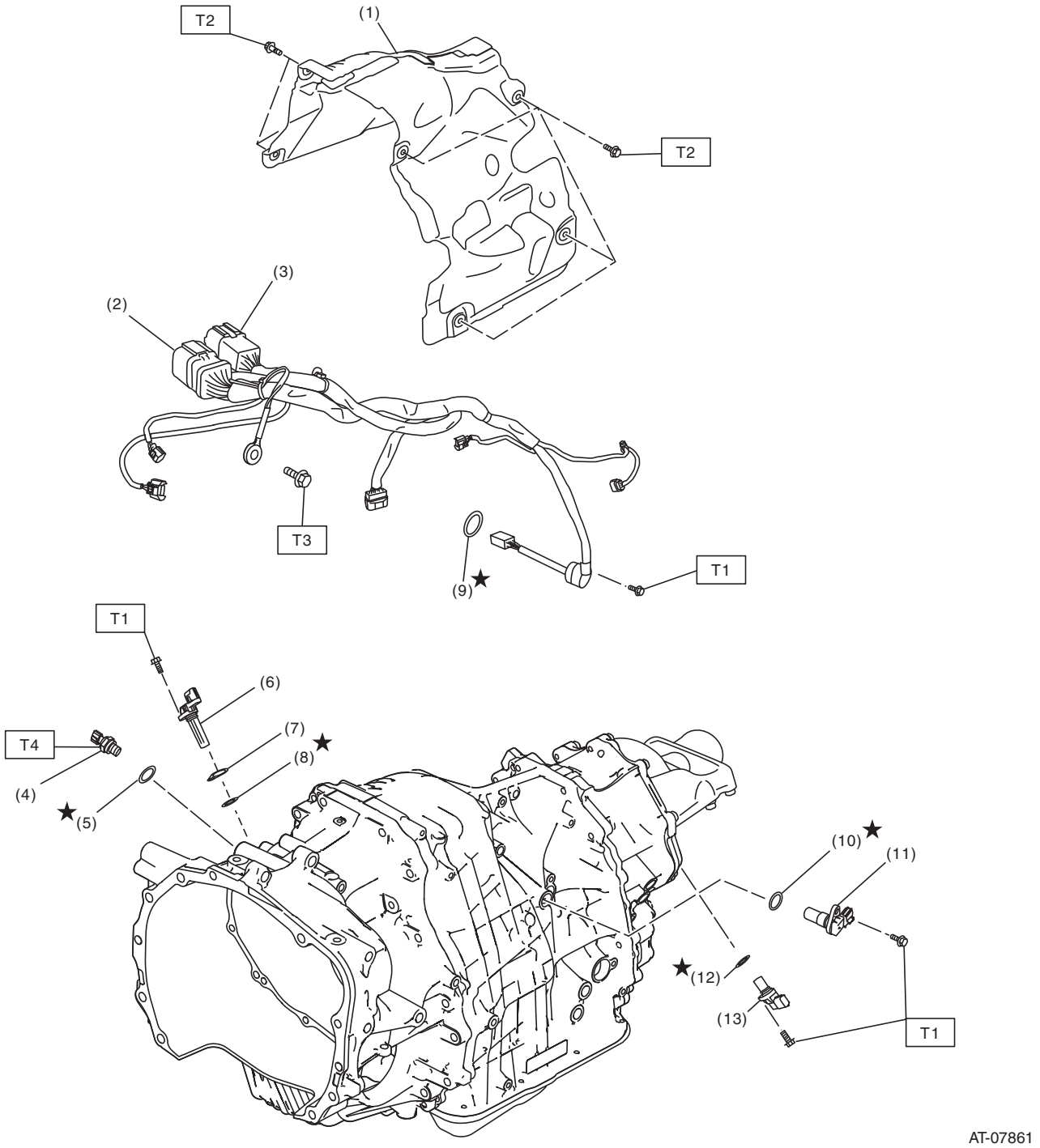
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(1) Seal ring
(2) Ball bearing
(3) Transfer drive gear
(4) Parking gear
(5) Snap ring
(6) Reduction drive gear shaft
(7) Thrust needle bearing
(8) Needle bearing
(9) Ball bearing
(10) Transfer reduction driven gear
(11) Ball bearing
(12) Shim
(13) Transfer piston
(14) Return spring
(15) Transfer piston seal
(16) Snap ring
(17) Pressure plate
(18) Transfer clutch plate set
(19) Snap ring
(20) Rear drive shaft
(21) Ball bearing
(22) Extension case
(23) Oil seal
(24) Dust cover

Tightening torque: N·m (kgf-m, ft-lb)
T: 25 (2.5, 18.4)

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12.TRANSMISSION HARNESS AND SENSOR

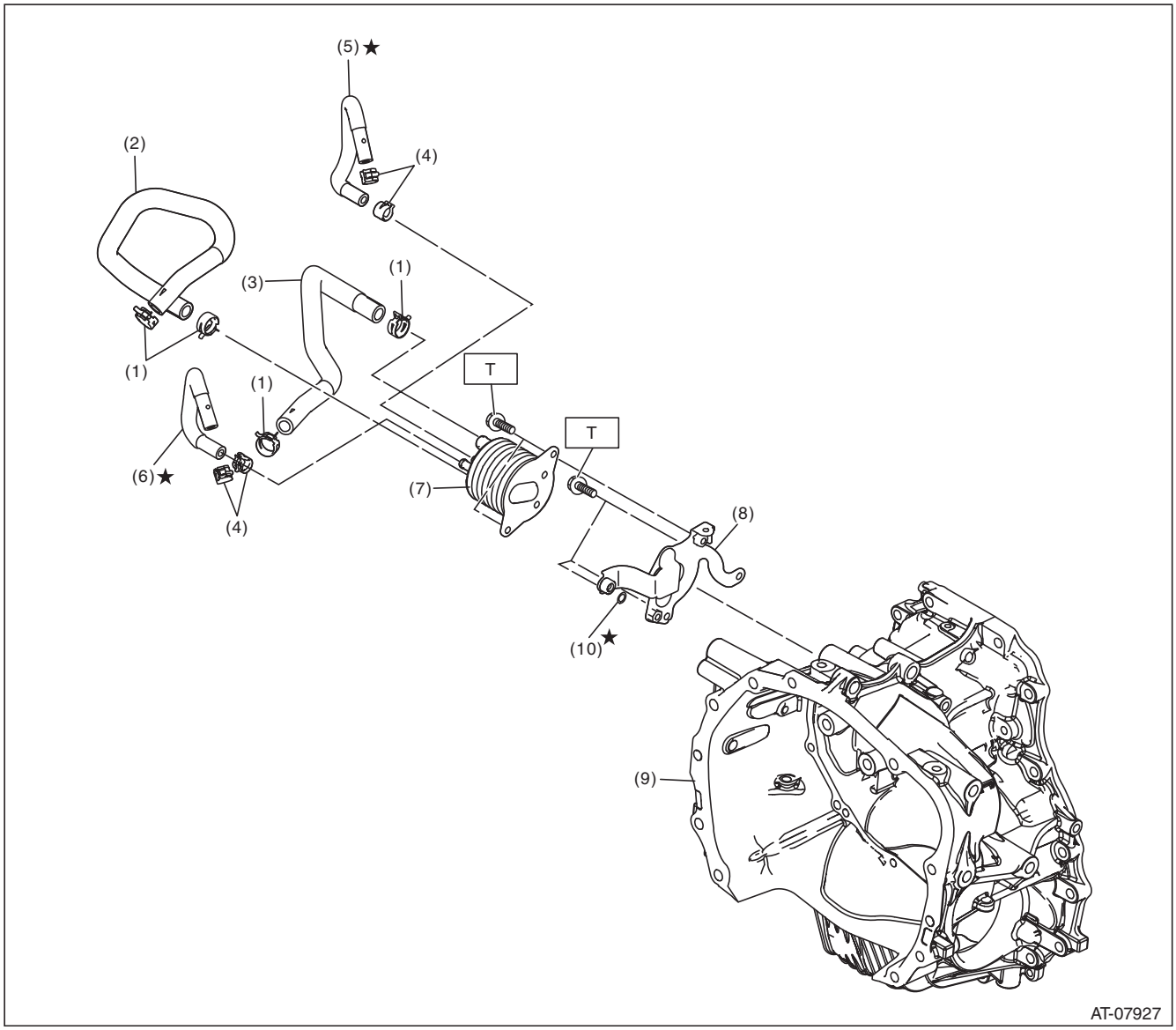


(1)	Transmission cover	(8)	O-ring
(2)	Transmission harness	(9)	O-ring
(3)	Inhibitor harness	(10)	O-ring
(4)	Secondary pressure sensor	(11)	Secondary speed sensor
(5)	O-ring	(12)	O-ring
(6)	Primary speed sensor	(13)	Front wheel speed sensor
(7)	Spacer		

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 8 (0.8, 5.9)
T3: 16 (1.6, 11.8)
T4: 39 (4.0, 28.8)

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13.CVTF COOLER (WITH WARMER FEATURE)

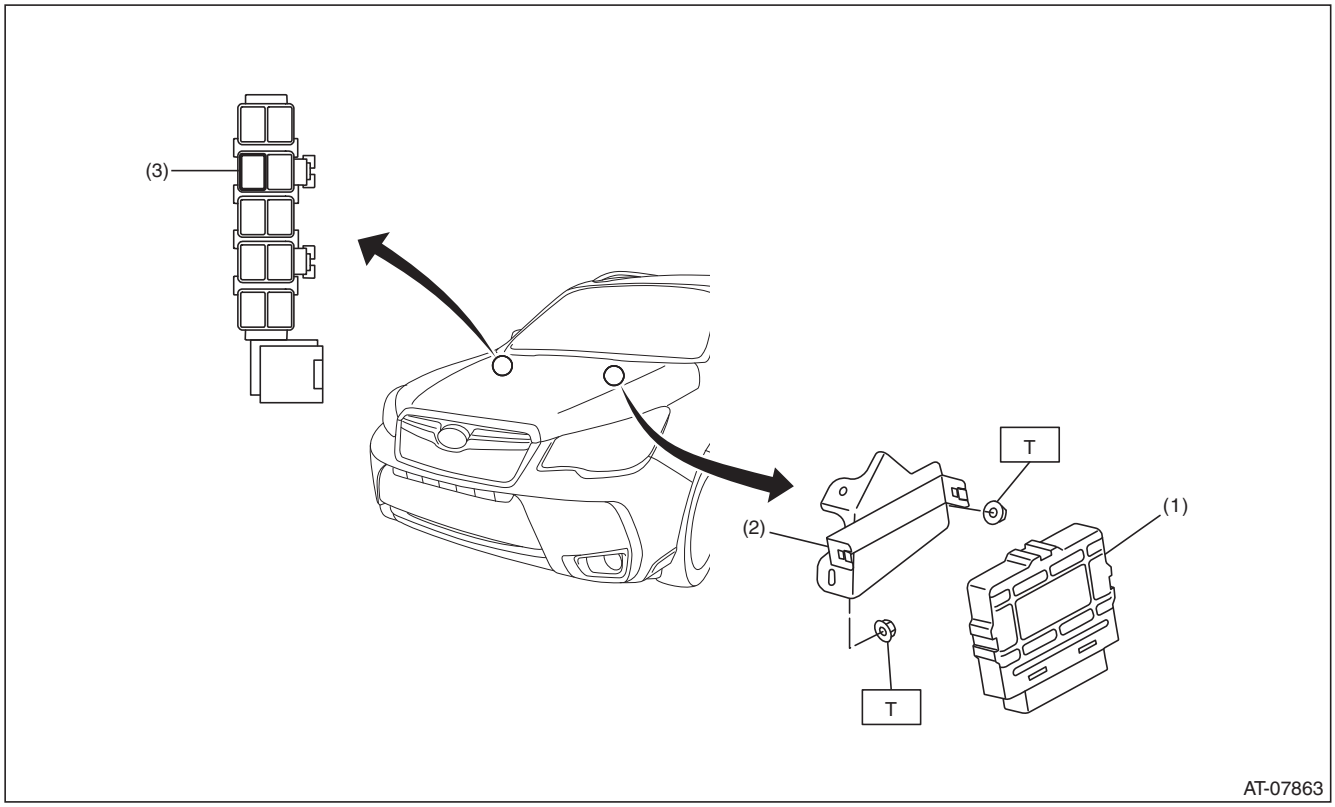


(1)	Hose clamp	(6)	CVTF cooler outlet hose
(2)	Engine coolant outlet hose	(7)	CVTF cooler (with warmer feature)
(3)	Engine coolant inlet hose	(8)	CVTF cooler bracket
(4)	Hose clamp	(9)	Converter case
(5)	CVTF cooler inlet hose	(10)	O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T: 23 (2.3, 17.0)

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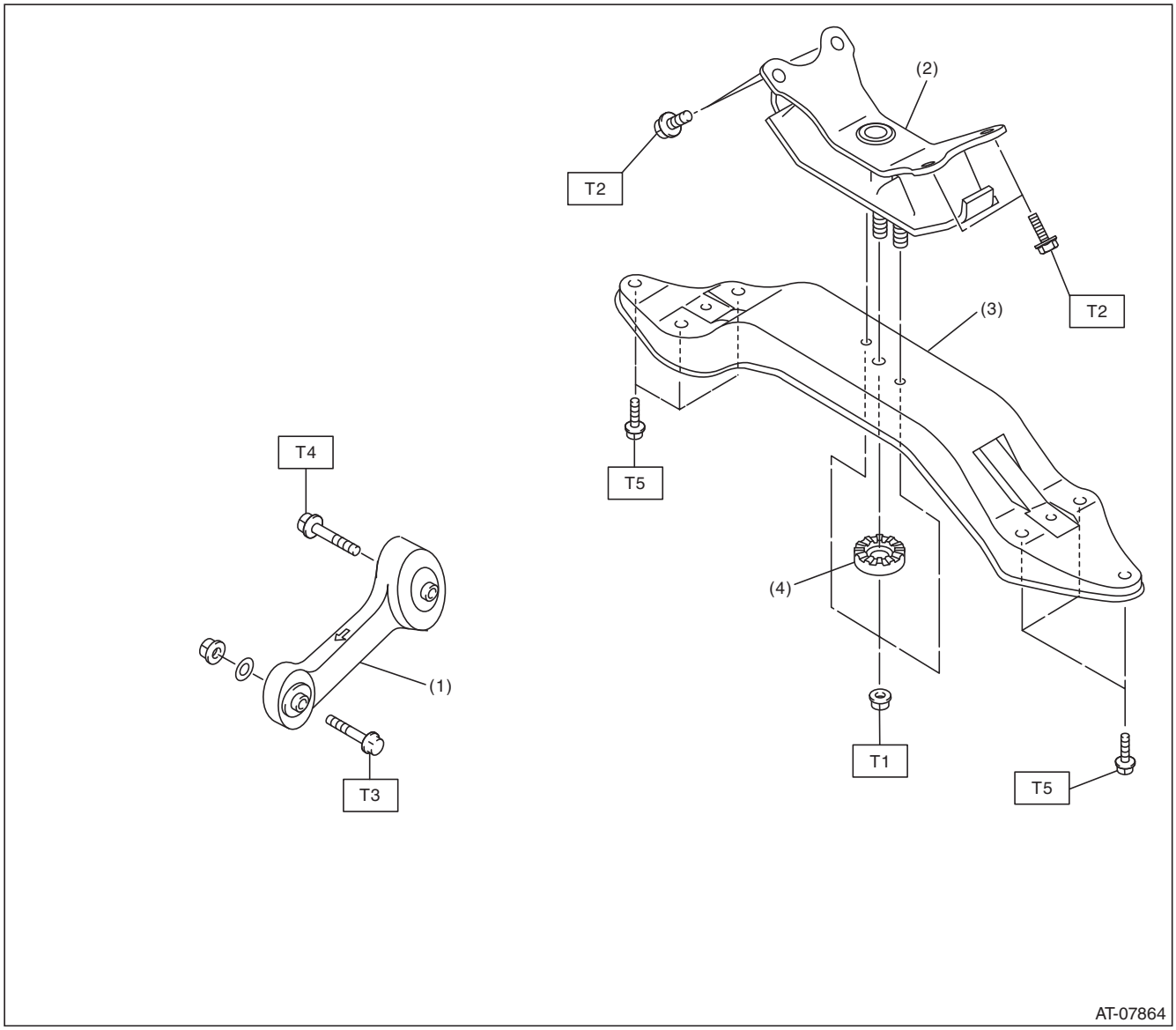
14.TRANSMISSION CONTROL MODULE



(1)	Transmission control module (TCM)	(3)	Relay	***Tightening torque: N·m (kgf-m, ft-lb)***
(2)	TCM bracket			***T: 7.5 (0.8, 5.5)***

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15.TRANSMISSION MOUNTING



(1)	Pitching stopper	(3)	Transmission rear crossmember
(2)	Rear cushion rubber	(4)	Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T1: 35 (3.6, 25.8)
T2: 40 (4.1, 29.5)
T3: 50 (5.1, 36.9)
T4: 58 (5.9, 42.8)
T5: 70 (7.1, 51.6)

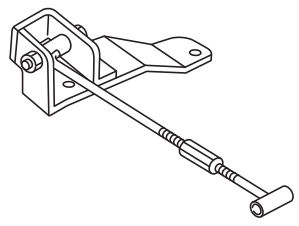
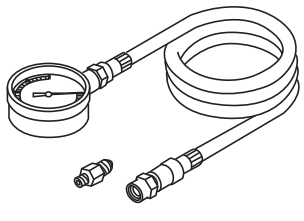
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C: CAUTION

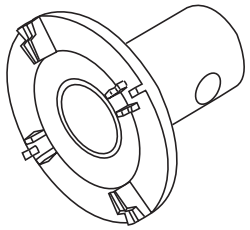
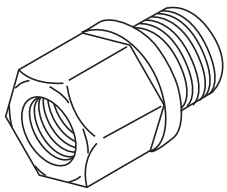
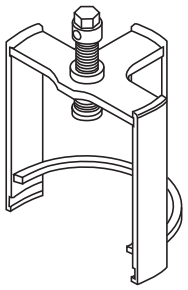
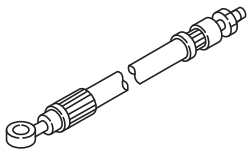
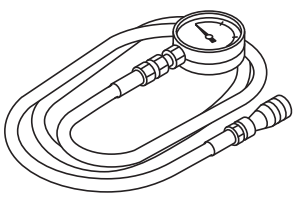
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Do not place the oil pan with its inner side facing up until it is installed, to prevent intrusion of foreign matter into the control valve body.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to force it apart. Do not pry apart with screwdrivers or other tools.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine CVTF and recommended grease. Do not mix CVTF, grease etc. of different grades or manufacturers.
- Be sure to tighten bolts and nuts to the specified torque.
- Place lifts, shop jacks or rigid racks at specified locations.
- Apply CVTF onto sliding or revolving surfaces before installation.
- Apply CVTF onto the press-fitting surface of the part before press-fitting the part using a press.
- Replace deformed or damaged snap rings with new parts.
- Before installing O-rings or oil seals, apply sufficient amount of CVTF to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying liquid gasket, completely remove the old liquid gasket.
- After removing the sensors, breather hose and plugs, plug the holes to avoid foreign materials intruding as necessary.
- During disassembly or assembly, be sure to use nylon gloves or paper towels. Do not use cloth gloves or waste cloth.

D: PREPARATION TOOL

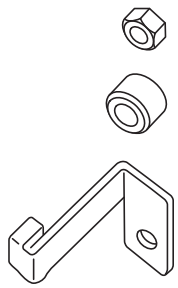
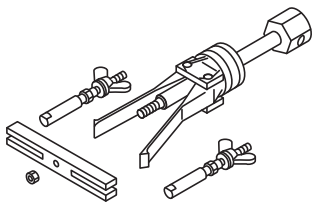
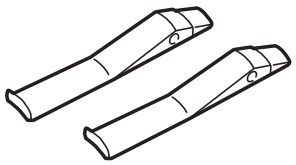
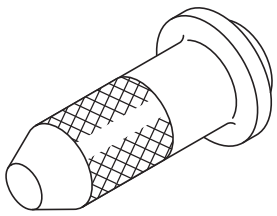
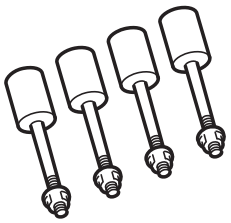
1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST41099AC000	41099AC000	ENGINE SUPPORT ASSY	Used for supporting engine.
 ST18801AA000	18801AA000	OIL PRESSURE GAUGE ASSY	Used for measuring the secondary pressure (line pressure).

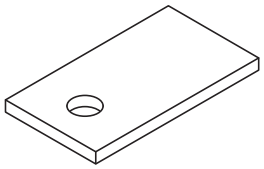
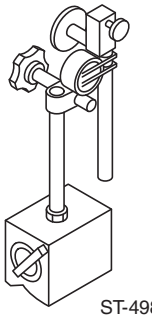
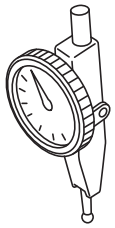
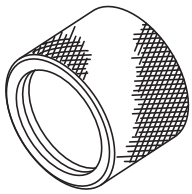
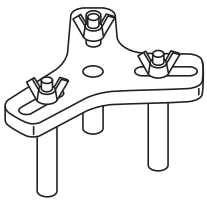
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18658AA020	18658AA020	WRENCH COMPL RETAINER	Used for removing and installing the differential side retainer.
 ST18681AA000	18681AA000	PRESSURE GAUGE ADAPTER	Used for measuring oil pressure. NOTE: Used together with the genuine O-ring (part No. 806911080).
 ST18769AA000	18769AA000	EXPANDER PULLEY	Used for removing and installing the secondary pulley assembly.
 ST-498897700	498897700	OIL PRESSURE ADAPTER SET	Used for measuring the secondary pressure (line pressure) and transfer clutch hydraulic pressure.
 ST-498575400	498575400	OIL PRESSURE GAUGE ASSY	Used for measuring the transfer clutch hydraulic pressure.

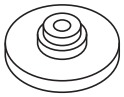
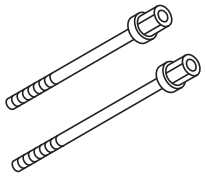
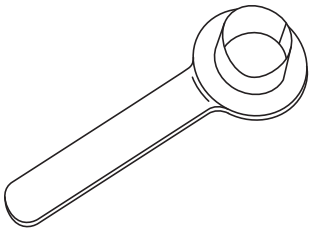
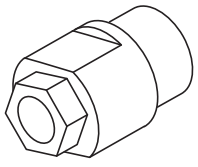
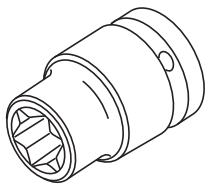
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498277200	498277200	STOPPER SET	• Used for removing and installing automatic transmission assembly to engine. • Used for preventing the torque converter from dropping off.
 ST-398527700	398527700	PULLER ASSY	• Used for removing the extension case oil seal. • Used for removing the roller bearing of the primary pulley and secondary pulley. • Used for removing the bearing of reduction driven gear. • Used for removing the differential side retainer bearing outer race.
 ST18760AA000	18760AA000	Claw	• Used for removing ball bearing of front reduction driven gear. • Used together with PULLER ASSY (398527700).
 ST-498057300	498057300	INSTALLER	Used for installing the extension case oil seal.
 ST18632AA000	18632AA000	TRANSMISSION STAND	Used for disassembling and assembling the transmission.

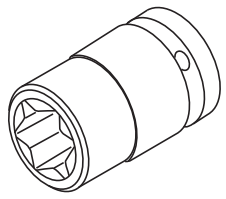
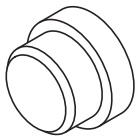
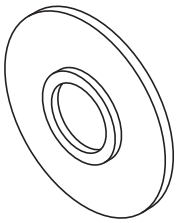
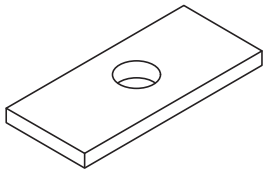
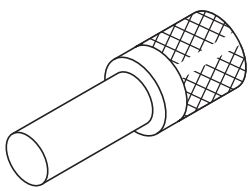
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498255400	498255400	PLATE	Used for measuring the backlash of hypoid gear.
 ST-498247001	498247001	MAGNET BASE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247100).
 ST-498247100	498247100	DIAL GAUGE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247101).
 ST18675AA000	18675AA000	DIFFERENTIAL SIDE OIL SEAL INSTALLER	Used for installing the differential side retainer oil seal.
 ST18762AA000	18762AA000	COMPRESSOR SPECIAL TOOL	Used for disassembling and installing the multi-plate clutch piston for shifting.

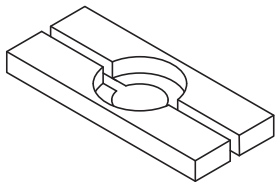
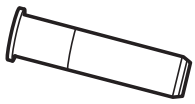
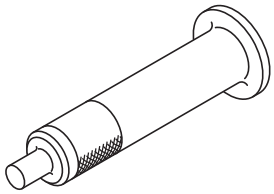
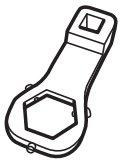
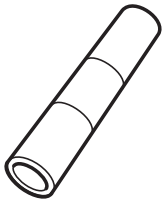
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18765AA000	18765AA000	COMPRESSOR SUPPORT	Used for disassembling and installing the multi-plate clutch for shifting.
 ST18763AA000	18763AA000	COMPRESSOR SHAFT	Used for disassembling and installing the multi-plate clutch for shifting.
 ST28399SA010	28399SA010	OIL SEAL PROTEC-TOR	Used for protecting oil seal when installing front drive shaft.
 ST18667AA010	18667AA010	HOLDER	• Used for removing and installing the drive pin-ion lock nut. • Used as a holder to rotate gear when checking tooth contact.
 ST18270KA010	18270KA010	SOCKET (E16)	Used for removing and installing the center sup-port COMPL.

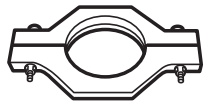
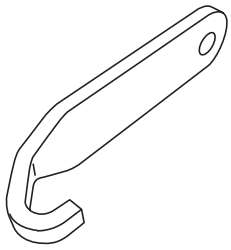
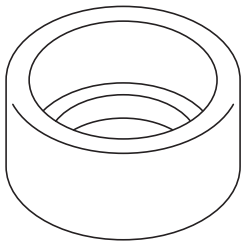
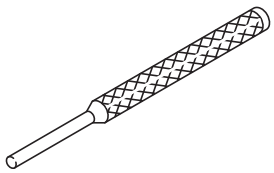
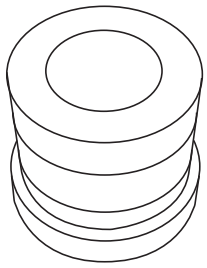
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18270KA020	18270KA020	SOCKET (E20)	• Used for removing and installing the hypoid driven gear. • Used for removing and installing the drive pinion shaft retainer.
 ST-398497701	398497701	SEAT	Used for removing and installing the ball bearing.
 ST-398177700	398177700	INSTALLER	• Used for removing and installing the ball bearing and tapered roller bearing. • Used for installing the parking gear.
 ST-398643600	398643600	GAUGE	Used for measuring the total end play, extension end play and drive pinion height.
 ST-899864100	899864100	REMOVER	Used for removing and installing the ball bearing.

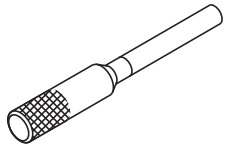
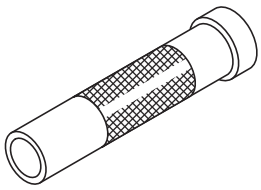
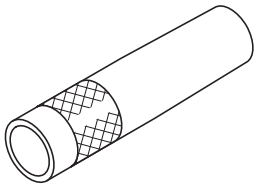
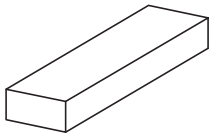
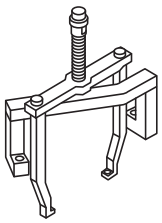
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077000	498077000	REMOVER	• Used for removing ball bearing of front reduction drive gear. • Used for removing the inner bearing inner race of the drive pinion shaft. • Used for removing the differential taper roller bearing.
 ST18657AA010	18657AA010	INSTALLER	Used for installing the oil seal of inhibitor switch.
 ST18657AA020	18657AA020	OIL SEAL INSTALLER	Used for installing the oil seal.
 ST18621AA000	18621AA000	ADAPTER WRENCH	Used for removing and installing the drive pinion shaft lock nut.
 ST18651AA000	18651AA000	INSTALLER	Used for installing the bearing of front reduction drive gear.

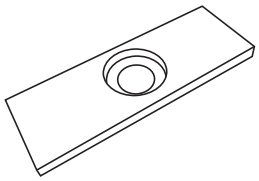
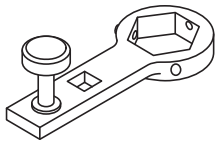
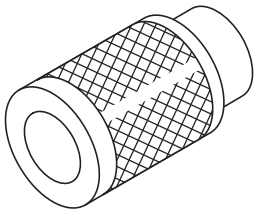
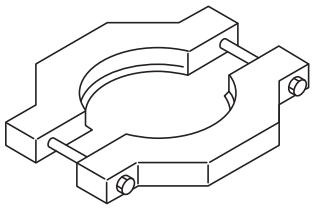
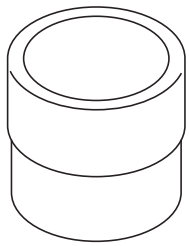
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18720AA000	18720AA000	REMOVER	Used for removing ball bearing of reduction driven gear.
 ST-498497300	498497300	CRANKSHAFT STOPPER	Used for stopping the drive plate rotation when removing and installing the drive plate.
 ST20299AG010	20299AG010	PRESS SNAP RING	Used for installing the bearing on primary pulley side.
 ST-398791600	398791600	REMOVER	Used for removing and installing the shifter arm spring pin.
 ST-399513600	399513600	INSTALLER	• Used to install the rear drive shaft ball bearing. • Used for removing the bearing of the oil pump chain sprocket.

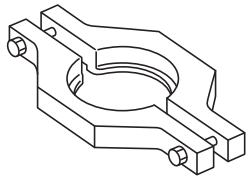
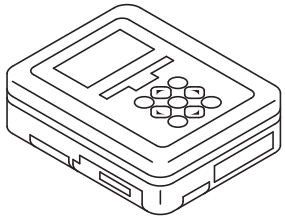
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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499267300	499267300	STOPPER PIN	Used for adjusting the inhibitor switch.
 ST-499277100	499277100	BUSHING 1-2 INSTALLER	• Used for installing the front differential taper roller bearing. • Used for removing and installing the transfer reduction drive gear. • Used for installing the ball bearing of the transfer reduction drive gear. • Used for installing the oil seal. • Used for installing the ball bearing of the transfer reduction driven gear.
 ST-499277200	499277200	INSTALLER	• Used for installing the inner bearing inner race of drive pinion shaft. • Used for installing the reduction driven gear.
 ST-499575400	499575400	GAUGE	Used for measuring height of end play.
 ST-499737100	499737100	PULLER SET	• Used for measuring the transfer end play. • Use the rack only.

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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499575600	499575600	GAUGE	Used for measuring height of end play.
 ST-499787700	499787700	WRENCH	Used for measuring the differential pinion shaft backlash.
 ST-499757002	499757002	INSTALLER	Used for removing the bearing of front reduction driven gear.
 ST18767AA000	18767AA000	BEARING REMOVER	• Used for removing the transfer reduction drive gear. • Used for removing the reduction driven gear bearing retainer.
 ST-499755602	499755602	PRESS SNAP RING	• Used for installing the oil seal. • Used for installing the ball bearing and roller bearing. • Used for installing the ball bearing of the front reduction driven gear.

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ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077600	498077600	REMOVER	• Used for removing the ball bearing of the rear drive shaft. • Used for removing the ball bearing of transfer reduction driven gear. • Used for removing ball bearing of reduction driven gear. • Used for removing the ball bearing of drive sprocket.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Thickness gauge	Used for the clearance in reverse brake, forward clutch, transfer clutch and input clutch.
Caliper	Used for measuring the clearance at the parts.
Spring scale	Used for measuring the starting torque of the drive pinion.
TORX® bit T70	Used for removing and installing differential gear oil drain plug.
Straight pin remover	Used for removing and installing the spring pin.
Deep socket	Used for removing and installing the secondary pressure sensor. NOTE: Use Ko-ken 3/8 12-point 27 mm (manufacturer product No. 3305M-27).
Push/pull gauge	Used for measuring clutch clearance.
Angle gauge	• Used for installing the hypoid driven gear. • Used for installing the drive plate.

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2. CVTF

A: INSPECTION

Check for leakage of CVTF from transmission.

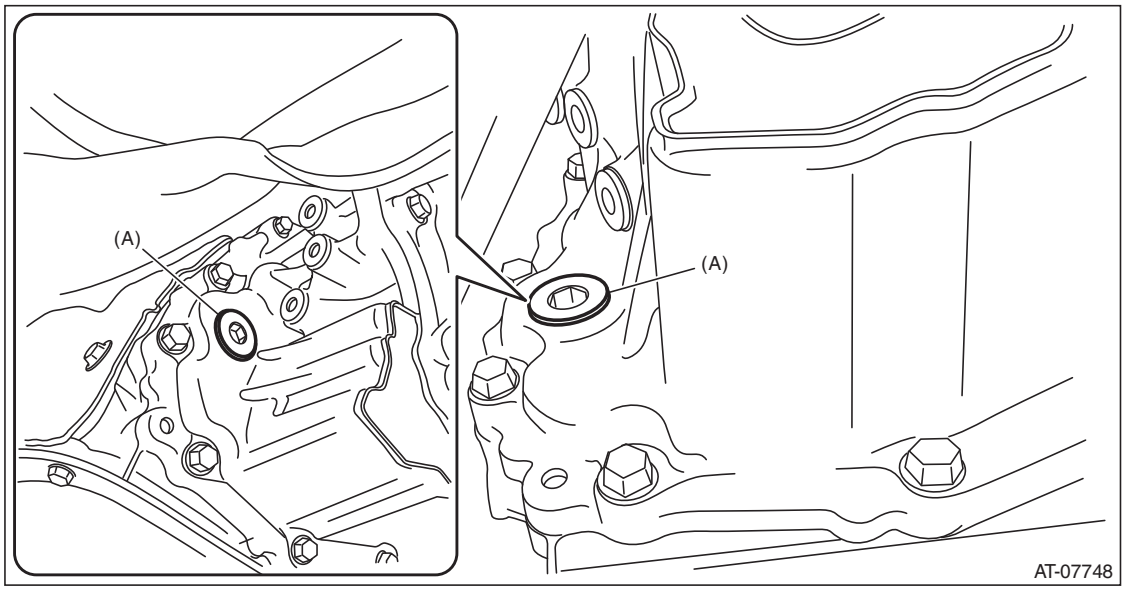
B: ADJUSTMENT

CAUTION:
- **CVTF level changes along with CVTF temperature. When inspecting CVTF level, observe the specified CVTF temperature.**
- **Always use specified CVTF. Using other fluid will cause malfunction.**

1) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
2) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.
3) With the engine running, lift up the vehicle and remove the filler plug.

CAUTION:
Pay special attention to the following operations as the engine is at idle.

NOTE:
CVTF is at the specified level when it is up to the filler plug hole lower section.



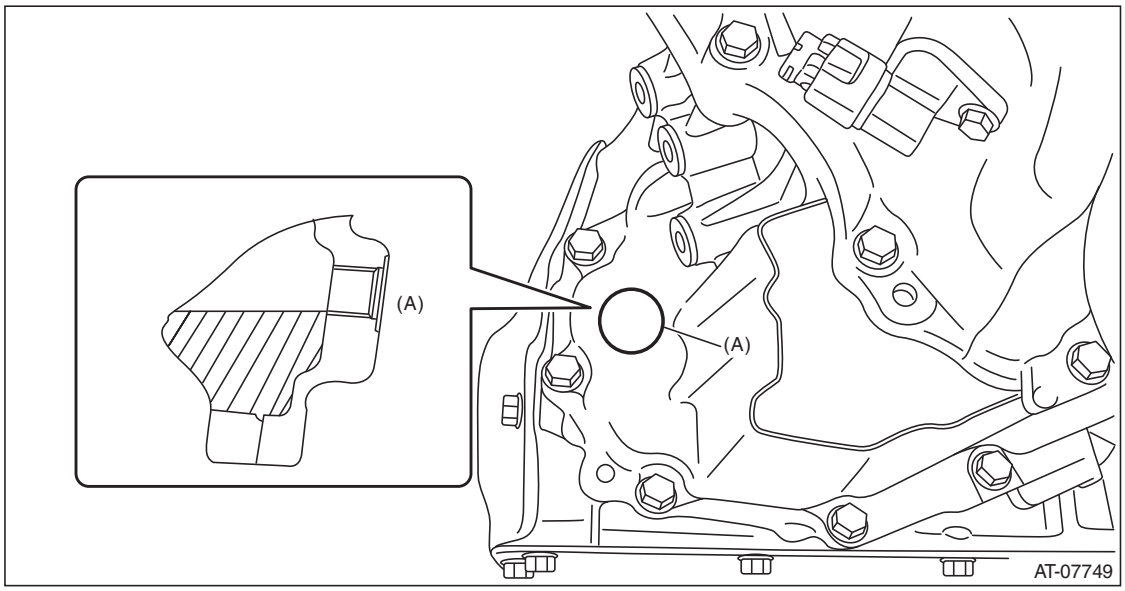
(A) Filler plug

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4) When there is no CVTF leakage from the transmission, add the specified fluid up to the filler plug hole lower section.

Specified fluid:
<Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

CAUTION:
Note that when CVTF is added up to the lower section of filler plug while the transmission is in cold condition, overfilling of CVTF occurs, causing the oil to spill out.



(A) Filler plug hole

5) Install the filler plug.

NOTE:
Use a new gasket.

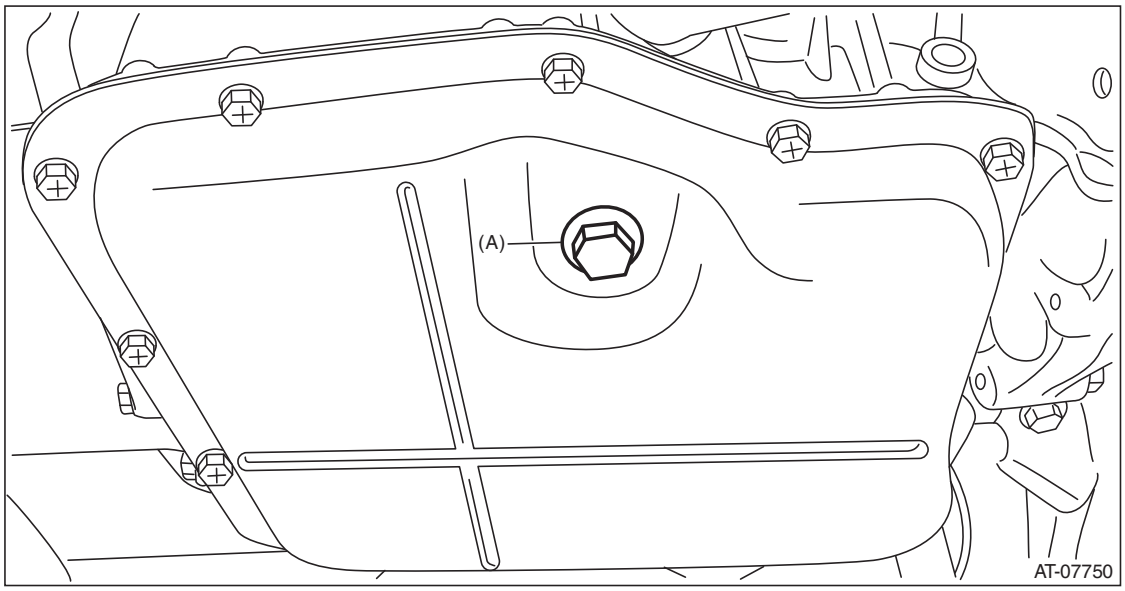
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

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C: REPLACEMENT

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill the CVTF on exhaust pipe to prevent it from emitting smoke or causing fires. If CVTF adheres, wipe it off completely.
• Always use specified CVTF. Using other fluid will cause malfunction.

1) Lift up the vehicle, and remove the CVTF drain plug.



(A) CVTF drain plug

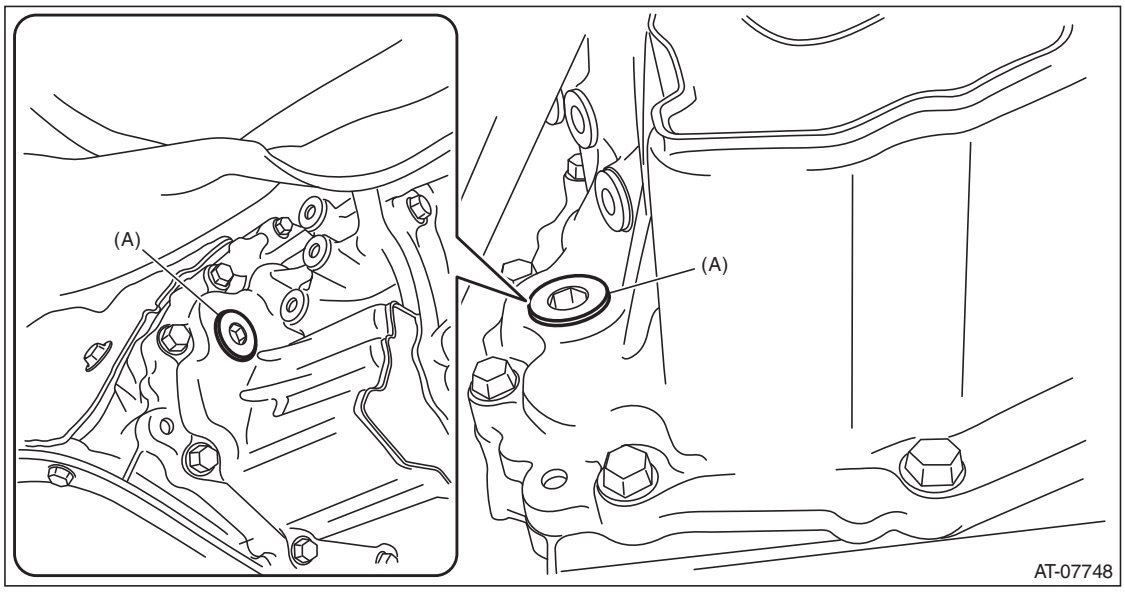
2) Check the CVTF condition. <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
3) Install the CVTF drain plug and gasket.

NOTE:
• Use a new gasket.

Tightening torque:
39.2 N·m (4.0 kgf-m, 28.9 ft-lb)

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4) Remove the filler plug.



(A) Filler plug

5) Fill in the specified fluid through the filler plug.

Specified fluid:
<Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

Capacity:
Fill with the same amount of CVTF as drained.

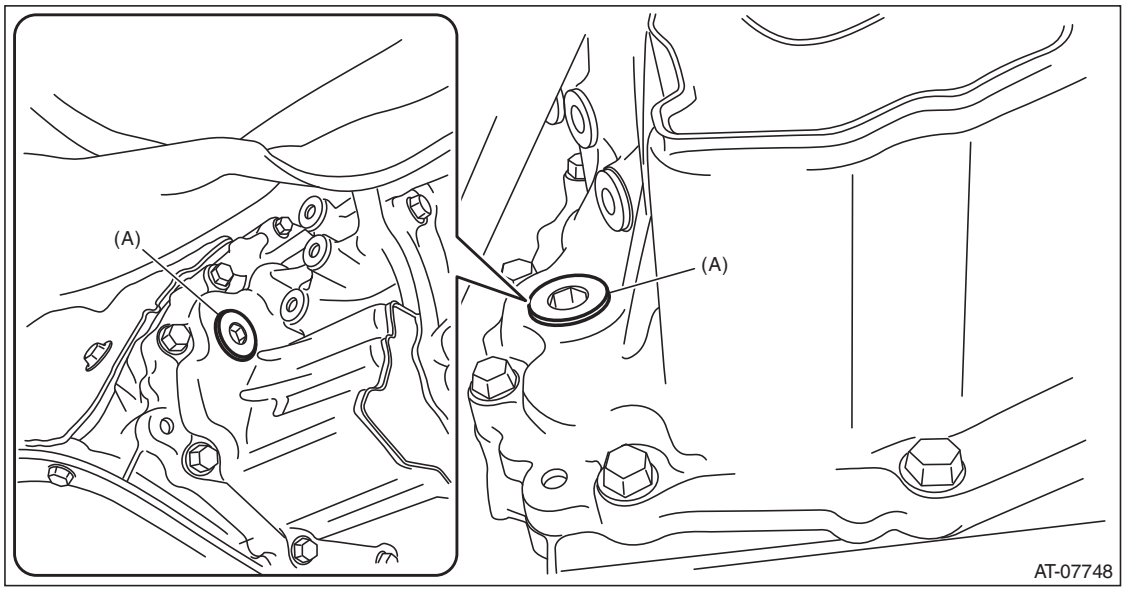
6) Temporarily tighten the filler plug.
7) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
8) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.

CAUTION:
Pay special attention to the following operations as the engine is at idle.
9) Place the select lever in “P” range. Then lift up the vehicle with the engine at idle to adjust the CVTF level and check for leakage. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

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10) Replace with a new gasket, and attach the filler plug.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



(A) Filler plug

D: CONDITION CHECK

NOTE:
When replacing CVTF, determine the condition inside the transmission body by inspecting the drained CVTF.

Fluid condition	Trouble and possible cause	Corrective action
Metal particles.	Excessive wear of the internal of the transmission body.	Replace CVTF and check if CVT operates correctly.
Thick and varnish-form fluid.	Burnt clutches	Replace CVTF and check the CVT body or vehicle for faulty.
Clouded CVTF or bubbles.	Water mixed in fluid.	Replace CVTF and check the water entering point.

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3. Differential Gear Oil

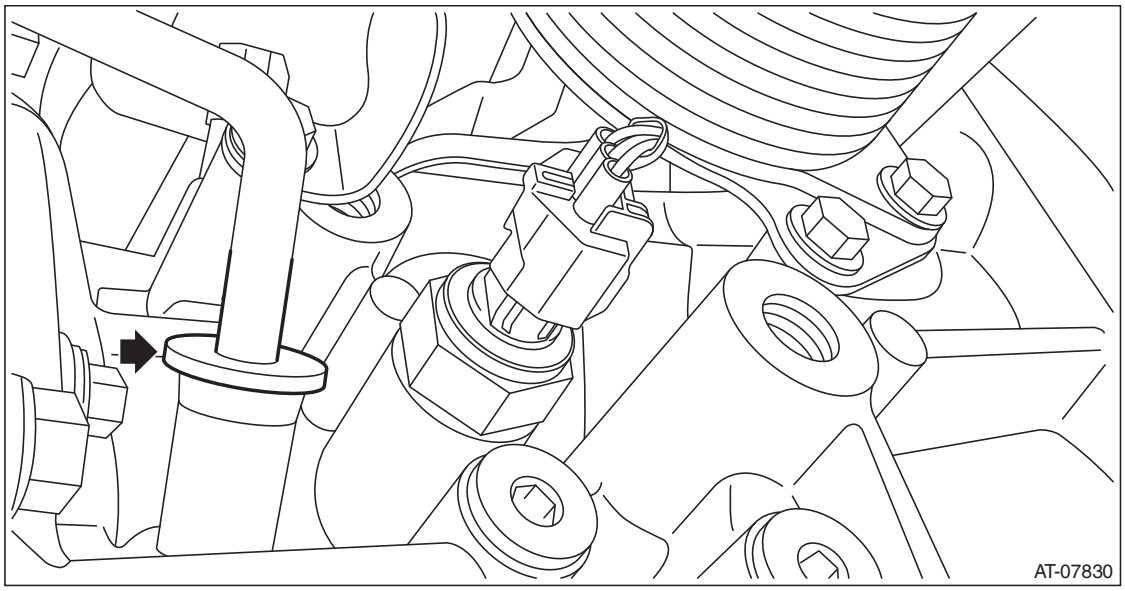
A: INSPECTION

Check that there is no leakage of differential gear oil from the converter case.

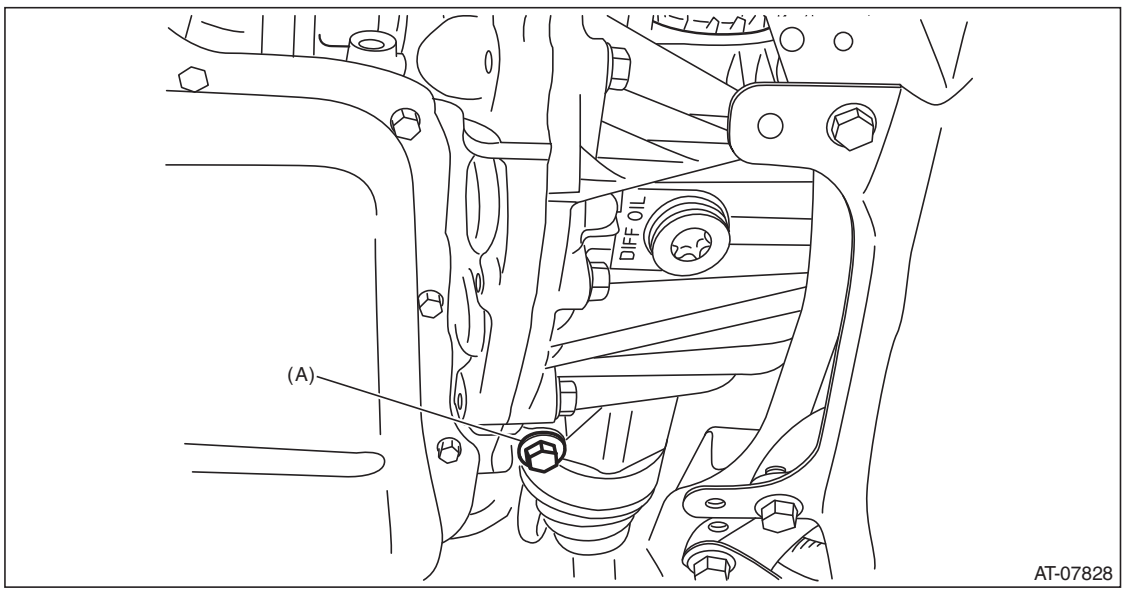
B: ADJUSTMENT

NOTE:
Immediately after removing the overflow drain plug, remaining gear oil (approx. 8 cc) may come out of the overflow pipe. This is not included in the specified amount. When removing the overflow drain plug, make sure the gear oil flows out of the overflow drain plug hole by filling with gear oil.

1) Lift up the vehicle.
2) Remove the air breather cap.



3) Remove the overflow drain plug.



(A) Overflow drain plug

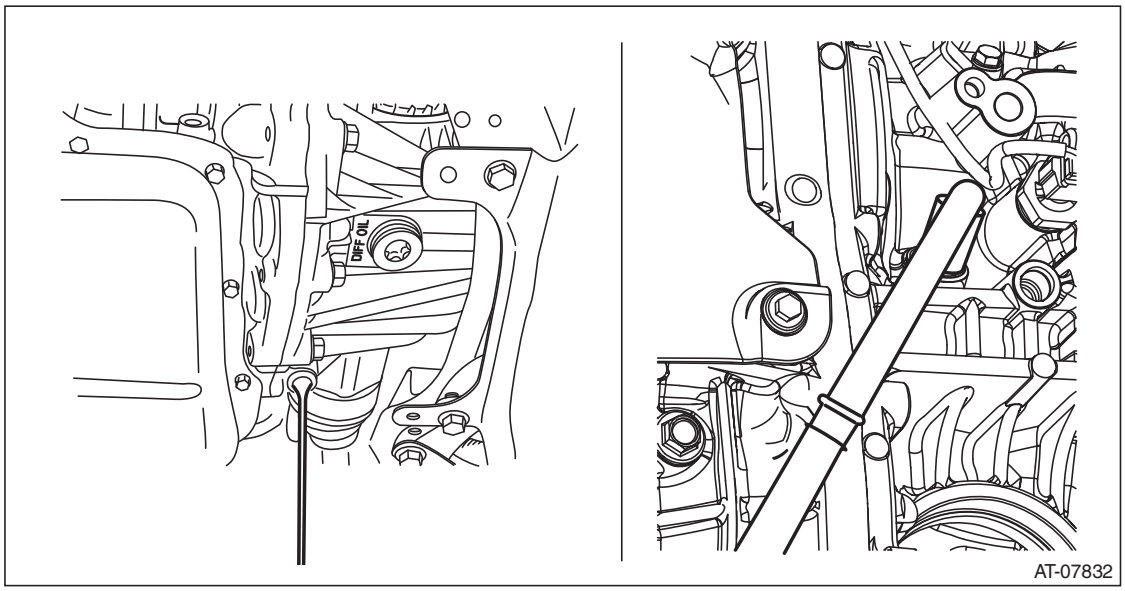
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4) Fill in the differential gear oil through the charge pipe up to where the oil flows out of the overflow drain plug.

Recommended gear oil:
<Ref. to CVT(TR690)-5, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>
5) When the flow of the differential gear oil turns into a narrow stream, install the overflow drain plug.

NOTE:
Use a new gasket.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)



6) Install the air breather cap.

C: REPLACEMENT

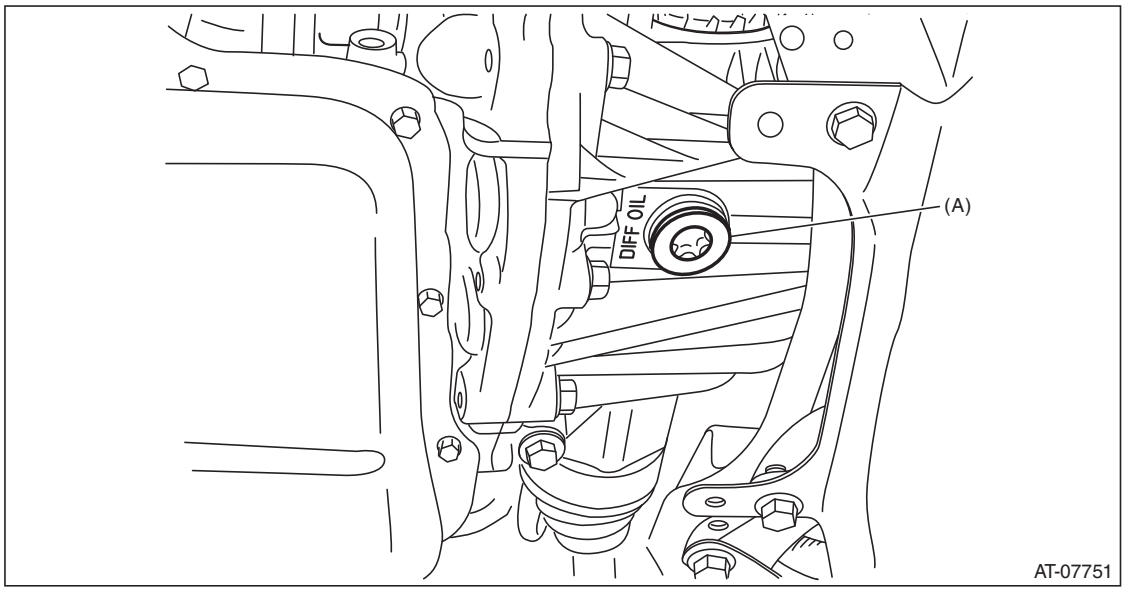
CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill differential gear oil on the exhaust pipe to prevent it from emitting smoke or causing a fire. If gear oil adheres, wipe it off completely.
1) Lift up the vehicle.
2) Remove the differential gear oil drain plug using TORX® bit T70. Drain differential gear oil.

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3) Install the differential gear oil drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

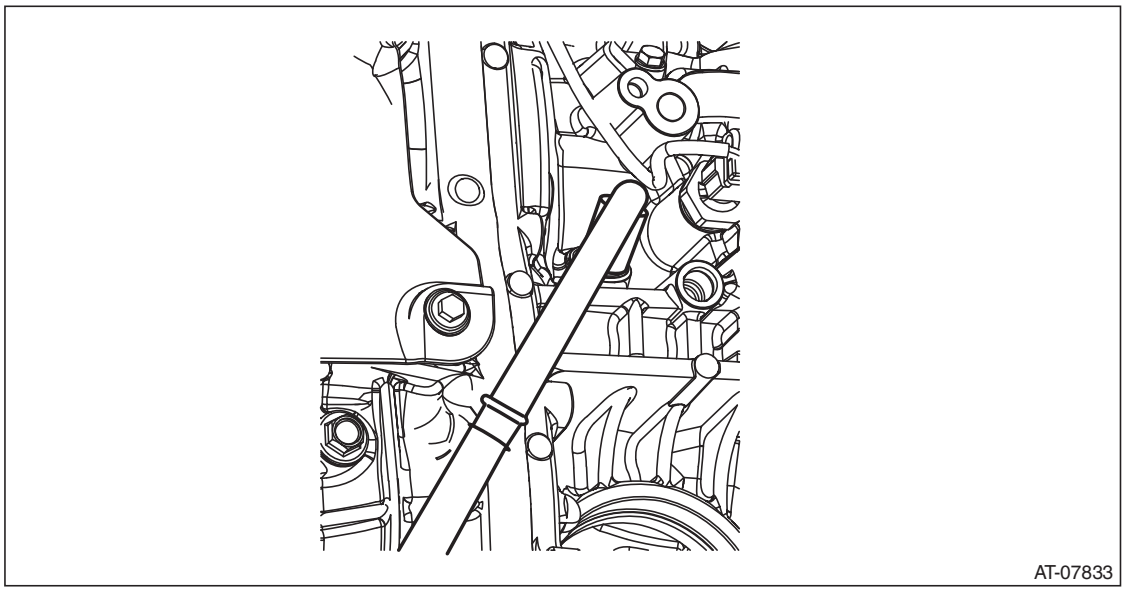


(A) Differential gear oil drain plug

4) Pour gear oil from the charge pipe.

Recommended gear oil:
<Ref. to CVT(TR690)-5, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>

Gear oil capacity:
<Ref. to CVT(TR690)-5, RECOMMENDED GEAR OIL, SPECIFICATION, General Description.>



5) Adjust the level of differential gear oil. <Ref. to CVT(TR690)-41, ADJUSTMENT, Differential Gear Oil.>

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4. Variator Chain Break-in

A: GENERAL DESCRIPTION

Perform Variator Chain Break-in when the following work has been performed.
- Variator chain replacement
- Primary pulley and secondary pulley replacement

B: PROCEDURE

NOTE:
- During variator chain break-in, VDC warning light illuminate because of the difference between the vehicle speed value and G sensor value. This is not a malfunction. If the warning light illuminates, clear the VDC memory after the variator chain break-in is finished. <Ref. to VDC(diag)-23, Clear Memory Mode.>
- If the above malfunction code is detected during variator chain break-in, the system enters into fail mode, and the vehicle shows symptom such as engine speed rapid increases even if the accelerator pedal is gradually depressed.

1) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.

2) Shift the select lever to “P” or “N” range.
3) Apply the parking brake.
4) Connect the Subaru Select Monitor to data link connector.
5) Idle the engine to raise the CVTF temperature to 40 — 50°C (104 — 122°F) displayed on the Subaru Select Monitor.

NOTE:
When CVTF temperature does not rise easily or if you want to rise CVTF temperature faster, maintain the engine speed within 2,000 — 2,500 rpm at “P” or “N” range to raise the CVTF temperature.

6) With the select lever in “P” or “N” range, increase the engine speed to 3,000 — 3,500 rpm from the idling condition, and maintain the speed for approximately five seconds, then release the accelerator pedal.
7) Depress the accelerator pedal gradually again from idling condition to increase the engine speed to 3,000 — 3,500 rpm, maintain the speed for approximately five seconds, then release the accelerator pedal.
8) Release the parking brake.
9) Shift the select lever into manual mode and set to 1st.
10) Depress the accelerator pedal gradually, and increase the engine speed to 5,300 rpm from engine idling condition.

NOTE:
Increase the engine speed while taking care that the engine speed does not become too high.

11) Release the accelerator pedal to fully closed position to lower the engine speed to 4,000 rpm.
12) Depress the accelerator pedal gradually again, and increase the engine speed to 5,300 rpm.
13) Repeat the step 11) and 12) for 40 times.
14) Release the accelerator pedal to return the engine speed to idling.
15) Shift the select lever to “P” range, and then turn the engine to OFF.

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5. AWD ON/OFF Switching Mode

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- Perform as necessary in FWD mode.
- When switched to FWD, AWD light illuminates.

B: PROCEDURE

CAUTION:

- **Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.**
- **On completing the work in FWD, switch back in AWD.**

1) Shift the select lever to “P” range.
2) Connect the Subaru Select Monitor to data link connector.
3) Turn the ignition switch to ON. (For model with push button start, press the push button ignition switch twice without depressing brake pedal.)
4) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger.
5) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
6) Select {Maintenance mode} in the «Work Support» screen of Subaru Select Monitor.
7) Select {AWD ON/OFF switching mode} in the «Maintenance mode» screen of the Subaru Select Monitor.
8) Follow the messages displayed on the Subaru Select Monitor screen when working.

Switching completes successfully if any of the following messages is displayed.

- When switching from AWD to FWD: {Switched to FF. To return to AWD, perform basic mode again.}
- When switching from FWD to AWD: {Switched to AWD. To return to FF, perform basic mode again.}

NOTE:

- If communication error occurs during switching mode, start in the “AWD ON/OFF switching mode” again.
- If operation is interrupted before the successful end message is displayed, perform the {AWD ON/OFF switching mode} from the beginning until confirming the operation is successfully ended. If this mode fails to complete successfully, the cause is as follows.
  - Select lever is not in “P” range.
  - Engine is running.
- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

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6. Road Test

A: INSPECTION

NOTE:
Turn OFF the X MODE switch and perform inspection.

1. GENERAL PRECAUTION

Road tests should be conducted to properly diagnose the condition of CVT.

CAUTION:
Always observe the local traffic laws when performing the test.

2. D RANGE SHIFT FUNCTION

In intelligent mode, make sure the engine speed is 1,100 — 1,300 rpm while driving on the level road at 50 km/h (31 MPH) after accelerating from halting to 1/4 of accelerator opening angle. Then stop the vehicle. Check normal gear change has occurred while the vehicle speed changes from a constant speed to zero.

3. KICK-DOWN FUNCTION

Check if engine speed will rise by operating the accelerator opening angle to the full from a constant speed of 50 km/h (31 MPH) or more.

4. ENGINE BRAKE OPERATION

In each mode of SI drive, check down shifting operation, engine braking, and indicators inside the meters.
When in S# mode
• Drive in “8th speed of manual mode” [90 — 100 km/h (56 — 62 MPH)], and shift down from 8th to 7th. Check if the indicator of combination meter switches “8” → “7”. At the same time, check engine braking in 7th gear.
• Drive in “7th speed of manual mode” [80 — 90 km/h (50 — 56 MPH)], and shift down from 7th to 6th. Check if the indicator of combination meter switches “7” → “6”. At the same time, check engine braking in 6th gear.
• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [30 — 40 km/h (19 — 25 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.
Other than in S# mode
• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [40 — 50 km/h (25 — 31 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.

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5. LOCK-UP FUNCTION

When the accelerator is lightly depressed while driving on a flat road in “D” range, check that rpm does not change abruptly.

6. P RANGE OPERATION

Stop the vehicle on an uphill grade of 5% or more and shift to the “P” range and apply the parking brake. Check that the vehicle does not move when the parking brake is released.

7. NOISE AND VIBRATION

Check for noise and vibration during driving at a constant speed, accelerating, decelerating and manual shift operation.

8. OIL LEAKAGE

After the driving test, inspect for leakage of CVTF and differential gear oil from the transmission body.

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7. Stall Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during stall test measurement.

NOTE:
Stall test is extremely important in diagnosing the condition of CVT and engine. The test is necessary to measure the engine stall speeds in “R” and “D” range.
Purposes of the stall test:
- Operational check of forward clutch and reverse brake
- Operational check of the torque converter assembly
- Engine performance check

1) Place wheel chocks at the front and rear of all wheels and engage the parking brake.
2) Turn the A/C OFF.
3) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal. <Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>
4) Check the engine oil level. <Ref. to LU(H4DOTC)-2, General Description.>
5) Check the coolant level. <Ref. to CO(H4DOTC)-13, Engine Coolant.>
6) Adjust the CVTF level. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
7) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) by idling the engine with the select lever shifted to “N” or “P” range.
8) Shift the select lever to “D” range.
9) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
10) When the engine speed stabilizes, quickly record the engine speed and release accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.
11) Shift to “R” range and perform the same stall test.

NOTE:
- Do not perform a stall test for over 5 seconds at a time. (From closed throttle, fully open throttle to stall speed reading.) Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
- Be sure to cool down the engine for at least one minute after each stall test with the select lever set in the “P” or “N” range and with the idle speed of 1,200 rpm or less.
- If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the CVT from sustaining damage.

Stall speed standard:
2,080 — 2,600 rpm

Stall test judgment

Range	Range	Probable cause
Lower than standard value	D, R	• Throttle valve is not fully open. • Insufficient engine output • Torque converter malfunction
Higher than standard value	D	• Forward clutch slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction • Input clutch slippage
	R	• Reverse brake slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction • Input clutch slippage
	D, R	• Torque converter malfunction • Control valve body malfunction • TCM malfunction • Damaged harness and harness connector

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8. Time Lag Test

A: INSPECTION

NOTE:
When the select lever is shifted while the engine is idling, there will be a certain time elapse or lag before shock is felt. This symptom helps to check the condition of forward clutch and reverse brake.

- Perform the test at normal operation CVTF temperature of 60 — 80°C (140 — 176°F).
- Be sure to allow one minute or more interval between tests.
- Make three measurements and take the average value.

1) Apply the parking brake.
2) Start the engine. Check the idle speed. (A/C OFF)
3) Shift the select lever from “N” to “D” range. Using a stop watch, measure the time elapsed from shifting the lever until the shock is felt.

Time lag standard:
1.2 seconds or less

If “N” → “D” time lag is longer than specified:

- Secondary pressure (line pressure) is too low.
- Forward clutch worn
- Piston malfunction
- Control valve body malfunction
- Learning incomplete

4) In the same manner, measure the time lag when shifting from “N” range to “R” range.

Time lag standard:
1.5 seconds or less

If “N” → “R” time lag is longer than specified:

- Secondary pressure (line pressure) is too low.
- Reverse brake worn
- Piston malfunction
- Control valve body malfunction
- Learning incomplete

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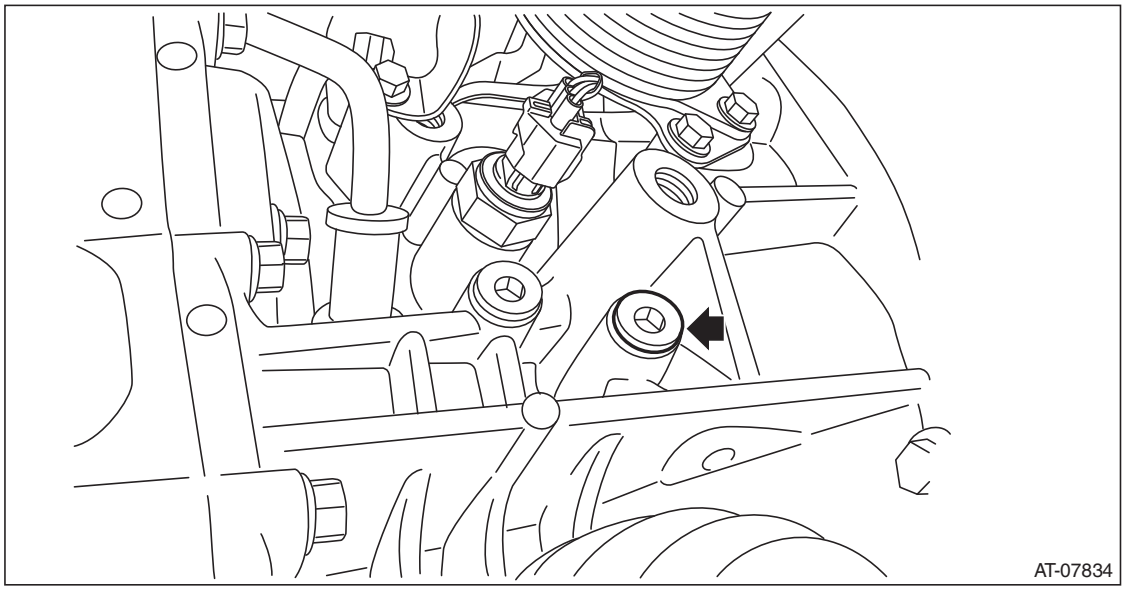
9. Secondary Pressure (Line Pressure) Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during secondary pressure (line pressure) test measurement.

NOTE:
• If the pulley and variator chain, clutch or brake show signs of slipping or shift feel is not correct, check the secondary pressure (line pressure).
• Connect Subaru Select Monitor to vehicle so as to measure the engine speed and actual secondary pressure (secondary pressure (line pressure)).
• In many cases, slippage or inability to operate the vehicle may be due to insufficient oil pressure for the operation of clutch, brake or control valve.

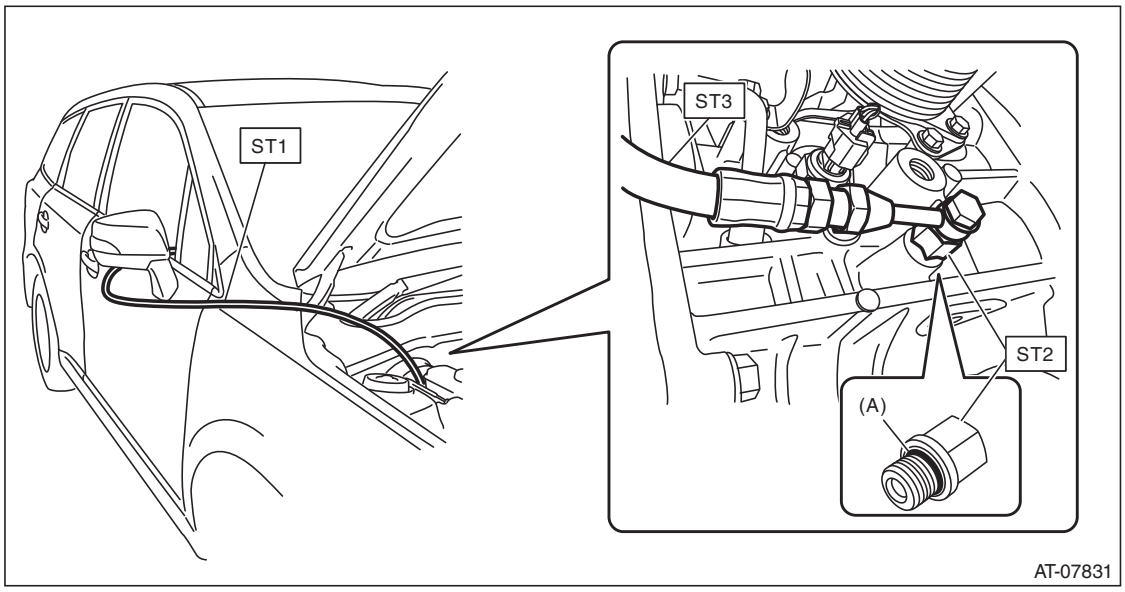
1) Remove the front wheel RH. <Ref. to WT-5, REMOVAL, Tire and Wheel.>
2) Lift up the vehicle.
3) Remove the test plug for secondary pressure (line pressure).



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4) Attach ST1, ST2 and ST3 to transmission.
ST1 18801AA000 OIL PRESSURE GAUGE ASSY
ST2 18681AA000 PRESSURE GAUGE ADAPTER
ST3 498897700 OIL PRESSURE ADAPTER SET

NOTE:
Use ST2 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806911080) attached.



(A) O-ring (genuine part)

5) Set the gauge so that it can be seen from the driver's seat.
6) Install the front wheel RH. <Ref. to WT-5, INSTALLATION, Tire and Wheel.>
7) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal. <Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>
8) Check the engine oil level. <Ref. to LU(H4DOTC)-2, General Description.>
9) Check the coolant level. <Ref. to CO(H4DOTC)-13, Engine Coolant.>
10) Adjust the CVTF level. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
11) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) by idling the engine with the select lever shifted to "N" or "P" range.
12) Shift the select lever to "D" range.
13) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.

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14) Immediately after the engine speed becomes steady, record the reading of the secondary pressure (line pressure), engine speed and actual secondary pressure on Subaru Select Monitor. And then release the accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.

NOTE:
• Do not continue the stall test for 5 seconds or more at a time (from fully closed throttle, fully open throttle to secondary pressure (line pressure) reading). Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
• After performing the secondary pressure (line pressure) test, be sure to cool down the engine for at least one minute with the select lever set in “P” or “N” range and with the idle speed at 1,200 rpm or less.
• Under each condition, check that the measured pressure matches almost totally with actual secondary pressure.
• When both measured pressure and actual secondary pressure are out of specification, judge as control valve malfunction.
• The value at stall is for reference because the pressure changes under different conditions or circumstances.
• The value at idling is steady because it is not affected by any condition or circumstance.

Secondary pressure (line pressure) standard				
	Range	Throttle	Brake	Secondary pressure (line pressure) (MPa (kgf/cm^2, psi))
Stall	D, R	Full open	ON	4.5 — 6 (45.9 — 61.2, 652 — 870)
Idling	P, N	Full closed	OFF	0.5 — 1.5 (5.1 — 15.3, 72 — 218)

15) Remove the ST and install the plug after measurement.

NOTE:
Use new O-rings.

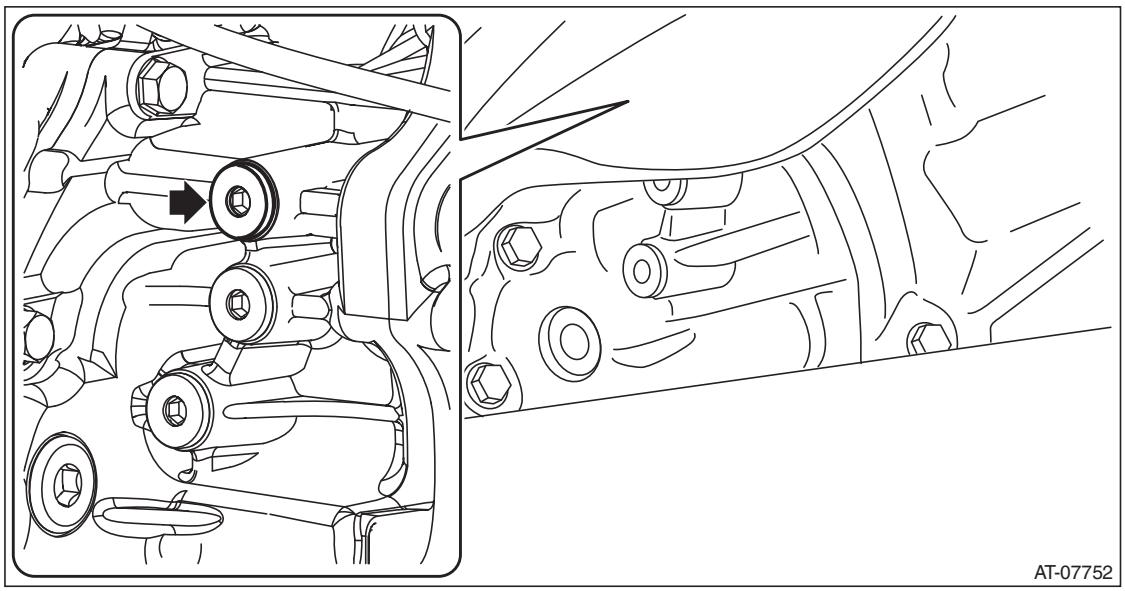
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

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10.Transfer Clutch Pressure Test

A: INSPECTION

1) Lift up the vehicle.
2) Remove the test plug.

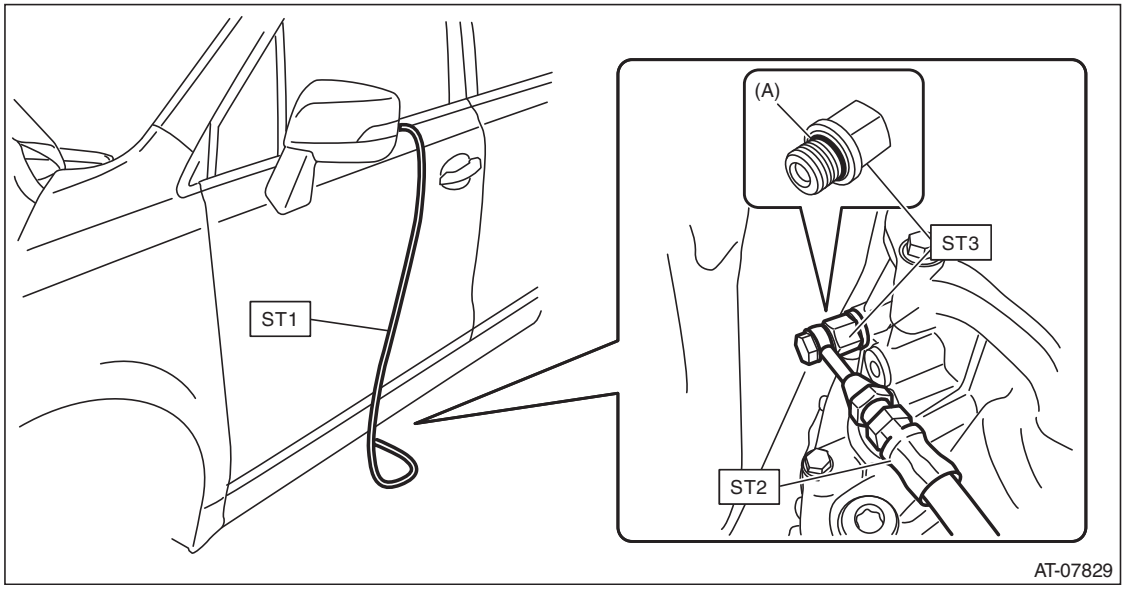


3) Set the ST1, ST2 and ST3 to transmission.

CAUTION:
Be careful when setting tools so that the hoses do not touch the exhaust pipes.

ST1 498575400 OIL PRESSURE GAUGE ASSY
ST2 498897700 OIL PRESSURE ADAPTER SET
ST3 18681AA000 PRESSURE GAUGE ADAPTER

NOTE:
Use ST3 (PRESSURE GAUGE ADAPTER) with genuine O-ring (part No. 806911080) attached.



(A) O-ring (genuine part)

4) Lower the vehicle.
5) Connect the Subaru Select Monitor to the data link connector and read the current data.

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6) Check the transfer clutch pressure as in secondary pressure (line pressure) test. <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.>

NOTE:
- Turn OFF the X mode switch and perform inspection.
- If oil pressure is not produced or it does not change, the control valve body may be malfunctioning.

Range position	ON Duty ratio (%)	Accelerator pedal opening angle (%)	Standard transfer clutch pressure kPa (kgf/cm^2, psi)
D	95 — 100	Fully opened (100)	1,000 — 1,200 (10.2 — 12.2, 145 — 174)
	60	Adjust ON Duty ratio to 60%.	400 — 700 (4.1 — 7.1, 58 — 102)
	0	Fully closed (0)	—
N or P	0	Fully closed (0)	0

7) Remove the ST and install the plug after measurement.

NOTE:
Use new O-rings.

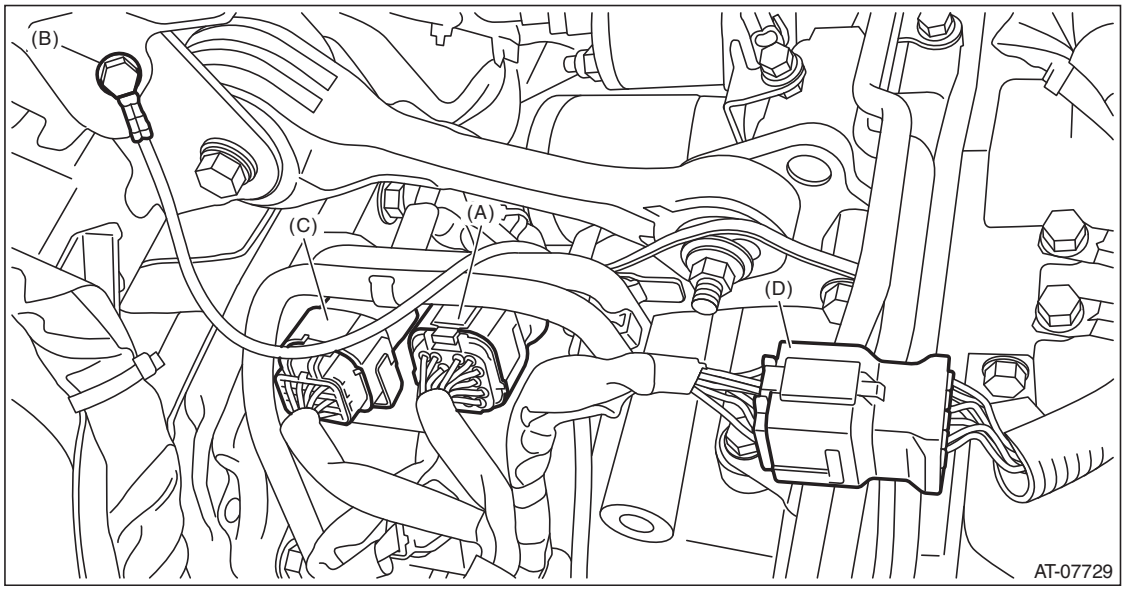
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

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11.Automatic Transmission Assembly

A: REMOVAL

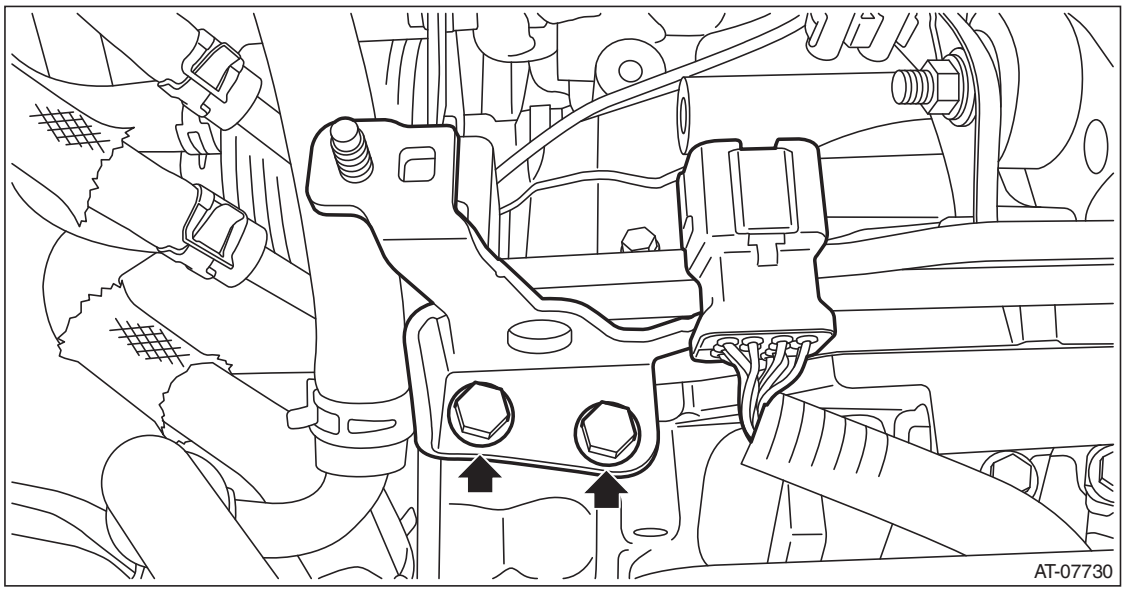
1) Remove the front wheels.
2) Disconnect the ground cable from battery.
3) Remove the air intake duct. <Ref. to IN(H4DOTC)-19, REMOVAL, Air Intake Duct.>
4) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
5) Disconnect the following connectors.
- Transmission harness connectors
- Transmission radio ground terminal
- Inhibitor harness connector
- Engine harness connectors



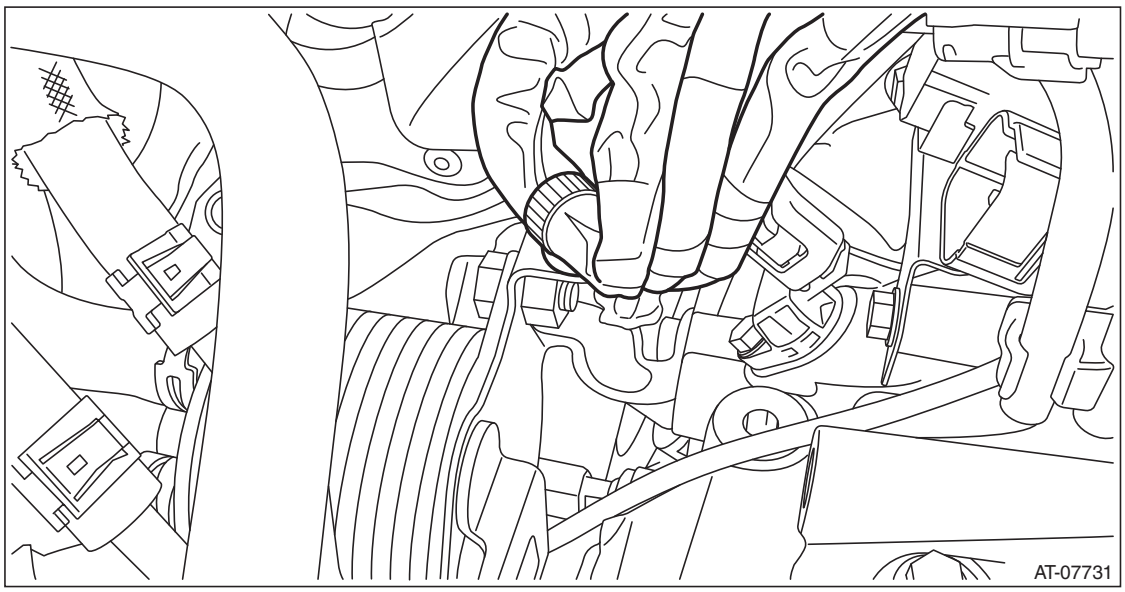
(A) Transmission harness connectors
(B) Transmission radio ground terminal
(C) Inhibitor harness connector
(D) Engine harness connectors

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6) Remove the engine hanger rear.



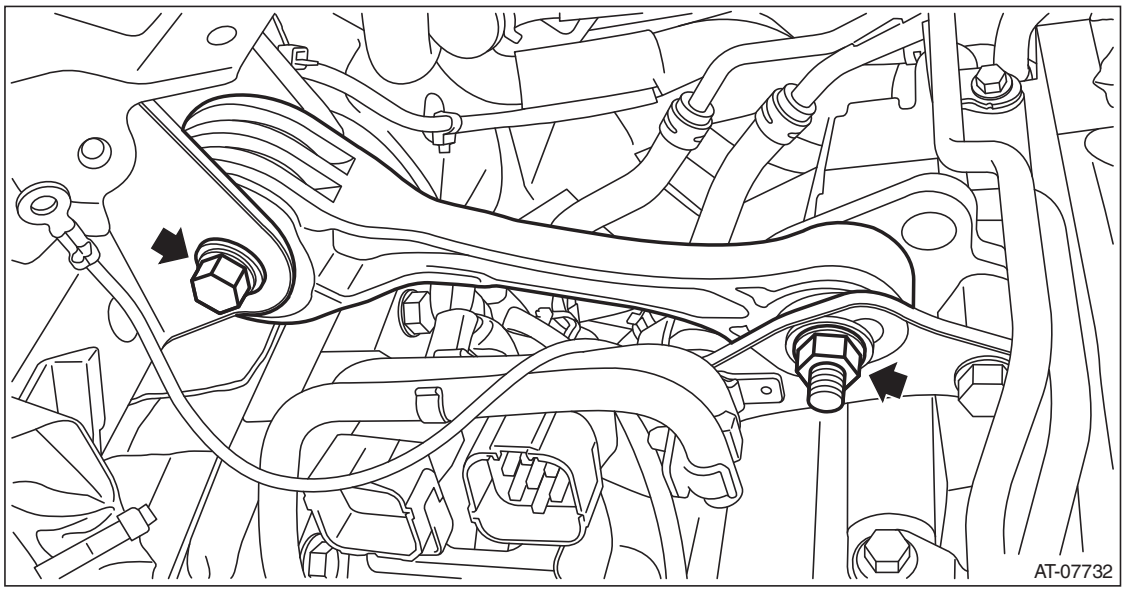
7) Remove the harness clip from the CVTF cooler bracket.



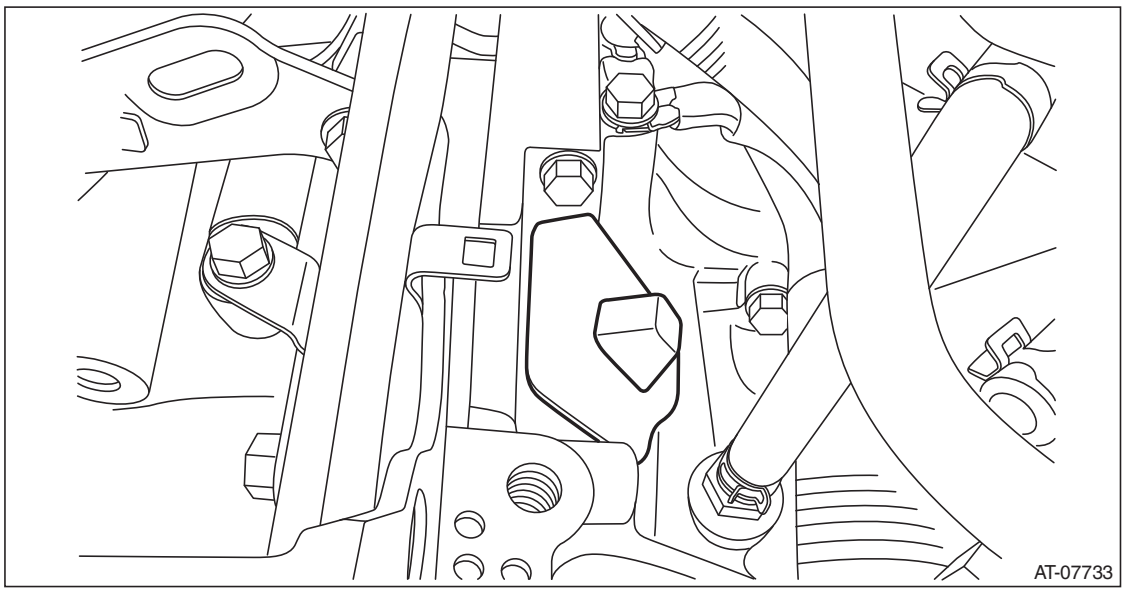
8) Remove the starter. <Ref. to SC(H4DOTC)-2, General Description.>

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9) Remove the pitching stopper.



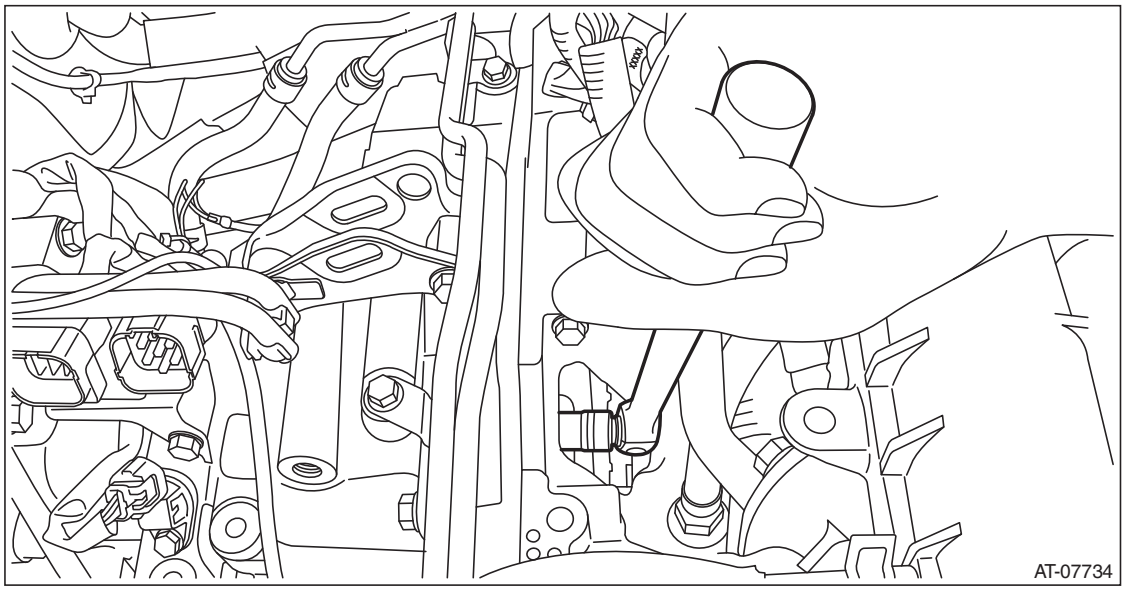
10) Remove the service hole plug.



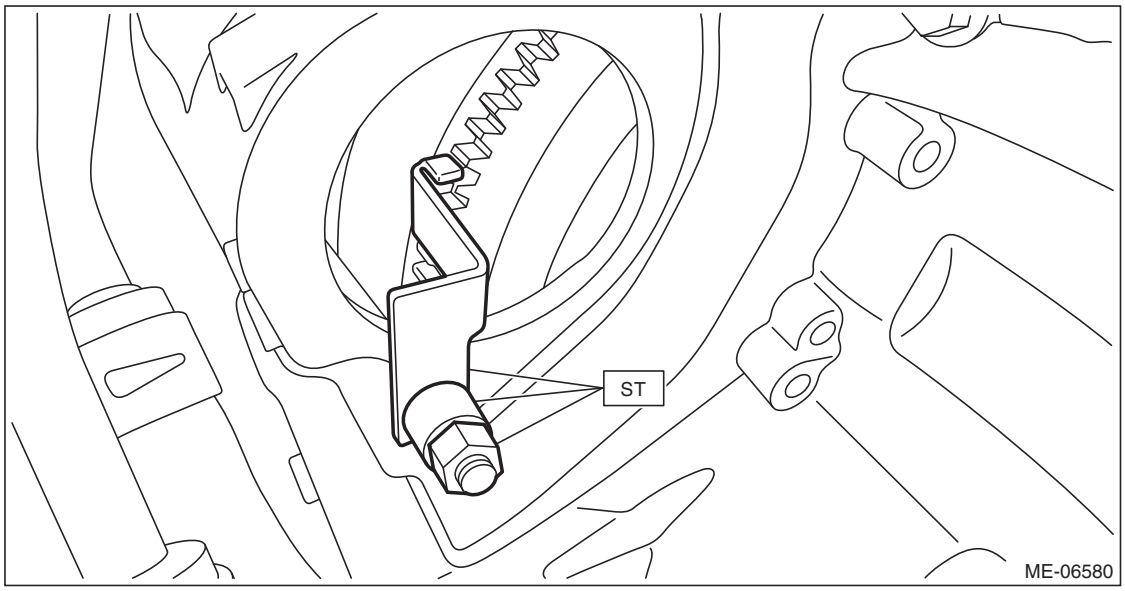
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11) Remove the four bolts combining the torque converter and drive plate while rotating the crank pulley a little at a time in the same direction as engine revolution.

CAUTION:
- **Be careful not to drop bolts into the converter housing.**
- **Be careful not to damage the mounting bolts.**

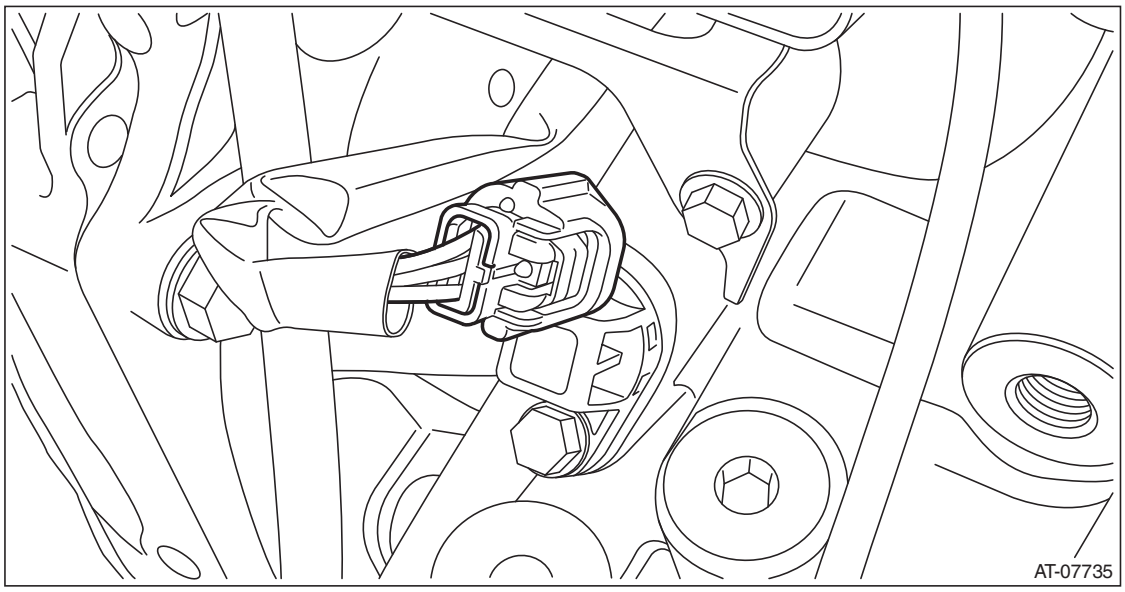


12) Make sure the torque converter moves freely by rotating with finger through the starter installation hole.
13) Attach the ST to the converter case.
ST 498277200 STOPPER SET

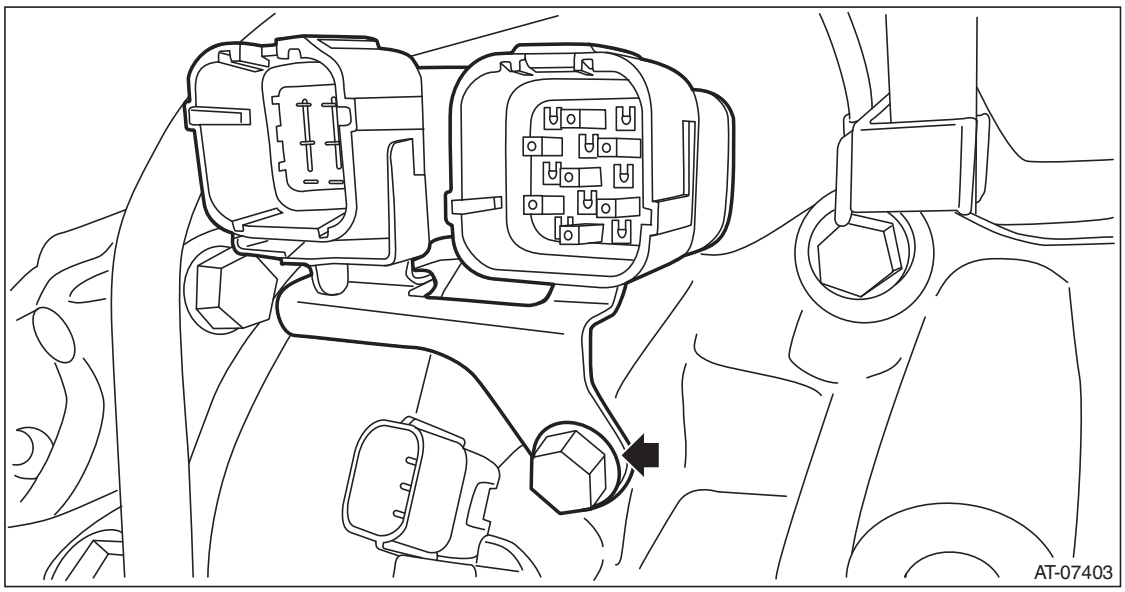


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14) Remove the primary speed sensor harness connector.

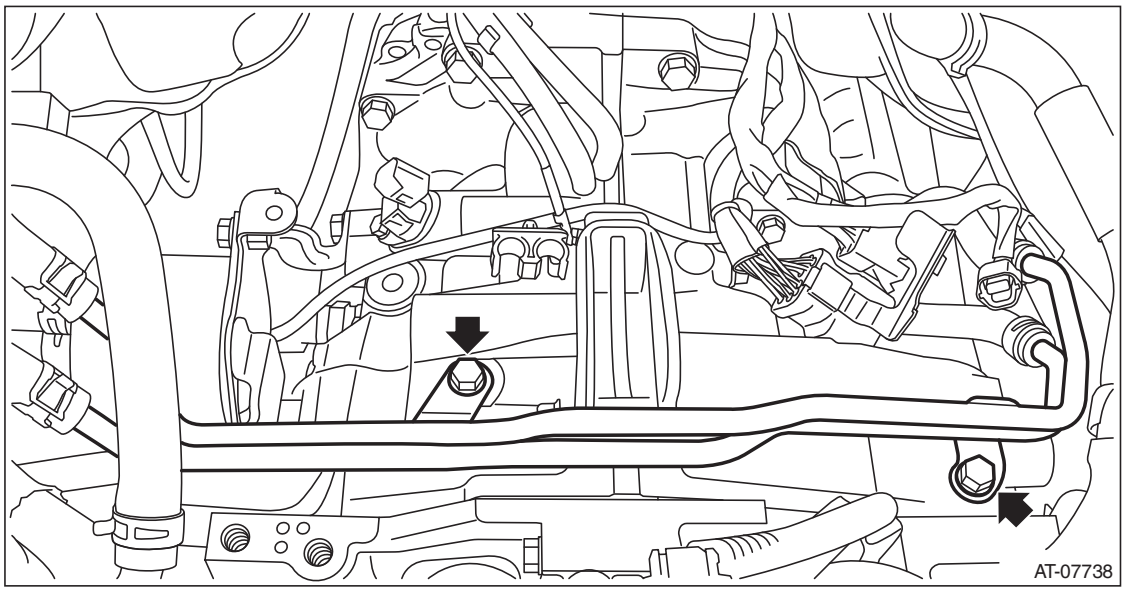


15) Remove the transmission harness stay.

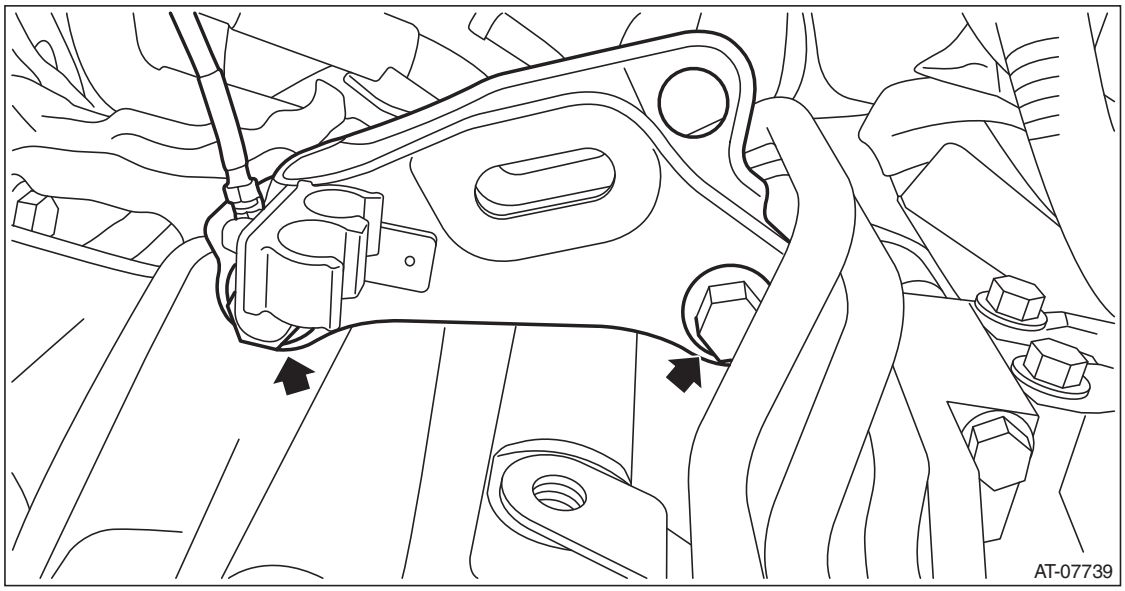


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16) Remove the CVTF cooler pipe COMPL mounting bolt.

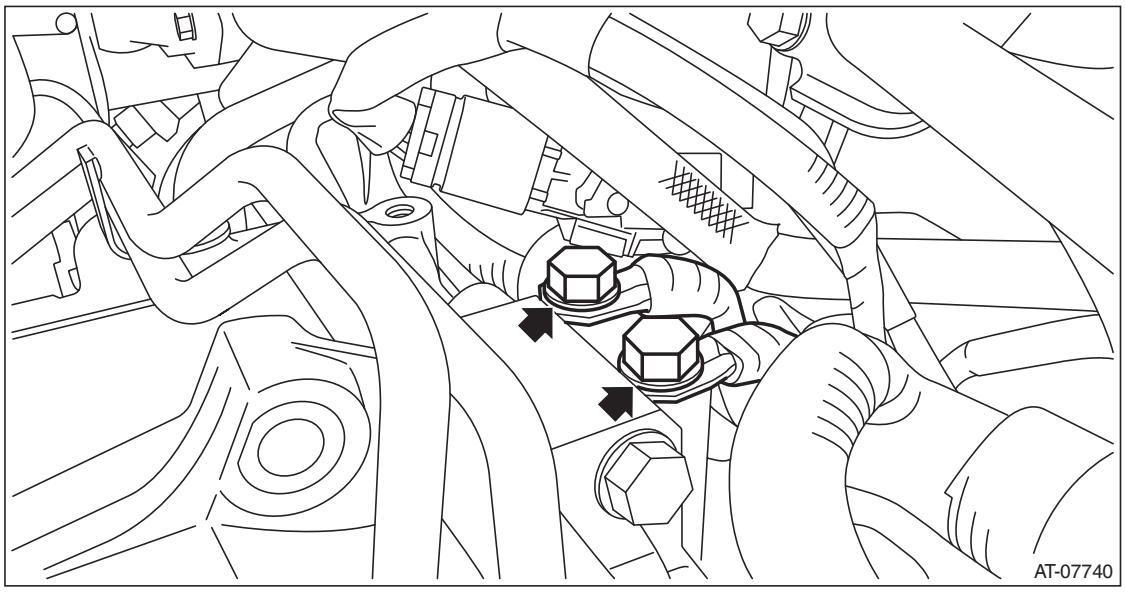


17) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.

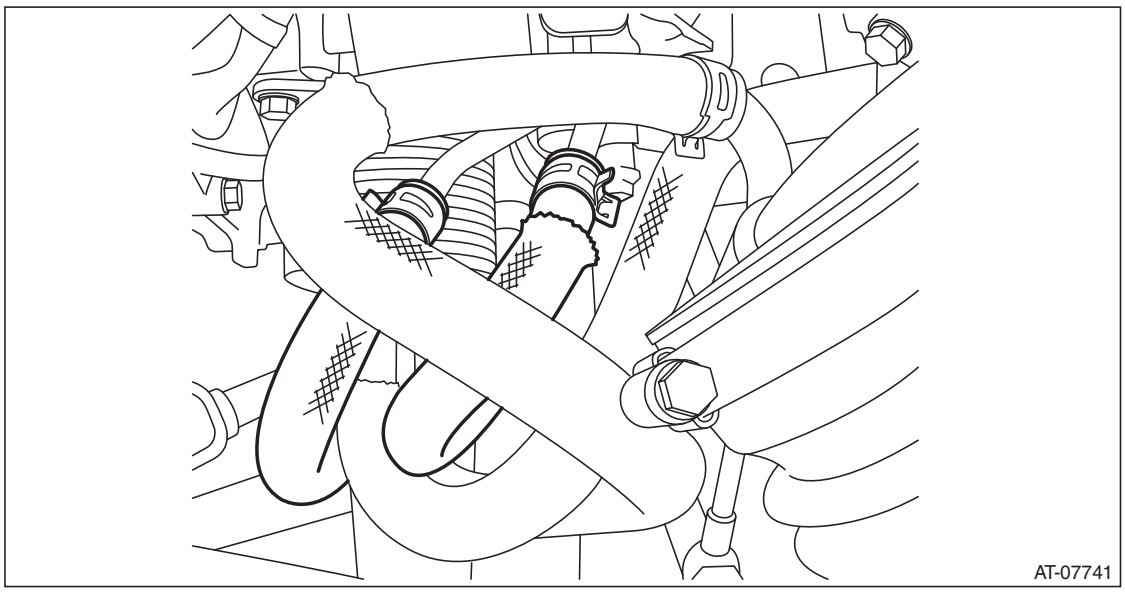


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18) Remove the engine ground terminal.

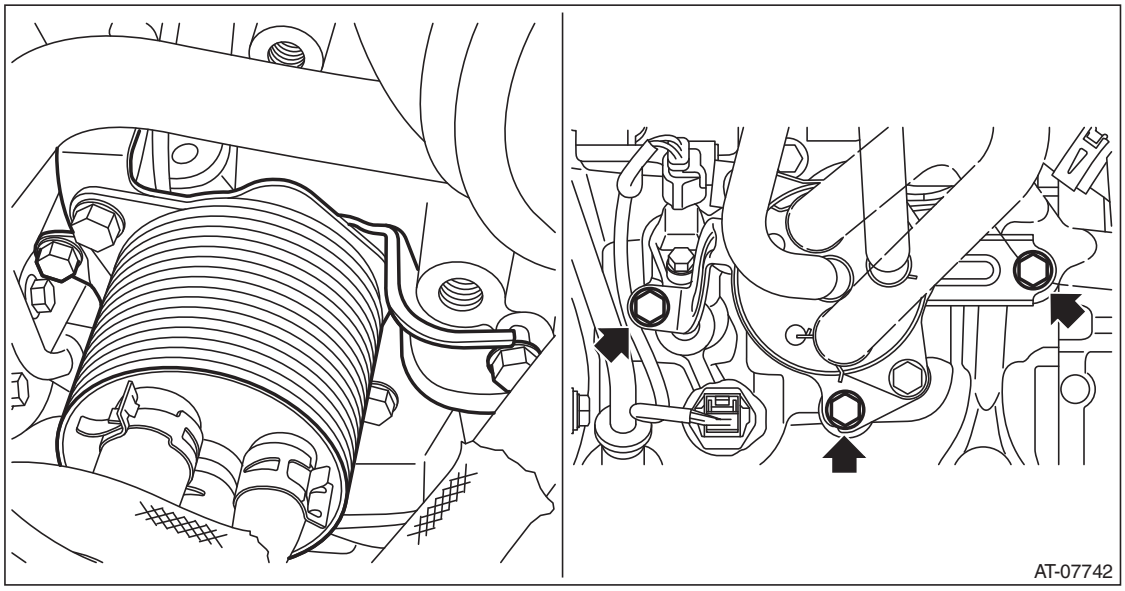


19) Remove the CVTF inlet hose and outlet hose from the CVTF cooler pipe COMPL.



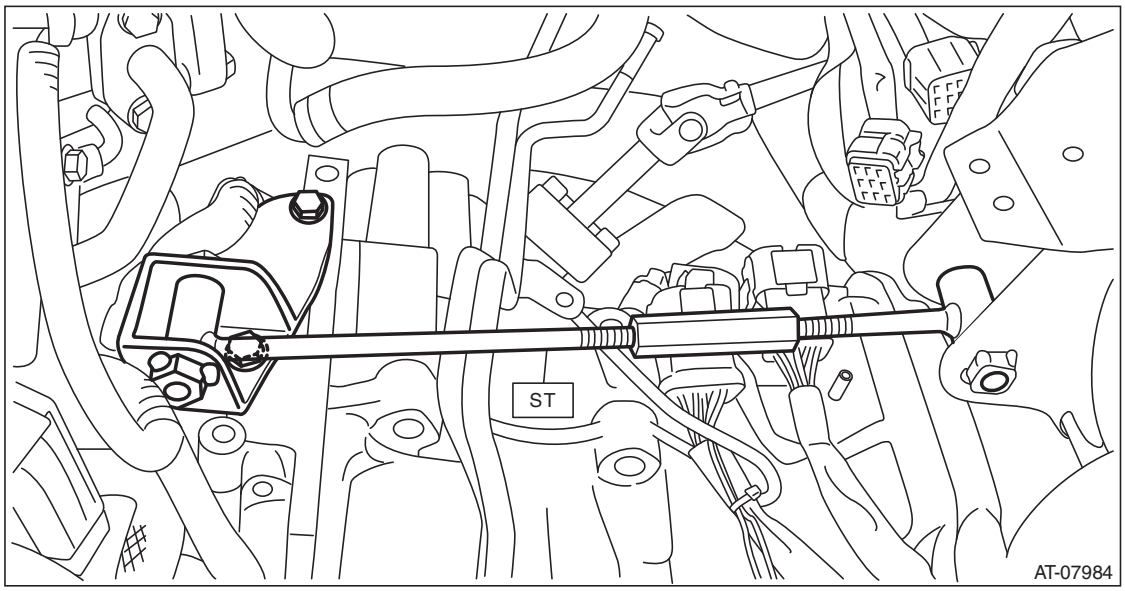
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20) Remove the CVTF cooler (with warmer feature) from the transmission, and using a piece of wire, affix to a location of the body where it will not interfere with the removal of the transmission.



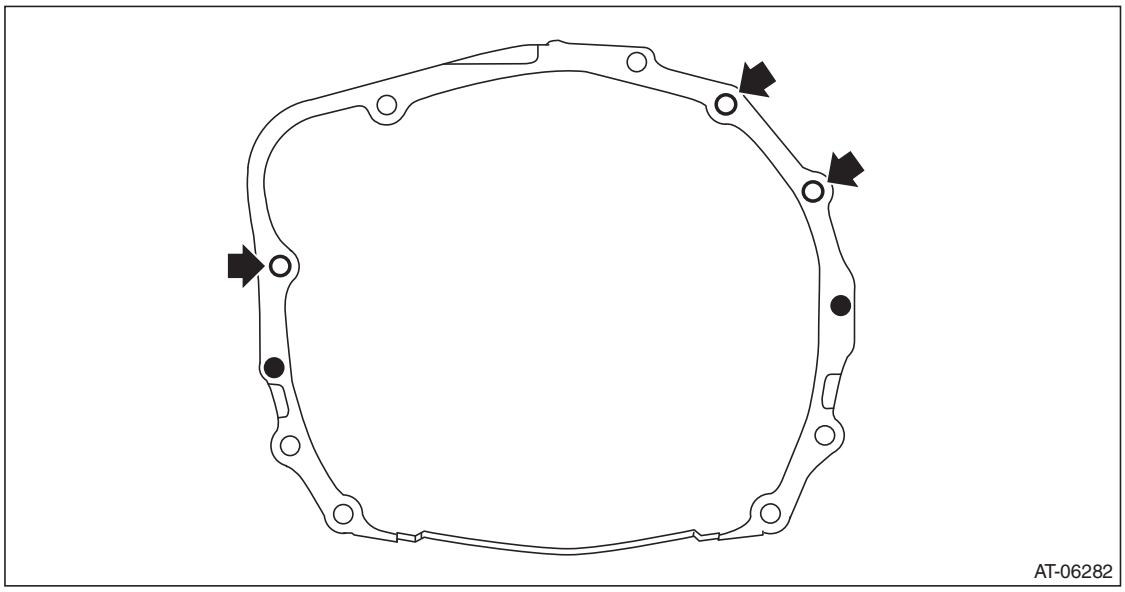
21) Set the ST.
ST 41099AC000 ENGINE SUPPORT ASSY

NOTE:
Place a washer with 4 mm (0.16 in) thickness into the gap between the engine block and ST.

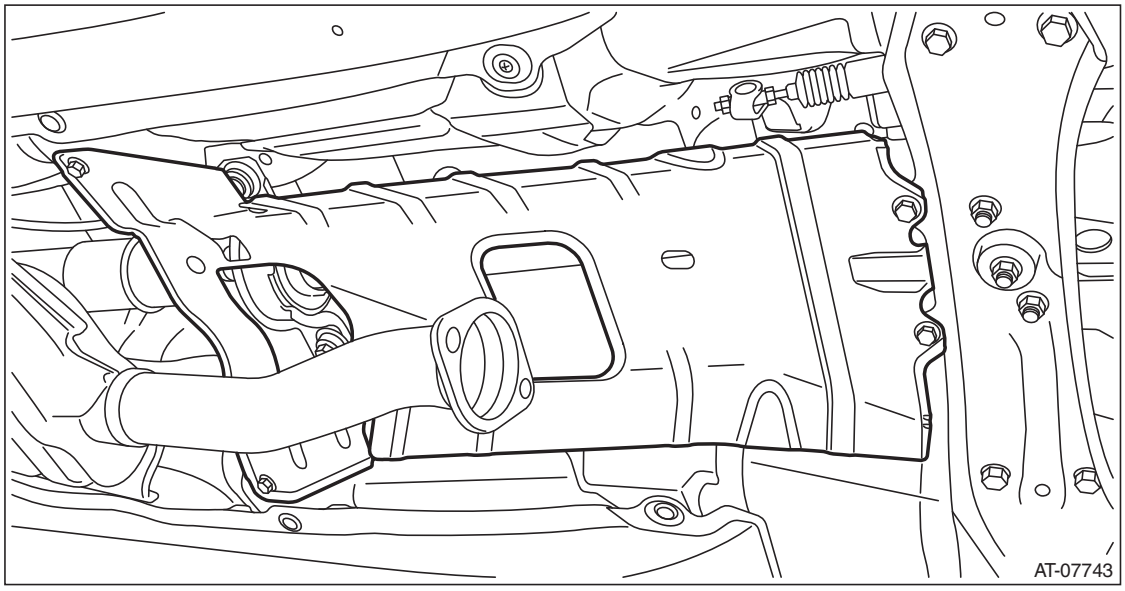


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22) Remove the three transmission connecting bolts.

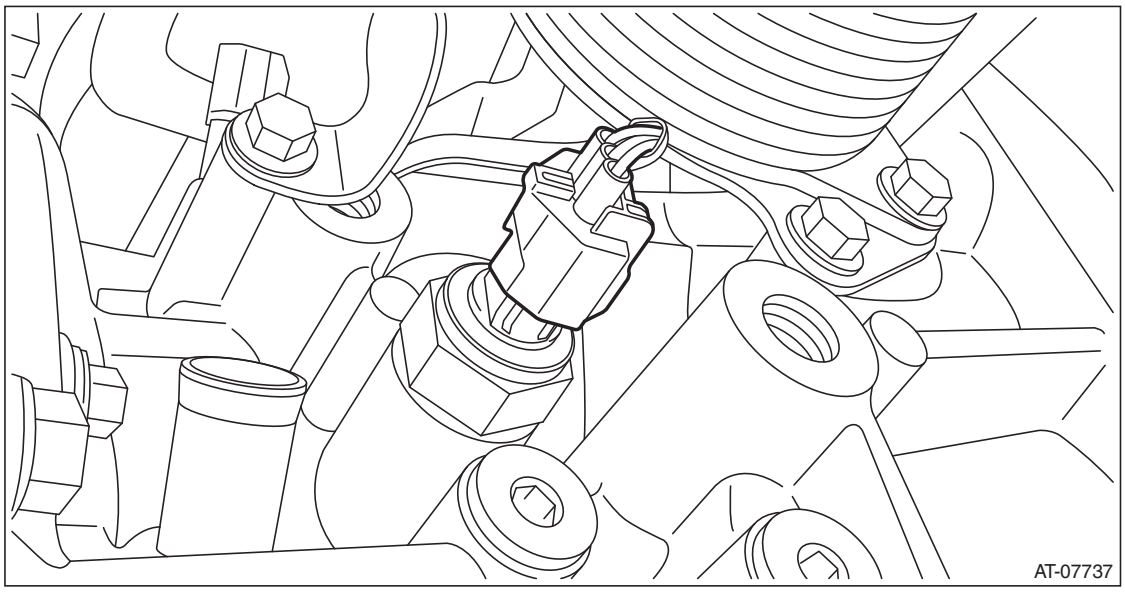


23) Lift up the vehicle.
24) Remove the under cover.
25) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
26) Remove the CVTF drain plug to drain CVTF. <Ref. to CVT(TR690)-38, REPLACEMENT, CVTF.>
27) Remove the center exhaust cover.

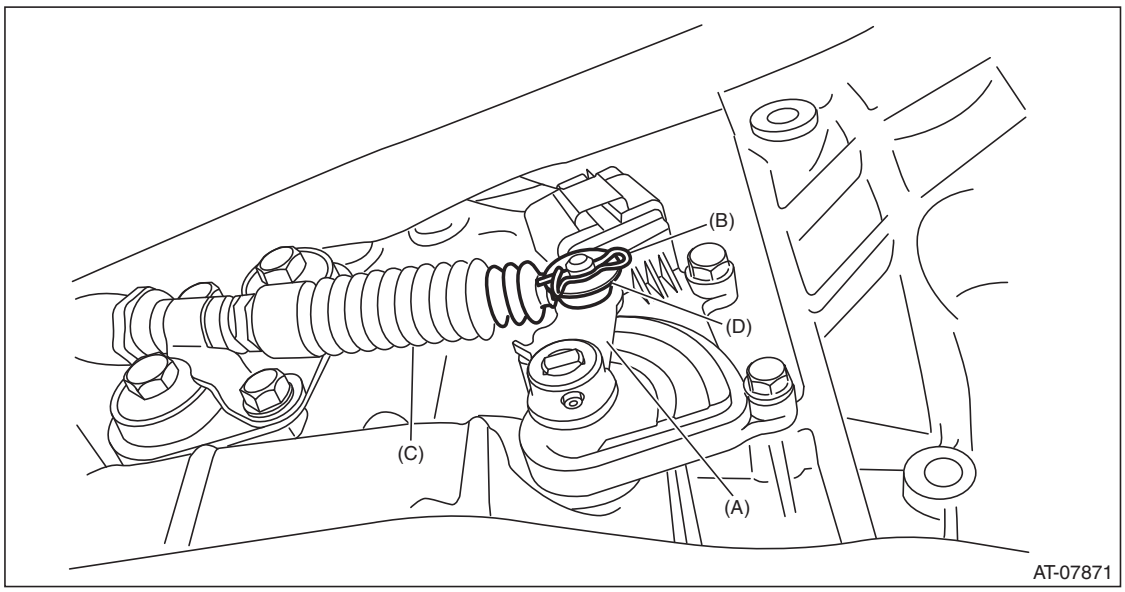


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28) Remove the secondary pressure sensor harness connector.



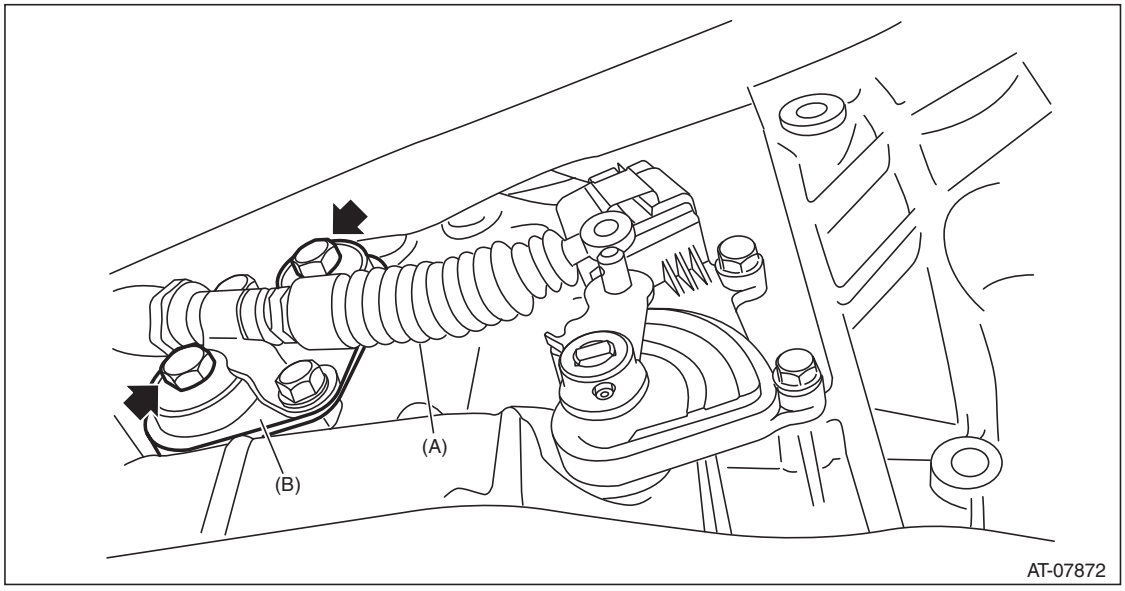
29) Remove the snap pin and washer from shifter arm and remove the select cable from shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

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30) Remove the plate assembly from the transmission case.



(A) Select cable
(B) Plate ASSY

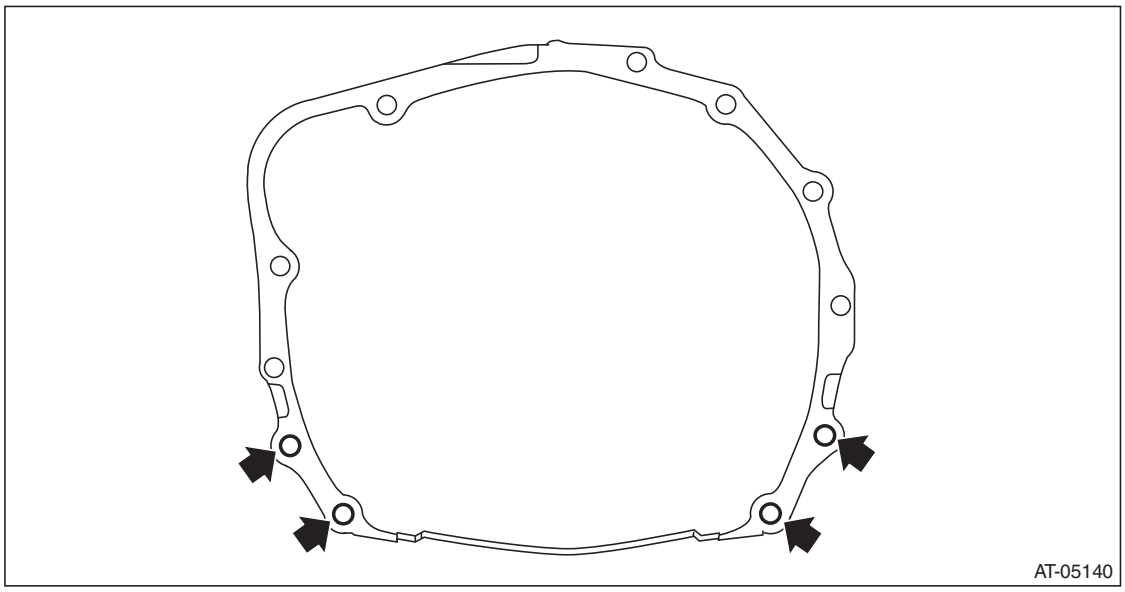
31) Drain differential gear oil. <Ref. to CVT(TR690)-42, REPLACEMENT, Differential Gear Oil.>
32) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
33) Remove the stabilizer link. <Ref. to FS-29, REMOVAL, Front Stabilizer.>
34) Disconnect the lower arm ball joint and housing.
35) Pull out the front drive shaft from transmission using a crowbar.

NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.
36) Holding the joint of front drive shaft from transmission side, pull out the drive shaft from transmission with care not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

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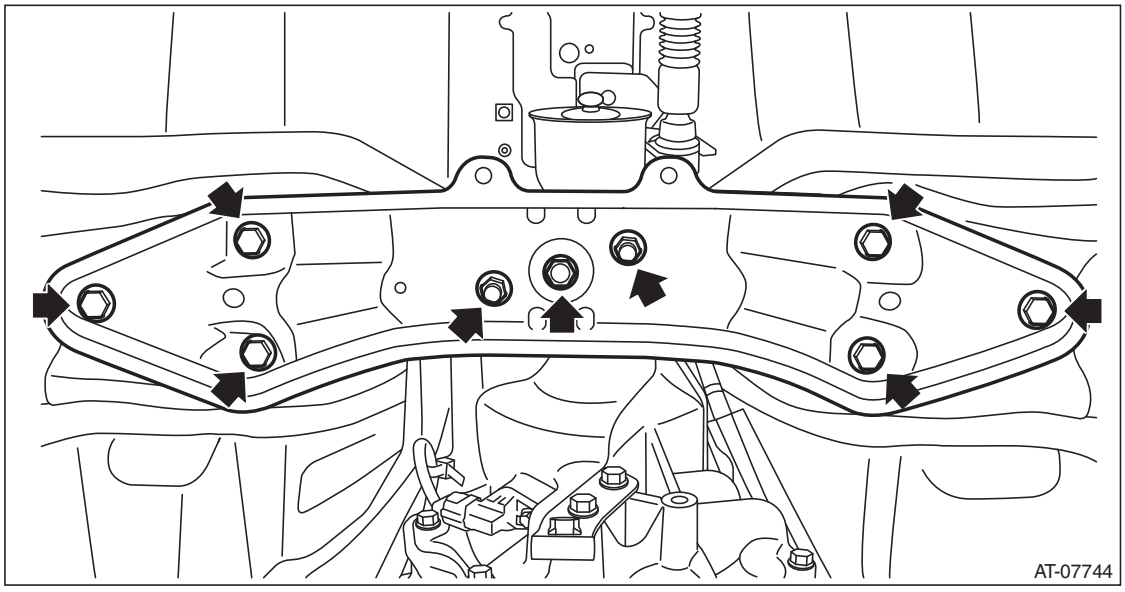
37) Remove the two transmission connecting bolts and two nuts (lower side).



38) Set the transmission jack under the transmission.

NOTE:
Make sure that the support plates of transmission jack do not touch the oil pan.

39) Remove the transmission rear crossmember from the vehicle.

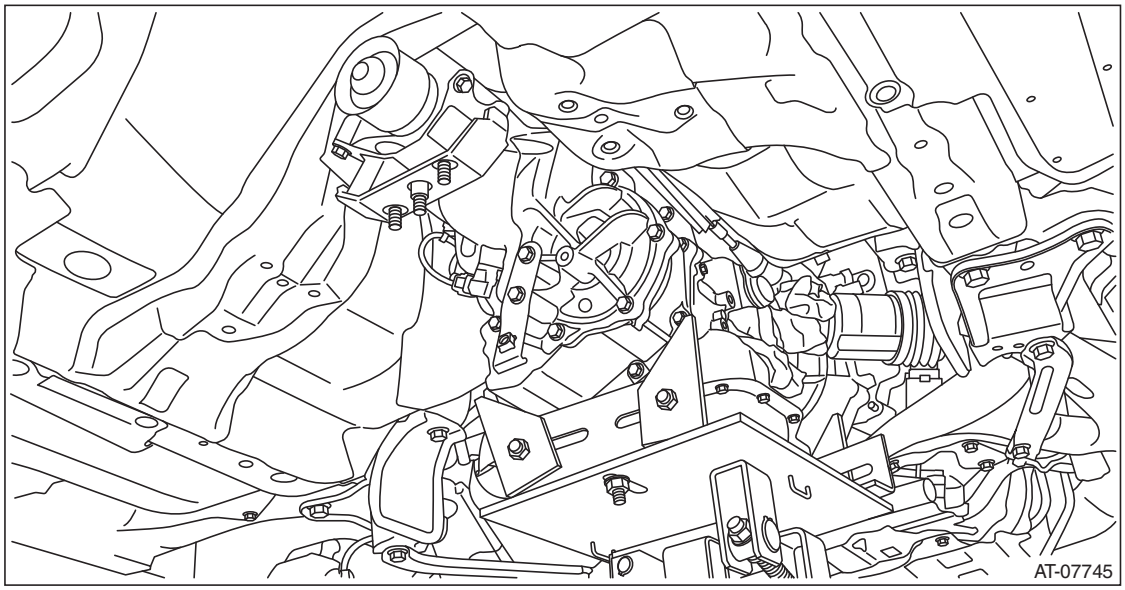


40) While lowering the transmission jack gradually, fully retract the engine support, and then tilt the engine rearward.

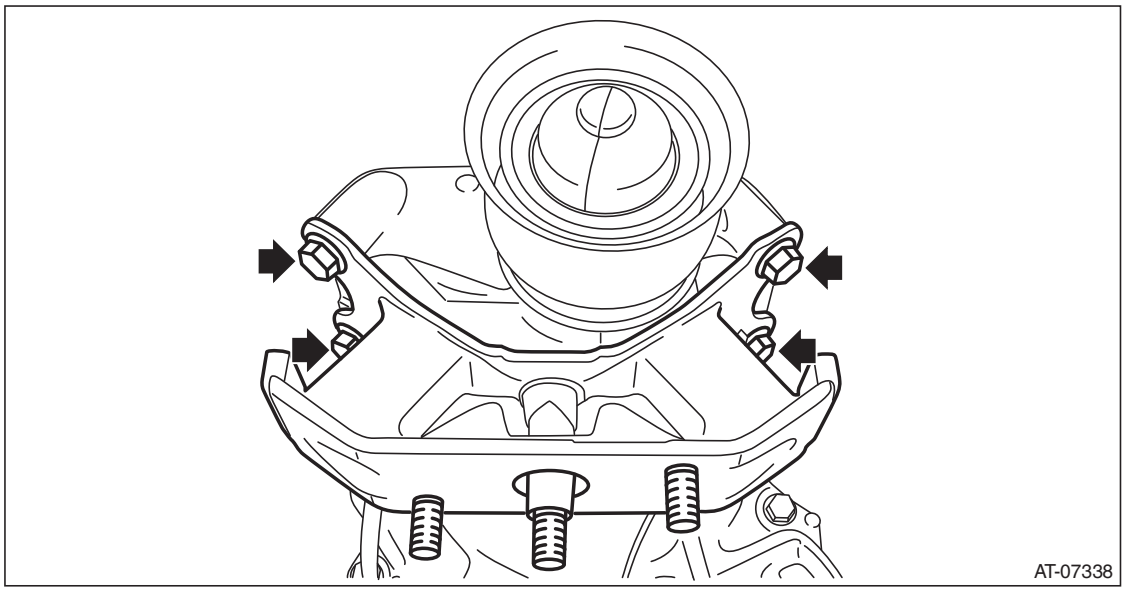
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41) Remove the transmission assembly.

NOTE:
Remove it while moving the transmission jack up and down so that the engine and transmission remain directly aligned.



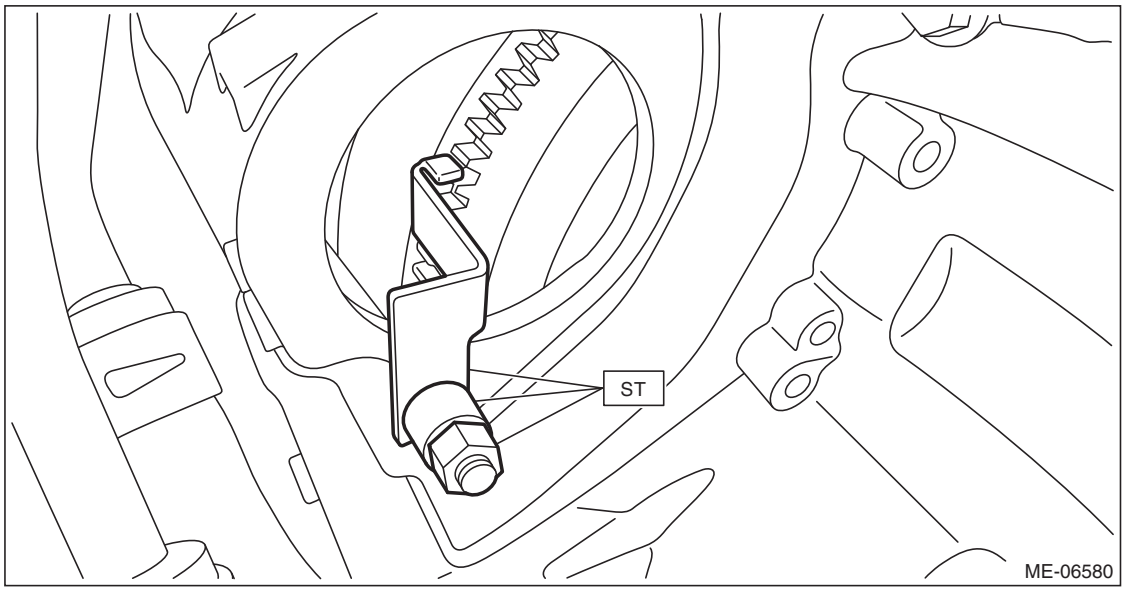
42) Remove the cushion rubber.



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B: INSTALLATION

1) Attach the ST to converter case.
ST 498277200 STOPPER SET

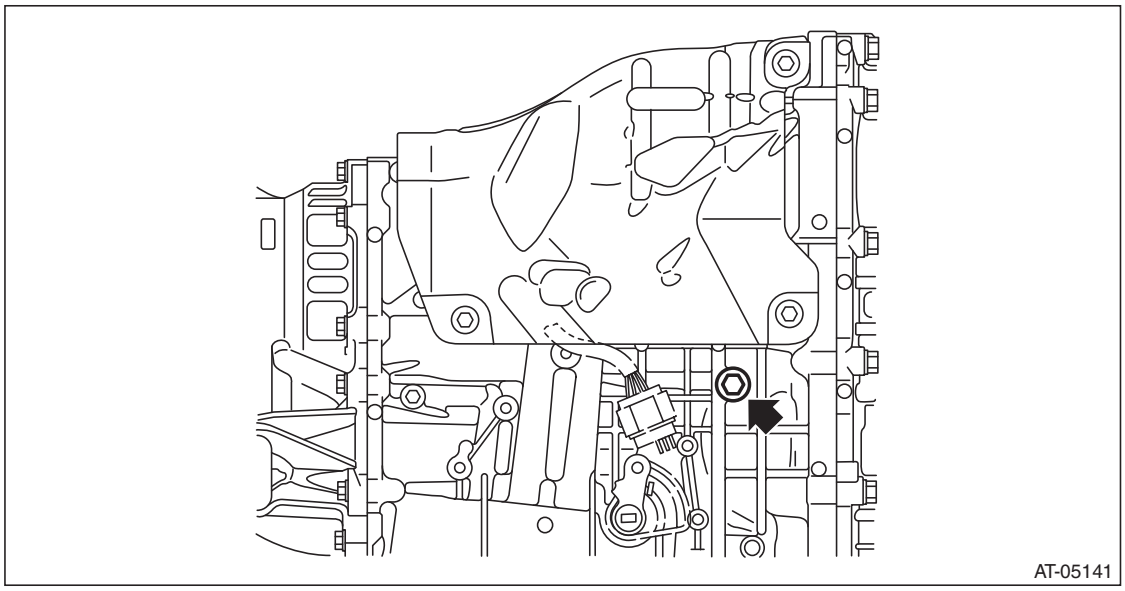


2) When completely overhauling the transmission, refill approx. 10 L (2.6 US qt, 8.8 Imp qt) of CVTF through the transmission right side plug, and install the plug.

CAUTION:
Always use specified CVTF. Using other fluid will cause malfunction. <Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

NOTE:
Use a new gasket.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)



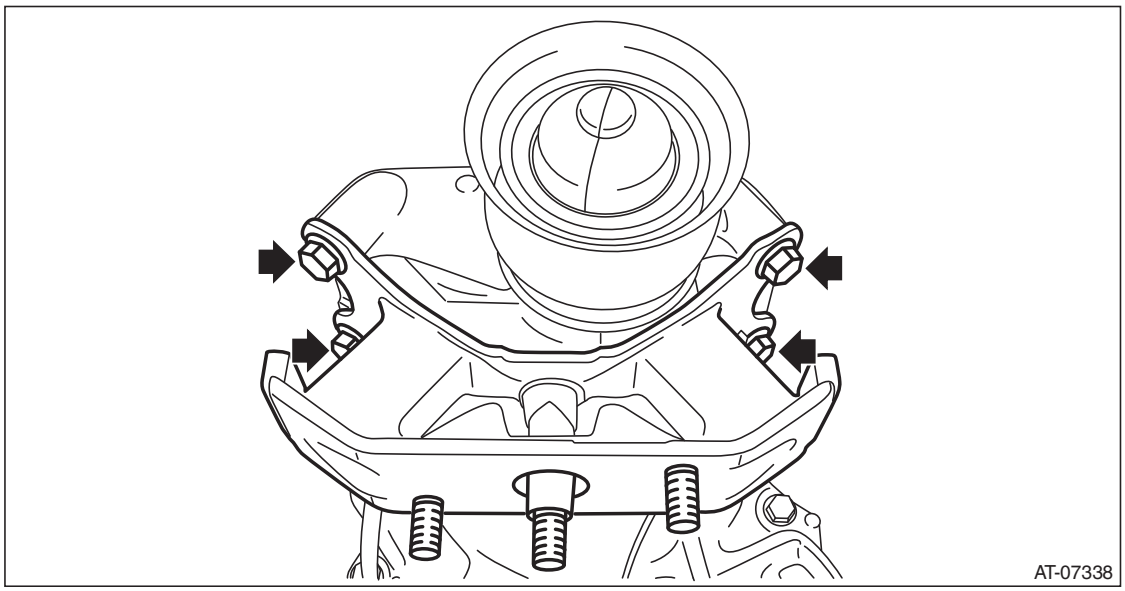
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3) Replace the front differential side retainer oil seal. <Ref. to CVT(TR690)-88, REPLACEMENT, Differential Side Retainer Oil Seal.>

NOTE:
• Be sure to replace the differential side retainer oil seal with a new part whenever the front drive shaft is removed from the transmission.
• When a new differential side retainer oil seal has been installed, replacement is not required.

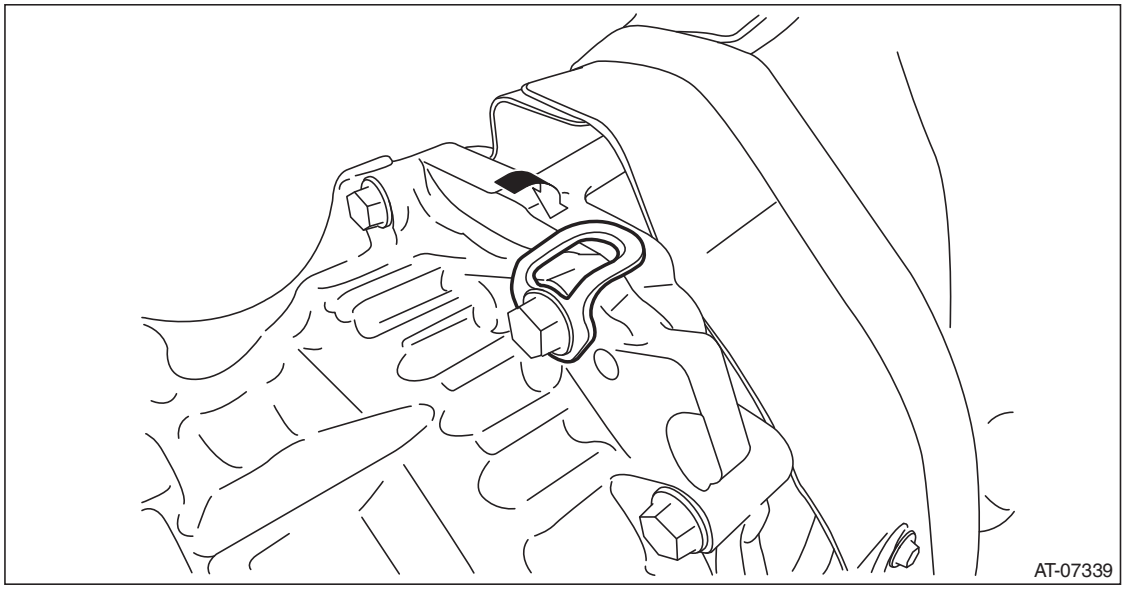
4) Install the cushion rubber on the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



5) Mount the transmission onto the transmission jack.
6) Strike and bend the transmission hanger of transmission rear with a rubber hammer etc. so that it gets in contact with the transmission case.

CAUTION:
Do not apply extra overload or impact to the transmission case.



7) Remove the pitching stopper bracket, if mounted.

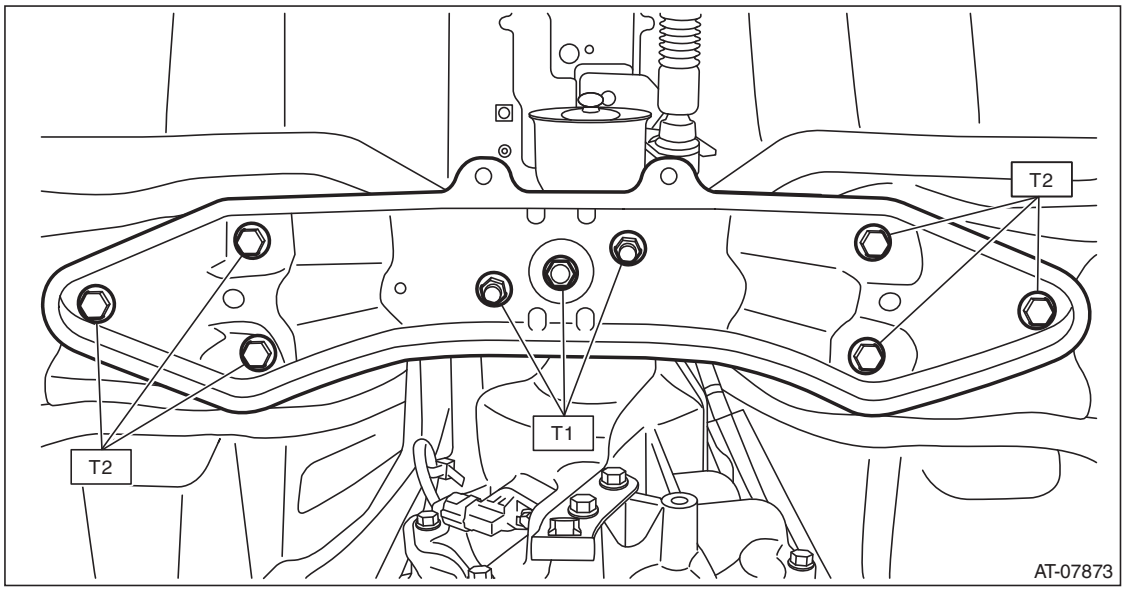
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8) Install the transmission onto the engine.

NOTE:
- While raising the transmission jack gradually, turn the screw of engine support, then tilt the engine forward.
- Temporarily attach the two engine connecting bolts and two nuts (lower side).

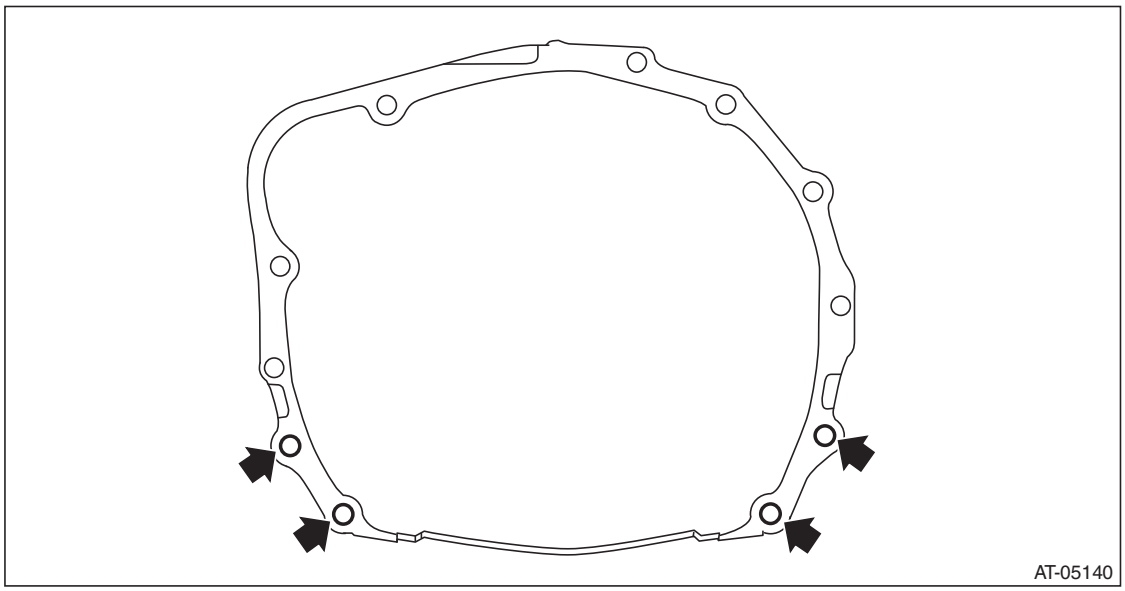
9) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



10) Tighten the two engine connecting bolts and two nuts (lower side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

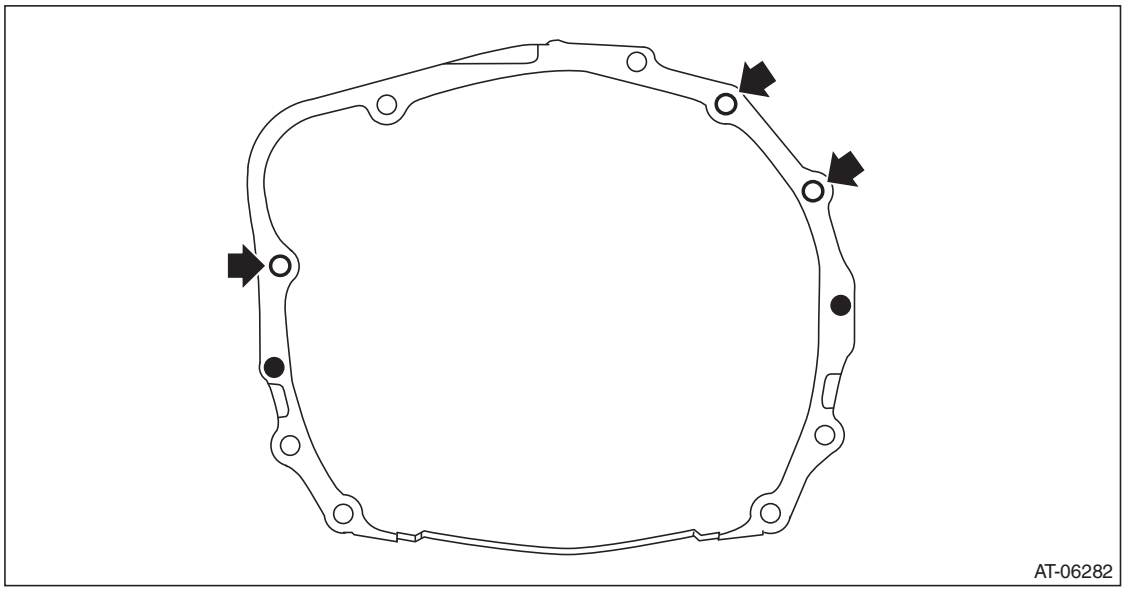


11) Remove the transmission jack.
12) Lower the vehicle.

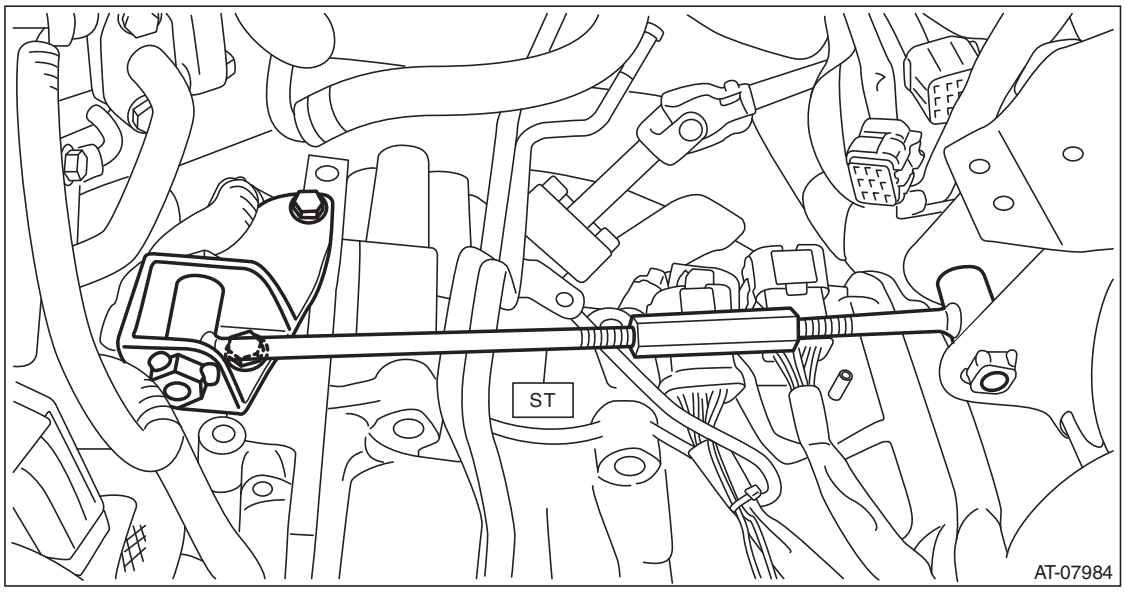
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13) Install the three engine mounting bolts (upper side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



14) Remove the ST (STOPPER SET) from converter case.
15) Remove the ST (ENGINE SUPPORT ASSY).
ST 41099AC000 ENGINE SUPPORT ASSY



16) Match the torque converter screw hole with drive plate hole to install the bolt.

CAUTION:
- **Do not drop the mounting bolt in the converter housing.**
- **Do not damage the mounting bolt.**

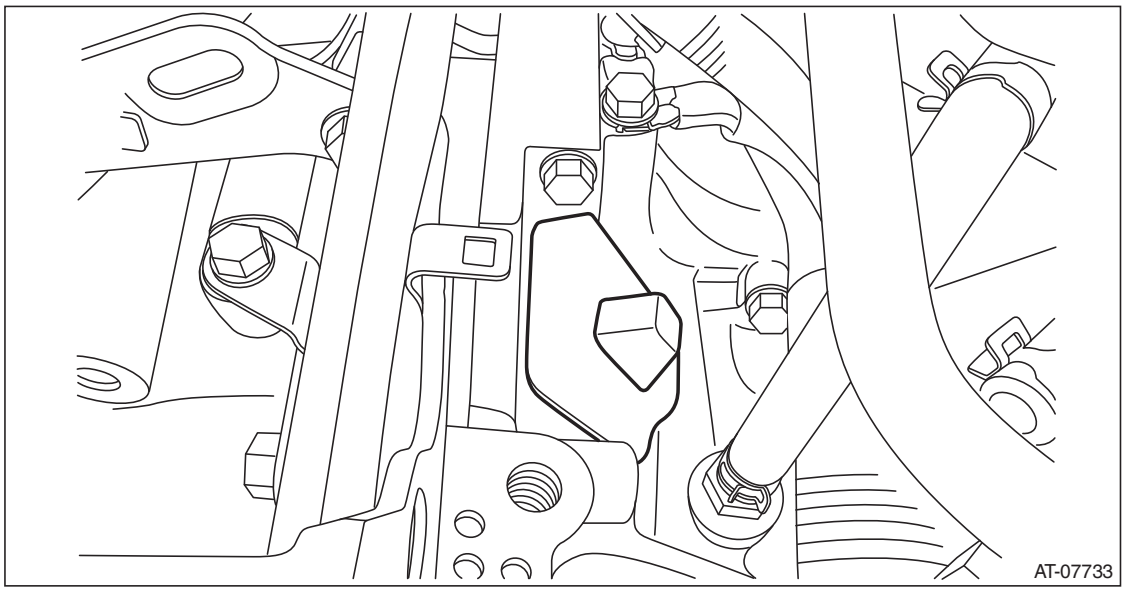
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

17) Install the remaining three bolts by rotating the crank pulley a little at a time in the same direction as engine revolution.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

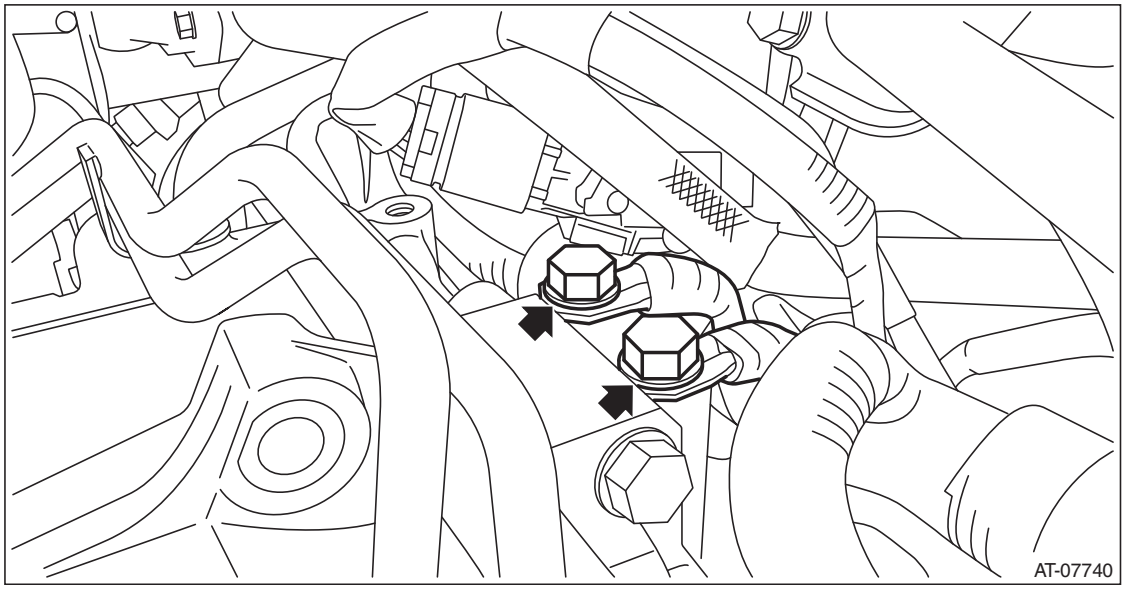
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18) Install the service hole plug.



19) Install the engine ground terminals.

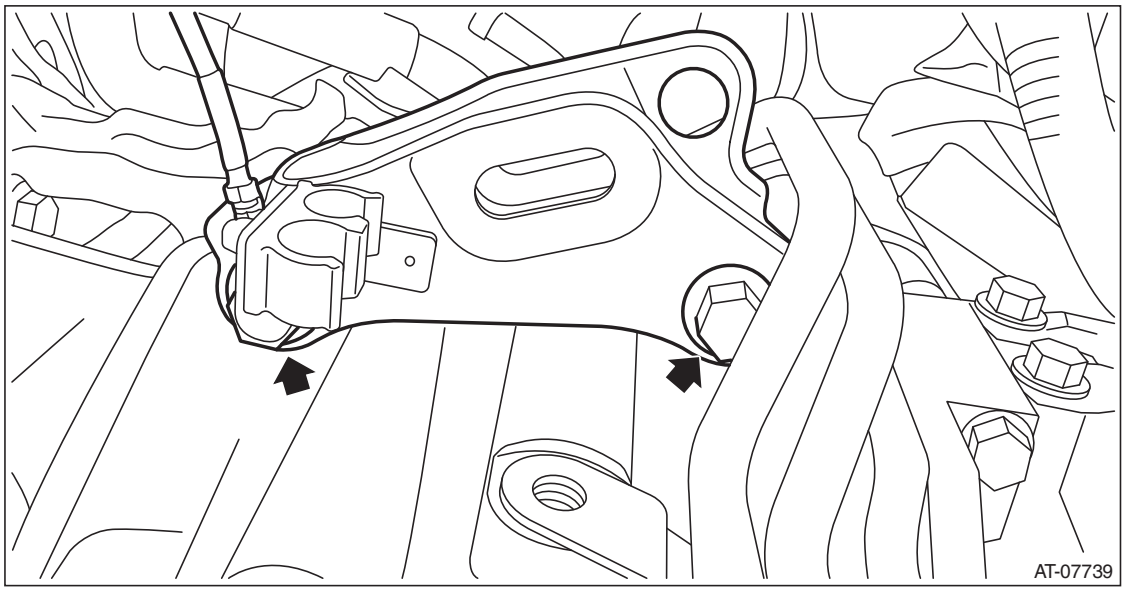
Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



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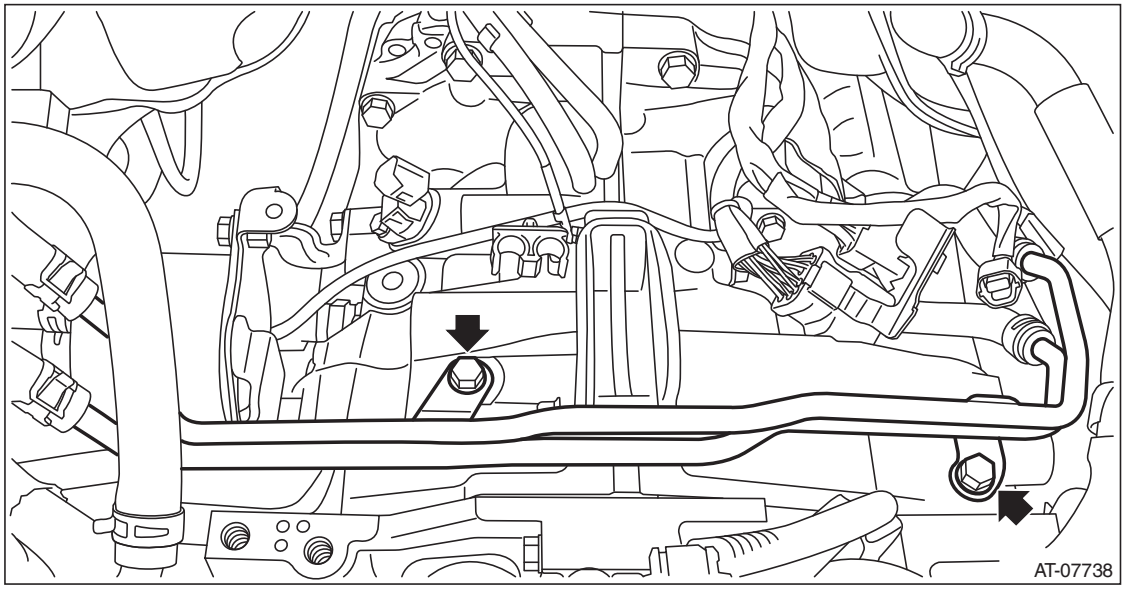
20) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



21) Install the CVTF cooler pipe COMPL.

Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)

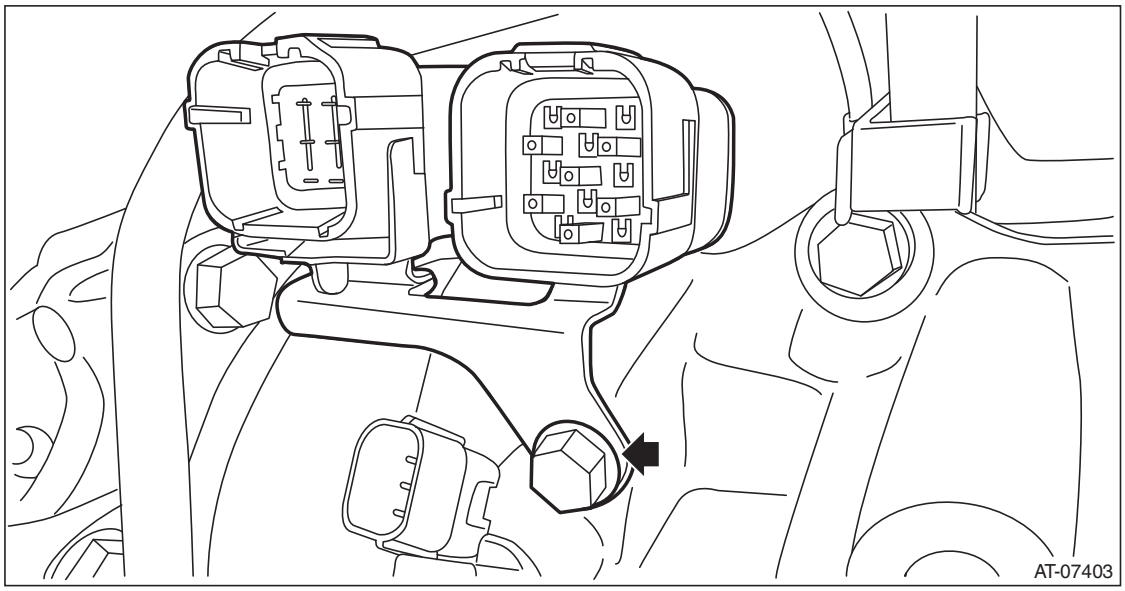


22) Install the starter. <Ref. to SC(H4DOTC)-2, General Description.>

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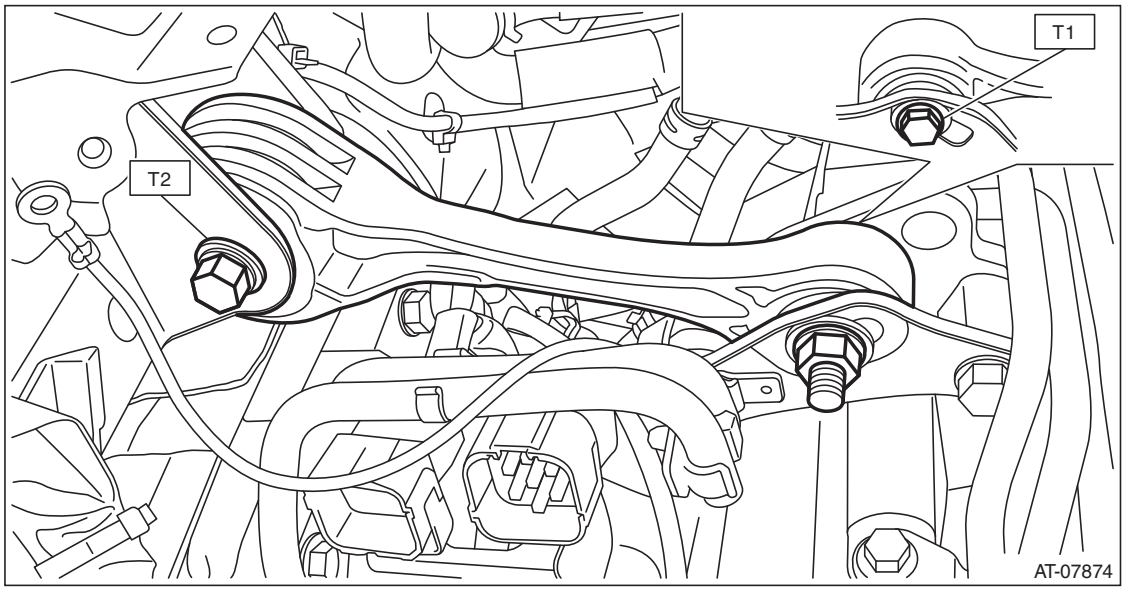
23) Install the transmission harness stay.

Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



24) Install the pitching stopper.

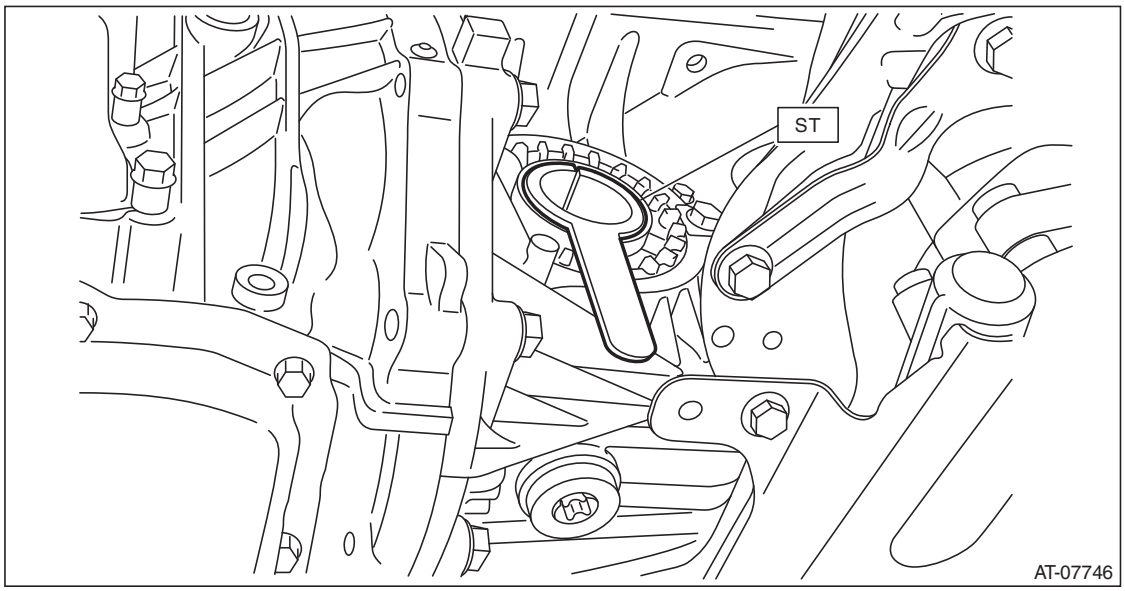
Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



25) Lift up the vehicle.
26) Apply grease to the side retainer oil seal lip.

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27) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



28) Replace the circlip of the drive shaft with a new part.
29) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).

NOTE:
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

30) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
31) Insert the ball joint into housing and secure with bolt.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**

32) Install the stabilizer link.

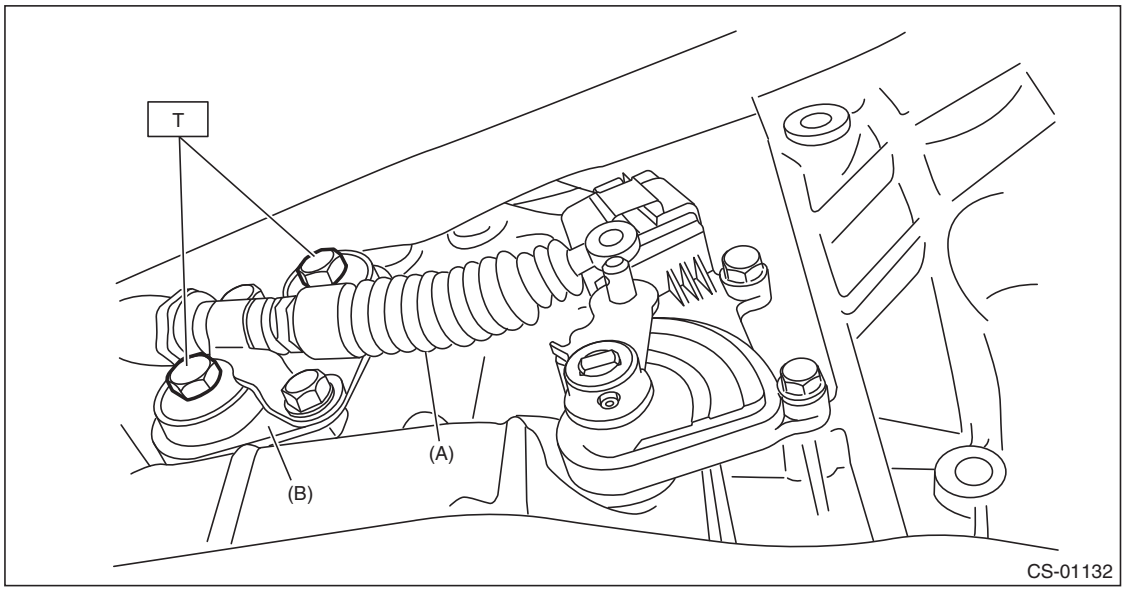
Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)

33) Install the propeller shaft. <Ref. to DS-13, INSTALLATION, Propeller Shaft.>

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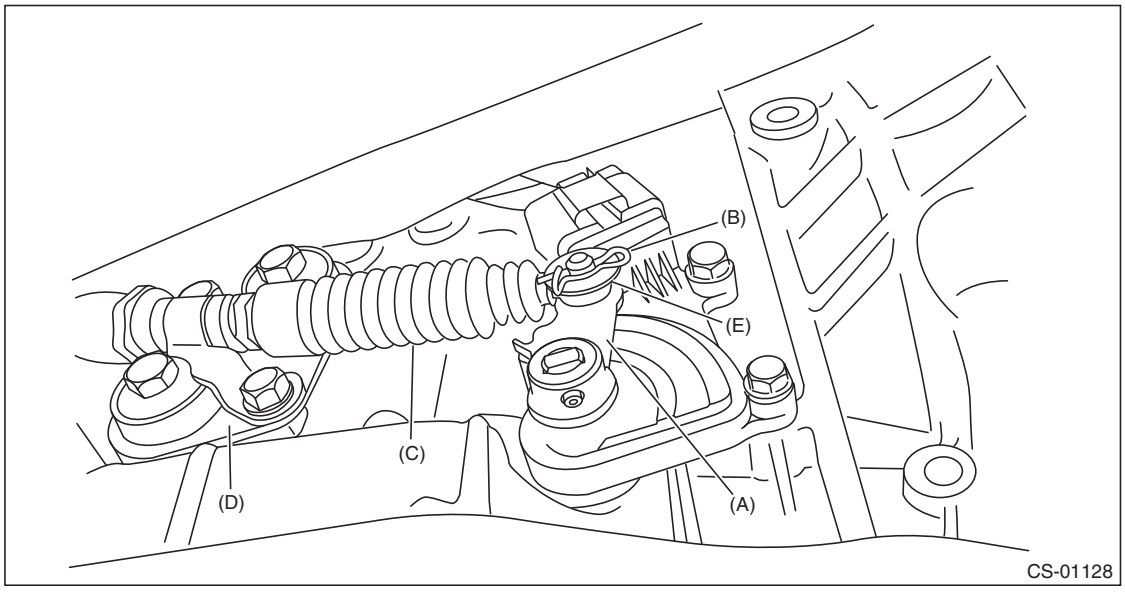
34) Install the plate assembly to transmission.

Tightening torque:
T: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Select cable
(B) Plate ASSY

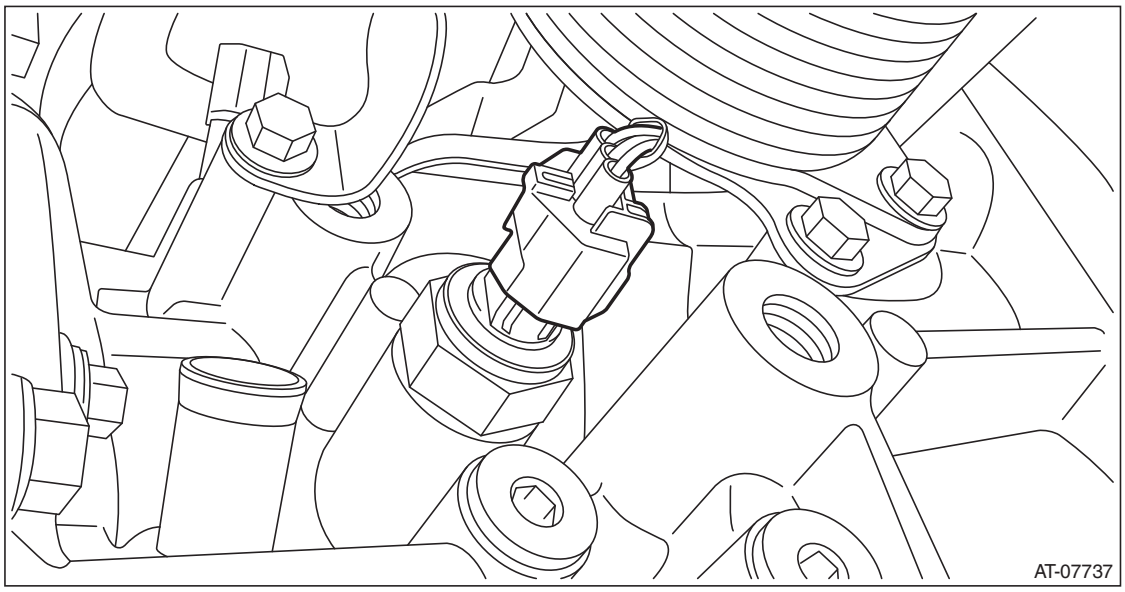
35) Install the washer and snap pin to the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

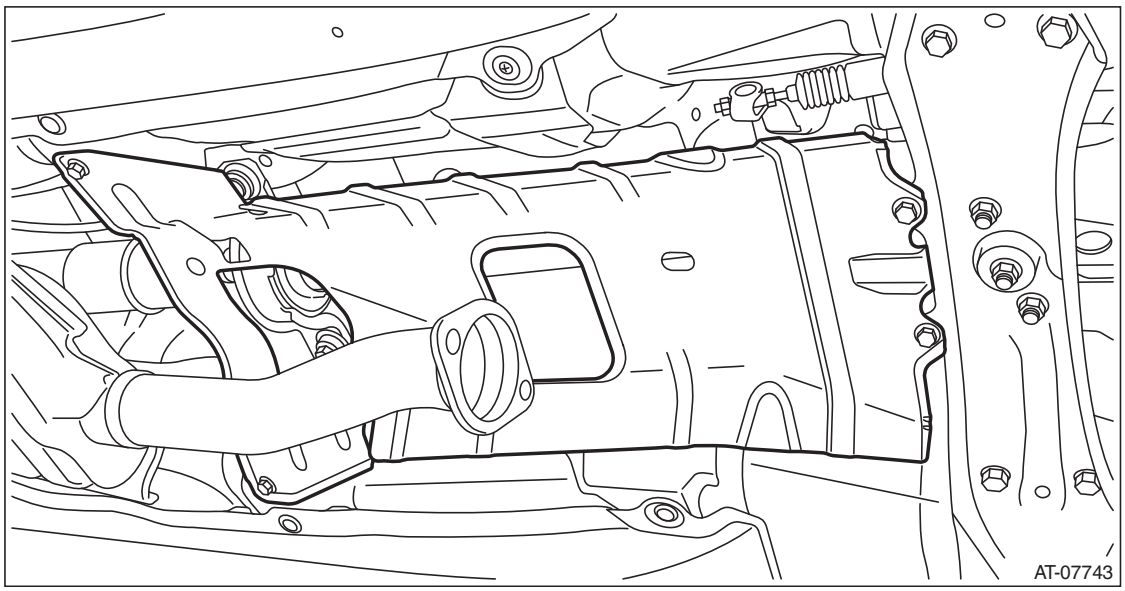
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36) Connect the secondary pressure sensor harness connector.



37) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

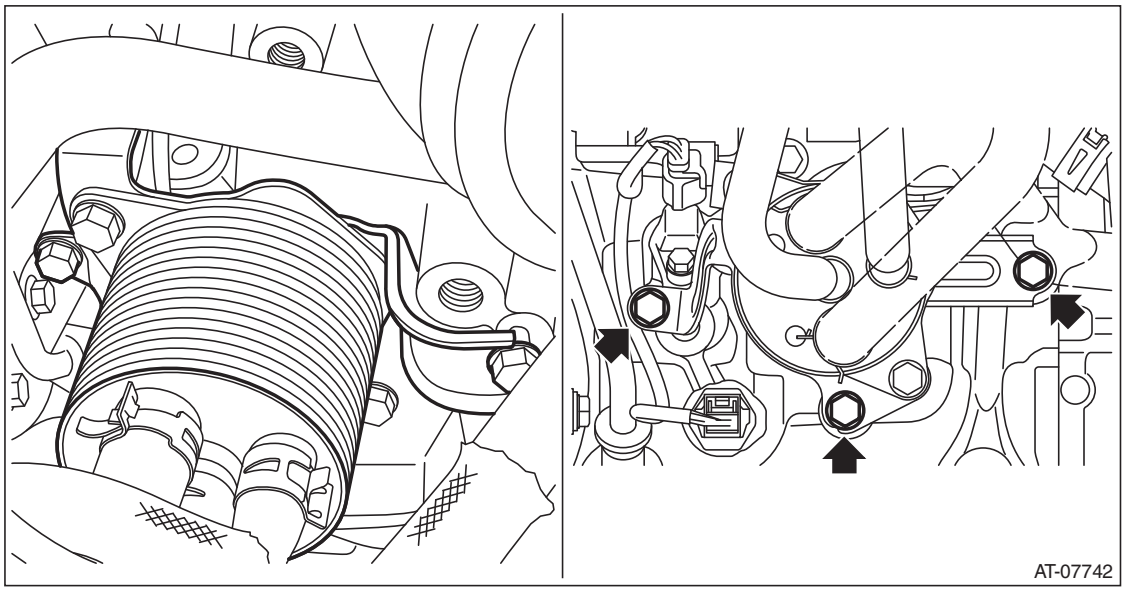


38) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
39) Install the under cover.
40) Lower the vehicle.
41) Replace the CVTF inlet hose and CVTF outlet hose. <Ref. to CVT(TR690)-130, ASSEMBLY, CVTF Cooler (With Warmer Function).>

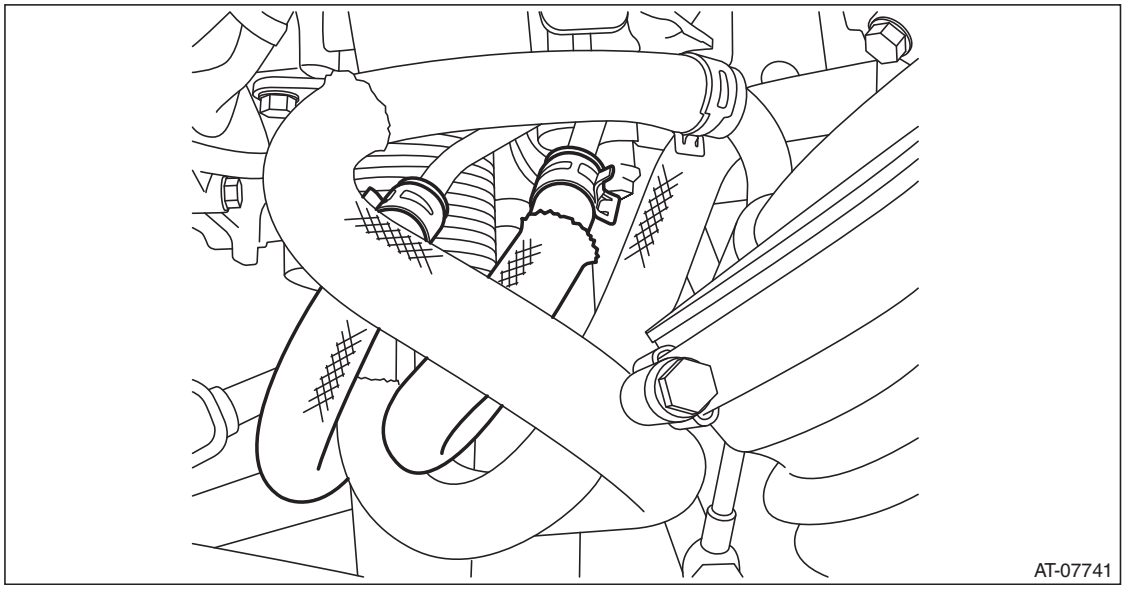
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42) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



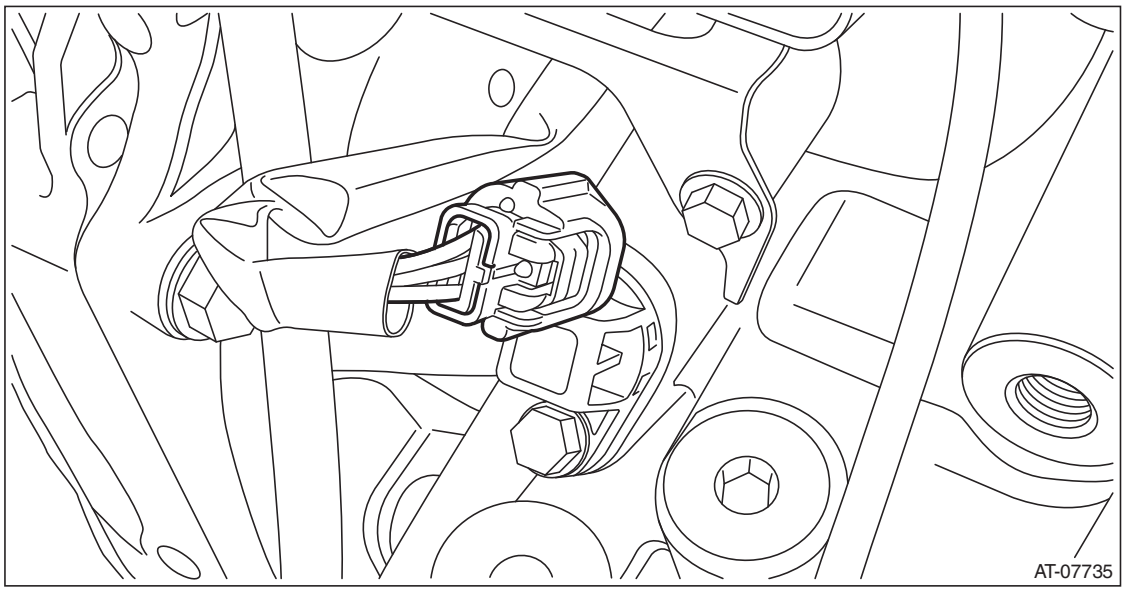
43) Connect the CVTF inlet hose and the outlet hose.



44) Install the air breather hose to the pitching stopper bracket.

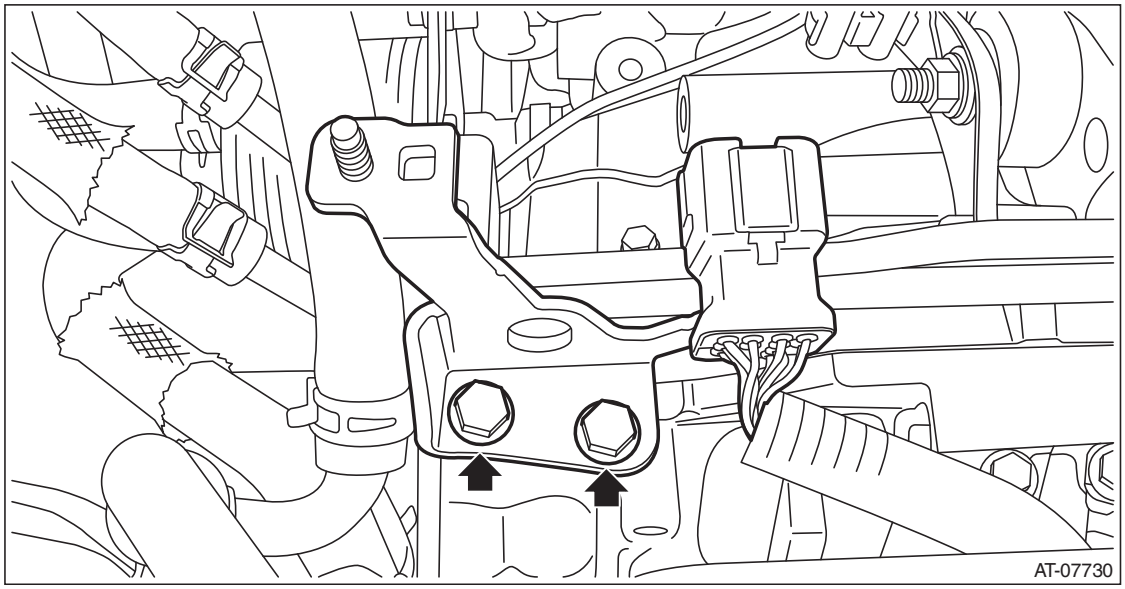
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45) Connect the primary pressure sensor harness connector.



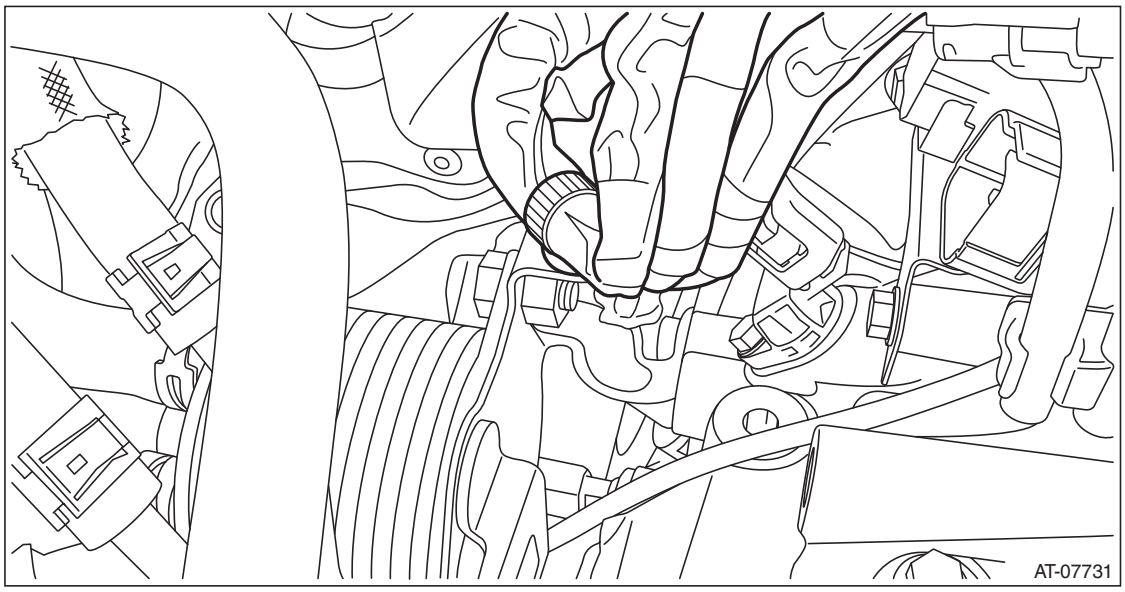
46) Install the engine hanger rear.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



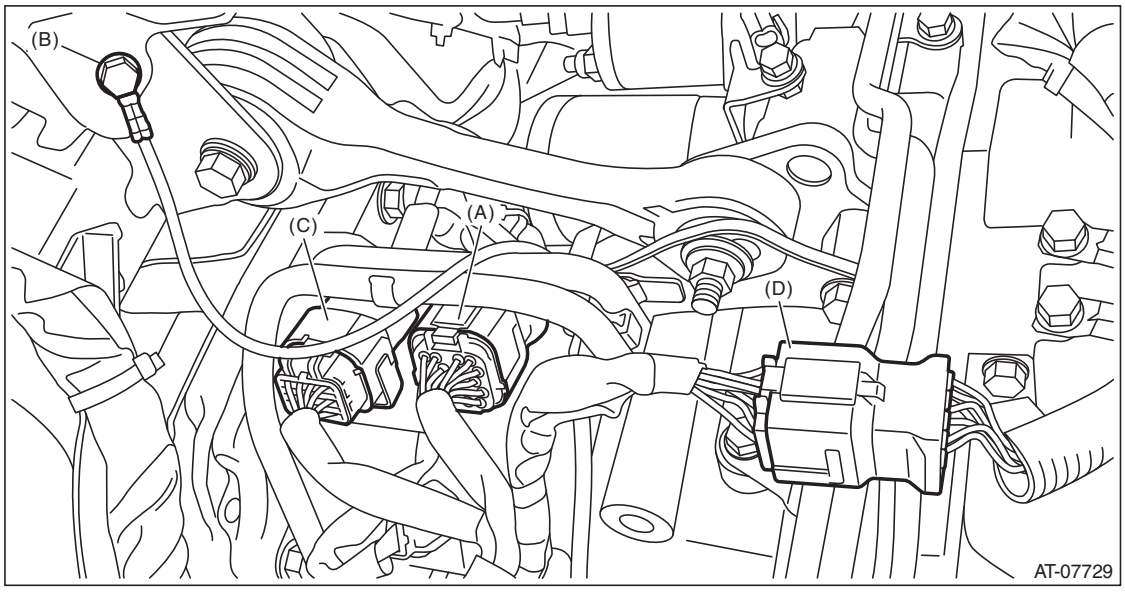
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47) Install the harness clip to the CVTF cooler bracket.



48) Connect the following harness connectors.
- Transmission harness connectors
- Transmission radio ground terminal
- Inhibitor harness connector
- Engine harness connectors

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)



(A) Transmission harness connectors
(B) Transmission radio ground terminal
(C) Inhibitor harness connector
(D) Engine harness connectors

49) Install the intercooler. <Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
50) Install the air intake duct. <Ref. to IN(H4DOTC)-19, INSTALLATION, Air Intake Duct.>
51) Install the front wheels.
52) Connect the battery ground terminal.

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53) Refill differential gear oil to adjust the differential gear oil amount. <Ref. to CVT(TR690)-41, Differential Gear Oil.>
54) Refill CVTF to adjust the CVTF amount. <Ref. to CVT(TR690)-36, CVTF.>
55) Perform the variator chain break-in.

CAUTION:
Always execute the variator chain break-in after the replacement of the following.
- **Variator chain replacement**
- **Primary pulley and secondary pulley replacement**

56) Perform the operation for clearing AT learning value. <Ref. to CVT(diag)-24, OPERATION, Clear Memory Mode.>
57) Perform the operation of AT learning mode. <Ref. to CVT(diag)-26, Learning Control.>
58) Execute the rear differential inspection mode. <Ref. to DI-66, Rear Differential Inspection Mode.>

CAUTION:
Always execute the rear differential inspection mode at the replacement of the following.
- **Replacement of transmission assembly**
- **Replacement of front differential hypoid gear set**

59) Perform the road test to make sure there is no fault. <Ref. to CVT(TR690)-46, INSPECTION, Road Test.>

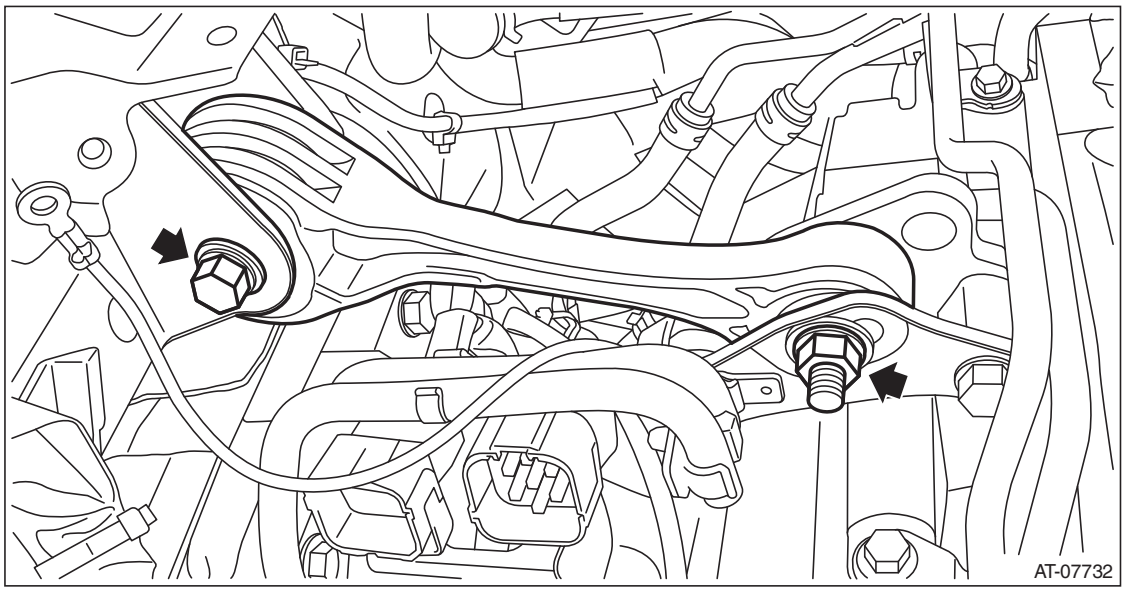
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12.Transmission Mounting System

A: REMOVAL

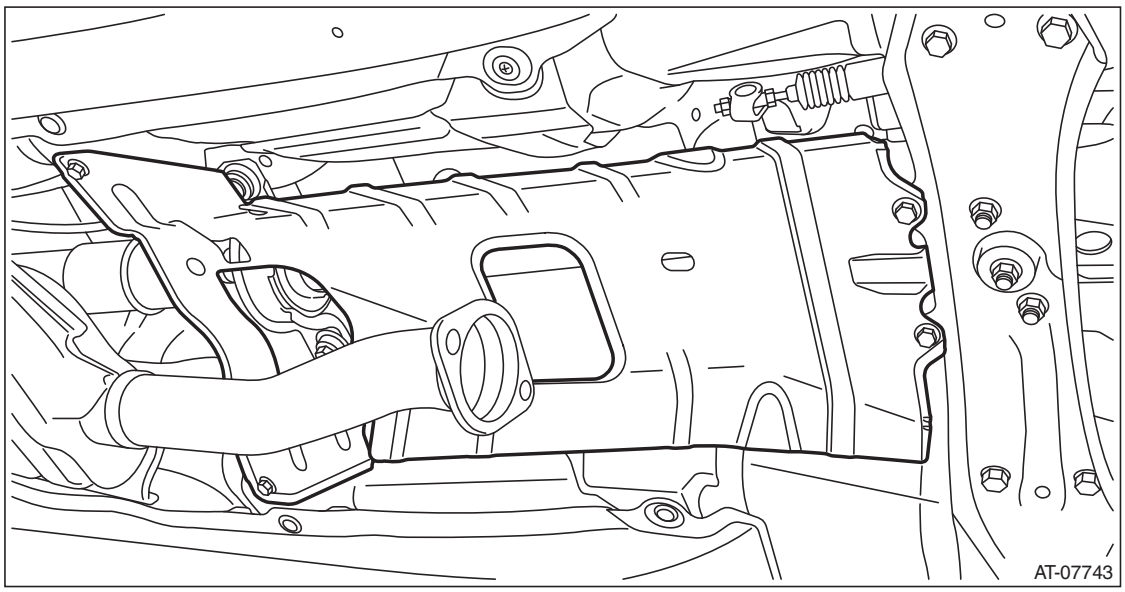
1. PITCHING STOPPER

1) Disconnect the ground cable from battery.
2) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
3) Remove the pitching stopper.



2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

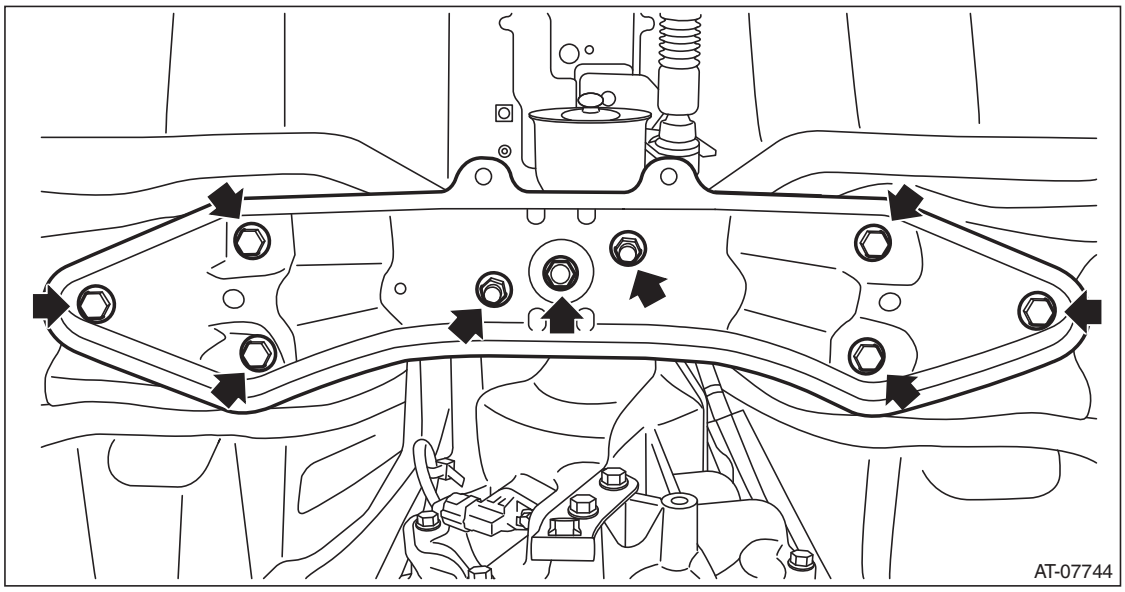
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.



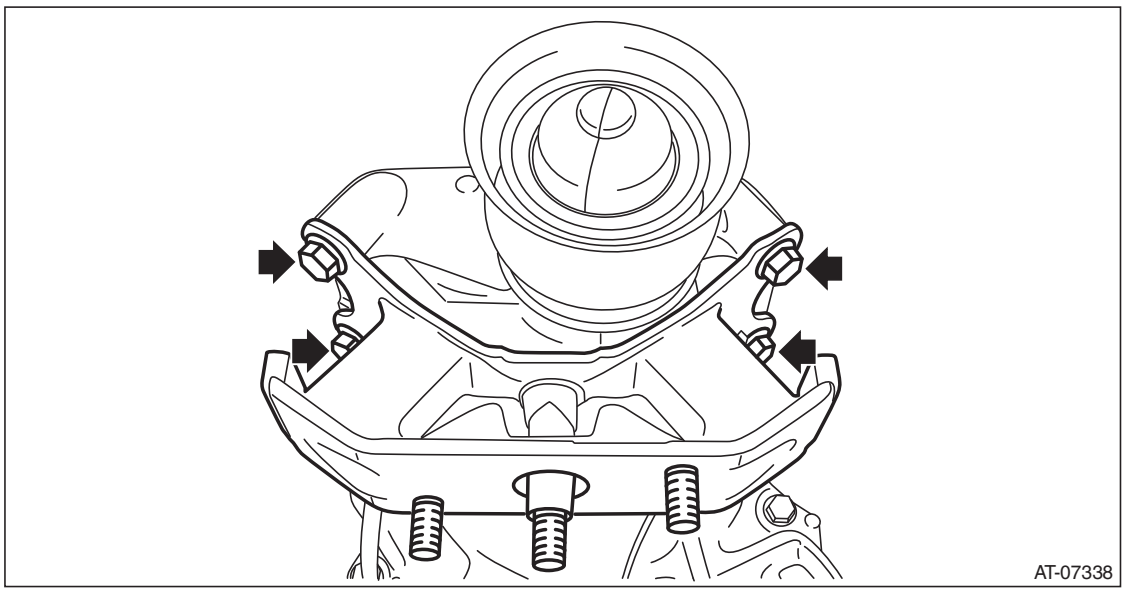
5) Set the transmission jack under the transmission. Make sure that the support plate of transmission jack does not touch the oil pan.

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6) Remove the transmission rear crossmember.



7) Remove the rear cushion rubber.



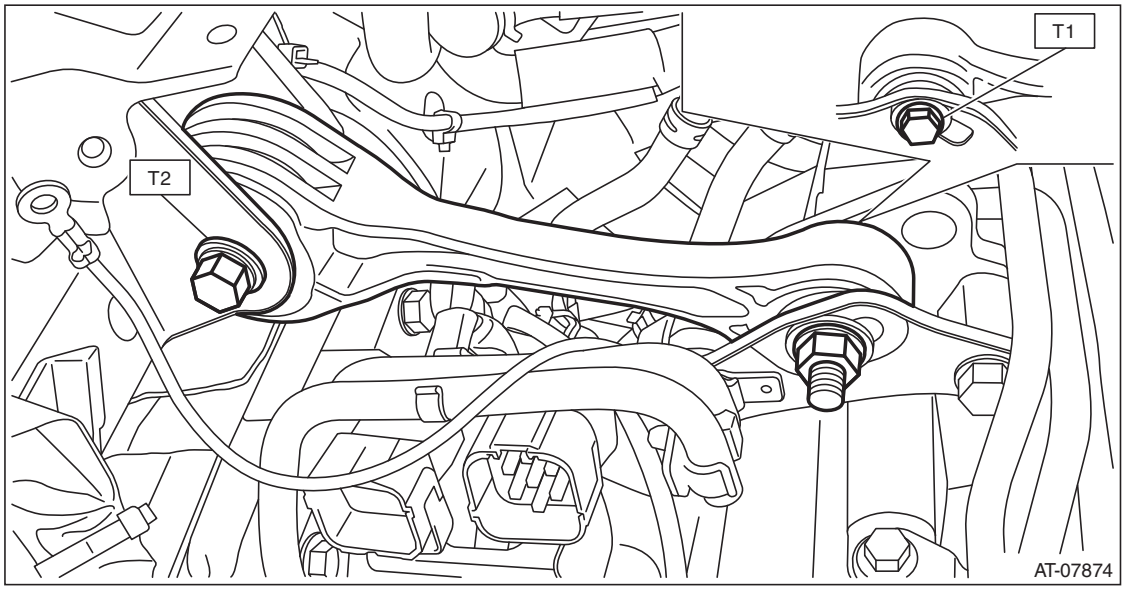
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B: INSTALLATION

1. PITCHING STOPPER

1) Install the pitching stopper.

Tightening torque:
T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)

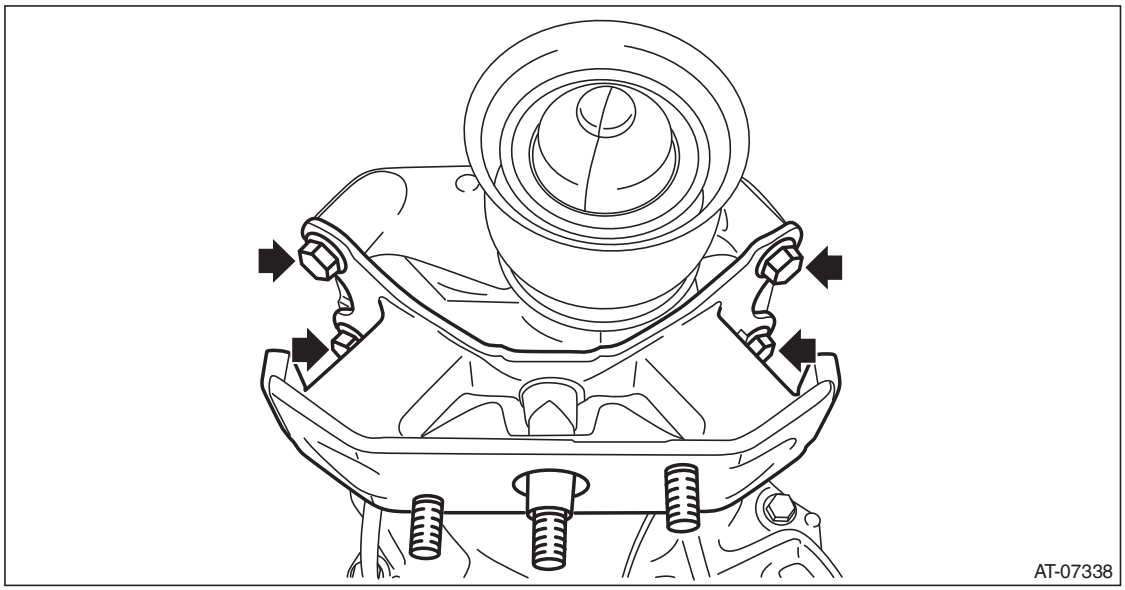


2) Install the intercooler. <Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
3) Connect the battery ground terminal.

2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

1) Install the rear cushion rubber on the transmission.

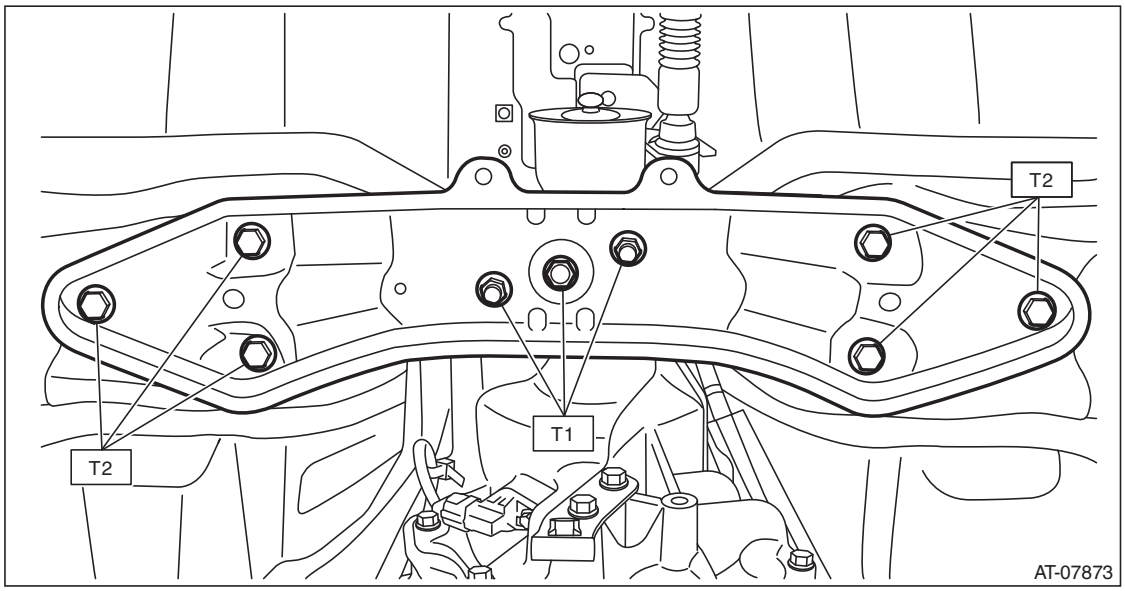
Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



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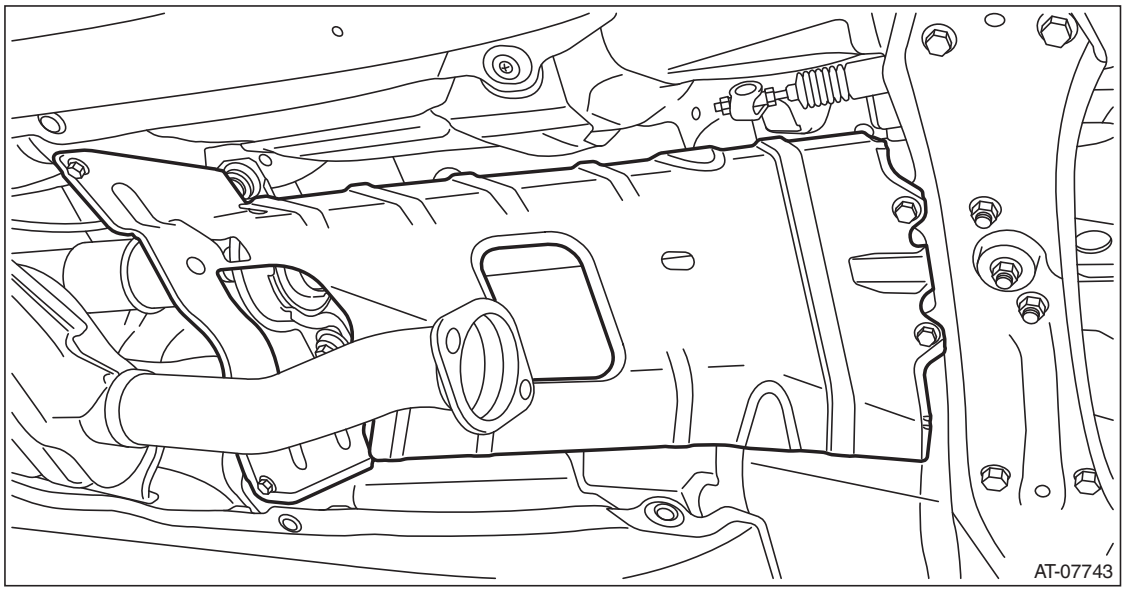
2) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



3) Remove the transmission jack.
4) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
6) Connect the battery ground terminal.

C: INSPECTION

- Check the crossmember for bends or damage.
- Check that the cushion rubber is not stiff, cracked or otherwise damaged.

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13.Extension Case Oil Seal

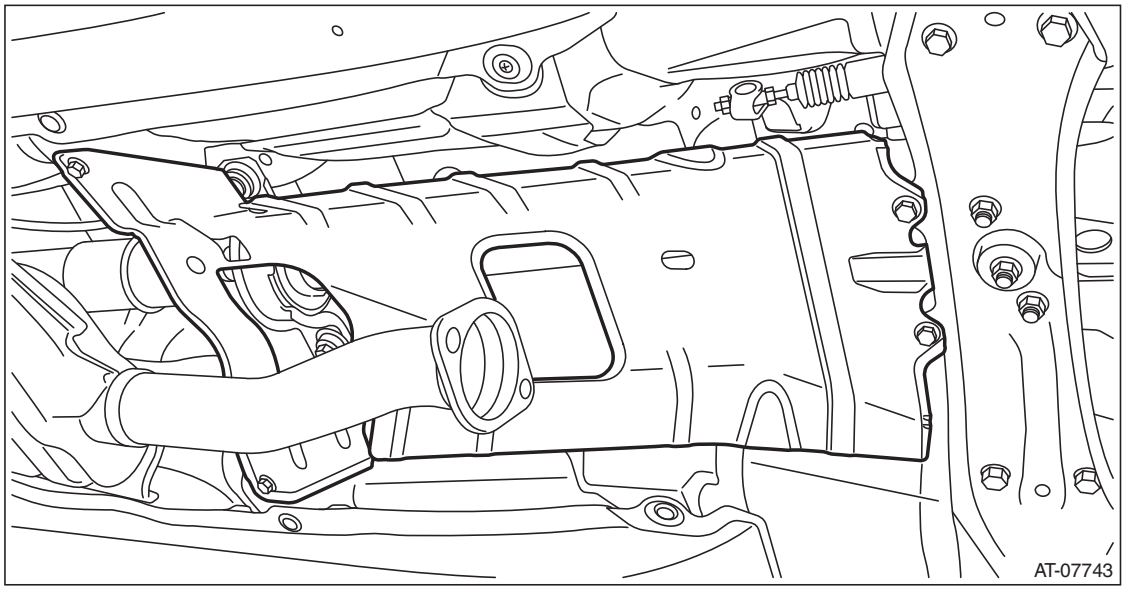
A: INSPECTION

Check for leakage of CVTF from the joint section of transmission and propeller shaft. If a leak is found, inspect the propeller shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.

1) Lift up the vehicle.
2) Clean the transmission exterior.
3) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.



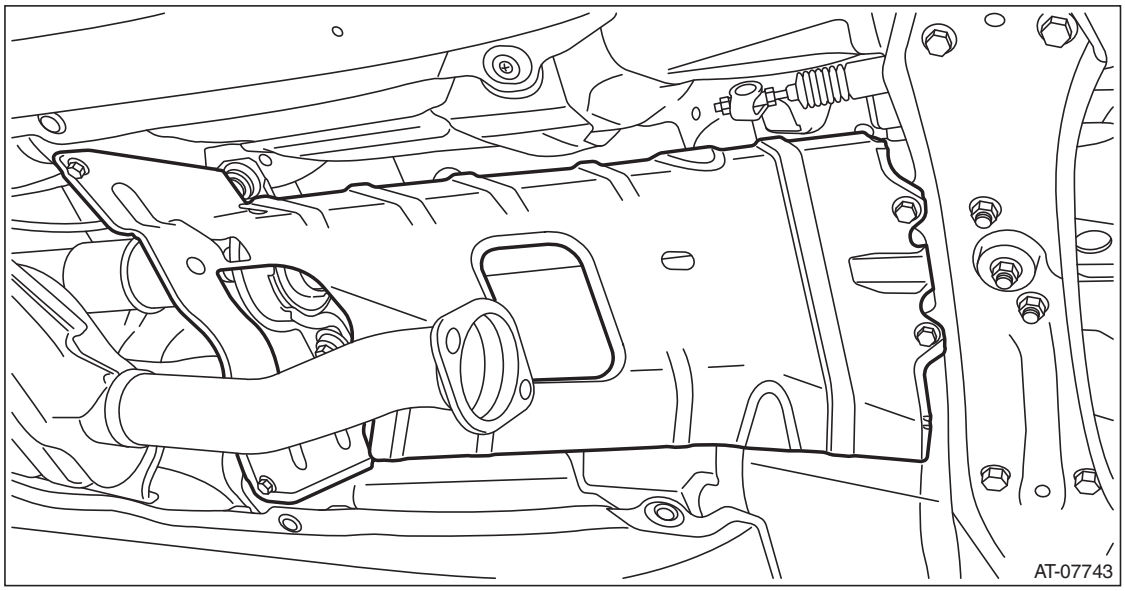
5) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
6) Using a screwdriver or ST, remove the oil seal trying not to damage the extension case.
ST 398527700 PULLER ASSY
7) Using the ST, install the oil seal.

NOTE:
Use a new oil seal.
ST 498057300 OIL SEAL DRIFT
8) Install the propeller shaft. <Ref. to DS-13, INSTALLATION, Propeller Shaft.>

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9) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



10) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
11) Adjust the CVTF level and check there is no leakage. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

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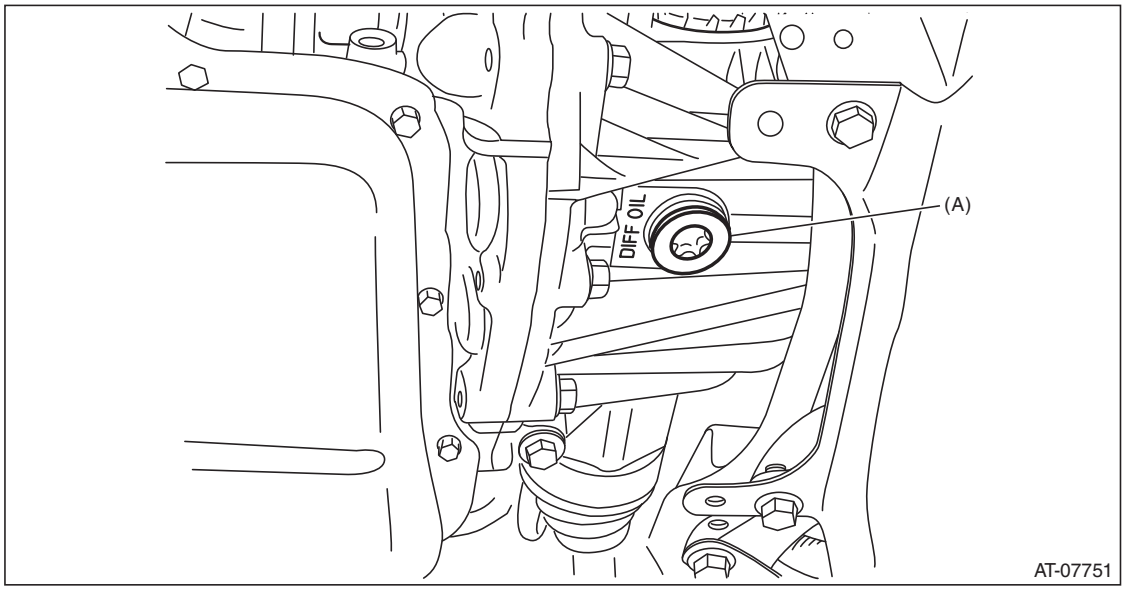
14.Differential Side Retainer Oil Seal

A: INSPECTION

Check for leakage of gear oil from differential side retainer oil seal part. If there is an oil leak, inspect the front drive shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill the differential gear oil on exhaust pipe to prevent it from emitting smoke or fire. If differential gear oil is spilled on the exhaust pipe, wipe it off completely.
1) Remove the front wheels.
2) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
3) Remove the differential gear oil drain plug using TORX® bit T70, and then drain differential gear oil.



(A) Differential gear oil drain plug

4) Tighten the differential gear oil drain plug.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)
5) Remove the stabilizer link. <Ref. to FS-29, REMOVAL, Front Stabilizer.>
6) Disconnect the lower arm ball joint and housing.
7) Pull out the front drive shaft from transmission using a crowbar.

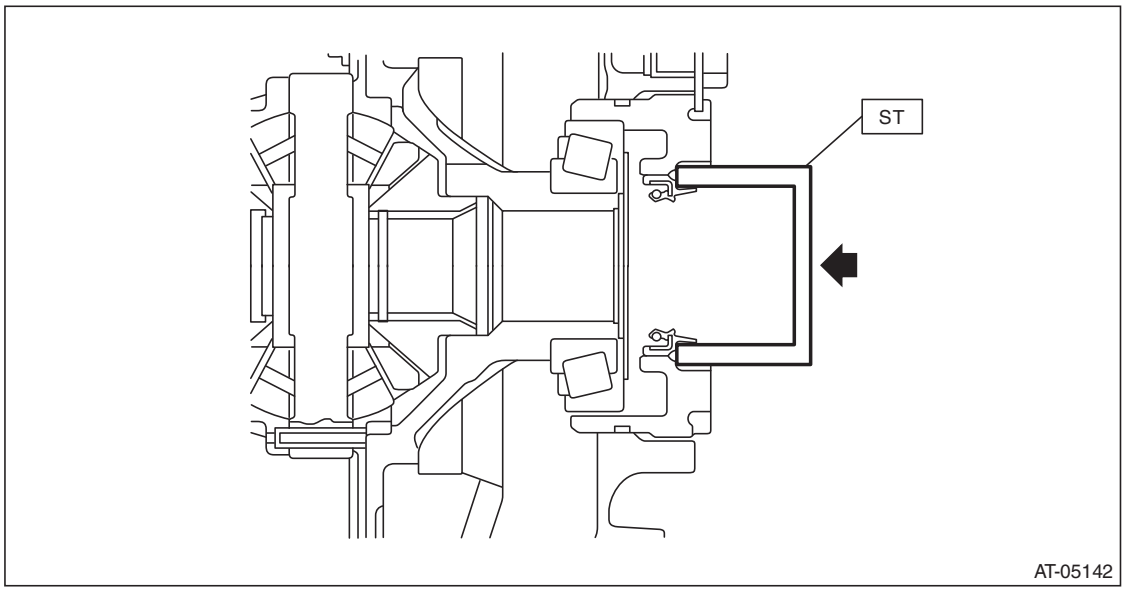
NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.
8) Holding the joint of front drive shaft from transmission side, pull out the drive shaft from transmission with care not to stretch the boot.

NOTE:
• Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
• Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.
9) Remove the differential side retainer oil seal using driver wrapped with vinyl tape etc.

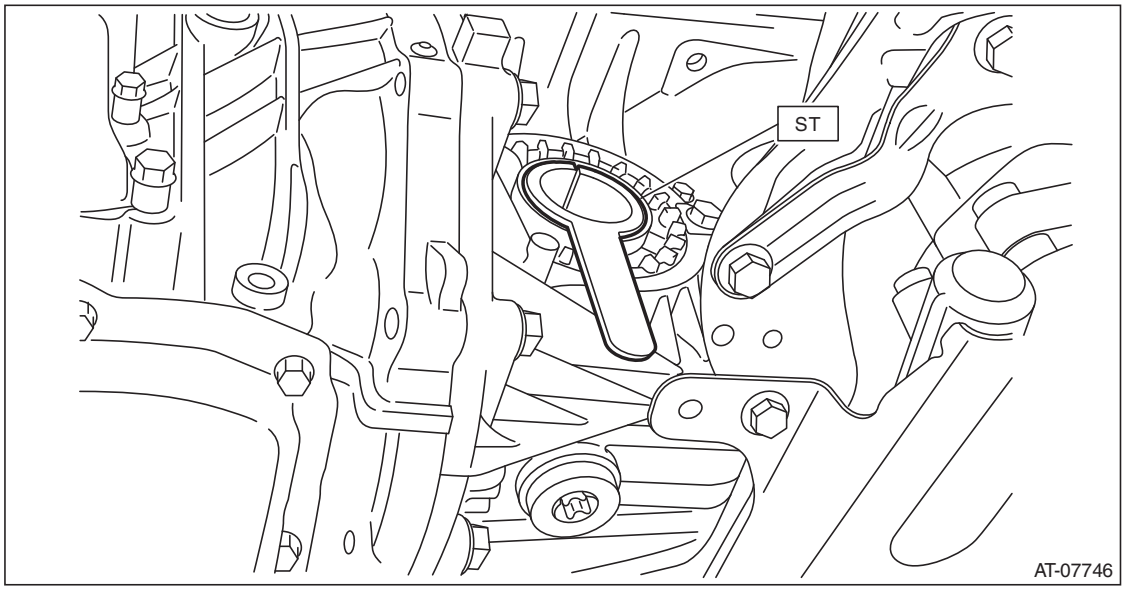
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10) Using the ST, install the differential side retainer oil seal by lightly tapping with a hammer.
ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER

NOTE:
- Apply differential gear oil to the lip surface, so that the oil seal lip is not deformed.
- Apply differential gear oil to the press-fitting surface of oil seal and the differential side retainer.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.



11) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



12) Replace the circlip of the drive shaft with a new part.
13) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).
14) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.

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15) Insert the ball joint into housing and secure with bolt.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**

16) Install the stabilizer link.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)

17) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
18) Lower the vehicle.
19) Refill differential gear oil from the charge pipe. <Ref. to CVT(TR690)-41, Differential Gear Oil.>
20) Adjust the differential gear oil level, and check for leakage. <Ref. to CVT(TR690)-41, ADJUSTMENT, Differential Gear Oil.>
21) Install the front wheels.

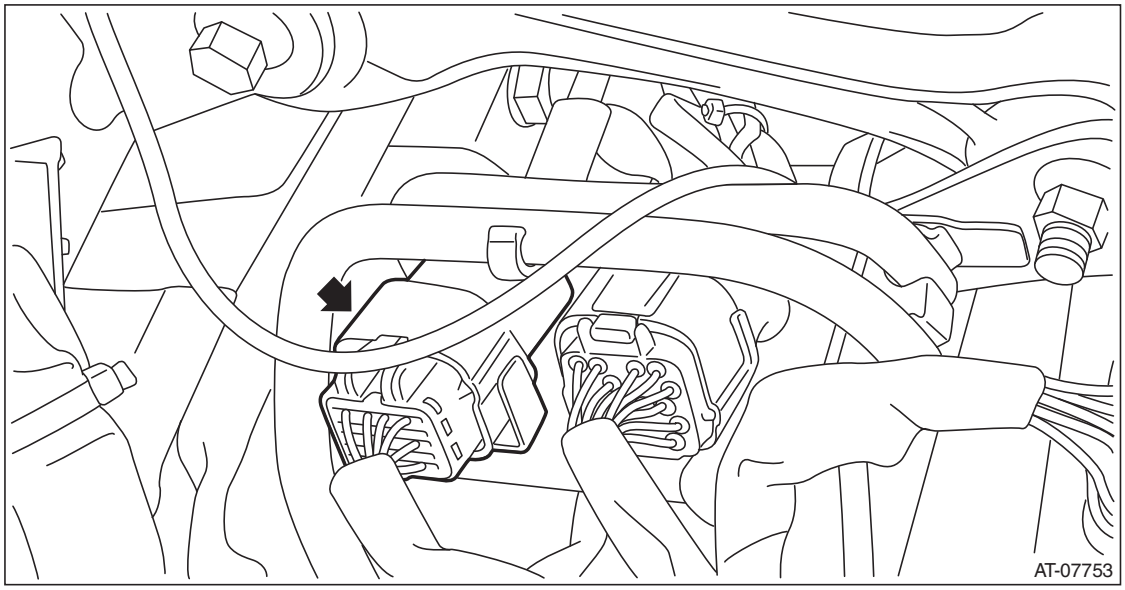
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15.Inhibitor Switch

A: INSPECTION

When the driving condition or starter motor operation is improper, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.

1) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
2) Disconnect the inhibitor harness connector.

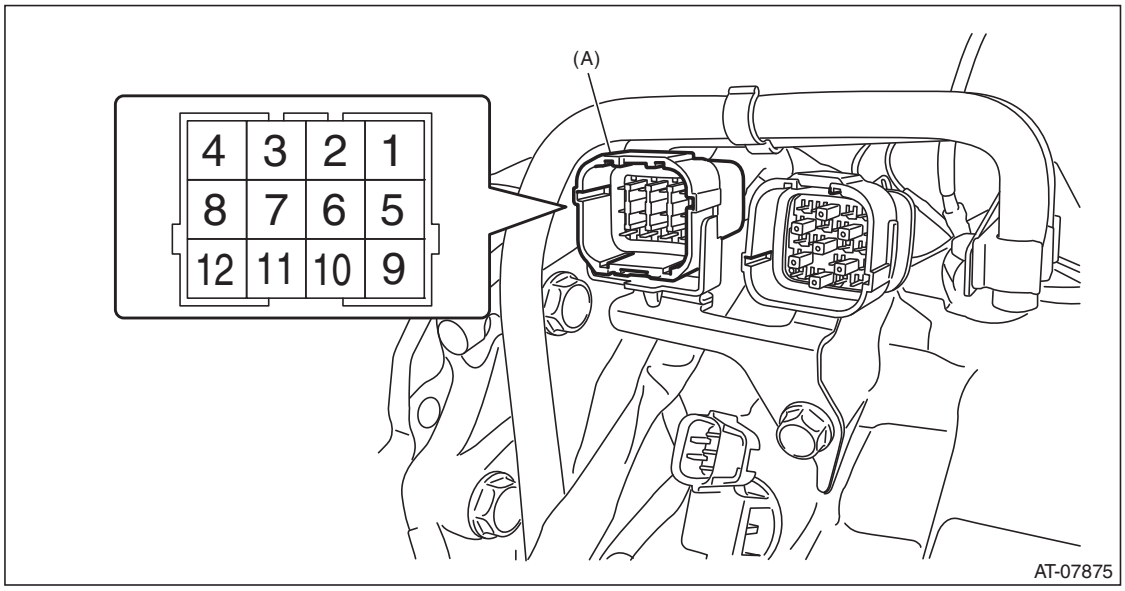


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3) Check for continuity in inhibitor switch circuit by shifting the select lever in “P”, “R”, “N” and “D” respectively.

NOTE:
- Check that there is no continuity in the starter circuit when the select lever is in the “R” and “D” ranges.
- When inhibitor switch is normal, check there is no poor contact in vehicle side connector and no open circuit in harness.

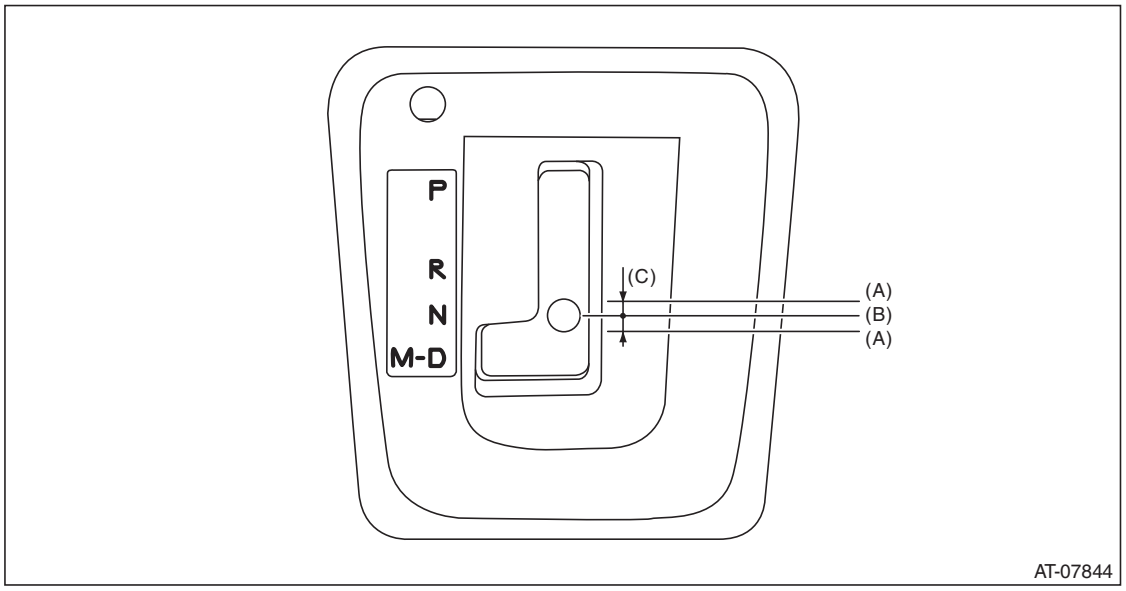
	Range	Terminal No.
Signal sent to TCM	P	4 — 3
	R	4 — 2
	N	4 — 1
	D	4 — 8
Starter circuit	P/N	12 — 11
Back-up light circuit	R	10 — 9



(A) Inhibitor harness connector

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4) Check that there is continuity at equal points when the select lever is moved 1.5° in both directions from the “N” range.
If there is continuity in only one direction or in other points, adjust the inhibitor switch. <Ref. to CVT(TR690)-93, ADJUSTMENT, Inhibitor Switch.>

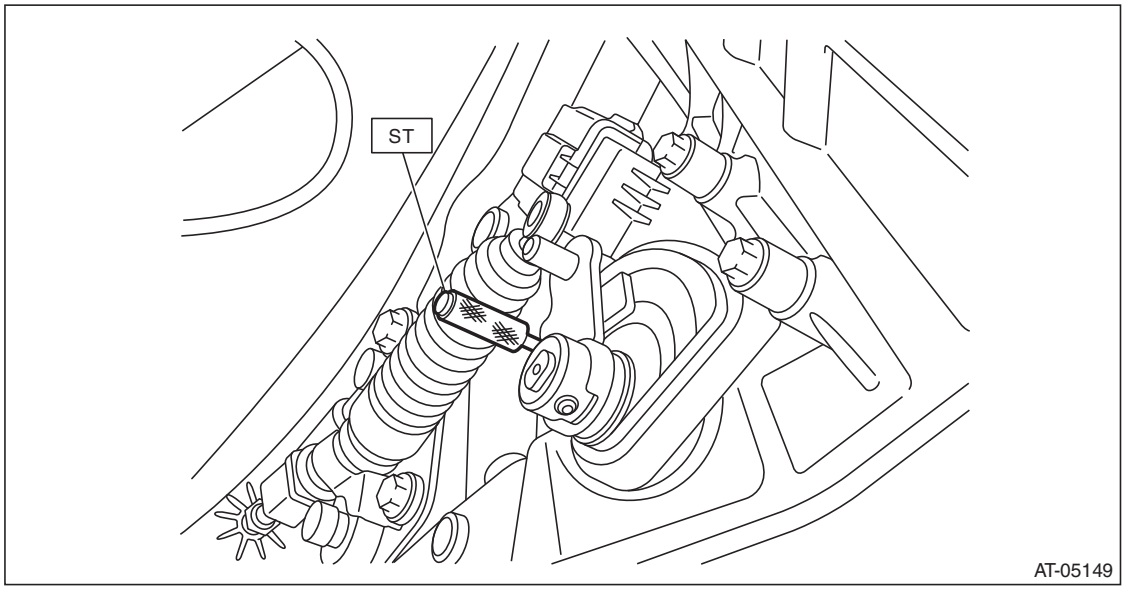


(A) Continuity does not exist.
(B) Continuity exists.
(C) 1.5°

5) Repeat the above inspection in other gear ranges. If there is fault, adjust the inhibitor switch and select cable. <Ref. to CVT(TR690)-93, ADJUSTMENT, Inhibitor Switch.> <Ref. to CS-52, ADJUSTMENT, Select Cable.>

B: ADJUSTMENT

1) Shift the select lever to “N” range.
2) Loosen the two bolts holding the inhibitor switch.
3) Insert the ST vertically into the holes of the shifter arm and switch body.
ST 499267300 STOPPER PIN



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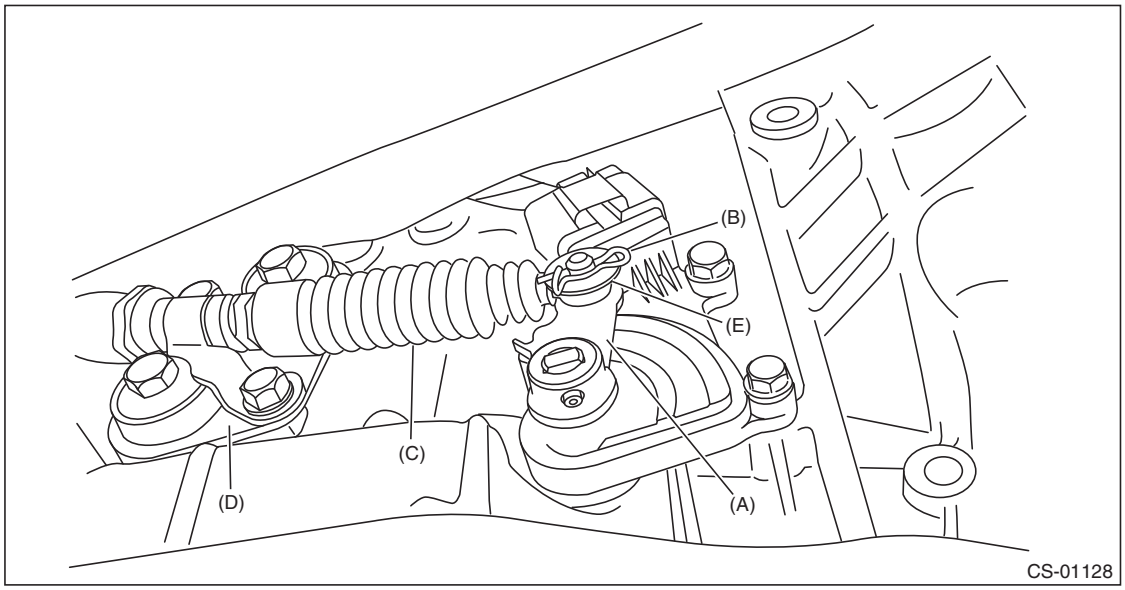
4) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

5) Repeat the inspection of the inhibitor switch. If the inhibitor switch is determined to be “faulty”, replace it.

C: REMOVAL

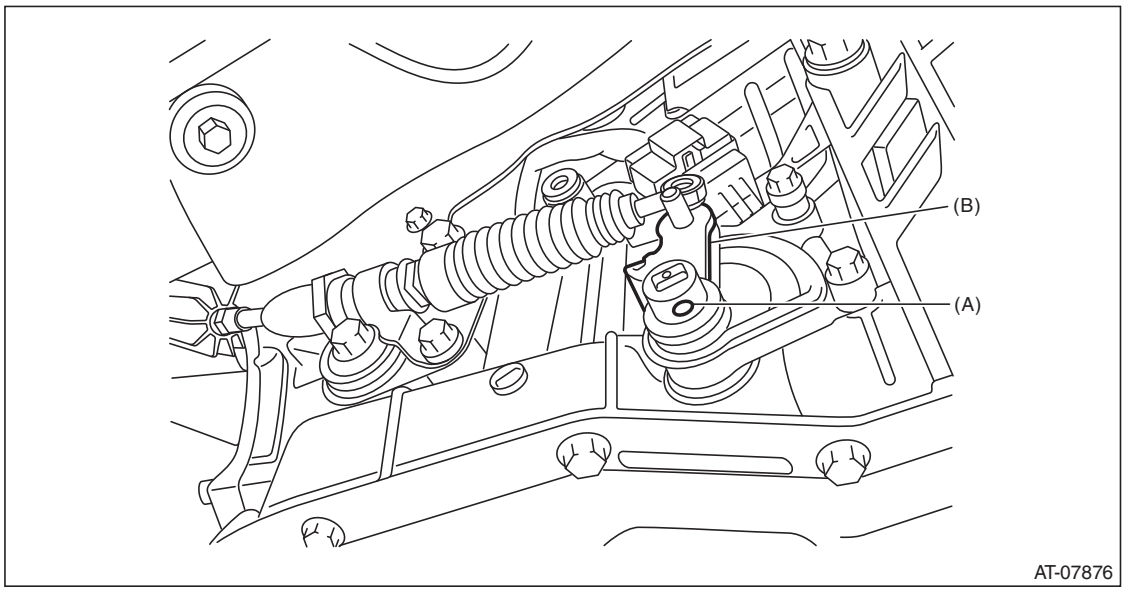
1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the snap pin and washer from the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

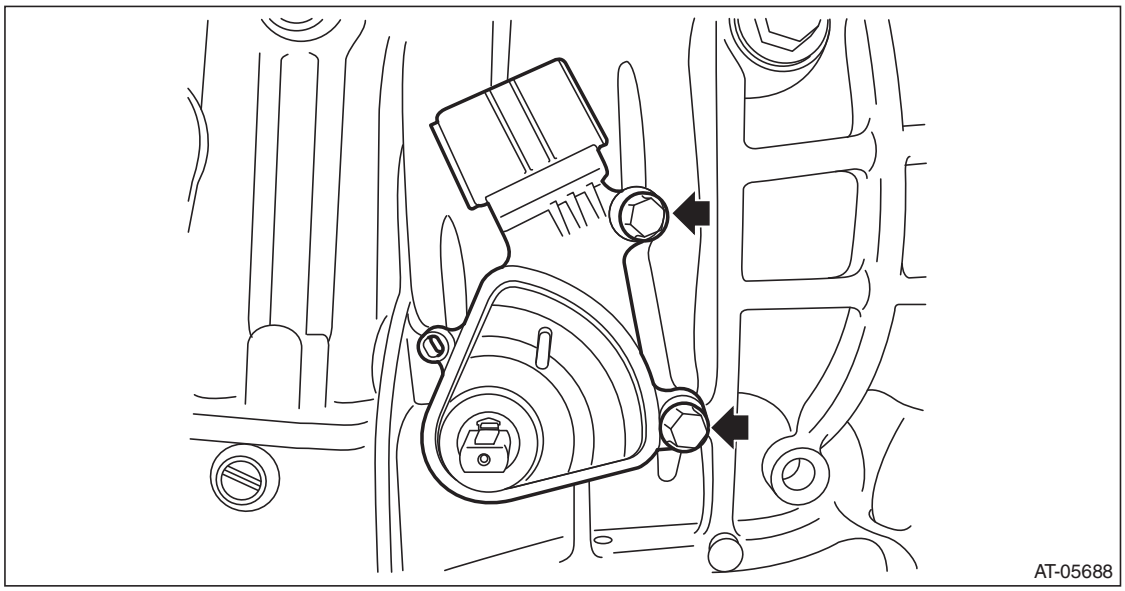
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5) Using the ST, remove the spring pin and shifter arm.
ST 398791600 REMOVER



(A) Spring pin
(B) Shifter arm

6) Remove the inhibitor harness connector from inhibitor switch.
7) Remove the two inhibitor switch securing bolts.

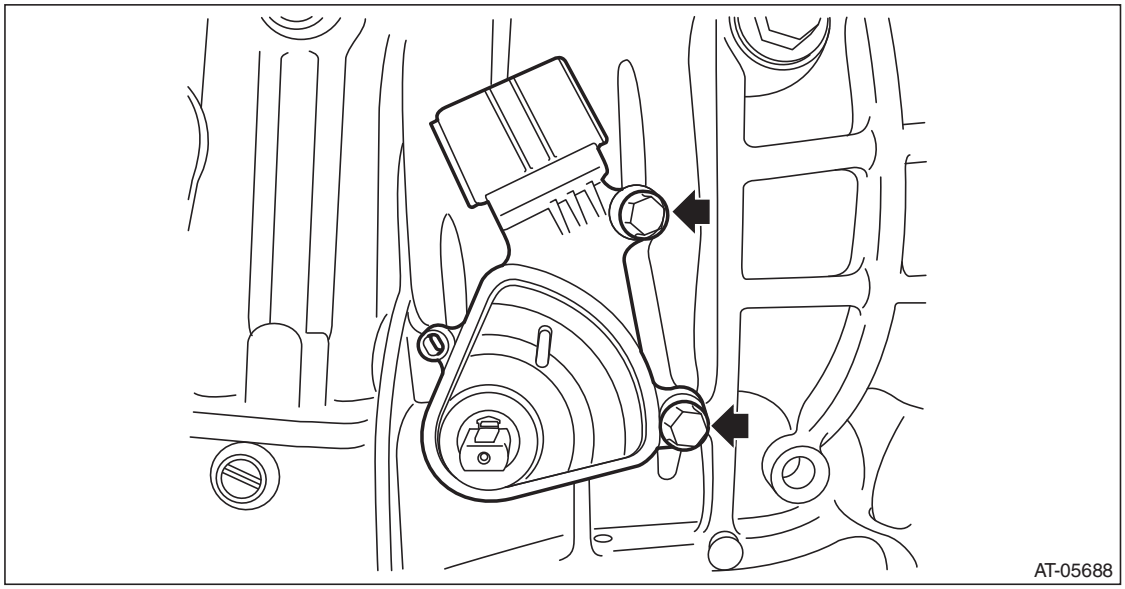


8) Remove the inhibitor switch from the transmission case.

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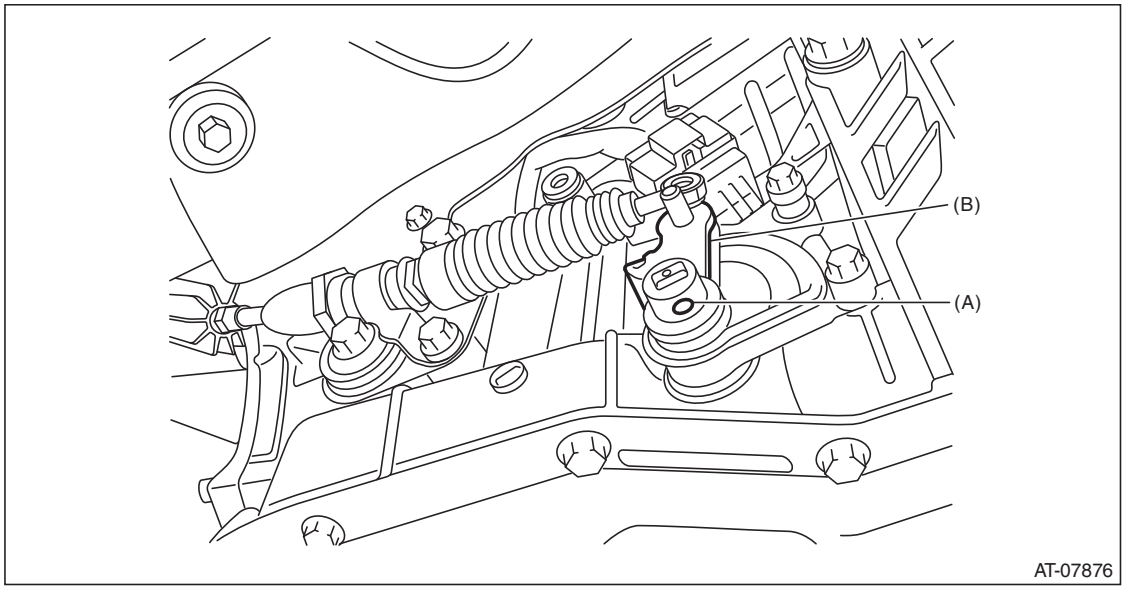
D: INSTALLATION

1) Install the inhibitor switch to the transmission case temporarily.



2) Connect the inhibitor harness connector to the inhibitor switch.
3) Install the shifter arm and fix with the spring pin.

NOTE:
Use new spring pin.

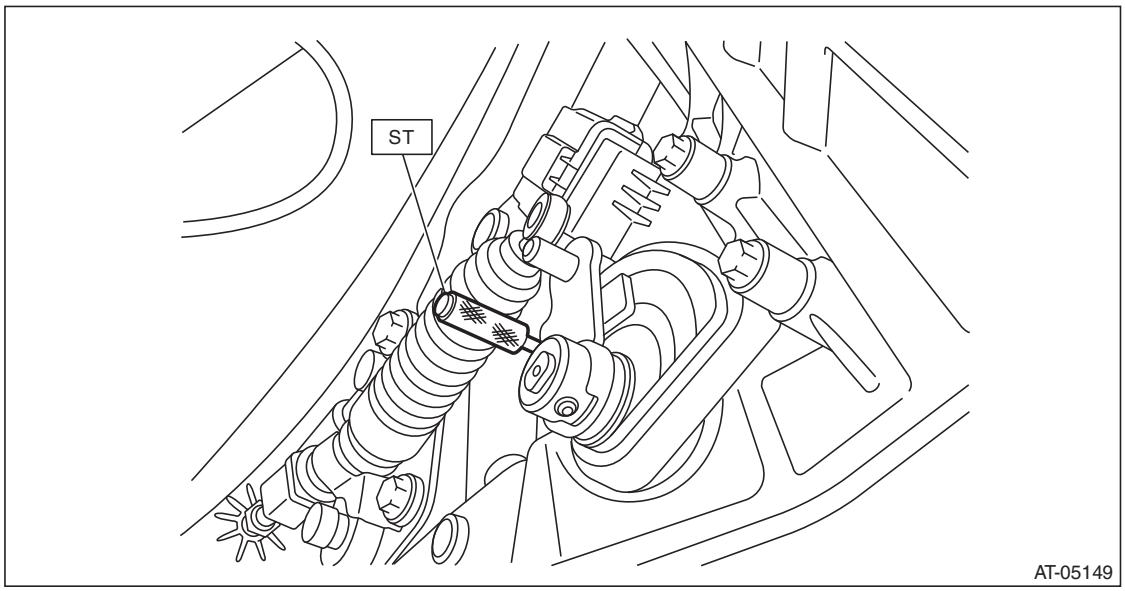


(A) Spring pin
(B) Shifter arm

4) Shift the shifter arm to “N” range.

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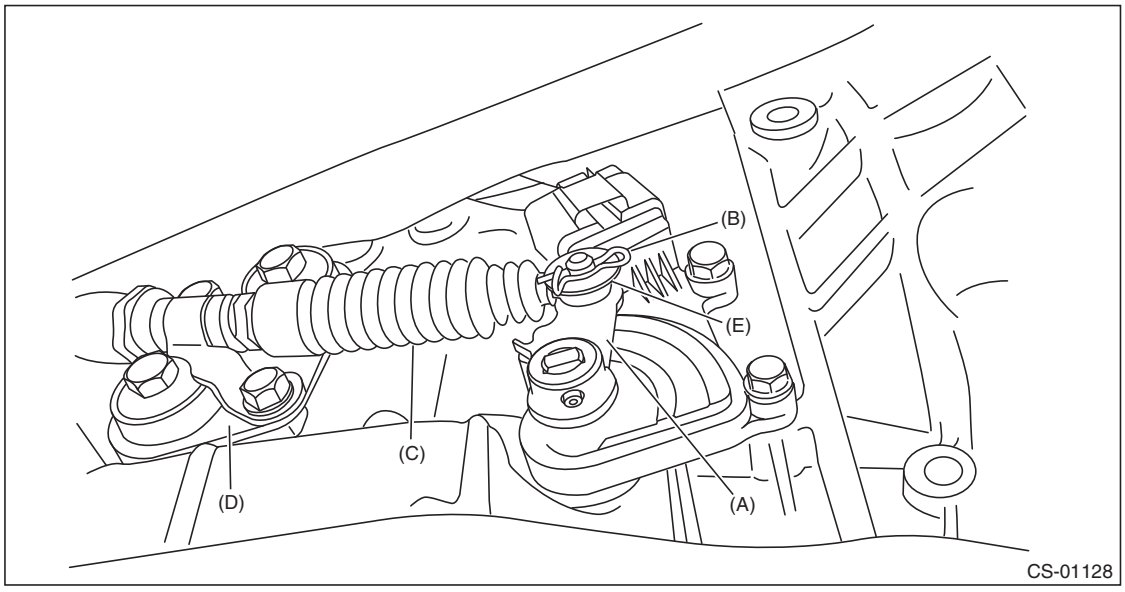
5) Install the ST vertically in the cutout of shifter arm and the hole of switch body.
ST 499267300 STOPPER PIN



6) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

7) Install the select cable to the shifter arm.
8) Install the washer and snap pin to the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

9) Lower the vehicle.
10) Connect the battery ground terminal.
11) Check the inhibitor switch. <Ref. to CVT(TR690)-91, INSPECTION, Inhibitor Switch.>

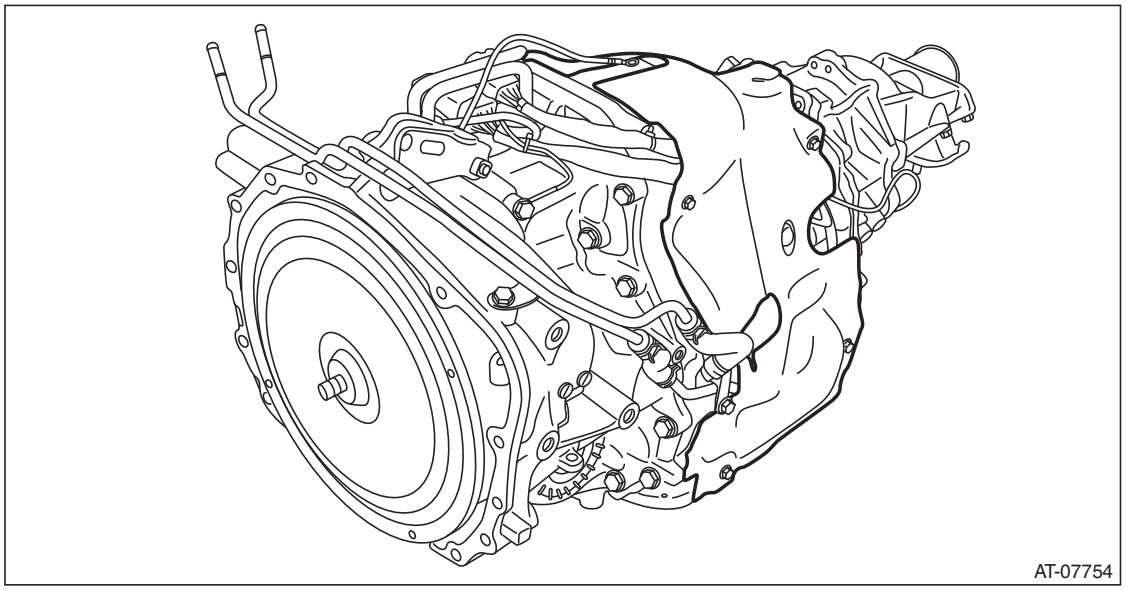
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16.Secondary Speed Sensor

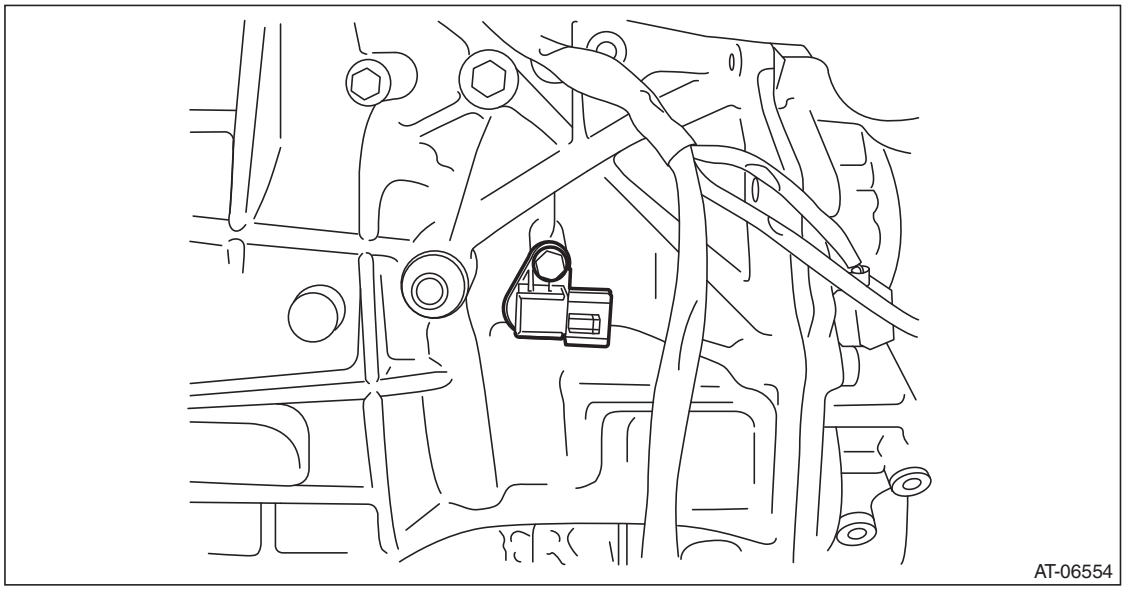
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.

1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission cover on the transmission upper side.


AT-07754

3) Remove the secondary speed sensor harness connector.
4) Remove the secondary speed sensor.


AT-06554

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B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

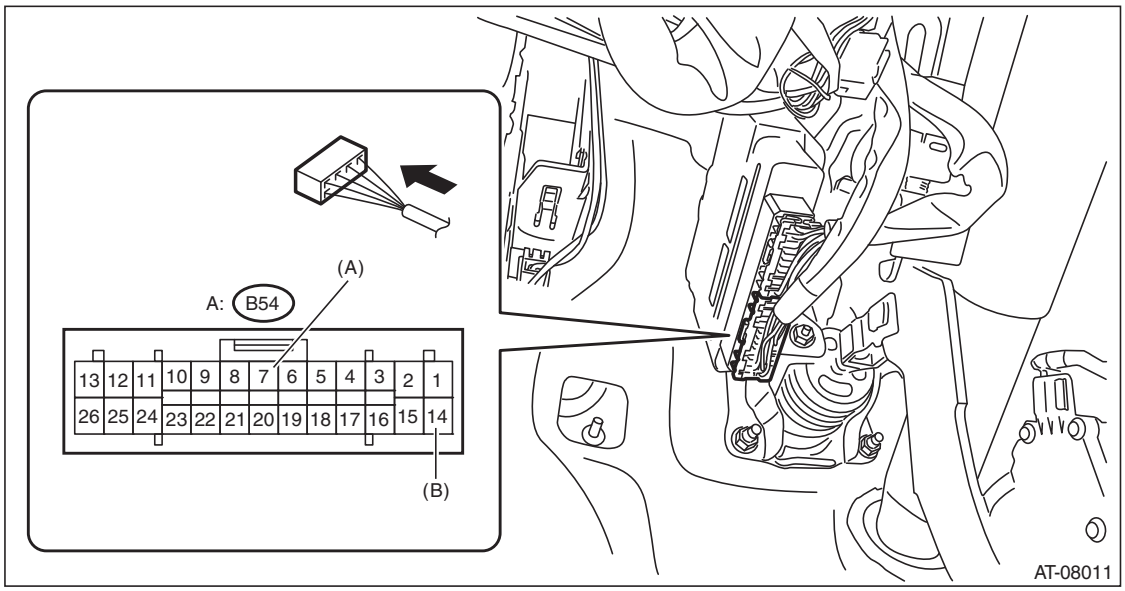
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
Secondary speed sensor
5 N·m (0.5 kgf-m, 3.7 ft-lb)
Transmission cover
8 N·m (0.8 kgf-m, 5.9 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 7 (+) — No. 14 (–):



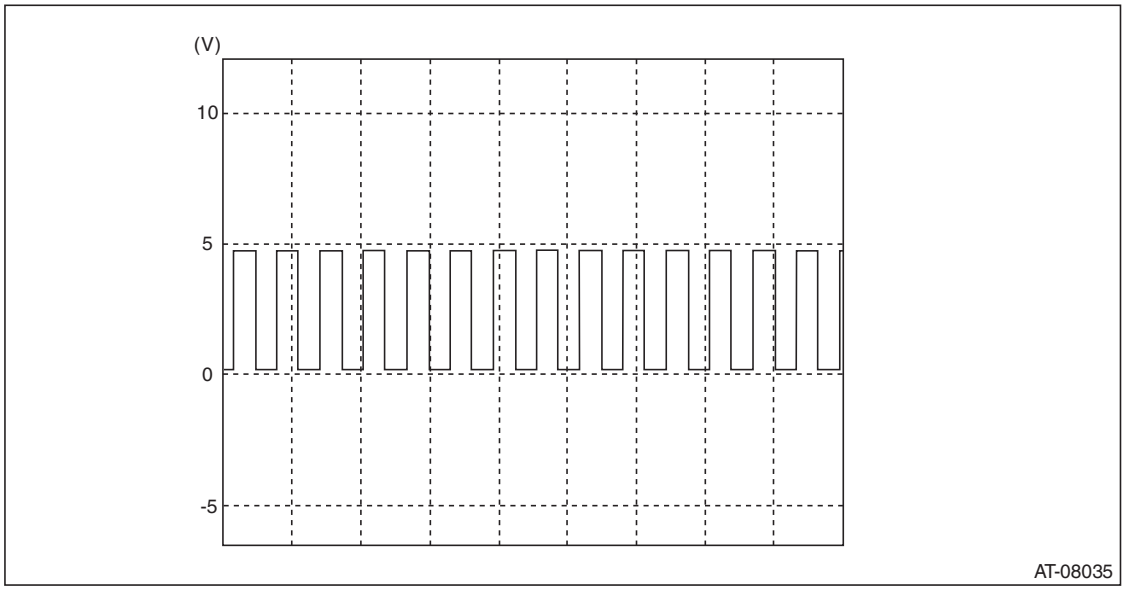
(A) + probe
(B) – probe

2) Start and warm up the engine.

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3) Check the waveform of secondary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.



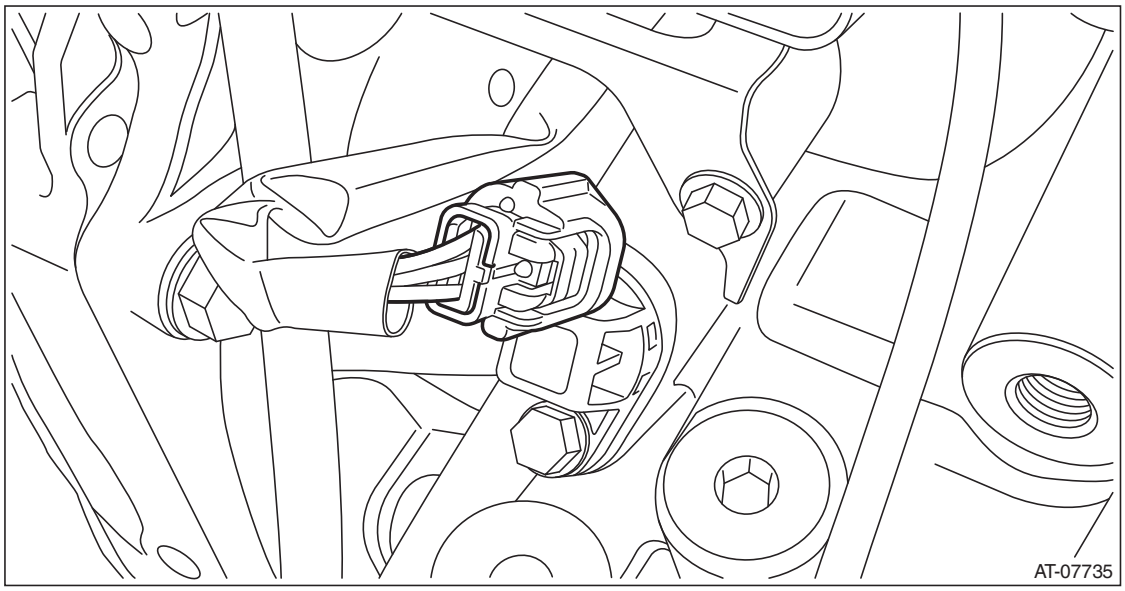
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17.Primary Speed Sensor

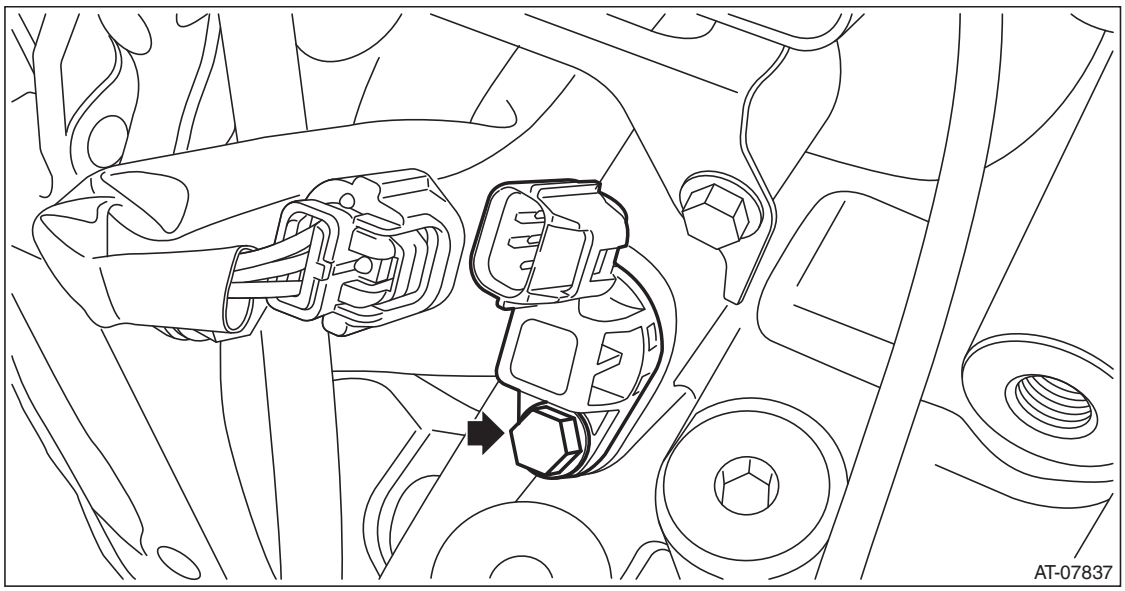
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.

1) Disconnect the ground cable from battery.
2) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
3) Clean the transmission exterior.
4) Remove the primary speed sensor harness connector.



5) Remove the primary speed sensor and the spacer.



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B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

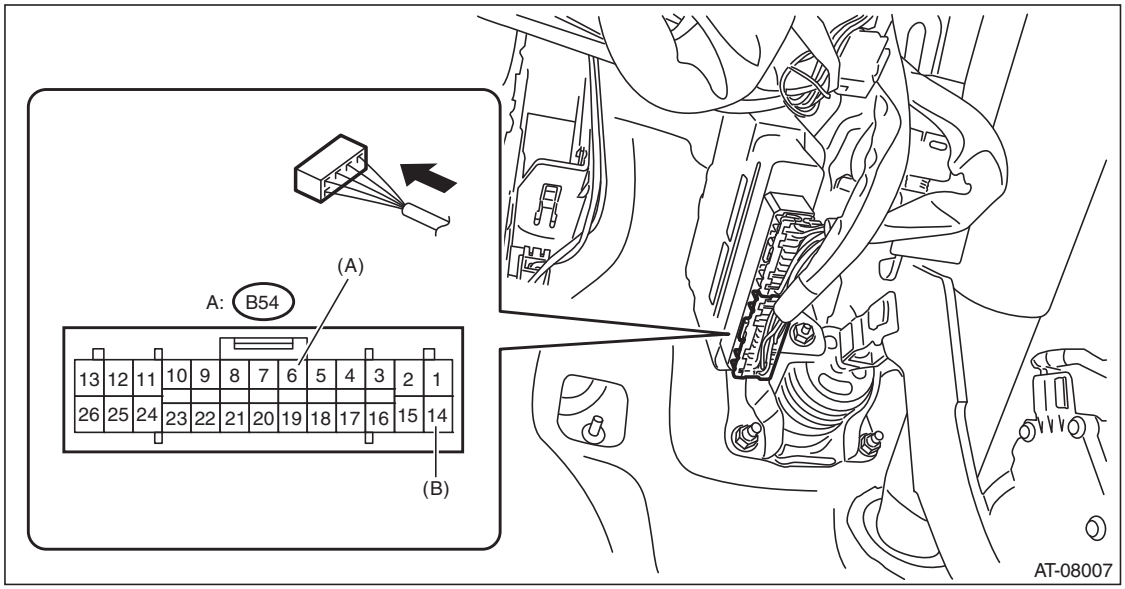
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
Primary speed sensor
5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 6 (+) — No. 14 (–):



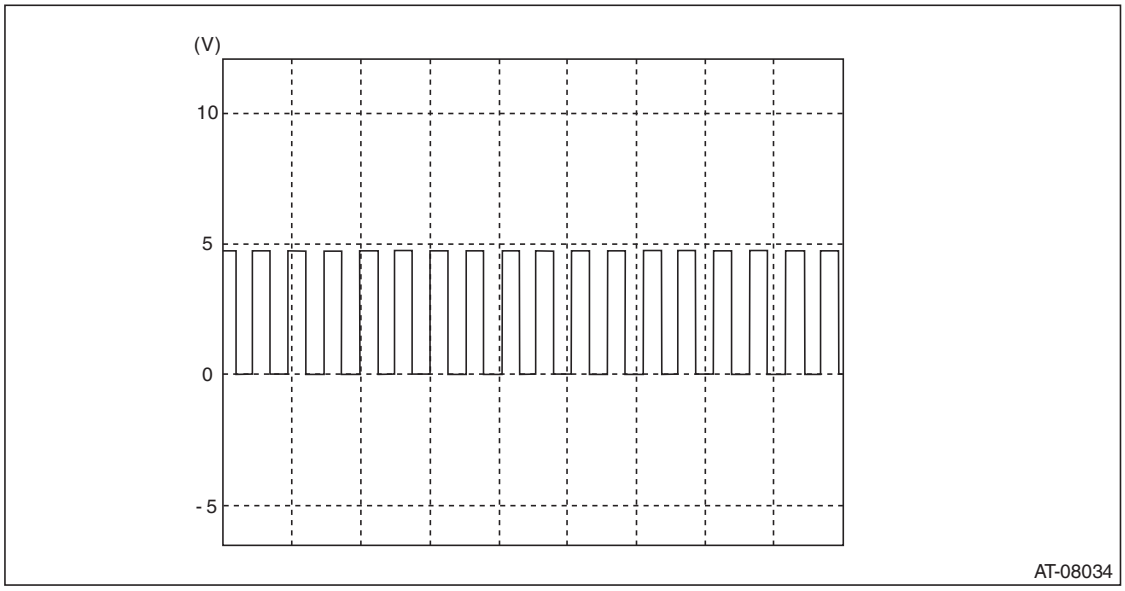
(A) + probe
(B) – probe

2) Start and warm up the engine.

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3) Check the waveform of primary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.

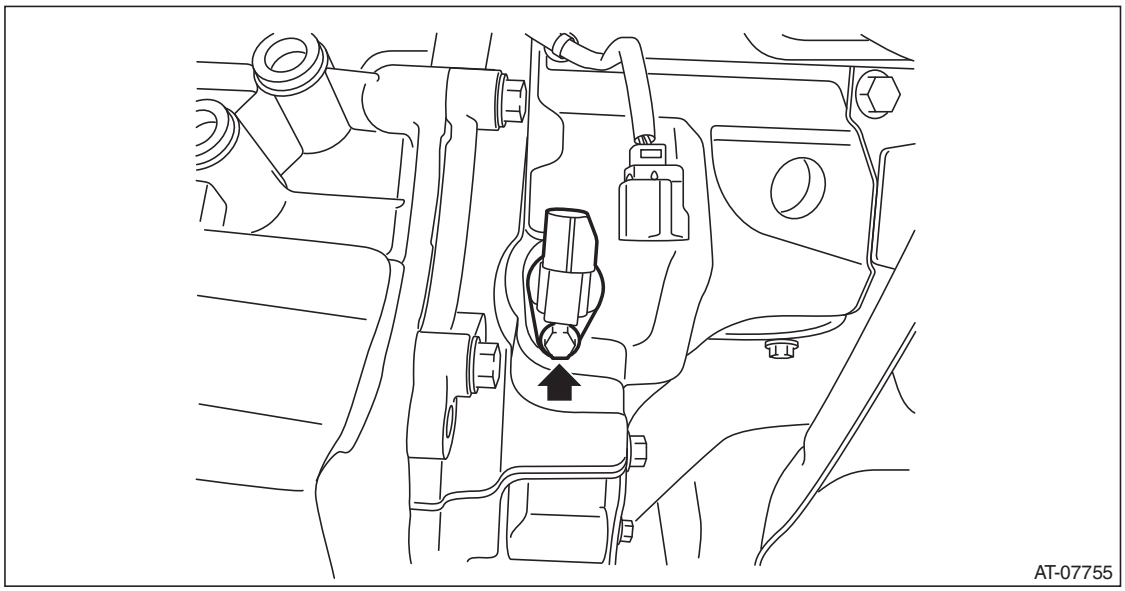


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18.Front Wheel Speed Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of front wheel speed sensor. If adhesion occurs, replace with a new part.
• When removing front wheel speed sensor, CVTF may let out. If CVTF has leaked, adjust the CVTF level after installing the front wheel speed sensor.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the front wheel speed sensor harness connector.
5) Remove the front wheel speed sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of front wheel speed sensor. If adhesion occurs, replace with a new part.
• After installing the front wheel speed sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
• Use new O-rings.
• Apply CVTF to the O-ring.

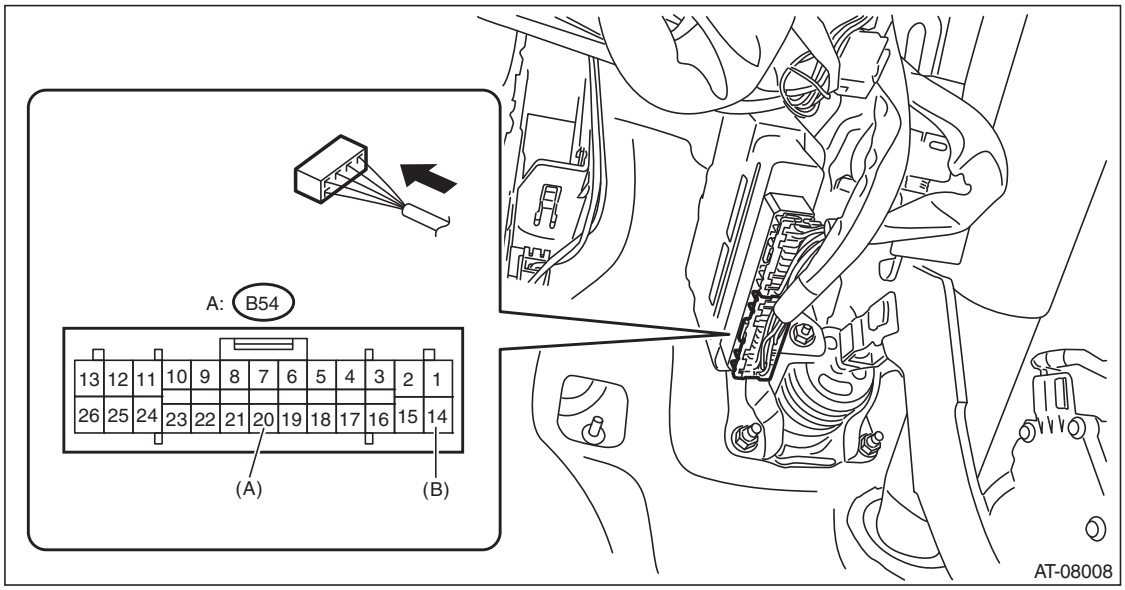
Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

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C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

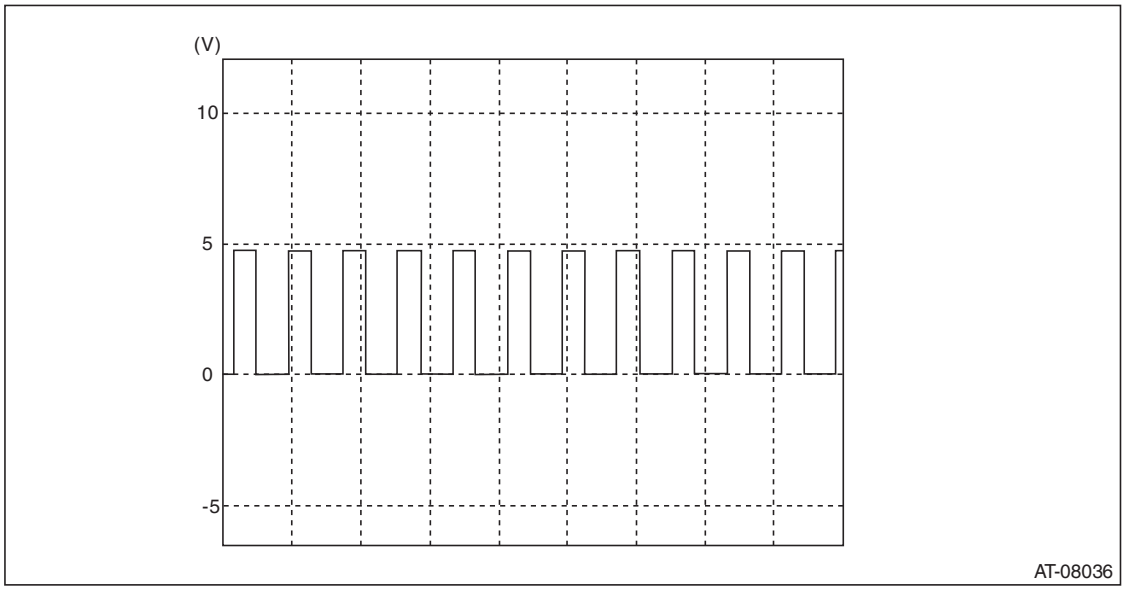
Connector & terminal
(B54) No. 20 (+) — No. 14 (–):



(A) + probe
(B) – probe

2) Lift up the vehicle and raise the vehicle speed up to 20 km/h (12 MPH).
3) Check the waveform of front wheel speed sensor when vehicle speed is at 20 km/h (12 MPH).

NOTE:
The waveform cycle changes as the speed changes.



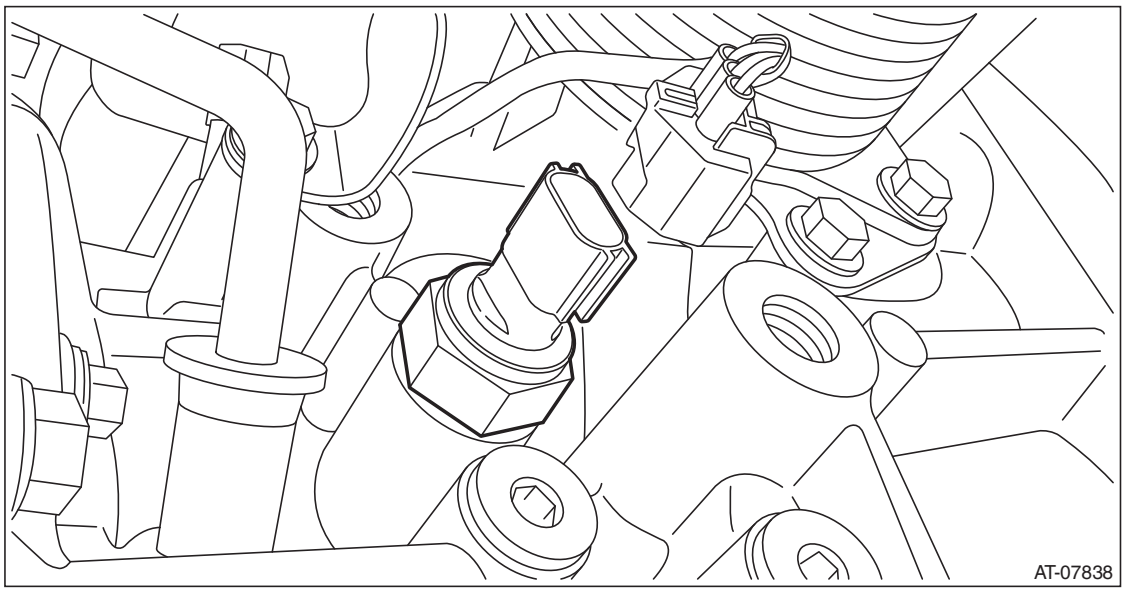
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19.Secondary Pressure Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• When removing secondary pressure sensor, CVTF may let out. If CVTF has leaked, adjust the CVTF level after installing the secondary pressure sensor.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the secondary pressure sensor harness connector.
5) Remove the secondary pressure sensor.

NOTE:
Use Ko-ken 3/8 12-point 27 mm (manufacturer product No. 3305M-27) deep socket.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• After installing the secondary pressure sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
Use new O-rings.

Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)

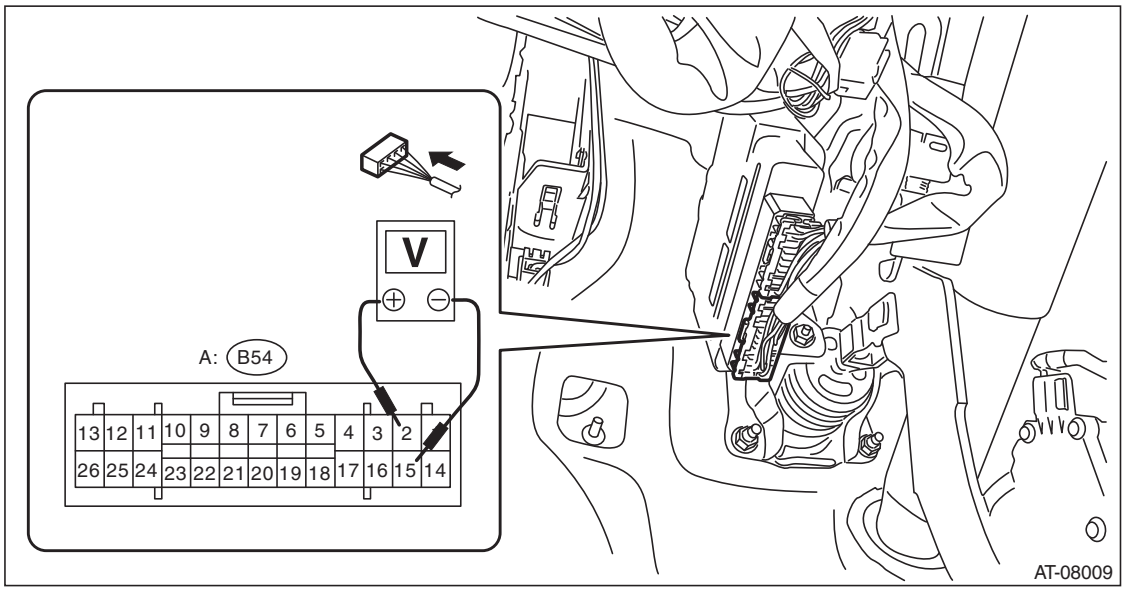
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C: INSPECTION

NOTE:
Leave it for 10 minutes or more after the engine stops, and then perform the inspection.
1) Check that the CVTF temperature is 10 — 80°C (50 — 176°F) using the Subaru Select Monitor.
2) Check the power supply voltage of the secondary pressure sensor.

Connector & terminal
(B54) No. 2 (+) — No. 15 (–):

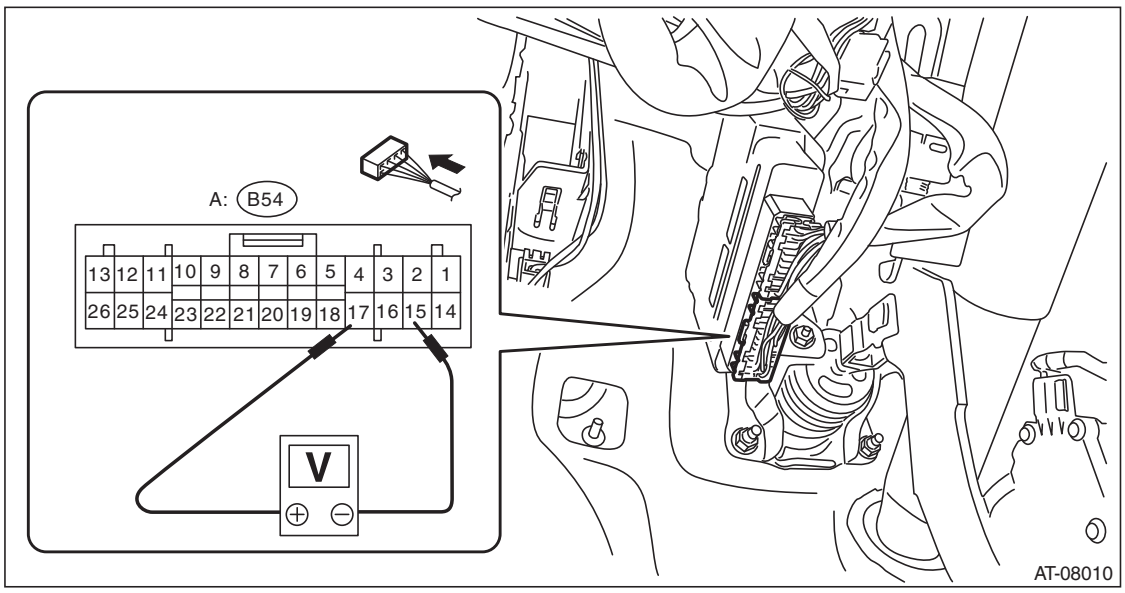
Standard
4.8 — 5.2 V



3) Check the voltage of the secondary pressure sensor.

Connector & terminal
(B54) No. 17 (+) — No. 15 (–):

Standard
0.45 — 0.55 V



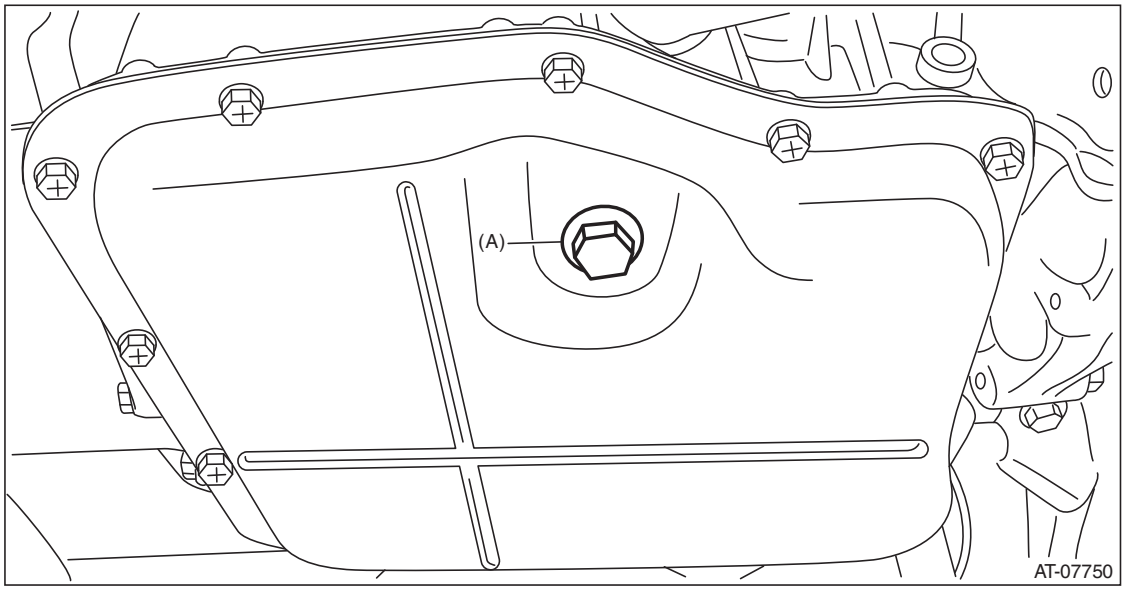
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20.Control Valve Body

A: REMOVAL

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.

NOTE:
The control valve body is replaced as an assembly only, because it is a non-disassembly part.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the CVTF drain plug to drain CVTF.



(A) CVTF drain plug

5) Install the CVTF drain plug.

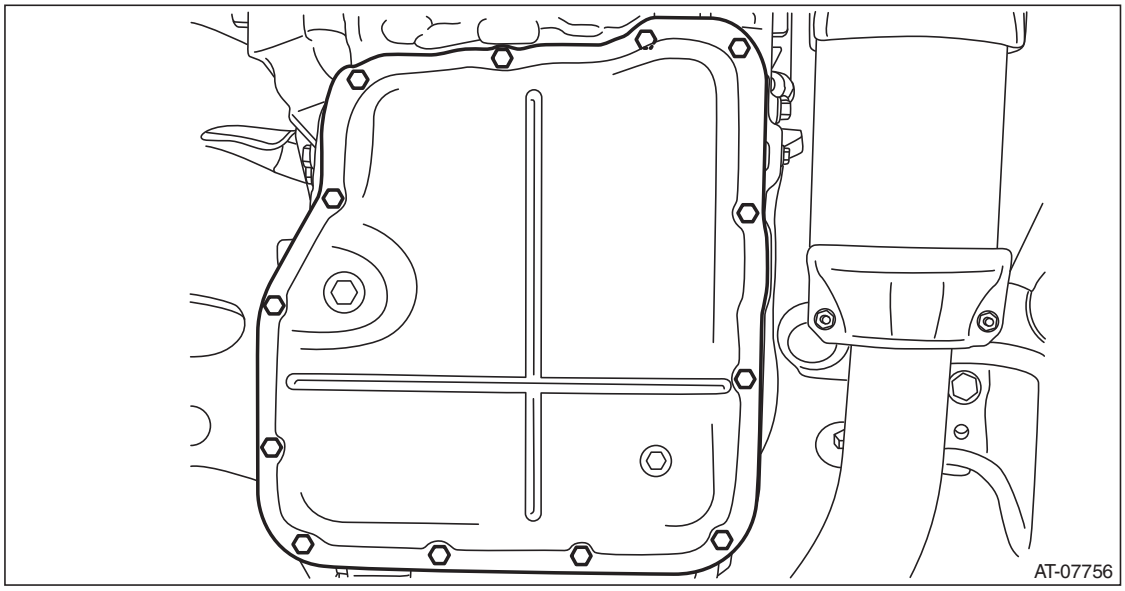
NOTE:
Use a new gasket.

Tightening torque:
39.2 N·m (4.0 kgf-m, 28.9 ft-lb)

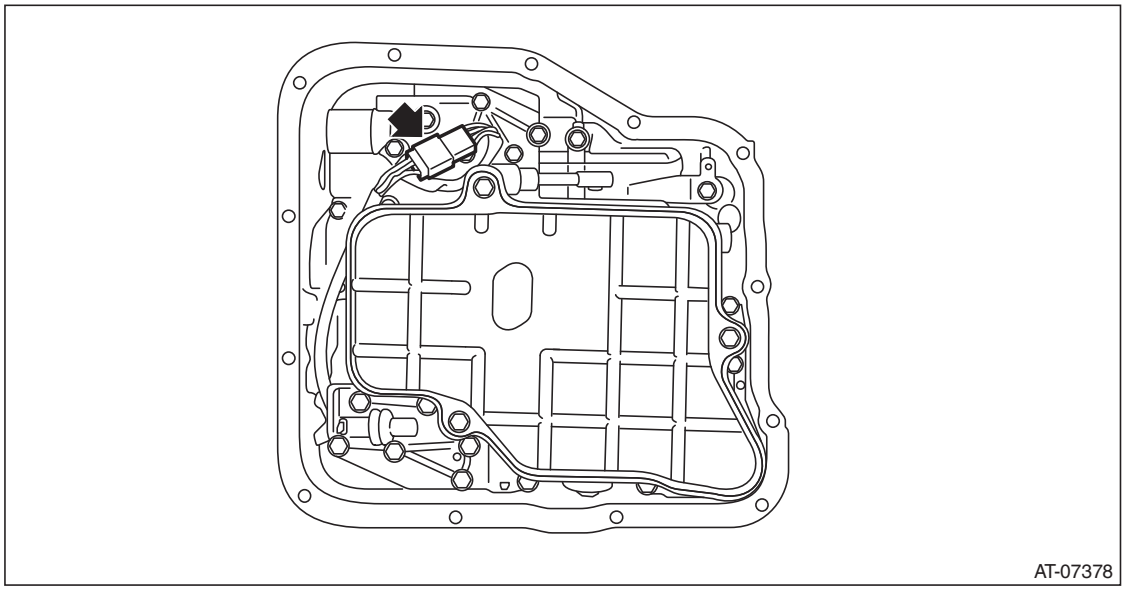
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6) Remove the oil pan.

CAUTION:
Be careful not to allow foreign matter such as dust or dirt to enter the oil pan.

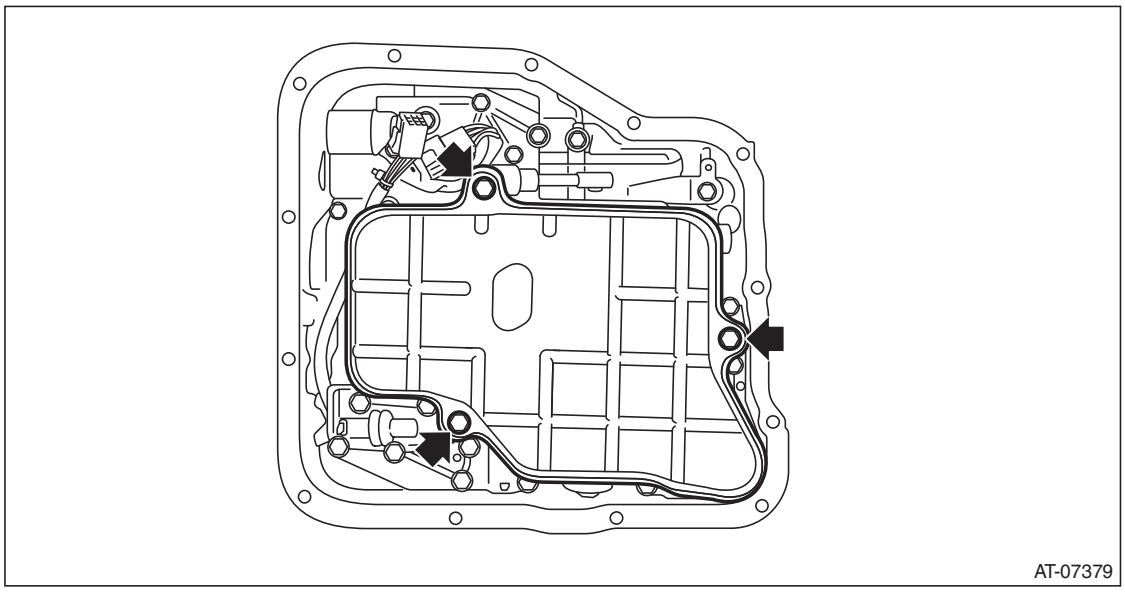


7) Remove the magnet.
8) Disconnect the control valve harness connector.



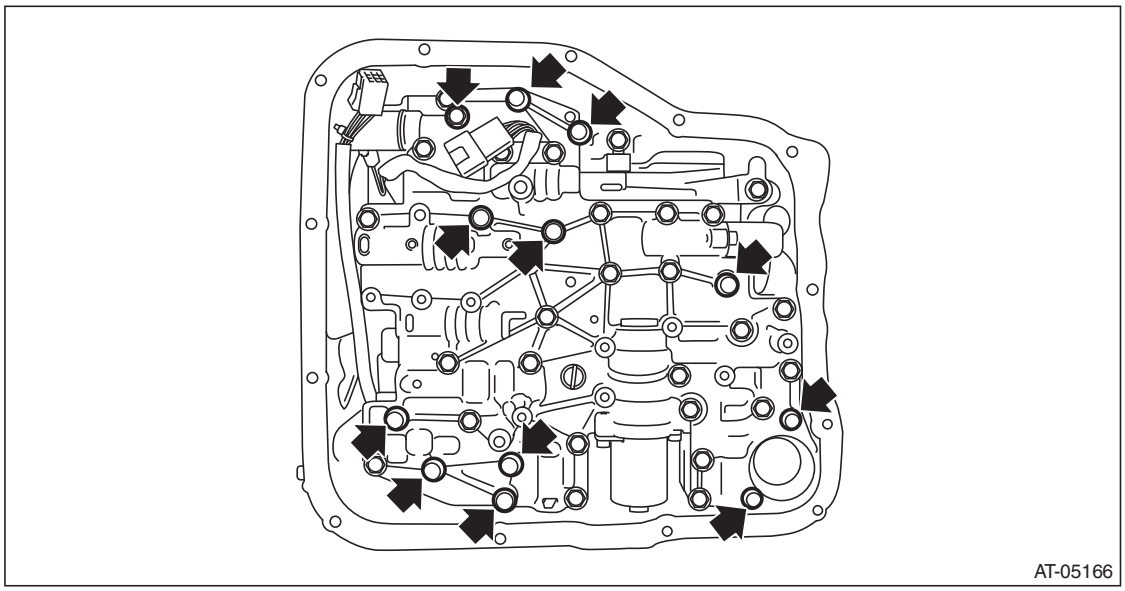
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9) Remove the oil strainer.



10) Remove the control valve body.

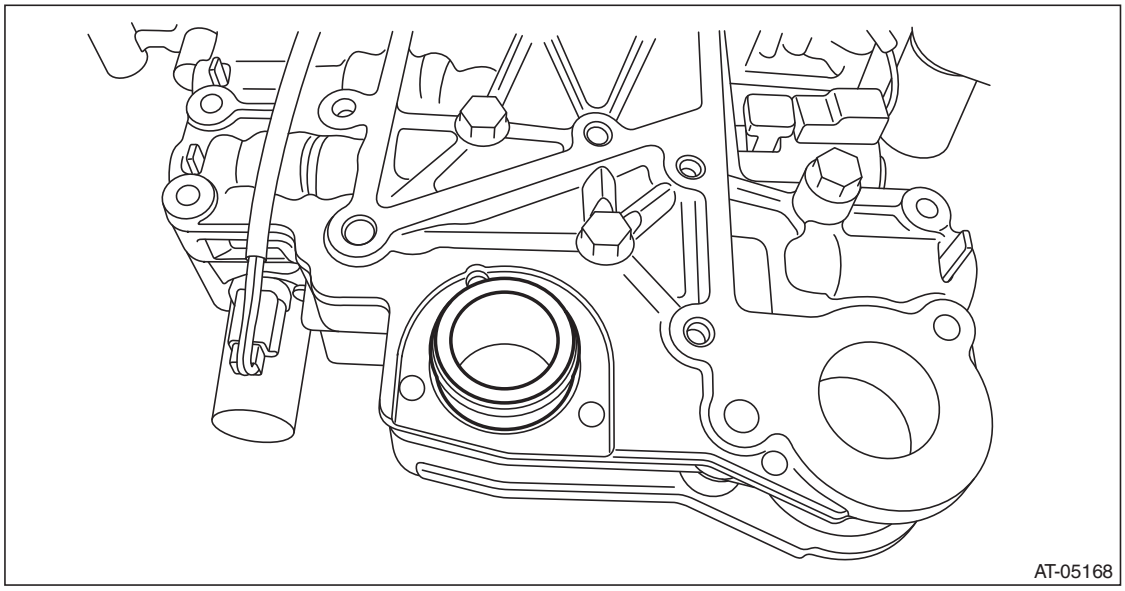
CAUTION:
Do not let the manual valve drop off.



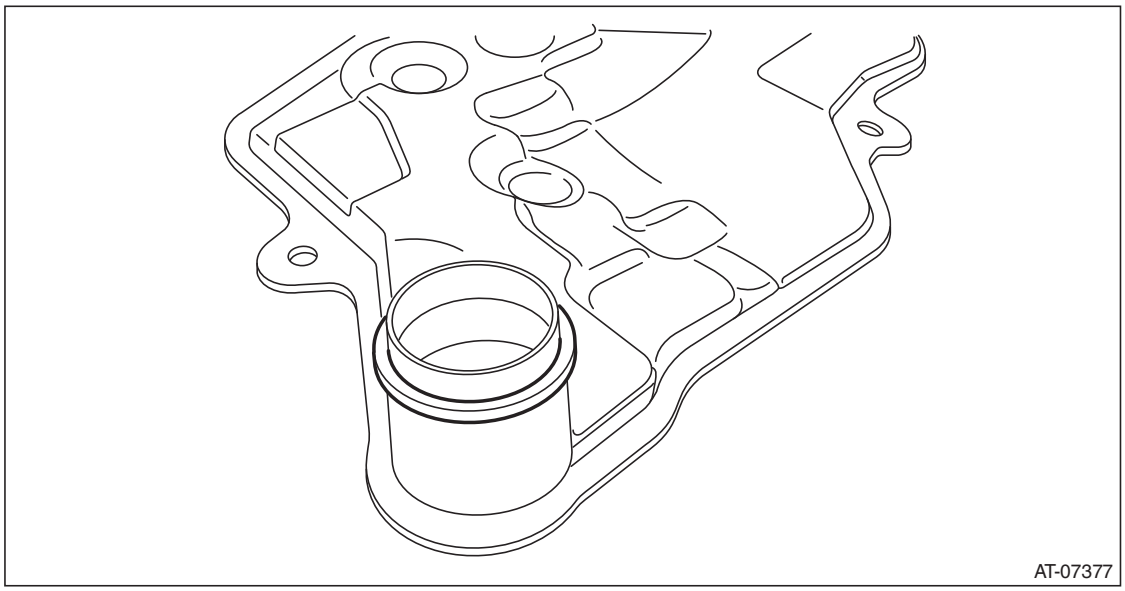
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11) Remove the pressure pipe.

NOTE:
It may be located in transmission case side.

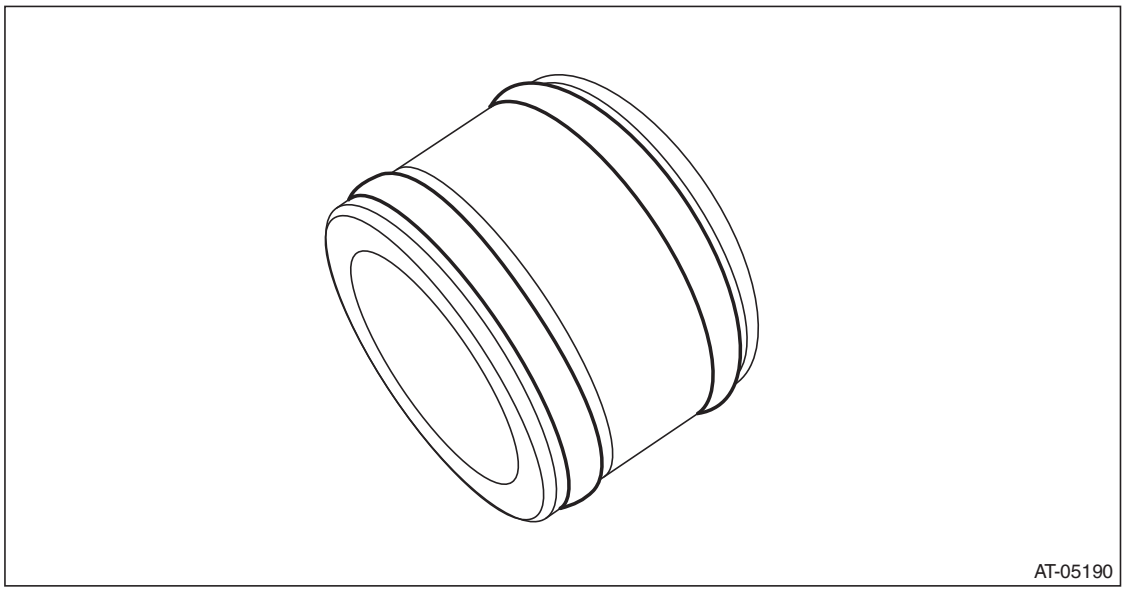


12) Remove the O-ring from oil strainer.



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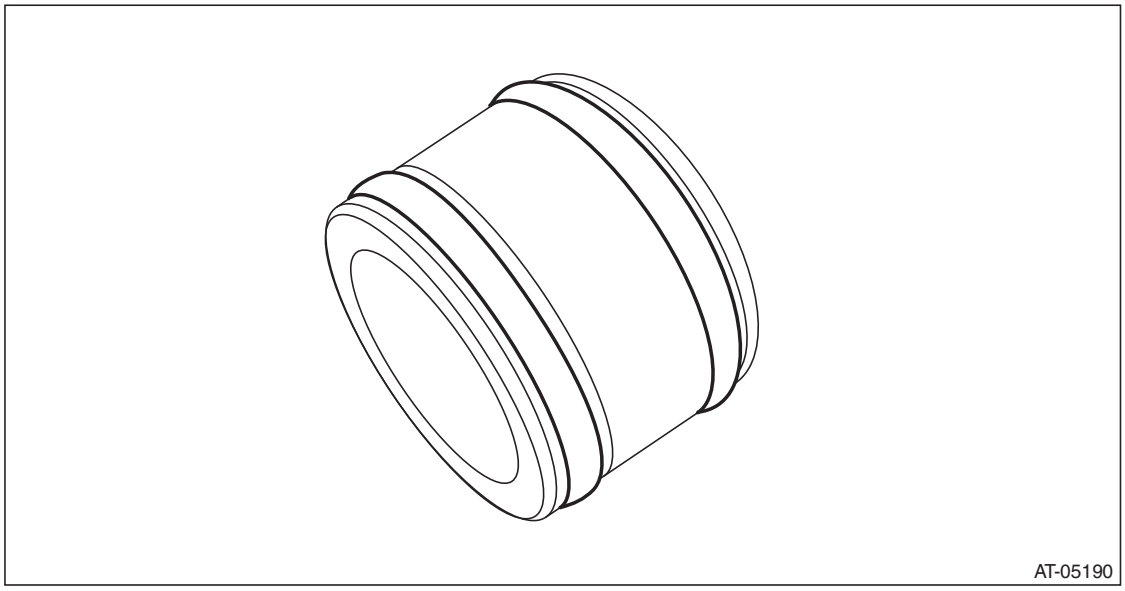
13) Remove the O-ring from pressure pipe.



B: INSTALLATION

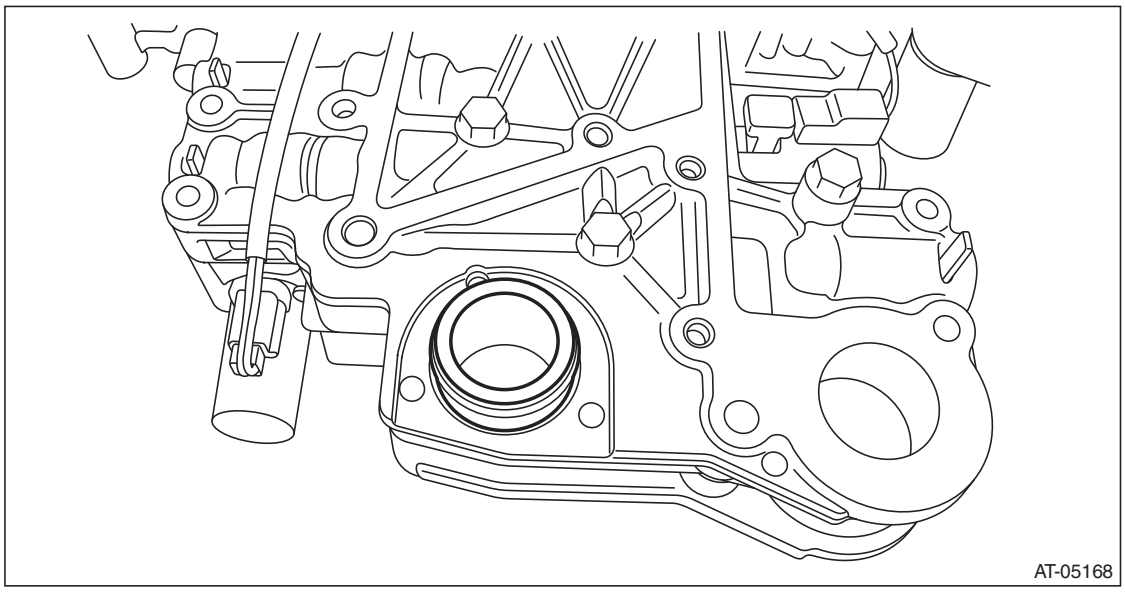
1) Clean the mating surface of oil pan and transmission case.
2) Check the control valve body for dust and other foreign matter.
3) Install the O-ring to the pressure pipe.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



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4) Install the pressure pipe.

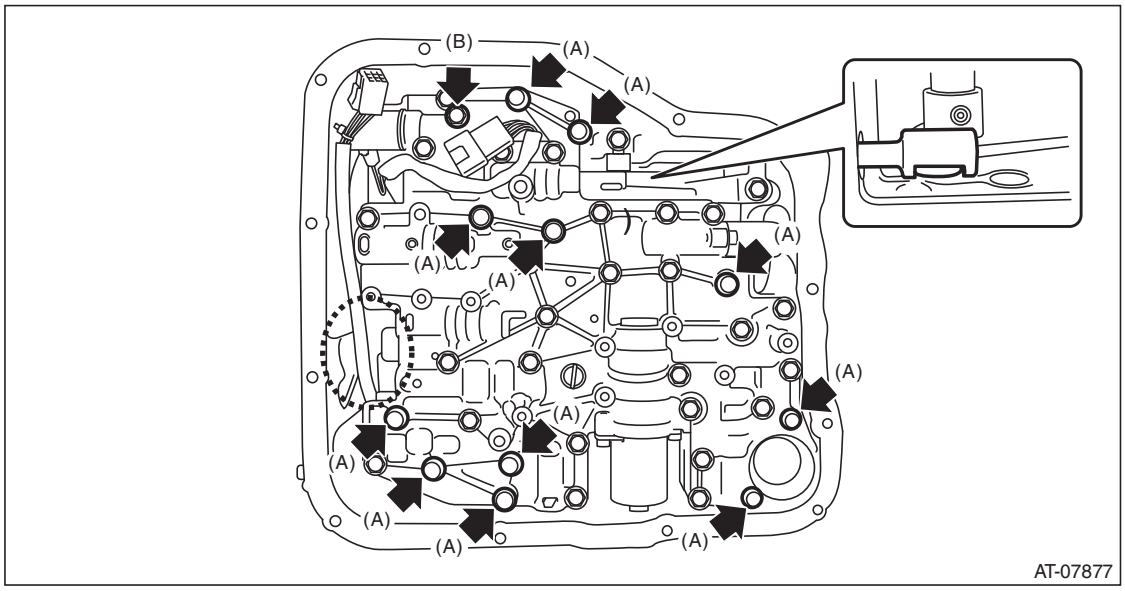


5) Install the control valve body to the transmission.

CAUTION:
- **Beware of the transmission harness getting caught in between.**
- **Do not impact or bend the transmission harness because it has the oil temperature sensor inside.**

NOTE:
- Engage the manual valve to the manual plate.
- Lead the transmission harness through from the point indicated by dashed line in the figure.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



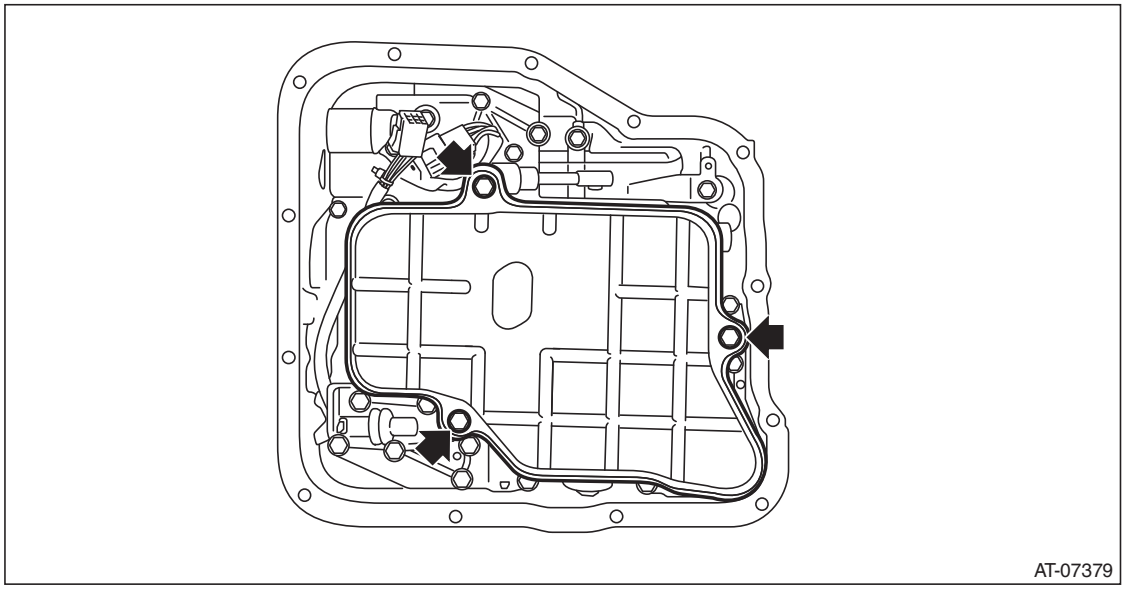
(A) Short bolt (11 pcs)
(B) Long bolt (1 pcs)

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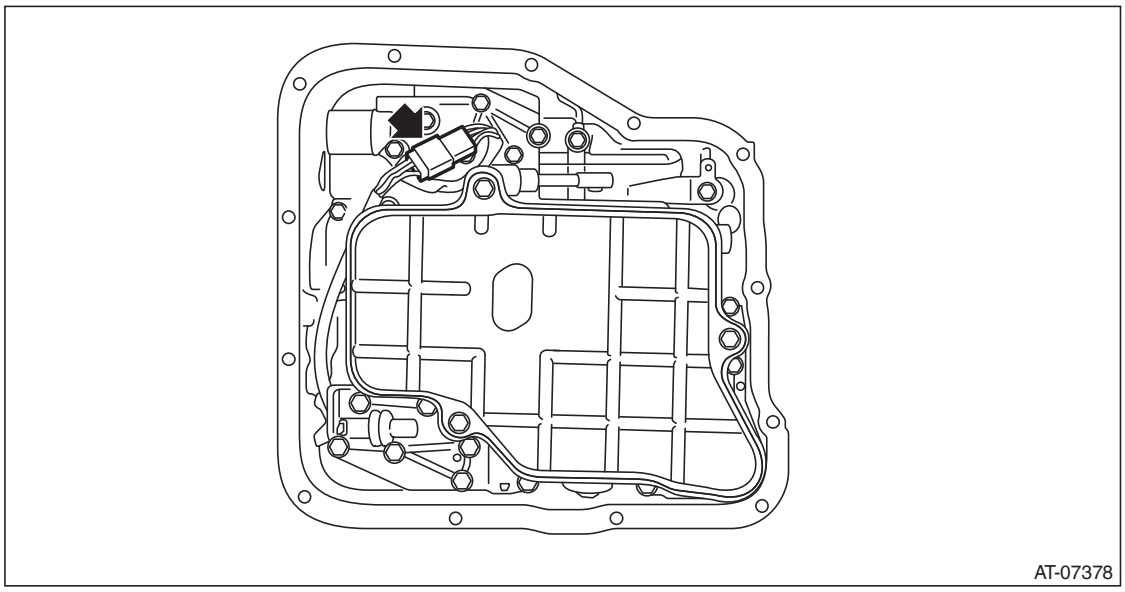
6) Install the O-ring to oil strainer and install the oil strainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.
- Let the transmission harness run between control valve body and oil strainer.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



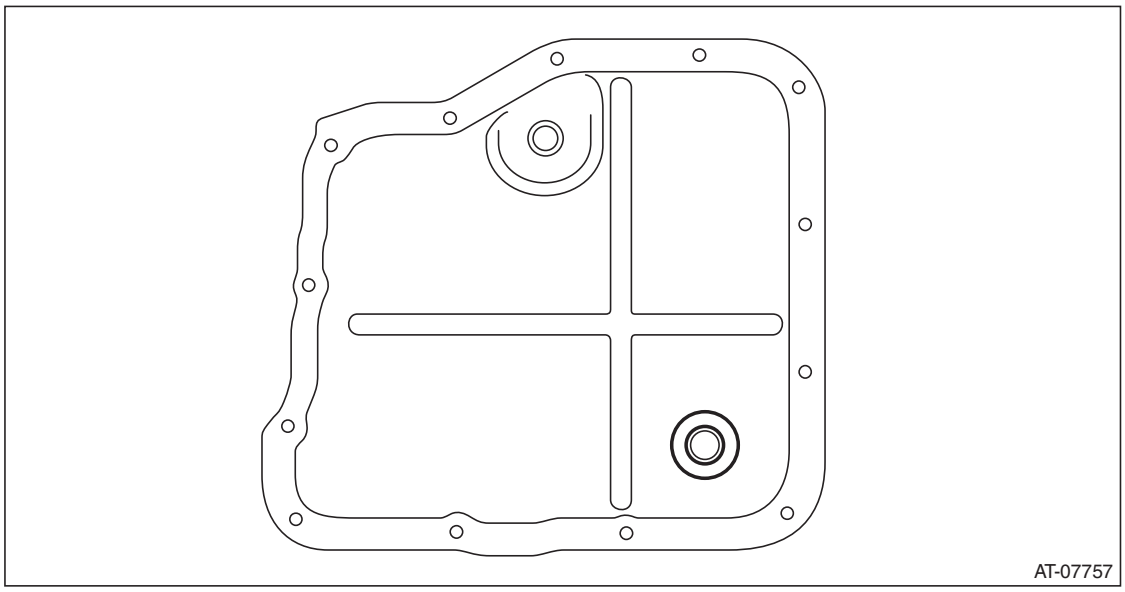
7) Connect the control valve harness connector.



8) Clean the magnet.

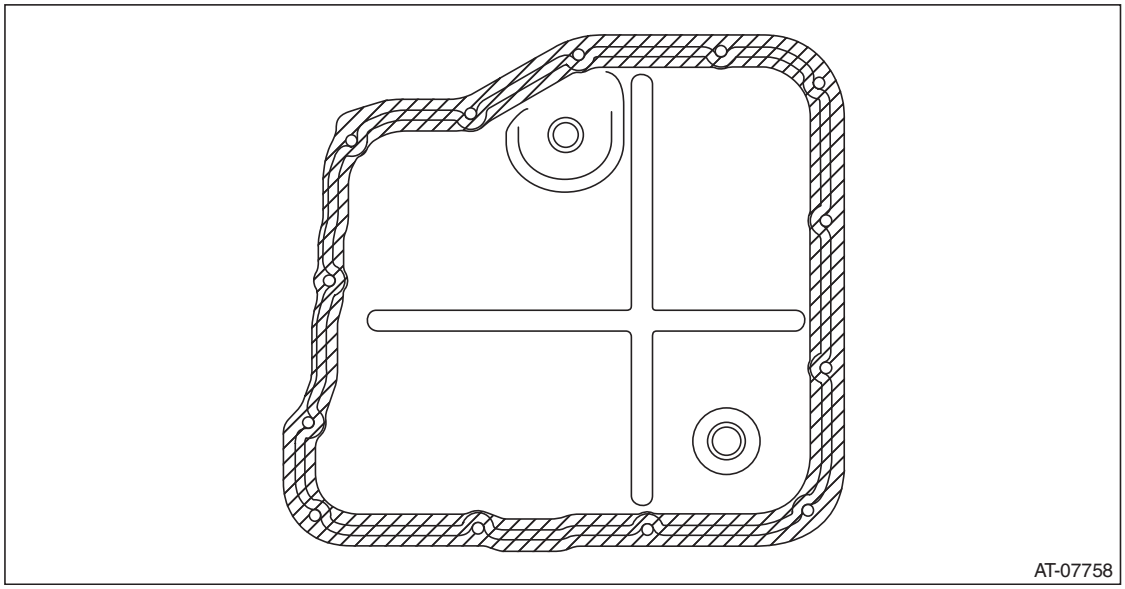
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9) Attach the magnet at the specified position of the oil pan.



10) Apply liquid gasket all around the oil pan mating surface seamlessly.

Liquid gasket:
THREE BOND 1217B (Part No. K0877YA020) or equivalent

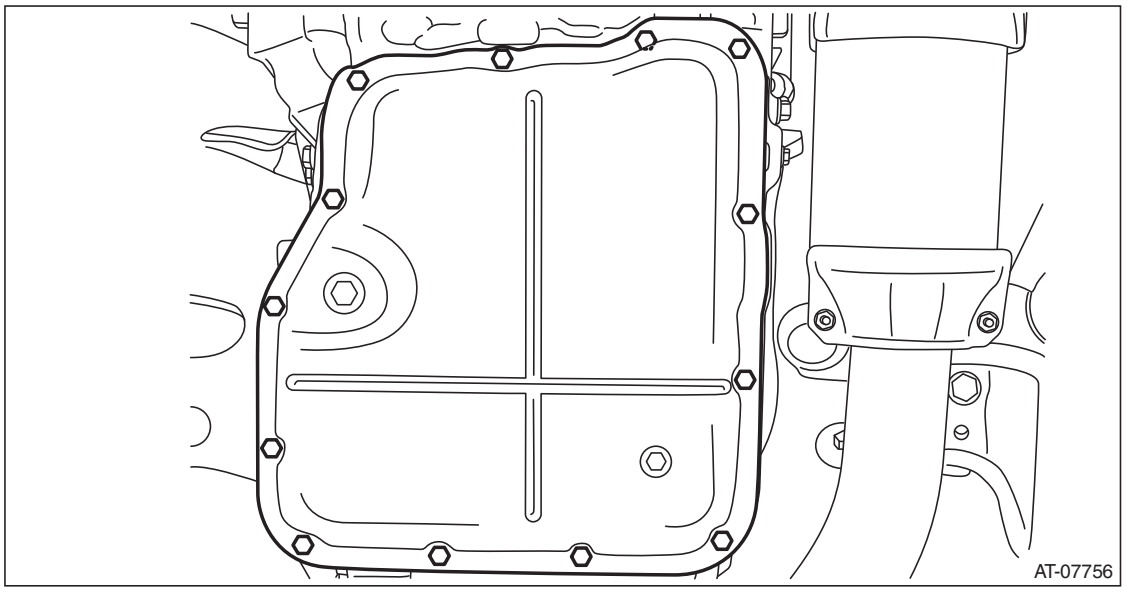


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11) Install the oil pan by equally tightening the bolts.

CAUTION:
Beware of the transmission harness getting caught in between.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



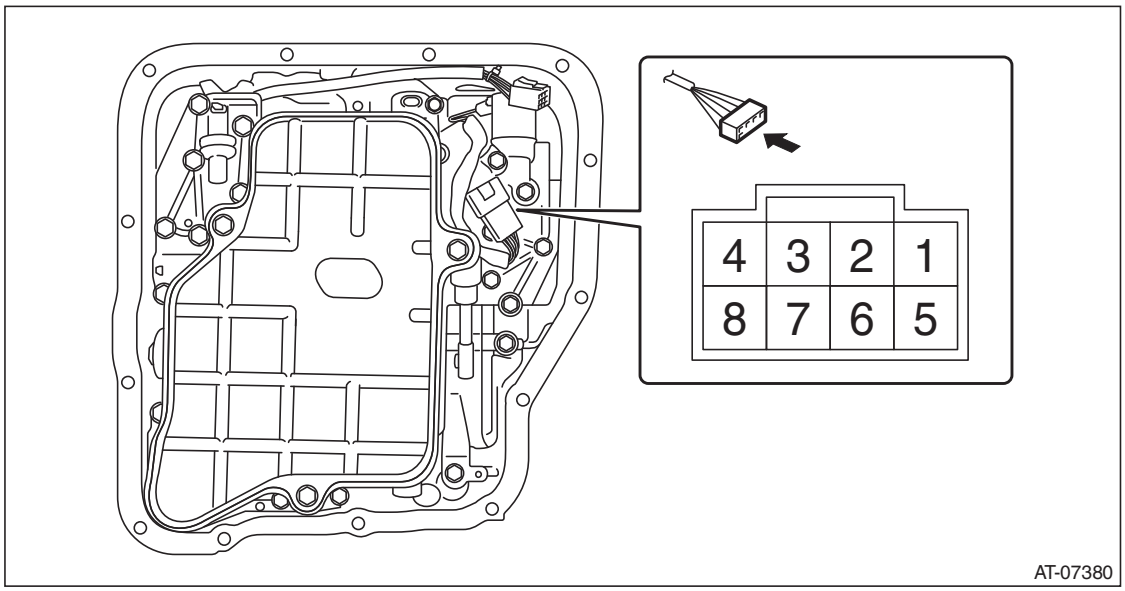
12) Connect the battery ground terminal.
13) Fill with CVTF. <Ref. to CVT(TR690)-38, REPLACEMENT, CVTF.>
14) Adjust the CVTF level. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

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C: INSPECTION

- Check each part for damage or dust.
- Check oil strainer for clogging.
- Measure the resistance of each solenoid.

NOTE:
Measurement should be performed at a temperature of 20°C (68°F).



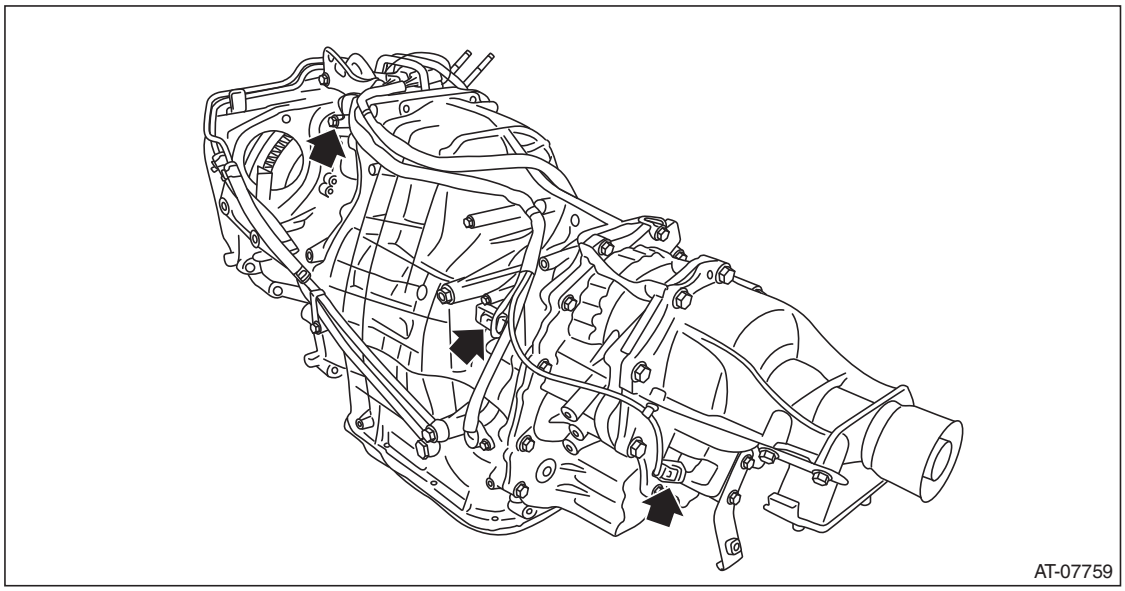
Solenoid	Terminal No.	Standard (Ω)
Secondary solenoid	No. 1 — control valve body	Approx. 6.6 Ω
Lock-up duty solenoid	No. 2 — control valve body	Approx. 12 Ω
F&R solenoid	No. 3 — control valve body	Approx. 5.3 Ω
Lock-up ON/OFF solenoid	No. 5 — control valve body	Approx. 16 Ω
Primary DOWN solenoid	No. 6 — control valve body	Approx. 12 Ω
Primary UP solenoid	No. 7 — control valve body	Approx. 12 Ω
AWD solenoid	No. 8 — control valve body	Approx. 3.2 Ω

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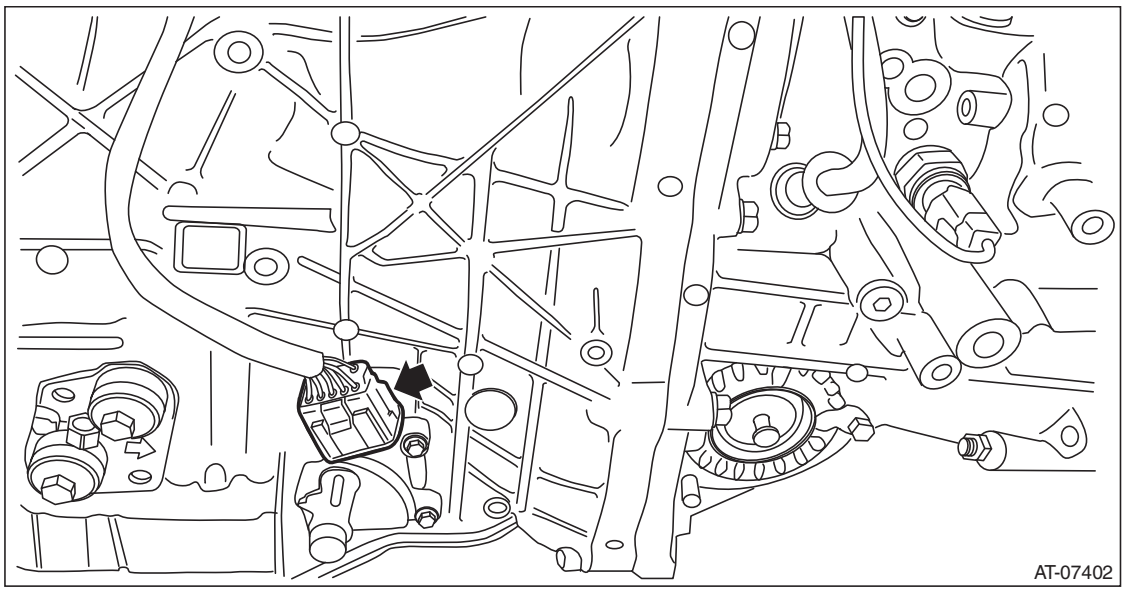
21.Transmission Harness

A: REMOVAL

1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Prepare for overhaul. <Ref. to CVT(TR690)-135, Preparation for Overhaul.>
3) Remove the transmission harness ground terminal and remove the harness connectors from front wheel speed sensor and secondary speed sensor.

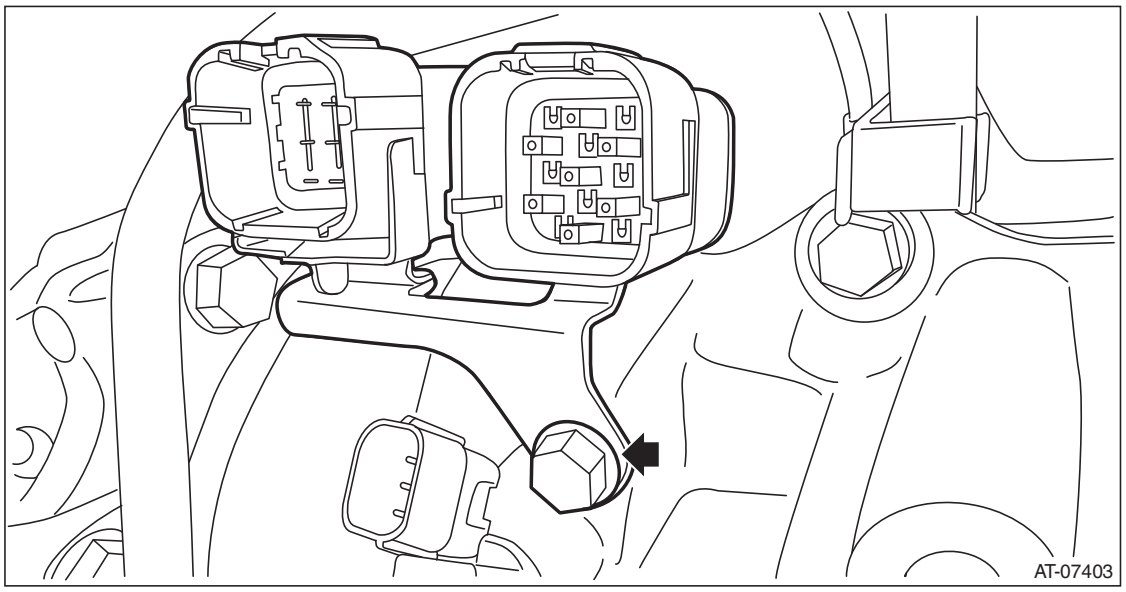


4) Remove the harness connectors from inhibitor switch, primary speed sensor and secondary pressure sensor.

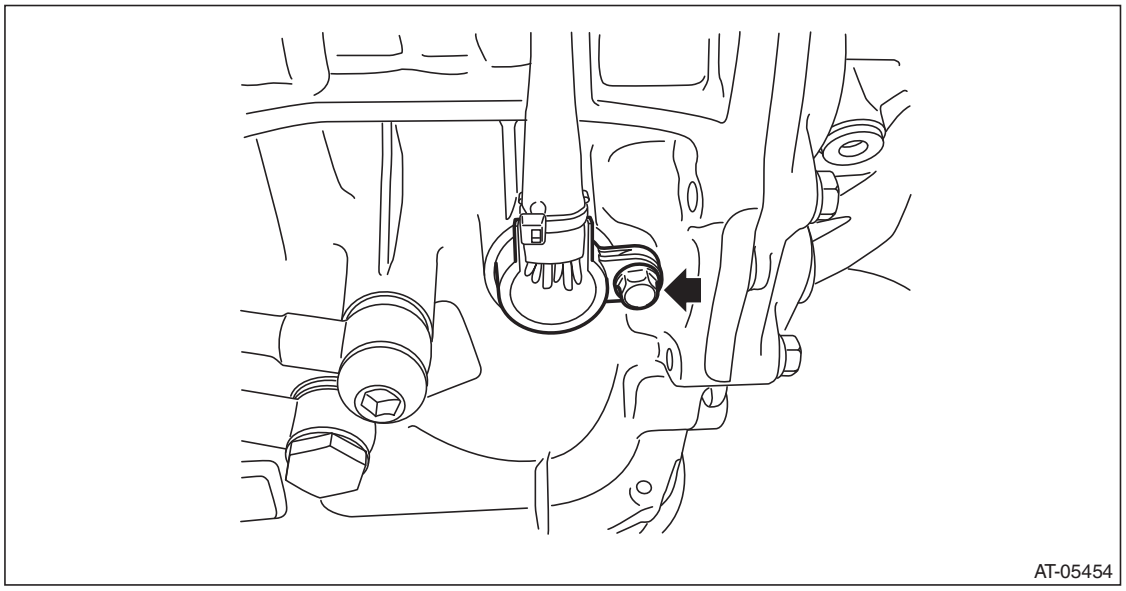


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5) Remove the transmission harness stay.



6) Remove transmission harness connector and inhibitor harness connector from harness stay.
7) Remove the control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
8) Remove the mounting bolt to pull out the bushing of transmission harness from transmission case round hole.



9) Remove the harness clip from transmission assembly.

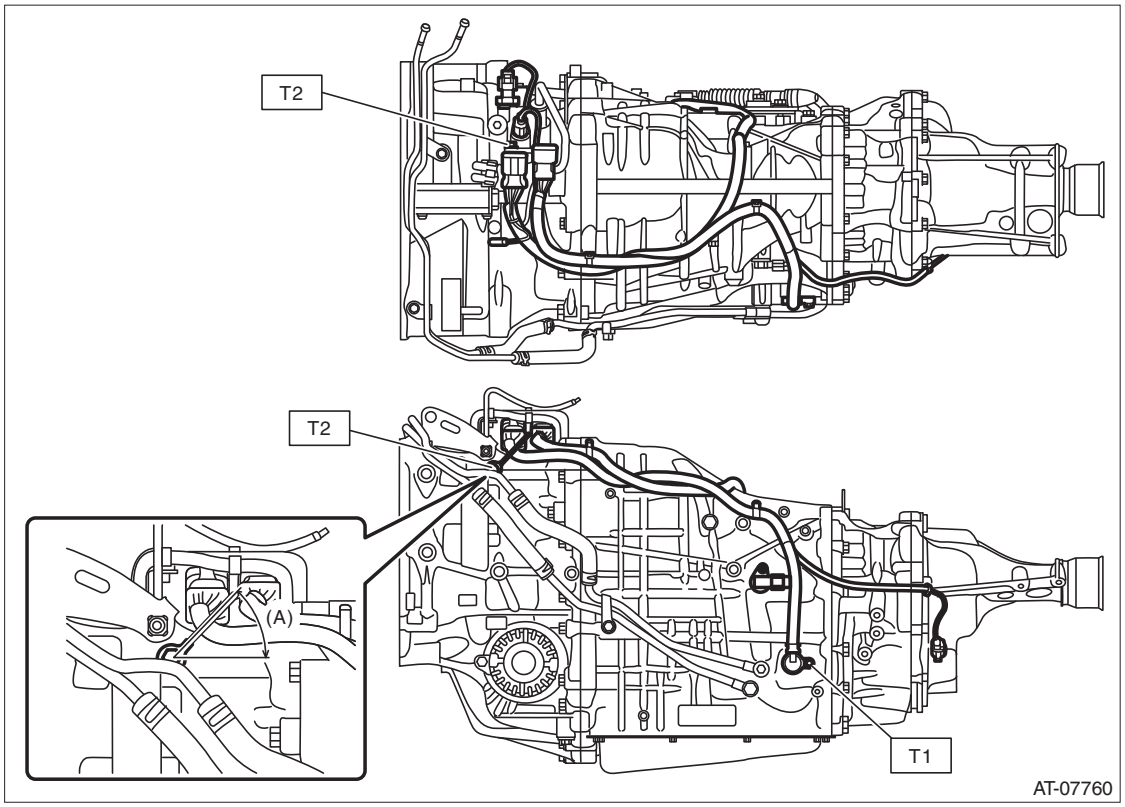
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B: INSTALLATION

Install in the reverse order of removal.

NOTE:
- Use new O-rings.
- Do not impact or bend the transmission harness because it has the oil temperature sensor inside.
- Install the transmission ground terminal at an approximately 45° angle (A).

Tightening torque:
T1: 5 N·m (0.5 kgf-m, 3.7 ft-lb)
T2: 16 N·m (1.6 kgf-m, 11.8 ft-lb)



C: INSPECTION

1) Visually check the harness and connector for damage or crack.
2) Check the harness terminal for rust, disconnection or poor contact.
3) Check the continuity between harness terminals and oil temperature sensor.

NOTE:
Refer to WIRING SECTION for transmission harness terminal and oil temperature sensor terminal. <Ref. to WI-144, WIRING DIAGRAM, CVT Control System.>

Harness continuity standard
Less than 1 Ω

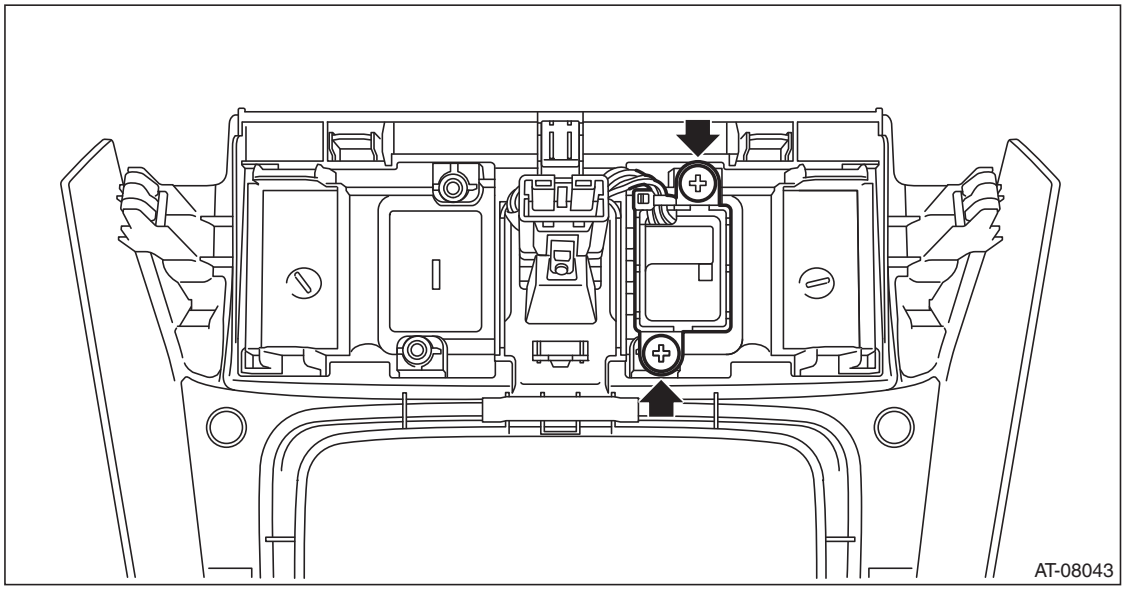
Oil temperature sensor standard
Approx. 2.6 kΩ (at 20°C)

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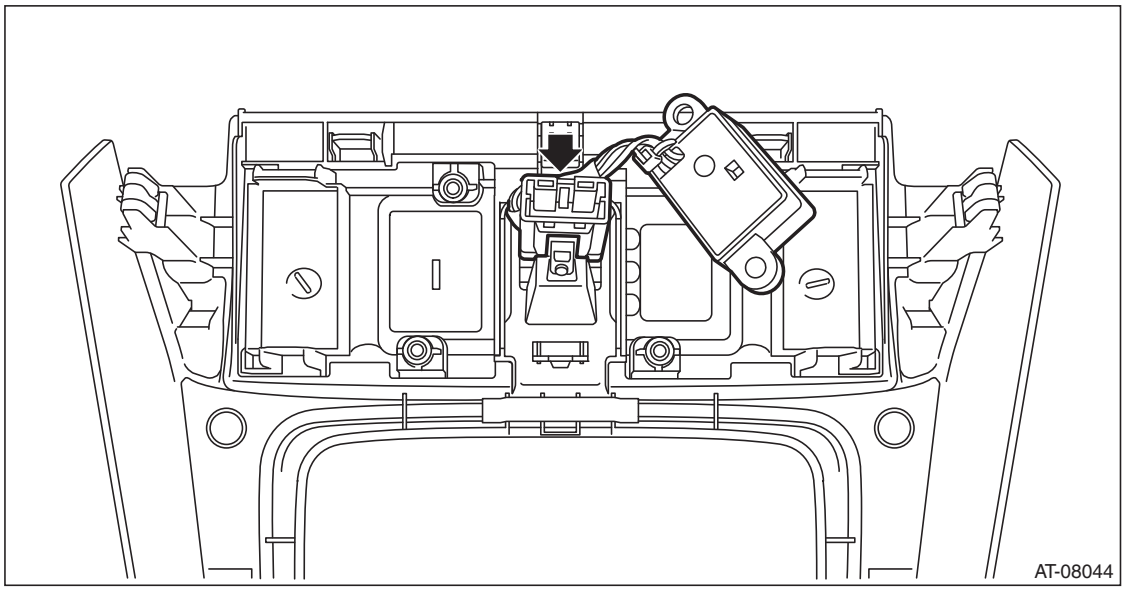
22.X MODE Switch

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the cover - shift lever. <Ref. to EI-65, REMOVAL, Console Box.>
3) Remove the screws which secure the X mode switch from the cover - shift lever.



4) Disconnect the connector from the cover - shift lever and remove the X mode switch.



B: INSTALLATION

Install in the reverse order of removal.

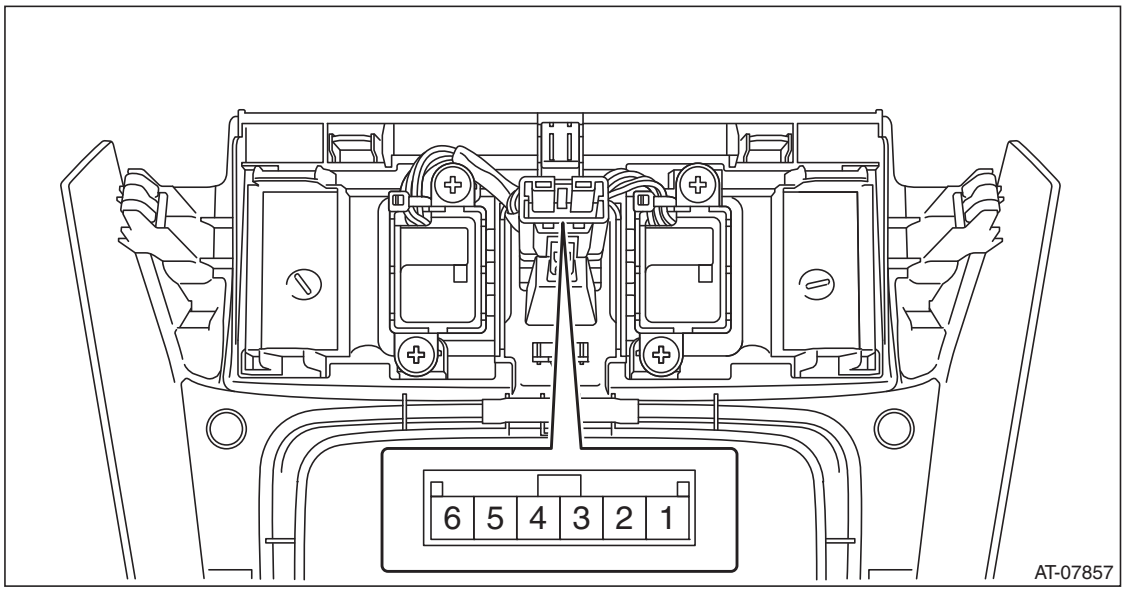
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C: INSPECTION

1. CHECK SWITCH UNIT

Measure the resistance between harness connector terminals of the X MODE switch.

	Terminal No.	Standard
OFF (when measured without operating the switch)	No. 4 — No. 5	1 MΩ or more
ON (when measured with the switch held down)		Less than 1 Ω



2. CHECK X MODE SYSTEM

Refer to “CVT (TR580)” section for X mode system inspection. <Ref. to CVT(TR580)-139, CHECK X MODE SYSTEM, INSPECTION, X MODE Switch.>

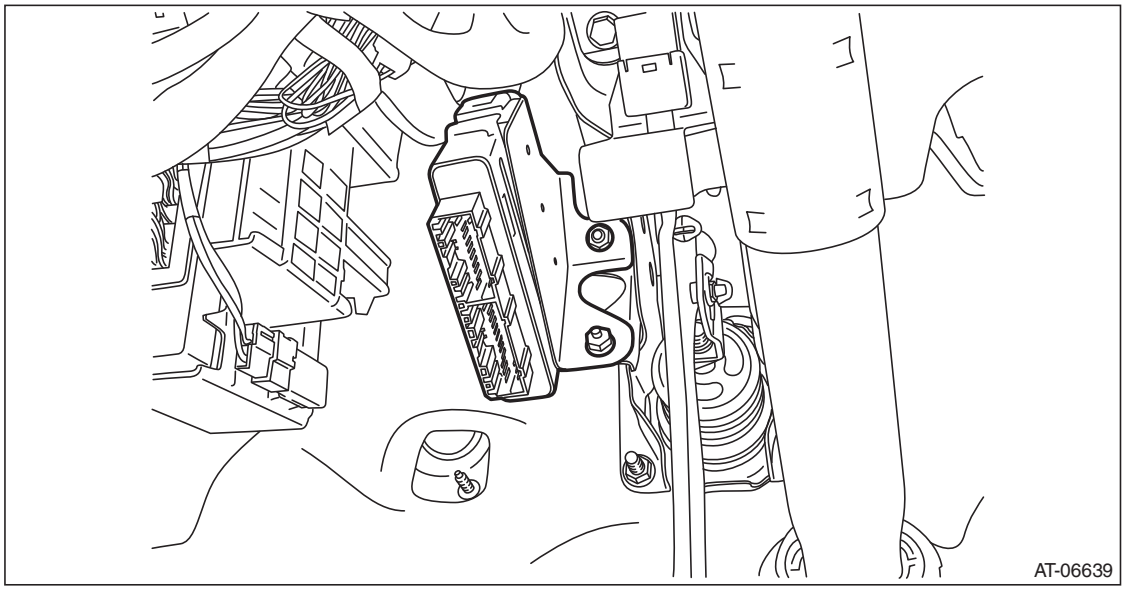
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23.Transmission Control Module (TCM)

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the bulkhead harness connector from TCM.
3) Remove the TCM.

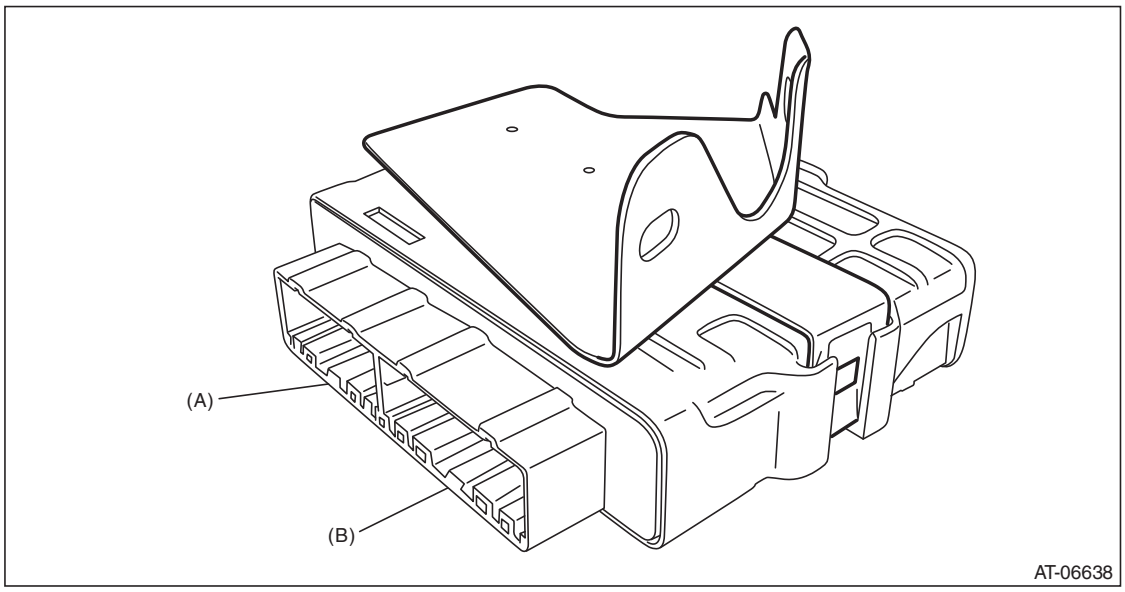
NOTE:
Replace the TCM and bracket as a set.



B: INSTALLATION

1) Install the TCM to the bracket.

CAUTION:
To avoid the damage to bracket and TCM, do not remove after installing TCM to bracket. If installed by mistake, the part must be replaced with a new part.

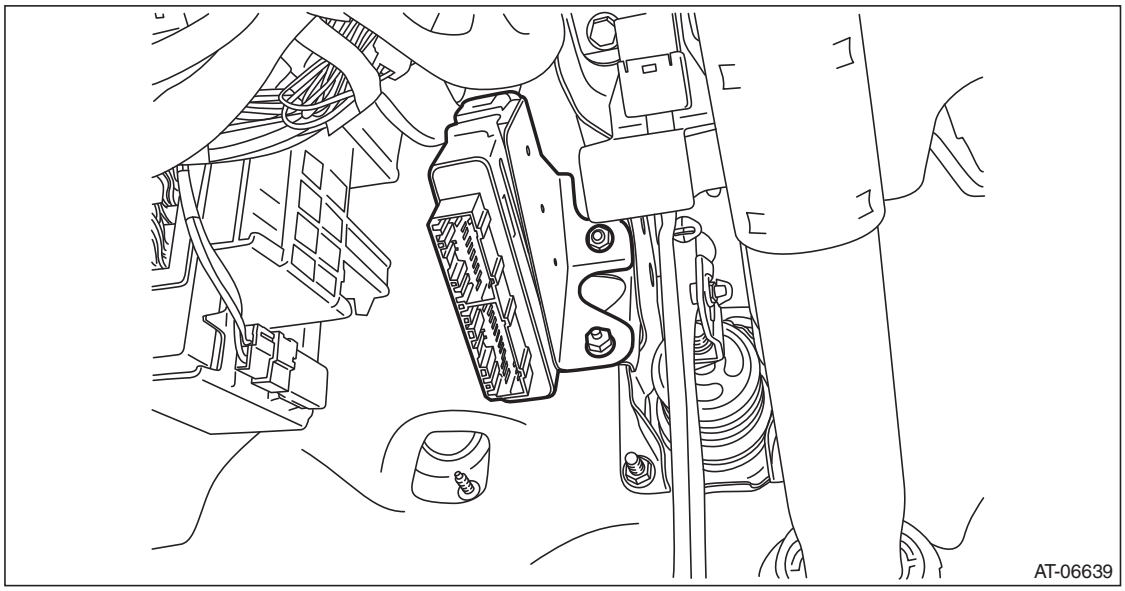


(A) 22-pin connector side
(B) 26-pin connector side

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2) Install the TCM.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



3) Install the harness connector to TCM.
4) Connect the battery ground terminal.
5) Perform the operation of AT learning mode. <Ref. to CVT(diag)-26, Learning Control.>

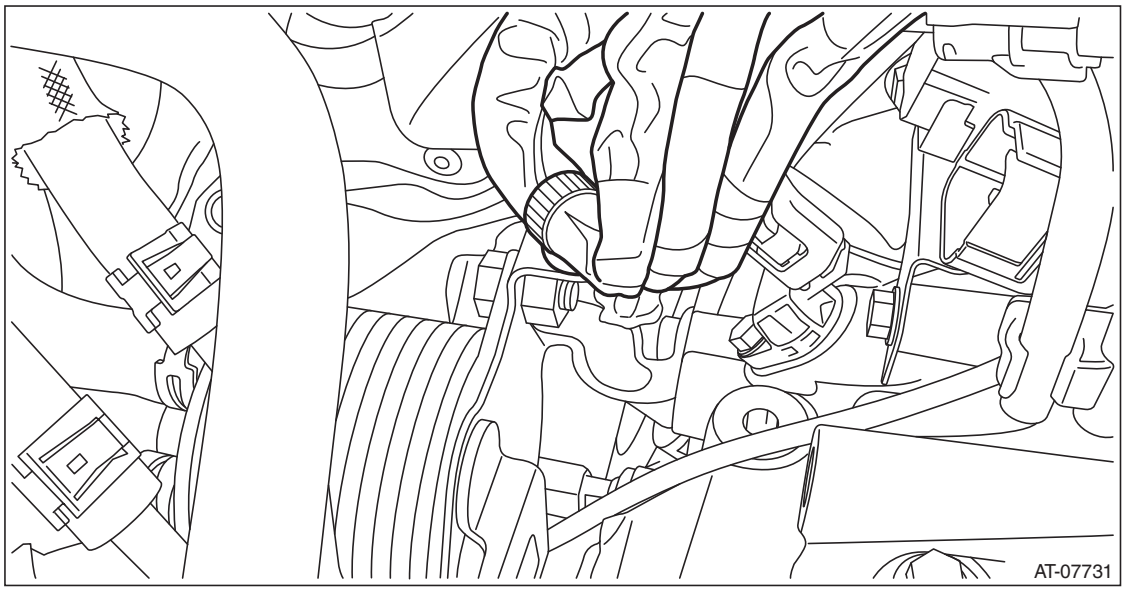
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24.CVTF Cooler (With Warmer Function)

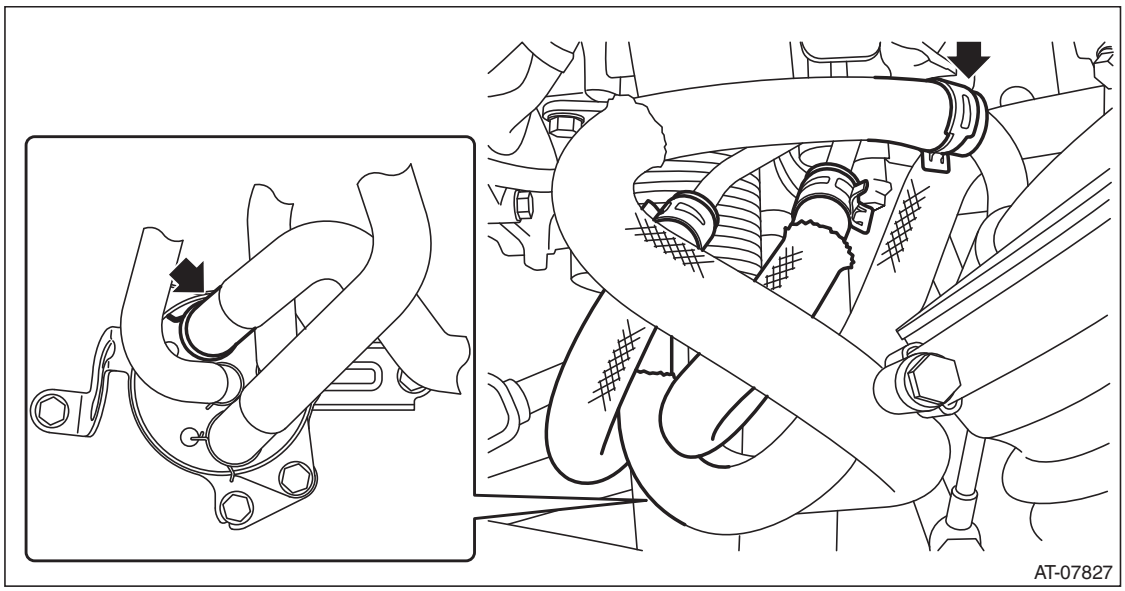
A: REMOVAL

CAUTION:
If the CVTF and engine coolant is spilt over exhaust pipe, wipe it off with cloth to avoid emitting smoke or causing a fire.

1) Disconnect the ground cable from battery.
2) Drain engine coolant. <Ref. to CO(H4DOTC)-13, REPLACEMENT, Engine Coolant.>
3) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
4) Remove the harness clip from the CVTF cooler bracket.

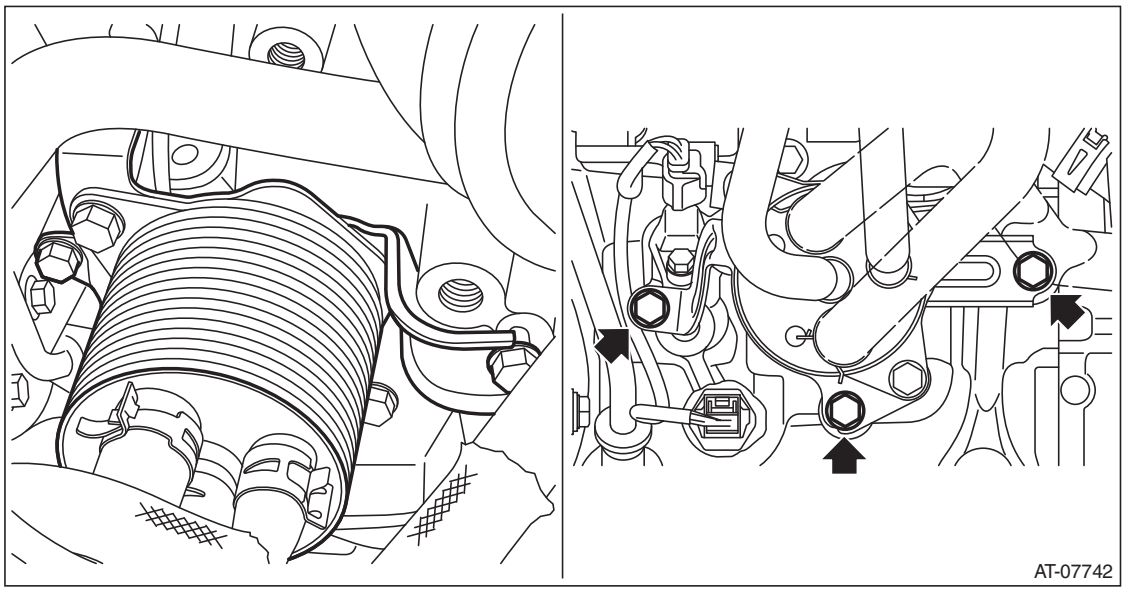


5) Remove the engine coolant outlet hose, engine coolant inlet hose, CVTF inlet hose and CVTF outlet hose.

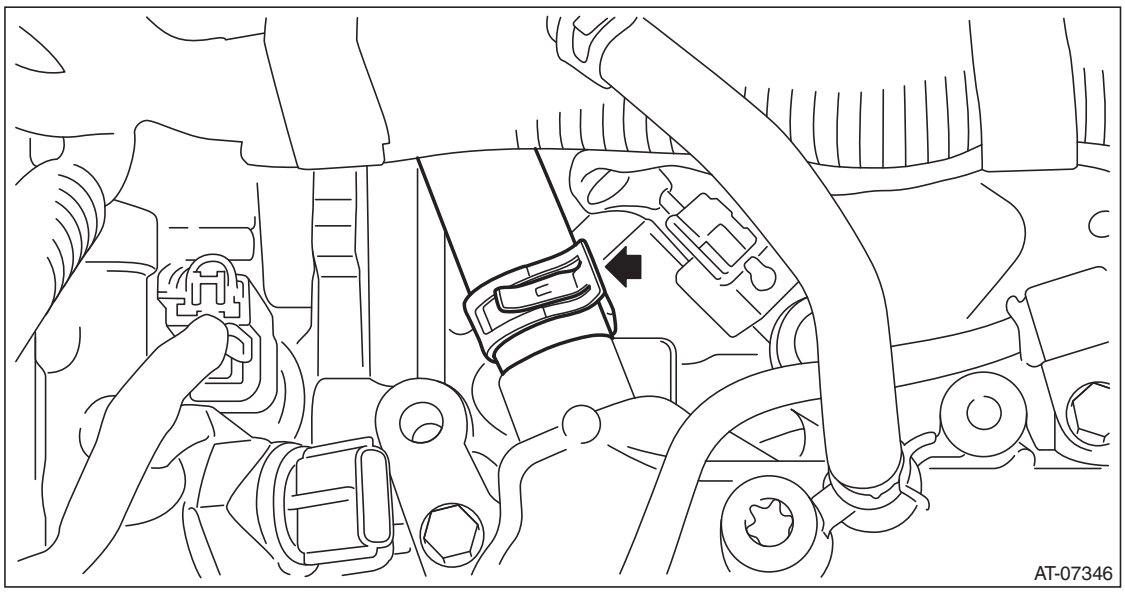


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6) Remove the CVTF cooler (with warmer feature) from the transmission.



7) Remove the intake manifold, EGR valve, and the insulator. <Ref. to FU(H4DOTC)-19, REMOVAL, Intake Manifold.> <Ref. to EC(H4DOTC)-29, REMOVAL, EGR Control Valve.>
8) Disconnect the engine coolant inlet hose.

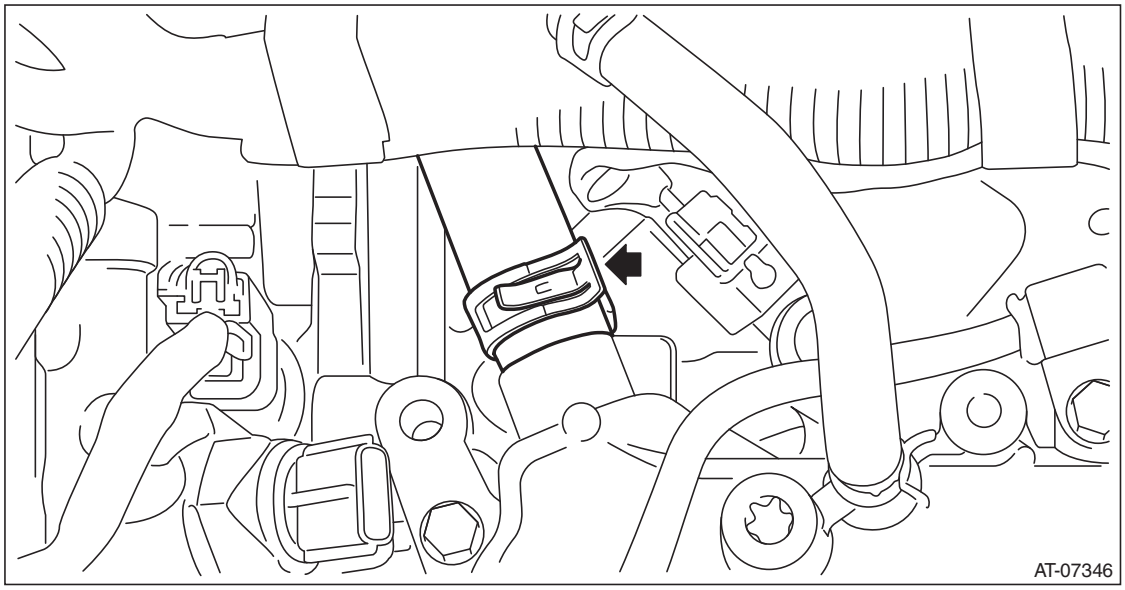


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B: INSTALLATION

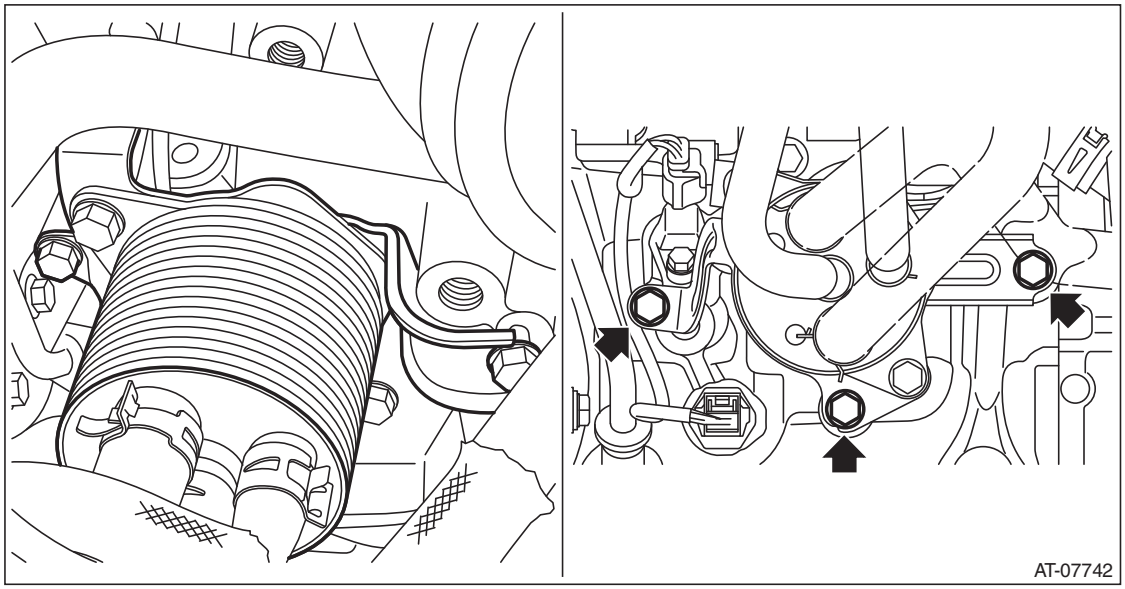
1) Connect the engine coolant inlet hose.

NOTE:
When installing the engine coolant inlet hose, the triangle marking should face upward.



2) Install the insulator, EGR valve, and the intake manifold. <Ref. to FU(H4DOTC)-29, INSTALLATION, Intake Manifold.> <Ref. to EC(H4DOTC)-30, INSTALLATION, EGR Control Valve.>
3) Replace the CVTF inlet hose and the outlet hose.
4) Install the CVTF cooler (with warmer feature) to the transmission.

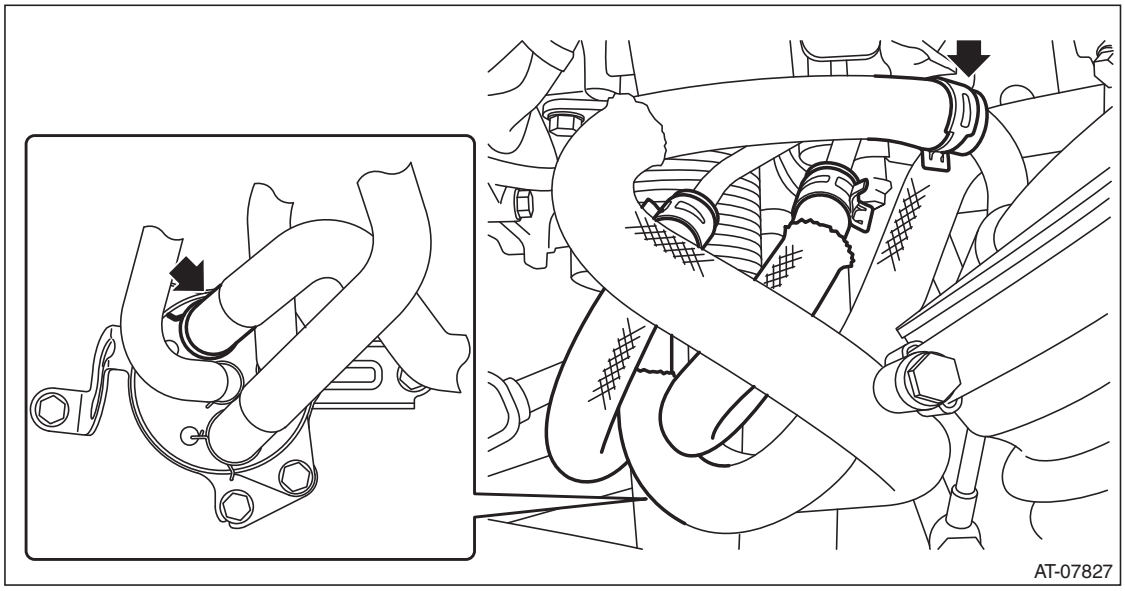
Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



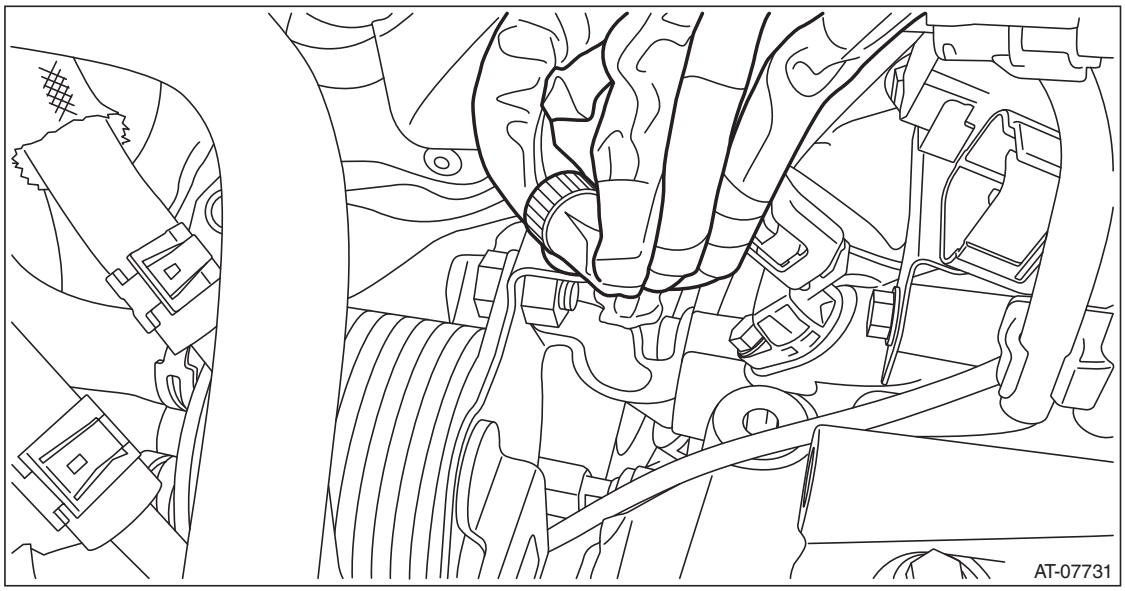
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5) Install the engine coolant outlet hose, engine coolant inlet hose, CVTF inlet hose and CVTF outlet hose.

NOTE:
Use new CVTF hoses.



6) Install the harness clip to the CVTF cooler bracket.

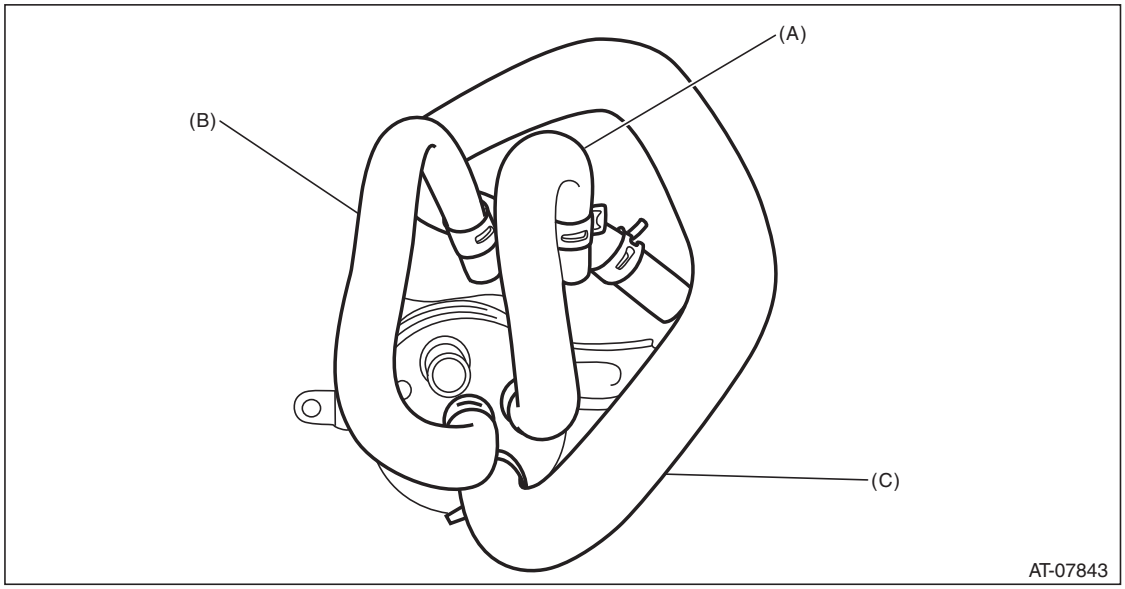


7) Install the intercooler. <Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
8) Connect the battery ground terminal.
9) Fill engine coolant. <Ref. to CO(H4DOTC)-13, REPLACEMENT, Engine Coolant.>
10) Adjust the CVTF level. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

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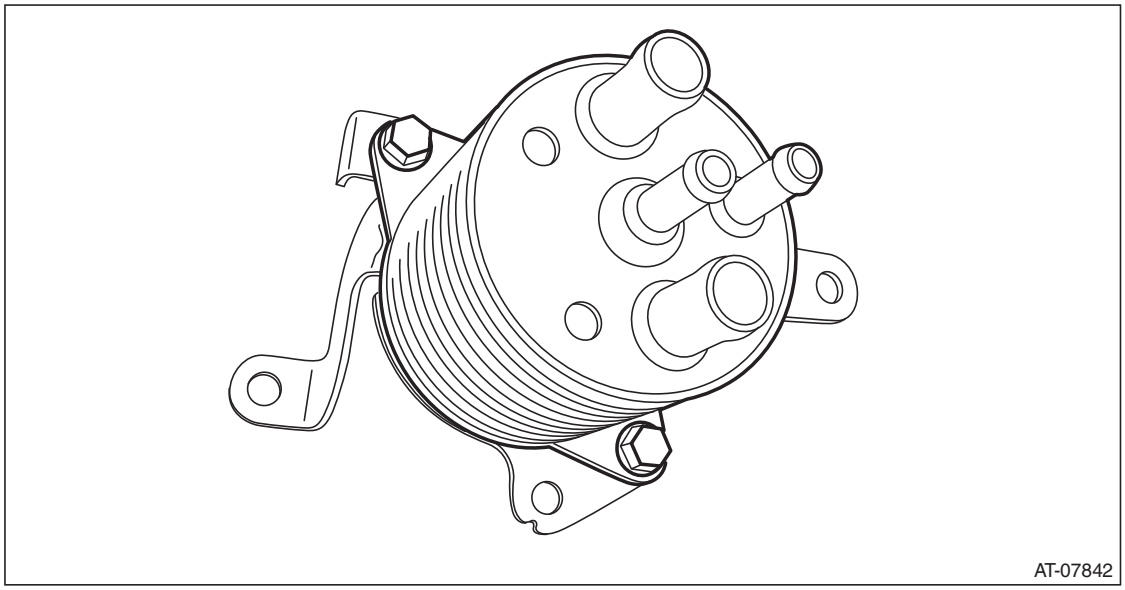
C: DISASSEMBLY

1) Remove the hoses from the CVTF cooler (with warmer feature).



(A) CVTF cooler outlet hose
(B) CVTF cooler inlet hose
(C) Engine coolant outlet hose

2) Remove the bracket from the CVTF cooler (with warmer feature).

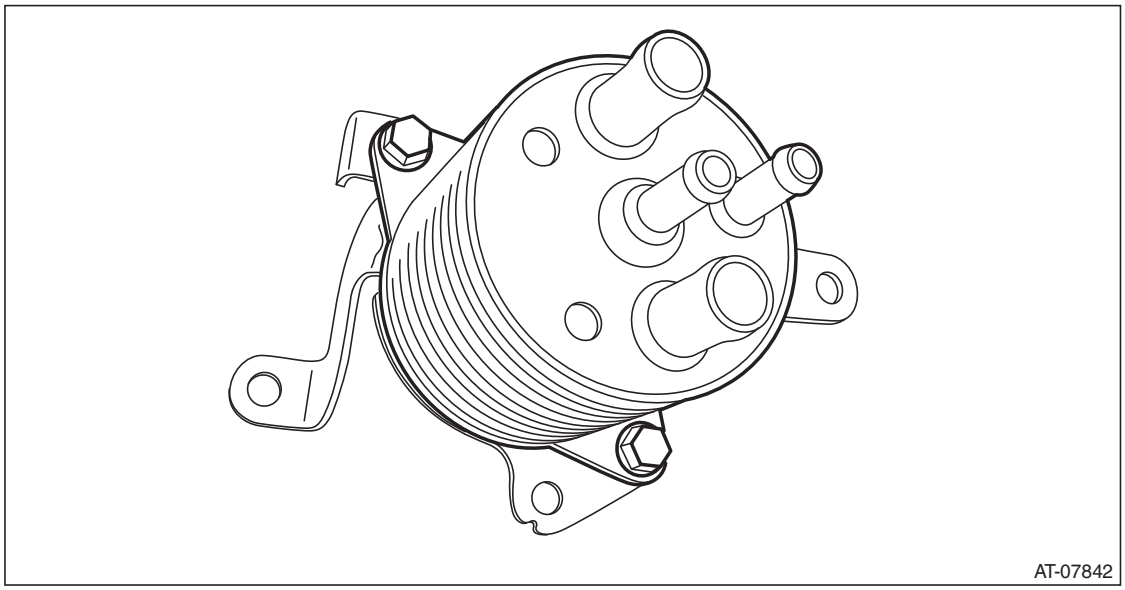


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D: ASSEMBLY

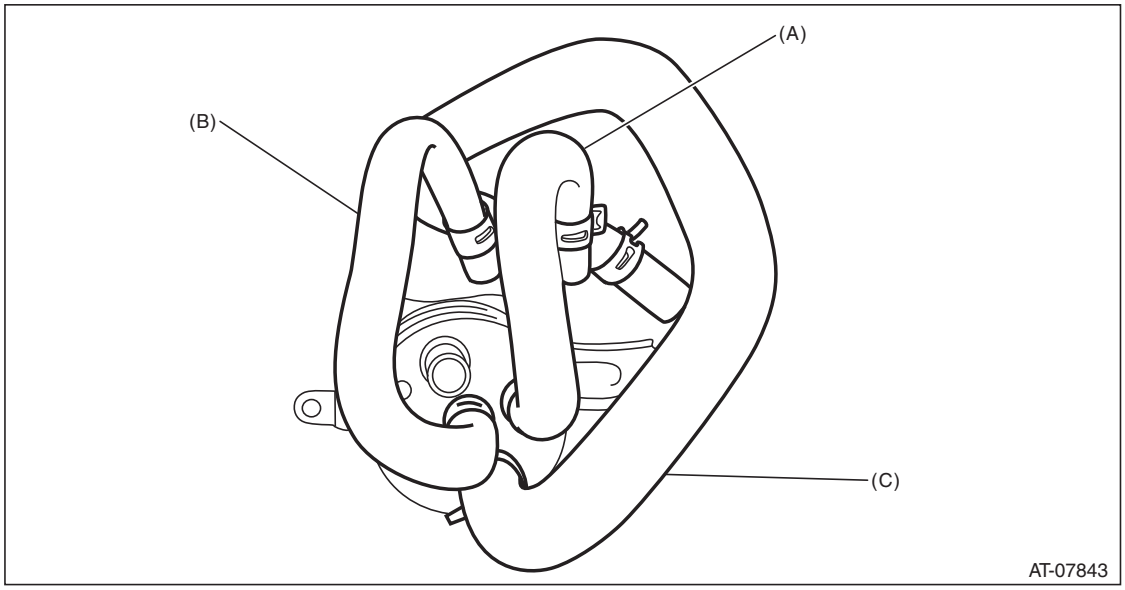
1) Attach the bracket.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



2) Attach hoses to the CVTF cooler (with warmer feature).

NOTE:
- Use a new CVTF cooler hose.
- Install so that the CVTF cooler hose is not folded over, excessively bent or twisted.
- Insert the CVTF cooler hose to the specified position in the proper direction.



(A) CVTF cooler outlet hose
(B) CVTF cooler inlet hose
(C) Engine coolant outlet hose

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E: INSPECTION

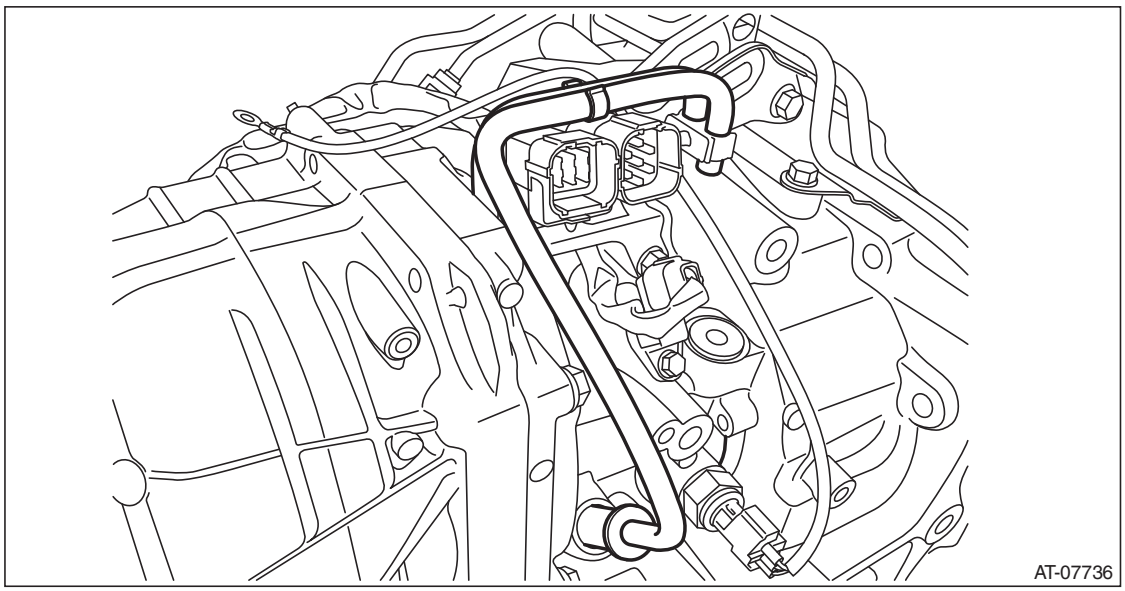
Replace any faulty CVTF cooler hoses, CVTF cooler pipes and clamps found in the inspection below.
1) Check that there are no CVTF or engine coolant leaks from the connections.
2) Check the clamp for deformation.
3) Lightly bend the CVTF cooler hose and check for cracks in the surface or other damages.
4) Pinch the CVTF cooler hose with your fingers and check for poor elasticity. Also check for poor elasticity in the parts where the clamp was installed by pressing with your fingernail.
5) Check for peeling, cracks, and deformation at the tip of the hose.
6) Check the CVTF cooler (with warmer feature) for any damage.

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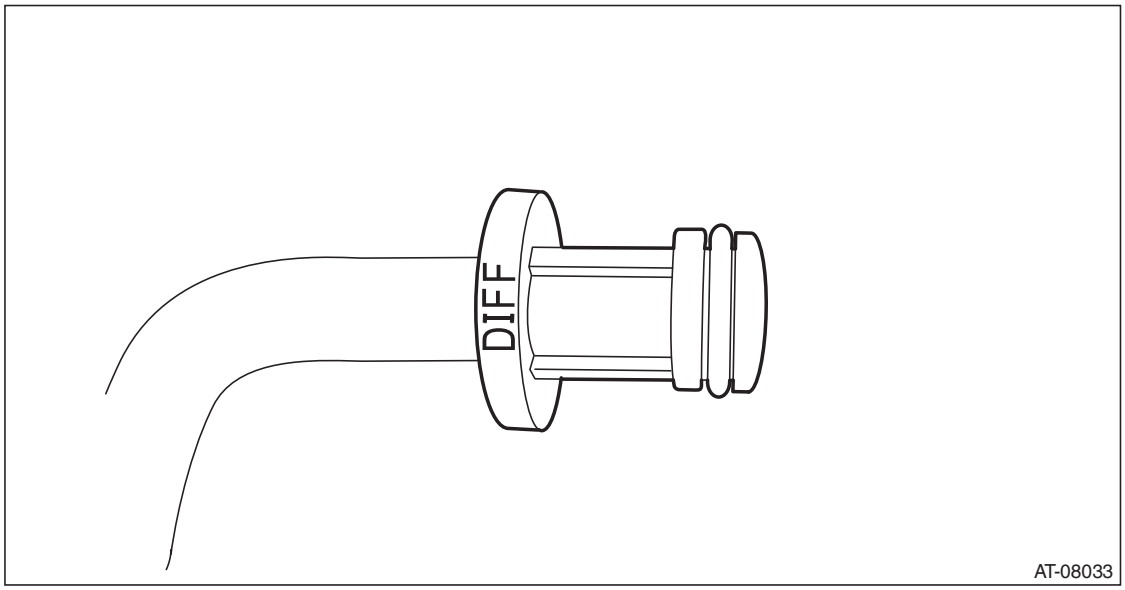
25.Air Breather Hose

A: REMOVAL

1) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
2) Remove the two air breather hoses.



3) Remove the oil cap.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Use new O-rings.

C: INSPECTION

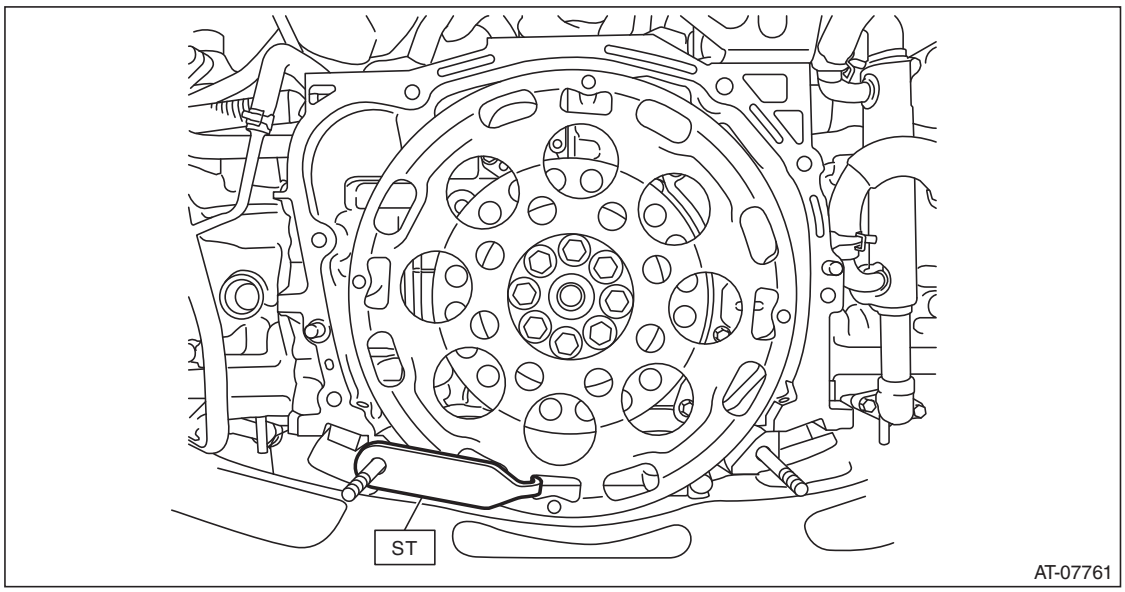
- Check the hose for peeling, crack or clogging.
- Check the oil cap is not cracked or clogged.
- Check O-ring of oil cap is not damaged.

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26.Drive Plate

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Set the ST.
ST 498497300 CRANKSHAFT STOPPER

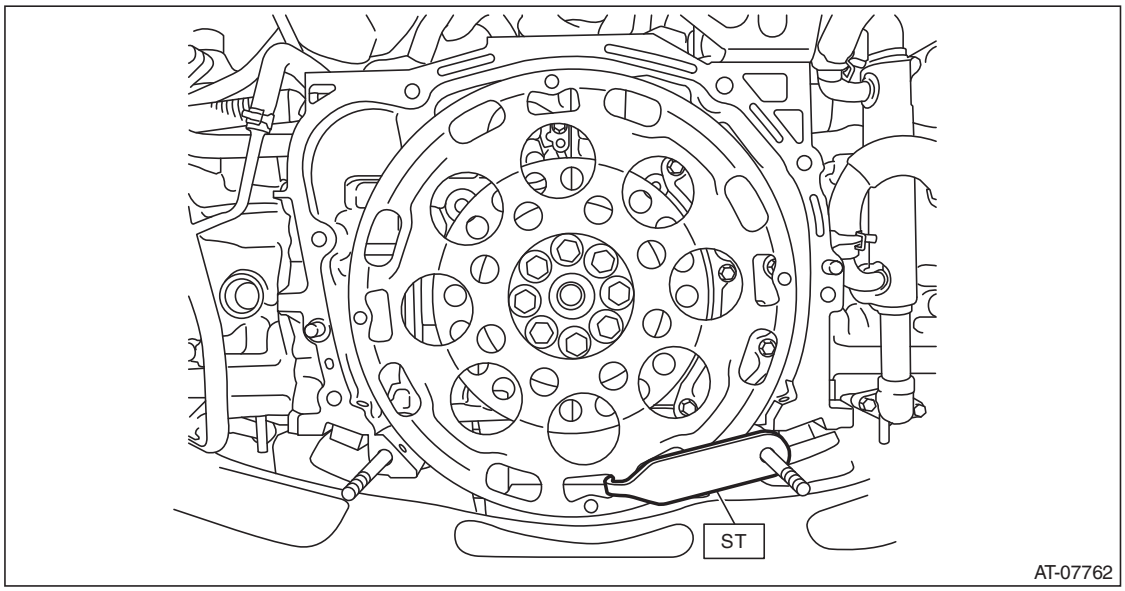


3) Remove the drive plate and reinforcement drive plate.

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B: INSTALLATION

1) Temporarily install the drive plate and reinforcement drive plate.
2) Set the ST.
ST 498497300 CRANKSHAFT STOPPER



3) Tighten the drive plate mounting bolt in two stages.

NOTE:
Fix the engine unit.
(1) Tighten the drive plate mounting bolt.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)
(2) While checking the tightening angle with the angle gauge, tighten the drive plate mounting bolts to the specified angle.

Tightening angle:
30° — 35°
4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Check the drive cable for damage.

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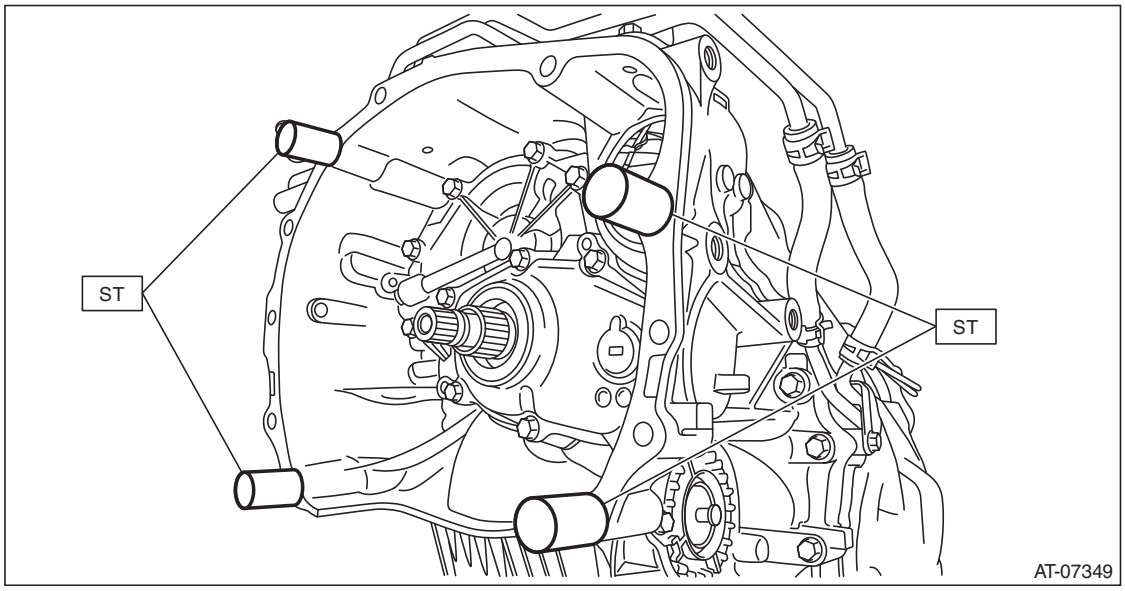
27.Preparation for Overhaul

A: GENERAL DESCRIPTION

Before disassembling and assembling the transmission, follow the following procedures to prepare.

B: PROCEDURE

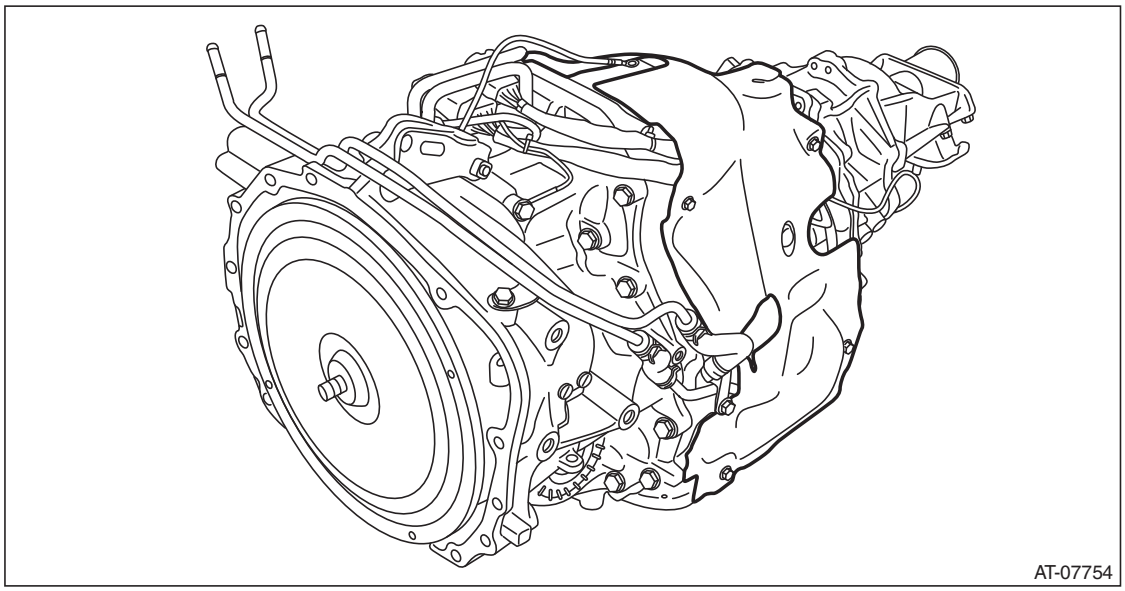
1) Clean the transmission exterior.
2) Remove the torque converter assembly. <Ref. to CVT(TR690)-136, REMOVAL, Torque Converter Assembly.>
3) Attach the ST on the transmission.
ST 18632AA000 STAND ASSY



4) Remove the transmission cover on the transmission upper side.

NOTE:
Install using the following tightening torque.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



5) Place the transmission assembly on end.

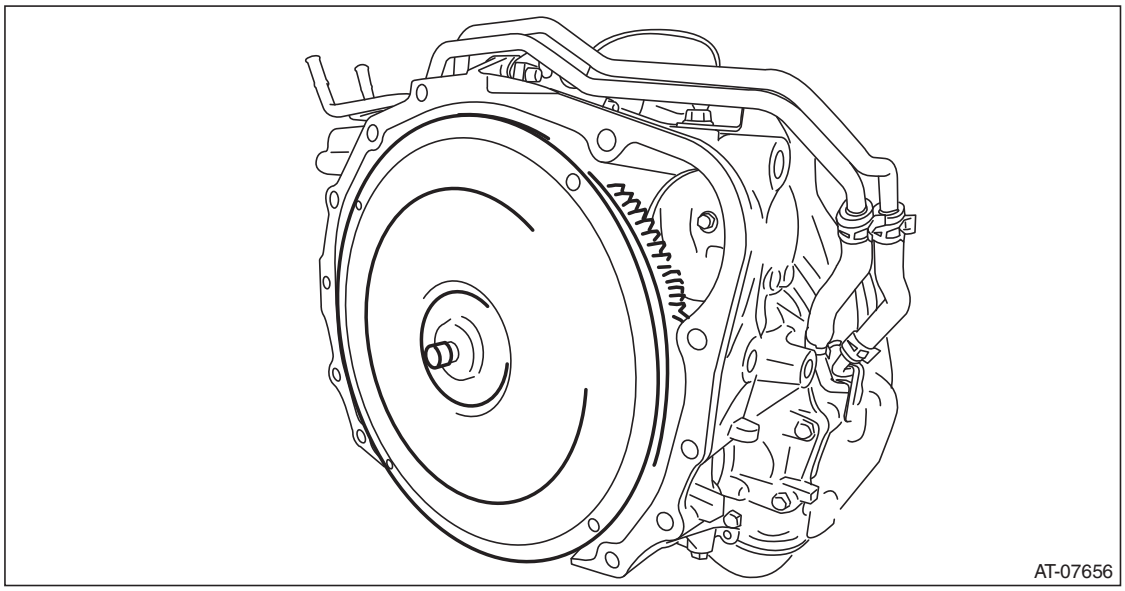
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28.Torque Converter Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Pull out the torque converter assembly horizontally.

CAUTION:
Do not scratch the inside of engaging parts.



3) Remove the O-ring from the front reduction drive gear.

B: INSTALLATION

1) Install the O-ring to front reduction drive gear.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

2) While holding the torque converter assembly by hand, carefully install it into the torque converter case.

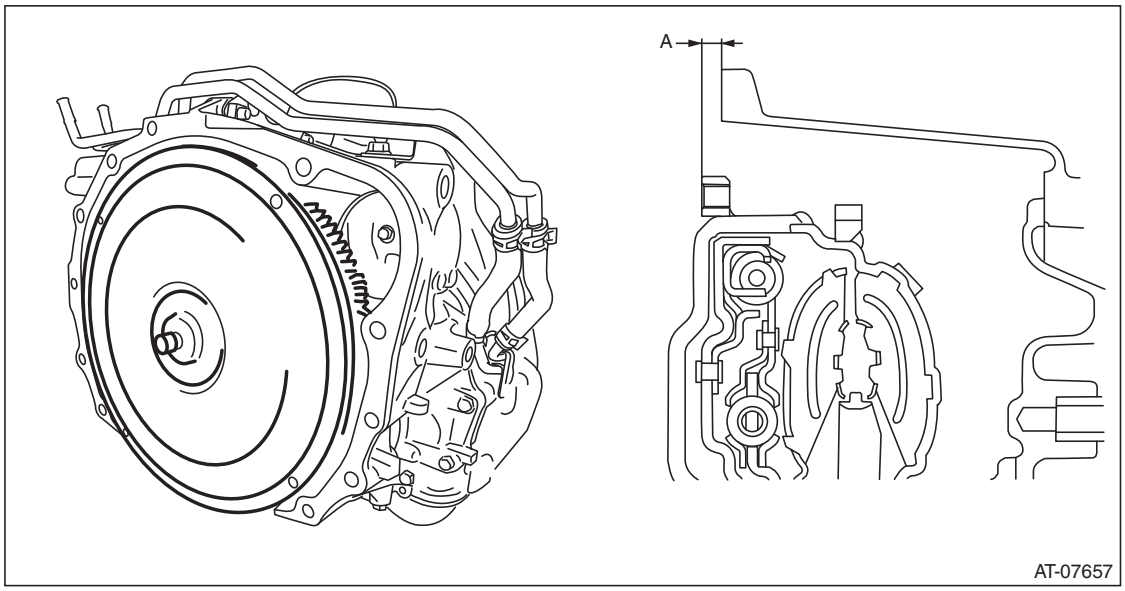
NOTE:
- Apply CVTF to the oil seal lip.
- Do not damage the oil seal and O-ring.

3) Engage the splines while gently rotating the torque converter assembly by hand, and securely insert the assembly.

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4) Measure depth “A”, from converter case end surface to drive plate contacting surface.

Standard (reference):
6.8 mm (0.268 in) or less



5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

- Check the protrusion of torque converter center (front boss) is not deformed or damaged.
- Check the ring gear and exterior for break or damage.

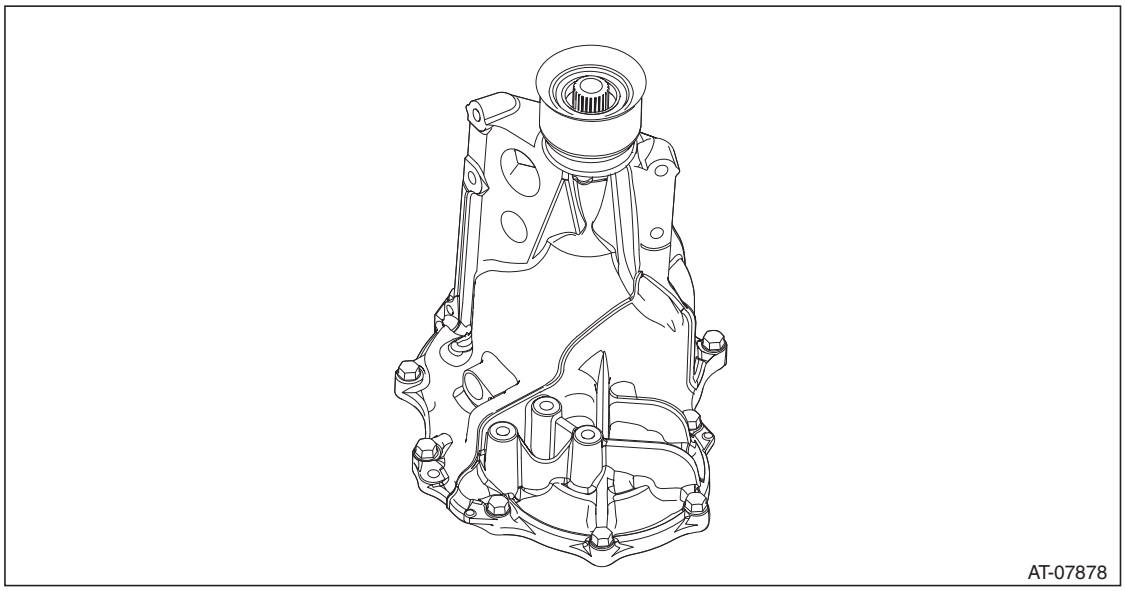
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29.Extension Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the front wheel speed sensor. <Ref. to CVT(TR690)-104, REMOVAL, Front Wheel Speed Sensor.>
3) Remove the harness clip, and remove the extension case.

NOTE:
The total number of extension case mounting bolts is 10.

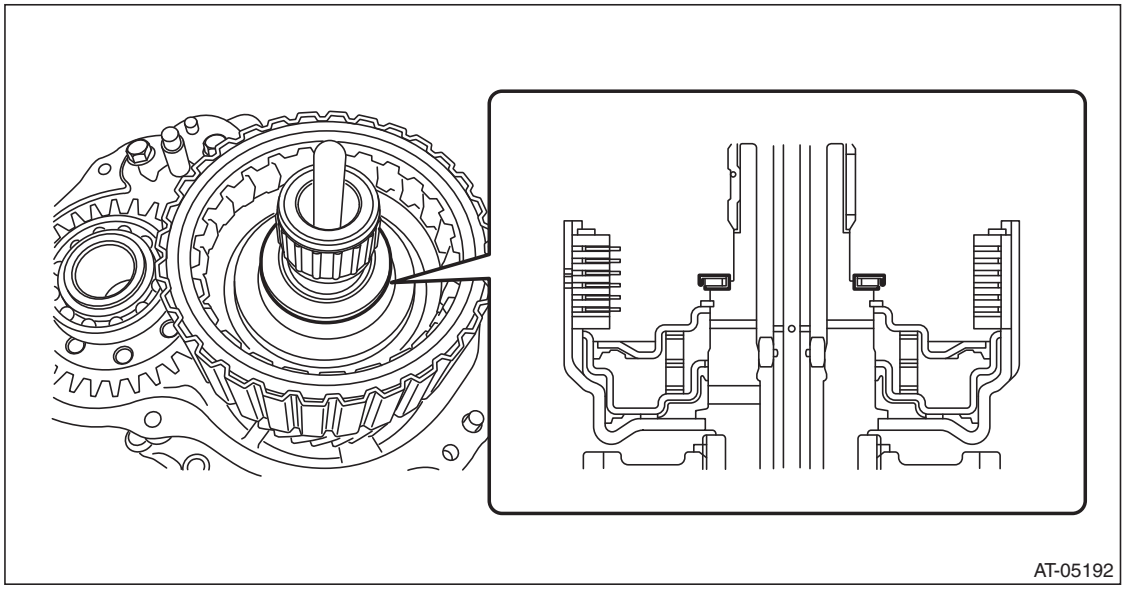


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B: INSTALLATION

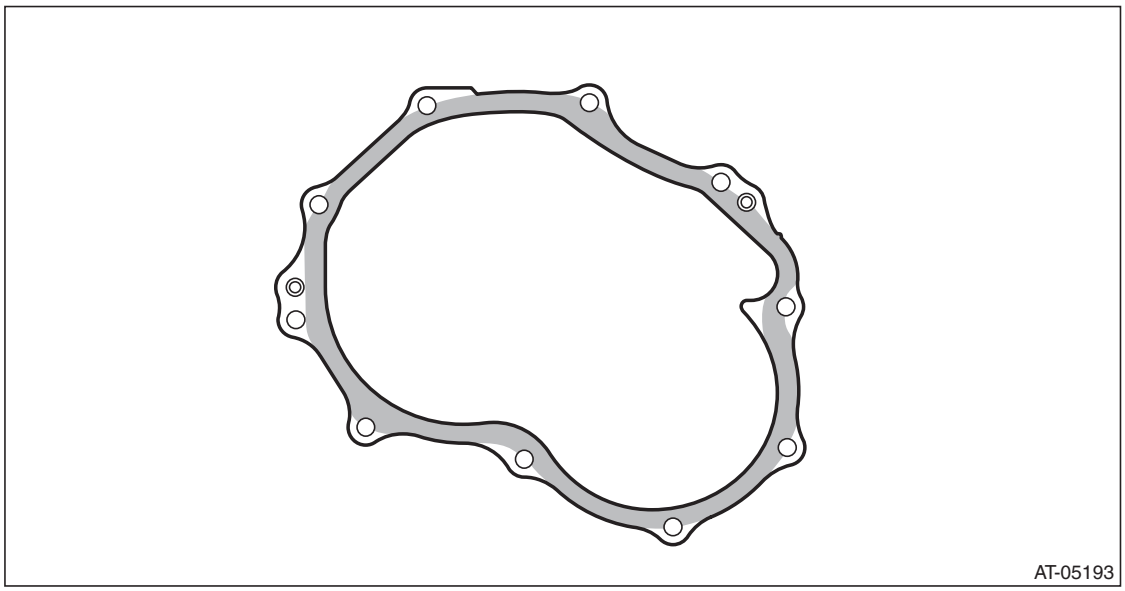
1) Clean the mating surface of the extension case and intermediate case.
2) Select the thrust needle bearing. <Ref. to CVT(TR690)-143, ADJUSTMENT, Rear Drive Shaft.>
3) Select the shim for transfer reduction driven gear. <Ref. to CVT(TR690)-161, ADJUSTMENT, Transfer Reduction Driven Gear.>
4) Install the selected thrust needle bearing to transfer clutch assembly.

NOTE:
Install the thrust needle bearing in the correct direction.



5) Attach the selected shim to transfer reduction driven gear assembly.
6) Apply liquid gasket to extension case seamlessly.

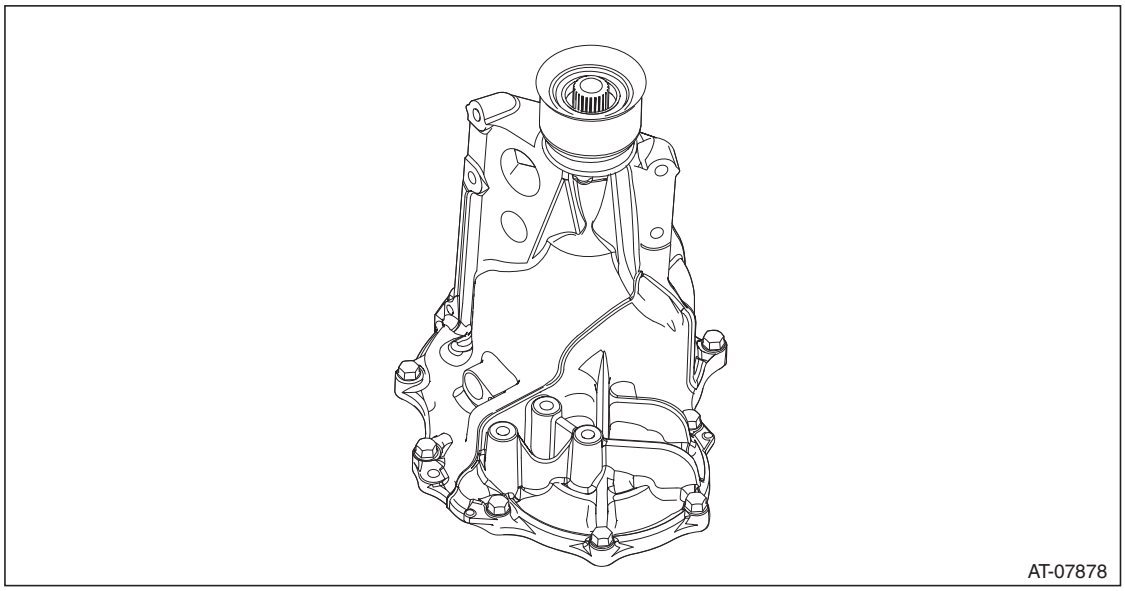
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



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7) Install the extension case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



8) Install the front wheel speed sensor. <Ref. to CVT(TR690)-104, INSTALLATION, Front Wheel Speed Sensor.>
9) Install the transmission assembly. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the dust cover from extension case.
2) Remove the extension case oil seal from the extension case.

D: ASSEMBLY

1) Press-fit the dust cover into extension case.
2) Install the extension case oil seal to extension case.
ST 498057300 INSTALLER

E: INSPECTION

- Check there is no leak of CVTF from the joint between extension case and intermediate case.
- Check there is no damage or cracks on the extension case.

F: ADJUSTMENT

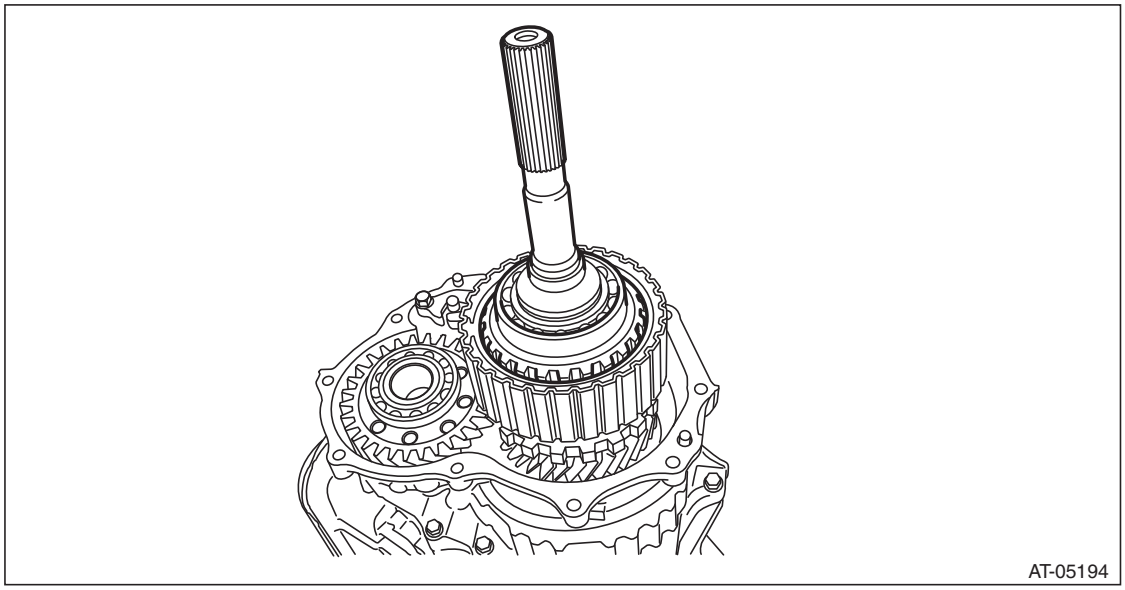
NOTE:
When replacing the extension case, select the shims for rear drive shaft thrust needle bearing and transfer reduction driven gear. <Ref. to CVT(TR690)-143, ADJUSTMENT, Rear Drive Shaft.> <Ref. to CVT(TR690)-161, ADJUSTMENT, Transfer Reduction Driven Gear.>

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30.Rear Drive Shaft

A: REMOVAL

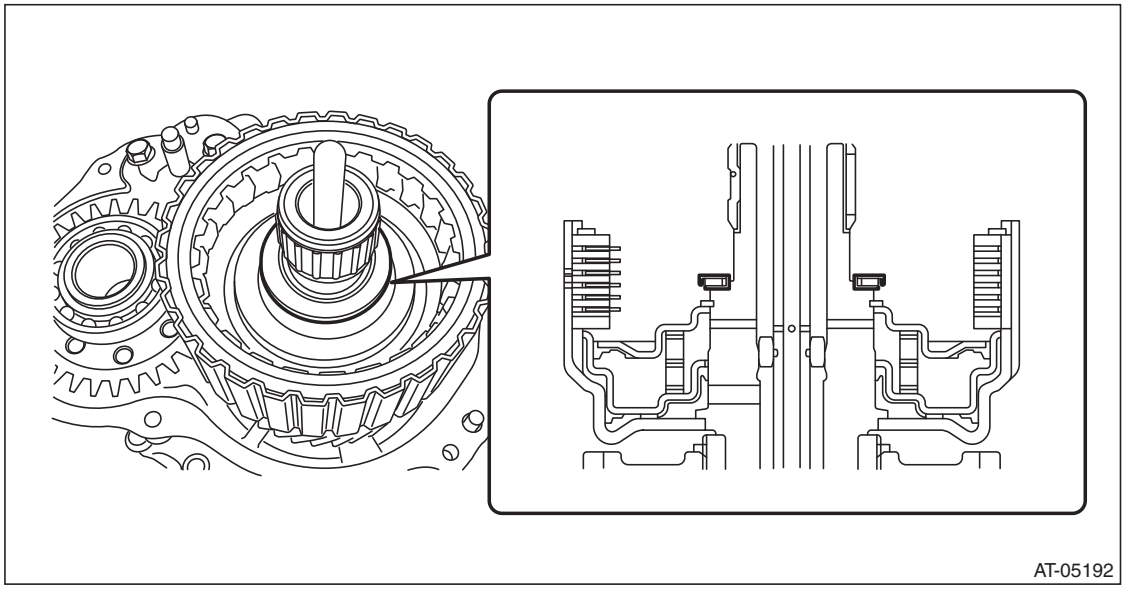
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the rear drive shaft.


AT-05194

B: INSTALLATION

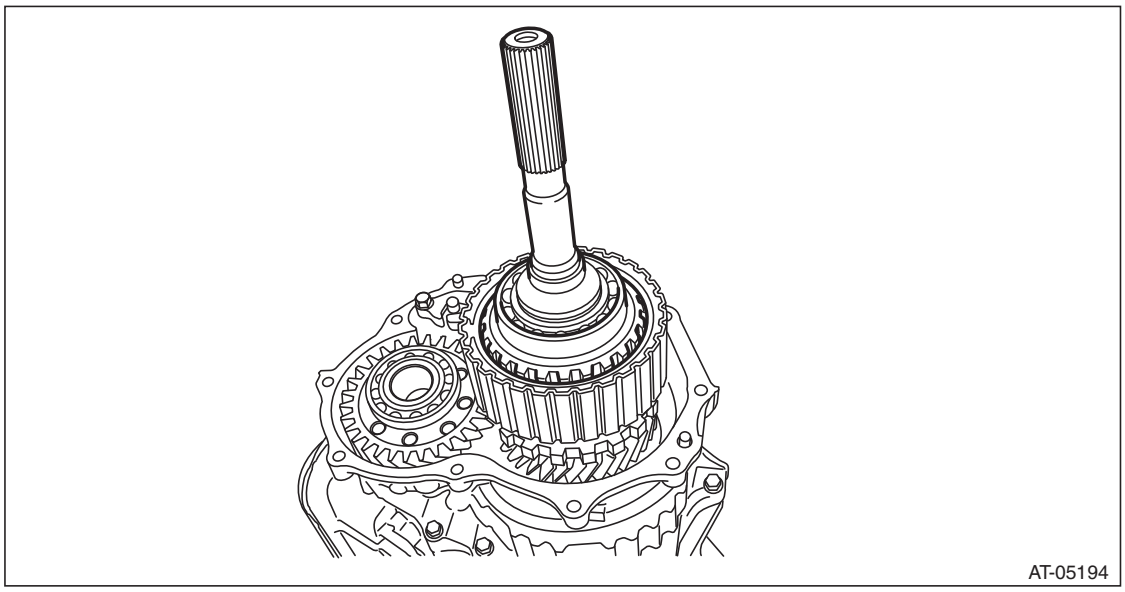
1) Select the thrust needle bearing. <Ref. to CVT(TR690)-143, ADJUSTMENT, Rear Drive Shaft.>
2) Install the selected thrust needle bearing to transfer clutch assembly.

NOTE:
Install the thrust needle bearing in the correct direction.


AT-05192

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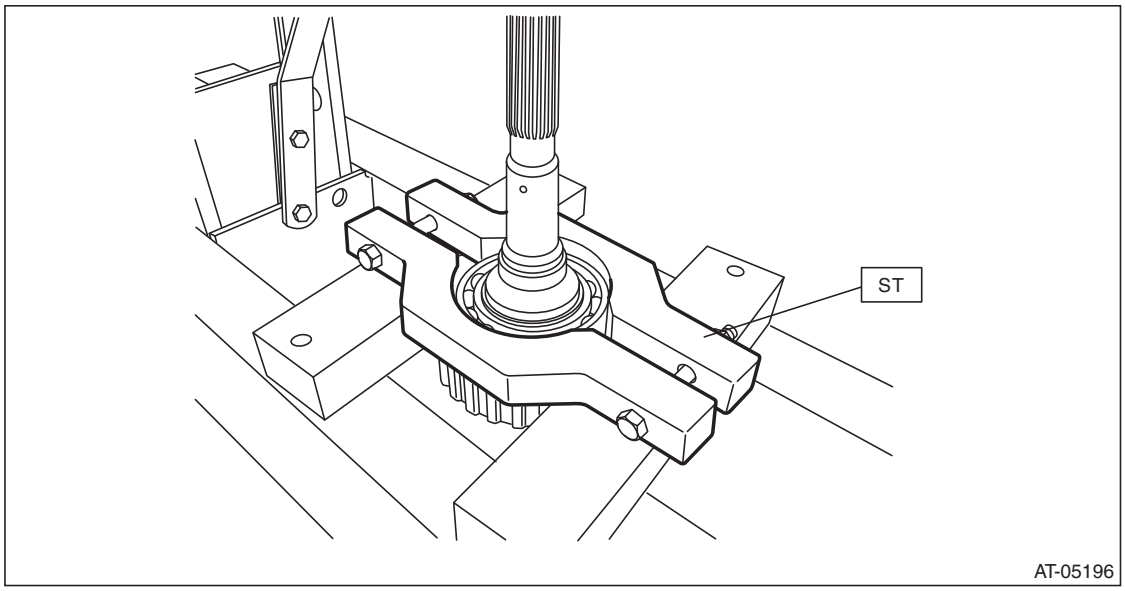
3) Install the rear drive shaft.



4) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the ball bearing using ST.
ST 498077600 REMOVER



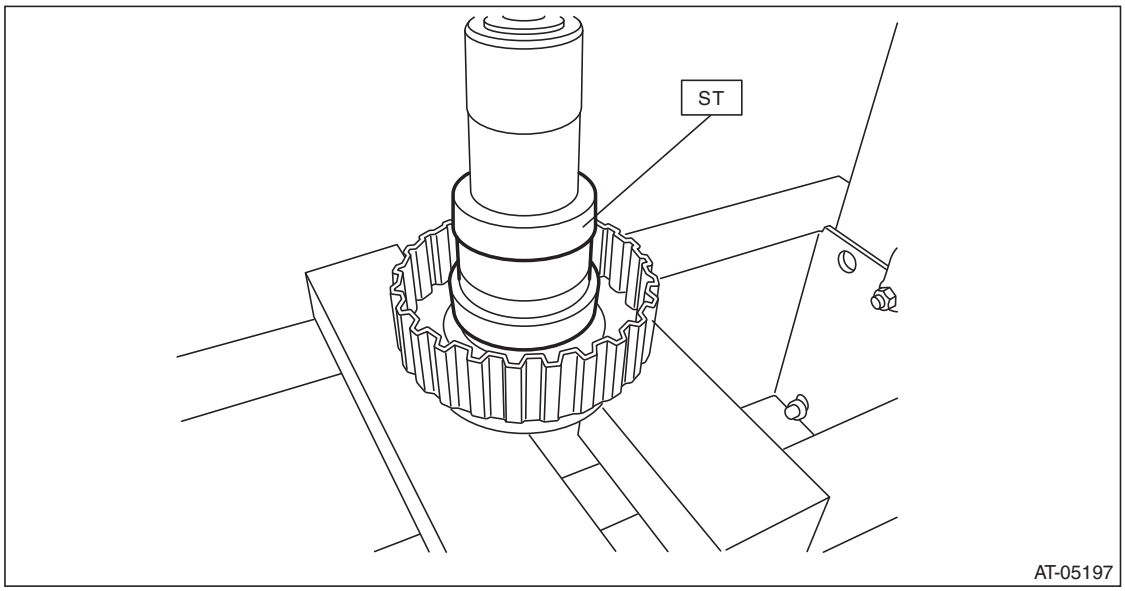
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D: ASSEMBLY

1) Using the ST, install the ball bearing.

NOTE:
- Use a new ball bearing.
- Apply CVTF to press-fitting surface of ball bearing.

ST 399513600 INSTALLER



E: INSPECTION

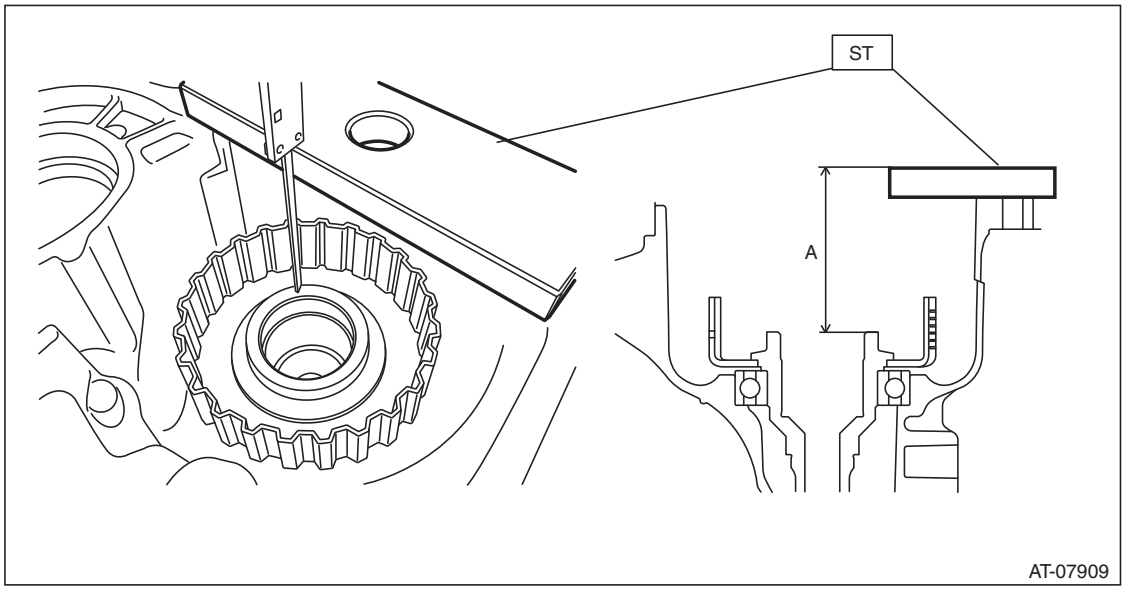
- Check each part for crack, damage or dust.
- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.

F: ADJUSTMENT

NOTE:
When replacing the rear drive shaft or bearing, select the thrust needle bearing.

1) Using the ST, measure the distance “A” from ST end face to rear drive shaft thrust needle bearing catch surface.

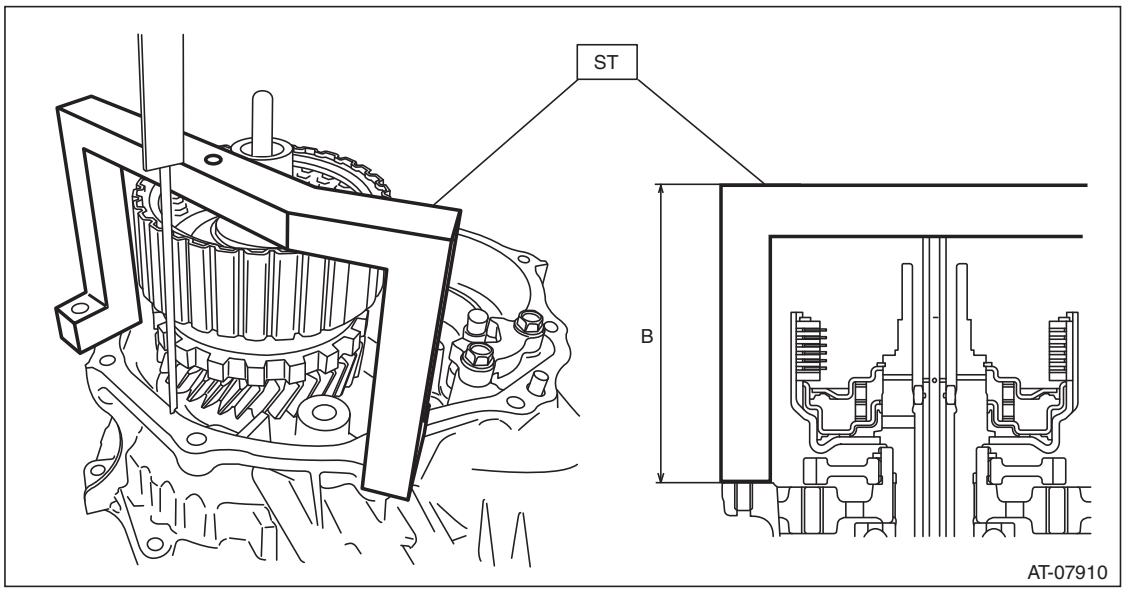
ST 398643600 GAUGE



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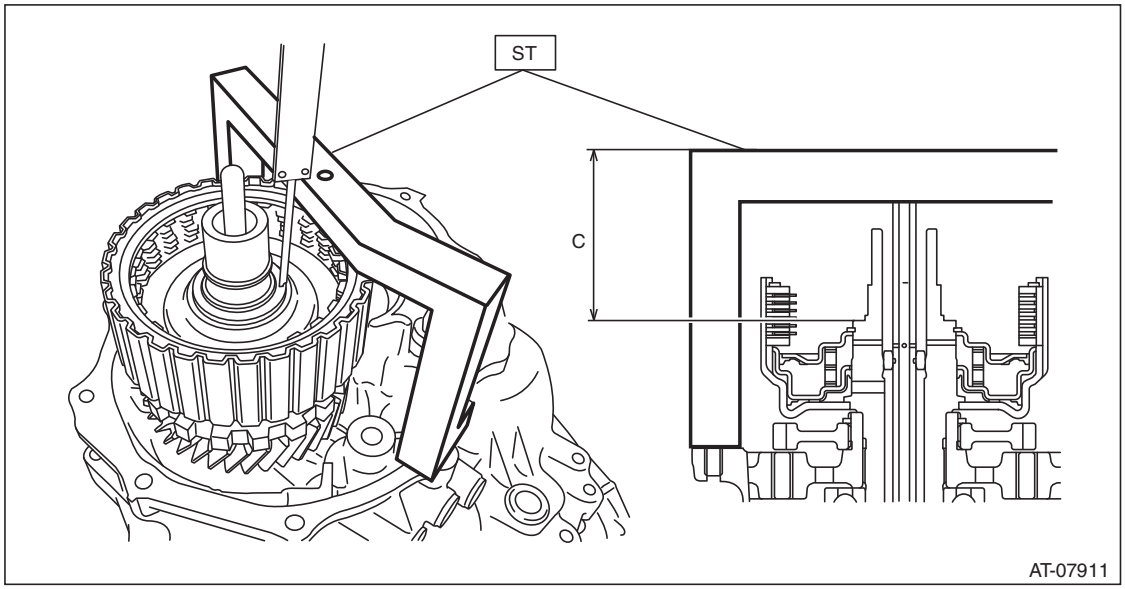
2) Using the ST, measure the height “B” from the intermediate case mating surface to the ST end face.

NOTE:
Place the measurement tool at the dent on ST upper side to measure.
ST 499737100 PULLER SET



3) Using the ST, measure the height “C” from ST end face to transfer clutch assembly thrust needle bearing catch surface.

NOTE:
Place the measurement tool at the dent on ST upper side to measure.
ST 499737100 PULLER SET



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4) Obtain the thickness of thrust bearing using the following formula to select the thrust bearing.
T mm = (A – 15) – (B – C) – (0.05 — 0.25)
[T in = (A – 0.591) – (B – C) – (0.002 — 0.01)]
T: Thrust bearing thickness
A: Height from the ST end face to the rear drive shaft thrust needle bearing catch surface
B: Height from the mating surface of the intermediate case to the ST end face
C: Height from the ST end face to the transfer clutch assembly thrust needle bearing catch surface
15 mm (0.591 in): Thickness of ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

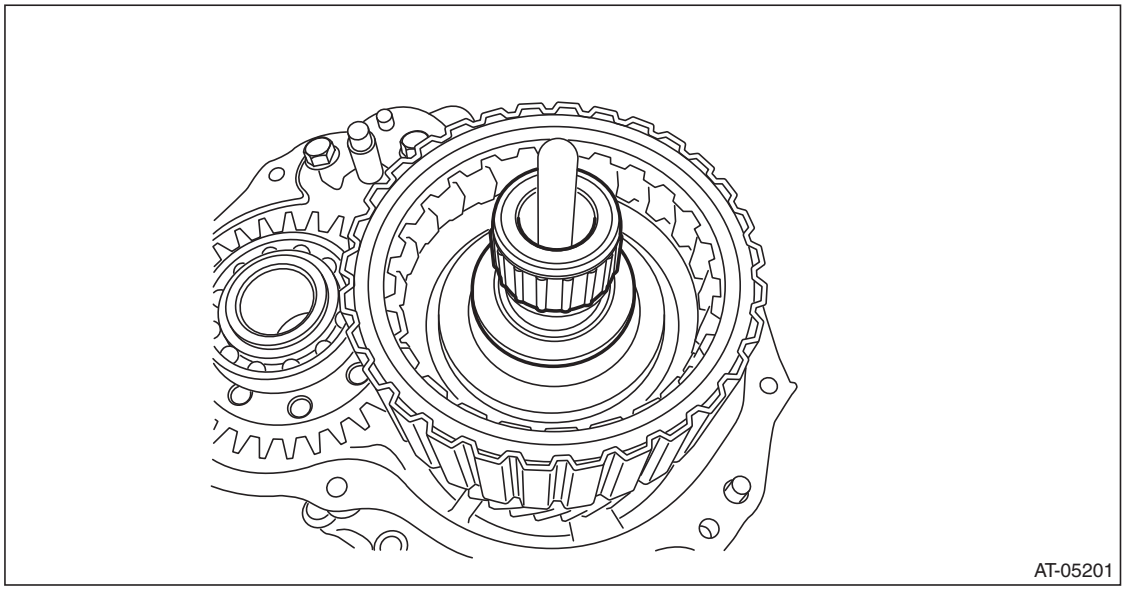
Thrust bearing	
Part No.	Thickness mm (in)
806536020	3.8 (0.15)
806535030	4.0 (0.157)
806535040	4.2 (0.165)
806535050	4.4 (0.173)
806535060	4.6 (0.181)
806535070	4.8 (0.189)
806535090	5.0 (0.197)

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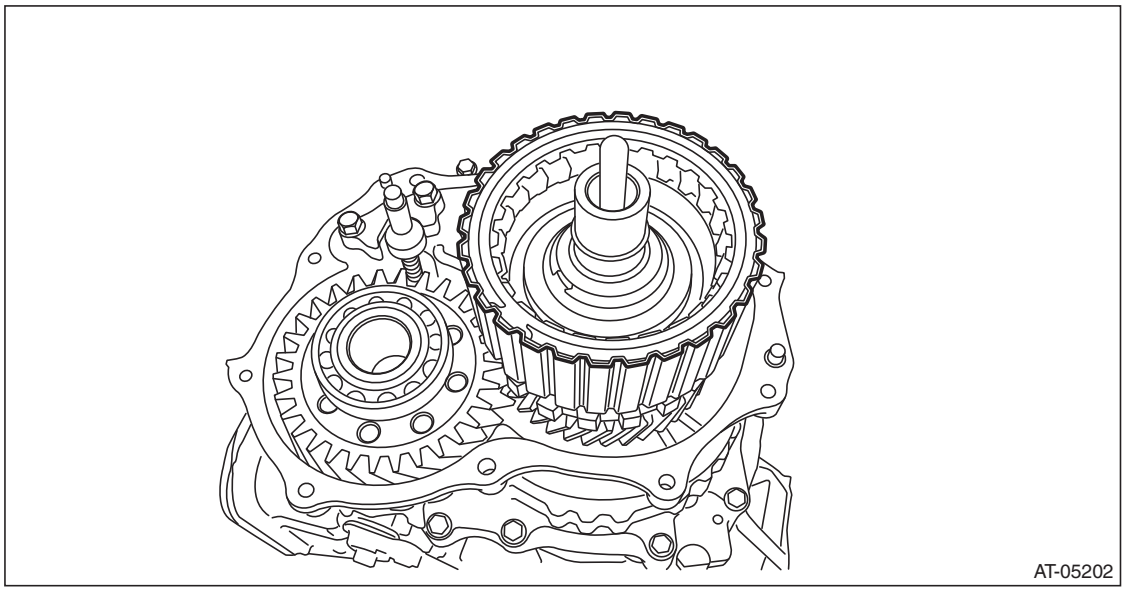
31.Transfer Clutch

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
4) Remove the thrust needle bearing and needle bearing.

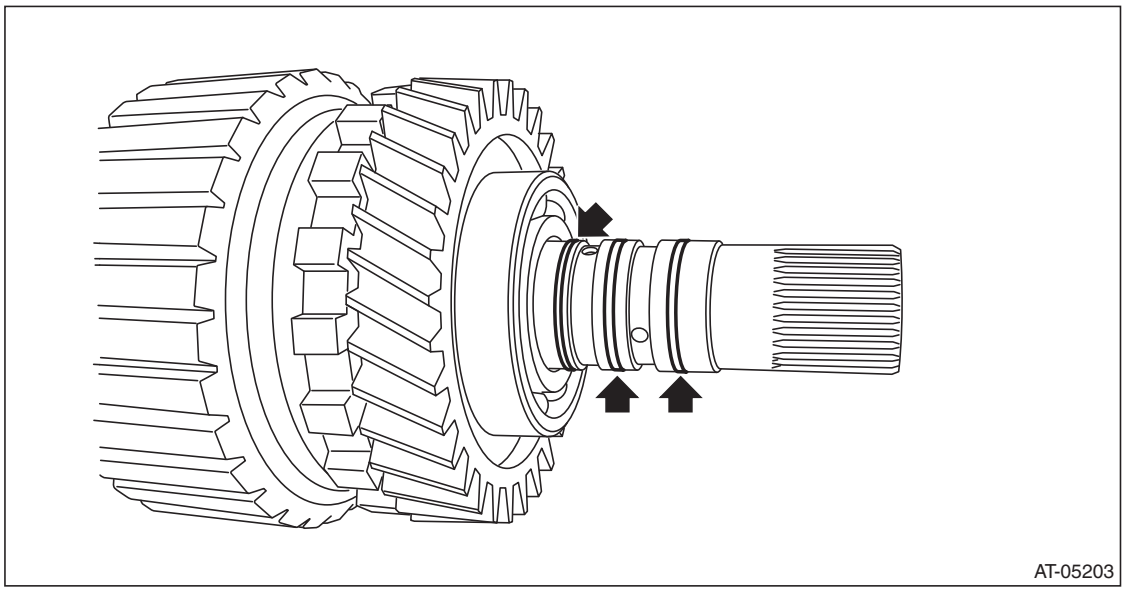

AT-05201

5) Remove the transfer clutch assembly.


AT-05202

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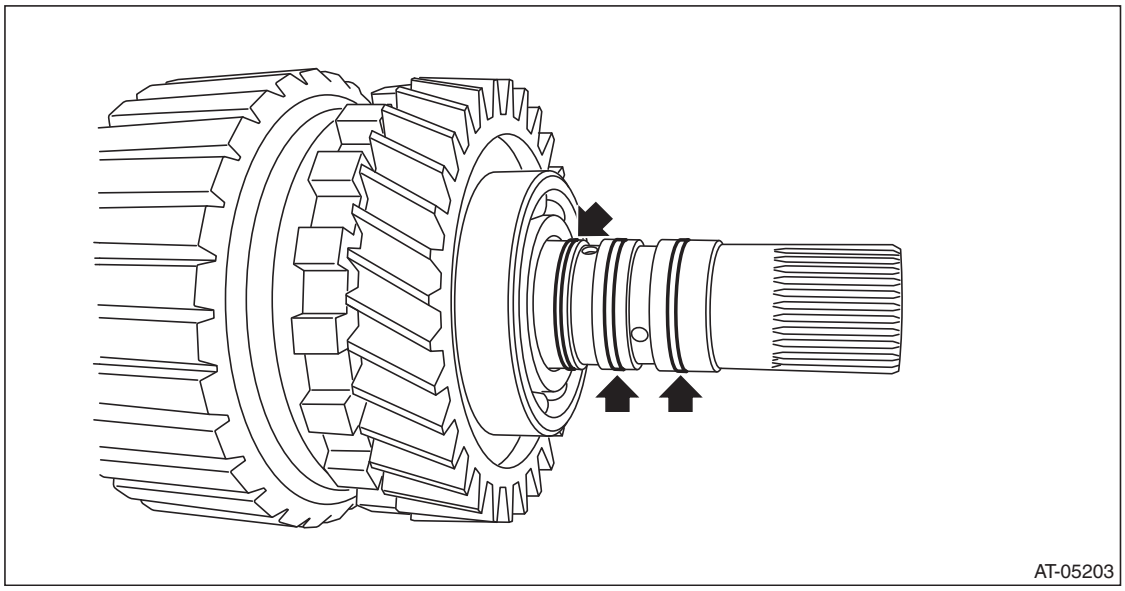
6) Remove the seal ring from transfer clutch assembly.



B: INSTALLATION

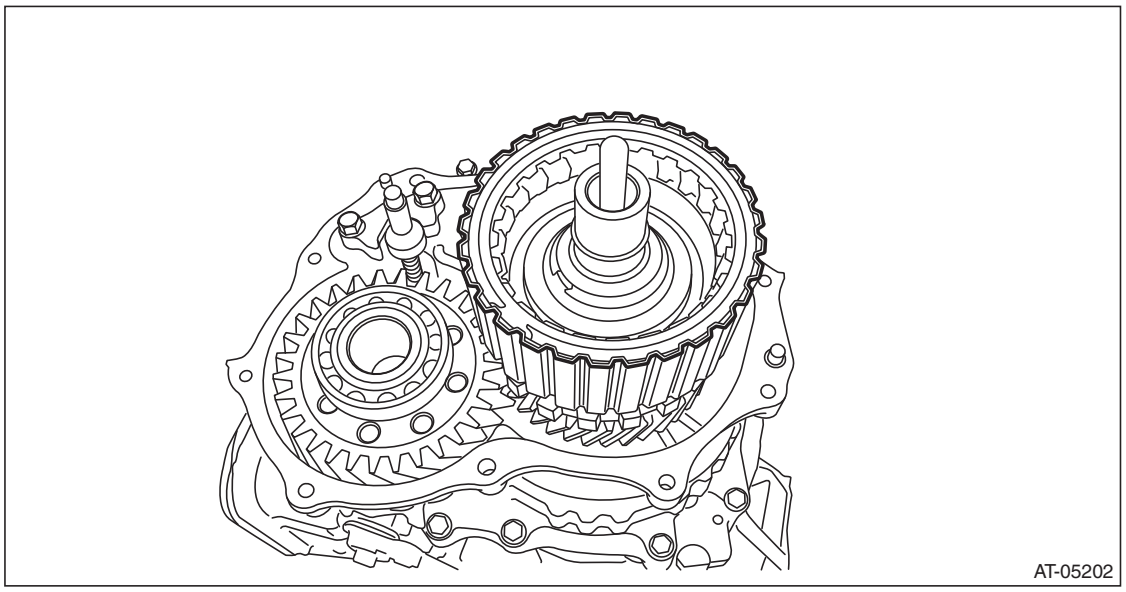
1) Apply CVTF to the seal ring and attach it to the seal ring groove of transfer clutch assembly.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.



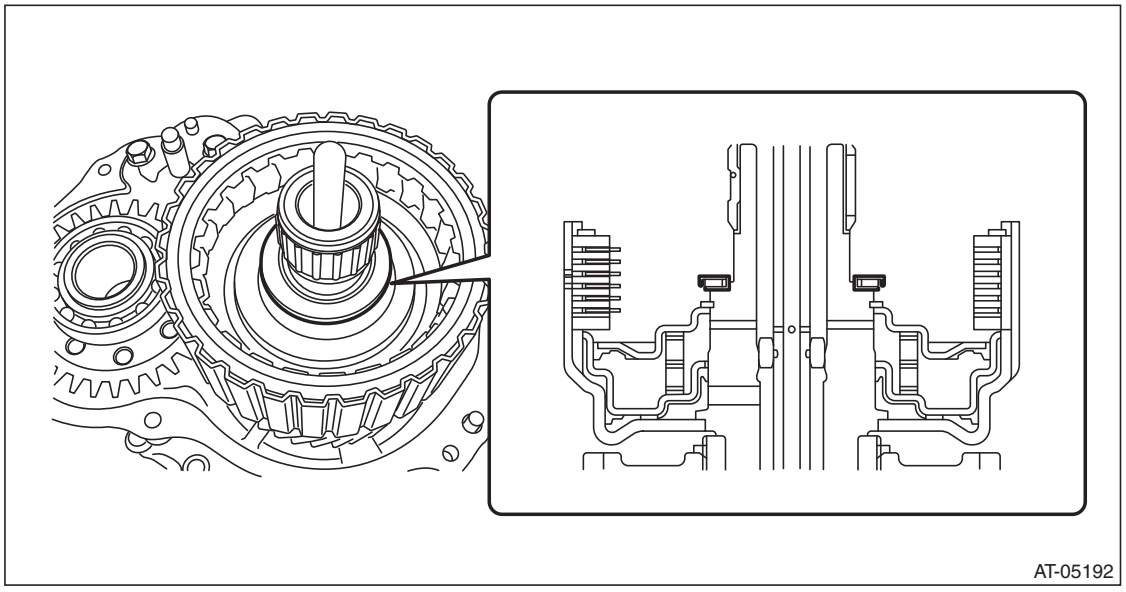
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2) Install the transfer clutch assembly.



3) Select the thrust needle bearing. <Ref. to CVT(TR690)-143, ADJUSTMENT, Rear Drive Shaft.>
4) Install the selected thrust needle bearing and needle bearing to transfer clutch assembly.

NOTE:
Install the thrust needle bearing in the correct direction.

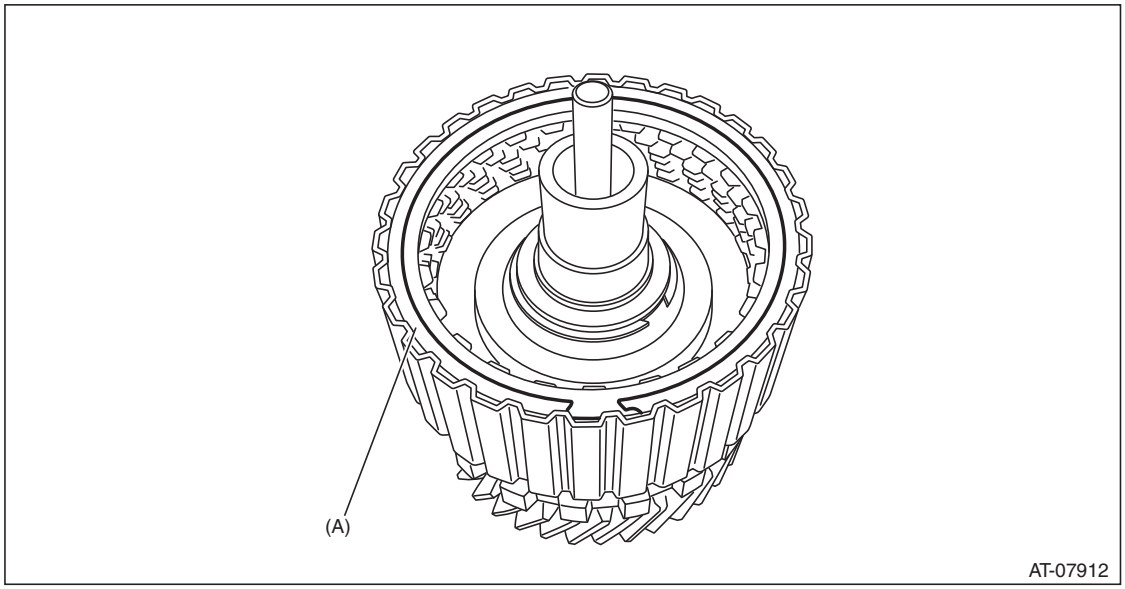


5) Install the rear drive shaft. <Ref. to CVT(TR690)-141, Rear Drive Shaft.>
6) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

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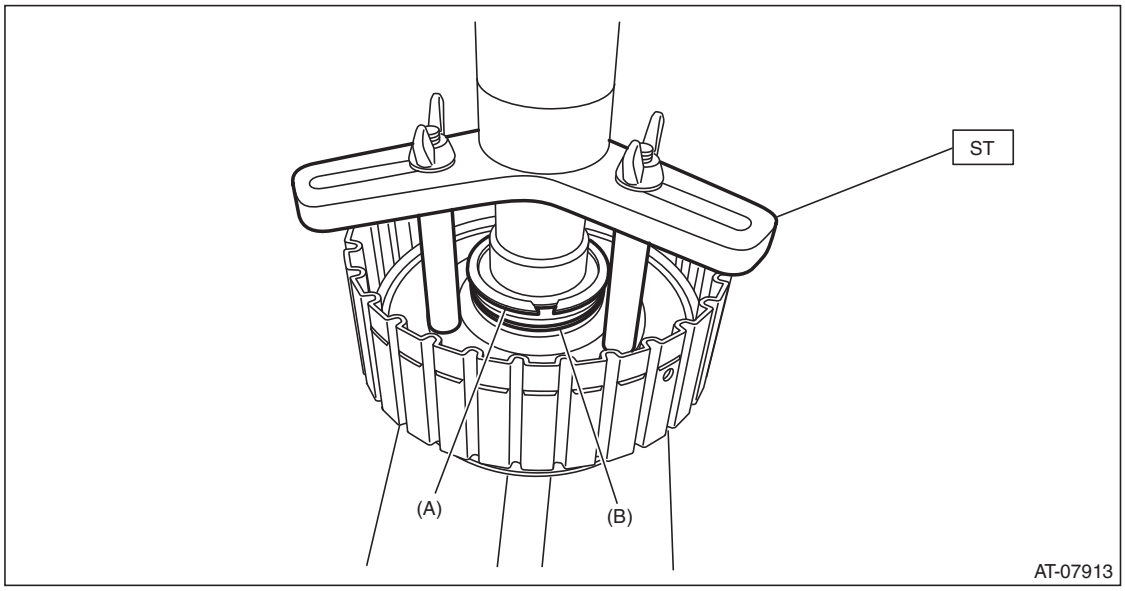
C: DISASSEMBLY

1) Remove the snap ring, and then remove the retaining plate, drive plate and driven plate.



(A) Snap ring

2) Using the ST, remove the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL

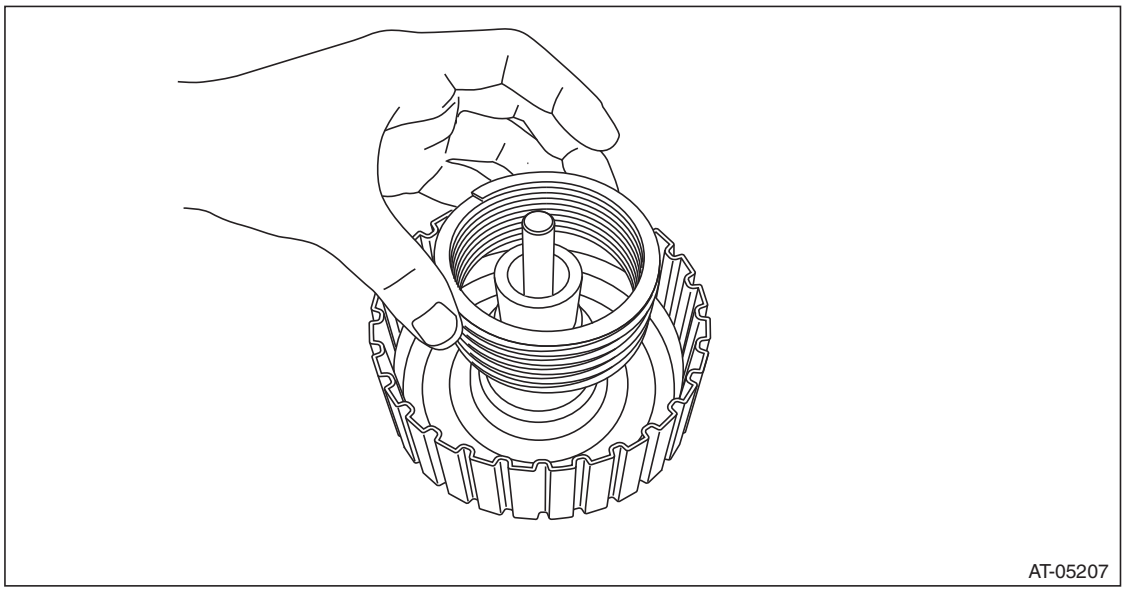


(A) Snap ring
(B) Transfer clutch piston seal

3) Remove the transfer clutch piston seal.

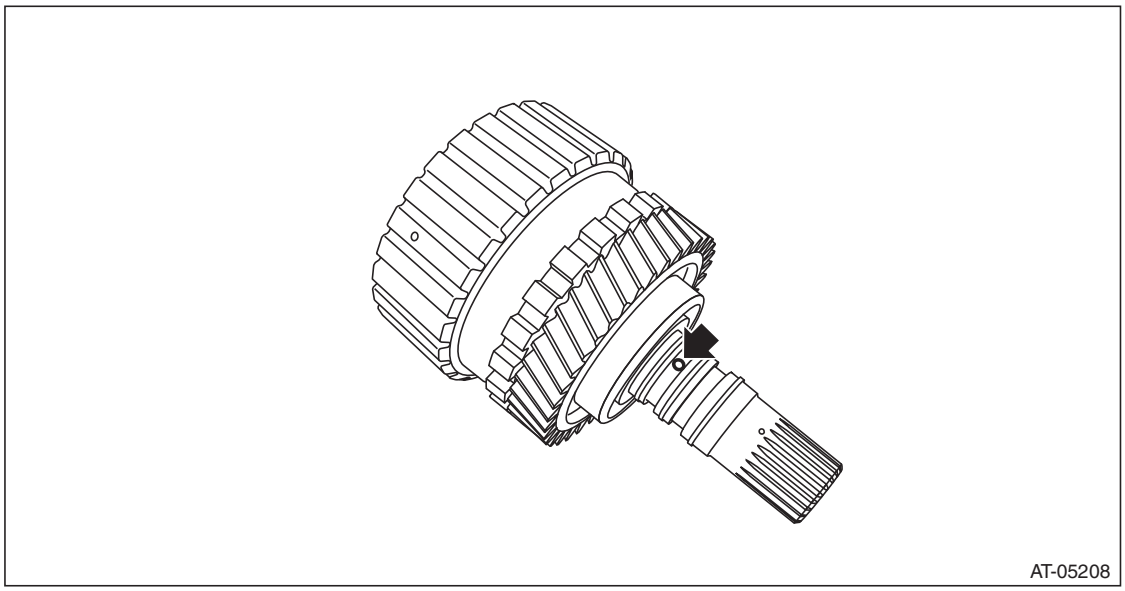
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4) Remove the return spring.



5) Remove the transfer clutch piston by blowing compressed air through transfer clutch assembly hole.

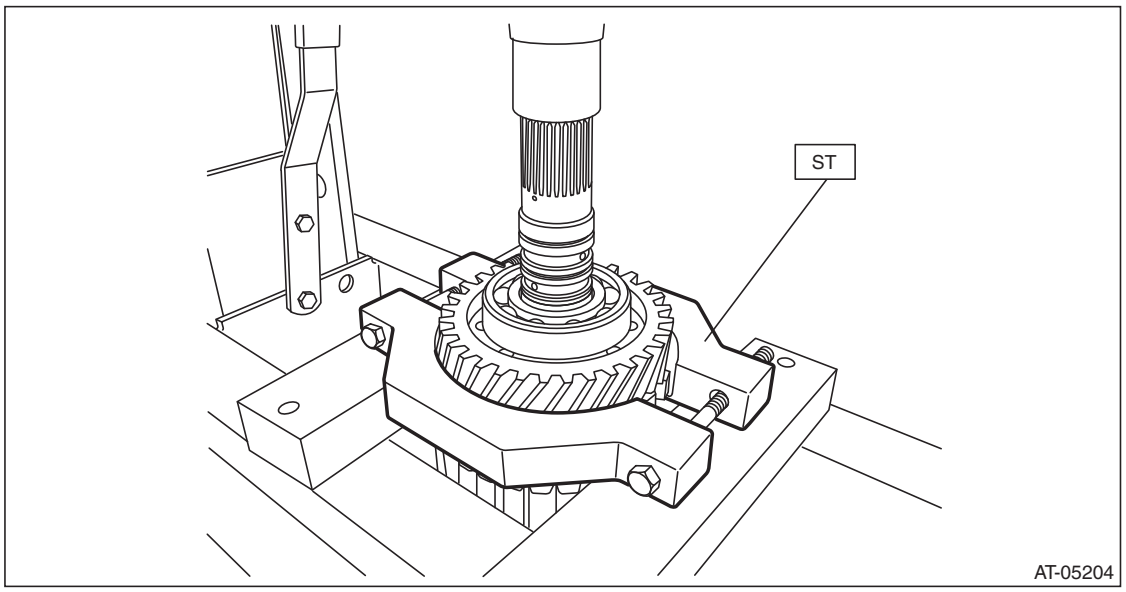
NOTE:
Block the hole opposite to the one to be blown with compressed air by your finger.



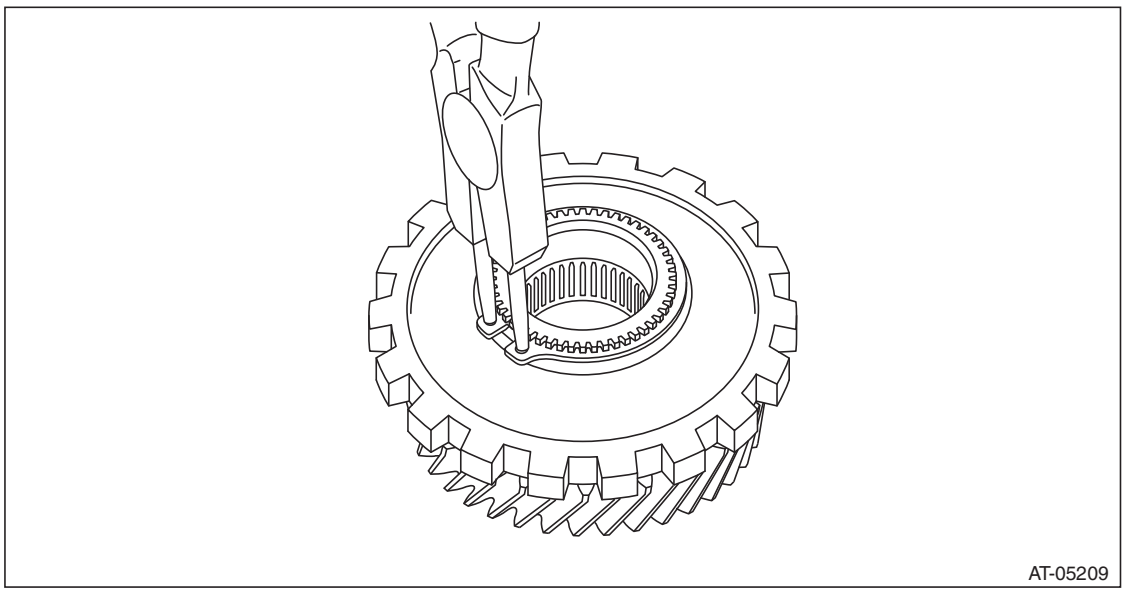
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6) Using ST, remove transfer drive gear, parking gear and ball bearing.
ST 18767AA000 BEARING REMOVER

NOTE:
Let the ST sit on the parking gear.

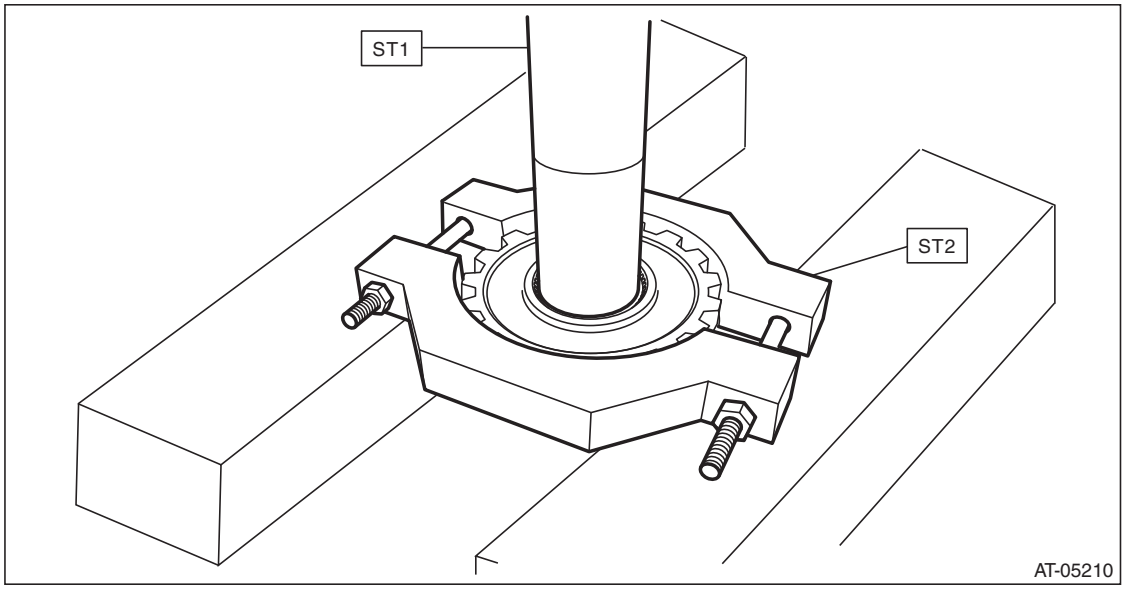


7) Remove the snap ring from transfer reduction drive gear.



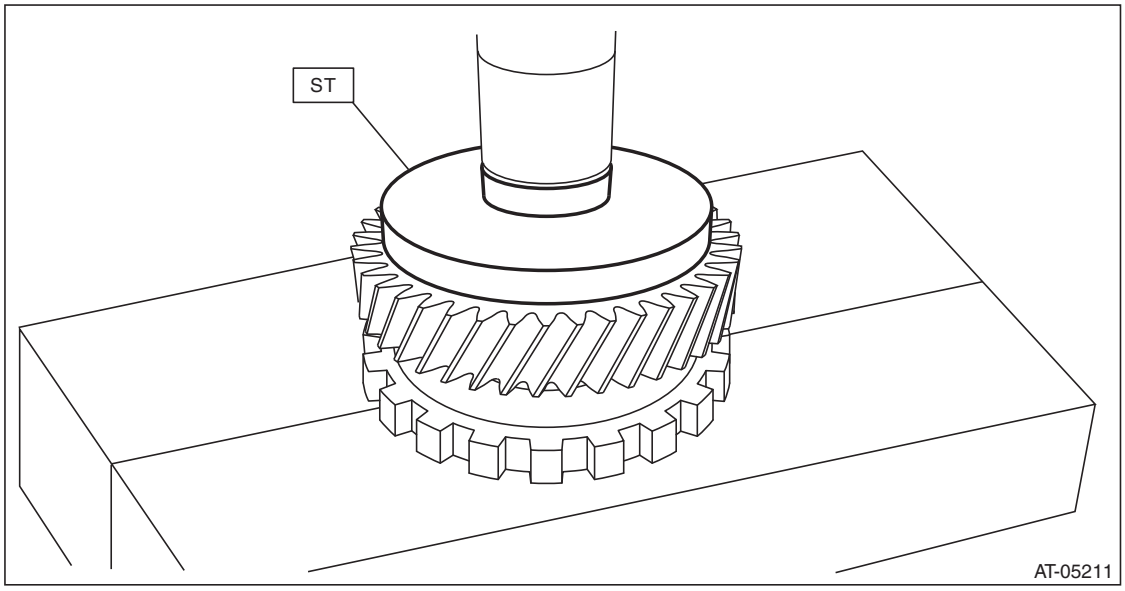
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8) Using the ST, remove the parking gear from transfer reduction drive gear.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 18767AA000 BEARING REMOVER



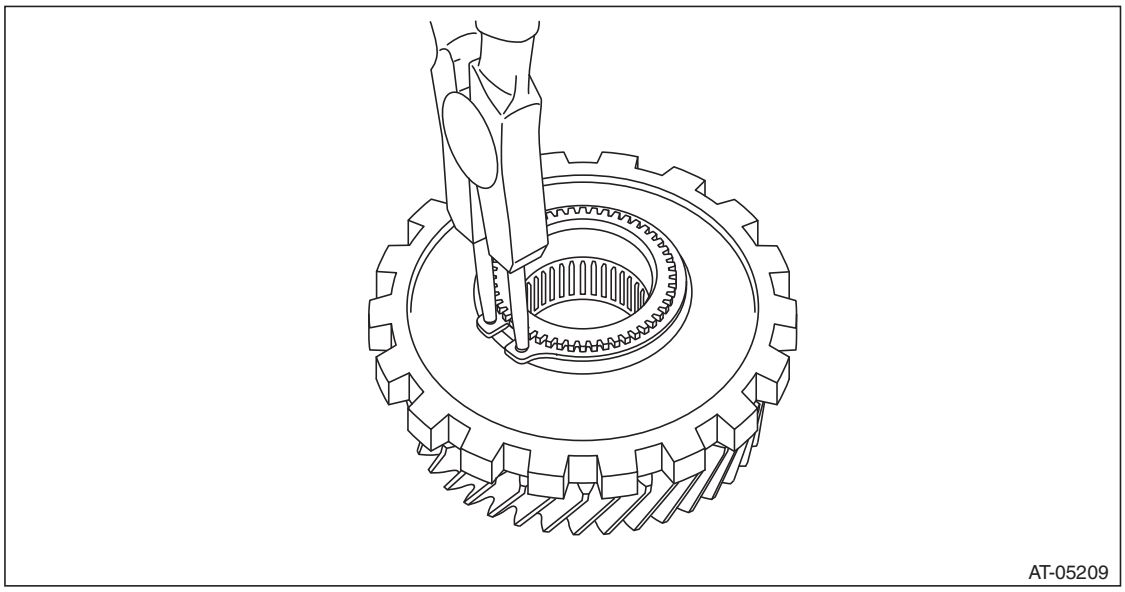
D: ASSEMBLY

1) Using the ST, install the parking gear to transfer reduction drive gear.
ST 398177700 INSTALLER

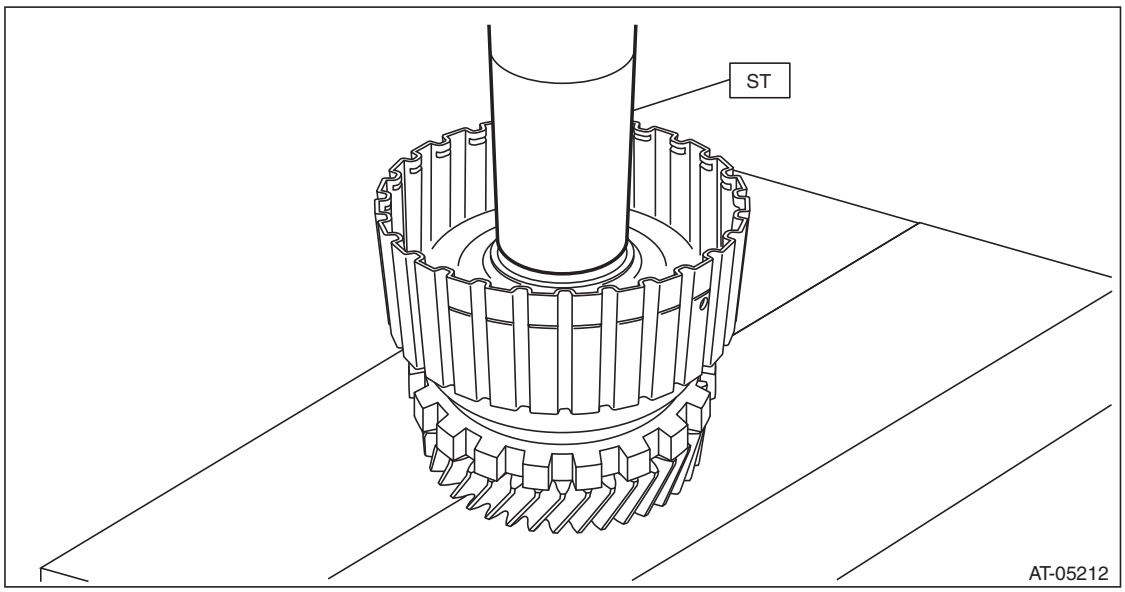


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2) Install the snap ring to transfer reduction drive gear.



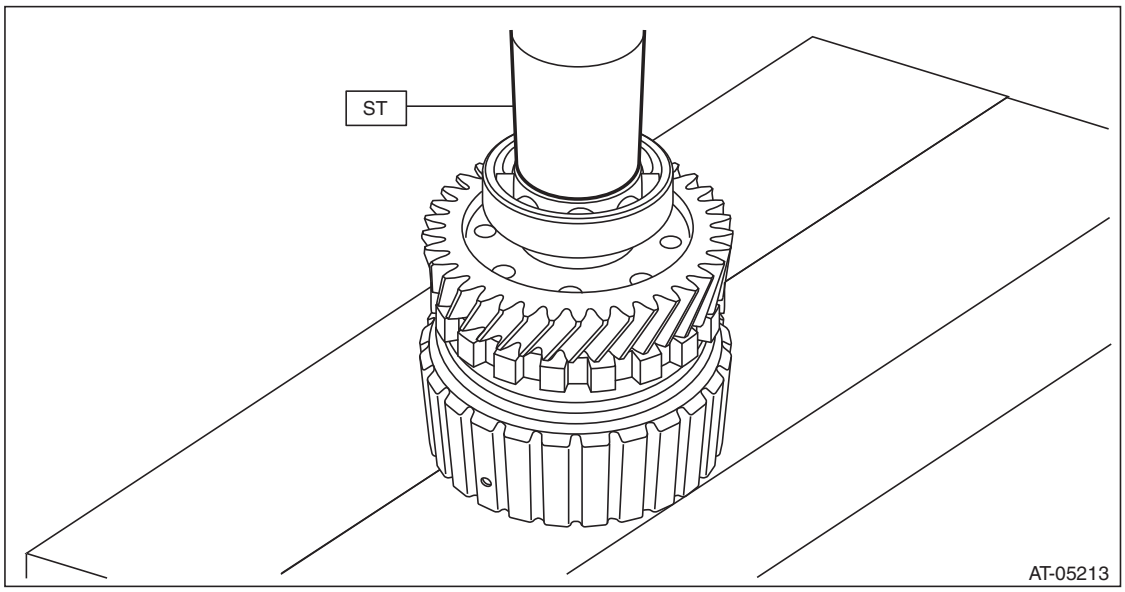
3) Using the ST, install the transfer reduction drive gear to transfer reduction drive gear shaft.
ST 499277100 BUSHING 1-2 INSTALLER



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4) Using the ST, install the ball bearing.

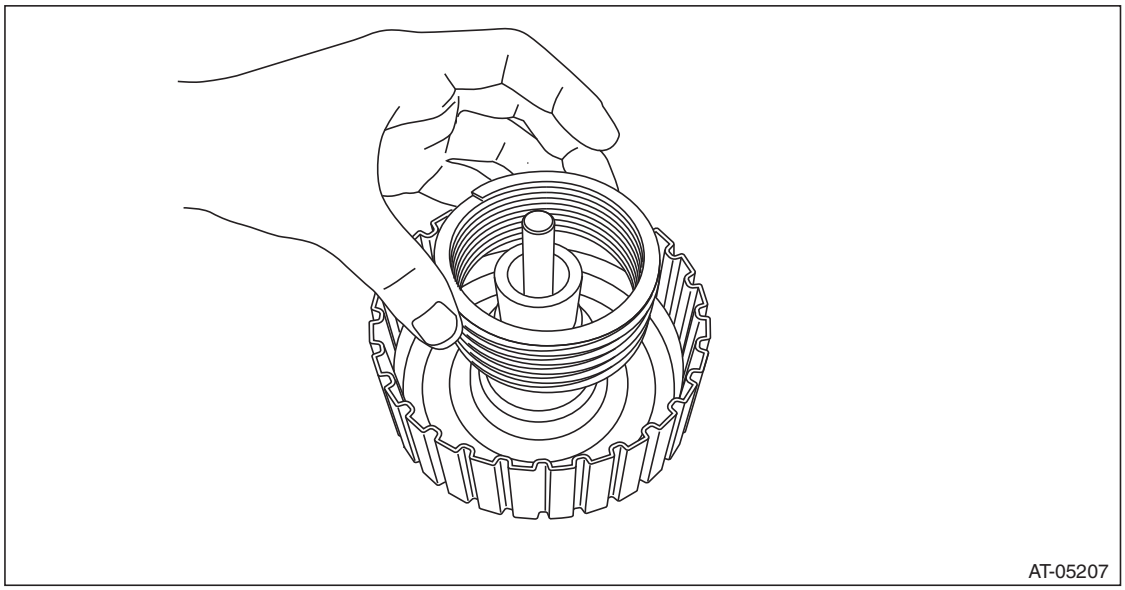
NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER



5) Attach the transfer clutch piston to the reduction drive gear shaft.

NOTE:
Apply CVTF to the transfer clutch piston lip.

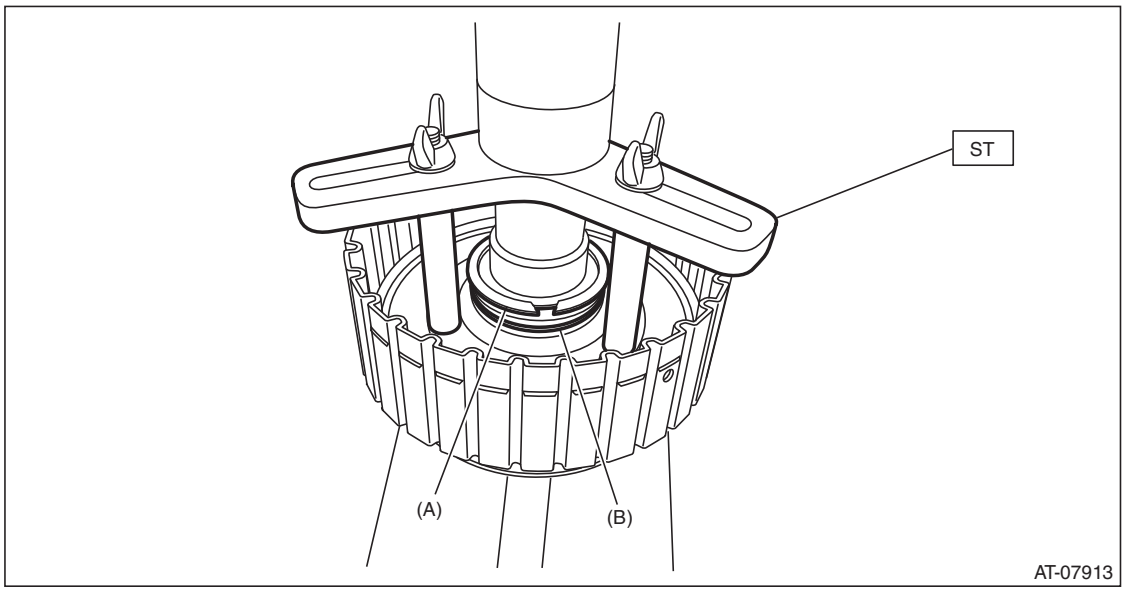
6) Install the return spring.



7) Install the transfer clutch piston seal.

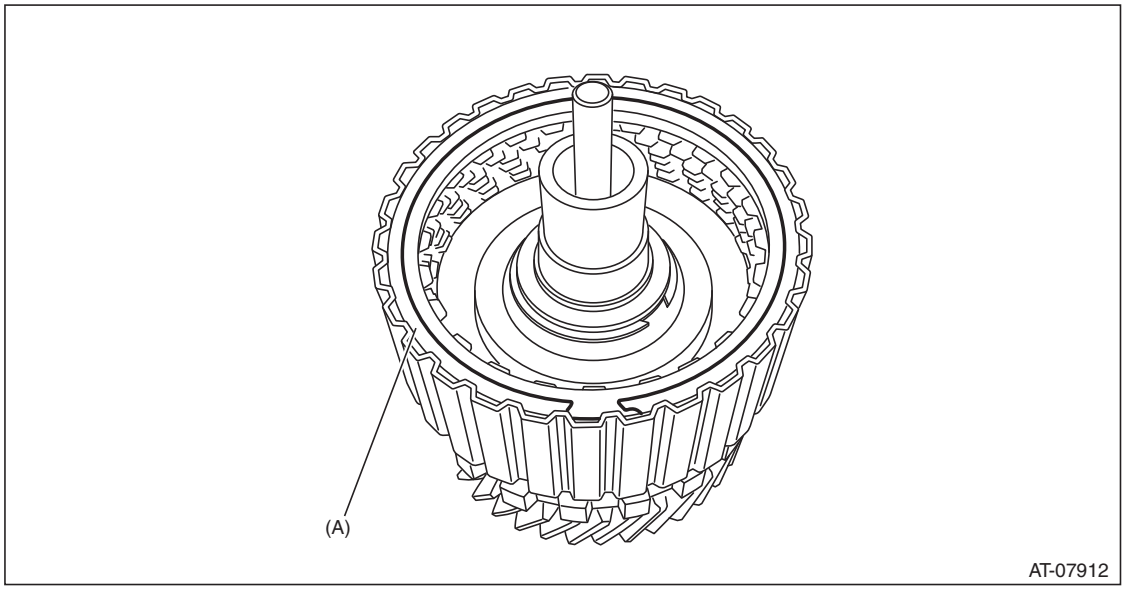
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8) Using the ST, install the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

9) Install the pressure plate, driven plate, drive plate and snap ring.



(A) Snap ring

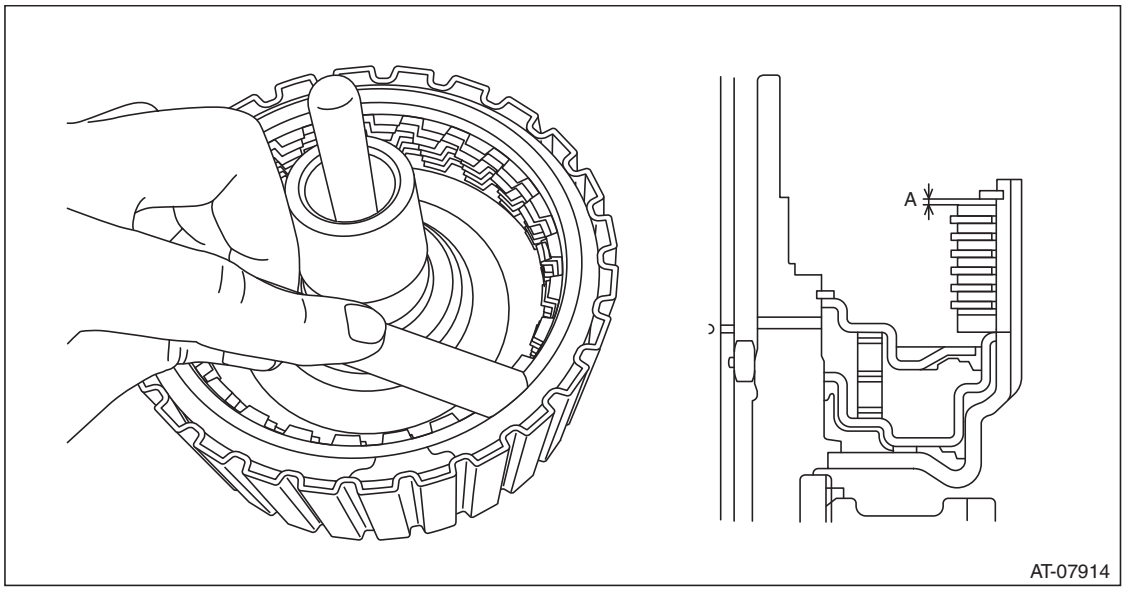
10) Before measuring clearance “A”, place same thickness shims on both sides to prevent the retaining plate from tilting.

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11) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select and adjust the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.6 mm (0.063 in)



Pressure plate	
Part No.	Thickness mm (in)
31593AA151	3.3 (0.130)
31593AA161	3.7 (0.146)

12) Check the clearance between the snap ring and retaining plate. <Ref. to CVT(TR690)-157, INSPECTION, Transfer Clutch.>

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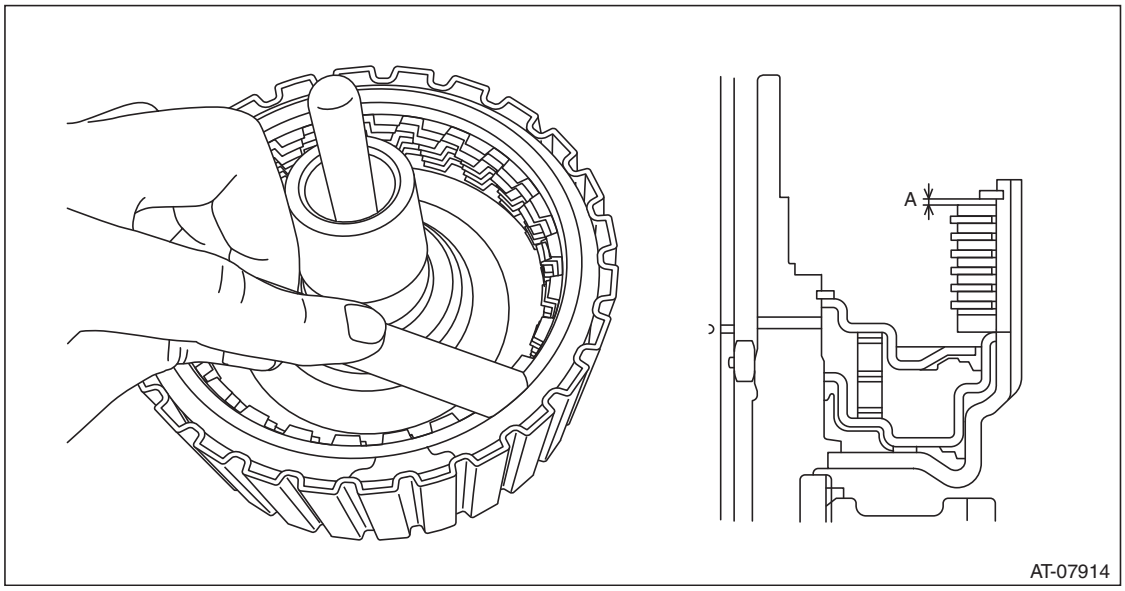
E: INSPECTION

- Inspect the drive plate facing for wear and damage.
- Driven plate for discoloration (burned color)
- Make sure the snap ring is not worn and the return spring has no permanent distortion, damage, or deformation.
- Check the lip seal for damage.
- Inspect the extension end play, and adjust it to within the standard value. <Ref. to CVT(TR690)-157, ADJUSTMENT, Transfer Clutch.>

1) Before measuring clearance “A” between snap ring and retaining plate, place same thickness shims on both sides to prevent the retaining plate from tilting.
2) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.6 mm (0.063 in)



3) Check for tight corner braking phenomenon when the vehicle is moved forward with the steering fully turned. If tight corner braking occurs, perform the following procedures.

NOTE:
Turn OFF the X MODE switch and perform inspection.

(1) With the steering wheel held at fully turned position, drive the vehicle in “D” range and with vehicle speed at approx. 5 km/h (3 MPH) in both clockwise and counterclockwise directions for approx. ten times each, while repeating acceleration and braking intermittently.
(2) If the tight corner braking phenomenon still persists, drive the vehicle again in a circle for several laps.

F: ADJUSTMENT

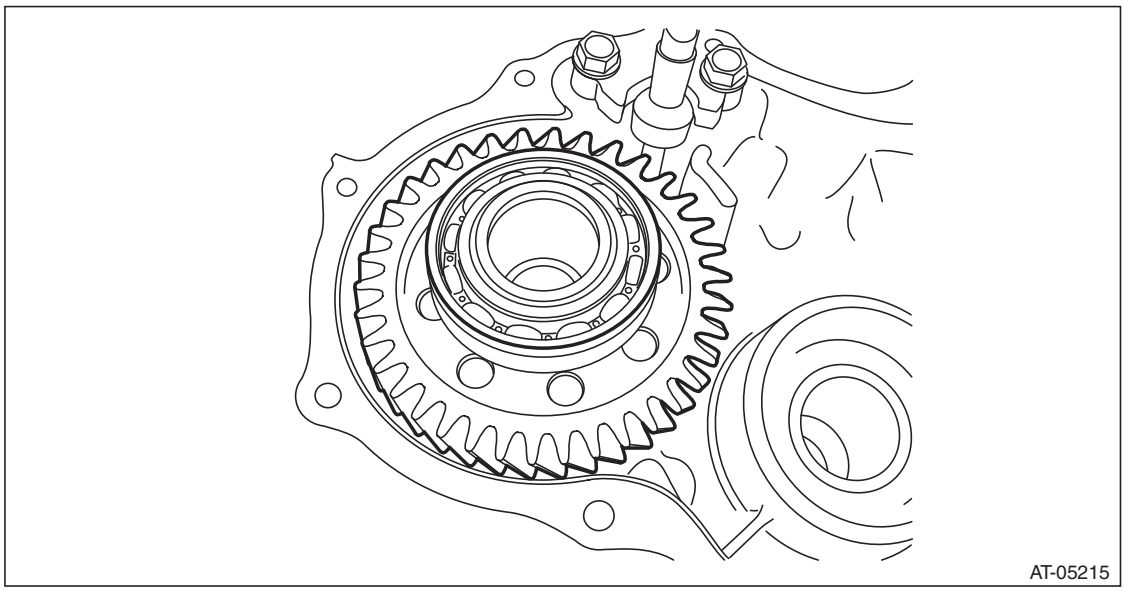
NOTE:
Refer to the Rear Drive Shaft. <Ref. to CVT(TR690)-143, ADJUSTMENT, Rear Drive Shaft.>

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32.Transfer Reduction Driven Gear

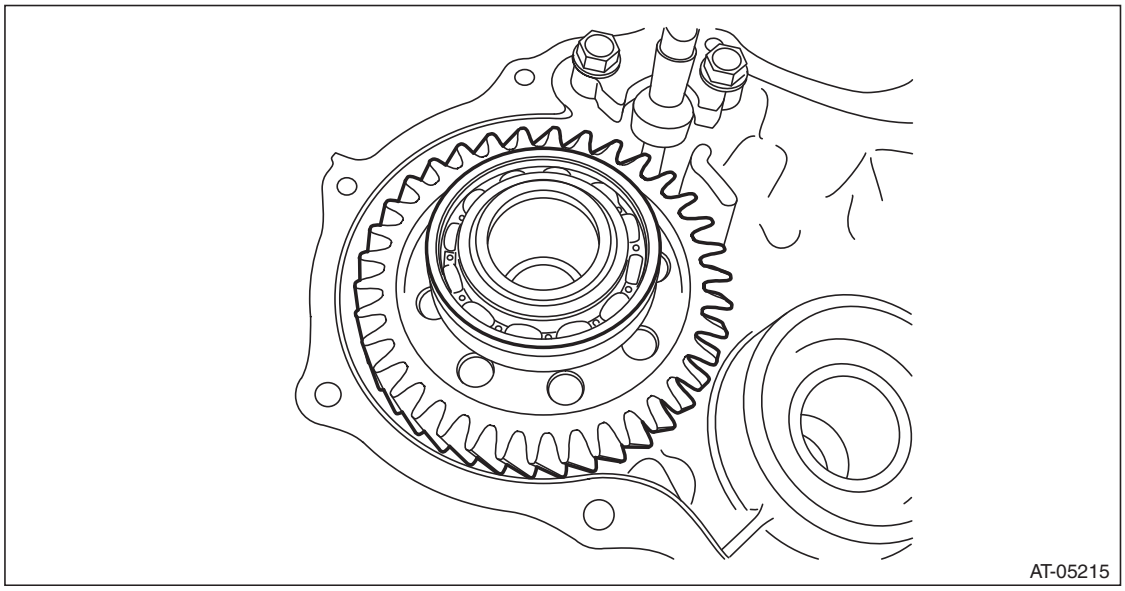
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear assembly.



B: INSTALLATION

1) Install the reduction driven gear assembly.



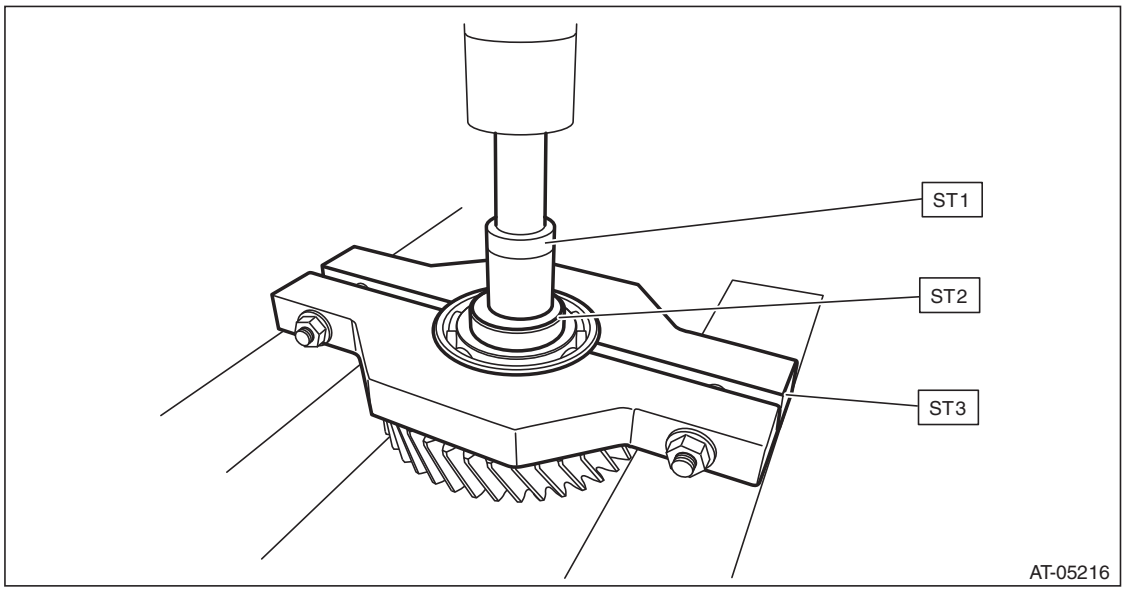
2) Select shims. <Ref. to CVT(TR690)-161, ADJUSTMENT, Transfer Reduction Driven Gear.>
3) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
4) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
5) Mount the selected shim onto ball bearing.
6) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>

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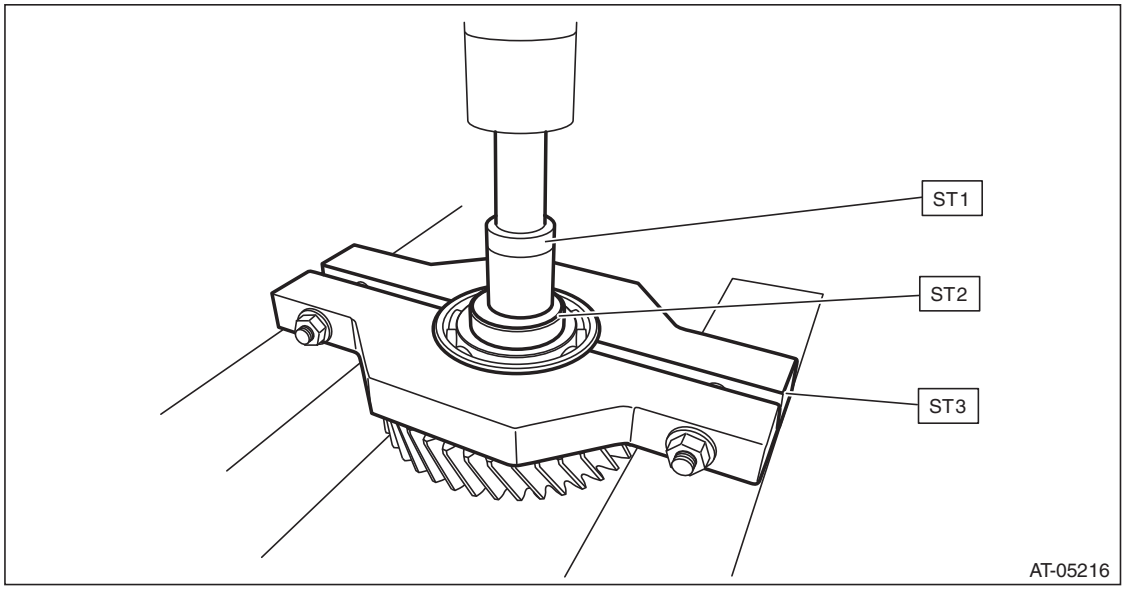
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Using the ST, remove the ball bearing (large) from transfer reduction driven gear.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 498077600 REMOVER



2) Using the ST, remove the ball bearing (small) from transfer reduction driven gear.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 18720AA000 REMOVER

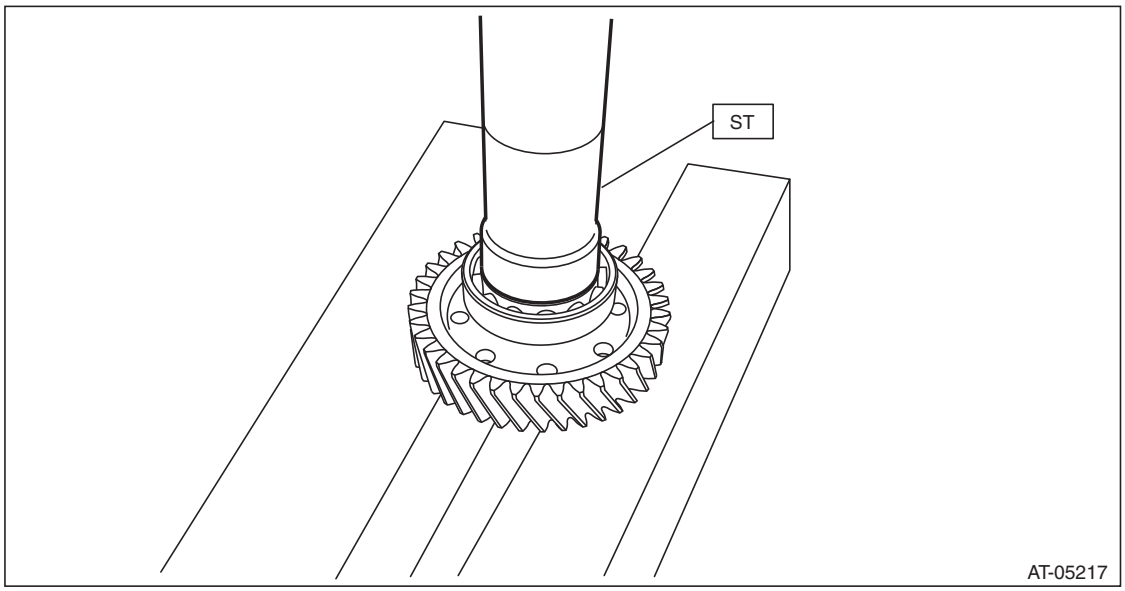


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D: ASSEMBLY

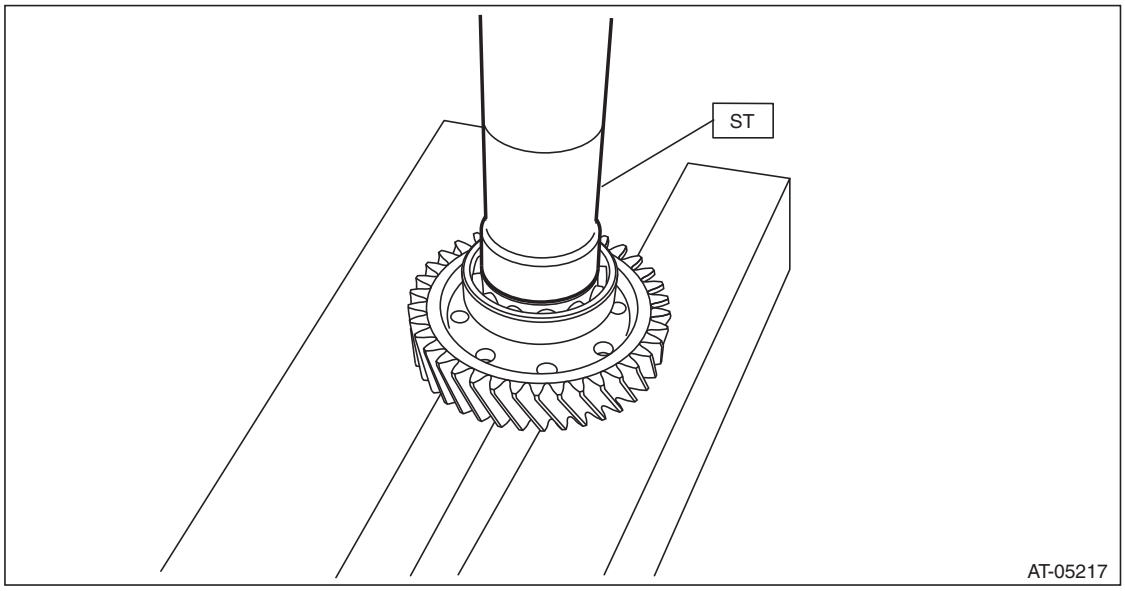
1) Install the new ball bearing (large) to reduction driven gear using the ST.
ST 499277100 BUSHING 1-2 INSTALLER

NOTE:
- Use a new ball bearing.
- Install to the splines inside transfer reduction driven gear shaft.



2) Install the new ball bearing (small) to reduction driven gear.

NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER



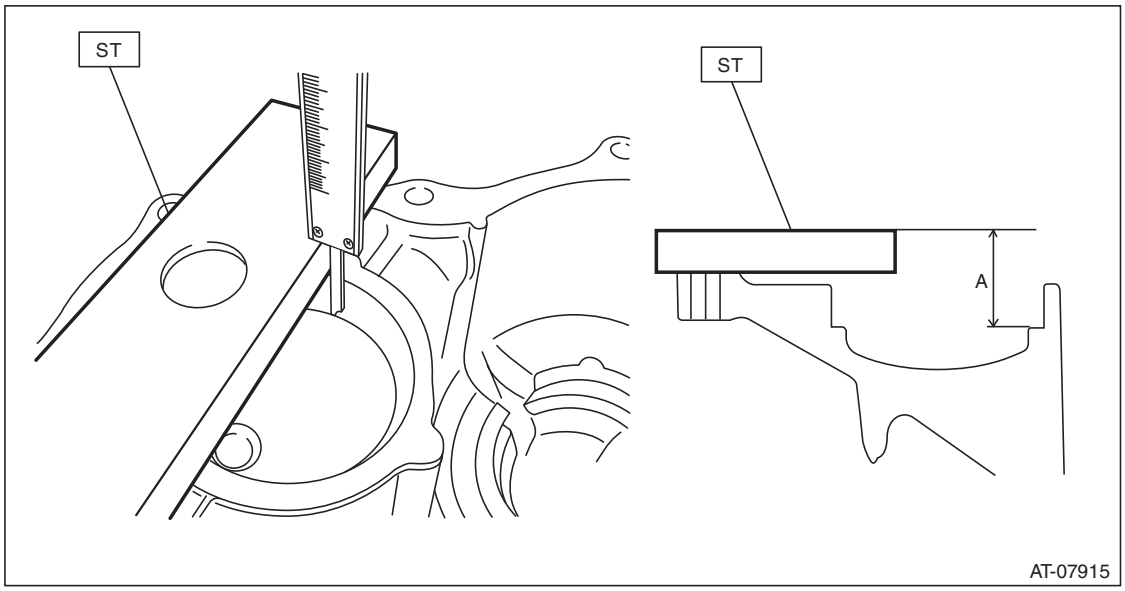
E: INSPECTION

- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Make sure the gear is not broken or damaged.

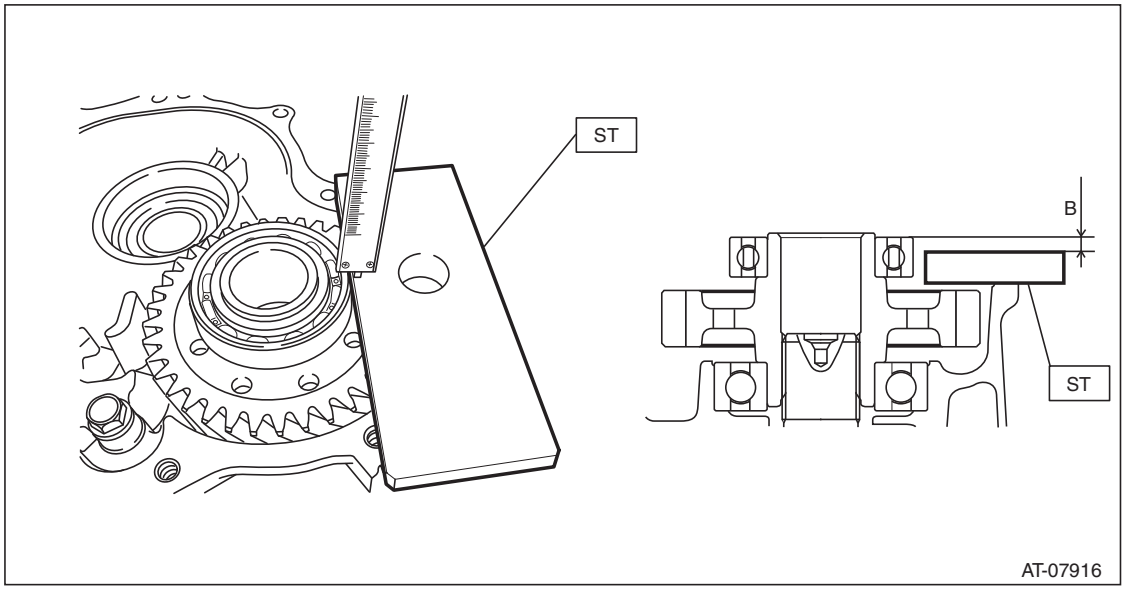
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F: ADJUSTMENT

1) Measure depth “A” from the ST upper face to the ball bearing catch surface.
ST 398643600 GAUGE



2) Measure height “B” from the ST to the end of the ball bearing outer ring.
ST 398643600 GAUGE



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3) Obtain the thickness of shim using the following formula to select none to two shims.
T mm = (A – 15) – (B + 15) – (0.05 — 0.25)
[T in = (A – 0.591) – (B + 0.591) – (0.002 — 0.01)]
T: Shim thickness
A: Depth from the ST upper face to the ball bearing catch surface
B: Height from the ST to the end of the ball bearing outer ring
15 mm (0.591 in): Thickness of ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

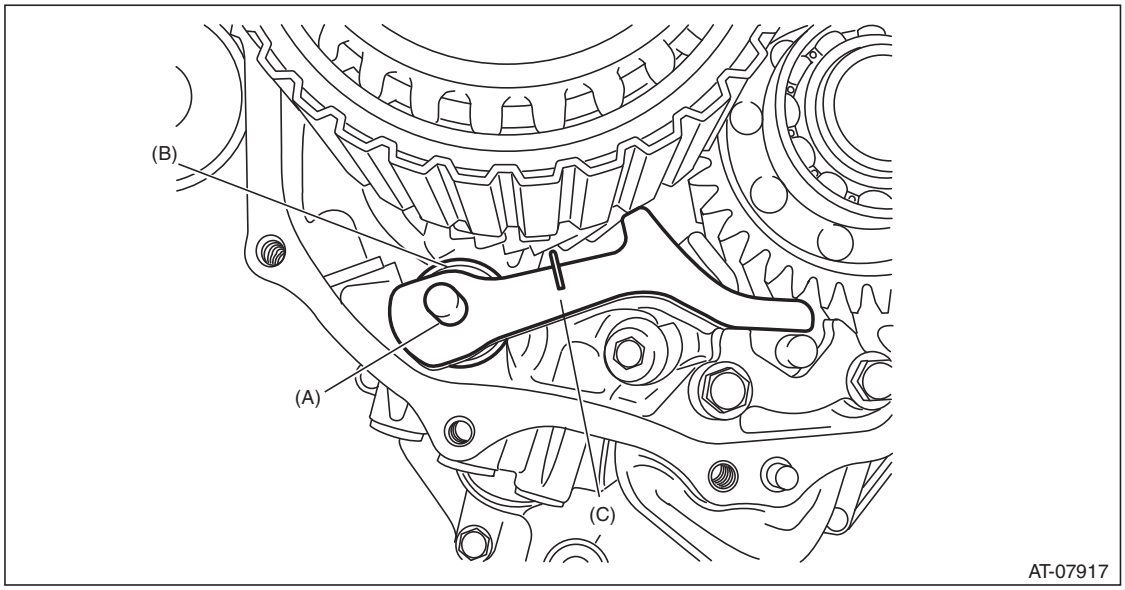
Shim	
Part No.	Thickness mm (in)
31288AA190	0.2 (0.008)
31288AA200	0.3 (0.012)
31288AA210	0.5 (0.02)

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33.Parking Pawl

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Shift the range select lever to “N” range.
3) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
4) Remove the parking pawl shaft, return spring and parking pawl.



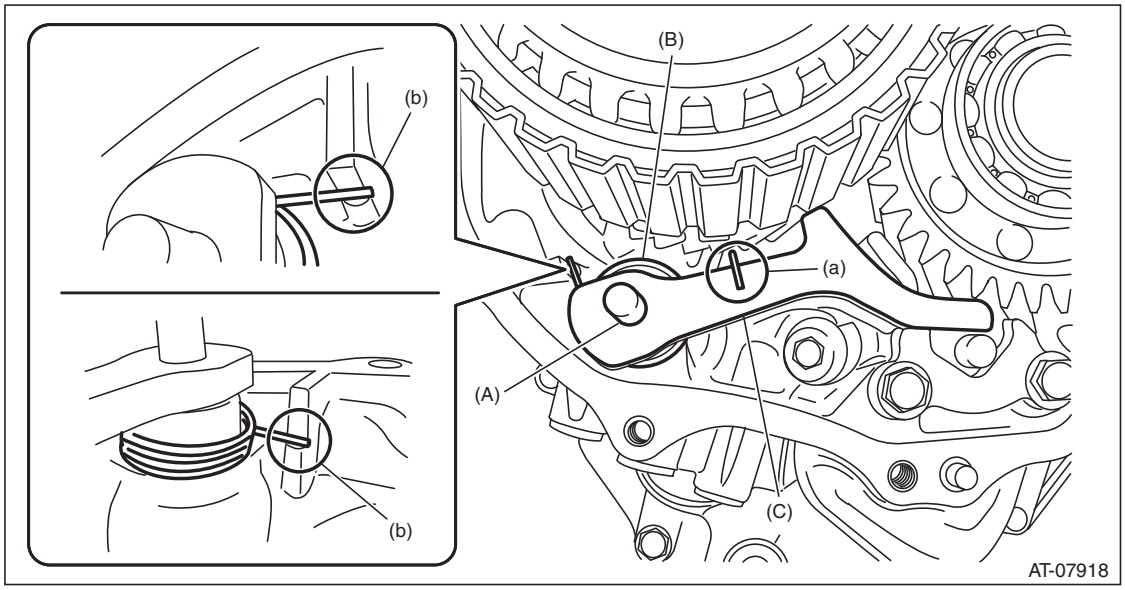
(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

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B: INSTALLATION

1) Set the range select lever to the “N” range.
2) Install the parking pawl shaft, return spring and parking pawl.

NOTE:
Make sure that the end of return spring sticks out of parking pawl as shown in (a). Make sure that the other end contacts the rib of intermediate case as shown in (b).



(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

3) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

- Check the parking pawl for breakage or damage.
- Check the return spring for fatigue.

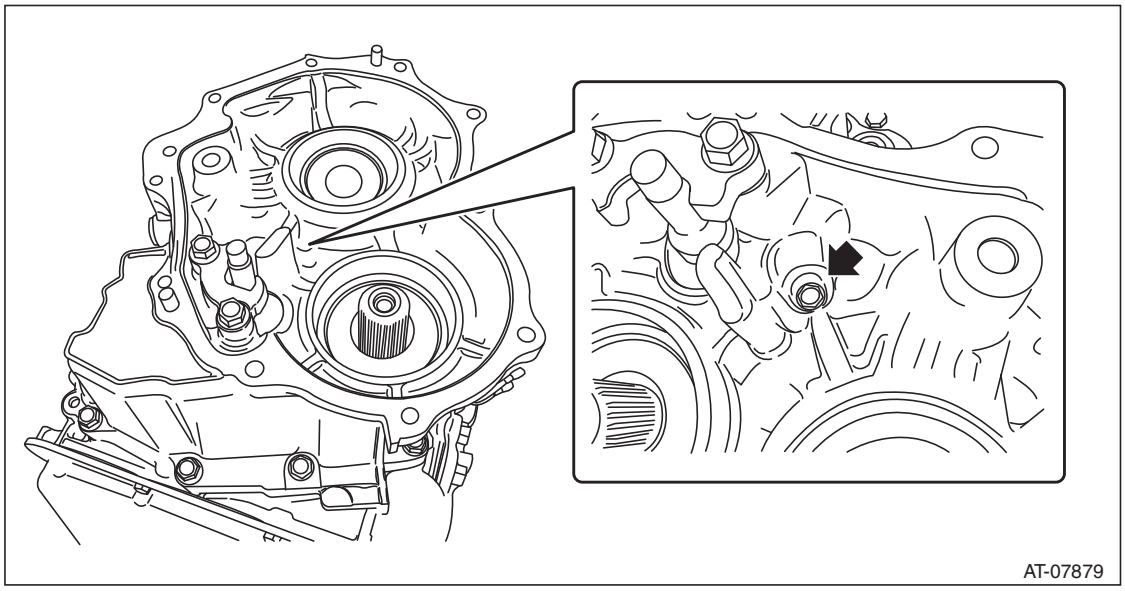
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34.Intermediate Case

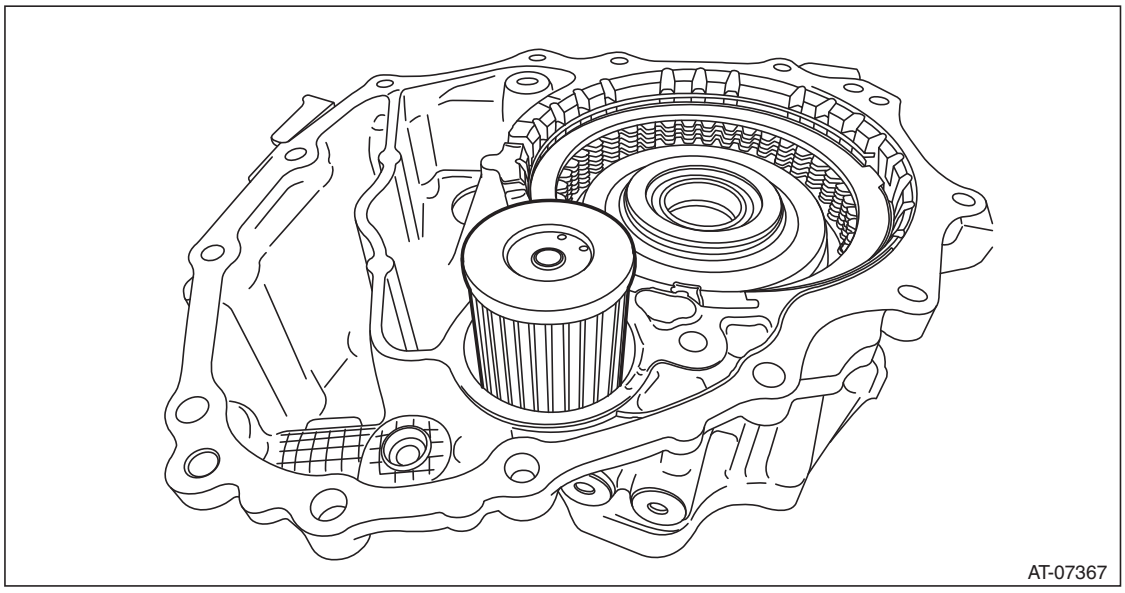
A: REMOVAL

1) Remove the transmission assembly from vehicle body. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the parking pawl. <Ref. to CVT(TR690)-163, REMOVAL, Parking Pawl.>
4) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
5) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
6) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
7) Remove the intermediate case.

NOTE:
- The total number of intermediate case mounting bolts is 14.
- Inside the transmission is a single bolt (arrowed).

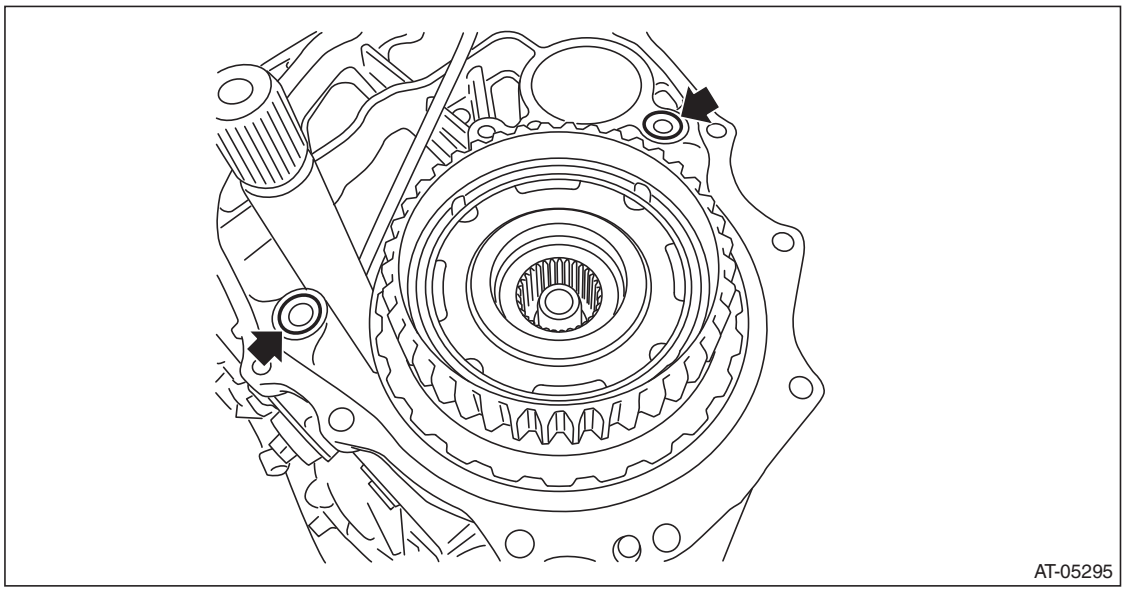

AT-07879

8) Remove the CVTF filter.


AT-07367

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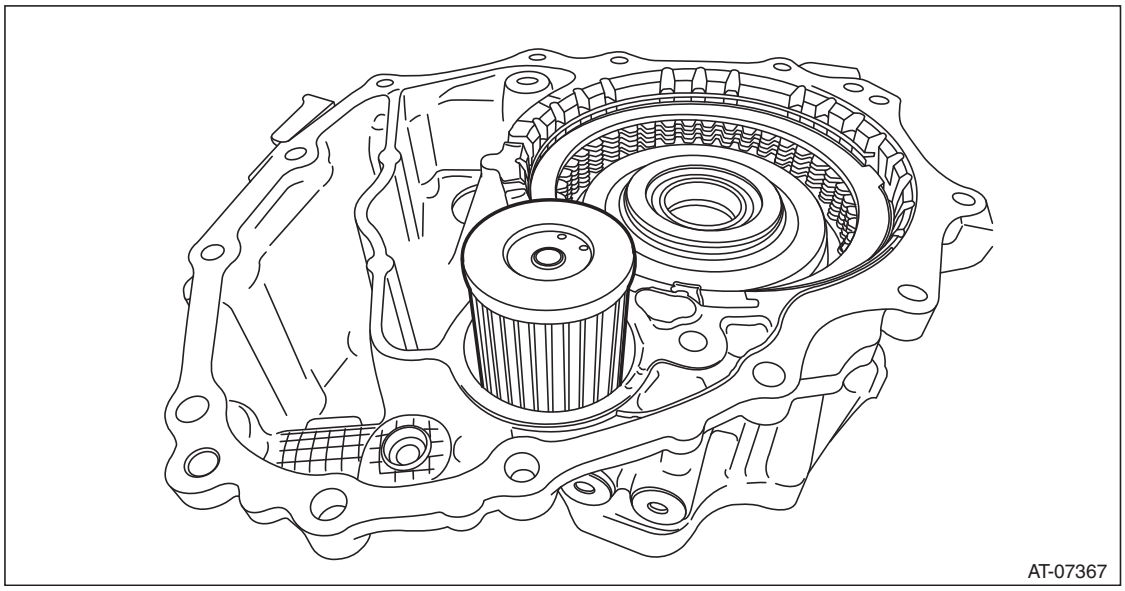
9) Remove the O-ring from the transmission case.



B: INSTALLATION

1) Clean the mating surface of intermediate case and transmission case.
2) Face the O-ring side of the CVTF filter to the intermediate case side, and install the CVTF filter.

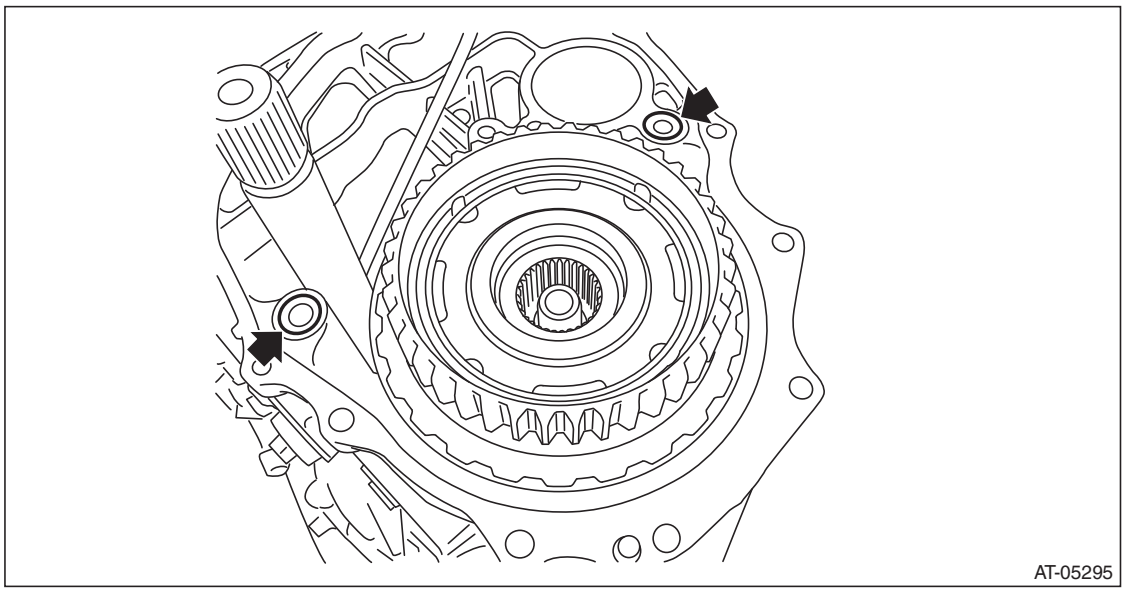
NOTE:
Apply CVTF to the O-ring.



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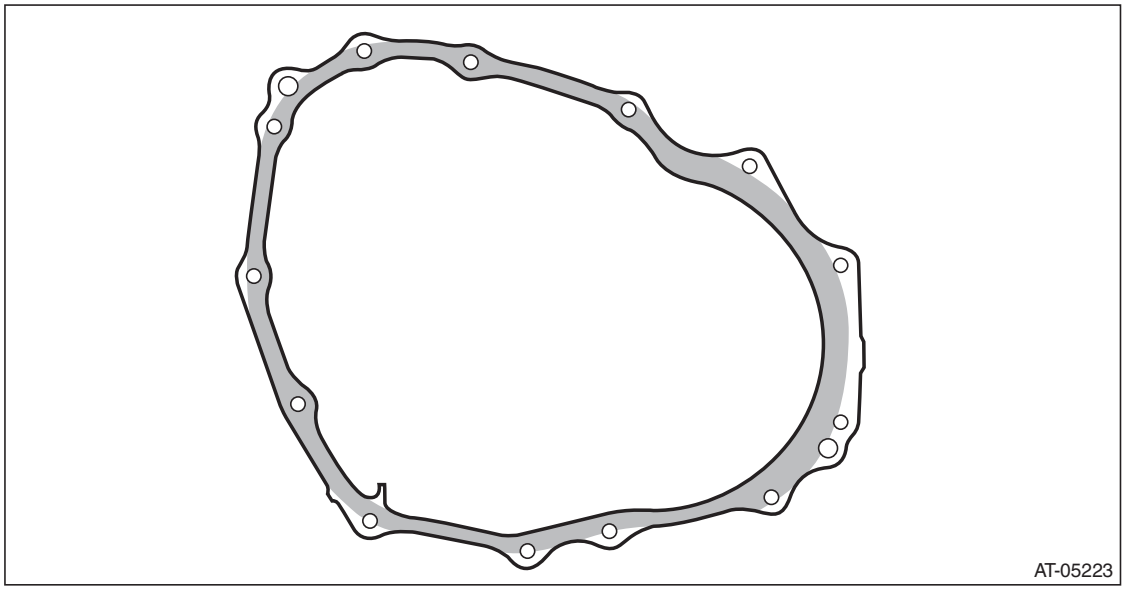
3) Install the O-ring to the transmission case.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



4) Apply liquid gasket to intermediate case seamlessly.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent

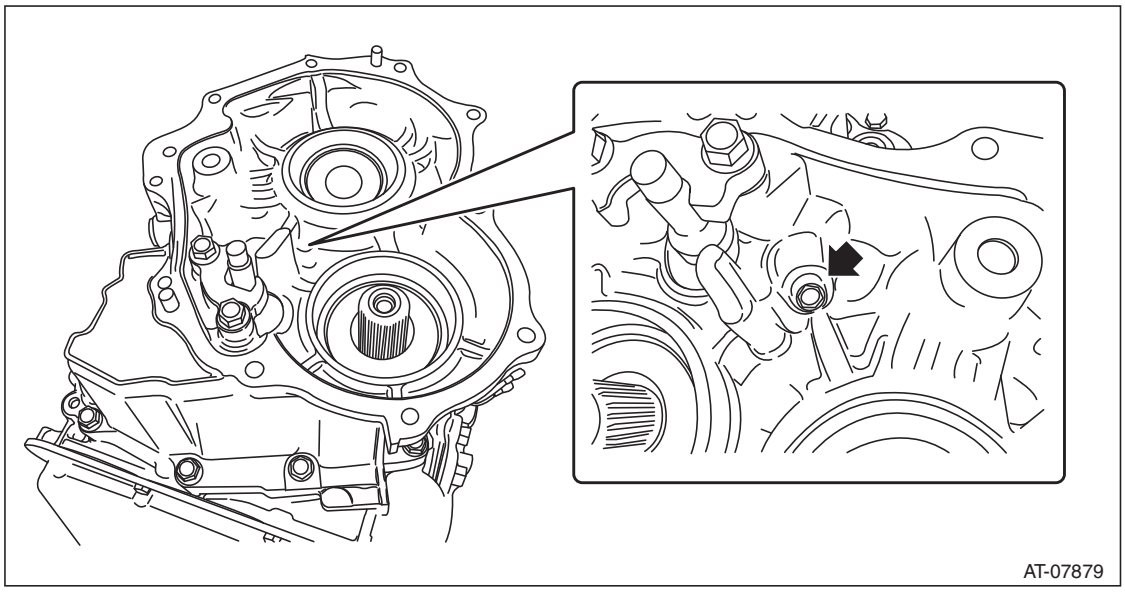


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5) Install the intermediate case and the transmission hanger to the transmission case.

NOTE:
Make sure to install the arrowed bolt.

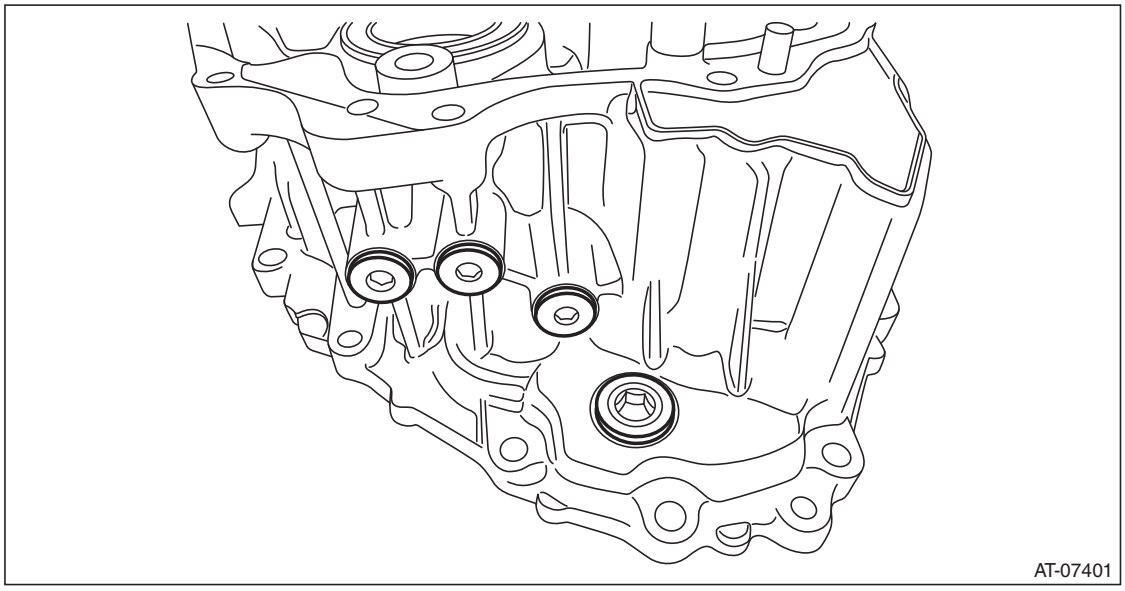
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



6) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
7) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
8) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
9) Install the parking pawl. <Ref. to CVT(TR690)-164, INSTALLATION, Parking Pawl.>
10) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
11) Install the transmission to vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the parking support.
2) Remove the CVTF filler plug.
3) Remove all plugs from intermediate case.



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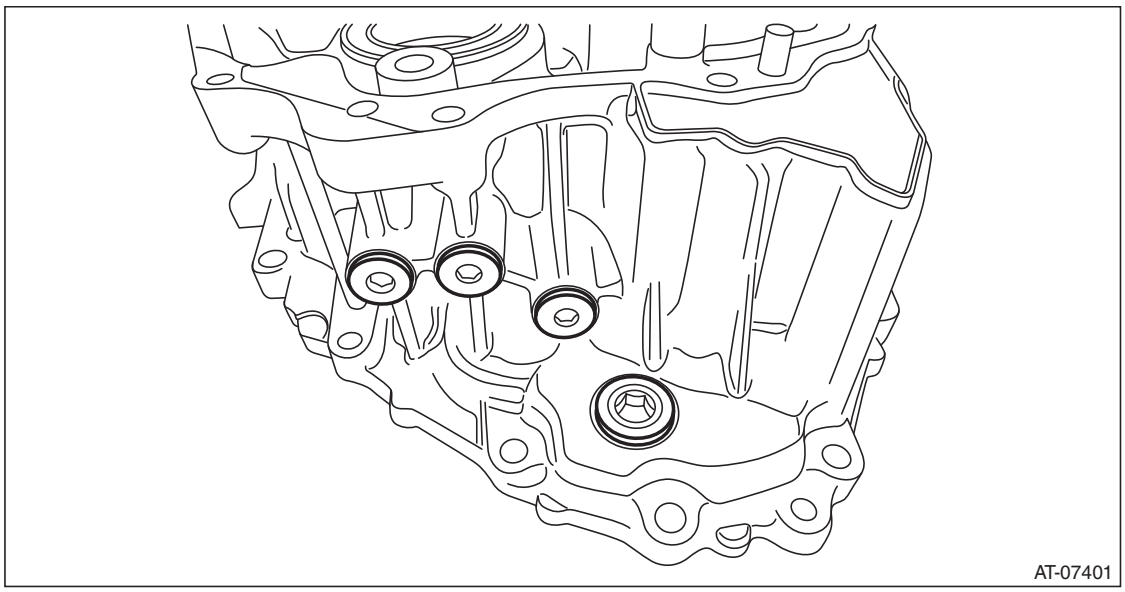
4) Remove the reverse brake assembly. <Ref. to CVT(TR690)-171, DISASSEMBLY, Reverse Brake Assembly.>

D: ASSEMBLY

1) Install the reverse brake. <Ref. to CVT(TR690)-174, ASSEMBLY, Reverse Brake Assembly.>
2) install all plugs to intermediate case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

NOTE:
Use new O-rings.



3) Install the parking support.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)
4) Install the CVTF filler plug.

NOTE:
Replace the gasket of CVTF filler plug with a new part after installing the transmission assembly to vehicle and adjusting CVTF fluid.

E: INSPECTION

- Check the intermediate case for fissures, cracks or damage.
- Check for leakage of CVTF from the connections between intermediate case and transmission case, and between intermediate case and extension case.

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35.CVTF Filter

A: REMOVAL

NOTE:
• Although CVTF filter is a maintenance-free part, replace it if a large quantity of wear debris and metal particles are found in CVTF and CVTF filter.
• For removal of CVTF filter, refer to “Intermediate Case”. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>

B: INSTALLATION

NOTE:
For installation of CVTF filter, refer to “Intermediate Case”. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>

C: INSPECTION

- Check if a large quantity of wear debris or metal particles are in CVTF and CVTF filter.
- Check for broken part or damaged O-ring.

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36.Reverse Brake Assembly

A: REMOVAL

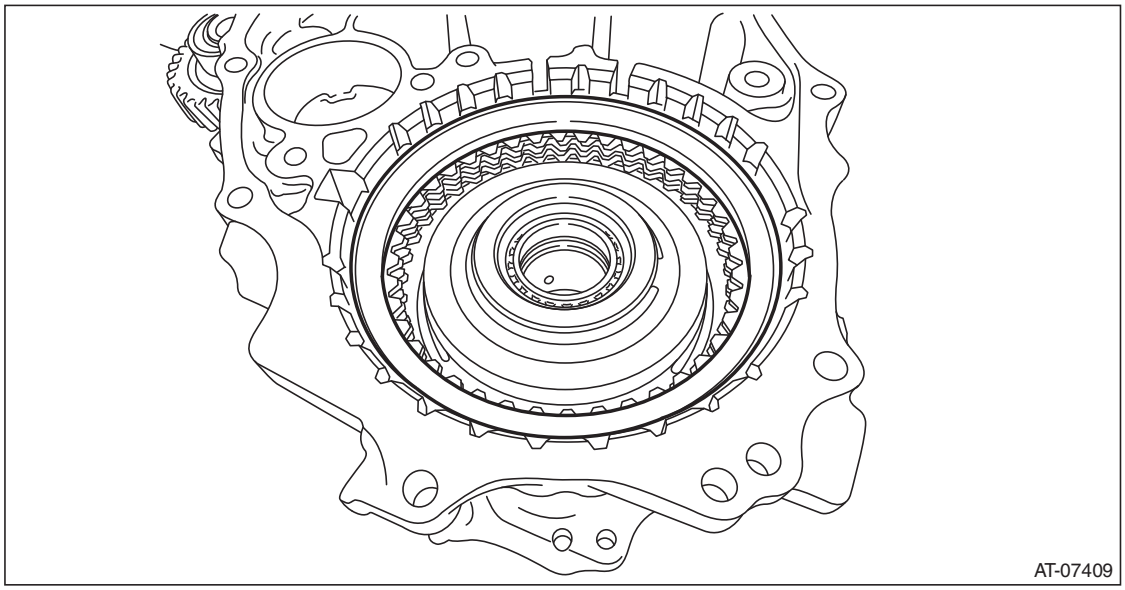
NOTE:
For removal of reverse brake assembly, refer to “Intermediate Case”. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>

B: INSTALLATION

NOTE:
For installation of reverse brake assembly, refer to “Intermediate Case”. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>

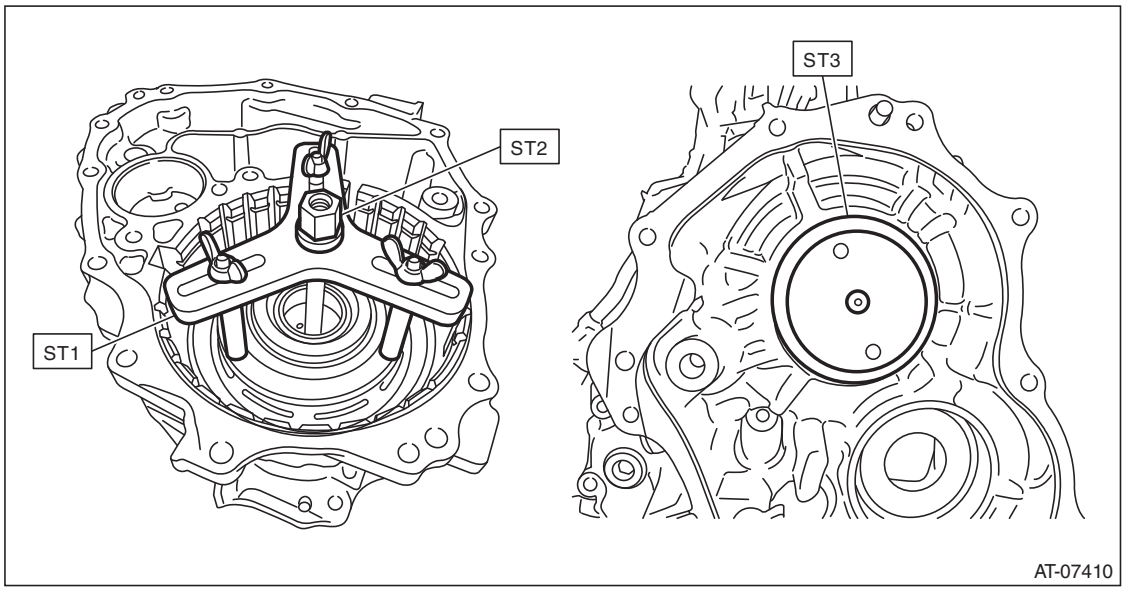
C: DISASSEMBLY

1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.

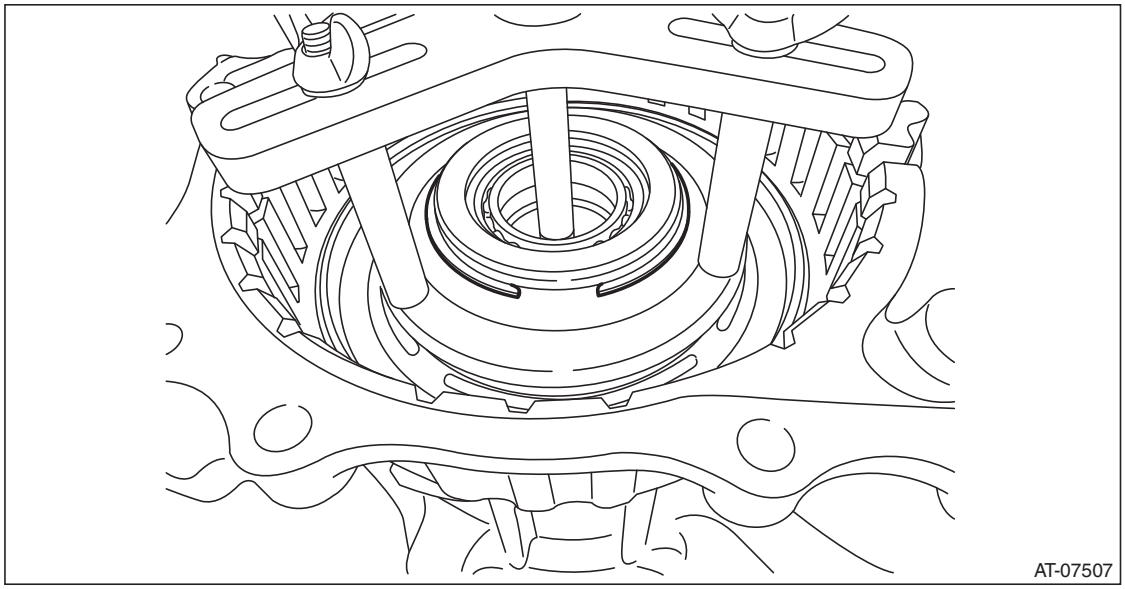


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3) Set the ST1, ST2 and ST3 to intermediate case.
ST1 18762AA000 COMPRESSOR SPECIAL TOOL
ST2 18763AA000 COMPRESSOR SHAFT
ST3 18765AA000 COMPRESSOR SUPPORT

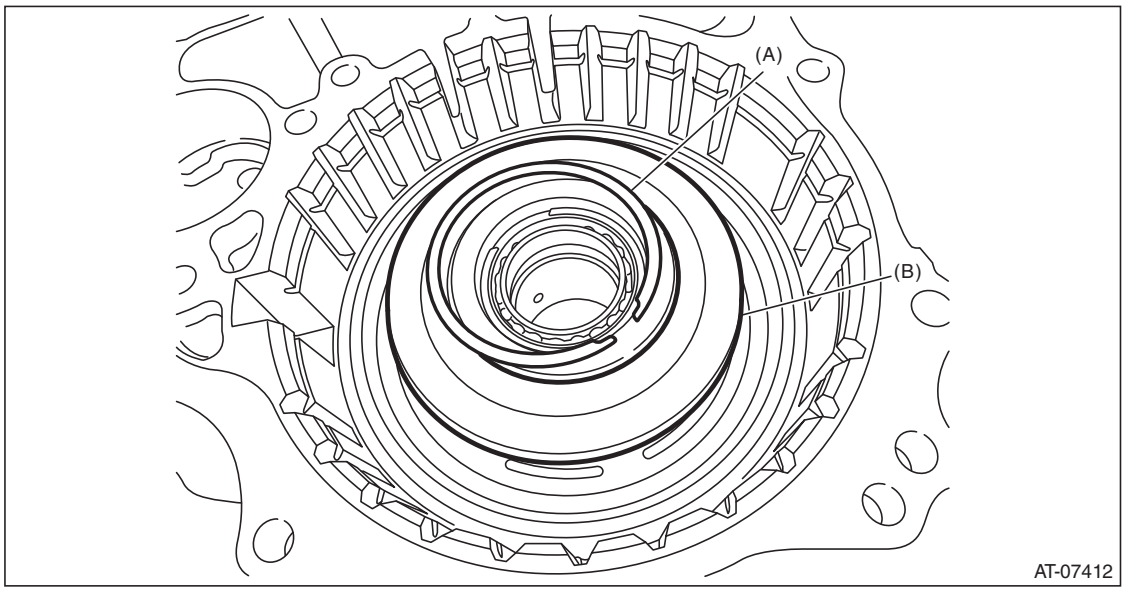


4) Compress the return spring using the set ST to remove the snap ring.



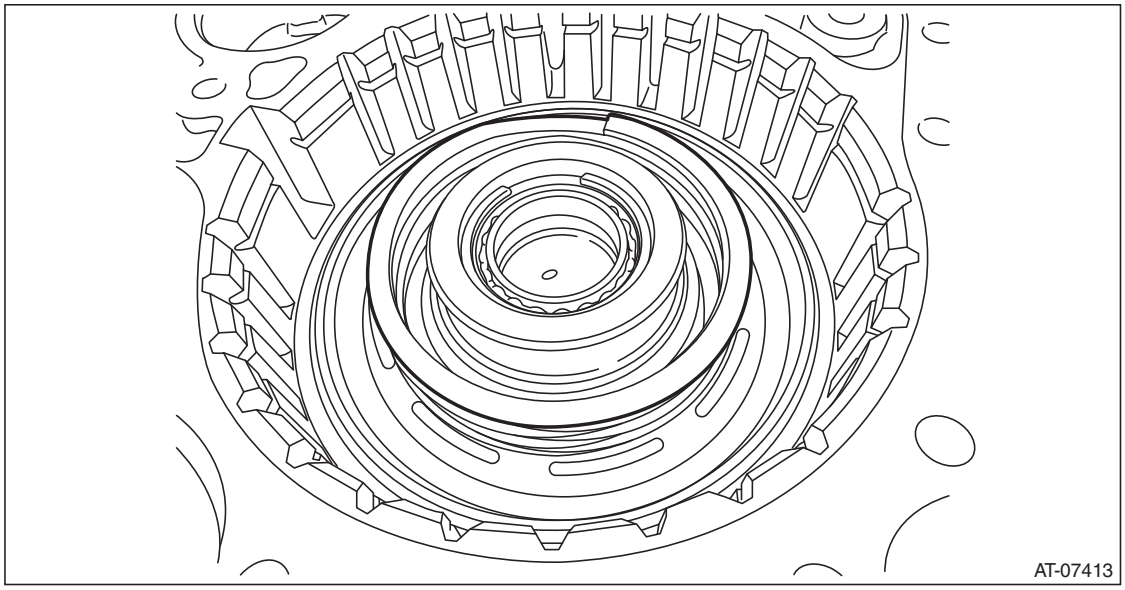
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5) Using the ST, remove the snap ring and spring retainer.



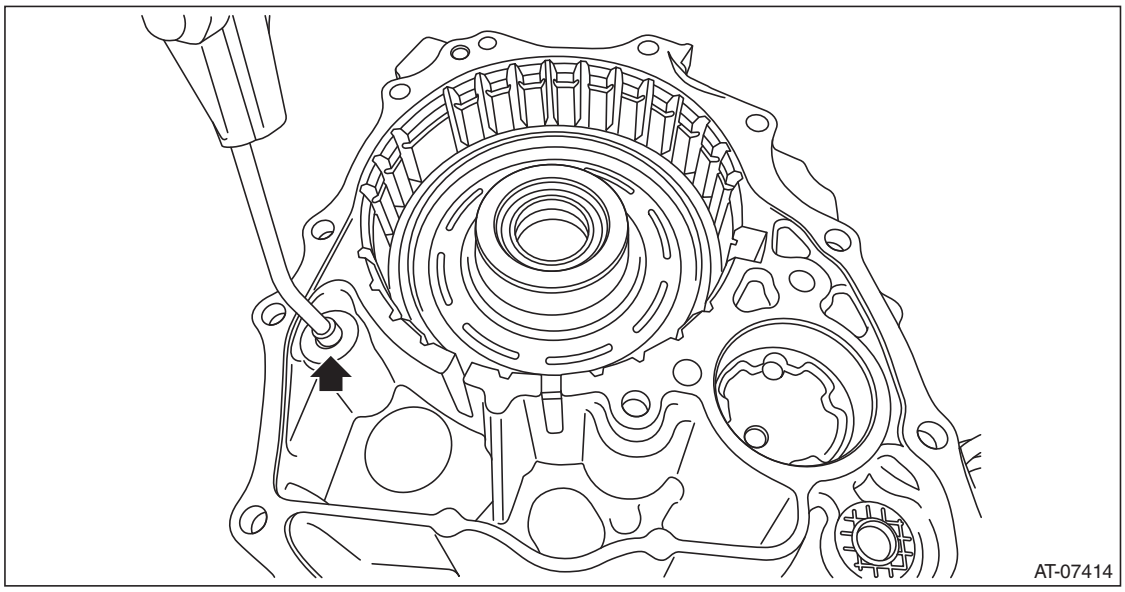
(A) Snap ring
(B) Spring retainer

6) Remove the return spring.



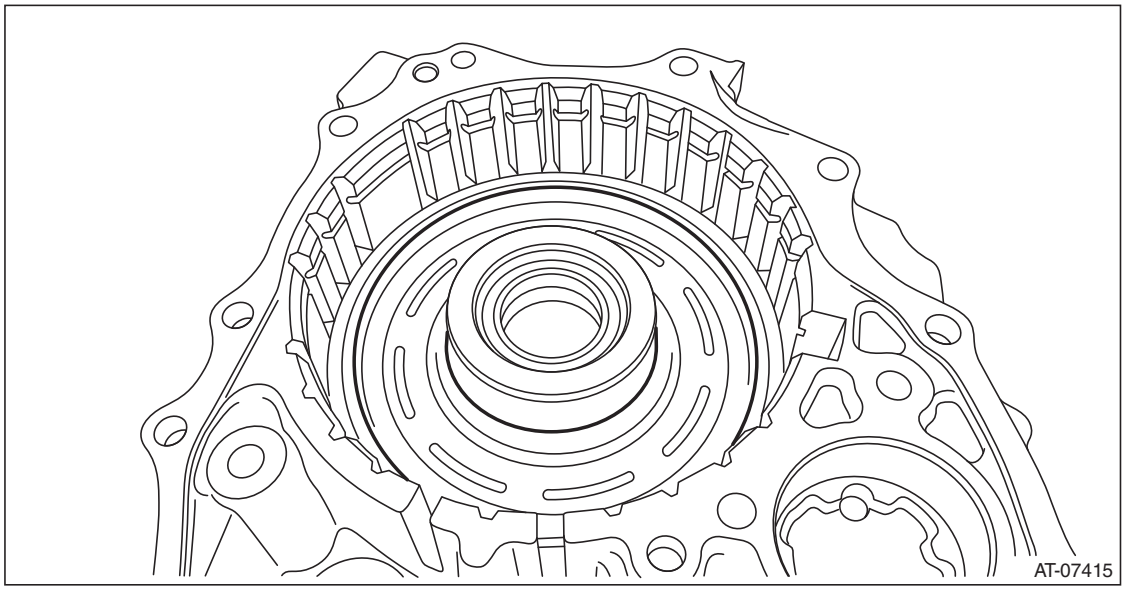
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7) Remove the reverse brake piston by blowing compressed air intermittently from intermediate case hole.



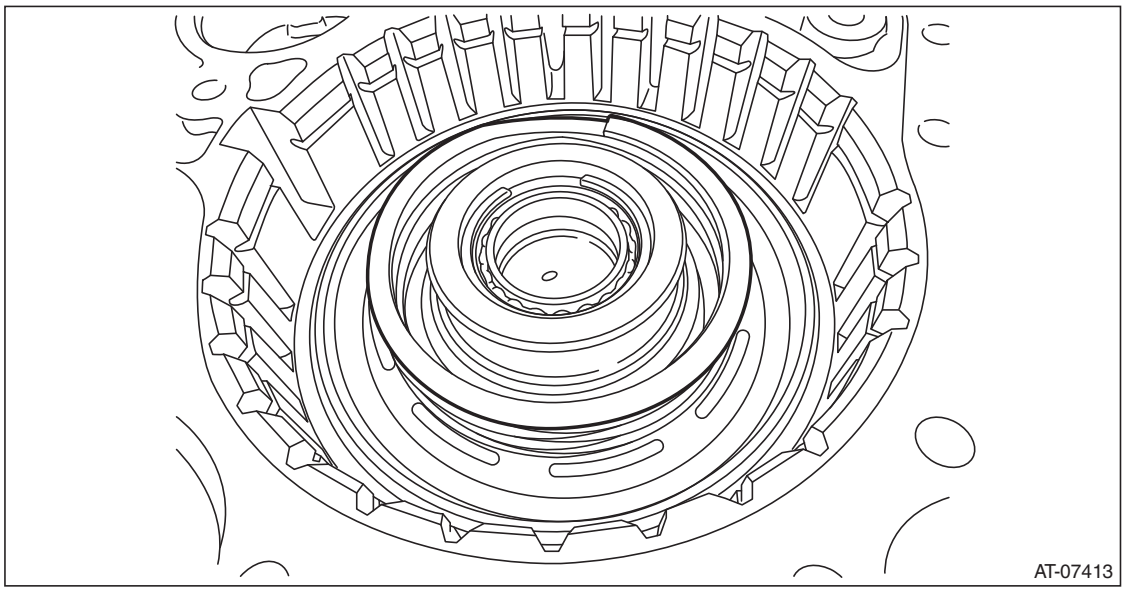
D: ASSEMBLY

1) Apply CVTF to the seal of reverse brake piston and install it to intermediate case.

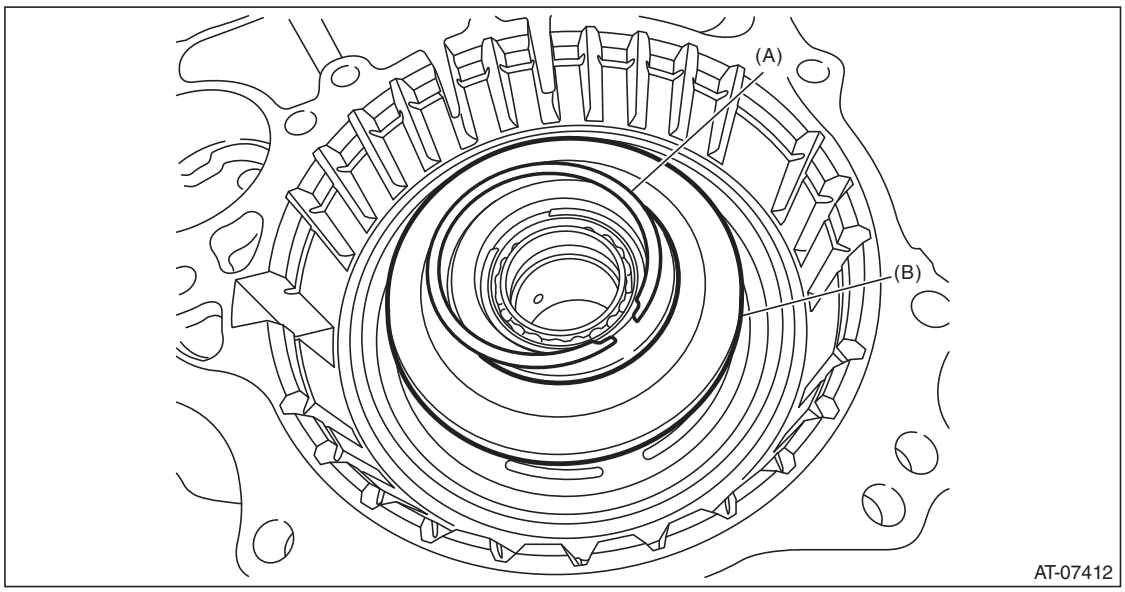


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2) Install the return spring.



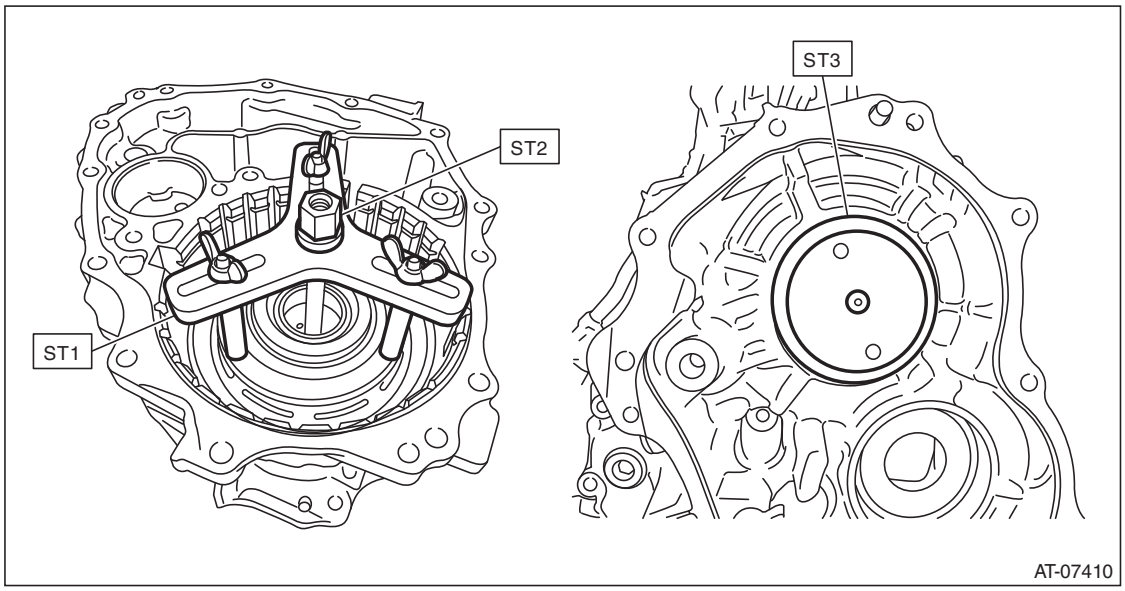
3) Set the spring retainer and snap ring.



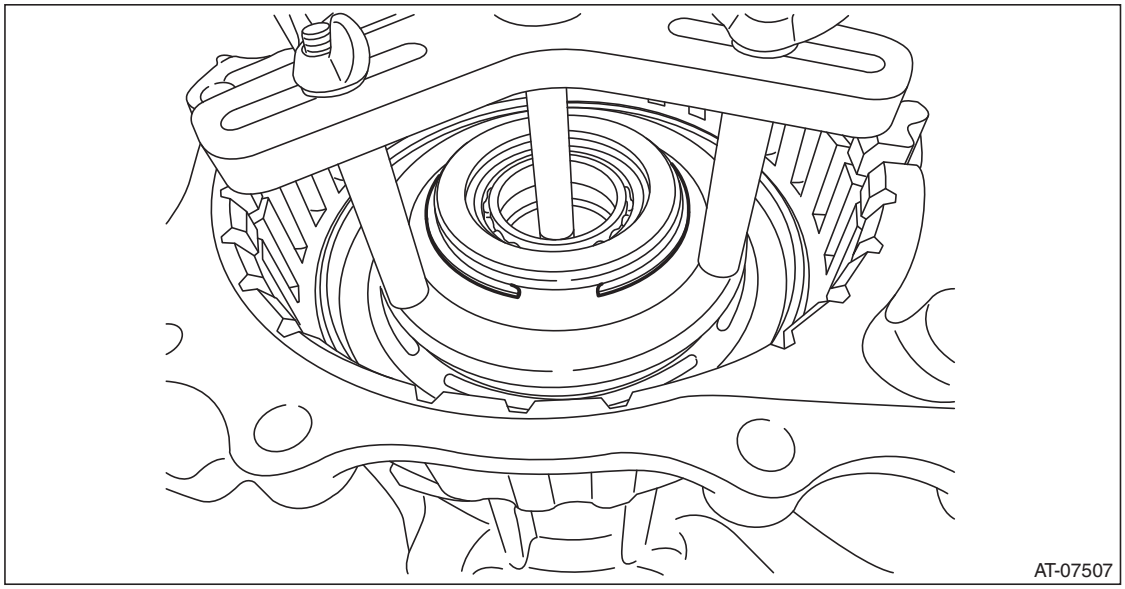
(A) Snap ring
(B) Spring retainer

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4) Set the ST1, ST2 and ST3 to intermediate case.
ST1 18762AA000 COMPRESSOR SPECIAL TOOL
ST2 18763AA000 COMPRESSOR SHAFT
ST3 18765AA000 COMPRESSOR SUPPORT

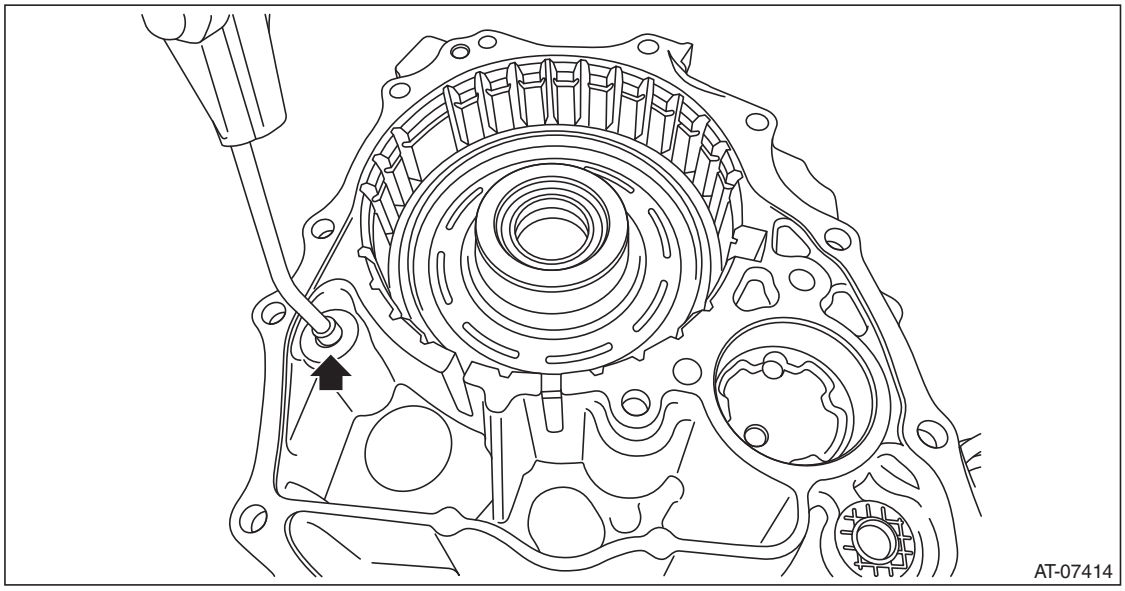


5) Compress the return spring using the ST attached, and install the snap ring.



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6) Check the operation of reverse brake piston by blowing compressed air intermittently from intermediate case hole.

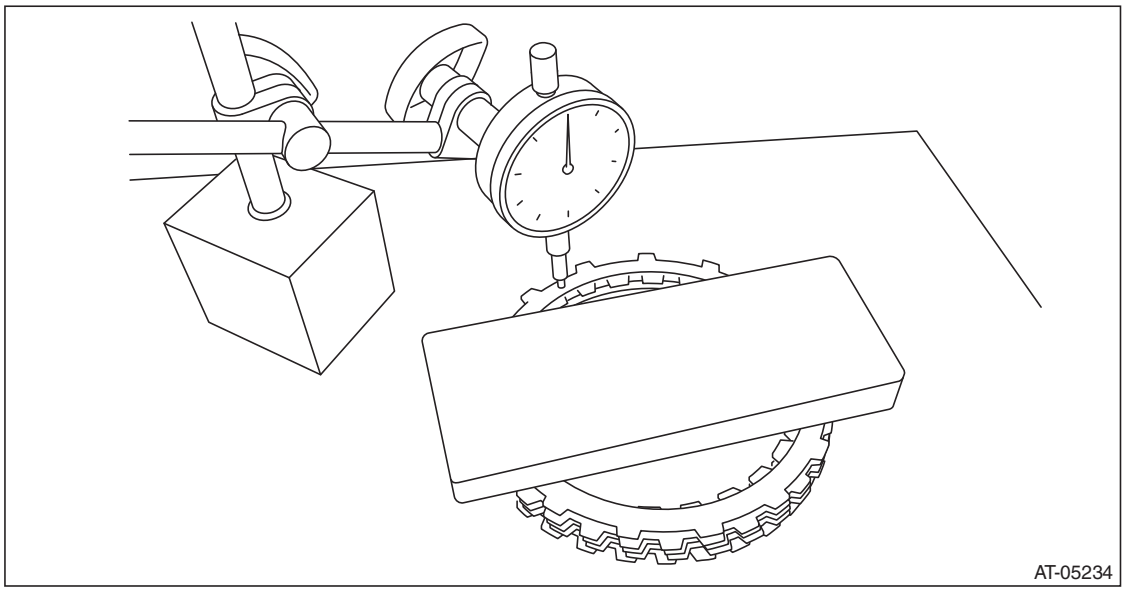


7) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
8) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
9) Scale and record the weight “Z” of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 84 N (8.6 kgf, 18.9 lb).

10) Put the flat board on retaining plate.

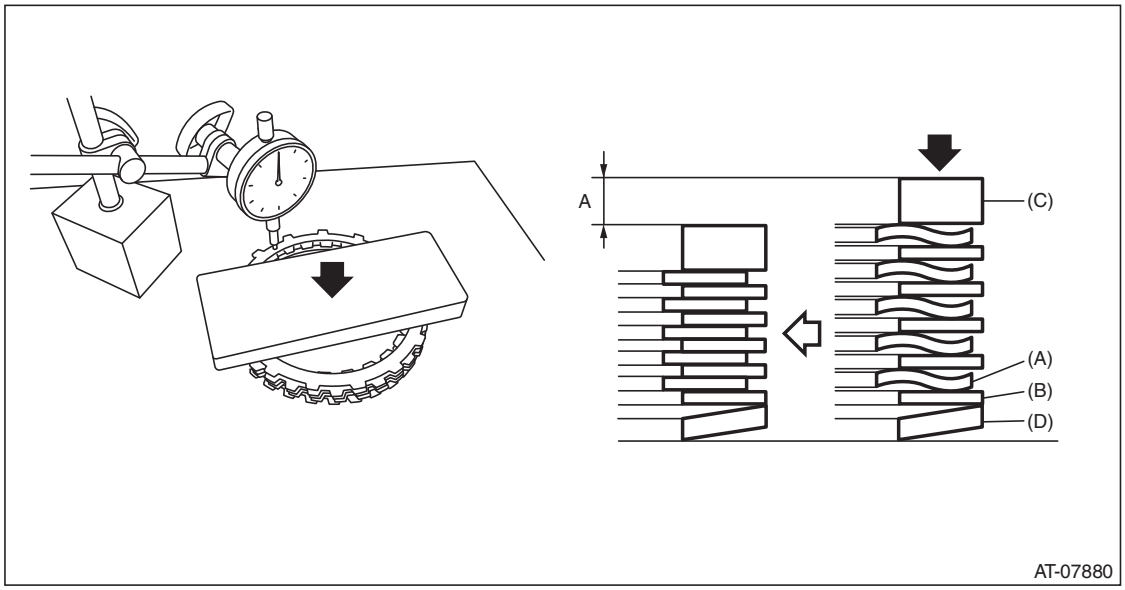


11) Using the following formula, read the push/pull gauge, and calculate “N”.
N = 84 N (8.6 kgf, 18.9 lb) – Z
84 N (8.6 kgf, 18.9 lb) : Load applied to clutch plate
Z: Flat board weight

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12) Press the center of retaining plate by applying a force of “N” or more using push/pull gauge, and then measure and record the compression amount “A”.

NOTE:
Measure at four points with a 90° interval and calculate the average.

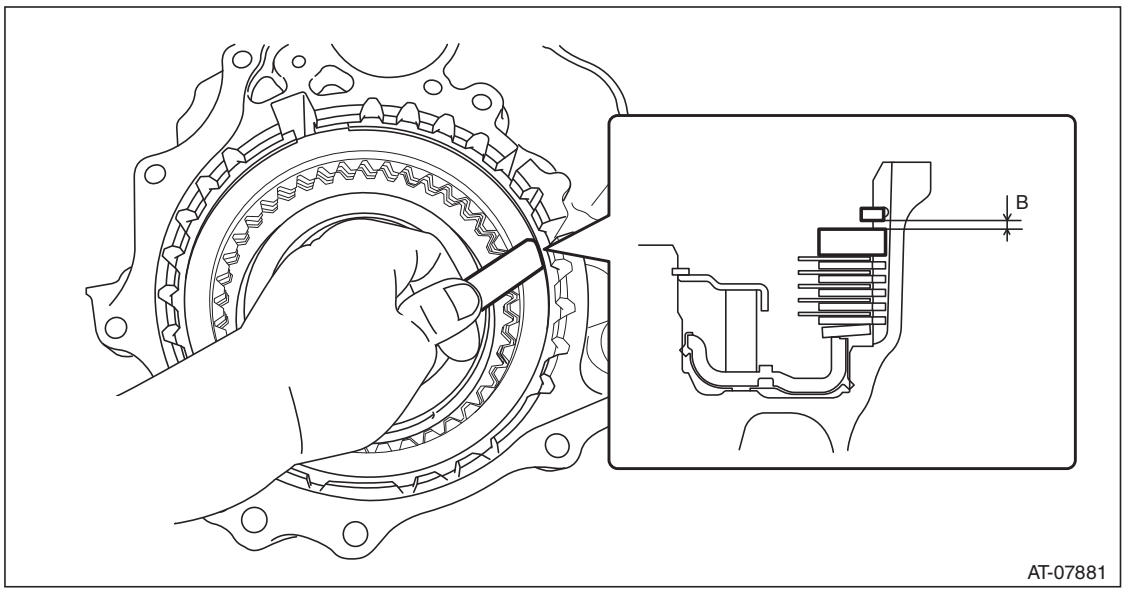


(A) Drive plate
(B) Driven plate
(C) Retaining plate
(D) Dish plate

13) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to intermediate case.

NOTE:
Install the dish plate in the correct direction.

14) Measure and record the clearance “B” between the retaining plate and snap ring.



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15) Piston stroke calculation
Calculate with A and B dimensions recorded before. If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
2.88 — 3.18 mm (0.113 — 0.125 in)

Limit thickness:
3.38 mm (0.133 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AB680	5.6 (0.220)
31567AB690	5.8 (0.228)
31567AB700	6.0 (0.236)
31579AB710	6.2 (0.244)

E: INSPECTION

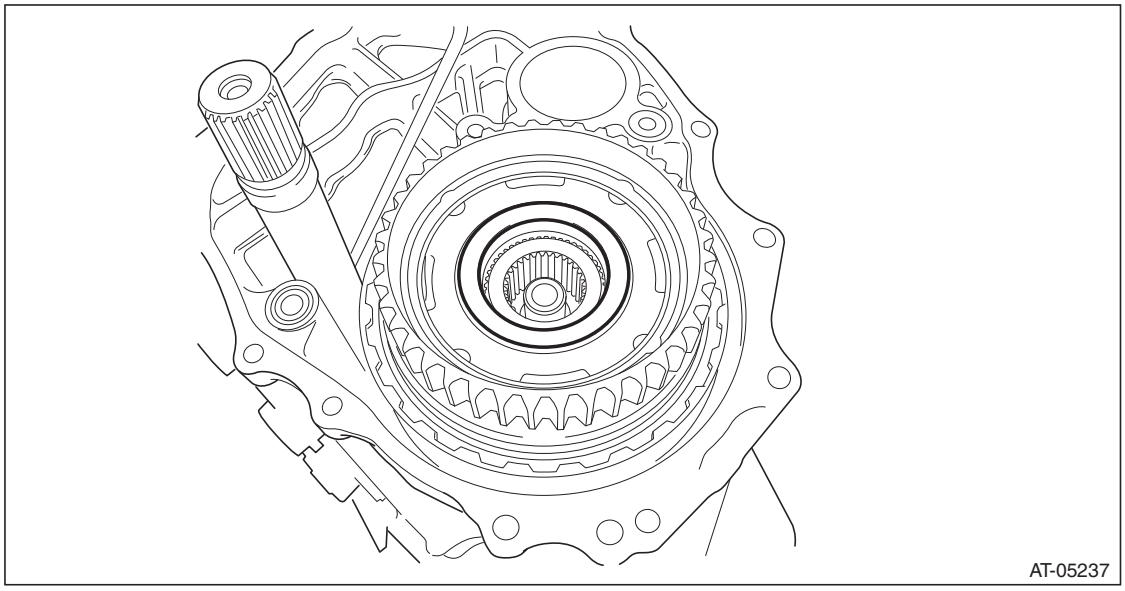
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and snap ring of reverse brake is within the limit. If it exceeds the limit, replace with a new drive plate and select and adjust the retaining plate within the initial standard value. <Ref. to CVT(TR690)-174, ASSEMBLY, Reverse Brake Assembly.>

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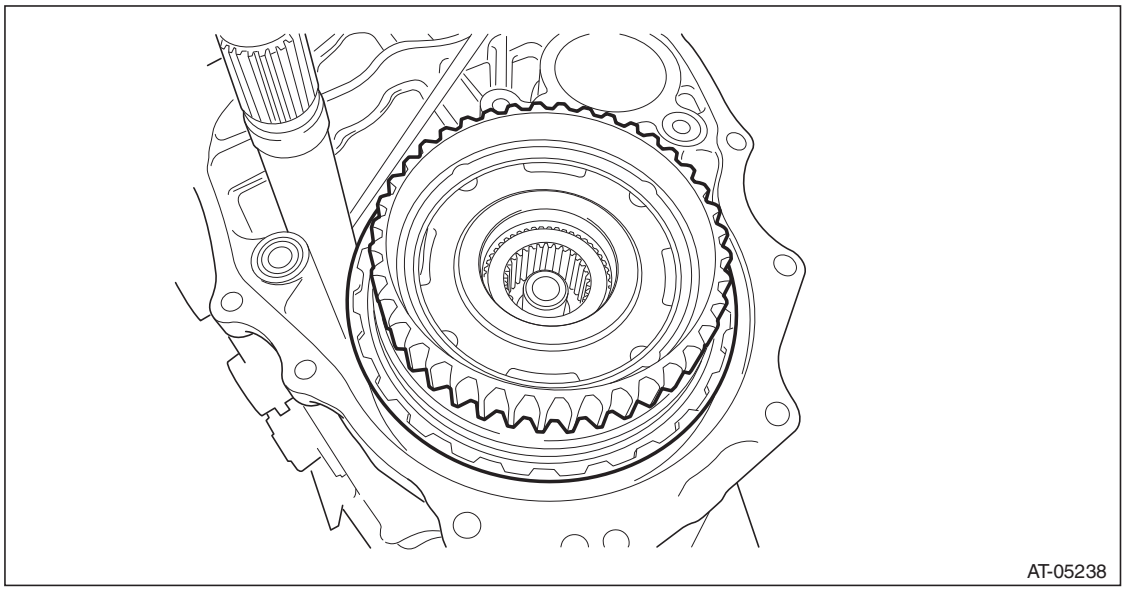
37.Forward Clutch Assembly

A: REMOVAL

1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
6) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
7) Remove the thrust needle bearing.

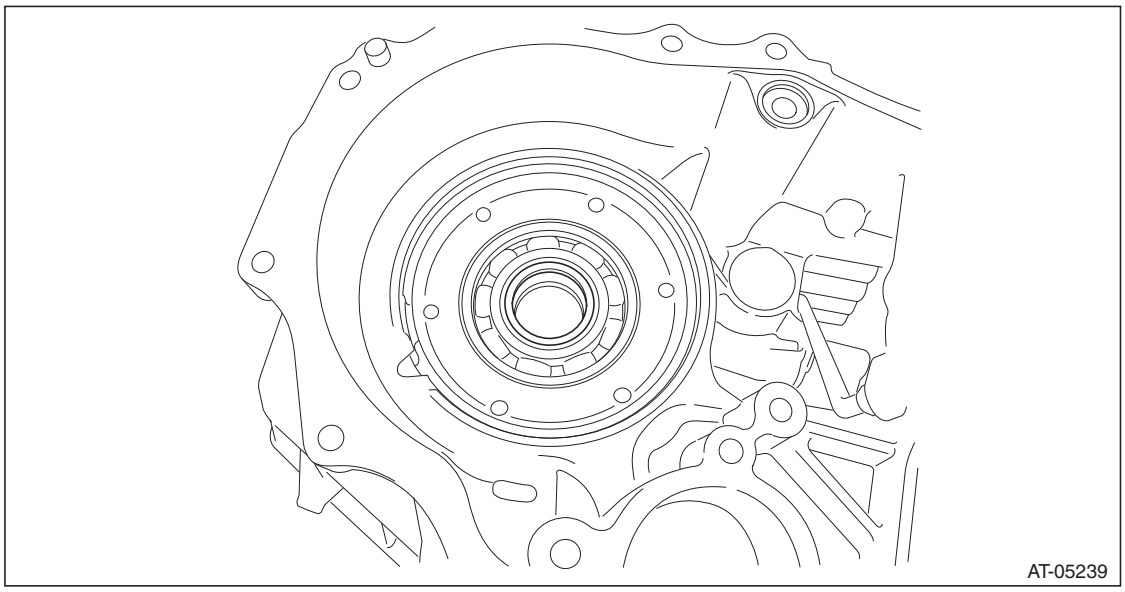

AT-05237

8) Remove the forward clutch assembly.


AT-05238

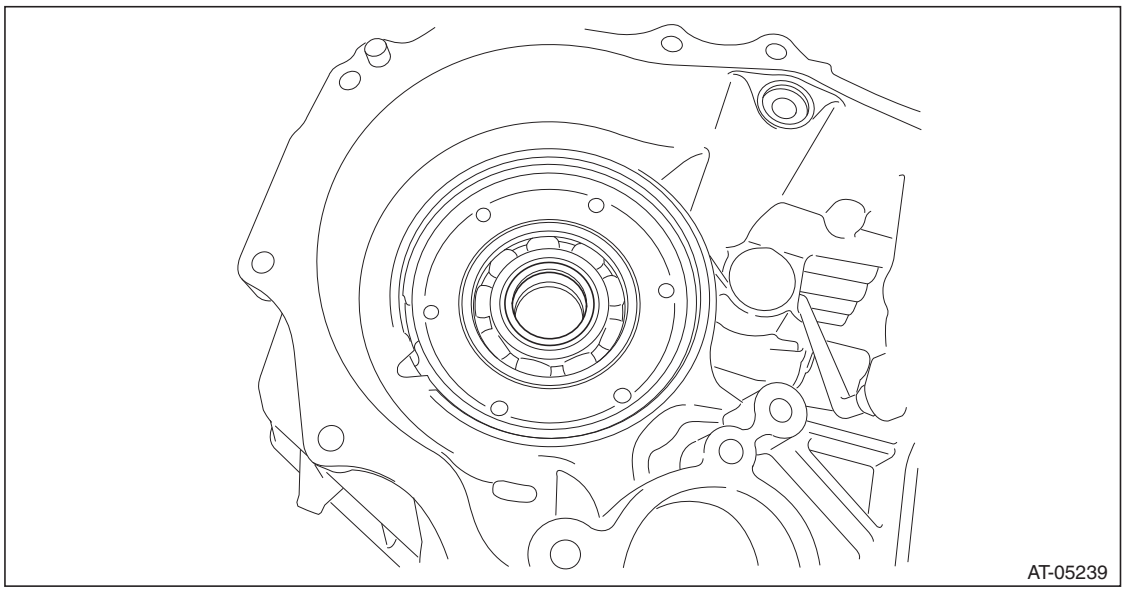
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9) Remove the washer.



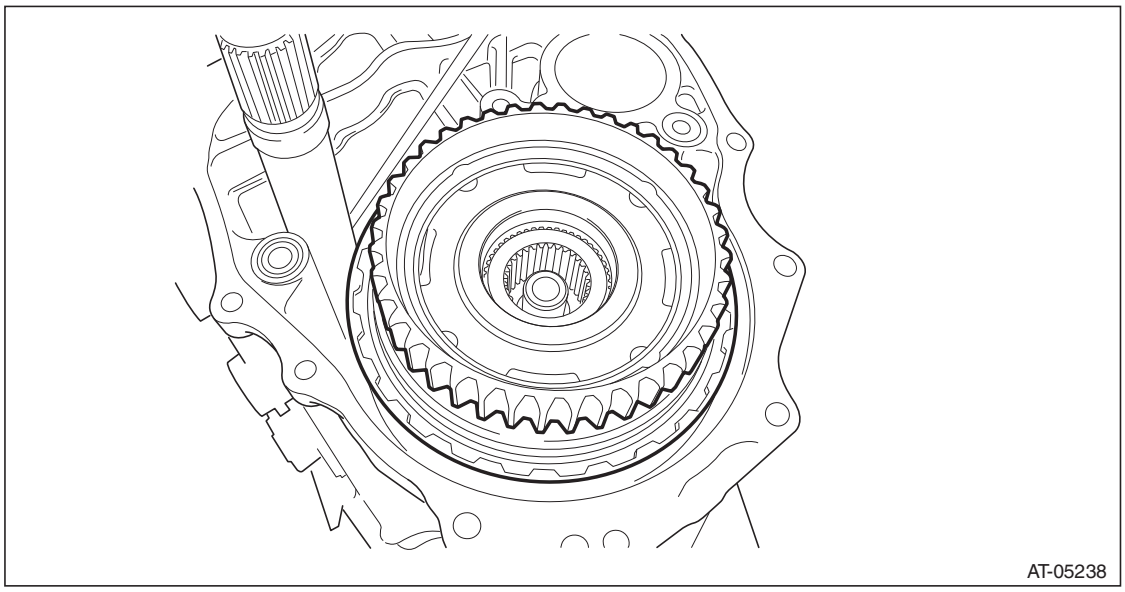
B: INSTALLATION

1) Select a washer. <Ref. to CVT(TR690)-198, ADJUSTMENT, Forward Clutch Assembly.>
2) Install the selected washer.



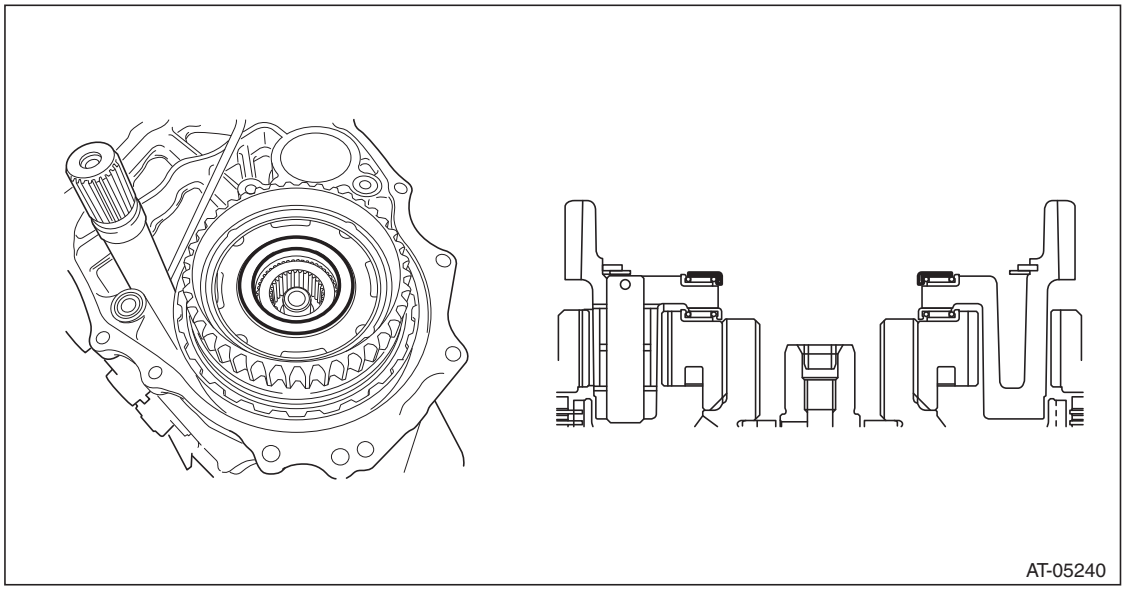
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3) Install the forward clutch assembly.



4) Install the thrust needle bearing.

NOTE:
Install the thrust needle bearing in the correct direction.

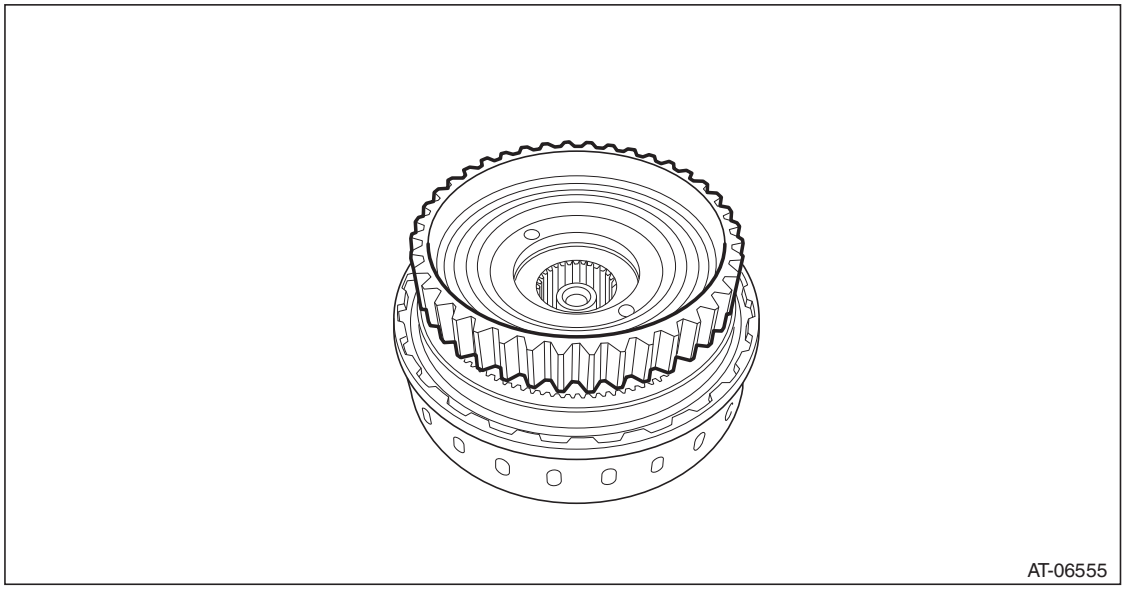


5) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
6) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
7) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
8) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
9) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
10) Install the transmission to vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

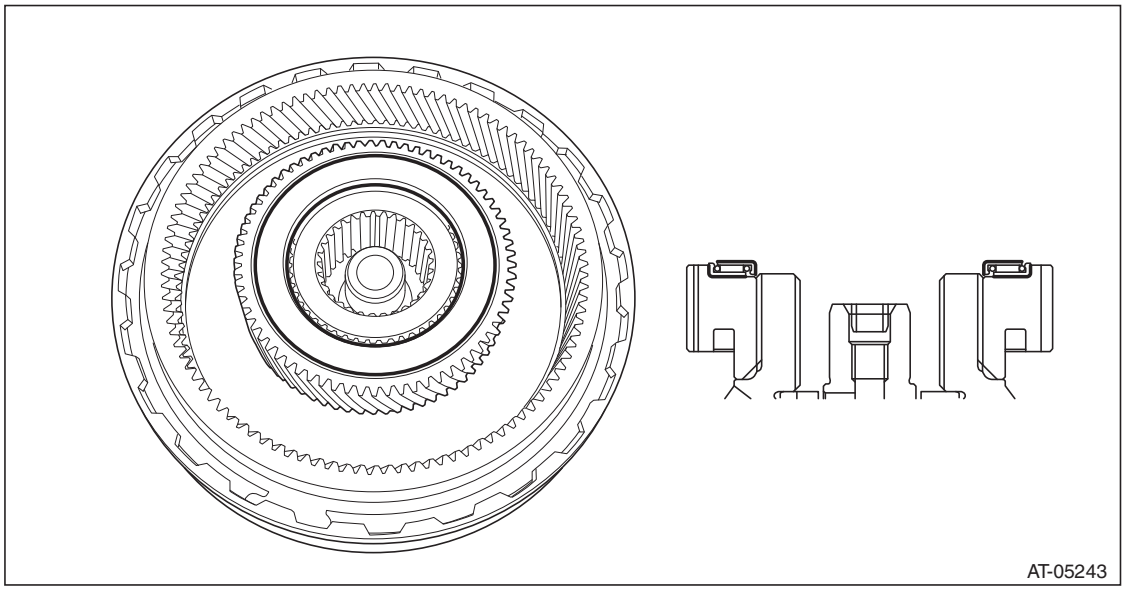
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C: DISASSEMBLY

1) Remove the planetary carrier assembly.



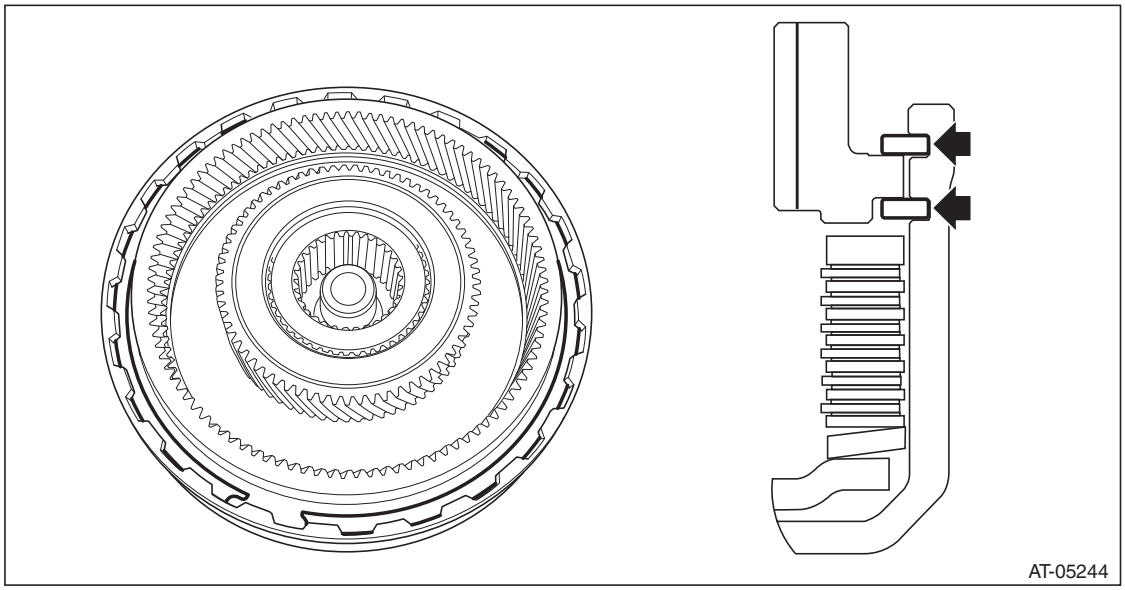
2) Remove the thrust needle bearing.



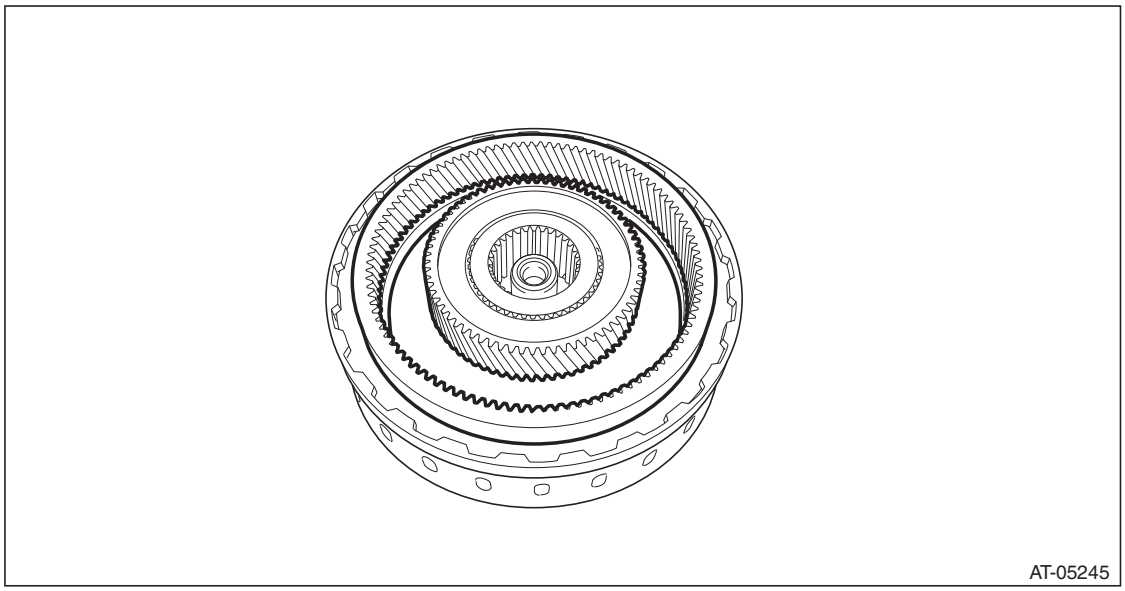
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3) Remove the snap ring.

NOTE:
Use marking or labeling to the upper snap ring for measurement of the snap ring thickness when selecting the retaining plate.

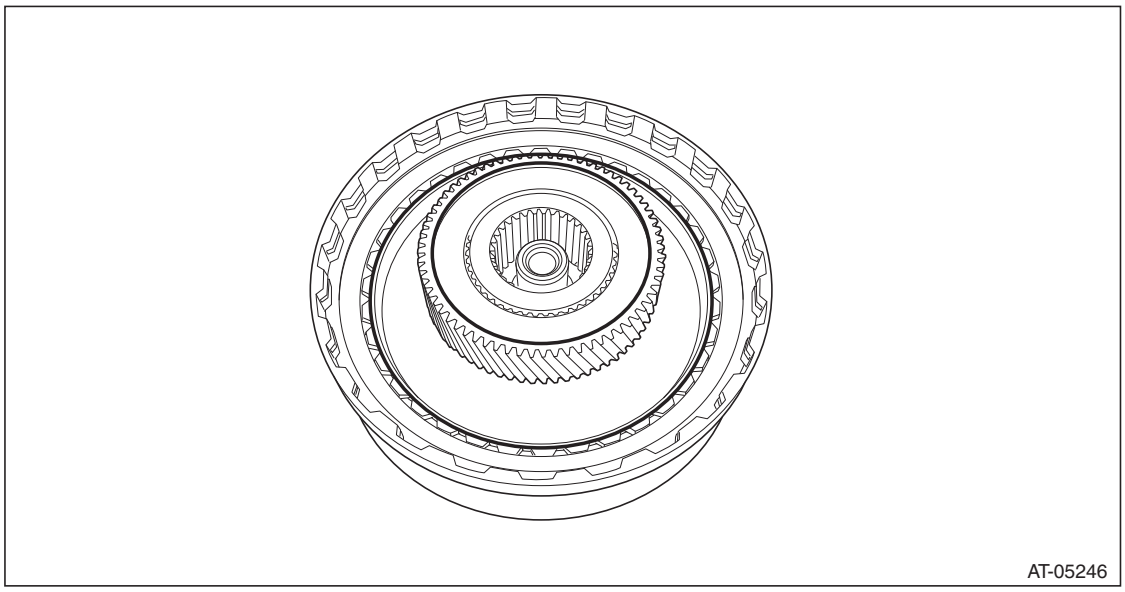


4) Remove the internal gear.

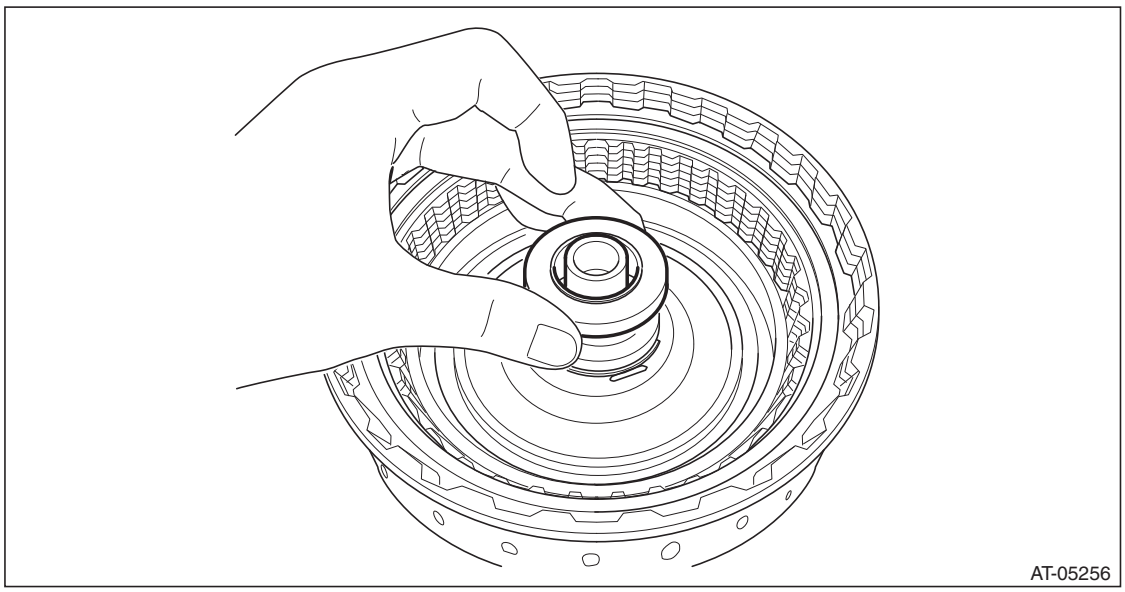


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5) Remove the sun gear.

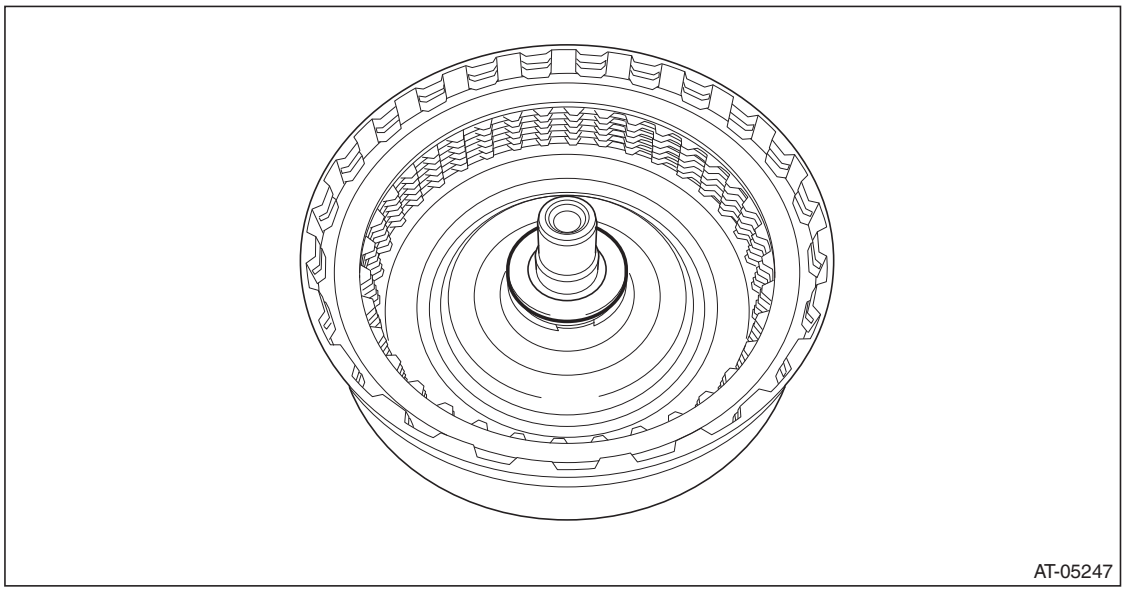


6) Remove the washer.

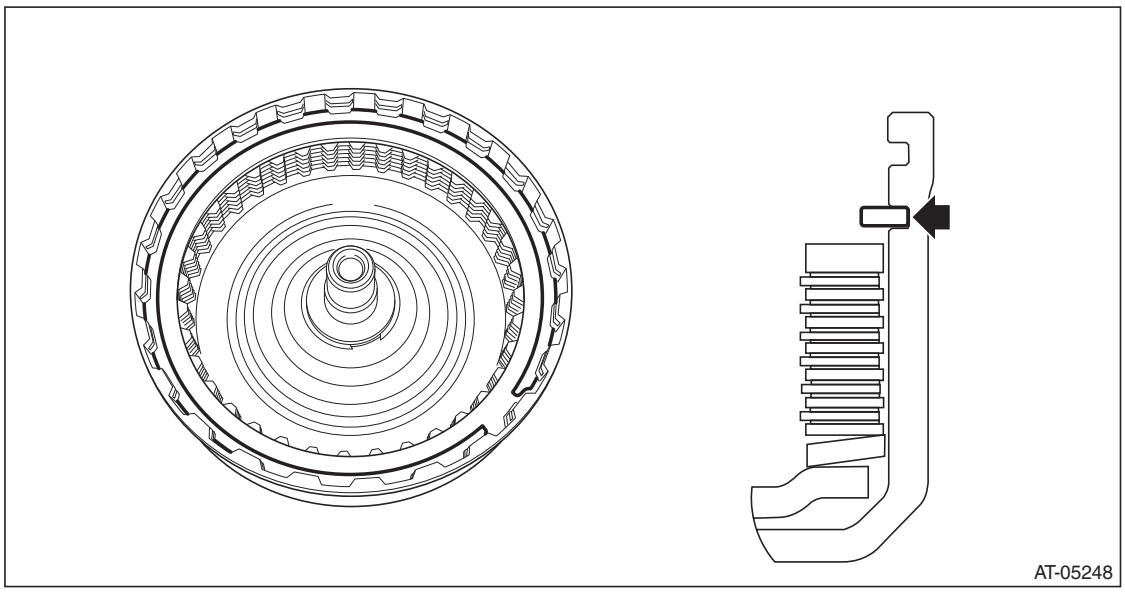


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7) Remove the thrust needle bearing.

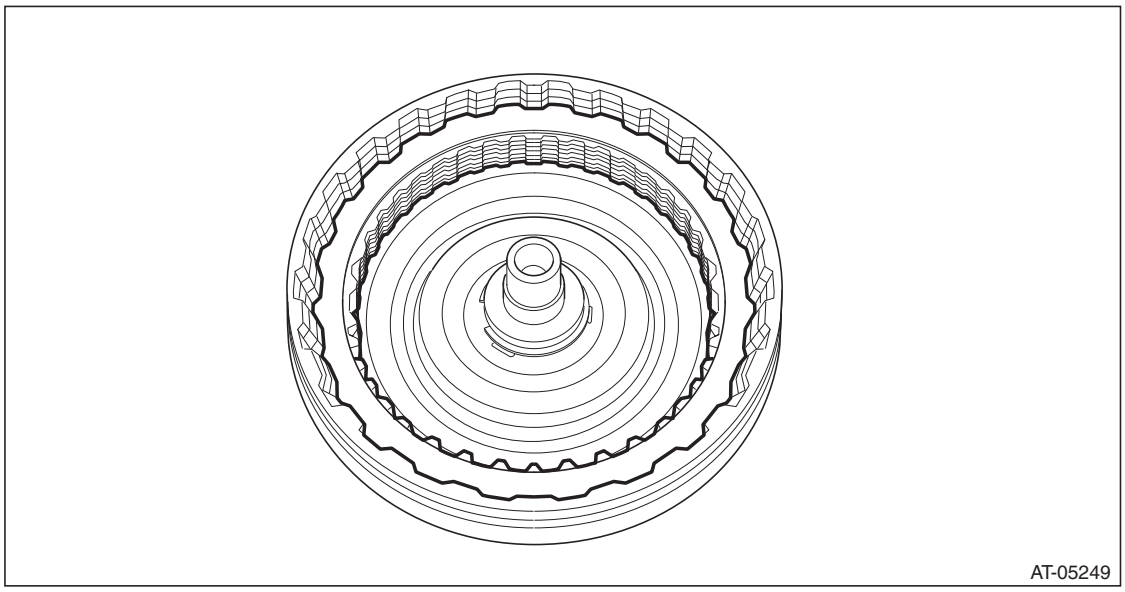


8) Remove the snap ring.

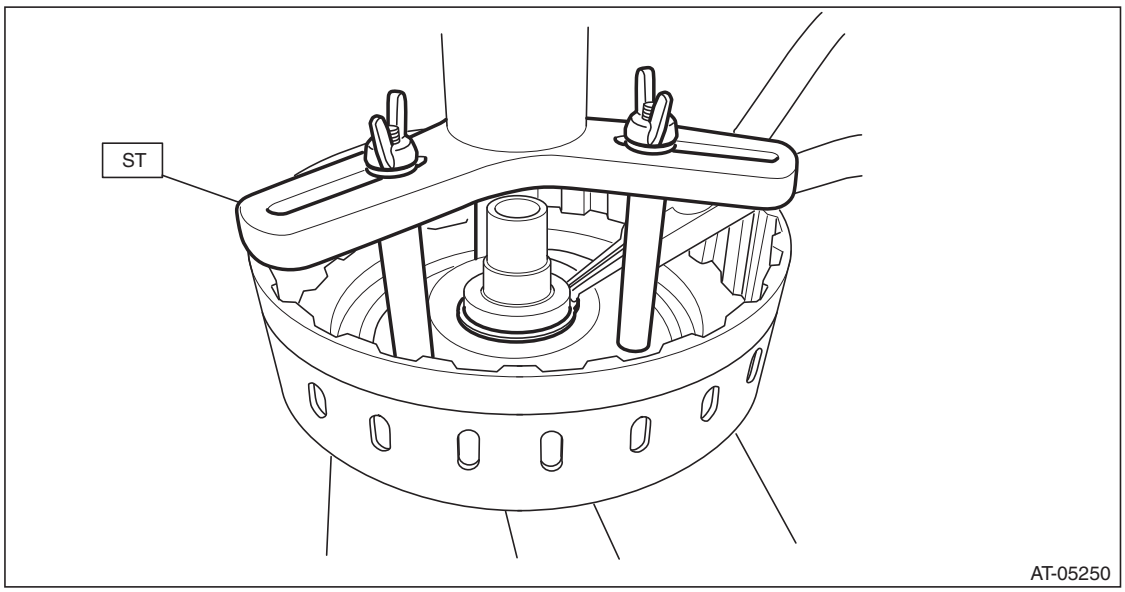


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9) Remove the retaining plate, drive plate, driven plate and dish plate.

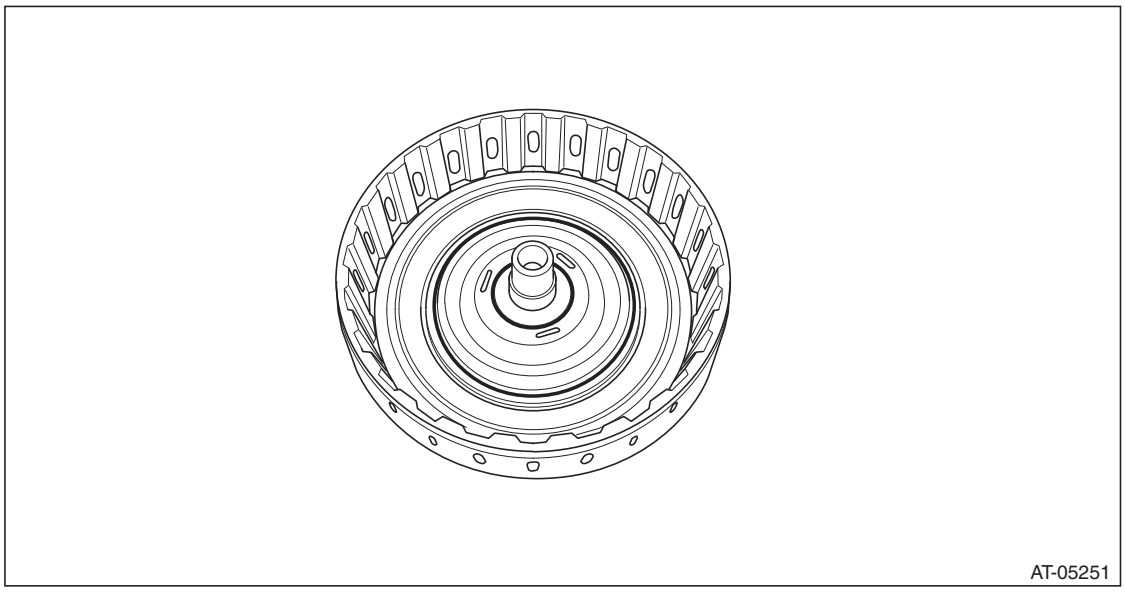


10) Using the ST, remove the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL

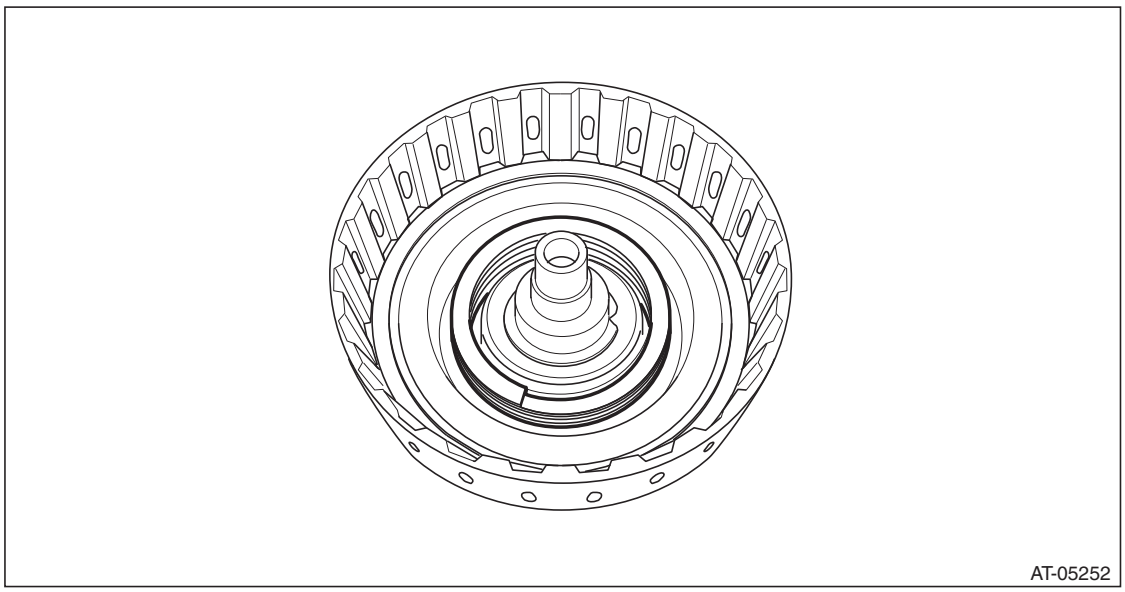


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11) Remove the forward clutch piston seal.

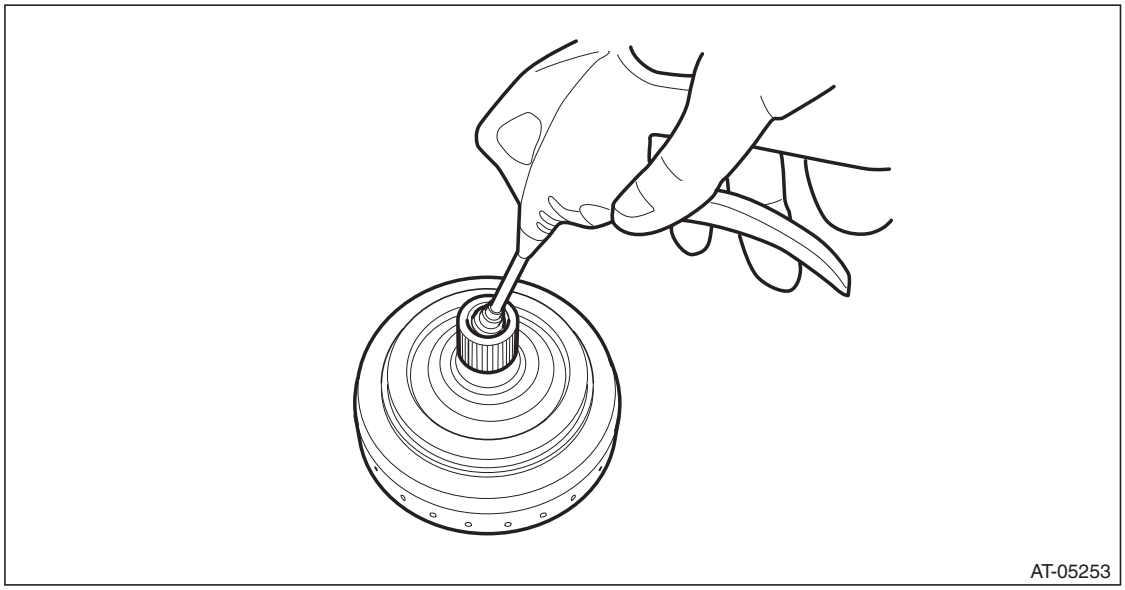


12) Remove the return spring.



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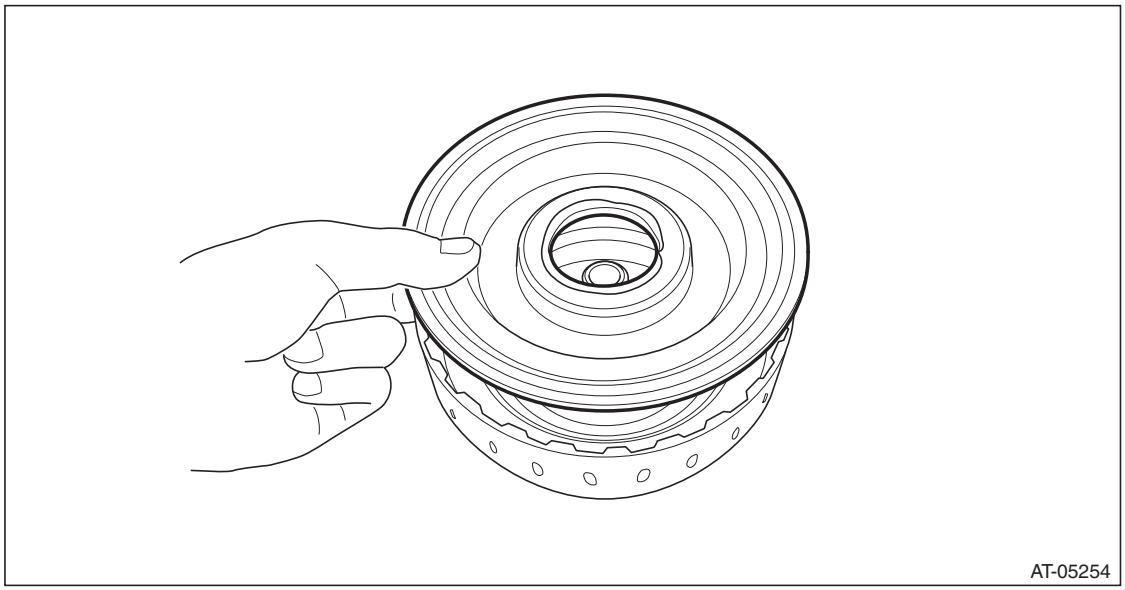
13) Remove the forward clutch piston by blowing compressed air intermittently from end of forward clutch drum.



D: ASSEMBLY

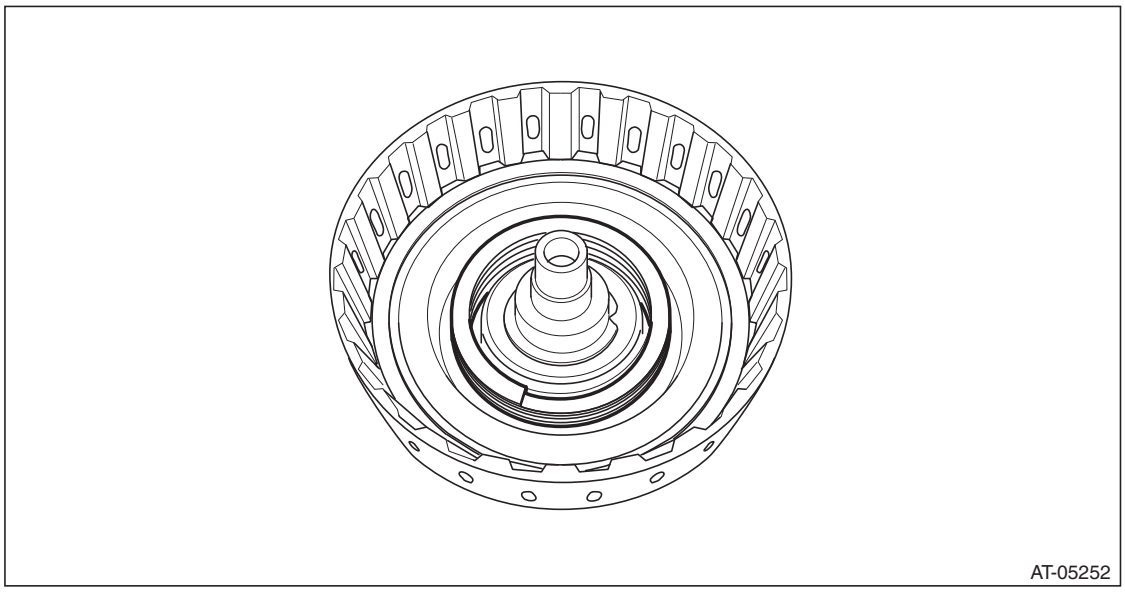
1) Install the forward clutch piston to forward clutch drum.

NOTE:
- Apply CVTF to the seal of forward clutch piston.
- Insert it all the way to the end.



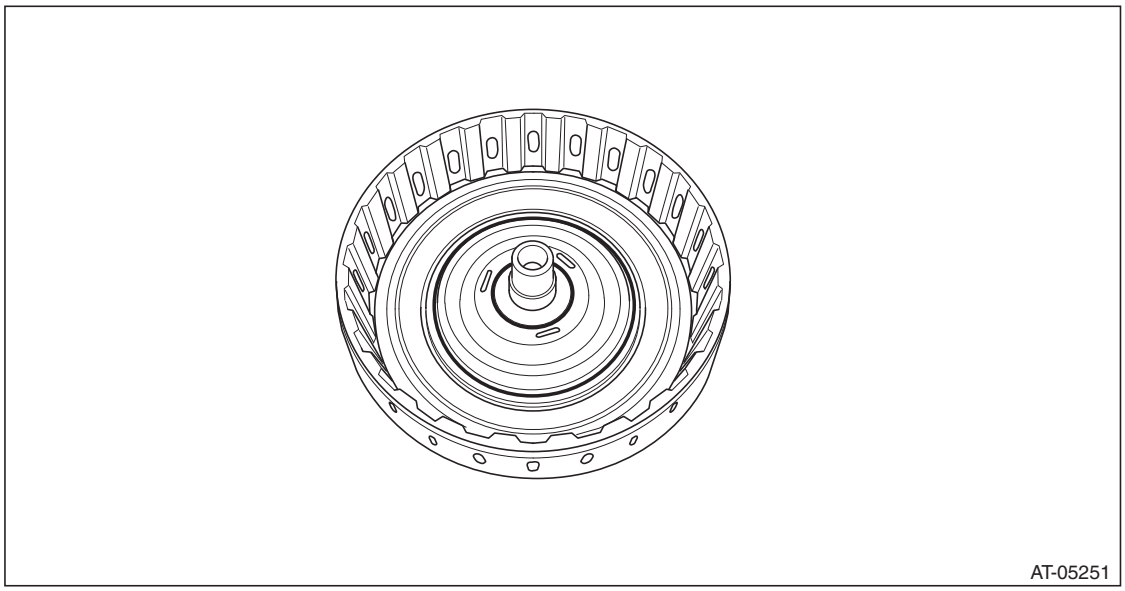
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2) Install the return spring.



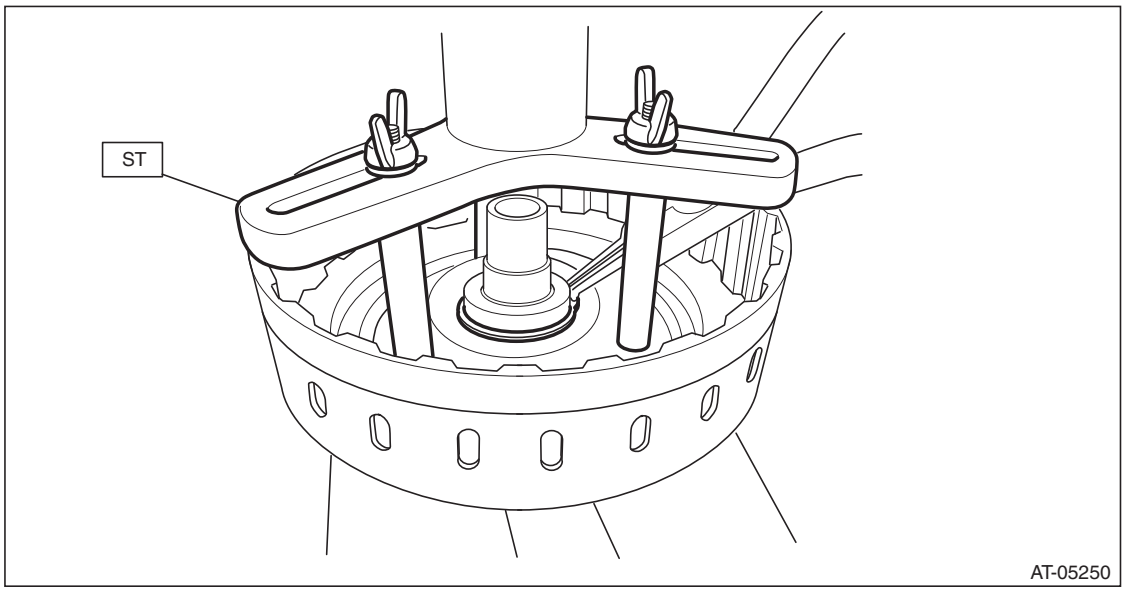
3) Install the forward clutch piston seal.

NOTE:
Apply CVTF to the sealing area of forward clutch piston seal.

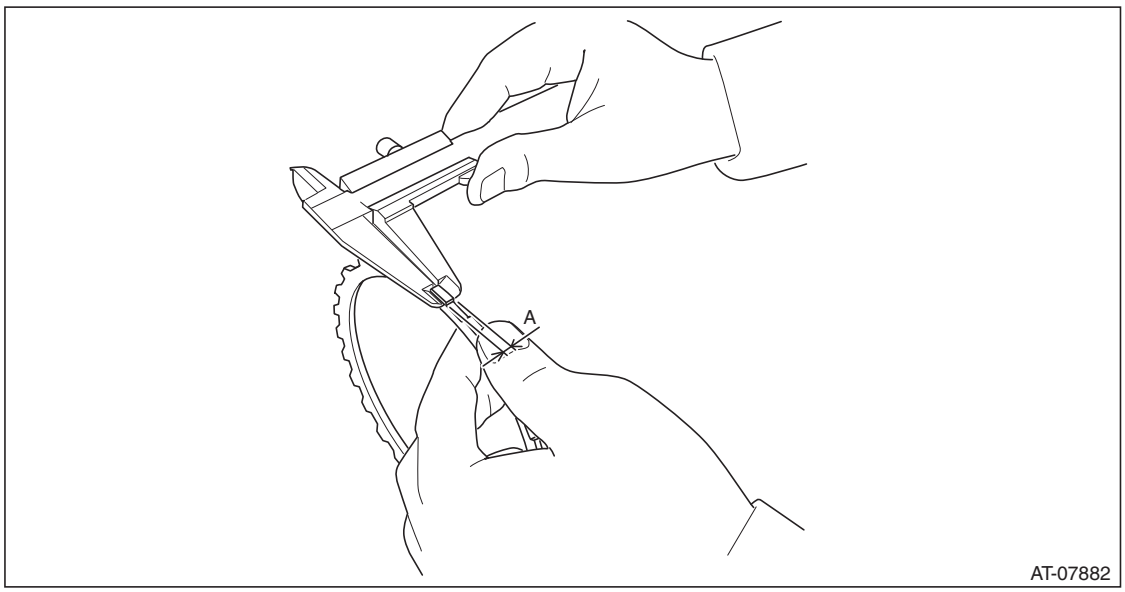


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4) Compress the return spring using the ST to install the snap ring.
ST 18762AA000 COMPRESSOR SPECIAL TOOL

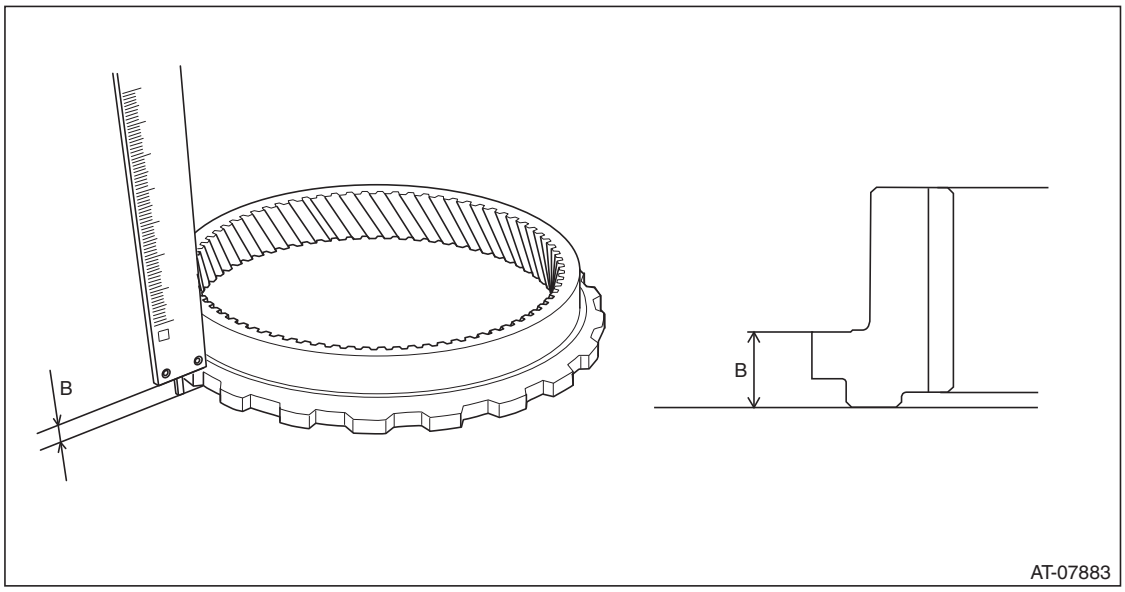


5) Measure thickness “A” of the retaining plate installed.

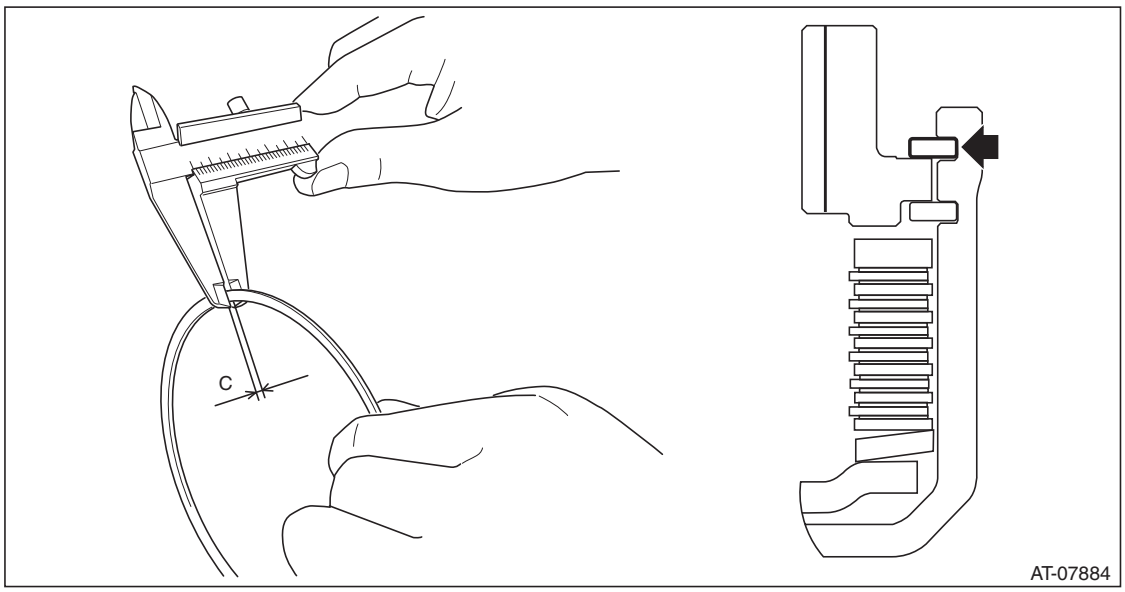


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6) Measure thickness “B” of internal gear on the workbench.



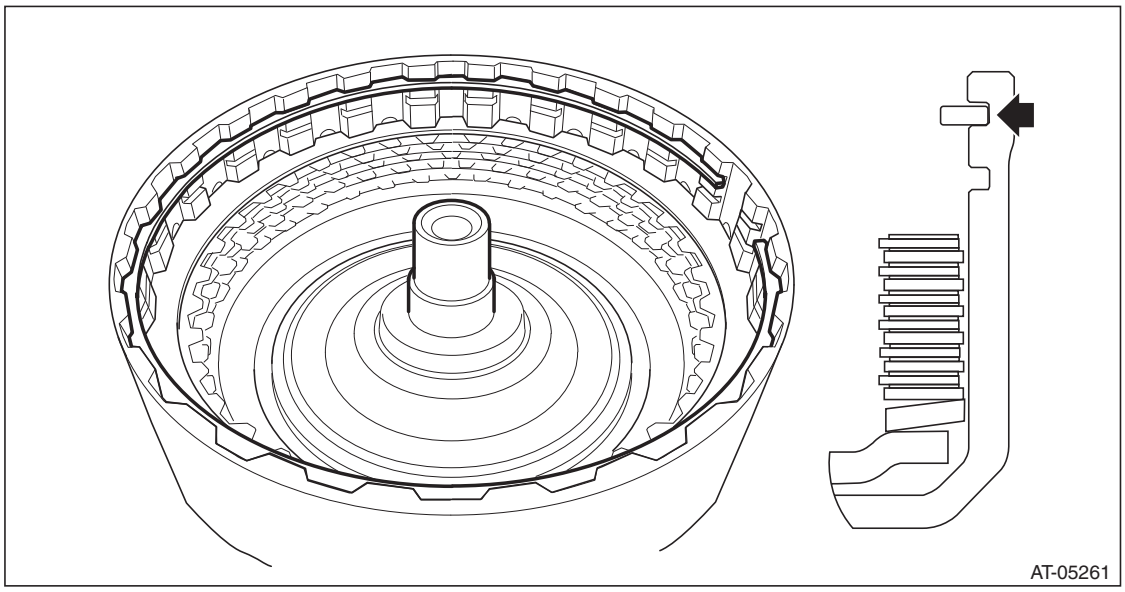
7) Measure thickness “C” of labelled or marked snap ring.



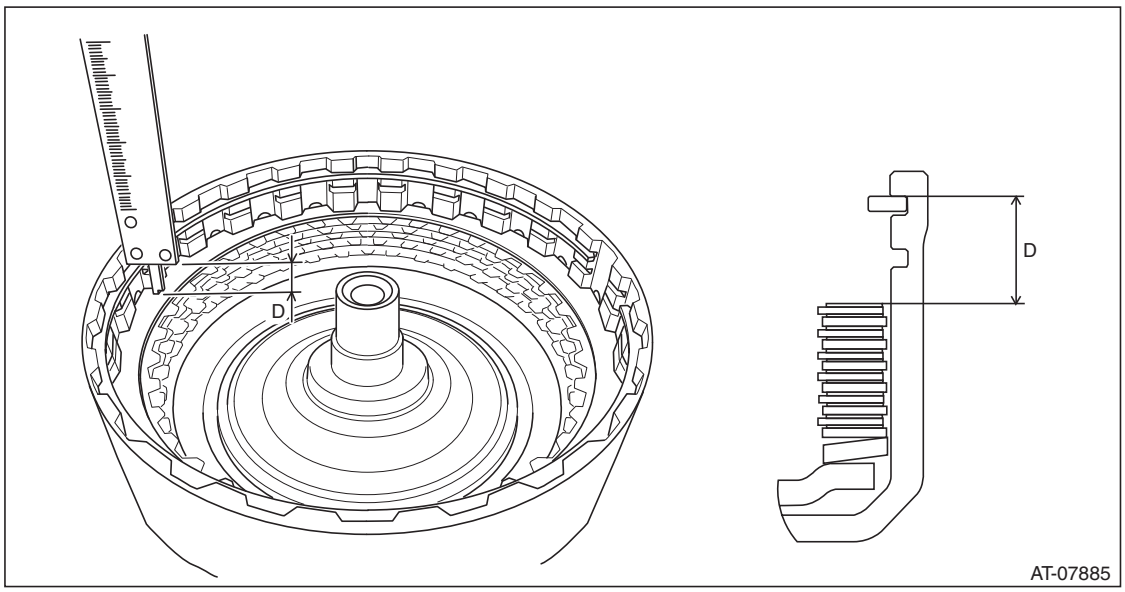
8) Install the dish plate, drive plate and driven plate.

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9) Install the snap ring at the location (upper groove) indicated in the figure.

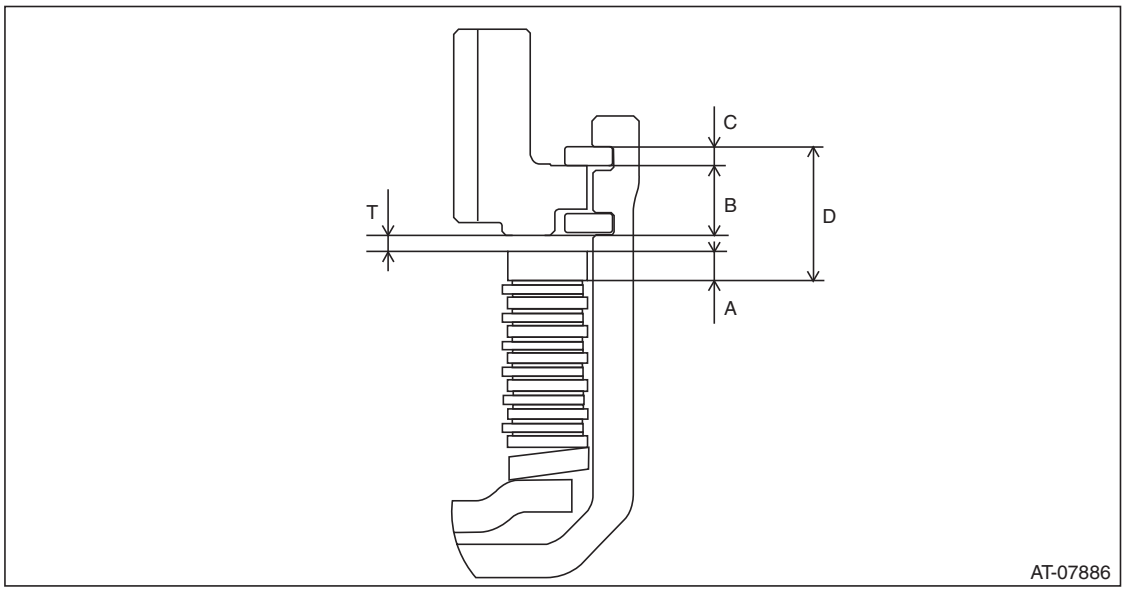


10) Measure depth “D” of snap ring and driven plate while lifting the snap ring.



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11) Calculate clearance “T” from internal gear to retaining plate with the obtained value from step 5) through step 10).
Formula: T mm (in) = D – A – B – C



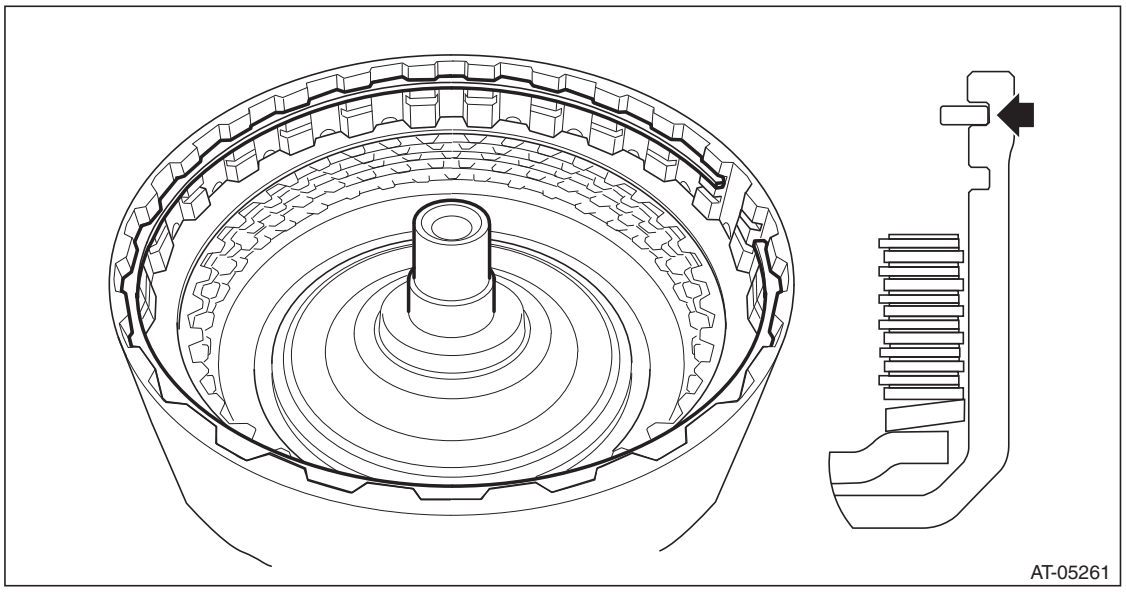
12) If the value “T” obtained from step 11) exceeds the limit for use, replace the drive plate and driven plate with new parts and select the retaining plate within the initial standard value.

Initial standard:
1.2 — 1.6 mm (0.047 — 0.063 in)

Limit thickness:
2.4 mm (0.09 in)

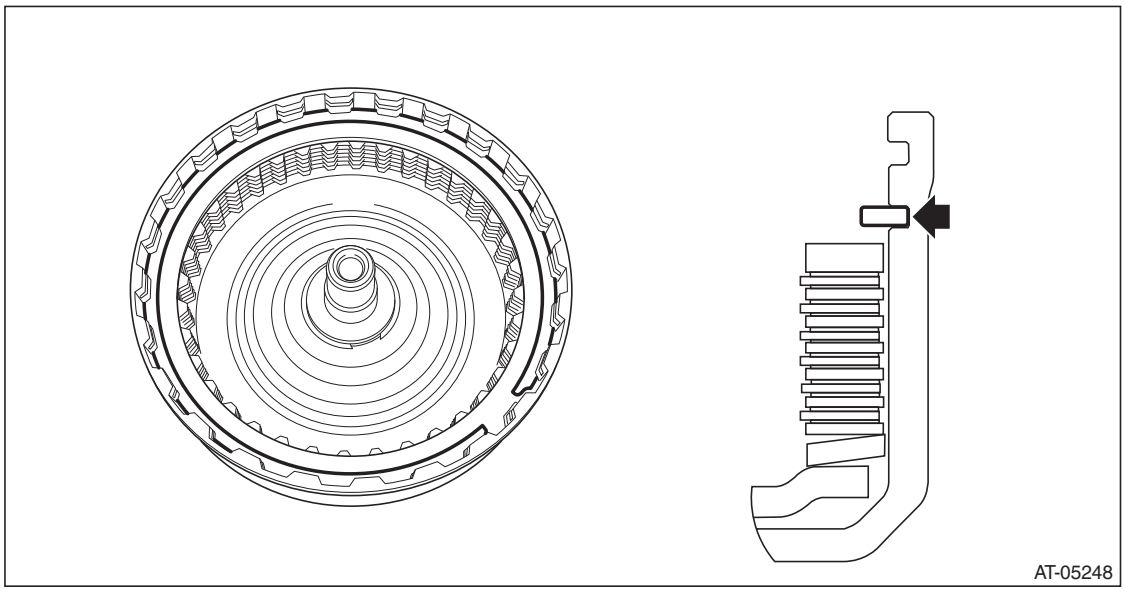
Retaining plate	
Item number	Thickness mm (in)
31567AB670	3.2 (0.126)
31567AB660	3.0 (0.118)
31567AB650	2.8 (0.110)
31567AB640	2.6 (0.102)

13) Remove the snap ring.



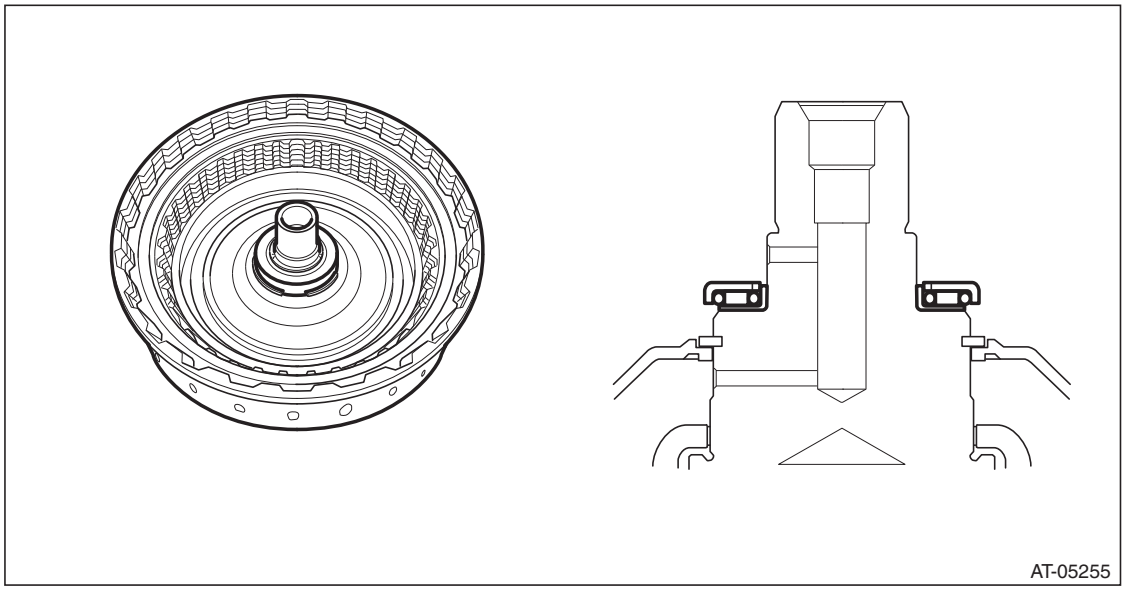
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14) Replace with the selected retaining plate to install.
15) Install the snap ring to the lower groove.



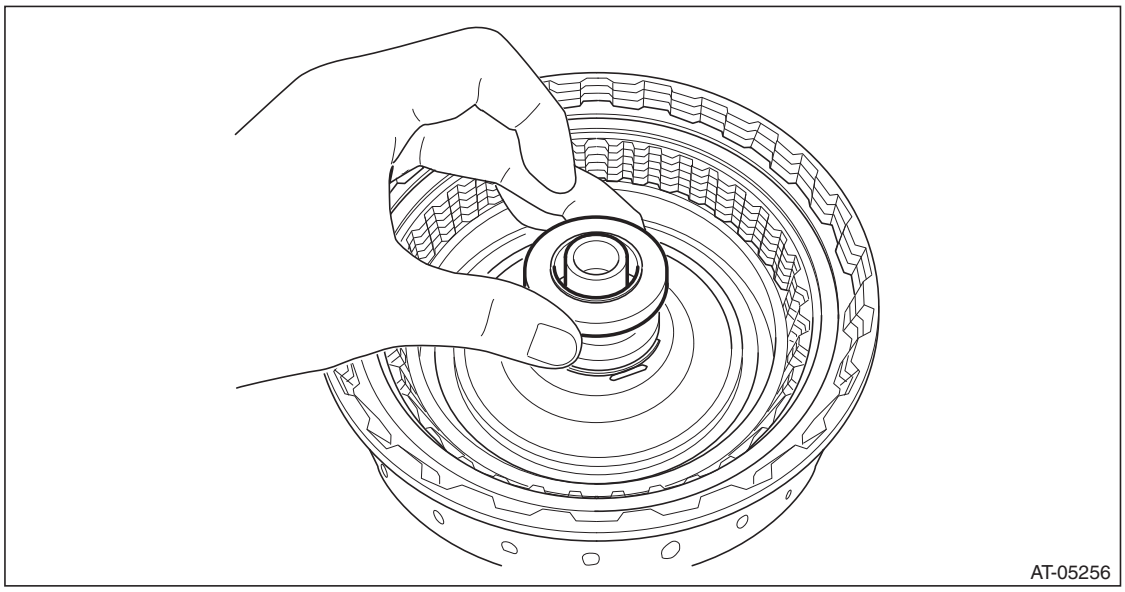
16) Install the thrust needle bearing.

NOTE:
Install the thrust needle bearing in the correct direction.

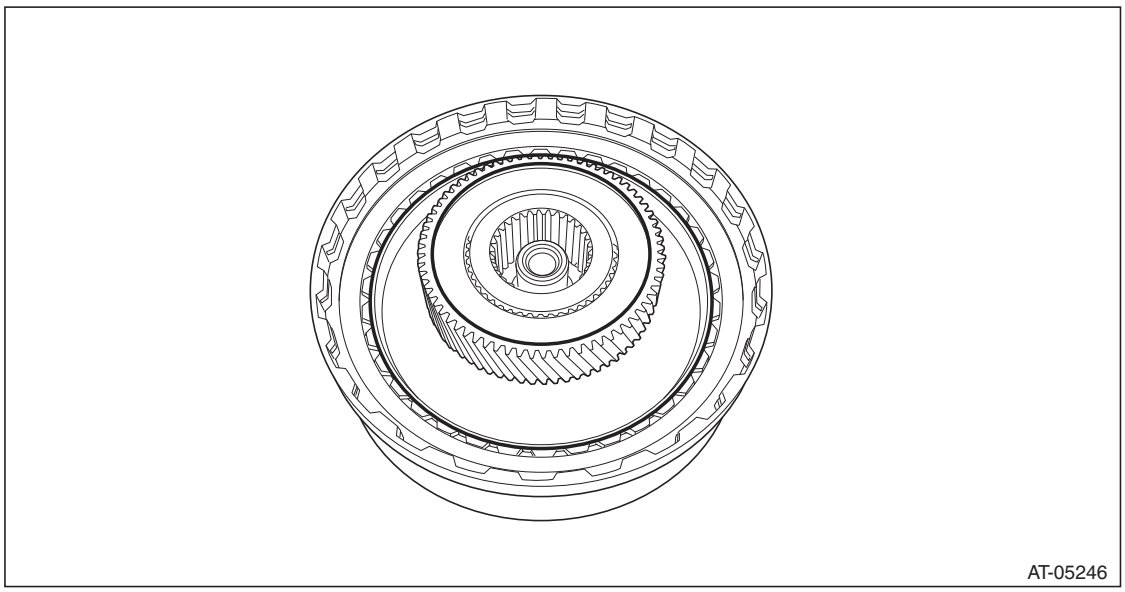


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17) Install the washer.

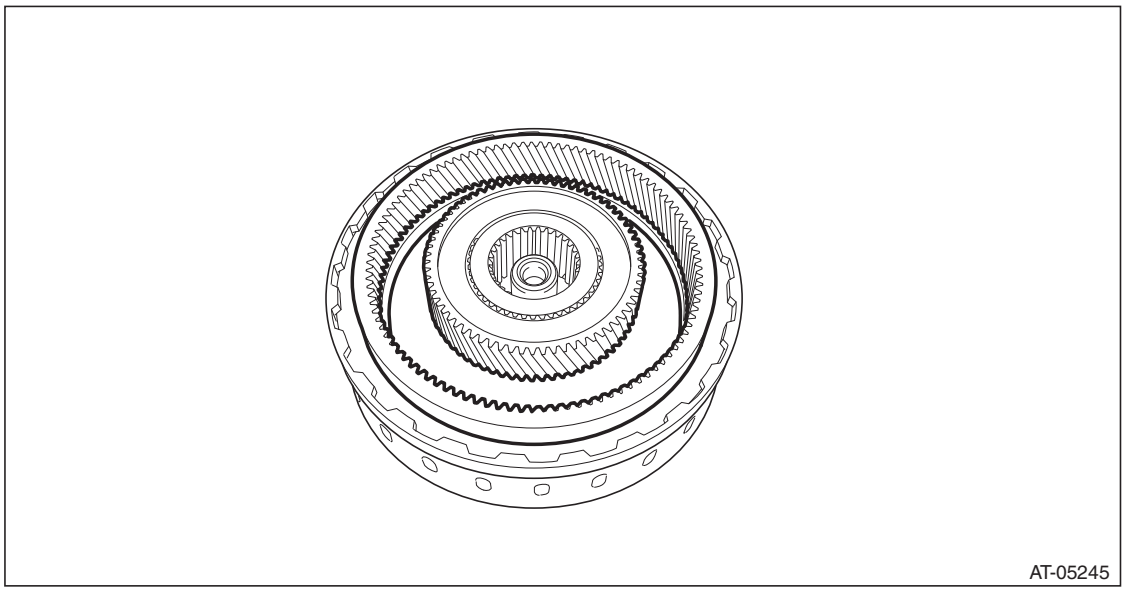


18) Install the sun gear.



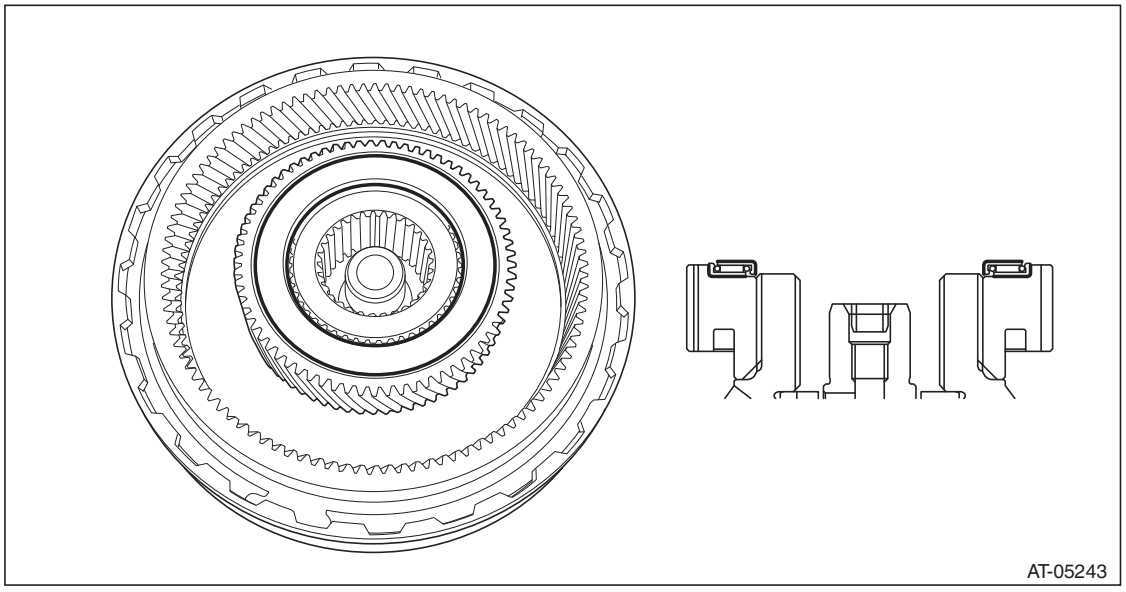
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19) Install the internal gear.



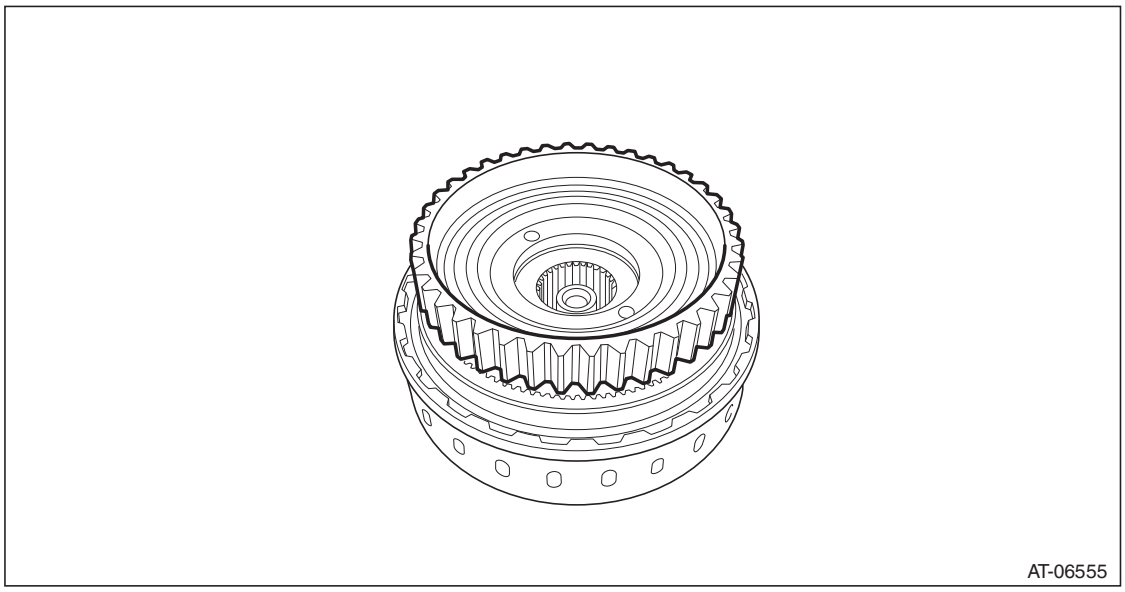
20) Install the snap ring.
21) Install the thrust needle bearing.

NOTE:
Make sure to install in the right direction.



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22) Install the planetary carrier assembly.

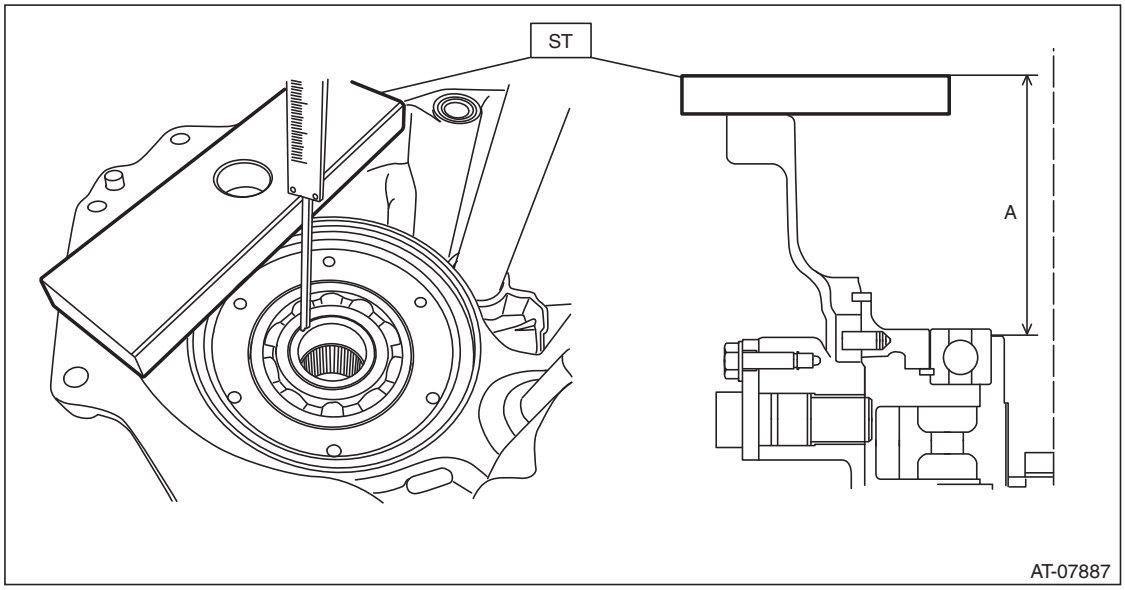


E: INSPECTION

- Check the forward clutch drum, internal gear, sun gear and forward clutch piston lip for wear or damage.
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and internal gear of forward clutch is within the limit. If it exceeds the standard, replace the forward clutch assembly. <Ref. to CVT(TR690)-189, ASSEMBLY, Forward Clutch Assembly.>

F: ADJUSTMENT

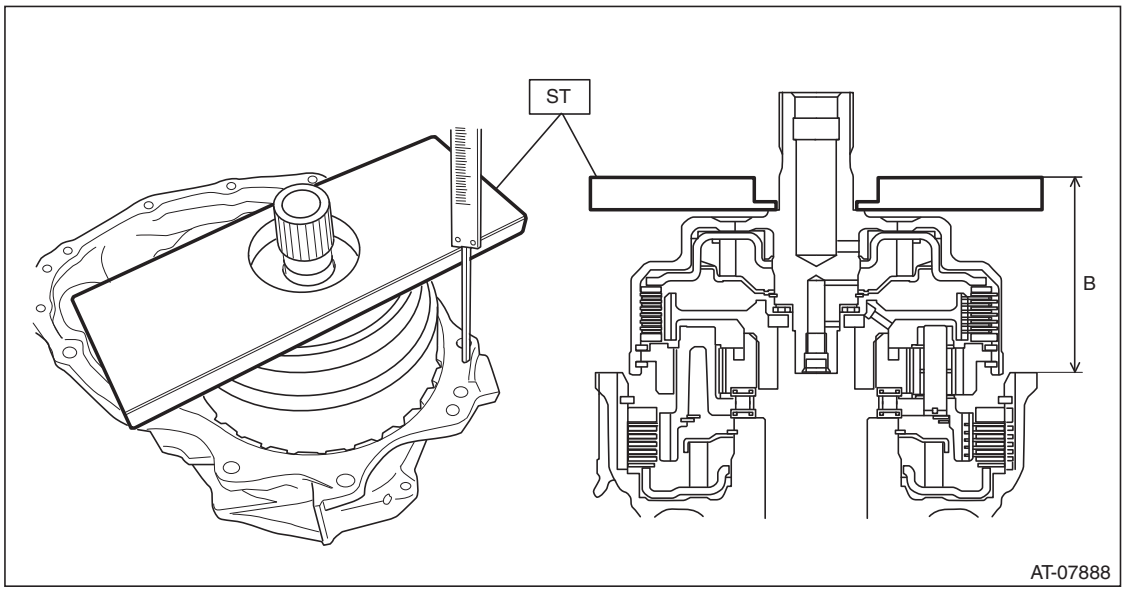
1) Measure depth “A” from the ST upper face to the washer catch surface.
ST 398643600 GAUGE



2) Install the forward clutch assembly to intermediate case.

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3) Setting the ST, measure height “B” from the ST upper side to the intermediate case mating surface.
ST 499575600 GAUGE



4) Obtain the thickness of washer using the following formula.
Calculation formula:
T (mm) = (A – 15) – (B – 15) – (0.35 — 0.70)
[T (in) = (A – 0.591) – (B – 0.591) – (0.014 — 0.028)]
T: Washer thickness
A: Depth from the ST upper face to the washer catch surface
B: Height from the upper surface of the ST to the mating surface of the intermediate case
15 mm (0.591 in): Thickness of ST
0.35 — 0.70 mm (0.014 — 0.028 in): Clearance
5) Select the washer to meet the value “T” obtained from step 4).

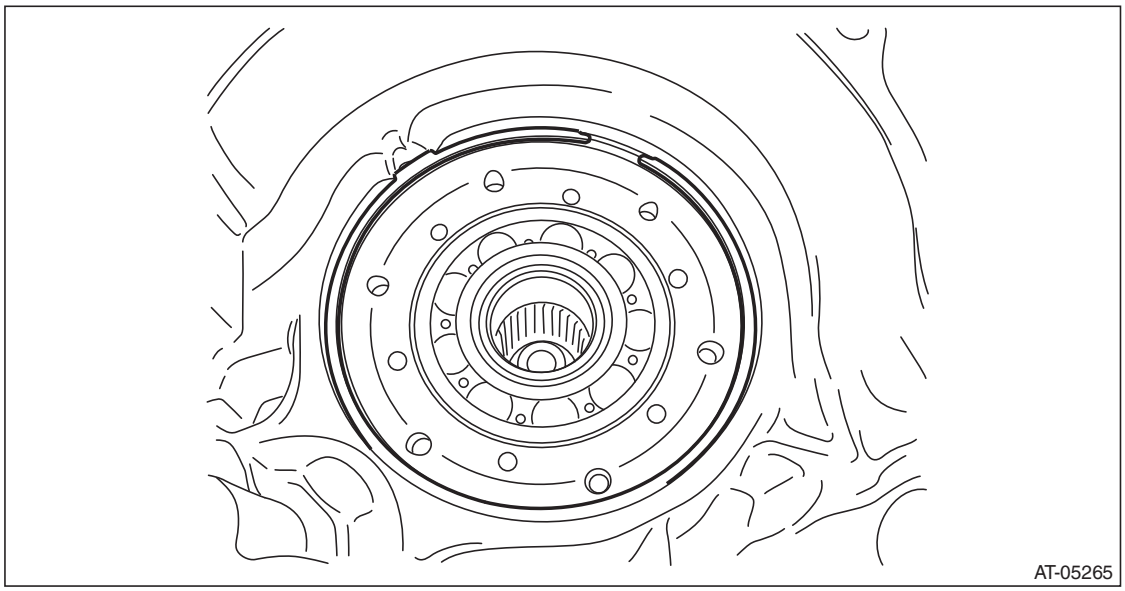
Washer	
Part No.	Washer thickness mm (in)
803034040	1.0 (0.039)
803034041	1.2 (0.047)
803034042	1.4 (0.055)
803034043	1.6 (0.063)

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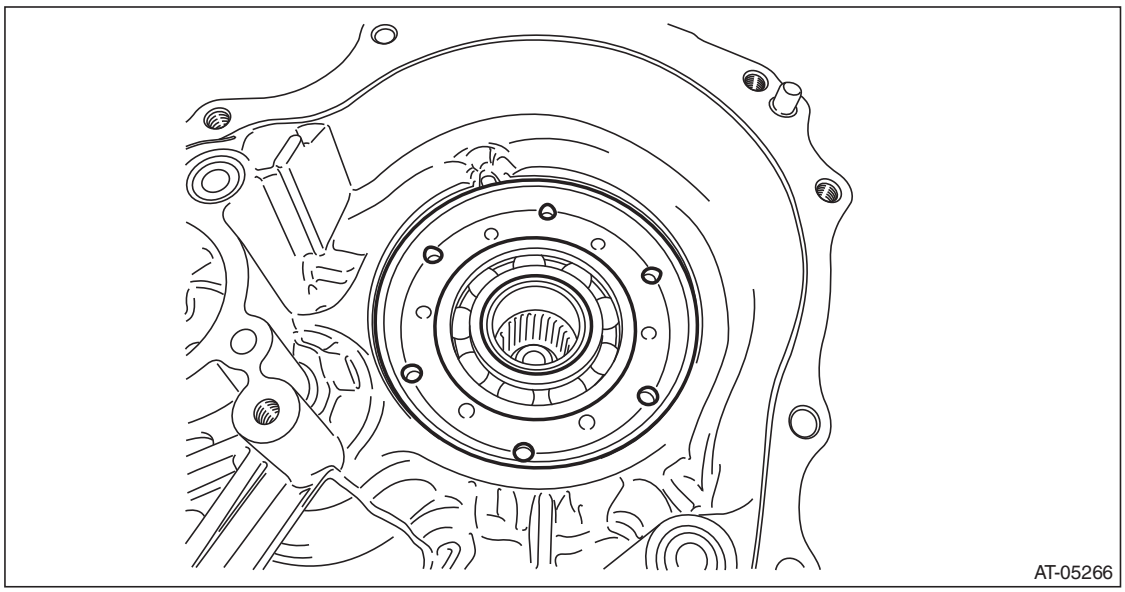
38.Reduction Driven Gear

A: REMOVAL

1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
6) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
7) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
8) Remove the snap ring.

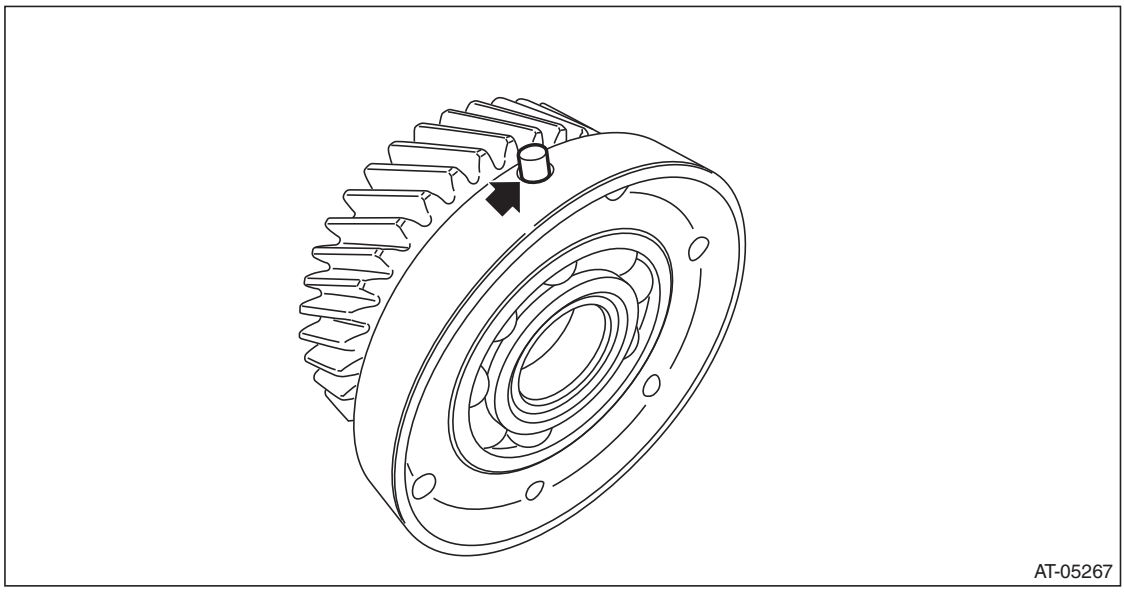

AT-05265

9) Remove the reduction driven gear assembly.


AT-05266

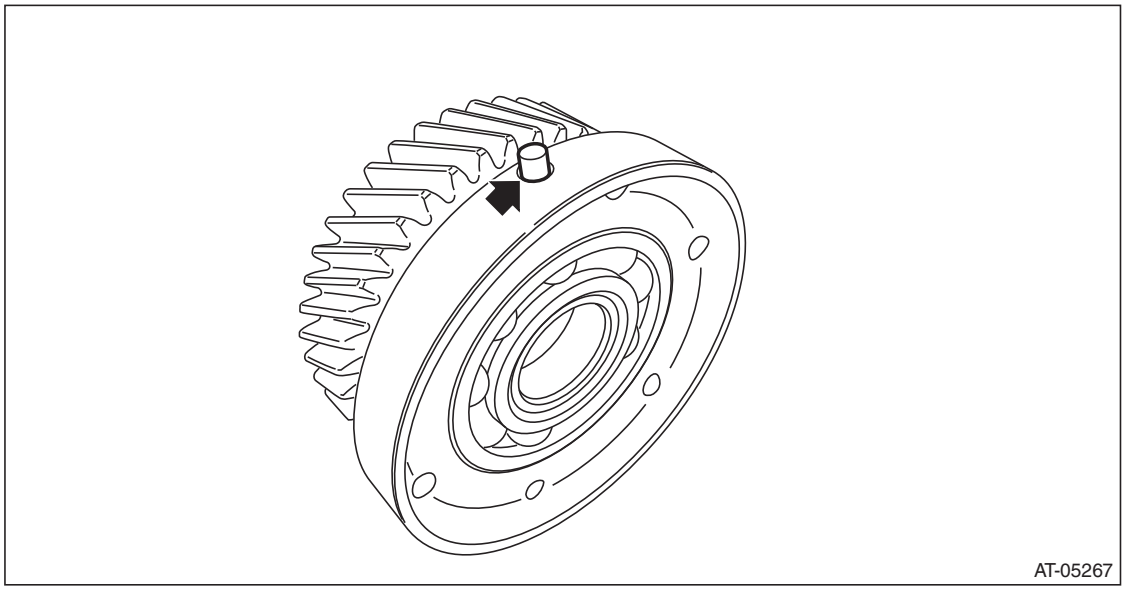
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10) Remove the straight pin.



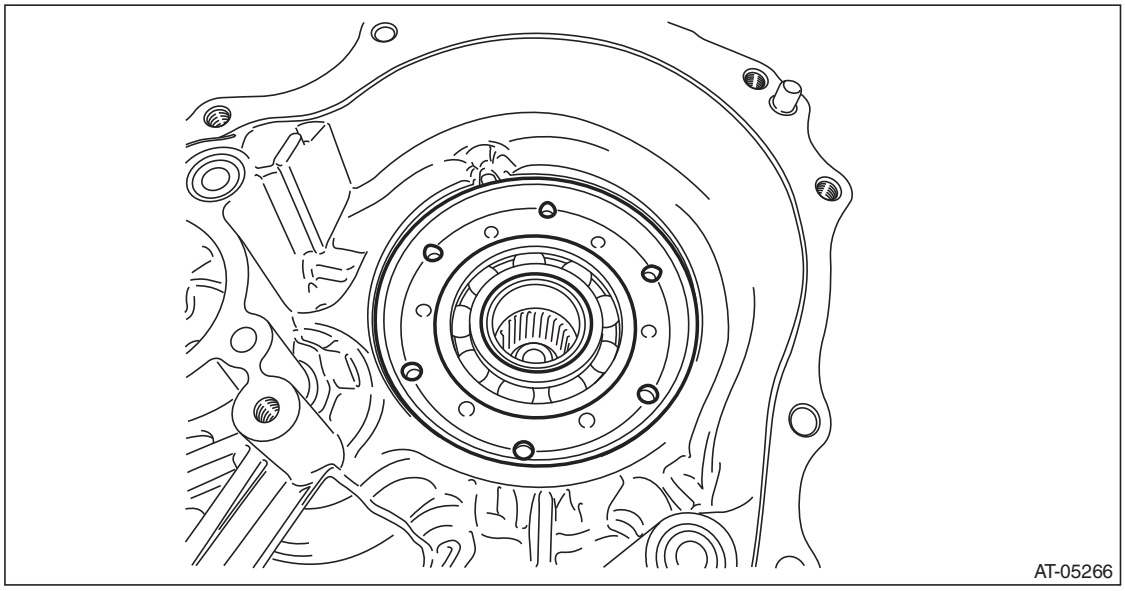
B: INSTALLATION

1) Install the straight pin to reduction driven gear assembly.



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2) Fit the straight pin portion to the recess portion of transmission case and install the reduction driven gear and install the snap ring.



3) Select the snap ring. <Ref. to CVT(TR690)-206, ADJUSTMENT, Reduction Driven Gear.>
4) Replace with the selected snap ring.

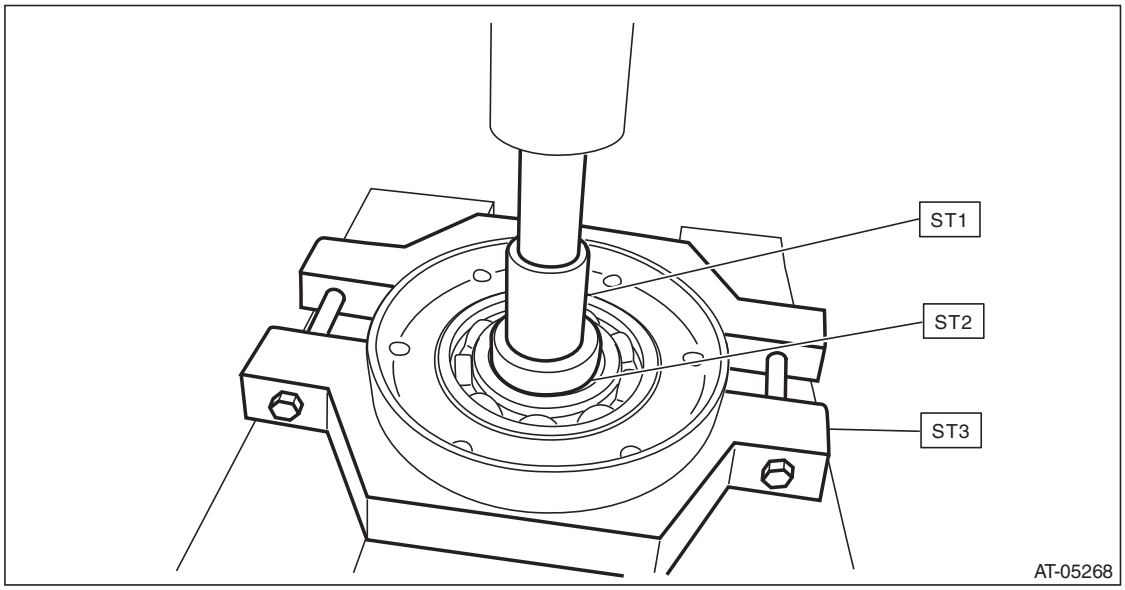
NOTE:
If the clearance measured in step 3) is within standard, the snap ring replacement is not necessary.

5) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
6) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
7) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
8) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
9) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
10) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
11) Install the transmission to vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

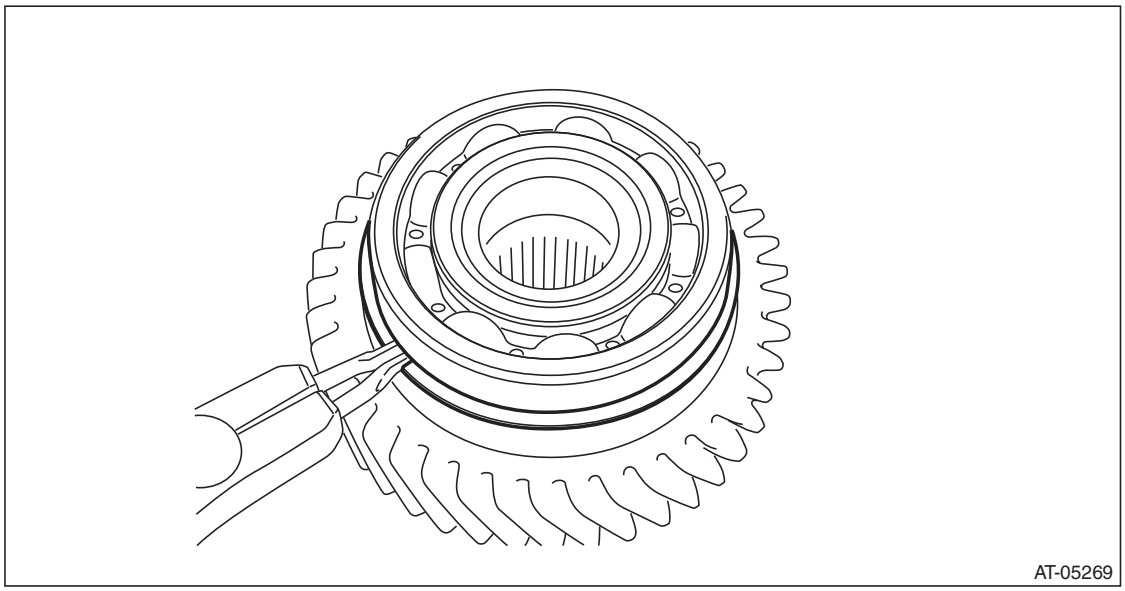
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C: DISASSEMBLY

1) Remove the bearing retainer using ST1, ST2 and ST3.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 18767AA000 BEARING REMOVER

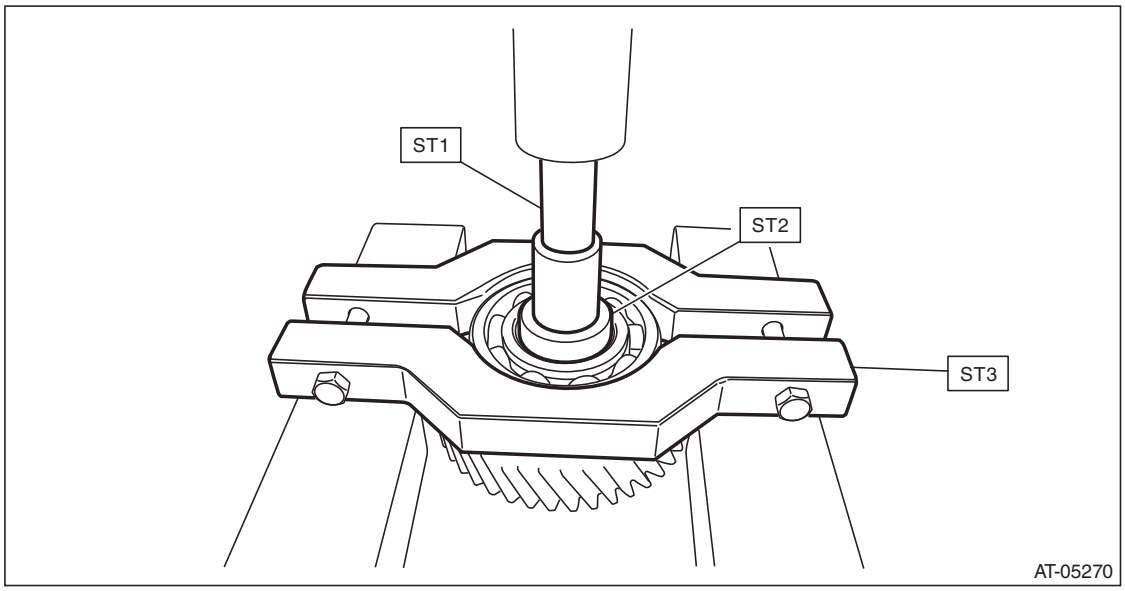


2) Remove the snap ring.



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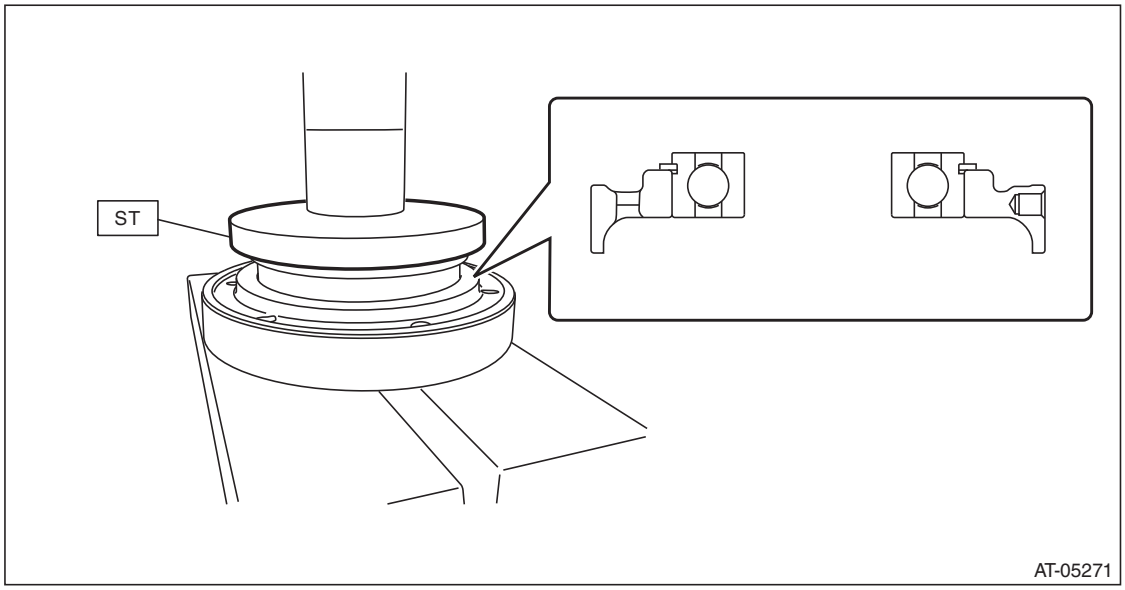
3) Remove the ball bearing using ST1, ST2 and ST3.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 498077600 REMOVER



D: ASSEMBLY

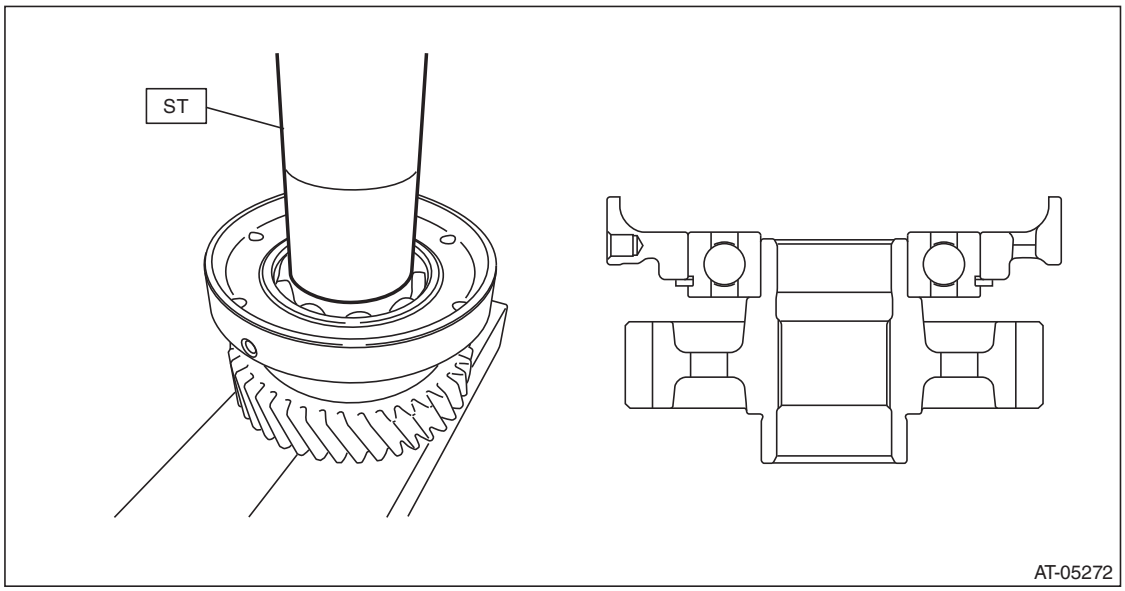
1) Using the ST, install the ball bearing to bearing retainer.
ST 398177700 INSTALLER

NOTE:
- Use a new ball bearing.
- Make sure to install the ball bearing in the right direction.
- Apply CVTF to the press-fitting area.



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2) Using the ST, install the reduction driven gear.
ST 499277200 INSTALLER



E: INSPECTION

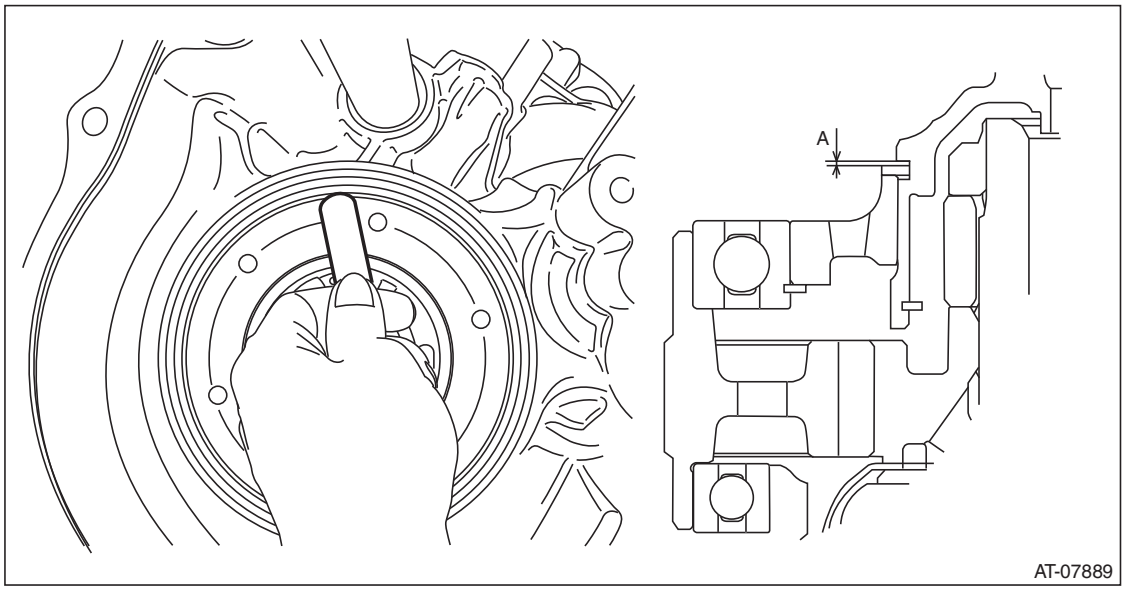
- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Check the reduction driven gear for breakage or damage.
- Check the clearance between snap ring and transmission case and replace the snap ring as necessary.

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F: ADJUSTMENT

1) Measure clearance “A” between snap ring and transmission case.

Specification:
0.05 — 0.25 mm (0.002 — 0.01 in)



2) If clearance “A” is out of standard, select the snap ring within standard.

Snap ring	
Part No.	Thickness mm (in)
805100460	2.0 (0.079)
805100461	2.1 (0.083)
805100462	2.2 (0.087)
805100463	2.3 (0.091)
805100464	2.4 (0.094)

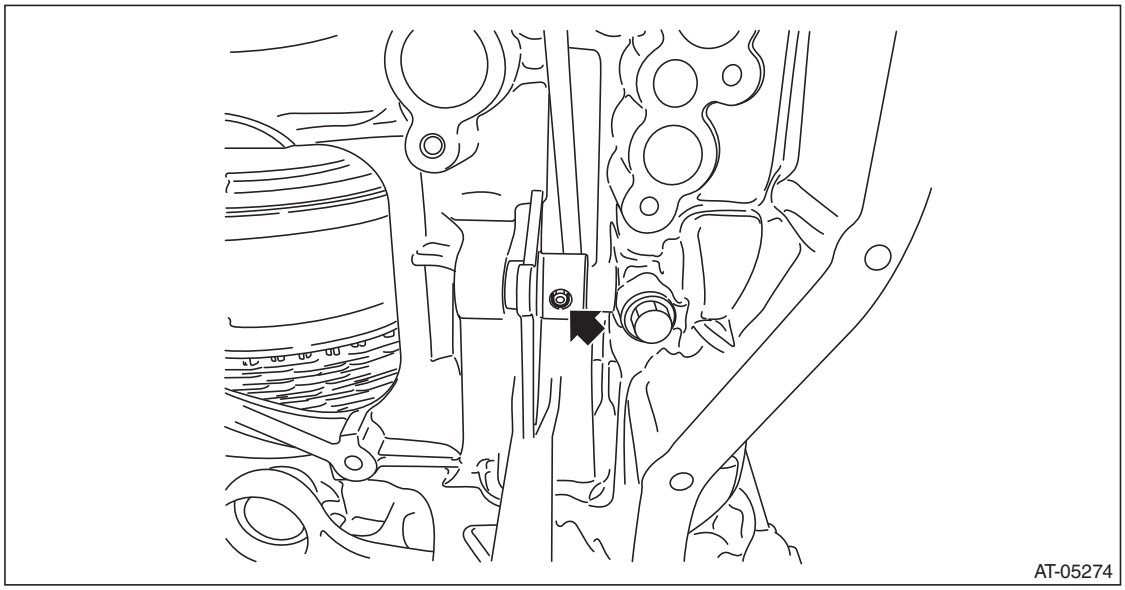
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39.Transmission Control Device

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
3) Remove the inhibitor switch. <Ref. to CVT(TR690)-94, REMOVAL, Inhibitor Switch.>
4) Remove the spring pin.

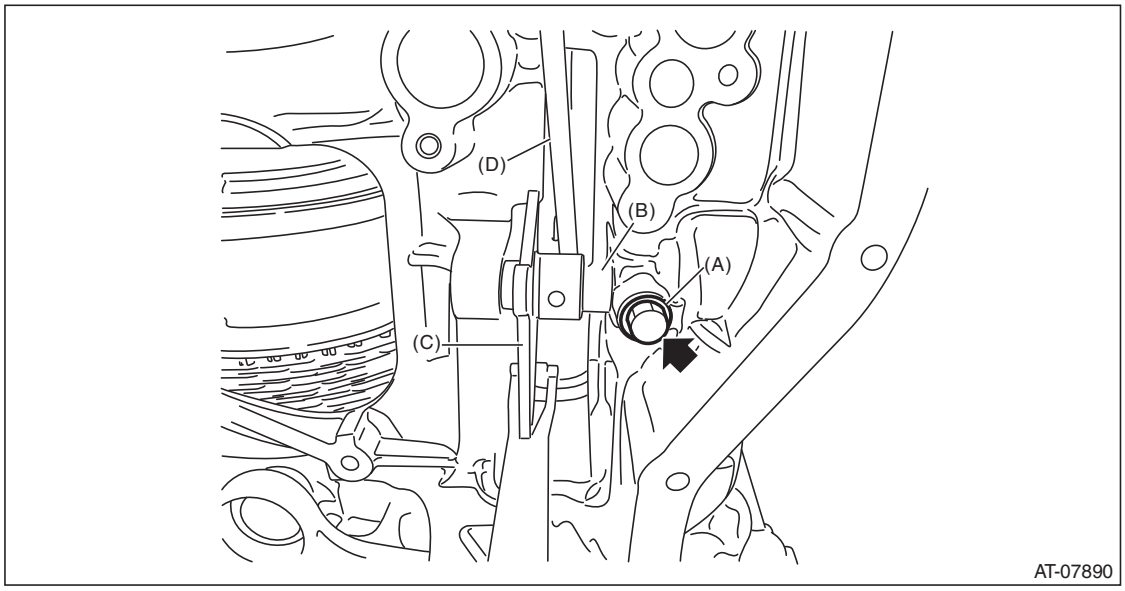
NOTE:
Prevent the spring pin from dropping in the transmission using paper towel etc.



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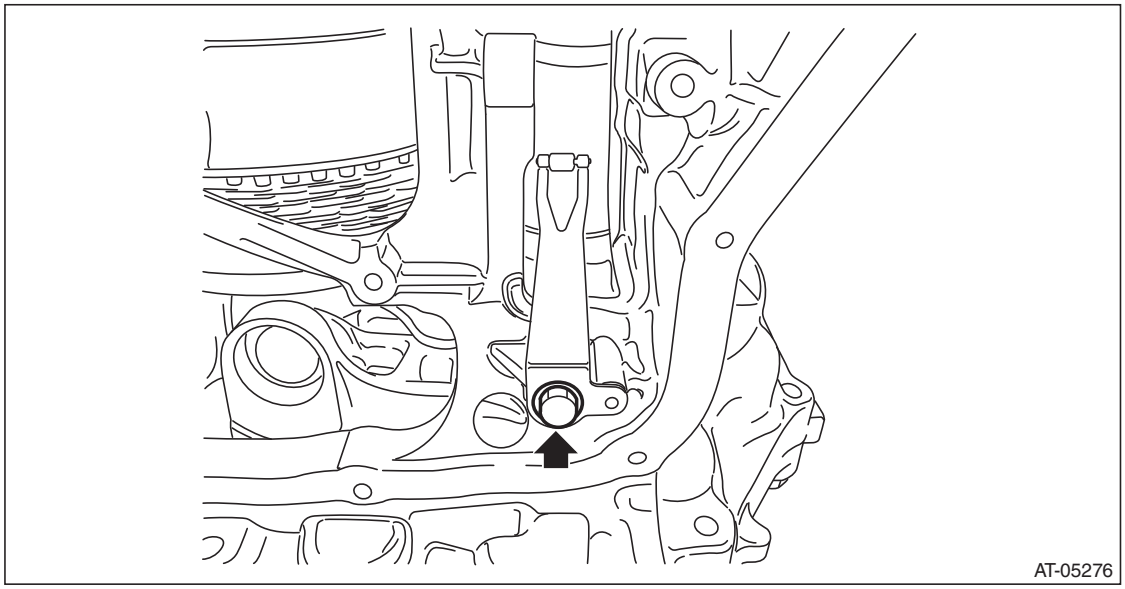
5) Remove the bolt and remove the range select lever, manual plate and parking rod.

NOTE:
Do not damage the lip of oil seal press-fitted in the case.



(A) Bolt
(B) Range select lever
(C) Manual plate
(D) Parking rod

6) Remove the detent spring.

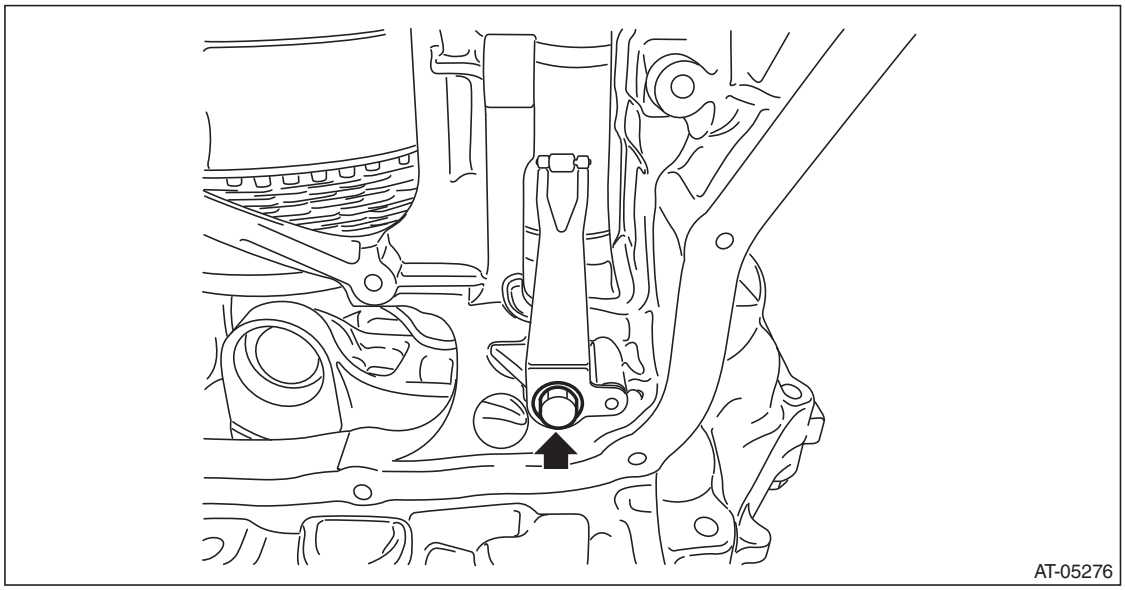


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B: INSTALLATION

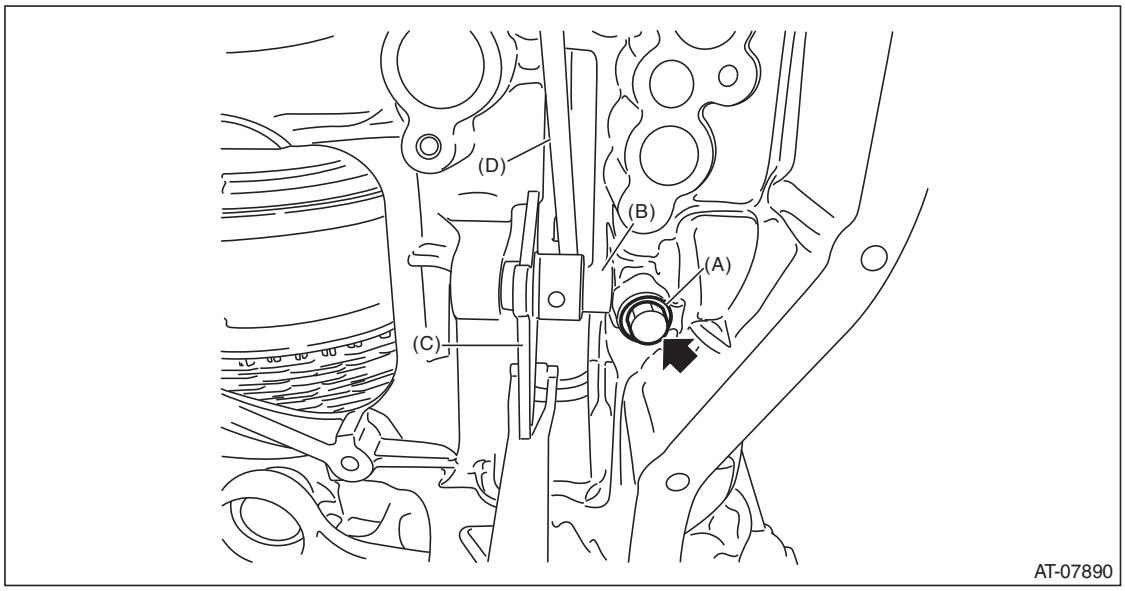
1) Install the detent spring to the transmission case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



2) Install the manual plate, parking rod, range select lever and bolt.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

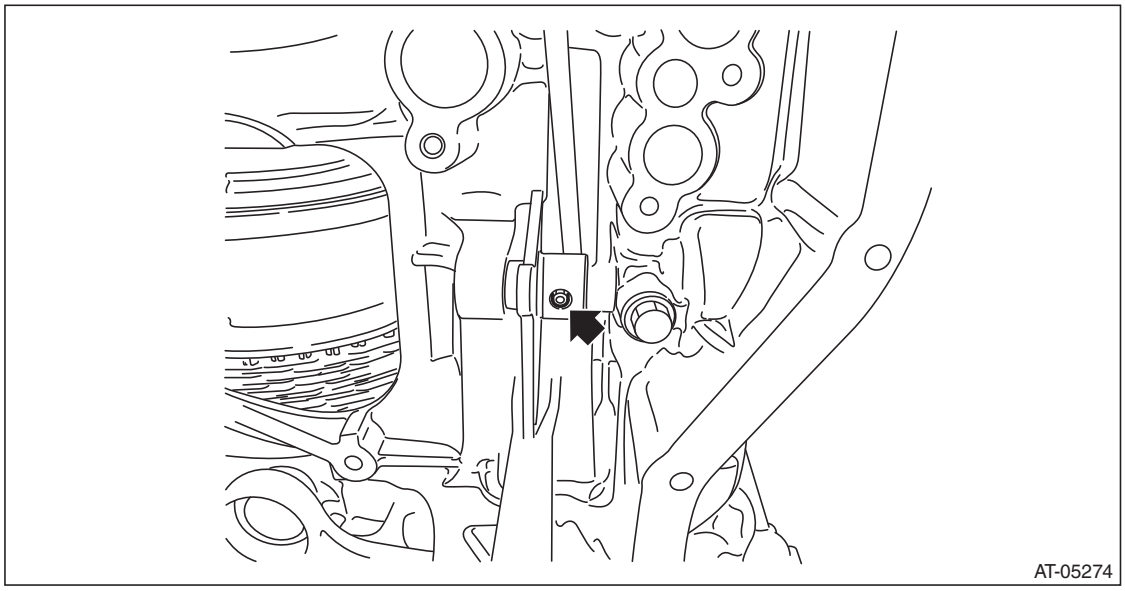


(A) Bolt
(B) Range select lever
(C) Manual plate
(D) Parking rod

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3) Install the spring pin.

NOTE:
Use new spring pin.



4) Install the inhibitor switch. <Ref. to CVT(TR690)-91, Inhibitor Switch.>
5) Adjust the inhibitor switch. <Ref. to CVT(TR690)-91, Inhibitor Switch.>
6) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Make sure that the manual lever and detent spring are not worn or otherwise damaged.

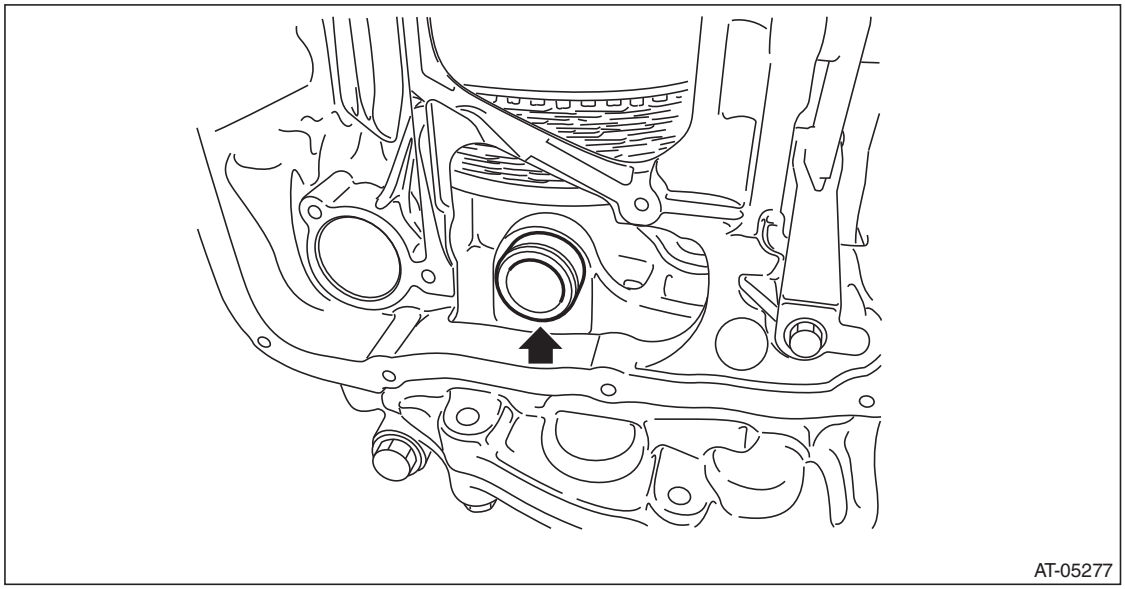
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40.Transmission Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
4) Remove the secondary speed sensor. <Ref. to CVT(TR690)-98, REMOVAL, Secondary Speed Sensor.>
5) Remove the inhibitor switch. <Ref. to CVT(TR690)-94, REMOVAL, Inhibitor Switch.>
6) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
7) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
8) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
9) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
10) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
11) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
12) Remove the reduction driven gear. <Ref. to CVT(TR690)-200, REMOVAL, Reduction Driven Gear.>
13) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>

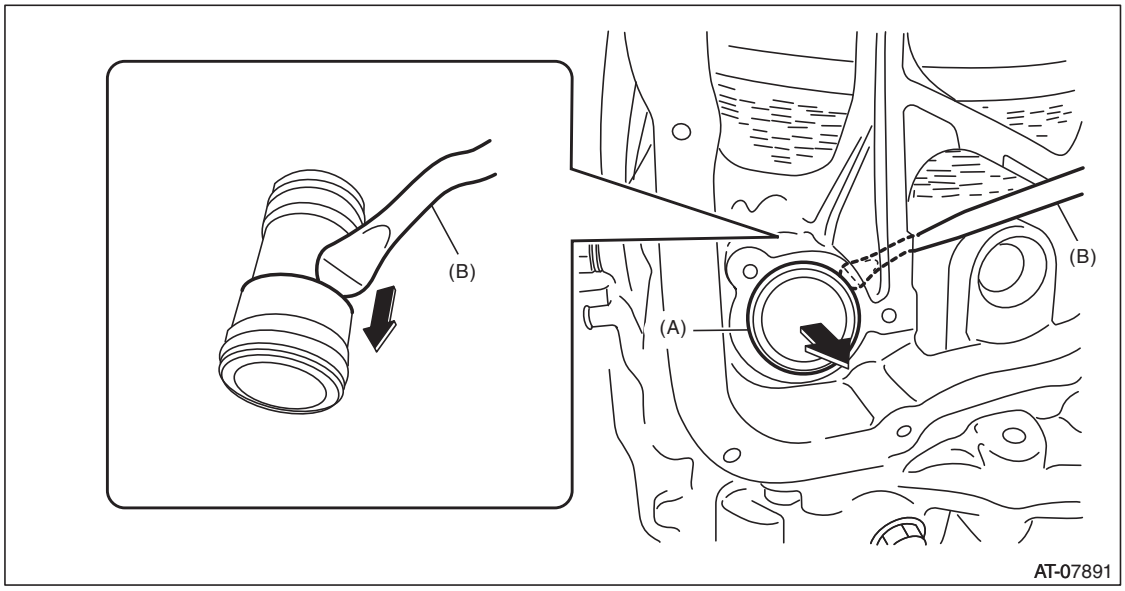
NOTE:
When removing the control valve body, also remove the pressure pipe if it is attached on the case.



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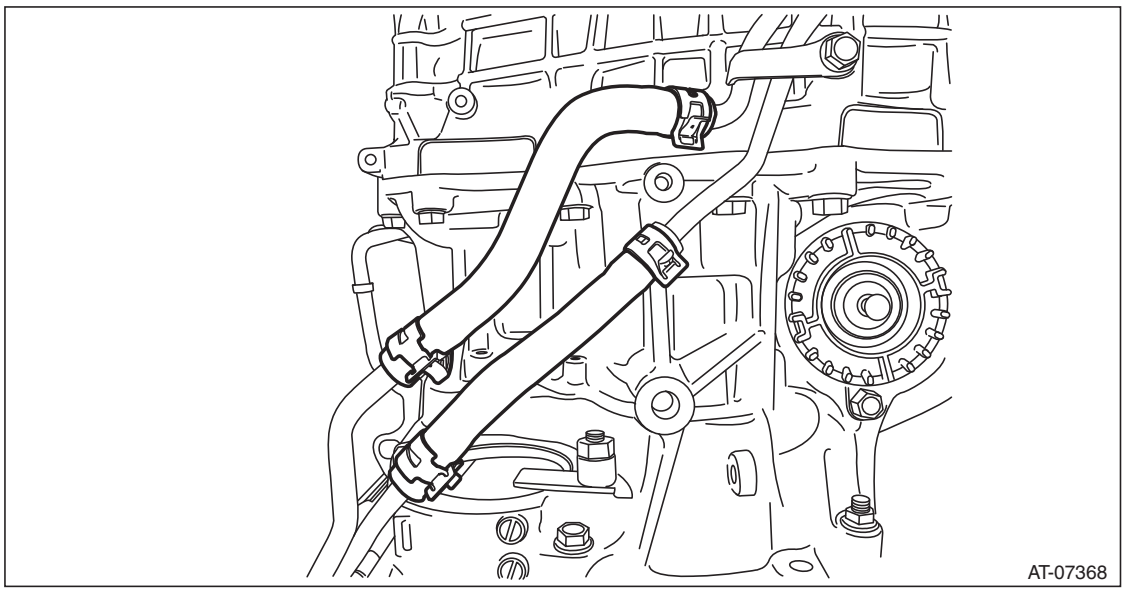
14) Remove the CVTF pipe using a tire lever etc.

NOTE:
Remove by hooking the stepped portion of CVTF pipe with a tire lever etc.



(A) CVTF pipe
(B) Tire lever

15) Remove the CVTF cooler hose.

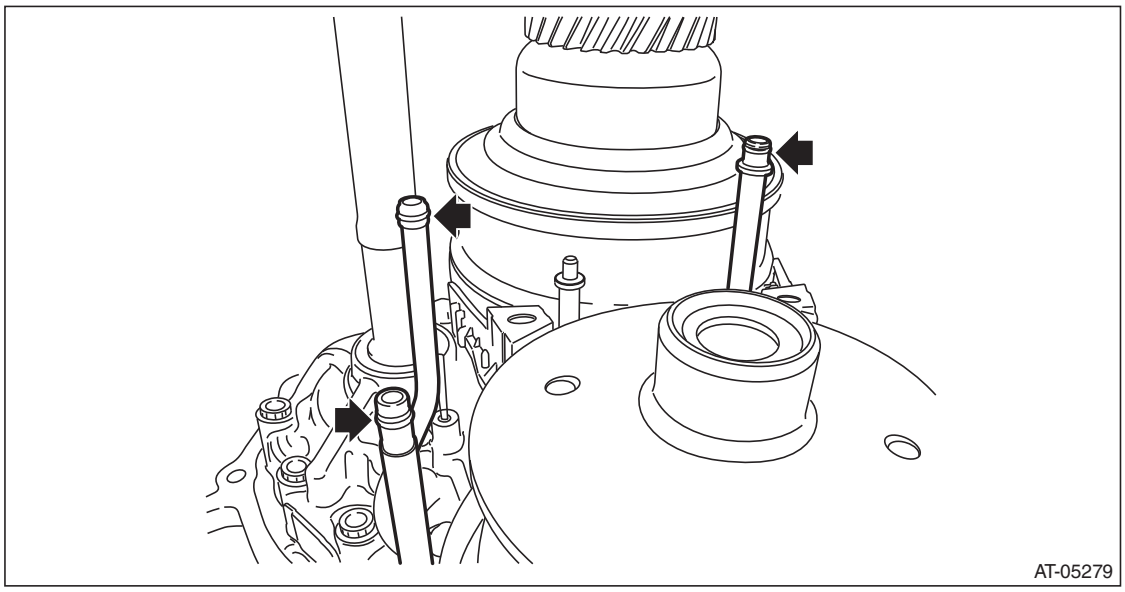


16) Remove the transmission case.

NOTE:
The total number of transmission case mounting bolts is 15.

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17) Remove the O-ring of lubrication pipe.

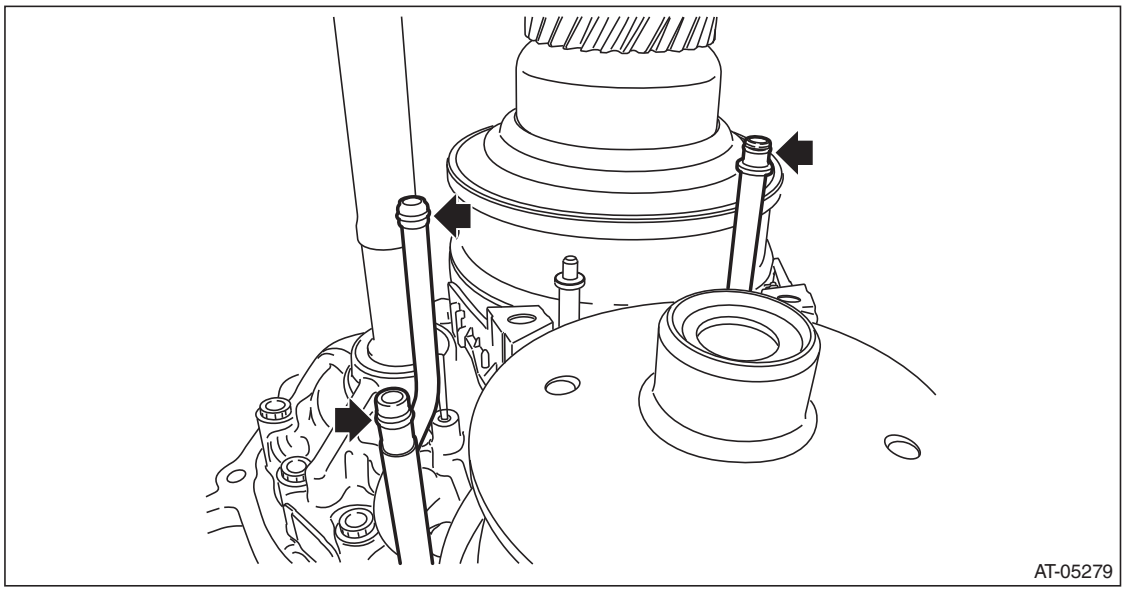


18) Remove the control device system. <Ref. to CVT(TR690)-207, REMOVAL, Transmission Control Device.>

B: INSTALLATION

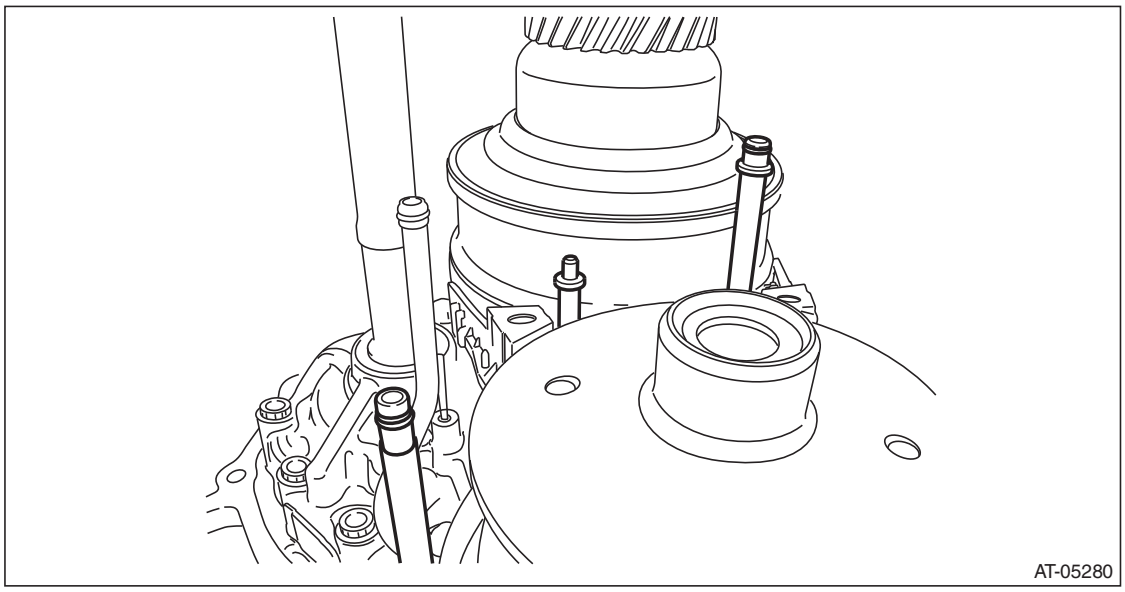
1) Clean the mating surface of transmission case and converter case.
2) Install the control device system. <Ref. to CVT(TR690)-209, INSTALLATION, Transmission Control Device.>
3) Install the O-ring to the lubrication pipe.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



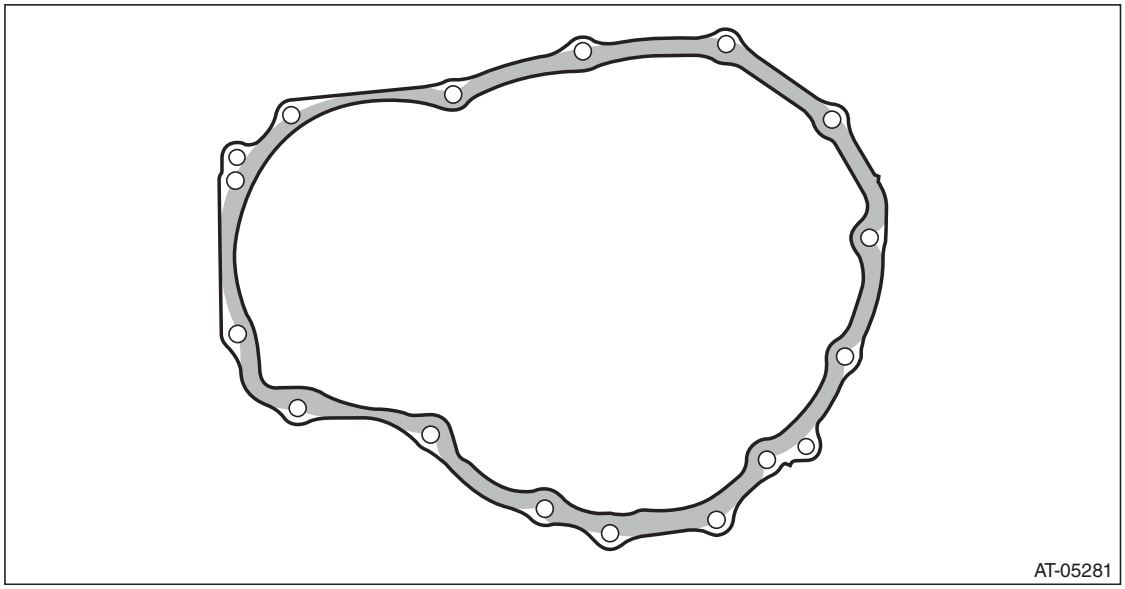
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4) Make sure the lubrication pipe and support rod are in vertical position.



5) Apply liquid gasket seamlessly to the mating surface of transmission case.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



6) Install the transmission case.

CAUTION:
If the transmission case gets in contact with the lubrication pipe and support rod, do not install the transmission case forcibly.

NOTE:
- Install while checking the lubrication pipe and support rod is being inserted properly into transmission case.
- If installing the transmission is difficult, check if the lubrication pipe and support rod are bent.
- The total number of transmission case mounting bolts is 15.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

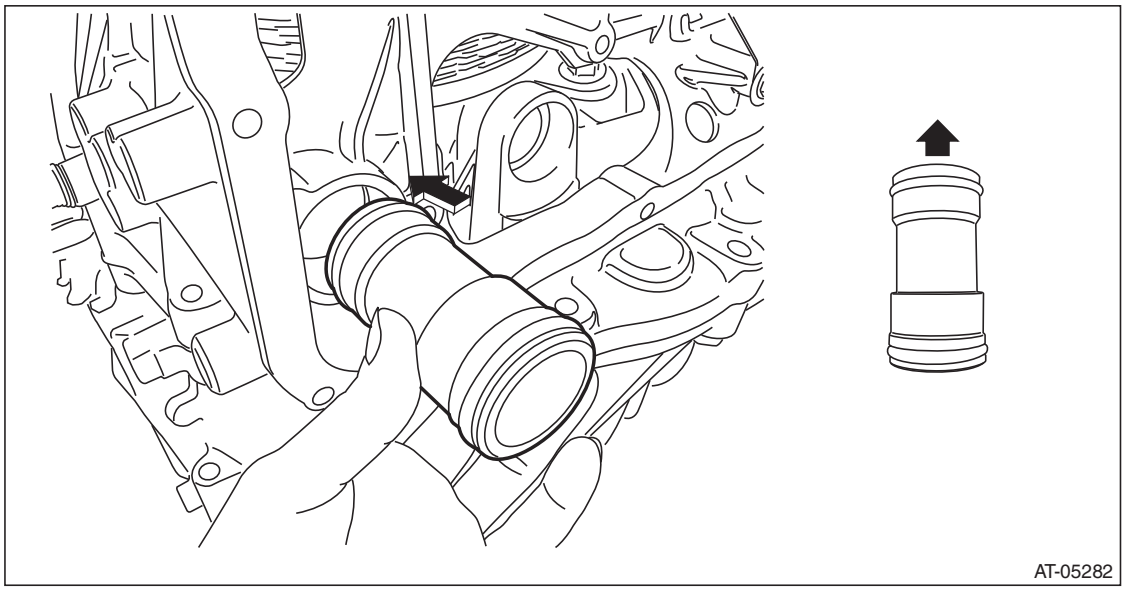
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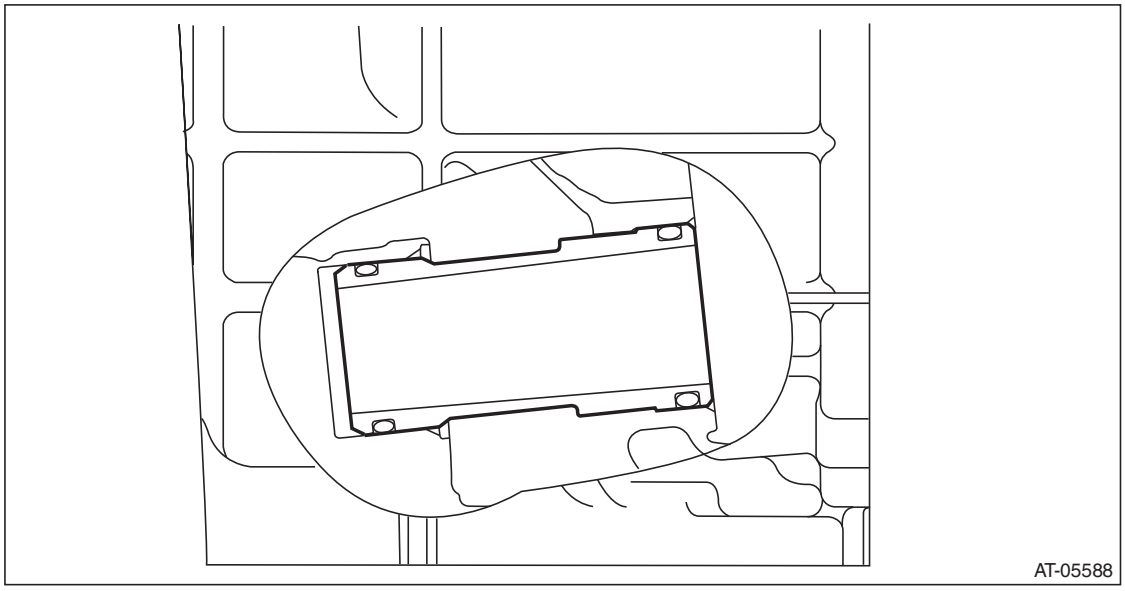
7) Install the O-ring to CVTF pipe.

NOTE:
Use new O-rings.

8) The smaller opening of CVTF pipe should be inserted to transmission.

NOTE:
After installing, make sure the CVTF pipe does not stick out of transmission case.

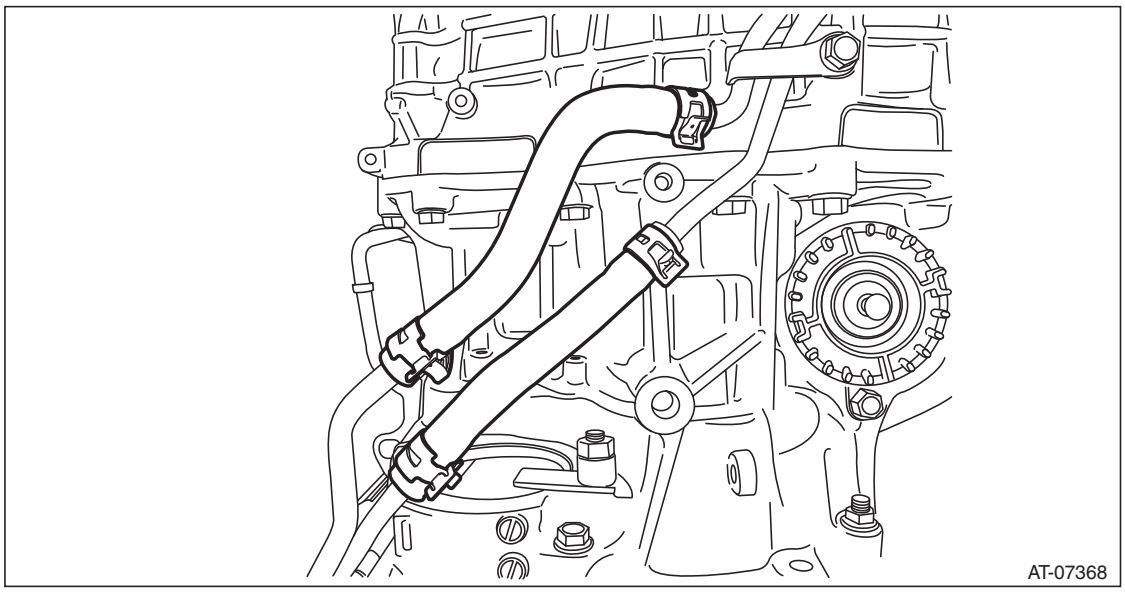




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9) Install the CVTF hose.

NOTE:
- Use new CVTF hoses.
- Install the CVTF hose with the painted position facing the rear side of transmission.

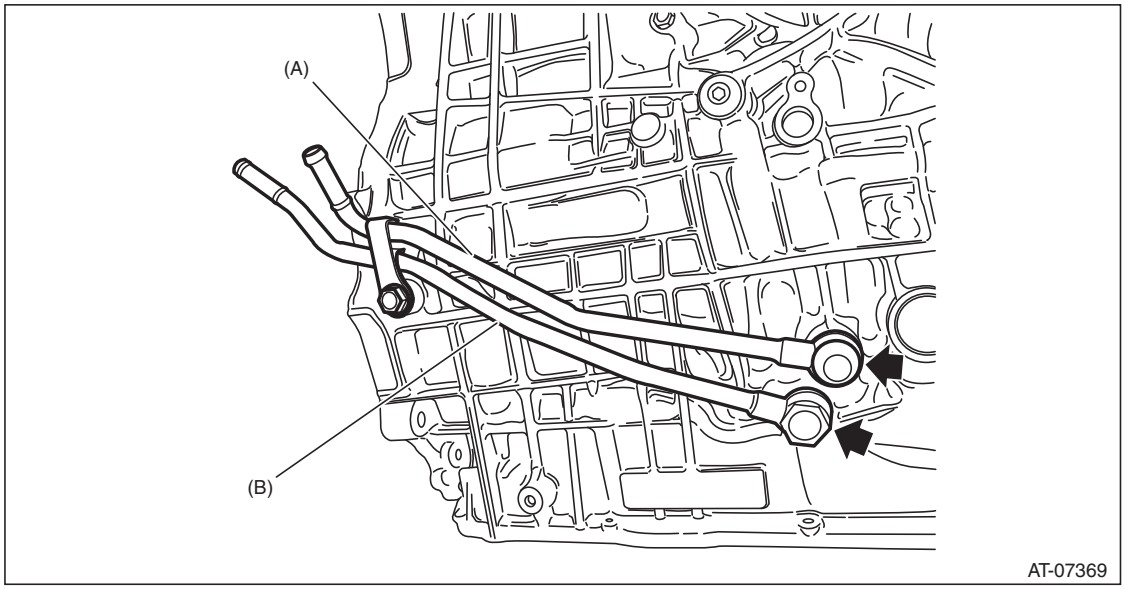


10) Install the reduction driven gear. <Ref. to CVT(TR690)-201, INSTALLATION, Reduction Driven Gear.>
11) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
12) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
13) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
14) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
15) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
16) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
17) Install the inhibitor switch. <Ref. to CVT(TR690)-96, INSTALLATION, Inhibitor Switch.>
18) Install the secondary speed sensor. <Ref. to CVT(TR690)-99, INSTALLATION, Secondary Speed Sensor.>
19) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
20) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
21) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
22) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

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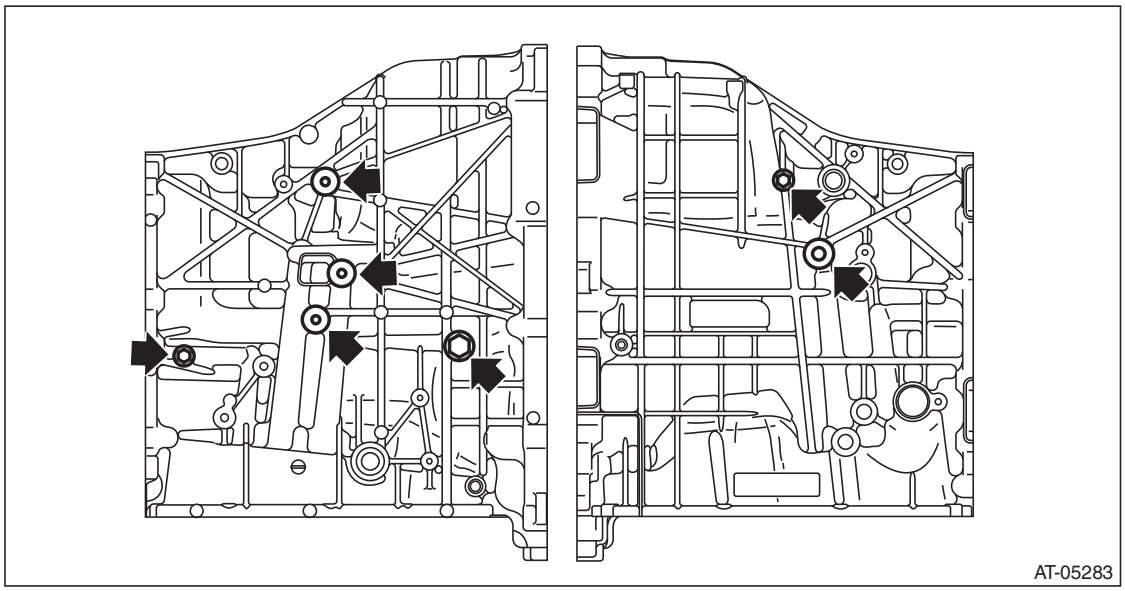
C: DISASSEMBLY

1) Remove the CVTF inlet pipe and CVTF outlet pipe.



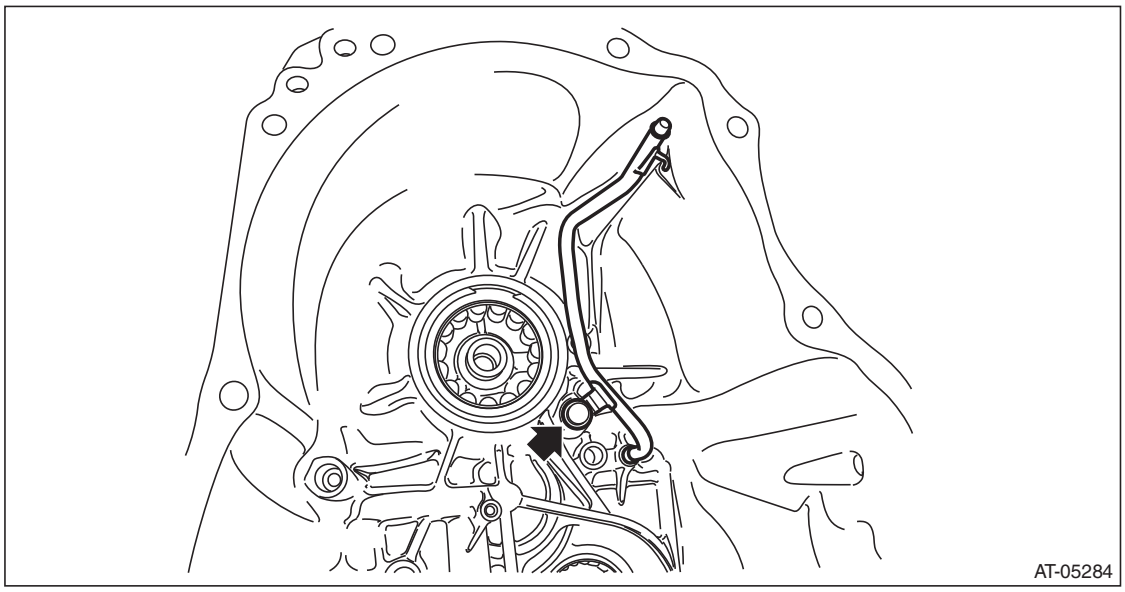
(A) CVTF outlet pipe
(B) CVTF inlet pipe

2) Remove all plugs from the transmission case.

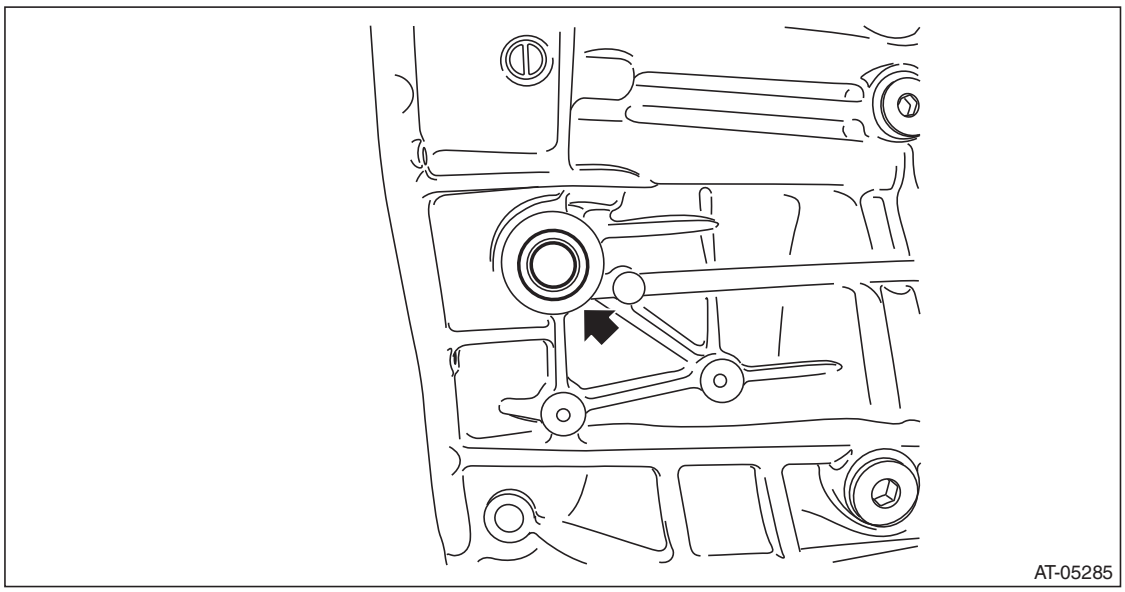


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3) Remove the lubrication pipe.

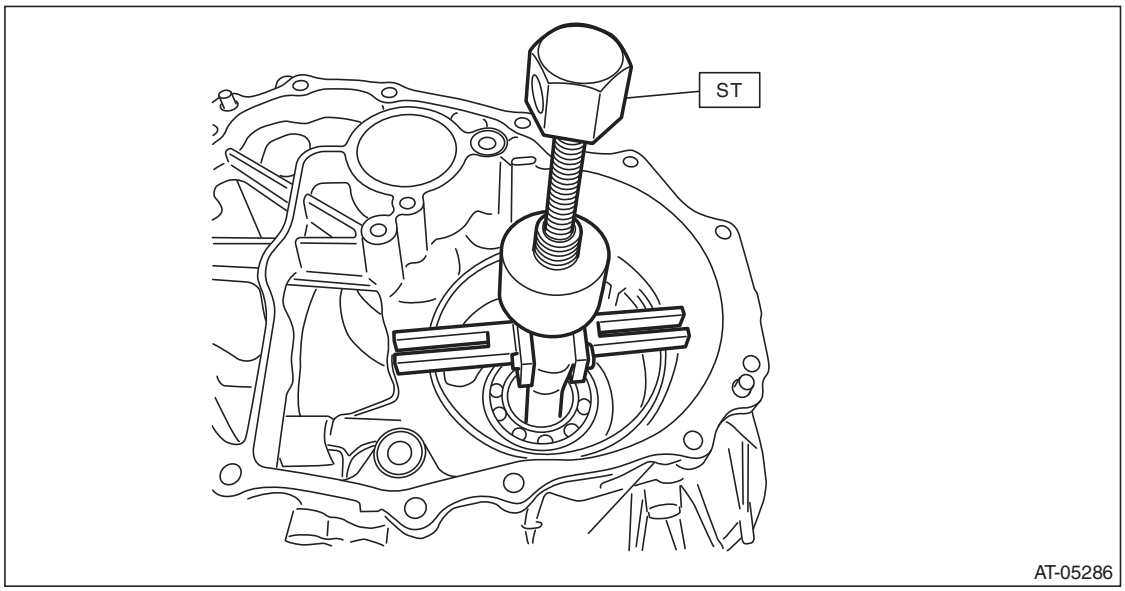


4) Remove the oil seal using a screwdriver wrapped with cloth etc.

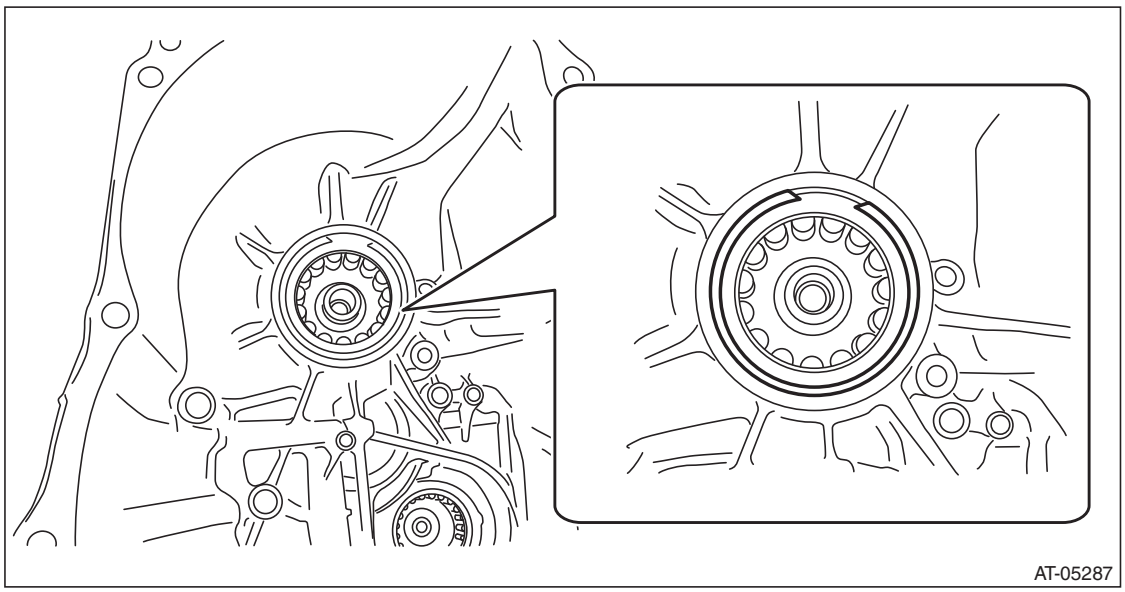


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5) Remove the ball bearing from reduction driven gear using ST.
ST 398527700 PULLER ASSY



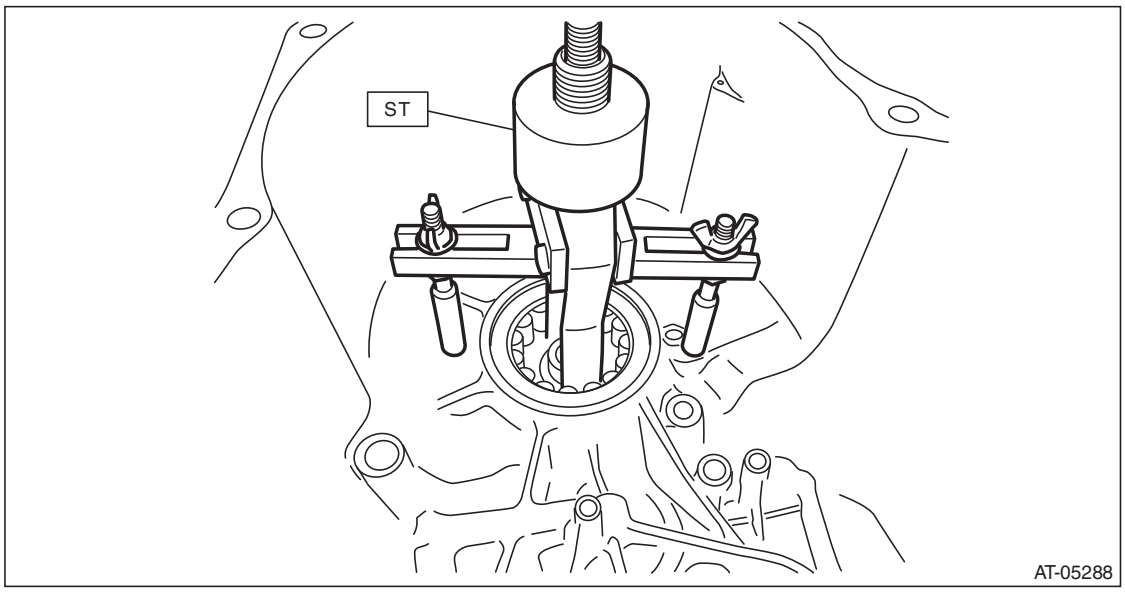
6) Remove the snap ring on primary pulley side.



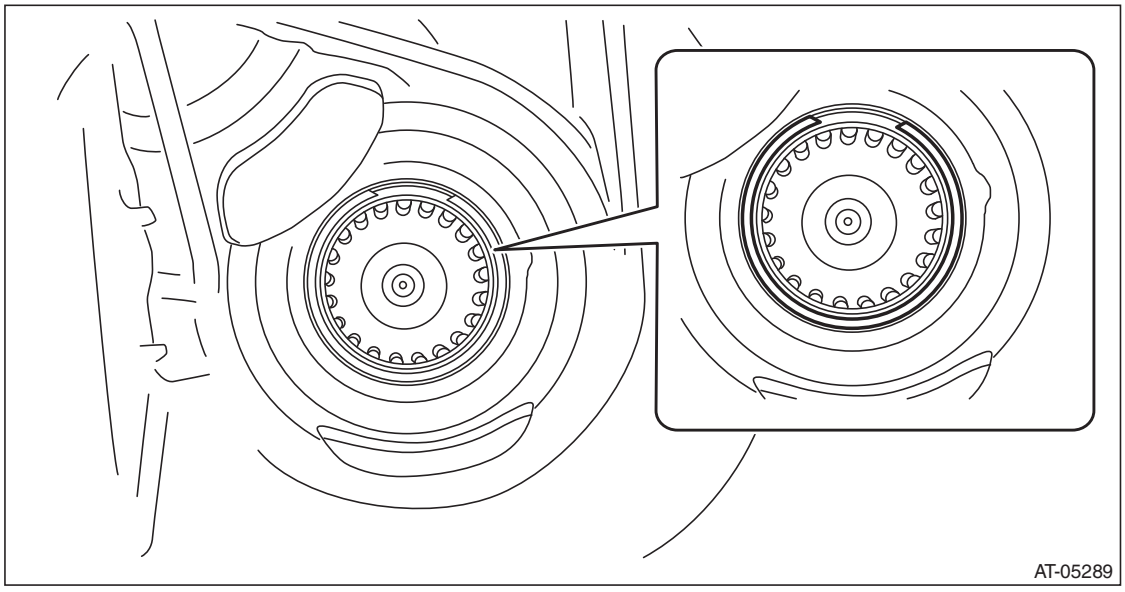
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7) Using the ST, remove the roller bearing on primary pulley side.

NOTE:
Warm up the bearing area of transmission case using a drier or heat gun.
ST 398527700 PULLER ASSY



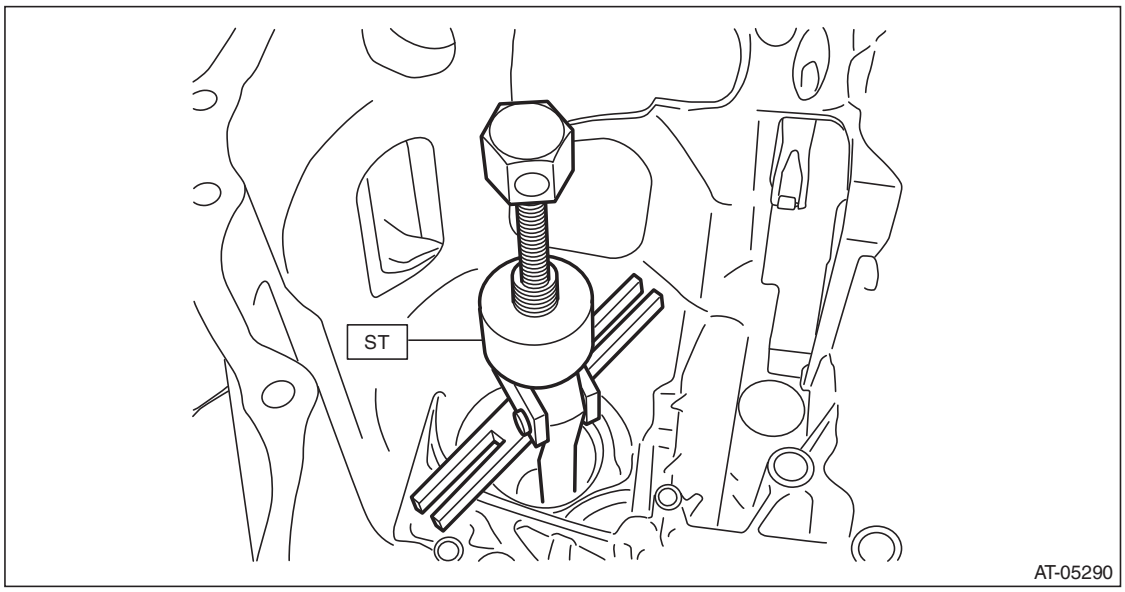
8) Remove the snap ring on secondary pulley side.



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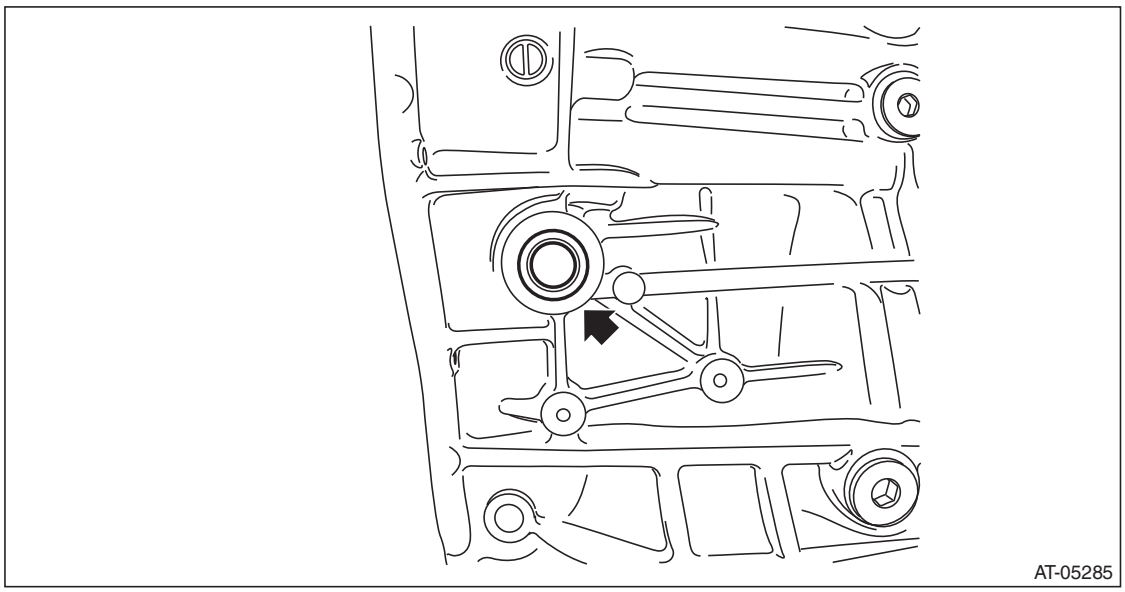
9) Using the ST, remove the roller bearing on secondary pulley side.

NOTE:
Warm up the bearing area of transmission case using a drier or heat gun.
ST 398527700 PULLER ASSY



D: ASSEMBLY

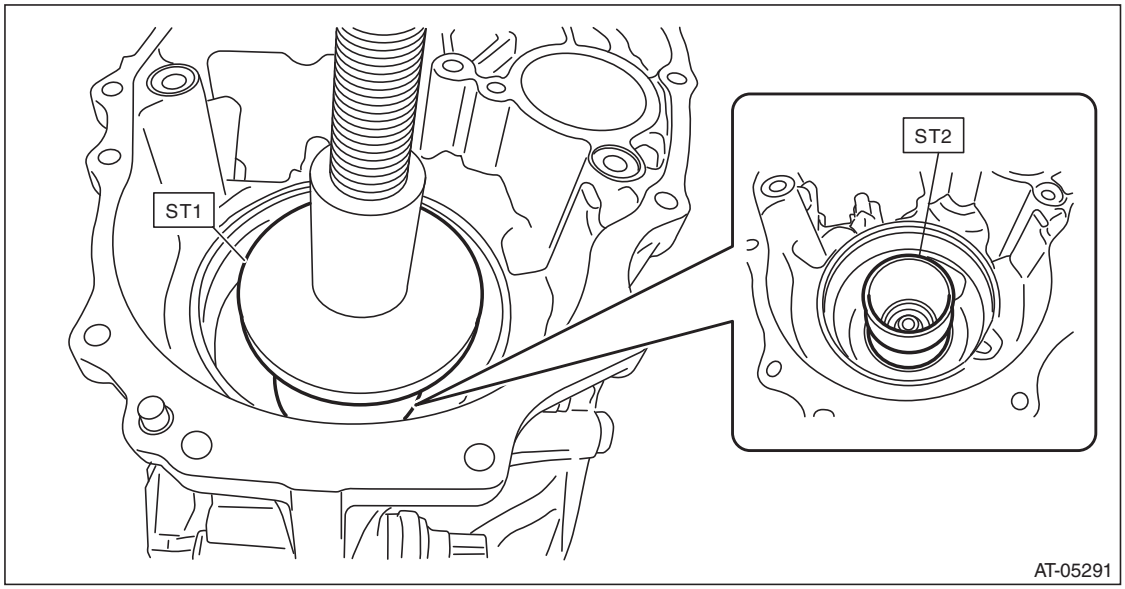
1) Using the ST, install the oil seal.
ST 18657AA000 INSTALLER



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2) Using ST1 and ST2, install the ball bearing on the reduction gear side.

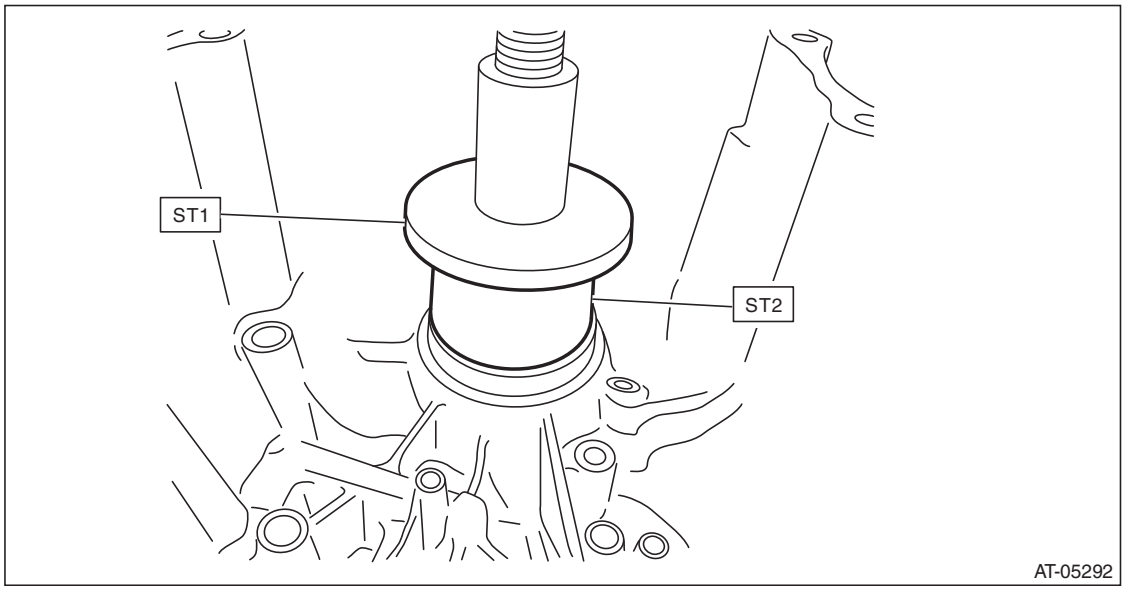
NOTE:
Use a new ball bearing.
ST1 398177700 INSTALLER
ST2 499755602 PRESS SNAP RING



3) Using ST1 and ST2, install the roller bearing on primary pulley side.

NOTE:
- Use a new roller bearing.
- Make adjustment so that the press gets in contact with the center of ST2.

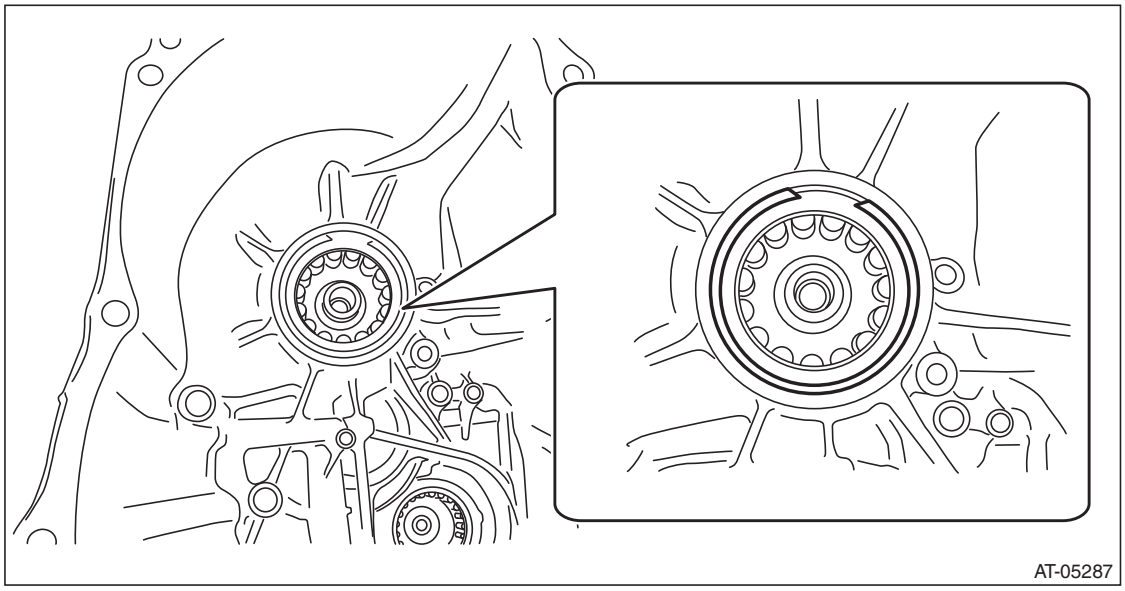
ST1 398177700 INSTALLER
ST2 20299AG010 PRESS SNAP RING



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4) Install the snap ring on primary pulley side.

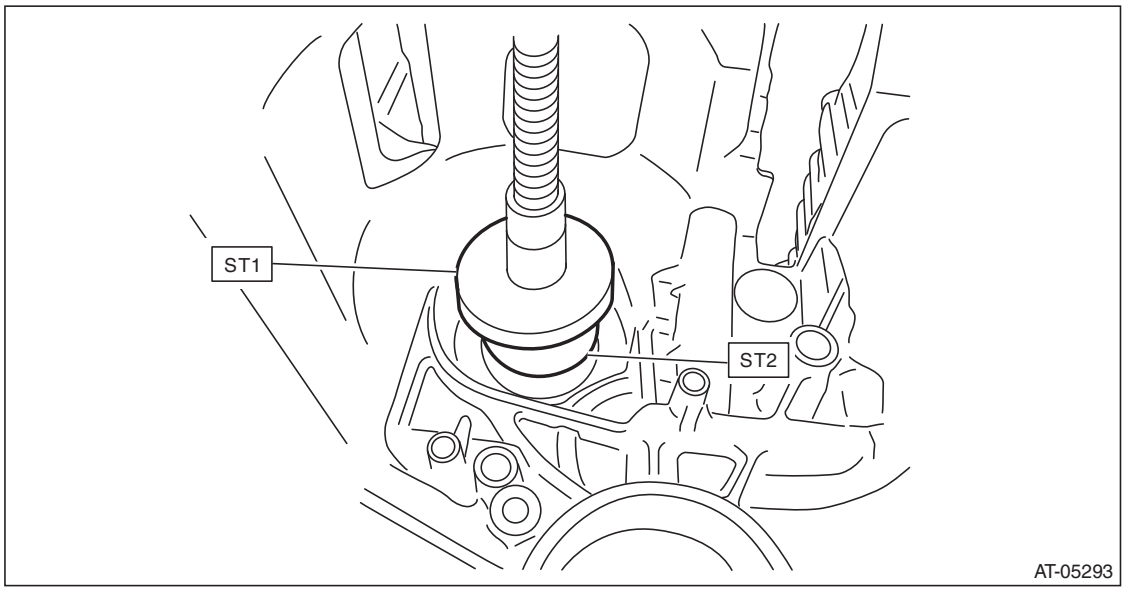
NOTE:
Use new snap rings.



5) Using ST1 and ST2, install the roller bearing on secondary pulley side.

NOTE:
- Use a new roller bearing.
- Make adjustment so that the press gets in contact with the center of ST2.

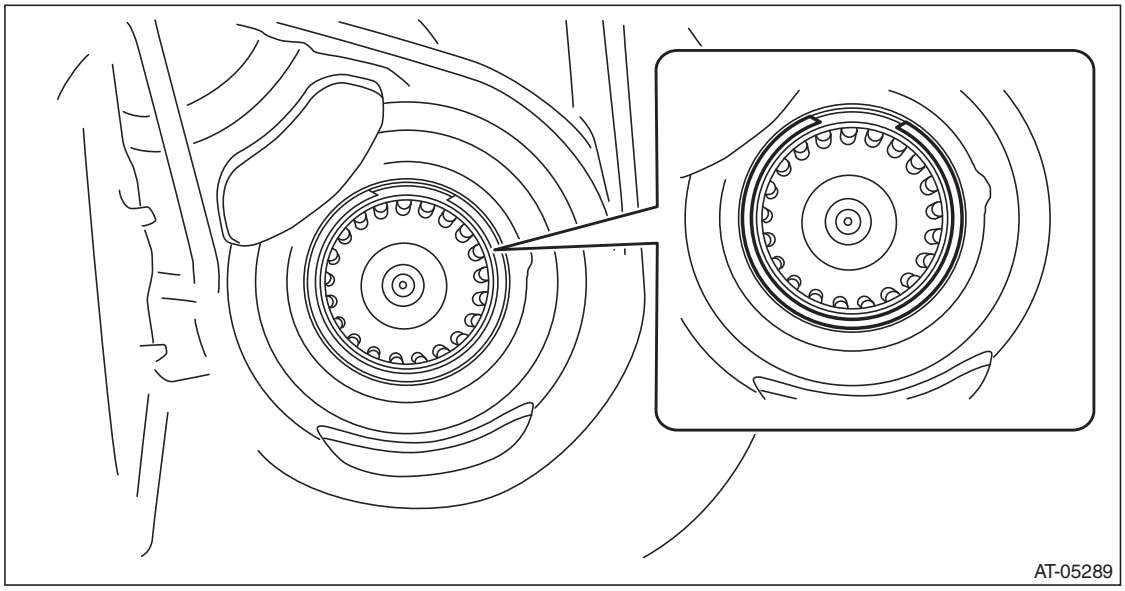
ST1 398177700 INSTALLER
ST2 499755602 PRESS SNAP RING



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6) Install the snap ring on secondary pulley side.

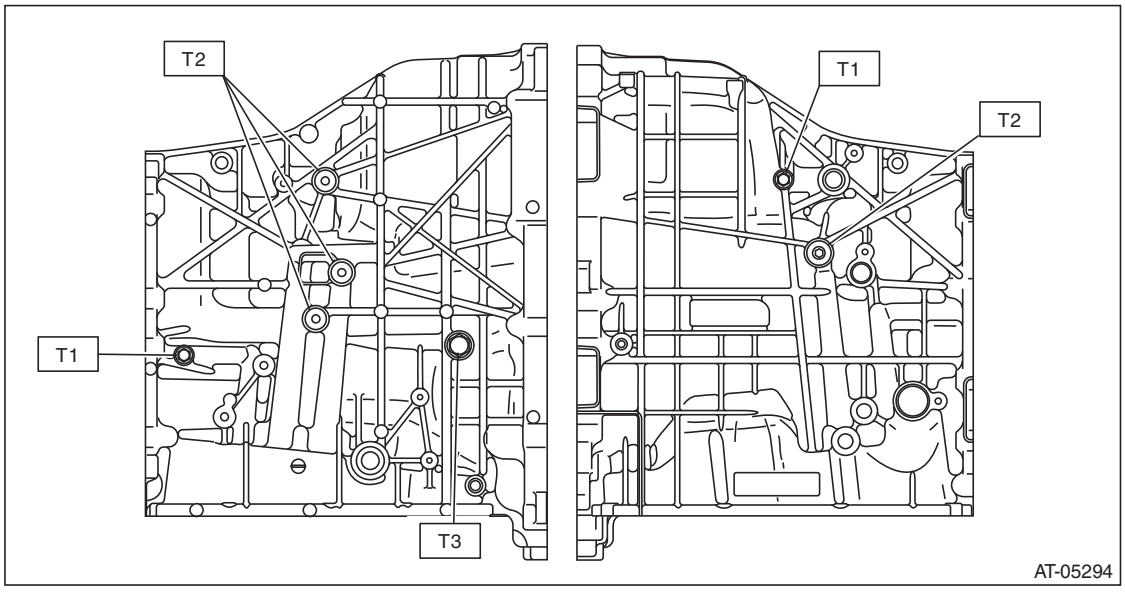
NOTE:
Use new snap rings.



7) Install all plugs.

NOTE:
Use new gaskets and O-rings.

Tightening torque:
T1: 13 N·m (1.3 kgf-m, 9.6 ft-lb)
T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T3: 35 N·m (3.5 kgf-m, 25.8 ft-lb)

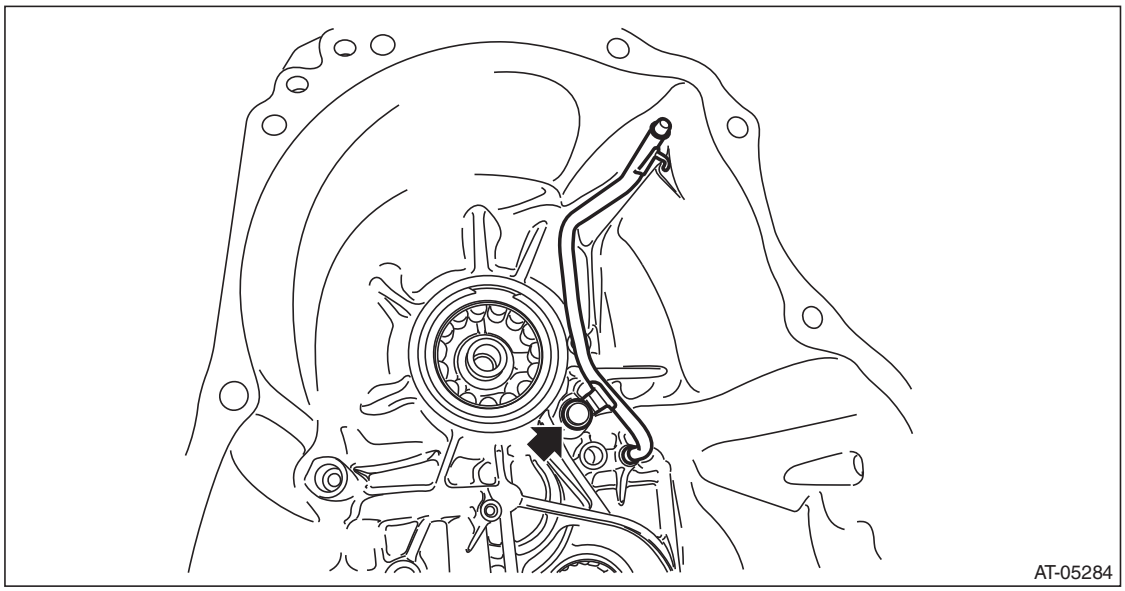


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8) Install the lubrication pipe and O-ring.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

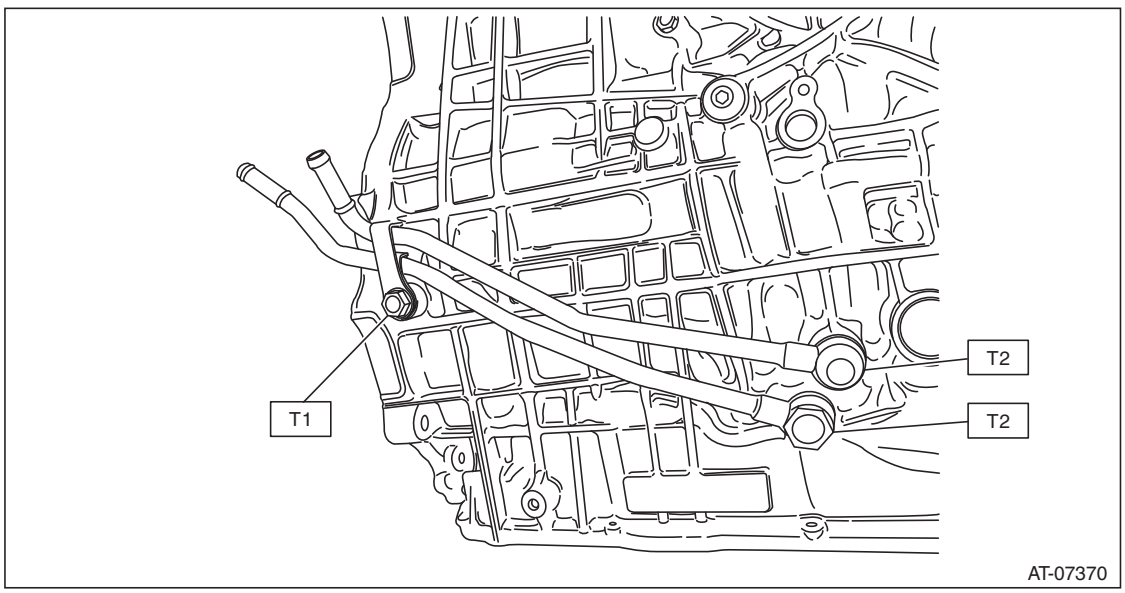
Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



9) Install the CVTF inlet pipe and CVTF outlet pipe.

NOTE:
Use a new gasket.

Tightening torque:
T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)
T2: 40 N·m (4.1 kgf-m, 29.5 ft-lb)



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E: INSPECTION

- Check the transmission case for damage.
- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check for leakage of CVTF from the connection between intermediate case and transmission case.
- Check the lubrication pipe for bend or damage.
- Check the bearing for smooth operation.
- Check the bearing for seizure or wear.

F: ADJUSTMENT

NOTE:
When replacing the transmission case with a new part, perform the following check and adjustment for the selection.

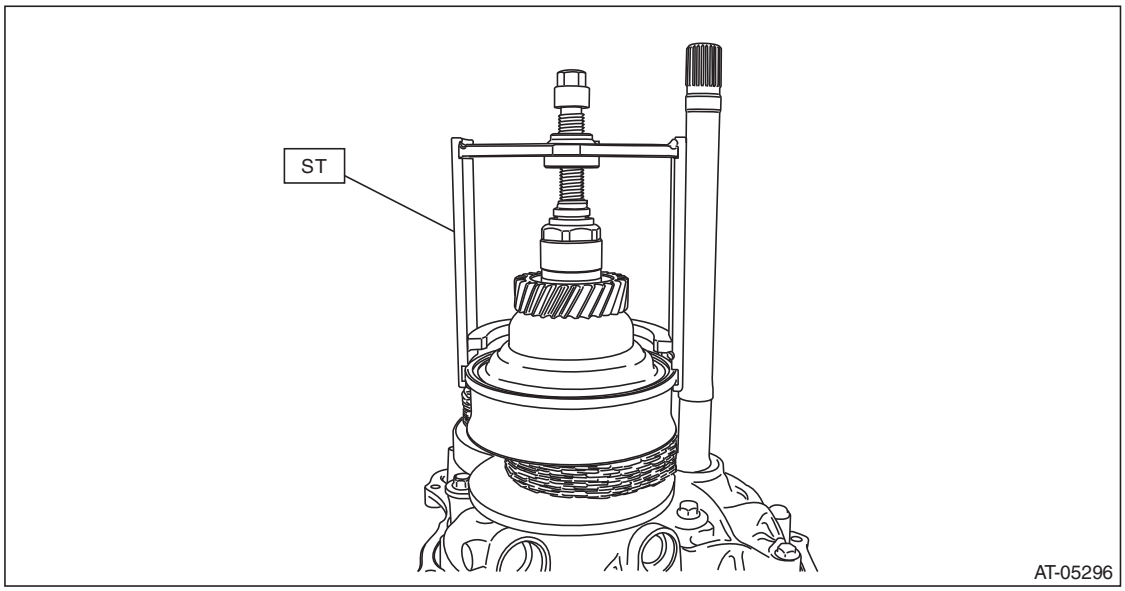
- Select the thrust bearing for the forward clutch assembly. <Ref. to CVT(TR690)-198, ADJUSTMENT, Forward Clutch Assembly.>
- Select the snap ring for the reduction gear. <Ref. to CVT(TR690)-206, ADJUSTMENT, Reduction Driven Gear.>

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41.Primary Pulley and Secondary Pulley

A: REMOVAL

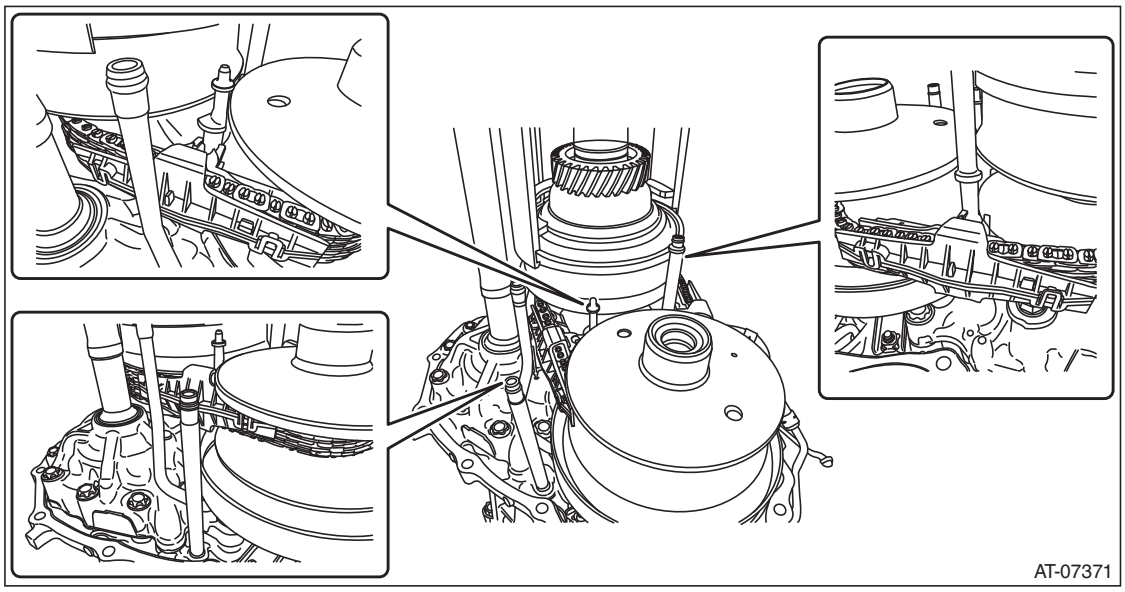
NOTE:
Always replace primary pulley and secondary pulley as an assembly because they are non-disassembled parts.
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
12) Set the ST to the secondary pulley, and expand the V groove of pulley until the variator chain gets completely loose.
ST 18769AA000 EXPANDER PULLEY



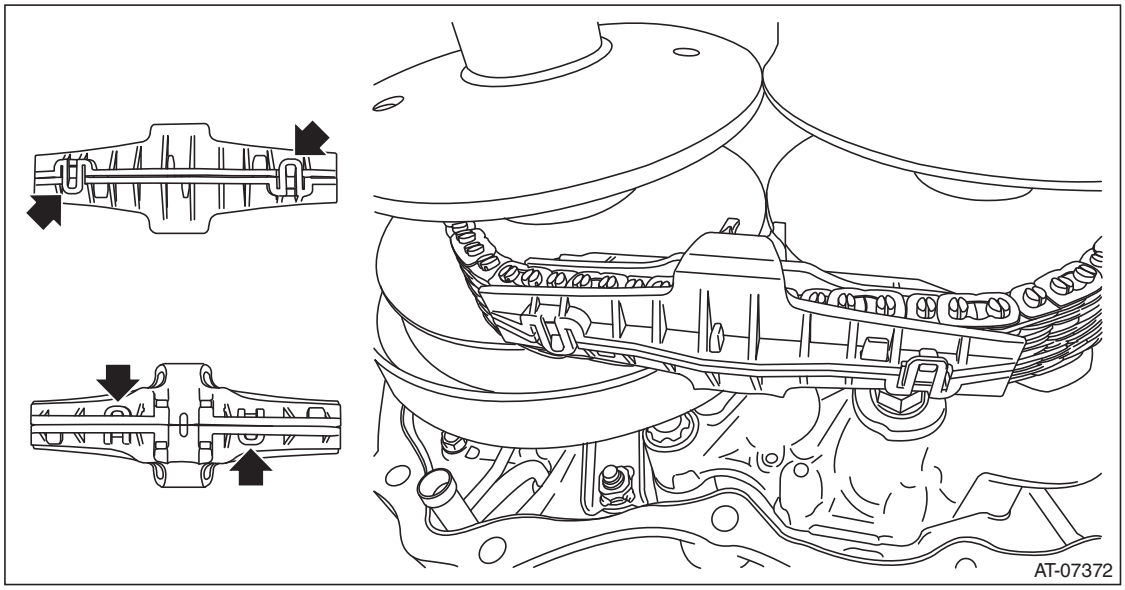
13) Remove the chain guide from lubrication pipe and support rod.

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14) Remove the lubrication pipe and support rod.

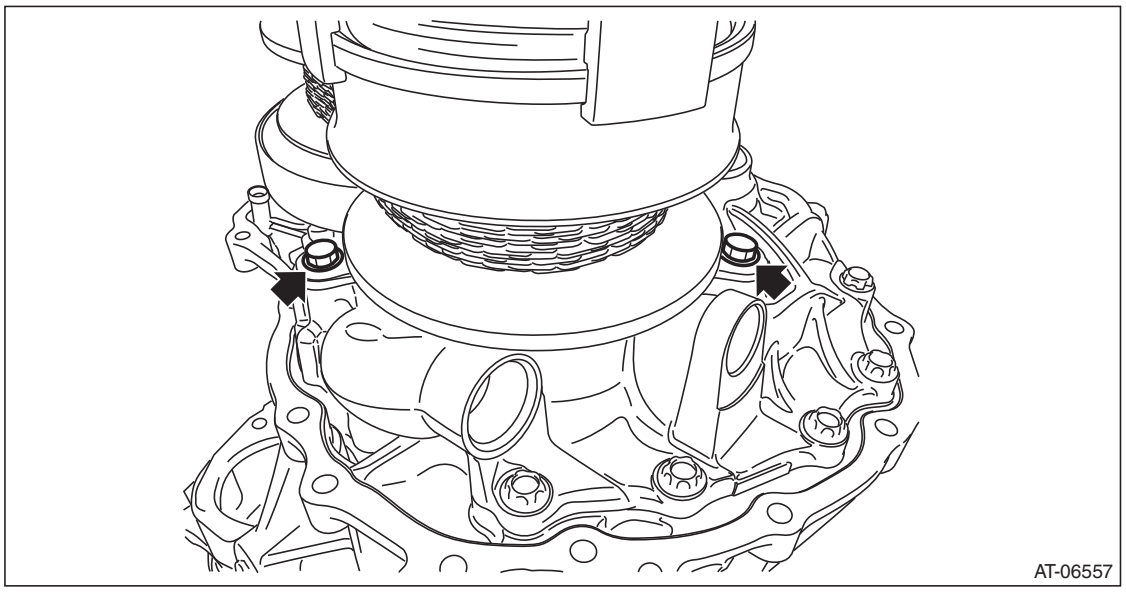


15) Detach the four claws to remove the two chain guides.



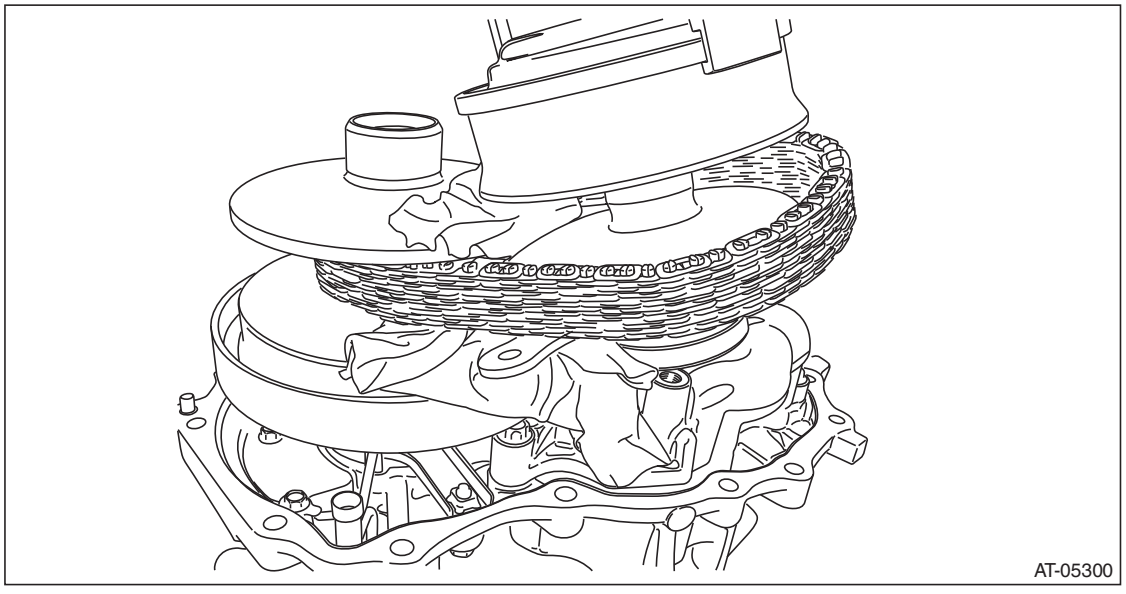
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16) Remove the secondary pulley mounting bolt.



17) Remove the secondary pulley from drive pinion retainer and intersect the V groove of secondary pulley and V groove of primary pulley. Remove the variator chain from secondary pulley and remove the secondary pulley.

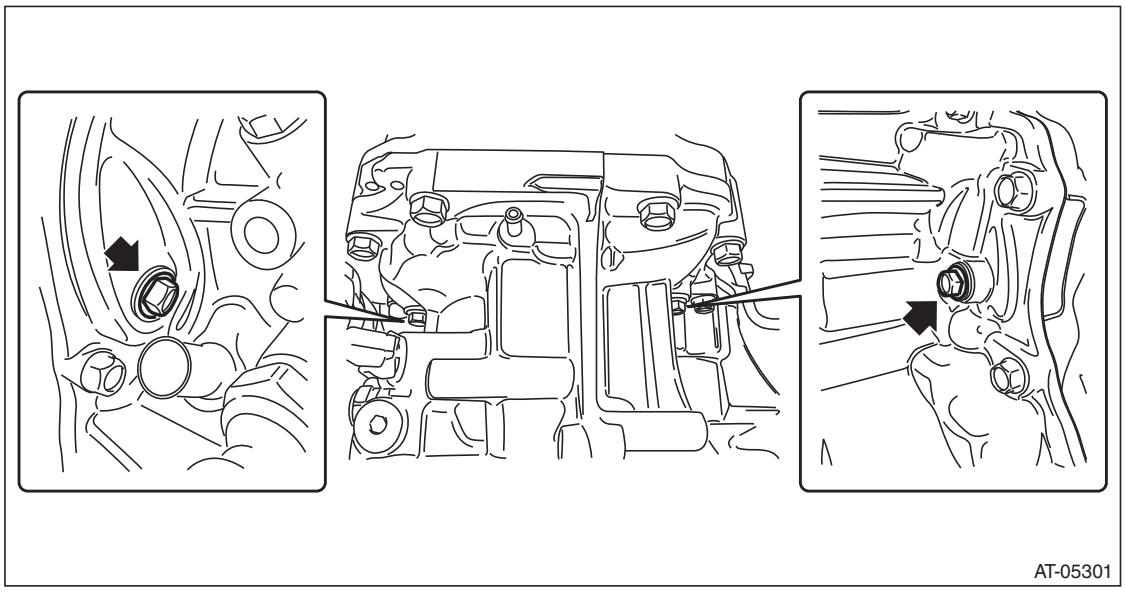
CAUTION:
Cover the V grooves of secondary pulley and primary pulley with cloth to protect the both pulleys and variator chain from scratching.



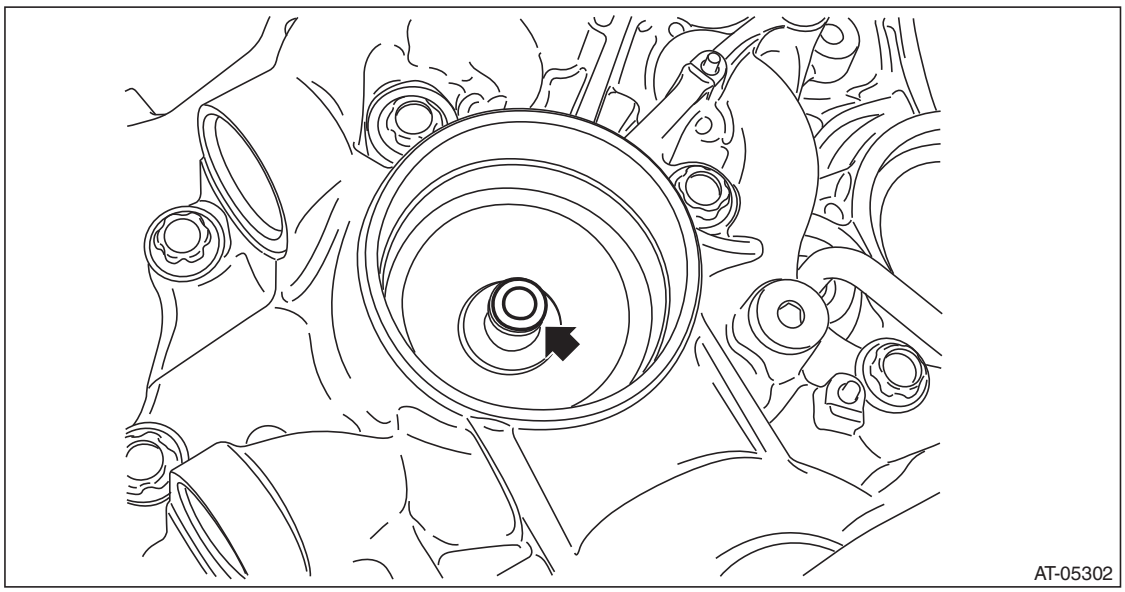
18) Remove the variator chain from primary pulley.

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19) Remove the primary pulley mounting bolt.

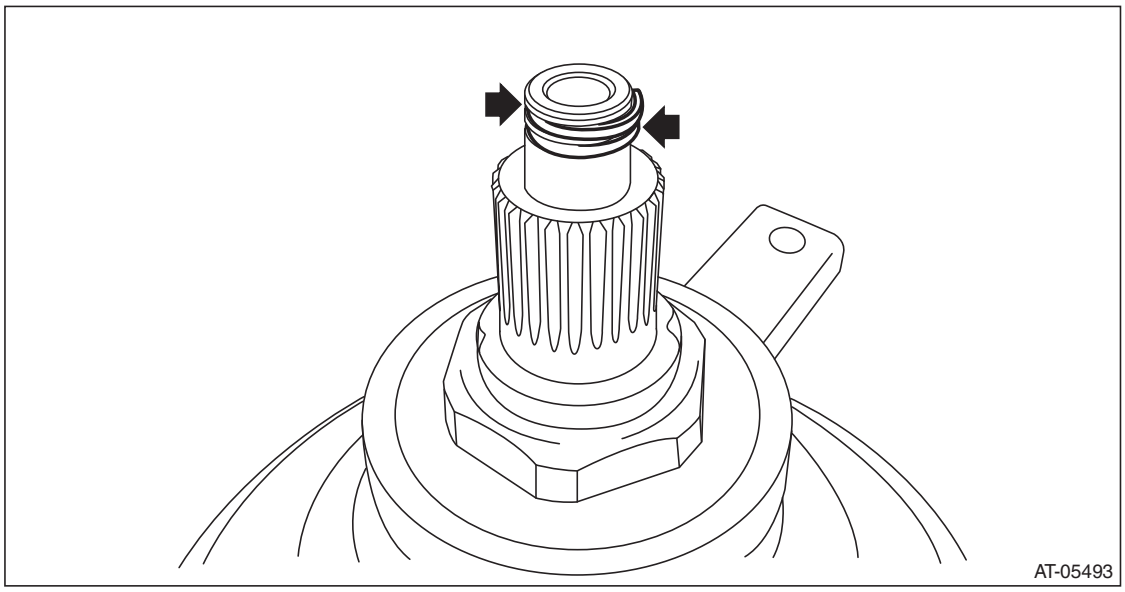


20) Remove the primary pulley.
21) Remove the two seal rings from drive pinion retainer.



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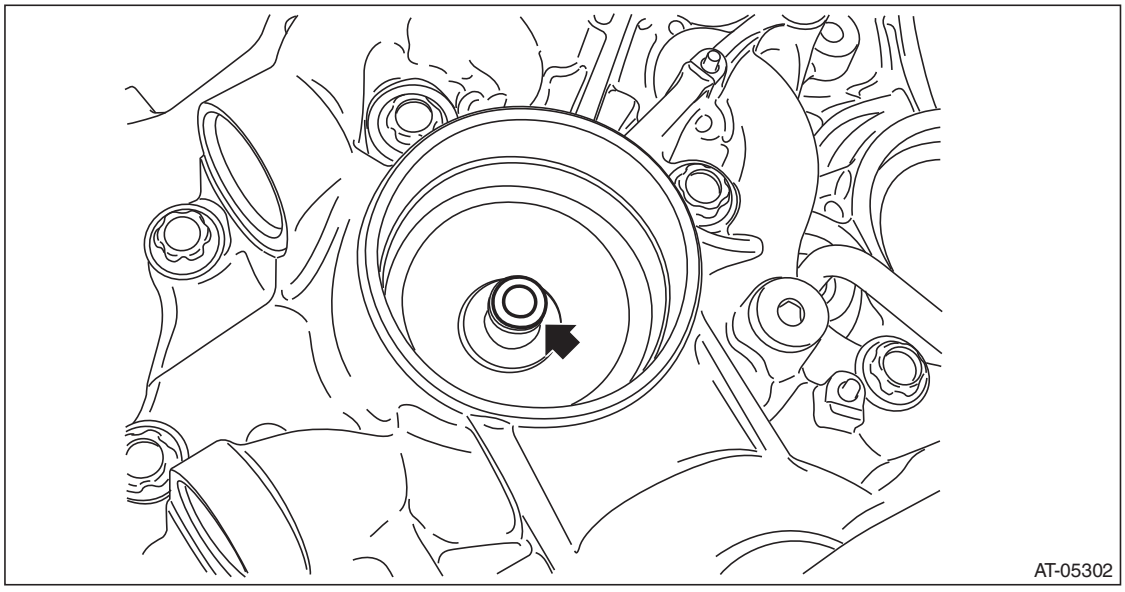
22) Remove the two seal rings from primary pulley.



B: INSTALLATION

1) Select shims for pulley alignment. <Ref. to CVT(TR690)-237, ADJUSTMENT, Primary Pulley and Secondary Pulley.>
2) Install the two seal rings to drive pinion retainer.

NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.
- When installing the seal ring, do not expand the seal ring too much.

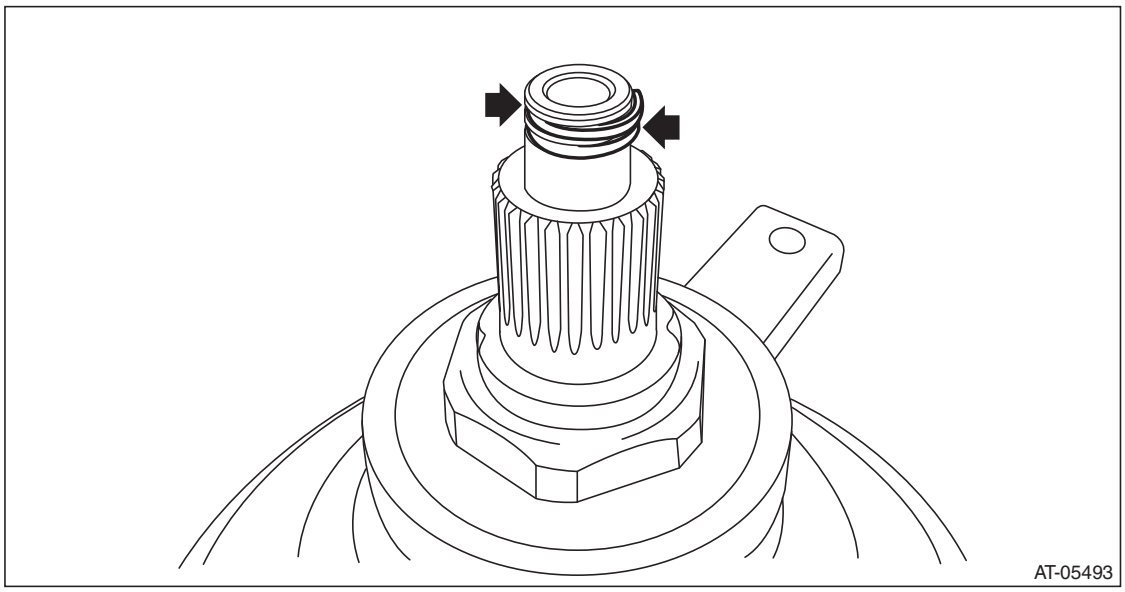


3) Install the selected shims to the primary pulley bearing catch surface.

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4) Install the two seal rings to primary pulley.

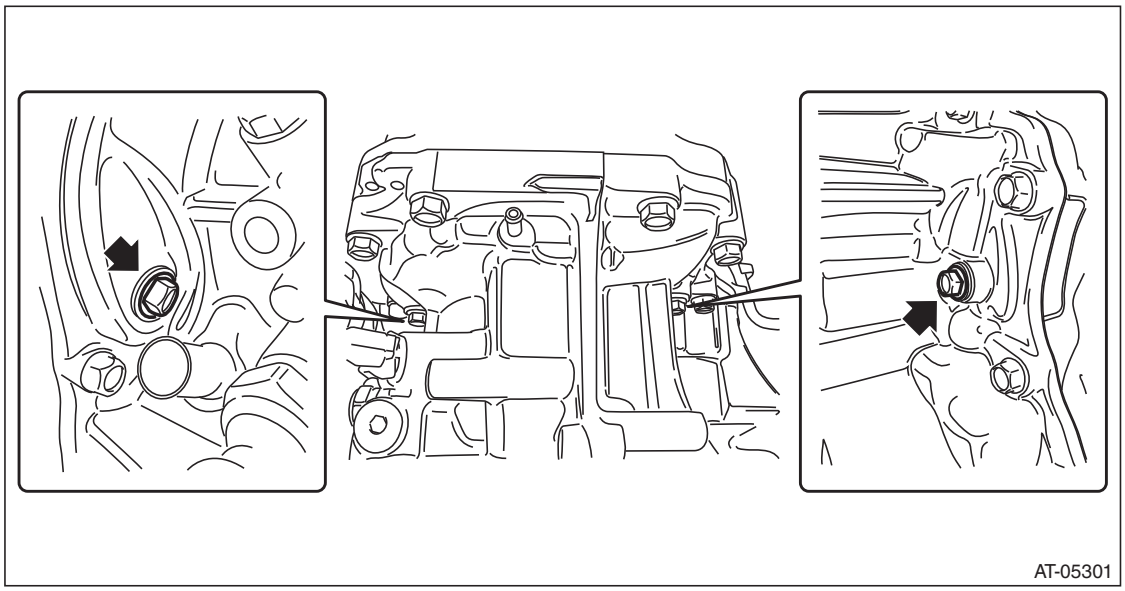
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.



5) Install the primary pulley and adjust the position of bolt holes of primary bearing retainer and converter case to tighten the primary pulley bolt.

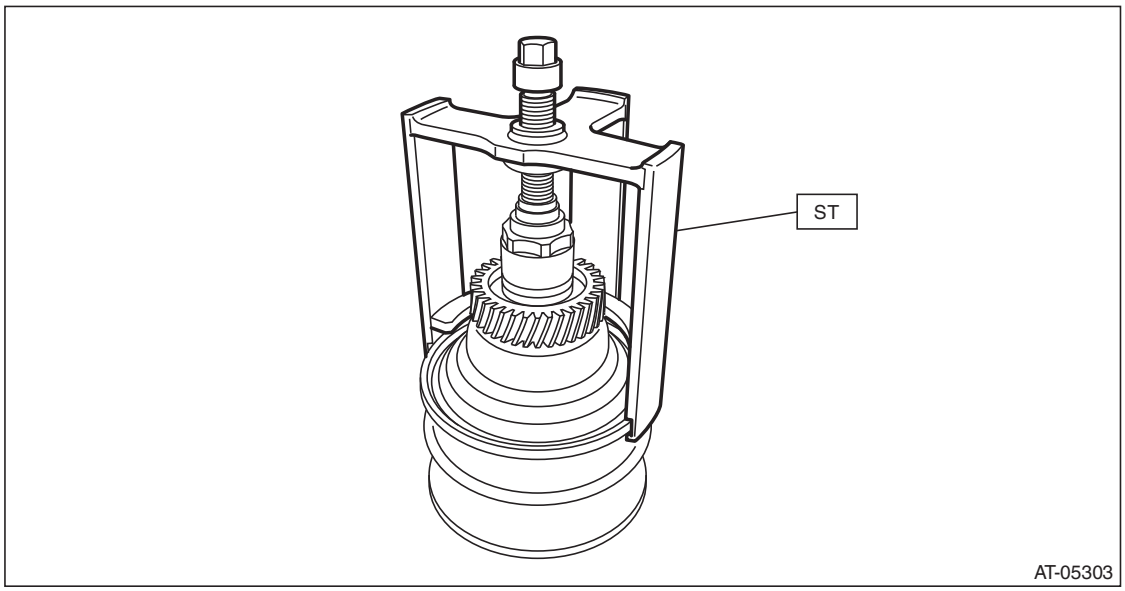
NOTE:
Use a new seal washer.

Tightening torque:
21 N·m (2.1 kgf-m, 15.5 ft-lb)



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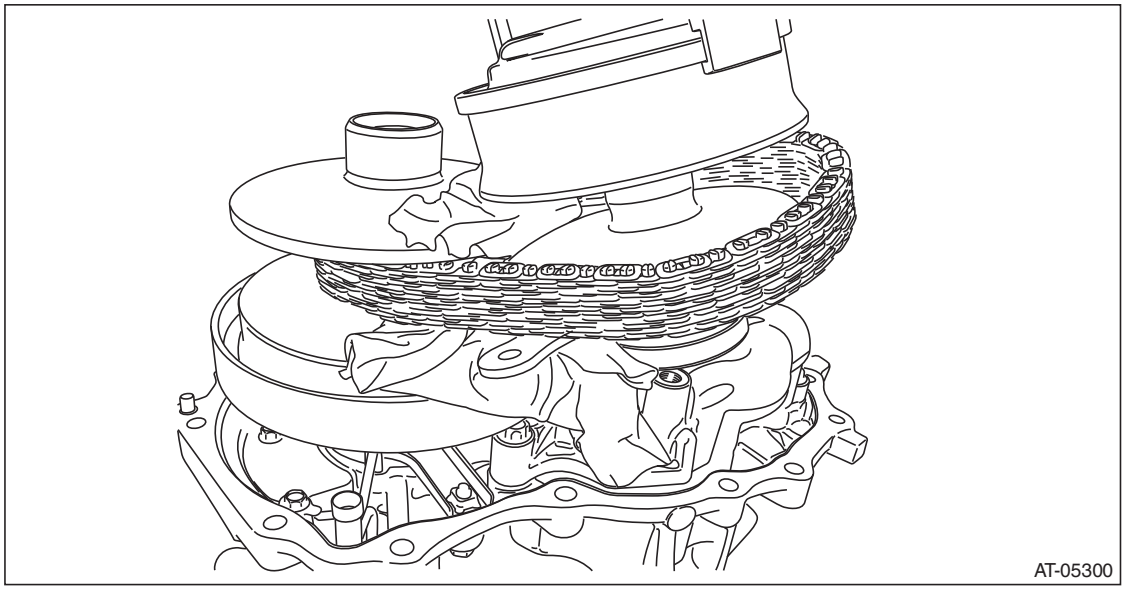
6) Set the ST to secondary pulley and expand the V groove of pulley.
ST 18769AA000 EXPANDER PULLEY



7) Place the variator chain on the primary pulley groove and attach the secondary pulley and variator chain together to the drive pinion retainer.

CAUTION:
Cover the V grooves of primary pulley and secondary pulley with cloth to protect the both pulleys and variator chain from scratching.

(1) Place the variator chain on primary pulley.
(2) Intersect the V groove of primary pulley and the V groove of secondary pulley and install the secondary pulley while placing the variator chain on secondary pulley.



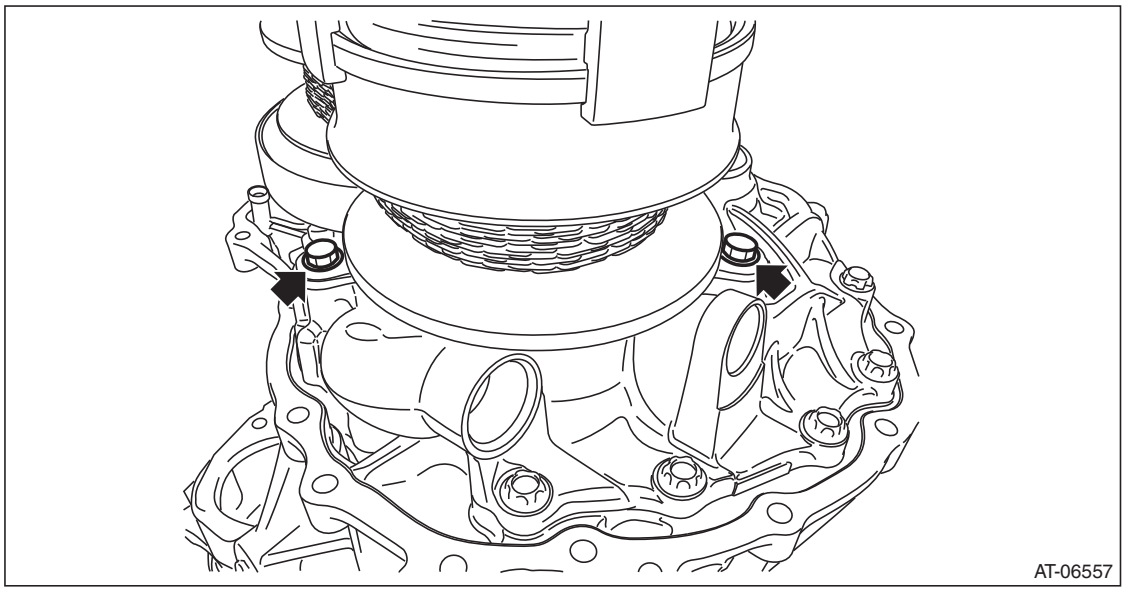
(3) While aligning the bolt hole of secondary bearing retainer and the bolt hole of driving pinion retainer, install the secondary pulley to drive pinion retainer.

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8) Install the secondary pulley bolt.

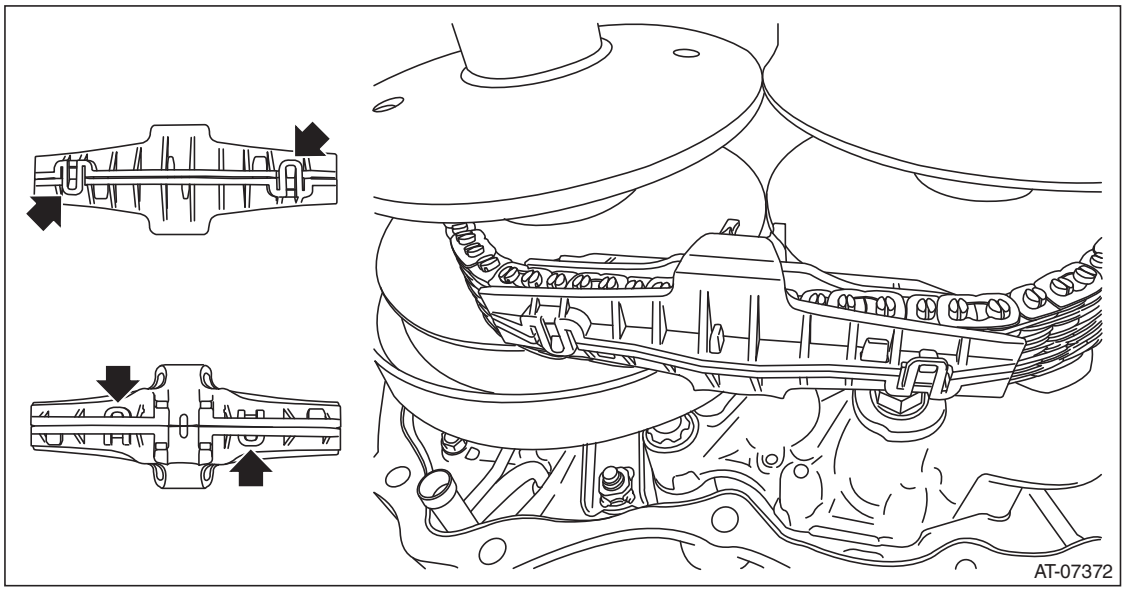
NOTE:
Apply CVTF to the bolt.

Tightening torque:
33 N·m (3.4 kgf-m, 24.3 ft-lb)



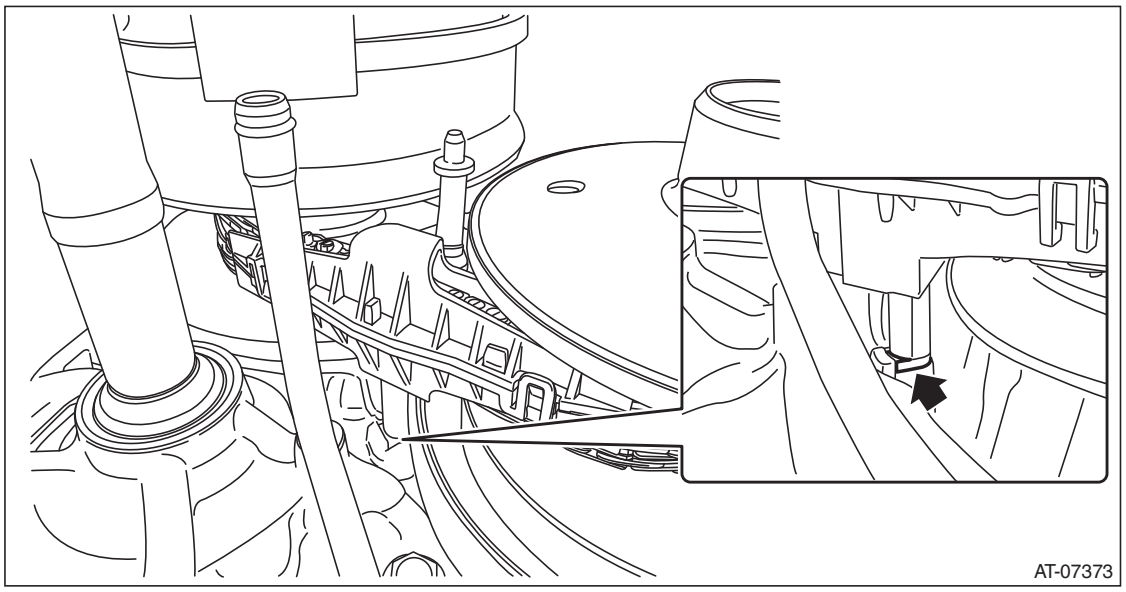
9) Install the chain guide.

NOTE:
Install it with two claws facing outward and with two claws facing inward.

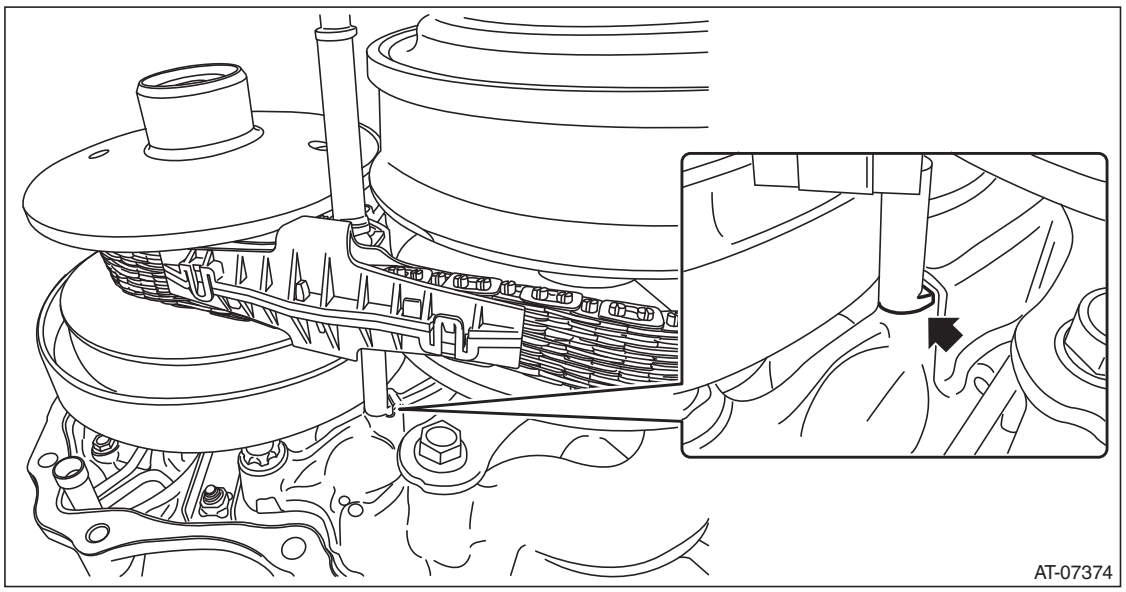


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10) Engage the cutout portions of support rod and drive pinion retainer and install the support rod.

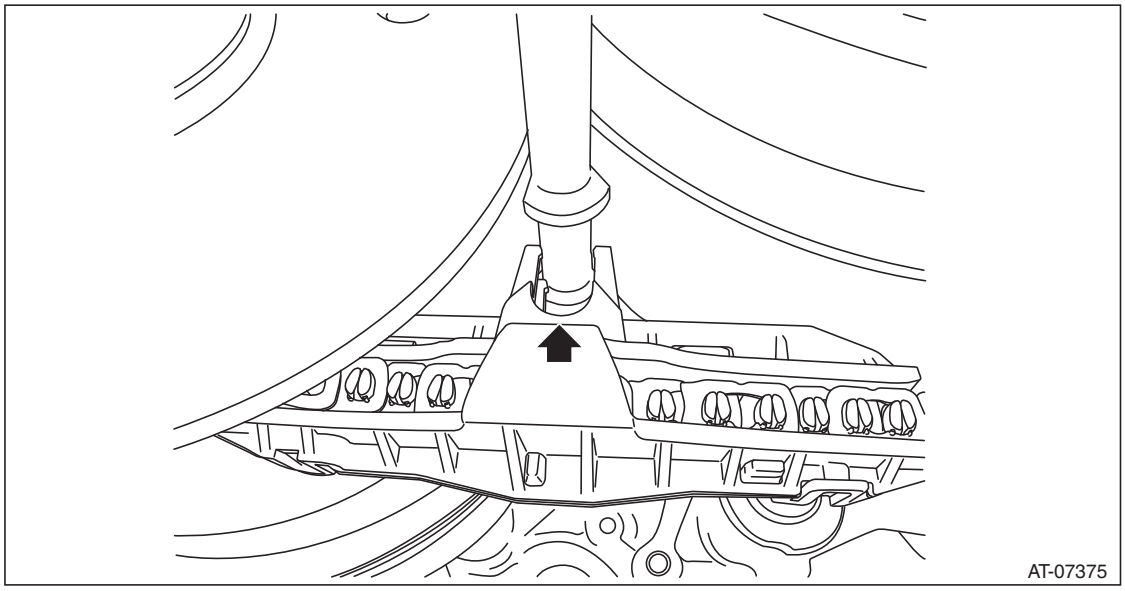


11) Engage the cutout portions of lubrication pipe and drive pinion retainer and install the lubrication pipe.



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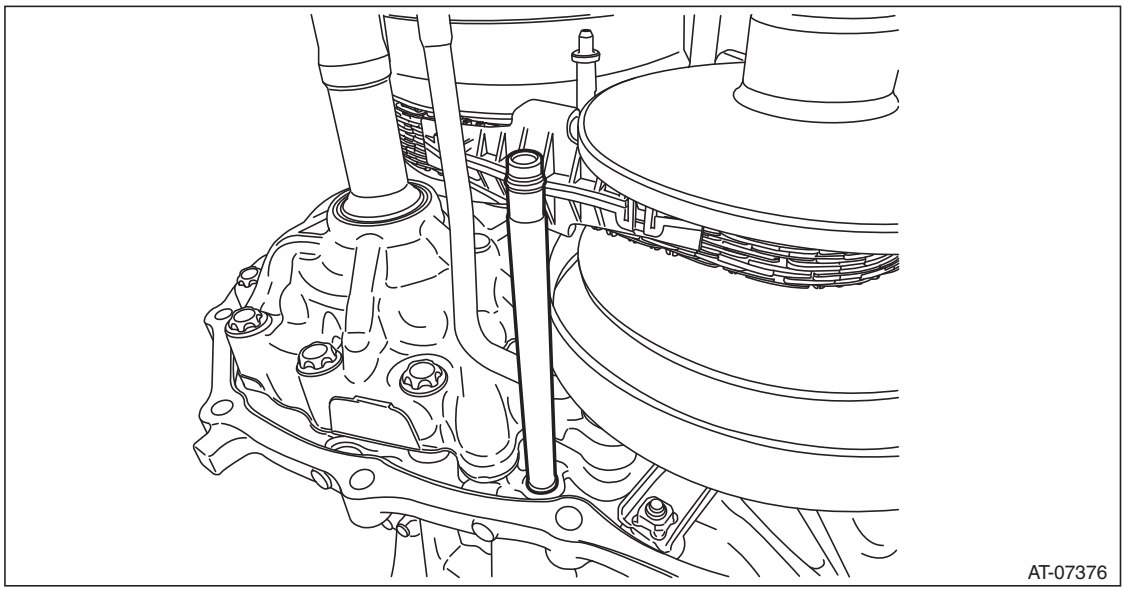
12) Install the chain guide so that the lubrication pipe and support rod run through between the protrusions of each chain guide. Then remove the ST (EXPANDER PULLEY).



13) Install the O-ring to the lubrication pipe.

NOTE:
Use new O-rings.

14) Install the lubrication pipe.



15) Install the transmission case. <Ref. to CVT(TR690)-213, INSTALLATION, Transmission Case.>
16) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
17) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
18) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
19) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
20) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
21) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
22) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
23) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>

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24) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

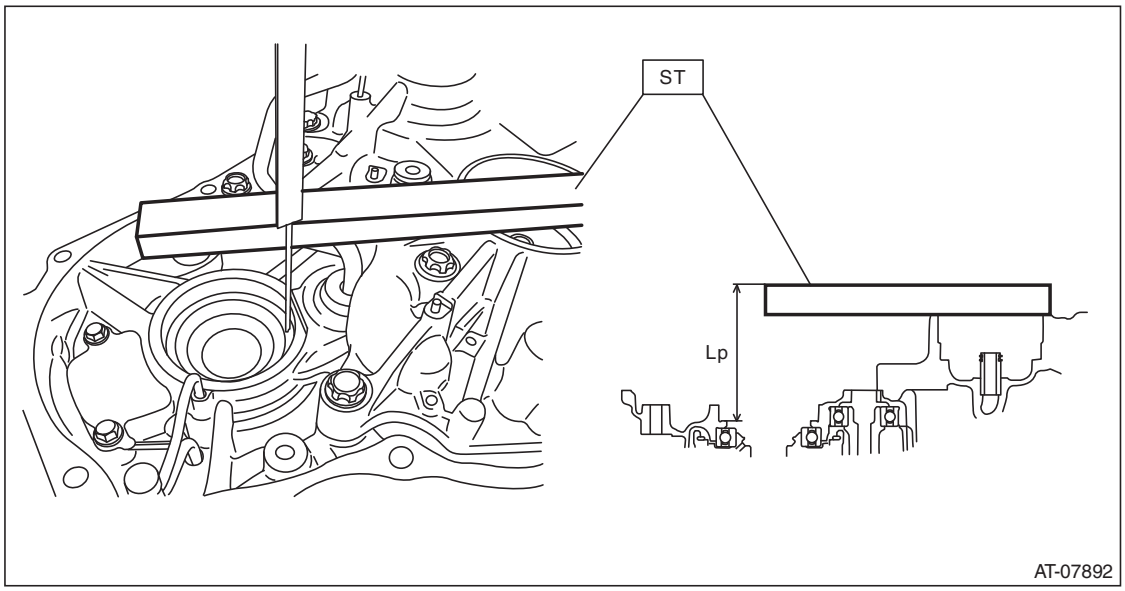
C: INSPECTION

- Check the surface of primary and secondary pulley cones for damage or wear.
- Check the primary and secondary pulley for damage.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

D: ADJUSTMENT

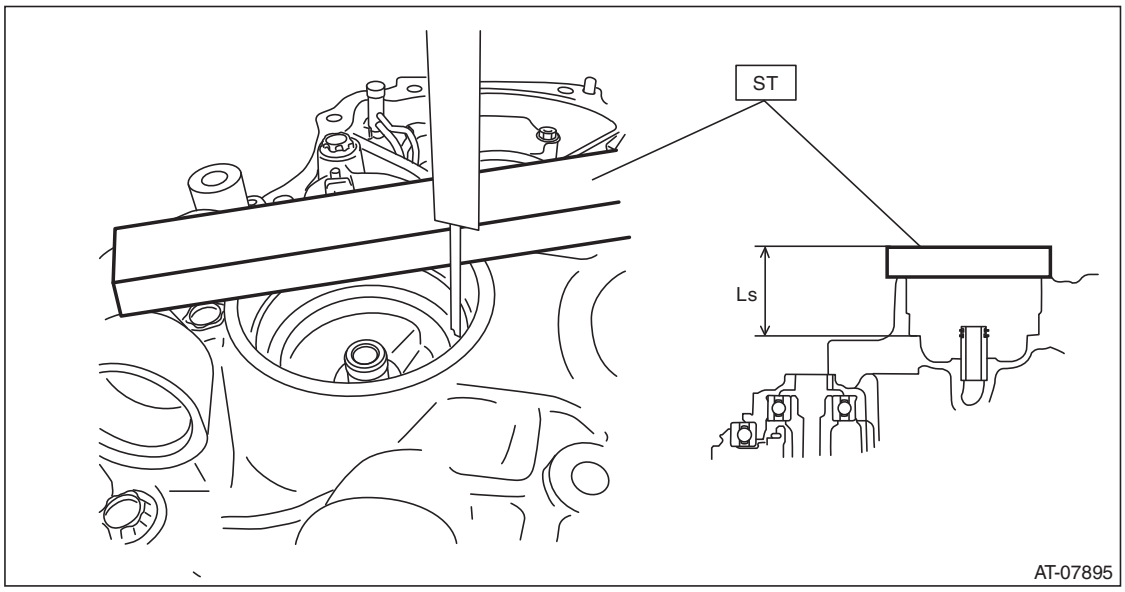
1. PROCEDURE IN REPLACEMENT OF PRIMARY AND SECONDARY PULLEY, OR IN REPLACEMENT OF PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN

1) Measure depth “Lp” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



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2) Measure height “Ls” from the drive pinion retainer upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



3) Calculate the following formula.
Calculation formula:
T (mm) = B + (Lp – Ls) + 31.601 – A
[T (in) = B + (Lp – Ls) + 1.224 – A]
T: Pulley alignment
A: Specified primary pulley dimension
B: Specified secondary pulley dimension
Lp: Depth from the ST upper face to the primary pulley bearing catch surface
Ls: Depth from the ST upper face to the secondary pulley bearing catch surface
31.601 mm (1.224 in): Constant

Pulley alignment T mm (in)	Shim thickness mm (in)
0.050 — 0.150 (0.002 — 0.006)	0.1 (0.004)
0.151 — 0.250 (0.006 — 0.01)	0.2 (0.008)
0.251 — 0.350 (0.01 — 0.014)	0.3 (0.012)
0.351 — 0.450 (0.014 — 0.018)	0.4 (0.016)
0.451 — 0.550 (0.018 — 0.022)	0.5 (0.020)
0.551 — 0.650 (0.022 — 0.026)	0.6 (0.024)
0.651 — 0.750 (0.026 — 0.030)	0.7 (0.028)
0.751 — 0.850 (0.030 — 0.033)	0.8 (0.031)
0.851 — 0.950 (0.033 — 0.037)	0.9 (0.035)

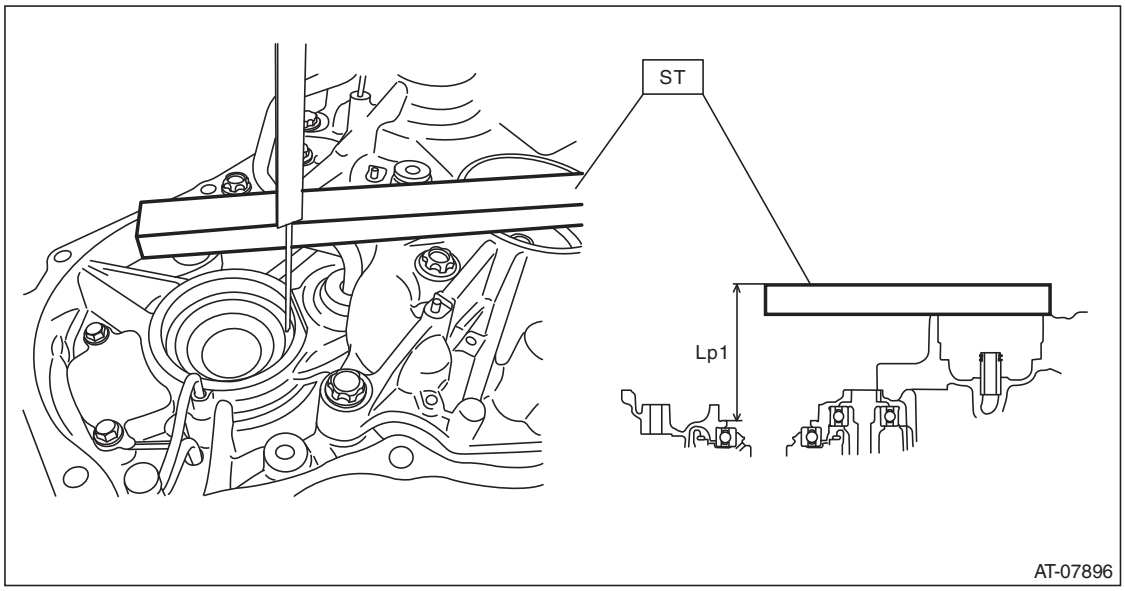
4) Select one to two shims so that the total thickness meets the value obtained from step 3).

Part No.	Shim thickness mm (in)
32451AA000	0.1 (0.004)
32451AA010	0.2 (0.008)
32451AA020	0.3 (0.012)
32451AA030	0.4 (0.016)
32451AA040	0.5 (0.020)

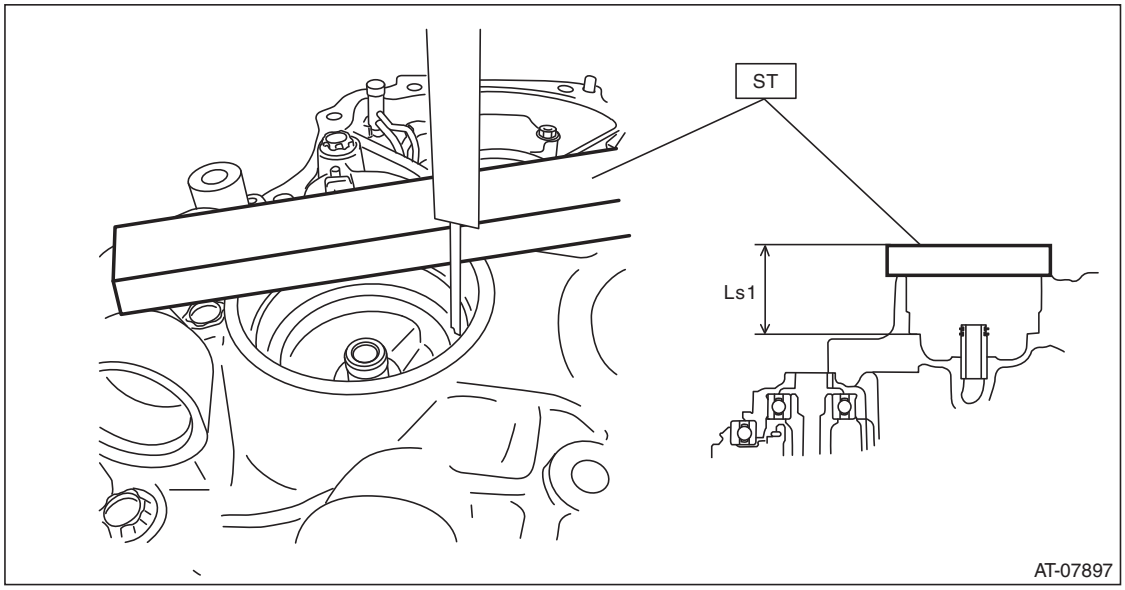
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2. PROCEDURE WHEN REPLACING ONLY DRIVE PINION RETAINER OR CONVERTER CASE

1) Clean the mating surface of current drive pinion retainer and converter case.
2) Measure and record the shim thickness that is attached on the current converter case.
3) Using the current drive pinion retainer, measure depth “Lp1” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



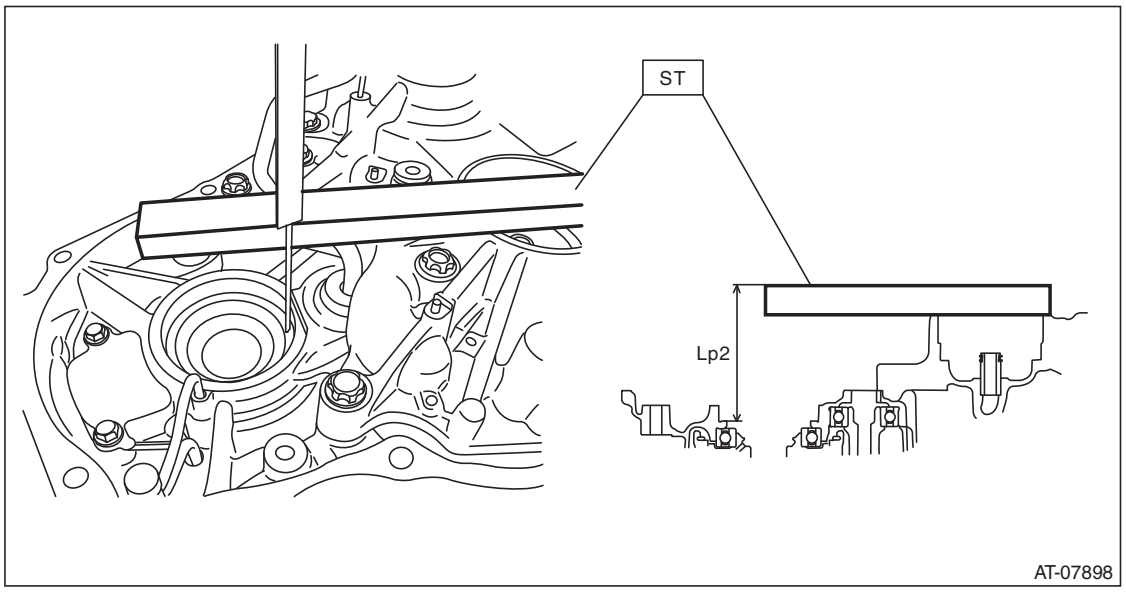
4) Using the current drive pinion retainer or current converter case, measure depth “Ls1” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



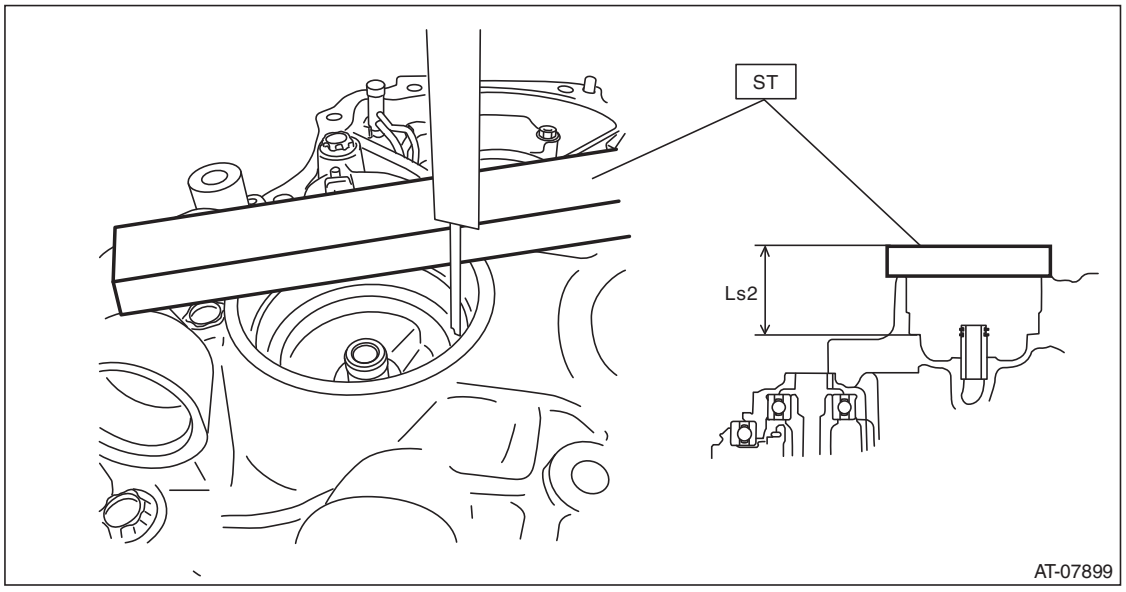
5) Calculate the “LD1” using the following formula and record it.
Calculation formula:
LD1 mm (in) = Lp1 – Ls1
LD1: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp1: Depth from the ST upper face to the primary pulley bearing catch surface
Ls1: Depth from the ST upper face to the secondary pulley bearing catch surface

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6) Using the new drive pinion retainer or new converter case, measure depth “Lp2” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



7) Using the new drive pinion retainer or new converter case, measure depth “Ls2” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



8) Calculate the “LD2” using the following formula and record it.
Calculation formula:
LD2 mm (in) = Lp2 – Ls2
LD2: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp2: Depth from the ST upper face to the primary pulley bearing catch surface
Ls2: Depth from the ST upper face to the secondary pulley bearing catch surface

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9) Calculate the recorded values of “LD1” and “LD2” to obtain the positive number to select the shims.
Calculation formula: T1 mm (in) = LD1 – LD2 or T2 mm (in) = LD2 – LD1
T1, T2: Difference between new drive pinion retainer or new converter case and current drive pinion retainer or current converter case
LD1: Calculated value of current drive pinion retainer or current converter case
LD2: Calculated value of new drive pinion retainer or new converter case

Difference of the case (T1) mm (in)	Shim selection procedure
0 — 0.020 (0 — 0.00078)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.021 — 0.070 (0.000827 — 0.00275)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.071 — 0.125 (0.00279 — 0.00492)	Select the shim 0.1 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.126 — 0.170 (0.00496 — 0.00669)	Select the shim 0.1 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.171 — 0.230 (0.00673 — 0.00905)	Select the shim 0.2 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.231 — 0.250 (0.00909 — 0.00984)	Select the shim 0.3 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.251 — 0.300 (0.00988 — 0.01181)	Select the shim 0.3 mm thinner than the shim that is used on primary pulley side of the current converter case.

Difference of the case (T2) mm (in)	Shim selection procedure
0 — 0.020 (0 — 0.00078)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.021 — 0.080 (0.000827 — 0.00315)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.081 — 0.100 (0.00318 — 0.00393)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.101 — 0.120 (0.00397 — 0.00472)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.121 — 0.180 (0.00476 — 0.00708)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.181 — 0.220 (0.00712 — 0.00866)	Select the shim 0.2 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.221 — 0.280 (0.00870 — 0.01102)	Select the shim 0.2 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.281 — 0.300 (0.01106 — 0.01181)	Select the shim 0.3 mm thicker than the shim that is used on primary pulley side of the current converter case.

Part No.	Shim thickness mm (in)
32451AA000	0.1 (0.004)
32451AA010	0.2 (0.008)
32451AA020	0.3 (0.012)
32451AA030	0.4 (0.016)
32451AA040	0.5 (0.020)

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42. Variator Chain

A: REMOVAL

For removal of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>

B: INSTALLATION

For installation of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>

C: INSPECTION

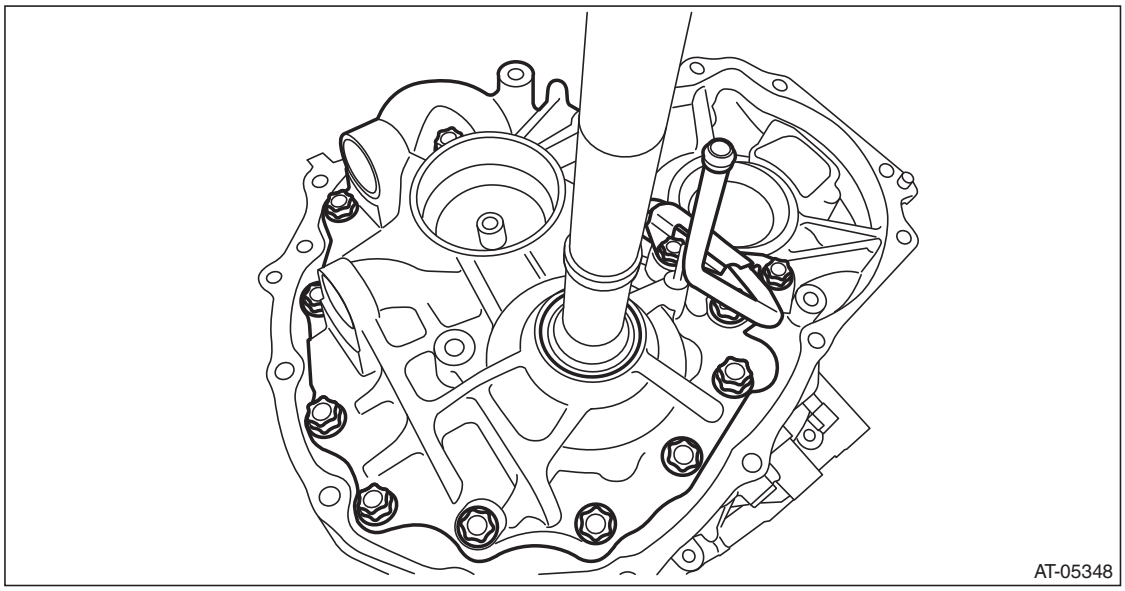
Check the variator chain for damage and wear.

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43.Drive Pinion Shaft Assembly

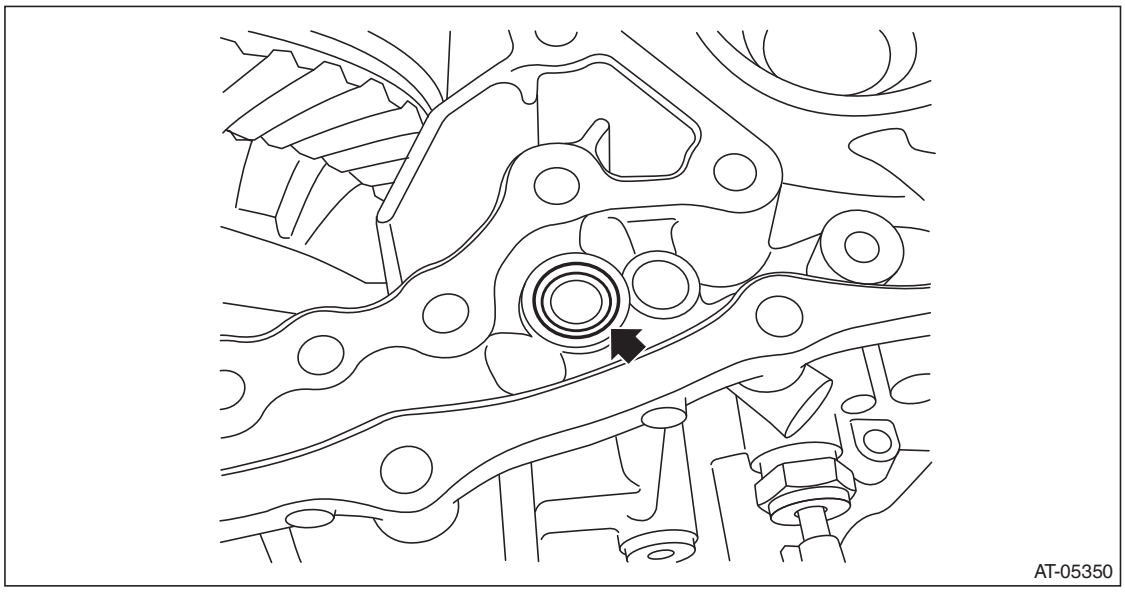
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Using the ST, remove the drive pinion retainer and lubrication pipe.
ST 18270KA020 SOCKET (E20)

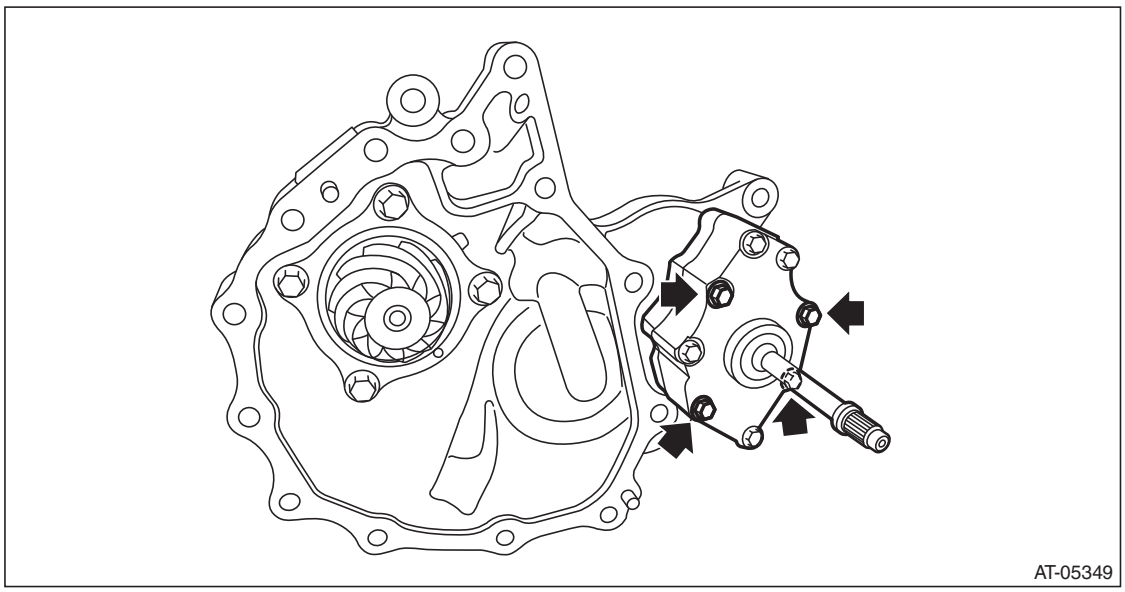


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14) Remove the O-ring.

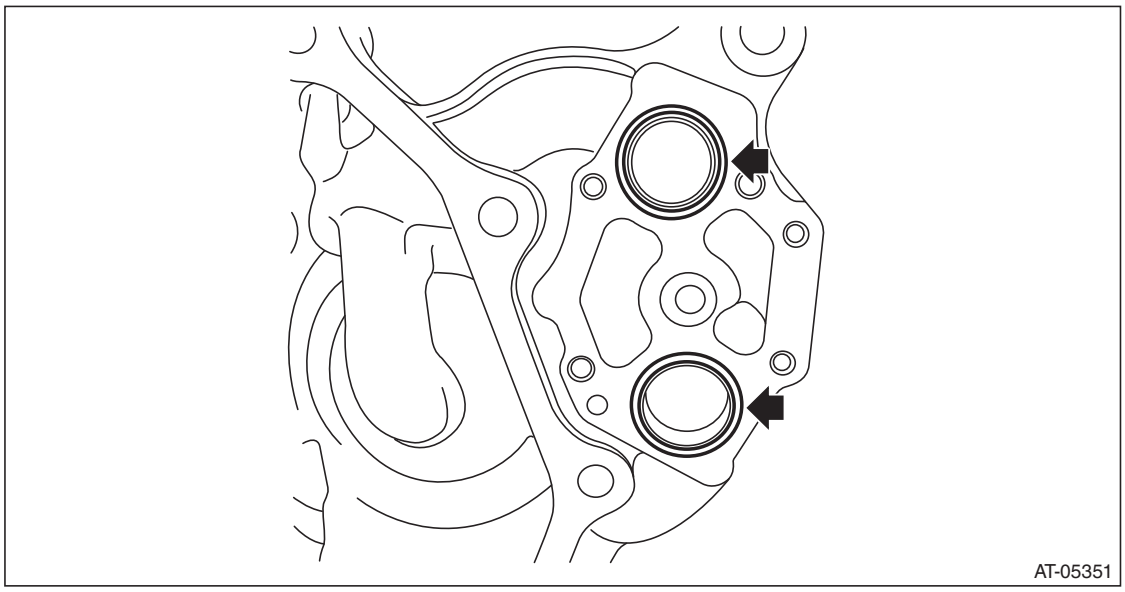


15) Remove the oil pump and the plate.



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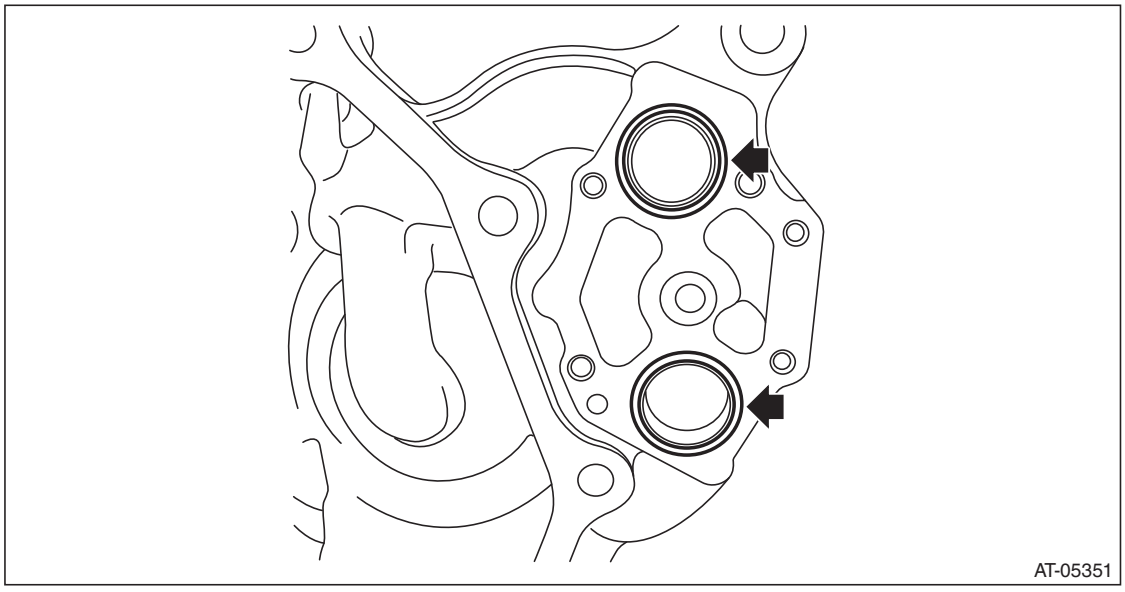
16) Remove the O-ring.



B: INSTALLATION

1) Clean the mating surface of drive pinion retainer and converter case.
2) Adjust the backlash and tooth contact between drive pinion shaft assembly and the front differential side gear. <Ref. to CVT(TR690)-258, ADJUSTMENT, Drive Pinion Shaft Assembly.>
3) Install the O-ring for oil pump to drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

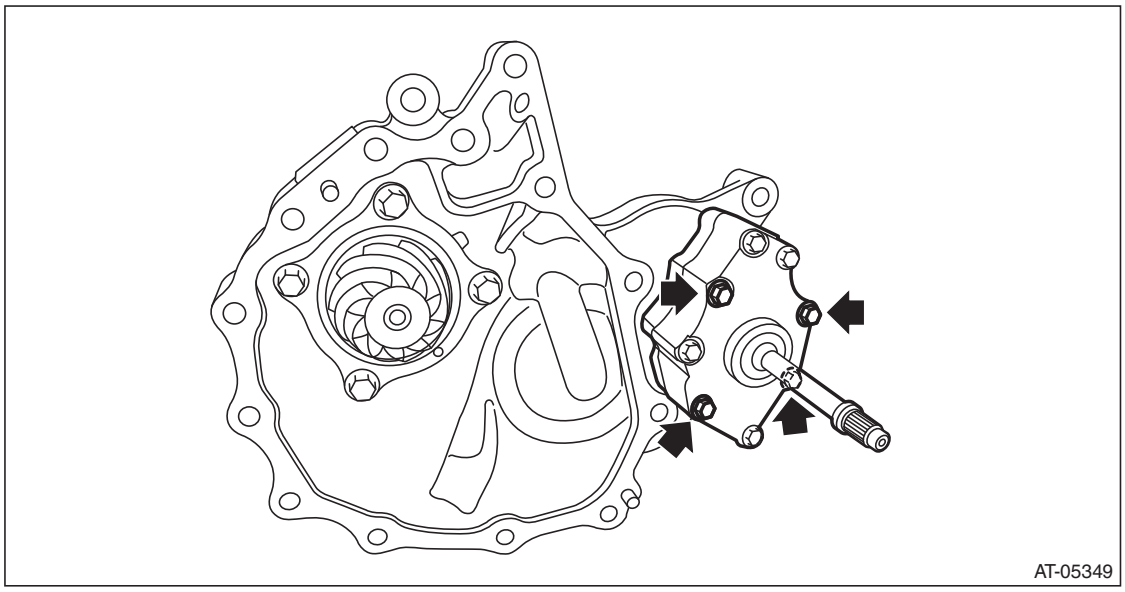


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4) Install the plate and the oil pump.

NOTE:
Apply CVTF to the bolt.

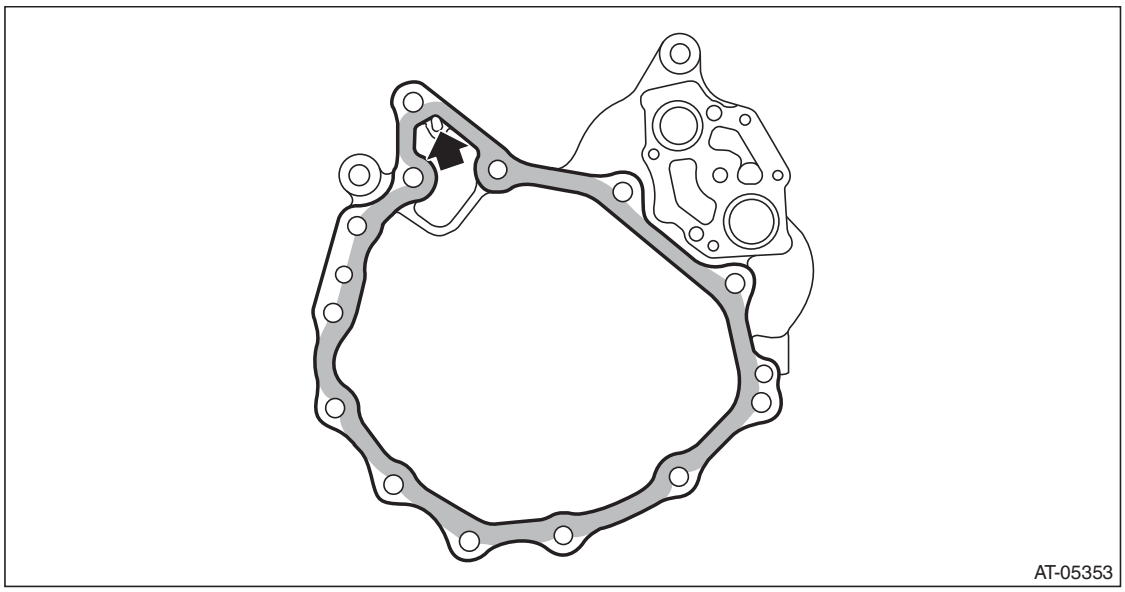
Tightening torque:
8.5 N·m (0.9 kgf-m, 6.3 ft-lb)



5) Apply liquid gasket seamlessly to the mating surface of drive pinion retainer.

NOTE:
Be careful not to block the arrowed hole when applying liquid gasket.

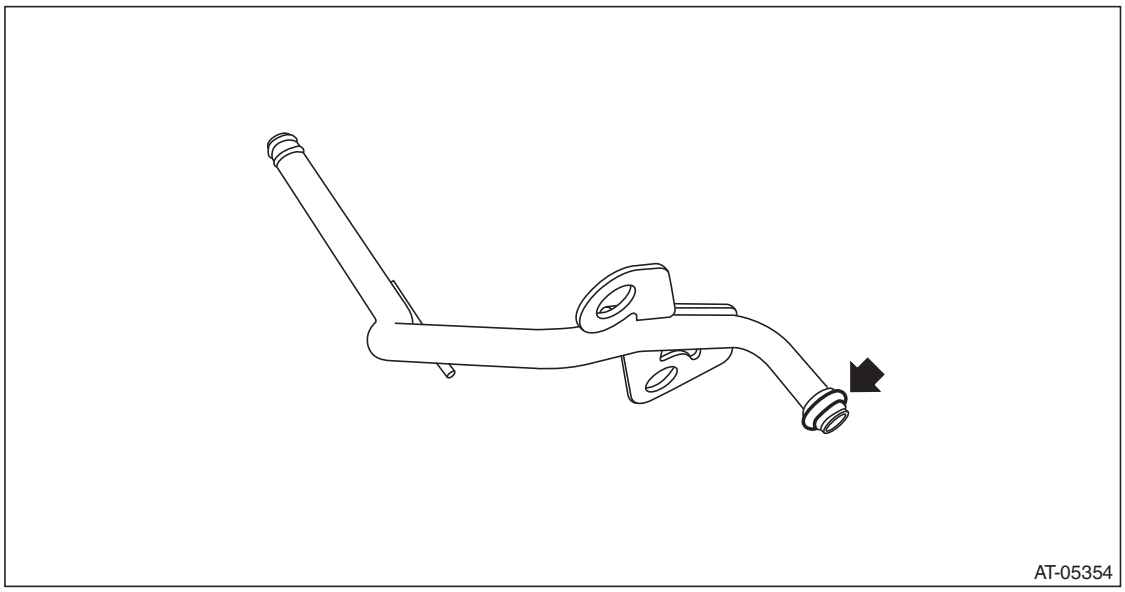
Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



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6) Install the O-ring to the lubrication pipe.

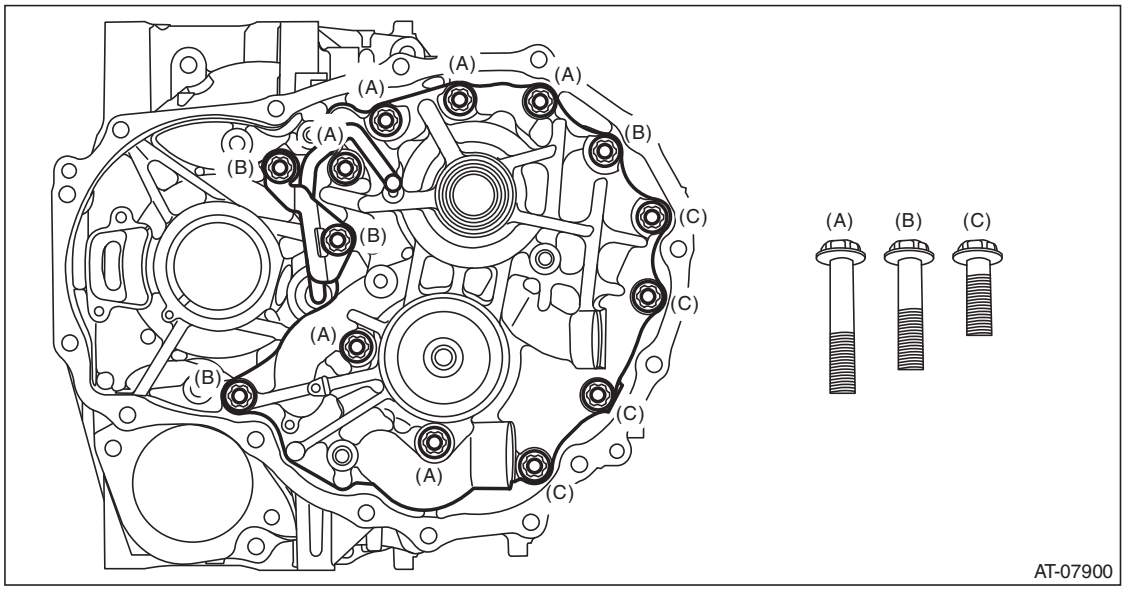
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



7) Install the drive pinion retainer and lubrication pipe to converter case and tighten the bolt using the ST.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



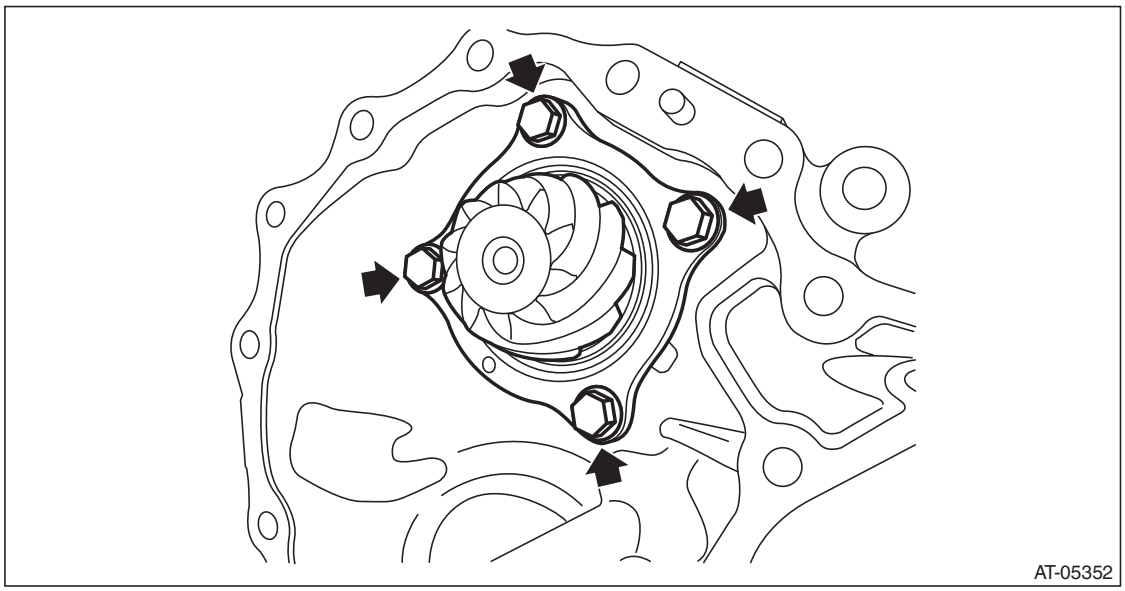
8) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the transmission case. <Ref. to CVT(TR690)-213, INSTALLATION, Transmission Case.>
10) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
11) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>

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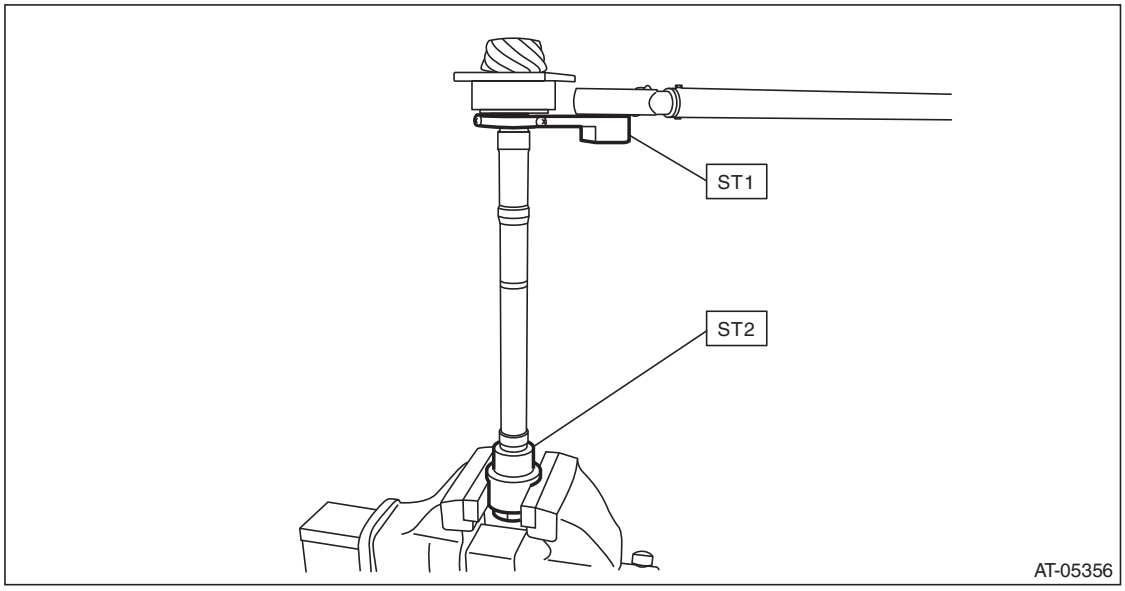
12) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
13) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
14) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
15) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
16) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
17) Install the oil pan and control valve body. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
18) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
19) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the drive pinion assembly.

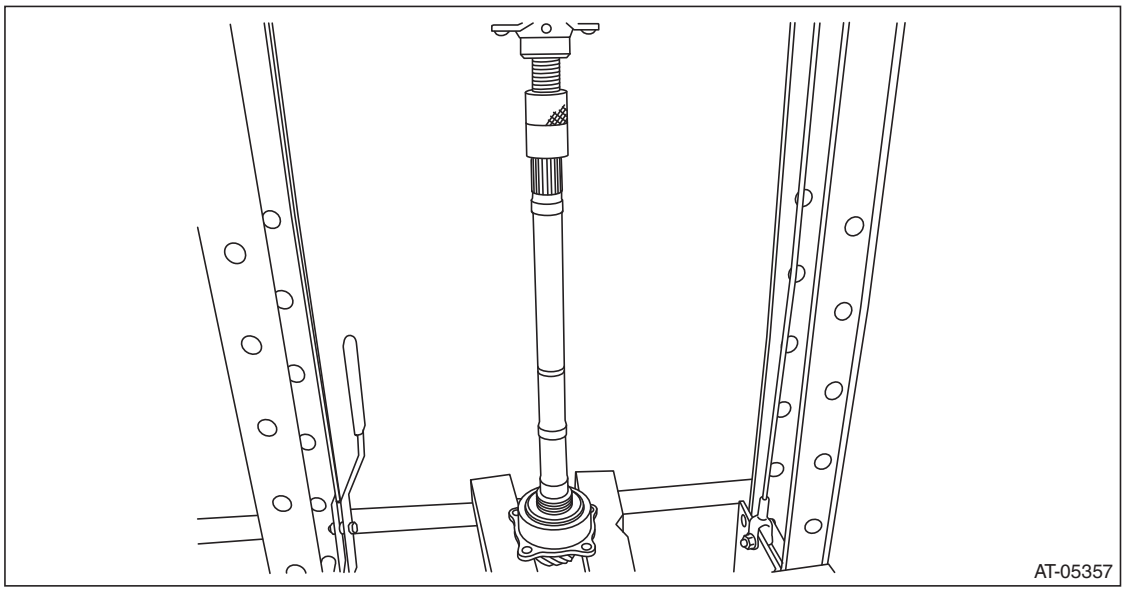


2) Flatten the tab of the lock nut.
3) Using ST1 and ST2, fix at the spline portion of drive pinion shaft to remove the lock nut.
ST1 18621AA000 WRENCH
ST2 18667AA010 HOLDER

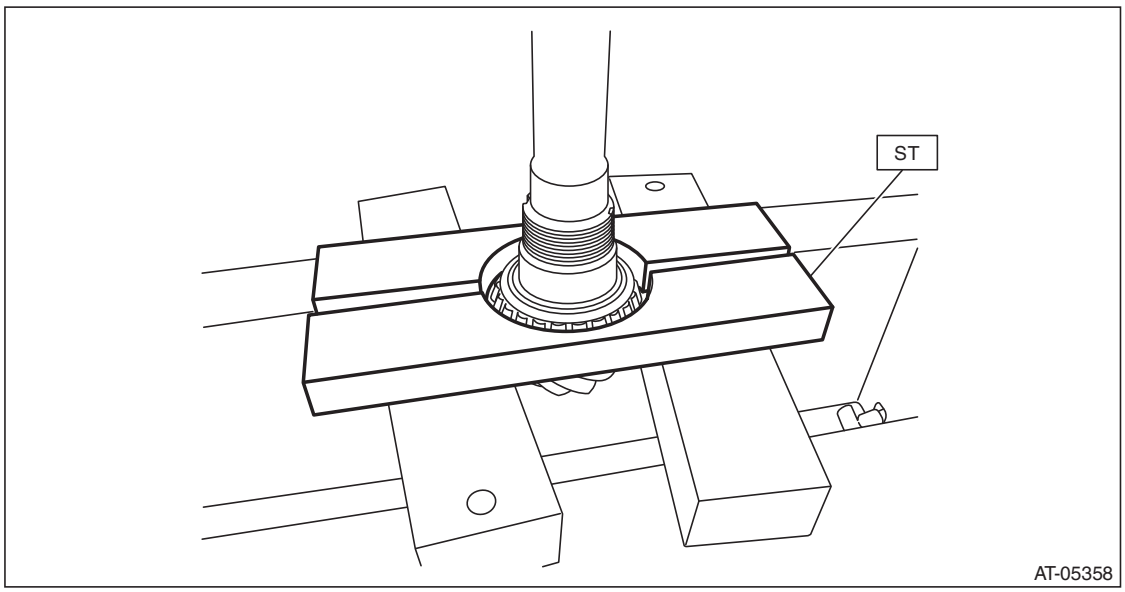


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4) Remove the taper roller bearing and outer race from drive pinion shaft.



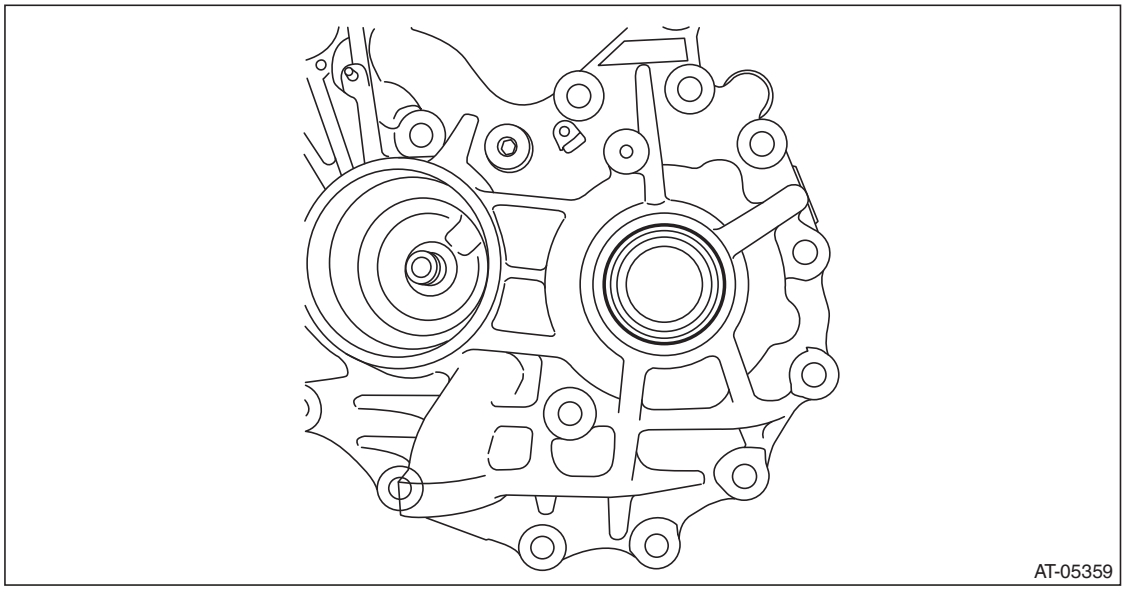
5) Remove the inner bearing inner race from the drive pinion shaft using ST.
ST 498077000 REMOVER



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6) Remove the two oil seals using a screwdriver wrapped with cloth etc.

CAUTION:
Do not damage the fitting surface of drive pinion bearing.



7) Remove the plug from drive pinion retainer.

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D: ASSEMBLY

1) Install the O-ring to plug and install the plug to drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

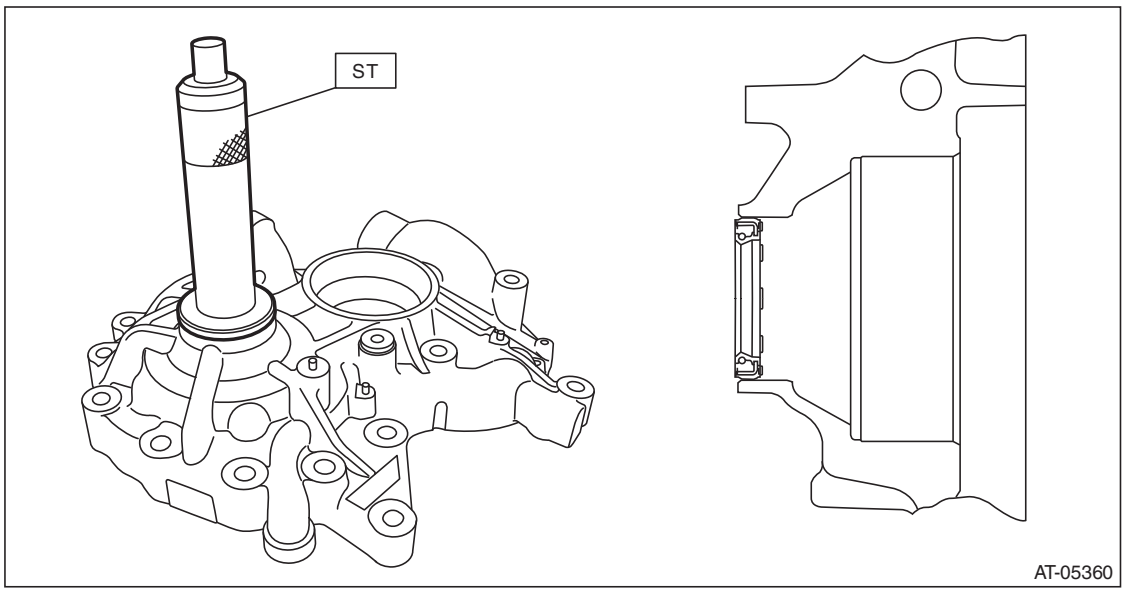
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

2) Using the ST, install the oil seal to drive pinion retainer.

NOTE:
- Apply CVTF to the oil seal press-fitting surface and lip.
- Install the oil seal in the correct direction.

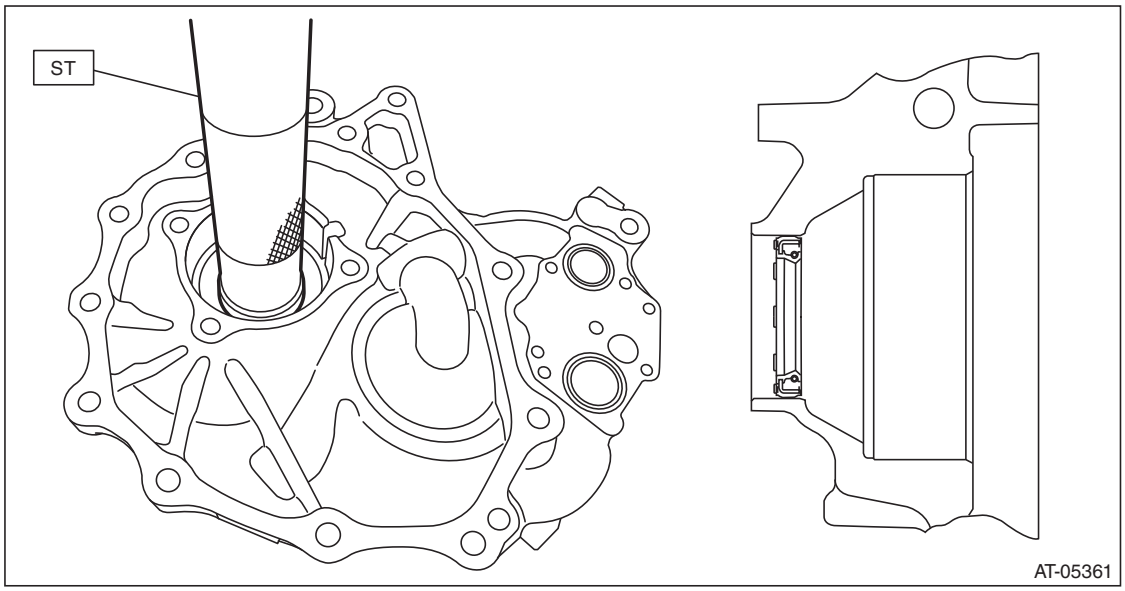
Pulley side

ST 18657AA020 OIL SEAL INSTALLER



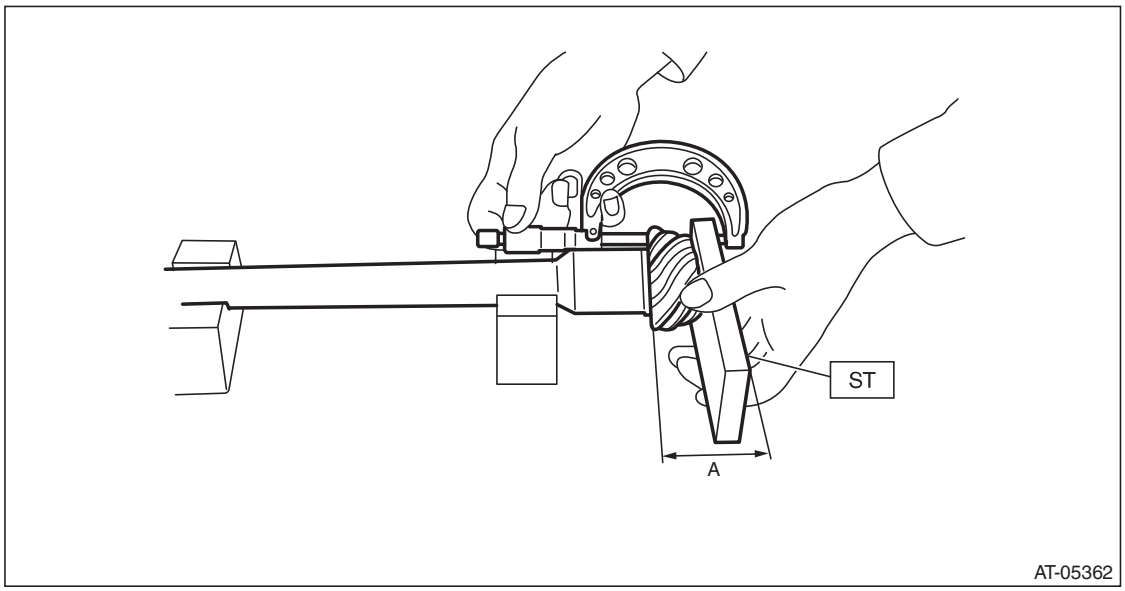
Front differential side

ST 499277100 INSTALLER

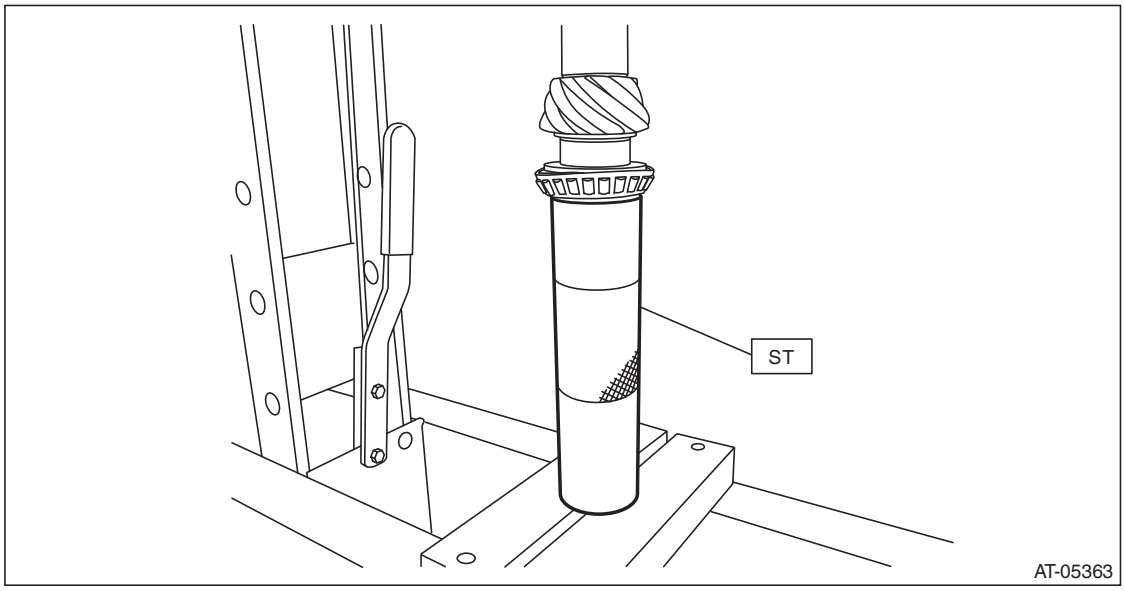


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3) Measure the dimension “A” of drive pinion shaft.
ST 398643600 GAUGE



4) Press-fit the new taper roller bearing front side inner race using the ST.
ST 499277200 INSTALLER

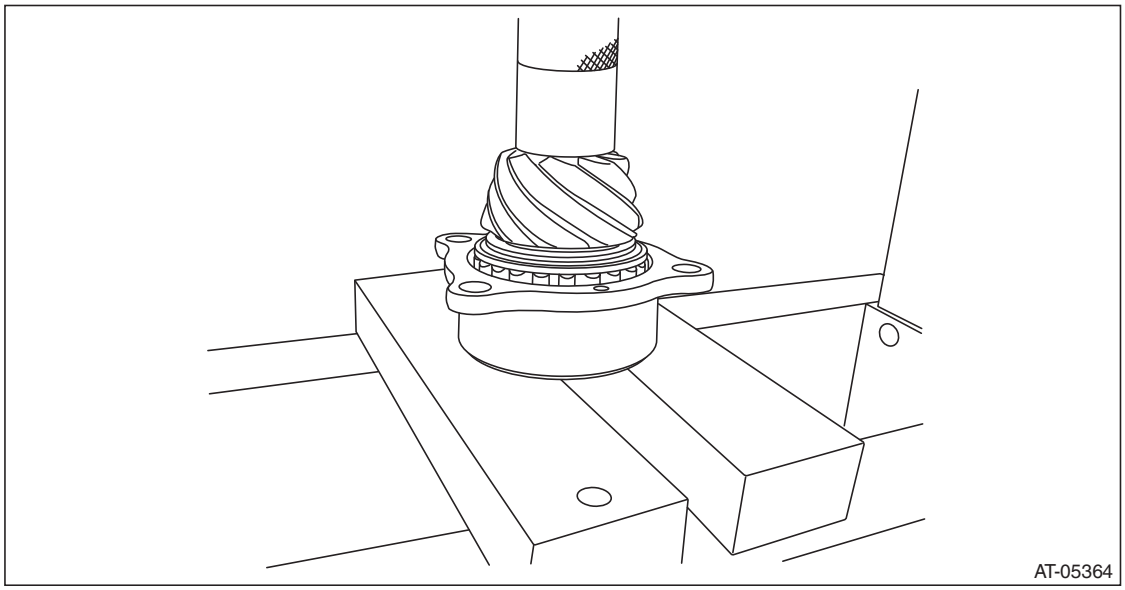


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5) Press-fit the new taper roller bearing rear side inner race and outer race together.

CAUTION:
Damage may result if too much force is applied to the roller bearing.

NOTE:
Press in to a position where the bearing rotates smoothly without play.



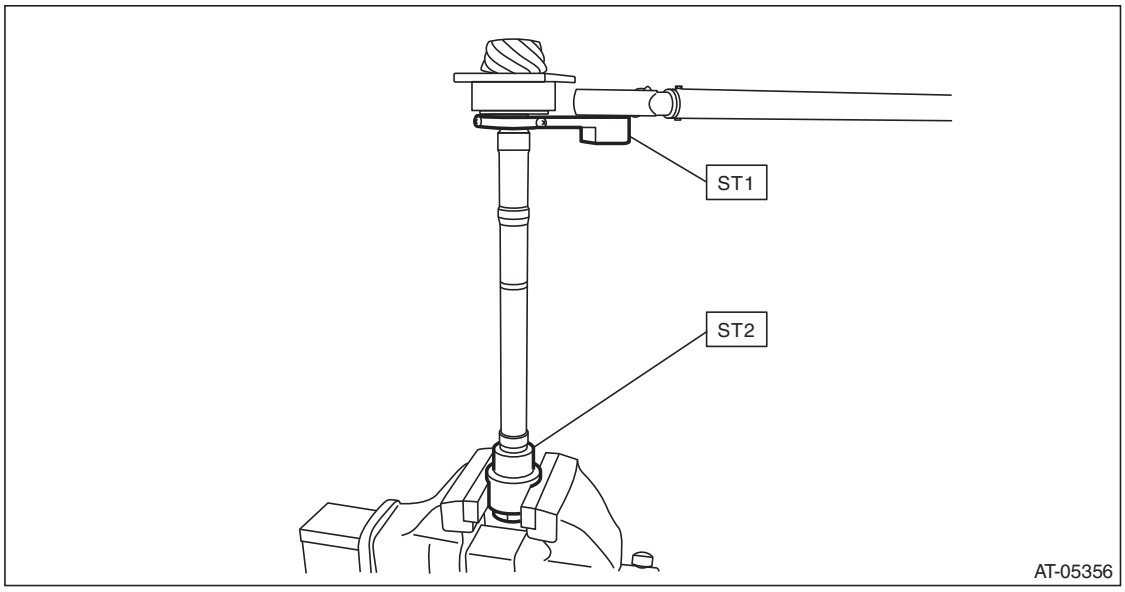
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6) Tighten a new lock nut using the ST.
Using the following formula, calculate the torque for a torque wrench.
T2 = L2/(L1 + L2) × T1
T1: 130 N·m (13.3 kgf-m, 95.9 ft-lb)
[Required torque setting]
T2: Tightening torque
L1: ST1 length 0.1 m (3.94 in)
L2: Torque wrench length
Example:

Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
0.4 (15.75)	104 (10.6, 76.7)
0.45 (17.72)	106 (10.8, 78.2)
0.5 (19.69)	108 (11.0, 79.7)
0.55 (21.65)	110 (11.2, 81.1)

ST1 18621AA000 WRENCH
ST2 18667AA010 HOLDER

NOTE:
Tighten the lock nut while directly aligning ST1 and torque wrench.

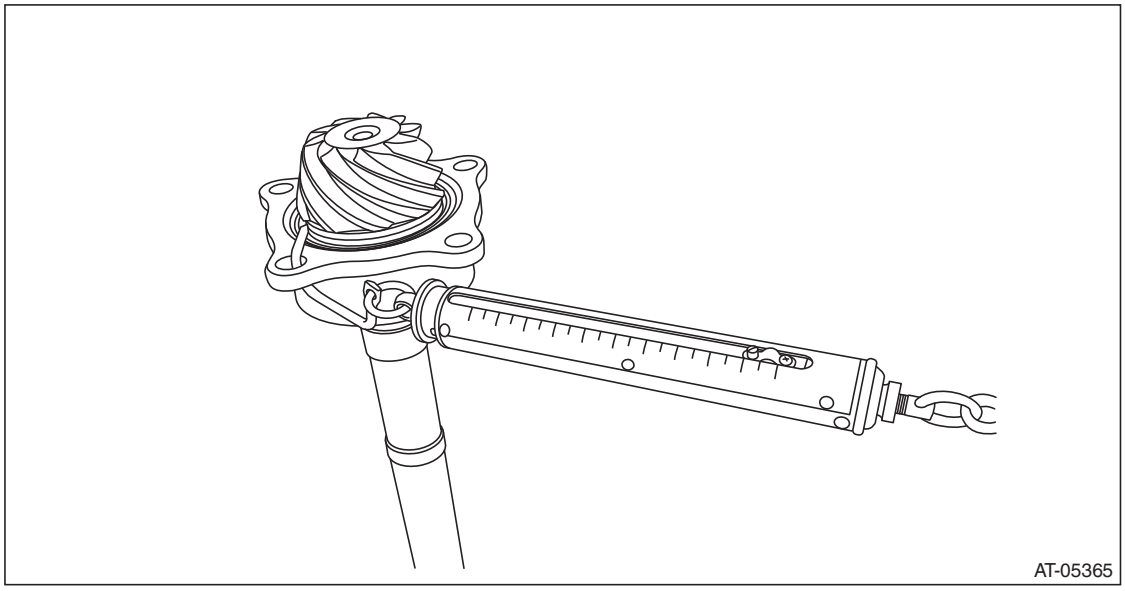


7) Apply differential gear oil to roller of bearing and rotate the bearing several times.

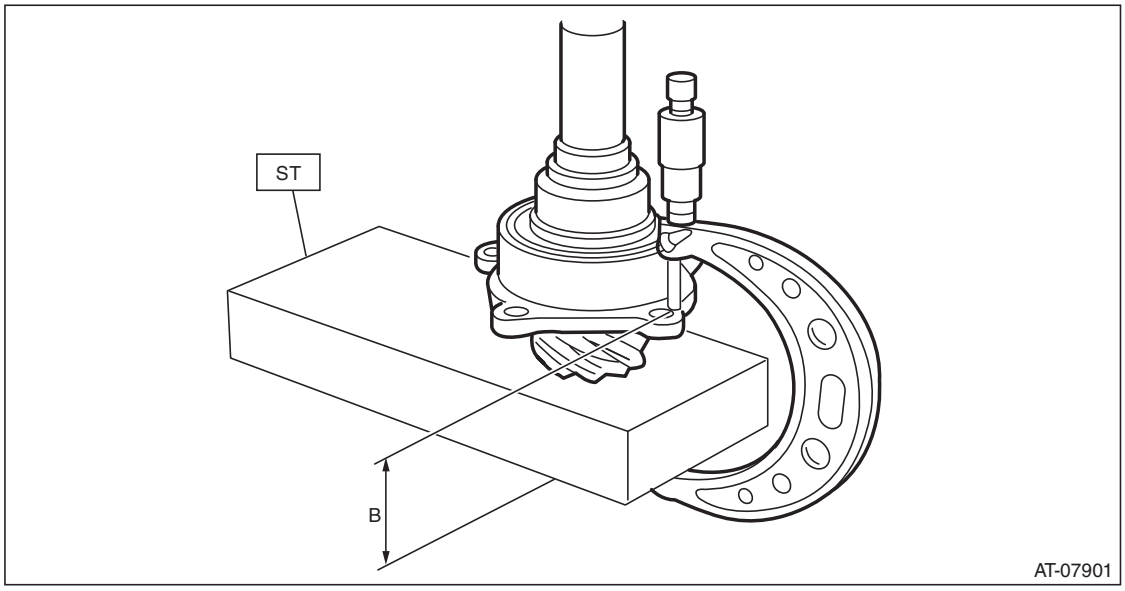
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8) Measure the starting torque of the bearing. Make sure the starting torque is within the specified range. If the torque is not within specified range, replace the roller bearing.

Starting torque:
16.3 — 42.7 N (1.7 — 4.4 kgf, 4.4 — 9.6 lbf)



9) Crimp the lock nut in 2 locations.
10) Measure the dimension “B” of the drive pinion shaft.
ST 398643600 GAUGE



11) Obtain thickness “t” mm (in) of the drive pinion shim.
$t = 6.55 \pm 0.1225 - (B - A)$

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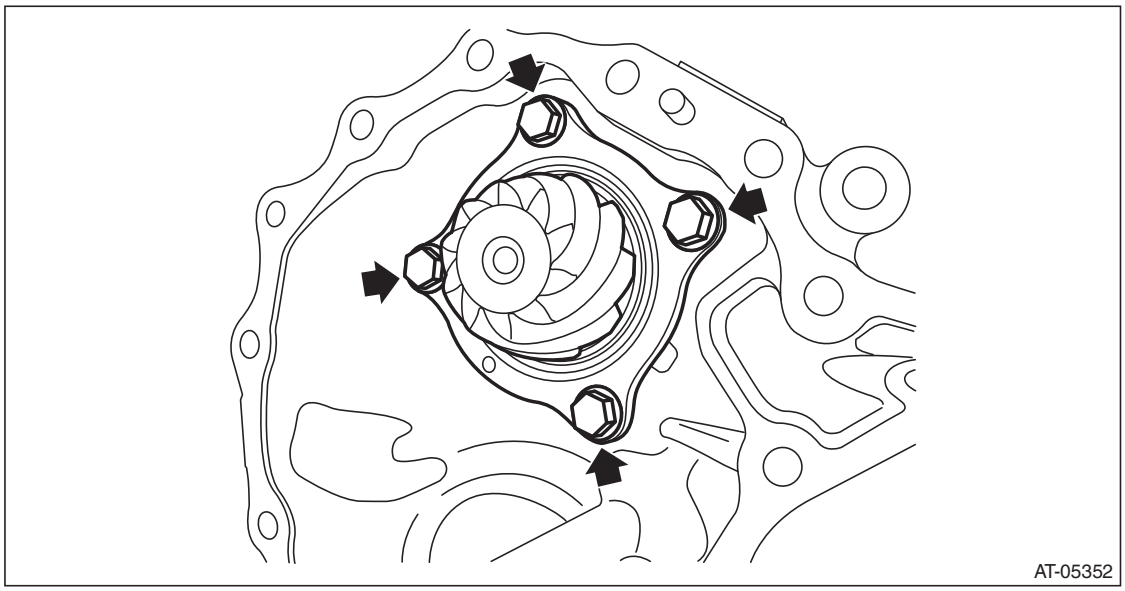
12) Select three or less shims from following table.

Drive pinion shim	
Part No.	Thickness mm (in)
31451AA050	0.150 (0.0059)
31451AA060	0.175 (0.0069)
31451AA070	0.200 (0.0079)
31451AA080	0.225 (0.0089)
31451AA090	0.250 (0.0098)
31451AA100	0.275 (0.0108)
31451AA240	0.300 (0.0118)

13) Install the shims selected for drive pinion retainer and drive pinion shaft assembly.

NOTE:
Be careful not to bend the shim.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



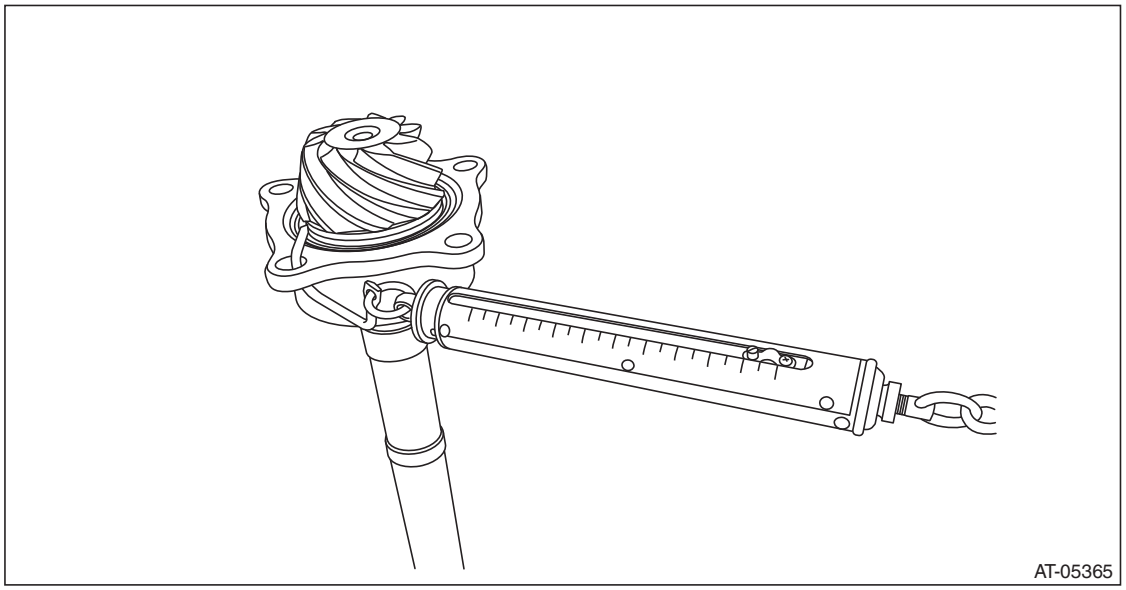
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E: INSPECTION

- Make sure that all component parts are free of scratches, holes and other faults.
- Check the tooth contact. <Ref. to CVT(TR690)-258, ADJUSTMENT, Drive Pinion Shaft Assembly.>
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the bearing preload of drive pinion shaft.

CAUTION:
Before measuring, apply differential gear oil to roller of bearing and rotate the bearing several times.

Starting torque:
16.3 — 42.7 N (1.7 — 4.4 kgf, 4.4 — 9.6 lbf)



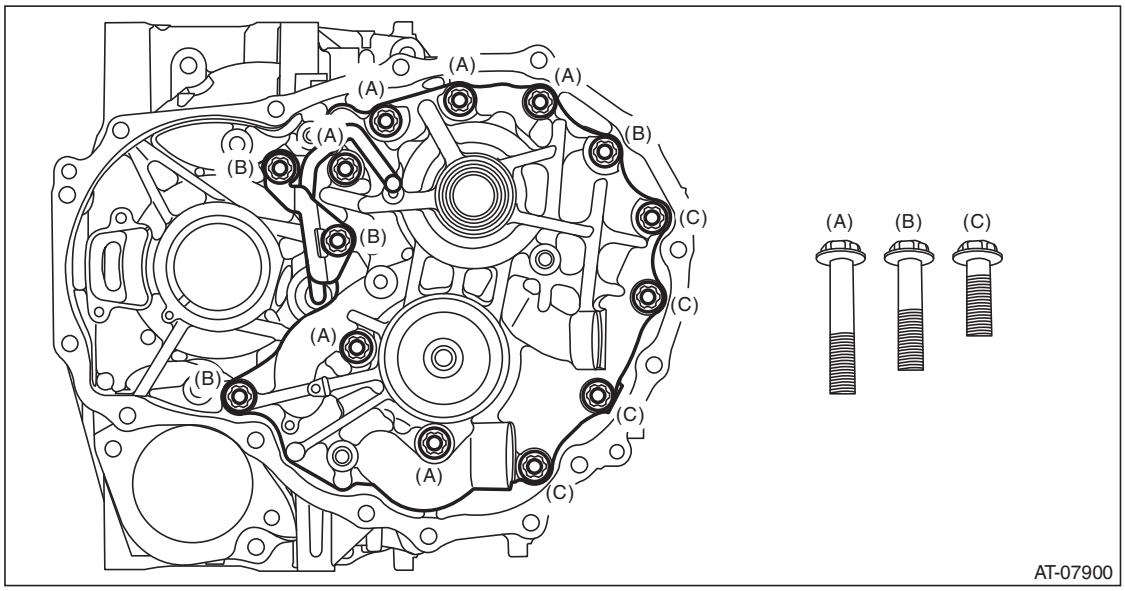
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F: ADJUSTMENT

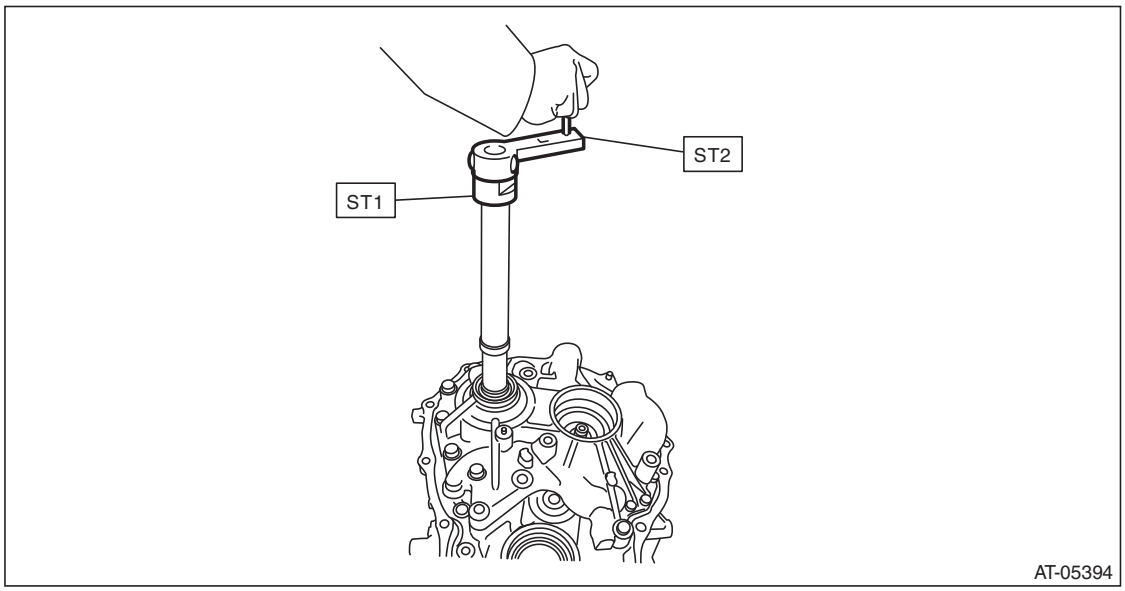
1) Remove the liquid gasket from the mating surface completely.
2) Using the ST, install the drive pinion retainer to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



3) Rotate the drive pinion several times using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH



4) Adjust the drive pinion and hypoid driven gear backlash. <Ref. to CVT(TR690)-279, ADJUSTMENT, Front Differential Assembly.>
5) Using the ST, remove the drive pinion retainer from converter case.
ST 18270KA020 SOCKET (E20)

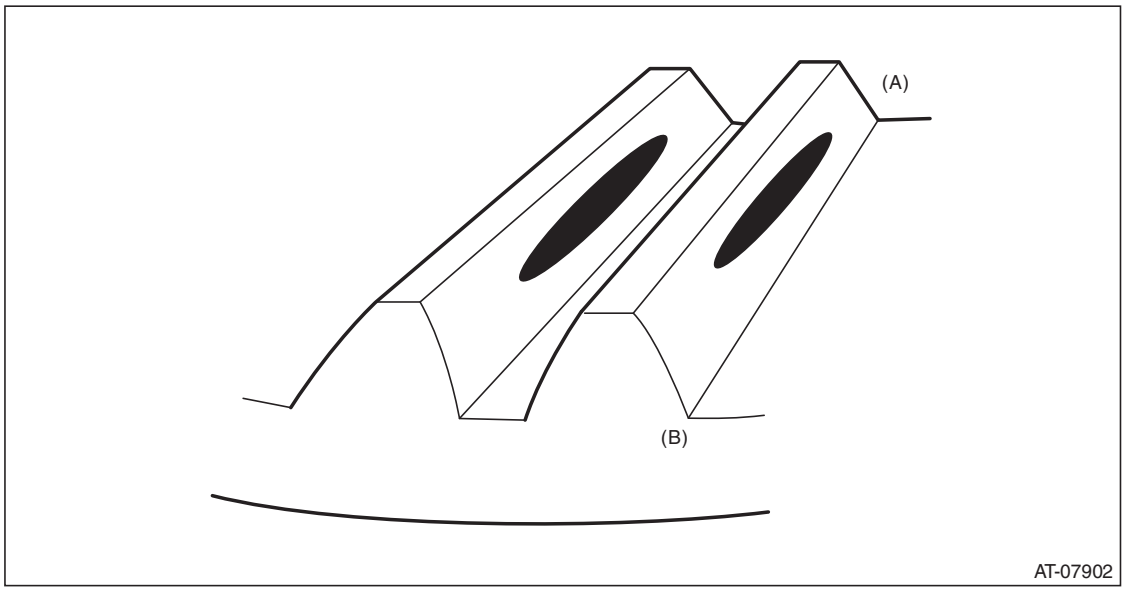
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6) Apply lead-free red dye evenly on the both sides of three to four teeth of the hypoid driven gear. Then install the drive pinion retainer and rotate the drive pinion in both directions several times. Remove the drive pinion retainer and check the tooth contact pattern.
If the teeth contact is inappropriate, adjust the backlash or thickness of the shim. <Ref. to CVT(TR690)-279, ADJUSTMENT, Front Differential Assembly.>

NOTE:
After correction, wipe off the lead-free red dye.

- Correct tooth contact

Check item: Tooth contact surface is slightly shifted toward the toe side under a no-load condition. (When driving, it moves towards the heel side.)



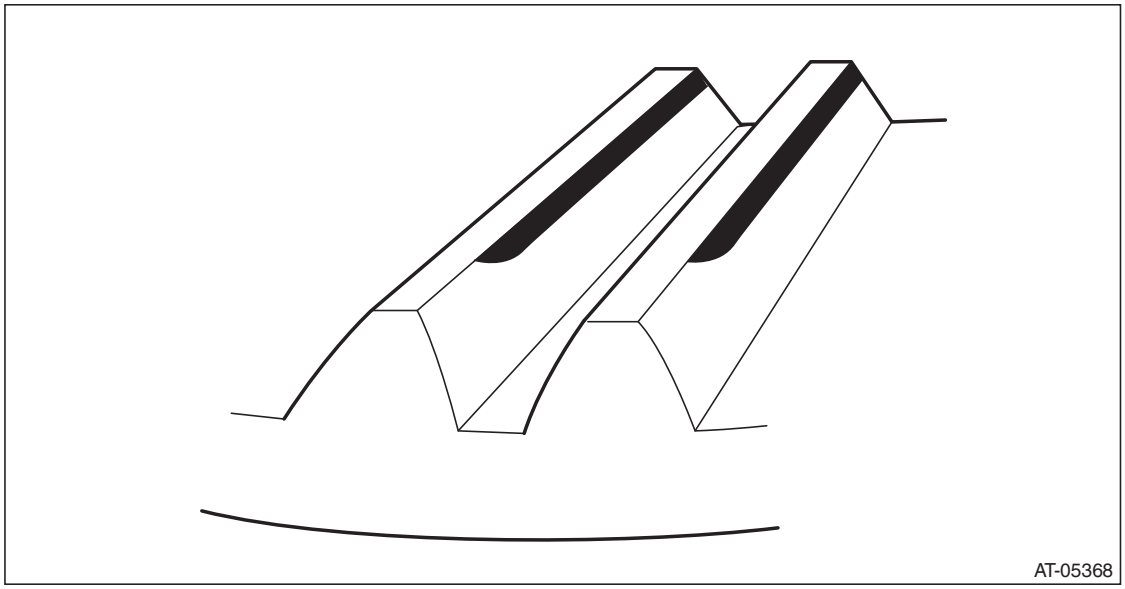
(A) Toe side
(B) Heel side

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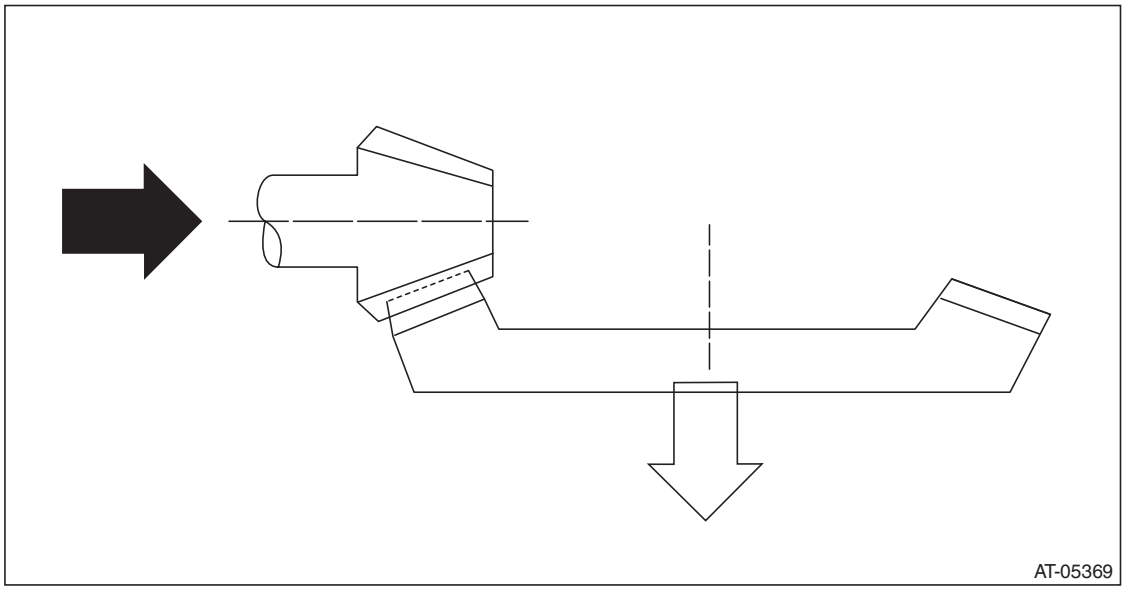
- Face contact

Check item: Backlash is too large.

Contact pattern



Corrective action: Increase thickness of pinion height adjusting washer according to the procedure for bringing drive pinion close to hypoid driven gear side.

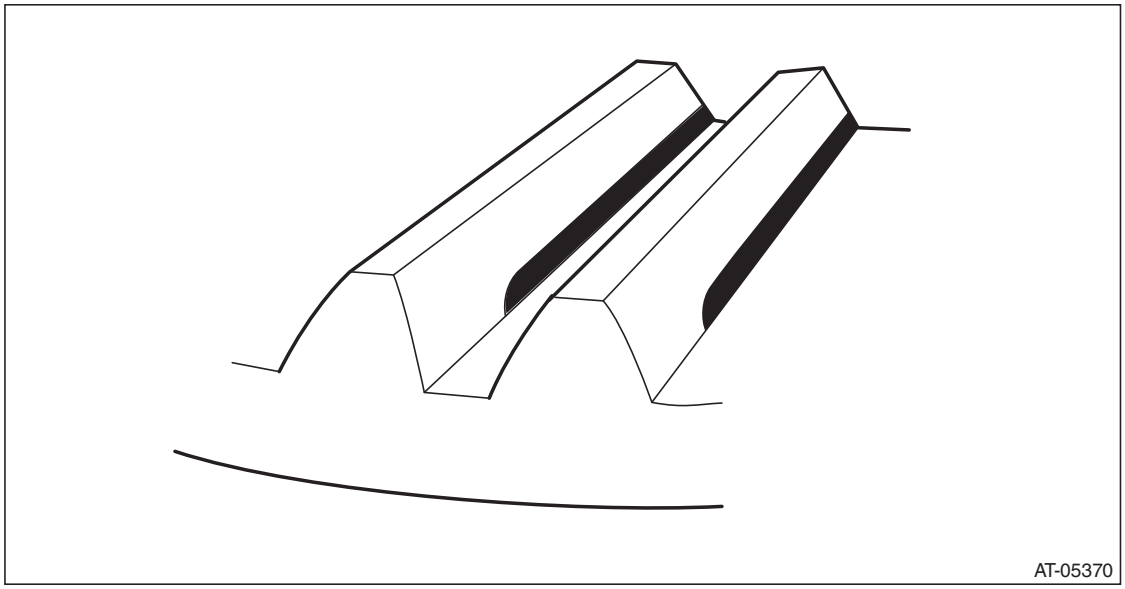


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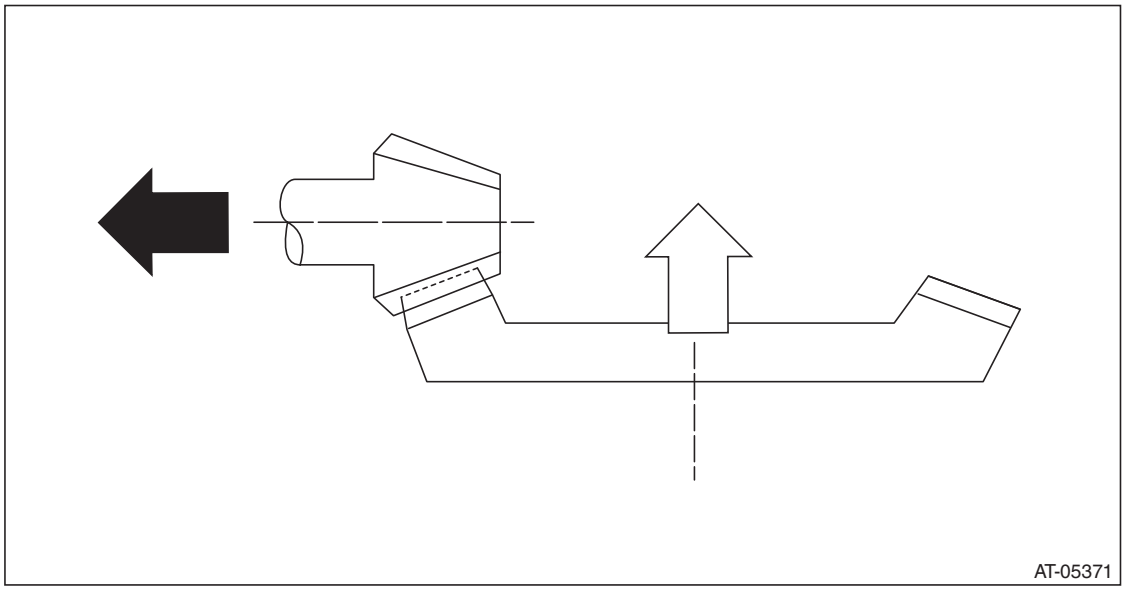
- Flank contact

Check item: Backlash is too small.

Contact pattern



Corrective action: Reduce the thickness of pinion height adjusting washer according to the procedure for bringing drive pinion away from hypoid driven gear.

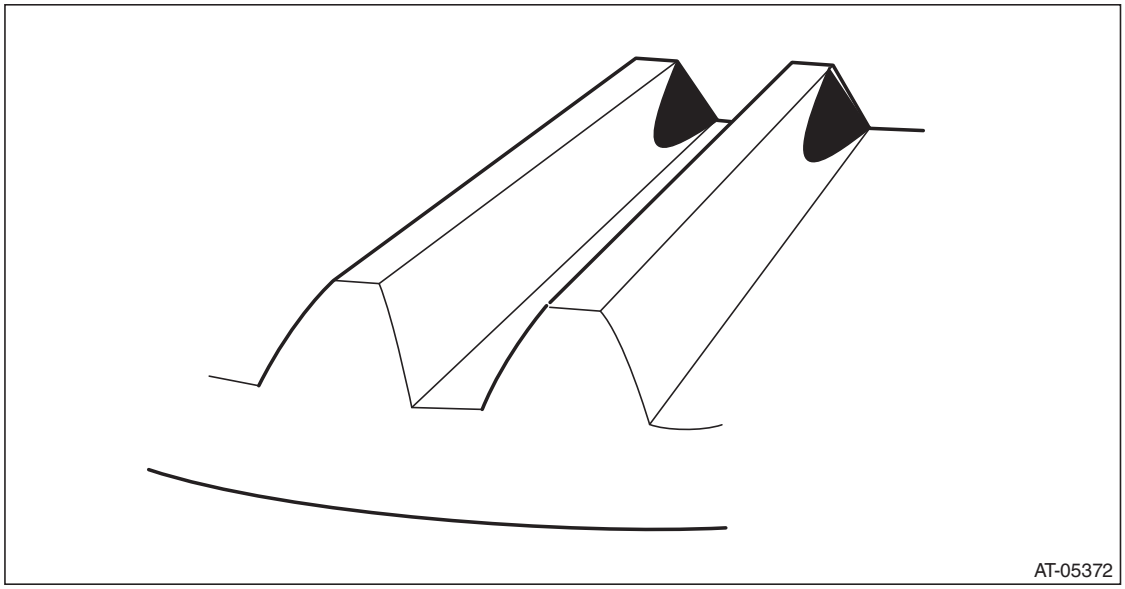


Provided Exclusively on Ebay by Seller "4SubaruManuals"

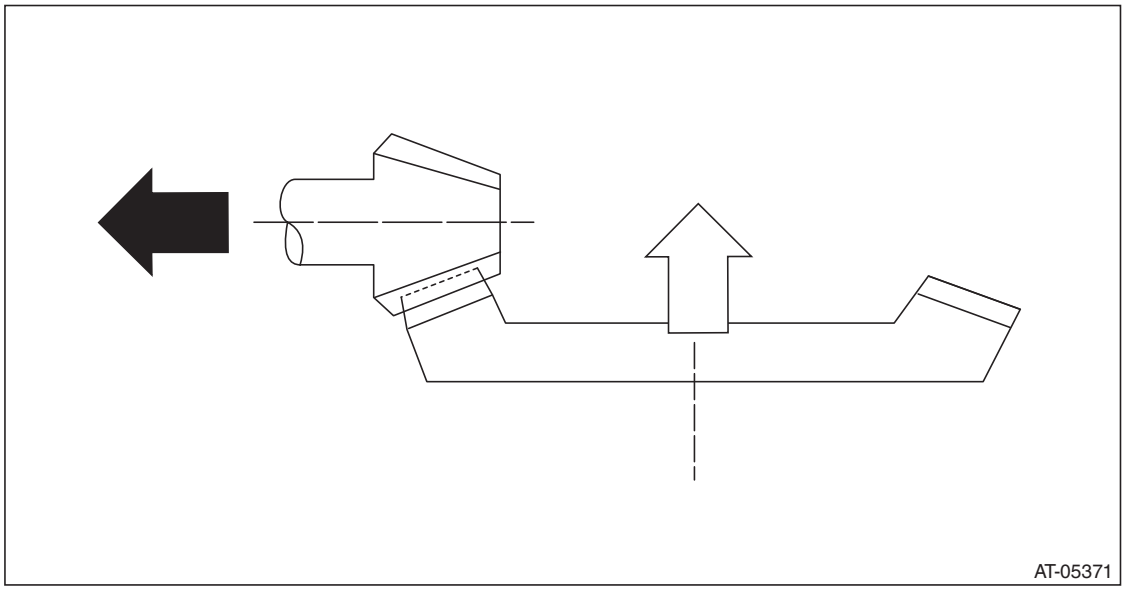
- Toe contact (inside contact)

Check item: Teeth contact area is too small.

Contact pattern



Corrective action: Reduce the thickness of pinion height adjusting washer according to the procedure for bringing drive pinion away from hypoid driven gear side.

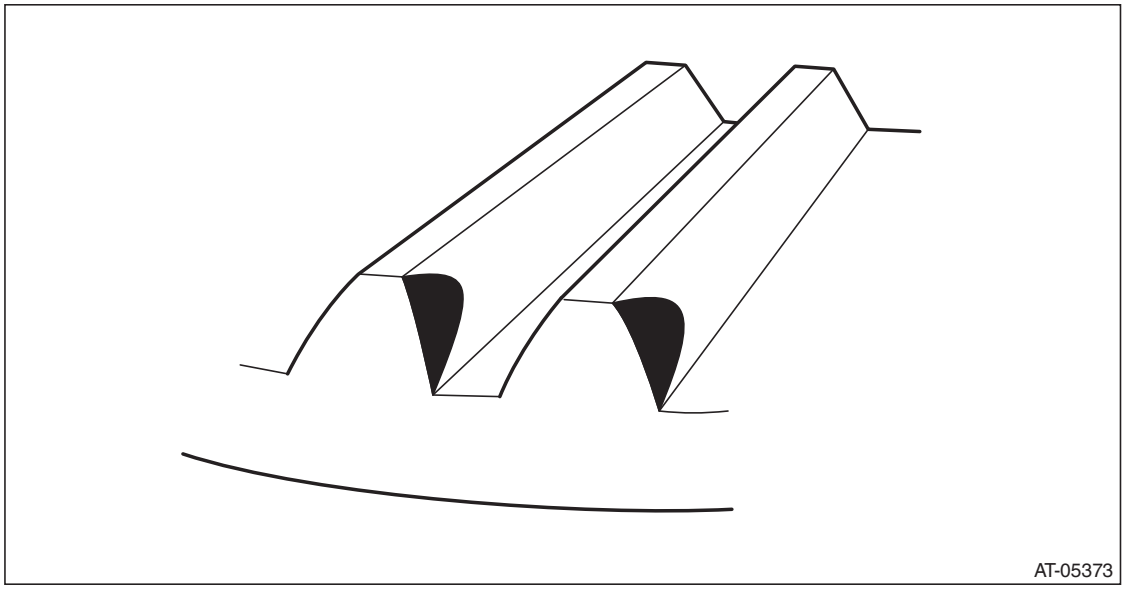


Provided Exclusively on Ebay by Seller "4SubaruManuals"

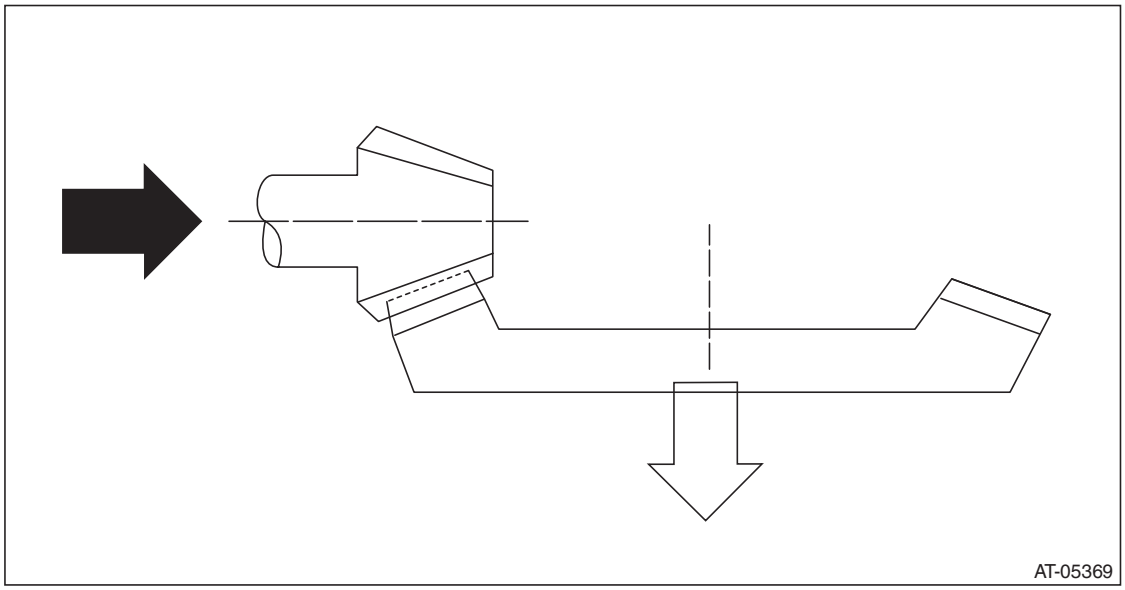
- Heel contact (outside end contact)

Check item: Teeth contact area is too small.

Contact pattern



Corrective action: Increase the thickness of the pinion height adjusting washer according to the procedures for moving the drive pinion closer to the hypoid driven gear.

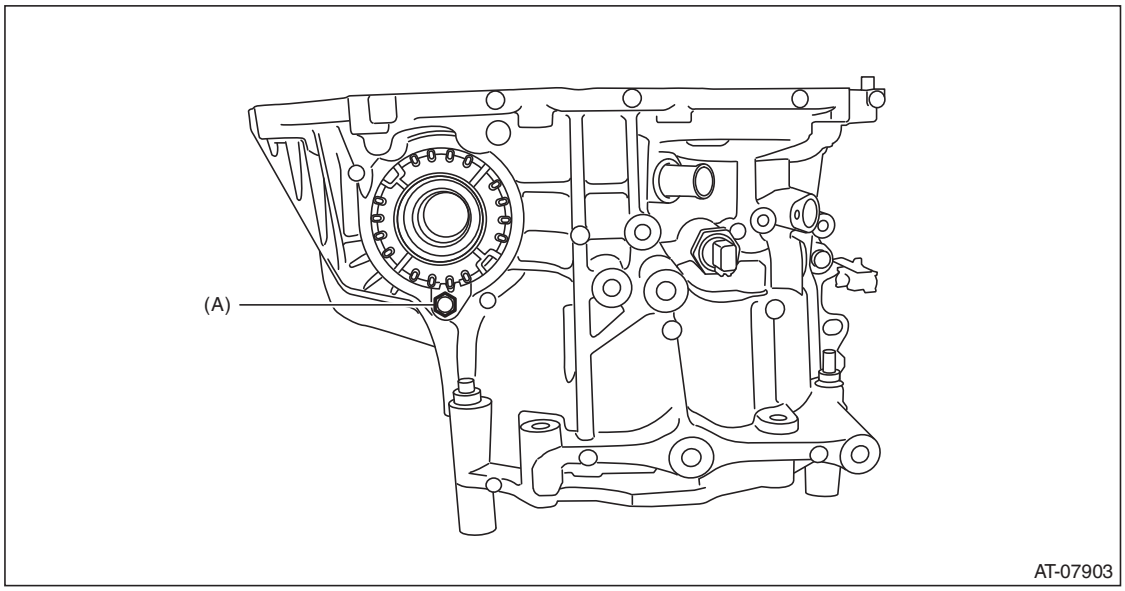


7) If tooth contact is correct, mark the differential side retainer position and loosen. After fitting a new O-ring and oil seal, screw in the differential side retainer to the marked position.

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8) Tighten the lock plate with specified torque.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



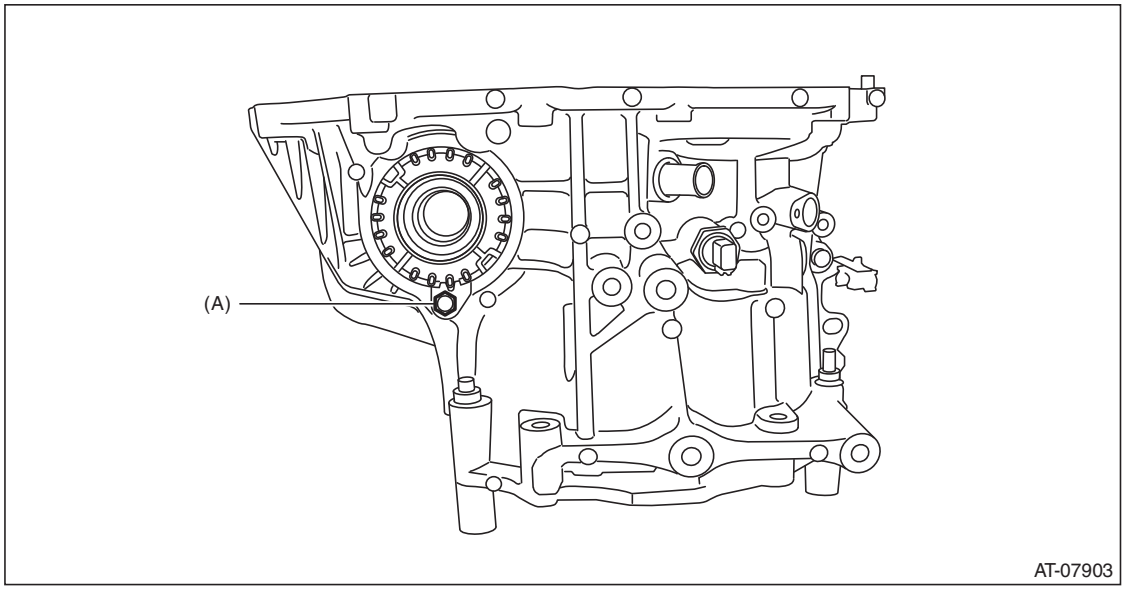
(A) Lock plate

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44.Front Differential Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-243, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the lock plates on both sides.

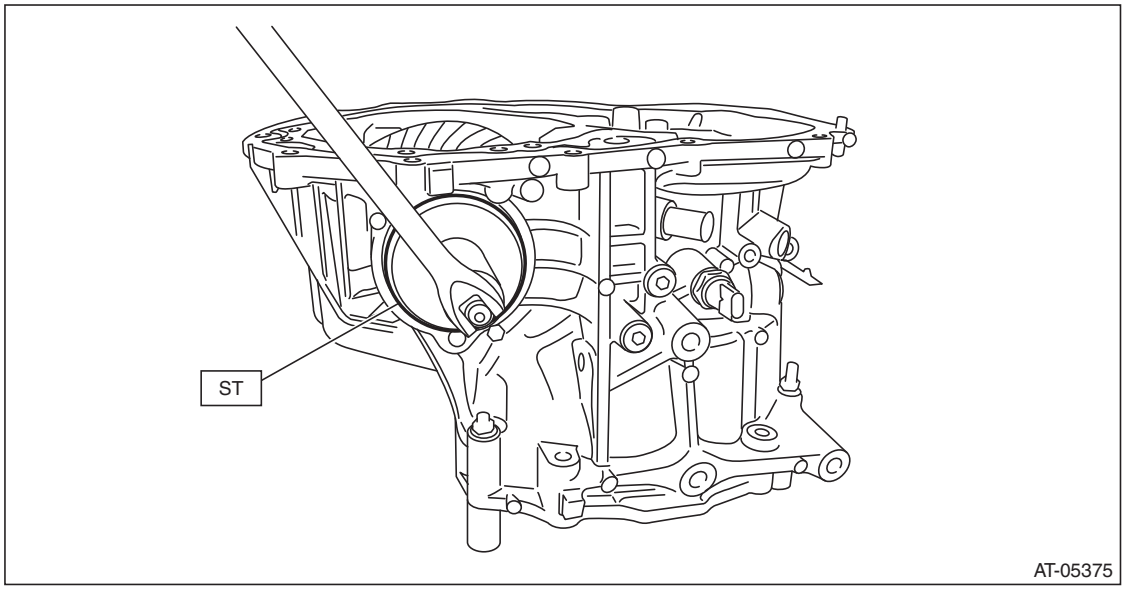


(A) Lock plate

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15) Remove the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER

NOTE:
• Support the differential case assembly by hand to avoid damaging the retainer mounting hole of the converter case.
• When keeping the retainers aside, use labels etc. to avoid confusing the left and right.

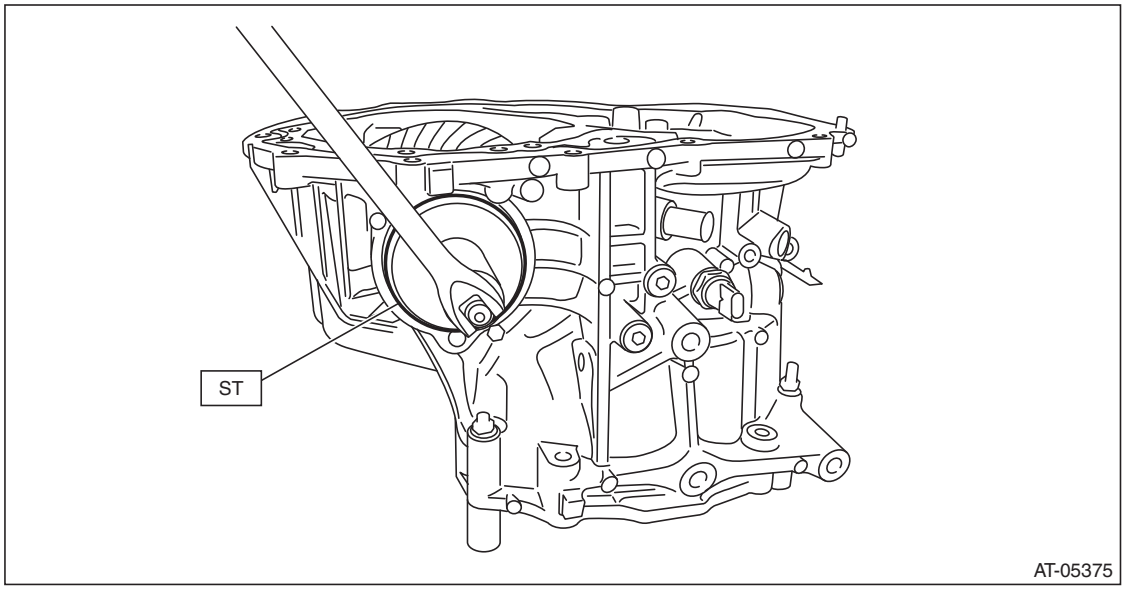


16) Remove the front differential assembly while being careful not to damage the attachment part of the retainer.
17) Remove the oil seals and O-rings from both differential side retainers. <Ref. to CVT(TR690)-271, SIDE RETAINER, DISASSEMBLY, Front Differential Assembly.>

B: INSTALLATION

1) Install the front differential assembly to the converter case.

NOTE:
Be careful not to damage the inside of the case (especially the mating surface of the differential side retainers).
2) Temporarily install the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER



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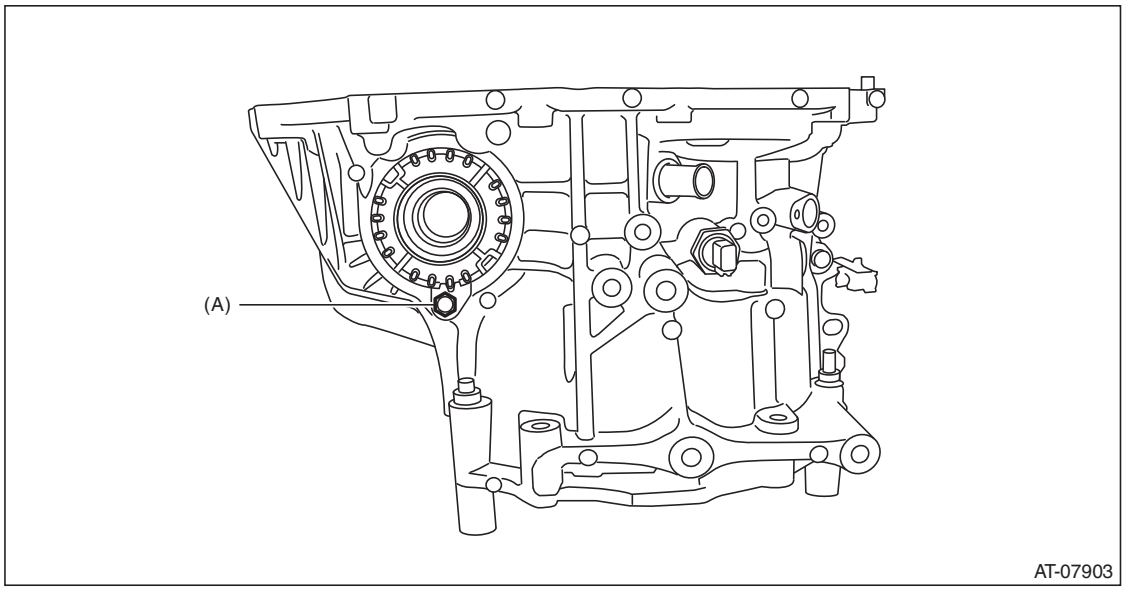
3) Adjust the backlash of the front differential. <Ref. to CVT(TR690)-279, ADJUSTMENT, Front Differential Assembly.>
4) Inspect and adjust the tooth contact. <Ref. to CVT(TR690)-258, ADJUSTMENT, Drive Pinion Shaft Assembly.>
5) Remove the differential side retainers and install the O-rings and oil seals. <Ref. to CVT(TR690)-278, SIDE RETAINER, ASSEMBLY, Front Differential Assembly.>

NOTE:
- Record how many turns were needed to remove.
- Use new O-rings and oil seals.

6) Install the differential side retainers using ST.

NOTE:
When attaching, turn the differential side retainer by the same number of turns it took to remove, and align the marks.
ST 18658AA020 WRENCH COMPL RETAINER
7) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Lock plate

8) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-245, INSTALLATION, Drive Pinion Shaft Assembly.>
9) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>
10) Install the transmission case. <Ref. to CVT(TR690)-213, INSTALLATION, Transmission Case.>
11) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
12) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
13) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
14) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
15) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
16) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
17) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
18) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>

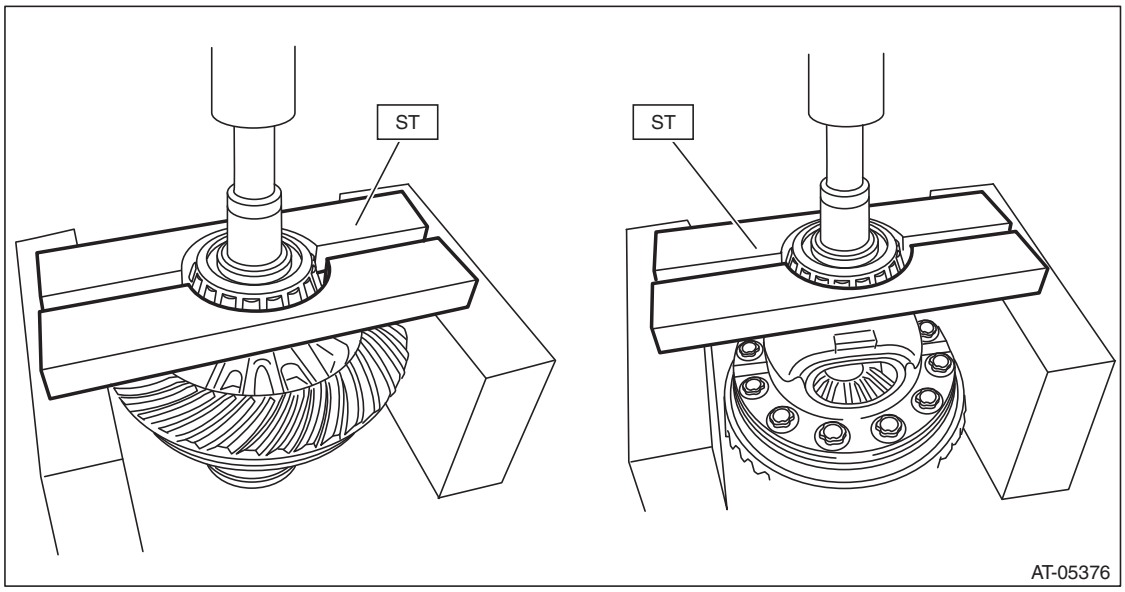
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19) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
20) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

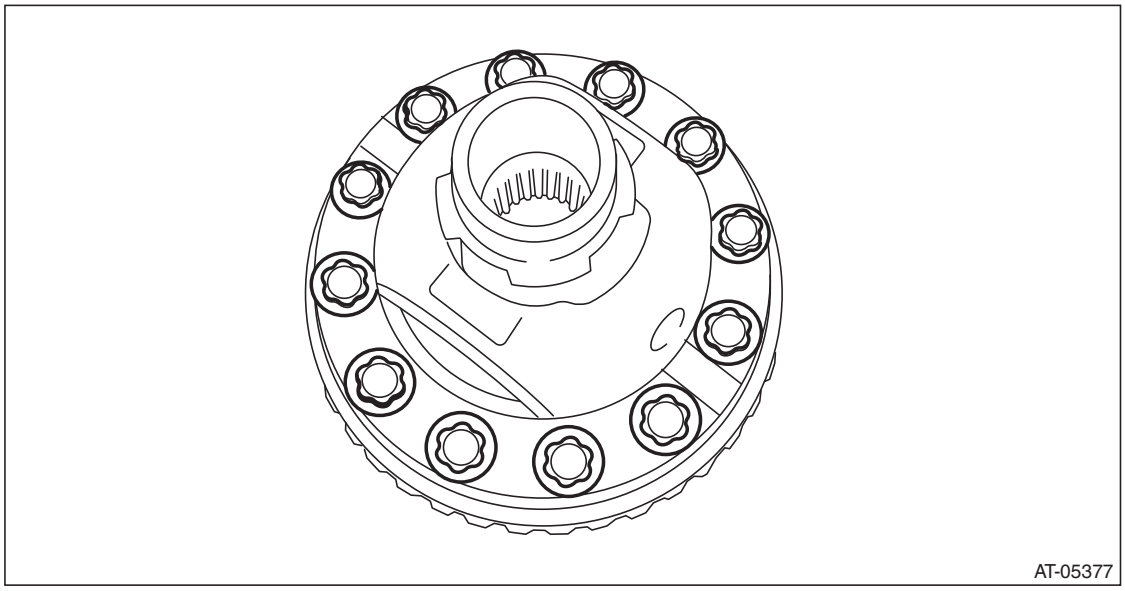
C: DISASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

1) Remove the taper roller bearing using the ST.
ST 498077000 REMOVER

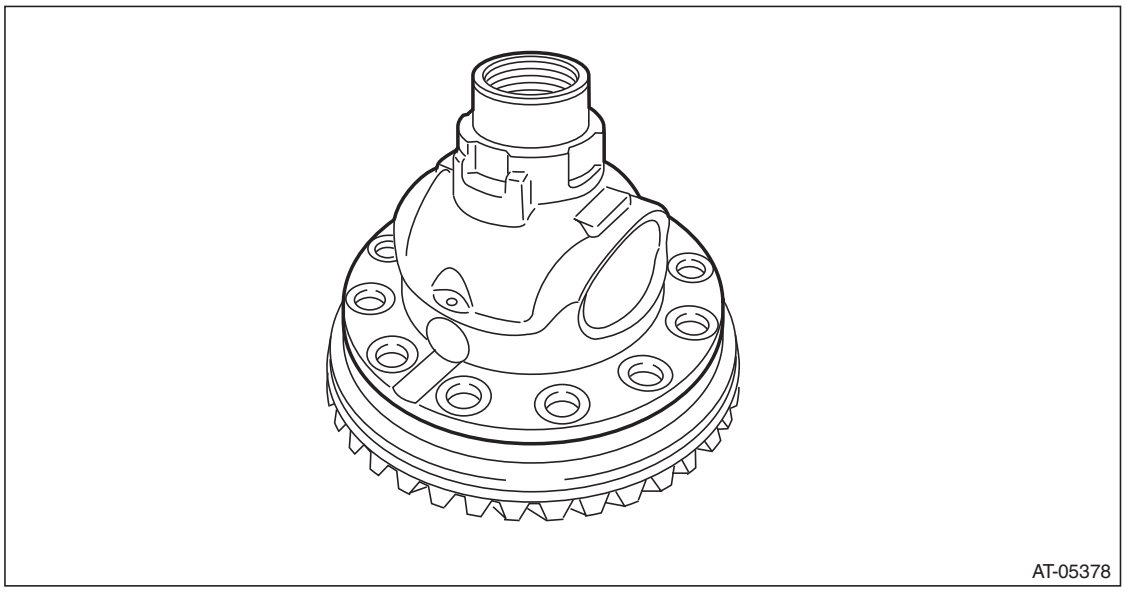


2) Remove the hypoid driven gear mounting bolt using the ST.
ST 18270KA020 SOCKET (E20)

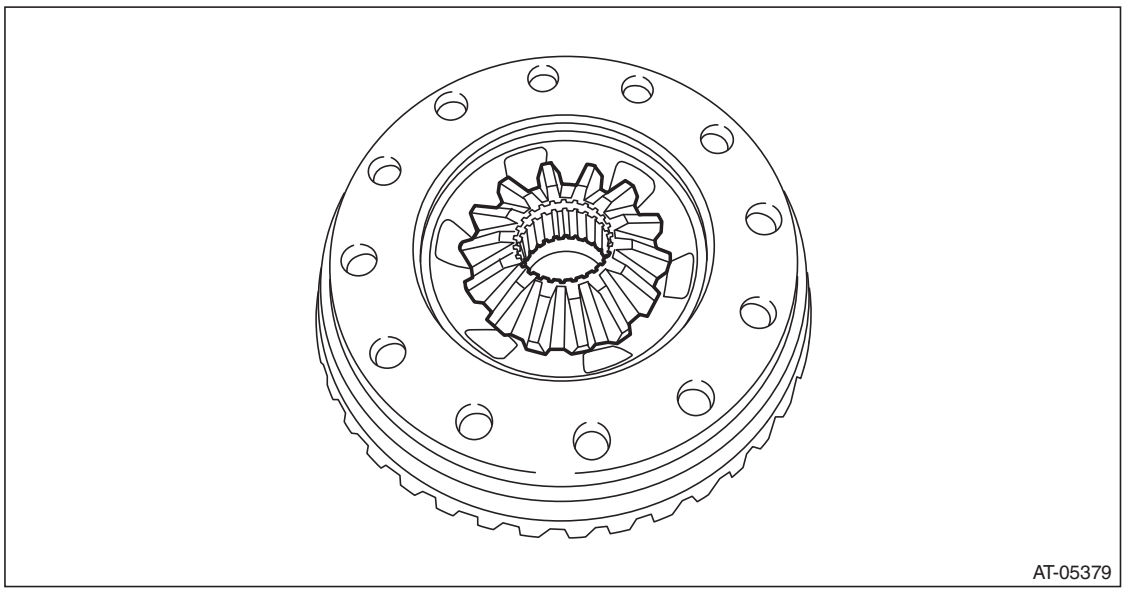


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3) Remove the differential case (LH).

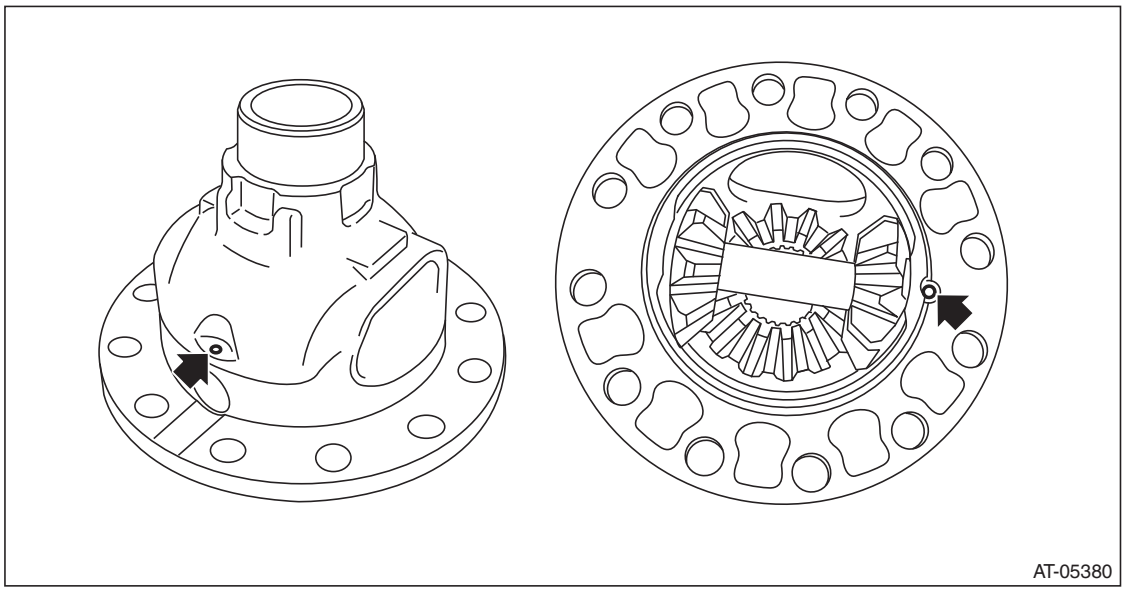


4) Remove the differential bevel gear and washer from differential case.

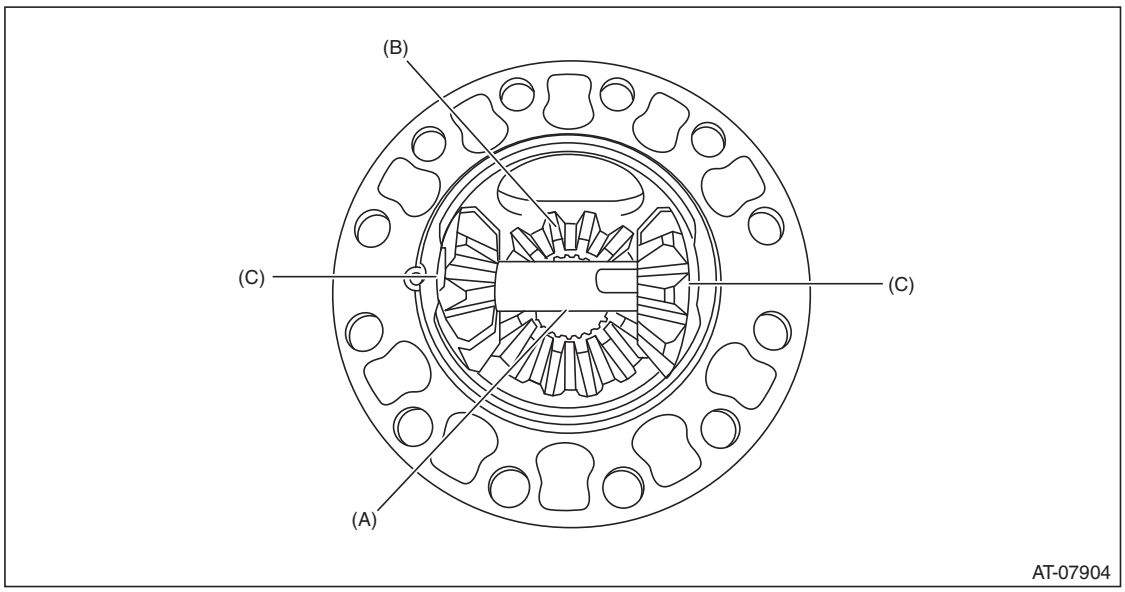


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5) Remove the straight pin.



6) Remove the pinion shaft, then remove the differential bevel gear, washer and differential bevel pinion.

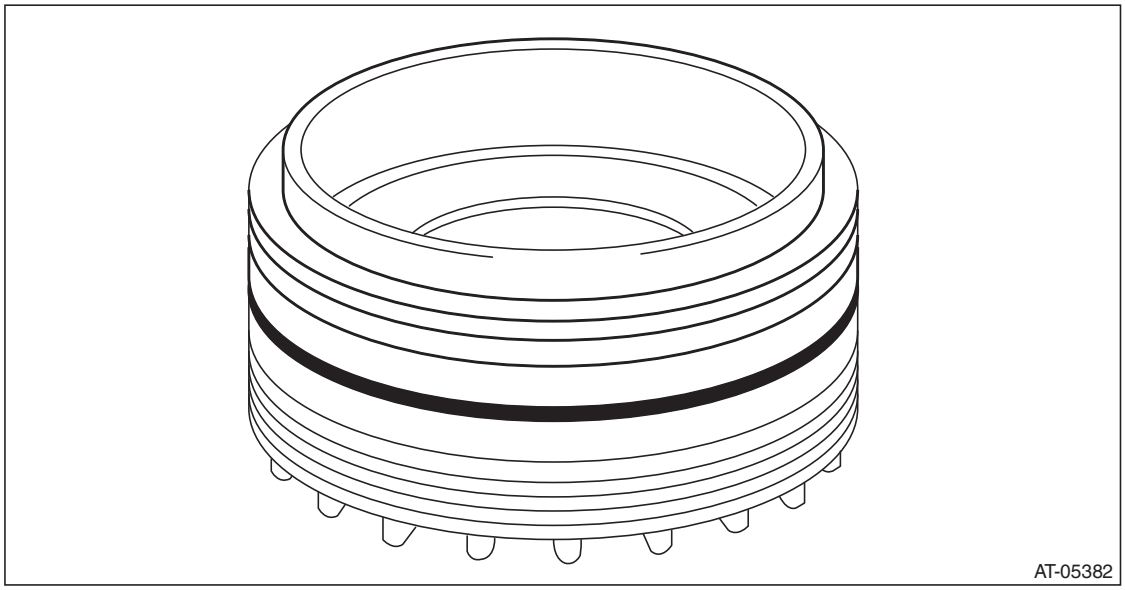


(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

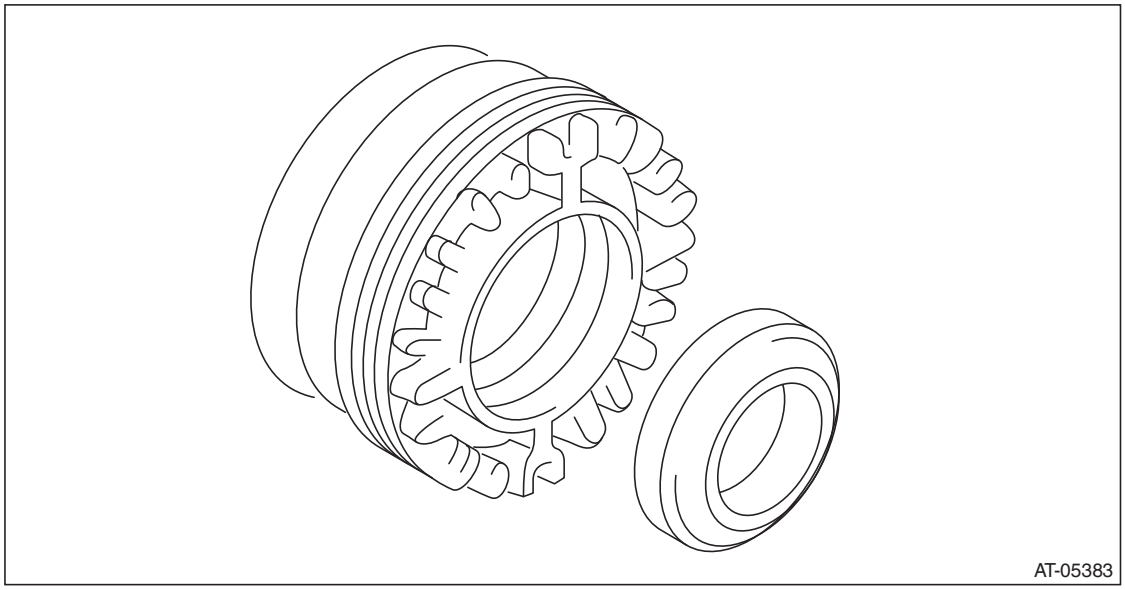
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2. SIDE RETAINER

NOTE:
After adjusting the drive pinion backlash and tooth contact, replace the oil seal and O-ring with new parts.
1) Remove the O-ring.

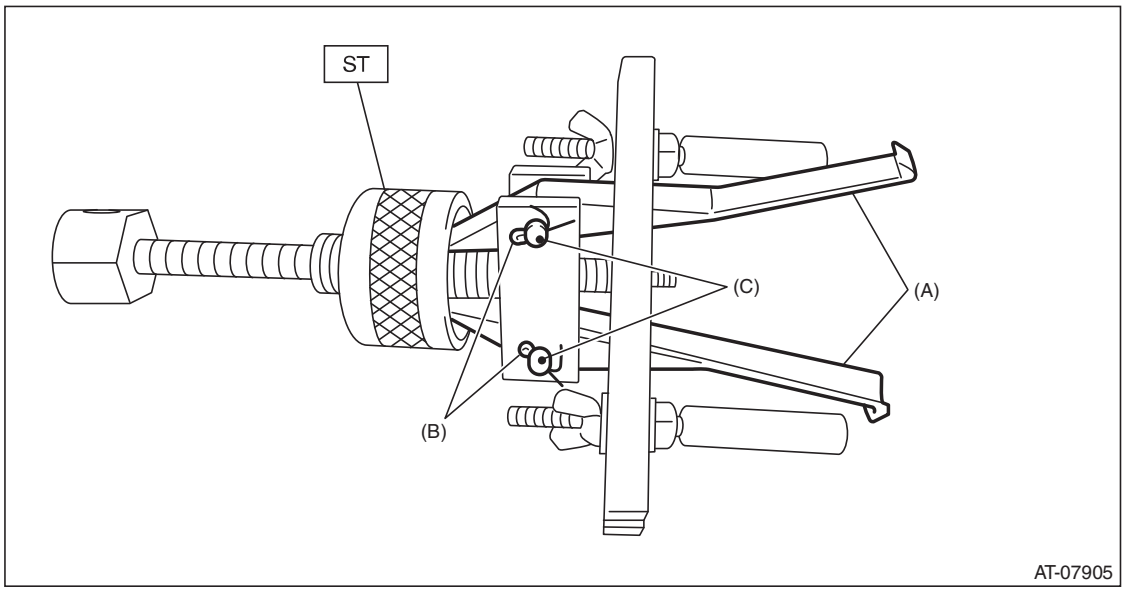


2) Remove the oil seal.



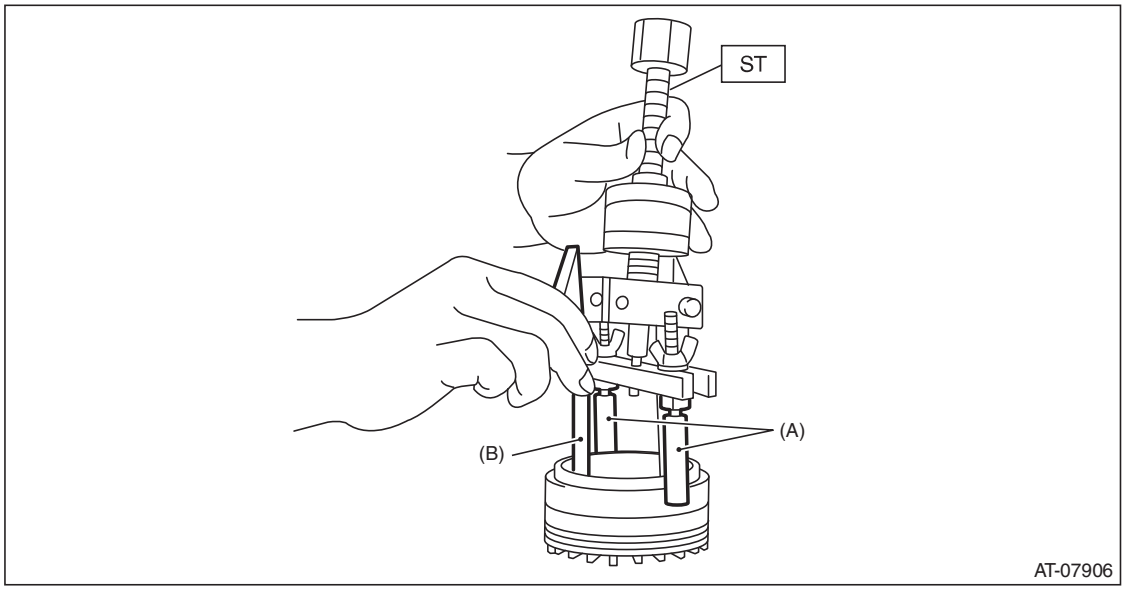
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3) Remove the SPLIT PIN (ST), and then remove the claw.
ST 398527700 PULLER ASSY



(A) Claw
(B) Split pin
(C) Pin

4) Attach two claws to the outer race, and set the ST to side retainer.
ST 398527700 PULLER ASSY



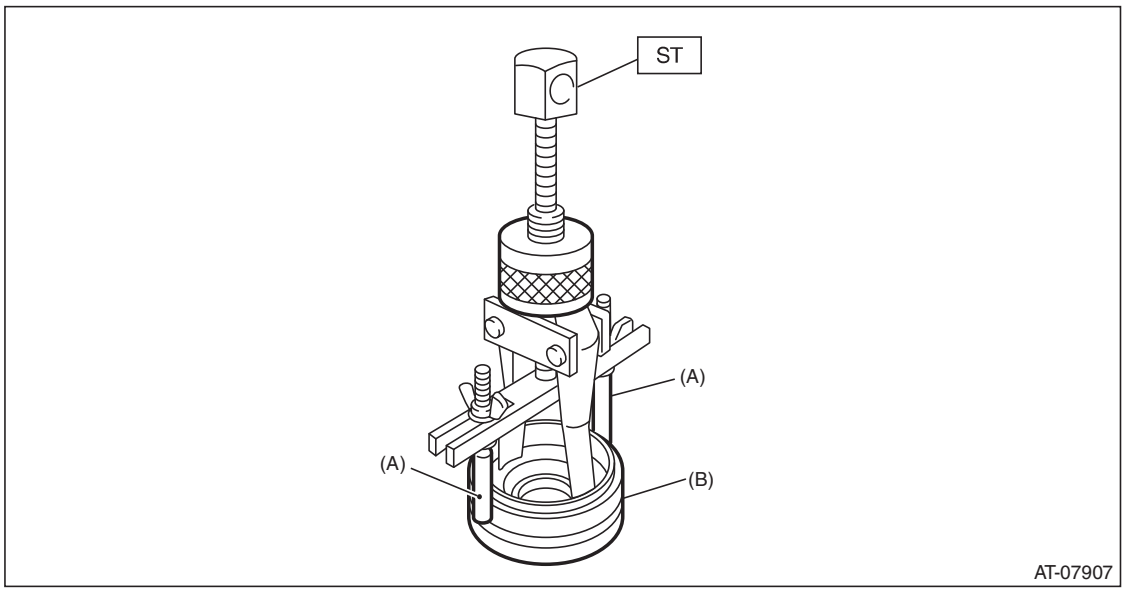
(A) Shaft
(B) Claw

5) Restore the removed claws to original position, and install the pin and split pin.

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6) Hold the shaft of ST to avoid removing from side retainer, and then remove the bearing outer race.
ST 398527700 PULLER ASSY

NOTE:
Replace the bearing inner and outer races as a single unit.

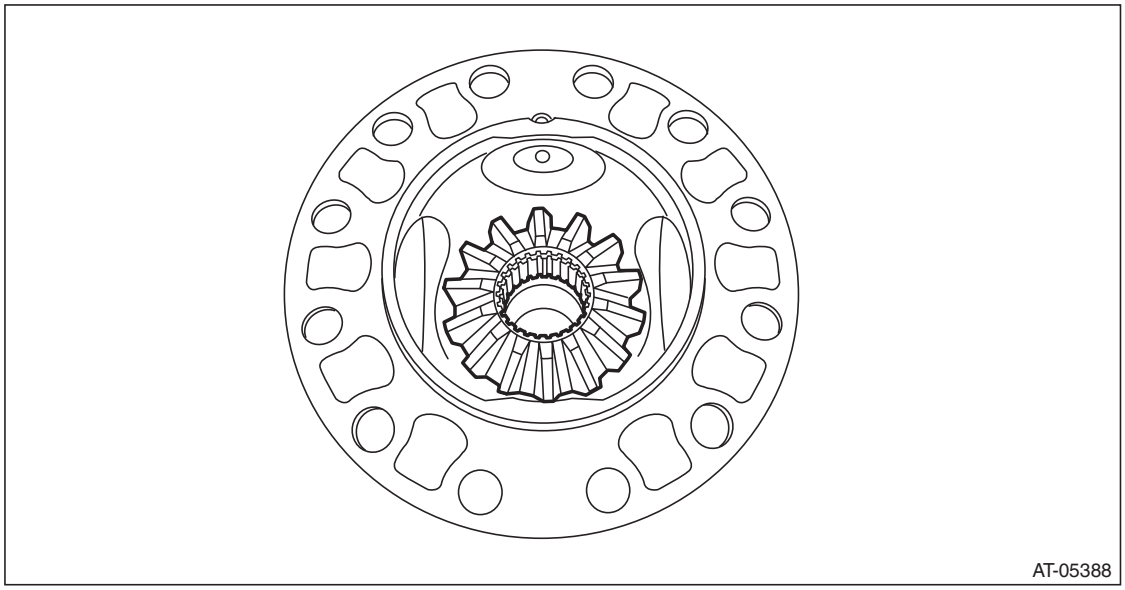


(A) Shaft
(B) Side retainer

D: ASSEMBLY

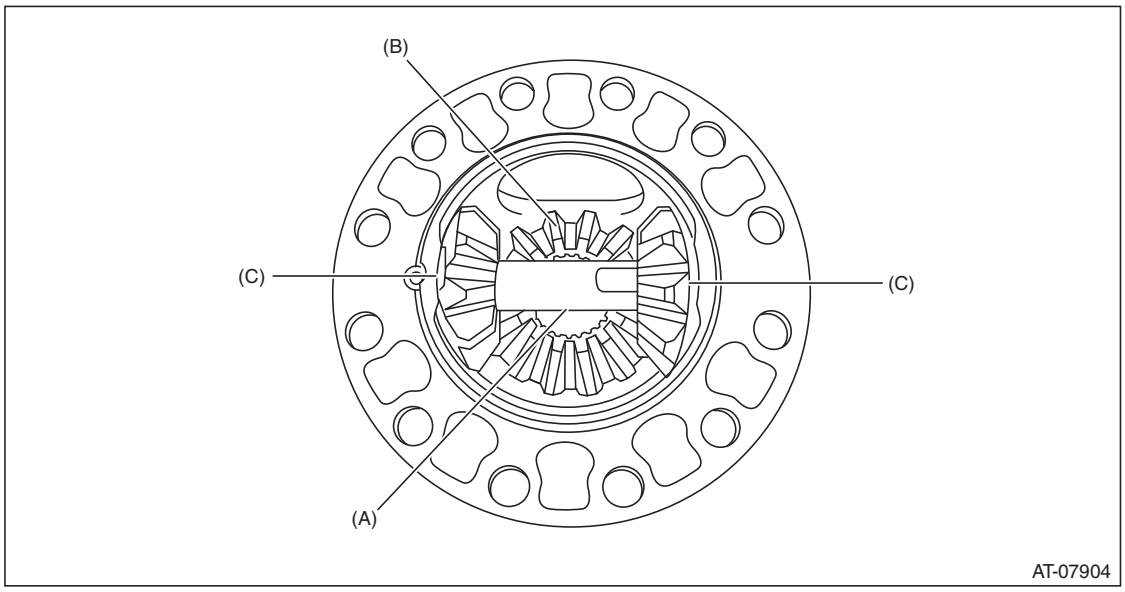
1. DIFFERENTIAL CASE ASSEMBLY

1) Install the washer and differential bevel gear into differential case (LH).



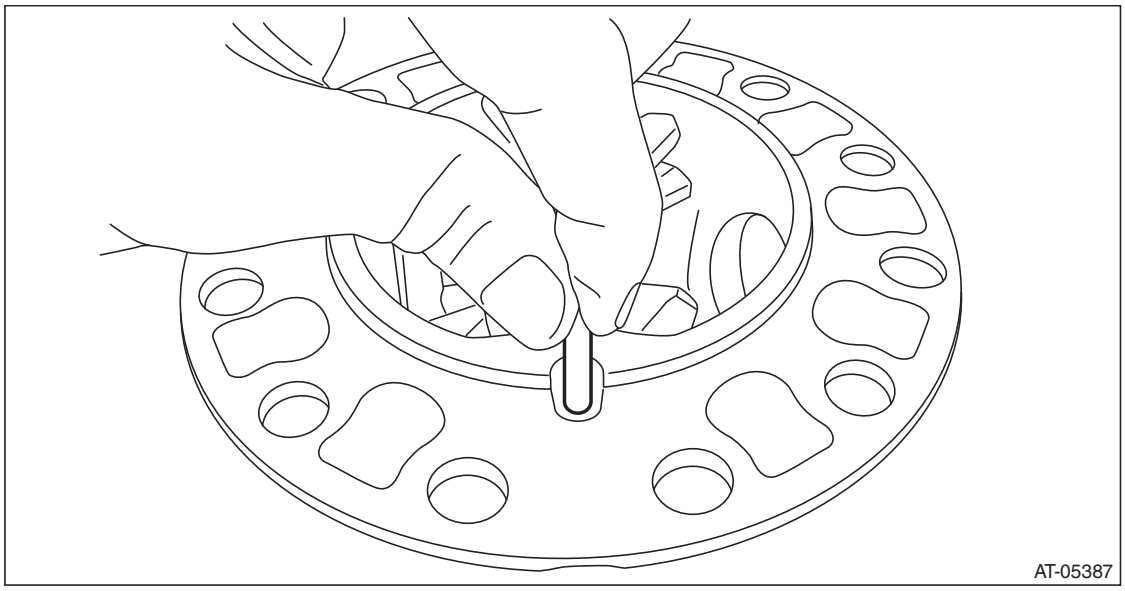
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2) Install the differential bevel gear pinions into differential case (LH) and install the pinion shaft.



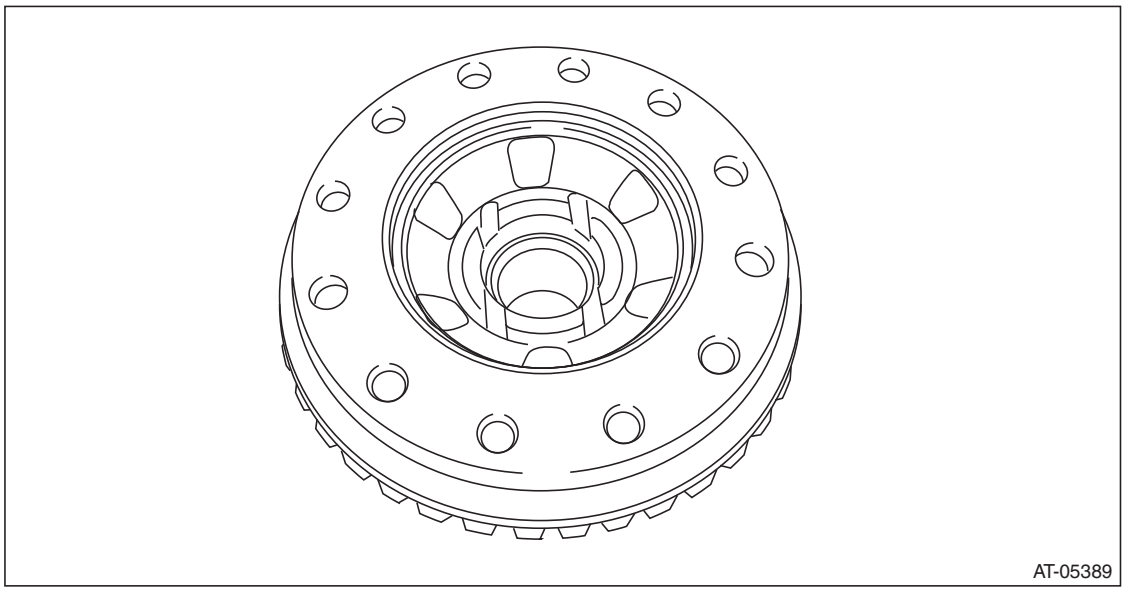
(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

3) Install the straight pin.

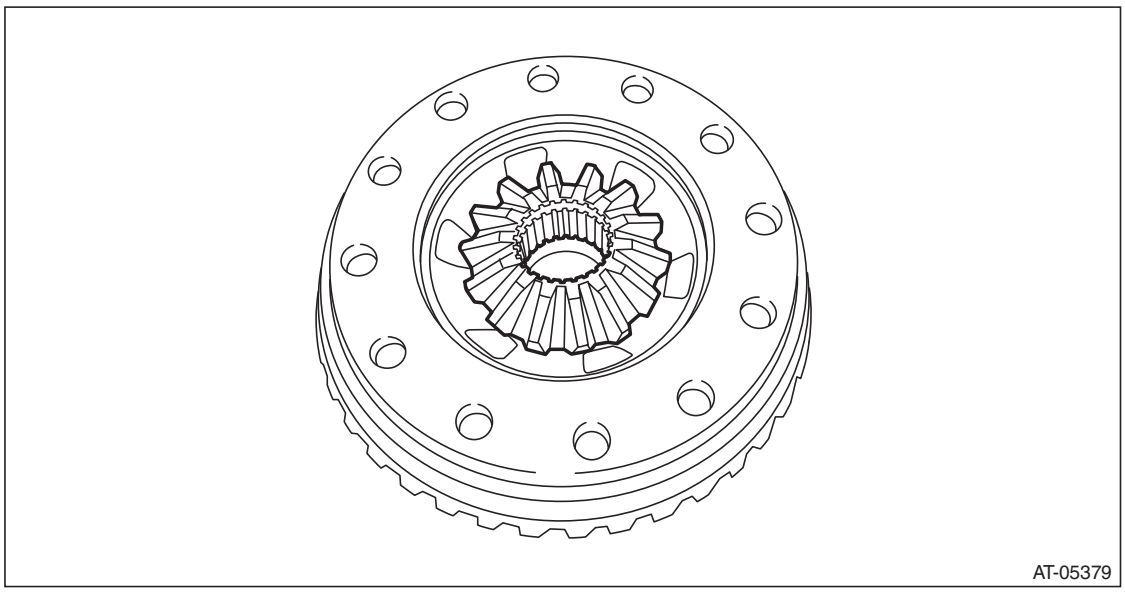


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4) Install the differential case (RH) to hypoid driven gear and secure with vise.



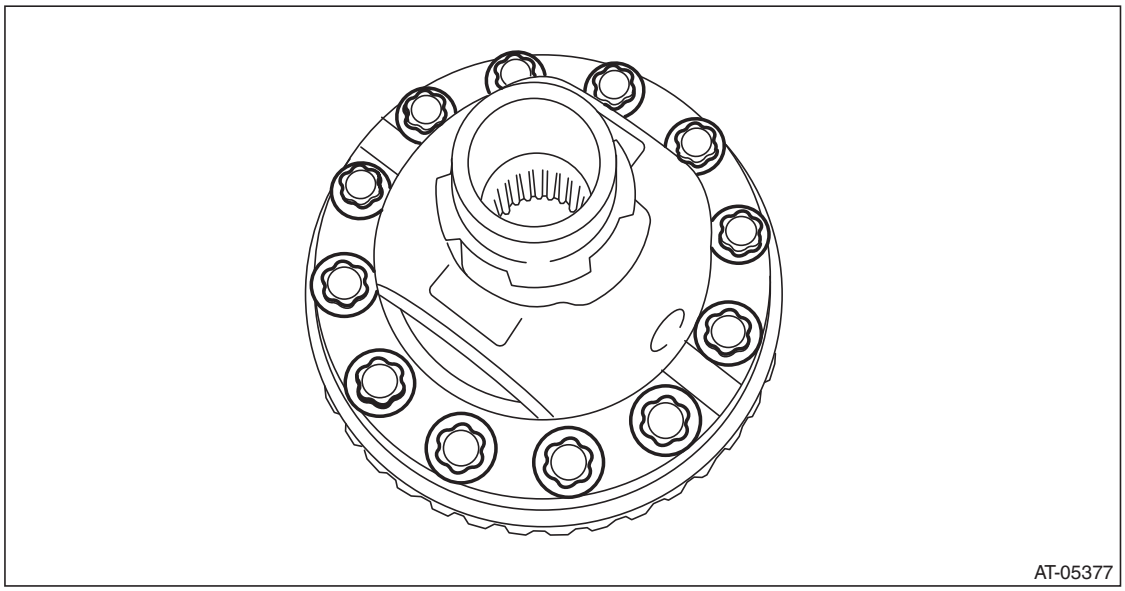
5) Install the washer and differential bevel gear to the differential case (RH).



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6) Using the ST, install the hypoid driven gear by tightening the installation bolt.
ST 18270KA020 SOCKET (E20)

Tightening torque:
20 N·m (2.0 kgf-m, 14.8 ft-lb)



7) While checking the tightening angle with the angle gauge, further tighten the hypoid driven gear mounting bolts.

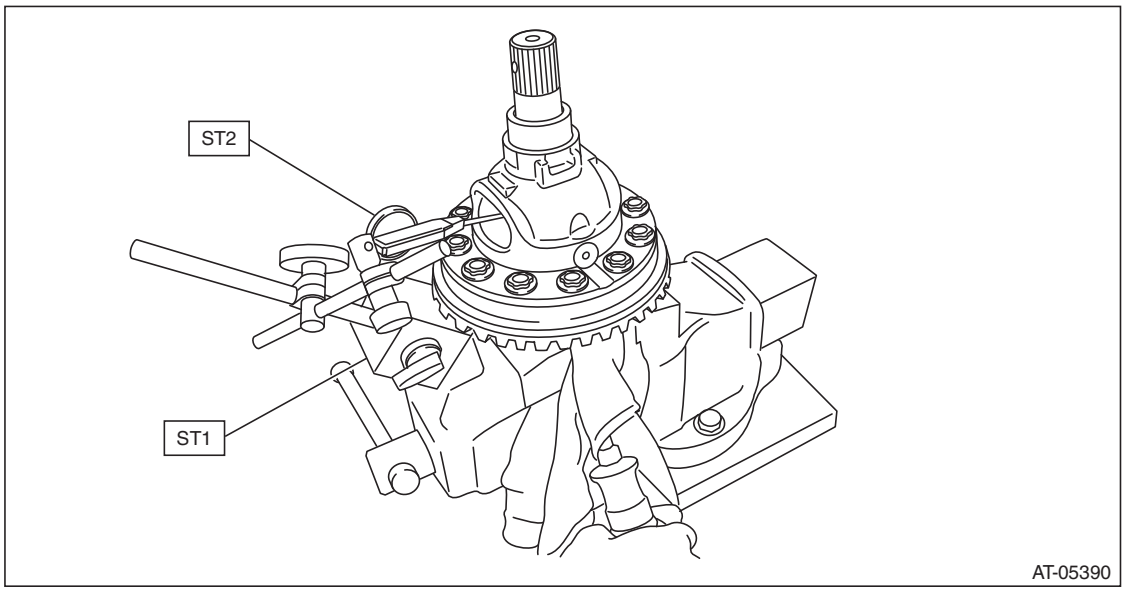
Tightening angle:
28°±2°

8) Measurement of backlash (selection of washer)
(1) Install the SUBARU genuine axle shaft to differential case.
Part No. 38415AA070 Axle shaft
(2) Measure the gear backlash using ST1 and ST2, and then insert the ST2 through the window of differential case.
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

NOTE:
• Measure the backlash by applying a differential bevel pinion tooth between two differential bevel gear teeth.
• When measuring, fix the differential bevel pinion in place with a screwdriver covered with cloth, or a similar tool.

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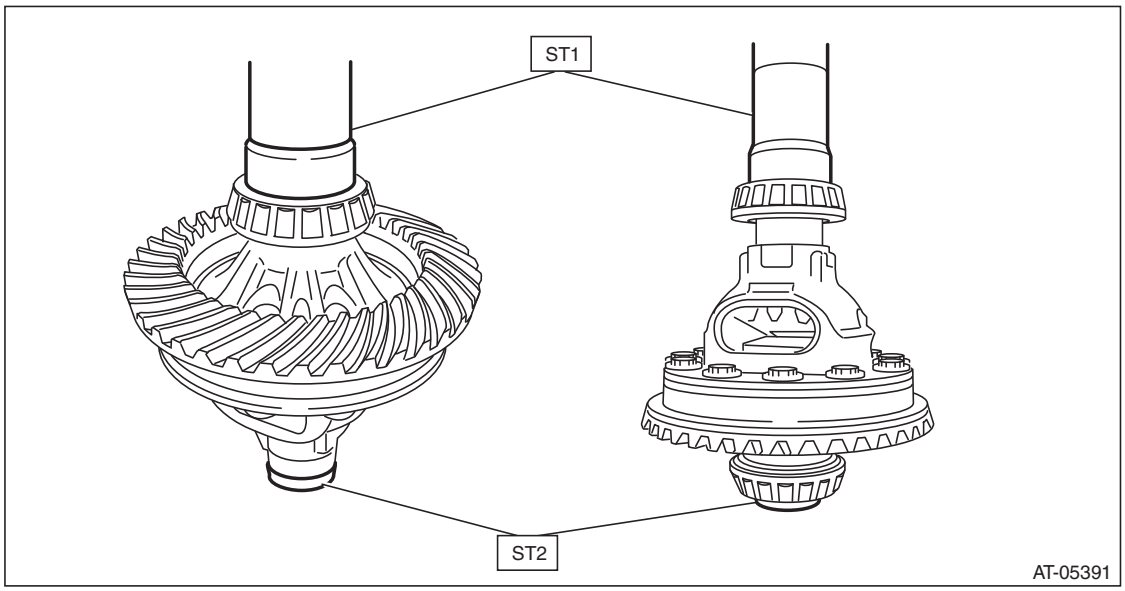
Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)



(3) If the backlash is not within specification, select a washer from the table below and replace.

Washer	
Part No.	Thickness mm (in)
803038021	0.95 (0.037)
803038022	1.00 (0.039)
803038023	1.05 (0.041)

9) Using the ST, install the left and right taper roller bearings.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 398497701 SEAT



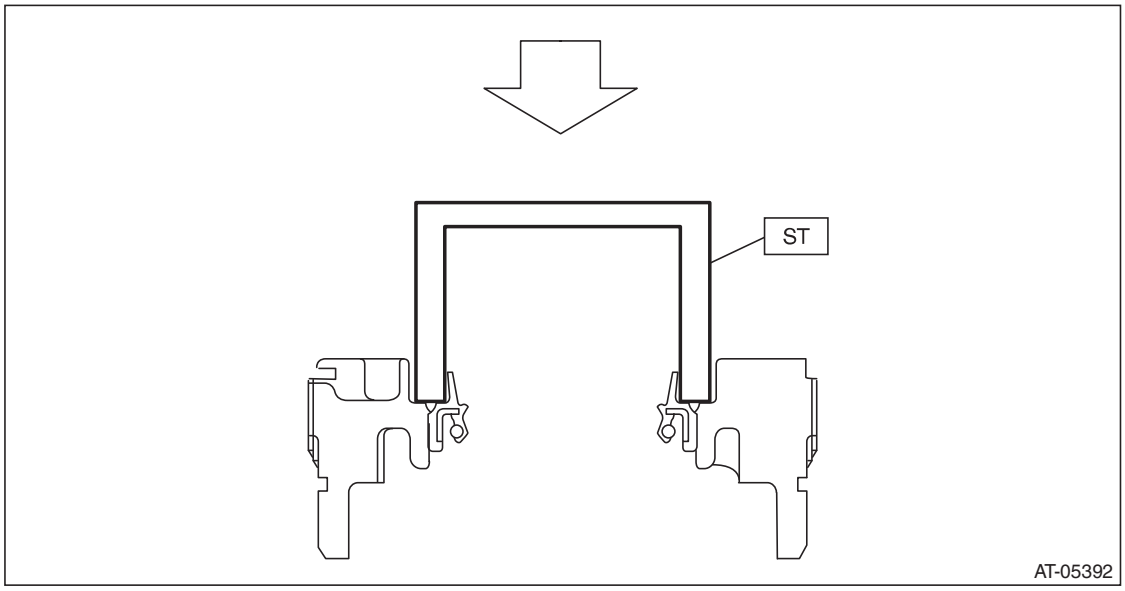
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2. SIDE RETAINER

NOTE:
After adjusting the backlash and tooth contact, replace the oil seal and O-ring of side retainer with new parts.
1) Press-fit the bearing outer race to side retainer.
2) Using the ST, install the oil seal.

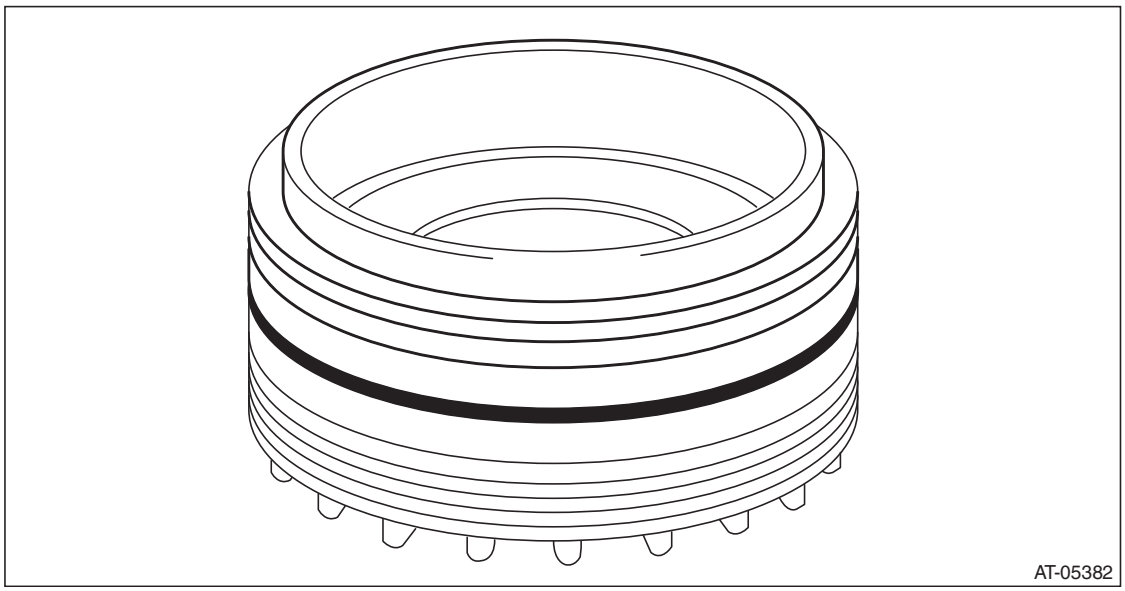
NOTE:
- Use a new oil seal.
- Apply differential oil to the oil seal lip.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



3) Install the O-ring.

NOTE:
- Use new O-rings.
- Apply gear oil to O-ring.

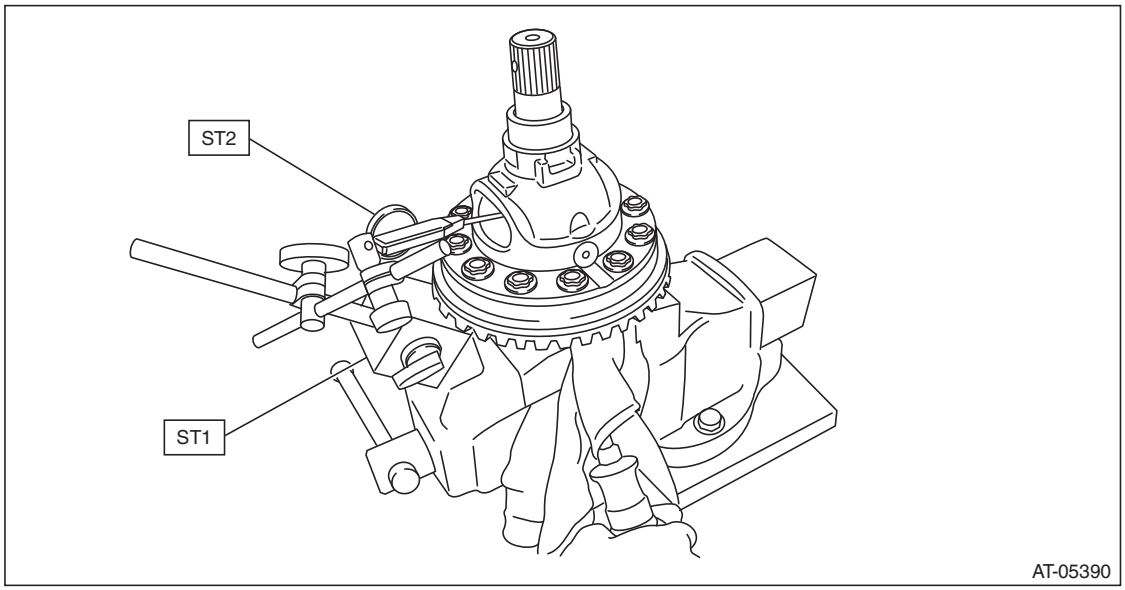


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E: INSPECTION

- Check each component for scratches, damage or other faults.
- Inspect the backlash of the pinion gear.

Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)

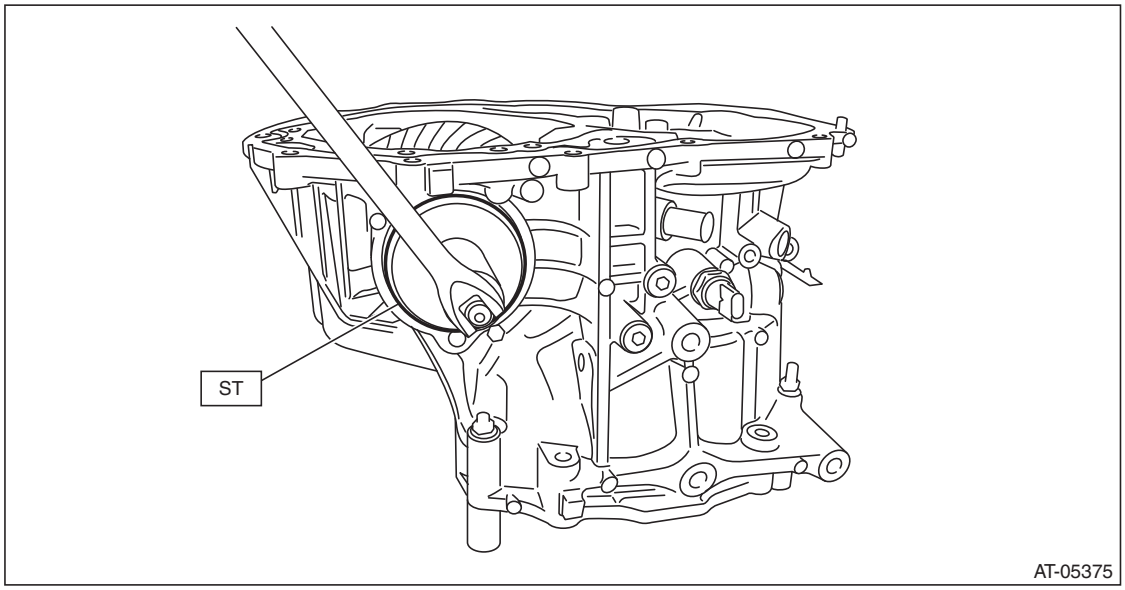


- Measure the hypoid gear backlash, and then adjust it to be within specification. <Ref. to CVT(TR690)-279, ADJUSTMENT, Front Differential Assembly.>

F: ADJUSTMENT

1) Using the ST, screw-in the retainer until resistance is felt.

NOTE:
RH side should be screwed-in more than LH side.
ST 18658AA020 WRENCH COMPL RETAINER



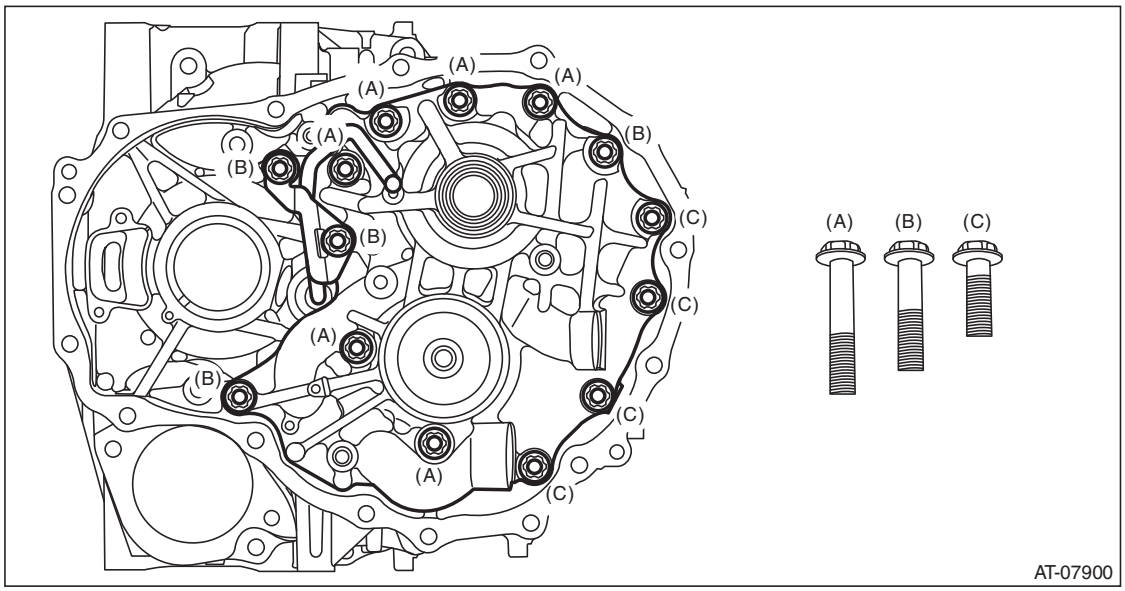
2) Remove the remaining liquid gasket from the mating surface completely.

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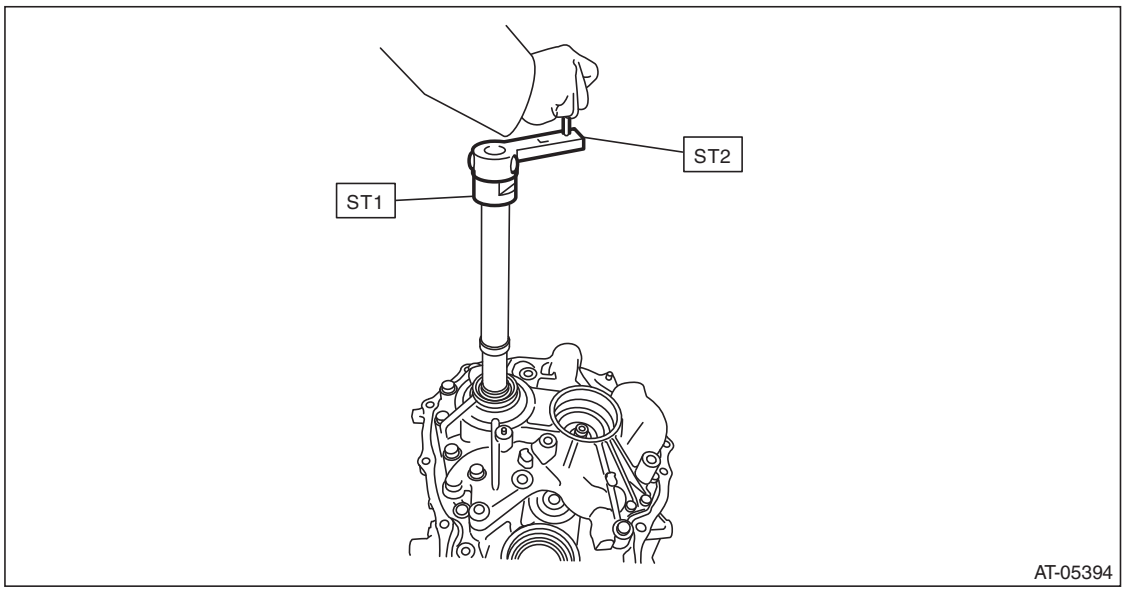
3) Using the ST, install the drive pinion assembly to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



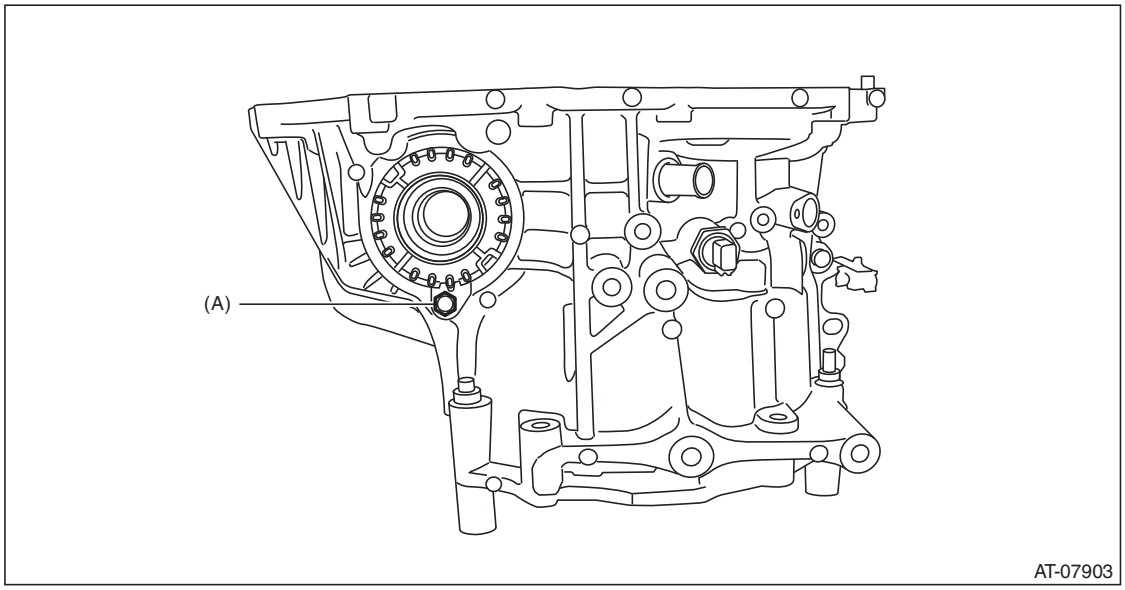
4) Rotate the drive pinion shaft ten times or more using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH



5) While rotating the pinion shaft, tighten the retainer LH and loosen the retainer RH until the shaft can't be turned anymore. The backlash is “zero” when the pinion shaft comes to the point where it doesn't rotate.

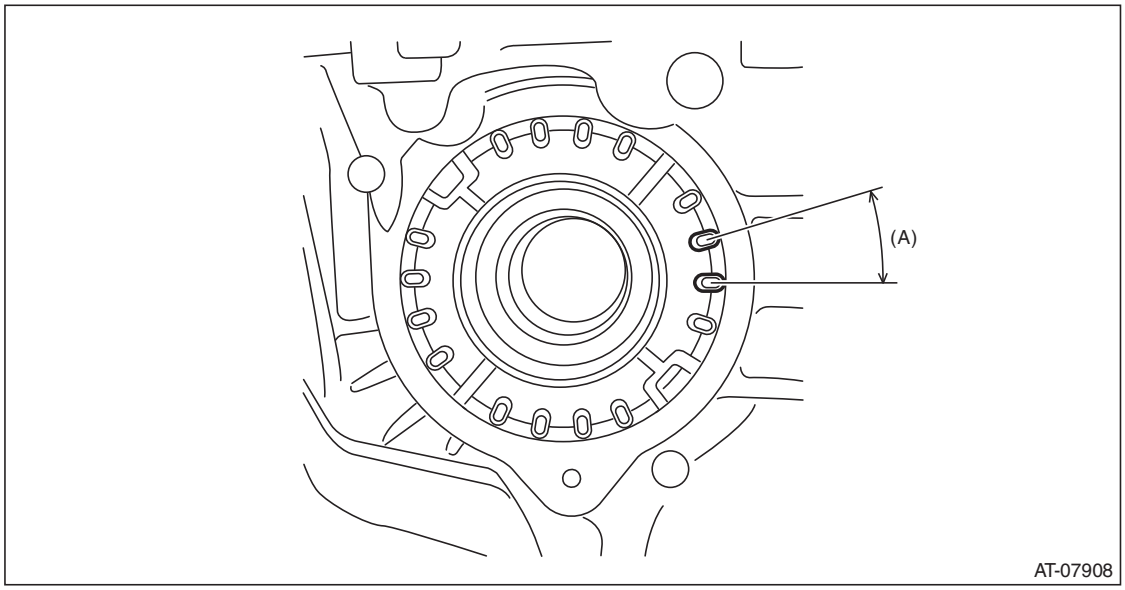
Provided Exclusively on Ebay by Seller "4SubaruManuals"

6) After the “zero” state is established, loosen the retainer LH by 3 notches and secure it with the lock plate. Loosen the retainer RH and retighten until it stops. Rotate the drive pinion 2 or 3 times. Tighten the retainer RH further 1-3/4 notches. This sets the preload. Finally, secure the retainer with its lock plate.



(A) Lock plate

NOTE:
Turning the retainer by every one tooth changes the backlash approx. 0.05 mm (0.0020 in).

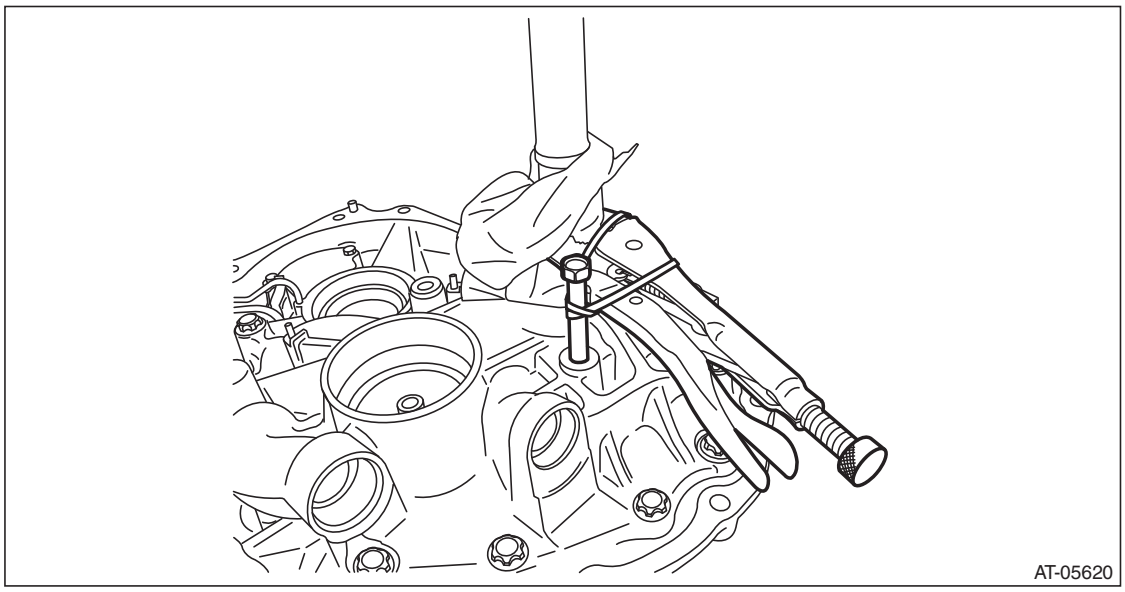


(A) 1 tooth

7) Insert the two SUBARU genuine axle shafts into differential case.
Part No. 38415AA070 Axle shaft

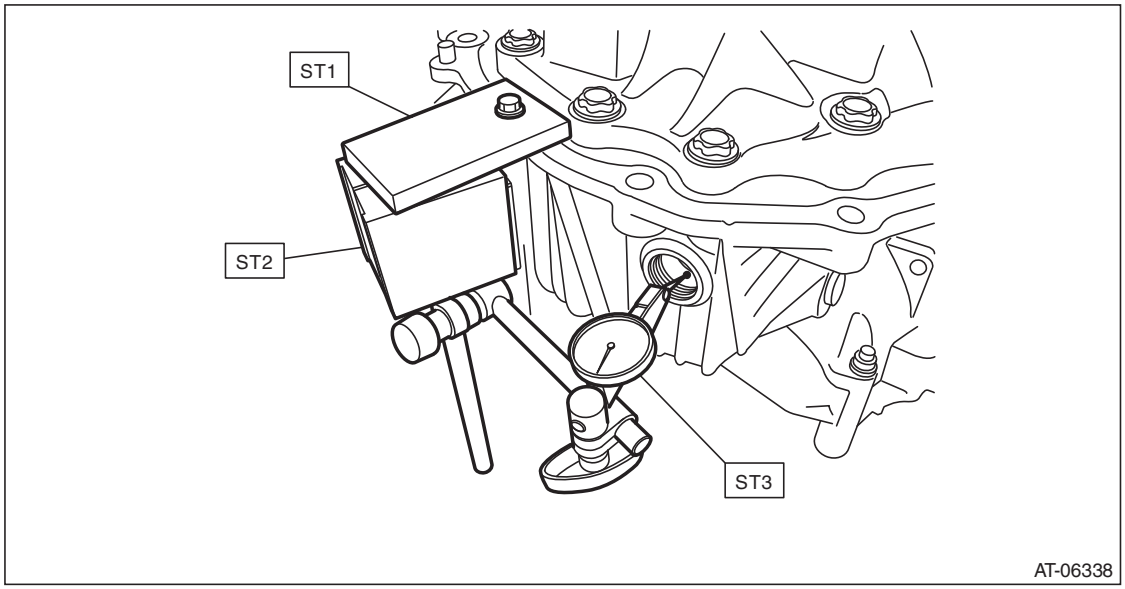
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8) Wrap the drive shaft pinion shaft with cloth and pinch with vise pliers. Install the installation bolt into the bolt hole of secondary pulley and secure the bolt and vise pliers using a band or wire.
Make sure the drive pinion shaft does not move.



9) Check the backlash is within specification using ST1, ST2 and ST3.
ST1 498255400 PLATE
ST2 498247100 DIAL GAUGE
ST3 498247001 MAGNET BASE

Backlash:
0.13 — 0.18 mm (0.005 — 0.007 in)



10) Adjust the teeth contact of the front differential and drive shaft. <Ref. to CVT(TR690)-258, ADJUSTMENT, Drive Pinion Shaft Assembly.>

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45.Oil Pump

A: REMOVAL

NOTE:
Refer to “Drive Pinion Shaft” for removal procedures. <Ref. to CVT(TR690)-243, REMOVAL, Drive Pinion Shaft Assembly.>

B: INSTALLATION

NOTE:
Refer to “Drive Pinion Shaft” for installation procedures. <Ref. to CVT(TR690)-245, INSTALLATION, Drive Pinion Shaft Assembly.>

C: INSPECTION

Check the following items.
- Check the oil pump for damage and wear.
- Rotate the oil pump by hand, and check that it rotates smoothly.

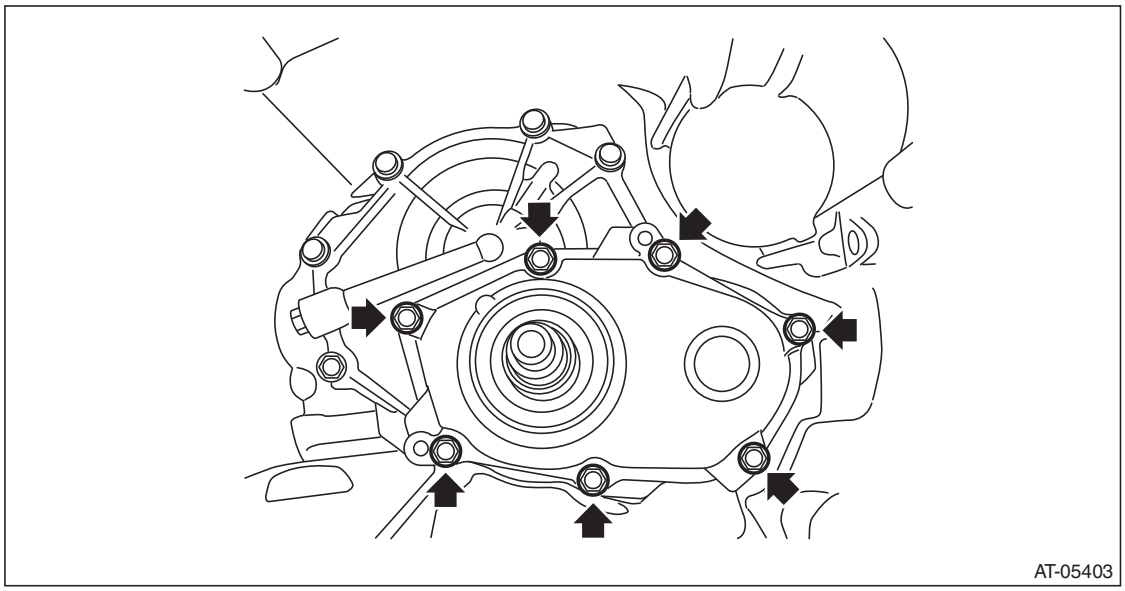
1) Measure the secondary pressure. <Ref. to CVT(TR690)-50, INSPECTION, Secondary Pressure (Line Pressure) Test.>
2) Remove the oil pan and oil strainer. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
3) Check oil strainer for clogging.
When oil strainer has no clogging, replace the oil pump.

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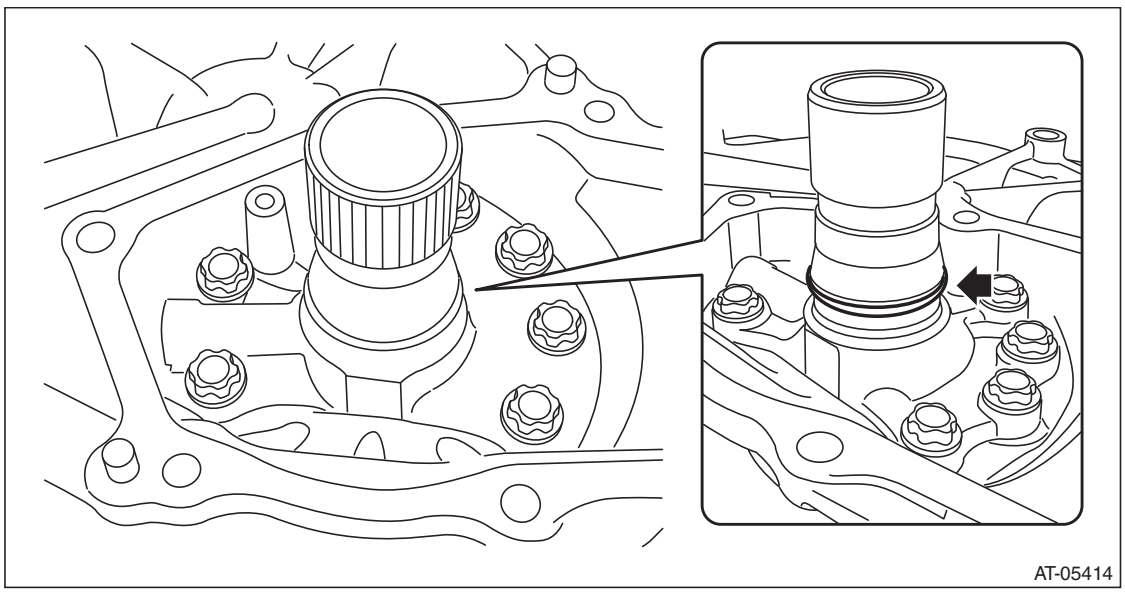
46.Oil Pump Chain

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR690)-136, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover.



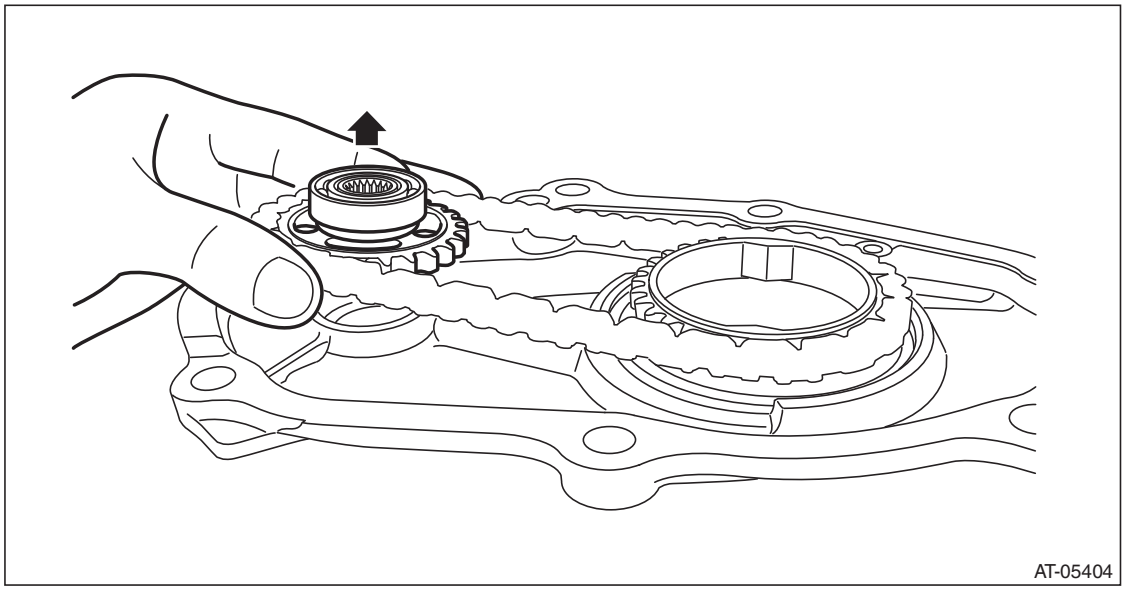
4) Remove the seal ring from center support COMPL.



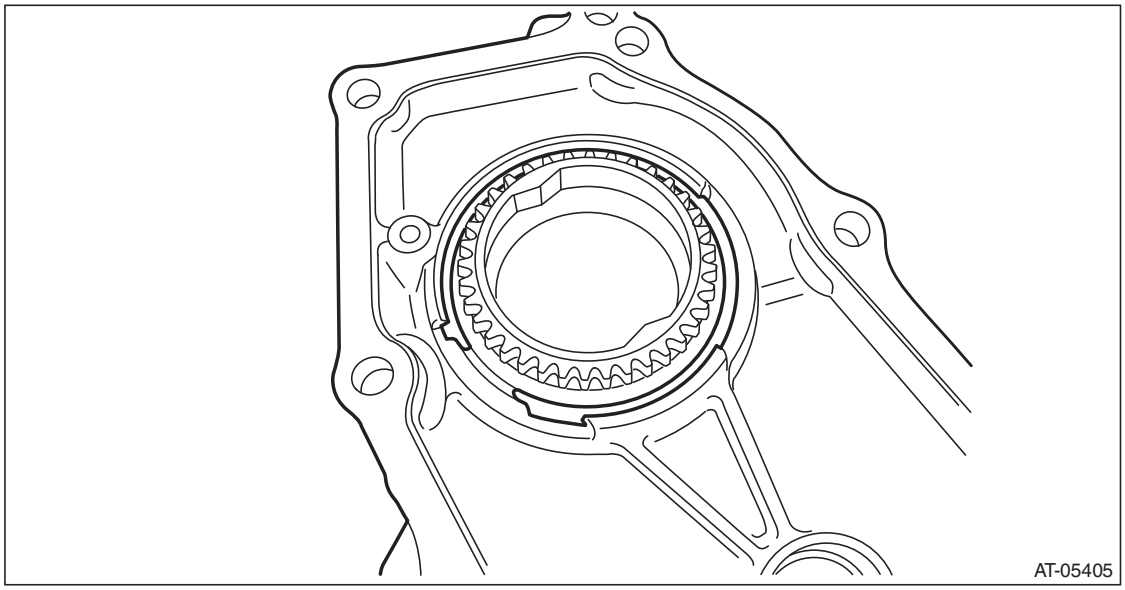
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5) Remove the driven sprocket from oil pump chain cover to remove the oil pump chain.

NOTE:
The driven sprocket is replaced as an assembly only, because it is a non-disassembly part.

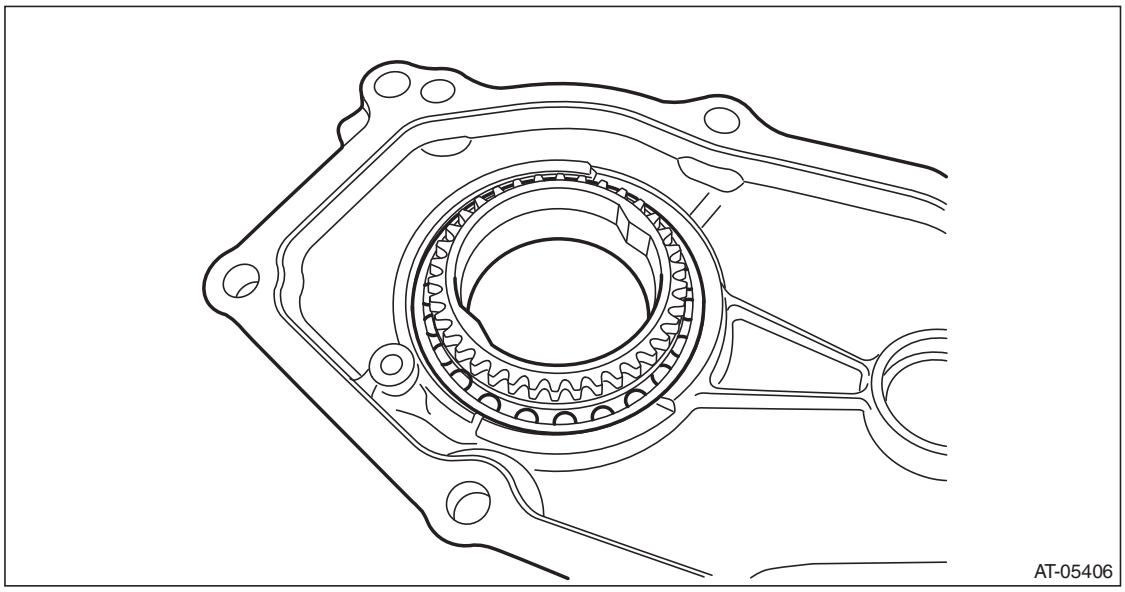


6) Remove the snap ring.



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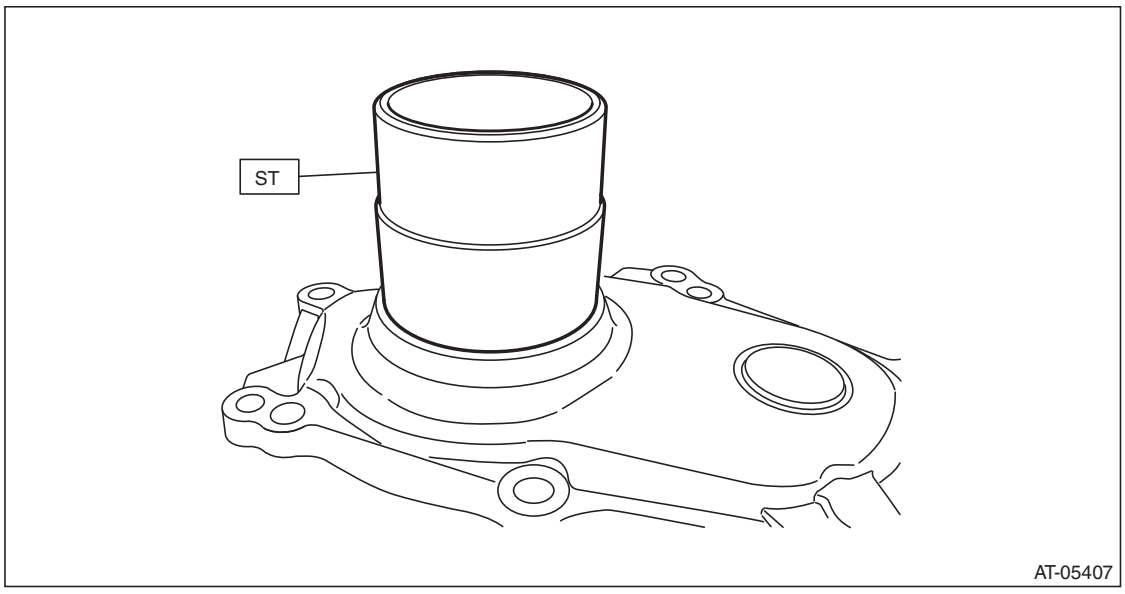
7) Remove the drive sprocket.



8) Remove the oil seal from the oil pump chain cover.

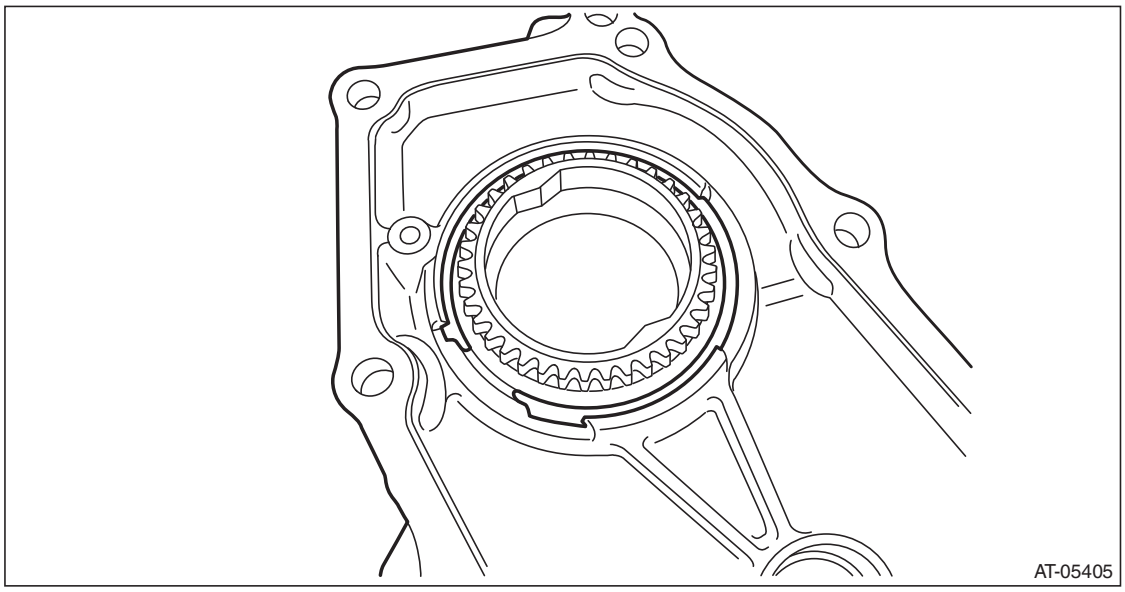
B: INSTALLATION

1) Clean the mating surface of oil pump chain cover and converter case cover.
2) Using the ST, install the oil seal.
ST 499755602 PRESS SNAP RING

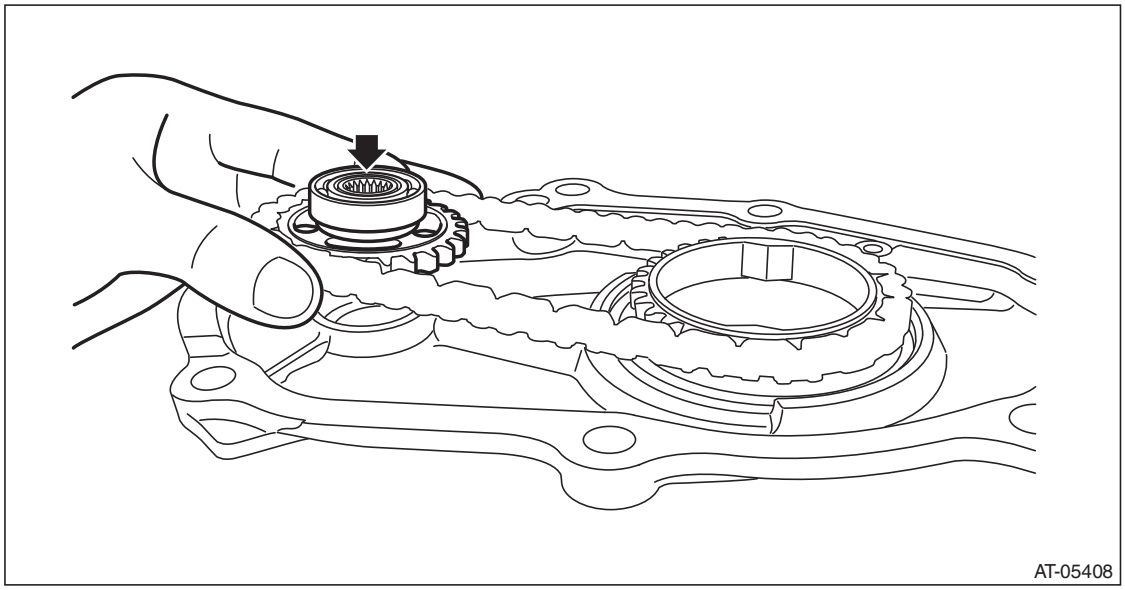


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3) Install the drive sprocket and install the snap ring.



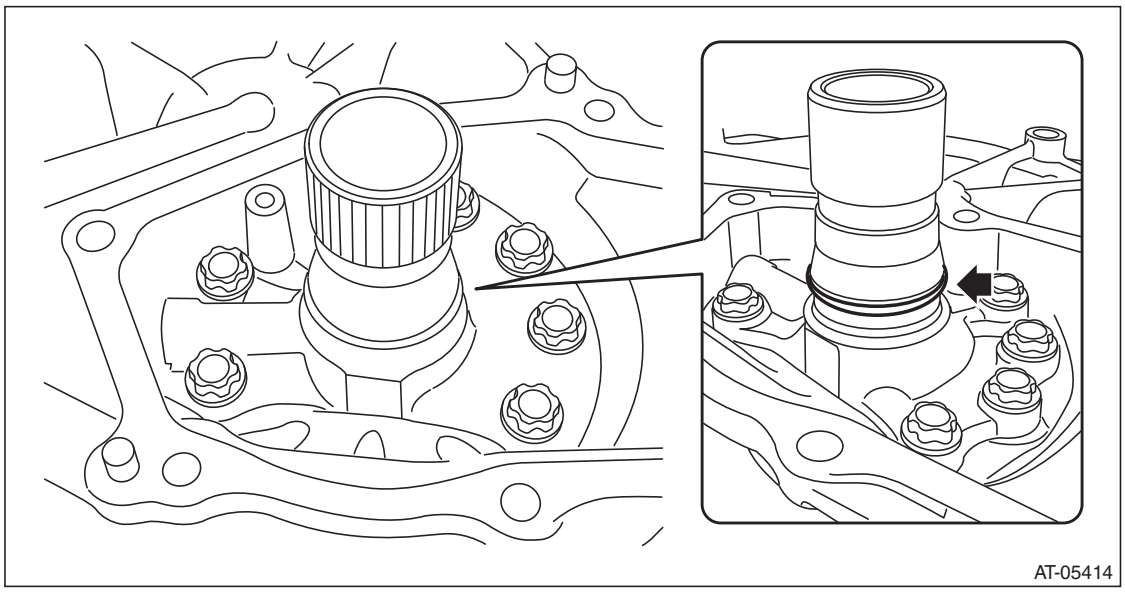
4) Place the oil pump chain on drive sprocket.
5) Place the oil pump chain on driven sprocket and install the driven sprocket to oil pump chain cover.



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6) Install the seal ring to center support COMPL.

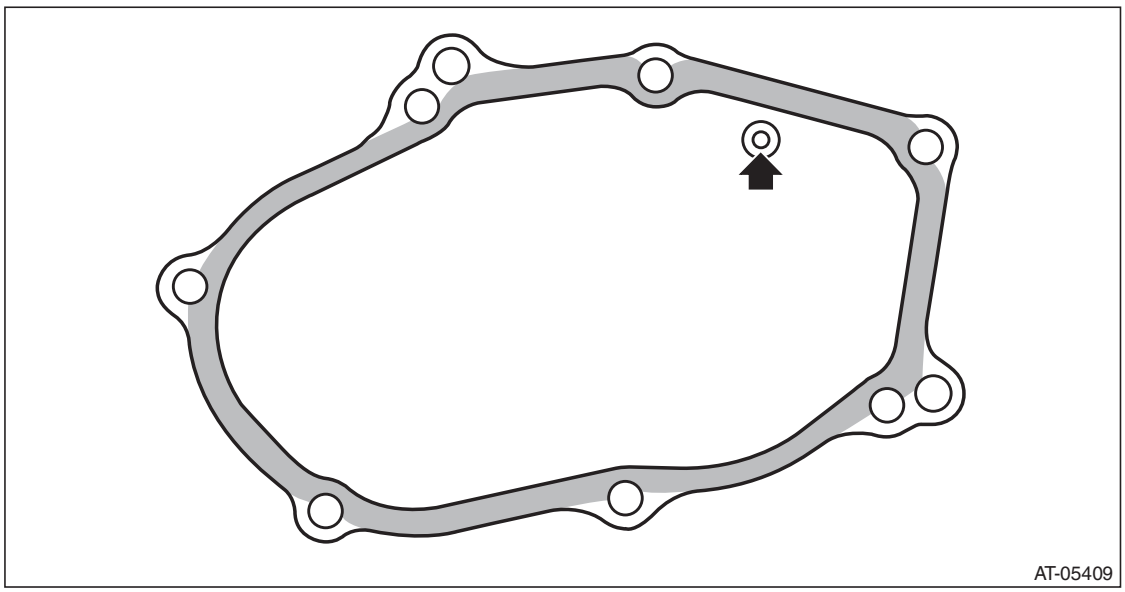
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.



7) Apply liquid gasket seamlessly to the mating surface of oil pump chain cover.

CAUTION:
Do not apply liquid gasket at the arrowed hole.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent

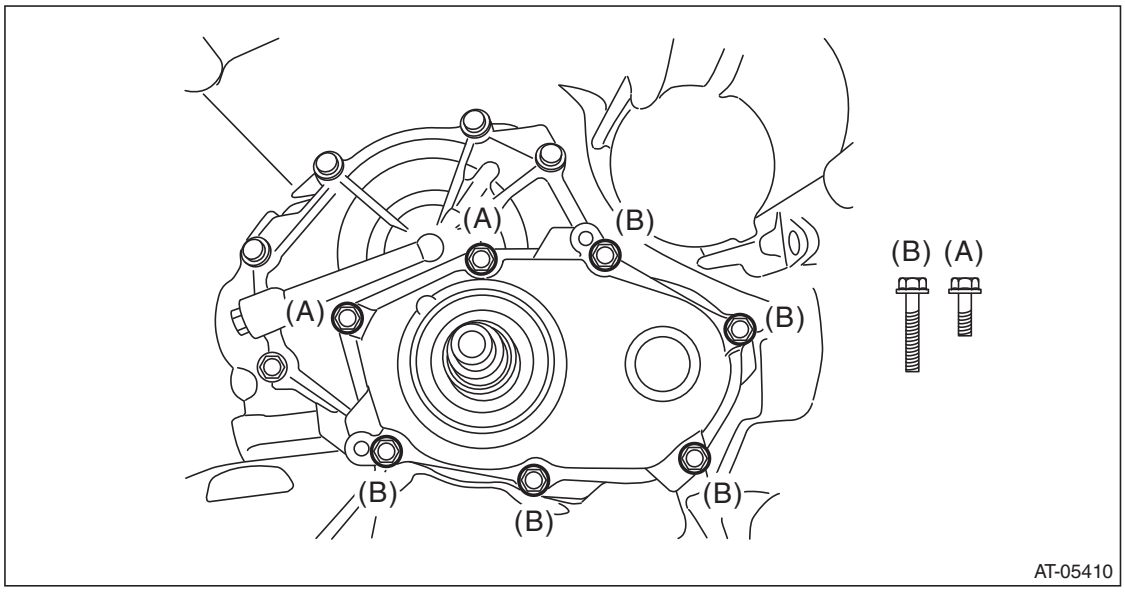


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8) Install the oil pump chain cover.

NOTE:
There are two types of bolt.

Tightening torque:
24 N·m (2.4 kgf-m, 17.7 ft-lb)

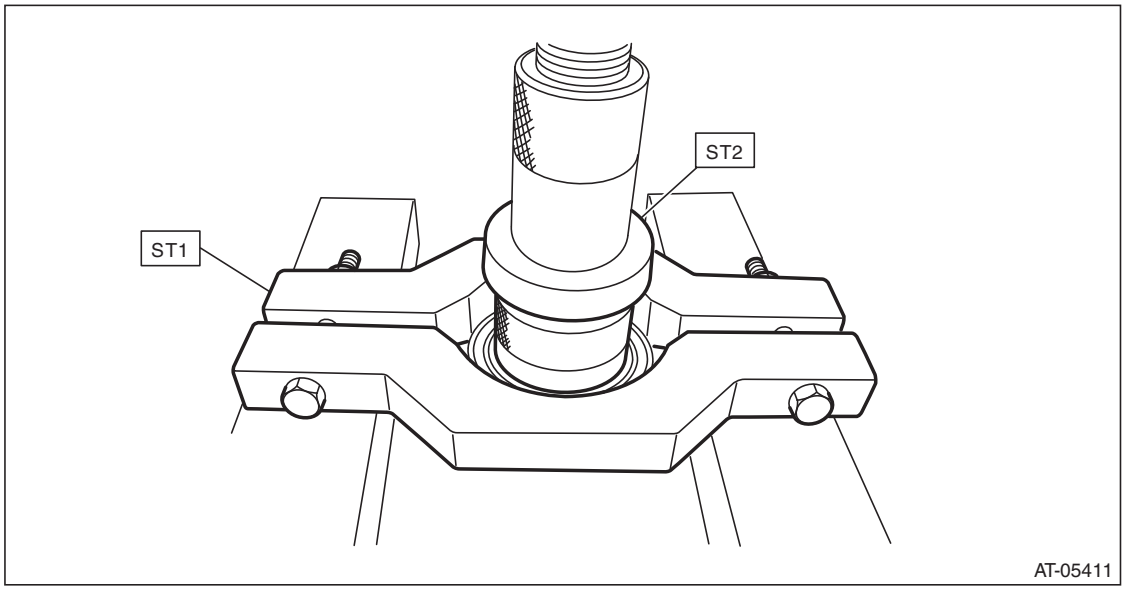


9) Install the torque converter assembly. <Ref. to CVT(TR690)-136, INSTALLATION, Torque Converter Assembly.>
10) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1. DRIVE SPROCKET

1) Remove the ball bearing using ST.
ST1 498077600 REMOVER
ST2 399513600 INSTALLER



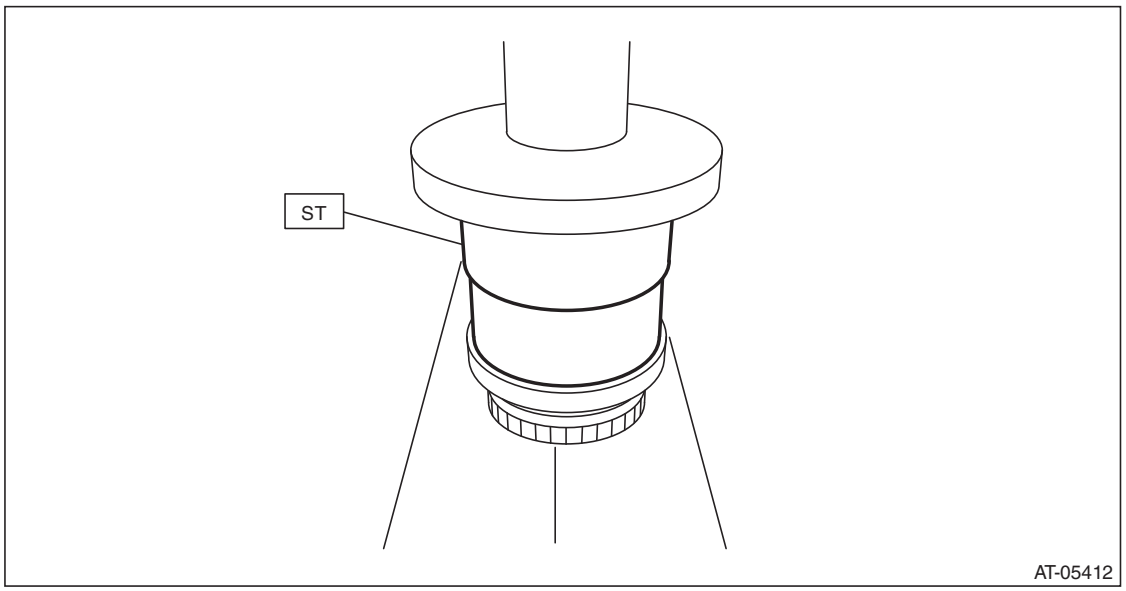
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D: ASSEMBLY

1. DRIVE SPROCKET

1) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST 499755602 PRESS SNAP RING



E: INSPECTION

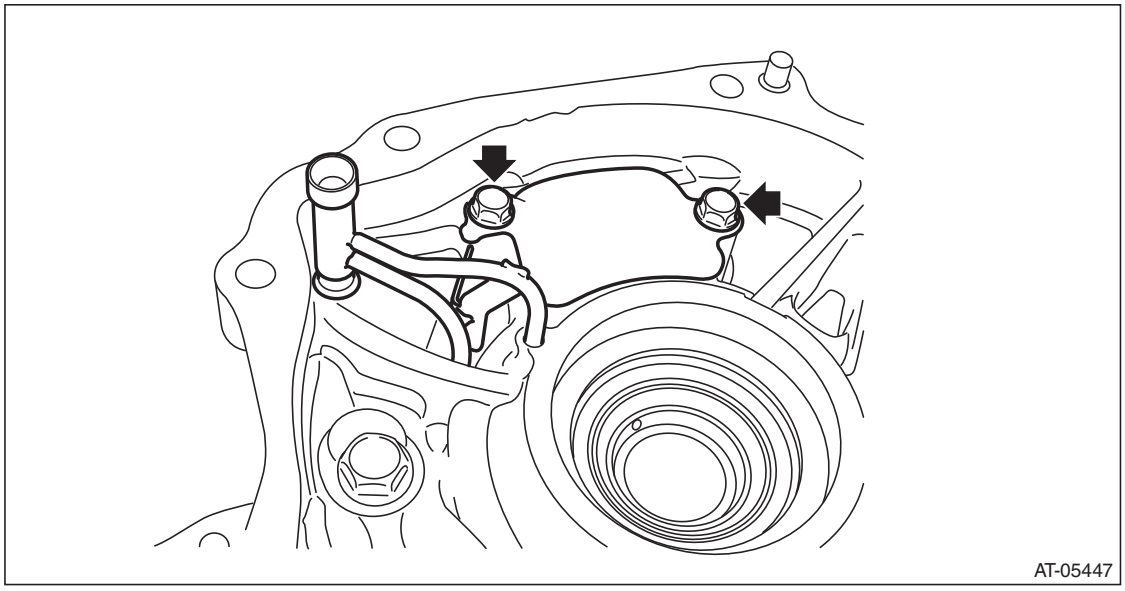
- Check the oil pump chain for damage.
- Replace if gear teeth are broken, damaged, sharpen or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the oil pump chain cover for damage.
- Check for leakage of CVTF from the mating surface of oil pump chain cover.
- Check the oil seal for damage.

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47.Converter Case Cover

A: REMOVAL

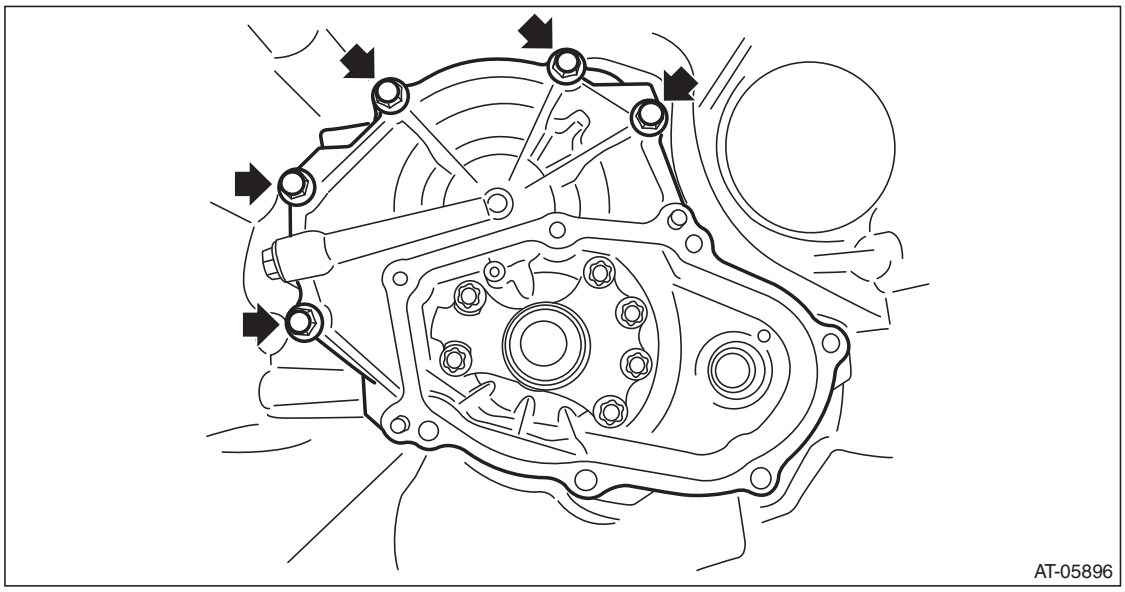
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-243, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the oil stopper plate and lubrication pipe.



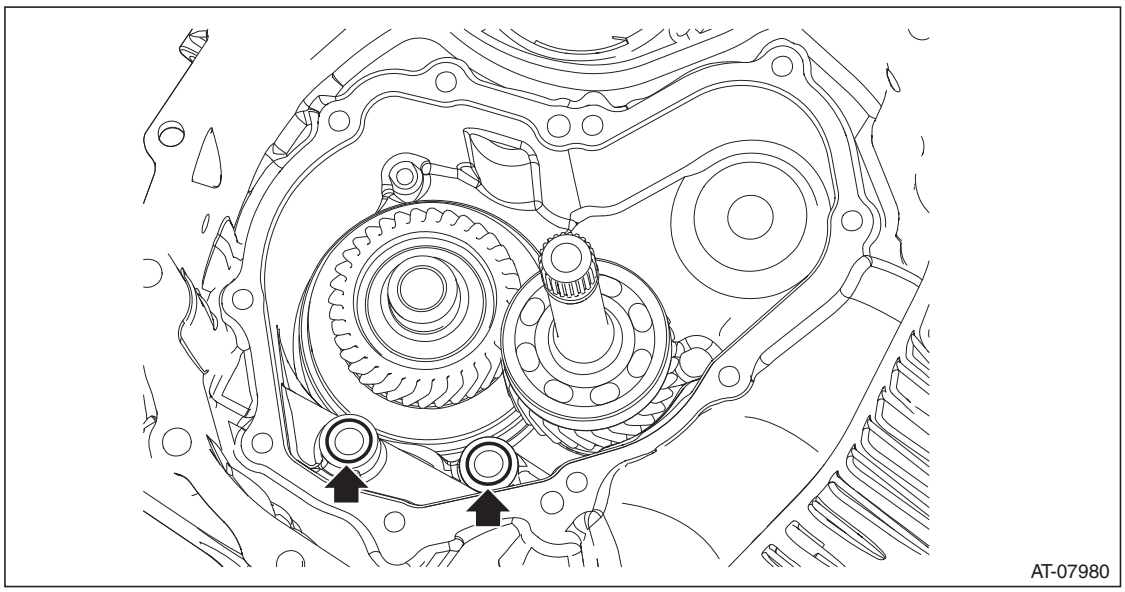
15) Flip over the converter case.
16) Remove the oil pump chain cover and the oil pump chain. <Ref. to CVT(TR690)-284, REMOVAL, Oil Pump Chain.>

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17) Remove the converter case cover.

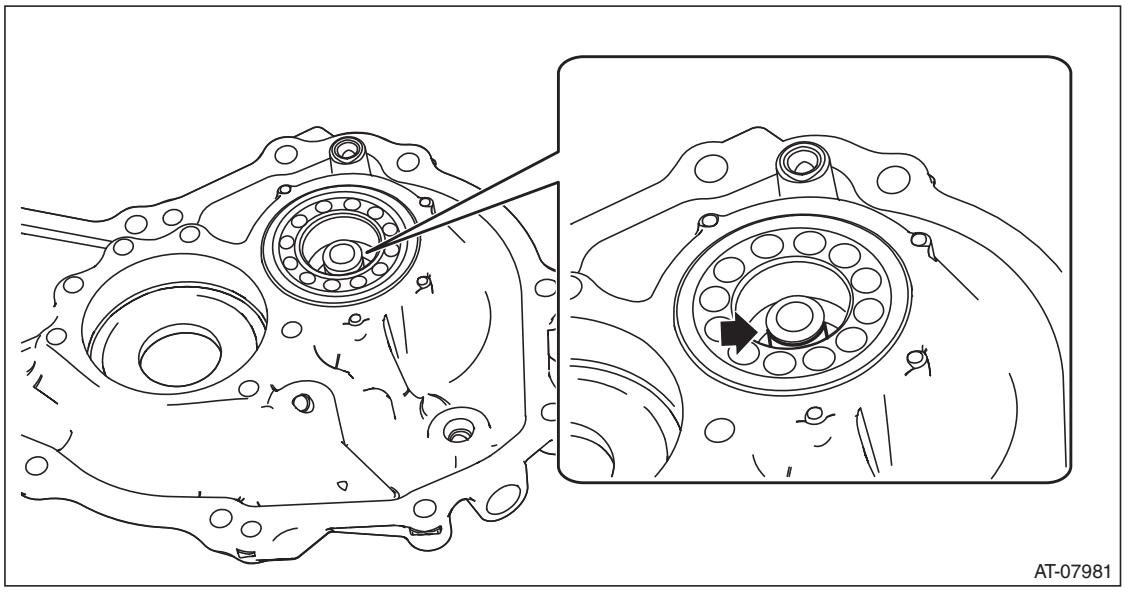


18) Remove the O-ring.



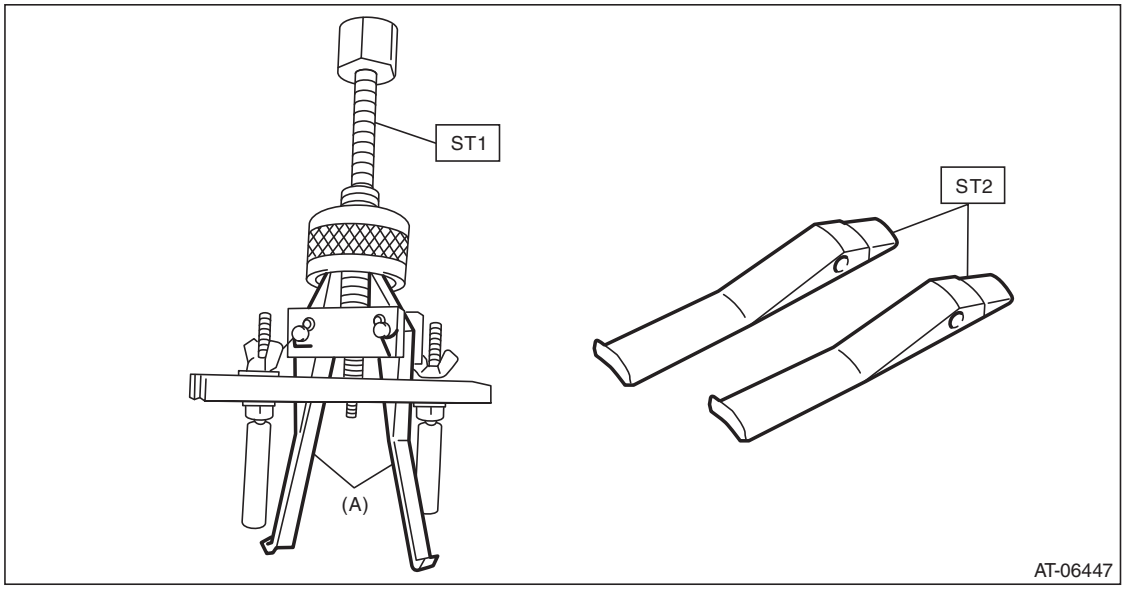
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19) Remove the seal ring from converter case cover.



20) Using the ST, remove the ball bearing from the converter case cover.
(1) Remove the claw of ST1, and attach the claw of ST2.

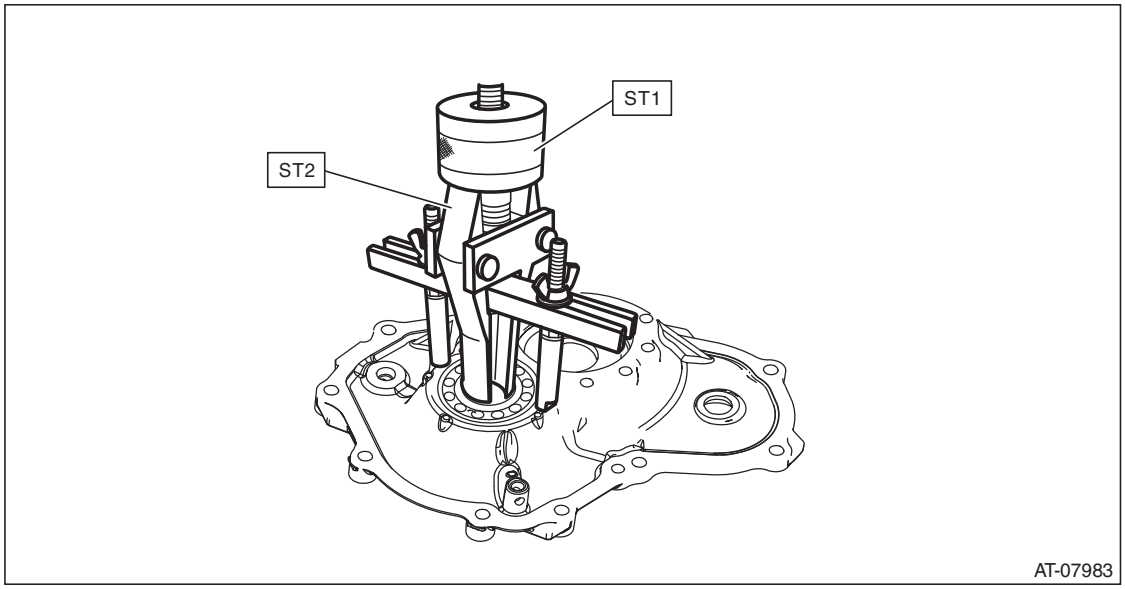
ST1 398527700 PULLER ASSY
ST2 18760AA000 CLAW



(A) Claw

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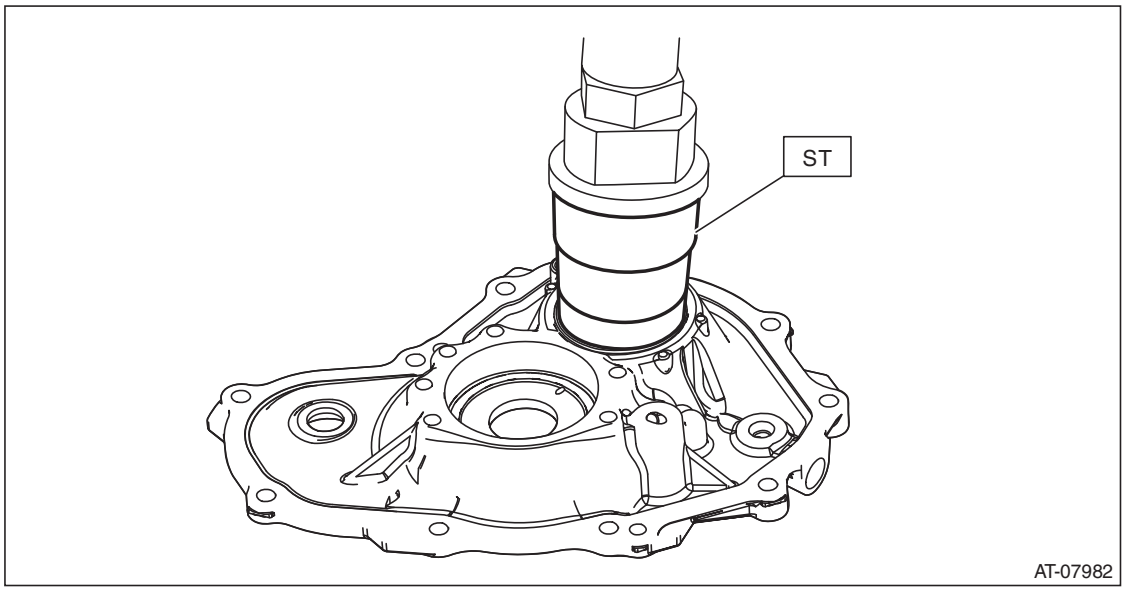
(2) Using the ST, remove the ball bearing from the converter case cover.
ST1 398527700 PULLER ASSY
ST2 18760AA000 CLAW



B: INSTALLATION

1) Clean the mating surface of converter case cover and converter case.
2) Adjust the shims of front reduction drive gear and front reduction driven gear. <Ref. to CVT(TR690)-307, ADJUSTMENT, Front Reduction Drive Gear.> <Ref. to CVT(TR690)-315, ADJUSTMENT, Front Reduction Driven Gear.>
3) Apply CVTF to the selected shims and install on the bearing catch surface of the front reduction driven gear.
4) Using the ST, install the ball bearing to the converter case cover.

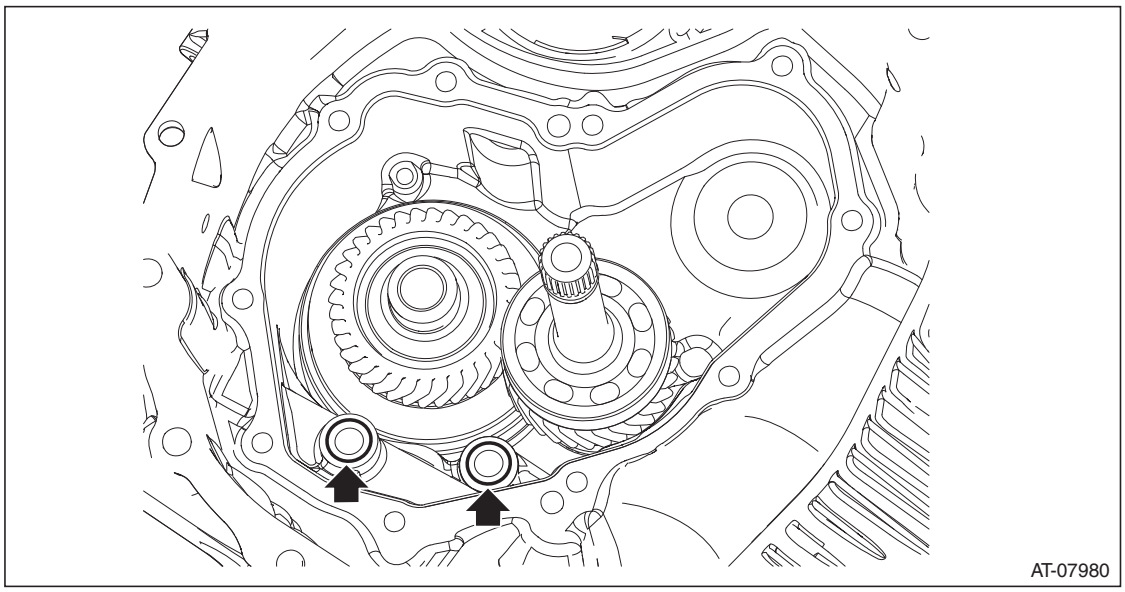
NOTE:
Use a new ball bearing.
ST 499755602 PRESS SNAP RING



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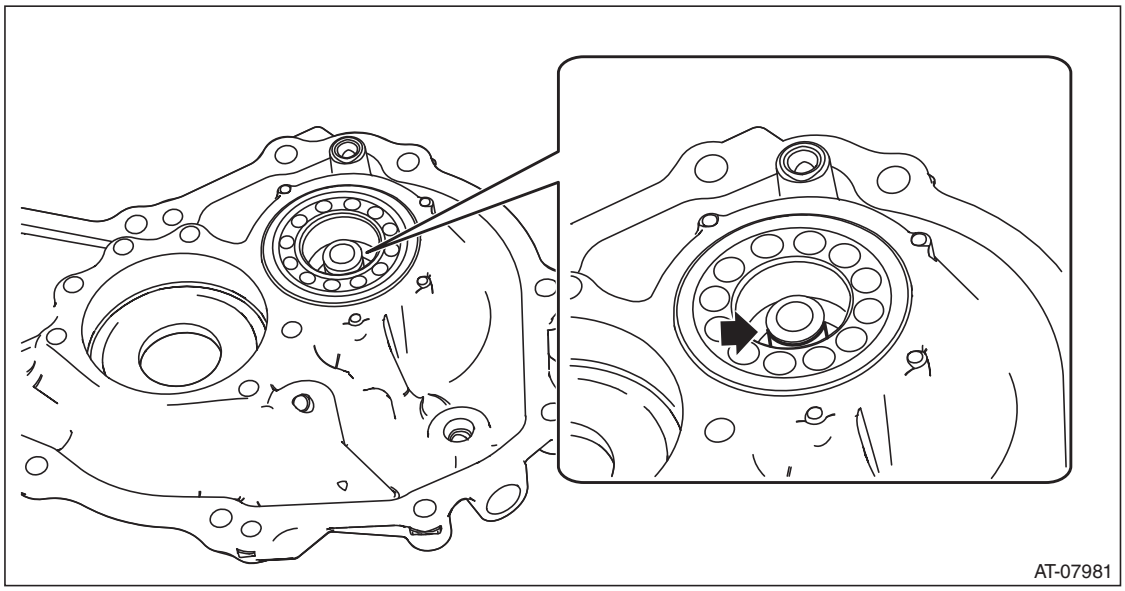
5) Install the O-ring.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



6) Apply CVTF to the selected shims and install on the bearing catch surface of the front reduction drive gear.
7) Install the seal ring to converter case cover.

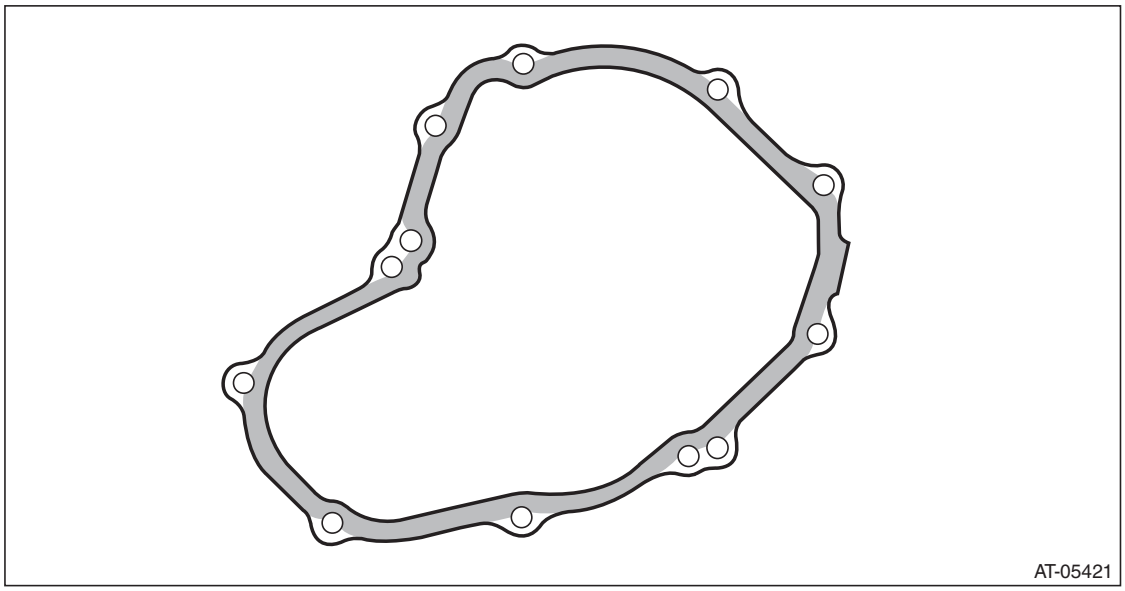
NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.



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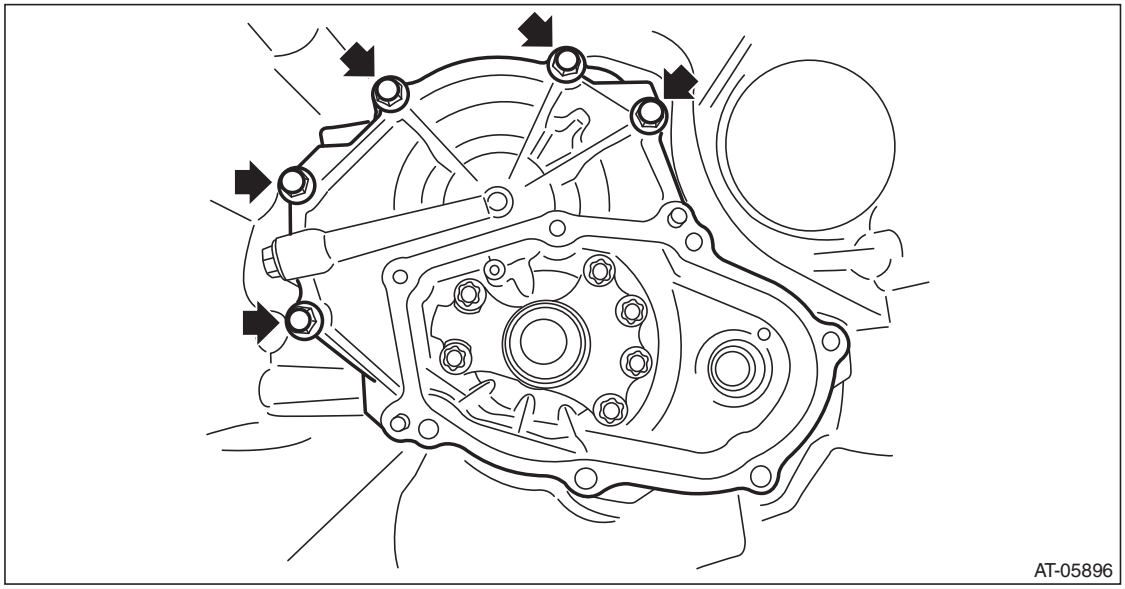
8) Apply liquid gasket seamlessly to the mating surface of converter case cover.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



9) Install the converter case cover.

Tightening torque:
24 N·m (2.4 kgf-m, 17.7 ft-lb)

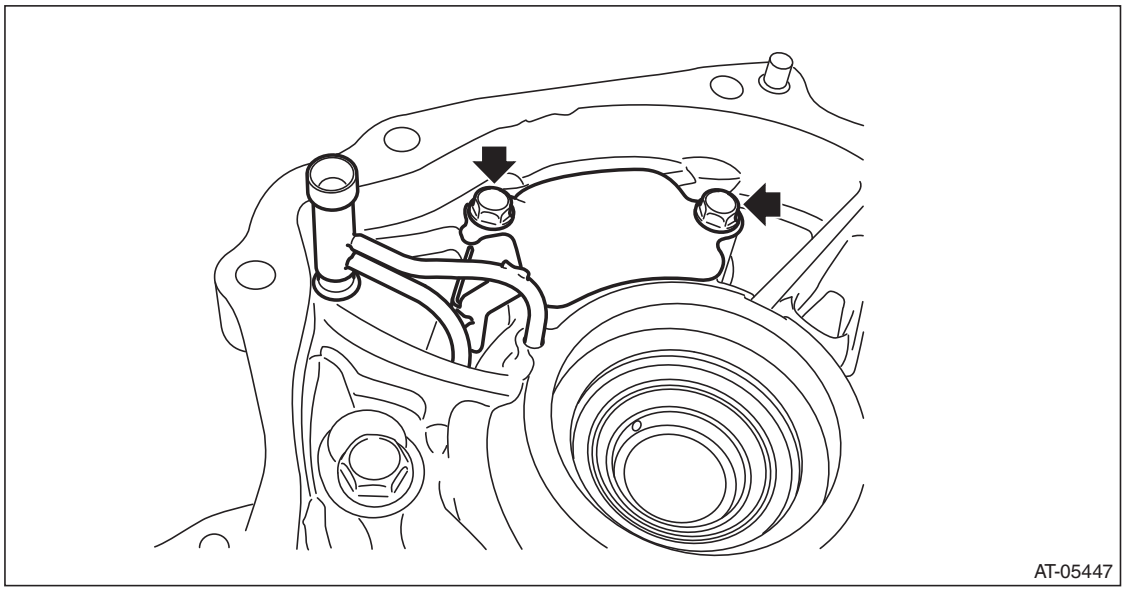


10) Install the oil pump chain cover and the oil pump chain. <Ref. to CVT(TR690)-286, INSTALLATION, Oil Pump Chain.>
11) Flip over the converter case cover.

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12) Install the oil stopper plate and lubrication pipe.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)

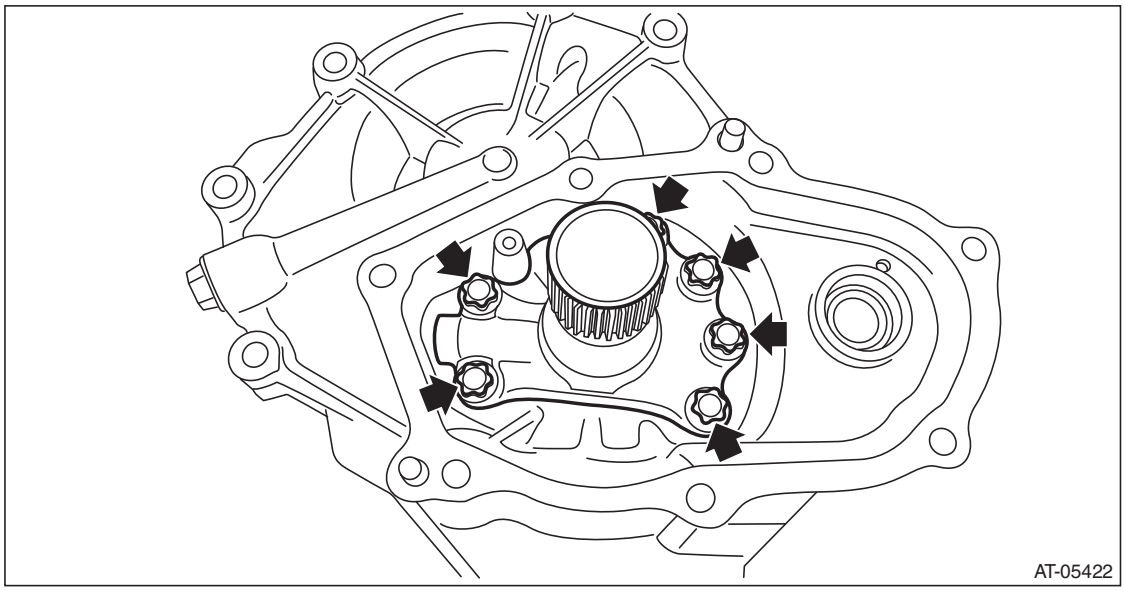


13) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-245, INSTALLATION, Drive Pinion Shaft Assembly.>
14) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>
15) Install the transmission case. <Ref. to CVT(TR690)-213, INSTALLATION, Transmission Case.>
16) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
17) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
18) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
19) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
20) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
21) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
22) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
23) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
24) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

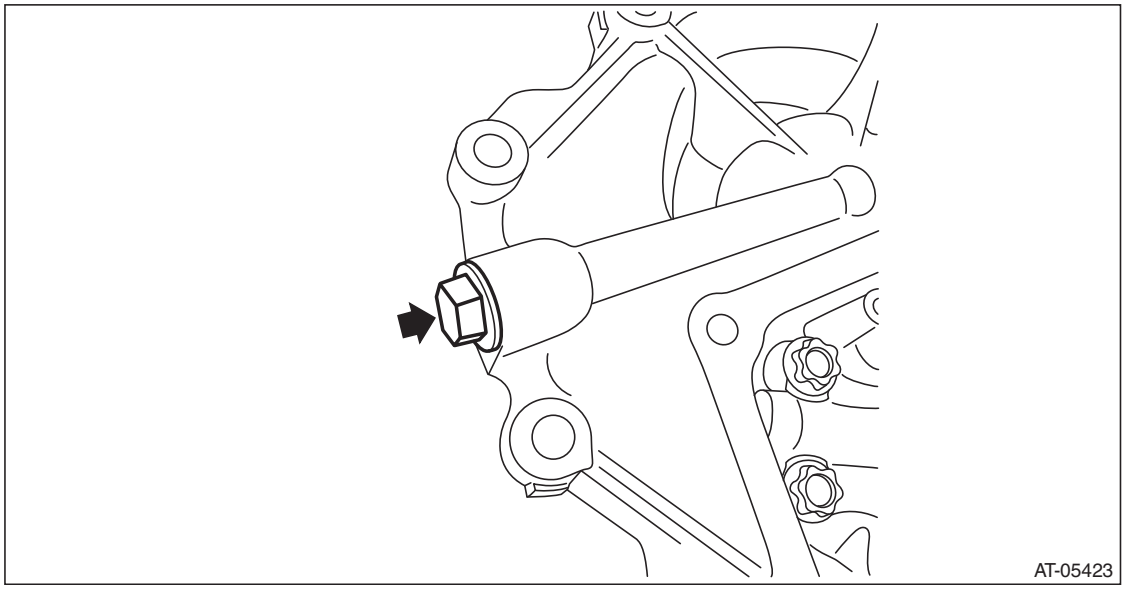
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C: DISASSEMBLY

1) Using ST, remove the center support COMPL.
ST 18270KA010 SOCKET (E16)



2) Remove the plug and O-ring.



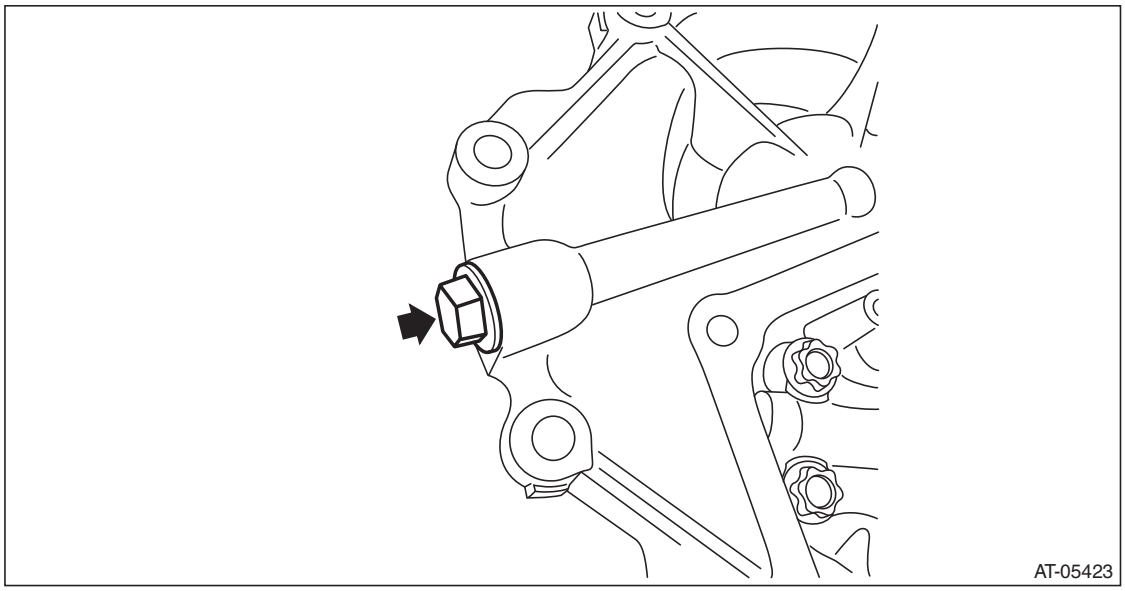
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D: ASSEMBLY

1) Install the plugs.

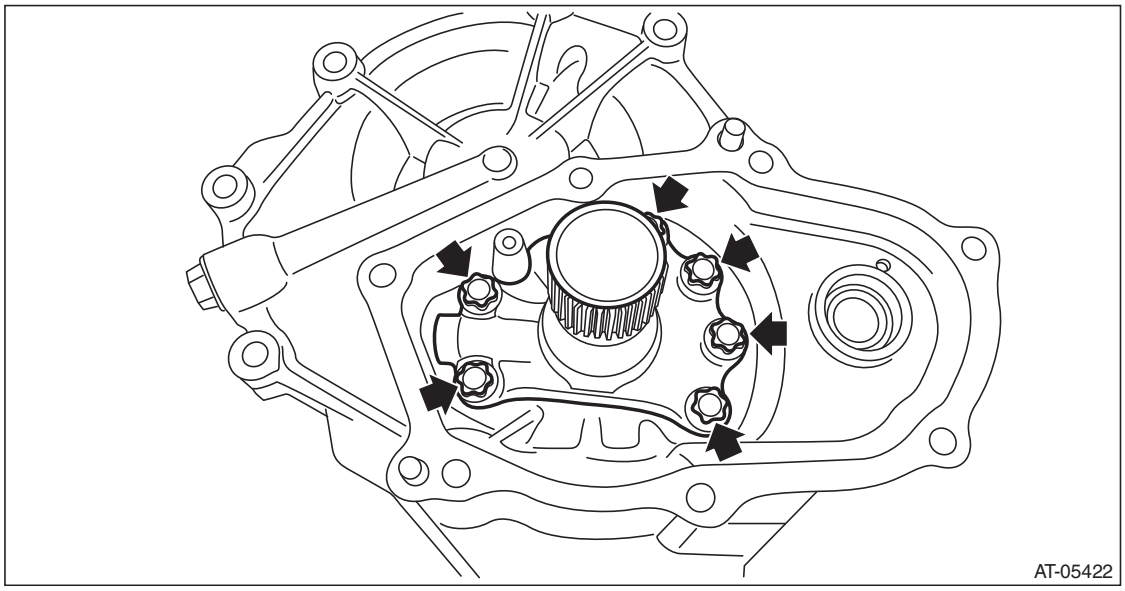
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



2) Using ST, install the center support COMPL.
ST 18270KA010 SOCKET (E16)

Tightening torque:
21.5 N·m (2.2 kgf-m, 15.9 ft-lb)



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E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and converter case cover.
- Check there is no damage or cracks on the converter case cover.

F: ADJUSTMENT

When replacing the converter case cover, select the following shims.

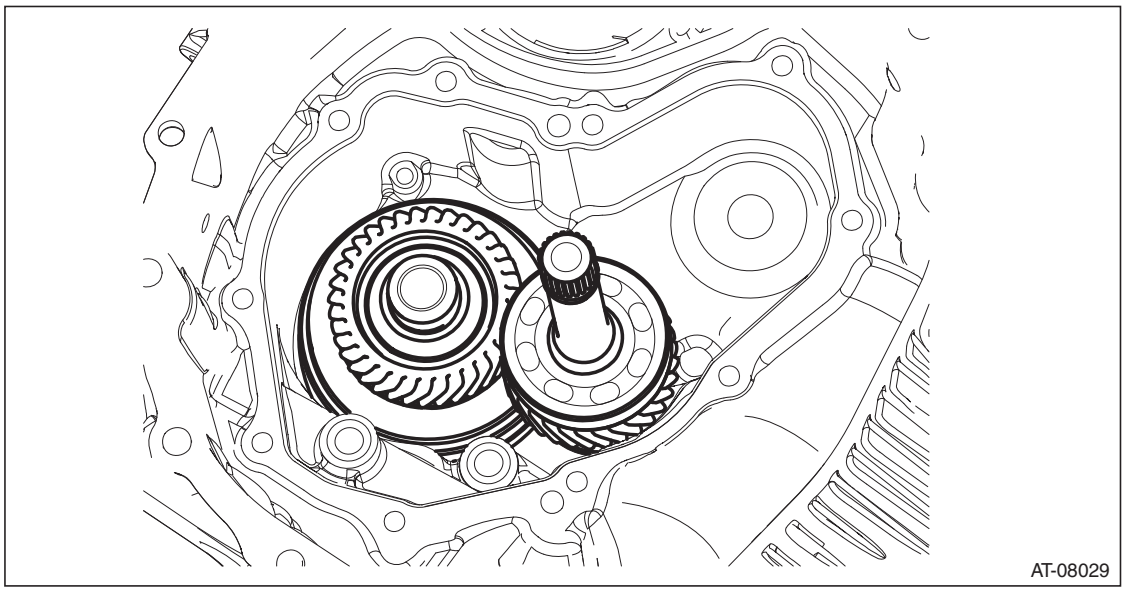
- Select the shim for front reduction drive gear. <Ref. to CVT(TR690)-307, ADJUSTMENT, Front Reduction Drive Gear.>
- Select the shim for front reduction driven gear. <Ref. to CVT(TR690)-315, ADJUSTMENT, Front Reduction Driven Gear.>

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48.Front Reduction Drive Gear

A: REMOVAL

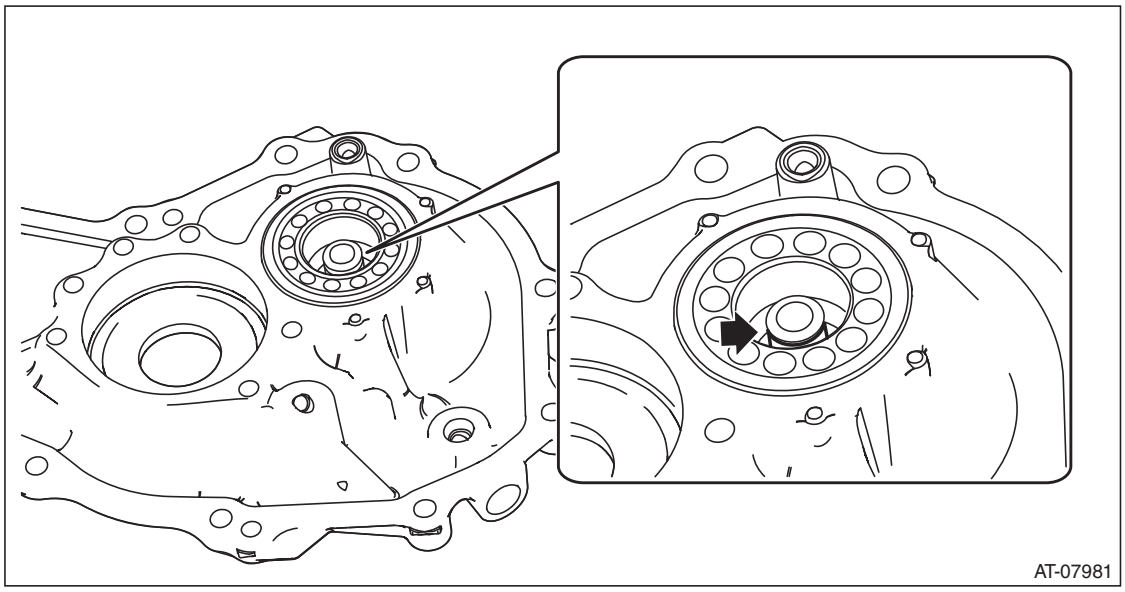
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the primary speed sensor. <Ref. to CVT(TR690)-101, REMOVAL, Primary Speed Sensor.>
6) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
7) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
8) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
9) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
10) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
11) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
12) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
13) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>
14) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-243, REMOVAL, Drive Pinion Shaft Assembly.>
15) Remove the converter case cover. <Ref. to CVT(TR690)-291, REMOVAL, Converter Case Cover.>
16) Remove the front reduction drive gear and front reduction driven gear together.



17) Remove the shims of the front reduction driven gear from the converter case.

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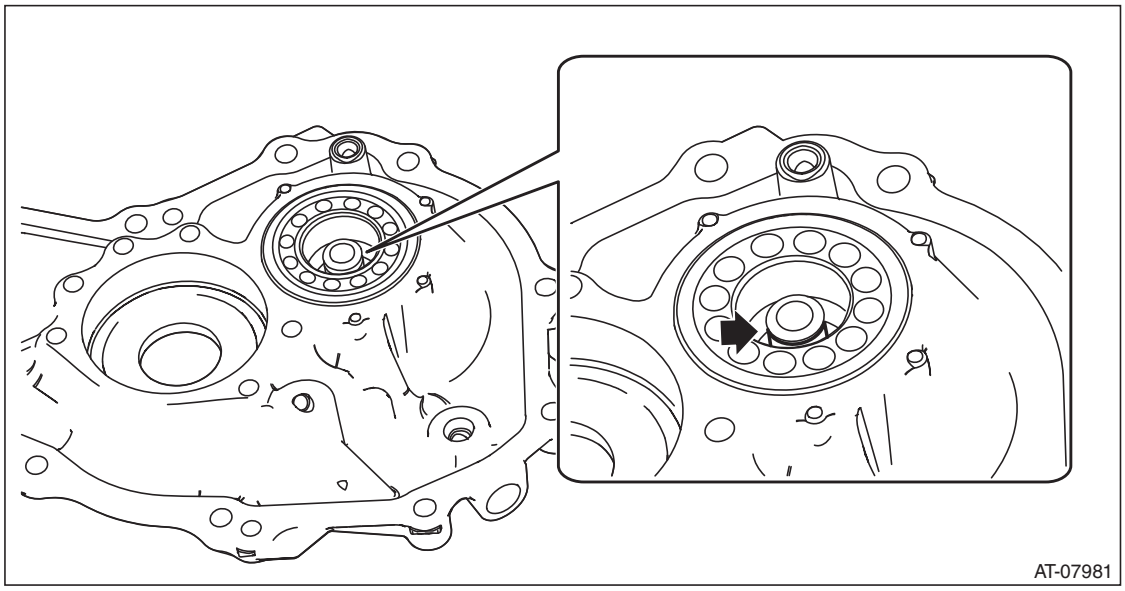
18) Remove the seal ring.



B: INSTALLATION

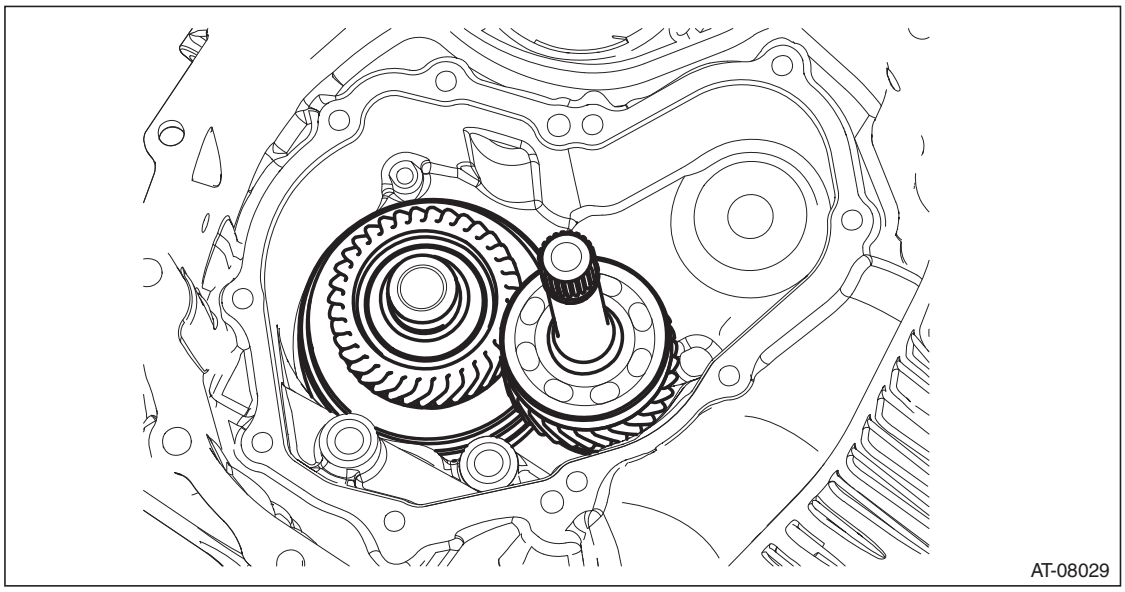
1) Clean the mating surface of converter case cover and converter case.
2) Select the shim for front reduction drive gear. <Ref. to CVT(TR690)-307, ADJUSTMENT, Front Reduction Drive Gear.>
3) Apply CVTF to the shims and install on the bearing catch surface of the front reduction driven gear.
4) Install the seal ring to converter case cover.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.



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5) Install the front reduction drive gear and front reduction driven gear together.

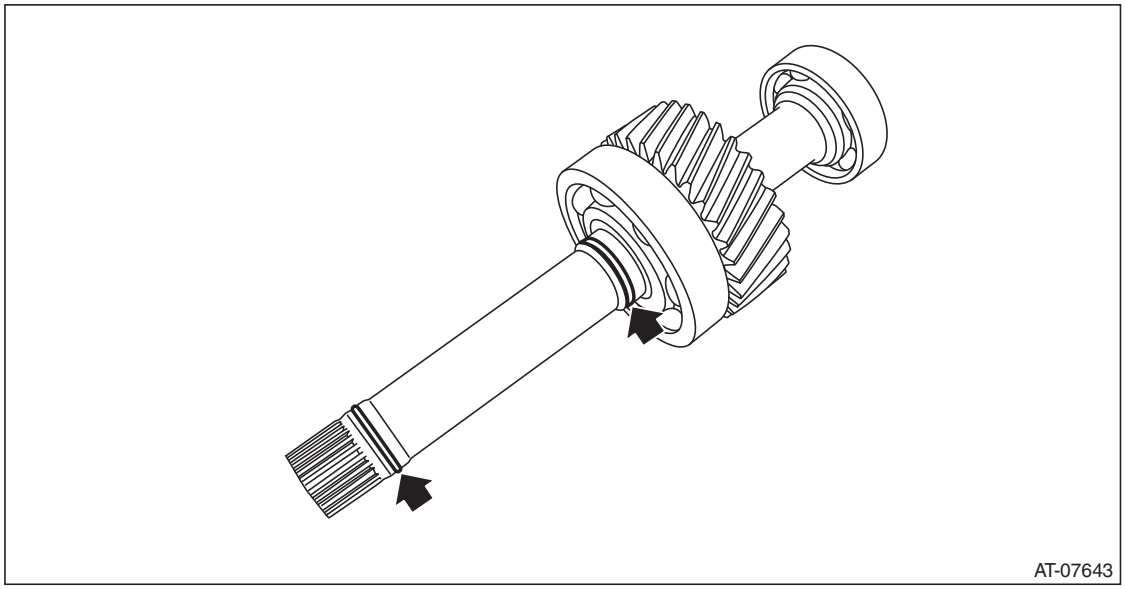


6) Install the converter case cover. <Ref. to CVT(TR690)-294, INSTALLATION, Converter Case Cover.>
7) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-245, INSTALLATION, Drive Pinion Shaft Assembly.>
8) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the transmission case. <Ref. to CVT(TR690)-213, INSTALLATION, Transmission Case.>
10) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
11) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
12) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
13) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
14) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
15) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
16) Install the primary speed sensor. <Ref. to CVT(TR690)-102, INSTALLATION, Primary Speed Sensor.>
17) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
18) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
19) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
20) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

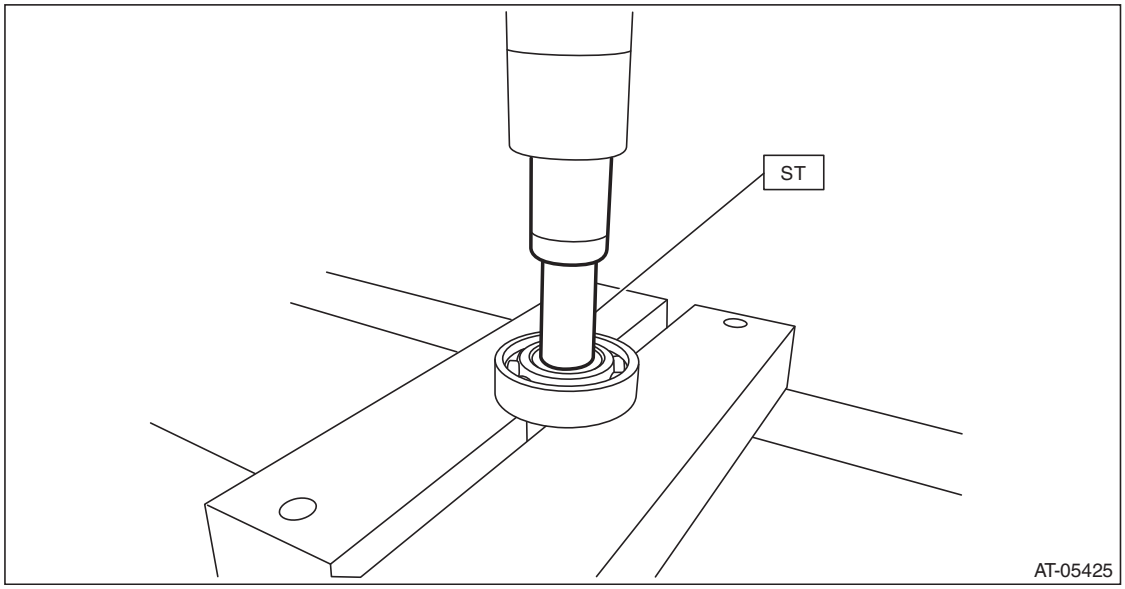
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C: DISASSEMBLY

1) Remove the seal ring and O-ring.

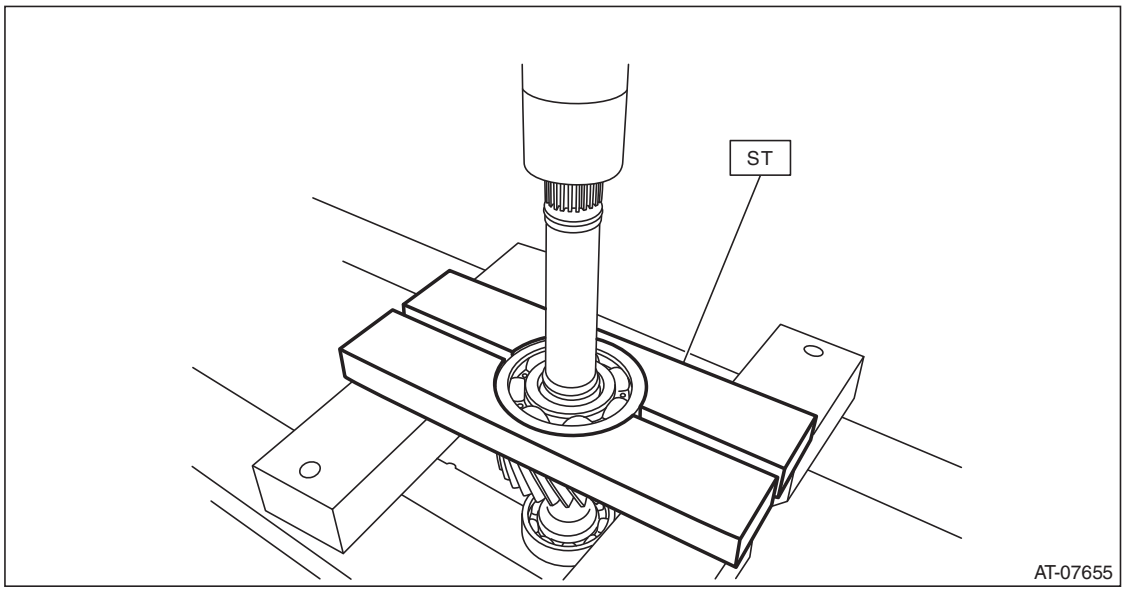


2) Using the ST, remove the ball bearing from front reduction drive gear.
ST 899864100 REMOVER



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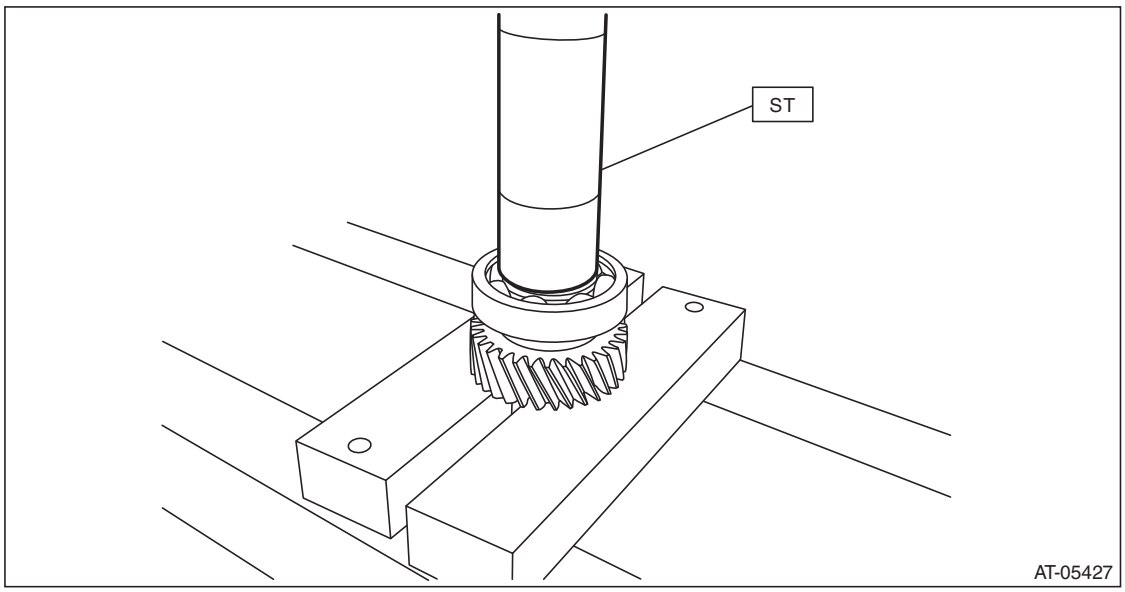
3) Using the ST, remove the ball bearing from front reduction drive gear.
ST 498077000 REMOVER



D: ASSEMBLY

1) Using the ST, install the ball bearing to front reduction drive gear.

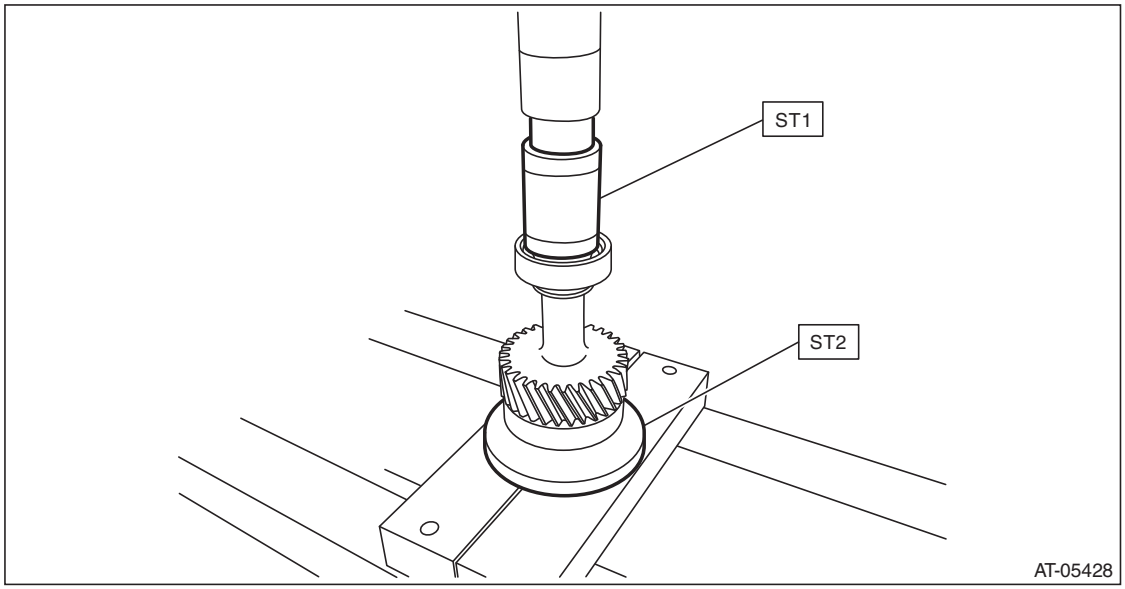
NOTE:
Use a new ball bearing.
ST 18651AA000 INSTALLER



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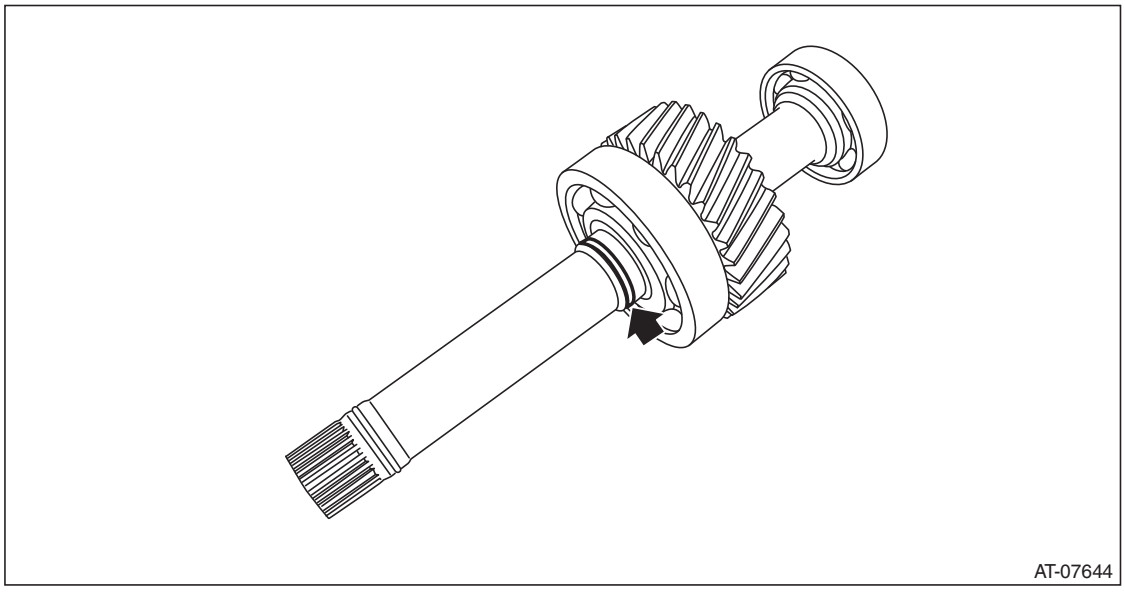
2) Using ST1 and ST2, install the ball bearing to front reduction drive gear.

NOTE:
Use a new ball bearing.
ST1 499757002 PRESS SNAP RING
ST2 398177700 INSTALLER



3) Install the seal ring.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Install the O-ring when installing the torque converter assembly.



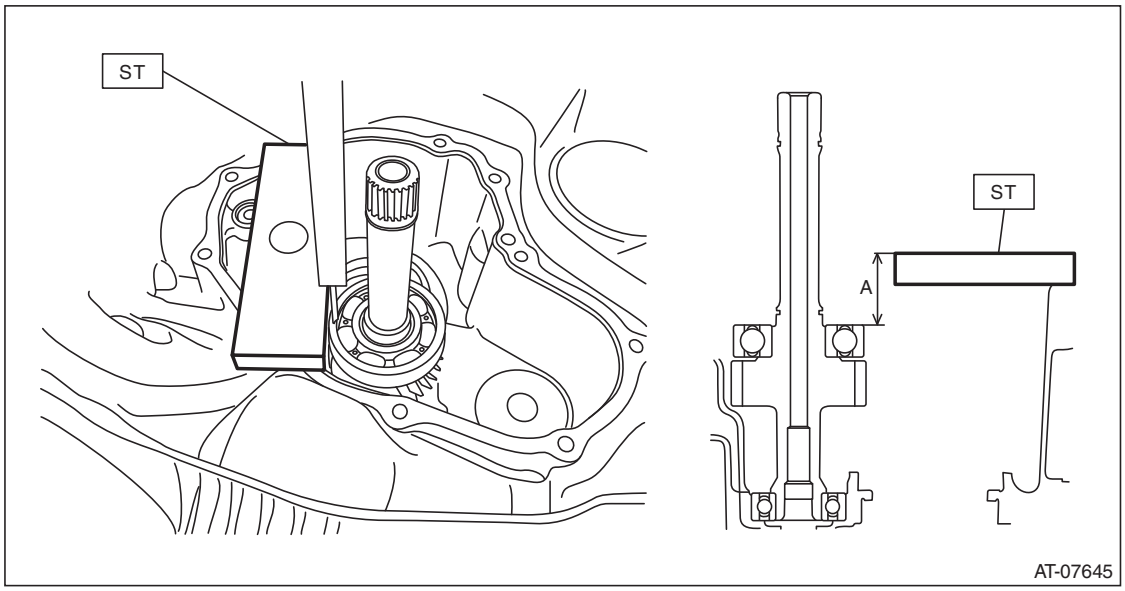
E: INSPECTION

- Replace if its tooth surfaces are broken, damaged or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

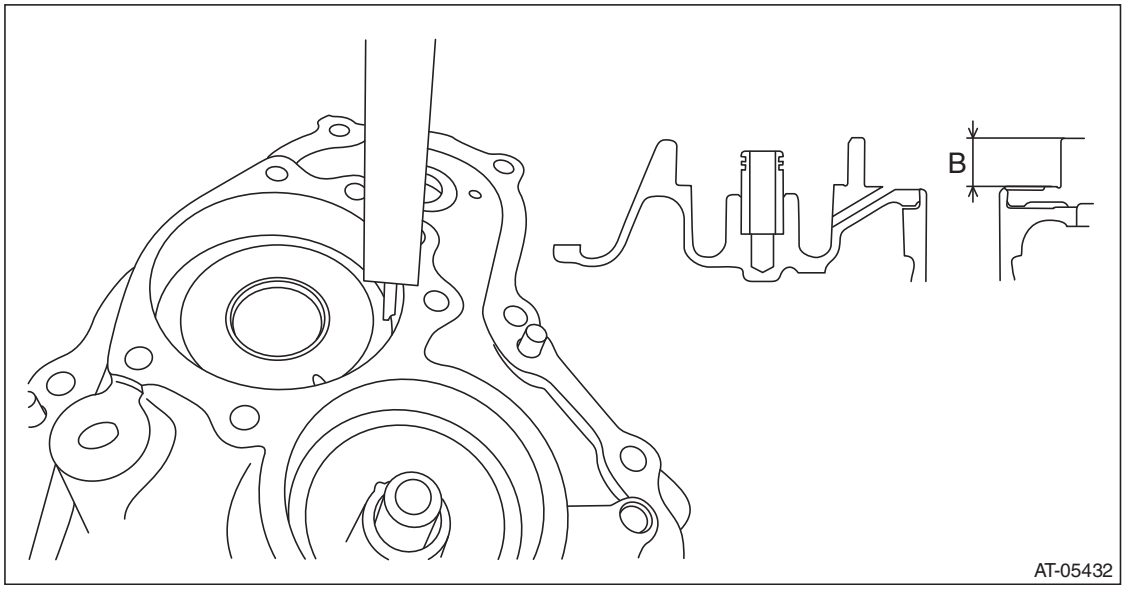
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F: ADJUSTMENT

1) Measure height “A” from the ST upper face to the bearing end face using the ST.
ST 398643600 GAUGE

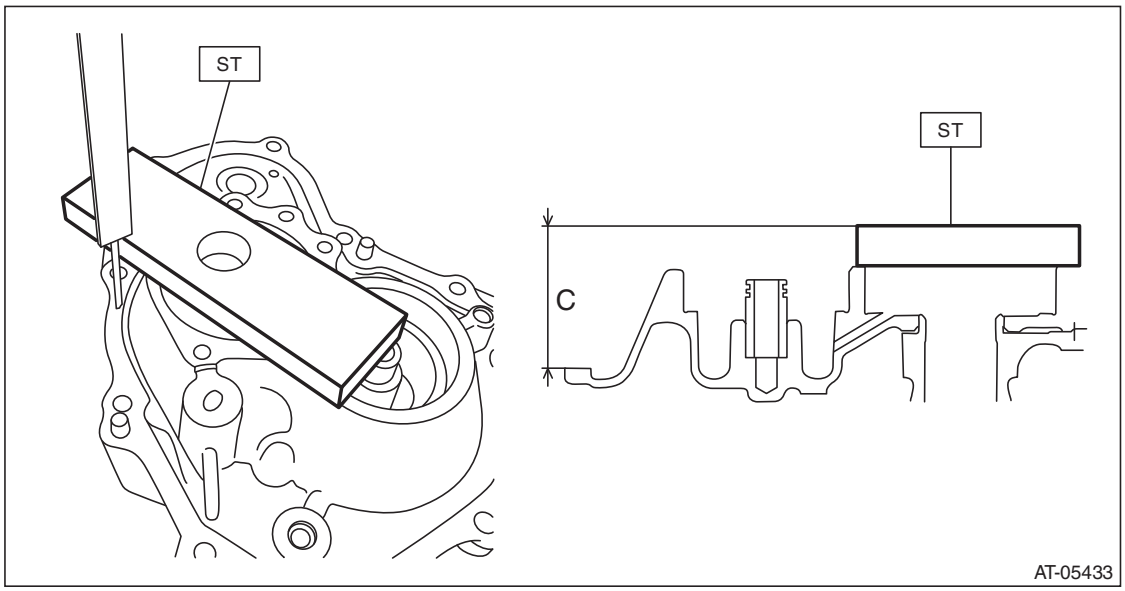


2) Measure depth “B” from the converter case cover upper face to the bearing catch surface.



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3) Using the ST, measure height “C” from the ST upper face to the converter case cover mating surface.
ST 398643600 GAUGE



4) Using the following formula, calculate clearance “T” to select shims.
Calculation formula:
T mm = (A – 15) – ((C – 15) – B)
[T in = (A – 0.591) – ((C – 0.591) – B)]
T: Clearance
A: Depth from the ST upper face to the bearing end surface
B: Depth from the converter case cover upper face to the bearing catch surface
C: Height from the ST upper face to the converter case cover mating surface
15 mm (0.591 in): Thickness of ST

Clearance “T” mm (in)	Thickness of shim mm (in)	Part No.
1.070 — 1.174 (0.042 — 0.045)	1.0 (0.039)	31288AA160
1.175 — 1.274 (0.046 — 0.049)	1.1 (0.043)	31288AA170
1.275 — 1.374 (0.050 — 0.053)	1.2 (0.047)	31288AA180
1.375 — 1.474 (0.054 — 0.057)	1.3 (0.051)	31288AA220
1.475 — 1.580 (0.058 — 0.062)	1.4 (0.055)	31288AA230

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49.Front Reduction Driven Gear

A: REMOVAL

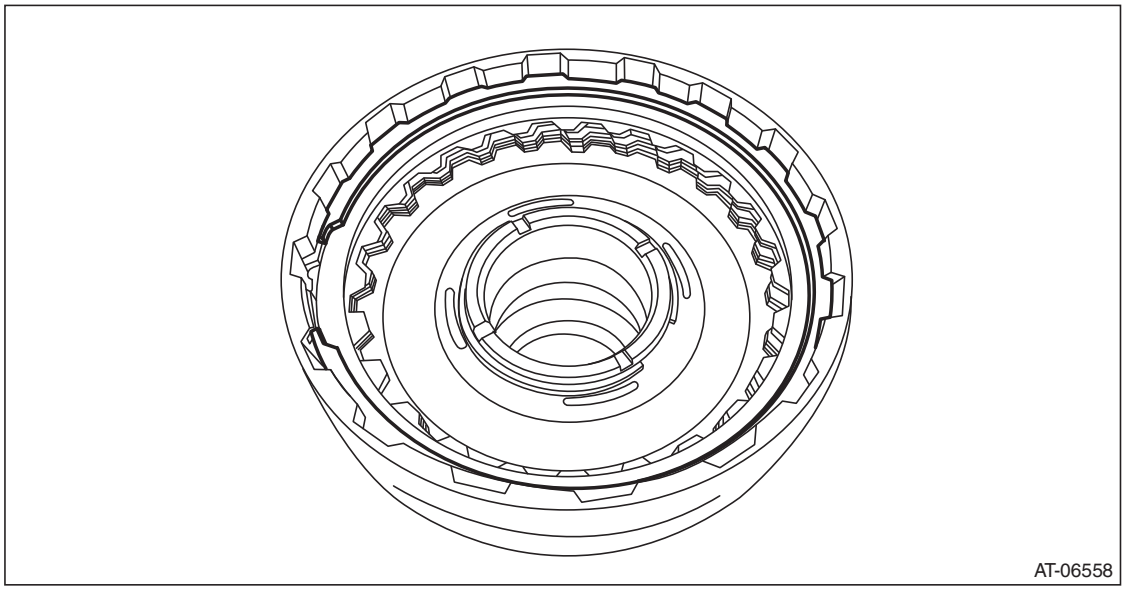
NOTE:
For removal of front reduction driven gear, refer to the “Front Reduction Drive Gear”. <Ref. to CVT(TR690)-301, REMOVAL, Front Reduction Drive Gear.>

B: INSTALLATION

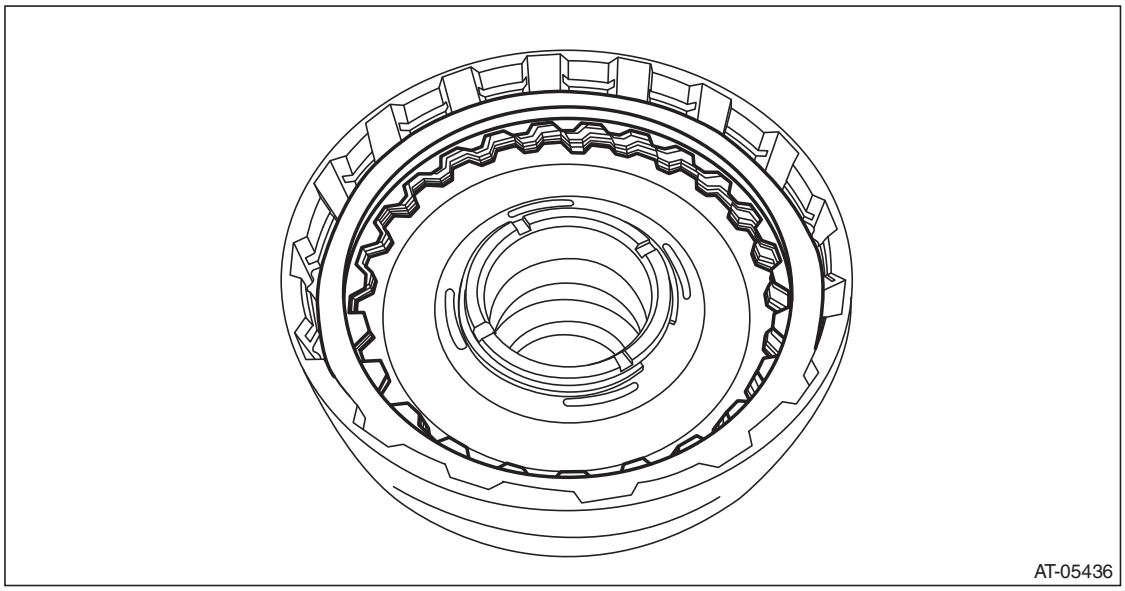
NOTE:
For installation of front reduction driven gear, refer to the “Front Reduction Drive Gear”. <Ref. to CVT(TR690)-302, INSTALLATION, Front Reduction Drive Gear.>

C: DISASSEMBLY

1) Remove the front reduction driven shaft from the front reduction driven gear.
2) Remove the snap ring.

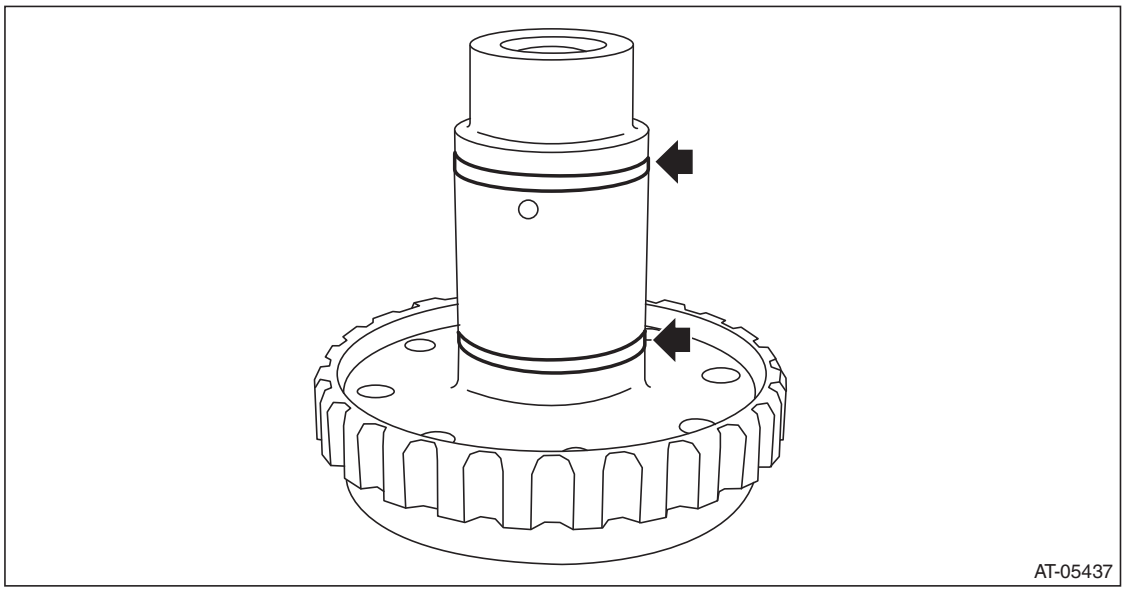


3) Remove the retaining plate, drive plate, driven plate and dish plate.

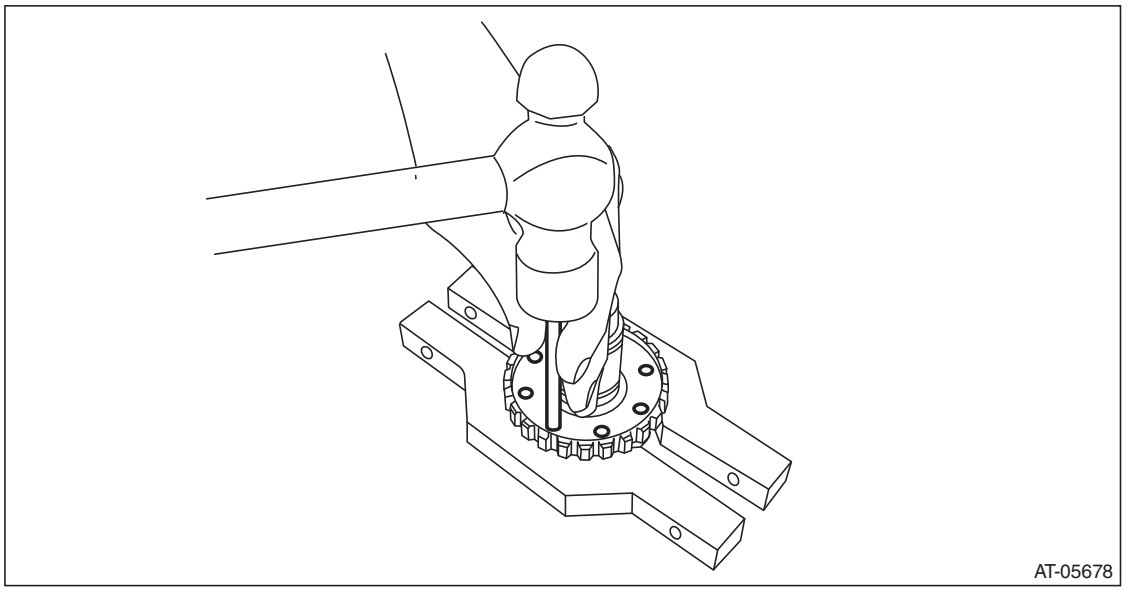


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4) Remove the seal ring from front reduction driven shaft.



5) Remove the ball bearing, while tapping the entire circumference around the ball bearing outer race a little at a time through the front reduction driven shaft hole using the round bar with diameter of 7 mm (0.28 in).



D: ASSEMBLY

1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.

NOTE:
Make sure of the direction of dish plate.

2) Set the dial gauge to retaining plate, and read its scale.

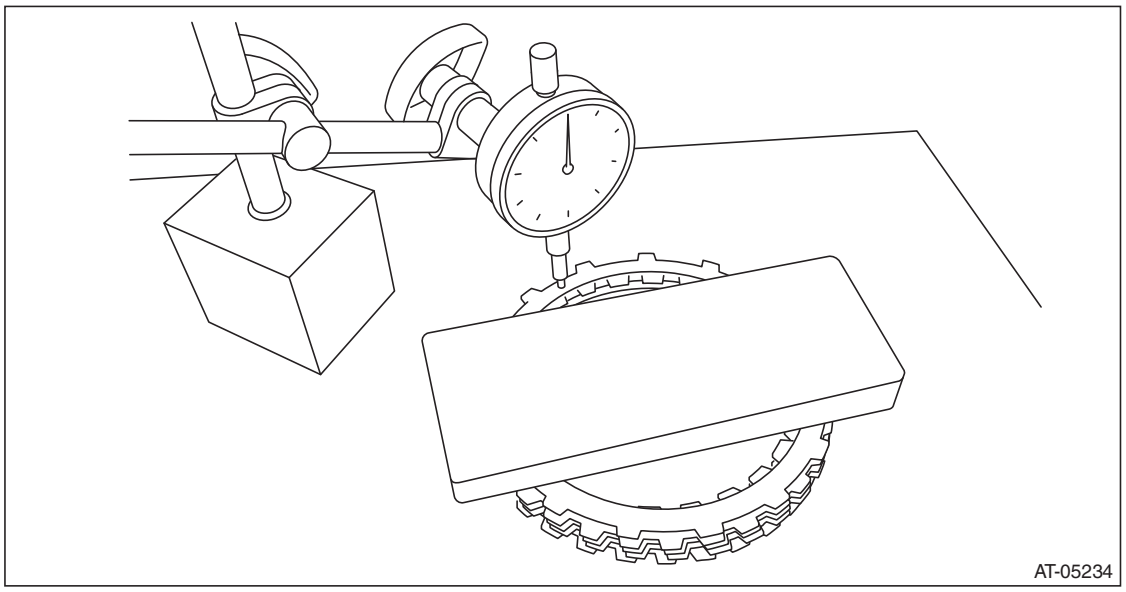
NOTE:
The value, which is read in the gauge at this time, is zero point.

3) Scale and record the weight “Z” of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 130 N (13.3 kgf, 29.2 lb).

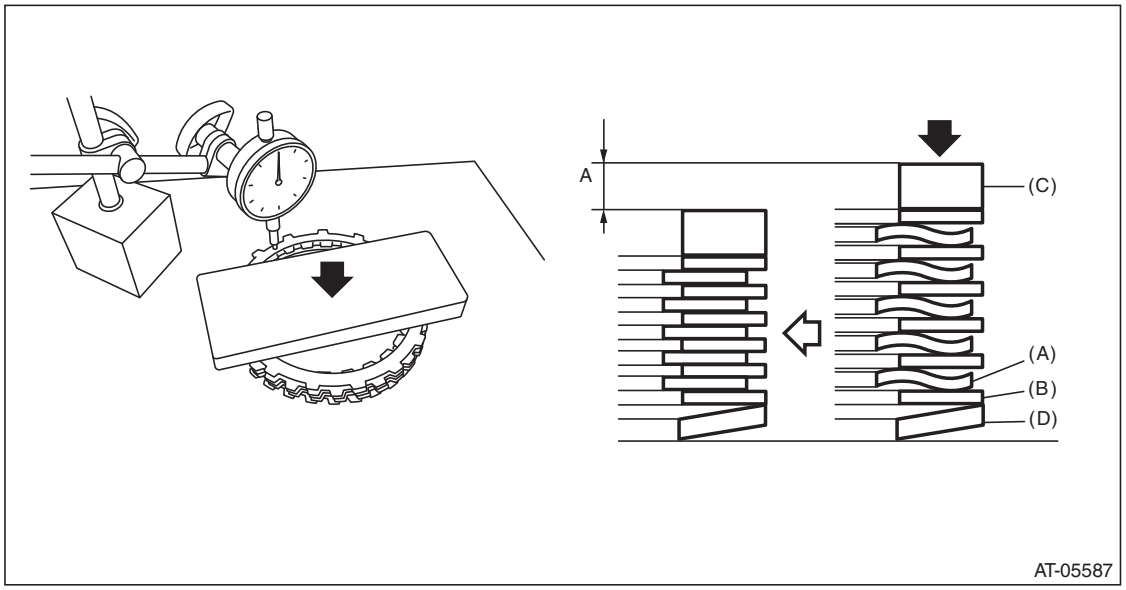
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4) Put the flat board on retaining plate.



5) Using the following formula, calculate load “N”, a force of pressing with push/pull gauge.
N = 130N (13.3 kgf, 29.2 kg) – Z
130 N (13.3 kgf, 29.2 lb) : Load applied to clutch plate
Z: Flat board weight
6) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

NOTE:
Measure at four points with a 90° interval and calculate the average.



(A) Drive plate
(B) Driven plate
(C) Retaining plate
(D) Dish plate

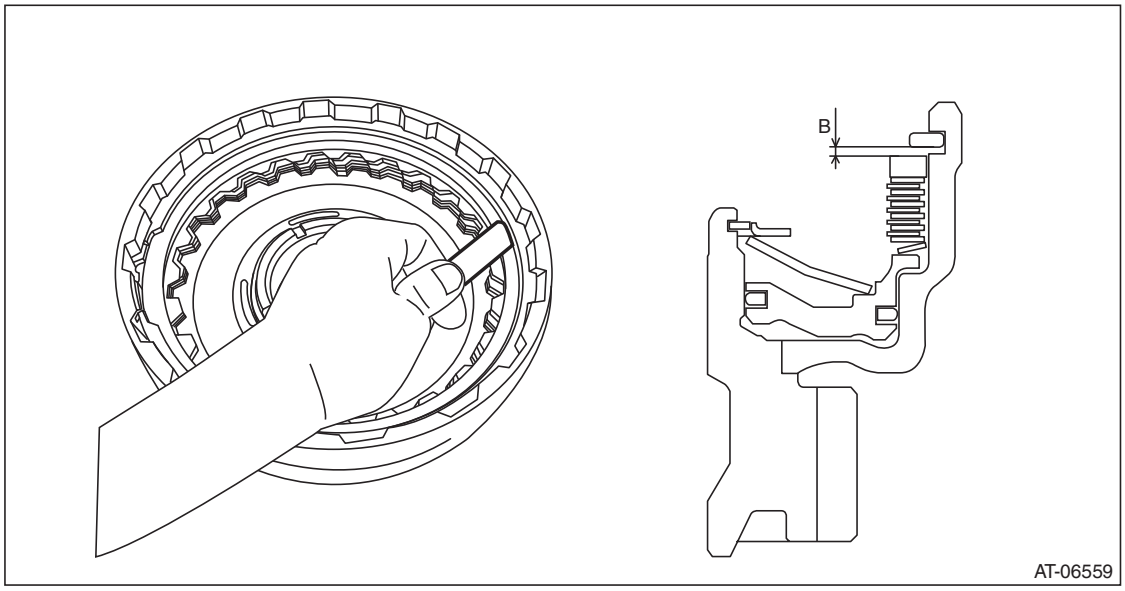
7) Install the dish plate, driven plate, drive plate, retaining plate and snap ring.

NOTE:
Make sure of the direction of dish plate.

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8) Measure and record the clearance “B” between the retaining plate and snap ring.

NOTE:
Before measuring, press down the whole circumference of retaining plate using your finger.



9) Piston stroke calculation
Calculate with A and B dimensions recorded before.
If out of standard, replace with a new drive plate and adjust it within standard.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

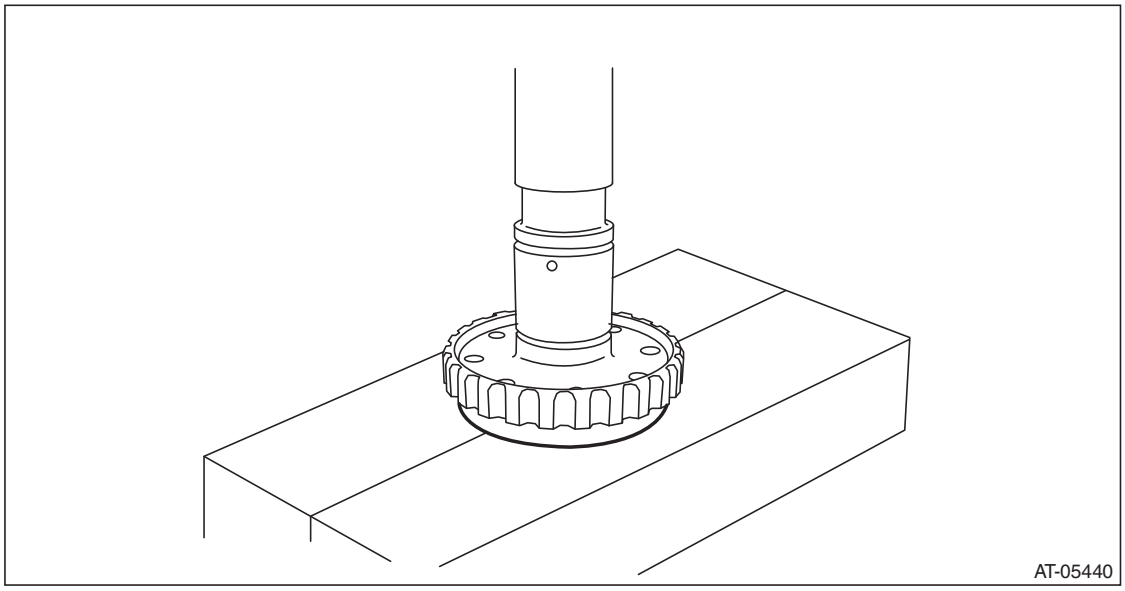
Specification:
2.4 — 2.8 mm (0.094 — 0.11 in)

Retaining plate	
Part No.	Thickness mm (in)
31667AB430	3.1 (0.122)
31667AB440	3.3 (0.130)
31667AB450	3.5 (0.138)

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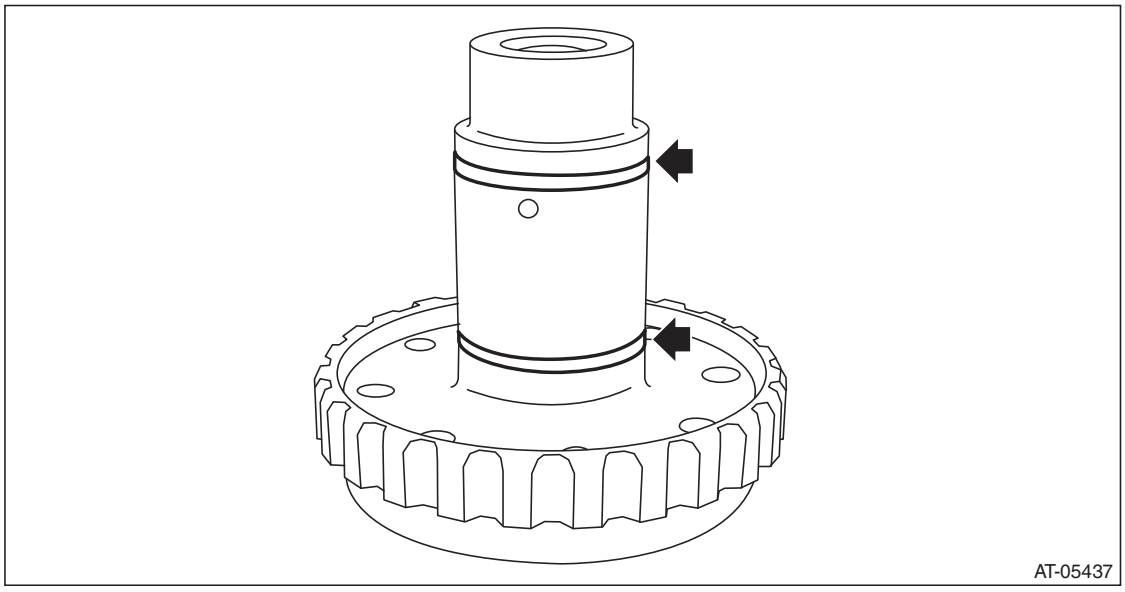
10) Press-fit the ball bearing into front driven shaft.

NOTE:
Use a new ball bearing.



11) Install the seal ring to the front driven shaft.

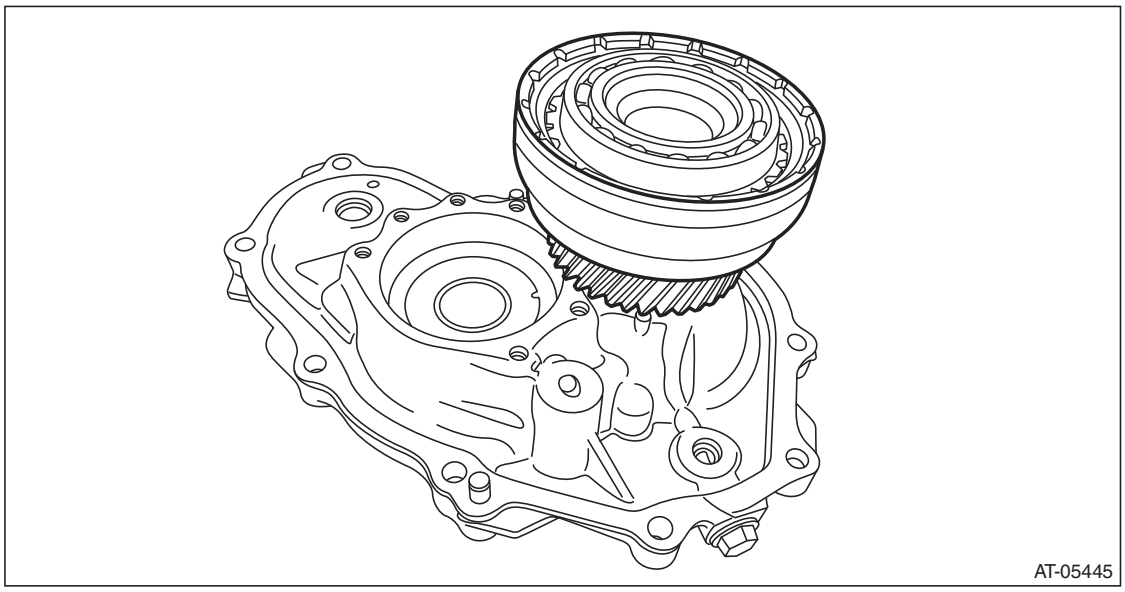
NOTE:
- Install a new seal ring.
- Apply CVTF to the seal rings.



12) Install the front reduction driven shaft to the front reduction driven gear.

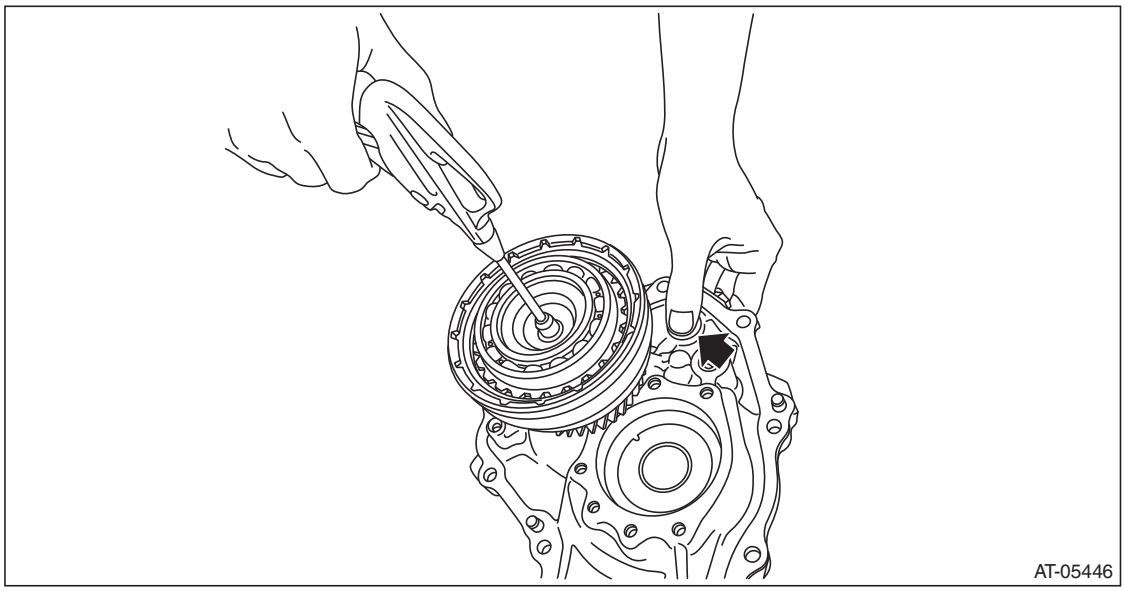
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13) Install the front reduction driven gear assembly to converter case cover.



14) Apply compressed air intermittently to check the piston operation.

NOTE:
Hold the arrowed area with a finger.



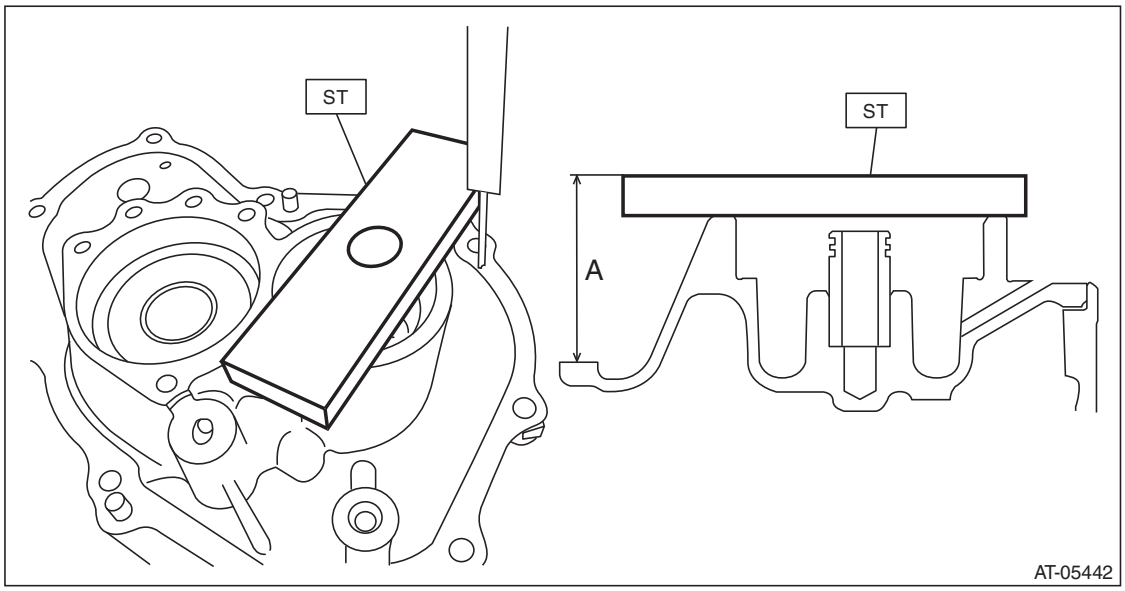
E: INSPECTION

- Check the drive plate for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed piston retainer.
- Replace if its tooth surfaces are broken, damaged or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

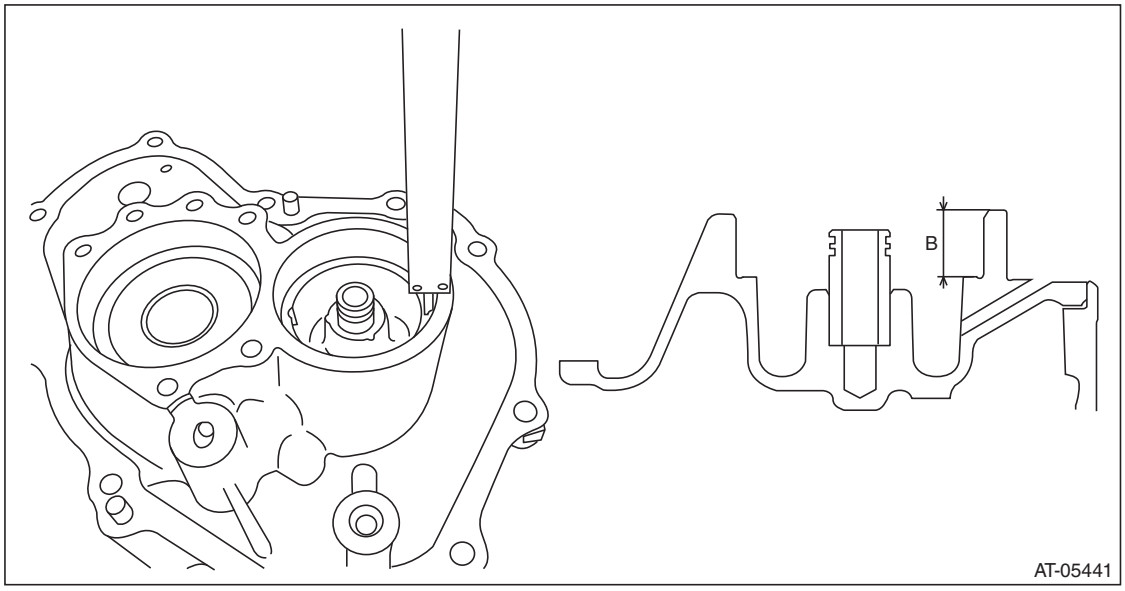
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F: ADJUSTMENT

1) If the ball bearing is attached, remove the bearing and shims. <Ref. to CVT(TR690)-291, REMOVAL, Converter Case Cover.>
2) Using the ST, measure height “A” from the ST upper face to the mating surface of the case.
ST 398643600 GAUGE



3) Measure depth “B” from the converter case cover upper face to the bearing catch surface.

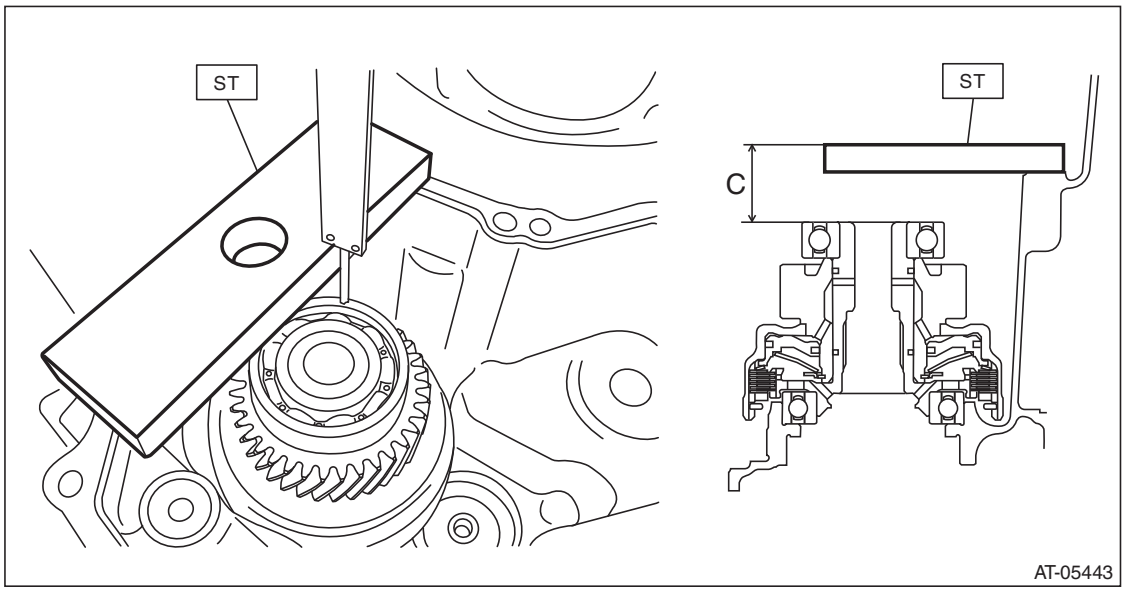


4) Install the ball bearing to the reduction driven gear.

NOTE:
Use a new ball bearing.

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5) Measure depth “C” from the ST upper face to the bearing end face using the ST.
ST 398643600 GAUGE



6) Calculate clearance “T” using the following formula.
Formula: T mm = (C – 15) – ((A – 15) – B)
[T in = (C – 0.591) – ((A – 0.591) – B)]
T: Clearance
A: Height from the ST upper face to the converter case mating surface
B: Depth from the converter case cover upper face to the bearing catch surface
C: Depth from the ST upper face to the bearing end face
15 mm (0.591 in): Thickness of ST

Clearance “T” mm (in)	Thickness of shim mm (in)
0.470 — 0.569 (0.019 — 0.021)	0.4 (0.016)
0.570 — 0.669 (0.022 — 0.025)	0.5 (0.020)
0.670 — 0.769 (0.026 — 0.029)	0.6 (0.024)
0.770 — 0.869 (0.030 — 0.033)	0.7 (0.028)
0.870 — 0.980 (0.034 — 0.039)	0.8 (0.031)

7) Select one to two shims so that the total thickness meets the value obtained from above.

Part No.	Thickness of shim mm (in)
31288AA130	0.2 (0.008)
31288AA140	0.3 (0.012)
31288AA150	0.5 (0.020)

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50.Converter Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-55, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-132, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-108, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-118, REMOVAL, Transmission Harness.>
5) Remove the secondary pressure sensor. <Ref. to CVT(TR690)-106, REMOVAL, Secondary Pressure Sensor.>
6) Remove the primary speed sensor. <Ref. to CVT(TR690)-101, REMOVAL, Primary Speed Sensor.>
7) Remove the extension case. <Ref. to CVT(TR690)-138, REMOVAL, Extension Case.>
8) Remove the rear drive shaft. <Ref. to CVT(TR690)-141, REMOVAL, Rear Drive Shaft.>
9) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-146, REMOVAL, Transfer Clutch.>
10) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-158, REMOVAL, Transfer Reduction Driven Gear.>
11) Remove the intermediate case. <Ref. to CVT(TR690)-165, REMOVAL, Intermediate Case.>
12) Remove the forward clutch assembly. <Ref. to CVT(TR690)-180, REMOVAL, Forward Clutch Assembly.>
13) Remove the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
14) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-227, REMOVAL, Primary Pulley and Secondary Pulley.>
15) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-243, REMOVAL, Drive Pinion Shaft Assembly.>
16) Remove the front differential assembly. <Ref. to CVT(TR690)-265, REMOVAL, Front Differential Assembly.>
17) Remove the converter case cover. <Ref. to CVT(TR690)-291, REMOVAL, Converter Case Cover.>
18) Remove the front reduction drive gear and front reduction driven gear. <Ref. to CVT(TR690)-301, REMOVAL, Front Reduction Drive Gear.>

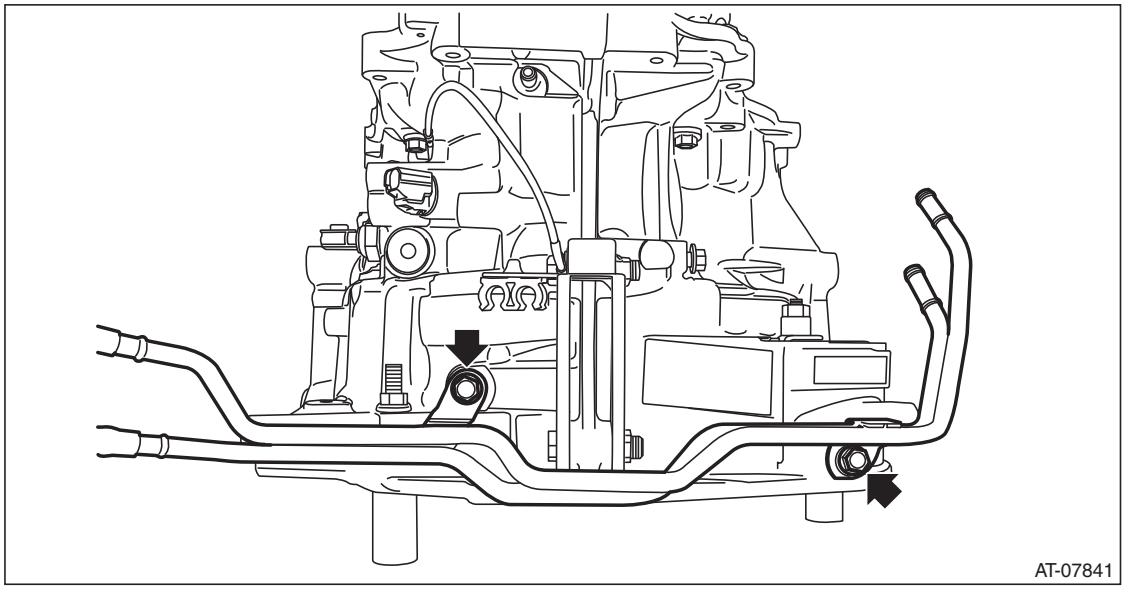
B: INSTALLATION

1) Install the front reduction drive gear and front reduction driven gear. <Ref. to CVT(TR690)-302, INSTALLATION, Front Reduction Drive Gear.>
2) Install the converter case cover. <Ref. to CVT(TR690)-294, INSTALLATION, Converter Case Cover.>
3) Install the front differential assembly. <Ref. to CVT(TR690)-266, INSTALLATION, Front Differential Assembly.>
4) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-245, INSTALLATION, Drive Pinion Shaft Assembly.>
5) Install the primary pulley, secondary pulley and steel chain. <Ref. to CVT(TR690)-231, INSTALLATION, Primary Pulley and Secondary Pulley.>
6) Install the transmission case. <Ref. to CVT(TR690)-211, REMOVAL, Transmission Case.>
7) Install the forward clutch assembly. <Ref. to CVT(TR690)-181, INSTALLATION, Forward Clutch Assembly.>
8) Install the intermediate case. <Ref. to CVT(TR690)-166, INSTALLATION, Intermediate Case.>
9) Install the transfer reduction driven gear. <Ref. to CVT(TR690)-158, INSTALLATION, Transfer Reduction Driven Gear.>
10) Install the transfer clutch assembly. <Ref. to CVT(TR690)-147, INSTALLATION, Transfer Clutch.>
11) Install the rear drive shaft. <Ref. to CVT(TR690)-141, INSTALLATION, Rear Drive Shaft.>
12) Install the extension case. <Ref. to CVT(TR690)-139, INSTALLATION, Extension Case.>
13) Install the primary speed sensor. <Ref. to CVT(TR690)-102, INSTALLATION, Primary Speed Sensor.>
14) Install the secondary pressure sensor. <Ref. to CVT(TR690)-106, INSTALLATION, Secondary Pressure Sensor.>
15) Install the transmission harness. <Ref. to CVT(TR690)-120, INSTALLATION, Transmission Harness.>
16) Install the control valve body and oil pan. <Ref. to CVT(TR690)-112, INSTALLATION, Control Valve Body.>
17) Install the air breather hose. <Ref. to CVT(TR690)-132, INSTALLATION, Air Breather Hose.>
18) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-68, INSTALLATION, Automatic Transmission Assembly.>

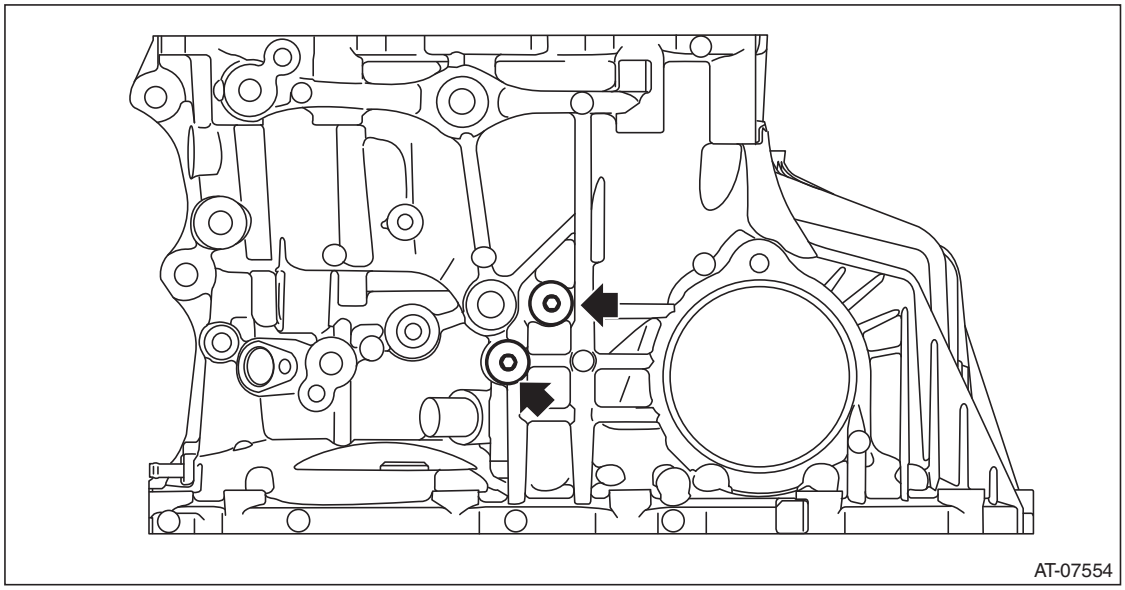
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C: DISASSEMBLY

1) Remove the CVTF cooler pipe COMPL.



2) Remove the pitching stopper bracket and transmission radio ground cord, if mounted.
3) Remove the oil drain plug and overflow drain plug. <Ref. to CVT(TR690)-42, REPLACEMENT, Differential Gear Oil.>
4) Remove all plugs.



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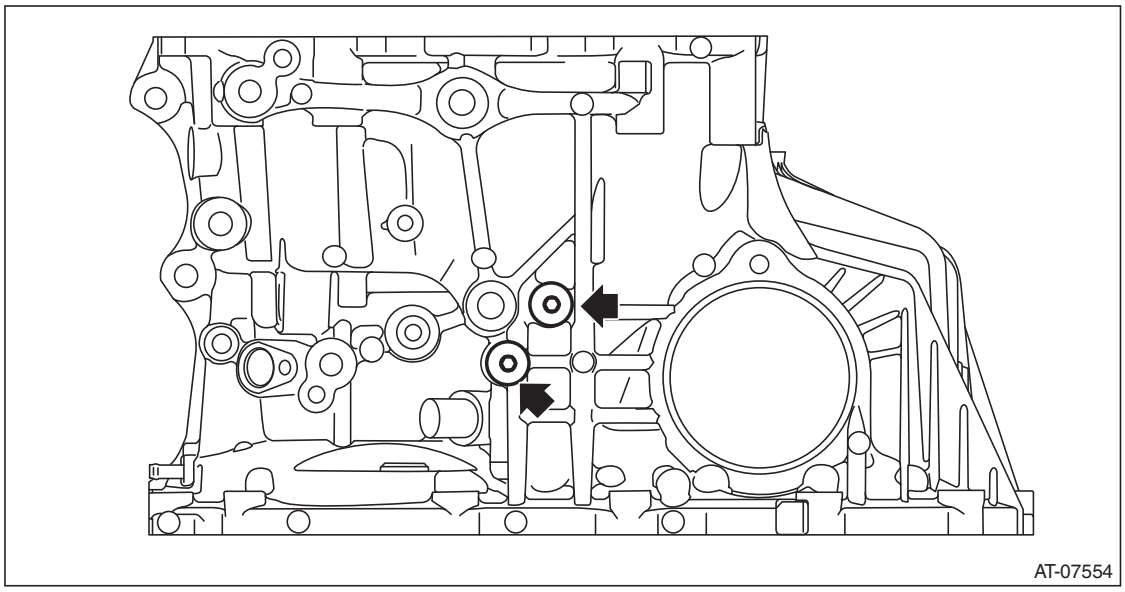
D: ASSEMBLY

1) Install the oil drain plug and overflow drain plug.

NOTE:
Overflow plug of differential gear oil is temporarily attached.
2) Install all plugs.

NOTE:
Use new O-rings.

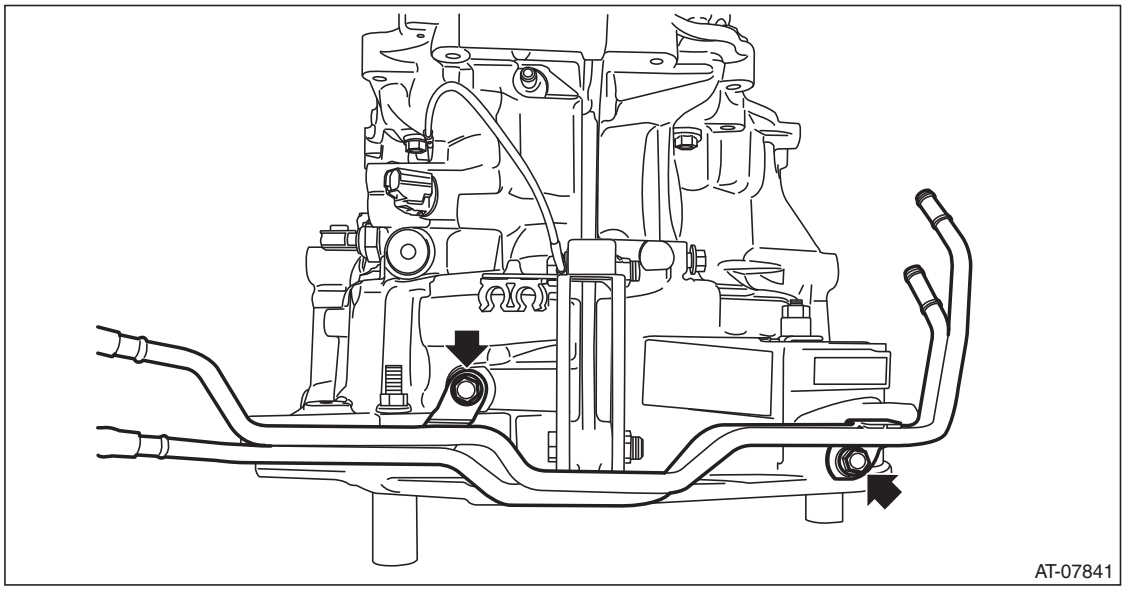
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



3) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)
4) Install the CVTF cooler pipe COMPL.

Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



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E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check there is no damage or cracks on the converter case.

F: ADJUSTMENT

When replacing the converter case cover, select the following shims.

- Select the shim for front reduction drive gear. <Ref. to CVT(TR690)-307, ADJUSTMENT, Front Reduction Drive Gear.>
- Select the shim for front reduction driven gear. <Ref. to CVT(TR690)-315, ADJUSTMENT, Front Reduction Driven Gear.>
- Select shims for primary pulley. <Ref. to CVT(TR690)-237, ADJUSTMENT, Primary Pulley and Secondary Pulley.>

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51.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Stall speed is low after warming-up, with select lever in “D” or “R” range.	Engine control system
Vehicle does not move despite engine speed rising up, with select lever in “D” or “R” range.	• Engine control system • Select cable • CVTF • Secondary pressure circuit • Pulley, gear and variator chain • Forward/reverse changeover section • TCM • Control valve body • Inhibitor switch
Vehicle does not move by engine stall, with select lever in “D” or “R” range.	• Parking mechanism • Select cable • Bearing • Forward/reverse changeover section
Excessive shock occurs at starting, with select lever in “D” or “R” range.	• Secondary pressure circuit • Pulley, gear and variator chain
Acceleration speed from standstill is insufficient, with select lever in “D” or “R” range.	• Control valve body • Forward/reverse changeover section
Engine speed suddenly rises up during driving, with select lever in “D” or “R” range.	• Control valve body • Secondary pressure circuit • Primary pressure circuit
Vibration occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Forward/reverse changeover section • Pulley and variator chain • Torque converter assembly • Hydraulic pressure circuit to torque converter • Control valve body
Sudden braking occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Control valve body
During deceleration, lockup clutch does not disengage until just before halting, with select lever in “D” or “R” range.	• Control valve body • Torque converter assembly
Engine stalls with vehicle at a standstill, with select lever in “D” or “R” range.	• Engine control system • Control valve body
Excessive lockup shock occurs during driving, with select lever in “D” range.	Control valve body
Slipping occurs at lockup, or lockup does not occur during driving, with select lever in “D” range.	• Control valve body • Lockup hydraulic line • Torque converter assembly
Excessive shift shock occurs when shifting the select lever from “N” range to “D” range, or from “N” range to “R” range.	• Inhibitor switch • Control valve body • Forward/reverse changeover section
Vehicle does not keep at standstill with select lever in “P” range, or parking cannot be released when shifting from “P” range to another range.	• Select cable • Parking mechanism
Select lever does not shift smoothly.	• Select cable • Inhibitor switch • Detent spring • Manual plate

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CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

CVT(diag)

		Page
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3.	General Description	5
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6.	Subaru Select Monitor	19
7.	Read Diagnostic Trouble Code (DTC)	23
8.	Clear Memory Mode	24
9.	Inspection Mode	25
10.	Learning Control	26
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16.	Diagnostic Procedure without Diagnostic Trouble Code (DTC)	108
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1. Basic Diagnostic Procedure

A: PROCEDURE

	Step	Check	Yes	No
1	**CHECK PRE-INSPECTION.** 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to CVT(diag)-4, Check List for Interview.> 2) Before performing diagnostics, check the following items which might affect CVT problems. • General inspection <Ref. to CVT(diag)-5, INSPECTION, General Description.> • Disconnection of harness connector • Visual check for harness damage • Oil leakage • Stall speed test <Ref. to CVT(TR580)-45, Stall Test.> <Ref. to CVT(TR690)-48, Stall Test.> • Secondary pressure test <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.> • Transfer clutch pressure test <Ref. to CVT(TR580)-51, Transfer Clutch Pressure Test.> <Ref. to CVT(TR690)-53, Transfer Clutch Pressure Test.> • Time lag test <Ref. to CVT(TR580)-47, Time Lag Test.> <Ref. to CVT(TR690)-49, Time Lag Test.> • Road test <Ref. to CVT(TR580)-44, Road Test.> <Ref. to CVT(TR690)-46, Road Test.> • Inhibitor switch <Ref. to CVT(TR580)-91, Inhibitor Switch.> <Ref. to CVT(TR690)-91, Inhibitor Switch.>	Is the item that is thought to influence the CVT problem working properly?	Go to step **2**.	Repair the items which may be affecting the CVT trouble.
2	**CHECK AT OIL TEMP LIGHT.** Turn the ignition switch to ON and wait for at least 2 seconds.	Does the AT OIL TEMP light illuminate?	Go to step **3**.	Check the AT OIL TEMP light.
3	**CHECK AT OIL TEMP LIGHT.** Start the engine and wait for 2 seconds or more.	Does the AT OIL TEMP light blink?	Go to step **4**.	Go to step **5**.
4	**CHECK DTC DISPLAY.** Read the DTC. NOTE: If the communication function of Subaru Select Monitor cannot be executed normally, check the communication circuit. <Ref. to CVT(diag)-32, COMMUNICATION FOR INITIALIZING IMPOSSIBLE, Diagnostic Procedure for Subaru Select Monitor Communication.>	Is DTC displayed on Subaru Select Monitor?	Record the DTC, time stamp and freeze frame data. Go to step **6**. NOTE: • For the time stamp, refer to LAN section. <Ref. to LAN(diag)-6, TIME STAMP, CAUTION, General Description.> • Depending on DTCs, time stamp may not be stored.	Go to step **5**.

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	Step	Check	Yes	No
5	**PERFORM GENERAL DIAGNOSTICS.** 1) Inspect using “Diagnostic Procedure without Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-108, Diagnostic Procedure without Diagnostic Trouble Code (DTC).> 2) Inspect using “Diagnostics with Phenomenon”. <Ref. to CVT(diag)-109, Diagnostics with Phenomenon.> 3) Perform the Inspection Mode. <Ref. to CVT(diag)-25, Inspection Mode.> 4) Read the DTC.	Is DTC displayed on Subaru Select Monitor?	Go to step **6**.	Finish the diagnosis.
6	**PERFORM DIAGNOSIS.** 1) Inspect by referring to “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-38, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: For the DTC table, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-35, List of Diagnostic Trouble Code (DTC).> 2) Repair the trouble cause. 3) Perform the Clear Memory Mode. 4) Perform the Inspection Mode. <Ref. to CVT(diag)-25, Inspection Mode.> 5) Read the DTC.	Is DTC displayed on Subaru Select Monitor?	Inspect by referring to “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-38, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

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2. Check List for Interview

A: CHECK

Check the following items when a problem has occurred.

NOTE:
Use copies of this page for interviewing customers.

Customer's name			
Date of purchase			
Date of repair			
Transmission model	Transmission	V.I.N.	
Odometer reading	km (miles)		
Frequency	❑ Continuous ❑ Intermittent (times/day)		
Weather	❑ Fine ❑ Cloudy ❑ Rainy ❑ Snowy ❑ Other ( )		
Place	❑ Highland ❑ Suburbs ❑ Inner city ❑ Uphill ❑ Downhill ❑ Rough road ❑ Other ( )		
Ambient air temperature	❑ Hot ❑ Warm ❑ Cool ❑ Cold		
Vehicle speed	km/h (MPH)		
AT OIL TEMP light	❑ Blinks continuously	❑ Does not blink	
Select lever position	❑ P ❑ R ❑ N ❑ D ❑ Manual mode ❑ L		
Driving condition	❑ Not affected ❑ At racing ❑ While decelerating	❑ At starting ❑ While accelerating ❑ While turning (❑ RH/❑ LH)	❑ While idling ❑ When cruising (Vehicle speed km/h) ❑ Immediately after starting the engine
Manual mode	❑ ON ❑ OFF		
Symptoms	❑ Vehicle does not move (❑ Any position ❑ Particular position)		
	❑ Vehicle does not move (no load racing condition as in N range)		
	❑ Vehicle does not move (engine speed does not increase, felt as stall condition)		
	❑ Noise or vibration (Describe concretely:)		
	❑ Shock felt at N → D selection (seconds after shifting, when engine cold or after warm-up)		
	❑ Shock felt at N → R selection (seconds after shifting, when engine cold or after warm-up)		
	❑ Shifting is wrong (Describe concretely:)		
	❑ Shock or judder during driving		
	❑ Fails to accelerate.		
	❑ Engine speed increases abruptly during driving		
	❑ Shock or judder during standing start		
	❑ Select lever does not move		
	❑ Other ( )		

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3. General Description

A: CAUTION

1. SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

The airbag system wiring harness is routed near the TCM.

CAUTION:
• All the airbag system wiring harnesses and connectors are colored yellow. Do not use an electric test equipment to check these circuits.
• Be careful not to damage the airbag system wiring harness when performing diagnostics or servicing the TCM.

2. MEASUREMENT

When measuring the voltage and resistance of the ECM, TCM or each sensor, use a tapered pin with a diameter of less than 0.64 mm (0.025 in) in order to avoid poor contact. Do not insert a pin of more than 0.65 mm (0.026 in) diameter.

B: INSPECTION

1. BATTERY

Measure the battery voltage and specific gravity of the electrolyte.

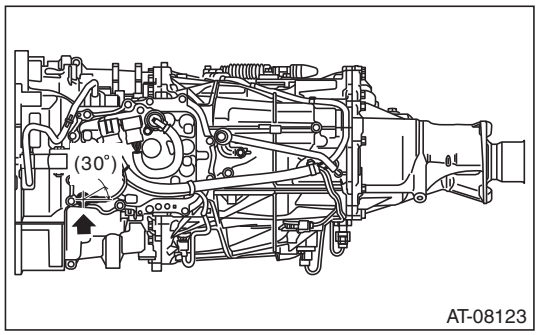
Standard voltage: 12 V or more

Specific gravity: 1.260 or more

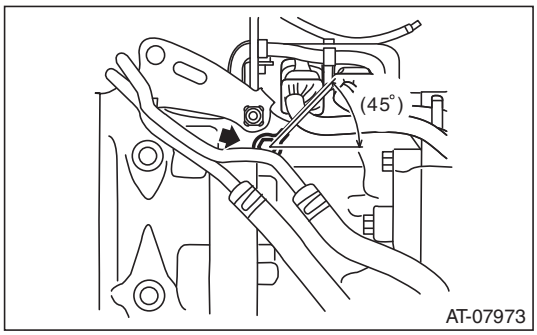
2. TRANSMISSION GROUND

Make sure that the ground terminal bolt is tightened securely.

Tightening torque:
Non-turbo model
14 N·m (1.4 kgf-m, 10.3 ft-lb)



Turbo model
16 N·m (1.6 kgf-m, 11.8 ft-lb)



3. OPERATION OF SHIFT SELECT LEVER

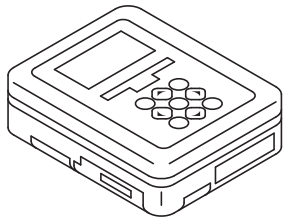
Make sure there is no noise, dragging or contact pattern in each select lever range.

WARNING:
Stop the engine while checking operation of the select lever.

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C: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

2. GENERAL TOOL

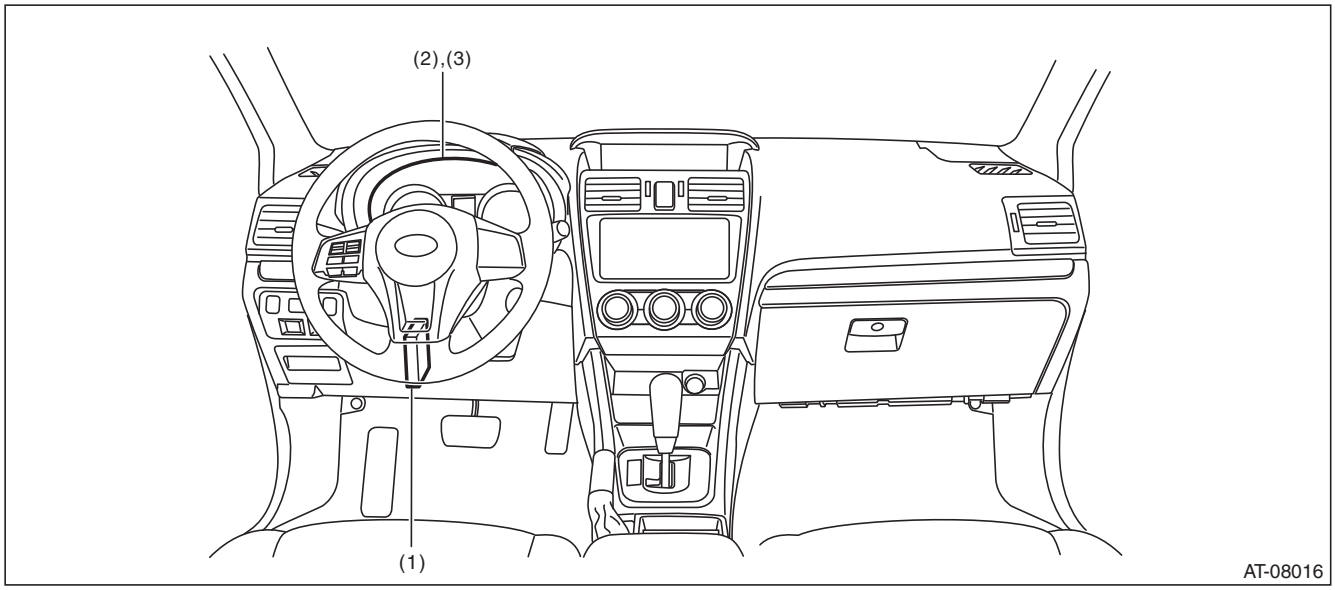
TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance, voltage and current.
Oscilloscope	Used for measuring the sensor.

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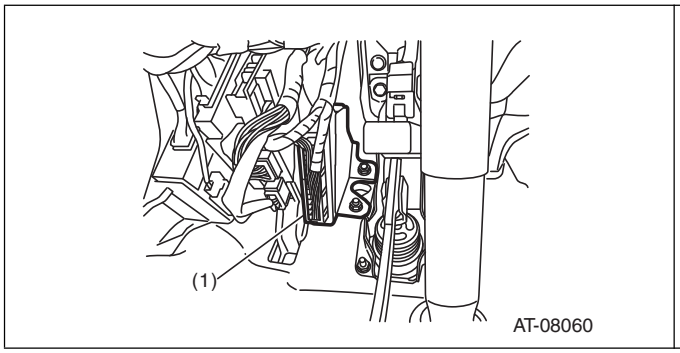
4. Electrical Component Location

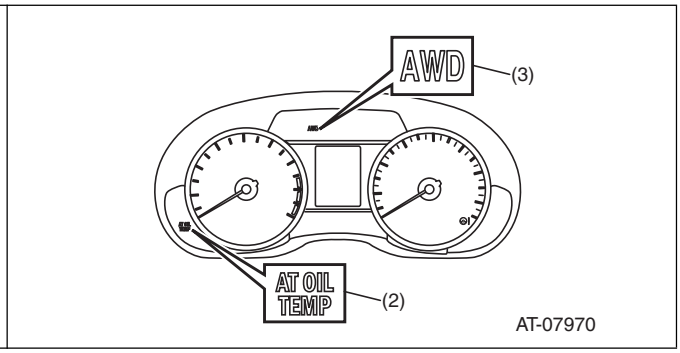
A: LOCATION

1. CONTROL MODULE



(1) Transmission control module (TCM)
(2) AT OIL TEMP light
(3) AWD light

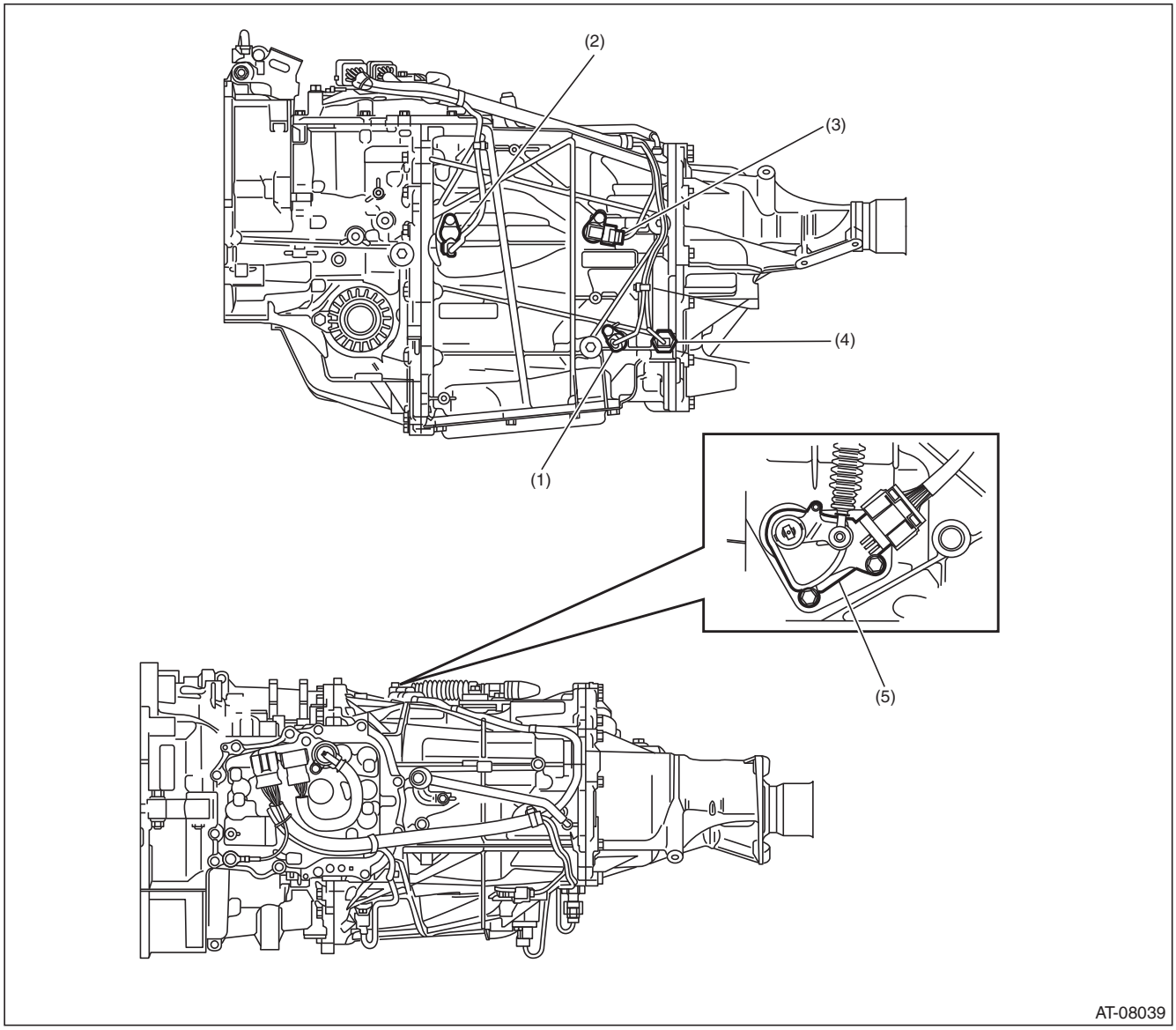




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2. SENSOR

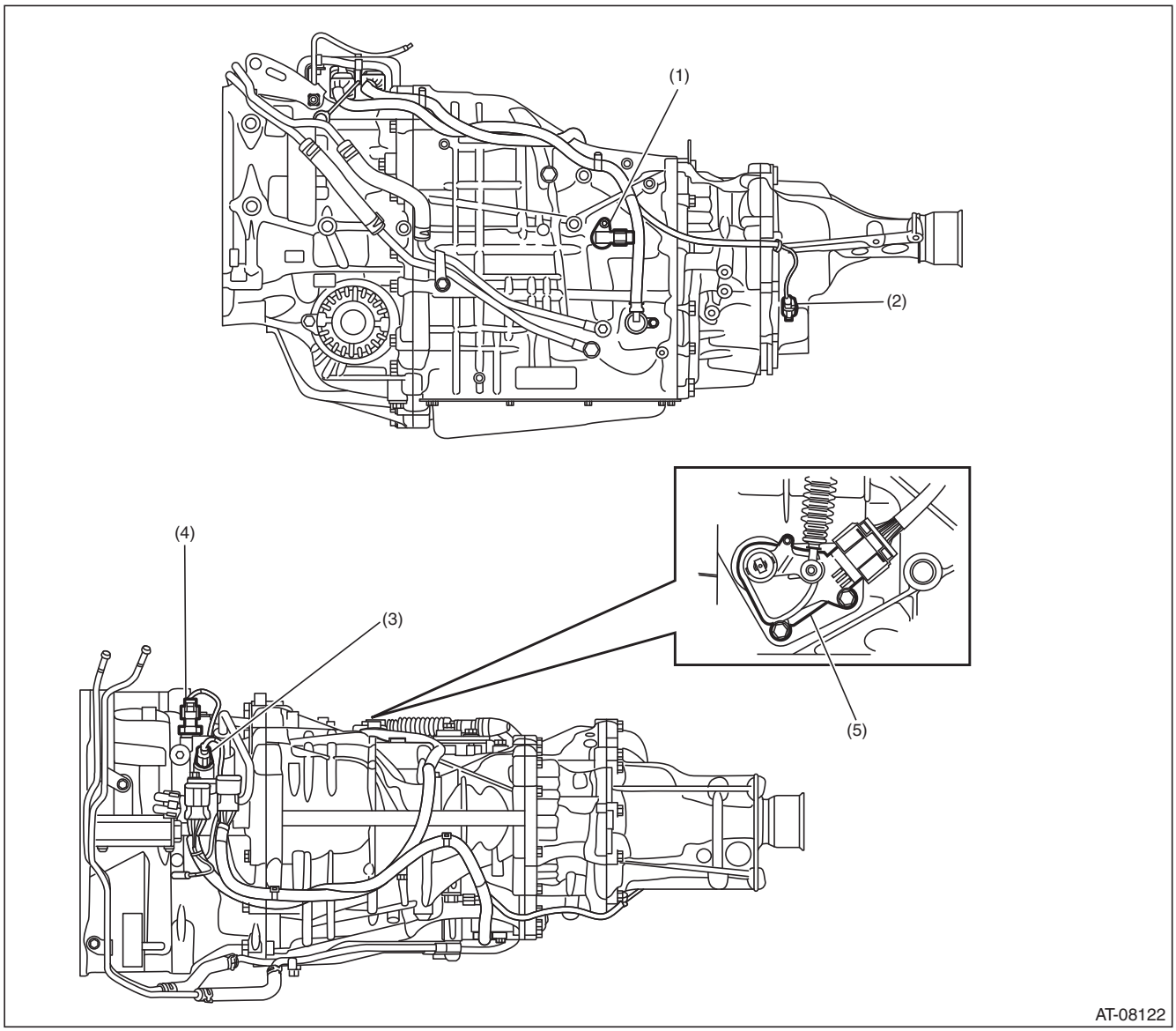
- Non-turbo model



(1) Secondary speed sensor
(2) Turbine speed sensor
(3) Primary speed sensor
(4) Secondary pressure sensor
(5) Inhibitor switch

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- Turbo model

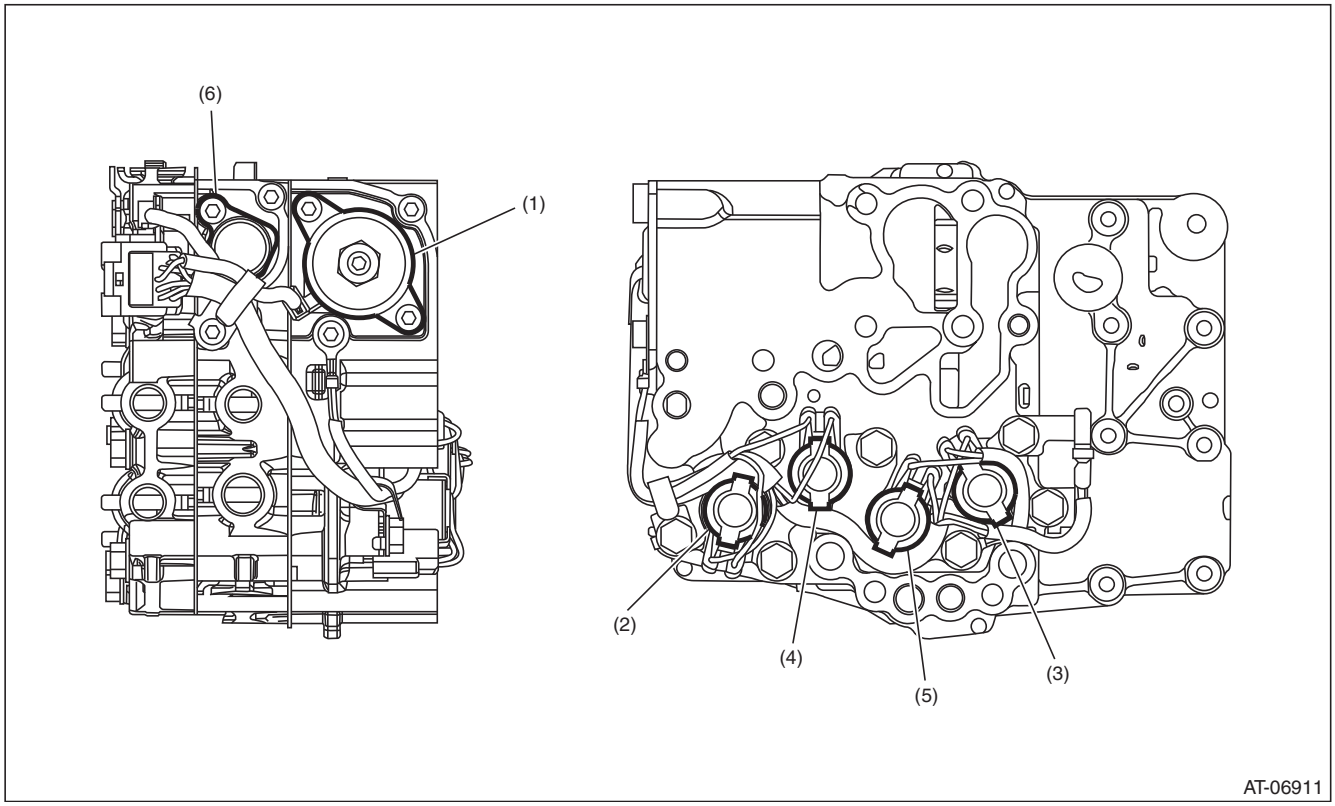


(1) Secondary speed sensor
(2) Front wheel speed sensor
(3) Primary speed sensor
(4) Secondary pressure sensor
(5) Inhibitor switch

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3. SOLENOID

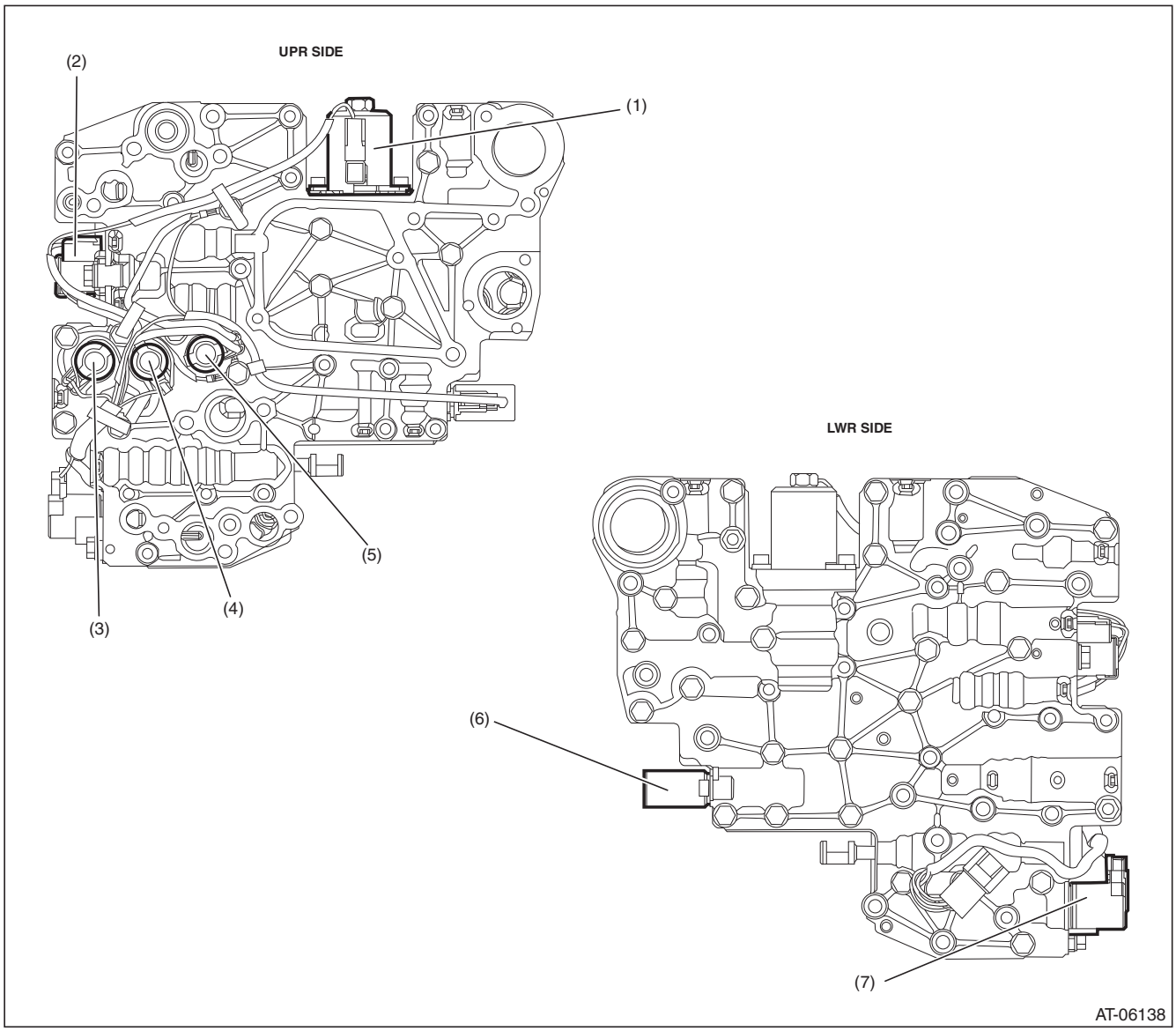
- Non-turbo model



(1)	Secondary solenoid	(3)	Lock-up duty solenoid	(5)	Primary UP solenoid
(2)	AWD solenoid	(4)	Primary DOWN solenoid	(6)	F&R solenoid

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- Turbo model

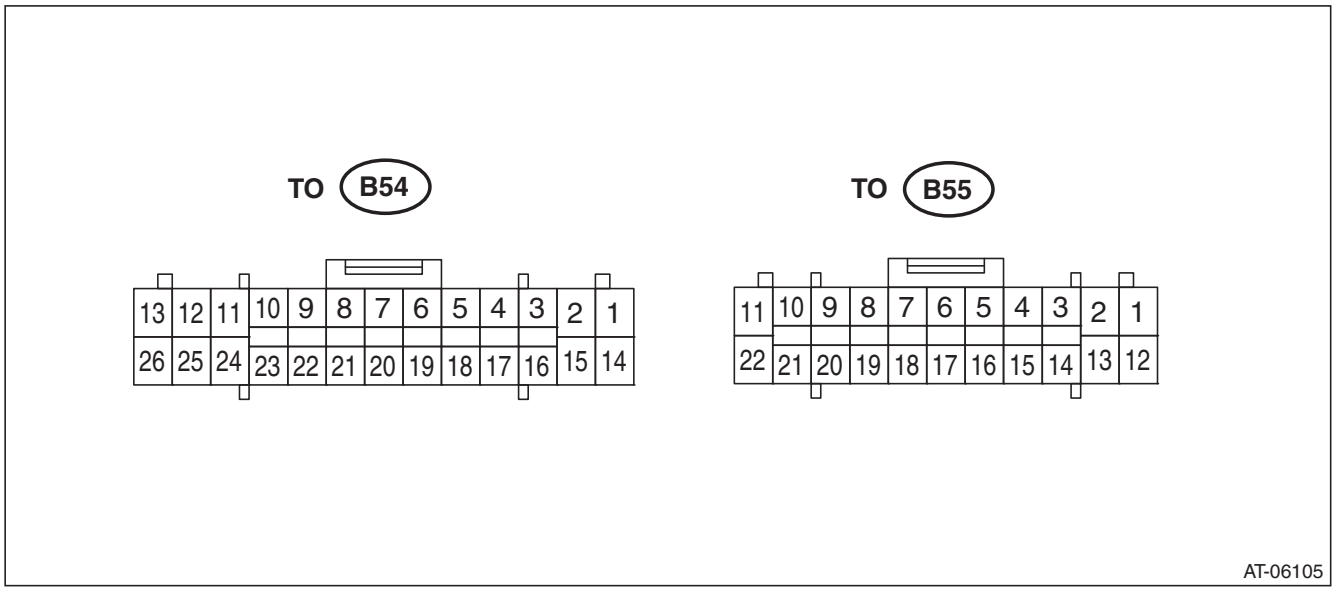


(1) Secondary solenoid
(2) AWD solenoid
(3) Lock-up duty solenoid
(4) Primary DOWN solenoid
(5) Primary UP solenoid
(6) F&R solenoid
(7) Lock-up ON/OFF solenoid

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5. Transmission Control Module (TCM) I/O Signal

A: ELECTRICAL SPECIFICATION



NOTE:
Measure after warming up.
- Non-turbo model

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Backup power supply	B55	1	—	10 — 13 V	—	
Ignition power supply	B55	21	—	10 — 13 V	—	
Main power supply	B55	11	—	10 — 13 V	—	
Main power supply	B55	2	—	10 — 13 V	—	
Main power supply	B55	22	—	10 — 13 V	—	
Manual mode switch	B55	4	Manual mode switch ON	Less than 1 V	—	
			Manual mode switch OFF	8 V or more	—	
Manual mode UP switch	B55	5	Manual mode UP switch ON	Less than 1 V	—	
			Manual mode UP switch OFF	8 V or more	—	
Manual mode DOWN switch	B55	16	Manual mode DOWN switch ON	Less than 1 V	—	
			Manual mode DOWN switch OFF	8 V or more	—	
Stop light switch	B55	13	Stop light switch ON	8 V or more	—	
			Stop light switch OFF	Less than 1 V	—	
P range switch	B54	5	P range	Less than 1 V	—	
			Except for P range	8 V or more	—	
R range switch	B54	18	R range	Less than 1 V	—	
			Except for R range	8 V or more	—	
N range switch	B54	9	N range	Less than 1 V	—	
			Except for N range	8 V or more	—	

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Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
D range switch	B54	22	D range	Less than 1 V	—	
			Except for D range	8 V or more	—	
ATF temperature sensor	B54	3	ATF temperature at 20°C (68°F)	Approx. 2.5 V	Approx. 2.5 kΩ	
			ATF temperature at 80°C (176°F)	Approx. 0.7 V	Approx. 330 Ω	
ATF temperature sensor GND	B54	16	Always	Approx. 0 V	—	
Secondary pressure sensor power supply output	B54	2	Ignition switch ON	5 V	—	
Secondary pressure sensor	B54	17	Ignition switch ON, engine OFF	Approx. 0.5 V (0 MPa)	—	Value increases with increase of engine load. (0.5 — 4.5 V)
			Ignition switch ON, engine ON	Approx. 1.0 V (1.0 MPa)	—	
Secondary pressure sensor GND	B54	15	Always	Approx. 0 V	—	
Primary speed sensor	B54	6	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Secondary speed sensor	B54	7	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Turbine speed sensor	B54	20	Engine ON, “P” or “N” range	0 or 5 V	—	Refer to the waveform (sensor)
Self shut output	B55	20	For three seconds after ignition switch ON and OFF	Less than 1 V	—	
			Ignition switch OFF	8 V or more		
F&R solenoid	B54	11	Engine ON	Refer to the waveform (solenoid (1))	Approx. 4 — 6 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Secondary solenoid	B54	12	Engine ON	Refer to the waveform (solenoid (2))	Approx. 5 — 7 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary UP solenoid	B54	24	Engine ON, while UP shifting	Refer to the waveform (solenoid (3))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.

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Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Primary DOWN solenoid	B54	25	Engine ON, while DOWN shifting	Refer to the waveform (solenoid (4))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Lock-up duty solenoid	B54	26	Lock-up ON	Refer to the waveform (solenoid (5))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
AWD solenoid	B54	13	Engine ON, “P” or “N” range	Refer to the waveform (solenoid (6))	Approx. 2 — 4.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			Engine ON, “D” range, brake ON	Refer to the waveform (solenoid (7))		
CAN communication line (+)	B55	18	—	—	—	
CAN communication line (–)	B55	17	—	—	—	
GND	B54	1	Always	Approx. 0 V	—	
GND	B54	14	Always	Approx. 0 V	—	

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- Turbo model

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Backup power supply	B55	1	—	10 — 13 V	—	
Ignition power supply	B55	21	—	10 — 13 V	—	
Main power supply	B55	11	—	10 — 13 V	—	
Main power supply	B55	2	—	10 — 13 V	—	
Main power supply	B55	22	—	10 — 13 V	—	
Manual mode switch	B55	4	Manual mode switch ON	Less than 1 V	—	
			Manual mode switch OFF	8 V or more	—	
Manual mode UP switch	B55	5	Manual mode UP switch ON	Less than 1 V	—	
			Manual mode UP switch OFF	8 V or more	—	
Manual mode DOWN switch	B55	16	Manual mode DOWN switch ON	Less than 1 V	—	
			Manual mode DOWN switch OFF	8 V or more	—	
Stop light switch	B55	13	Stop light switch ON	8 V or more	—	
			Stop light switch OFF	Less than 1 V	—	
P range switch	B54	5	P range	Less than 1 V	—	
			Except for P range	8 V or more	—	
R range switch	B54	18	R range	Less than 1 V	—	
			Except for R range	8 V or more	—	
N range switch	B54	9	N range	Less than 1 V	—	
			Except for N range	8 V or more	—	
D range switch	B54	22	D range	Less than 1 V	—	
			Except for D range	8 V or more	—	
ATF temperature sensor	B54	3	ATF temperature at 20°C (68°F)	Approx. 2.6 V	Approx. 2.6 kΩ	
			ATF temperature at 80°C (176°F)	Approx. 0.7 V	Approx. 370 Ω	
ATF temperature sensor GND	B54	16	Always	Approx. 0 V	—	
Secondary pressure sensor power supply output	B54	2	Ignition switch ON	5 V	—	
Secondary pressure sensor	B54	17	Ignition switch ON, engine OFF	Approx. 0.5 V (0 MPa)	—	Value increases with increase of engine load. (0.5 — 4.5 V)
			Ignition switch ON, engine ON	Approx. 1.0 V (1.0 MPa)	—	
Secondary pressure sensor GND	B54	15	Always	Approx. 0 V	—	
Primary speed sensor	B54	6	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Secondary speed sensor	B54	7	While driving	0 or 5 V	—	Refer to the waveform (sensor)

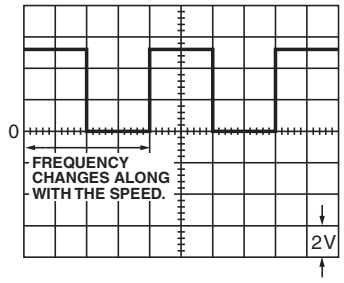
Provided Exclusively on Ebay by Seller "4SubaruManuals"

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Front wheel speed sensor	B54	20	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Self shut output	B55	20	For three seconds after ignition switch ON and OFF	Less than 1 V	—	
			Ignition switch OFF	8 V or more		
F&R solenoid	B54	11	Engine ON	Refer to the waveform (solenoid (1))	Approx. 4 — 6 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Secondary solenoid	B54	12	Engine ON	Refer to the waveform (solenoid (2))	Approx. 5 — 7 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary UP solenoid	B54	24	Engine ON, while UP shifting	Refer to the waveform (solenoid (3))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary DOWN solenoid	B54	25	Engine ON, while DOWN shifting	Refer to the waveform (solenoid (4))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Lock-up duty solenoid	B54	26	Lock-up ON	Refer to the waveform (solenoid (5))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
AWD solenoid	B54	13	Engine ON, “P” or “N” range	Refer to the waveform (solenoid (6))	Approx. 2 — 4.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			Engine ON, “D” range, brake ON	Refer to the waveform (solenoid (7))		
Lock-up ON/OFF solenoid	B54	23	Lock-up OFF	Less than 1 V	Approx. 13 — 18.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			With lock-up ON and R range	Battery voltage or higher		
CAN communication line (+)	B55	18	—	—	—	
CAN communication line (–)	B55	17	—	—	—	
GND	B54	1	Always	Approx. 0 V	—	
GND	B54	14	Always	Approx. 0 V	—	

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B: WAVEFORM

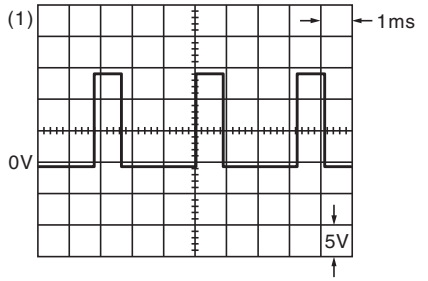
1. SENSOR



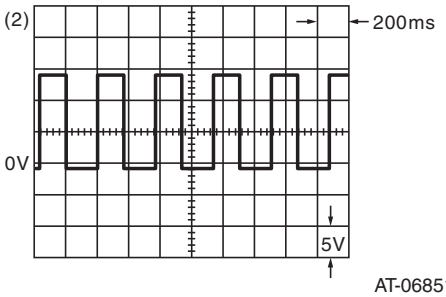
AT-04690

2. SOLENOID

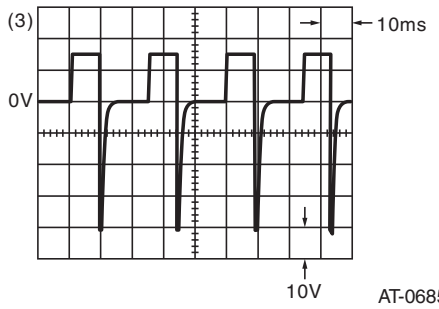
- Non-turbo model



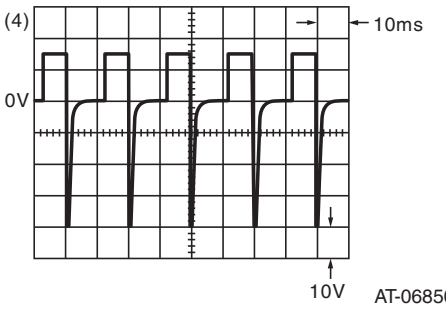
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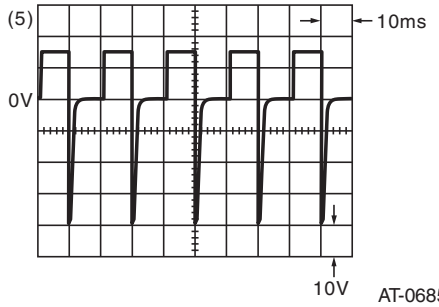
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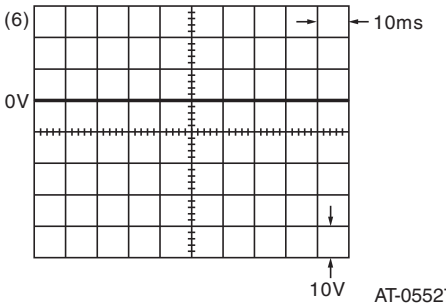
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AT-06850

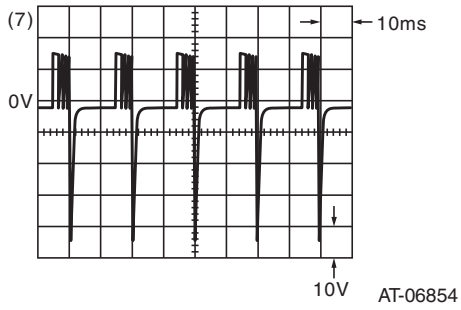


AT-06853



AT-05527

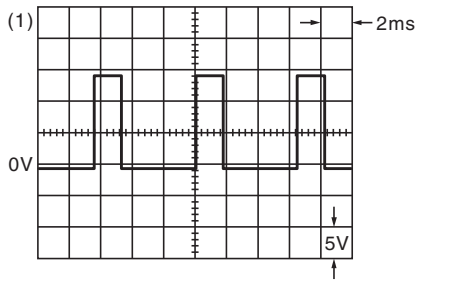
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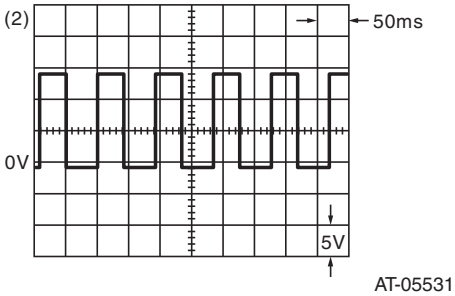
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SUBARU.

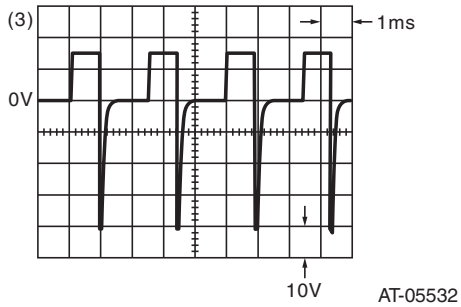
- Turbo model



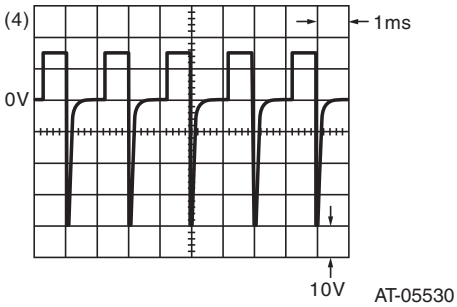
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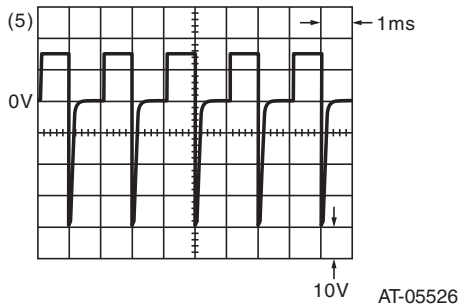
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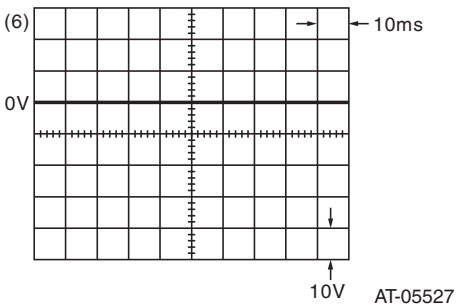
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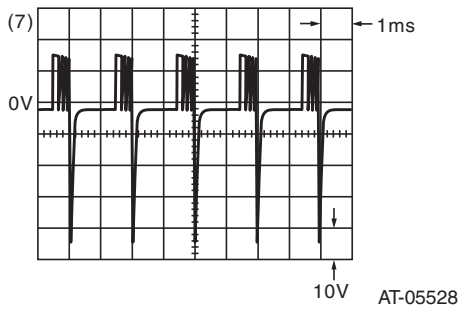
AT-05530



AT-05526



AT-05527



AT-05528

SUBARU.

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6. Subaru Select Monitor

A: OPERATION

1. HOW TO USE SUBARU SELECT MONITOR

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

2. READ CURRENT DATA

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

- Non-turbo model

Item	Display	Unit of measure
Engine speed signal	Engine Speed	rpm
Turbine speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from secondary speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	A/T Oil Temperature	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Stop light switch signal	Stop Light Switch	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
L range signal	L-range	ON or OFF
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift Step in Manual Mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
Secondary fluid pressure A/D converted value	secondary pressure sensor voltage.	V
ATF temperature sensor voltage	ATF Temp sensor voltage.	V
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed

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- Turbo model

Item	Display	Unit of measure
Engine speed signal	Engine Speed	rpm
Turbine speed signal converted from primary speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from front wheel speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	A/T Oil Temperature	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
Lock-up ON/OFF solenoid set	Lock-Up ON/OFF Solenoid	ON or OFF
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Front wheel speed sensor signal	Front Wheel Speed	rpm
Stop light switch signal	Stop Light Switch	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
SI drive mode (control data)	SI Drive mode (Control)	I, S or S#
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift Step in Manual Mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed
AT ignition power supply relay	AT Power Relay	ON or OFF

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3. READ FREEZE FRAME DATA

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

- Non-turbo model

Item	Display	Unit of measure
Relative time since detection	Relative time since detection	ms
Engine speed signal	Engine Speed	rpm
Turbine speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from secondary speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	A/T Oil Temperature	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Stop light switch signal	Stop Light Switch	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
L range signal	L-range	ON or OFF
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift Step in Manual Mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
Secondary fluid pressure A/D converted value	secondary pressure sensor voltage.	V
ATF temperature sensor voltage	ATF Temp sensor voltage.	V
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF

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- Turbo model

Item	Display	Unit of measure
Relative time since detection	Relative time since detection	ms
Engine speed signal	Engine Speed	rpm
Turbine speed signal converted from primary speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from front wheel speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	A/T Oil Temperature	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
Lock-up ON/OFF solenoid set	Lock-Up ON/OFF Solenoid	ON or OFF
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Front wheel speed sensor signal	Front Wheel Speed	rpm
Stop light switch signal	Stop Light Switch	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
SI drive mode (control data)	SI Drive mode(Control)	I, S or S#
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift Step in Manual Mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed

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7. Read Diagnostic Trouble Code (DTC)

A: OPERATION

• For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-35, List of Diagnostic Trouble Code (DTC).>

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8. Clear Memory Mode

A: OPERATION

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

CAUTION:
• If the AT learning value is cleared, learned control memory is cleared.
• If the AT learning value is cleared, perform learning. <Ref. to CVT(diag)-26, Learning Control.>

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9. Inspection Mode

A: PROCEDURE

<Ref. to CVT(TR580)-44, Road Test.> <Ref. to CVT(TR690)-46, Road Test.>

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10.Learning Control

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- When the following work is performed, perform learning work for the transmission.

Replacement of TCM/Replacement or disassembly of transmission assembly/Replacement of control valve body/Clearing AT leaning value is executed.

B: PROCEDURE

1. PREPARATION FOR LEARNING

1) Warm up or cool down until the ATF temperature displayed on the Subaru Select Monitor is 40 — 65°C (104 — 149°F).
2) After stopping the vehicle, shift the select lever to “P” range.
3) Fully apply the parking brake.
4) Lift up the vehicle.

CAUTION:
While working, be sure to keep the lower edge of the tires 30 cm or more above the ground as vehicle will vibrate.

5) Connect the Subaru Select Monitor to data link connector.
6) Turn the ignition switch to ON.
7) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger, etc.
8) Set SI-DRIVE to I mode. (Vehicles with SI drive)

2. SIMPLE LEARNING

NOTE:
Simple learning is performed with the vehicle lifted, without actually running the vehicle.

CAUTION:
Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.

1) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
2) Select {Compulsory learning mode} in the «Work Support» display screen of the Subaru Select Monitor.
3) Follow the messages displayed on the Subaru Select Monitor screen when working.

NOTE:
During AT learning in progress, AT OIL TEMP light in the combination meter starts flashing at 2 Hz and the learning operation starts. The following message is displayed on the screen when the AT OIL TEMP light which was flashing at 2 Hz turns off.

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4) When «AT learning normally ended.» is displayed, simple AT learning is completed.

NOTE:
- If communication error occurs during learning, retry the “AT learning mode” from the beginning.
- If the message «Execute AT learning again after fixing troubles of the vehicle» appears during learning, select [OK] and display the DTC list. After repairing the locations indicated by the DTC, start the “AT learning mode” over from the beginning.
- When communication error occurs during learning, select lever does not shift occasionally. If select lever does not shift, turn the ignition switch to OFF before operating the select lever.
- If the message «AT learning ended abnormally.» is displayed, start the “AT learning mode” over from the beginning.

Message	Main causes for abnormal termination
«AT learning ended abnormally.»	• Fault is detected during AT learning. • The accelerator pedal is depressed during AT learning. • An unspecified operation was performed during AT learning • ATF temperature becomes out of specification during AT learning. • Battery voltage is low. • Malfunction indicator light illuminates. • Parking brake not applied strongly enough. • Brake pedal is not fully depressed. • Abnormal idle speed increase, etc.

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

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11.AT OIL TEMP Warning Light Display

A: OPERATION

The AT OIL TEMP light illuminates or blinks, when the ATF temperature is high and malfunction occurs in CVT.

- When normal

AT OIL TEMP light always illuminates when the ignition switch is ON (engine OFF). Light goes off after two seconds from engine ON.

- When ATF temperature is high

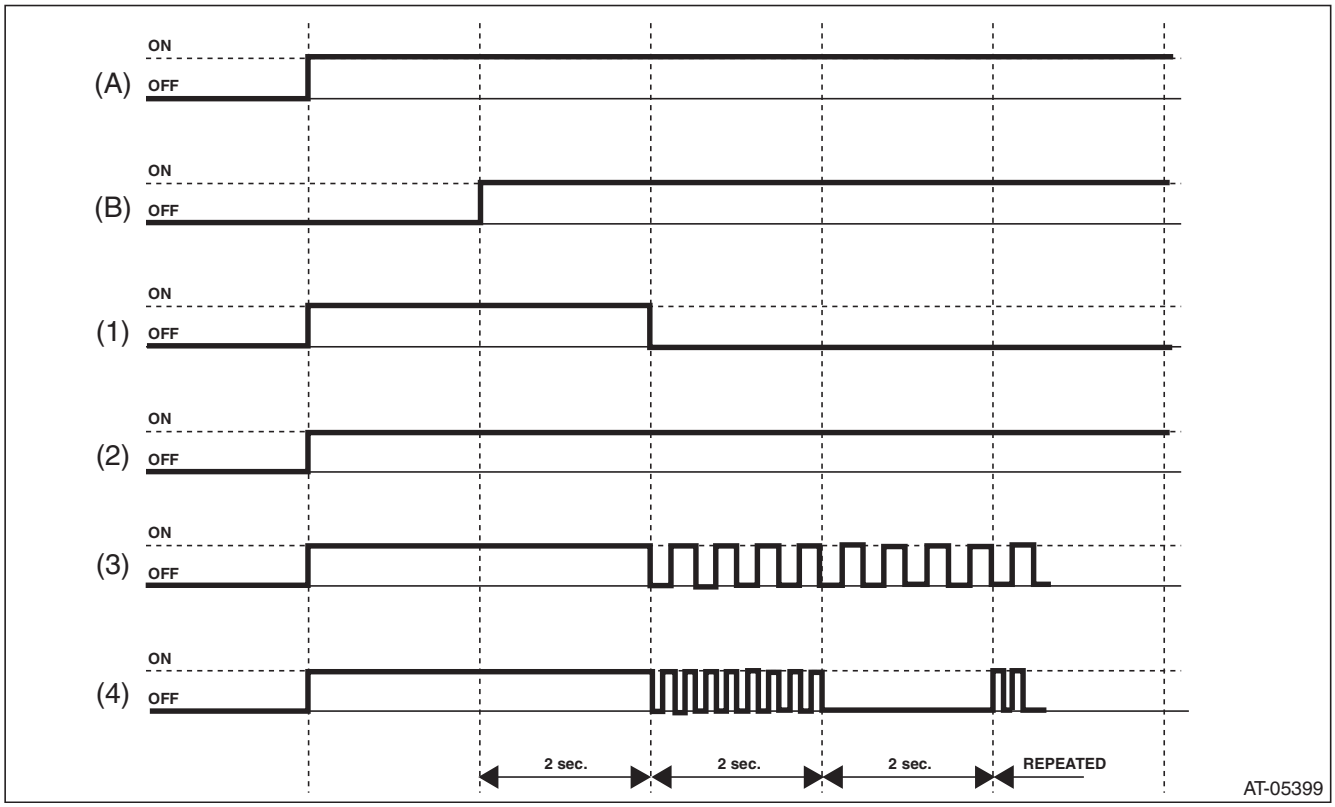
AT OIL TEMP light illuminates when the ATF temperature is abnormally high with engine ON.

- When malfunction is detected

AT OIL TEMP light blinks at 2 Hz when the TCM detects the malfunction of CVT with engine ON. In this case, inspect using “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-38, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

- When AT learning is not finished

AT OIL TEMP light repeats “Blinking at 4 Hz → Turning OFF” every two seconds, when the AT learning is not finished with engine ON. In this case, perform the “Learning”. (During AT learning, the light blinks at 2 Hz or illuminates.) <Ref. to CVT(diag)-26, Learning Control.>



(A) Ignition switch condition
(B) Engine condition
(1) When normal
(2) When ATF temperature is high
(3) When malfunction is detected
(4) When AT learning is not finished

If the AT OIL TEMP light does not illuminate, or illumination patterns are not as above, check the AT OIL TEMP light circuit. <Ref. to CVT(diag)-29, INSPECTION, AT OIL TEMP Warning Light Display.>

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B: INSPECTION

DIAGNOSIS:

- AT OIL TEMP light circuit is open or shorted.
- Combination meter malfunction
- TCM is in special control mode.
- AT learning is not finished.

TROUBLE SYMPTOM:

- When the ignition switch is turned to ON, the AT OIL TEMP light does not illuminate.
- AT OIL TEMP light remains lit after engine start.

	Step	Check	Yes	No
1	**CHECK AT OIL TEMP LIGHT.** Turn the ignition switch to ON.	Does the AT OIL TEMP light illuminate?	Go to step **2**.	Perform the self-diagnosis of combination meter. <Ref. to IDI-7, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
2	**CHECK AT OIL TEMP LIGHT.** Start the engine.	Does AT OIL TEMP light go off after two seconds from engine start?	Current condition is normal. Go back to Basic Diagnostic Procedure. <Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK TCM.** Read the data of «ATF Temperature Lamp» using the Subaru Select Monitor.	Is “ON” displayed?	Go to step **5**.	Perform the self-diagnosis of combination meter. <Ref. to IDI-7, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
5	**CHECK TCM.** Read the data of «ATF Temp.» using the Subaru Select Monitor.	Is the display 125°C or more?	Go to step **6**.	Check the TCM.
6	**CHECK ATF TEMPERATURE.** Check the real fluid temperature from the transmission case surface temperature.	Does it clearly differ from the «ATF Temp.» displayed on Subaru Select Monitor?	Perform the diagnosis according to DTC P0712 procedure. If there is no problems, perform the diagnosis according to DTC P0713 procedure.	When ATF temperature can be judged as actually high, perform the diagnosis again after the ATF temperature lowers.

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12.AWD Warning Light Display

A: OPERATION

AWD light illuminates or blinks, when the AWD is in special control condition and AWD has malfunction.

- When normal

AWD light always illuminates when the ignition switch is ON (engine OFF). Light goes off after two seconds from engine ON.

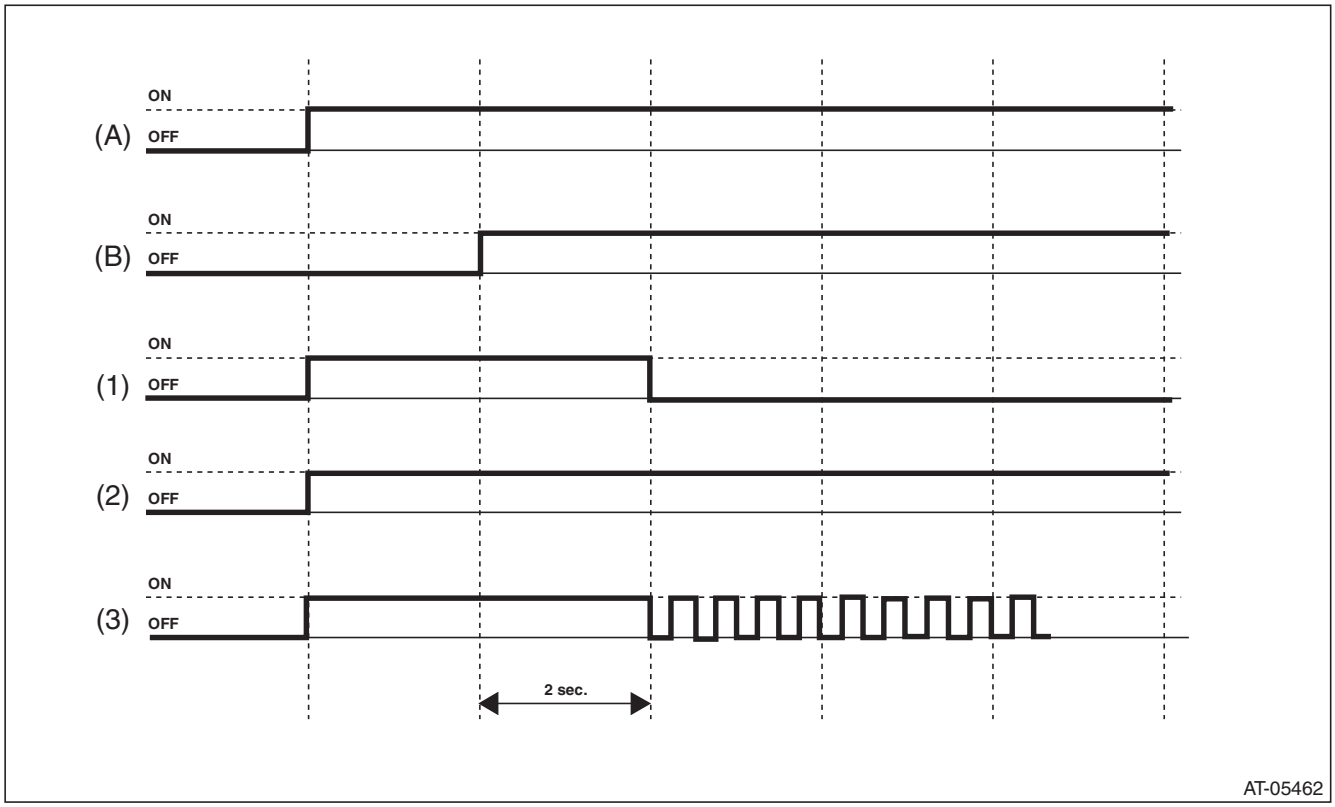
- When FF mode is selected

AWD light illuminates, when the AWD ON/OFF switching function is “FF mode” with engine ON.

- When malfunction is detected

AWD light blinks at 2 Hz when any of following malfunctions are detected with engine ON.

1. When tire with different diameter is installed, or air pressure of any of four wheels is excessively low
2. When “Rear differential inspection mode” is judged as NG <Ref. to DI-66, Rear Differential Inspection Mode.>



(A) Ignition switch condition (B) Engine condition

(1) When normal (2) When FF mode is selected (3) When malfunction is detected

If the AWD light does not illuminate, or illumination patterns are not as above, check the AWD light circuit. <Ref. to CVT(diag)-31, INSPECTION, AWD Warning Light Display.>

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B: INSPECTION

DIAGNOSIS:

- AWD light circuit is open or shorted.
- Combination meter malfunction
- TCM is in AWD special control mode.

TROUBLE SYMPTOM:

- When the ignition switch is turned to ON, the AWD light does not illuminate.
- AWD light remains lit after engine start.
- AWD light is blinking immediately after engine start.

	Step	Check	Yes	No
1	**CHECK AWD LIGHT.** Turn the ignition switch to ON.	Does the AWD light illuminate?	Go to step **2**.	Perform the self-diagnosis of combination meter. <Ref. to IDI-7, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
2	**CHECK AWD LIGHT.** Start the engine.	Does AWD light go off after two seconds from engine start?	Current condition is normal. Go back to Basic Diagnostic Procedure. <Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK AWD LIGHT.** Check the display of AWD light after engine start.	Is AWD light illuminating?	Go to step **6**.	Go to step **5**.
5	**CHECK AWD LIGHT.** Check the display of AWD light after engine start.	Is AWD light blinking at 2 Hz?	Go to step **7**.	Go to step **8**.
6	**CHECK AWD ON/OFF SWITCHING FUNCTION.** Using the Subaru Select Monitor, select the {AWD ON/OFF switching mode} in {Maintenance mode} from «Work Support», and check the current mode. <Ref. to CVT(TR580)-43, AWD ON/OFF Switching Mode.> <Ref. to CVT(TR690)-45, AWD ON/OFF Switching Mode.>	Is the message «At present, the vehicle is in AWD. Switch to FF?» displayed?	Go to step **8**.	If the message «At present, the vehicle is in FF. Switch to AWD?» is displayed, select “OK”, and switch to AWD mode.
7	**CHECK REAR DIFFERENTIAL.** Using the Subaru Select Monitor, select {Rear differential inspection mode} in {Maintenance mode} from «Work Support», and check. <Ref. to DI-66, Rear Differential Inspection Mode.>	Does AWD light go off after inspection is finished normally?	Current condition is normal. Go back to Basic Diagnostic Procedure. <Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **8**.
8	**CHECK COMBINATION METER.** Perform the self-diagnosis of combination meter. <Ref. to IDI-7, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>	Is there any trouble with the combination meter?	Repair the combination meter.	Check the TCM.

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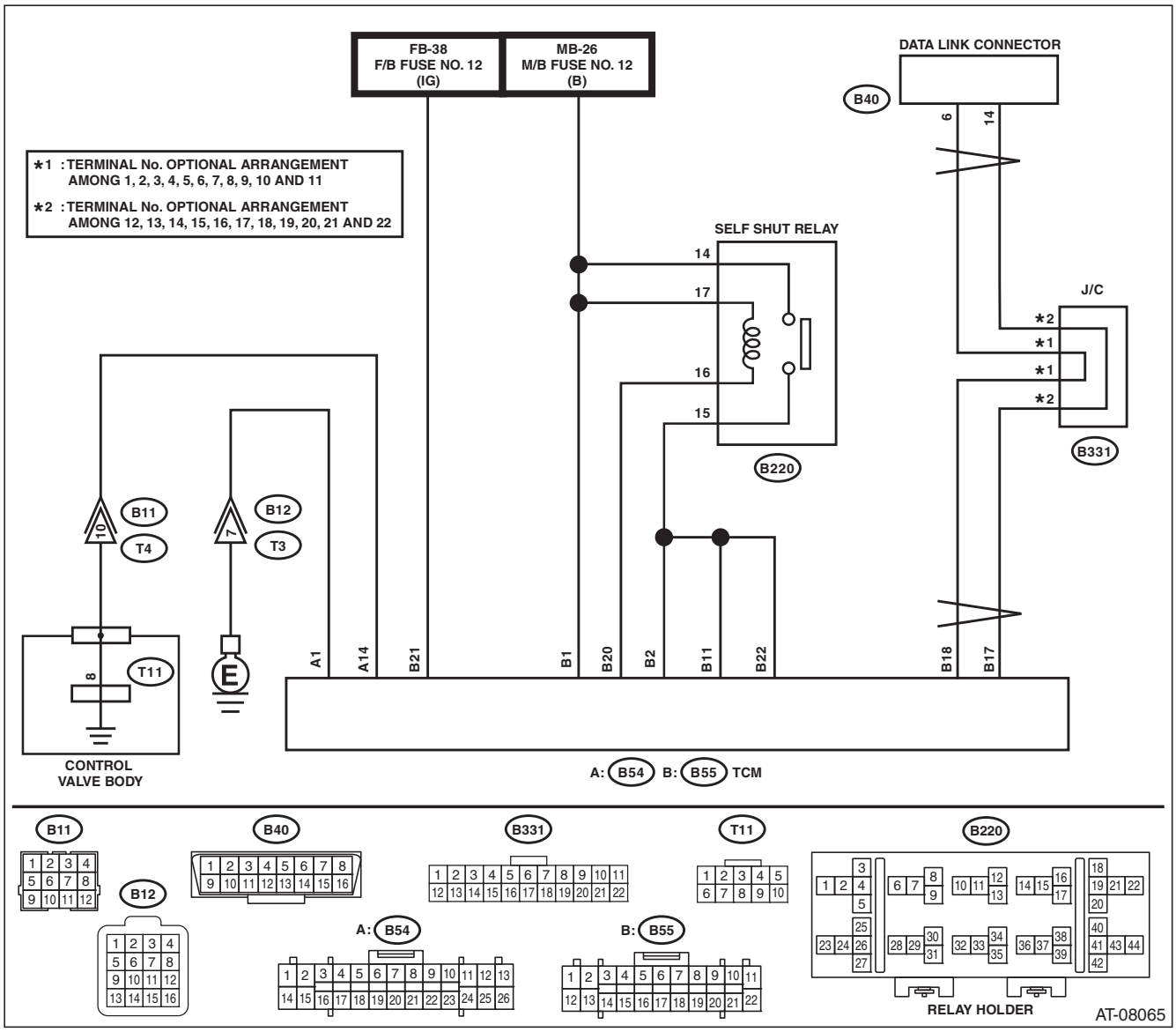
13. Diagnostic Procedure for Subaru Select Monitor Communication

A: COMMUNICATION FOR INITIALIZING IMPOSSIBLE

DIAGNOSIS:
Defective harness connector
TROUBLE SYMPTOM:
Subaru Select Monitor communication failure
WIRING DIAGRAM:

- Non-turbo model

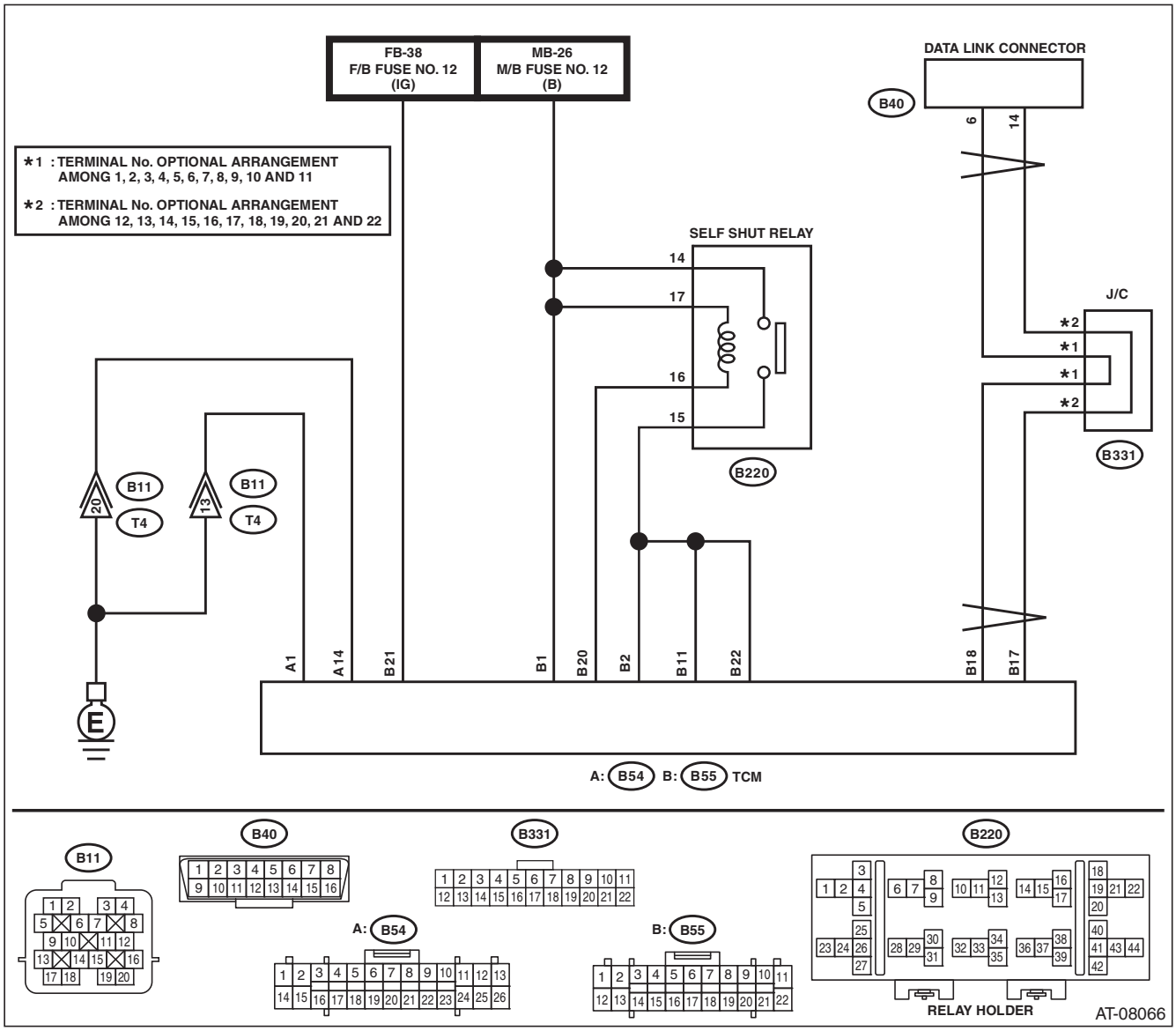
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK IGNITION SWITCH.**	Is the ignition switch ON?	Go to step **2**.	Turn the ignition switch to ON, and select the transmission mode using the Subaru Select Monitor.
2	**CHECK BATTERY.** 1) Turn the ignition switch to OFF. 2) Measure the battery voltage.	Is the voltage 11 V or more?	Go to step **3**.	Charge or replace the battery.
3	**CHECK BATTERY TERMINAL.**	Is there poor contact at battery terminal?	Repair or tighten the battery terminal.	Go to step **4**.
4	**CHECK INSTALLATION OF TCM CONNECTOR.** Turn the ignition switch to OFF.	Is the TCM connector inserted into the TCM until the clamp locks?	Go to step **5**.	Insert the TCM connector to TCM.

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	Step	Check	Yes	No
5	**CHECK LAN SYSTEM.** Perform the diagnosis for LAN system. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Is there any fault in LAN system?	Perform the diagnosis according to DTC for LAN system. <Ref. to LAN(diag)-99, List of Diagnostic Trouble Code (DTC).>	Go to step **6**.
6	**CHECK SUBARU SELECT MONITOR COMMUNICATION.** 1) Turn the ignition switch to ON. 2) Check whether communication to transmission system can be executed normally.	Is the system name displayed on Subaru Select Monitor?	Check DTC of TCM. <Ref. to CVT(diag)-23, Read Diagnostic Trouble Code (DTC).>	Go to step **7**.
7	**CHECK POWER SUPPLY CIRCUIT.** 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the ignition power supply voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 1 (+) — Chassis ground (–):*** ***(B55) No. 2 (+) — Chassis ground (–):*** ***(B55) No. 11 (+) — Chassis ground (–):*** ***(B55) No. 21 (+) — Chassis ground (–):*** ***(B55) No. 22 (+) — Chassis ground (–):***	Is the voltage 10 — 13 V?	Go to step **8**.	Repair the open circuit of harness between TCM and battery.
8	**CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM. 3) Measure the resistance of harness between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 1 — Chassis ground:***	Is the resistance less than 10 Ω?	Go to step **9**.	Repair the open circuit of the TCM ground circuit and poor contact of connector.
9	**CHECK POOR CONTACT OF CONNECTOR.**	Is there poor contact of control module power supply, ground circuit and data link connector?	Repair the connector.	Check the TCM.

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14.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Content of diagnosis	Reference
P0705	Transmission Range Sensor Circuit (PRNDL Input)	Inhibitor switch malfunction or short circuit	<Ref. to CVT(diag)-38, DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0708	AT Range Switch Not Inputted	Inhibitor switch malfunction or open circuit	<Ref. to CVT(diag)-40, DTC P0708 AT RANGE SWITCH NOT INPUTTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0712	Transmission Fluid Temperature Sensor Circuit Low Input	ATF temperature sensor is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-43, DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0713	Transmission Fluid Temperature Sensor Circuit High Input	ATF temperature sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-45, DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0716	Torque Converter Turbine Speed	Turbine speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-48, DTC P0716 TORQUE CONVERTER TURBINE SPEED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0719	Brake Switch Circuit Low	Brake switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-50, DTC P0719 BRAKE SWITCH CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0720	Output Speed Sensor Circuit	Front wheel speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-52, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0724	Brake Switch Circuit High	Brake switch is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-54, DTC P0724 BRAKE SWITCH CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0730	Gearshift Control Performance Abnormal	Primary speed sensor, secondary speed sensor, control valve, or chain is faulty.	<Ref. to CVT(diag)-56, DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0801	Reverse Inhibit Control Circuit	Shift lock solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-57, DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0841	Secondary Oil Pressure Sensor Performance	Secondary pressure sensor or control valve is faulty	<Ref. to CVT(diag)-58, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0842	Secondary Oil Pressure Sensor Circuit (Low)	Secondary pressure sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-60, DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0843	Secondary Oil Pressure Sensor Circuit (High)	Secondary pressure sensor is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-63, DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0890	AT Self-Shut Relay Diagnosis (Low)	Self-shut relay is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-65, DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0951	Manual Switch	Manual mode switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-67, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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List of Diagnostic Trouble Code (DTC)

DTC	Item	Content of diagnosis	Reference
P0962	Secondary Solenoid Circuit (Low)	Secondary solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-69, DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0963	Secondary Solenoid Circuit (High)	Secondary solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-71, DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0965	Forward & Reverse Solenoid Function	F&R solenoid, forward clutch or control valve is faulty.	<Ref. to CVT(diag)-73, DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0966	Forward & Reverse Solenoid Circuit (Low)	F&R solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-75, DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0967	Forward & Reverse Linear Solenoid Circuit (High)	F&R solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-77, DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0970	Transfer Solenoid Circuit (Low)	AWD solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-79, DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0971	Transfer Solenoid Circuit (High)	AWD solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-81, DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0973	Primary Solenoid System A Circuit (Low)	Primary UP solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-83, DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0974	Primary Solenoid System A Circuit (High)	Primary UP solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-85, DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0976	Primary Solenoid System B Circuit (Low)	Primary DOWN solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-87, DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0977	Primary Solenoid System B Circuit (High)	Primary DOWN solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-89, DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P170A	L-Range SW System	L range switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-90, DTC P170A L-RANGE SW SYSTEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1724	AT EEPROM Error	TCM EEPROM malfunction	<Ref. to CVT(diag)-91, DTC P1724 AT EEPROM ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2746	Primary Pulley Revolution Speed Sensor Circuit	Primary speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-92, DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2750	Sec. Pulley Revolution Speed Sensor Circuit	Secondary speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-95, DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2762	Lock-Up Duty Solenoid Malfunction	Lock-up duty solenoid, lock-up clutch or control valve is faulty	<Ref. to CVT(diag)-98, DTC P2762 LOCK-UP DUTY SOLENOID MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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DTC	Item	Content of diagnosis	Reference
P2763	Lock-Up Duty Solenoid Circuit (High)	Lock-up duty solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-100, DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2764	Lock-Up Duty Solenoid Circuit (Low)	Lock-up duty solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-102, DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2769	Lock-Up On/Off Solenoid Circuit (Low)	Lock-up ON/OFF solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-104, DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2770	Lock-Up On/Off Solenoid Circuit (High)	Lock-up ON/OFF solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-105, DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0073	Control Module Communication Bus “A” Off	CAN bus is shorted or communication error.	<Ref. to CVT(diag)-106, DTC U0073 CONTROL MODULE COMMUNICATION BUS “A” OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0100	Lost Communication With ECM/PCM “A”	Detected that the engine data has not yet arrived.	<Ref. to CVT(diag)-106, DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0122	Lost Communication With Vehicle Dynamics Control Module	Detected that the VDC data has not yet arrived.	<Ref. to CVT(diag)-106, DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0140	Lost Communication With Body Control Module	Detected that the body integrated unit data has not yet arrived.	<Ref. to CVT(diag)-106, DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0155	Lost Communication With Instrument Panel Cluster (IPC) Control Module	Detected that the meter data has not yet arrived.	<Ref. to CVT(diag)-106, DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0401	Invalid Data Received From ECM/PCM “A”	Detected abnormality of the engine data.	<Ref. to CVT(diag)-106, DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0416	Invalid Data Received From Vehicle Dynamics Control Module	Detected abnormality of the VDC data.	<Ref. to CVT(diag)-106, DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0422	Invalid Data Received From Body Control Module	Detected abnormality of the body integrated unit data.	<Ref. to CVT(diag)-106, DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0423	Invalid Data Received From Instrument Panel Cluster Control Module	Detected abnormality of the meter data.	<Ref. to CVT(diag)-107, DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U1235	Lost Communication With EyeSight	Detected that the EyeSight data has not yet arrived.	<Ref. to CVT(diag)-107, DTC U1235 LOST COMMUNICATION WITH EyeSight, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U1433	Invalid Data Received From EyeSight	Detected abnormality of the EyeSight data.	<Ref. to CVT(diag)-107, DTC U1433 INVALID DATA RECEIVED FROM EyeSight, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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15.Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT)

DTC DETECTING CONDITION:

- Inhibitor switch is faulty.
- At least 2 range signal is input.

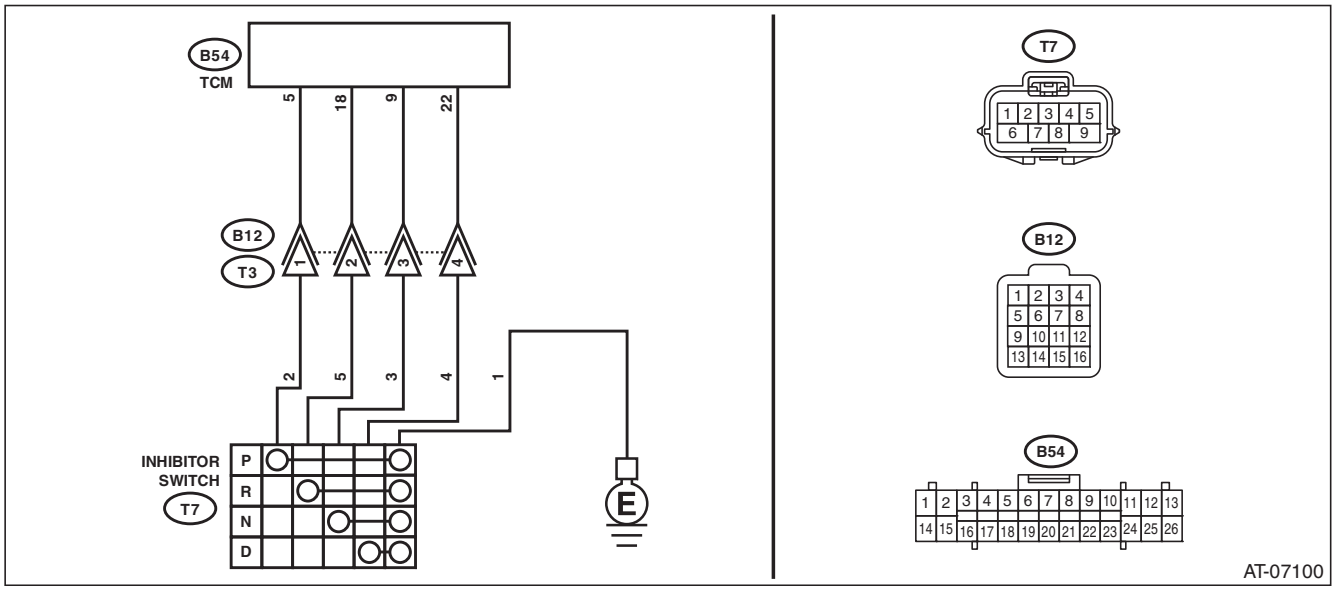
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

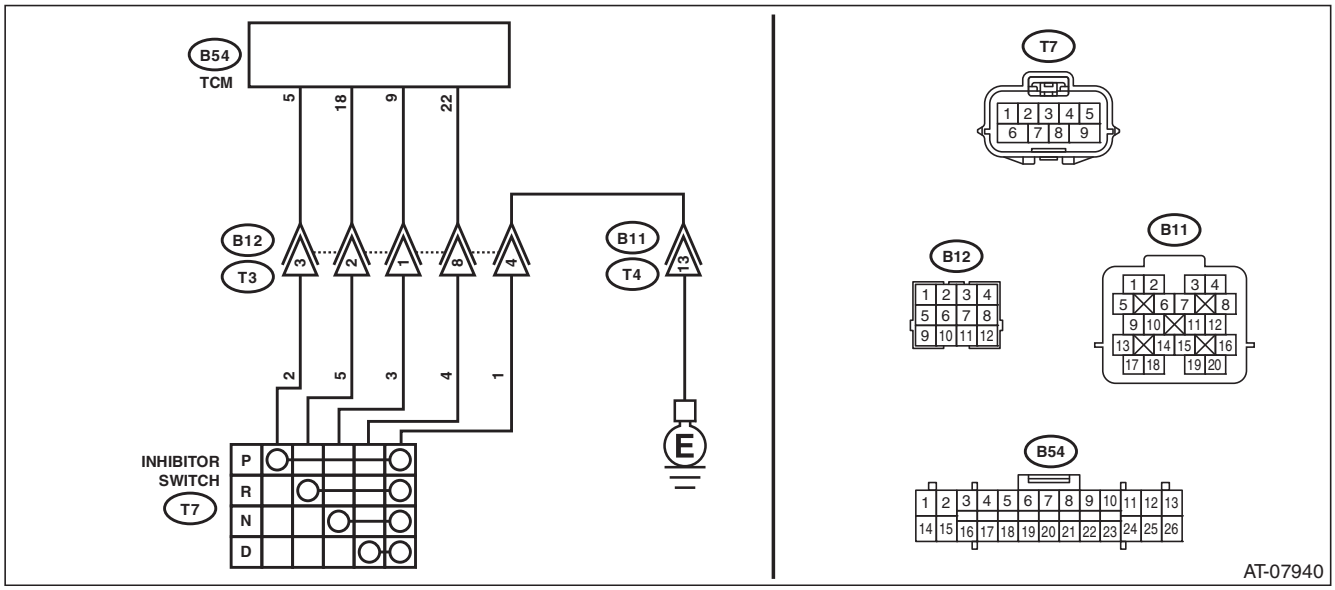
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is display "OFF" for the range other than corresponding range?	Go to step **5**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 5 — Chassis ground:*** ***(B54) No. 18 — Chassis ground:*** ***(B54) No. 9 — Chassis ground:*** ***(B54) No. 22 — Chassis ground:***	Is each resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of body harness.
3	**CHECK HARNESS.** 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 1 — Chassis ground:*** ***(T3) No. 2 — Chassis ground:*** ***(T3) No. 3 — Chassis ground:*** ***(T3) No. 4 — Chassis ground:*** ***Turbo model*** ***(T3) No. 3 — Chassis ground:*** ***(T3) No. 2 — Chassis ground:*** ***(T3) No. 1 — Chassis ground:*** ***(T3) No. 8 — Chassis ground:***	Is each resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of transmission harness.
4	**CHECK INHIBITOR SWITCH.** Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. ***Connector & terminal*** ***(T7) No. 2 — (T7) No. 1:*** ***(T7) No. 5 — (T7) No. 1:*** ***(T7) No. 3 — (T7) No. 1:*** ***(T7) No. 4 — (T7) No. 1:***	Is the resistance other than corresponding range 1 MΩ or more?	Go to step **5**.	Replace the inhibitor switch. <Ref. to CVT(TR580)-91, Inhibitor Switch.> <Ref. to CVT(TR690)-91, Inhibitor Switch.>
5	**CHECK FOR POOR CONTACT.**	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Check the TCM.

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B: DTC P0708 AT RANGE SWITCH NOT INPUTTED

DTC DETECTING CONDITION:

- Inhibitor switch is faulty.
- No range signal is input.

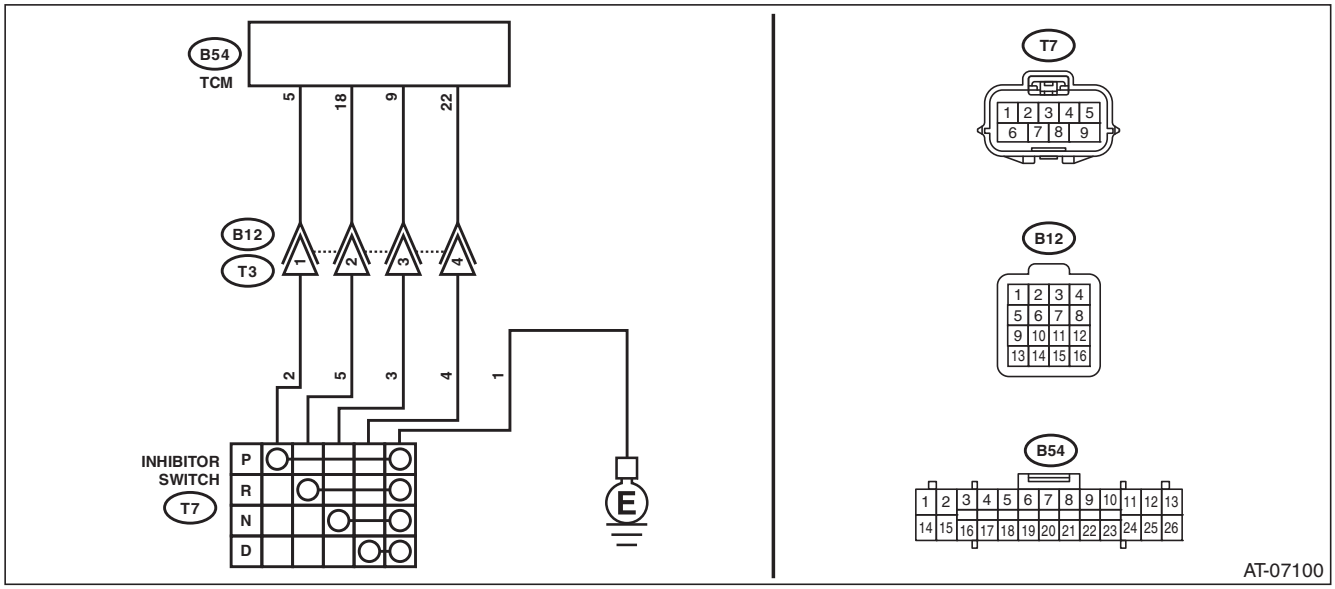
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

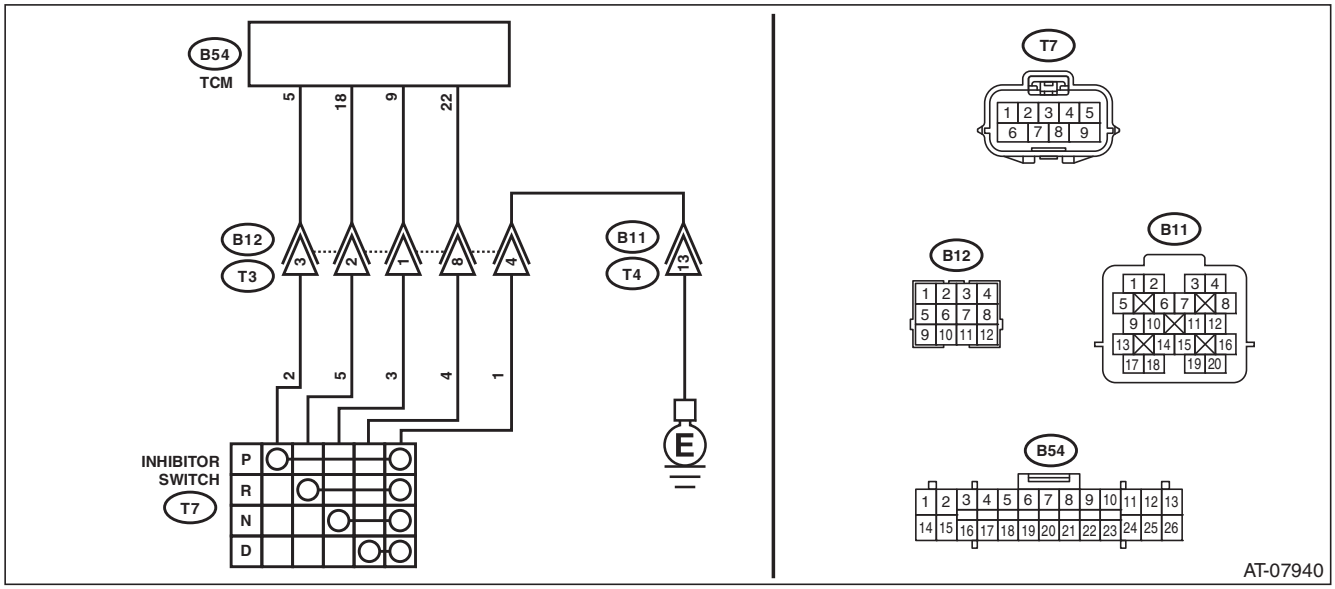
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is the display of the corresponding range "ON"?	Go to step **7**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance of harness between TCM connector and transmission connector. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 5 — (B12) No. 1:*** ***(B54) No. 18 — (B12) No. 2:*** ***(B54) No. 9 — (B12) No. 3:*** ***(B54) No. 22 — (B12) No. 4:*** ***Turbo model*** ***(B54) No. 5 — (B12) No. 3:*** ***(B54) No. 18 — (B12) No. 2:*** ***(B54) No. 9 — (B12) No. 1:*** ***(B54) No. 22 — (B12) No. 8:***	Is each resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of body harness.
3	**CHECK HARNESS.** Measure the resistance of harness between inhibitor switch connector and transmission ground. ***Connector & terminal*** ***(T7) No. 1 — Transmission ground:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness.
4	**CHECK HARNESS.** 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and inhibitor switch connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 1 — (T7) No. 2:*** ***(T3) No. 2 — (T7) No. 5:*** ***(T3) No. 3 — (T7) No. 3:*** ***(T3) No. 4 — (T7) No. 4:*** ***Turbo model*** ***(T3) No. 3 — (T7) No. 2:*** ***(T3) No. 2 — (T7) No. 5:*** ***(T3) No. 1 — (T7) No. 3:*** ***(T3) No. 8 — (T7) No. 4:***	Is each resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of transmission harness.
5	**CHECK INHIBITOR SWITCH.** Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. ***Connector & terminal*** ***(T7) No. 2 — (T7) No. 1:*** ***(T7) No. 5 — (T7) No. 1:*** ***(T7) No. 3 — (T7) No. 1:*** ***(T7) No. 4 — (T7) No. 1:***	Is the resistance of the corresponding range less than 1 MΩ?	Go to step **6**.	Replace the inhibitor switch. <Ref. to CVT(TR580)-91, Inhibitor Switch.> <Ref. to CVT(TR690)-91, Inhibitor Switch.>

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	Step	Check	Yes	No
6	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between each connector and chassis ground. ***Connector & terminal*** ***Transmission connector (B12 side)*** ***Non-turbo model*** ***(B12) No. 1 (+) — Chassis ground (–):*** ***(B12) No. 2 (+) — Chassis ground (–):*** ***(B12) No. 3 (+) — Chassis ground (–):*** ***(B12) No. 4 (+) — Chassis ground (–):*** ***Turbo model*** ***(B12) No. 3 (+) — Chassis ground (–):*** ***(B12) No. 2 (+) — Chassis ground (–):*** ***(B12) No. 1 (+) — Chassis ground (–):*** ***(B12) No. 8 (+) — Chassis ground (–):*** ***Transmission connector (T7 side)*** ***(T7) No. 2 (+) — Chassis ground (–):*** ***(T7) No. 5 (+) — Chassis ground (–):*** ***(T7) No. 3 (+) — Chassis ground (–):*** ***(T7) No. 4 (+) — Chassis ground (–):***	Is each voltage less than 1 V?	Go to step **7**.	Repair the harness which outputs 1 V or more.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Check the TCM.

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C: DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

Input signal circuit of ATF temperature sensor is shorted.

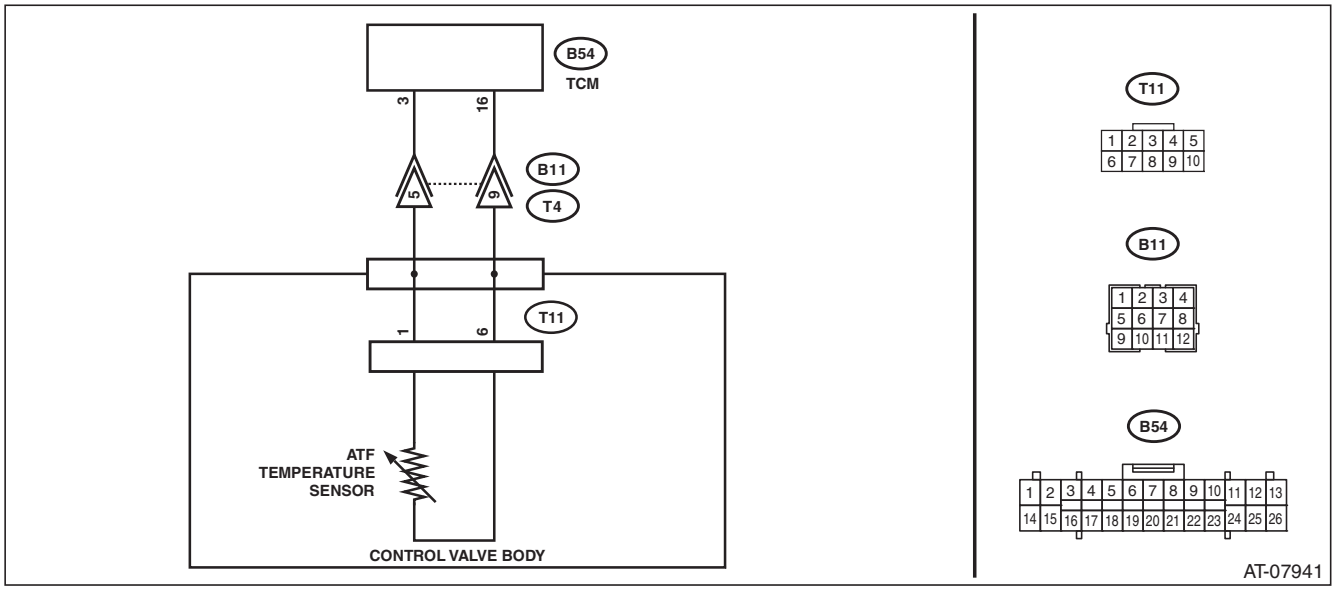
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

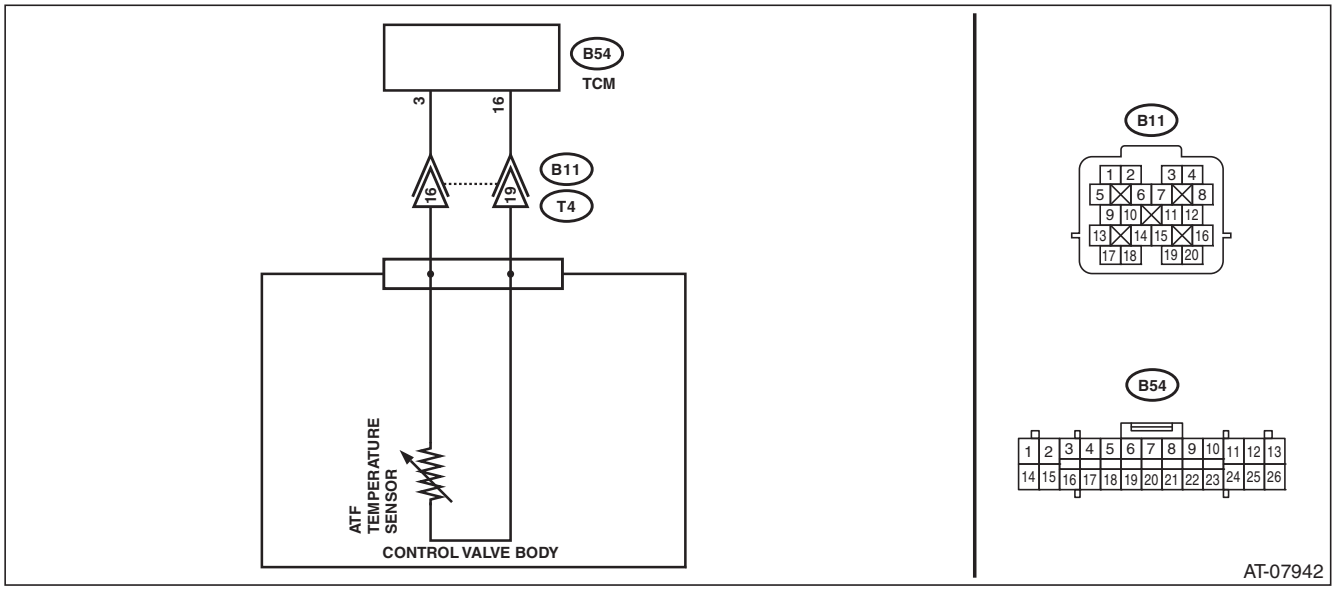
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM connector. 3) Measure the resistance of harness between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 3 — Chassis ground:*** ***(B54) No. 16 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **5**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Disconnect the transmission connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — Transmission body:*** ***(T4) No. 9 — Transmission body:*** ***Turbo model*** ***(T4) No. 16 — Transmission body:*** ***(T4) No. 19 — Transmission body:***	Is the resistance 1 MΩ or more?	Repair the short circuit of body harness.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	• Non-turbo model Go to step **4**. • Turbo model Go to step **5**.	Replace the transmission harness.
4	**CHECK HARNESS.** 1) Disconnect the control valve body connector. 2) Measure the resistance between control valve body connector and transmission body. ***Connector & terminal*** ***(T11) No. 1 — Transmission body:*** ***(T11) No. 6 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the transmission harness.	Go to step **5**.
5	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is resistance as follows? • Non-turbo model Fluid temperature 0°C → Approx. 6.0 kΩ Fluid temperature 20°C → Approx. 2.5 kΩ Fluid temperature 80°C → Approx. 330 Ω • Turbo model Fluid temperature 0°C → Approx. 6.2 kΩ Fluid temperature 20°C → Approx. 2.6 kΩ Fluid temperature 80°C → Approx. 370 Ω	Check the TCM.	• Non-turbo model Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.

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D: DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

Input signal circuit of ATF temperature sensor is open or shorted.

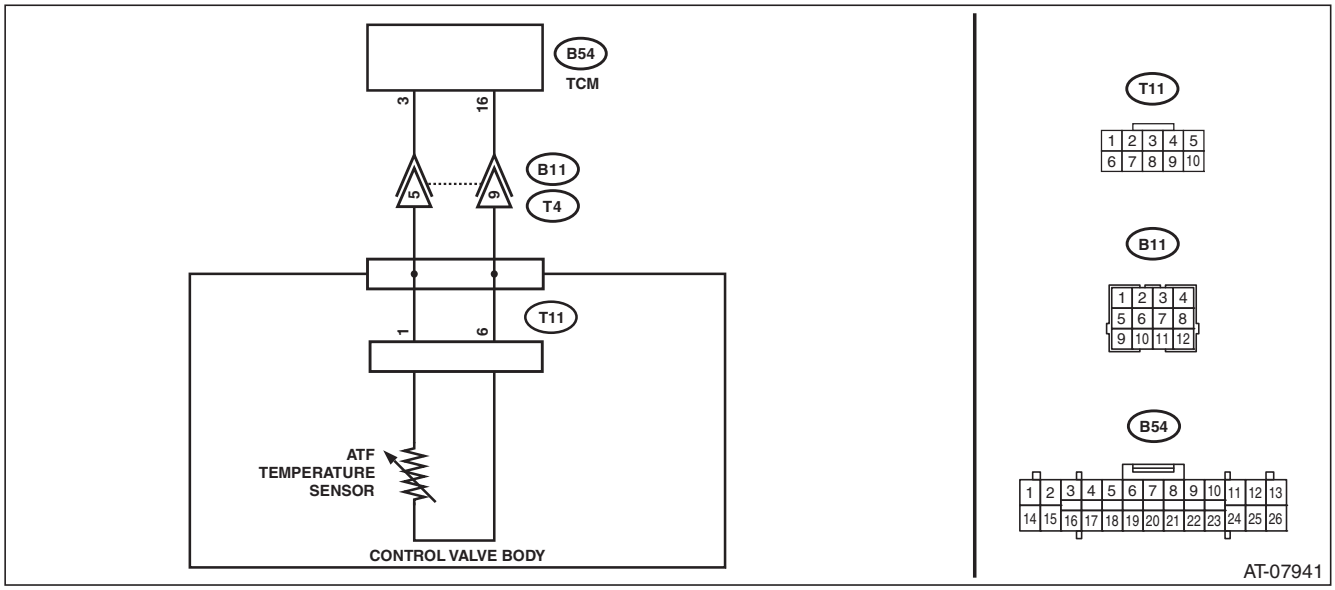
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

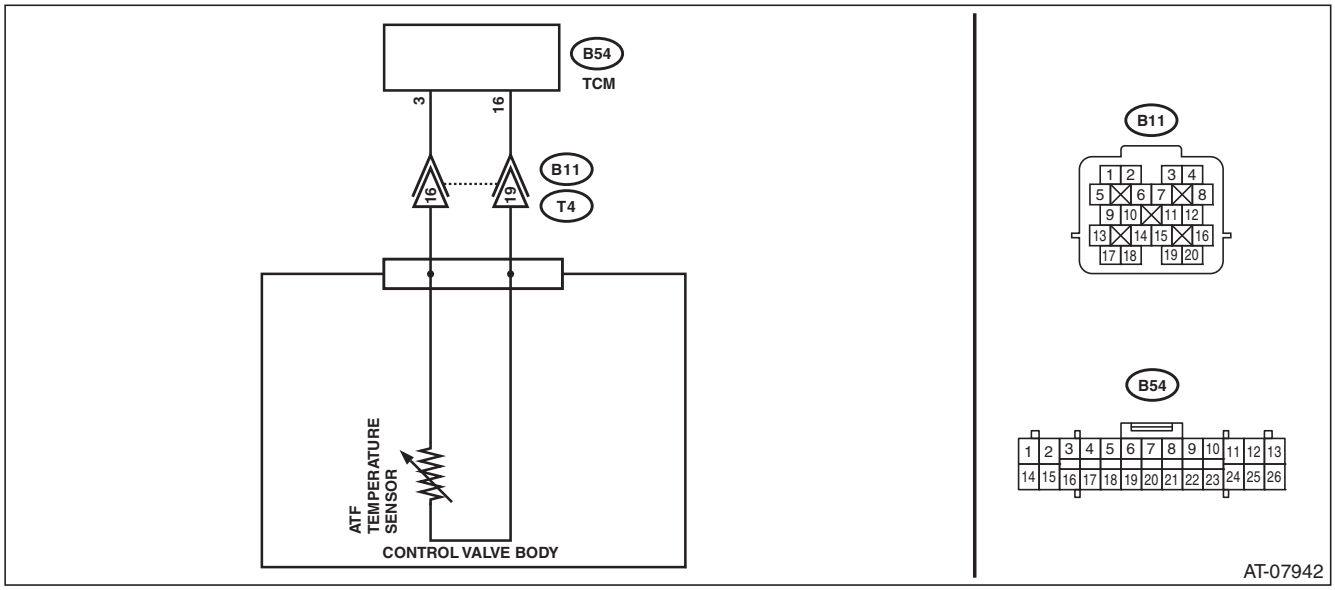
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connectors. ***Connector & terminal*** ***(B54) No. 3 (+) — (B54) No. 16 (–):***	Is the voltage 5 V or more?	Repair the short circuit of harness.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 3 — (B11) No. 5:*** ***(B54) No. 16 — (B11) No. 9:*** ***Turbo model*** ***(B54) No. 3 — (B11) No. 16:*** ***(B54) No. 16 — (B11) No. 19:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of body harness.
3	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is the resistance 1 MΩ or more?	• Non-turbo model Go to step **4**. • Turbo model Repair the open circuit of transmission harness.	Go to step **5**.
4	**CHECK HARNESS.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission valve cover. 2) Measure the resistance between transmission connector and control valve body connector. ***Connector & terminal*** ***(T4) No. 5 — (T11) No. 1:*** ***(T4) No. 9 — (T11) No. 6:***	Is the resistance less than 1 Ω?	Repair the open circuit of transmission harness on the outside of the transmission.	Repair the open circuit of transmission harness on the control valve side.
5	**CHECK ATF TEMPERATURE SENSOR.** 1) Connect the connectors to TCM and transmission. 2) Start the engine. 3) Warm up until the ATF temperature exceeds 50°C (122°F). 4) Turn the ignition switch to OFF. 5) Disconnect the transmission connector. 6) Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is resistance as follows? • Non-turbo model 650 — 990 Ω • Turbo model 730 — 1120 Ω	Go to step **6**.	Go to step **8**.

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	Step	Check	Yes	No
6	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Does the resistance value increase gradually while the ATF temperature decreases?	Go to step **7**.	• Non-turbo model Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the transmission connector. 2) Turn the ignition switch to ON. (Do not start engine.) 3) Read the data of «ATF Temp.» using the Subaru Select Monitor.	Does the ATF temperature gradually decrease?	Check for poor contact of the ATF temperature sensor and transmission connector harness, and repair the defective part.	Go to step **8**.
8	**CHECK FOR POOR CONTACT.**	Is there poor contact of ATF temperature sensor circuit?	Repair the poor contact.	Check the TCM.

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E: DTC P0716 TORQUE CONVERTER TURBINE SPEED

DTC DETECTING CONDITION:

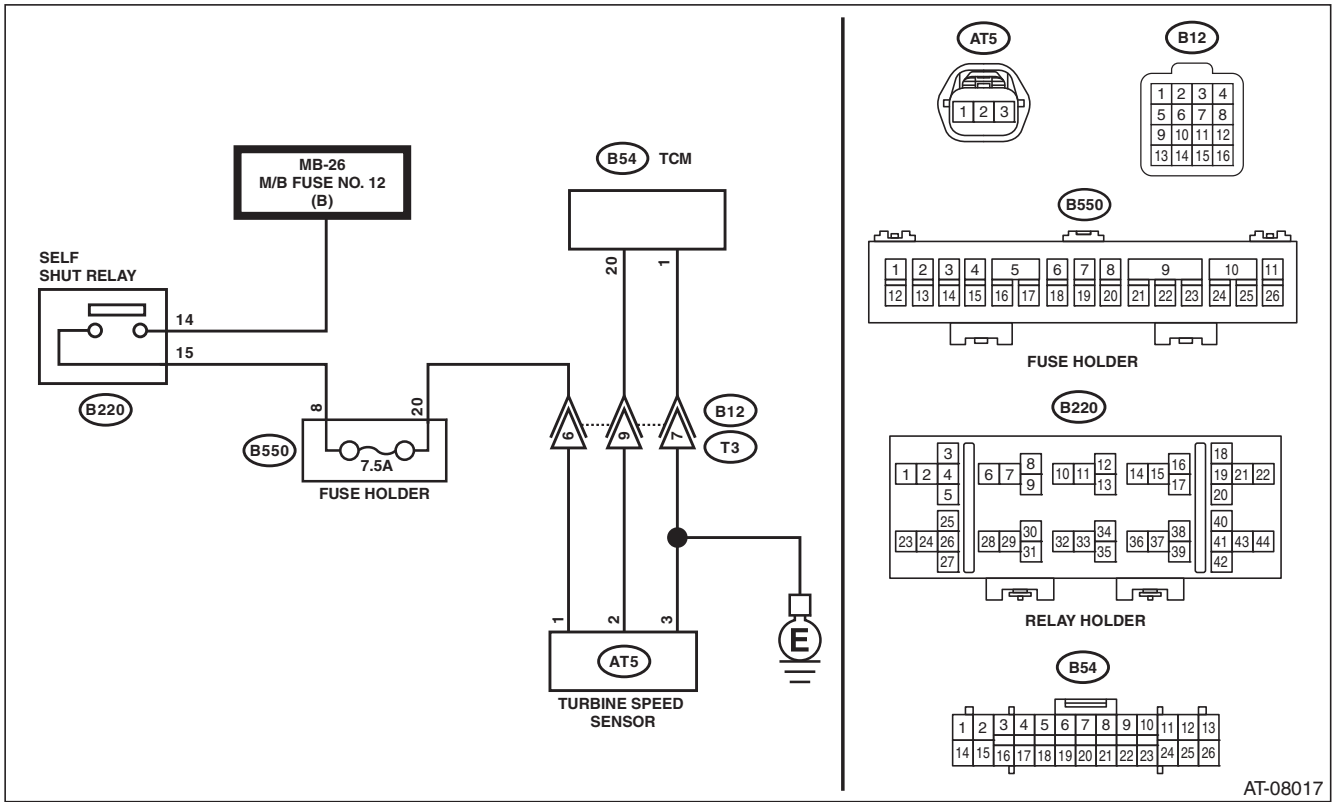
- Input signal circuit of TCM is open or shorted.
- Turbine speed sensor is faulty.

TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 20 — (B12) No. 9:*** ***(B550) No. 20 — (B12) No. 6:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 20 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

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	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***(B12) No. 6 (+) — (B12) No. 7 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Start the engine. 4) Read the data of «Turbine Revolution Speed» using the Subaru Select Monitor.	Does the value of «Turbine Revolution Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of turbine speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the turbine speed sensor connector. 5) Measure the resistance between transmission connector and turbine speed sensor connector. ***Connector & terminal*** ***(T3) No. 6 — (AT5) No. 1:*** ***(T3) No. 7 — (AT5) No. 3:*** ***(T3) No. 9 — (AT5) No. 2:***	Is the resistance less than 1 Ω?	Replace the turbine speed sensor. <Ref. to CVT(TR580)-98, Turbine Speed Sensor.>	Replace the transmission harness.

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F: DTC P0719 BRAKE SWITCH CIRCUIT LOW

DTC DETECTING CONDITION:

Brake switch malfunction or input signal circuit of brake switch is open or shorted.

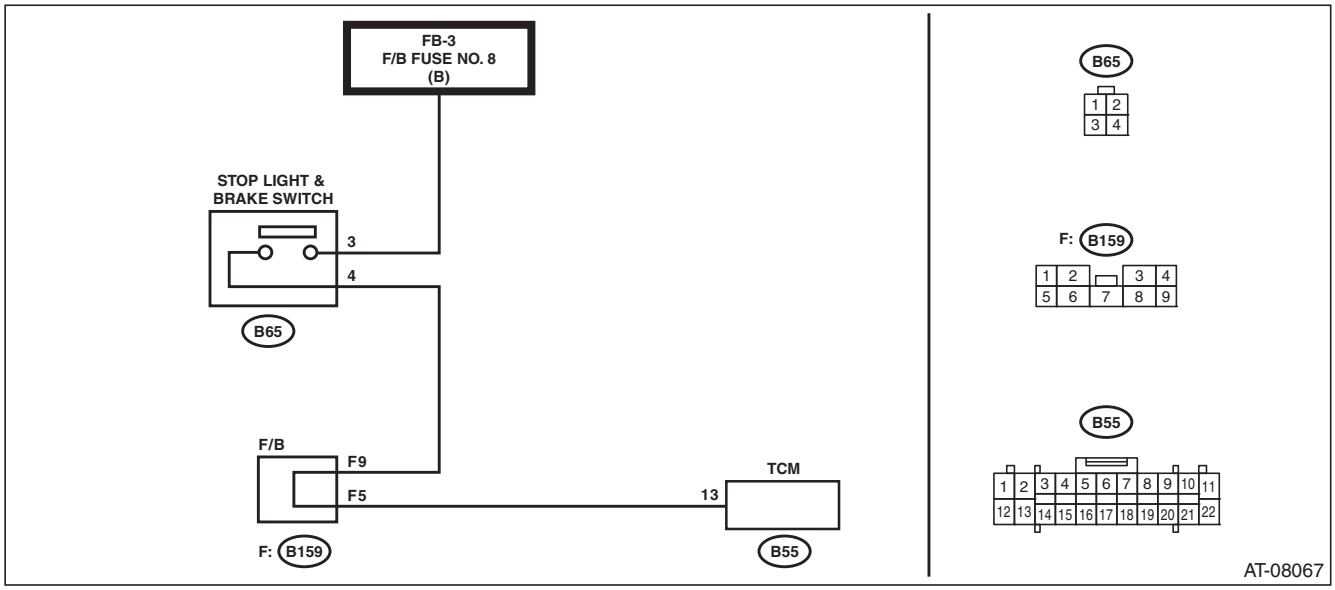
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

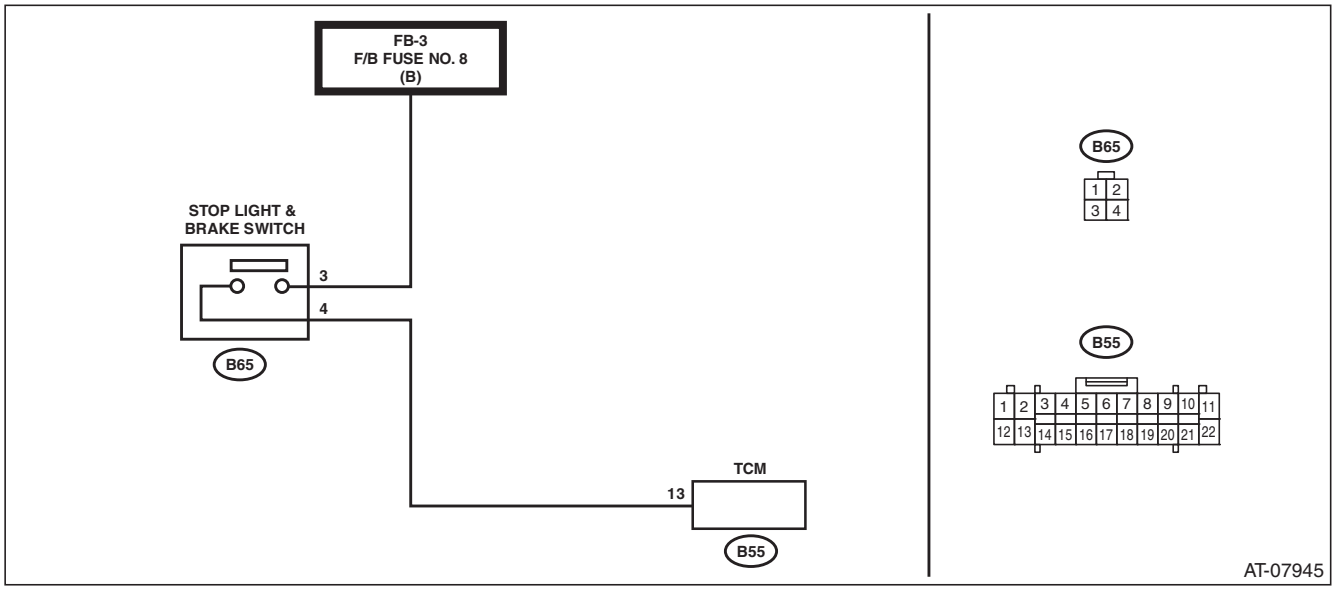
- Non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-401, NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



- Except for non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-403, EXCEPT FOR NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



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	Step	Check	Yes	No
1	**CHECK FUSE (NO. 8).** 1) Turn the ignition switch to OFF. 2) Remove the fuse (No. 8).	Is the fuse (No. 8) blown out?	Replace the fuse (No. 8). If the new fuse (No. 8) has blown out easily, repair the short circuit of harness between fuse (No. 8) and stop light switch.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and stop light switch connector. 3) Measure the resistance between TCM connector and stop light switch connector. ***Connector & terminal*** ***(B55) No. 13 — (B65) No. 4:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and fuse (No. 8). ***Connector & terminal*** ***(B65) No. 3 — fuse (No. 8):***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness.
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Install the fuse (No. 8). 2) Connect the TCM and stop light switch connector. 3) Depress the brake pedal. 4) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 13 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **5**.	Replace the stop light switch. <Ref. to BR-74, Stop Light Switch.>
5	**CHECK INPUT SIGNAL FOR TCM.** With brake pedal depressed, read the data of «Stop Light Switch» using Subaru Select Monitor.	Is “ON” displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **6**.
6	**CHECK FOR POOR CONTACT.**	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Check the TCM.

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G: DTC P0720 OUTPUT SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

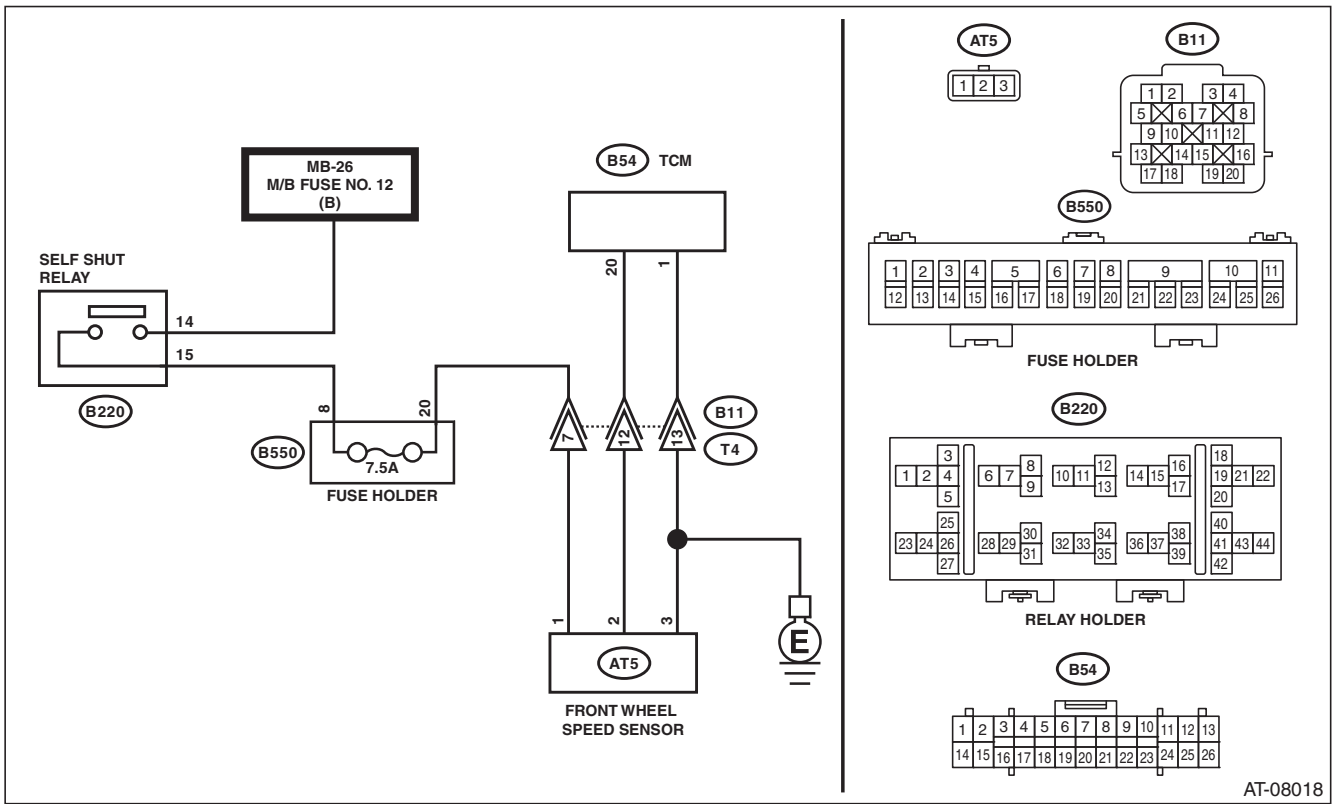
- Input signal circuit of TCM is open or shorted.
- Front wheel speed sensor malfunction

TROUBLE SYMPTOM:

- Shock occurs when selecting shift position.
- Shift control malfunction

WIRING DIAGRAM:

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 1 — (B11) No. 13:*** ***(B54) No. 20 — (B11) No. 12:*** ***(B550) No. 20 — (B11) No. 7:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 20 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

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	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***(B11) No. 7 (+) — (B11) No. 13 (–):***	Is the voltage approx. 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Slowly increase the speed to 30 km/h (18 MPH). 6) Read the data of «Front Wheel Speed» using Subaru Select Monitor.	Does the value of «Front Wheel Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of front wheel speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the front wheel speed sensor connector. 5) Measure the resistance between transmission connector and front wheel speed sensor connector. ***Connector & terminal*** ***(T4) No. 7 — (AT5) No. 1:*** ***(T4) No. 12 — (AT5) No. 2:*** ***(T4) No. 13 — (AT5) No. 3:***	Is the resistance less than 1 Ω?	Replace the front wheel speed sensor. <Ref. to CVT(TR690)-104, Front Wheel Speed Sensor.>	Replace the transmission harness.

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H: DTC P0724 BRAKE SWITCH CIRCUIT HIGH

DTC DETECTING CONDITION:

Brake switch malfunction or input signal circuit of brake switch is shorted.

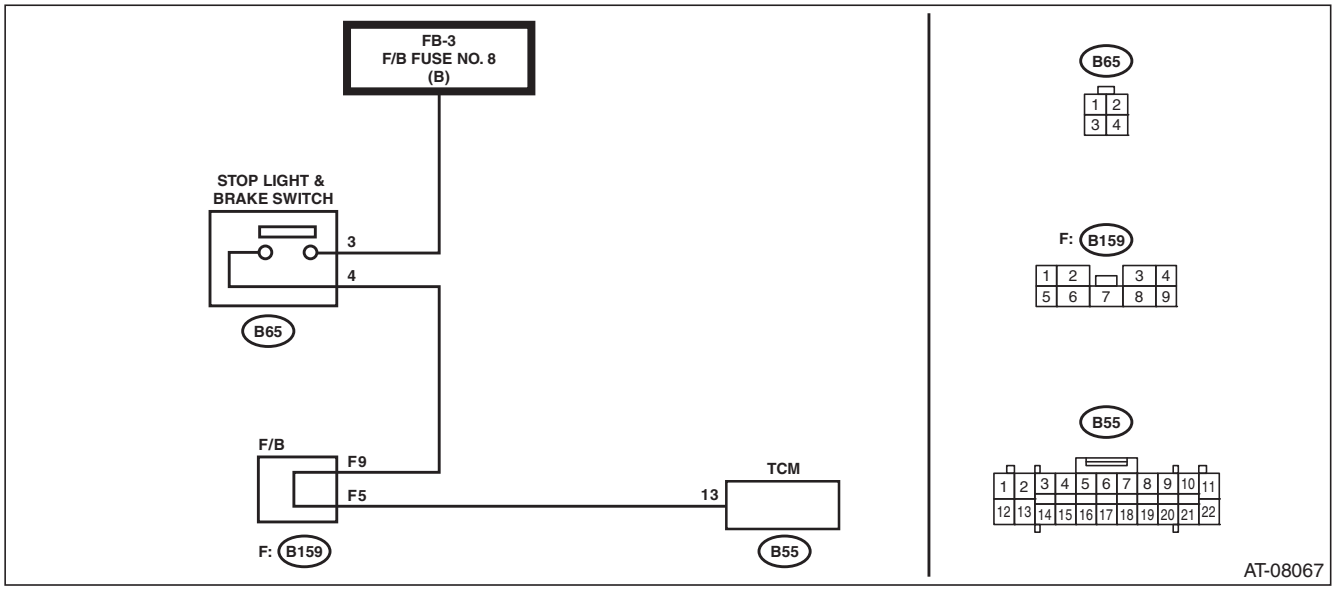
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

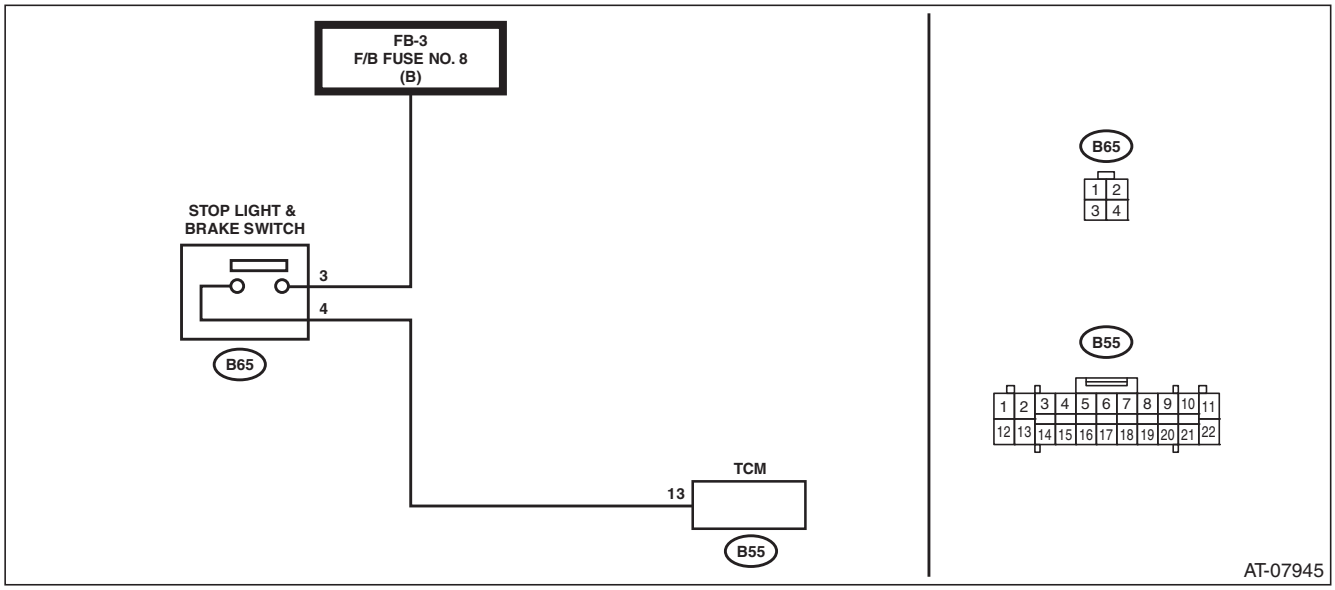
- Non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-401, NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



- Except for non-turbo model (without EyeSight and X mode)

Stop light system <Ref. to WI-403, EXCEPT FOR NON-TURBO MODEL (WITHOUT EyeSight AND X MODE), WIRING DIAGRAM, Stop Light System.>



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	Step	Check	Yes	No
1	**CHECK STOP LIGHT SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the stop light switch connector. 3) Measure the resistance of harness between stop light switch connectors. ***Connector & terminal (B65) No. 3 — No. 4:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Replace the stop light switch. <Ref. to BR-74, Stop Light Switch.>
2	**CHECK HARNESS.** 1) Disconnect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal (B55) No. 13 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit of harness.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the TCM and stop light switch connector. 2) Turn the ignition switch to ON. 3) Read the data of «Stop Light Switch» using Subaru Select Monitor.	Is "OFF" displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **4**.
4	**CHECK FOR POOR CONTACT.**	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Check the TCM.

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I: DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- Primary UP solenoid, primary Down solenoid characteristics malfunction
- CVT chain slippage

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

	Step	Check	Yes	No
1	**CHECK TRANSMISSION FLUID.** Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **2**.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2	**CHECK TRANSMISSION FLUID.** Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **3**.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **4**.	Perform the diagnosis according to DTC P0841 procedure.
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to "D" range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **5**.	Go to step **6**.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to "D" range. 2) Slowly increase the speed to 40 km/h (24 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **6**.	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>

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	Step	Check	Yes	No
6	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”. <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0730 displayed?	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

J: DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT

NOTE:
For diagnostic procedures, refer to “BODY CONTROL SYSTEM (DIAGNOSTICS)”. <Ref. to BC(diag)-34, DTC B1106 SHIFT LOCK CIRCUIT FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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K: DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- Secondary pressure sensor fault or characteristics malfunction

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

	Step	Check	Yes	No
1	**CHECK TRANSMISSION FLUID.** Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **2**.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2	**CHECK TRANSMISSION FLUID.** Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **3**.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **4**.	Go to step **6**.
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Keep the engine speed at 3,000 rpm. 2) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 3 value? Does the value change according to the engine speed, within the range of 1.5 — 2.5 MPa?	Go to step **5**.	Go to step **6**.
5	**CHECK TCM INPUT SIGNAL (STALL TEST).** 1) Apply the parking brake. 2) Set the select lever to "D" range. 3) Depress the brake pedal firmly. 4) Slowly open the accelerator fully, and stabilize the engine speed. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 4 value? Does the value change according to the engine speed, within the range of 4.5 — 6.0 MPa?	Go to step **7**.	Go to step **6**.

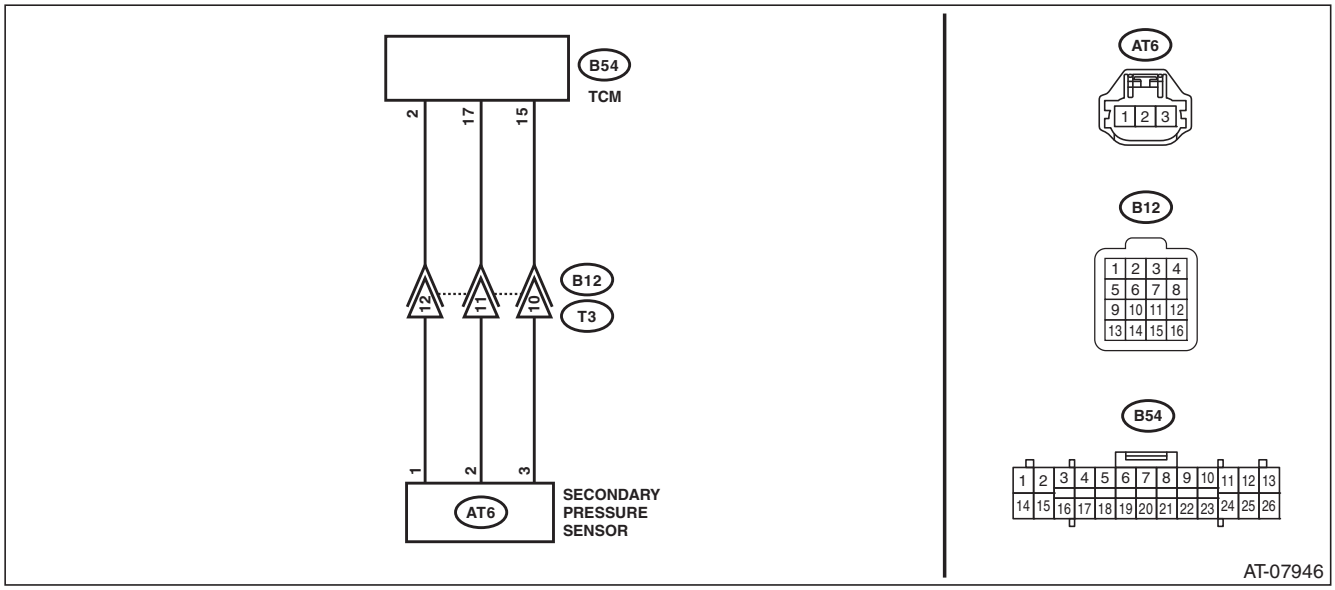
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	Step	Check	Yes	No
6	**CHECK SECONDARY PRESSURE SENSOR.**	Is the secondary pressure sensor damaged from the standpoint of appearance?	Replace the secondary pressure sensor. <Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-106, Secondary Pressure Sensor.>	Perform the diagnosis according to DTC P0842, P0843 procedure.
7	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”. <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0841 displayed?	Perform the secondary pressure test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

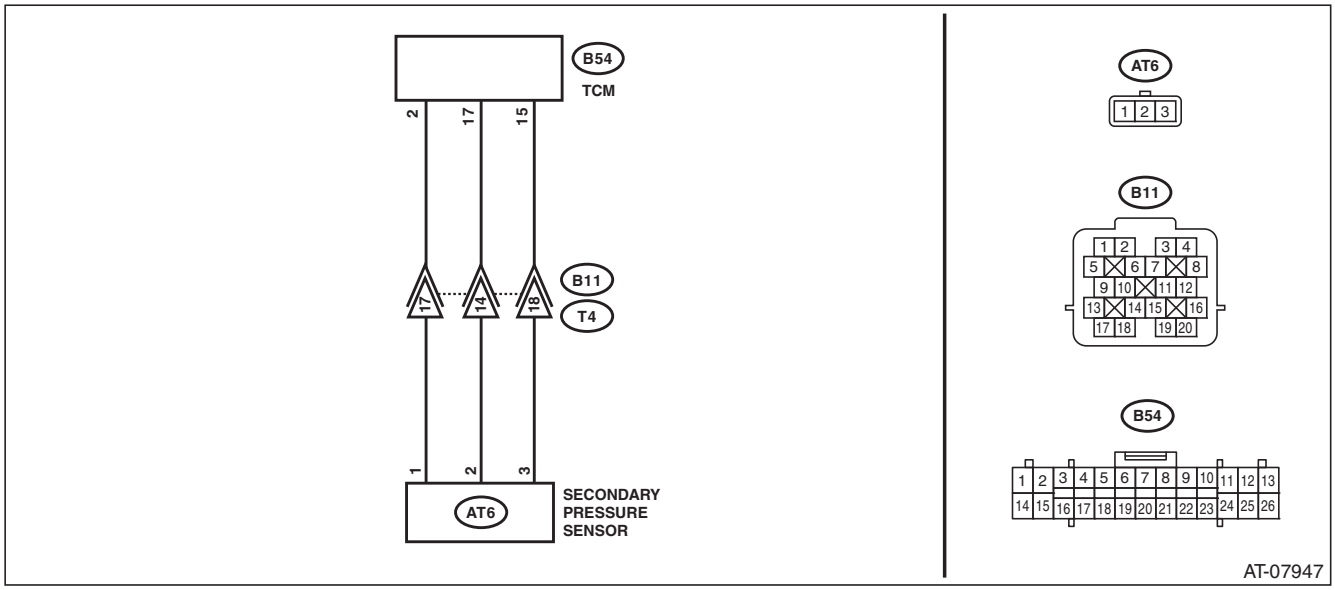
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L: DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW)

DTC DETECTING CONDITION:
Input signal circuit of secondary pressure sensor is open or shorted.
TROUBLE SYMPTOM:
Shift characteristics malfunction
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 2 — (B12) No. 12:*** ***(B54) No. 15 — (B12) No. 10:*** ***(B54) No. 17 — (B12) No. 11:*** ***Turbo model*** ***(B54) No. 2 — (B11) No. 17:*** ***(B54) No. 15 — (B11) No. 18:*** ***(B54) No. 17 — (B11) No. 14:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 2 — Chassis ground:*** ***(B54) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK TRANSMISSION HARNESS.** 1) Disconnect the secondary pressure sensor connector. 2) Measure the resistance between transmission connector and secondary pressure sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 10 — (AT6) No. 3:*** ***(T3) No. 11 — (AT6) No. 2:*** ***(T3) No. 12 — (AT6) No. 1:*** ***Turbo model*** ***(T4) No. 14 — (AT6) No. 2:*** ***(T4) No. 17 — (AT6) No. 1:*** ***(T4) No. 18 — (AT6) No. 3:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness.
5	**CHECK TRANSMISSION HARNESS.** Measure the resistance between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 — Chassis ground:*** ***(T3) No. 12 — Chassis ground:*** ***Turbo model*** ***(T4) No. 14 — Chassis ground:*** ***(T4) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness.

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Step		Check	Yes	No
6	**CHECK SENSOR POWER SUPPLY.** 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. ***Connector & terminal*** ***(AT6) No. 1 (+) — (AT6) No. 3 (–):***	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor. <Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-106, Secondary Pressure Sensor.>	Check for poor contact of the connector, and repair the defective part.

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M: DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH)

DTC DETECTING CONDITION:

Input signal circuit of secondary pressure sensor is shorted.

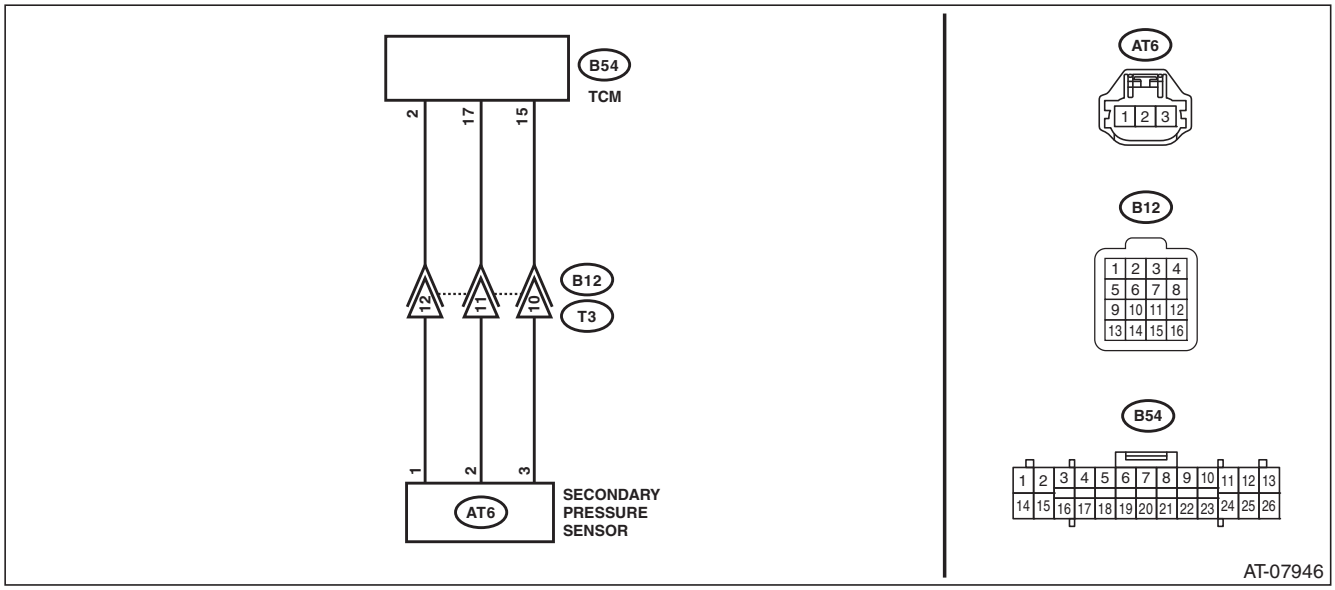
TROUBLE SYMPTOM:

Shift characteristics malfunction

WIRING DIAGRAM:

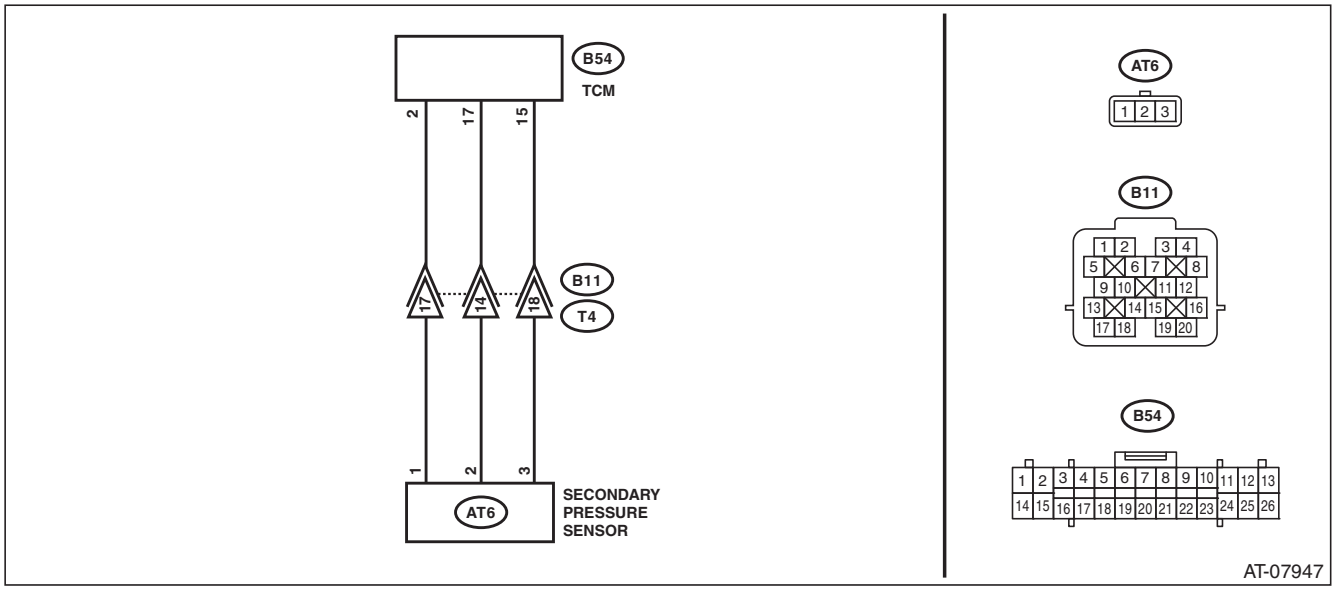
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Turn the ignition switch to ON. 4) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 2 (+) — Chassis ground (–):*** ***(B54) No. 17 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between TCM connector terminals. ***Connector & terminal*** ***(B54) No. 2 — (B54) No. 17:***	Is the resistance less than 1 Ω?	Repair the short circuit of harness.	Go to step **4**.
4	**CHECK TRANSMISSION HARNESS.** 1) Disconnect the secondary pressure sensor connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 (+) — Chassis ground (–):*** ***(T3) No. 12 (+) — Chassis ground (–):*** ***Turbo model*** ***(T4) No. 14 (+) — Chassis ground (–):*** ***(T4) No. 17 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **5**.	Repair the short circuit of harness.
5	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 — (T3) No. 12:*** ***Turbo model*** ***(T4) No. 14 — (T4) No. 17:***	Is the resistance less than 1 Ω?	Repair the short circuit of harness.	Go to step **6**.
6	**CHECK SENSOR POWER SUPPLY.** 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. ***Connector & terminal*** ***(AT6) No. 1 (+) — (AT6) No. 3 (–):***	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor. <Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-106, Secondary Pressure Sensor.>	Check for poor contact of the connector, and repair the defective part.

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N: DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW)

DTC DETECTING CONDITION:

- Power supply circuit of TCM is open or shorted.
- Self shut relay malfunction

TROUBLE SYMPTOM:

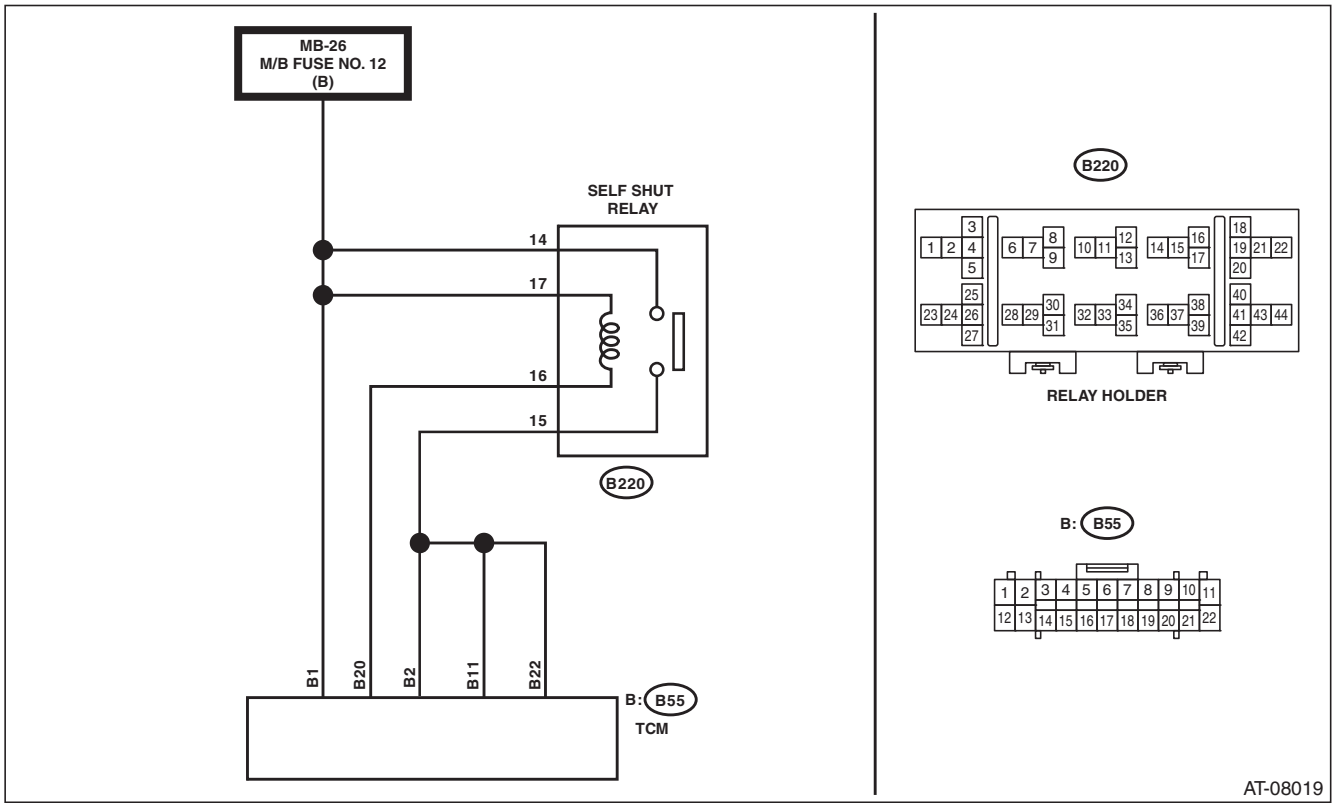
Gear is not changed.

CAUTION:

After diagnosis, perform Clear Memory Mode for ECM. <Ref. to EN(H4DOTC)(diag)-60, Clear Memory Mode.> <Ref. to EN(H4DO)(diag)-58, Clear Memory Mode.>

WIRING DIAGRAM:

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.> <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Disconnect the TCM and self shut relay connectors. 2) Measure the resistance between TCM connector and self shut relay connector. ***Connector & terminal*** ***(B55) No. 20 — (B220) No. 16:*** ***(B55) No. 2 — (B220) No. 15:*** ***(B55) No. 11 — (B220) No. 15:*** ***(B55) No. 22 — (B220) No. 15:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.

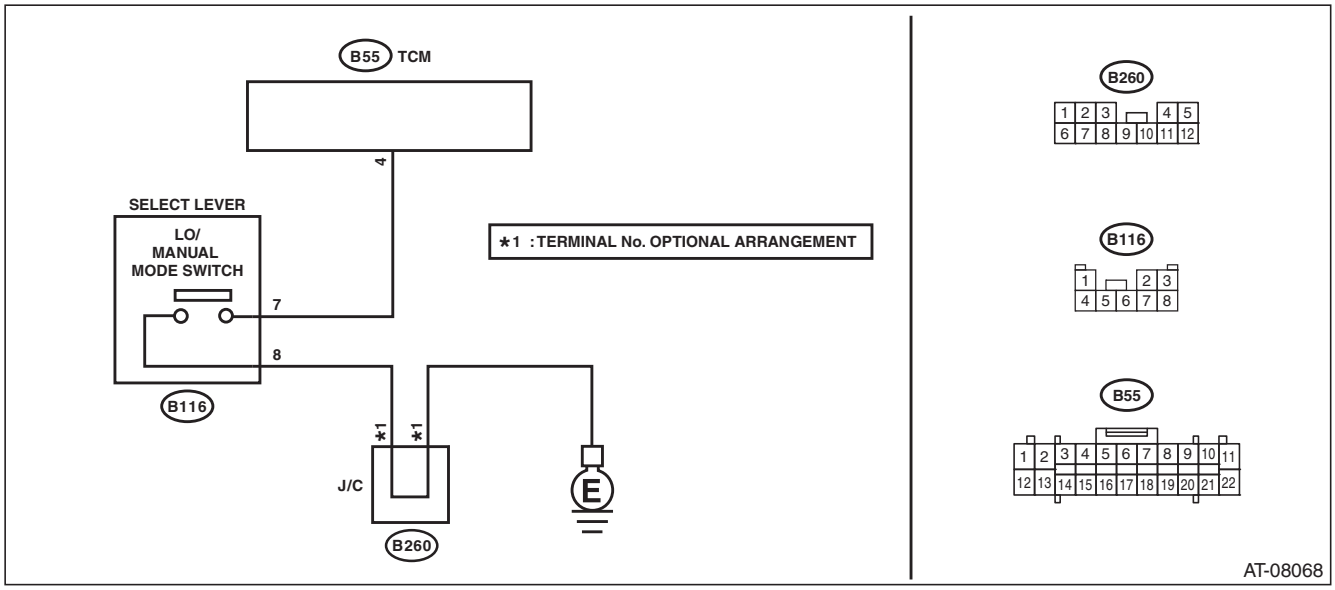
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	Step	Check	Yes	No
2	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 20 — Chassis ground:*** ***(B55) No. 2 — Chassis ground:*** ***(B55) No. 11 — Chassis ground:*** ***(B55) No. 22 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK RELAY POWER SUPPLY.** Measure the voltage between self shut relay connector and chassis ground. ***Connector & terminal*** ***(B220) No. 14 (+) — Chassis ground (–):*** ***(B220) No. 17 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Repair the open or short circuit of harness.
4	**CHECK SELF SHUT RELAY.** Measure the resistance between self shut relay terminals. ***Connector & terminal*** ***(B220) No. 16 — (B220) No. 17:***	Is the resistance 110 — 140 Ω?	Go to step **5**.	Replace the self shut relay.
5	**CHECK SELF SHUT RELAY.** Measure the resistance between self shut relay terminals. ***Connector & terminal*** ***(B220) No. 14 — (B220) No. 15:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Replace the self shut relay.
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the connectors of TCM and self shut relay. 2) Read the data of «Control module voltage» using Subaru Select Monitor.	Is the «Control module voltage» 10 V or more?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **7**.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact of the self shut relay circuit?	Repair the poor contact.	Check the TCM.

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O: DTC P0951 MANUAL SWITCH

DTC DETECTING CONDITION:
Input signal circuit of manual mode switch is open or shorted.
TROUBLE SYMPTOM:
Manual mode can not be set.
WIRING DIAGRAM:
CVT control system <Ref. to WI-144, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the manual mode switch connector. 3) Measure the resistance between manual mode switch connector and chassis ground. ***Connector & terminal*** ***(B116) No. 8 — Chassis ground:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK MANUAL MODE SWITCH.** Measure the resistance between manual mode switch terminals. ***Connector & terminal*** ***(B116) No. 7 — No. 8:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Replace the select lever assembly. <Ref. to CS-24, Select Lever.>
3	**CHECK MANUAL MODE SWITCH.** 1) Shift the select lever to manual mode. 2) Measure the resistance between manual mode switch terminals. ***Connector & terminal*** ***(B116) No. 7 — No. 8:***	Is the resistance less than 1 Ω?	Go to step **4**.	Replace the select lever assembly. <Ref. to CS-24, Select Lever.>
4	**CHECK HARNESS.** 1) Disconnect the TCM connector. 2) Measure the resistance between TCM connector and manual mode switch connector. ***Connector & terminal*** ***(B55) No. 4 — (B116) No. 7:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK HARNESS.** Measure the resistance between manual mode switch connector and chassis ground. ***Connector & terminal*** ***(B116) No. 7 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness.

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	Step	Check	Yes	No
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the TCM and manual mode switch connector. 2) Turn the ignition switch to ON. 3) Set the select lever to “D” range. 4) Read the data of «Tiptronic Mode Switch» using Subaru Select Monitor.	Does the value of «Tiptronic Mode Switch» change to “ON” with select lever in manual mode, and “OFF” with select lever in other than manual mode?	Current condition is normal.	Go to step **7**.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact of the manual mode switch circuit?	Repair the poor contact.	Check the TCM.

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P: DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of secondary solenoid is shorted.

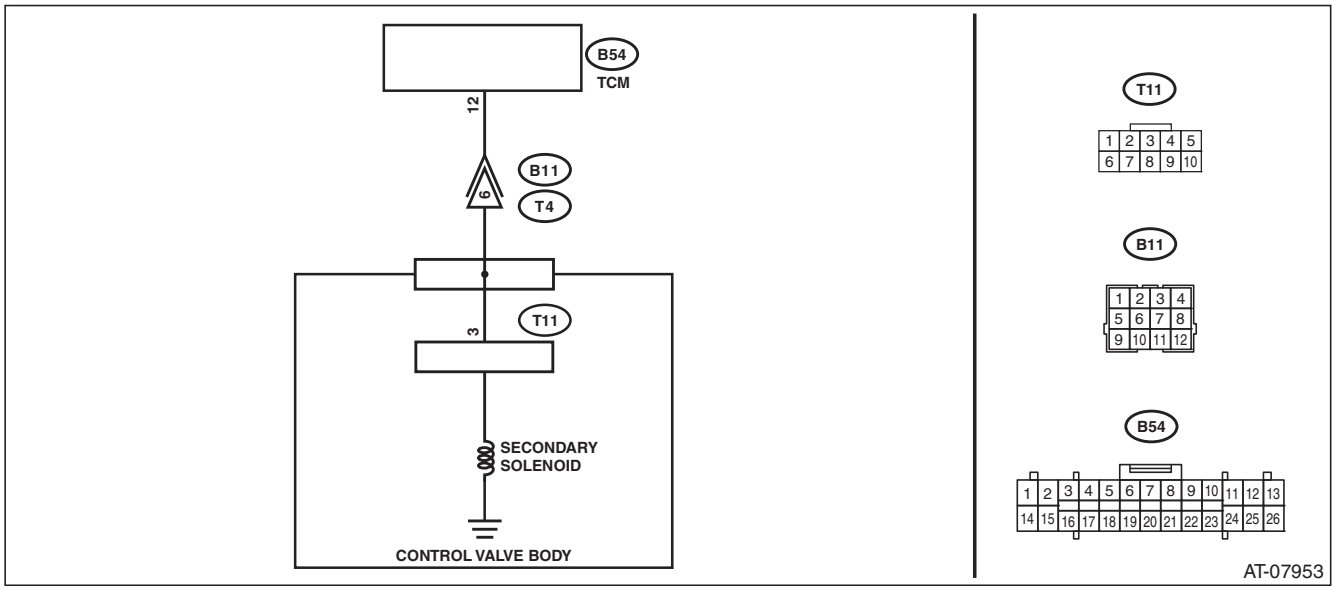
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

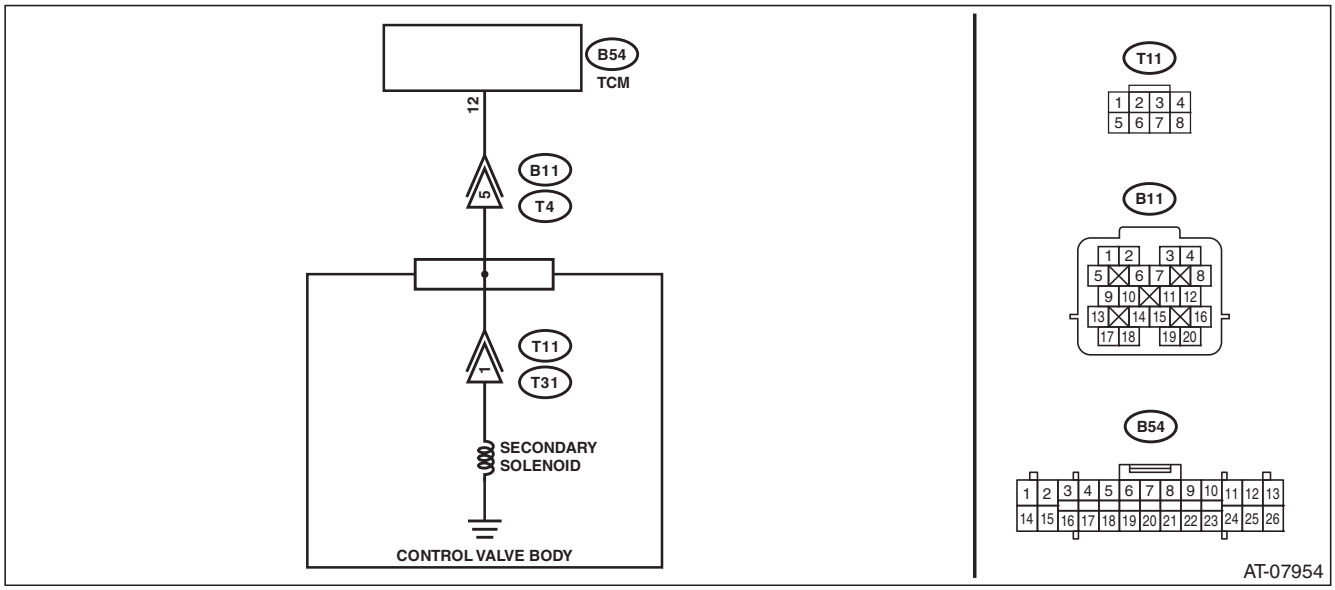
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 12 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK SECONDARY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 7 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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Q: DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of secondary solenoid is open or shorted.
- Secondary solenoid has open circuit inside.

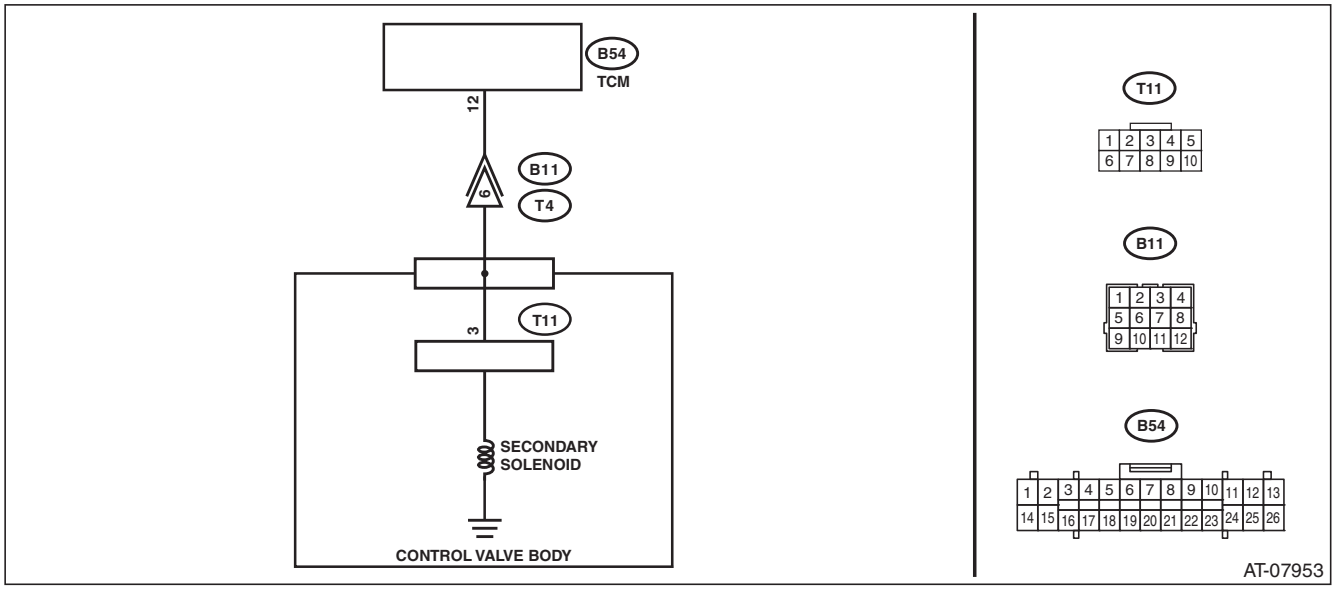
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

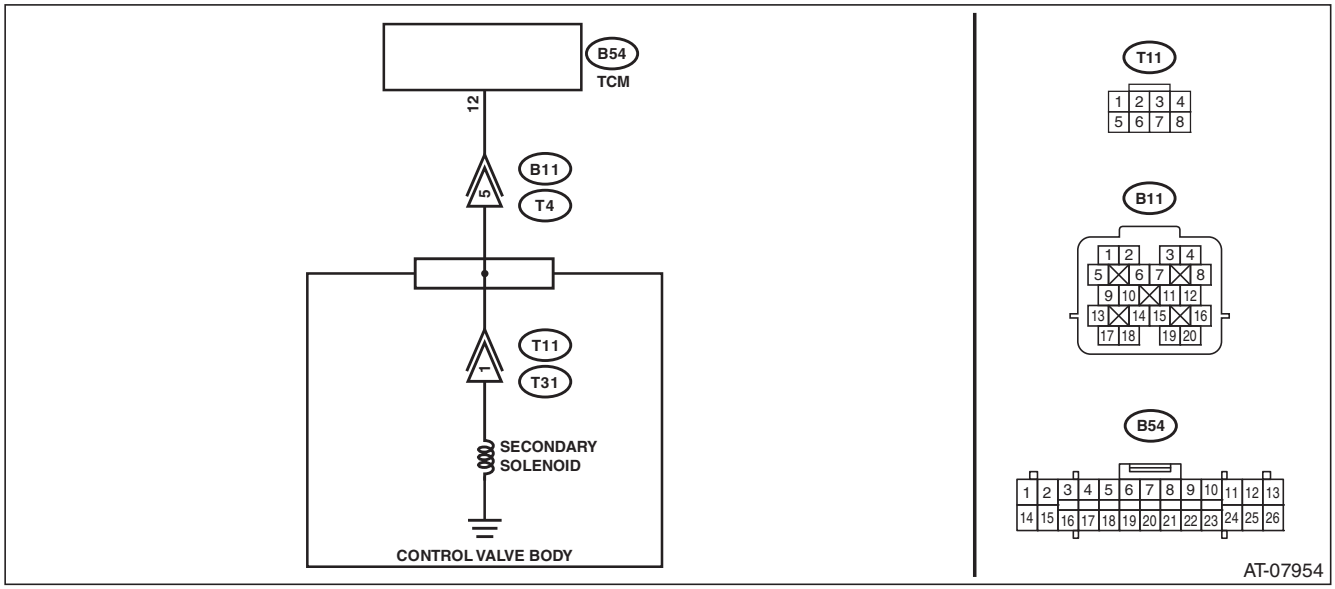
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 12 — (B11) No. 6:*** ***Turbo model*** ***(B54) No. 12 — (B11) No. 5:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 12 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK SECONDARY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 7 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **6**.	Replace the transmission harness.
6	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 5 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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R: DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION

DTC DETECTING CONDITION:

- Control valve hydraulic circuit malfunction
- F&R solenoid characteristics malfunction
- Clutch slippage caused by forward clutch facing deterioration
- Clutch slippage caused by hydraulic pressure leaks

TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not accelerate.
- Excessive slippage is felt.

	Step	Check	Yes	No
1	**CHECK TRANSMISSION FLUID.** Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **2**.	Check according to the "corrective action" of ATF (CVTF) "CONDITION CHECK". <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
2	**CHECK TRANSMISSION FLUID.** Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **3**.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **4**.	Perform the diagnosis according to DTC P0841 procedure.
4	**STALL TEST.** Perform the stall test. <Ref. to CVT(TR580)-45, Stall Test.> <Ref. to CVT(TR690)-48, Stall Test.>	Is the stall test normal?	Go to step **5**.	If the engine speed increases abruptly, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>

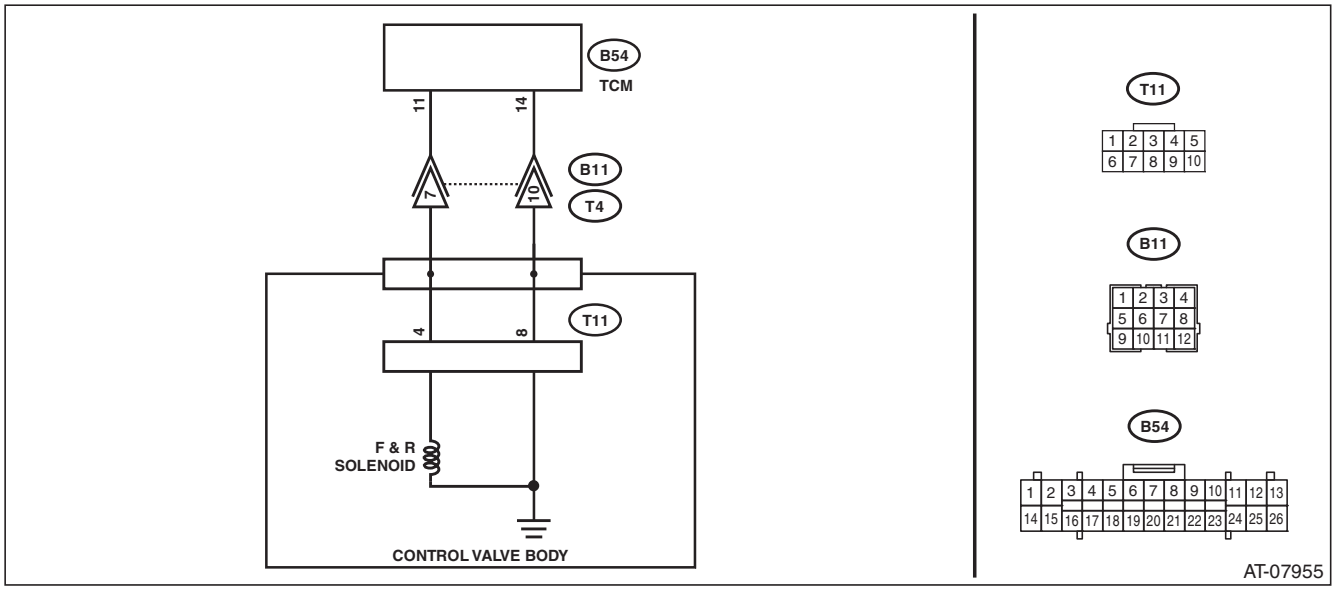
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	Step	Check	Yes	No
5	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”. <Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0965 displayed?	Replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.>	If there is abrupt increase of engine speed, standing start problems, replace the transmission assembly. <Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-55, Automatic Transmission Assembly.> If it is normal, temporary poor contact occurs.

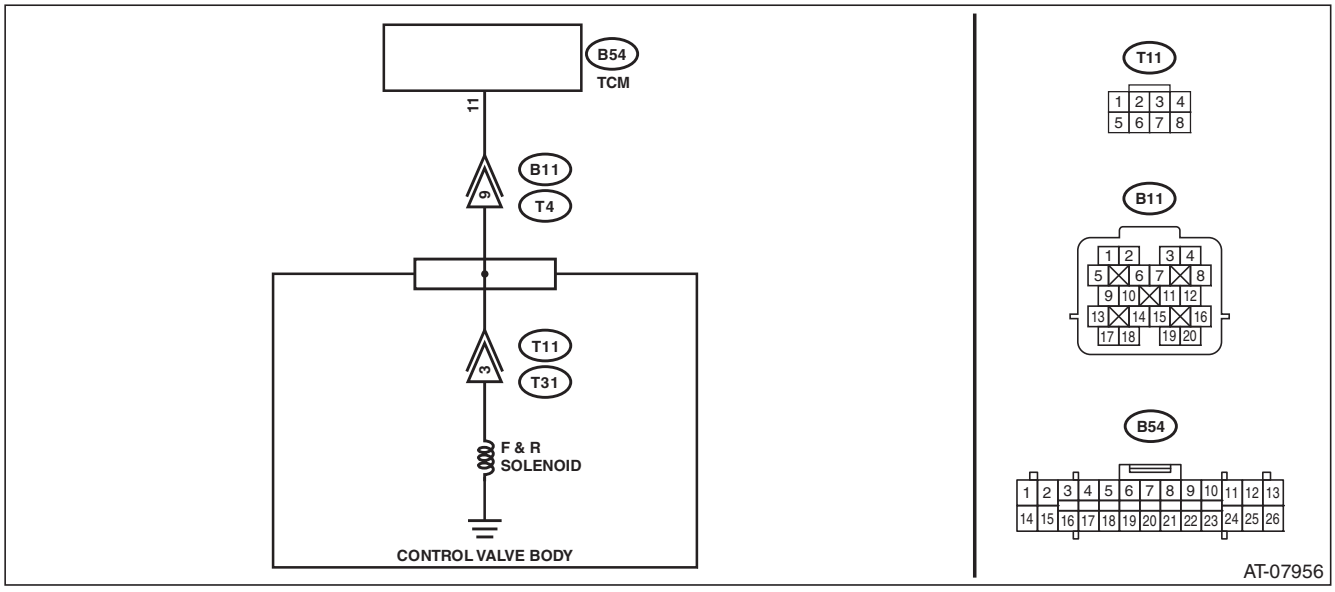
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S: DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:
Output signal circuit of F&R solenoid is shorted.
TROUBLE SYMPTOM:
Excessive shift shock
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.

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	Step	Check	Yes	No
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 11 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK F&R SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 6 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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T: DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of F&R solenoid is open or shorted.
- F&R solenoid has open circuit inside.

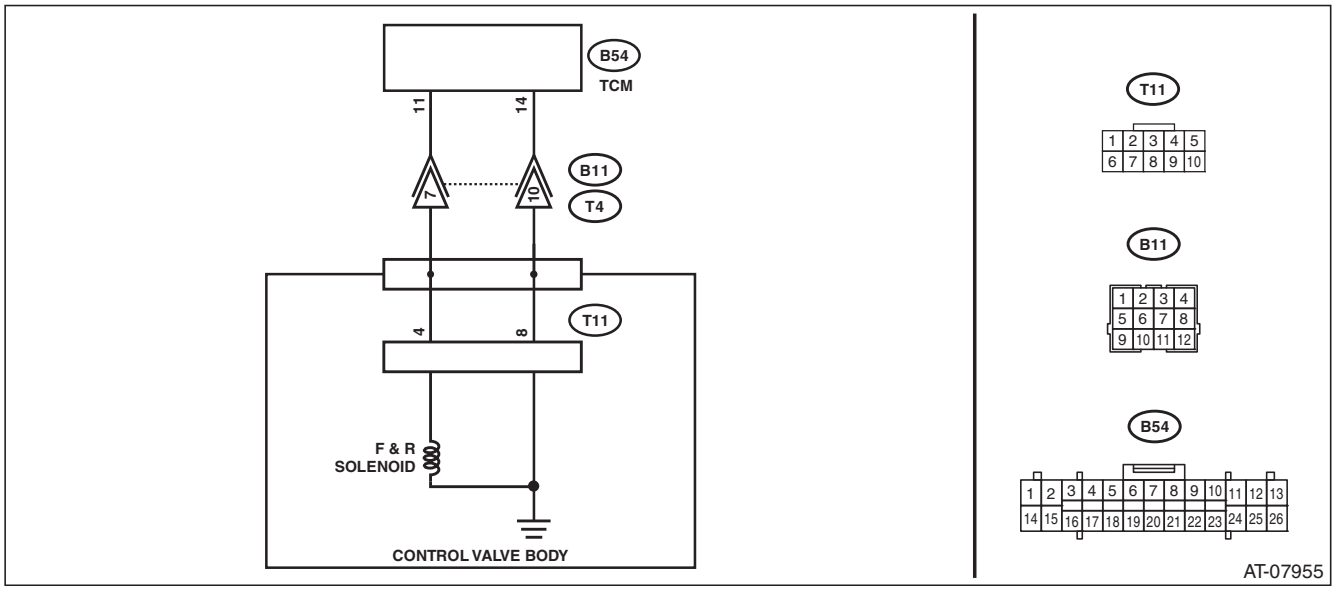
TROUBLE SYMPTOM:

Engine speed increases abruptly, and can not start.

WIRING DIAGRAM:

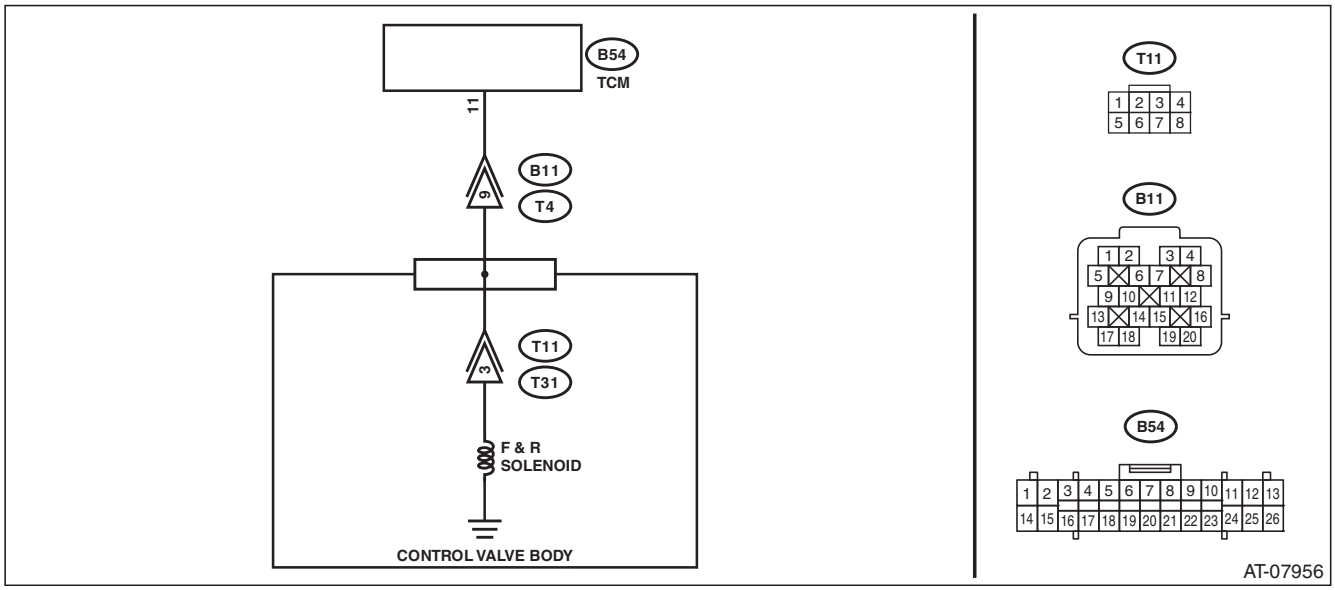
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



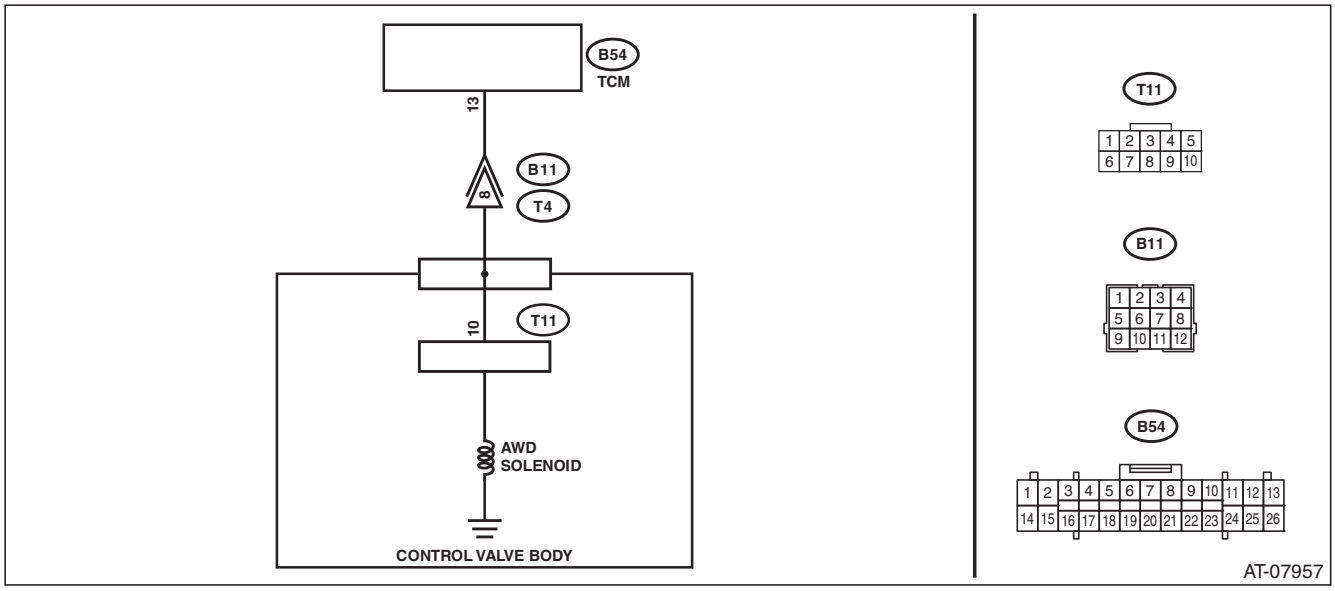
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	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 11 — (B11) No. 7:*** ***Turbo model*** ***(B54) No. 11 — (B11) No. 9:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 11 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK F&R SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 6 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **6**.	Replace the transmission harness.
6	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 9 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

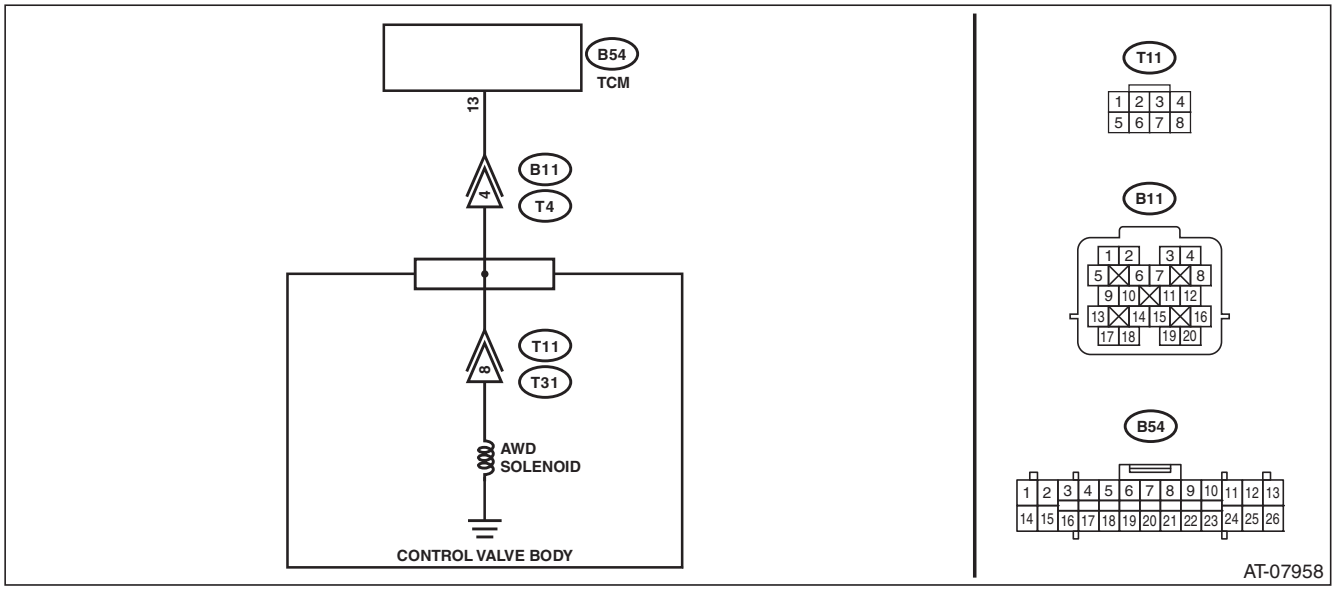
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U: DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:
Output signal circuit of AWD solenoid is shorted.
TROUBLE SYMPTOM:
Drivability getting worse.
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 13 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK AWD SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance approx. 4 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **4**.	Replace the transmission harness.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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V: DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Output signal circuit of AWD solenoid is open or shorted.
- AWD solenoid has open circuit inside.

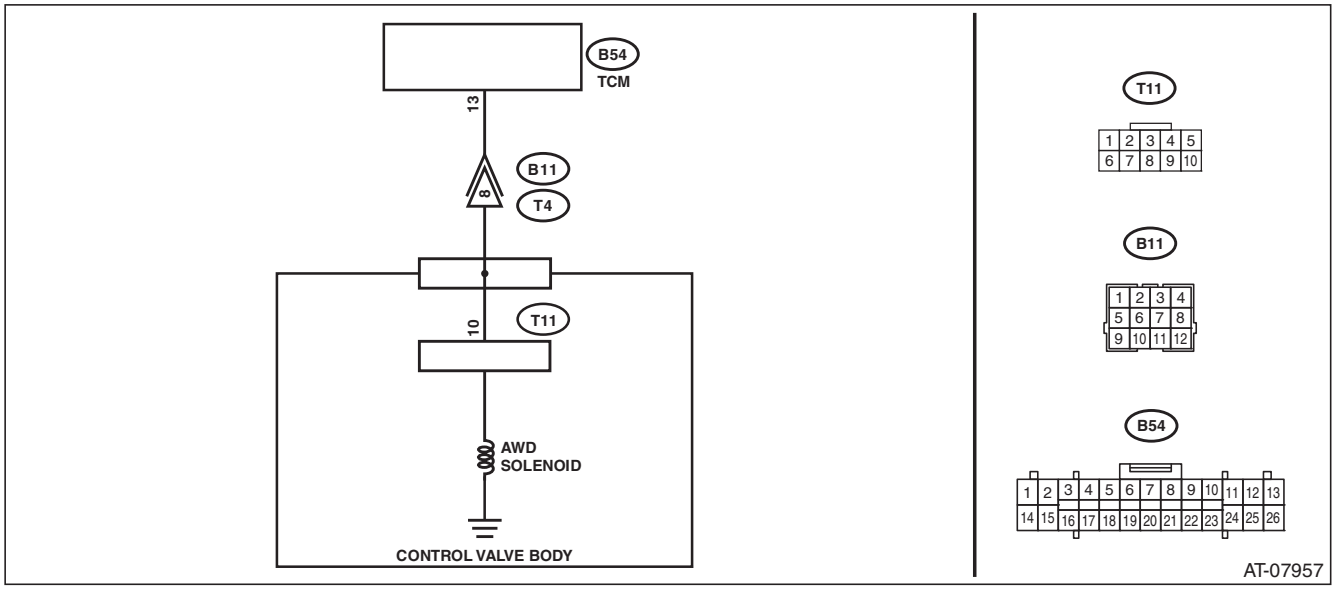
TROUBLE SYMPTOM:

- Tight corner braking phenomenon occurs.
- Drivability getting worse.

WIRING DIAGRAM:

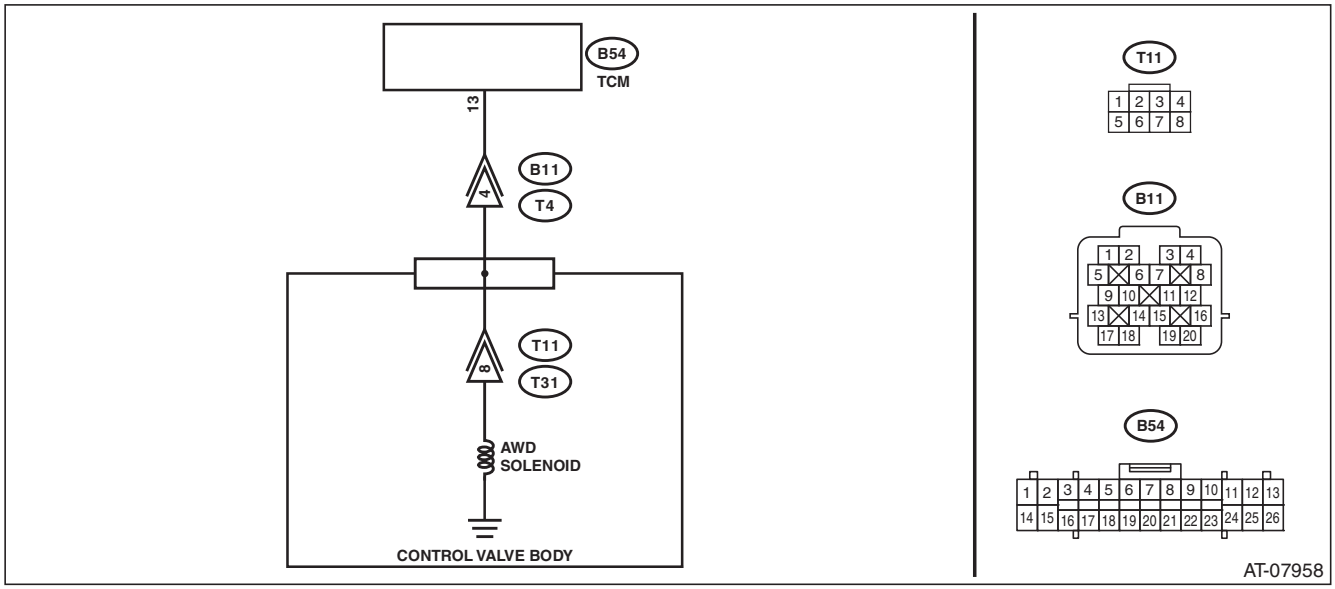
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



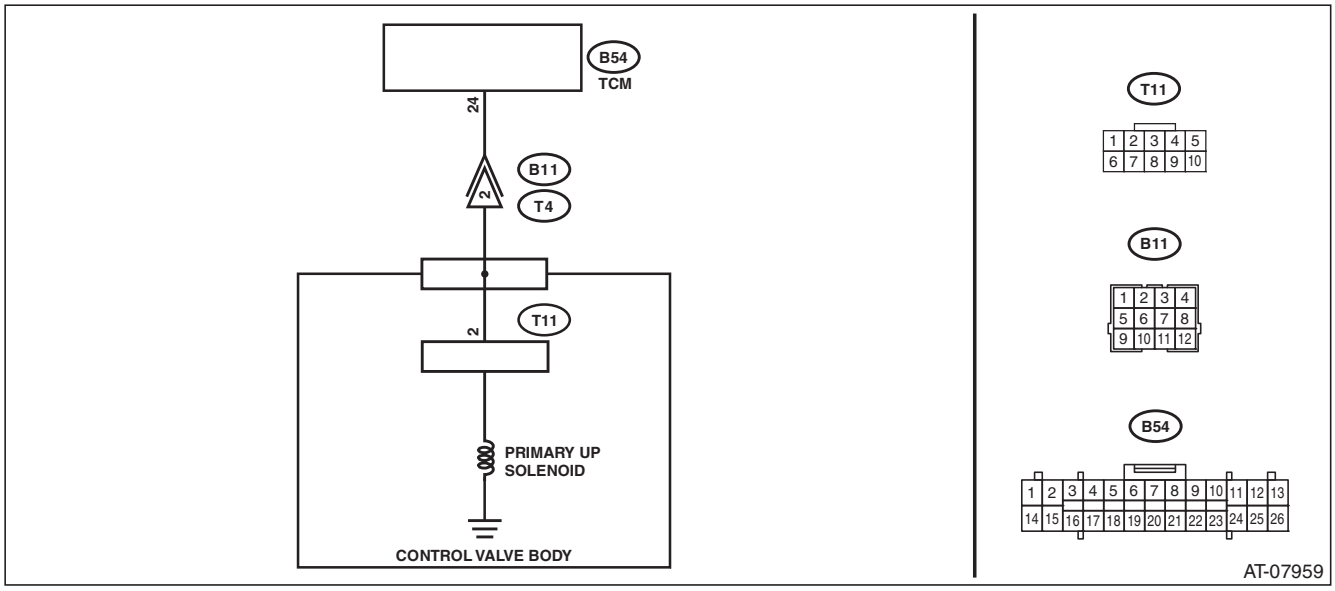
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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 13 — (B11) No. 8:*** ***Turbo model*** ***(B54) No. 13 — (B11) No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 13 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK AWD SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance approx. 4 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 4 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

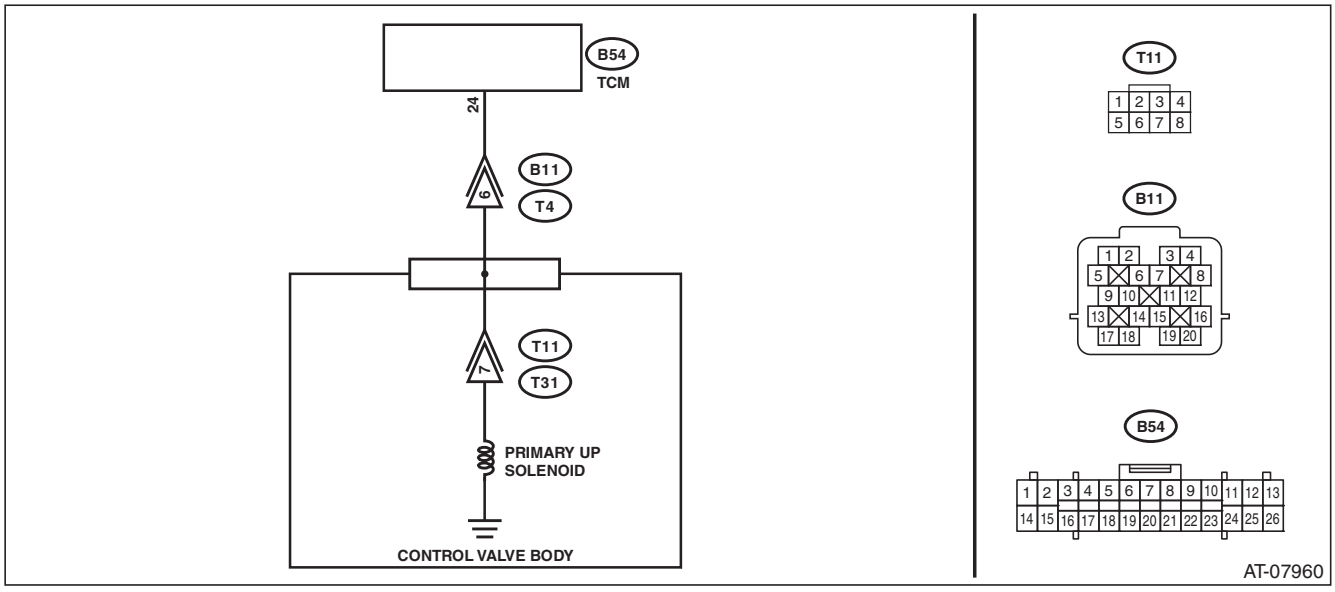
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W: DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW)

DTC DETECTING CONDITION:
Output signal circuit of primary UP solenoid is shorted.
TROUBLE SYMPTOM:
Gear is not changed. (No up-shift)
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



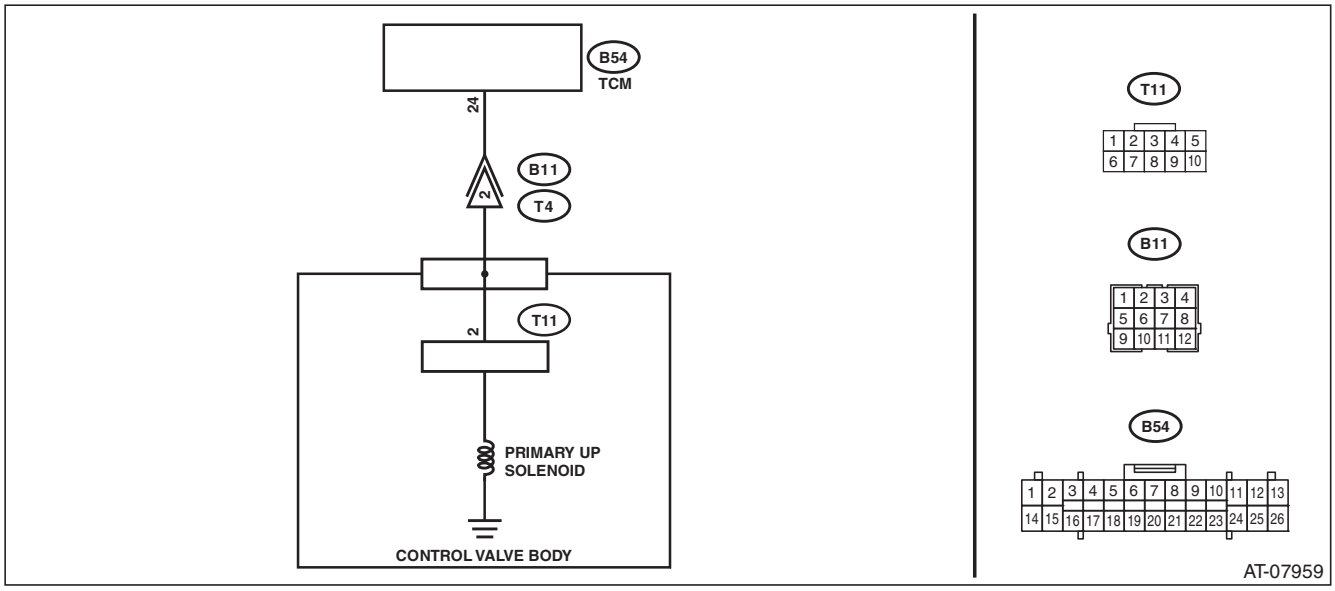
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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 24 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK PRIMARY UP SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **4**.	Replace the transmission harness.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

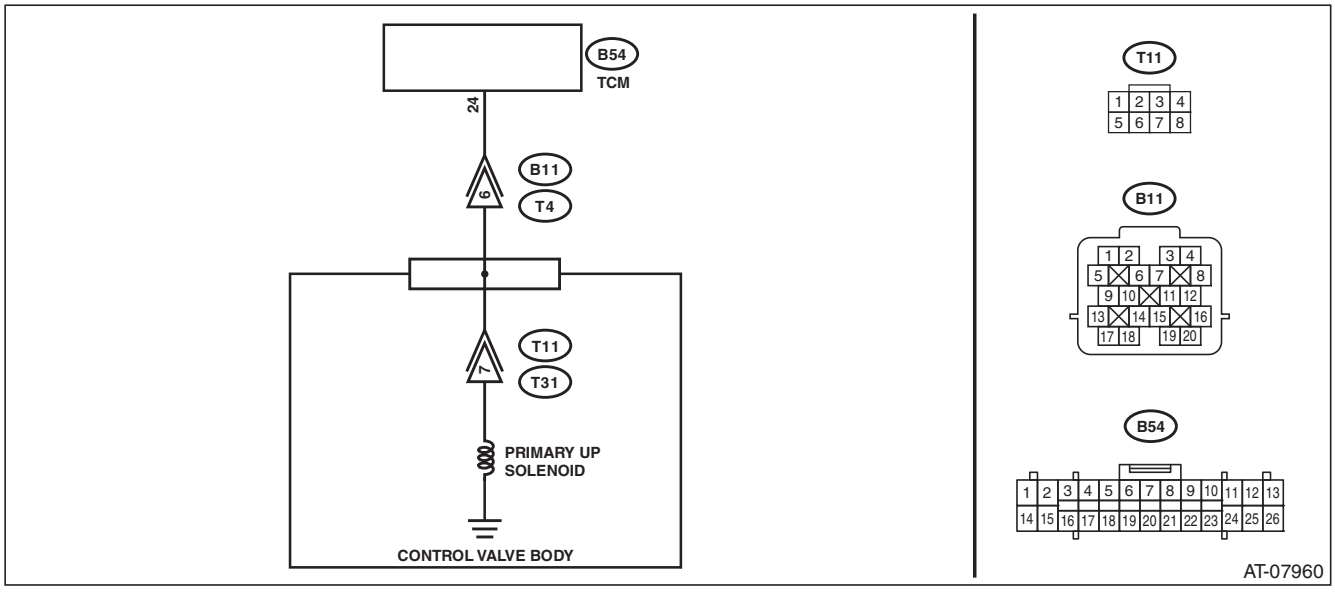
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X: DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH)

DTC DETECTING CONDITION:
Output signal circuit of primary UP solenoid is open or shorted.
TROUBLE SYMPTOM:
Gear is not changed. (No up-shift)
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 24 — (B11) No. 2:*** ***Turbo model*** ***(B54) No. 24 — (B11) No. 6:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 24 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK PRIMARY UP SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 6 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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Y: DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of primary DOWN solenoid is shorted.

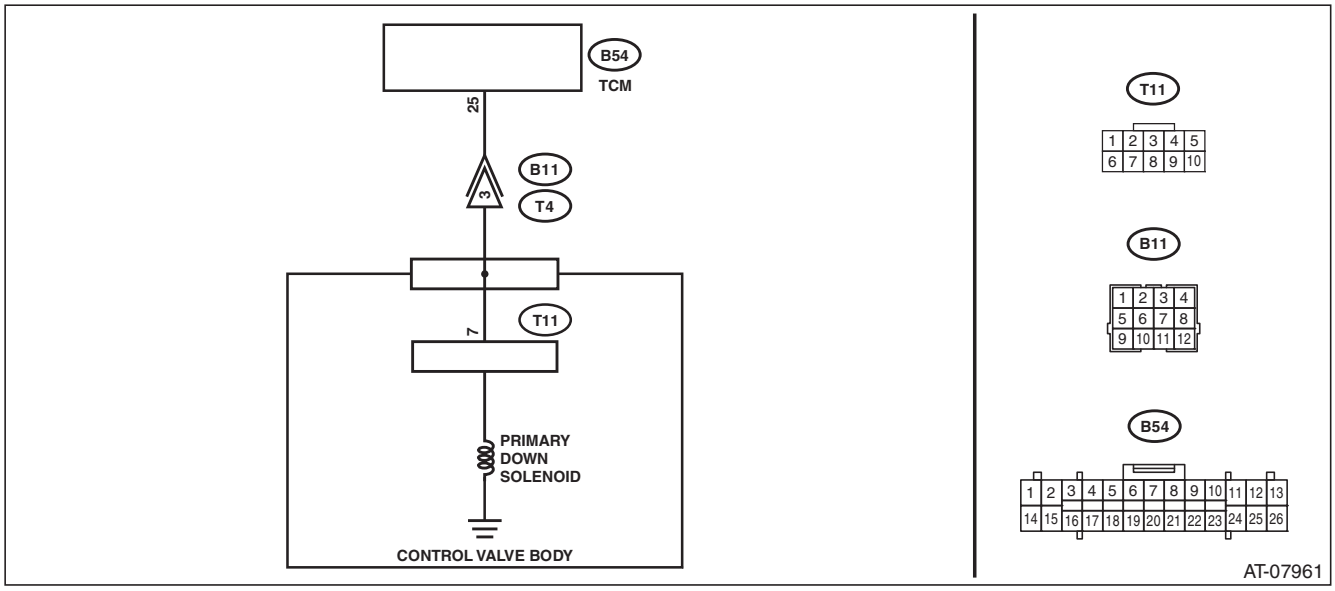
TROUBLE SYMPTOM:

Gear is not changed. (No down-shift)

WIRING DIAGRAM:

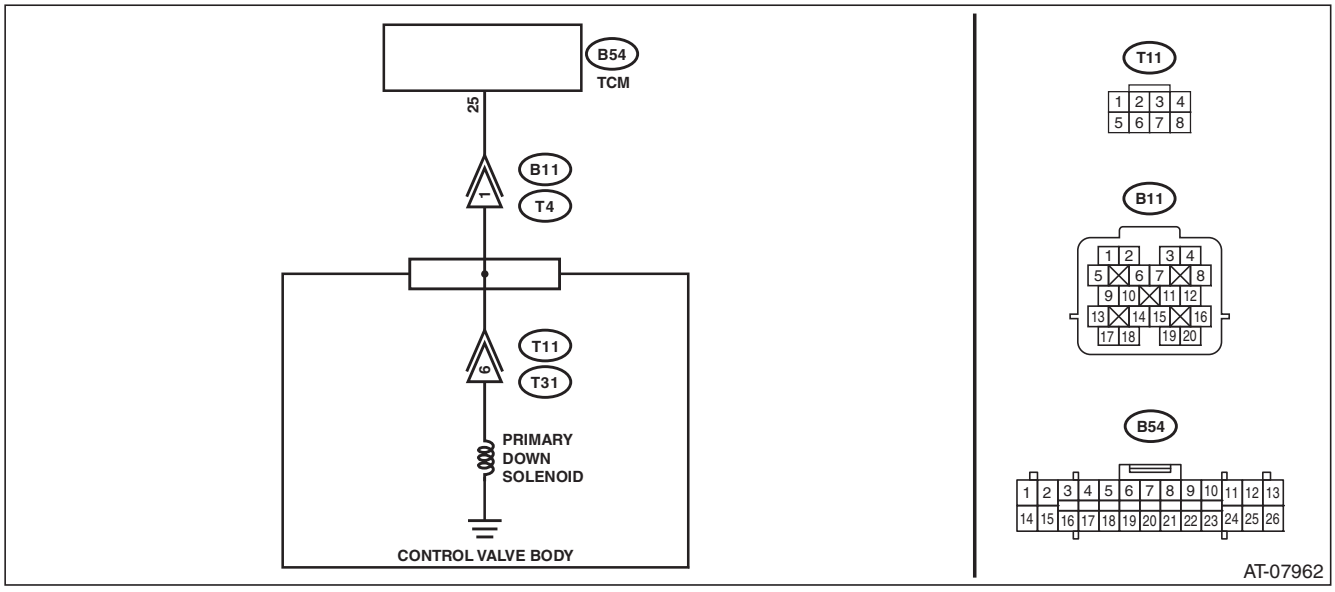
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



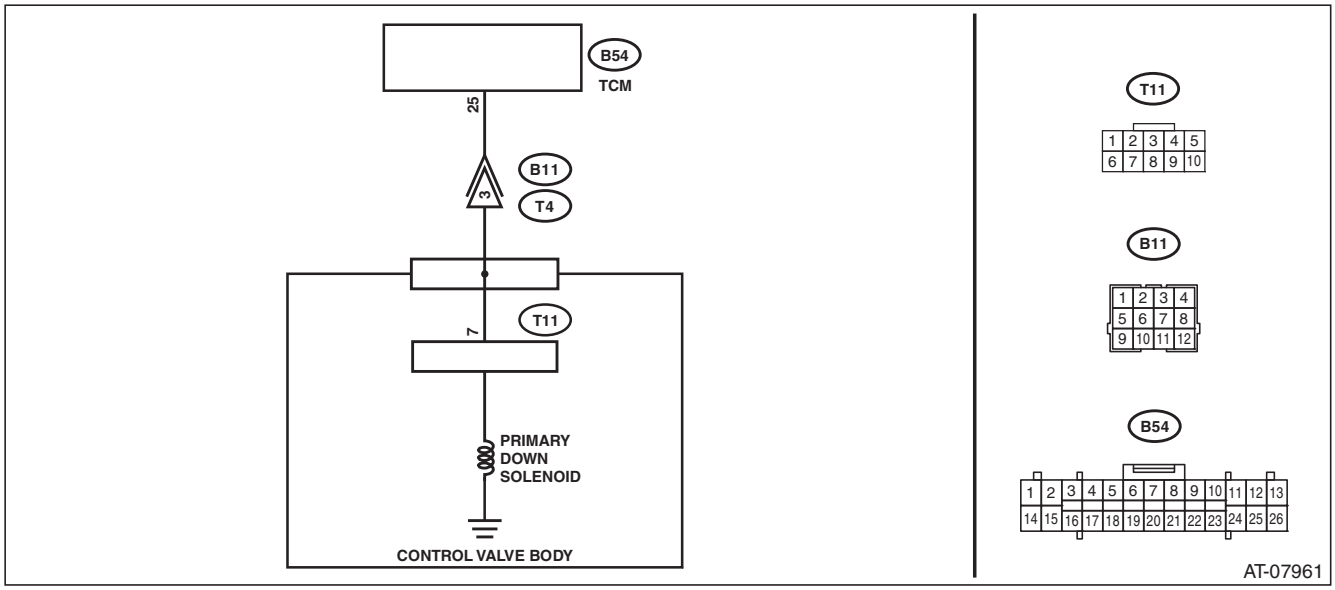
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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 25 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK PRIMARY DOWN SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **4**.	Replace the transmission harness.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

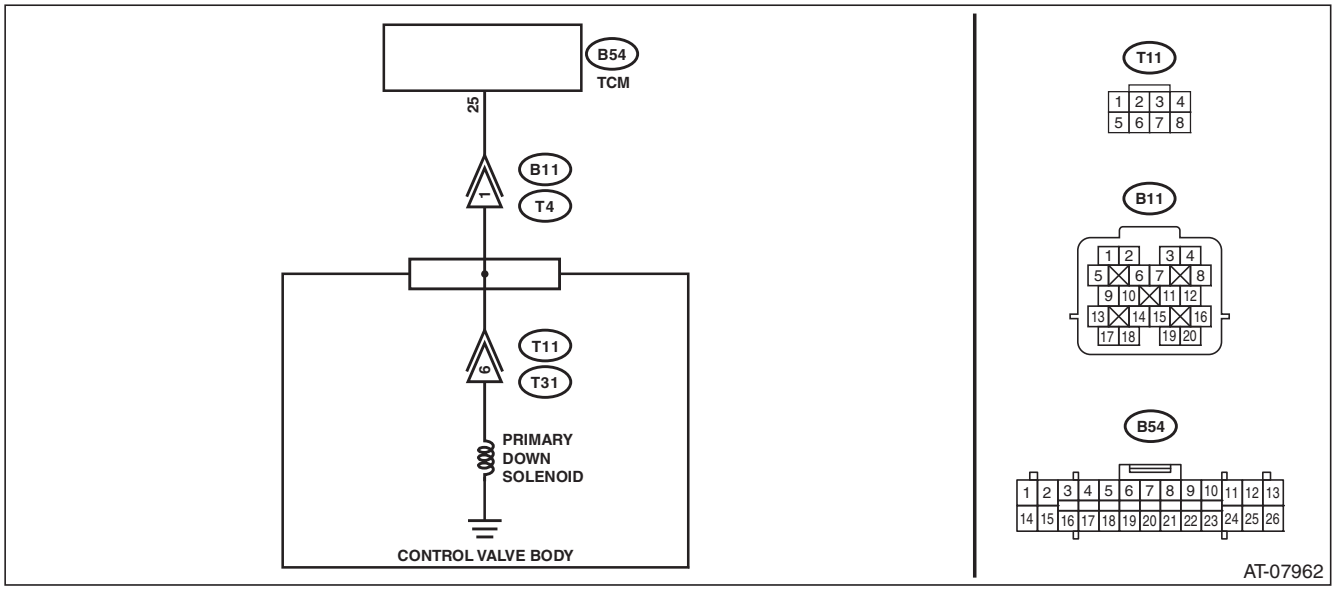
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Z: DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH)

DTC DETECTING CONDITION:
Output signal circuit of primary DOWN solenoid is open or shorted.
TROUBLE SYMPTOM:
Gear is not changed. (No down-shift)
WIRING DIAGRAM:
• Non-turbo model
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 25 — (B11) No. 3:*** ***Turbo model*** ***(B54) No. 25 — (B11) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 25 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK PRIMARY DOWN SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 1 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

AA:DTC P170A L-RANGE SW SYSTEM

NOTE:
Refer to “DTC P0951 MANUAL SWITCH” for diagnostic procedure. <Ref. to CVT(diag)-67, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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AB:DTC P1724 AT EEPROM ERROR

DTC DETECTING CONDITION:

- TCM EEPROM malfunction
- EEPROM writing error during self shut control

TROUBLE SYMPTOM:

- AT learning is not finished.
- Shock occurs when selecting N → D, N → R.

	Step	Check	Yes	No
1	**CHECK TCM CONNECTOR.**	Is the connection of TCM connector correct?	Go to step **2**.	Connect the TCM connector.
2	**CHECK SELF SHUT RELAY.** Turn the ignition switch to ON.	Does the relay operates simultaneously?	Go to step **3**.	Perform the diagnosis according to DTC P0890.
3	**CHECK SELF SHUT RELAY.** Turn the ignition switch to OFF.	Does the relay operate after two or three seconds delay?	Go to step **4**.	Perform the diagnosis according to DTC P0890.
4	**PERFORM AT LEARNING.** 1) Perform {Clear AT learning value}. 2) Perform the AT learning. <Ref. to CVT(diag)-26, Learning Control.> 3) Start the engine.	Does the AT OIL TEMP light blink after AT learning is finished correctly?	Check the TCM.	Go to step **5**.
5	**CHECK DTC DISPLAY.** 1) Perform the {Clear Memory}. 2) Turn the ignition switch to OFF. 3) Start the engine after 10 seconds. 4) Repeat steps 2) and 3).	Does the AT OIL TEMP light blink and is DTC P1724 displayed?	Check the TCM.	Current condition is normal. Check for poor contact of TCM connector or harness.

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AC:DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Output signal circuit of primary speed sensor is open or shorted.
- Primary speed sensor malfunction

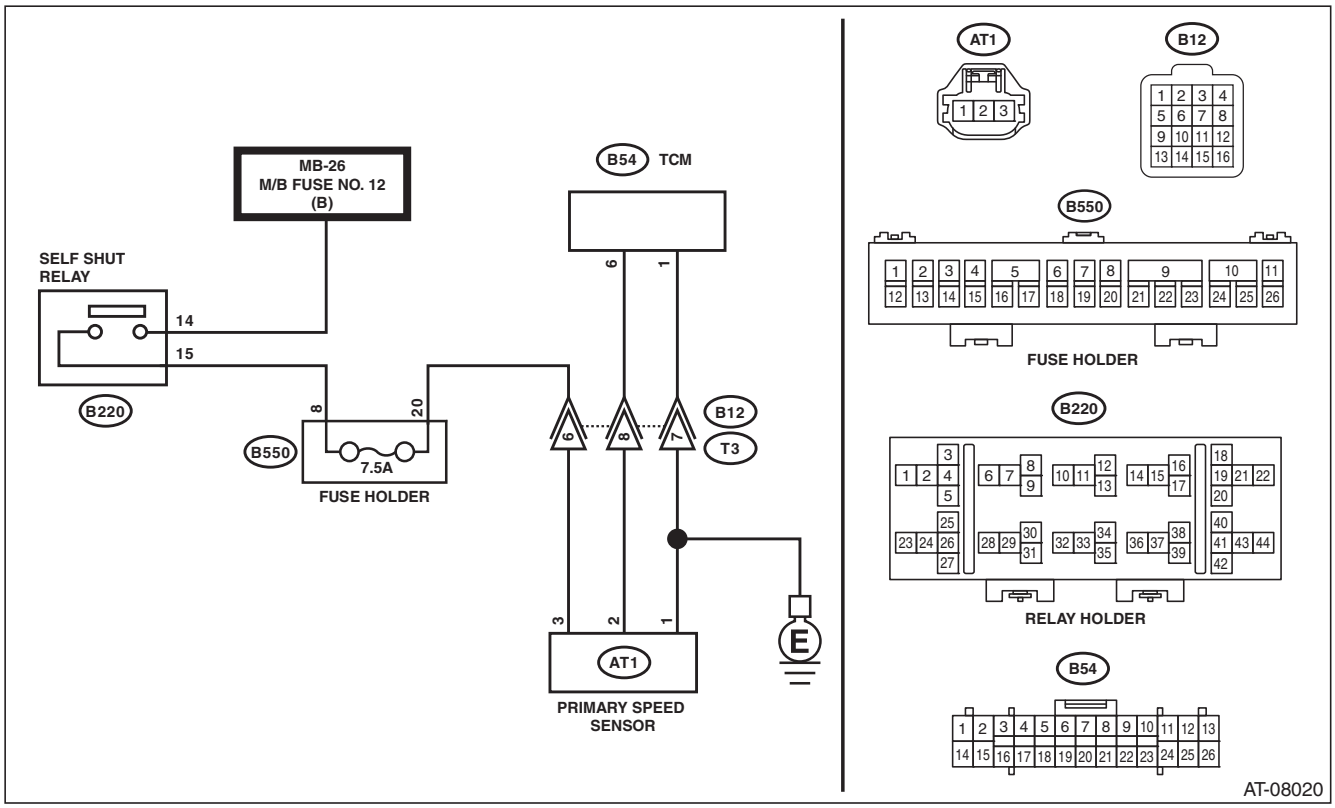
TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

- Non-turbo model

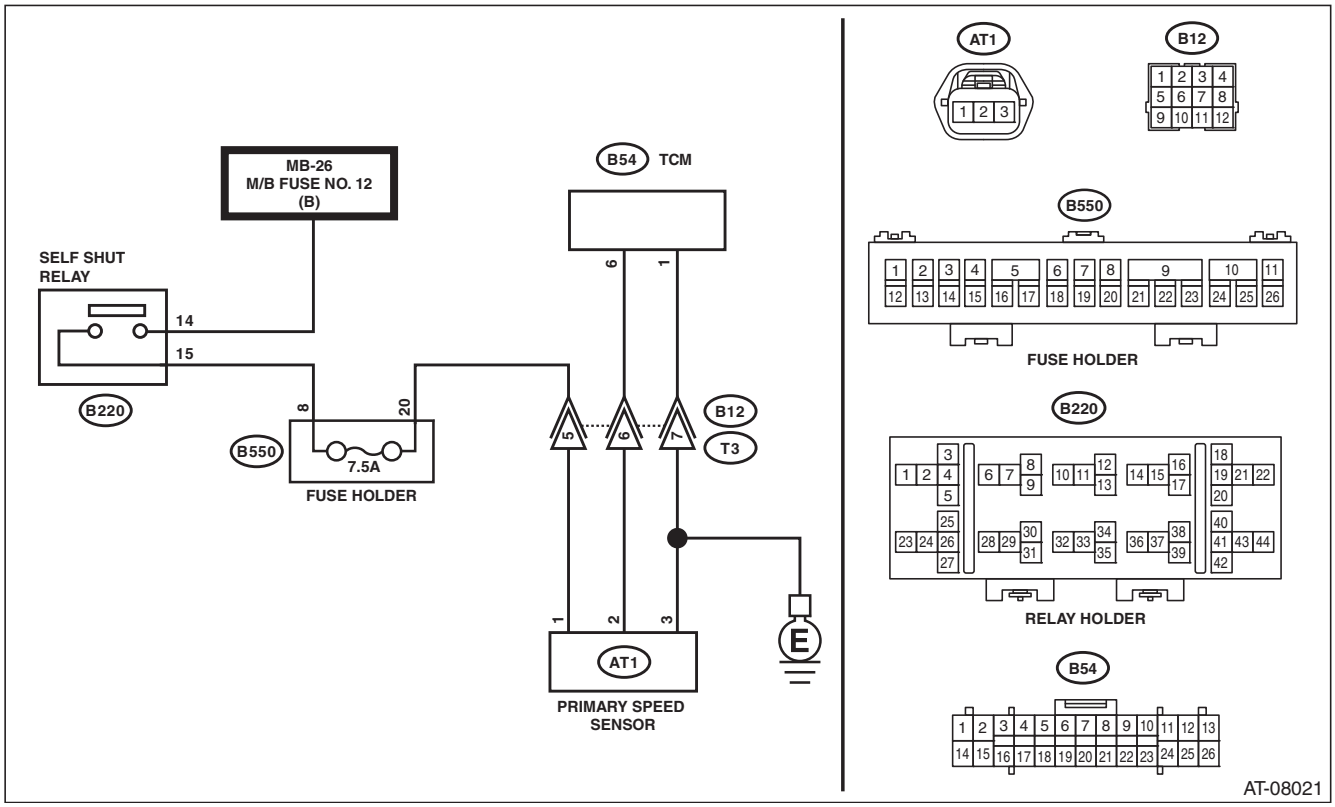
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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• Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 6 — (B12) No. 8:*** ***(B550) No. 20 — (B12) No. 6:*** ***Turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 6 — (B12) No. 6:*** ***(B550) No. 20 — (B12) No. 5:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

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	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(B12) No. 6 (+) — (B12) No. 7 (–):*** ***Turbo model*** ***(B12) No. 5 (+) — (B12) No. 7 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to “D” range. 6) Read the data of «Primary Pulley Speed» using Subaru Select Monitor.	Does the value of «Primary Pulley Speed» change according to those of «Turbine Revolution Speed»?	Current condition is normal. Repair the poor contacts of harnesses of primary speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the primary speed sensor connector. 4) Measure the resistance between transmission connector and primary speed sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 6 — (AT1) No. 3:*** ***(T3) No. 7 — (AT1) No. 1:*** ***(T3) No. 8 — (AT1) No. 2:*** ***Turbo model*** ***(T3) No. 5 — (AT1) No. 1:*** ***(T3) No. 6 — (AT1) No. 2:*** ***(T3) No. 7 — (AT1) No. 3:***	Is the resistance less than 1 Ω?	Replace the primary speed sensor. <Ref. to CVT(TR580)-102, Primary Speed Sensor.> <Ref. to CVT(TR690)-101, Primary Speed Sensor.>	Replace the transmission harness.

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AD:DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Output signal circuit of secondary speed sensor is open or shorted.
- Secondary speed sensor malfunction

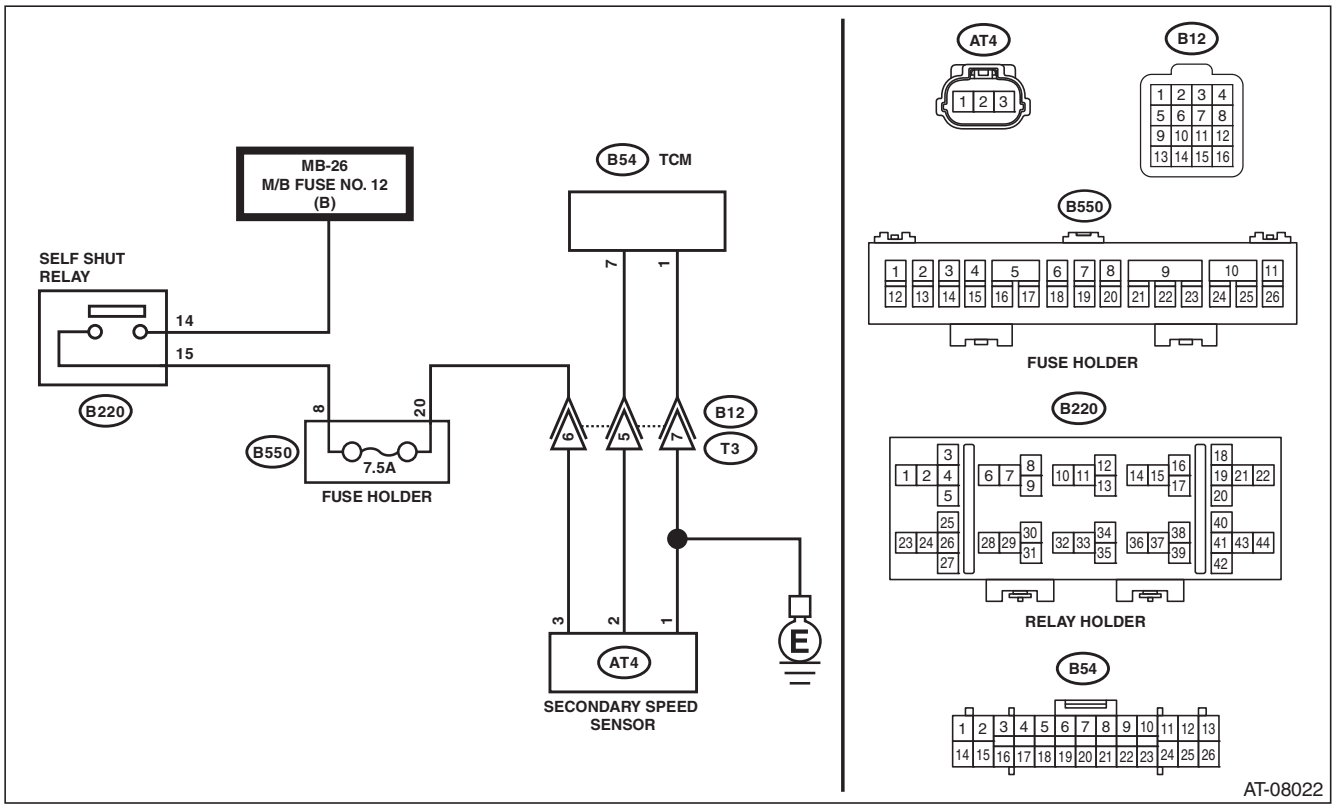
TROUBLE SYMPTOM:

- Shifting shock is felt.
- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

- Non-turbo model

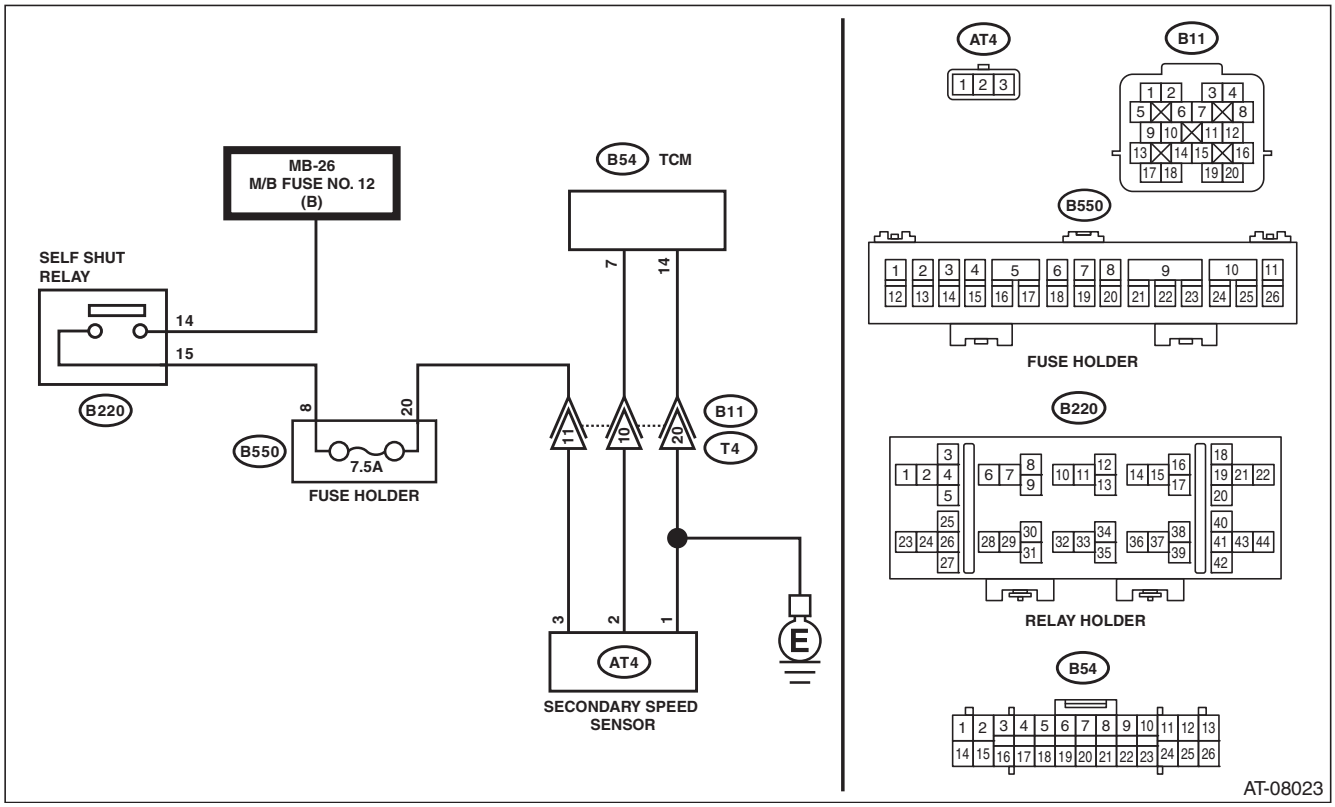
CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 7 — (B12) No. 5:*** ***(B550) No. 20 — (B12) No. 6:*** ***Turbo model*** ***(B54) No. 7 — (B11) No. 10:*** ***(B54) No. 14 — (B11) No. 20:*** ***(B550) No. 20 — (B11) No. 11:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 7 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

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	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(B12) No. 6 (+) — (B12) No. 7 (–):*** ***Turbo model*** ***(B11) No. 11 (+) — (B11) No. 20 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to “D” range. 6) Read the data of «Secondary Pulley Speed» using Subaru Select Monitor.	Does the value of «Secondary Pulley Speed» change according to those of «Front Wheel Speed»?	Current condition is normal. Repair the poor contacts of harnesses of secondary speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the secondary speed sensor connector. 4) Measure the resistance between transmission connector and secondary speed sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 5 — (AT4) No. 2:*** ***(T3) No. 6 — (AT4) No. 3:*** ***(T3) No. 7 — (AT4) No. 1:*** ***Turbo model*** ***(T4) No. 10 — (AT4) No. 2:*** ***(T4) No. 11 — (AT4) No. 3:*** ***(T4) No. 20 — (AT4) No. 1:***	Is the resistance less than 1 Ω?	Replace the secondary speed sensor. <Ref. to CVT(TR580)-100, Secondary Speed Sensor.> <Ref. to CVT(TR690)-98, Secondary Speed Sensor.>	Replace the transmission harness.

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AE:DTC P2762 LOCK-UP DUTY SOLENOID MALFUNCTION

DTC DETECTING CONDITION:

- Lock up clutch malfunction
- Hydraulic leaks or hydraulic valve stick of lock up system

TROUBLE SYMPTOM:

- No lock-up occurs.
- Engine speed increases abruptly during driving.

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC relating the ECM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **2**.
2	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Are DTC P0841, P0842, P0843 displayed?	Perform the diagnosis according to DTC.	Go to step **3**.
3	**CHECK TRANSMISSION FLUID.** Check the condition of ATF. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **4**.	Check according to the “corrective action” of ATF (CVTF) “CONDITION CHECK”. <Ref. to CVT(TR580)-38, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
4	**CHECK TRANSMISSION FLUID.** Check the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **6**.	Perform the diagnosis according to DTC P0841 procedure.

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	Step	Check	Yes	No
6	**DRIVING CHECK FOR LOCK-UP CONDITION.** 1) Perform the “Clear Memory Mode”. <Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Turn the ignition switch to OFF. 3) Start the engine. 4) Warm up until the ATF temperature exceeds 50°C. 5) Drive the vehicle for one minute or more while keeping the constant speed so that the display shown in the Subaru Select Monitor is as follows: «Lock Up Duty Ratio» is 70 % or more, and «Front Wheel Speed» is 40 km/h or more. 6) Turn the ignition switch to OFF. 7) Start the engine. 8) Perform the procedure in step 5) again. 9) Read the DTC using Subaru Select Monitor.	Does the AT OIL TEMP light blink and is DTC P2762 displayed?	Perform the secondary pressure test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-50, Secondary Pressure (Line Pressure) Test.> When DTC other than P2762 is displayed, perform the diagnosis corresponding to the DTC.	Current condition is normal. Temporary oil pressure malfunction.

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AF:DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

Output signal circuit of lock-up duty solenoid is open or shorted.

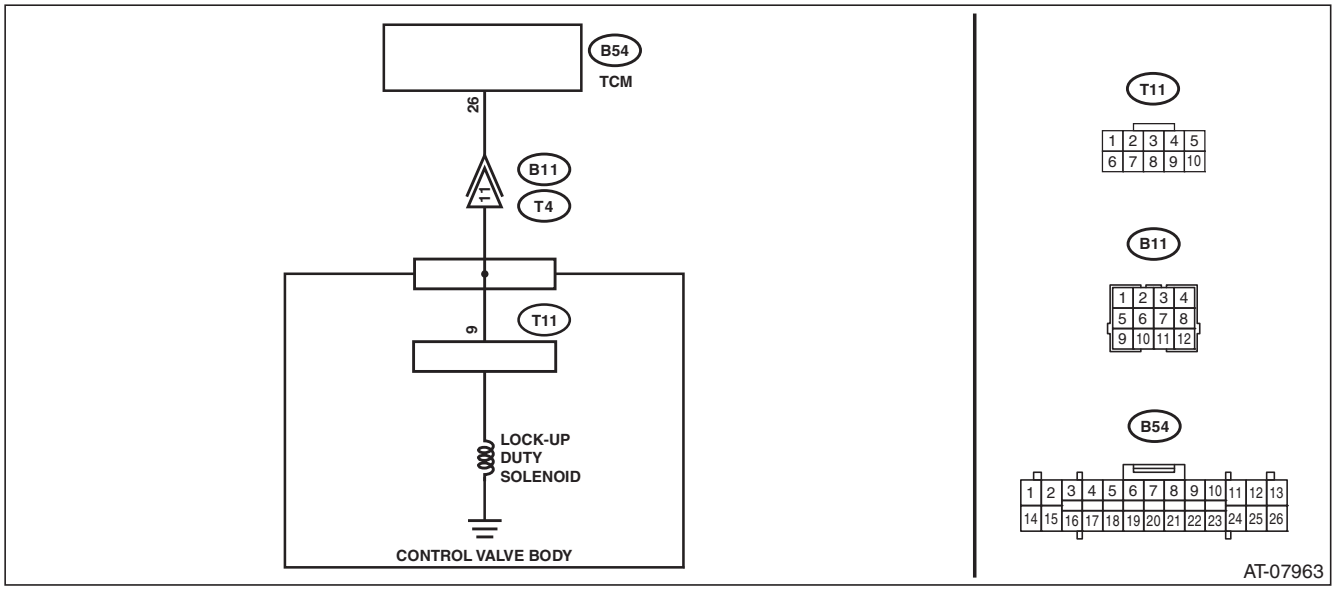
TROUBLE SYMPTOM:

Engine stalls.

WIRING DIAGRAM:

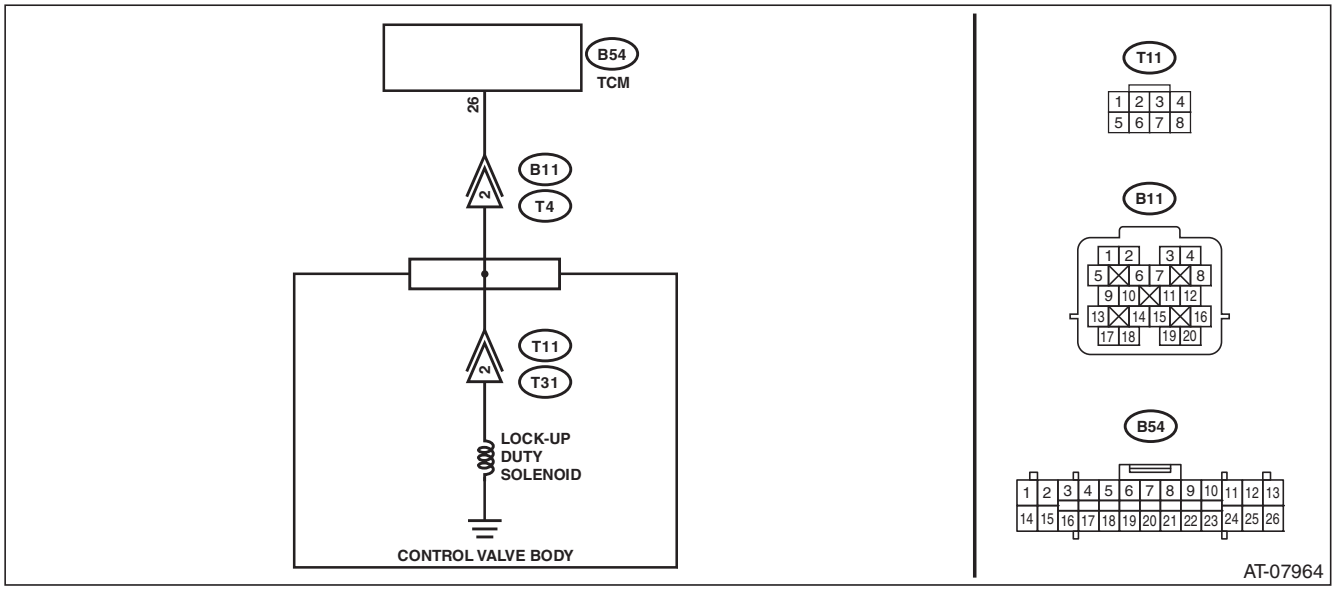
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 26 — (B11) No. 11:*** ***Turbo model*** ***(B54) No. 26 — (B11) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 26 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK LOCK-UP DUTY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 2 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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AG:DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

Output signal circuit of lock up duty solenoid is shorted.

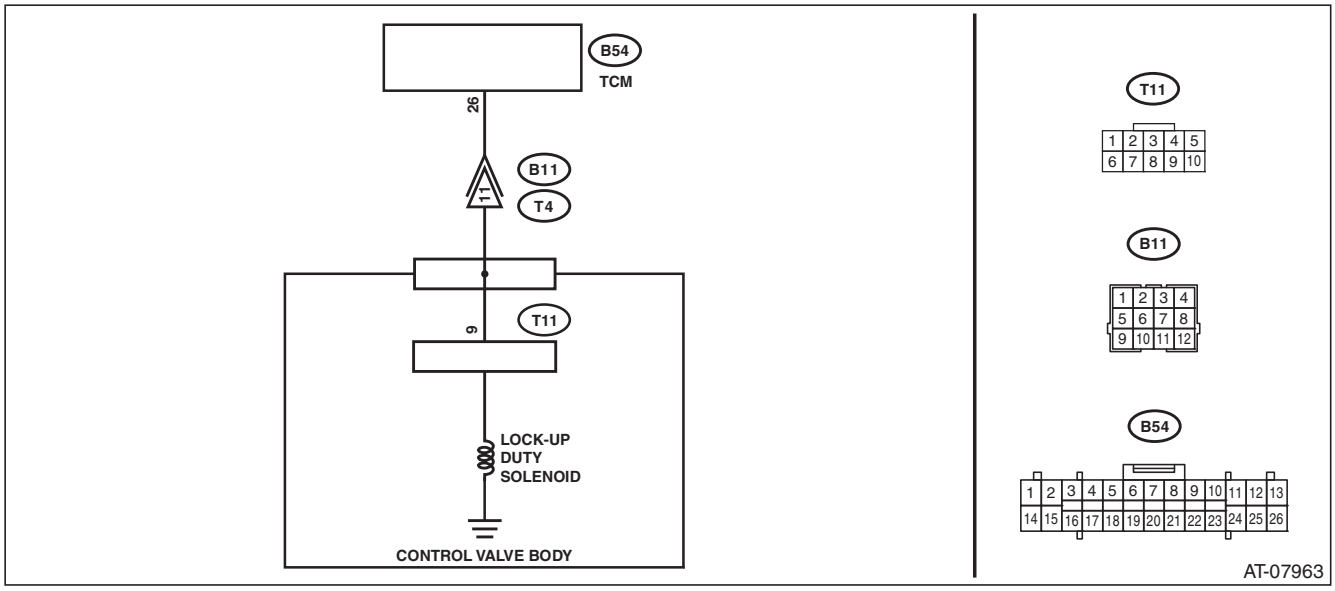
TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

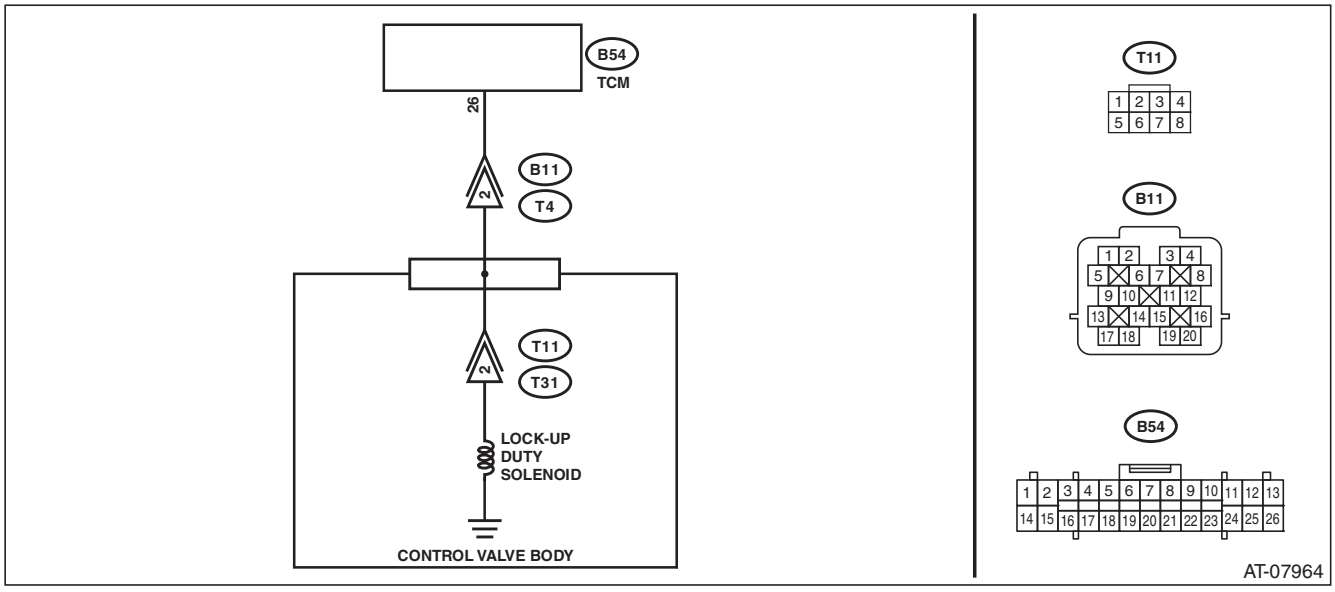
- Non-turbo model

CVT control system <Ref. to WI-144, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



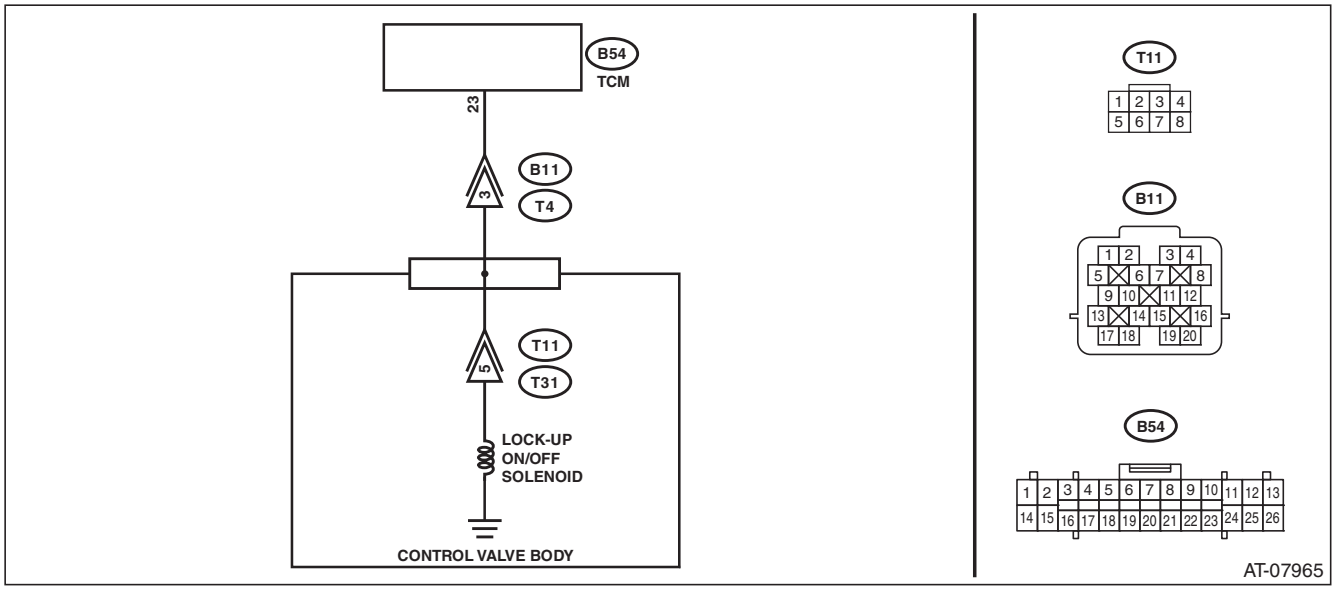
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	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 26 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK LOCK-UP DUTY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 13 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **4**.	Replace the transmission harness.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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AH:DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:
Output signal circuit of lock up ON/OFF solenoid is shorted.
TROUBLE SYMPTOM:
No lock-up occurs.
WIRING DIAGRAM:
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>

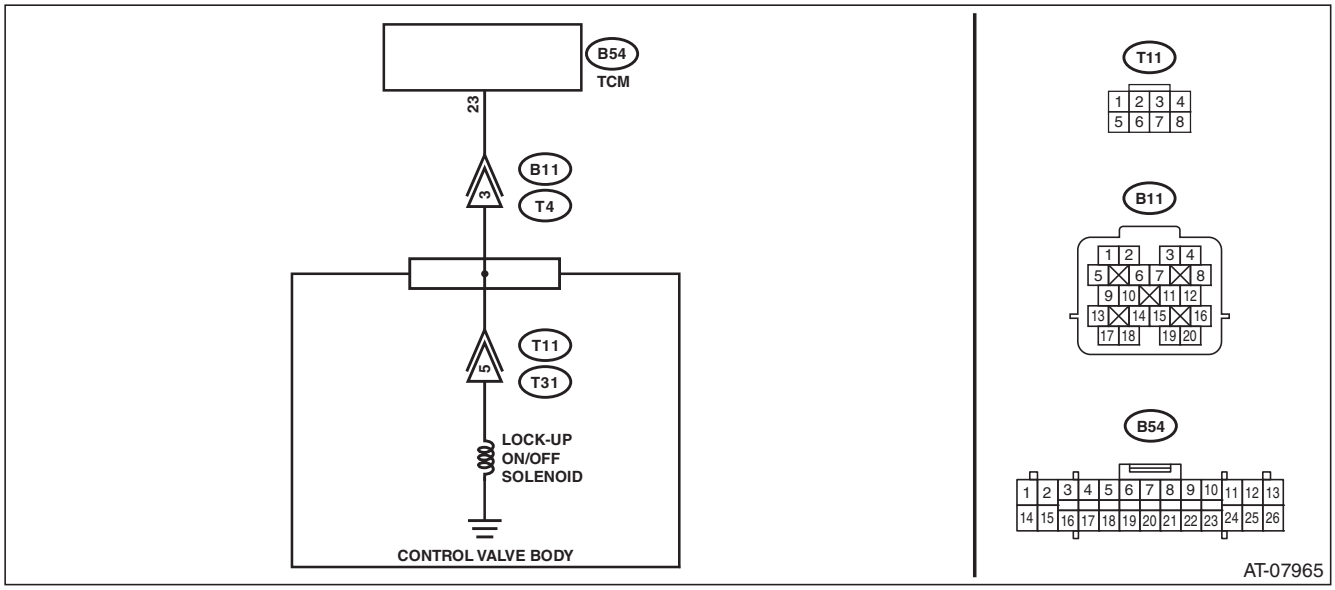


Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 23 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK LOCK UP ON/OFF SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance approx. 17 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **4**.	Replace the transmission harness.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body. <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

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AI: DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:
Output signal circuit of lock up ON/OFF solenoid is open or shorted.
TROUBLE SYMPTOM:
No lock-up occurs.
WIRING DIAGRAM:
CVT control system <Ref. to WI-154, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 23 — (B11) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 23 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK LOCK UP ON/OFF SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance approx. 17 Ω? (when engine cold)	Check for poor contact of the connector, and repair the defective part.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is the harness normal?	Go to step **5**.	Replace the transmission harness.

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	Step	Check	Yes	No
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body. <Ref. to CVT(TR690)-108, Control Valve Body.>	Replace the transmission harness.

AJ:DTC U0073 CONTROL MODULE COMMUNICATION BUS “A” OFF

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AK:DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AL:DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AM:DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AN:DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AO:DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AP:DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AQ:DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

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AR:DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AS:DTC U1235 LOST COMMUNICATION WITH EyeSight

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

AT:DTC U1433 INVALID DATA RECEIVED FROM EyeSight

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

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16.Diagnostic Procedure without Diagnostic Trouble Code (DTC)

A: CHECK SHIFT INDICATOR

DIAGNOSIS:

- Output signal circuit of shift indicator is open or shorted.
- Combination meter malfunction

TROUBLE SYMPTOM:

- Shift indicator does not display or remains displayed.
- Shift indicator display does not change.

	Step	Check	Yes	No
1	**CHECK TCM.** Check the DTC relating the TCM using the Subaru Select Monitor.	Is DTC U0155 or U0423 displayed?	Perform the self-diagnosis of combination meter.	Go to step **2**.
2	**CHECK TCM.** Check the DTC relating the TCM using the Subaru Select Monitor.	Are DTCs other than U0155 and U0423 displayed?	Perform the diagnosis according to DTC.	Go to step **3**.
3	**CHECK COMBINATION METER.** Check the DTC of combination meter.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK TCM.** 1) Operate the + side of the paddle shift switch. 2) Read the data of «Up Switch» using the Subaru Select Monitor.	Does it change between ON and OFF according to the operation?	Go to step **5**.	Check for poor contact between TCM and paddle shift UP switch, and repair the defective part.
5	**CHECK TCM.** 1) Operate the – side of the paddle shift switch. 2) Read the data of «Down Switch» using the Subaru Select Monitor.	Does it change between ON and OFF according to the operation?	Go to step **6**.	Check for poor contact between TCM and paddle shift down switch, and repair the defective part.
6	**CHECK TCM.** 1) Turn the ignition switch OFF, then turn it ON again. 2) Shift the select lever to manual mode. 3) Read the “Shift step in Manu. mode” data using the Subaru Select Monitor.	Is “1” displayed?	Go to step **7**.	Perform the diagnosis according to DTC P0951.
7	**CHECK TCM.** 1) Shift up the paddle shift switch. 2) Read the “Shift step in Manu. mode” data using the Subaru Select Monitor.	Is “2” displayed?	Currently, shift indicator is normal.	Check the TCM.

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17.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Engine stalls when driving in “D” or “R” range, or selecting “N” → “D”, “N” → “R”.	• Control valve • Engine control system
While driving in “D” range, vibration occurs immediately before the stop or engine stalls.	• Control valve • Torque converter
Vehicle cannot shift while driving in “D” range.	• Control valve • TCM • Shift mechanism • Power supply system
Excessive shock when selecting “N” → “D”, and “N” → “R”.	• Control valve • TCM • F&R clutch pack • ATF deterioration or lack
Excessive shock at standing start in “D” range.	• Control valve • TCM • F&R clutch pack • ATF deterioration or lack
Engine speed increases abruptly during driving in “D” or “R” range.	• Control valve • Secondary pressure sensor • F&R clutch pack • ATF deterioration or lack
Vehicle can not start when depressing the accelerator pedal in “D” or “R” range, or acceleration is very poor. (without abrupt engine increase)	• Control valve • F&R clutch pack • Shift mechanism • Parking mechanism • Engine control system • Power supply system
Shift indicator in combination meter displays the position which differs from select lever position.	• Inhibitor switch • Select cable related • Combination meter
Manual mode enters even though the select lever and paddle shift switch is not operated.	• Manual mode switch • Paddle shift switch • Select lever • TCM
Engine speed increases abruptly in “D” or “R” range, vehicle can not start.	• F&R clutch pack • Select cable related
Manual mode can not be set	• Select lever • TCM

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