

ENGINE 1 SECTION

This service manual has been prepared to provide SUBARU service personnel with the necessary information and data for the correct maintenance and repair of SUBARU vehicles.

This manual includes the procedures for maintenance, disassembling, reassembling, inspection and adjustment of components and diagnostics for guidance of experienced mechanics.

Please peruse and utilize this manual fully to ensure complete repair work for satisfying our customers by keeping their vehicle in optimum condition. When replacement of parts during repair work is needed, be sure to use SUBARU genuine parts.

All information, illustration and specifications contained in this manual are based on the latest product information available at the time of publication approval.

FUEL INJECTION (FUEL SYSTEMS)	FU(STI)
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)	EC(STI)
INTAKE (INDUCTION)	IN(STI)
MECHANICAL	ME(STI)
EXHAUST	EX(STI)
COOLING	CO(STI)
LUBRICATION	LU(STI)
SPEED CONTROL SYSTEMS	SP(STI)
IGNITION	IG(STI)
STARTING/CHARGING SYSTEMS	SC(STI)

FUEL INJECTION (FUEL SYSTEMS)

FU(STI)

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General Description

FUEL INJECTION (FUEL SYSTEMS)

1. General Description

A: SPECIFICATION

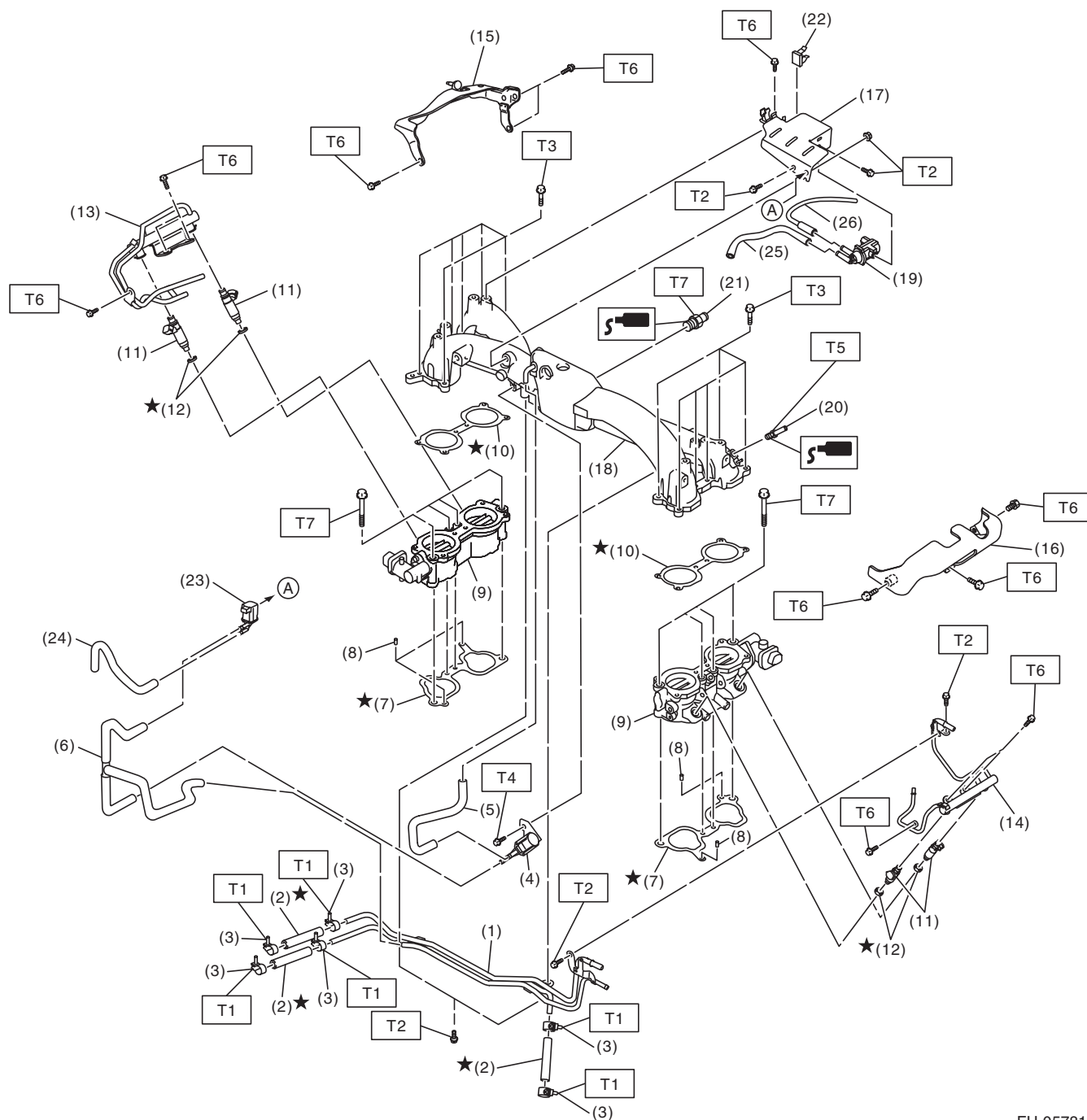
Fuel tank	Capacity	64 ℓ (16.9 US gal, 14.1 Imp gal)
	Install locations	Under rear seat
Fuel pump	Type	Impeller
	Shutoff discharge pressure	900 kPa (9.18 kg/cm ² , 130.5 psi) or less
	Discharge rate	175 ℓ (46.2 US gal, 38.5 Imp gal)/h or more [12 V at 300 kPa (3.06 kg/cm ² , 43.5 psi)]
Fuel filter		Intank type

General Description

FUEL INJECTION (FUEL SYSTEMS)

B: COMPONENT

1. INTAKE MANIFOLD



FU-05781

FU(STI)-3

General Description

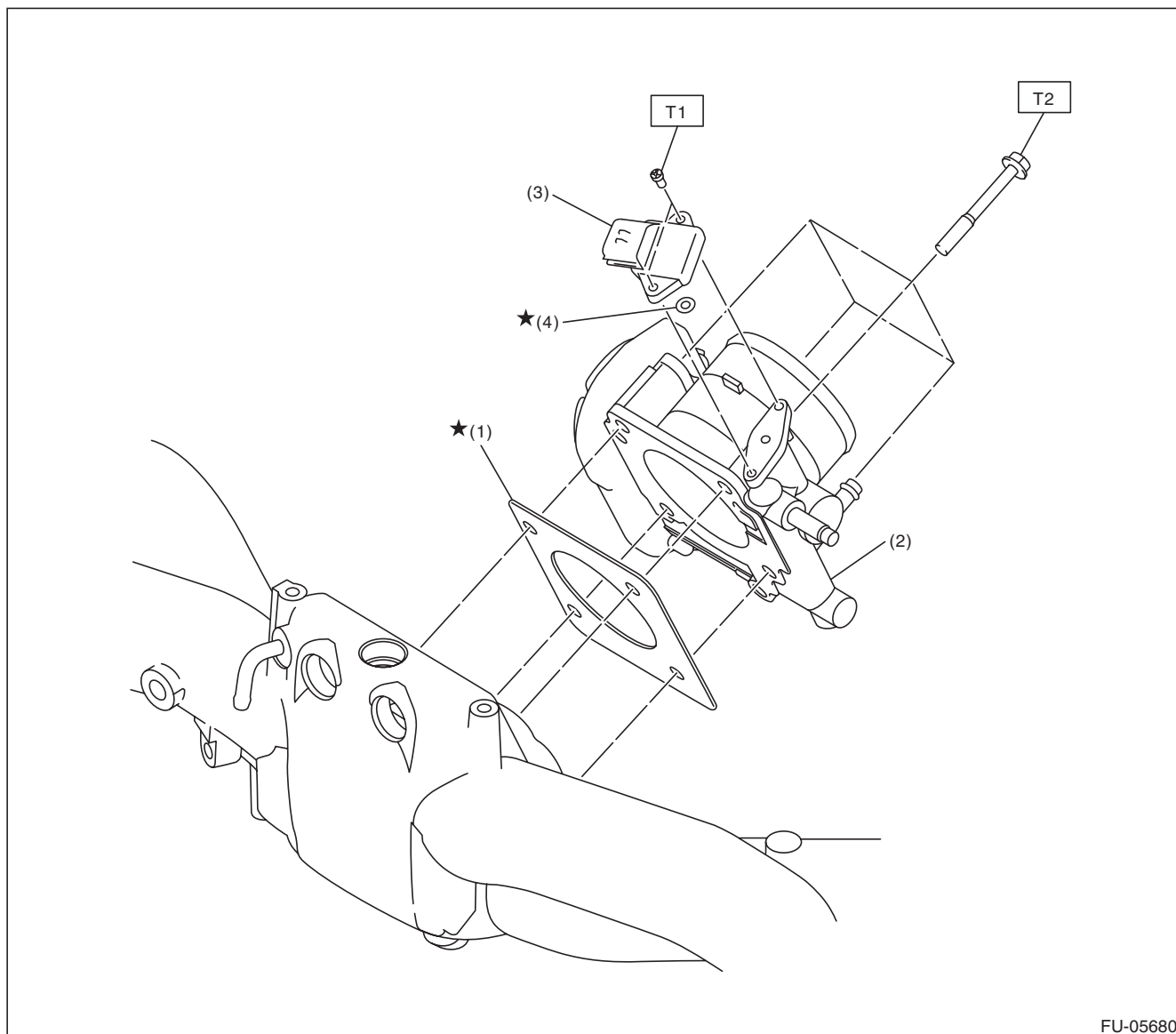
FUEL INJECTION (FUEL SYSTEMS)

(1) Fuel pipe ASSY	(13) Fuel injector pipe RH	(24) Vacuum hose
(2) Fuel hose	(14) Fuel injector pipe LH	(25) Vacuum hose
(3) Clamp	(15) Fuel pipe protector RH	(26) Air control hose
(4) Purge control solenoid valve 1	(16) Fuel pipe protector LH	
(5) Vacuum hose A	(17) Solenoid valve bracket	Tightening torque:N·m (kgf-m, ft-lb)
(6) Vacuum control hose	(18) Intake manifold	T1: 1.25 (0.1, 0.9)
(7) Intake manifold gasket	(19) Wastegate control solenoid valve	T2: 6.4 (0.7, 4.7)
(8) Guide pin	(20) Nipple	T3: 8.25 (0.8, 6.1)
(9) Tumble generator valve ASSY	(21) Nipple	T4: 16 (1.6, 11.8)
(10) Tumble generator valve gasket	(22) Clip	T5: 17 (1.7, 12.5)
(11) Fuel injector	(23) Purge control solenoid valve 2	T6: 19 (1.9, 14.0)
(12) O-ring		T7: 25 (2.5, 18.4)

General Description

FUEL INJECTION (FUEL SYSTEMS)

2. AIR INTAKE SYSTEM



FU-05680

(1) Gasket

(2) Throttle body

(3) Manifold absolute pressure sensor

(4) O-ring

Tightening torque: N·m (kgf-m, ft-lb)

T1: 2 (0.2, 1.5)

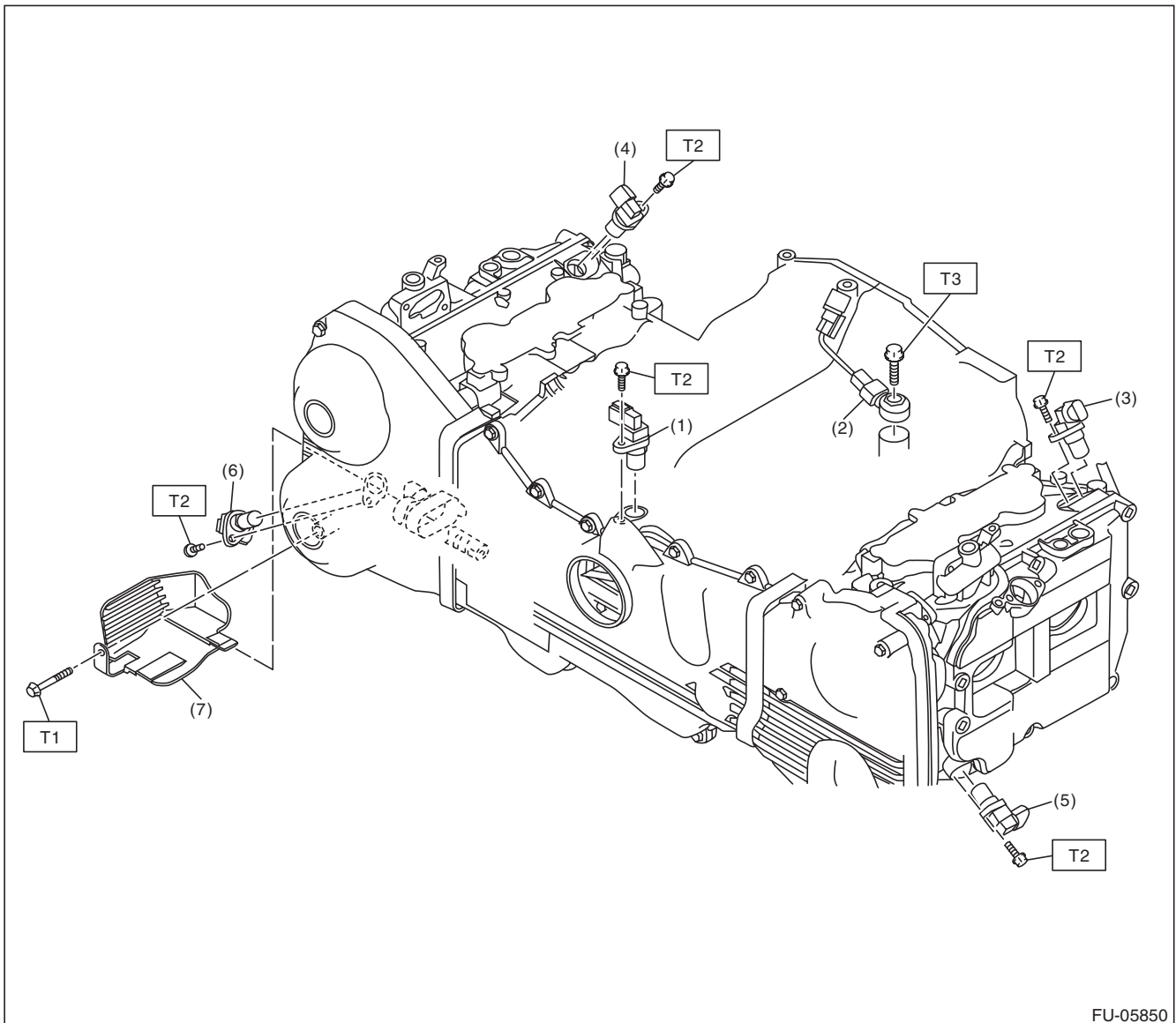
T2: 8 (0.8, 5.9)

FU(STI)-5

General Description

FUEL INJECTION (FUEL SYSTEMS)

3. CRANKSHAFT POSITION, CAMSHAFT POSITION AND KNOCK SENSORS



- (1) Crankshaft position sensor
- (2) Knock sensor
- (3) Intake camshaft position sensor LH
- (4) Intake camshaft position sensor RH

- (5) Exhaust camshaft position sensor LH
- (6) Exhaust camshaft position sensor RH
- (7) Engine harness cover

Tightening torque: N·m (kgf-m, ft-lb)

T1: 5 (0.5, 3.7)

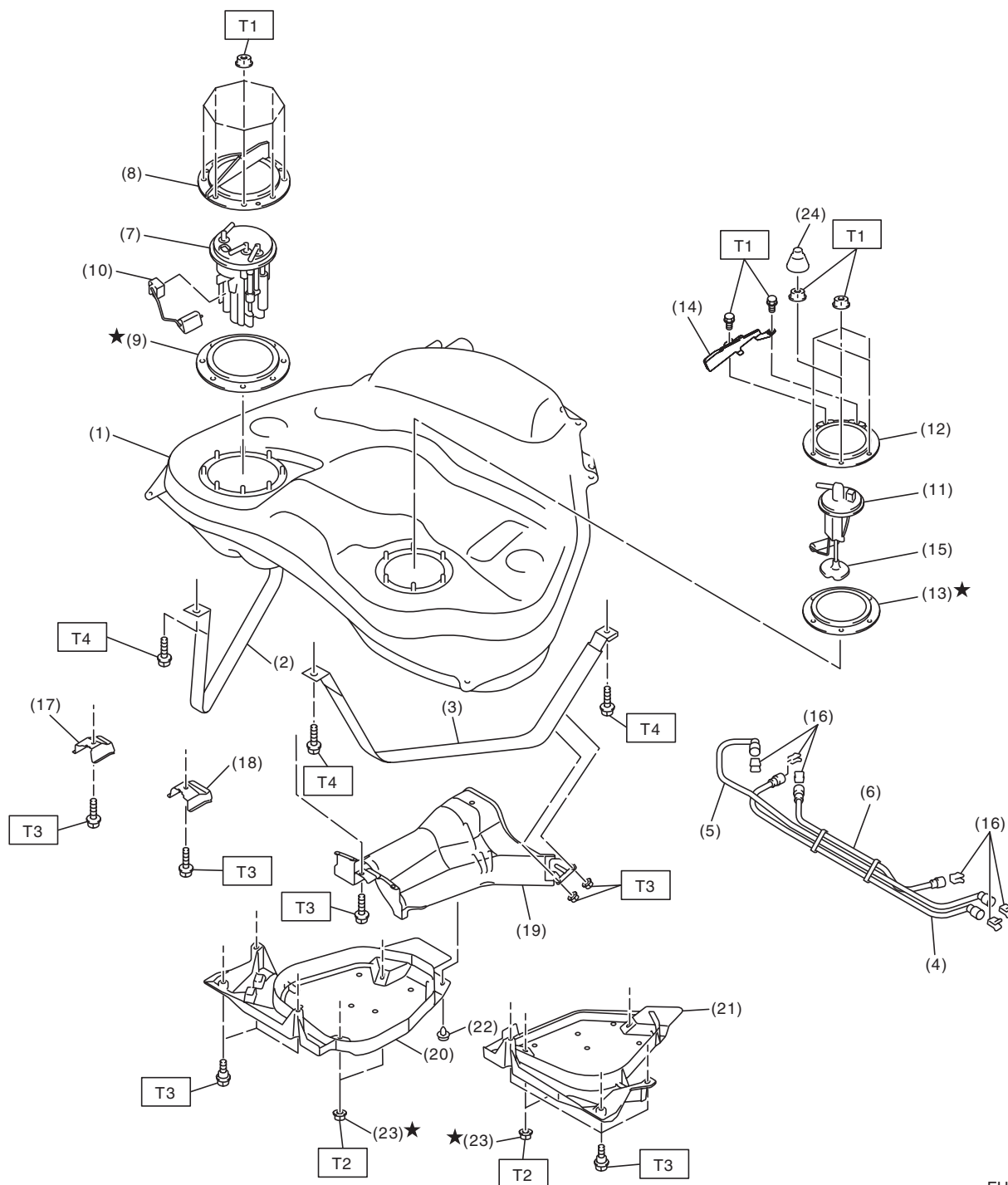
T2: 6.4 (0.7, 4.7)

T3: 24 (2.4, 17.7)

General Description

FUEL INJECTION (FUEL SYSTEMS)

4. FUEL TANK



FU-05748

FU(STI)-7

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Fuel tank	(11) Fuel sub level sensor	(21) Fuel tank protector LH
(2) Fuel tank band RH	(12) Fuel sub level sensor upper plate	(22) Clip
(3) Fuel tank band LH	(13) Fuel sub level sensor gasket	(23) Self-locking nut
(4) Fuel delivery tube	(14) Fuel sub level sensor protector	(24) Rubber cap
(5) Fuel return tube	(15) Fuel sub level sensor filter	
(6) Jet pump tube	(16) Retainer	
(7) Fuel pump ASSY	(17) Stopper RH	
(8) Fuel pump upper plate	(18) Stopper LH	
(9) Fuel pump gasket	(19) Heat shield cover	
(10) Fuel level sensor	(20) Fuel tank protector RH	

Tightening torque:N·m (kgf-m, ft-lb)

T1: 4.4 (0.4, 3.2)

T2: 9 (0.9, 6.6)

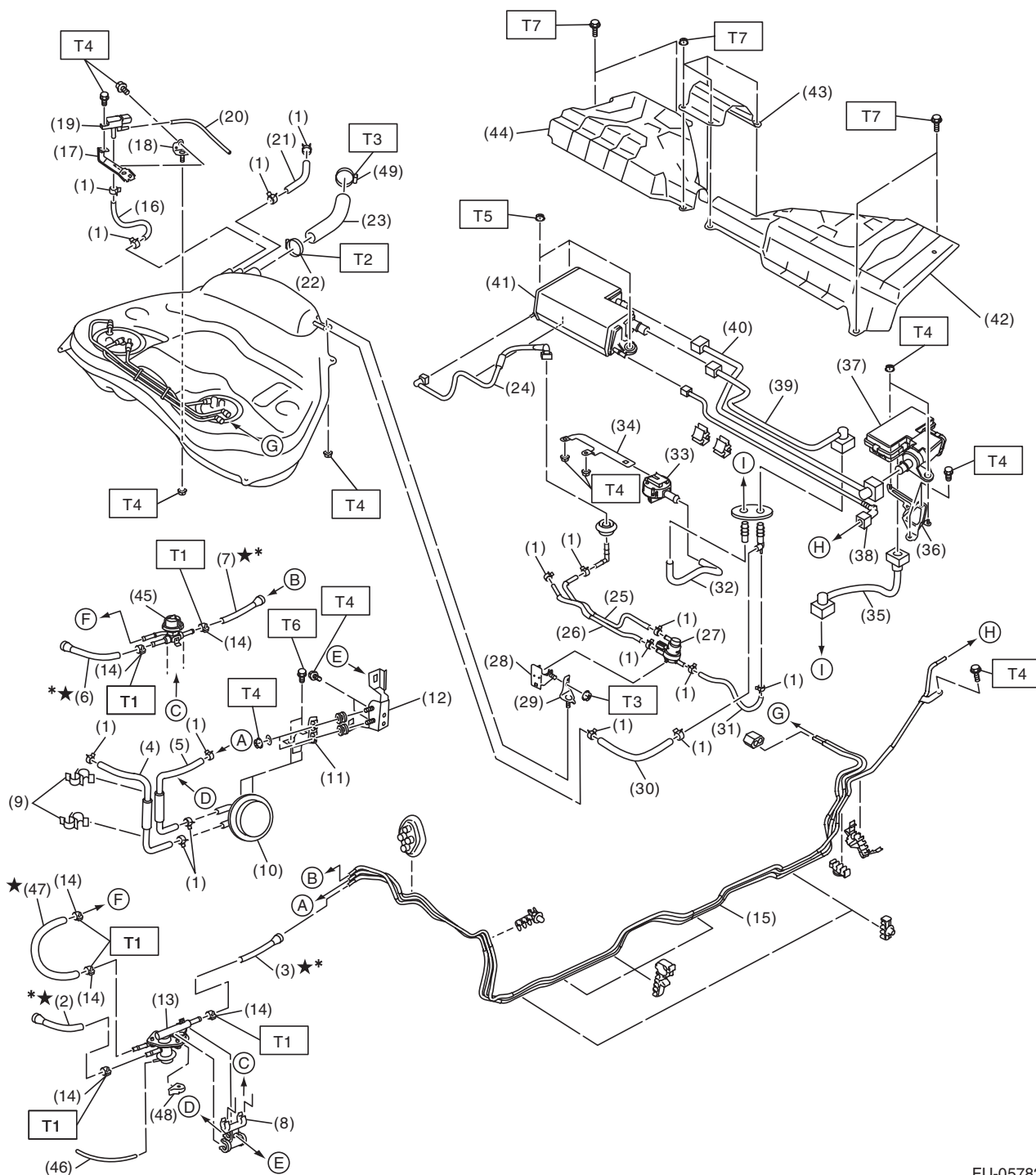
T3: 18 (1.8, 13.3)

T4: 33 (3.4, 24.3)

General Description

FUEL INJECTION (FUEL SYSTEMS)

5. FUEL LINE



FU-05782

FU(STI)-9

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Clip	(21) Evaporation hose C	(41) Canister
(2) Fuel return hose A	(22) Clamp	(42) Canister cover LH
(3) Fuel return hose B	(23) Fuel filler hose	(43) Center canister cover
(4) Evaporation hose A	(24) PCV drain tube	(44) Canister cover RH
(5) Evaporation hose B	(25) Evaporation hose D	(45) Pulsation damper ASSY
(6) Fuel delivery hose A	(26) Evaporation hose E	(46) Vacuum hose
(7) Fuel delivery hose B	(27) Pressure control solenoid valve	(47) Fuel hose
(8) Damper holder	(28) Pressure control solenoid valve bracket A	(48) Fuel pipe protector
(9) Clamp	(29) Pressure control solenoid valve bracket B	(49) Clamp
(10) Purge damper	(30) Evaporation hose F	
(11) Purge damper bracket	(31) Evaporation hose G	
(12) Damper bracket	(32) Drain hose	
(13) Pressure regulator & damper ASSY	(33) Drain separator	
(14) Clamp	(34) Drain separator bracket	
(15) Fuel pipe ASSY	(35) Drain tube A	
(16) Pressure hose	(36) Drain valve bracket	
(17) Fuel tank pressure sensor bracket A	(37) Drain valve	
(18) Fuel tank pressure sensor bracket B	(38) Purge tube	
(19) Fuel tank pressure sensor	(39) Vent tube	
(20) Vacuum hose	(40) Drain tube B	

Tightening torque:N-m (kgf-m, ft-lb)

T1: 1.25 (0.1, 0.9)

T2: 2 (0.2, 1.5)

T3: 2.5 (0.3, 1.8)

T4: 7.5 (0.8, 5.5)

T5: 8 (0.8, 5.9)

T6: 13 (1.3, 9.6)

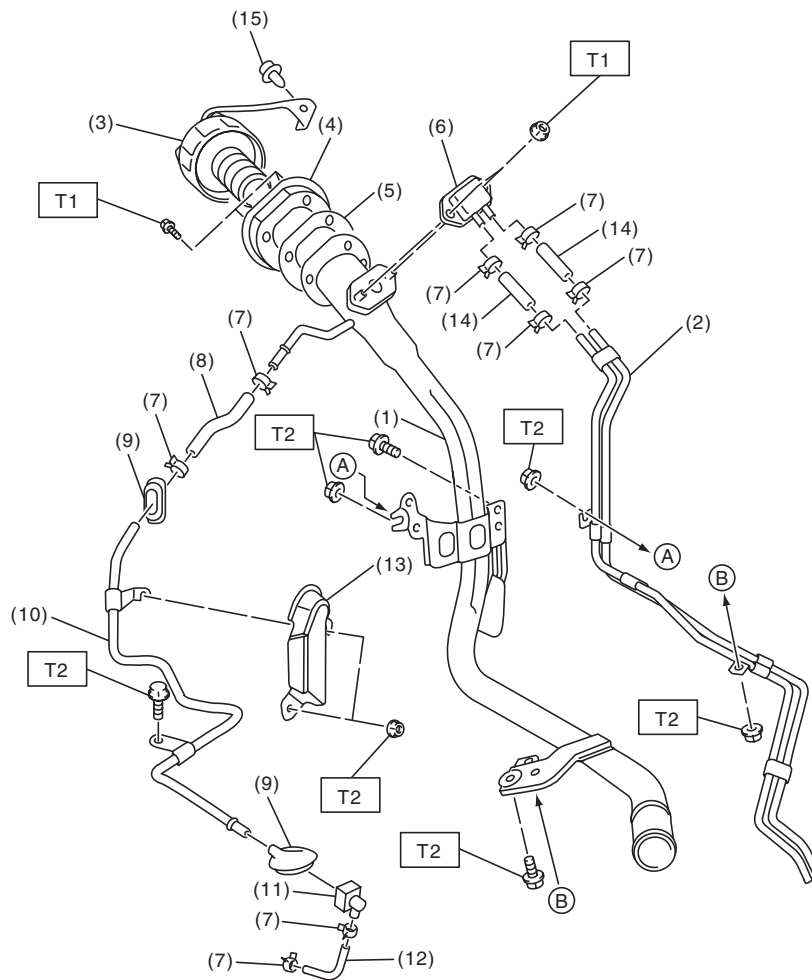
T7: 18 (1.8, 13.3)

* It can be reused if the quick connector side is disconnected.

General Description

FUEL INJECTION (FUEL SYSTEMS)

6. FUEL FILLER PIPE



FU-05749

- | | | |
|------------------------|---------------------------------|-------------------------|
| (1) Fuel filler pipe | (8) Evaporation hose A | (14) Evaporation hose C |
| (2) Evaporation pipe A | (9) Grommet | (15) Clip |
| (3) Fuel filler cap | (10) Evaporation pipe B | |
| (4) Filler ring | (11) Quick connector | |
| (5) Filler pipe gasket | (12) Evaporation hose B | |
| (6) Shut valve | (13) Evaporation pipe protector | |
| (7) Clip | | |

Tightening torque: N·m (kgf-m, ft-lb)

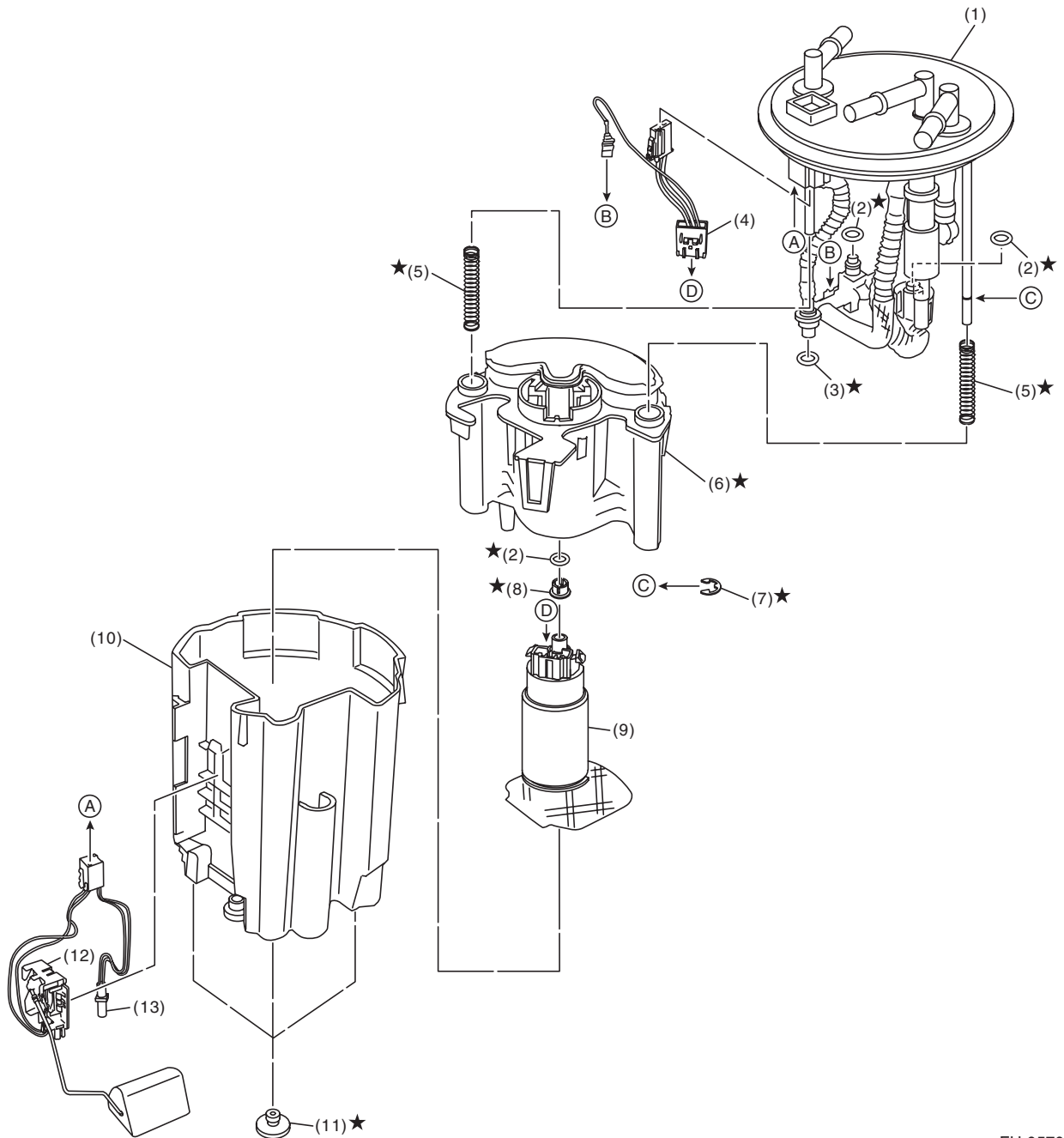
T1: 4.4 (0.4, 3.2)

T2: 7.5 (0.8, 5.5)

General Description

FUEL INJECTION (FUEL SYSTEMS)

7. FUEL PUMP



FU-05706

- | | | |
|---------------------------|-----------------|------------------------------|
| (1) Sub tank bracket ASSY | (6) Fuel filter | (11) Cushion |
| (2) O-ring | (7) Clip | (12) Fuel level sensor |
| (3) O-ring | (8) Spacer | (13) Fuel temperature sensor |
| (4) Fuel pump harness | (9) Pump ASSY | |
| (5) Spring | (10) Sub tank | |

FU(STI)-12

C: CAUTION

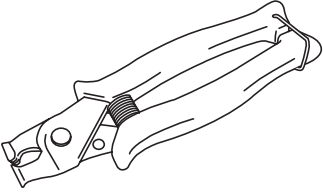
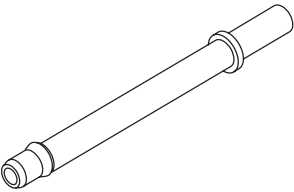
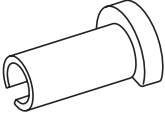
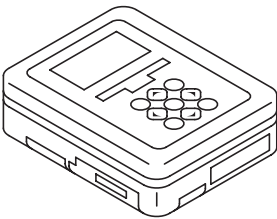
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- Place “NO OPEN FLAMES” signs near the working area.
- Prepare a container and cloth to prevent scattering of fuels when performing work where fuels can be spilled. If the fuel spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing fuel.

General Description

FUEL INJECTION (FUEL SYSTEMS)

D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	- Used for removing and installing the PCV hose. - This tool is made by the French company CAILLAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for draining fuel.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for removing the quick connector.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for draining fuel and each inspection.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Oscilloscope	Used for inspecting the waveform of each sensor.

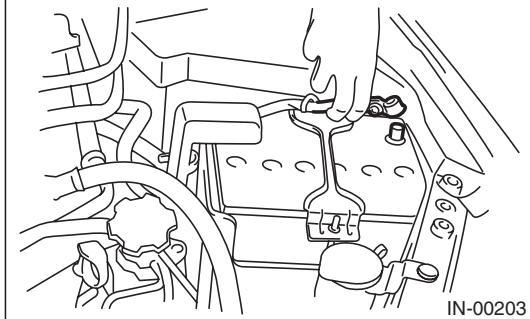
Throttle Body

FUEL INJECTION (FUEL SYSTEMS)

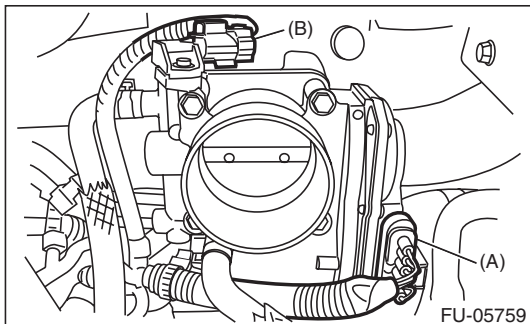
2. Throttle Body

A: REMOVAL

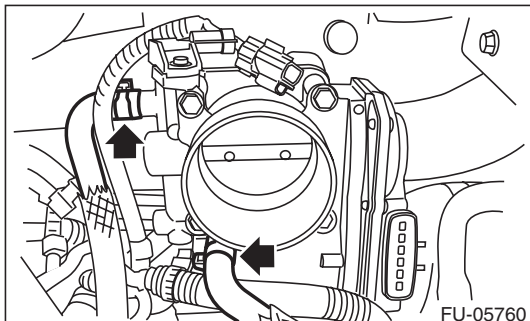
- 1) Disconnect the ground cable from battery.



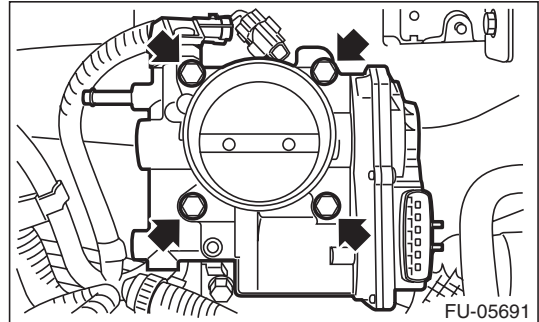
- 2) Lift up the vehicle.
3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
4) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
5) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>
6) Disconnect the connector (A) from the throttle position sensor, and the connector (B) from the manifold pressure sensor.



- 7) Disconnect the engine coolant hose from throttle body.



- 8) Remove the throttle body from the intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

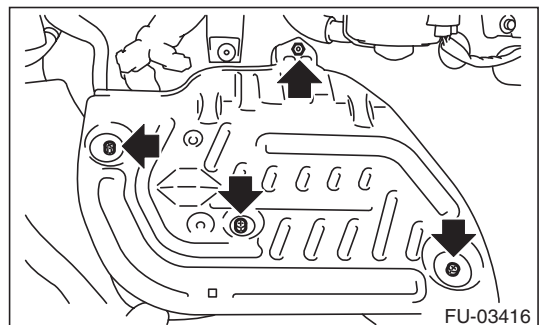
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)

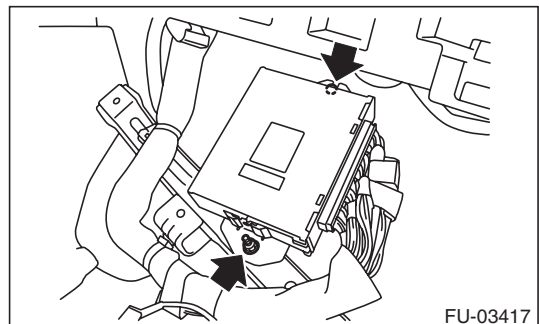
C: INSPECTION

1. THROTTLE SENSOR INSPECTION (METHOD WITH CIRCUIT TESTER)

- 1) Remove the lower inner trim of passenger's side. <Ref. to EI-55, REMOVAL, Lower Inner Trim.>
2) Turn over the floor mat of passenger's seat.
3) Remove the protect cover.



- 4) Remove the nuts and bolts which hold the ECM to the bracket.

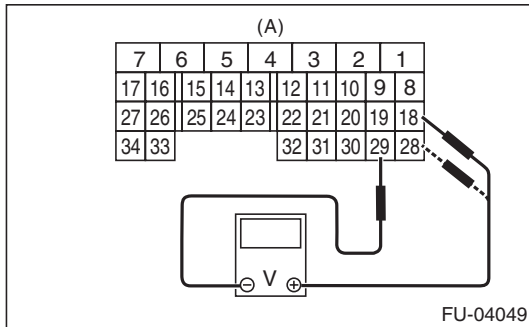


- 5) Turn the ignition switch to ON. (engine OFF)

Throttle Body

FUEL INJECTION (FUEL SYSTEMS)

6) Measure the voltage between ECM connector terminals.



(A) To ECM connector

Throttle sensor	Accelerator pedal	Terminal No.	Standard
Main	Not depressed (Full closed)	18 (+) and 29 (-)	Approx. 0.6 V
	Depressed (Full opened)		Approx. 3.96 V
Sub	Not depressed (Full closed)	28 (+) and 29 (-)	Approx. 1.48 V
	Depressed (Full opened)		Approx. 4.17 V

7) After inspection, install the related parts in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

2. THROTTLE SENSOR INSPECTION (METHOD WITH SUBARU SELECT MONITOR)

- 1) Turn the ignition switch to ON. (engine OFF)
- 2) Read the throttle opening angle signal and voltage of throttle sensor using Subaru Select Monitor.
<Ref. to EN(H4DOTC)(diag)-41, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

Throttle sensor	Throttle opening angle signal	Standard
Main	0.0%	Approx. 0.6 V
	100.0%	Approx. 3.96 V
Sub	0.0%	Approx. 1.48 V
	100.0%	Approx. 4.17 V

3. OTHER INSPECTIONS

- 1) Check that the throttle body has no deformation, cracks or other damages.
- 2) Check that the engine coolant hose has no cracks, damage or loose part.

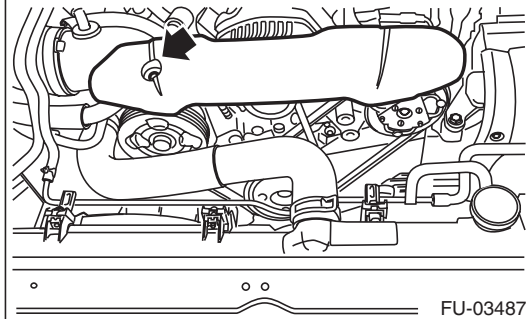
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

3. Intake Manifold

A: REMOVAL

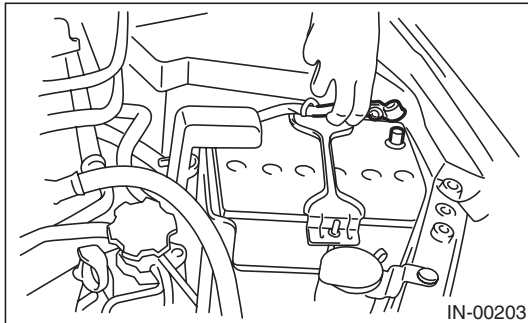
1) Remove the V-belt covers.



2) Collect the refrigerant from A/C system. <Ref. to AC-18, PROCEDURE, Refrigerant Recovery Procedure.>

3) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

4) Disconnect the ground cable from battery.



5) Open the fuel filler lid and remove the fuel filler cap.

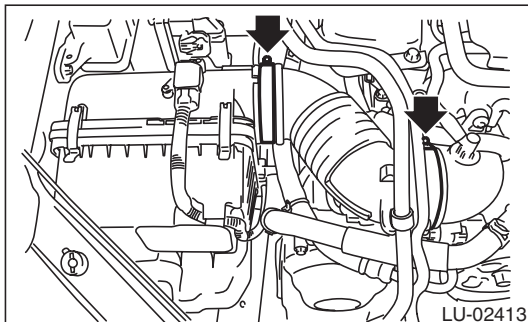
6) Lift up the vehicle.

7) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>

8) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

9) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>

10) Remove the air intake boot.



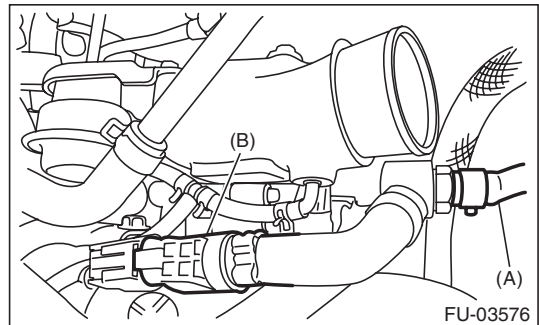
11) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

12) Remove the generator. <Ref. to SC(STI)-21, REMOVAL, Generator.>

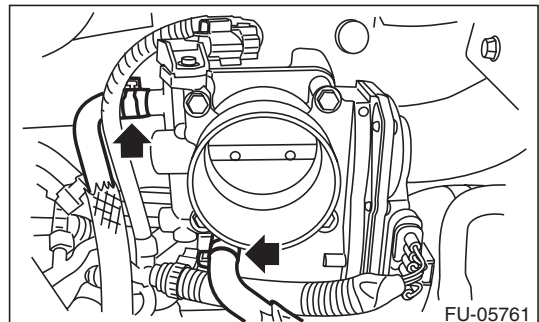
13) Remove the coolant filler tank. <Ref. to CO(STI)-28, REMOVAL, Coolant Filler Tank.>

14) Disconnect the A/C pressure hoses from A/C compressor. <Ref. to AC-36, REMOVAL, Hose and Pipe.>

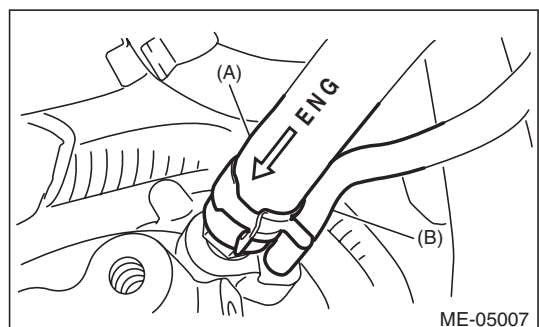
15) Disconnect the vacuum hose (A) from the PCV hose assembly and the PCV hose assembly connector (B) from the intake duct.



16) Disconnect the engine coolant hose from throttle body.



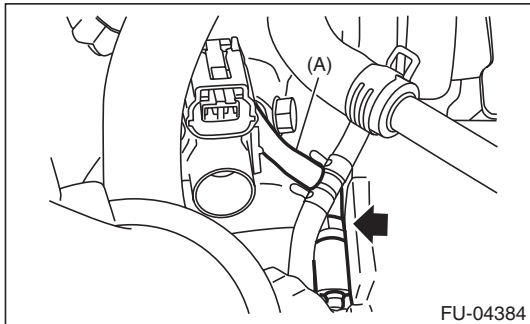
17) Disconnect the brake booster vacuum hose (A) and pressure regulator vacuum hose (B) from the intake manifold.



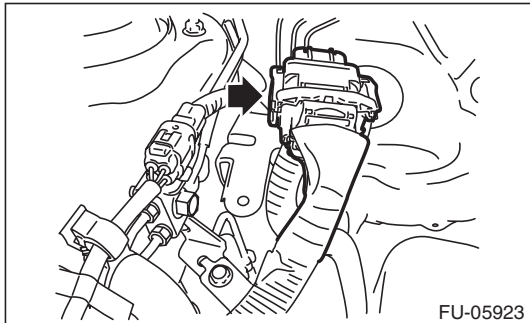
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

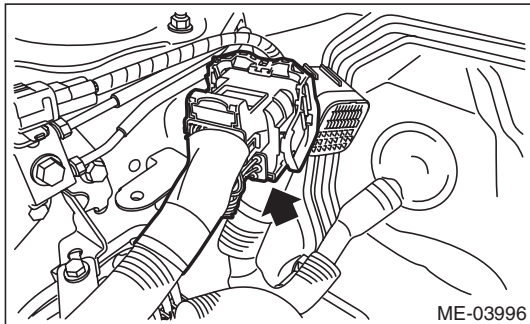
18) Disconnect the air control hose (A) from the waste gate actuator, and loosen the clamp which holds the intake duct to the turbocharger.



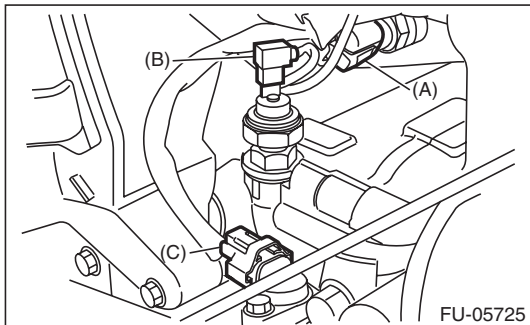
19) Disconnect the bulkhead harness connectors from the engine harness connectors.



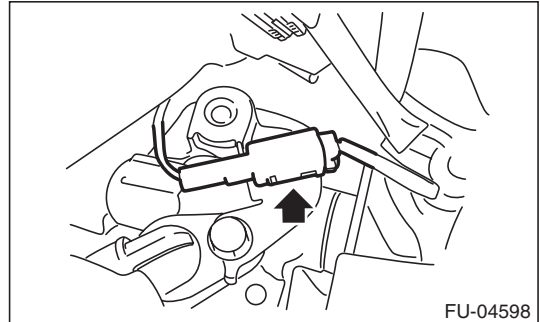
20) Remove the engine harness connector from the engine harness bracket.



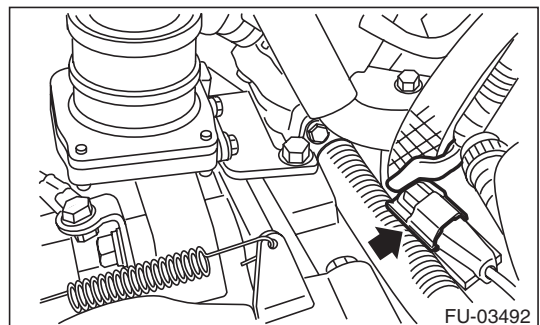
21) Disconnect the connector (A) from the engine coolant temperature sensor, connector (B) from the oil pressure switch, and connector (C) from the crankshaft position sensor.



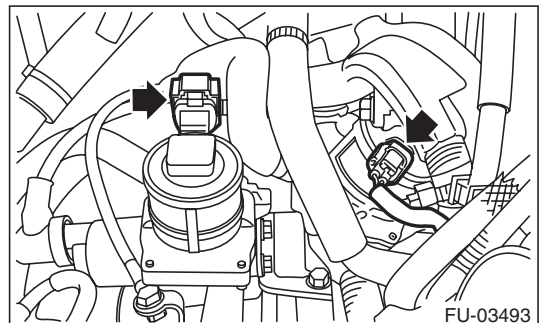
22) Disconnect the connector from power steering pump switch.



23) Disconnect the connector from the knock sensor.



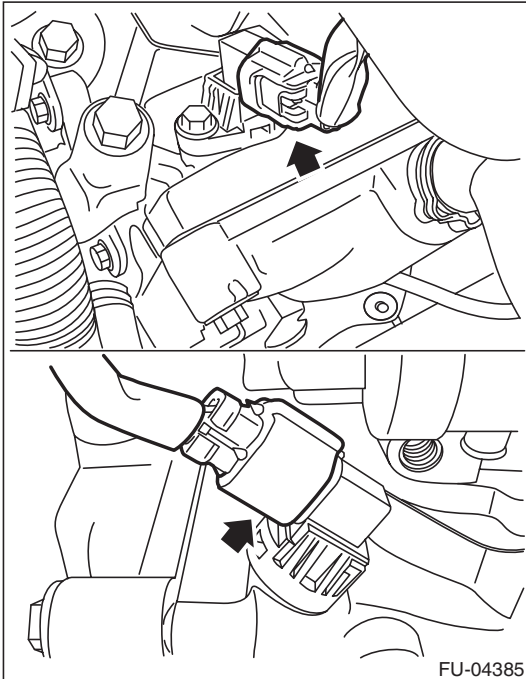
24) Disconnect the connector from the secondary air combination valve.



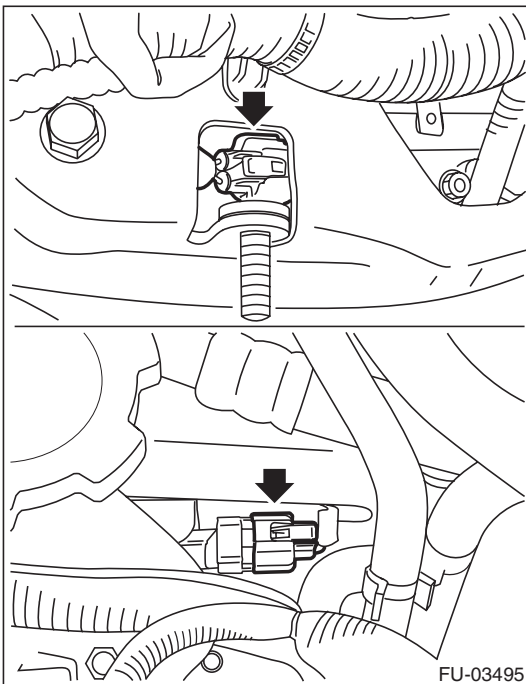
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

25) Disconnect the connector from the intake camshaft position sensor.

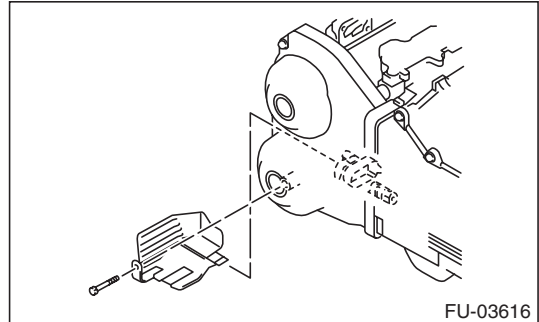


26) Disconnect the connector from the intake oil flow control solenoid valve.

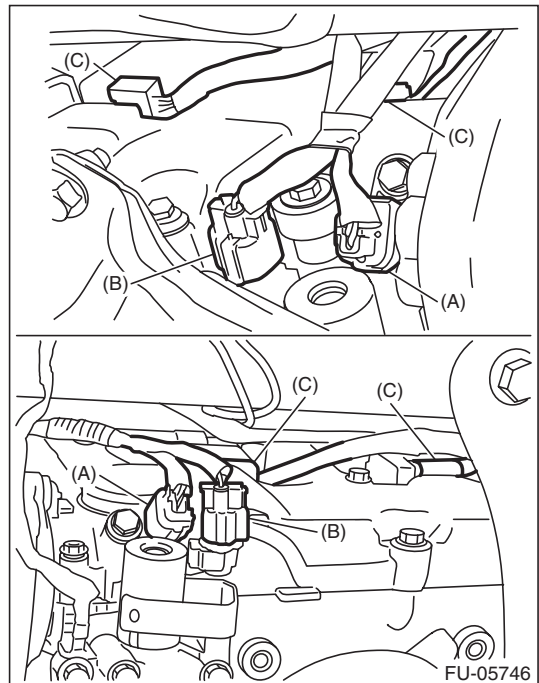


27) Lift up the vehicle.

28) Remove the engine harness cover. (right side only.)

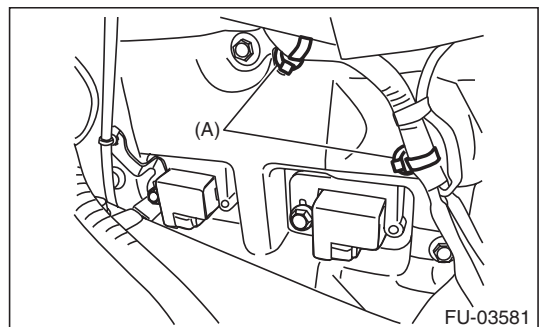


29) Disconnect connector (A) from the exhaust camshaft position sensor, connector (B) from the exhaust oil flow control solenoid valve, and connector (C) from the ignition coil.



30) Lower the vehicle.

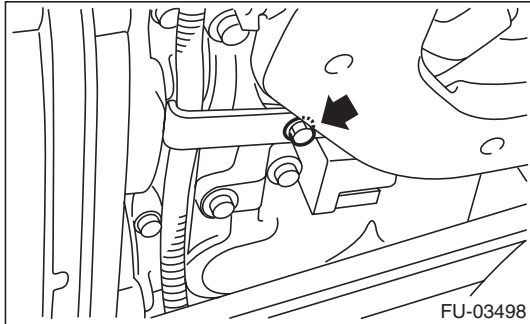
31) Remove the clip (A) which hold the engine harness to the rocker cover RH.



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

32) Remove the bolts that secure the air duct to the rocker cover LH, and remove the engine harness.



33) Disconnect the fuel delivery hose, fuel return hose and evaporation hose.

CAUTION:

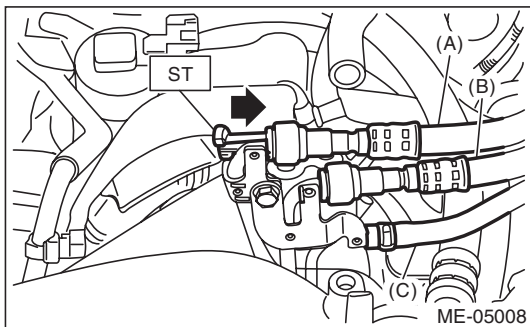
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

(1) Set the ST to the fuel pipe.

ST 42099AE000 QUICK CONNECTOR RELEASE

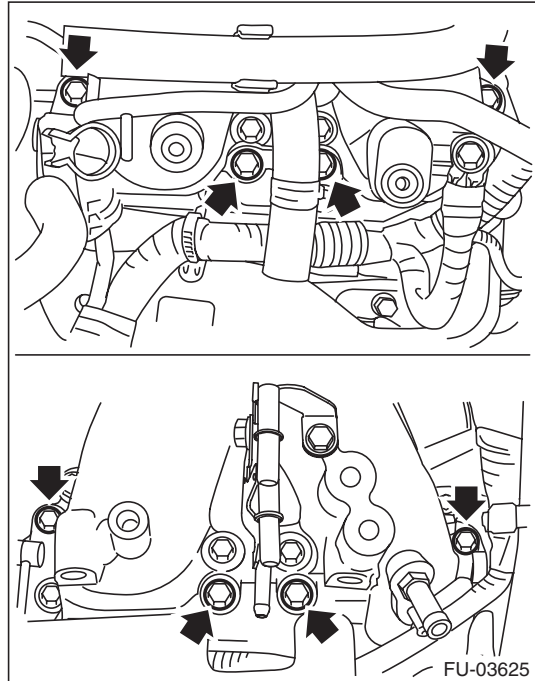
(2) Disconnect the quick connector of the fuel delivery hose and fuel return hose by pushing the ST in the direction of the arrow.

(3) Remove the clip and disconnect the evaporation hose from the fuel pipe.



- (A) Fuel delivery hose
(B) Fuel return hose
(C) Evaporation hose

34) Remove the intake manifold from cylinder head.



B: INSTALLATION

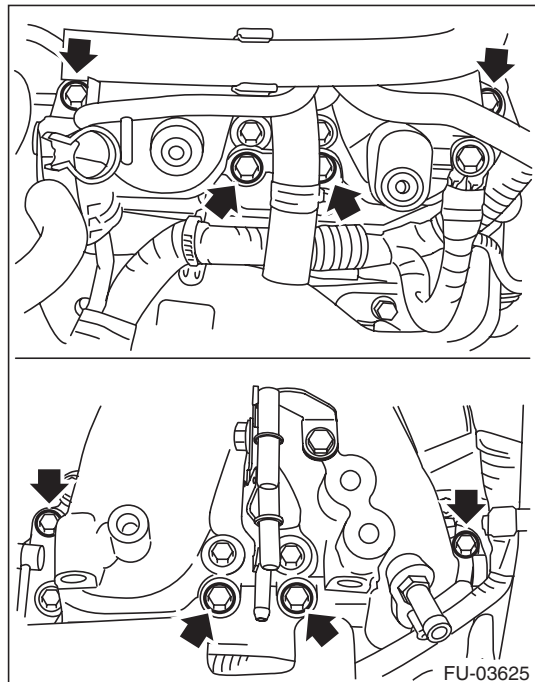
1) Install the intake manifold onto cylinder heads.

NOTE:

Use a new gasket.

Tightening torque:

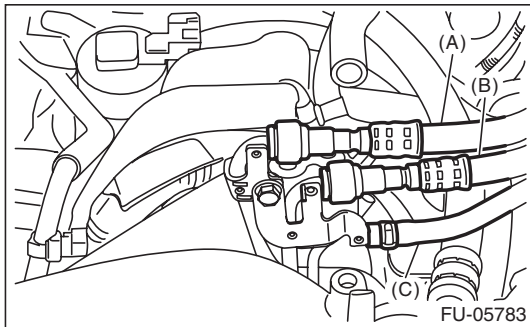
25 N·m (2.5 kgf-m, 18.4 ft-lb)



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

2) Connect the fuel delivery hose, fuel return hose, and evaporation hose.

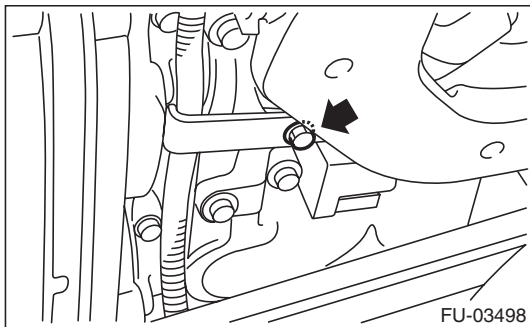


- (A) Fuel delivery hose
- (B) Fuel return hose
- (C) Evaporation hose

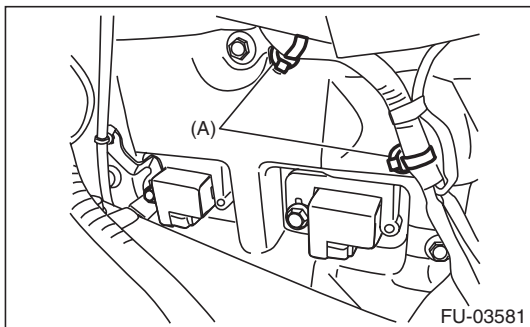
3) Fix the engine harness to the rocker cover LH with the air duct.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

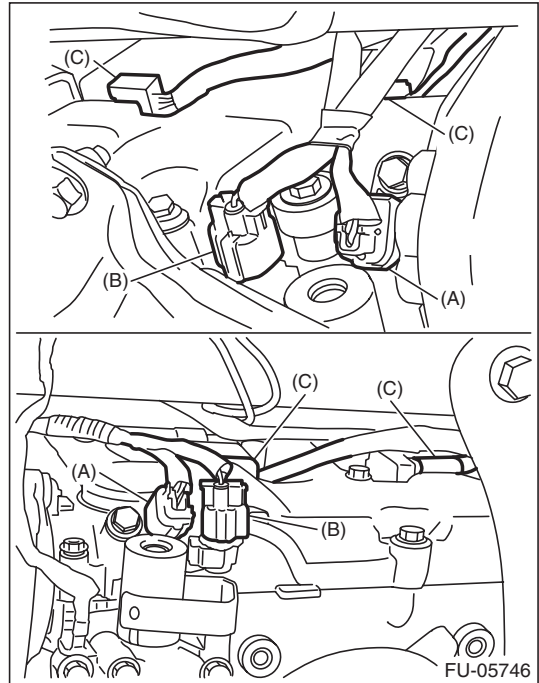


4) Fix the engine harness to the rocker cover RH with clips (A).



5) Lift up the vehicle.

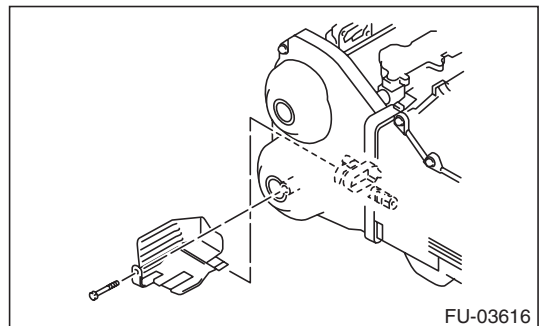
6) Connect connector (A) to the exhaust camshaft position sensor, connector (B) to the exhaust oil flow control solenoid valve, connector (C) to the ignition coil.



7) Install the engine harness cover. (right side only.)

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

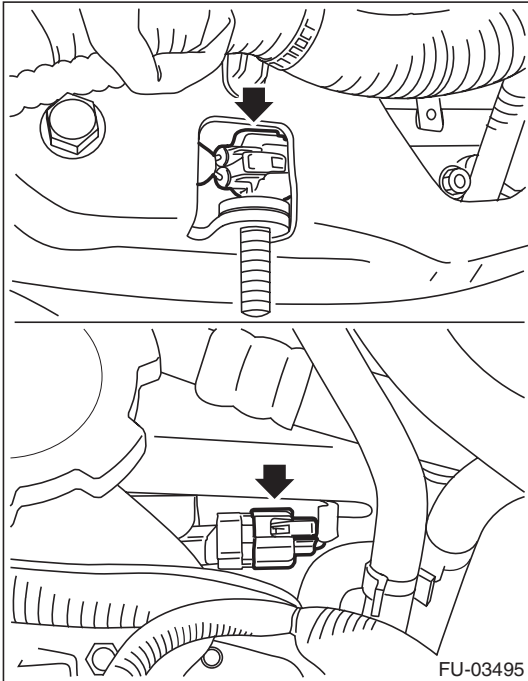


8) Lower the vehicle.

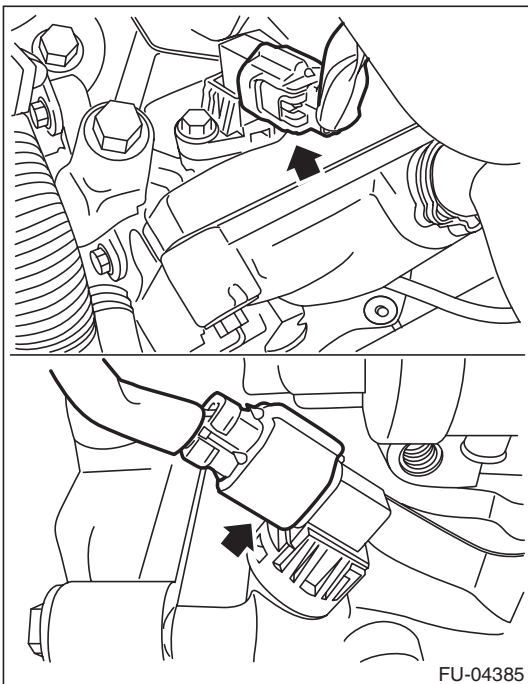
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

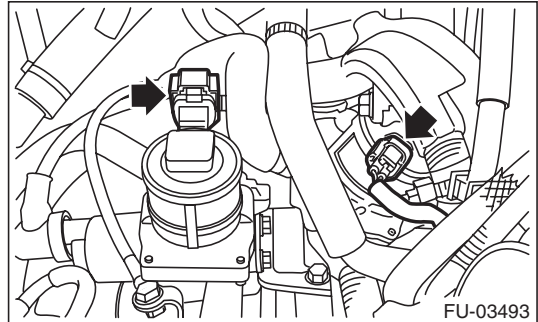
9) Connect the connector to the intake oil flow control solenoid valve.



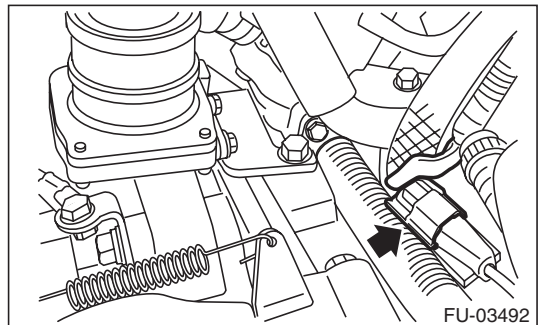
10) Connect the connector to the intake camshaft position sensor.



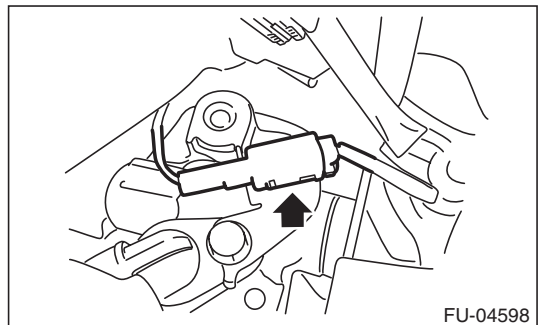
11) Connect the connector to the secondary air combination valve.



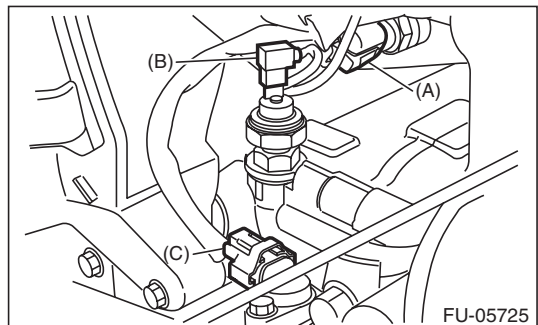
12) Connect the connector to the knock sensor.



13) Connect the connector to the power steering pump switch.



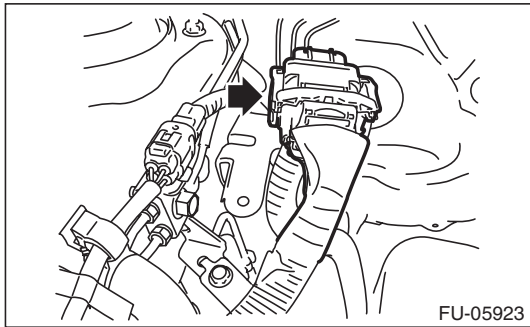
14) Connect the connector (A) to the engine coolant temperature sensor, connector (B) to the oil pressure switch, and the connector (C) to the crankshaft position sensor.



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

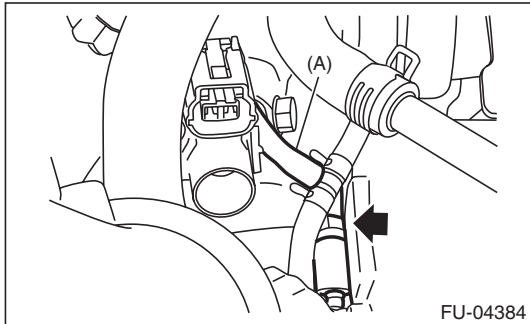
15) Install the engine harness connector to engine harness bracket, then connect the bulkhead harness connector to the engine harness connector.



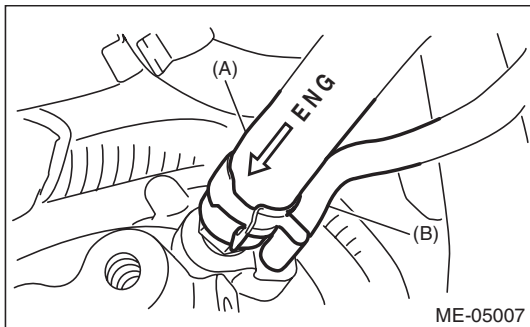
16) Connect the air control hose (A) to the wastegate actuator, and install the turbocharger to the intake duct.

Tightening torque:

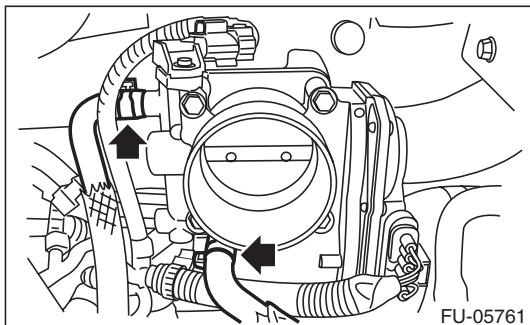
3 N·m (0.3 kgf-m, 2.2 ft-lb)



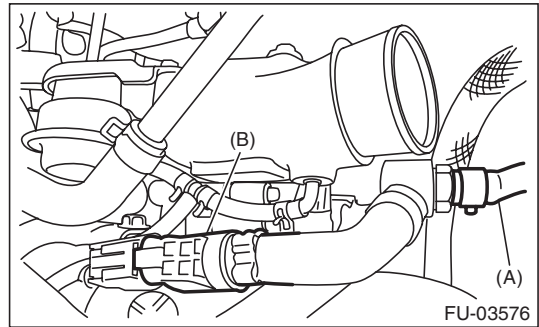
17) Connect the brake booster vacuum hose (A) and pressure regulator vacuum hose (B) to the intake manifold.



18) Connect the engine coolant hoses to throttle body.



19) Connect the vacuum hose (A) to the PCV hose assembly and the PCV hose assembly connector (B) to the intake duct.



20) Install the A/C pressure hoses to A/C compressor. <Ref. to AC-36, INSTALLATION, Hose and Pipe.>

21) Install the coolant filler tank. <Ref. to CO(STI)-28, INSTALLATION, Coolant Filler Tank.>

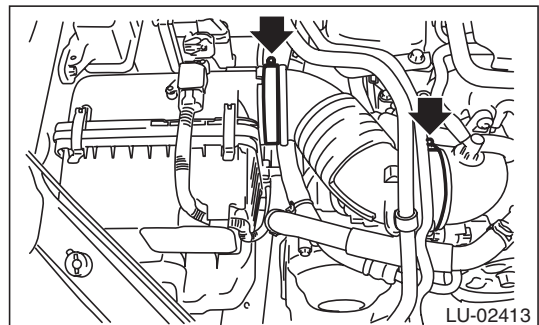
22) Install the generator. <Ref. to SC(STI)-21, INSTALLATION, Generator.>

23) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.>

24) Install the air intake boot.

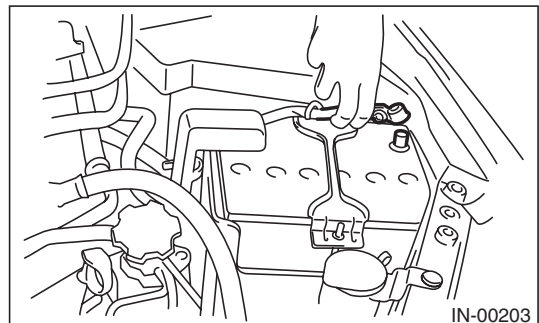
Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



25) Install the air intake duct. <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.>

26) Connect the battery ground terminal.



27) Lift up the vehicle.

28) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>

29) Lower the vehicle.

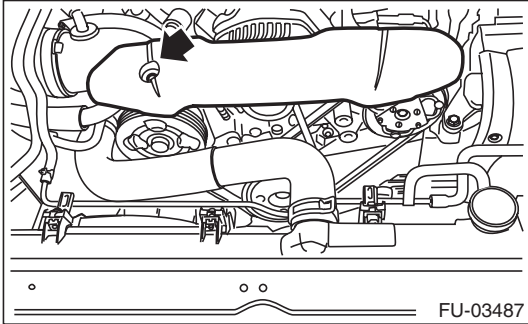
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

30) Install the V-belt cover.

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)

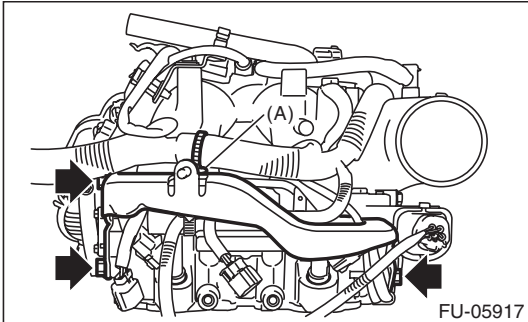


31) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

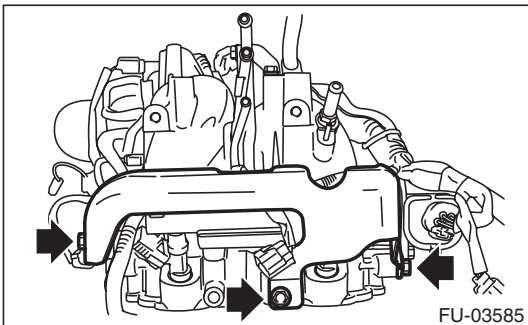
32) Charge the A/C system with refrigerant. <Ref. to AC-19, PROCEDURE, Refrigerant Charging Procedure.>

C: DISASSEMBLY

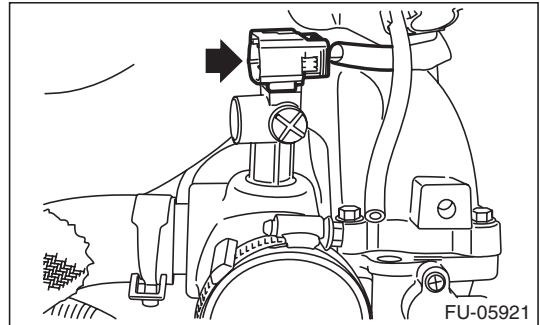
1) Remove clamp (A) holding the fuel pipe protector RH to the engine harness, and remove the fuel pipe protector RH.



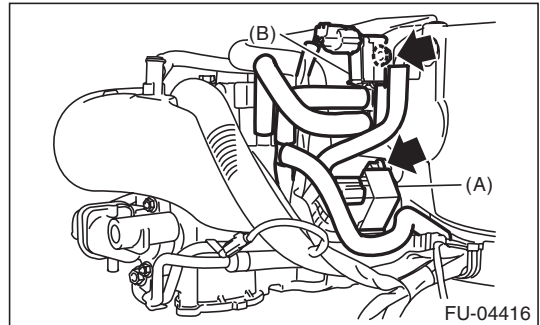
2) Remove the fuel pipe protector LH.



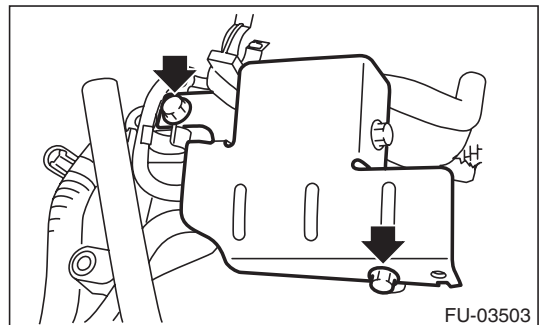
3) Remove the connector from the intake duct.



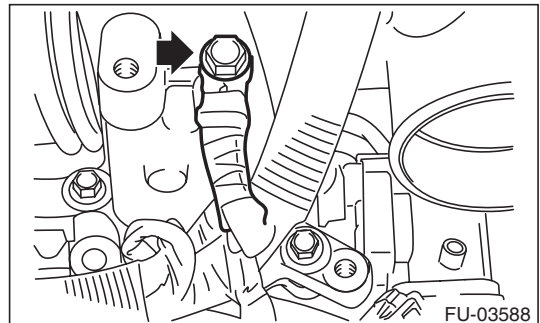
4) Remove purge control solenoid valve 1 (A) and purge control solenoid valve 2 (B).



5) Remove the solenoid valve bracket together with the wastegate control solenoid valve.



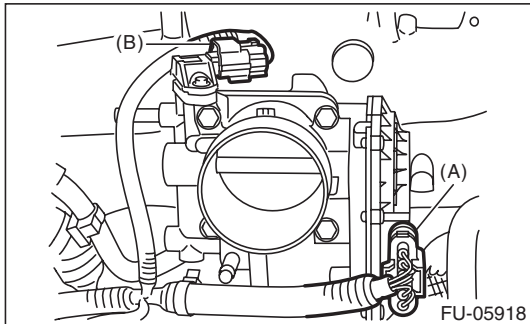
6) Remove the engine ground terminals from the intake manifold.



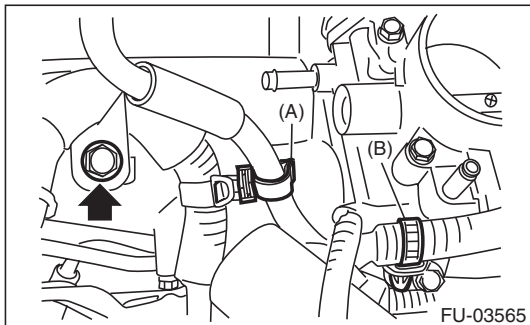
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

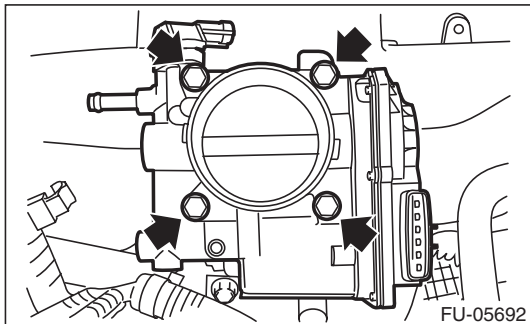
7) Disconnect the connector (A) from the throttle position sensor, and the connector (B) from the manifold pressure sensor.



8) Remove clip (A) holding the engine harness and vacuum hose, clip (B) holding the engine harness to the engine harness stay, and the bolt holding the engine harness to the intake manifold.

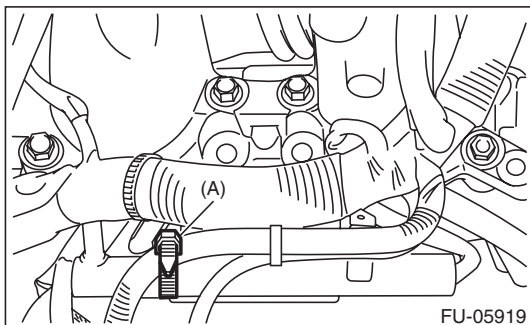


9) Remove the throttle body from the intake manifold.

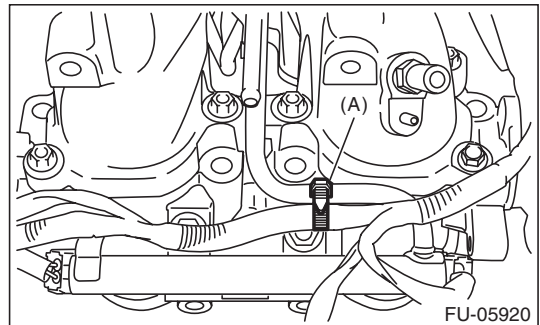


10) Remove the harness band (A) which holds the engine harness to the fuel injector pipe.

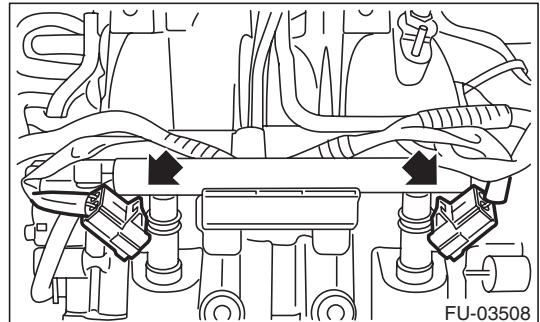
• RH side



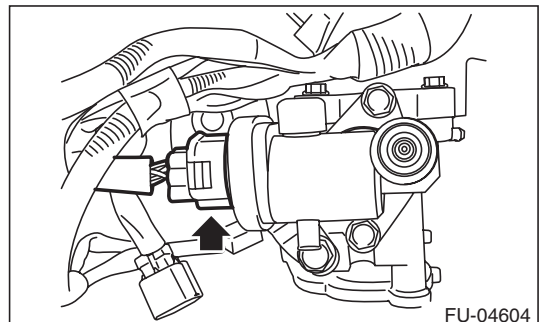
• LH side



11) Disconnect the connector from fuel injector.

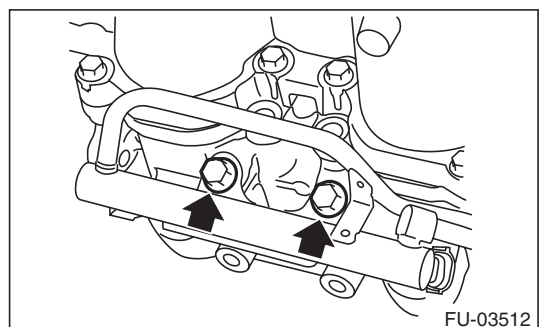


12) Disconnect the connector from the tumble generator valve assembly.



13) Remove the bolts which hold fuel injector pipe.

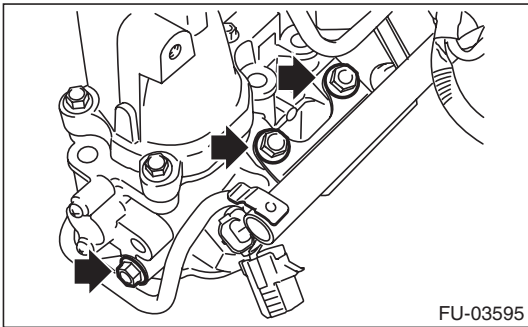
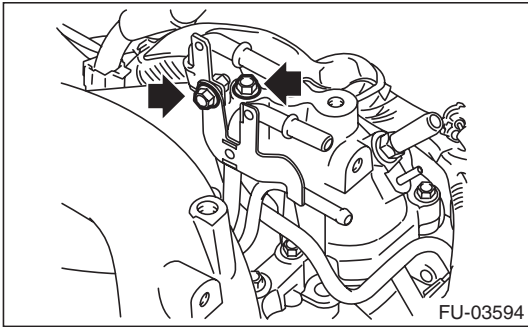
• RH side



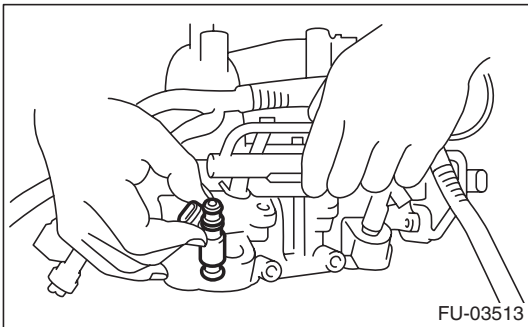
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

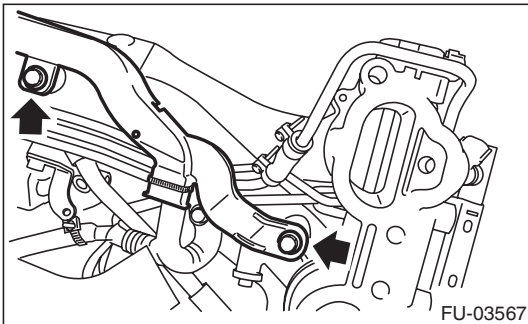
- LH side



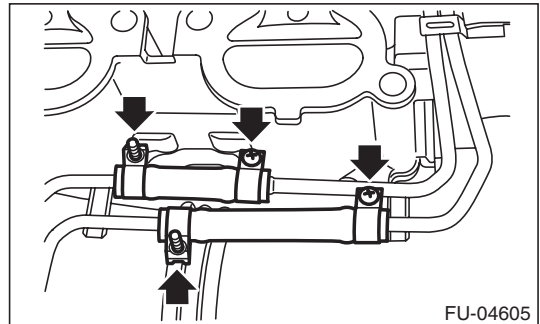
- 14) Remove the fuel injector.



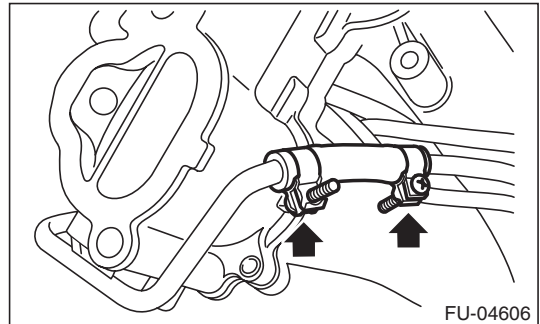
- 15) Remove the harness brackets holding the engine harness to the intake manifold, and remove the engine harness.



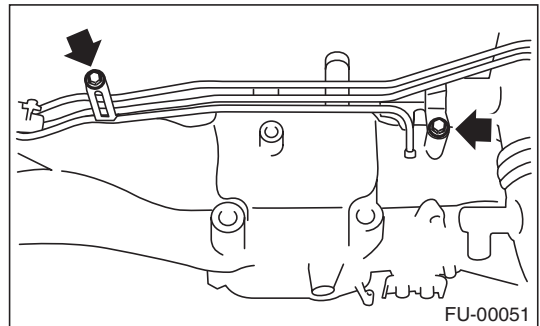
- 16) Loosen the clamp holding the RH side fuel hose to the fuel injector pipe RH, and remove the fuel injector pipe RH.



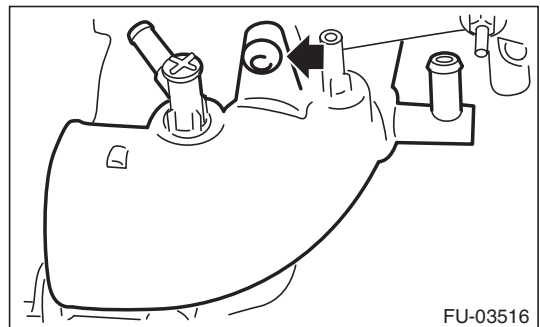
- 17) Loosen the clamp holding the LH side fuel hose to the fuel injector pipe LH, and remove the fuel injector pipe LH.



- 18) Remove the bolts holding the fuel pipe assembly to the intake manifold, and remove the fuel pipe assembly.



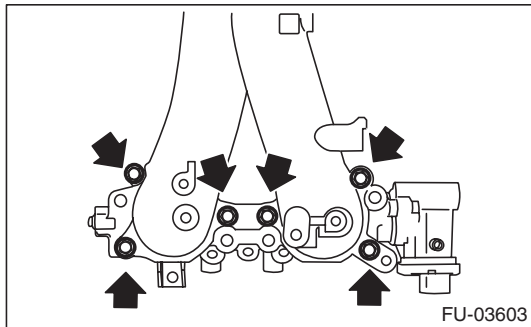
- 19) Remove the intake duct from intake manifold.



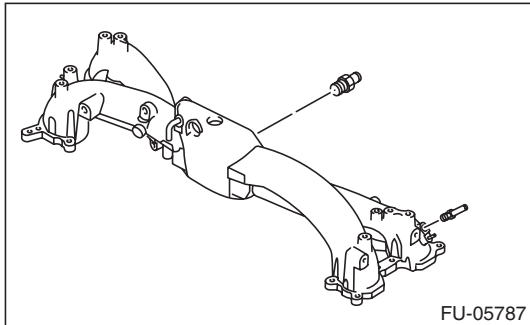
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

20) Remove the tumble generator valve assembly from the intake manifold.



21) Remove the nipple from the intake manifold.



D: ASSEMBLY

1) Apply liquid gasket to the nipple threads, and install the nipple to the intake manifold.

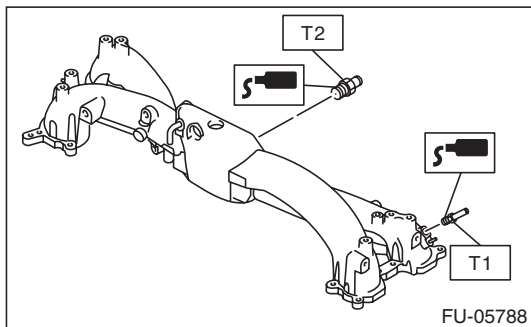
Liquid gasket:

THREE BOND 1105 (Part No. 004403010)

Tightening torque:

T1: 17 N·m (1.7 kgf-m, 12.5 ft-lb)

T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



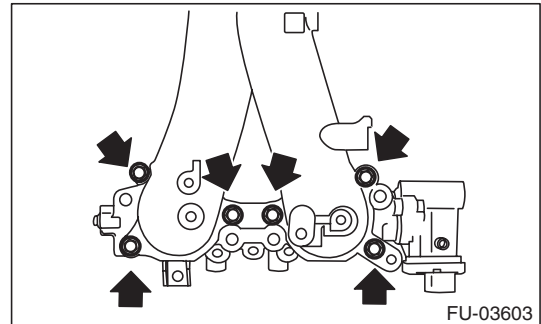
2) Install the tumble generator valve assembly onto intake manifold.

NOTE:

Use a new gasket.

Tightening torque:

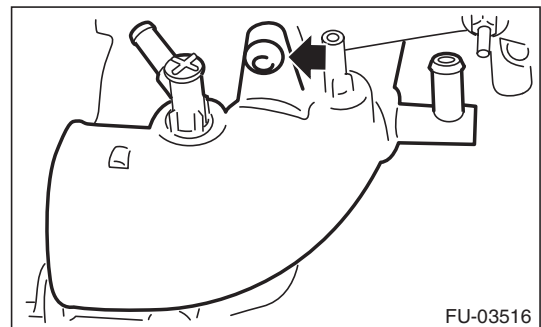
8.25 N·m (0.8 kgf-m, 6.1 ft-lb)



3) Install the air intake duct to the intake manifold.

Tightening torque:

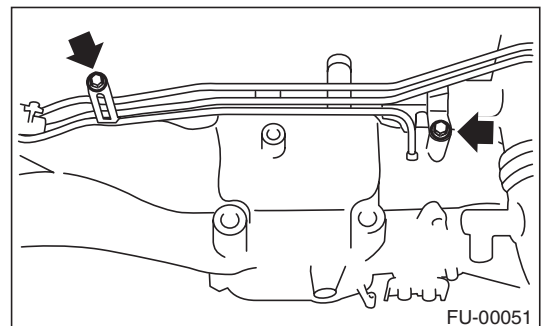
17 N·m (1.7 kgf-m, 12.5 ft-lb)



4) Install the fuel pipe assembly to the intake manifold.

Tightening torque:

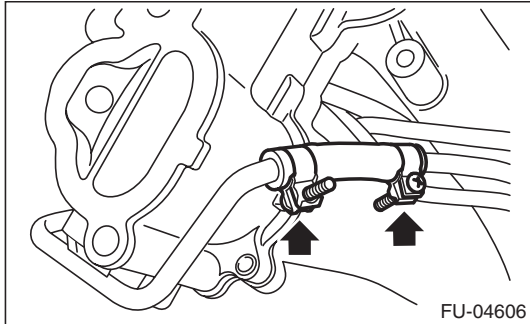
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



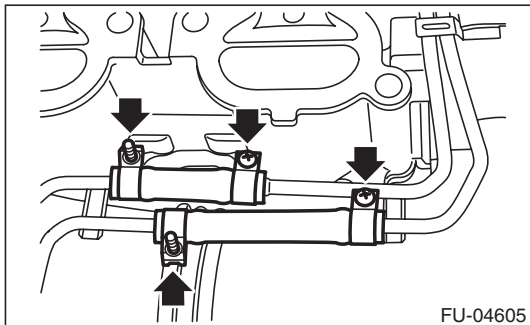
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

5) Install the fuel injector pipe LH and connect the LH side fuel hose to the fuel injector pipe LH. <Ref. to FU(STI)-94, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>



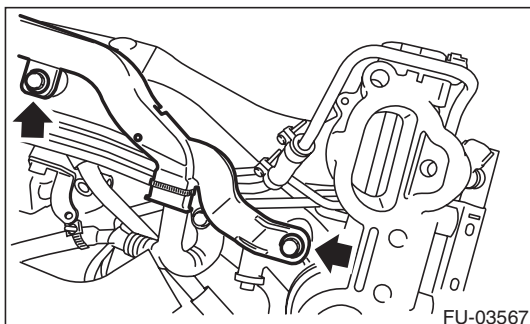
6) Install the fuel injector pipe RH and connect the RH side fuel hose to the fuel injector pipe RH. <Ref. to FU(STI)-94, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>



7) Install the engine harness to the intake manifold and attach the harness brackets holding the engine harness.

Tightening torque:

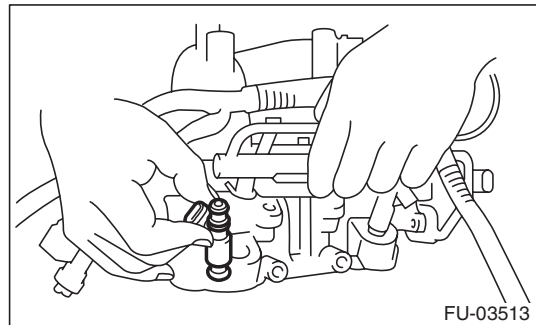
19 N·m (1.9 kgf-m, 14.0 ft-lb)



8) Install the fuel injector.

NOTE:

Use new O-rings.

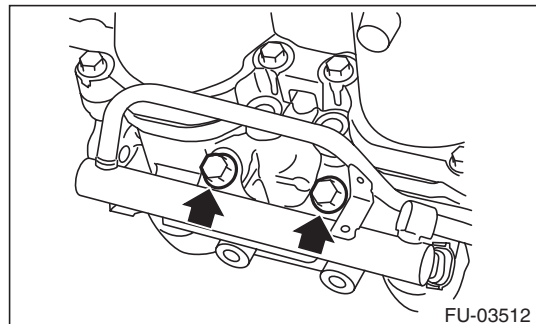


9) Install the bolts which hold fuel injector pipe.

• RH side

Tightening torque:

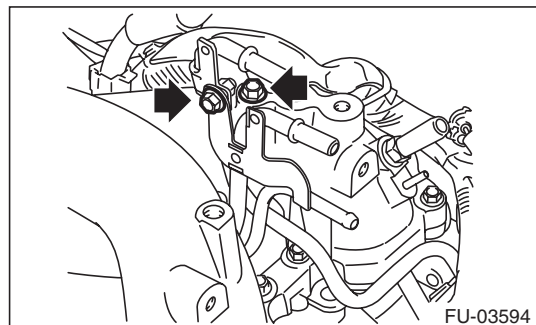
19 N·m (1.9 kgf-m, 14.0 ft-lb)



• LH side

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

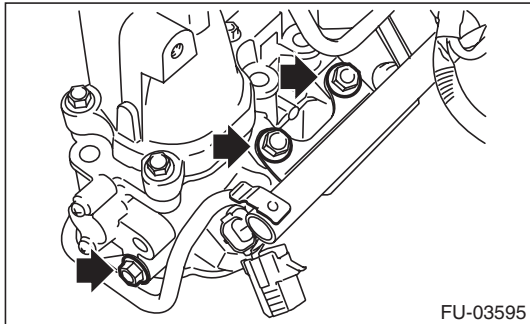


Intake Manifold

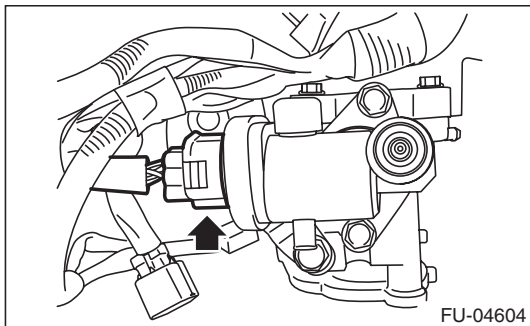
FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

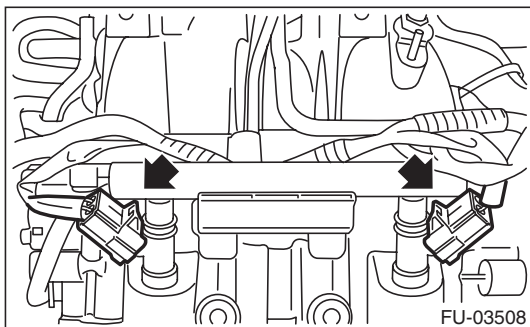
19 N·m (1.9 kgf-m, 14.0 ft-lb)



10) Connect the connector to the tumble generator valve assembly.

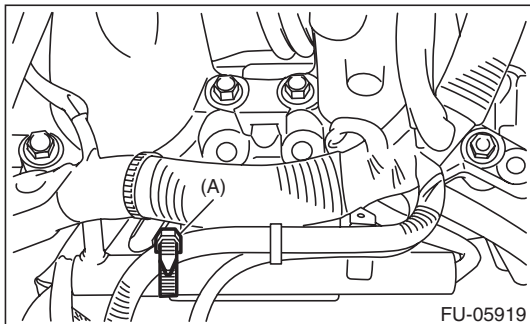


11) Connect the connectors to the fuel injector.

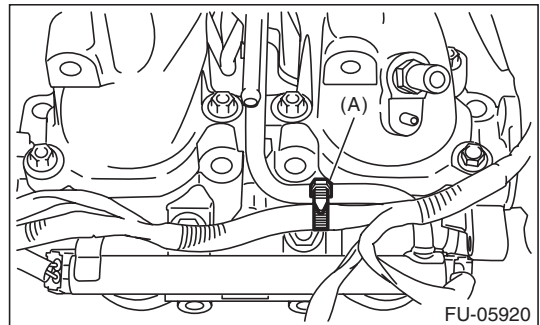


12) Secure the engine harness to the fuel injector pipe with the harness band (A).

• RH side



• LH side



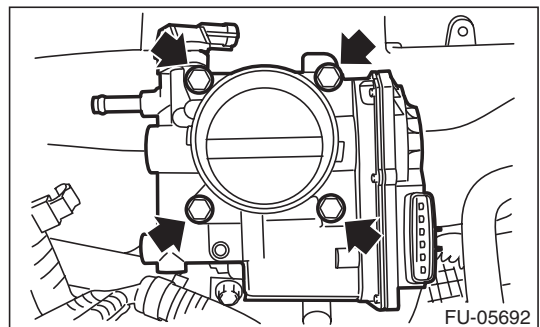
13) Install the throttle body to the intake manifold.

NOTE:

Use a new gasket.

Tightening torque:

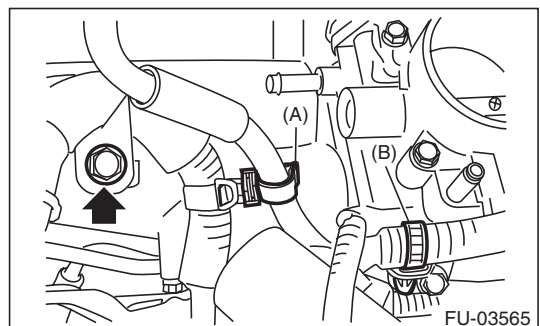
8 N·m (0.8 kgf-m, 5.9 ft-lb)



14) Secure the engine harness and vacuum hose using the clip (A), and secure the engine harness to the engine harness stay using the clip (B), and install the bolt which holds the engine harness to the intake manifold.

Tightening torque:

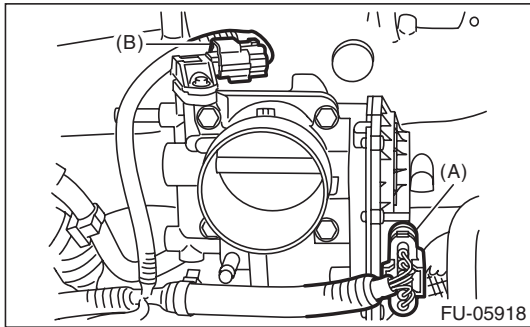
19 N·m (1.9 kgf-m, 14.0 ft-lb)



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

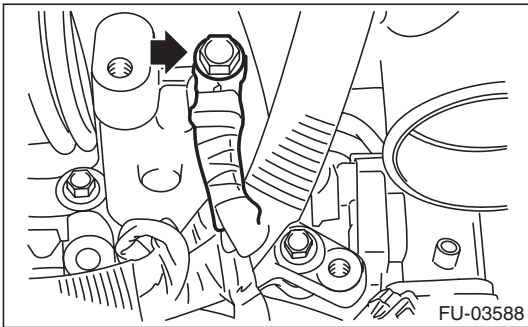
15) Connect connector (A) to the throttle position sensor and connector (B) to the manifold pressure sensor.



16) Install the engine ground terminal to intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

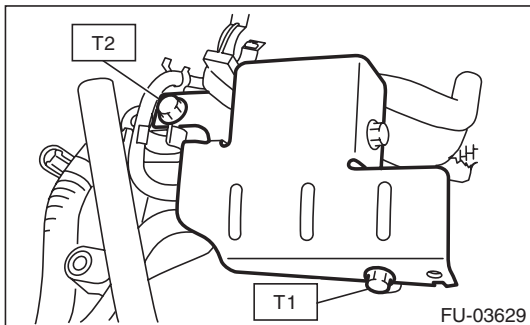


17) Install the solenoid valve bracket together with the wastegate control solenoid valve.

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

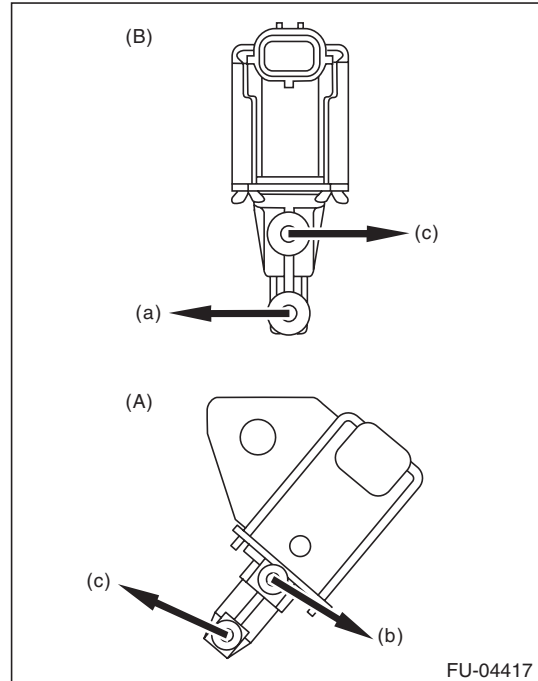
T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



18) Install purge control solenoid valve 1 and purge control solenoid valve 2.

NOTE:

Connect the vacuum hose and vacuum control hose as shown in the figure.



(A) Purge control solenoid valve 1

(B) Purge control solenoid valve 2

(a) To intake duct

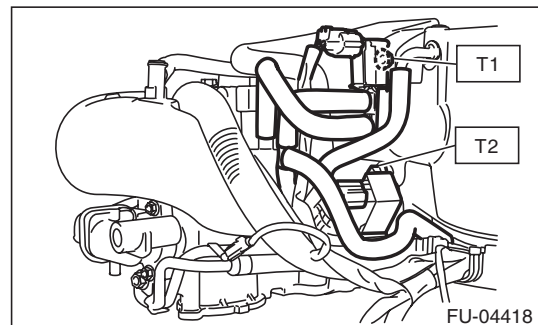
(b) To intake manifold

(c) To branching pipe → fuel pipe

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

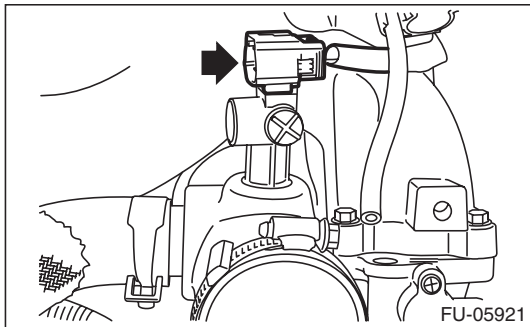
T2: 16 N·m (1.6 kgf-m, 11.8 ft-lb)



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

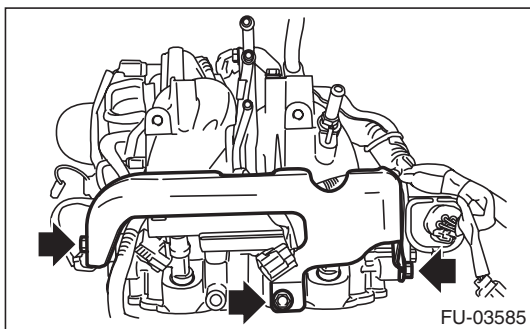
19) Install the connector to the intake duct.



20) Install the fuel pipe protector LH.

Tightening torque:

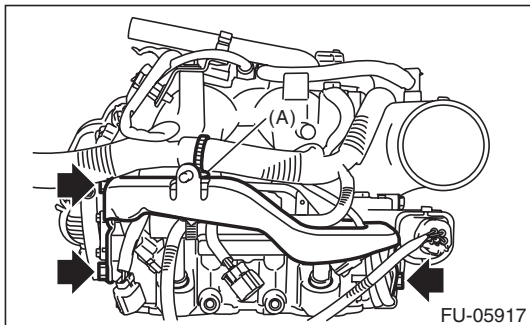
19 N·m (1.9 kgf-m, 14.0 ft-lb)



21) Install the fuel pipe protector RH, and secure the engine harness to the fuel pipe protector RH using the clip (A).

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



E: INSPECTION

- 1) Check that the intake manifold and fuel pipe have no deformation, cracks and other damages.
- 2) Check that the hose has no cracks, damage or loose part.

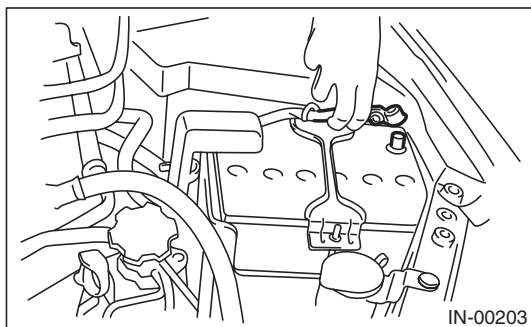
Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

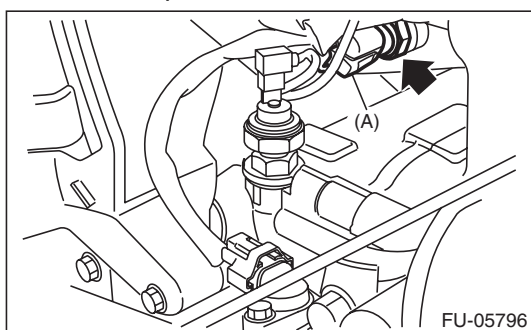
4. Engine Coolant Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the generator. <Ref. to SC(STI)-21, REMOVAL, Generator.>
- 3) Drain engine coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Disconnect the connector (A) from the engine coolant temperature sensor, and remove the engine coolant temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

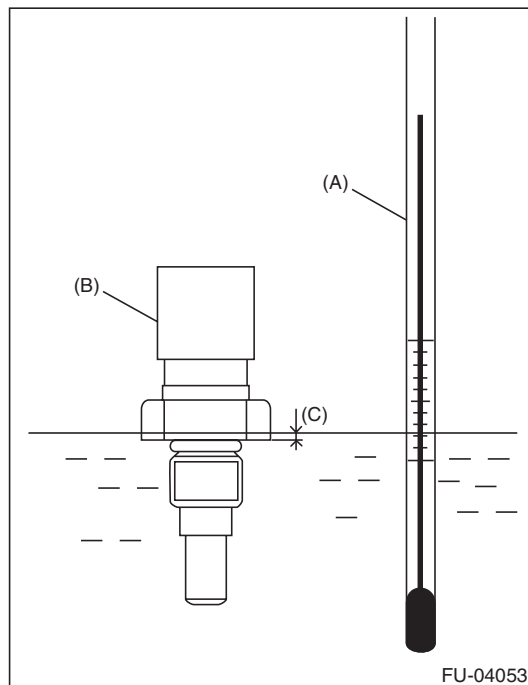
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: INSPECTION

- 1) Check that the engine coolant temperature sensor has no deformation, cracks or other damages.
- 2) Immerse the engine coolant temperature sensor and a thermometer in water.

CAUTION:

Take care not to allow water to get into the engine coolant temperature sensor connector. Completely remove any water inside.

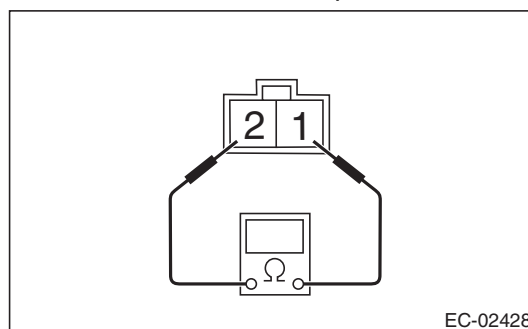


- (A) Thermometer
(B) Engine coolant temperature sensor
(C) Hexagonal part height: To approx. $\frac{1}{3}$

- 3) Raise water temperature gradually, measure the resistance between the engine coolant temperature sensor terminals when the temperature is 20°C (68°F) and 80°C (176°F).

NOTE:

Agitate the water for even temperature distribution.



Water temperature	Terminal No.	Standard
20°C (68°F)	1 and 2	2.45±0.2 kΩ
80°C (176°F)		0.318±0.013 kΩ

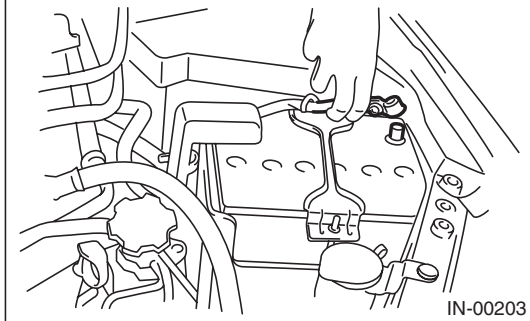
Crankshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

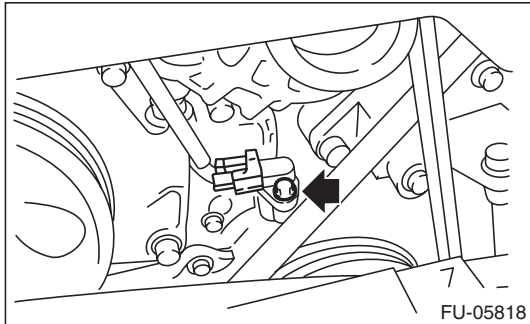
5. Crankshaft Position Sensor

A: REMOVAL

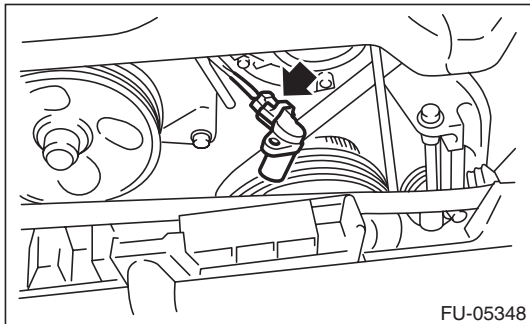
- 1) Disconnect the ground cable from battery.



- 2) Remove the bolt which secures crankshaft position sensor to oil pump.



- 3) Remove the crankshaft position sensor, and disconnect the connector from the crankshaft position sensor.



B: INSTALLATION

Install in the reverse order of removal.

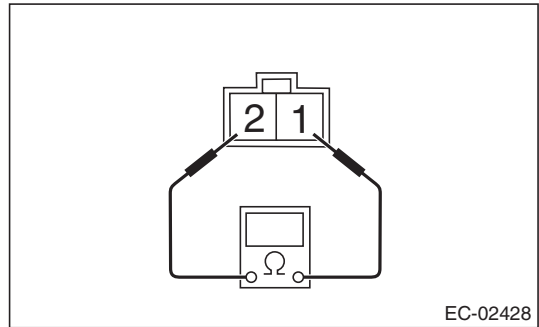
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1. CRANKSHAFT POSITION SENSOR (METHOD WITH CIRCUIT TESTER)

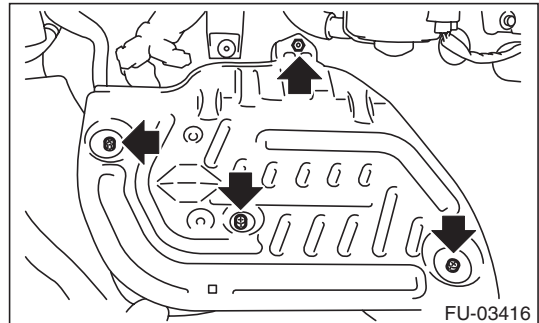
Measure the resistance between crankshaft position sensor terminals.



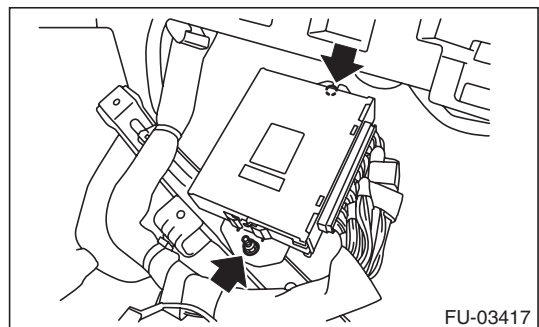
Terminal No.	Standard
1 and 2	2.04±0.204 kΩ

2. CRANKSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

- 1) Prepare an oscilloscope.
- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-55, REMOVAL, Lower Inner Trim.>
- 3) Turn over the floor mat of passenger's seat.
- 4) Remove the protect cover.



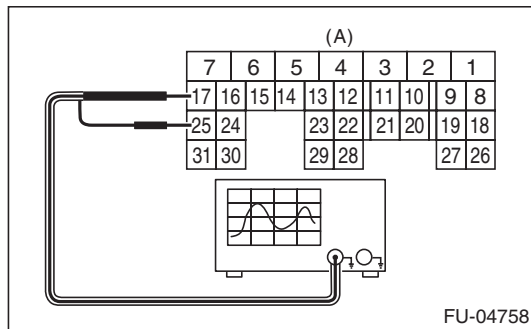
- 5) Remove the nuts and bolts which hold the ECM to the bracket.



Crankshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

6) Connect the probe to ECM connector.

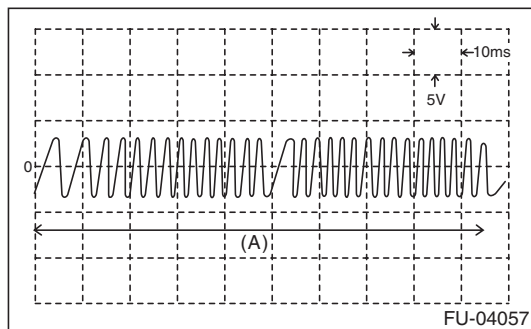


(A) To ECM connector

Terminal No.	Probe
17	+
25	-

7) Start the engine and let it idle.

8) Check the pattern is the same as the waveform and voltage shown below.



(A) One crankshaft rotation

9) After inspection, install the related parts in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

3. OTHER INSPECTIONS

Check that the crankshaft position sensor has no deformation, cracks or other damages.

Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

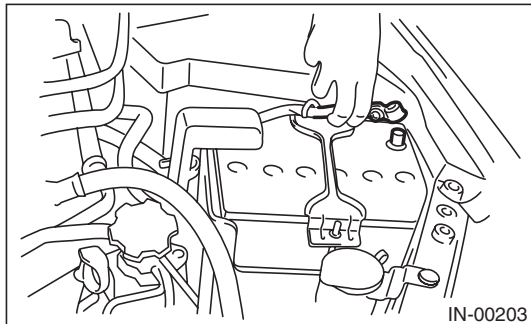
6. Camshaft Position Sensor

A: REMOVAL

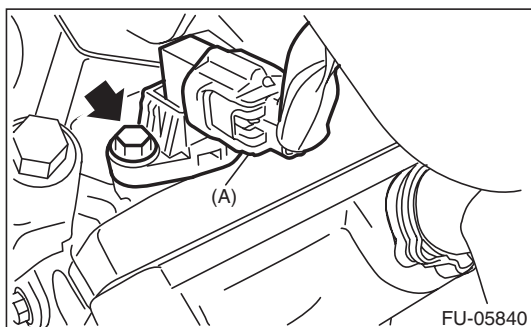
1. INTAKE SIDE

• Camshaft position sensor RH

1) Disconnect the ground cable from battery.

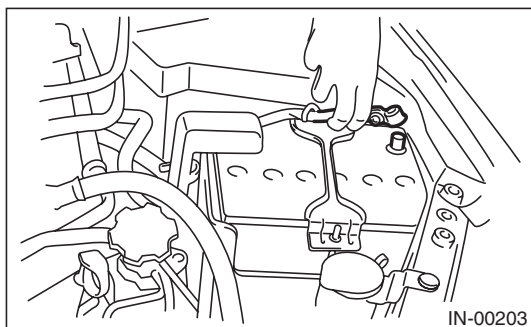


2) Disconnect the connector (A) from the camshaft position sensor RH, and remove the camshaft position sensor RH from the rear side of the cylinder head.



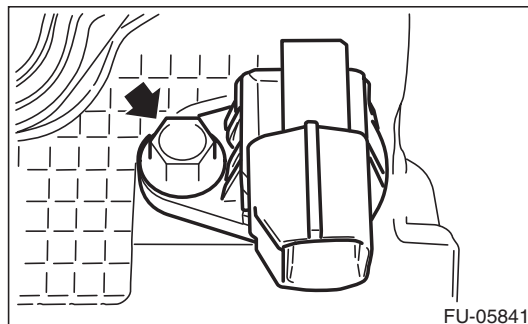
• Camshaft position sensor LH

1) Disconnect the ground cable from battery.



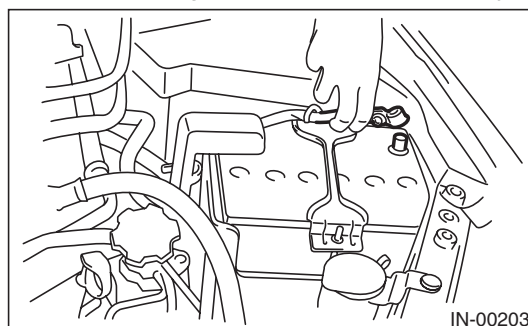
2) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>

3) Remove the camshaft position sensor LH.



2. EXHAUST SIDE

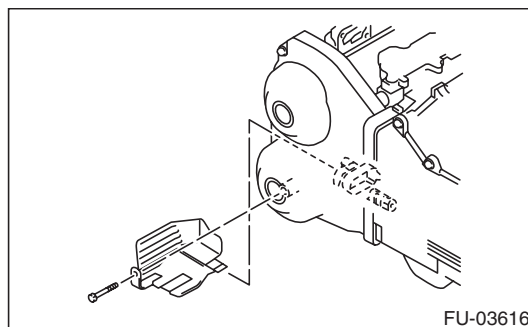
1) Disconnect the ground cable from battery.



2) Lift up the vehicle.

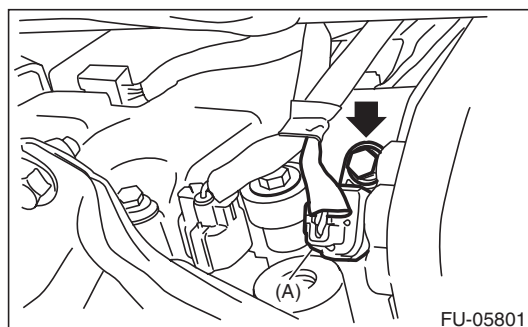
3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>

4) Remove the engine harness cover. (right side only.)



5) Disconnect connector (A) from the camshaft position sensor, and remove the camshaft position sensor from under the cylinder head.

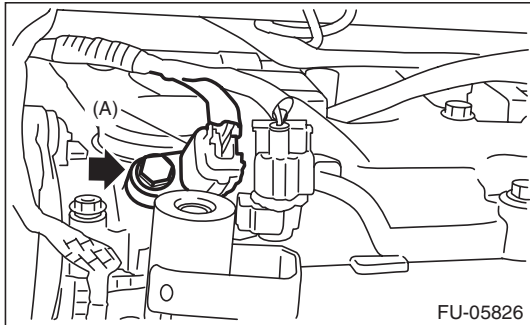
• RH side



Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

- LH side



B: INSTALLATION

1. INTAKE SIDE

Install in the reverse order of removal.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

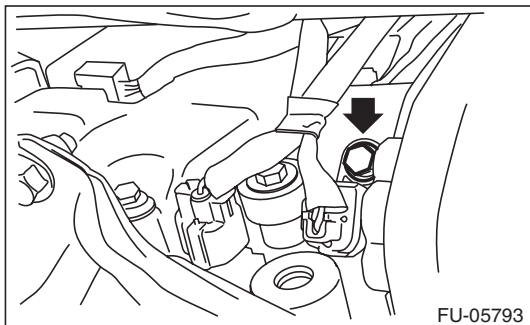
2. EXHAUST SIDE

Install in the reverse order of removal.

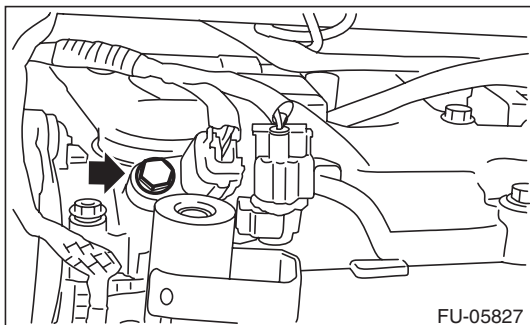
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- RH side

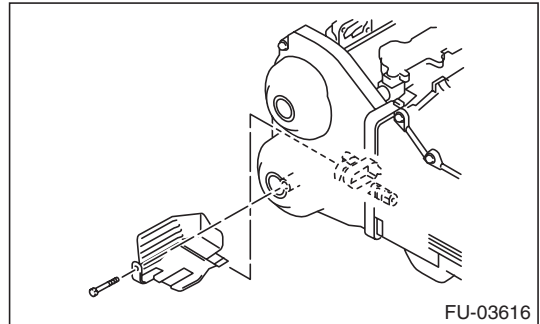


- LH side



Tightening torque:

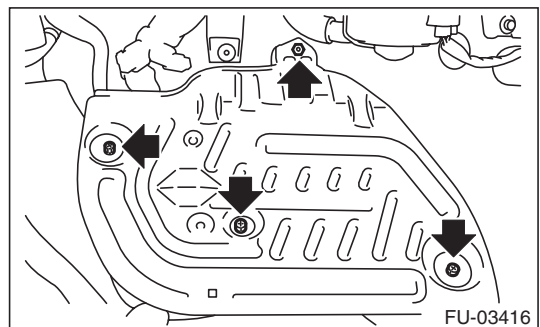
5 N·m (0.5 kgf-m, 3.7 ft-lb)



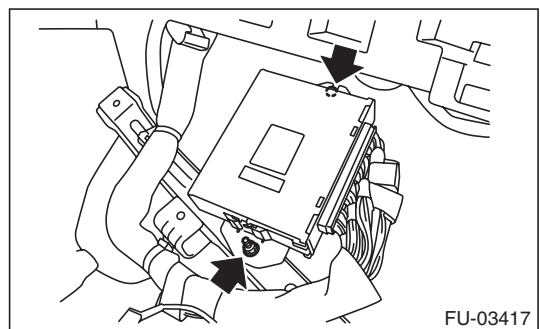
C: INSPECTION

1. CAMSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

- 1) Prepare an oscilloscope.
- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-55, REMOVAL, Lower Inner Trim.>
- 3) Turn over the floor mat of passenger's seat.
- 4) Remove the protect cover.



- 5) Remove the nuts and bolts which hold the ECM to the bracket.

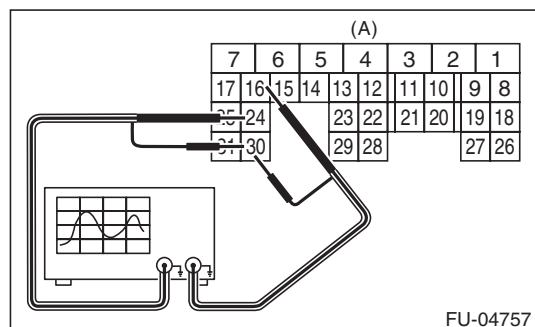


Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

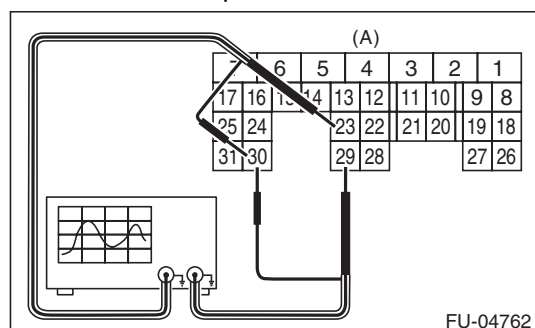
6) Connect the probe to ECM connector.

- Intake camshaft position sensor



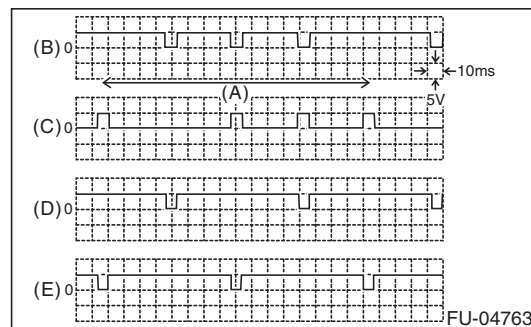
(A) To ECM connector

- Exhaust camshaft position sensor



(A) To ECM connector

8) Check the pattern is the same as the waveform and voltage shown below.



- (A) One camshaft rotation
- (B) Intake camshaft position sensor RH
- (C) Intake camshaft position sensor LH
- (D) Exhaust camshaft position sensor RH
- (E) Exhaust camshaft position sensor LH

9) After inspection, install the related parts in the reverse order of removal.

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

2. OTHER INSPECTIONS

Check that the camshaft position sensor has no deformation, cracks or other damages.

Camshaft position sensor		Terminal No.	Probe
Intake	RH	24	+
	LH	16	+
Exhaust	RH	23	+
	LH	29	+
RH and LH		30	-

7) Start the engine and let it idle.

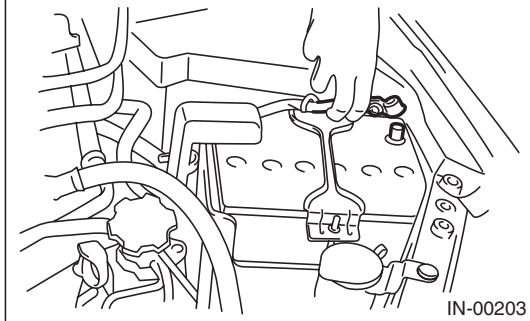
Knock Sensor

FUEL INJECTION (FUEL SYSTEMS)

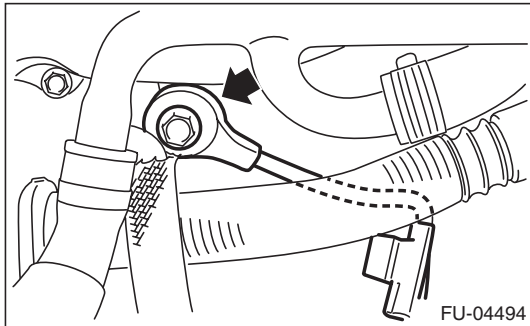
7. Knock Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>
- 3) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 4) Remove the secondary air combination valve RH. <Ref. to EC(STI)-28, REMOVAL, Secondary Air Combination Valve.>
- 5) Remove the knock sensor from cylinder block.



B: INSTALLATION

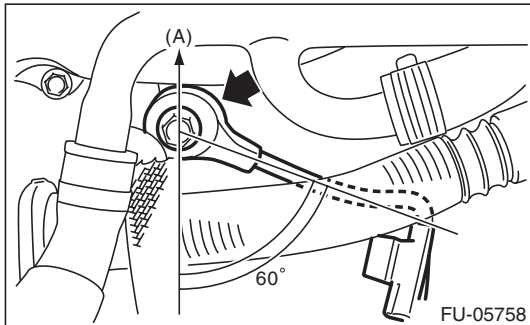
- 1) Install the knock sensor to the cylinder block.

NOTE:

The portion of the knock sensor cord that is pulled out must be positioned at a 60° angle relative to the engine rear.

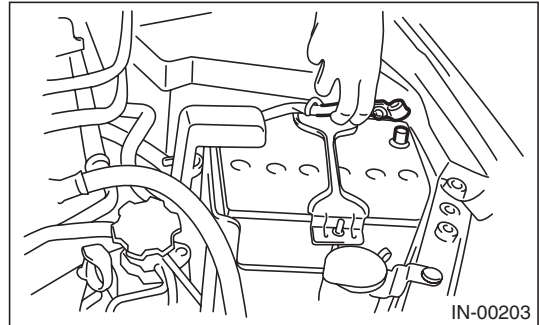
Tightening torque:

24 N·m (2.4 kgf-m, 17.7 ft-lb)



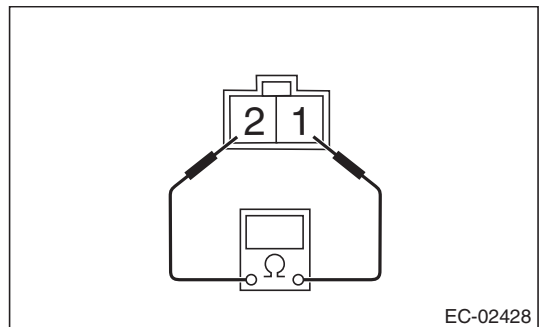
(A) Front side of vehicle

- 2) Install the secondary air combination valve RH. <Ref. to EC(STI)-29, SECONDARY AIR COMBINATION VALVE RH, INSTALLATION, Secondary Air Combination Valve.>
- 3) Install the intake manifold. <Ref. to FU(STI)-20, INSTALLATION, Intake Manifold.>
- 4) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.>
- 5) Connect the battery ground terminal.



C: INSPECTION

- 1) Check that the knock sensor has no deformation, cracks or other damages.
- 2) Measure the resistance between knock sensor terminals.



Terminal No.	Standard
1 and 2	560±28 kΩ

8. Throttle Position Sensor

A: SPECIFICATION

Throttle body is a non-disassembled part, so do not remove the throttle position sensor from throttle body.

Refer to “Throttle Body” for removal and installation procedure. <Ref. to FU(STI)-15, REMOVAL, Throttle Body.> <Ref. to FU(STI)-15, INSTALLATION, Throttle Body.>

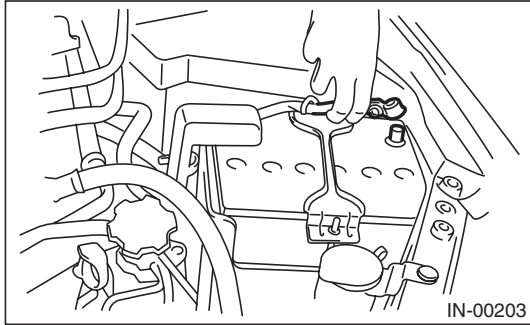
Mass Air Flow and Intake Air Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

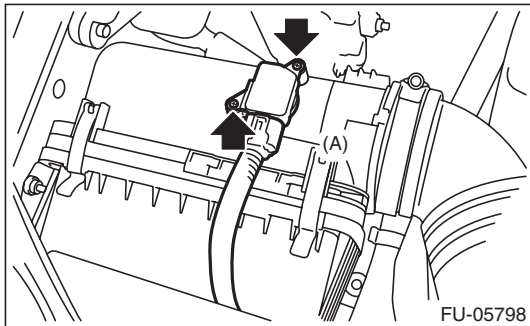
9. Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from battery.



2) Disconnect the connector (A) from the mass air flow and intake air temperature sensor, and remove the mass air flow and intake air temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

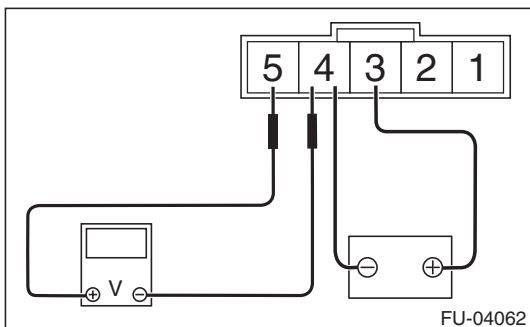
Tightening torque:

1 N·m (0.1 kgf-m, 0.7 ft-lb)

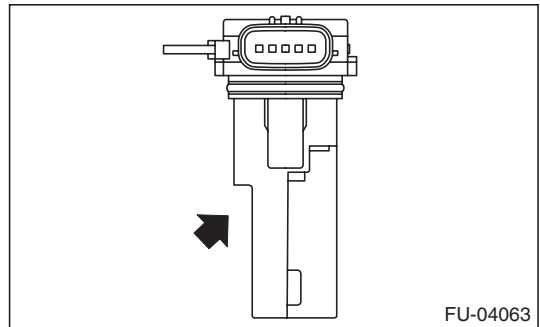
C: INSPECTION

1. CHECK THE MASS AIR FLOW SENSOR UNIT

1) Connect the battery positive terminal to terminal No. 3 and the battery ground terminal to terminal No. 4, the circuit tester positive terminal to terminal No. 5 and the circuit tester ground terminal to terminal No. 4.

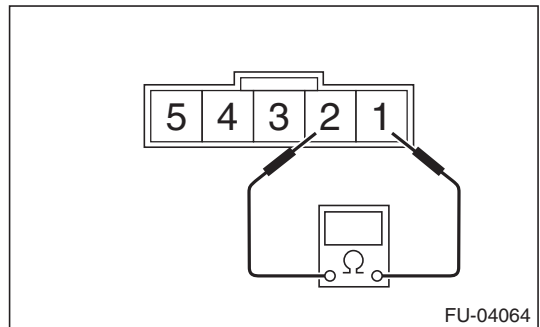


2) Check the voltage changes when air is blown to the mass air flow sensor unit in arrow direction.



2. CHECK THE INTAKE AIR TEMPERATURE SENSOR UNIT

Measure the resistance between intake air temperature sensor terminals.



Temperature	Terminal No.	Standard
-20°C (-4°F)	1 and 2	16.0±2.4 kΩ
20°C (68°F)		2.45±0.24 kΩ
60°C (140°F)		0.580±0.087 kΩ

3. OTHER INSPECTIONS

1) Check that the mass air flow and intake air temperature sensor has no deformation, cracks or other damages.

2) Check that the mass air flow and intake air temperature sensor has no dirt.

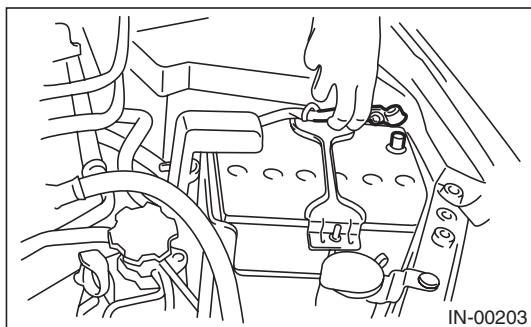
Manifold Absolute Pressure Sensor

FUEL INJECTION (FUEL SYSTEMS)

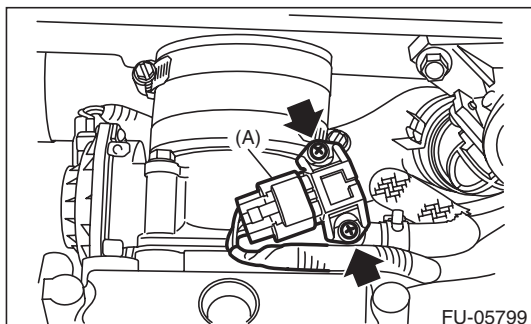
10. Manifold Absolute Pressure Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Disconnect the connector (A) from the manifold absolute pressure sensor, and remove the manifold absolute pressure sensor from throttle body.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use new O-rings.

Tightening torque:

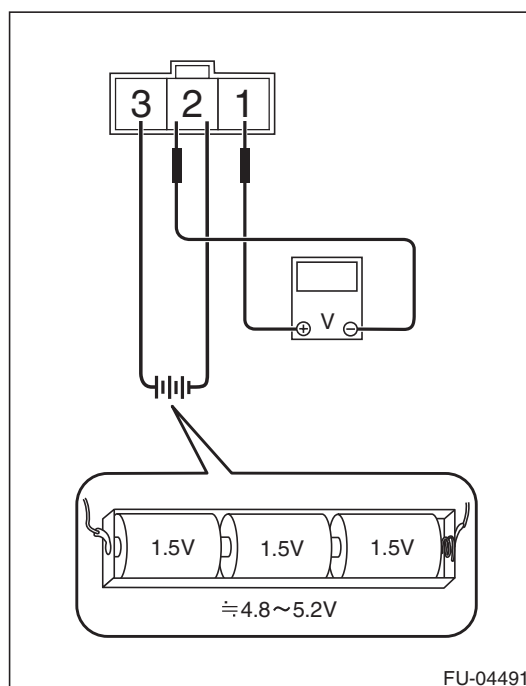
2 N·m (0.2 kgf·m, 1.5 ft·lb)

C: INSPECTION

- 1) Check that the manifold absolute pressure sensor has no deformation, cracks or other damages.
2) Connect dry-cell battery positive terminal to terminal No. 3 and dry-cell battery ground terminal to terminal No. 2, circuit tester positive terminal to terminal No. 1 and the circuit tester negative terminal to terminal No. 2.

NOTE:

- Use new dry-cell batteries.
- Using circuit tester, check the voltage of a single dry-cell battery is 1.6 V or more. And also check the voltage of three batteries in series is between 4.8 V and 5.2 V.



- 3) Check the voltage at a normal atmospheric pressure.

NOTE:

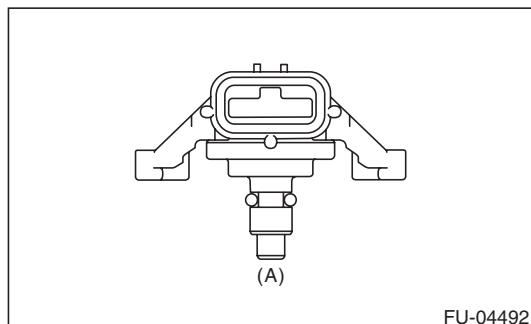
The atmospheric pressure at higher altitude is lower than normal. Therefore, the voltage is lower than the standard value.

Terminal No.	Standard
1 (+) and 2 (-)	Approx. 2.0 V (when 25°C (77°F))

Manifold Absolute Pressure Sensor

FUEL INJECTION (FUEL SYSTEMS)

- 4) Connect the Mighty Vac to the pressure port (A) of manifold absolute pressure sensor.



- 5) Check the voltage when generating vacuum and positive pressure using Mighty Vac.

CAUTION:

Do not apply vacuum of less than -88 — 200 kPa (-0.9 — 2.04 kgf/cm², -12.8 — 29.0 psi). Doing so may damage the manifold absolute pressure sensor.

NOTE:

When vacuum occurs at the pressure port of manifold absolute pressure sensor, the voltage will drop from the value as in step 3). When positive pressure occurs, on the other hand, the voltage will rise.

Pressure	Terminal No.	Standard
-88 kPa (-0.9 kgf/cm ² , -12.8 psi)	1 (+) and 2 (-)	Approx. 0.8 V (when 25°C (77°F))
181 kPa (1.85 kgf/cm ² , 26.2 psi)		Approx. 4.7 V (when 25°C (77°F))

Fuel Injector

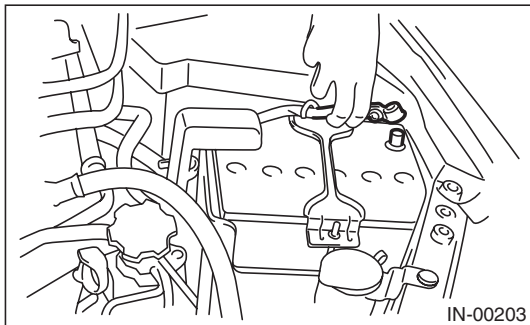
FUEL INJECTION (FUEL SYSTEMS)

11. Fuel Injector

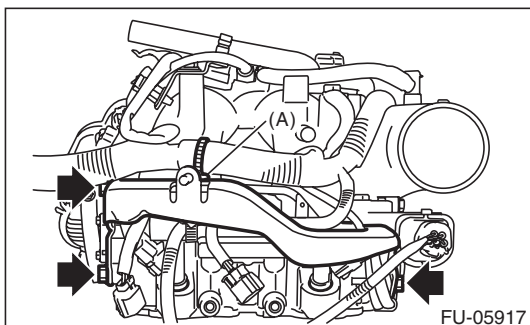
A: REMOVAL

1. RH SIDE

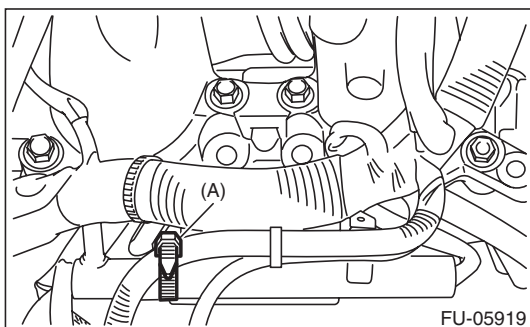
- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.



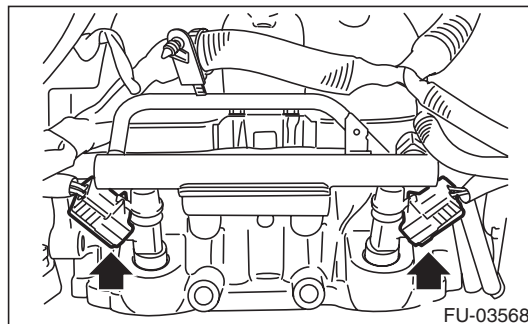
- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 5) Remove clip (A) holding the engine harness to the fuel pipe protector RH, and remove the fuel pipe protector RH from the intake manifold.



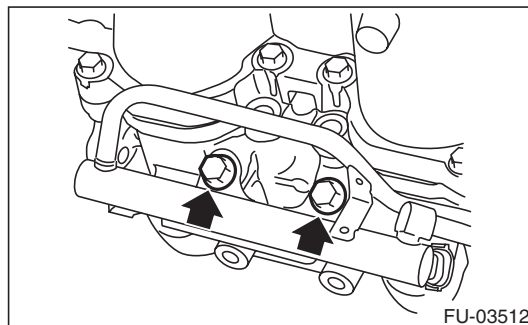
- 6) Remove the harness band (A) which holds the engine harness to the fuel injector pipe RH.



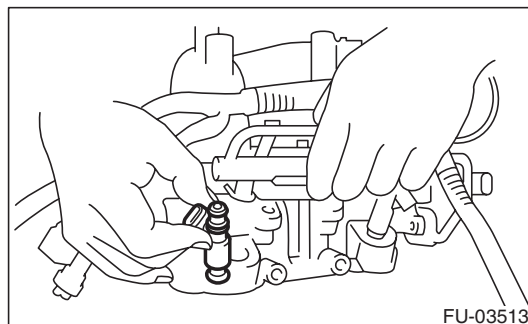
- 7) Disconnect the connector from fuel injector.



- 8) Remove the bolts which hold fuel injector pipe RH.

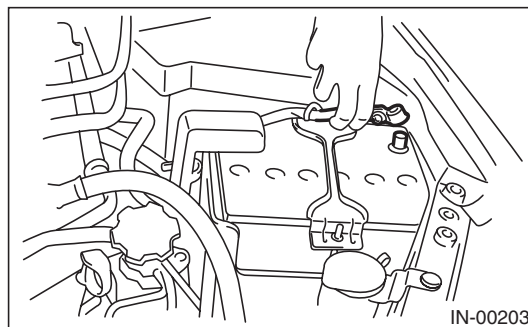


- 9) Remove the fuel injector.



2. LH SIDE

- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.



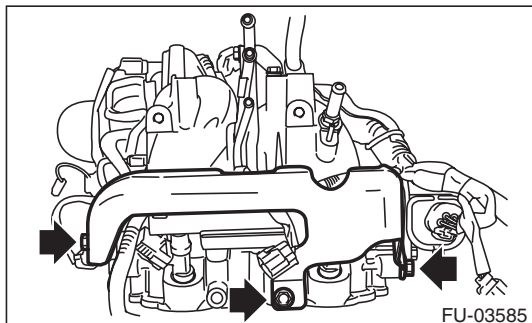
- 3) Open the fuel filler lid and remove the fuel filler cap.

Fuel Injector

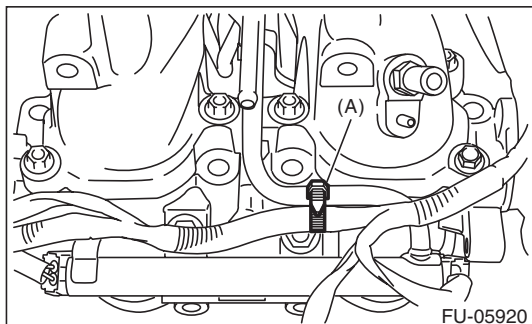
FUEL INJECTION (FUEL SYSTEMS)

4) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>

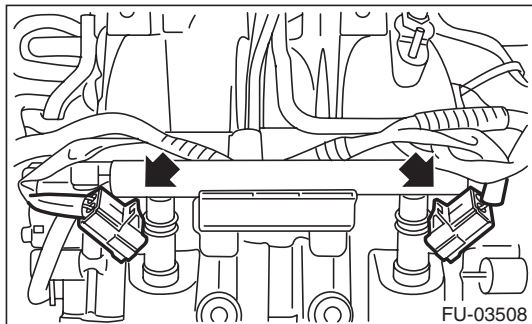
5) Remove the fuel pipe protector LH from the intake manifold.



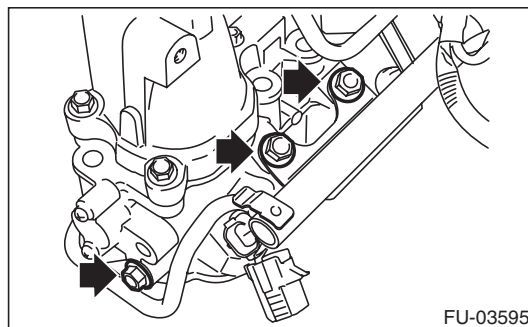
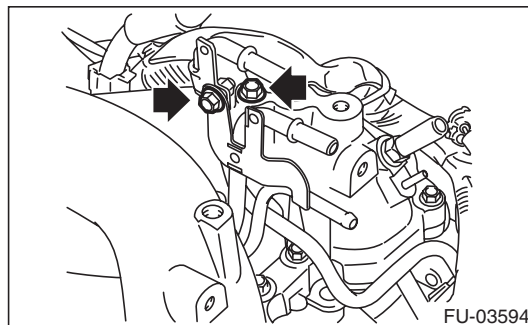
6) Remove the harness band (A) which holds the engine harness to the fuel injector pipe LH.



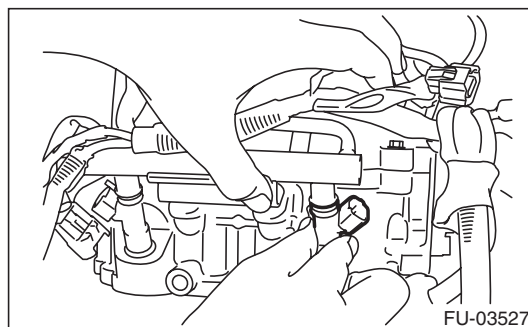
7) Disconnect the connector from fuel injector.



8) Remove the bolts which hold fuel injector pipe LH.



9) Remove the fuel injector.



Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

1. RH SIDE

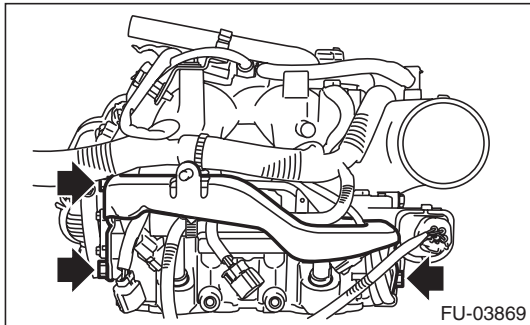
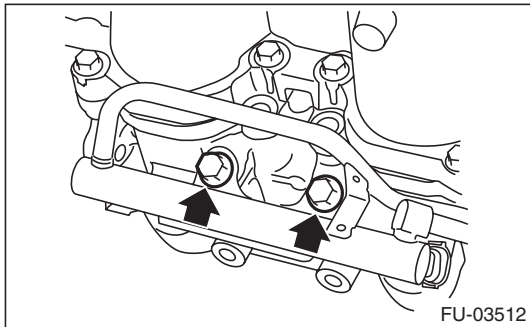
Install in the reverse order of removal.

NOTE:

Use new O-rings.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



2. LH SIDE

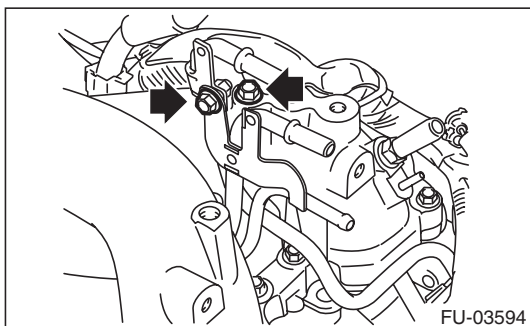
Install in the reverse order of removal.

NOTE:

Use new O-rings.

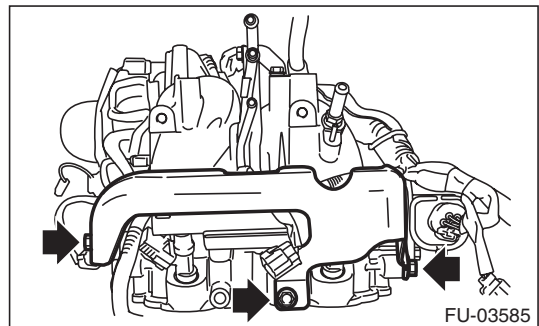
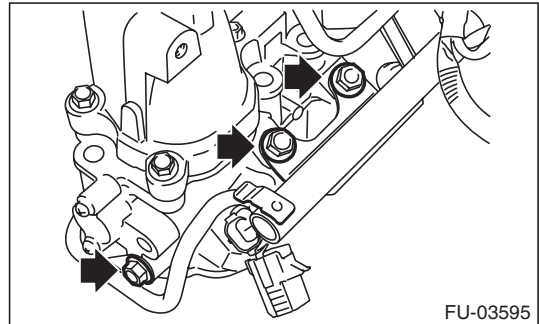
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



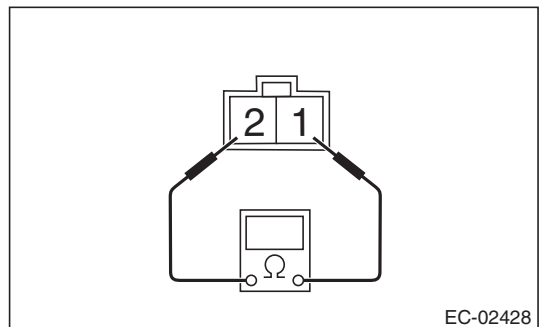
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



C: INSPECTION

- 1) Check that the fuel injector has no deformation, cracks or other damages.
- 2) Measure the resistance between fuel injector terminals.



Terminal No.	Standard
1 and 2	Approx. 12.0 Ω (when 20°C (68°F))

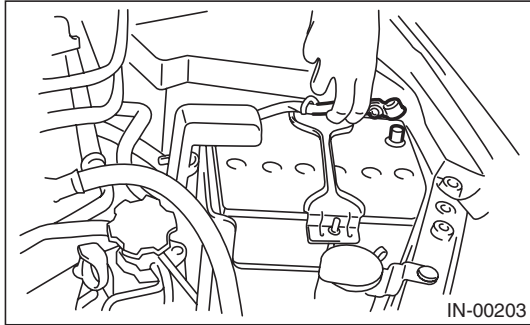
Tumble Generator Valve Assembly

FUEL INJECTION (FUEL SYSTEMS)

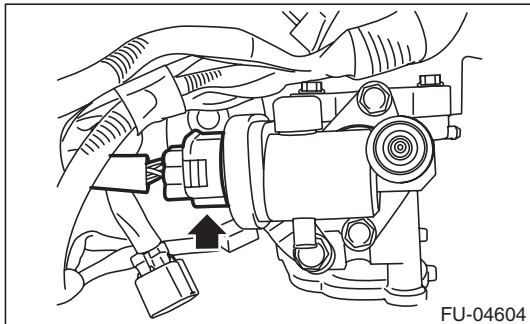
12. Tumble Generator Valve Assembly

A: REMOVAL

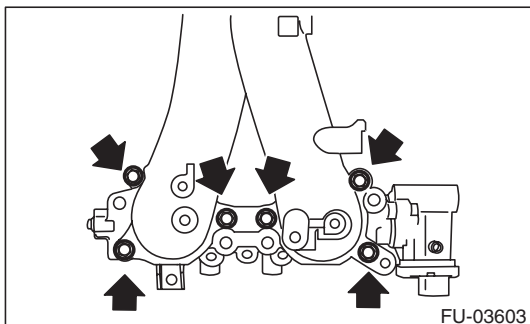
- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.



- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 5) Disconnect the connector from the tumble generator valve assembly.



- 6) Remove the fuel injector. <Ref. to FU(STI)-43, REMOVAL, Fuel Injector.>
- 7) Remove the tumble generator valve assembly from the intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

8.25 N·m (0.8 kgf-m, 6.1 ft-lb)

C: INSPECTION

- 1) Check that the tumble generator valve assembly has no deformation, cracks or other damages.
- 2) Check tumble generator valve for contamination or clogging.

13. Tumble Generator Valve Actuator

A: SPECIFICATION

The tumble generator valve assembly cannot be disassembled.

Refer to "Tumble Generator Valve Assembly" for removal and installation procedures. <Ref. to FU(STI)-46, REMOVAL, Tumble Generator Valve Assembly.> <Ref. to FU(STI)-46, INSTALLATION, Tumble Generator Valve Assembly.>

Oil Flow Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

14. Oil Flow Control Solenoid Valve

A: REMOVAL

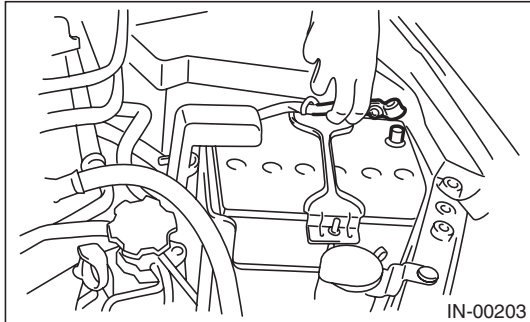
1. INTAKE SIDE

Oil flow control solenoid valve is a unit with front camshaft cap.

Refer to "Camshaft" for removal procedures. <Ref. to ME(STI)-60, REMOVAL, Camshaft.>

2. EXHAUST SIDE

- 1) Disconnect the ground cable from battery.

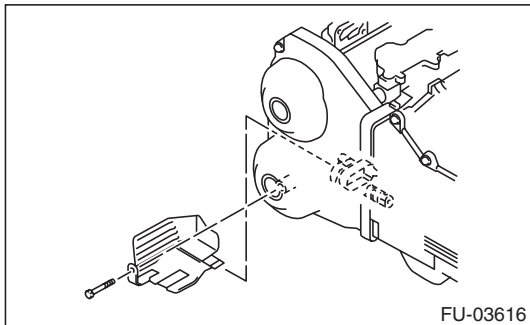


- 2) Lift up the vehicle.

- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>

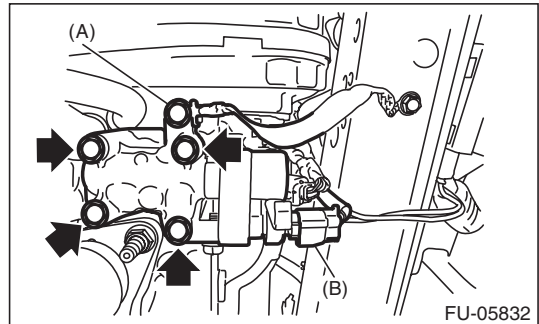
- 4) Remove the front exhaust pipe. (right side only.) <Ref. to EX(STI)-6, REMOVAL, Front Exhaust Pipe.>

- 5) Remove the engine harness cover. (right side only.)



- 6) Disconnect the ground cable (A). (Left side only)

- 7) Disconnect the connector (B) from the oil flow control solenoid valve, and remove the oil flow control solenoid valve from the cylinder head.



B: INSTALLATION

1. INTAKE SIDE

Refer to "Camshaft" for installation procedure. <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>

2. EXHAUST SIDE

Install in the reverse order of removal.

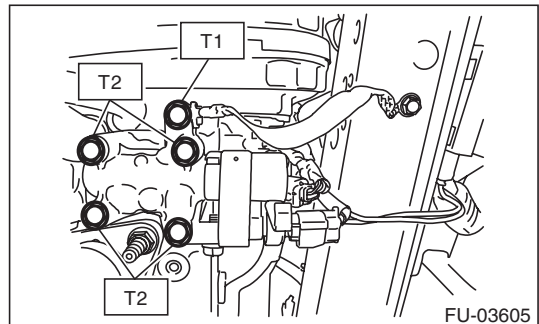
NOTE:

Use a new gasket.

Tightening torque:

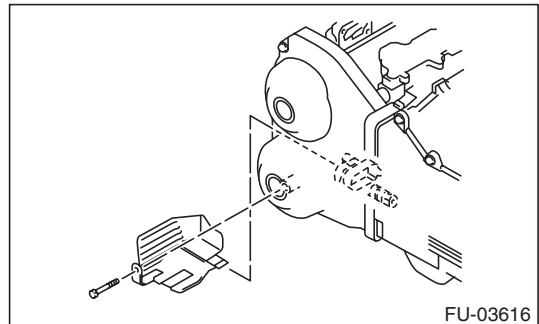
T1: 7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

T2: 10 N·m (1.0 kgf-m, 7.4 ft-lb)



Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



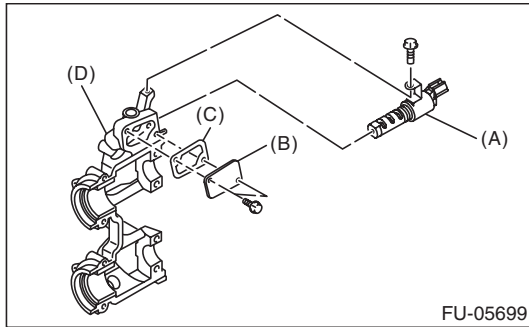
Oil Flow Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

C: DISASSEMBLY

1. INTAKE SIDE

- 1) Remove the two mounting bolts securing oil return cover, and remove the oil return cover and gasket.
- 2) Remove the bolt securing oil flow control solenoid valve, and remove the oil flow control solenoid valve.



- (A) Oil flow control solenoid valve
- (B) Oil return cover
- (C) Gasket
- (D) Front camshaft cap

2. EXHAUST SIDE

The oil flow control solenoid valve on the exhaust side cannot be disassembled.

D: ASSEMBLY

1. INTAKE SIDE

- 1) Install the oil flow control solenoid valve.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 2) Apply liquid gasket to the two bolts securing oil return cover.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042)

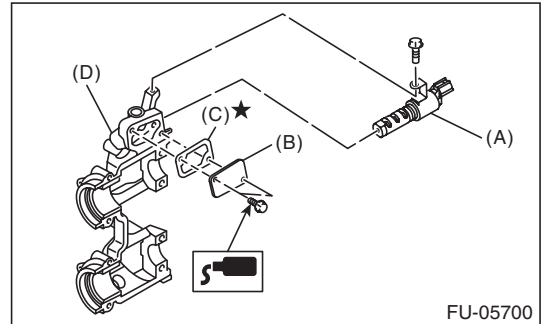
- 3) Attach the oil return cover and gasket.

Tightening torque:

9 N·m (0.9 kgf-m, 6.6 ft-lb)

NOTE:

Use a new gasket.



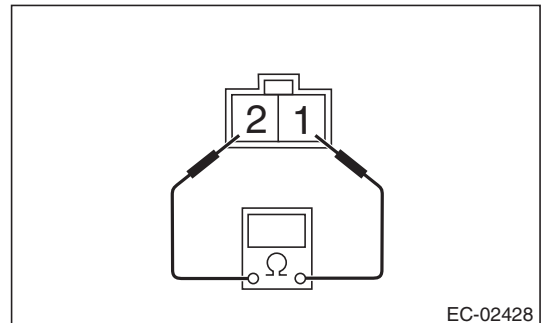
- (A) Oil flow control solenoid valve
- (B) Oil return cover
- (C) Gasket
- (D) Front camshaft cap

2. EXHAUST SIDE

The oil flow control solenoid valve on the exhaust side cannot be disassembled.

E: INSPECTION

- 1) Check that the oil flow control solenoid valve has no deformation, cracks or other damages.
- 2) Measure the resistance between the oil flow control solenoid valve terminals.



Terminal No.	Standard
1 and 2	7.4±0.5 Ω (when 20°C (68°F))

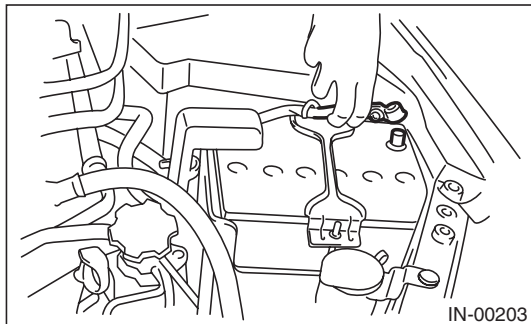
Wastegate Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

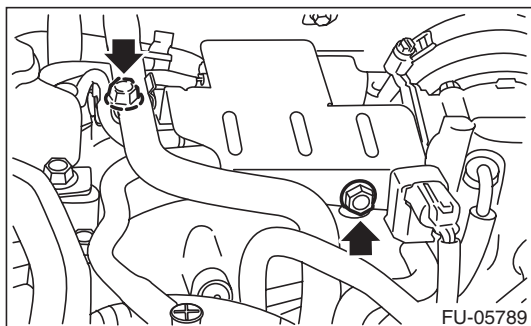
15. Wastegate Control Solenoid Valve

A: REMOVAL

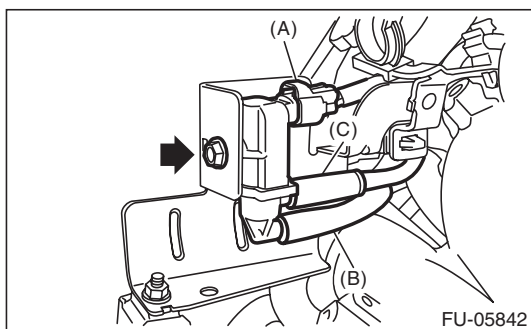
- 1) Disconnect the ground cable from battery.



- 2) Remove the bolts which hold solenoid valve bracket onto intake manifold.



- 3) Disconnect the connector (A) from the wastegate control solenoid valve.
- 4) Disconnect the vacuum hose (B) and air control hose (C) from the wastegate control solenoid valve.
- 5) Remove the wastegate control solenoid valve from the bracket.

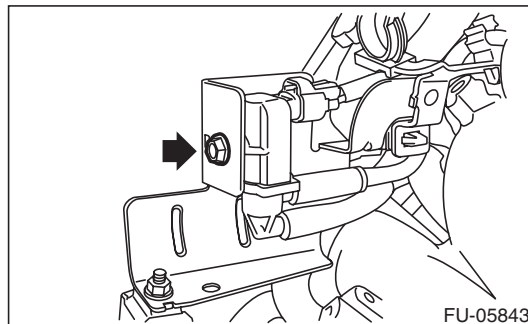


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

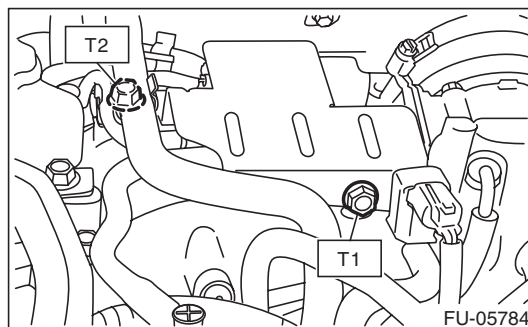
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

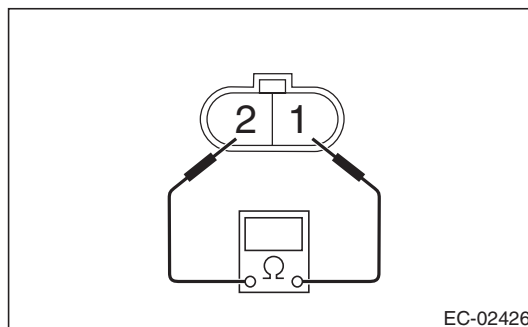
T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



C: INSPECTION

1. WASTEGATE CONTROL SOLENOID VALVE

- 1) Check that the wastegate control solenoid valve has no deformation, cracks or other damages.
- 2) Check the resistance between the wastegate control solenoid valve terminals.

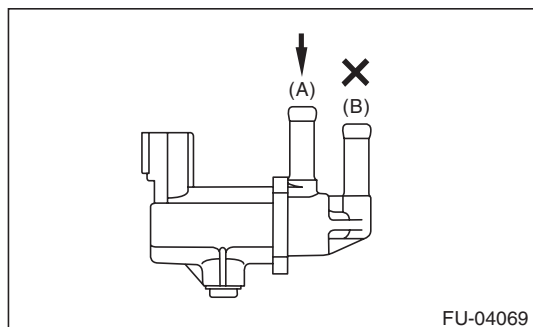


Terminal No.	Standard
1 and 2	28±2 Ω (when 20°C (68°F))

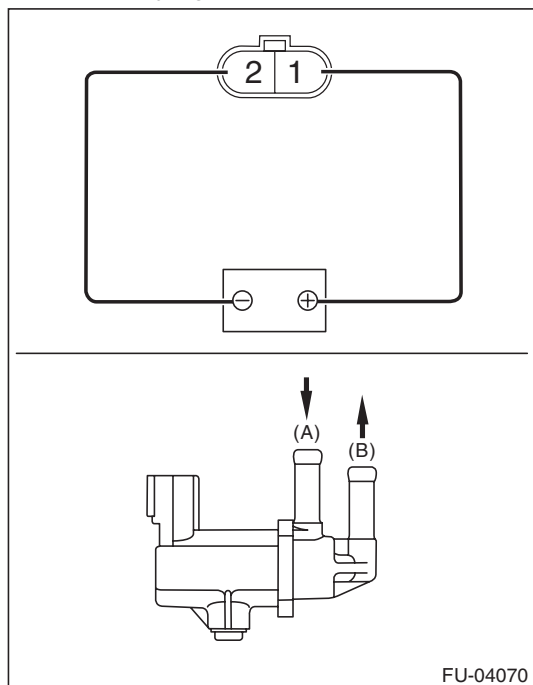
Wastegate Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

3) Check that air does not come out from (B) when air is blown into (A).



4) Connect the battery positive terminal to the terminal No. 1 and the battery ground terminal to the terminal No. 2. Check that air is discharged from (B), when supplying air to (A).



2. OTHER INSPECTIONS

Check that the vacuum hose and air control hose have no cracks, damage or loose part.

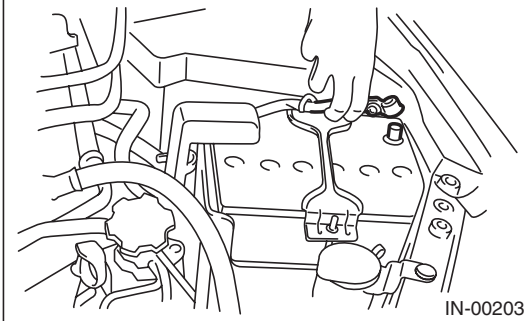
Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

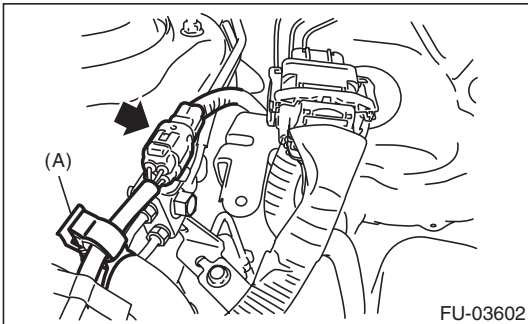
16. Front Oxygen (A/F) Sensor

A: REMOVAL

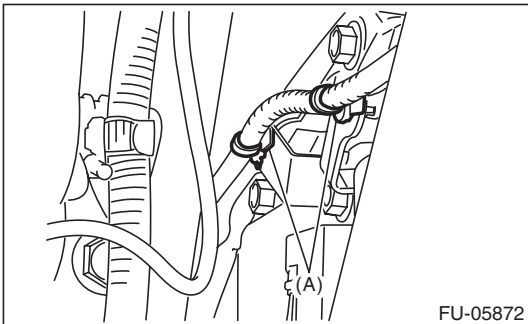
- 1) Disconnect the ground cable from battery.



- 2) Disconnect the connector from the front oxygen (A/F) sensor, and remove the clip (A) holding the return hose and front oxygen (A/F) sensor harness.



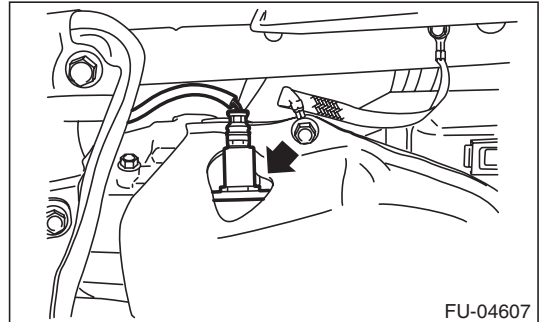
- 3) Remove the clips (A) holding the front oxygen (A/F) sensor harness to the engine harness stay.



- 4) Lift up the vehicle.
- 5) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 6) Apply spray-type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.
- 7) Remove the front oxygen (A/F) sensor.

CAUTION:

When removing the front oxygen (A/F) sensor, wait until exhaust pipe cools, otherwise it will damage the exhaust pipe.



B: INSTALLATION

CAUTION:

If lubricant is spilt onto the exhaust pipe, wipe it off completely with cloth to avoid emission of smoke or causing a fire.

- 1) Before installing front oxygen (A/F) sensor, apply anti-seize compound only to the threaded portion of front oxygen (A/F) sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of front oxygen (A/F) sensor.

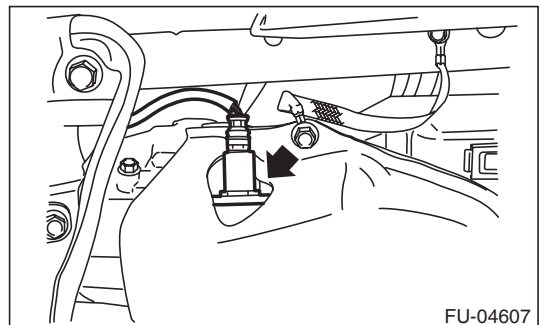
Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or equivalent

- 2) Install the front oxygen (A/F) sensor.

Tightening torque:

30 N·m (3.1 kgf-m, 22.1 ft-lb)

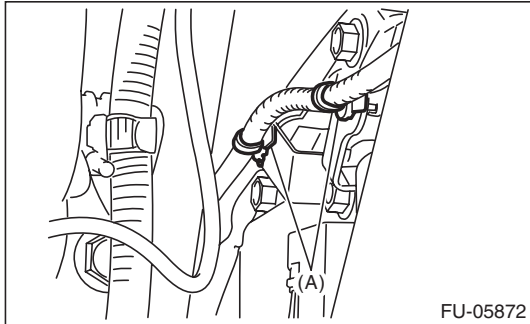


- 3) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>
- 4) Lower the vehicle.

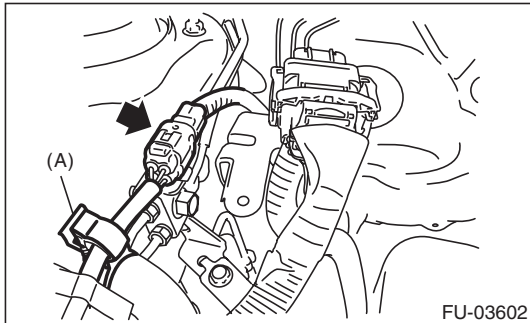
Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

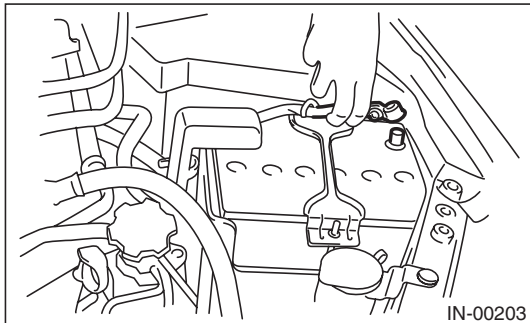
5) Secure the front oxygen (A/F) sensor harness to the engine harness stay using the clips (A).



6) Connect the connector to the front oxygen (A/F) sensor, and secure the return hose and front oxygen (A/F) sensor harness using the clip (A).

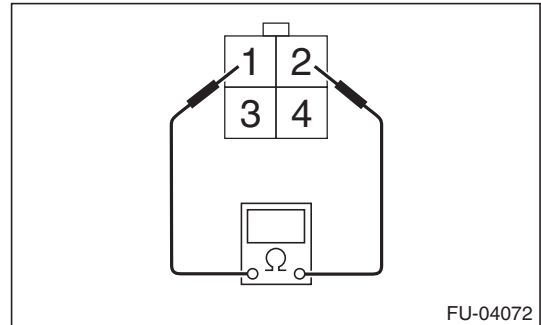


7) Connect the battery ground terminal.



C: INSPECTION

- 1) Check that the front oxygen (A/F) sensor has no deformation, cracks or other damages.
- 2) Measure the resistance between front oxygen (A/F) sensor terminals.



Terminal No.	Standard
1 and 2	$2.4 \pm 0.24 \Omega$ (when 20°C (68°F))

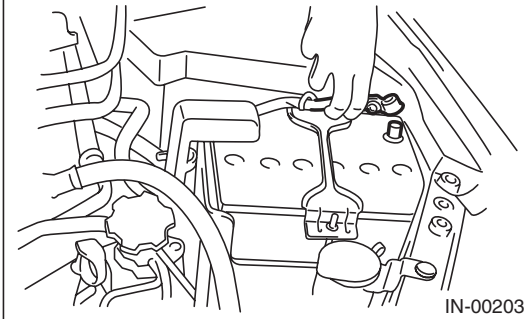
Rear Oxygen Sensor

FUEL INJECTION (FUEL SYSTEMS)

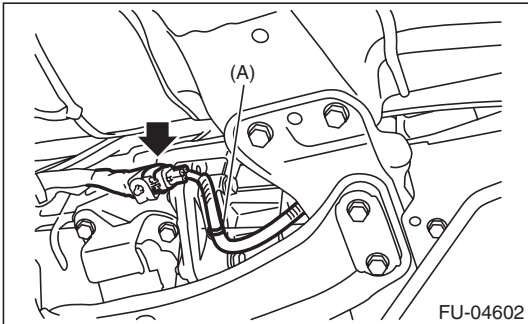
17.Rear Oxygen Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



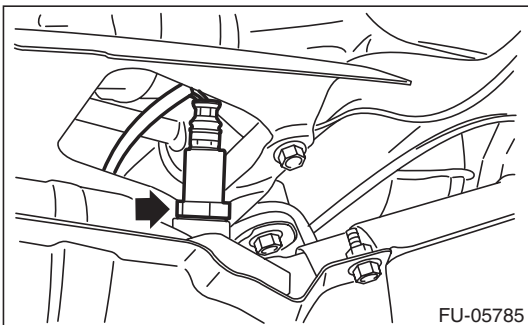
- 2) Lift up the vehicle.
- 3) Remove the transmission under cover.
- 4) Disconnect the connector from the rear oxygen sensor, and remove the clip (A) holding the rear oxygen sensor harness.



- 5) Apply spray-type lubricant to the threaded portion of rear oxygen sensor, and leave it for one minute or more.
- 6) Remove the rear oxygen sensor.

CAUTION:

When removing the rear oxygen sensor, wait until exhaust pipe cools, otherwise it will damage the exhaust pipe.



B: INSTALLATION

CAUTION:

If lubricant is spilt onto the exhaust pipe, wipe it off completely with cloth to avoid emission of smoke or causing a fire.

- 1) Before installing rear oxygen sensor, apply the anti-seize compound only to the threaded portion of rear oxygen sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of rear oxygen sensor.

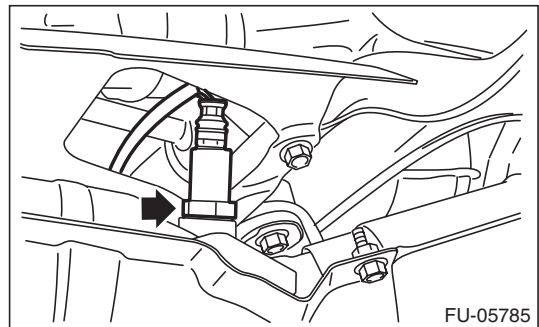
Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or equivalent

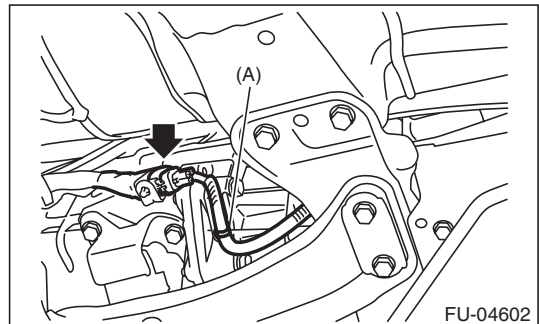
- 2) Install the rear oxygen sensor.

Tightening torque:

21 N·m (2.1 kgf-m, 15.5 ft-lb)



- 3) Connect the connector to the rear oxygen sensor, and hold the rear oxygen sensor harness with the clip (A).

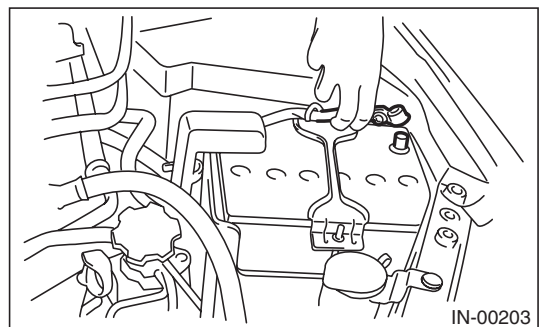


- 4) Install the transmission under cover.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

- 5) Lower the vehicle.
- 6) Connect the battery ground terminal.

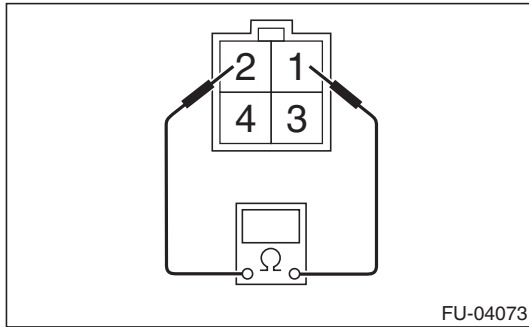


Rear Oxygen Sensor

FUEL INJECTION (FUEL SYSTEMS)

C: INSPECTION

- 1) Check that the rear oxygen sensor has no deformation, cracks or other damages.
- 2) Measure the resistance between rear oxygen sensor terminals.



Terminal No.	Standard
1 and 2	$5.6^{+0.8}_{-0.6} \Omega$ (when 20°C (68°F))

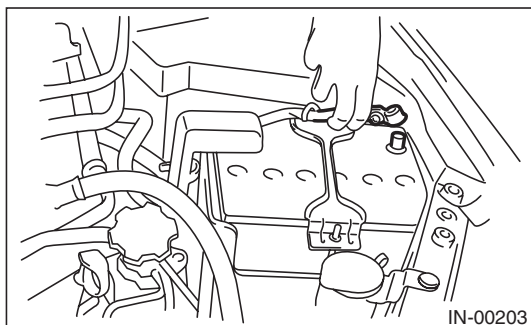
SI-DRIVE (SUBARU Intelligent Drive) Selector

FUEL INJECTION (FUEL SYSTEMS)

18.SI-DRIVE (SUBARU Intelligent Drive) Selector

A: REMOVAL

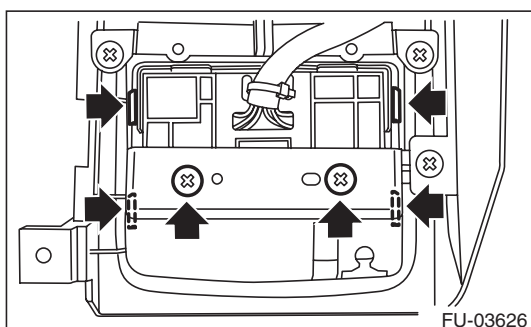
- 1) Disconnect the ground cable from the battery.



- 2) Remove the console box. <Ref. to EI-49, REMOVAL, Console Box.>

- 3) Remove the multi-selector switch connector from the console box.

- 4) Remove the screws and tabs holding the multi-selector switch to the console box and the multi-selector switch.



B: INSTALLATION

Install in the reverse order of removal.

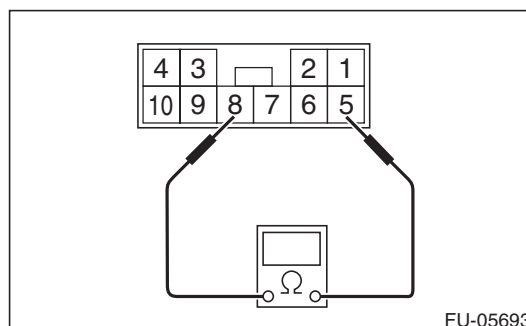
Tightening torque:

1.5 N·m (0.2 kgf-m, 1.1 ft-lb)

C: INSPECTION

- 1) Check that the multi select switch does not have deformation, cracks, or damage.

- 2) Check the resistance between the terminals at the SI-DRIVE selector.



Switch position	Terminal No.	Standard
Sport (When turning the SI-DRIVE selector to the left)	5 and 8	Less than 1 Ω
Intelligent (When pressing the SI-DRIVE selector)		1 $\pm$ 0.05 k Ω
Sport Sharp (When turning the SI-DRIVE selector to the right)		3.67 $\pm$ 0.1835 k Ω

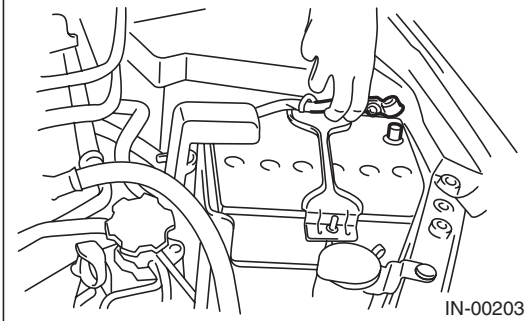
Engine Control Module (ECM)

FUEL INJECTION (FUEL SYSTEMS)

19.Engine Control Module (ECM)

A: REMOVAL

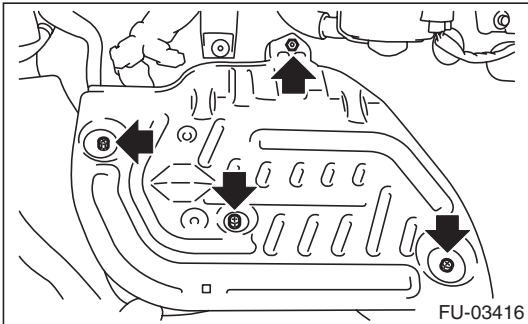
- 1) Disconnect the ground cable from battery.



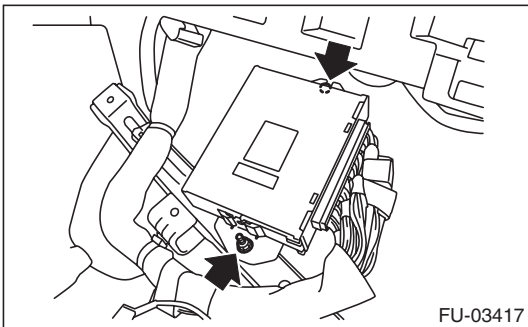
- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-55, REMOVAL, Lower Inner Trim.>

- 3) Turn over the floor mat of passenger's seat.

- 4) Remove the protect cover.



- 5) Remove the nuts and bolts which hold the ECM to the bracket.



- 6) Disconnect the ECM connectors, and take out the ECM.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

- When the ECM of model with immobilizer has been replaced, be sure to perform the registration of immobilizer system. (Refer to "PC application help for Subaru Select Monitor".)
- When replacing the ECM or bracket, replace both parts with new parts.
- After installing the bracket to the ECM, do not separate the bracket.
- If the bracket has been installed to the ECM in the wrong direction, replace both parts with new parts.

NOTE:

When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: INSPECTION

Check that the ECM has no deformation, cracks or other damages.

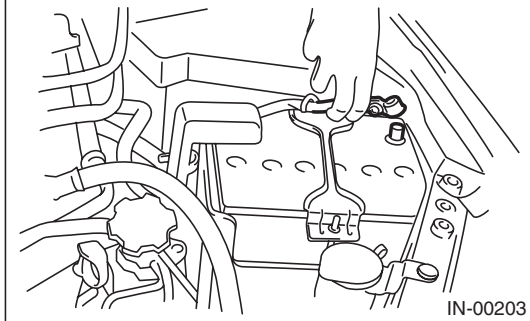
Main Relay

FUEL INJECTION (FUEL SYSTEMS)

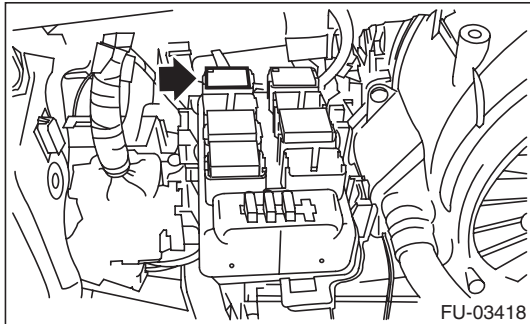
20.Main Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the main relay from the relay block on the back side of the glove box.

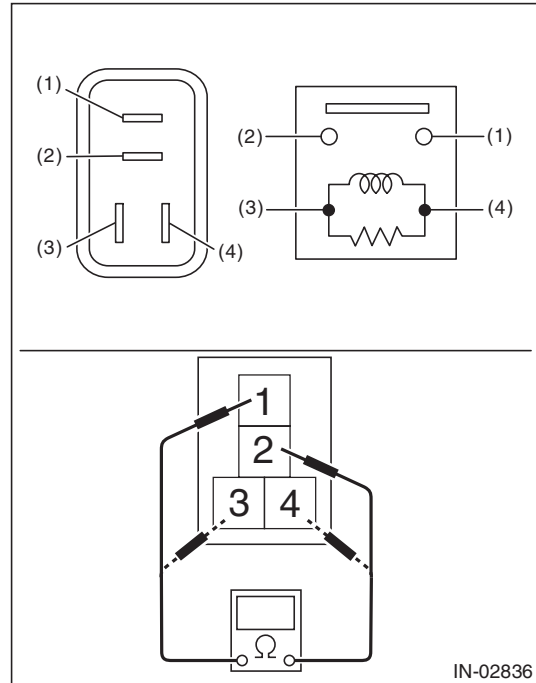


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the main relay has no deformation, cracks or other damages.
- 2) Measure the resistance between main relay terminals.

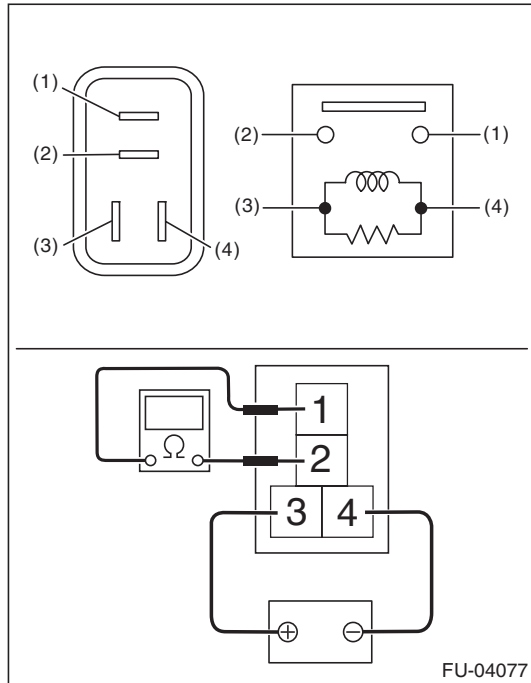


Terminal No.	Standard
1 and 2	1 M Ω or more
3 and 4	130.4 — 230.8 Ω (when 20°C (68°F))

Main Relay

FUEL INJECTION (FUEL SYSTEMS)

3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the main relay terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

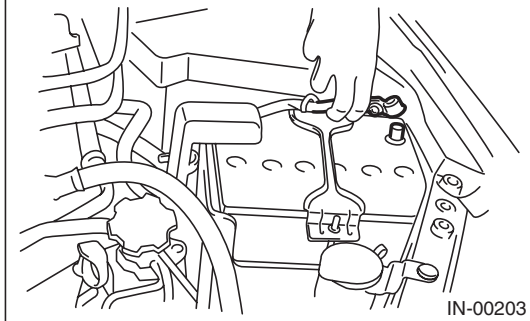
Fuel Pump Relay

FUEL INJECTION (FUEL SYSTEMS)

21. Fuel Pump Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the fuel pump relay from the relay block on the back side of the glove box.

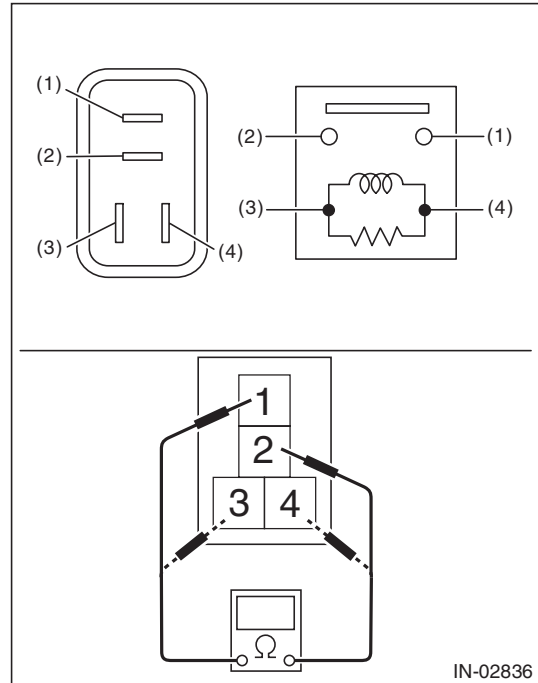


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the fuel pump relay has no deformation, cracks or other damages.
- 2) Measure the resistance between fuel pump relay terminals.

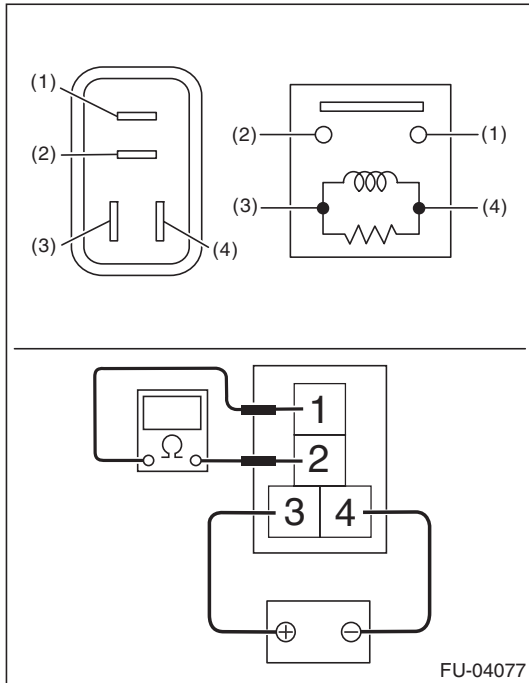


Terminal No.	Standard
1 and 2	1 M Ω or more
3 and 4	93.8 — 136.4 Ω (when 20°C (68°F))

Fuel Pump Relay

FUEL INJECTION (FUEL SYSTEMS)

3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the fuel pump relay terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

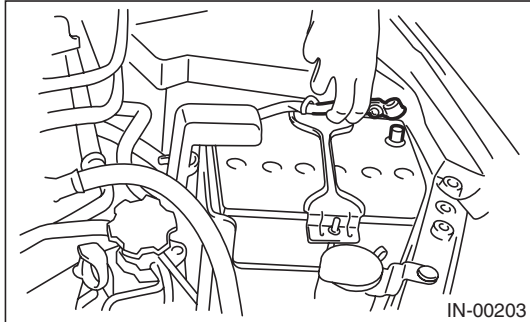
Electronic Throttle Control Relay

FUEL INJECTION (FUEL SYSTEMS)

22. Electronic Throttle Control Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the electronic throttle control relay from the relay block on the back side of the glove box.

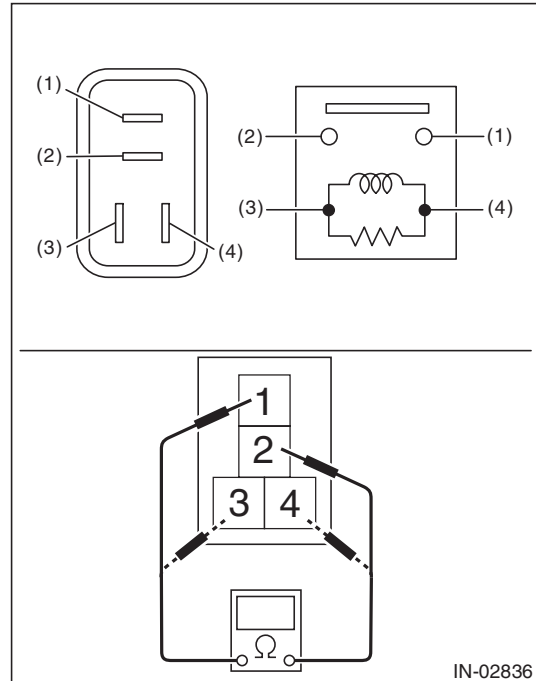


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the electronic throttle control relay has no deformation, cracks or other damages.
- 2) Measure the resistance between electronic throttle control relay terminals.

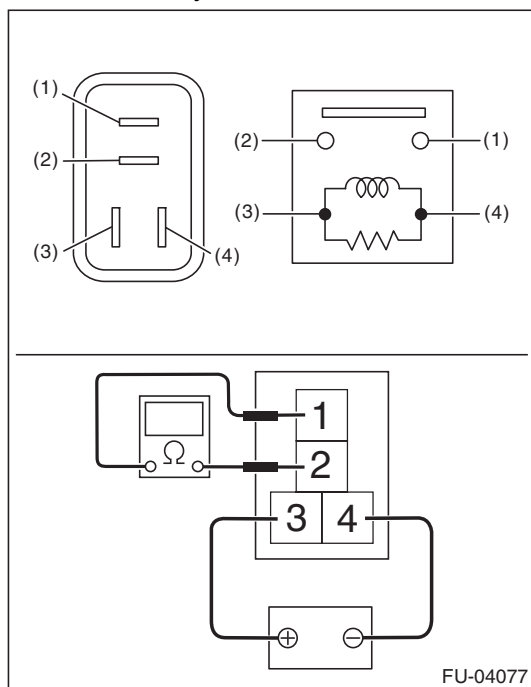


Terminal No.	Standard
1 and 2	1 M Ω or more
3 and 4	93.8 — 136.4 Ω (when 20°C (68°F))

Electronic Throttle Control Relay

FUEL INJECTION (FUEL SYSTEMS)

3) Connect battery positive terminal to terminal No. 3 and battery ground terminal to terminal No. 4, and measure the resistance between the electronic throttle control relay terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

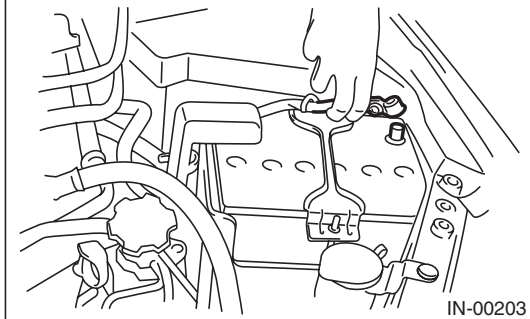
Fuel Pump Control Unit

FUEL INJECTION (FUEL SYSTEMS)

23. Fuel Pump Control Unit

A: REMOVAL

1) Disconnect the ground cable from battery.

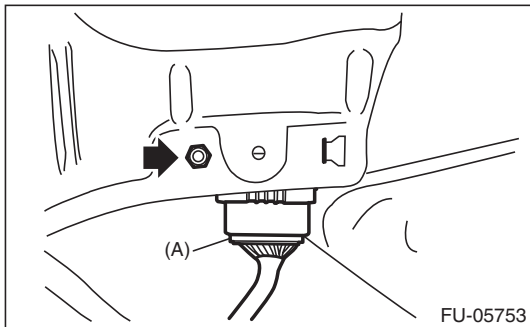


2) Remove the right side trunk side trim. (4 door model) <Ref. to EI-61, REMOVAL, Trunk Room Trim.>

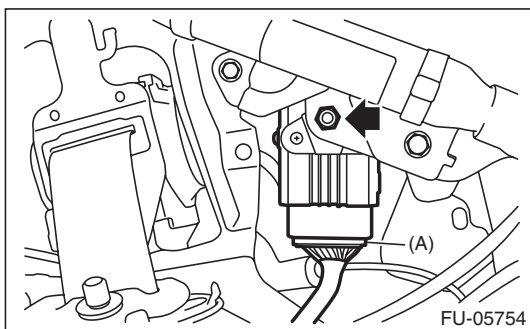
3) Remove the right side rear quarter trim. (5 door model) <Ref. to EI-58, REMOVAL, Rear Quarter Trim.>

4) Disconnect the connector (A) from the fuel pump control unit, and remove the fuel pump control unit.

- 4 door model



- 5 door model



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

Check that the fuel pump control unit has no deformation, cracks or other damages.

24.Fuel

A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

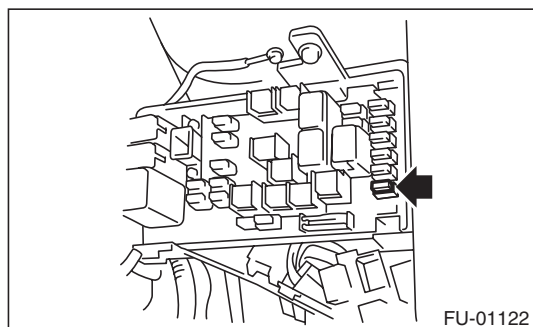
WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

Be careful not to spill fuel.

1) Remove the fuse of fuel pump from main fuse box.



- 2) Start the engine and run it until it stalls.
- 3) After the engine stalls, crank it for five more seconds.
- 4) Turn the ignition switch to OFF.
- 5) Install the fuse of fuel pump to the main fuse box.

2. DRAINING FUEL (WITH SUBARU SELECT MONITOR)

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

Be careful not to spill fuel.

NOTE:

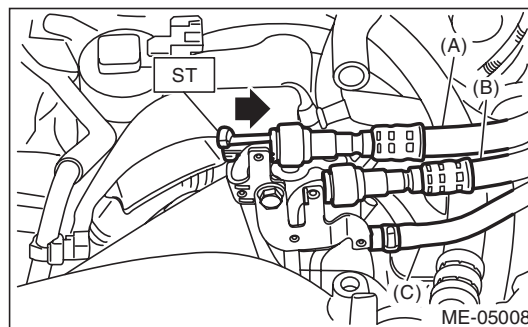
- If the fuel pump cannot be driven, refer to the procedures for draining from the fuel filler hose. <Ref. to FU(STI)-65, DRAINING FUEL (THROUGH THE FUEL FILLER HOSE), PROCEDURE, Fuel.>
 - Be careful not to let the battery run-out.
- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the fuel delivery hose.

ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



- (A) Fuel delivery hose
- (B) Fuel return hose
- (C) Evaporation hose

- 3) Connect ST to the fuel delivery hose. ST 18471AA000 FUEL PIPE ADAPTER
- 4) Connect the gasoline proof hose to ST and put the end of the hose in the container.
- 5) Drive the fuel pump and drain the fuel using Subaru Select Monitor. <Ref. to EN(H4DOTC)(diag)-64, FUEL PUMP CONTROL (ON/OFF DRIVE), OPERATION, System Operation Check Mode.>

CAUTION:

Be careful not to spill fuel.

6) Install the related parts in the reverse order after draining the fuel.

3. DRAINING FUEL (THROUGH THE FUEL FILLER HOSE)

• 4 door model

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

- Be careful not to spill fuel.
 - Fuel may remain in the fuel filler pipe. Draining the fuel from the fuel filler pipe through the fill opening using the gasoline proof pump and the gasoline proof hose (ø10 or less) before the operation.
- 1) Lift up the vehicle.
 - 2) Remove the rear exhaust pipe and muffler. <Ref. to EX(STI)-13, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(STI)-15, REMOVAL, Muffler.>

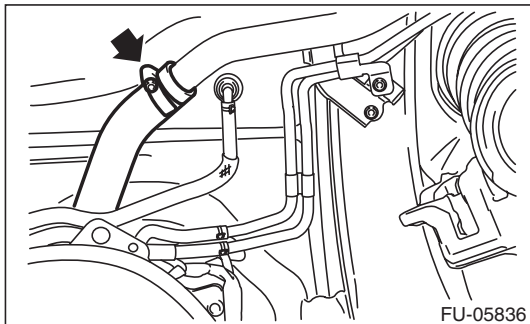
Fuel

FUEL INJECTION (FUEL SYSTEMS)

- 3) Remove the rear sub frame. <Ref. to RS-17, REMOVAL, Rear Sub Frame.>
- 4) Open the fuel filler lid and remove the fuel filler cap.
- 5) Drain the fuel from the fuel filler pipe through the filler opening using the gasoline proof pump and the gasoline proof hose (ø10 or less).
- 6) Disconnect the fuel filler hose from the fuel filler pipe assembly.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



- 7) Set the container under the vehicle and insert the gasoline proof hose (ø10 or less) into the fuel filler hose to drain the fuel.

CAUTION:

Be careful not to spill fuel.

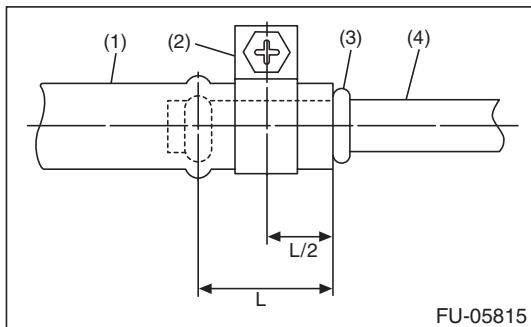
- 8) Install the related parts in the reverse order after draining the fuel.

NOTE:

Correctly insert the fuel filler hose to spool, and then install the clamp as shown in the figure.

Tightening torque:

2.5 N·m (0.3 kgf·m, 1.8 ft·lb)



- (1) Fuel filler hose
- (2) Clamp
- (3) Spool
- (4) Fuel filler pipe

• 5 door model

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

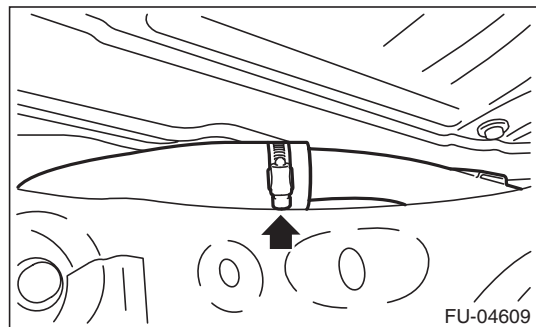
CAUTION:

- Be careful not to spill fuel.
- Fuel may remain in the fuel filler pipe. Draining the fuel from the fuel filler pipe through the fill opening using the gasoline proof pump and the gasoline proof hose (ø10 or less) before the operation.

- 1) Lift up the vehicle.
- 2) Remove the rear exhaust pipe and muffler. <Ref. to EX(STI)-13, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(STI)-15, REMOVAL, Muffler.>
- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Drain the fuel from the fuel filler pipe through the filler opening using the gasoline proof pump and the gasoline proof hose (ø10 or less).
- 5) Disconnect the fuel filler hose from the fuel filler pipe assembly.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



- 6) Set the container under the vehicle and insert the gasoline proof hose (ø10 or less) into the fuel filler hose to drain the fuel.

CAUTION:

Be careful not to spill fuel.

Fuel

FUEL INJECTION (FUEL SYSTEMS)

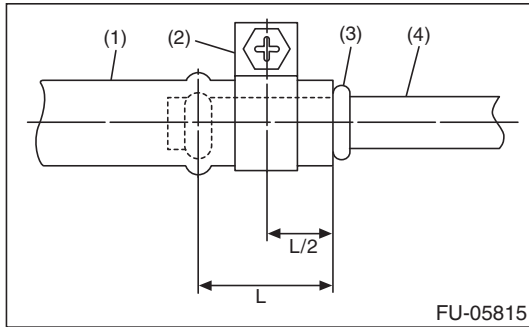
7) Install the related parts in the reverse order after draining the fuel.

NOTE:

Correctly insert the fuel filler hose to spool, and then install the clamp as shown in the figure.

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



- (1) Fuel filler hose
- (2) Clamp
- (3) Spool
- (4) Fuel filler pipe

Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

25. Fuel Tank

A: REMOVAL

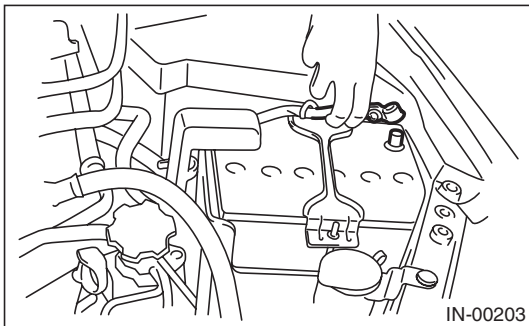
WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

Be careful not to spill fuel.

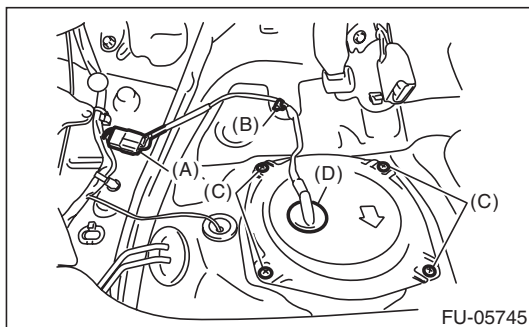
- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Drain fuel. <Ref. to FU(STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>
- 3) Disconnect the ground cable from battery.



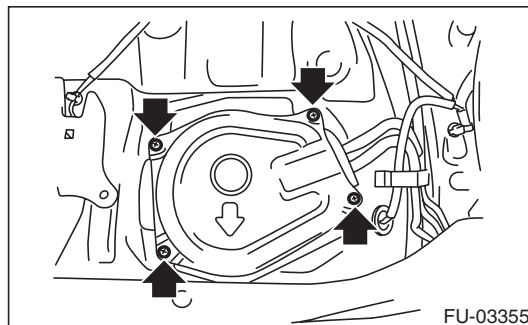
- 4) Remove the rear seat cushion. <Ref. to SE-11, REMOVAL, Rear Seat.>

- 5) Remove the service hole cover of fuel pump.

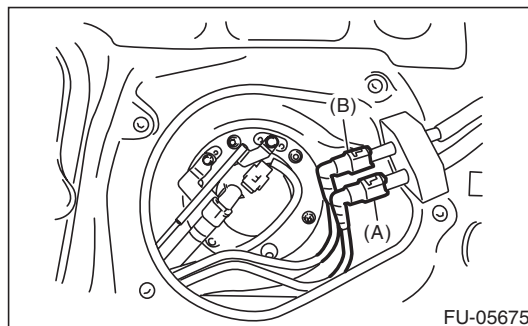
- (1) Disconnect fuel pump connector (A), and remove clip (B).
- (2) Remove the screw (C).
- (3) Push the grommet (D) down and remove the service hole cover.



- 6) Remove the service hole cover of fuel sub level sensor.



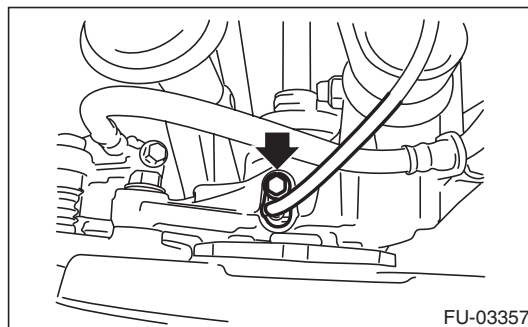
- 7) Disconnect the quick connector of fuel delivery tube (A) and fuel return tube (B). <Ref. to FU(STI)-90, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>



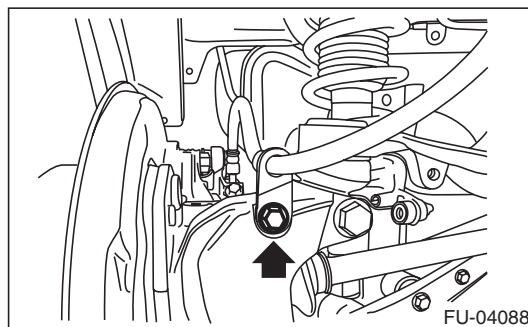
- 8) Remove the rear wheels.

- 9) Lift up the vehicle.

- 10) Remove the rear ABS wheel speed sensor from the rear housing.



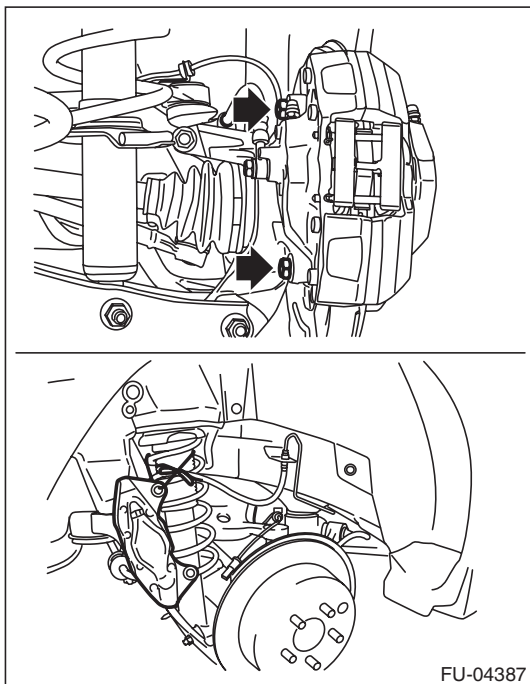
- 11) Remove the rear brake hose bracket from rear housing.



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

12) Remove the rear disc brake assembly and tie it to the body side of the vehicle.



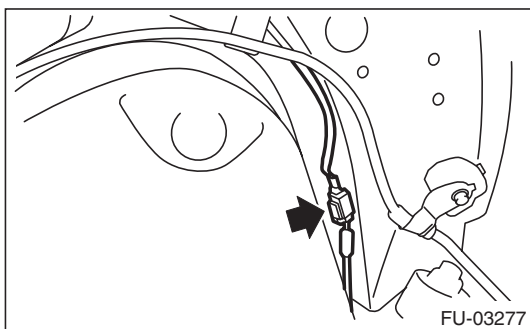
13) Remove the parking brake cable from parking brake assembly. <Ref. to PB-6, REMOVAL, Parking Brake Assembly (Rear Disc Brake).>

14) Remove the rear exhaust pipe and muffler. <Ref. to EX(STI)-13, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(STI)-15, REMOVAL, Muffler.>

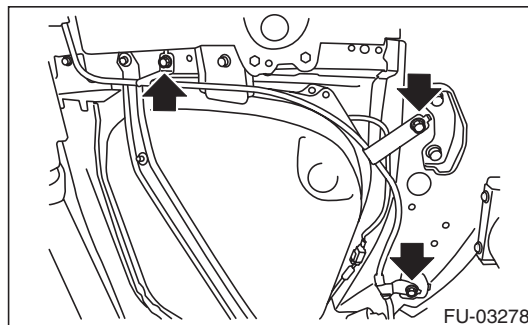
15) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>

16) Remove the heat shield cover and fuel tank protector.

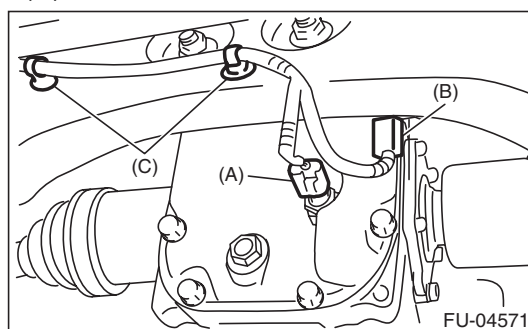
17) Disconnect the connector from the rear ABS wheel speed sensor.



18) Remove the parking brake cable clamp from the body.



19) Disconnect the connectors from oil temperature switch (A) and ground (B), and remove the clips (C) which secure the harness.



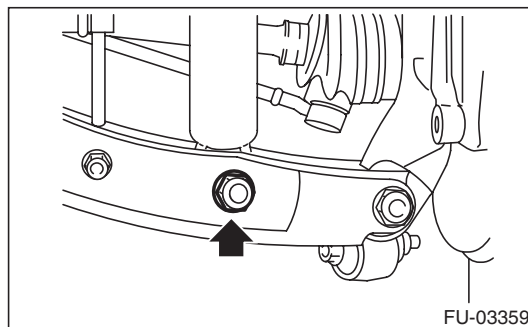
20) Remove the rear suspension assembly.

WARNING:

A helper is required to perform this work.

(1) Support the rear differential with the transmission jack.

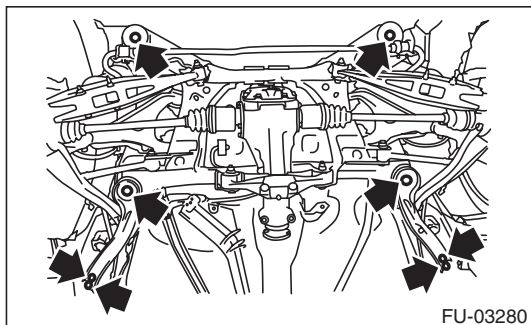
(2) Remove the bolt and nut which secures rear shock absorber to rear suspension arm.



Fuel Tank

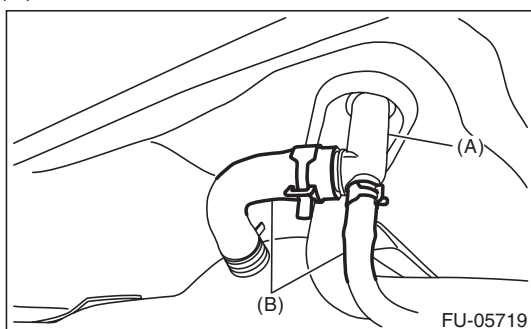
FUEL INJECTION (FUEL SYSTEMS)

(3) Remove the bolts which secure the rear suspension assembly to the body.



(4) Remove the rear suspension assembly.

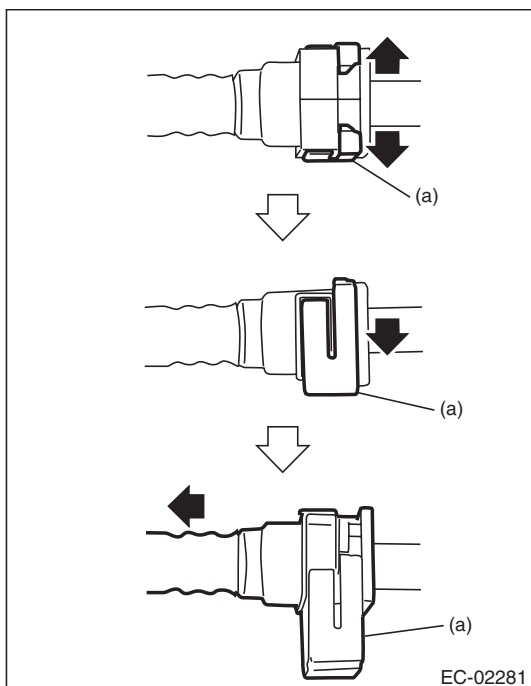
21) Disconnect evaporation hose (B) from connector (A).



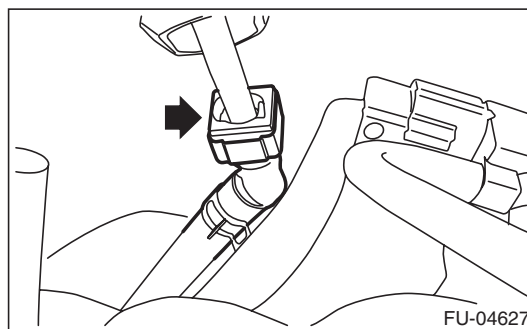
22) Disconnect the quick connector of the evaporation hose from the evaporation pipe.

NOTE:

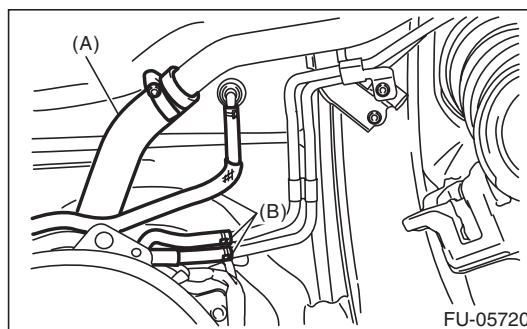
Disconnect the quick connector as shown in the figure.



(a) Retainer



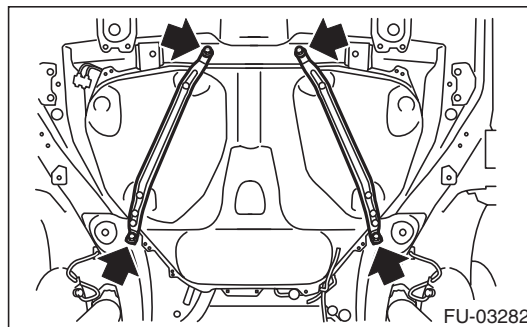
23) Disconnect the fuel filler hose (A) and evaporation hose (B).



24) Support the fuel tank with a transmission jack, remove the bolts from the fuel tank band, and remove the fuel tank from the vehicle.

WARNING:

- A helper is required to perform this work.
- Fuel may remain in the fuel tank. This will cause the left and right sides to be unbalanced. Be careful not to drop the fuel tank.



Fuel Tank

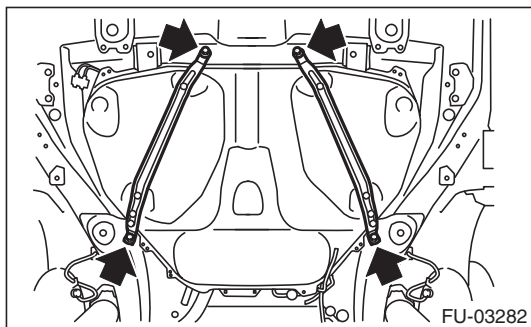
FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

1) Support the fuel tank with a transmission jack, set the fuel tank in place, and temporarily tighten the bolts of the fuel tank band.

WARNING:

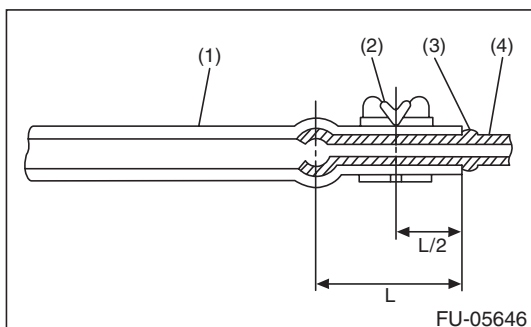
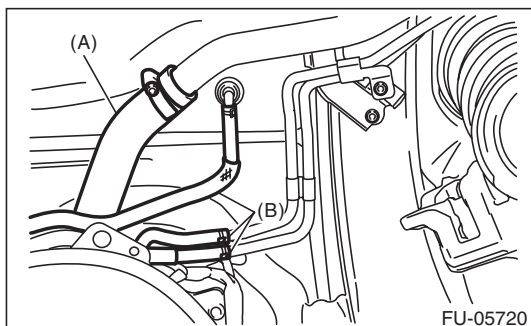
A helper is required to perform this work.



2) Securely insert the fuel filler hose (A) and evaporation hose (B) until the hose end contacts the spool, then attach the clamp or clip as shown in the figure.

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)

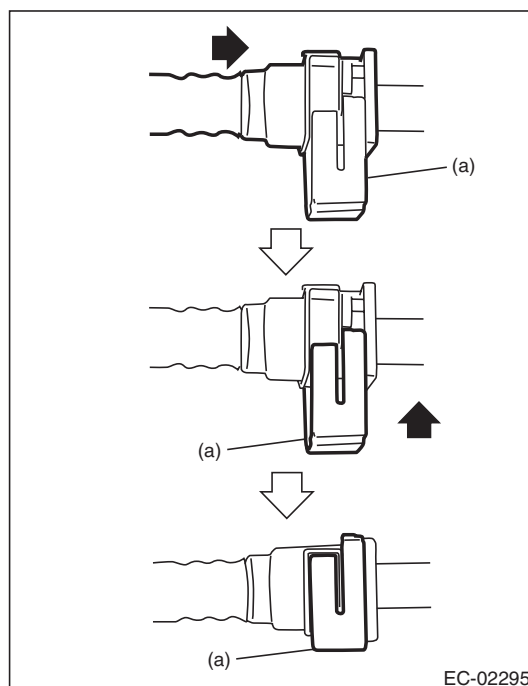


- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

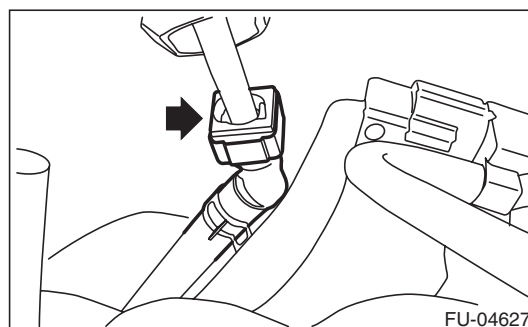
3) Connect the quick connector of the evaporation hose to the evaporation pipe.

CAUTION:

- Check that there is no damage or dust on the quick connector. If necessary, clean the seal surface of the pipe.
- When connecting the quick connector, securely insert the pipe all the way before locking the retainer.
- When it is difficult to lock the retainer, make sure that the pipe is securely inserted.
- Make sure that the quick connector is securely connected.



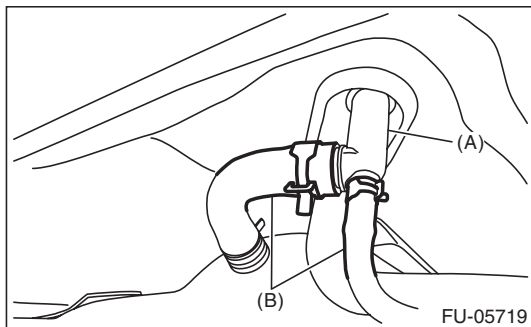
(a) Retainer



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

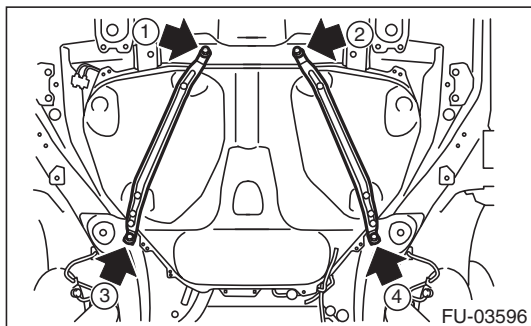
- 4) Connect evaporation hose (B) to connector (A).



- 5) Tighten the bolts of the fuel tank band in the order shown in the figure.

Tightening torque:

33 N·m (3.4 kgf-m, 24.3 ft-lb)



- 6) Install the rear suspension assembly.

WARNING:

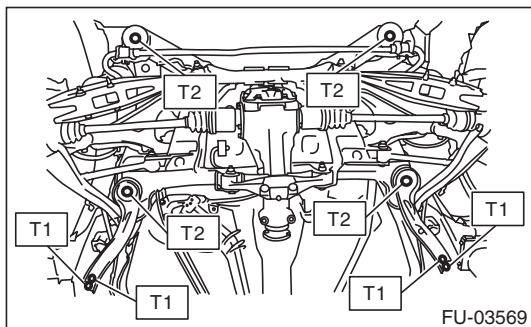
A helper is required to perform this work.

- (1) Support the rear differential with the transmission jack.
- (2) Support the rear suspension assembly and install the rear suspension assembly to the body.

Tightening torque:

T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)

T2: 145 N·m (14.8 kgf-m, 106.9 ft-lb)



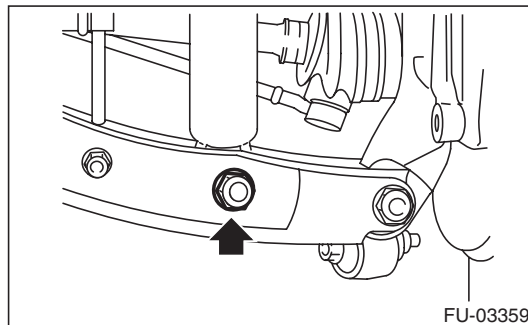
- (3) Install the rear shock absorber to the rear suspension arm.

NOTE:

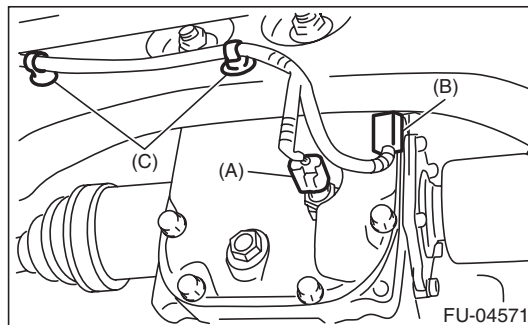
Use a new self-locking nut.

Tightening torque:

120 N·m (12.2 kgf-m, 88.5 ft-lb)



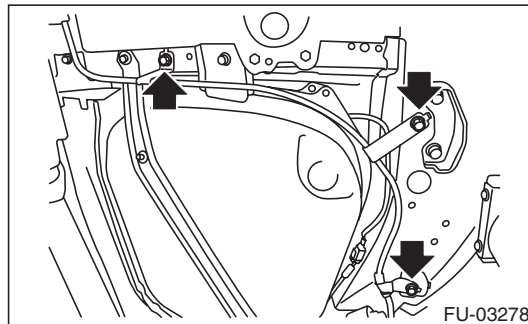
- 7) Connect the connectors to oil temperature switch (A) and ground (B), and secure the harness with clips (C).



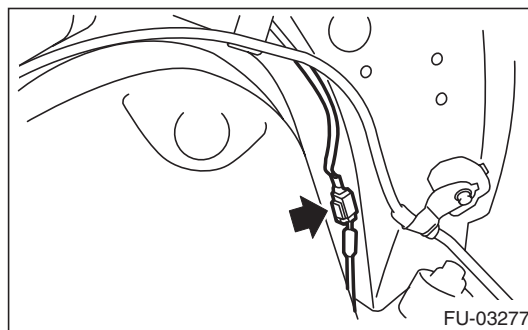
- 8) Install the parking brake cable clamp to the body.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



- 9) Connect the connector to the rear ABS wheel speed sensor.



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

10) Install the heat shield cover.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

11) Install the fuel tank protector.

Tightening torque:

Nut: 9 N·m (0.9 kgf-m, 6.6 ft-lb)

Bolt: 18 N·m (1.8 kgf-m, 13.3 ft-lb)

12) Install the propeller shaft. <Ref. to DS-12, INSTALLATION, Propeller Shaft.>

13) Install the rear exhaust pipe and muffler. <Ref. to EX(STI)-13, INSTALLATION, Rear Exhaust Pipe.> <Ref. to EX(STI)-15, INSTALLATION, Muffler.>

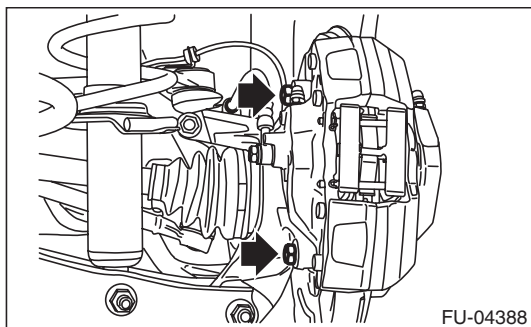
14) Lower the vehicle.

15) Connect the parking brake cable to the parking brake assembly. <Ref. to PB-7, INSTALLATION, Parking Brake Assembly (Rear Disc Brake).>

16) Install the rear disc brake assembly.

Tightening torque:

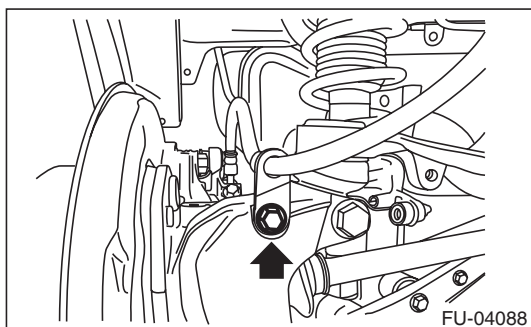
65 N·m (6.6 kgf-m, 47.9 ft-lb)



17) Install the rear brake hose bracket to the rear housing.

Tightening torque:

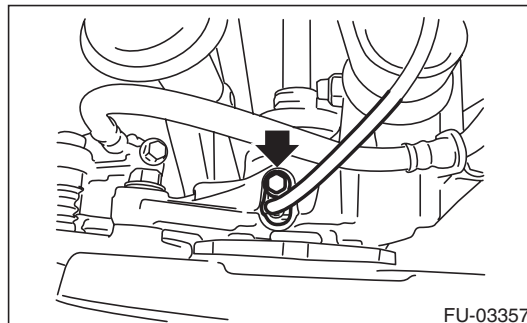
33 N·m (3.4 kgf-m, 24.3 ft-lb)



18) Attach the rear ABS wheel speed sensor to the rear housing.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



19) Install the rear wheels.

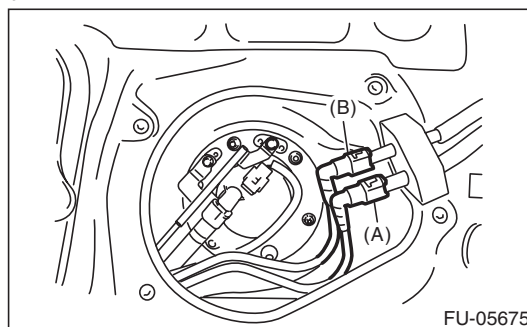
Tightening torque:

100 N·m (10.2 kgf-m, 73.8 ft-lb)

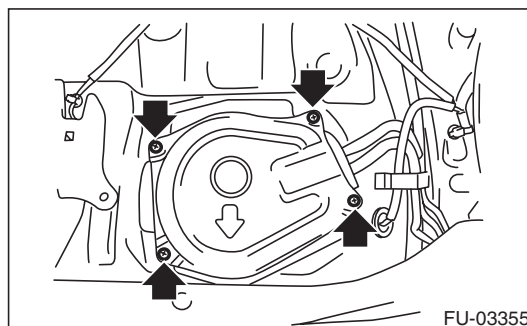
20) Connect the quick connector of fuel delivery tube (A) and fuel return tube (B). <Ref. to FU(STI)-92, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

NOTE:

When connecting, be careful not to reverse the delivery side and return side.



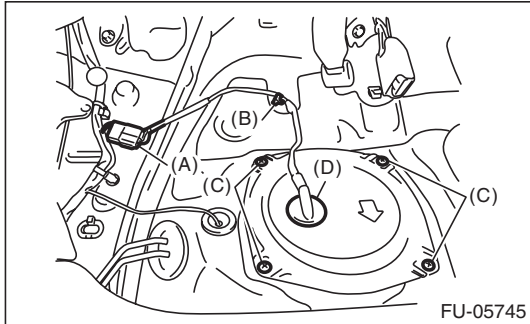
21) Install the service hole cover of fuel sub level sensor.



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

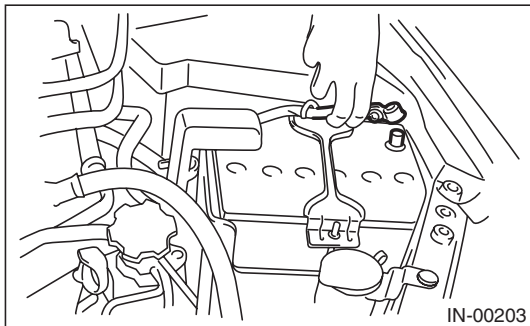
22) Attach the service hole cover of the fuel pump, and attach the connector and clip.



- (A) Connector
- (B) Clip
- (C) Screw
- (D) Grommet

23) Install the rear seat cushion. <Ref. to SE-12, INSTALLATION, Rear Seat.>

24) Connect the battery ground terminal.



25) Inspect the wheel alignment and adjust if necessary.

C: INSPECTION

- 1) Check that the fuel tank and fuel pipe have no deformation, cracks and other damages.
- 2) Check that the fuel hose has no cracks, damage or loose part.

Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

26. Fuel Filler Pipe

A: REMOVAL

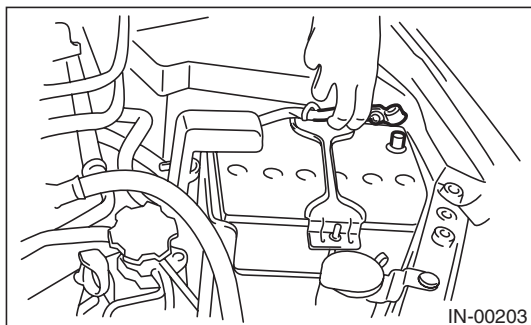
WARNING:

Place "NO OPEN FLAMES" signs near the working area.

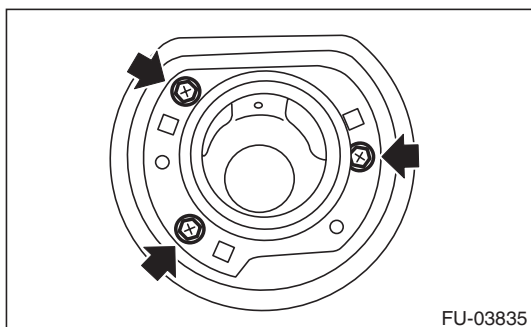
CAUTION:

Be careful not to spill fuel.

- 1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Drain fuel. <Ref. to FU(STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>
- 3) Disconnect the ground cable from battery.

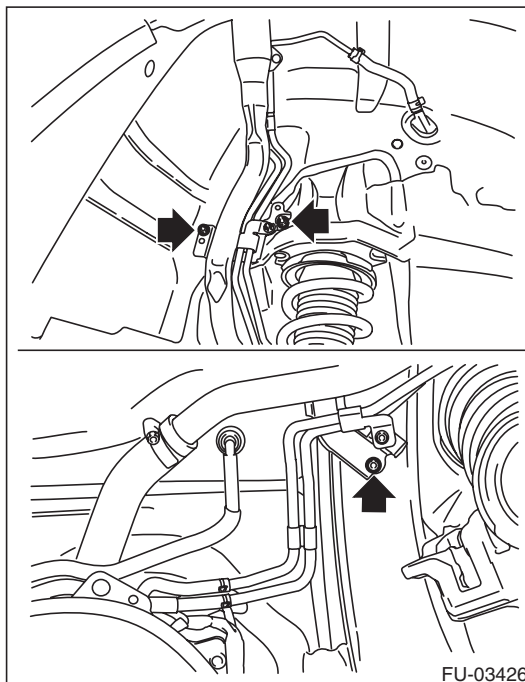


- 4) Open the fuel filler lid, and remove the filler cap.
- 5) Remove the screws which secure the fuel filler ring, and then remove the fuel filler ring.

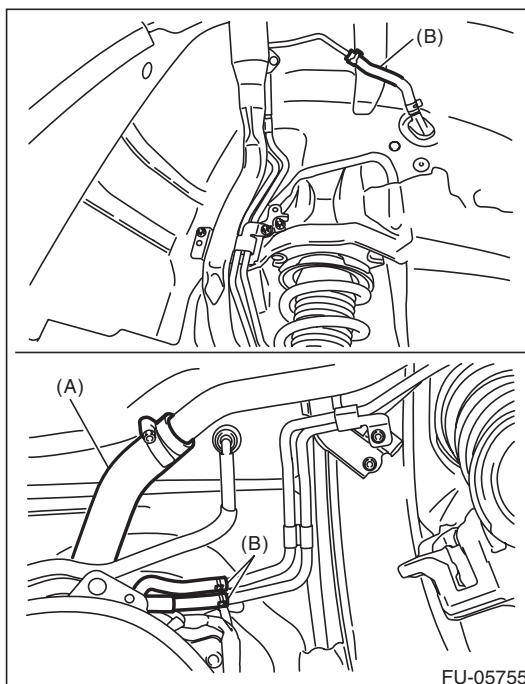


- 6) Remove the rear wheel RH.
- 7) Lift up the vehicle.
- 8) Remove the rear mud guard RH. <Ref. to EI-28, REAR MUD GUARD, REMOVAL, Mud Guard.>
- 9) Remove the rear sub frame. <Ref. to RS-17, REMOVAL, Rear Sub Frame.>

- 10) Remove the bolts and nuts which secure fuel filler pipe assembly onto the vehicle body.



- 11) Disconnect the evaporation hose (A) and the fuel filler hose (B) from the fuel filler pipe assembly.



- 12) Remove the fuel filler pipe assembly from the underside of the vehicle.

Fuel Filler Pipe

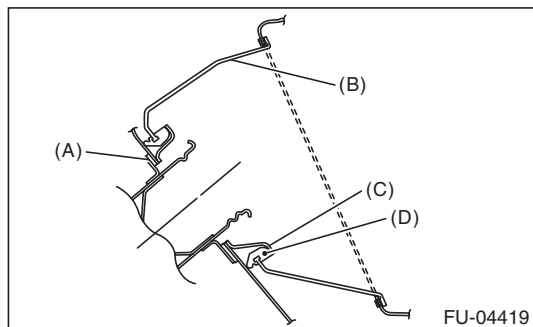
FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

- 1) Open the fuel filler lid.
- 2) Attach the fuel filler pipe gasket to the fuel filler pipe assembly, and insert the fuel filler pipe assembly from inside of the rear fender.
- 3) Install the fuel filler ring to the fuel filler pipe assembly.

NOTE:

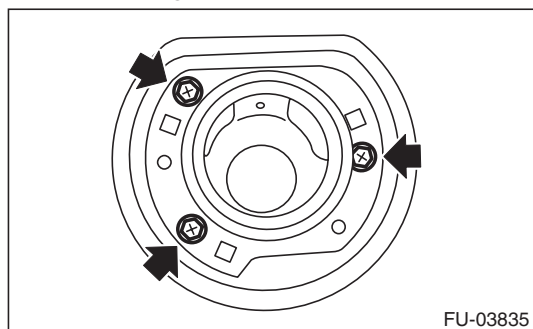
If the edges of rubber gasket are folded toward inside, straighten it with a flat tip screwdriver.



- (A) Fuel filler pipe gasket
- (B) Fuel saucer
- (C) Fuel filler ring
- (D) Rubber gasket

Tightening torque:

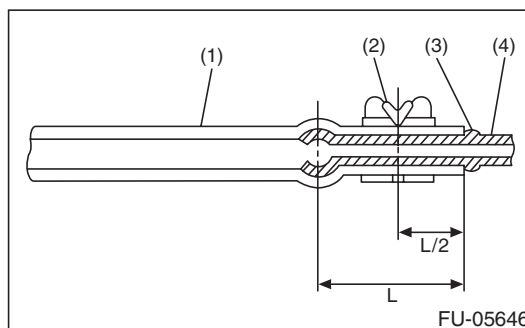
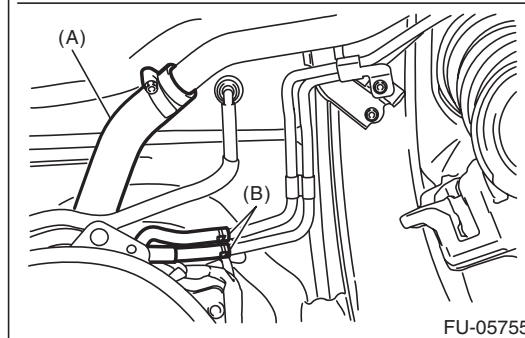
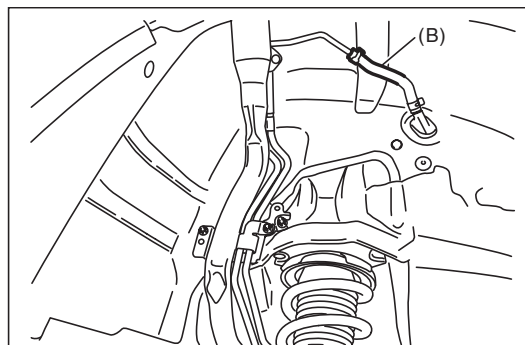
4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



- 4) Securely insert the evaporation hose (A) and the fuel filler hose (B) until the hose ends contact the spool, then attach the clamp or clip as shown in the figure.

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

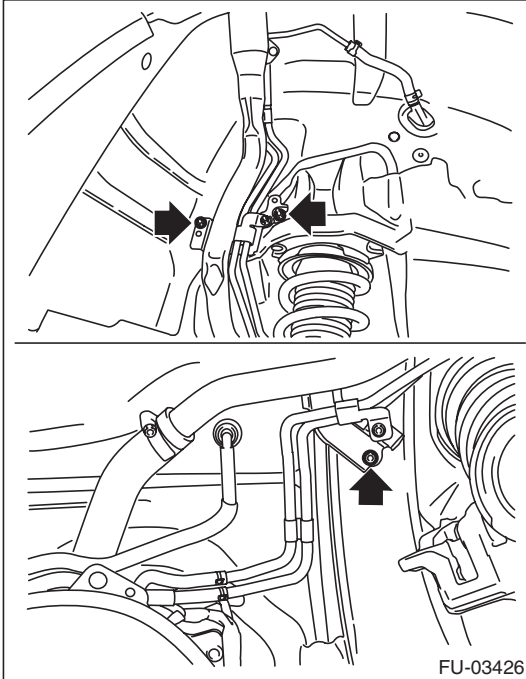
Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

5) Install the fuel filler pipe assembly to vehicle body.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



6) Install the rear sub frame. <Ref. to RS-18, INSTALLATION, Rear Sub Frame.>

7) Install the rear mud guard RH. <Ref. to EI-28, INSTALLATION, Mud Guard.>

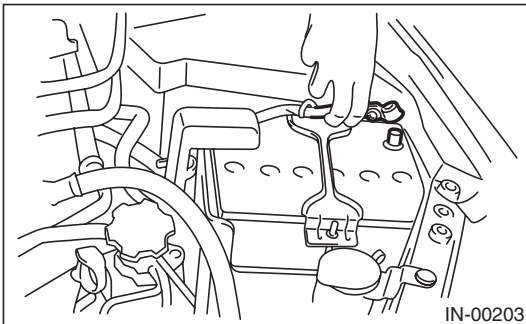
8) Lower the vehicle.

9) Install the rear wheel RH.

Tightening torque:

100 N·m (10.2 kgf-m, 73.8 ft-lb)

10) Connect the battery ground terminal.

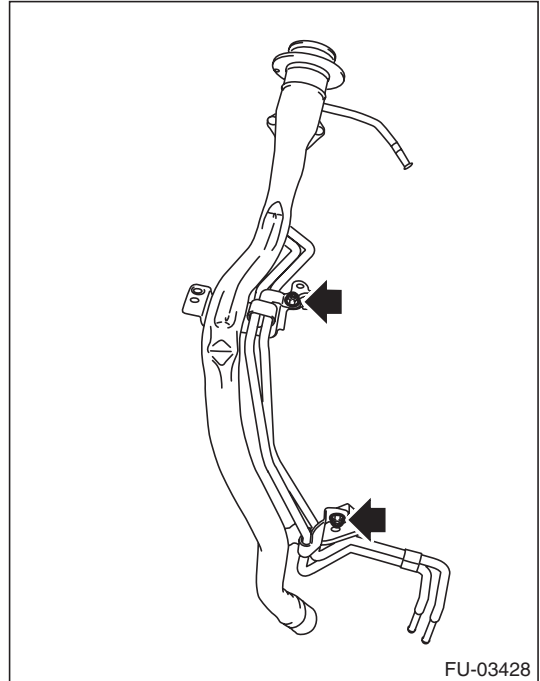


11) Inspect the wheel alignment and adjust if necessary.

C: DISASSEMBLY

1) Remove the shut valve from the fuel filler pipe. <Ref. to EC(STI)-20, REMOVAL, Shut Valve.>

2) Remove the evaporation pipe from the fuel filler pipe.



D: ASSEMBLY

Assemble in the reverse order of disassembly.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

E: INSPECTION

1) Check that the fuel filler pipe and evaporation pipe have no deformation, cracks or other damages.

2) Check that the hose has no cracks, damage or loose part.

Fuel Pump

FUEL INJECTION (FUEL SYSTEMS)

27. Fuel Pump

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

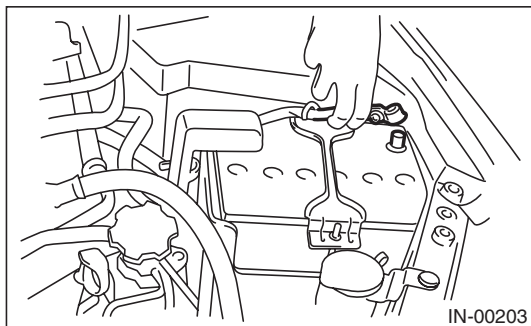
NOTE:

Fuel pump assembly consists of fuel pump, fuel filter and fuel level sensor.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Drain fuel. <Ref. to FU(STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

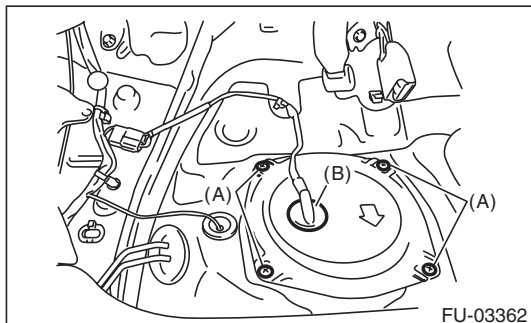


4) Remove the rear seat cushion. <Ref. to SE-11, REMOVAL, Rear Seat.>

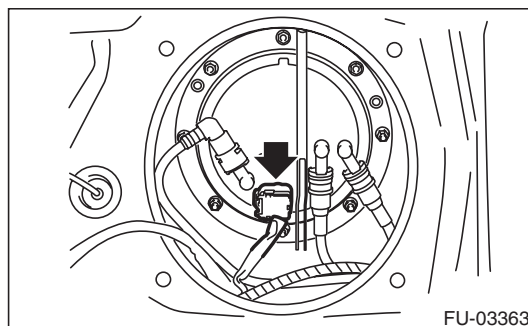
5) Remove the service hole cover.

(1) Remove the screws (A).

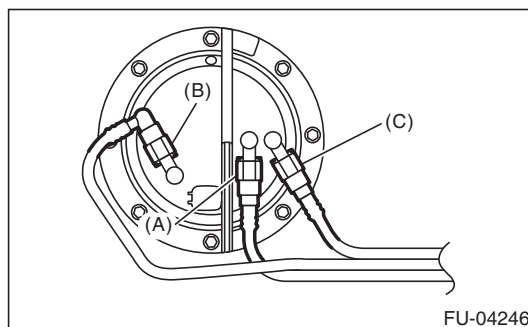
(2) Push the grommet (B) down and remove service hole cover.



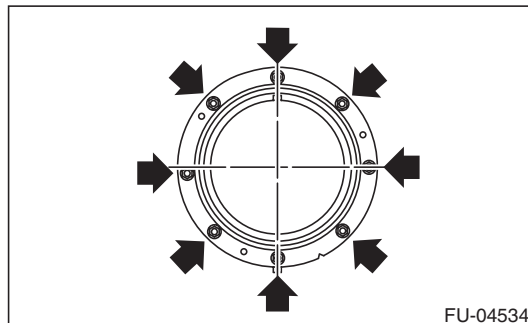
6) Disconnect the connector from fuel pump.



7) Disconnect the quick connectors of fuel delivery tube (A), fuel return tube (B), and jet pump tube (C). <Ref. to FU(STI)-90, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>



8) Remove the nuts which hold the fuel pump upper plate to the fuel tank.



9) Remove the fuel pump assembly from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

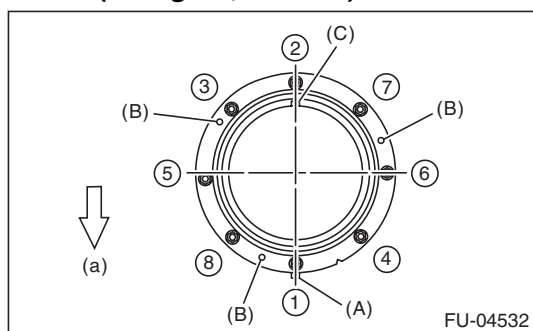
- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Insert the protrusion (B) of gasket to the fuel pump upper plate. (3 places)
- Align the protrusion (C) of fuel pump assembly with the cutout on the fuel pump upper plate.
- Tighten the nuts to the specified torque in the order as shown in the figure.

NOTE:

Use a new gasket.

Tightening torque:

4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



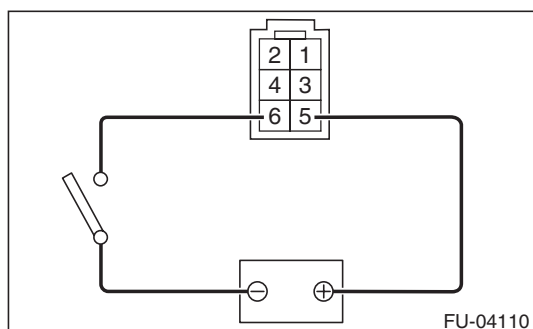
(a) Front side of vehicle

C: INSPECTION

- 1) Check that the fuel pump has no deformation, cracks or other damages.
- 2) Connect the battery positive terminal to terminal No. 5 and the battery ground terminal to terminal No. 6, and inspect the fuel pump operation.

WARNING:

- Wipe off fuel completely.
- Keep the battery as far apart from fuel pump as possible.
- Do not run the fuel pump for a long time under non-load condition.



Fuel Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

28. Fuel Level Sensor

A: REMOVAL

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

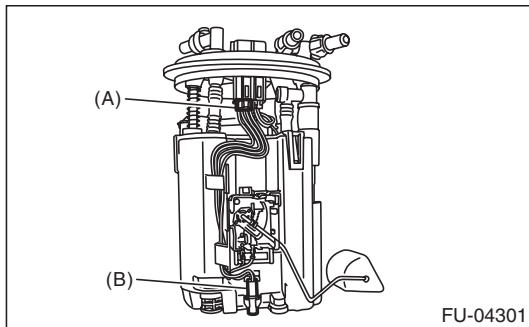
NOTE:

The fuel level sensor is built in fuel pump assembly.

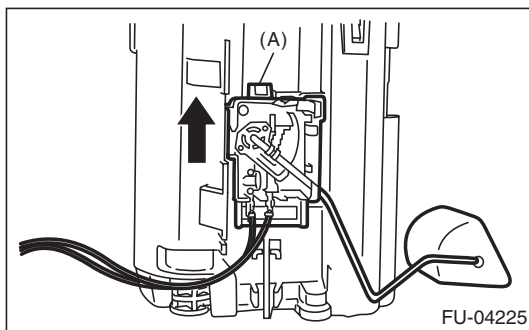
1) Remove the fuel pump assembly. <Ref. to FU(STI)-78, REMOVAL, Fuel Pump.>

2) Disconnect the connector (A) from the sub tank bracket assembly.

3) Remove the fuel temperature sensor (B) from sub tank.



4) Slide the fuel level sensor in the direction of the arrow and remove the fuel level sensor by pressing the claw (A) of the fuel level sensor.



B: INSTALLATION

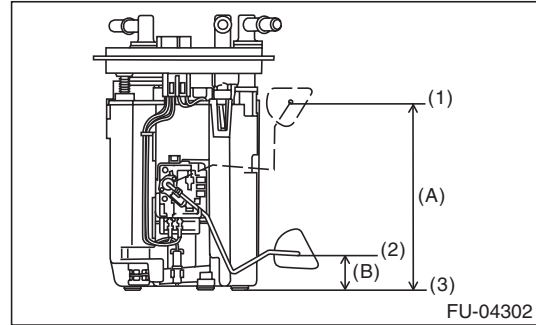
Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the fuel level sensor has no damage.
- 2) Measure the fuel level sensor float position.

NOTE:

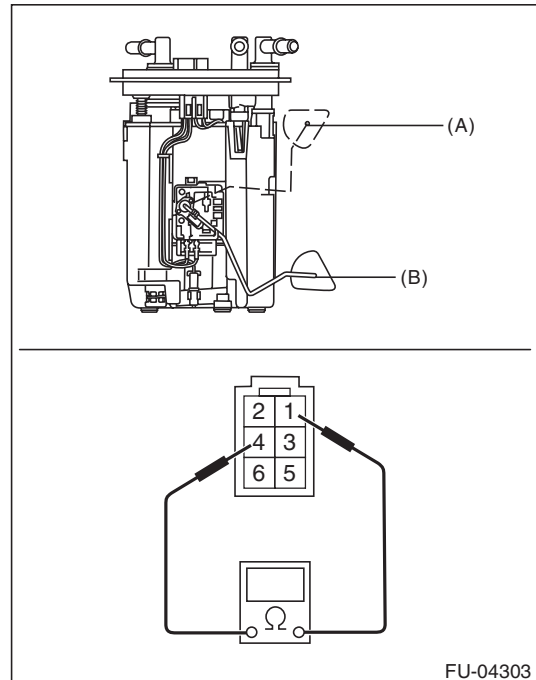
When inspecting the fuel level sensor, perform the work with the sensor installed to the fuel pump.



- (1) FULL
- (2) EMPTY
- (3) Fuel tank seating surface

Float position	Standard
FULL to Fuel tank seating surface (A)	135±4 mm (5.315±0.157 in)
EMPTY to Fuel tank seating surface (B)	23.7±4 mm (0.933±0.157 in)

3) Measure the resistance between fuel level sensor terminals.



Float position	Terminal No.	Standard
FULL (A)	1 and 4	2.0±1.0 Ω
EMPTY (B)		31.9±1.0 Ω

Fuel Sub Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

29. Fuel Sub Level Sensor

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

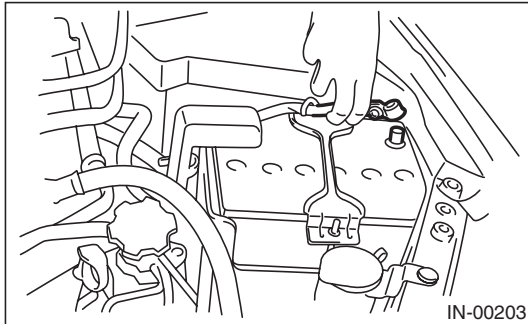
CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

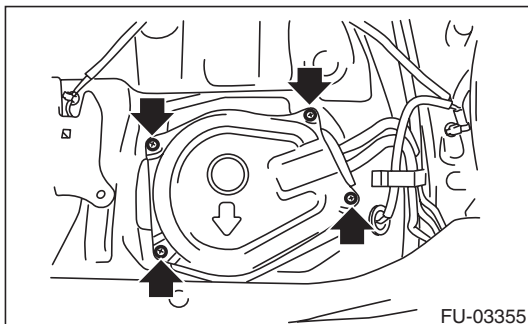
2) Drain fuel. <Ref. to FU(STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

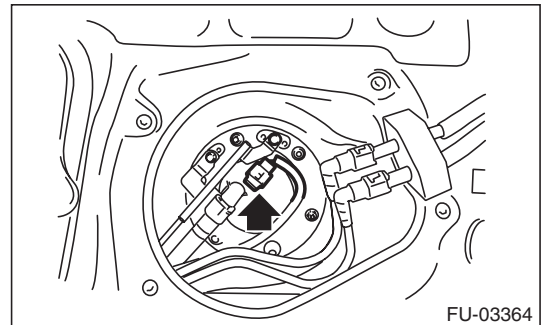


4) Remove the rear seat cushion. <Ref. to SE-11, REMOVAL, Rear Seat.>

5) Remove the service hole cover.

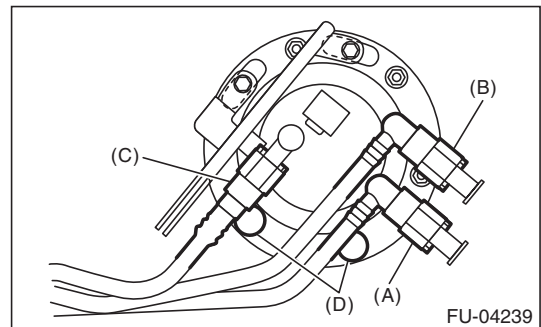


6) Disconnect the connector from the fuel sub level sensor.

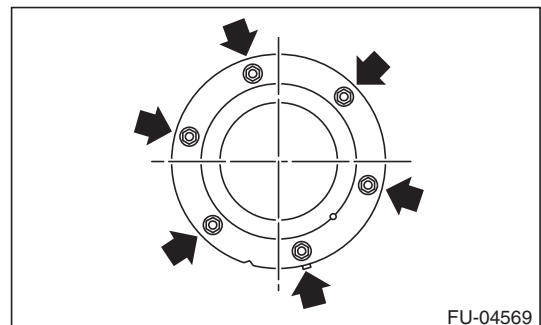
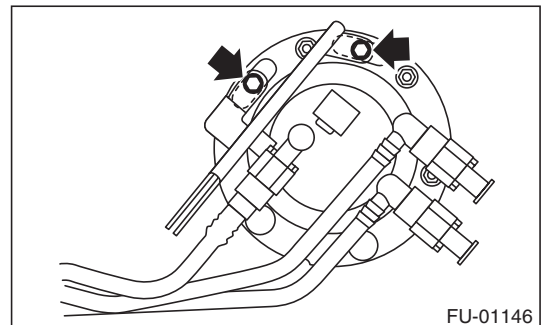


7) Disconnect the quick connectors of fuel delivery tube (A), fuel return tube (B), and jet pump tube (C). <Ref. to FU(STI)-90, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>

8) Remove the rubber cap (D) from the nut.



9) Remove the bolts and nuts which hold fuel sub level sensor protector and fuel sub level sensor upper plate to the fuel tank.



10) Remove the fuel sub level sensor from the fuel tank.

Fuel Sub Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

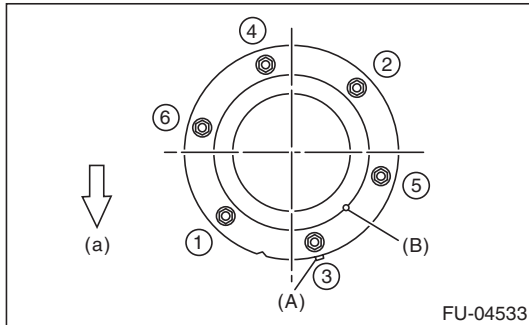
- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Align protrusion (B) of the fuel sub level sensor to the cutout in the fuel sub level sensor upper plate.
- Tighten the nuts and bolts to the specified torque in the order as shown in the figure.
- After tightening, install the rubber cap (C) at the position shown in the figure.

NOTE:

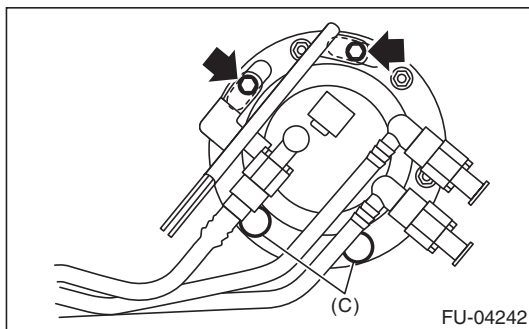
- Use a new gasket.
- Do not forget to install rubber cap (C).

Tightening torque:

4.4 N·m (0.4 kgf-m, 3.2 ft-lb)

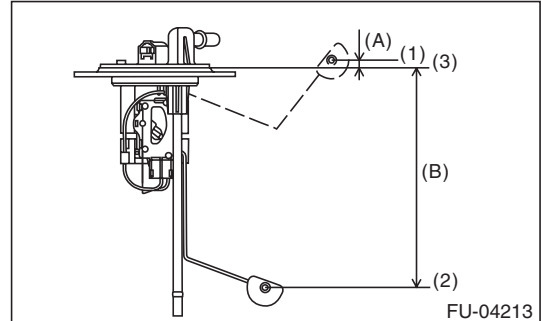


(a) Front side of vehicle



C: INSPECTION

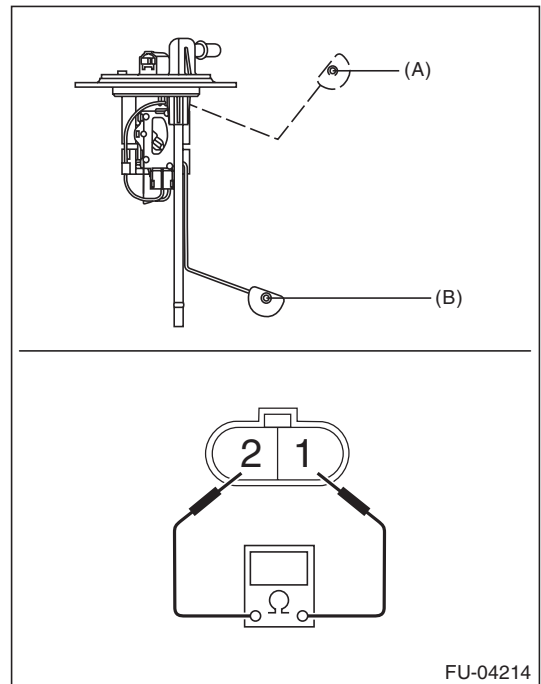
- 1) Check that the fuel sub level sensor has no damage.
- 2) Measure the fuel sub level sensor float position.



- (1) FULL
(2) EMPTY
(3) Datum points

Float position	Standard
FULL to Datum point (A)	$5.31 \pm 3.5 \text{ mm (0.209} \pm 0.138 \text{ in)}$
EMPTY to Datum point (B)	$160.6 \pm 3.5 \text{ mm (6.323} \pm 0.138 \text{ in)}$

- 3) Measure the resistance between fuel sub level sensor terminals.



Float position	Terminal No.	Standard
FULL (A)	1 and 2	$2.0^{+0.5}_{-1.0} \Omega$
EMPTY (B)		$62.1 \pm 1.0 \Omega$

Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

30. Fuel Filter

A: REMOVAL

WARNING:

Place "NO OPEN FLAMES" signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- If the fuel gauge indicates that two thirds or more of the fuel is remaining, be sure to drain fuel before starting work to avoid the fuel to spill.
- Be careful not to drop or apply any impact to the fuel pump during work. This may deteriorate its performance.

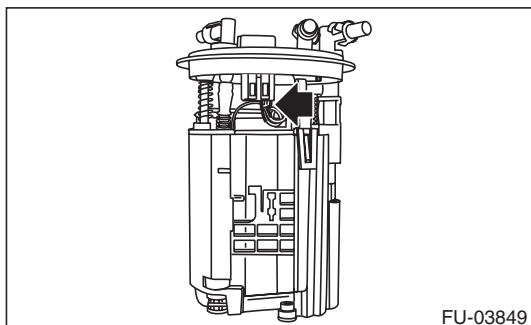
NOTE:

The fuel filter is built in fuel pump assembly.

1) Remove the fuel pump assembly. <Ref. to FU(STI)-78, REMOVAL, Fuel Pump.>

2) Remove the fuel level sensor and fuel temperature sensor. <Ref. to FU(STI)-80, REMOVAL, Fuel Level Sensor.>

3) Disconnect the pump assembly connector from sub tank bracket assembly.



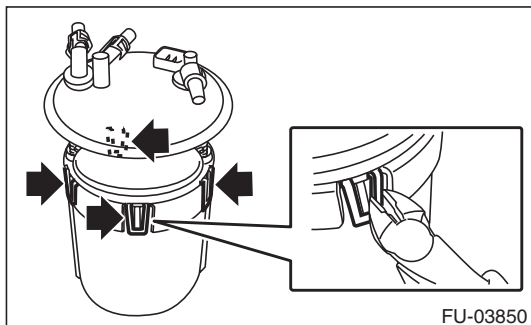
4) Cut off the tab holders connecting the sub tank bracket assembly and the sub tank in four locations, and separate the two.

CAUTION:

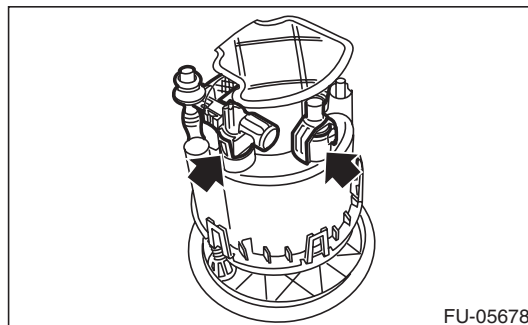
Be careful not to damage the sub tank.

NOTE:

If the O-ring is remaining on the sub tank, remove.



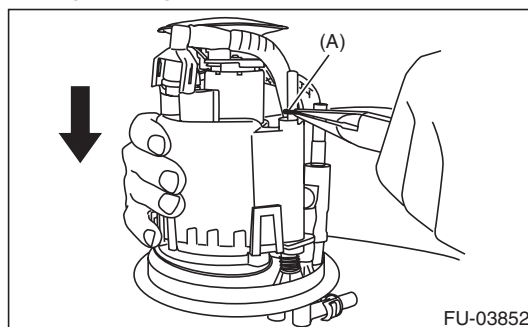
5) Disconnect two connectors of fuel delivery pipe from fuel filter assembly.



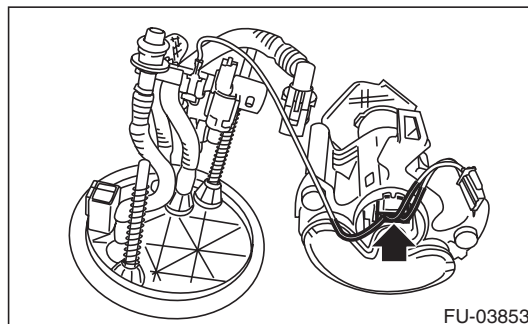
6) Push to compress the fuel filter assembly in the direction of the arrow, remove clip (A), and separate the sub tank bracket assembly and the fuel filter assembly.

CAUTION:

When separating the sub tank bracket assembly and the fuel filter assembly, be careful not to damage the ground wire.



7) Disconnect the connector from the pump assembly.



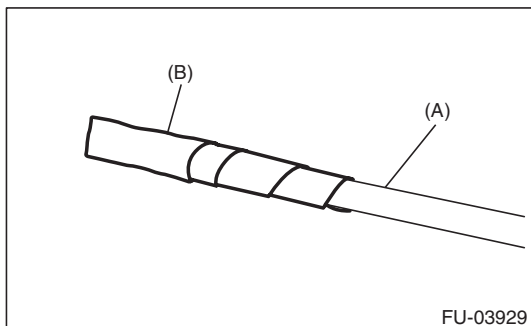
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

8) Lift the two tab holders connecting the pump assembly to the fuel filter using a flat tip screwdriver (with a shaft diameter of approx. 3 mm (0.12 in)), etc., and separate the fuel filter and pump assembly.

CAUTION:

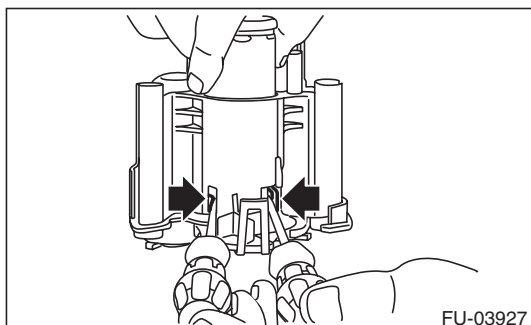
- To prevent damaging the tabs of the pump assembly, wrap the tip of flat tip screwdriver (A), etc. with tape (B).



- Be careful not to drop or apply any impact to the pump assembly.

NOTE:

If the spacer and O-ring is remaining on the pump assembly, remove these.

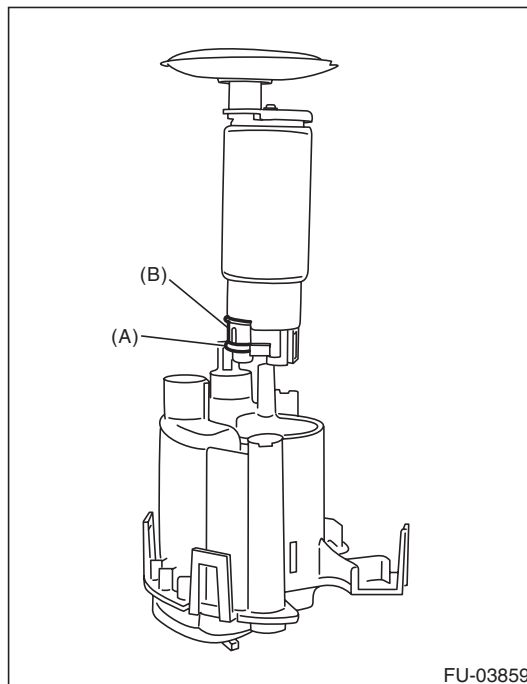


B: INSTALLATION

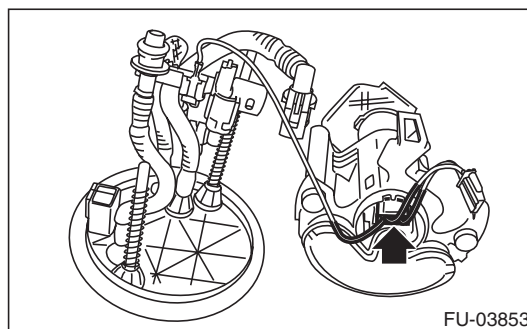
1) Assemble O-ring (A) and spacer (B) to the pump assembly and attach the pump assembly to the fuel filter.

NOTE:

- Use new O-rings (8 mm (0.31 in) inner diameter).
- Use a new spacer.
- Apply gasoline to the O-ring.
- Insert the pump assembly until a click is heard.



2) Connect the connector to the pump assembly.



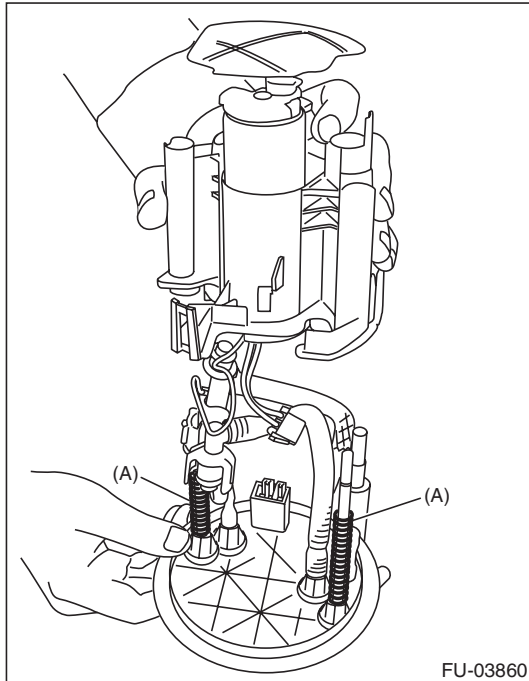
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

3) Attach spring (A) to the metal rod of the sub tank bracket assembly, and assemble the fuel filter assembly.

NOTE:

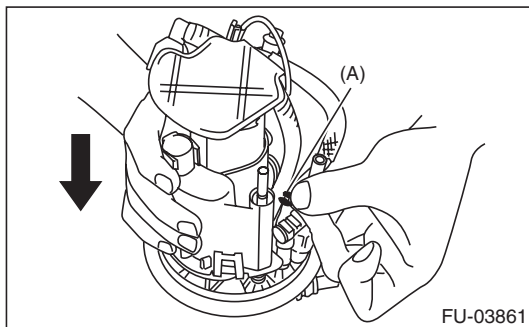
Use a new spring.



4) Push the fuel filter assembly in the direction of the arrow to compress, and attach clip (A).

NOTE:

Use a new clip.



5) Connect the fuel piping connector to the fuel filter assembly.

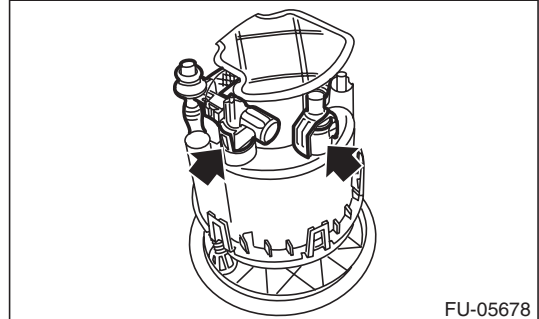
NOTE:

- Use new O-rings.
- Apply gasoline to the O-ring.
- The O-rings of the black and white connectors are identified by a difference in diameter. Be careful not to confuse the two during assembly.

O-ring inner diameter:

Black connector O-ring [Approx. 7 mm (0.28 in)]

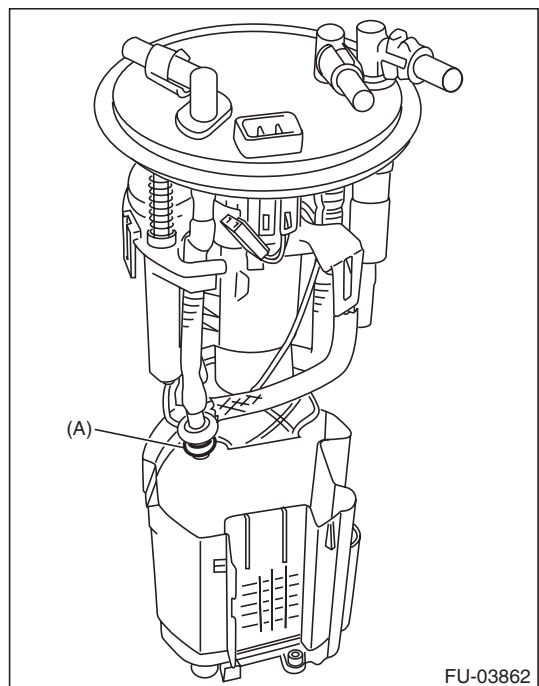
White connector O-ring [Approx. 8 mm (0.31 in)]



6) Attach the O-ring (A) to the fuel filter assembly, and attach the sub tank to the sub tank bracket assembly.

NOTE:

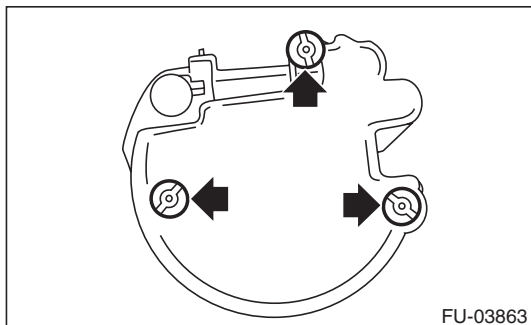
- Use new O-rings (8 mm (0.31 in) inner diameter).
- Apply gasoline to the O-ring.
- Insert the pump assembly until a “pop” is heard.



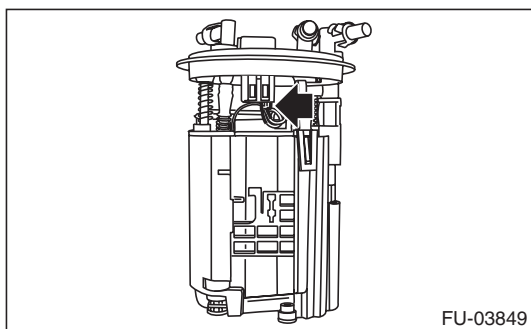
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

7) Replace the cushion on the rear face of the sub tank with a new cushion.



8) Connect the pump assembly connector to the sub tank bracket assembly.



9) Install the fuel level sensor and fuel temperature sensor. <Ref. to FU(STI)-80, INSTALLATION, Fuel Level Sensor.>

10) Inspect the fuel level sensor. <Ref. to FU(STI)-80, INSPECTION, Fuel Level Sensor.>

11) Install the fuel pump assembly. <Ref. to FU(STI)-79, INSTALLATION, Fuel Pump.>

31. Pulsation Damper

A: REMOVAL

WARNING:

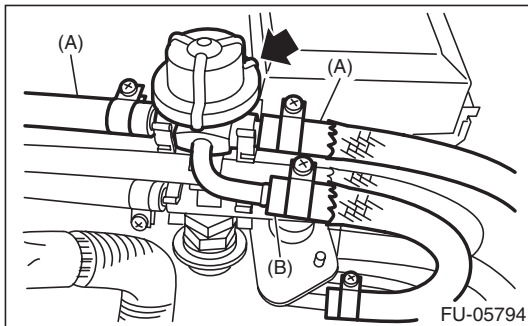
Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the fuel delivery hose (A) and fuel hose (B) from the pulsation damper, and remove the pulsation damper.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

For the information about connecting the fuel delivery hose and fuel hose, refer to “Fuel Delivery, Return & Evaporation Lines”. <Ref. to FU(STI)-94, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

C: INSPECTION

- 1) Check that the pulsation damper has no deformation, cracks or other damages.
- 2) Check that the fuel hose has no cracks, damage or loose part.

Pressure Regulator & Damper Assembly

FUEL INJECTION (FUEL SYSTEMS)

32. Pressure Regulator & Damper Assembly

A: REMOVAL

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

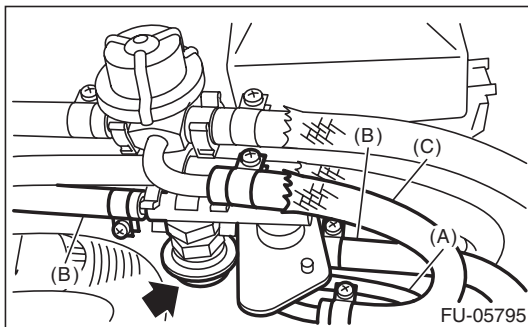
CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the pressure regulator vacuum hose (A) from the pressure regulator and damper assembly.

3) Disconnect the fuel return hose (B) and fuel hose (C) from the pressure regulator & damper assembly, and remove the fuel regulator & damper assembly.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

For the information about connecting the fuel return hose and fuel hose, refer to “Fuel Delivery, Return & Evaporation Lines”. <Ref. to FU(STI)-94, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

C: INSPECTION

1) Check that the pressure regulator and damper assembly has no deformation, cracks or other damages.

2) Check that the pressure regulator vacuum hose and fuel hose have no cracks, damage or loose part.

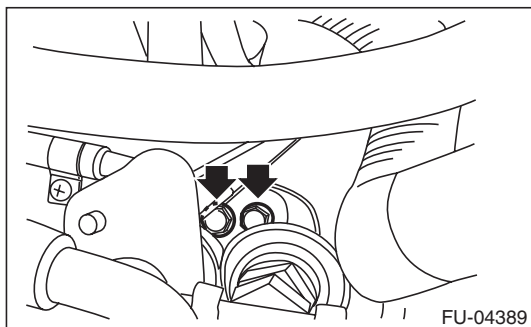
33.Purge Damper

A: REMOVAL

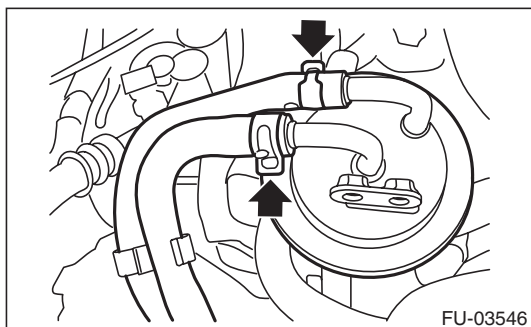
WARNING:

Place “NO OPEN FLAMES” signs near the working area.

- 1) Remove the bolts which secure the purge damper to the purge damper bracket.



- 2) Disconnect the evaporation hose from the purge damper and remove the purge damper.

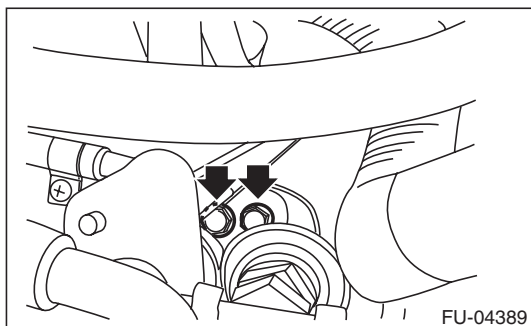


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)



C: INSPECTION

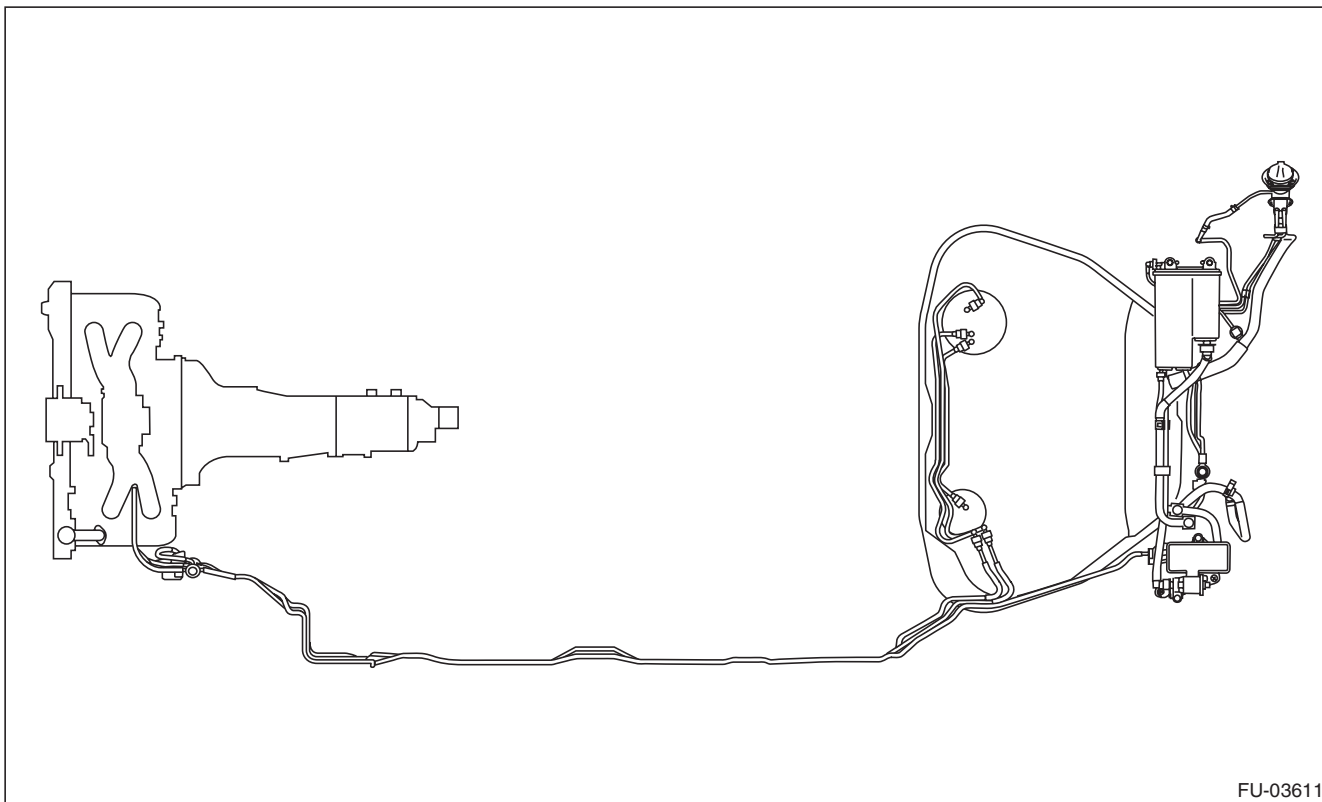
- 1) Check that the purge damper has no deformation, cracks or other damages.
- 2) Check that the evaporation hose has no cracks, damage or loose part.

Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

34. Fuel Delivery, Return and Evaporation Lines

A: REMOVAL



WARNING:

Place “NO OPEN FLAMES” signs near the working area.

CAUTION:

Be careful not to spill fuel.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Open the fuel filler lid and remove the fuel filler cap.

3) Remove the floor mat. <Ref. to EI-69, REMOVAL, Floor Mat.>

4) In the engine compartment, disconnect the fuel delivery hoses, fuel return hoses and evaporation hoses.

CAUTION:

- Be careful not to spill fuel.

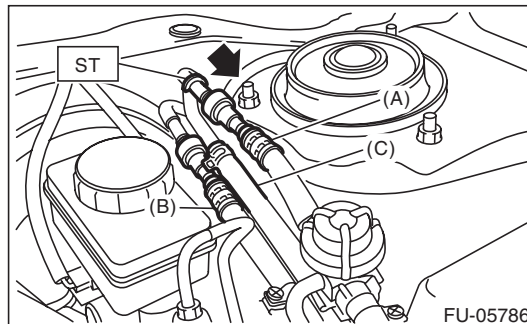
- Catch the fuel from hoses using a container or cloth.

(1) Set the ST to the fuel pipe.

ST 42099AE000 QUICK CONNECTOR RELEASE

(2) Disconnect the quick connector of the fuel delivery hose and fuel return hose by pushing the ST in the direction of the arrow.

(3) Remove the clip and disconnect the evaporation hose from the fuel pipe.



(A) Fuel delivery hose

(B) Fuel return hose

(C) Evaporation hose

5) Remove the canister. <Ref. to EC(STI)-7, REMOVAL, Canister.>

6) Remove the fuel tank. <Ref. to FU(STI)-68, REMOVAL, Fuel Tank.>

7) Remove the fuel pipe assembly from vehicle.

8) Disconnect the quick connector, then disconnect the fuel delivery tube, fuel return tube and jet pump tube from the fuel tank.

Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

- When using ST

1. Attach ST to the pipe and push ST in the direction of arrow mark to disconnect the quick connector.

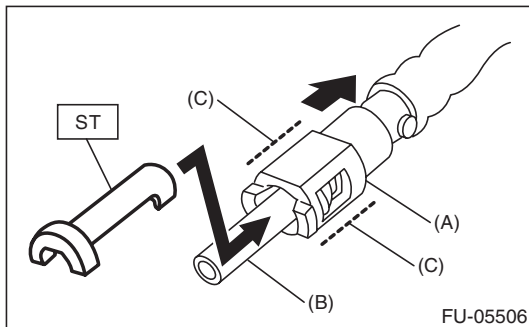
ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.
- To disconnect the connector, hold (C) shown in the figure and pull in axial direction.
- If the connector and pipe are sticking to each other, push and pull the connector with ST pushed, and then pull the connector after it starts moving freely.
- When disconnecting the connector, do not bend or twist the tube forcibly. If the tube is bent, replace with a new part.

NOTE:

Clean the pipe and quick connector, if they are covered with dust.

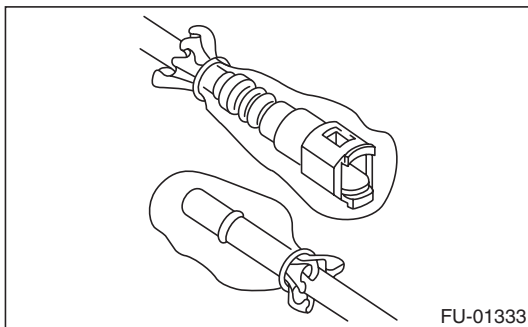


- (A) Quick connector
- (B) Pipe
- (C) Connector holding position

2. To prevent from damaging or entering foreign matter, wrap the pipes and quick connectors with plastic bag etc.

CAUTION:

When reusing the retainer, do not disconnect the retainer from the connector.



- When not using ST

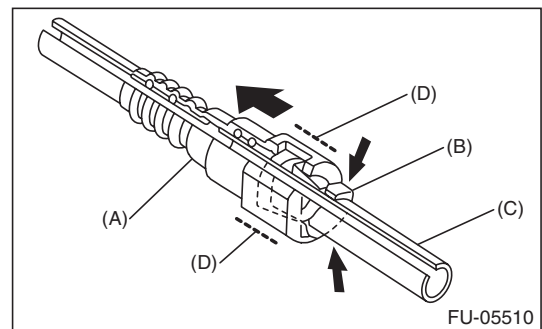
1. Push the retainer in the direction of the arrow, disconnect the quick connector from pipe.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.
- To disconnect the connector, hold (D) shown in the figure and pull in axial direction.
- If the connector and pipe are sticking to each other, push and pull the connector with the retainer pushed in the direction of the arrow, and then pull the connector after it starts moving freely.
- When disconnecting the connector, do not bend or twist the tube forcibly. If the tube is bent, replace with a new part.

NOTE:

Clean the pipe and quick connector, if they are covered with dust.

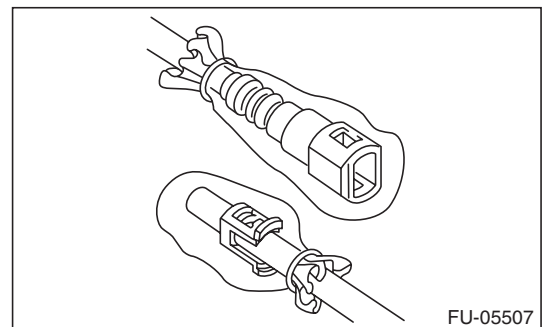


- (A) Quick connector
- (B) Retainer
- (C) Pipe
- (D) Connector holding position

2. To prevent from damaging or entering foreign matter, wrap the pipes and quick connectors with plastic bag etc.

CAUTION:

When reusing the retainer, do not disconnect the retainer from the pipe.



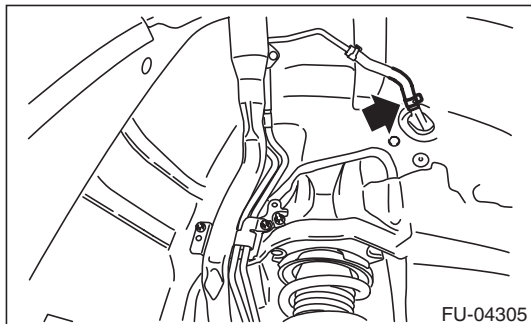
Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

9) Remove the evaporation pipe.

(1) Remove the rear mud guard RH. <Ref. to EI-28, REMOVAL, Mud Guard.>

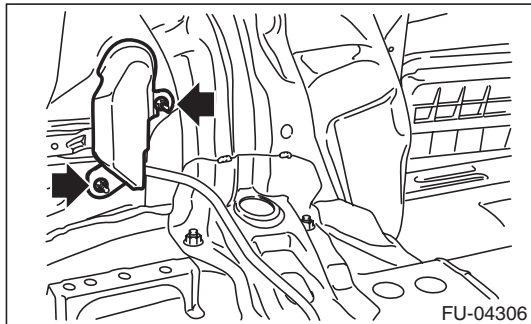
(2) Disconnect the evaporation hose.



FU-04305

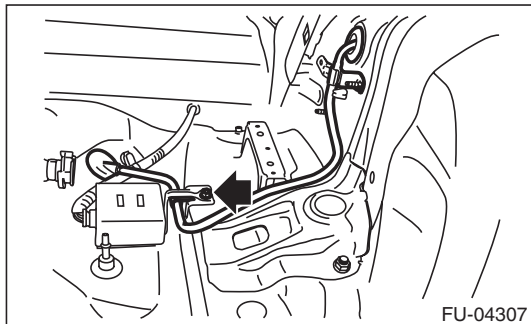
(3) Remove the right side rear quarter trim. <Ref. to EI-58, REMOVAL, Rear Quarter Trim.>

(4) Remove the evaporation pipe protector.



FU-04306

(5) Remove the evaporation pipe from vehicle.



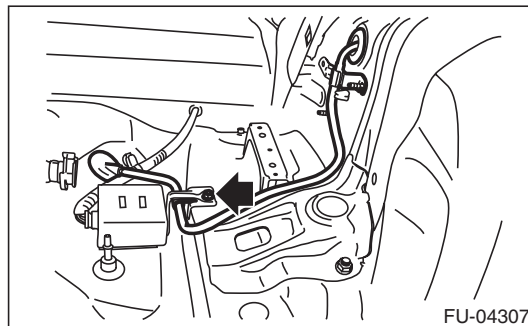
FU-04307

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

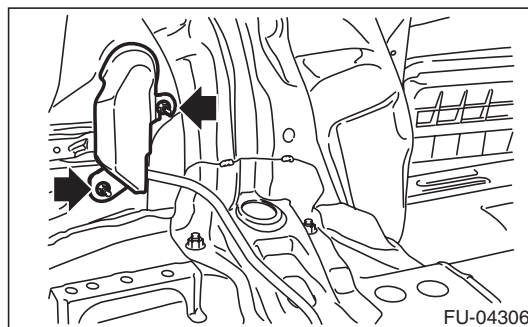
1. EVAPORATION PIPE INSTALLATION

1) Install the evaporation pipe to the vehicle.



FU-04307

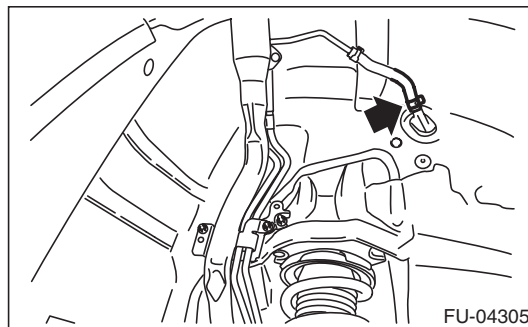
2) Install the evaporation pipe protector.



FU-04306

3) Install the right side rear quarter trim. <Ref. to EI-59, INSTALLATION, Rear Quarter Trim.>

4) Connect the evaporation hose.



FU-04305

5) Install the rear mud guard RH. <Ref. to EI-28, INSTALLATION, Mud Guard.>

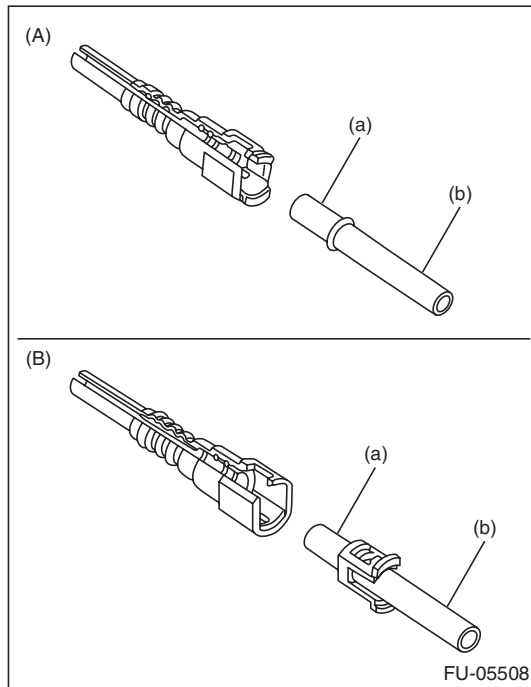
Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

2. CONNECTING THE FUEL LINE QUICK CONNECTOR

CAUTION:

- Make sure there are no damage or dust on connections. If necessary, clean seal surface of pipe.

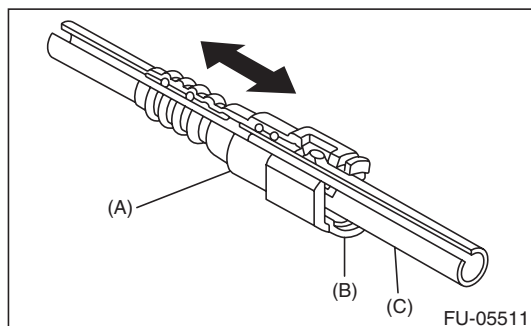


- When reusing the retainer, make sure that neither scratches nor deformation exist on the retainer. If it is faulty, use a new part.

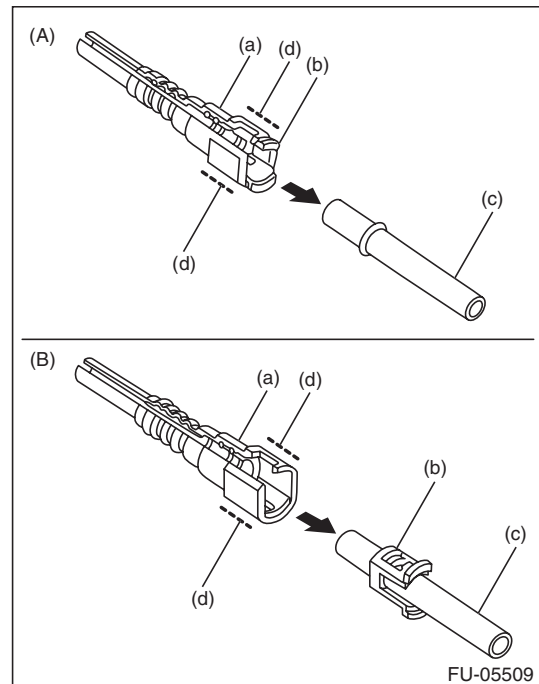
1) Connect the quick connector to pipe.

CAUTION:

- Make sure that the quick connector is securely connected.



- Make sure the two retainer pawls are engaged in their mating positions in the quick connector.
- Be sure to inspect tubes and their connections for any leakage of fuel.
- To connect the connector, hold (d) shown in the figure and push in axial direction.
- When connecting the connector, do not bend or twist the tube forcibly. If the tube is bent, replace with a new part.



Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

3. CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE

Connect the fuel delivery hose, fuel return hose, and fuel hose as shown in the figure.

CAUTION:

- If the connection portion has a spool or stopper, do not allow the end of the hose to bend or ride over by inserting the hose too deep.
- Be sure to inspect hoses and their connections for any leakage of fuel.

NOTE:

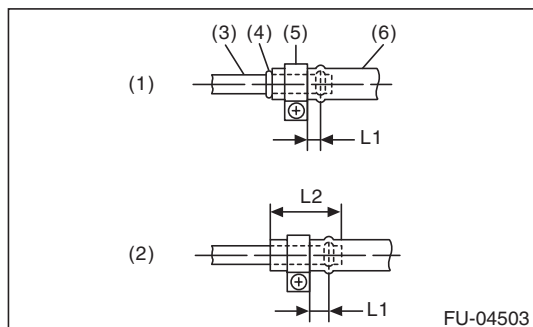
Use new fuel delivery hose, fuel return hose, and fuel hose.

Tightening torque:

1.25 N·m (0.1 kgf-m, 0.9 ft-lb)

L1: 2.5 ± 1.5 mm (0.098 ± 0.059 in)

L2: 22.5 ± 2.5 mm (0.886 ± 0.098 in)

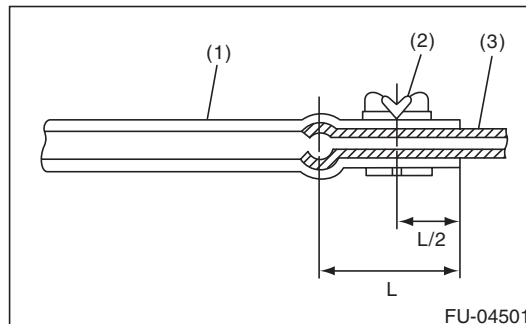


- (1) When there is a spool or bump
- (2) When there is no spool or bump
- (3) Pipe
- (4) Spool or bump
- (5) Clamp
- (6) Hose

4. EVAPORATION HOSE CONNECTION

Connect the evaporation hose to the pipe with an overlap of 15 to 20 mm (0.59 to 0.79 in).

$L = 17.5 \pm 2.5$ mm (0.689 ± 0.098 in)



- (1) Hose
- (2) Clip
- (3) Pipe

C: INSPECTION

- 1) Check that the fuel pipe has no deformation, cracks or other damages.
- 2) Check that the hose and tube have no cracks, damage or loose part.

Fuel System Trouble in General

FUEL INJECTION (FUEL SYSTEMS)

35. Fuel System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Insufficient fuel supply to injector	a. Fuel pump does not operate.	
	○ Defective terminal contact	Inspect contact, especially ground, and tighten it securely.
	○ Trouble in electromagnetic or electronic circuit parts	Replace the faulty parts.
	b. Decline of fuel pump function	Replace the fuel pump.
	c. Clogged fuel filter	Replace the fuel filter. Clean or replace the fuel tank if necessary.
	d. Clogged or bent fuel line pipe, hose or tube	Clean, correct or replace the fuel line pipe, hose or tube.
	e. Air is mixed in fuel system.	Check the fuel line connections, correct or replace the defective part.
	f. Damaged diaphragm of pressure regulator	Replace the pressure regulator.
Leakage or blow out of fuel	a. Loose connections of fuel line pipe, hose or tube	Check the fuel line connections, correct or replace the defective part.
	b. Cracked fuel line pipe, hose or tube	Replace the fuel line pipe, hose or tube.
	c. Cracked fuel tank or defective welding part	Replace the fuel tank.
	d. Clogged or bent fuel line pipe, hose or tube	Clean, correct or replace the fuel line pipe, hose or tube.
Gasoline smell inside of compartment	a. Loose connections of fuel line pipe, hose or tube	Check the fuel line connections, correct or replace the defective part.
	b. Defective gasket of fuel saucer or fuel filler pipe assembly	Correct or replace the gasket.
	c. Defective canister	Replace the canister.
Defective fuel gauge	a. Defective operation of fuel level sensor	Replace the fuel level sensor.
	b. Defective operation of combination meter	Replace the combination meter.
Noise	a. Large operation noise or vibration of fuel pump	Replace the fuel pump.

NOTE:

- When the vehicle is left unattended for an extended period of time, water may accumulate in the fuel tank. Fill fuel fully to prevent the problem.
- In snow-covered areas, mountainous areas, skiing areas, etc. where ambient temperatures drop to 0°C (32°F) or less throughout the winter season, use a water removing agent in the fuel system to prevent freezing fuel system and accumulating water.
- When water is accumulated in fuel filter, fill the water removing agent in the fuel tank.
- Before using water removing agent, follow the cautions noted on the bottle.

Fuel System Trouble in General

FUEL INJECTION (FUEL SYSTEMS)

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

EC(STI)

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6. Fuel Level Sensor	13
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8. Fuel Sub Level Sensor	15
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12. Shut Valve	20
13. Drain Valve	21
14. Drain Separator	22
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17. Secondary Air Pump	26
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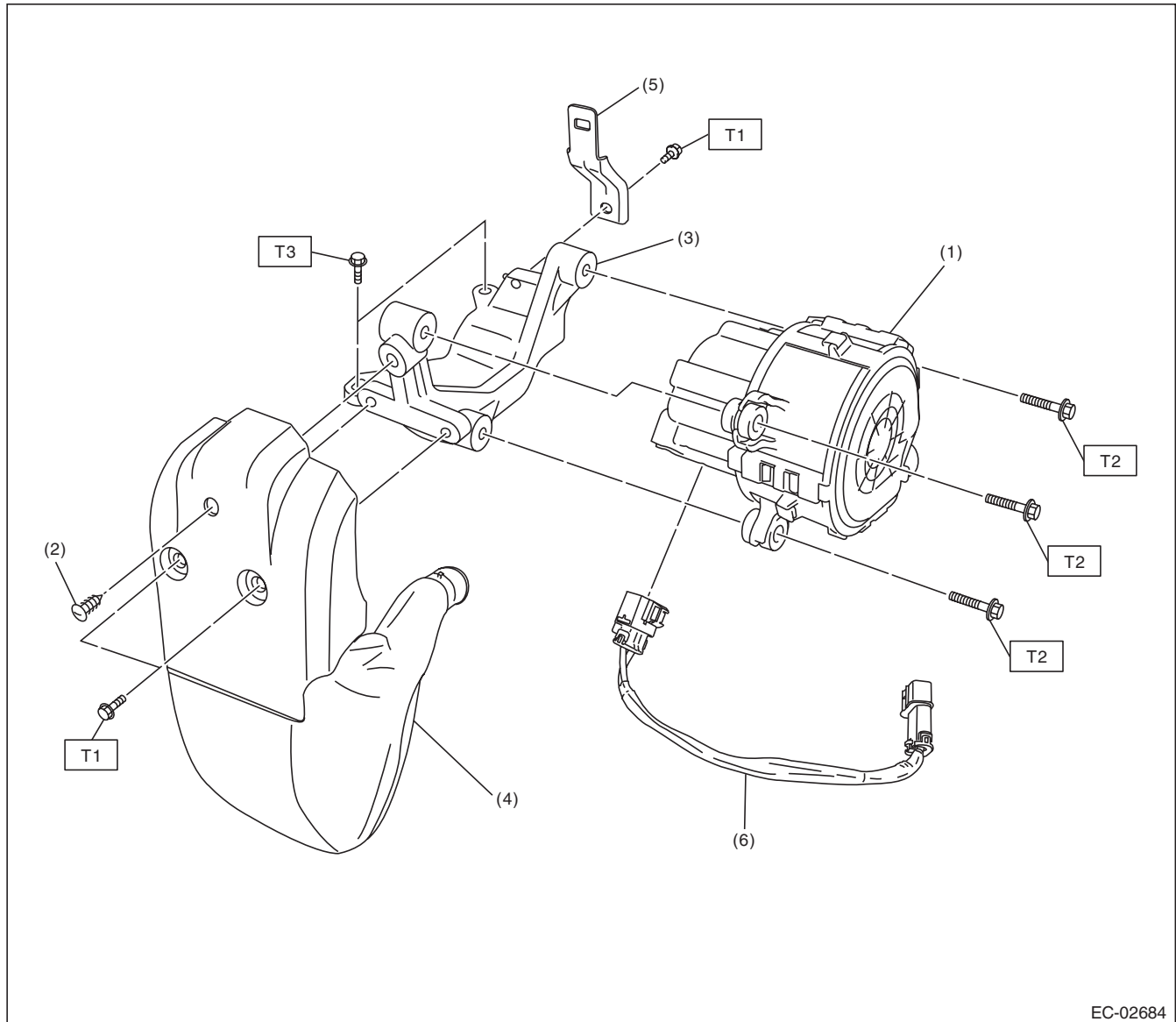
General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

1. General Description

A: COMPONENT

1. SECONDARY AIR PUMP



- | | |
|--------------------------------|--------------------------------|
| (1) Secondary air pump | (4) Resonator |
| (2) Clip | (5) Harness stay |
| (3) Secondary air pump bracket | (6) Secondary air pump harness |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

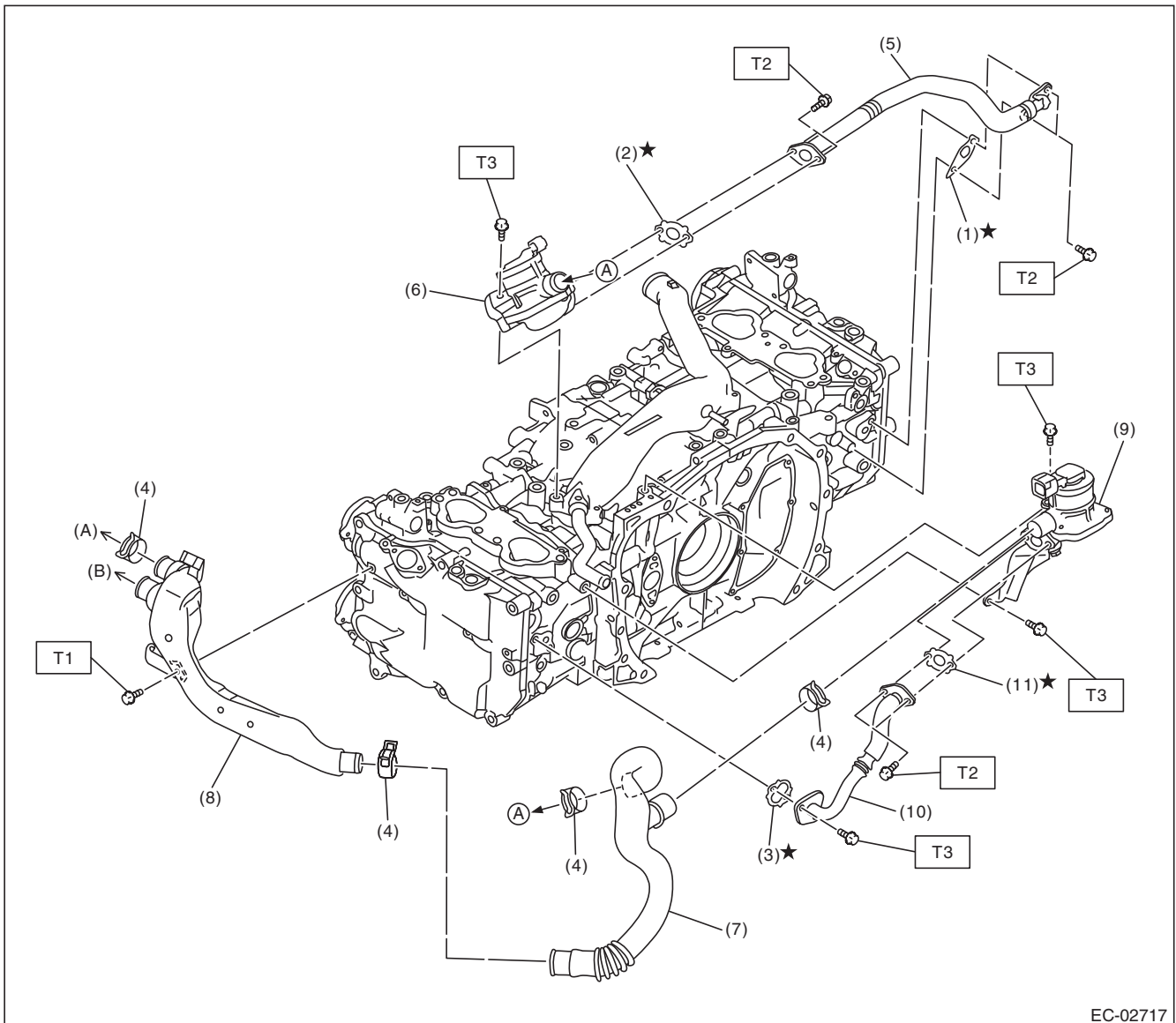
T2: 9 (0.9, 6.6)

T3: 19 (1.9, 14.0)

General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

2. SECONDARY AIR COMBINATION VALVE



(A) To secondary air pump

(B) To resonator

(1) Gasket

(2) Gasket

(3) Gasket

(4) Clip

(5) Secondary air pipe RH

(6) Secondary air combination valve RH

(7) Air duct A

(8) Air duct B

(9) Secondary air combination valve LH

(10) Secondary air pipe LH

(11) Gasket

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 9 (0.9, 6.6)

T3: 19 (1.9, 14.0)

General Description

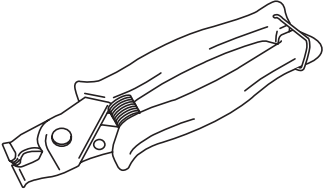
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

B: 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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

C: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This tool is made by the French company CAILLAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance.
Mighty Vac	Used for inspecting the fuel tank pressure sensor.

Front Catalytic Converter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

2. Front Catalytic Converter

A: REMOVAL

The front catalytic converter is integrated into the center exhaust pipe (front). Refer to "Center Exhaust Pipe" for removal procedures. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>

B: INSTALLATION

The front catalytic converter is integrated into the center exhaust pipe (front). Refer to "Center Exhaust Pipe" for installation procedures. <Ref. to EX(STI)-9, INSTALLATION, Center Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

Rear Catalytic Converter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

3. Rear Catalytic Converter

A: REMOVAL

The rear catalytic converter is integrated into the center exhaust pipe (rear). Refer to "Center Exhaust Pipe" for removal procedures. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>

B: INSTALLATION

The rear catalytic converter is integrated into the center exhaust pipe (rear). Refer to "Center Exhaust Pipe" for installation procedures. <Ref. to EX(STI)-9, INSTALLATION, Center Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

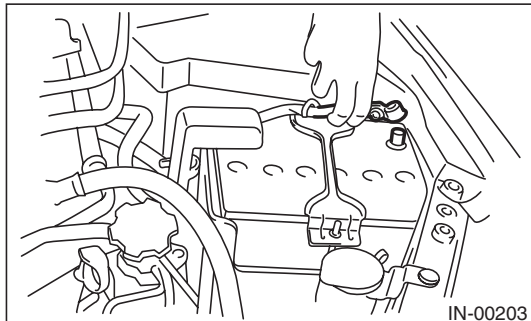
Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

4. Canister

A: REMOVAL

1) Disconnect the ground cable from battery.



2) Open the trunk, and remove the trunk room mat. (4 door model)

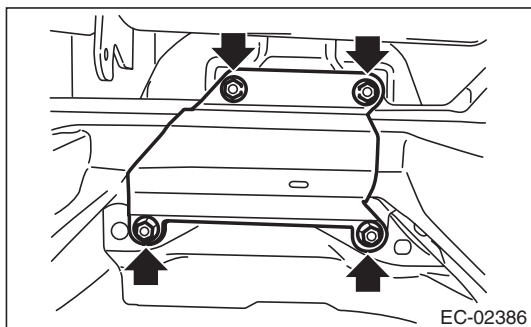
3) Open the rear gate, and remove the luggage floor mat. (5 door model)

4) Tilt the rear seat backrest forward.

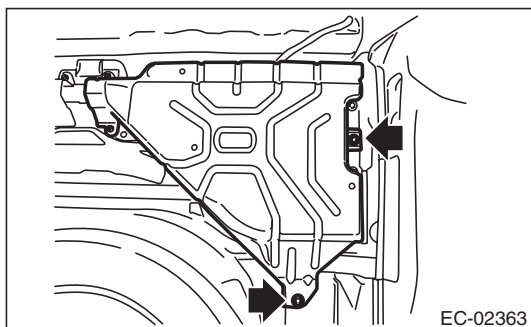
5) Remove the sub trunk box and spacers. (4 door model)

6) Remove the luggage floor box and spacers. (5 door model)

7) Remove the center canister cover.



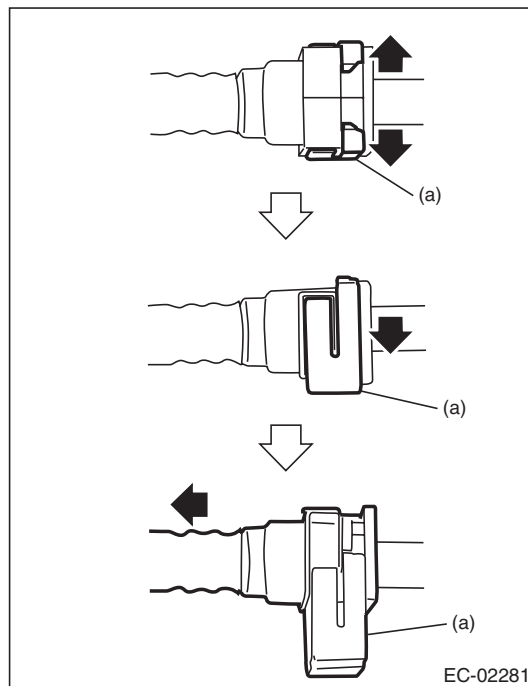
8) Remove the canister cover RH.



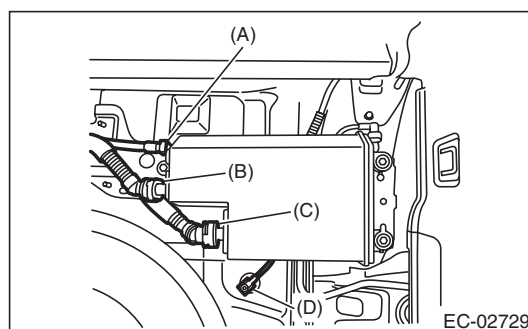
9) Disconnect the purge tube (A), vent tube (B), drain tube A (C) and PCV drain tube (D).

NOTE:

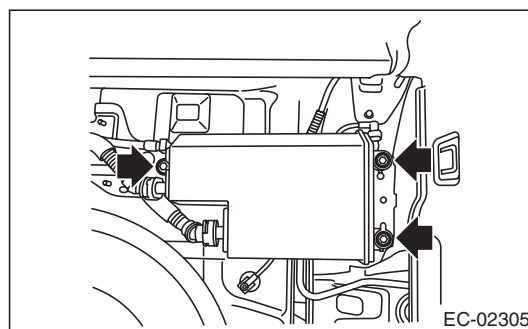
Disconnect the quick connector as shown in the figure.



(a) Retainer



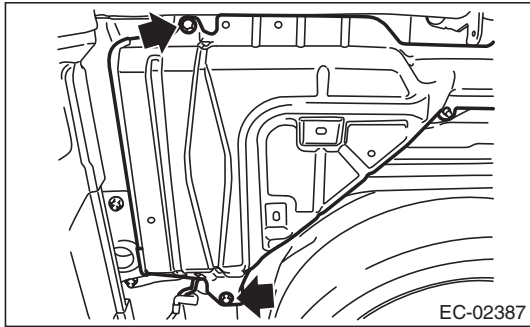
10) Remove the canister.



Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

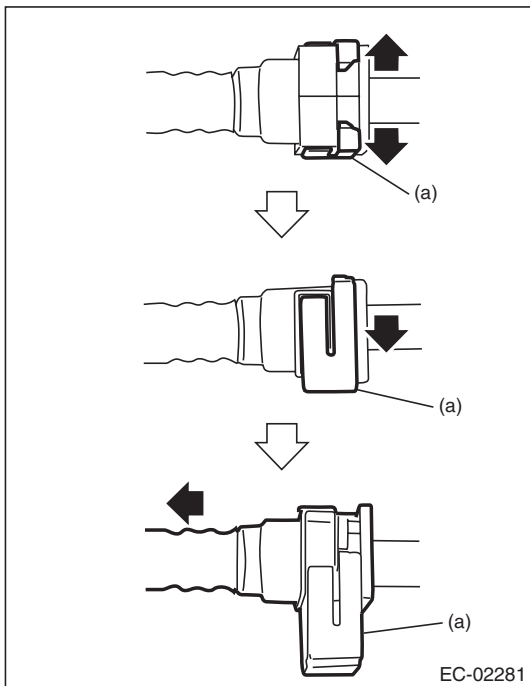
11) Remove the canister cover LH.



12) Disconnect drain tube A (A) and drain tube B (B).

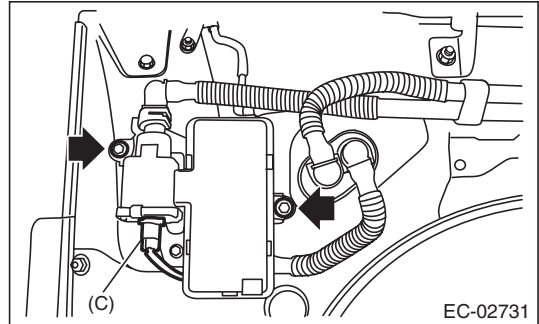
NOTE:

Disconnect the quick connector as shown in the figure.



(a) Retainer

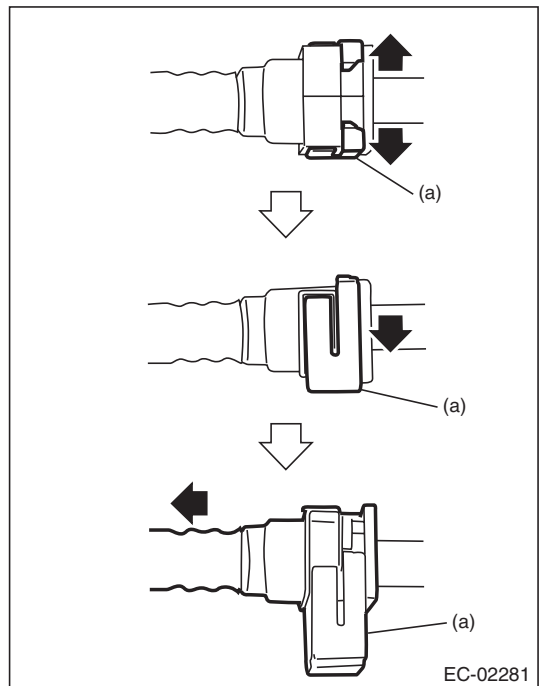
13) Disconnect connector (C) from the drain valve, and remove the drain valve.



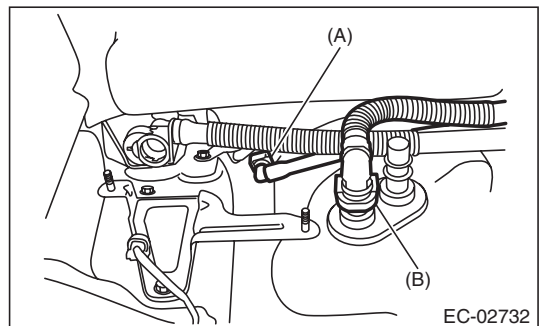
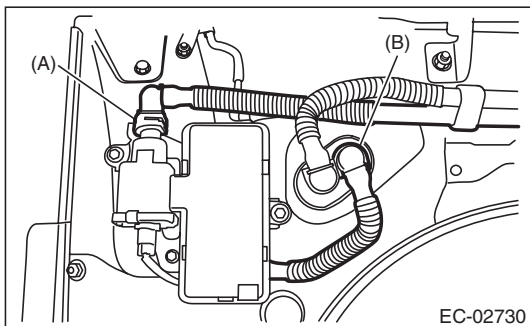
14) Disconnect purge tube (A) and vent tube (B).

NOTE:

Disconnect the quick connector as shown in the figure.



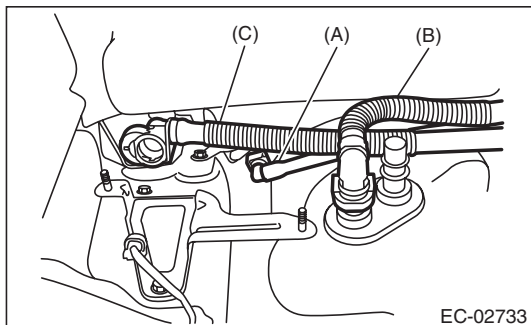
(a) Retainer



Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

15) Remove purge tube (A), vent tube (B), and drain tube A (C).



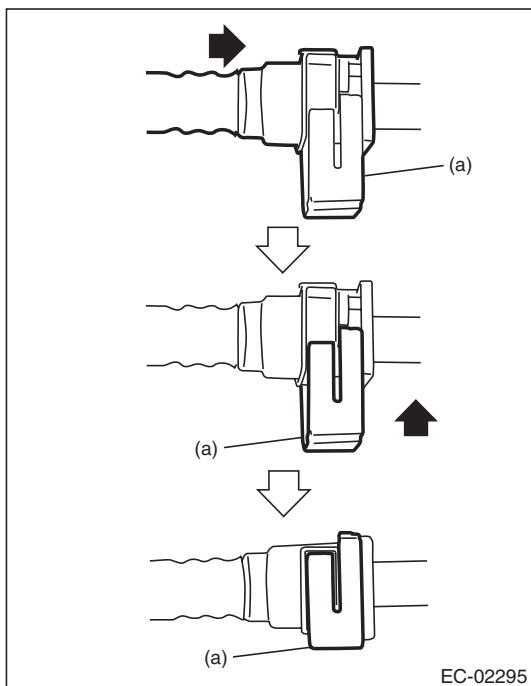
B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Connect the quick connector as shown in the figure.

CAUTION:

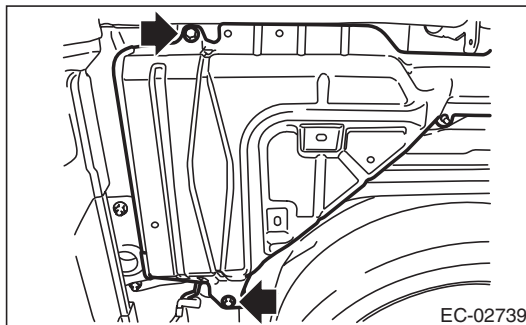
- Check that there is no damage or dust on the quick connector. If necessary, clean the seal surface of the pipe.
- When connecting the quick connector, securely insert the pipe all the way before locking the retainer.
- If it is not possible to perform the push lock operation of the retainer, recheck whether the pipe is securely inserted.
- Make sure that the quick connector is securely connected.



(a) Retainer

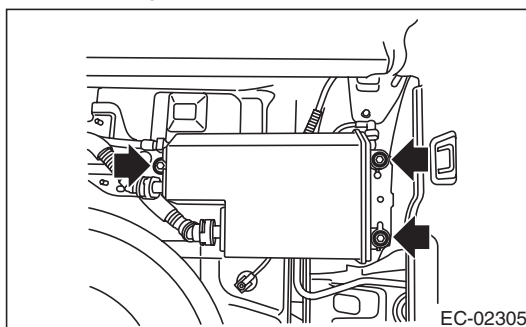
Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



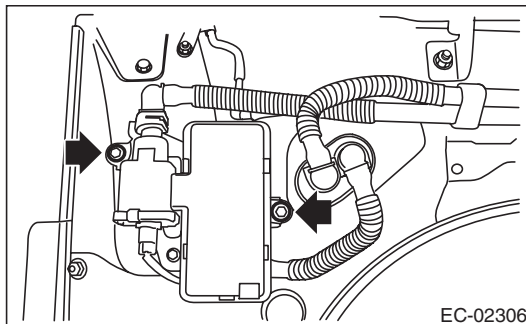
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)



Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

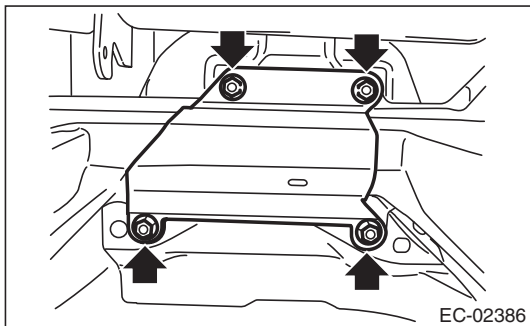
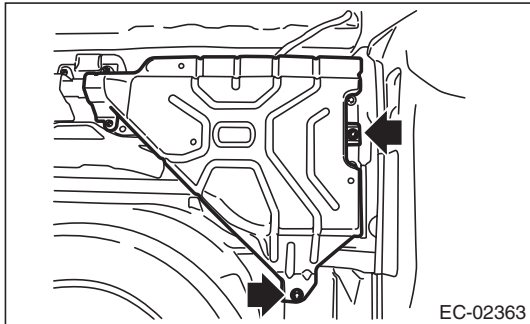


Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



C: INSPECTION

- 1) Check that the canister and drain valve have no deformation, cracks or other damages.
- 2) Check that the tube has no cracks, damage or loose part.

Purge Control Solenoid Valve

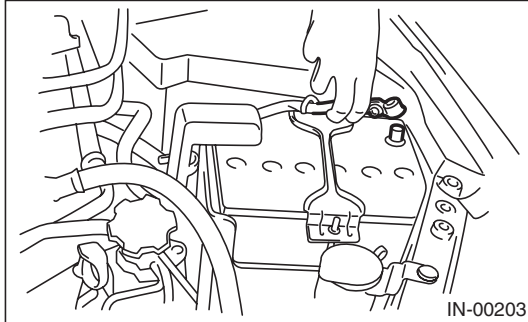
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

5. Purge Control Solenoid Valve

A: REMOVAL

1. PURGE CONTROL SOLENOID VALVE 1

1) Disconnect the ground cable from battery.



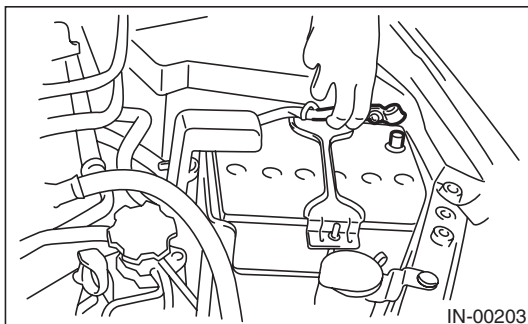
2) Remove the bolts which secure purge control solenoid valve 1 to the intake manifold, and disconnect the connector from the purge control solenoid valve 1.



3) Disconnect the vacuum hose and the vacuum control hose from purge control solenoid valve 1.

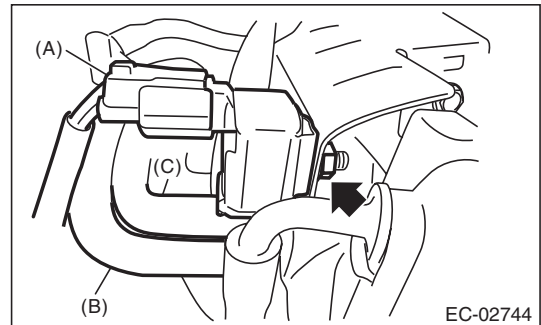
2. PURGE CONTROL SOLENOID VALVE 2

1) Disconnect the ground cable from battery.



2) Disconnect connector (A), vacuum hose (B), and vacuum control hose (C) from purge control solenoid valve 2.

3) Remove purge control solenoid valve 2 from the solenoid valve bracket.



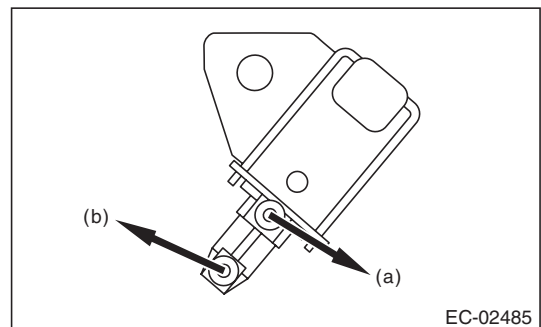
B: INSTALLATION

1. PURGE CONTROL SOLENOID VALVE 1

Install in the reverse order of removal.

NOTE:

Connect the vacuum hose and vacuum control hose as shown in the figure.



(a) To intake manifold

(b) To branching pipe → fuel pipe

Tightening torque:

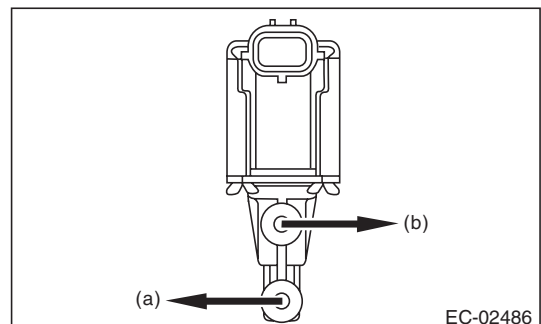
19 N·m (1.9 kgf-m, 14.0 ft-lb)

2. PURGE CONTROL SOLENOID VALVE 2

Install in the reverse order of removal.

NOTE:

Connect the vacuum hose and vacuum control hose as shown in the figure.



(a) To intake duct

(b) To branching pipe → fuel pipe

Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

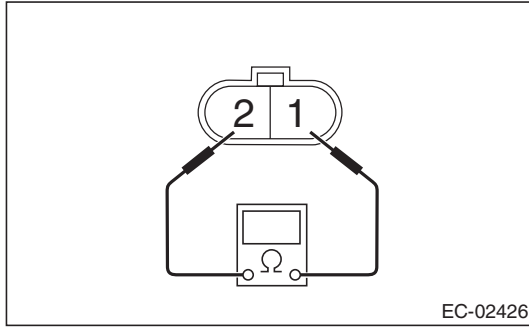
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1. PURGE CONTROL SOLENOID VALVE

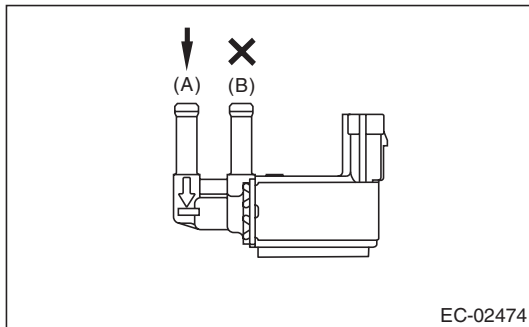
- 1) Check that the purge control solenoid valve has no deformation, cracks or other damages.
- 2) Measure the resistance between the purge control solenoid valve terminals.



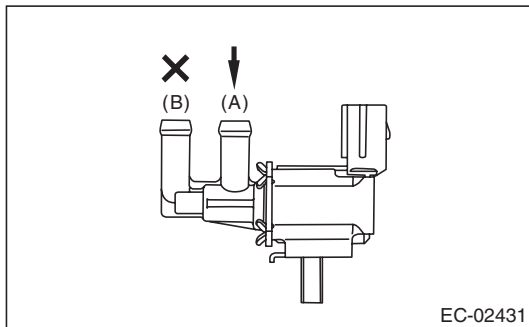
	Terminal No.	Standard
Purge control solenoid valve 1	1 and 2	$32 \pm 2 \Omega$ (20°C (68°F))
Purge control solenoid valve 2		$24 \pm 3 \Omega$ (20°C (68°F))

- 3) Check that air does not come out from (B) when air is blown into (A).

- Purge control solenoid valve 1

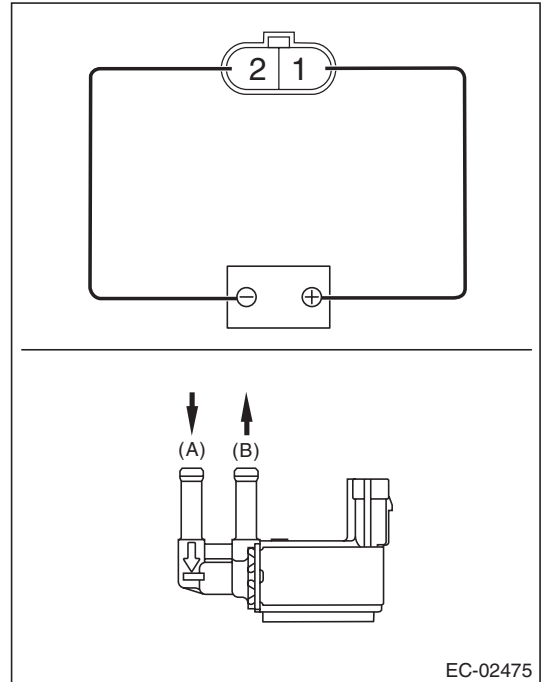


- Purge control solenoid valve 2

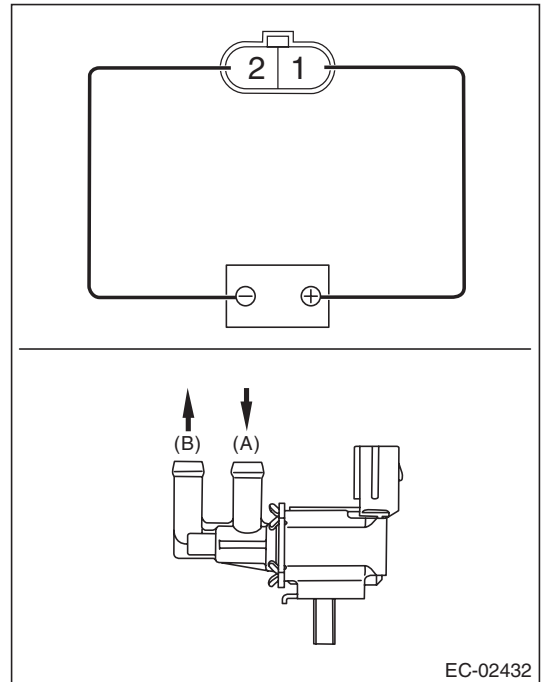


- 4) Connect the battery positive terminal to the terminal No. 1 and the battery ground terminal to the terminal No. 2. Check that air is discharged from (B), when supplying air to (A).

- Purge control solenoid valve 1



- Purge control solenoid valve 2



2. OTHER INSPECTIONS

Make sure the vacuum hoses and vacuum control hoses are not cracked or loose.

Fuel Level Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

6. Fuel Level Sensor

A: REMOVAL

For removal procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-80, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

For installation procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-80, INSTALLATION, Fuel Level Sensor.>

C: INSPECTION

For inspection procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-80, INSPECTION, Fuel Level Sensor.>

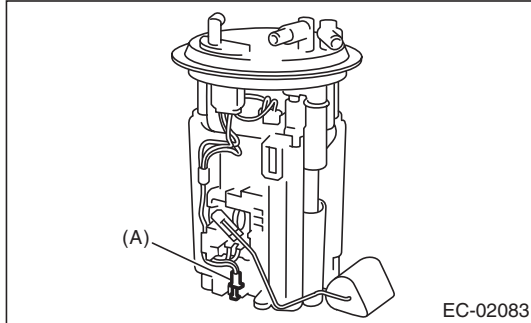
Fuel Temperature Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

7. Fuel Temperature Sensor

A: REMOVAL

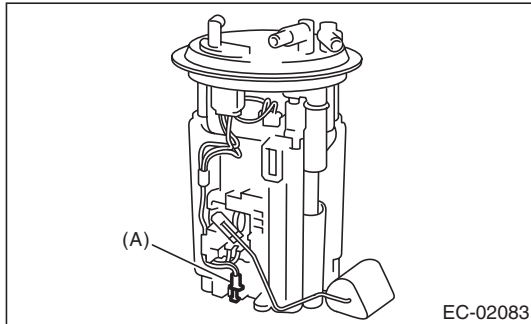
The fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, refer to “Fuel Level Sensor” for removal procedure. <Ref. to FU(STI)-80, REMOVAL, Fuel Level Sensor.>



(A) Fuel temperature sensor

B: INSTALLATION

The fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, refer to “Fuel Level Sensor” for installation procedure. <Ref. to FU(STI)-80, INSTALLATION, Fuel Level Sensor.>



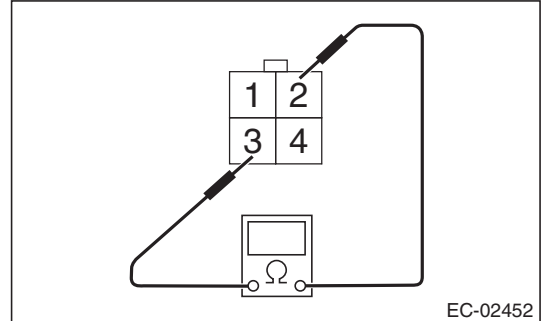
(A) Fuel temperature sensor

C: INSPECTION

- 1) Check that the fuel temperature sensor has no deformation, cracks or other damages.
- 2) Check the resistance between the fuel temperature sensor terminals.

CAUTION:

When measuring the resistance, check the circuit tester specification and be careful not to turn on electricity 3 V or more to prevent damaging the fuel temperature sensor.



Temperature	Terminal No.	Standard
-10°C (14°F)	2 and 3	11.21±0.69 kΩ (measured current 0.10 mA)
20°C (68°F)		2.502±0.08 kΩ (measured current 0.10 mA)
50°C (122°F)		0.7176±0.034 kΩ (measured current 0.10 mA)

Fuel Sub Level Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

8. Fuel Sub Level Sensor

A: REMOVAL

For removal procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-81, REMOVAL, Fuel Sub Level Sensor.>

B: INSTALLATION

For installation procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-82, INSTALLATION, Fuel Sub Level Sensor.>

C: INSPECTION

For inspection procedures, refer to the "FU(STI)" section. <Ref. to FU(STI)-82, INSPECTION, Fuel Sub Level Sensor.>

Fuel Tank Pressure Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

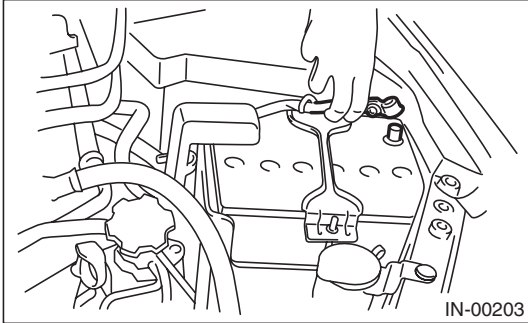
9. Fuel Tank Pressure Sensor

A: REMOVAL

WARNING:

Place “NO OPEN FLAMES” signs near the working area.

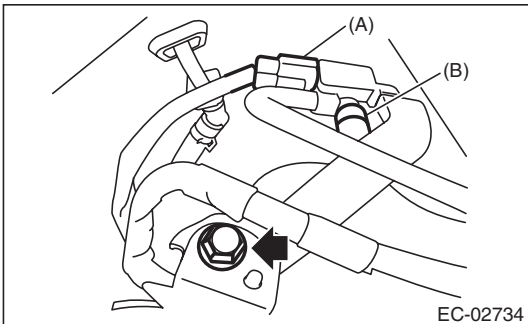
1) Disconnect the ground cable from battery.



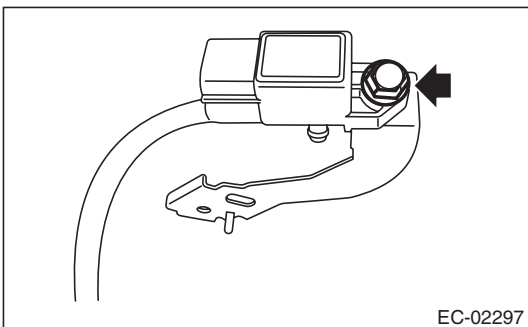
2) Open the fuel filler lid and remove the fuel filler cap.

3) Lift up the vehicle.

4) Disconnect the connector (A) and the pressure hose (B) from the fuel tank pressure sensor and remove the fuel tank pressure sensor together with the bracket.



5) Remove the fuel tank pressure sensor from the bracket.

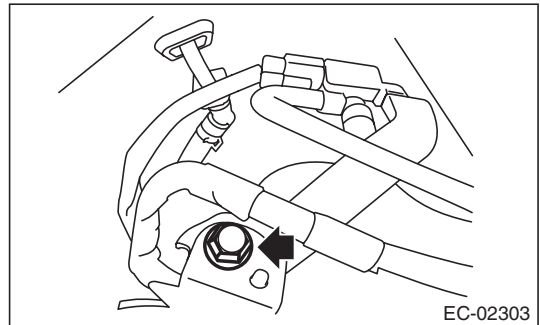
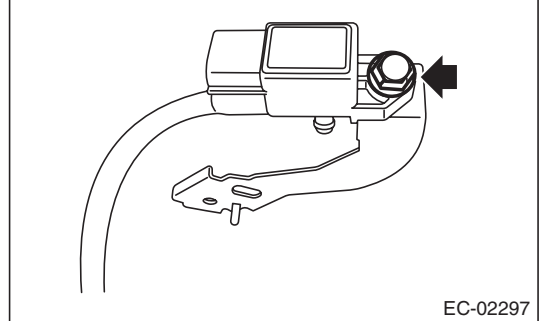


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.35 N·m (0.7 kgf-m, 5.4 ft-lb)



Fuel Tank Pressure Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

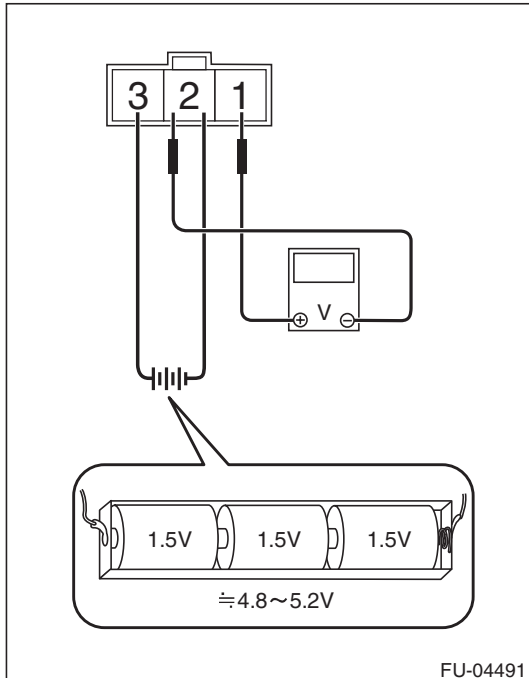
C: INSPECTION

1. FUEL TANK PRESSURE SENSOR

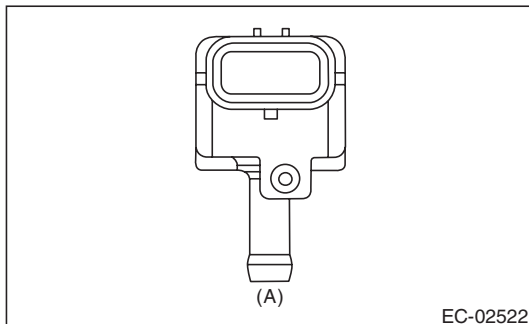
- 1) Check that the fuel tank pressure sensor has no deformation, cracks or other damages.
- 2) Connect dry-cell battery positive terminal to terminal No. 3 and dry-cell battery ground terminal to terminal No. 2, circuit tester positive terminal to terminal No. 1 and the circuit tester negative terminal to terminal No. 2.

NOTE:

- Use new dry-cell batteries.
- Using circuit tester, check the voltage of a single dry-cell battery is 1.6 V or more. And also check the voltage of three batteries in series is between 4.8 V and 5.2 V.



- 3) Connect the Mighty Vac to the pressure port (A) of fuel tank pressure sensor.



- 4) Check the voltage when generating vacuum and positive pressure using Mighty Vac.

CAUTION:

Do not apply pressure out of the range of -10 — 20 kPa (-0.1 — 0.2 kgf/cm², -1.45 — 2.90 psi). Doing so may damage the fuel tank pressure sensor.

Pressure	Terminal No.	Standard
-6.666 kPa (-0.07 kgf/cm ² , -0.97 psi)	1 (+) and 2 (-)	Approx. 0.5 V (when 25°C (77°F))
-2.000 kPa (-0.02 kgf/cm ² , -0.29 psi)		Approx. 1.9 V (when 25°C (77°F))
2.000 kPa (0.02 kgf/cm ² , 0.29 psi)		Approx. 3.1 V (when 25°C (77°F))
6.666 kPa (0.07 kgf/cm ² , 0.97 psi)		Approx. 4.5 V (when 25°C (77°F))

2. OTHER INSPECTIONS

Check that the hose has no cracks, damage or loose part.

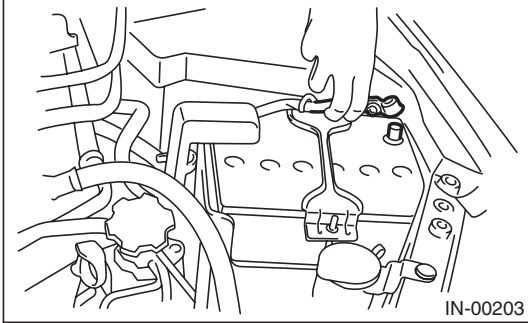
Pressure Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

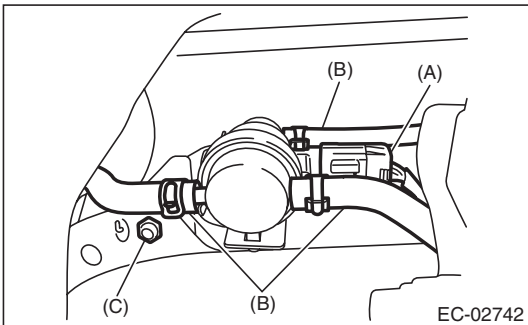
10. Pressure Control Solenoid Valve

A: REMOVAL

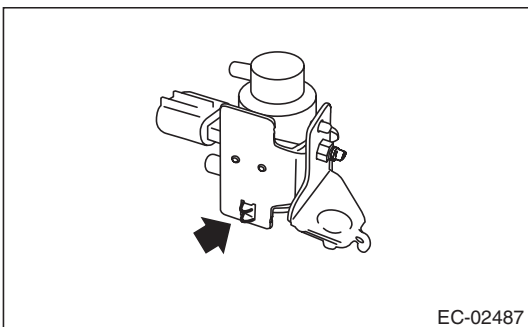
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Disconnect connector (A) and evaporation hose (B) from the pressure control solenoid valve.
- 4) Remove the nut (C) securing the bracket to the fuel tank and remove the pressure control solenoid valve together with the bracket.



- 5) Remove the pressure control solenoid valve from the bracket.



B: INSTALLATION

Install in the reverse order of removal.

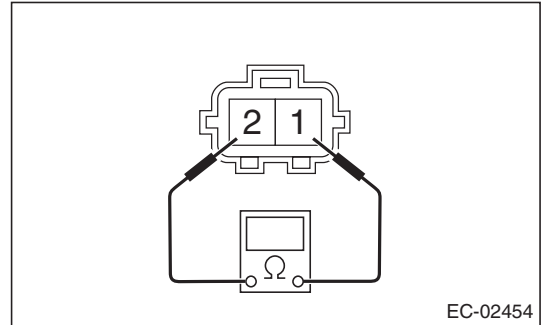
Tightening torque:

7.35 N·m (0.7 kgf-m, 5.4 ft-lb)

C: INSPECTION

1. PRESSURE CONTROL SOLENOID VALVE

- 1) Check that the pressure control solenoid valve has no deformation, cracks or other damages.
- 2) Check the resistance between the pressure control solenoid valve terminals.



Terminal No.	Standard
1 and 2	20 — 30 Ω

2. OTHER INSPECTIONS

Check that the evaporation hose has no cracks, damage or loose part.

Drain Filter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

11.Drain Filter

A: SPECIFICATION

The drain valve is a non-disassembled part, so do not remove the drain filter from drain valve. Refer to "Canister" for removal and installation procedures.
<Ref. to EC(STI)-7, REMOVAL, Canister.> <Ref. to EC(STI)-9, INSTALLATION, Canister.>

Shut Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

12.Shut Valve

A: REMOVAL

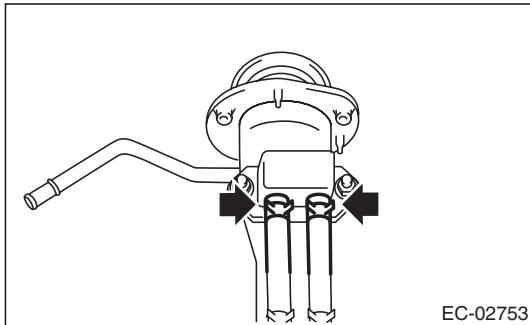
WARNING:

Place “NO OPEN FLAMES” signs near the working area.

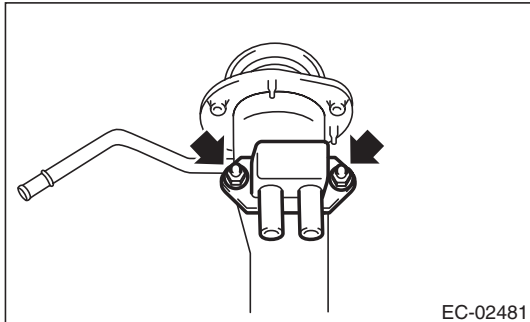
CAUTION:

Be careful not to spill fuel.

- 1) Remove the fuel filler pipe. <Ref. to FU(STI)-75, REMOVAL, Fuel Filler Pipe.>
- 2) Disconnect the evaporation hose from the shut valve.



- 3) Remove the shut valve from the fuel filler pipe.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

4.5 N·m (0.5 kgf-m, 3.3 ft-lb)

C: INSPECTION

- 1) Check that the shut valve has no deformation, cracks or other damages.
- 2) Check that the evaporation hose has no cracks, damage or loose part.

Drain Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

13.Drain Valve

A: REMOVAL

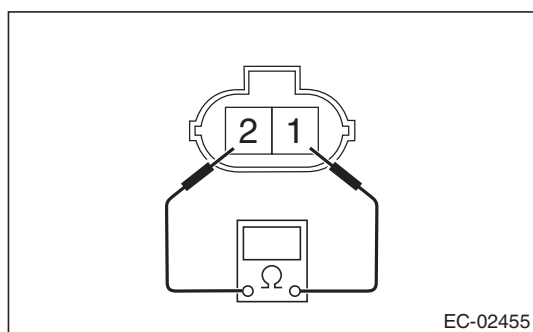
Refer to “Canister” for removal procedures. <Ref. to EC(STI)-7, REMOVAL, Canister.>

B: INSTALLATION

Refer to “Canister” for installation procedures. <Ref. to EC(STI)-9, INSTALLATION, Canister.>

C: INSPECTION

- 1) Check that the drain valve has no deformation, cracks or other damages.
- 2) Check the resistance between drain valve terminals.



Terminal No.	Standard
1 and 2	20 — 30 Ω

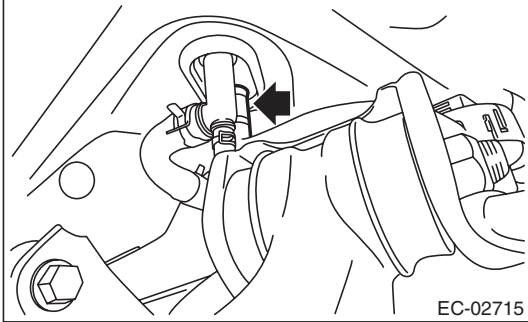
Drain Separator

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

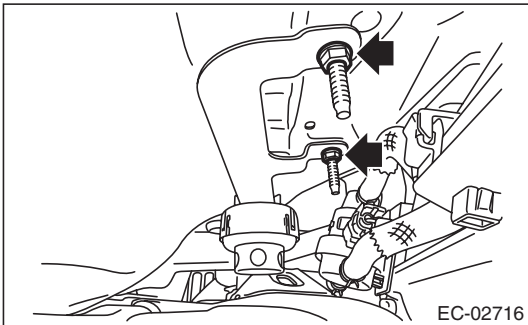
14. Drain Separator

A: REMOVAL

- 1) Lift up the vehicle.
- 2) Remove the rear differential. <Ref. to DI-23, REMOVAL, Rear Differential (T-type).>
- 3) Disconnect the drain hose from the connector.



- 4) Remove the drain separator from the vehicle.



B: INSTALLATION

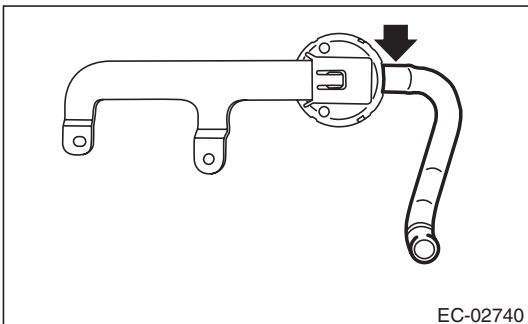
Install in the reverse order of removal.

Tightening torque:

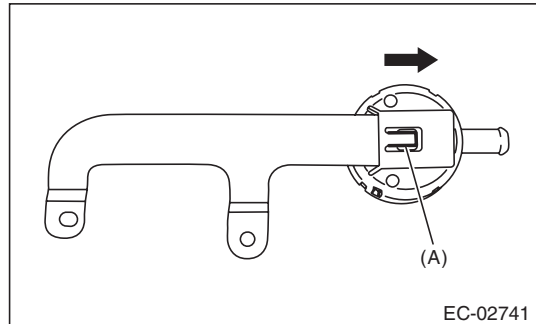
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

- 1) Disconnect the drain hose from the drain separator.



- 2) Lift up the claw (A) of the drain separator and slide the drain separator in the direction of the arrow to remove the drain separator.



D: ASSEMBLY

Assemble in the reverse order of disassembly.

E: INSPECTION

- 1) Check that the drain separator and drain separator bracket have no deformation, crack, or other damage.
- 2) Check that the drain hose has no crack, damage, or looseness.
- 3) Check that no foreign substances are clogged in the drain separator.

PCV Hose Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

15.PCV Hose Assembly

A: REMOVAL

CAUTION:

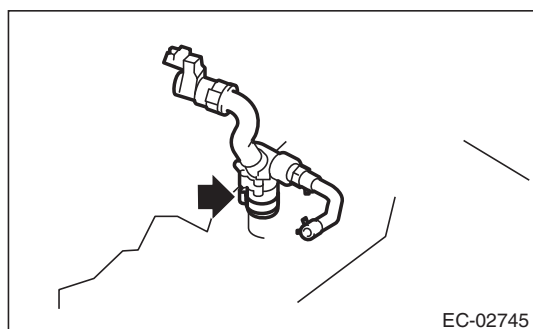
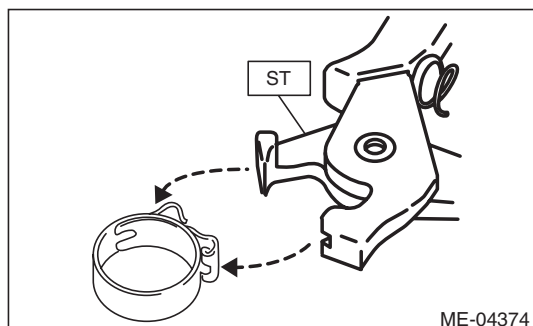
Do not remove unless the hose and the diagnostics connector are broken.

- 1) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 2) Remove the turbocharger. <Ref. to IN(STI)-15, REMOVAL, Turbocharger.>
- 3) Remove the PCV hose assembly from the cylinder block RH.

NOTE:

Pinch the clamp of the PCV hose assembly by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS



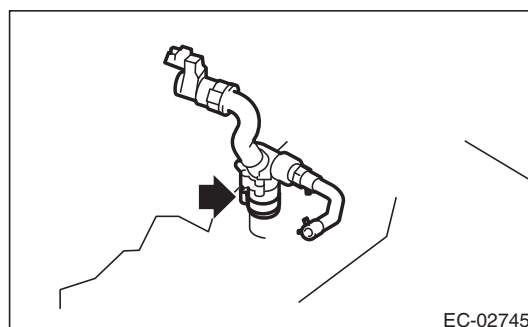
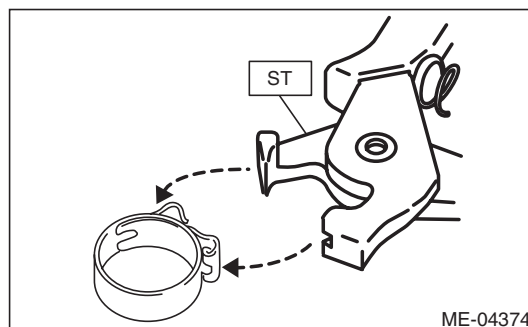
B: INSTALLATION

- 1) Install the PCV hose assembly onto the cylinder block RH.

NOTE:

Use a new clamp for the PCV hose assembly, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS

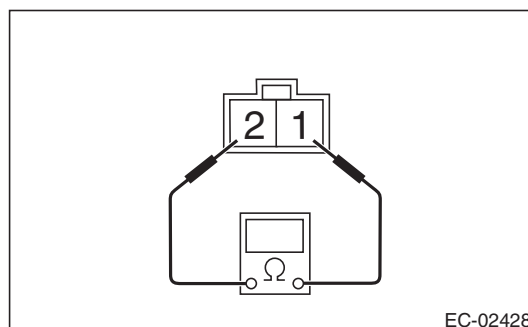


- 2) Install the turbocharger. <Ref. to IN(STI)-16, INSTALLATION, Turbocharger.>
- 3) Install the intake manifold. <Ref. to FU(STI)-20, INSTALLATION, Intake Manifold.>

C: INSPECTION

1. DIAGNOSIS CONNECTOR

- 1) Check that the diagnosis connector has no deformation, cracks and any other damage.
- 2) Check the resistance between the diagnosis connector terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

PCV Hose Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

2. OTHER INSPECTIONS

- 1) Check that the PCV connector has no deformation, cracks or other damages.
- 2) Check that the hose has no cracks, damage or loose part.

PCV Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

16.PCV Valve

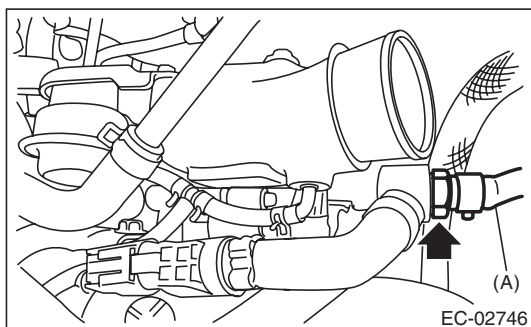
A: REMOVAL

CAUTION:

Do not remove unless the PCV valve is broken.

1) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

2) Disconnect the vacuum hose (A) from the PCV valve and remove the PCV valve from the PCV connector.



B: INSTALLATION

1) Install the PCV valve to the PCV connector and connect the vacuum hose (A) to the PCV valve.

NOTE:

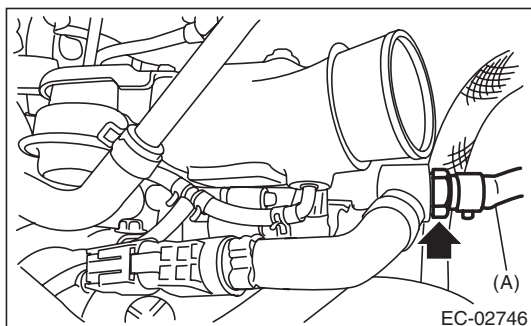
Apply liquid gasket to the bolt threads of PCV valve.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

22.5 N·m (2.3 kgf-m, 16.6 ft-lb)



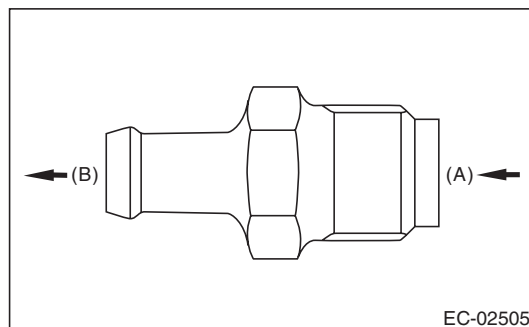
2) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.>

C: INSPECTION

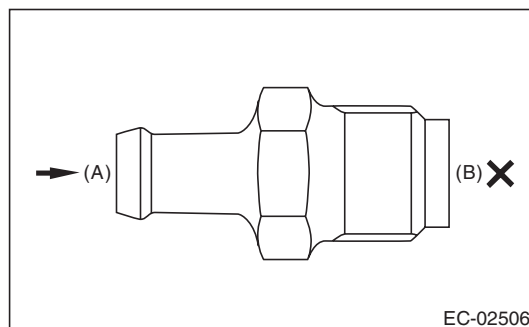
1. PCV VALVE

1) Check that the PCV valve has no deformation, cracks or other damages.

2) Check that air is discharged from (B) when air is blown into (A).



3) Check that air does not come out from (B) when air is blown into (A).



2. OTHER INSPECTIONS

Check the vacuum hose for cracks, damage or looseness.

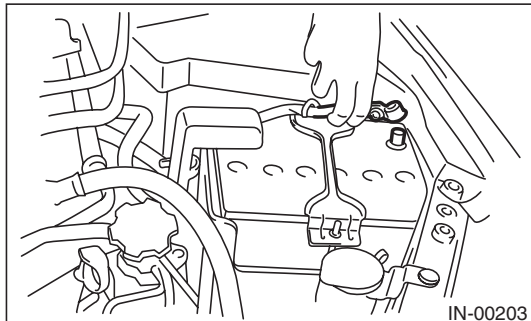
Secondary Air Pump

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

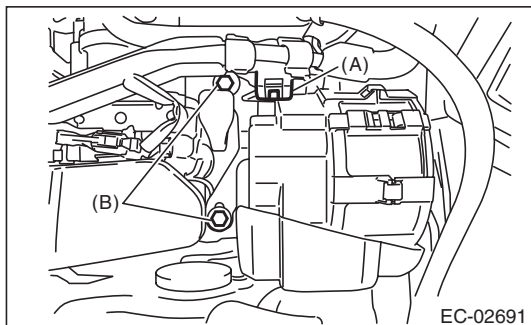
17. Secondary Air Pump

A: REMOVAL

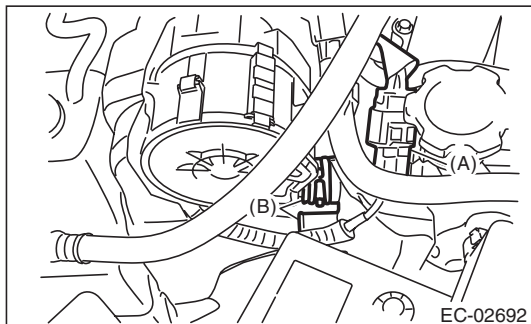
1) Disconnect the ground cable from battery.



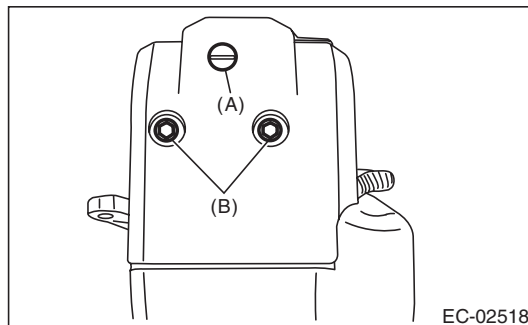
2) Remove the clip (A) which holds the harness on the harness stay and remove the bolt (B) which holds the secondary air pump on the vehicle.



3) Disconnect the connector (A) and air duct (B) from secondary air pump.



4) Remove the secondary air pump from the vehicle and the resonator from the secondary air pump.



(A) Clip

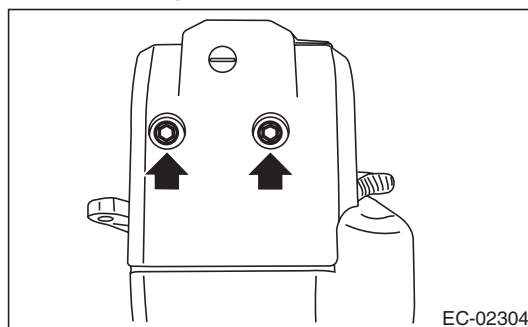
(B) Bolt

B: INSTALLATION

Install in the reverse order of removal.

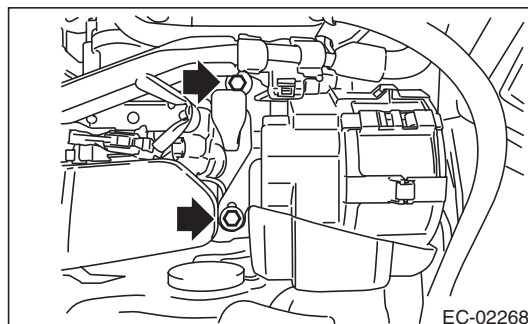
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



Secondary Air Pump

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

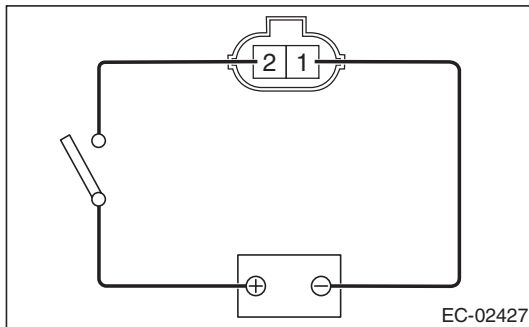
C: INSPECTION

1. SECONDARY AIR PUMP

- 1) Check that the secondary air pump has no deformation, cracks or other damages.
- 2) Connect battery positive terminal to the terminal No. 2 and battery negative terminal to the terminal No. 1, and inspect the secondary air pump operation.

CAUTION:

Do not operate the secondary air pump continuously for 80 seconds or more.



2. OTHER INSPECTIONS

Check that the air duct or resonator has no cracks, damage or loose part.

Secondary Air Combination Valve

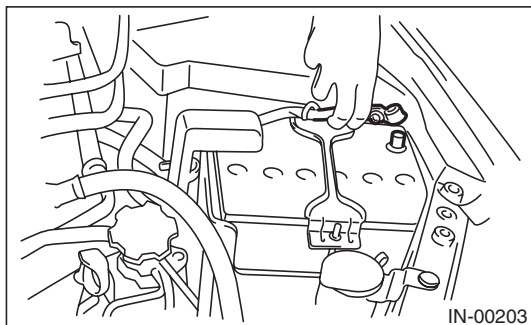
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

18. Secondary Air Combination Valve

A: REMOVAL

1. SECONDARY AIR COMBINATION VALVE LH

1) Disconnect the ground cable from battery.



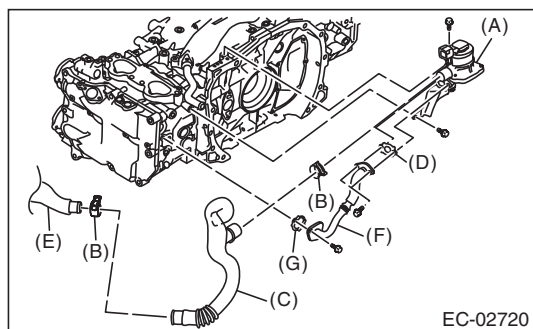
2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

3) Disconnect the connector from the secondary air combination valve LH.

4) Disconnect the air duct A.

5) Remove the secondary air pipe LH.

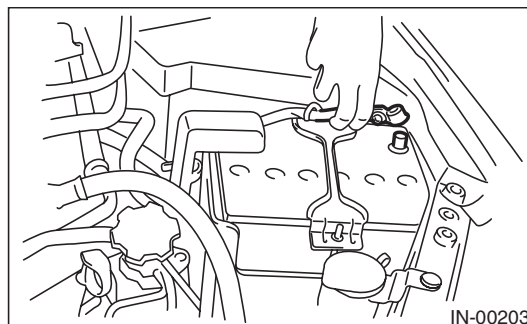
6) Remove the secondary air combination valve LH.



- (A) Secondary air combination valve LH
- (B) Clip
- (C) Air duct A
- (D) Gasket
- (E) Air duct B
- (F) Secondary air pipe LH
- (G) Gasket

2. SECONDARY AIR COMBINATION VALVE RH

1) Disconnect the ground cable from battery.



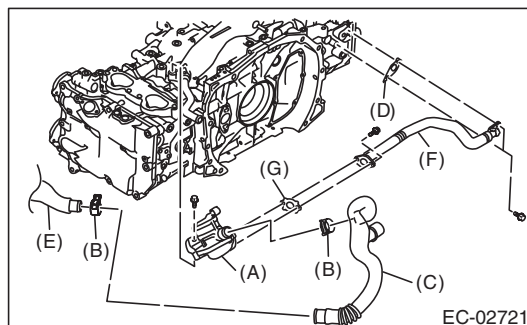
2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

3) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>

4) Disconnect the air duct A.

5) Disconnect the secondary air pipe RH.

6) Remove the secondary air combination valve RH.



- (A) Secondary air combination valve RH
- (B) Clip
- (C) Air duct A
- (D) Gasket
- (E) Air duct B
- (F) Secondary air pipe RH
- (G) Gasket

Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

B: INSTALLATION

1. SECONDARY AIR COMBINATION VALVE LH

Install in the reverse order of removal.

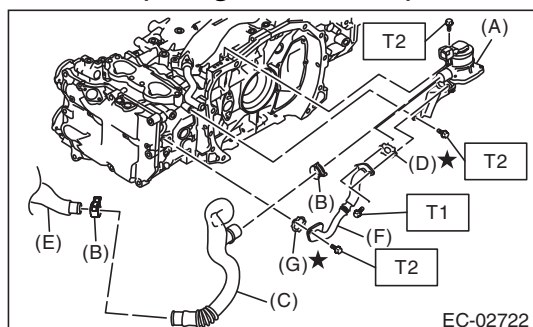
NOTE:

Use a new gasket.

Tightening torque:

T1: 9 N·m (0.9 kgf-m, 6.6 ft-lb)

T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



- (A) Secondary air combination valve LH
- (B) Clip
- (C) Air duct A
- (D) Gasket
- (E) Air duct B
- (F) Secondary air pipe LH
- (G) Gasket

2. SECONDARY AIR COMBINATION VALVE RH

Install in the reverse order of removal.

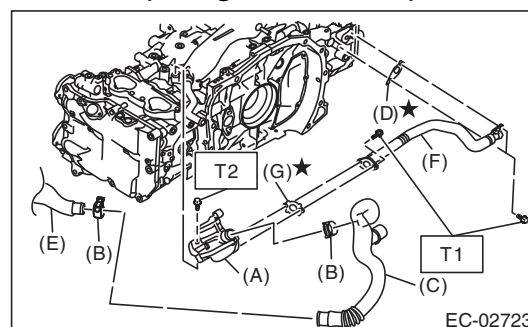
NOTE:

Use a new gasket.

Tightening torque:

T1: 9 N·m (0.9 kgf-m, 6.6 ft-lb)

T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)

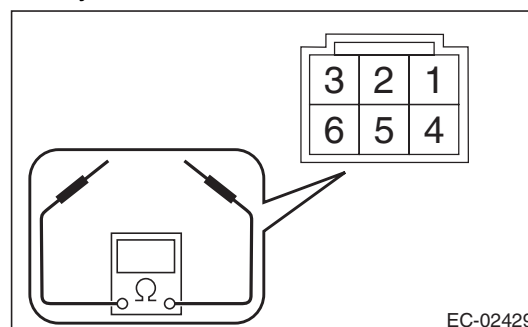


- (A) Secondary air combination valve RH
- (B) Clip
- (C) Air duct A
- (D) Gasket
- (E) Air duct B
- (F) Secondary air pipe RH
- (G) Gasket

C: INSPECTION

1. SECONDARY AIR COMBINATION VALVE LH

- 1) Check that the secondary air combination valve LH has no deformation, cracks or other damages.
- 2) Check the resistance between the terminals of secondary air combination valve LH.

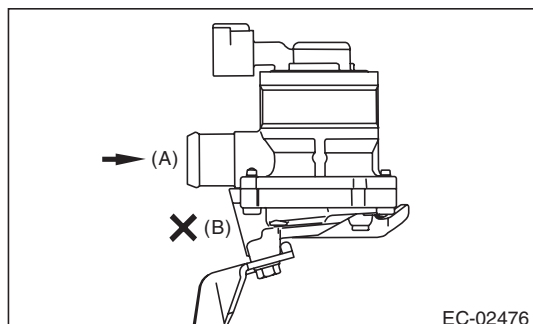


Terminal No.	Standard
4 and 6	5.0±0.5 Ω (20°C (68°F))
2 and 3	15 kΩ or less
1 and 2	4.5 kΩ or less

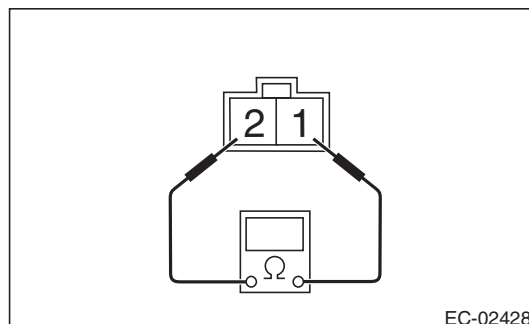
Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

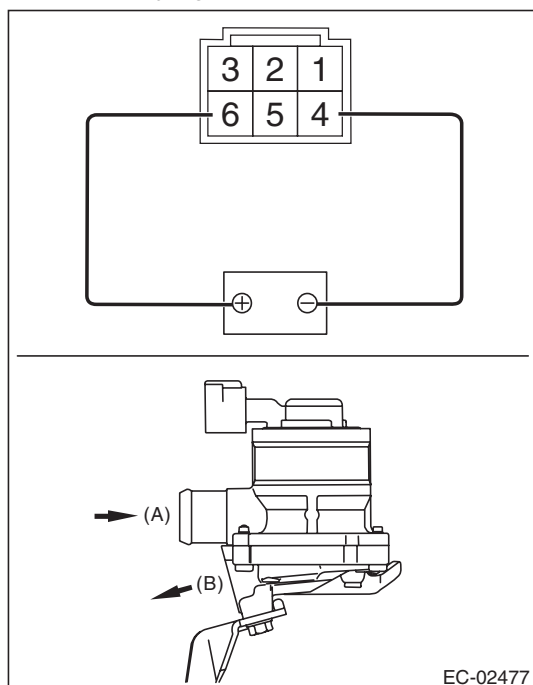
3) Check that air does not come out from (B) when air is blown into (A).



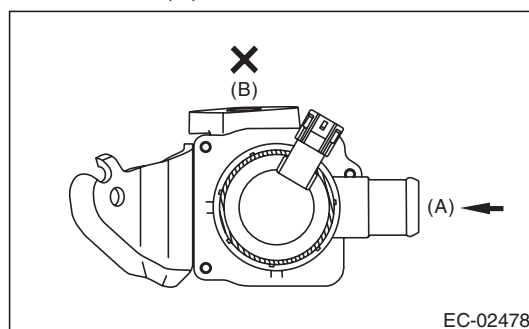
2) Check the resistance between the terminals of secondary air combination valve RH.



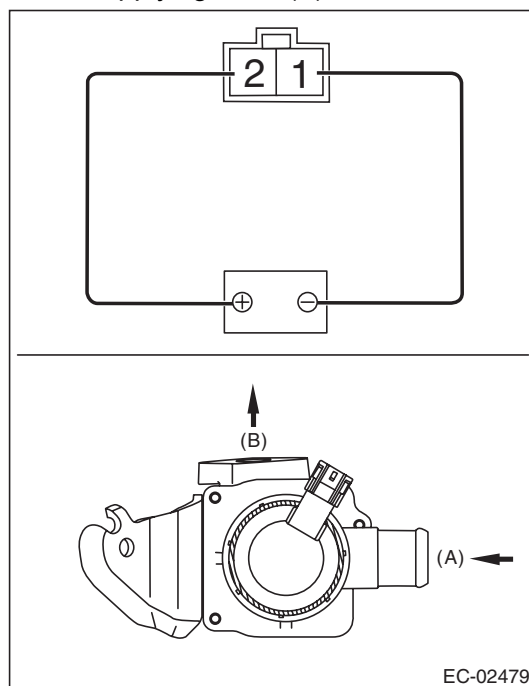
4) Connect the battery positive terminal to the terminal No. 6 and the battery negative terminal to the terminal No. 4. Check that air is discharged from (B), when supplying air to (A).



3) Check that air does not come out from (B) when air is blown into (A).



4) Connect the battery positive terminal to the terminal No. 2 and the battery ground terminal to the terminal No. 1. Check that air is discharged from (B), when supplying air to (A).



2. SECONDARY AIR COMBINATION VALVE RH

1) Check that the secondary air combination valve RH has no deformation, cracks or other damages.

Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

3. OTHER INSPECTIONS

- 1) Check that the secondary air pipe has no deformation, cracks or other damages.
- 2) Check that the air duct has no cracks, damage or loose part.

Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

INTAKE (INDUCTION)

IN(STI)

	Page
1. General Description	2
2. Air Cleaner Element	7
3. Air Cleaner Case	8
4. Air Intake Duct	10
5. Intake Duct	11
6. Intercooler	12
7. Turbocharger	15
8. Air By-pass Valve	19
9. Resonator Chamber	20

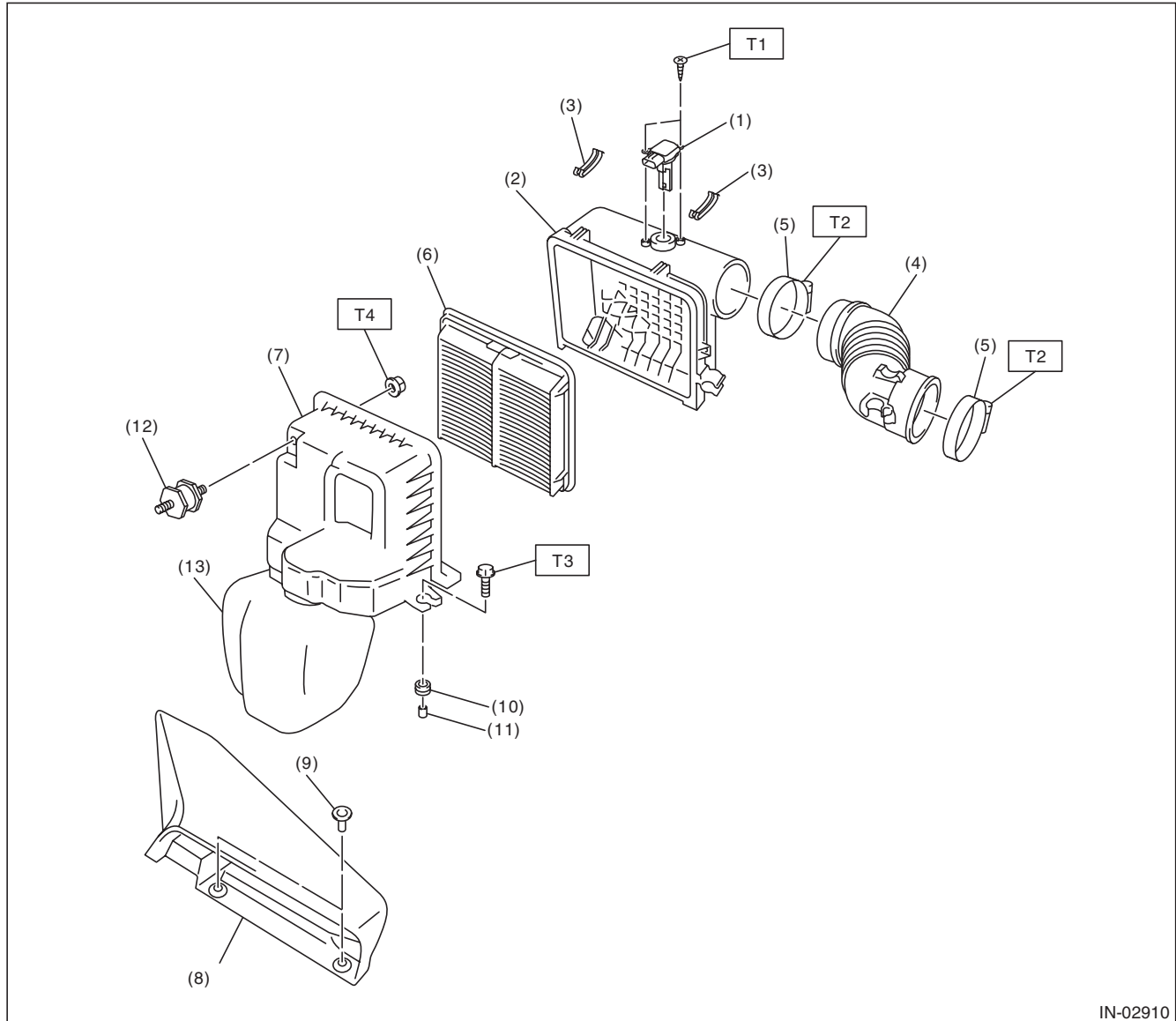
General Description

INTAKE (INDUCTION)

1. General Description

A: COMPONENT

1. AIR CLEANER



IN-02910

- | | |
|---|------------------------|
| (1) Mass air flow and intake air temperature sensor | (8) Air intake duct |
| (2) Air cleaner case (Rear) | (9) Clip |
| (3) Clip | (10) Cushion |
| (4) Air intake boot | (11) Spacer |
| (5) Clamp | (12) Cushion |
| (6) Air cleaner element | (13) Resonator chamber |
| (7) Air cleaner case (Front) | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1 (0.1, 0.7)

T2: 2.5 (0.3, 1.8)

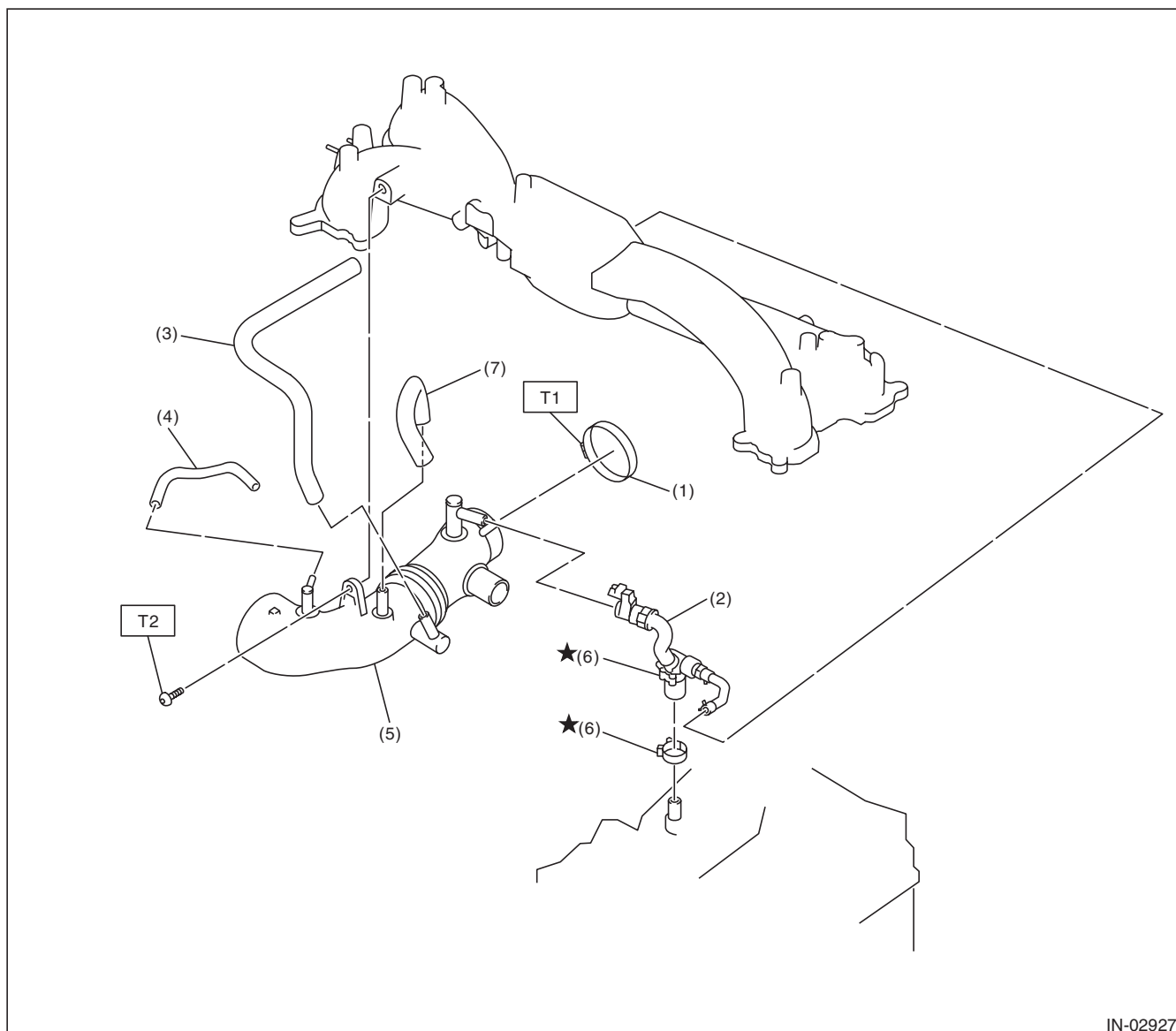
T3: 6 (0.6, 4.4)

T4: 7.5 (0.8, 5.5)

General Description

INTAKE (INDUCTION)

2. INTAKE DUCT



IN-02927

- | | |
|-------------------|-------------------|
| (1) Clamp | (5) Intake duct |
| (2) PCV hose ASSY | (6) Clamp |
| (3) Vacuum hose A | (7) Vacuum hose C |
| (4) Vacuum hose B | |

Tightening torque: N·m (kgf-m, ft-lb)

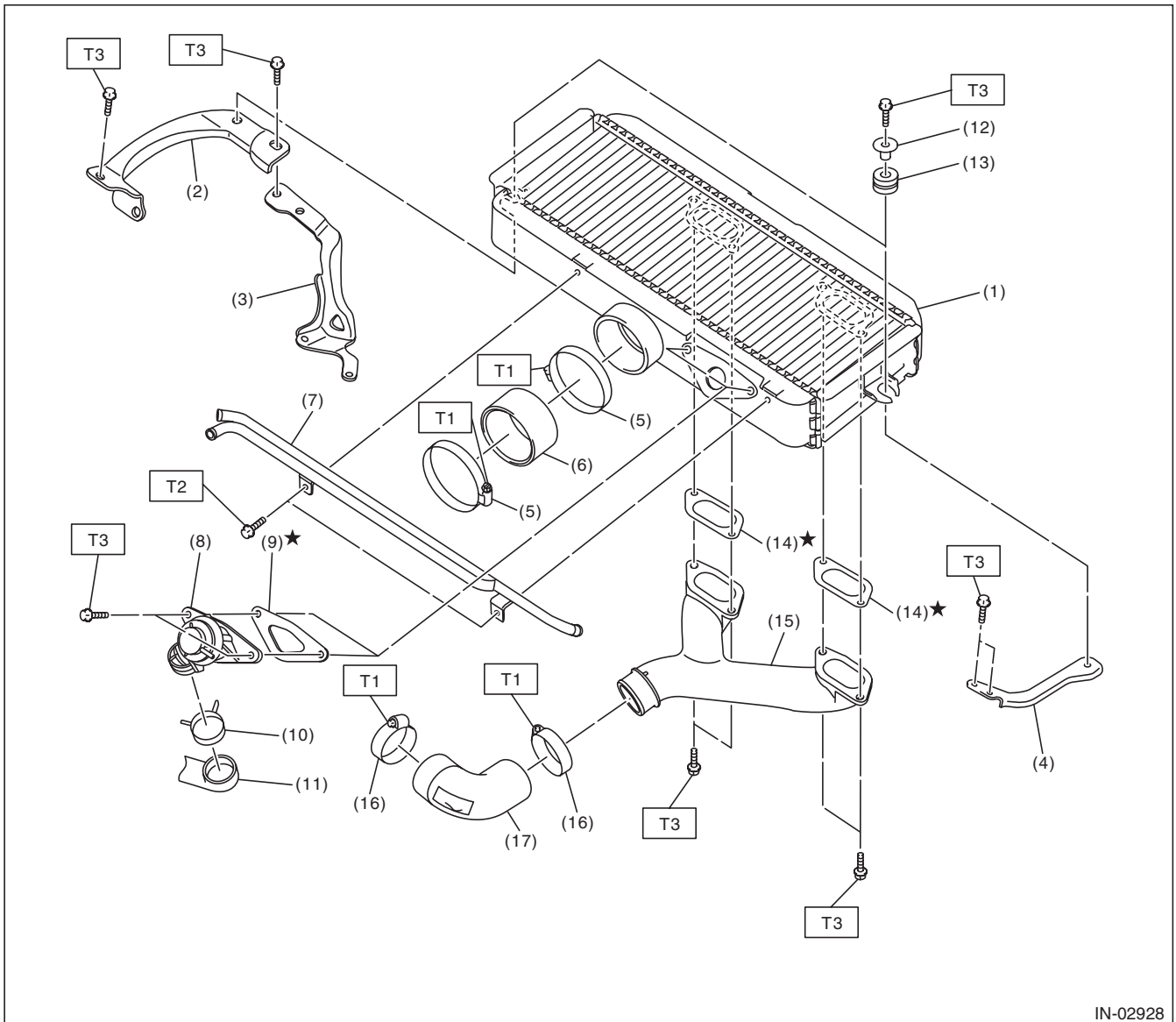
T1: 3 (0.3, 2.2)

T2: 17 (1.7, 12.5)

General Description

INTAKE (INDUCTION)

3. INTERCOOLER



IN-02928

- | | |
|------------------------|-----------------------|
| (1) Intercooler | (9) Gasket |
| (2) Intercooler stay A | (10) Clip |
| (3) Intercooler stay B | (11) Air by-pass hose |
| (4) Intercooler stay C | (12) Spacer |
| (5) Clamp | (13) Cushion |
| (6) Air duct hose | (14) Gasket |
| (7) PCV pipe | (15) Intercooler duct |
| (8) Air by-pass valve | |

- | |
|------------------|
| (16) Clamp |
| (17) Intake duct |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 3 (0.3, 2.2)

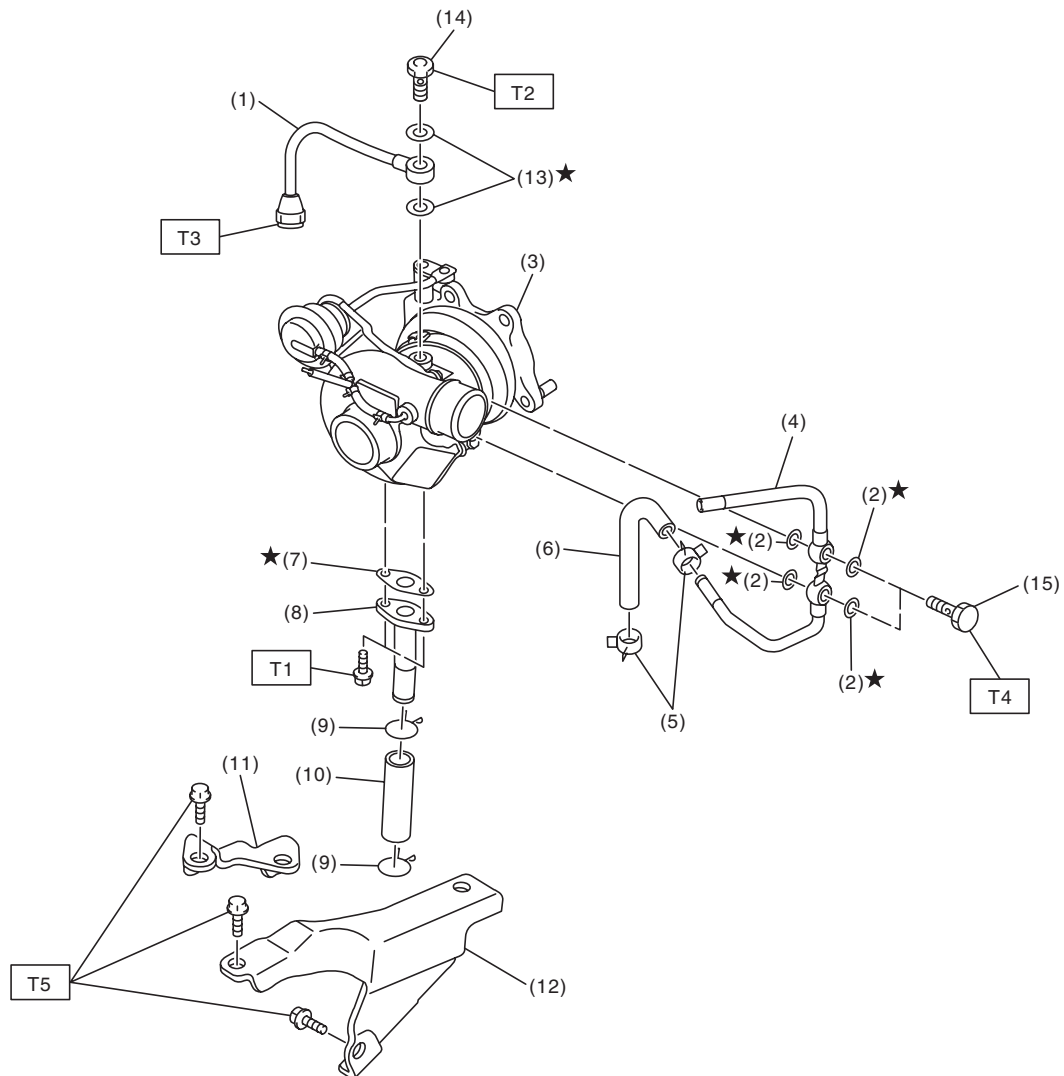
T2: 5.5 (0.6, 4.1)

T3: 16 (1.6, 11.8)

General Description

INTAKE (INDUCTION)

4. TURBOCHARGER



IN-02946

- | | |
|-------------------------|---------------------------|
| (1) Oil inlet pipe | (9) Clip |
| (2) Gasket | (10) Oil outlet hose |
| (3) Turbocharger | (11) Turbocharger stay RH |
| (4) Water pipe | (12) Turbocharger stay LH |
| (5) Clip | (13) Gasket |
| (6) Engine coolant hose | (14) Union bolt A |
| (7) Gasket | (15) Union bolt B |
| (8) Oil outlet pipe | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 4.9 (0.5, 3.6)

T2: 16 (1.6, 11.8)

T3: 20 (2.0, 14.8)

T4: 23 (2.3, 17.0)

T5: 33 (3.4, 24.3)

General Description

INTAKE (INDUCTION)

B: 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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

C: PREPARATION TOOL

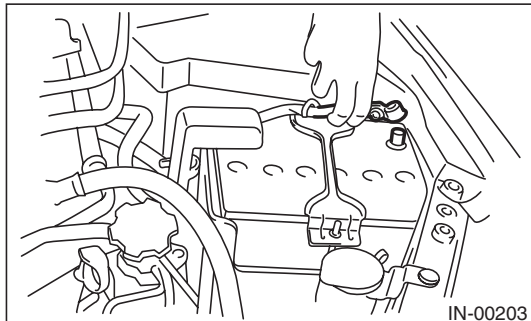
1. GENERAL TOOL

TOOL NAME	REMARKS
Mighty Vac	Used for checking waste gate actuator and air by-pass valve.

2. Air Cleaner Element

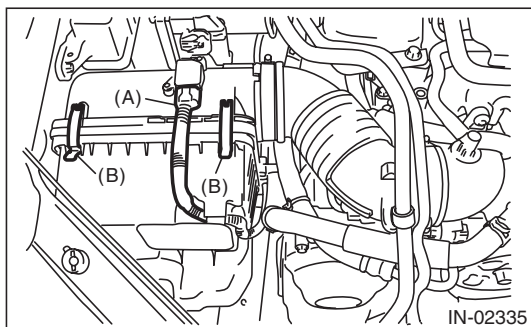
A: REMOVAL

- 1) Disconnect the ground cable from battery.



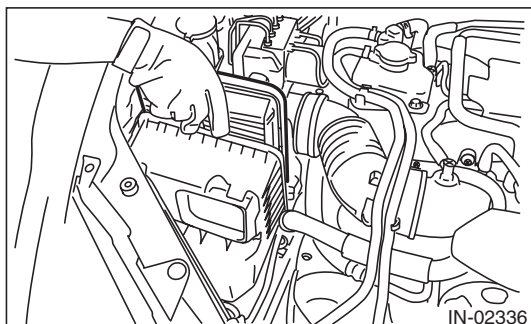
IN-00203

- 2) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 3) Disconnect the connector (A) from air flow and intake air temperature sensor.
- 4) Remove the clips (B) from the air cleaner case (front).



IN-02335

- 5) Open the air cleaner case, and remove the air cleaner element.



IN-02336

B: INSTALLATION

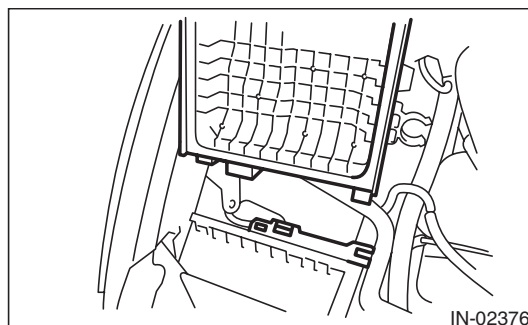
Install in the reverse order of removal.

CAUTION:

Be sure to use SUBARU genuine air cleaner element depending on the engine type when replacing the air cleaner elements. Using other air cleaner element may affect the engine performance.

NOTE:

- Check that there are no foreign objects in the air cleaner case.
- If the protrusion of the air cleaner case (rear) is removed when removing the air cleaner element, align the protrusion of the air cleaner case (rear) to the hole on the air cleaner case (front) to install.



IN-02376

C: INSPECTION

- 1) Check that the air cleaner element has no deformation, cracks or other damages.
- 2) Check the air cleaner element for excessive dirt.

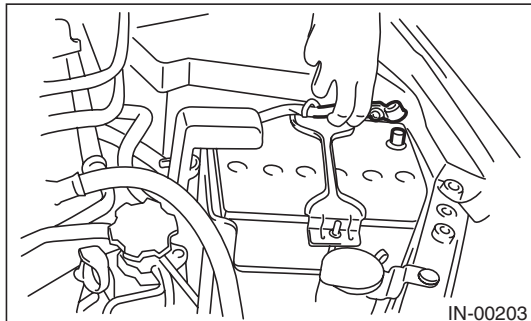
Air Cleaner Case

INTAKE (INDUCTION)

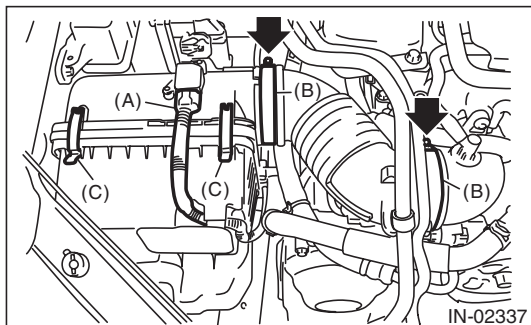
3. Air Cleaner Case

A: REMOVAL

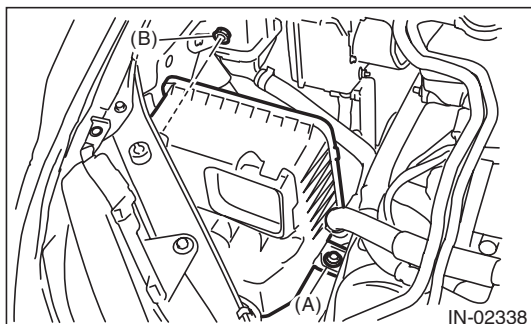
- 1) Disconnect the ground cable from battery.



- 2) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 3) Disconnect the connector (A) from air flow and intake air temperature sensor.
- 4) Loosen the clamp (B) which holds the air intake boot.
- 5) Remove the clip (C) from the air cleaner case (front).



- 6) Remove the air cleaner case (rear) and air intake boot.
- 7) Remove the air cleaner element.
- 8) Remove the bolt (A) and nut (B) which secure the air cleaner case (front) to the body.



- 9) Remove the air cleaner case (front).

B: INSTALLATION

- 1) Install the bolt (A) and nut (B) which secure the air cleaner case (front) to the body.

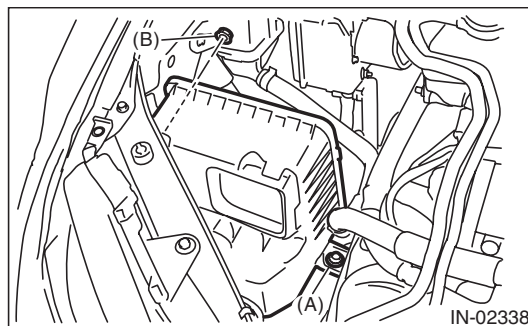
Tightening torque:

Bolt (A)

6 N·m (0.6 kgf-m, 4.4 ft-lb)

Nut (B)

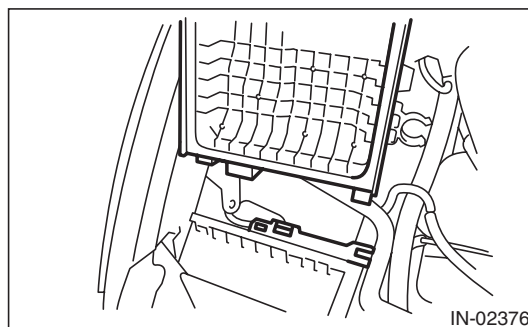
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



- 2) Install the air cleaner element.
- 3) Install the air cleaner case (rear) and air intake boot.

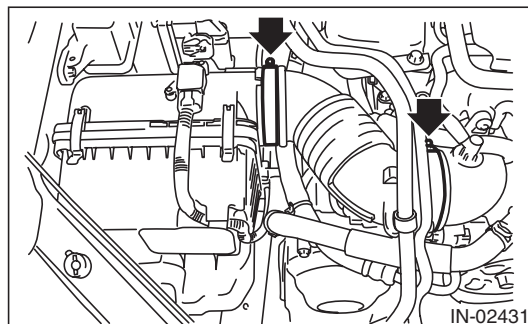
NOTE:

When installing the air cleaner case (rear), align the protrusion of the air cleaner case (rear) to the hole on the air cleaner case (front) to install.



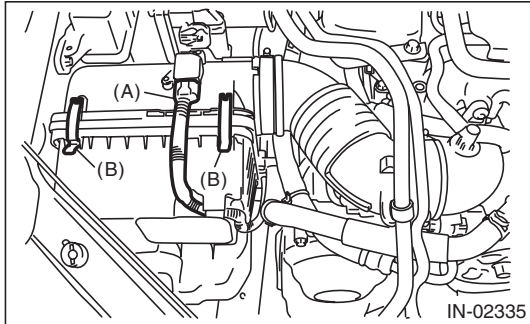
Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



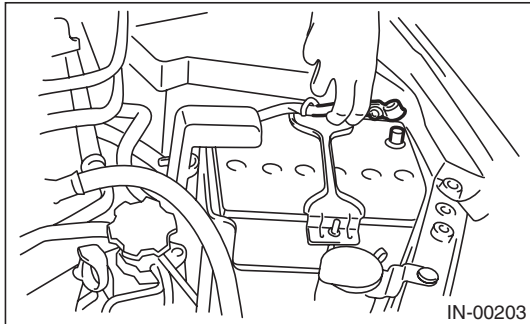
- 4) Install the clip (B) to the air cleaner case (front).

5) Connect the connector (A) to the mass air flow and intake air temperature sensor.



6) Install the air intake duct. <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.>

7) Connect the ground cable to battery.



C: INSPECTION

- 1) Check that the air cleaner case has no deformation, cracks or other damages.
- 2) Check that the air intake boot has no cracks, damage or loose part.

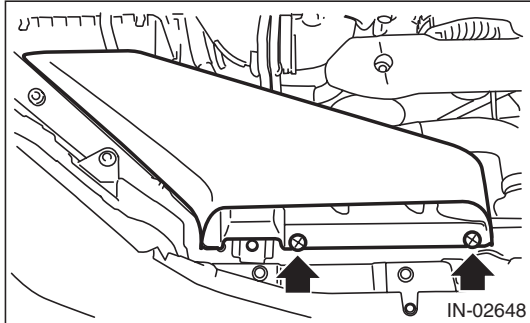
Air Intake Duct

INTAKE (INDUCTION)

4. Air Intake Duct

A: REMOVAL

Remove the clip which secures the air intake duct, and remove the air intake duct.



B: INSTALLATION

Install in the reverse order of removal.

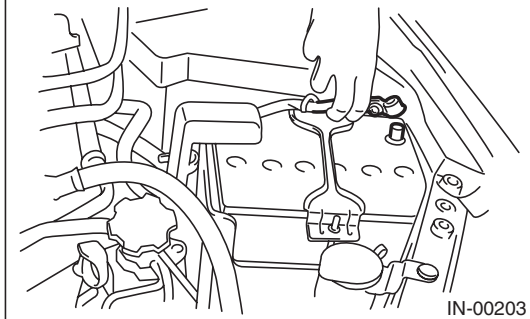
C: INSPECTION

- 1) Check that the air intake duct has no deformation, cracks or other damages.
- 2) Inspect that no foreign objects are mixed in the air intake duct.

5. Intake Duct

A: REMOVAL

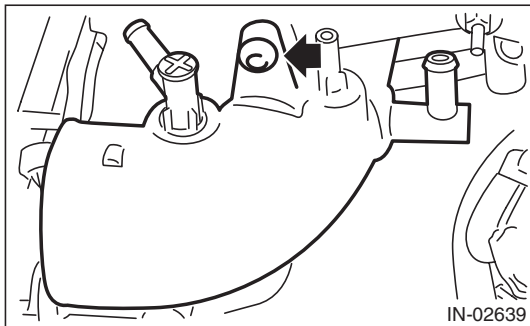
1) Disconnect the ground cable from battery.



2) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>

3) Remove the sensor, engine harness and fuel pipe from the intake manifold. <Ref. to FU(STI)-24, DISASSEMBLY, Intake Manifold.>

4) Remove the intake duct from intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

17 N·m (1.7 kgf-m, 12.5 ft-lb)

C: INSPECTION

Check that the intake duct has no deformation, cracks or other damages.

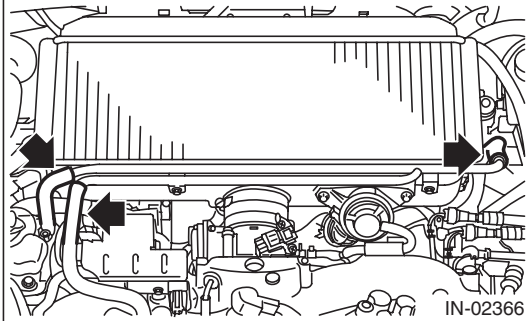
Intercooler

INTAKE (INDUCTION)

6. Intercooler

A: REMOVAL

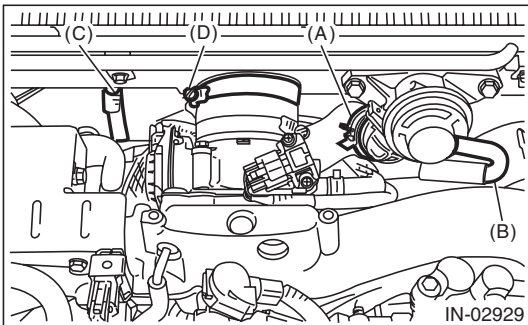
1) Disconnect the PCV hose from the PCV pipe.



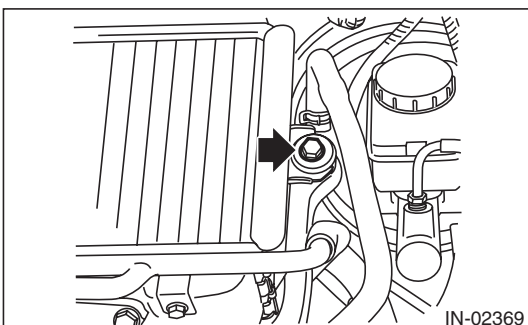
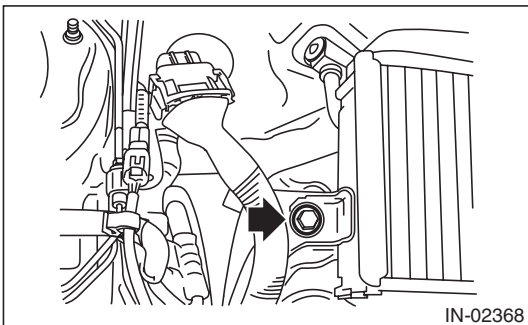
2) Remove the clip (A) which holds the air by-pass hose on the air by-pass valve and disconnect vacuum hose (B) from the air by-pass valve.

3) Loosen the clamp (C) holding the intake duct to the turbocharger.

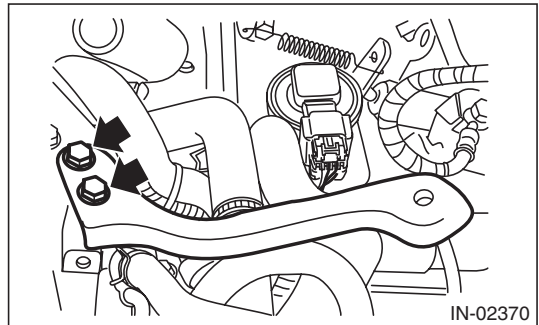
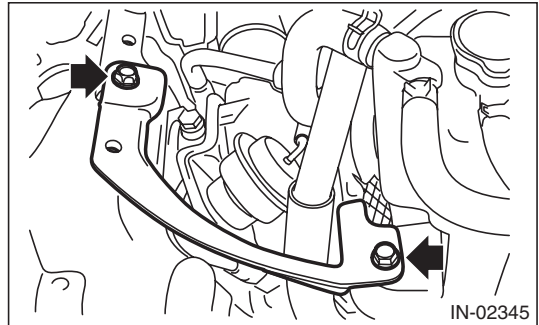
4) Loosen the clamp (D) holding the air duct hose to the intercooler.



5) Remove the bolts which secure the intercooler to the intercooler stay, and remove the intercooler.



6) Remove the intercooler stay.

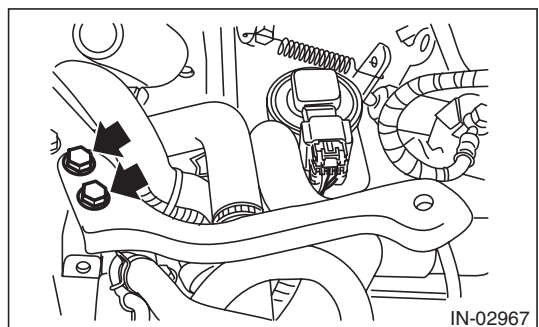
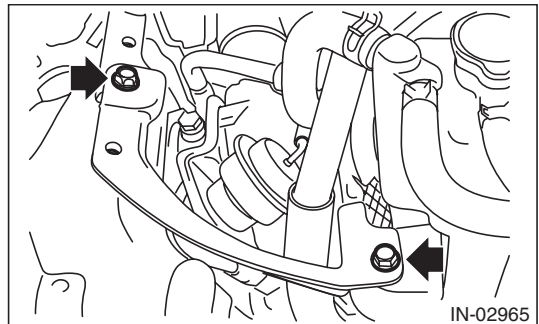


B: INSTALLATION

Install in the reverse order of removal.

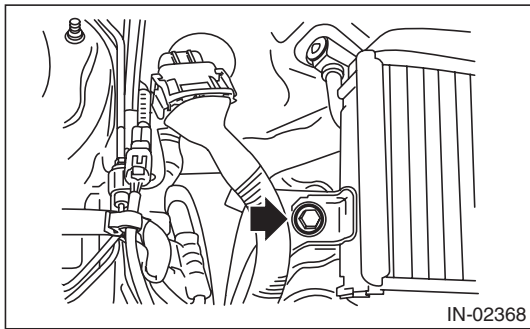
Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

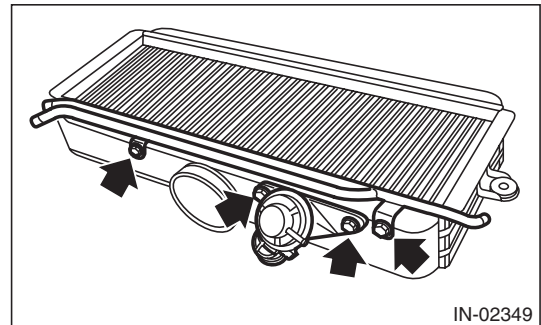


Intercooler

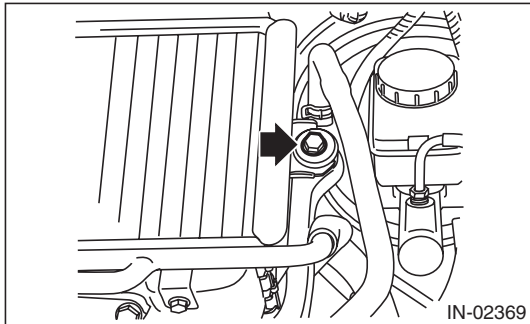
INTAKE (INDUCTION)



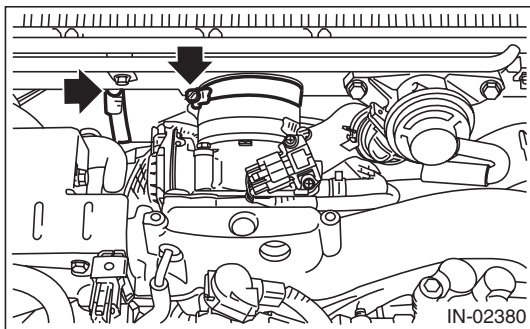
2) Remove the air by-pass valve and PCV pipe from the intercooler.



3) Remove the intake duct from intercooler duct.

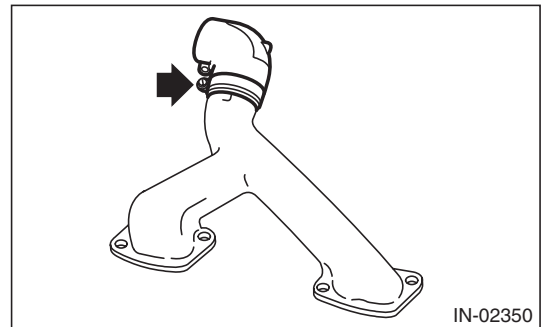
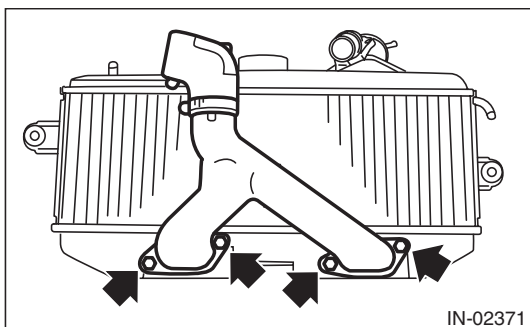


Tightening torque:
3 N·m (0.3 kgf-m, 2.2 ft-lb)



C: DISASSEMBLY

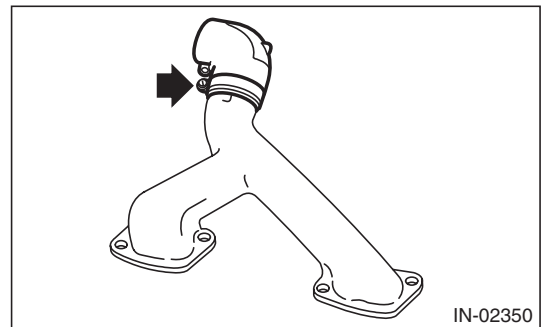
1) Remove the intercooler duct from the intercooler.



D: ASSEMBLY

1) Install the intake duct to the intercooler duct.

Tightening torque:
3 N·m (0.3 kgf-m, 2.2 ft-lb)



Intercooler

INTAKE (INDUCTION)

2) Install the air by-pass valve and the PCV pipe to the intercooler.

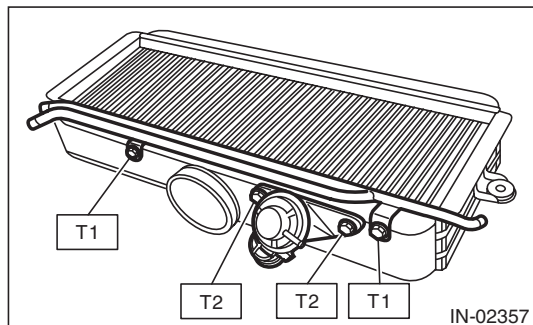
NOTE:

Use a new gasket.

Tightening torque:

T1: 5.5 N·m (0.6 kgf-m, 4.1 ft-lb)

T2: 16 N·m (1.6 kgf-m, 11.8 ft-lb)



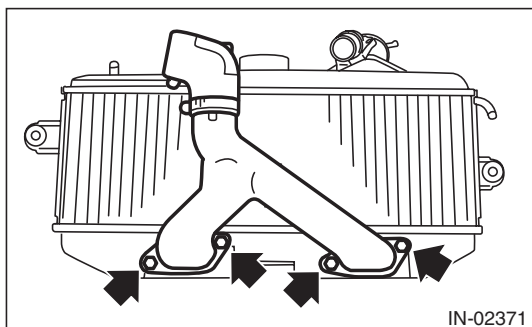
3) Install the intercooler duct to the intercooler.

NOTE:

Use a new gasket.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



E: INSPECTION

1) Check that the intercooler, intercooler ducts and PCV pipe have no deformation, cracks or other damages.

2) Check that the hose and intake duct have no cracks, damage or loose part.

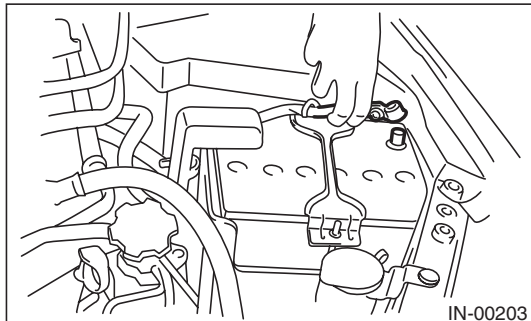
Turbocharger

INTAKE (INDUCTION)

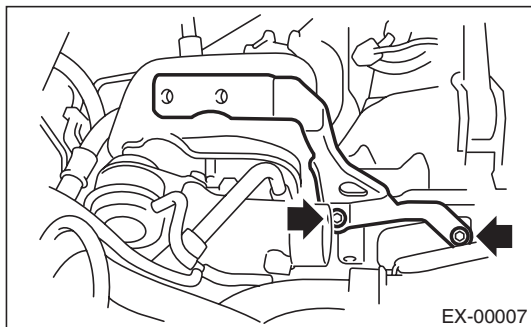
7. Turbocharger

A: REMOVAL

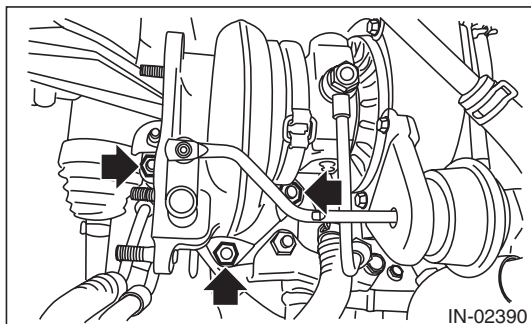
- 1) Disconnect the ground cable from battery.



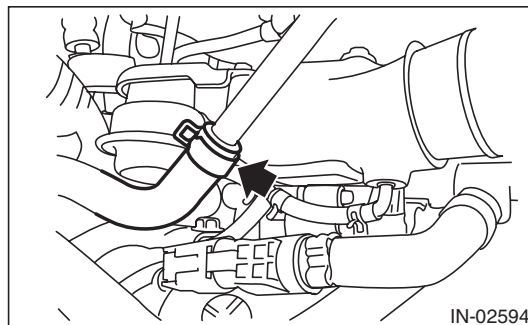
- 2) Lift up the vehicle.
3) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
4) Lower the vehicle.
5) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>
6) Remove the intercooler stay.



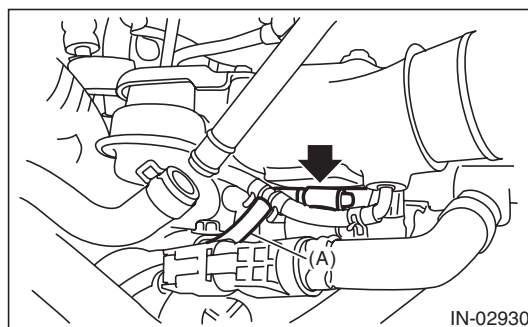
- 7) Remove the center exhaust pipe. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>
8) Lower the vehicle.
9) Remove the joint pipe from the turbocharger.



- 10) Disconnect the engine coolant hose from the upper side of the water pipe.



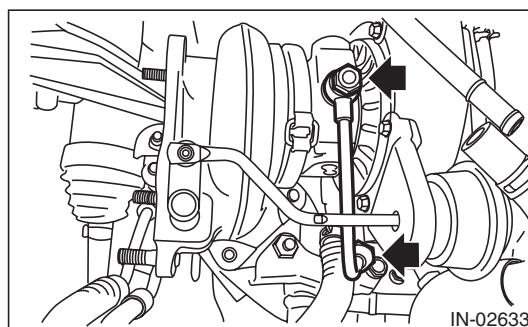
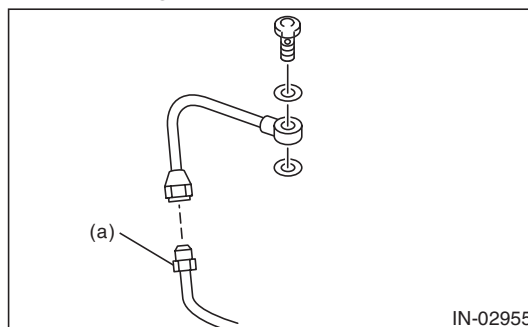
- 11) Disconnect the air control hose (A), and loosen the clamp holding the intake duct to the turbocharger.



- 12) Remove the oil inlet pipe from the turbocharger.

CAUTION:

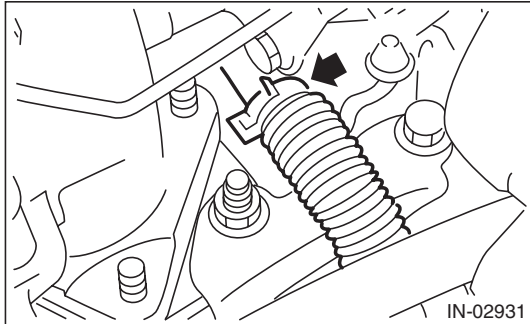
In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when loosening the oil inlet pipe flare nut, and avoid the part from rotating together while loosening the nut.



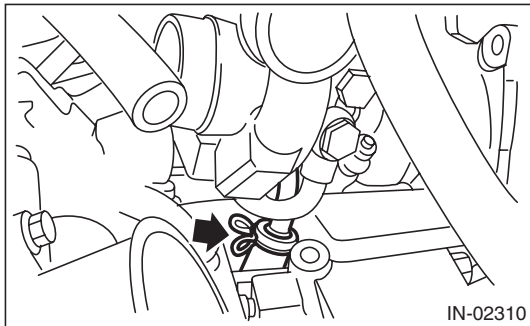
Turbocharger

INTAKE (INDUCTION)

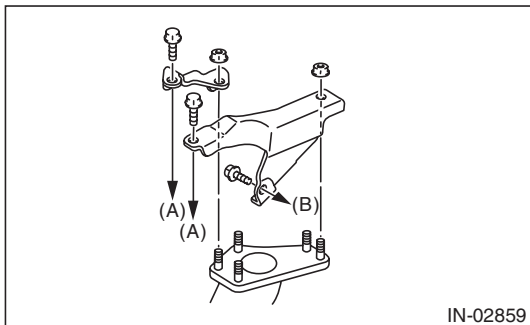
13) Disconnect the engine coolant hose from the lower side of the water pipe.



14) Disconnect the oil outlet hose from the oil outlet pipe, and remove the turbocharger.



15) Remove the turbocharger stay.



(A) To cylinder head RH

(B) To cylinder block RH

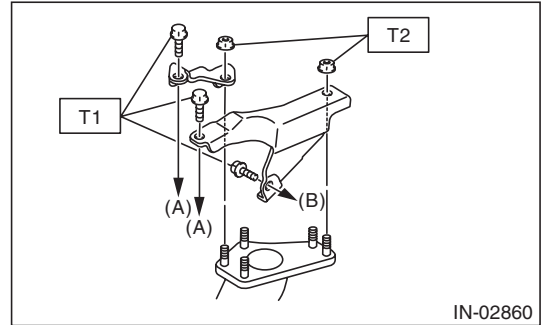
B: INSTALLATION

1) Install the turbocharger stay.

Tightening torque:

T1: 33 N·m (3.4 kgf-m, 24.3 ft-lb)

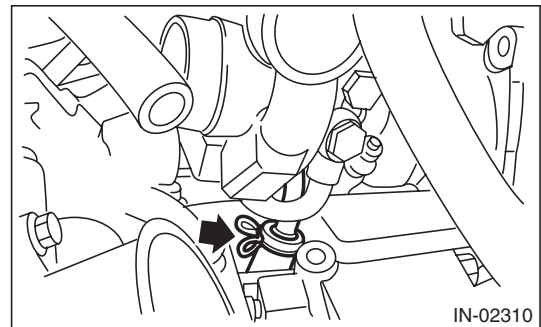
T2: 42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



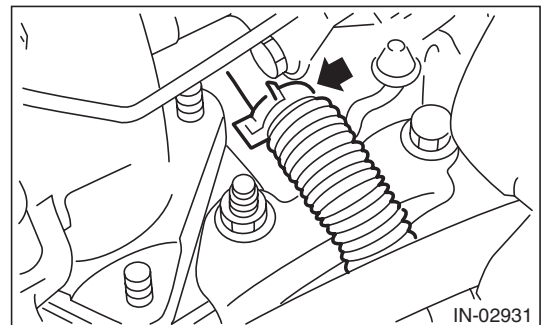
(A) To cylinder head RH

(B) To cylinder block RH

2) Connect the oil outlet hose to the oil outlet pipe.



3) Connect the engine coolant hose to the lower side of the water pipe.



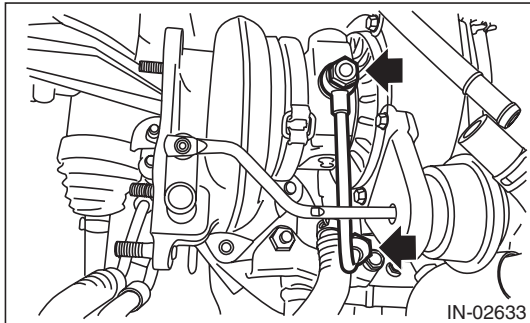
Turbocharger

INTAKE (INDUCTION)

4) Temporarily tighten the union bolts and flare nuts which secure the oil inlet pipe to the turbocharger.

NOTE:

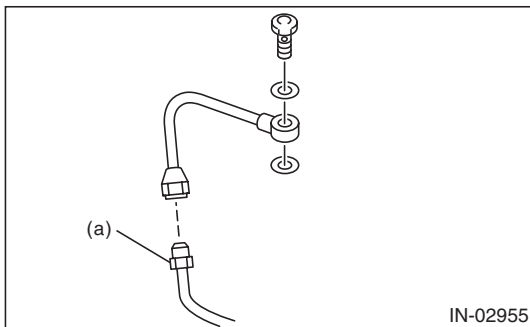
Use a new gasket.



5) Tighten the union bolts and flare nuts which secure the oil inlet pipe to the turbocharger.

CAUTION:

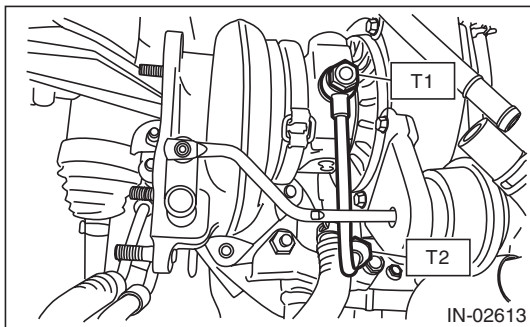
In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when tightening the oil inlet pipe flare nut, and avoid the part from rotating together while tightening the nut.



Tightening torque:

T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)

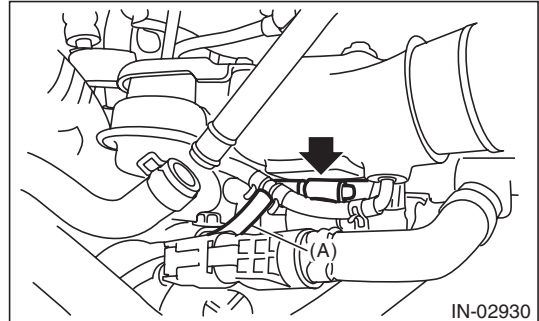
T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)



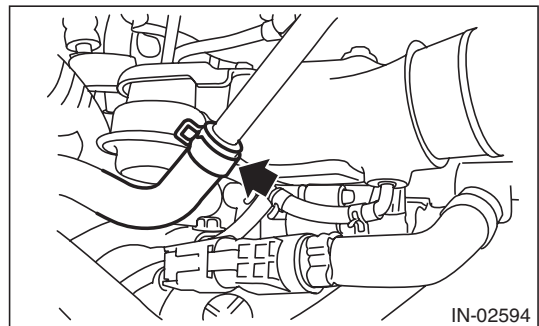
6) Connect the air control hose (A), and install the intake duct to the turbocharger.

Tightening torque:

3 N·m (0.3 kgf-m, 2.2 ft-lb)



7) Connect the engine coolant hoses to the upper side of the water pipe.



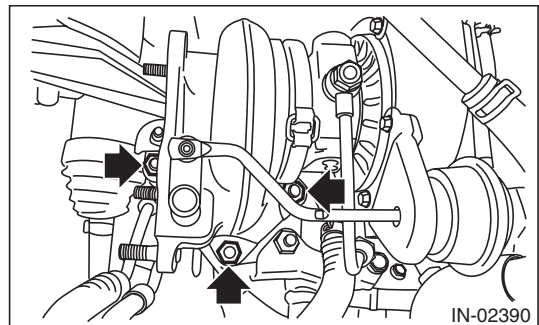
8) Install the joint pipe to turbocharger.

NOTE:

Use a new gasket.

Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



9) Lift up the vehicle.

10) Install the center exhaust pipe. <Ref. to EX(STI)-9, INSTALLATION, Center Exhaust Pipe.>

11) Lower the vehicle.

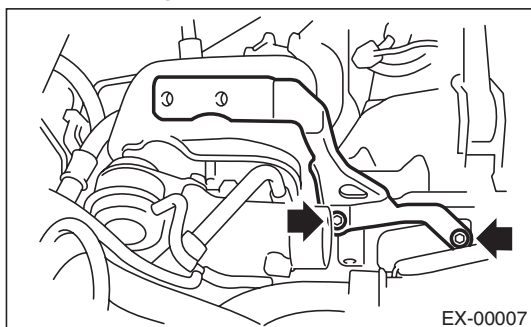
Turbocharger

INTAKE (INDUCTION)

12) Install the intercooler stay.

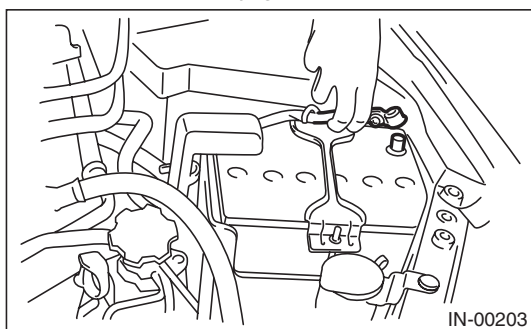
Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



13) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.>

14) Connect the battery ground terminal.



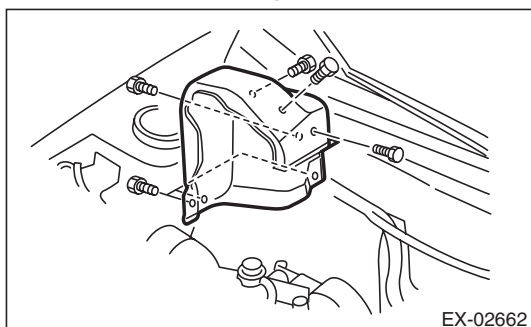
15) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

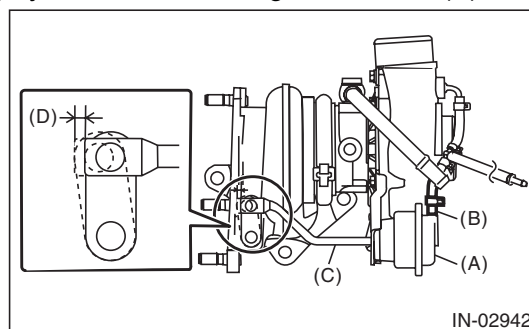
1. WASTE GATE ACTUATOR

1) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

2) Remove the turbocharger upper cover.



3) Remove the boost hose (B) from the waste gate actuator (A) of the turbocharger, and connect the Mighty Vac to the waste gate actuator (A).



(A) Waste gate actuator

(B) Boost hose

(C) Control rod

(D) Control rod stroke

4) Pressurize slowly with the Mighty Vac, and measure the pressure when the control rod stroke (D) becomes 2 mm (0.08 in). If it is not within the standard, replace the turbocharger assembly.

CAUTION:

Do not pressurize over 89.9 kPa (0.92 kgf/cm², 13.0 psi) to prevent damaging the waste gate actuator.

Operating pressure (control rod stroke 2 mm (0.08 in)):

Standard

74.7 — 80.8 kPa (0.76 — 0.82 kgf/cm², 10.8 — 11.7 psi)

5) After inspection, install the related parts in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

2. OTHER INSPECTIONS

1) Check that the turbocharger, turbocharger stay and pipe have no deformation, cracks or other damages.

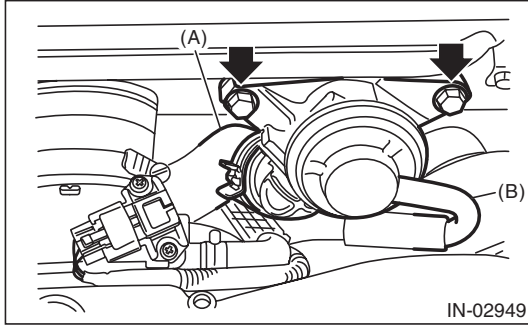
2) Check that the hose and intake duct have no cracks, damage or loose part.

3) Check that there are no oil leakage or water leakage from the pipe attachment section.

8. Air By-pass Valve

A: REMOVAL

Remove the air by-pass valve from the intercooler, and then disconnect air by-pass hose (A) and vacuum hose (B) from the air by-pass valve.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

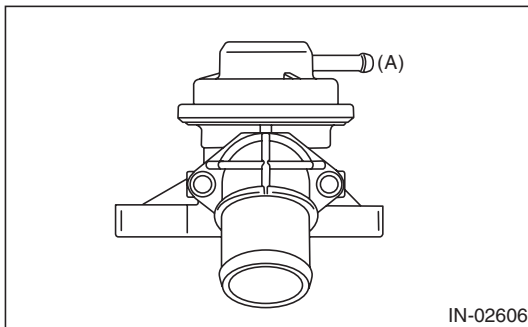
Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

C: INSPECTION

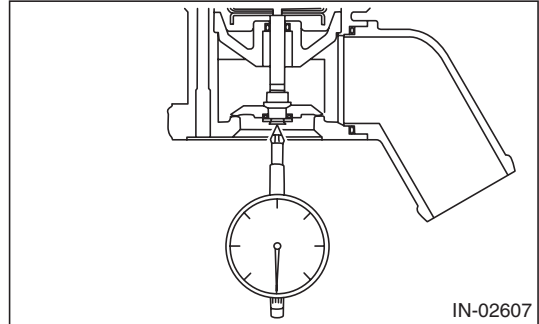
1. AIR BY-PASS VALVE

- 1) Check that the air by-pass valve has no deformation, cracks or other damages.
- 2) Connect the Mighty Vac to the nipple (A) of the air by-pass valve.



- 3) Using the Mighty Vac, generate the negative pressure to -93.3 kPa (-0.95 kgf/cm^2 , -13.5 psi). Check that the Mighty Vac gauge needle holds 10 seconds without falling by -92.6 kPa (-0.94 kgf/cm^2 , -13.4 psi).

- 4) Set a dial gauge to the end of valve rod of the air by-pass valve.



- 5) Slowly generate negative pressure with the Mighty Vac and check the pressure when the needle of the dial gauge (valve stroke) becomes 0.5 mm (0.02 in). If it is not within the standard, replace the air by-pass valve.

Opening pressure (valve stroke 0.5 mm (0.02 in)):

Standard

$-62.7 \text{ — } -70.7 \text{ kPa}$ ($-0.64 \text{ — } -0.72 \text{ kgf/cm}^2$, $-9.09 \text{ — } -10.3 \text{ psi}$)

- 6) Increase negative pressure more than 5) and check the pressure when the needle of the dial gauge (valve stroke) becomes 7.5 mm (0.3 in). If it is not within the standard, replace the air by-pass valve.

Full open pressure (valve stroke 7.5 mm (0.3 in)):

Standard

$-102.7 \text{ — } -117.3 \text{ kPa}$ ($-1.05 \text{ — } -1.20 \text{ kgf/cm}^2$, $-14.9 \text{ — } -17.0 \text{ psi}$)

2. OTHER INSPECTIONS

Check that the vacuum hose and air by-pass pipe have no cracks, damage or loose part.

9. Resonator Chamber

A: REMOVAL

The resonator chamber and air cleaner case are integrated into one unit; therefore, refer to “Air Cleaner Case” for removal procedure. <Ref. to IN(STI)-8, REMOVAL, Air Cleaner Case.>

B: INSTALLATION

The resonator chamber and air cleaner case are integrated into one unit; therefore, refer to “Air Cleaner Case” for installation procedure. <Ref. to IN(STI)-8, INSTALLATION, Air Cleaner Case.>

C: INSPECTION

Check that the resonator chamber has no deformation, cracks or other damages.

MECHANICAL

ME(STI)

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General Description

MECHANICAL

1. General Description

A: SPECIFICATION

ENGINE	Model			2.5 L			
	Cylinder arrangement			Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine			
	Valve system mechanism			Belt driven, double overhead camshaft, 4-valve/cylinder			
	Bore × Stroke			mm (in)			
	Displacement			cm ³ (cu in)			
	Compression ratio			8.2			
	Compression pressure (at 200 — 300 rpm)		kPa (kg/cm ² , psi)	Standard	981 — 1,177 (10 — 12, 142 — 171)		
	Number of piston rings			Pressure ring: 2, Oil ring: 1			
	Intake valve timing		Open	Max. retard	ATDC 5°		
				Min. advance	BTDC 25°		
			Close	Max. retard	ABDC 65°		
				Min. advance	ABDC 35°		
	Exhaust valve timing		Open	Max. retard	BBDC 32°		
				Min. advance	BBDC 72°		
			Close	Max. retard	ATDC 28°		
				Min. advance	BTDC 12°		
	Valve clearance		Inspection value	Intake	0.20 ^{+0.04} _{−0.06} (0.0079 ^{+0.0016} _{−0.0024})		
				Exhaust	0.35±0.05 (0.0138±0.0020)		
			Adjustment value	Intake	0.20 ^{+0.01} _{−0.03} (0.0079 ^{+0.0004} _{−0.0012})		
				Exhaust	0.35±0.02 (0.0138±0.0008)		
Idle speed (Gear shift lever in neutral position)		rpm	No load	Standard	700±100		
			A/C ON	Standard	750±100		
Ignition order					1 → 3 → 2 → 4		
Ignition timing					BTDC/rpm	Standard	15°±10°/700

General Description

MECHANICAL

NOTE:

OS: Oversize US: Undersize

Belt tension adjuster	Adjuster rod protrusion amount			mm (in)	5.2 — 6.2 (0.205 — 0.244)
Camshaft	Bending limit			mm (in)	0.020 (0.00079)
	Cam lobe height	mm (in)	Intake	Standard	46.55 — 46.65 (1.833 — 1.837)
			Exhaust	Standard	46.75 — 46.85 (1.841 — 1.844)
	Cam base circle diameter		mm (in)	Standard	37.0 (1.457)
	Journal O.D.	mm (in)	Front	Standard	37.946 — 37.963 (1.4939 — 1.4946)
			Center, rear	Standard	29.946 — 29.963 (1.1790 — 1.1796)
	Oil clearance			mm (in)	Standard
Thrust clearance			mm (in)	Standard	0.068 — 0.116 (0.0027 — 0.0047)
Cylinder head	Warping limit (Mating surface with cylinder block)			mm (in)	0.035 (0.0014)
	Grinding limit			mm (in)	0.3 (0.012)
	Standard height			mm (in)	127.5 (5.02)
Valve seat	Seating angle between valve and valve seat				90°
	Contacting width between valve and valve seat	mm (in)	Intake	Standard	0.6 — 1.4 (0.024 — 0.055)
			Exhaust	Standard	1.2 — 1.8 (0.047 — 0.071)
Valve guide	Clearance between the valve guide and valve stem	mm (in)	Intake	Standard	0.030 — 0.057 (0.0012 — 0.0022)
			Exhaust	Standard	0.040 — 0.067 (0.0016 — 0.0026)
	Inside diameter			mm (in)	6.000 — 6.012 (0.2362 — 0.2367)
	Valve stem outer diameters	mm (in)	Intake		5.955 — 5.970 (0.2344 — 0.2350)
			Exhaust		5.945 — 5.960 (0.2341 — 0.2346)
	Valve guide protrusion amount			mm (in)	15.8 — 16.2 (0.622 — 0.638)
Valve	Head edge thickness	mm (in)	Intake	Standard	1.0 — 1.4 (0.039 — 0.055)
			Exhaust	Standard	1.3 — 1.7 (0.051 — 0.067)
	Overall length	mm (in)	Intake		104.4 (4.110)
			Exhaust		104.65 (4.1201)
Valve spring	Free length			mm (in)	53.48 (2.106)
	Tension/spring height	N (kgf, lb)/mm (in)	Set		204.6 — 235.4 (20.86 — 24.00, 46.00 — 52.93)/36.0 (1.417)
			Lift		363.5 — 401.7 (37.07 — 40.96, 81.73 — 90.32)/26.7 (1.051)
	Squareness				2.5°, 2.3 mm (0.091 in) or less
Valve lifter	Outer diameter		mm (in)	Standard	34.959 — 34.975 (1.3763 — 1.3770)
	Valve lifter mating surface inner diameter		mm (in)	Standard	34.994 — 35.016 (1.3777 — 1.3786)
	Valve lifter and valve lifter mating surface clearance		mm (in)	Standard	0.019 — 0.057 (0.0007 — 0.0022)
Cylinder block	Warping limit (Mating surface with cylinder head)			mm (in)	0.025 (0.0098)
	Grinding limit			mm (in)	0.1 (0.004)
	Standard height			mm (in)	201.0 (7.91)
	Cylindricity		mm (in)	Standard	0.015 (0.0006)
	Out-of-roundness		mm (in)	Standard	0.010 (0.0004)
	Clearance between cylinder and piston at 20°C (68°F)		mm (in)	Standard	−0.010 — 0.010 (−0.00039 — 0.00039)
	Cylinder inner diameter boring limit (diameter)			mm (in)	To 100.005 (3.9372)

General Description

MECHANICAL

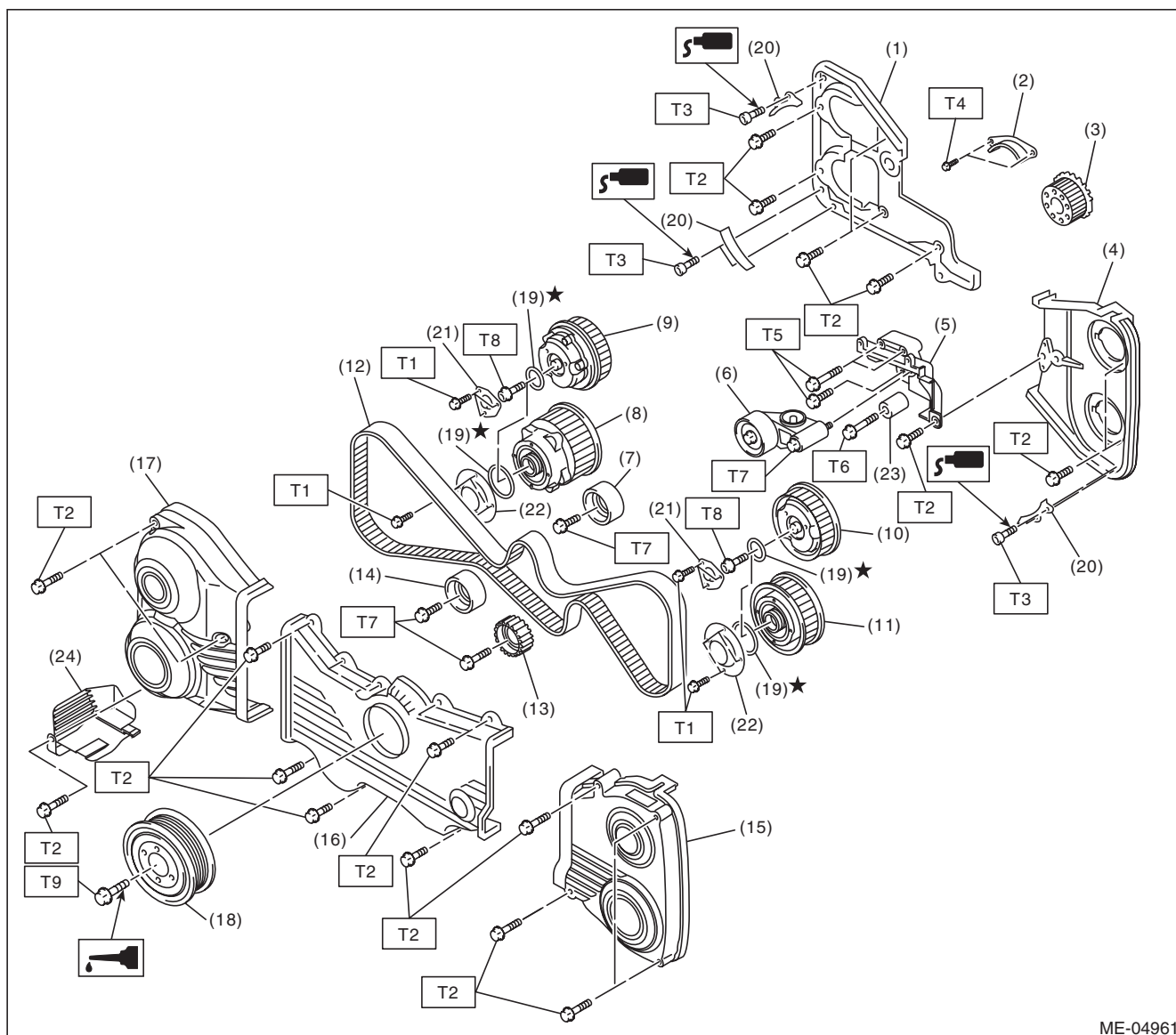
Piston	Piston grade point		mm (in)		38.2 (1.50)		
	Outer diameter	mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)		
				B	99.495 — 99.505 (3.9171 — 3.9175)		
			0.25 (0.0098) OS		99.745 — 99.765 (3.9270 — 3.9278)		
			0.50 (0.0197) OS		99.995 — 100.015 (3.9368 — 3.9376)		
Piston pin	Degree of fit				Piston pin must be fitted into position with thumb at 20°C (68°F).		
	Clearance between piston pin hole and piston pin		mm (in)	Standard	0.004 — 0.008 (0.0002 — 0.0003)		
Piston ring	Piston ring gap	mm (in)	Top ring		Standard	0.23 — 0.28 (0.0091 — 0.0110)	
			Second ring		Standard	0.37 — 0.52 (0.015 — 0.0203)	
			Oil ring		Standard	0.20 — 0.50 (0.0079 — 0.0197)	
	Clearance between piston ring and piston ring groove	mm (in)	Top ring		Standard	0.040 — 0.080 (0.0016 — 0.0031)	
			Second ring		Standard	0.030 — 0.070 (0.0012 — 0.0028)	
Connect- ing rod and connecting rod bearing	Bend or twist per 100 mm (3.94 in) in length		mm (in)	Limit	0.1 (0.0039)		
	Thrust clearance		mm (in)	Standard	0.070 — 0.330 (0.0028 — 0.0130)		
	Oil clearance		mm (in)	Standard	0.017 — 0.045 (0.0007 — 0.0018)		
	Bearing size (Thickness at center)	mm (in)	Standard		1.490 — 1.506 (0.0587 — 0.0593)		
			0.03 (0.0012) US		1.504 — 1.512 (0.0592 — 0.0595)		
			0.05 (0.0020) US		1.514 — 1.522 (0.0596 — 0.0599)		
			0.25 (0.0098) US		1.614 — 1.622 (0.0635 — 0.0639)		
	Bushing of small end	Clearance between piston pin and bushing		mm (in)	Standard	0 — 0.022 (0 — 0.0009)	
Crankshaft and crank- shaft bear- ing	Bending limit		mm (in)		0.035 (0.0014)		
	Crank pin	Out-of-roundness	mm (in)	Standard	0.003 (0.0001)		
		Cylindricity	mm (in)	Standard	0.004 (0.0002)		
		Grinding limit (dia.)		mm (in)		To 51.750 (2.0374)	
	Crank journal	Out-of-roundness	mm (in)	Standard	0.005 (0.0002)		
		Cylindricity	mm (in)	Standard	0.006 (0.0002)		
		Grinding limit (dia.)		mm (in)		To 59.758 (2.3527)	
	Crank pin outer diameter	mm (in)	Standard		51.976 — 52.000 (2.0463 — 2.0472)		
			0.03 (0.0012) US		51.954 — 51.970 (2.0454 — 2.0461)		
			0.05 (0.0020) US		51.934 — 51.950 (2.0447 — 2.0453)		
			0.25 (0.0098) US		51.734 — 51.750 (2.0368 — 2.0374)		
	Crank journal outer diameter	mm (in)	Standard		59.984 — 60.008 (2.3616 — 2.3625)		
			0.03 (0.0012) US		59.962 — 59.978 (2.3607 — 2.3613)		
			0.05 (0.0020) US		59.942 — 59.958 (2.3599 — 2.3605)		
			0.25 (0.0098) US		59.742 — 59.758 (2.3520 — 2.3527)		
	Bearing size (Thickness at center)	mm (in)	#1, #3	Standard		1.998 — 2.015 (0.0787 — 0.0793)	
				0.03 (0.0012) US		2.017 — 2.020 (0.0794 — 0.0795)	
				0.05 (0.0020) US		2.027 — 2.030 (0.0798 — 0.0799)	
				0.25 (0.0098) US		2.127 — 2.130 (0.0837 — 0.0839)	
		#2, #4, #5	Standard		2.000 — 2.017 (0.0787 — 0.0794)		
			0.03 (0.0012) US		2.019 — 2.022 (0.0795 — 0.0796)		
			0.05 (0.0020) US		2.029 — 2.032 (0.0799 — 0.0800)		
			0.25 (0.0098) US		2.129 — 2.132 (0.0838 — 0.0839)		
Thrust clearance		mm (in)	Standard	0.030 — 0.115 (0.0012 — 0.0045)			
Oil clearance		mm (in)	Standard	0.010 — 0.030 (0.00039 — 0.0012)			

General Description

MECHANICAL

B: COMPONENT

1. TIMING BELT



ME-04961

ME(STI)-5

General Description

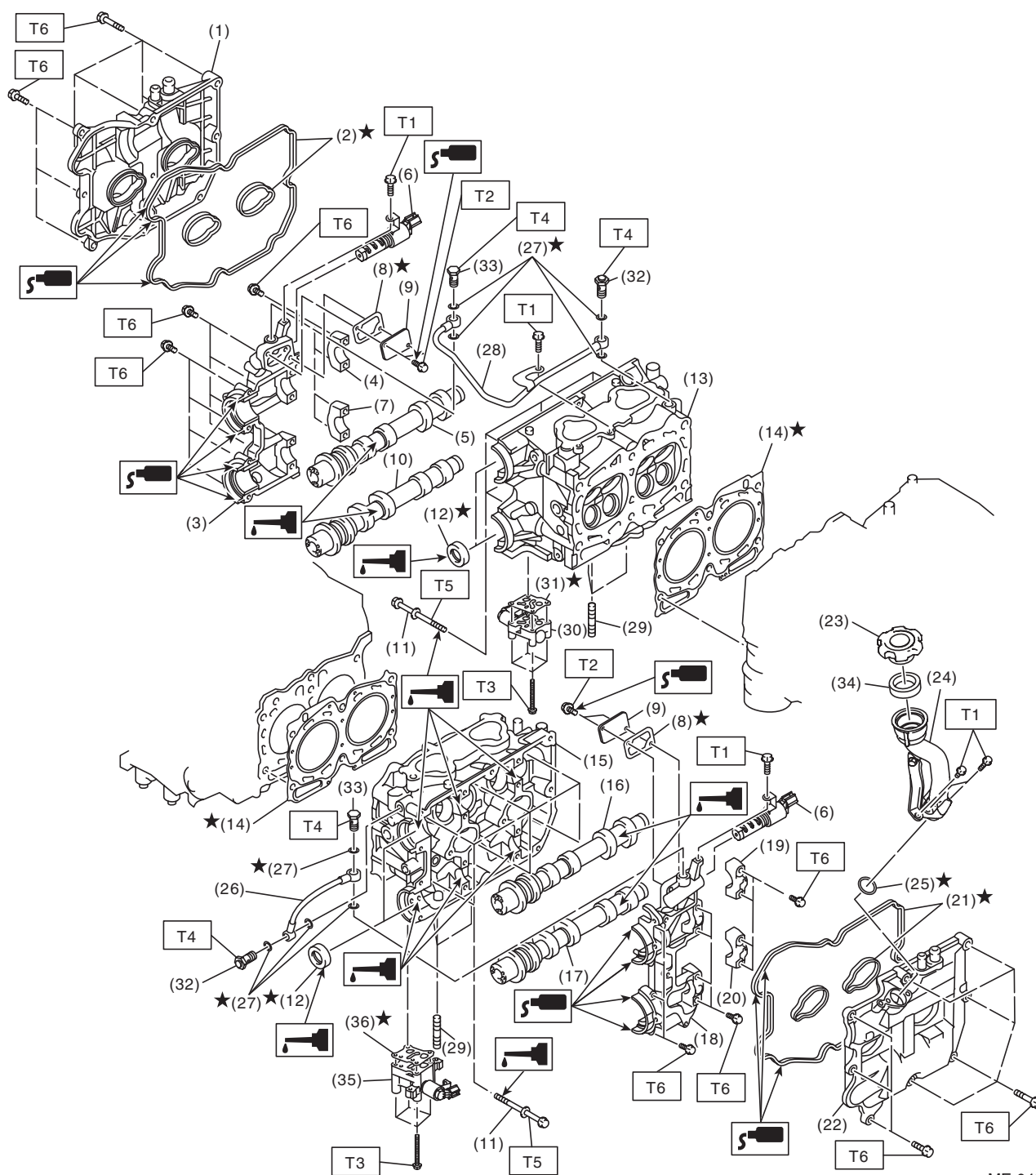
MECHANICAL

(1) Timing belt cover No. 2 RH	(13) Belt idler No. 2	<i>Tightening torque:N-m (kgf-m, ft-lb)</i> <i>T1: 3.4 (0.3, 2.5)</i> <i>T2: 5 (0.5, 3.7)</i> <i>T3: 6.4 (0.7, 4.7)</i> <i>T4: 9.75 (1.0, 7.2)</i> <i>T5: 24.5 (2.5, 18.1)</i> <i>T6: 25 (2.5, 18.4)</i> <i>T7: 39 (4.0, 28.8)</i> <i>T8: <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.></i> <i>T9: <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.></i>
(2) Timing belt guide	(14) Belt idler	
(3) Crank sprocket	(15) Timing belt cover LH	
(4) Timing belt cover No. 2 LH	(16) Front belt cover	
(5) Tensioner bracket	(17) Timing belt cover RH	
(6) Automatic belt tension adjuster ASSY	(18) Crank pulley	
(7) Belt idler	(19) O-ring	
(8) Exhaust cam sprocket RH	(20) Timing belt guide	
(9) Intake cam sprocket RH	(21) Intake actuator cover	
(10) Intake cam sprocket LH	(22) Exhaust actuator cover	
(11) Exhaust cam sprocket LH	(23) Belt idler	
(12) Timing belt	(24) Engine harness cover	

General Description

MECHANICAL

2. CYLINDER HEAD AND CAMSHAFT



ME-04944

ME(STI)-7

General Description

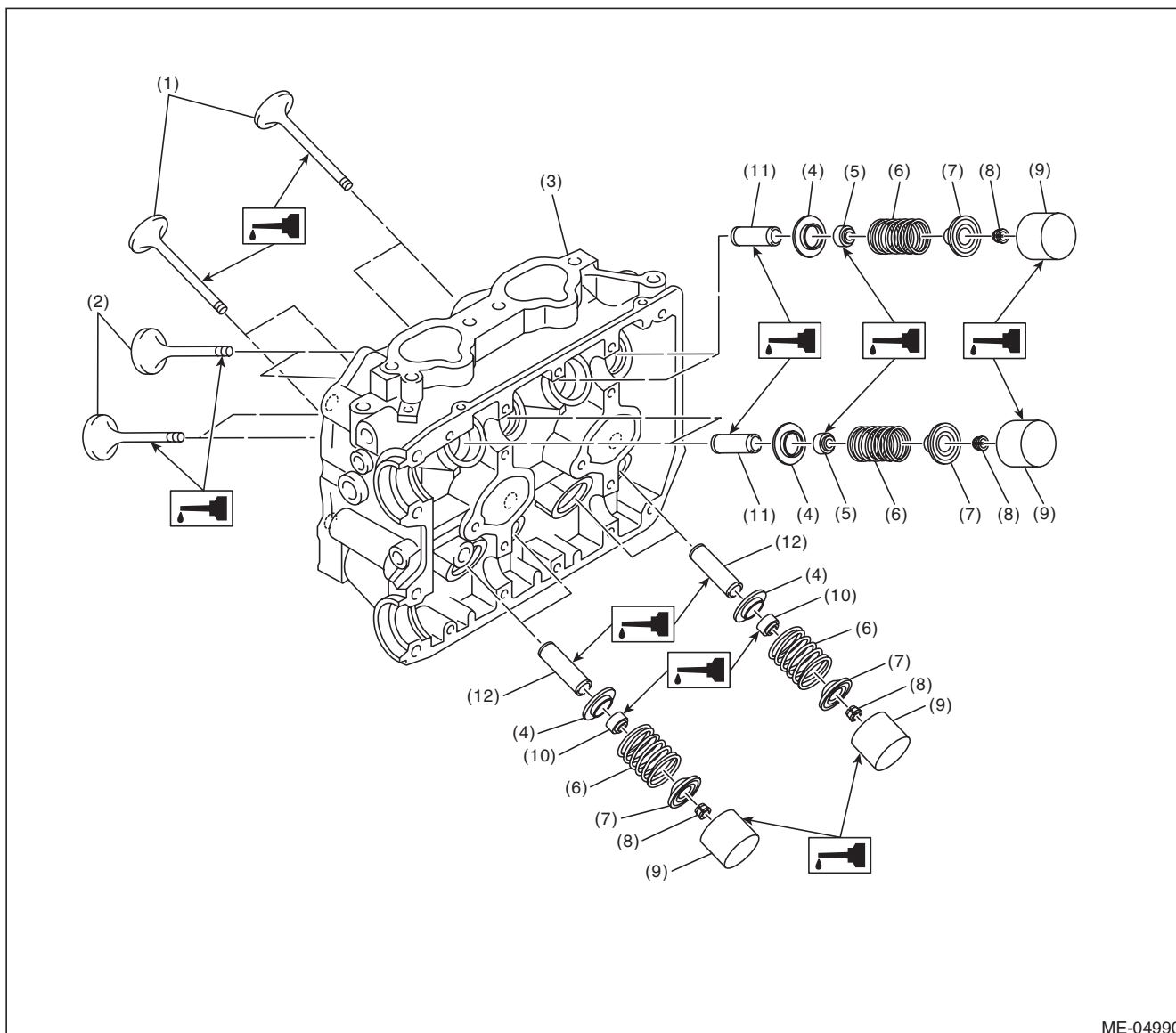
MECHANICAL

(1) Rocker cover RH	(16) Intake camshaft LH	(31) Gasket RH
(2) Rocker cover gasket RH	(17) Exhaust camshaft LH	(32) Union bolt with filter (with protrusion)
(3) Front camshaft cap RH	(18) Front camshaft cap LH	(33) Union bolt without filter (without protrusion)
(4) Intake camshaft cap RH	(19) Intake camshaft cap LH	(34) Gasket
(5) Intake camshaft RH	(20) Exhaust camshaft cap LH	(35) Exhaust oil flow control solenoid valve LH
(6) Intake oil flow control solenoid valve	(21) Rocker cover gasket LH	(36) Gasket LH
(7) Exhaust camshaft cap RH	(22) Rocker cover LH	
(8) Gasket	(23) Oil filler cap	Tightening torque: N·m (kgf-m, ft-lb)
(9) Oil return cover	(24) Oil filler duct	T1: 6.4 (0.7, 4.7)
(10) Exhaust camshaft RH	(25) O-ring	T2: 9 (0.9, 6.6)
(11) Cylinder head bolt	(26) Oil pipe LH	T3: 10 (1.0, 7.4)
(12) Oil seal	(27) Gasket	T4: 29 (3.0, 21.4)
(13) Cylinder head RH	(28) Oil pipe RH	T5: <Ref. to ME(STI)-67, INSTALLATION, Cylinder Head.>
(14) Cylinder head gasket	(29) Stud bolt	T6: <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>
(15) Cylinder head LH	(30) Exhaust oil flow control solenoid valve RH	

General Description

MECHANICAL

3. CYLINDER HEAD AND VALVE ASSEMBLY

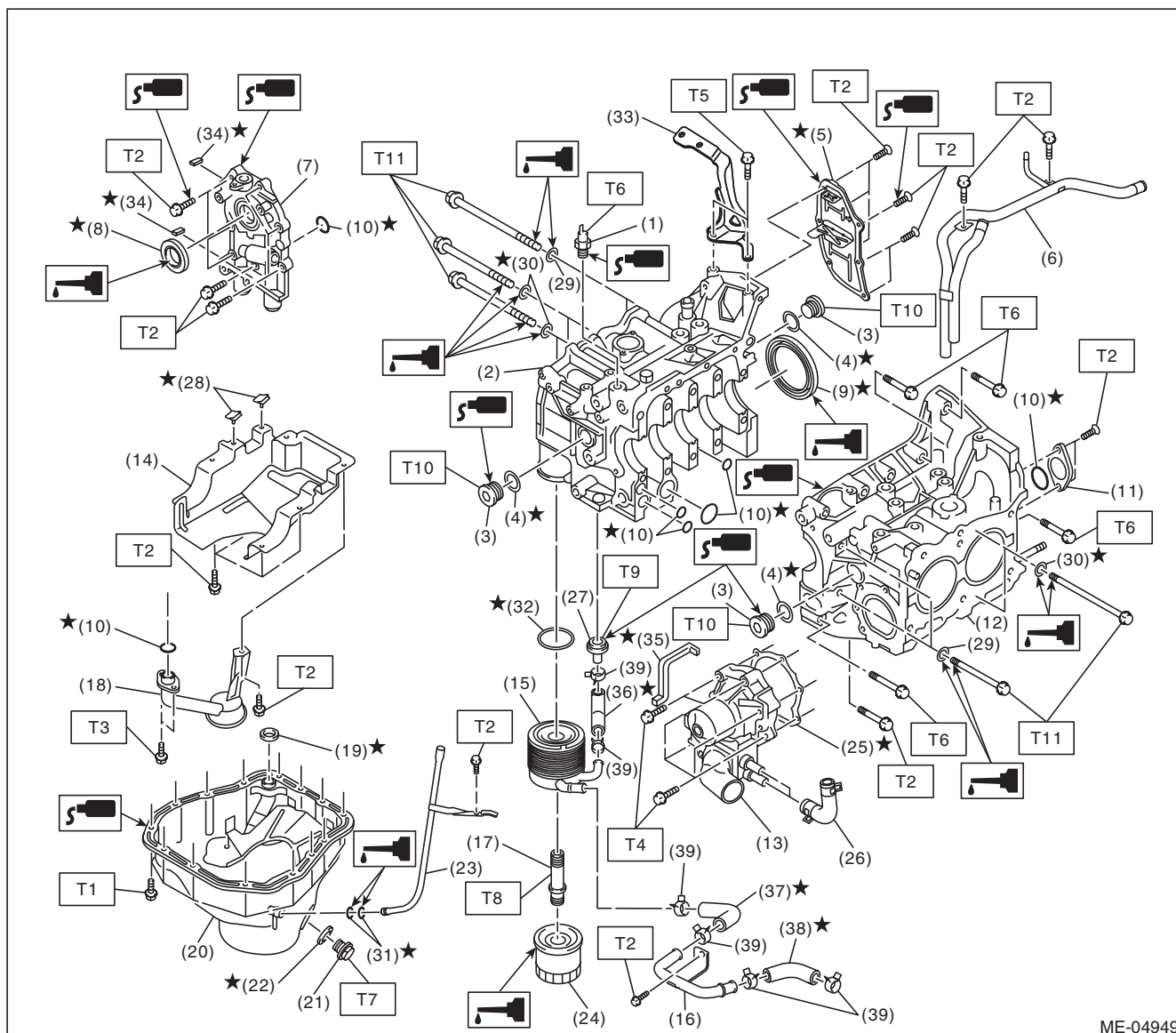


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|-----------------------|---------------------------|-----------------------------|
| (1) Exhaust valve | (5) Intake valve oil seal | (9) Valve lifter |
| (2) Intake valve | (6) Valve spring | (10) Exhaust valve oil seal |
| (3) Cylinder head | (7) Retainer | (11) Intake valve guide |
| (4) Valve spring seat | (8) Retainer key | (12) Exhaust valve guide |

General Description

MECHANICAL

4. CYLINDER BLOCK



ME-04949

ME(STI)-10

General Description

MECHANICAL

(1) Oil pressure switch	(19) Gasket	(37) Oil cooler hose B
(2) Cylinder block RH	(20) Oil pan	(38) Oil cooler hose C
(3) Service hole plug	(21) Drain plug	(39) Clip
(4) Gasket	(22) Drain plug gasket	
(5) Oil separator cover	(23) Oil level gauge guide	
(6) Water by-pass pipe	(24) Oil filter	
(7) Oil pump	(25) Gasket	
(8) Front oil seal	(26) Water pump hose	
(9) Rear oil seal	(27) Nipple	
(10) O-ring	(28) Seal	
(11) Service hole cover	(29) Washer	
(12) Cylinder block LH	(30) Seal washer	
(13) Water pump	(31) O-ring	
(14) Baffle plate	(32) Gasket	
(15) Oil cooler	(33) Intercooler stay (Engine rear hanger)	
(16) Oil cooler pipe	(34) Oil pump seal	
(17) Connector	(35) Water pump sealing	
(18) Oil strainer	(36) Oil cooler hose A	

Tightening torque:N·m (kgf-m, ft-lb)

T1: 5 (0.5, 3.7)

T2: 6.4 (0.7, 4.7)

T3: 10 (1.0, 7.4)

T4: First 12 (1.2, 8.9)

Second 12 (1.2, 8.9)

T5: 16 (1.6, 11.8)

T6: 25 (2.5, 18.4)

T7: 44 (4.5, 32.5)

T8: 54 (5.5, 39.8)

T9: 69 (7.0, 50.9)

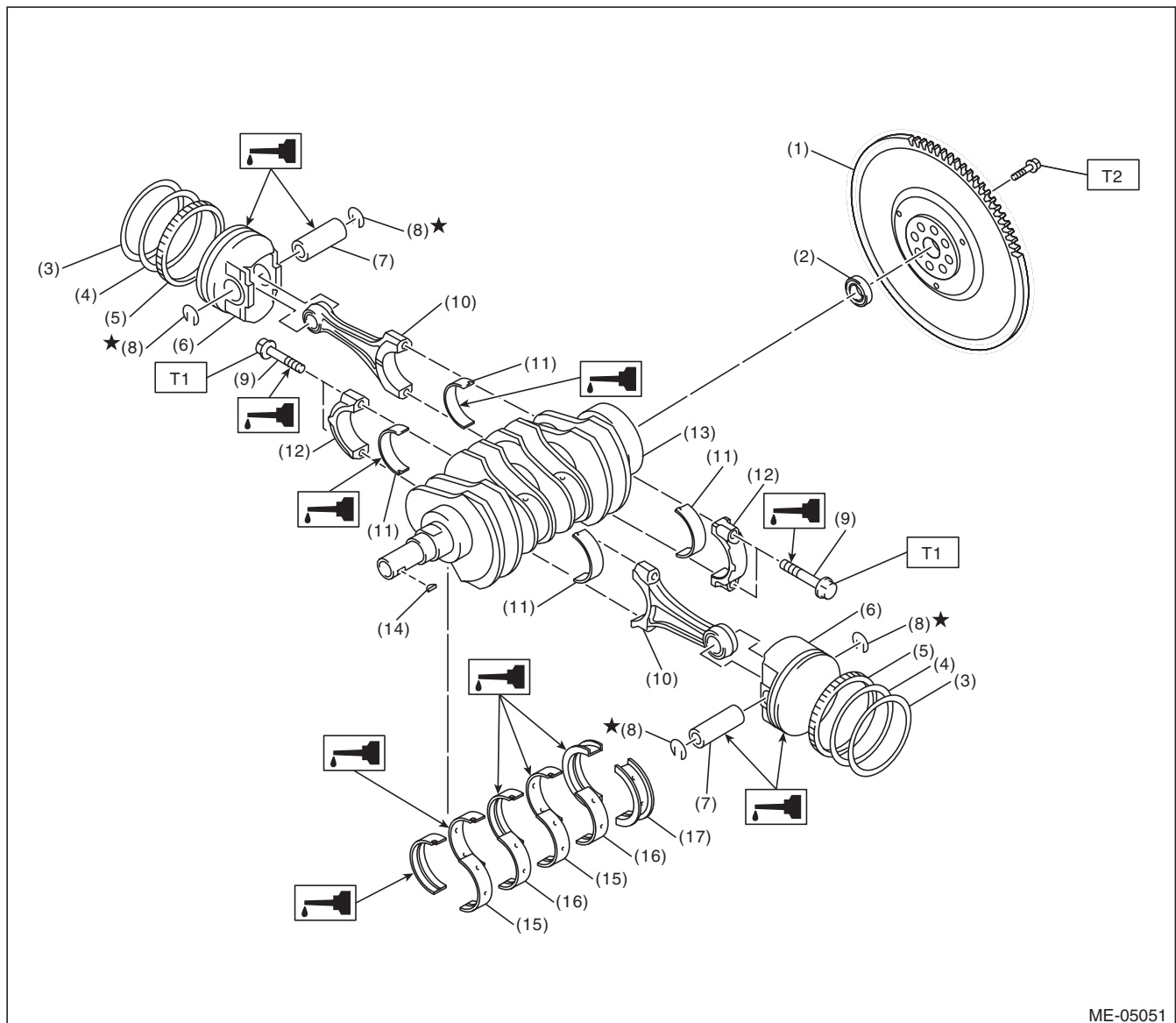
T10: 70 (7.1, 51.6)

T11: <Ref. to ME(STI)-79, INSTALLATION, Cylinder Block.>

General Description

MECHANICAL

5. CRANKSHAFT AND PISTON



ME-05051

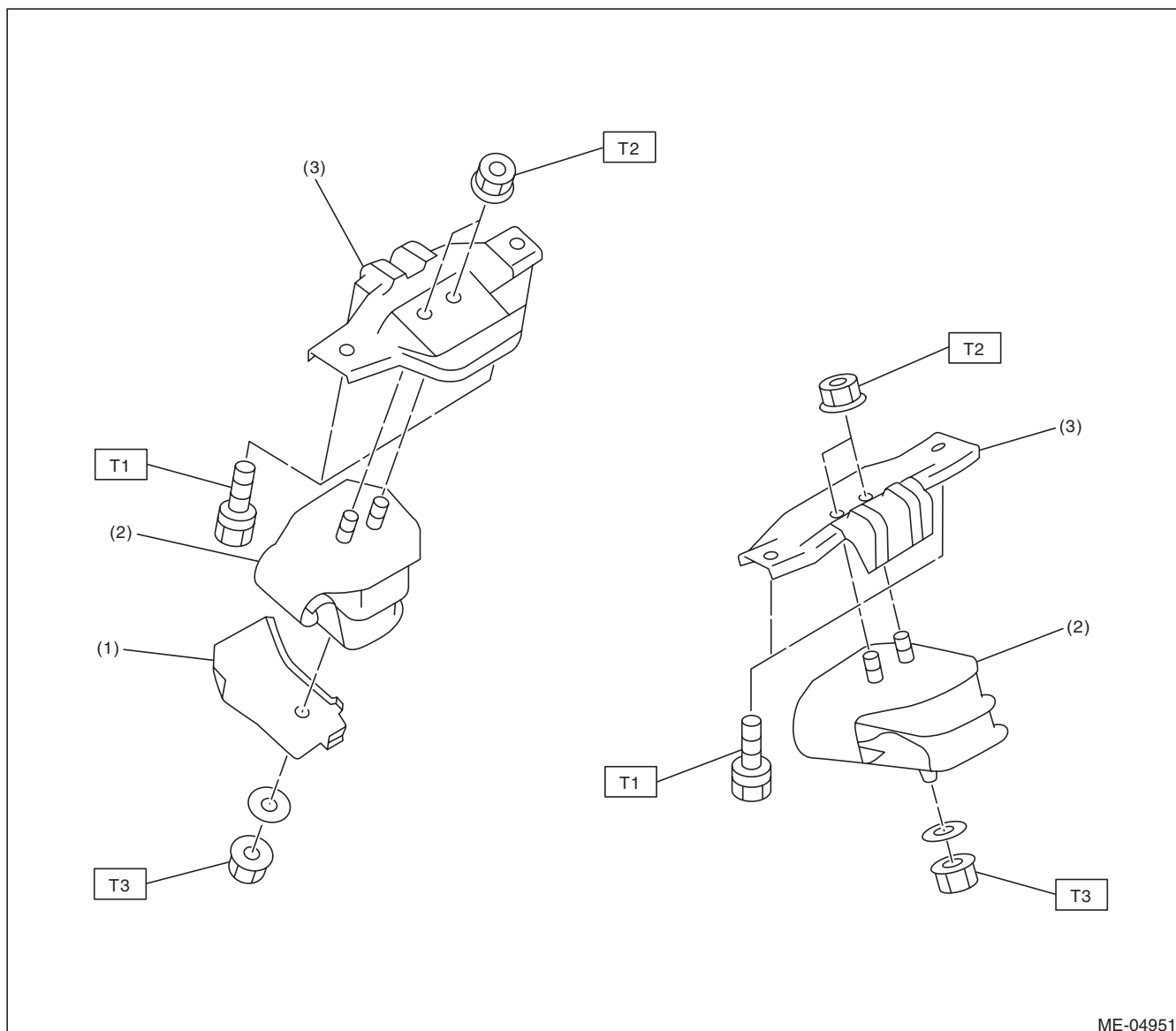
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|------------------|-----------------------------|--------------------------------|
| (1) Flywheel | (8) Snap ring | (15) Crankshaft bearing #1, #3 |
| (2) Ball bearing | (9) Connecting rod bolt | (16) Crankshaft bearing #2, #4 |
| (3) Top ring | (10) Connecting rod | (17) Crankshaft bearing #5 |
| (4) Second ring | (11) Connecting rod bearing | |
| (5) Oil ring | (12) Connecting rod cap | |
| (6) Piston | (13) Crankshaft | |
| (7) Piston pin | (14) Woodruff key | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 52 (5.3, 38.4)

T2: <Ref. to CL-14, INSTALLATION, Flywheel.>

6. ENGINE MOUNTING



ME-04951

- (1) Heat shield cover
- (2) Front cushion rubber

- (3) Front engine mounting bracket

Tightening torque: N·m (kgf-m, ft-lb)

T1: 35 (3.6, 25.8)

T2: 42 (4.3, 31.0)

T3: 85 (8.7, 62.7)

General Description

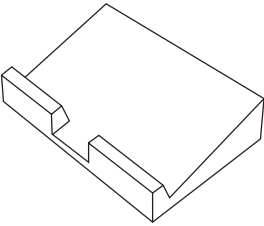
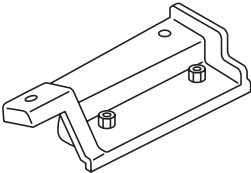
MECHANICAL

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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- All parts should be thoroughly cleaned, paying special attention to engine oil passages, pistons and bearings.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
- Be careful not to let oil, grease or engine coolant contact the timing belt, clutch disc and flywheel.
- All removed parts, if to be reused, should be reinstalled in the original positions and directions.
- Bolts, nuts and washers should be replaced with new parts as required.
- Even if necessary inspections have been made in advance, proceed with assembly work while making re-checks.
- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
- Be sure not to damage coated surfaces of body panels with tools, or not to stain seats and windows with coolant or oil. Place a cover over fender, as required, for protection.
- Prior to starting work, prepare the following:
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
- Lift up or lower the vehicle when necessary. Make sure to support the correct positions.

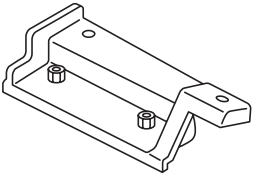
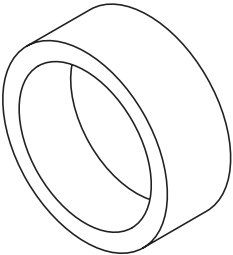
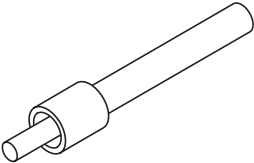
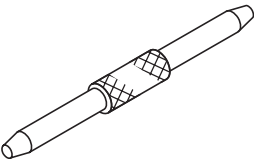
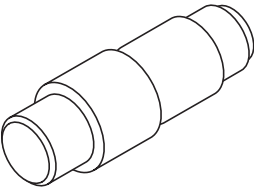
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498267600	498267600	CYLINDER HEAD TABLE	• Used for replacing valve guides. • Used for removing and installing valve spring.
 ST-498457000	498457000	ENGINE STAND ADAPTER RH	Used together with ENGINE STAND (499817100).

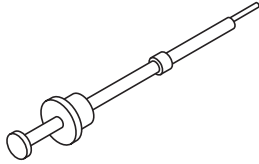
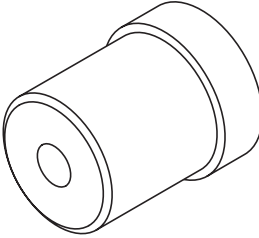
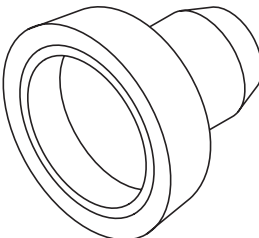
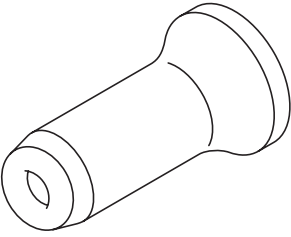
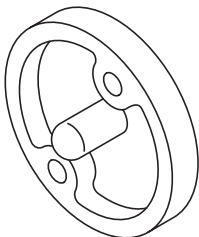
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498457100	498457100	ENGINE STAND ADAPTER LH	Used together with ENGINE STAND (499817100).
 ST-498747300	498747300	PISTON GUIDE	Used for installing the piston into the cylinder.
 ST-498857100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake valve guide oil seal and exhaust valve guide oil seal.
 ST-499017100	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST-499037100	499037100	CONNECTING ROD BUSHING REMOVER AND INSTALLER	Used for removing and installing connecting rod bushing.

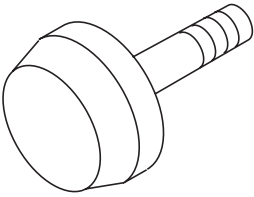
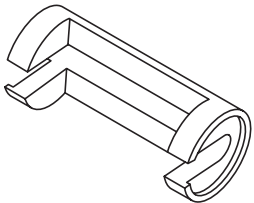
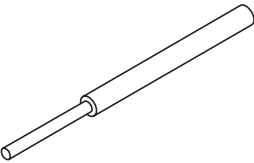
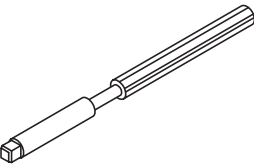
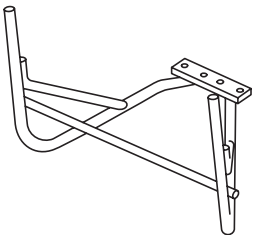
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499097700	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used together with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499587600	499587600	OIL SEAL INSTALLER	Used for installing the camshaft oil seal.
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	• Used for installing crankshaft oil seal. • Used together with CRANKSHAFT OIL SEAL INSTALLER (499587200).

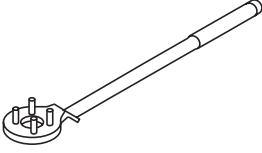
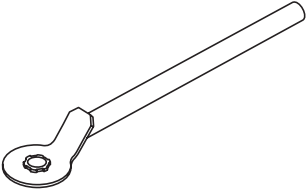
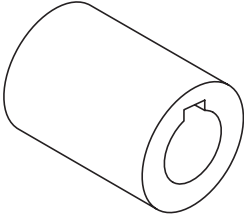
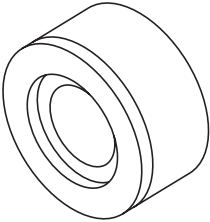
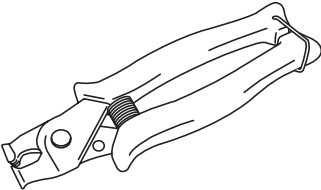
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499597200	499597200	OIL SEAL GUIDE	- Used for installing the camshaft oil seal. - Used together with OIL SEAL INSTALLER (499587600).
 ST-499718000	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499767200	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499767400	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499817100	499817100	ENGINE STAND	- Used for disassembling and assembling engine. - Used together with ENGINE STAND ADAPTER RH (498457000) & LH (498457100).

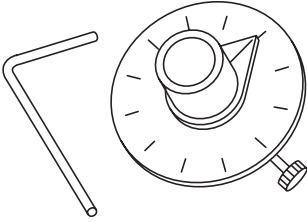
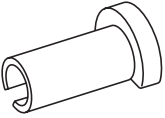
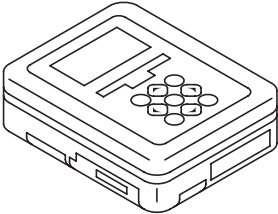
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for removing and installing the crank pulley.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket and exhaust cam sprocket.
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST18251AA020	18251AA020	VALVE GUIDE ADJUSTER	Used for installing intake valve guide and exhaust valve guide.
 ST18353AA000	18353AA000	CLAMP PLIERS	- Used for removing and installing the PCV hose. - This tool is made by the French company CAILLAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.

General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18854AA000	18854AA000	ANGLE GAUGE	Used for installing the crank pulley.
 ST42099AE000	42099AE000	QUICK CONNEC- TOR RELEASE	Used for removing the quick connector.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for various inspections.

2. GENERAL TOOL

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.
Timing light	Used for measuring ignition timing.
Vacuum gauge	Used for measuring intake manifold vacuum.
Oil pressure gauge	Used for measuring engine oil pressure.
Fuel pressure gauge	Used for measuring fuel pressure.

Compression

MECHANICAL

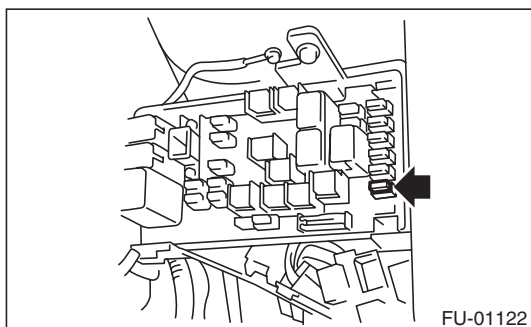
2. Compression

A: INSPECTION

CAUTION:

After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

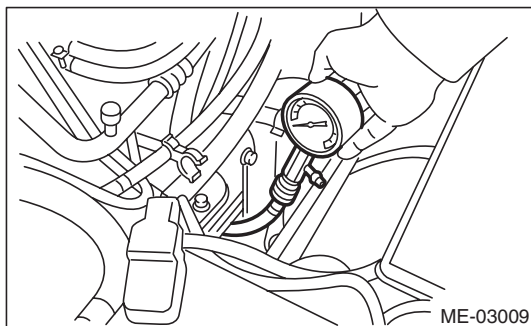
- 1) After warming-up the engine, turn the ignition switch to OFF.
- 2) Make sure that the battery is fully charged.
- 3) Remove the fuse of fuel pump from main fuse box.



- 4) Start the engine and run it until it stalls.
- 5) After the engine stalls, crank it for five more seconds.
- 6) Turn the ignition switch to OFF.
- 7) Remove all spark plugs. <Ref. to IG(STI)-4, REMOVAL, Spark Plug.>
- 8) Fully open the throttle valve.
- 9) Check the starter motor for satisfactory performance and operation.
- 10) Install the compression gauge to the spark plug hole.

NOTE:

When using a screw-in type compression gauge, the screw should be less than 18 mm (0.71 in) long.



- 11) Crank the engine by starter motor and read the value when the needle of the compression gauge becomes stable.

NOTE:

- Perform at least two measurements per cylinder, and make sure that the values are correct.
- If the compression pressure is out of standard, check or adjust the pistons, valves and cylinders.

Compression (fully open throttle):

Standard

981 — 1,177 kPa (10 — 12 kgf/cm², 142 — 171 psi)

Difference between cylinders

49 kPa (0.5 kgf/cm², 7 psi) or less

- 12) After inspection, install the related parts in the reverse order of removal.

3. Idle Speed

A: INSPECTION

1) Before checking the idle speed, check the following item:

- (1) Check the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Read the engine idle speed using Subaru Select Monitor. <Ref. to EN(H4DOTC)(diag)-41, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

NOTE:

- Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted.
- If idle speed is out of standard, refer to the General Diagnosis Table under "Engine Control System". <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>
 - (1) Check the idle speed when no-loaded. (Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

Idle speed (No load and gear shift lever in neutral position):

Standard

700±100 rpm

- (2) Check the idle speed when loaded. (Turn the A/C switch to "ON" and operate the compressor for at least one minute before measurement.)

Idle speed (A/C ON and gear shift lever in neutral position):

Standard

750±100 rpm

Ignition Timing

MECHANICAL

4. Ignition Timing

A: INSPECTION

CAUTION:

After warming-up, engine becomes very hot. Be careful not to burn yourself at measurement.

1. METHOD WITH SUBARU SELECT MONITOR

1) Before checking the ignition timing, check the following item:

- (1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Read the ignition timing using Subaru Select Monitor. <Ref. to EN(H4DOTC)(diag)-41, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

NOTE:

If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>

Ignition timing [BTDC/rpm]:

Standard

$15^{\circ} \pm 10^{\circ} / 700$

2. METHOD WITH TIMING LIGHT

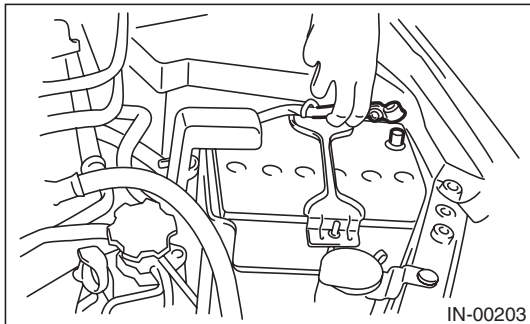
1) Before checking the ignition timing, check the following item:

- (1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Stop the engine, and turn the ignition switch to OFF.

4) Disconnect the ground cable from battery.



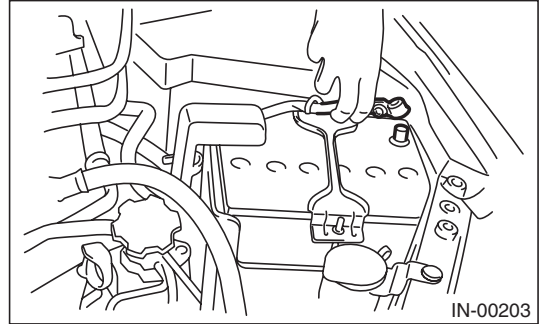
5) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>

6) Remove the air cleaner case. <Ref. to IN(STI)-8, REMOVAL, Air Cleaner Case.>

7) Connect the timing light to the power wire of #1 ignition coil.

8) Install the air cleaner case. <Ref. to IN(STI)-8, INSTALLATION, Air Cleaner Case.>

9) Connect the battery ground terminal.



10) Start the engine, turn the timing light to the crank pulley, and check the ignition timing through the timing belt cover gauge.

NOTE:

If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>

Ignition timing [BTDC/rpm]:

Standard

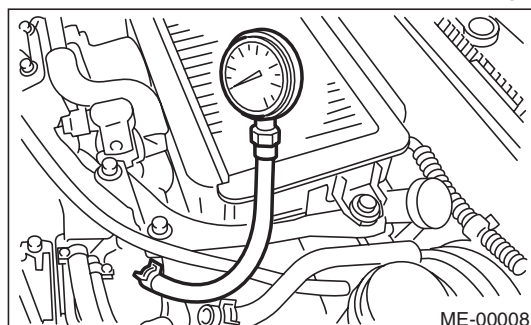
$15^{\circ} \pm 10^{\circ} / 700$

11) After inspection, install the related parts in the reverse order of removal.

5. Intake Manifold Vacuum

A: INSPECTION

- 1) Warm up the engine.
- 2) Disconnect the brake booster vacuum hose from the intake manifold, and attach the vacuum gauge.



- 3) Keep the engine at idle speed and read the vacuum gauge indication.

NOTE:

Condition of engine inside can be diagnosed by observing the behavior of the vacuum gauge needle as described in table below.

Intake manifold vacuum (at idling, A/C OFF):

Standard

–65.3 kPa (–490 mmHg, –19.29 inHg) or more

- 4) After inspection, install the related parts in the reverse order of removal.

Diagnosis of engine condition by inspection of intake manifold vacuum	
Vacuum gauge needle behavior	Possible engine condition
1. Needle is steady but lower than standard value. This tendency becomes more evident as engine temperature rises.	Leakage around intake manifold gasket, or disconnected or damaged vacuum hose
2. Needle intermittently drops to position lower than standard value.	Leakage around cylinder
3. Needle drops suddenly and intermittently from standard value.	Sticky valve
4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs
5. Needle vibrates above and below standard value in narrow range.	Defective ignition system

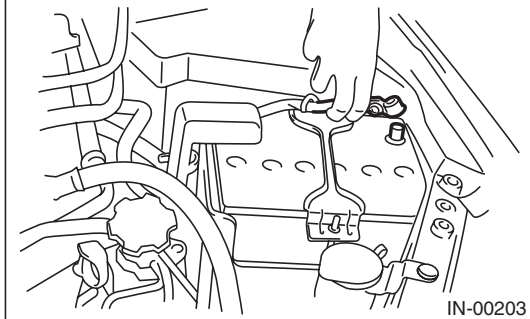
Engine Oil Pressure

MECHANICAL

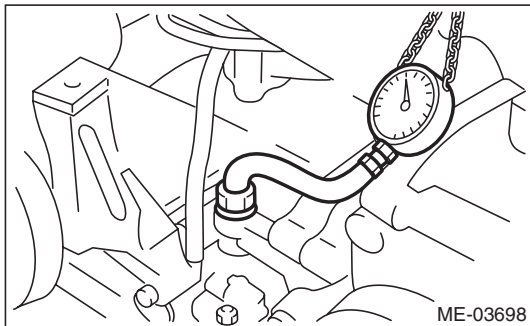
6. Engine Oil Pressure

A: INSPECTION

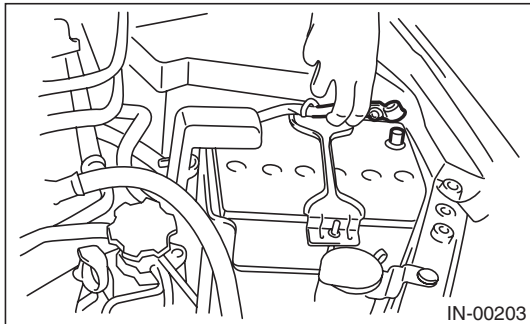
- 1) Disconnect the ground cable from battery.



- 2) Remove the oil pressure switch. <Ref. to LU(STI)-22, REMOVAL, Oil Pressure Switch.>
3) Install the oil pressure gauge to cylinder block.



- 4) Connect the battery ground terminal.



- 5) Start the engine, and check the oil pressure.

NOTE:

- Standard value is based on an engine oil temperature of 80°C (176°F).
- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. <Ref. to LU(STI)-32, INSPECTION, Engine Lubrication System Trouble in General.>
- If the oil pressure warning light is ON and oil pressure is within specification, check the oil pressure switch. <Ref. to LU(STI)-32, INSPECTION, Engine Lubrication System Trouble in General.>

Engine oil pressure:

Standard

98 kPa (1.0 kgf/cm², 14 psi) or more (at 600 rpm)

392 kPa (4.0 kgf/cm², 57 psi) or more (at 6,000 rpm)

- 6) After inspection, install the related parts in the reverse order of removal.

7. Fuel Pressure

A: INSPECTION

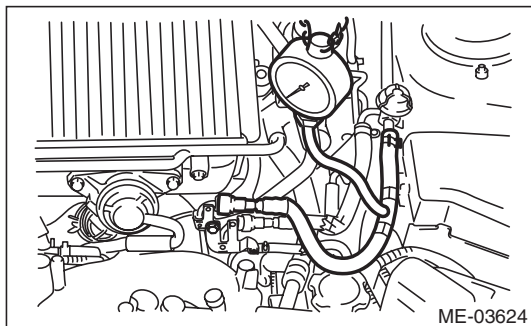
CAUTION:

- Before removing the fuel pressure gauge, release the fuel pressure.
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Open the fuel filler lid and remove the fuel filler cap.

3) Disconnect the fuel delivery hose from pulsation damper, and connect fuel pressure gauge.



4) Start the engine.

5) Check the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold.

NOTE:

- The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.
- If the fuel pressure is out of specification, check or replace the fuel pump, fuel line, pressure regulator & damper assembly, and pressure regulator vacuum hose.

Fuel pressure:

Standard

284 — 314 kPa (2.9 — 3.2 kgf/cm², 41 — 46 psi)

6) After connecting the pressure regulator vacuum hose, recheck the fuel pressure.

NOTE:

- The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.
- If the fuel pressure is out of specification, check or replace the fuel pump, fuel line, pressure regulator & damper assembly, and pressure regulator vacuum hose.

Fuel pressure:

Standard

230 — 260 kPa (2.35 — 2.65 kgf/cm², 33 — 38 psi)

7) After inspection, install the related parts in the reverse order of removal.

NOTE:

For the information about connecting the fuel delivery hose, refer to "Fuel Delivery, Return and Evaporation Lines". <Ref. to FU(STI)-94, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

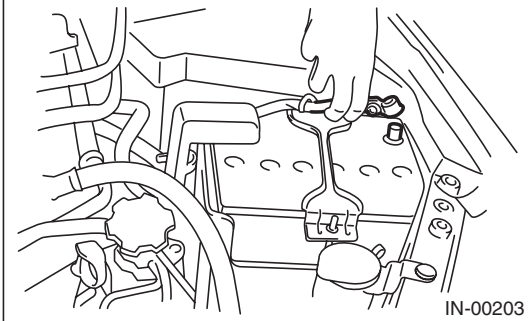
Valve Clearance

MECHANICAL

8. Valve Clearance

A: INSPECTION

- 1) Disconnect the ground cable from battery.

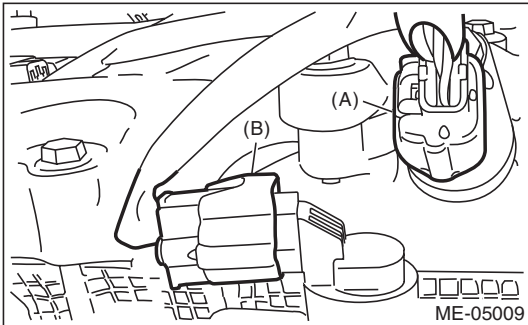


- 2) Remove the engine from vehicle. <Ref. to ME(STI)-29, REMOVAL, Engine Assembly.>

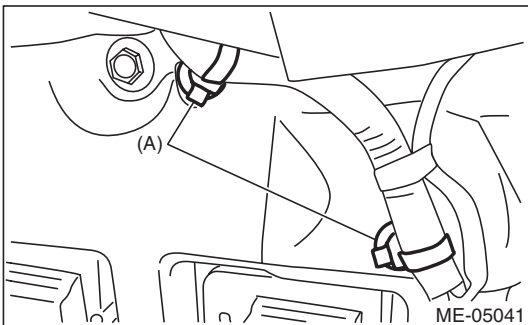
- 3) Remove the timing belt cover RH. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>

- 4) When inspecting #1 and #3 cylinders

- (1) Disconnect connector (A) from the exhaust camshaft position sensor RH, and connector (B) from the exhaust oil flow control solenoid valve RH.



- (2) Remove the clip (A) which hold the engine harness to the rocker cover RH.



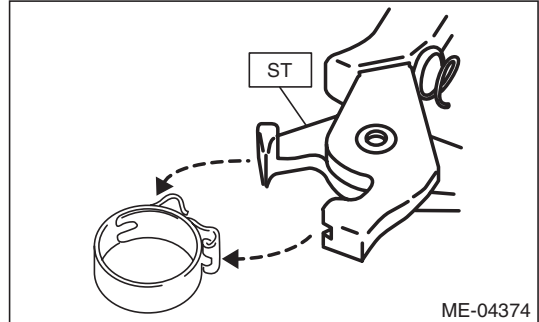
- (3) Remove the ignition coil. <Ref. to IG(STI)-7, REMOVAL, Ignition Coil.>

- (4) Disconnect PCV hose and vacuum hose from the rocker cover RH.

NOTE:

Pinch the clamp of the PCV hose by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS

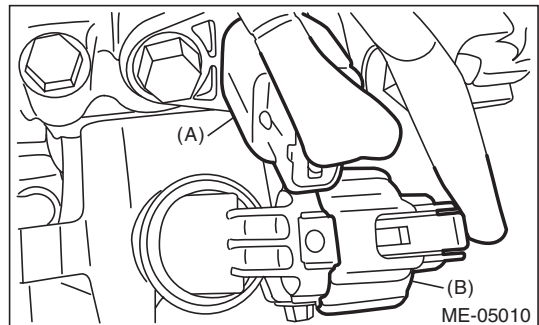


- (5) Remove the rocker cover RH.

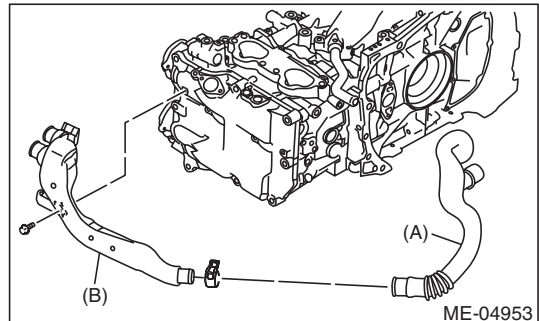
- 5) When inspecting #2 and #4 cylinders

- (1) Remove the secondary air pump. <Ref. to EC(STI)-26, REMOVAL, Secondary Air Pump.>

- (2) Disconnect connector (A) from the exhaust camshaft position sensor LH, and connector (B) from the exhaust oil flow control solenoid valve LH.



- (3) Remove the air duct B (B) from the rocker cover LH and the air duct A (A).



- (4) Remove the ignition coil. <Ref. to IG(STI)-7, REMOVAL, Ignition Coil.>

Valve Clearance

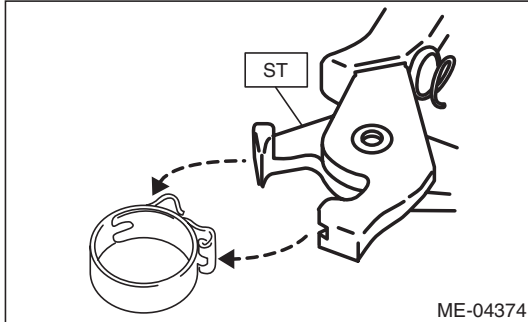
MECHANICAL

- (5) Disconnect PCV hose and vacuum hose from the rocker cover LH.

NOTE:

Pinch the clamp of the PCV hose by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS



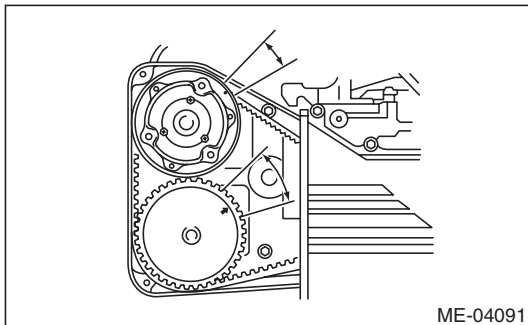
- (6) Remove the rocker cover LH.

6) Turn the crank pulley clockwise until the round mark and arrow mark on the cam sprocket are set to position shown in the figure.

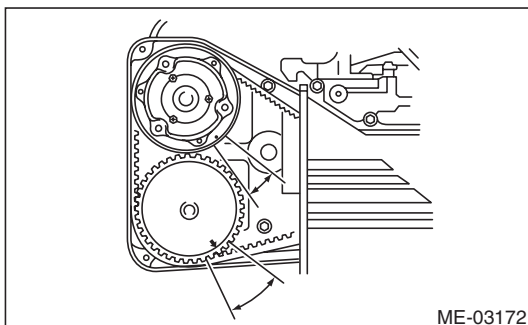
NOTE:

Turn the crank pulley using a socket wrench.

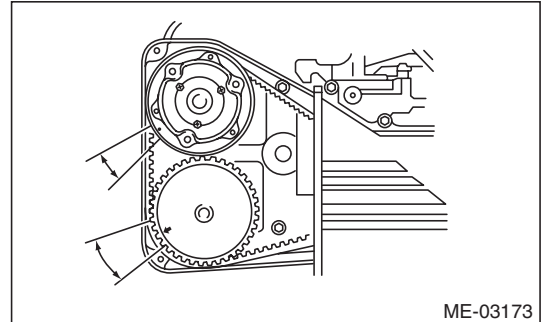
- Measurement of clearance of #1 cylinder intake valve and #3 cylinder exhaust valve



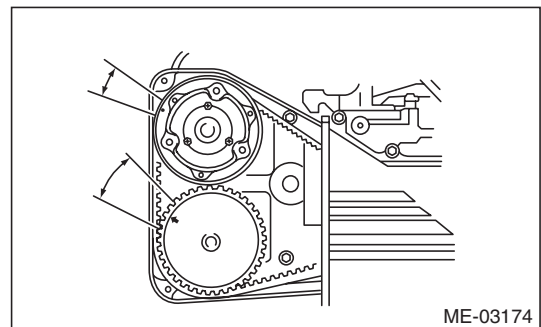
- Measurement of clearance of #2 cylinder exhaust valve and #3 cylinder intake valve



- Measurement of clearance of #2 cylinder intake valve and #4 cylinder exhaust valve



- Measurement of clearance of #1 cylinder exhaust valve and #4 cylinder intake valve



- 7) Measure the clearance of intake valve and exhaust valve using thickness gauge (A).

NOTE:

- Insert a thickness gauge in a direction as horizontal as possible with respect to the valve lifter.
- Lift up the vehicle, and then measure the exhaust valve clearances.
- If the measured value is not within the inspection value, take notes of the value in order to adjust the valve clearance later on.

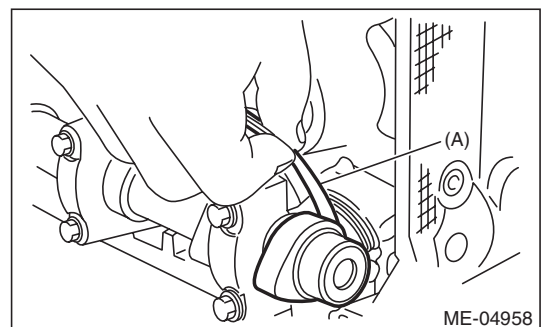
Valve clearance (inspection value):

Intake

$0.20^{+0.04}_{-0.06} \text{ mm } (0.0079^{+0.0016}_{-0.0024} \text{ in})$

Exhaust

$0.35 \pm 0.05 \text{ mm } (0.0138 \pm 0.0020 \text{ in})$



- 8) If necessary, adjust the valve clearance. <Ref. to ME(STI)-28, ADJUSTMENT, Valve Clearance.>

Valve Clearance

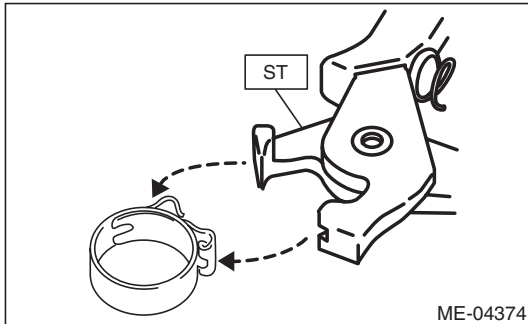
MECHANICAL

9) After inspection, install the related parts in the reverse order of removal.

NOTE:

- Refer to "Camshaft" when installing the rocker cover. <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>
- Use a new clamp for the PCV hose clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

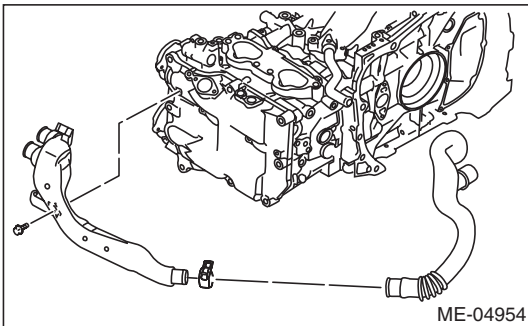
ST 18353AA000 CLAMP PLIERS



ME-04374

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



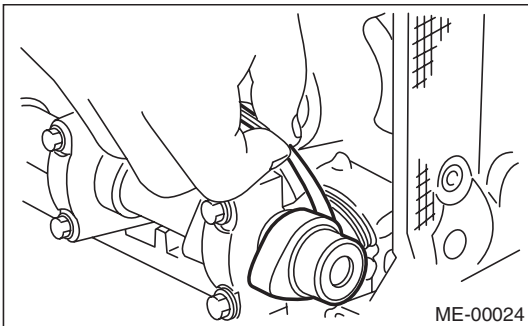
ME-04954

B: ADJUSTMENT

1) Measure all the valve clearances. <Ref. to ME(STI)-26, INSPECTION, Valve Clearance.>

NOTE:

Record the measured value of each valve clearance.

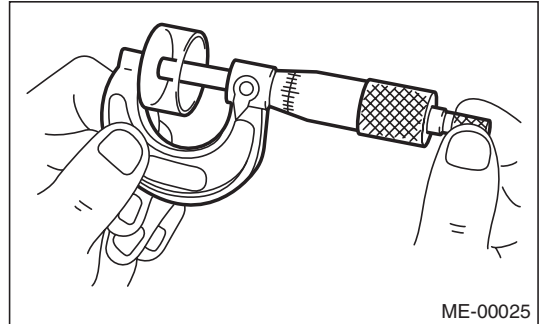


ME-00024

2) Remove the camshaft. <Ref. to ME(STI)-60, REMOVAL, Camshaft.>

3) Remove the valve lifter.

4) Measure the thickness of valve lifter using micrometer.



ME-00025

5) Select a valve lifter of suitable thickness using the measured valve clearance and valve lifter thickness, and install it.

NOTE:

Use a new valve lifter.

Unit: mm (in)	
Intake valve: $S = (V + T) - 0.19$ (0.0075)	
Exhaust valve: $S = (V + T) - 0.35$ (0.0138)	
S: Valve lifter thickness required	
V: Measured valve clearance	
T: Valve lifter thickness to be used	

6) Install the camshaft. <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>

7) Install the cam sprocket. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.>

8) Install the timing belt. <Ref. to ME(STI)-52, TIMING BELT, INSTALLATION, Timing Belt.>

9) Measure all valves for valve clearance again at this time. If the valve clearance is not within the adjustment value, repeat the procedure over again from step 2).

Valve clearance (adjustment value):

Intake

$0.20^{+0.01}_{-0.03}$ mm ($0.0079^{+0.0004}_{-0.0012}$ in)

Exhaust

0.35 ± 0.02 mm (0.0138 ± 0.0008 in)

10) After adjustment, install the related parts in the reverse order of removal.

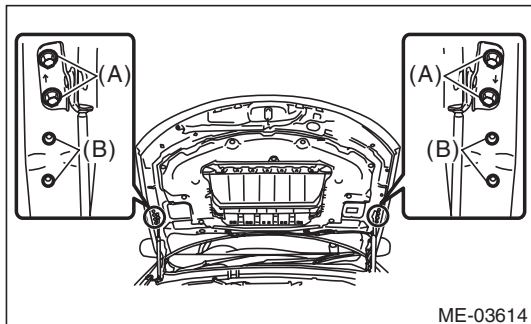
9. Engine Assembly

A: REMOVAL

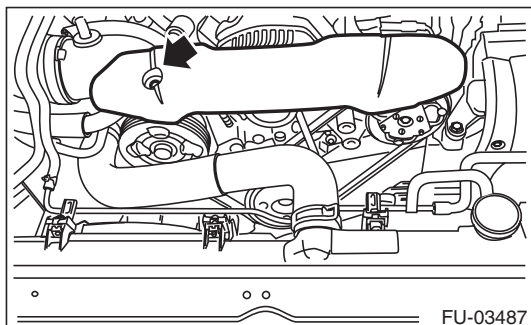
1) Change the bolt installation position from (A) to (B), then open the front hood completely.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



2) Remove the V-belt covers.



3) Collect the refrigerant from A/C system. <Ref. to AC-18, Refrigerant Recovery Procedure.>

4) Release the fuel pressure. <Ref. to FU(STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

5) Remove the battery. <Ref. to SC(STI)-27, REMOVAL, Battery.>

6) Open the fuel filler lid and remove the fuel filler cap.

7) Remove the air intake duct and air cleaner case. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>

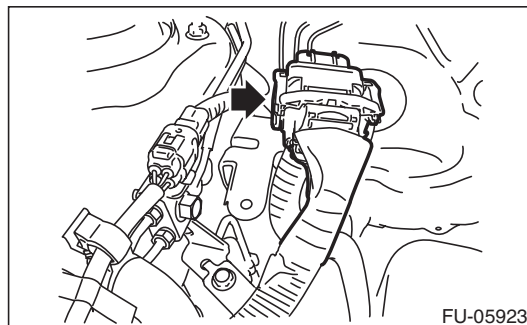
<Ref. to IN(STI)-8, REMOVAL, Air Cleaner Case.>

8) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.>

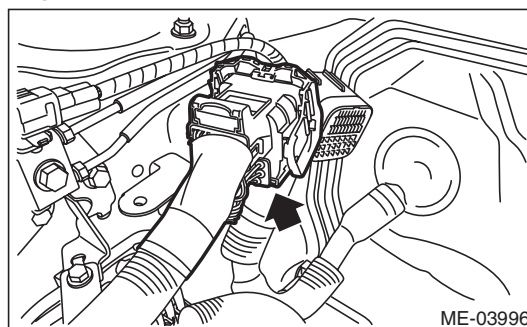
9) Remove the radiator. <Ref. to CO(STI)-19, REMOVAL, Radiator.>

10) Remove the coolant filler tank. <Ref. to CO(STI)-28, REMOVAL, Coolant Filler Tank.>

11) Disconnect the bulkhead harness connectors from the engine harness connectors.

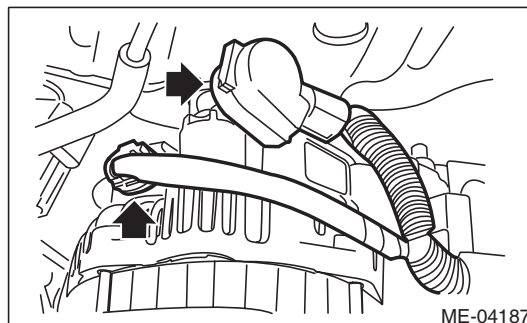


12) Remove the engine harness connector from the engine harness bracket.

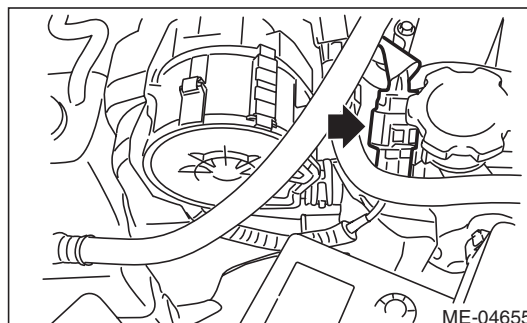


13) Disconnect the following connectors and terminals.

(1) Generator connector and terminal



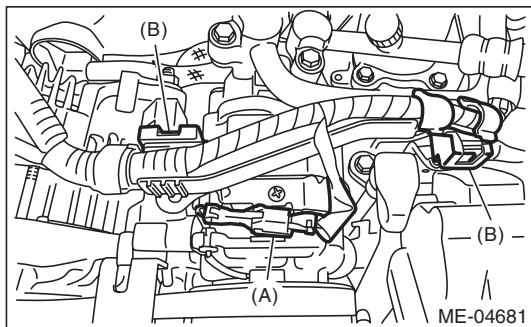
(2) Secondary air pump connector



Engine Assembly

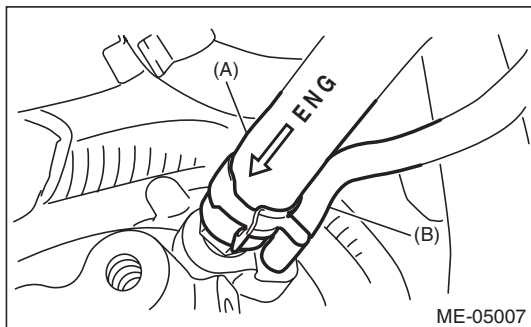
MECHANICAL

14) Disconnect the connector (A) from the A/C compressor, and remove the clip (B) securing the generator cord.

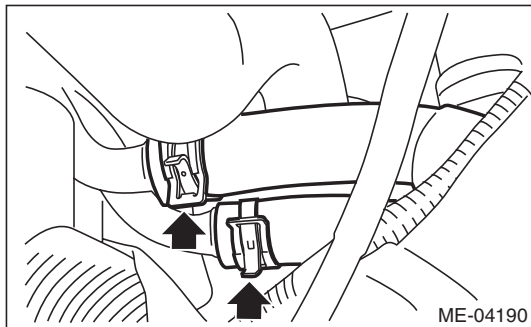


15) Disconnect the following hoses.

- (1) A/C pressure hose <Ref. to AC-36, REMOVAL, Hose and Pipe.>
- (2) Brake booster vacuum hose (A) and pressure regulator vacuum hose (B)



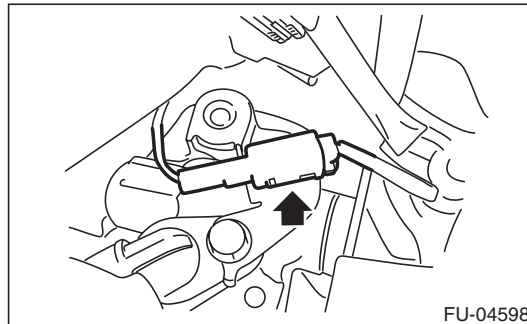
(3) Heater inlet hose and heater outlet hose



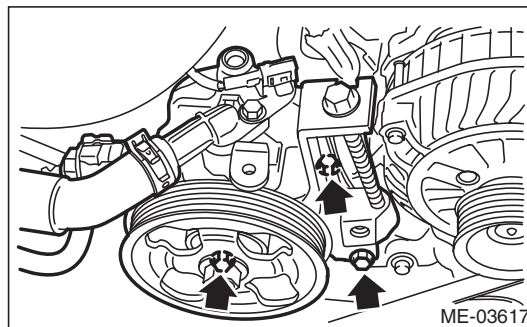
16) Remove the power steering pump.

(1) Remove the front side belts. <Ref. to ME(STI)-39, FRONT SIDE BELT, REMOVAL, V-belt.>

(2) Disconnect the connector from power steering pump switch.



(3) Remove the power steering pump from the engine.



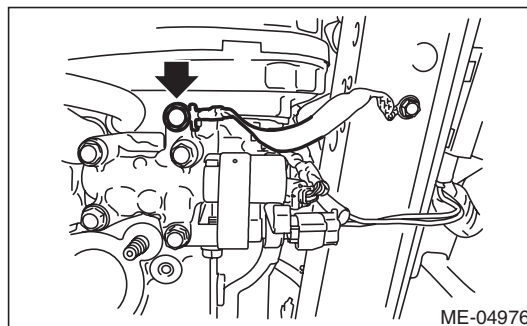
(4) Place the power steering pump on the right side wheel apron.

17) Remove the center exhaust pipe. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>

18) Remove the turbocharger. <Ref. to IN(STI)-15, REMOVAL, Turbocharger.>

19) Remove the joint pipe and front exhaust pipe. <Ref. to EX(STI)-12, REMOVAL, Joint Pipe.> <Ref. to EX(STI)-6, REMOVAL, Front Exhaust Pipe.>

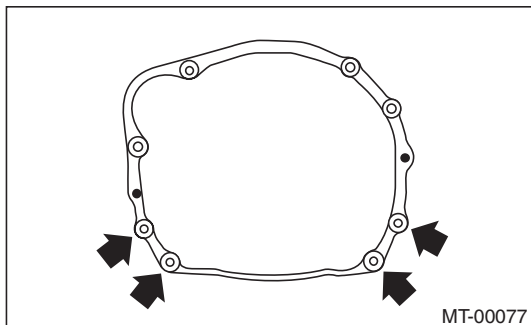
20) Disconnect the ground cable on the engine side.



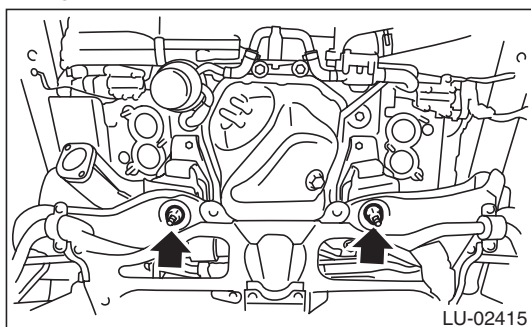
Engine Assembly

MECHANICAL

21) Remove the bolts and nuts which hold the lower side of transmission to the engine.



22) Remove the nuts which secure the engine mounting to the front crossmember.



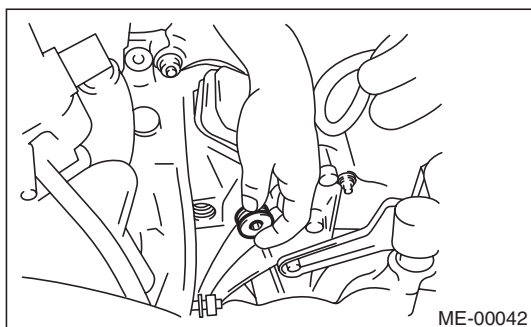
23) Lower the vehicle.

24) Remove the starter. <Ref. to SC(STI)-7, REMOVAL, Starter.>

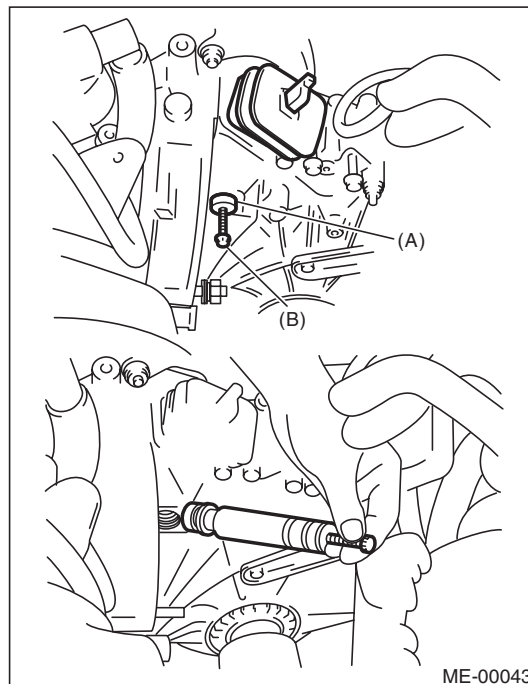
25) Separate the clutch release fork from the release bearing.

(1) Remove the clutch operating cylinder from the transmission.

(2) Remove the service hole plug using a hexagon wrench (10 mm).



(3) Screw-in the 6 mm dia. bolt into the release fork shaft to remove.



(A) Release fork shaft

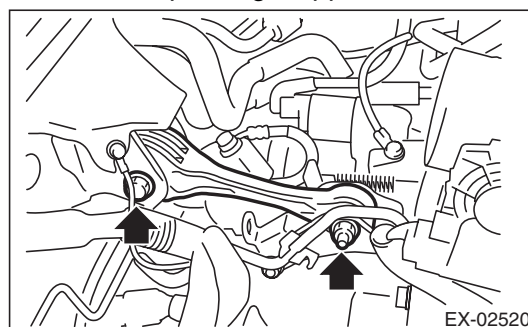
(B) Bolt

(4) Raise the release fork, unlock the release bearing tab, then remove the release fork.

NOTE:

Step (4) is required to avoid interference with the engine when removing the engine from the transmission.

26) Remove the pitching stopper.



27) Disconnect the fuel delivery hose, fuel return hose and evaporation hose.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

(1) Set the ST to the fuel pipe.

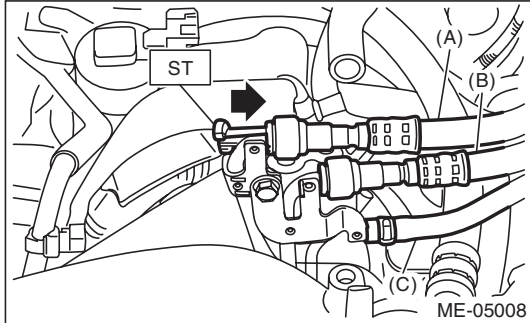
ST 42099AE000 QUICK CONNECTOR RELEASE

Engine Assembly

MECHANICAL

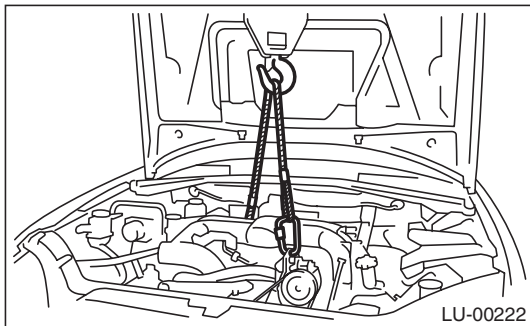
(2) Disconnect the quick connector of the fuel delivery hose and fuel return hose by pushing the ST in the direction of the arrow.

(3) Remove the clip and disconnect the evaporation hose from the fuel pipe.



- (A) Fuel delivery hose
- (B) Fuel return hose
- (C) Evaporation hose

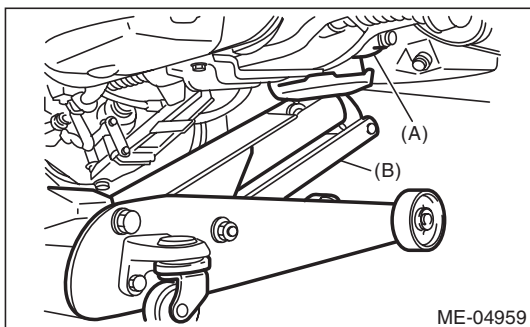
28) Support the engine with a lifting device and wire ropes.



29) Support the transmission with a garage jack.

CAUTION:

Be sure to perform this procedure to prevent the transmission from lowering by its own weight.

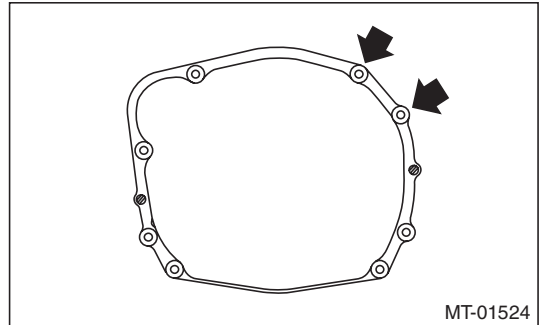


- (A) Transmission
- (B) Garage jack

30) Remove the bolts which hold the upper side of the transmission to the engine.

CAUTION:

Before removing the engine away from transmission, check to be sure no work has been overlooked.



31) Remove the engine from vehicle.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

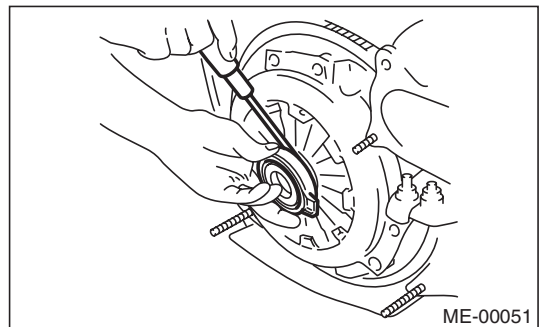
- (1) Slightly raise the engine.
- (2) Raise the transmission with garage jack.
- (3) Move the engine horizontally until main shaft is withdrawn from clutch cover.
- (4) Slowly move the engine away from engine compartment.

32) Remove the engine mounting from the engine.

B: INSTALLATION

1) Install the clutch release fork and bearing to the transmission.

- (1) Using a flat tip screwdriver, remove the release bearing from the clutch cover.

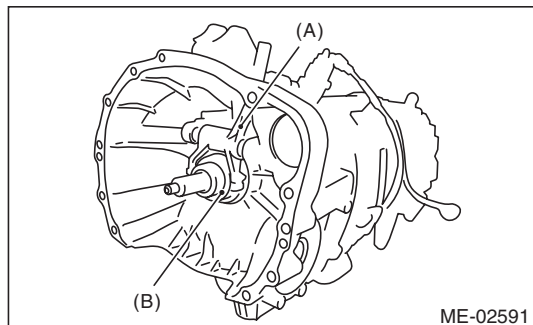


- (2) Attach the release bearing to the transmission.

Engine Assembly

MECHANICAL

(3) Install the release fork into the release bearing tab.



- (A) Release fork
- (B) Release bearing

(4) Apply grease to the specified areas.

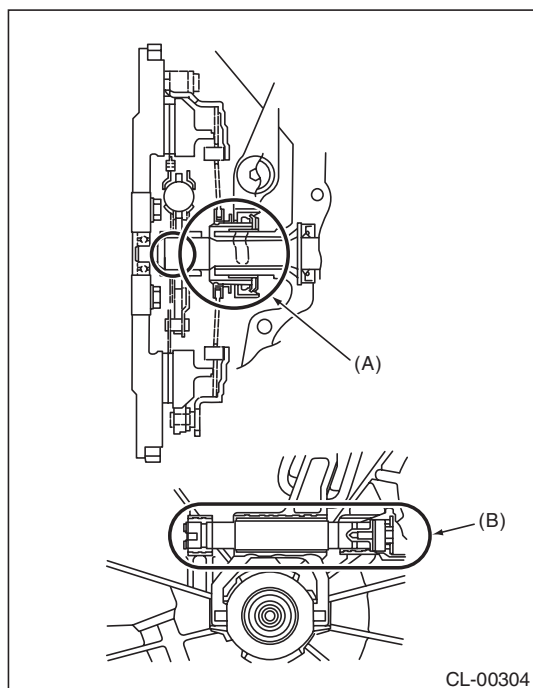
Grease:

Spline part

NICHIMOLY N-130 or equivalent

Shaft part

KOPR-KOTE or equivalent

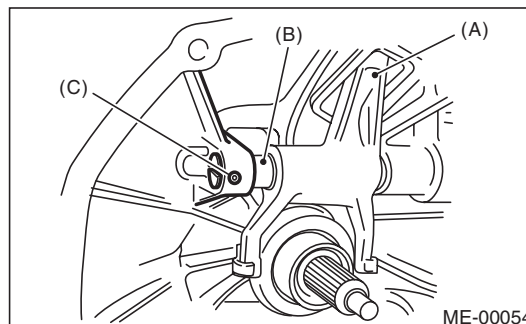


- (A) Spline
- (B) Shaft

(5) Insert the release shaft to release fork.

NOTE:

Allow the cutout portion of release shaft to come into contact with the spring pin.

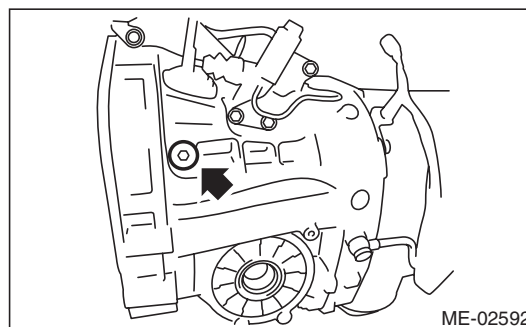


- (A) Release fork
- (B) Release shaft
- (C) Spring pin

(6) Install the service hole plug.

Tightening torque:

44 N·m (4.5 kgf-m, 32.5 ft-lb)



2) Install the engine mounting onto the engine.

Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

3) Apply a small amount of grease to splines of main shaft.

Grease:

NICHIMOLY N-130 or equivalent

4) Position the engine in engine compartment and align it with transmission.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

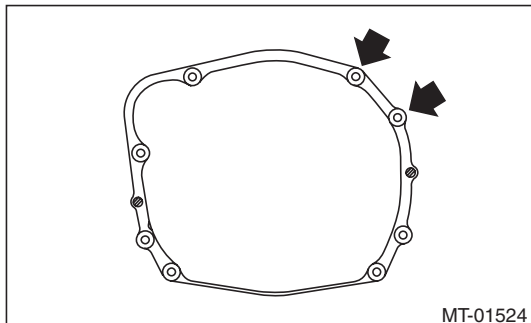
Engine Assembly

MECHANICAL

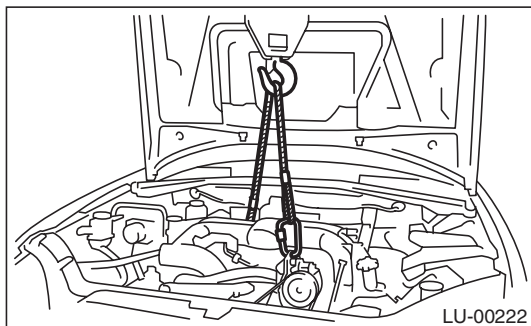
- 5) Tighten the bolts which hold upper side of transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



- 6) Remove the lifting device and wire ropes.

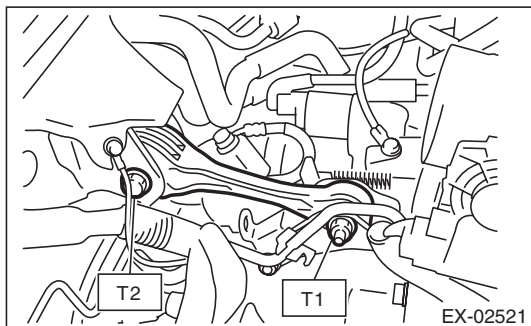


- 7) Remove the garage jack.
8) Install the pitching stopper.

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)

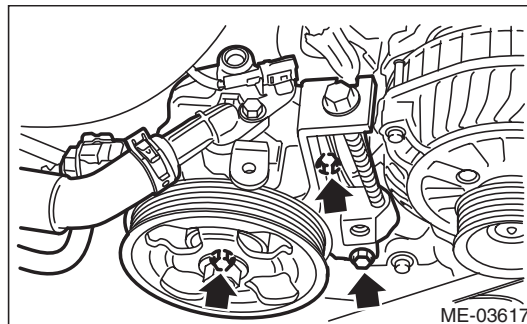


- 9) Install the starter. <Ref. to SC(STI)-7, INSTALLATION, Starter.>

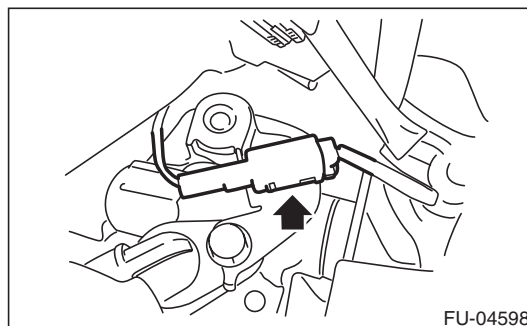
- 10) Install the power steering pump.
(1) Install the power steering pump onto the engine.

Tightening torque:

Refer to "COMPONENT" of "Power Steering" for the tightening torque. <Ref. to PS-3, COMPONENT, General Description.>



- (2) Connect the connector to the power steering pump switch.

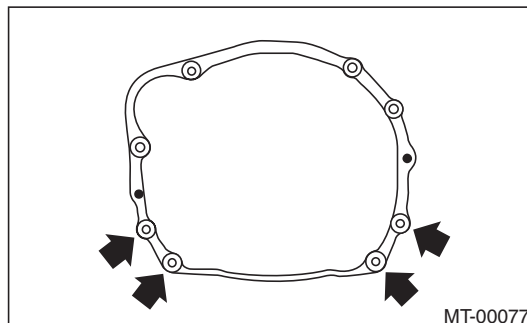


- (3) Install the front side belt. <Ref. to ME(STI)-39, FRONT SIDE BELT, INSTALLATION, V-belt.>

- 11) Lift up the vehicle.
12) Install the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:

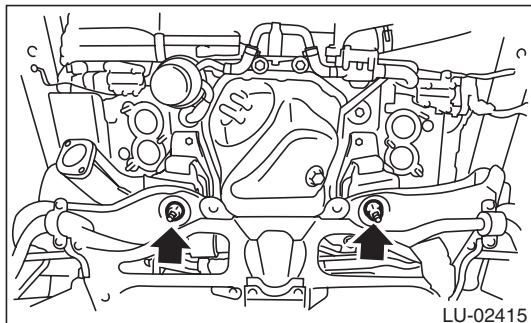
50 N·m (5.1 kgf-m, 36.9 ft-lb)



13) Install the nuts which hold the engine mounting to the crossmember.

Tightening torque:

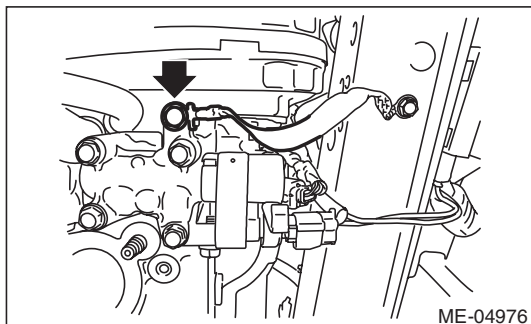
85 N·m (8.7 kgf-m, 62.7 ft-lb)



14) Connect the ground cable.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



15) Install the joint pipe and front exhaust pipe. <Ref. to EX(STI)-6, INSTALLATION, Front Exhaust Pipe.> <Ref. to EX(STI)-12, INSTALLATION, Joint Pipe.>

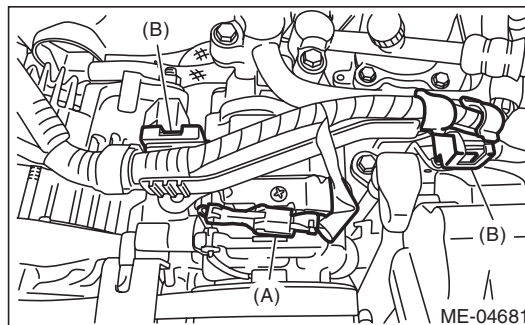
16) Install the turbocharger. <Ref. to IN(STI)-16, INSTALLATION, Turbocharger.>

17) Install the center exhaust pipe. <Ref. to EX(STI)-9, INSTALLATION, Center Exhaust Pipe.>

18) Connect the following hoses.

- (1) Fuel delivery hose, fuel return hose and evaporation hose
- (2) Heater inlet hose and heater outlet hose
- (3) Brake booster vacuum hose and pressure regulator vacuum hose
- (4) A/C pressure hose <Ref. to AC-36, INSTALLATION, Hose and Pipe.>

19) Secure the generator cord using the clip (B) and connect the connector (A) to A/C compressor.



20) Connect the following connectors and terminals.

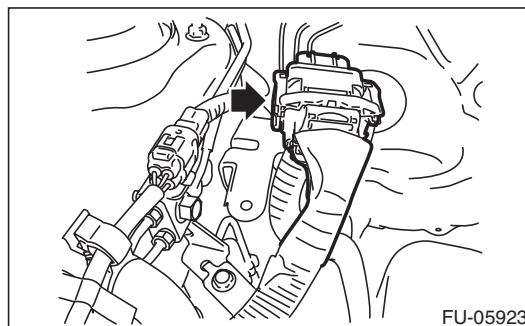
- (1) Generator connector and terminal

Tightening torque:

15 N·m (1.5 kgf-m, 11.1 ft-lb)

- (2) Secondary air pump connector

21) Install the engine harness connector to engine harness bracket, then connect the bulkhead harness connector to the engine harness connector.



22) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.>

23) Install the radiator. <Ref. to CO(STI)-20, INSTALLATION, Radiator.>

24) Install the coolant filler tank. <Ref. to CO(STI)-28, INSTALLATION, Coolant Filler Tank.>

25) Install the air cleaner case and air intake duct. <Ref. to IN(STI)-8, INSTALLATION, Air Cleaner Case.> <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.>

26) Install the battery. <Ref. to SC(STI)-27, INSTALLATION, Battery.>

27) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

28) Charge the A/C system with refrigerant. <Ref. to AC-19, PROCEDURE, Refrigerant Charging Procedure.>

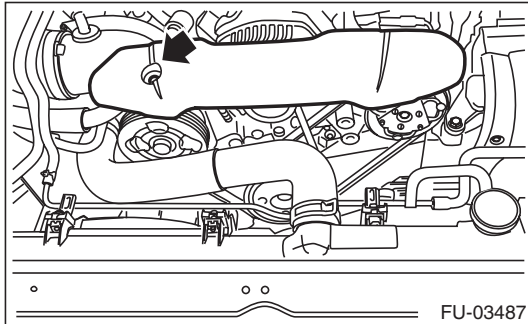
Engine Assembly

MECHANICAL

29) Install the V-belt cover.

Tightening torque:

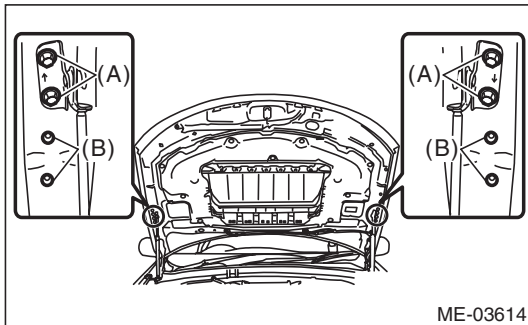
13 N·m (1.3 kgf-m, 9.6 ft-lb)



30) Change the bolt installation position from (B) to (A), then close the front hood.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



C: INSPECTION

- 1) Check that pipes, hoses, connectors and clamps are installed firmly.
- 2) Check the engine coolant is at specified level.
- 3) Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

10.Engine Mounting

A: REMOVAL

- 1) Remove the engine from the vehicle. <Ref. to ME(STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the engine mounting from the engine assembly.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

C: INSPECTION

Make sure that no crack or other damages do not exist.

Preparation for Overhaul

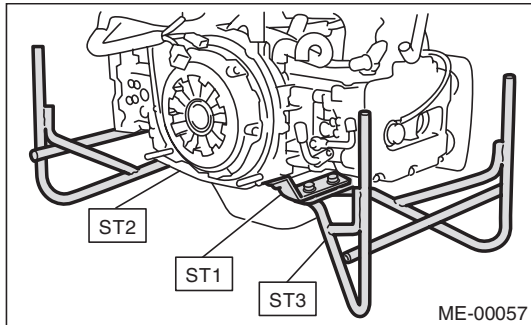
MECHANICAL

11.Preparation for Overhaul

A: PROCEDURE

1) After removing the engine from vehicle body, attach the ST to the engine as shown in the figure.

ST1	498457000	ENGINE STAND ADAPTER
		RH
ST2	498457100	ENGINE STAND ADAPTER
		LH
ST3	499817100	ENGINE STAND



2) In this section the procedures described under each index are all connected and stated in order. The procedure for overhauling of the engine will be completed when you go through all steps in the process.

Therefore, in this section, to conduct the particular procedure within the flow of a section, you need to go back and conduct the procedure described previously in order to do that particular procedure.

12.V-belt

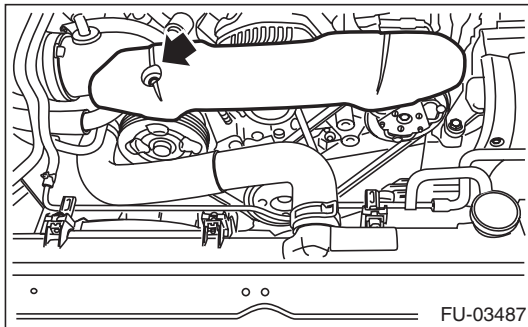
A: REMOVAL

NOTE:

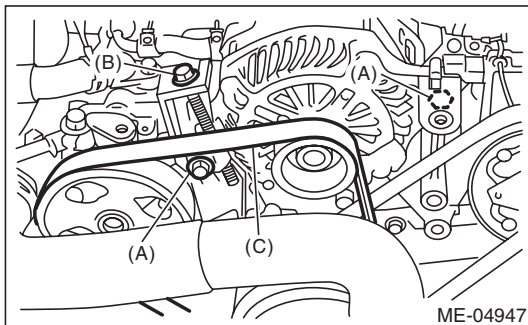
When replacing a single part, perform the work with the engine installed to body.

1. FRONT SIDE BELT

- 1) Remove the V-belt covers.

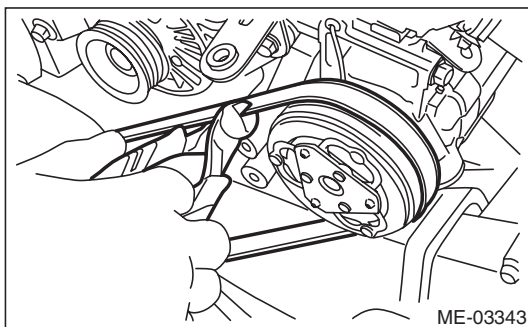


- 2) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 3) Loosen the bolt (A).
- 4) Loosen the slider bolt (B).
- 5) Remove the front side belt (C).



2. REAR SIDE BELT

- 1) Remove the front side belts. <Ref. to ME(STI)-39, FRONT SIDE BELT, REMOVAL, V-belt.>
- 2) Cut the rear side belt with a wire cutter, etc., and discard.



B: INSTALLATION

1. FRONT SIDE BELT

CAUTION:

- When reusing the front side belt, wipe off dust and water with cloth.
- Do not use the front side belt if there is any oil, grease or coolant on the belt.
- Be careful not to rub the belt end surface with bare hands; exposed core may cause injury.

- 1) Wipe off any dust, oil and water on the groove of each pulley with cloth.
- 2) Install the front side belt (C), and adjust the slider bolt (B) so as to obtain the specified belt tension. <Ref. to ME(STI)-45, INSPECTION, V-belt.>
- 3) Tighten the bolt (A).
- 4) Tighten the slider bolt (B).

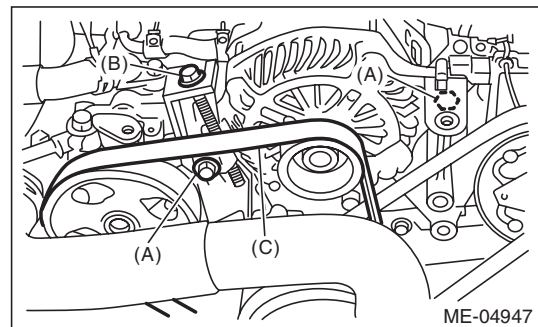
Tightening torque:

Bolt (A)

25 N·m (2.5 kgf-m, 18.4 ft-lb)

Slider bolt (B)

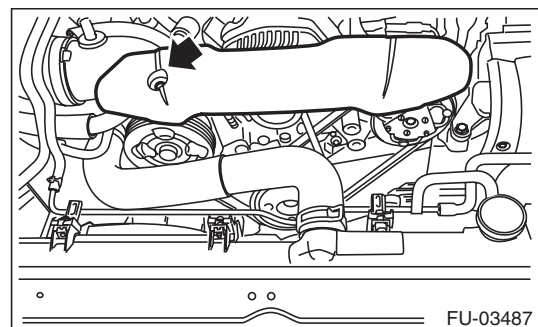
8 N·m (0.8 kgf-m, 5.9 ft-lb)



- 5) Install the air intake duct. <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.>
- 6) Install the V-belt cover.

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)



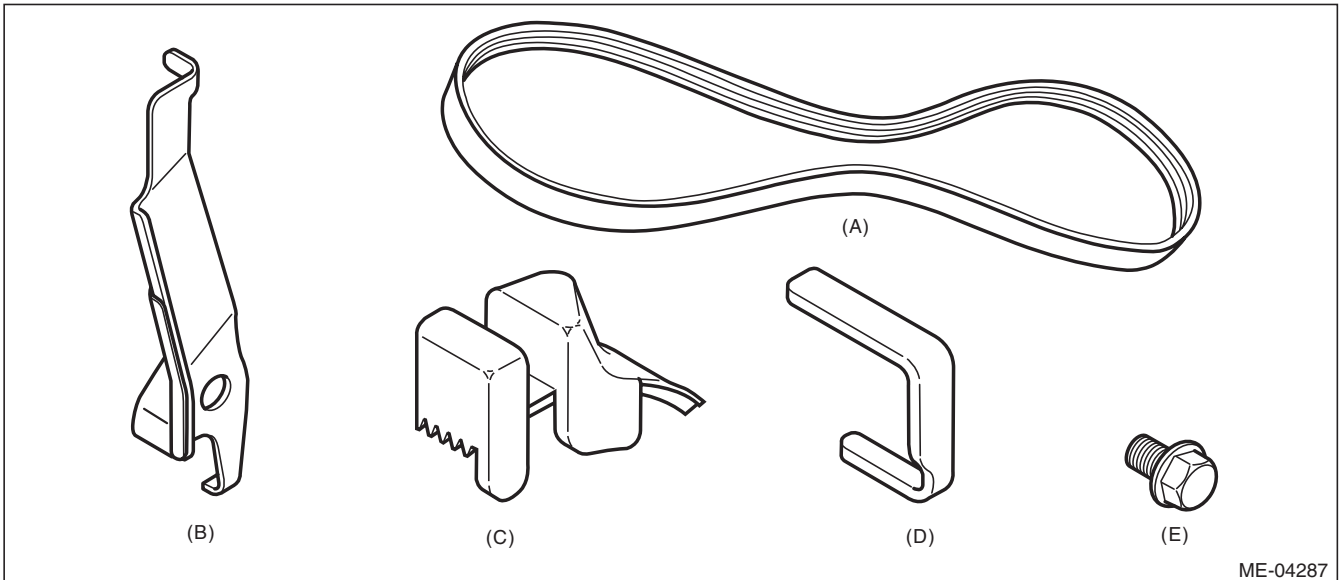
V-belt

MECHANICAL

2. REAR SIDE BELT

CAUTION:

- Do not re-use the rear side belt.
- Be careful not to let oil, grease or coolant contact a new rear side belt.
- Be careful not to rub the belt end surface with bare hands; exposed core may cause injury.
- To install the rear side belt, always use the provided tools (belt stopper, belt guide, belt guide holder, and bolt).



(A) Rear side belt

(B) Belt stopper

(C) Belt guide

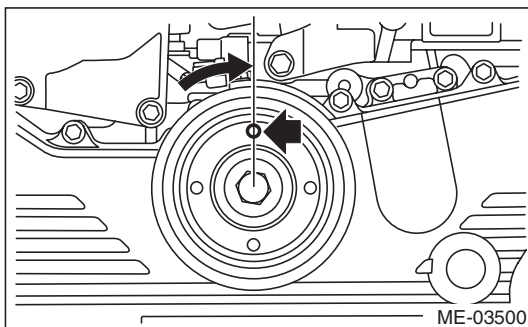
(D) Belt guide holder

(E) Bolt

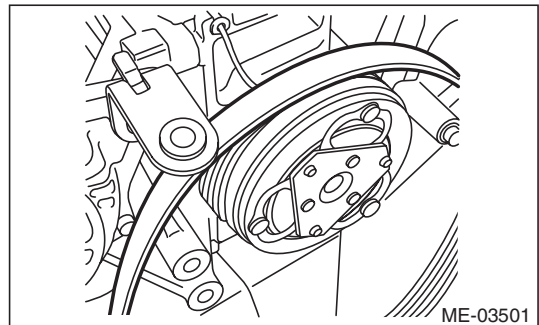
- 1) Wipe off any dust, oil and water on the groove of each pulley with cloth.
- 2) Wipe off any oil, water, dirt, and rust on the front of the crank pulley with cloth.
- 3) Slowly turn the crank pulley clockwise so that the service hole of the crank pulley comes around the top.

CAUTION:

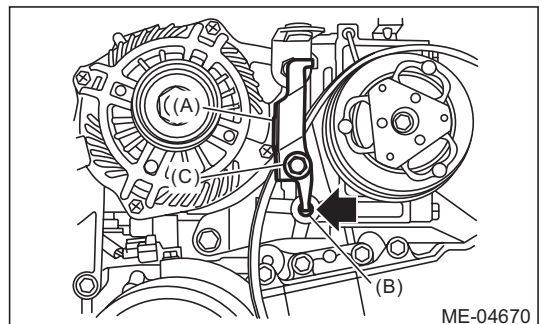
Do not turn the crank pulley counterclockwise.



- 4) Hook a new rear side belt on the A/C compressor pulley.



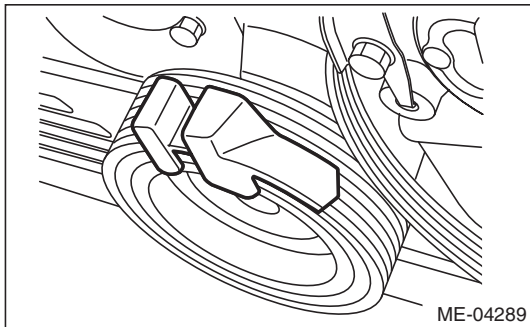
- 5) As shown in the figure, insert the claw of the belt stopper (A) to the lower hole (B) of the compressor bracket, then attach with bolt (C).



V-belt

MECHANICAL

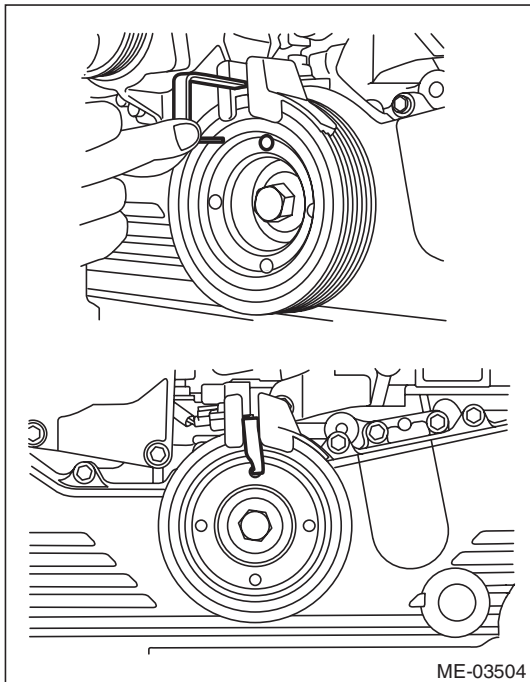
- 6) Place the belt guide while aligning it with the belt line of the crank pulley on the front side belt side.



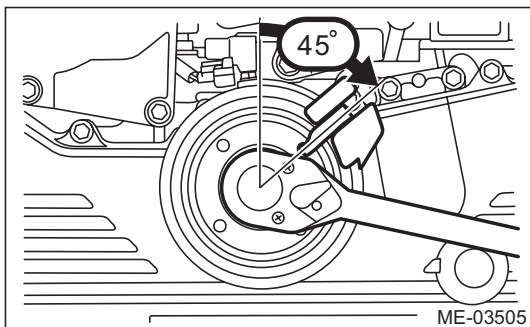
- 7) Insert the belt guide holder into the service hole of the crank pulley so that the belt guide comes in between.

NOTE:

Place the belt guide holder with the longer side up.



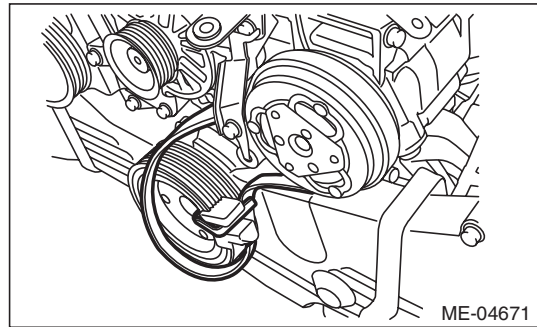
- 8) Slowly turn the crank pulley clockwise until the belt guide comes to approximately 45°.



- 9) Place the rib surface of the rear side belt into the crank pulley groove, so that the rear side belt comes in between the belt guide holder.

CAUTION:

When it is difficult to place the rear side belt to the crank pulley groove, pull out the belt guide holder half way, then place the rear side belt into the groove so that it comes in between the belt guide holder.



- 10) Place the tool through the loop of the rear side belt, and set on the crank pulley bolt.



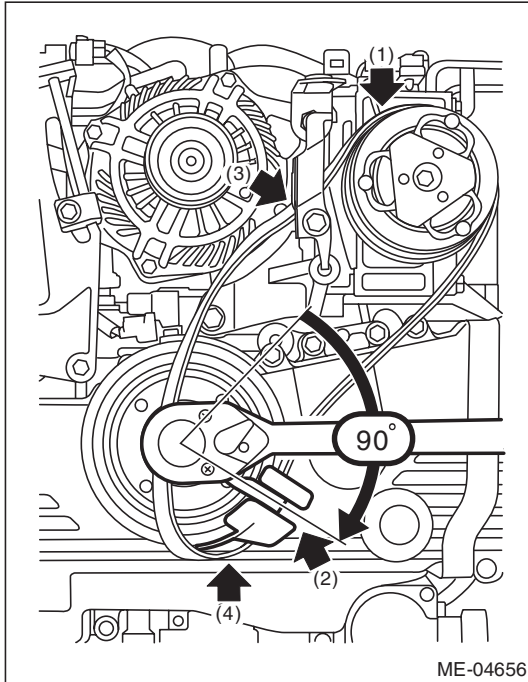
V-belt

MECHANICAL

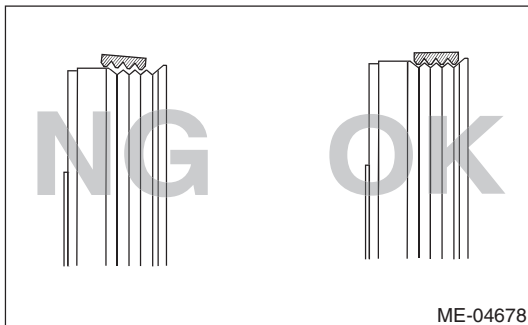
11) While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.

CAUTION:

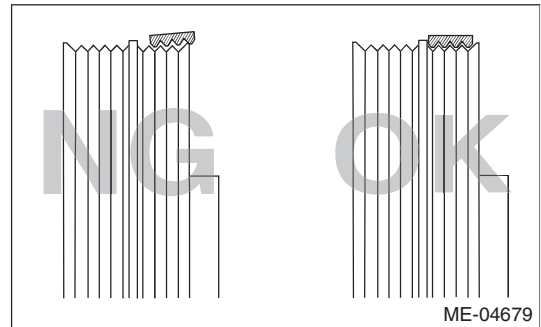
When turning the crank pulley, always make sure that the belt guide is not off from the crank pulley groove.



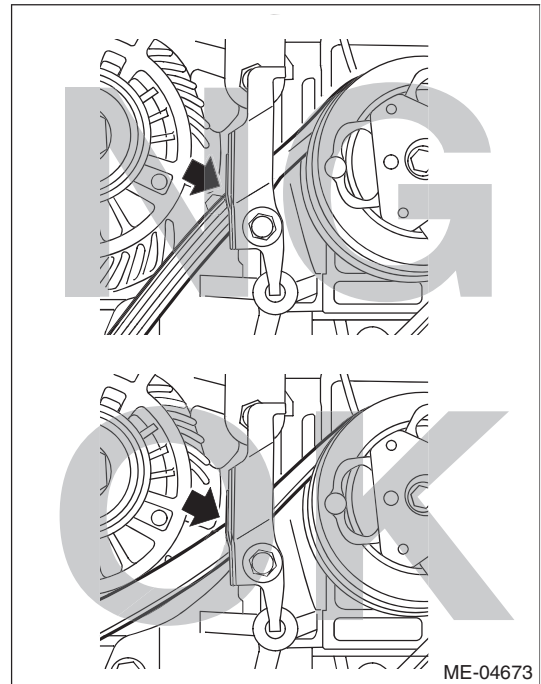
(1) The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.



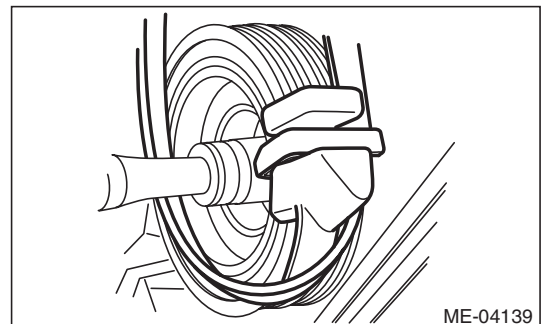
(2) The rib of the rear side belt is securely placed on the groove of the crank pulley.



(3) The surface of the rear side belt is held by the belt stopper.



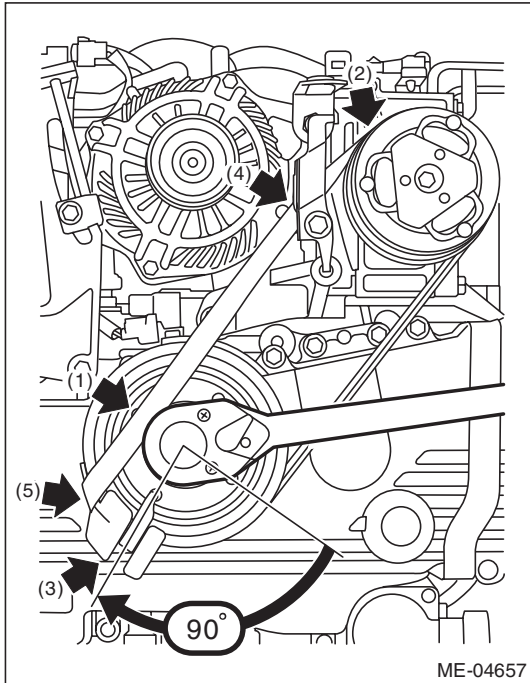
(4) The rear side belt is securely placed on the belt guide.



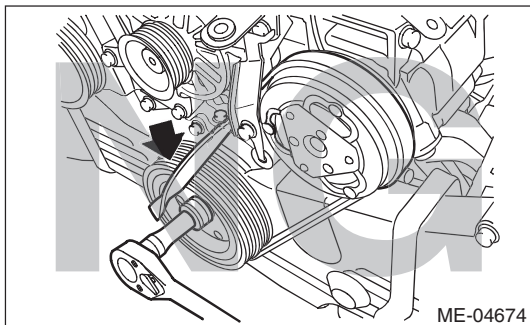
V-belt

MECHANICAL

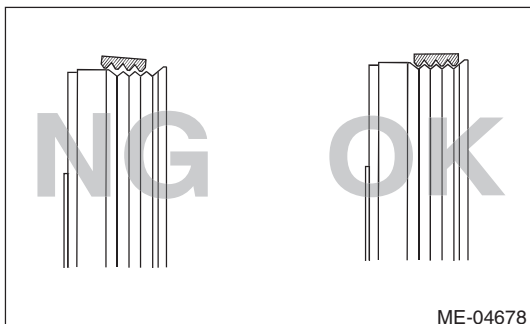
12) While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.



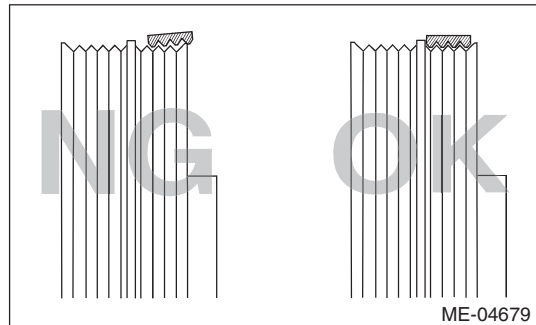
(1) The rear side belt is not twisted.



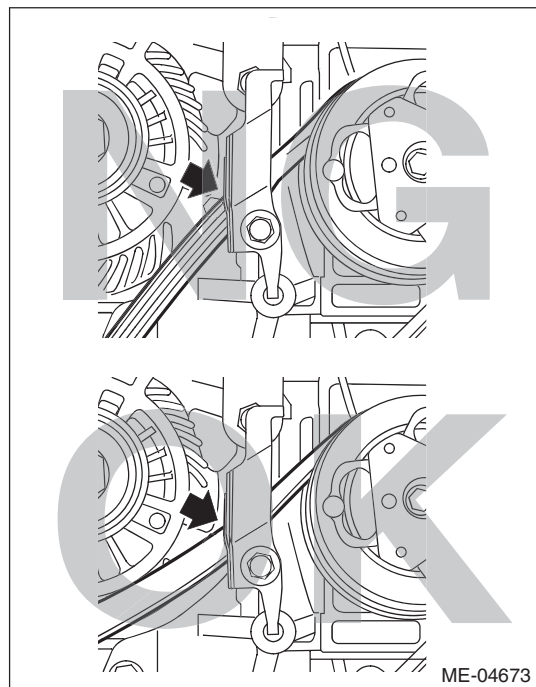
(2) The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.



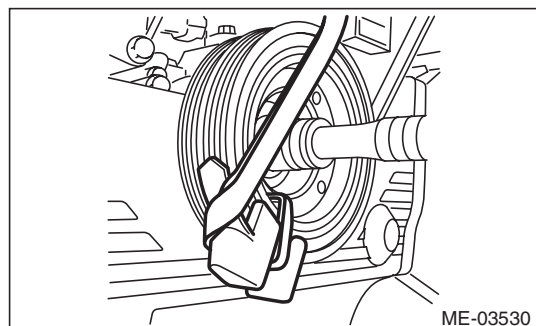
(3) The rib of the rear side belt is securely placed on the groove of the crank pulley.



(4) The surface of the rear side belt is held by the belt stopper.



(5) The rear side belt is securely placed on the belt guide.



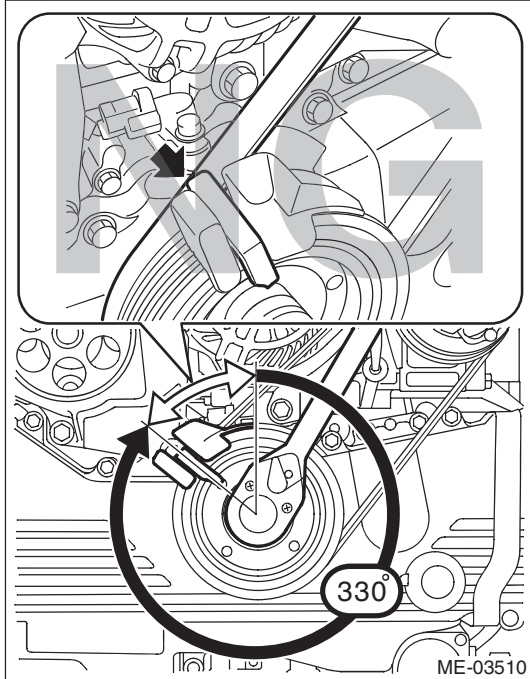
V-belt

MECHANICAL

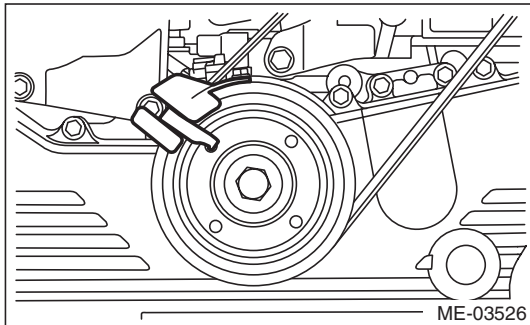
13) Slowly turn the crank pulley clockwise, and install the rear side belt.

CAUTION:

Be careful that the total of procedures 8), 11), 12) and 13) does not exceed 330°; failure to do so may cause damage to the rear side belt and fall of the belt guide holder.



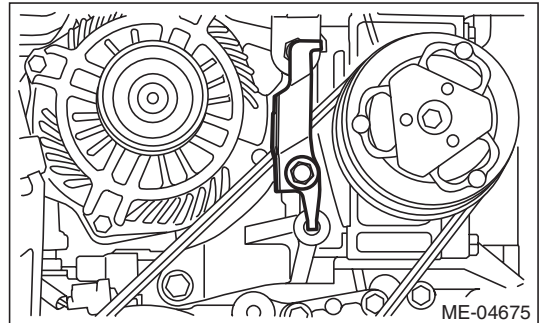
14) Remove the belt guide and belt guide holder from the crank pulley.



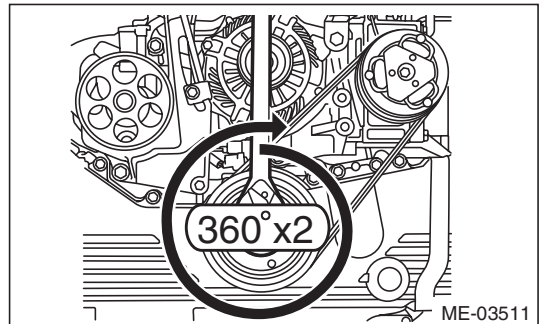
15) Remove the belt stopper from the compressor bracket.

CAUTION:

Always remove the belt stopper; failure to do so may cause smoke, fire, or belt cutting.



16) Make sure that the belt rib is securely installed on the groove of each pulley, then turn the crank pulley slowly, twice in the clockwise direction, to seat the rear side belt properly.



17) Discard the provided tools (belt stopper, belt guide, belt guide holder, and bolt) that are used.

18) Install the front side belt. <Ref. to ME(STI)-39, FRONT SIDE BELT, INSTALLATION, V-belt.>

C: INSPECTION

1. FRONT SIDE BELT

CAUTION:

Check and adjust the front side belt tension so that it is within the specified range. Using the belt with a tension out of the specified range may result in a fault such as the following:

- If the front side belt tension is higher, unexpected force is generated at the power steering oil pump, generator and crankshaft bearing, causing abnormal noise due to abnormal wear of the bearing.
- If the front side belt tension is lower, the front side belt and crank pulley slip, causing abnormally high temperature on the crank pulley due to frictional heat. If this condition repeatedly occurs, the front side belt may abnormally wear, causing abnormal noise, front side belt damage or crank pulley damage.

- 1) Replace the front side belt, if crack, fraying or wear is found.
- 2) Check the front side belt tension and adjust it if necessary by changing the generator installing position.

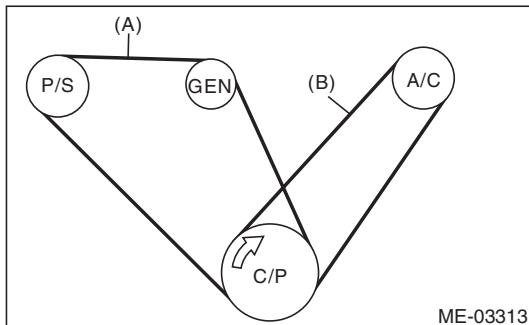
Front side belt tension (with belt tension gauge):

When installing new parts

640 — 780 N (65 — 80 kgf, 144 — 175 lbf)

At inspection

490 — 640 N (50 — 65 kgf, 110 — 144 lbf)



(A) Front side belt

(B) Rear side belt

C/P Crank pulley

GEN Generator pulley

P/S Power steering oil pump pulley

A/C A/C compressor pulley

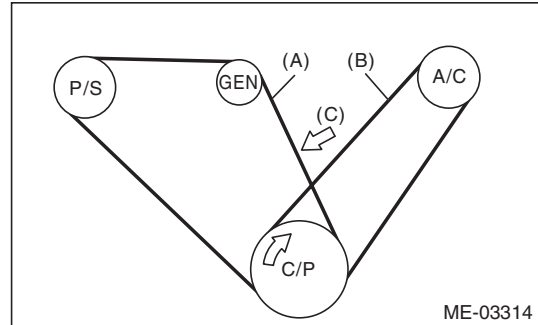
Front side belt tension (without belt tension gauge):

When installing new parts

7 — 9 mm (0.276 — 0.354 in)

At inspection

9 — 11 mm (0.354 — 0.433 in)



(A) Front side belt

(B) Rear side belt

(C) 98 N (10 kgf, 22 lbf)

C/P Crank pulley

GEN Generator pulley

P/S Power steering oil pump pulley

A/C A/C compressor pulley

2. REAR SIDE BELT

Replace the rear side belt, if crack, fraying or wear is found, or noise is emitted.

NOTE:

For the rear side belt, a stretch type belt is used, and therefore, it is not necessary to check deflection nor tension.

Crank Pulley

MECHANICAL

13.Crank Pulley

A: REMOVAL

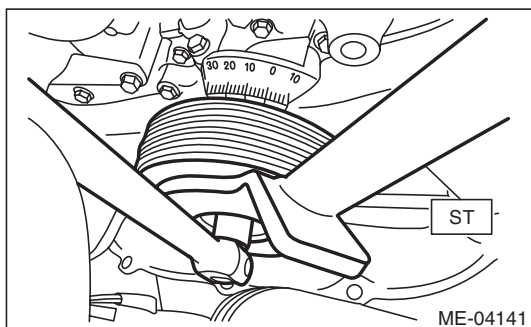
NOTE:

When replacing a single part, perform the work with the engine installed to body.

1) Remove the V-belts. <Ref. to ME(STI)-39, REMOVAL, V-belt.>

2) Use the ST to lock the crank pulley, and remove the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH



3) Remove the crank pulley.

B: INSTALLATION

1. METHOD WITHOUT ANGLE GAUGE

1) Clean the crankshaft thread using compressed air.

2) Install the crank pulley.

3) Apply engine oil to the crank pulley bolt seat and thread.

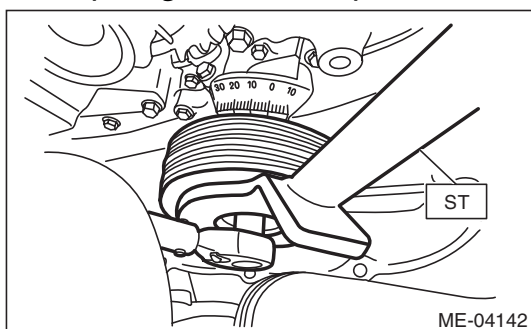
4) Tighten the crank pulley bolts.

(1) Use the ST to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH

Tightening torque:

47 N·m (4.8 kgf-m, 34.7 ft-lb)

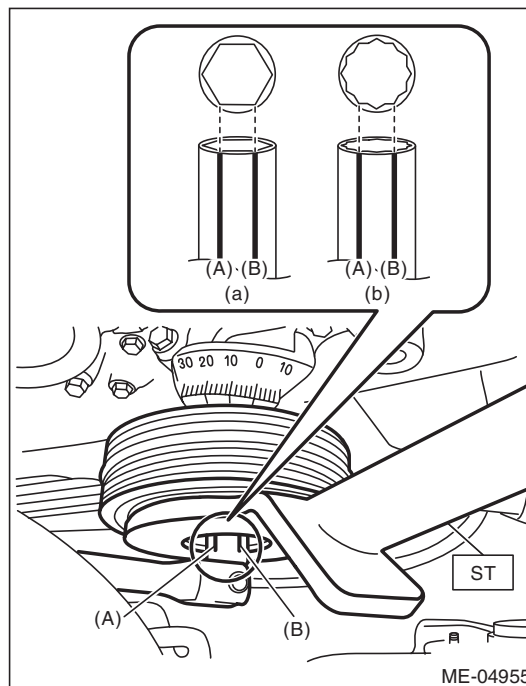


(2) Draw reference lines (A) and (B) using a marker to set the socket to the crank pulley bolt as shown in the figure.

ST 499977100 CRANK PULLEY WRENCH

NOTE:

Set the socket onto the crank pulley bolt so that reference lines (A) and (B) is visible.

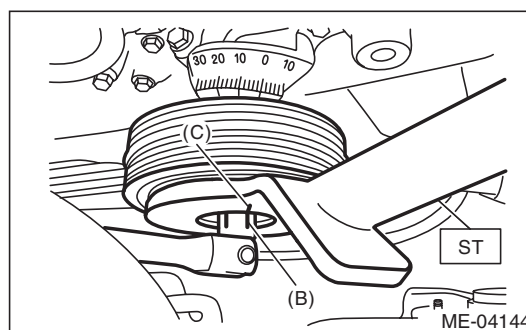


(a) When using 6-point socket

(b) When using 12-point socket

(3) Draw end line (C) on ST using a marker at the same position as reference line (B) was drawn on the socket in step (2).

ST 499977100 CRANK PULLEY WRENCH



Crank Pulley

MECHANICAL

(4) Use the ST to lock the crank pulley, and tighten the crank pulley bolt to the angle where reference line (A) and end line (C) are aligned.

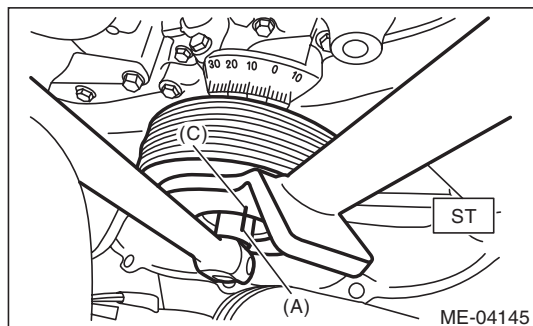
ST 499977100 CRANK PULLEY WRENCH

NOTE:

It should be approx. 60° when reference line (A) and end line (C) are aligned.

Tightening angle:

$60^\circ \pm 5^\circ$



5) Install the V-belts. <Ref. to ME(STI)-39, INSTALLATION, V-belt.>

2. METHOD WITH ANGLE GAUGE

1) Clean the crankshaft thread using compressed air.

2) Install the crank pulley.

3) Apply engine oil to the crank pulley bolt seat and thread.

4) Tighten the crank pulley bolts.

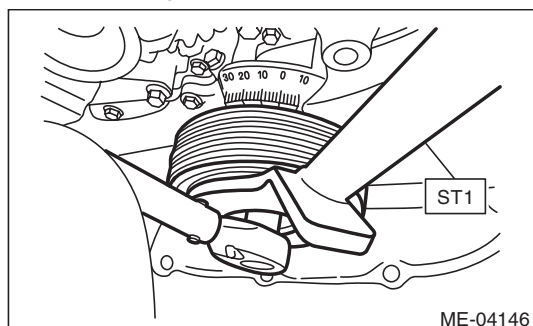
(1) Remove the radiator main fan motor assembly and radiator sub motor assembly. <Ref. to CO(STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-25, REMOVAL, Radiator Sub Fan and Fan Motor.>

(2) Use the ST1 to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST1 499977100 CRANK PULLEY WRENCH

Tightening torque:

$47 \text{ N}\cdot\text{m}$ (4.8 kgf-m, 34.7 ft-lb)



(3) Set the ST2, use the ST1 to lock the crank pulley, and tighten the crank pulley bolt to the specified angle.

ST1 499977100 CRANK PULLEY WRENCH

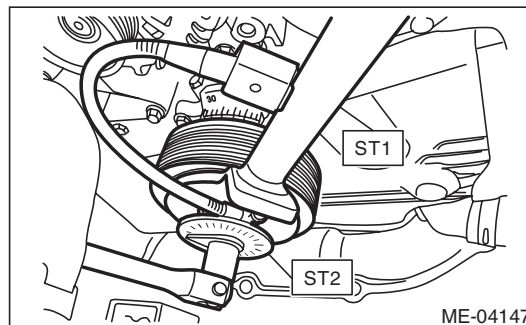
ST2 18854AA000 ANGLE GAUGE

NOTE:

Attach the magnet used for securing the ST2 (ANGLE GAUGE) to ST1.

Tightening angle:

$60^\circ \pm 5^\circ$



(4) Install the radiator main fan motor assembly and radiator sub motor assembly. <Ref. to CO(STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>

5) Install the V-belts. <Ref. to ME(STI)-39, INSTALLATION, V-belt.>

C: INSPECTION

1) Check that the crank pulley has no deformation, cracks or other damages.

Timing Belt Cover

MECHANICAL

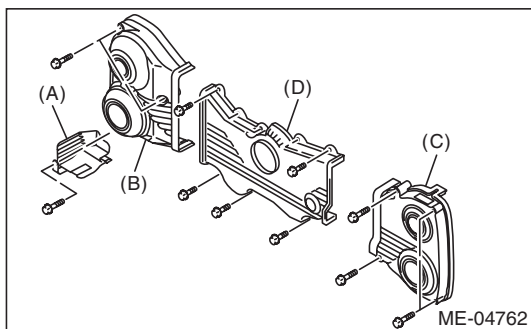
14. Timing Belt Cover

A: REMOVAL

NOTE:

When replacing a single part, perform the work with the engine installed to body.

- 1) Remove the secondary air pump. <Ref. to EC(STI)-26, REMOVAL, Secondary Air Pump.>
- 2) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover RH (B) together with the engine harness cover (A).
- 4) Remove the timing belt cover LH (C).
- 5) Remove the front timing belt cover (D).



B: INSTALLATION

- 1) Install the front timing belt cover (D).

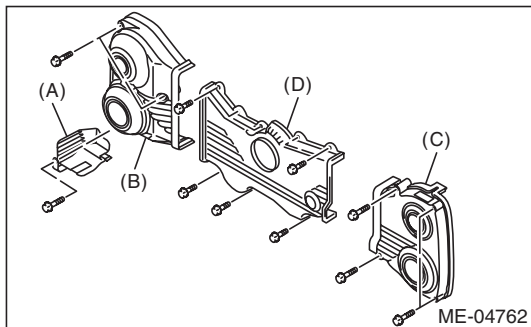
Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

- 2) Install the timing belt cover LH (C).

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



- 3) Install the timing belt cover RH (B) together with the engine harness cover (A).

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

- 4) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>
- 5) Install the secondary air pump. <Ref. to EC(STI)-26, INSTALLATION, Secondary Air Pump.>

C: INSPECTION

Check the timing belt cover for damage.

15. Timing Belt

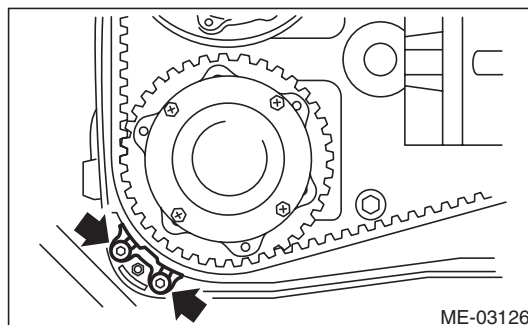
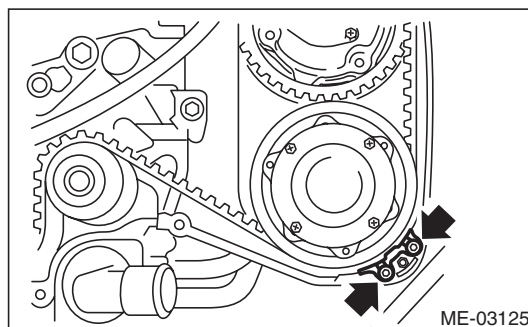
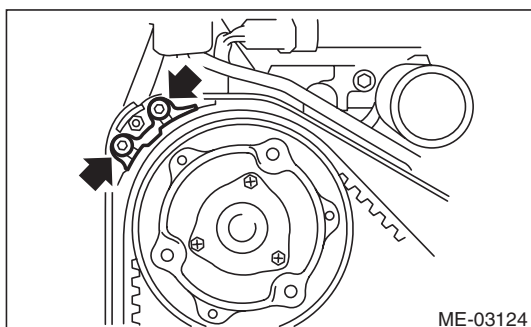
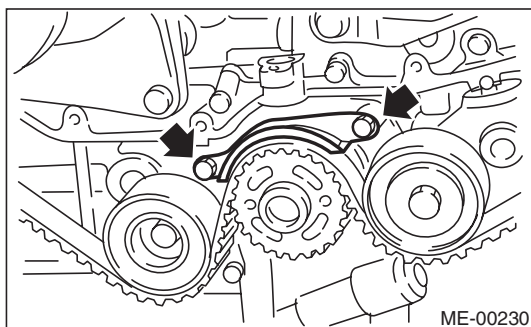
A: REMOVAL

NOTE:

- When replacing a single part, perform the work with the engine installed to body.
- When performing the work with the engine installed to body, the following parts must also be removed/installed.
 - Radiator main fan motor assembly <Ref. to CO(STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.>
 - Radiator sub fan motor assembly <Ref. to CO(STI)-25, REMOVAL, Radiator Sub Fan and Fan Motor.> <Ref. to CO(STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>
- When performing the work with the engine installed to body, protect the radiator with cardboards or blankets.

1. TIMING BELT

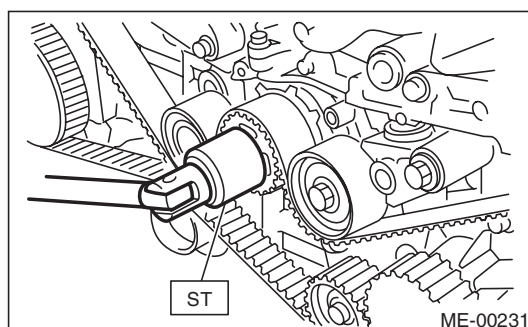
- 1) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt guide.



- 4) If the alignment mark or arrow mark (which indicates the direction of rotation) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.

- (1) Turn the crankshaft using ST, and align the alignment marks on crank sprocket, intake cam sprocket LH, exhaust cam sprocket LH, intake cam sprocket RH and exhaust cam sprocket RH with marks on oil pump and notches of timing belt cover.

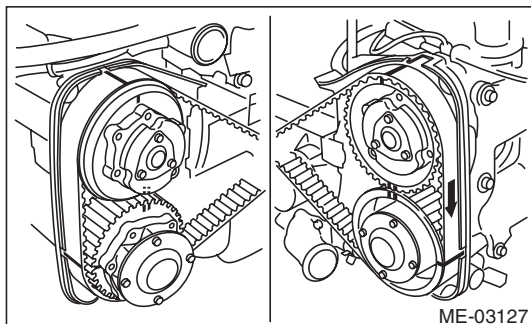
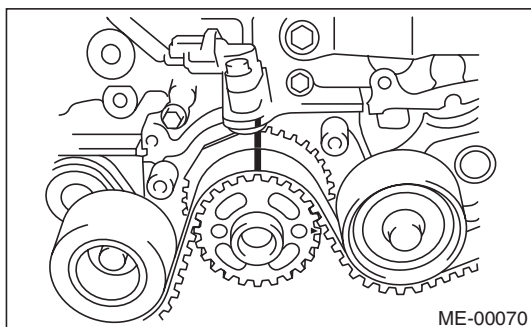
ST 499987500 CRANKSHAFT SOCKET



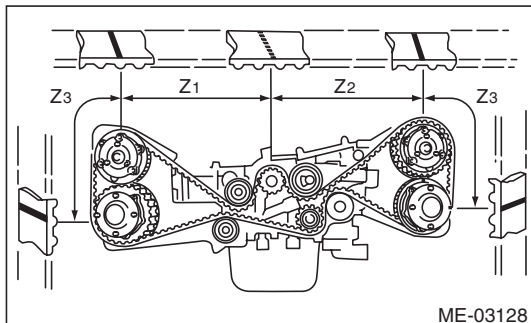
Timing Belt

MECHANICAL

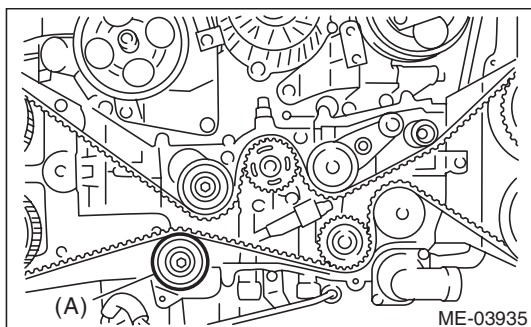
(2) Using white paint, put an alignment mark or an arrow mark on timing belts in relation to the crank sprocket and cam sprockets.



Z_1 : 54.5 teeth
 Z_2 : 51 teeth
 Z_3 : 28 teeth



5) Remove the belt idler (A).



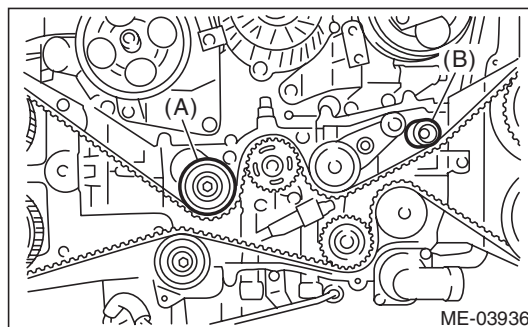
6) Remove the timing belt.

CAUTION:

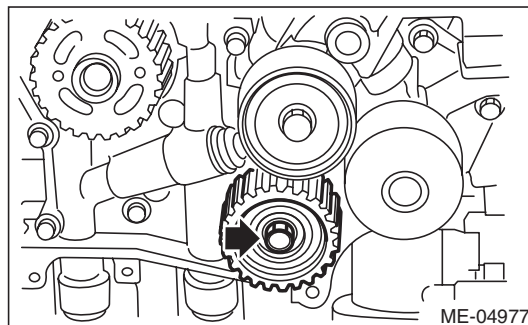
After the timing belt has been removed, never rotate the intake and exhaust sprocket. If the cam sprocket is rotated, the intake and exhaust valve heads strike together and valve stems are bent.

2. AUTOMATIC BELT TENSION ADJUST-ER ASSEMBLY AND BELT IDLER

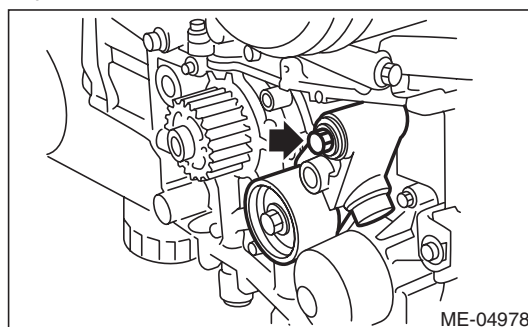
1) Remove the belt idler (A) and (B).



2) Remove the belt idler No. 2.



3) Remove the automatic belt tension adjuster assembly.



B: INSTALLATION

1. AUTOMATIC BELT TENSION ADJUST-ER ASSEMBLY AND BELT IDLER

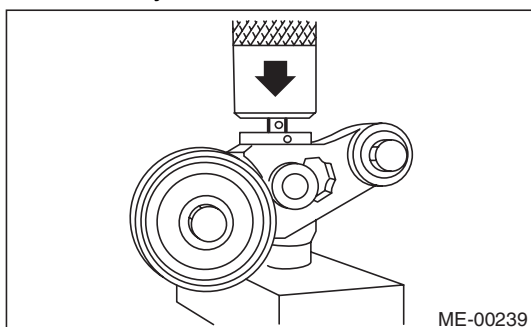
1) Prepare for installation of the automatic belt tension adjuster assembly.

CAUTION:

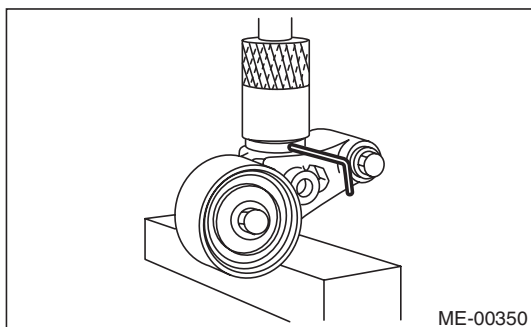
- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking three minutes or more.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lbf).
- Push in the adjuster rod to the end face of the cylinder. However, do not press the adjuster rod below the end face of the cylinder. Doing so may damage the cylinder.
- Do not release the press pressure until stopper pin is completely inserted.

(1) Attach the automatic belt tension adjuster assembly to vertical pressing tool.

(2) Slowly push in the adjuster rod with a pressure of 165 N (16.8 kgf, 37.1 lbf) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.



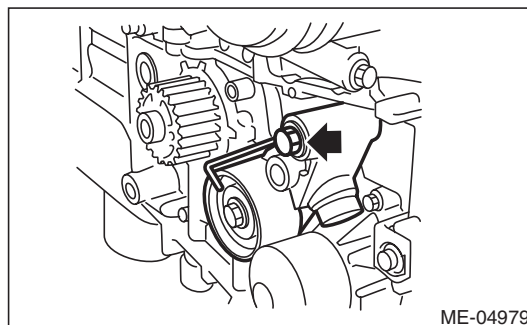
(3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (nominal) dia. hex wrench inserted into the stopper pin hole in cylinder, secure the adjuster rod.



2) Install the automatic belt tension adjuster assembly.

Tightening torque:

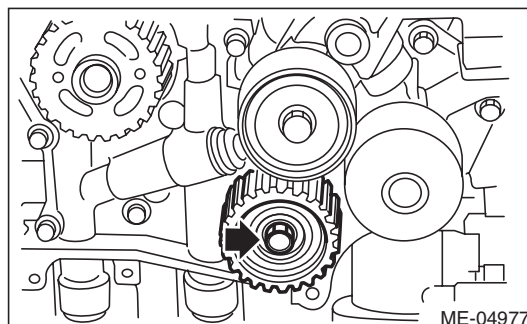
39 N·m (4.0 kgf-m, 28.8 ft-lb)



3) Install the belt idler No. 2.

Tightening torque:

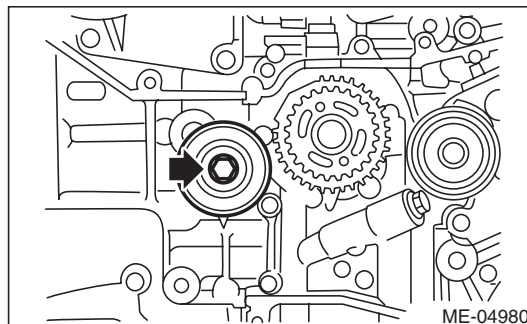
39 N·m (4.0 kgf-m, 28.8 ft-lb)



4) Install the belt idlers.

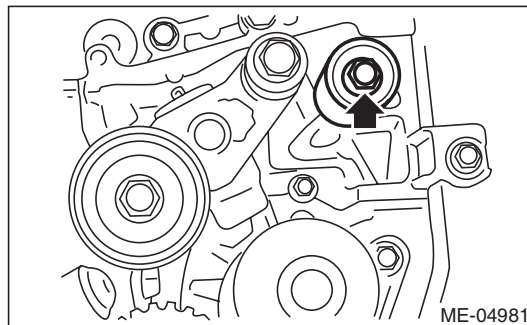
Tightening torque:

39 N·m (4.0 kgf-m, 28.8 ft-lb)



Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)



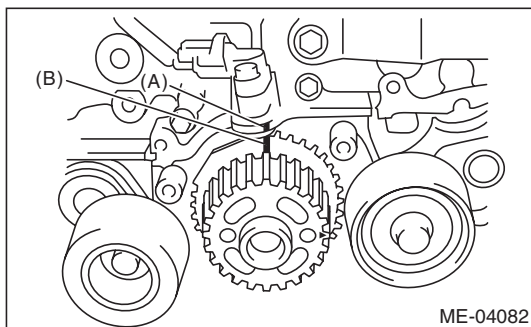
Timing Belt

MECHANICAL

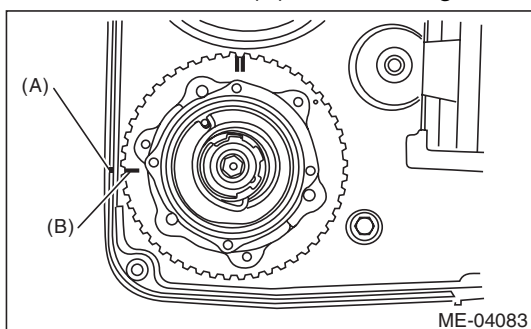
2. TIMING BELT

1) Prepare for installation of the automatic belt tension adjuster assembly. <Ref. to ME(STI)-51, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

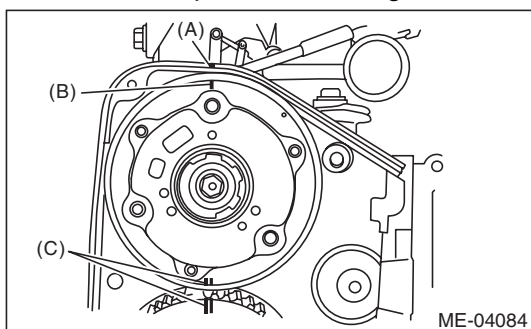
2) Align the mark (B) on crank sprocket with the mark (A) on oil pump.



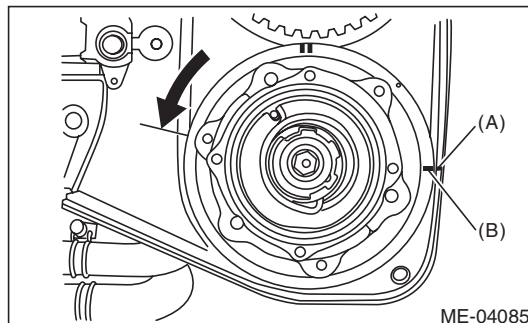
3) Align the single line mark (B) on the exhaust cam sprocket RH with notch (A) on the timing belt cover.



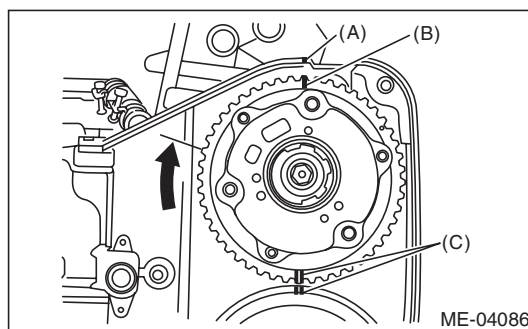
4) Align the single line mark (B) on the intake cam sprocket RH with notch (A) on the timing belt cover. Make sure that the double line marks (C) on intake and exhaust cam sprockets are aligned.



5) Align the single line mark (B) on exhaust cam sprocket LH with notch (A) on the timing belt cover by turning the sprocket counterclockwise (as viewed from front of engine).



6) Align the single line mark (B) on intake cam sprocket LH with notch (A) on the timing belt cover by turning the sprocket clockwise (as viewed from front of engine). Make sure the double line marks (C) on the intake and exhaust cam sprockets are aligned.



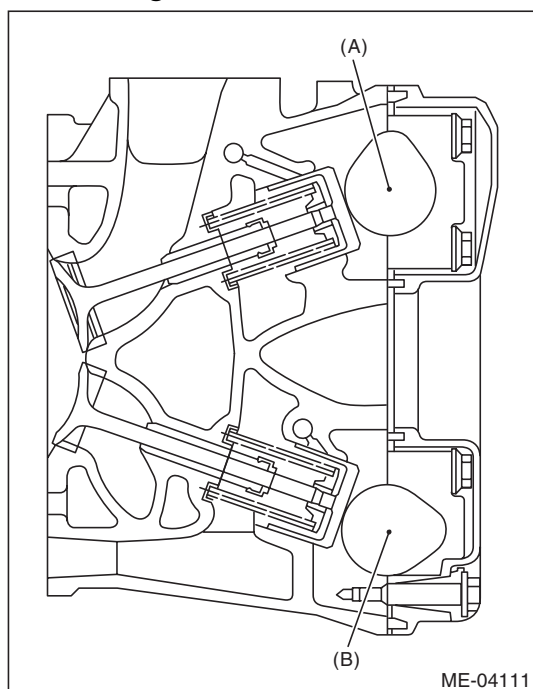
Timing Belt

MECHANICAL

7) Make sure that the cam and crank sprockets are positioned properly.

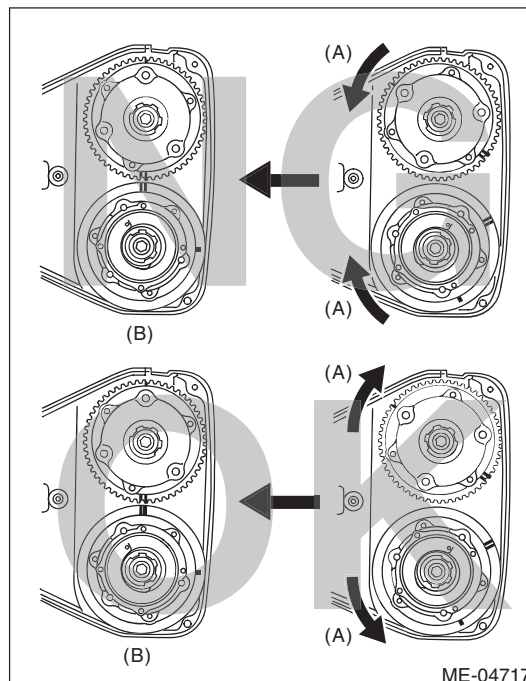
CAUTION:

- Intake and exhaust camshafts for this DOHC engine can be independently rotated with the timing belts removed. As can be seen from the figure, if the intake and exhaust valves are lifted simultaneously, heads will interfere with each other, resulting in bent valves.



(A) Intake camshaft
(B) Exhaust camshaft

- Do not allow the camshafts to rotate in the direction shown in the upper figure. Doing this may cause both the intake and exhaust valves to lift simultaneously, resulting in mutual interference of valve heads.



(A) Direction of rotation
(B) Timing belt installation position

- When the timing belts are not installed, four camshafts are held at the “zero-lift” position, where all cams on camshafts are not pushing down on the intake and exhaust valves. (Under this condition, all valves remain unlifted.)
- When the camshafts are rotated to install the timing belts, #2 intake and #4 exhaust cam of camshaft LH are held, pushing their corresponding valves down. (Under this condition, these valves are held lifted.) Camshaft RH are held so that their cams do not push the valves down.
- Camshafts LH must be rotated from the zero-lift position to the position where the timing belt is to be installed with the smallest possible angle, in order to prevent mutual interference of intake and exhaust valve heads.

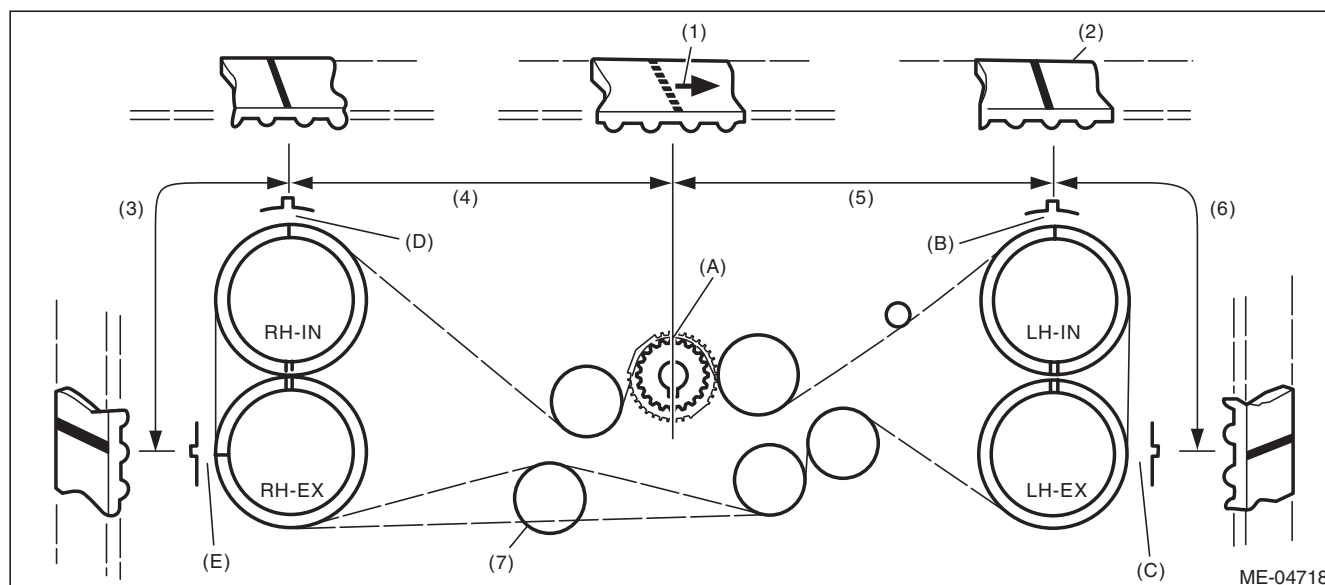
Timing Belt

MECHANICAL

8) Align the alignment mark on the timing belt with marks on the sprockets in the alphabetical order shown in the figure. While aligning marks, position the timing belt properly, and install the timing belt.

CAUTION:

- If the timing belt slips by 1 or more teeth, the valve and piston may hit each other.
- Make sure that the direction of belt rotation is correct.



(1) Arrow mark

(2) Timing belt

(3) 28 teeth

(4) 54.5 teeth

(5) 51 teeth

(6) 28 teeth

(7) Install it in the end

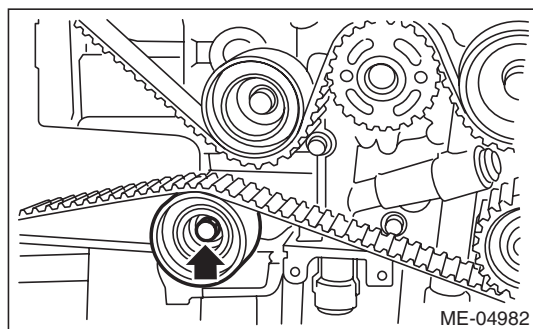
9) Install the belt idlers.

Tightening torque:

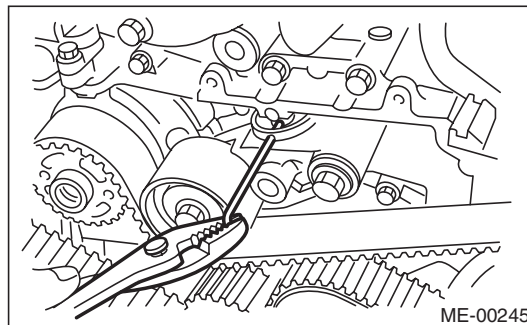
39 N·m (4.0 kgf-m, 28.8 ft-lb)

NOTE:

Make sure that the marks on the timing belt and sprockets are aligned.



10) After ensuring that the marks on the timing belt and sprockets are aligned, remove the stopper pin from tensioner adjuster.



Timing Belt

MECHANICAL

11) Install the timing belt guide.

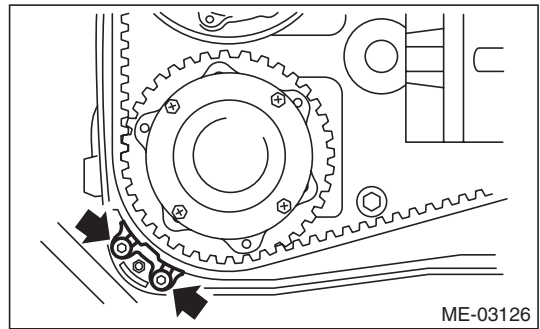
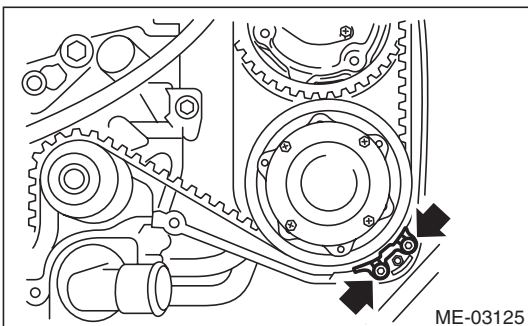
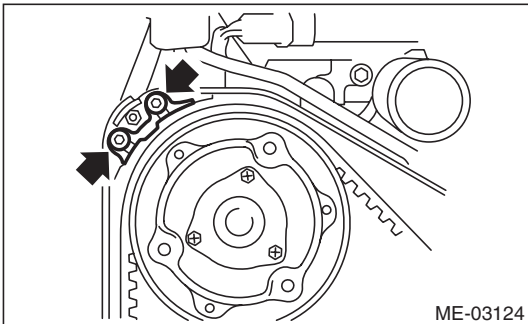
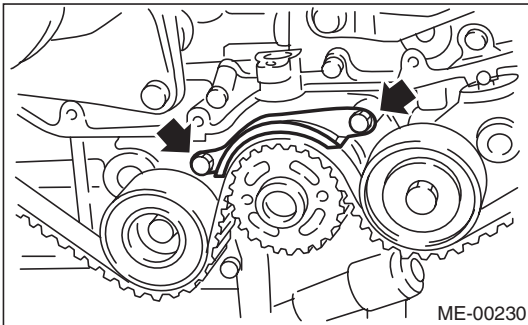
(1) Temporarily tighten the bolts mounting the timing belt guide.

NOTE:

- Before installing the timing belt guide, clean the timing belt guide mounting bolt holes of the timing belt cover No. 2.
- Apply liquid gasket to the thread of the timing belt guide mounting bolt on the cam sprocket section. (when reusing bolts)

Liquid gasket

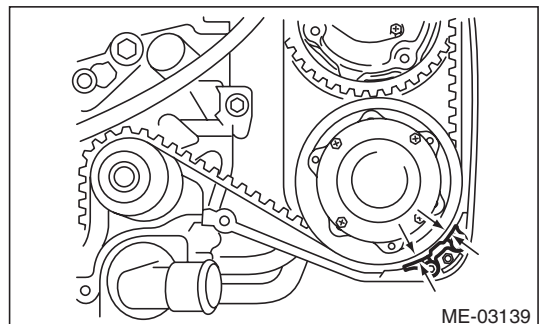
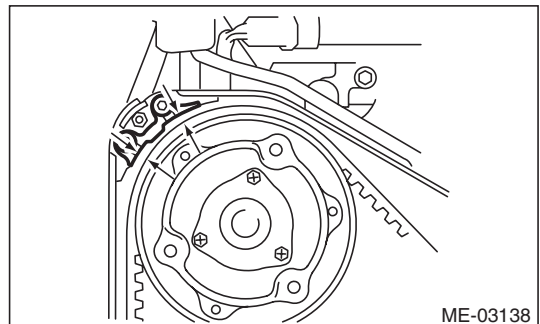
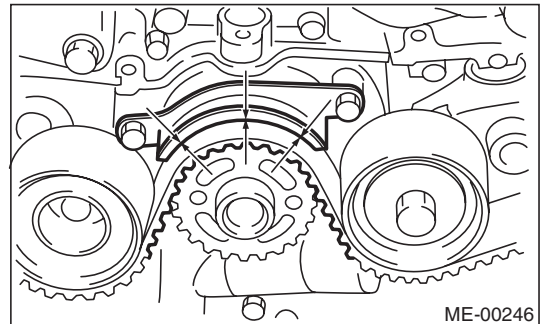
THREE BOND 1324 (Part No. 004403042) or equivalent



(2) Adjust the clearance between timing belt and timing belt guide using a thickness gauge and tighten.

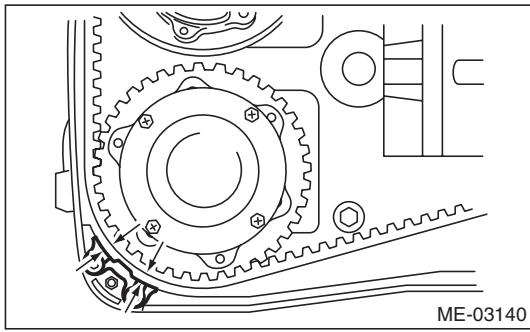
Clearance:

$1.0 \pm 0.5 \text{ mm (0.039} \pm 0.020 \text{ in)}$

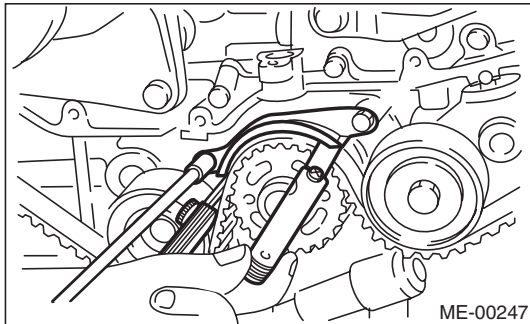


Timing Belt

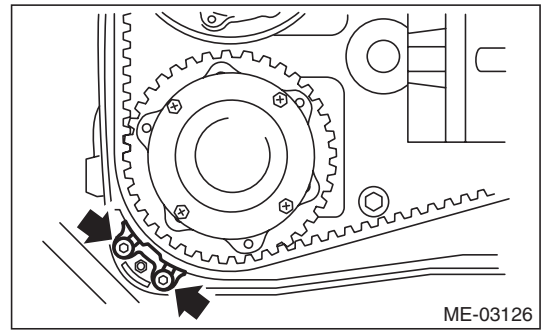
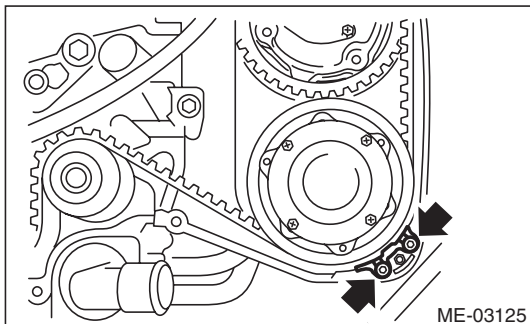
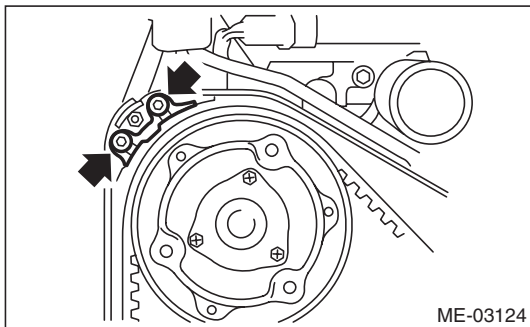
MECHANICAL



Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



Tightening torque:
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



12) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>

13) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

C: INSPECTION

1. TIMING BELT

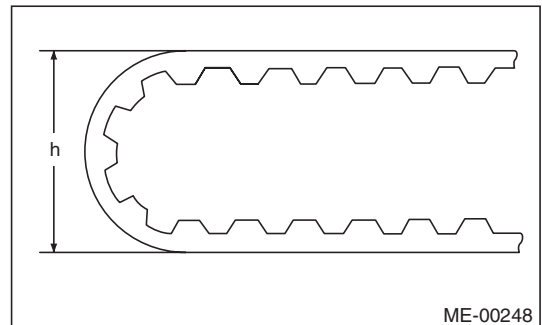
- 1) Check the timing belt teeth for breaks, cracks or wear. If any fault is found, replace the timing belt.
- 2) Check the condition on the back surface of the timing belt. If cracks are found, replace the timing belt.

CAUTION:

- Be careful not to let oil, grease or coolant contact the timing belt. Remove quickly and thoroughly if this happens.
- Do not bend the timing belt sharply.

In radial diameter h:

60 mm (2.36 in) or more



2. AUTOMATIC BELT TENSION ADJUST-ER

1) Visually check the oil seals for leaks, and rod ends for abnormal wear and scratches. If necessary, replace the automatic belt tension adjuster assembly.

NOTE:

Slight traces of oil at the rod oil seal does not indicate a problem.

2) Check that the adjuster rod does not move when a pressure of 165 N (16.8 kgf, 37.1 lbf) is applied to it. This is to check adjuster rod stiffness.

3) If the adjuster rod is not stiff enough and moves freely when applying 165 N (16.8 kgf, 37.1 lbf), check it using the following procedures:

(1) Slowly press the adjuster rod down to the end surface of cylinder. Repeat this operation two to three times.

(2) With the adjuster rod moved all the way up, apply a pressure of 165 N (16.8 kgf, 37.1 lbf) to it, and check the adjuster rod stiffness.

(3) If the adjuster rod is not stiff and moves down, replace the automatic belt tension adjuster assembly with a new part.

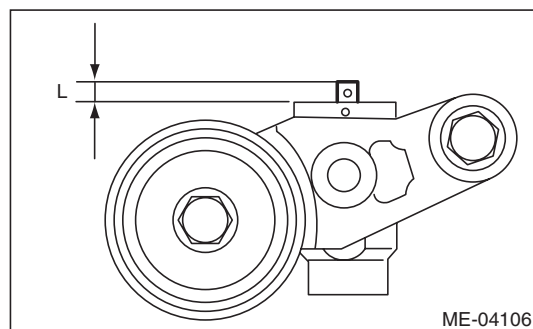
CAUTION:

- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking three minutes or more.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lbf).
- Push in the adjuster rod to the end face of the cylinder. However, do not press the adjuster rod below the end face of the cylinder. Doing so may damage the cylinder.

4) Measure the amount of adjuster rod protrusion "L" from the end surface of the cylinder. If it is not within specifications, replace the automatic belt tension adjuster assembly with a new part.

Protrusion amount of adjuster rod L:

5.2 — 6.2 mm (0.205 — 0.244 in)



3. BELT TENSION PULLEY

1) Check the mating surfaces of timing belt and contact point of adjuster rod for abnormal wear or scratches. Replace the automatic belt tension adjuster assembly with a new part if faulty.

2) Check the belt tension pulley for smooth rotation. Replace the automatic belt tension adjuster assembly with a new part if abnormal noise or excessive play occurs.

3) Check the belt tension pulley for grease leakage.

4. BELT IDLER

1) Check the belt idler for smooth rotation. Replace if noise or excessive play occurs.

2) Check the outer contacting surfaces of idler pulley for abnormal wear and scratches.

3) Check the belt idler for grease leakage.

Cam Sprocket

MECHANICAL

16. Cam Sprocket

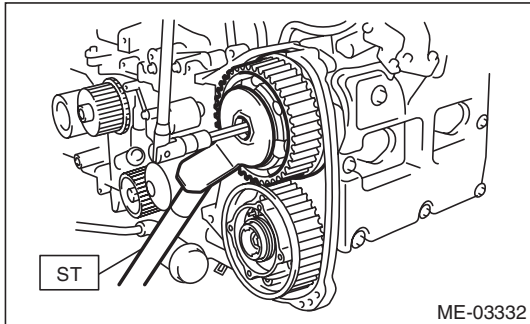
A: REMOVAL

NOTE:

When replacing a single part, perform the work with the engine installed to body.

- 1) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 4) Remove the actuator covers of the intake and exhaust cam sprockets.
- 5) Use the ST to lock the cam sprocket, and remove the cam sprocket bolt.

ST 499977500 CAM SPROCKET WRENCH



- 6) Remove the cam sprocket.

B: INSTALLATION

- 1) Install the cam sprocket.
- 2) Use the ST to lock the cam sprocket, and install the cam sprocket bolt.

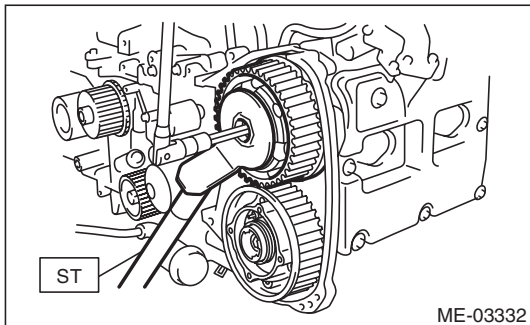
NOTE:

Do not confuse cam sprockets (LH) and (RH), and (INT) and (EXH) during installation.

ST 499977500 CAM SPROCKET WRENCH

Tightening torque:

Tighten to 30 N·m (3.1 kgf-m, 22.1 ft-lb) of torque, and then tighten further by 45°.



- 3) Attach the actuator covers of the intake and exhaust cam sprockets.

NOTE:

Use new O-rings.

Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)

- 4) Install the timing belt. <Ref. to ME(STI)-51, INSTALLATION, Timing Belt.>
- 5) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>
- 6) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

C: INSPECTION

- 1) Check the cam sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between cam sprocket and key.

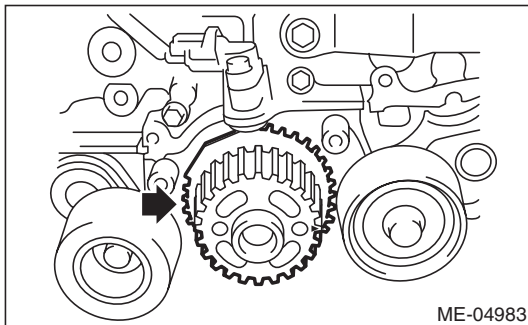
17.Crank Sprocket

A: REMOVAL

NOTE:

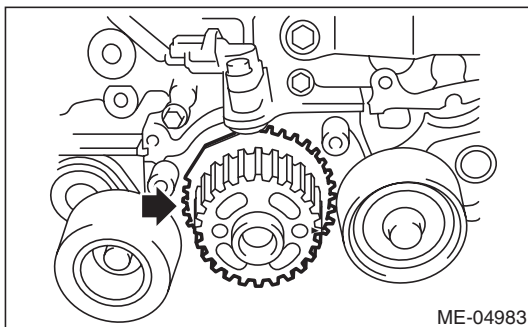
When replacing a single part, perform the work with the engine installed to body.

- 1) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 4) Remove the crank sprocket.



B: INSTALLATION

- 1) Install the crank sprocket.



- 2) Install the timing belt. <Ref. to ME(STI)-51, INSTALLATION, Timing Belt.>
- 3) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>
- 4) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

C: INSPECTION

- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.
- 3) Check the crank sprocket protrusion used for sensor for damage and contamination of foreign matter.

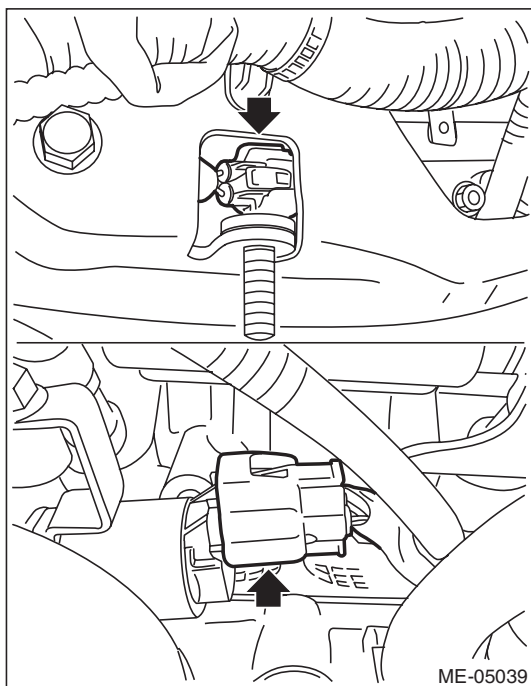
Camshaft

MECHANICAL

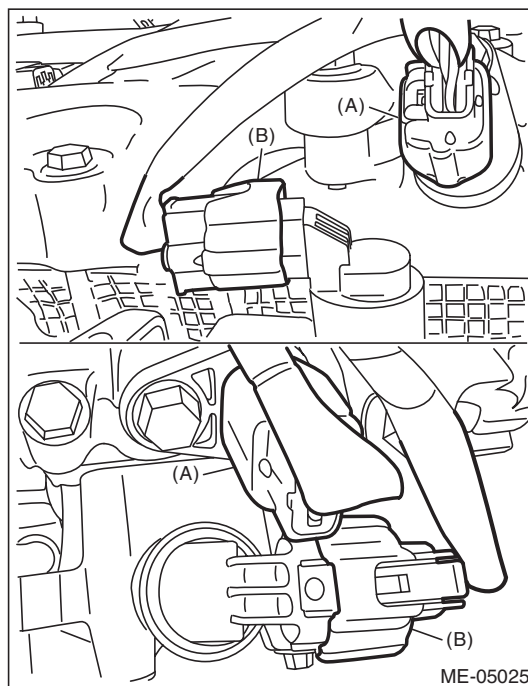
18. Camshaft

A: REMOVAL

- 1) Remove the engine from the vehicle. <Ref. to ME(STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(STI)-39, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 4) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 5) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 6) Remove the cam sprocket. <Ref. to ME(STI)-58, REMOVAL, Cam Sprocket.>
- 7) Disconnect the connector from the intake oil flow control solenoid valve.



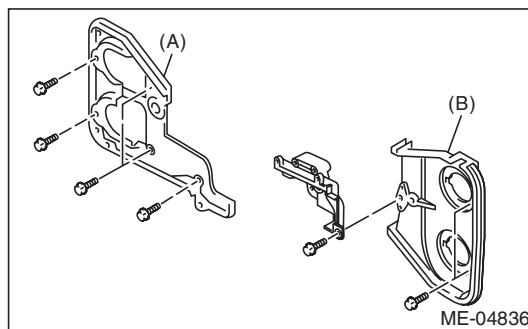
- 8) Disconnect connector (A) from the exhaust camshaft position sensor, and connector (B) from the exhaust oil flow control solenoid valve.



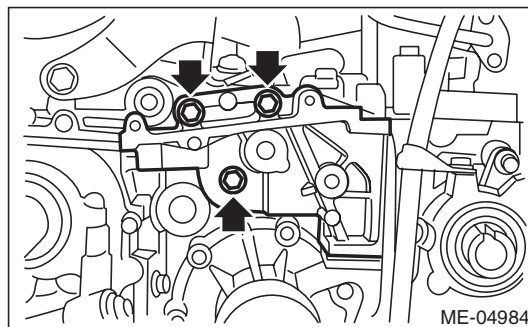
- 9) Remove the timing belt cover No. 2 (RH) (A) and timing belt cover No. 2 LH (B).

NOTE:

When removing the timing belt cover, be careful not to damage the seal rubber.



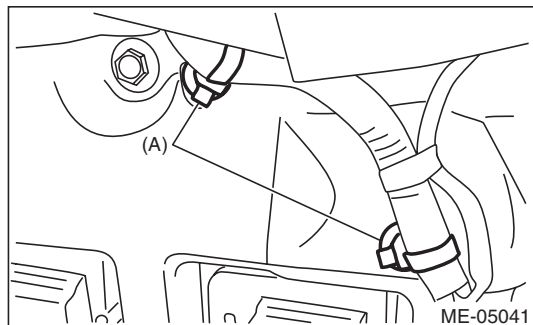
- 10) Remove the tensioner bracket.



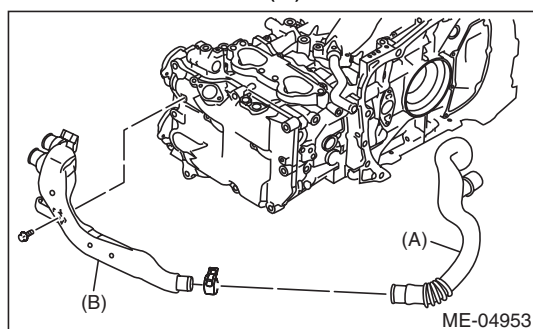
Camshaft

MECHANICAL

11) Remove the clip (A) which hold the engine harness to the rocker cover RH.



12) Remove the air duct B (B) from the rocker cover LH and the air duct A (A).



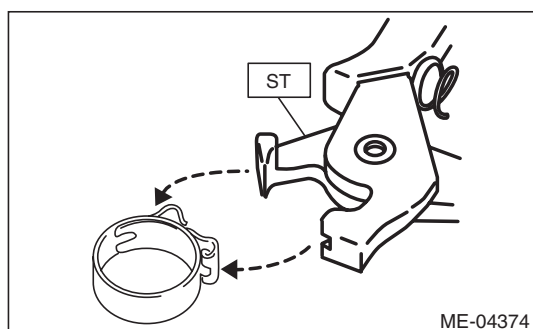
13) Remove the ignition coil. <Ref. to IG(STI)-7, REMOVAL, Ignition Coil.>

14) Disconnect PCV hose and vacuum hose from the rocker cover.

NOTE:

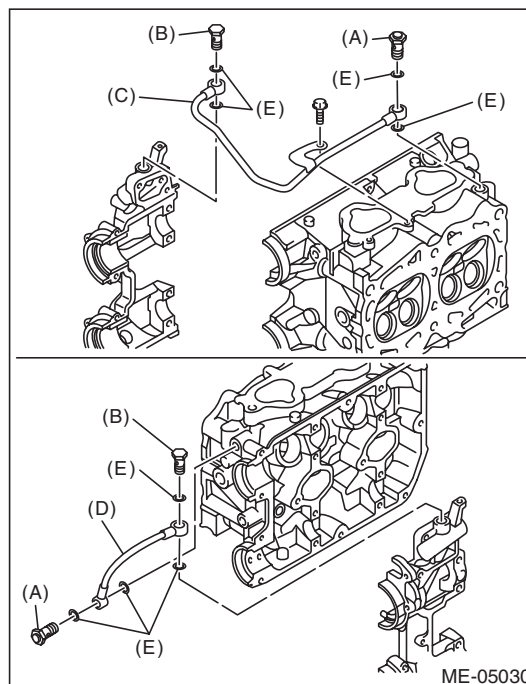
Pinch the clamp of the PCV hose by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS



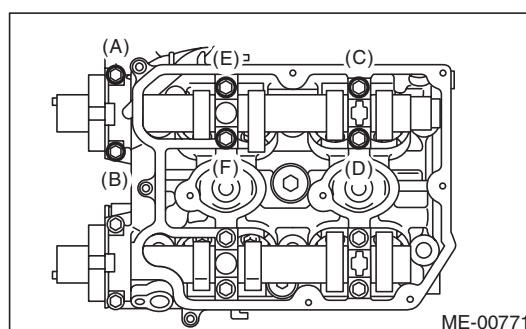
15) Remove the rocker cover.

16) Remove the union bolt without filter (without protrusion) which secures the oil pipe to the front camshaft cap.



- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

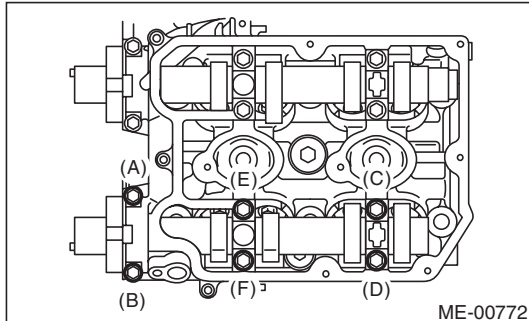
17) Loosen the upper side of the front camshaft cap and the intake camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.



Camshaft

MECHANICAL

18) Loosen the lower side of the front camshaft cap and the exhaust camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.



19) Remove the front camshaft cap.

20) Remove the intake camshaft caps and intake camshaft.

21) Remove the exhaust camshaft caps and exhaust camshaft.

NOTE:

Arrange camshaft caps in order so that they can be installed in their original positions.

22) Remove the oil seal.

CAUTION:

Do not scratch the journal surface when removing the oil seal.

23) Similarly, remove the camshaft RH.

B: INSTALLATION

1) Install the camshaft.

Apply engine oil to the cylinder head at camshaft journal installation location before installing the camshaft. Install the camshaft so that each valve is close to or in contact with base circle of the cam lobe.

NOTE:

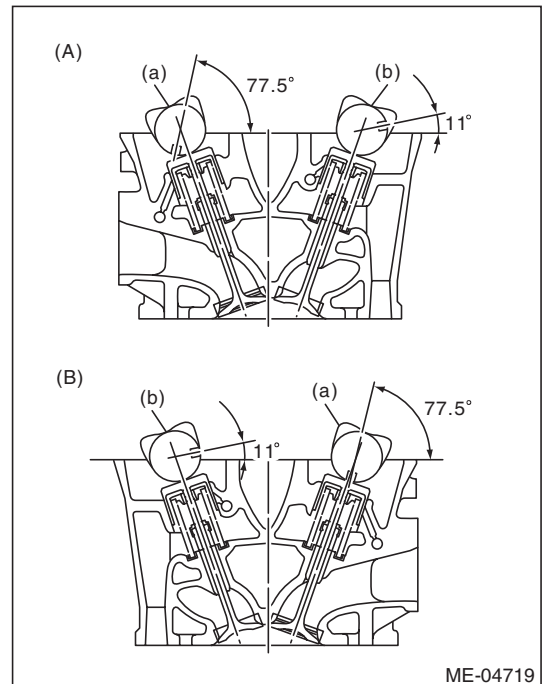
- Set the camshaft to the position shown in the figure.
- When set at the position shown in the figure, it is not necessary to rotate the camshaft RH when installing the timing belt, but it is necessary to rotate the camshaft LH slightly.

Intake camshaft LH:

Rotate 80° clockwise.

Exhaust camshaft LH:

Rotate 45° counterclockwise.



(A) Cylinder head LH

(B) Cylinder head RH

(a) Intake camshaft

(b) Exhaust camshaft

2) Install the camshaft cap.

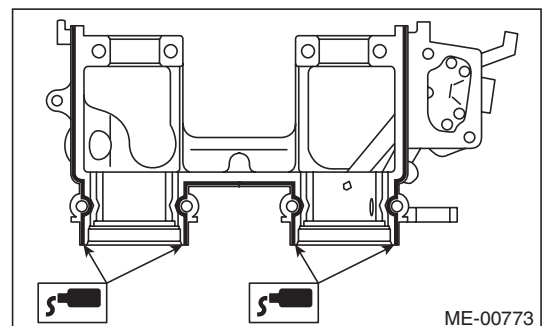
(1) Apply small amount of liquid gasket to the mating surface of cap.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to come out and flow toward oil seal, resulting in oil leak.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(2) Apply a thin coat of engine oil to the cap journal surface, and install the camshaft cap to the camshaft.

Camshaft

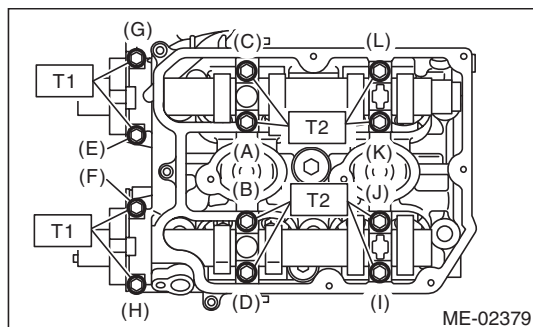
MECHANICAL

(3) Gradually tighten the camshaft cap in at least two steps, in alphabetical order shown in the figure, and then tighten to the specified torque.

Tightening torque:

T1: 9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)



(4) After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at base circle.

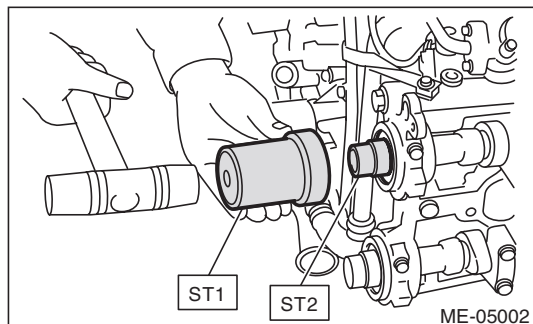
3) Apply a thin coat of engine oil to the periphery of the camshaft oil seal and oil seal lip, and install the oil seal on the camshaft using ST1 and ST2.

NOTE:

Use a new oil seal.

ST1 499587600 OIL SEAL INSTALLER

ST2 499597200 OIL SEAL GUIDE



4) Similarly, install the camshaft RH.

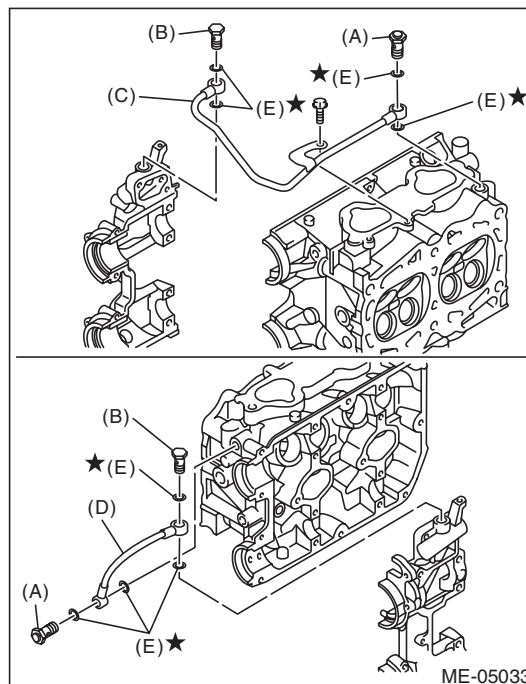
5) Install the oil pipe to the front camshaft cap using the union bolt without filter (without protrusion).

NOTE:

Use a new gasket.

Tightening torque:

29 N·m (3.0 kgf-m, 21.4 ft-lb)



(A) Union bolt with filter (with protrusion)

(B) Union bolt without filter (without protrusion)

(C) Oil pipe RH

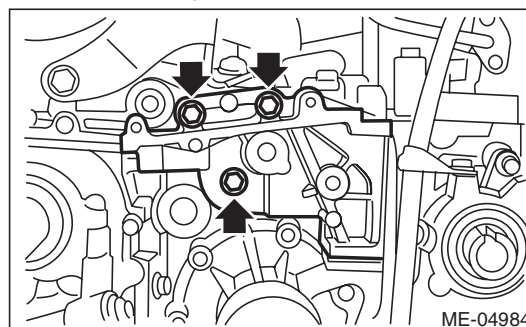
(D) Oil pipe LH

(E) Gasket

6) Install the tensioner bracket.

Tightening torque:

24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



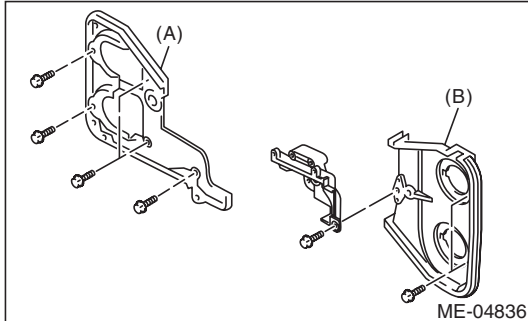
Camshaft

MECHANICAL

7) Install the timing belt cover No. 2 RH (A) and timing belt cover No. 2 LH (B).

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



8) Install the cam sprocket. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.>

9) Install the timing belt. <Ref. to ME(STI)-51, INSTALLATION, Timing Belt.>

10) Adjust the valve clearance. <Ref. to ME(STI)-28, ADJUSTMENT, Valve Clearance.>

11) Install the rocker cover.

(1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

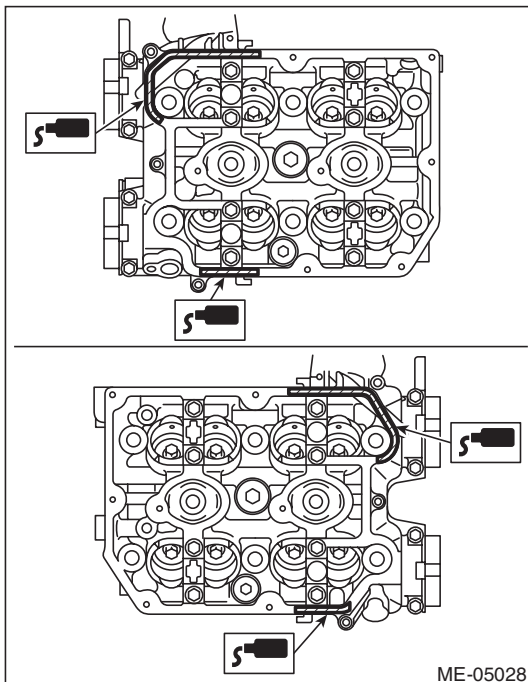
(2) Apply liquid gasket to the specified point of the cylinder head.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

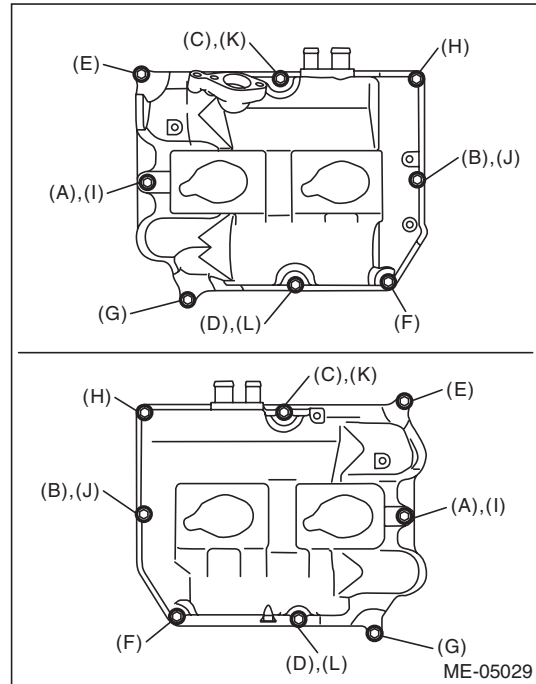


(3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

(4) Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

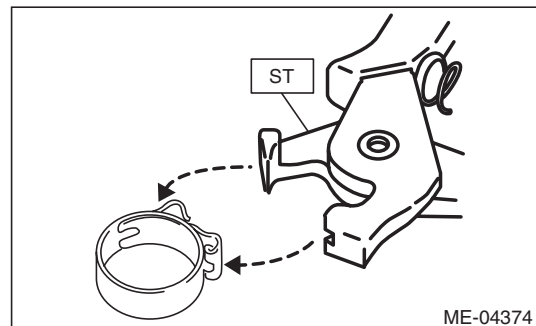


12) Connect the PCV hose and vacuum hose to the rocker cover.

NOTE:

Use a new clamp for the PCV hose clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

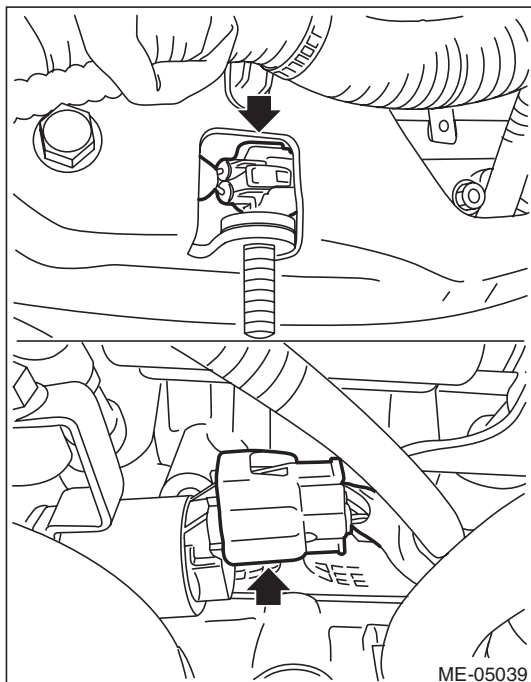
ST 18353AA000 CLAMP PLIERS



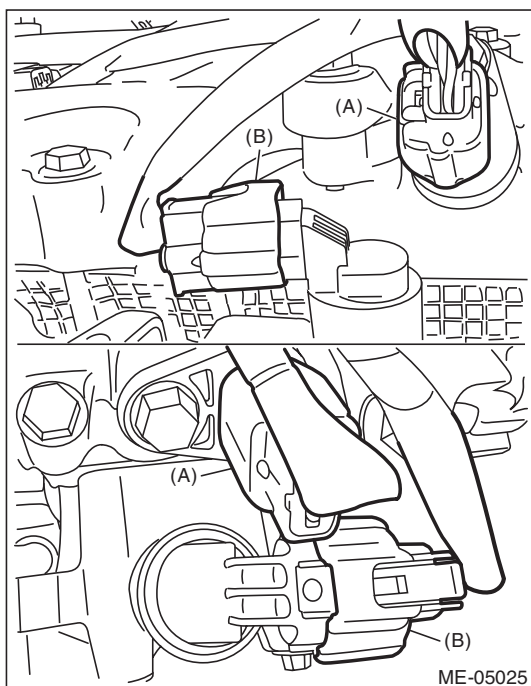
Camshaft

MECHANICAL

- 13) Connect the connector to the intake oil flow control solenoid valve.



- 14) Connect the connector (A) to the exhaust camshaft position sensor, and connector (B) to the exhaust oil flow control solenoid valve.

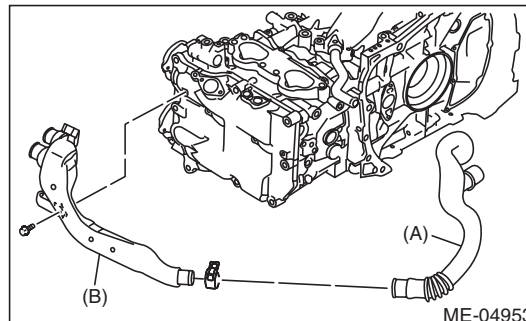


- 15) Install the ignition coil. <Ref. to IG(STI)-7, INSTALLATION, Ignition Coil.>

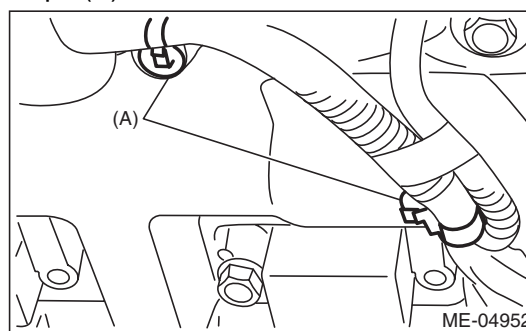
- 16) Install the air duct B (B) to the rocker cover LH and the air duct A (A).

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 17) Fix the engine harness to the rocker cover RH with clips (A).



- 18) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>

- 19) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

- 20) Install the rear side belt. <Ref. to ME(STI)-40, REAR SIDE BELT, INSTALLATION, V-belt.>

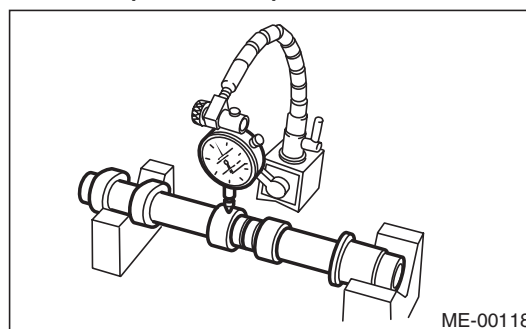
- 21) Install the engine to the vehicle. <Ref. to ME(STI)-32, INSTALLATION, Engine Assembly.>

C: INSPECTION

- 1) Measure the bend, and repair or replace if necessary.

Camshaft bend limit:

0.020 mm (0.00079 in)



- 2) Check the journal for damage and wear. Replace if faulty.

Camshaft

MECHANICAL

- 3) Check the cutout portion used for camshaft sensor for damage. Replace if faulty.
- 4) Check the cam face condition, and remove the minor faults by grinding with oil stone. If offset wear occurs, replace it.
- 5) Measure the cam lobe height "H" and cam base circle diameter "A". If it exceeds the standard or offset wear occurs, replace it.

Cam lobe height H:

Standard

Intake

46.55 — 46.65 mm (1.833 — 1.837 in)

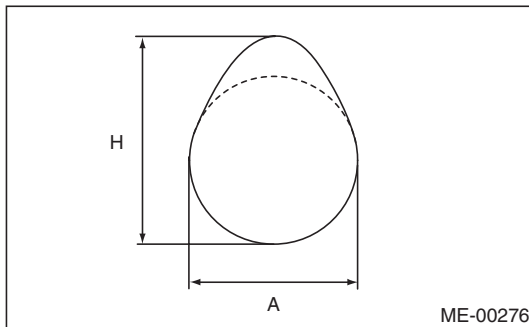
Exhaust

46.75 — 46.85 mm (1.841 — 1.844 in)

Cam base circle diameter A:

Standard

37.0 mm (1.457 in)



- 6) Measure the outside diameter of camshaft journal. If the journal diameter is not within specification, check the oil clearance.

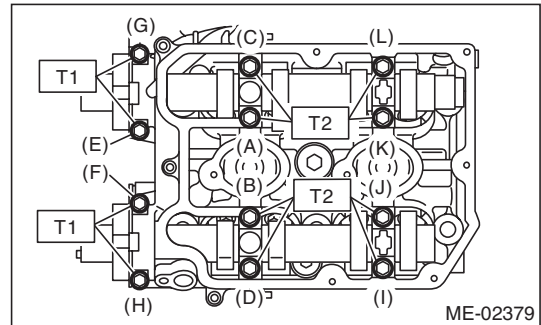
	Camshaft journal	
	Front	Center, rear
Standard mm (in)	37.946 — 37.963 (1.4939 — 1.4946)	29.946 — 29.963 (1.1790 — 1.1796)

- 7) Measure the oil clearance of camshaft journal.
 - (1) Clean the camshaft cap and cylinder head camshaft journal.
 - (2) Place the camshaft on cylinder head. (Without installing the valve lifter)
 - (3) Place a plastigauge across each camshaft journals.
 - (4) Gradually tighten the camshaft cap in at least two steps, in alphabetical order shown in the figure, and then tighten to the specified torque. Do not turn the camshaft.

Tightening torque:

T1: 9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)

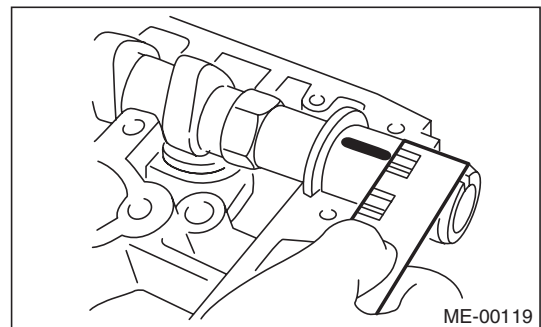


- (5) Remove the camshaft cap.
- (6) Measure the widest point of the plastigauge on each journal. If oil clearance exceeds the standard, replace the camshaft. If necessary, replace the camshaft caps and cylinder head as a set.

Camshaft oil clearance:

Standard

0.037 — 0.072 mm (0.0015 — 0.0028 in)

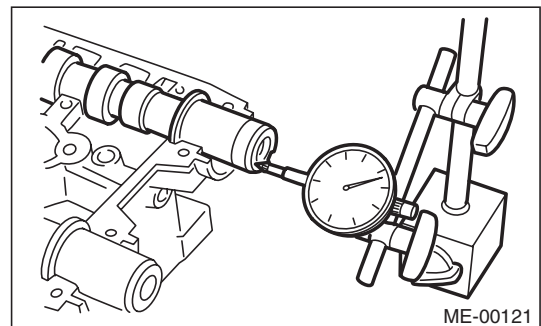


- (7) Completely remove the plastigauge.
- 8) Measure the thrust clearance with setting the dial gauge at end surface of camshaft. If the thrust clearance is not within the standard or there is offset wear, replace the camshaft caps and cylinder head as a set. If necessary replace the camshaft.

Camshaft thrust clearance:

Standard

0.068 — 0.116 mm (0.0027 — 0.0047 in)



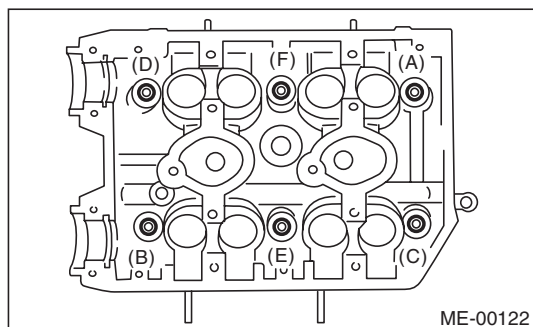
19. Cylinder Head

A: REMOVAL

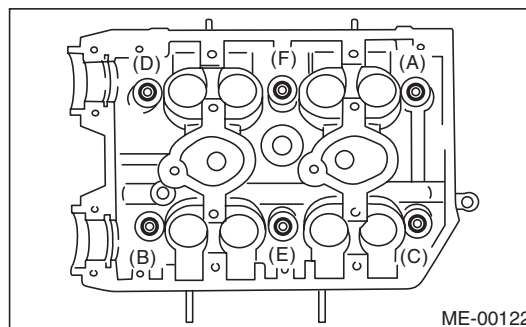
- 1) Remove the engine from the vehicle. <Ref. to ME(STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(STI)-39, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 4) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 5) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 6) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 7) Remove the cam sprocket. <Ref. to ME(STI)-58, REMOVAL, Cam Sprocket.>
- 8) Remove the secondary air combination valve. <Ref. to EC(STI)-28, REMOVAL, Secondary Air Combination Valve.>
- 9) Remove the bolts which secure A/C compressor bracket to cylinder head.
- 10) Remove the oil pipe. <Ref. to LU(STI)-25, REMOVAL, Oil Pipe.>
- 11) Remove the camshaft. <Ref. to ME(STI)-60, REMOVAL, Camshaft.>
- 12) Remove the oil level gauge guide. (LH side only)
- 13) Remove the cylinder head bolts in alphabetical order shown in the figure.

NOTE:

Leave the bolts (A) and (D) engaged by three or four threads to prevent the cylinder head from falling.



- 14) While tapping the cylinder head with a plastic hammer, separate it from cylinder block. Remove the bolts (A) and (D) to remove cylinder head.



- 15) Remove the cylinder head gasket.

CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

- 16) Similarly, remove the right side cylinder head.

B: INSTALLATION

- 1) Install the cylinder head to the cylinder block.

CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

NOTE:

Use a new cylinder head gasket.

- (1) Clean the bolt threads and the bolt holes in the cylinder block

CAUTION:

To avoid erroneous tightening of the bolts, clean out the bolt holes sufficiently by blowing with compressed air to eliminate engine coolant etc.

- (2) Apply a sufficient coat of engine oil to the washer and bolt thread.
- (3) Tighten all bolts to 40 N·m (4.1 kgf-m, 29.5 ft-lb) in alphabetical order.
- (4) Retighten all bolts to 95 N·m (9.7 kgf-m, 70.1 ft-lb) in alphabetical order.

CAUTION:

If the bolt makes stick-slip sound during tightening, repeat the procedure from step (1). In this case, the cylinder head gasket can be re-used.

- (5) Loosen all the bolts by 180° in the reverse order of installing, and loosen them further by 180°.
- (6) Tighten all bolts to 10 N·m (1.0 kgf-m, 7.4 ft-lb) in alphabetical order.
- (7) Retighten all bolts to 30 N·m (3.1 kgf-m, 22.1 ft-lb) in alphabetical order.
- (8) Retighten all bolts to 70 N·m (7.1 kgf-m, 51.6 ft-lb) in alphabetical order.

Cylinder Head

MECHANICAL

- (9) Retighten all bolts by 80 — 90° in alphabetical order.
- (10) Retighten all bolts by 40 — 45° in alphabetical order.

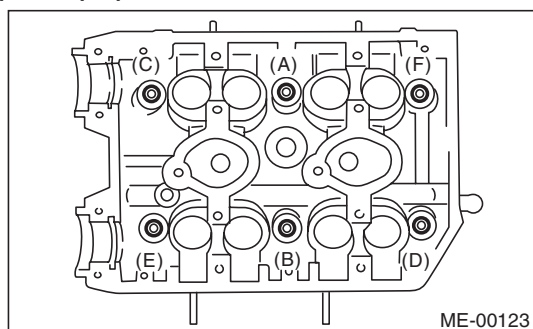
CAUTION:

The tightening angle of the bolt should not exceed 45°.

- (11) Retighten bolts (A) and (B) by 40 — 45°.

CAUTION:

Make sure the total “tightening angle” of steps (10) and (11) does not exceed 90°.



- 2) Similarly, install the right side cylinder head.
- 3) Install the oil level gauge guide. (LH side only)

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 4) Install the camshaft. <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>
- 5) Install the oil pipe. <Ref. to LU(STI)-27, INSTALLATION, Oil Pipe.>
- 6) Install the A/C compressor bracket on cylinder head.

Tightening torque:

36 N·m (3.7 kgf-m, 26.6 ft-lb)

- 7) Install the secondary air combination valve. <Ref. to EC(STI)-29, INSTALLATION, Secondary Air Combination Valve.>
- 8) Install the cam sprocket. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.>
- 9) Install the timing belt. <Ref. to ME(STI)-51, INSTALLATION, Timing Belt.>
- 10) Adjust the valve clearance. <Ref. to ME(STI)-28, ADJUSTMENT, Valve Clearance.>
- 11) Install the rocker cover.

- (1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

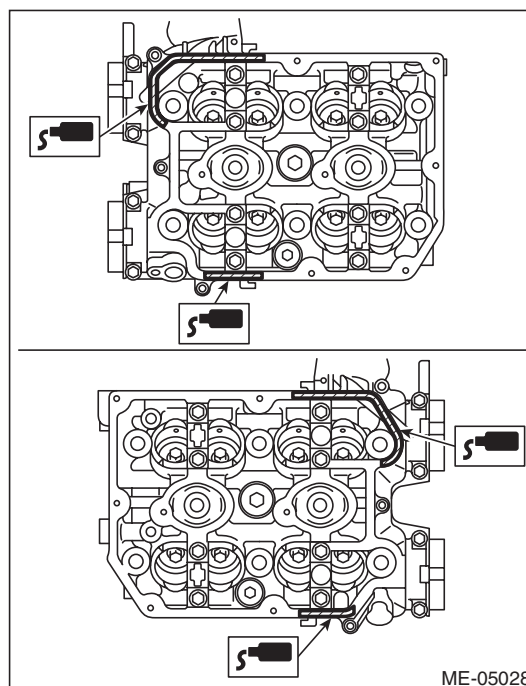
- (2) Apply liquid gasket to the specified point of the cylinder head.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

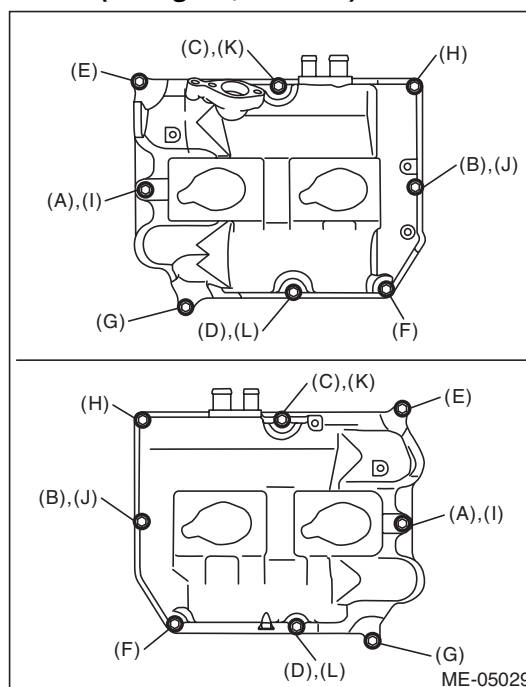


- (3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

- (4) Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Cylinder Head

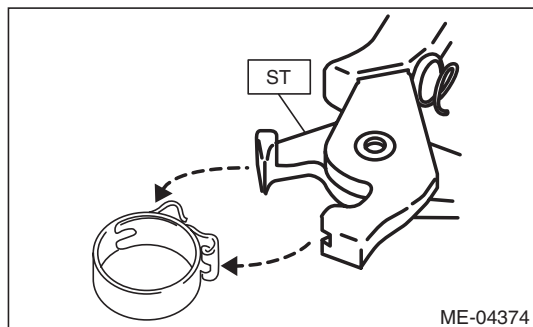
MECHANICAL

12) Connect the PCV hose and vacuum hose to the rocker cover.

NOTE:

Use a new clamp for the PCV hose clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS



13) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>

14) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

15) Install the intake manifold. <Ref. to FU(STI)-20, INSTALLATION, Intake Manifold.>

16) Install the rear side belt. <Ref. to ME(STI)-40, REAR SIDE BELT, INSTALLATION, V-belt.>

17) Install the engine to the vehicle. <Ref. to ME(STI)-32, INSTALLATION, Engine Assembly.>

C: DISASSEMBLY

1) Remove the valve lifter.

2) Place the cylinder head on ST1.

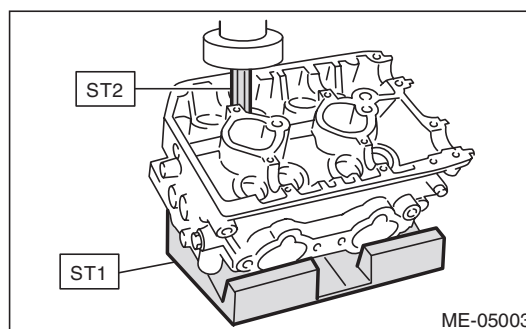
ST1 498267600 CYLINDER HEAD TABLE

3) Using ST2, compress the valve spring and remove the valve spring retainer key. Remove each valve and valve spring.

ST2 499718000 VALVE SPRING REMOVER

NOTE:

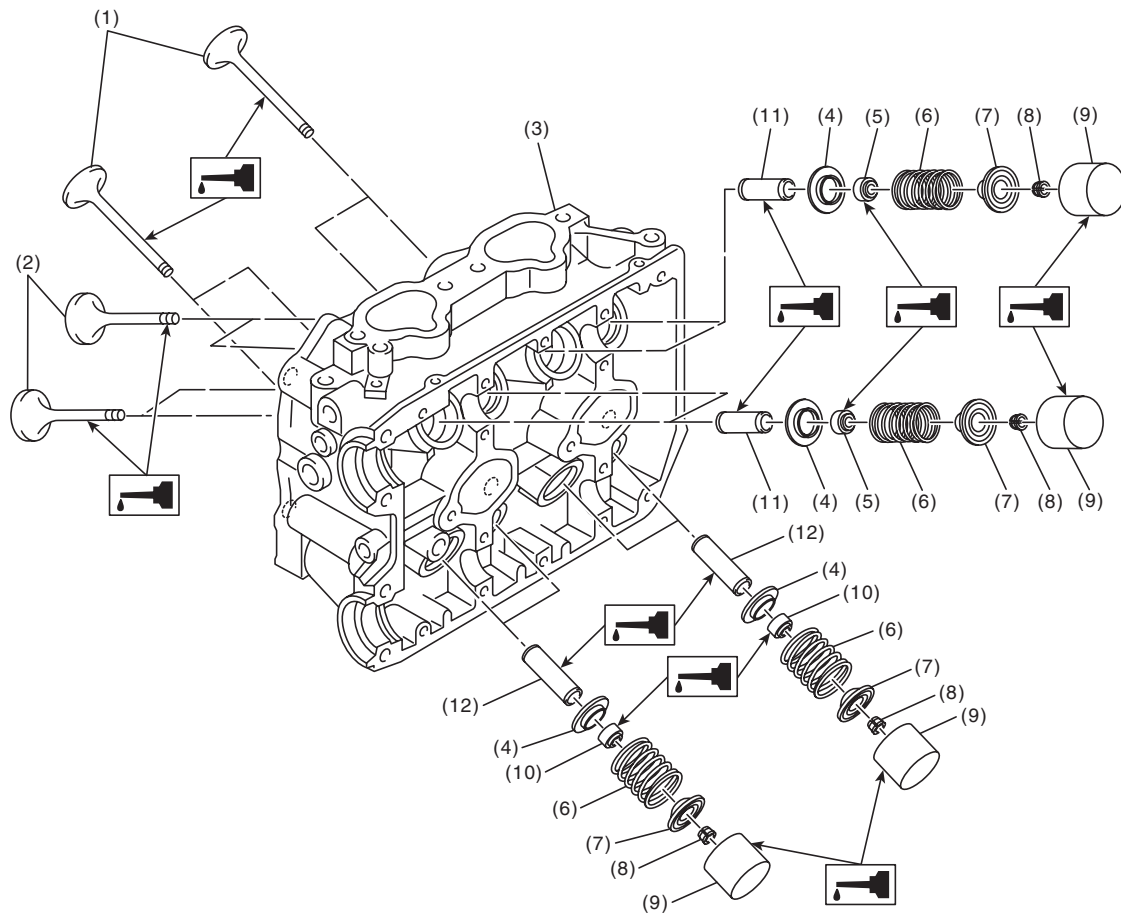
- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.
- Keep all the removed parts in order for re-installing in their original positions.
- For removal and installation procedures of the valve guide, intake valve oil seal and exhaust valve oil seal, refer to "INSPECTION". <Ref. to ME(STI)-72, VALVE GUIDE, INSPECTION, Cylinder Head.> <Ref. to ME(STI)-74, INTAKE AND EXHAUST VALVE OIL SEAL, INSPECTION, Cylinder Head.>



Cylinder Head

MECHANICAL

D: ASSEMBLY



ME-04990

- | | | |
|-----------------------|---------------------------|-----------------------------|
| (1) Exhaust valve | (5) Intake valve oil seal | (9) Valve lifter |
| (2) Intake valve | (6) Valve spring | (10) Exhaust valve oil seal |
| (3) Cylinder head | (7) Retainer | (11) Intake valve guide |
| (4) Valve spring seat | (8) Retainer key | (12) Exhaust valve guide |

ME(STI)-70

Cylinder Head

MECHANICAL

- 1) Install the valve spring and valve.
 - (1) Coat the valve stem of each valve with engine oil and insert the valve into valve guide.

NOTE:

When inserting the valve into valve guide, use special care not to damage the oil seal lip.

- (2) Set the cylinder head on ST1.

ST1 498267600 CYLINDER HEAD TABLE

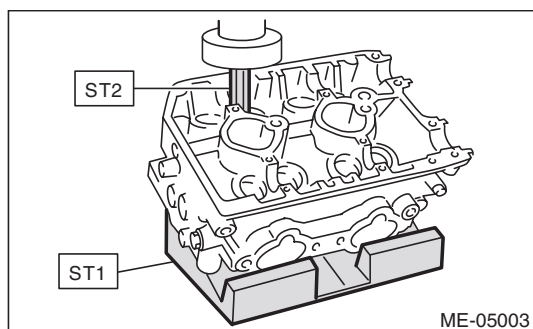
- (3) Install the valve spring and retainer.

NOTE:

Be sure to install the valve spring with its close-coiled end facing the cylinder head side.

- (4) Set the ST2 on valve spring.

ST2 499718000 VALVE SPRING REMOVER



- (5) Compress the valve spring and fit the valve spring retainer key.

- (6) After installing, tap the valve spring retainers lightly with a plastic hammer for better seating.

- 2) Apply oil to the surface of valve lifter.

- 3) Install the valve lifter.

E: INSPECTION

1. CYLINDER HEAD

- 1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.

- 2) Measure the warping of the cylinder head surface that mates with cylinder block using a straight edge (A) and thickness gauge (B).

If the warping exceeds the limit, correct the surface by grinding it with a surface grinder.

Warping limit:

0.035 mm (0.0014 in)

Grinding limit:

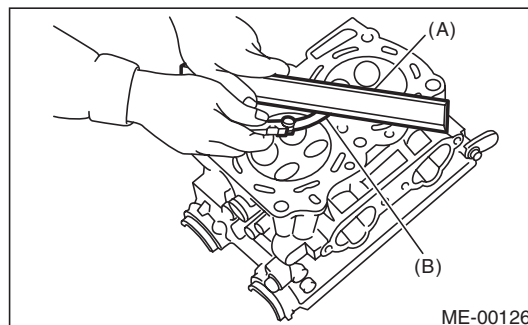
0.3 mm (0.012 in)

Standard height of cylinder head:

127.5 mm (5.02 in)

NOTE:

Uneven torque for the cylinder head bolts can cause warping. When reinstalling, pay special attention to the torque so as to tighten evenly.



2. VALVE SEAT

Inspect the intake and exhaust valve seats, and correct the contact surfaces with a valve seat cutter if they are defective or when valve guides are replaced.

Contacting width *W* between valve and valve seat:

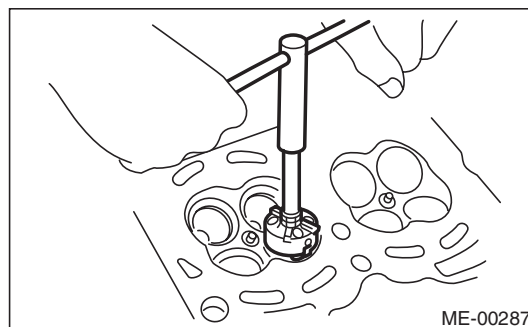
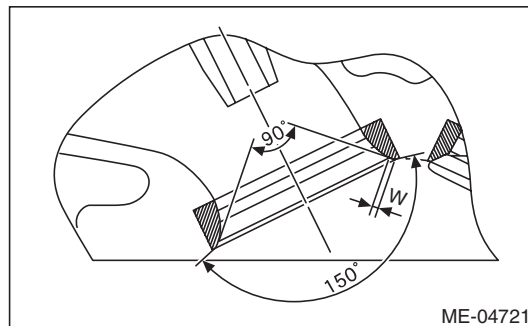
Standard

Intake

0.6 — 1.4 mm (0.024 — 0.055 in)

Exhaust

1.2 — 1.8 mm (0.047 — 0.071 in)



Cylinder Head

MECHANICAL

3. VALVE GUIDE

1) Check the clearance between valve guide and valve stem. The clearance can be checked by measuring respectively the outer diameter of valve stem with a micrometer and the inner diameter of valve guide with a caliper gauge.

Clearance between the valve guide and valve stem:

Standard

Intake

0.030 — 0.057 mm (0.0012 — 0.0022 in)

Exhaust

0.040 — 0.067 mm (0.0016 — 0.0026 in)

2) If the clearance between valve guide and valve stem exceeds the standard, replace the valve guide or valve itself, whichever shows the greater amount of wear or damage. See the following procedure for valve guide replacement.

Valve guide inner diameter:

6.000 — 6.012 mm (0.2362 — 0.2367 in)

Valve stem outer diameters:

Intake

5.955 — 5.970 mm (0.2344 — 0.2350 in)

Exhaust

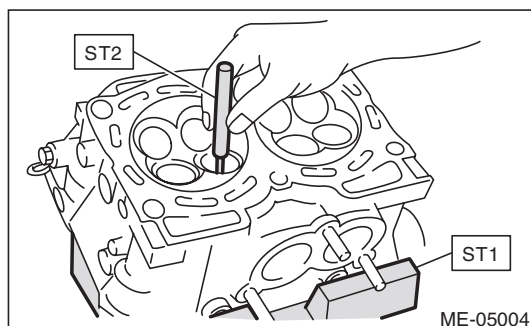
5.945 — 5.960 mm (0.2341 — 0.2346 in)

(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.

(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

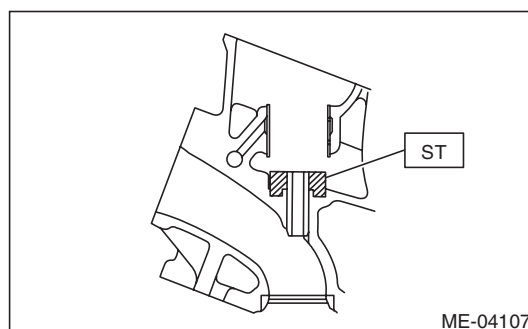
ST1 498267600 CYLINDER HEAD TABLE

ST2 499767200 VALVE GUIDE REMOVER



(3) Turn the cylinder head upside down and place the ST as shown in the figure.

ST 18251AA020 VALVE GUIDE ADJUSTER

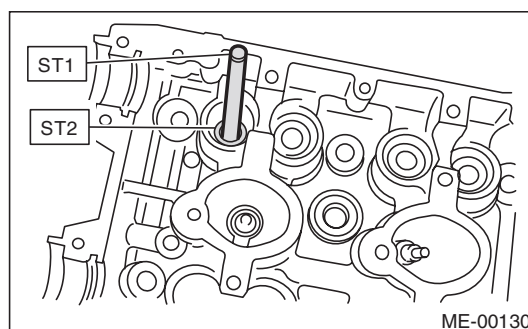


(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inner surface of valve guide holes in cylinder head.

(5) Put a new valve guide, coated with sufficient oil, in the cylinder head, and insert the ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

ST1 499767200 VALVE GUIDE REMOVER

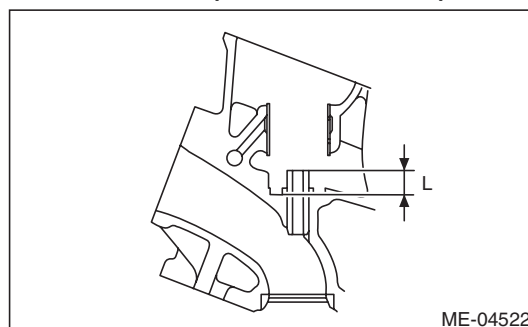
ST2 18251AA020 VALVE GUIDE ADJUSTER



(6) Check the valve guide protrusion amount "L".

Valve guide protrusion amount L:

15.8 — 16.2 mm (0.622 — 0.638 in)

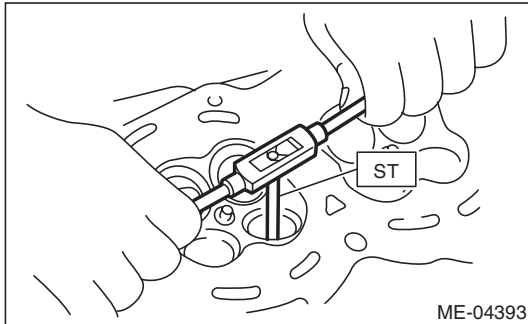


(7) Ream the inside of valve guide using ST. Put the ST in valve guide, and rotate the ST slowly clockwise while pushing it lightly. Bring the ST back while rotating it clockwise.

NOTE:

- Apply engine oil to the ST when reaming.
- If the inner surface of valve guide is damaged, the edge of ST should be slightly ground with oil stone.
- If the inner surface of valve guide becomes lustrous and the ST does not chip, use a new ST or remedy the ST.

ST 499767400 VALVE GUIDE REAMER



(8) After reaming, clean the valve guide to remove chips.

(9) Recheck the contact condition between valve and valve seat after replacing the valve guide.

4. INTAKE AND EXHAUST VALVE

1) Inspect the flange of valve and valve stem, and replace the valve with a new part if damaged, worn, deformed, or if dimension "H" in the figure is outside of the specified limit.

Head edge thickness H:

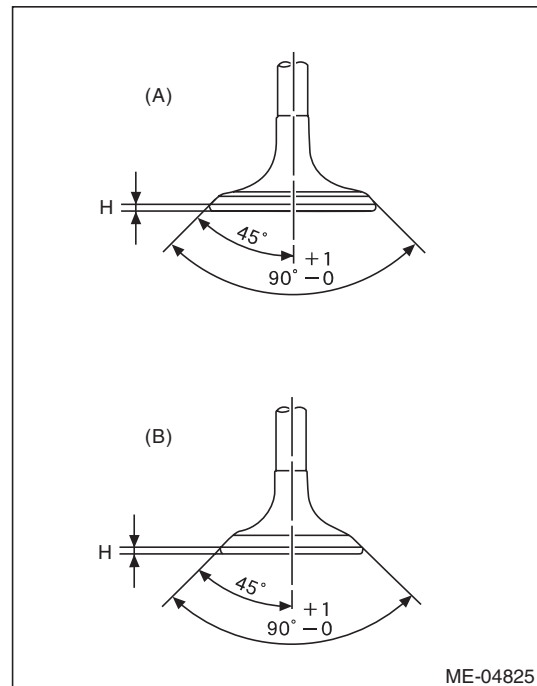
Standard

Intake (A)

1.0 — 1.4 mm (0.039 — 0.055 in)

Exhaust (B)

1.3 — 1.7 mm (0.051 — 0.067 in)



2) Put a small amount of grinding compound on the valve seat surface, and lap the valve and valve seat surface. Replace with a new valve oil seal after lapping.

NOTE:

It is possible to differentiate between the intake valve and the exhaust valve by their overall length.

Valve overall length:

Intake

104.4 mm (4.110 in)

Exhaust

104.65 mm (4.1201 in)

5. VALVE SPRING

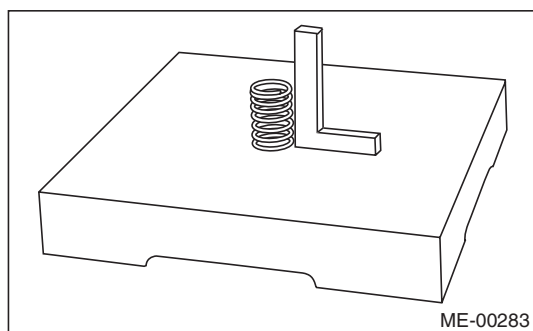
1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.

2) To measure the squareness of the valve spring, stand the valve spring on a surface plate and measure its deflection at the top of the valve spring using a try square.

Free length	mm (in)	53.48 (2.106)
Tension/spring height N (kgf, lbf)/mm (in)	Set	204.6 — 235.4 (20.86 — 24.00, 46.00 — 52.93)/36.0 (1.417)
	Lift	363.5 — 401.7 (37.07 — 40.96, 81.73 — 90.32)/26.7 (1.051)
Squareness		2.5°, 2.3 mm (0.091 in) or less

Cylinder Head

MECHANICAL



6. INTAKE AND EXHAUST VALVE OIL SEAL

1) For the following, replace the oil seal with a new part. See the procedure 2) and subsequent for replacement procedures.

- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of valve and valve seat.
- When replacing the valve guide.

2) Place the cylinder head on ST1, and use ST2 to press-fit the oil seal.

ST1 498267600 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

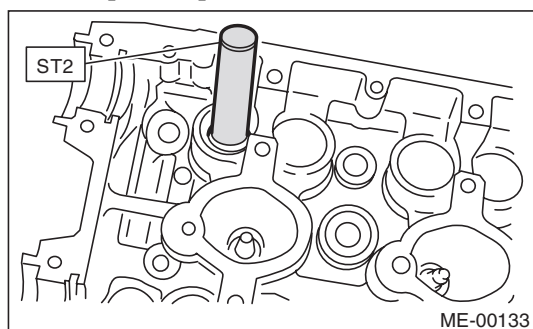
NOTE:

- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer to strike in.
- The intake valve oil seals and exhaust valve oil seals are distinguished by their colors.

Color of rubber part:

Intake [Gray]

Exhaust [Green]

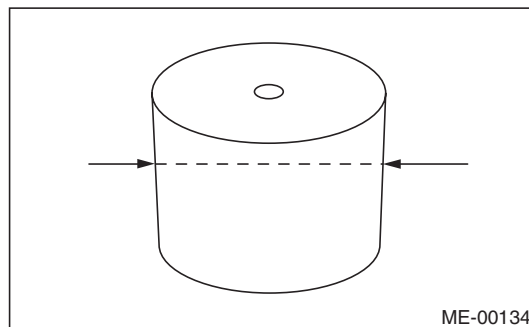


7. VALVE LIFTER

- 1) Check the valve lifter visually.
- 2) Measure the outer diameter of valve lifter.

Outer diameter of valve lifter:

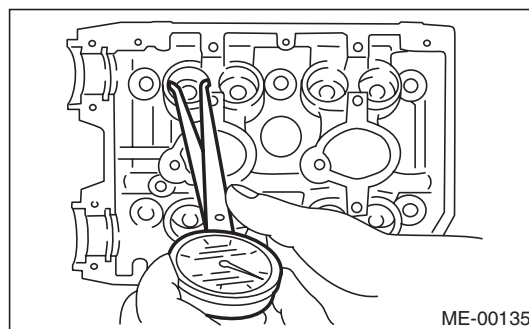
34.959 — 34.975 mm (1.3763 — 1.3770 in)



- 3) Measure the inner diameter of valve lifter mating surface on cylinder head.

Valve lifter mating surface inner diameter:

34.994 — 35.016 mm (1.3777 — 1.3786 in)



- 4) Check the clearance between valve lifter and valve lifter mating surface. The clearance can be checked by measuring the outer diameter of valve lifter and the inner diameter of valve lifter. If it exceeds the standard or offset wear occurs, replace the cylinder head.

Valve lifter and valve lifter mating surface clearance:

Standard

0.019 — 0.057 mm (0.0007 — 0.0022 in)

20. Cylinder Block

A: REMOVAL

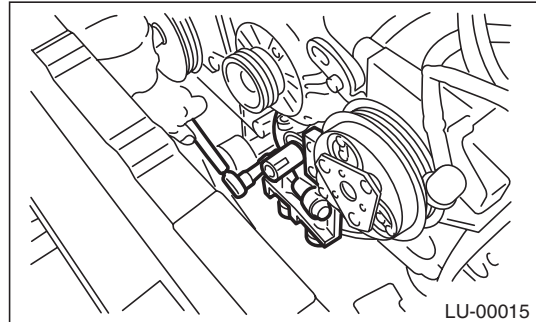
NOTE:

Before conducting this procedure, drain the engine oil completely.

- 1) Remove the engine from the vehicle. <Ref. to ME(STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(STI)-39, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.>
- 4) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 5) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 6) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 7) Remove the cam sprocket. <Ref. to ME(STI)-58, REMOVAL, Cam Sprocket.>
- 8) Remove the crank sprocket. <Ref. to ME(STI)-59, REMOVAL, Crank Sprocket.>
- 9) Remove the generator and A/C compressor with their brackets.
- 10) Remove the camshaft. <Ref. to ME(STI)-60, REMOVAL, Camshaft.>
- 11) Remove the cylinder head. <Ref. to ME(STI)-67, REMOVAL, Cylinder Head.>
- 12) Remove the clutch disc and cover. <Ref. to CL-11, REMOVAL, Clutch Disc and Cover.>
- 13) Remove the flywheel. <Ref. to CL-14, REMOVAL, Flywheel.>
- 14) Remove the oil separator cover.
- 15) Remove the water by-pass pipe for heater.
- 16) Remove the oil filter. <Ref. to LU(STI)-31, REMOVAL, Engine Oil Filter.>
- 17) Remove the oil cooler. <Ref. to LU(STI)-24, REMOVAL, Engine Oil Cooler.>
- 18) Remove the water pump. <Ref. to CO(STI)-15, REMOVAL, Water Pump.>
- 19) Remove the bolts which secure oil pump to cylinder block.

NOTE:

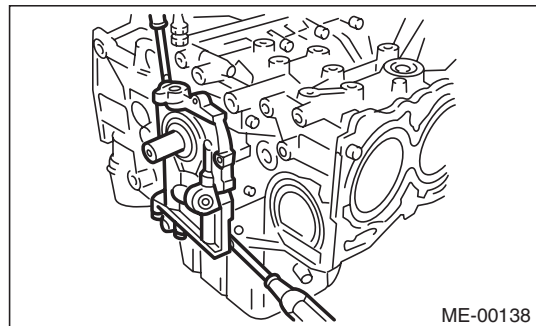
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



- 20) Remove the oil pump from cylinder block using a flat tip screwdriver.

CAUTION:

Be careful not to scratch the mating surface of the cylinder block and oil pump.



- 21) Remove the front oil seal from the oil pump.
- 22) Remove the oil pan.
 - (1) Set the part so that the cylinder block LH is on the upper side.
 - (2) Remove the bolts which secure oil pan to cylinder block.
 - (3) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION:

Do not use a screwdriver or similar tools in place of oil pan cutter.

- 23) Remove the oil strainer.
- 24) Remove the baffle plate.

Cylinder Block

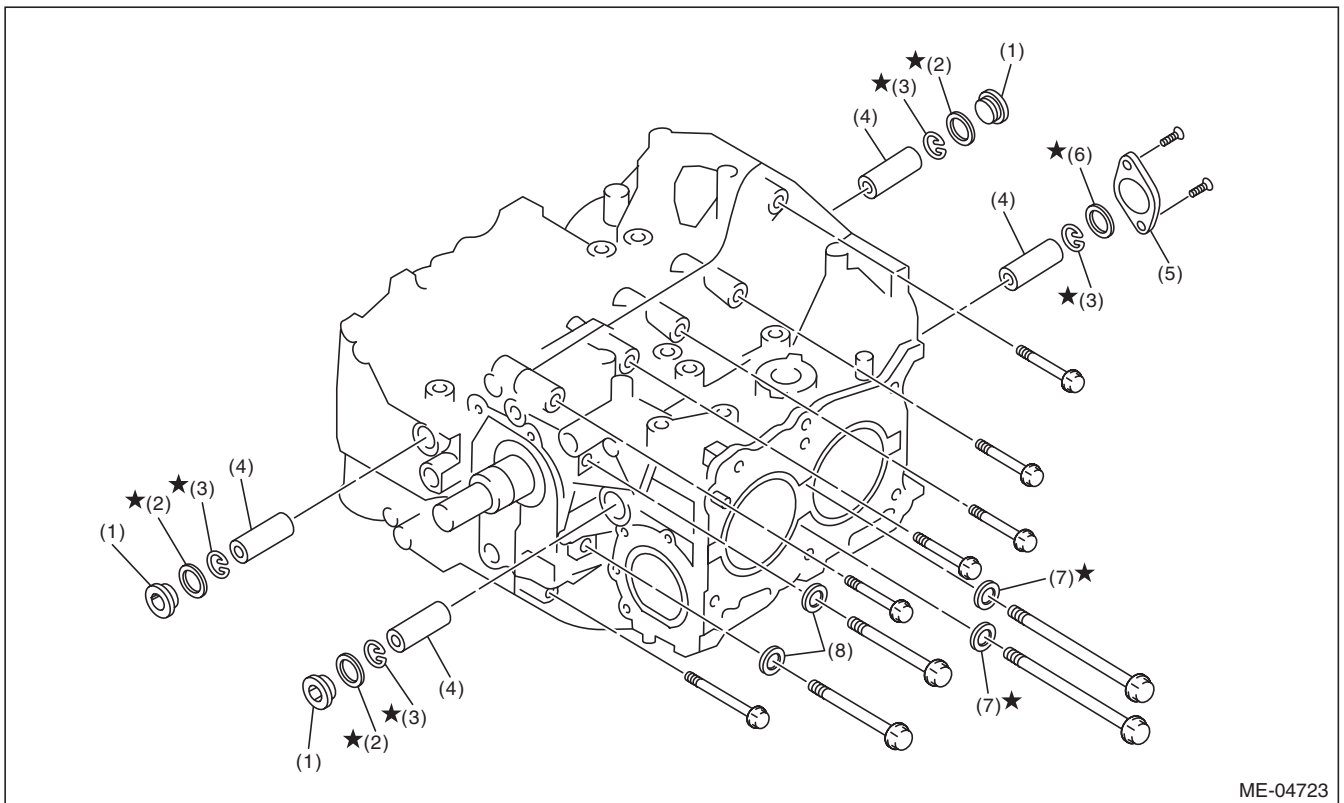
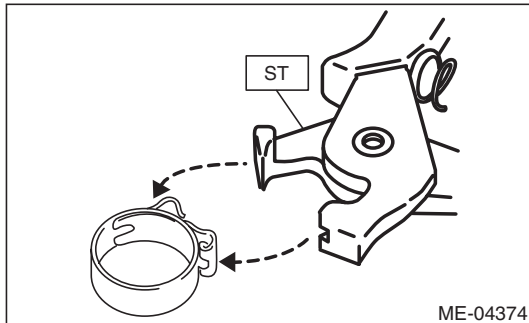
MECHANICAL

25) Remove the water tank pipe assembly from the cylinder block RH.

NOTE:

Pinch the clamp of the water tank pipe assembly by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS



- (1) Service hole plug
- (2) Gasket
- (3) Snap ring

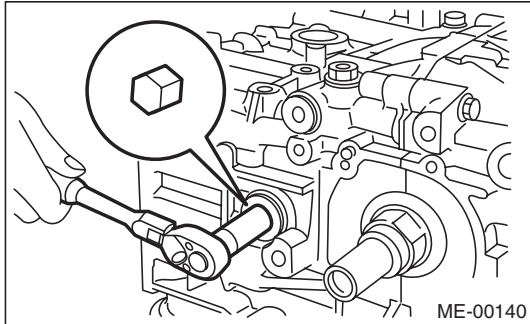
- (4) Piston pin
- (5) Service hole cover
- (6) O-ring

- (7) Seal washer
- (8) Washer

Cylinder Block

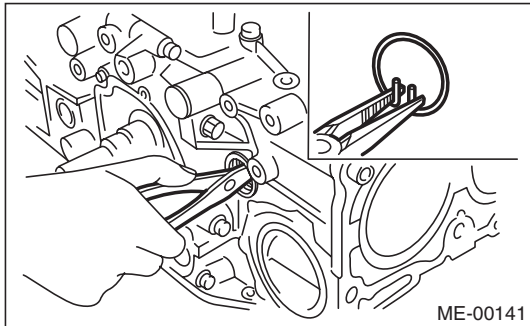
MECHANICAL

26) Remove the service hole plugs using a hexagon wrench [14 mm].



27) Remove the service hole cover.

28) Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove the piston snap ring through service hole of #1 and #2 cylinders.

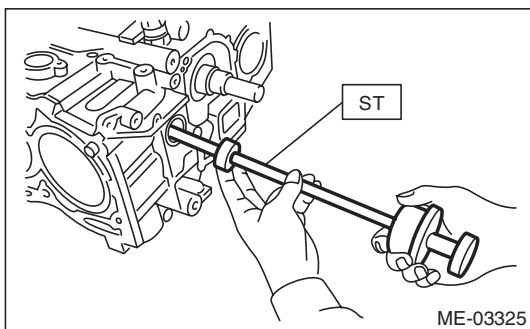


29) Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700 PISTON PIN REMOVER
ASSY

NOTE:

Be careful not to confuse the original combination of piston, piston pin and cylinder.



30) Similarly draw out the piston pins from #3 and #4 pistons.

31) Remove the cylinder block connecting bolt on the RH side.

32) Loosen the cylinder block connecting bolt on the LH side by 2 to 3 turns.

33) Set the part so that the cylinder block LH is on the upper side, and remove the cylinder block connecting bolt.

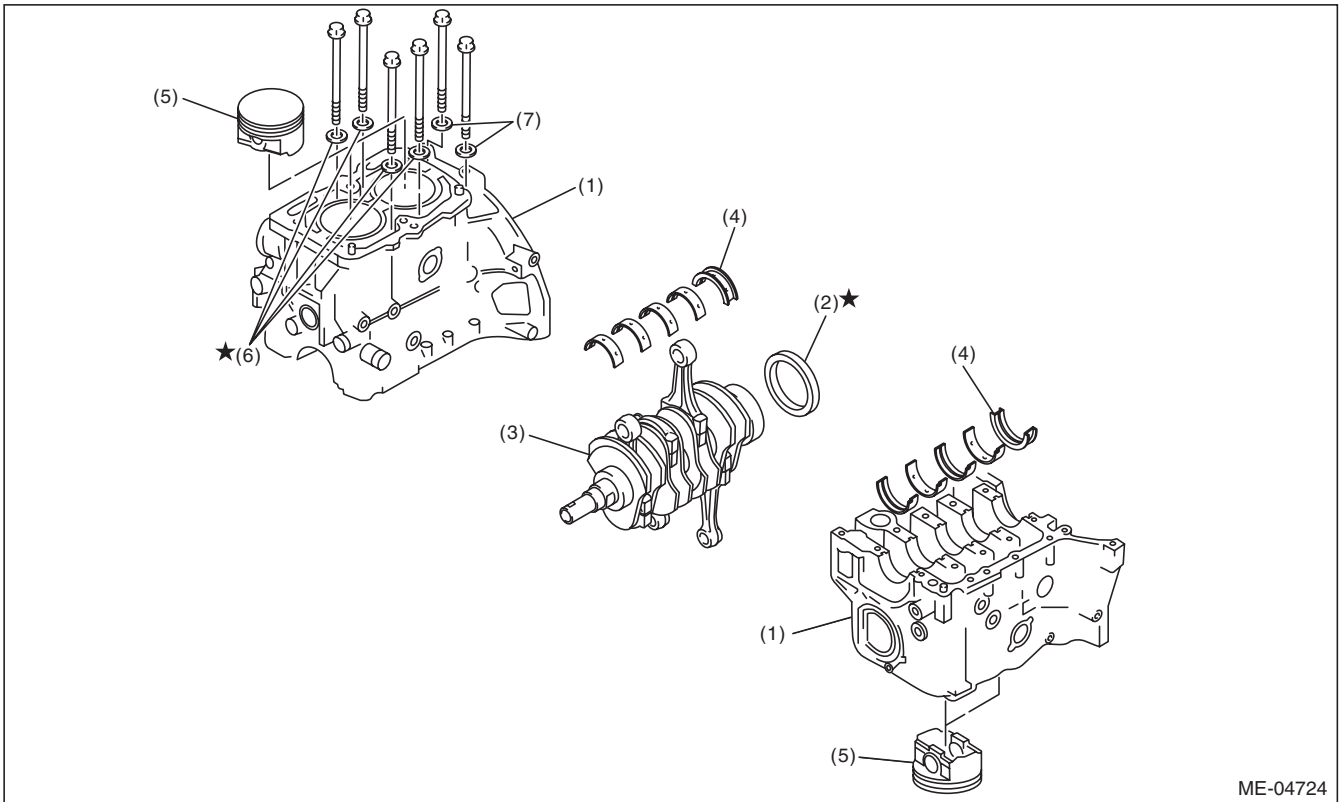
Cylinder Block

MECHANICAL

34) Separate the cylinder block LH and RH.

NOTE:

When separating the cylinder block, do not allow the connecting rod to fall or damage the cylinder block.



- | | | |
|--------------------|------------------------|-----------------|
| (1) Cylinder block | (4) Crankshaft bearing | (6) Seal washer |
| (2) Rear oil seal | (5) Piston | (7) Washer |
| (3) Crankshaft | | |

35) Remove the rear oil seal.

36) Remove the crankshaft together with connecting rod.

37) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

- Press the crankshaft bearing at the end opposite to locking lip to remove.
- Be careful not to confuse the crankshaft bearing combination.

38) Remove each piston from the cylinder block using a wooden bar or hammer handle.

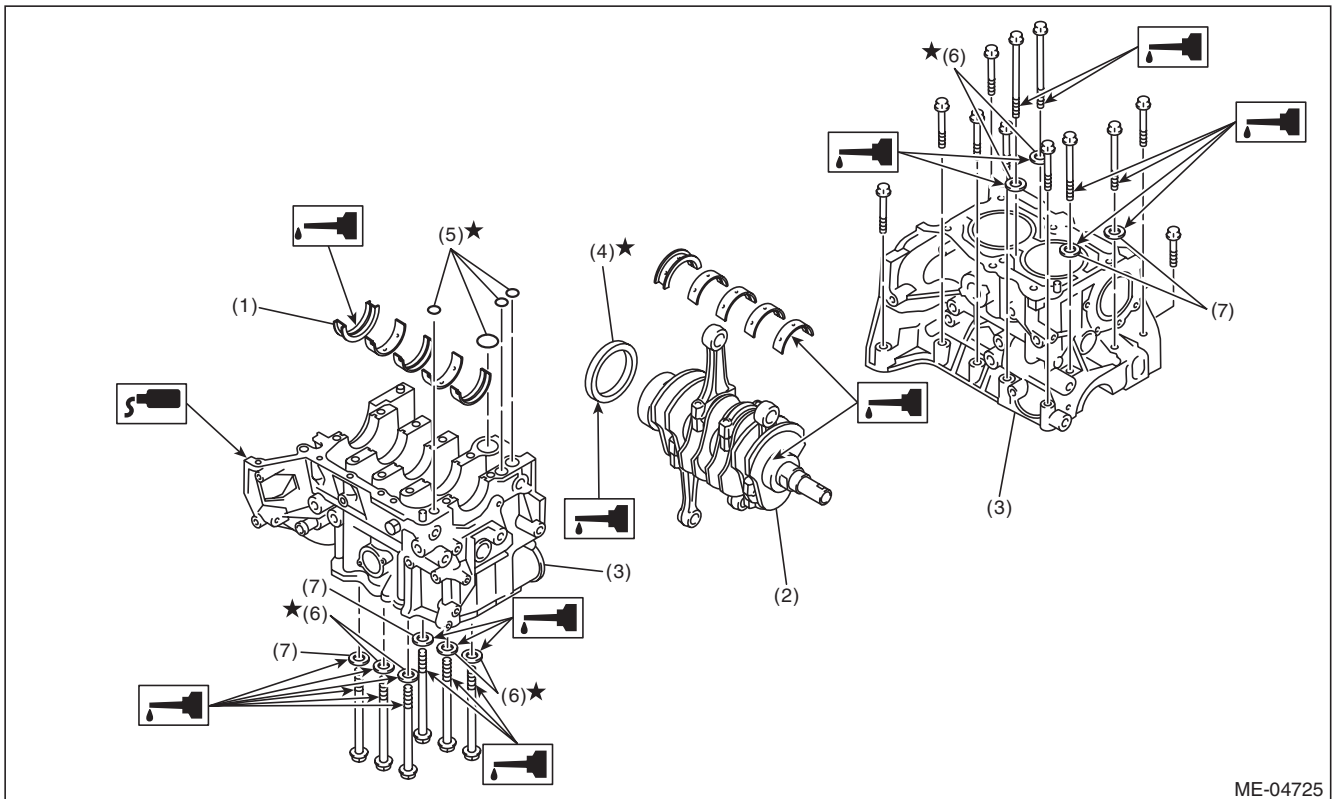
NOTE:

Be careful not to confuse the original combination of piston and cylinder.

Cylinder Block

MECHANICAL

B: INSTALLATION



- | | | |
|------------------------|-------------------|-----------------|
| (1) Crankshaft bearing | (4) Rear oil seal | (6) Seal washer |
| (2) Crankshaft | (5) O-ring | (7) Washer |
| (3) Cylinder block | | |

1) Remove oil on the mating surface of cylinder block before installation. Apply a coat of engine oil to the bearing and crankshaft journal.

2) Position the crankshaft and O-ring on cylinder block RH.

NOTE:

Use new O-rings.

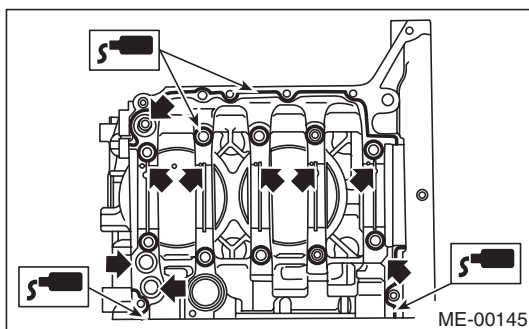
3) Apply liquid gasket to the mating surfaces of cylinder block RH, and position cylinder block LH.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent



Cylinder Block

MECHANICAL

4) Apply a coat of engine oil to the washer and bolt thread.

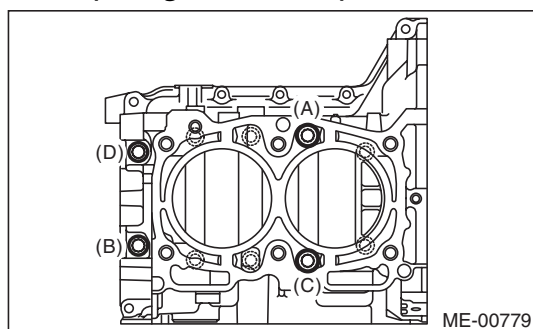
NOTE:

Use a new seal washer.

5) Tighten the 10 mm cylinder block connecting bolts on the LH side (A — D) in alphabetical order.

Tightening torque:

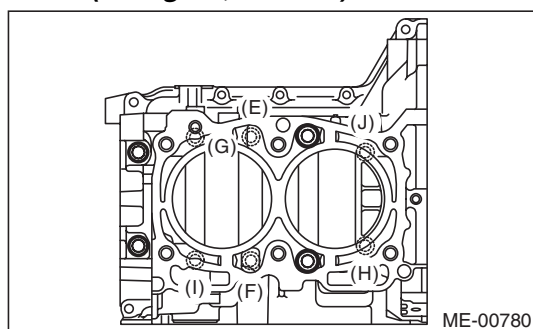
10 N·m (1.0 kgf-m, 7.4 ft-lb)



6) Tighten the 10 mm cylinder block connecting bolts on the RH side (E — J) in alphabetical order.

Tightening torque:

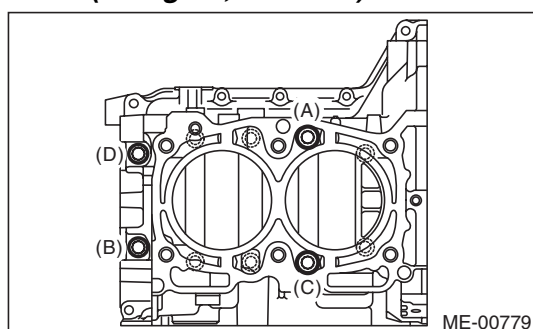
10 N·m (1.0 kgf-m, 7.4 ft-lb)



7) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

Tightening torque:

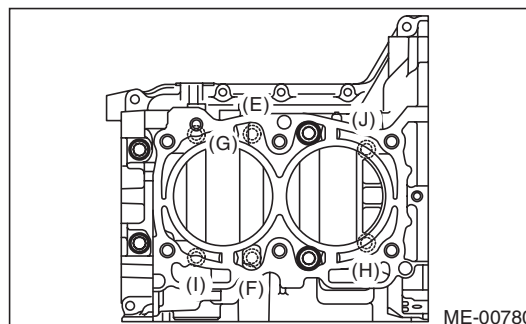
18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Tighten the RH side cylinder block connecting bolts (E — J) further in alphabetical order.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



9) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

- (A), (C): Angle tightening

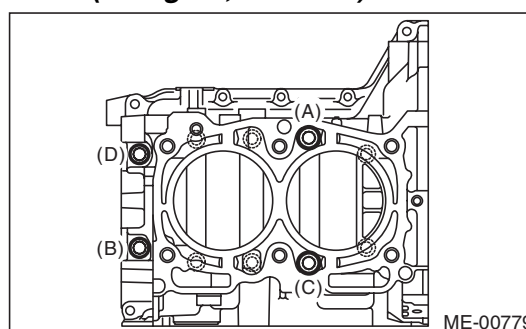
Tightening angle:

90°

- (B), (D): Torque tightening

Tightening torque:

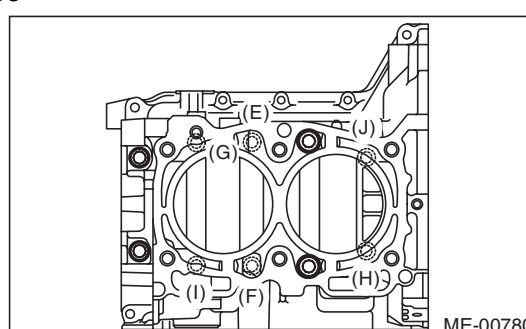
40 N·m (4.1 kgf-m, 29.5 ft-lb)



10) Tighten the RH side cylinder block connecting bolts (E — J) further in alphabetical order.

Tightening angle:

90°



Cylinder Block

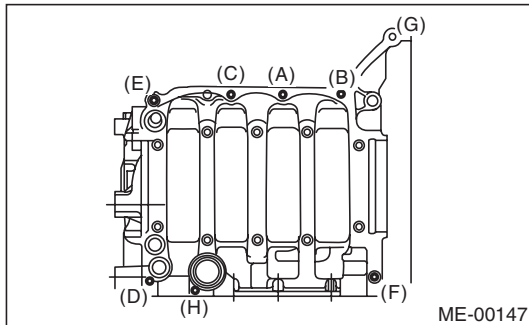
MECHANICAL

11) Tighten the 8 mm and 6 mm cylinder block connecting bolts on the LH side (A — H) in alphabetical order.

Tightening torque:

(A) — (G): 25 N·m (2.5 kgf-m, 18.4 ft-lb)

(H): 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



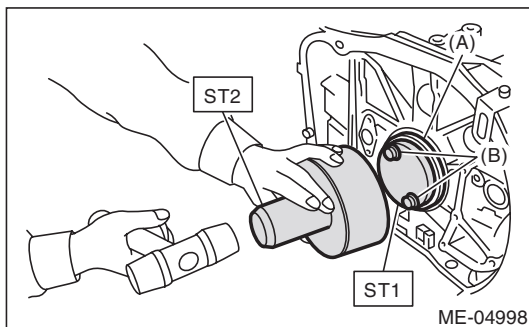
12) Apply a coat of engine oil to the oil seal inner periphery and outer periphery, and install the rear oil seal using ST1 and ST2.

NOTE:

Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER

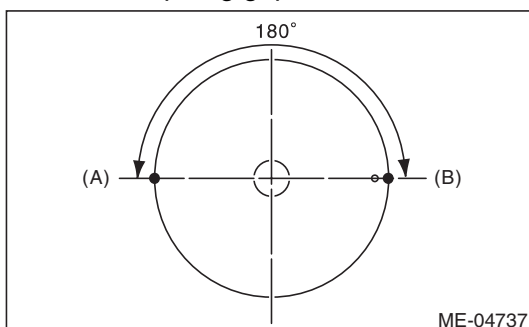


(A) Rear oil seal

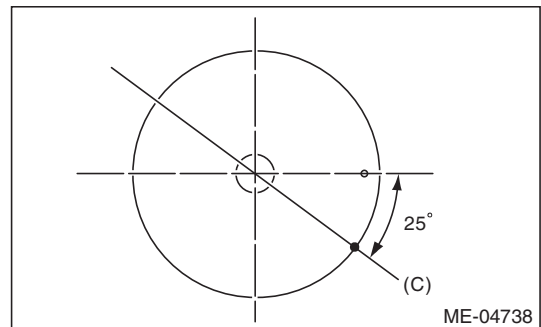
(B) Flywheel attachment bolt

13) Position the top ring gap at (A) or (B) in the figure.

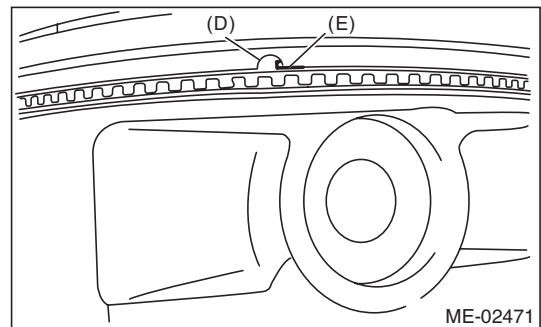
14) Position the second ring gap at 180° on the reverse side the top ring gap.



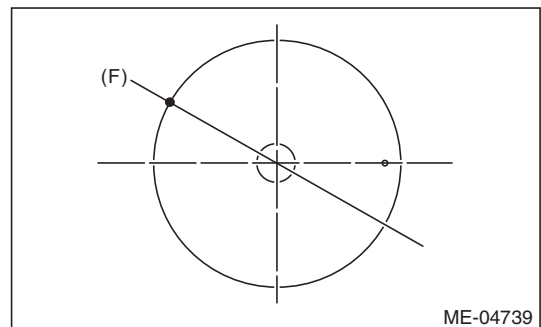
15) Position the upper rail gap at (C) in the figure.



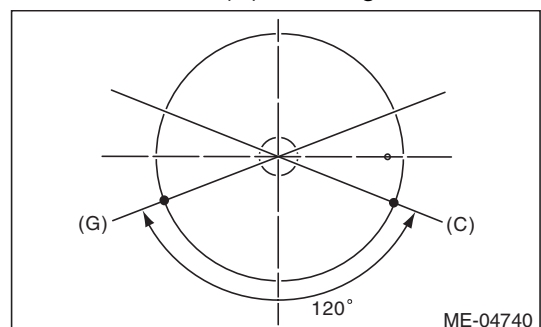
16) Align the upper rail spin stopper (E) to the side hole (D) on the piston.



17) Position the expander gap at (F) in the figure on the 180° opposite direction of (C).



18) Set the lower rail gap at position (G), located 120° clockwise from (C) in the figure.



NOTE:

- Make sure ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.

Cylinder Block

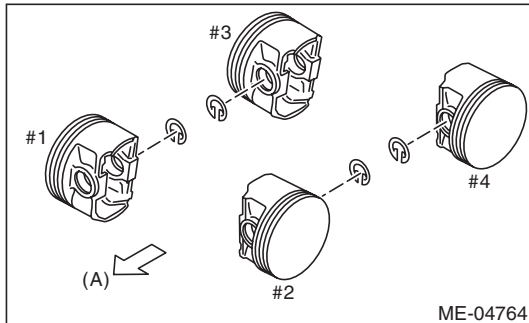
MECHANICAL

19) Install the snap ring.

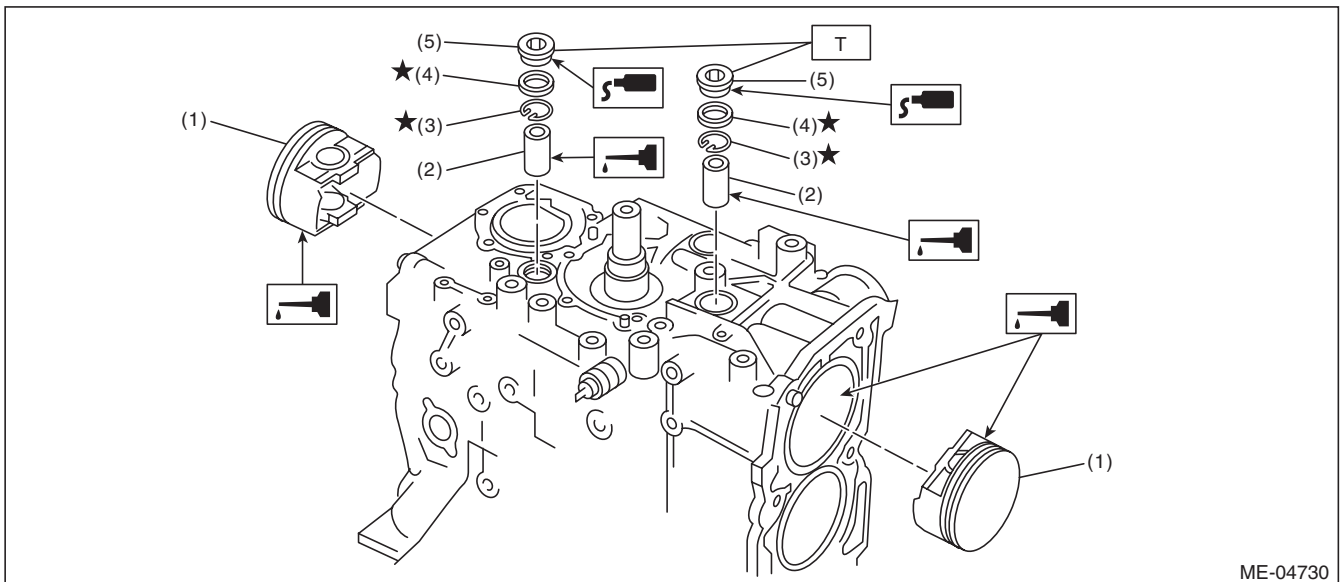
Before positioning the piston on the cylinder block, attach the snap ring in the service hole of the cylinder block, and the piston hole on the opposite side.

NOTE:

Use new snap rings.



(A) Front side



- | | |
|----------------|-----------------------|
| (1) Piston | (4) Gasket |
| (2) Piston pin | (5) Service hole plug |
| (3) Snap ring | |

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

Cylinder Block

MECHANICAL

20) Install the piston.

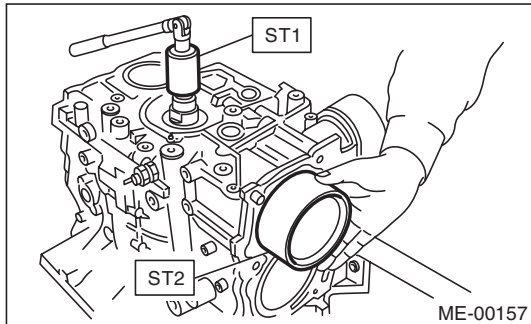
(1) Set the parts so that the #1 and #2 cylinders are on the upper side.

(2) Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

ST1 499987500 CRANKSHAFT SOCKET

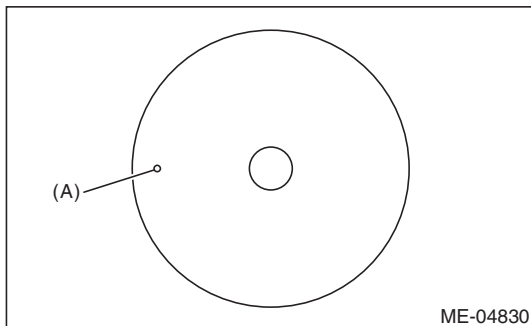
(3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



NOTE:

Face the piston front mark towards the front of the engine.



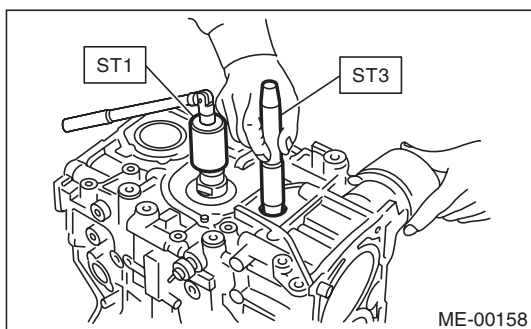
(A) Front mark

21) Install the piston pin.

(1) Apply a coat of engine oil to ST3.

(2) Insert ST3 into the service hole to align the piston pin hole and the connecting rod small end.

ST3 499017100 PISTON PIN GUIDE

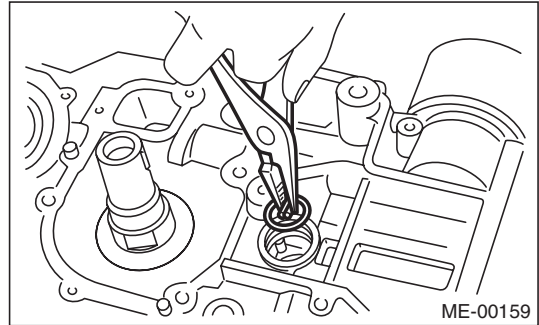


(3) Apply a thin coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.

(4) Install the snap ring.

NOTE:

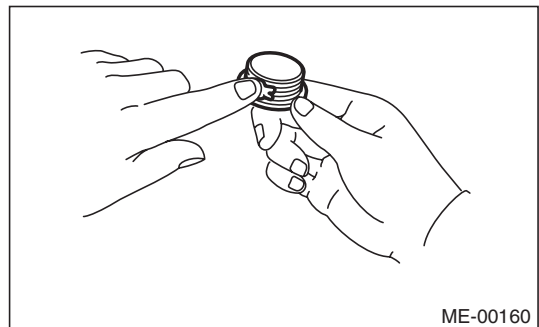
Use new snap rings.



(5) Apply liquid gasket to the threaded portion of the service hole plug.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent



Cylinder Block

MECHANICAL

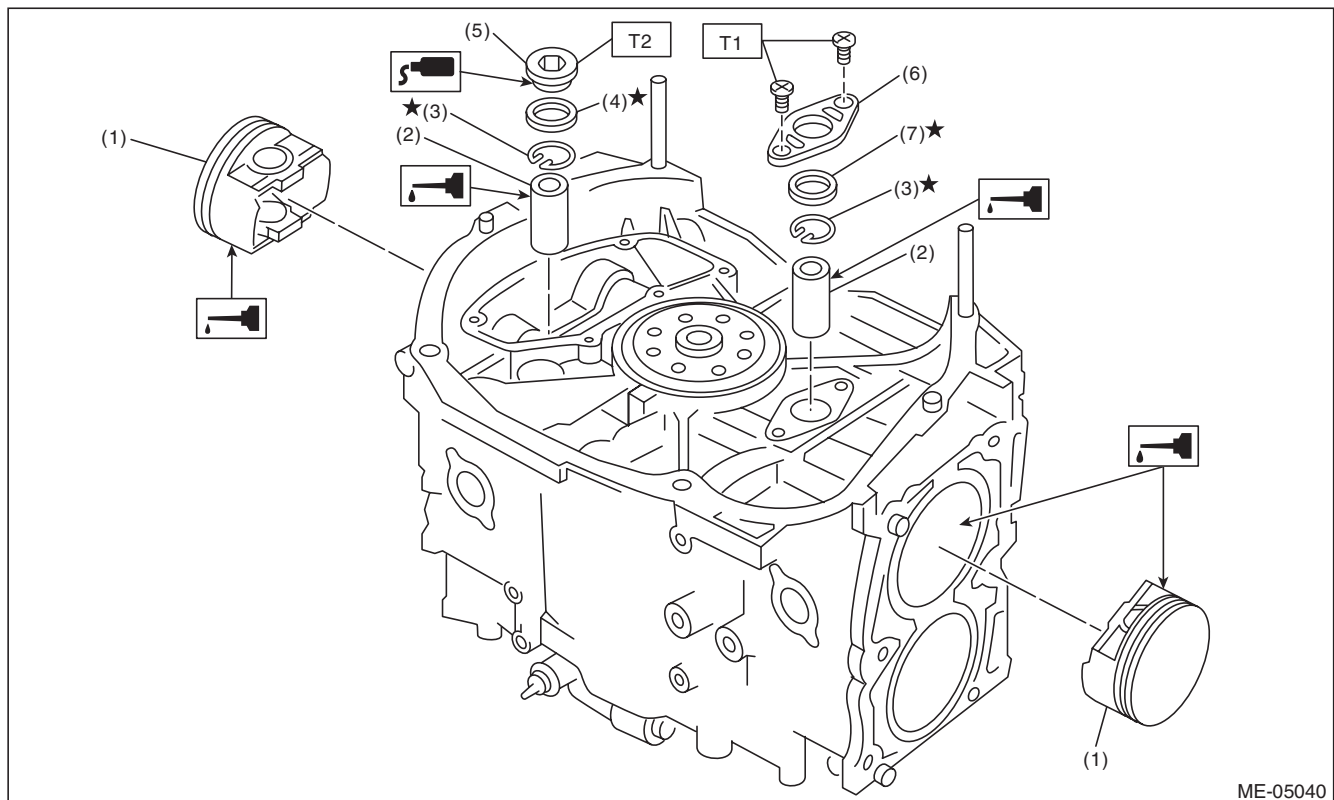
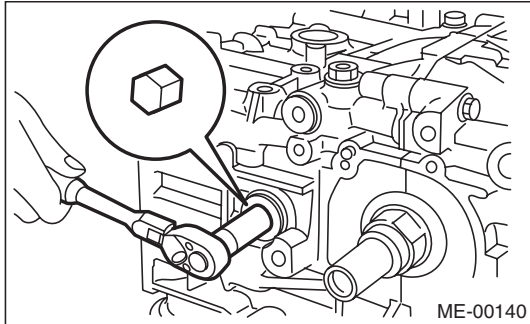
(6) Install the service hole plug and gasket.

NOTE:

Use a new gasket.

Tightening torque:

70 N·m (7.1 kgf-m, 51.6 ft-lb)



- | | |
|----------------|------------------------|
| (1) Piston | (5) Service hole plug |
| (2) Piston pin | (6) Service hole cover |
| (3) Snap ring | (7) O-ring |
| (4) Gasket | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 70 (7.1, 51.6)

Cylinder Block

MECHANICAL

- (7) Set the parts so that the #3 and #4 cylinders are on the upper side. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.
(8) Install the service hole cover.

NOTE:

Use new O-rings.

Tightening torque:

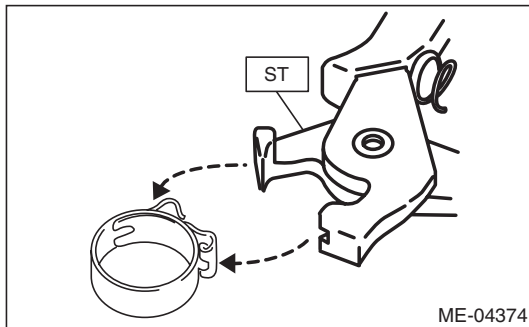
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 22) Install the water tank pipe assembly onto the cylinder block RH.

NOTE:

Use a new clamp for the water tank pipe assembly clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS



- 23) Install the baffle plate.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 24) Install the oil strainer.

NOTE:

Use new O-rings.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)

- 25) Tighten the oil strainer stay together with the baffle plate.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 26) Apply liquid gasket to the mating surfaces of oil pan, and install the oil pan.

NOTE:

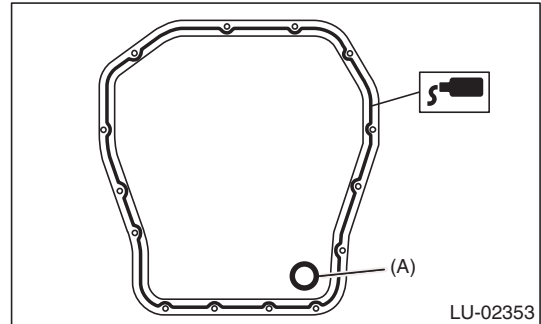
Install within 5 min. after applying liquid gasket.

Liquid gasket:

**THREE BOND 1217G (Part No. K0877Y0100)
or equivalent**

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



(A) Gasket

- 27) Apply liquid gasket to the mating surface of oil separator cover and the threaded portion of bolt (A) shown in the figure (when reusing the bolt), and then install the oil separator cover.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Use new oil separator cover.

Liquid gasket:

Mating surface

THREE BOND 1217G (Part No.

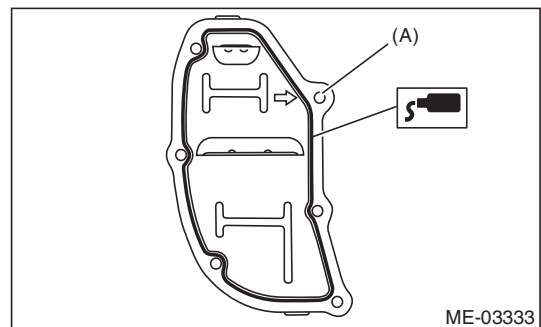
K0877Y0100) or equivalent

Bolt thread (A) (when reusing the bolt)

**THREE BOND 1324 (Part No. 004403042) or
equivalent**

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



- 28) Install the flywheel. <Ref. to CL-14, INSTALLATION, Flywheel.>

- 29) Install the clutch disc and cover. <Ref. to CL-11, INSTALLATION, Clutch Disc and Cover.>

Cylinder Block

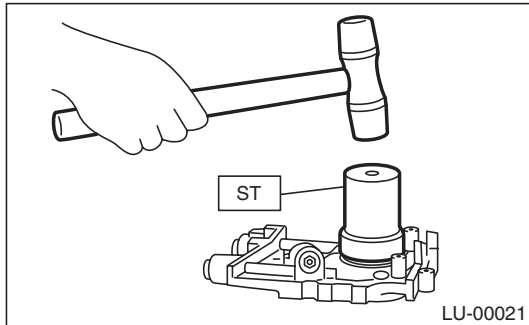
MECHANICAL

30) Install the oil pump.

(1) Using the ST, install the front oil seal.
ST 499587100 OIL SEAL INSTALLER

NOTE:

Use a new front oil seal.



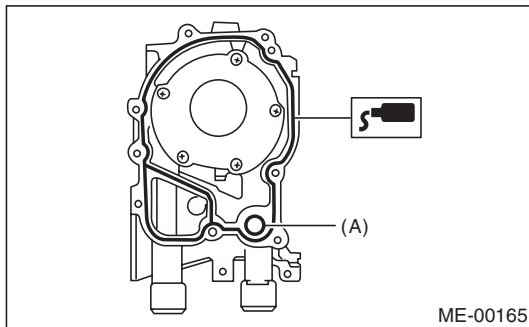
(2) Apply liquid gasket to the mating surfaces of oil pump.

NOTE:

Install within 5 min. after applying liquid gasket.

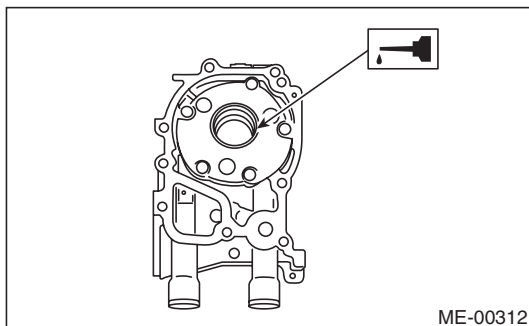
Liquid gasket:

**THREE BOND 1217G (Part No. K0877Y0100)
or equivalent**



(A) O-ring

(3) Apply a thin coat of engine oil to the inside of front oil seal.



(4) Install the oil pump to cylinder block.

CAUTION:

- Be careful not to damage the front oil seal during installation.
- Make sure the front oil seal lip is not folded.

NOTE:

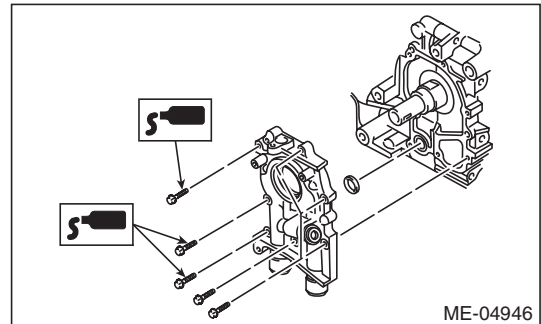
- Align the flat surface of oil pump's inner rotor with that of crankshaft before installation.
- Use new O-rings.
- Do not forget to assemble O-rings.
- (5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing bolts)

Liquid gasket:

**THREE BOND 1324 (Part No. 004403042) or
equivalent**

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



31) Install the water pump and gasket.

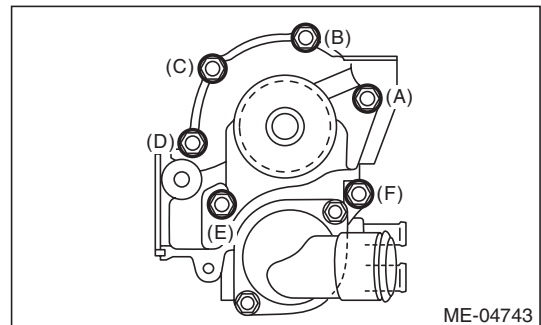
NOTE:

- When installing the water pump, tighten bolts in two stages in alphabetical order as shown in the figure.
- Use a new gasket.

Tightening torque:

First: 12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second: 12 N·m (1.2 kgf-m, 8.9 ft-lb)



32) Install the water by-pass pipe for heater.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

33) Install the oil cooler. <Ref. to LU(STI)-24, INSTALLATION, Engine Oil Cooler.>

34) Install the oil filter. <Ref. to LU(STI)-31, INSTALLATION, Engine Oil Filter.>

35) Install the cylinder head. <Ref. to ME(STI)-67, INSTALLATION, Cylinder Head.>

36) Install the camshaft. <Ref. to ME(STI)-62, INSTALLATION, Camshaft.>

Cylinder Block

MECHANICAL

37) Install the generator and A/C compressor with their brackets.

Tightening torque:

36 N·m (3.7 kgf-m, 26.6 ft-lb)

38) Install the crank sprocket. <Ref. to ME(STI)-59, INSTALLATION, Crank Sprocket.>

39) Install the cam sprocket. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.>

40) Install the timing belt. <Ref. to ME(STI)-51, INSTALLATION, Timing Belt.>

41) Adjust the valve clearance. <Ref. to ME(STI)-28, ADJUSTMENT, Valve Clearance.>

42) Install the rocker cover.

(1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

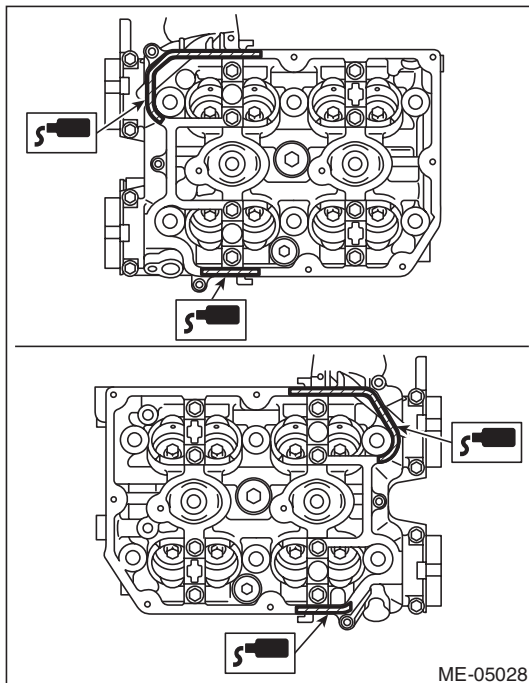
(2) Apply liquid gasket to the specified point of the cylinder head.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

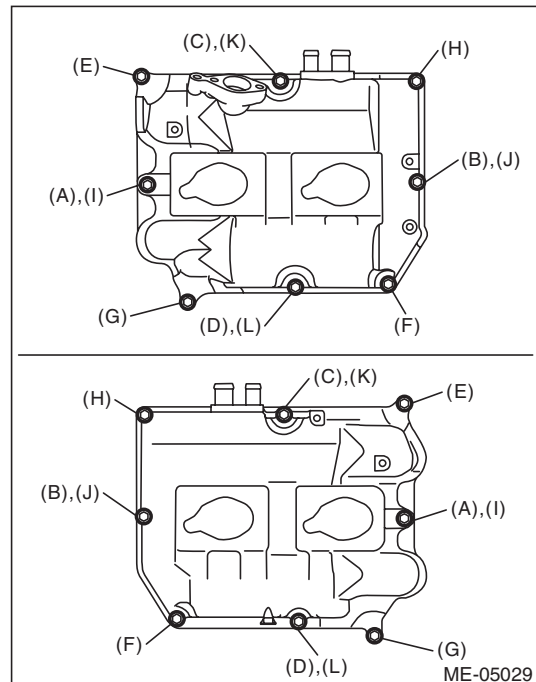


(3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

(4) Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

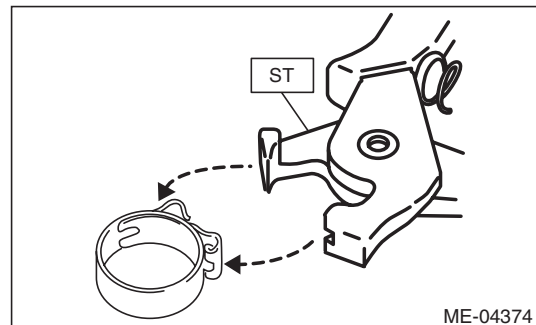


43) Connect the PCV hose and vacuum hose to the rocker cover.

NOTE:

Use a new clamp for the PCV hose clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS



44) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>

45) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

46) Install the intake manifold. <Ref. to FU(STI)-20, INSTALLATION, Intake Manifold.>

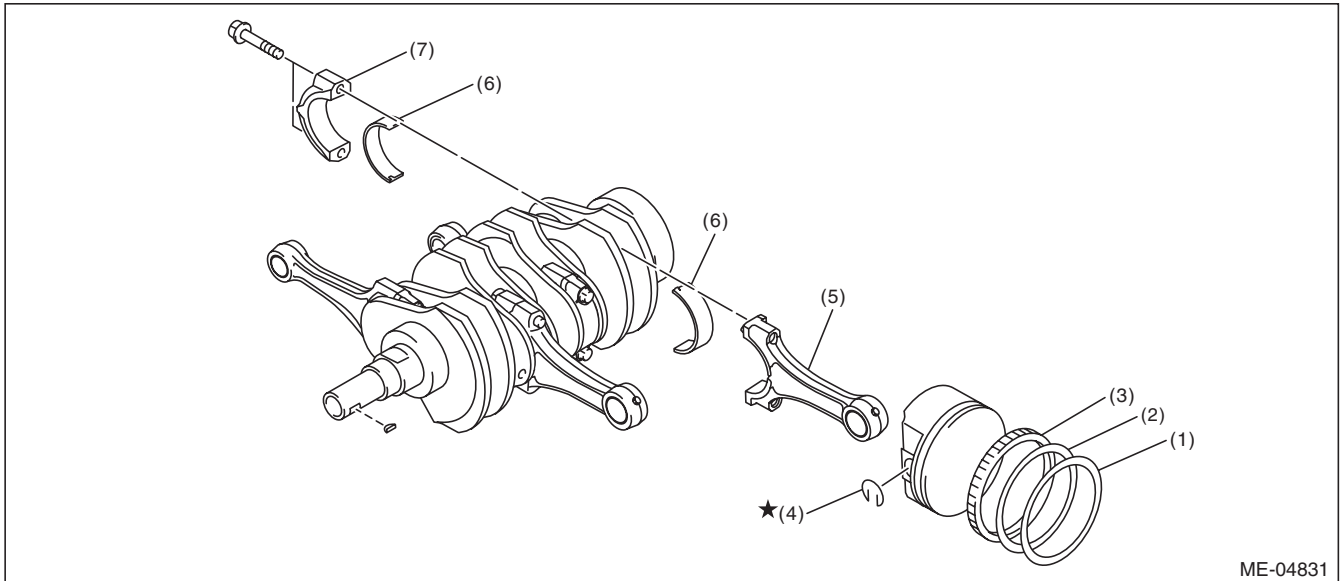
47) Install the rear side belt. <Ref. to ME(STI)-40, REAR SIDE BELT, INSTALLATION, V-belt.>

48) Install the engine to the vehicle. <Ref. to ME(STI)-32, INSTALLATION, Engine Assembly.>

Cylinder Block

MECHANICAL

C: DISASSEMBLY



ME-04831

- | | | |
|-----------------|--------------------|----------------------------|
| (1) Top ring | (4) Snap ring | (6) Connecting rod bearing |
| (2) Second ring | (5) Connecting rod | (7) Connecting rod cap |
| (3) Oil ring | | |

- 1) Remove the connecting rod cap.
- 2) Remove the connecting rod bearing.

NOTE:

Keep the removed connecting rods, connecting rod caps and bearings in order so that they are kept in their original combinations/groups, and not mixed together.

3) Remove the piston rings using piston ring expander.

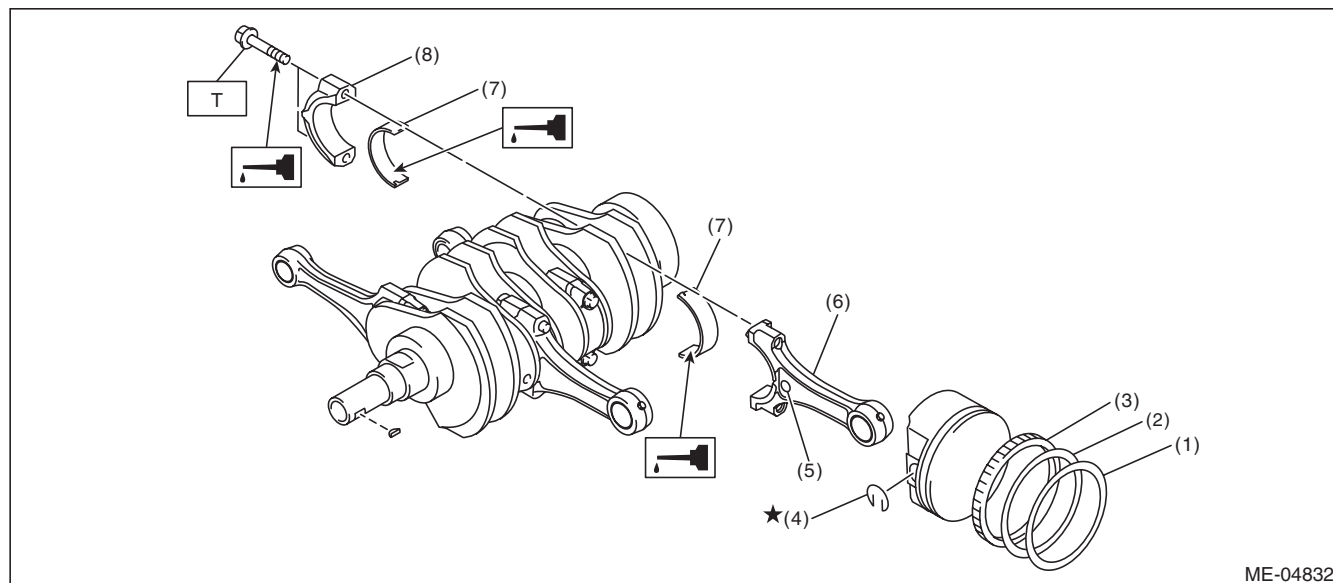
4) Remove the oil ring by hand.

NOTE:

Arrange the removed piston rings in proper order, to prevent confusion.

5) Remove the snap ring.

D: ASSEMBLY



ME-04832

- | | |
|-----------------|----------------------------|
| (1) Top ring | (5) Side mark |
| (2) Second ring | (6) Connecting rod |
| (3) Oil ring | (7) Connecting rod bearing |
| (4) Snap ring | (8) Connecting rod cap |

Tightening torque: N·m (kgf-m, ft-lb)

T: 52 (5.3, 38.4)

- 1) Apply engine oil to the surface of the connecting rod bearings, and install the connecting rod bearings on connecting rods and connecting rod caps.
- 2) Position each connecting rod with the side with a side mark facing forward, and install it.
- 3) Attach the connecting rod cap and tighten it with connecting rod bolt. Make sure the arrow on connecting rod cap faces the front during installation.

NOTE:

- Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.
- When tightening the connecting rod bolts, apply oil on the threads.

Tightening torque:

52 N·m (5.3 kgf-m, 38.4 ft-lb)

- 4) Install the oil ring upper rail, expander and lower rail by hand.
- 5) Install the second ring and top ring using piston ring expander.

NOTE:

Assemble so that the piston ring mark "R" faces the top side of the piston.

Cylinder Block

MECHANICAL

E: INSPECTION

1. CYLINDER BLOCK

- 1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.
- 2) Check the oil passages for clogging.
- 3) Inspect the cylinder block surface that mates with cylinder head for warping by using a straight edge, and correct by grinding if necessary.

Warping limit:
0.025 mm (0.00098 in)

Grinding limit:
0.1 mm (0.004 in)

Standard height of cylinder block:
201.0 mm (7.91 in)

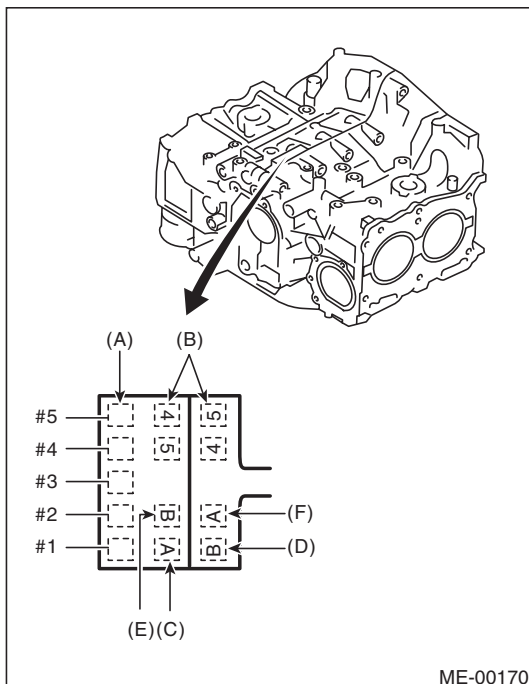
2. CYLINDER AND PISTON

- 1) The cylinder bore size is stamped on the front upper face of the cylinder block.

NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as guide lines in selecting a standard piston.

Standard diameter:
A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)



- (A) Main journal size mark
- (B) Cylinder block (RH) - (LH) combination mark
- (C) #1 cylinder bore size mark
- (D) #2 cylinder bore size mark
- (E) #3 cylinder bore size mark
- (F) #4 cylinder bore size mark

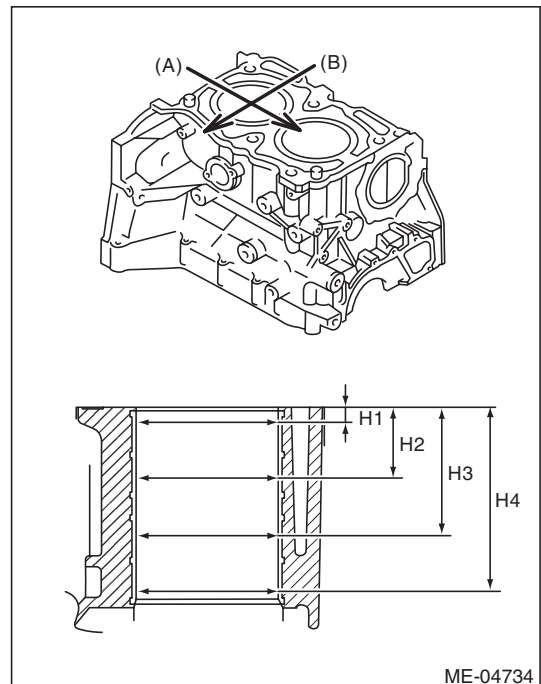
- 2) Measure inner diameter of each cylinder. Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

NOTE:

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

Cylindricity:
Standard
0.015 mm (0.0006 in)

Out-of-roundness:
Standard
0.010 mm (0.0004 in)



- (A) Piston pin direction
- (B) Thrust direction
- H1: 10 mm (0.39 in)
- H2: 45 mm (1.77 in)
- H3: 80 mm (3.15 in)
- H4: 115 mm (4.53 in)

- 3) When the piston is to be replaced due to general or cylinder wear, select a suitable sized piston by measuring the piston clearance.

Cylinder Block

MECHANICAL

4) Measure outer diameter of each piston.
Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

NOTE:

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

Piston grade point H:

38.2 mm (1.50 in)

Piston outer diameter:

Standard

A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)

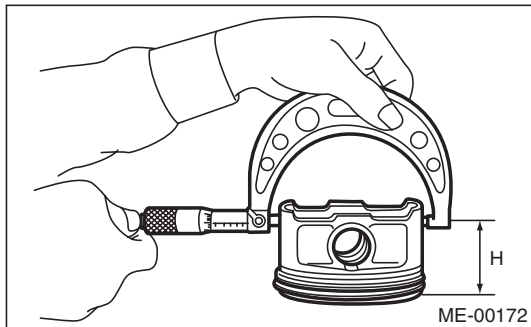
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)

0.25 mm (0.0098 in) oversize

99.745 — 99.765 mm (3.9270 — 3.9278 in)

0.50 mm (0.0197 in) oversize

99.995 — 100.015 mm (3.9368 — 3.9376 in)



5) Calculate the clearance between cylinder and piston.

NOTE:

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

Clearance between cylinder and piston at 20°C (68°F):

Standard

-0.010 — 0.010 mm (-0.00039 — 0.00039 in)

6) Boring and honing

(1) If any of the measured value of cylindricity, out-of-roundness or cylinder-to-piston clearance is out of standard or if there is any damage on the cylinder wall, rebore it to replace with an oversize piston.

CAUTION:

When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and replaced with oversize pistons.

(2) If the cylinder inner diameter exceeds the limit after boring and honing, replace the cylinder block.

NOTE:

Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, when measuring the cylinder diameter, wait until it has cooled to room temperature.

**Cylinder inner diameter boring limit (diameter):
To 100.005 mm (3.9372 in)**

3. PISTON AND PISTON PIN

1) Check the piston and piston pin for breaks, cracks or wear. Replace if faulty.

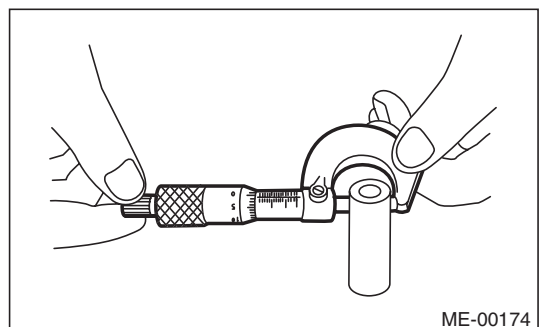
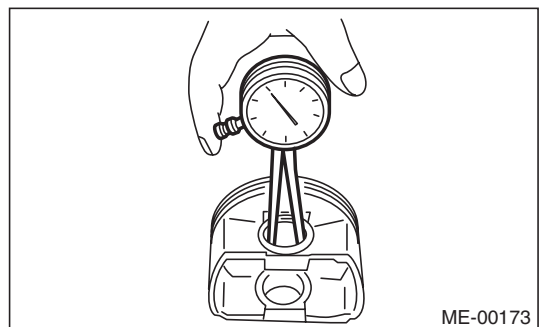
2) Check the piston ring groove for wear and damage. Replace if faulty.

3) Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if faulty.

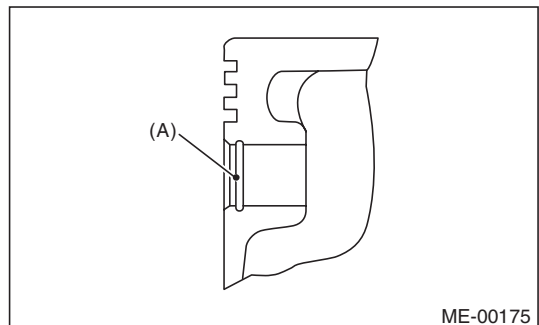
Clearance between piston pin hole and piston pin:

Standard

0.004 — 0.008 mm (0.0002 — 0.0003 in)



4) Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



Cylinder Block

MECHANICAL

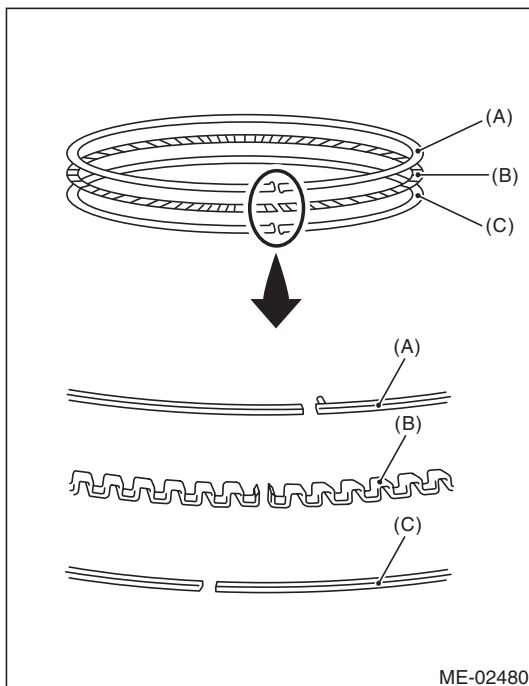
5) Check the piston pin snap ring for distortion, cracks and wear.

4. PISTON RING

1) If the piston ring is broken, damaged or worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new part of the same size as piston.

NOTE:

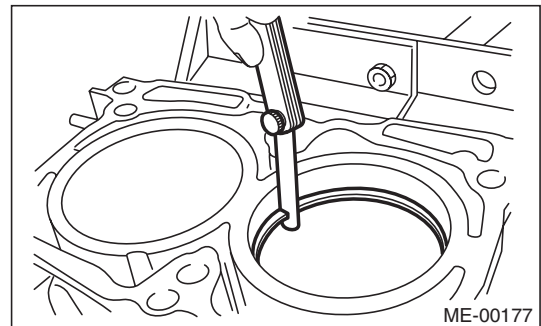
- The top ring and second ring have the mark to determine the direction for installing. When installing the ring to piston, face marks to the top side.
- Oil ring consists of the upper rail, expander and lower rail. When installing oil ring on piston, be careful of the direction of each rail.



- (A) Upper rail
(B) Expander
(C) Lower rail

2) Using the piston, insert the piston ring and oil ring into the cylinder so that they are perpendicular to the cylinder wall, and measure the piston ring gap with a thickness gauge.

		Standard mm (in)
Piston ring gap	Top ring	0.23 — 0.28 (0.0091 — 0.0110)
	Second ring	0.37 — 0.52 (0.015 — 0.020)
	Oil ring rail	0.20 — 0.50 (0.0079 — 0.0197)

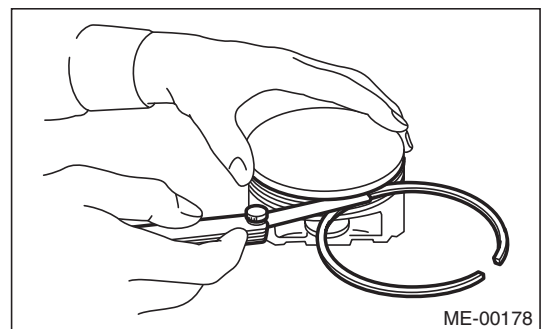


3) Fit the piston ring straight into the piston ring groove, then measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

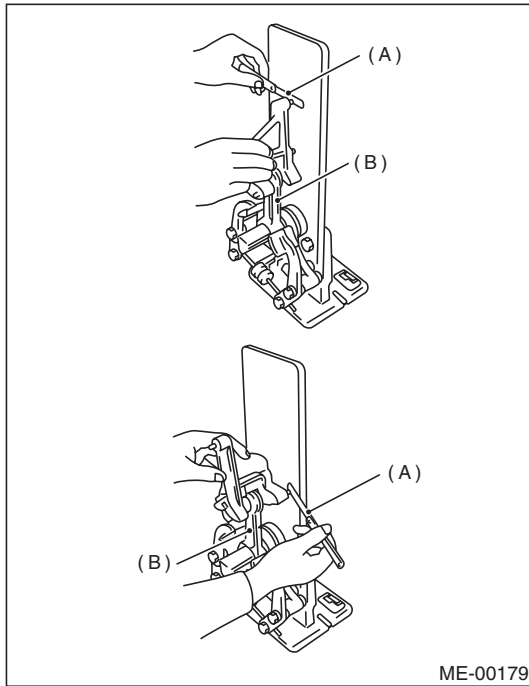
		Standard mm (in)
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)



5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

Limit of bend or twist per 100 mm (3.94 in) in length:
0.10 mm (0.0039 in)



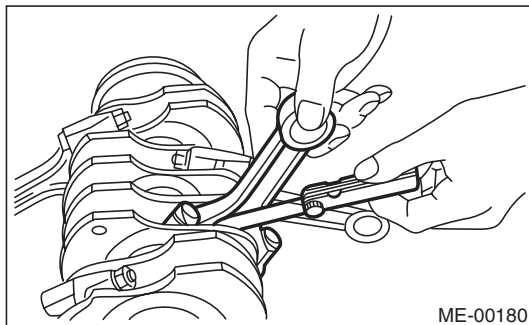
(A) Thickness gauge
 (B) Connecting rod

- 3) Install the connecting rod with bearings attached to the crankshaft, and measure the thrust clearance using a thickness gauge. If the thrust clearance exceeds the standard or uneven wear is found, replace the connecting rod.

Connecting rod thrust clearance:

Standard

0.070 — 0.330 mm (0.0028 — 0.0130 in)



ME-00180

- 4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.

- 5) Measure the oil clearance on each connecting rod bearing using plastigauge. If any oil clearance is not within the standard, replace the defective bearing with a new part of standard size or under-size as necessary.

Connecting rod oil clearance:

Standard

0.017 — 0.045 mm (0.0007 — 0.0018 in)

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.490 — 1.506 (0.0587 — 0.0593)	51.976 — 52.000 (2.0463 — 2.0472)
0.03 (0.0012) Undersize	1.504 — 1.512 (0.0592 — 0.0595)	51.954 — 51.970 (2.0454 — 2.0461)
0.05 (0.0020) Undersize	1.514 — 1.522 (0.0596 — 0.0599)	51.934 — 51.950 (2.0447 — 2.0453)
0.25 (0.0098) Undersize	1.614 — 1.622 (0.0635 — 0.0639)	51.734 — 51.750 (2.0368 — 2.0374)

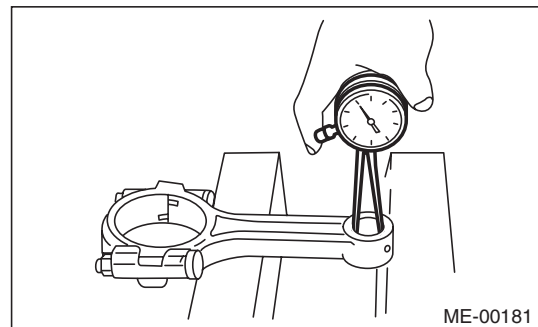
- 6) Inspect the bushing at connecting rod small end, and replace with a new part if worn or damaged.

- 7) Measure the piston pin clearance at connecting rod small end. If the measured value is not within the standard, replace it with a new part.

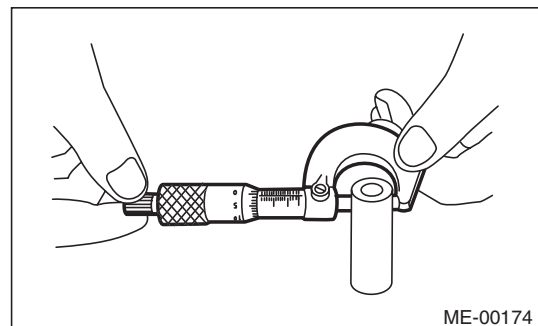
Clearance between piston pin and bushing:

Standard

0 — 0.022 mm (0 — 0.0009 in)



ME-00181



ME-00174

Cylinder Block

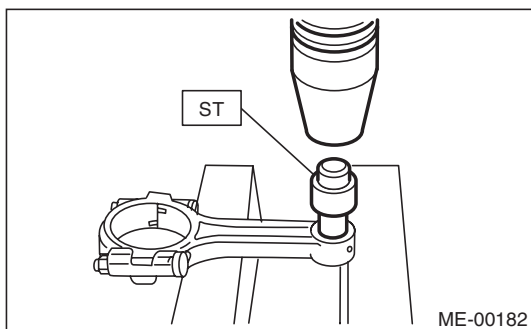
MECHANICAL

8) The replacement procedure for the connecting rod small end bushing is as follows.

(1) Remove the bushing from connecting rod with ST and press.

(2) Press the bushing with the ST after applying oil on the periphery of new bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER AND INSTALLER



(3) Make two 3 mm (0.12 in) holes in the pressed bushing to match the pre-manufactured holes on the connecting rod, then ream the inside of the bushing.

(4) After completion of reaming, clean the bushing to remove chips.

6. CRANKSHAFT AND CRANKSHAFT BEARING

1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. If defective, replace the crankshaft.

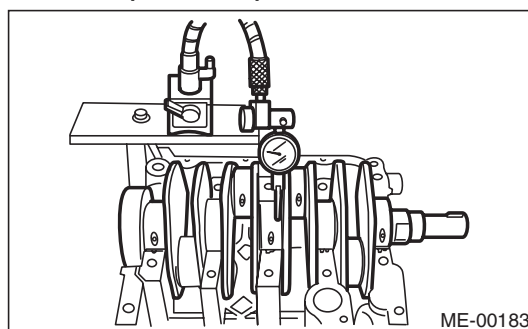
2) Measure warping of the crankshaft. If it exceeds the limit, correct or replace it.

NOTE:

If a suitable V-block is not available, using just the #1 and #5 crankshaft bearings on cylinder block, position the crankshaft on cylinder block. Then, measure the crankshaft bend using a dial gauge.

Crankshaft bend limit:

0.035 mm (0.0014 in)



Cylinder Block

MECHANICAL

3) Inspect the crank journal and crank pin for wear. If they are not within the standard, replace the bearing with a suitable (undersize) one, and replace or grind to correct the crankshaft as necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin:

Out-of-roundness

Standard

0.003 mm (0.0001 in)

Cylindricity

Standard

0.004 mm (0.0002 in)

Grinding limit (dia.)

To 51.750 mm (2.0374 in)

Crank journal:

Out-of-roundness

Standard

0.005 mm (0.0002 in)

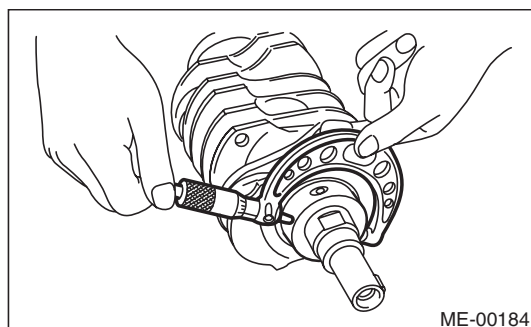
Cylindricity

Standard

0.006 mm (0.0002 in)

Grinding limit (dia.)

To 59.758 mm (2.3527 in)



		Unit: mm (in)		
		Crank journal diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.984 — 60.008 (2.3616 — 2.3625)	59.984 — 60.008 (2.3616 — 2.3625)	51.976 — 52.000 (2.0463 — 2.0472)
	Bearing size (Thickness at center)	1.998 — 2.015 (0.0787 — 0.0793)	2.000 — 2.017 (0.0787 — 0.0794)	1.490 — 1.506 (0.0587 — 0.0593)
0.03 (0.0012) Undersize	Journal O.D.	59.962 — 59.978 (2.3607 — 2.3613)	59.962 — 59.978 (2.3607 — 2.3613)	51.954 — 51.970 (2.0454 — 2.0461)
	Bearing size (Thickness at center)	2.017 — 2.020 (0.0794 — 0.0795)	2.019 — 2.022 (0.0795 — 0.0796)	1.504 — 1.512 (0.0592 — 0.0595)
0.05 (0.0020) Undersize	Journal O.D.	59.942 — 59.958 (2.3599 — 2.3605)	59.942 — 59.958 (2.3599 — 2.3605)	51.934 — 51.950 (2.0447 — 2.0453)
	Bearing size (Thickness at center)	2.027 — 2.030 (0.0798 — 0.0799)	2.029 — 2.032 (0.0799 — 0.0800)	1.514 — 1.522 (0.0596 — 0.0599)
0.25 (0.0098) Undersize	Journal O.D.	59.742 — 59.758 (2.3520 — 2.3527)	59.742 — 59.758 (2.3520 — 2.3527)	51.734 — 51.750 (2.0368 — 2.0374)
	Bearing size (Thickness at center)	2.127 — 2.130 (0.0837 — 0.0839)	2.129 — 2.132 (0.0838 — 0.0839)	1.614 — 1.622 (0.0635 — 0.0639)

Cylinder Block

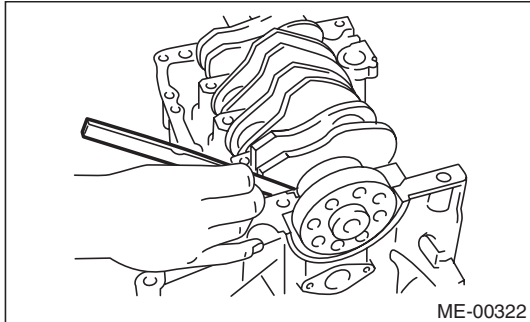
MECHANICAL

4) Use a thickness gauge to measure the thrust clearance of crankshaft at #5 crank journal bearing. If clearance exceeds the standard, replace the bearing.

Crankshaft thrust clearance:

Standard

0.030 — 0.115 mm (0.0012 — 0.0045 in)



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.

6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value is out of standard, replace the defective bearing with an undersize one, and replace or grind to correct the crankshaft as necessary.

Crankshaft oil clearance:

Standard

0.010 — 0.030 mm (0.00039 — 0.0012 in)

21.Intake and Exhaust Valve

A: SPECIFICATION

Refer to “Cylinder Head” for removal and installation procedures of the intake and exhaust valves.

<Ref. to ME(STI)-67, REMOVAL, Cylinder Head.>

<Ref. to ME(STI)-67, INSTALLATION, Cylinder Head.>

22.Piston

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of pistons. <Ref. to ME(STI)-75, REMOVAL, Cylinder Block.> <Ref. to ME(STI)-79, INSTALLATION, Cylinder Block.>

23.Connecting Rod

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of connecting rod. <Ref. to ME(STI)-75, REMOVAL, Cylinder Block.> <Ref. to ME(STI)-79, INSTALLATION, Cylinder Block.>

24.Crankshaft

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of the crankshaft. <Ref. to ME(STI)-75, REMOVAL, Cylinder Block.> <Ref. to ME(STI)-79, INSTALLATION, Cylinder Block.>

Engine Trouble in General

MECHANICAL

25.Engine Trouble in General

A: INSPECTION

NOTE:

The "RANK" shown in the chart shows the possibilities of the cause of trouble in order from "Very often" to "Rarely".

A — Very often

B — Sometimes

C — Rarely

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
	Immobilizer system <Ref. to IM(diag)-2, Basic Diagnostic Procedure.>		A
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3) Initial combustion occurs.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
2. Rough idle and engine stall	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Over-heating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Over-heating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
4. Surging	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	C
5. Engine does not return to idle.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
8. Knocking	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Over-heating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter gasket	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B
10. Excessive fuel consumption	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Dirty air cleaner element	A
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

26.Engine Noise

A: INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	- Valve mechanism is defective. - Incorrect valve clearance - Worn camshaft - Broken valve spring
Heavy and dull clank	Oil pressure is low.	- Worn crankshaft main bearing - Worn connecting rod bearing (large end)
	Oil pressure is normal.	Damaged engine mounting
High-pitched clank	Sound is noticeable when accelerating with an overload condition.	- Ignition timing advanced - Accumulation of carbon inside combustion chamber - Wrong heat range of spark plug - Improper octane value gasoline
Clank when engine speed is between 1,000 and 2,000 rpms.	Noise is reduced when fuel injector connector of noisy cylinder is disconnected.*	- Worn crankshaft main bearing - Worn connecting rod bearing (large end)
Knocking sound when engine is operating under idling speed and engine is warm	Noise is reduced when fuel injector connector of noisy cylinder is disconnected.*	- Worn cylinder liner and piston ring - Broken or stuck piston ring - Worn piston pin and hole at piston end of connecting rod
	Sound is not reduced if each fuel injector connector is disconnected in turn.*	- Unusually worn valve lifter - Worn cam sprocket - Worn camshaft journal bore in cylinder head
Squeaky sound	—	Insufficient generator lubrication
Rubbing sound	—	Poor contact of generator brush and rotor
Gear scream when starting engine	—	- Defective ignition starter switch - Worn gear and starter pinion
Sound like polishing glass with a dry cloth	—	- Loose V-belt - Defective water pump shaft
Hissing sound	—	- Insufficient compression - Air leakage in air intake system, hose, connection or manifold
Timing belt noise	—	- Loose timing belt - Timing belt contacting with adjacent part
Valve noise	—	Incorrect valve clearance

* When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-61, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-49, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

Engine Noise

MECHANICAL

EXHAUST

EX(STI)

	Page
1. General Description	2
2. Front Exhaust Pipe	6
3. Center Exhaust Pipe	8
4. Joint Pipe	12
5. Rear Exhaust Pipe	13
6. Muffler	15



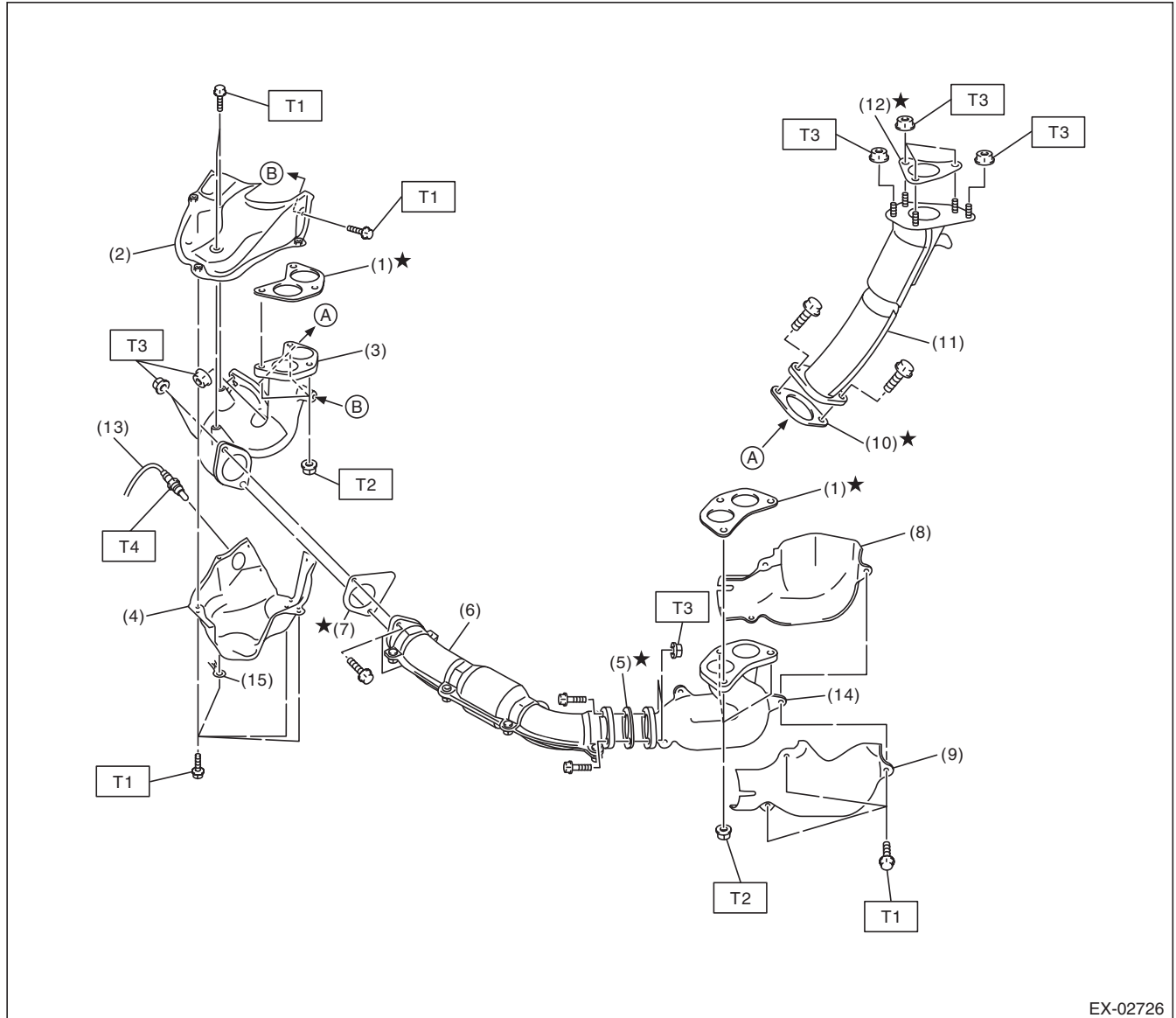
General Description

EXHAUST

1. General Description

A: COMPONENT

1. FRONT EXHAUST PIPE



- | | | |
|-------------------------------------|-------------------------------------|-------------------|
| (1) Gasket | (8) Exhaust manifold LH inner cover | (15) Ground cable |
| (2) Exhaust manifold RH upper cover | (9) Exhaust manifold LH outer cover | |
| (3) Exhaust manifold RH | (10) Gasket | |
| (4) Exhaust manifold RH lower cover | (11) Joint pipe | |
| (5) Gasket | (12) Gasket | |
| (6) Front exhaust pipe | (13) Front oxygen (A/F) sensor | |
| (7) Gasket | (14) Exhaust manifold LH | |

Tightening torque:N·m (kgf-m, ft-lb)

T1: 19 (1.9, 14.0)

T2: 40 (4.1, 29.5)

T3: 42.5 (4.3, 31.3)

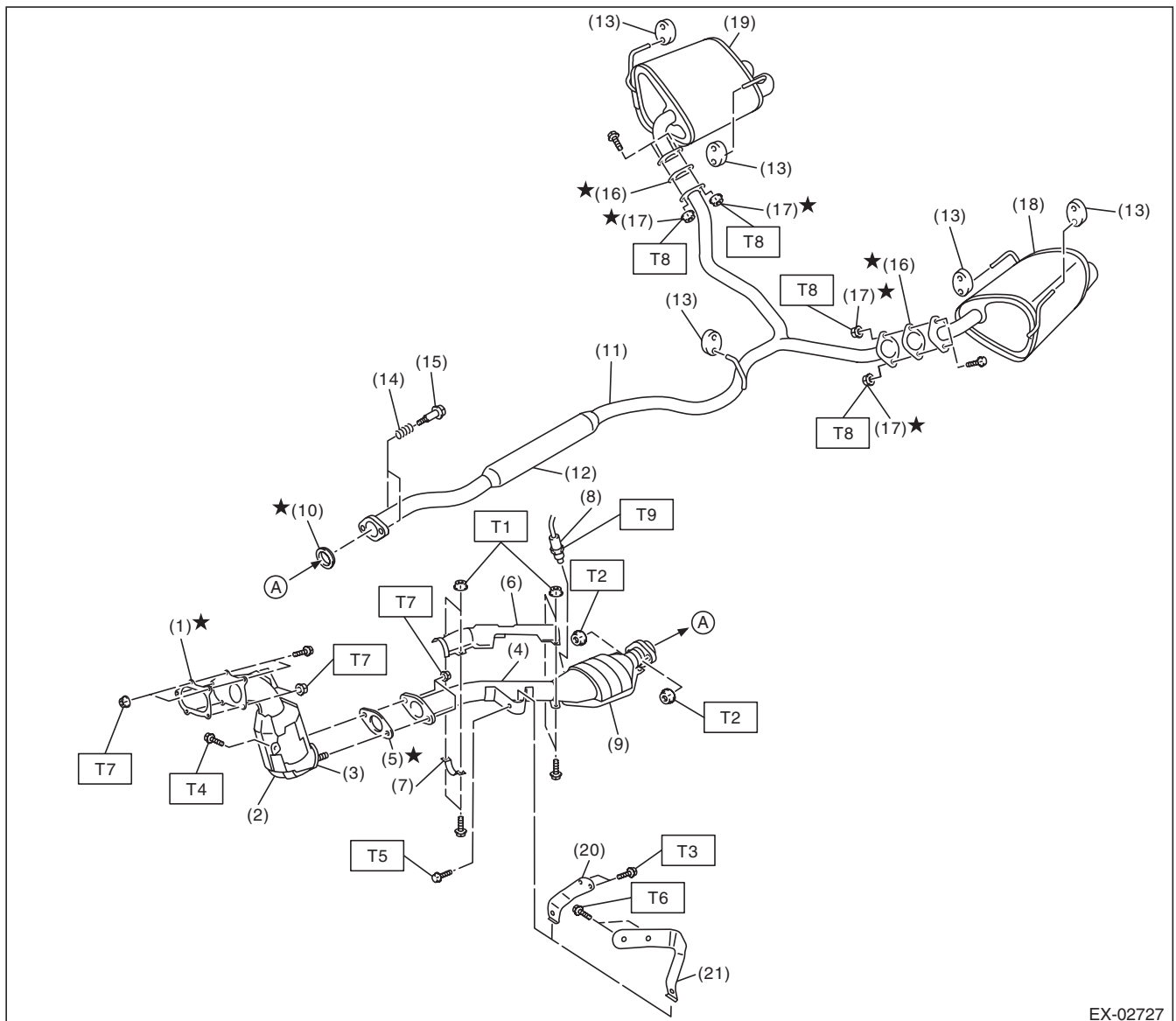
T4: <Ref. to FU(STI)-52, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(w/o STI)-50, INSTALLATION, Front Oxygen (A/F) Sensor.>

General Description

EXHAUST

2. CENTER AND REAR EXHAUST PIPE, AND MUFFLER

- 4 door model



EX-02727

- | | |
|-------------------------------------|---------------------------------|
| (1) Gasket | (12) Chamber |
| (2) Front catalytic converter | (13) Cushion rubber |
| (3) Center exhaust pipe (Front) | (14) Spring |
| (4) Center exhaust pipe (Rear) | (15) Bolt |
| (5) Gasket | (16) Gasket |
| (6) Center exhaust pipe upper cover | (17) Self-locking nut |
| (7) Clamp | (18) Muffler LH |
| (8) Rear oxygen sensor | (19) Muffler RH |
| (9) Rear catalytic converter | (20) Hanger bracket (5MT model) |
| (10) Gasket | (21) Hanger bracket (6MT model) |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 13 (1.3, 9.6)

T2: 18 (1.8, 13.3)

T3: 23 (2.3, 17.0)

T4: 30 (3.1, 22.1)

T5: 35 (3.6, 25.8)

T6: 40 (4.1, 29.5)

T7: 42.5 (4.3, 31.3)

T8: 48 (4.9, 35.4)

T9: <Ref. to FU(STI)-54, INSTALLATION, Rear Oxygen Sensor.>

<Ref. to FU(w/o STI)-52, INSTALLATION, Rear Oxygen Sensor.>

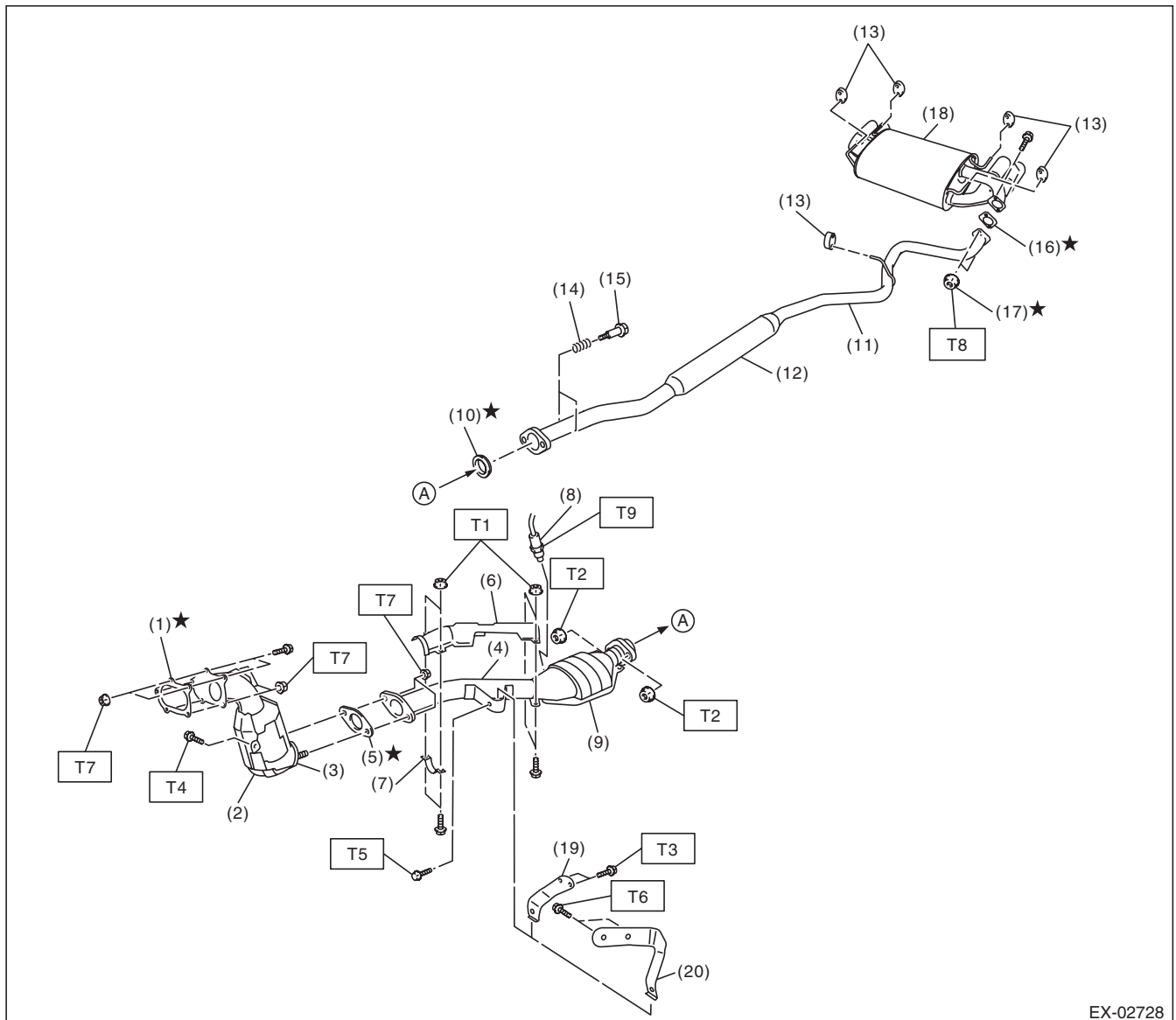
(11) Rear exhaust pipe

EX(STI)-3

General Description

EXHAUST

- 5 door model



EX-02728

- | | |
|-------------------------------------|---------------------------------|
| (1) Gasket | (11) Rear exhaust pipe |
| (2) Front catalytic converter | (12) Chamber |
| (3) Center exhaust pipe (Front) | (13) Cushion rubber |
| (4) Center exhaust pipe (Rear) | (14) Spring |
| (5) Gasket | (15) Bolt |
| (6) Center exhaust pipe upper cover | (16) Gasket |
| (7) Clamp | (17) Self-locking nut |
| (8) Rear oxygen sensor | (18) Muffler |
| (9) Rear catalytic converter | (19) Hanger bracket (5MT model) |
| (10) Gasket | (20) Hanger bracket (6MT model) |

Tightening torque: N·m (kgf·m, ft·lb)

T1: 13 (1.3, 9.6)

T2: 18 (1.8, 13.3)

T3: 23 (2.3, 17.0)

T4: 30 (3.1, 22.1)

T5: 35 (3.6, 25.8)

T6: 40 (4.1, 29.5)

T7: 42.5 (4.3, 31.3)

T8: 48 (4.9, 35.4)

T9: <Ref. to FU(STI)-54, INSTALLATION, Rear Oxygen Sensor.>

<Ref. to FU(w/o STI)-52, INSTALLATION, Rear Oxygen Sensor.>

EX(STI)-4

B: 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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- If any oil or grease is spilled on the exhaust pipe, wipe off completely to prevent fires.

Front Exhaust Pipe

EXHAUST

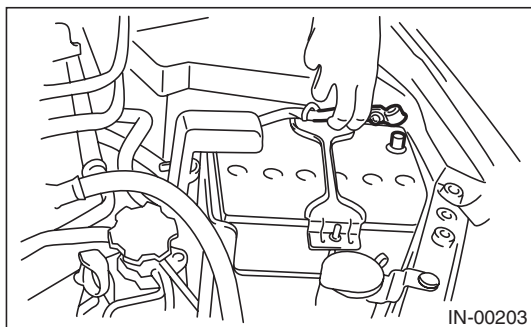
2. Front Exhaust Pipe

A: REMOVAL

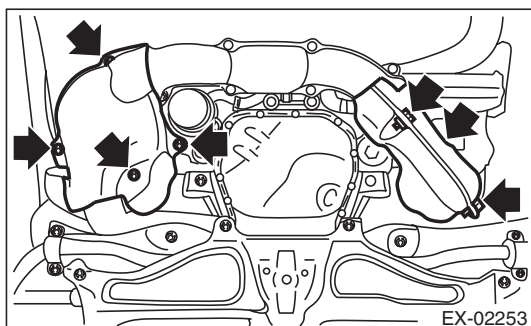
CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

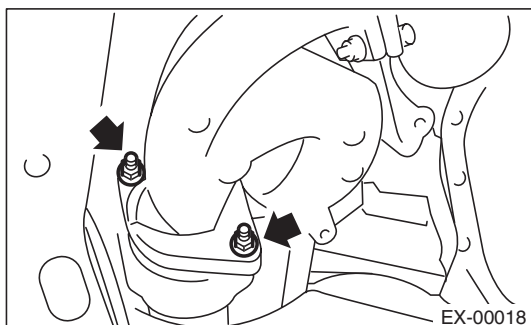
- 1) Disconnect the ground cable from battery.



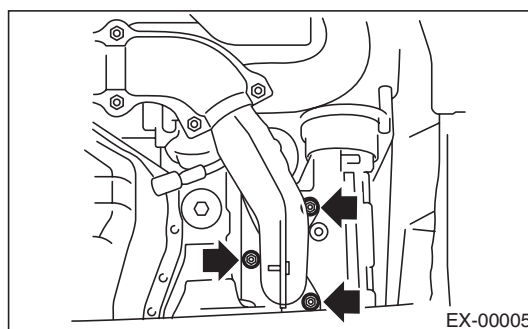
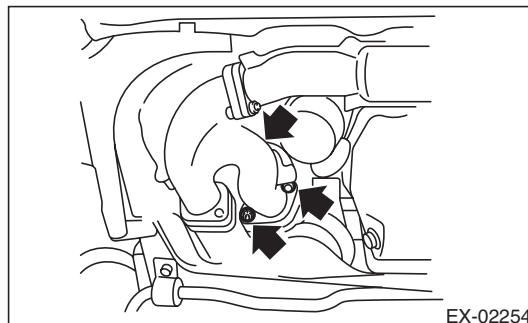
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 4) Remove the front oxygen (A/F) sensor. <Ref. to FU(STI)-52, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(w/o STI)-50, REMOVAL, Front Oxygen (A/F) Sensor.>
- 5) Remove the exhaust manifold RH lower cover and exhaust manifold LH cover.



- 6) Remove the bolts and nuts which hold joint pipe onto exhaust manifold RH.



- 7) While holding the front exhaust pipe with one hand, remove the nuts which hold the exhaust manifold to the cylinder head exhaust port and remove the front exhaust pipe.



B: INSTALLATION

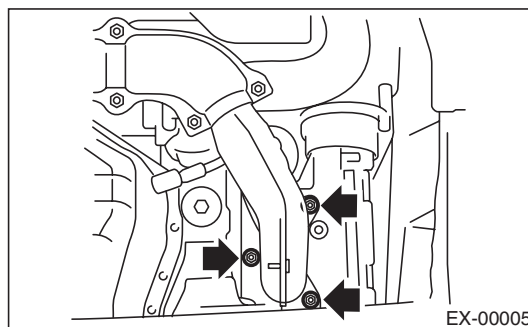
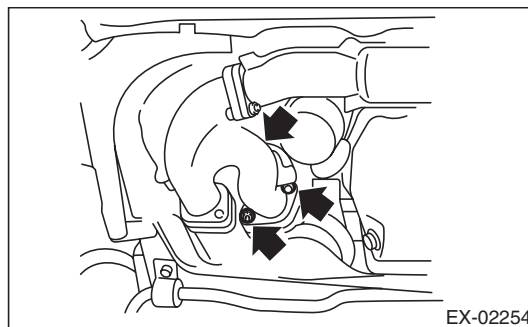
- 1) Install the front exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

40 N·m (4.1 kgf-m, 29.5 ft-lb)



Front Exhaust Pipe

EXHAUST

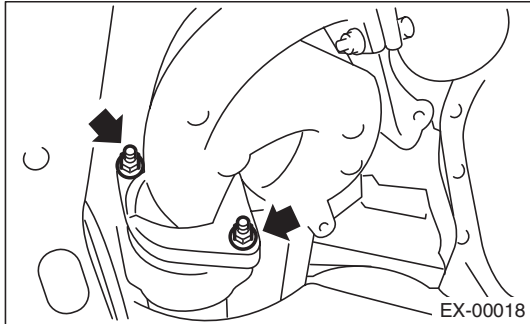
2) Install the joint pipe to the exhaust manifold RH.

NOTE:

Use a new gasket.

Tightening torque:

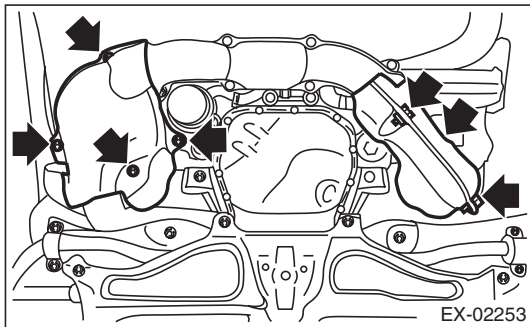
42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



3) Install the exhaust manifold RH lower cover and exhaust manifold LH cover.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

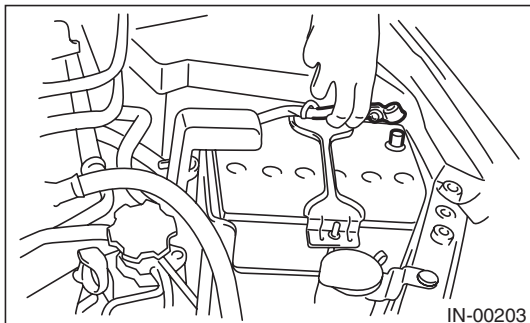


4) Install the front oxygen (A/F) sensor. <Ref. to FU(STI)-52, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(w/o STI)-50, INSTALLATION, Front Oxygen (A/F) Sensor.>

5) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>

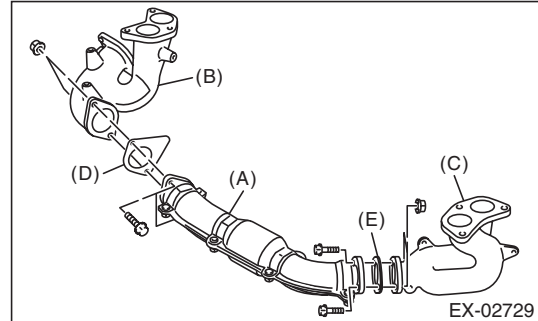
6) Lower the vehicle.

7) Connect the battery ground terminal.



C: DISASSEMBLY

- 1) Remove the exhaust manifold RH upper cover.
- 2) Remove the exhaust manifold RH and the exhaust manifold LH from the front exhaust pipe.



- (A) Front exhaust pipe
- (B) Exhaust manifold RH
- (C) Exhaust manifold LH
- (D) Gasket
- (E) Gasket

D: ASSEMBLY

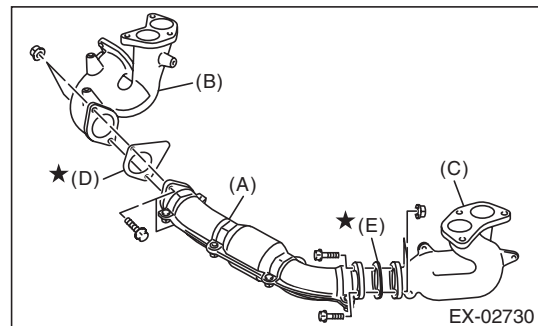
- 1) Install the exhaust manifold RH and the exhaust manifold LH to the front exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



- (A) Front exhaust pipe
- (B) Exhaust manifold RH
- (C) Exhaust manifold LH
- (D) Gasket
- (E) Gasket

- 2) Install the exhaust manifold RH upper cover.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

E: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

Center Exhaust Pipe

EXHAUST

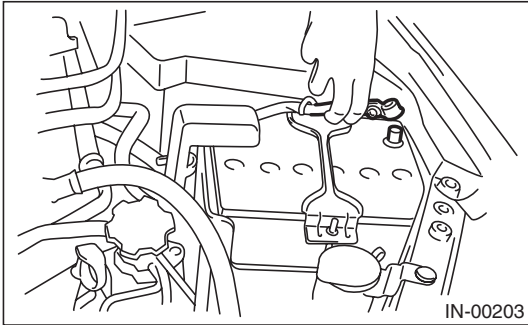
3. Center Exhaust Pipe

A: REMOVAL

CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

- 1) Disconnect the ground cable from battery.

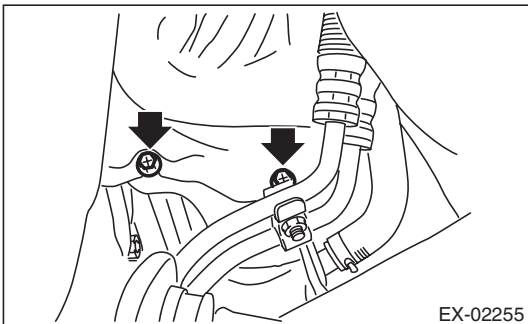


- 2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.> <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

- 3) Lift up the vehicle.

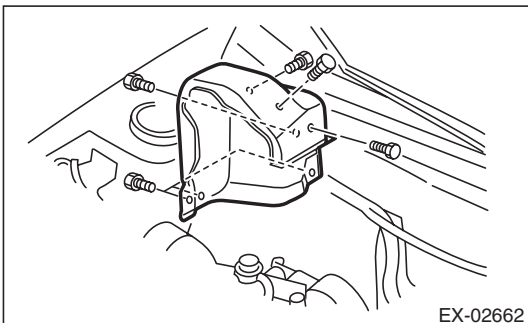
- 4) Remove the transmission under cover. (6MT model)

- 5) Remove the bolts which secure the lower side of the turbocharger lower cover.

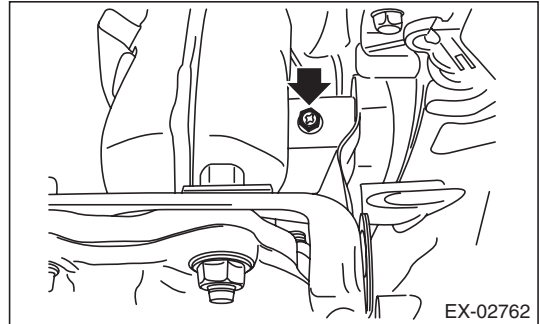


- 6) Lower the vehicle.

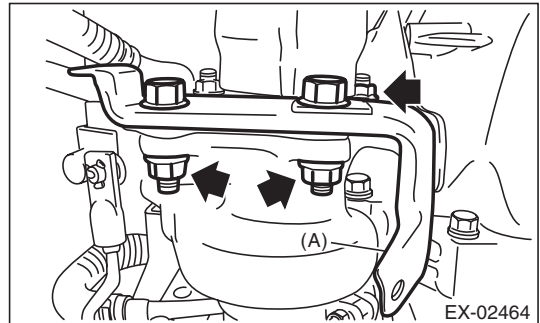
- 7) Remove the turbocharger upper cover.



- 8) Remove the bolts which hold the upper side of the turbocharger lower cover.

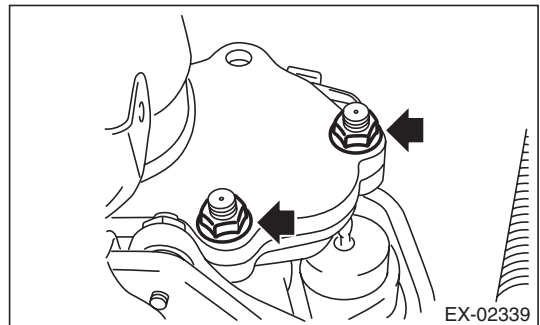


- 9) Remove the upper side bolts and nuts that hold the center exhaust pipe on the turbocharger, and remove the turbocharger cover stay (A).



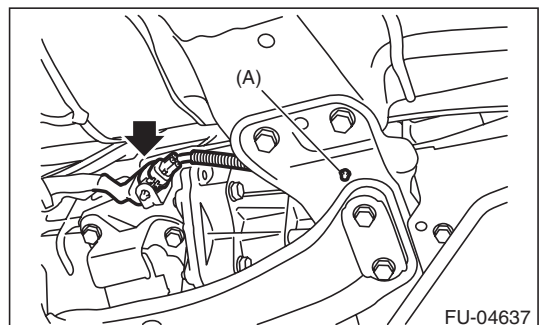
- 10) Lift up the vehicle.

- 11) Remove the lower side nuts (two places) that hold the center exhaust pipe on the turbocharger.



- 12) Disconnect the connector from the rear oxygen sensor, and remove the clip (A) holding the rear oxygen sensor harness.

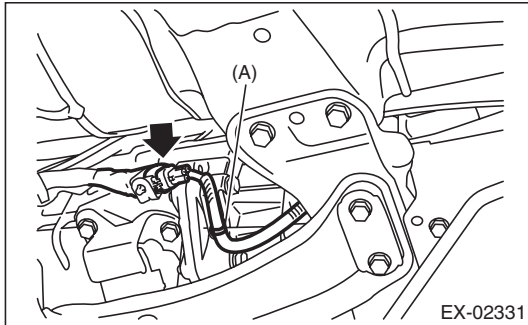
- 5MT model



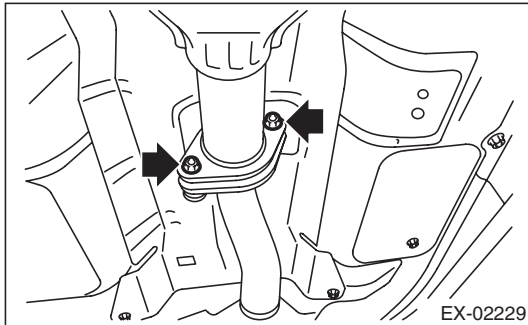
Center Exhaust Pipe

EXHAUST

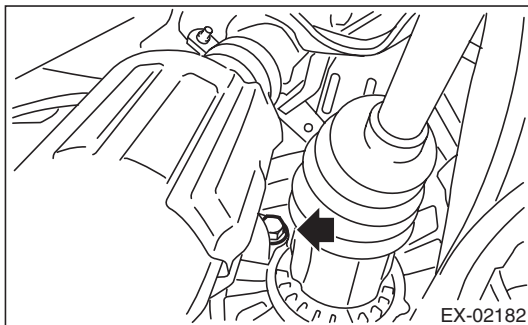
- 6MT model



- 13) Remove the rear exhaust pipe from center exhaust pipe.



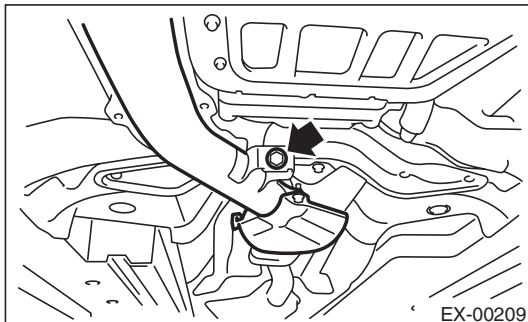
- 14) Remove the bolt which holds center exhaust pipe to transmission.



- 15) Remove the bolt which holds center exhaust pipe to hanger bracket, and remove the center exhaust pipe.

CAUTION:

Be careful not to drop the center exhaust pipe.



- 16) Remove the turbocharger lower cover.

B: INSTALLATION

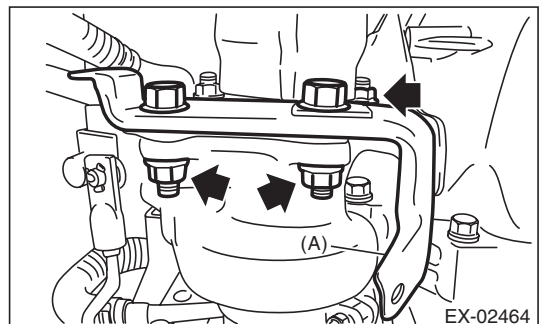
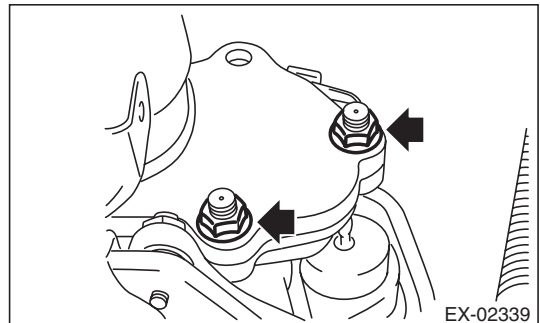
- 1) Set the turbocharger lower cover, and temporarily tighten the bolts that hold the lower side of the turbocharger lower cover.
- 2) Install the center exhaust pipe and temporarily tighten the bolt which holds center exhaust pipe to hanger bracket.
- 3) Temporarily tighten the bolt which holds the center exhaust pipe to the transmission.
- 4) Install the center exhaust pipe along with the turbocharger cover stay (A) to the turbocharger.

NOTE:

Use a new gasket.

Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



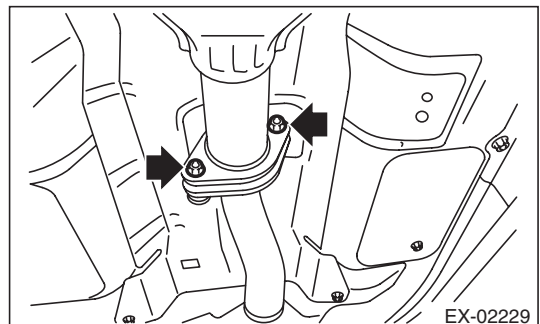
- 5) Install the rear exhaust pipe to center exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

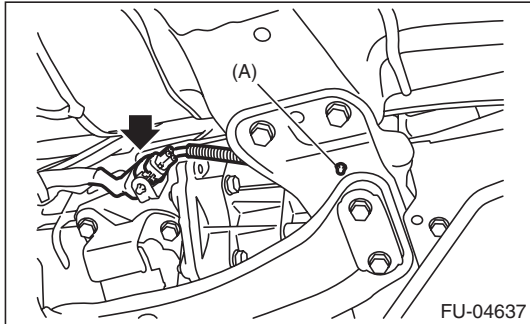


Center Exhaust Pipe

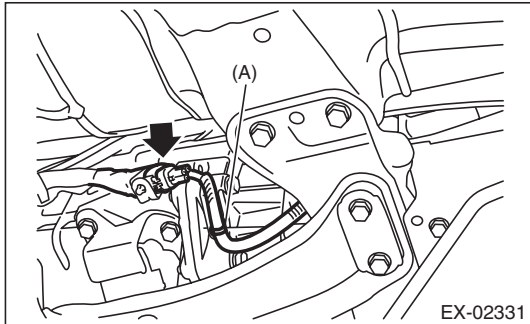
EXHAUST

6) Connect the connector to the rear oxygen sensor, and hold the rear oxygen sensor harness with the clip (A).

- 5MT model



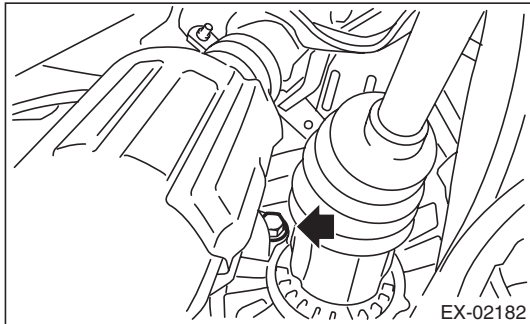
- 6MT model



7) Tighten the bolt which holds center exhaust pipe to transmission.

Tightening torque:

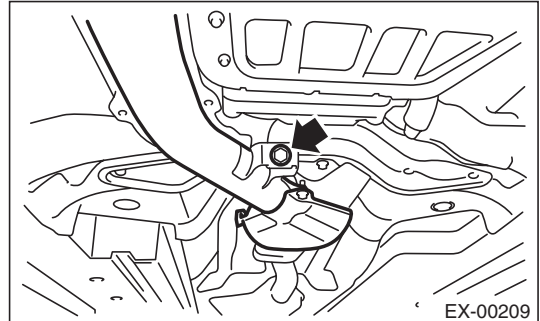
30 N·m (3.1 kgf-m, 22.1 ft-lb)



8) Tighten the bolts which secure the center exhaust pipe to the hanger bracket.

Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

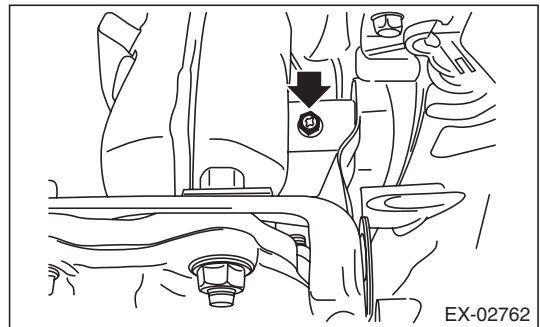


9) Lower the vehicle.

10) Attach the bolt which holds the upper side of the turbocharger lower cover.

Tightening torque:

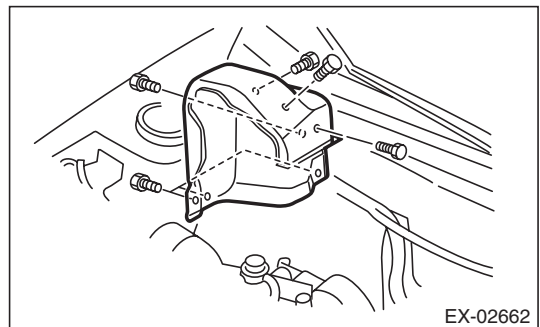
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



11) Attach the turbocharger upper cover.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



12) Lift up the vehicle.

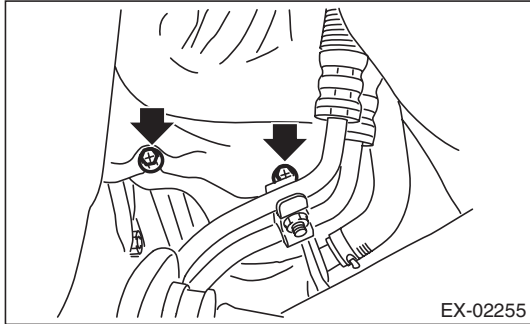
13) Tighten the bolts that secure the lower side of the turbocharger lower cover.

Center Exhaust Pipe

EXHAUST

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



14) Install the transmission under cover. (6MT model)

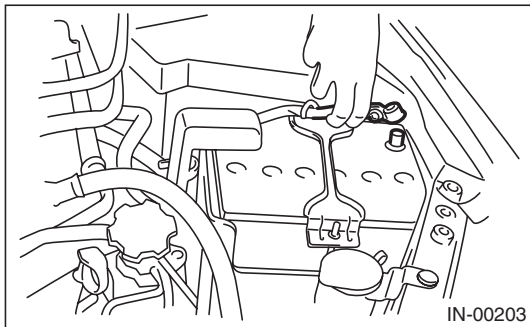
Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

15) Lower the vehicle.

16) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.> <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

17) Connect the battery ground terminal.

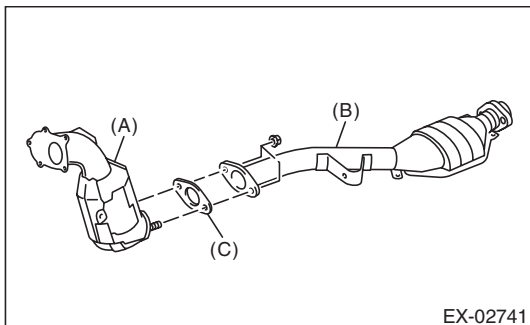


C: DISASSEMBLY

1) Remove the rear O₂ sensor from the center exhaust pipe (rear). <Ref. to FU(STI)-54, REMOVAL, Rear Oxygen Sensor.> <Ref. to FU(w/o STI)-52, REMOVAL, Rear Oxygen Sensor.>

2) Remove the center exhaust pipe upper cover.

3) Remove the center exhaust pipe (rear) from the center exhaust pipe (front).



- (A) Center exhaust pipe (Front)
- (B) Center exhaust pipe (Rear)
- (C) Gasket

D: ASSEMBLY

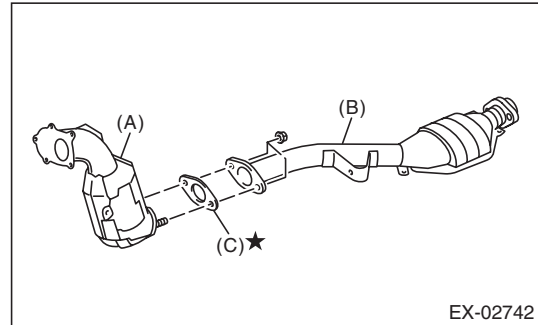
1) Assemble the center exhaust pipe (rear) to the center exhaust pipe (front).

NOTE:

Use a new gasket.

Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



- (A) Center exhaust pipe (Front)
- (B) Center exhaust pipe (Rear)
- (C) Gasket

2) Install the center exhaust pipe upper cover.

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)

3) Install the rear O₂ sensor to the center exhaust pipe (rear). <Ref. to FU(STI)-54, INSTALLATION, Rear Oxygen Sensor.> <Ref. to FU(w/o STI)-52, INSTALLATION, Rear Oxygen Sensor.>

E: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

Joint Pipe

EXHAUST

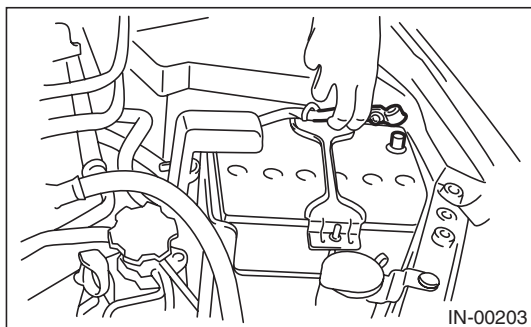
4. Joint Pipe

A: REMOVAL

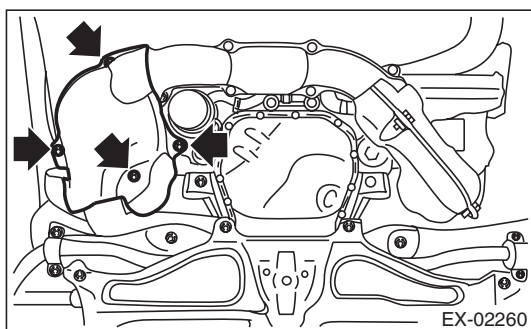
CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

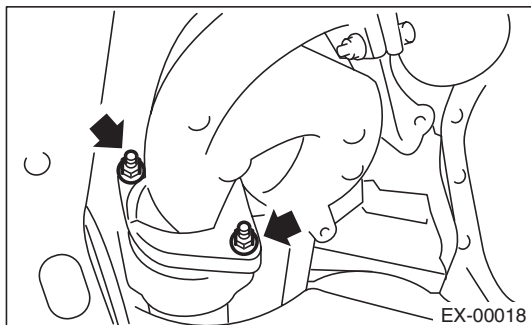
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 4) Remove the front oxygen (A/F) sensor. <Ref. to FU(STI)-52, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(w/o STI)-50, REMOVAL, Front Oxygen (A/F) Sensor.>
- 5) Remove the exhaust manifold RH lower cover.



- 6) Remove the bolts and nuts which hold exhaust manifold RH onto joint pipe.



- 7) Remove the center exhaust pipe. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>
- 8) Remove the turbocharger. <Ref. to IN(STI)-15, REMOVAL, Turbocharger.> <Ref. to IN(w/o STI)-14, REMOVAL, Turbocharger.>

- 9) Take off the joint pipe in the upward direction.

B: INSTALLATION

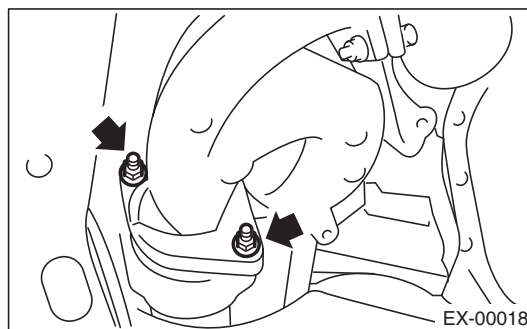
Install in the reverse order of removal.

NOTE:

Use a new gasket.

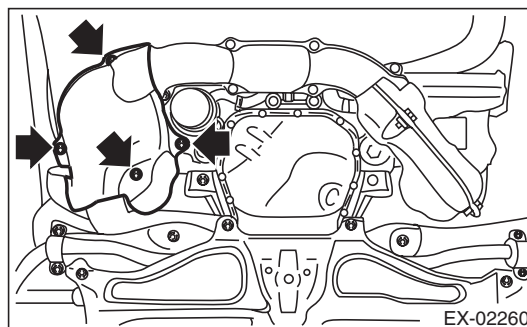
Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

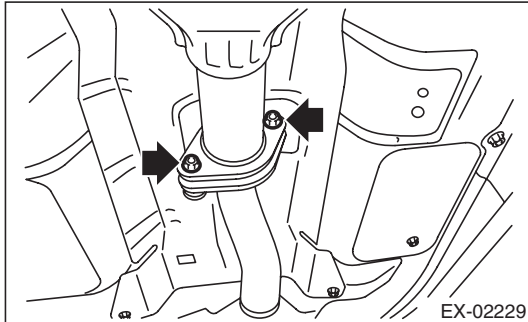
5. Rear Exhaust Pipe

A: REMOVAL

CAUTION:

Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

- 1) Lift up the vehicle.
- 2) Remove the center exhaust pipe from rear exhaust pipe.

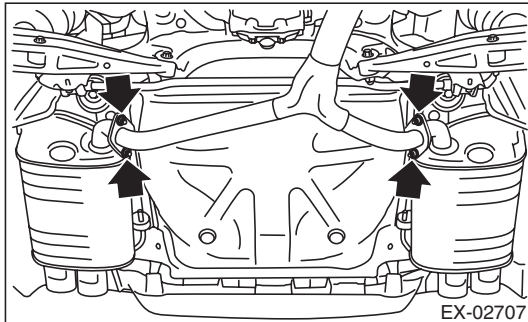


- 3) Remove the muffler from rear exhaust pipe.

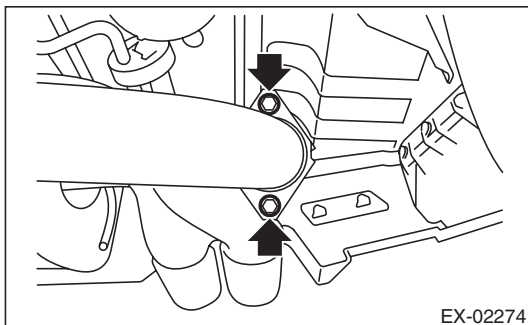
CAUTION:

Be careful not to drop the rear exhaust pipe.

- 4 door model



- 5 door model

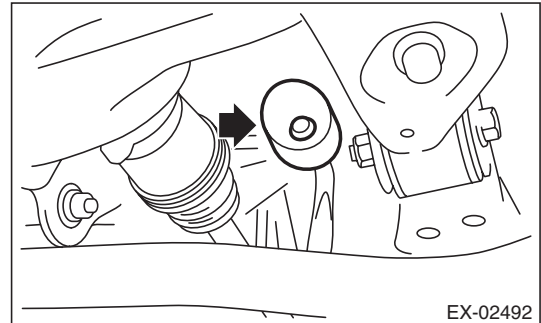


- 4) Apply a coat of spray type lubricant to the mating area of cushion rubber.

- 5) Remove the rear exhaust pipe from the cushion rubber.

CAUTION:

Be careful not to let the muffler contact the rear bumper.

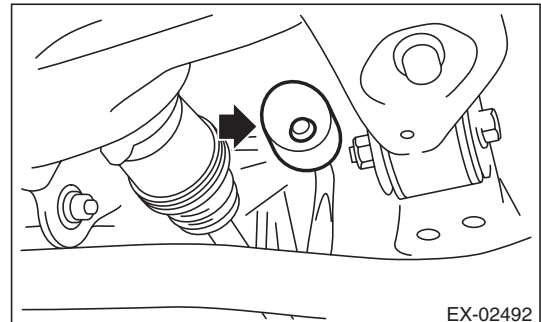


B: INSTALLATION

- 1) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 2) Install the rear exhaust pipe to cushion rubber.

NOTE:

After assembling, degrease the lubricant which was applied to the cushion rubber while removing/installing.



Rear Exhaust Pipe

EXHAUST

3) Install the rear exhaust pipe to the muffler.

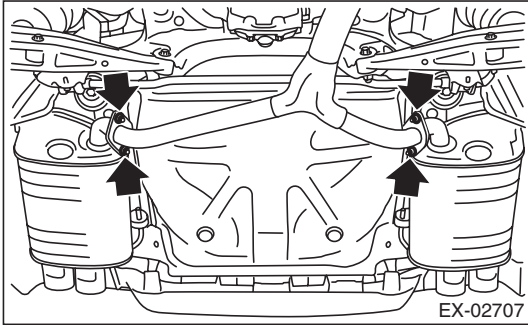
NOTE:

Use a new gasket and self-locking nut.

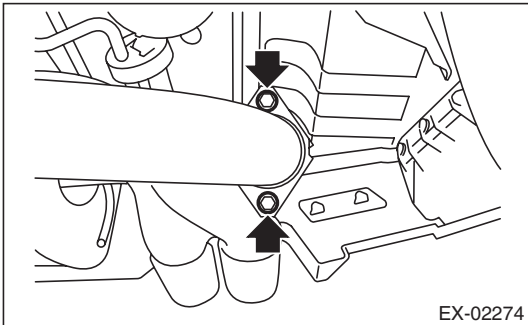
Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)

- 4 door model



- 5 door model



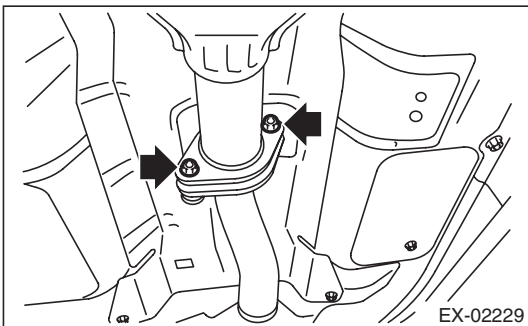
4) Install the center exhaust pipe to rear exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Lower the vehicle.

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.
- 3) Check the cushion rubber for wear or crack.

6. Muffler

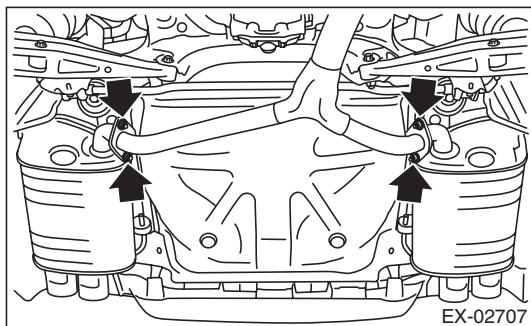
A: REMOVAL

CAUTION:

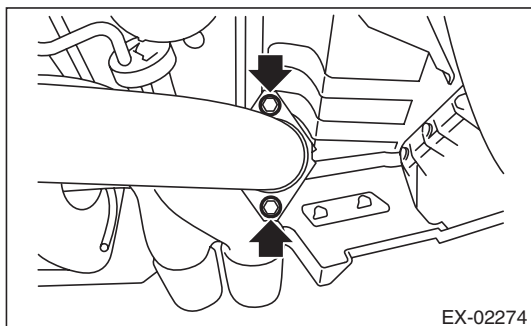
Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

- 1) Lift up the vehicle.
- 2) Remove the rear exhaust pipe from the muffler.

- 4 door model



- 5 door model

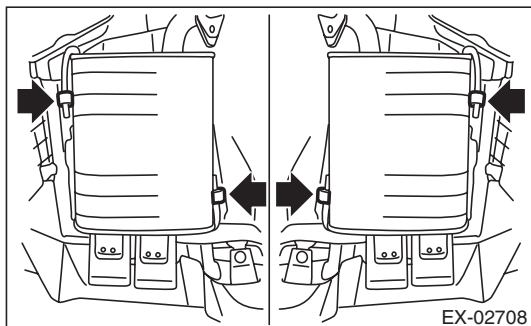


- 3) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 4) Remove the muffler from the cushion rubber.

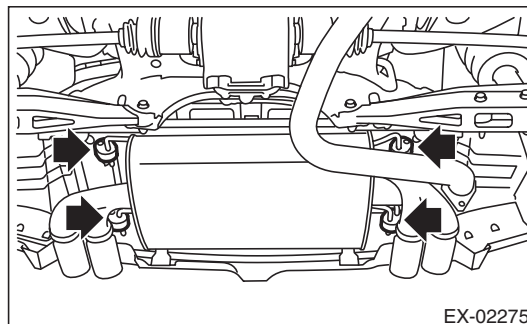
CAUTION:

Be careful not to drop the muffler during removal.

- 4 door model



- 5 door model



B: INSTALLATION

Install in the reverse order of removal.

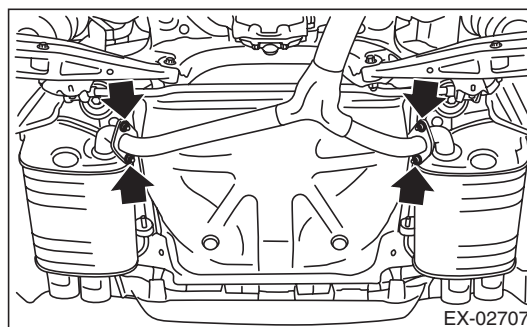
NOTE:

- Use a new gasket and self-locking nut.
- After assembling, degrease the lubricant which was applied to the cushion rubber while removing/installing.

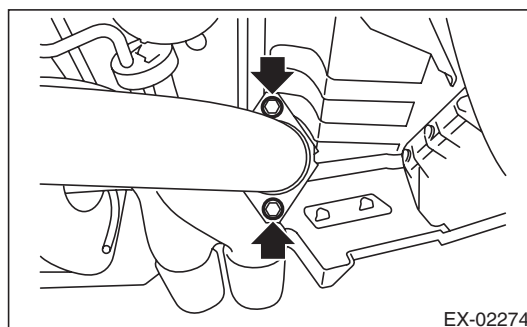
Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)

- 4 door model



- 5 door model



C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.
- 3) Check the cushion rubber for wear or crack.

Muffler

EXHAUST

COOLING

CO(STI)

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11. Coolant Filler Tank	28
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General Description

COOLING

1. General Description

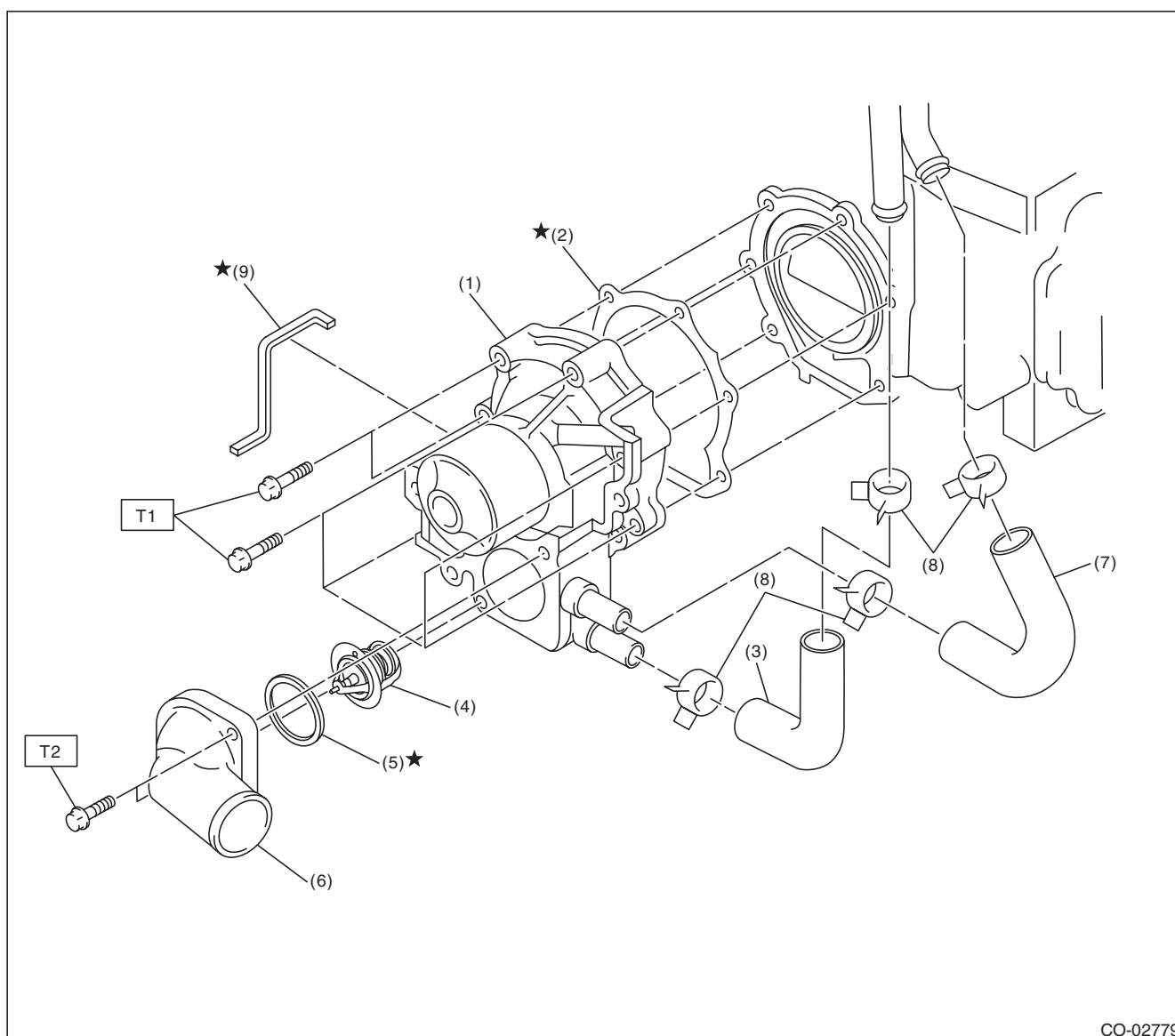
A: SPECIFICATION

Cooling system					Electric fan + Forced engine coolant circulation system		
Total engine coolant capacityℓ (US qt, Imp qt)					Approx. 7.7 (8.1, 6.8)		
Water pump	Type				Centrifugal impeller type		
	Discharge performance	Discharge rateℓ (US gal, Imp gal) /min.	200 (52.8, 44.0)				
		Pump speed — Discharge pressure			6,000 rpm — 225.4 kPa (23.0 mAq)		
		Engine coolant temperature			80°C (176°F)		
	Impeller diametermm (in)			76 (2.99)			
	Number of impeller vanes			8			
	Pump pulley diametermm (in)			60 (2.36)			
	Clearance between impeller and pump casemm (in)			Standard	0.5 — 1.5 (0.020 — 0.059)		
Thermostat	Type				Wax pellet type		
	Starting temperature to open				76 — 80°C (169 — 176°F)		
	Fully opens				91°C (196°F)		
	Valve liftmm (in)			9.0 (0.354) or more			
	Valve boremm (in)			35 (1.38)			
Radiator fan	Motor input	Main fan		W	120		
		Sub fan		W	120		
	Fan diameter / Blade	Main fan		318.5 mm (12.54 in)/9			
		Sub fan		318.5 mm (12.54 in)/11			
Radiator	Type				Down flow		
	Core dimensions	Width × Height × Thicknessmm (in)			687.4 × 340 × 16 (27.06 × 13.39 × 0.63)		
	Pressure range in which cap valve is open	Coolant filler tank sidekPa (kg/cm ² , psi)	Above	Standard	93 — 123 (0.95 — 1.25, 14 — 18)		
				Limit	83 (0.85, 12)		
		Radiator sidekPa (kg/cm ² , psi)	Below	Standard	−1.0 — −4.9 (−0.01 — −0.05, −0.1 — −0.7)		
				Limit	112 (1.14, 16)		
				Positive pressure side only	Standard	122 — 152 (1.24 — 1.55, 18 — 22)	
					Limit		
Fins				Corrugated fin type			
Reservoir tank	Capacityℓ (US qt, Imp qt)				0.45 (0.48, 0.40)		

	Recommended materials	Item number	Alternative
Coolant	SUBARU SUPER COOLANT (Concentrated type)	—	—
	SUBARU SUPER COOLANT (Diluted type)	K0670Y0001	
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protective agent	Cooling system conditioner	SOA345001	—

B: COMPONENT

1. WATER PUMP



- | | |
|-------------------------|---------------------------------|
| (1) Water pump ASSY | (6) Thermostat cover |
| (2) Gasket | (7) Coolant filler by-pass hose |
| (3) Heater by-pass hose | (8) Clip |
| (4) Thermostat | (9) Water pump sealing |
| (5) Gasket | |

Tightening torque:N·m (kgf-m, ft-lb)

T1: First 12 (1.2, 8.9)

Second 12 (1.2, 8.9)

T2: 12 (1.2, 8.9)

COOLING

This diagram illustrates the exploded view of a vehicle's front end assembly, showing the engine, radiator, fans, and various sensors and components. The components are labeled with numbers and letters:

- Engine and Cooling System:** (1) Water pump, (2) Radiator, (3) Upper radiator hose, (4) Upper radiator hose clamp, (5) Lower radiator hose, (6) Lower radiator hose clamp, (7) Water pump, (8) Water pump housing, (9) Water pump pulley, (10) Water pump pulley bolt, (11) Water pump pulley nut, (12) Water pump pulley bracket, (13) Water pump pulley bracket bolt, (14) Water pump pulley bracket nut, (15) Water pump pulley bracket, (16) Water pump pulley bracket, (17) Water pump pulley bracket, (18) Water pump pulley bracket, (19) Water pump pulley bracket, (20) Water pump pulley bracket, (21) Water pump pulley bracket, (22) Water pump pulley bracket, (23) Water pump pulley bracket, (24) Water pump pulley bracket, (25) Water pump pulley bracket.
- Sensors and Electrical Components:** T1, T2, T3, T4 (Temperature sensors), (1) Water pump, (2) Radiator, (3) Upper radiator hose, (4) Upper radiator hose clamp, (5) Lower radiator hose, (6) Lower radiator hose clamp, (7) Water pump, (8) Water pump housing, (9) Water pump pulley, (10) Water pump pulley bolt, (11) Water pump pulley nut, (12) Water pump pulley bracket, (13) Water pump pulley bracket bolt, (14) Water pump pulley bracket nut, (15) Water pump pulley bracket, (16) Water pump pulley bracket, (17) Water pump pulley bracket, (18) Water pump pulley bracket, (19) Water pump pulley bracket, (20) Water pump pulley bracket, (21) Water pump pulley bracket, (22) Water pump pulley bracket, (23) Water pump pulley bracket, (24) Water pump pulley bracket, (25) Water pump pulley bracket.
- Other Components:** (1) Water pump, (2) Radiator, (3) Upper radiator hose, (4) Upper radiator hose clamp, (5) Lower radiator hose, (6) Lower radiator hose clamp, (7) Water pump, (8) Water pump housing, (9) Water pump pulley, (10) Water pump pulley bolt, (11) Water pump pulley nut, (12) Water pump pulley bracket, (13) Water pump pulley bracket bolt, (14) Water pump pulley bracket nut, (15) Water pump pulley bracket, (16) Water pump pulley bracket, (17) Water pump pulley bracket, (18) Water pump pulley bracket, (19) Water pump pulley bracket, (20) Water pump pulley bracket, (21) Water pump pulley bracket, (22) Water pump pulley bracket, (23) Water pump pulley bracket, (24) Water pump pulley bracket, (25) Water pump pulley bracket.

CO(STI)-4

General Description

COOLING

(1) Radiator lower cushion	(12) Radiator main fan shroud	(23) Over flow hose B
(2) Radiator	(13) Radiator sub fan	(24) Main fan motor
(3) Radiator upper cushion	(14) Radiator main fan	(25) Sub fan motor
(4) Radiator upper bracket	(15) Radiator outlet hose	
(5) Clip	(16) Radiator drain plug	
(6) Radiator inlet hose	(17) O-ring	
(7) Engine coolant reservoir tank cap	(18) Engine coolant filler tank	
(8) Over flow hose A	(19) Radiator cap (Coolant filler tank cap)	
(9) Engine coolant reservoir tank	(20) Engine coolant hose A	
(10) Over flow pipe	(21) Engine coolant hose B	
(11) Radiator sub fan shroud	(22) Radiator lower bracket	

Tightening torque:N·m (kgf-m, ft-lb)

T1: 3.4 (0.3, 2.5)

T2: 4.41 (0.45, 3.25)

T3: 7.5 (0.8, 5.5)

T4: 12 (1.2, 8.9)

C: CAUTION

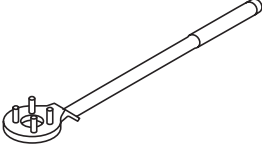
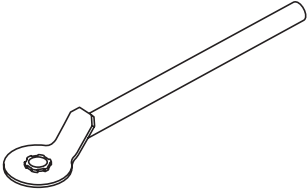
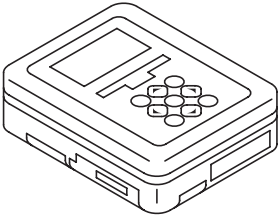
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- Prepare a container and cloth to prevent scattering of engine coolant when performing work where engine coolant can be spilled. If the fuel spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing engine coolant.

General Description

COOLING

D: PREPARATION TOOL

1. SPECIAL TOOL

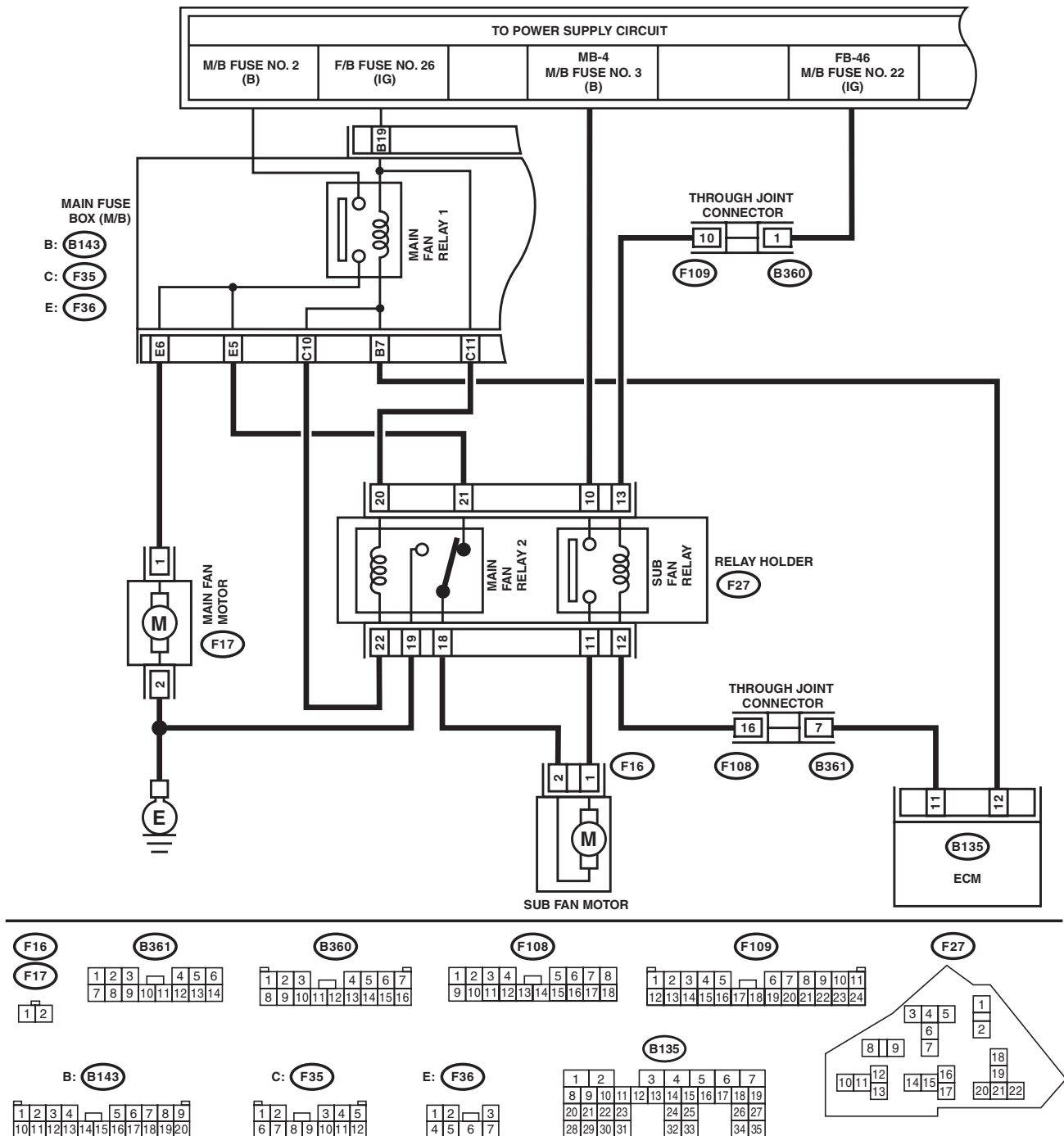
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for removing and installing the crank pulley.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket and exhaust cam sprocket.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Radiator cap tester	Used for checking radiator and radiator cap.

2. Radiator Fan System

A: WIRING DIAGRAM



CO-02773

Radiator Fan System

COOLING

B: INSPECTION

Operating condition:

Vehicle speed	A/C compressor load	Engine coolant temperature		
		Increase: 89°C (192°F) or less Decrease: 87°C (189°F) or less	Increase: 90 — 95°C (194 — 203°F) Decrease: 88 — 90°C (190 — 194°F)	Increase: 96°C (205°F) or more Decrease: 91°C (196°F) or more
		Radiator fan operation	Radiator fan operation	Radiator fan operation
During acceleration: 19 km/h (12 MPH) or less During deceleration: 10 km/h (6 MPH) or less	OFF	OFF	Low-Speed	High-Speed
	Low	Low-Speed	Low-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 20 — 69 km/h (12 — 43 MPH) During deceleration: 11 — 64 km/h (7 — 40 MPH)	OFF	OFF	Low-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 70 — 105 km/h (43 — 65 MPH) During deceleration: 65 — 100 km/h (40 — 62 MPH)	OFF	OFF	Low-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 106 km/h (66 MPH) or more During deceleration: 101 km/h (63 MPH) or more	OFF	OFF	High-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed

Radiator Fan System

COOLING

DIAGNOSIS:

Radiator main fan and radiator sub fans do not rotate under the above operating conditions.

Step	Check	Yes	No
1 CHECK OPERATION OF RADIATOR FAN. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Using the Subaru Select Monitor, check the forced operation of the radiator fan relay. NOTE: • When performing a forced operation radiator fan relay check using the Subaru Select Monitor, the radiator main fan and radiator sub fan will repeat low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to "Compulsory Valve Operation Check Mode" for detailed procedures. <Ref. to EN(H4DOTC)(diag)-62, Compulsory Valve Operation Check Mode.>	Do the radiator main fans and radiator sub fans rotate at low speed?	Go to step 2.	Go to step 3.
2 CHECK OPERATION OF RADIATOR FAN. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform the compulsory operation check for the radiator fan relay using Subaru Select Monitor. NOTE: • When performing a forced operation radiator fan relay check using the Subaru Select Monitor, the radiator main fan and radiator sub fan will repeat low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to "Compulsory Valve Operation Check Mode" for detailed procedures. <Ref. to EN(H4DOTC)(diag)-62, Compulsory Valve Operation Check Mode.>	Do the radiator main fans and radiator sub fans rotate at high speed?	Radiator main fan system is normal.	Go to step 27.
3 CHECK POWER SUPPLY TO SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay from the relay holder. 3) Measure the voltage between sub fan relay connector and chassis ground. Connector & terminal (F27) No. 10 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Go to step 4.	Go to step 5.
4 CHECK POWER SUPPLY TO SUB FAN RELAY. 1) Turn the ignition switch to ON. 2) Measure the voltage between sub fan relay connector and chassis ground. Connector & terminal (F27) No. 13 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Go to step 7.	Go to step 6.
5 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 3. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
6 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 22. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.

Radiator Fan System

COOLING

Step	Check	Yes	No
7 CHECK SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between sub fan relay terminals. <i>Terminals</i> <i>No. 10 — No. 11:</i>	Is the resistance 1 MΩ or more?	Go to step 8.	Replace the sub fan relay.
8 CHECK SUB FAN RELAY. 1) Connect the battery to terminals No. 13 and No. 12 of the sub fan relay. 2) Measure the resistance between sub fan relay terminals. <i>Terminals</i> <i>No. 10 — No. 11:</i>	Is the resistance less than 1 Ω?	Go to step 9.	Replace the sub fan relay.
9 CHECK HARNESS BETWEEN SUB FAN RELAY CONNECTOR AND SUB FAN MOTOR CONNECTOR. 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between sub fan relay connector and sub fan motor connector. <i>Connector & terminal</i> <i>(F16) No. 1 — (F27) No. 11:</i>	Is the resistance less than 1 Ω?	Go to step 10.	Repair the open circuit of harness between sub fan relay connector and sub fan motor connector.
10 CHECK HARNESS BETWEEN SUB FAN MOTOR CONNECTOR AND MAIN FAN RELAY 2 CONNECTOR. 1) Remove main fan relay 2 from the relay holder. 2) Measure the resistance of harness between sub fan motor connector and main fan relay 2 connector. <i>Connector & terminal</i> <i>(F16) No. 2 — (F27) No. 18:</i>	Is the resistance less than 1 Ω?	Go to step 11.	Repair the open circuit of the harness between sub fan motor connector and main fan relay 2 connector.
11 CHECK FOR POOR CONTACT. Check poor contact of sub fan motor connector.	Is there poor contact of the sub fan motor connector?	Repair the poor contact of sub fan motor connector.	Go to step 12.
12 CHECK SUB FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1 of the sub fan motor, and the ground (–) terminal to terminal No. 2.	Does the radiator sub fan rotate?	Go to step 13.	Replace the sub fan motor.
13 CHECK MAIN FAN RELAY 2. Measure the resistance between main fan relay 2 terminals. <i>Terminals</i> <i>No. 21 — No. 18:</i>	Is the resistance less than 1 Ω?	Go to step 14.	Replace the main fan relay 2.
14 CHECK HARNESS BETWEEN MAIN FAN RELAY 2 CONNECTOR AND MAIN FAN MOTOR CONNECTOR. 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between main fan relay 2 connector and main fan motor connector. <i>Connector & terminal</i> <i>(F17) No. 1 — (F27) No. 21:</i>	Is the resistance less than 1 Ω?	Go to step 15.	Repair the open circuit of the harness between main fan relay 2 connector and main fan motor connector.

Radiator Fan System

COOLING

Step	Check	Yes	No
15 CHECK MAIN FAN MOTOR AND GROUND CIRCUIT. Measure the resistance between main fan motor connector and chassis ground. Connector & terminal (F17) No. 2 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 16.	Repair the open circuit of the harness between main fan motor connector and chassis ground.
16 CHECK FOR POOR CONTACT. Check poor contact of main fan motor connector.	Is there poor contact of the main fan motor connector?	Repair the poor contact of main fan motor connector.	Go to step 17.
17 CHECK MAIN FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1 of the main fan motor, and the ground (–) terminal to terminal No. 2.	Does the radiator main fan rotate?	Go to step 18.	Replace the main fan motor.
18 CHECK HARNESS BETWEEN SUB FAN RELAY CONNECTOR AND ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between the sub fan relay connector and ECM connector. Connector & terminal (B135) No. 11 — (F27) No. 12:	Is the resistance less than 1 Ω ?	Go to step 19.	Repair the open circuit of harness between sub fan relay connector and ECM.
19 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Check the DTC. Repair the trouble cause. <Ref. to EN(H4DOTC)(diag)-48, Read Diagnostic Trouble Code (DTC).>
20 CHECK MAIN FAN RELAY 1. 1) Turn the ignition switch to OFF. 2) Remove main fan relay 1 from the main fuse box. 3) Measure the resistance between terminals of main fan relay 1 switch.	Is the resistance 1 M Ω or more?	Go to step 21.	Replace the main fan relay 1.
21 CHECK MAIN FAN RELAY 1. 1) Connect the main fan relay 1 coil side terminal to the battery. 2) Measure the resistance between terminals of main fan relay 1 switch.	Is the resistance less than 1 Ω ?	Go to step 22.	Replace the main fan relay 1.
22 CHECK HARNESS BETWEEN MAIN FAN RELAY 1 CONNECTOR AND MAIN FAN MOTOR CONNECTOR. 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between main fan relay 1 connector and main fan motor connector. Connector & terminal (F17) No. 1 — (F36) No. 6:	Is the resistance less than 1 Ω ?	Go to step 23.	Repair the open circuit of the harness between main fan relay 1 connector and main fan motor connector.
23 CHECK HARNESS BETWEEN MAIN FAN RELAY 1 CONNECTOR AND ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between the main fan relay 1 connector and ECM connector. Connector & terminal (B135) No. 12 — (B143) No. 7:	Is the resistance less than 1 Ω ?	Go to step 24.	Repair the open circuit of the harness between main fan relay 1 connector and ECM.

Radiator Fan System

COOLING

Step	Check	Yes	No
24 CHECK HARNESS BETWEEN MAIN FAN RELAY 2 CONNECTOR AND ECM. Measure the resistance between the main fan relay 2 connector and ECM connector. Connector & terminal (B135) No. 12 — (F27) No. 22:	Is the resistance less than 1 Ω ?	Go to step 25.	Repair the open circuit of the harness between main fan relay 2 connector and ECM.
25 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 2 and 26. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 26.
26 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Repair the power supply circuit to the main fuse box.
27 CHECK OPERATION OF RADIATOR FAN. If the both fans do not rotate at high speed in the condition of step 2, check whether the radiator sub fan is rotating.	Does the radiator sub fan rotate?	Go to step 20.	Go to step 28.
28 CHECK GROUND CIRCUIT OF MAIN FAN RELAY 2. 1) Remove main fan relay 2 from the relay holder. 2) Measure the resistance between main fan relay 2 connector and chassis ground. Connector & terminal (F27) No. 19 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 29.	Repair the open circuit of harness between main fan relay 2 connector and chassis ground.
29 CHECK POWER SUPPLY TO MAIN FAN RELAY 2. 1) Turn the ignition switch to ON. 2) Measure the voltage between main fan relay 2 connector and chassis ground. Connector & terminal (F27) No. 20 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 30.	Repair the power supply line.
30 CHECK MAIN FAN RELAY 2. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay 2. 3) Measure the resistance between main fan relay 2 terminals. Terminals No. 18 — No. 19:	Is the resistance 1 M Ω or more?	Go to step 31.	Replace the main fan relay 2.
31 CHECK MAIN FAN RELAY 2. 1) Connect the battery to terminals No. 20 and No. 22 of the main fan relay 2. 2) Measure the resistance between main fan relay 2 terminals. Terminals No. 18 — No. 19:	Is the resistance less than 1 Ω ?	Go to step 23.	Replace the main fan relay 2.

3. Engine Coolant

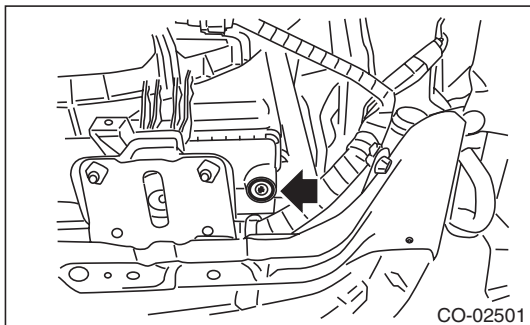
A: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 3) Remove the drain plug to drain engine coolant into container.

NOTE:

Remove the coolant filler tank cap so that engine coolant will drain faster.



- 4) Install the drain plug.
- 5) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>

2. FILLING OF ENGINE COOLANT

- 1) Pour cooling system conditioner through the filler neck of coolant filler tank.

Cooling system protective agent:

Refer to "SPECIFICATION" for cooling system protective agent. <Ref. to CO(STI)-2, SPECIFICATION, General Description.>

- 2) Fill the engine coolant into coolant filler tank up to the filler neck position.

Recommended engine coolant:

Refer to "SPECIFICATION" for recommended engine coolant. <Ref. to CO(STI)-2, SPECIFICATION, General Description.>

Engine coolant level:

Refer to "SPECIFICATION" for engine coolant level. <Ref. to CO(STI)-2, SPECIFICATION, General Description.>

Engine coolant concentration:

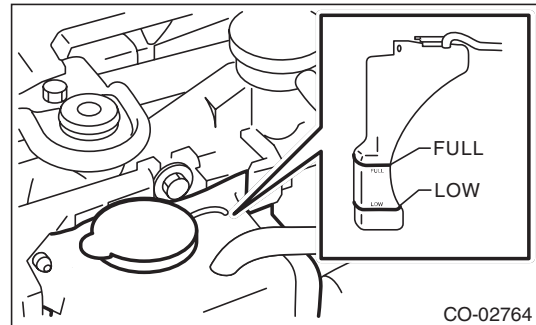
Refer to "ADJUSTMENT" for the recommended engine coolant concentration. <Ref. to CO(STI)-14, ADJUSTMENT, Engine Coolant.>

CAUTION:

Do not confuse the cap of coolant filler tank and cap of radiator.

NOTE:

- When pouring the engine coolant, the radiator side cap must not be removed.
- The SUBARU Super Coolant contains anti-freeze and anti-rust agents, and is especially made for Subaru engines with an aluminum cylinder block. Always use SUBARU Super Coolant, since other coolant may cause corrosion.
- 3) Fill engine coolant into the reservoir tank up to "FULL" level.



- 4) Close the coolant filler tank cap, and start the engine. Race 5 to 6 times at 3,000 rpm or less, then stop the engine. (Complete this operation within 40 seconds.)

- 5) Wait for one minute after the engine stops, then open the coolant filler tank cap. If the engine coolant level drops, add engine coolant into coolant filler tank up to the filler neck position.

- 6) Perform the procedures 4) and 5) again.

- 7) Install the coolant filler tank cap and reservoir tank cap properly.

- 8) Start the engine and operate the heater at maximum hot position and the blower speed setting to "LO".

- 9) Run the engine at 2,000 rpm or less until radiator fan starts and stops.

NOTE:

Be careful with the engine coolant temperature gauge to prevent overheating.

- 10) Stop the engine and wait until the engine coolant temperature lowers to 30°C (86°F) or less.

- 11) Open the coolant filler tank cap. If the engine coolant level drops, add engine coolant into the coolant filler tank up to the filler neck position and the reservoir tank to "FULL" level.

- 12) Install the coolant filler tank cap and reservoir tank cap properly.

- 13) Set the heater setting to maximum hot position and the blower speed setting to "LO" and start the engine. Perform racing at 3,000 rpm or less. If the flowing sound is heard from the heater core, repeat the procedures from step 9).

Engine Coolant

COOLING

B: ADJUSTMENT

1. PROCEDURE TO ADJUST THE CONCENTRATION OF THE SUBARU SUPER COOLANT

CAUTION:

Use the Subaru Super Coolant with a 50 — 60% concentration in order to obtain maximum anti-freeze and anti-rust performance.

To adjust the concentration of Subaru Super Coolant according to temperature, select the proper Subaru Super Coolant concentration from the table, and add the amount of diluting water corresponding to the required concentration to the Subaru Super Coolant (concentrated type).

Relationship of Subaru Super Coolant concentration and freezing temperature			
Subaru Super Coolant concentration	50%	55%	60%
Freezing temp.	-36°C (-33°F)	-41°C (-42°F)	-50°C (-58°F)

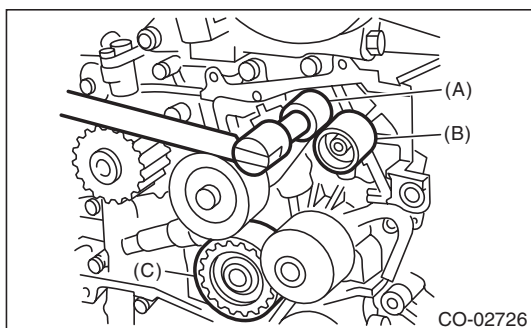
Engine coolant and diluting water:

Refer to “SPECIFICATION” for the recommended engine coolant and diluting water. <Ref. to CO(STI)-2, SPECIFICATION, General Description.>

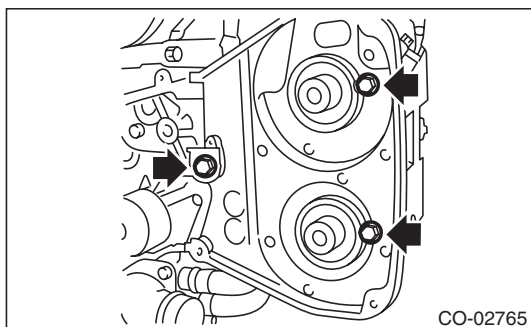
4. Water Pump

A: REMOVAL

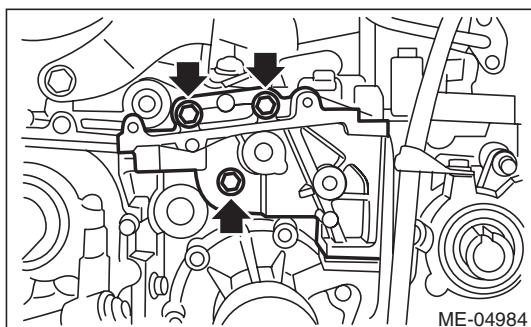
- 1) Remove the radiator. <Ref. to CO(STI)-19, REMOVAL, Radiator.>
- 2) Remove the V-belts. <Ref. to ME(STI)-39, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.>
- 4) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.>
- 5) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.>
- 6) Remove the automatic belt tension adjuster (A).
- 7) Remove the belt idler (B).
- 8) Remove the belt idler No. 2 (C).



- 9) Remove the cam sprocket LH. <Ref. to ME(STI)-58, REMOVAL, Cam Sprocket.>
- 10) Remove the belt cover No. 2 LH.

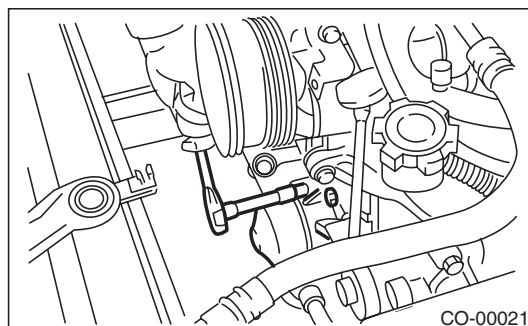


- 11) Remove the tensioner bracket.



- 12) Disconnect the hose from water pump.

- 13) Remove the water pump.



B: INSTALLATION

- 1) Install the water pump onto cylinder block LH.

NOTE:

- Use a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

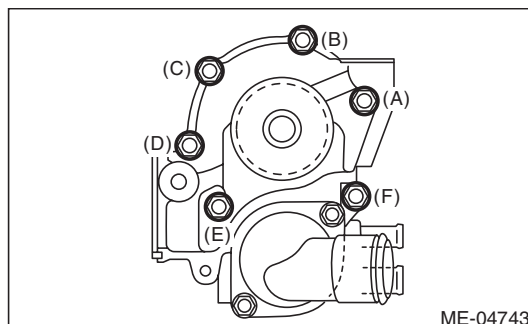
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second:

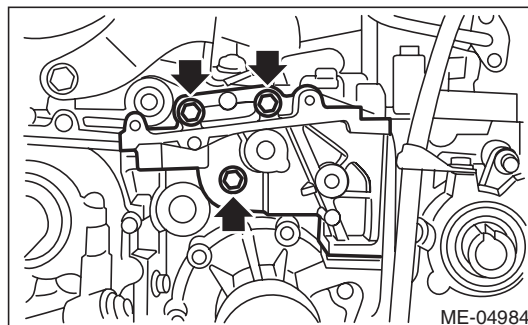
12 N·m (1.2 kgf-m, 8.9 ft-lb)



- 2) Install the hose to water pump.
- 3) Install the tensioner bracket.

Tightening torque:

24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



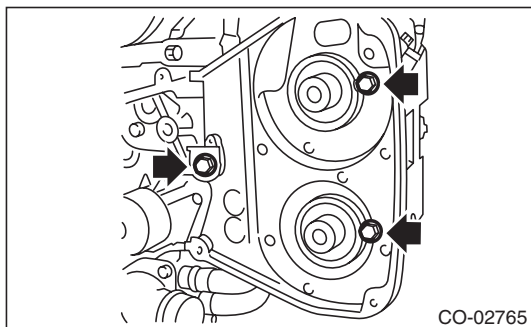
Water Pump

COOLING

4) Install the belt cover No. 2 LH.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



5) Install the cam sprocket LH. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.>

6) Install the belt idler No. 2 (C).

Tightening torque:

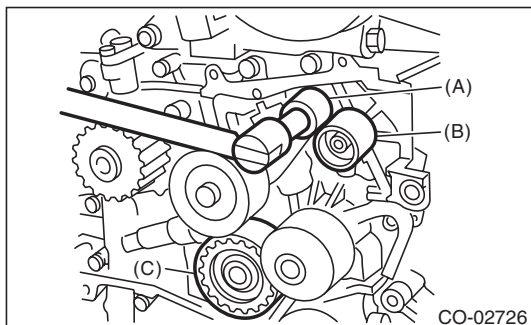
39 N·m (4.0 kgf-m, 28.8 ft-lb)

7) Install the belt idler (B).

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

8) Install the automatic belt tension adjuster (A) with the tension rod held by a pin. <Ref. to ME(STI)-51, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>



9) Install the timing belt. <Ref. to ME(STI)-52, TIMING BELT, INSTALLATION, Timing Belt.>

10) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.>

11) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.>

12) Install the V-belts. <Ref. to ME(STI)-39, INSTALLATION, V-belt.>

13) Install the radiator. <Ref. to CO(STI)-20, INSTALLATION, Radiator.>

C: INSPECTION

1) Check the water pump bearing for smooth rotation.

2) Check the water pump pulley for abnormalities.

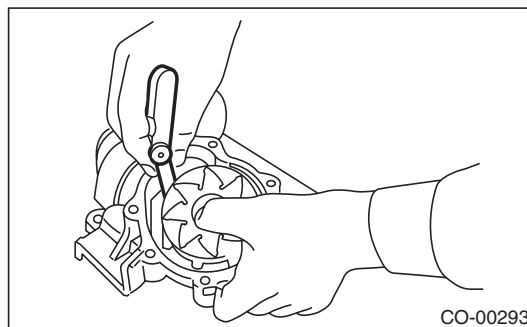
3) Make sure the impeller is not abnormally deformed or damaged.

4) Inspect the clearance between impeller and pump case.

Clearance between impeller and pump case:

Standard

0.5 — 1.5 mm (0.020 — 0.059 in)

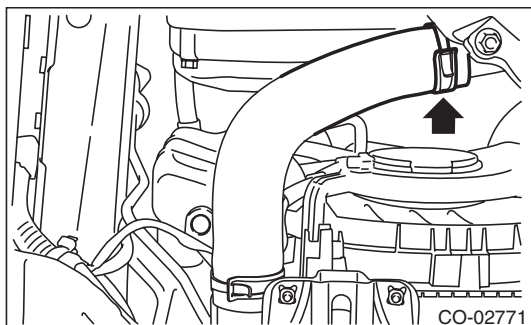


5) After water pump installation, check pulley shaft for engine coolant leaks or noise. If leaks or noise are noted, replace the water pump assembly.

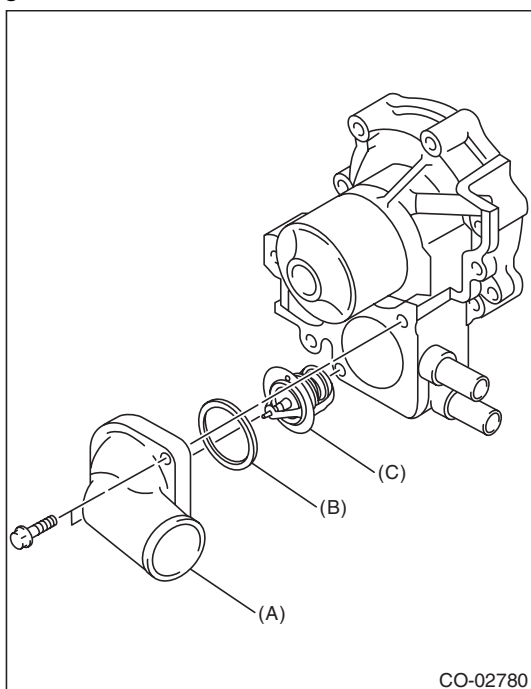
5. Thermostat

A: REMOVAL

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 3) Drain engine coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Disconnect the radiator outlet hose from thermostat cover.



- 5) Remove the thermostat cover, and then remove the gasket and thermostat.



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat

B: INSTALLATION

- 1) Install a gasket to thermostat.

NOTE:

Use a new gasket.

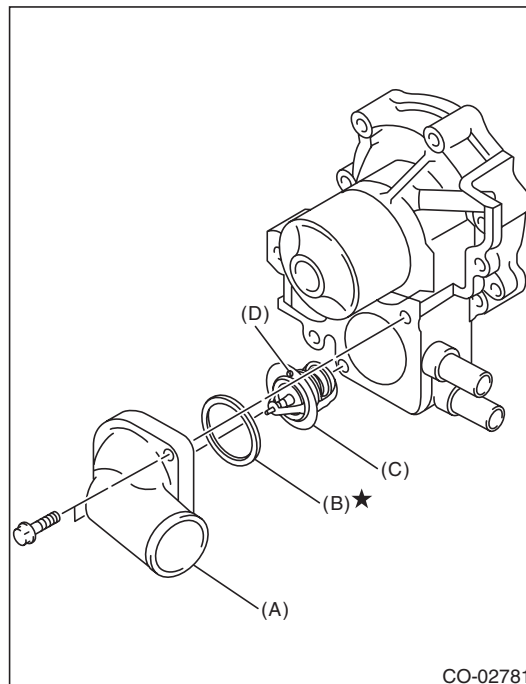
- 2) Install the thermostat and thermostat cover.

NOTE:

Install the parts with the jiggle pin facing upward.

Tightening torque:

12 N·m (1.2 kgf-m, 8.9 ft-lb)



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat
- (D) Jiggle pin

- 3) Connect the radiator outlet hose to thermostat cover.
- 4) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>
- 5) Lower the vehicle.
- 6) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

Thermostat

COOLING

C: INSPECTION

- 1) Check that the thermostat does not have deformation, cracks or damage.
- 2) Check that the thermostat valve closes completely at an ambient temperature.
- 3) Immerse the thermostat and a thermometer in water. Raise water temperature gradually, and check the temperature and valve lift when the valve begins to open and when the valve is fully opened. Replace the thermostat if faulty.

NOTE:

- During the test, agitate the water for even temperature distribution.
- Leave the thermostat in the boiling water for five minutes or more before measuring the valve lift.
- Hold the thermostat with a wire or the like to avoid contacting the container.

Starting temperature to open:

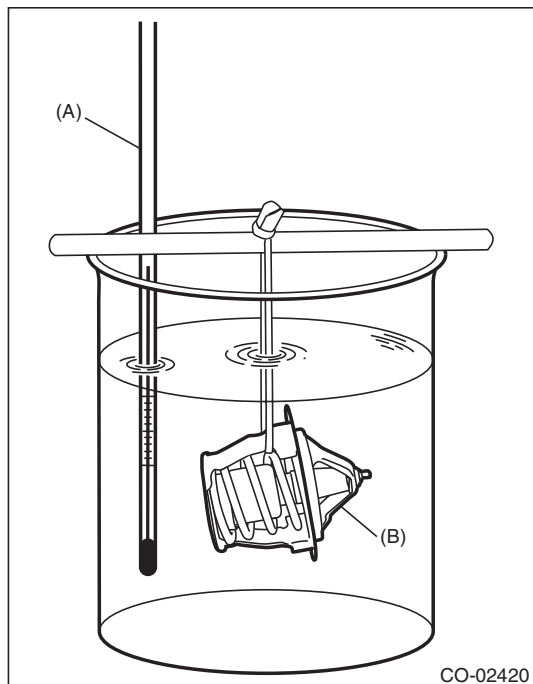
76 — 80°C (169 — 176°F)

Full open temperature:

91°C (196°F)

Total valve lift:

9.0 mm (0.354 in) or more



(A) Thermometer

(B) Thermostat

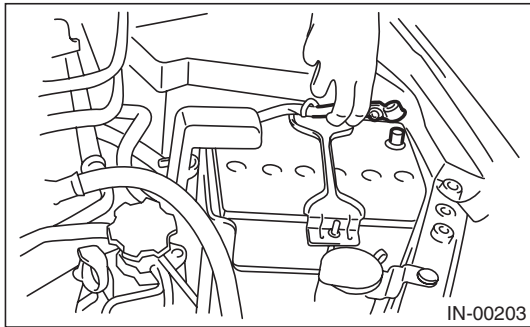
6. Radiator

A: REMOVAL

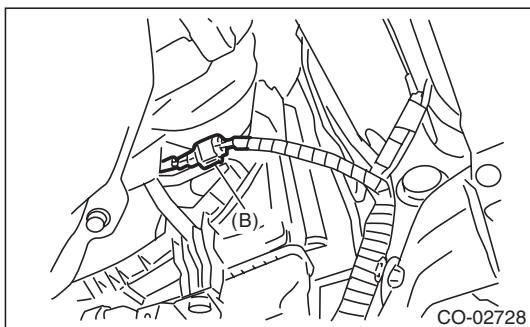
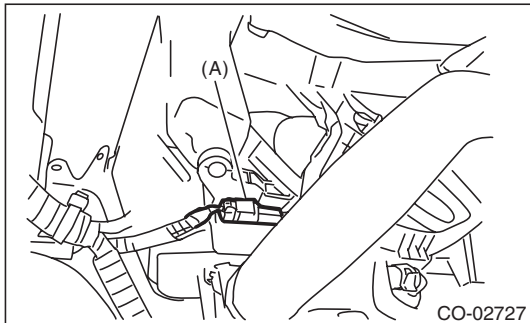
CAUTION:

The radiator is pressurized when the engine and radiator are hot. Wait until engine and radiator cool down before working on the radiator.

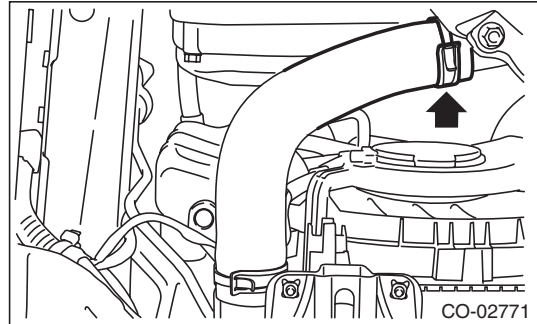
- 1) Disconnect the ground cable from battery.



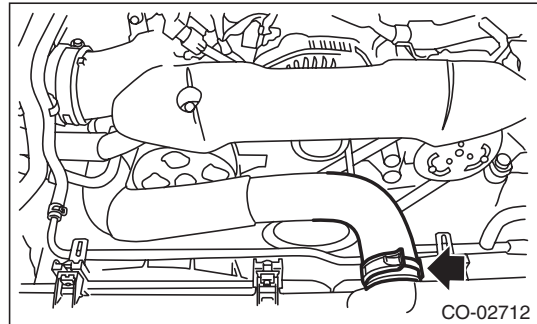
- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 4) Drain engine coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 5) Disconnect the connector (A) from the main fan motor and the connector (B) from the sub fan motor.



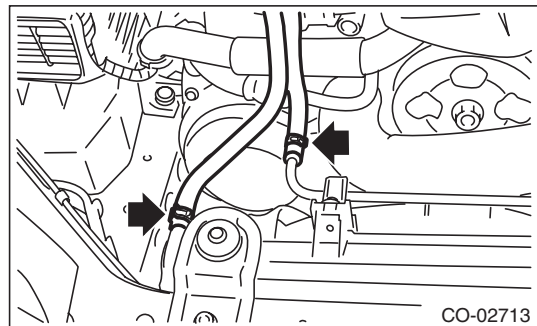
- 6) Disconnect the radiator outlet hose from thermostat cover.



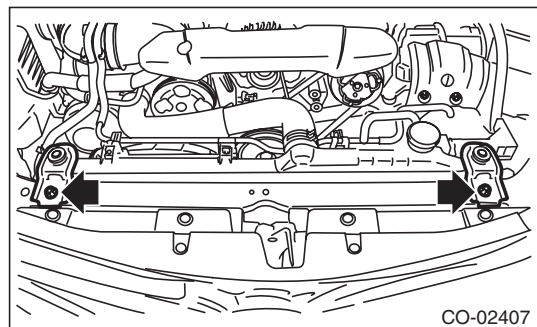
- 7) Lower the vehicle.
- 8) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 9) Remove the reservoir tank. <Ref. to CO(STI)-27, REMOVAL, Reservoir Tank.>
- 10) Disconnect the radiator inlet hose from the radiator.



- 11) Disconnect the two engine coolant hoses from the radiator.



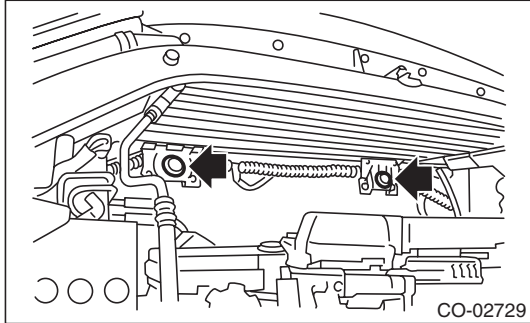
- 12) Remove the radiator upper brackets.



Radiator

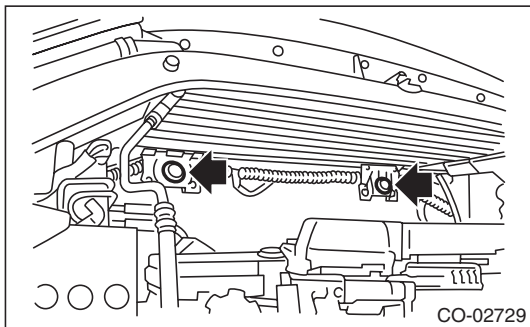
COOLING

- 13) Move the radiator to the left while lifting it upward.
- 14) Lift the radiator up and remove the radiator from vehicle.
- 15) Remove the radiator lower cushion from the radiator lower bracket.



B: INSTALLATION

- 1) Attach the radiator lower cushion to the radiator lower bracket.



- 2) Install the radiator to vehicle.

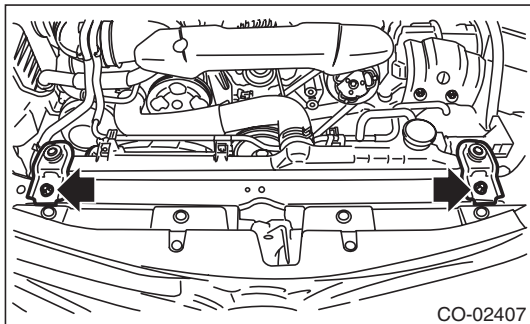
NOTE:

Make pins on the lower side of radiator be fitted into the radiator lower cushions.

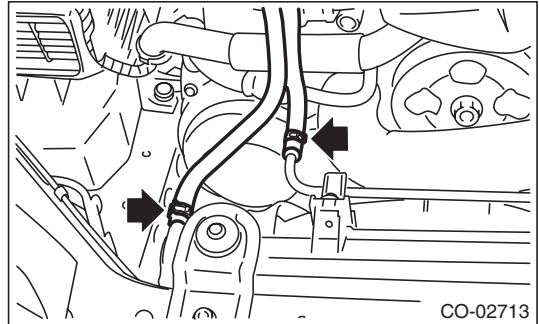
- 3) Install the radiator upper brackets.

Tightening torque:

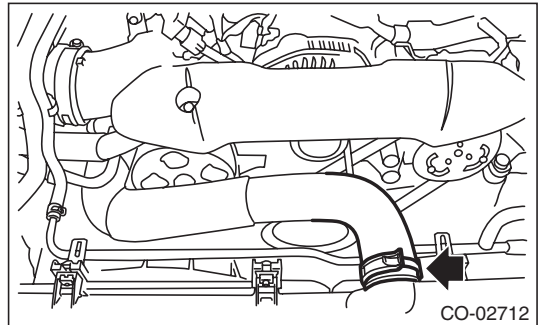
12 N·m (1.2 kgf-m, 8.9 ft-lb)



- 4) Connect the two engine coolant hoses to the radiator.



- 5) Connect the radiator inlet hose.

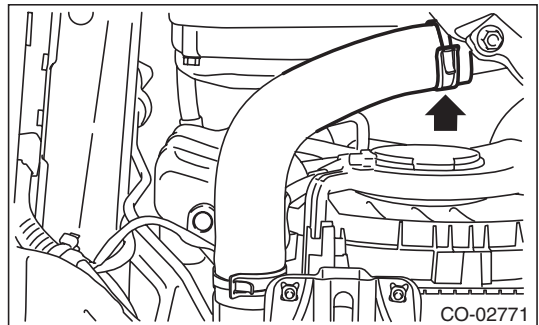


- 6) Install the reservoir tank. <Ref. to CO(STI)-27, INSTALLATION, Reservoir Tank.>

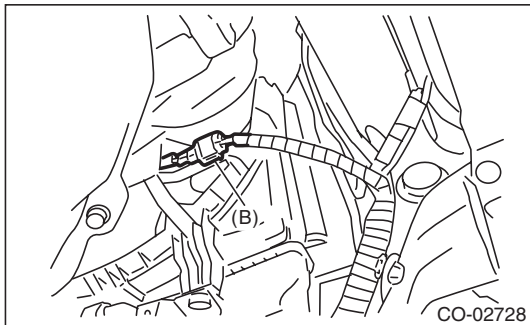
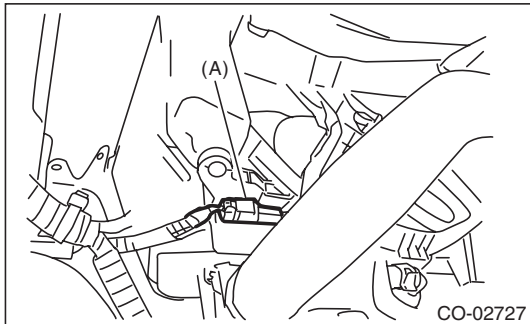
- 7) Install the air intake duct. <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.>

- 8) Lift up the vehicle.

- 9) Connect the radiator outlet hose.



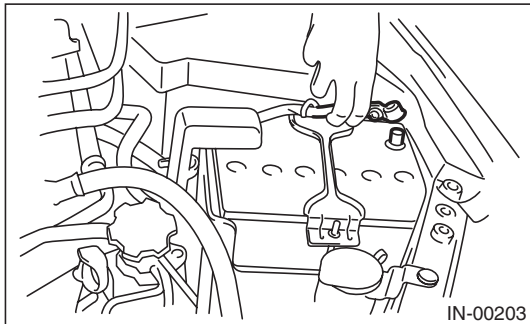
10) Connect the connector (A) to the main fan motor and the connector (B) to the sub fan motor connector.



11) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>

12) Lower the vehicle.

13) Connect the battery ground terminal.



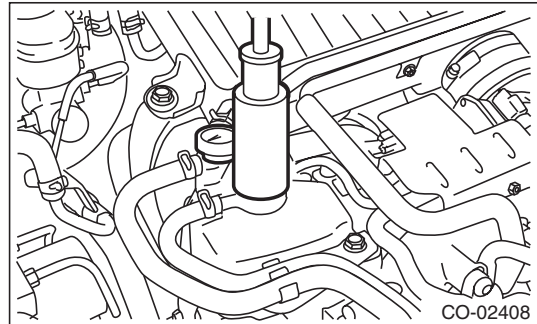
14) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

1) Check that the radiator does not have deformation, cracks or damage.

2) Check that the hose has no cracks, damage or loose part.

3) Remove the coolant filler tank cap, fill the coolant filler tank with engine coolant, then install the radiator cap tester to the filler neck of coolant filler tank.



4) Apply a pressure of 122 kPa (1.2 kg/cm², 18 psi) to the radiator and check the following points:

- Leakage from the radiator or its vicinity
- Leakage from the hose or its connections

CAUTION:

- Inspection must be carried out at the side of coolant filler tank, not at the side of radiator.
- Engine should be turned off.
- Wipe engine coolant from check points in advance.
- Be careful of the spurt of engine coolant when removing the radiator cap tester.
- Be careful not to deform the filler neck of the coolant filler tank when installing and removing the radiator cap tester.

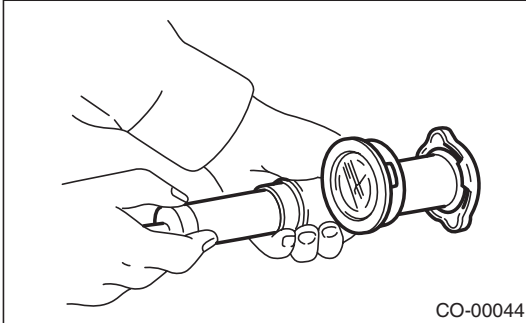
Radiator Cap

COOLING

7. Radiator Cap

A: INSPECTION

- 1) Check that the radiator cap does not have deformation, cracks or damage.
- 2) Attach the radiator cap tester to radiator cap.



- 3) Increase pressure until the radiator cap tester gauge needle stops. Radiator cap is functioning properly if it holds the service limit pressure for 5 — 6 seconds. Replace the radiator cap if its valve opens at less than the service limit.

Coolant filler tank side:

Standard

93 — 123 kPa (0.95 — 1.25 kg/cm², 14 — 18 psi)

Limit

83 kPa (0.85 kg/cm², 12 psi)

Radiator side:

Standard

122 — 152 kPa (1.24 — 1.55 kg/cm², 18 — 22 psi)

Limit

112 kPa (1.14 kg/cm², 16 psi)

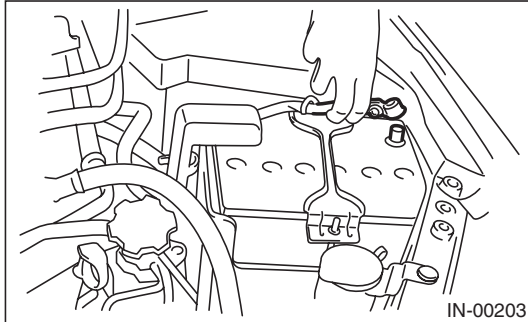
CAUTION:

- Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.
- Do not confuse the cap of coolant filler tank and cap of radiator.

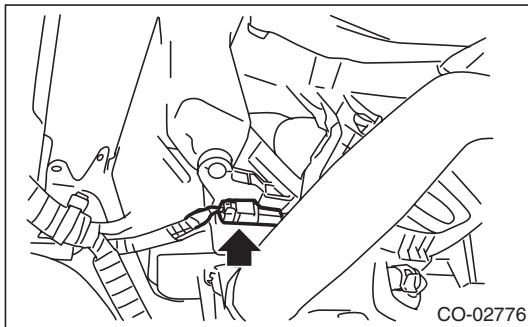
8. Radiator Main Fan and Fan Motor

A: REMOVAL

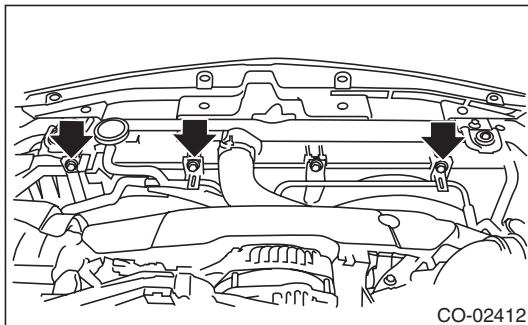
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 4) Disconnect the connector from the main fan motor.



- 5) Lower the vehicle.
- 6) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 7) Remove the reservoir tank. <Ref. to CO(STI)-27, REMOVAL, Reservoir Tank.>
- 8) Remove the bolts which secure the radiator main fan motor assembly and the over flow pipe.



- 9) Remove the radiator main fan motor assembly from the upper side of the vehicle.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

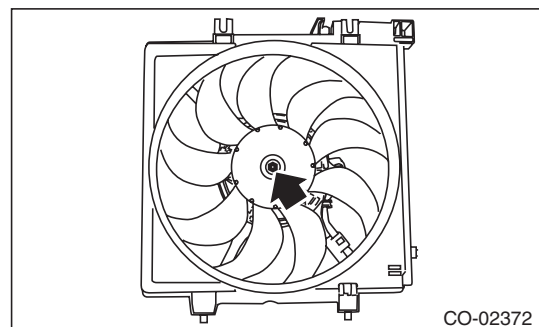
Check if the radiator hose and the over flow hose are properly connected.

Tightening torque:

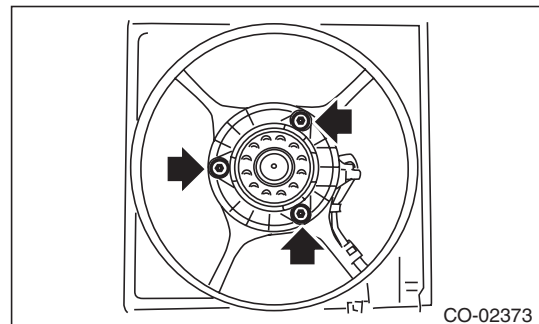
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

- 1) Remove the clip which holds the main fan motor connector onto the radiator main fan shroud.
- 2) Disconnect the radiator main fan from the main fan motor.



- 3) Disconnect the main fan motor from the radiator main fan shroud.



Radiator Main Fan and Fan Motor

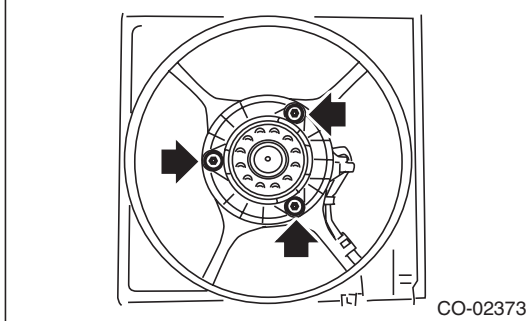
COOLING

D: ASSEMBLY

Assemble in the reverse order of disassembly.

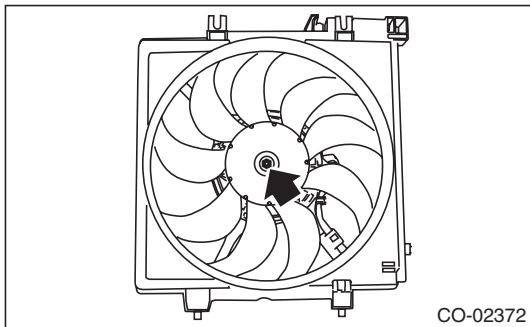
Tightening torque:

4.41 N·m (0.45 kgf-m, 3.25 ft-lb)



Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)



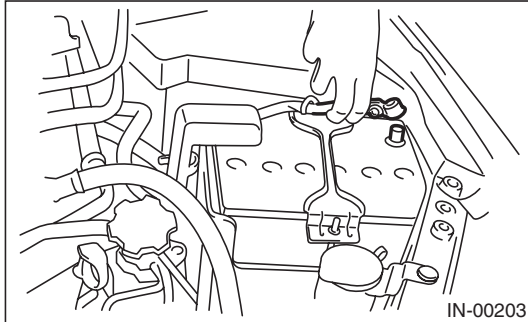
E: INSPECTION

Check that the radiator main fan, radiator main fan shroud and main fan motor do not have deformation, cracks or damage.

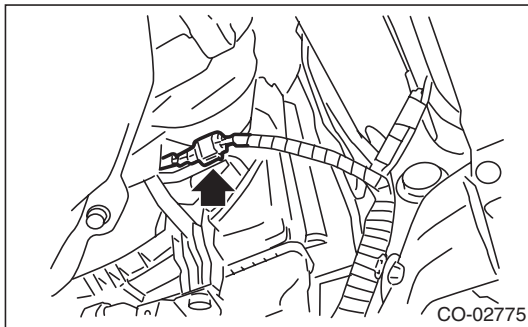
9. Radiator Sub Fan and Fan Motor

A: REMOVAL

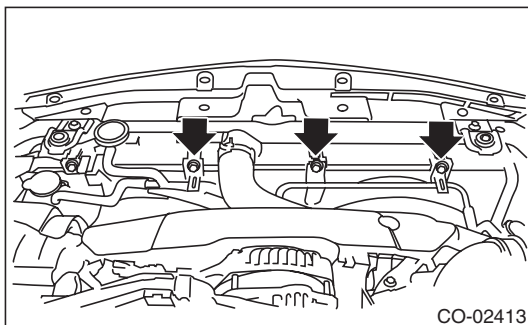
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 4) Disconnect the connector from the sub fan motor.



- 5) Lower the vehicle.
- 6) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.>
- 7) Remove the bolts which secure the radiator sub fan motor assembly and the over flow pipe.



- 8) Raise the radiator sub fan motor assembly slightly, remove the pin at the lower part of the radiator sub fan motor assembly from the radiator hole, and remove the radiator sub fan motor assembly from the lower side of the vehicle.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

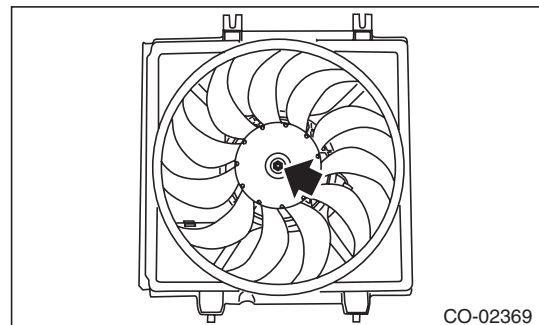
Check if the radiator hose and the over flow hose are properly connected.

Tightening torque:

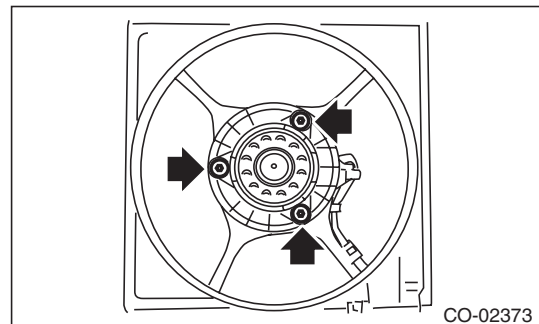
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

- 1) Remove the clip which holds the sub fan motor connector onto the radiator sub fan shroud.
- 2) Disconnect the radiator sub fan from the sub fan motor.



- 3) Disconnect the sub fan motor from the radiator sub fan shroud.



Radiator Sub Fan and Fan Motor

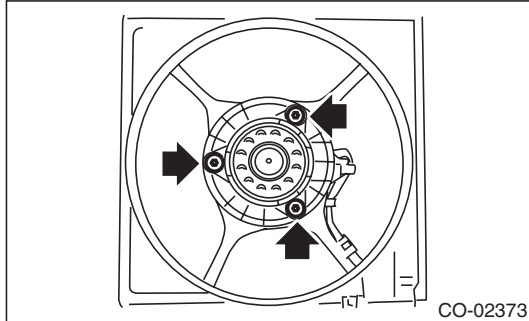
COOLING

D: ASSEMBLY

Assemble in the reverse order of disassembly.

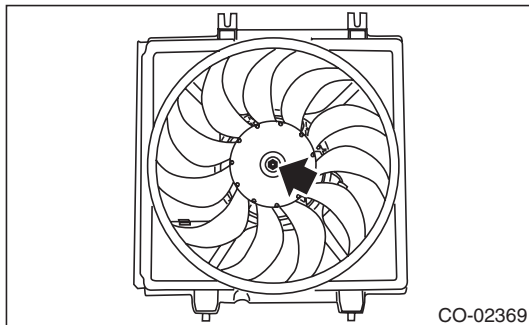
Tightening torque:

4.41 N·m (0.45 kgf-m, 3.25 ft-lb)



Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)



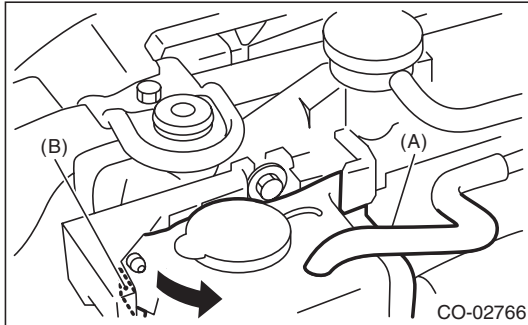
E: INSPECTION

Check that the radiator sub fan, radiator sub fan shroud and sub fan motor do not have deformation, cracks or damage.

10. Reservoir Tank

A: REMOVAL

- 1) Pull out the over flow hose (A).
- 2) Pull out the reservoir tank to the arrow direction while pushing the claw (B).



B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the reservoir tank does not have deformation, cracks or damage.
- 2) Make sure the over flow hoses are not cracked, damaged or loose.
- 3) Make sure the engine coolant level is between "FULL" and "LOW".

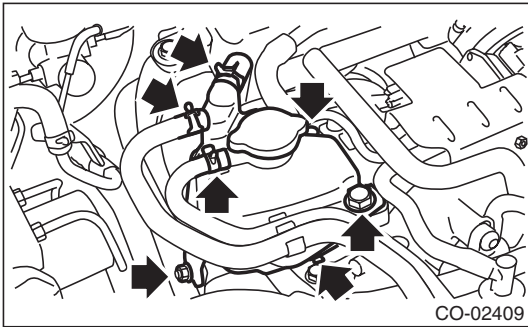
11. Coolant Filler Tank

A: REMOVAL

CAUTION:

The coolant filler tank is pressurized when the engine and radiator are hot. Wait until engine and radiator cool down before working on the coolant filler tank.

- 1) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 2) Disconnect the engine coolant hoses from coolant filler tank.
- 3) Remove the bolt and nut which secure the coolant filler tank.
- 4) Remove the coolant filler tank.



B: INSTALLATION

- 1) Install in the reverse order of removal.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

C: INSPECTION

- 1) Check that the coolant filler tank does not have deformation, cracks or damage.
- 2) Check that the engine coolant hose has no cracks, damage or loose part.

Engine Cooling System Trouble in General

COOLING

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Over-heating	a. Insufficient engine coolant	Replenish engine coolant, inspect for leakage, and repair it if necessary.
	b. Loose timing belt	Repair or replace timing belt tensioner.
	c. Oil on timing belt	Replace.
	d. Malfunction of thermostat	Replace.
	e. Malfunction of water pump	Replace.
	f. Clogged engine coolant passage	Clean.
	g. Improper ignition timing	Inspect and repair ignition control system. <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	h. Clogged or leaking radiator	Clean, repair or replace.
	i. Defective radiator fan	Replace.
	j. Improper engine oil in engine coolant	Replace the engine coolant. If ineffective, check, repair or replace engine components.
	k. Air/fuel mixture ratio too lean	Inspect and repair the fuel injection system. <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	l. Excessive back pressure in exhaust system	Clean or replace.
	m. Insufficient clearance between piston and cylinder	Adjust or replace.
	n. Slipping clutch	Repair or replace.
	o. Dragging brake	Adjust.
Over-cooling	p. Defective radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or fan motor and replace them.
	a. Ambient temperature extremely low	Partly cover radiator front area.
Engine coolant leaks	b. Defective thermostat	Replace.
	a. Loosened or damaged connecting units on hoses	Repair or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Repair or replace.
	d. Leakage around cylinder head gasket	Retighten cylinder head bolts or replace cylinder head gasket.
	e. Damaged or cracked cylinder head and cylinder block	Repair or replace.
	f. Damaged or cracked thermostat cover	Repair or replace.
Noise	g. Leakage from radiator	Repair or replace.
	a. Timing belt problem	Replace.
	b. Defective radiator fan	Replace.
	c. Defective water pump bearing	Replace water pump.
	d. Defective water pump mechanical seal	Replace water pump.

Engine Cooling System Trouble in General

COOLING

LUBRICATION

LU(STI)

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General Description

LUBRICATION

1. General Description

A: SPECIFICATION

1. STI MODEL

Lubrication method					Forced lubrication		
Oil pump	Pump type				Trochoid type		
	Number of teeth		Inner rotor		9		
			Outer rotor		10		
	Outer rotor diameter × thickness mm (in)				78 × 11 (3.07 × 0.43)		
	Tip clearance between inner and outer rotors		mm (in)	Standard	0.04 — 0.14 (0.0016 — 0.0055)		
	Case clearance between outer rotor and pump case		mm (in)	Standard	0.10 — 0.175 (0.0039 — 0.0069)		
	Side clearance between inner rotor and pump case		mm (in)	Standard	0.02 — 0.07 (0.0008 — 0.0028)		
	Relief valve spring		Free length		mm (in)	73.7 (2.902)	
			Installed length		mm (in)	54.7 (2.154)	
			Load when installed		N (kgf, lbf)	93.1 (9.49, 20.93)	
	Performance (Oil temperature 80°C (176°F))		600 rpm	Discharge pressure		kPa (kg/cm ² , psi)	98 (1.0, 14)
				Discharge rate		ℓ (US qt, Imp qt)/min.	6.4 (6.8, 5.6) or more
			6,000 rpm	Discharge pressure		kPa (kg/cm ² , psi)	392 (4.0, 56.8)
				Discharge rate		ℓ (US qt, Imp qt)/min.	63.0 (66.6, 55.4) or more
	Relief valve working pressure					kPa (kg/cm ² , psi)	538 (5.5, 78)
Oil filter	Filter type				Full-flow filter type		
	Filtration area cm ² (sq in)		Outer diameter: 68 mm (2.68 in) (Black)		800 (124)		
			Outer diameter: 67.4 mm (2.65 in) (Blue)		555 (86)		
	By-pass valve opening pressure				kPa (kg/cm ² , psi)	160 (1.63, 23.2)	
	Outer diameter × width mm (in)		Outer diameter: 68 mm (2.68 in) (Black)		68 × 65 (2.68 × 2.56)		
			Outer diameter: 67.4 mm (2.65 in) (Blue)		67.4 × 65.3 (2.65 × 2.57)		
	Installation screw specifications					M 20 × 1.5	
Oil pres- sure switch	Type				Immersed contact point type		
	Operating voltage — power consumption				12 V — 3.4 W or less		
	Warning light operating pressure		kPa (kg/cm ² , psi)		14.7 (0.15, 2.1)		
	Proof pressure		kPa (kg/cm ² , psi)		981 (10, 142) or more		
Engine oil	Total capacity (at overhaul)			ℓ (US qt, Imp qt)		5.0 (5.3, 4.4)	
	When replacing engine oil and oil filter			ℓ (US qt, Imp qt)		4.3 (4.5, 3.8)	
	When replacing engine oil only			ℓ (US qt, Imp qt)		4.0 (4.2, 3.5)	

General Description

LUBRICATION

2. EXCEPT FOR STI MODEL

Lubrication method					Forced lubrication		
Oil pump	Pump type				Trochoid type		
	Number of teeth		Inner rotor		9		
			Outer rotor		10		
	Outer rotor diameter × thickness mm (in)				76 × 10 (2.99 × 0.39)		
	Tip clearance between inner and outer rotors		mm (in)	Standard	0.04 — 0.14 (0.0016 — 0.0055)		
	Case clearance between outer rotor and pump case		mm (in)	Standard	0.10 — 0.175 (0.0039 — 0.0069)		
	Side clearance between inner rotor and pump case		mm (in)	Standard	0.02 — 0.07 (0.0008 — 0.0028)		
	Relief valve spring		Free length		mm (in)		
			Installed length		mm (in)		
			Load when installed		N (kgf, lbf)		
	Performance (Oil temperature 80°C (176°F))		600 rpm	Discharge pressure		kPa (kg/cm ² , psi)	
				Discharge rate		ℓ (US qt, Imp qt)/min.	
			5,000 rpm	Discharge pressure		kPa (kg/cm ² , psi)	
				Discharge rate		ℓ (US qt, Imp qt)/min.	
	Relief valve working pressure				kPa (kg/cm ² , psi)		
Oil filter	Filter type				Full-flow filter type		
	Filtration area cm ² (sq in)		Outer diameter: 68 mm (2.68 in) (Black)		800 (124)		
			Outer diameter: 67.4 mm (2.65 in) (Blue)		555 (86)		
	By-pass valve opening pressure				kPa (kg/cm ² , psi)		
	Outer diameter mm (in) × width		Outer diameter: 68 mm (2.68 in) (Black)		68 × 65 (2.68 × 2.56)		
			Outer diameter: 67.4 mm (2.65 in) (Blue)		67.4 × 65.3 (2.65 × 2.57)		
	Installation screw specifications				M 20 × 1.5		
Oil pressure switch	Type				Immersed contact point type		
	Operating voltage — power consumption				12 V — 3.4 W or less		
	Warning light operating pressure		kPa (kg/cm ² , psi)		14.7 (0.15, 2.1)		
	Proof pressure		kPa (kg/cm ² , psi)		981 (10, 142) or more		
Engine oil	Total capacity (at overhaul)		ℓ (US qt, Imp qt)		5.0 (5.3, 4.4)		
	When replacing engine oil and oil filter		ℓ (US qt, Imp qt)		4.2 (4.4, 3.7)		
	When replacing engine oil only		ℓ (US qt, Imp qt)		4.0 (4.2, 3.5)		

Recommended oil:

Oil corresponding to either of the following standards.

General Description

LUBRICATION

- **Those with the API standard SM or SN “Energy Conserving” logo**
- **Those with the ILSAC standard GF-4 or GF-5 “starburst mark” displayed on top of the container.**

SAE (1)							
(°C)	-30	-20	-15	0	15	30	40
(°F)	-22	-4	5	32	59	86	104
10W-30, 10W-40							
5W-30 (2), 5W-40							

LU-02701

- (1) SAE viscosity No. and applicable temperature
(2) Recommended

CAUTION:

It is acceptable to fill an engine with oil of another brand when replacing the oil, but make sure to use an oil with an API standard and SAE viscosity number specified by Subaru.

NOTE:

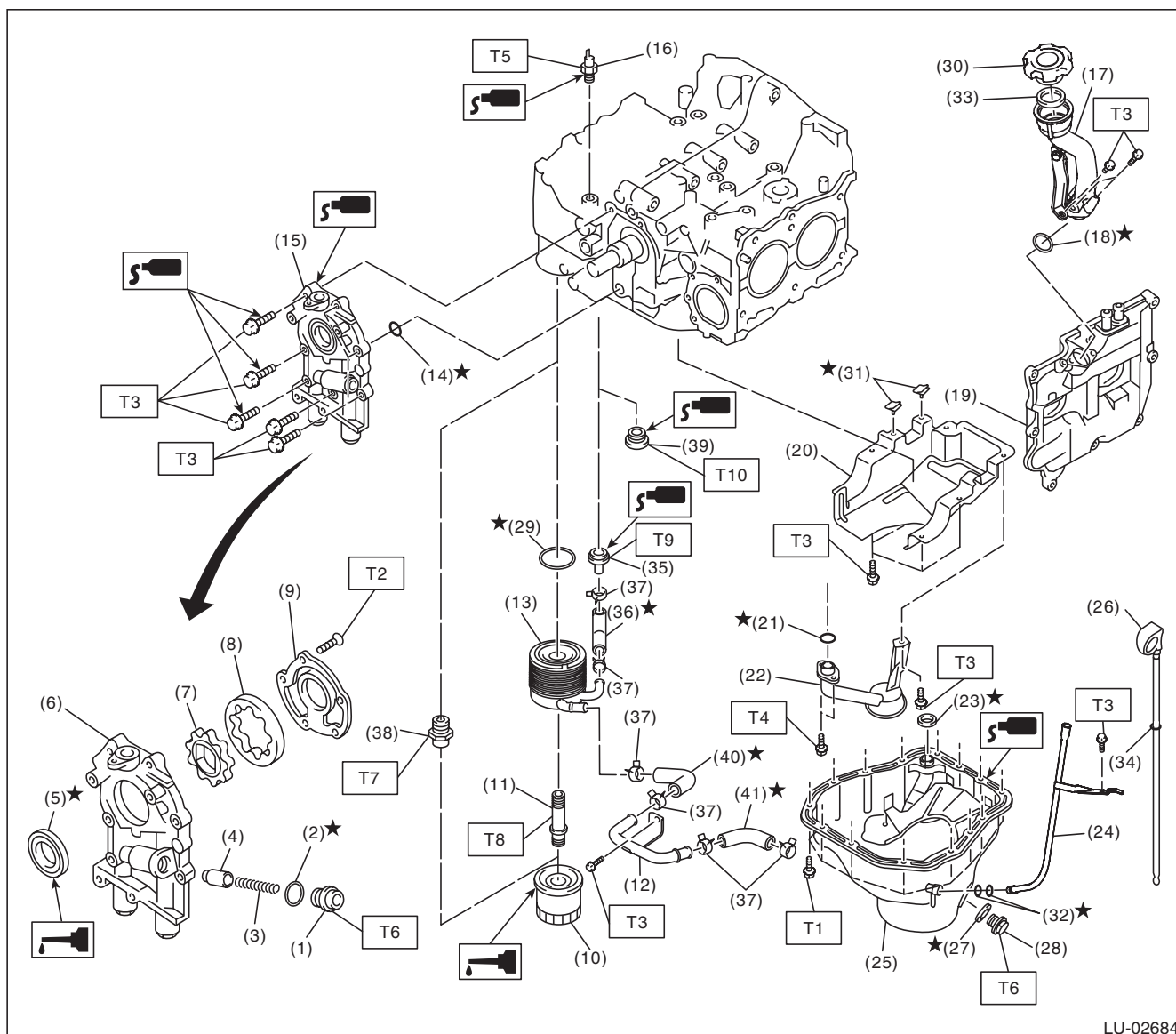
- The proper viscosity oil helps the engine maintain its ideal temperature, and cranking speed increased by reducing viscosity friction in hot condition.
- If the vehicle is used in regions of high temperatures or in other severe environments, use oil with the viscosities shown below.

API standard: SM or SN

SAE viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50

B: COMPONENT

1. OIL PUMP AND OIL PAN



LU-02684

General Description

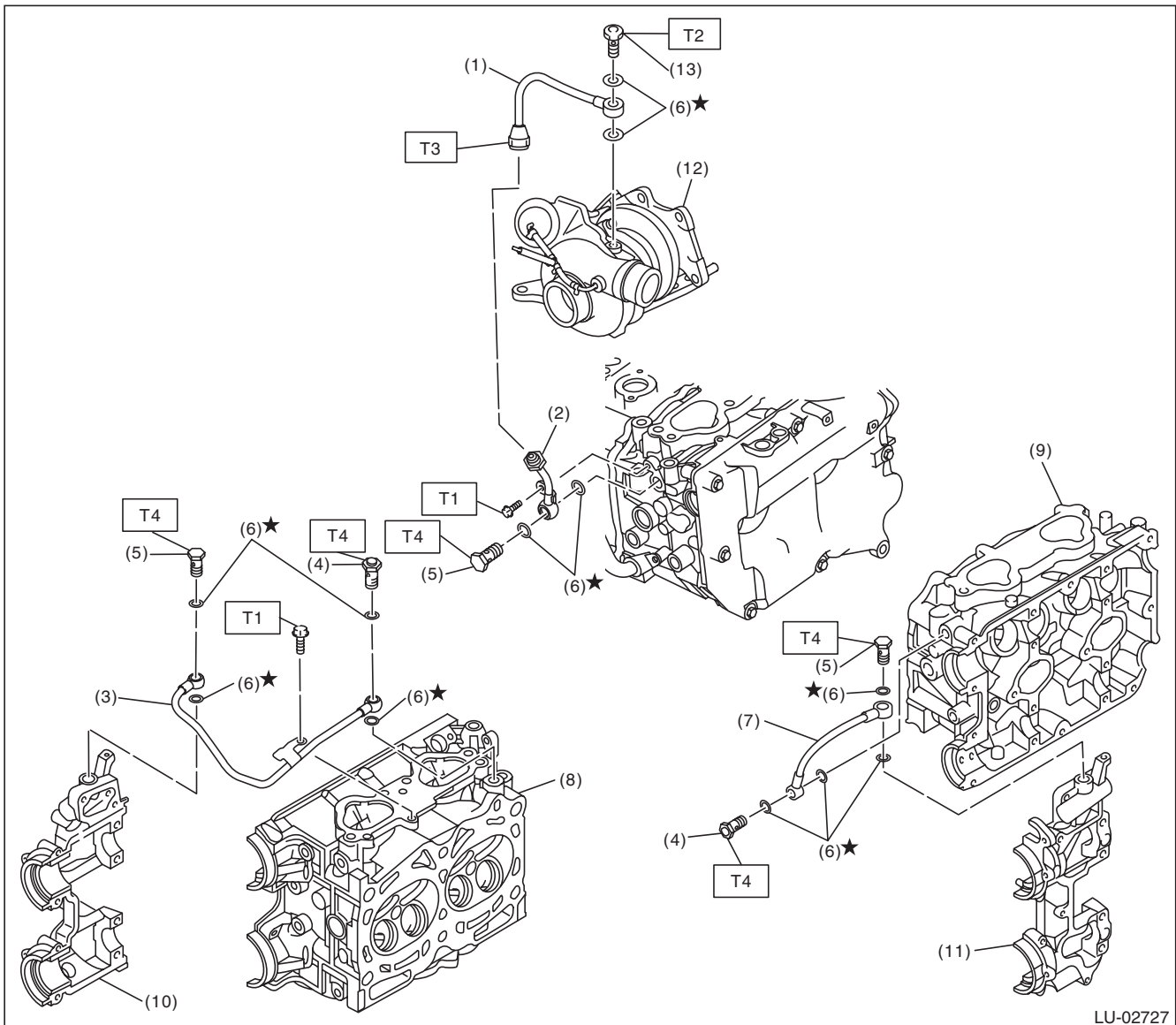
LUBRICATION

(1) Plug	(19) Rocker cover	(37) Clip (model with oil cooler)
(2) Gasket	(20) Baffle plate	(38) Oil filter connector (models without oil cooler)
(3) Relief valve spring	(21) O-ring	(39) Plug (model without oil cooler)
(4) Relief valve	(22) Oil strainer	(40) Oil cooler hose B (model with oil cooler)
(5) Front oil seal	(23) Gasket	(41) Oil cooler hose C (model with oil cooler)
(6) Oil pump case	(24) Oil level gauge guide	
(7) Inner rotor	(25) Oil pan	Tightening torque:N-m (kgf-m, ft-lb)
(8) Outer rotor	(26) Oil level gauge	T1: 5 (0.5, 3.7)
(9) Oil pump cover	(27) Drain plug gasket	T2: 5.4 (0.6, 4.0)
(10) Oil filter	(28) Drain plug	T3: 6.4 (0.7, 4.7)
(11) Oil cooler connector (model with oil cooler)	(29) Gasket (model with oil cooler)	T4: 10 (1.0, 7.0)
(12) Oil cooler pipe (model with oil cooler)	(30) Oil filler cap	T5: 25 (2.5, 18.4)
(13) Oil cooler (model with oil cooler)	(31) Seal	T6: 44 (4.5, 32.5)
(14) O-ring	(32) O-ring	T7: 45 (4.6, 33.2)
(15) Oil pump ASSY	(33) Gasket	T8: 54 (5.5, 39.8)
(16) Oil pressure switch	(34) O-ring	T9: 69 (7.0, 50.9)
(17) Oil filler duct	(35) Nipple (model with oil cooler)	T10: 70 (7.1, 51.6)
(18) O-ring	(36) Oil cooler hose A (model with oil cooler)	

General Description

LUBRICATION

2. OIL PIPE



LU-02727

- | | |
|--|--|
| (1) Oil inlet pipe | (8) Cylinder head RH |
| (2) Turbocharger oil pipe | (9) Cylinder head LH |
| (3) Oil pipe RH | (10) Front camshaft cap RH |
| (4) Union bolt with filter (with protrusion) | (11) Front camshaft cap LH |
| (5) Union bolt without filter (without protrusion) | (12) Turbocharger |
| (6) Gasket | (13) Union bolt without filter (with protrusion) |
| (7) Oil pipe LH | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 16 (1.6, 11.8)

T3: 20 (2.0, 14.8)

T4: 29 (3.0, 21.4)

LU(STI)-7

General Description

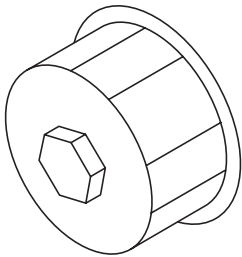
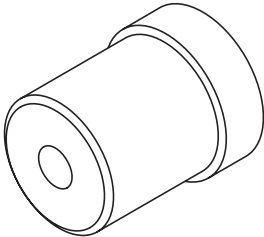
LUBRICATION

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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.
- Prepare a container and cloth to prevent scattering of oil when performing work where oil can be spilled. If the oil spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing of oil.

D: PREPARATION TOOL

1. SPECIAL TOOL

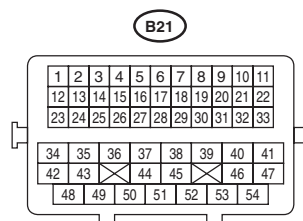
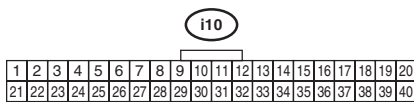
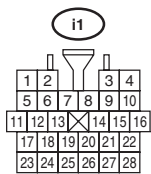
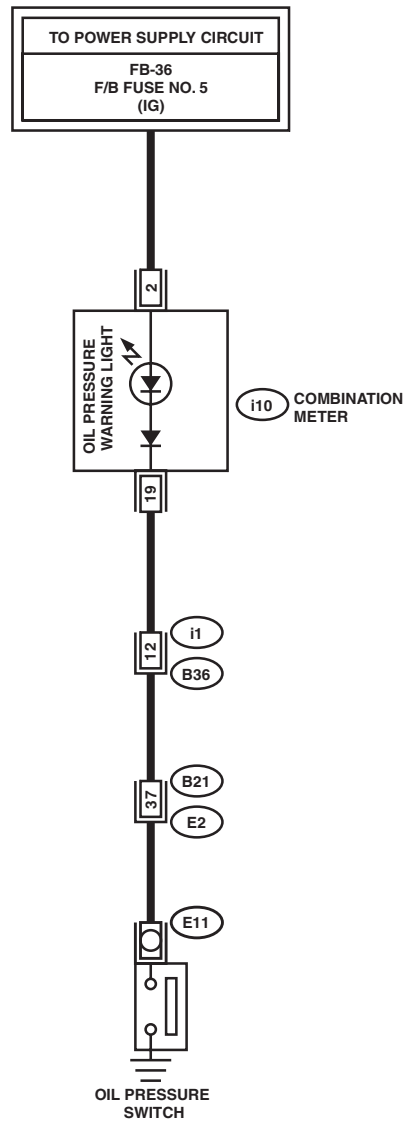
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18332AA000	18332AA000	OIL FILTER WRENCH	Used for removing and installing oil filter (Black). (Outer diameter: 68 mm (2.68 in))
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil seal into oil pump.

2. GENERAL TOOL

TOOL NAME	REMARKS
Oil filter wrench (65/67 mm 14 Flutes)	Used for removing and installing oil filter (Blue). (Outer diameter: 67.4 mm (2.65 in))
Circuit tester	Used for measuring resistance and voltage.

2. Oil Pressure System

A: WIRING DIAGRAM



LU-02703

Oil Pressure System

LUBRICATION

B: INSPECTION

Step	Check	Yes	No
1 CHECK COMBINATION METER. 1) Turn the ignition switch to ON (engine OFF). 2) Check other warning lights.	Does the warning light illuminate?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-5, INSPECTION, Combination Meter System.>
2 CHECK HARNESS CONNECTOR BETWEEN THE COMBINATION METER AND THE OIL PRESSURE SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from oil pressure switch. 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between oil pressure switch connector and chassis ground. Connector & terminal (E11) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the oil pressure switch. <Ref. to LU(STI)-22, Oil Pressure Switch.>	Go to step 3.
3 CHECK COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Measure the resistance of combination meter. Terminals No. 2 — No. 19:	Is the resistance less than 10 Ω ?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between combination meter and oil pressure switch • Poor contact of combination meter connector • Poor contact of oil pressure switch connector • Poor contact of coupling connector	Repair or replace the combination meter. <Ref. to IDI-5, INSPECTION, Combination Meter System.>

3. Engine Oil

A: INSPECTION

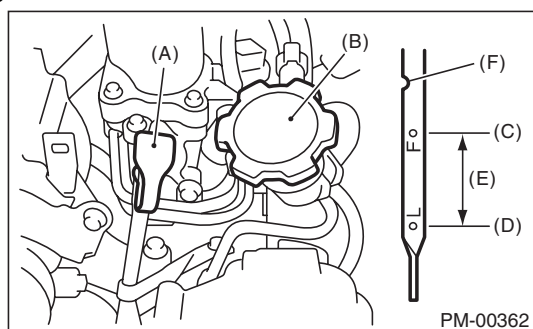
CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Park the vehicle on a level surface.
- 2) Remove the oil level gauge and wipe away the oil.
- 3) Reinsert the oil level gauge all the way. Be sure that the oil level gauge is correctly inserted and properly orientated.
- 4) Pull out the oil level gauge again, and check the oil level. If the engine oil level is below "L" line, make sure that there is no oil leakage from the engine, then add oil to raise the level up to the "F" line.
- 5) Start the engine, and spread the oil in engine room.
- 6) After turning off the engine, wait a few minutes for the oil to return to the oil pan before checking the level.

NOTE:

- Just after driving or while the engine is warm, engine oil level shows in the range between the F line and the notch mark. This is caused by thermal expansion of engine oil.
- To prevent overfilling of engine oil, do not add oil above "F" line when the engine is cold.
- As the oil level gauge is used for daily maintenance, "F" line and "L" line is set assuming that the engine is cold.



- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) "F" line
- (D) "L" line
- (E) Approx. 1.0 ̶ (1.1 US qt, 0.9 Imp qt)
- (F) Notch mark

B: REPLACEMENT

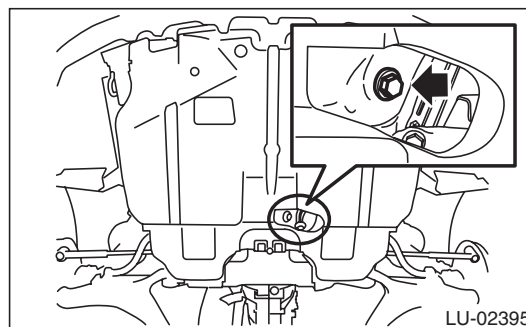
CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Open the engine oil filler cap for quick draining of engine oil.
- 2) Lift up the vehicle.
- 3) Drain engine oil by loosening the engine oil drain plug.

NOTE:

Prepare the container for draining of engine oil.



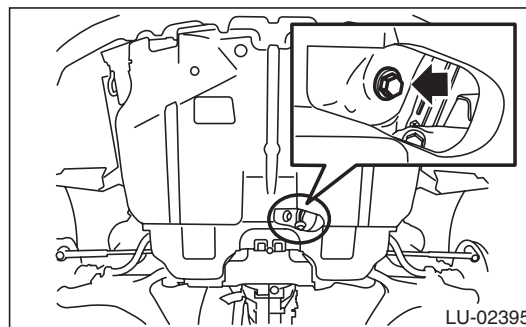
- 4) Tighten the engine oil drain plug after draining engine oil.

NOTE:

Use a new drain plug gasket.

Tightening torque:

44 N·m (4.5 kgf·m, 32.5 ft·lb)



- 5) Lower the vehicle.
- 6) Using engine oil of proper quality and viscosity, fill engine oil through the filler duct to the "F" line on the oil level gauge. Make sure that the vehicle is parked on a level surface when checking oil level.

Recommended oil:

Refer to "SPECIFICATION" for recommended oil. <Ref. to LU(STI)-2, SPECIFICATION, General Description.>

Engine oil capacity:

Refer to "SPECIFICATION" for engine oil capacity. <Ref. to LU(STI)-2, SPECIFICATION, General Description.>

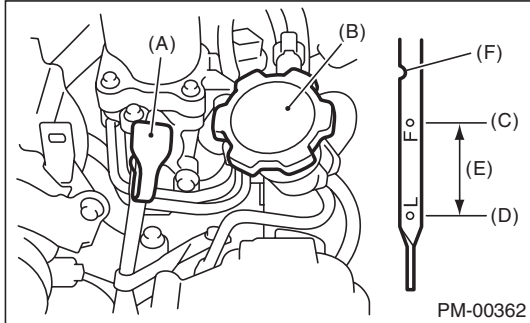
- 7) Close the engine oil filler cap.

Engine Oil

LUBRICATION

8) Start the engine to circulate the oil in engine room.

9) After stopping the engine, recheck the oil level. If necessary, add engine oil up to the "F" line on oil level gauge.

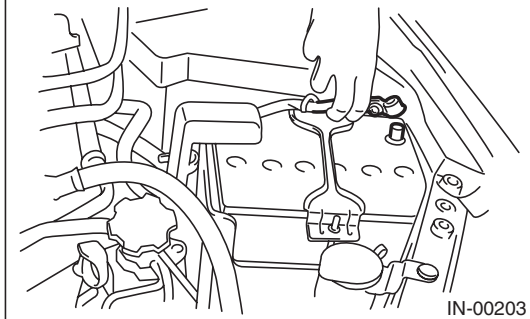


- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) "F" line
- (D) "L" line
- (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)
- (F) Notch mark

4. Oil Pump

A: REMOVAL

1) Disconnect the ground cable from battery.

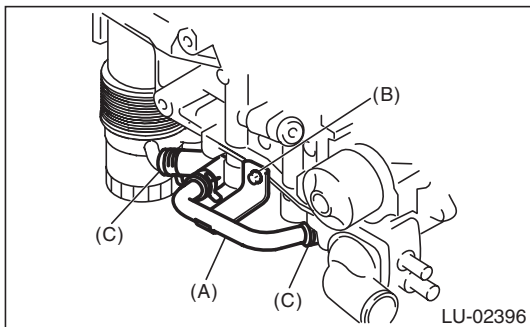


2) Remove the radiator. <Ref. to CO(STI)-19, REMOVAL, Radiator.> <Ref. to CO(w/o STI)-19, REMOVAL, Radiator.>

3) Lift up the vehicle.

4) Remove the bolt (B) which secures oil cooler pipe (A) to oil pump. (Model with oil cooler)

5) Remove the oil cooler pipe (A) and hose (C). (Model with oil cooler)



6) Lower the vehicle.

7) Remove the crankshaft position sensor.

<Ref. to FU(STI)-33, REMOVAL, Crankshaft Position Sensor.> <Ref. to FU(w/o STI)-33, REMOVAL, Crankshaft Position Sensor.>

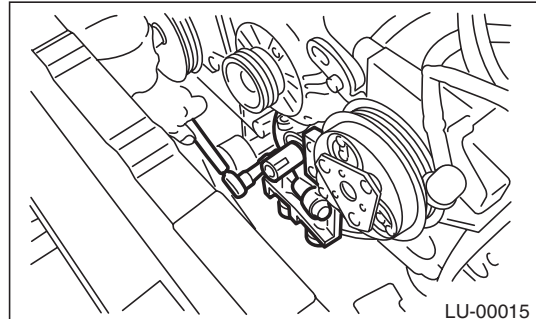
8) Remove the water pump. <Ref. to CO(STI)-15, REMOVAL, Water Pump.> <Ref. to CO(w/o STI)-15, REMOVAL, Water Pump.>

9) Remove the crank sprocket. <Ref. to ME(STI)-59, REMOVAL, Crank Sprocket.> <Ref. to ME(w/o STI)-58, REMOVAL, Crank Sprocket.>

10) Remove the bolts which install oil pump onto cylinder block.

NOTE:

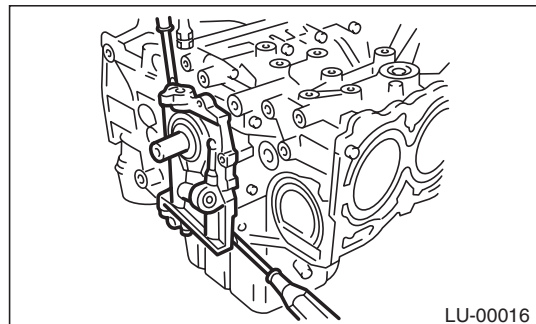
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



11) Remove the oil pump by using flat tip screwdriver.

CAUTION:

Be careful not to scratch mating surfaces of cylinder block and oil pump.



12) Remove the front oil seal from the oil pump.

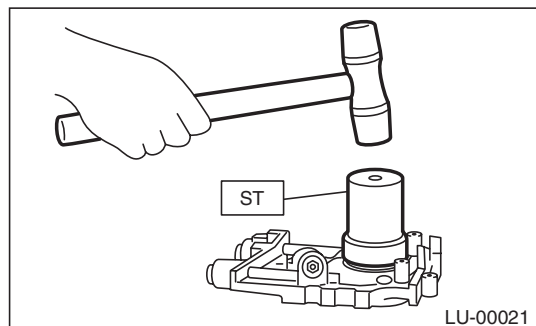
B: INSTALLATION

1) Using the ST, install the front oil seal.

ST 499587100 OIL SEAL INSTALLER

NOTE:

Use a new front oil seal.



Oil Pump

LUBRICATION

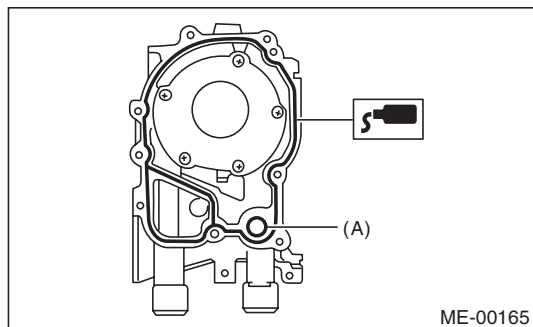
2) Apply liquid gasket to the mating surfaces of oil pump.

NOTE:

Install within 5 min. after applying liquid gasket.

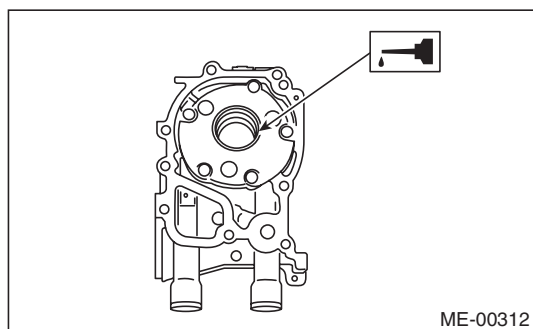
Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(A) O-ring

3) Apply a coat of engine oil to the inside of front oil seal.



4) Install the oil pump to cylinder block.

CAUTION:

- Be careful not to damage the front oil seal during installation.
- Make sure the front oil seal lip is not folded.

NOTE:

- Align the flat surface of oil pump's inner rotor with that of crankshaft before installation.
- Use new O-rings.
- Do not forget to install O-rings.

- Do not forget to install O-rings.

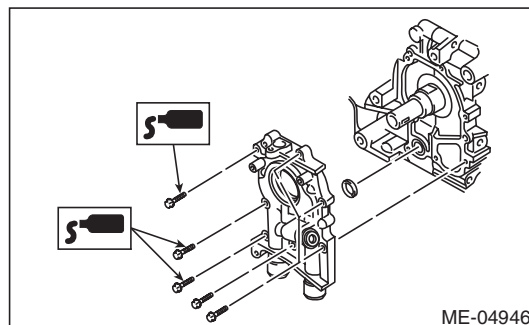
5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing bolts)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



6) Install the crank sprocket. <Ref. to ME(STI)-59, INSTALLATION, Crank Sprocket.> <Ref. to ME(w/o STI)-58, INSTALLATION, Crank Sprocket.>

7) Install the water pump. <Ref. to CO(STI)-15, INSTALLATION, Water Pump.> <Ref. to CO(w/o STI)-15, INSTALLATION, Water Pump.>

8) Install the crankshaft position sensor. <Ref. to FU(STI)-33, INSTALLATION, Crankshaft Position Sensor.> <Ref. to FU(w/o STI)-33, INSTALLATION, Crankshaft Position Sensor.>

9) Lift up the vehicle.

10) Install oil cooler pipe (A) and hose (C). (Model with oil cooler)

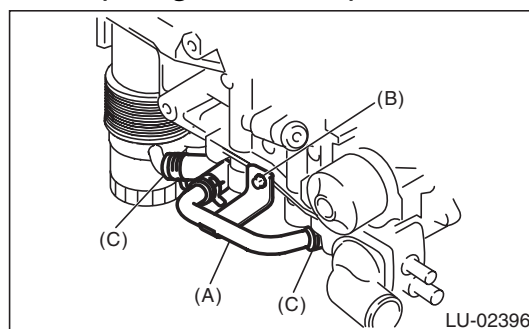
NOTE:

Use a new oil cooler hose.

11) Install the oil cooler pipe (A) to oil pump using the bolts (B). (Model with oil cooler)

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



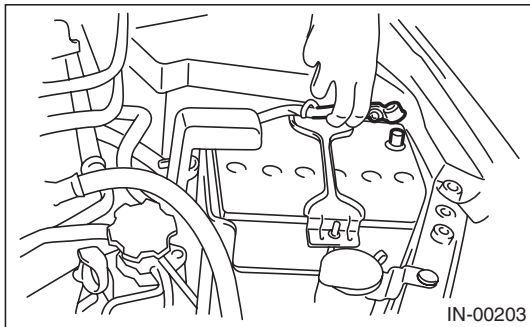
12) Lower the vehicle.

13) Install the radiator. <Ref. to CO(STI)-20, INSTALLATION, Radiator.> <Ref. to CO(w/o STI)-20, INSTALLATION, Radiator.>

Oil Pump

LUBRICATION

14) Connect the battery ground terminal.

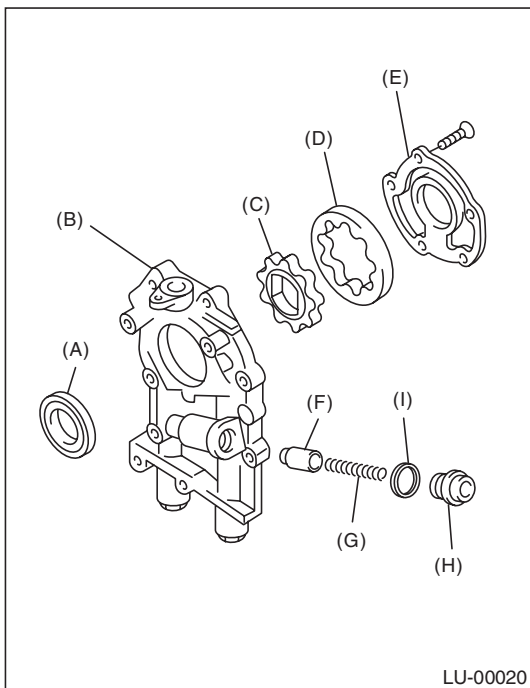


C: DISASSEMBLY

Remove the screw which secures oil pump cover and then disassemble oil pump. Inscribe alignment marks on the inner and outer rotors so that they can be replaced in their original positions during reassembling.

NOTE:

Before disassembling the oil pump, remove the relief valve.



- (A) Front oil seal
- (B) Oil pump case
- (C) Inner rotor
- (D) Outer rotor
- (E) Oil pump cover
- (F) Relief valve
- (G) Relief valve spring
- (H) Plug
- (I) Gasket

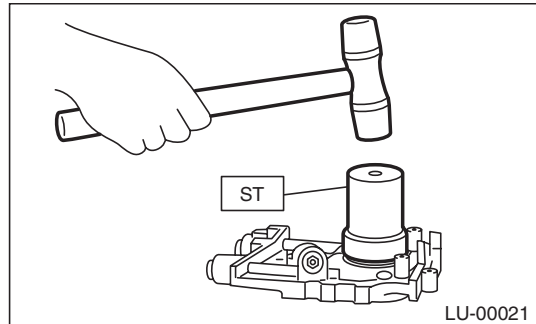
D: ASSEMBLY

1) Using the ST, install the front oil seal.

ST 499587100 OIL SEAL INSTALLER

NOTE:

Use a new front oil seal.



2) Apply a coat of engine oil to inner and outer rotors.

3) Install the inner and outer rotors.

4) Assemble the oil relief valve and install relief valve spring and plug.

NOTE:

Use a new gasket.

Oil Pump

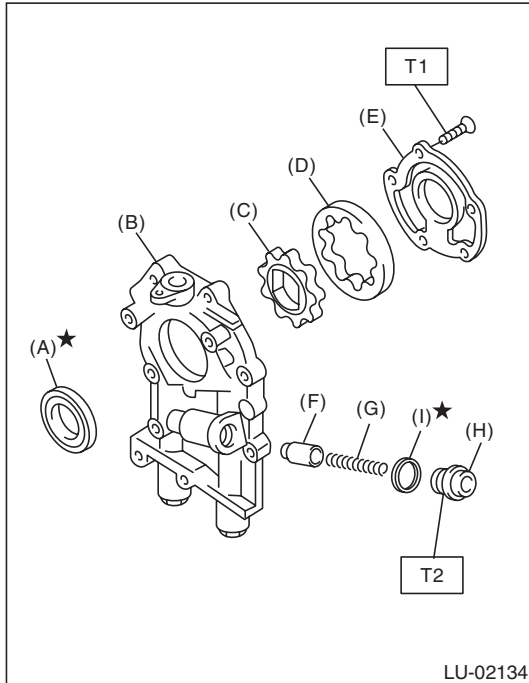
LUBRICATION

5) Install the oil pump cover.

Tightening torque:

T1: 5.4 N·m (0.6 kgf-m, 4.0 ft-lb)

T2: 44 N·m (4.5 kgf-m, 32.5 ft-lb)



- (A) Front oil seal
- (B) Oil pump case
- (C) Inner rotor
- (D) Outer rotor
- (E) Oil pump cover
- (F) Relief valve
- (G) Relief valve spring
- (H) Plug
- (I) Gasket

E: INSPECTION

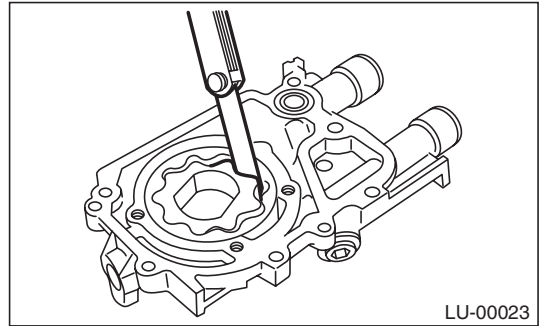
1. TIP CLEARANCE

Measure the tip clearance of rotors. If the clearance is out of standard, replace the rotors as a set.

Tip clearance between inner and outer rotors:

Standard

0.04 — 0.14 mm (0.0016 — 0.0055 in)



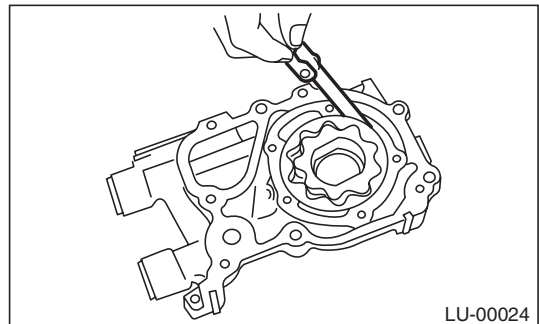
2. CASE CLEARANCE

Measure the clearance between outer rotor and oil pump case. If clearance exceeds the standard, replace the oil pump case.

Case clearance between outer rotor and pump case:

Standard

0.10 — 0.175 mm (0.0039 — 0.0069 in)



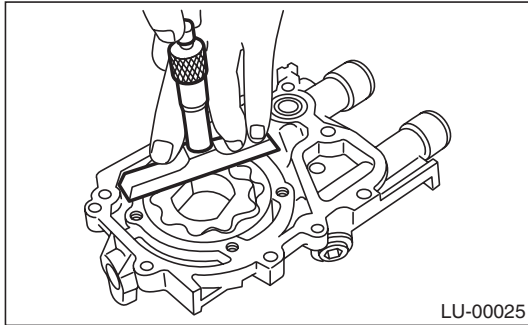
3. SIDE CLEARANCE

Measure the gap between the inner rotor and the oil pump case to measure the clearance between the inner rotor and the oil pump cover as shown in the figure. If clearance is out of standard, replace the rotor or the oil pump case.

Side clearance between inner rotor and pump case:

Standard

0.02 — 0.07 mm (0.0008 — 0.0028 in)



4. OIL RELIEF VALVE

Check the valve for assembly condition and damage, and the relief valve spring for damage and deterioration.

Replace the parts if defective.

Relief valve spring:

Free length

73.7 mm (2.902 in)

Installed length

54.7 mm (2.154 in)

Load when installed

93.1 N (9.49 kgf, 20.93 lbf)

5. OIL PUMP CASE

Check for worn shaft hole, clogged oil passage, worn rotor chamber, cracks and other faults.

6. FRONT OIL SEAL

Check the front oil seal lips for deformation, hardening, wear, etc. and replace if defective.

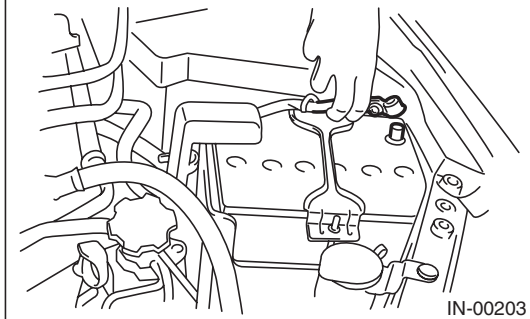
Oil Pan and Strainer

LUBRICATION

5. Oil Pan and Strainer

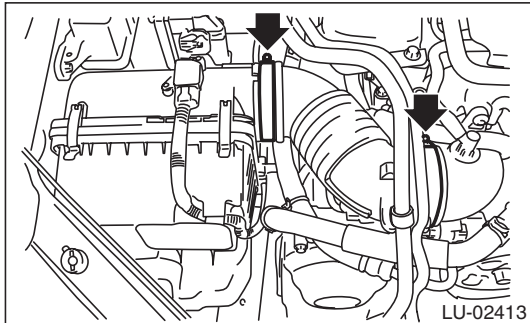
A: REMOVAL

1) Disconnect the ground cable from battery.



2) Remove the air intake duct. <Ref. to IN(STI)-10, REMOVAL, Air Intake Duct.> <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>

3) Remove the air intake boot.

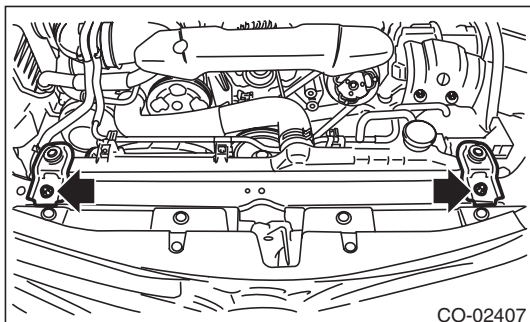


4) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.> <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

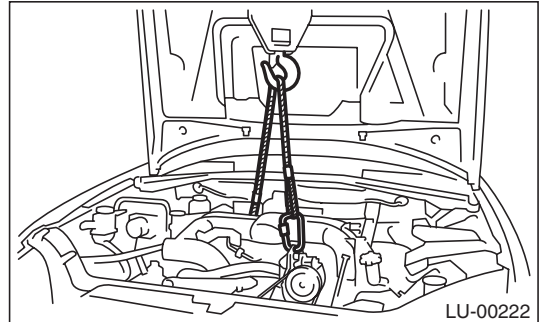
5) Remove the pitching stopper.



6) Remove the radiator upper brackets.



7) Support the engine with a lifting device and wire ropes.



8) Lift up the vehicle.

CAUTION:

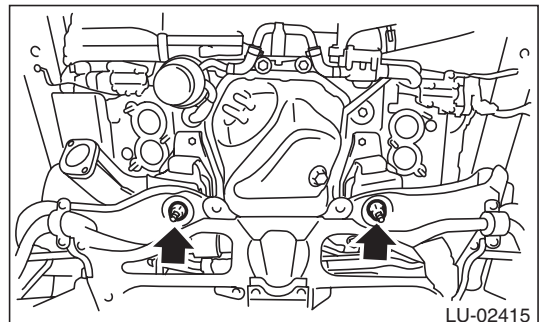
When lifting up the vehicle, raise up wire ropes at the same time.

9) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>

10) Drain the engine oil. <Ref. to LU(STI)-11, REPLACEMENT, Engine Oil.>

11) Remove the front exhaust pipe. <Ref. to EX(STI)-6, REMOVAL, Front Exhaust Pipe.>

12) Remove the nuts which secure the engine mounting to the front crossmember.



13) Remove the bolts which secure oil pan on cylinder block with the engine raised up.

14) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION:

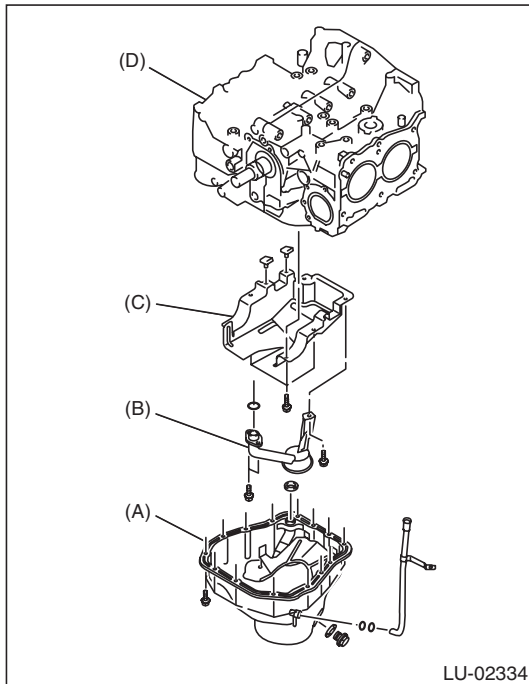
Do not use a screwdriver or similar tool in place of oil pan cutter.

15) Remove the oil strainer.

Oil Pan and Strainer

LUBRICATION

16) Remove the baffle plate.



- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

3) Install the oil strainer to cylinder block.

NOTE:

Use new O-rings.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)

4) Tighten the oil strainer stay together with the baffle plate.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

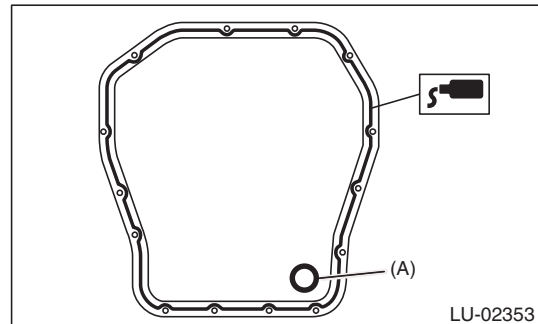
5) Apply liquid gasket to the mating surfaces of oil pan, and install the oil pan.

NOTE:

- Use a new gasket.
- Install within 5 min. after applying liquid gasket.

Liquid gasket:

**THREE BOND 1217G (Part No. K0877Y0100)
or equivalent**



- (A) Gasket

B: INSTALLATION

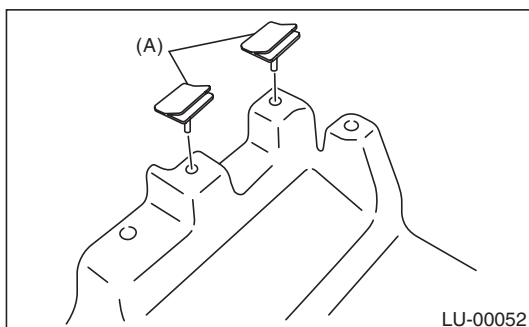
NOTE:

Before installing the oil pan, clean the mating surface of oil pan and engine block.

1) Make sure that the seals (A) are installed securely on the baffle plate in a direction as shown in the figure below.

NOTE:

Use a new seal.



2) Install the baffle plate.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

Oil Pan and Strainer

LUBRICATION

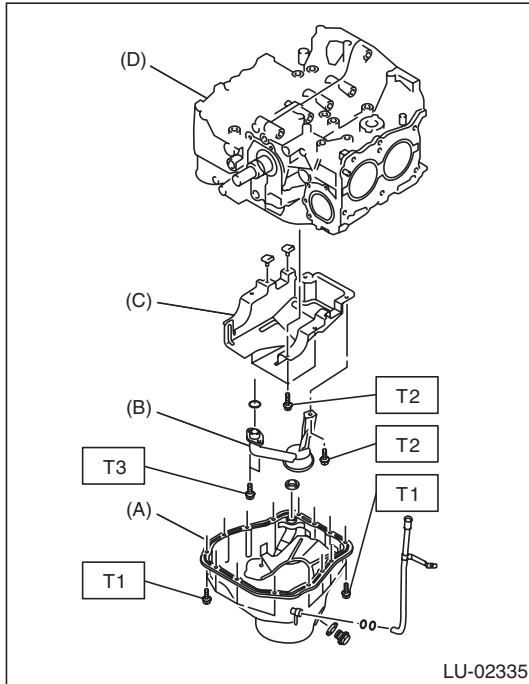
6) Tighten the bolts which install oil pan to cylinder block.

Tightening torque:

T1: 5 N·m (0.5 kgf-m, 3.7 ft-lb)

T2: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T3: 10 N·m (1.0 kgf-m, 7.4 ft-lb)



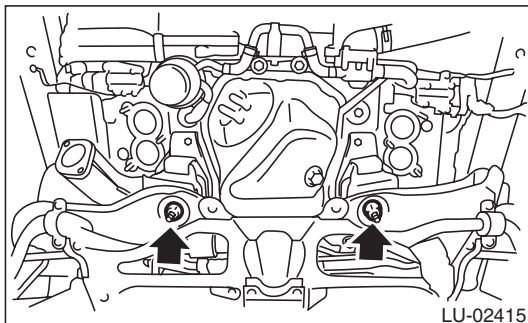
- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

7) Lower the engine onto front crossmember.

8) Install the nuts which hold the engine mounting to the front crossmember.

Tightening torque:

85 N·m (8.7 kgf-m, 62.7 ft-lb)



9) Install the front exhaust pipe. <Ref. to EX(STI)-6, INSTALLATION, Front Exhaust Pipe.>

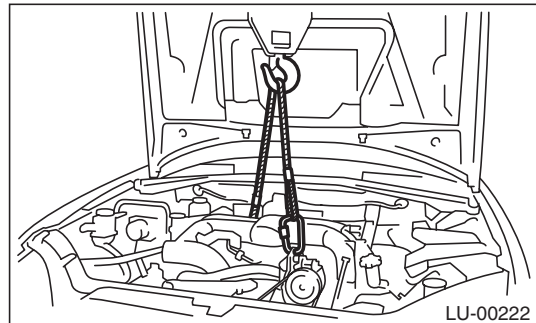
10) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>

11) Lower the vehicle.

CAUTION:

When lowering the vehicle, lower the lift up device and wire ropes at the same time.

12) Remove the lifting device and wire ropes.

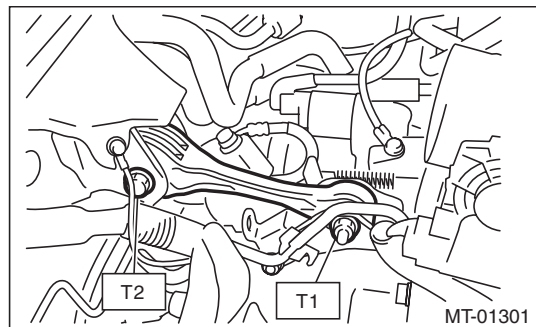


13) Install the pitching stopper.

Tightening torque:

T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)

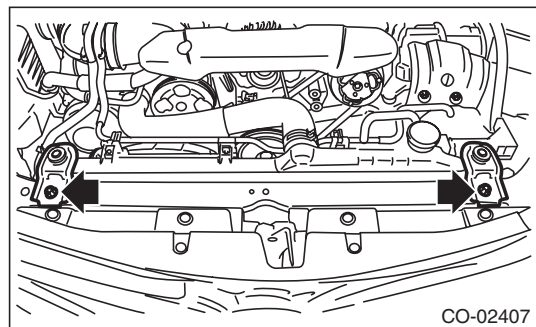
T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



14) Install the radiator upper brackets.

Tightening torque:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

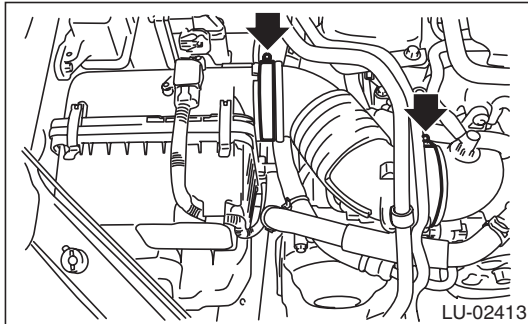


15) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.> <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

16) Install the air intake boot.

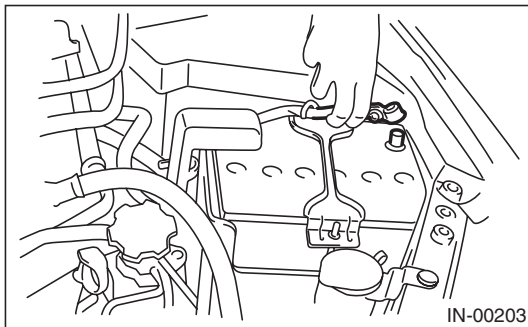
Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



17) Install the air intake duct. <Ref. to IN(STI)-10, INSTALLATION, Air Intake Duct.> <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>

18) Connect the battery ground terminal.



19) Refill the engine oil. <Ref. to LU(STI)-11, INSPECTION, Engine Oil.>

C: INSPECTION

Check that the oil pan, oil strainer and baffle plate do not have deformation, cracks or damage.

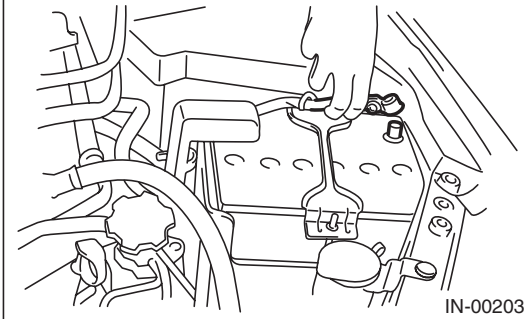
Oil Pressure Switch

LUBRICATION

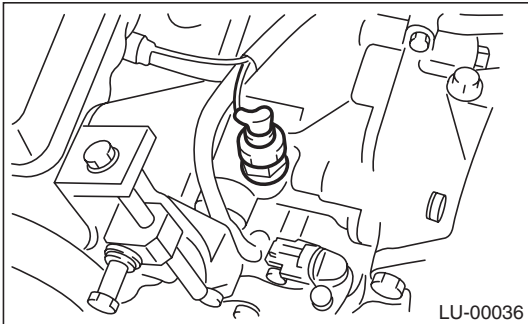
6. Oil Pressure Switch

A: REMOVAL

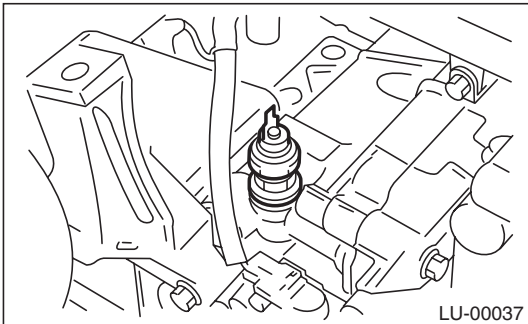
- 1) Disconnect the ground cable from battery.



- 2) Remove the generator from the bracket. <Ref. to SC(STI)-21, REMOVAL, Generator.>
3) Disconnect the terminal from oil pressure switch.



- 4) Remove the oil pressure switch.

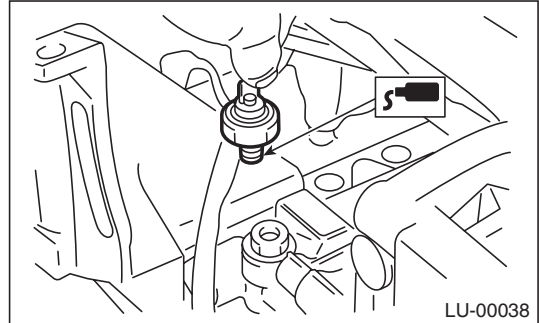


B: INSTALLATION

- 1) Apply liquid gasket to the oil pressure switch threads.

Liquid gasket:

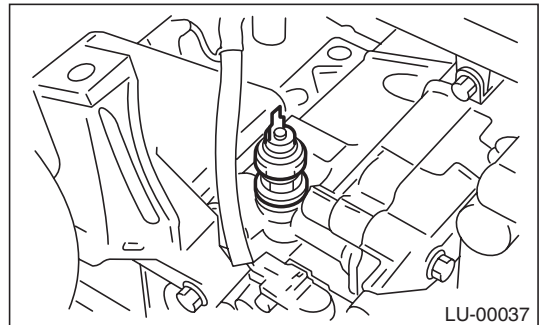
THREE BOND 1324 (Part No. 004403042) or equivalent



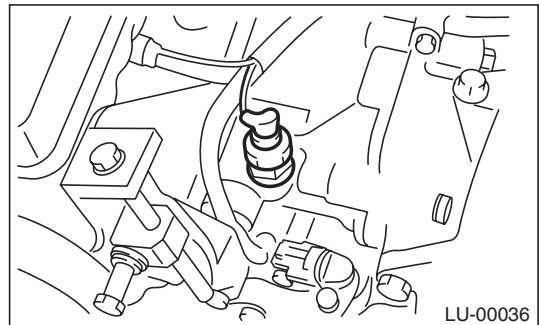
- 2) Install the oil pressure switch to cylinder block.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)



- 3) Connect the terminal to the oil pressure switch.

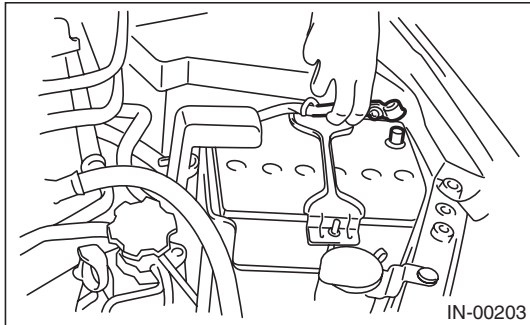


- 4) Install the generator to the bracket. <Ref. to SC(STI)-21, INSTALLATION, Generator.>

Oil Pressure Switch

LUBRICATION

5) Connect the ground cable to battery.



C: INSPECTION

- 1) Check that the oil pressure switch does not have deformation, cracks or damage.
- 2) Check the oil pressure switch installation portion for oil leakage and oil seepage.

Engine Oil Cooler

LUBRICATION

7. Engine Oil Cooler

A: REMOVAL

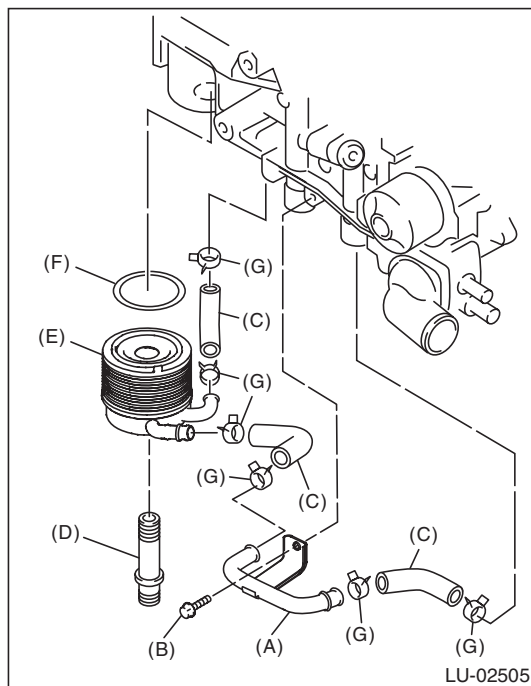
CAUTION:

If engine oil is spilt onto the exhaust pipe, wipe it off with cloth to avoid emission of smoke or causing a fire.

NOTE:

STI model is equipped with engine oil cooler.

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 3) Drain engine coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Remove the engine oil filter. <Ref. to LU(STI)-31, REMOVAL, Engine Oil Filter.>
- 5) Remove the bolt (B) holding the oil cooler pipe (A) to the oil pump.
- 6) Remove the oil cooler pipe (A) and oil cooler hose (C).
- 7) Remove the oil cooler connector (D) and oil cooler (E).



- (A) Oil cooler pipe
- (B) Bolt
- (C) Oil cooler hose
- (D) Oil cooler connector
- (E) Oil cooler
- (F) Gasket
- (G) Clip

B: INSTALLATION

Install in the reverse order of removal.

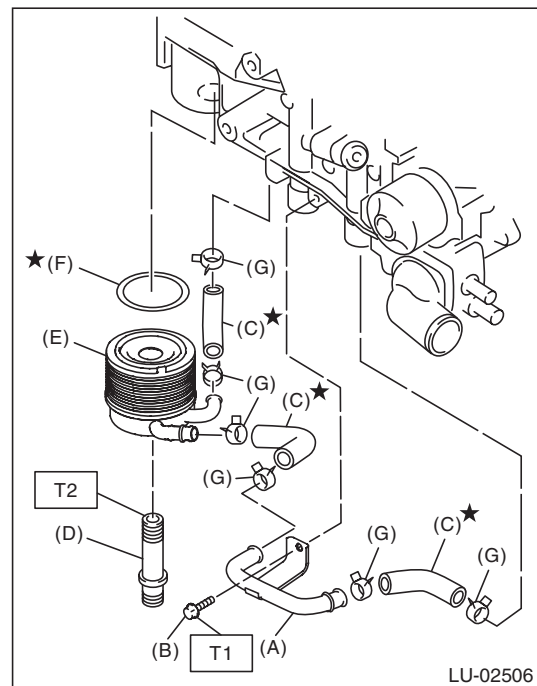
NOTE:

- Use a new gasket.
- Use a new oil cooler hose.
- After installing, check the engine oil level and replenish it if necessary. <Ref. to LU(STI)-11, INSPECTION, Engine Oil.>

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T2: 54 N·m (5.5 kgf-m, 39.8 ft-lb)



- (A) Oil cooler pipe
- (B) Bolt
- (C) Oil cooler hose
- (D) Oil cooler connector
- (E) Oil cooler
- (F) Gasket
- (G) Clip

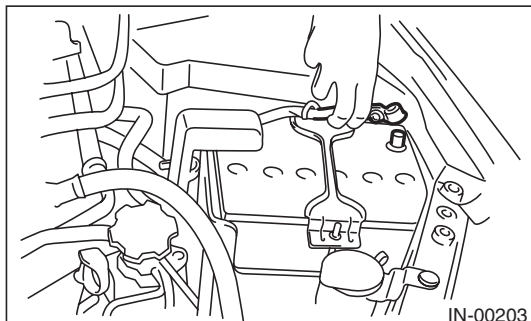
C: INSPECTION

- 1) Check that the engine oil cooler, oil cooler pipe and oil cooler connector do not have deformation, cracks or damage.
- 2) Make sure the oil cooler hoses are not cracked, damaged or loose.
- 3) Blow with compressed air to make sure the coolant passages are not clogged.
- 4) Make sure the mating surfaces of the cylinder block do not have damage.

8. Oil Pipe

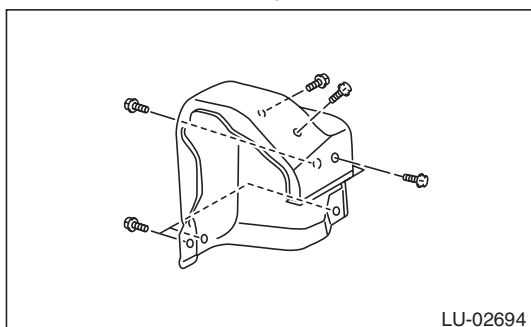
A: REMOVAL

1) Disconnect the ground cable from battery.



2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.> <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

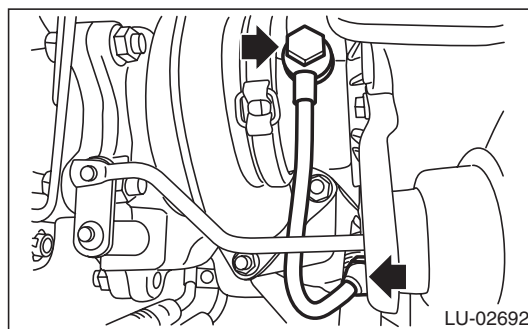
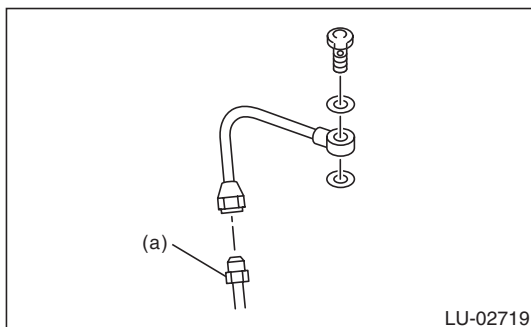
3) Remove the turbocharger upper cover.



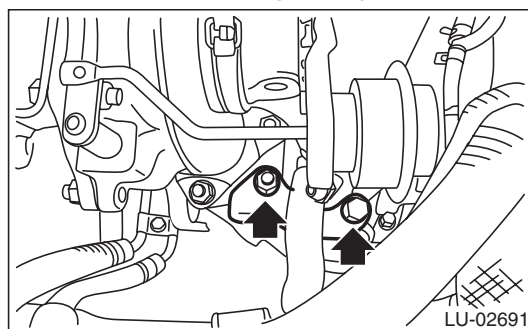
4) Remove the oil inlet pipe from the turbocharger.

CAUTION:

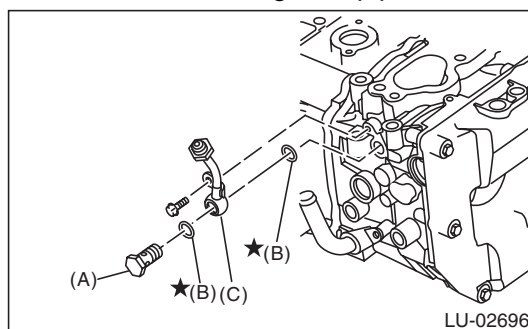
In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when loosening the oil inlet pipe flare nut, and avoid the part from rotating together while loosening the nut.



5) Remove the turbocharger stay.



6) Remove the turbocharger oil pipe.



- (A) Union bolt without filter (without protrusion)
- (B) Gasket
- (C) Turbocharger oil pipe

Oil Pipe

LUBRICATION

7) Drain engine coolant. <Ref. to CO(STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.> <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

8) Remove the intake manifold. <Ref. to FU(STI)-17, REMOVAL, Intake Manifold.> <Ref. to FU(w/o STI)-17, REMOVAL, Intake Manifold.>

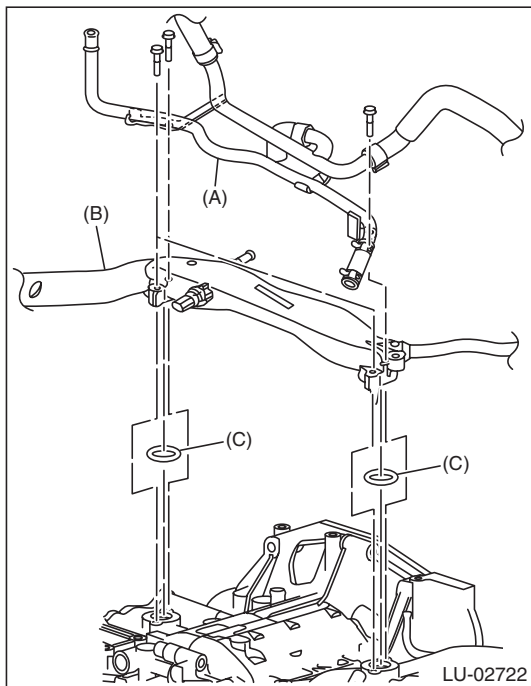
9) Remove the secondary air pump. (Oil pipe LH only) <Ref. to EC(STI)-26, REMOVAL, Secondary Air Pump.> <Ref. to EC(w/o STI)-29, REMOVAL, Secondary Air Pump.>

10) Remove the blow-by pipe and water pipe assembly. (Oil pipe RH only)

NOTE:

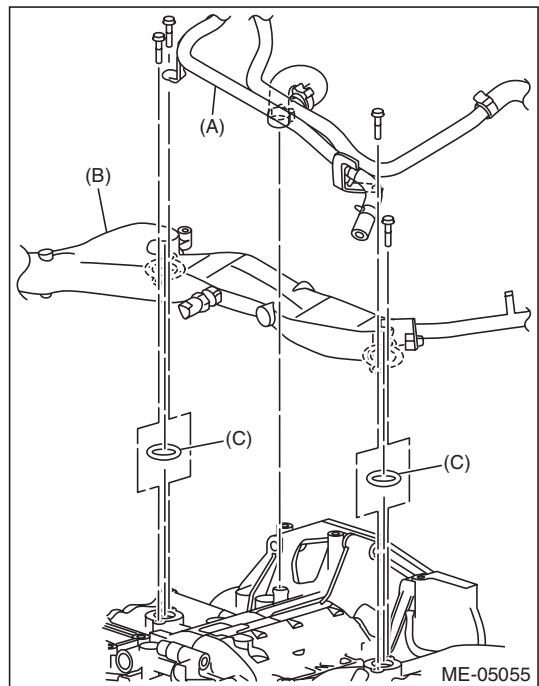
Do not remove the vacuum hose, radiator inlet hose, and heater outlet hose.

• STI model



- (A) Water tank pipe ASSY
- (B) Water pipe ASSY
- (C) O-ring

• Except for STI model



- (A) Water tank pipe ASSY
- (B) Water pipe ASSY
- (C) O-ring

11) Remove the radiator main fan and radiator sub fan. <Ref. to CO(STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.> <Ref. to CO(w/o STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(w/o STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>

12) Remove the V-belts. <Ref. to ME(STI)-39, REMOVAL, V-belt.> <Ref. to ME(w/o STI)-38, REMOVAL, V-belt.>

13) Remove the crank pulley. <Ref. to ME(STI)-46, REMOVAL, Crank Pulley.> <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>

14) Remove the timing belt cover. <Ref. to ME(STI)-48, REMOVAL, Timing Belt Cover.> <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>

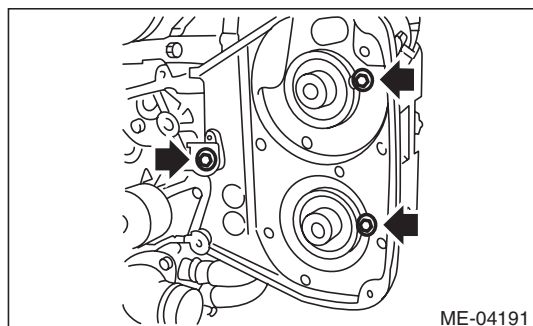
15) Remove the timing belt. <Ref. to ME(STI)-49, REMOVAL, Timing Belt.> <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>

16) Remove the cam sprocket LH. <Ref. to ME(STI)-58, REMOVAL, Cam Sprocket.> <Ref. to ME(w/o STI)-57, REMOVAL, Cam Sprocket.>

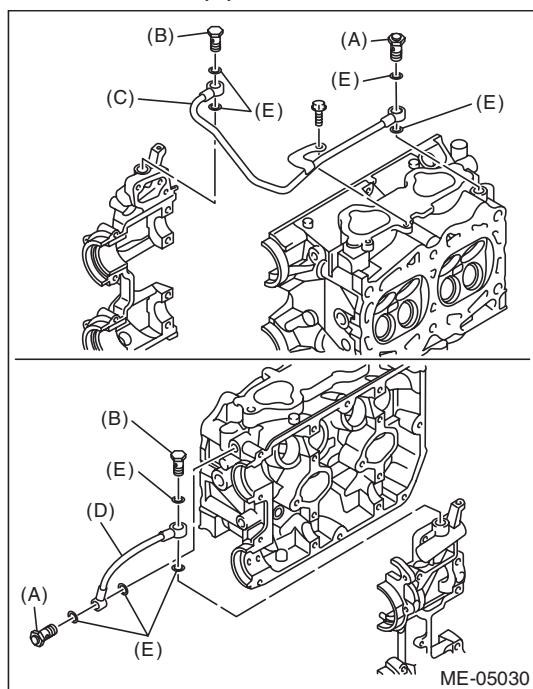
Oil Pipe

LUBRICATION

17) Remove the timing belt cover No. 2 LH.



18) Remove the oil pipe.



- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

B: INSTALLATION

1) Inspect the union bolt with filter. <Ref. to LU(STI)-30, INSPECTING UNION BOLT WITH FILTER, INSPECTION, Oil Pipe.>

2) Install the oil pipe.

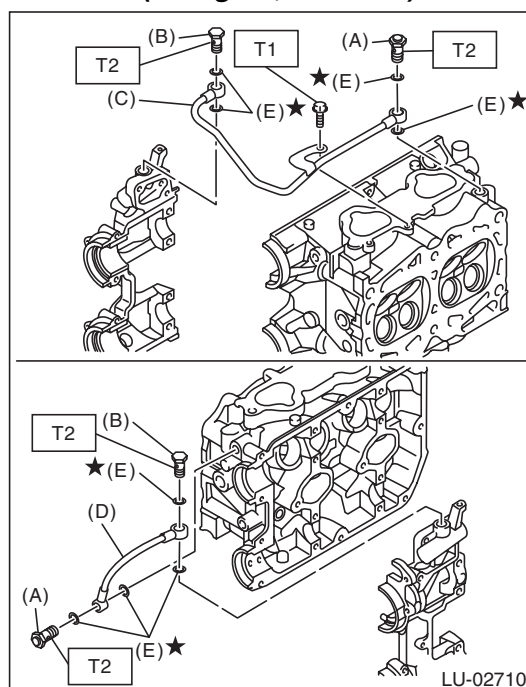
NOTE:

- Be careful of the install location of the union bolt; the location will differ depending on the presence of filter.
- Use a new gasket.

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T2: 29 N·m (3.0 kgf-m, 21.4 ft-lb)



- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

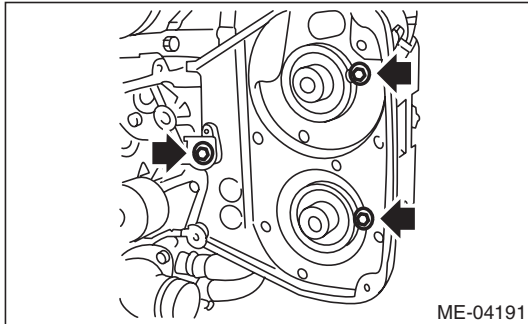
Oil Pipe

LUBRICATION

3) Install the timing belt cover No. 2 LH.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



4) Install the cam sprocket LH. <Ref. to ME(STI)-58, INSTALLATION, Cam Sprocket.> <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>

5) Install the timing belt. <Ref. to ME(STI)-52, TIMING BELT, INSTALLATION, Timing Belt.> <Ref. to ME(w/o STI)-51, TIMING BELT, INSTALLATION, Timing Belt.>

6) Install the timing belt cover. <Ref. to ME(STI)-48, INSTALLATION, Timing Belt Cover.> <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>

7) Install the crank pulley. <Ref. to ME(STI)-46, INSTALLATION, Crank Pulley.> <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

8) Install the V-belts. <Ref. to ME(STI)-39, INSTALLATION, V-belt.> <Ref. to ME(w/o STI)-38, INSTALLATION, V-belt.>

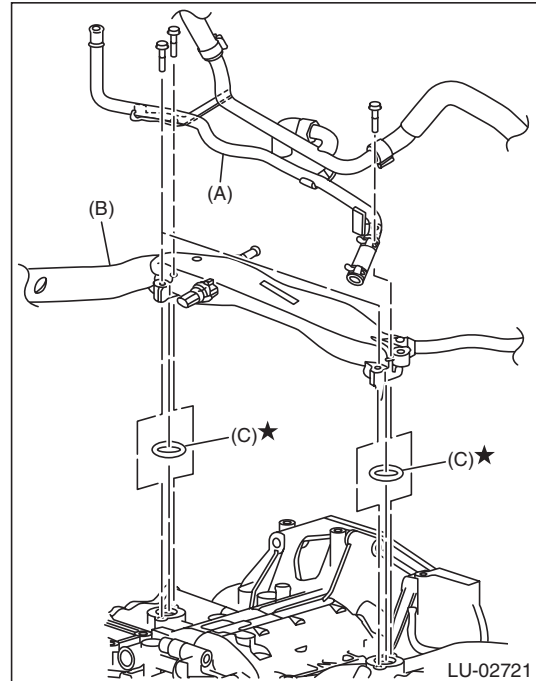
9) Install the radiator main fan and the radiator sub fan. <Ref. to CO(STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.> <Ref. to CO(w/o STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(w/o STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>

10) Install the blow-by pipe and water pipe assembly. (Oil pipe RH only)

• STI model

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



(A) Water tank pipe ASSY

(B) Water pipe ASSY

(C) O-ring

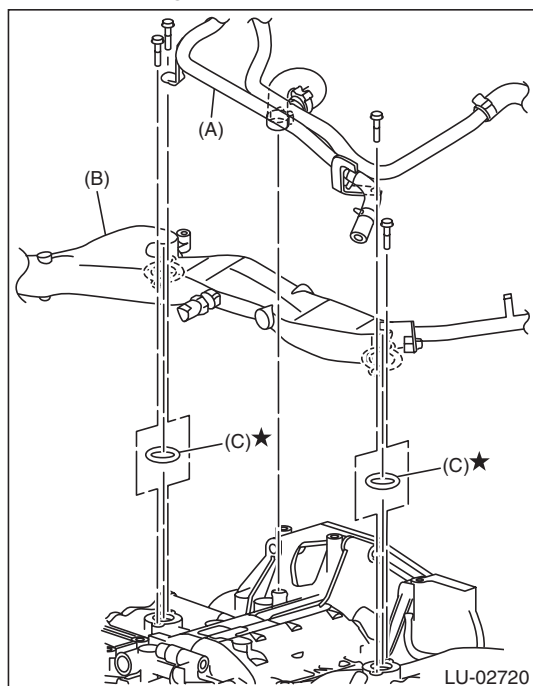
Oil Pipe

LUBRICATION

- Except for STI model

Tightening torque:

6.5 N·m (0.7 kgf-m, 4.8 ft-lb)



- (A) Water tank pipe ASSY
- (B) Water pipe ASSY
- (C) O-ring

11) Install the secondary air pump. (Oil pipe LH only) <Ref. to EC(STI)-26, INSTALLATION, Secondary Air Pump.> <Ref. to EC(w/o STI)-29, INSTALLATION, Secondary Air Pump.>

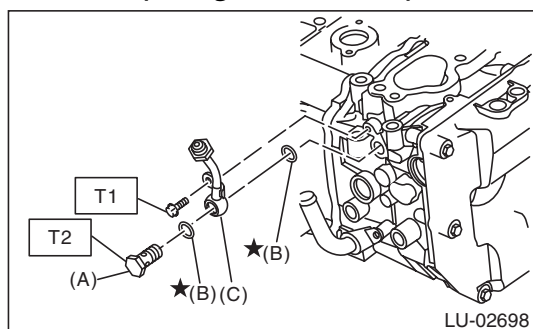
12) Install the intake manifold. <Ref. to FU(STI)-20, INSTALLATION, Intake Manifold.> <Ref. to FU(w/o STI)-21, INSTALLATION, Intake Manifold.>

13) Install the turbocharger oil pipe.

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T2: 29 N·m (3.0 kgf-m, 21.4 ft-lb)



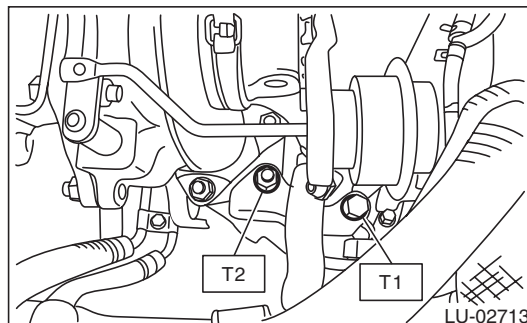
- (A) Union bolt without filter (without protrusion)
- (B) Gasket
- (C) Turbocharger oil pipe

14) Install the turbocharger stay.

Tightening torque:

T1: 33 N·m (3.4 kgf-m, 24.3 ft-lb)

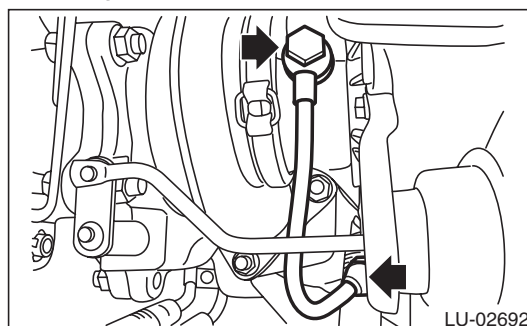
T2: 42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



15) Temporarily tighten the bolts and flare nuts which secure the oil inlet pipe to the turbocharger.

NOTE:

Use a new gasket.



16) Tighten the union bolts and flare nuts which secure the oil inlet pipe to the turbocharger.

CAUTION:

In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when tightening the oil inlet pipe flare nut, and avoid the part from rotating together while tightening the nut.

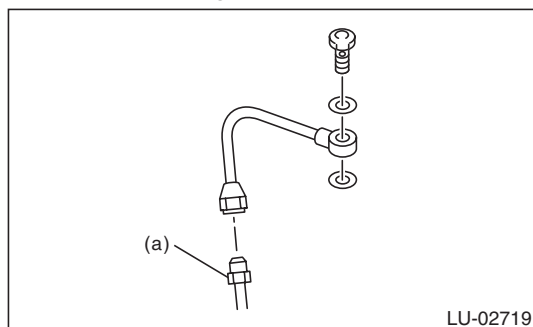
Oil Pipe

LUBRICATION

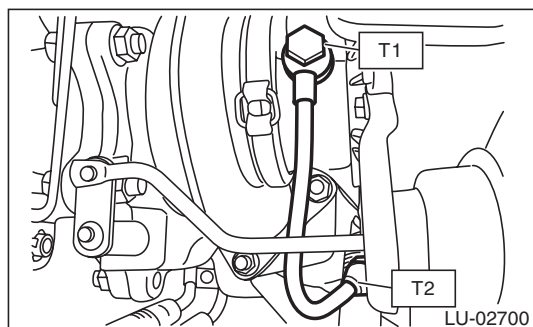
Tightening torque:

T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)

T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)



LU-02719

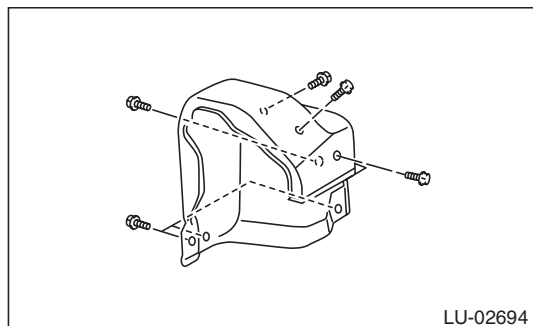


LU-02700

17) Attach the turbocharger upper cover.

Tightening torque:

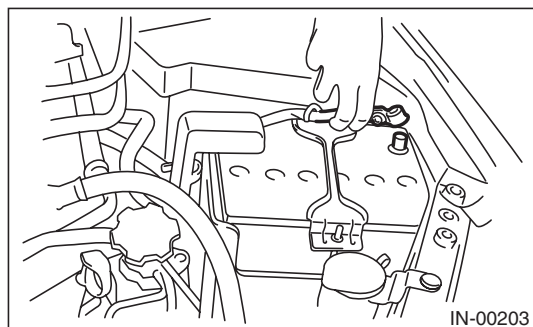
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



LU-02694

18) Install the intercooler. <Ref. to IN(STI)-12, INSTALLATION, Intercooler.> <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

19) Connect the battery ground terminal.



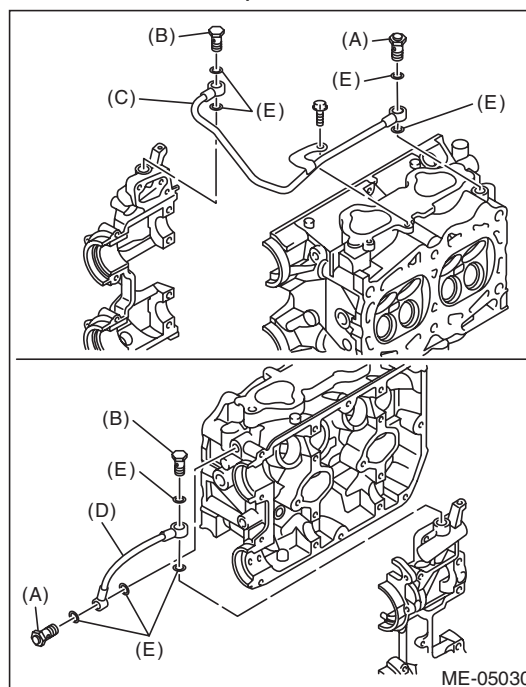
IN-00203

20) Fill engine coolant. <Ref. to CO(STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.> <Ref. to CO(w/o STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

1. INSPECTING UNION BOLT WITH FILTER

Check the filter part of union bolt for clogging or damage, and if defective, replace the union bolt with filter with the new part.



ME-05030

- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

2. OTHER INSPECTIONS

1) Check that the oil pipe and union bolt have no deformation, cracks and other damages.

2) Check that there are no oil leaks or oil oozing from the oil pipe attachment section.

9. Engine Oil Filter

A: REMOVAL

CAUTION:

If the engine oil is spilt over exhaust pipe or the under cover, wipe it off with cloth to avoid emitting smoke or causing a fire.

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-26, REMOVAL, Front Under Cover.>
- 3) Remove the oil filter.

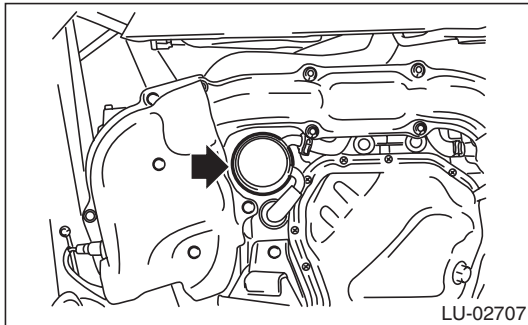
- Oil filter (Black)

Remove using the ST.

ST 18332AA000 OIL FILTER WRENCH (OUTER DIAMETER: 68 MM (2.68 IN) FOR OIL FILTER)

- Oil filter (Blue)

Remove using a general tool (65/67 mm 14 Flutes).



B: INSTALLATION

CAUTION:

Do not tighten excessively, or oil may leak.

- 1) Clean the oil filter installation surface on cylinder block or oil cooler.
- 2) Obtain a new oil filter and apply a thin coat of engine oil to the seal rubber.
- 3) Install the oil filter turning it by hand, being careful not to damage the seal rubber of the oil filter.
- Tighten the oil filter (Black) with an outer diameter of 68 mm (2.68 in) (approx. 1 rotation) after the seal rubber of the oil filter comes in contact with the cylinder block or oil cooler. When using a torque wrench, tighten to 14 N·m (1.4 kgf-m, 10.3 ft-lb).
- Tighten the oil filter (Blue) with an outer diameter of 67.4 mm (2.65 in) (approx. 7/8 rotation) after the seal rubber of the oil filter comes in contact with cylinder block or oil cooler. When using a torque wrench, tighten to 12 N·m (1.2 kgf-m, 8.9 ft-lb).
- 4) Install the under cover. <Ref. to EI-26, INSTALLATION, Front Under Cover.>
- 5) Lower the vehicle.
- 6) After installing, check the engine oil level and replenish it if necessary. <Ref. to LU(STI)-11, INSPECTION, Engine Oil.>

C: INSPECTION

- 1) After installing the oil filter, run the engine and check for oil leakage around seal rubber.

NOTE:

The filter element and filter case are permanently jointed; therefore, interior cleaning is not necessary.

- 2) Check the engine oil level. <Ref. to LU(STI)-11, INSPECTION, Engine Oil.>

Engine Lubrication System Trouble in General

LUBRICATION

10.Engine Lubrication System Trouble in General

A: INSPECTION

Before performing diagnostics, make sure that the engine oil level is correct and no oil leakage exists.

Trouble	Possible cause	Corrective action
Warning light remains ON.	a. Oil pressure switch failure	
	○ Cracked diaphragm or oil leakage within switch	Replace.
	○ Broken spring or seized contacts	Replace.
	b. Low oil pressure	
	○ Clogging of oil filter	Replace.
	○ Malfunction of oil by-pass valve in oil filter	Replace.
	○ Malfunction of oil relief valve in oil pump	Clean or replace.
	○ Clogged oil passage	Clean.
	○ Excessive tip clearance and side clearance of oil pump rotor	Replace.
	○ Clogged oil strainer or broken pipe	Clean or replace.
	c. No oil pressure	
	○ Insufficient engine oil (degradation, etc.)	Replace.
	○ Broken pipe of oil strainer	Replace.
	○ Stuck oil pump rotor	Replace.
Warning light does not illuminate.	a. Malfunction of combination meter	Replace.
	b. Poor contact of switch contact points	Replace.
	c. Disconnection of wiring	Repair.
Warning light flickers momentarily.	a. Defective terminal contact	Repair.
	b. Defective wiring harness	Repair.
	c. Oil pressure switch failure	
	○ Cracked diaphragm or oil leakage within switch	Replace.
	○ Broken spring or seized contacts	Replace.
	d. Low oil pressure	
	○ Clogging of oil filter	Replace.
	○ Malfunction of oil by-pass valve in oil filter	Replace.
	○ Malfunction of oil relief valve in oil pump	Clean or replace.
	○ Clogged oil passage	Clean.
	○ Excessive tip clearance and side clearance of oil pump rotor	Replace.
	○ Clogged oil strainer or broken pipe	Clean or replace.

SPEED CONTROL SYSTEMS

SP(STI)

	Page
1. General Description	2
2. Accelerator Pedal	4



General Description

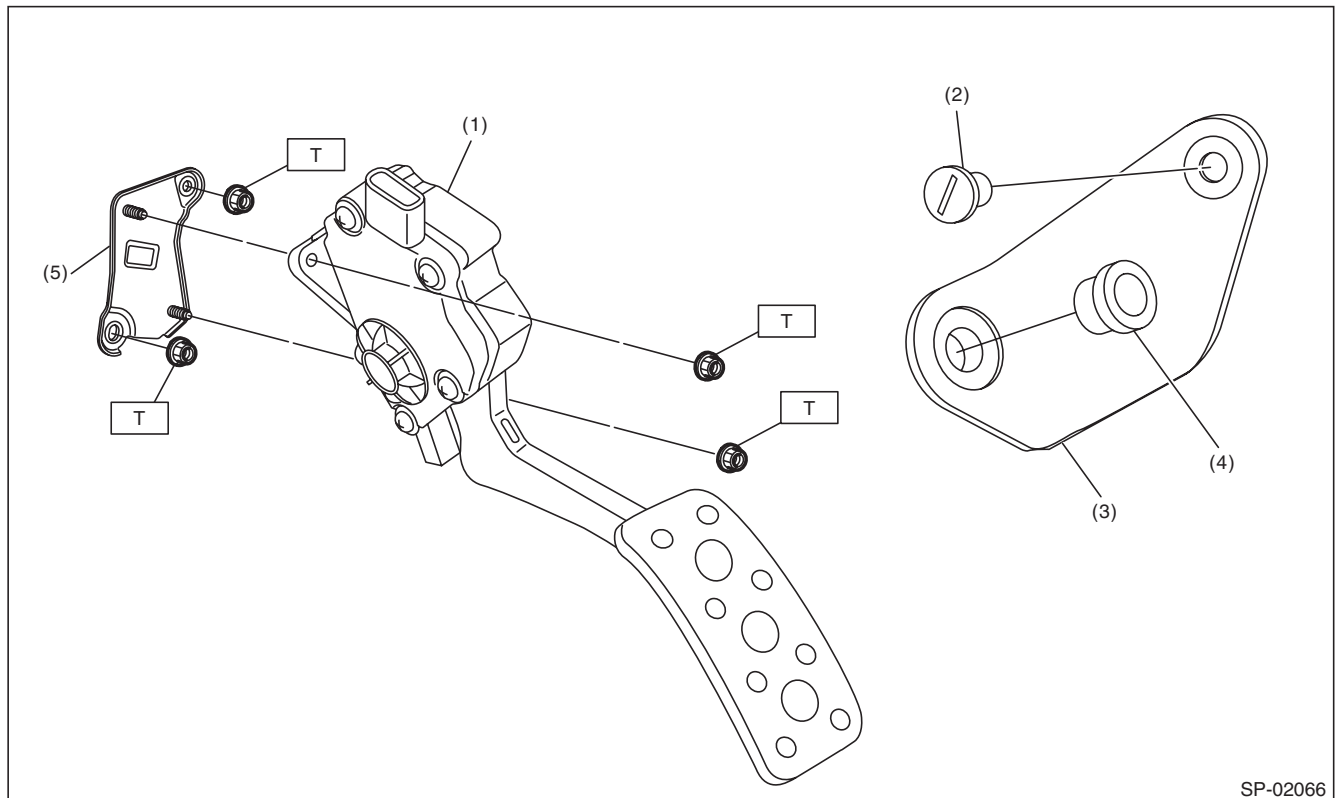
SPEED CONTROL SYSTEMS

1. General Description

A: SPECIFICATION

Accelerator pedal	Stroke	At pedal pad	50 — 59 mm (1.97 — 2.32 in)
-------------------	--------	--------------	-----------------------------

B: COMPONENT



- | | |
|----------------------------|-------------------------------|
| (1) Accelerator pedal ASSY | (4) Accelerator stopper |
| (2) Clip | (5) Accelerator pedal bracket |
| (3) Accelerator plate | |

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

C: CAUTION

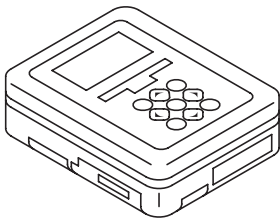
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal or installation.
- Keep the parts in order and protect them from dust and dirt.
- Before removal or installation, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

General Description

SPEED CONTROL SYSTEMS

D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for inspecting the accelerator pedal.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring voltage.

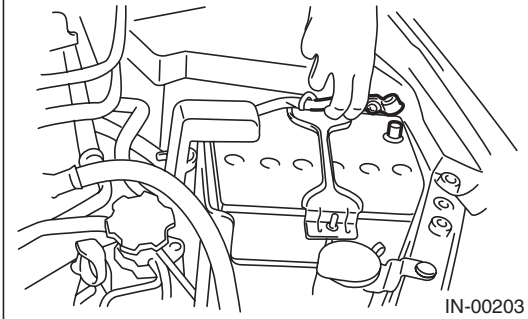
Accelerator Pedal

SPEED CONTROL SYSTEMS

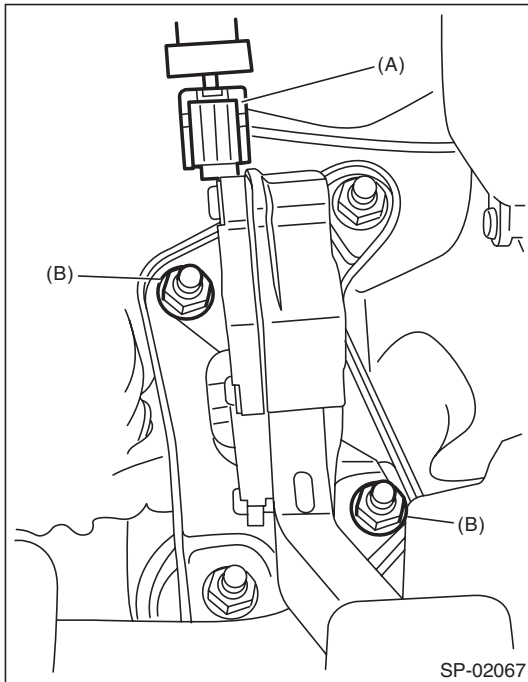
2. Accelerator Pedal

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Disconnect the connector (A).
- 3) Remove the nut (B) securing accelerator pedal assembly, and remove the accelerator pedal assembly.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: DISASSEMBLY

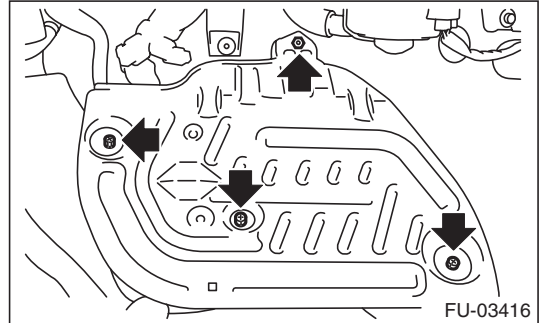
NOTE:

The accelerator pedal cannot be disassembled.

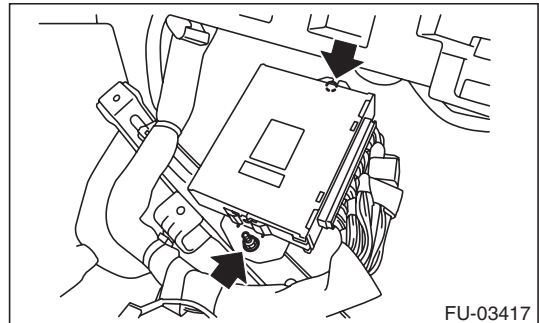
D: INSPECTION

1. CHECK ACCELERATOR PEDAL SENSOR AREA (METHOD WITH CIRCUIT TESTER)

- 1) Remove the lower inner trim of passenger's side. <Ref. to EI-55, REMOVAL, Lower Inner Trim.>
- 2) Turn over the floor mat of passenger's seat.
- 3) Remove the protect cover.

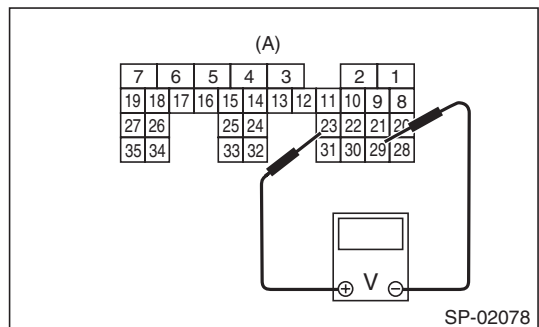


- 4) Remove the nuts and bolts which hold the ECM to the bracket.



- 5) Turn the ignition switch to ON. (engine OFF)
- 6) Measure the voltage between ECM connector terminals.

- Main sensor side

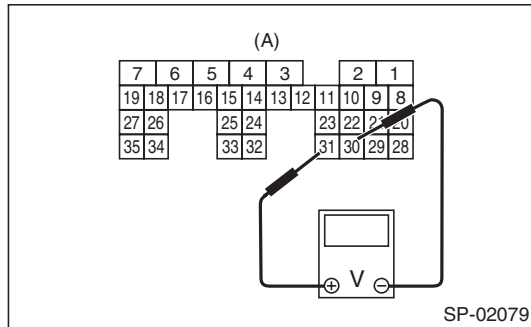


(A) To ECM connector

Accelerator Pedal

SPEED CONTROL SYSTEMS

- Sub sensor side



(A) To ECM connector

3. OTHER INSPECTIONS

- 1) Check that the accelerator pedal does not have deformation, cracks or damage.
- 2) Check for smooth operation when the accelerator pedal is depressed.
- 3) Check if the accelerator pedal returns to its original position smoothly when the pedal is released.

Accelerator pedal sensor	Accelerator pedal	Terminal No.	Standard
Main	Not depressed (Full closed)	23 (+) and 29 (-)	0.4 — 1.0 V
	Depressed (Full opened)		2.4 — 3.7 V
Sub	Not depressed (Full closed)	31 (+) and 30 (-)	0.3 — 1.1 V
	Depressed (Full opened)		2.3 — 3.8 V

7) After inspection, install the related parts in the reverse order of removal.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

2. CHECK ACCELERATOR PEDAL SENSOR AREA (METHOD WITH SUBARU SELECT MONITOR)

- 1) Turn the ignition switch to ON. (engine OFF)
- 2) Read the accelerator pedal opening angle signal and voltage of accelerator pedal sensor using Subaru Select Monitor. <Ref. to EN(H4DOTC)(diag)-41, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>

Accelerator pedal sensor	Accelerator pedal opening angle signal	Standard
Main	0.0%	0.4 — 1.0 V
	100.0%	2.4 — 3.7 V
Sub	0.0%	0.3 — 1.1 V
	100.0%	2.3 — 3.8 V

Accelerator Pedal

SPEED CONTROL SYSTEMS

SP(STI)-6

IGNITION

IG(STI)

	Page
1. General Description	2
2. Spark Plug	4
3. Ignition Coil	7



General Description

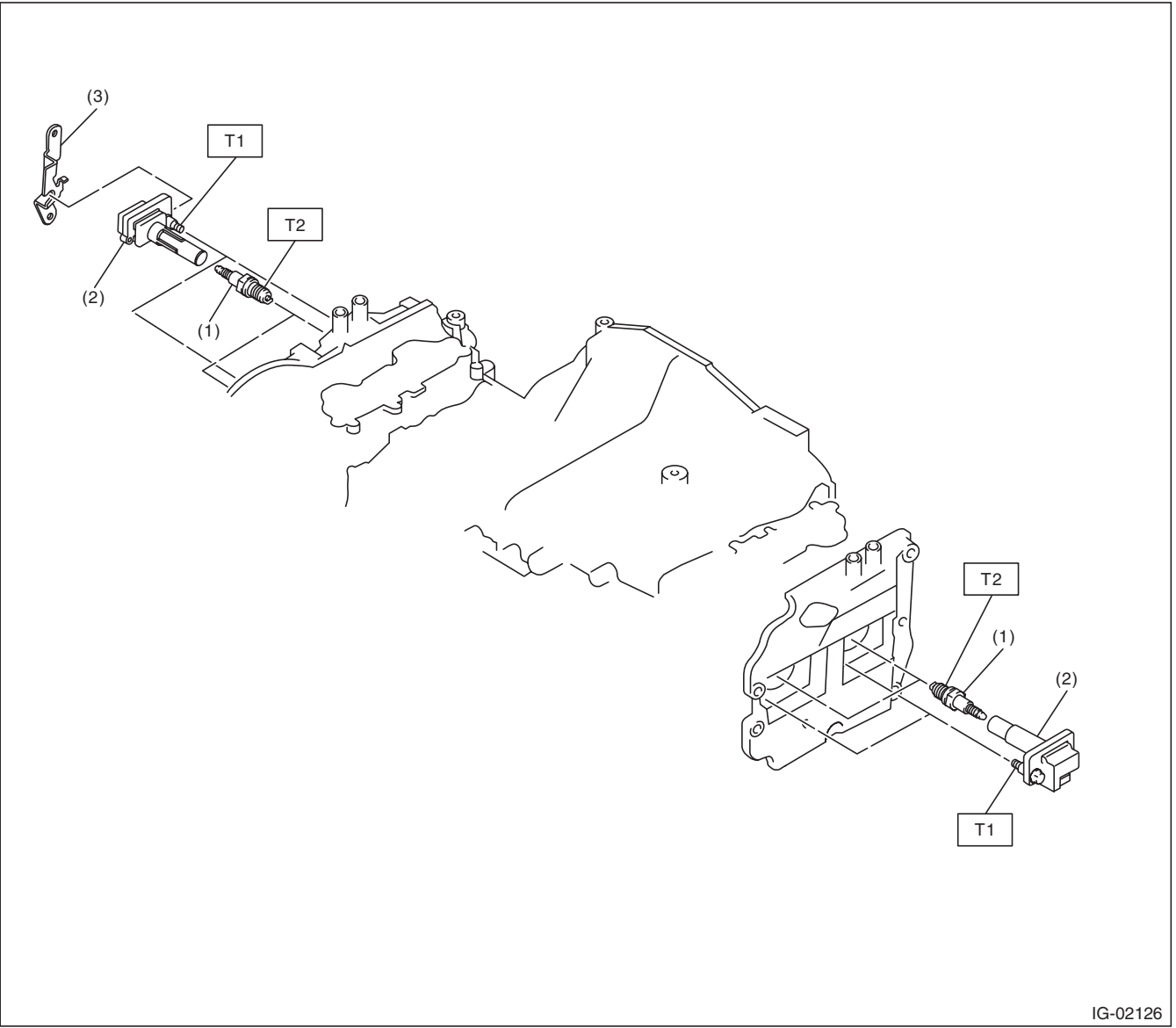
IGNITION

1. General Description

A: SPECIFICATION

Item			Specifications
Ignition coil	Type	FK0368	
	Ignition system	Independent ignition coil	
	Manufacturer	Diamond Electric	
Spark plug	Manufacturer and type		NGK: SILFR6A
	Thread size (diameter, pitch, length) mm		14, 1.25, 26.5
	Spark plug gap	mm (in) Standard	0.7 — 0.8 (0.028 — 0.031)
	Electrode		Iridium

B: COMPONENT



(1) Spark plug

(2) Ignition coil

(3) Engine harness stay (#3 ignition coil side only)

Tightening torque:N-m (kgf-m, ft-lb)

T1: 16 (1.6, 11.8)

T2: 21 (2.1, 15.5)

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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

Spark Plug

IGNITION

2. Spark Plug

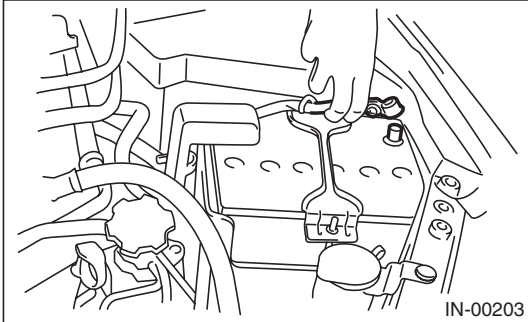
A: REMOVAL

Spark plug:

Refer to "SPECIFICATION" for the spark plug. <Ref. to IG(STI)-2, SPECIFICATION, General Description.>

1. RH SIDE

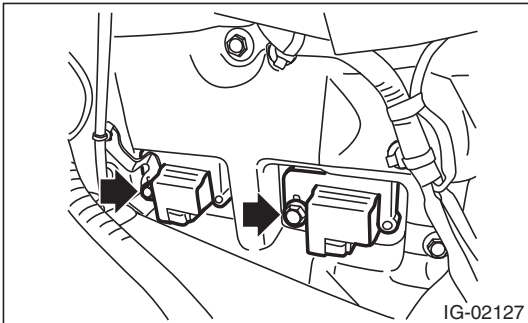
- 1) Disconnect the ground cable from battery.



- 2) Remove the air cleaner case. <Ref. to IN(STI)-8, REMOVAL, Air Cleaner Case.>
- 3) Disconnect the connector from ignition coil.
- 4) Remove the ignition coil.

NOTE:

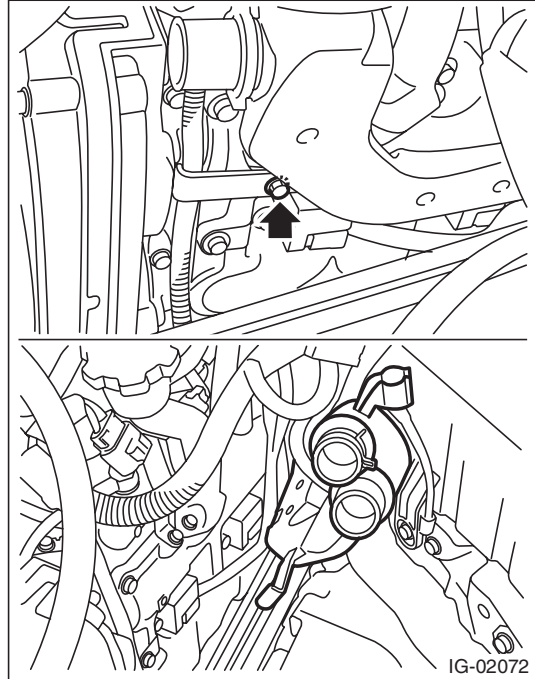
Turn #3 ignition coil by 180 degrees to remove it.



- 5) Remove the spark plug with a spark plug socket.

2. LH SIDE

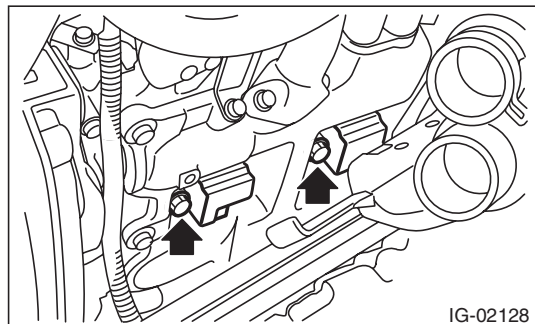
- 1) Remove the battery. <Ref. to SC(STI)-27, REMOVAL, Battery.>
- 2) Remove the secondary air pump. <Ref. to EC(STI)-26, REMOVAL, Secondary Air Pump.>
- 3) Remove the bolts that secure the air duct to the rocker cover LH, and lift the air duct.



- 4) Disconnect the connector from ignition coil.
- 5) Remove the ignition coil.

NOTE:

Turn #4 ignition coil by 180 degrees to remove it.



- 6) Remove the spark plug with a spark plug socket.

B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

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

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

2. LH SIDE

Install in the reverse order of removal.

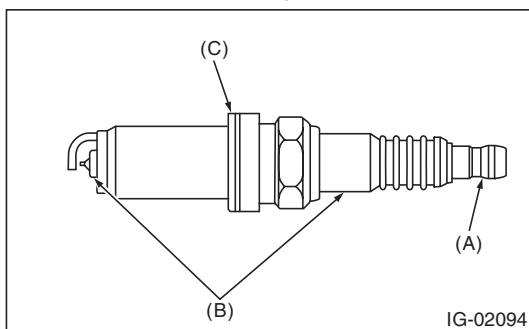
Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.5 ft-lb)

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

Tightening torque (Air duct):
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1) Check the spark plug for abnormalities. If defective, replace the spark plug.

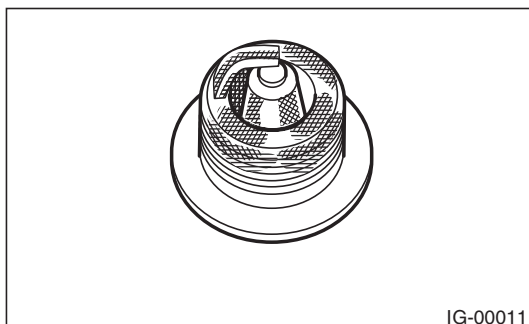


- (A) Terminal damage
- (B) Crack or damage in insulator
- (C) Damaged gasket

2) Check the spark plug electrode and condition of the insulator. If abnormal, check and repair the cause and replace the spark plug.

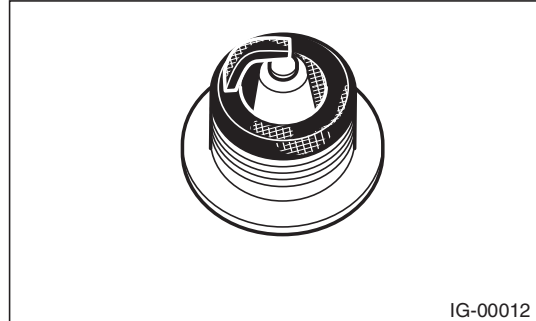
(1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



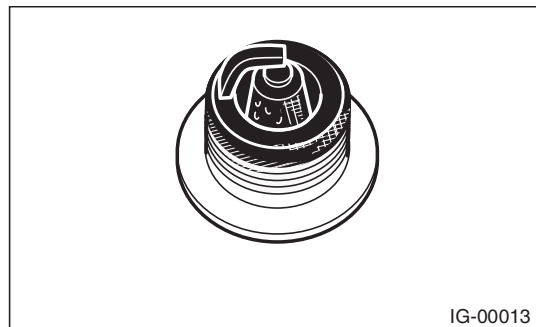
(2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.



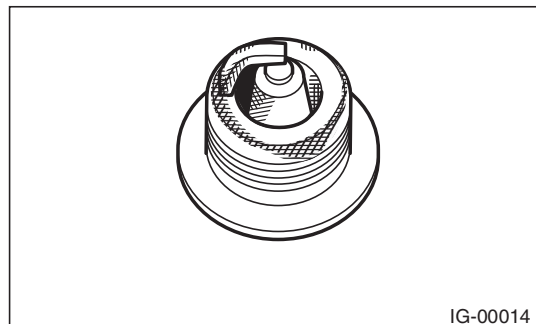
(3) Oil fouled:

Wet black deposits show oil entrance into combustion chamber through worn piston rings or increased clearance between valve guides and valve stems.



(4) Overheating:

A white or light gray insulator with black or brown spots and bluish burnt electrodes indicate engine overheating, wrong selection of fuel, or loose spark plugs.



Spark Plug

IGNITION

3) Using a nylon brush, etc., clean and remove the carbon or oxide deposits from the spark plug. If deposits are too stubborn, replace the spark plugs. After cleaning the spark plugs, check the spark plug gap "L" using a gap gauge. If it is not within the standard, replace the spark plug.

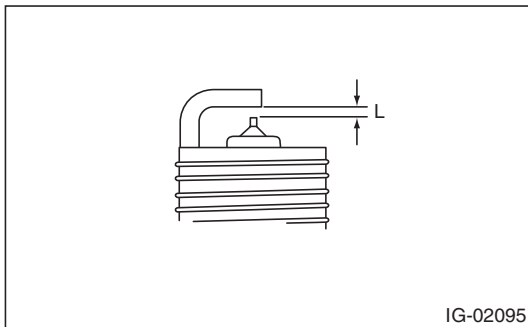
NOTE:

- Never use a plug cleaner.
- Do not use a metal brush as it may damage the electrode area.

Spark plug gap L:

Standard

0.7 — 0.8 mm (0.028 — 0.031 in)



3. Ignition Coil

A: REMOVAL

Direct ignition type has been adopted. Refer to “Removing Spark Plugs” for removal procedure. <Ref. to IG(STI)-4, REMOVAL, Spark Plug.>

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

C: INSPECTION

For inspection procedure, refer to “Diagnostics for Engine Starting Failure”. <Ref. to EN(H4DOTC)(diag)-81, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>

Ignition Coil

IGNITION

IG(STI)-8

STARTING/CHARGING SYSTEMS

SC(STI)

	Page
1. General Description	2
2. Starter	7
3. Generator	21
4. Battery	27



General Description

STARTING/CHARGING SYSTEMS

1. General Description

A: SPECIFICATION

Item			Specifications	
Vehicle model			6MT	5MT
Starter	Type		Reduction type	
	Model		428000-5760	M000T30475
	Manufacturer		DENSO	Mitsubishi Electric
	Voltage and output		12 V — 1.0 kW	
	Direction of rotation		Counterclockwise (when observed from pinion)	
	Number of pinion teeth		9	8
	Armature com- mutator runout	Standard	0.05 mm (0.0020 in)	0.05 mm (0.0020 in)
		Limit	0.10 mm (0.0039 in)	0.10 mm (0.0039 in)
	Armature depth of segment mold	Standard	0.5 mm (0.020 in)	0.5 mm (0.020 in)
		Limit		
	Brush length	Standard	12.3 mm (0.484 in)	12.3 mm (0.484 in)
		Limit	7.0 mm (0.276 in)	7.0 mm (0.276 in)
	Brush spring force	Standard	15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lbf)	15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lbf)
		Limit	2.5 N (0.25 kgf, 0.56 lbf)	2.5 N (0.25 kgf, 0.56 lbf)
	No-load charac- teristics	Voltage	11 V	11 V
		Current	90 A or less	95 A or less
		Rotating speed	2,860 rpm or more	2,500 rpm or more
	Load character- istics	Voltage	8 V	7.5 V
		Current	280 A	300 A
		Torque	9.3 N·m (0.9 kgf·m, 6.9 ft·lb) or more	8.84 N·m (0.9 kgf·m, 6.5 ft·lb) or more
		Rotating speed	860 rpm or more	870 rpm or more
	Lock character- istics	Voltage	4 V	4 V
		Current	515 A or less	680 A or less
		Torque	16 N·m (1.6 kgf·m, 11.8 ft·lb) or more	17 N·m (1.7 kgf·m, 12.5 ft·lb) or more
Generator	Type		Rotating-field three-phase type, voltage regulator built-in type, with load response control system	
	Model		A003TG6591	
	Manufacturer		Mitsubishi Electric	
	Voltage and output		12 V — 110 A	
	Polarity on ground side		Negative	
	Direction of rotation		Clockwise (when observed from pulley side)	
	Stator connection		3-phase Y-type	
	Output current		1,500 rpm — 50 A or more 2,500 rpm — 91 A or more 5,000 rpm — 105 A or more	
	Regulated voltage		14.1 — 14.8 V [20°C (68°F)]	
	Rotor slip ring outer diameter	Standard	22.7 mm (0.894 in)	
		Limit	22.1 mm (0.870 in)	
	Brush length	Standard	18.5 mm (0.728 in)	
		Limit	5.0 mm (0.197 in)	
Battery	Type and capacity		12 V — 48 AH (55D23L)	12 V — 48 AH (55D23L)

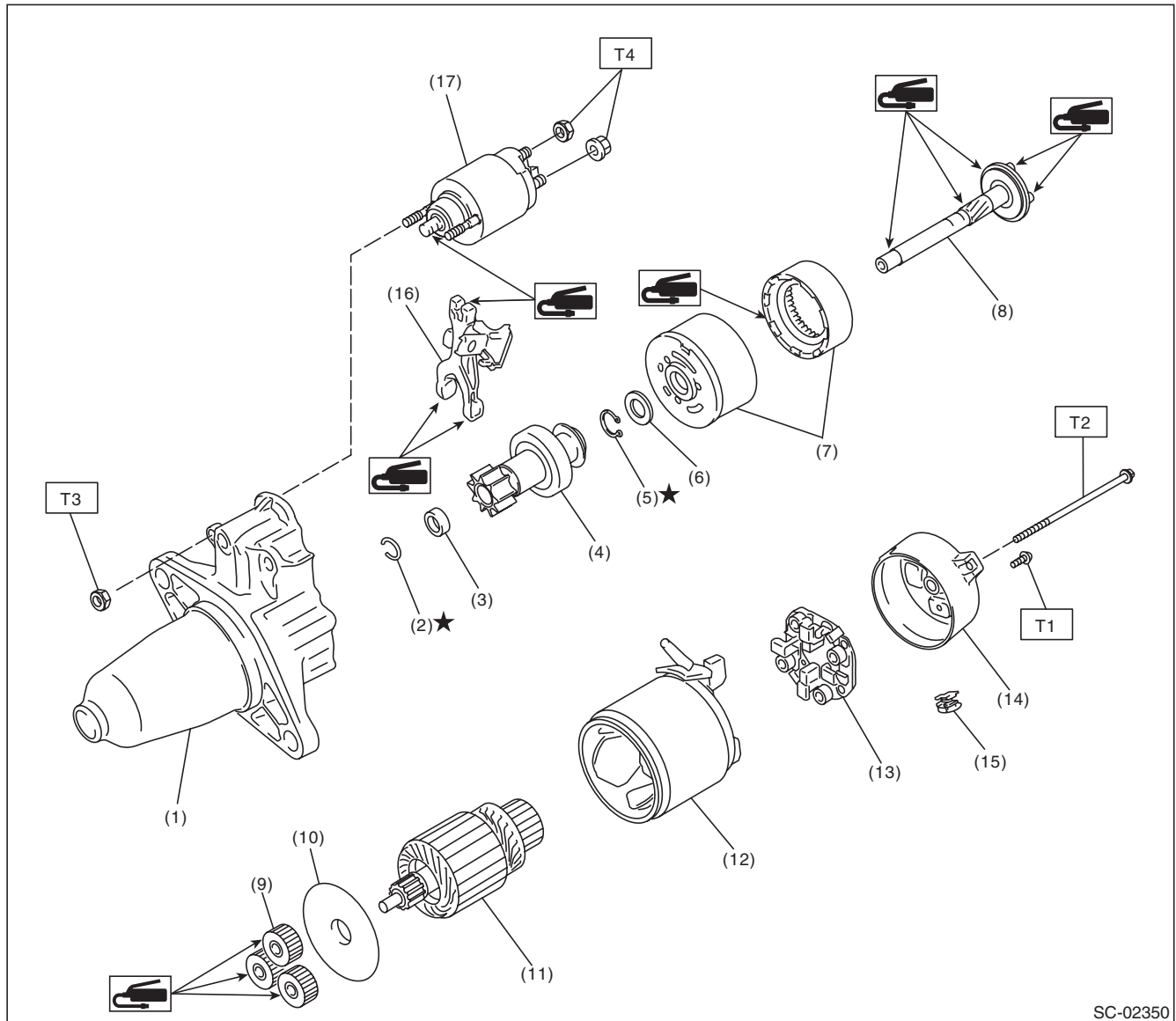
General Description

STARTING/CHARGING SYSTEMS

B: COMPONENT

1. STARTER

- STI model



SC-02350

- | | |
|--------------------------|-------------------------|
| (1) Starter housing ASSY | (9) Pinion gear |
| (2) Snap ring | (10) Starter plate |
| (3) Stopper | (11) Armature |
| (4) Overrunning clutch | (12) Yoke ASSY |
| (5) Snap ring | (13) Brush holder ASSY |
| (6) Washer | (14) Starter cover ASSY |
| (7) Internal gear ASSY | (15) Drain duct |
| (8) Shaft | (16) Shift lever |

- (17) Magnet switch ASSY

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.4 (0.1, 1.0)

T2: 6 (0.6, 4.4)

T3: 7.5 (0.8, 5.5)

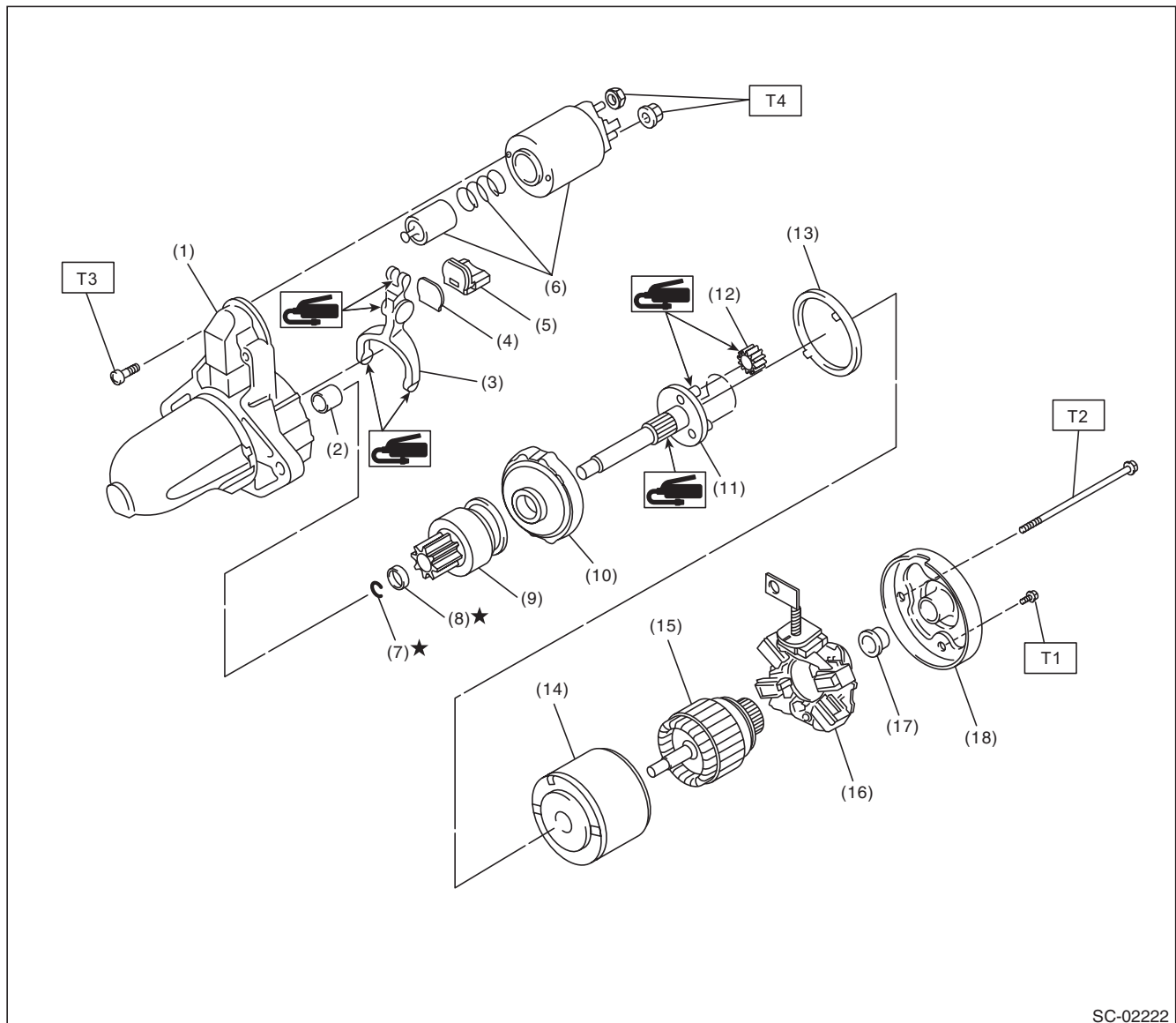
T4: 10 (1.0, 7.4)

SC(STI)-3

General Description

STARTING/CHARGING SYSTEMS

- Except for STI model



SC-02222

- | | | |
|--------------------------|-------------------------|-------------------------|
| (1) Starter housing ASSY | (9) Overrunning clutch | (17) Sleeve bearing |
| (2) Sleeve bearing | (10) Internal gear ASSY | (18) Starter cover ASSY |
| (3) Shift lever | (11) Shaft | |
| (4) Plate | (12) Pinion gear | |
| (5) Seal rubber | (13) Seal rubber | |
| (6) Magnet switch ASSY | (14) Yoke ASSY | |
| (7) Snap ring | (15) Armature ASSY | |
| (8) Stopper | (16) Brush holder ASSY | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.4 (0.1, 1.0)

T2: 6 (0.6, 4.4)

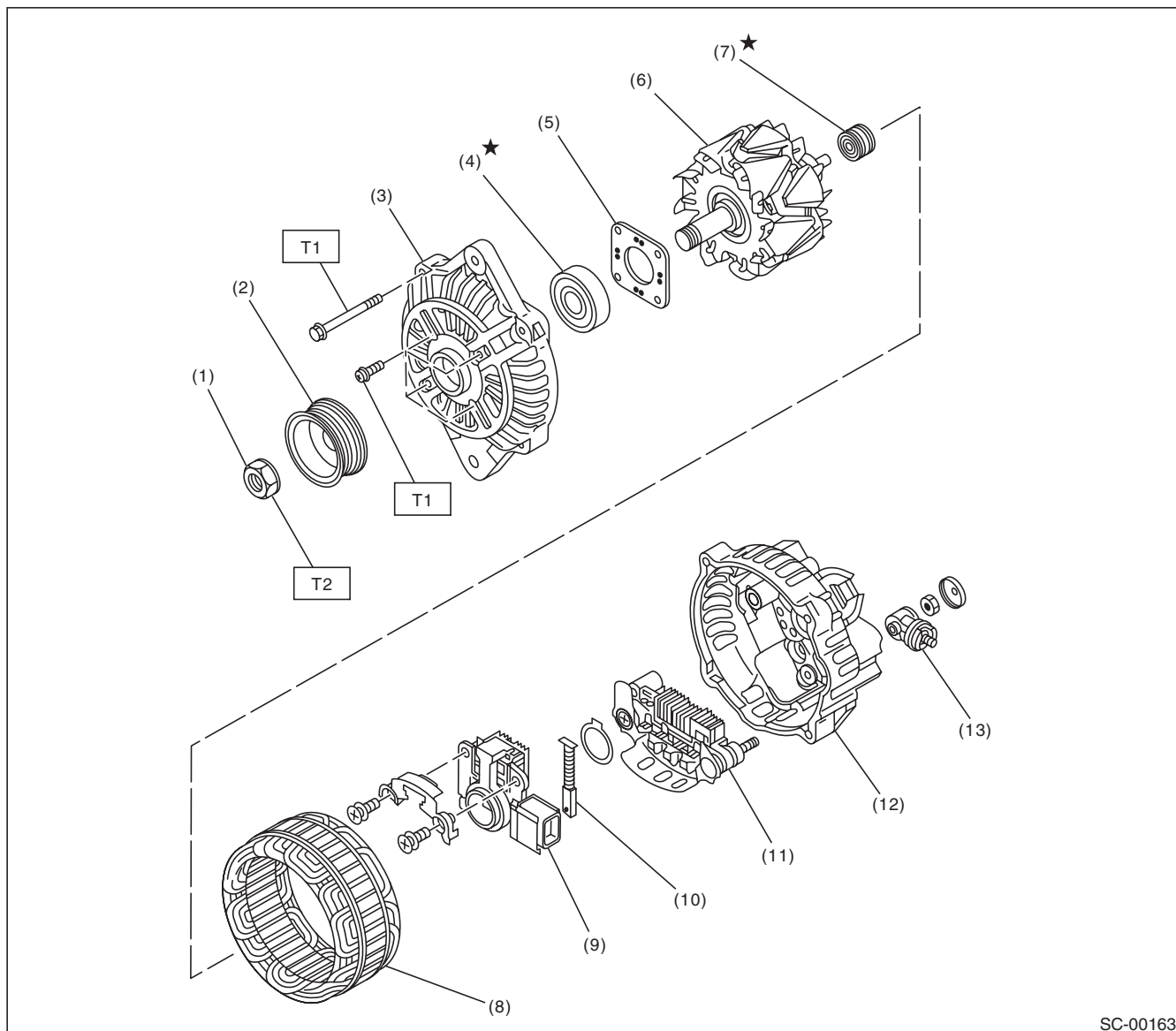
T3: 7.5 (0.8, 5.5)

T4: 10 (1.0, 7.4)

General Description

STARTING/CHARGING SYSTEMS

2. GENERATOR



SC-00163

- | | |
|----------------------|-----------------------------|
| (1) Pulley nut | (7) Bearing |
| (2) Pulley | (8) Stator coil |
| (3) Front cover | (9) IC regulator with brush |
| (4) Ball bearing | (10) Brush |
| (5) Bearing retainer | (11) Rectifier |
| (6) Rotor | (12) Rear cover |

- (13) Terminals

Tightening torque: N-m (kgf-m, ft-lb)

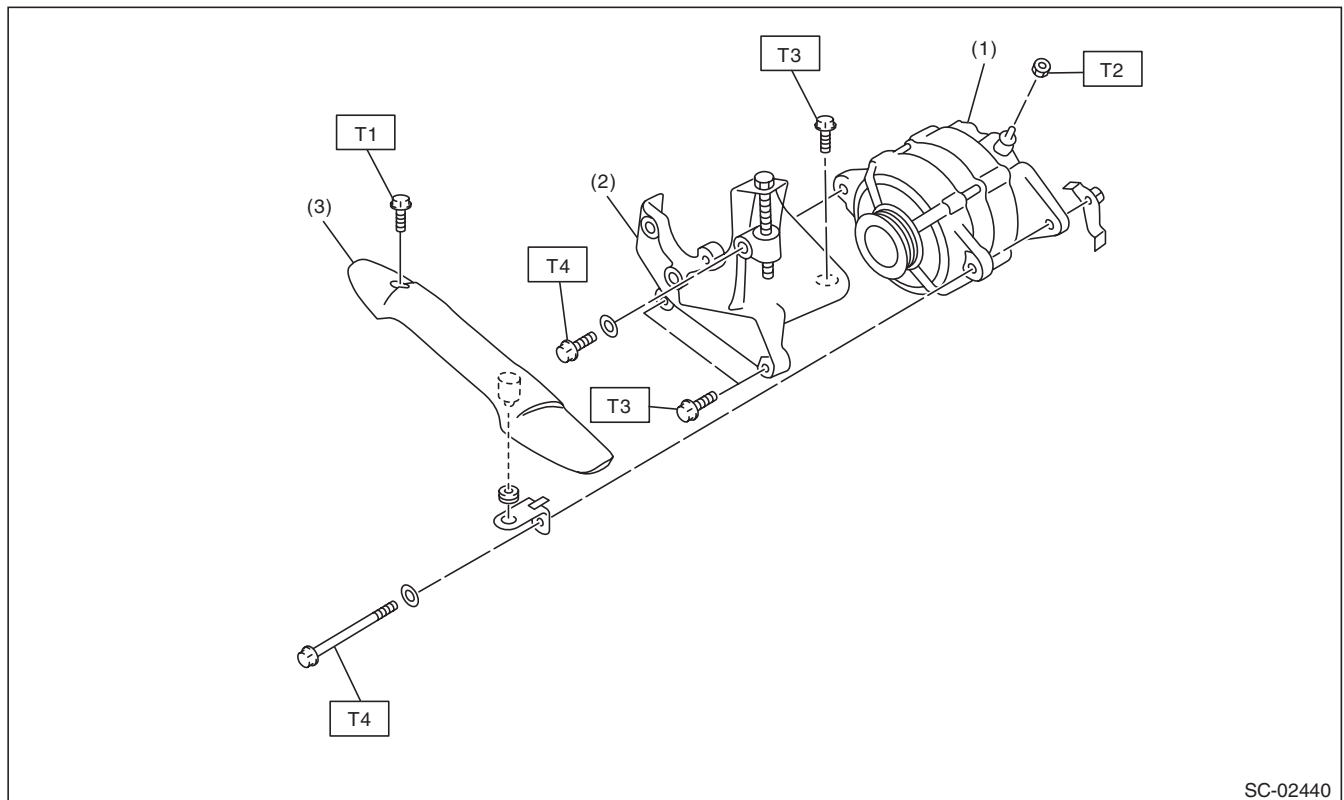
T1: 4.7 (0.5, 3.5)

T2: 108 (11.0, 79.8)

General Description

STARTING/CHARGING SYSTEMS

3. GENERATOR BRACKET



- (1) Generator (3) V-belt cover
(2) Power steering pump bracket

Tightening torque:N-m (kgf-m, ft-lb)

- T1: 13 (1.3, 9.6)**
T2: 16 (1.6, 11.8)
T3: 22 (2.2, 16.2)
T4: 25 (2.5, 18.4)

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.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

D: PREPARATION TOOL

1. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance, voltage and current.

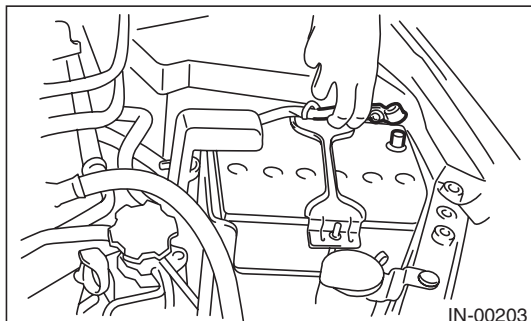
Starter

STARTING/CHARGING SYSTEMS

2. Starter

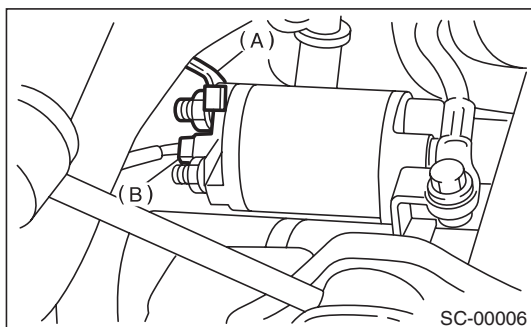
A: REMOVAL

- 1) Disconnect the ground cable from battery.

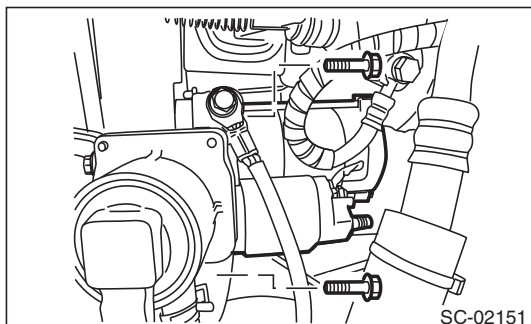


- 2) Remove the intercooler. <Ref. to IN(STI)-12, REMOVAL, Intercooler.> <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

- 3) Disconnect the connector (B) and terminal (A) from starter.



- 4) Remove the starter from transmission.

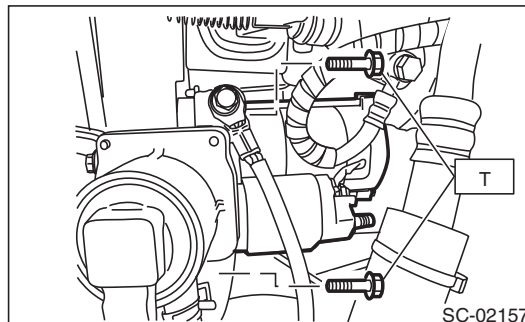


B: INSTALLATION

Install in the reverse order of removal.

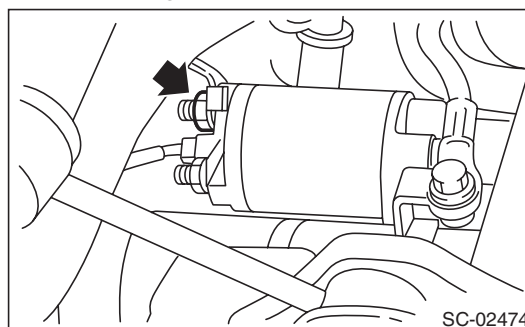
Tightening torque:

T: 50 N·m (5.1 kgf-m, 36.9 ft-lb)



Tightening torque:

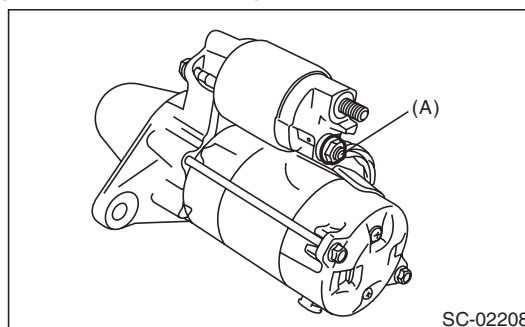
10 N·m (1.0 kgf-m, 7.4 ft-lb)



C: DISASSEMBLY

1. STI MODEL

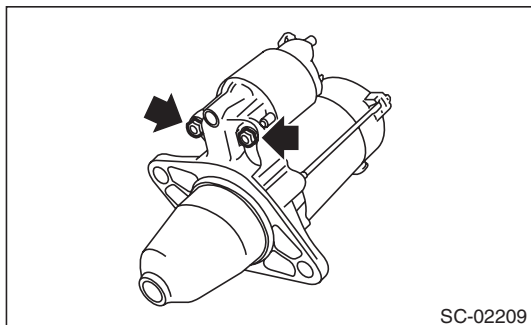
- 1) Disconnect cable from terminal M (A) of the magnet switch assembly.



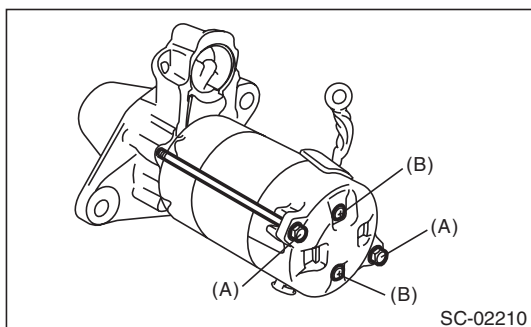
Starter

STARTING/CHARGING SYSTEMS

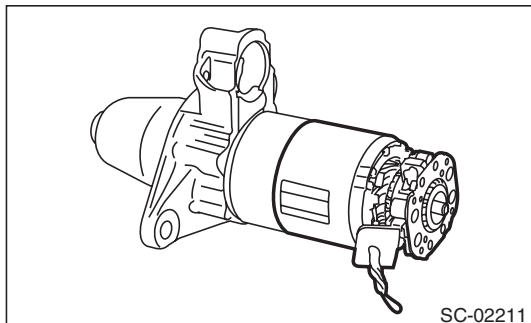
2) Remove the magnet switch assembly from the starter housing assembly.



3) Remove through bolts (A) on both sides and the brush holder screws (B), and remove the starter cover assembly.



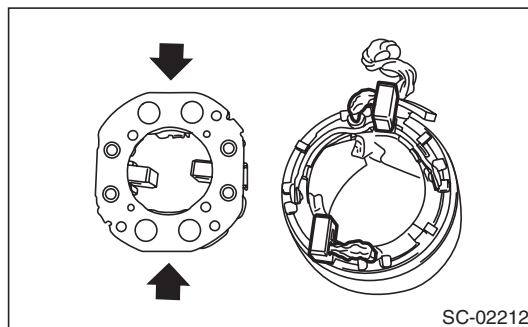
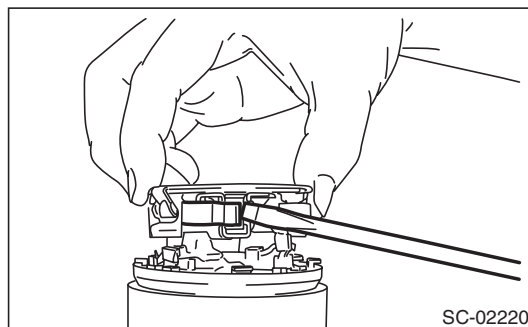
4) Remove the yoke assembly and brush holder assembly as a unit.



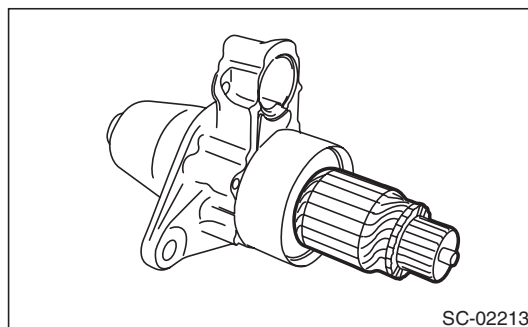
5) Remove the two brushes wired to the yoke assembly, and separate the yoke assembly and the brush holder assembly.

NOTE:

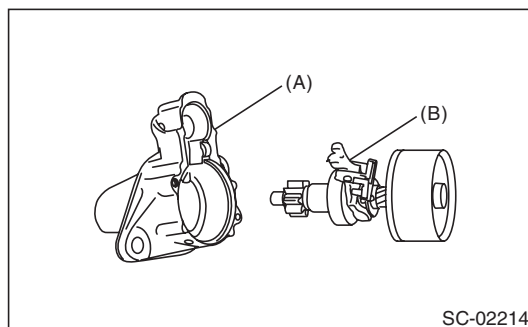
As shown in the figure, use a flat tip screwdriver, etc. to hold the brush spring and remove the brush.



6) Remove the armature from the internal gear assembly.



7) Remove the starter housing assembly (A) then remove the shift lever (B).

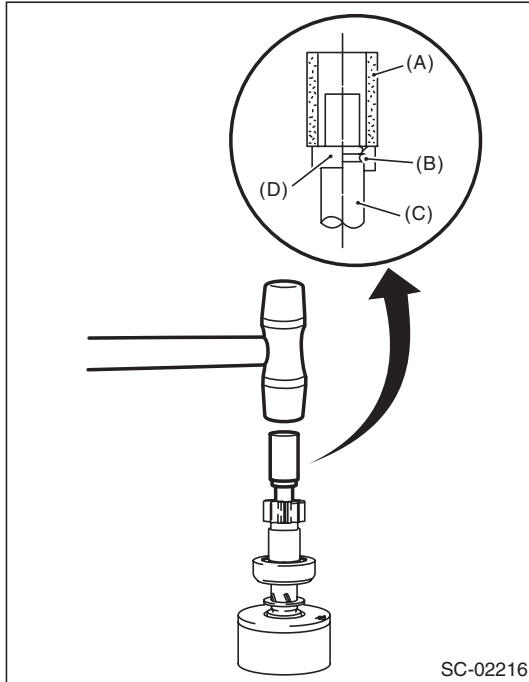


Starter

STARTING/CHARGING SYSTEMS

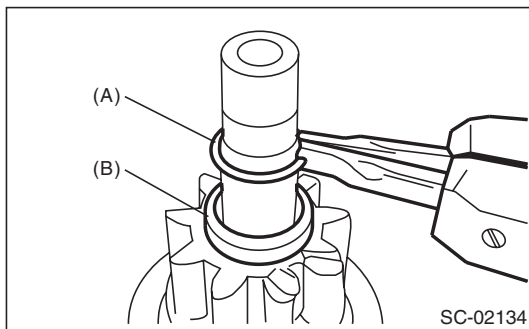
8) Use the following procedures to remove the overrunning clutch from the shaft.

(1) Use an appropriate tool (such as a fit socket wrench), and remove the stopper from snap ring by lightly tapping the stopper with a plastic hammer.

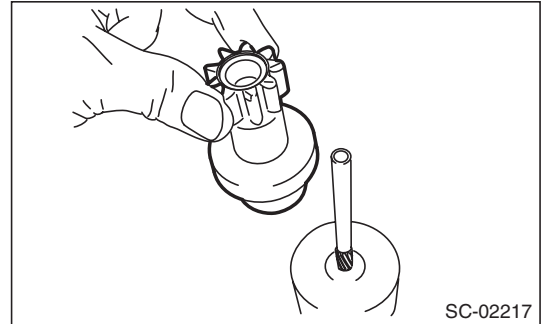


- (A) Appropriate tool
- (B) Snap ring
- (C) Shaft
- (D) Stopper

(2) Remove snap ring (A) from the shaft, and remove stopper (B).

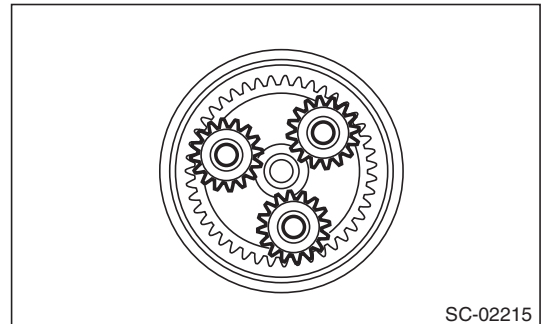


(3) Remove the overrunning clutch from the shaft.

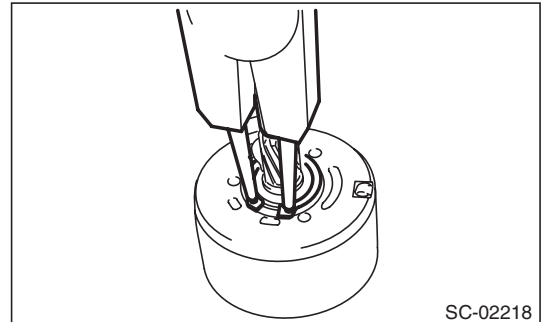


9) Use the following procedures to remove the shaft.

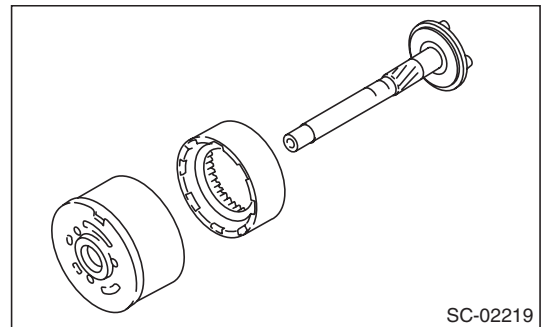
(1) Remove the starter plate, and remove the pinion gear.



(2) Remove the snap ring from the shaft.



(3) Remove the shaft from the internal gear assembly.

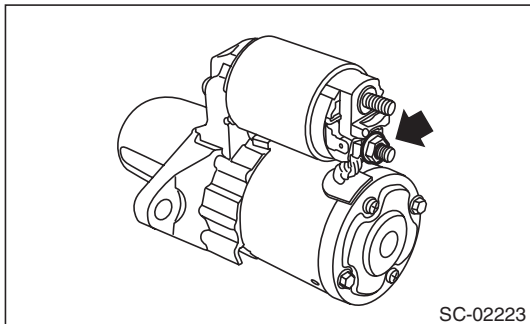


Starter

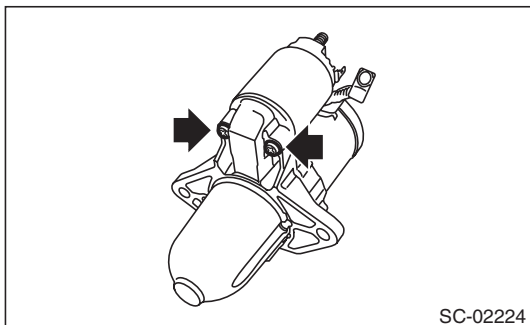
STARTING/CHARGING SYSTEMS

2. EXCEPT FOR STI MODEL

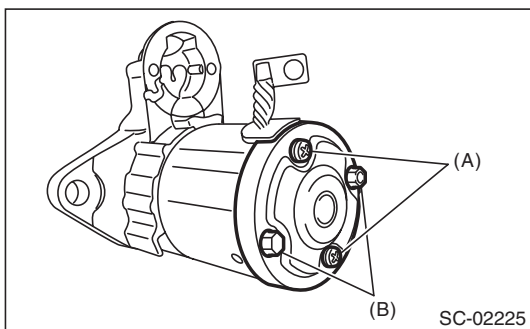
1) Disconnect cable from terminal M of the magnet switch assembly.



2) Remove the magnet switch assembly from the starter housing assembly.



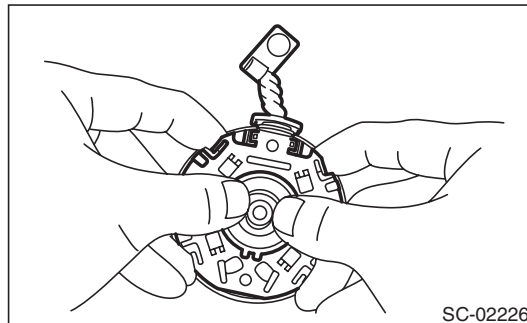
3) Remove screws (A) of the brush holder assembly, and through bolts (B) on both sides, and remove the starter cover assembly.



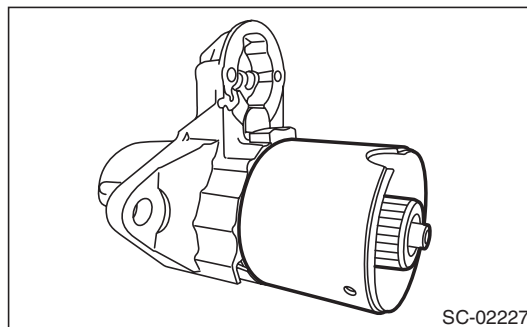
4) Remove the brush holder assembly from the armature assembly.

NOTE:

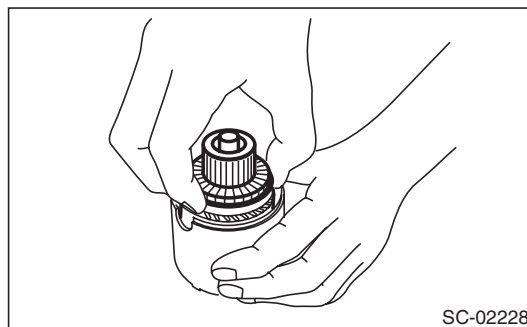
Hold the brush with your fingers so that the brush spring does not come flying out.



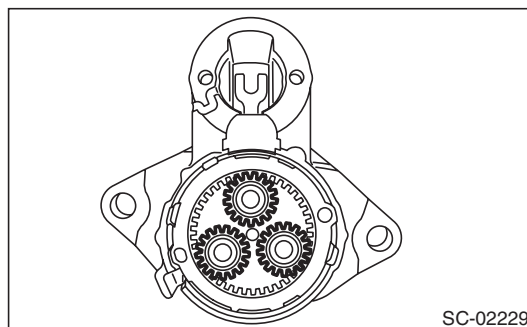
5) Remove the armature assembly and yoke assembly from the starter housing assembly together as a single unit.



6) Separate the armature assembly and yoke assembly.



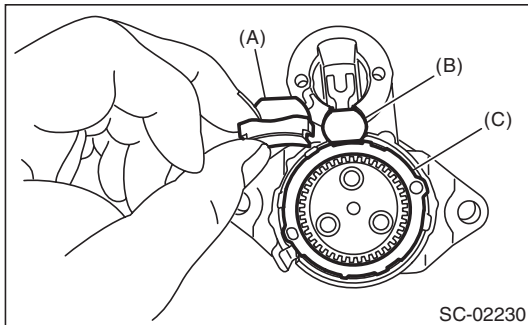
7) Remove the pinion gear from the internal gear assembly.



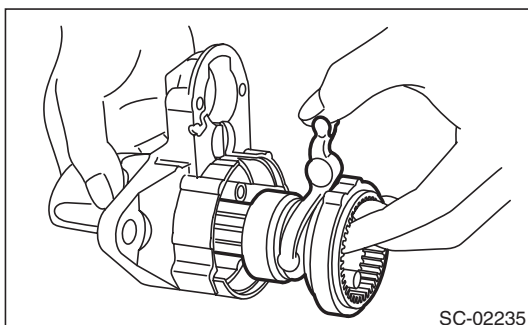
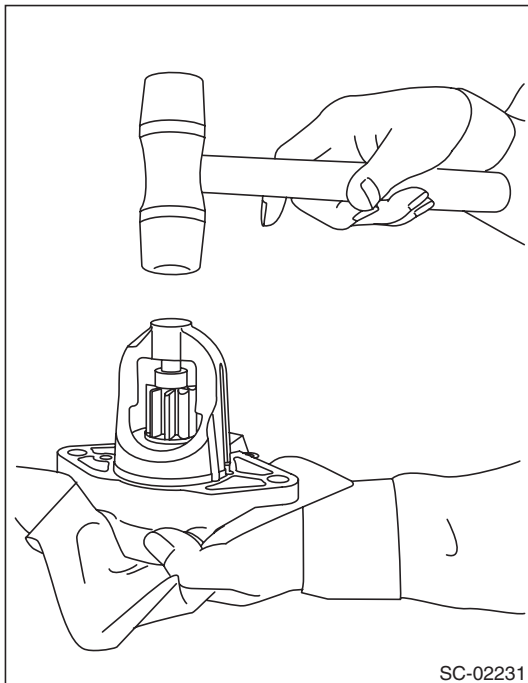
Starter

STARTING/CHARGING SYSTEMS

8) Remove seal rubber (A), plate (B), and seal rubber (C).

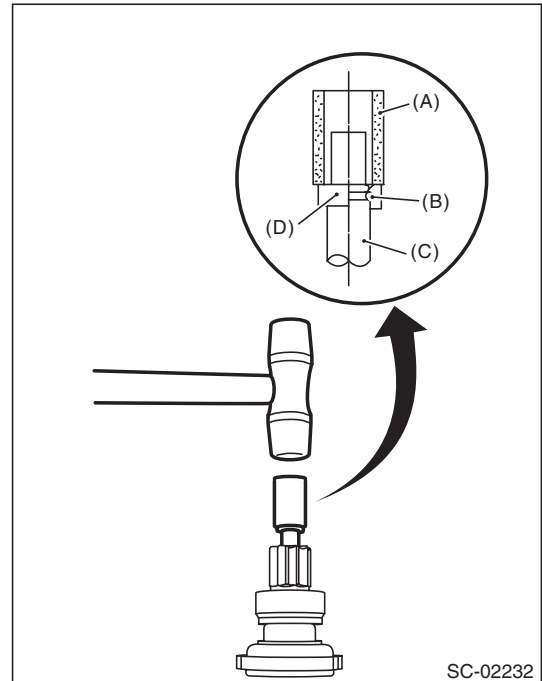


9) Lightly tap the starter housing assembly with a plastic hammer as shown in the figure, and remove the overrunning clutch, internal gear assembly, shaft and shift lever together as one unit.



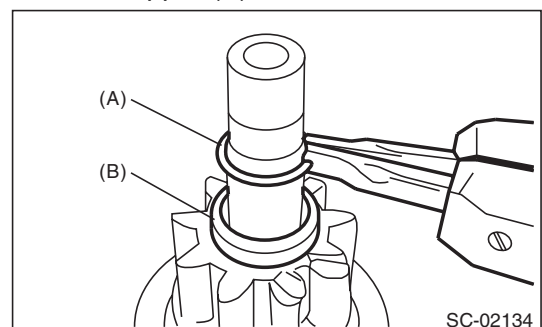
10) Use the following procedures to remove the overrunning clutch from the shaft.

(1) Use an appropriate tool (such as a fit socket wrench), and remove the stopper from snap ring by lightly tapping the stopper with a plastic hammer.



- (A) Appropriate tool
- (B) Snap ring
- (C) Shaft
- (D) Stopper

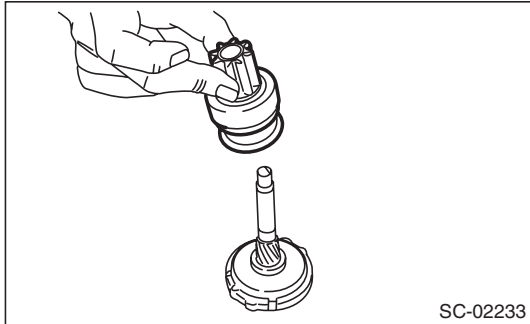
(2) Remove snap ring (A) from the shaft, and remove stopper (B).



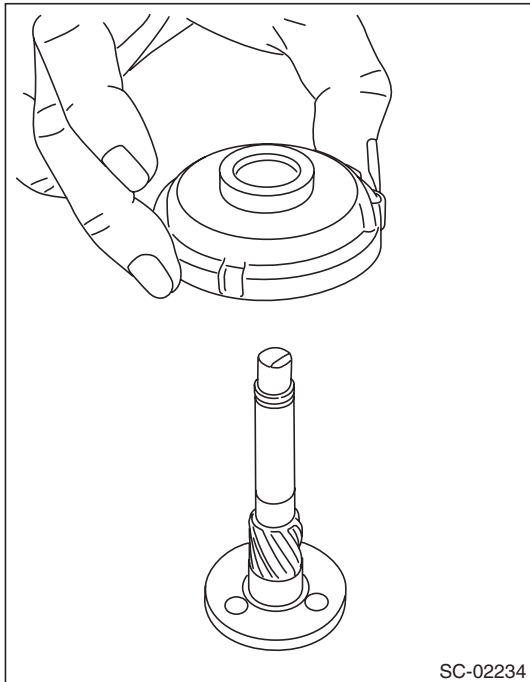
Starter

STARTING/CHARGING SYSTEMS

- (3) Remove the overrunning clutch from the shaft.



- 11) Separate the internal gear assembly and shaft.



D: ASSEMBLY

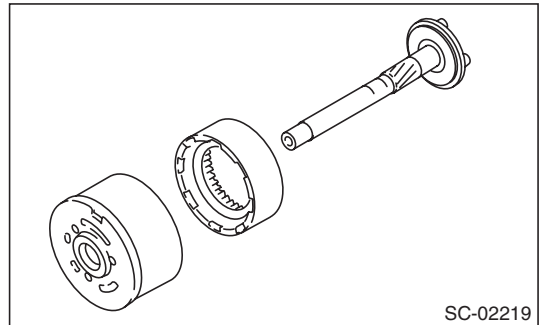
1. STI MODEL

- 1) Use the following procedures to install the shaft.
(1) Apply grease to the shaft sliding surfaces of the internal gear assembly.

Grease:

DENSO HL50

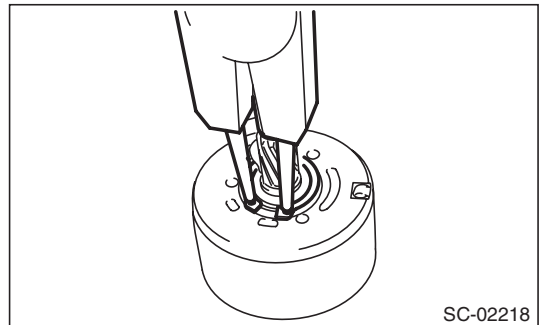
- (2) Assemble the shaft to the internal gear assembly.



- (3) Install the snap ring to shaft.

NOTE:

Use new snap rings.



- (4) Apply grease to the pinion gear attachment area.

Grease:

DENSO HL50

- (5) Attach the pinion gear to the pin.
(6) Apply grease to the pinion gear, internal gear assembly, and on top of the shaft pin.

NOTE:

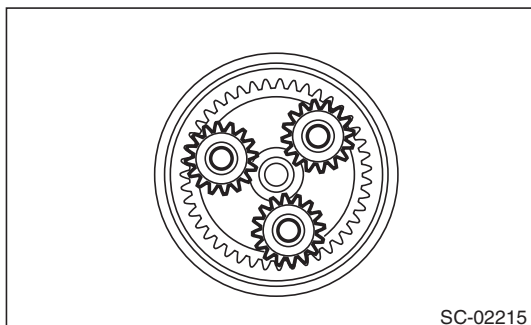
- Apply grease so that it contacts each gear.
- Be careful not to allow dirt to get in.

Starter

STARTING/CHARGING SYSTEMS

Grease:

DENSO HL50



(7) Install the starter plate.

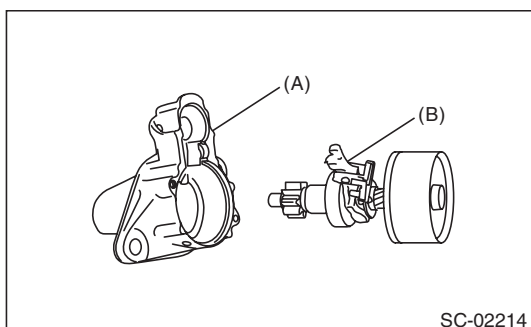
2) Assemble the overrunning clutch and shift lever (B) to the starter housing (A) as a unit.

NOTE:

Apply grease to the contact portion of the shift lever.

Grease:

DENSO HL50



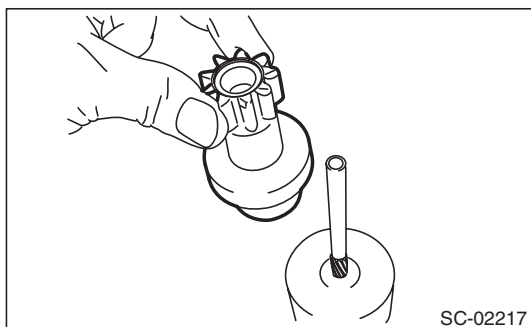
3) Assemble the overrunning clutch as follows:

(1) Apply grease to the spline portion of the shaft.

Grease:

DENSO HL50

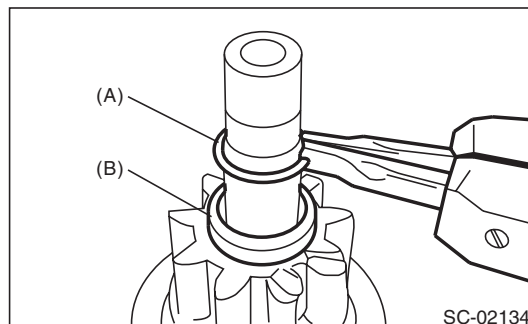
(2) Install the overrunning clutch to shaft.



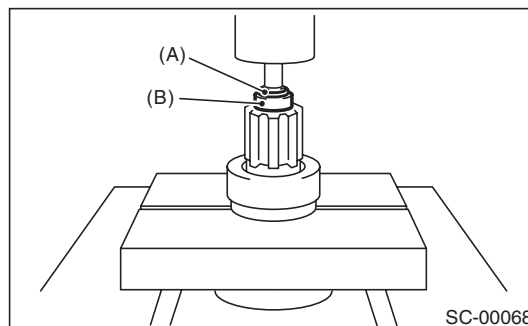
(3) Pass stopper (B) through the shaft, and attach snap ring (A).

NOTE:

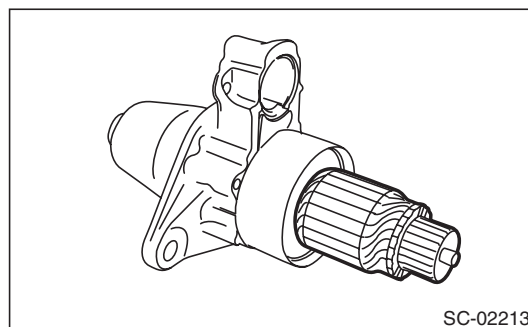
Use new snap rings.



(4) Using a press, pressure fit stopper (B) into snap ring (A).



4) Install the armature to the internal gear assembly.



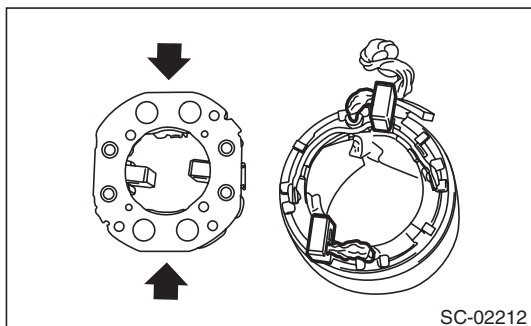
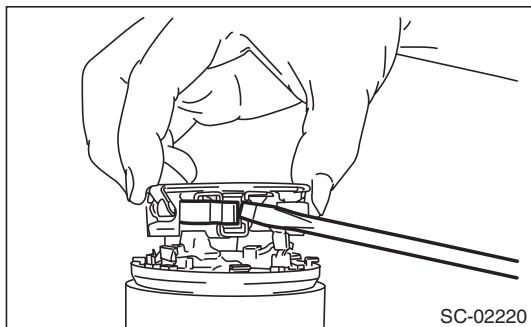
Starter

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5) Attach the two brushes wired to the yoke assembly to the brush holder assembly.

NOTE:

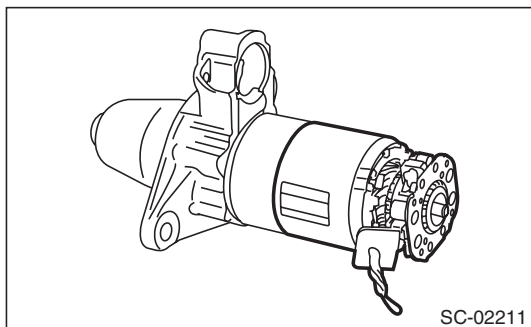
As shown in the figure, use a flat tip screwdriver, etc. to hold the brush spring and insert the brush while being careful not to damage the brush.



6) Install the yoke assembly and brush holder assembly as a single unit to the armature.

NOTE:

Spread the brush with your fingers, being careful not to damage the brush.



7) Install starter cover assembly to the brush holder assembly with screws (B).

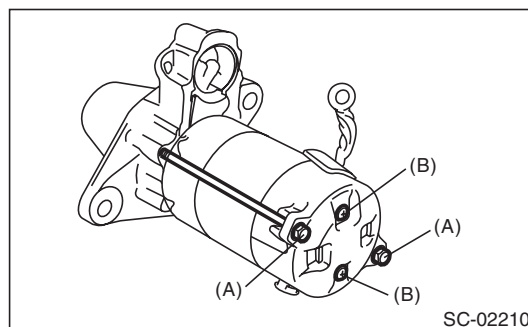
Tightening torque:

1.4 N·m (0.1 kgf-m, 1.0 ft-lb)

8) Tighten the through bolts (A) on both sides.

Tightening torque:

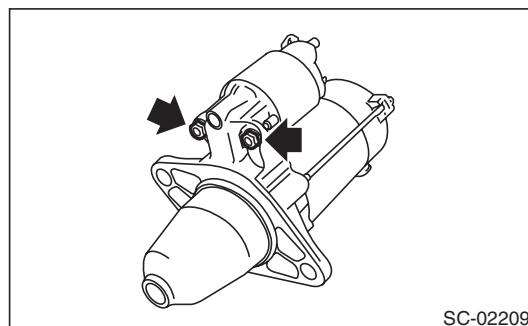
6 N·m (0.6 kgf-m, 4.4 ft-lb)



9) Attach the magnet switch assembly to the starter housing assembly.

Tightening torque:

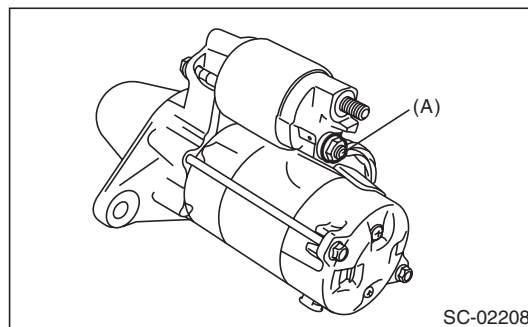
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



10) Connect terminal M (A) to magnet switch assembly.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)



Starter

STARTING/CHARGING SYSTEMS

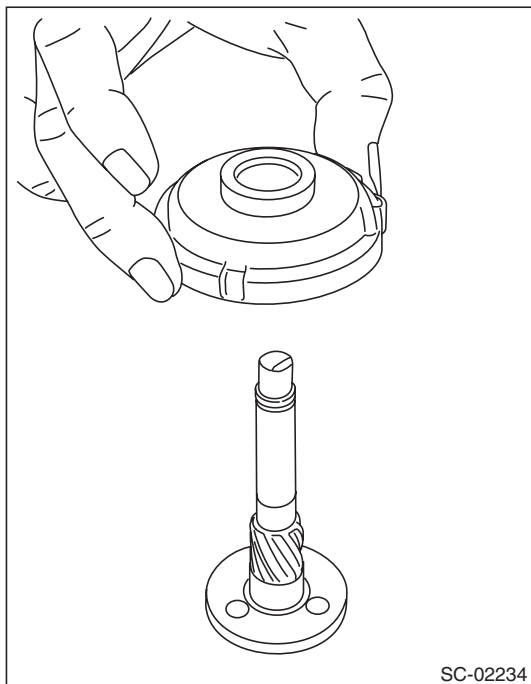
2. EXCEPT FOR STI MODEL

- 1) Apply grease to the shaft sliding surfaces of the internal gear assembly.

Grease:

Multemp #6129 or equivalent

- 2) Assemble the shaft to the internal gear assembly.



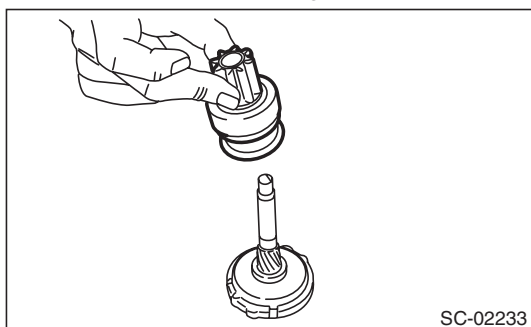
- 3) Assemble the overrunning clutch as follows:

- (1) Apply grease to the spline portion of the shaft.

Grease:

Multemp #6129 or equivalent

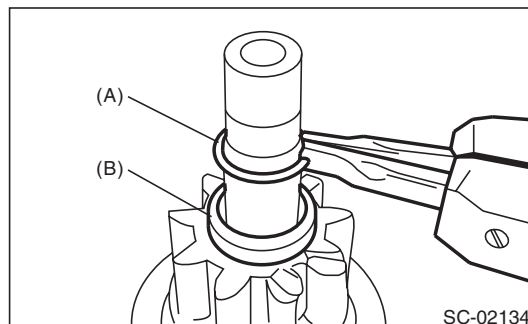
- (2) Install the overrunning clutch to shaft.



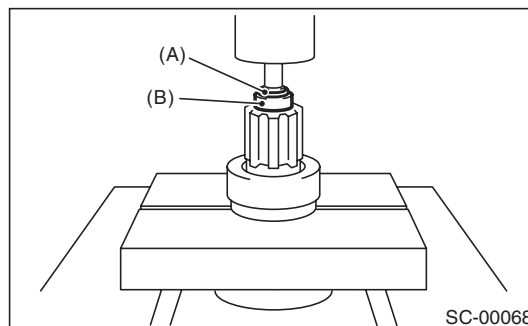
- (3) Pass stopper (B) through the shaft assembly, and attach snap ring (A).

NOTE:

Use new stoppers and snap rings.



- (4) Using a press, pressure fit stopper (B) into snap ring (A).



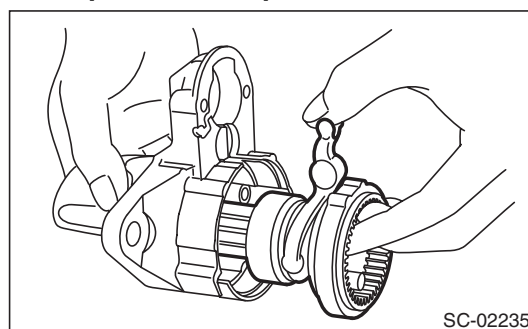
- 4) Assemble the overrunning clutch, internal gear assembly, shaft and shift lever as a single unit into the starter housing assembly.

NOTE:

Apply grease to the moving parts of the shift lever.

Grease:

Multemp #6129 or equivalent



Starter

STARTING/CHARGING SYSTEMS

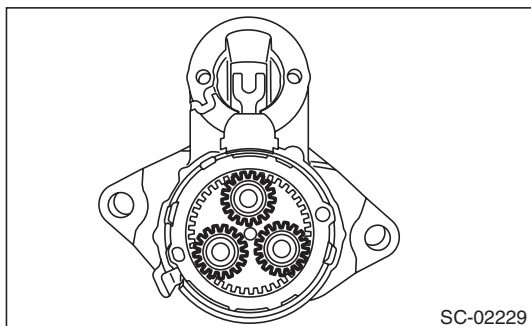
5) Apply grease to the inside of the internal gear assembly and pinion gear, and attach the pinion gear to the internal gear assembly.

NOTE:

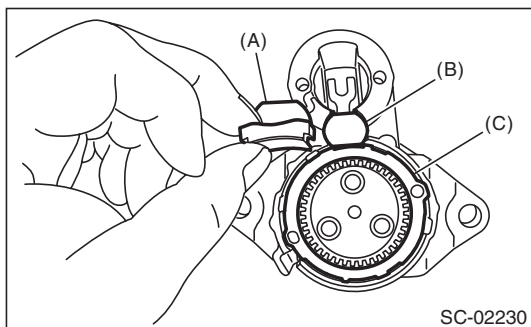
- Apply grease evenly to the contact surfaces of each gear.
- Be careful that no debris becomes attached.

Grease:

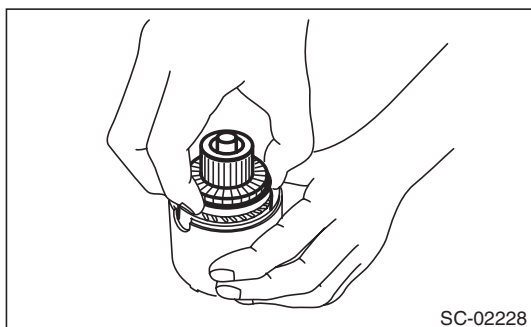
Molykote® AG650 or equivalent



6) Install seal rubber (A), plate (B), and seal rubber (C).



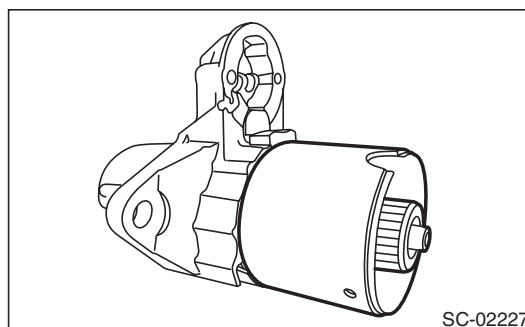
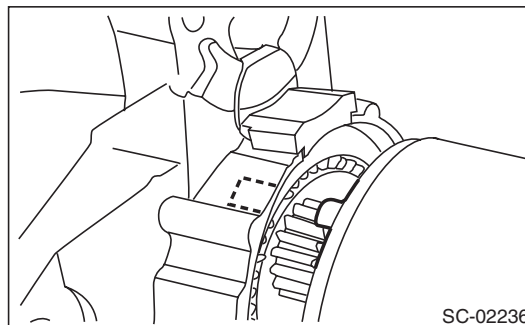
7) Assemble the armature assembly to the yoke assembly.



8) Attach the armature assembly and yoke assembly to the starter housing assembly together as a single unit.

NOTE:

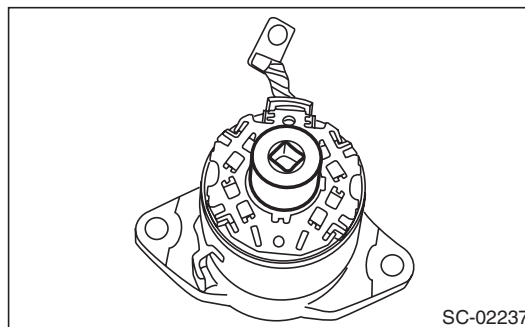
As shown in the figure, match the protrusion of the yoke assembly to the cut out of the starter housing assembly.



9) Use an appropriate tool (such as correctly sized socket wrenches) and attach the brush holder assembly to the armature assembly.

NOTE:

Be careful not to damage the brushes.



10) Secure starter cover assembly to the brush holder assembly with screws (A).

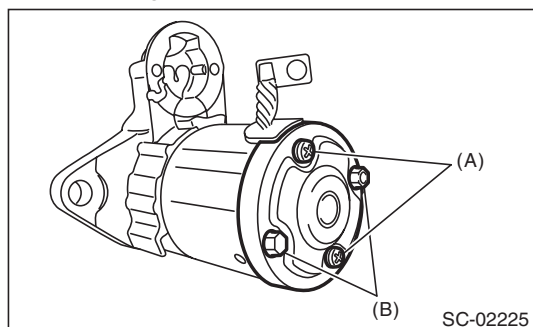
Tightening torque:

1.4 N·m (0.1 kgf-m, 1.0 ft-lb)

11) Install through bolts (B) on both sides.

Tightening torque:

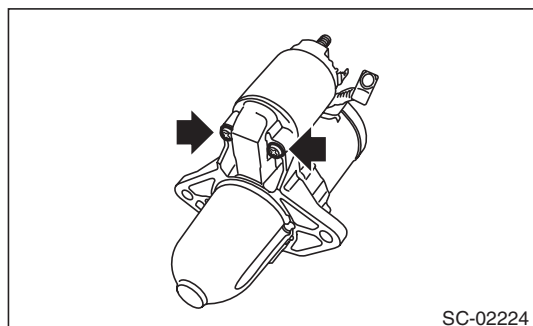
6 N·m (0.6 kgf-m, 4.4 ft-lb)



12) Attach the magnet switch assembly to the starter housing assembly.

Tightening torque:

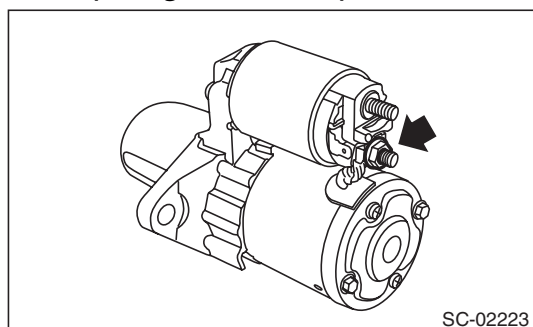
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



13) Attach the cable to the terminal M of the magnet switch assembly, and secure with nuts.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)



E: INSPECTION

1. ARMATURE

1) Check the commutator for signs of seizure or stepped wear caused by roughness of the surface. If there is light wear, use sandpaper to repair.

2) Check for runout on the commutator. If excessive, replace the armature.

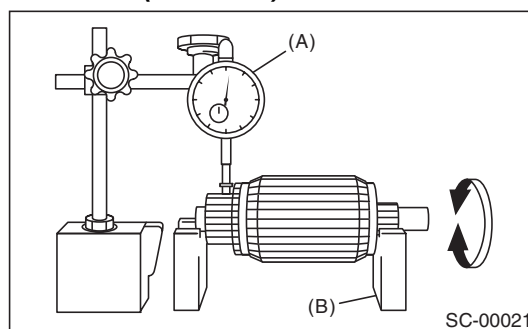
Commutator runout:

Standard

0.05 mm (0.0020 in)

Limit

0.10 mm (0.0039 in)



(A) Dial gauge

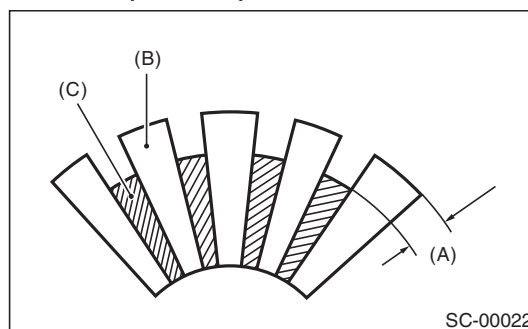
(B) V-block

3) Check the depth of the segment mold. If it is not within the standard, replace the armature.

Depth of segment mold:

Standard

0.5 mm (0.020 in)



(A) Depth of mold

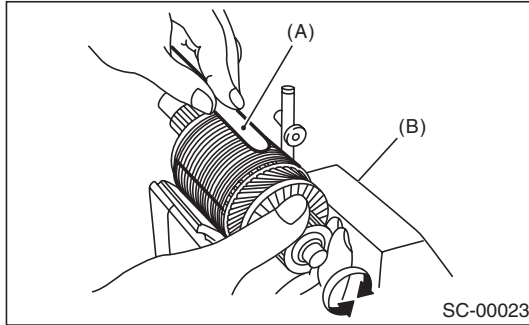
(B) Segment

(C) Mold

Starter

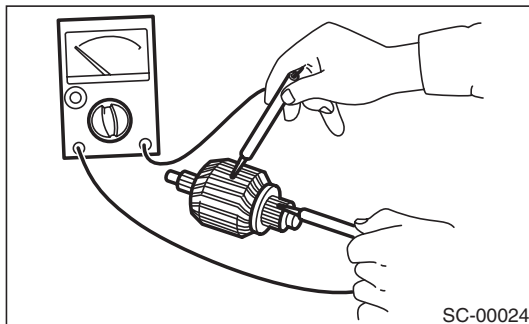
STARTING/CHARGING SYSTEMS

4) Place the armature on the growler tester to check for short circuits. While slowly turning the armature, support the steel sheet for the armature core. If the circuit of the armature is shorted, the steel sheet will vibrate, causing it to move towards the core. When the steel sheet has moved or vibrated, replace the armature.



(A) Steel sheet
(B) Growler tester

5) Use a circuit tester to touch the probe of one side to the commutator segment, and the other probe to the shaft. If there is continuity, replace the armature.



2. YOKE

Make sure that the pole is set at the predetermined position.

3. OVERRUNNING CLUTCH

Check that there is no wear or damage to the piston teeth. Replace the overrunning clutch if it is damaged.

Check that it rotates smoothly when rotated in the correct direction (counterclockwise) and does not return to the other direction. Replace the overrunning clutch if any fault is found.

CAUTION:

To prevent spilling of grease, do not clean the overrunning clutch with oil.

4. BRUSH AND BRUSH HOLDER

1) Measure the length of the brush. Replace if it exceeds service limits or there is abnormal wear or cracks.

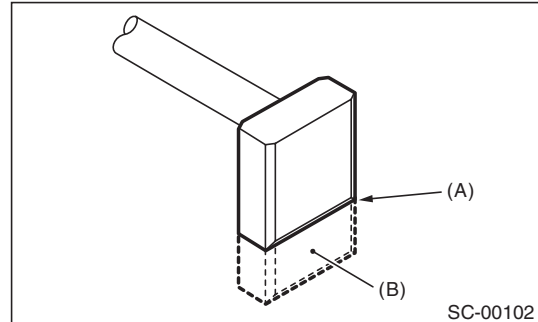
Brush length:

Standard

12.3 mm (0.484 in)

Limit

7.0 mm (0.276 in)



(A) Service limit line
(B) Brush

2) Check that the brush moves smoothly in the brush holder.

3) Measure the brush spring force with a spring scale. Replace the brush holder if below the service limit.

Brush spring force:

Standard

15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lbf) (When new)

Limit

2.5 N (0.25 kgf, 0.56 lbf)

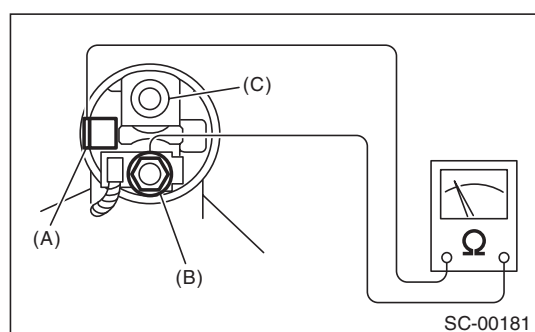
5. SWITCH ASSEMBLY

Using a circuit tester (set to "ohm"), check that there is continuity between terminals S and M, and between terminal S and ground.

Also check to be sure there is no continuity between M terminal and B.

Resistance between switch assembly terminals:

Terminals	Standard
S — M	1 Ω or less
S — Ground	1 Ω or less
M — B	1 M Ω or more



- (A) S terminal
- (B) M terminal
- (C) B terminal

6. SWITCH ASSEMBLY OPERATION

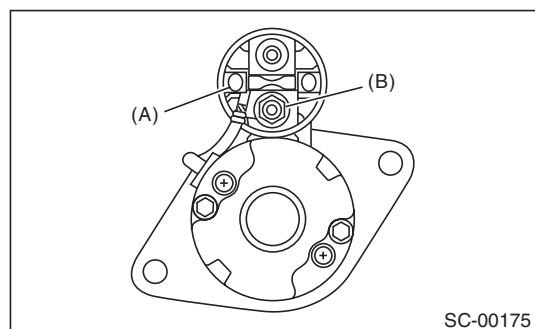
1) Using a lead wire, connect the S terminal of switch assembly to positive terminal of battery, and starter body to ground terminal of battery. The pinion should be forced endwise on shaft.

NOTE:

With the pinion forced endwise on shaft, starter motor can sometimes rotate because current flows, through pull-in coil, to motor. This is not a problem.

2) Disconnect the connector from M terminal. Then using a lead wire, connect the positive terminal of battery and M terminal and ground terminal to starter body.

In this test set up, the pinion should return to its original position even when it is pulled out with a screwdriver.



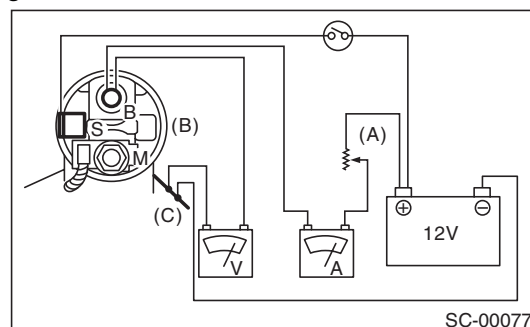
- (A) S terminal
- (B) M terminal

7. PERFORMANCE TEST

The starter should be submitted to performance tests whenever it has been overhauled, to assure its satisfactory performance when installed on the engine.

Three performance tests, no-load test, load test, and lock test, are presented here; however, if the load test and lock test cannot be performed, carry out at least the no-load test.

For these performance tests, use the circuit shown in figure.



- (A) Variable resistance
- (B) Magnet switch
- (C) Starter body

1) Adjust the variable resistance with the switch on until the voltage is 11 V, and read the value displayed by the ammeter to measure starter speed. Compare these values with the standard.

No-load test (standard):

Voltage/Current

6MT

Max. 11 V/90 A or less

5MT

Max. 11 V/95 A or less

Rotating speed

6MT

2,860 rpm or more

5MT

2,500 rpm or more

Starter

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2) Apply the specified braking torque to starter. The condition is normal if the current draw and starter speed are within standard.

Load test (standard):

Voltage/Load

6MT

8 V/9.3 N·m (0.9 kgf-m, 6.9 ft-lb)

5MT

7.5 V/8.84 N·m (0.9 kgf-m, 6.5 ft-lb)

Current/Speed

6MT

280 A/860 rpm or more

5MT

300 A/870 rpm or more

3) With the starter stalled, or not rotating, measure the torque developed and current draw when the voltage is adjusted to standard voltage.

Lock test (standard):

Voltage/Current

6MT

4 V/515 A or less

5MT

4 V/680 A or less

Torque

6MT

16 N·m (1.6 kgf-m, 11.8 ft-lb)

5MT

17 N·m (1.7 kgf-m, 12.5 ft-lb)

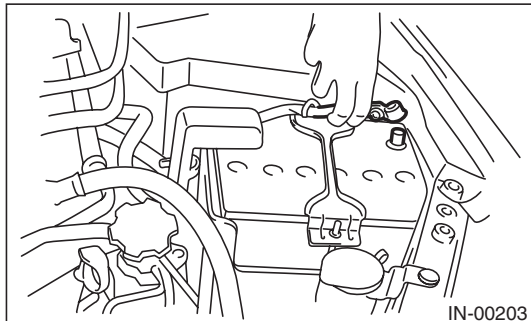
Generator

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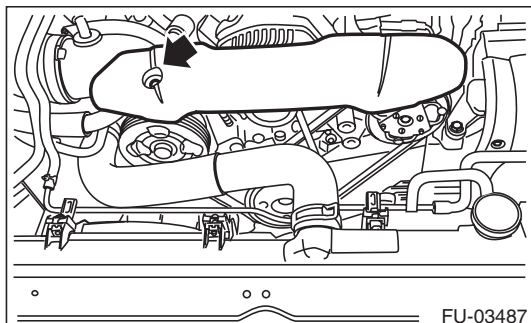
3. Generator

A: REMOVAL

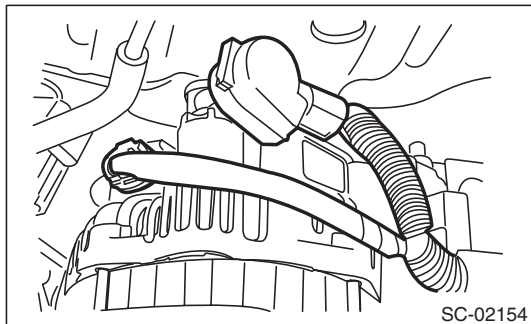
- 1) Disconnect the ground cable from battery.



- 2) Remove the V-belt covers.

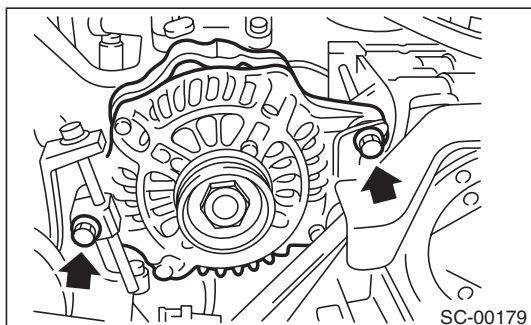


- 3) Disconnect the connector and terminal from generator.



- 4) Remove the front side belts. <Ref. to ME(STI)-39, FRONT SIDE BELT, REMOVAL, V-belt.> <Ref. to ME(w/o STI)-38, FRONT SIDE BELT, REMOVAL, V-belt.>

- 5) Remove the bolts which install the generator onto bracket.



B: INSTALLATION

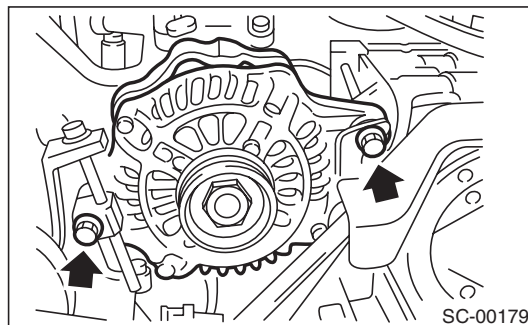
Install in the reverse order of removal.

CAUTION:

Check and adjust the front side belt tension. <Ref. to ME(STI)-45, FRONT SIDE BELT, INSPECTION, V-belt.> <Ref. to ME(w/o STI)-44, FRONT SIDE BELT, INSPECTION, V-belt.>

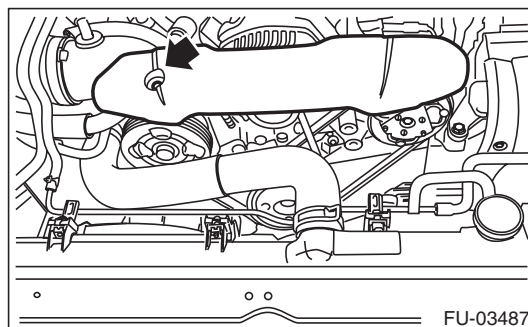
Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)



Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)

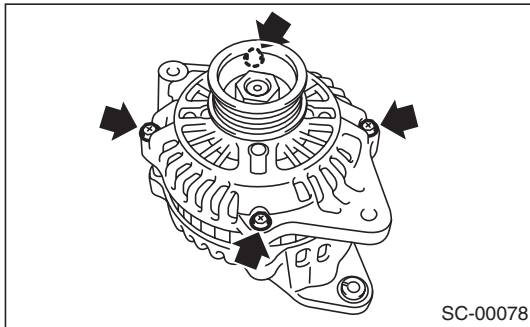


Generator

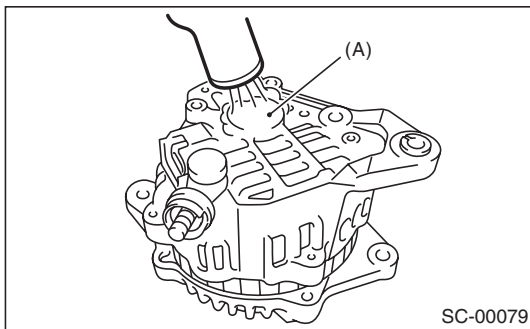
STARTING/CHARGING SYSTEMS

C: DISASSEMBLY

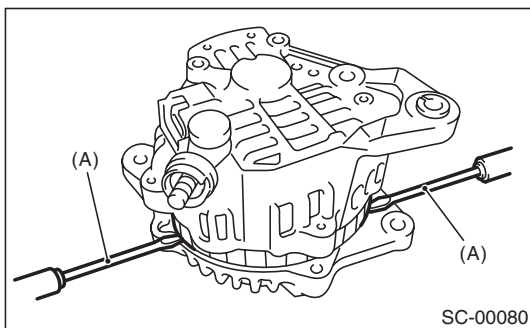
1) Remove the four through-bolts.



2) Use a drier to heat the rear cover (A) portion to 50°C (122°F).



3) Insert the end of a flat tip screwdriver into the gap between stator core and front cover. Pry them apart to disassemble.

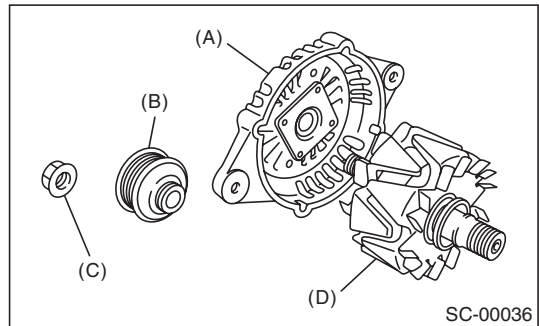
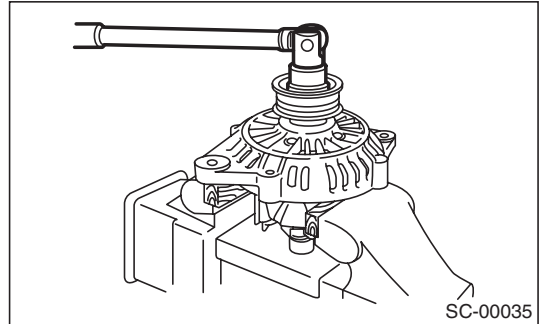


(A) Screwdriver

4) Using a vise, support the rotor and remove the pulley nut, and remove the rotor from the front cover.

CAUTION:

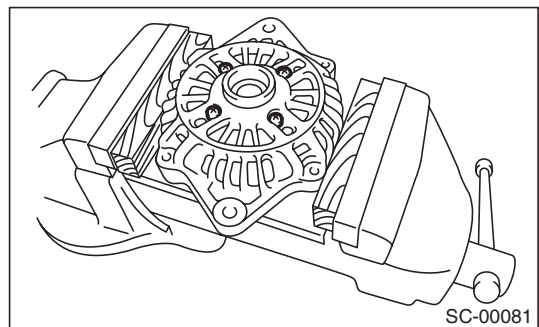
When holding the rotor with a vise, place aluminum plates or wooden pieces on the vise jaws to prevent rotor from damage.



- (A) Front cover
- (B) Pulley
- (C) Pulley nut
- (D) Rotor

5) Use the following procedures to remove the ball bearings.

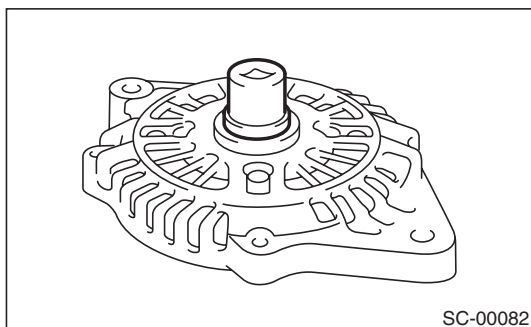
(1) Remove the bolt, and then detach the bearing retainer.



Generator

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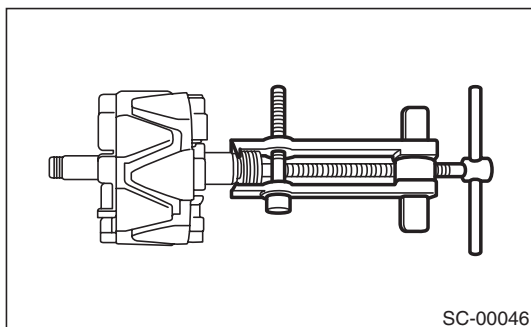
- (2) Firmly attach an appropriate tool (such as a correct size socket wrench) to the bearing inner race.



SC-00082

- (3) Use the press to push the ball bearings out from the front cover.

- 6) Using the bearing puller, remove the bearings from the rotor.

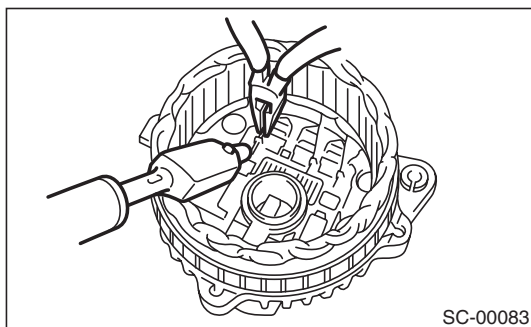


SC-00046

- 7) Disconnect the connection between the rectifier and stator coil, then remove the stator coil.

CAUTION:

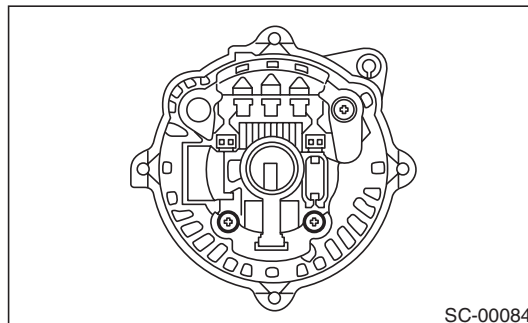
The rectifier is easily damaged by heat. Do not allow a 180 — 270 W soldering iron to contact the terminals for 5 seconds or more at a time.



SC-00083

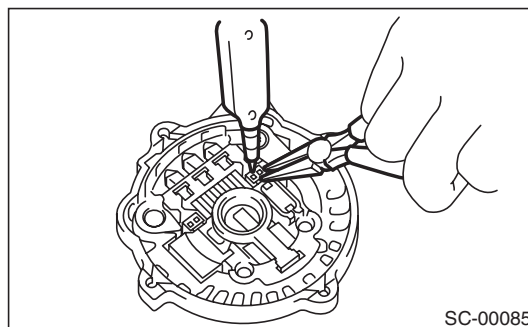
- 8) Use the following procedures to remove the IC regulator.

- (1) Remove the screws which secure the IC regulator to the rear cover.



SC-00084

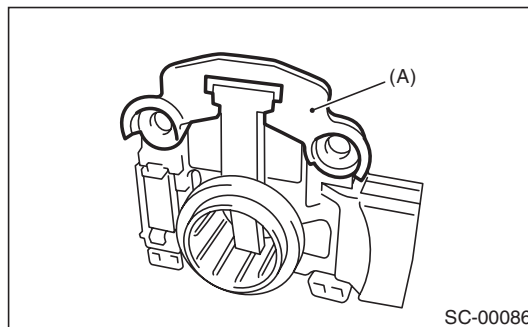
- (2) Disconnect the connection between the IC regulator and rectifier, then remove the IC regulator.



SC-00085

- 9) Use the following procedures to remove the brush.

- (1) Remove the cover A.



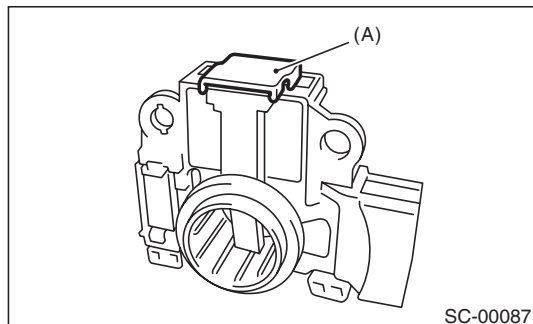
SC-00086

(A) Cover A

Generator

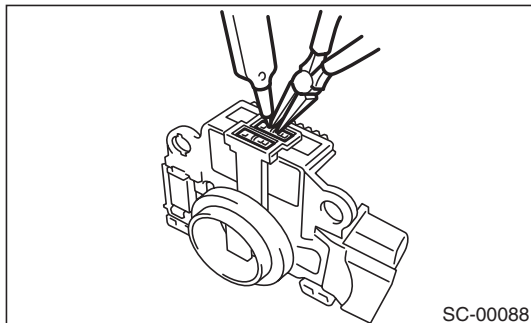
STARTING/CHARGING SYSTEMS

(2) Remove the cover B.



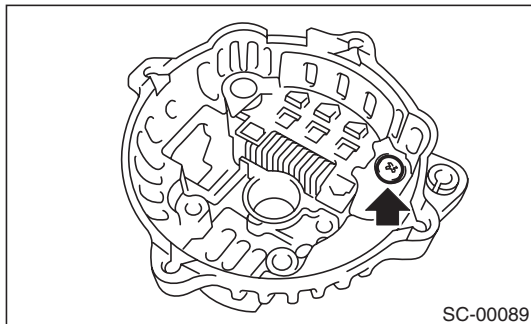
(A) Cover B

(3) Disconnect the connection and remove the brush.

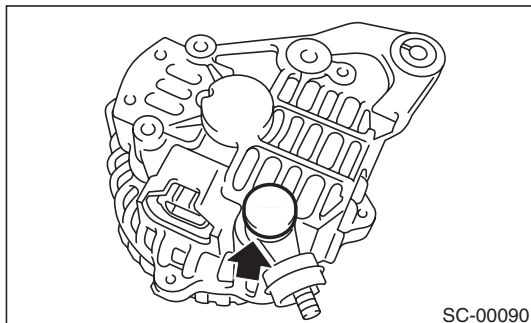


10) Remove the rectifier as follows.

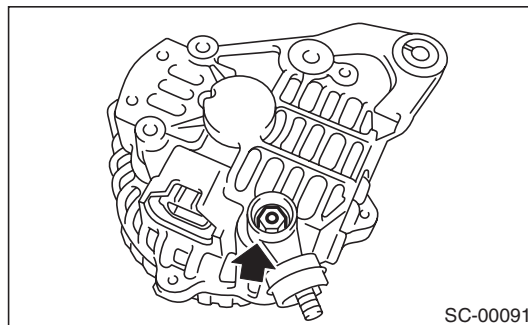
(1) Remove the bolts which secure the rectifier.



(2) Remove the cover on terminal B.



(3) Remove the nuts of terminal B, then remove the rectifier.



D: ASSEMBLY

Assemble in the reverse order of disassembly.

NOTE:

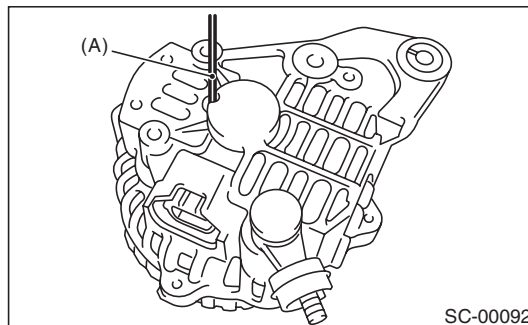
- Refer to component for tightening torque of each part. <Ref. to SC(STI)-5, GENERATOR, COMPONENT, General Description.>
- After assembling, manually turn the pulley to check that it rotates smoothly.

1) Push of the brush

Before assembling, press the brush down into the brush holder, then fix the brush in that position by inserting a [1 mm (0.08 in) dia., 40 — 50 mm (1.6 — 2.0 in) long] wire through the hole as shown in the figure.

CAUTION:

After assembling, remove the wire.



(A) Wire

2) Install the ball bearings.

- (1) Set the ball bearings in the front cover, then securely install an appropriate tool (such as a socket wrench of proper size) to the bearing outer race.
- (2) Using a press to press the ball bearings into the specified location.
- (3) Install the bearing retainer.

3) Install the bearings.

CAUTION:

Do not apply grease to the bearings. If there is any oil on the bearing box, remove it completely.

- (1) Use a press to install the bearings to the rotor shaft.
- (2) Heat the bearing box in rear cover to 50 — 60°C (122 — 140°F), and then press the bearing into rear cover.

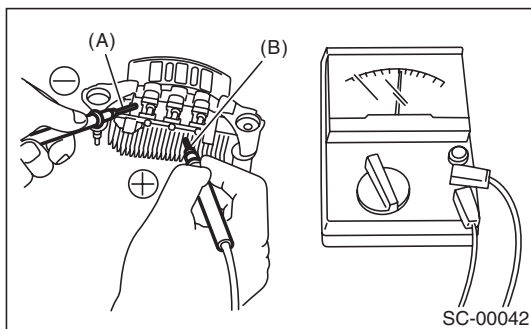
E: INSPECTION

1. DIODE

CAUTION:

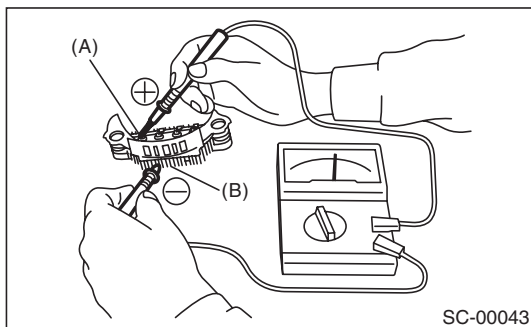
There is the possibility of damaging the diodes if a mega-tester (used to measure high voltages) or a similar measuring instrument is used. Never use a mega tester or equivalent for this test.

- 1) Check for continuity between the diode lead and positive side heat sink. If resistance is 1 Ω or more only in the direction from the diode lead to the heat sink, replace the rectifier.



- (A) Diode lead
(B) Heat sink (positive side)

- 2) Check for continuity between the negative side heat sink and diode lead. If resistance is 1 Ω or more only in the direction from the heat sink to the diode lead, replace the rectifier.



- (A) Diode lead
(B) Heat sink (negative side)

2. ROTOR

- 1) Inspect the slip rings for contamination or any roughness on the sliding surface. Repair the slip ring surface using a lathe or sand paper.
- 2) Measure the slip ring outer diameter. Replace the rotor if the slip ring is worn.

Slip ring outer diameter:

Standard

22.7 mm (0.894 in)

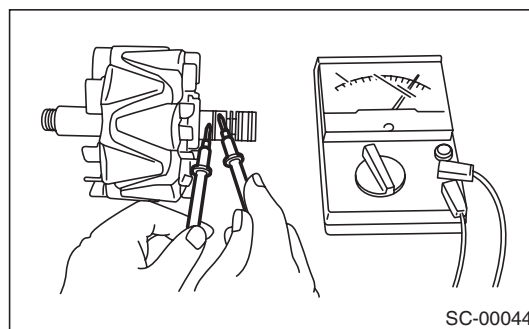
Limit

22.1 mm (0.870 in)

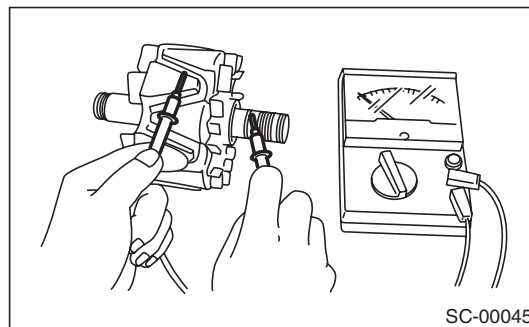
- 3) Using a circuit tester, check the resistance between slip rings. If resistance exceeds the standard, replace the rotor.

Standard:

Approx. 1.8 — 2.2 Ω



- 4) Check the continuity between slip ring and rotor core or shaft. If there is continuity, replace the rotor because the rotor coil is grounded.



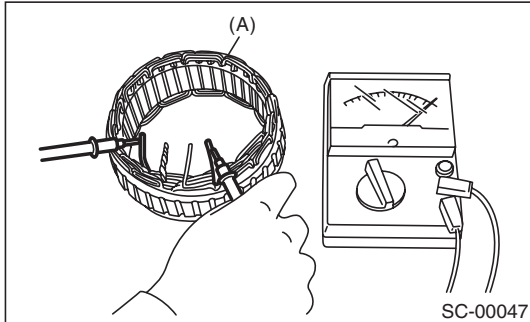
- 5) Check the bearings. If there is any noise, or the rotor does not rotate smoothly, replace the bearings.

Generator

STARTING/CHARGING SYSTEMS

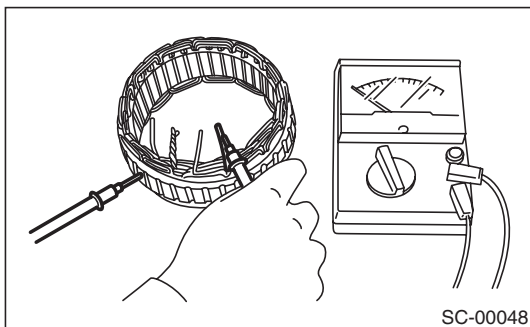
3. STATOR COIL

1) Inspect continuity between the stator coil lead wire terminals. If the resistance is $1\text{ M}\Omega$ or more, replace the stator coil.



(A) Stator coil

2) Inspect the continuity between the stator coil stator core and lead wire terminals. If the resistance is $1\ \Omega$ or less, replace the stator coil.



4. BRUSH

1) Measure the length of each brush. Replace the brush if wear exceeds service limits. There is a service limit mark (A) on each brush.

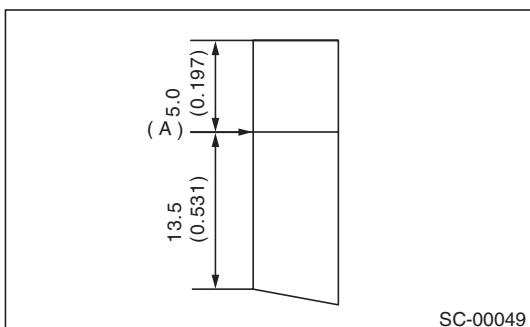
Brush length:

Standard

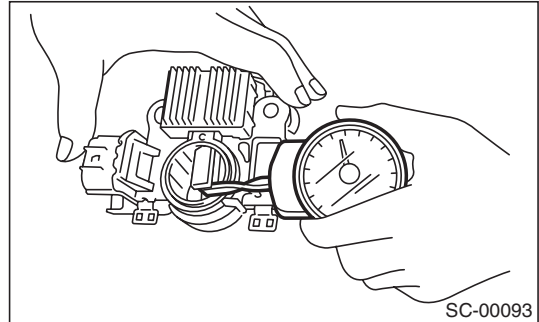
18.5 mm (0.728 in)

Limit

5.0 mm (0.197 in)



2) Using a spring pressure indicator, push the brush into the brush holder until its tip protrudes 2 mm (0.08 in). Then measure the pressure of brush spring. If the pressure is 2.648 N (270 g, 9.52 oz) or less, replace the brush spring with a new part. 4.609 — 5.786 N (470 — 590 g, 16.58 — 20.810 oz) pressure is required on the new spring.



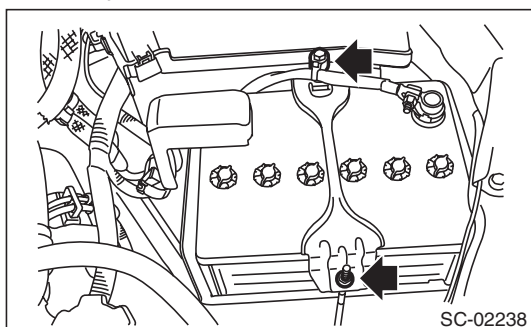
5. BALL BEARING

Check the ball bearings. Replace the ball bearings if there is resistance in the rotation, or if there is any abnormal noise.

4. Battery

A: REMOVAL

- 1) Disconnect the positive (+) terminal after disconnecting the negative (–) terminal of battery.
- 2) Remove the harness clip of the negative terminal from the battery rod.
- 3) Remove the flange nut from battery rod and remove battery holder.



- 4) Remove the battery.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

3.5 N·m (0.4 kgf-m, 2.6 ft-lb)

NOTE:

- Clean the battery cable terminals and apply grease to retard the formation of corrosion.
- Connect the battery positive (+) terminal, and then connect the negative (–) terminal.
- After the battery is installed, initial diagnosis of the electronic throttle control is performed. Therefore, start the engine 10 seconds or more after have turning the ignition switch to ON.

C: INSPECTION

WARNING:

- **Electrolyte is corrosive acid, and has toxicity; be careful of handling the fluid.**
- **Make sure the electrode does not come into contact with skin, eyes or clothing. Especially at contact with eyes, flush with water for 15 minutes and get prompt medical attention.**
- **In addition, be careful not to let the electrode contact with the coated parts.**
- **Be careful when handling the batteries because they produce explosive gases.**
- **Be sure to keep battery away from any fire.**
- **For safety, in case an explosion does occur, wear eye protection or shield your eyes when working near any battery. In addition, never lean over the battery.**
- **Ventilate sufficiently when using or charging battery in enclosed space.**

- **Before starting work, remove rings, metal watch-bands, and other metal jewelry.**
- **Never allow metal tools to contact the positive battery terminal and anything connected to it while you are at the same time in contact with any other metallic portion of the vehicle.**

1. EXTERNAL PARTS

Check the battery case, top cover, vent plugs, and terminal posts for dirt or cracks. If necessary, clean with water and wipe with a dry cloth. Apply a thin coat of grease on the terminal posts to prevent corrosion.

2. ELECTROLYTE LEVEL

Check the electrolyte level in each cell. If the level is below MIN level, bring the level to MAX level by pouring distilled water into the battery cell. Do not fill beyond MAX level.

3. SPECIFIC GRAVITY OF ELECTROLYTE

- 1) Measure specific gravity of electrolyte using a hydrometer and a thermometer.

Specific gravity varies with temperature of electrolyte so that it must be corrected at 20°C (68°F) using the following calculation:

$$S_{20} = St + 0.0007 \times (t - 20)$$

S₂₀: Specific gravity corrected at electrolyte temperature of 20°C

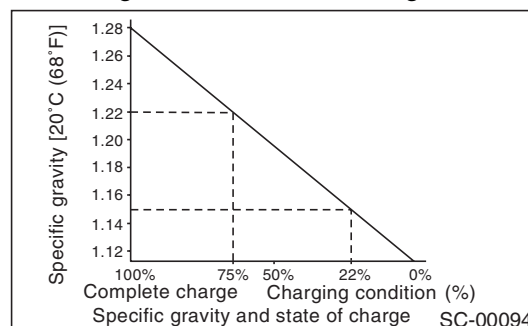
St: Measured specific gravity

t: Measured temperature (°C)

Judge whether or not the battery requires charging according to corrected specific gravity.

Standard specific gravity: 1.220 — 1.290 [at 20°C (68°F)]

- 2) Measuring the specific gravity of the electrolyte in the battery will disclose the state of charge of the battery. The relation between specific gravity and state of charge is as shown in the figure.



Battery

STARTING/CHARGING SYSTEMS

D: MEASUREMENT

WARNING:

Do not bring an open flame close to the battery when working.

CAUTION:

- Prior to charging, corroded terminals should be cleaned with a brush and common caustic soda solution.
- Be careful since battery electrolyte overflows while charging the battery.
- Observe instructions when handling the battery charger.
- Before charging the battery on the vehicle, disconnect the battery ground terminal to prevent damage of generator diodes or other electrical units.

1. JUDGMENT OF BATTERY IN CHARGED CONDITION

1) Specific gravity of electrolyte should be held within the specific range of 1.250 — 1.290 for one hour or more.

2) Voltage per battery cell should be held at a specific value in a range of 2.5 — 2.8 V for one hour or more.

2. CHECK CONDITION OF CHARGE WITH HYDROMETER

Hydrometer indicator	State of charge	Corrective action
Green dot	65% or more	Load test
Dark dot	65% or less	Charge battery
Clear dot	Low electrolyte	Replace the battery.* (If cranking is difficult)

* Check electrical system before replacement.

3. NORMAL CHARGING

Charge the battery at the current value specified by manufacturer or at approximately 1/10 of battery's ampere-hour rating.

4. QUICK CHARGING

Quick charging is a method that the battery is charged in a short period of time with a relatively large current by using a quick charger.

Since a large current flow raises electrolyte temperature, the battery is subject to damage if the large current is used for prolonged time. For this reason, the quick charging must be carried out within a current range that will not raise the electrolyte temperature to 40°C (104°F) or more.

Also the quick charging is a temporary mean to bring battery voltage up to some level, and battery should be charged slowly with low current as a rule.

CAUTION:

- Observe the items in 3. NORMAL CHARGING.
- Never use 10 A or more when charging the battery because it will shorten the battery life.

2.ENGINE

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C OIL PIPE	3
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A EXHAUST PIPE	5

Engine Description

2-1 Engine Description

Modified reason	Modified items	Changed part	2.5 L WRX	2.5 L STI
Compliance with the regulation	OBD-compliant	New-generation ECM	○	○
		IG coil	○	○
		Engine harness	○	○
		Generator	○	○
Improved product quality	Dedicated supply circuit for turbo oil	Oil pipe	○	○
	Oil path changed	AVCS pipe (RH)	○	○
Productivity improvement	Next-generation ETC model adopted	ETC	○	

ECM

2-2 ECM

A: ECM

A new-generation ECM has been adopted to comply with OBD.

B: IGNITION COIL, GENERATOR, ENGINE HARNESS

The ignition coil, generator and engine harness have been changed as a set with the ECM.

1. IGNITION COIL

5 V drive-type ← 12 V drive-type

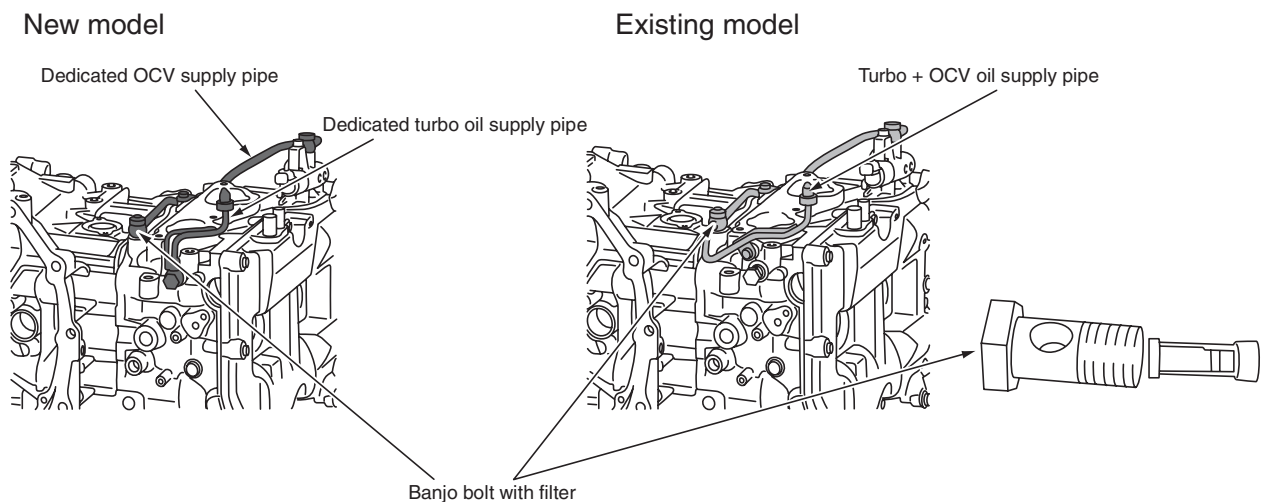
2. GENERATOR

6GAIII 110 A with zener diode ← 6GAIII 110 A without zener diode

C: OIL PIPE

- A dedicated turbo oil supply pipe (circuit) has been adopted.

The use in existing models of a common pipe (with filter) for both the OCV and turbo oil supply pipes, has been changed with adoption of a dedicated turbo oil supply pipe (circuit).

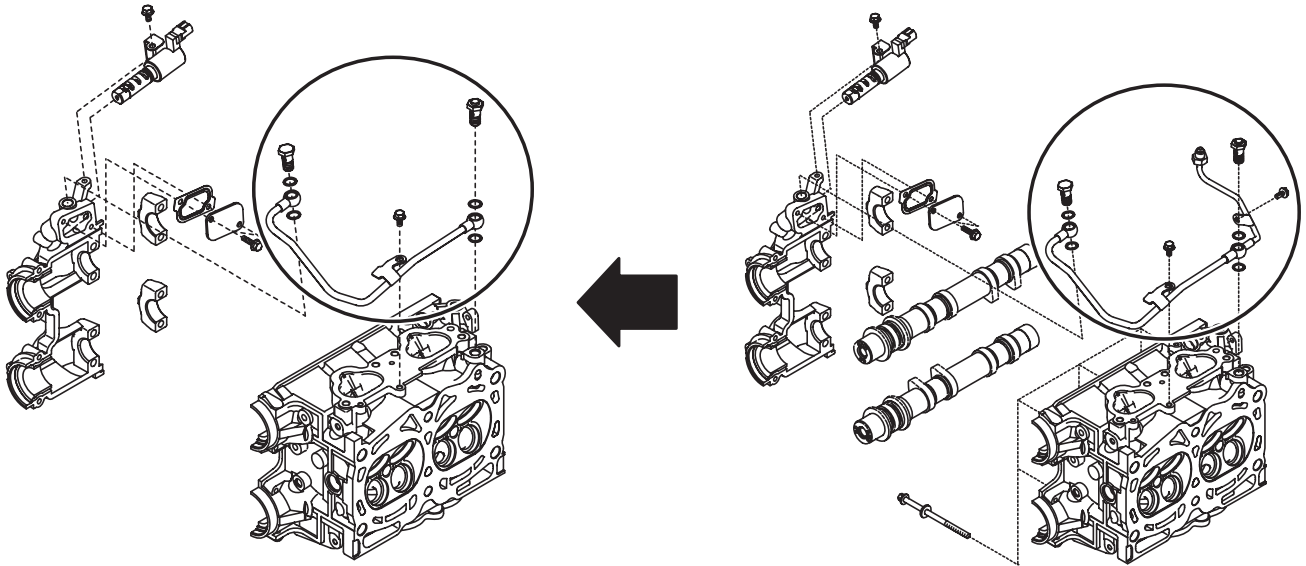


ME-04942

ECM

D: AVCS PIPE (RH)

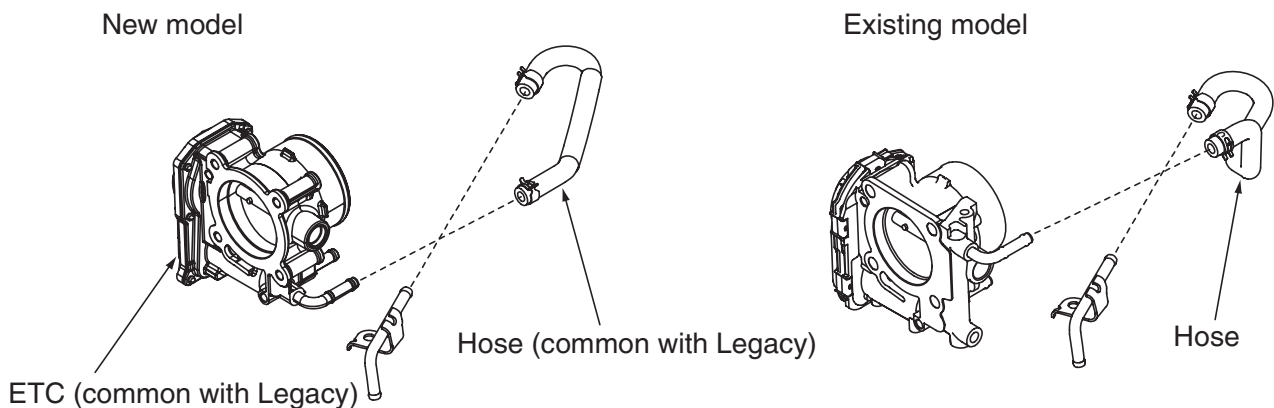
The AVCS pipe (RH) has been changed in order to improve turbo quality.



LU-02683

E: ETC

- A new-generation ETC has been adopted (common with Legacy).
- The warm water waste heat hose has also been changed to the same as the Legacy due to adoption of a new-generation ETC.



ME-04910

Exhaust System

2-3 Exhaust System

A: EXHAUST PIPE

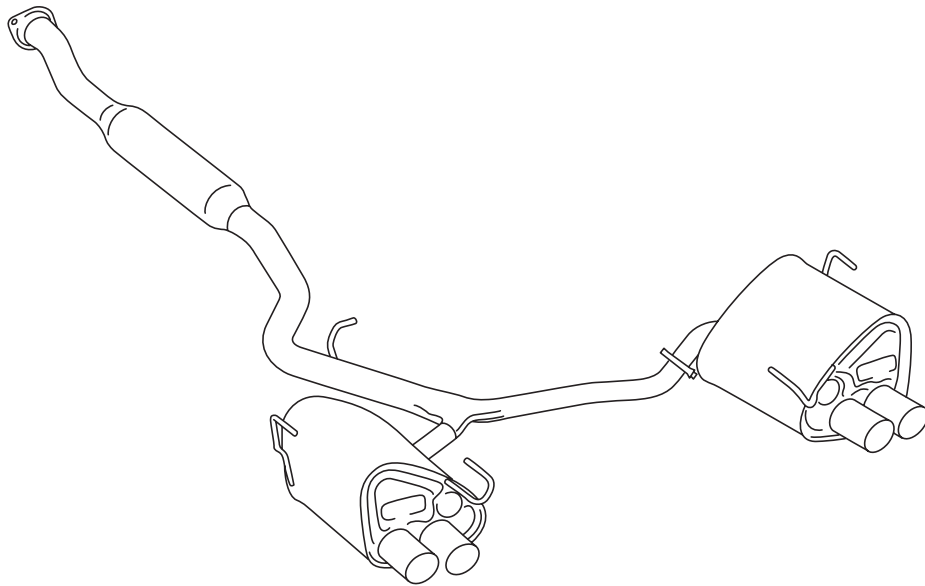
1. STI

- A new exhaust system was developed in order to apply STI specifications to the new 4-door model. (No changes to the 5-door model)
- The tailpipe external form has been made $\phi 80$ mm with a four-pipe exhaust exterior appearance to provide an exterior design that expresses strength. (4-door model only)
- Tuning of the exhaust sound quality has resulted in a powerful exhaust sound. (4-door model only)

2. WRX

- Although existing models had a specialized WRX exhaust system, the change to a wider body has necessitated the adoption of the STI exhaust system for 4 and 5-door models.
- Adoption of the STI-type has improved the WRX exhaust sound and provides a four-pipe exhaust exterior appearance.

4-door model (STI)



EX-02724

Exhaust System
