

2010 Subaru Forester X

2010 ENGINE Mechanical (H4DOTC) - Forester

2010 ENGINE**Mechanical (H4DOTC) - Forester****GENERAL DESCRIPTION****SPECIFICATION****GENERAL 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 x Stroke			mm (in) 99.5 x 79.0 (3.92 x 3.11)	
	Piston displacement			cm ³ (cu in) 2,457 (149.94)	
	Compression ratio			8.4	
	Compression pressure (at 200 - 300 RPM)			kPa (kg/cm ² , psi) 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 35°
			Close	Max. retard	ABDC 65°
				Min. advance	ABDC 25°
	Exhaust valve timing		Open	BBDC 55°	
			Close	ATDC 5°	
	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 ["P" or "N" range]		No load	700 ± 100	
			A/CON	825 ± 100	
	Ignition order				1 --> 3 --> 2 --> 4
	Ignition timing			BTDC/RPM	17° ± 10°/700

NOTE: OS: Oversize US: Undersize**GENERAL SPECIFICATION**

Belt tension adjuster	Protrusion of adjuster rod	mm (in)	5.2 - 6.2 (0.205 - 0.244)
	Bending limit	mm (in)	0.020 (0.0079) or less

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Camshaft	Thrust clearance		mm (in)	Standard	0.068 - 0.116 (0.0027 - 0.0047)
	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)
	Journal O.D.	mm (in)	Standard	Front	37.946 - 37.963 (1.4939 - 1.4946)
				Center rear	29.946 - 29.963 (1.1790 - 1.1796)
Journal clearance		mm (in)	Standard	0.037 - 0.072 (0.0015 - 0.0028)	
Cylinder head	Surface warpage limit			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				90°
	Contacting width	mm (in)	Intake	Standard	0.6 - 1.4 (0.024 - 0.055)
Exhaust			Standard	1.2 - 1.8 (0.047 - 0.071)	
Valve guide	Inside diameter			mm (in)	6.000 - 6.012 (0.2362 - 0.2367)
	Protrusion above head			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)
	Stem outer diameter	mm (in)	Intake		5.955 - 5.970 (0.2344 - 0.2350)
			Exhaust		5.945 - 5.960 (0.2341 - 0.2346)
	Valve stem gap	mm (in)	Standard	Intake	0.030 - 0.057 (0.0012 - 0.0022)
				Exhaust	0.040 - 0.067 (0.0016 - 0.0026)
Overall length	mm (in)	Intake		104.4 (4.110)	
		Exhaust		104.65 (4.1201)	
Valve spring	Free length			mm (in)	47.32 (1.863)
	Squareness				2.5°, 2.1 mm (0.083 in) or less
	Tension/spring height	N (kgf, lb)/mm (in)	Set		205 - 235 (20.9 - 24.0, 46.1 - 52.8)/36.0 (1.417)
			Lift		426 - 490 (43.4 - 50.0, 95.8 - 110)/26.5 (1.043)
Valve lifter	Outer diameter		mm (in)	Standard	34.959 - 34.975 (1.3763 - 1.3770)
	Inner diameter (cylinder head)		mm (in)	Standard	34.994 - 35.016 (1.3777 - 1.3786)
	Valve lifter clearance		mm (in)	Standard	0.019 - 0.057 (0.0007 - 0.0022)
Cylinder block	Surface warpage 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)
	Cylinder inner diameter	mm (in)	Standard	A	99.505 - 99.515 (3.9175 - 3.9179)
				B	99.495 - 99.505 (3.9171 - 3.9175)
	Taper		mm (in)	Standard	0.015 (0.0006)
	Out-of-roundness		mm (in)	Standard	0.010 (0.0004)
	Piston clearance		mm (in)	Standard	-0.010 - 0.010 (-0.00039 - 0.00039)

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	Cylinder inner diameter boring limit (diameter)			mm (in)	To 100.005 (3.9372)	
Piston	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	Standard clearance between piston and piston pin			mm (in)	Standard	0.004 - 0.008 (0.0002 - 0.0003)
	Degree of fit				Piston pin must be fitted into position with thumb at 20°C (68° F).	
Piston ring	Ring closed gap	mm (in)	Top ring	Standard	0.20 - 0.25 (0.0079 - 0.0098)	
			Second ring	Standard	0.37 - 0.52 (0.015 - 0.0203)	
			Oil ring	Standard	0.20 - 0.50 (0.0079 - 0.0197)	
	Ring groove gap	mm (in)	Top ring	Standard	0.040 - 0.080 (0.0016 - 0.0031)	
			Second ring	Standard	0.030 - 0.070 (0.0012 - 0.0028)	
Connecting rod	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)
Bearing of large end	Oil clearance			mm (in)	Standard	0.017 - 0.045 (0.0007 - 0.0018)
	Bearing size (Thickness at center)	mm (in)	Standard		1.490 - 1.502 (0.0587 - 0.0591)	
			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	Bending limit			mm (in)		0.035 (0.0014)
	Crank pin		Out-of- roundness	mm (in)		0.003 (0.0001)
			Cylindricity	mm (in)		0.004 (0.0002)
			Grinding limit (dia.)	mm (in)		To 51.750 (2.0374)
	Crank journal		Out-of- roundness	mm (in)		0.005 (0.0002)
			Cylindricity	mm (in)		0.006 (0.0002)
			Grinding limit (dia.)	mm (in)		To 59.758 (2.3527)
	Crank pin outer diameter	mm (in)	Standard		51.984 - 52.000 (2.0466 - 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)	

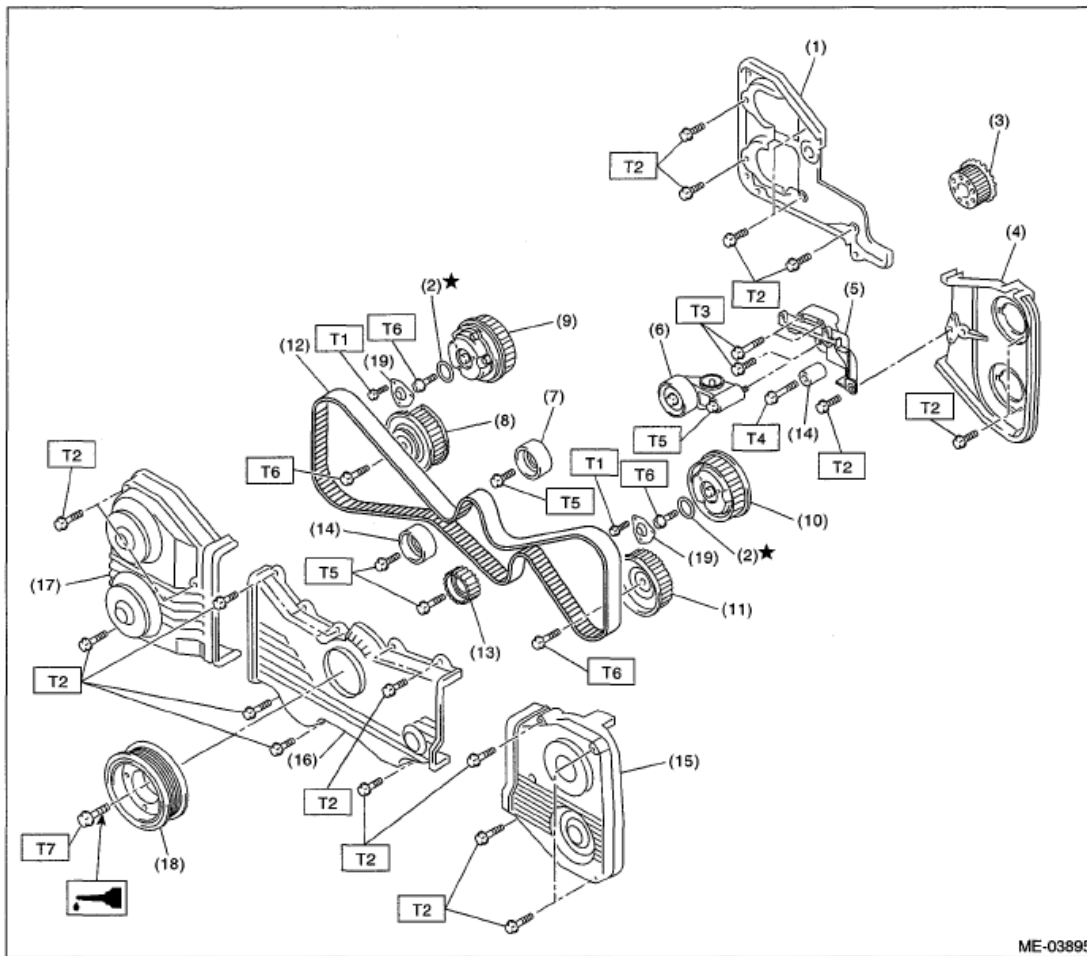
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			0.25 (0.0098) US	51.734 - 51.750 (2.0368 - 2.0374)
	Crank journal outer diameter	mm (in)	Standard	59.992 - 60.008 (2.3619 - 2.3625)
			0.03 (0.0012) US	59.962 - 59.978 (2.3607 - 2.3613)
			0.05 (0.0020) US	59.942 - 59.958 (2.3599 - 2.3605)
			0.25 (0.0098) US	59.742 - 59.758 (2.3520 - 2.3527)
	Thrust clearance		mm (in)	Standard
Oil clearance		mm (in)		0.010 - 0.030 (0.0004 - 0.0012)
Main bearing	Bearing size (Thickness at center) mm (in)	#1, #3	Standard	1.998 - 2.011 (0.0787 - 0.0792)
			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 - 2.013 (0.0787 - 0.0793)
			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)

COMPONENT

TIMING BELT



ME-03895

- | | |
|--|------------------------------|
| (1) Timing belt cover No. 2 RH | (10) Intake cam sprocket LH |
| (2) O-ring | (11) Exhaust cam sprocket LH |
| (3) Crank sprocket | (12) Timing belt |
| (4) Timing belt cover No. 2 LH | (13) Belt idler No. 2 |
| (5) Tensioner bracket | (14) Belt idler |
| (6) Automatic belt tension adjuster ASSY | (15) Timing belt cover LH |
| (7) Belt idler | (16) Front belt cover |
| (8) Exhaust cam sprocket RH | (17) Timing belt cover RH |
| (9) Intake cam sprocket RH | (18) Crank pulley |
| | (19) Actuator cover |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 3.4 (0.3, 2.5)

T2: 5 (0.5, 3.7)

T3: 24.5 (2.5, 18.1)

T4: 25 (2.5, 18.4)

T5: 39 (4.0, 28.8)

T6: <Ref. to ME(H4DOTC)-56, INSTALLATION, Cam Sprocket.>

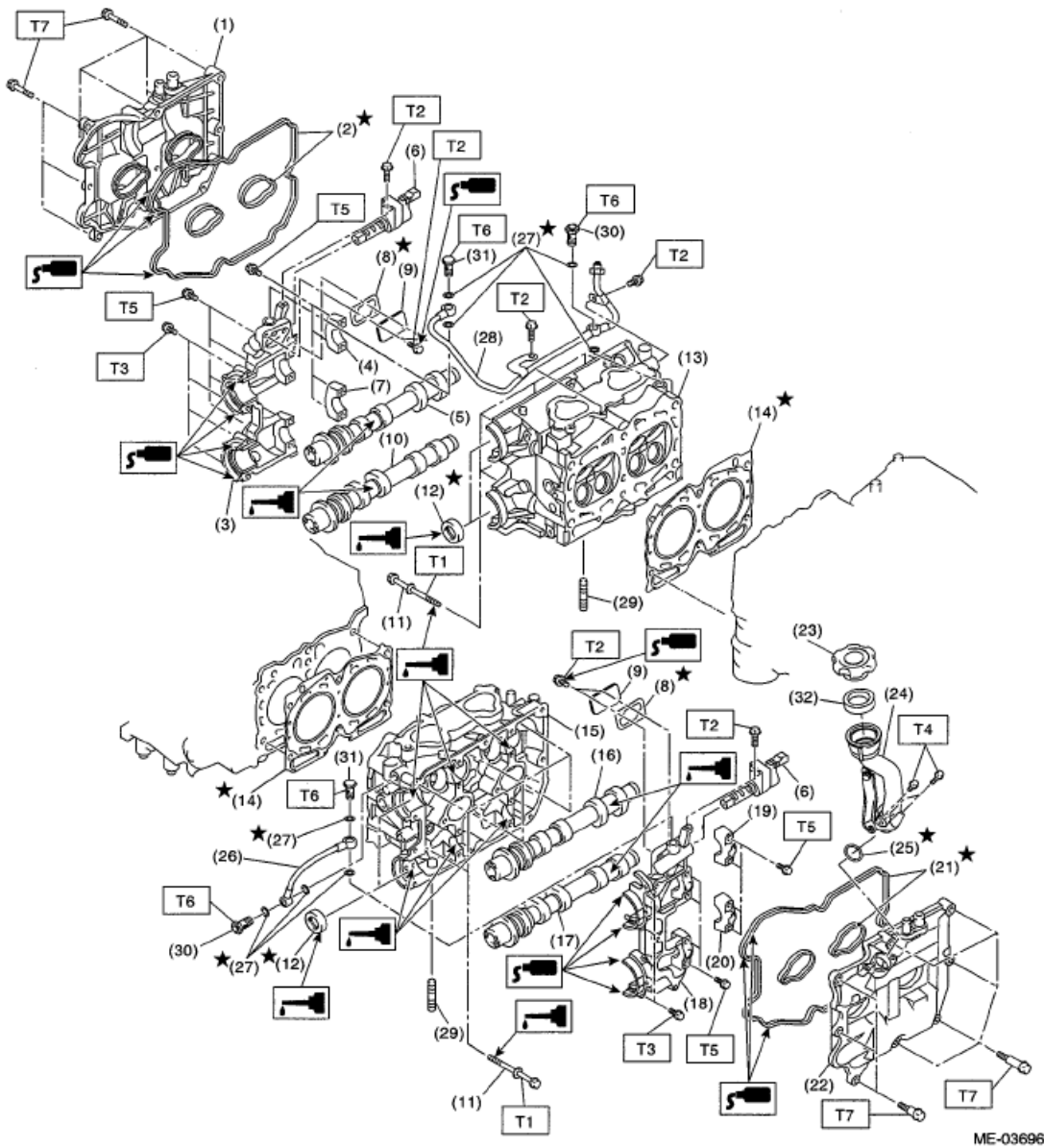
T7: <Ref. to ME(H4DOTC)-47, INSTALLATION, Crank Pulley.>

Fig. 1: Identifying Timing Belt Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD AND CAMSHAFT

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- | | |
|-------------------------------------|--|
| (1) Rocker cover RH | (18) Front camshaft cap LH |
| (2) Rocker cover gasket RH | (19) Intake camshaft cap LH |
| (3) Front camshaft cap RH | (20) Exhaust camshaft cap LH |
| (4) Intake camshaft cap RH | (21) Rocker cover gasket LH |
| (5) Intake camshaft RH | (22) Rocker cover LH |
| (6) Oil flow control solenoid valve | (23) Oil filler cap |
| (7) Exhaust camshaft cap RH | (24) Oil filler duct |
| (8) Gasket | (25) O-ring |
| (9) Oil return cover | (26) Oil pipe LH |
| (10) Exhaust camshaft RH | (27) Gasket |
| (11) Cylinder head bolt | (28) Oil pipe RH |
| (12) Oil seal | (29) Stud bolt |
| (13) Cylinder head RH | (30) Union screw with filter (with protrusion) |
| (14) Cylinder head gasket | (31) Union screw without filter (without protrusion) |
| (15) Cylinder head LH | |
| (16) Intake camshaft LH | |

- (32) Gasket

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

T1: <Ref. to ME(H4DOTC)-66, INSTALLATION, Cylinder Head.>

T2: 8 (0.8, 5.9)

T3: <Ref. to ME(H4DOTC)-60, INSTALLATION, Camshaft.>

T4: 6.4 (0.7, 4.7)

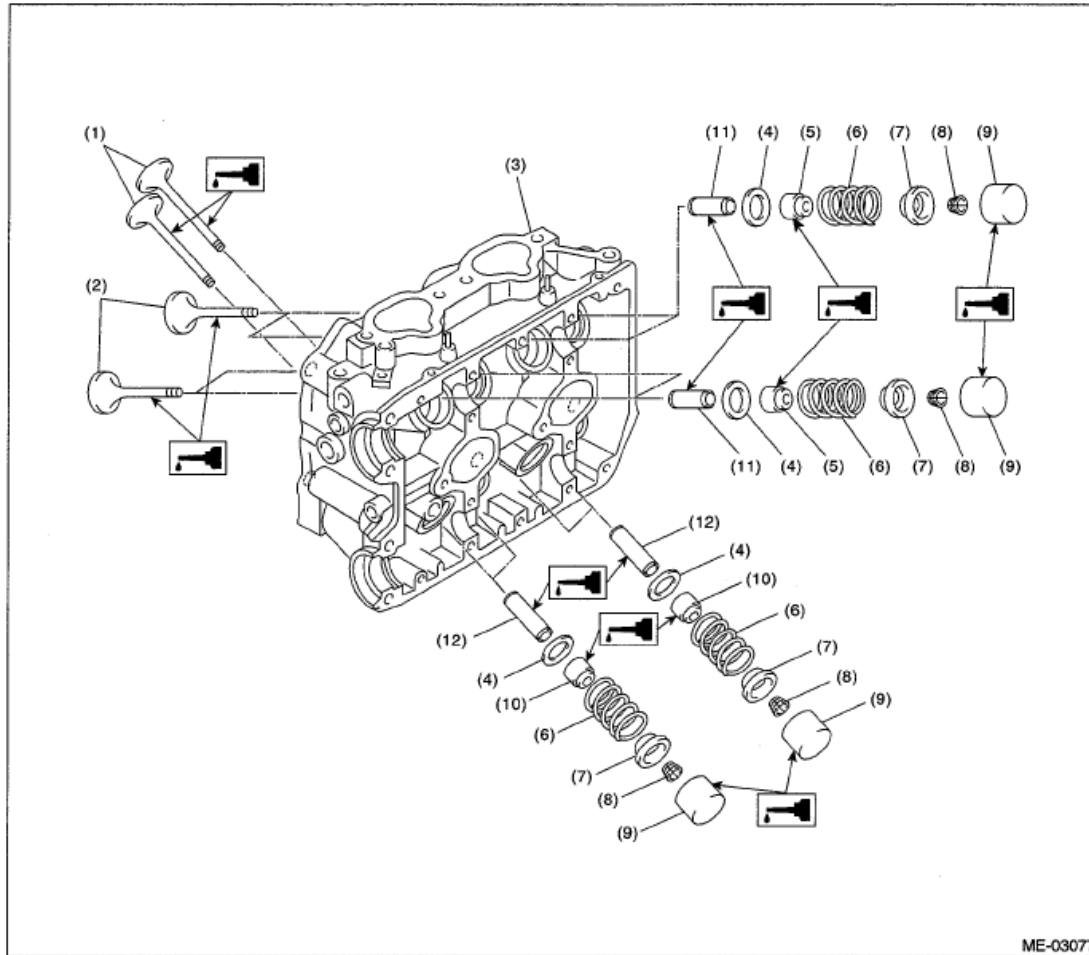
T5: <Ref. to ME(H4DOTC)-60, INSTALLATION, Camshaft.>

T6: 29 (3.0, 21.4)

T7: <Ref. to ME(H4DOTC)-60, INSTALLATION, Camshaft.>

Fig. 2: Identifying Cylinder Head And Camshaft Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD AND VALVE ASSEMBLY

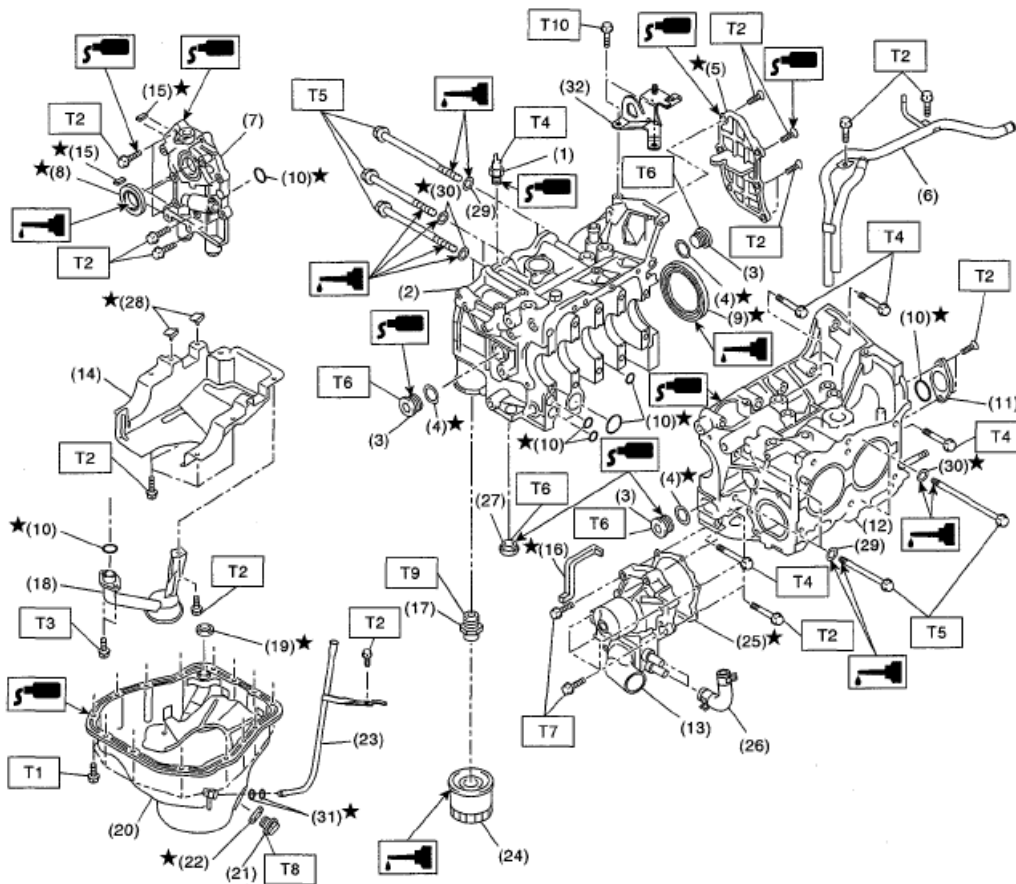


ME-03077

- | | | |
|-----------------------|---------------------------|-----------------------------|
| (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 |

Fig. 3: Identifying Cylinder Head And Valve Assembly
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER BLOCK



ME-03925

- | | |
|-------------------------|----------------------------|
| (1) Oil pressure switch | (17) Oil filter connector |
| (2) Cylinder block RH | (18) Oil strainer |
| (3) Service hole plug | (19) Gasket |
| (4) Gasket | (20) Oil pan |
| (5) Oil separator cover | (21) Drain plug |
| (6) Water by-pass pipe | (22) Drain plug gasket |
| (7) Oil pump | (23) Oil level gauge guide |
| (8) Front oil seal | (24) Oil filter |
| (9) Rear oil seal | (25) Gasket |
| (10) O-ring | (26) Water pump hose |
| (11) Service hole cover | (27) Plug |
| (12) Cylinder block LH | (28) Seal |
| (13) Water pump | (29) Washer |
| (14) Baffle plate | (30) Seal washer |
| (15) Oil pump seal | (31) O-ring |
| (16) Water pump sealing | |

- (32) Engine rear hanger

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, 7.2)

T4: 25 (2.5, 18.4)

T5: <Ref. to ME(H4DOTC)-78, INSTALLATION, Cylinder Block.>

T6: 70 (7.1, 51.6)

T7: First 12 (1.2, 8.9)

Second 12 (1.2, 8.9)

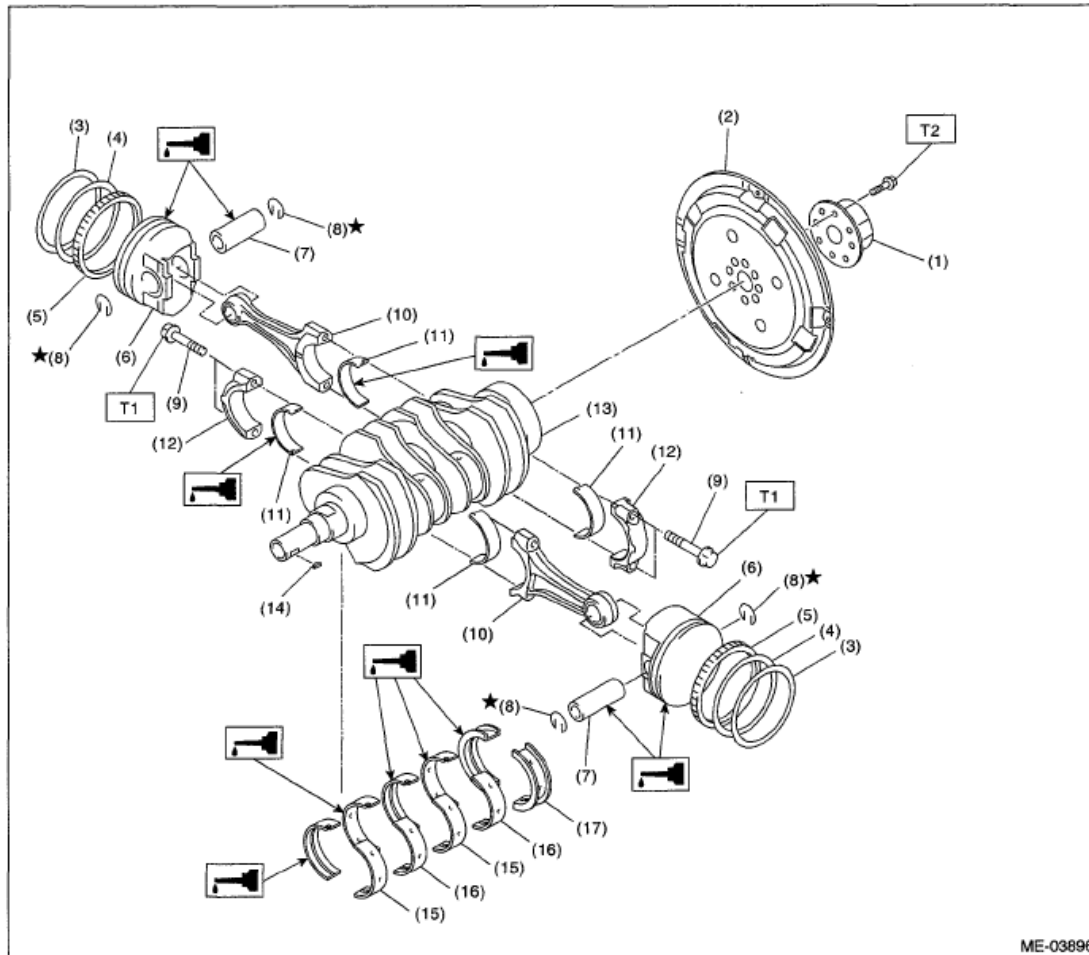
T8: 44 (4.5, 32.5)

T9: 45 (4.6, 33.2)

T10: 16 (1.6, 11.8)

Fig. 4: Identifying Cylinder Block Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CRANKSHAFT AND PISTON



- | | | |
|-------------------|-----------------------------|--------------------------------|
| (1) Reinforcement | (8) Snap ring | (15) Crankshaft bearing #1, #3 |
| (2) Drive plate | (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: 72 (7.3, 53.1)

Fig. 5: Identifying Crankshaft And Piston Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

ENGINE MOUNTING

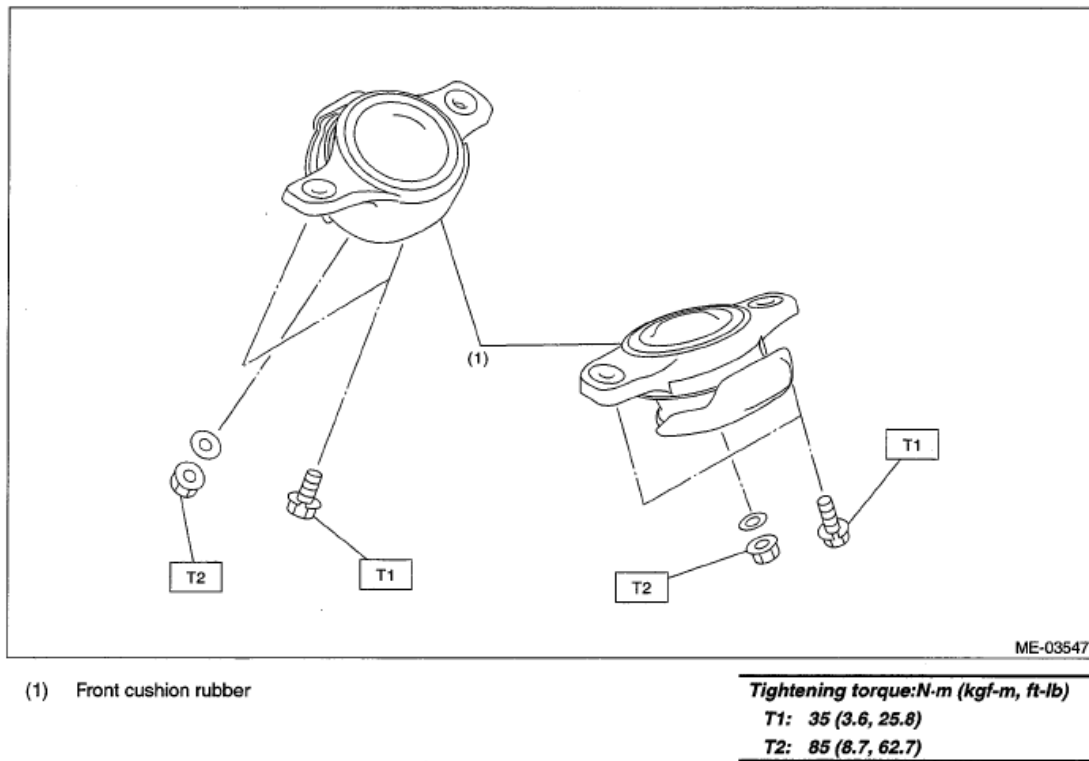


Fig. 6: Identifying Engine Mounting Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

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:

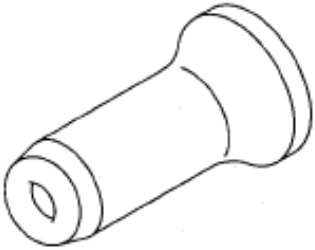
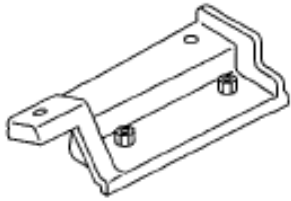
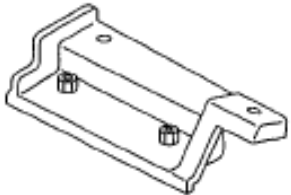
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.

- Lift up or lower the vehicle when necessary. Make sure to support the correct positions.

PREPARATION TOOL

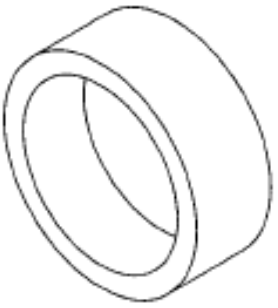
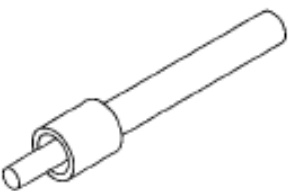
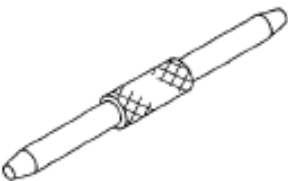
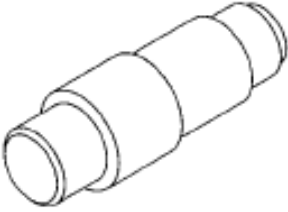
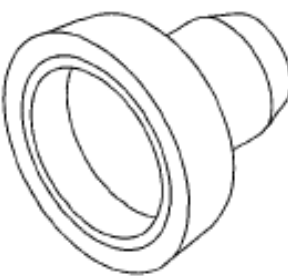
SPECIAL TOOL

SPECIAL TOOL REFERENCE

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499587600	498267600	CYLINDER HEAD TABLE	• Used for replacing valve guides. • Used for removing and installing valve spring.
 ST-498457000	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.
 ST-498457100	498457000	ENGINE STAND ADAPTER RH	Used together with the ENGINE STAND (499817100).

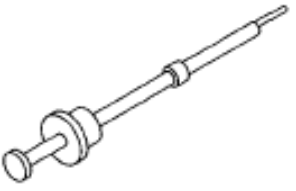
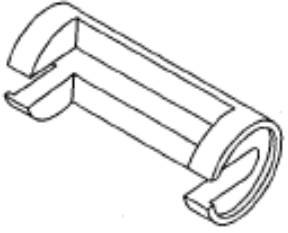
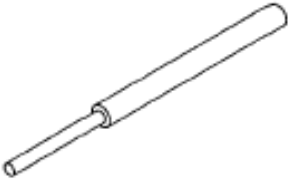
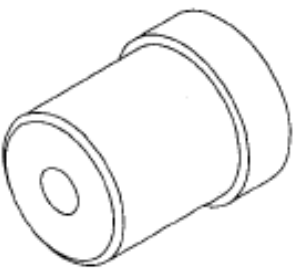
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 ST-498747300	498457100	ENGINE STAND ADAPTER LH	Used together with the ENGINE STAND (499817100).
 ST-498857100	498497100	CRANKSHAFT STOPPER	Used for removing and installing the drive plate.
 ST-499017100	498747300	PISTON GUIDE	Used for installing the cup to the wheel cylinder piston. (2.5 L model)
 ST-499037100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake and exhaust valve guide oil seals.
 ST-499587200	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.

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 ST-499097700	499037100	CONNECTING ROD BUSHING REMOVER AND INSTALLER	Used for removing and installing connecting rod bushing.
 ST-499597100	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499718000	499207400	CAM SPROCKET WRENCH	Used for removing and installing exhaust cam sprocket.
 ST-499767200	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.
 ST-499587100	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used together with the CRANKSHAFT OIL SEAL GUIDE (499597100).

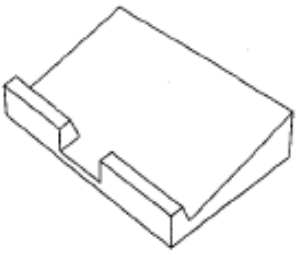
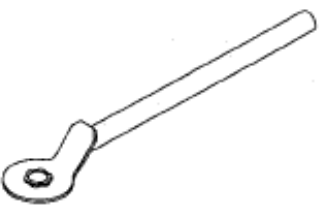
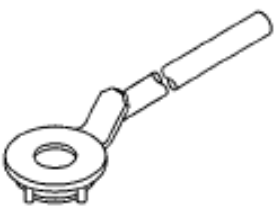
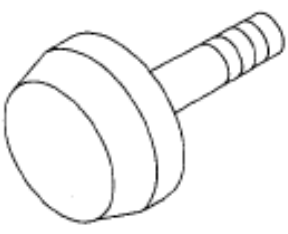
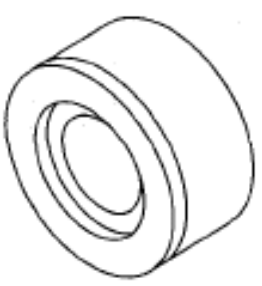
2010 Subaru Forester X

2010 ENGINE Mechanical (H4DOTC) - Forester

 ST-499817100	499587600	OIL SEAL INSTALLER	Used for installing camshaft oil seal for DOHC engine.
 ST-499767400	499597100	CRANKSHAFT OIL SEAL GUIDE	• Used for installing crankshaft oil seal. • Used together with the CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499987500	499597200	OIL SEAL GUIDE	• Used for installing camshaft oil seal for DOHC engine. • Used together with the OIL SEAL INSTALLER (499587600).
 ST-499817100	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499987500	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.

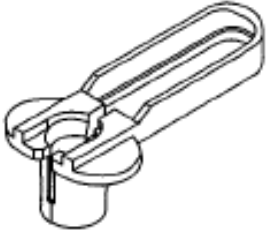
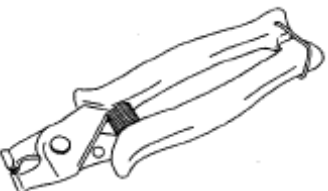
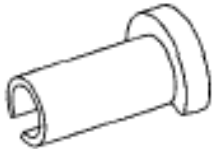
2010 Subaru Forester X

2010 ENGINE Mechanical (H4DOTC) - Forester

 ST-498267600	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499977500	499817100	ENGINE STAND	• Stand used for engine disassembly and assembly. • Used together with the ENGINE STAND ADAPTER RH (498457000) & LH (498457100).
 ST-499977400	499977400	CRANK PULLEY WRENCH	Used to stop rotation of the crank pulley when loosening or tightening crank pulley bolts.
 ST-499597200	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket.
 ST18251AA020	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.

2010 Subaru Forester X

2010 ENGINE Mechanical (H4DOTC) - Forester

 ST-499767800	18251AA020	VALVE GUIDE ADJUSTER	Used for installing intake and exhaust valve guides.
 ST18371AA000	18371AA000	CONNECTOR REMOVER	Used for disconnecting the quick connector on the fuel return hose of the engine compartment.
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This is a general tool made by the French company CAILLAU. (code) 54.0.000.205 To make this easier to obtain in the same way as genuine Subaru parts, it has been provided with a tool number as an ST.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for disconnecting quick connector of the engine compartment.
	1B022XU0 (Newly adopted tool)	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.



ST1B022XU0

GENERAL TOOL**GENERAL TOOL REFERENCE**

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.

PROCEDURE

It is possible to conduct the following service procedures with engine on vehicle, however, the procedures described in this article are based on the condition that the engine is removed from vehicle.

- V-belt
- Timing belt
- Camshaft
- Cylinder head

COMPRESSION**INSPECTION**

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

1. Remove the collector cover.
2. After warming-up the engine, turn the ignition switch to OFF.
3. Make sure that the battery is fully charged.
4. Release the fuel pressure. Refer to **RELEASING OF FUEL PRESSURE** , PROCEDURE, Fuel.
5. Remove all the spark plugs. Refer to **REMOVAL** , Spark Plug.
6. Fully open the throttle valve.

7. Check the starter motor for satisfactory performance and operation.
8. Hold the compression gauge tightly against 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.

9. Crank the engine by the starter motor, and read the maximum value on the gauge when the needle of gauge is steady.



Fig. 7: Holding Compression Gauge
Courtesy of SUBARU OF AMERICA, INC.

10. Perform at least two measurements per cylinder, and check that the values are correct.

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

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

IDLE SPEED

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. Refer to **READ CURRENT DATA FOR ENGINE (NORMAL MODE)** , OPERATION, Subaru Select Monitor.
4. 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 gears in "P" or "N" range]: 700 ± 100 RPM

5. Check the idle speed under load condition. (Turn the A/C switch to "ON" and operate the compressor for at least one minute before measurement).

Idle speed [A/C ON and gears in "P" or "N" range]: 825 ± 100 RPM

NOTE: Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted. If the specified idle speed cannot be maintained, refer to the General On-board Diagnosis Table under "Engine Control System". Refer to **BASIC DIAGNOSTIC PROCEDURE** .

IGNITION TIMING

INSPECTION

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

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. Refer to **READ CURRENT DATA FOR ENGINE (NORMAL MODE)** , OPERATION, Subaru Select Monitor.

Ignition timing [BTDC/RPM]: 17° ± 10°/700

If the timing is not correct, check the ignition control system. Refer to "Engine Control System". Refer to **BASIC DIAGNOSTIC PROCEDURE** .

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. Remove the collector cover.
5. Remove the air intake duct (rear).
6. Disconnect the connectors of the mass air flow and intake air temperature sensor.
7. Remove the air cleaner case and element.
8. Connect the timing light to the power wire of #1 ignition coil.
9. Attach the air cleaner case, element and connector of mass air flow and intake air temperature sensor.
10. Start the engine, turn the timing light to the crank pulley, and check the ignition timing by means of crank pulley indicator.

Ignition timing [BTDC/RPM]: $17^{\circ} \pm 10^{\circ}/700$

If the timing is not correct, check the ignition control system. Refer to "Engine Control System". Refer to **BASIC DIAGNOSTIC PROCEDURE**.

INTAKE MANIFOLD VACUUM

INSPECTION

1. Warm-up the engine.
2. Remove the collector cover.
3. Remove the intercooler. Refer to **REMOVAL**, Intercooler.
4. Disconnect the brake booster vacuum hose from the intake manifold, and then install the vacuum gauge.
5. Install the intercooler. Refer to **INSTALLATION**, Intercooler.
6. Keep the engine at idle speed and read the vacuum gauge indication.

By observing the gauge needle movement, the internal condition of the engine can be diagnosed as described below.

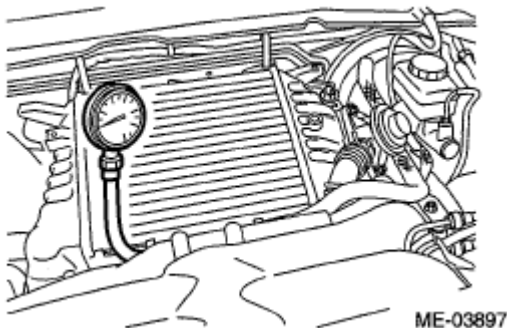


Fig. 8: Installing Vacuum Gauge To Intake Manifold Vacuum
Courtesy of SUBARU OF AMERICA, INC.

Vacuum pressure (at idling, A/C OFF):

Less than -68.0 kPa (-510 mmHg, -20.08 inHg)

ENGINE CONDITION CHART

Diagnosis of engine condition by measurement of intake manifold vacuum	
Vacuum gauge indication	Possible engine condition
1. Needle is steady but lower than normal position. 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 normal position.	Leakage around cylinder
3. Needle drops suddenly and intermittently from normal position.	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 normal position in narrow range.	Defective ignition system

ENGINE OIL PRESSURE

INSPECTION

1. Remove the collector cover.
2. Disconnect the ground cable from the battery.

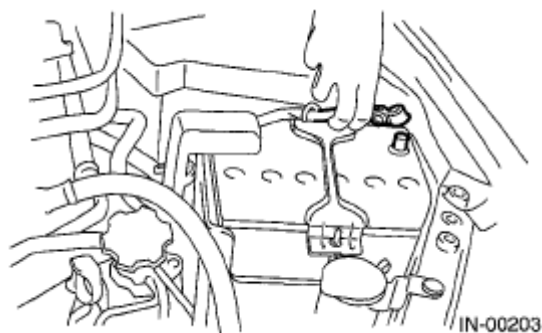


Fig. 9: Disconnecting Ground Cable From Battery
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the oil pressure switch. Refer to **REMOVAL** , Oil Pressure Switch.
4. Connect the oil pressure gauge hose to cylinder block.
5. Connect the battery ground cable to the battery.

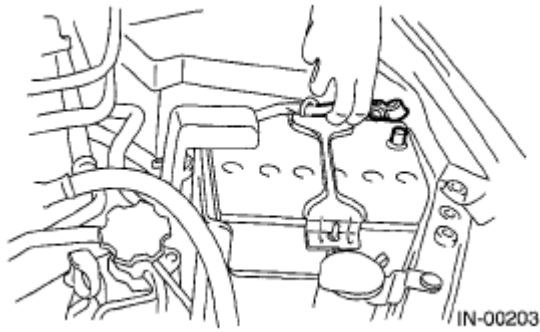


Fig. 10: Disconnecting Ground Cable From Battery
Courtesy of SUBARU OF AMERICA, INC.

6. Start the engine, and measure the oil pressure.

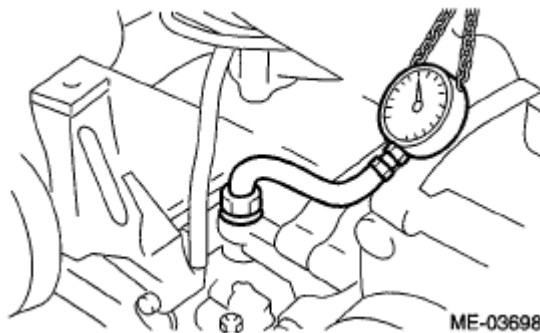


Fig. 11: Measuring Oil Pressure
Courtesy of SUBARU OF AMERICA, INC.

Oil pressure:

Standard

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

294 kPa (3.0 kgf/cm² , 43 psi) or more (at 5,000 RPM)

- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. Refer to **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. Refer to **INSPECTION** , Engine Lubrication System Trouble in General.

NOTE: **Standard value is based on an engine oil temperature of 80°C (176°F).**

7. After measuring the oil pressure, install the oil pressure switch. Refer to **INSTALLATION** , Oil Pressure Switch.

FUEL PRESSURE

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.

NOTE: If the fuel pressure is out of specification, check or replace the pressure regulator and pressure regulator vacuum hose.

1. Remove the collector cover.
2. Release the fuel pressure. Refer to **RELEASING OF FUEL PRESSURE** , PROCEDURE, Fuel.
3. Open the fuel filler lid, and remove the fuel filler cap.
4. Disconnect the fuel delivery hose from the fuel damper, and connect the fuel pressure gauge.

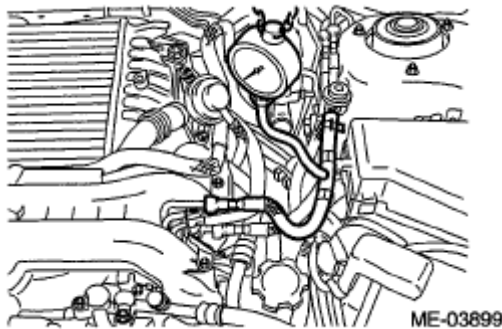


Fig. 12: Disconnecting Fuel Delivery Hose From Fuel Damper
Courtesy of SUBARU OF AMERICA, INC.

5. Install the fuse of fuel pump to the main fuse box.

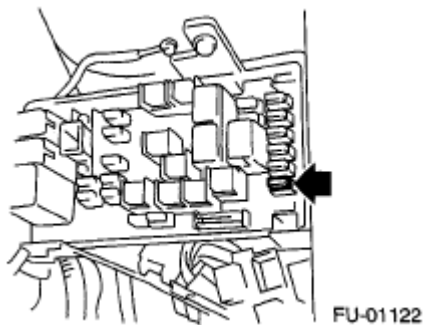


Fig. 13: Locating Fuel Pump Fuse
Courtesy of SUBARU OF AMERICA, INC.

6. Start the engine.

7. Measure the fuel pressure while disconnecting the pressure regulator vacuum hose from the 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.

Fuel pressure:

Standard

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

8. After connecting the pressure regulator vacuum hose, measure 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.

Fuel pressure:

Standard

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

VALVE CLEARANCE

INSPECTION

NOTE: Inspection and adjustment of valve clearance should be performed while engine is cold.

1. Set the vehicle on a lift.
2. Remove the collector cover.
3. Disconnect the ground cable from the battery.

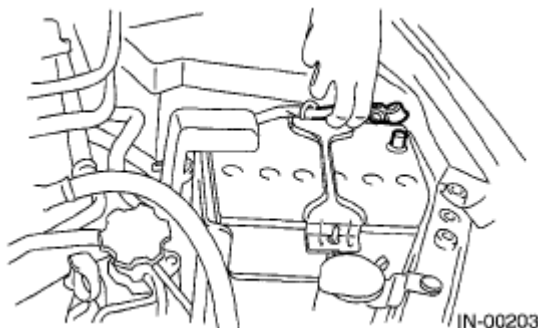


Fig. 14: Disconnecting Ground Cable From Battery
Courtesy of SUBARU OF AMERICA, INC.

4. Remove the air intake duct (rear). Refer to **REMOVAL** , Air Intake Duct.
5. Remove the bolt which secures timing belt cover RH.
6. Lift up the vehicle.
7. Remove the under cover.
8. Loosen the remaining bolts which secure timing belt cover RH, then remove the timing belt cover.
9. Lower the vehicle.
10. When inspecting #1 and #3 cylinders
 1. Remove the air cleaner case. Refer to **REMOVAL** , Air Cleaner Case.
 2. Remove the ignition coil. Refer to **REMOVAL** , Ignition Coil.
 3. Place a suitable container under the vehicle.
 4. Disconnect the PCV hose from the rocker cover RH.

NOTE: For the PCV hose affixed with the clamp, fit the depression in the ST with the protrusion of the clamp as shown in the figure below, unlock the clamp and disconnect.

ST 18353AA000 CLAMP PLIERS

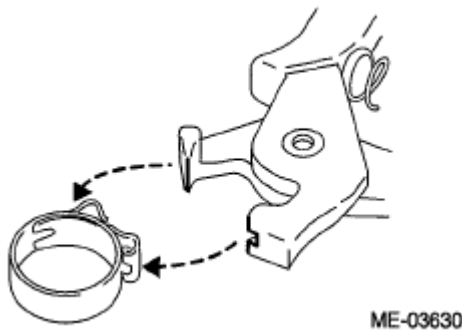


Fig. 15: Identifying PCV Hose Clamp
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the bolts, then remove the rocker cover RH.
11. When inspecting #2 and #4 cylinders
 1. Disconnect the battery cable, and remove the battery from the vehicle.
 2. Remove the secondary air pump. Refer to **REMOVAL** , Secondary Air Pump.
 3. Remove the ignition coil. Refer to **REMOVAL** , Ignition Coil.
 4. Place a suitable container under the vehicle.
 5. Disconnect the PCV hose from the rocker cover LH.

NOTE: For the PCV hose affixed with the clamp, fit the depression in the ST with the protrusion of the clamp as shown in the figure below, unlock the clamp and disconnect.

ST 18353AA000 CLAMP PLIERS

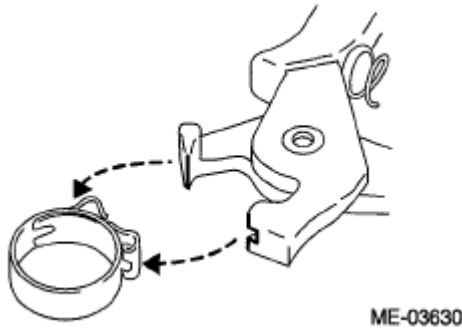


Fig. 16: Identifying PCV Hose Clamp
Courtesy of SUBARU OF AMERICA, INC.

6. Remove the bolts, then remove the rocker cover LH.
12. Turn the crank pulley clockwise until the round mark and arrow mark on the camshaft sprocket are set to position shown in the figure.

NOTE: Turn the crank pulley using a socket wrench.

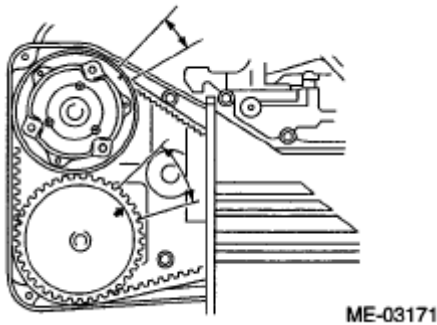


Fig. 17: Identifying Crankshaft Pulley Round Mark And Arrow Mark On Camshaft Sprocket Position
Courtesy of SUBARU OF AMERICA, INC.

13. Measure the #1 cylinder intake valve and #3 cylinder exhaust valve clearance by 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 measure the exhaust valve clearances.

- If the measured value is not within specification, 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

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

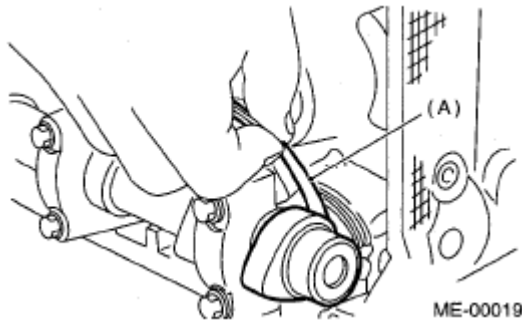


Fig. 18: Measuring Valve Clearances
Courtesy of SUBARU OF AMERICA, INC.

14. If necessary, adjust the valve clearance. Refer to ADJUSTMENT, Valve Clearance.
15. Further turn the crank pulley clockwise and then measure the valve clearances again.
 1. Set the round mark and arrow mark on cam sprocket to the position shown in the figure, and measure the #2 cylinder exhaust valve and #3 cylinder intake valve clearances.

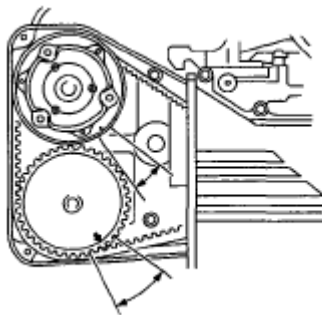
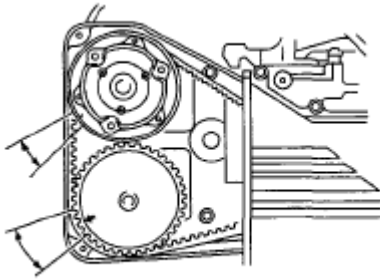


Fig. 19: Identifying Round Mark And Arrow Mark On Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

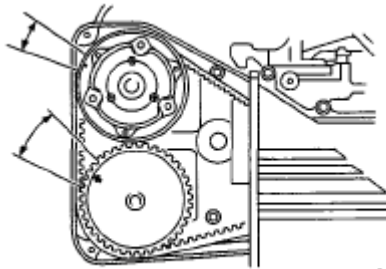
2. Set the round mark and arrow mark on cam sprocket to the position shown in the figure, and measure the #2 cylinder intake valve and #4 cylinder exhaust valve clearances.



ME-03173

Fig. 20: Identifying Round Mark And Arrow Mark On Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

3. Set the round mark and arrow mark on cam sprocket to the position shown in the figure, and measure the #1 cylinder exhaust valve and #4 cylinder intake valve clearances.



ME-03174

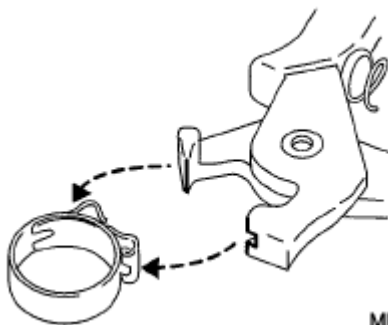
Fig. 21: Identifying Round Mark And Arrow Mark On Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

- Use a new rocker cover gasket.
- For the PVC hose clamp, use a new clamp. Sandwich the protruding part of the clamp with the ST and lock the clamp.

ST 18353AA000 CLAMP PLIERS



ME-03630

Fig. 22: Identifying PCV Hose Clamp

Courtesy of SUBARU OF AMERICA, INC.

ADJUSTMENT

NOTE: Adjustment of valve clearance should be performed while engine is cold.

1. Measure all the valve clearances. Refer to INSPECTION, Valve Clearance.

NOTE: Record each valve clearance after measurement.

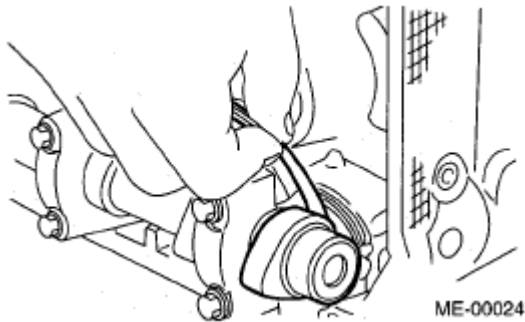


Fig. 23: Measuring Valve Clearances
Courtesy of SUBARU OF AMERICA, INC.

2. Remove the camshaft. Refer to REMOVAL, Camshaft.
3. Remove the valve lifter.
4. Measure the thickness of valve lifter using micrometer.

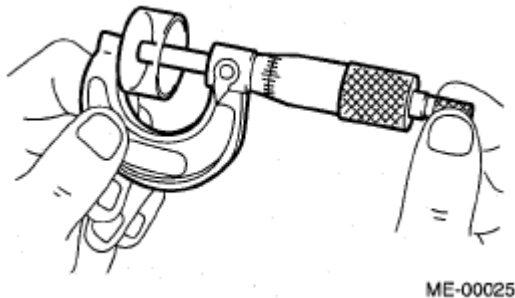


Fig. 24: Measuring Thickness Of Valve Lifter
Courtesy of SUBARU OF AMERICA, INC.

5. Select and install a valve lifter of suitable thickness from the following table, based on the measured valve clearance and valve lifter thickness.

NOTE: Use new valve lifters.

VALVE LIFTERS REFERENCE

Unit: (mm)

Intake valve: $S = (V + T) - 0.19$

Exhaust valve: $S = (V + T) - 0.35$

S: Valve lifter thickness required

V: Measured valve clearance

T: Valve lifter thickness to be used

PART THICKNESS CHART

Part No.	Thickness mm (in)
13228 AB102	4.68 (0.1843)
13228 AB112	4.69 (0.1846)
13228 AB122	4.70 (0.1850)
13228 AB132	4.71 (0.1854)
13228 AB142	4.72 (0.1858)
13228 AB152	4.73 (0.1862)
13228 AB162	4.74 (0.1866)
13228 AB172	4.75 (0.1870)
13228 AB182	4.76 (0.1874)
13228 AB192	4.77 (0.1878)
13228 AB202	4.78 (0.1882)
13228 AB212	4.79 (0.1886)
13228 AB222	4.80 (0.1890)
13228 AB232	4.81 (0.1894)
13228 AB242	4.82 (0.1898)
13228 AB252	4.83 (0.1902)
13228 AB262	4.84 (0.1906)
13228 AB272	4.85 (0.1909)
13228 AB282	4.86 (0.1913)
13228 AB292	4.87 (0.1917)
13228 AB302	4.88 (0.1921)
13228 AB312	4.89 (0.1925)
13228 AB322	4.90 (0.1929)
13228 AB332	4.91 (0.1933)
13228 AB342	4.92 (0.1937)
13228 AB352	4.93 (0.1941)
13228 AB362	4.94 (0.1945)
13228 AB372	4.95 (0.1949)
13228 AB382	4.96 (0.1953)
13228 AB392	4.97 (0.1957)
13228 AB402	4.98 (0.1961)
13228 AB412	4.99 (0.1965)
13228 AB422	5.00 (0.1969)

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13228 AB432	5.01 (0.1972)
13228 AB442	5.02 (0.1976)
13228 AB452	5.03 (0.1980)
13228 AB462	5.04 (0.1984)
13228 AB472	5.05 (0.1988)
13228 AB482	5.06 (0.1992)
13228 AB492	5.07 (0.1996)
13228 AB502	5.08 (0.2000)
13228 AB512	5.09 (0.2004)
13228 AB522	5.10 (0.2008)
13228 AB532	5.11 (0.2012)
13228 AB542	5.12 (0.2016)
13228 AB552	5.13 (0.2020)
13228 AB562	5.14 (0.2024)
13228 AB572	5.15 (0.2028)
13228 AB582	5.16 (0.2031)
13228 AB592	5.17 (0.2035)
13228 AB602	5.18 (0.2039)
13228 AB612	5.19 (0.2043)
13228 AB622	5.20 (0.2047)
13228 AB632	5.21 (0.2051)
13228 AB642	5.22 (0.2055)
13228 AB652	5.23 (0.2059)
13228 AB662	5.24 (0.2063)
13228 AB672	5.25 (0.2067)
13228 AB682	5.26 (0.2071)
13228 AB692	5.27 (0.2075)
13228 AB702	4.38 (0.1724)
13228 AB712	4.40 (0.1732)
13228 AB722	4.42 (0.1740)
13228 AB732	4.44 (0.1748)
13228 AB742	4.46 (0.1756)
13228 AB752	4.48 (0.1764)
13228 AB762	4.50 (0.1771)
13228 AB772	4.52 (0.1780)
13228 AB782	4.54 (0.1787)
13228 AB792	4.56 (0.1795)
13228 AB802	4.58 (0.1803)
13228 AB812	4.60 (0.1811)
13228 AB822	4.62 (0.1819)
13228 AB832	4.64 (0.1827)

	4.66 (0.1835)
13228 AB852	5.29 (0.2083)
13228 AB862	5.31 (0.2091)
13228 AB872	5.33 (0.2098)
13228 AB882	5.35 (0.2106)
13228 AB892	5.37 (0.2114)
13228 AB902	5.39 (0.2122)
13228 AB912	5.41 (0.2123)
13228 AB922	5.43 (0.2138)
13228 AB932	5.45 (0.2146)
13228 AB942	5.47 (0.2154)
13228 AB952	5.49 (0.2161)
13228 AB962	5.51 (0.2169)
13228 AB972	5.53 (0.2177)
13228 AB982	5.55 (0.2185)
13228 AB992	5.57 (0.2193)
13228 AC002	5.59 (0.2201)
13228 AC012	5.61 (0.2209)
13228 AC022	5.63 (0.2217)
13228 AC032	5.65 (0.2224)

6. Install the camshaft. Refer to **INSTALLATION**, Camshaft.
7. Install the cam sprocket. Refer to **INSTALLATION**, Cam Sprocket.
8. Install the timing belt. Refer to **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 the first step.

Valve clearance (adjustment value):

Intake

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

Exhaust

$0.35 \pm 0.02 \text{ mm } (0.0138 \pm 0.0008 \text{ in})$

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

NOTE: Use a new rocker cover gasket.

ENGINE ASSEMBLY

REMOVAL

1. Set the vehicle on a lift.
2. Change the bolt mounting position from (A) to (B), and completely open the front hood.

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

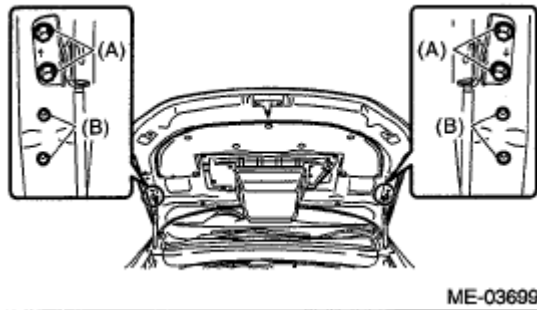


Fig. 25: Identifying Front Hood Bolts
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the collector cover.
4. Collect the refrigerant from the A/C system. Refer to **REFRIGERANT RECOVERY PROCEDURE**.
5. Release the fuel pressure. Refer to **RELEASING OF FUEL PRESSURE**, PROCEDURE, Fuel.
6. Disconnect the battery cable, and remove the battery from the vehicle.
7. Open the fuel filler lid, and remove the fuel filler cap.
8. Remove the air intake duct and air cleaner case. Refer to **REMOVAL**, Air Intake Duct. Refer to **REMOVAL**, Air Cleaner Case.
9. Remove the intercooler. Refer to **REMOVAL**, Intercooler.
10. Remove the radiator from the vehicle. Refer to **REMOVAL**, Radiator.
11. Remove the coolant filler tank. Refer to **REMOVAL**, Coolant Filler Tank.
12. Disconnect the A/C pressure hoses from the A/C compressor. Refer to **REMOVAL**, Hose and Pipe.
13. Disconnect the following connectors and cables.
 1. Engine harness connectors



Fig. 26: Identifying Engine Harness Connectors
Courtesy of SUBARU OF AMERICA, INC.

2. Generator connector and terminal

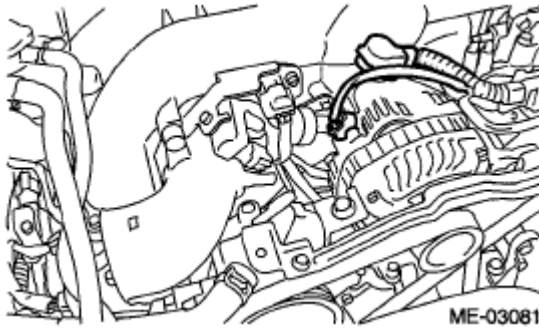


Fig. 27: Identifying Generator Connector
Courtesy of SUBARU OF AMERICA, INC.

3. A/C compressor connector

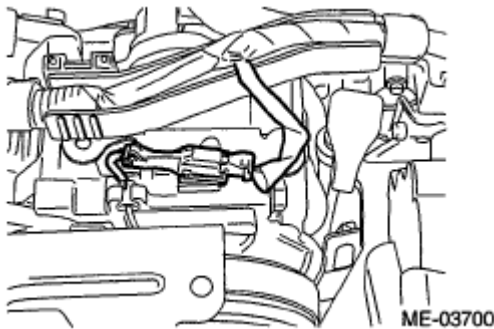


Fig. 28: Identifying A/C Compressor Connector
Courtesy of SUBARU OF AMERICA, INC.

4. Secondary air pump connector

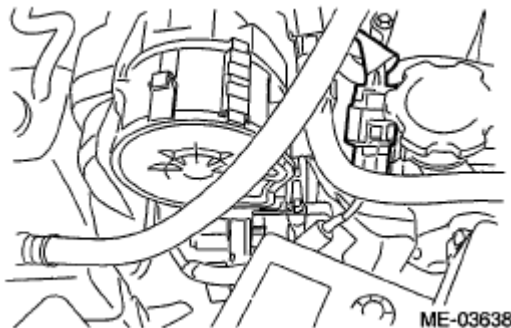


Fig. 29: Identifying Secondary Air Pump Connector
Courtesy of SUBARU OF AMERICA, INC.

14. Disconnect the following hoses.
 1. Brake booster vacuum hose

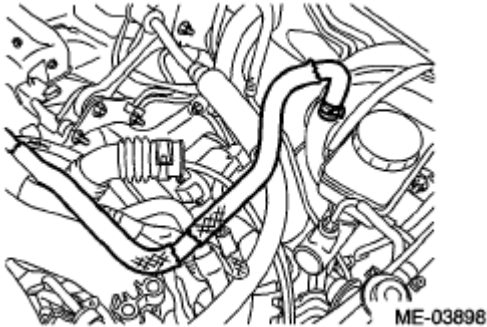


Fig. 30: Identifying Brake Booster Vacuum Hose
Courtesy of SUBARU OF AMERICA, INC.

2. Heater inlet and outlet hoses

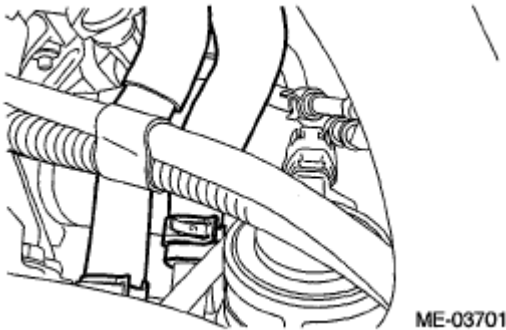


Fig. 31: Identifying Heater Inlet And Outlet Hoses
Courtesy of SUBARU OF AMERICA, INC.

15. Remove the power steering pump.
 1. Remove the front side belts. Refer to **FRONT SIDE BELT**, REMOVAL, V-belt.
 2. Disconnect the power steering pump switch connector.

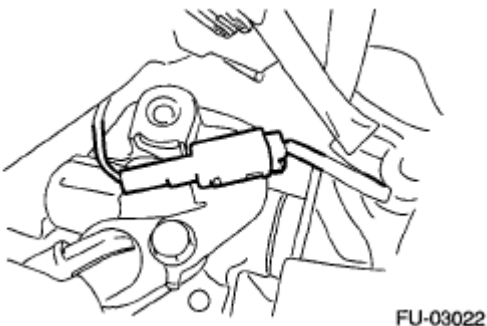


Fig. 32: Identifying Power Steering Pump Switch Connector

Courtesy of SUBARU OF AMERICA, INC.

3. Remove the power steering pump from the engine.

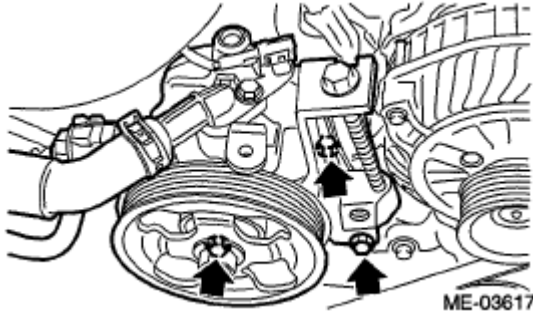


Fig. 33: Locating Power Steering Pump Bolts
Courtesy of SUBARU OF AMERICA, INC.

4. Place the power steering pump on the right side wheel apron.
16. Remove the center exhaust pipe. Refer to **REMOVAL** , Center Exhaust Pipe.
17. Remove the turbocharger. Refer to **REMOVAL** , Turbocharger.
18. Remove the joint pipe and front exhaust pipe. Refer to **REMOVAL** , Joint Pipe. Refer to **REMOVAL** , Front Exhaust Pipe.
19. Lift up the vehicle.
20. Disconnect the ground cable on the engine side.

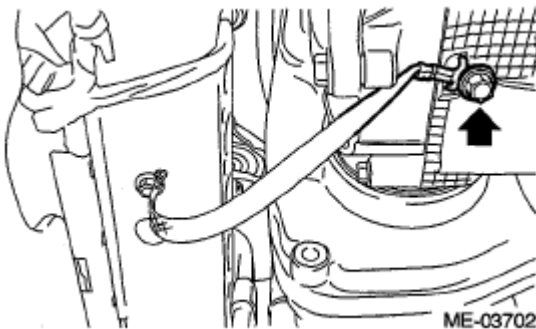


Fig. 34: Identifying Ground Cable On Engine Side
Courtesy of SUBARU OF AMERICA, INC.

21. Remove the bolts and nuts which hold the lower side of transmission to the engine.

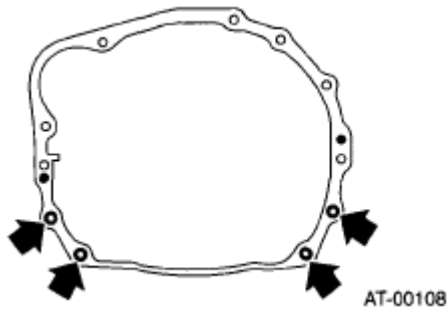


Fig. 35: Locating Gasket Lower Side Of Transmission To Engine
Courtesy of SUBARU OF AMERICA, INC.

22. Remove the nuts which hold the engine mount to the front crossmember.

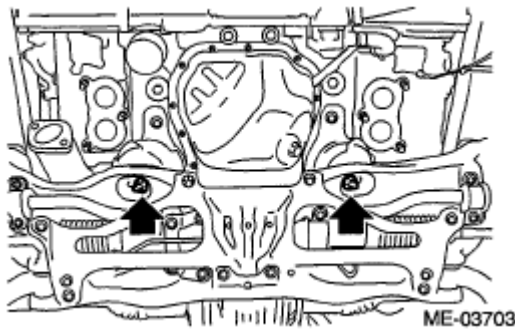


Fig. 36: Locating Front Crossmember Bolts
Courtesy of SUBARU OF AMERICA, INC.

23. Separate the torque converter clutch from drive plate.
1. Lower the vehicle.
 2. Remove the service hole plug.
 3. Remove the bolts which hold torque converter clutch to drive plate.
 4. Remove other bolts while rotating the crankshaft using socket wrench.

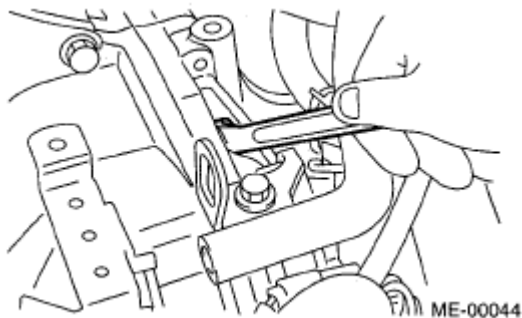


Fig. 37: Removing/Installing Torque Converter Bolts
Courtesy of SUBARU OF AMERICA, INC.

24. Remove the pitching stopper.

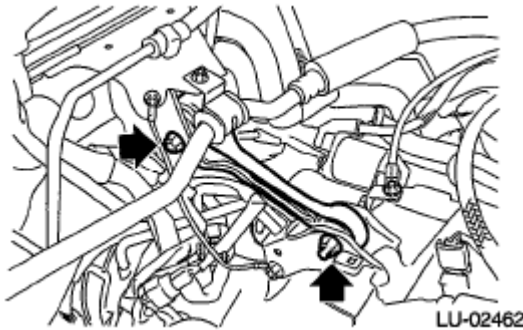
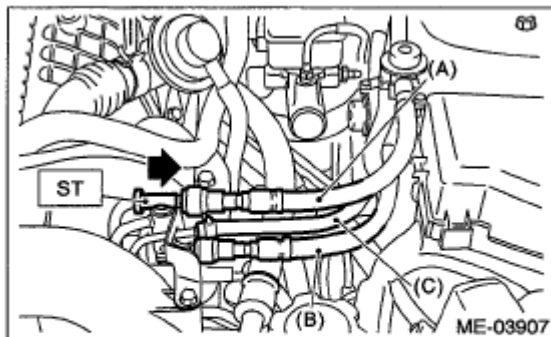


Fig. 38: Locating Pitching Stopper
Courtesy of SUBARU OF AMERICA, INC.

25. 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

Fig. 39: Locating Fuel Hoses And Evaporation Hose
Courtesy of SUBARU OF AMERICA, INC.

26. Disconnect the fuel return hose using the ST.

ST 18371AA000 CONNECTOR REMOVER

- CAUTION:**
- Be careful not to spill fuel.

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

1. Attach the ST to the fuel return pipe as shown in the figure.

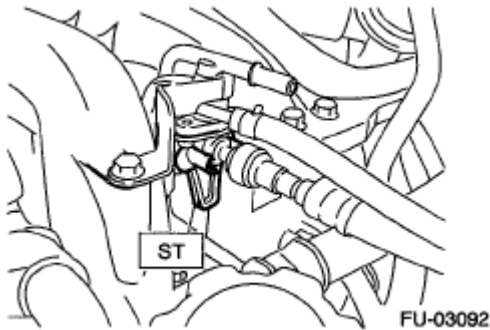


Fig. 40: Attaching ST To Fuel Return Pipe
Courtesy of SUBARU OF AMERICA, INC.

2. Insert the front side of ST into the quick connector.

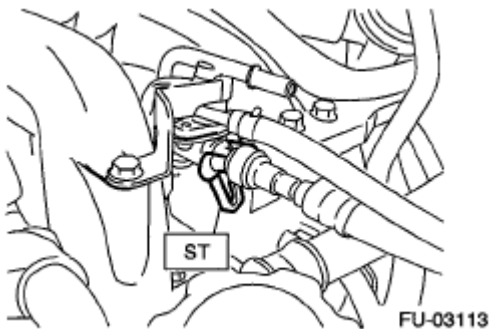


Fig. 41: Identifying ST 18371AA000 Connector Remover
Courtesy of SUBARU OF AMERICA, INC.

3. Insert the back side of ST into the quick connector and push ST in the direction of arrow mark to disconnect the fuel return hose.

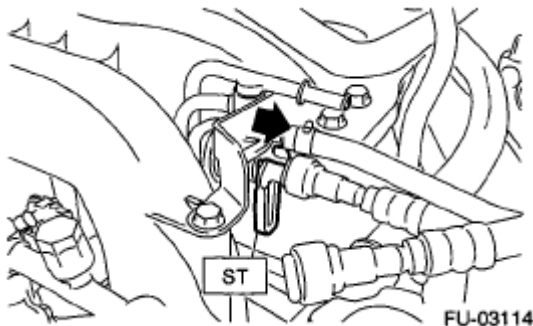


Fig. 42: Disconnecting Fuel Return Hose
Courtesy of SUBARU OF AMERICA, INC.

27. Remove the clip and disconnect the evaporation hose from the fuel pipe.

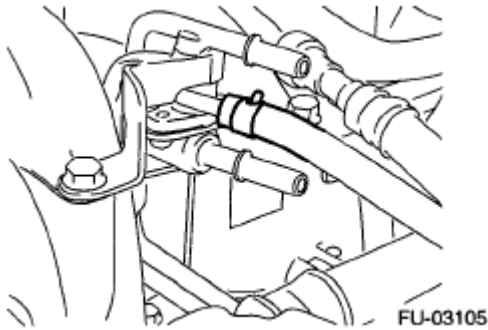


Fig. 43: Identifying Evaporation Hose
Courtesy of SUBARU OF AMERICA, INC.

28. Support the engine with a lifting device and wire ropes.

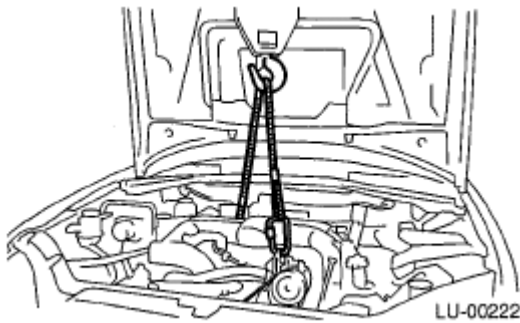
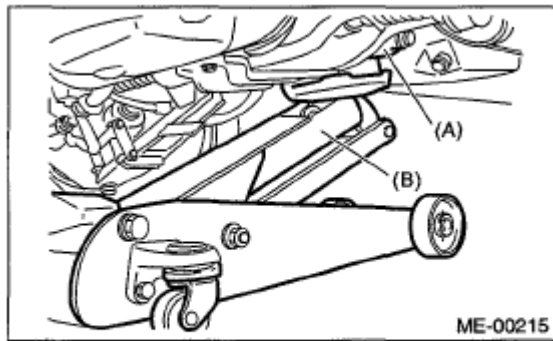


Fig. 44: Supporting Engine With Lifting Device And Wire Ropes
Courtesy of SUBARU OF AMERICA, INC.

29. Support the transmission with a garage jack.

CAUTION: Doing this is very important to prevent the transmission from lowering due to its own weight.



- (A) Transmission
- (B) Garage jack

Fig. 45: Identifying Transmission And Garage Jack
Courtesy of SUBARU OF AMERICA, INC.

30. Separation of engine and transmission.

CAUTION: Before removing the engine away from transmission, check to be sure no work has been overlooked.

1. Remove the starter. Refer to **REMOVAL**, Starter.
2. Set the ST to torque converter clutch case.

ST 498277200 STOPPER SET

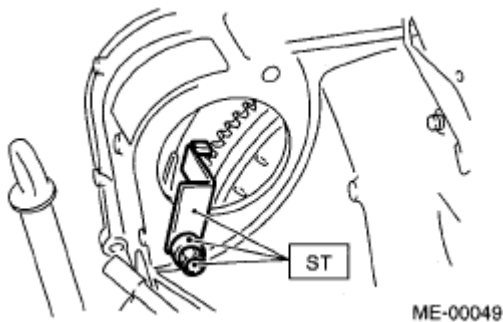


Fig. 46: Setting ST To Torque Converter Clutch Case
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the bolts which hold the upper side of the transmission to the engine.

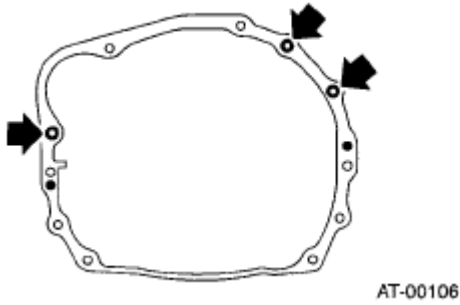


Fig. 47: Identifying Bolts Which Hold Right Upper Side Of Transmission To Engine
Courtesy of SUBARU OF AMERICA, INC.

31. Remove the engine from vehicle.
 1. Slightly raise the engine.
 2. Raise the transmission with garage jack.
 3. Slowly move the engine away from engine compartment.

NOTE: Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

32. Remove the engine mount from the engine.

INSTALLATION

1. Install the engine mount onto the engine.

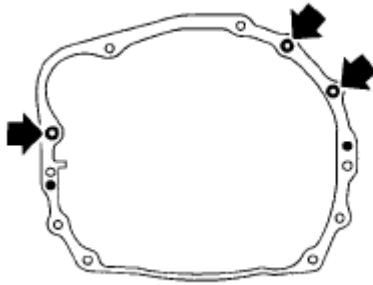
Tightening torque: 35 N.m (3.6 kgf-m, 25.8 ft-lb)

2. 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.

3. Tighten the bolts which hold upper side of transmission to engine.

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



AT-00106

Fig. 48: Identifying Bolts Which Hold Right Upper Side Of Transmission To Engine
Courtesy of SUBARU OF AMERICA, INC.

4. Remove the lifting device and wire ropes.

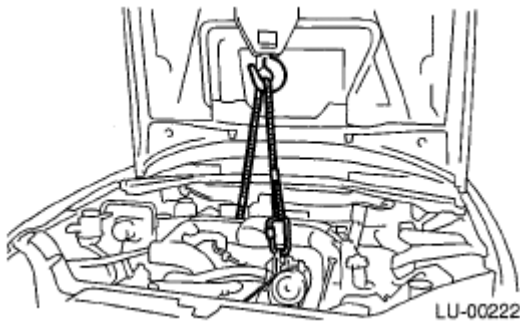


Fig. 49: Supporting Engine With Lifting Device And Wire Ropes
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the garage jack.
6. 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)

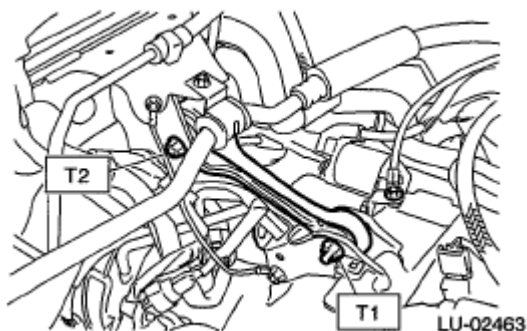


Fig. 50: Identifying Pitching Stopper

Courtesy of SUBARU OF AMERICA, INC.

7. Remove the ST from the torque converter clutch case.

NOTE: Be careful not to drop the ST into the torque converter clutch case when removing the ST.

ST 498277200 STOPPER SET

8. Install the starter. Refer to **INSTALLATION** , Starter.
9. Install the torque converter clutch to drive plate.
 1. Tighten the bolts which hold torque converter clutch to drive plate.
 2. Tighten other bolts while rotating the crankshaft using socket wrench.

NOTE: Be careful not to drop bolts into the torque converter clutch housing.

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

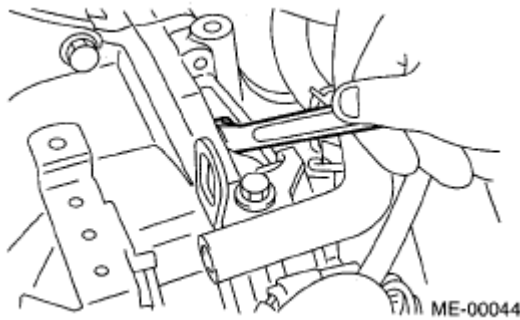


Fig. 51: Removing/Installing Torque Converter Bolts
Courtesy of SUBARU OF AMERICA, INC.

3. Fit the plug to service hole.
10. Install the power steering pump.
 1. Install the power steering pump.

Tightening torque:

Refer to "COMPONENT" of "Power Steering" for the tightening torque . Refer to COMPONENT , General Description.

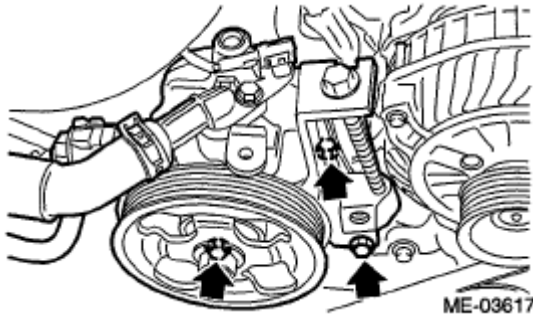


Fig. 52: Locating Power Steering Pump Bolts
Courtesy of SUBARU OF AMERICA, INC.

2. Connect the power steering pump switch connector.

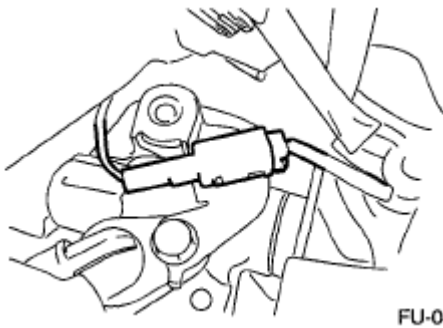


Fig. 53: Identifying Power Steering Pump Switch Connector
Courtesy of SUBARU OF AMERICA, INC.

3. Install and adjust the front side belt. Refer to **FRONT SIDE BELT**, INSTALLATION, V-belt.
11. Lift up the vehicle.
12. Tighten 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)

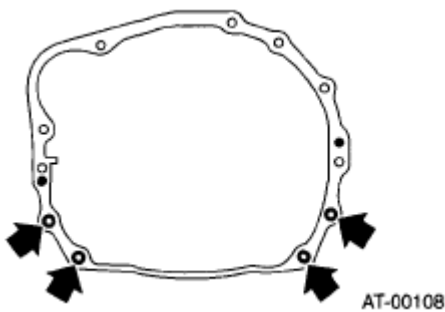


Fig. 54: Locating Gasket Lower Side Of Transmission To Engine
Courtesy of SUBARU OF AMERICA, INC.

13. Tighten the nuts which hold the engine mount to the crossmember.

NOTE: Make sure that the engine mount nuts (A) and locator (B) are securely installed.

Tightening torque: 85 N.m (8.7 kgf-m, 62.7 ft-lb)

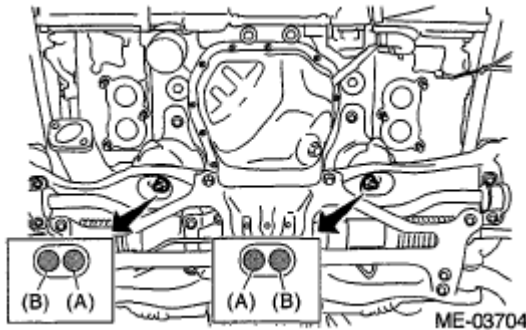


Fig. 55: Identifying Engine Mount Nuts And Locator
Courtesy of SUBARU OF AMERICA, INC.

14. Install the joint pipe and front exhaust pipe. Refer to **INSTALLATION** , Front Exhaust Pipe. Refer to **INSTALLATION** , Joint Pipe.
15. Attach the turbo charger. Refer to **INSTALLATION** , Turbocharger.
16. Install the center exhaust pipe. Refer to **INSTALLATION** , Center Exhaust Pipe.
17. Connect the ground cable.

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

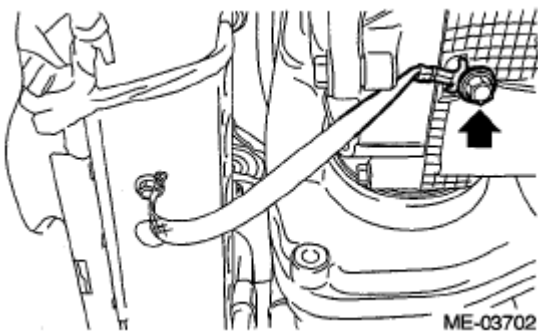


Fig. 56: Identifying Ground Cable On Engine Side
Courtesy of SUBARU OF AMERICA, INC.

18. Lower the vehicle.
19. Connect the following hoses.
 1. Fuel delivery hose, fuel return hose and evaporation hose
 2. Heater inlet and outlet hoses
 3. Brake booster vacuum hose
20. Connect the following connectors and terminals.

1. Engine harness connectors
2. Generator connector and terminal

Tightening torque: 15 N.m (1.5 kgf-m, 11.1 ft-lb)

3. A/C compressor connector
4. Secondary air pump connector
5. Install the intercooler. Refer to **INSTALLATION** , Intercooler.
21. Install the A/C pressure hoses. Refer to **INSTALLATION** , Hose and Pipe.
22. Install the radiator. Refer to **INSTALLATION** , Radiator.
23. Install the coolant filler tank. Refer to **INSTALLATION** , Coolant Filler Tank.
24. Install the air cleaner case and air intake duct. Refer to **INSTALLATION** , Air Cleaner Case. Refer to **INSTALLATION** , Air Intake Duct.
25. Install the battery to the vehicle, and connect the battery cables.
26. Fill engine coolant. Refer to **FILLING OF ENGINE COOLANT** , REPLACEMENT, Engine Coolant.
27. Charge the A/C system with refrigerant. Refer to **PROCEDURE** , Refrigerant Charging Procedure.
28. Check the ATF level and replenish it if necessary. Refer to **INSPECTION** , Automatic Transmission Fluid.
29. Install the collector cover.
30. Change the bolt mounting position from (B) to (A), and close the front hood.

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

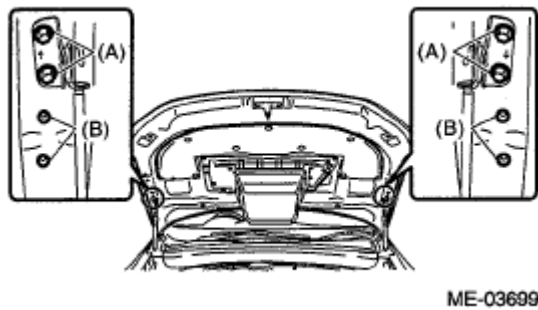


Fig. 57: Identifying Front Hood Bolts
Courtesy of SUBARU OF AMERICA, INC.

31. Lower the vehicle from the lift.

INSPECTION

1. Check that pipes, hoses, connectors and clamps are installed firmly.
2. Check that the engine coolant is at specified level.
3. Check that the ATF is at specified level.

4. Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

ENGINE MOUNTING

REMOVAL

1. Remove the engine unit. Refer to **REMOVAL**, Engine Assembly.
2. Remove the engine mounting from engine assembly.

INSTALLATION

Install in the reverse order of removal.

Tightening torque: 35 N.m (3.6 kgf-m, 25.8 ft-lb)

INSPECTION

Make sure that no crack or other damages do not exist.

PREPARATION FOR OVERHAUL

PROCEDURE

1. After removing the engine from body, secure it to ST in the following procedure.

ST1 498457000 ENGINE STAND ADAPTER RH

ST2 498457100 ENGINE STAND ADAPTER LH

ST3 499817100 ENGINE STAND

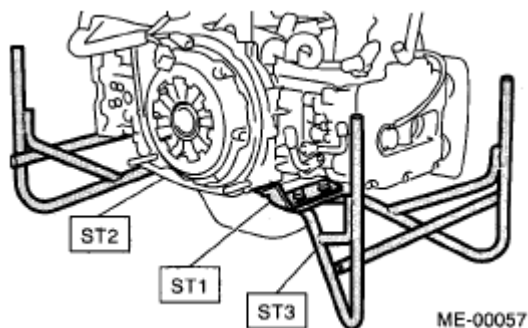


Fig. 58: Identifying Engine Stand Adapters And Engine Stand
Courtesy of SUBARU OF AMERICA, INC.

2. In this article 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 article, to conduct the particular procedure within the flow of a article, you need to go back and conduct the procedure described previously in order to do that particular procedure.

V-BELT

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part.

FRONT SIDE BELT

1. Remove the collector cover.
2. Remove the air intake duct (rear). Refer to **REMOVAL** , Air Intake Duct.
3. Remove the collector cover bracket.

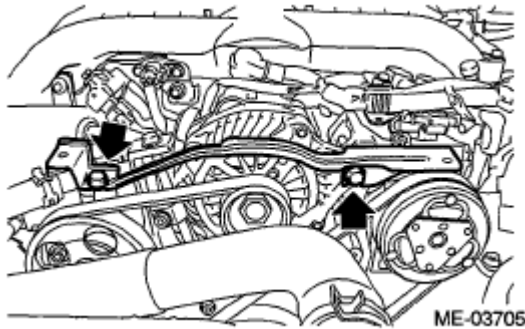


Fig. 59: Locating Collector Cover Bracket
Courtesy of SUBARU OF AMERICA, INC.

4. Loosen the bolt (A).
5. Loosen the slider bolt (B).
6. Remove the front side belt (C).

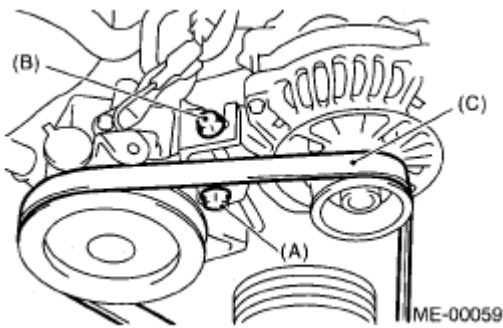


Fig. 60: Identifying Front Side Belt And Slider Bolt
Courtesy of SUBARU OF AMERICA, INC.

REAR SIDE BELT

1. Remove the front side belts. Refer to **FRONT SIDE BELT**, REMOVAL, V-belt.
2. Cut the rear side belt with a wire cutter, etc., and discard.

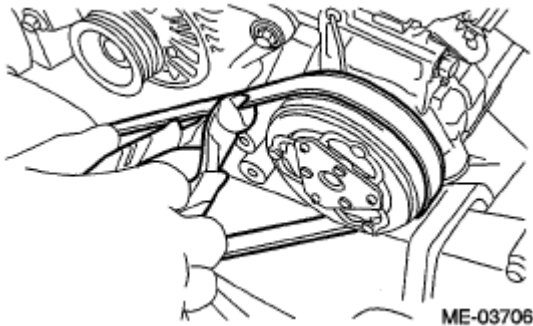


Fig. 61: Cutting Rear Side Belt
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION**FRONT SIDE BELT****CAUTION:**

- When reusing the front side belt, wipe off any sand or water with a cloth.
- Do not reuse the front side belt if there is any oil, grease or coolant on the belt.
- Be careful when touching the belt. If the end face of the belt is rubbed by hand, you may receive injury from bared wires.

1. Wipe off any sand, dust, oil or water from the pulley grooves with a cloth.
2. Install the front side belt (C), and adjust the slider bolt (B) so as to obtain the specified belt tension. Refer to **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)

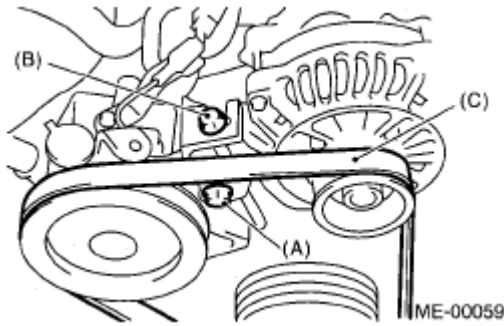


Fig. 62: Identifying Front Side Belt And Slider Bolt
Courtesy of SUBARU OF AMERICA, INC.

5. Install the collector cover bracket.

Tightening torque:

T1: 8.5 N.m (0.9 kgf-m, 6.3 ft-lb)

T2: 25 N.m (2.5 kgf-m, 18.4 ft-lb)

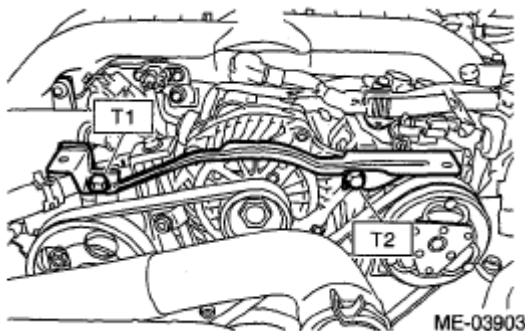


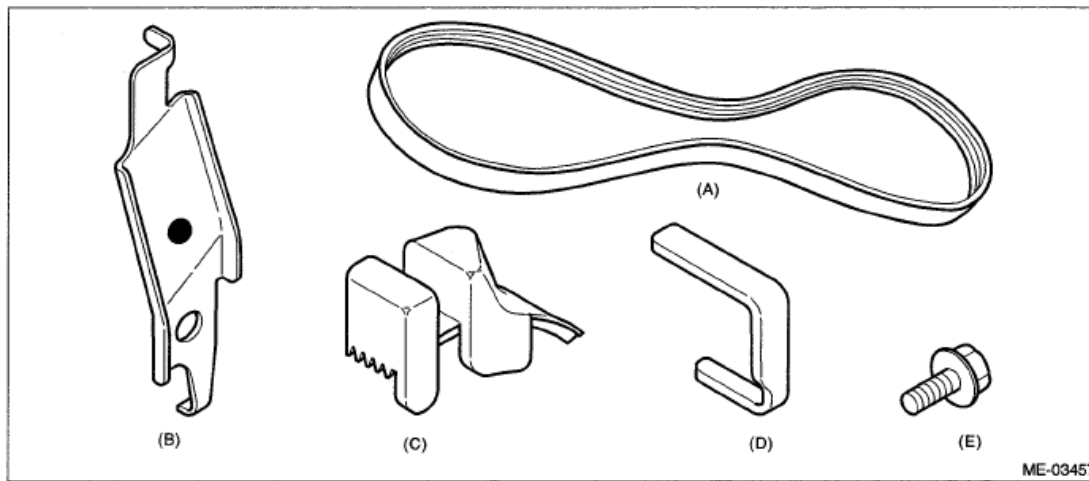
Fig. 63: Identifying Collector Cover Bracket
Courtesy of SUBARU OF AMERICA, INC.

6. Install the air intake duct (rear). Refer to **INSTALLATION** , Air Intake Duct.
7. Install the collector cover.

REAR SIDE BELT

CAUTION:

- Always use new rear side belt.
- Be careful that the new rear side belt does not come into contact with any oil, grease or coolant.
- Be careful when touching the belt. If the end face of the belt is rubbed by hand, you may receive injury from bared wires.
- When installing 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

Fig. 64: Identifying Rear Side Belt Components
Courtesy of SUBARU OF AMERICA, INC.

1. Wipe off any sand, dust, oil or water from the pulley grooves with a cloth.
2. Wipe off any oil, water, mud or rust attached to the front side of the crank pulley with a cloth.
3. Turn the crank pulley to the right slowly, until the crank pulley service hole near the top.

CAUTION: Never turn the crank pulley to the left.

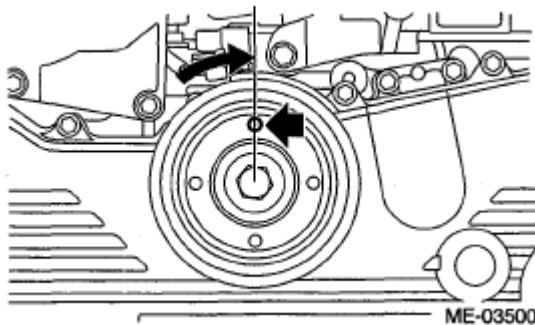


Fig. 65: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

4. Attach a new rear side belt on the A/C compressor belt.

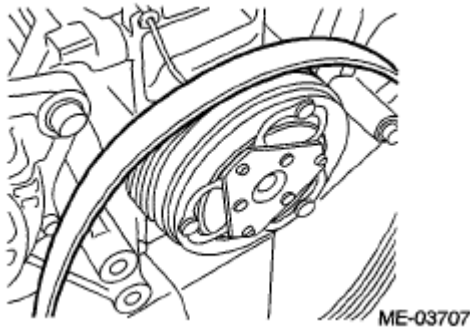


Fig. 66: Identifying Rear Side Belt On A/C Compressor Belt
Courtesy of SUBARU OF AMERICA, INC.

5. Insert the claw of the belt stopper (A) into the lower hole (B) on the compressor bracket as shown in the figure, and attach using bolt (C).

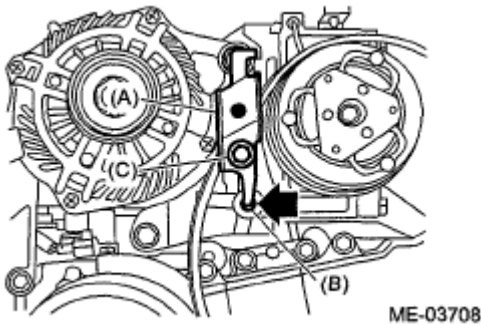


Fig. 67: Inserting Belt Stopper Into Lower Hole
Courtesy of SUBARU OF AMERICA, INC.

6. Mount the belt guide by matching to the belt line on the front side belt of the crank pulley.

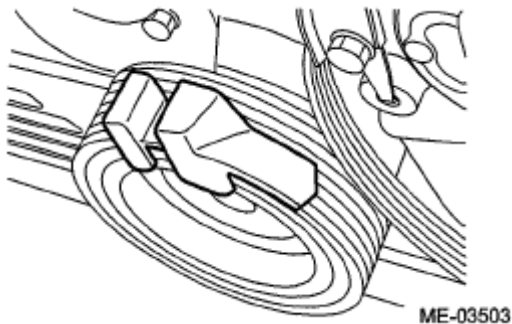


Fig. 68: Mounting Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

7. Insert the belt guide holder into the crank pulley service hole so as to clamp the belt guide.

NOTE: The longer side of the belt guide holder is the upper side.

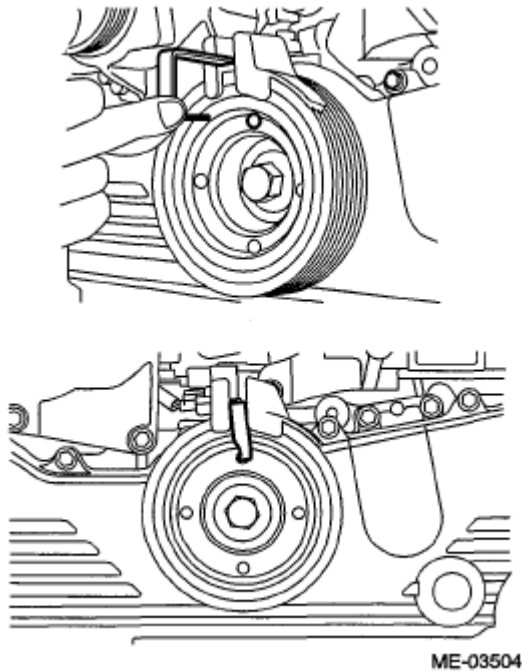


Fig. 69: Inserting Belt Guide Holder Into Crank Pulley Service Hole
Courtesy of SUBARU OF AMERICA, INC.

8. Turn the crank pulley slowly to the right, and set the belt guide at an approximately 45° position.

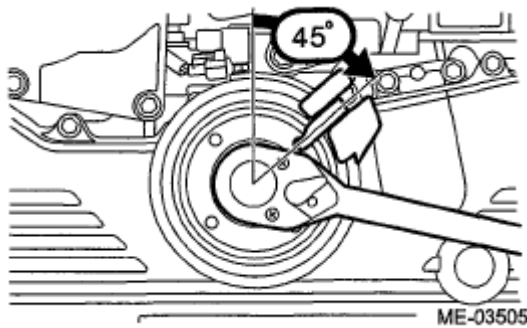


Fig. 70: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

9. Place the rib face of the rear side belt onto the grooves of the crank pulley, and sandwich the rear side belt with the belt guide holder.

CAUTION: If the rear side belt does not fit onto the groove of the crank pulley easily, pull out the belt guide holder halfway, then insert the rear side belt into the groove, and sandwich it with the belt guide holder.

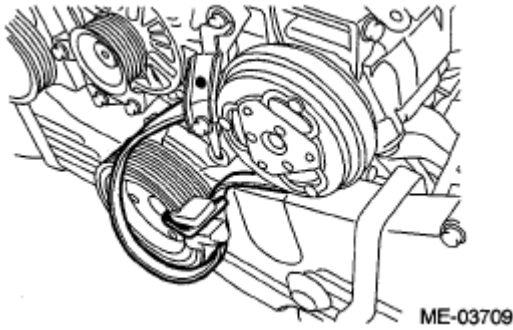


Fig. 71: Installing Rear Side Belt Into Groove
Courtesy of SUBARU OF AMERICA, INC.

10. Place the tool through the loop of the rear side belt, and set on the crank pulley belt.

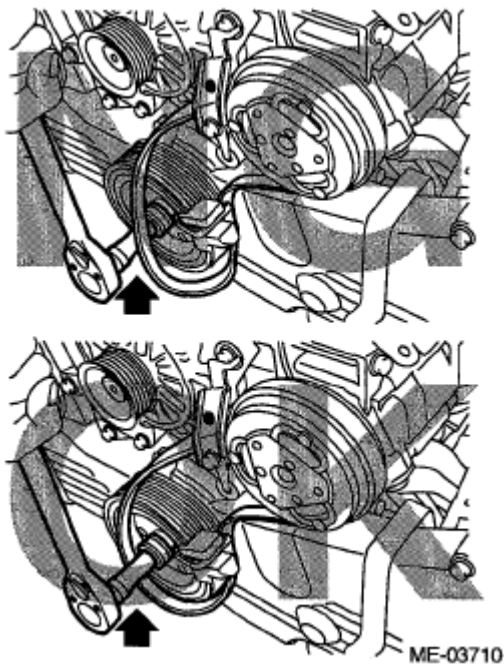
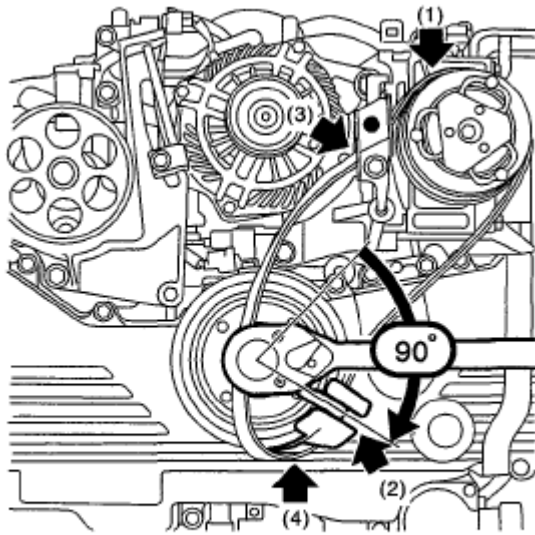


Fig. 72: Identifying Correct And Incorrect Position Of Crank Pulley Belt
Courtesy of SUBARU OF AMERICA, INC.

11. While checking for the following, turn the crank pulley slowly to the right by approximately 90° and set the belt guide to the position shown in the figure.

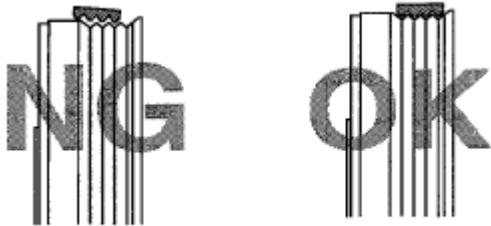
CAUTION: When rotating the crank pulley, be careful that the belt guide does not deviate from the groove of the crank pulley.



ME-03711

Fig. 73: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

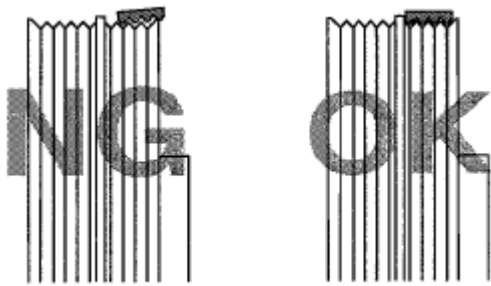
1. The ribs of the rear side belt are properly riding on the grooves of the A/C compressor pulley.



ME-03516

Fig. 74: Identifying Correct And Incorrect Position Of Rear Side Belt Ribs
Courtesy of SUBARU OF AMERICA, INC.

2. The ribs of the rear side belt are properly riding on the grooves of the crank pulley.



ME-03518

Fig. 75: Identifying Correct And Incorrect Position Of Rear Side Belt Ribs

Courtesy of SUBARU OF AMERICA, INC.

3. The surface of the rear side belt is being pressed by the belt stopper.

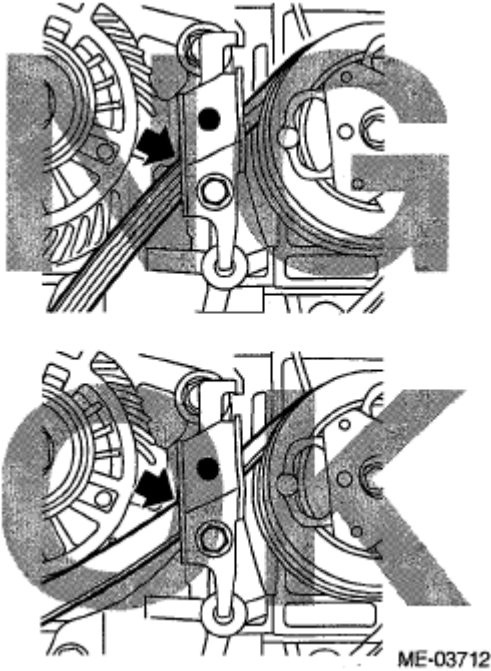


Fig. 76: Identifying Correct And Incorrect Position Of Belt Stopper
Courtesy of SUBARU OF AMERICA, INC.

4. The rear side belt is riding properly on the belt guide.

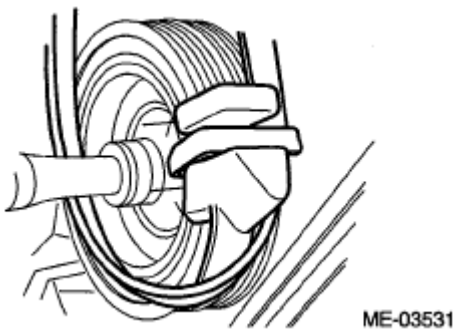
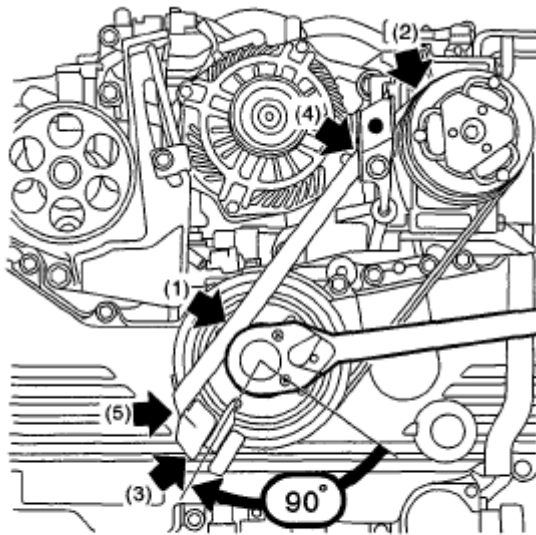


Fig. 77: Riding Rear Side Belt On Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

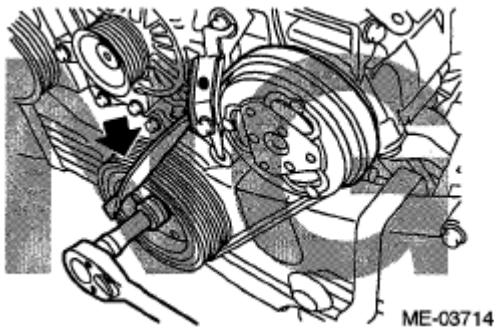
12. While checking for the following, turn the crank pulley slowly to the right by approximately 90° and set the belt guide to the position shown in the figure.



ME-03713

Fig. 78: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

1. The rear side belt is not twisted.



ME-03714

Fig. 79: Identifying Correct And Incorrect Position Of Rear Side Belt
Courtesy of SUBARU OF AMERICA, INC.

2. The ribs of the rear side belt are properly riding on the grooves of the A/C compressor pulley.



ME-03516

Fig. 80: Identifying Correct And Incorrect Position Of Rear Side Belt Ribs
Courtesy of SUBARU OF AMERICA, INC.

3. The ribs of the rear side belt are properly riding on the grooves of the crank pulley.

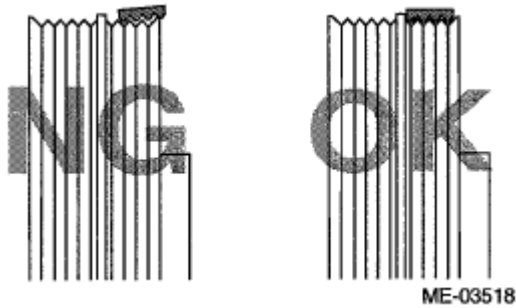


Fig. 81: Identifying Correct And Incorrect Position Of Rear Side Belt Ribs
Courtesy of SUBARU OF AMERICA, INC.

4. The surface of the rear side belt is being pressed by the belt stopper.

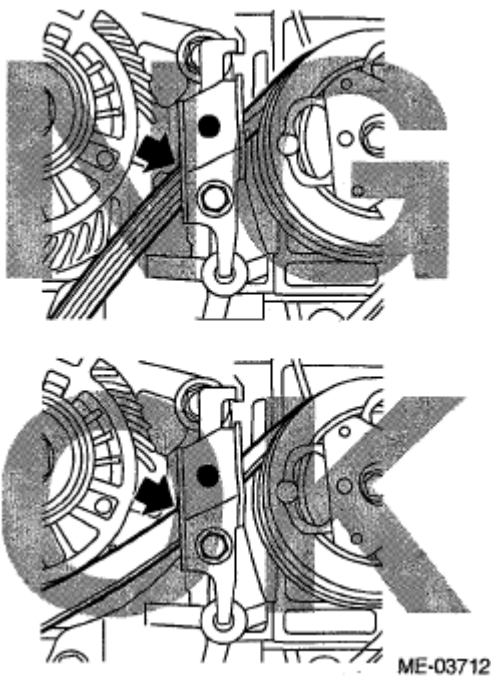


Fig. 82: Identifying Correct And Incorrect Position Of Belt Stopper
Courtesy of SUBARU OF AMERICA, INC.

5. The rear side belt is riding properly on the belt guide.

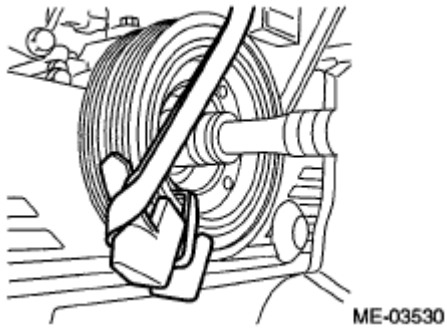


Fig. 83: Identifying Rear Side Belt Riding Properly On Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

13. Turn the crank pulley slowly to the right, and attach the rear side belt.

CAUTION: Because there is a possibility of damage to the rear side belt, and the belt guide holder falling off, care must be taken to make sure that the total of steps 8), 11), 12), and 13) does not exceed 330°.

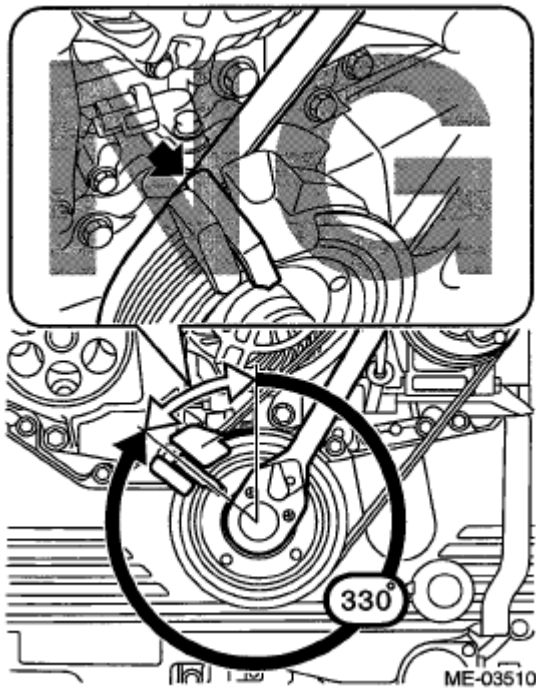


Fig. 84: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

14. Remove the belt guide and belt guide holder from the crank pulley.

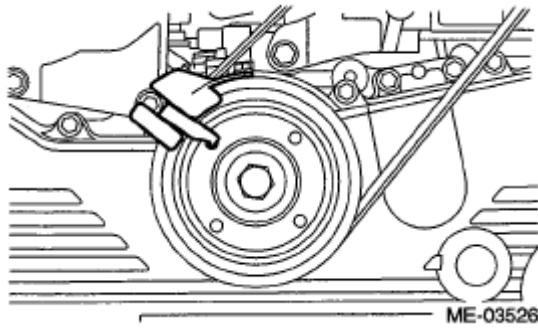


Fig. 85: Removing Belt Guide And Belt Guide Holder
Courtesy of SUBARU OF AMERICA, INC.

15. Remove the belt stopper from the compressor bracket.

CAUTION: Make sure to remove the belt stopper, as leaving it on can cause smoke, flames or belt breakage.

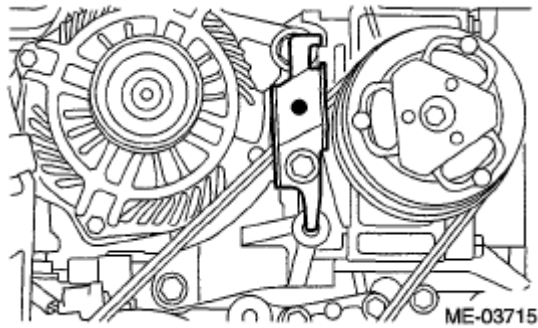


Fig. 86: Identifying Belt Stopper
Courtesy of SUBARU OF AMERICA, INC.

16. Make sure that the belt ribs are properly riding on the grooves of the pulleys, and turn the crank pulley slowly to the right twice to break in the rear side belt.

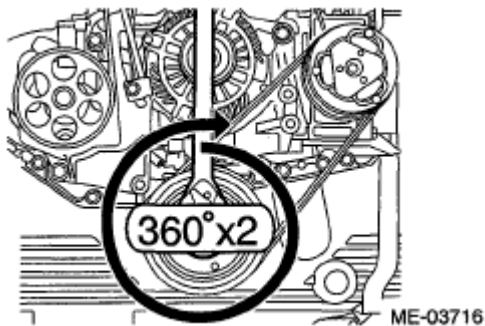


Fig. 87: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

17. Discard the provided tools (belt stopper, belt guide, belt guide holder, bolt).
18. Install the front side belt. Refer to **FRONT SIDE BELT**, INSTALLATION, V-belt.

INSPECTION

FRONT SIDE BELT

1. Replace the front side belt, if cracking, fraying or wear is found.
2. Check the front side belt tension and adjust it if necessary by adjusting the generator installing position.

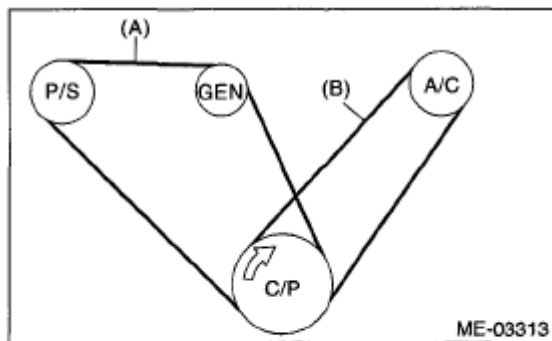
Front side belt tension (when using a belt tension gauge):

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
- P/S Power steering oil pump pulley
- A/C A/C compressor pulley

Fig. 88: Identifying Belts

Courtesy of SUBARU OF AMERICA, INC.

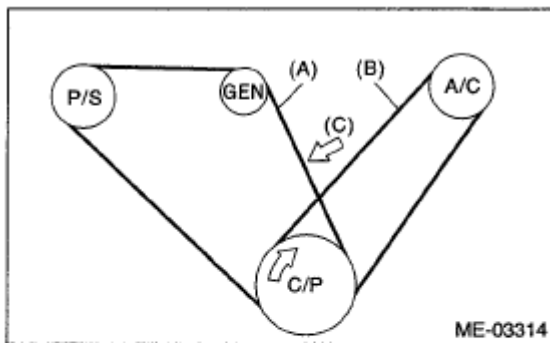
Front side belt tension (when not using a belt tension gauge):

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

P/S Power steering oil pump pulley

A/C A/C compressor pulley

Fig. 89: Identifying Belts

Courtesy of SUBARU OF AMERICA, INC.

REAR SIDE BELT

If cracks, fraying or wear is found, and when abnormal noise is produced, replace the rear side belt.

NOTE: Because the rear side belt is a stretch type belt, it is not necessary to check deflection and tension.

CRANK PULLEY

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part.

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Use the ST to lock the crank pulley, and remove the crank pulley bolts.

ST 499977400 CRANK PULLEY WRENCH

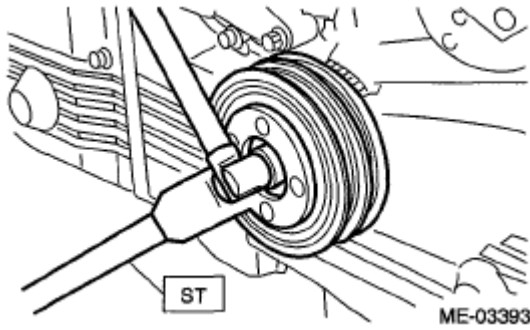


Fig. 90: Identifying Special Tool
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the crank pulley.

INSTALLATION

1. Install the crank pulley.
2. Use the ST to lock the crank pulley, and attach the crank pulley bolts.

ST 499977400 CRANK PULLEY WRENCH

1. Clean the crankshaft thread using compressed air.
2. Apply engine oil to the crank pulley bolt seat and thread.
3. Tighten the bolts temporarily with tightening torque of 44 N.m (4.5 kgf-m, 32.5 ft-lb).
4. Tighten the crank pulley bolts.

Tightening torque:

130 N.m (13.3 kgf-m, 95.9 ft-lb)

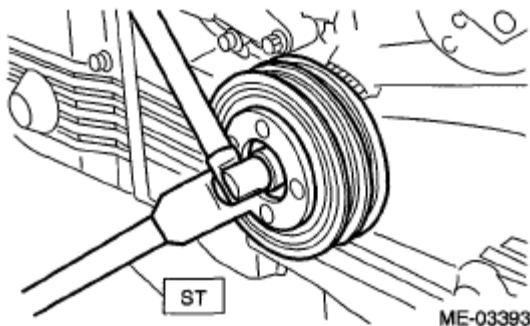


Fig. 91: Identifying Special Tool
Courtesy of SUBARU OF AMERICA, INC.

3. Check that the tightening angle of the crank pulley bolt is 45° or more. Perform the following procedure when less than 45°.

CAUTION: If the tightening angle of crank pulley bolt is less than 45°, the bolt is damaged. In this case, the bolt must be replaced.

1. Replace the crank pulley bolts and clean them.

Crank pulley bolt:

Part No. 12369AA011

2. Clean the crankshaft thread using compressed air.
3. Apply engine oil to the crank pulley bolt seat and thread.
4. Tighten the bolts temporarily with tightening torque of 44 N.m (4.5 kgf-m, 32.5 ft-lb).
5. Tighten the crank pulley bolts 45° to 60°.

NOTE: Conduct the tightening procedures by confirming the turning angle of crank pulley bolt referring to the gauge indicated on timing belt cover.

4. Install the V-belt. Refer to **INSTALLATION**, V-belt.

INSPECTION

1. Check the V-belt is not worn or otherwise damaged.
2. Check the tension of the front side belt. Refer to **INSPECTION**, V-belt.

TIMING BELT COVER

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part.

1. Remove the secondary air pump. Refer to **REMOVAL** , Secondary Air Pump.
2. Remove the V-belts. Refer to **REMOVAL**, V-belt.
3. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
4. Remove the timing belt cover LH (A).
5. Remove the timing belt cover RH (B).
6. Remove the front timing belt cover (C).

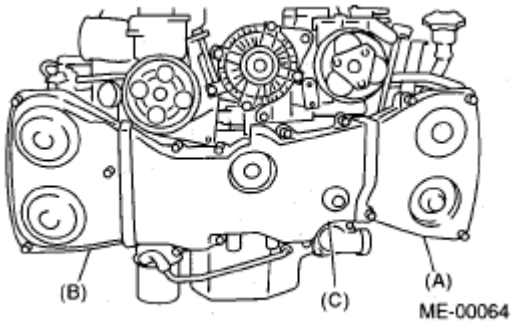


Fig. 92: Identifying Timing Belt Covers
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the front timing belt cover (C).

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

2. Install the timing belt cover RH (B).

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

3. Install the timing belt cover LH (A).

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

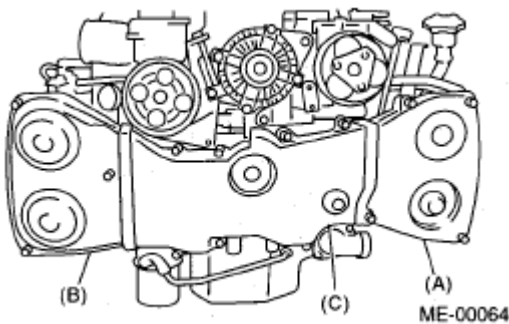


Fig. 93: Identifying Timing Belt Covers
Courtesy of SUBARU OF AMERICA, INC.

4. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
5. Install the V-belts. Refer to **INSTALLATION**, V-belt.
6. Install the secondary air pump. Refer to **INSTALLATION**, Secondary Air Pump.

INSPECTION

Check the timing belt cover for damage.

TIMING BELT

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part. For operation procedures, refer to "Timing Belt" in the PM article. Refer to **TIMING BELT** .

TIMING BELT

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
3. Remove the timing belt cover. Refer to **REMOVAL**, Timing Belt Cover.
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 notches of the timing belt cover and cylinder block.

ST 499987500 CRANKSHAFT SOCKET

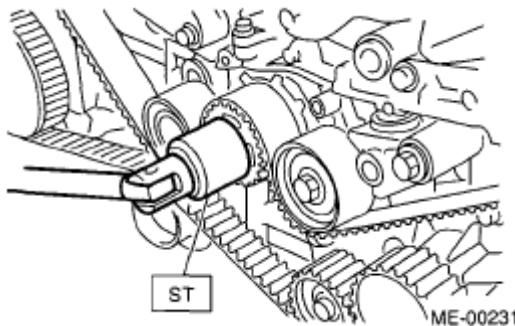


Fig. 94: Turning Crankshaft
Courtesy of SUBARU OF AMERICA, INC.

2. Using white paint, put an alignment mark or an arrow mark on timing belts in relation to the crank sprocket and cam sprockets.

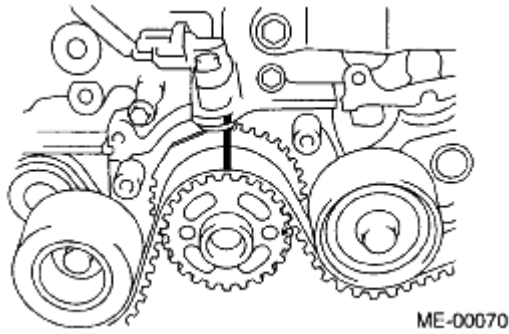


Fig. 95: Identifying Alignment Mark On Timing Belts
Courtesy of SUBARU OF AMERICA, INC.

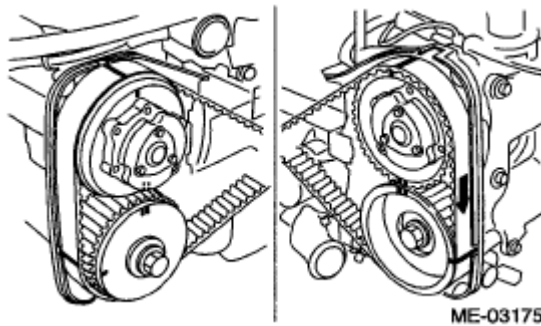


Fig. 96: Identifying Timing Belts Rotation Direction
Courtesy of SUBARU OF AMERICA, INC.

Z_1 : 54.5 teeth

Z_2 : 51 teeth

Z_3 : 28 teeth

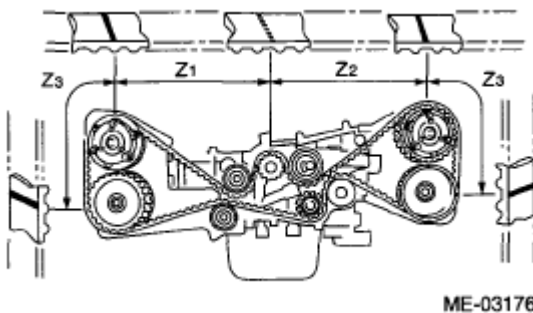


Fig. 97: Identifying Timing Belt Teeth
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the belt idler (A).

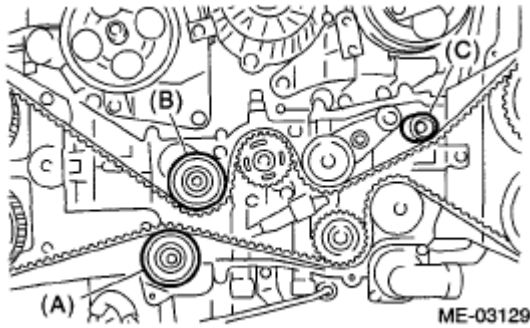


Fig. 98: Identifying Belt Idler

Courtesy of SUBARU OF AMERICA, INC.

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.

AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER

1. Remove the belt idler (B) and (C).

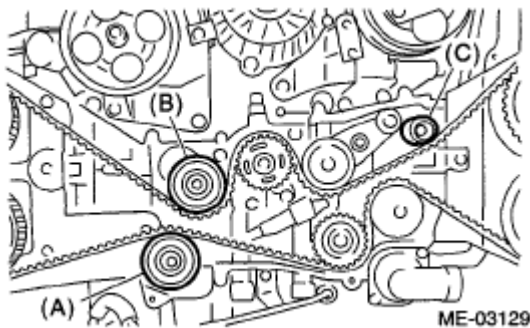


Fig. 99: Identifying Belt Idler

Courtesy of SUBARU OF AMERICA, INC.

2. Remove the belt idler No. 2.

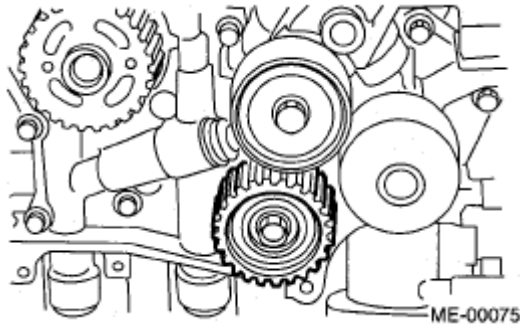


Fig. 100: Identifying Belt Idler No. 2
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the automatic belt tension adjuster assembly.

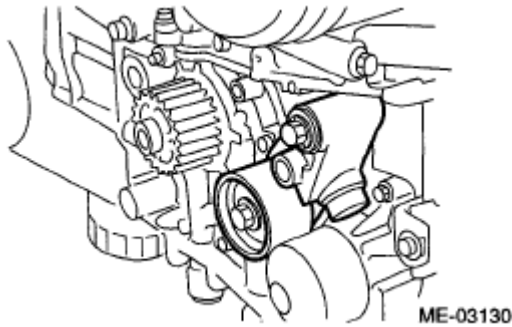


Fig. 101: Identifying Automatic Belt Tension Adjuster Assembly
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

AUTOMATIC BELT TENSION ADJUSTER 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 lb) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.

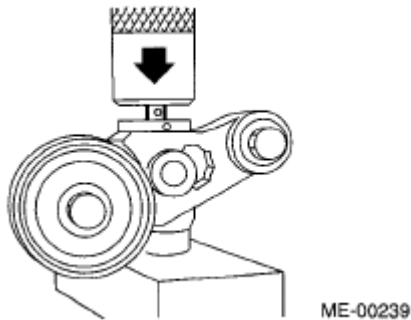


Fig. 102: Pushing Adjuster Rod
Courtesy of SUBARU OF AMERICA, INC.

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.

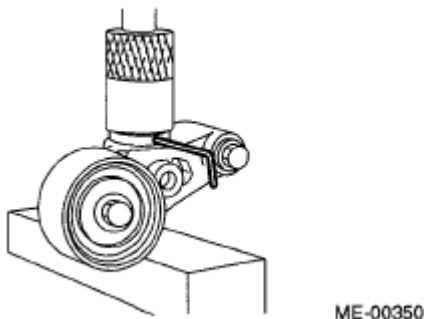
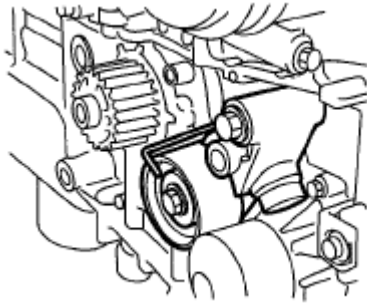


Fig. 103: Inserting Stopper Pin Hole In Cylinder
Courtesy of SUBARU OF AMERICA, INC.

2. Install the automatic belt tension adjuster assembly.

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

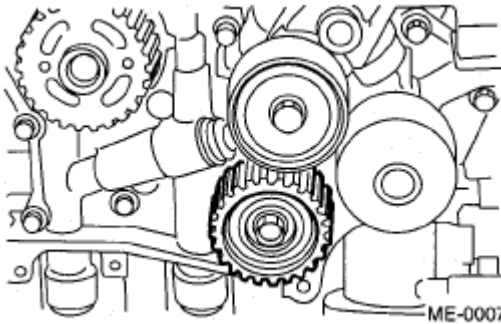


ME-03131

Fig. 104: Identifying Automatic Belt Tension Adjuster Assembly
Courtesy of SUBARU OF AMERICA, INC.

3. Install the belt idler No. 2.

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

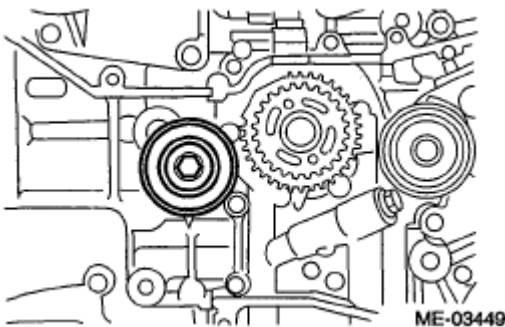


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Fig. 105: Identifying Belt Idler No. 2
Courtesy of SUBARU OF AMERICA, INC.

4. Install the belt idlers.

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



ME-03449

Fig. 106: Identifying Belt Idlers
Courtesy of SUBARU OF AMERICA, INC.

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

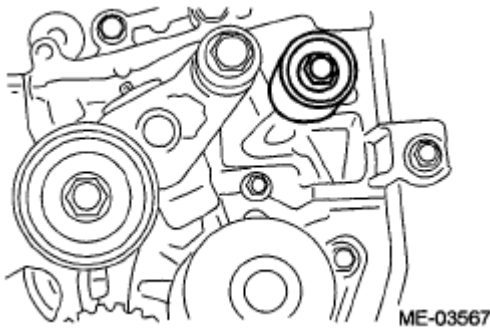


Fig. 107: Identifying Belt Idlers

Courtesy of SUBARU OF AMERICA, INC.

TIMING BELT

1. Prepare for installation of the automatic belt tension adjuster assembly. Refer to **AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION**, Timing Belt.
2. Align the mark (A) on crank sprocket with the mark on oil pump cover at cylinder block.

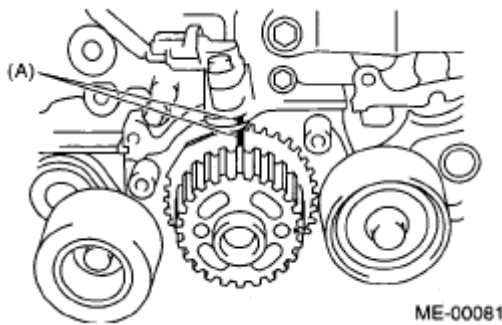


Fig. 108: Identifying Mark On Oil Pump Cover

Courtesy of SUBARU OF AMERICA, INC.

3. Align the single line mark (A) on the exhaust cam sprocket RH with notch (B) on the timing belt cover.

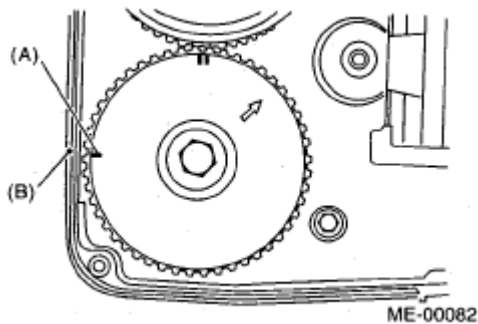


Fig. 109: Aligning Single Line Mark On Exhaust Cam Sprocket

Courtesy of SUBARU OF AMERICA, INC.

4. Align the single line mark (A) on the intake cam sprocket RH with notch (B) on the timing belt cover. Make sure that the double lines (C) on the intake and exhaust camshaft sprockets are aligned.

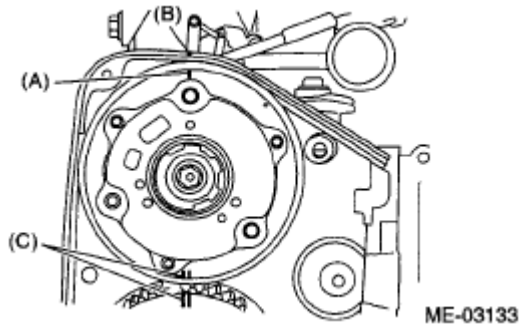


Fig. 110: Aligning Single Line Mark On Intake Cam Sprocket
 Courtesy of SUBARU OF AMERICA, INC.

5. Align the single line mark (A) on exhaust cam sprocket LH with notch (B) on the timing belt cover by turning the sprocket counterclockwise (as viewed from front of engine).

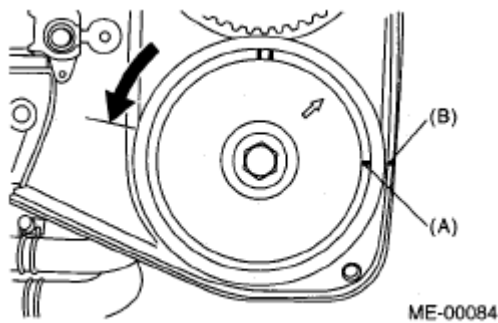


Fig. 111: Aligning Single Line Mark On Exhaust Cam Sprocket
 Courtesy of SUBARU OF AMERICA, INC.

6. Align the single line mark (A) on intake cam sprocket LH with notch (B) 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 camshaft sprockets are aligned.

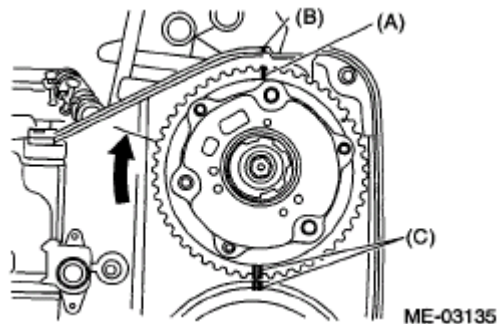


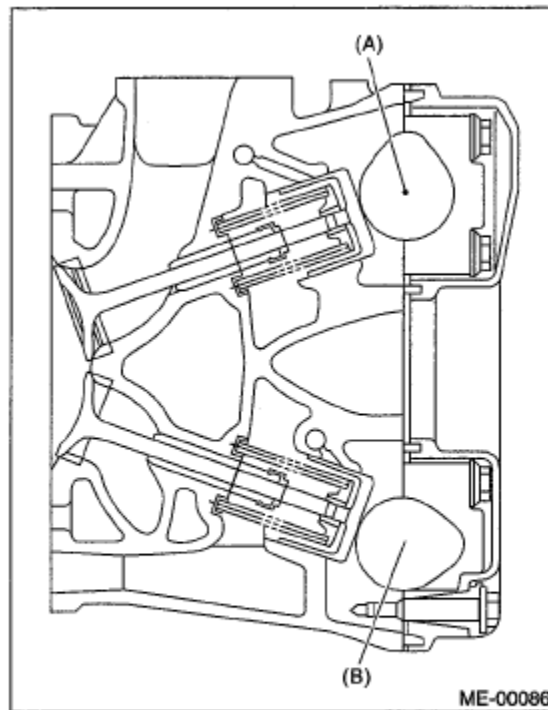
Fig. 112: Aligning Single Line Mark On Intake Cam Sprocket

Courtesy of SUBARU OF AMERICA, INC.

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, the valve heads will interfere with each other, resulting in bent valves.



(A) Intake camshaft

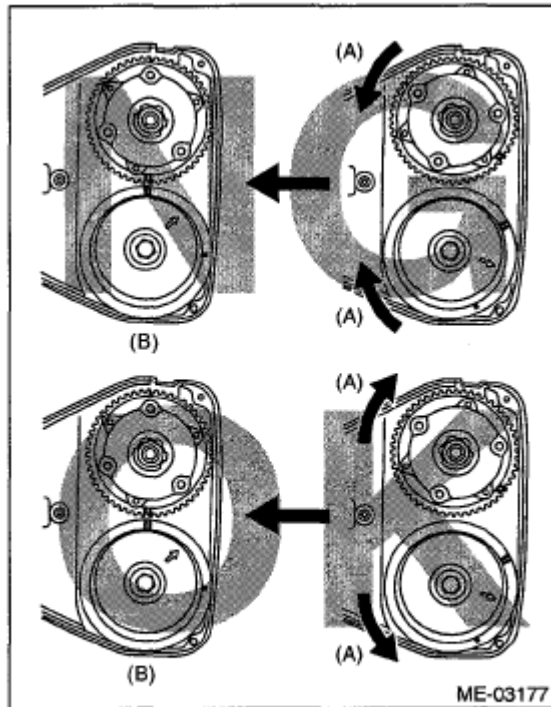
(B) Exhaust camshaft

Fig. 113: Identifying Intake Cam Shaft And Exhaust Camshaft
Courtesy of SUBARU OF AMERICA, INC.

- 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 by the smallest possible angle

from zero-lift position to where the timing belt can be installed, in order to prevent mutual interference of intake and exhaust valve heads.

- 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 heads.



- (A) Direction of rotation
(B) Timing belt installation position

Fig. 114: Identifying Correct And Incorrect Position Of Belt
Courtesy of SUBARU OF AMERICA, INC.

8. Install the timing belt.

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.

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.

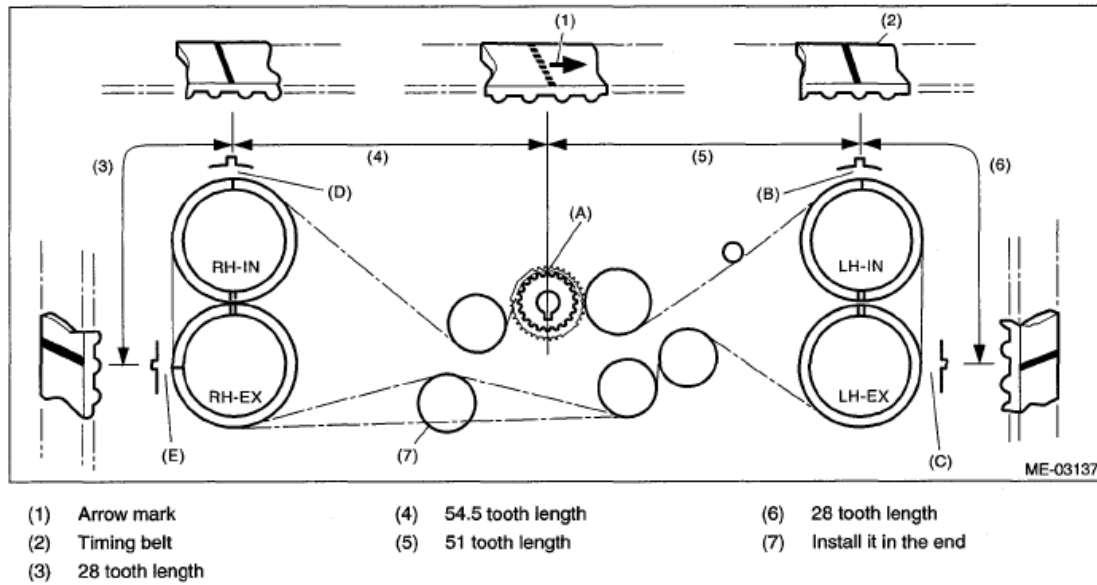


Fig. 115: Identifying Timing Belt Correct And Incorrect Position
 Courtesy of SUBARU OF AMERICA, INC.

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.

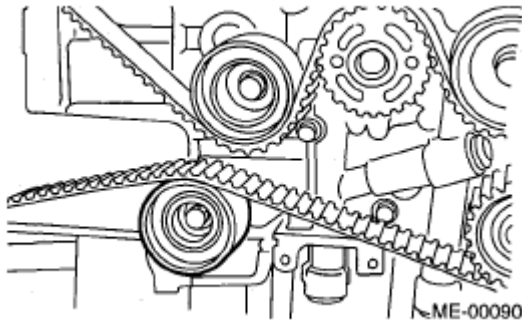


Fig. 116: Identifying Marks On Timing Belt
 Courtesy of SUBARU OF AMERICA, INC.

10. After ensuring that the marks on the timing belt and sprockets are aligned, remove the stopper pin from tensioner adjuster.

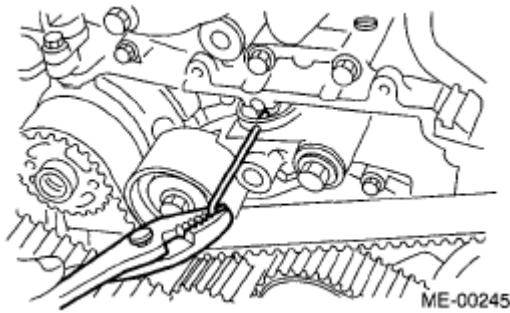


Fig. 117: Removing Stopper Pin Of Tensioner Adjuster
Courtesy of SUBARU OF AMERICA, INC.

11. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
12. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
13. Install the V-belts. Refer to **INSTALLATION**, V-belt.

INSPECTION

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

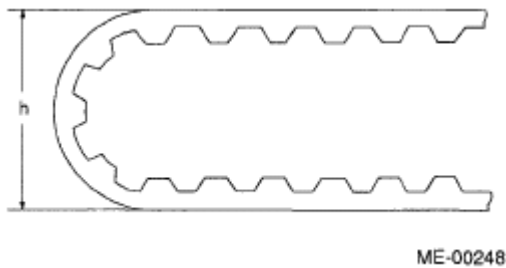


Fig. 118: Identifying Timing Belt Height
Courtesy of SUBARU OF AMERICA, INC.

AUTOMATIC BELT TENSION ADJUSTER

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 on the oil seal of the rod 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. In this check, it is possible to check the stiffness of the adjuster rod.
3. If the adjuster rod is not stiff 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. 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 rod protrusion "H" from the end surface of body. If it is not within the specified range, replace with a new part.

Amount of rod protrusion H: 5.2 - 6.2 mm (0.205 - 0.244 in)

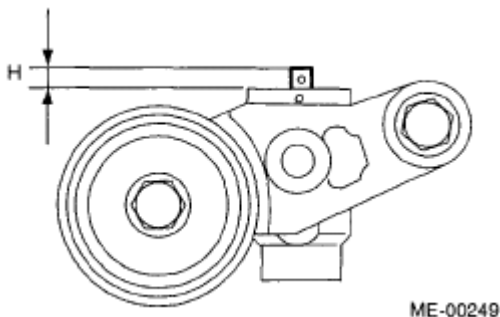


Fig. 119: Identifying Rod Protrusion Height
Courtesy of SUBARU OF AMERICA, INC.

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.

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**REMOVAL**

NOTE: Perform the work with the engine installed to body when replacing a single part.

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
3. Remove the timing belt cover. Refer to **REMOVAL**, Timing Belt Cover.
4. Remove the timing belt. Refer to **REMOVAL**, Timing Belt.
5. Remove the actuator cover of the intake cam sprocket.
6. Fasten the cam sprocket and remove from the cam shaft using ST.

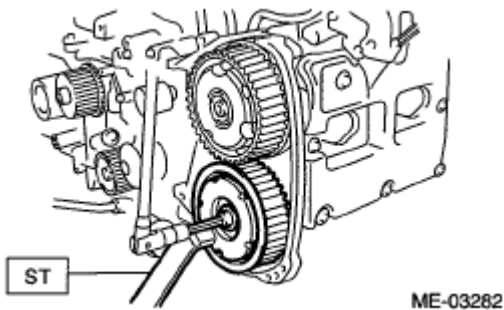
ST 499207400 CAM SPROCKET WRENCH

Fig. 120: Removing Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

ST 499977500 CAM SPROCKET WRENCH

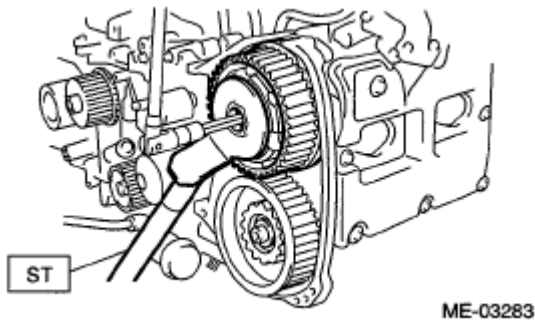


Fig. 121: Removing Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Fasten the cam sprocket and install to the cam shaft using ST.

NOTE: Do not confuse cam sprockets (LH) and (RH) during installation.

ST 499207400 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° .

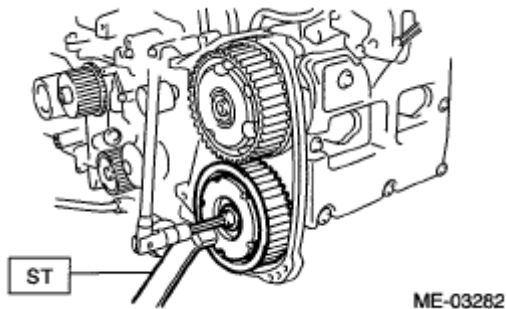


Fig. 122: Removing Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

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° .

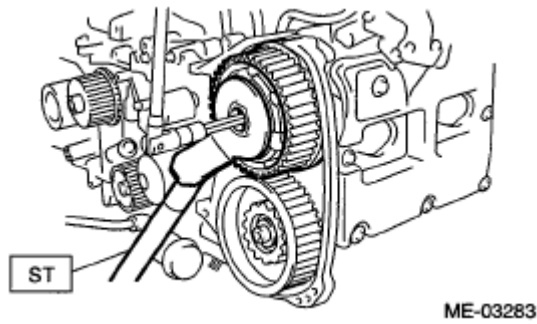


Fig. 123: Removing Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

2. Attach the actuator cover of the intake cam sprocket.

NOTE: Use new O-rings.

Tightening torque: 3.4 N.m (0.3 kgf-m, 2.5 ft-lb)

3. Install the timing belt. Refer to **INSTALLATION**, Timing Belt.
4. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
5. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
6. Install the V-belts. Refer to **INSTALLATION**, V-belt.

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.

CRANK SPROCKET

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part.

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
3. Remove the timing belt cover. Refer to **REMOVAL**, Timing Belt Cover.
4. Remove the timing belt. Refer to **REMOVAL**, Timing Belt.
5. Remove the crank sprocket.

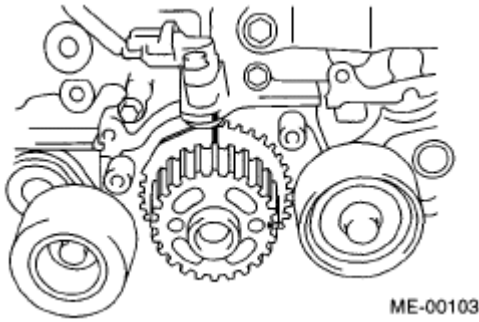


Fig. 124: Identifying Crank Pulley Timing Mark
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the crank sprocket.

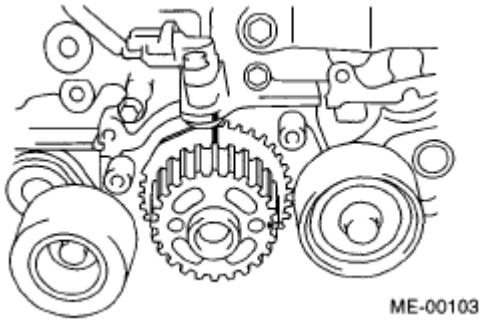


Fig. 125: Identifying Crank Pulley Timing Mark
Courtesy of SUBARU OF AMERICA, INC.

2. Install the timing belt. Refer to **INSTALLATION**, Timing Belt.
3. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
4. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
5. Install the V-belts. Refer to **INSTALLATION**, V-belt.

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

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part.

Refer to "Valve Clearance" for preparation. Refer to INSPECTION, Valve Clearance.

1. Remove the V-belts. Refer to REMOVAL, V-belt.
2. Remove the crank pulley. Refer to REMOVAL, Crank Pulley.
3. Remove the timing belt cover. Refer to REMOVAL, Timing Belt Cover.
4. Remove the timing belt. Refer to REMOVAL, Timing Belt.
5. Remove the cam sprocket. Refer to REMOVAL, Cam Sprocket.
6. Disconnect the oil flow control solenoid valve connector.

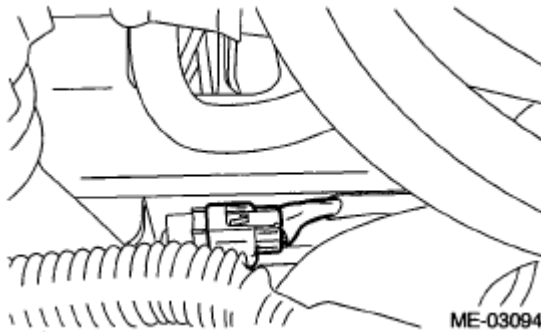


Fig. 126: Identifying Oil Flow Control Solenoid Valve Connector
Courtesy of SUBARU OF AMERICA, INC.

7. Remove the timing belt cover No. 2 LH.

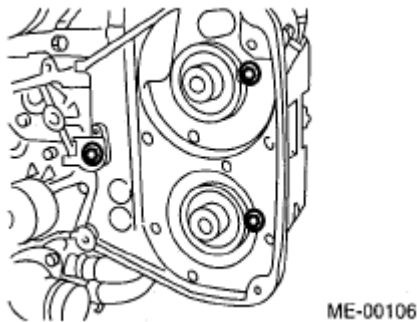


Fig. 127: Identifying Timing Belt Cover No. 2 LH
Courtesy of SUBARU OF AMERICA, INC.

8. Remove the timing belt cover No. 2 RH.

NOTE: Do not damage or lose the seal rubber when removing the timing belt covers.

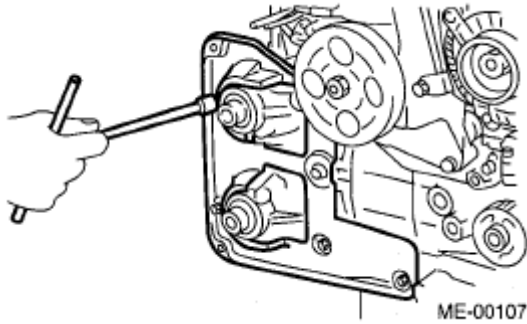


Fig. 128: Removing Timing Belt Cover No. 2 RH
Courtesy of SUBARU OF AMERICA, INC.

9. Remove the tensioner bracket.

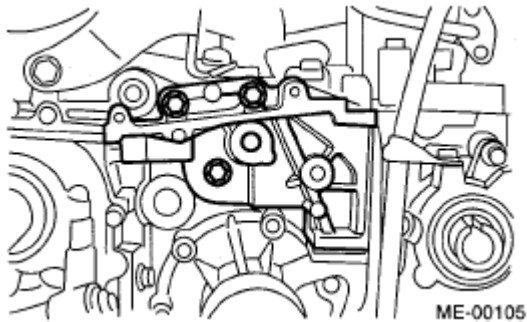


Fig. 129: Identifying Tensioner Bracket
Courtesy of SUBARU OF AMERICA, INC.

10. Remove the ignition coil. Refer to **REMOVAL**, Ignition Coil.
11. Disconnect the PCV hose from the rocker cover.

NOTE: For the PCV hose affixed with the clamp, fit the depression in the ST with the protrusion of the clamp as shown in the figure below, unlock the clamp and disconnect.

ST 18353AA000 CLAMP PLIERS

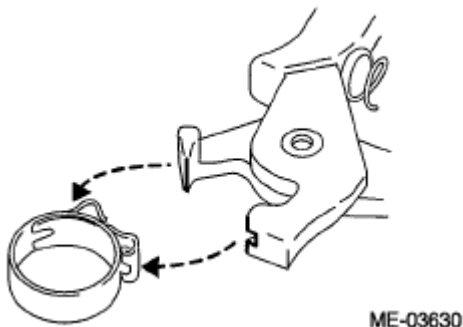
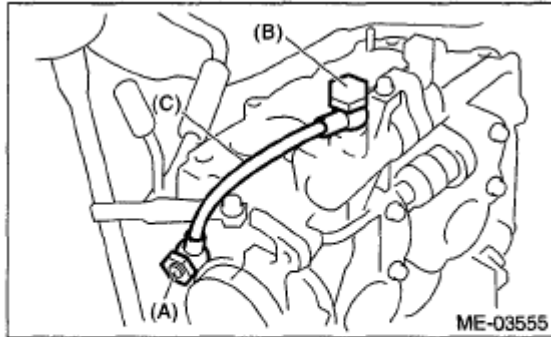


Fig. 130: Identifying PCV Hose Clamp

Courtesy of SUBARU OF AMERICA, INC.

12. Remove the rocker cover and gasket.
13. Remove the oil pipe.



- (A) Union screw with filter (with protrusion)
- (B) Union screw without filter (without protrusion)
- (C) Oil pipe

Fig. 131: Identifying Oil Pipe

Courtesy of SUBARU OF AMERICA, INC.

14. Loosen the front camshaft cap upper area and intake camshaft cap bolts equally, a little at a time in alphabetical order as shown in the figure.

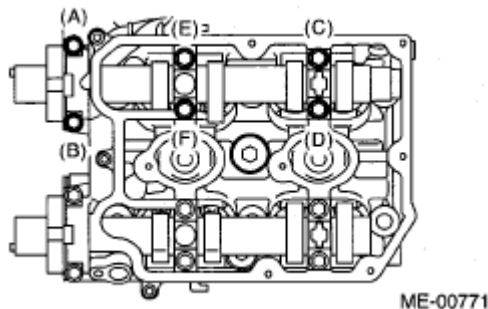


Fig. 132: Identifying Front Camshaft Cap Upper

Courtesy of SUBARU OF AMERICA, INC.

15. Loosen the front camshaft cap lower area and exhaust camshaft cap bolts equally, a little at a time in alphabetical order as shown in the figure.

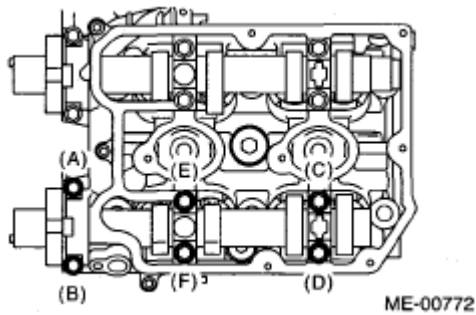


Fig. 133: Identifying Exhaust Camshaft Cap Bolts Loosen Sequence
Courtesy of SUBARU OF AMERICA, INC.

16. Remove the front camshaft cap.
17. Remove the intake camshaft caps and intake camshaft.
18. Remove the exhaust camshaft caps and exhaust camshaft.

NOTE: Arrange camshaft caps in order so that they can be installed in their original positions.

19. Remove the oil seal.

NOTE: Do not scratch the journal surface when removing the oil seal.

20. Similarly, remove the camshaft RH and related parts.

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:

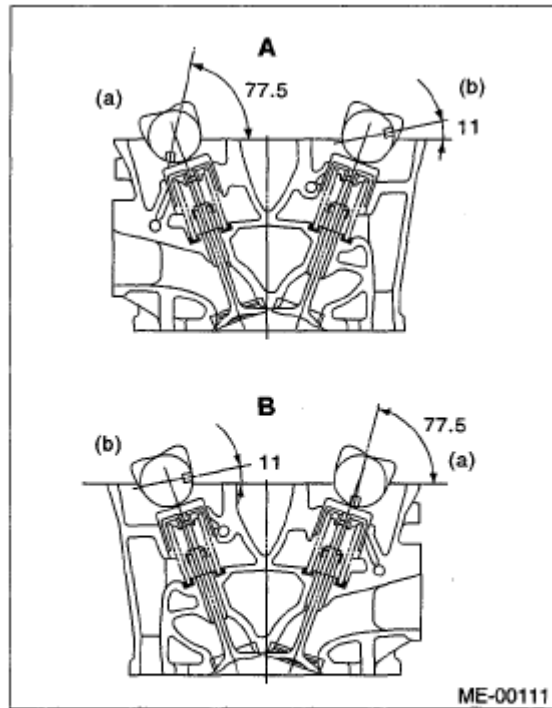
- Set the camshaft to the position shown in the figure.
- When set at the position shown in the figure, it is not necessary to rotate camshaft RH when installing the timing belt, but it is necessary to rotate camshaft LH slightly.

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

Fig. 134: Setting Camshaft Position
 Courtesy of SUBARU OF AMERICA, INC.

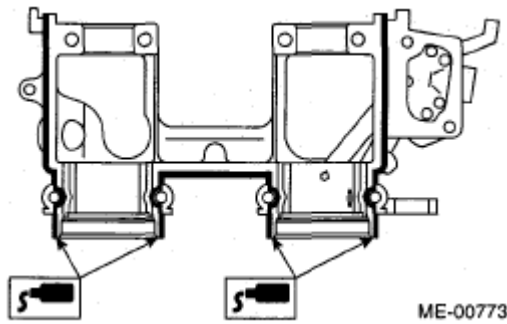
2. Install the camshaft cap.
 1. Apply small amount of liquid gasket to the mating surface of cap.

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



ME-00773

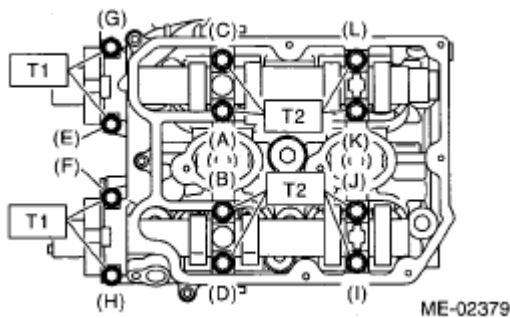
Fig. 135: Applying Small Amount Of Liquid Gasket To Mating Surface Of Cap
 Courtesy of SUBARU OF AMERICA, INC.

2. Apply a thin coat of engine oil to the cap journal surface, and install the camshaft cap to the camshaft.
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)



ME-02379

Fig. 136: Identifying Camshaft Bolts Tightening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

4. After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at base circle.
3. Apply a coat of engine oil to the camshaft oil seal periphery and oil seal lips, then 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

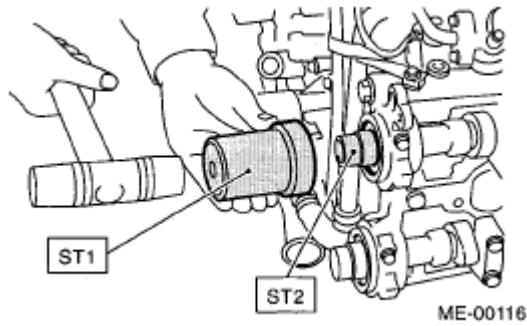
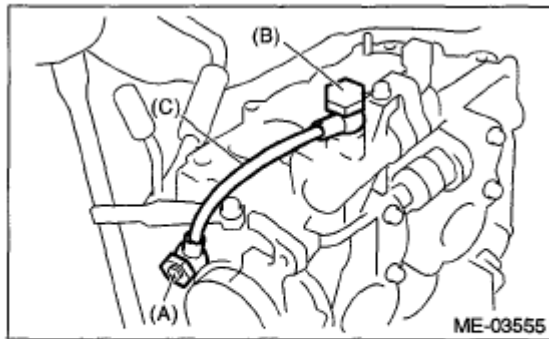


Fig. 137: Identifying Oil Seal Installer And Oil Seal Guide
Courtesy of SUBARU OF AMERICA, INC.

4. Install the oil pipe.

NOTE: Make sure not to mix up the union screws with filter and without filter as their installation positions are different.

Tightening torque: 29 N.m (3.0 kgf-m, 21.4 ft-lb)



- (A) Union screw with filter (with protrusion)
- (B) Union screw without filter (without protrusion)
- (C) Oil pipe

Fig. 138: Identifying Oil Pipe
Courtesy of SUBARU OF AMERICA, INC.

5. Similarly, install the parts on right-hand side.
6. Install the tensioner bracket.

Tightening torque: 24.5 N.m (2.5 kgf-m, 18.1 ft-lb)

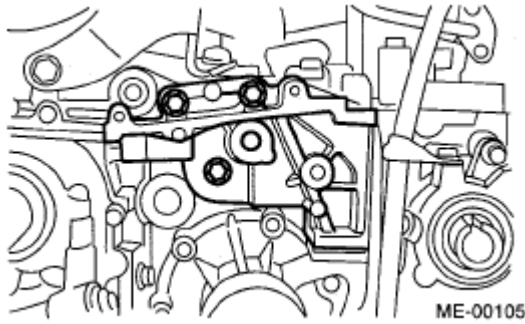


Fig. 139: Identifying Tensioner Bracket
Courtesy of SUBARU OF AMERICA, INC.

7. Install the timing belt cover No. 2 RH.

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

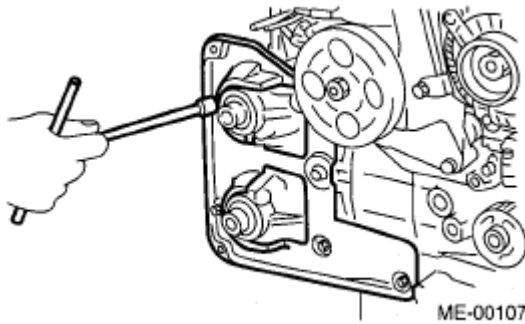


Fig. 140: Removing Timing Belt Cover No. 2 RH
Courtesy of SUBARU OF AMERICA, INC.

8. Install the timing belt cover No. 2 LH.

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

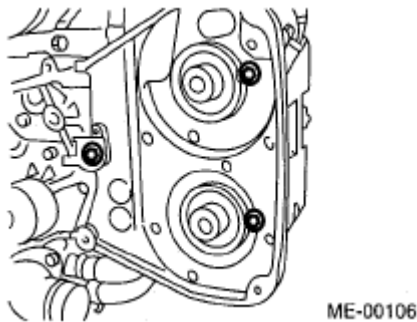


Fig. 141: Identifying Timing Belt Cover No. 2 LH
Courtesy of SUBARU OF AMERICA, INC.

9. Install the cam sprocket. Refer to **INSTALLATION**, Cam Sprocket.

10. Install the timing belt. Refer to **INSTALLATION**, Timing Belt.
11. Adjust the valve clearance. Refer to **ADJUSTMENT**, Valve Clearance.
12. Install the rocker cover.
 1. Install the rocker cover gasket to the rocker cover. (Outer periphery 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

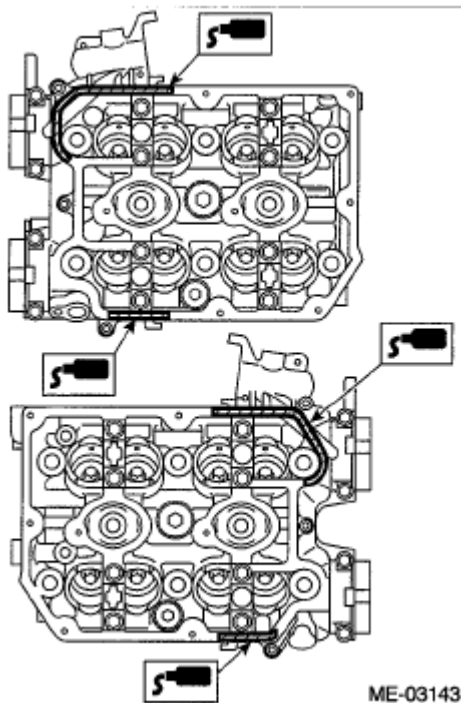


Fig. 142: Identifying Cylinder Head Gasket Area
Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover on cylinder head. Ensure the gasket is properly positioned during installation.
4. Temporarily tighten the rocker cover tightening bolt in alphabetical sequence 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)

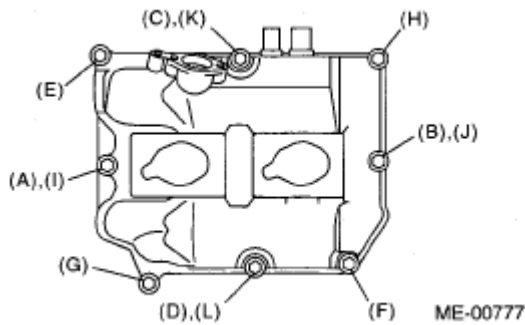


Fig. 143: Identifying Rocker Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

13. Connect the PCV hose to the rocker cover.

NOTE: For the PVC hose clamp, use a new clamp. Sandwich the protruding part of the clamp with the ST and lock the clamp.

ST 18353AA000 CLAMP PLIERS

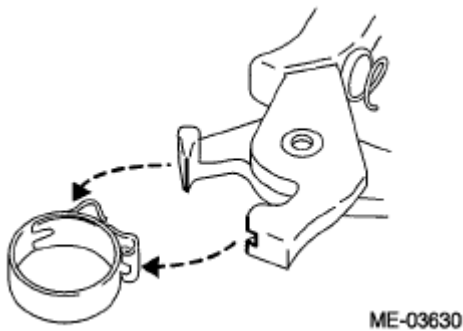


Fig. 144: Identifying PCV Hose Clamp
Courtesy of SUBARU OF AMERICA, INC.

14. Connect the connector to the oil flow control solenoid valve.

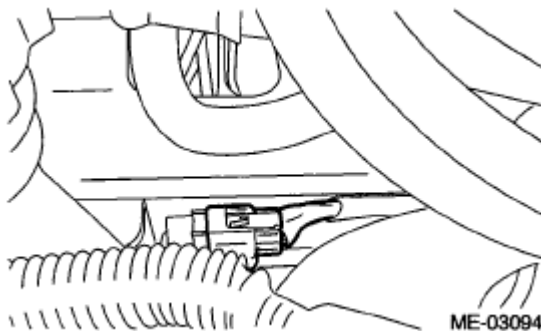


Fig. 145: Identifying Oil Flow Control Solenoid Valve Connector
Courtesy of SUBARU OF AMERICA, INC.

15. Attach the ignition coil. Refer to **INSTALLATION** , Ignition Coil.
16. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
17. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
18. Install the V-belts. Refer to **INSTALLATION**, V-belt.

INSPECTION

1. Measure the bend, and repair or replace if necessary.

Service limit:

0.020 mm (0.0079 in) or less

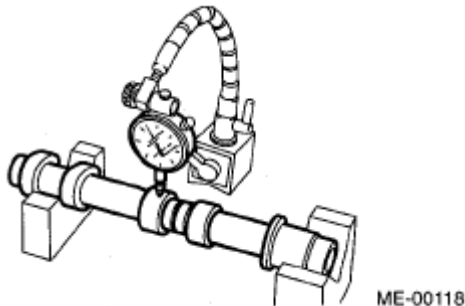


Fig. 146: Measuring Camshaft Bend And Repair
Courtesy of SUBARU OF AMERICA, INC.

2. Check the journal for damage and wear. Replace if faulty.
3. Check the cutout portion used for camshaft sensor for damage. Replace if faulty.
4. Measure the outside diameter of camshaft journal. If the journal diameter is not within the standard value, check the oil clearance.

CAMSHAFT JOURNAL REFERENCE

	Camshaft journal	
	Front	Center, rear
Standard mm (in)	37.946 - 37.963 (1.4939 - 1.4946)	29.946 - 29.963 (1.1790 - 1.1796)

5. Measure the camshaft journal oil clearance.
 1. Clean the camshaft cap and cylinder head camshaft journal.
 2. Place the camshaft on the 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)

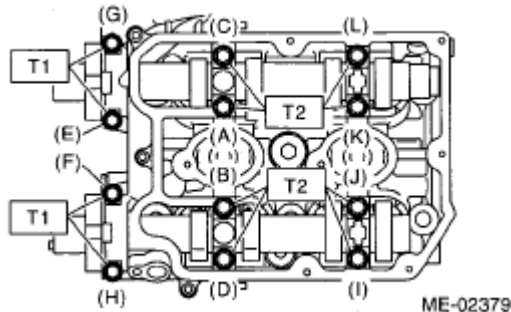


Fig. 147: Identifying Camshaft Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

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.

Standard:

0.037 - 0.072 mm (0.0015 - 0.0028 in)

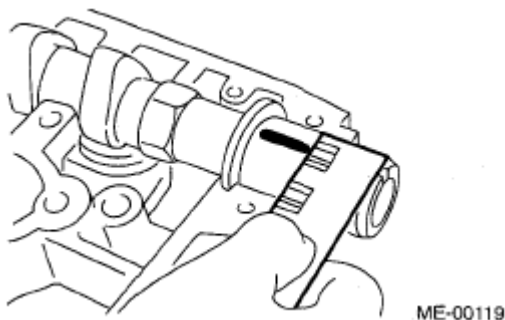


Fig. 148: Identifying Widest Point Of Plastigauge
Courtesy of SUBARU OF AMERICA, INC.

7. Completely remove the plastigauge.
6. Check the cam face condition; remove the minor faults by grinding with oil stone. Measure the cam height H. If it exceeds the standard or offset wear occurs, replace it.

Cam height H:

Standard

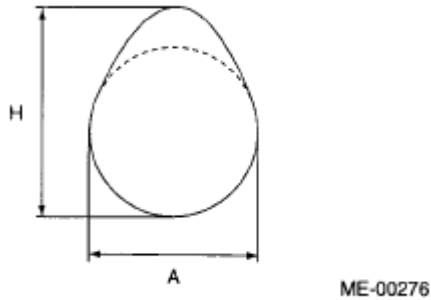
Intake

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: 37.0 mm (1.457 in)



ME-00276

Fig. 149: Identifying Cam Height
Courtesy of SUBARU OF AMERICA, INC.

7. Measure the thrust clearance of camshaft with setting the dial gauge at end 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.

Standard:

0.068 - 0.116 mm (0.0027 - 0.0047 in)

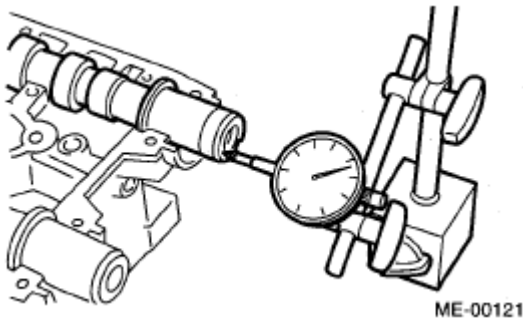


Fig. 150: Measuring Thrust Clearance Of Camshaft
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD

REMOVAL

NOTE: Perform the work with the engine installed to body when replacing a single part. Refer to "Valve Clearance" for preparation. Refer to INSPECTION, Valve

Clearance.

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Remove the intake manifold. Refer to **REMOVAL**, Intake Manifold.
3. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
4. Remove the timing belt cover. Refer to **REMOVAL**, Timing Belt Cover.
5. Remove the timing belt. Refer to **REMOVAL**, Timing Belt.
6. Remove the cam sprocket. Refer to **REMOVAL**, Cam Sprocket.
7. Remove the bolt which installs the A/C compressor bracket on cylinder head.
8. Remove the secondary air combination valve. Refer to **REMOVAL**, Secondary Air Combination Valve.
9. Remove the camshaft. Refer to **REMOVAL**, Camshaft.
10. Remove the oil level gauge guide. (LH side only)
11. 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.

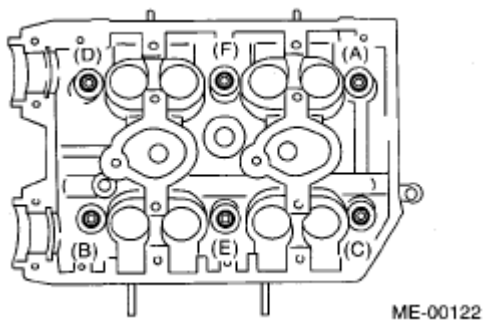


Fig. 151: Identifying Cylinder Head Bolts
Courtesy of SUBARU OF AMERICA, INC.

12. While tapping the cylinder head with a plastic hammer, separate it from cylinder block. Remove the bolts (A) and (D) to remove cylinder head.

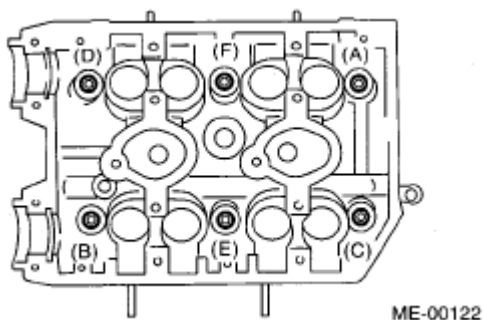


Fig. 152: Identifying Cylinder Head Bolts
Courtesy of SUBARU OF AMERICA, INC.

13. Remove the cylinder head gasket.

CAUTION: Be careful not to scratch the mating surface of cylinder head and cylinder block.

14. Similarly, remove the right side cylinder head.

INSTALLATION

1. Install the cylinder head and gaskets on cylinder block.

CAUTION: Be careful not to scratch the mating surface of cylinder head and cylinder block.

NOTE: Use a new cylinder head gasket.

2. Tighten the cylinder head bolts.
 1. Apply a thin coat of engine oil to washer and bolt thread.
 2. Tighten all bolts to 29 N.m (3.0 kgf-m, 21.4 ft-lb) in alphabetical order.
 3. Further tighten all bolts to 69 N.m (7.0 kgf-m, 50.9 ft-lb) in alphabetical order.
 4. Loosen all the bolts by 180° in the reverse order of installing, and loosen them further by 180°.
 5. Tighten all bolts to 49 N.m (5.0 kgf-m, 36.1 ft-lb) in alphabetical order.
 6. Tighten all bolts by 80 to 90° in alphabetical order.
 7. Tighten all bolts by 40 to 45° in alphabetical order.

CAUTION: The tightening angle of the bolt should not exceed 45°.

8. Further tighten the bolts (A) and (B) by 40 - 45°.

CAUTION: Make sure the total "re-tightening angle" of the step (7) and (8) does not exceed 90°.

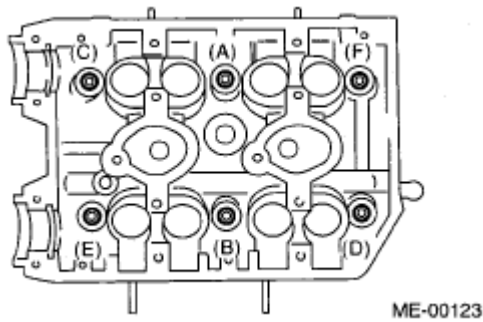


Fig. 153: Identifying Cylinder Head Bolts
Courtesy of SUBARU OF AMERICA, INC.

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. Refer to **INSTALLATION**, Camshaft.
5. Install the A/C compressor bracket on cylinder head.

Tightening torque: 36 N.m (3.7 kgf-m, 26.6 ft-lb)

6. Install the secondary air combination valve. Refer to **INSTALLATION**, Secondary Air Combination Valve.
7. Install the cam sprocket. Refer to **INSTALLATION**, Cam Sprocket.
8. Install the timing belt. Refer to **INSTALLATION**, Timing Belt.
9. Adjust the valve clearance. Refer to **ADJUSTMENT**, Valve Clearance.
10. Install the rocker cover.
 1. Install the rocker cover gasket to the rocker cover. (Outer periphery 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

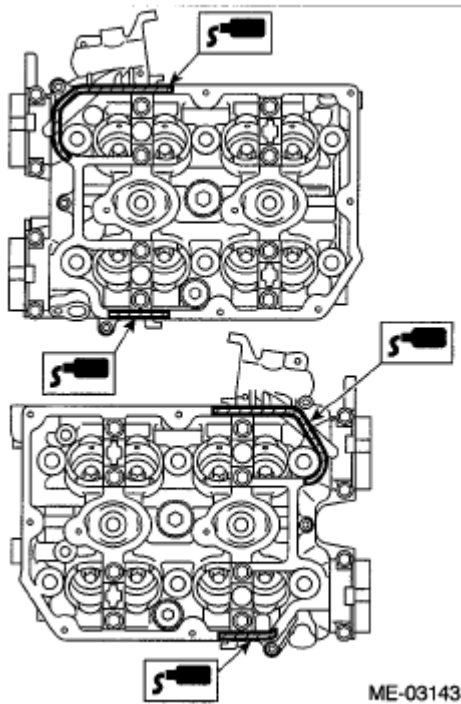


Fig. 154: Identifying Cylinder Head Gasket Area
Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover on cylinder head. Ensure the gasket is properly positioned during installation.
4. Temporarily tighten the rocker cover tightening bolt in alphabetical sequence 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)

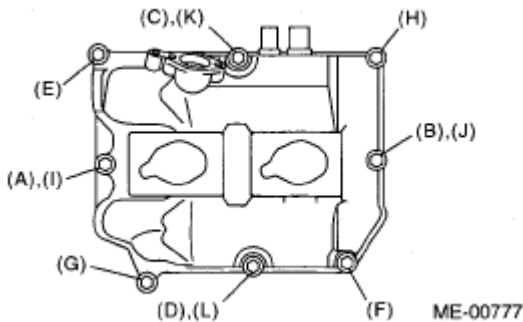


Fig. 155: Identifying Rocker Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

11. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
12. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
13. Install the intake manifold. Refer to **INSTALLATION**, Intake Manifold.

14. Install the V-belts. Refer to **INSTALLATION**, V-belt.

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". Refer to **VALVE GUIDE, INSPECTION, Cylinder Head**. Refer to **INTAKE AND EXHAUST VALVE OIL SEAL, INSPECTION, Cylinder Head**.

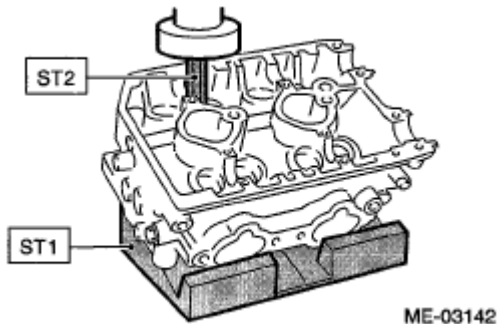
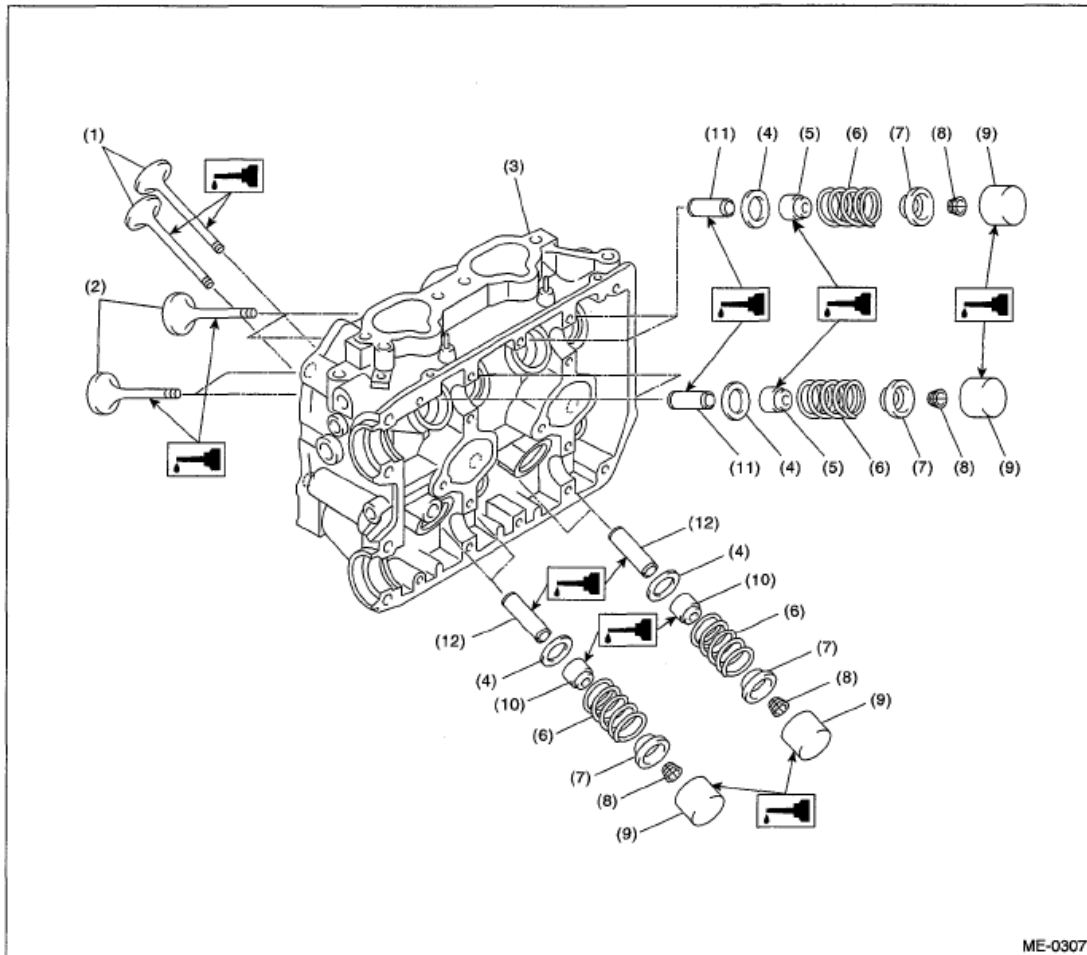


Fig. 156: Removing Valve Lifter
Courtesy of SUBARU OF AMERICA, INC.

ASSEMBLY



ME-03077

- | | | |
|-----------------------|---------------------------|-----------------------------|
| (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 |

Fig. 157: Identifying Cylinder Head Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

1. Install the valve spring and valve.
 1. Coat the stem of each valve with engine oil and insert the valve into the 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 seat on cylinder head.

4. Set the ST2 on valve spring.

ST2 499718000 VALVE SPRING REMOVER

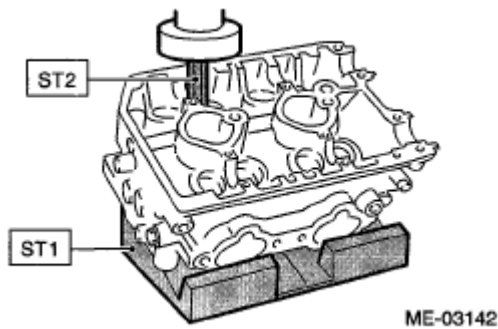


Fig. 158: Removing Valve Lifter
Courtesy of SUBARU OF AMERICA, INC.

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 surfaces of the valve lifter.
3. Install the valve lifter.

INSPECTION

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.

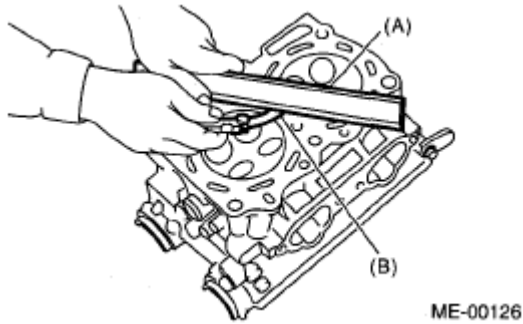


Fig. 159: Measuring Warping Of Cylinder Head Surface
Courtesy of SUBARU OF AMERICA, INC.

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.

Valve seat width W:

Standard

Intake

0.6 - 1.4 mm (0.024 - 0.055 in)

Exhaust

1.2 - 1.8 mm (0.047 - 0.071 in)

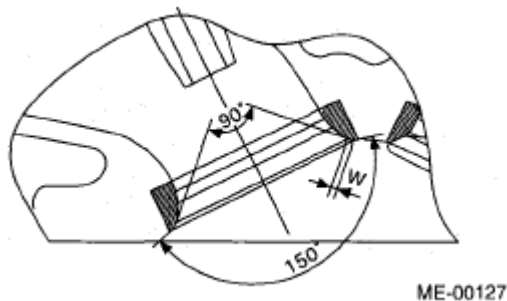


Fig. 160: Identifying Valve Seats Gap
Courtesy of SUBARU OF AMERICA, INC.



Fig. 161: Inspecting Valve Seats

Courtesy of SUBARU OF AMERICA, INC.

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 greater amount of wear or damaged and etc. 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

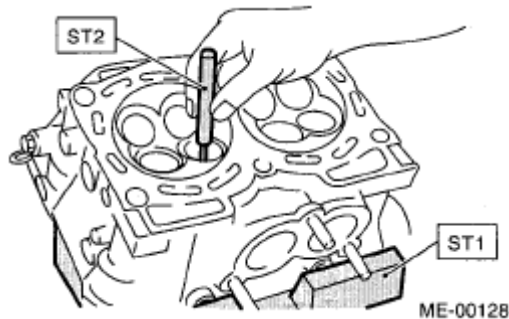


Fig. 162: Identifying Clearance Between Valve Guide And Valve Stem Exceeds
Courtesy of SUBARU OF AMERICA, INC.

3. Turn the cylinder head upside down and place the ST as shown in the figure.

ST 18251AA020 VALVE GUIDE ADJUSTER

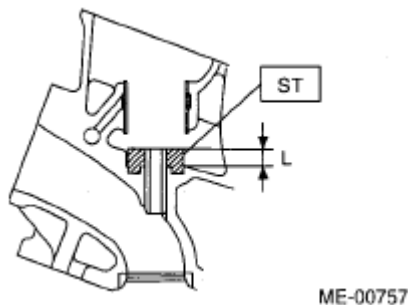


Fig. 163: Identifying Valve Guide Adjuster Gap
Courtesy of SUBARU OF AMERICA, INC.

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

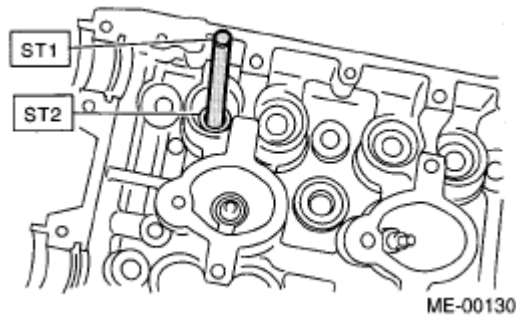


Fig. 164: Identifying Valve Guide Adjuster And Valve Guide Remover
Courtesy of SUBARU OF AMERICA, INC.

6. Check the valve guide protrusion.

Valve guide protrusion 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

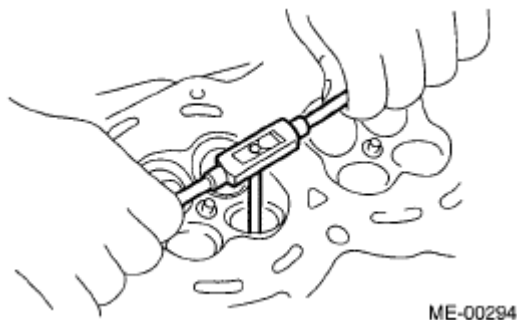


Fig. 165: Reaming Valve Guide
Courtesy of SUBARU OF AMERICA, INC.

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.

INTAKE AND EXHAUST VALVE

1. Inspect the flange and stem of valve, 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)

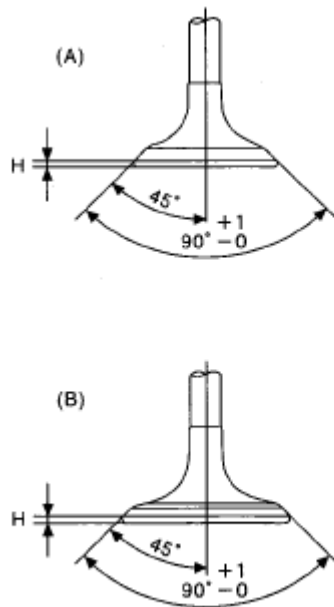


Fig. 166: Identifying Intake And Exhaust Valve Head Edge Thickness
 Courtesy of SUBARU OF AMERICA, INC.

2. Put a small amount of grinding compound on the seat surface, and lap the valve and 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)

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 spring using a right angle gauge.

SPRING HEIGHT SPECIFICATION

Free length	mm (in)	47.32 (1.863)
Tension/spring height N (kgf, lbf)/mm (in)	Set	205 - 235(20.9 - 24.0, 46.1 - 52.8)/36.0 (1.417)
	Lift	426 - 490 (43.4 - 50.0, 95.8 - 110)/26.50 (1.041)
Squareness		2.5°, 2.1 mm (0.083 in) or less

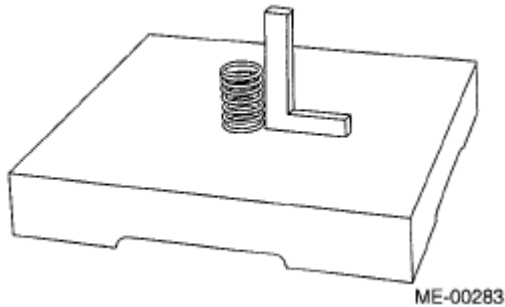


Fig. 167: Checking Valve Springs For Damage
Courtesy of SUBARU OF AMERICA, INC.

INTAKE AND EXHAUST VALVE OIL SEAL

1. For the following, replace the oil seal with a new part. See 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, etc. or 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]

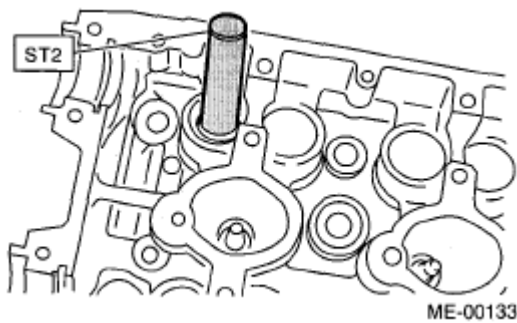


Fig. 168: Pressing Oil Seal

Courtesy of SUBARU OF AMERICA, INC.

VALVE LIFTER

1. Check the valve lifter visually.
2. Measure the outer diameter of valve lifter.

Outer diameter:

34.959 - 34.975 mm (1.3763 - 1.3770 in)

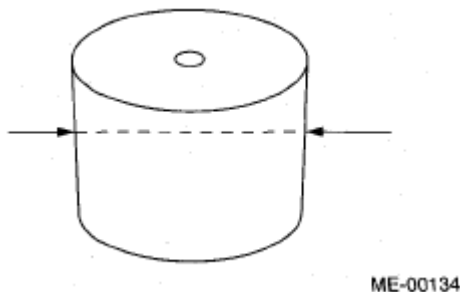


Fig. 169: Identifying Outer Diameter Of Valve Lifter

Courtesy of SUBARU OF AMERICA, INC.

3. Measure the inner diameter of valve lifter mating surface on cylinder head.

Inner diameter:

34.994 - 35.076 mm (1.3777 - 1.3786 in)

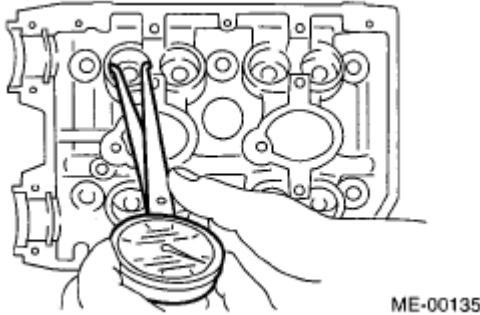


Fig. 170: Measuring Inner Diameter Of Valve Lifter
Courtesy of SUBARU OF AMERICA, INC.

NOTE: If difference between outer diameter of valve lifter and inner diameter of its mating surface is not within the standard or there is uneven wear, replace the cylinder head.

Standard:

0.019 - 0.057 mm (0.0007 - 0.0022 in)

CYLINDER BLOCK

REMOVAL

NOTE: Before conducting this procedure, drain the engine oil completely.

1. Remove the V-belts. Refer to **REMOVAL**, V-belt.
2. Remove the intake manifold. Refer to **REMOVAL**, Intake Manifold.
3. Remove the crank pulley. Refer to **REMOVAL**, Crank Pulley.
4. Remove the timing belt cover. Refer to **REMOVAL**, Timing Belt Cover.
5. Remove the timing belt. Refer to **REMOVAL**, Timing Belt.
6. Remove the cam sprocket. Refer to **REMOVAL**, Cam Sprocket.
7. Remove the crank sprocket. Refer to **REMOVAL**, Crank Sprocket.
8. Remove the generator and A/C compressor with their brackets.
9. Remove the camshaft. Refer to **REMOVAL**, Camshaft.
10. Remove the cylinder head. Refer to **REMOVAL**, Cylinder Head.
11. Remove the drive plate.

Using the ST, lock the crankshaft.

ST 498497100 CRANKSHAFT STOPPER

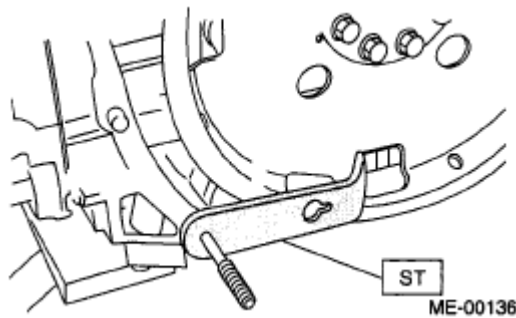


Fig. 171: Identifying Crankshaft Stopper
Courtesy of SUBARU OF AMERICA, INC.

12. Remove the oil separator cover.
13. Remove the water by-pass pipe for heater.
14. Remove the oil filter. Refer to **REMOVAL** , Engine Oil Filter.
15. Remove the water pump. Refer to **REMOVAL** , Water Pump.
16. 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.

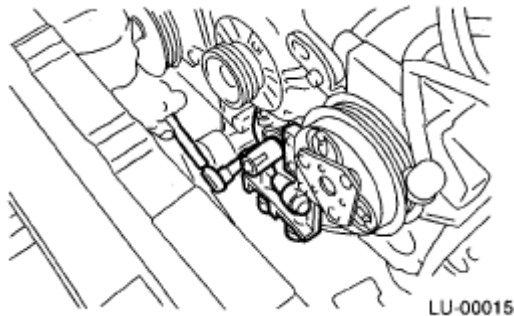


Fig. 172: Installing Oil Pump Onto Cylinder Block
Courtesy of SUBARU OF AMERICA, INC.

17. Remove the oil pump from cylinder block using a flat tip screwdriver.

CAUTION: Be careful not to scratch the mating surface of cylinder block and oil pump.

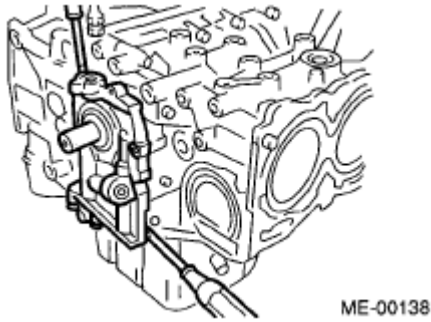


Fig. 173: Removing Oil Pump Of Cylinder Block
 Courtesy of SUBARU OF AMERICA, INC.

18. Remove the front oil seal from the oil pump.
19. 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.

20. Remove the oil strainer.
21. Remove the baffle plate.
22. Remove the water tank pipe assembly.
23. Remove the water pipe assembly.

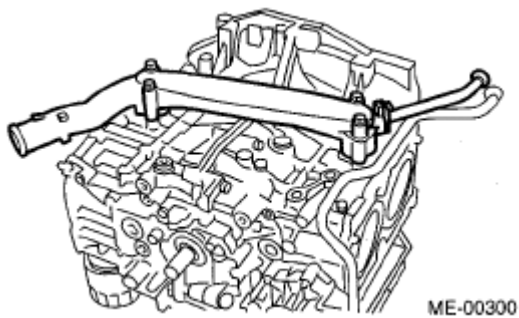
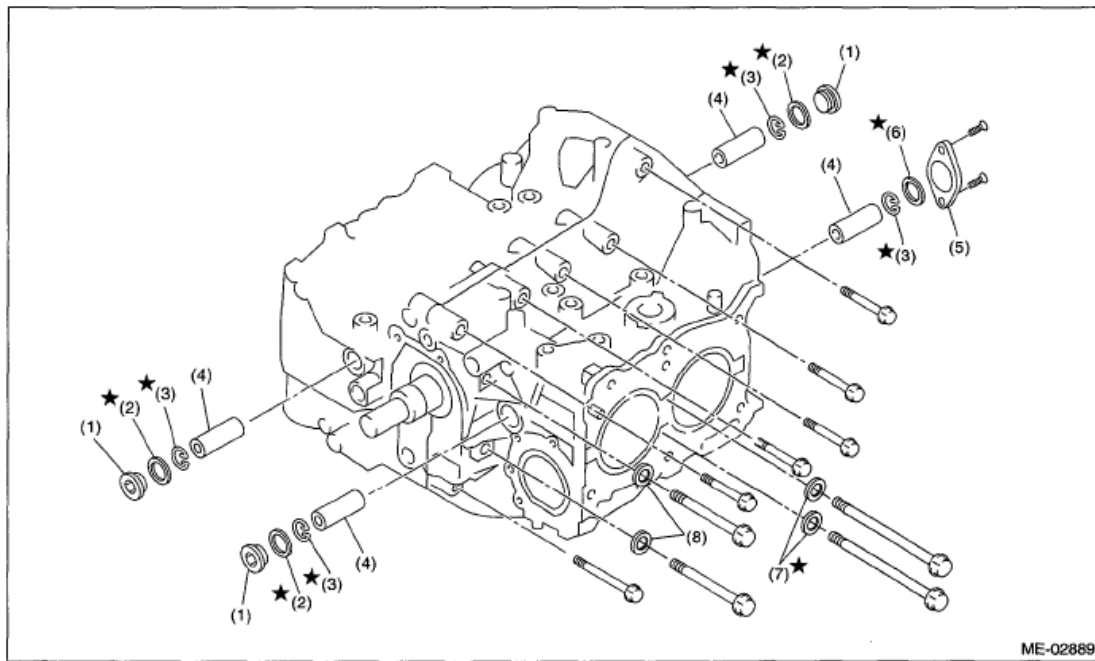


Fig. 174: Identifying Water Pipe Assembly
 Courtesy of SUBARU OF AMERICA, INC.



- (1) Service hole plug
- (2) Gasket
- (3) Snap ring

- (4) Piston pin
- (5) Service hole cover
- (6) O-ring

- (7) Seal washer
- (8) Washer

Fig. 175: Identifying Cylinder Block Components
Courtesy of SUBARU OF AMERICA, INC.

24. Remove the service hole plugs using a hexagon wrench [14 mm].

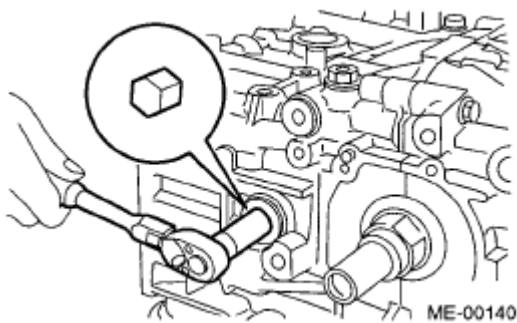


Fig. 176: Removing Service Hole Plugs
Courtesy of SUBARU OF AMERICA, INC.

25. Remove the service hole cover.
26. 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.

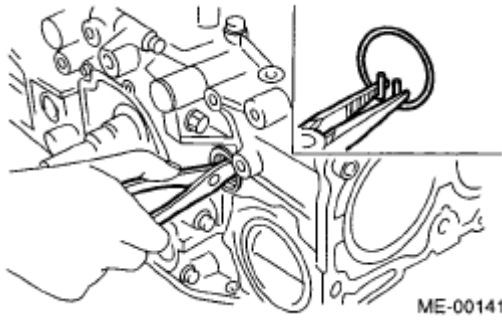


Fig. 177: Removing Service Hole Cover
Courtesy of SUBARU OF AMERICA, INC.

27. Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700 PISTON PIN REMOVER

NOTE: Be careful not to confuse the original combination of piston, piston pin and cylinder.

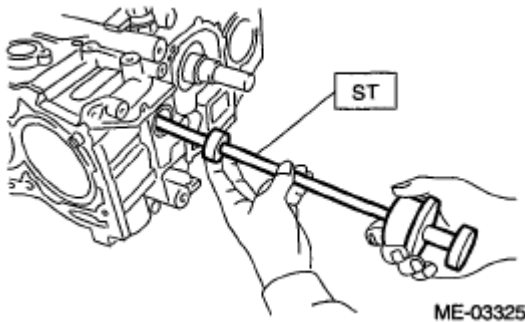
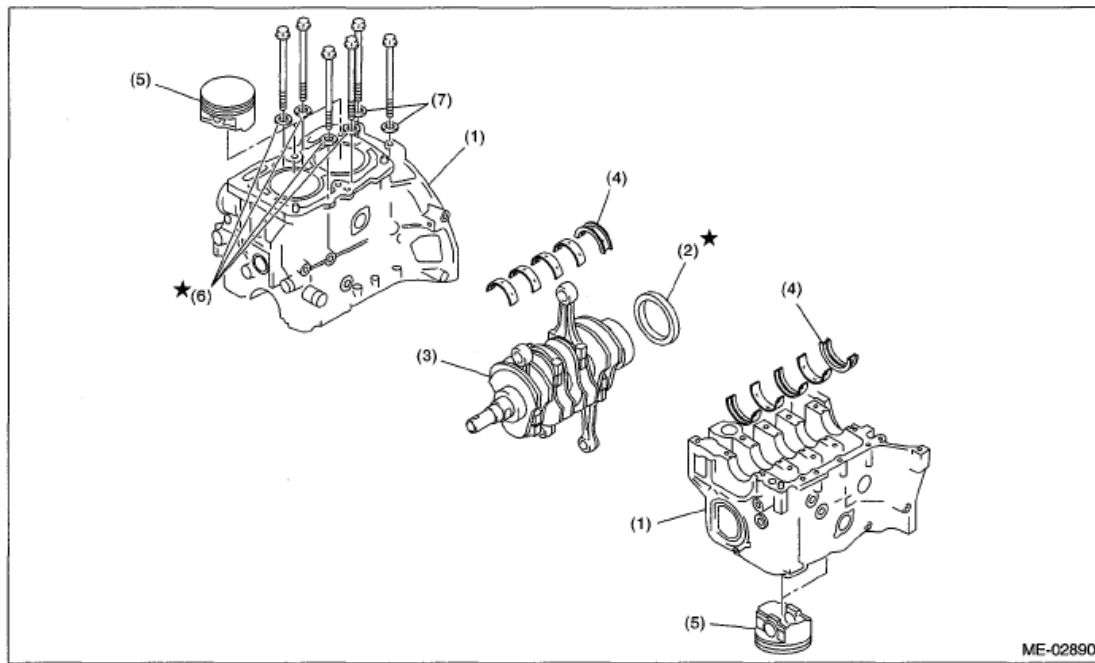


Fig. 178: Removing Piston Pin Using Piston Pin Remover
Courtesy of SUBARU OF AMERICA, INC.

28. Similarly remove the piston pins from #3 and #4 pistons.
29. Remove the cylinder block connecting bolt on the RH side.
30. Loosen the cylinder block connecting bolt on the LH side by 2-3 turns.
31. Set the part so that the cylinder block LH is on the upper side, and remove the cylinder block connecting bolt.
32. Separate cylinder block LH and RH.

NOTE: When separating the cylinder block, do not allow the connecting rod to fall and damage the cylinder block.



(1) Cylinder block
(2) Rear oil seal
(3) Crankshaft

(4) Crankshaft bearing
(5) Piston

(6) Seal washer
(7) Washer

Fig. 179: Identifying Cylinder Block, Camshaft Bearing, Piston And Crankshaft
Courtesy of SUBARU OF AMERICA, INC.

33. Remove the rear oil seal.
34. Remove the crankshaft together with connecting rod.
35. Remove the crankshaft bearings from cylinder block using a hammer handle.

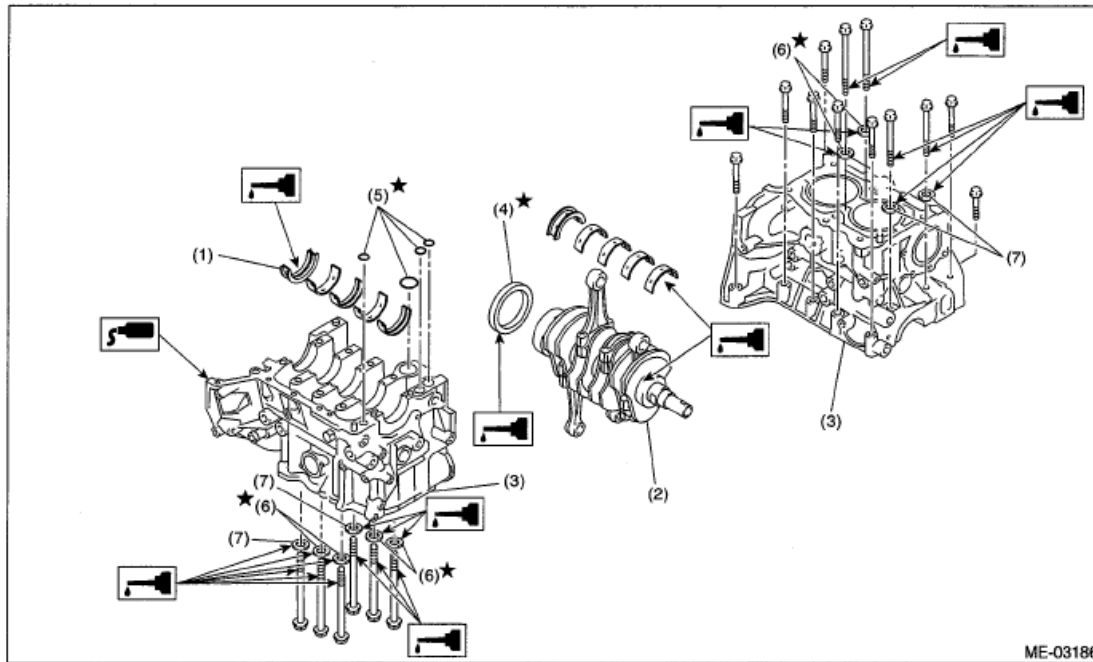
NOTE:

- Push the opposite side of the crank shaft bearing locking lip to remove.
- Be careful not to confuse the crankshaft bearing combination.

36. Draw out each piston from cylinder block using wooden bar or hammer handle.

NOTE: Be careful not to confuse the original combination of piston and cylinder.

INSTALLATION



- | | | |
|------------------------|-------------------|-----------------|
| (1) Crankshaft bearing | (4) Rear oil seal | (6) Seal washer |
| (2) Crankshaft | (5) O-ring | (7) Washer |
| (3) Cylinder block | | |

Fig. 180: Identifying Cylinder Block Components
 Courtesy of SUBARU OF AMERICA, INC.

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

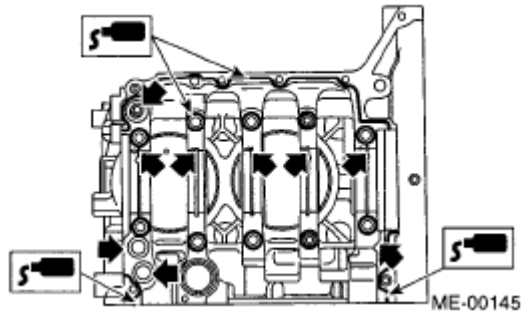


Fig. 181: Locating Cylinder Block Bolts
Courtesy of SUBARU OF AMERICA, INC.

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 LH side (A - D) in alphabetical sequence.

Tightening torque:

10 N.m (1.0 kgf-m, 7.2 ft-lb)

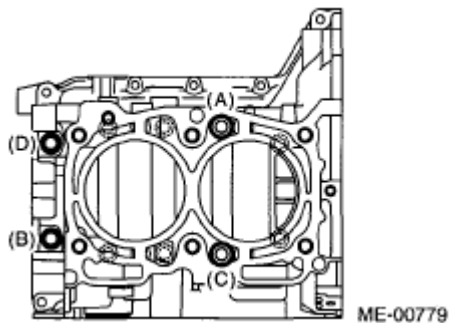


Fig. 182: Identifying Cylinder Block Bolt Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

6. Tighten the 10 mm cylinder block connecting bolts on RH side (E - J) in alphabetical sequence.

Tightening torque:

10 N.m (1.0 kgf-m, 7.2 ft-lb)

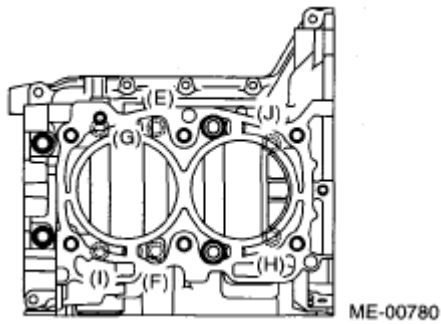


Fig. 183: Identifying Cylinder Block Connecting Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

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)

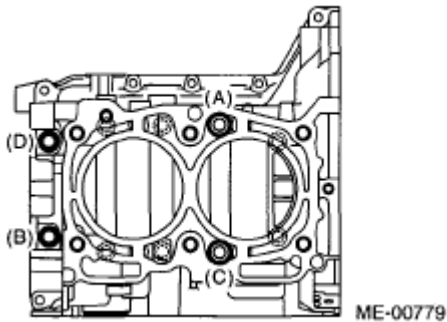


Fig. 184: Identifying Cylinder Block Bolt Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

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)

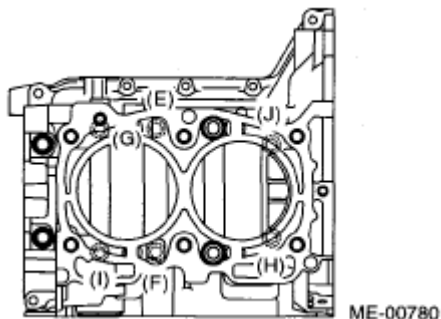


Fig. 185: Identifying Cylinder Block Connecting Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

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)

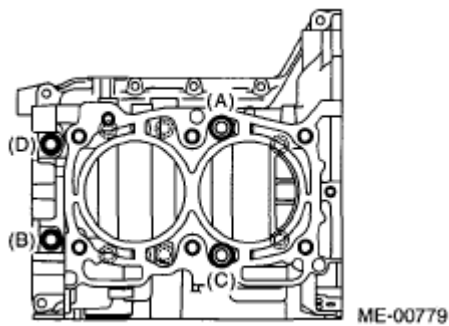


Fig. 186: Identifying Cylinder Block Bolt Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

10. Tighten the RH side cylinder block connecting bolts (E - J) further in alphabetical order.

Tightening angle: 90°

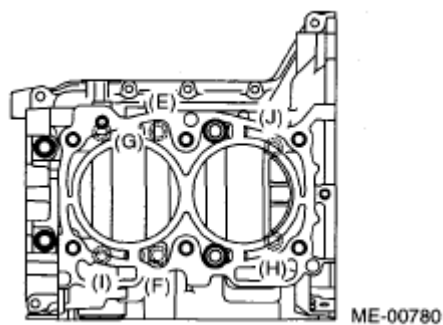


Fig. 187: Identifying Cylinder Block Connecting Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

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)

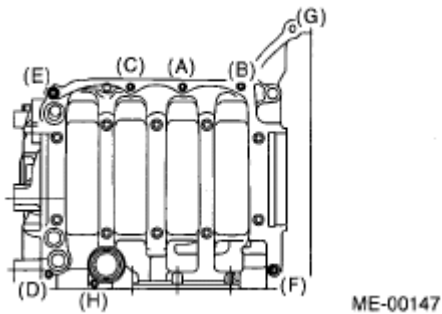


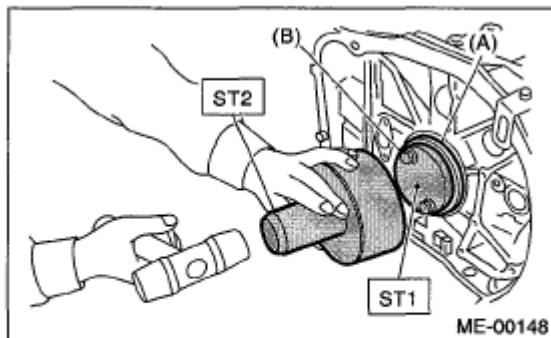
Fig. 188: Identifying Cylinder Block Connecting Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

12. Apply a coat of engine oil to the oil seal periphery, then 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 attaching bolt

Fig. 189: Installing Rear Oil Seal
Courtesy of SUBARU OF AMERICA, INC.

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.

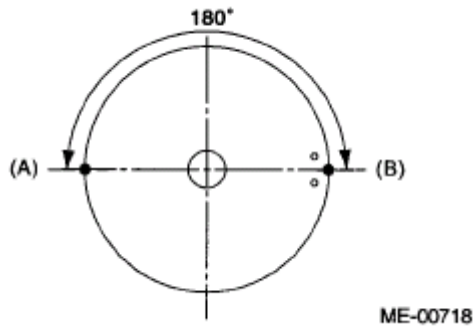


Fig. 190: Identifying Position Of Top Ring Gap And Second Ring Gap
 Courtesy of SUBARU OF AMERICA, INC.

15. Position the upper rail gap at (C) in the figure.

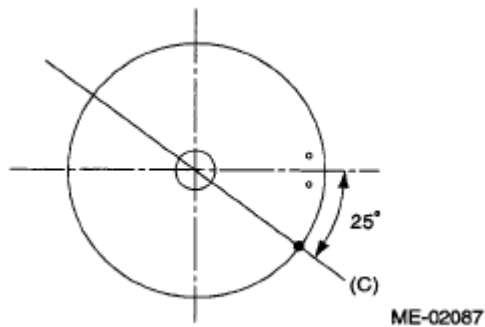


Fig. 191: Positioning Upper Rail Gap
 Courtesy of SUBARU OF AMERICA, INC.

16. Align the upper rail spin stopper (E) to the side hole (D) on the piston.

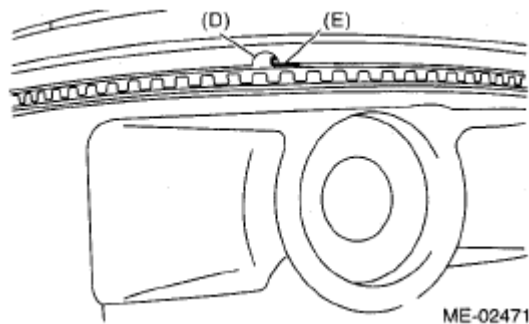


Fig. 192: Aligning Upper Rail Spin Stopper To Side Hole
 Courtesy of SUBARU OF AMERICA, INC.

17. Position the expander gap at (F) in the figure on the 180° opposite direction of (C).

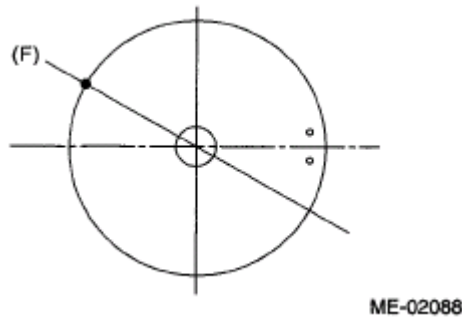


Fig. 193: Positioning Expander Gap
Courtesy of SUBARU OF AMERICA, INC.

18. Set the lower rail gap at position (G), located 120° clockwise from (C).

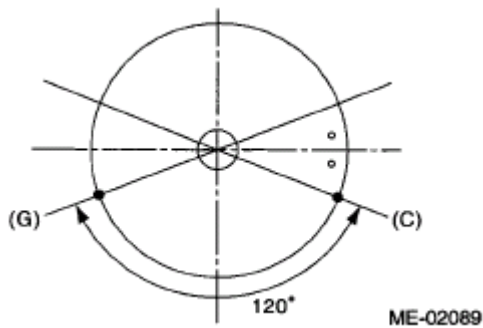


Fig. 194: Identifying Lower Rail Gap Position
Courtesy of SUBARU OF AMERICA, INC.

NOTE:

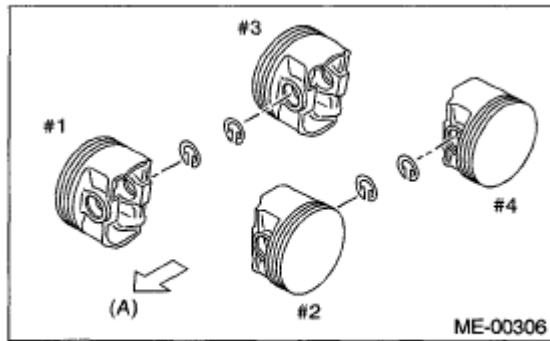
- Make sure ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.

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:

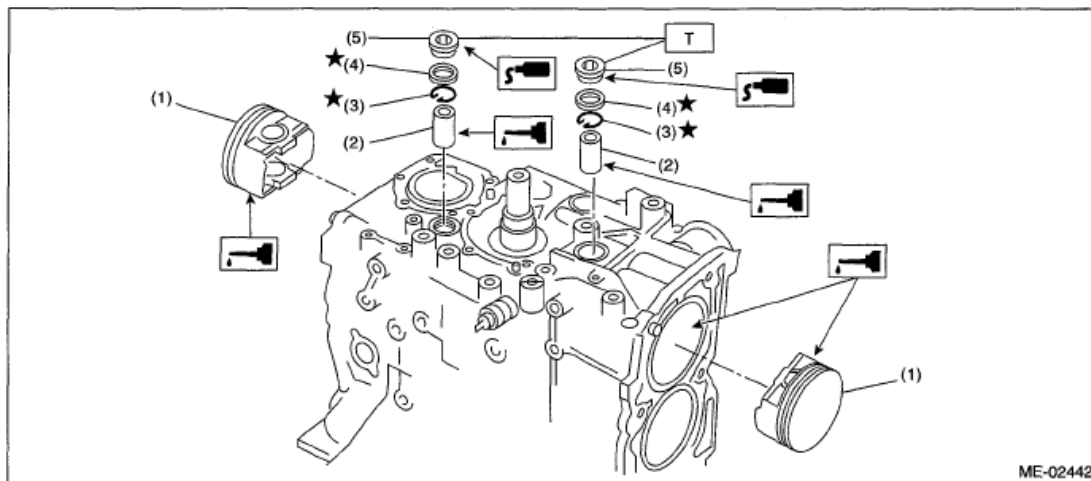
Use new snap rings.



(A) Front side

Fig. 195: Identifying Snap Ring

Courtesy of SUBARU OF AMERICA, INC.



- | | |
|----------------|-----------------------|
| (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)

Fig. 196: Identifying Cylinder Block Components With Torque Specifications

Courtesy of SUBARU OF AMERICA, INC.

20. Install 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

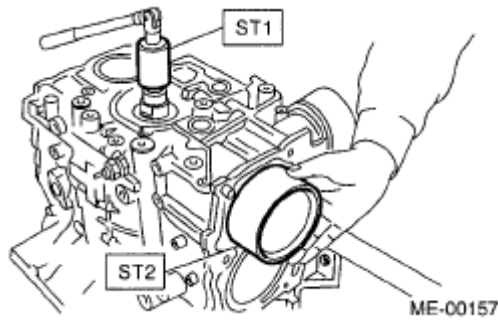


Fig. 197: Identifying Crankshaft Socket And Piston Guide
Courtesy of SUBARU OF AMERICA, INC.

NOTE: Face the piston front mark towards the front of the engine.

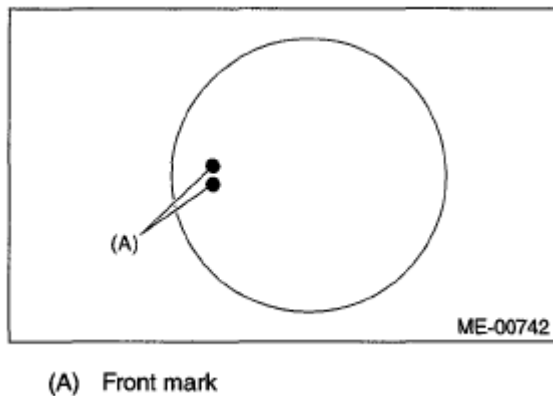


Fig. 198: Identifying Piston Front Mark
Courtesy of SUBARU OF AMERICA, INC.

21. Install 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

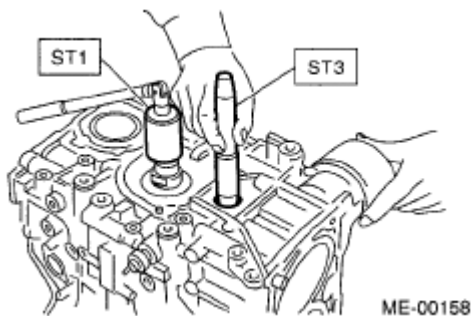


Fig. 199: Installing Piston Pin

Courtesy of SUBARU OF AMERICA, INC.

3. Apply a 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.

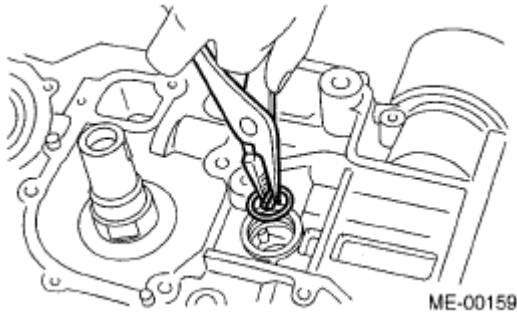


Fig. 200: Installing Snap Ring

Courtesy of SUBARU OF AMERICA, INC.

5. Apply liquid gasket to the threaded portion of the service hole plug.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent

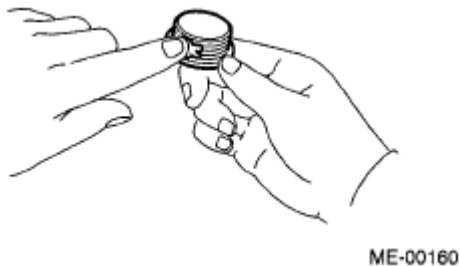


Fig. 201: Applying Liquid Gasket To Threaded Portion Of Service Hole Plug

Courtesy of SUBARU OF AMERICA, INC.

6. Install the water pump and gasket.

NOTE: Use a new gasket.

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

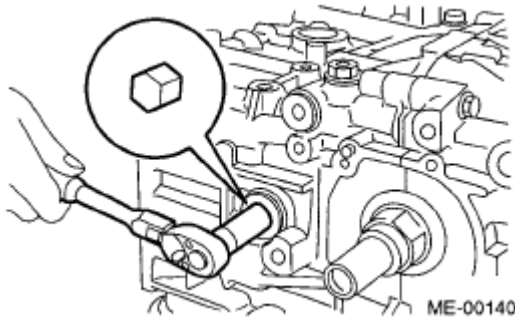
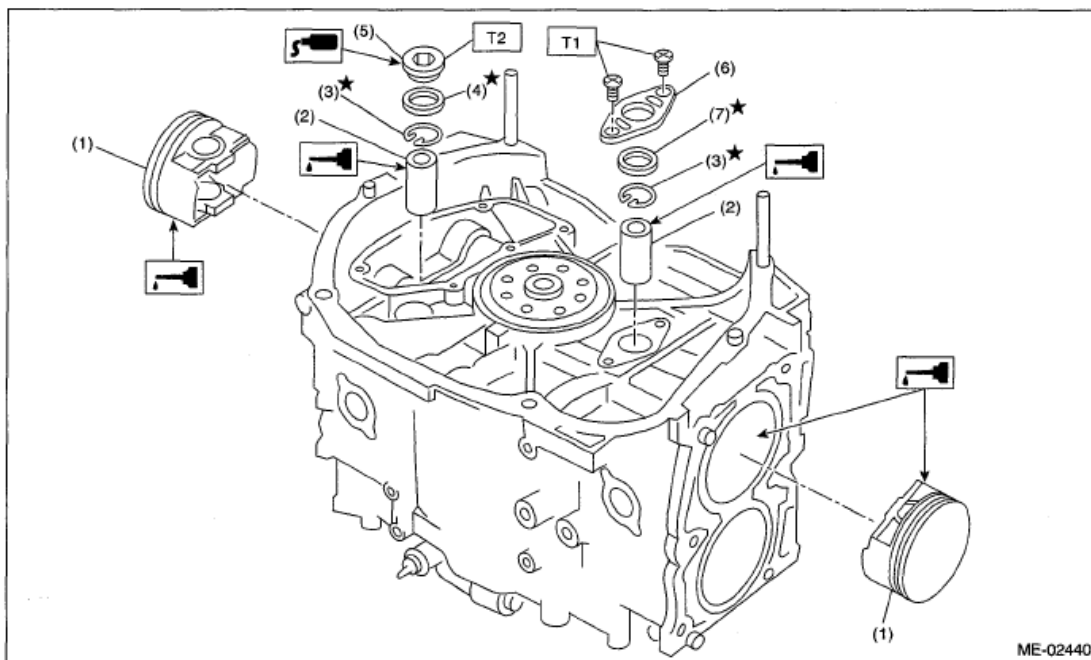


Fig. 202: Removing Service Hole Plugs
Courtesy of SUBARU OF AMERICA, INC.



- | | |
|----------------|------------------------|
| (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)

Fig. 203: Identifying Water Pump Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

- 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.
- 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 pipe assembly.

NOTE: Use new O-rings.

Tightening torque: 6.4 N.m (0.7 kgf-m, 4.7 ft-lb)

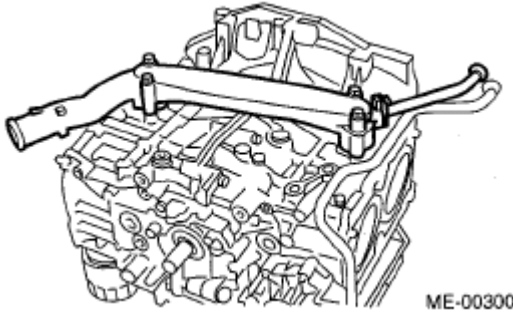


Fig. 204: Identifying Water Pipe Assembly
Courtesy of SUBARU OF AMERICA, INC.

23. Install the water tank pipe assembly.

Tightening torque: 6.4 N.m (0.7 kgf-m, 4.7 ft-lb)

24. Install the baffle plate.

Tightening torque: 6.4 N.m (0.7 kgf-m, 4.7 ft-lb)

25. Install the oil strainer.

NOTE: Use new O-rings.

Tightening torque: 10 N.m (1.0 kgf-m, 7.2 ft-lb)

26. Tighten the oil strainer stay together with the baffle plate.

Tightening torque: 6.4 N.m (0.7 kgf-m, 4.7 ft-lb)

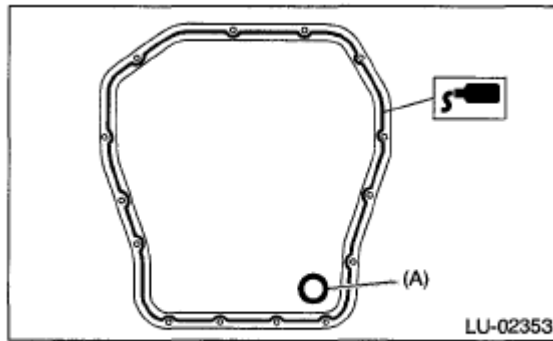
27. Apply liquid gasket to the mating surfaces of oil pan, and install the oil pan.

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

Fig. 205: Identifying Oil Pan Gasket Area
 Courtesy of SUBARU OF AMERICA, INC.

28. 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 (0.7 kgf-m, 4.7 ft-lb)

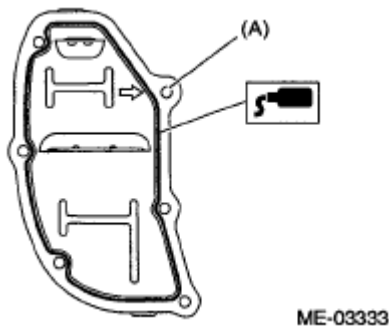


Fig. 206: Identifying Oil Separator Cover Liquid Gasket Area
 Courtesy of SUBARU OF AMERICA, INC.

29. Install the drive plate.

Using the ST, lock the crankshaft.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque: 72 N.m (7.3 kgf-m, 53.1 ft-lb)

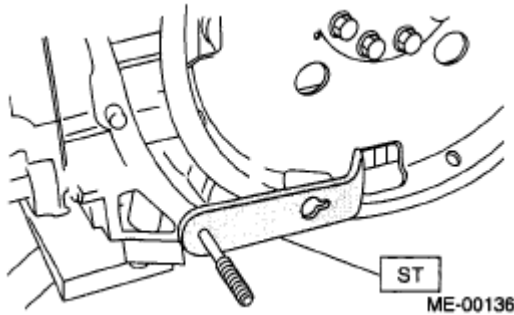


Fig. 207: Identifying Crankshaft Stopper
Courtesy of SUBARU OF AMERICA, INC.

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.

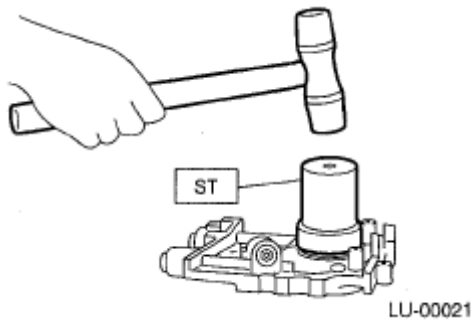


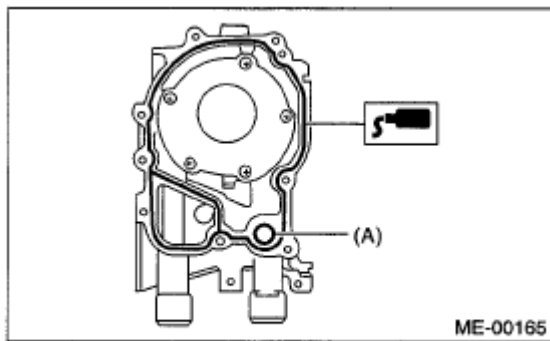
Fig. 208: Installing Oil Pump
Courtesy of SUBARU OF AMERICA, INC.

2. Apply liquid gasket to the matching surface 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

Fig. 209: Identifying O-Ring
Courtesy of SUBARU OF AMERICA, INC.

3. Apply a coat of engine oil to the inside of oil seal.

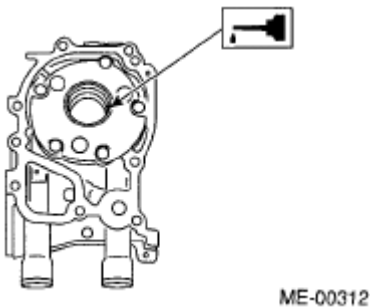


Fig. 210: Applying Engine Oil To Oil Seal
Courtesy of SUBARU OF AMERICA, INC.

4. Install the oil pump to cylinder block. Be careful not to damage the oil seal during installation.

NOTE:

- Make sure the oil seal lip is not folded.
- Align the flat surface of oil pump's inner rotor with crankshaft before installation.
- Use new O-rings and oil seals.
- Do not forget to install the O-ring.

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)

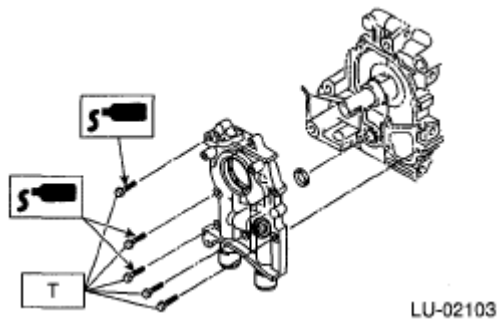


Fig. 211: Identifying Bolt Thread Liquid Gasket Area
Courtesy of SUBARU OF AMERICA, INC.

31. Install the water pump and gasket.

NOTE:

- When installing the water pump, tighten bolts in two stages in alphabetical sequence 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)

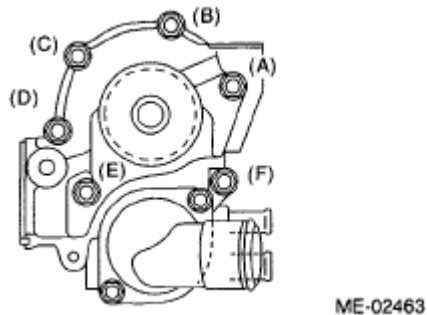


Fig. 212: Identifying Water Pump
Courtesy of SUBARU OF AMERICA, INC.

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 filter. Refer to **INSTALLATION**, Engine Oil Filter.

34. Install the cylinder head. Refer to **INSTALLATION**, Cylinder Head.

35. Install the camshaft. Refer to INSTALLATION, Camshaft.
36. Install the generator and A/C compressor with their brackets.

Tightening torque: 36 N.m (3.7 kgf-m, 26.6 ft-lb)

37. Install the crank sprocket. Refer to INSTALLATION, Crank Sprocket.
38. Install the cam sprocket. Refer to INSTALLATION, Cam Sprocket.
39. Install the timing belt. Refer to INSTALLATION, Timing Belt.
40. Adjust the valve clearance. Refer to ADJUSTMENT, Valve Clearance.
41. Install the rocker cover.
 1. Install the rocker cover gasket to the rocker cover. (Outer periphery 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

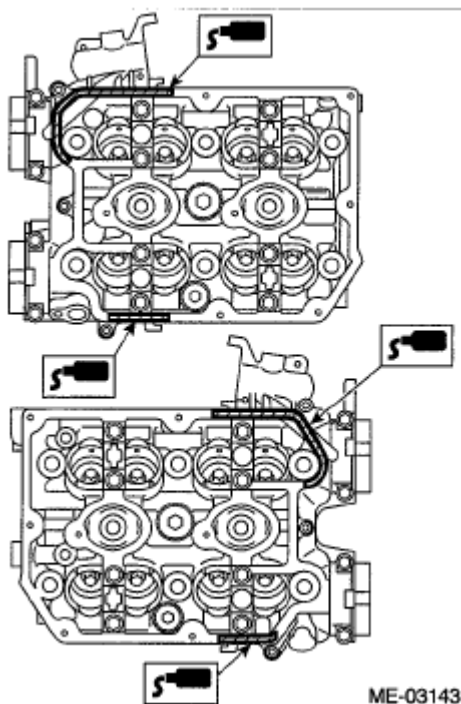


Fig. 213: Identifying Cylinder Head Gasket Area
Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover on cylinder head. Ensure the gasket is properly positioned during installation.
4. Temporarily tighten the rocker cover tightening bolt in alphabetical sequence 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)

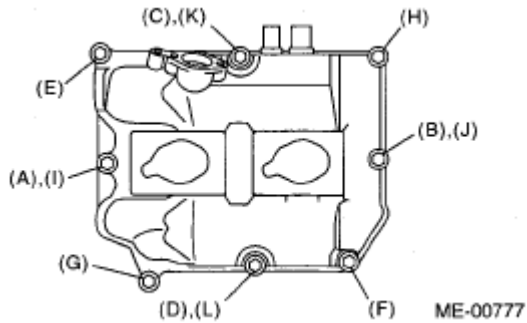
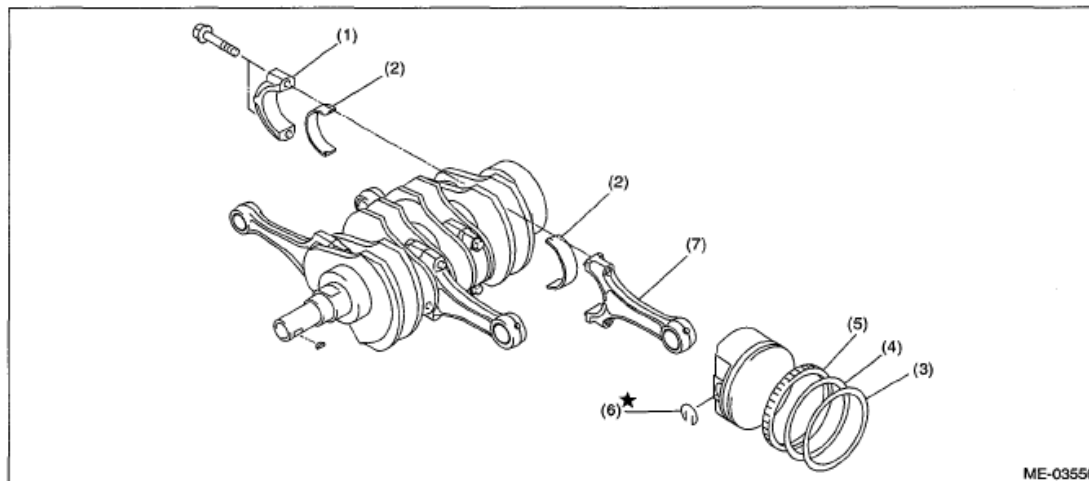


Fig. 214: Identifying Rocker Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

42. Install the timing belt cover. Refer to **INSTALLATION**, Timing Belt Cover.
43. Install the crank pulley. Refer to **INSTALLATION**, Crank Pulley.
44. Install the intake manifold. Refer to **INSTALLATION**, Intake Manifold.
45. Install the V-belts. Refer to **INSTALLATION**, V-belt.

DISASSEMBLY



- | | | |
|----------------------------|-----------------|--------------------|
| (1) Connecting rod cap | (4) Second ring | (6) Snap ring |
| (2) Connecting rod bearing | (5) Oil ring | (7) Connecting rod |
| (3) Top ring | | |

Fig. 215: Identifying Connecting Rod Cap, Connecting Rod Bearing And Snap Ring
Courtesy of SUBARU OF AMERICA, INC.

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.

ASSEMBLY

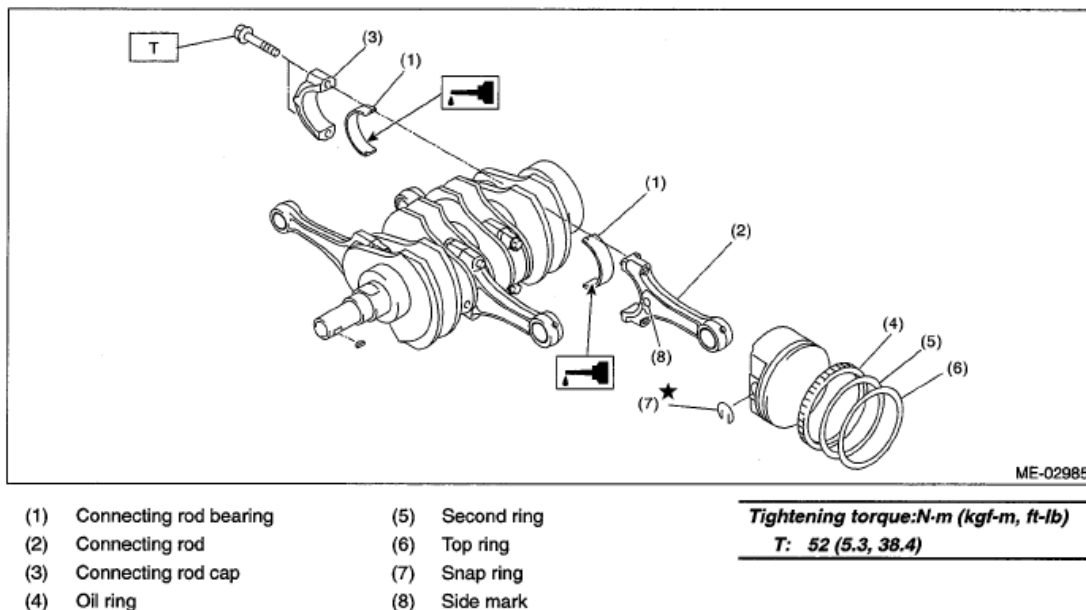


Fig. 216: Identifying Connecting Rod Cap, Connecting Rod Bearing And Snap Ring With Torque Specifications

Courtesy of SUBARU OF AMERICA, INC.

1. Apply engine oil to the surface of the connecting rod bearings, and attach the connecting rod bearings to the connecting rods and connecting rod caps.
2. Position each connecting rod with their side marks facing forward, and install.
3. Attach the connecting rod cap, and tighten with the connecting rod bolt. Make sure the arrow mark on connecting rod cap facing 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.

INSPECTION

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)

CYLINDER AND PISTON

1. The cylinder bore size is stamped on the front upper face of the cylinder block.

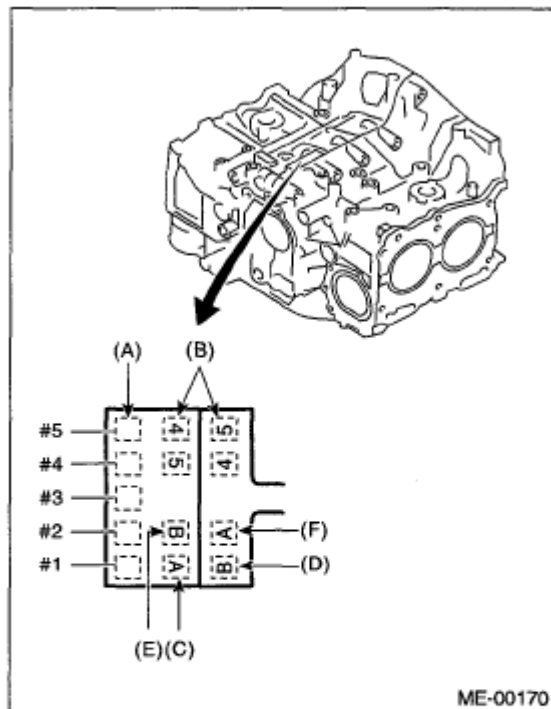
NOTE:

- **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

Fig. 217: Identifying Cylinder Bore Size
Courtesy of SUBARU OF AMERICA, INC.

2. Measure the inner diameters of the cylinders. 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).

Taper:

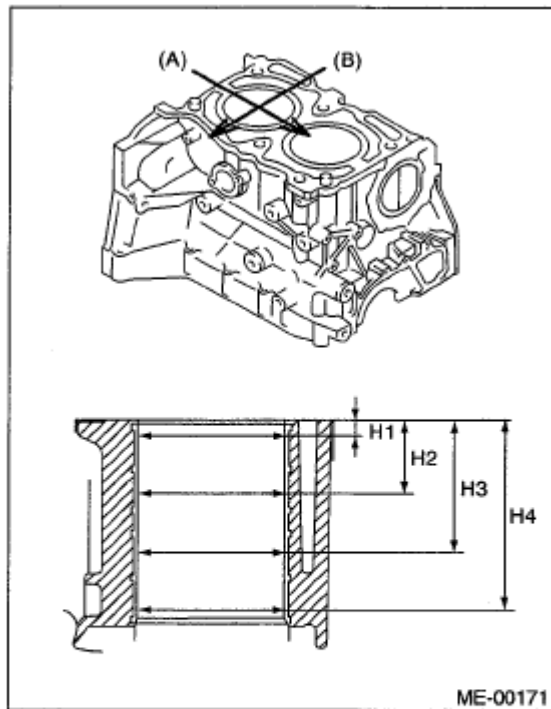
Standard

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)

Fig. 218: Identifying Cylinder Bore Size
 Courtesy of SUBARU OF AMERICA, INC.

3. When the piston is to be replaced due to general or cylinder wear, select a suitable sized piston by measuring the piston clearance.
4. Measure the outer diameters of the cylinders. 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)

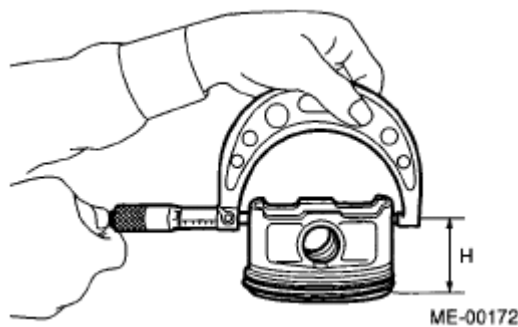


Fig. 219: Measuring Outer Diameters Of Cylinders
Courtesy of SUBARU OF AMERICA, INC.

5. Calculate the clearance between cylinder and piston.

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

Cylinder to piston clearance at 20°C (68°F):

Standard

-0.010 - 0.010 mm (-0.00039 - 0.00039 in)

6. Boring and honing

1. If any measured value of taper, out-of-roundness or cylinder-to-piston clearance is out of standard or if there is any damage on the cylinder wall, rebore the cylinder for replacement to an oversized piston.

CAUTION: When any of the cylinders needs reboring, all other cylinders must also 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)

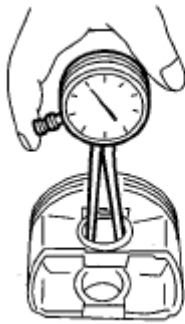
PISTON AND PISTON PIN

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.

Standard clearance between piston pin and hole in piston:

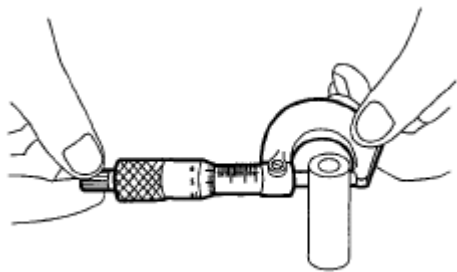
Standard

0.004 - 0.008 mm (0.0002 - 0.0003 in)



ME-00173

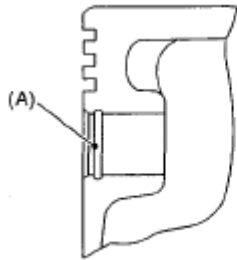
Fig. 220: Checking Piston Ring
Courtesy of SUBARU OF AMERICA, INC.



ME-00174

Fig. 221: Checking Piston Pin
Courtesy of SUBARU OF AMERICA, INC.

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.



ME-00175

Fig. 222: Identifying Snap Ring Installation Groove
Courtesy of SUBARU OF AMERICA, INC.

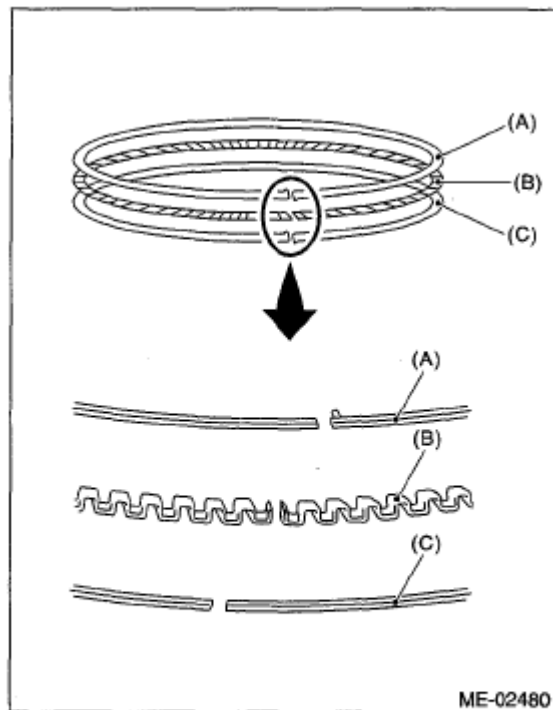
5. Check the piston pin snap ring for distortion, cracks and wear.

PISTON RING

1. If the piston ring is broken, damaged, worn, its tension is insufficient, or when replacing the piston, replace with a new piston ring of the same size as the piston.

NOTE:

- The top ring and second ring have the mark to determine the direction to install on them. When installing the ring to piston, face this mark 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

Fig. 223: Identifying Piston Ring Upper Rail, Expander And Lower Rail
Courtesy of SUBARU OF AMERICA, INC.

- Squarely place the piston ring and oil ring in cylinder using the piston, and measure the piston ring gap with a thickness gauge.

PISTON RING GAP STANDARD SPECIFICATION

		Standard mm (in)
Piston ring gap	Top ring	0.20 - 0.25 (0.0079 - 0.0098)
	Second ring	0.37 - 0.52 (0.015 - 0.020)
	Oil ring rail	0.20 - 0.50 (0.0079 - 0.0197)

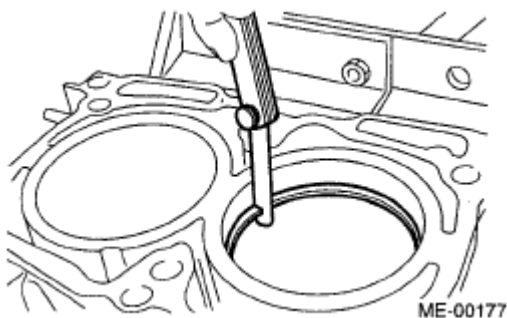


Fig. 224: Measuring Piston Ring Gap Thickness Gauge

Courtesy of SUBARU OF AMERICA, INC.

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 SPECIFICATION

		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)

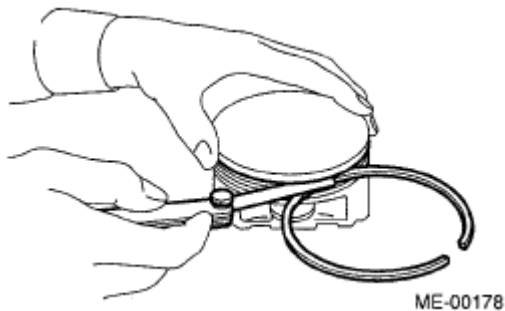
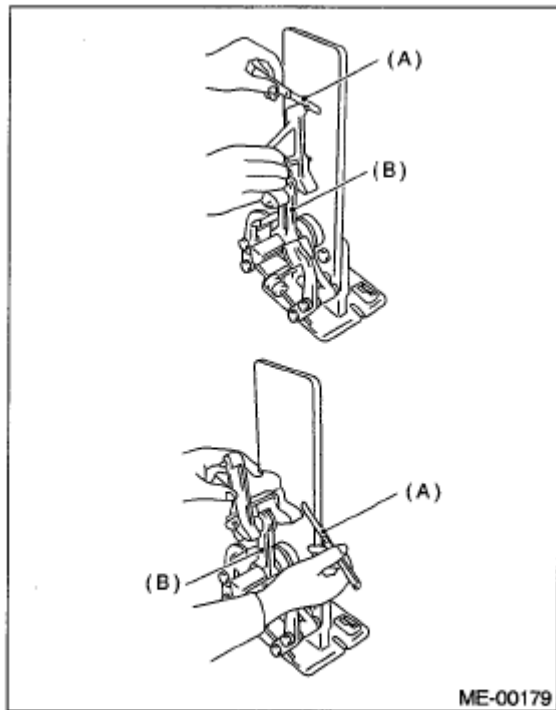


Fig. 225: Measuring Clearance Between Piston Ring And Piston Ring Groove
Courtesy of SUBARU OF AMERICA, INC.

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

Fig. 226: Checking Connecting Rod Thickness
Courtesy of SUBARU OF AMERICA, INC.

3. Install the connecting rod fitted with bearing 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)

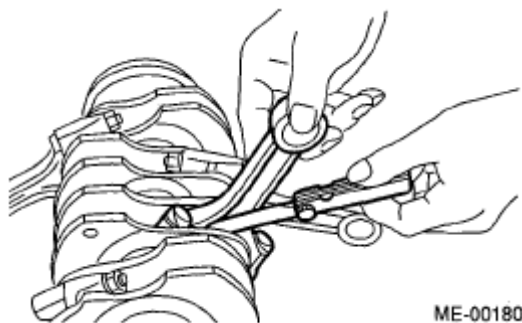


Fig. 227: Measuring Thrust Clearance

Courtesy of SUBARU OF AMERICA, INC.

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 undersize as necessary.

Connecting rod oil clearance:

Standard

0.017 - 0.045 mm (0.0007 - 0.0018 in)

CONNECTING ROD OIL CLEARANCE SPECIFICATION

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.490 - 1.502 (0.0587 - 0.0591)	51.984 - 52.000 (2.0466 - 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)

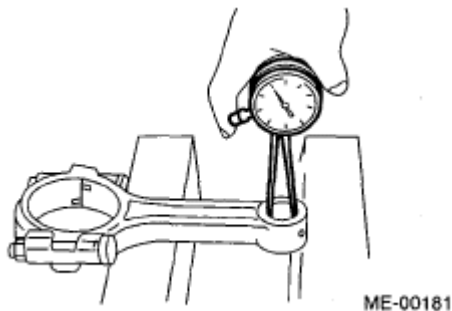
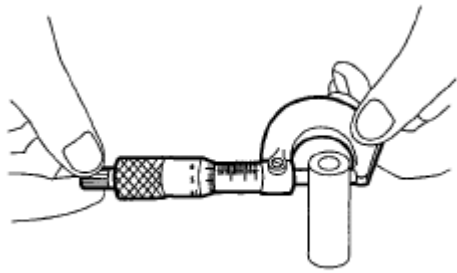


Fig. 228: Inspecting Connecting Rod
Courtesy of SUBARU OF AMERICA, INC.



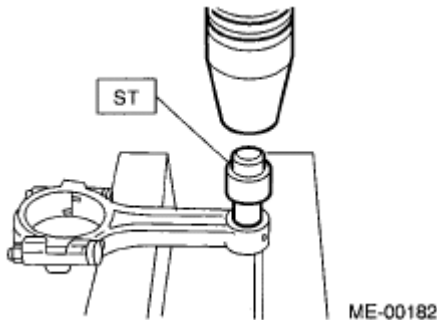
ME-00174

Fig. 229: Checking Piston Pin

Courtesy of SUBARU OF AMERICA, INC.

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



ME-00182

Fig. 230: Pressing Bushing With ST

Courtesy of SUBARU OF AMERICA, INC.

3. Make two 3 mm (0.12 in) holes in the pressed bushing by aligning with the pre-manufactured holes on the connecting rod, and ream the inside of the bushing.
4. After completion of reaming, clean the bushing to remove chips.

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.

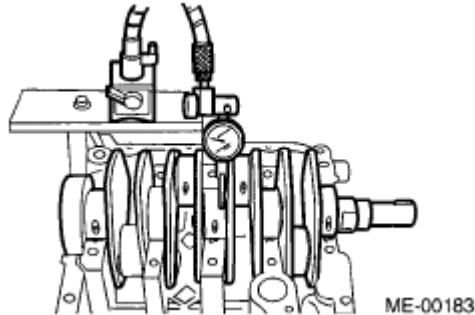
Crankshaft bend limit:***0.035 mm (0.0014 in)***

Fig. 231: Measuring Warping Of Crankshaft
Courtesy of SUBARU OF AMERICA, INC.

3. Inspect the crank journal and crank pin for wear. If they are not within the specification, 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******0.003 mm (0.0001 in)******Cylindricity******0.004 mm (0.0002 in)******Grinding limit (dia.)******To 51.750 mm (2.0374 in)******Crank journal:******Out-of-roundness******0.005 mm (0.0002 in)******Cylindricity******0.006 mm (0.0002 in)******Grinding limit (dia.)***

To 59.758 mm (2.3527 in)



Fig. 232: Inspecting Crank Journal And Crank Pin
Courtesy of SUBARU OF AMERICA, INC.

CRANK SPECIFICATION

		Unit: mm (in)		
		Crank journal diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.992 - 60.008 (2.3619 - 2.3625)	59.992 - 60.008 (2.3619 - 2.3625)	51.984 - 52.000 (2.0466 - 2.0472)
	Bearing size (Thickness at center)	1.998 - 2.011 (0.0787 - 0.0792)	2.000 - 2.013 (0.0787 - 0.0793)	1.490 - 1.502 (0.0587 - 0.0591)
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)

- Use a thickness gauge to measure the thrust clearance of the crankshaft at the #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)

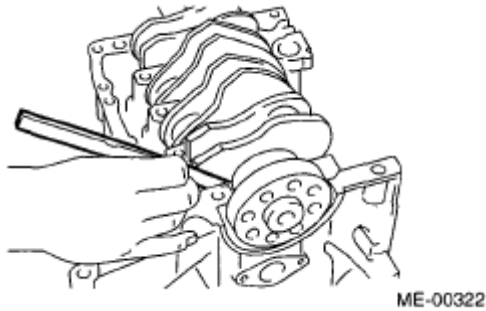


Fig. 233: Measuring Thrust Clearance Of Crankshaft
Courtesy of SUBARU OF AMERICA, INC.

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 (0.0004 - 0.0012 in)

INTAKE AND EXHAUST VALVE

SPECIFICATION

Refer to "Cylinder Head" for removal and installation procedures of the intake and exhaust valves. Refer to **REMOVAL**, Cylinder Head. Refer to **INSTALLATION**, Cylinder Head.

PISTON

SPECIFICATION

Refer to "Cylinder Block" for removal and installation procedures of pistons. Refer to **REMOVAL**, Cylinder Block. Refer to **INSTALLATION**, Cylinder Block.

CONNECTING ROD

SPECIFICATION

Refer to "Cylinder Block" for removal and installation procedures of connecting rod. Refer to **REMOVAL**, Cylinder Block. Refer to **INSTALLATION**, Cylinder Block.

CRANKSHAFT

SPECIFICATION

Refer to "Cylinder Block" for removal and installation procedures of the crankshaft. Refer to **REMOVAL**, Cylinder Block. Refer to **INSTALLATION**, Cylinder Block.

ENGINE TROUBLE IN GENERAL

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

ENGINE TROUBLE SYMPTOM CHART

Symptom	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 inhibitor 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
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C

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2010 ENGINE Mechanical (H4DOTC) - Forester

		Loosened cylinder head bolt or defective 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
3) Initial combustion occurs.	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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 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 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 Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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 or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C

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		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective 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
2. Rough idle and engine stall	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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 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 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	Overheating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B
3. Low output, hesitation and poor	Engine control system Refer to <u>BASIC DIAGNOSTIC</u>		A

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acceleration	<u>PROCEDURE</u> .			
	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 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 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	Overheating	C	
		Over-cooling	C	
	Others	Evaporative emission control system malfunction	A	
	4. Surging	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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	

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		Lack of 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 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	Overheating	B
	Others	Evaporative emission control system malfunction	C
5. Engine does not return to idle.	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		A
	Cooling system	Overheating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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 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

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		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C
8. Knocking	Engine control system Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		A
	Intake system	Loosened oil filler cap	B
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Overheating	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 Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		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 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

ENGINE NOISE

INSPECTION

ENGINE NOISE CONDITION CHART

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.	- Loosened flywheel mounting bolt - 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-durability spark plug - Improper octane value gasoline
Clank when engine speed is between 1,000 and 2,000 RPM.	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. ⁽¹⁾	- Worn crankshaft main bearing - Worn connecting rod bearing (large end)
Knocking sound when engine is operating under idling speed and engine is warm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. ⁽¹⁾	- 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. ⁽¹⁾	- Unusually worn valve lifter - Worn cam sprocket - Worn camshaft journal bore

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		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 • Belt contacting with case/adjacent part
Valve noise	-	Incorrect valve clearance
(1) When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, after connecting the fuel injector connector, perform the Clear Memory Mode Refer to <u>OPERATION</u> , Clear Memory Mode. and Inspection Mode Refer to <u>PROCEDURE</u> , Inspection Mode.		