

2013 ENGINE
Engine Mechanical (WRX-STI) -- Impreza WRX STI
GENERAL DESCRIPTION
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)
	Displacement		cm ³ (cu in)	2, 457 (149.94)
	Compression ratio			8.2
	Compression pressure (at 200 - 300 rpm)	kPa (kg/cm ² , psi)	Standard	981 - 1, 177 (10 - 12, 142 - 171)
	Number of piston rings			Pressure ring: 2, Oil ring: 1
	Intake valve timing	Open	Max. retard	ATDC 5°
			Min. advance	BTDC 25°
		Close	Max. retard	ABDC 65°
			Min. advance	ABDC 35°
	Exhaust valve timing	Open	Max. retard	BBDC 32°
			Min. advance	BBDC 72°
		Close	Max. retard	ATDC 28°
			Min. advance	BTDC 12°
	Valve clearance	Inspection value	Intake	0.20 ^{+0.04} _{-0.06} (0.0079 ^{+0.0016} _{-0.0024})
			Exhaust	0.35±0.05 (0.0138±0.0020)
		Adjustment value	Intake	0.20 ^{+0.01} _{-0.03} (0.0079 ^{+0.0004} _{-0.0012})

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		Exhaust	0.35±0.02 (0.0138±0.0008)	
Idle speed (Gear shift lever in neutral position)	rpm	No load	Standard	700±100
		A/C ON	Standard	750±100
Ignition order				1 --> 3 --> 2 --> 4
Ignition timing		BTDC/rpm	Standard	15°±10°/700

Belt tension adjuster	Adjuster rod protrusion amount				mm (in)	5.2 - 6.2 (0.205 - 0.244)	
Camshaft	Bending limit				mm (in)	0.020 (0.00079)	
	Cam lobe height	mm (in)	Intake	Standard	46.55 - 46.65 (1.833 - 1.837)		
			Exhaust	Standard	46.75 - 46.85 (1.841 - 1.844)		
	Cam base circle diameter				mm (in)	Standard	37.0 (1.457)
	Journal O.D.	mm (in)	Front	Standard	37.946 - 37.963 (1.4939 - 1.4946)		
			Center, rear	Standard	29.946 - 29.963 (1.1790 - 1.1796)		
	Oil clearance				mm (in)	Standard	0.037 - 0.072 (0.0015 - 0.0028)
	Thrust clearance				mm (in)	Standard	0.068 - 0.116 (0.0027 - 0.0047)
Cylinder head	Warping limit (Mating surface with cylinder block)				mm (in)	0.035 (0.0014)	
	Grinding limit				mm (in)	0.3 (0.012)	
	Standard height				mm (in)	127.5 (5.02)	
Valve seat	Seating angle between valve and valve seat					90°	
	Contacting width between valve and valve seat	mm (in)	Intake	Standard	0.6 - 1.4 (0.024 - 0.055)		
			Exhaust	Standard	1.2 - 1.8 (0.047 - 0.071)		
Valve guide	Clearance between the valve guide and valve stem	mm (in)	Intake	Standard	0.030 - 0.057 (0.0012 - 0.0022)		
			Exhaust	Standard	0.040 - 0.067 (0.0016 - 0.0026)		
	Inside diameter				mm (in)	6.000 - 6.012 (0.2362 - 0.2367)	
	Valve stem outer diameters	mm (in)	Intake	5.955 - 5.970 (0.2344 - 0.2350)			
			Exhaust	5.945 - 5.960 (0.2341 - 0.2346)			
	Valve guide protrusion amount				mm (in)	15.8 - 16.2 (0.622 - 0.638)	
Valve	Head edge thickness	mm (in)	Intake	Standard	1.0 - 1.4 (0.039 - 0.055)		
			Exhaust	Standard	1.3 - 1.7 (0.051 - 0.067)		
	Overall length	mm (in)	Intake	104.4 (4.110)			
			Exhaust	104.65 (4.1201)			
	Free length				mm (in)	53.48 (2.106)	

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Valve spring	Tension/spring height	N (kgf, lb)/mm (in)	Set	204.6 - 235.4 (20.86 - 24.00, 46.00 - 52.93)/36.0 (1.417)
			Lift	363.5 - 401.7 (37.07 - 40.96, 81.73 - 90.32)/26.7 (1.051)
	Squareness			2.5°, 2.3 mm (0.091 in) or less
Valve lifter	Outer diameter	mm (in)	Standard	34.959 - 34.975 (1.3763 - 1.3770)
	Valve lifter mating surface inner diameter	mm (in)	Standard	34.994 - 35.016 (1.3777 - 1.3786)
	Valve lifter and valve lifter mating surface clearance	mm (in)	Standard	0.019 - 0.057 (0.0007 - 0.0022)
Cylinder block	Warping limit (Mating surface with cylinder head)		mm (in)	0.025 (0.0098)
	Grinding limit		mm (in)	0.1 (0.004)
	Standard height		mm (in)	201.0 (7.91)
	Cylindricity	mm (in)	Limit	0.015 (0.0006)
	Out-of-roundness	mm (in)	Limit	0.010 (0.0004)
	Clearance between cylinder and piston at 20°C (68°F)	mm (in)	Standard	-0.010 - 0.010 (-0.00039 - 0.00039)
	Cylinder inner diameter boring limit (diameter)		mm (in)	To 100.005 (3.9372)
NOTE: OS: Oversize US: Undersize				

Piston	Piston grade point		mm (in)	38.2 (1.50)		
	Outer diameter	mm (in)	Standard	A	99.505 - 99.515 (3.9175 - 3.9179)	
				B	99.495 - 99.505 (3.9171 - 3.9175)	
			0.25 (0.0098) OS		99.745 - 99.765 (3.9270 - 3.9278)	
			0.50 (0.0197) OS		99.995 - 100.015 (3.9368 - 3.9376)	
Piston pin	Degree of fit				Piston pin must be fitted into position with thumb at 20°C (68°F).	
	Clearance between piston pin hole and piston pin			mm (in)	Standard	0.004 - 0.008 (0.0002 - 0.0003)
Piston ring	Piston ring gap	mm (in)	Top ring		Standard	0.23 - 0.28 (0.0091 - 0.0110)
			Second ring		Standard	0.37 - 0.52 (0.015 - 0.0203)
			Oil ring		Standard	0.20 - 0.50 (0.0079 - 0.0197)

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	Clearance between piston ring and piston ring groove	mm (in)	Top ring	Standard	0.040 - 0.080 (0.0016 - 0.0031)
			Second ring	Standard	0.030 - 0.070 (0.0012 - 0.0028)
Connecting rod and connecting rod bearing	Bend or twist per 100 mm (3.94 in) in length		mm (in)	Limit	0.1 (0.0039)
	Thrust clearance		mm (in)	Standard	0.070 - 0.330 (0.0028 - 0.0130)
	Oil clearance		mm (in)	Standard	0.017 - 0.045 (0.0007 - 0.0018)
	Bearing size (Thickness at center)	mm (in)	Standard		1.490 - 1.506 (0.0587 - 0.0593)
			0.03 (0.0012) US		1.504 - 1.512 (0.0592 - 0.0595)
			0.05 (0.0020) US		1.514 - 1.522 (0.0596 - 0.0599)
			0.25 (0.0098) US		1.614 - 1.622 (0.0635 - 0.0639)
Bushing of small end	Clearance between piston pin and bushing		mm (in)	Standard	0 - 0.022 (0 - 0.0009)
Crankshaft and crankshaft bearing	Bending limit			mm (in)	0.035 (0.0014)
	Crank pin	Cylindricality	mm (in)	Limit	0.006 (0.0002)
		Out-of-roundness	mm (in)	Limit	0.005 (0.0002)
		Grinding limit (dia.)		mm (in)	To 51.750 (2.0374)
	Crank journal	Cylindricality	mm (in)	Limit	0.006 (0.0002)
		Out-of-roundness	mm (in)	Limit	0.005 (0.0002)
		Grinding limit (dia.)		mm (in)	To 59.758 (2.3527)
	Crank pin outer diameter	mm (in)	Standard		51.976 - 52.000 (2.0463 - 2.0472)
			0.03 (0.0012) US		51.954 - 51.970 (2.0454 - 2.0461)
			0.05 (0.0020) US		51.934 - 51.950 (2.0447 - 2.0453)
			0.25 (0.0098) US		51.734 - 51.750 (2.0368 - 2.0374)
	Crank journal outer diameter	mm (in)	Standard		59.984 - 60.008 (2.3616 - 2.3625)
			0.03 (0.0012) US		59.962 - 59.978 (2.3607 - 2.3613)
			0.05 (0.0020) US		59.942 - 59.958 (2.3599 - 2.3605)
					59.742 - 59.758 (2.3520 -

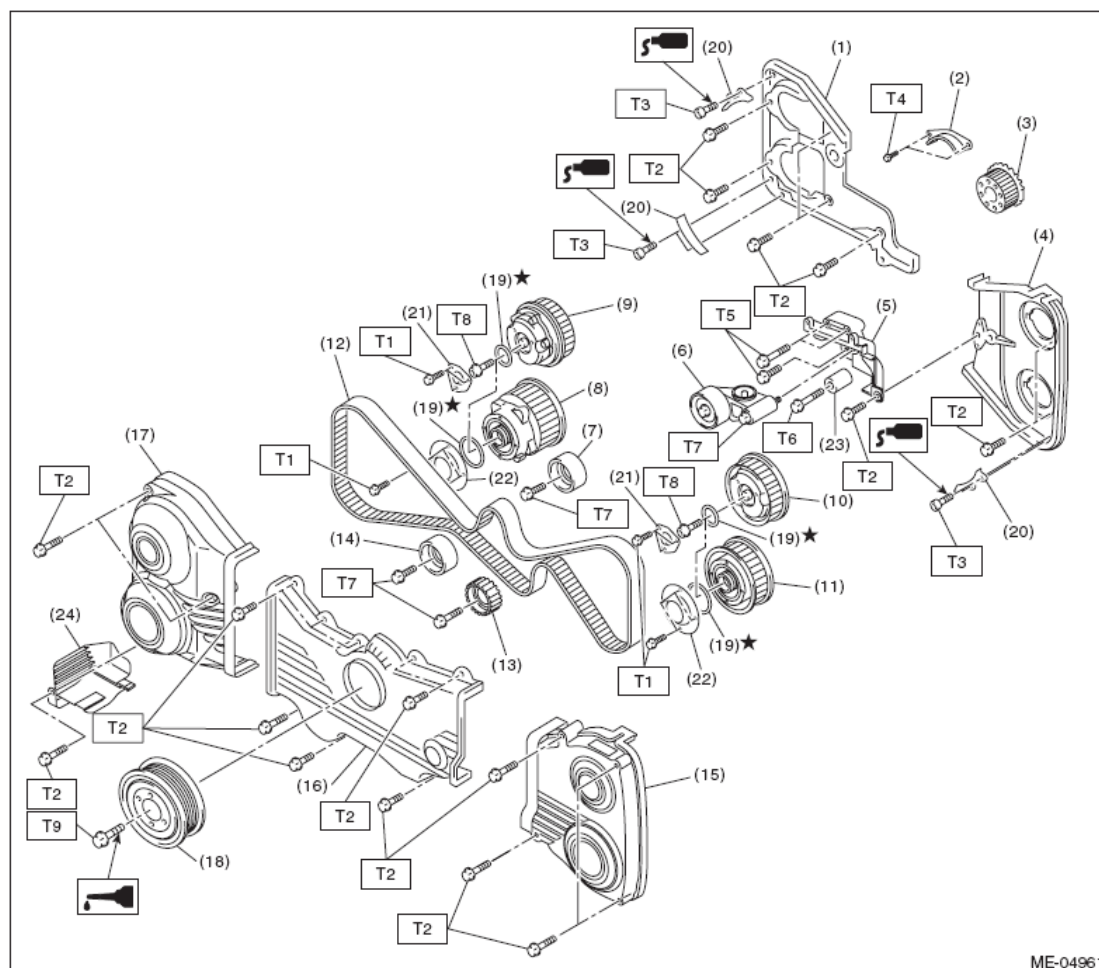
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Bearing size (Thickness at center)	mm (in)	#1, #3	0.25 (0.0098) US		2.3527)
			Standard		1.998 - 2.015 (0.0787 - 0.0793)
			0.03 (0.0012) US		2.017 - 2.020 (0.0794 - 0.0795)
			0.05 (0.0020) US		2.027 - 2.030 (0.0798 - 0.0799)
		#2, #4, #5	0.25 (0.0098) US		2.127 - 2.130 (0.0837 - 0.0839)
			Standard		2.000 - 2.017 (0.0787 - 0.0794)
			0.03 (0.0012) US		2.019 - 2.022 (0.0795 - 0.0796)
			0.05 (0.0020) US		2.029 - 2.032 (0.0799 - 0.0800)
		0.25 (0.0098) US		2.129 - 2.132 (0.0838 - 0.0839)	
		Thrust clearance		mm (in)	Standard
Oil clearance		mm (in)	Standard	0.010 - 0.030 (0.00039 - 0.0012)	
NOTE: OS: Oversize US: Undersize					

COMPONENT

TIMING BELT



- | | |
|--|-----------------------------|
| (1) Timing belt cover No. 2 RH | (13) Belt idler No. 2 |
| (2) Timing belt guide | (14) Belt idler |
| (3) Crank sprocket | (15) Timing belt cover LH |
| (4) Timing belt cover No. 2 LH | (16) Front belt cover |
| (5) Tensioner bracket | (17) Timing belt cover RH |
| (6) Automatic belt tension adjuster ASSY | (18) Crank pulley |
| (7) Belt idler | (19) O-ring |
| (8) Exhaust cam sprocket RH | (20) Timing belt guide |
| (9) Intake cam sprocket RH | (21) Intake actuator cover |
| (10) Intake cam sprocket LH | (22) Exhaust actuator cover |
| (11) Exhaust cam sprocket LH | (23) Belt idler |
| (12) Timing belt | (24) Engine harness cover |

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

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

T1: 3.4 (0.3, 2.5)

T2: 5 (0.5, 3.7)

T3: 6.4 (0.7, 4.7)

T4: 9.75 (1.0, 7.2)

T5: 24.5 (2.5, 18.1)

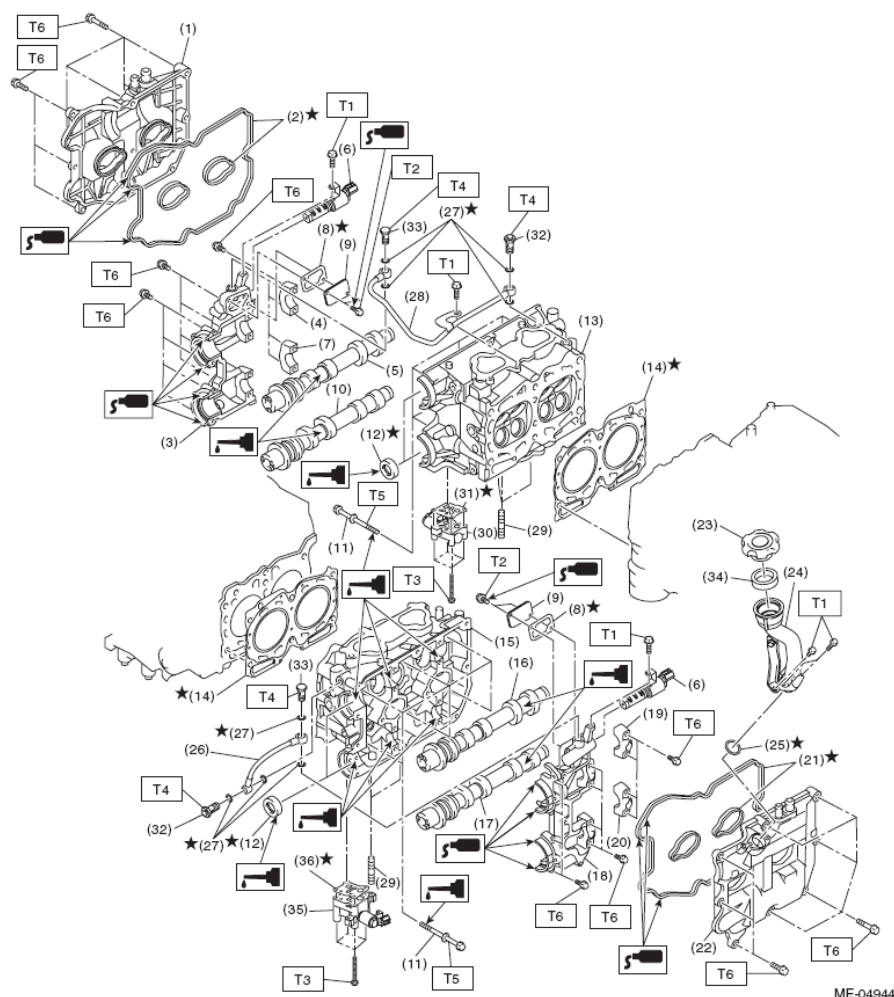
T6: 25 (2.5, 18.4)

T7: 39 (4.0, 28.8)

T8: < Refer to INSTALLATION, Cam Sprocket. >

T9: < Refer to INSTALLATION, Crank Pulley. >

CYLINDER HEAD AND CAMSHAFT



ME-04944

- | | | |
|--|---|---|
| (1) Rocker cover RH | (16) Intake camshaft LH | (31) Gasket RH |
| (2) Rocker cover gasket RH | (17) Exhaust camshaft LH | (32) Union bolt with filter (with protrusion) |
| (3) Front camshaft cap RH | (18) Front camshaft cap LH | (33) Union bolt without filter (without protrusion) |
| (4) Intake camshaft cap RH | (19) Intake camshaft cap LH | (34) Gasket |
| (5) Intake camshaft RH | (20) Exhaust camshaft cap LH | (35) Exhaust oil flow control solenoid valve LH |
| (6) Intake oil flow control solenoid valve | (21) Rocker cover gasket LH | (36) Gasket LH |
| (7) Exhaust camshaft cap RH | (22) Rocker cover LH | |
| (8) Gasket | (23) Oil filler cap | |
| (9) Oil return cover | (24) Oil filler duct | |
| (10) Exhaust camshaft RH | (25) O-ring | |
| (11) Cylinder head bolt | (26) Oil pipe LH | |
| (12) Oil seal | (27) Gasket | |
| (13) Cylinder head RH | (28) Oil pipe RH | |
| (14) Cylinder head gasket | (29) Stud bolt | |
| (15) Cylinder head LH | (30) Exhaust oil flow control solenoid valve RH | |

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

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

T1: 6.4 (0.7, 4.7)

T2: 9 (0.9, 6.6)

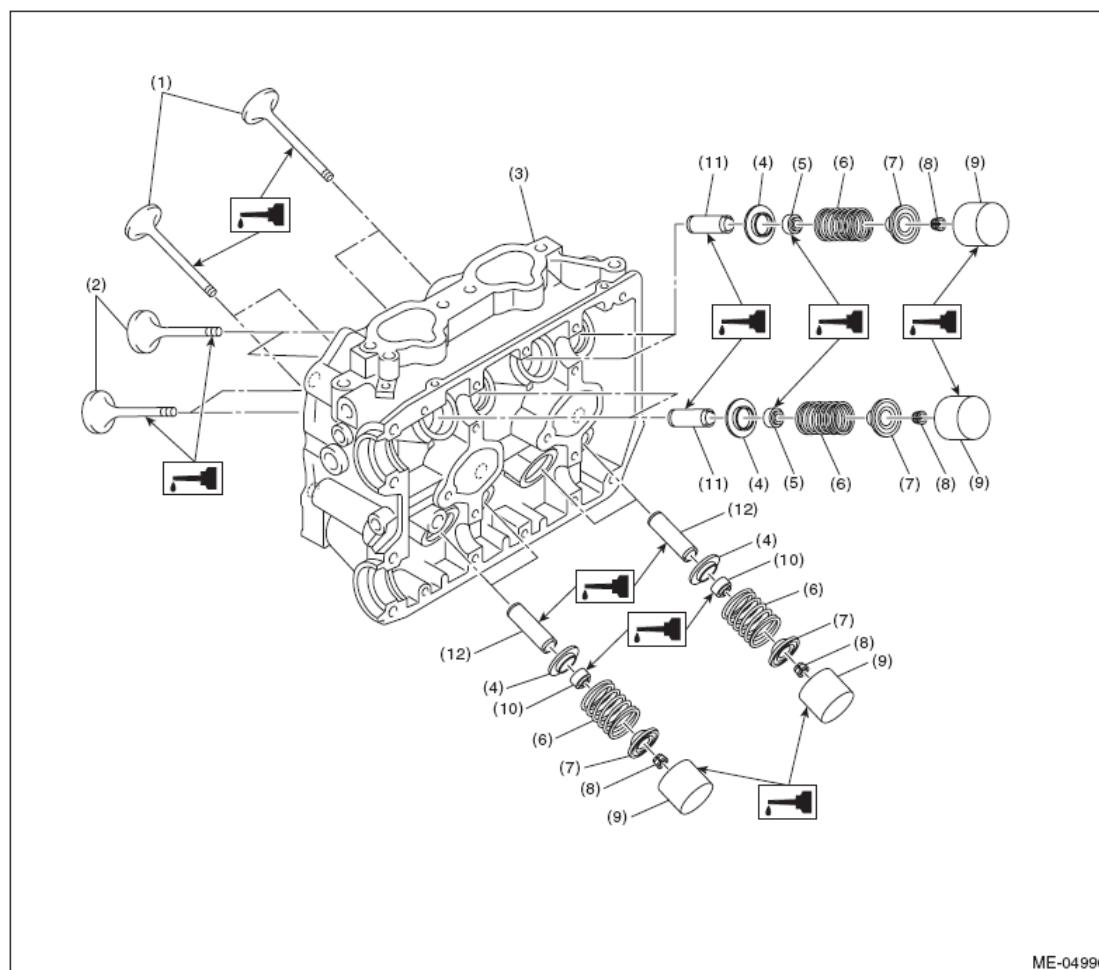
T3: 10 (1.0, 7.4)

T4: 29 (3.0, 21.4)

T5: < Refer to INSTALLATION, Cylinder Head. >

T6: < Refer to INSTALLATION, Camshaft. >

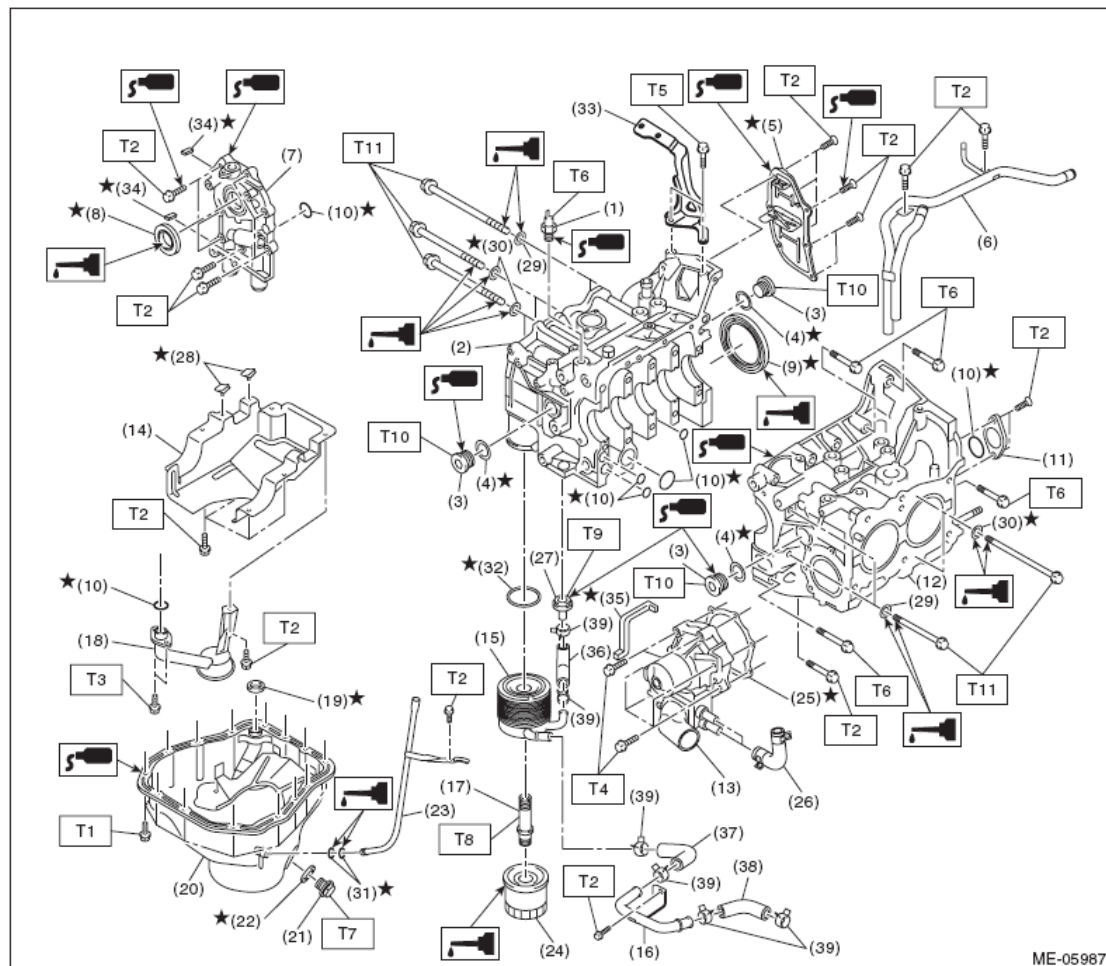
CYLINDER HEAD AND VALVE ASSEMBLY



- | | | |
|-----------------------|-------------------------------|-----------------------------|
| (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) Valve spring retainer | (11) Intake valve guide |
| (4) Valve spring seat | (8) Valve spring retainer key | (12) Exhaust valve guide |

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

CYLINDER BLOCK



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

Fig. 4: Identifying Cylinder Block Components With Torque Specifications

Courtesy of SUBARU OF AMERICA, INC.

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

T1: 5 (0.5, 3.7)

T2: 6.4 (0.7, 4.7)

T3: 10 (1.0, 7.4)

T4: First 12 (1.2, 8.9) Second 12 (1.2, 8.9)

T5: 16 (1.6, 11.8)

T6: 25 (2.5, 18.4)

T7: 44 (4.5, 32.5)

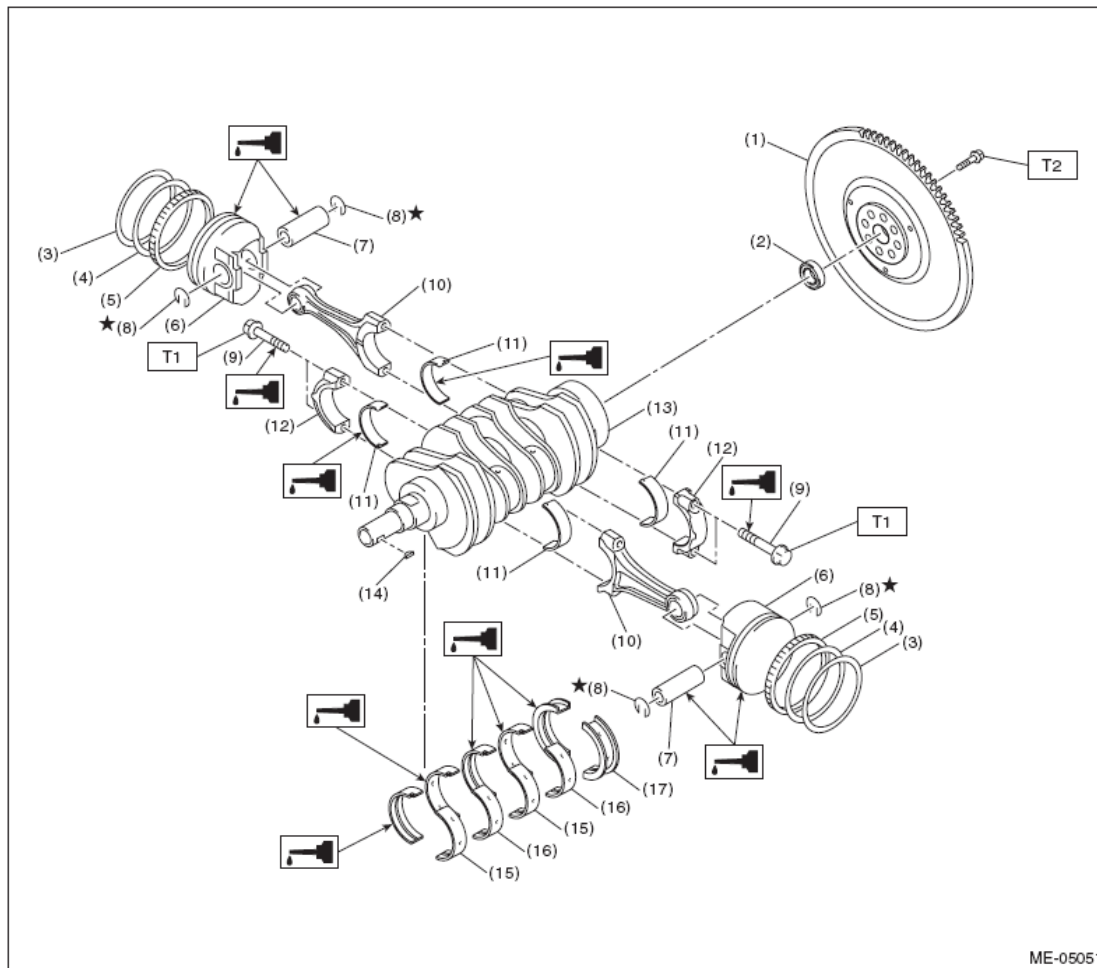
T8: 54 (5.5, 39.8)

T9: 69 (7.0, 50.9)

T10: 70 (7.1, 51.6)

T11: < Refer to INSTALLATION, Cylinder Block. >

CRANKSHAFT AND PISTON



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

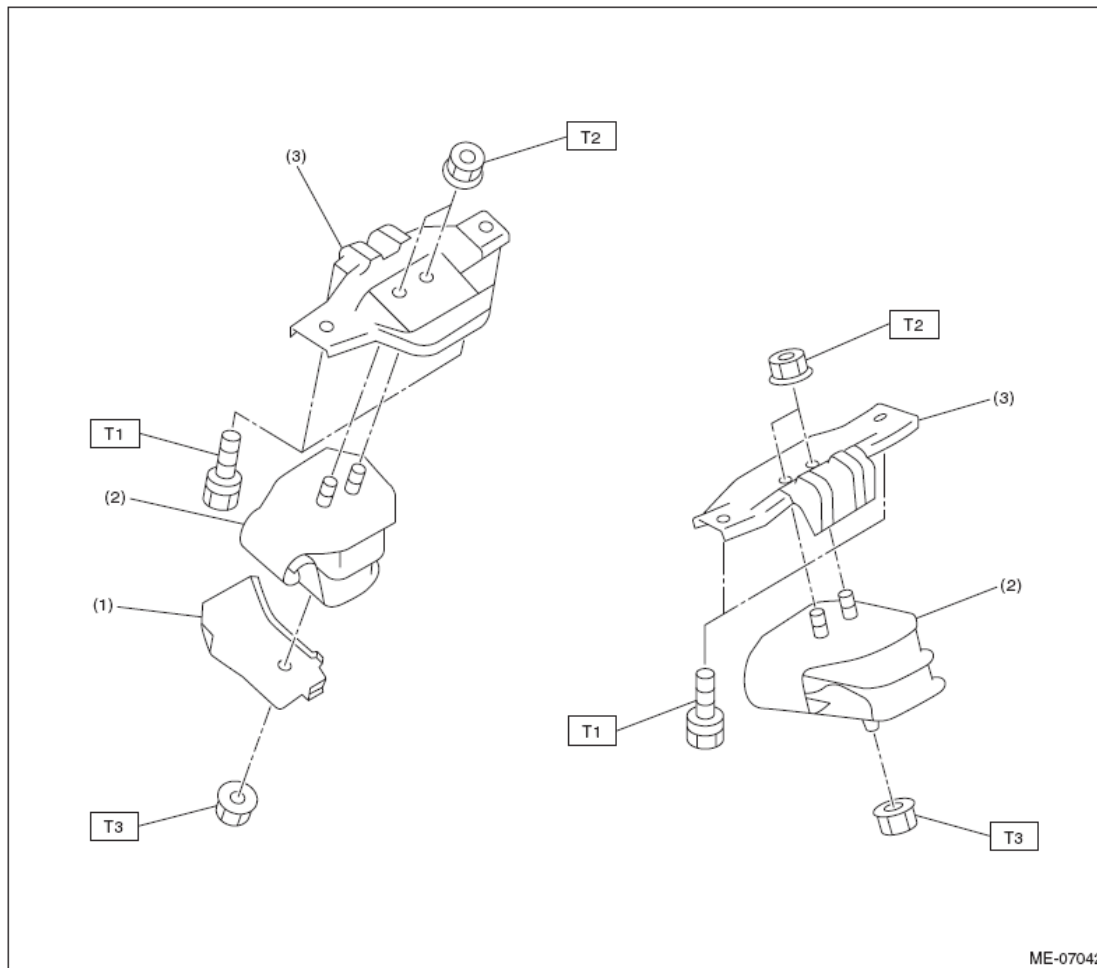
Fig. 5: Identifying Crankshaft And Piston Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

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

T1: 52 (5.3, 38.4)

T2: < Refer to INSTALLATION , Flywheel. >

ENGINE MOUNTING



- (1) Heat shield cover
(2) Front cushion rubber
(3) Front engine mounting bracket

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

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

T1: 35 (3.6, 25.8)

T2: 42 (4.3, 31.0)

T3: 45 (4.6, 33.2)

CAUTION

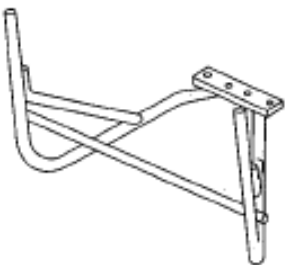
- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a safety cap, protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.

3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.

- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use. When lifting up the vehicle, make sure to support the vehicle at the jack-up points.
- Be careful not to let any oil or grease contact the clutch disc or flywheel.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil when being assembled.
- Bolts, nuts and washers should be replaced with new parts as required.
- Be sure to tighten the fasteners including bolts and nuts to the specified torque.

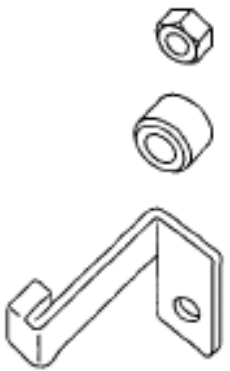
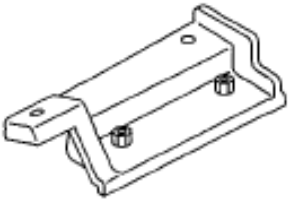
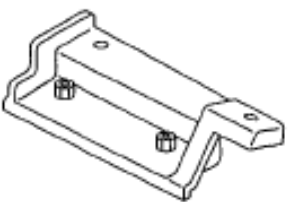
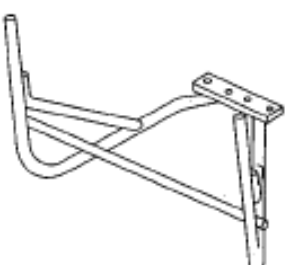
PREPARATION TOOL

SPECIAL TOOL

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

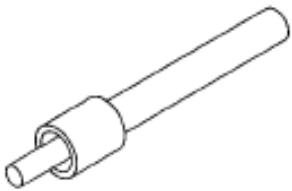
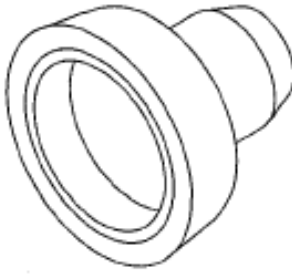
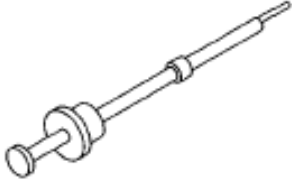
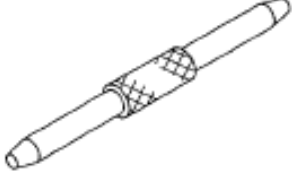
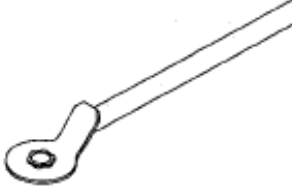
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 ST-498277200			
 ST-498457000	498457100	ENGINE STAND ADAPTER LH	Used together with ENGINE STAND (499817100).
 ST-498457100	498747300	PISTON GUIDE	Used for installing the piston into the cylinder.
 ST-499817100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake valve guide oil seals and exhaust valve guide oil seals.
	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.

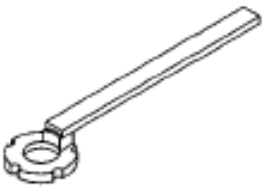
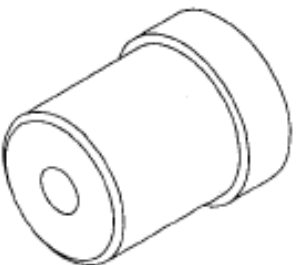
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 ST-498857100			
 ST-499587200	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499097700	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.
 ST-499017100	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used together with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499977500	499587600	OIL SEAL INSTALLER	Used for installing the camshaft oil seal.
			• Used for installing crankshaft

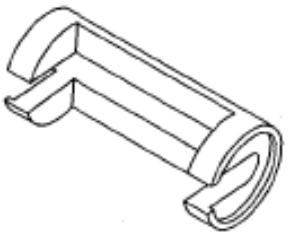
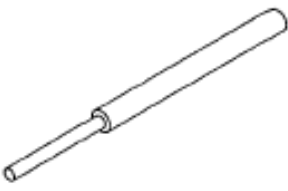
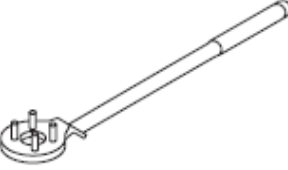
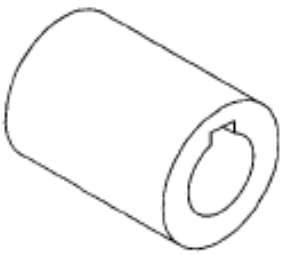
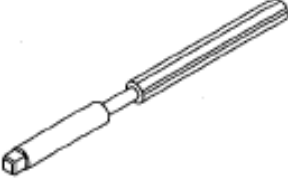
2013 Subaru Impreza Limited

2013 ENGINE Engine Mechanical (WRX-STI) -- Impreza WRX STI

 ST-499207400	499597100	CRANKSHAFT OIL SEAL GUIDE	oil seal. Used together with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST18251AA020	499597200	OIL SEAL GUIDE	- Used for installing the camshaft oil seal. - Used together with OIL SEAL INSTALLER (499587600).
 ST-499587100	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499597100	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.
	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.

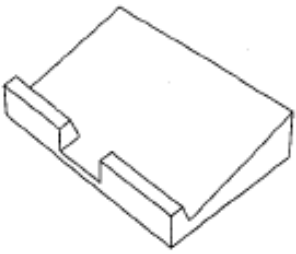
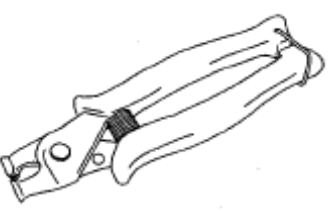
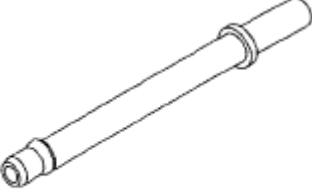
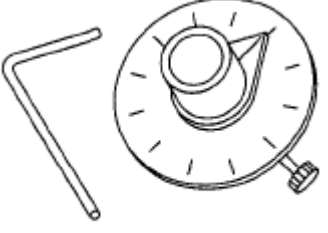
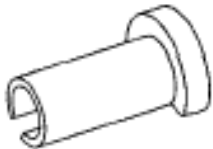
2013 Subaru Impreza Limited

2013 ENGINE Engine Mechanical (WRX-STI) -- Impreza WRX STI

 ST-499718000			
 ST-499767200	499817100	ENGINE STAND	• Used for disassembling and assembling engine. • Used together with ENGINE STAND ADAPTER RH (498457000) & LH (498457100).
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for removing and installing the crank pulley.
 ST-499987500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket and exhaust cam sprocket.
 ST-499767400	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.

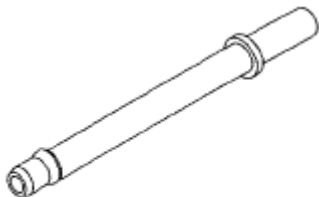
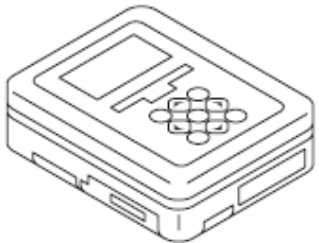
2013 Subaru Impreza Limited

2013 ENGINE Engine Mechanical (WRX-STI) -- Impreza WRX STI

 ST-498267600	18251AA020	VALVE GUIDE ADJUSTER	Used for installing intake valve guides and exhaust valve guides.
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This tool is made by the French company CAILLAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for inspecting the fuel pressure.
 ST18854AA000	18854AA000	ANGLE GAUGE	Used for installing the crank pulley.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for removing the quick connector.

2013 Subaru Impreza Limited

2013 ENGINE Engine Mechanical (WRX-STI) -- Impreza WRX STI

 ST18471AA000	42075AG690	FUEL HOSE	Used for inspecting the fuel pressure. NOTE: This is the SUBARU genuine part.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for various inspections.

GENERAL TOOL

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

COMPRESSION

INSPECTION

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

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

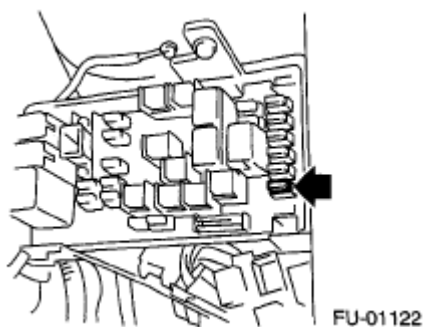


Fig. 7: Locating Main Fuse Box Fuse
 Courtesy of SUBARU OF AMERICA, INC.

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

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



Fig. 8: Reading Compression Gauge Value Installed On Spark Plug
 Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

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

Compression (fully open throttle):

Standard

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

Difference between cylinders

49 kPa (0.5 kgf/cm² , 7 psi) or less

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

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. >

NOTE:

- Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted.
- If idle speed is out of standard, refer to the General Diagnosis Table under "Engine Control System". < Refer to **BASIC DIAGNOSTIC PROCEDURE** . >

1. Check the idle speed when no-loaded. (Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

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

Standard

700±100 rpm

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

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

Standard

750±100 rpm

IGNITION TIMING

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. >

NOTE: If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". < Refer to **BASIC DIAGNOSTIC PROCEDURE** . >

Ignition timing [BTDC/rpm]:

Standard

15°±10°/700

METHOD WITH TIMING LIGHT

1. Before checking the ignition timing, check the following item:
 1. Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.
 2. Check the malfunction indicator light does not illuminate.
2. Warm up the engine.
3. Stop the engine, and turn the ignition switch to OFF.
4. Disconnect the ground cable from battery.

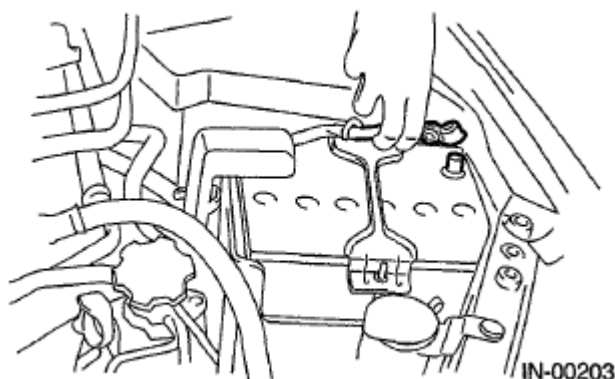


Fig. 9: Disconnecting/Connecting Battery Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the air intake duct. < Refer to **REMOVAL** , Air Intake Duct. >
6. Remove the air cleaner case. < Refer to **REMOVAL** , Air Cleaner Case. >
7. Connect the timing light to the power wire of #1 ignition coil.
8. Install the air cleaner case. < Refer to **INSTALLATION** , Air Cleaner Case. >
9. Connect the battery ground terminal.

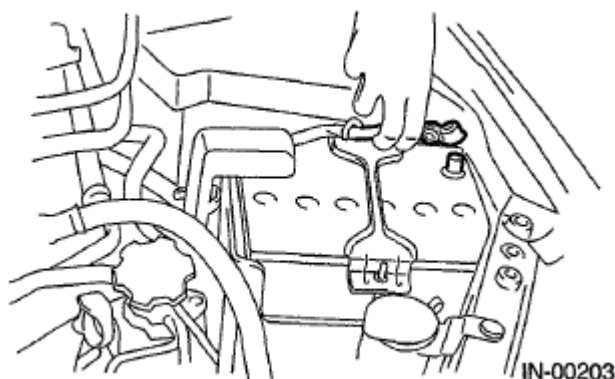


Fig. 10: Disconnecting/Connecting Battery Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE: If ignition timing is out of standard, check the ignition control system. Refer to "Engine Control System". < Refer to **BASIC DIAGNOSTIC PROCEDURE** . >

Ignition timing [BTDC/rpm]:

Standard

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

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

INTAKE MANIFOLD VACUUM

INSPECTION

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

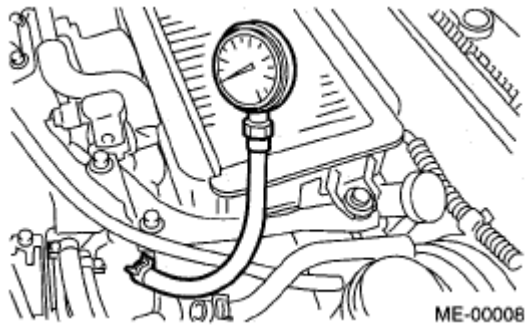


Fig. 11: Identifying Vacuum Gauge
Courtesy of SUBARU OF AMERICA, INC.

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

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

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

Standard

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

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

Diagnosis of engine condition by inspection of intake manifold vacuum	
Vacuum gauge needle behavior	Possible engine condition
1. Needle is steady but lower than standard value. This tendency becomes more evident as engine temperature rises.	Leakage around intake manifold gasket, disconnection or damage of vacuum hose
2. Needle intermittently drops to position lower than standard value.	Leakage around cylinder
3. Needle drops suddenly and intermittently from standard value.	Sticky valve

4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs
5. Needle vibrates above and below standard value in narrow range.	Defective ignition system

ENGINE OIL PRESSURE

INSPECTION

1. Disconnect the ground cable from battery.

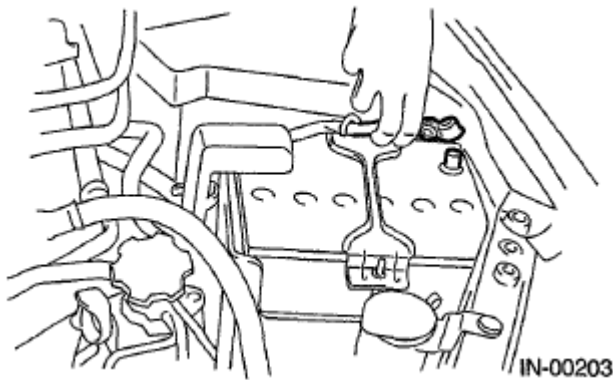


Fig. 12: Disconnecting/Connecting Battery Ground Cable
 Courtesy of SUBARU OF AMERICA, INC.

2. Remove the oil pressure switch. < Refer to **REMOVAL** , Oil Pressure Switch. >
3. Install the oil pressure gauge to cylinder block.

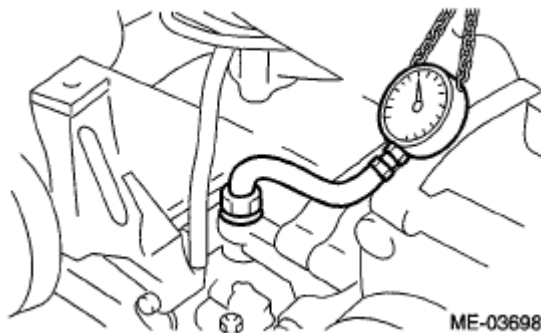


Fig. 13: Identifying Oil Pressure Gauge Installed On Cylinder Block
 Courtesy of SUBARU OF AMERICA, INC.

4. Connect the battery ground terminal.

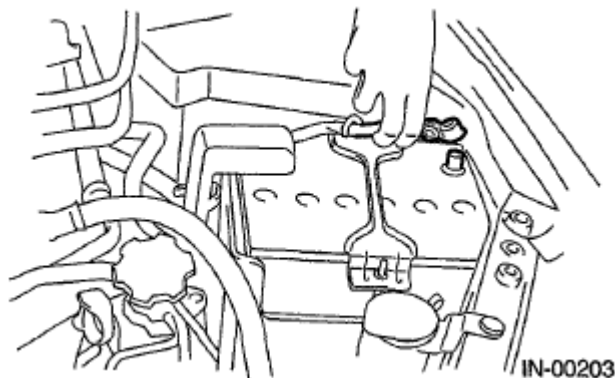


Fig. 14: Disconnecting/Connecting Battery Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

- Standard value is based on an engine oil temperature of 80°C (176°F).
- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. < 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. >

Engine oil pressure:

Standard

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

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

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

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.

1. Release the fuel pressure. < Refer to RELEASING OF FUEL PRESSURE , PROCEDURE, Fuel. >

2. Open the fuel filler lid and remove the fuel filler cap.
3. Disconnect the fuel delivery hose from the fuel delivery pipe, and connect the fuel pressure gauge.

CAUTION:

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

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

ST 42099AE000 QUICK CONNECTOR RELEASE

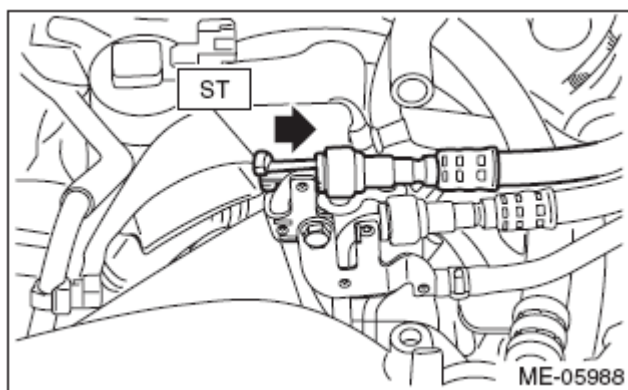


Fig. 15: Disconnecting Fuel Delivery Hose Quick Connector Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

2. Connect the fuel pressure gauge with ST1 and ST2.

NOTE:

ST1 is a SUBARU genuine part.
ST1 42075AG690 FUEL HOSE
ST2 18471AA000 FUEL PIPE ADAPTER

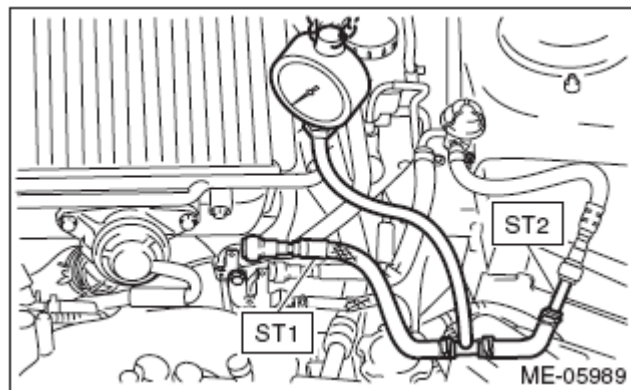


Fig. 16: Connecting Fuel Pressure Gauge With Fuel Hose And Fuel Pipe Adapter
Courtesy of SUBARU OF AMERICA, INC.

4. Start the engine.
5. Check the fuel pressure while disconnecting pressure regulator vacuum hose from intake manifold.

NOTE:

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

*Fuel pressure:**Standard*

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

6. After connecting the vacuum hose to the pressure regulator, check the fuel pressure again.

NOTE:

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

*Fuel pressure:**Standard*

230 - 260 kPa (2.4 - 2.7 kgf/cm² , 33 - 38 psi)

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

VALVE CLEARANCE

INSPECTION

1. Disconnect the ground cable from battery.

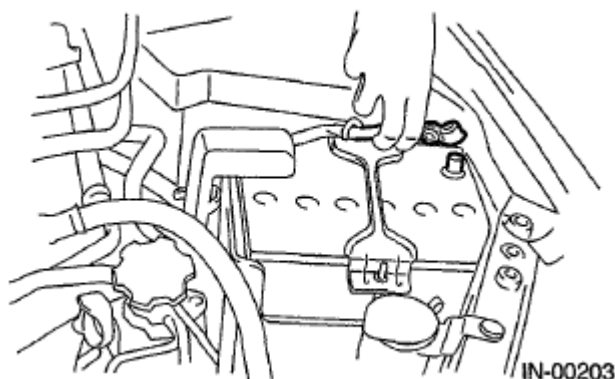


Fig. 17: Disconnecting/Connecting Battery Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

2. Remove the engine from vehicle. < Refer to **REMOVAL**, Engine Assembly. >
3. Remove the timing belt cover RH. < Refer to **REMOVAL**, Timing Belt Cover. >
4. When inspecting #1 and #3 cylinders
 1. Disconnect the connector (A) from the exhaust camshaft position sensor RH and the connector (B) from the exhaust oil flow control solenoid valve RH.

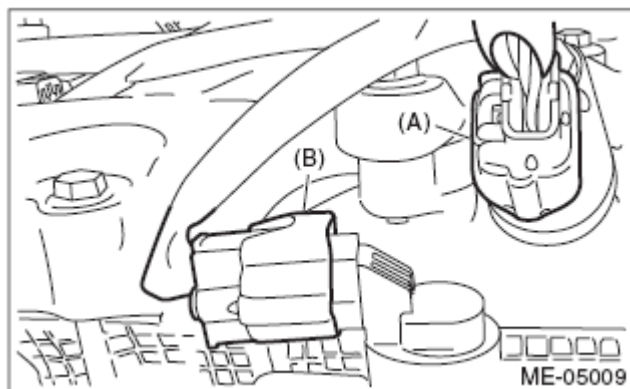


Fig. 18: Identifying Exhaust Camshaft Position Sensor RH And Exhaust Oil Flow Control Solenoid Valve RH Connector
Courtesy of SUBARU OF AMERICA, INC.

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

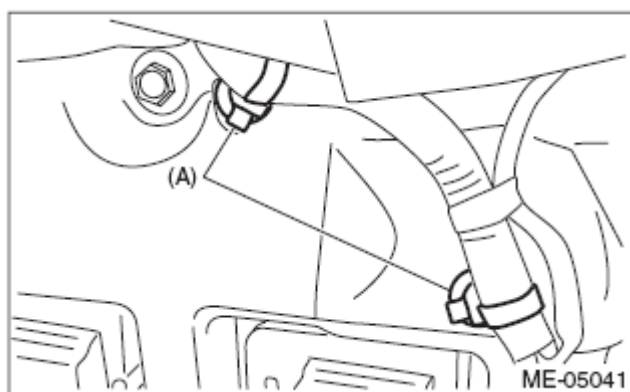


Fig. 19: Identifying Engine Harness To Rocker Cover RH Holding Clips
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the ignition coil. < Refer to **REMOVAL** , Ignition Coil. >
4. Disconnect PCV hose (A) and vacuum hose (B) from the rocker cover RH.

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

ST 18353AA000 CLAMP PLIERS

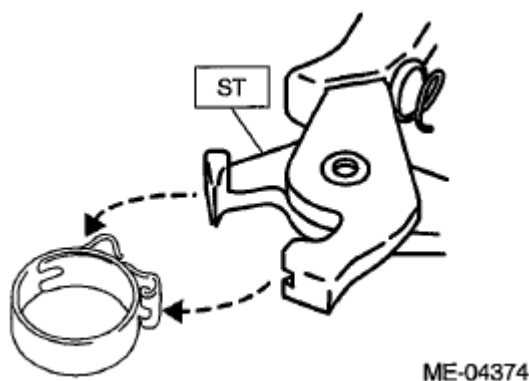


Fig. 20: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

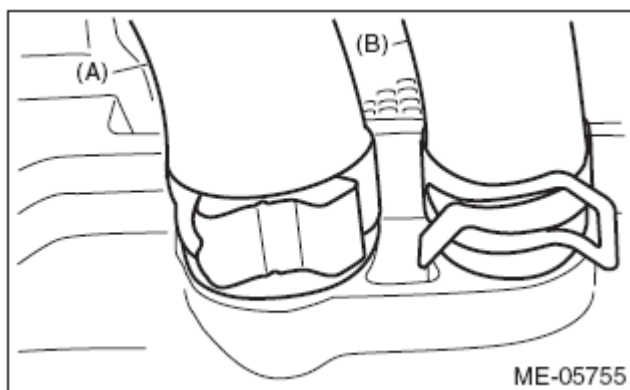


Fig. 21: Identifying PCV Hose Clamps
 Courtesy of SUBARU OF AMERICA, INC.

5. Remove the rocker cover RH.
5. When inspecting #2 and #4 cylinders
 1. Remove the secondary air pump. < Refer to **REMOVAL** , Secondary Air Pump. >
 2. Disconnect the connector (A) from the exhaust camshaft position sensor LH and the connector (B) from the exhaust oil flow control solenoid valve LH.

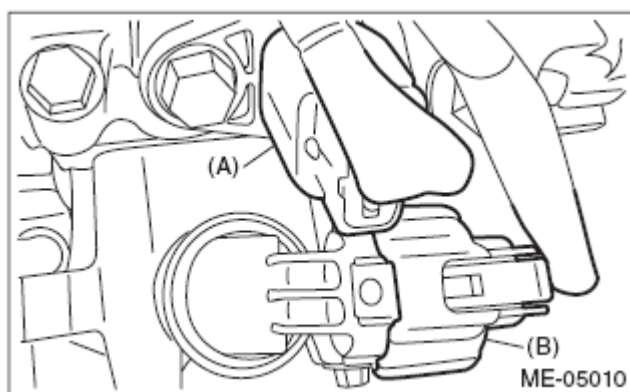


Fig. 22: Identifying Exhaust Camshaft Position Sensor LH And Exhaust Oil Flow Control Solenoid Valve LH Connector
 Courtesy of SUBARU OF AMERICA, INC.

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

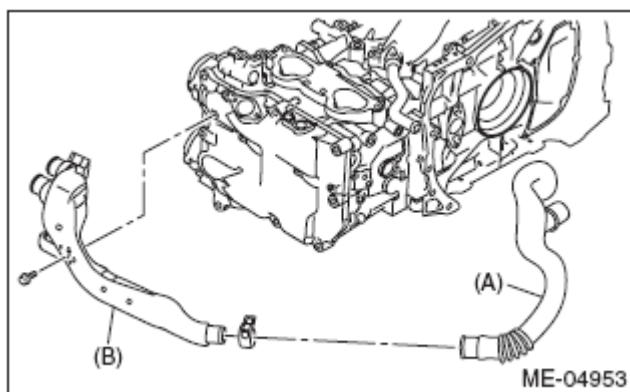


Fig. 23: Identifying Air Ducts And Rocker Cover LH
Courtesy of SUBARU OF AMERICA, INC.

4. Remove the ignition coil. < Refer to **REMOVAL** , Ignition Coil. >
5. Disconnect PCV hose (A) and vacuum hose (B) from the rocker cover LH.

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

ST 18353AA000 CLAMP PLIERS

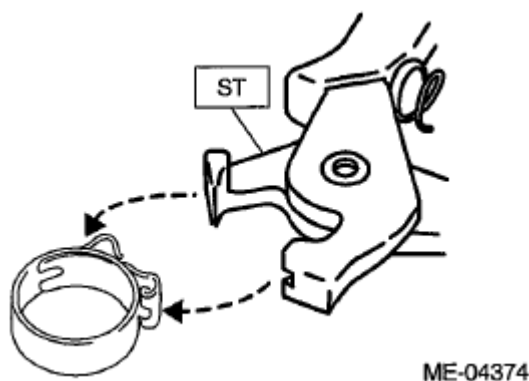


Fig. 24: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

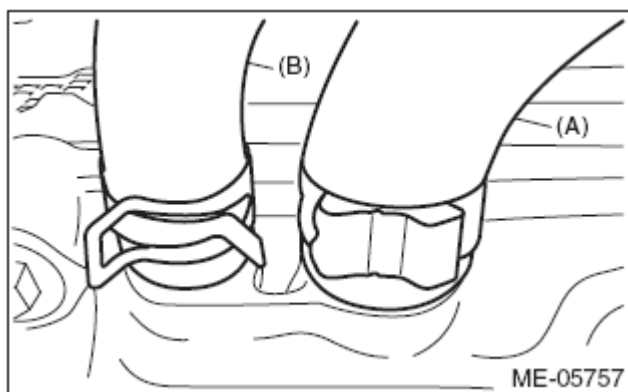
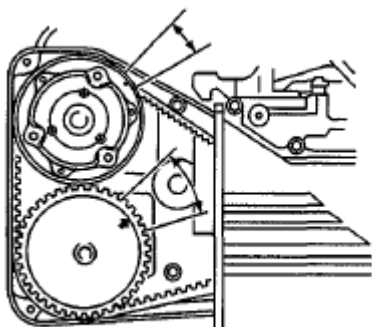


Fig. 25: Identifying PCV Hose
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE: Turn the crank pulley using a socket wrench.

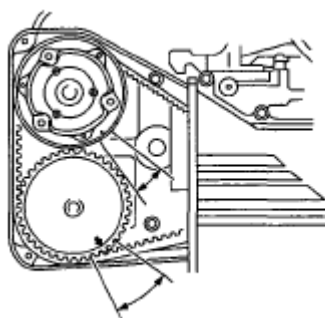
- Measurement of clearance of #1 cylinder intake valve and #3 cylinder exhaust valve



ME-04091

Fig. 26: Identifying Clearance Of 1 Cylinder Intake Valve And 3 Cylinder Exhaust Valve
Courtesy of SUBARU OF AMERICA, INC.

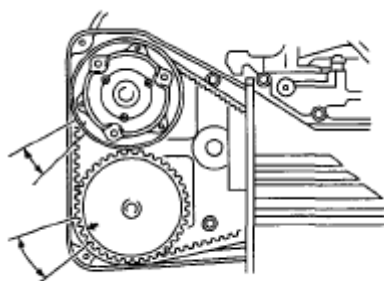
- Measurement of clearance of #2 cylinder exhaust valve and #3 cylinder intake valve



ME-03172

Fig. 27: Identifying Clearance Of 2 Cylinder Exhaust Valve And 3 Cylinder Intake Valve
Courtesy of SUBARU OF AMERICA, INC.

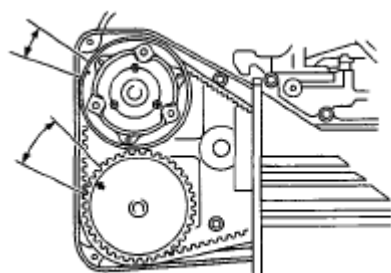
- Measurement of clearance of #2 cylinder intake valve and #4 cylinder exhaust valve



ME-03173

Fig. 28: Identifying Clearance Of 2 Cylinder Intake Valve And 4 Cylinder Exhaust Valve
Courtesy of SUBARU OF AMERICA, INC.

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



ME-03174

Fig. 29: Identifying Clearance Of 1 Cylinder Exhaust Valve And 4 Cylinder Intake Valve
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

- Insert a thickness gauge in a direction as horizontal as possible with respect to the valve lifter.
- Lift up the vehicle, and then measure the exhaust valve clearances.

- If the measured value is not within the inspection value, take notes of the value in order to adjust the valve clearance later on.

Valve clearance (inspection value):

Intake

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

Exhaust

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

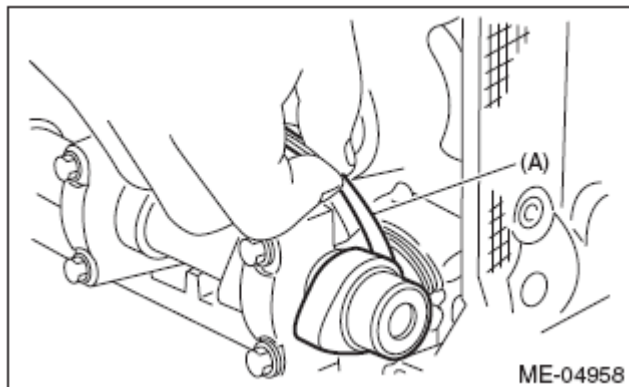


Fig. 30: Measuring Clearance Of Intake Valve And Exhaust Valve Using Thickness Gauge
Courtesy of SUBARU OF AMERICA, INC.

8. If necessary, adjust the valve clearance. < Refer to ADJUSTMENT, Valve Clearance. >
9. After inspection, install the related parts in the reverse order of removal.

NOTE:

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

ST 18353AA000 CLAMP PLIERS

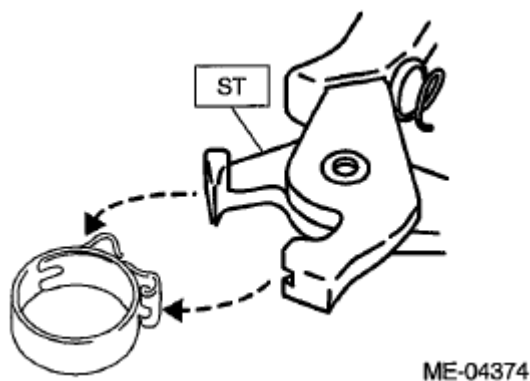


Fig. 31: Pinching PCV Hose Clamp Using Special Tool
 Courtesy of SUBARU OF AMERICA, INC.

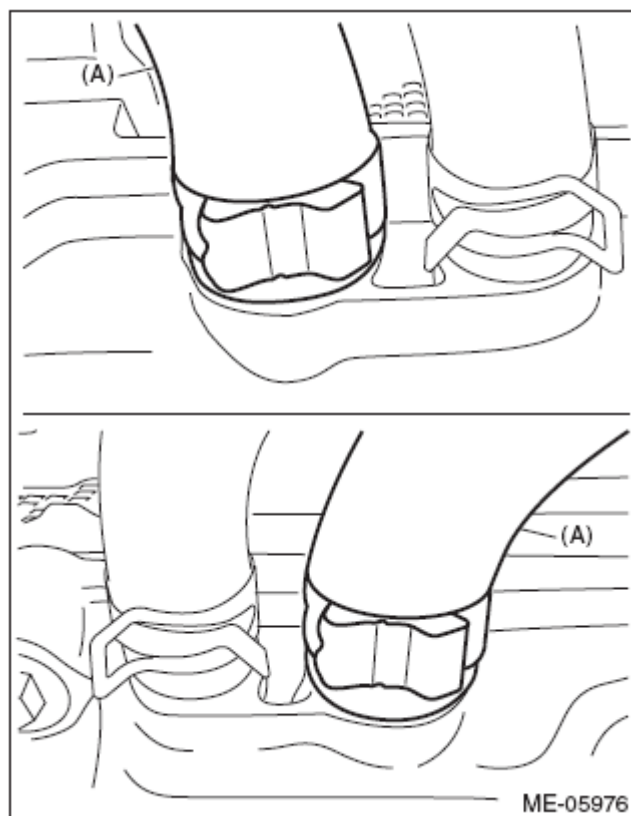


Fig. 32: Identifying PCV Hose
 Courtesy of SUBARU OF AMERICA, INC.

Tightening torque:

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

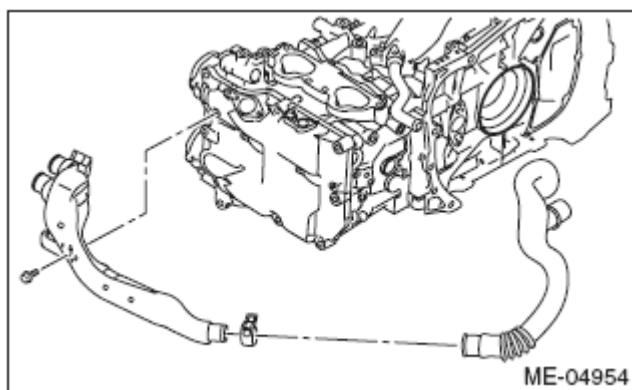


Fig. 33: Identifying Cylinder Block Mounting Bolts Tightening Torque
 Courtesy of SUBARU OF AMERICA, INC.

ADJUSTMENT

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

NOTE: Record the measured value of each valve clearance.

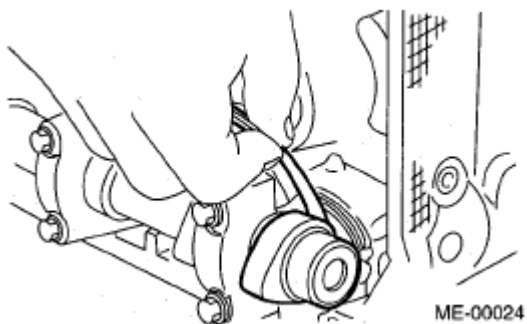


Fig. 34: Measuring Value Of Each Valve Clearance
 Courtesy of SUBARU OF AMERICA, INC.

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

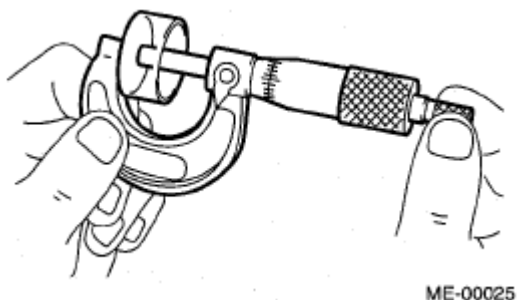


Fig. 35: Measuring Thickness Of Valve Lifter Using Micrometer
 Courtesy of SUBARU OF AMERICA, INC.

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

NOTE: Use a new valve lifter.

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

6. Install the camshaft. < 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 step 2).

Valve clearance (adjustment value):

Intake

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

Exhaust

0.35 ± 0.02 mm (0.0138 ± 0.0008 in)

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

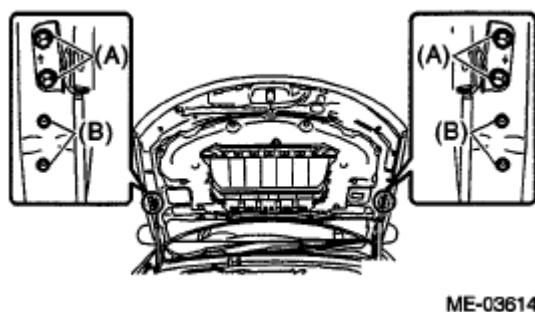
ENGINE ASSEMBLY

REMOVAL

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

Tightening torque:

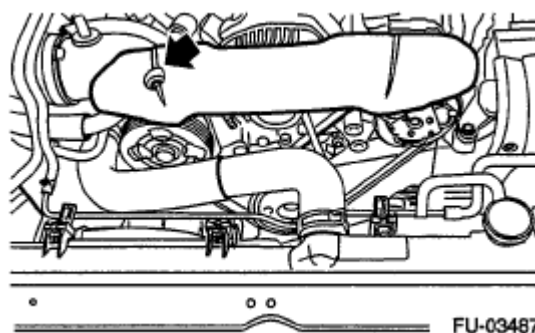
7.5 N.m (0.8 kgf-m, 5.5 ft-lb)



ME-03614

Fig. 36: Identifying Front Hood Mounting Bolts Installation Position
 Courtesy of SUBARU OF AMERICA, INC.

2. Remove the V-belt covers.



FU-03487

Fig. 37: Locating V-Belt Covers
 Courtesy of SUBARU OF AMERICA, INC.

3. Collect the refrigerant from A/C system. < Refer to **REFRIGERANT RECOVERY PROCEDURE** . >
4. Release the fuel pressure. < Refer to **RELEASING OF FUEL PRESSURE** , PROCEDURE, Fuel. >
5. Remove the battery. < Refer to **REMOVAL** , Battery. >
6. Open the fuel filler lid and remove the fuel filler cap.
7. Remove the air intake duct and air cleaner case. < Refer to **REMOVAL** , Air Intake Duct. > < Refer to **REMOVAL** , Air Cleaner Case. >
8. Remove the intercooler. < Refer to **REMOVAL** , Intercooler. >
9. Remove the radiator. < Refer to **REMOVAL** , Radiator. >
10. Remove the coolant filler tank. < Refer to **REMOVAL** , Coolant Filler Tank. >
11. Disconnect the bulkhead harness connectors from the engine harness connectors.

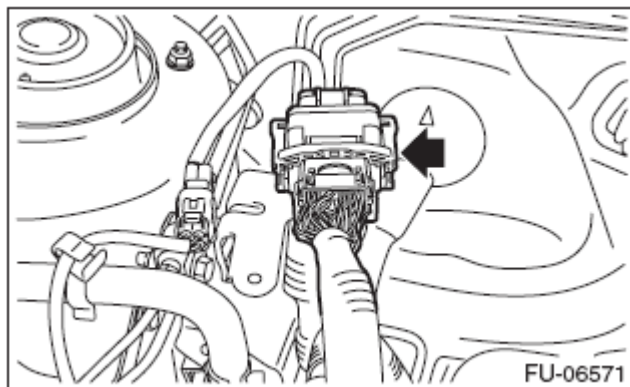


Fig. 38: Locating Bulkhead Harness Connectors
Courtesy of SUBARU OF AMERICA, INC.

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

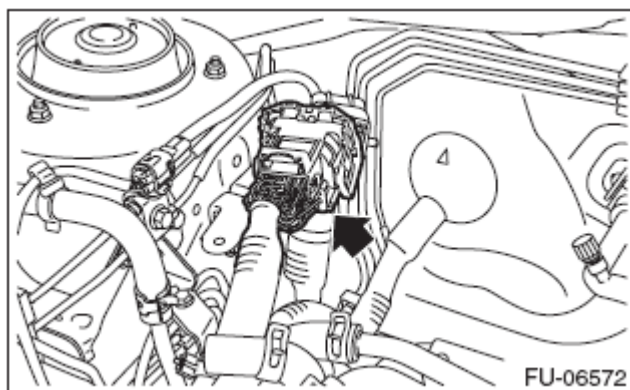


Fig. 39: Locating Engine Harness Connector
Courtesy of SUBARU OF AMERICA, INC.

13. Disconnect the following connectors and terminals.
 1. Generator connector and terminal

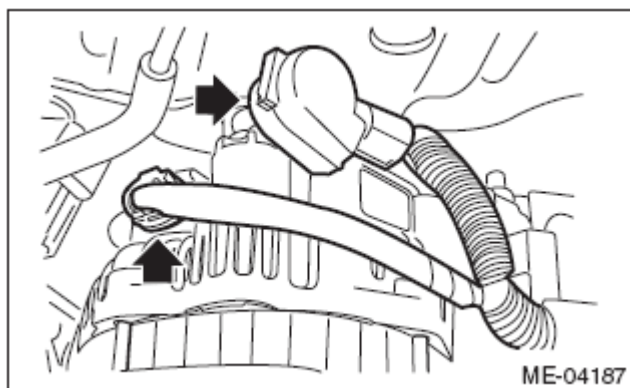


Fig. 40: Locating Generator Connector And Terminal
Courtesy of SUBARU OF AMERICA, INC.

2. Secondary air pump connector

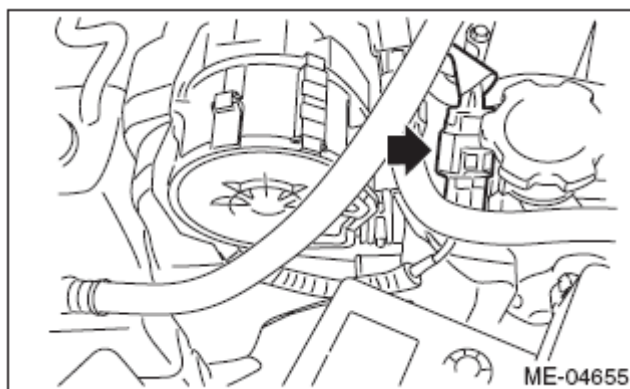


Fig. 41: Locating Secondary Air Pump Connector
Courtesy of SUBARU OF AMERICA, INC.

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

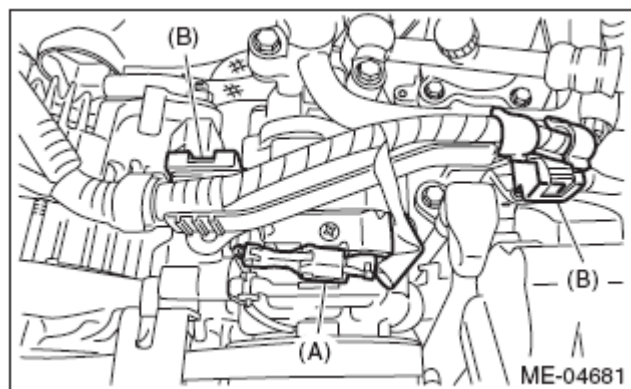


Fig. 42: Identifying A/C Compressor Connector And Generator Cord Securing Clip
Courtesy of SUBARU OF AMERICA, INC.

15. Disconnect the following hoses.
 1. A/C pressure hose < Refer to **REMOVAL** , Hose and Pipe. >
 2. Brake booster vacuum hose (A) and pressure regulator vacuum hose (B)

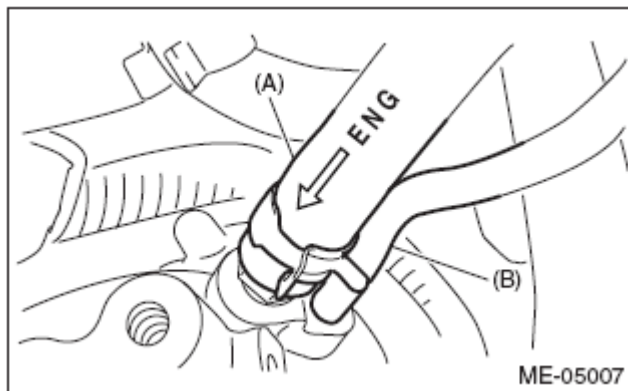


Fig. 43: Identifying Brake Booster And Pressure Regulator Vacuum Hose
Courtesy of SUBARU OF AMERICA, INC.

3. Heater inlet hose and heater outlet hose

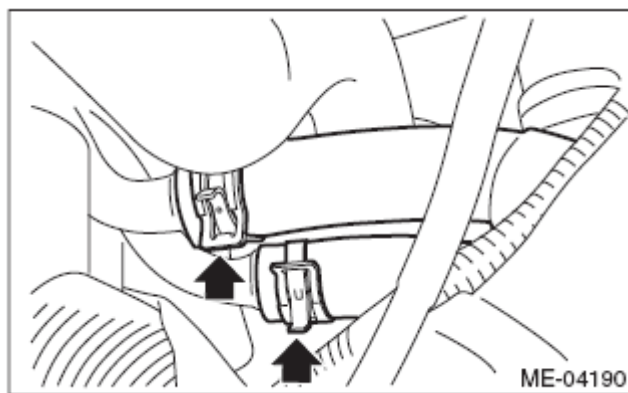


Fig. 44: Locating Heater Inlet And Outlet Hose Securing Clips
Courtesy of SUBARU OF AMERICA, INC.

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

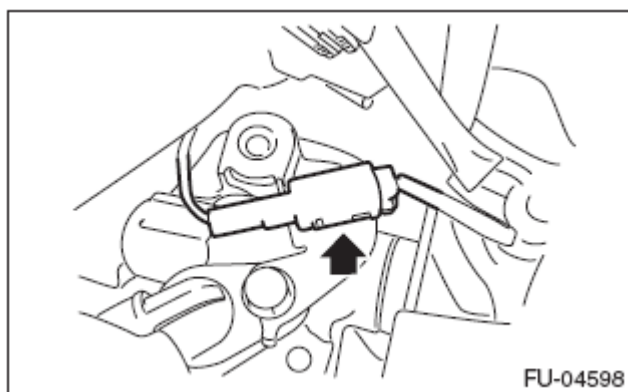


Fig. 45: Locating Power Steering Pump Switch Connector
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the power steering pump from the engine.

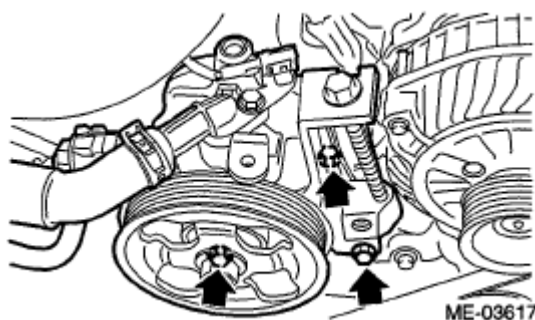


Fig. 46: Removing/Installing Power Steering Pump From Engine
Courtesy of SUBARU OF AMERICA, INC.

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

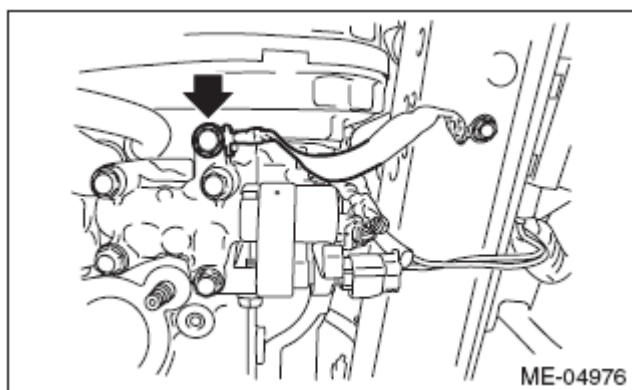


Fig. 47: Locating Ground Cable Mounting Bolts On Engine Side
 Courtesy of SUBARU OF AMERICA, INC.

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

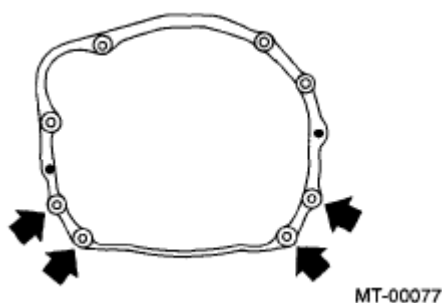


Fig. 48: Locating Transmission To Engine Holding Bolts And Nuts
 Courtesy of SUBARU OF AMERICA, INC.

22. Remove the nuts which secure the engine mounting to the front crossmember.

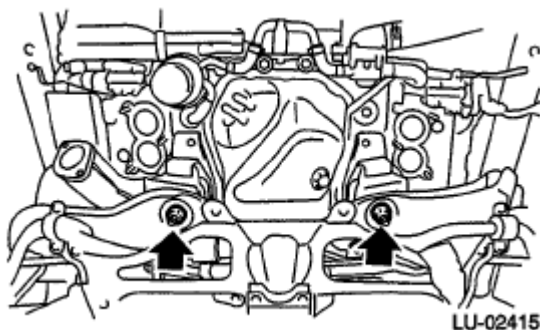


Fig. 49: Locating Engine Mounting To Front Crossmember Securing Nuts
 Courtesy of SUBARU OF AMERICA, INC.

23. Lower the vehicle.
24. Remove the starter. < Refer to **REMOVAL** , Starter. >
25. Separate the clutch release fork from the release bearing.

1. Remove the clutch operating cylinder from the transmission.
2. Remove the service hole plug using a hexagon wrench (10 mm).

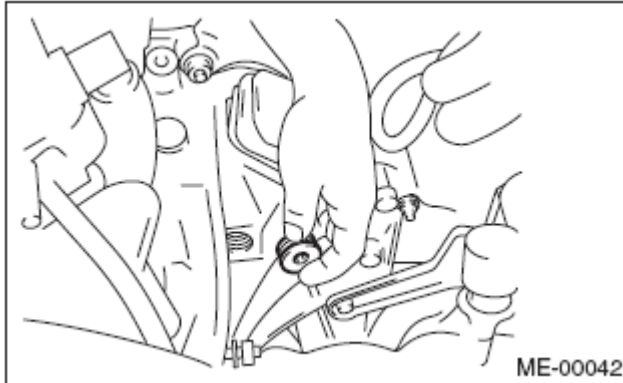
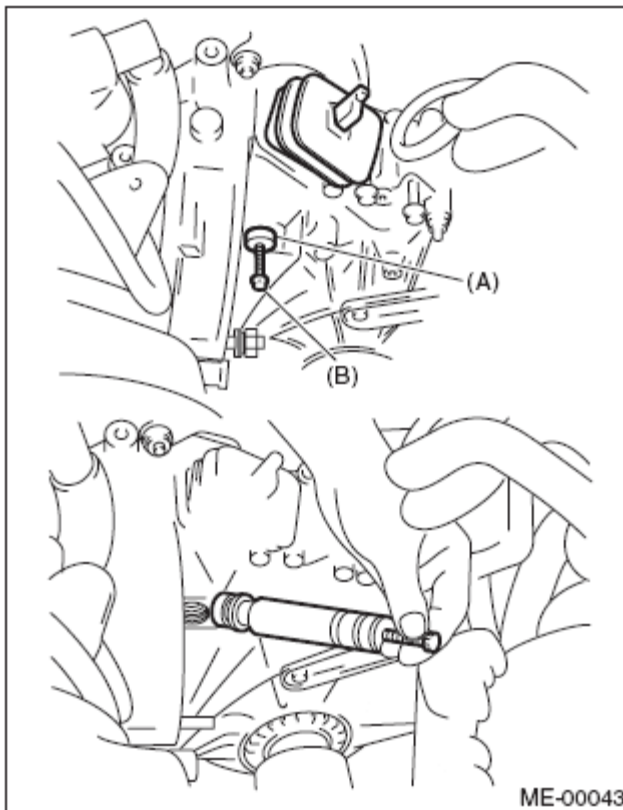


Fig. 50: Removing Service Hole Plug Using Hexagon Wrench
Courtesy of SUBARU OF AMERICA, INC.

3. Screw-in the 6 mm dia. bolt into the release fork shaft to remove.



- (A) Release fork shaft
(B) Bolt

Fig. 51: Removing Release Fork Shaft And Bolt Using Tool

Courtesy of SUBARU OF AMERICA, INC.

4. Raise the release fork, unlock the release bearing tab, then remove the release fork.

NOTE: **Step (4) is required to avoid interference with the engine when removing the engine from the transmission.**

26. Remove the pitching stopper.

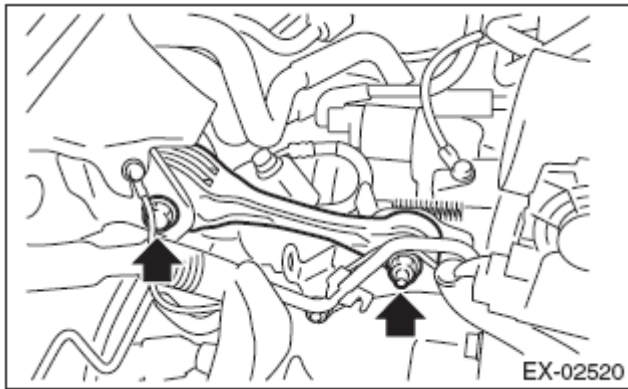


Fig. 52: Locating Pitching Stopper Mounting Bolts
Courtesy of SUBARU OF AMERICA, INC.

27. Disconnect the fuel delivery hose, fuel return hose and evaporation hose.

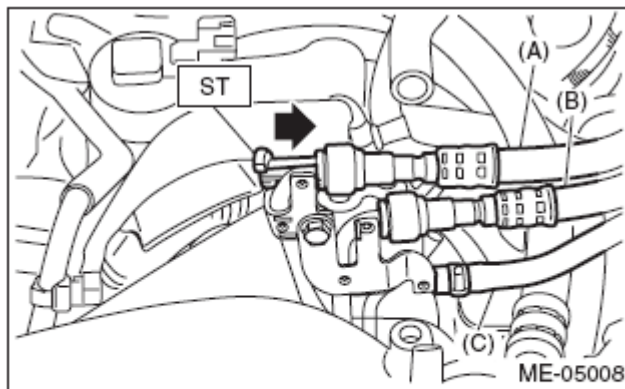
CAUTION:

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

1. Set the ST to the fuel pipe.

ST 42099AE000 QUICK CONNECTOR RELEASE

2. Disconnect the quick connector of the fuel delivery hose and fuel return hose by pushing the ST in the direction of the arrow.
3. Remove the clip and disconnect the evaporation hose from the fuel pipe.



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

Fig. 53: Disconnecting Evaporator Hose From Fuel Pipe Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

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

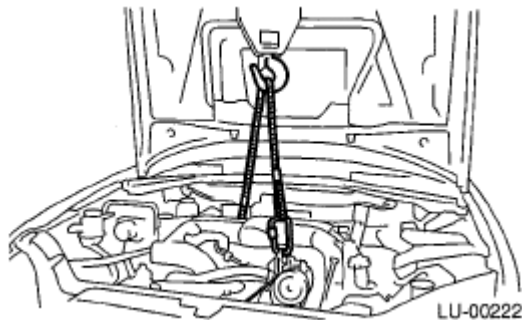
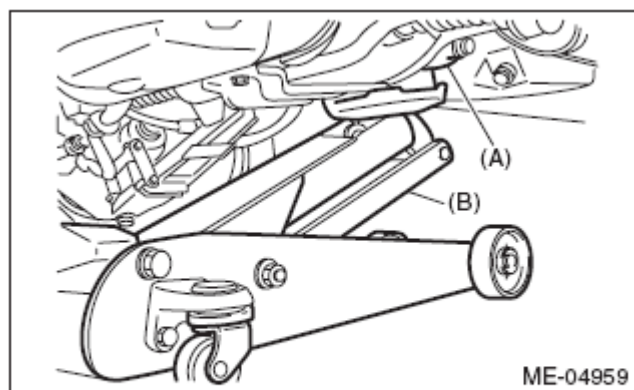


Fig. 54: Supporting Engine With Lifting Device And Wire Ropes
Courtesy of SUBARU OF AMERICA, INC.

29. Support the transmission with a garage jack.

CAUTION: Be sure to perform this procedure to prevent the transmission from lowering by its own weight.



(A) Transmission

(B) Garage jack

Fig. 55: Supporting Transmission With Garage Jack

Courtesy of SUBARU OF AMERICA, INC.

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

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

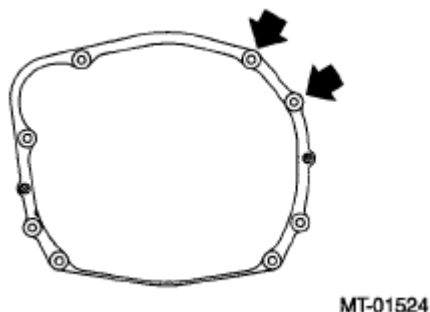


Fig. 56: Locating Bolts Holding Upper Side Of Transmission To Engine

Courtesy of SUBARU OF AMERICA, INC.

31. Remove the engine from the vehicle.

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

1. Slightly raise the engine.
 2. Raise the transmission with garage jack.
 3. Move the engine horizontally until main shaft is withdrawn from clutch cover.
 4. Slowly move the engine away from engine compartment.
32. Remove the engine mounting from the engine.

INSTALLATION

1. Install the clutch release fork and bearing to the transmission.
 1. Using a flat tip screwdriver, remove the release bearing from the clutch cover.

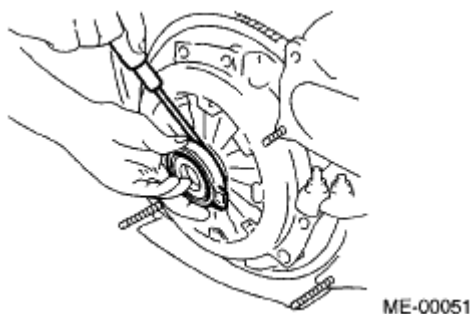
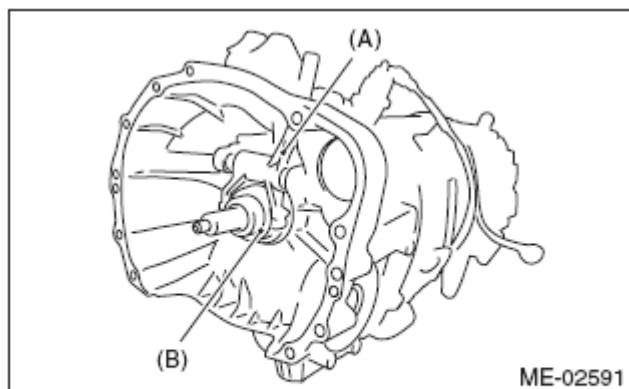


Fig. 57: Removing Release Bearing From Clutch Cover Using Flat Tip Screwdriver
Courtesy of SUBARU OF AMERICA, INC.

2. Attach the release bearing to the transmission.
3. Install the release fork into the release bearing tab.



- (A) Release fork
(B) Release bearing

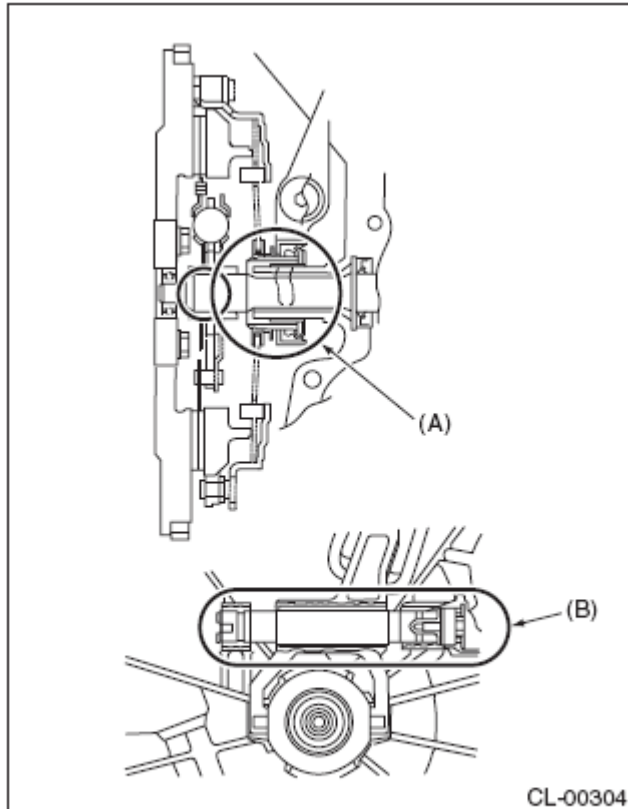
Fig. 58: Identifying Release Fork And Bearing
Courtesy of SUBARU OF AMERICA, INC.

4. Apply grease to the specified areas.

Grease:

Spline part

NICHIMOLY N-130 or equivalent

Shaft part***KOPR-KOTE or equivalent***

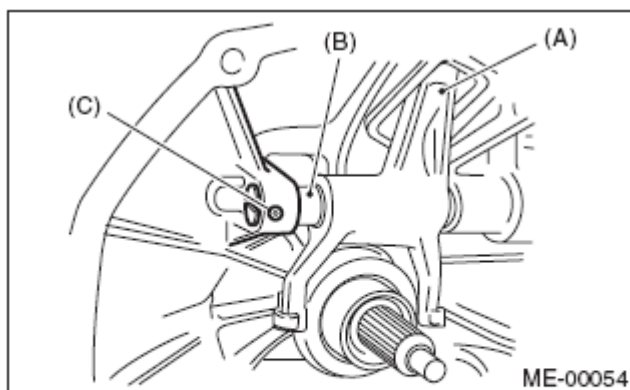
(A) Spline

(B) Shaft

Fig. 59: Identifying Spline And Shaft
Courtesy of SUBARU OF AMERICA, INC.

5. Insert the release shaft to release fork.

NOTE: Allow the cutout portion of release shaft to come into contact with the spring pin.



- (A) Release fork
- (B) Release shaft
- (C) Spring pin

Fig. 60: Identifying Release Fork, Shaft And Spring Pin
 Courtesy of SUBARU OF AMERICA, INC.

6. Install the service hole plug.

Tightening torque:

44 N.m (4.5 kgf-m, 32.5 ft-lb)

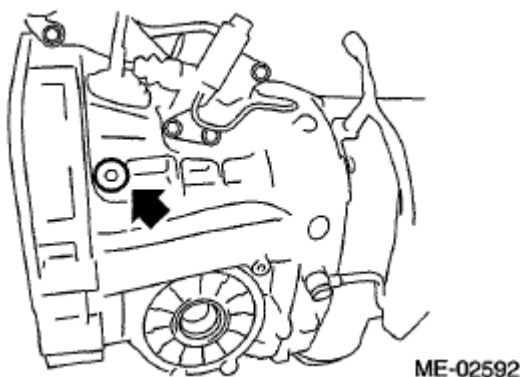


Fig. 61: Locating Service Hole Plug
 Courtesy of SUBARU OF AMERICA, INC.

2. Install the engine mounting onto the engine.

Tightening torque:

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

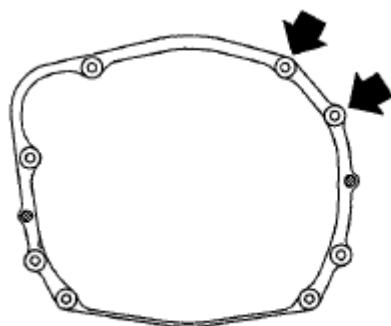
3. Apply a small amount of grease to splines of main shaft.

Grease:***NICHIMOLY N-130 or equivalent***

4. Position the engine in engine compartment and align it with transmission.

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

5. Install the bolts which hold upper side of transmission to engine.

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

MT-01524

Fig. 62: Locating Bolts Holding Upper Side Of Transmission To Engine
Courtesy of SUBARU OF AMERICA, INC.

6. Remove the lifting device and wire ropes.



LU-00222

Fig. 63: Supporting Engine With Lifting Device And Wire Ropes
Courtesy of SUBARU OF AMERICA, INC.

7. Remove the garage jack.
8. Install the pitching stopper.

Tightening torque:

T1: 50 N.m (5.1 kgf-m, 36.9 ft-lb)

T2: 58 N.m (5.9 kgf-m, 42.8 ft-lb)

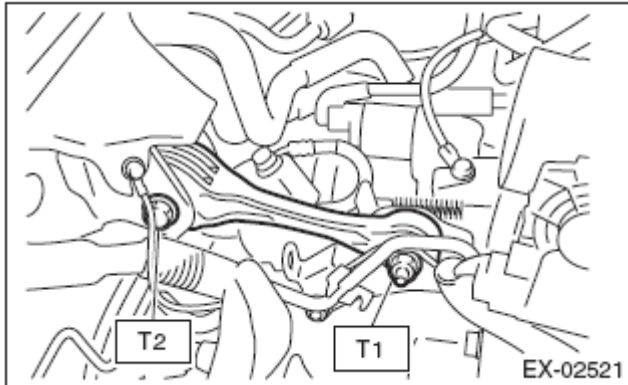


Fig. 64: Identifying Pitching Stopper Mounting Bolts Torque Specification
 Courtesy of SUBARU OF AMERICA, INC.

9. Install the starter. < Refer to **INSTALLATION** , Starter. >
10. Install the power steering pump.
 1. Install the power steering pump onto the engine.

Tightening torque:

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

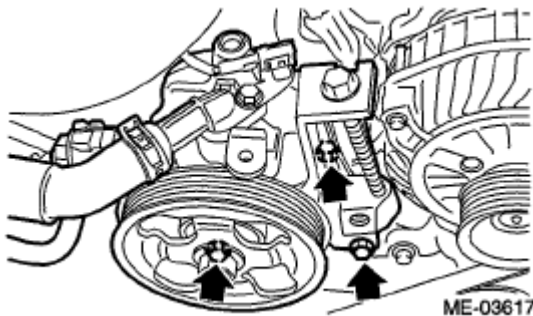


Fig. 65: Removing/Installing Power Steering Pump From Engine
 Courtesy of SUBARU OF AMERICA, INC.

2. Connect the connector to the power steering pump switch.

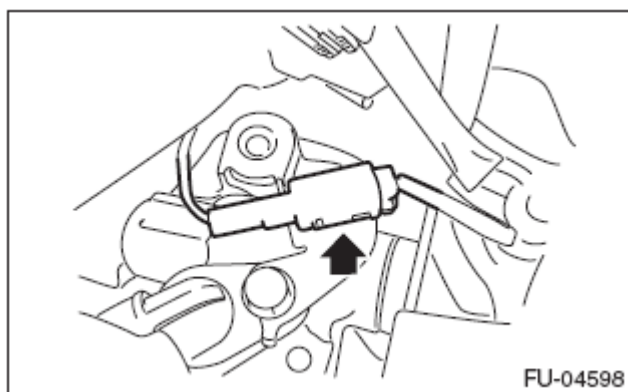


Fig. 66: Locating Power Steering Pump Switch Connector
Courtesy of SUBARU OF AMERICA, INC.

3. Install the front side belt. < Refer to **FRONT SIDE BELT**, INSTALLATION, V-belt. >
11. Lift up the vehicle.
12. Install the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:

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

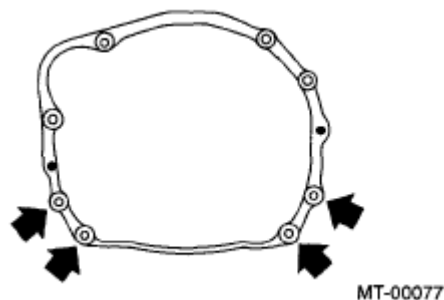


Fig. 67: Locating Transmission To Engine Holding Bolts And Nuts
Courtesy of SUBARU OF AMERICA, INC.

13. Install the nuts which hold the engine mounting to the crossmember.

Tightening torque:

45 N.m (4.6 kgf-m, 33.2 ft-lb)

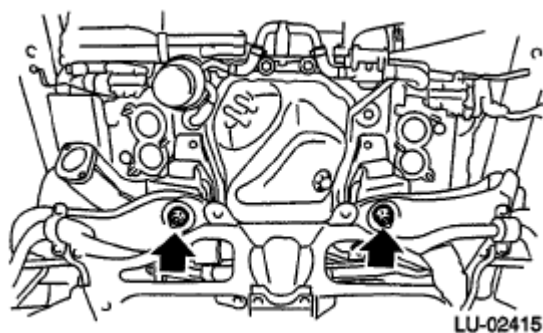


Fig. 68: Locating Nuts Holding Engine Mounting To Crossmember
Courtesy of SUBARU OF AMERICA, INC.

14. Connect the ground cable.

Tightening torque:

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

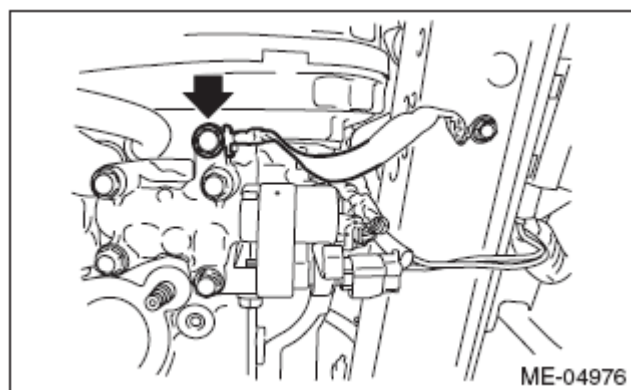


Fig. 69: Locating ground cable bolt
Courtesy of SUBARU OF AMERICA, INC.

15. Install the joint pipe and front exhaust pipe. < Refer to **INSTALLATION** , Front Exhaust Pipe. > < Refer to , **INSTALLATION** , Joint Pipe. >
16. Install the turbocharger. < Refer to **INSTALLATION** , Turbocharger. >
17. Install the center exhaust pipe. < Refer to **INSTALLATION** , Center Exhaust Pipe. >
18. Connect the following hoses.
 1. Fuel delivery hose, fuel return hose and evaporation hose
 2. Heater inlet hose and heater outlet hose
 3. Brake booster vacuum hose and pressure regulator vacuum hose
 4. A/C pressure hose < Refer to **INSTALLATION** , Hose and Pipe. >
19. Secure the generator cord using the clip (B) and connect the connector (A) to A/C compressor.

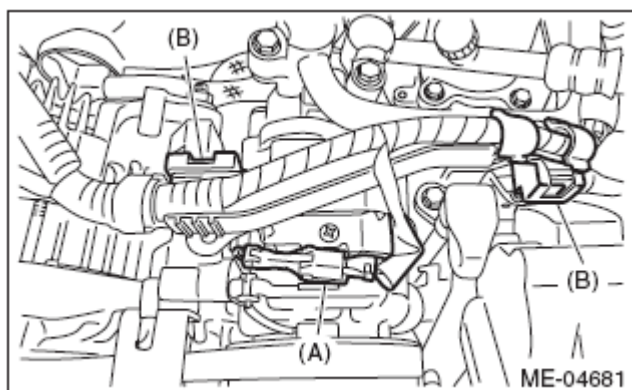


Fig. 70: Identifying A/C Compressor Connector And Generator Cord Clip
 Courtesy of SUBARU OF AMERICA, INC.

20. Connect the following connectors and terminals.
 1. Generator connector and terminal

Tightening torque:

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

2. Secondary air pump connector
21. Install the engine harness connector to engine harness bracket, then connect the bulkhead harness connector to the engine harness connector.

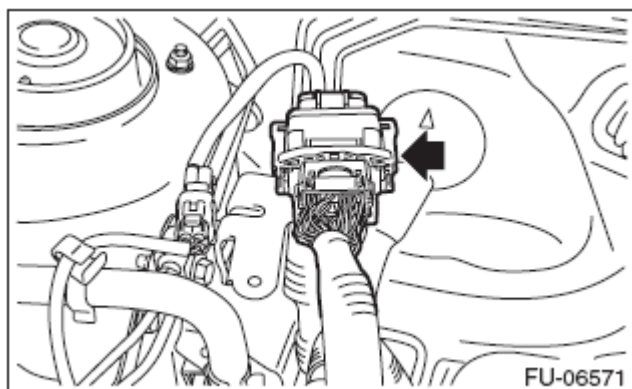


Fig. 71: Locating Engine Harness Connector
 Courtesy of SUBARU OF AMERICA, INC.

22. Install the intercooler. < Refer to **INSTALLATION** , Intercooler. >
23. Install the radiator. < Refer to **INSTALLATION** , Radiator. >
24. Install the coolant filler tank. < Refer to **INSTALLATION** , Coolant Filler Tank. >
25. Install the air cleaner case and air intake duct. < Refer to **INSTALLATION** , Air Cleaner Case. > < Refer to **INSTALLATION** , Air Intake Duct. >

26. Install the battery. < Refer to **INSTALLATION** , Battery. >
27. Fill engine coolant. < Refer to **FILLING OF ENGINE COOLANT** , REPLACEMENT, Engine Coolant. >
28. Charge the A/C system with refrigerant. < Refer to **REFRIGERANT CHARGING PROCEDURE** , Refrigerant Charging Procedure. >
29. Install the V-belt cover.

Tightening torque:

13 N.m (1.3 kgf-m, 9.6 ft-lb)

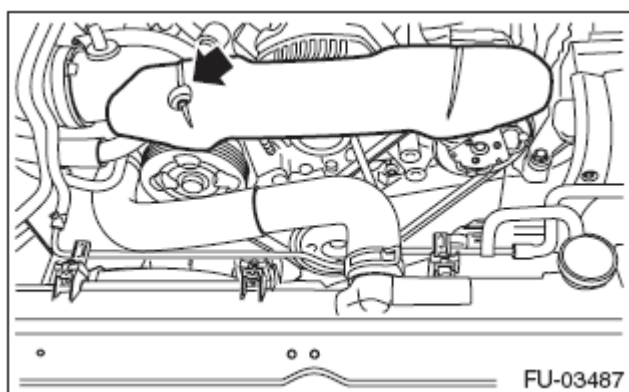


Fig. 72: Locating V-Belt Covers
Courtesy of SUBARU OF AMERICA, INC.

30. Change the bolt installation position from (B) to (A), then close the front hood.

Tightening torque:

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

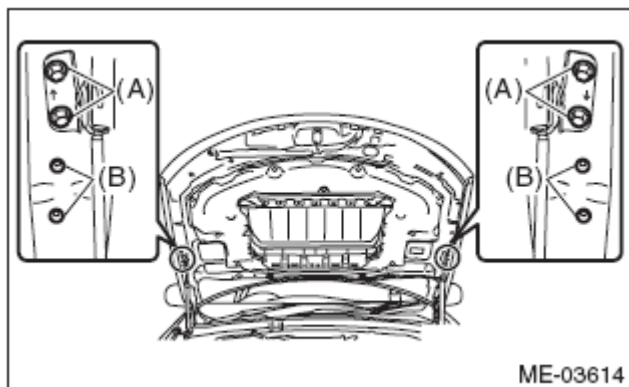


Fig. 73: Identifying Front Hood Mounting Bolts Installation Position
Courtesy of SUBARU OF AMERICA, INC.

INSPECTION

1. Check that pipes, hoses, connectors and clamps are installed firmly.
2. Check the engine coolant is at specified level.
3. Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

ENGINE MOUNTING

REMOVAL

1. Remove the engine from the vehicle. < Refer to **REMOVAL**, Engine Assembly. >
2. Remove the engine mounting from the engine.

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 vehicle body, attach the ST to the engine as shown in the figure.

ST1 498457000 ENGINE STAND ADAPTER RH

ST2 498457100 ENGINE STAND ADAPTER LH

ST3 499817100 ENGINE STAND

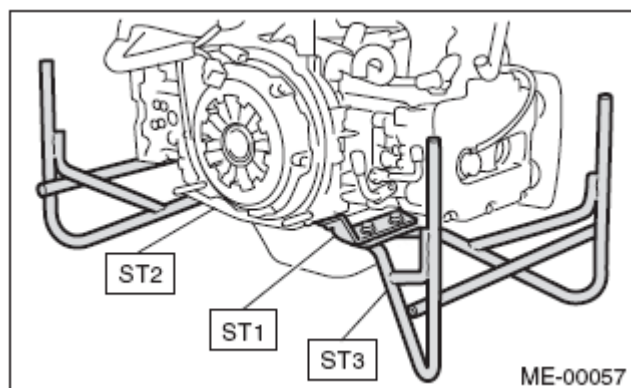


Fig. 74: Identifying Engine Supported Using Special Tools
Courtesy of SUBARU OF AMERICA, INC.

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

V-BELT

REMOVAL

NOTE: When replacing a single part, perform the work with the engine assembly installed to body.

FRONT SIDE BELT

1. Remove the V-belt covers.

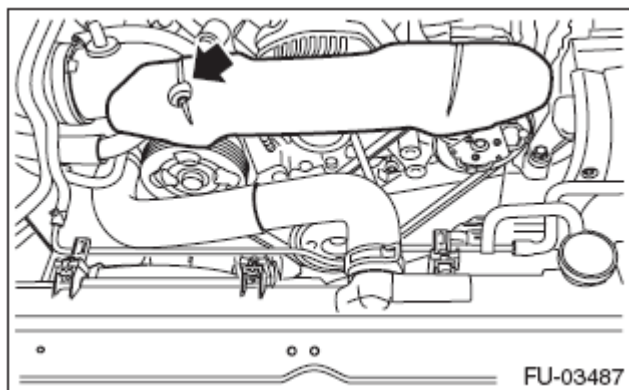


Fig. 75: Locating V-Belt Covers

Courtesy of SUBARU OF AMERICA, INC.

2. Remove the air intake duct. < Refer to **REMOVAL** , Air Intake Duct. >
3. Loosen the bolt (A).
4. Loosen the slider bolt (B).
5. Remove the front side belt (C).

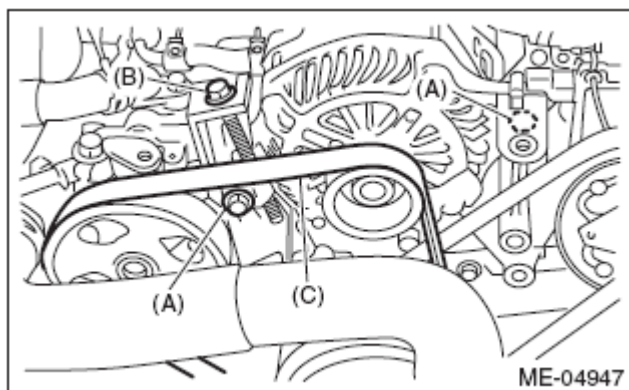


Fig. 76: Identifying Front Side Belt And Slider Bolt
Courtesy of SUBARU OF AMERICA, INC.

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.

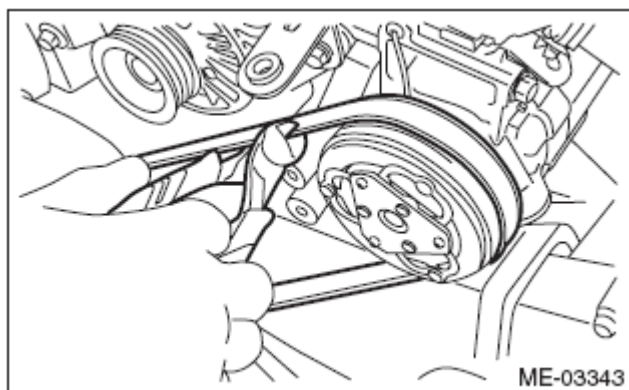


Fig. 77: Cutting Rear Side Belt Using Wire Cutter
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

FRONT SIDE BELT

CAUTION:

- When reusing the front side belt, wipe off dust and water with cloth.
- Do not use the front side belt if there is any oil, grease or coolant on the belt.
- Be careful not to rub the belt end surface with bare hands; exposed core may cause injury.

1. Wipe off any dust, oil and water on the groove of each pulley with cloth.
2. Install the front side belt (C), and adjust the slider bolt (B) so as to obtain the specified belt tension. < 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)

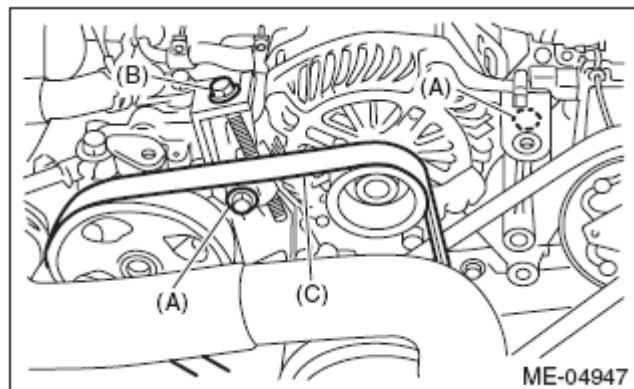


Fig. 78: Identifying Front Side Belt And Slider Bolt
Courtesy of SUBARU OF AMERICA, INC.

5. Install the air intake duct. < Refer to **INSTALLATION** , Air Intake Duct. >
6. Install the V-belt cover.

Tightening torque:

13 N.m (1.3 kgf-m, 9.6 ft-lb)

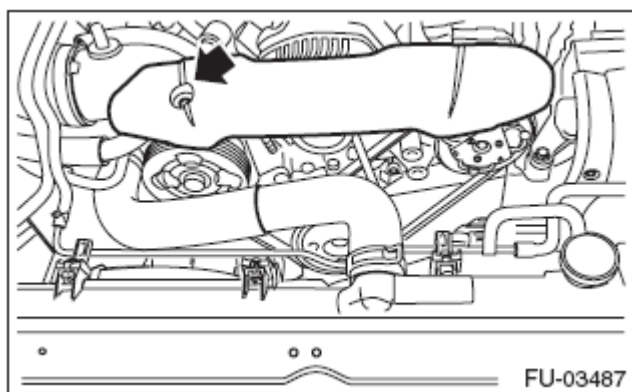


Fig. 79: Locating V-Belt Covers

Courtesy of SUBARU OF AMERICA, INC.

REAR SIDE BELT

CAUTION:

- Do not re-use the rear side belt.
- Be careful not to let oil, grease or coolant contact a new rear side belt.
- Be careful not to rub the belt end surface with bare hands; exposed core may cause injury.
- To install the rear side belt, always use the provided tools (belt stopper, belt guide, belt guide holder, and bolt).

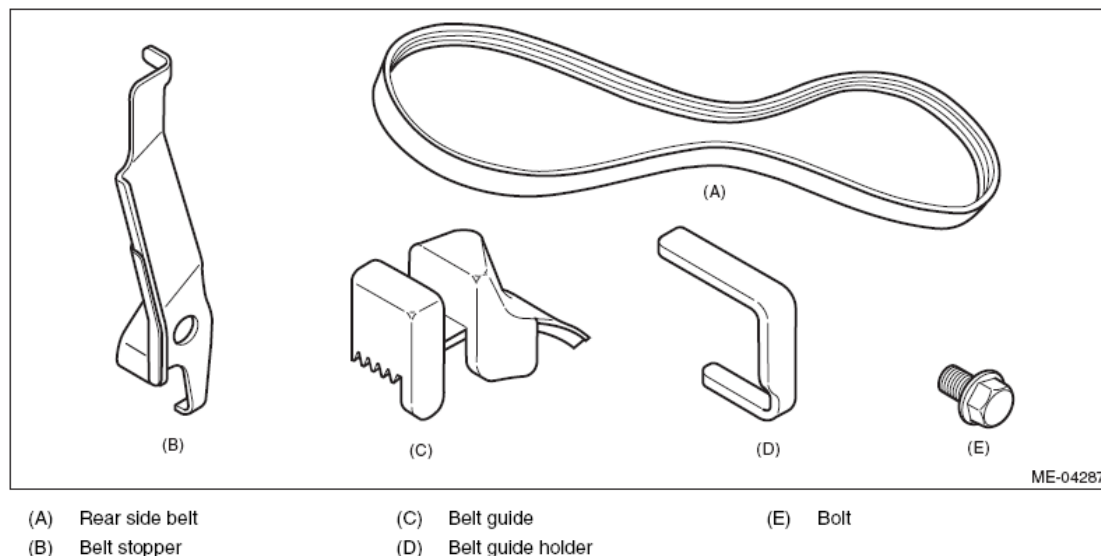


Fig. 80: Identifying Rear Side Belt, Belt Guide And Stopper, Holder And Bolt

Courtesy of SUBARU OF AMERICA, INC.

1. Wipe off any dust, oil and water on the groove of each pulley with cloth.
2. Wipe off any oil, water, dirt, and rust on the front of the crank pulley with cloth.

3. Slowly turn the crank pulley clockwise so that the service hole of the crank pulley comes around the top.

CAUTION: Do not turn the crank pulley counterclockwise.

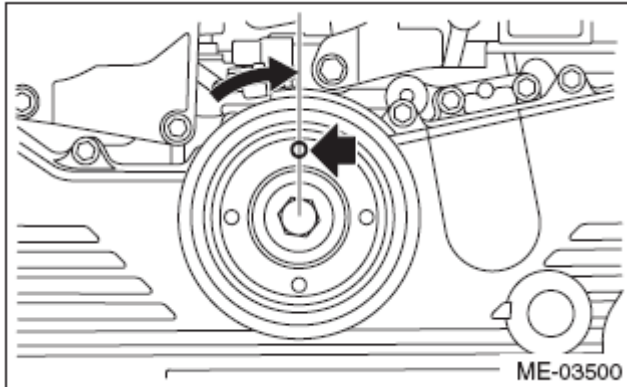


Fig. 81: Slowly Turning Crank Pulley Clockwise
Courtesy of SUBARU OF AMERICA, INC.

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

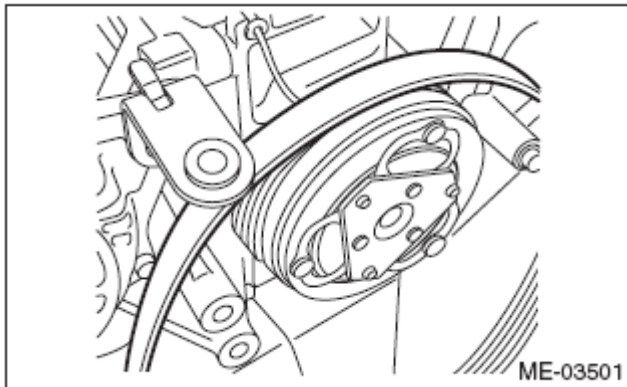


Fig. 82: Identifying Rear Side Belt On A/C Compressor Pulley
Courtesy of SUBARU OF AMERICA, INC.

5. As shown in the figure, insert the claw of the belt stopper (A) to the lower hole (B) of the compressor bracket, then attach with bolt (C).

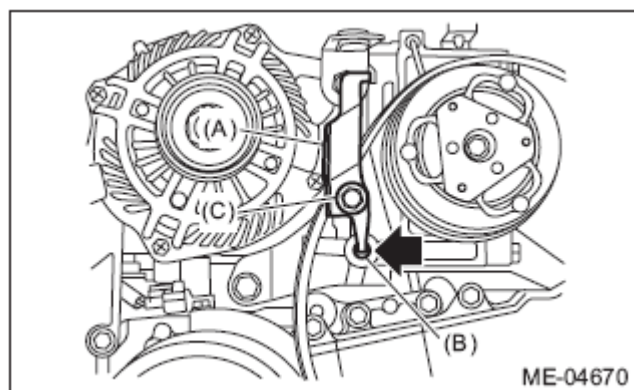


Fig. 83: Locating Compressor Bracket Lower Hole
Courtesy of SUBARU OF AMERICA, INC.

6. Place the belt guide while aligning it with the belt line of the crank pulley on the front side belt side.

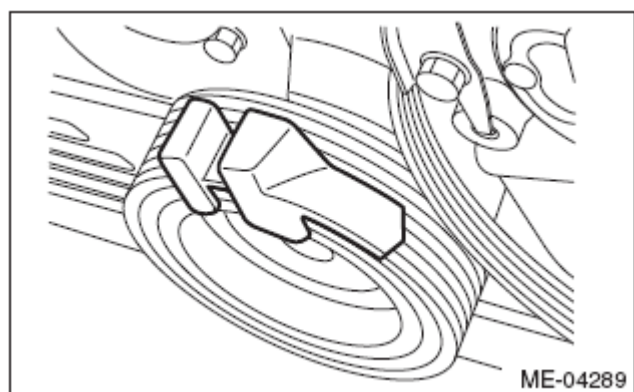


Fig. 84: Identifying Belt Guide, Crank Pulley Belt Line
Courtesy of SUBARU OF AMERICA, INC.

7. Insert the belt guide holder into the service hole of the crank pulley so that the belt guide comes in between.

NOTE: Place the belt guide holder with the longer side up.

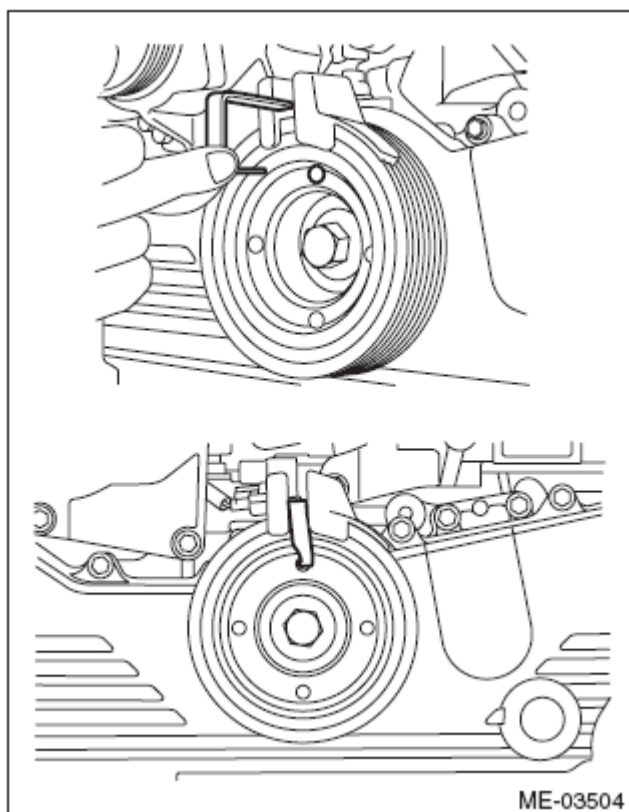


Fig. 85: Placing Belt Guide Holder With Longer Side Up
Courtesy of SUBARU OF AMERICA, INC.

8. Slowly turn the crank pulley clockwise until the belt guide comes to approximately 45°.

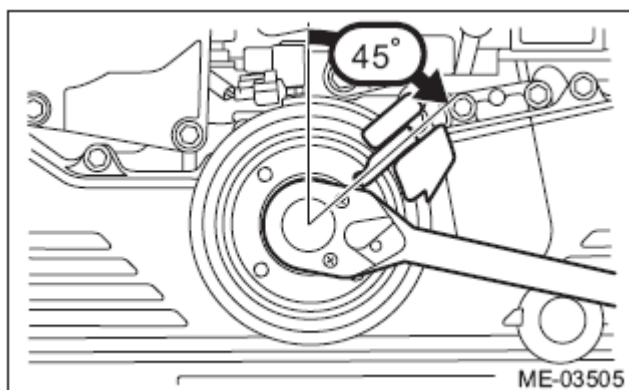


Fig. 86: Slowly Turning Crank Pulley Clockwise
Courtesy of SUBARU OF AMERICA, INC.

9. Place the rib surface of the rear side belt into the crank pulley groove, so that the rear side belt comes in between the belt guide holder.

CAUTION: When it is difficult to place the rear side belt to the crank pulley

groove, pull out the belt guide holder half way, then place the rear side belt into the groove so that it comes in between the belt guide holder.

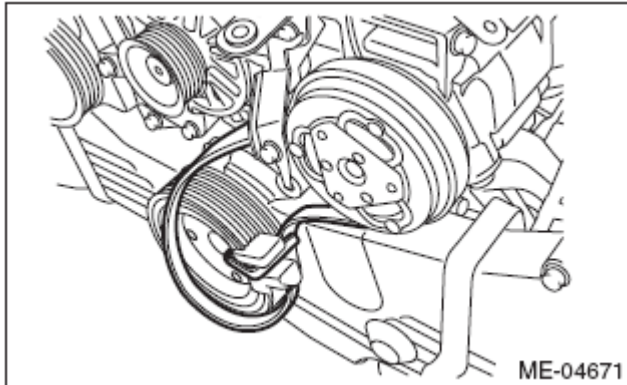


Fig. 87: Caution For Placing Rear Side Belt To Crank Pulley Groove
Courtesy of SUBARU OF AMERICA, INC.

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

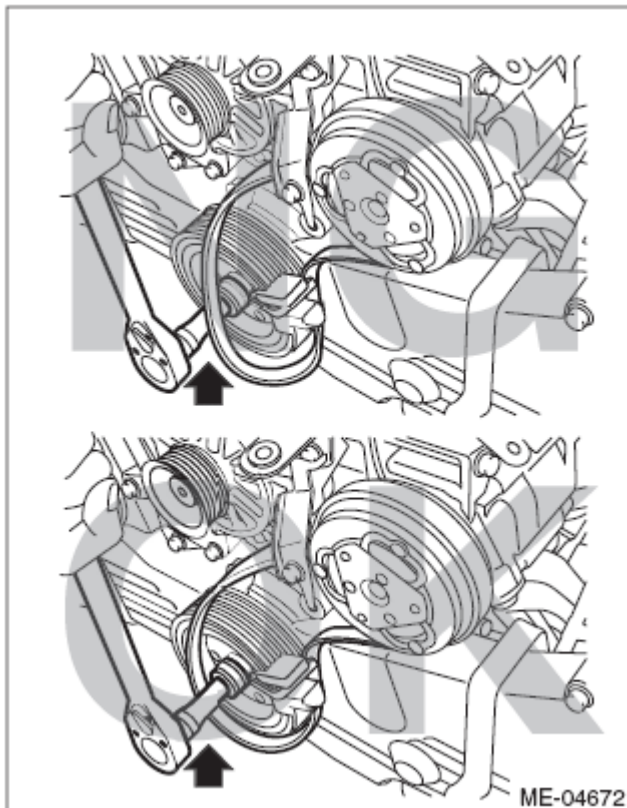


Fig. 88: Locating Tool Set On Crank Pulley Bolt
Courtesy of SUBARU OF AMERICA, INC.

11. While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.

CAUTION: When turning the crank pulley, always make sure that the belt guide is not off from the crank pulley groove.

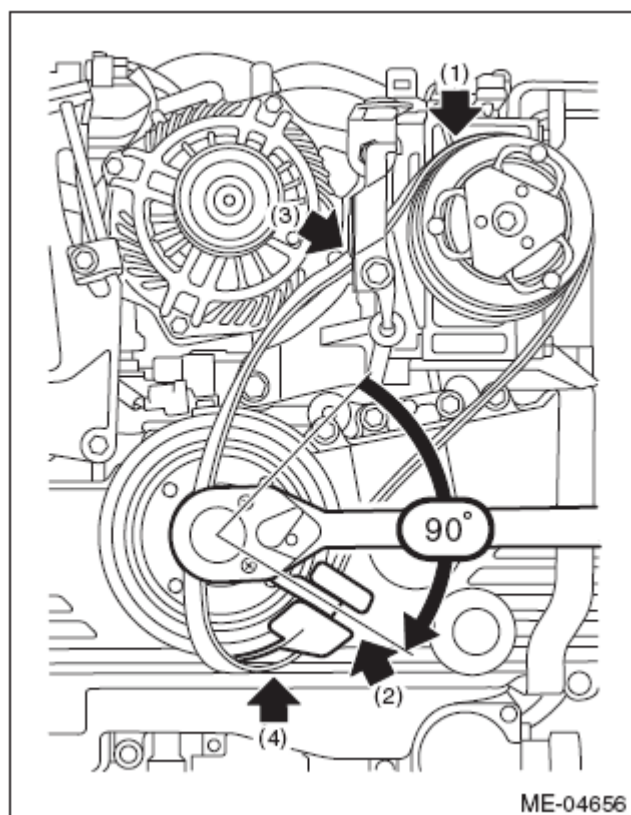


Fig. 89: Slowly Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

1. The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.

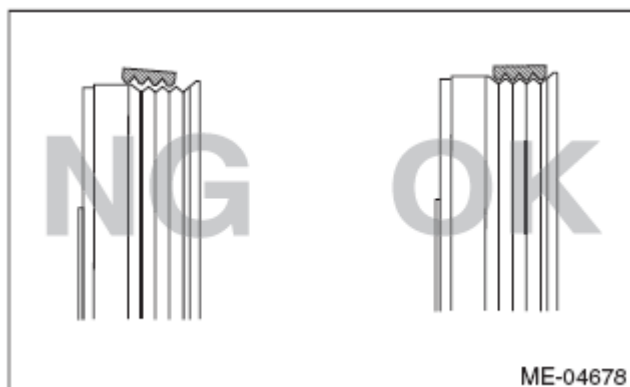


Fig. 90: Caution For Placing Rib On A/C Compressor Pulley Groove
Courtesy of SUBARU OF AMERICA, INC.

2. The rib of the rear side belt is securely placed on the groove of the crank pulley.

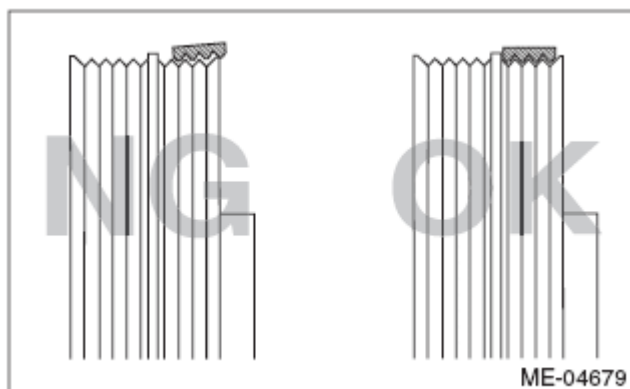


Fig. 91: Caution For Placing Rib On Crank Pulley Groove
Courtesy of SUBARU OF AMERICA, INC.

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

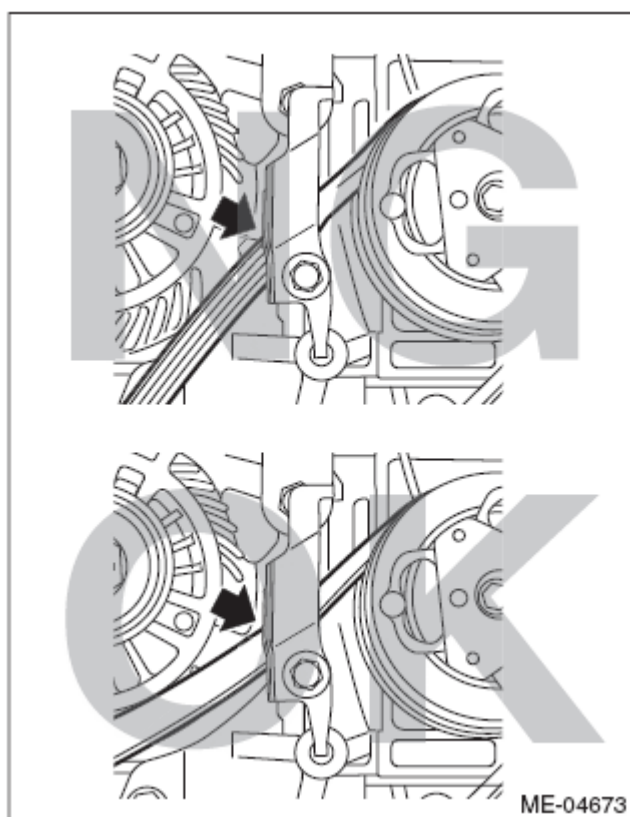


Fig. 92: Identifying Rear Side Belt Held By Belt Stopper (OK And NG)
Courtesy of SUBARU OF AMERICA, INC.

4. The rear side belt is securely placed on the belt guide.

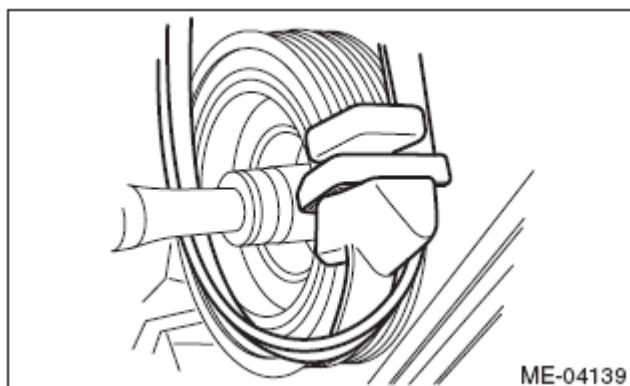


Fig. 93: Identifying Rear Side Belt Placed On Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

12. While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.

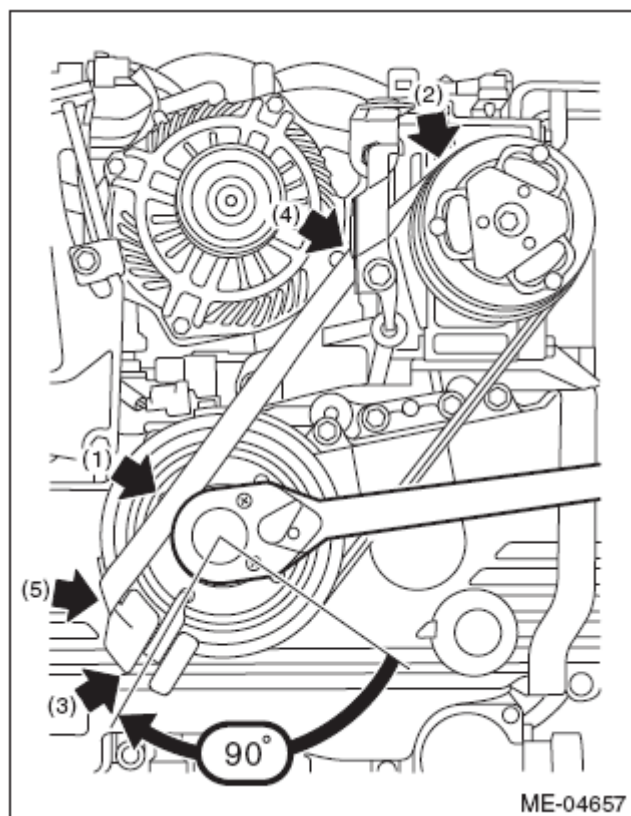


Fig. 94: Turning Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

1. The rear side belt is not twisted.

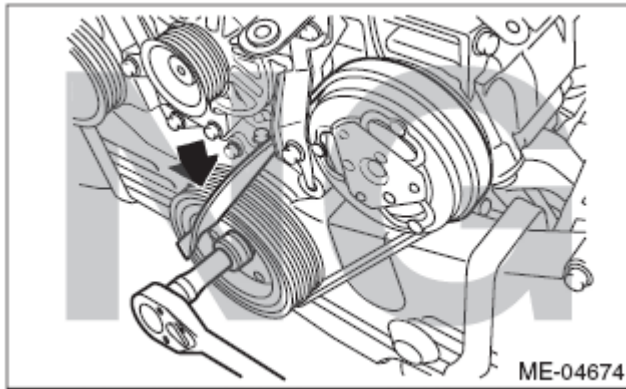


Fig. 95: Locating Rear Side Belt
Courtesy of SUBARU OF AMERICA, INC.

2. The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.

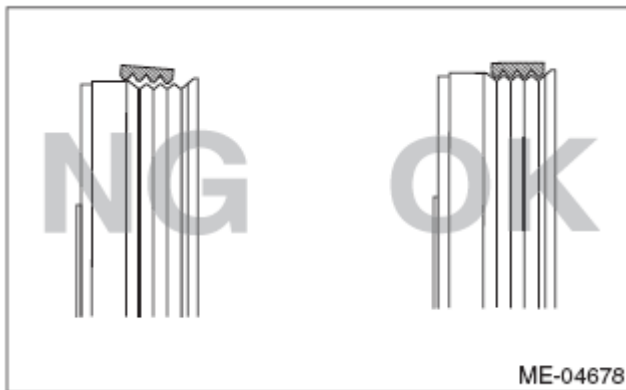


Fig. 96: Caution For Placing Rib On A/C Compressor Pulley Groove
Courtesy of SUBARU OF AMERICA, INC.

3. The rib of the rear side belt is securely placed on the groove of the crank pulley.

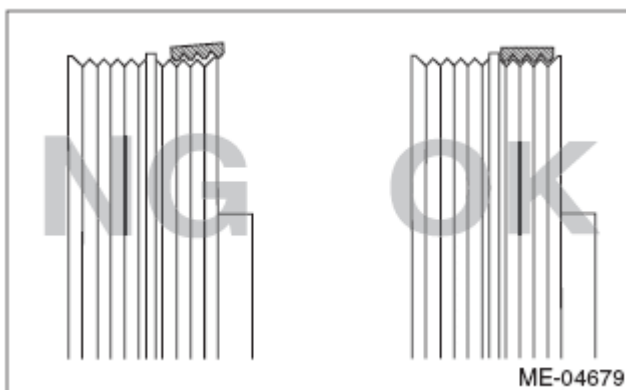


Fig. 97: Caution For Placing Rib On Crank Pulley Groove
Courtesy of SUBARU OF AMERICA, INC.

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

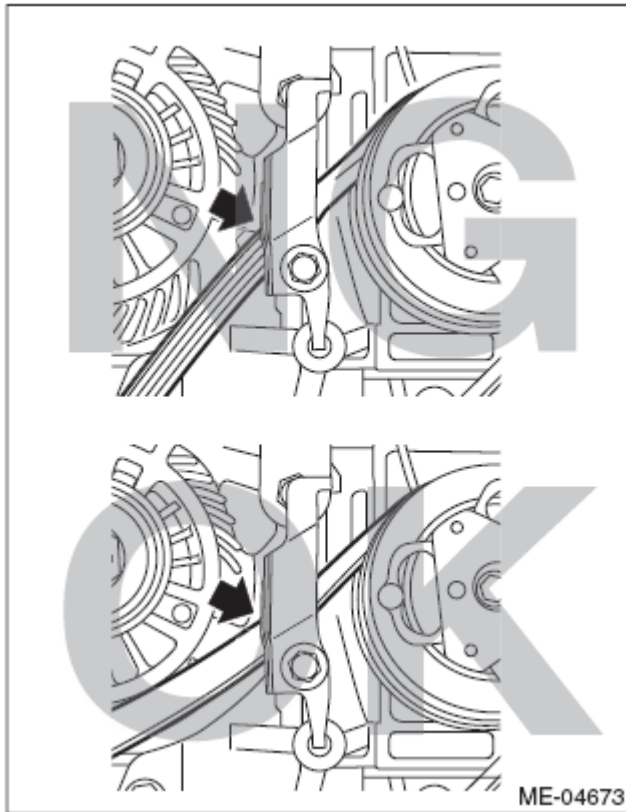


Fig. 98: Identifying Rear Side Belt Held By Belt Stopper (OK And NG)
Courtesy of SUBARU OF AMERICA, INC.

5. The rear side belt is securely placed on the belt guide.

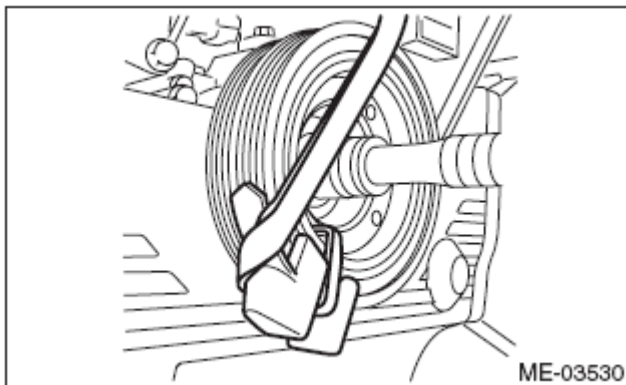


Fig. 99: Identifying Rear Side Belt Secured On Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

13. Slowly turn the crank pulley clockwise, and install the rear side belt.

CAUTION: Be careful that the total of procedures 8), 11), 12) and 13) does not exceed 330°; failure to do so may cause damage to the rear side belt and fall of the belt guide holder.

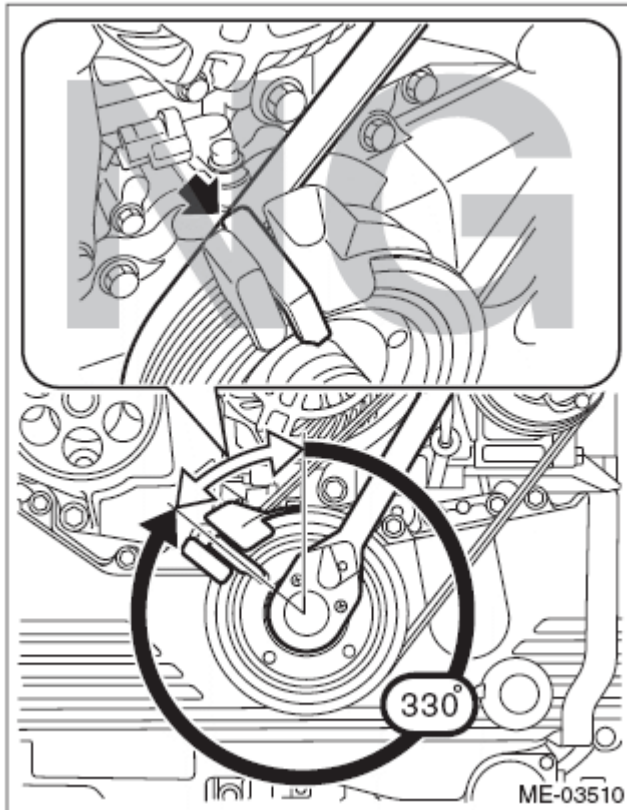


Fig. 100: Turning Crank Pulley Clockwise
Courtesy of SUBARU OF AMERICA, INC.

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

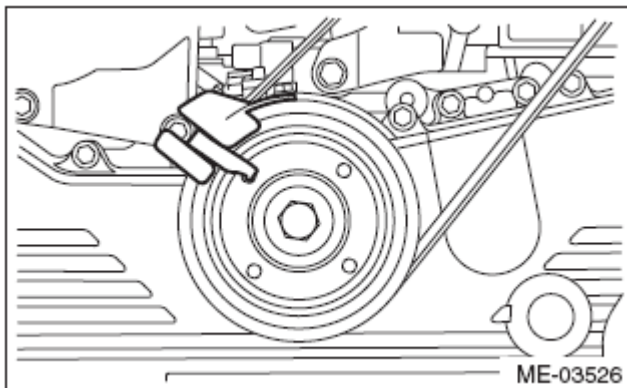


Fig. 101: Removing Belt Guide And Holder From Crank Pulley
Courtesy of SUBARU OF AMERICA, INC.

15. Remove the belt stopper from the compressor bracket.

CAUTION: Always remove the belt stopper; failure to do so may cause smoke, fire, or belt cutting.

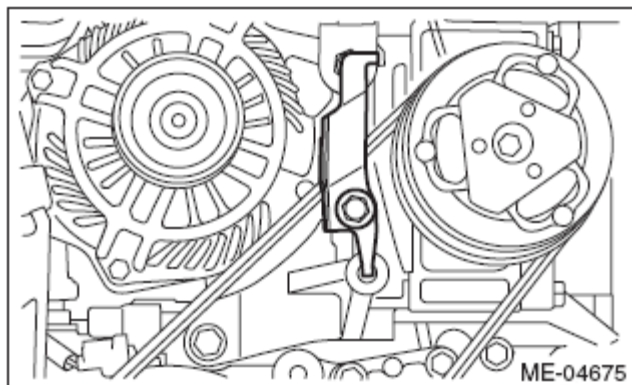


Fig. 102: Identifying Compressor Bracket Belt Stopper
 Courtesy of SUBARU OF AMERICA, INC.

16. Make sure that the belt rib is securely installed on the groove of each pulley, then turn the crank pulley slowly, twice in the clockwise direction, to seat the rear side belt properly.

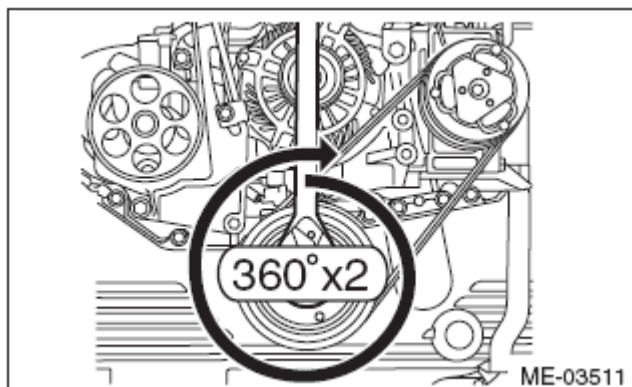


Fig. 103: Turning Crank Pulley Slowly Twice In Clockwise Direction
 Courtesy of SUBARU OF AMERICA, INC.

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

INSPECTION

FRONT SIDE BELT

CAUTION: Check and adjust the front side belt tension so that it is within the

specified range. Using the belt with a tension out of the specified range may result in a fault such as the following:

- If the front side belt tension is higher, unexpected force is generated at the power steering oil pump, generator and crankshaft bearing, causing abnormal noise due to abnormal wear of the bearing.
- If the front side belt tension is lower, the front side belt and crank pulley slip, causing abnormally high temperature on the crank pulley due to frictional heat. If this condition repeatedly occurs, the front side belt may abnormally wear, causing abnormal noise, front side belt damage or crank pulley damage.

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

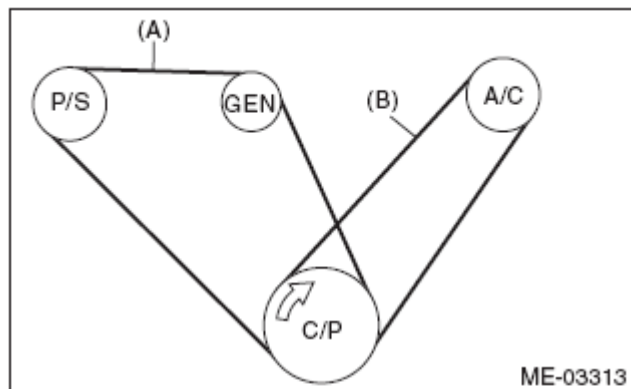
Front side belt tension (with belt tension gauge):

When installing new parts

640 - 780 N (65 - 80 kgf, 144 - 175 lbf)

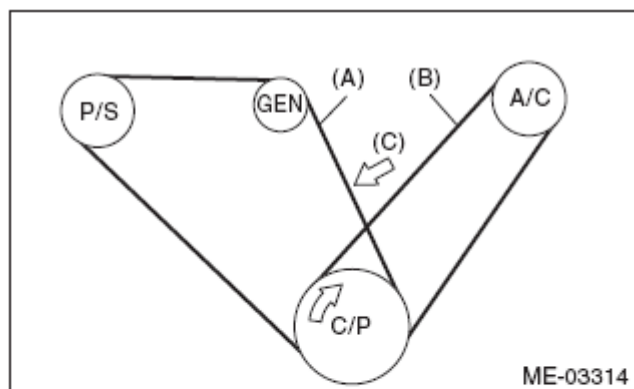
At inspection

490 - 640 N (50 - 65 kgf, 110 - 144 lbf)



- (A) Front side belt
- (B) Rear side belt
- C/P Crank pulley
- GEN Generator pulley
- P/S Power steering oil pump pulley
- A/C A/C compressor pulley

Fig. 104: Crank Pulley And Generator Pulley Layout (With Belt Tension Gauge)
Courtesy of SUBARU OF AMERICA, INC.

Front side belt tension (without belt tension gauge):**When installing new parts****7 - 9 mm (0.276 - 0.354 in)****At inspection****9 - 11 mm (0.354 - 0.433 in)**

(A) Front side belt

(B) Rear side belt

(C) 98 N (10 kgf, 22 lbf)

C/P Crank pulley

GEN Generator pulley

P/S Power steering oil pump pulley

A/C A/C compressor pulley

Fig. 105: Crank Pulley And Generator Pulley Layout (Without Belt Tension Gauge)

Courtesy of SUBARU OF AMERICA, INC.

REAR SIDE BELT

Replace the rear side belt, if crack, fraying or wear is found, or noise is emitted.

NOTE: For the rear side belt, a stretch type belt is used, and therefore, it is not necessary to check deflection nor tension.

CRANK PULLEY**REMOVAL**

NOTE: When replacing a single part, perform the work with the engine assembly installed to body.

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

ST 499977100 CRANK PULLEY WRENCH

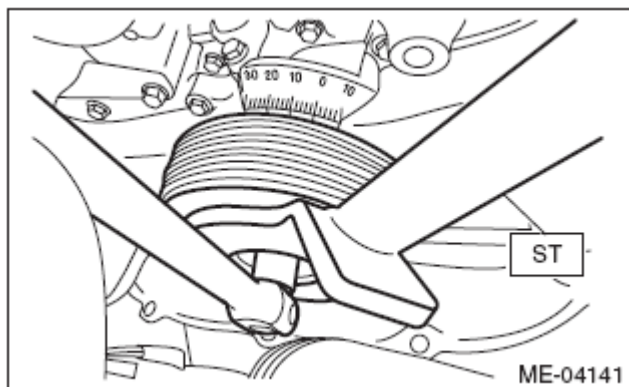


Fig. 106: Removing Crankshaft Pulley Bolt Using Special Tool
 Courtesy of SUBARU OF AMERICA, INC.

3. Remove the crank pulley.

INSTALLATION

METHOD WITHOUT ANGLE GAUGE

1. Clean the crankshaft thread using compressed air.
2. Install the crank pulley.
3. Apply engine oil to the crank pulley bolt seat and thread.
4. Tighten the crank pulley bolts.
 1. Use the ST to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH

Tightening torque:

47 N.m (4.8 kgf-m, 34.7 ft-lb)

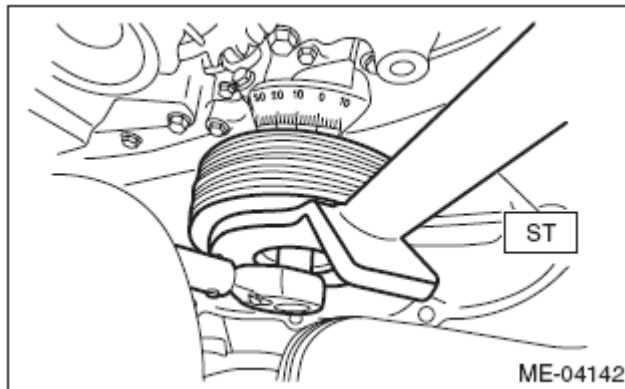
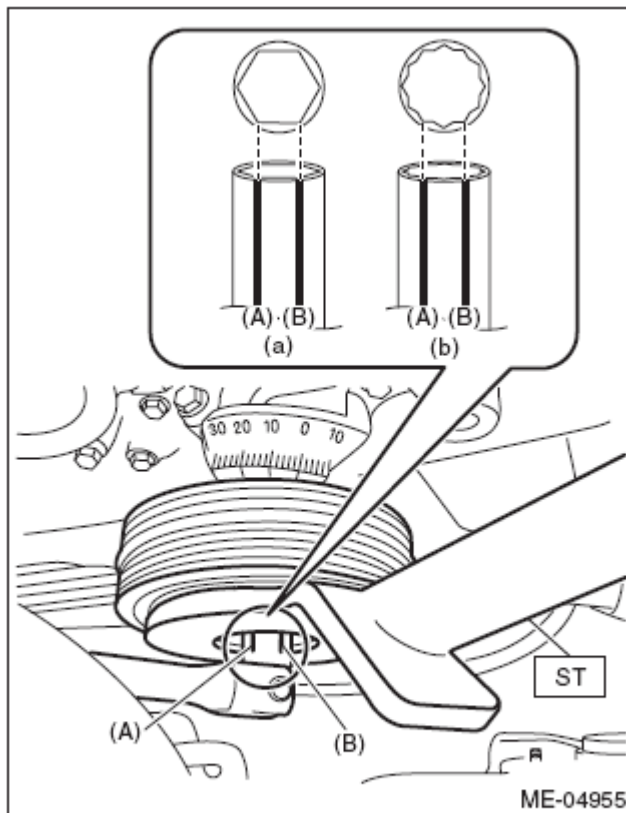


Fig. 107: Tightening Crank Pulley Bolt Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

2. Draw reference lines (A) and (B) using a marker to set the socket to the crank pulley bolt as shown in the figure.

NOTE: Set the socket onto the crank pulley bolt so that reference lines (A) and (B) is visible.

ST 499977100 CRANK PULLEY WRENCH



- (a) When using 6-point socket
- (b) When using 12-point socket

Fig. 108: Removing Crankshaft Pulley Bolt Using Special Tool
 Courtesy of SUBARU OF AMERICA, INC.

3. Draw end line (C) on ST using a marker at the same position as reference line (B) drawn on the socket in step (2).

ST 499977100 CRANK PULLEY WRENCH

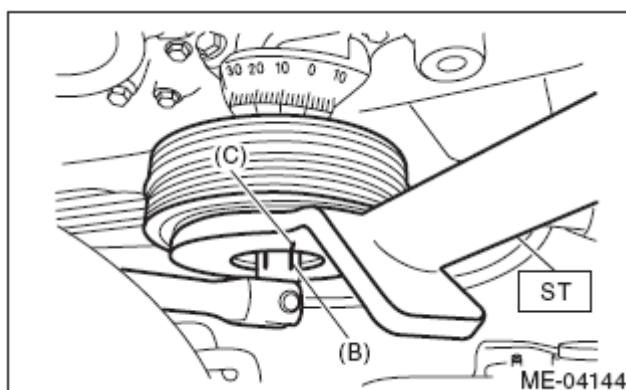


Fig. 109: Tightening Socket Using Crank Pulley Wrench

Courtesy of SUBARU OF AMERICA, INC.

4. Use the ST to lock the crank pulley, and tighten the crank pulley bolt to the angle where reference line (A) and end line (C) are aligned.

NOTE: It should be approx. 60° when reference line (A) and end line (C) are aligned.

ST 499977100 CRANK PULLEY WRENCH

Tightening angle:

60°±5°

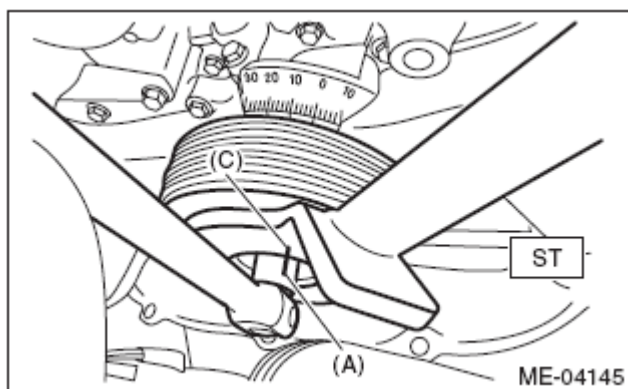


Fig. 110: Tightening Crank Pulley Bolt Using Wrench
Courtesy of SUBARU OF AMERICA, INC.

5. Install the V-belts. < Refer to INSTALLATION, V-belt. >

METHOD WITH ANGLE GAUGE

1. Clean the crankshaft thread using compressed air.
2. Install the crank pulley.
3. Apply engine oil to the crank pulley bolt seat and thread.
4. Tighten the crank pulley bolts.
 1. Remove the radiator main fan motor assembly and radiator sub fan motor assembly. < Refer to REMOVAL , Radiator Main Fan and Fan Motor. > < Refer to REMOVAL , Radiator Sub Fan and Fan Motor. >
 2. Use the ST1 to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST1 499977100 CRANK PULLEY WRENCH

Tightening torque:

47 N.m (4.8 kgf-m, 34.7 ft-lb)

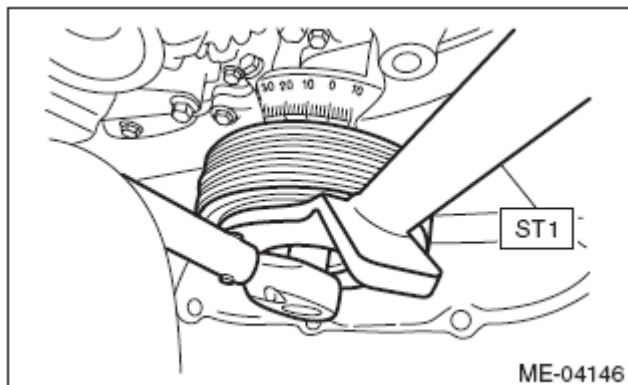


Fig. 111: Locking Crank Pulley Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

3. Set the ST2, use the ST1 to lock the crank pulley, and tighten the crank pulley bolt to the specified angle.

NOTE: Attach the magnet used for securing the ST2 (ANGLE GAUGE) to ST1.

ST1 499977100 CRANK PULLEY WRENCH

ST2 18854AA000 ANGLE GAUGE

Tightening angle:

60°±5°

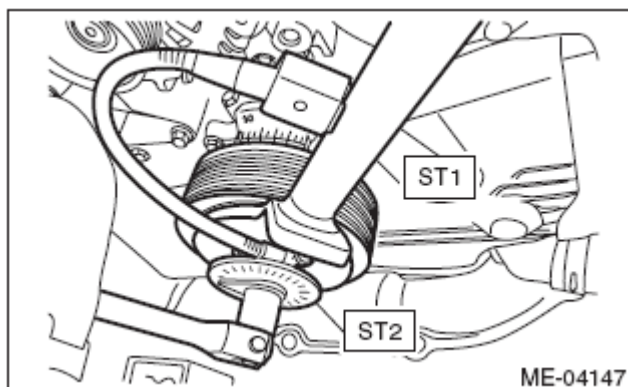


Fig. 112: Tightening Crankshaft Pulley Bolts Using Special Tools
Courtesy of SUBARU OF AMERICA, INC.

4. Install the radiator main fan motor assembly and radiator sub fan motor assembly. < Refer to

INSTALLATION , Radiator Main Fan and Fan Motor. > < Refer to **INSTALLATION** , Radiator Sub Fan and Fan Motor. >

5. Install the V-belts. < Refer to **INSTALLATION**, V-belt. >

INSPECTION

1. Check that the crank pulley has no deformation, cracks or other damages.

TIMING BELT COVER

REMOVAL

NOTE: When replacing a single part, perform the work with the engine assembly installed to body.

1. Remove the secondary air pump. < Refer to **REMOVAL** , Secondary Air Pump. >
2. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
3. Remove the timing belt cover RH (B) together with the engine harness cover (A).
4. Remove the timing belt cover LH (C).
5. Remove the front timing belt cover (D).

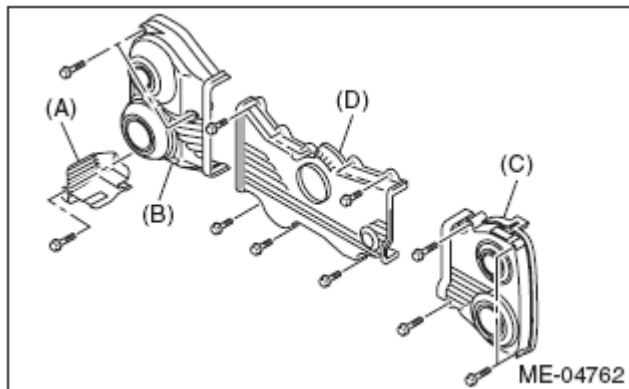


Fig. 113: Identifying Timing Belt Cover Components
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

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

Tightening torque:

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

2. Install the timing belt cover LH (C).

Tightening torque:

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

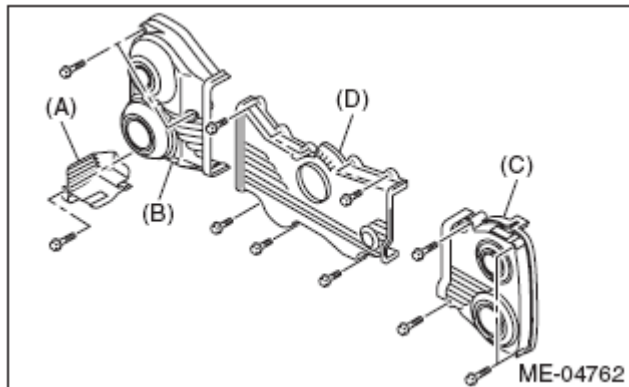


Fig. 114: Identifying Timing Belt Cover Components
 Courtesy of SUBARU OF AMERICA, INC.

3. Install the timing belt cover RH (B) together with the engine harness cover (A).

Tightening torque:

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

4. Install the crank pulley. < Refer to INSTALLATION, Crank Pulley. >
5. Install the secondary air pump. < Refer to INSTALLATION , Secondary Air Pump. >

INSPECTION

Check the timing belt cover for damage.

TIMING BELT

REMOVAL

NOTE:

- When replacing a single part, perform the work with the engine assembly installed to body.
- When performing the work with the engine installed to body, the following parts must also be removed/installed.
 - Radiator main fan motor assembly < Refer to REMOVAL , Radiator Main Fan and Fan Motor. > < Refer to INSTALLATION , Radiator Main Fan and Fan Motor. >
 - Radiator sub fan motor assembly < Refer to REMOVAL , Radiator Sub Fan and Fan Motor. > < Refer to INSTALLATION , Radiator Sub Fan

and Fan Motor. >

- When performing the work with the engine installed to body, protect the radiator with cardboards or blankets.

TIMING BELT

1. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
2. Remove the timing belt cover. < Refer to **REMOVAL**, Timing Belt Cover. >
3. Remove the timing belt guide.

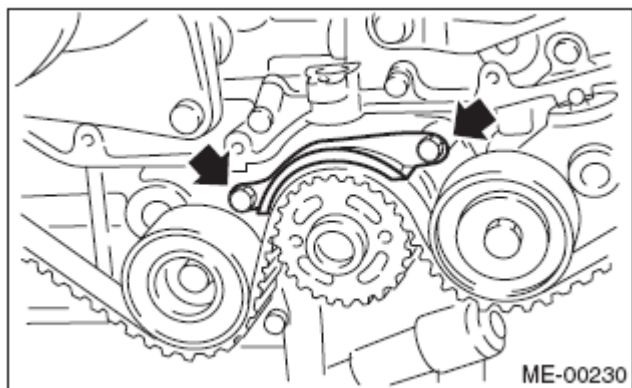


Fig. 115: Locating Timing Belt

Courtesy of SUBARU OF AMERICA, INC.

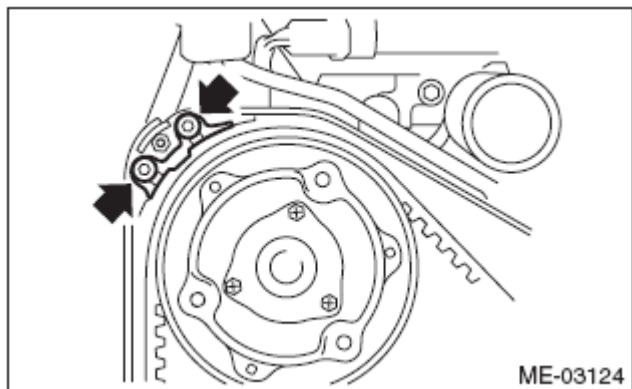


Fig. 116: Removing Timing Belt Guide

Courtesy of SUBARU OF AMERICA, INC.

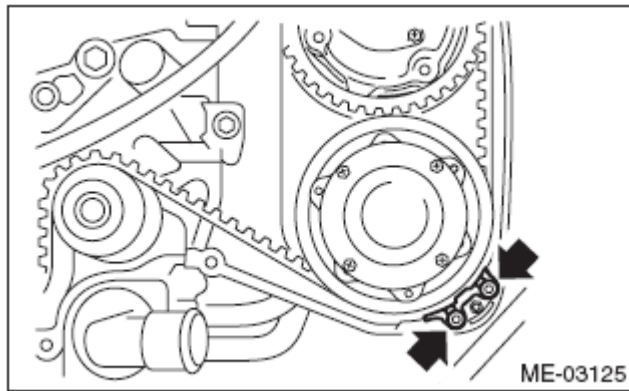


Fig. 117: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

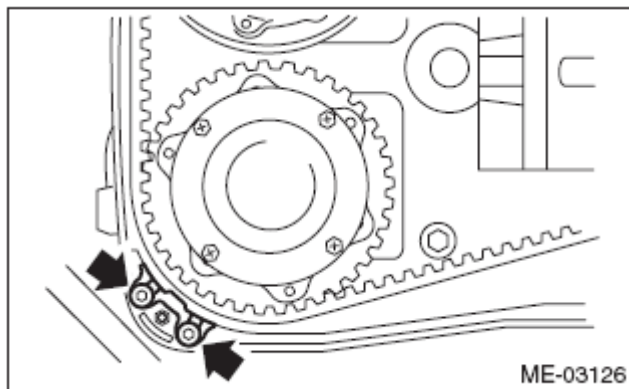


Fig. 118: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

4. If the alignment mark or arrow mark (which indicates the direction of rotation) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.
 1. Turn the crankshaft using ST, and align the alignment marks on crank sprocket, intake cam sprocket LH, exhaust cam sprocket LH, intake cam sprocket RH and exhaust cam sprocket RH with marks on oil pump and notches of timing belt cover.

ST 499987500 CRANKSHAFT SOCKET

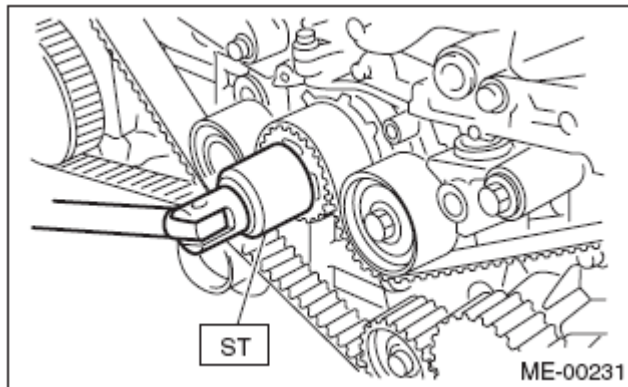


Fig. 119: Turning Crankshaft Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

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

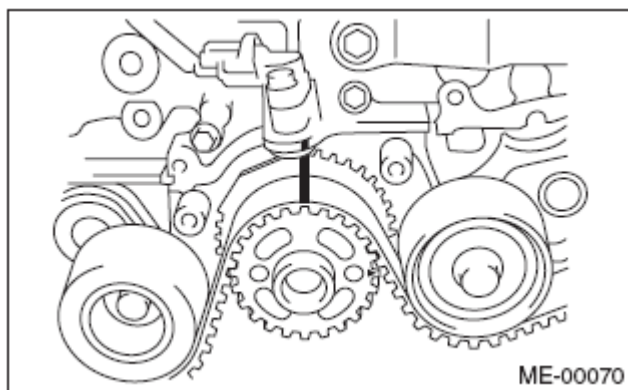


Fig. 120: Identifying Alignment Mark On Timing Belts
Courtesy of SUBARU OF AMERICA, INC.

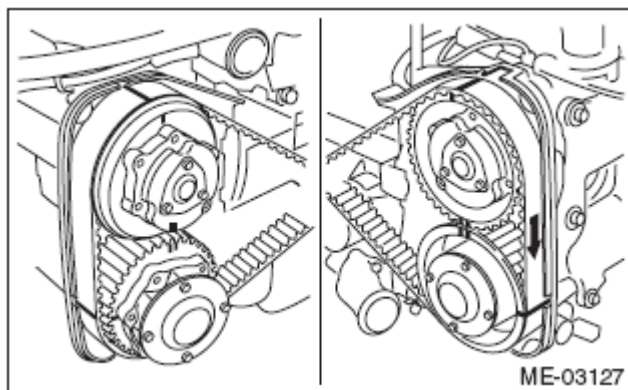


Fig. 121: Moving Timing Belt
Courtesy of SUBARU OF AMERICA, INC.

Z_1 : 54.5 teeth

Z_2 : 51 teeth

Z_3 : 28 teeth

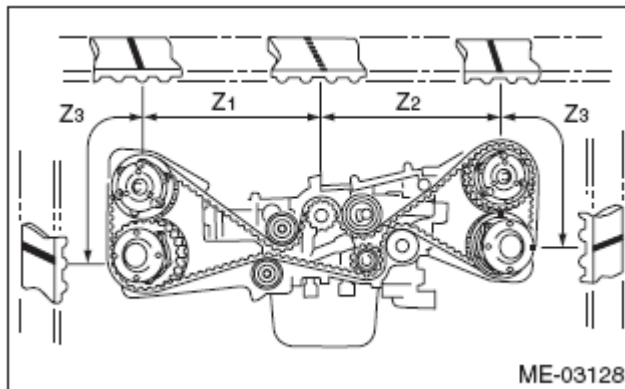


Fig. 122: Identifying Teeth On Crank And Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the belt idler (A).

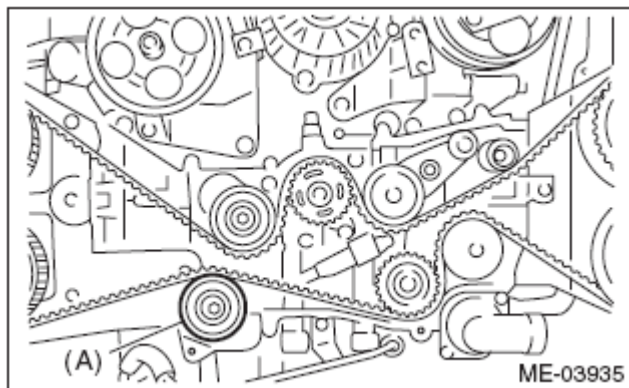


Fig. 123: Identifying Belt Idler
Courtesy of SUBARU OF AMERICA, INC.

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 (A) and (B).

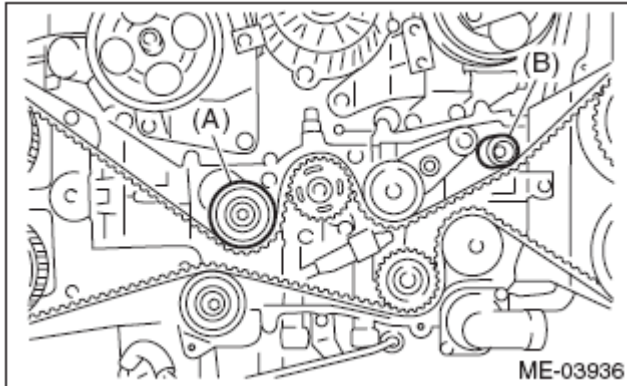


Fig. 124: Identifying Automatic Belt Tension Adjuster Assembly And Belt Idler
Courtesy of SUBARU OF AMERICA, INC.

2. Remove the belt idler No. 2.

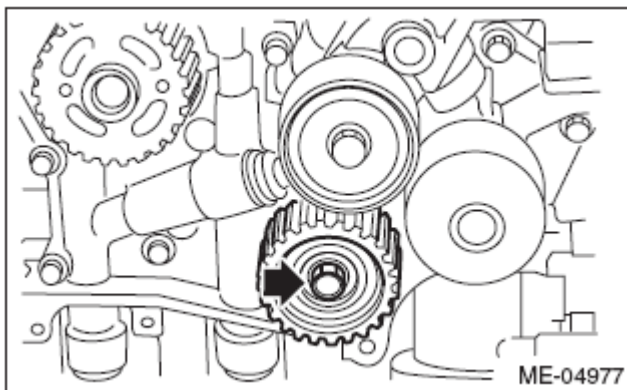


Fig. 125: Locating Belt Idler 2
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the automatic belt tension adjuster assembly. ME-00070

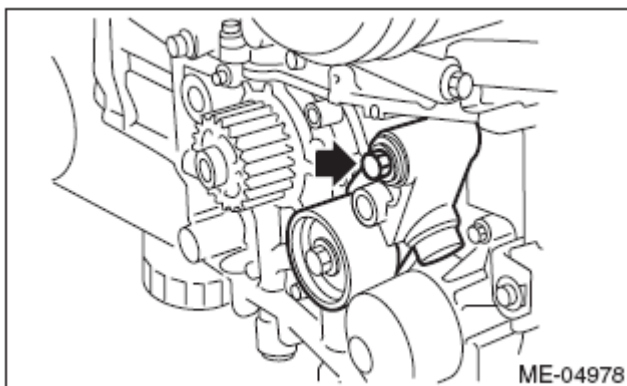


Fig. 126: Locating Automatic Belt Tension Adjuster Assembly
Courtesy of SUBARU OF AMERICA, INC.

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 lbf) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.

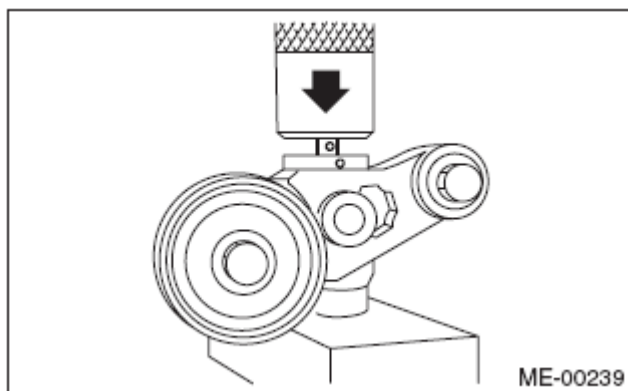


Fig. 127: Pushing Adjuster Rod
Courtesy of SUBARU OF AMERICA, INC.

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.

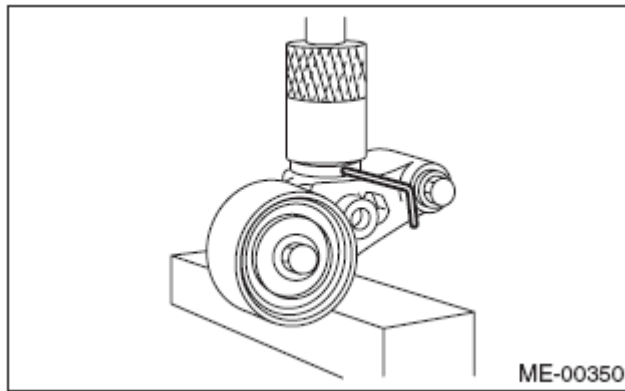


Fig. 128: Securing Adjuster Rod Using Hex Wrench
Courtesy of SUBARU OF AMERICA, INC.

2. Install the automatic belt tension adjuster assembly.

Tightening torque:

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

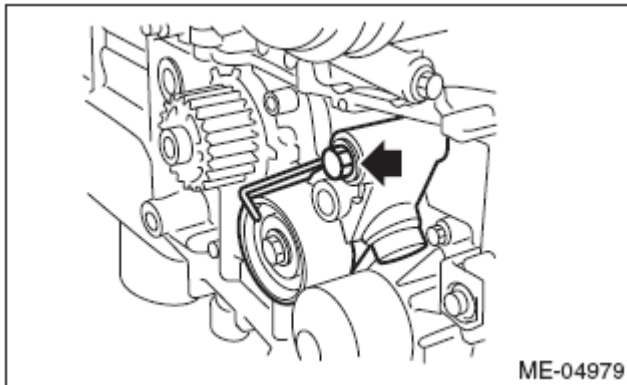


Fig. 129: Locating Automatic Belt Tension Adjuster Assembly
Courtesy of SUBARU OF AMERICA, INC.

3. Install the belt idler No. 2.

Tightening torque:

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

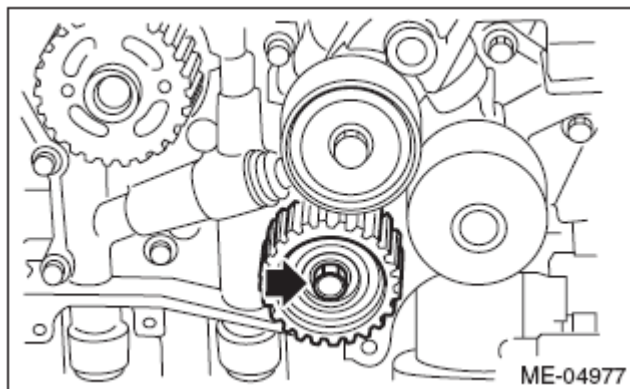


Fig. 130: Locating Belt Idler 2

Courtesy of SUBARU OF AMERICA, INC.

4. Install the belt idlers.

Tightening torque:

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

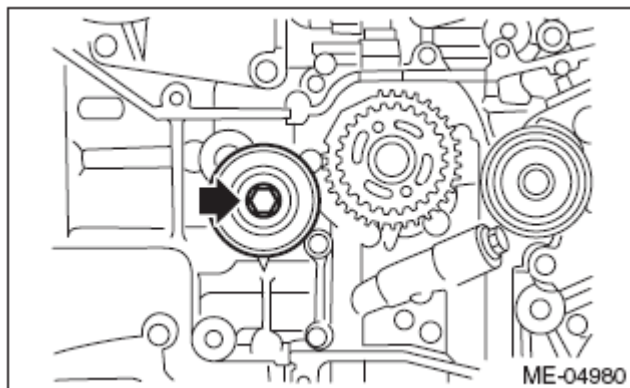


Fig. 131: Locating Belt Idlers

Courtesy of SUBARU OF AMERICA, INC.

Tightening torque:

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

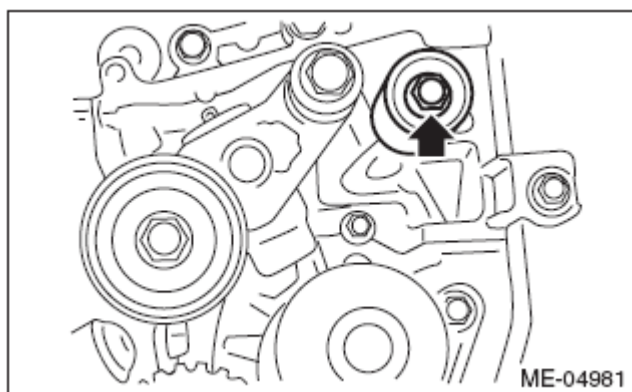


Fig. 132: Locating Belt Idlers

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 (B) on crank sprocket with the mark (A) on oil pump.

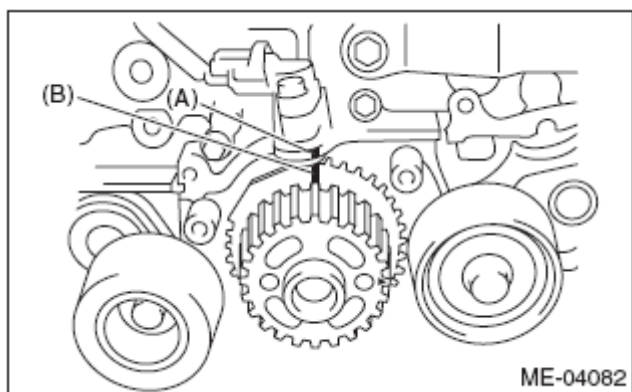


Fig. 133: Identifying Alignment Mark On Crank Sprocket

Courtesy of SUBARU OF AMERICA, INC.

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

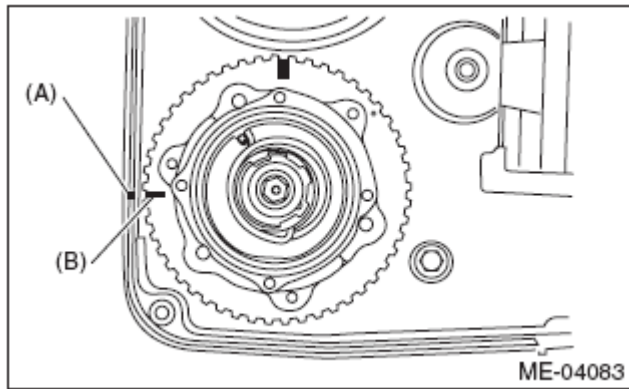


Fig. 134: Identifying Alignment Mark On Exhaust Cam Sprocket RH With Notch On Timing Belt Cover

Courtesy of SUBARU OF AMERICA, INC.

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

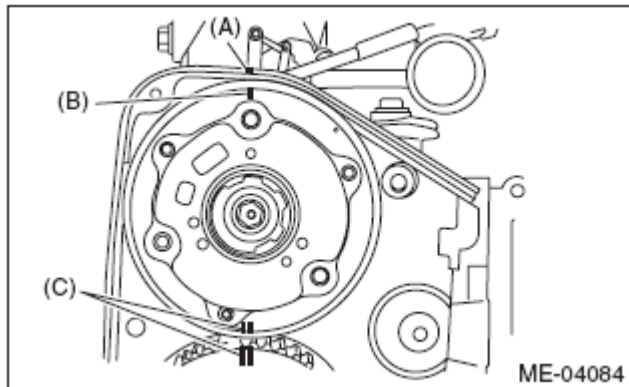


Fig. 135: Identifying Alignment Mark On Intake Cam Sprocket RH With Notch On Timing Belt Cover

Courtesy of SUBARU OF AMERICA, INC.

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

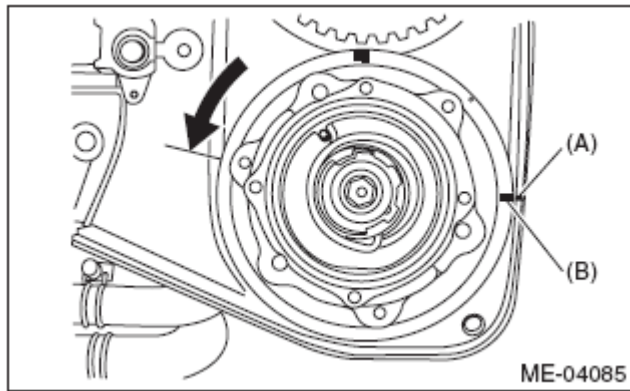


Fig. 136: Turning Sprocket Counterclockwise
Courtesy of SUBARU OF AMERICA, INC.

6. Align the single line mark (B) on intake cam sprocket LH with notch (A) on the timing belt cover by turning the sprocket clockwise (as viewed from front of engine). Make sure the double line marks (C) on the intake and exhaust cam sprockets are aligned.

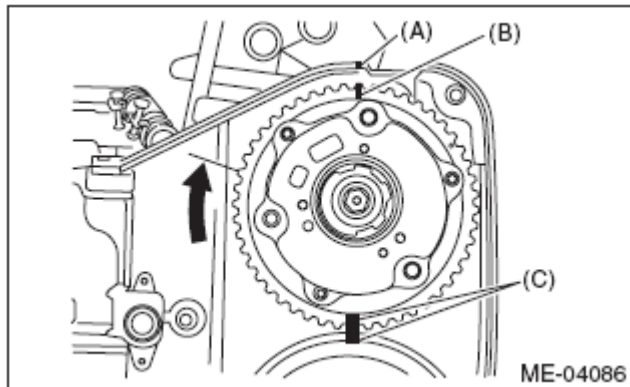
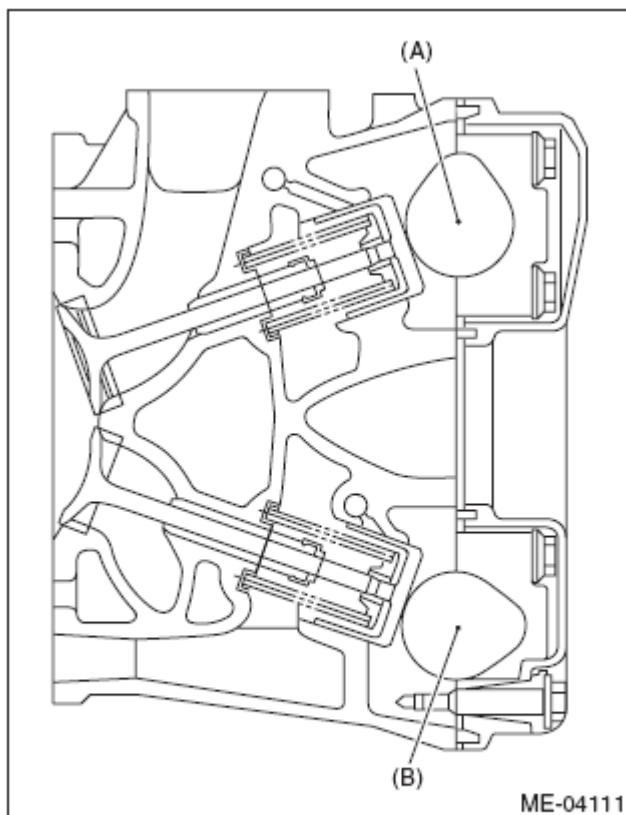


Fig. 137: Turning Sprocket Clockwise
Courtesy of SUBARU OF AMERICA, INC.

7. Make sure that the cam and crank sprockets are positioned properly.

CAUTION:

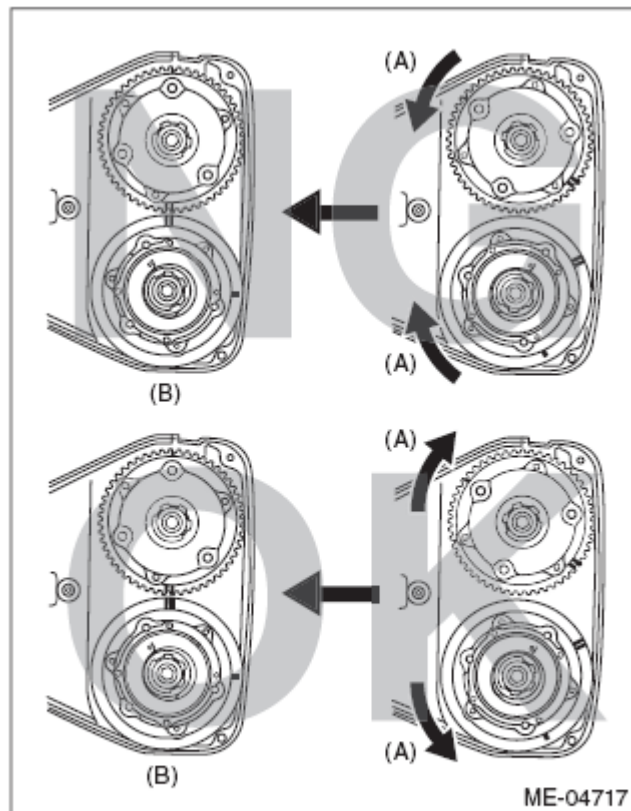
- Intake and exhaust camshafts for this DOHC engine can be independently rotated with the timing belts removed. As can be seen from the figure, if the intake and exhaust valves are lifted simultaneously, heads will interfere with each other, resulting in bent valves.



(A) Intake camshaft
(B) Exhaust camshaft

Fig. 138: Identifying Intake 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 from the zerolift position to the position where the timing belt is to be installed with the smallest possible angle, in order to prevent mutual interference of intake and exhaust valve heads.
- Do not allow the camshafts to rotate in the direction shown in the upper figure. Doing this may cause both the intake and exhaust valves to lift simultaneously, resulting in mutual interference of valve heads.



(A) Direction of rotation

(B) Timing belt installation position

Fig. 139: Caution For Camshaft Rotation
Courtesy of SUBARU OF AMERICA, INC.

8. Align the alignment mark on the timing belt with marks on the sprockets in the alphabetical order shown in the figure. While aligning marks, position the timing belt properly, and install the timing belt.

CAUTION:

- If the timing belt slips by 1 or more teeth, the valve and piston may hit each other.
- Make sure that the direction of belt rotation is correct.

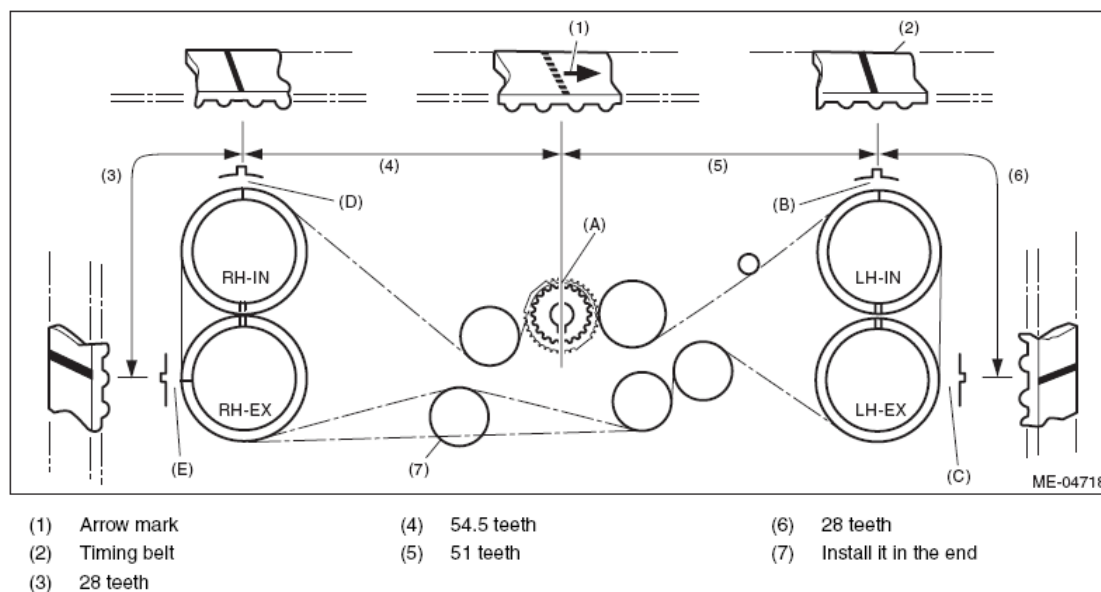


Fig. 140: Aligning Alignment Mark On Timing Belt With Marks On Sprockets
Courtesy of SUBARU OF AMERICA, INC.

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.

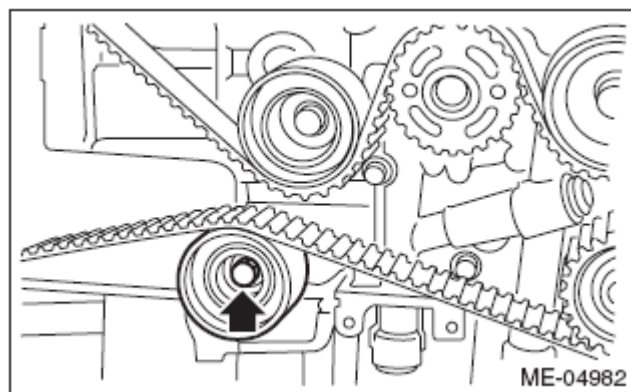


Fig. 141: Locating Pulley Bolt
Courtesy of SUBARU OF AMERICA, INC.

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

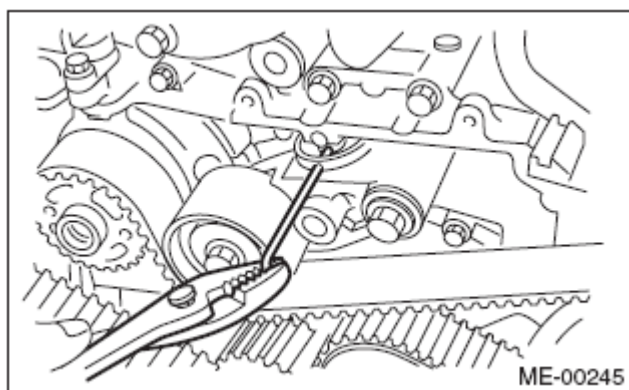


Fig. 142: Removing Stopper Pin Using Plier
Courtesy of SUBARU OF AMERICA, INC.

11. Install the timing belt guide.

1. Temporarily tighten the bolts mounting the timing belt guide.

NOTE:

- Before installing the timing belt guide, clean the timing belt guide mounting bolt holes of the timing belt cover No. 2.
- Apply liquid gasket to the thread of the timing belt guide mounting bolt on the cam sprocket section. (when reusing bolts)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

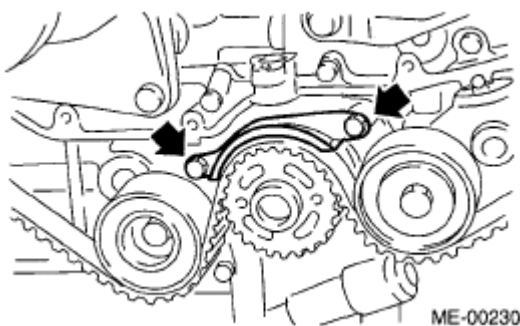


Fig. 143: Locating Timing Belt
Courtesy of SUBARU OF AMERICA, INC.

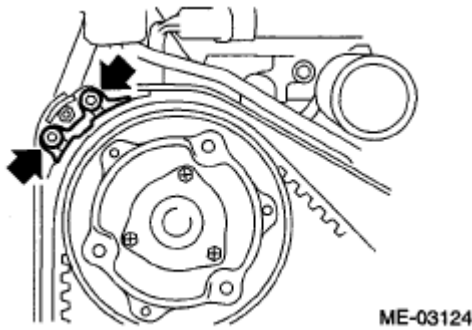


Fig. 144: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

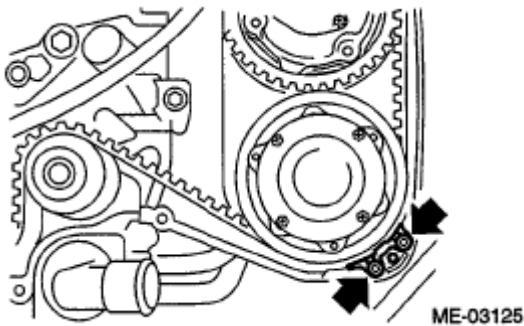


Fig. 145: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

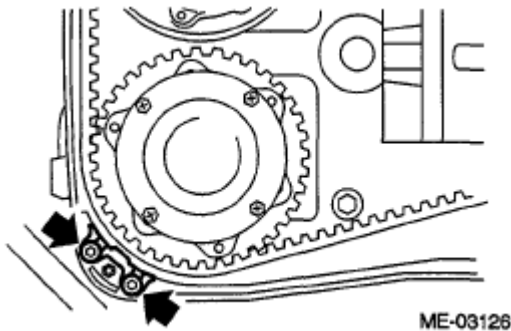


Fig. 146: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

2. Adjust the clearance between timing belt and timing belt guide using a thickness gauge and tighten.

Clearance:

1.0±0.5 mm (0.039±0.020 in)

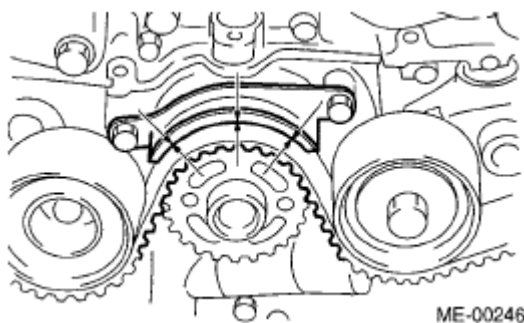


Fig. 147: Identifying Clearance Between Timing Belt And Guide
Courtesy of SUBARU OF AMERICA, INC.

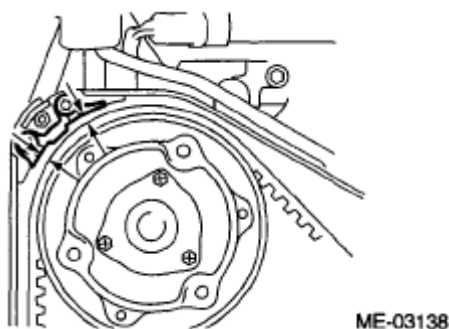


Fig. 148: Identifying Clearance Between Timing Belt And Guide
Courtesy of SUBARU OF AMERICA, INC.

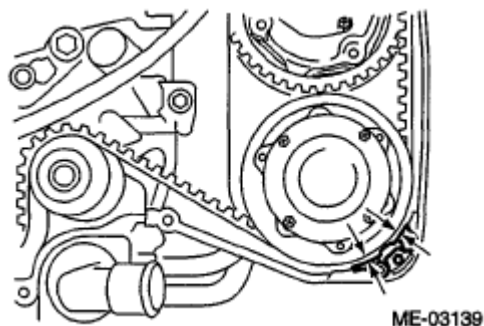


Fig. 149: Identifying Clearance Between Timing Belt And Guide
Courtesy of SUBARU OF AMERICA, INC.

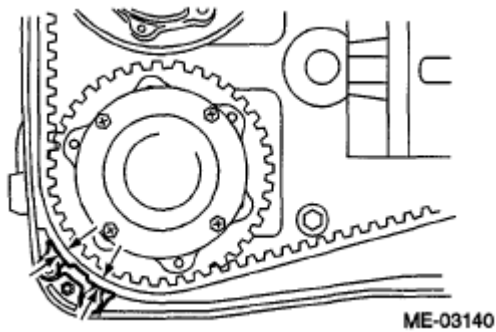


Fig. 150: Identifying Clearance Between Timing Belt And Guide
Courtesy of SUBARU OF AMERICA, INC.

Tightening torque:

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

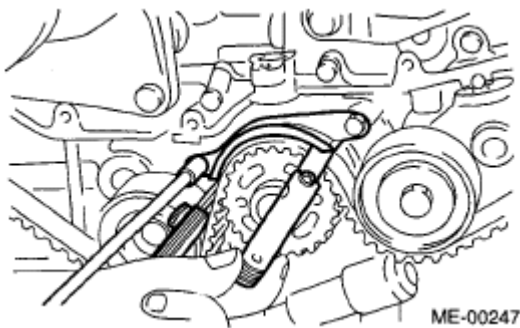


Fig. 151: Adjusting Clearance Between Timing Belt And Guide Using Thickness Gauge
Courtesy of SUBARU OF AMERICA, INC.

Tightening torque:

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

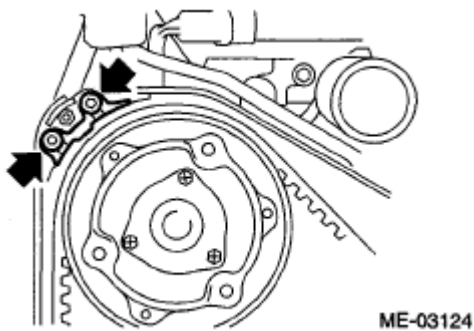


Fig. 152: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

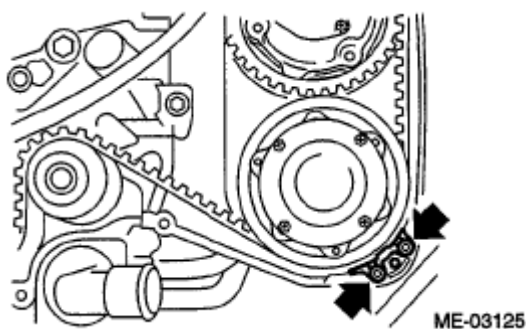


Fig. 153: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

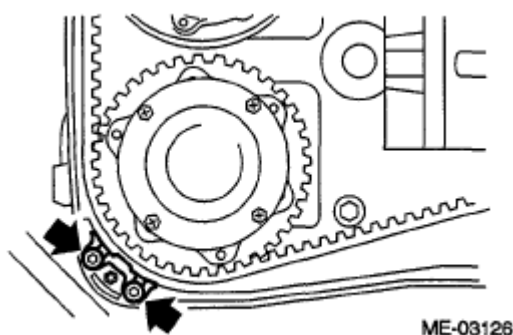


Fig. 154: Removing Timing Belt Guide
Courtesy of SUBARU OF AMERICA, INC.

12. Install the timing belt cover. < Refer to **INSTALLATION**, Timing Belt Cover. >
13. Install the crank pulley. < Refer to **INSTALLATION**, Crank Pulley. >

INSPECTION

TIMING BELT

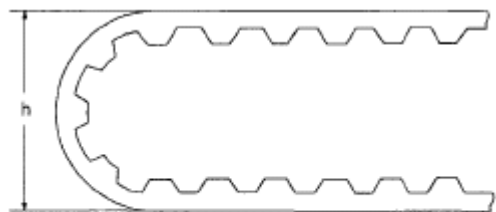
1. Check the timing belt teeth for breaks, cracks or wear. If any fault is found, replace the timing belt.
2. Check the condition on the back surface of the timing belt. If cracks are found, replace the timing belt.

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



ME-00248

Fig. 155: Identifying Timing Belt Radial Diameter
 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 at the rod oil seal does not indicate a problem.**

2. Check that the adjuster rod does not move when a pressure of 165 N (16.8 kgf, 37.1 lbf) is applied to it. This is to check adjuster rod stiffness.
3. If the adjuster rod is not stiff enough and moves freely when applying 165 N (16.8 kgf, 37.1 lbf), check it using the following procedures:
 1. Slowly press the adjuster rod down to the end surface of cylinder. Repeat this operation two to three times.
 2. With the adjuster rod moved all the way up, apply a pressure of 165 N (16.8 kgf, 37.1 lbf) to it, and check the adjuster rod stiffness.
 3. If the adjuster rod is not stiff and moves down, replace the automatic belt tension adjuster assembly with a new part.

CAUTION:

- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking three minutes or more.
- Do not allow press pressure to exceed 9, 807 N (1, 000 kgf, 2, 205 lbf).
- Push in the adjuster rod to the end face of the cylinder. However, do not press the adjuster rod below the end face of the cylinder. Doing so may damage the cylinder.

4. Measure the amount of adjuster rod protrusion "L" from the end surface of the cylinder. If it is not within specifications, replace the automatic belt tension adjuster assembly with a new part.

Protrusion amount of adjuster rod L:

5.2 - 6.2 mm (0.205 - 0.244 in)

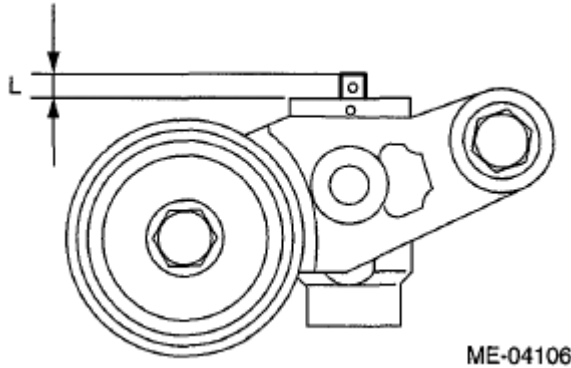


Fig. 156: Identifying Adjuster Rod Protrusion Amount
Courtesy of SUBARU OF AMERICA, INC.

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: When replacing a single part, perform the work with the engine assembly installed to body.

1. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
2. Remove the timing belt cover. < Refer to **REMOVAL**, Timing Belt Cover. >
3. Remove the timing belt. < Refer to **REMOVAL**, Timing Belt. >
4. Remove the actuator covers of the intake and exhaust cam sprockets.
5. Use the ST to lock the cam sprocket, and remove the cam sprocket bolt.

ST 499977500 CAM SPROCKET WRENCH

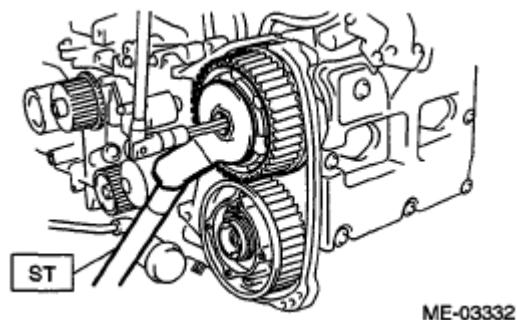


Fig. 157: Locking Cam Sprocket Using Wrench
Courtesy of SUBARU OF AMERICA, INC.

6. Remove the cam sprocket.

INSTALLATION

1. Install the cam sprocket.
2. Use the ST to lock the cam sprocket, and install the cam sprocket bolt.

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

ST 499977500 CAM SPROCKET WRENCH

Tightening torque:

Tighten to 30 N.m (3.1 kgf-m, 22.1 ft-lb) of torque, and then tighten further by 45°.

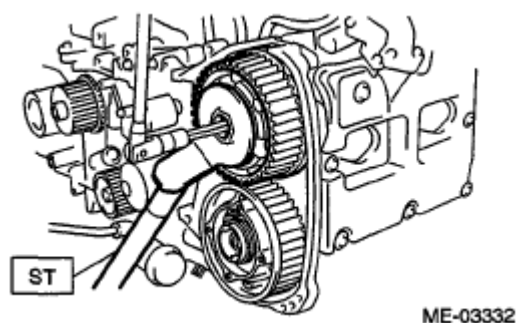


Fig. 158: Locking Cam Sprocket Using Wrench
Courtesy of SUBARU OF AMERICA, INC.

3. Attach the actuator covers of the intake and exhaust cam sprockets.

NOTE: Use new O-rings.

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

4. Install the timing belt. < Refer to **INSTALLATION**, Timing Belt. >
5. Install the timing belt cover. < Refer to **INSTALLATION**, Timing Belt Cover. >
6. Install the crank pulley. < Refer to **INSTALLATION**, Crank Pulley. >

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: When replacing a single part, perform the work with the engine assembly installed to body.

1. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
2. Remove the timing belt cover. < Refer to **REMOVAL**, Timing Belt Cover. >
3. Remove the timing belt. < Refer to **REMOVAL**, Timing Belt. >
4. Remove the crank sprocket.

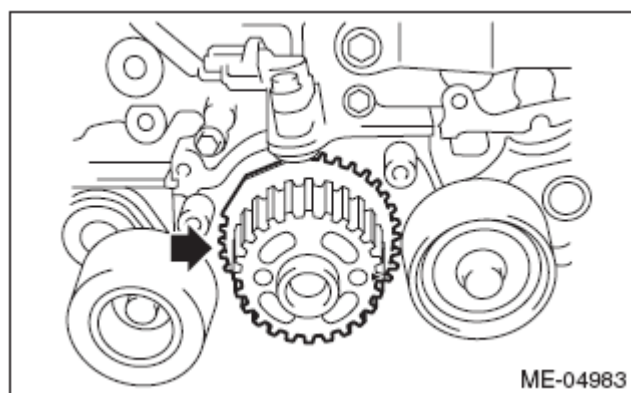


Fig. 159: Locating Crank Sprocket
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the crank sprocket.

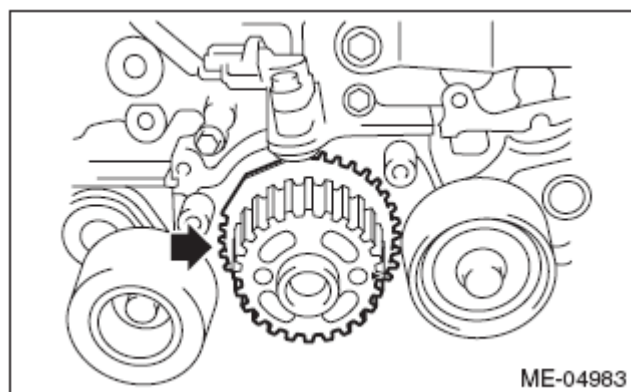


Fig. 160: Locating Crank Sprocket

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. >

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

1. Remove the engine from the vehicle. < Refer to **REMOVAL**, Engine Assembly. >
2. Remove the rear side belt. < Refer to **REAR SIDE BELT**, REMOVAL, V-belt. >
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. Disconnect the connector from the intake oil flow control solenoid valve.

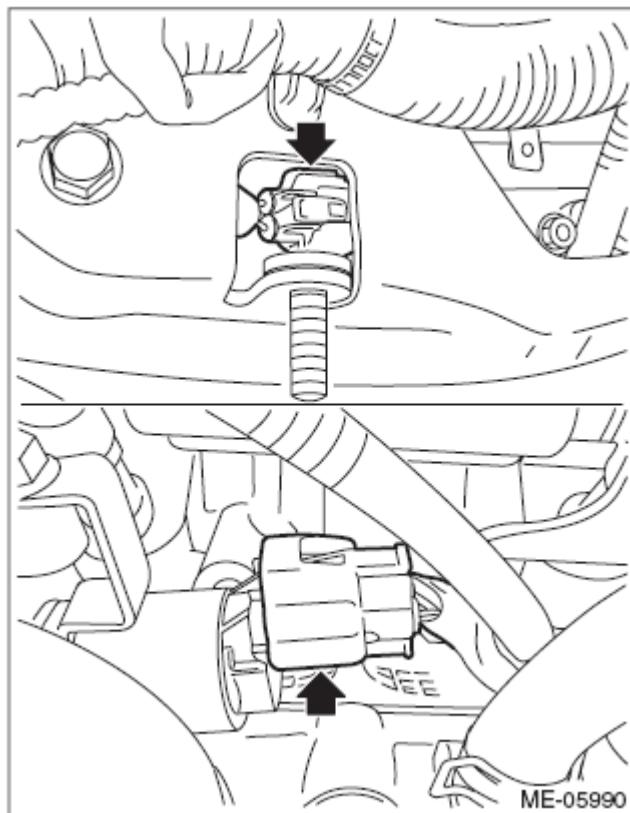


Fig. 161: Locating Intake Oil Flow Control Solenoid Valve Connector
Courtesy of SUBARU OF AMERICA, INC.

8. Disconnect the connector (A) from the exhaust camshaft position sensor and the connector (B) from the exhaust oil flow control solenoid valve.

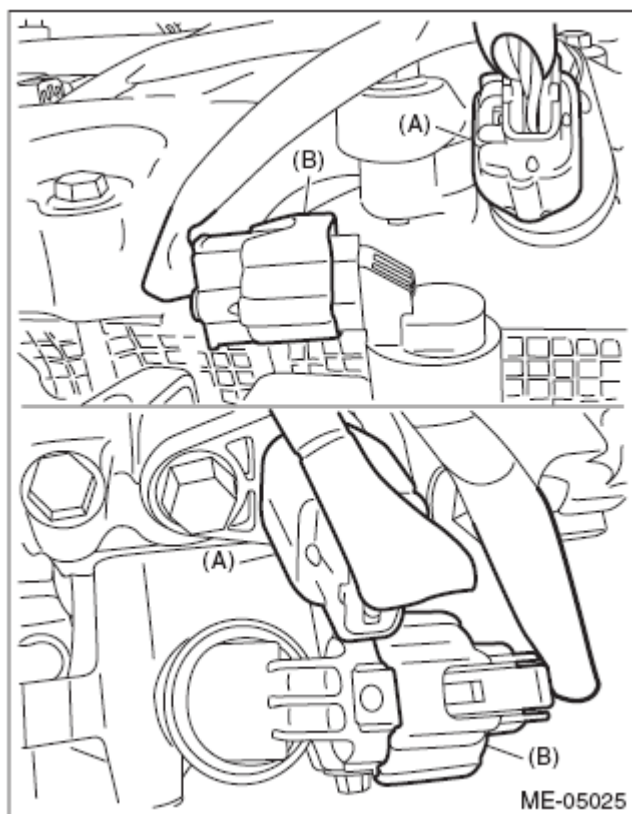


Fig. 162: Identifying Exhaust Position Sensor Connector And Exhaust Oil Flow Control Solenoid Valve Connector

Courtesy of SUBARU OF AMERICA, INC.

9. Remove the timing belt cover No. 2 RH (A) and timing belt cover No. 2 LH (B).

NOTE: When removing the timing belt cover, be careful not to damage the seal rubber.

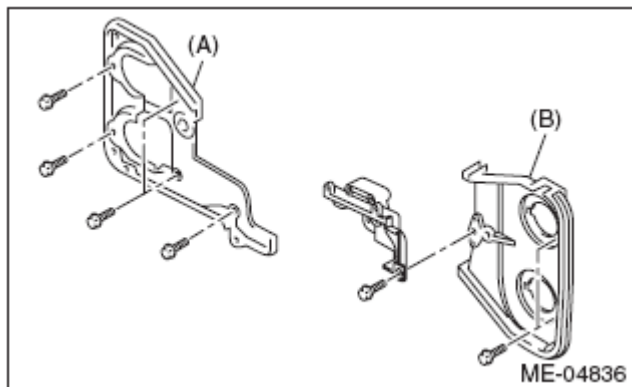


Fig. 163: Identifying Timing Belt Cover RH And LH

Courtesy of SUBARU OF AMERICA, INC.

10. Remove the tensioner bracket.

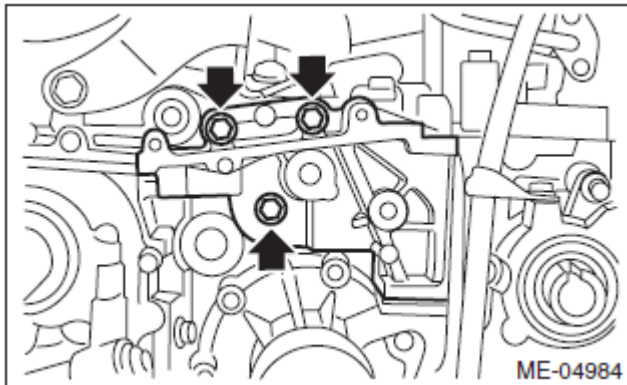


Fig. 164: Locating Tensioner Bracket Mounting Bolts
Courtesy of SUBARU OF AMERICA, INC.

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

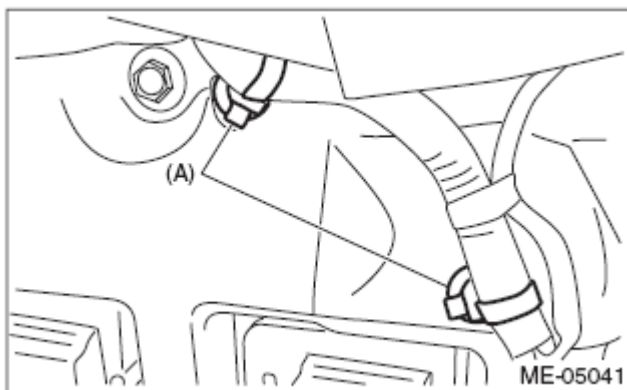


Fig. 165: Identifying Engine Harness To Rocker Cover RH Holding Clip
Courtesy of SUBARU OF AMERICA, INC.

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

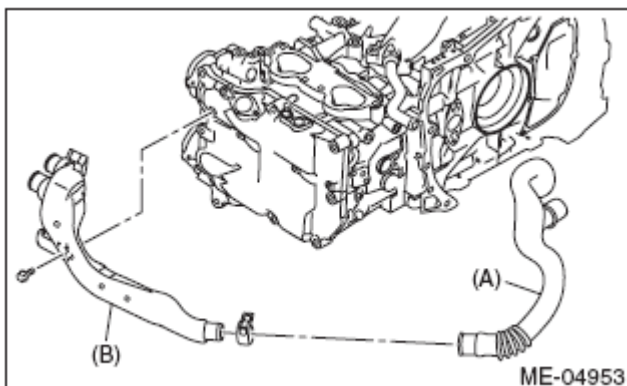


Fig. 166: Identifying Rocker Cover LH And Air Ducts
Courtesy of SUBARU OF AMERICA, INC.

13. Remove the ignition coil. < Refer to **REMOVAL** , Ignition Coil. >
14. Disconnect PCV hose (A) and vacuum hose (B) from the rocker cover.

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

ST 18353AA000 CLAMP PLIERS

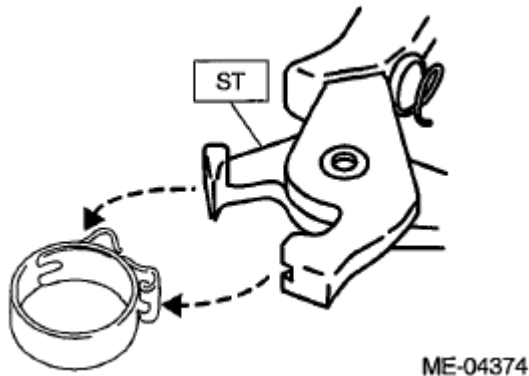


Fig. 167: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

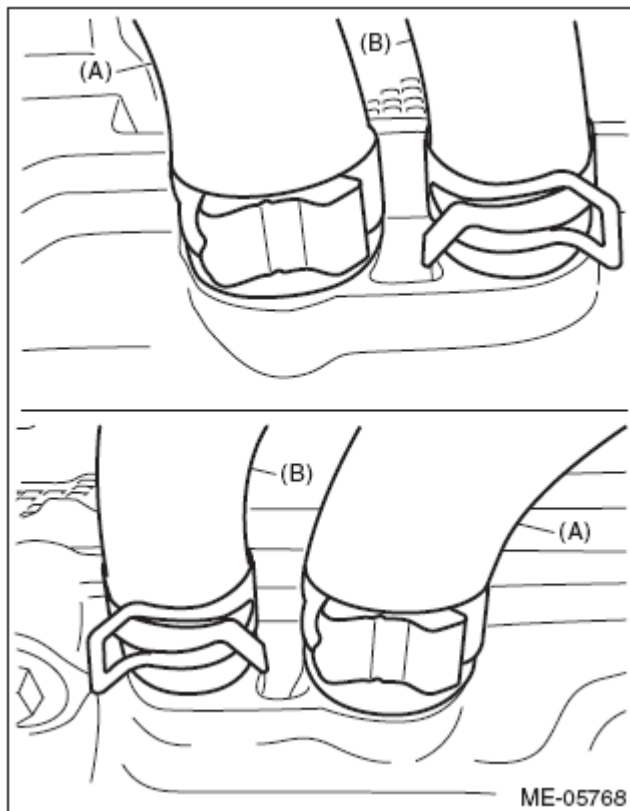
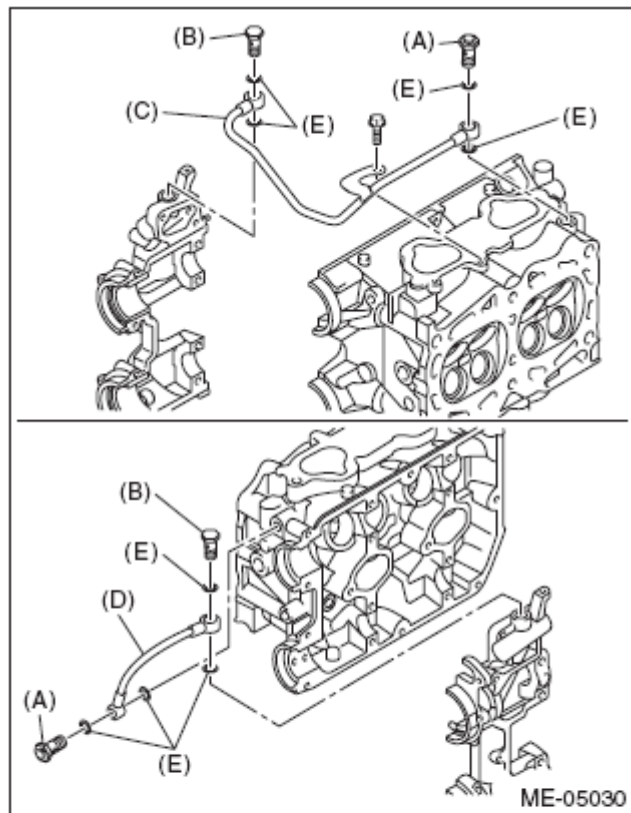


Fig. 168: Identifying PCV Hose

Courtesy of SUBARU OF AMERICA, INC.

15. Remove the rocker cover.
16. Remove the union bolt without filter (without protrusion) which secures the oil pipe to the front camshaft cap.



- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

Fig. 169: Identifying Union Bolt With And Without Filter, Oil Pipe RH And LH, Gasket
 Courtesy of SUBARU OF AMERICA, INC.

17. Loosen the upper side of the front camshaft cap and the intake camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.

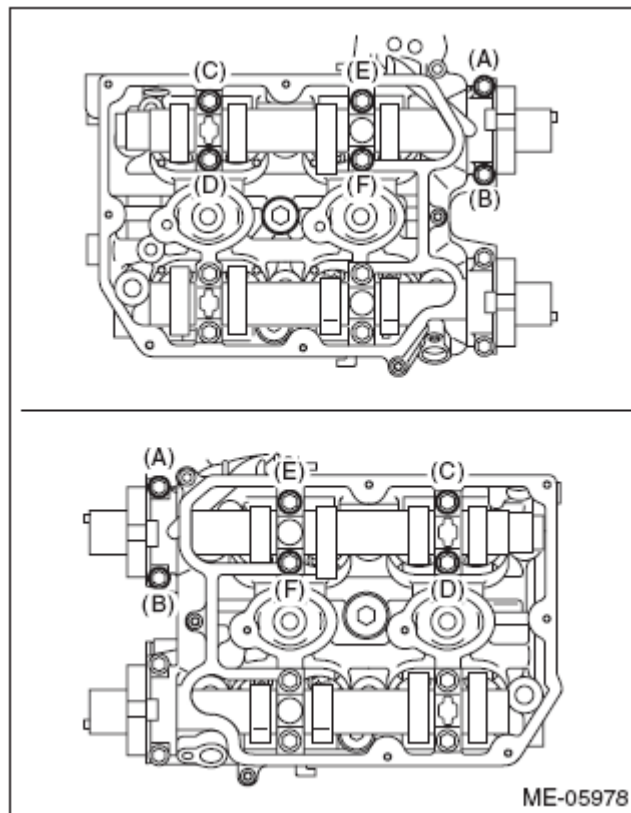


Fig. 170: Identifying Intake Camshaft Cap Bolts Loosening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

18. Loosen the lower side of the front camshaft cap and the exhaust camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.

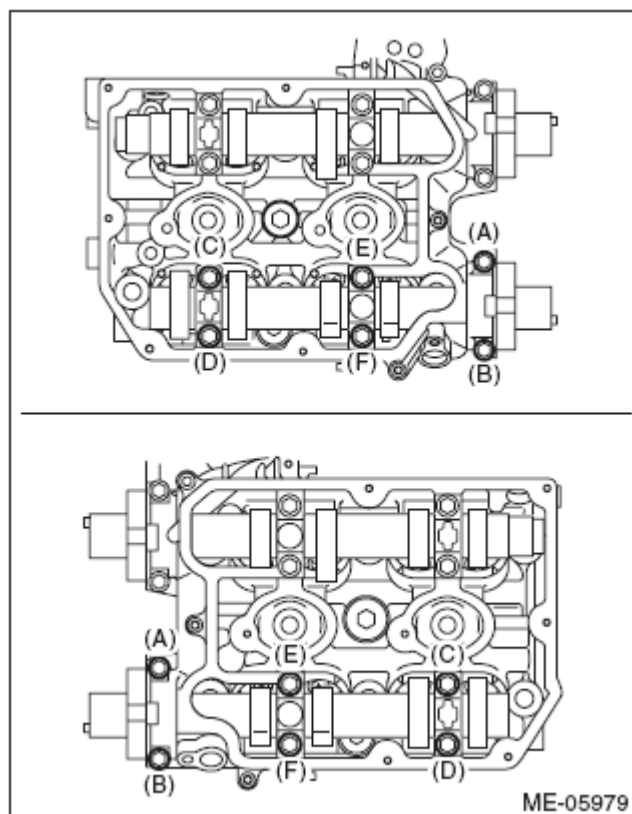


Fig. 171: Identifying Exhaust Camshaft Cap Bolts Loosening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

19. Remove the front camshaft cap.
20. Remove the intake camshaft caps and intake camshaft.
21. Remove the exhaust camshaft caps and exhaust camshaft.

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

22. Remove the oil seal.

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

INSTALLATION

1. Install the camshaft.

Apply engine oil to the cylinder head at camshaft journal installation location before installing the camshaft. Install the camshaft so that each valve is close to or in contact with base circle of the cam lobe.

NOTE:

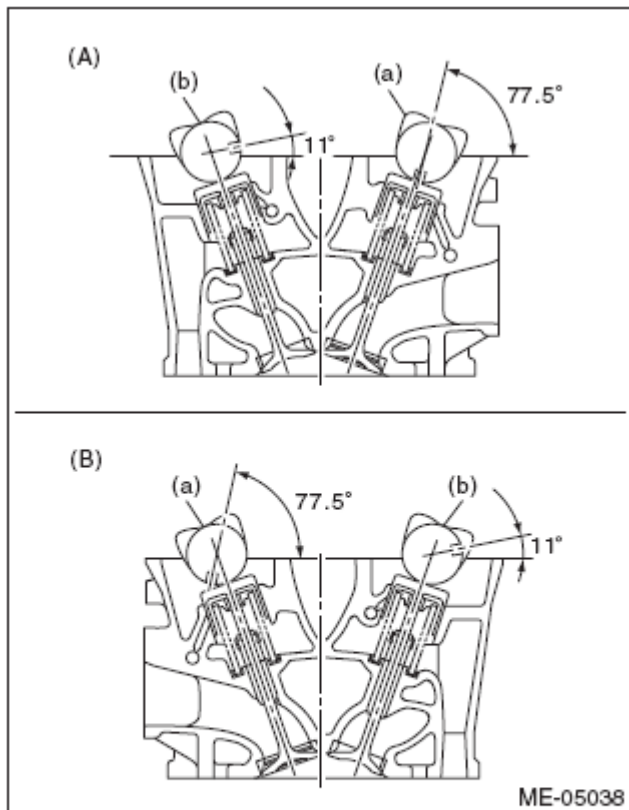
- Set the camshaft to the position shown in the figure.
- When set at the position shown in the figure, it is not necessary to rotate the camshaft RH when installing the timing belt, but it is necessary to rotate the camshaft LH slightly.

Intake camshaft LH:

Rotate 80° clockwise.

Exhaust camshaft LH:

Rotate 45° counterclockwise.



(A) Cylinder head RH

(B) Cylinder head LH

(a) Intake camshaft

(b) Exhaust camshaft

Fig. 172: Identifying Intake And Exhaust Camshaft Rotating Angles
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

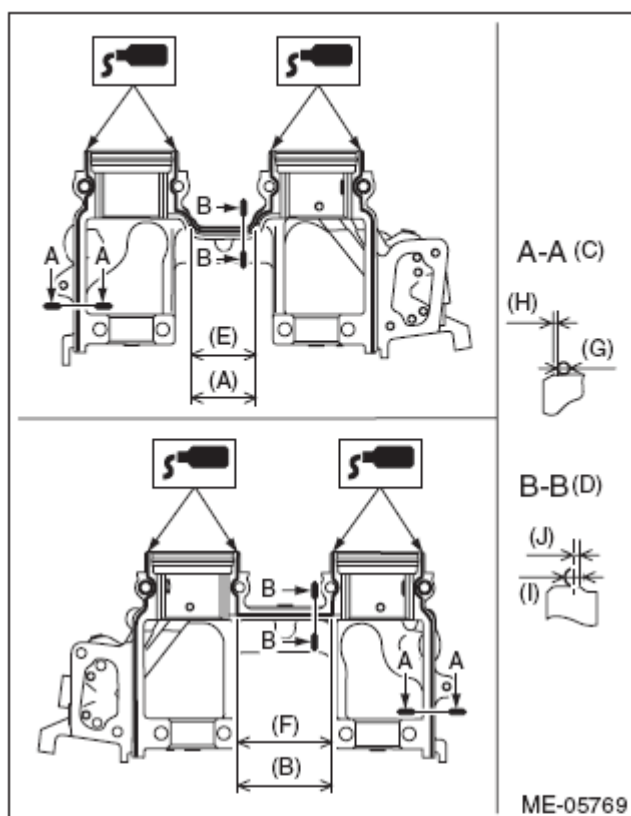
Liquid gasket applying diameter:

Mating surfaces other than ranges A and B

2±0.5 mm (0.0787±0.0197 in)

Mating surfaces of ranges A and B

3±1 mm (0.1181±0.0394 in)



- (A) Range A
- (B) Range B
- (C) Liquid gasket applying position of mating surfaces of ranges other than A and B
- (D) Liquid gasket applying position of mating surfaces of ranges A and B
- (E) 44.8 mm (1.7638 in)
- (F) 65 mm (2.5591 in)
- (G) $\phi 2 \pm 0.5$ mm (0.0787 $\pm$ 0.0197 in)
- (H) 0.5 $\pm$ 0.5 mm (0.0197 $\pm$ 0.0197 in)
- (I) $\phi 3 \pm 1$ mm (0.1181 $\pm$ 0.0394 in)
- (J) 1 mm (0.0394 in) or less

Fig. 173: Identifying Liquid Gasket Applying Areas On Mating Surface Of Camshaft 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)

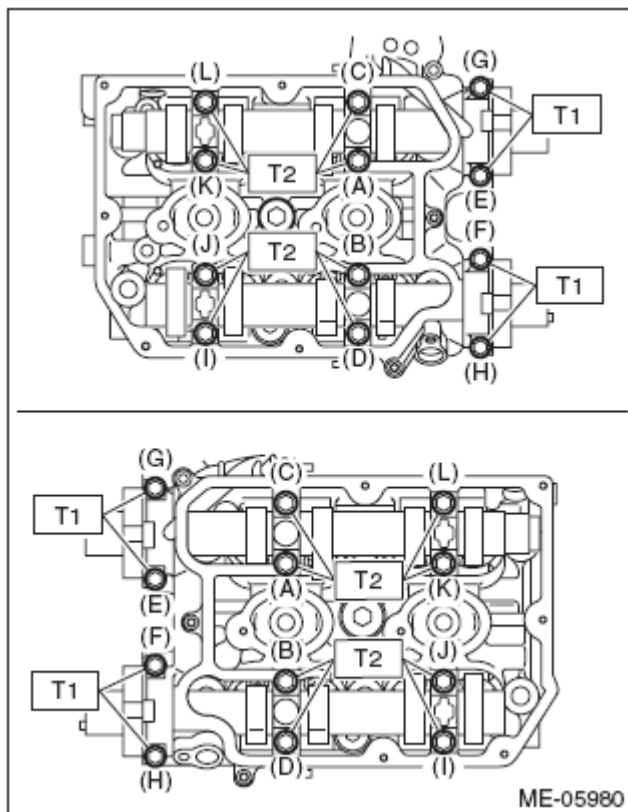


Fig. 174: Identifying Camshaft Cap Bolts Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

4. After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at base circle.
3. Apply a thin coat of engine oil to the periphery of the camshaft oil seal and oil seal lip, and install the oil seal on the camshaft using ST1 and ST2.

NOTE: Use a new oil seal.

ST1 499587600 OIL SEAL INSTALLER

ST2 499597200 OIL SEAL GUIDE

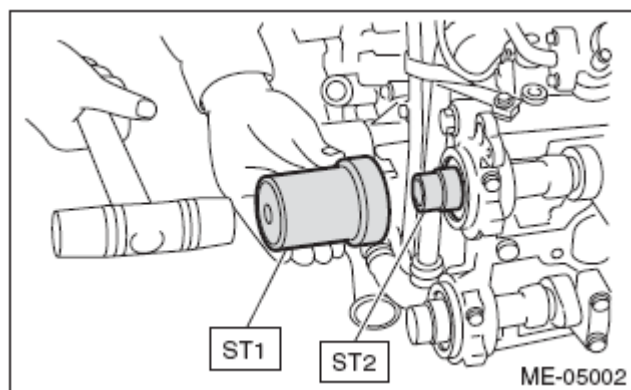


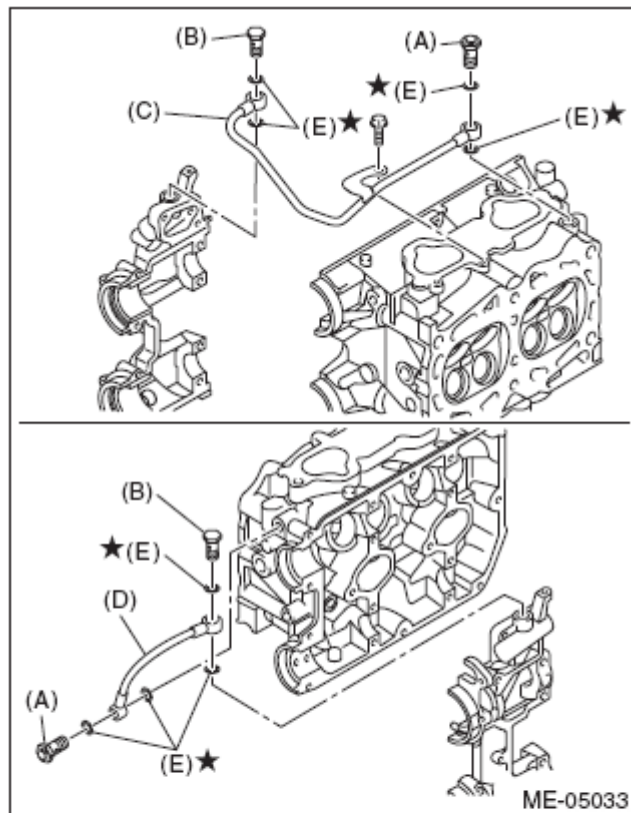
Fig. 175: Installing Oil Seal On Camshaft Using Special Tools
Courtesy of SUBARU OF AMERICA, INC.

4. Install the oil pipe to the front camshaft cap using the union bolt without filter (without protrusion).

NOTE: Use a new gasket.

Tightening torque:

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



- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

Fig. 176: Installing Oil Pipe To Front Camshaft Cap Using Union Bolt Without Filter
 Courtesy of SUBARU OF AMERICA, INC.

5. Install the tensioner bracket.

Tightening torque:

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

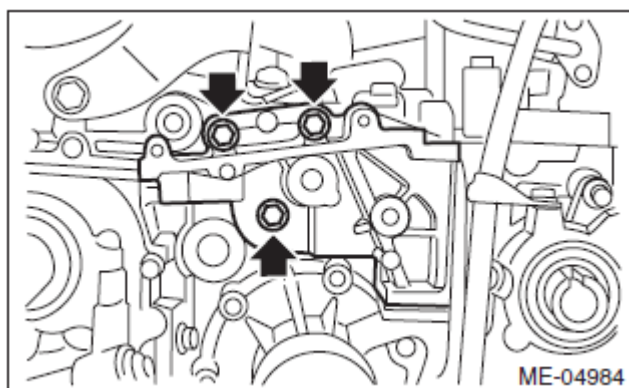


Fig. 177: Locating Tensioner Bracket Mounting Bolts
Courtesy of SUBARU OF AMERICA, INC.

6. Install the timing belt cover No. 2 RH (A) and timing belt cover No. 2 LH (B).

Tightening torque:

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

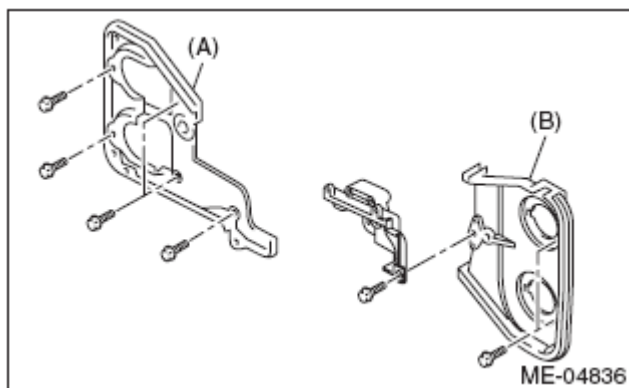


Fig. 178: Identifying Timing Belt Cover RH And LH
Courtesy of SUBARU OF AMERICA, INC.

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 section and ignition coil section)

NOTE: **Use a new rocker cover gasket.**

2. Apply liquid gasket to the specified point of the cylinder head.

NOTE: Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

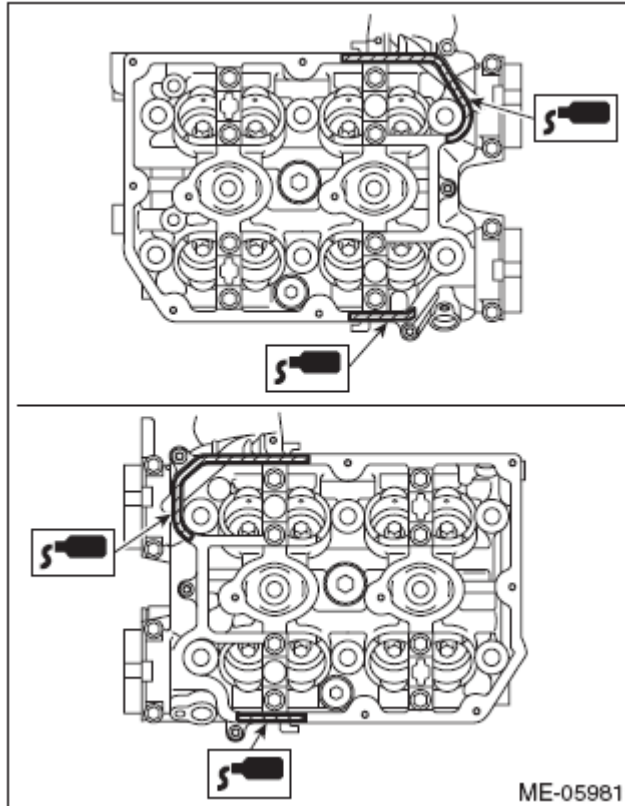


Fig. 179: Identifying Liquid Gasket Applying Area On Cylinder Head
Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.
4. Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

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

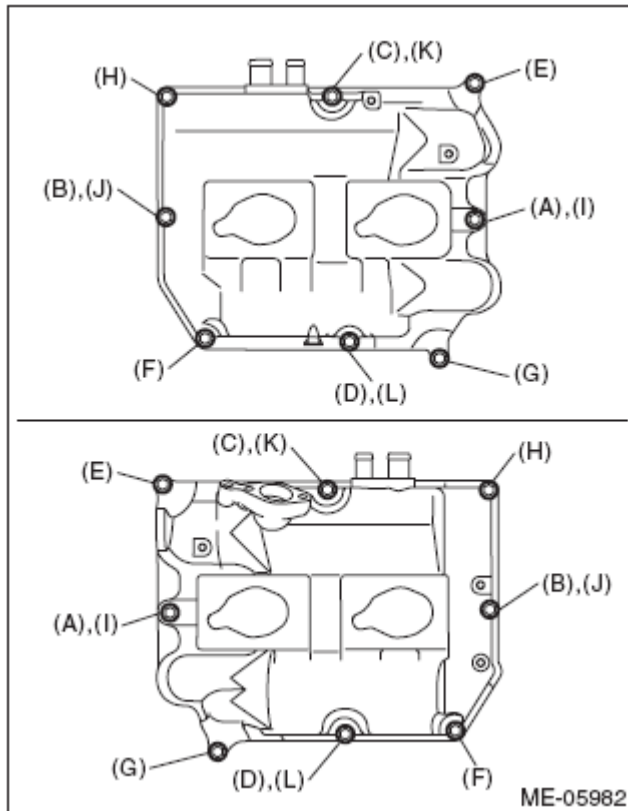


Fig. 180: Identifying Rocker Cover Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

11. Connect the PCV hose (A) and vacuum hose (B) to the rocker cover.

NOTE: Use a new clamp for the PCV hose (A), fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS

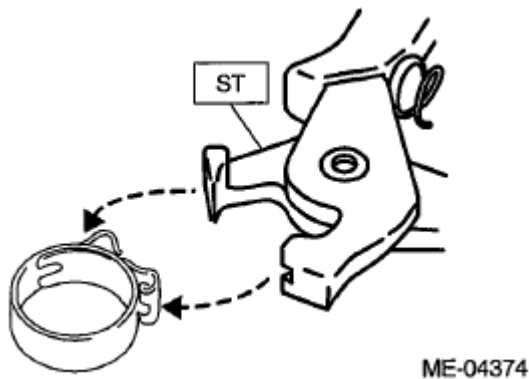


Fig. 181: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

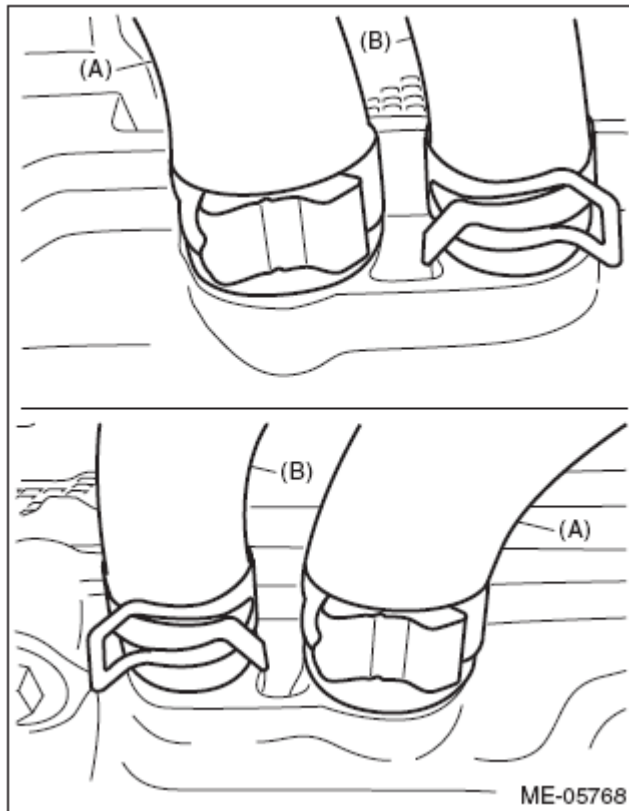


Fig. 182: Identifying PCV Hose
Courtesy of SUBARU OF AMERICA, INC.

12. Connect the connector to the intake oil flow control solenoid valve.

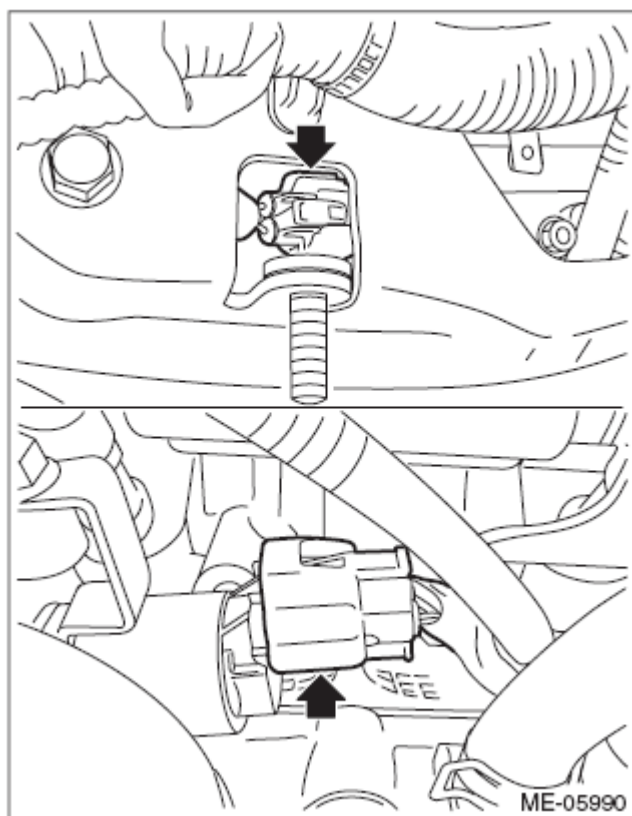


Fig. 183: Locating Intake Oil Flow Control Solenoid Valve Connector
Courtesy of SUBARU OF AMERICA, INC.

13. Connect the connector (A) to the exhaust camshaft position sensor and the connector (B) to the exhaust oil flow control solenoid valve.

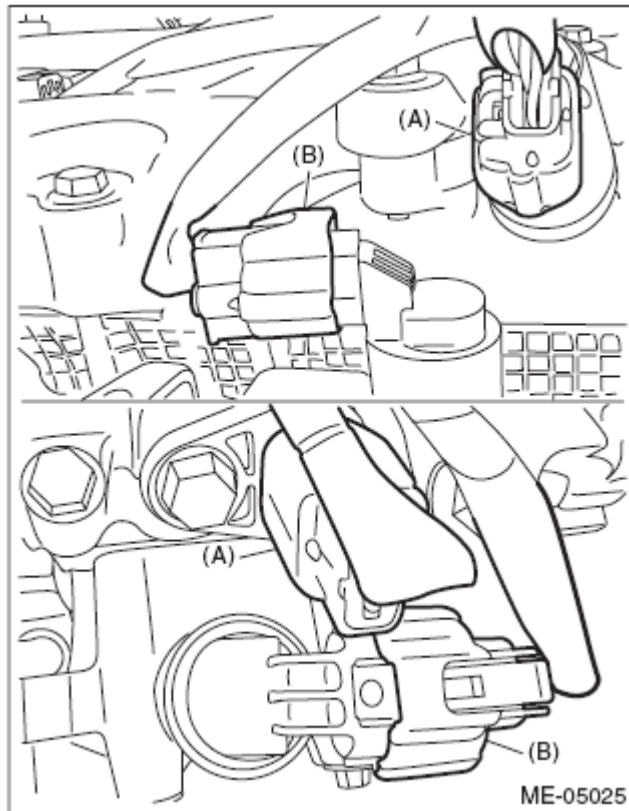


Fig. 184: Identifying Exhaust Position Sensor Connector And Exhaust Oil Flow Control Solenoid Valve Connector

Courtesy of SUBARU OF AMERICA, INC.

14. Install the ignition coil. < Refer to **INSTALLATION** , Ignition Coil. >
15. Install the air duct B (B) to the rocker cover LH and the air duct A (A).

Tightening torque:

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

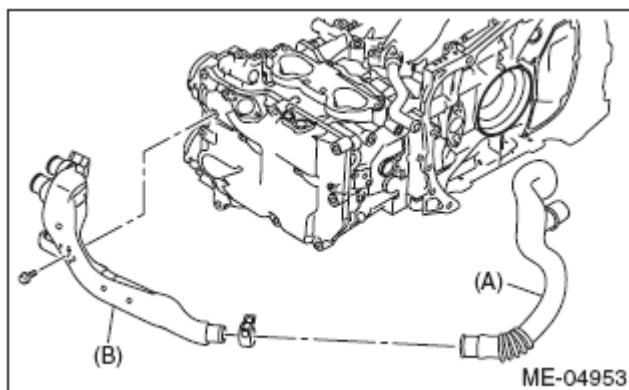


Fig. 185: Identifying Air Ducts And Rocker Cover LH

Courtesy of SUBARU OF AMERICA, INC.

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

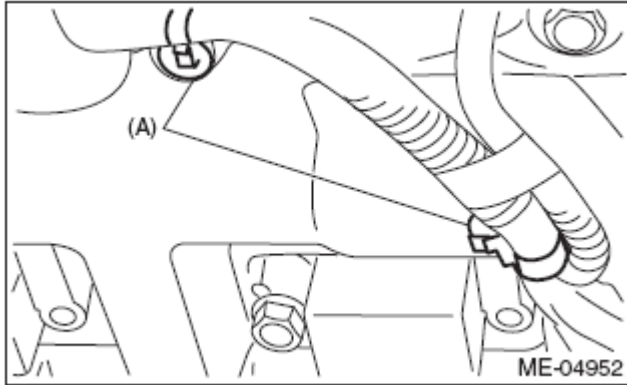


Fig. 186: Identifying Engine Harness To Rocker Cover RH Fixing Clips
Courtesy of SUBARU OF AMERICA, INC.

17. Install the timing belt cover. < Refer to **INSTALLATION**, Timing Belt Cover. >
18. Install the crank pulley. < Refer to **INSTALLATION**, Crank Pulley. >
19. Install the rear side belt. < Refer to **REAR SIDE BELT**, INSTALLATION, V-belt. >
20. Install the engine to the vehicle. < Refer to **INSTALLATION**, Engine Assembly. >

INSPECTION

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

Camshaft bend limit:

0.020 mm (0.00079 in)

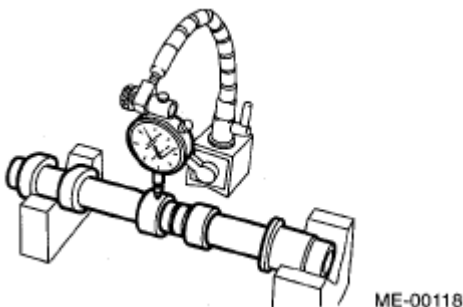


Fig. 187: Measuring Camshaft Bend Using Gauge
Courtesy of SUBARU OF AMERICA, INC.

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. Check the cam face condition, and remove the minor faults by grinding with oil stone. If offset wear occurs, replace it.
5. Measure the cam lobe height "H" and cam base circle diameter "A". If it exceeds the standard or offset wear occurs, replace it.

Cam lobe height H:

Standard

Intake

46.55 - 46.65 mm (1.833 - 1.837 in)

Exhaust

46.75 - 46.85 mm (1.841 - 1.844 in)

Cam base circle diameter A:

Standard

37.0 mm (1.457 in)

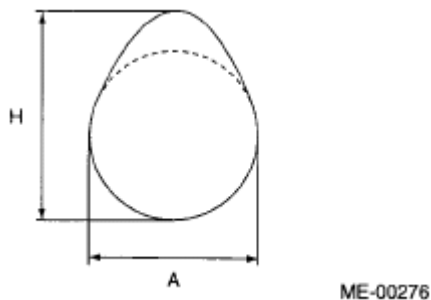


Fig. 188: Identifying Cam Base Circle Diameter And Lobe Height
Courtesy of SUBARU OF AMERICA, INC.

6. Measure the outside diameter of camshaft journal. If the journal diameter is not within specification, check the oil clearance.

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

7. Measure the oil clearance of camshaft journal.
 1. Clean the camshaft cap and cylinder head camshaft journal.
 2. Place the camshaft on cylinder head. (Without installing the valve lifter)

3. Place a plastigauge across each camshaft journals.
4. Gradually tighten the camshaft cap in at least two steps, in alphabetical order shown in the figure, and then tighten to the specified torque. Do not turn the camshaft.

Tightening torque:

T1: 9.75 N.m (1.0 kgf-m, 7.2 ft-lb)

T2: 20 N.m (2.0 kgf-m, 14.8 ft-lb)

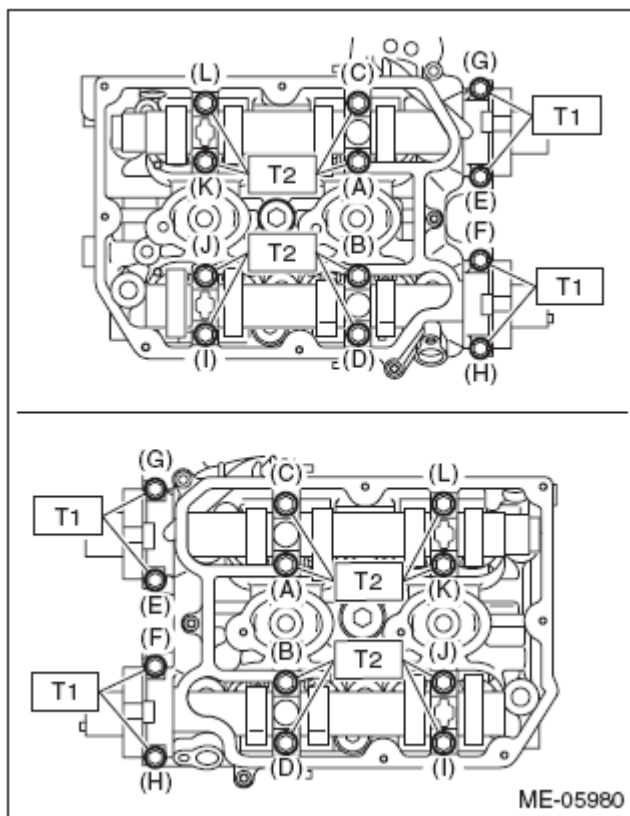


Fig. 189: Identifying Camshaft Cap Bolts Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

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.

Camshaft oil clearance:

Standard

0.037 - 0.072 mm (0.0015 - 0.0028 in)

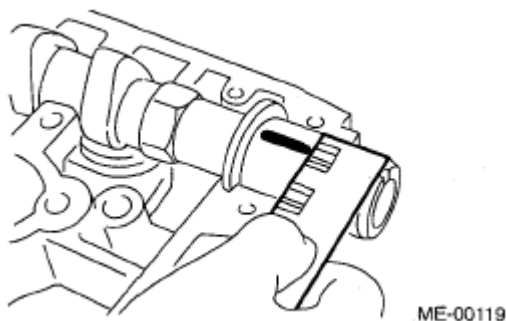


Fig. 190: Measuring Camshaft Oil Clearance
Courtesy of SUBARU OF AMERICA, INC.

7. Completely remove the plastigauge.
8. Measure the thrust clearance with setting the dial gauge at end surface of camshaft. If the thrust clearance is not within the standard or there is offset wear, replace the camshaft caps and cylinder head as a set. If necessary replace the camshaft.

Camshaft thrust clearance:

Standard

0.068 - 0.116 mm (0.0027 - 0.0047 in)

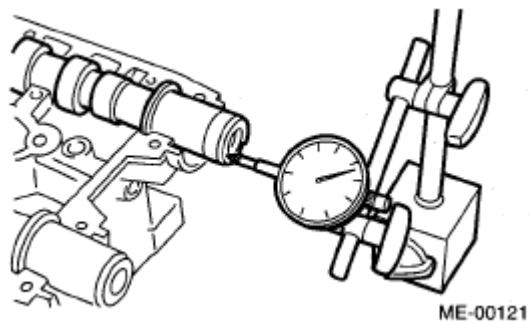


Fig. 191: Measuring Camshaft Thrust Clearance Using Dial Gauge
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD

REMOVAL

1. Remove the engine from the vehicle. < Refer to **REMOVAL**, Engine Assembly. >
2. Remove the rear side belt. < Refer to **REAR SIDE BELT**, REMOVAL, V-belt. >
3. Remove the intake manifold. < Refer to **REMOVAL**, Intake Manifold. >
4. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
5. Remove the timing belt cover. < Refer to **REMOVAL**, Timing Belt Cover. >

6. Remove the timing belt. < Refer to **REMOVAL**, Timing Belt. >
7. Remove the cam sprocket. < Refer to **REMOVAL**, Cam Sprocket. >
8. Remove the secondary air combination valve. < Refer to **REMOVAL**, Secondary Air Combination Valve. >
9. Remove the bolts which secure A/C compressor bracket to cylinder head.
10. Remove the oil pipe. < Refer to **REMOVAL**, Oil Pipe. >
11. Remove the camshaft. < Refer to **REMOVAL**, Camshaft. >
12. Remove the oil level gauge guide. (LH side only)
13. Remove the cylinder head bolts in alphabetical order shown in the figure.

NOTE: Leave the bolts (A) and (D) engaged by three or four threads to prevent the cylinder head from falling.

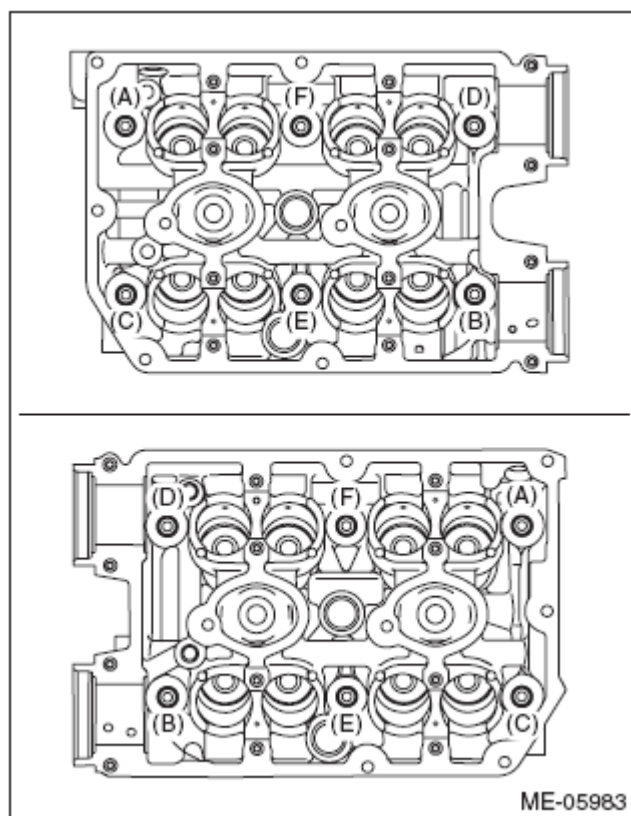


Fig. 192: Identifying Cylinder Head Mounting Bolts Removal Sequence
 Courtesy of SUBARU OF AMERICA, INC.

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

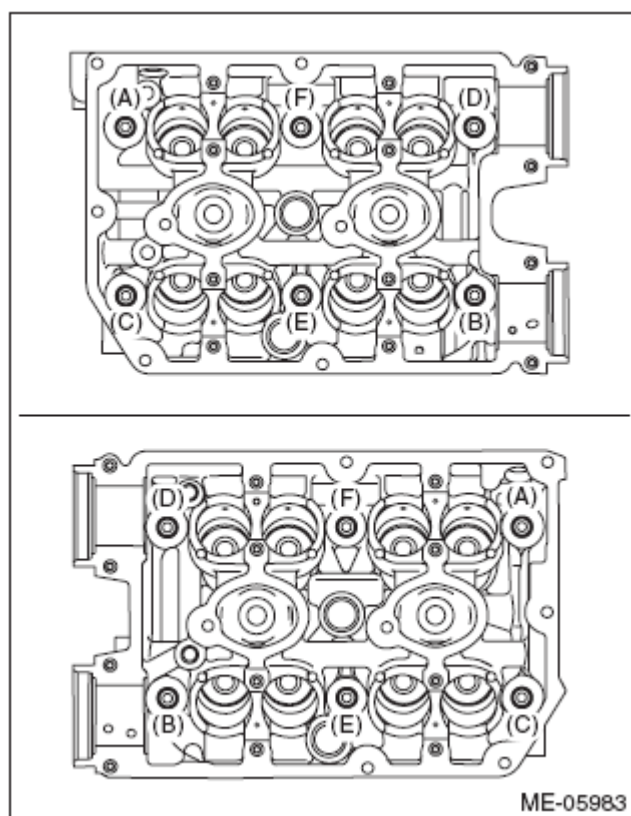


Fig. 193: Identifying Cylinder Head Mounting Bolts Removal Sequence
 Courtesy of SUBARU OF AMERICA, INC.

15. Remove the cylinder head gasket.

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

INSTALLATION

1. Install the cylinder head to the cylinder block.

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

NOTE: Use a new cylinder head gasket.

1. Clean the bolt threads and the bolt holes in the cylinder block

CAUTION: To avoid erroneous tightening of the bolts, clean out the bolt holes sufficiently by blowing with compressed air to eliminate

engine coolant etc.

2. Apply a sufficient coat of engine oil to the washer and bolt thread.
3. Tighten all bolts to 40 N.m (4.1 kgf-m, 29.5 ft-lb) in alphabetical order.
4. Retighten all bolts to 95 N.m (9.7 kgf-m, 70.1 ft-lb) in alphabetical order.

CAUTION: If the bolt makes stick-slip sound during tightening, repeat the procedure from step (1. In this case, the cylinder head gasket can be reused.

5. Loosen all the bolts by 180° in the reverse order of installing, and loosen them further by 180°.
6. Tighten all bolts to 10 N.m (1.0 kgf-m, 7.4 ft-lb) in alphabetical order.
7. Retighten all bolts to 30 N.m (3.1 kgf-m, 22.1 ft-lb) in alphabetical order.
8. Retighten all bolts to 70 N.m (7.1 kgf-m, 51.6 ft-lb) in alphabetical order.
9. Retighten all bolts by 80 - 90° in alphabetical order.
10. Retighten all bolts by 40 - 45° in alphabetical order.

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

11. Retighten bolts (A) and (B) by 40 - 45°.

CAUTION: Make sure the total "tightening angle" of steps (10) and (11) does not exceed 90°.

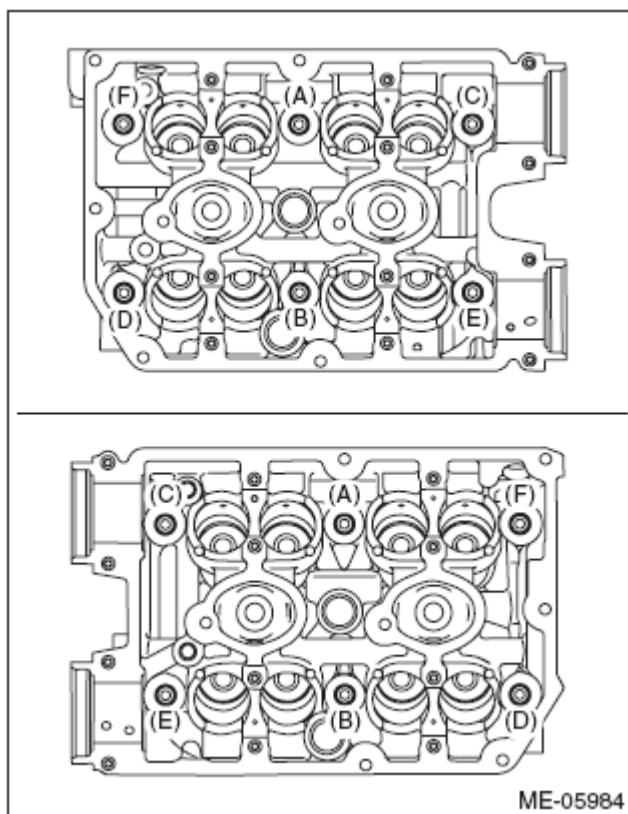


Fig. 194: Identifying Cylinder Head Mounting Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

2. Install the oil level gauge guide. (LH side only)

Tightening torque:

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

3. Install the camshaft. < Refer to **INSTALLATION**, Camshaft. >
4. Install the oil pipe. < Refer to **INSTALLATION**, Oil Pipe. >
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 section and ignition coil section)

NOTE: Use a new rocker cover gasket.

2. Apply liquid gasket to the specified point of the cylinder head.

NOTE: Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

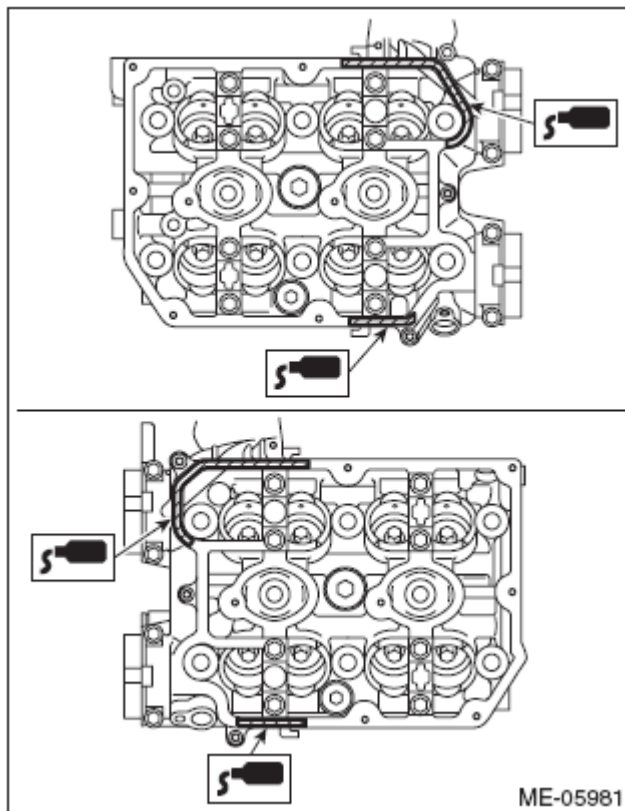


Fig. 195: Identifying Liquid Gasket Applying Area On Cylinder Head
 Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.
4. Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

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

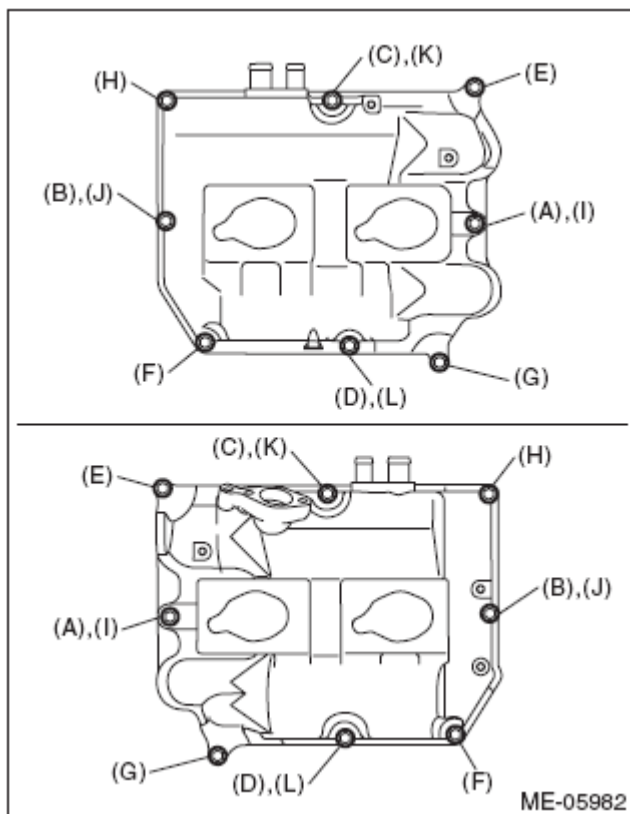


Fig. 196: Identifying Rocker Cover Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

11. Connect the PCV hose (A) and vacuum hose (B) to the rocker cover.

NOTE: Use a new clamp for the PCV hose (A), fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS

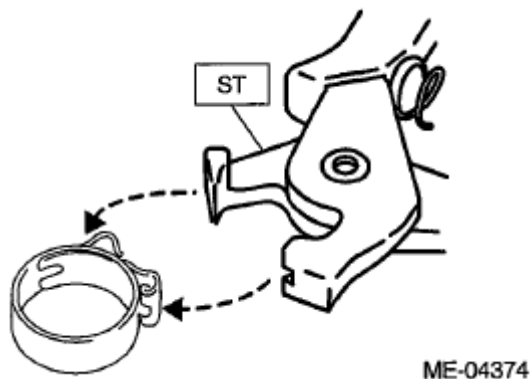


Fig. 197: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

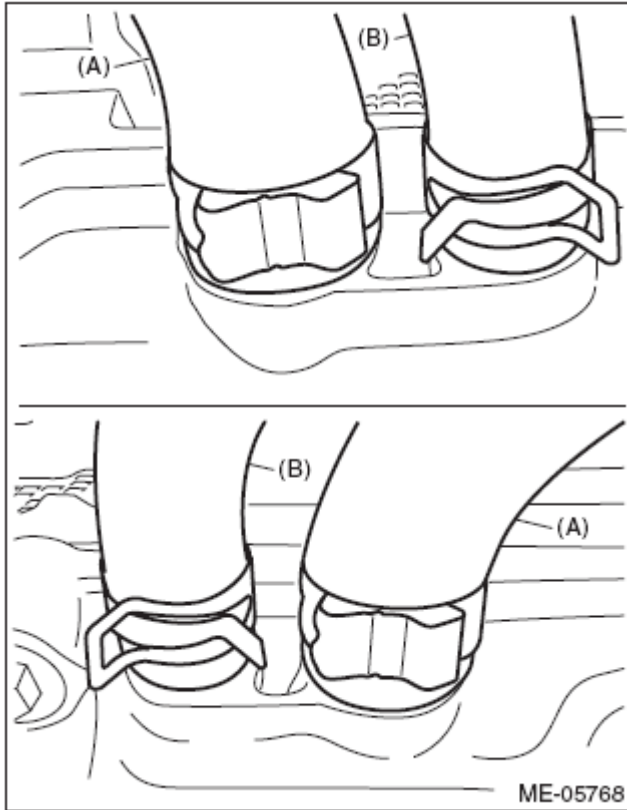


Fig. 198: Identifying PCV Hose
Courtesy of SUBARU OF AMERICA, INC.

12. Install the timing belt cover. < Refer to **INSTALLATION**, Timing Belt Cover. >
13. Install the crank pulley. < Refer to **INSTALLATION**, Crank Pulley. >
14. Install the intake manifold. < Refer to **INSTALLATION**, Intake Manifold. >
15. Install the rear side belt. < Refer to **REAR SIDE BELT**, INSTALLATION, V-belt. >
16. Install the engine to the vehicle. < Refer to **INSTALLATION**, Engine Assembly. >

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 VALVE GUIDE, INSPECTION, Cylinder Head. > < Refer to INTAKE AND EXHAUST VALVE OIL SEAL, INSPECTION, Cylinder Head. >

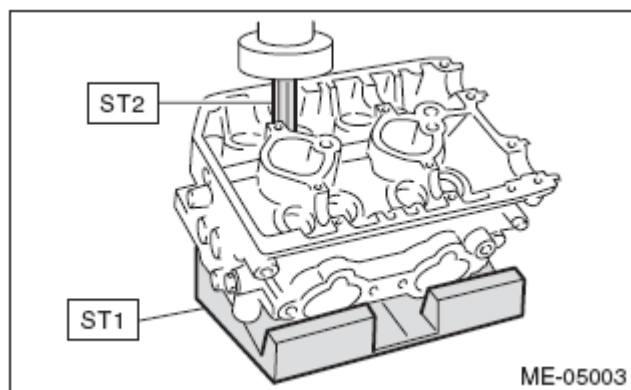
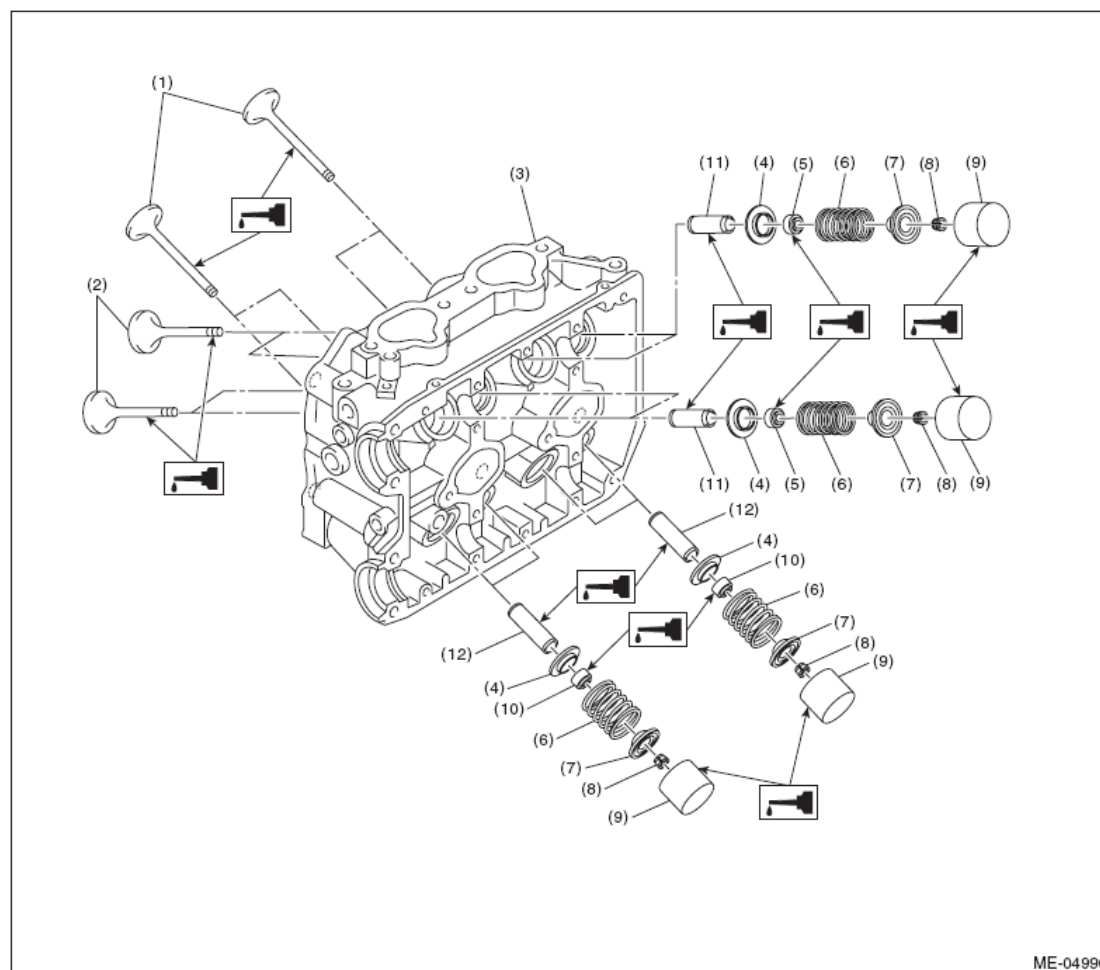


Fig. 199: Removing Cylinder Head Valve Lifter Using Special Tools
Courtesy of SUBARU OF AMERICA, INC.

ASSEMBLY



ME-04990

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

Fig. 200: Disassembled View Of Cylinder Head
 Courtesy of SUBARU OF AMERICA, INC.

1. Install the valve spring and valve.
 1. Coat the valve stem of each valve with engine oil and insert the valve into valve guide.

NOTE: When inserting the valve into valve guide, use special care not to damage the oil seal lip.

2. Set the cylinder head on ST1.

ST1 498267600 CYLINDER HEAD TABLE

3. Install the valve spring and valve spring retainer.

NOTE: Be sure to install the valve spring with its close-coiled end facing the cylinder head side.

4. Set the ST2 on valve spring.

ST2 499718000 VALVE SPRING REMOVER

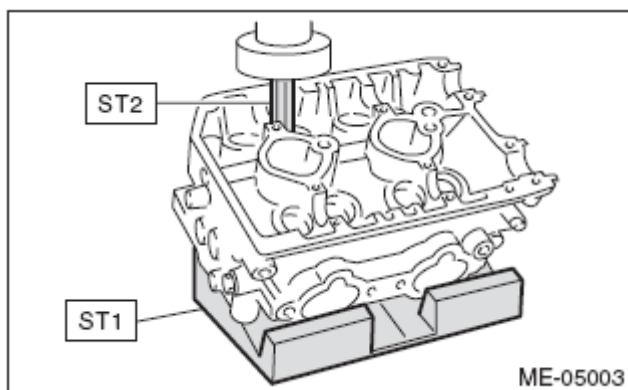


Fig. 201: Removing Cylinder Head Valve Lifter Using Special Tools
Courtesy of SUBARU OF AMERICA, INC.

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 surface of 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.

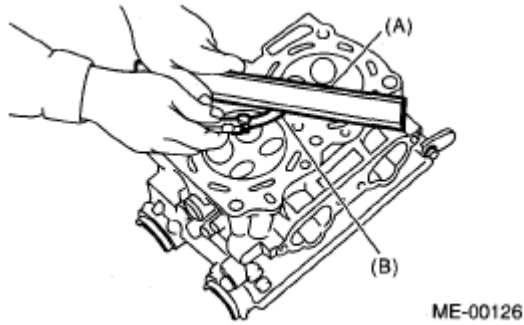


Fig. 202: Measuring Warping Of Cylinder Head Surface Using Straight Edge And Thickness Gauge

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.

Contacting width W between valve and valve seat:

Standard

Intake

0.6 - 1.4 mm (0.024 - 0.055 in)

Exhaust

1.2 - 1.8 mm (0.047 - 0.071 in)

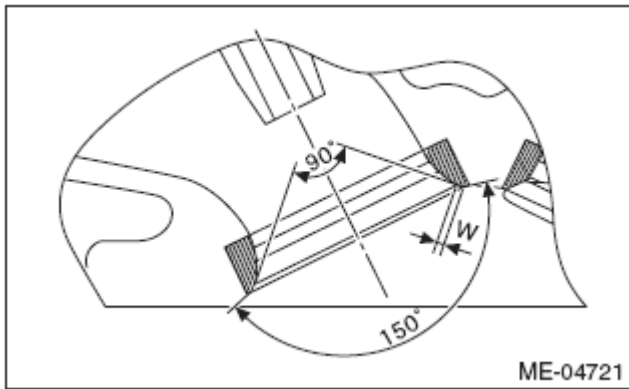


Fig. 203: Identifying Contacting Width Between Valve And Valve Seat
Courtesy of SUBARU OF AMERICA, INC.

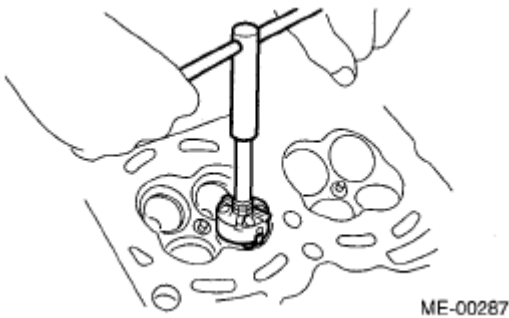


Fig. 204: Tightening Valve Guides
Courtesy of SUBARU OF AMERICA, INC.

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 the greater amount of wear or damage. See the following procedure for

valve guide replacement.

Valve guide inner diameter:

6.000 - 6.012 mm (0.2362 - 0.2367 in)

Valve stem outer diameters:

Intake

5.955 - 5.970 mm (0.2344 - 0.2350 in)

Exhaust

5.945 - 5.960 mm (0.2341 - 0.2346 in)

1. Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.
2. Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 498267600 CYLINDER HEAD TABLE

ST2 499767200 VALVE GUIDE REMOVER

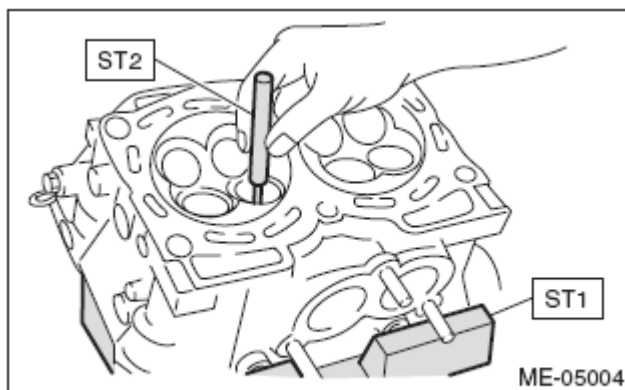


Fig. 205: Removing Valve Guide Using Tool
Courtesy of SUBARU OF AMERICA, INC.

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

ST 18251AA020 VALVE GUIDE ADJUSTER

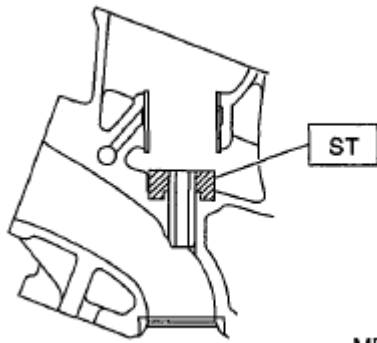


Fig. 206: Positioning Special Tool On Cylinder Head
Courtesy of SUBARU OF AMERICA, INC.

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

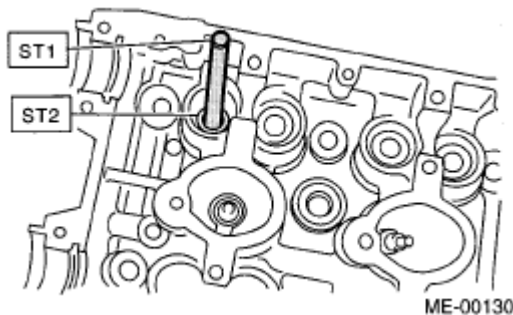


Fig. 207: Inserting Special Tool Into Valve Guide
Courtesy of SUBARU OF AMERICA, INC.

6. Check the valve guide protrusion amount "L".

Valve guide protrusion amount L:

15.8 - 16.2 mm (0.622 - 0.638 in)

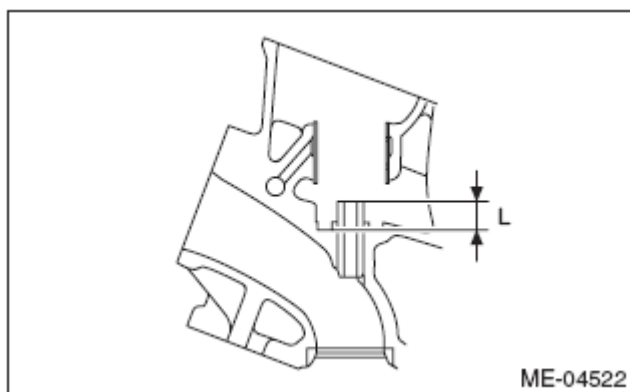


Fig. 208: Identifying Valve Guide Protrusion Amount
Courtesy of SUBARU OF AMERICA, INC.

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

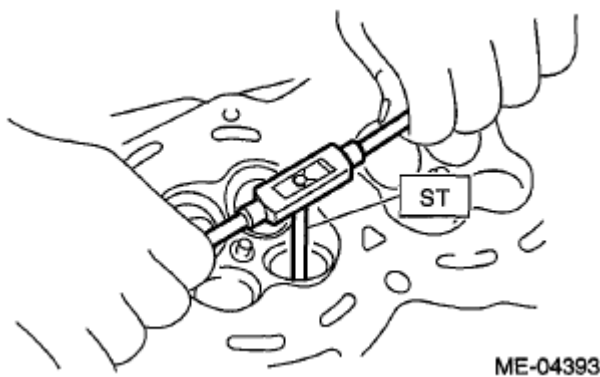


Fig. 209: Reaming Inside Of Valve Guide Using Reamer
Courtesy of SUBARU OF AMERICA, INC.

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 of valve and valve stem, and replace the valve with a new part if damaged, worn,

deformed, or if dimension "H" in the figure is outside of the specified limit.

Head edge thickness H:

Standard

Intake (A)

1.0 - 1.4 mm (0.039 - 0.055 in)

Exhaust (B)

1.3 - 1.7 mm (0.051 - 0.067 in)

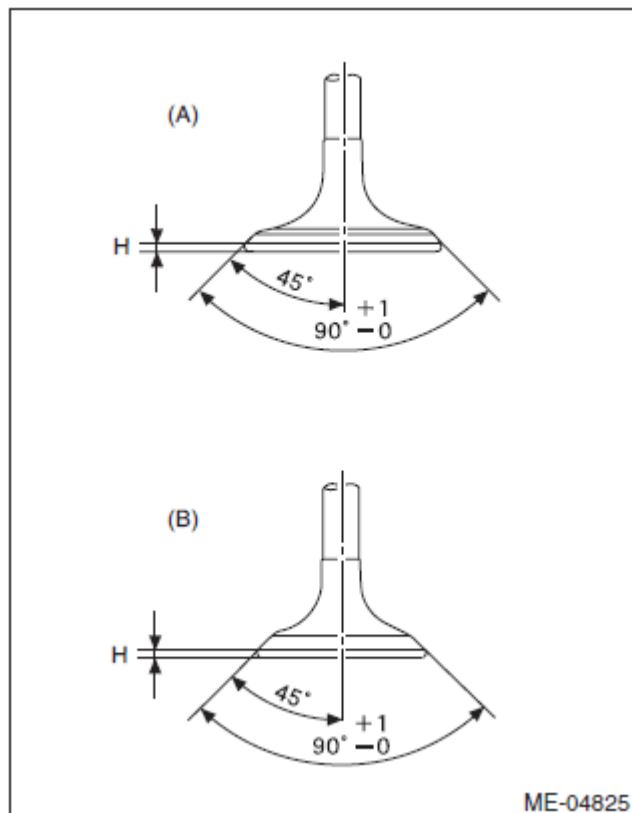


Fig. 210: Identifying Valve Stem Head Edge Thickness
Courtesy of SUBARU OF AMERICA, INC.

2. Put a small amount of grinding compound on the valve seat surface, and lap the valve and valve seat surface. Replace with a new valve oil seal after lapping.

NOTE: It is possible to differentiate between the intake valve and the exhaust valve by their overall length.

Valve overall length:

Intake

104.4 mm (4.110 in)

Exhaust

104.65 mm (4.1201 in)

VALVE SPRING

1. Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.
2. To measure the squareness of the valve spring, stand the valve spring on a surface plate and measure its deflection at the top of the valve spring using a try square.

Free length	mm (in)	53.48 (2.106)
Tension/spring height N (kgf, lbf)/mm (in)	Set	204.6 - 235.4 (20.86 - 24.00, 46.00 - 52.93)/36.0 (1.417)
	Lift	363.5 - 401.7 (37.07 - 40.96, 81.73 - 90.32)/26.7 (1.051)
Squareness		2.5°, 2.3 mm (0.091 in) or less

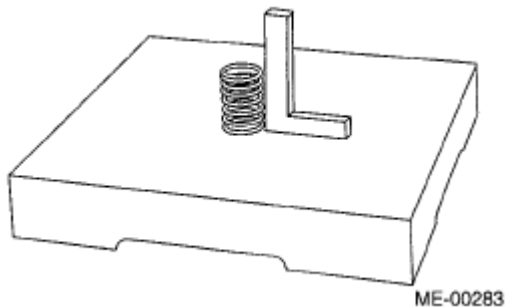


Fig. 211: Measuring Squareness Of Valve Spring
Courtesy of SUBARU OF AMERICA, INC.

INTAKE AND EXHAUST VALVE OIL SEAL

1. For the following, replace the oil seal with a new part. See the procedure 2) and subsequent for replacement procedures.
 - When the lip is damaged.
 - When the spring is out of the specified position.
 - When readjusting the surfaces of valve and valve seat.
 - When replacing the valve guide.

2. Place the cylinder head on ST1, and use ST2 to press-fit the oil seal.

ST1 498267600 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

NOTE:

- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer to strike in.
- The intake valve oil seals and exhaust valve oil seals are distinguished by their colors.

Color of rubber part:

Intake [Gray]

Exhaust [Green]

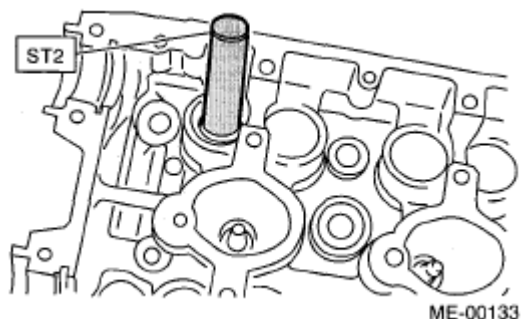


Fig. 212: Pressing Oil Seal On Cylinder Head Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

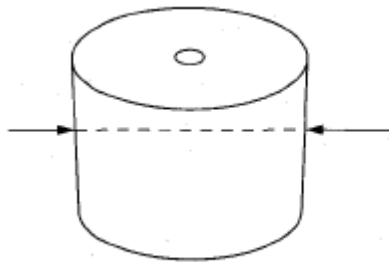
VALVE LIFTER

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

Outer diameter of valve lifter:

Standard

34.959 - 34.975 mm (1.3763 - 1.3770 in)



ME-00134

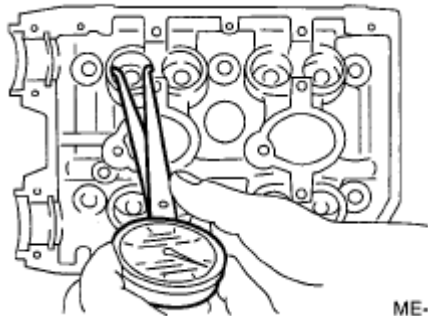
Fig. 213: Identifying Outer Diameter Of Valve Lifter
 Courtesy of SUBARU OF AMERICA, INC.

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

Valve lifter mating surface inner diameter:

Standard

34.994 - 35.016 mm (1.3777 - 1.3786 in)



ME-00135

Fig. 214: Measuring Inner Diameter Of Valve Lifter Mating Surface On Cylinder Head
 Courtesy of SUBARU OF AMERICA, INC.

4. Check the clearance between valve lifter and valve lifter mating surface. The clearance can be checked by measuring the outer diameter of valve lifter and the inner diameter of valve lifter. If it exceeds the standard or offset wear occurs, replace the cylinder head.

Valve lifter and valve lifter mating surface clearance:

Standard

0.019 - 0.057 mm (0.0007 - 0.0022 in)

CYLINDER BLOCK

REMOVAL

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

1. Remove the engine from the vehicle. < Refer to **REMOVAL**, Engine Assembly. >
2. Remove the rear side belt. < Refer to **REAR SIDE BELT**, REMOVAL, V-belt. >
3. Remove the intake manifold. < Refer to **REMOVAL**, Intake Manifold. >
4. Remove the crank pulley. < Refer to **REMOVAL**, Crank Pulley. >
5. Remove the timing belt cover. < Refer to **REMOVAL**, Timing Belt Cover. >
6. Remove the timing belt. < Refer to **REMOVAL**, Timing Belt. >
7. Remove the cam sprocket. < Refer to **REMOVAL**, Cam Sprocket. >
8. Remove the crank sprocket. < Refer to **REMOVAL**, Crank Sprocket. >
9. Remove the generator and A/C compressor with their brackets.
10. Remove the camshaft. < Refer to **REMOVAL**, Camshaft. >
11. Remove the cylinder head. < Refer to **REMOVAL**, Cylinder Head. >
12. Remove the clutch disc and cover. < Refer to **REMOVAL**, Clutch Disc and Cover. >
13. Remove the flywheel. < Refer to **REMOVAL**, Flywheel. >
14. Remove the oil separator cover.
15. Remove the water by-pass pipe for heater.
16. Remove the oil filter. < Refer to **REMOVAL**, Engine Oil Filter. >
17. Remove the oil cooler. < Refer to **REMOVAL**, Engine Oil Cooler. >
18. Remove the water pump. < Refer to **REMOVAL**, Water Pump. >
19. Remove the bolts which secure oil pump to cylinder block.

NOTE: When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.

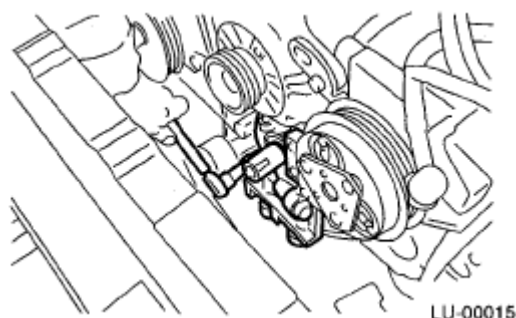


Fig. 215: Removing Oil Pump To Cylinder Block Securing Bolts
Courtesy of SUBARU OF AMERICA, INC.

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

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

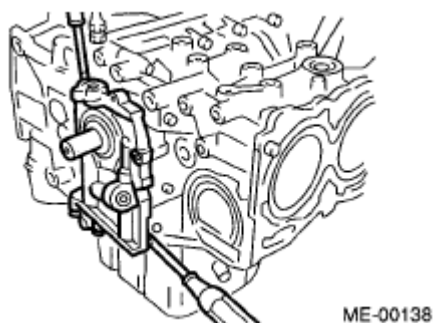


Fig. 216: Removing Oil Pump From Cylinder Block Using Flat Tip Screwdriver
Courtesy of SUBARU OF AMERICA, INC.

21. Remove the front oil seal from the oil pump.
22. Remove the oil pan.
 1. Set the part so that the cylinder block LH is on the upper side.
 2. Remove the bolts which secure oil pan to cylinder block.
 3. Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION: Do not use a screwdriver or similar tools in place of oil pan cutter.

23. Remove the oil strainer.
24. Remove the baffle plate.
25. Remove the water tank pipe assembly from the cylinder block RH.

NOTE: Pinch the clamp of the water tank pipe assembly by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS

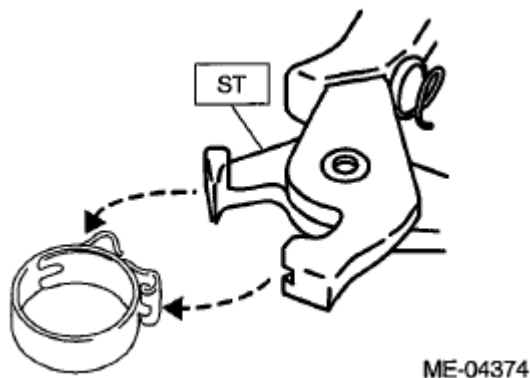
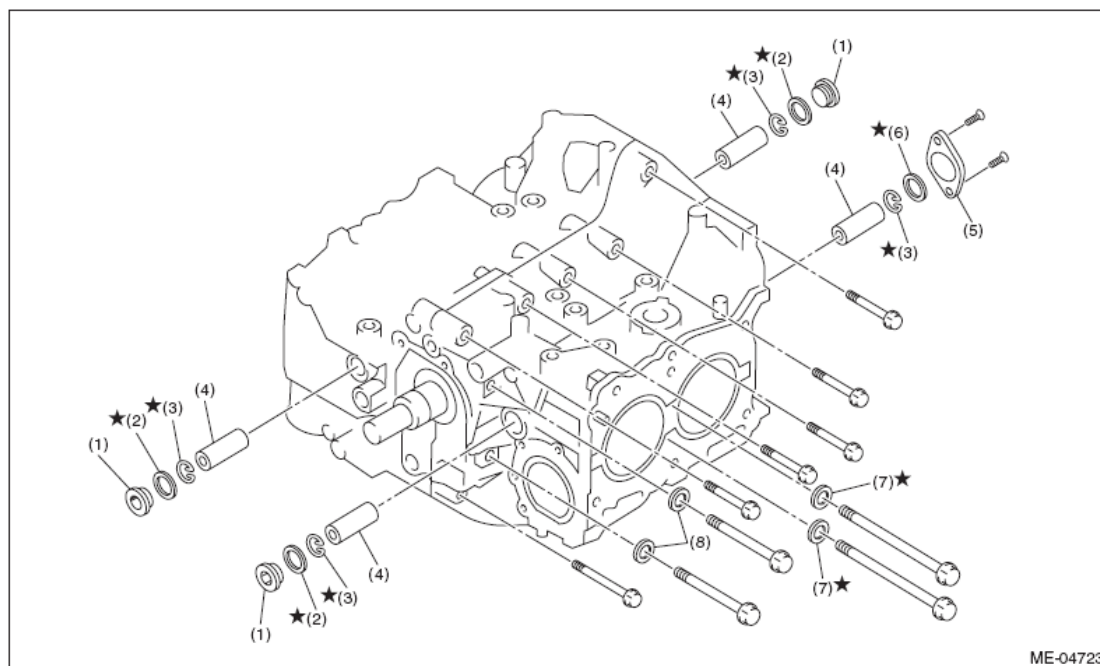


Fig. 217: Pinching PCV Hose Clamp Using Special Tool

Courtesy of SUBARU OF AMERICA, INC.



- | | | |
|-----------------------|------------------------|-----------------|
| (1) Service hole plug | (4) Piston pin | (7) Seal washer |
| (2) Gasket | (5) Service hole cover | (8) Washer |
| (3) Snap ring | (6) O-ring | |

Fig. 218: Exploded View Of Cylinder Block
Courtesy of SUBARU OF AMERICA, INC.

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

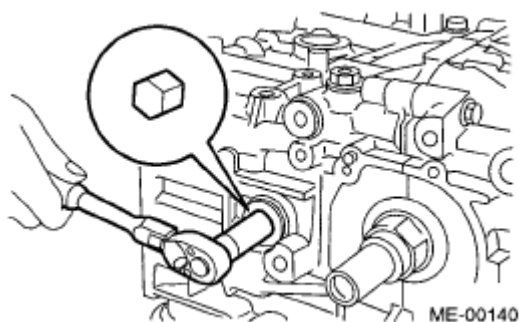


Fig. 219: Removing Service Hole Plugs Using Hexagon Wrench
Courtesy of SUBARU OF AMERICA, INC.

27. Remove the service hole cover.
28. Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove the piston snap ring through service hole of #1 and #2 cylinders.

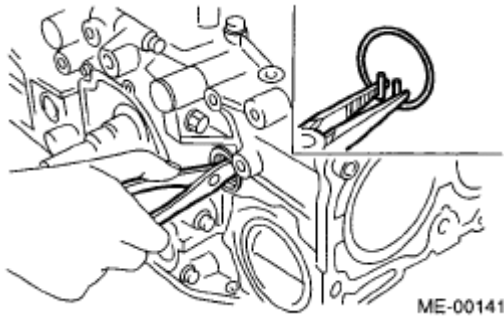


Fig. 220: Removing Piston Snap Ring Through Service Hole Of 1 And 2 Cylinders
Courtesy of SUBARU OF AMERICA, INC.

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

ST 499097700 PISTON PIN REMOVER ASSY

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

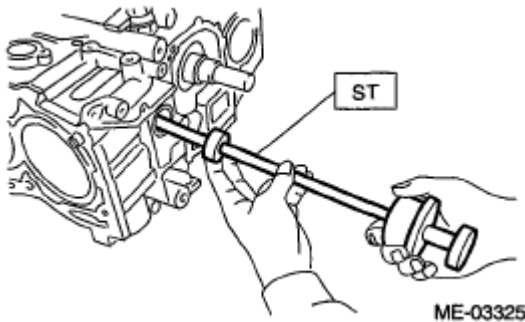
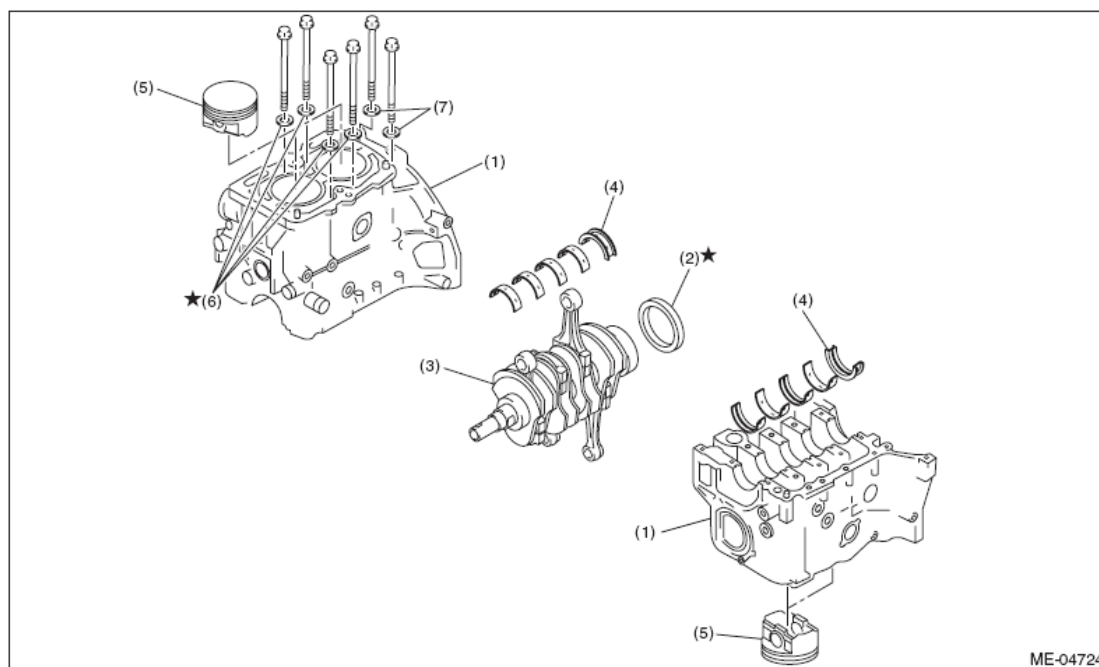


Fig. 221: Drawing Out Piston Pin From 1 And 2 Pistons Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

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

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



(1) Cylinder block

(2) Rear oil seal

(3) Crankshaft

(4) Crankshaft bearing

(5) Piston

(6) Seal washer

(7) Washer

Fig. 222: Identifying Cylinder Block And Related Components
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

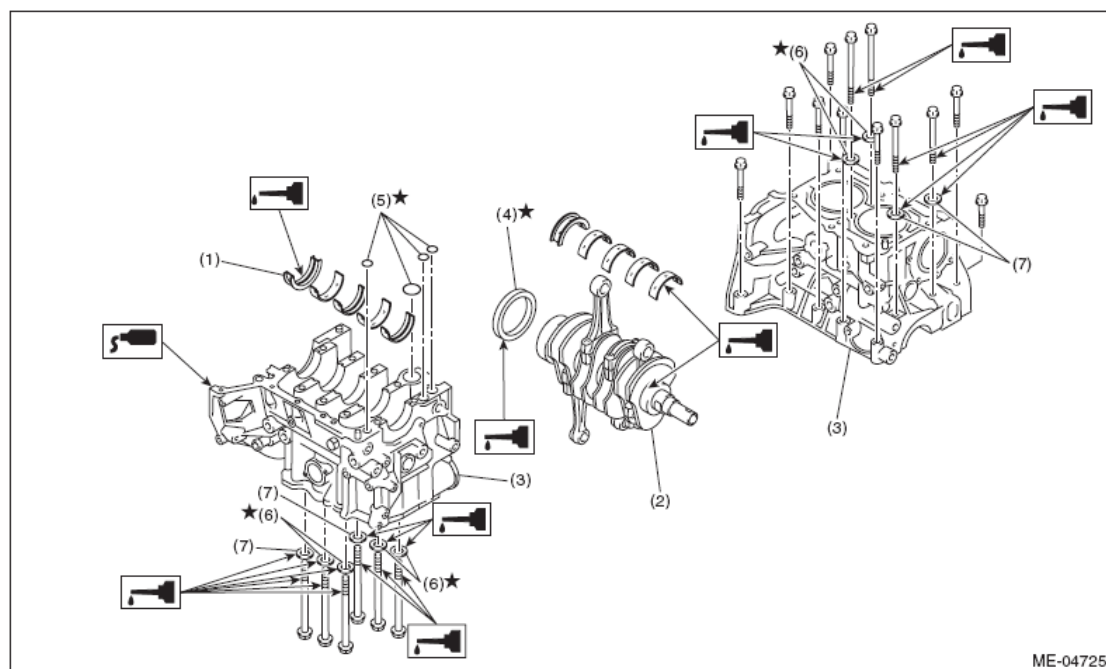
- Press the crankshaft bearing at the end opposite to locking lip to remove.
- Be careful not to confuse the crankshaft bearing combination.

38. Remove each piston from the cylinder block using a wooden bar or hammer handle.

NOTE:

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

INSTALLATION



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

Fig. 223: Exploded View Of Cylinder Block
 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

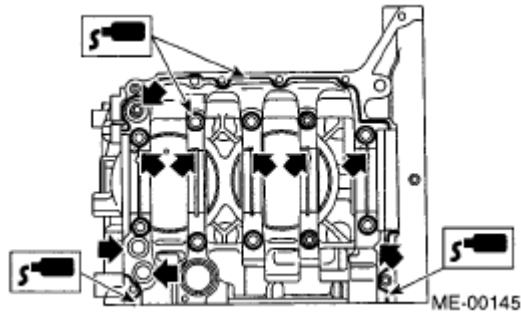


Fig. 224: Identifying Liquid Gasket Applying Area On Cylinder Block
Courtesy of SUBARU OF AMERICA, INC.

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 the LH side (A - D) in alphabetical order.

Tightening torque:

10 N.m (1.0 kgf-m, 7.4 ft-lb)

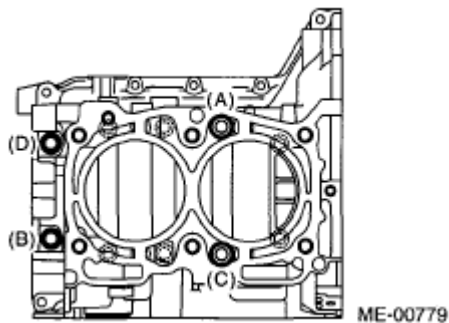


Fig. 225: Identifying Cylinder Block Connecting Bolts Tightening Sequence (LH Side)
Courtesy of SUBARU OF AMERICA, INC.

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

Tightening torque:

10 N.m (1.0 kgf-m, 7.4 ft-lb)

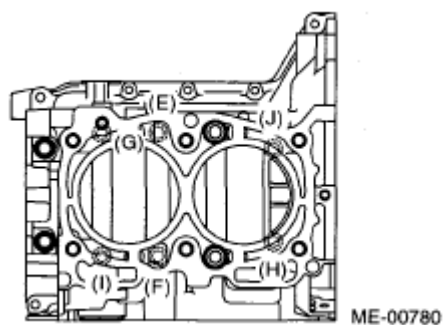


Fig. 226: Identifying Cylinder Block Connecting Bolts Tightening Sequence (RH Side)
Courtesy of SUBARU OF AMERICA, INC.

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)

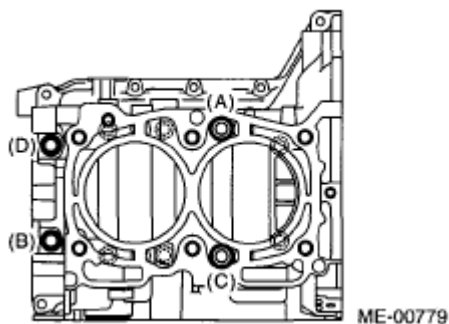


Fig. 227: Identifying Cylinder Block Connecting Bolts Tightening Sequence (LH Side)
Courtesy of SUBARU OF AMERICA, INC.

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)

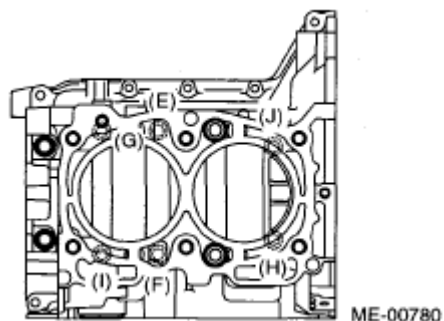


Fig. 228: Identifying Cylinder Block Connecting Bolts Tightening Sequence (RH Side)
 Courtesy of SUBARU OF AMERICA, INC.

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)

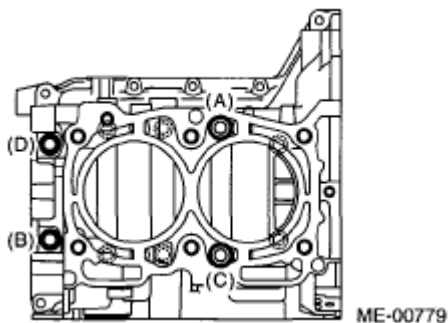


Fig. 229: Identifying Cylinder Block Connecting Bolts Tightening Sequence (LH Side)
 Courtesy of SUBARU OF AMERICA, INC.

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

Tightening angle:

90°

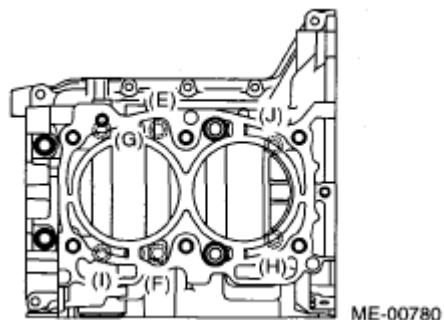


Fig. 230: Identifying Cylinder Block Connecting Bolts Tightening Sequence (RH Side)
 Courtesy of SUBARU OF AMERICA, INC.

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)

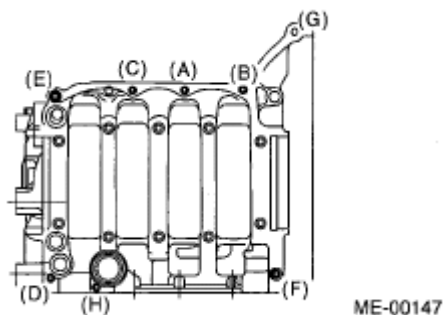


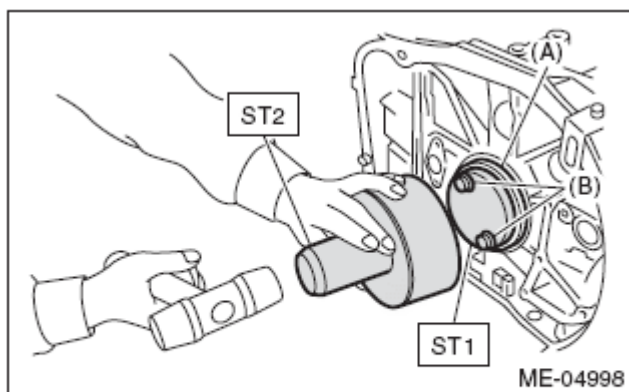
Fig. 231: Identifying Cylinder Block Connecting Bolts Tightening Sequence (LH Side)
 Courtesy of SUBARU OF AMERICA, INC.

12. Apply a coat of engine oil to the oil seal inner periphery and outer periphery, and install the rear oil seal using ST1 and ST2.

NOTE: Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER



- (A) Rear oil seal
- (B) Flywheel attachment bolt

Fig. 232: Installing Crankshaft Rear Oil Seal Using Special Tools
 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.

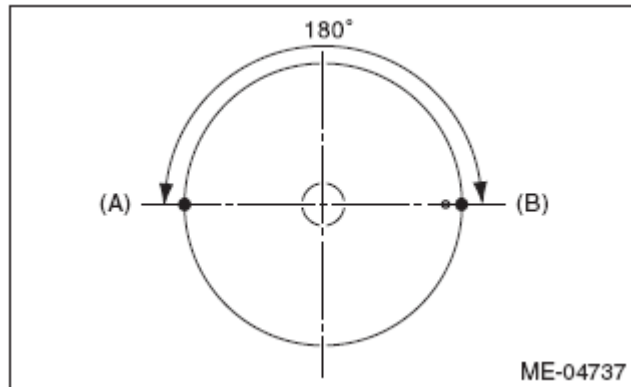


Fig. 233: Positioning Cylinder Block Top Ring Gap
Courtesy of SUBARU OF AMERICA, INC.

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

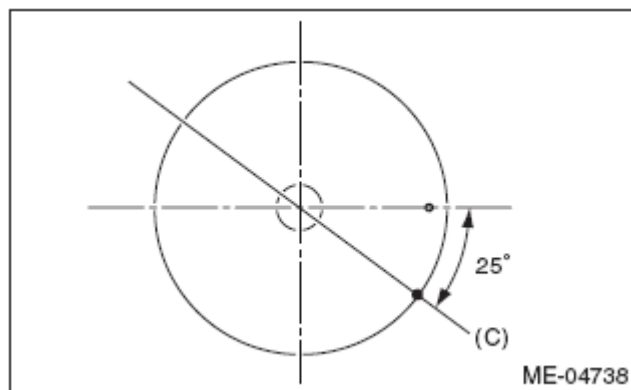


Fig. 234: Positioning Cylinder Block Upper Rail Gap
Courtesy of SUBARU OF AMERICA, INC.

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

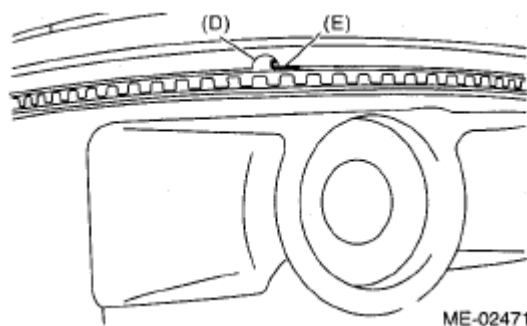


Fig. 235: Aligning Upper Rail Spin Stopper To Side Hole On Piston
 Courtesy of SUBARU OF AMERICA, INC.

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

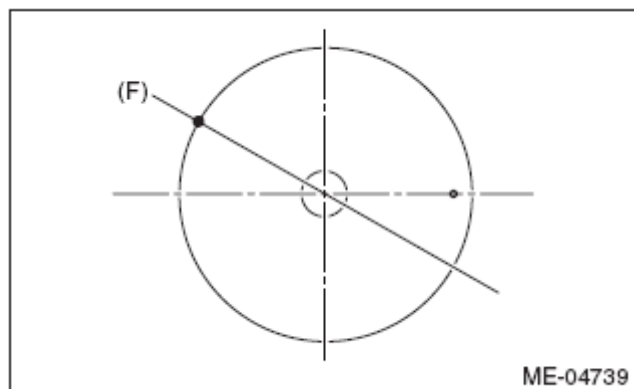


Fig. 236: Positioning Cylinder Block Expander Gap
 Courtesy of SUBARU OF AMERICA, INC.

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

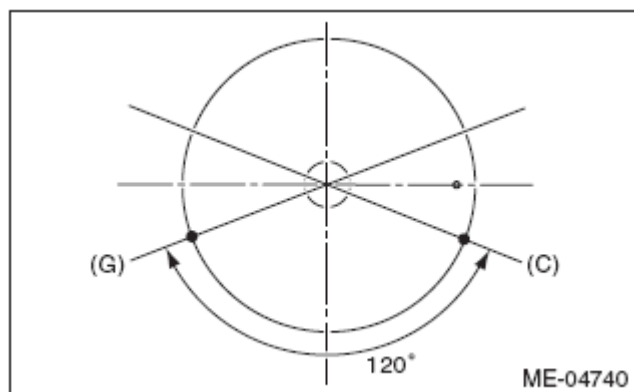


Fig. 237: Identifying Lower Rail Gap At Position
 Courtesy of SUBARU OF AMERICA, INC.

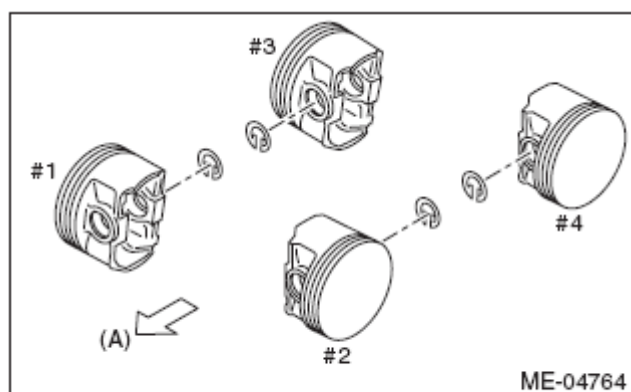
NOTE:

- 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. 238: Installing Snap Ring
Courtesy of SUBARU OF AMERICA, INC.

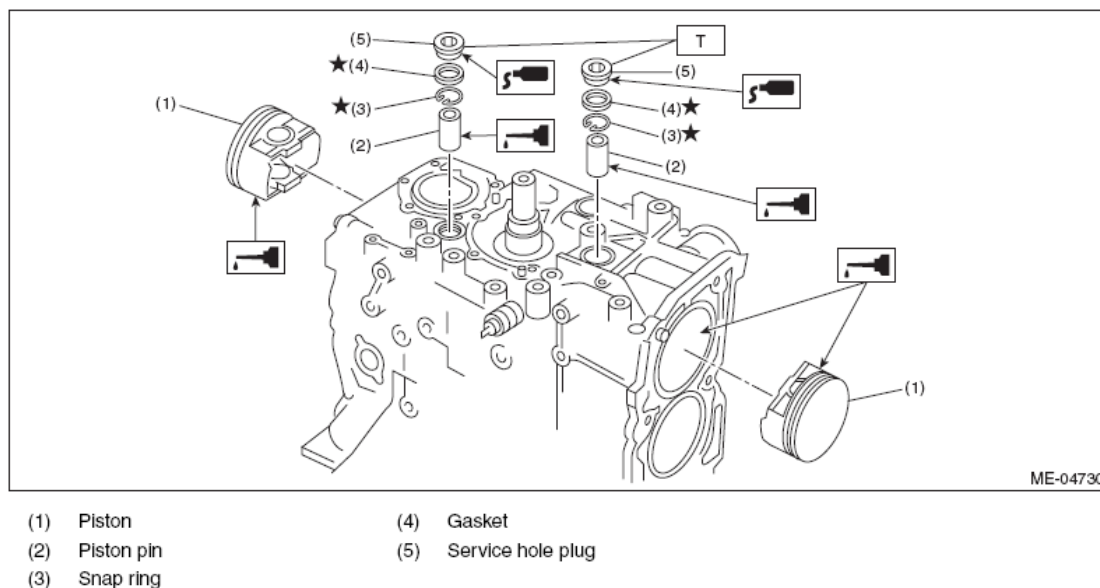


Fig. 239: Identifying Piston And Pin, Snap Ring, Gasket And Service Hole Plug
Courtesy of SUBARU OF AMERICA, INC.

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

T: 70 (7.1, 51.6)

20. Install the piston.

1. Set the parts so that the #1 and #2 cylinders are on the upper side.
2. Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

ST1 499987500 CRANKSHAFT SOCKET

3. Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE

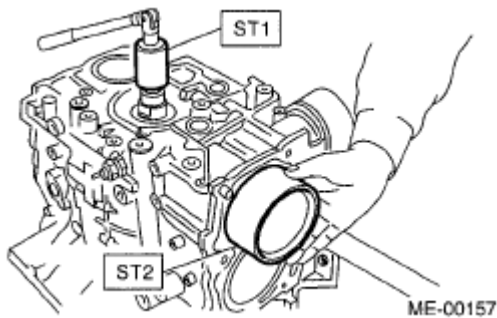
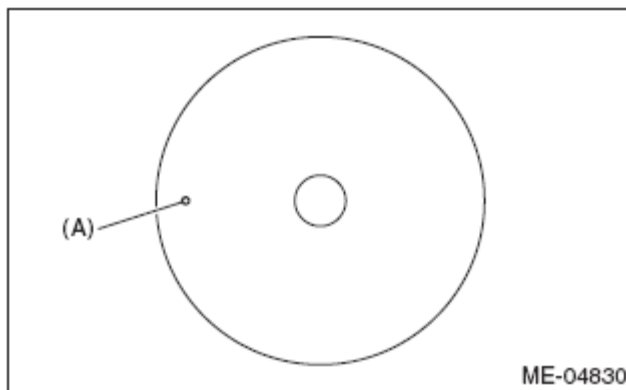


Fig. 240: Inserting Pistons In Cylinders Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

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



(A) Front mark

Fig. 241: Identifying Piston Installing Front Mark
Courtesy of SUBARU OF AMERICA, INC.

21. Install the piston pin.
 1. Apply a coat of engine oil to ST3.
 2. Insert ST3 into the service hole to align the piston pin hole and the connecting rod small end.

ST3 499017100 PISTON PIN GUIDE

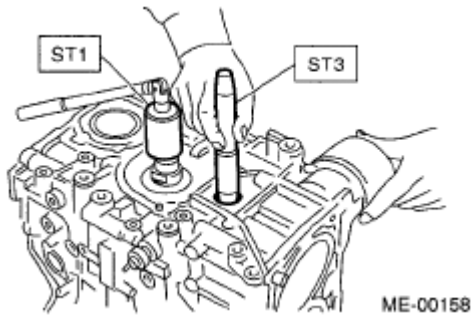


Fig. 242: Inserting Special Tool Into Cylinder Block Service Hole
Courtesy of SUBARU OF AMERICA, INC.

3. Apply a thin coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.
4. Install the snap ring.

NOTE: Use new snap rings.

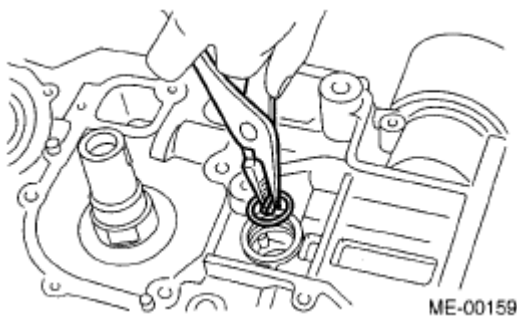


Fig. 243: Inserting Piston Pin Into Piston And Connecting Rod Through Service Hole
Courtesy of SUBARU OF AMERICA, INC.

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

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent

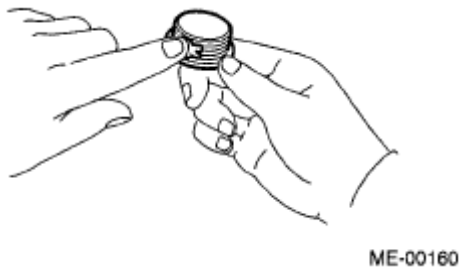


Fig. 244: Applying Liquid Gasket To Threaded Portion Of Service Hole Plug

Courtesy of SUBARU OF AMERICA, INC.

6. Install the service hole plug and gasket.

NOTE: Use a new gasket.

Tightening torque:

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

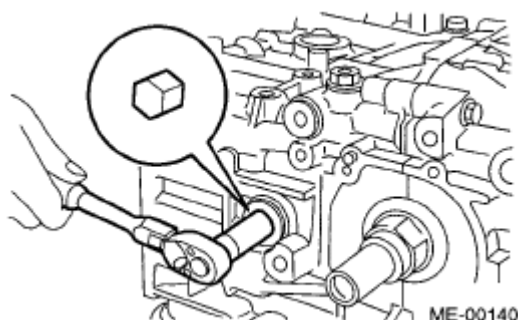
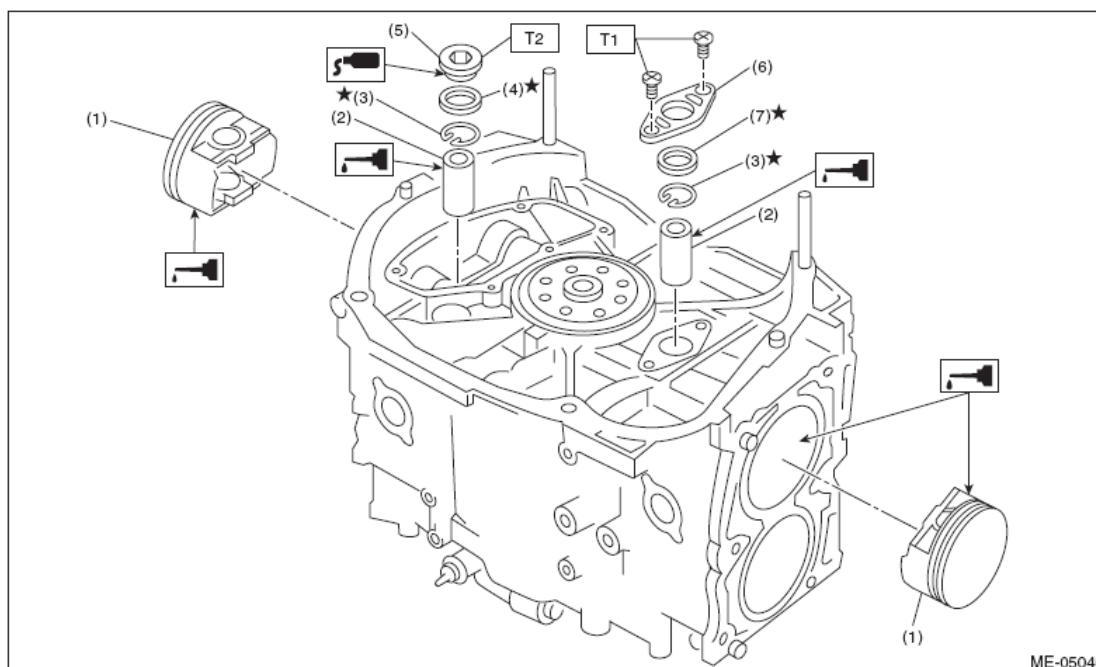


Fig. 245: Installing Service Hole Plug And Gasket
Courtesy of SUBARU OF AMERICA, INC.



- | | |
|----------------|------------------------|
| (1) Piston | (5) Service hole plug |
| (2) Piston pin | (6) Service hole cover |
| (3) Snap ring | (7) O-ring |
| (4) Gasket | |

Fig. 246: Identifying Cylinder Block Components

Courtesy of SUBARU OF AMERICA, INC.

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

T1: 6.4 (0.7, 4.7)

T2: 70 (7.1, 51.6)

7. Set the parts so that the #3 and #4 cylinders are on the upper side. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.
8. Install the service hole cover.

NOTE: Use new O-rings.

Tightening torque:

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

22. Install the water tank pipe assembly onto the cylinder block RH.

NOTE: Use a new clamp for the water tank pipe assembly clamp, fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS

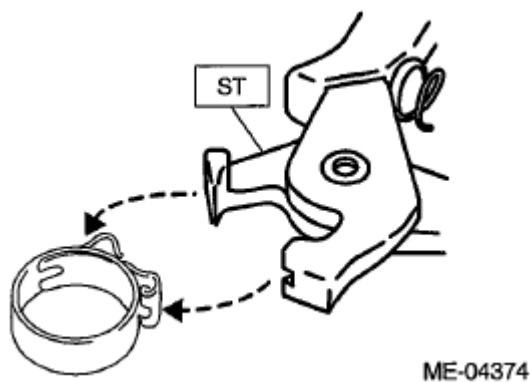


Fig. 247: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

23. Install the baffle plate.

Tightening torque:

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

24. Install the oil strainer.

NOTE: Use new O-rings.

Tightening torque:

10 N.m (1.0 kgf-m, 7.4 ft-lb)

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

Tightening torque:

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

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

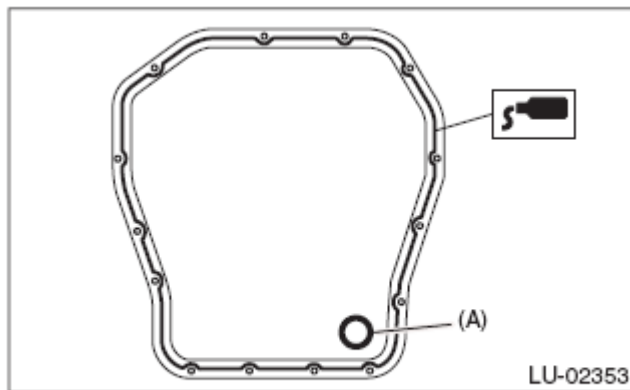
NOTE: Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Tightening torque:

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



(A) Gasket

Fig. 248: Identifying Liquid Gasket Applying Area On Mating Surfaces Of Oil Pan
Courtesy of SUBARU OF AMERICA, INC.

27. Apply liquid gasket to the mating surface of oil separator cover and the threaded portion of bolt (A) shown in the figure (when reusing the bolt), and then install the oil separator cover.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Use new oil separator cover.

Liquid gasket:

Mating surface

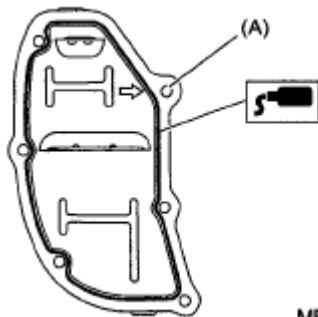
THREE BOND 1217G (Part No.

K0877Y0100) or equivalent

Bolt thread (A) (when reusing the bolt) THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N.m (0.65 kgf-m, 4.7 ft-lb)



ME-03333

Fig. 249: Identifying Liquid Gasket Applying Area On Oil Separator Cover
Courtesy of SUBARU OF AMERICA, INC.

28. Install the flywheel. < Refer to INSTALLATION , Flywheel. >
29. Install the clutch disc and cover. < Refer to INSTALLATION , Clutch Disc and Cover. >
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.

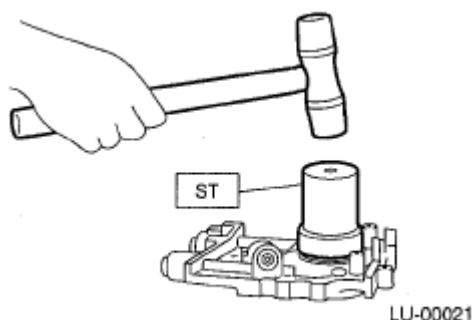


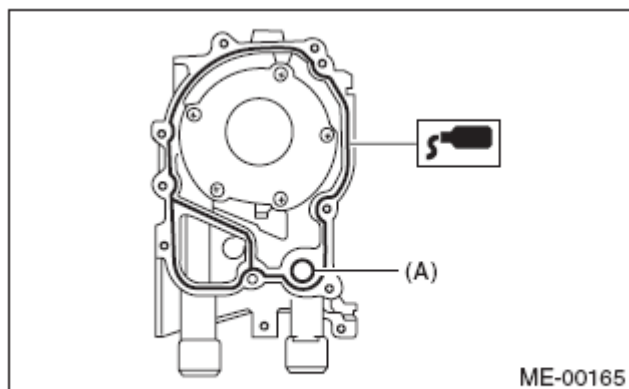
Fig. 250: Installing Front Oil Seal Using Special Tool
 Courtesy of SUBARU OF AMERICA, INC.

2. Apply liquid gasket to the mating surfaces of oil pump.

NOTE: Install within 5 min. after applying liquid gasket.

Liquid gasket:

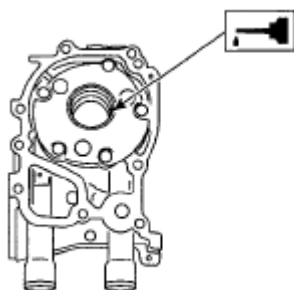
THREE BOND 1217G (Part No. K0877Y0100) or equivalent



(A) O-ring

Fig. 251: Identifying Liquid Gasket Applying Area On Mating Surfaces Of Oil Pump
 Courtesy of SUBARU OF AMERICA, INC.

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



ME-00312

Fig. 252: Applying Thin Coat Of Engine Oil To Inside Of Front Oil Seal
Courtesy of SUBARU OF AMERICA, INC.

4. Install the oil pump to cylinder block.

CAUTION:

- Be careful not to damage the front oil seal during installation.
- Make sure the front oil seal lip is not folded.

NOTE:

- Align the flat surface of oil pump's inner rotor with that of crankshaft before installation.
- Use new O-rings.
- Do not forget to assemble O-rings.

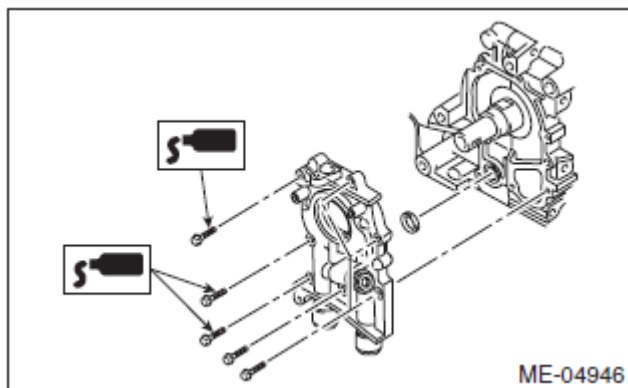
5. Apply liquid gasket to the three bolts thread shown in figure. (when reusing bolts)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

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



ME-04946

Fig. 253: Apply Liquid Gasket To Three Bolts Thread
 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 order as shown in the figure.
- Use a new gasket.

Tightening torque:

First: 12 N.m (1.2 kgf-m, 8.9 ft-lb)

Second: 12 N.m (1.2 kgf-m, 8.9 ft-lb)

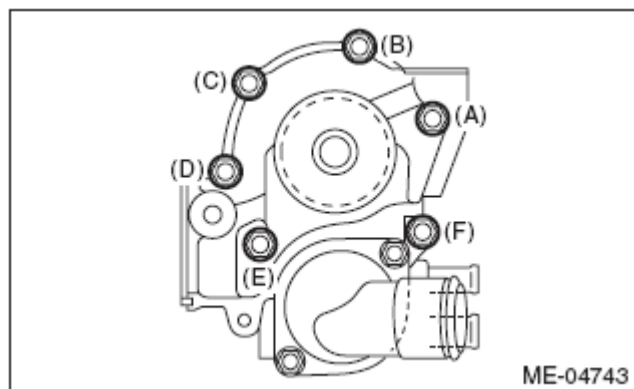


Fig. 254: Identifying Water Pump Mounting Bolts Tightening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

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 cooler. < Refer to **INSTALLATION** , Engine Oil Cooler. >
34. Install the oil filter. < Refer to **INSTALLATION** , Engine Oil Filter. >
35. Install the cylinder head. < Refer to **INSTALLATION**, Cylinder Head. >
36. Install the camshaft. < Refer to **INSTALLATION**, Camshaft. >
37. Install the generator and A/C compressor with their brackets.

Tightening torque:

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

38. Install the crank sprocket. < Refer to **INSTALLATION**, Crank Sprocket. >
39. Install the cam sprocket. < Refer to **INSTALLATION**, Cam Sprocket. >
40. Install the timing belt. < Refer to **INSTALLATION**, Timing Belt. >
41. Adjust the valve clearance. < Refer to **ADJUSTMENT**, Valve Clearance. >
42. Install the rocker cover.
 1. Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE: Use a new rocker cover gasket.

2. Apply liquid gasket to the specified point of the cylinder head.

NOTE: Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1217G (Part No. K0877Y0100) or equivalent

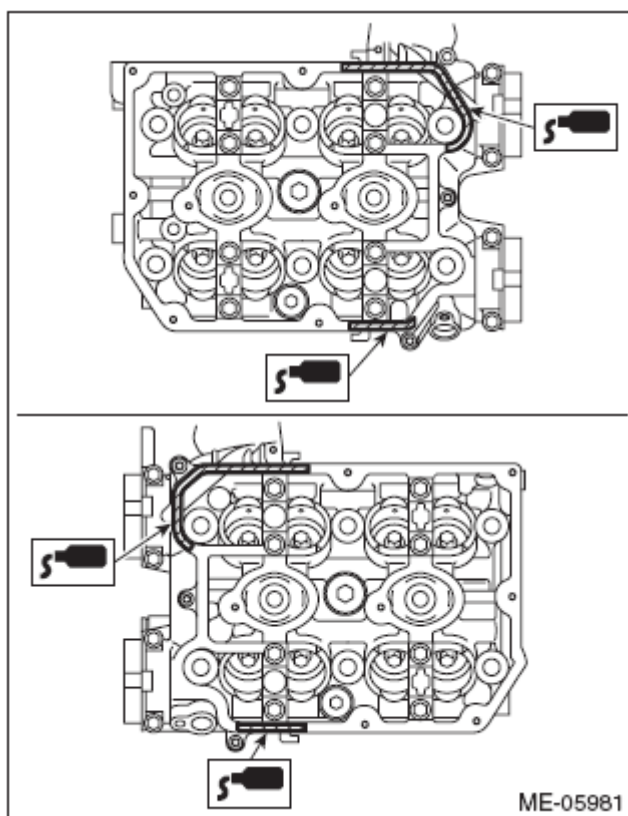


Fig. 255: Identifying Liquid Gasket Applying Area On Cylinder Head
Courtesy of SUBARU OF AMERICA, INC.

3. Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during

installation.

4. Temporarily tighten the rocker cover bolts in alphabetical order shown in the figure, and then tighten to specified torque in alphabetical order.

Tightening torque:

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

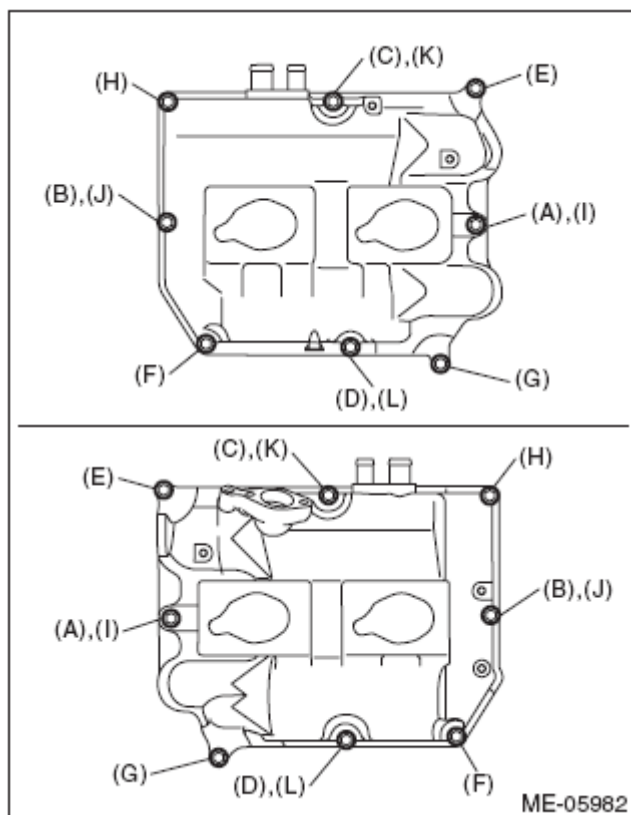


Fig. 256: Identifying Rocker Cover Bolts Tightening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

43. Connect the PCV hose (A) and vacuum hose (B) to the rocker cover.

NOTE: Use a new clamp for the PCV hose (A), fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

ST 18353AA000 CLAMP PLIERS

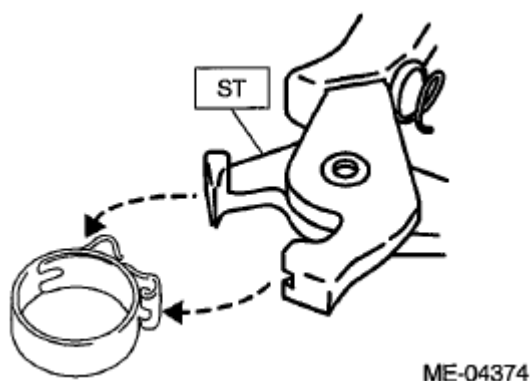


Fig. 257: Pinching PCV Hose Clamp Using Special Tool
Courtesy of SUBARU OF AMERICA, INC.

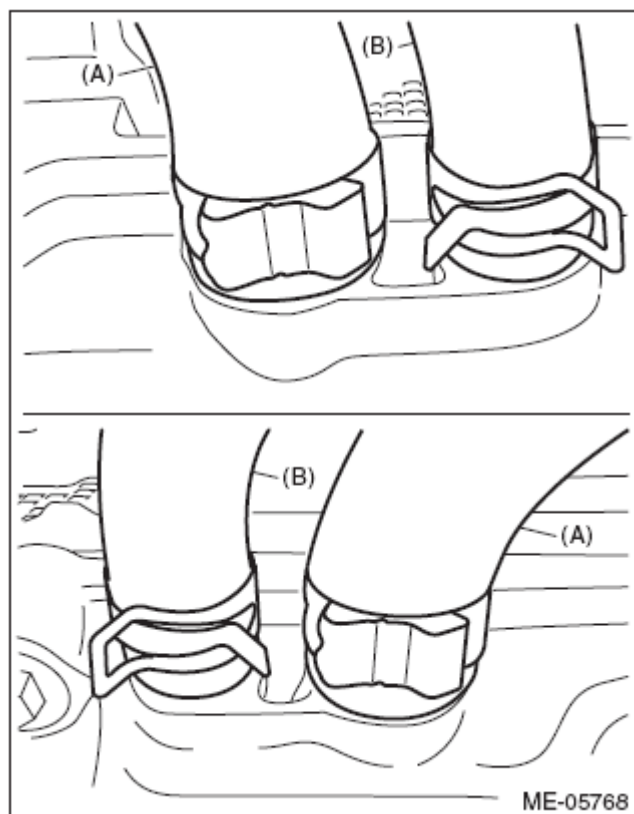
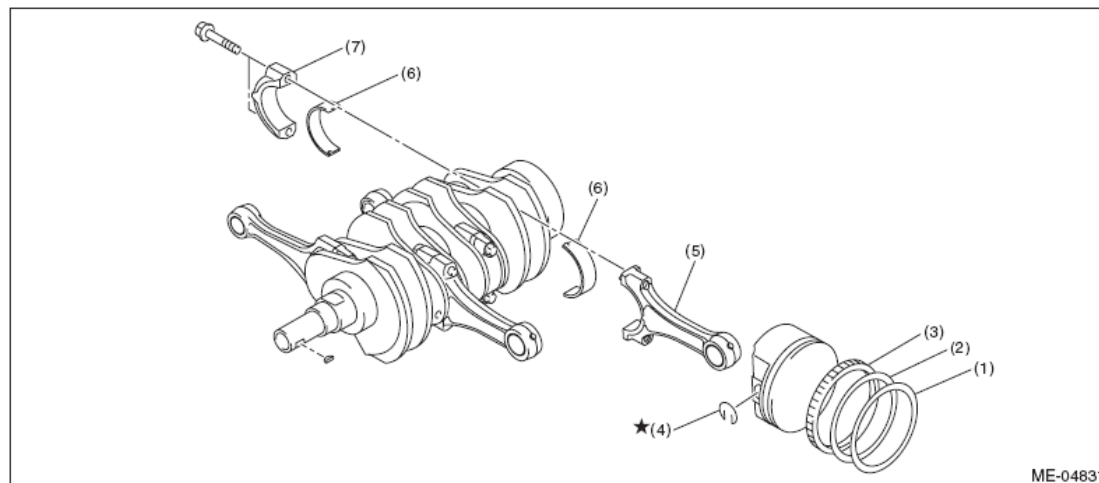


Fig. 258: Identifying PCV Hose
Courtesy of SUBARU OF AMERICA, INC.

44. Install the timing belt cover. < Refer to **INSTALLATION**, Timing Belt Cover. >
45. Install the crank pulley. < Refer to **INSTALLATION**, Crank Pulley. >
46. Install the intake manifold. < Refer to **INSTALLATION**, Intake Manifold. >
47. Install the rear side belt. < Refer to **REAR SIDE BELT**, INSTALLATION, V-belt. >
48. Install the engine to the vehicle. < Refer to **INSTALLATION**, Engine Assembly. >

DISASSEMBLY



- (1) Top ring
- (2) Second ring
- (3) Oil ring

- (4) Snap ring
- (5) Connecting rod

- (6) Connecting rod bearing
- (7) Connecting rod cap

Fig. 259: Identifying Connecting Rod, Bearing And Cap, Snap And Top Ring, Oil Ring
Courtesy of SUBARU OF AMERICA, INC.

1. Remove the connecting rod cap.
2. Remove the connecting rod bearing.

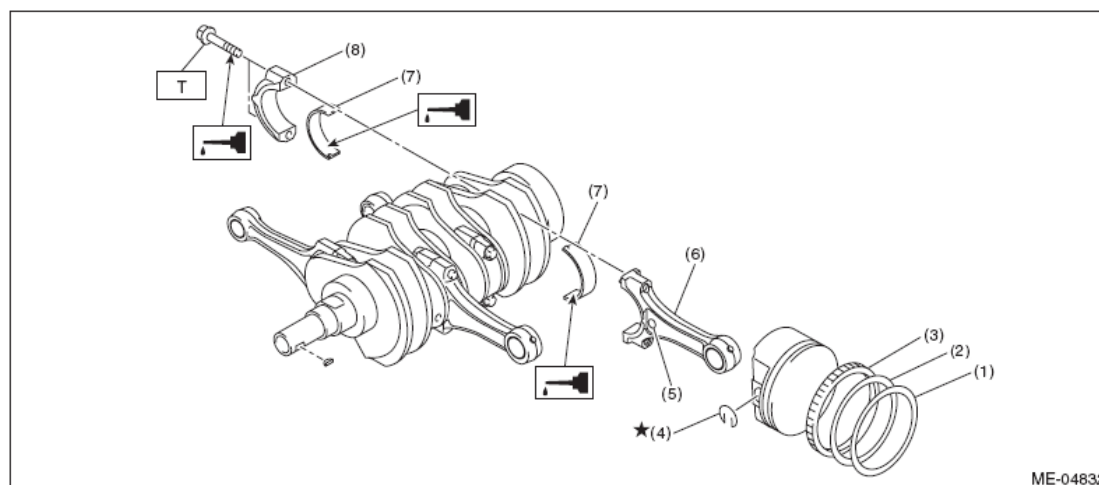
NOTE: Keep the removed connecting rods, connecting rod caps and bearings in order so that they are kept in their original combinations/groups, and not mixed together.

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



- | | |
|-----------------|----------------------------|
| (1) Top ring | (5) Side mark |
| (2) Second ring | (6) Connecting rod |
| (3) Oil ring | (7) Connecting rod bearing |
| (4) Snap ring | (8) Connecting rod cap |

Fig. 260: Identifying Cylinder Block And Related Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

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

T: 52 (5.3, 38.4)

1. Apply engine oil to the surface of the connecting rod bearings, and install the connecting rod bearings on connecting rods and connecting rod caps.
2. Position each connecting rod with the side with a side mark facing forward, and install it.
3. Attach the connecting rod cap and tighten it with connecting rod bolt. Make sure the arrow on connecting rod cap faces the front during installation.

NOTE:

- Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.
- When tightening the connecting rod bolts, apply oil on the threads.

Tightening torque:

52 N.m (5.3 kgf-m, 38.4 ft-lb)

4. Install the oil ring upper rail, expander and lower rail by hand.
5. Install the second ring and top ring using piston ring expander.

NOTE:

Assemble so that the piston ring mark "R" faces the top side of the piston.

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.

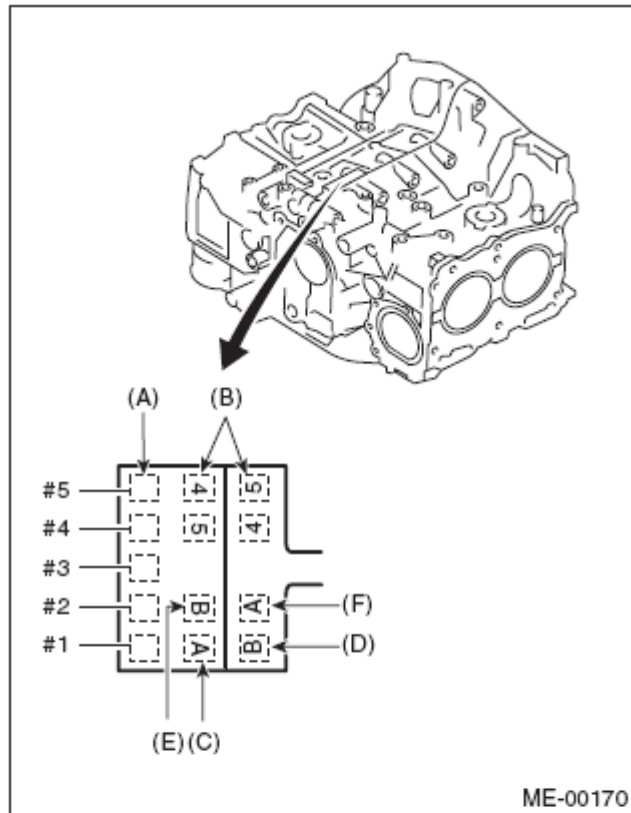
Warping limit:***0.025 mm (0.00098 in)******Grinding limit:******0.1 mm (0.004 in)******Standard height of cylinder block:******201.0 mm (7.91 in)*****CYLINDER AND PISTON**

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. 261: Identifying Main Journal Size Mark, Cylinder Block Combination Mark And Cylinder Bore Size Mark

Courtesy of SUBARU OF AMERICA, INC.

2. Measure inner diameter of each cylinder. Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

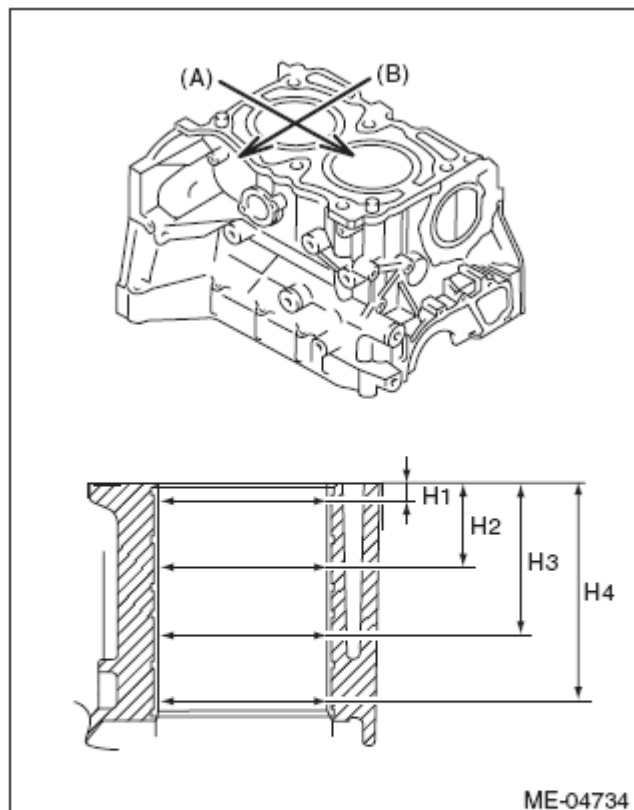
NOTE: Measurement should be performed at a temperature of 20°C (68°F).

Cylindricity:

Limit

0.015 mm (0.0006 in)

Out-of-roundness:

Limit**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. 262: Identifying Piston Pin And Thrust Direction

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 outer diameter of each piston. Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

NOTE: Measurement should be performed at a temperature of 20°C (68°F).**Piston grade point H:**

38.2 mm (1.50 in)

Piston outer diameter:

Standard

A: 99.505 - 99.515 mm (3.9175 - 3.9179 in)

B: 99.495 - 99.505 mm (3.9171 - 3.9175 in) 0.25 mm (0.0098 in) oversize

99.745 - 99.765 mm (3.9270 - 3.9278 in)

0.50 mm (0.0197 in) oversize

99.995 - 100.015 mm (3.9368 - 3.9376 in)

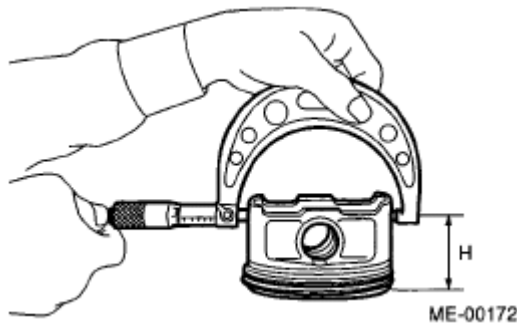


Fig. 263: Measuring Outer Diameter Of Each Piston At Mentioned Height
 Courtesy of SUBARU OF AMERICA, INC.

5. Calculate the clearance between cylinder and piston.

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

Clearance between cylinder and piston at 20°C (68°F):

Standard

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

6. Boring and honing

1. If any of the measured value of cylindricality, out-of-roundness or cylinder-to-piston clearance is out of standard or if there is any damage on the cylinder wall, rebore it to replace with an oversize piston.

CAUTION: When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and replaced with oversize

pistons.

2. If the cylinder inner diameter exceeds the limit after boring and honing, replace the cylinder block.

NOTE: Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, when measuring the cylinder diameter, wait until it has cooled to room temperature.

Cylinder inner diameter boring limit (diameter):

To 100.005 mm (3.9372 in)

PISTON AND PISTON PIN

1. Check the piston and piston pin for damage, cracks or wear. Replace if faulty.
2. Check the piston ring groove for wear or damage. Replace if faulty.
3. Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if faulty.

Clearance between piston pin hole and piston pin:

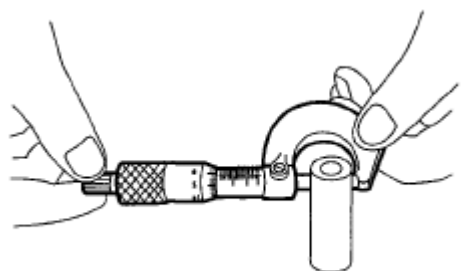
Standard

0.004 - 0.008 mm (0.0002 - 0.0003 in)



ME-00173

Fig. 264: Measuring Clearance Between Piston Pin Hole And Piston Pin
Courtesy of SUBARU OF AMERICA, INC.

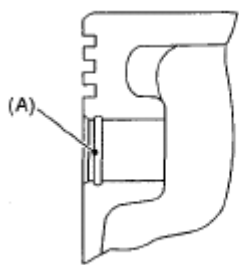


ME-00174

Fig. 265: Measuring Piston Pin Outer Diameter

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. 266: Identifying Snap Ring Installation Groove

Courtesy of SUBARU OF AMERICA, INC.

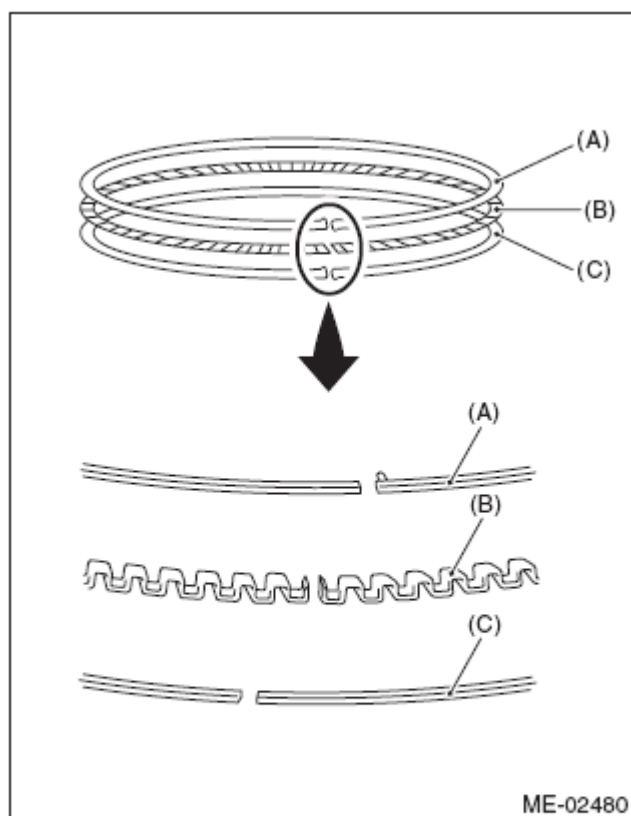
5. Check the snap ring for distortion, cracks and wear.

PISTON RING

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

NOTE:

- The top ring and second ring have the mark to determine the direction for installing. When installing the ring to piston, face marks to the top side.
- Oil ring consists of the upper rail, expander and lower rail. When installing oil ring on piston, be careful of the direction of each rail.



- (A) Upper rail
(B) Expander
(C) Lower rail

Fig. 267: Identifying Piston Ring Upper And Lower Rail, Expander
Courtesy of SUBARU OF AMERICA, INC.

- Using the piston, insert the piston ring and oil ring into the cylinder block so that they are perpendicular to the cylinder wall, and measure the piston ring gap using a thickness gauge.

		Standard mm (in)
Piston ring gap	Top ring	0.23 - 0.28 (0.0091 - 0.0110)
	Second ring	0.37 - 0.52 (0.015 - 0.020)
	Oil ring rail	0.20 - 0.50 (0.0079 - 0.0197)

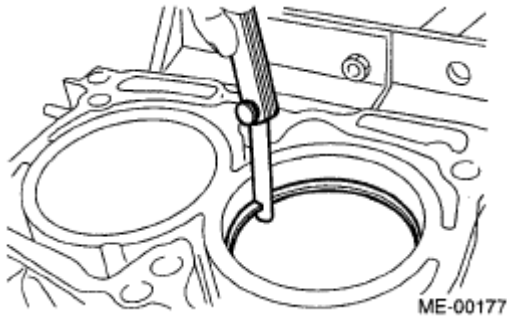


Fig. 268: Measuring Piston Ring Gap Using Thickness Gauge
 Courtesy of SUBARU OF AMERICA, INC.

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 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)

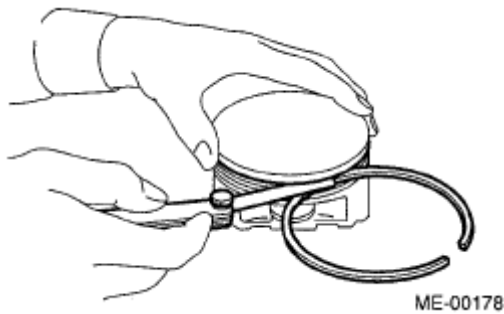


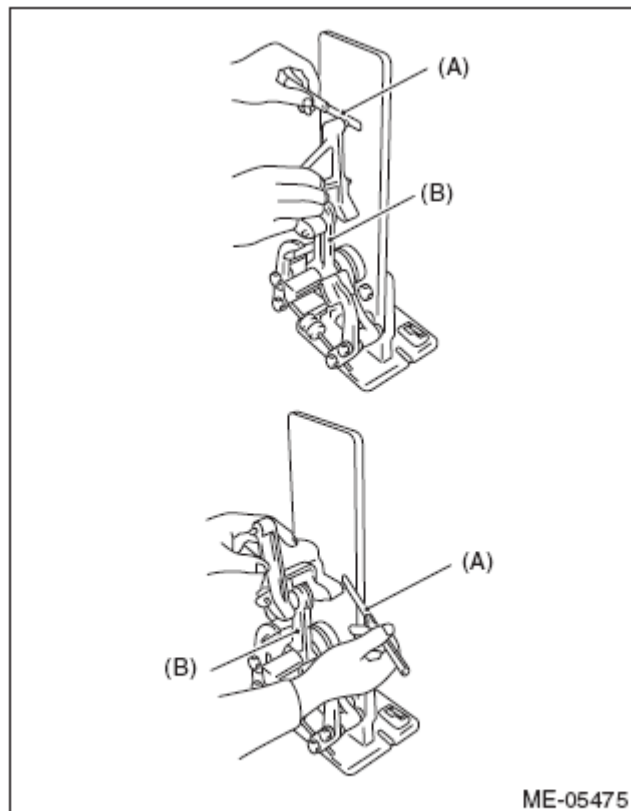
Fig. 269: Measuring Clearance Between Piston Ring And Piston Ring Groove Using Thickness Gauge
 Courtesy of SUBARU OF AMERICA, INC.

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. 270: Checking Connecting Rod Bend Or Twist Using Aligner
Courtesy of SUBARU OF AMERICA, INC.

3. Install the connecting rod with bearings attached to the crankshaft, and using a thickness gauge, measure the thrust clearance. 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)

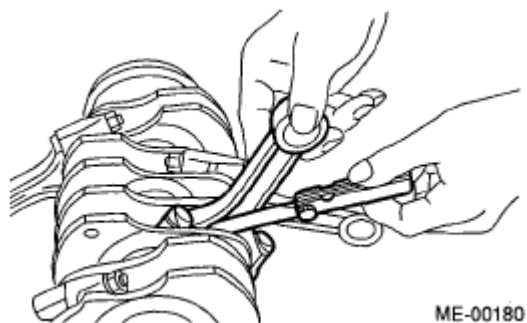


Fig. 271: Measuring Connecting Rod Thrust Clearance Using Thickness Gauge
Courtesy of SUBARU OF AMERICA, INC.

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)

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.490 - 1.506 (0.0587 - 0.0593)	51.976 - 52.000 (2.0463 - 2.0472)
0.03 (0.0012) Undersize	1.504 - 1.512 (0.0592 - 0.0595)	51.954 - 51.970 (2.0454 - 2.0461)
0.05 (0.0020) Undersize	1.514 - 1.522 (0.0596 - 0.0599)	51.934 - 51.950 (2.0447 - 2.0453)
0.25 (0.0098) Undersize	1.614 - 1.622 (0.0635 - 0.0639)	51.734 - 51.750 (2.0368 - 2.0374)

6. Inspect the bushing at connecting rod small end, and replace the connecting rod if it is worn or damaged.
7. Measure the piston pin clearance at connecting rod small end. If the measured value is not within the standard, replace the connecting rod and piston pin as a set.

Clearance between piston pin and bushing:

Standard

0 - 0.022 mm (0 - 0.0009 in)

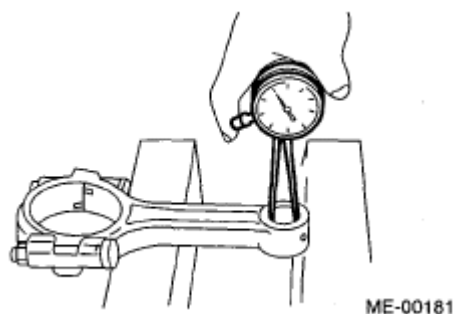


Fig. 272: Measuring Clearance Between Piston Pin And Bushing
Courtesy of SUBARU OF AMERICA, INC.

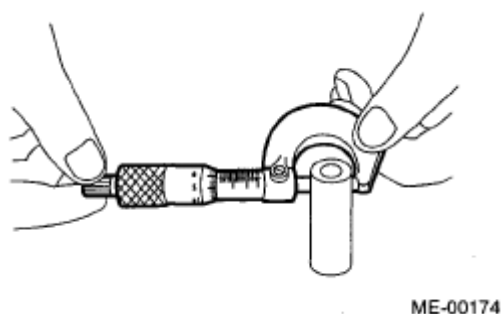


Fig. 273: Measuring Piston Pin Outer Diameter
Courtesy of SUBARU OF AMERICA, INC.

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)

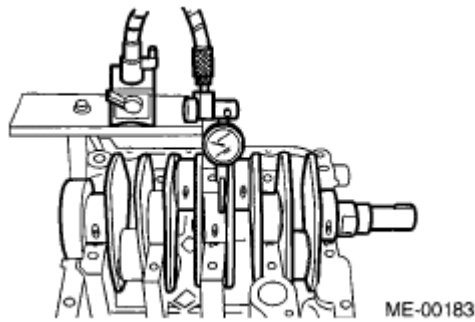


Fig. 274: Measuring Crankshaft Wrapping Using Dial Gauge
Courtesy of SUBARU OF AMERICA, INC.

3. Inspect the crank journal and crank pin for wear. If they are not within the standard, replace the bearing with a suitable (undersize) one, and replace or grind to correct the crankshaft as necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin:

Cylindricality

Limit

0.006 mm (0.0002 in)

Out-of-roundness

Limit

0.005 mm (0.0002 in)

Grinding limit (dia.)

To 51.750 mm (2.0374 in)

Crank journal:

Cylindricality

Limit

0.006 mm (0.0002 in)

Out-of-roundness

Limit

0.005 mm (0.0002 in)

Grinding limit (dia.)



Fig. 275: Inspecting Crank Journal And Crank Pin For Wear
Courtesy of SUBARU OF AMERICA, INC.

Unit: mm (in)				
		Crank journal diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.984 - 60.008 (2.3616 - 2.3625)	59.984 - 60.008 (2.3616 - 2.3625)	51.976 - 52.000 (2.0463 - 2.0472)
	Bearing size (Thickness at center)	1.998 - 2.015 (0.0787 - 0.0793)	2.000 - 2.017 (0.0787 - 0.0794)	1.490 - 1.506 (0.0587 - 0.0593)
0.03 (0.0012) Undersize	Journal O.D.	59.962 - 59.978 (2.3607 - 2.3613)	59.962 - 59.978 (2.3607 - 2.3613)	51.954 - 51.970 (2.0454 - 2.0461)
	Bearing size (Thickness at center)	2.017 - 2.020 (0.0794 - 0.0795)	2.019 - 2.022 (0.0795 - 0.0796)	1.504 - 1.512 (0.0592 - 0.0595)
0.05 (0.0020) Undersize	Journal O.D.	59.942 - 59.958 (2.3599 - 2.3605)	59.942 - 59.958 (2.3599 - 2.3605)	51.934 - 51.950 (2.0447 - 2.0453)
	Bearing size (Thickness at center)	2.027 - 2.030 (0.0798 - 0.0799)	2.029 - 2.032 (0.0799 - 0.0800)	1.514 - 1.522 (0.0596 - 0.0599)
0.25 (0.0098) Undersize	Journal O.D.	59.742 - 59.758 (2.3520 - 2.3527)	59.742 - 59.758 (2.3520 - 2.3527)	51.734 - 51.750 (2.0368 - 2.0374)
	Bearing size (Thickness at center)	2.127 - 2.130 (0.0837 - 0.0839)	2.129 - 2.132 (0.0838 - 0.0839)	1.614 - 1.622 (0.0635 - 0.0639)

- Use a thickness gauge to measure the thrust clearance of crankshaft at #5 crank journal bearing. If clearance exceeds the standard, replace the bearing.

Crankshaft thrust clearance:

Standard

0.030 - 0.115 mm (0.0012 - 0.0045 in)

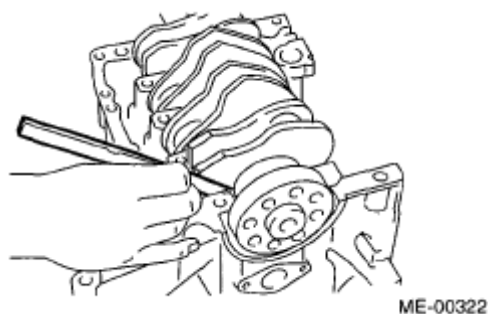


Fig. 276: Measuring Crankshaft Thrust Clearance Using Thickness Gauge
Courtesy of SUBARU OF AMERICA, INC.

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 (0.00039 - 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

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
	Immobilizer system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
		Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C

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	Compression	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 fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system < 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 fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
		Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective	

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	Compression	cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
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 fuel or insufficient fuel	B
	Timing belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Over-heating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B
	Engine control system < Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> . >		A
		Loosened or cracked intake duct	A

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3. Low output, hesitation and poor acceleration	Intake system	Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Over-heating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A
	Engine 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
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B

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4. Surging	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Over-heating	B
5. Engine does not return to idle.	Others	Evaporative emission control system malfunction	C
	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Intake system	Loosened or cracked vacuum hose	A
6. Dieseling (Run-on)	Others	Stuck or damaged throttle valve	A
	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Cooling system	Over-heating	B
7. After burning in exhaust system	Others	Evaporative emission control system malfunction	B
	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C

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	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	Over-heating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter gasket	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B
10. Excessive fuel consumption	Engine control system < 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 cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

ENGINE NOISE

INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	- Valve mechanism is defective. - Incorrect valve clearance - Worn camshaft - Broken valve spring
Heavy and dull clank	Oil pressure is low.	- Worn crankshaft main bearing - Worn connecting rod bearing (large end)
	Oil pressure is normal.	- 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 range of spark plug - Improper octane value gasoline
Clank when engine speed is between 1, 000 and 2, 000 rpms.	Sound is reduced when the fuel injector connector of the 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 the fuel injector connector of the 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 in cylinder head
Squeaky sound	-	Insufficient generator lubrication
		Poor contact of generator

2013 Subaru Impreza Limited

2013 ENGINE Engine Mechanical (WRX-STI) -- Impreza WRX STI

Rubbing sound	-	brush and rotor
Gear scream when starting engine	-	• Defective ignition starter switch • Worn gear and starter pinion
Sound like polishing glass with a dry cloth	-	• Loose V-belt • Defective water pump shaft
Hissing sound	-	• Insufficient compression • Air leakage in air intake system, hose, connection or manifold
Timing belt noise	-	• Loose timing belt • Timing belt contacting with adjacent part
Valve noise	-	• Incorrect valve clearance
(1) When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode < Refer to <u>OPERATION</u> , Clear Memory Mode. > and Inspection Mode < Refer to EN(H4DOTC) (diag)-48, PROCEDURE, Inspection Mode. > after connecting the fuel injector connector.		