

2006 Subaru B9 Tribeca

2006 ENGINE Mechanical (H6DO) - B9 Tribeca

2006 ENGINE**Mechanical (H6DO) - B9 Tribeca****GENERAL DESCRIPTION****SPECIFICATION****GENERAL SPECIFICATIONS**

Engine	Cylinder arrangement			Horizontally opposed, liquid cooled, 6-cylinder, 4-stroke gasoline engine
	Valve system mechanism			Chain driven, double overhead camshaft, 4-valve/cylinder
	Inside diameter x stroke mm (in)			89.2 x 80 (3.512 x 3.150)
	Displacement cm ³ (cu in)			3,000 (183)
	Compression ratio			10.7
	Compression pressure (350 RPM and fully open throttle): kPa (kgf/cm ² , psi)			1,275 - 1,471 (13.0 - 15.0, 185 - 213)
	Number of piston rings			Pressure ring: 2, Oil ring: 1
	Intake valve timing	Min. advance	Open	BTDC 47°
			Close	ABDC 23°
		Max. retard	Open	ATDC 3°
			Close	ABDC 73°
	Exhaust valve timing		Open	BBDC 60°
			Close	ATDC 6°
	Valve clearance mm (in)	Intake		0.20 ^{+0.04} _{-0.06} (0.0079 ^{+0.0016} _{-0.0024})
		EXHAUST		0.35±0.05 (0.0138±0.020)
Idle RPM ["P" or "N" range] RPM		No load	650±50	
		A/C ON	770±50	
Ignition order			1-->6-->3-->2-->5-->4	
Ignition timing			BTDC/RPM 15°±8°/650	

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	A/C ON	770±50

Ignition order 1-->6-->3-->2-->5-->4

Ignition timing BTDC/RPM 15°±8°/650

NOTE: OS: Oversize US: undersize**VALVE CLEARANCE**

	Thrust clearance	mm (in)	Intake		Standard	0.075 - 0.135 (0.0030 - 0.0053)
			Exhaust		Standard	0.030 - 0.090 (0.0012 - 0.0035)
		Intake	HIGH	Standard	42.09 - 42.19 (1.6571 - 1.6610)	
			LOW1	Standard	38.14 - 38.24 (1.5016 -	

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Camshaft	Cam lobe height	mm (in)		LOW2	Standard	1.5055)		
			Exhaust		Standard	35.44 - 35.54 (1.3953 - 1.3992)		
		Cam base circle diameter	mm (in)	Intake	HIGH	Standard	41.65 - 41.75 (1.6398 - 1.6437)	
	LOW1				Standard	32.00 (1.2598)		
	LOW2			Standard	31.84 (1.2535)			
	Exhaust		Standard	32.00 (1.2598)				
	Journal O.D.	mm (in)	Front		Standard	37.946 - 37.963 (1.4939 - 1.4946)		
			Except for front		Standard	25.946 - 25.963 (1.0215 - 1.0222)		
	Oil clearance					mm (in)	Standard	0.037 - 0.072 (0.0015 - 0.0028)
Cylinder head	Flatness					mm (in)	Standard	0.02 (0.0008)
	Inner diameter of valve lifter hole					mm (in)	32.994 - 33.016 (1.2990 - 1.2998)	
	Standard height					mm (in)	124±0.05 (4.88±0.0020)	
Valve seat	Refacing angle						90°	
	Contacting width	mm (in)	Intake		Standard	1.0 (0.039)		
Exhaust			Standard	1.5 (0.059)				
Valve guide	Inside diameter					mm (in)	5.500 - 5.512 (0.2165 - 0.2170)	
	Protrusion above head					mm (in)	11.4 - 11.8 (0.449 - 0.465)	
Valve	Head edge thickness	mm (in)	Intake		Standard	1.0 (0.039)		
			Exhaust		Standard	1.2 (0.047)		
	Stem outer diameter	mm (in)	Intake		5.455 - 5.470 (0.2148 - 0.2154)			
			Exhaust		5.445 - 5.460 (0.2144 - 0.2150)			
	Stem oil clearance	mm (in)	Intake		Standard	0.030 - 0.057 (0.0012 - 0.0022)		
			Exhaust		Standard	0.040 - 0.067 (0.0016 - 0.0026)		
	Overall length		mm (in)	Intake		99.7 (3.925)		
				Exhaust		105.2 (4.142)		
Outer diameter of valve lifter					mm (in)	32.959 - 32.975 (1.2976 - 1.2982)		
	Free length	mm (in)	Intake		Inner	39.55 (1.5571)		
					Outer	41.18 (1.6213)		
			Exhaust		46.32 (1.8236)			

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Valve spring	Squareness	Intake	Inner	2.5°1.7 mm (0.067 in)		
			Outer	2.5°1.8 mm (0.071 in)		
		Exhaust		2.5°2.0 mm (0.079 in)		
Cylinder block	Standard height			mm (in)	202 (7.95)	
	Cylinder inner diameter	mm (in)	Standard	A	89.205 - 89.215 (3.5120 - 3.5124)	
				B	89.195 - 89.205 (3.5116 - 3.5120)	
	Cylindricity			mm (in)	Standard	0.030 (0.0012)
	Out-of-roundness			mm (in)	Standard	0.010 (0.0004)
	Piston clearance			mm (in)	Standard	-0.010 - 0.010 (-0.0004 - 0.0004)
Piston	Outer diameter	mm (in)	Standard	A	89.205 - 89.215 (3.5120 - 3.5124)	
				B	89.195 - 89.205 (3.5116 - 3.5120)	
			0.25 (0.0098) OS			89.445 - 89.465 (3.5215 - 3.5222)
			0.50 (0.0197) OS			89.695 - 89.715 (3.5313 - 3.5321)
	Inner diameter of piston pin hole			Standard	22.000 - 22.006 (0.8661 - 0.8664)	
Piston pin	Outer diameter			mm (in)	Standard	21.994 - 22.000 (0.8659 - 0.8661)
	Standard clearance between piston and piston pin			mm (in)	Standard	0.004 - 0.008 (0.0002 - 0.0003)
Piston ring	Ring closed gap	mm (in)	Top ring	Standard	0.20 - 0.35 (0.0079 - 0.0138)	
			Second ring	Standard	0.35 - 0.50 (0.0138 - 0.0197)	
			Oil ring	Standard	0.20 - 0.60 (0.0079 - 0.0236)	
	Ring groove gap	mm (in)	Top ring	Standard	0.040 - 0.080 (0.0016 - 0.0031)	
			Second ring	Standard	0.030 - 0.070 (0.0012 - 0.0028)	
			Oil ring	Standard	0.045 - 0.125 (0.0018 - 0.0049)	
Connecting rod	Thrust clearance			mm (in)	Standard	0.070 - 0.330 (0.0028 - 0.0130)
	Oil clearance			mm (in)	Standard	0.016 - 0.043 (0.0006 - 0.0017)
			Standard		1.490 - 1.506 (0.0587 - 0.0593)	

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Bearing of large end	Bearing size (Thickness at center)	mm (in)	0.03 (0.0012) US	1.509 - 1.513 (0.0594 - 0.0596)	
			0.05 (0.0020) US	1.519 - 1.523 (0.0598 - 0.0600)	
			0.25 (0.0098) US	1.619 - 1.623 (0.0637 - 0.0639)	
Bushing of small end	Clearance between piston pin and bushing		mm (in)	Standard	0 - 0.022 (0 - 0.0009)
Crankshaft	Crank pin and crank journal		Out-of-roundness	mm (in)	0.005 (0.0002)
			Cylindricity	mm (in)	0.006 (0.0002)
	Crank pin outer diameter	mm (in)	Standard	51.984 - 52.000 (2.0466 - 2.0472)	
			0.03 (0.0012) US	51.954 - 51.970 (2.0454 - 2.0461)	
			0.05 (0.0020) US	51.934 - 51.950 (2.0446 - 2.0453)	
			0.25 (0.0098) US	51.734 - 51.750 (2.0368 - 2.0374)	
	Crank journal outer diameter	mm (in)	#1, #3, #5, #7	Standard	63.992 - 64.008 (2.5194 - 2.5200)
				0.03 (0.0012) US	63.962 - 63.978 (2.5182 - 2.5188)
				0.05 (0.0020) US	63.942 - 63.958 (2.5174 - 2.5180)
				0.25 (0.0098) US	63.742 - 63.758 (2.5095 - 2.5102)
		#2, #4, #6	Standard	63.992 - 64.008 (2.5194 - 2.5200)	
			0.03 (0.0012) US	63.962 - 63.978 (2.5182 - 2.5188)	
			0.05 (0.0020) US	63.942 - 63.958 (2.5174 - 2.5180)	
			0.25 (0.0098) US	63.742 - 63.758 (2.5095 - 2.5102)	
	Thrust clearance		mm (in)	Standard	0.030 - 0.115 (0.0012 - 0.0045)
	Oil clearance		mm (in)	Standard	0.010 - 0.030 (0.0004 - 0.0012)
		#1, #3, #5, #7	Standard	1.992 - 2.005 (0.0784 - 0.0789)	
			0.03 (0.0012) US	2.011 - 2.014 (0.0792 - 0.0793)	
			0.05 (0.0020) US	2.021 - 2.024 (0.0796 - 0.0797)	

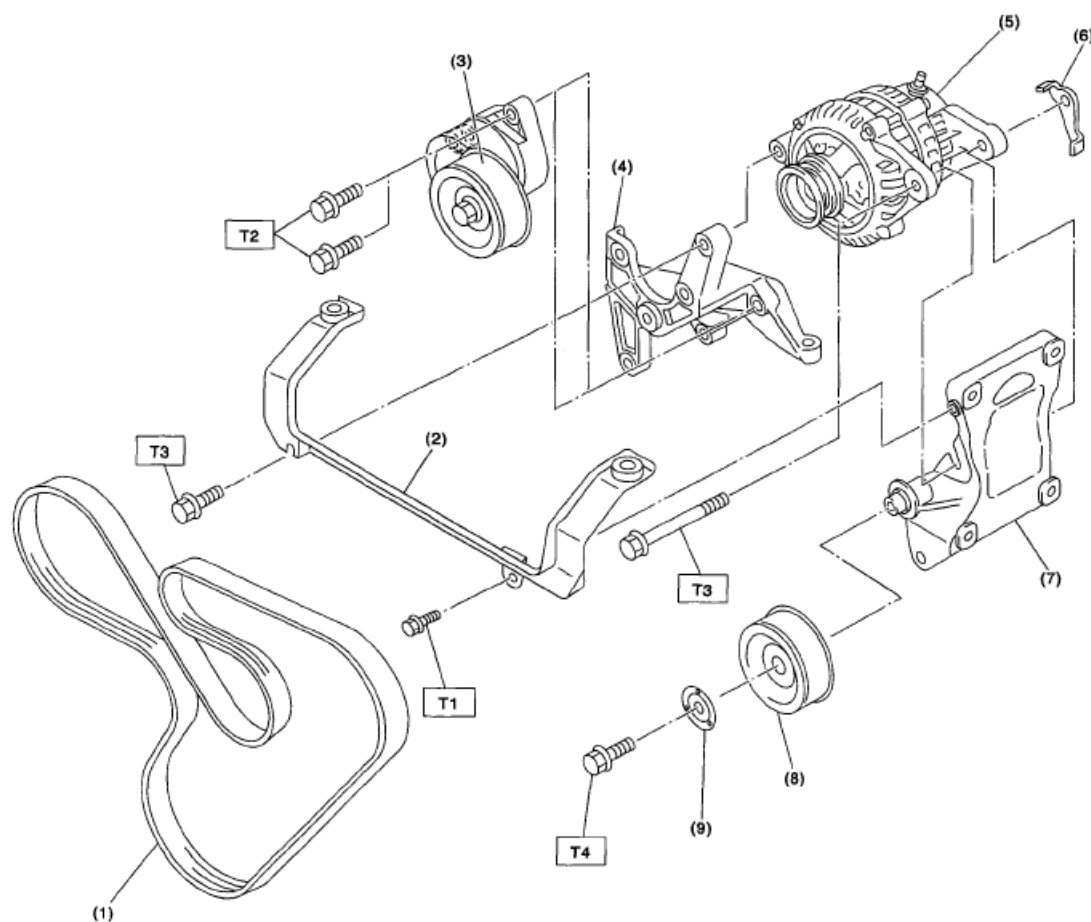
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Main bearing	Bearing size (Thickness at center)	mm (in) #2, #4, #6	0.25 (0.0098) US	2.121 - 2.124 (0.0835 - 0.0836)
			Standard	1.996 - 2.009 (0.0786 - 0.0791)
			0.03 (0.0012) US	2.015 - 2.018 (0.0793 - 0.0794)
			0.05 (0.0020) US	2.025 - 2.028 (0.0797 - 0.0798)
			0.25 (0.0098) US	2.125 - 2.128 (0.0837 - 0.0838)

COMPONENT

V-BELT



ME-02730

- | | |
|---------------------------------|-------------------------|
| (1) V-belt | (6) Generator plate |
| (2) Collector cover bracket | (7) A/C compressor stay |
| (3) Belt tension adjuster ASSY | (8) Idler pulley |
| (4) Power steering pump bracket | (9) Idler pulley cover |
| (5) Generator | |

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

T1: 6.4 (0.65, 4.7)

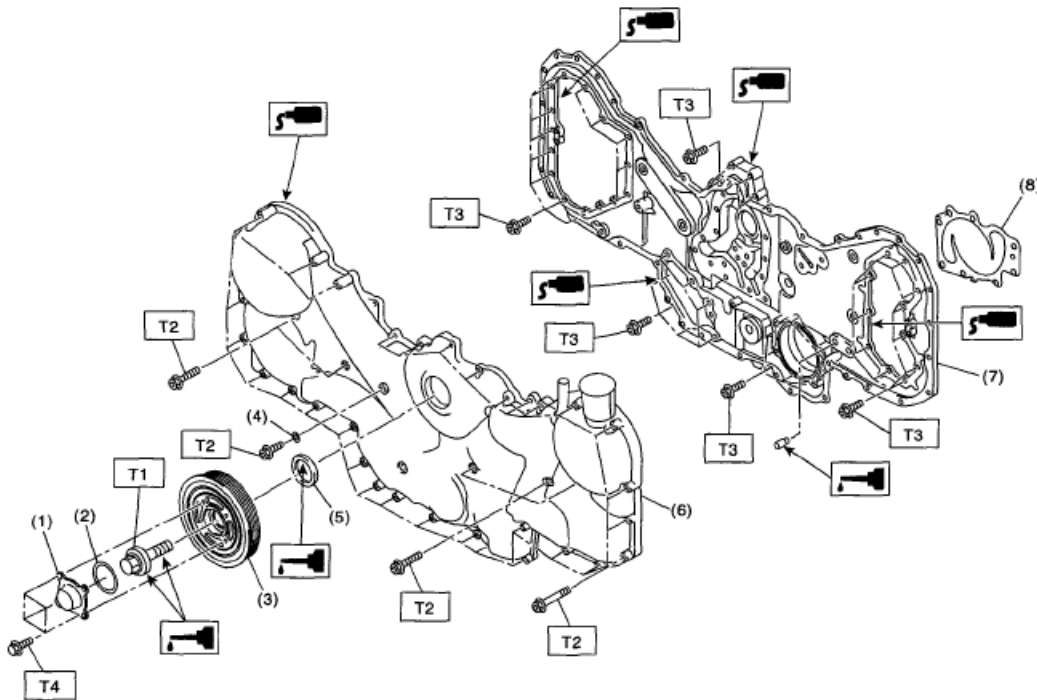
T2: 20 (2.0, 14)

T3: 25 (2.5, 18)

T4: 33 (3.4, 24.3)

Fig. 1: Exploded View Of V-Belt Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

TIMING CHAIN COVER



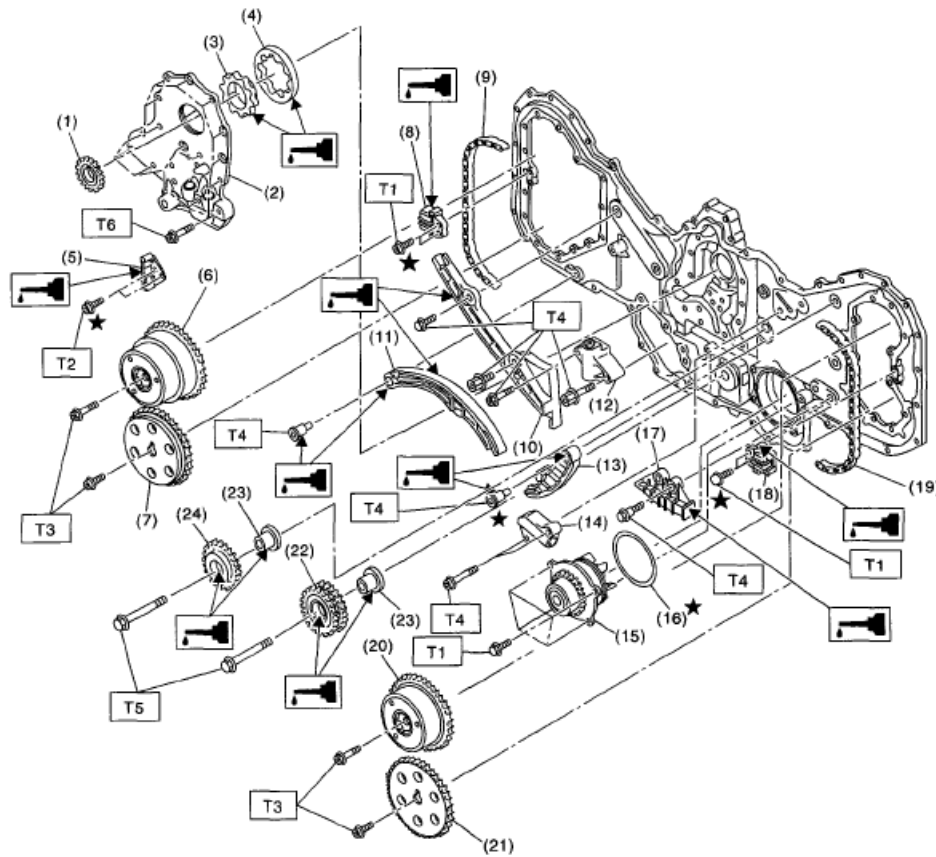
ME-02021

- (1) Crank pulley cover
- (2) O-ring
- (3) Crank pulley
- (4) Sealing washer
- (5) Oil seal
- (6) Front chain cover
- (7) Rear chain cover
- (8) Water pump gasket

Tightening torque: N·m (kgf-m, ft-lb)
T1: <Ref. to ME(H6DO)-41, Crank Pulley.>
T2: <Ref. to ME(H6DO)-42, Front Chain Cover.>
T3: <Ref. to ME(H6DO)-51, Rear Chain Cover.>
T4: 6.4 (0.65, 4.7)

Fig. 2: Exploded View Of Timing Chain Cover Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

TIMING CHAIN

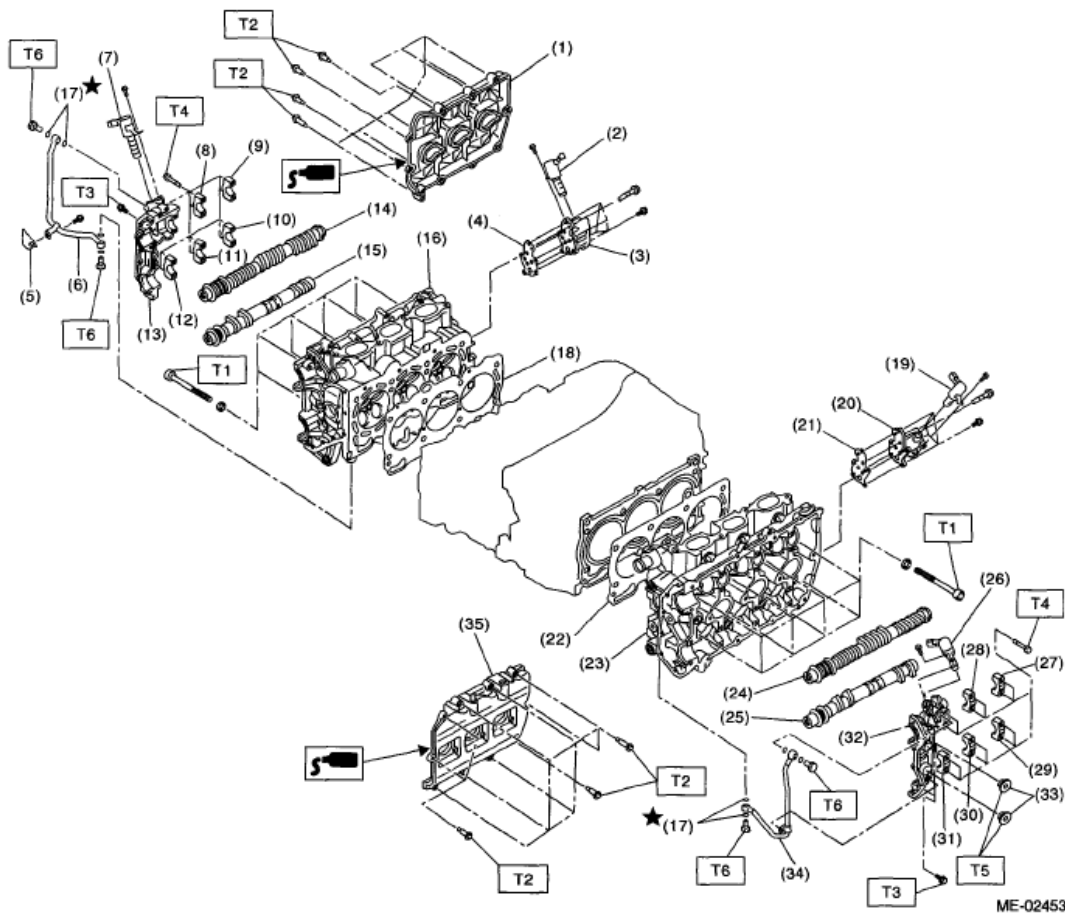


ME-02380

(1) Crank sprocket	(13) Chain tensioner lever (LH)	(24) Idler sprocket (upper)
(2) Oil relief case	(14) Chain tensioner (LH)	
(3) Inner rotor	(15) Water pump	Tightening torque: N·m (kgf-m, ft-lb)
(4) Outer rotor	(16) O-ring	T1: 6.4 (0.65, 4.7)
(5) Chain guide (center)	(17) Chain guide (LH)	T2: 7.8 (0.8, 5.8)
(6) Intake cam sprocket (RH)	(18) Chain guide (LH: between cams)	T3: <Ref. to ME(H6DO)-49, Cam Sprocket.>
(7) Exhaust cam sprocket (RH)	(19) Timing chain (LH)	T4: 16 (1.6, 12)
(8) Chain guide (RH: between cams)	(20) Intake cam sprocket (LH)	T5: 69 (7.0, 50.6)
(9) Timing chain (RH)	(21) Exhaust cam sprocket (LH)	T6: <Ref. to LU(H6DO)-8, Oil Pump.>
(10) Chain guide (RH)	(22) Idler sprocket (lower)	
(11) Chain tensioner lever (RH)	(23) Idler sprocket collar	
(12) Chain tensioner (RH)		

Fig. 3: Exploded View Of Timing Chain Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD AND CAMSHAFT



- | | | |
|--|---|--------------------------------------|
| (1) Rocker cover (RH) | (16) Cylinder head (RH) | (31) Exhaust camshaft cap (Front LH) |
| (2) Oil switching solenoid valve (RH) | (17) Gasket | (32) Front camshaft cap (LH) |
| (3) Oil switching solenoid valve holder (RH) | (18) Cylinder head gasket (RH) | (33) Plug |
| (4) Oil switching solenoid valve gasket | (19) Oil switching solenoid valve (LH) | (34) Oil pipe (LH) |
| (5) Rear chain cover | (20) Oil switching solenoid valve holder (LH) | (35) Rocker cover (LH) |
| (6) Oil pipe (RH) | (21) Oil switching solenoid valve gasket | |
| (7) Oil flow control solenoid valve (RH) | (22) Cylinder head gasket (LH) | |
| (8) Intake camshaft cap (Center RH) | (23) Cylinder head (LH) | |
| (9) Intake camshaft cap (Rear RH) | (24) Intake camshaft (LH) | |
| (10) Exhaust camshaft cap (Rear RH) | (25) Exhaust camshaft (LH) | |
| (11) Exhaust camshaft cap (Center RH) | (26) Oil flow control solenoid valve (LH) | |
| (12) Exhaust camshaft cap (Front RH) | (27) Intake camshaft cap (Rear LH) | |
| (13) Front camshaft cap (RH) | (28) Intake camshaft cap (Center LH) | |
| (14) Intake camshaft (RH) | (29) Exhaust camshaft cap (Rear LH) | |
| (15) Exhaust camshaft (RH) | (30) Exhaust camshaft cap (Center LH) | |

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

T1: <Ref. to ME(H6DO)-57, Cylinder Head.>

T2: <Ref. to ME(H6DO)-53, Camshaft.>

T3: <Ref. to ME(H6DO)-78, Oil Switching Solenoid Valve.>

T4: 6.4 (0.65, 4.7)

T5: 9.75 (1.0, 7.2)

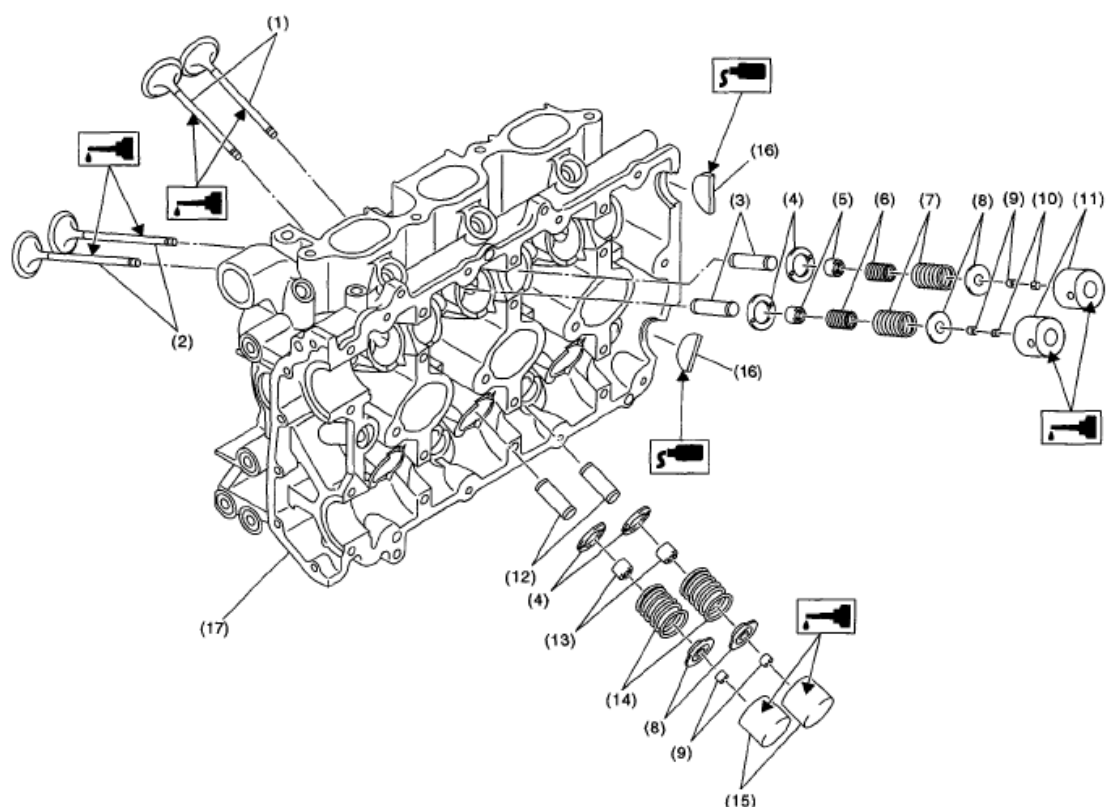
T6: 16 (1.6, 12)

T7: 60 (6.1, 44)

T8: 29 (3.0, 21.4)

Fig. 4: Exploded View Of Cylinder Head And Camshaft Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CYLINDER HEAD AND VALVE ASSEMBLY

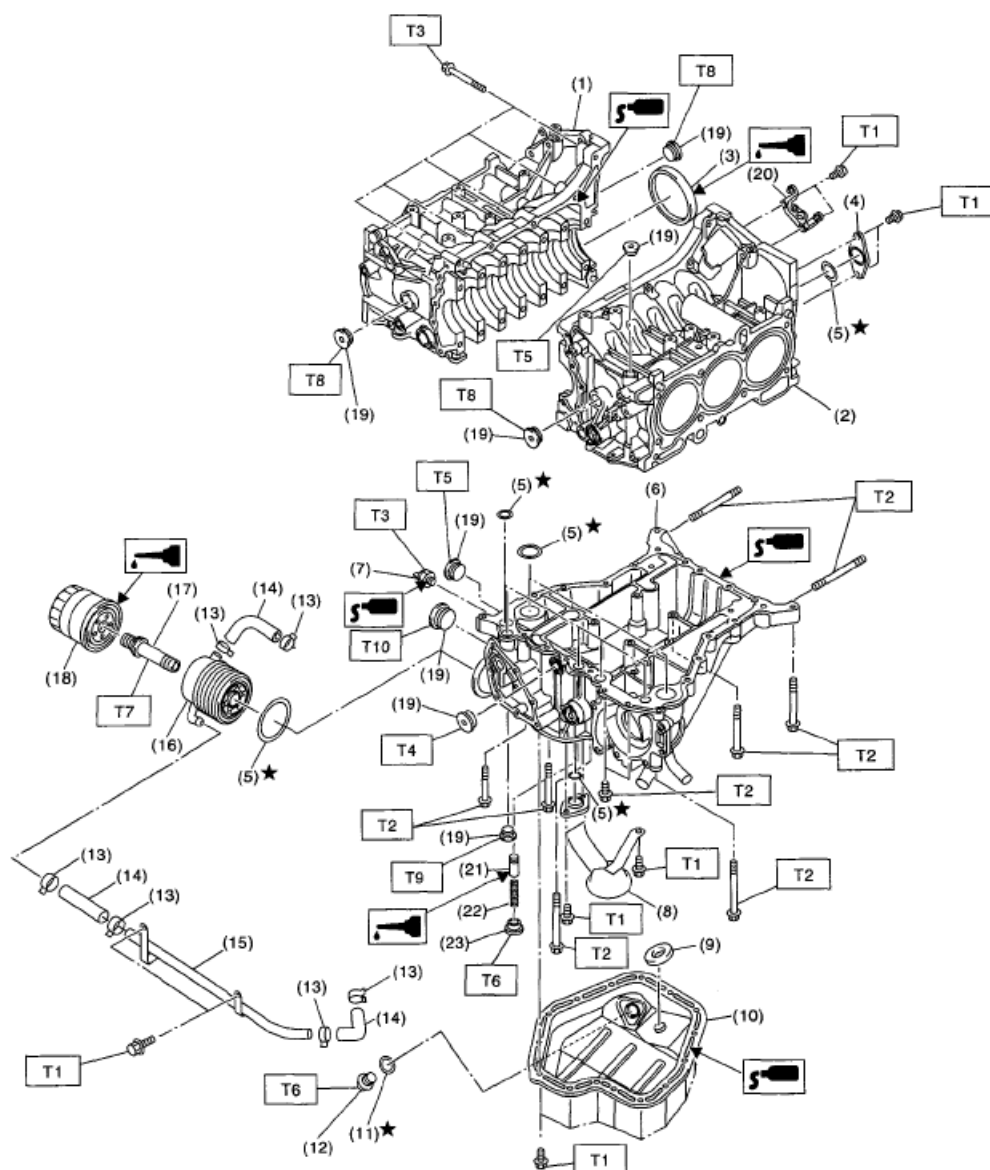


ME-02024

- | | | |
|----------------------------|----------------------------|------------------------------|
| (1) Exhaust valve | (7) Valve spring (Outer) | (13) Exhaust valve stem seal |
| (2) Intake valve | (8) Retainer | (14) Valve spring |
| (3) Intake valve guide | (9) Retainer key | (15) Valve lifter (Exhaust) |
| (4) Valve spring seat | (10) Shim | (16) Cylinder head plug |
| (5) Intake valve stem seal | (11) Valve lifter (Intake) | (17) Cylinder head |
| (6) Valve spring (Inner) | (12) Exhaust valve guide | |

Fig. 5: Exploded View Of Cylinder Head And Valve Assembly Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

CYLINDER BLOCK



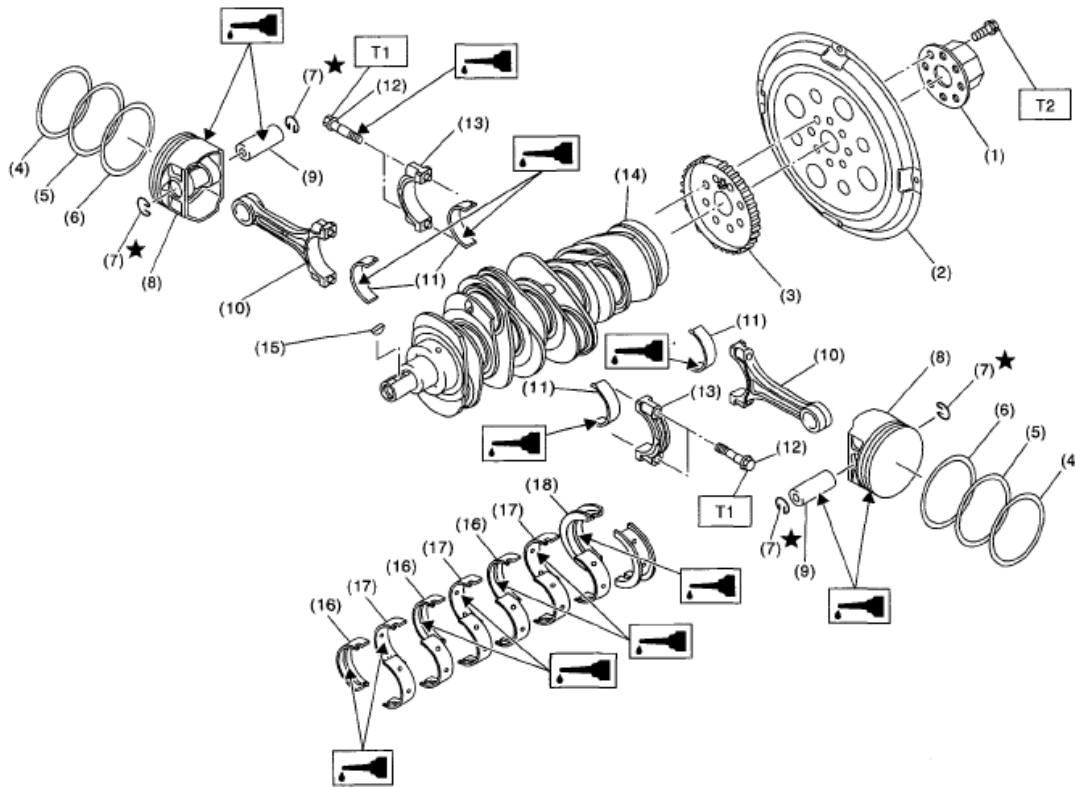
ME-02381

- | | |
|-------------------------|--|
| (1) Cylinder block (RH) | (13) Clamp |
| (2) Cylinder block (LH) | (14) Hose |
| (3) Rear oil seal | (15) Oil cooler pipe |
| (4) Service hole cover | (16) Oil cooler |
| (5) O-ring | (17) Connector |
| (6) Oil pan upper | (18) Oil filter |
| (7) Oil pressure switch | (19) Plug |
| (8) Oil strainer | (20) Crankshaft position sensor holder |
| (9) Magnet | (21) Relief valve |
| (10) Oil pan lower | (22) Relief valve spring |
| (11) Metal gasket | (23) Plug |
| (12) Drain plug | |

Tightening torque: N-m (kgf-m, ft-lb)
T1: 6.4 (0.65, 4.7)
T2: 18 (1.8, 13.3)
T3: 25 (2.5, 18)
T4: 16 (1.6, 12)
T5: 37 (3.8, 27)
T6: 44 (4.5, 33)
T7: 54 (5.5, 40)
T8: 70 (7.1, 52)
T9: 23 (2.3, 17)
T10: 90 (9.2, 67)

Fig. 6: Exploded View Of Cylinder Block Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CRANKSHAFT AND PISTON



ME-02454

- | | | |
|-----------------------------|-----------------------------|------------------------------------|
| (1) Reinforcement | (9) Piston pin | (16) Crankshaft bearing #1, #3, #5 |
| (2) Drive plate | (10) Connecting rod | (17) Crankshaft bearing #2, #4, #6 |
| (3) Crankshaft sensor plate | (11) Connecting rod bearing | (18) Crankshaft bearing #7 |
| (4) Top ring | (12) Connecting rod bolt | |
| (5) Second ring | (13) Connecting rod cap | |
| (6) Oil ring | (14) Crankshaft | |
| (7) Snap ring | (15) Woodruff key | |
| (8) Piston | | |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 53 (5.4, 39)

T2: 81 (8.3, 60)

Fig. 7: Exploded View Of Crankshaft And Piston Components With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

ENGINE MOUNTING

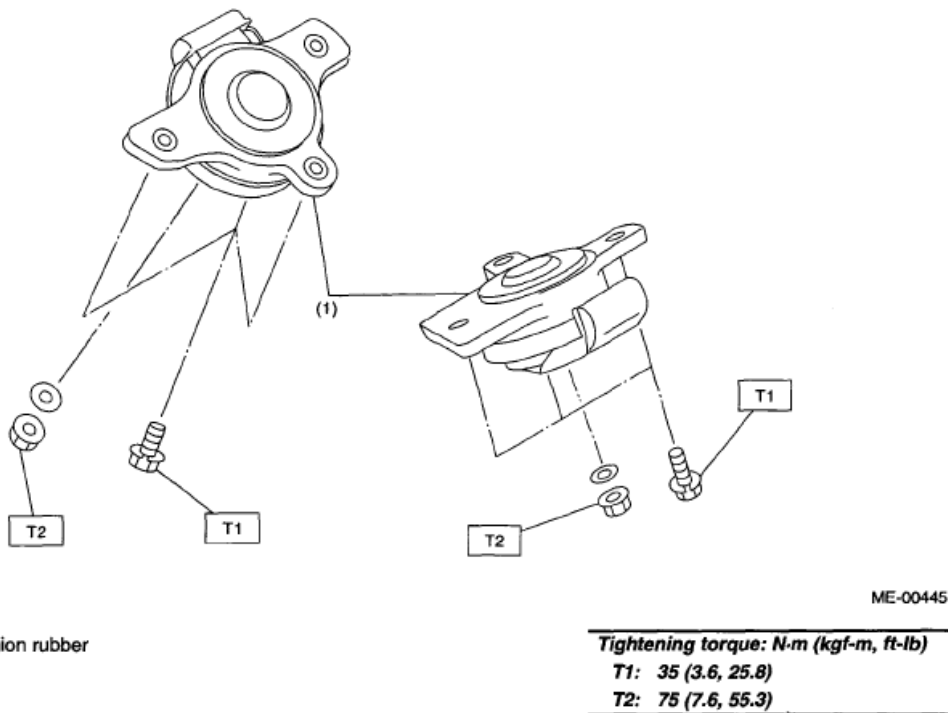


Fig. 8: Exploded View Of Engine Mounting Components With Torque Specifications
Courtesy of SUBARU OF AMERICA, INC.

CAUTION

- Wear work clothing, including a cap, protective goggles and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- All parts should be thoroughly cleaned, paying special attention to engine oil passages, pistons and bearings.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
- Be careful not to let oil, grease or coolant contact the timing belt, clutch disc and flywheel.
- All removed parts, if to be reused, should be reinstalled in the original positions and directions.
- Bolts, nuts and washers should be replaced with new ones as required.
- Even if necessary inspections have been made in advance, proceed with assembly work while making

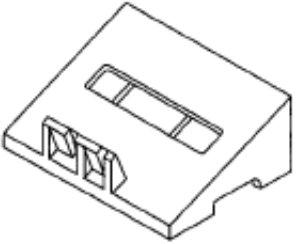
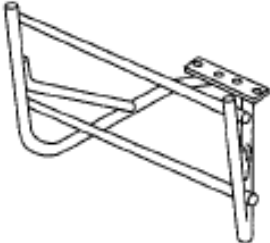
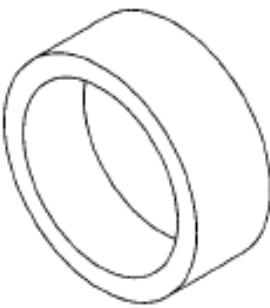
rechecks.

- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
- Be sure not to damage coated surfaces of body panels with tools, or not to stain seats and windows with coolant or oil. Place a cover over fender, as required, for protection.
- Prior to starting work, prepare the following: Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
- Lift-up or lower the vehicle when necessary. Make sure to support the correct positions.

PREPARATION TOOL

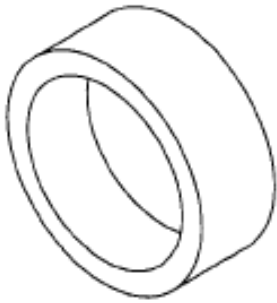
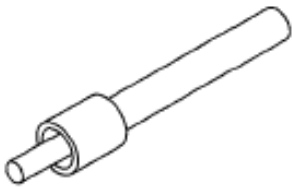
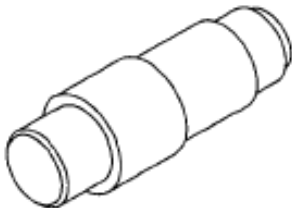
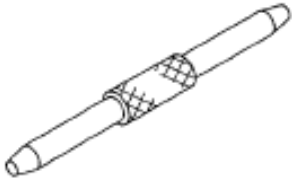
SPECIAL TOOL

SPECIAL TOOL REFERENCE CHART

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18250AA010	18250AA010	CYLINDER HEAD TABLE	• Used for replacing valve guides. • Used for removing and installing valve spring.
 ST18232AA000	18232AA000	ENGINE STAND	Used for disassembling and assembling engine.
 ST-498747300	498497100	CRANKSHAFT STOPPER	Used for stopping rotation of flywheel or drive plate when loosening / tightening crank pulley bolt.

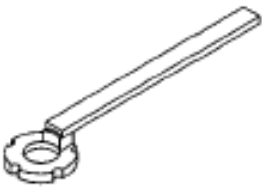
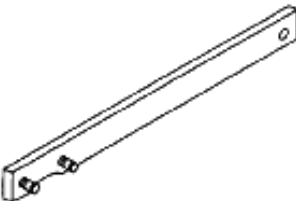
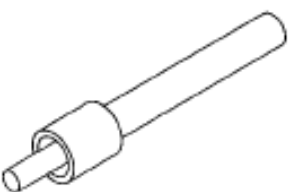
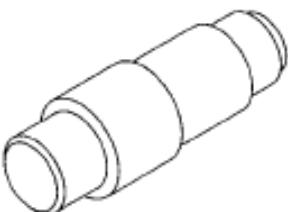
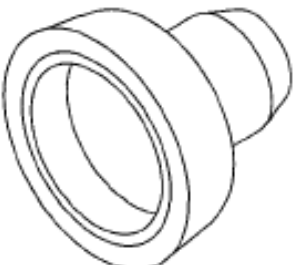
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 ST18254AA000	18254AA000	PISTON GUIDE	Used for installing piston in cylinder.
 ST-499585500	499585500	VALVE OIL SEAL GUIDE	Used for press-fitting of intake and exhaust valve guide oil seals.
 ST18253AA000	18253AA000	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST18350AA000	18350AA000	CONNECTING ROD BUSHING REMOVER & INSTALLER	Used for removing and installing connecting rod bushing.
 ST-499017100	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.

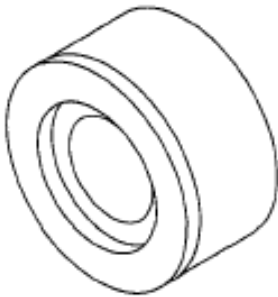
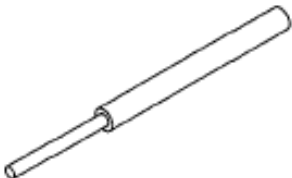
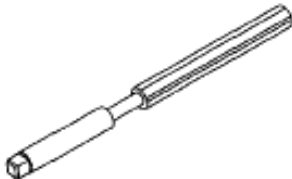
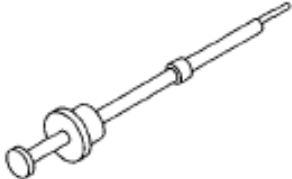
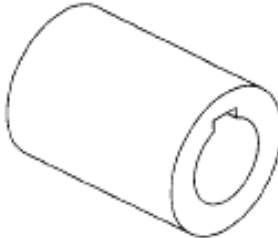
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 ST-499207400	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket.
 ST18231AA020	18231AA020	CAM SPROCKET WRENCH	Used for removing and installing exhaust cam sprocket.
 ST-498857100	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499037100	499597100	CRANKSHAFT OIL SEAL GUIDE	• Used for installing crankshaft oil seal. • Used with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499587200	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.

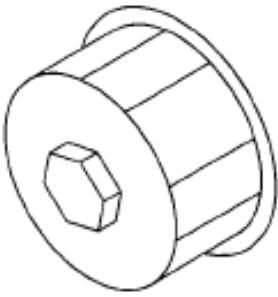
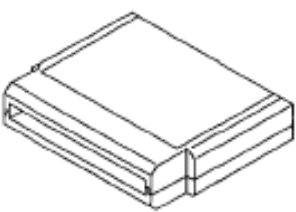
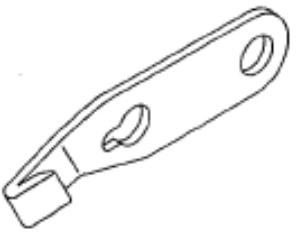
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 ST18251AA040	18251AA040	VALVE GUIDE ADJUSTER	Used for installing valve guides.
 ST-499765700	499765700	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499765900	499765900	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499097700	499977100	CRANK PULLEY WRENCH	Used for stopping rotation of crank pulley when loosening/tightening crank pulley bolt.
 ST18252AA000	18252AA000	CRANKSHAFT SOCKET	Used for rotating crankshaft.

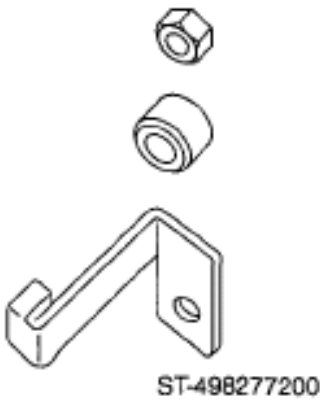
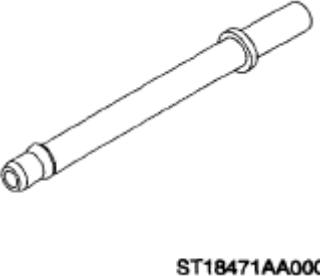
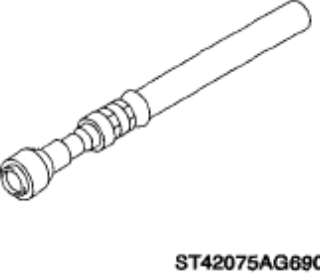
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 ST-498547000	498547000	OIL FILTER WRENCH	Used for removing and installing oil filter.
 ST18482AA010	18482AA010	CARTRIDGE	Troubleshooting for electrical system.
 ST22771AA030	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical system.
 ST18233AA000	18233AA000	PISTON PIN SNAP RING PLIERS	Used for removing and installing snap ring of piston pin.
 ST-498497100	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.

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 ST-498277200	42099AE000	CONNECTOR REMOVER	Used for disconnecting quick connector of the engine compartment.
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for measuring fuel pressure.
 ST42075AG690	42075AG690	FUEL HOSE	Used for measuring fuel pressure. This is a genuine Subaru part.

GENERAL TOOL

GENERAL TOOL REFERENCE CHART

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.

PROCEDURE

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

- Camshaft
- Cylinder head

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. Release the fuel pressure.

< Refer to **RELEASING OF FUEL PRESSURE** , PROCEDURE, Fuel. >

4. Remove all the spark plugs. < Refer to **REMOVAL** , Spark Plug. >
5. Check the starter motor for satisfactory performance and operation.
6. Hold the compression gauge tightly against the spark plug hole.

NOTE: When using a screw-in type compression gauge, the screw (put into cylinder head spark plug hole) should be less than 18 mm (0.71 in) long.

7. Fully open the throttle valve.
8. Crank the engine by means of the starter motor, and read the maximum value on the gauge when the pointer is steady.

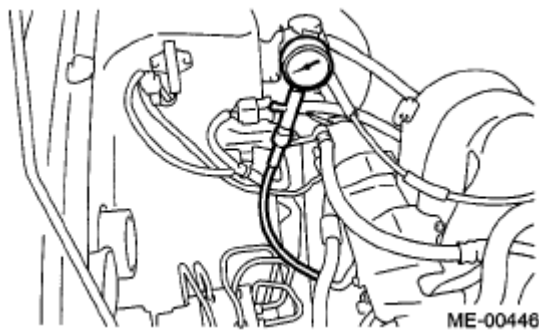


Fig. 9: Checking Engine Compression
Courtesy of SUBARU OF AMERICA, INC.

9. Perform at least two measurements per cylinder, and make sure that the values are correct.

Compression (350 RPM and fully open throttle):

Standard:

1,275 - 1,471 kPa (13.0 - 1.50 kgf/cm² , 185 - 213 psi)

Service limit:

1,128 kPa (11.5 kgf/cm² , 164 psi)

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. Idle the engine.
3. Stop the engine, and turn the ignition switch to OFF.
4. Insert the cartridge to Subaru Select Monitor.
5. Connect the Subaru Select Monitor to data link connector.
6. Turn the ignition switch to ON and Subaru Select Monitor switch to ON.
7. Select {Each System Check} in Main Menu.
8. Select {Engine} in Selection Menu.
9. Select {Current Data Display & Save} in Engine Control System Diagnosis.
10. Select {Data Display} in Data Display Menu.
11. Start the engine, and read the engine idle speed.
12. Check the idle speed when no-loaded. (Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

Idle speed [No load and gears in neutral]:

650±50 RPM

13. 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 gears in neutral]:

770±50 RPM

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

IGNITION TIMING

INSPECTION

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

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. Idle the engine.
3. Stop the engine, and turn the ignition switch to OFF.
4. Insert the cartridge to Subaru Select Monitor.
5. Connect the Subaru Select Monitor to data link connector.
6. Turn the ignition switch to ON and Subaru Select Monitor switch to ON.
7. Select {Each System Check} in Main Menu.
8. Select {Engine} in Selection Menu.
9. Select {Current Data Display & Save} in Engine Control System Diagnosis.
10. Select {Data Display} in Data Display Menu.
11. Start the engine and check the ignition timing at idle speed.

Ignition timing [BTDC/RPM]:

15°±8°/650

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

INTAKE MANIFOLD VACUUM

INSPECTION

1. Idle the engine.
2. Disconnect the brake vacuum hose from intake manifold, and then install the vacuum gauge.
3. Keep the engine at idle speed and read the vacuum gauge indication.

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

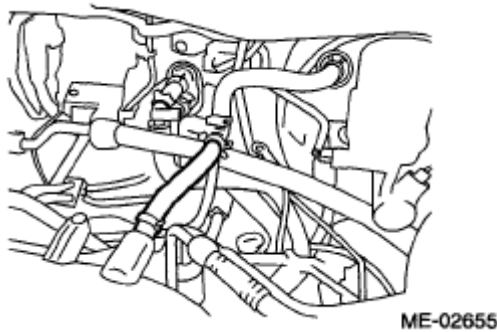


Fig. 10: Identifying Brake Booster Vacuum Hose
Courtesy of SUBARU OF AMERICA, INC.

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

-60.0 kPa (-450 mm Hg, -17.72 in. Hg) or less

VACUUM PRESSURE SPECIFICATIONS

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

ENGINE OIL PRESSURE

INSPECTION

1. Remove the oil pressure switch from cylinder block. < Refer to **REMOVAL** , Oil Pressure Switch. >
2. Connect the oil pressure gauge hose to cylinder block.
3. Connect the ground cable to the battery.
4. Start the engine, and measure the oil pressure.

OIL PRESSURE (at oil temperature of 80°C (176°F))

Standard:

135 kPa (1.4 kgf/cm² , 20 psi) or more (at 600 RPM)

500 kPa (5.1 kgf/cm² , 73 psi) or more (at 5,000 RPM)

CAUTION:

- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. < Refer to INSPECTION , General Diagnostics Table. >
- If the oil pressure warning light is turned ON and oil pressure is in specification, replace the oil pressure switch. < Refer to INSPECTION , General Diagnostics Table. >

5. After measuring the oil pressure, install the oil pressure switch. < Refer to INSTALLATION , Oil Pressure Switch. >

Tightening torque:

25 N.m (2.5 kgf-m, 18 ft-lb)

FUEL PRESSURE

INSPECTION

WARNING: Before removing the fuel pressure gauge, release the fuel pressure.

1. Release the fuel pressure.

< Refer to RELEASING OF FUEL PRESSURE , PROCEDURE, Fuel. >

2. Disconnect the fuel delivery hose and connect fuel pressure gauge.
 1. Disconnect the fuel delivery hose using the ST1.

ST1 42099AE000 CONNECTOR REMOVER

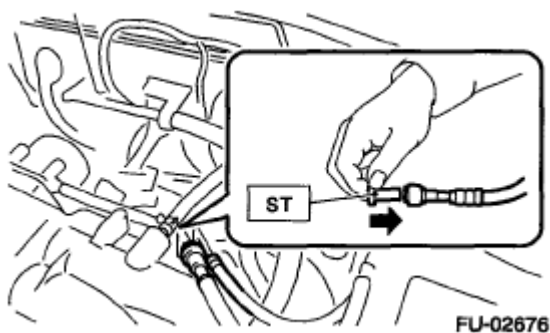


Fig. 11: Disconnecting Fuel Delivery Hose Using Connector Remover ST1 42099AE000

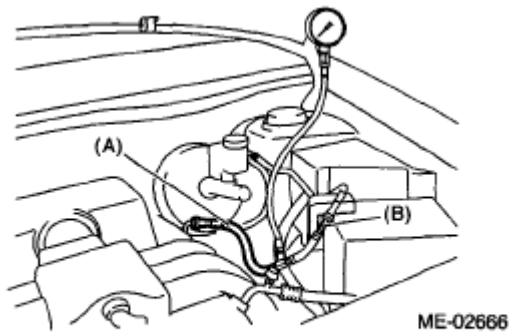
Courtesy of SUBARU OF AMERICA, INC.

2. Connect the fuel pressure meter using the ST2 and ST3.

NOTE: ST2 is a genuine Subaru part.

ST2 42075AG690 FUEL HOSE

ST3 18471AA000 FUEL PIPE ADAPTER



- (A) ST 2
(B) ST 3

Fig. 12: Identifying ST2 And ST3

Courtesy of SUBARU OF AMERICA, INC.

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

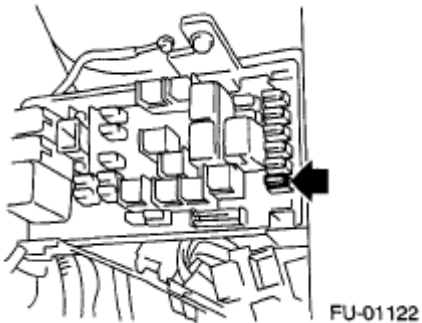


Fig. 13: Locating Fuel Pump Fuse

Courtesy of SUBARU OF AMERICA, INC.

4. Start the engine.
5. Measure the fuel pressure after warming up the engine.

Fuel pressure:

Standard: 338 - 348 kPa (3.4 - 3.5 kgf/cm² , 49 - 50.5 psi)

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.

VALVE CLEARANCE

INSPECTION

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

1. Set the vehicle on a lift.
2. Remove the collector cover.
3. Disconnect the ground cable from battery.
4. Lift-up the vehicle.
5. Remove the under cover.
6. Lower the vehicle.
7. When inspecting RH side cylinders:
 1. Remove the air intake duct and air cleaner case. < Refer to **REMOVAL** , Air Intake Duct. > < Refer to **REMOVAL** , Air Cleaner Case. >
 2. Remove the fuel tank protector (RH).

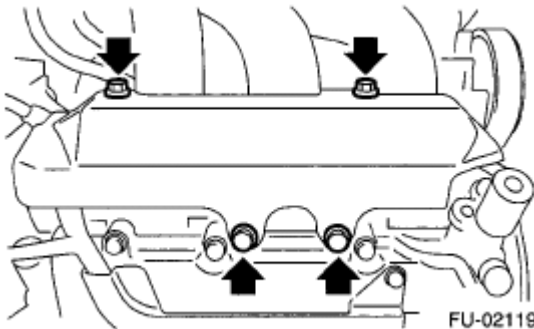


Fig. 14: Locating Fuel Tank Protector (RH)
Courtesy of SUBARU OF AMERICA, INC.

3. Disconnect the connector of oil pressure switch.
4. Remove the ignition coil. < Refer to **REMOVAL** , Ignition Coil & Ignitor Assembly. >
5. Remove the rocker cover (RH).
8. When inspecting LH side cylinders:
 1. Disconnect the battery cable, and then remove the battery and battery carrier.
 2. Disconnect the PCV hose and blow-by hose from rocker cover (LH).

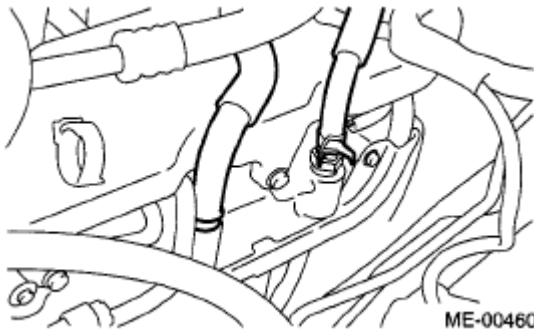


Fig. 15: Identifying PCV Hose And Blow-By Hose
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the fuel pipe protector (LH).

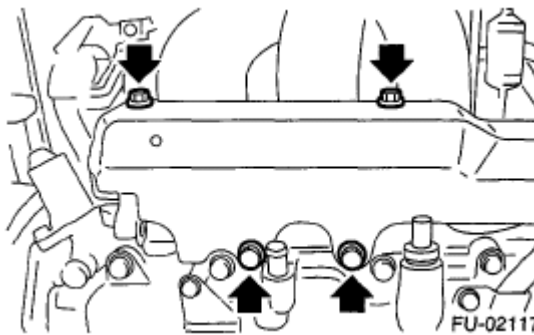
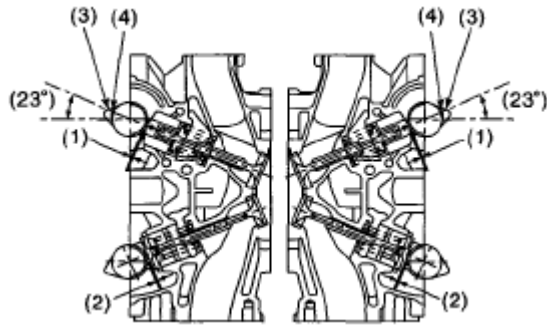


Fig. 16: Identifying Fuel Pipe Protector (LH)
Courtesy of SUBARU OF AMERICA, INC.

4. Remove the ignition coil. < Refer to **REMOVAL** , Ignition Coil & Ignitor Assembly. >
5. Remove the rocker cover (LH).
9. Turn the crankshaft clockwise until the cam is set to position shown in the figure.



ME-02565

- (1) Valve clearance (Intake side)
- (2) Valve clearance (Exhaust side)
- (3) High lift cam
- (4) Low lift cam

Fig. 17: Identifying Crankshaft Turning Positions
Courtesy of SUBARU OF AMERICA, INC.

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

NOTE:

- Measure it within the range of $\pm 30^\circ$ from specified position shown in the figure.
- Measure it in low lift cam for intake side.
- Insert a thickness gauge in a direction as horizontal as possible with respect to the valve lifter.

Valve clearance

Intake:

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

Exhaust:

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

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

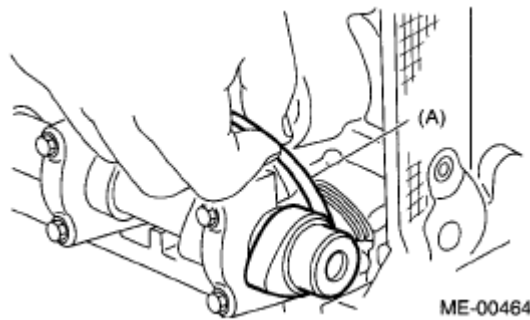


Fig. 18: Checking Valve Clearance
 Courtesy of SUBARU OF AMERICA, INC.

11. If necessary, adjust the valve clearance. < Refer to **ADJUSTMENT**, VALVE CLEARANCE. >
12. Further turn the crank pulley clockwise and then measure the valve clearances again.
13. After inspection, install the related parts in the reverse order of removal.

ADJUSTMENT

INTAKE SIDE

CAUTION:

- Adjustment of valve clearance should be performed while engine is cold.
- Do not wear gloves during removal and installation of valve lifter.
- Do not use the valve lifter which got high impact due to drop etc.
- When installing the valve lifter, align the anti-rotation of valve lifter with groove on cylinder head, and then insert the valve lifter.

1. Measure all the valve clearances.

< Refer to **INSPECTION**, VALVE CLEARANCE. >

NOTE: Record each valve clearance after measurement.

2. Remove the camshaft. < Refer to **REMOVAL**, CAMSHAFT. >
3. Remove the valve lifter.
4. Remove the shim from valve lifter.
5. Check the thickness of the shim from the markings on the side of the shim that was removed.
6. Select a shim of suitable thickness from the following table using the measured valve clearance and shim thickness.

VALVE CLEARANCE AND SHIM THICKNESS SPECIFICATIONS

Unit: (mm)	
$S = (V + T) - 0.20$	

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S: Required shim thickness

V: Measured valve clearance

T: Shim thickness to be used

VALVE CLEARANCE SPECIFICATIONS

Part No.	Thickness mm (in)
13218AK890	1.92 (0.0756)
13218AK900	1.94 (0.0764)
13218AK910	1.96 (0.0772)
13218AK920	1.98 (0.0780)
13218AK930	2.00 (0.0787)
13218AK940	2.02 (0.0795)
13218AK950	2.04 (0.0803)
13218AK960	2.06 (0.0811)
13218AK970	2.07 (0.0815)
13218AK980	2.08 (0.0819)
13218AK990	2.09 (0.0823)
13218AL000	2.10 (0.0827)
13218AL010	2.11 (0.0831)
13218AL020	2.12 (0.0835)
13218AL030	2.13 (0.0839)
13218AL040	2.14 (0.0843)
13218AL050	2.15 (0.0846)
13218AL060	2.16 (0.0850)
13218AL070	2.17 (0.0854)
13218AL080	2.18 (0.0858)
13218AL090	2.19 (0.0862)
13218AL100	2.20 (0.0866)
13218AL110	2.21 (0.0870)
13218AL120	2.22 (0.0874)
13218AL130	2.23 (0.0878)
13218AL140	2.24 (0.0882)
13218AL150	2.25 (0.0886)
13218AL160	2.26 (0.0890)
13218AL170	2.27 (0.0894)
13218AL180	2.28 (0.0898)
13218AL190	2.29 (0.0902)
13218AL200	2.30 (0.0906)
13218AL210	2.31 (0.0909)
13218AL220	2.32 (0.0913)
13218AL230	2.33 (0.0917)

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13218AL240	2.34 (0.0921)
13218AL250	2.35 (0.0925)
13218AL260	2.36 (0.0929)
13218AL270	2.37 (0.0933)
13218AL280	2.38 (0.0937)
13218AL290	2.39 (0.0941)
13218AL300	2.40 (0.0945)
13218AL310	2.41 (0.0949)
13218AL320	2.42 (0.0953)
13218AL330	2.43 (0.0957)
13218AL340	2.44 (0.0961)
13218AL350	2.45 (0.0965)
13218AL360	2.46 (0.0969)
13218AL370	2.47 (0.0972)
13218AL380	2.48 (0.0976)
13218AL390	2.49 (0.0980)
13218AL400	2.50 (0.0984)
13218AL410	2.51 (0.0988)
13218AL420	2.52 (0.0992)
13218AL430	2.53 (0.0996)
13218AL440	2.54 (0.1000)
13218AL450	2.55 (0.1004)
13218AL460	2.56 (0.1008)
13218AL470	2.57 (0.1012)
13218AL480	2.58 (0.1016)
13218AL490	2.59 (0.1020)
13218AL500	2.60 (0.1024)
13218AL510	2.61 (0.1028)
13218AL520	2.62 (0.1032)
13218AL530	2.64 (0.1039)
13218AL540	2.66 (0.1047)
13218AL550	2.68 (0.1055)
13218AL560	2.70 (0.1063)
13218AL570	2.72 (0.1071)
13218AL580	2.74 (0.1079)
13218AL590	2.76 (0.1087)

EXHAUST SIDE

- CAUTION:**
- Adjustment of valve clearance should be performed while engine is cold.

- Do not wear gloves during removal and installation of valve lifter.
- Do not use the valve lifter which got high impact due to drop etc.

1. Measure all the valve clearances.

< Refer to **INSPECTION**, VALVE CLEARANCE. >

NOTE: Record each valve clearance after measurement.

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

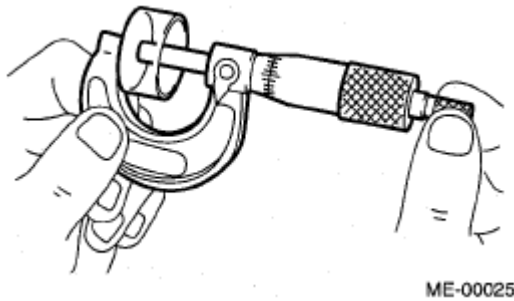


Fig. 19: Measuring Thickness Of Valve Lifter With Micrometer
Courtesy of SUBARU OF AMERICA, INC.

5. Select a valve lifter of suitable thickness from the following table using the measured valve clearance and valve lifter thickness.

VALVE CLEARANCE SPECIFICATIONS

Unit: (mm)	
$S = (V + T) - 0.35$	
S: Valve lifter thickness required	
V: Measured valve clearance	
T: Valve lifter thickness to be used	

VALVE LIFTER THICKNESS SPECIFICATIONS

Part No.	Thickness mm (in)
13228AD180	4.32 (0.1701)
13228AD190	4.34 (0.1709)
13228AD200	4.36 (0.1717)
13228AD210	4.38 (0.1724)
13228AD220	4.40 (0.1732)
13228AD230	4.42 (0.1740)

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13228AD240	4.44 (0.1748)
13228AD250	4.46 (0.1756)
13228AD260	4.48 (0.1764)
13228AD270	4.50 (0.1772)
13228AD280	4.52 (0.1780)
13228AD290	4.54 (0.1787)
13228AD300	4.56 (0.1795)
13228AD310	4.58 (0.1803)
13228AD320	4.60 (0.1811)
13228AC580	4.62 (0.1819)
13228AC590	4.63 (0.1823)
13228AC600	4.64 (0.1827)
13228AC610	4.65 (0.1831)
13228AC620	4.66 (0.1835)
13228AC630	4.67 (0.1839)
13228AC640	4.68 (0.1843)
13228AC650	4.69 (0.1846)
13228AC660	4.70 (0.1850)
13228AC670	4.71 (0.1854)
13228AC680	4.72 (0.1858)
13228AC690	4.73 (0.1862)
13228AC700	4.74 (0.1866)
13228AC710	4.75 (0.1870)
13228AC720	4.76 (0.1874)
13228AC730	4.77 (0.1878)
13228AC740	4.78 (0.1882)
13228AC750	4.79 (0.1886)
13228AC760	4.80 (0.1890)
13228AC770	4.81 (0.1894)
13228AC780	4.82 (0.1898)
13228AC790	4.83 (0.1902)
13228AC800	4.84 (0.1906)
13228AC810	4.85 (0.1909)
13228AC820	4.86 (0.1913)
13228AC830	4.87 (0.1917)
13228AC840	4.88 (0.1921)
13228AC850	4.89 (0.1925)
13228AC860	4.90 (0.1929)
13228AC870	4.91 (0.1933)
13228AC880	4.92 (0.1937)
13228AC890	4.93 (0.1941)

2006 Subaru B9 Tribeca

2006 ENGINE Mechanical (H6DO) - B9 Tribeca

	4.94 (0.1945)
13228AC910	4.95 (0.1949)
13228AC920	4.96 (0.1953)
13228AC930	4.97 (0.1957)
13228AC940	4.98 (0.1961)
13228AC950	4.99 (0.1965)
13228AC960	5.00 (0.1969)
13228AC970	5.01 (0.1972)
13228AC980	5.02 (0.1976)
13228AC990	5.03 (0.1980)
13228AD000	5.04 (0.1984)
13228AD010	5.05 (0.1988)
13228AD020	5.06 (0.1992)
13228AD030	5.07 (0.1996)
13228AD040	5.08 (0.2000)
13228AD050	5.09 (0.2004)
13228AD060	5.10 (0.2008)
13228AD070	5.11 (0.2012)
13228AD080	5.12 (0.2016)
13228AD090	5.13 (0.2020)
13228AD100	5.14 (0.2024)
13228AD110	5.15 (0.2028)
13228AD120	5.16 (0.2032)
13228AD130	5.17 (0.2035)
13228AD140	5.18 (0.2039)
13228AD150	5.19 (0.2043)
13228AD160	5.20 (0.2047)
13228AD170	5.21 (0.2051)
13228AD330	5.23 (0.2059)
13228AD340	5.25 (0.2067)
13228AD350	5.27 (0.2075)
13228AD360	5.29 (0.2083)
13228AD370	5.31 (0.2091)
13228AD380	5.33 (0.2098)
13228AD390	5.35 (0.2106)
13228AD400	5.37 (0.2114)
13228AD410	5.39 (0.2122)
13228AD420	5.41 (0.2130)
13228AD430	5.43 (0.2138)
13228AD440	5.45 (0.2146)
13228AD450	5.47 (0.2154)

2006 Subaru B9 Tribeca

2006 ENGINE Mechanical (H6DO) - B9 Tribeca

	5.49 (0.2161)
13228AD470	5.51 (0.2169)
13228AD480	5.53 (0.2177)
13228AD490	5.55 (0.2185)
13228AD500	5.57 (0.2193)
13228AD510	5.59 (0.2201)

V-BELT

REMOVAL

1. Install the tool to belt tension adjuster assembly installation bolt.
2. Rotate the tool clockwise and loosen the V-belt to remove.

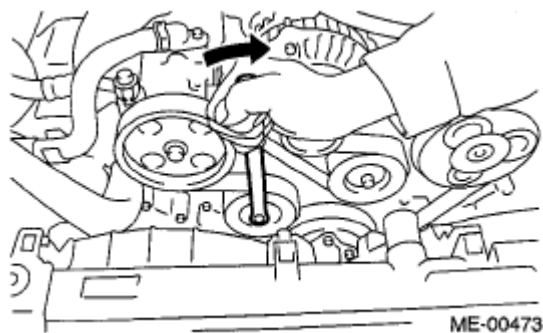
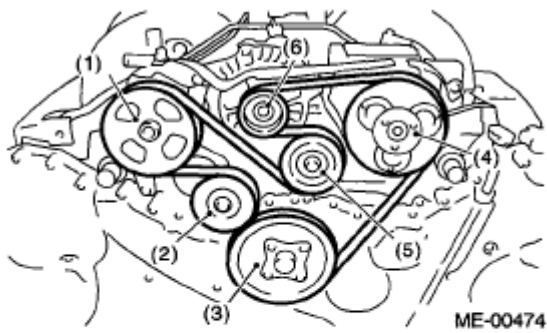


Fig. 20: Rotating Tool Clockwise
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the V-belt cover.

INSTALLATION

Install in the reverse order of removal.

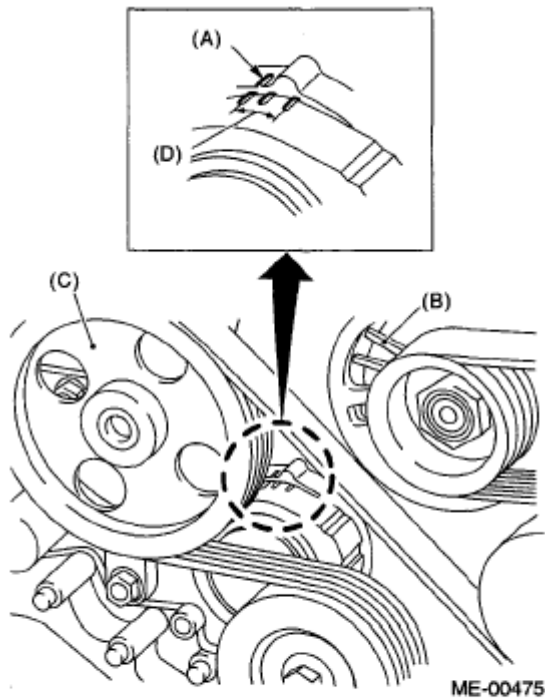


- (1) Power steering oil pump pulley
- (2) Belt tension adjuster ASSY
- (3) Crank pulley
- (4) A/C compressor
- (5) Belt idler
- (6) Generator

Fig. 21: Identifying V-Belt Installation Direction
Courtesy of SUBARU OF AMERICA, INC.

INSPECTION

1. Replace the V-belt, if cracks, fraying or wear is found.
2. Make sure that the V-belt automatic belt tension indicator (A) is within the range (D).



- (A) Indicator
- (B) Generator
- (C) Power steering oil pump pulley
- (D) Service limit

Fig. 22: Identifying V-Belt Automatic Belt Tension Indicator And Range
Courtesy of SUBARU OF AMERICA, INC.

ENGINE ASSEMBLY

REMOVAL

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

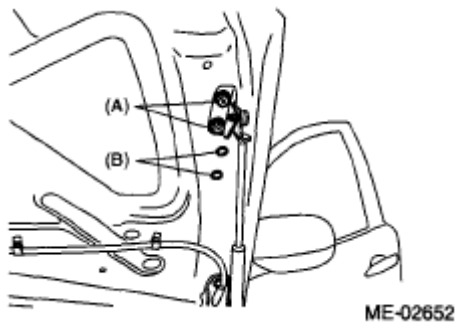


Fig. 23: Identifying Bolt Mounting Position
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the collector cover.
4. Collect the refrigerant from A/C system. < Refer to **PROCEDURE** , Refrigerant Recovery Procedure. >
5. Release the fuel pressure.

< Refer to **RELEASING OF FUEL PRESSURE** , PROCEDURE, Fuel. >

6. Remove the battery from vehicle. < Refer to **REMOVAL** , Battery. >
7. Remove the air intake duct, air cleaner case and air intake chamber.

< Refer to **REMOVAL** , Air Intake Duct. >

< Refer to **REMOVAL** , Air Cleaner Case. > < Refer to **REMOVAL** , Air Intake Chamber. >

8. Remove the engine front cover.

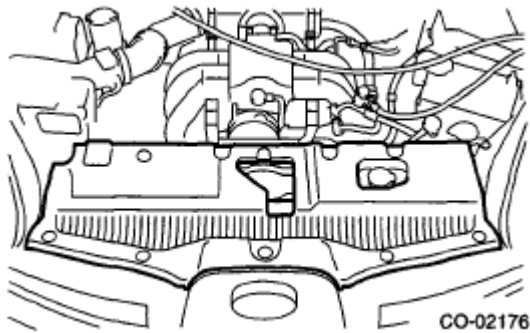


Fig. 24: Identifying Engine Front Cover
Courtesy of SUBARU OF AMERICA, INC.

9. Remove the radiator from the vehicle. < Refer to **REMOVAL** , Radiator. >

NOTE: **Protect the condenser so that it will not be damaged.**

10. Remove the fuel hose bracket.

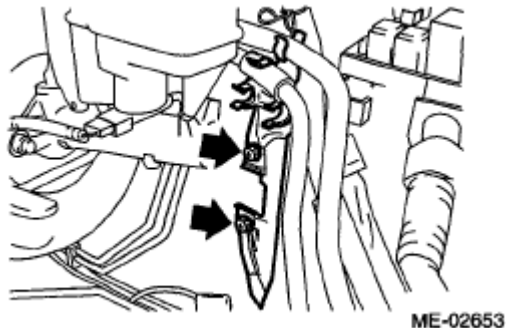


Fig. 25: Identifying Fuel Hose Bracket
Courtesy of SUBARU OF AMERICA, INC.

11. Remove the V-belts. < Refer to **REMOVAL**, V-BELT. >
12. Disconnect the A/C pressure hoses from A/C compressor. < Refer to **REMOVAL** , Hose and Tube. >
13. Remove the engine ground terminal.

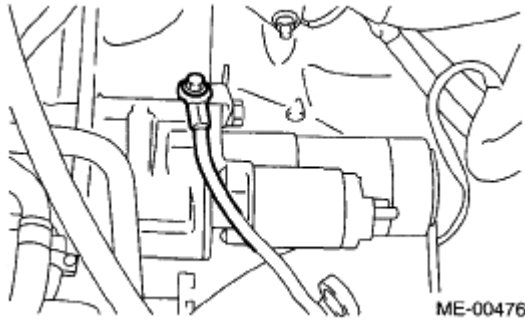


Fig. 26: Identifying Engine Ground Terminal
Courtesy of SUBARU OF AMERICA, INC.

14. Disconnect the following connector.
 1. Engine harness connectors



Fig. 27: Identifying Engine Harness Connectors
Courtesy of SUBARU OF AMERICA, INC.

2. Generator connector, terminal and A/C compressor connector
 3. Power steering switch connector
15. Disconnect the following hoses.
 1. Brake booster vacuum hose

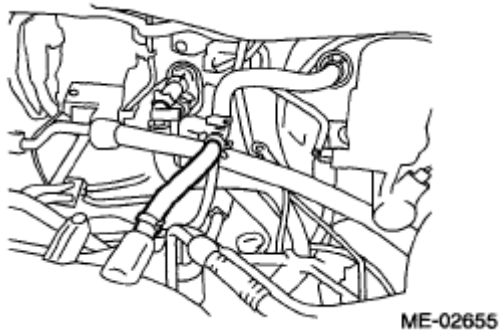


Fig. 28: Identifying Brake Booster Vacuum Hose
Courtesy of SUBARU OF AMERICA, INC.

2. Heater inlet and outlet hoses
16. Remove the power steering pump with the bracket.

NOTE: Do not disconnect the hose and pipe from the power steering pump body.



Fig. 29: Identifying Power Steering Pump With Bracket
Courtesy of SUBARU OF AMERICA, INC.

17. Remove the reservoir tank with the bracket.

NOTE: Do not disconnect the hose from the reservoir tank body.

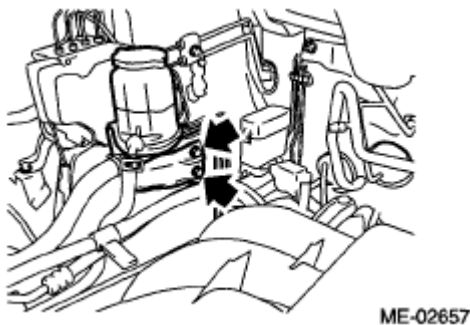


Fig. 30: Identifying Reservoir Tank

Courtesy of SUBARU OF AMERICA, INC.

18. Suspend the power steering pump using wire, etc.



Fig. 31: Identifying Power Steering Pump
Courtesy of SUBARU OF AMERICA, INC.

19. Remove the bolts which hold the vacuum pump bracket to the engine and transmission.

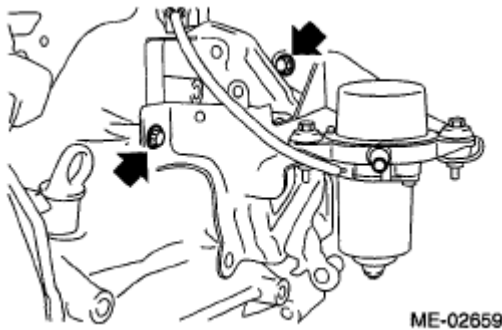


Fig. 32: Identifying Vacuum Pump Bracket Bolts
Courtesy of SUBARU OF AMERICA, INC.

20. Lift-up the vehicle.
21. Remove the front exhaust pipe.

< Refer to **REMOVAL** , Front Exhaust Pipe. >

NOTE: Be careful not to let the front exhaust pipe interfere with water pipes on engine side.

22. Remove the ground cable.

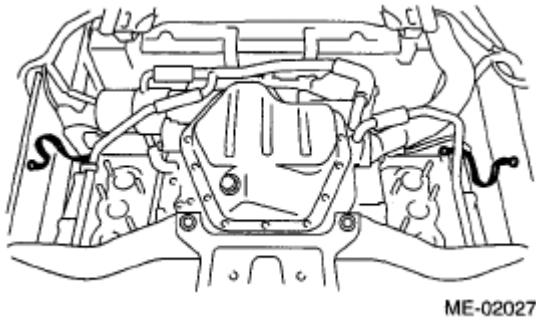


Fig. 33: Removing Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

23. Remove the bolts which hold the vacuum pump bracket to the engine and transmission, then remove the vacuum pump with the bracket.

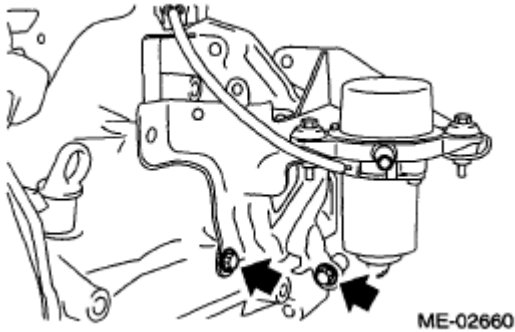


Fig. 34: Identifying Vacuum Pump
Courtesy of SUBARU OF AMERICA, INC.

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

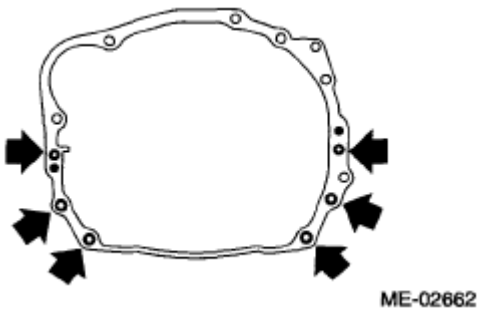


Fig. 35: Identifying Transmission Bolts And Nuts
Courtesy of SUBARU OF AMERICA, INC.

25. Remove the nuts which install front cushion rubber onto front crossmember.

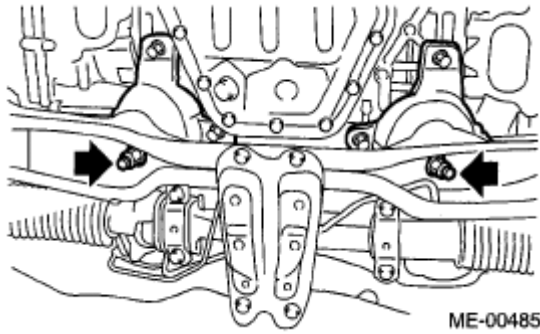
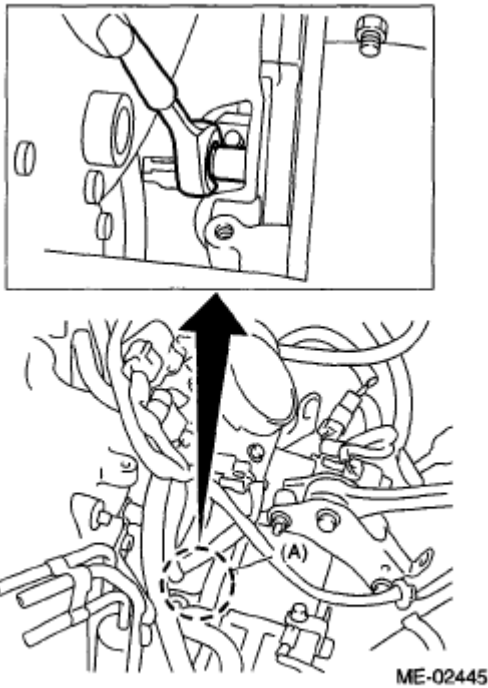


Fig. 36: Identifying Front Cushion Rubber
Courtesy of SUBARU OF AMERICA, INC.

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



(A) Service hole plug

Fig. 37: Identifying Service Hole Plug
Courtesy of SUBARU OF AMERICA, INC.

28. Remove the pitching stopper.

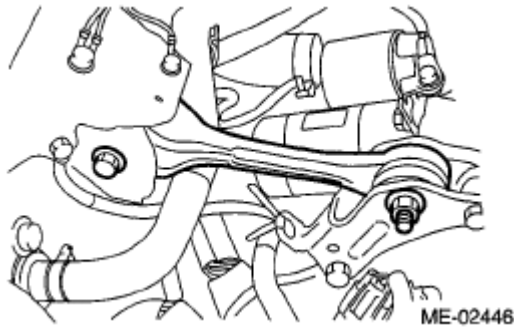


Fig. 38: Identifying Pitching Stopper
Courtesy of SUBARU OF AMERICA, INC.

29. Disconnect the fuel delivery hose and evaporation hose.
 1. Disconnect the connector of fuel pipe by pushing the ST in the direction of arrow shown in illustration.

ST 42099AE000 CONNECTOR REMOVER

2. Remove the clamp, and disconnect the evaporation hose from the pipe.

CAUTION:

- Collect fuel from the hose into container.
- Disconnect the hose with its end wrapped with cloth to prevent fuel from splashing.

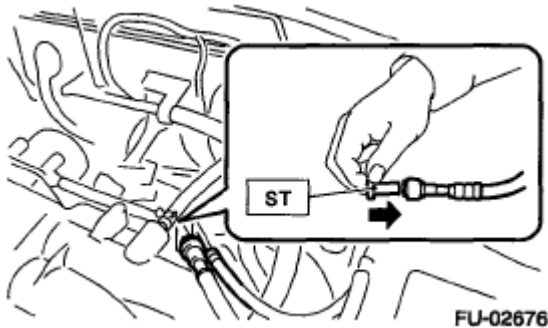
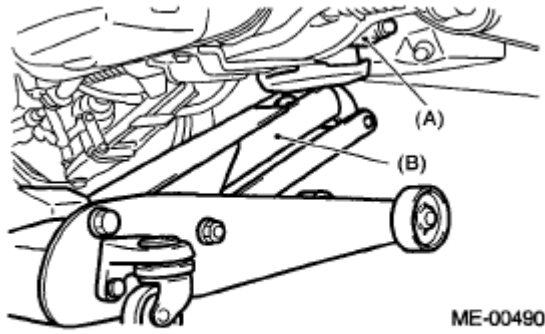


Fig. 39: Identifying Evaporation Hose Clamp
Courtesy of SUBARU OF AMERICA, INC.

30. Support the engine with a lifting device and wire ropes.
31. Support the transmission with a garage jack.

CAUTION: Doing this is very important because the transmission lowers for its own weight. This work is also of great importance for facilitating reinstallation.



- (A) Transmission
- (B) Garage jack

Fig. 40: Supporting Transmission With Garage Jack
 Courtesy of SUBARU OF AMERICA, INC.

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

32. Separation of engine and transmission:
 1. Remove the starter. < Refer to **REMOVAL** , Starter. >
 2. Remove the bolts which hold upper side of transmission to engine.

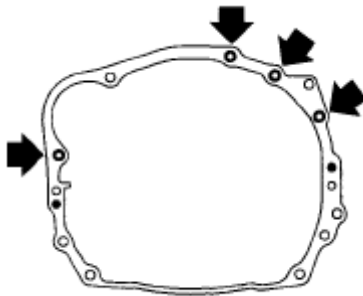


Fig. 41: Identifying Transmission Bolts
 Courtesy of SUBARU OF AMERICA, INC.

33. Install the ST to converter case.

ST 498277200 STOPPER SET

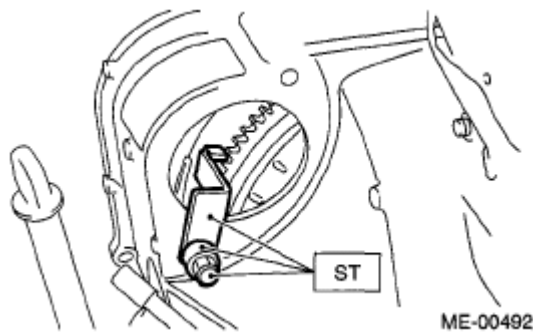


Fig. 42: Installing ST To Converter Case
Courtesy of SUBARU OF AMERICA, INC.

34. Remove the engine from vehicle.
 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.

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

35. Remove the front cushion rubbers.

INSTALLATION

1. Install the front cushion rubbers.

Tightening torque:

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

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

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

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

Tightening torque:

50 N.m (5.1 kgf-m, 37 ft-lb)

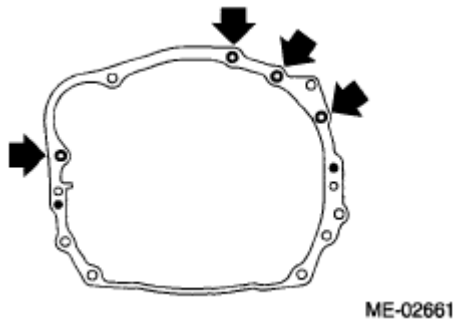


Fig. 43: Identifying Transmission Bolts
 Courtesy of SUBARU OF AMERICA, INC.

4. Remove the lifting device and wire ropes.
5. Remove the garage jack.
6. Install the pitching stopper.

Tightening torque:

T1: 50 N.m (5.1 kgf-m, 37 ft-lb)

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

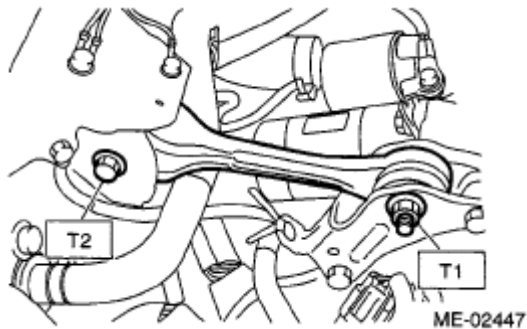


Fig. 44: Identifying Pitching Stopper
 Courtesy of SUBARU OF AMERICA, INC.

7. Remove the ST from converter case.

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

ST 498277200 STOPPER SET

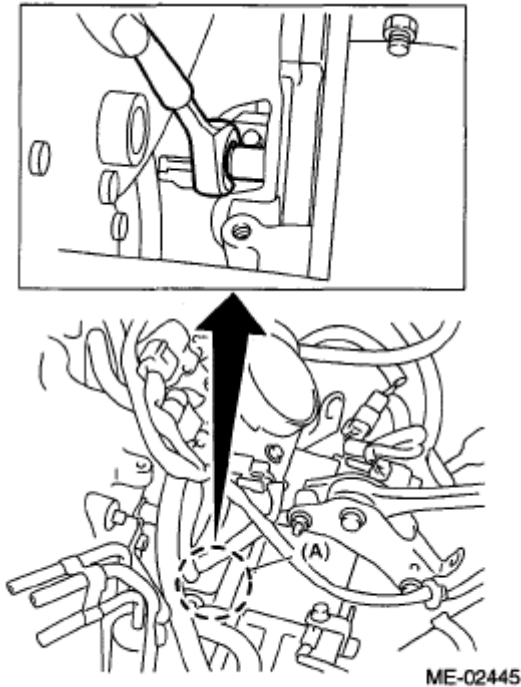
8. Install the starter. < Refer to **INSTALLATION** , Starter. >
9. Install the torque converter clutch to drive plate.
 1. Tighten the bolts which hold torque converter clutch to drive plate.

2. Tighten other bolts while rotating the engine using socket wrench.

Tightening torque:

25 N.m (2.5 kgf-m, 18 ft-lb)

3. Install the service hole plug to prevent foreign matter from being mixed.



(A) Service hole plug

Fig. 45: Identifying Service Hole Plug
Courtesy of SUBARU OF AMERICA, INC.

10. Lift-up the vehicle.
11. Tighten the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:

50 N.m (5.1 kgf-m, 37 ft-lb)

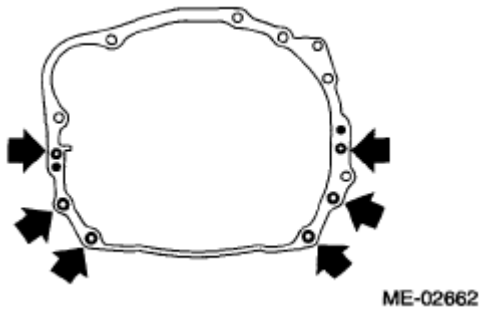


Fig. 46: Identifying Bolts And Nuts
Courtesy of SUBARU OF AMERICA, INC.

12. Fasten the vacuum pump bracket to the engine and transmission using the bolts.

Tightening torque:

25 N.m (2.5 kgf-m, 18 ft-lb)

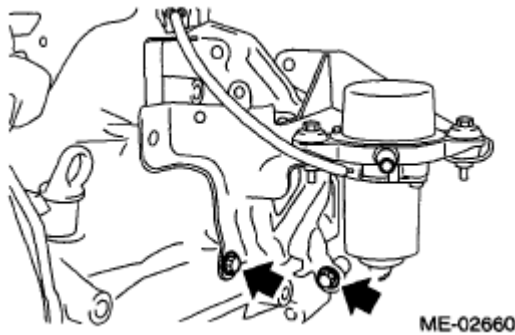


Fig. 47: Identifying Vacuum Pump Bracket
Courtesy of SUBARU OF AMERICA, INC.

13. Tighten the nuts which install the front cushion rubber onto crossmember.

Tightening torque:

75 N.m (7.6 kgf-m, 55.3 ft-lb)

NOTE: Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.

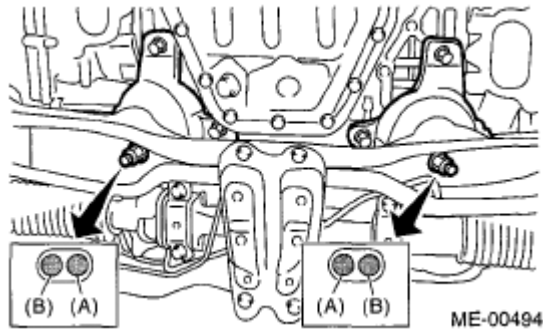


Fig. 48: Identifying Front Cushion Rubber Mounting Bolts
Courtesy of SUBARU OF AMERICA, INC.

14. Install the front exhaust pipe.

< Refer to **INSTALLATION** , Front Exhaust Pipe. >

NOTE:

- Be care not to let the front exhaust pipe interfere with water pipes and crossmember on engine side.
- Be care not to scratch the flange surface of front exhaust pipe with stud bolt on engine.

15. Connect the ground cable.

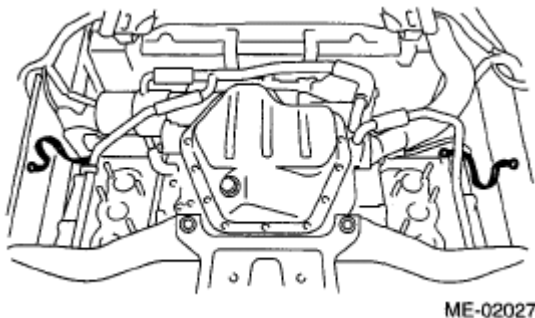


Fig. 49: Connecting Ground Cable
Courtesy of SUBARU OF AMERICA, INC.

16. Lower the vehicle.

17. Install the fuel hose bracket.

Tightening torque:

7.5 N.m (0.76 kgf-m, 5.53 ft-lb)

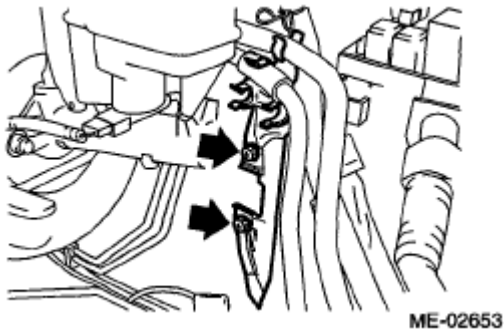


Fig. 50: Identifying Fuel Hose Bracket
Courtesy of SUBARU OF AMERICA, INC.

18. Fasten the vacuum pump bracket to the engine and transmission using the bolts.

Tightening torque:

25 N.m (2.5 kgf-m, 18 ft-lb)

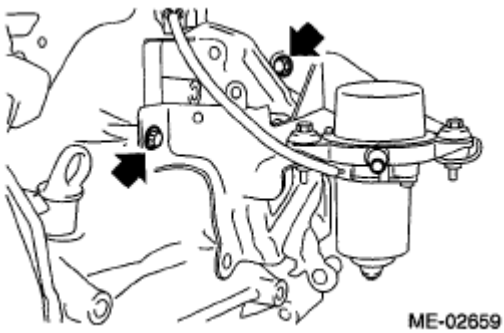


Fig. 51: Identifying Vacuum Pump Bracket
Courtesy of SUBARU OF AMERICA, INC.

19. Install the power steering pump.

Tightening torque:

(A) 15.7 N.m (1.6 kgf-m, 11.6 ft-lb)

(B) 33 N.m (3.4 kgf-m, 24.3 ft-lb)

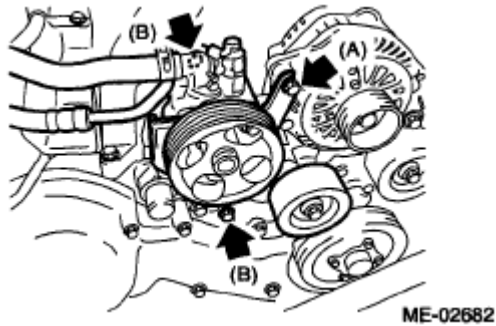


Fig. 52: Identifying Power Steering Pump With Bracket
Courtesy of SUBARU OF AMERICA, INC.

20. Install the reservoir tank.

Tightening torque:

33 N.m (3.4 kgf-m, 24.3 ft-lb)

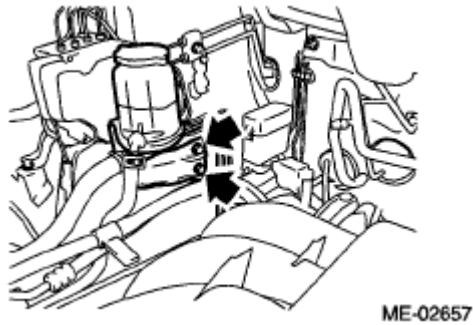


Fig. 53: Identifying Reservoir Tank
Courtesy of SUBARU OF AMERICA, INC.

21. Connect the following hoses.
1. Fuel delivery hose and evaporation hose
 2. Heater inlet and outlet hoses
 3. Brake booster vacuum hose
22. Connect the following connectors.
1. Engine harness connectors



Fig. 54: Identifying Engine Harness Connectors
Courtesy of SUBARU OF AMERICA, INC.

2. Generator connector and terminal
3. A/C compressor connector
4. Power steering switch connector
23. Connect the engine ground terminal.

Tightening torque:

14 N.m (1.4 kgf-m, 10.1 ft-lb)

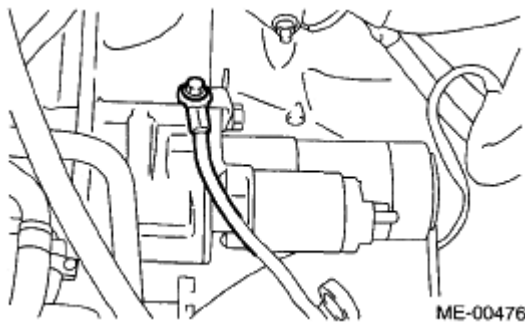


Fig. 55: Identifying Engine Ground Terminal
Courtesy of SUBARU OF AMERICA, INC.

24. Install the A/C pressure hoses.

< Refer to **INSTALLATION** , Hose and Tube. >

25. Install the V-belts. < Refer to **INSTALLATION**, V-BELT. >
26. Install the radiator to vehicle. < Refer to **INSTALLATION** , Radiator. >
27. Install the battery to vehicle. < Refer to **REMOVAL** , Battery. >
28. Fill engine coolant.

< Refer to **FILLING OF ENGINE COOLANT** , REPLACEMENT, Engine Coolant. >

29. Check the ATF level and replenish it if necessary.

< Refer to **INSPECTION** , Automatic Transmission Fluid. >

30. Charge the A/C system with refrigerant. < Refer to **PROCEDURE** , Refrigerant Charging Procedure. >

31. Install the engine front cover.

32. Install the air intake duct, air cleaner case and air intake chamber. < Refer to **INSTALLATION** , Air Intake Duct. > < Refer to **INSTALLATION** , Air Cleaner Case. > < Refer to **INSTALLATION** , Air Intake Chamber. >

33. Install the collector cover.

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

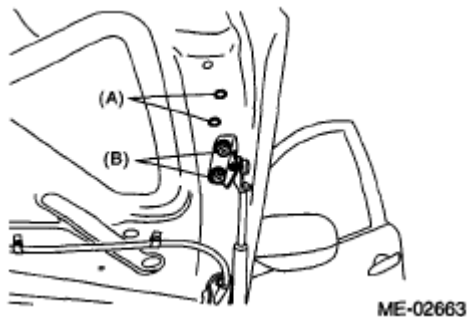


Fig. 56: Identifying Bolt Mounting Position
Courtesy of SUBARU OF AMERICA, INC.

35. Lower the vehicle from the lift.

INSPECTION

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

ENGINE MOUNTING

REMOVAL

1. Remove the engine unit. < Refer to **REMOVAL**, ENGINE ASSEMBLY. >
2. Remove the engine mounting from engine assembly.

INSTALLATION

Install in the reverse order of removal.

Tightening torque:***Engine mounting:***

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

INSPECTION

Make sure that there are no cracks or other damages.

PREPARATION FOR OVERHAUL**REMOVAL**

1. Remove the engine assembly from the body. < Refer to **REMOVAL**, ENGINE ASSEMBLY. >
2. Set the engine on ST.

ST 18232AA000 ENGINE STAND

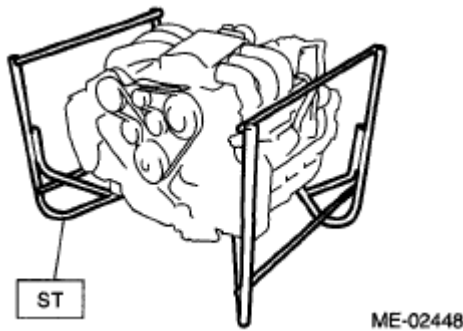


Fig. 57: Setting Engine On ST
Courtesy of SUBARU OF AMERICA, INC.

3. Before servicing overhaul, remove the sensor, pipe and hose that installed to engine.
 1. Remove the intake manifold. < Refer to **REMOVAL**, Intake Manifold. >
 2. Remove the generator. < Refer to **REMOVAL**, Generator. >
 3. Remove the A/C compressor. < Refer to **REMOVAL**, Compressor. >
 4. Disconnect the water pipe and hose.
 5. Disconnect the engine harness.
 6. Remove the spark plug. < Refer to **REMOVAL**, Spark Plug. >
 7. Remove the camshaft position sensor. < Refer to **REMOVAL**, Camshaft Position Sensor. >
 8. Remove the crankshaft position sensor. < Refer to **REMOVAL**, Crankshaft Position Sensor. >
 9. Remove the knock sensor. < Refer to **REMOVAL**, Knock Sensor. >
 10. Remove the engine coolant temperature sensor. < Refer to **REMOVAL**, Engine Coolant Temperature Sensor. >

11. Remove the oil pressure switch. < Refer to **REMOVAL** , Oil Pressure Switch. >
12. Remove the oil filter. < Refer to **REMOVAL** , Engine Oil Filter. >
13. Remove the oil cooler. < Refer to **REMOVAL** , Oil Cooler. >

CRANK PULLEY

REMOVAL

1. Remove the crank pulley cover.

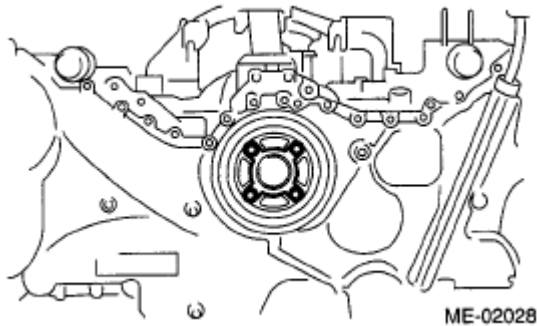


Fig. 58: Identifying Crank Pulley Cover
Courtesy of SUBARU OF AMERICA, INC.

2. Remove the crank pulley bolt. To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH

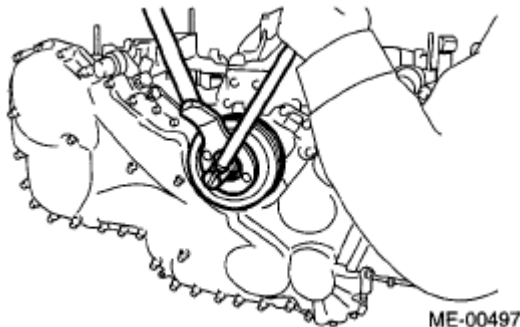


Fig. 59: Identifying Crank Pulley Bolt
Courtesy of SUBARU OF AMERICA, INC.

3. Remove the crank pulley.

INSTALLATION

1. Install the crank pulley.
2. Install the crank pulley bolt. To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH

1. Clean the crank pulley thread using compressed air.
2. Apply engine oil to the crank pulley bolt seat and thread.
3. Tighten the crank pulley bolts.

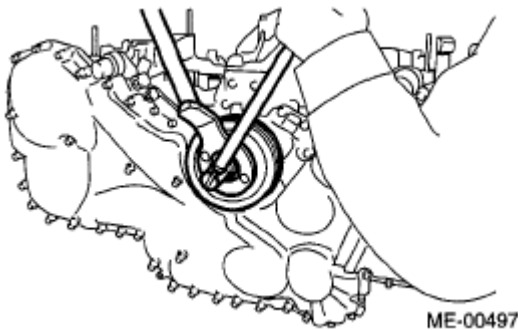
Tightening torque:***178 N.m (18.1 kgf-m, 131 ft-lb)***

Fig. 60: Identifying Crank Pulley Bolt
Courtesy of SUBARU OF AMERICA, INC.

3. Install the crank pulley cover.

NOTE: Assemble the O-ring to crank pulley cover.

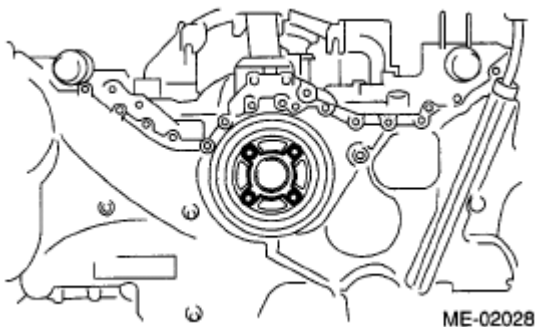
Tightening torque:***6.4 N.m (0.65 kgf-m, 4.7 ft-lb)***

Fig. 61: Identifying Crank Pulley Cover
Courtesy of SUBARU OF AMERICA, INC.

INSPECTION

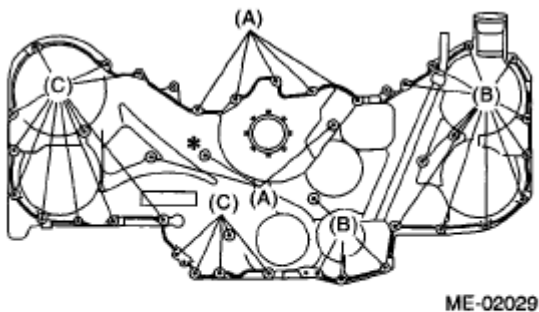
1. Check the crank pulley cover for oil and air leakage.
2. Check the crank pulley for looseness.

FRONT CHAIN COVER

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover.

NOTE: Chain cover installation bolt has three different sizes. To prevent the confusion in installation, keep these bolts on container individually.



(A) M6 x 16

(B) M6 x 30

(C) M6 x 45

*: Sealing washer

Fig. 62: Identifying Front Chain Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

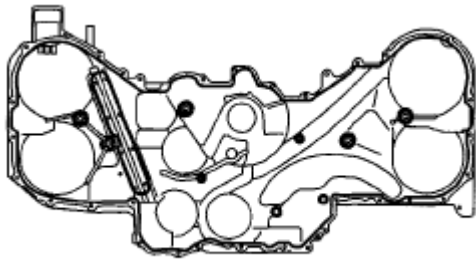
1. Remove the used liquid gasket from mating surface, and degrease it.
2. Apply liquid gasket to the mating surface of front chain cover.

Liquid gasket

THREE BOND 1280B (Part No. K0877YA018)

Applying liquid gasket diameter

2.5±0.5 mm (0.098±0.020 in)

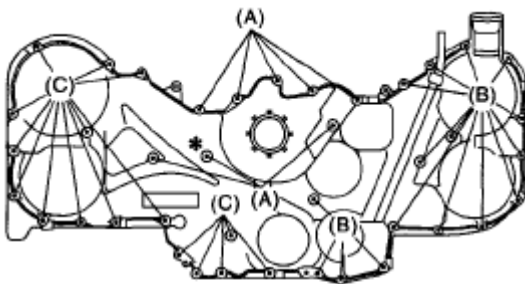


ME-02385

Fig. 63: Applying Liquid Gasket To Mating Surface Of Front Chain Cover
 Courtesy of SUBARU OF AMERICA, INC.

3. Install the front chain cover. Temporarily tighten the bolts.

CAUTION: Do not install the bolts in wrong place.



ME-02029

(A) M6 × 16

(B) M6 × 30

(C) M6 × 45

*: Sealing washer

Fig. 64: Identifying Front Chain Cover Bolts
 Courtesy of SUBARU OF AMERICA, INC.

4. Tighten the bolts in the numerical order as shown in the figure.

Tightening torque:

6.6 N.m (0.67 kgf-m, 4.8 ft-lb)

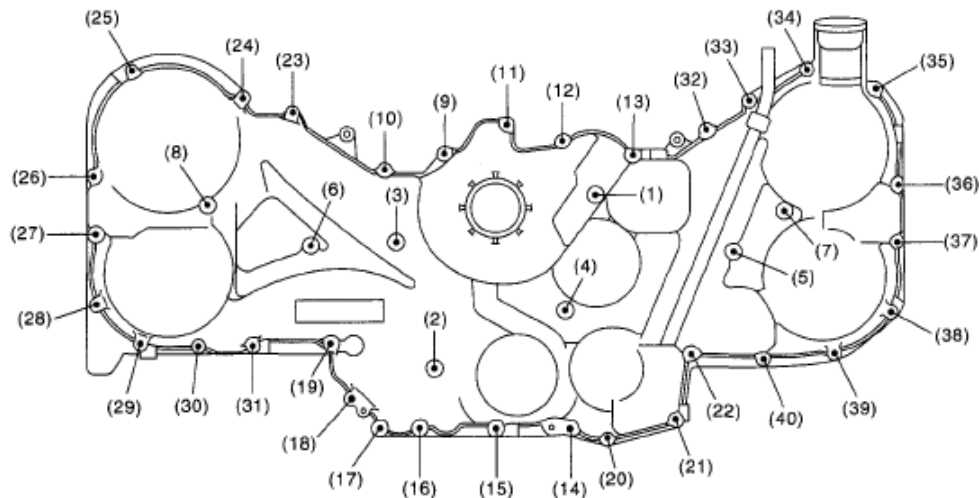


Fig. 65: Tightening Sequence Of Bolts
Courtesy of SUBARU OF AMERICA, INC.

5. Install the crank pulley. < Refer to **INSTALLATION**, CRANK PULLEY. >

INSPECTION

Check the cover surface for scratch and damage.

Check for oil leakage on cover mating surface and installation part of crank pulley.

TIMING CHAIN ASSEMBLY

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the chain tensioner (RH).

NOTE: Be careful not to come out the plunger (A).

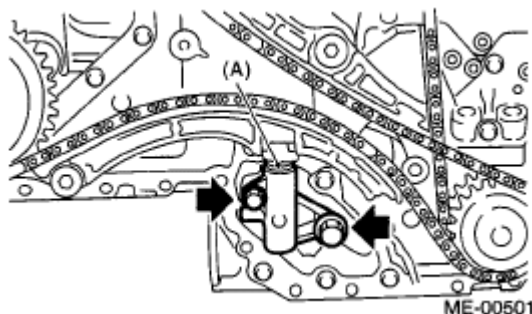
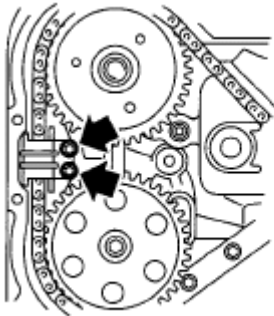


Fig. 66: Identifying Chain Tensioner (RH)
Courtesy of SUBARU OF AMERICA, INC.

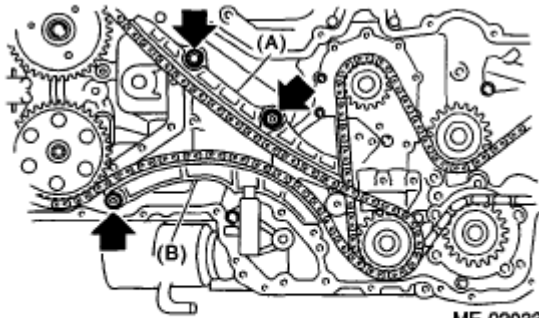
4. Remove the chain guide (RH: between cams).



ME-02032

Fig. 67: Identifying Chain Guide
Courtesy of SUBARU OF AMERICA, INC.

5. Remove the chain guide (RH).
6. Remove the chain tensioner lever (RH).



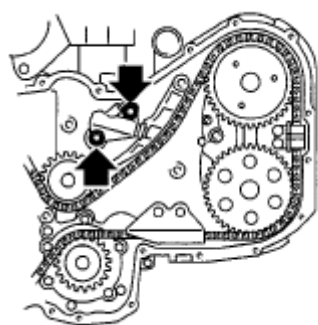
ME-02033

- (A) Chain guide (RH)
(B) Chain tensioner lever (RH)

Fig. 68: Identifying Chain Tensioner Lever
Courtesy of SUBARU OF AMERICA, INC.

7. Remove the timing chain (RH).
8. Remove the chain tensioner (LH).

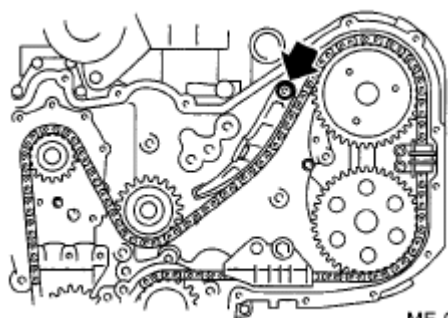
NOTE: Be careful not to come out the plunger.



ME-02034

Fig. 69: Identifying Timing Chain
Courtesy of SUBARU OF AMERICA, INC.

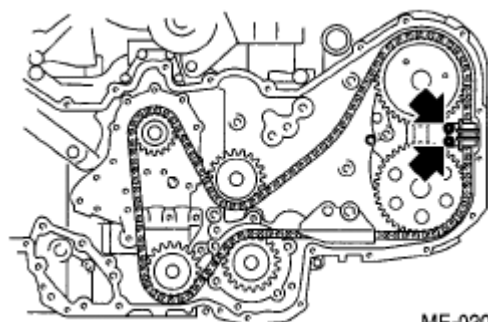
9. Remove the chain tensioner lever (LH).



ME-02035

Fig. 70: Identifying Chain Tensioner Lever
Courtesy of SUBARU OF AMERICA, INC.

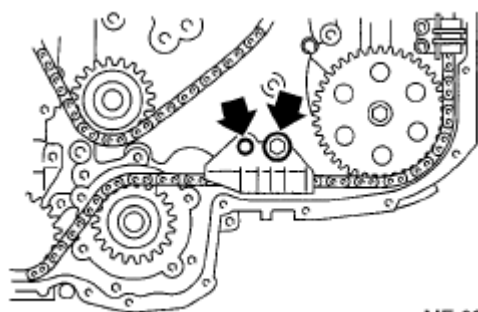
10. Remove the chain guide (LH: between cams).



ME-02036

Fig. 71: Identifying Chain Guide Between Cams
Courtesy of SUBARU OF AMERICA, INC.

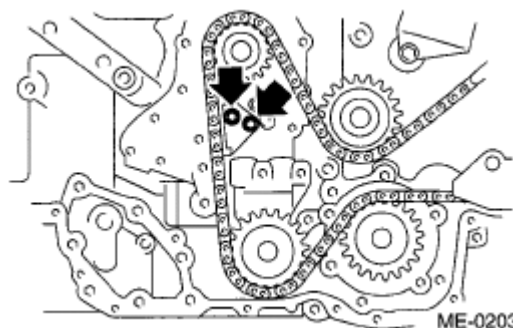
11. Remove the chain guide (LH).



ME-02037

Fig. 72: Identifying Chain Guide (LH)
Courtesy of SUBARU OF AMERICA, INC.

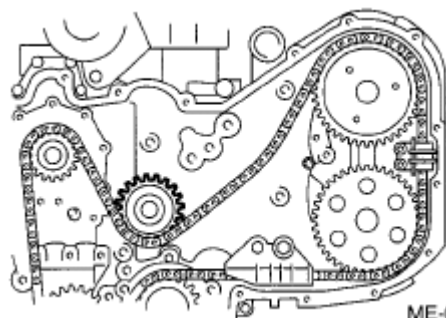
12. Remove the chain guide (center).



ME-02038

Fig. 73: Identifying Chain Guide (Center)
Courtesy of SUBARU OF AMERICA, INC.

13. Remove the idler sprocket (upper).



ME-02039

Fig. 74: Identifying Idler Sprocket (Upper)
Courtesy of SUBARU OF AMERICA, INC.

14. Remove the timing chain (LH).
15. Remove the idler sprocket (lower).

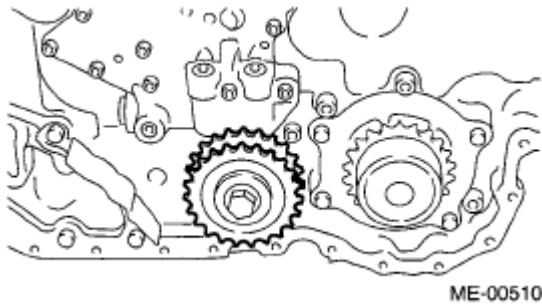


Fig. 75: Identifying Idler Sprocket (Lower)
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

NOTE:

- Be careful that the foreign matter is not into or onto assembled component during installation.
- Apply engine oil to the chain guide, chain tensioner lever and idler sprocket when installing.

1. Preparation for chain tensioner installation

1. Insert the screw, spring pin and tension rod into tensioner body.
2. While depressing the tensioner onto rubber mat, twist it to shorten tension rod. Then insert the thin pin into the hole between tension rod and tension body to keep it.

NOTE: Work on the rubber mat or other anti-skid materials.

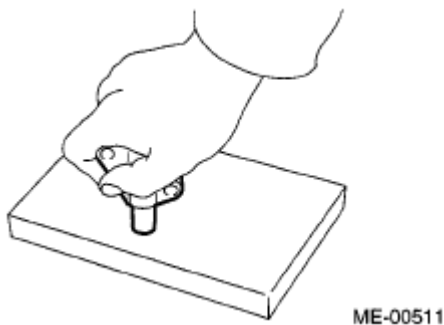
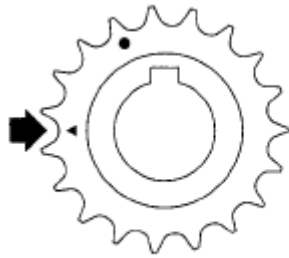


Fig. 76: Depressing Tensioner On Rubber mat
Courtesy of SUBARU OF AMERICA, INC.

2. Using the ST, align the "Top mark" on crank sprocket to 9 o'clock position as shown in the figure

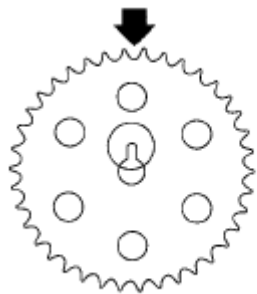
ST 18252AA000 CRANKSHAFT SOCKET



ME-02040

Fig. 77: Identifying Crank Sprocket Mark
Courtesy of SUBARU OF AMERICA, INC.

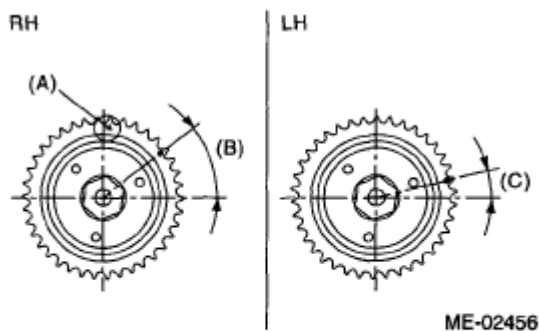
3. Align the key groove on exhaust cam sprocket to 12 o'clock position as shown in the figure.



ME-02041

Fig. 78: Aligning Key Groove On Exhaust Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

4. Align the intake cam sprocket as shown in the figure.



ME-02456

- (A) Top mark
- (B) 40°
- (C) 15°

Fig. 79: Aligning Intake Cam Sprocket
Courtesy of SUBARU OF AMERICA, INC.

5. Turn the crank sprocket clockwise, align the "Top mark" to 12 o'clock position. (Piston #1 is in TDC position)

NOTE: Do not rotate the crank shaft and cam sprocket before completing timing chain installation.

6. Install the idler sprocket (lower).

Tightening torque:

69 N.m (7.0 kgf-m, 50.6 ft-lb)

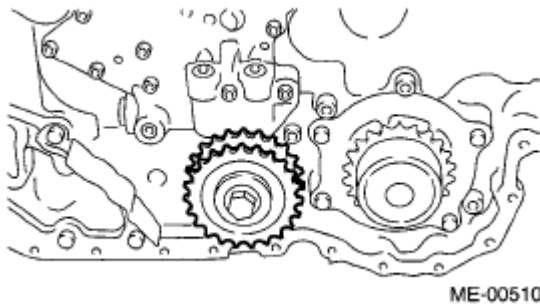
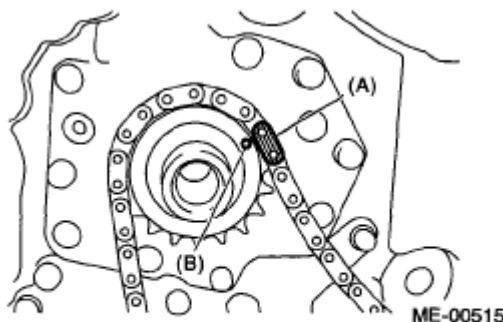


Fig. 80: Identifying Idler Sprocket (Lower)
Courtesy of SUBARU OF AMERICA, INC.

7. Install the timing chain (LH).
 1. Align the timing mark (B) on the crank sprocket with mark (A) on the timing chain (LH).



(A) Gold
(B) Mark

Fig. 81: Identifying Timing Chain (LH)
Courtesy of SUBARU OF AMERICA, INC.

2. Install the timing chain (LH) to the idler sprocket (lower), water pump, exhaust cam sprocket (LH) and intake cam sprocket (LH) in this order.

NOTE: Check that the mark on timing chain (A) and cam sprocket (B) is aligned as same as aligned on crank sprocket.

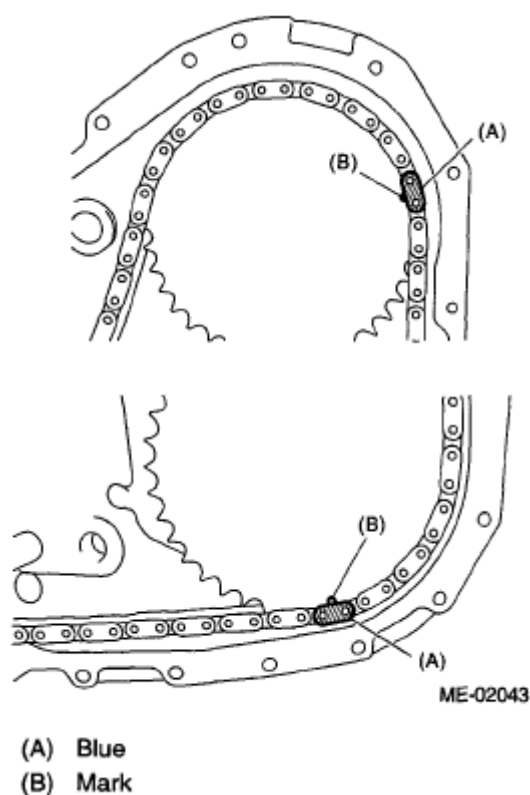


Fig. 82: Identifying Timing Chain And Cam Sprocket Marks
Courtesy of SUBARU OF AMERICA, INC.

3. Install the chain idler (upper).

Tightening torque:

69 N.m (7.0 kgf-m, 50.6 ft-lb)

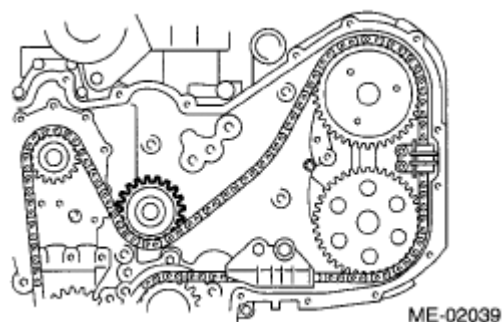


Fig. 83: Identifying Chain Idler (Upper)
Courtesy of SUBARU OF AMERICA, INC.

4. Install the chain guide (LH: between cams).

Tightening torque:

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

NOTE: Use a new installing bolt.

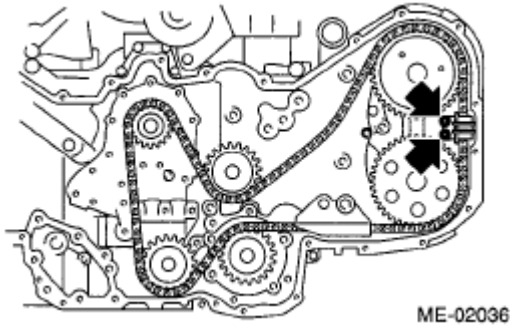


Fig. 84: Identifying Chain Guide Between Cams
Courtesy of SUBARU OF AMERICA, INC.

5. Install the chain guide (LH).

Tightening torque:

16 N.m (1.6 kgf-m, 12 ft-lb)

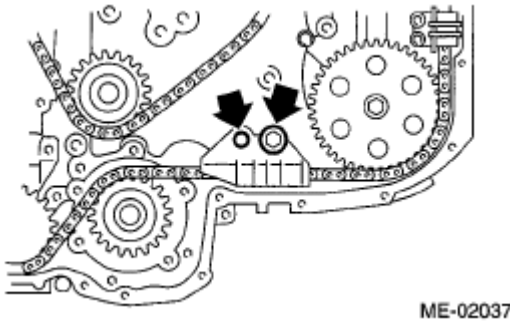


Fig. 85: Identifying Chain Guide (LH)
Courtesy of SUBARU OF AMERICA, INC.

6. Install the chain tensioner lever (LH).

Tightening torque:

16 N.m (1.6 kgf-m, 12 ft-lb)

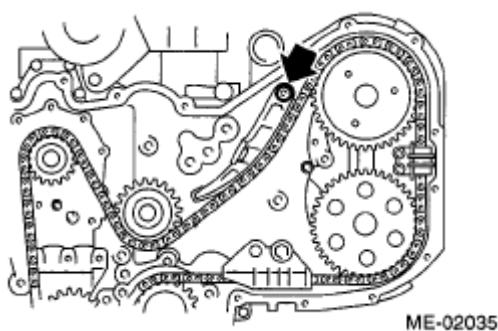


Fig. 86: Identifying Chain Tensioner Lever (LH)
 Courtesy of SUBARU OF AMERICA, INC.

7. Install the chain tensioner (LH).

Tightening torque:

16 N.m (1.6 kgf-m, 12 ft-lb)

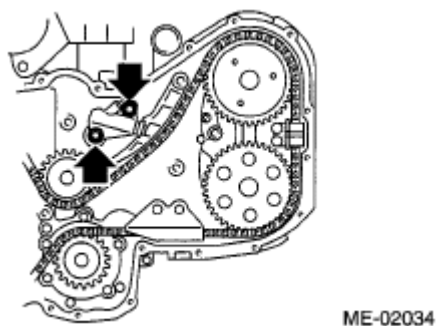
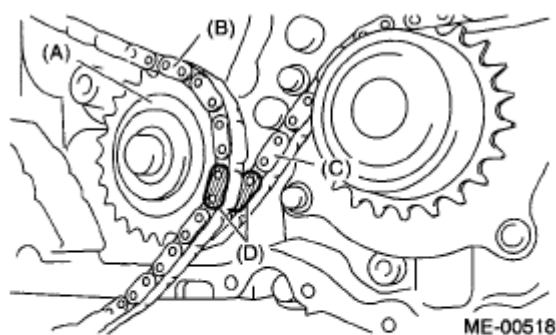


Fig. 87: Identifying Chain Tensioner (LH)
 Courtesy of SUBARU OF AMERICA, INC.

8. Install the timing chain (RH).
 1. Align the marks of timing chain LH and RH on the idler sprocket (lower).

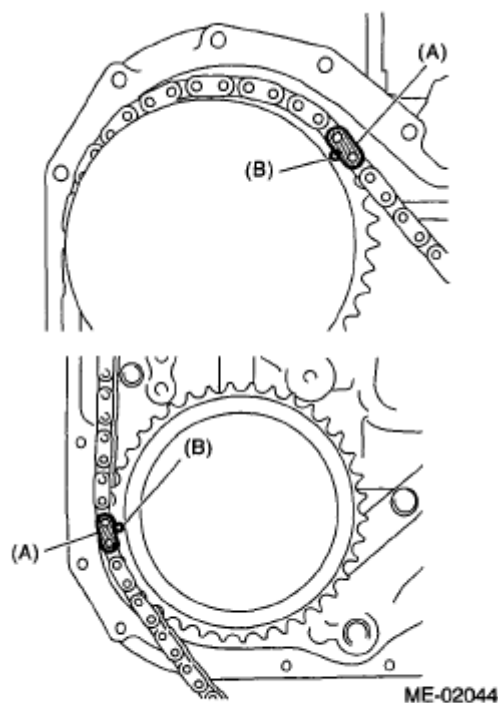


- (A) Idler sprocket (lower)
- (B) Timing chain (RH)
- (C) Timing chain (LH)
- (D) Blue

Fig. 88: Identifying Timing Chain (RH)
Courtesy of SUBARU OF AMERICA, INC.

2. Install the timing chain (RH) to the intake cam sprocket (RH) and exhaust cam sprocket (RH) in this order.

NOTE: Check that the mark on timing chain (A) and cam sprocket (B) is aligned as same as aligned on crank sprocket.



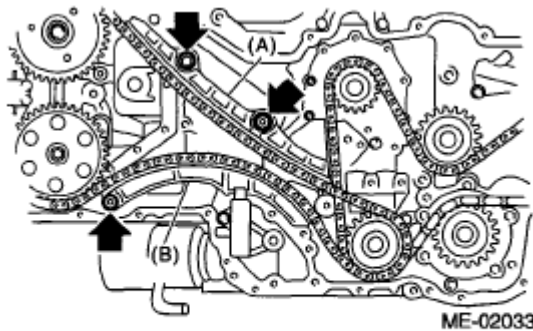
- (A) Gold
- (B) Mark

Fig. 89: Identifying Timing Chain And Cam Sprocket Mark
Courtesy of SUBARU OF AMERICA, INC.

3. Install the chain guide (RH).
4. Install the chain tensioner lever (RH).

Tightening torque:

16 N.m (1.6 kgf-m, 12 ft-lb)



- (A) Chain guide (RH)
(B) Chain tensioner lever (RH)

Fig. 90: Identifying Chain Tensioner Lever (RH)
Courtesy of SUBARU OF AMERICA, INC.

5. Install the chain guide (RH: between cams).

Tightening torque:

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

NOTE: Use a new installing bolt.

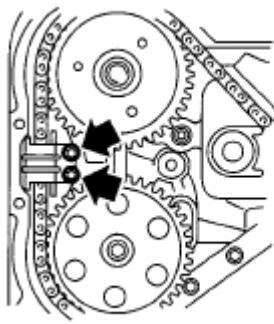


Fig. 91: Identifying Chain Guide Between Cams
Courtesy of SUBARU OF AMERICA, INC.

6. Install the chain tensioner (RH).

Tightening torque:

16 N.m (1.6 kgf-m, 12 ft-lb)

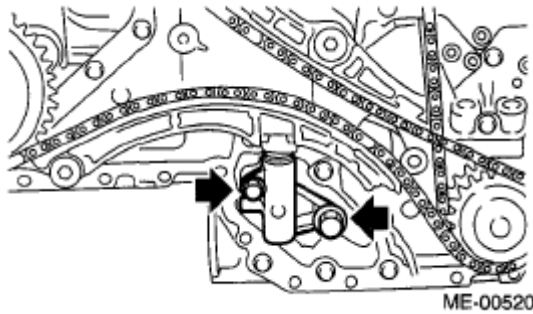


Fig. 92: Identifying Chain Tensioner (RH)
Courtesy of SUBARU OF AMERICA, INC.

7. Adjust the clearance between chain guide (RH) and chain guide (center) within 8.4 - 8.6 mm (0.331 - 0.339 in). Install the chain guide (center).

Tightening torque:

7.8 N.m (0.8 kgf-m, 5.8 ft-lb)

NOTE: Use a new installing bolt.

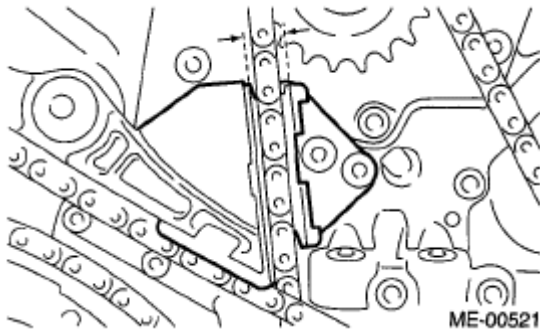


Fig. 93: Adjusting Clearance Between Chain Guide (RH) And Chain Guide
Courtesy of SUBARU OF AMERICA, INC.

8. Check that each mark on the sprocket and timing chain is matched, and then draw out the stopper pin from chain tensioner.

CAM SPROCKET

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain assembly.

< Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >

4. Remove the cam sprocket. To lock the camshaft, use the ST.

ST 499977500 CAM SPROCKET WRENCH

ST 18231AA020 CAM SPROCKET WRENCH

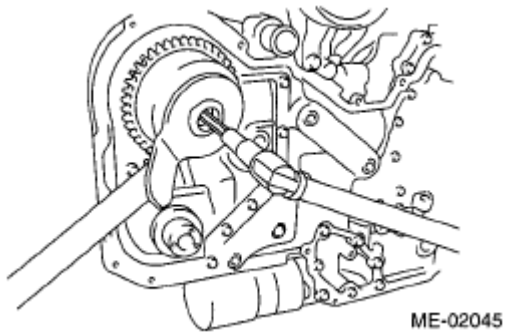


Fig. 94: Identifying ST 499977500 Cam Sprocket Wrench
Courtesy of SUBARU OF AMERICA, INC.

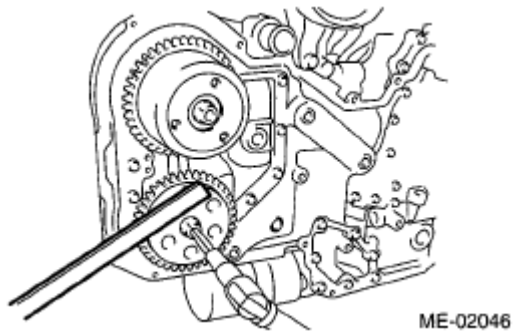


Fig. 95: Identifying ST 18231AA020 Cam Sprocket Wrench
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the cam sprocket. To lock the camshaft, use the ST.

Tightening torque:

29.5 N.m (3.0 kgf-m, 21.8 ft-lb)

2. Further tighten the bolt.

Tightening angle:

Intake

$45^{\circ} \pm 5^{\circ}$

Exhaust

$25^{\circ} \pm 5^{\circ}$

ST 499977500 CAM SPROCKET WRENCH

ST 18231AA020 CAM SPROCKET WRENCH

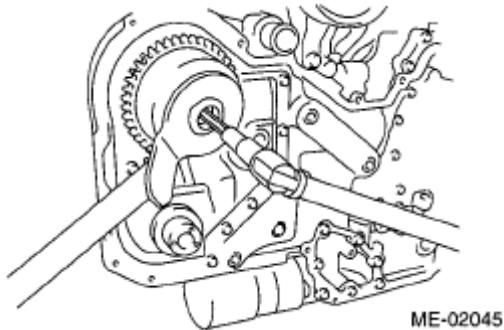


Fig. 96: Identifying ST 499977500 Cam Sprocket Wrench
Courtesy of SUBARU OF AMERICA, INC.

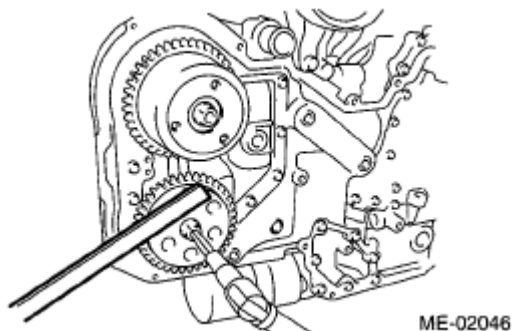


Fig. 97: Identifying ST 18231AA020 Cam Sprocket Wrench
Courtesy of SUBARU OF AMERICA, INC.

3. Install the timing chain assembly.

< Refer to **INSTALLATION**, TIMING CHAIN ASSEMBLY. >

4. Install the front chain cover.

< Refer to **INSTALLATION**, FRONT CHAIN COVER. >

5. 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

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain assembly.

< Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >

4. Remove the crank sprocket (A).

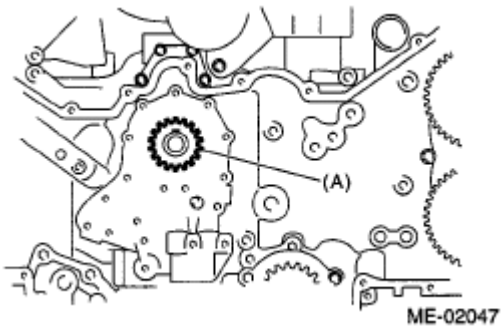


Fig. 98: Identifying Crank Sprocket
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the crank sprocket (A).

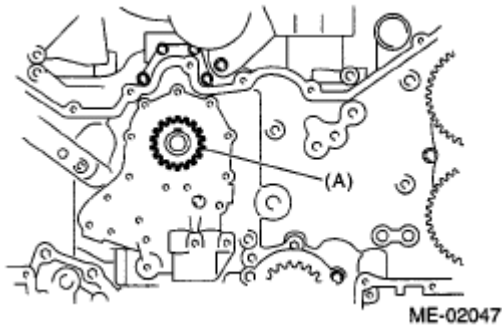


Fig. 99: Identifying Crank Sprocket
Courtesy of SUBARU OF AMERICA, INC.

2. Install the timing chain assembly.
< Refer to **INSTALLATION**, TIMING CHAIN ASSEMBLY. >
3. Install the front chain cover.
< Refer to **INSTALLATION**, FRONT CHAIN COVER. >
4. Install the crank pulley. < Refer to **INSTALLATION**, CRANK PULLEY. >

INSPECTION

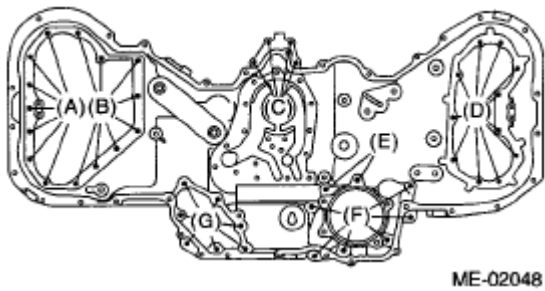
1. Check the crank sprocket teeth for abnormal wear and scratches.
2. Make sure there is no free play between crank sprocket and key.

REAR CHAIN COVER

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain. < Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >
4. Remove the cam sprocket. < Refer to **REMOVAL**, CAM SPROCKET. >
5. Remove the crank sprocket.
6. Remove the oil pump. < Refer to **REMOVAL**, Oil Pump. >
7. Remove the water pump. < Refer to **REMOVAL**, Water Pump. >
8. Remove the rear chain cover.

NOTE: Installation bolt has seven different sizes. To prevent the confusion in installation, keep these bolts on container individually.



- (A) M6 × 14
- (B) M6 × 18 (Silver)
- (C) M6 × 30
- (D) M6 × 18
- (E) M8 × 43
- (F) M8 × 30
- (G) M6 × 22

Fig. 100: Identifying Rear Chain Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Remove the used liquid gasket from mating surface, and degrease it.
2. Apply liquid gasket to the mating surface of rear chain cover.

Liquid gasket

THREE BOND 1280B (Part No. K0877A018)

Applying liquid gasket diameter

(A) 1.0 ± 0.5 mm (0.039 ± 0.020 in)

(B) 3.0 ± 1.0 mm (0.118 ± 0.039 in)

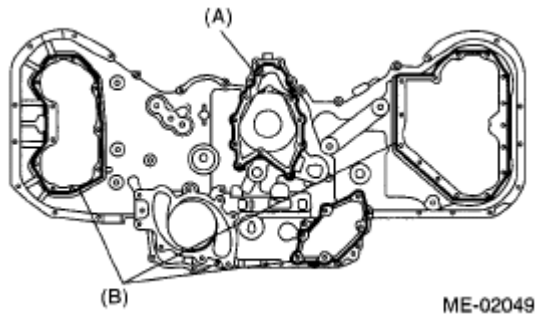
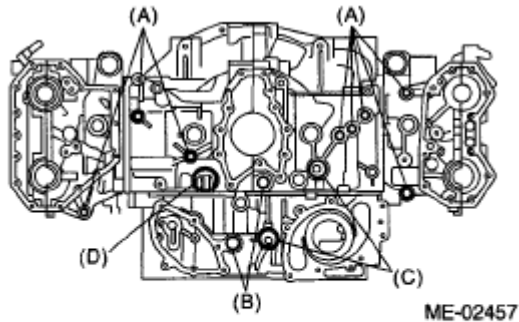


Fig. 101: Applying Liquid Gasket To Mating Surface Of Rear Chain Cover
Courtesy of SUBARU OF AMERICA, INC.

3. Install the O-ring.

NOTE:

- Do not reuse the O-ring.
- Do not install the O-ring in wrong place.



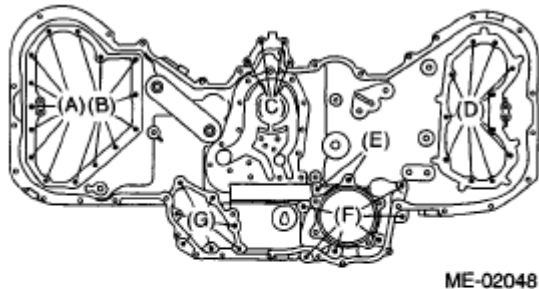
- (A) 14.2 × 1.9
 (B) 19.2 × 2.4
 (C) 25 × 2
 (D) 31.2 × 1.9

Fig. 102: Identifying Bolt Sizes
 Courtesy of SUBARU OF AMERICA, INC.

4. Temporarily tighten the rear chain cover.

NOTE:

Do not install the bolts in wrong place.



- (A) M6 × 14
 (B) M6 × 18 (Silver)
 (C) M6 × 30
 (D) M6 × 18
 (E) M8 × 43
 (F) M8 × 30
 (G) M6 × 22

Fig. 103: Identifying Rear Chain Cover Bolts
 Courtesy of SUBARU OF AMERICA, INC.

5. Tighten the bolts in the numerical order as shown in the figure.

Tightening torque:

TIGHTENING TORQUE SPECIFICATIONS

(1) - (11)	9 N.m (0.9 kgf-m, 6.5 ft-lb)
(12) - (19)	20 N.m (2.0 kgf-m, 14 ft-lb)
(20) - (30)	9 N.m (0.9 kgf-m, 6.5 ft-lb)
(31) - (38)	12 N.m (1.2 kgf-m, 8.7 ft-lb)
(39) - (45)	9 N.m (0.9 kgf-m, 6.5 ft-lb)

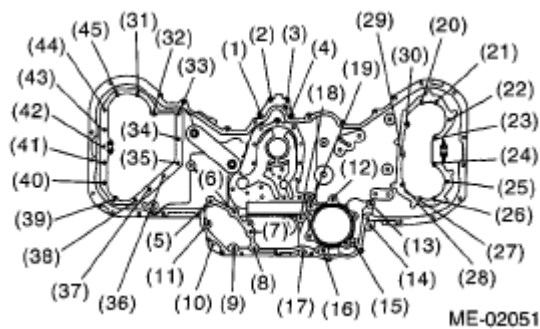


Fig. 104: Tightening Sequence Of Bolts
 Courtesy of SUBARU OF AMERICA, INC.

6. Install the water pump. < Refer to **INSTALLATION** , Water Pump. >
7. Install the oil pump. < Refer to **INSTALLATION** , Oil Pump. >
8. Install the crank sprocket.
9. Install the cam sprocket. < Refer to **INSTALLATION**, CAM SPROCKET. >
10. Install the timing chain. < Refer to **INSTALLATION**, TIMING CHAIN ASSEMBLY. >
11. Install the front chain cover.

< Refer to **INSTALLATION**, FRONT CHAIN COVER. >

12. Install the crank pulley. < Refer to **INSTALLATION**, CRANK PULLEY. >

CAMSHAFT

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain assembly.

< Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >

4. Remove the cam sprocket.

< Refer to **REMOVAL**, CAM SPROCKET. >

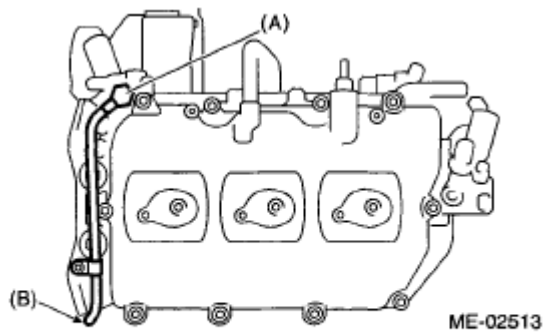
5. Remove the crank sprocket.

< Refer to **REMOVAL**, CRANK SPROCKET. >

6. Remove the rear chain cover.

< Refer to **REMOVAL**, REAR CHAIN COVER. >

7. Disconnect the oil pipe.



(A) Bolt without filter (with white mark)

(B) Bolt with filter (without white mark)

Fig. 105: Identifying Oil Pipe

Courtesy of SUBARU OF AMERICA, INC.

8. Remove the rocker cover (LH).

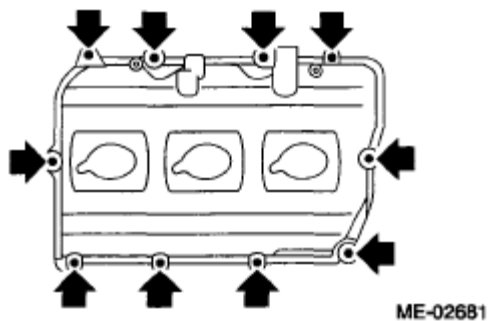


Fig. 106: Identifying Rocker Cover (LH)

Courtesy of SUBARU OF AMERICA, INC.

9. Remove the plugs (LH).

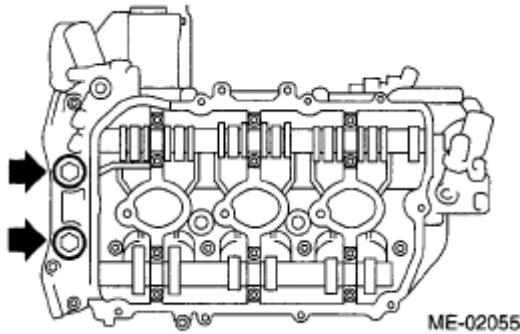


Fig. 107: Identifying Plugs (LH)

Courtesy of SUBARU OF AMERICA, INC.

10. Loosen the camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.

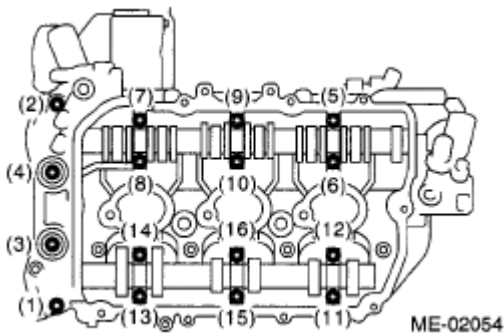


Fig. 108: Identifying Camshaft Cap Bolts

Courtesy of SUBARU OF AMERICA, INC.

11. Remove the camshaft caps and camshaft (LH).

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

12. Similarly, remove the camshafts (RH) and related parts.

INSTALLATION

1. Apply engine oil to camshaft journals, and install the camshaft.
2. Install the camshaft cap.
 1. Apply liquid gasket sparingly to back side of front camshaft cap as shown in the figure.

CAUTION: Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to flow toward cam journal, resulting in engine seizure.

Liquid gasket:

THREE BOND 1280B (Part No. K0877YA018)

Applying liquid gasket diameter:

$2.0 \pm 0.5 \text{ mm}$ ($0.079 \pm 0.020 \text{ in}$)

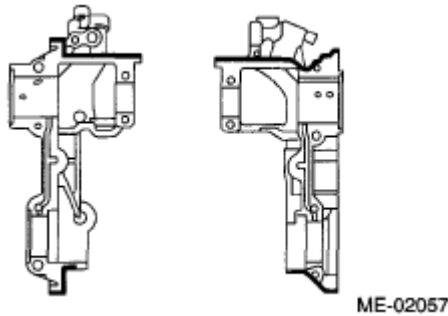


Fig. 109: Applying Liquid Gasket Sparingly To Back Side Of Front Camshaft Cap
Courtesy of SUBARU OF AMERICA, INC.

2. Apply engine oil to cap bearing surface, and install the cap to camshaft.
3. Tighten the rocker cover bolts in the numerical order as shown in the figure.

Tightening torque:

(1) - (12): 16 N.m (1.6 kgf-m, 12 ft-lb)

(13) - (16): 9.75 N.m (1.0 kgf-m, 7.2 ft-lb)

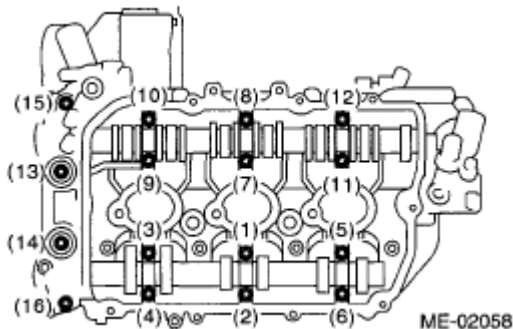


Fig. 110: Identifying Rocker Cover Bolts
Courtesy of SUBARU OF AMERICA, INC.

3. Install the plugs.

Tightening torque:

60 N.m (6.1 kgf-m, 44 ft-lb)

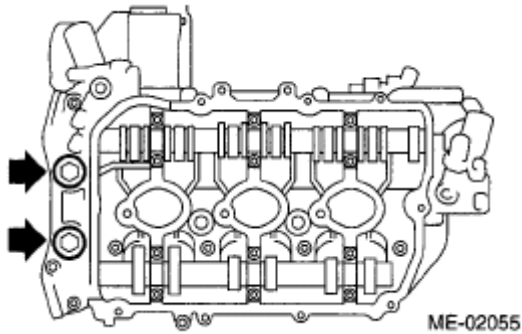


Fig. 111: Identifying Plugs

Courtesy of SUBARU OF AMERICA, INC.

4. Install the rocker cover.

1. Apply liquid gasket sparingly to the mating surface of cylinder head and rocker cover as shown in the figure.

CAUTION: Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to flow toward cam journal, resulting in engine seizure.

Liquid gasket:

THREE BOND 1280B (Part No. K0877YA018)

- LH side

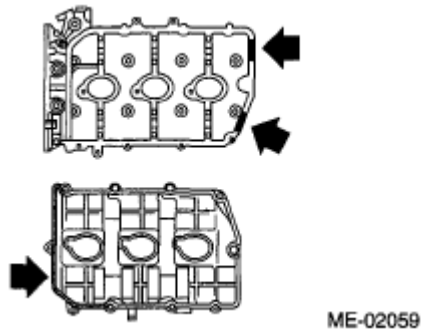


Fig. 112: Applying Liquid Gasket Sparingly To Mating Surface Of Cylinder Head And Rocker Cover (LH Side)

Courtesy of SUBARU OF AMERICA, INC.

- RH side

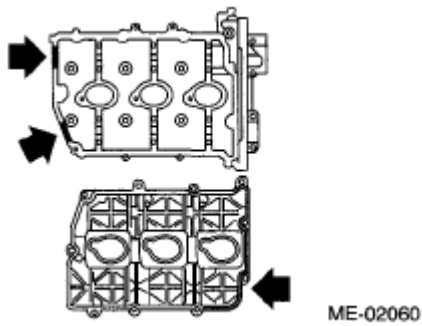


Fig. 113: Applying Liquid Gasket Sparingly To Mating Surface Of Cylinder Head And Rocker Cover (RH Side)
Courtesy of SUBARU OF AMERICA, INC.

2. Tighten the rocker cover bolts in the numerical order as shown in the figure.

Tightening torque:

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

- LH side

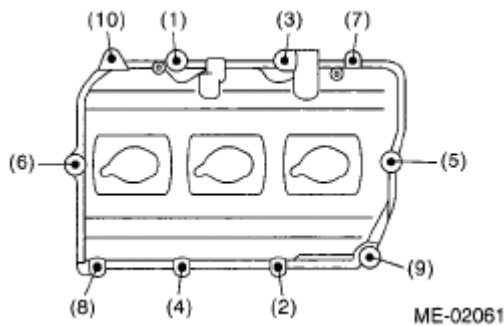


Fig. 114: Identifying Rocker Cover Bolts (LH Side)
Courtesy of SUBARU OF AMERICA, INC.

- RH side

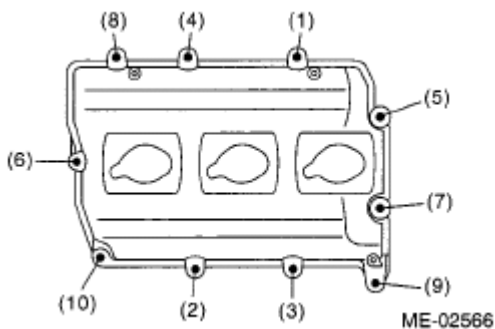


Fig. 115: Identifying Rocker Cover Bolts (RH Side)

Courtesy of SUBARU OF AMERICA, INC.

5. Connect the oil pipe.

- CAUTION:**
- Be careful not to mistake the location of (A) and (B).
 - Be sure to use a new gasket.

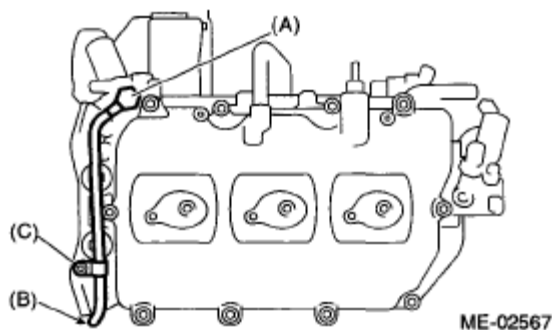
Tightening torque:

(A), (B)

29 N.m (3.0 kgf-m, 652.27 cm-lb)

(C)

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



- (A) Bolt without filter (with white mark)
(B) Bolt with filter (without white mark)
(C) Oil pipe bolt

Fig. 116: Identifying Oil Pipe

Courtesy of SUBARU OF AMERICA, INC.

6. Install the rear chain cover. < Refer to **INSTALLATION**, REAR CHAIN COVER. >
7. Install the crank sprocket.

< Refer to **INSTALLATION**, CRANK SPROCKET. >

8. Install the cam sprocket.

< Refer to **INSTALLATION**, CAM SPROCKET. >

9. Install the timing chain assembly.

< Refer to **INSTALLATION**, TIMING CHAIN ASSEMBLY. >

10. Install the front chain cover.

< Refer to **INSTALLATION**, FRONT CHAIN COVER. >

11. Install the crank pulley.

< Refer to **INSTALLATION**, CRANK PULLEY. >

INSPECTION

1. Measure the bend of camshaft. Repair or replace if bent.

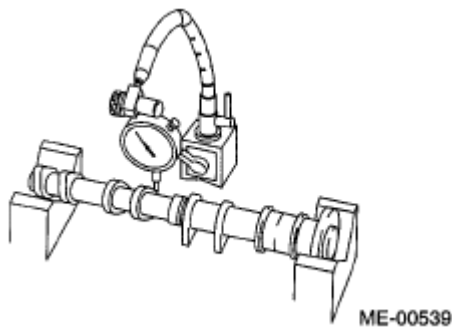


Fig. 117: Measuring Bend Of Camshaft
Courtesy of SUBARU OF AMERICA, INC.

2. Check the journal for damage and wear. Replace if faulty.
3. Measure the outside diameter of camshaft journal. If the journal diameter is not within specification, check the oil clearance.

CAMSHAFT JOURNAL DIAMETER SPECIFICATIONS

	Camshaft journal	
	Front	Except for front
Standard mm (in)	37.946 - 37.963 (1.4939 - 1.4946)	25.946 - 25.963 (1.0215 - 1.0222)

4. Measurement of the camshaft journal oil clearance:
 1. Clean the bearing caps and camshaft journals.
 2. Place the camshafts on cylinder head. (Without installing the valve rocker.)
 3. Place a plastigage across each camshaft journals.
 4. Install the bearing cap.

NOTE: Do not turn the camshaft.

5. Remove the bearing caps.
6. Measure the widest point of the plastigage on each journal. If oil clearance exceeds the standard, replace the camshaft. If necessary, replace the camshaft caps and cylinder head as a set.

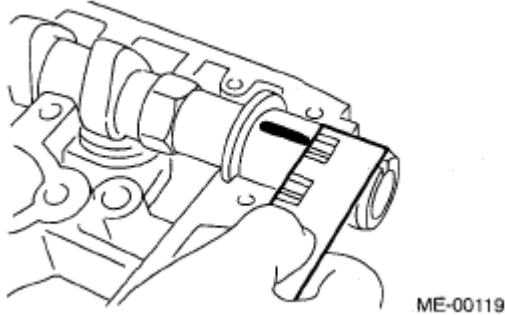
Standard:***0.037 - 0.072 mm (0.0015 - 0.0028 in)***

Fig. 118: Measuring Widest Point Of Plastigage
Courtesy of SUBARU OF AMERICA, INC.

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

Cam height H:***Standard******Intake******HIGH 42.09 - 42.19 mm (1.6571 - 1.6610 in)******LOW1 38.14 - 38.24 mm (1.5016 - 1.5055 in)******LOW2 35.44 - 35.54 mm (1.3953 - 1.3992 in)******Exhaust******41.65 - 47.75 mm (1.6398 - 1.6437 in)******Cam base circle diameter A:******Intake******HIGH 32.0 mm (1.2598 in)******LOW1 31.84 mm (1.2535 in)******LOW2 31.84 mm (1.2535 in)***

Exhaust

32.0 mm (1.2598 in)

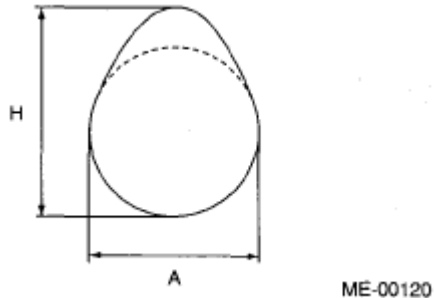


Fig. 119: Checking Cam Height
Courtesy of SUBARU OF AMERICA, INC.

6. Measure the thrust clearance of camshaft with dial gauge. If the clearance exceeds the standard or offset wear occurs, replace the caps and cylinder head as a set. If necessary replace the camshaft.

Standard

Intake

0.075 - 0.135 mm (0.0030 - 0.053 in)

Exhaust

0.030 - 0.090 mm (0.0012 - 0.035 in)

CYLINDER HEAD

REMOVAL

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain assembly.

< Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >

4. Remove the cam sprocket. < Refer to **REMOVAL**, CAM SPROCKET. >
5. Remove the crank sprocket.

< Refer to **REMOVAL**, CRANK SPROCKET. >

6. Remove the rear chain cover.

< Refer to **REMOVAL**, REAR CHAIN COVER. >

7. Remove the camshaft. < Refer to **REMOVAL**, CAMSHAFT. >
8. Remove the cylinder head bolts in the numerical order as shown in the figure.

Leave bolts (2) and (4) engaged by three or four threads to prevent the cylinder head from falling.

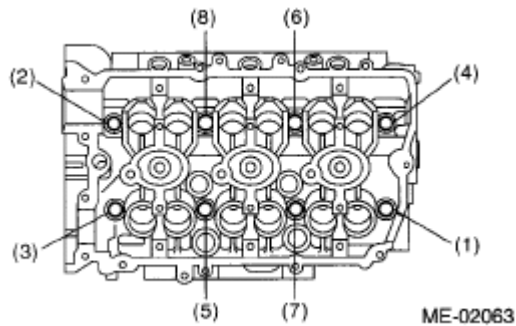


Fig. 120: Identifying Cylinder Head Bolts
Courtesy of SUBARU OF AMERICA, INC.

9. While tapping the cylinder head with a plastic hammer, separate it from cylinder block.
10. Remove the bolts (2) and (4) to remove cylinder head.

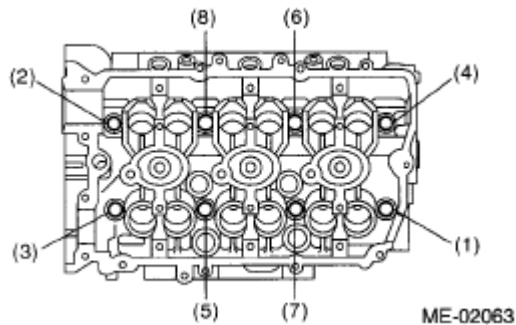


Fig. 121: Identifying Cylinder Head Bolts
Courtesy of SUBARU OF AMERICA, INC.

11. Remove the cylinder head gasket.

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

12. Similarly, remove the cylinder head (RH).

INSTALLATION

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

CAUTION:

- Use new cylinder head gaskets.
- Be careful not to scratch the mating surface of cylinder head and cylinder block.

2. Tighten the cylinder head bolts.

1. Apply a coat of engine oil to washers and cylinder head bolt threads.
2. Install the cylinder head to cylinder block, and then tighten the bolts with torque of 20 N.m (2.0 kgf-m, 14 ft-lb) in numerical sequence as shown in the figure.
3. Tighten the bolts with torque of 50 N.m (5.1 kgf-m, 37 ft-lb) in numerical sequence as shown in the figure.
4. Back off all the bolts by 180° in reverse order of installation, and back them off again by 180°.
5. Tighten the bolts with torque of 20 N.m (2.0 kgf-m, 14 ft-lb) in numerical sequence as shown in the figure.
6. Tighten the bolts (1) - (4) with torque of 48 N.m (4.9 kgf-m, 35.4 ft-lb) in numerical sequence.
7. Tighten the bolts (5) - (8) with torque of 44 N.m (4.5 kgf-m, 33 ft-lb) in numerical sequence.
8. Tighten all bolts 90° in the numerical order as shown in the figure.
9. Tighten the bolt (1) - (4) by 45° in the numerical order.

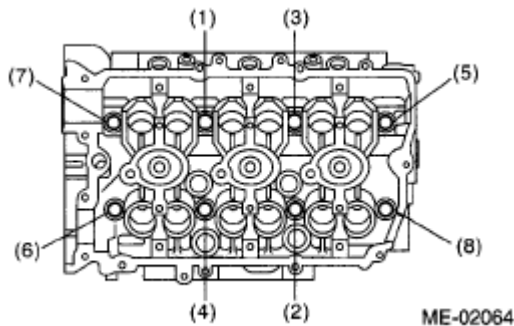


Fig. 122: Tightening Sequence Of Bolts
Courtesy of SUBARU OF AMERICA, INC.

3. Install the camshaft. < Refer to INSTALLATION, CAMSHAFT. >
4. Install the rear chain cover. < Refer to INSTALLATION, REAR CHAIN COVER. >
5. Install the crank sprocket.

< Refer to INSTALLATION, CRANK SPROCKET. >

6. Install the cam sprocket.

< Refer to INSTALLATION, CAM SPROCKET. >

7. Install the timing chain assembly.

< Refer to INSTALLATION, TIMING CHAIN ASSEMBLY. >

8. Install the front chain cover.

< Refer to **INSTALLATION**, FRONT CHAIN COVER. >

9. Install the crank pulley.

< Refer to **INSTALLATION**, CRANK PULLEY. >

DISASSEMBLY

1. Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

2. Remove the valve lifter.

3. Set the ST on valve spring retainer. Compress the valve spring and remove the valve spring retainer key. Remove each valve and valve spring.

ST 499718000 VALVE SPRING REMOVER

NOTE: Keep all the removed parts in order for reinstalling in their original positions.

CAUTION:

- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.

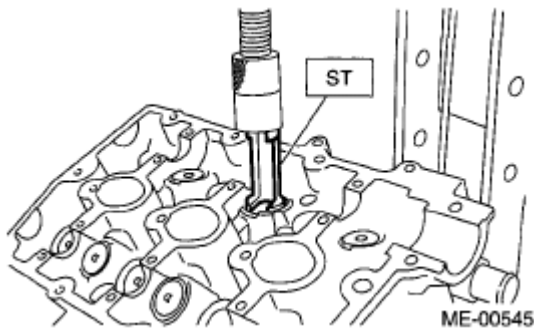


Fig. 123: Identifying ST 499718000 Valve Spring Remover
Courtesy of SUBARU OF AMERICA, INC.

ASSEMBLY

1. Installation of valve spring and valve:

1. Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

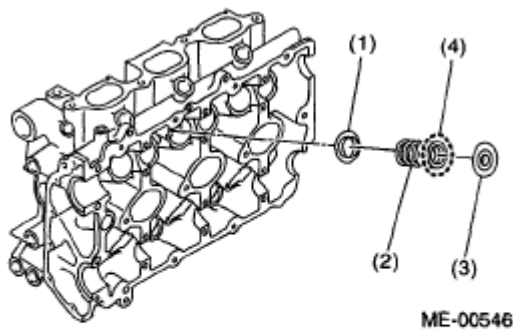
2. Coat the stem of each valve with engine oil and insert the valve into valve guide.

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

3. Install the valve spring and retainer.

NOTE:

- Be sure to install the valve spring with its close-coiled end facing the seat on cylinder head.
- For the valve spring on intake side, install two of them (inner and outer).
- Install the valve spring with the painted side facing to retainer.



- (1) Seat
- (2) Valve spring
- (3) Retainer
- (4) Painted face

Fig. 124: Identifying Valve Spring Components
Courtesy of SUBARU OF AMERICA, INC.

4. Set the ST on valve spring.

ST 499718000 VALVE SPRING REMOVER

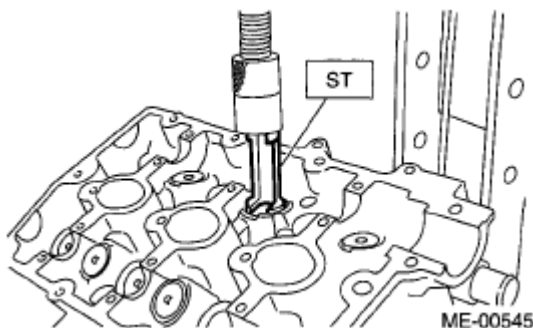


Fig. 125: Identifying ST 499718000 Valve Spring Remover

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 wooden hammer for better seating.
2. Apply oil to the surface of valve lifter and valve shim.
3. Install the valve lifter and valve shim.

INSPECTION

CYLINDER HEAD

1. Make sure that no crack or other damages do not exist. In addition to visual inspection, inspect important areas using liquid penetrant tester. Check that there are no marks of gas leaking or water leaking on gasket installing surface.
2. Set the cylinder head on ST.

ST 18250AA010 CYLINDER HEAD TABLE

3. Measure the flatness of the cylinder head surface that mates with crankcase using a straight edge (A) and thickness gauge (B).

Flatness:

Standard

0.02 mm (0.0008 in)

Standard height of cylinder head:

124±0.05 mm (4.88±0.0020 in)

NOTE: Uneven torque for the cylinder head nuts can cause warping. When reinstalling, pay special attention to the torque so as to tighten evenly.

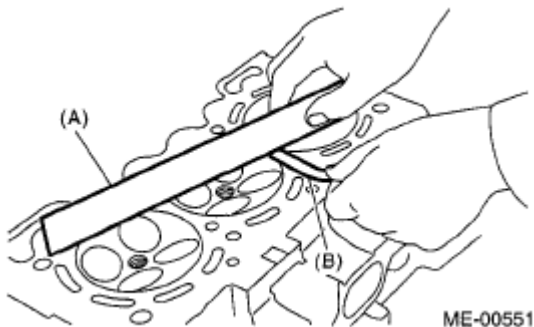


Fig. 126: Measuring Flatness Of Cylinder Head Surface
Courtesy of SUBARU OF AMERICA, INC.

VALVE SEAT

Inspect the intake and exhaust valve seats, and correct the contact surfaces with a valve seat cutter if they are defective or when valve guides are replaced. Valve seat width W:

Intake***Standard***

1.0 mm (0.039 in)

Exhaust***Standard***

1.5 mm (0.059 in)

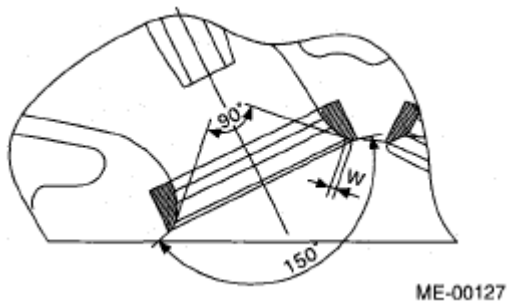
VALVE GUIDE

Fig. 127: Checking Valve Seat Width
Courtesy of SUBARU OF AMERICA, INC.

1. Check the clearance between valve guide and stem. The clearance can be checked by measuring respectively the outer diameter of valve stem and inner diameter of valve guide with a micrometer.

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 stem exceeds the standard, replace the valve guide or valve itself

whichever shows greater amount of wear or damaged and etc. See the following procedure for valve guide replacement.

Valve guide inner diameter:

5.500 - 5.512 mm (0.2165 - 0.2170 in)

Valve stem outer diameters:

Intake

5.455 - 5.470 mm (0.2148 - 0.2154 in)

Exhaust

5.445 - 5.460 mm (0.2144 - 0.2150 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 18250AA010 CYLINDER HEAD TABLE

ST2 499765700 VALVE GUIDE REMOVER

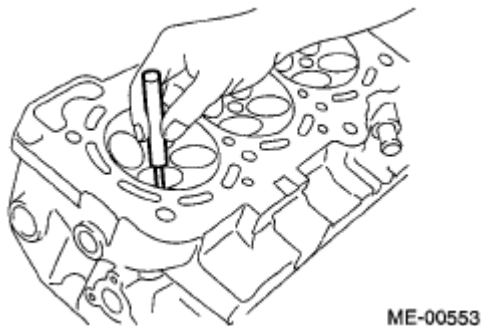
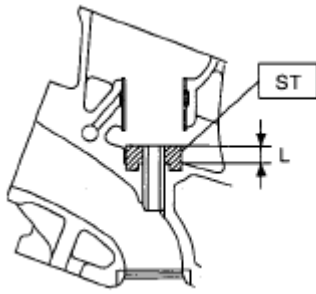


Fig. 128: Inserting ST2 Into Valve Guide
Courtesy of SUBARU OF AMERICA, INC.

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

ST 18251AA040 VALVE GUIDE ADJUSTER



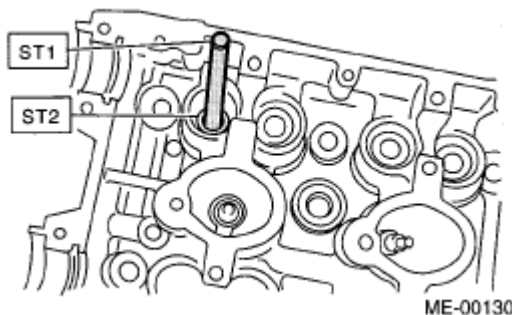
ME-00757

Fig. 129: Identifying Valve Guide Adjuster ST 18251AA020 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 cylinder, and insert the ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

ST1 499765700 VALVE GUIDE REMOVER

ST2 18251AA040 VALVE GUIDE ADJUSTER



ME-00130

Fig. 130: Identifying Valve Guide Remover ST1 499767200 And Valve Guide Adjuster ST2 18251Aa020

Courtesy of SUBARU OF AMERICA, INC.

6. Check the valve guide protrusion.

Valve guide protrusion L:

11.4 - 11.8 mm (0.449 - 0.465 in)

7. Ream the inside of valve guide using ST. Put the reamer in valve guide, and rotate the reamer slowly clockwise while pushing it lightly. Bring the reamer back while rotating it clockwise. After reaming, clean the valve guide to remove chips.

ST 499765900 VALVE GUIDE REAMER

NOTE:

- Apply engine oil to the reamer when reaming.
- If the inner surface of valve guide is damaged, the edge of reamer should be slightly ground with oil stone.
- If the inner surface of valve guide becomes lustrous and the reamer does not chip, use a new reamer or remedy the reamer.

8. Recheck the contact condition between valve and valve seat after replacing the valve guide.

INTAKE AND EXHAUST VALVE

1. Inspect the flange and stem of valve, and replace if damaged, worn or deformed, or if "H" exceeds the standard, or offset wear occurs.

H:***Intake (A)******Standard***

1.0 mm (0.039 in)

Exhaust (B)***Standard***

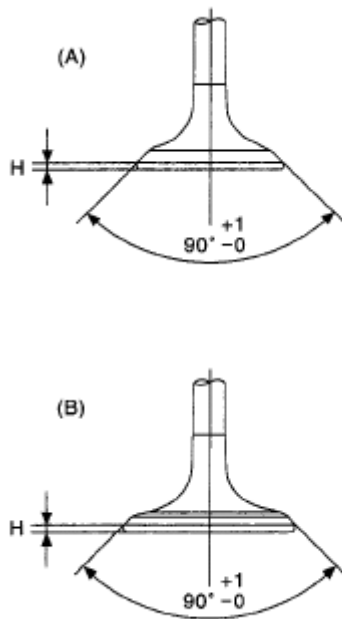
1.2 mm (0.047 in)

Valve overall length:***Intake (A)***

99.7 mm (3.925 in)

Exhaust (B)

105.2 mm (4.142 in)



ME-02096

Fig. 131: Inspecting Intake & Exhaust Valves
Courtesy of SUBARU OF AMERICA, INC.

- Put a small amount of grinding compound on the seat surface, and lap the valve and seat surface. Install a new intake valve oil seal after lapping.

VALVE SPRING

- 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.

VALVE SPRING SPECIFICATIONS

Free length	mm (in)	Intake	Inner	39.55 (1.5571)
			Outer	41.18 (1.6213)
		Exhaust		46.32 (1.8236)
Squareness		Intake	Inner	2.5°1.7 mm (0.067 in)
			Outer	2.5°1.8 mm (0.071 in)
		Exhaust		2.5°2.0 mm (0.079 in)

- To measure the squareness of the valve spring, stand the spring on a surface plate and measure its deflection at the top of spring using a try square.

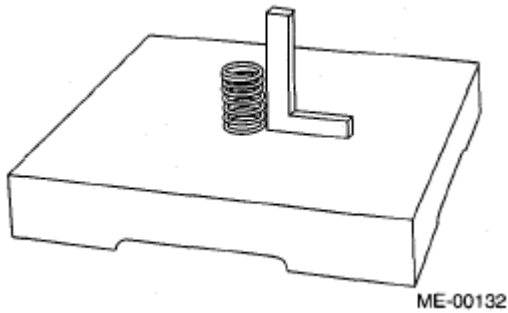


Fig. 132: Measuring Squareness Of Valve Spring
Courtesy of SUBARU OF AMERICA, INC.

INTAKE AND EXHAUST VALVE OIL SEAL

In the following case, pinch and remove the oil seal from valve using pliers, and then replace it with a new one.

- When the lip is damaged.
 - When the spring is out of the specified position.
 - When readjusting the surfaces of intake valve and valve sheet.
 - When replacing the intake valve guide.
1. Set the cylinder head on ST1.
 2. Press-fit the oil seal to the specified dimension indicated in the figure using ST2.

ST1 18250AA010 CYLINDER HEAD TABLE

ST2 499585500 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 or strike in.

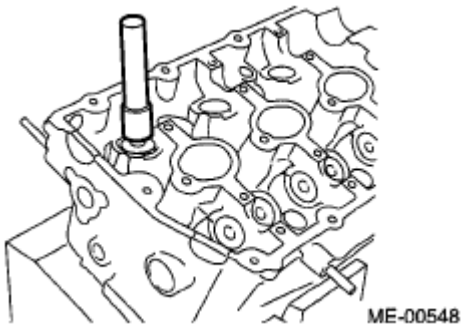


Fig. 133: Pressing Oil Seal Into Head
Courtesy of SUBARU OF AMERICA, INC.

VALVE LIFTER

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

Outer diameter:

32.959 - 32.975 mm (1.2976 - 1.2982 in)

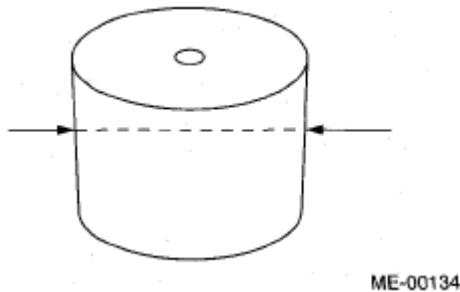


Fig. 134: Checking Outer Diameter Of Valve Lifter
Courtesy of SUBARU OF AMERICA, INC.

3. Measure the inner diameter of valve lifter hole of cylinder head.

Inner diameter:

32.994 - 33.016 mm (1.2990 - 1.2998 in)

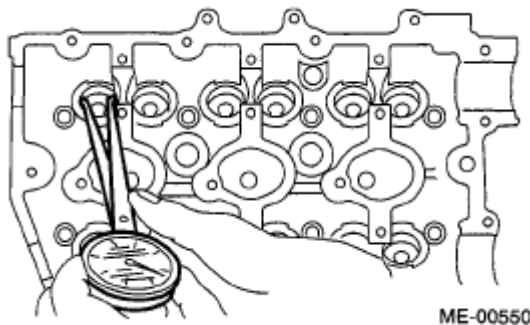


Fig. 135: Measuring Inner Diameter Of Valve Lifter Hole Of Cylinder Head
Courtesy of SUBARU OF AMERICA, INC.

NOTE: If difference between outer diameter of valve lifter and inner diameter of valve lifter hole is out of the standard or offset wearing is emitted, replace the cylinder head.

Standard:

0.019 - 0.057 mm (0.0007 - 0.0022 in)

CYLINDER BLOCK

REMOVAL

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

1. Remove the crank pulley. < Refer to **REMOVAL**, CRANK PULLEY. >
2. Remove the front chain cover. < Refer to **REMOVAL**, FRONT CHAIN COVER. >
3. Remove the timing chain assembly.

< Refer to **REMOVAL**, TIMING CHAIN ASSEMBLY. >

4. Remove the cam sprocket.

< Refer to **REMOVAL**, CAM SPROCKET. >

5. Remove the crank sprocket.

< Refer to **REMOVAL**, CRANK SPROCKET. >

6. Remove the rear chain cover.

< Refer to **REMOVAL**, REAR CHAIN COVER. >

7. Remove the camshaft. < Refer to **REMOVAL**, CAMSHAFT. >
8. Remove the cylinder head. < Refer to **REMOVAL**, CYLINDER HEAD. >
9. Remove the drive plate.

Using the ST, lock the crankshaft.

ST 498497100 CRANKSHAFT STOPPER

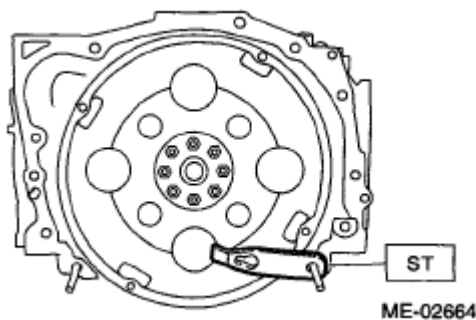


Fig. 136: Identifying ST 498497100 Crankshaft Stopper
Courtesy of SUBARU OF AMERICA, INC.

10. Remove the crankshaft position sensor plate.

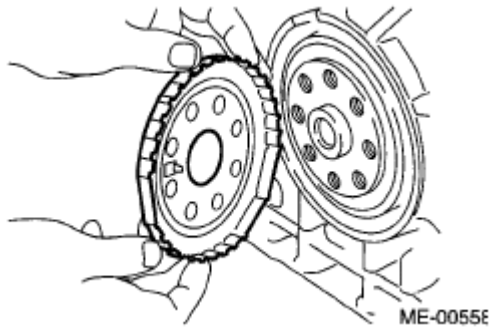


Fig. 137: Identifying Crankshaft Position Sensor Plate
Courtesy of SUBARU OF AMERICA, INC.

11. Remove the crankshaft position sensor bracket.

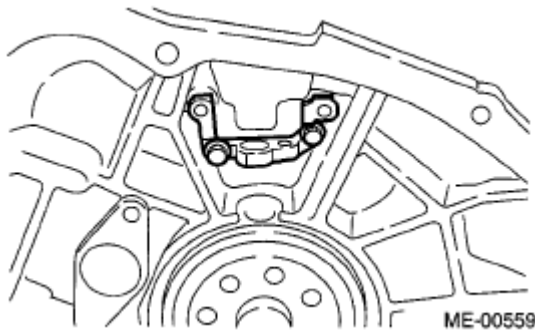


Fig. 138: Identifying Crankshaft Position Sensor Bracket
Courtesy of SUBARU OF AMERICA, INC.

12. Rotate the engine to set oil pan upper.
13. Remove the bolts which secure oil pan lower to oil pan upper.

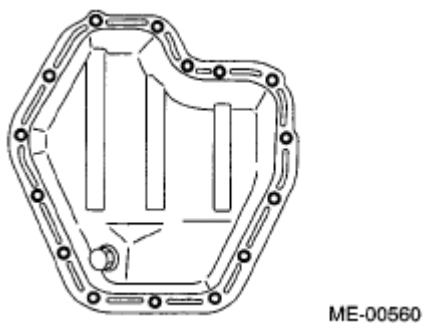
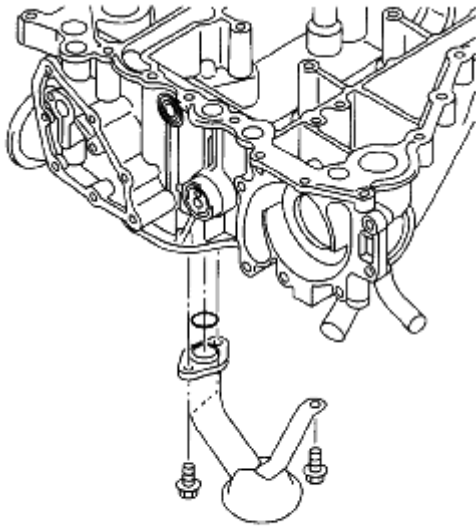


Fig. 139: Identifying Oil Pan Bolts
Courtesy of SUBARU OF AMERICA, INC.

14. Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

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

15. Remove the oil strainer.

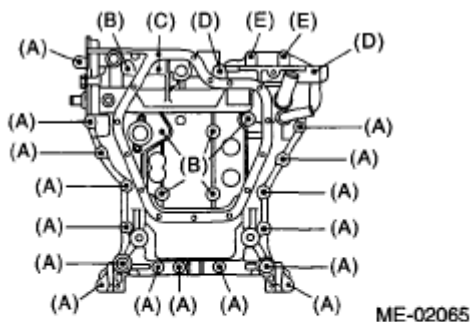


LU-02108

Fig. 140: Identifying Oil Strainer
Courtesy of SUBARU OF AMERICA, INC.

16. Remove the bolts which install oil pan upper onto cylinder block.

NOTE: Installation bolt has five different sizes. To prevent the confusion in installation, keep these bolts on container individually.



ME-02065

- (A) M8 × 40
- (B) M8 × 65
- (C) M8 × 85
- (D) M8 × 130
- (E) M8 × 24

Fig. 141: Identifying Cylinder Block Bolts

Courtesy of SUBARU OF AMERICA, INC.

17. Remove the service hole cover and service hole plugs using a hexagon wrench.

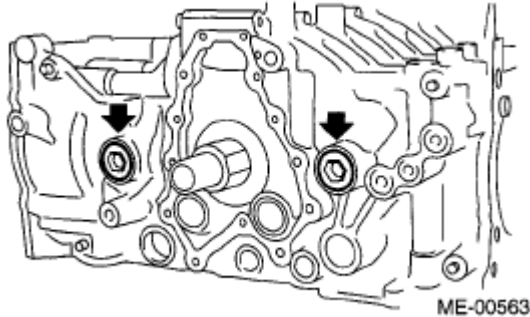


Fig. 142: Locating Service Hole Plugs

Courtesy of SUBARU OF AMERICA, INC.

18. Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then, using the ST, remove the piston snap ring through service hole of #1 and #2 cylinders.

ST 18233AA000 PISTON PIN SNAP RING PLIERS

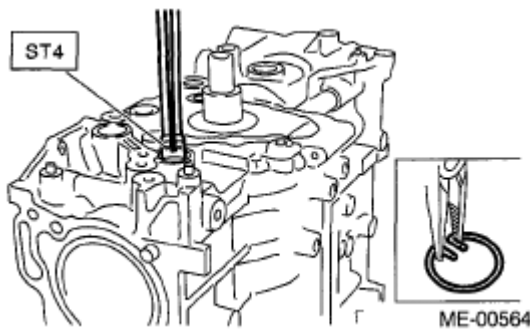


Fig. 143: Identifying ST 18233AA000 Piston Pin Snap Ring Pliers

Courtesy of SUBARU OF AMERICA, INC.

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

ST 499097700 PISTON PIN REMOVER

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

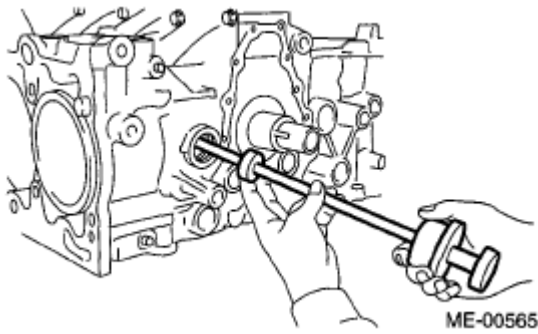


Fig. 144: Drawing Out Piston Pin From And Pistons Using ST
Courtesy of SUBARU OF AMERICA, INC.

20. Similarly remove the piston pins from #3, #4, #5, and #6 pistons.
21. Remove the bolts which secure cylinder block.

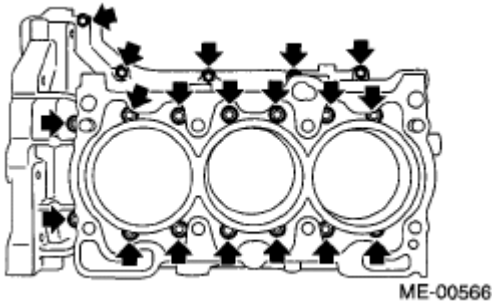


Fig. 145: Identifying Cylinder Block Bolts
Courtesy of SUBARU OF AMERICA, INC.

22. Separate the cylinder block (LH) and (RH).

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

23. Remove the rear oil seal.
24. Remove the crankshaft together with connecting rod.
25. Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

- Do not confuse the combination of crankshaft bearings.
- Press the bearing at the end opposite to locking lip

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

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

INSTALLATION

1. After setting the cylinder block to ST, install the crankshaft bearing.

ST 18232AA000 ENGINE STAND

NOTE: Remove oil on the mating surface of bearing and cylinder block before installation. Apply a coat of engine oil to crankshaft pins.

2. Position the crankshaft and connecting rod on #2, #4 and #6 cylinder block.
3. Apply liquid gasket to the mating surface of the #1, #3 and #5 cylinder blocks, and position it on #2, #4 and #6 cylinder blocks.

Liquid gasket:

THREE BOND 1215 (Part No. 004403007)

NOTE: Do not allow liquid gasket to run over to O-ring grooves, oil passages, bearing grooves, etc.

Applying liquid gasket diameter:

1.0±0.2 mm (0.039±0.008 in)

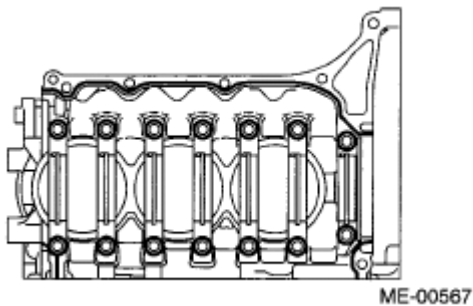


Fig. 146: Identifying Cylinder Block Liquid Gasket
Courtesy of SUBARU OF AMERICA, INC.

4. Apply a coat of engine oil to the washer and bolt thread.
5. Tighten all bolts in the numerical order as shown in the figure.

Tightening torque:

(1) - (11), (13): 25 N.m (2.5 kgf-m, 18 ft-lb)

(12), (14): 20 N.m (2.0 kgf-m, 14 ft-lb)

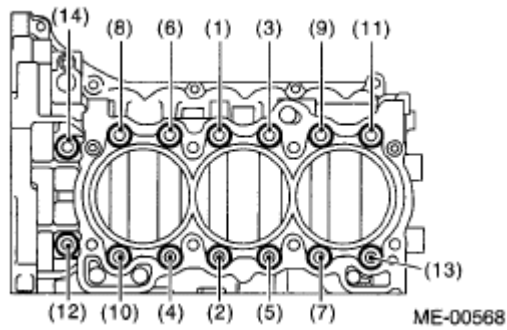


Fig. 147: Tightening Sequence Of Cylinder Block Bolts
Courtesy of SUBARU OF AMERICA, INC.

6. Retighten all bolts in the numerical order as shown in the figure.

Tightening torque:

(1) - (11), (13): 25 N.m (2.5 kgf-m, 18 ft-lb)

(12), (14): 20 N.m (2.0 kgf-m, 14 ft-lb)

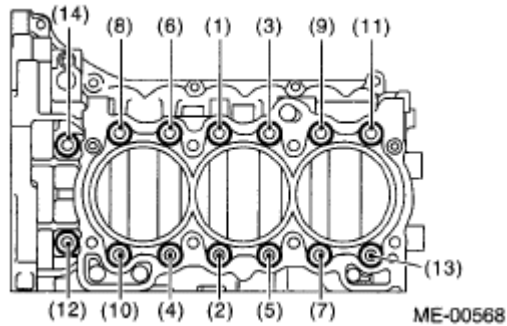


Fig. 148: Tightening Sequence Of Cylinder Block Bolts
Courtesy of SUBARU OF AMERICA, INC.

7. Tighten all bolts 90° in the numerical order as shown in the figure.

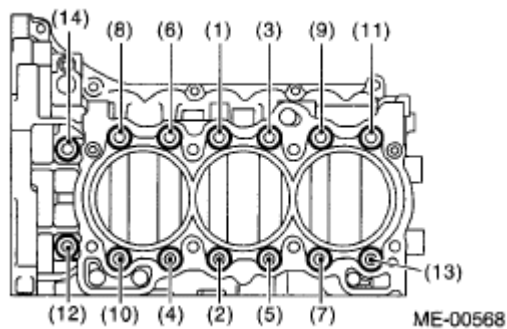


Fig. 149: Tightening Sequence Of Cylinder Block Bolts

Courtesy of SUBARU OF AMERICA, INC.

8. Install the upper bolt to cylinder block.

Tightening torque:

25 N.m (2.5 kgf-m, 18 ft-lb)

NOTE: Remove the liquid gasket which is running over to sealing surface between cylinder block and rear chain cover, cylinder block and oil pan upper, after tightening the bolts which combine the cylinder block.

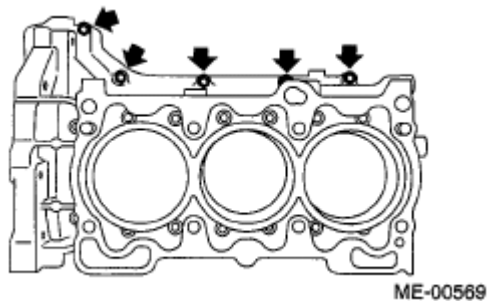


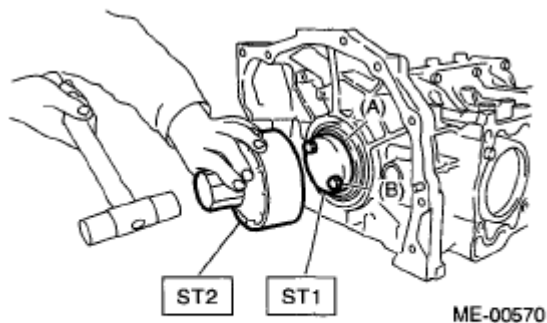
Fig. 150: Identifying Cylinder Block Bolts
Courtesy of SUBARU OF AMERICA, INC.

9. Install the rear oil seal using ST1 and ST2.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER

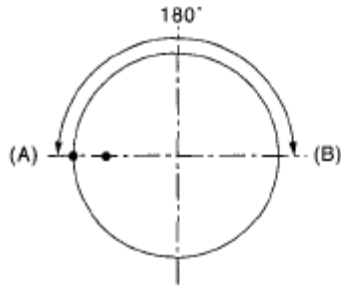
NOTE: Apply engine oil to the pressing-in portion.



- (A) Rear oil seal
(B) Drive plate installation bolt

Fig. 151: Installing Rear Oil Seal Using ST1 And ST2
Courtesy of SUBARU OF AMERICA, INC.

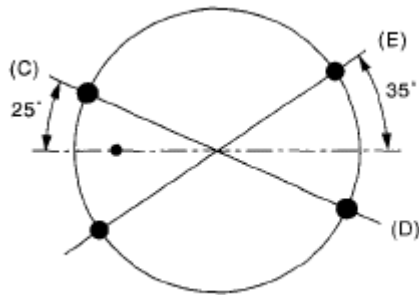
10. Position the top ring gap at (A) in the figure.
11. Position the second ring gap at (B).



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Fig. 152: Identifying Ring Gap Positions (1 Of 2)
Courtesy of SUBARU OF AMERICA, INC.

12. Position the upper rail gap at (C) in the figure.
13. Position the expander gap at (D) in the figure.
14. Position the lower rail gap at (E) in the figure.



ME-02067

Fig. 153: Identifying Ring Gap Positions (2 Of 2)
Courtesy of SUBARU OF AMERICA, INC.

CAUTION:

- Make sure ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.
- Assemble it so that R mark faces to top side of piston.

15. Install the snap ring.

Install the snap rings in the piston holes located opposite to the service holes in cylinder block when positioning all pistons in corresponding cylinders.

NOTE: Use new snap rings.

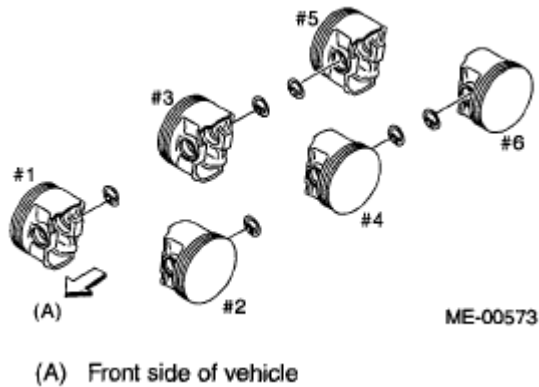


Fig. 154: Identifying Snap Rings
Courtesy of SUBARU OF AMERICA, INC.

16. Installation of piston:

1. Using the ST1, turn the crankshaft so that #3 and #4 connecting rod small ends are set on the service hole (A).

ST1 18252AA000 CRANKSHAFT SOCKET

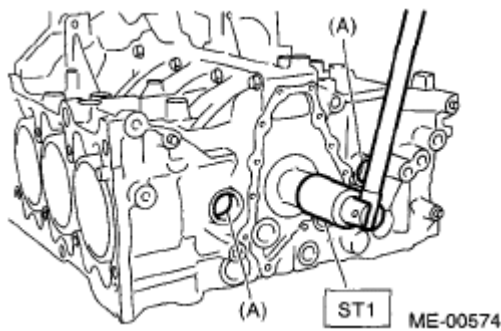


Fig. 155: Identifying ST1 18252AA000 Crankshaft Socket
Courtesy of SUBARU OF AMERICA, INC.

2. Apply a thin coat of engine oil to piston and cylinder.
3. Using the ST2, press-fit the piston into cylinder.

ST2 18254AA000 PISTON GUIDE

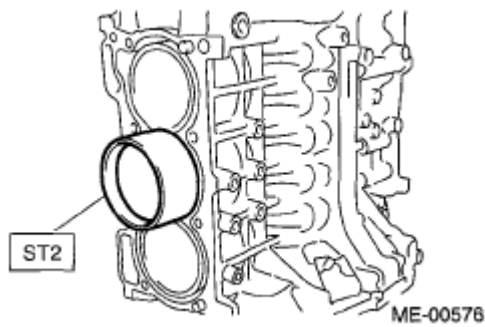


Fig. 156: Identifying ST2 18254AA000 Piston Guide
 Courtesy of SUBARU OF AMERICA, INC.

NOTE: Let the piston front mark (A) face towards the front of engine.

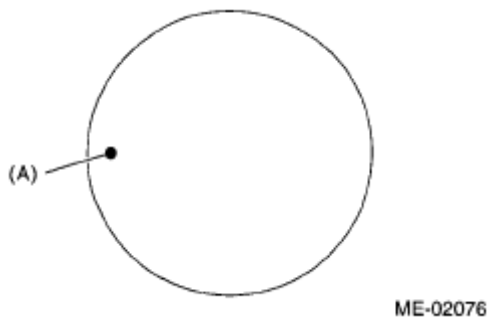


Fig. 157: Identifying Piston Front Mark
 Courtesy of SUBARU OF AMERICA, INC.

17. Installing piston pin:

1. Apply a coat of engine oil to ST3 before insertion, and then insert it into the service hole to align piston pin hole with connecting rod small end.

ST3 18253AA000 PISTON GUIDE

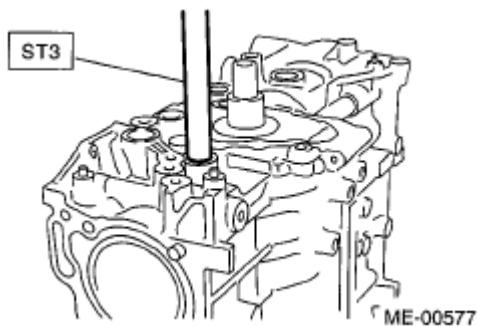


Fig. 158: Identifying ST3 18253AA000 Piston Guide
 Courtesy of SUBARU OF AMERICA, INC.

2. Apply a coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.
3. Using the ST4, install the snap ring.

ST4 18233AA000 PISTON PIN SNAP RING PLIERS

NOTE: Use new snap rings.

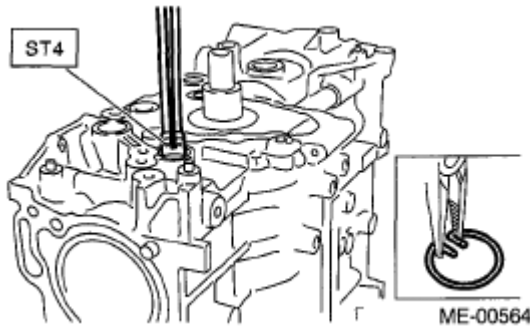


Fig. 159: Identifying Snap Rings
Courtesy of SUBARU OF AMERICA, INC.

4. Similarly install the #1, #2, #5 and #6 pistons.
18. Install the service hole plug and O-ring.

NOTE: Use new O-rings.

19. Apply liquid gasket to the mating surface of oil pan upper.

Liquid gasket;

THREE BOND 1280B (Part No. K0877YA018)

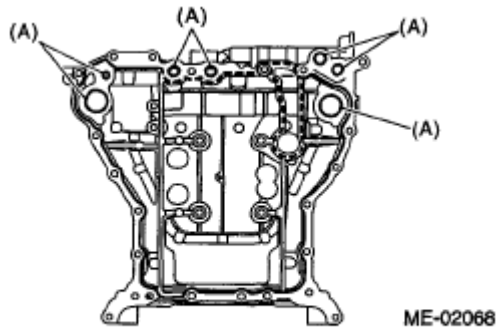
Applying liquid gasket diameter:

Full line part

3.0±1.0 mm (0.12±0.04 in)

Broken line part

1.0 mm (0.04 in)



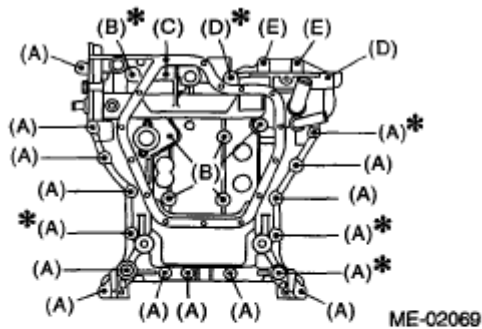
(A) O-ring

Fig. 160: Identifying Liquid Gasket To Mating Surface Of Oil Pan Upper
Courtesy of SUBARU OF AMERICA, INC.

NOTE: Use new O-rings.

20. Temporarily tighten the oil pan upper.

NOTE: Do not install the bolts in wrong place.



- (A) M8 × 40
- (B) M8 × 65
- (C) M8 × 85
- (D) M8 × 130
- (E) M8 × 24
- *: Coating

Fig. 161: Identifying Oil Pan Upper Bolts
Courtesy of SUBARU OF AMERICA, INC.

21. Tighten the oil pan upper installing bolts in the numerical order as shown in the figure.

Tightening torque:

18 N.m (1.8 kgf-m, 13.3 ft-lb)

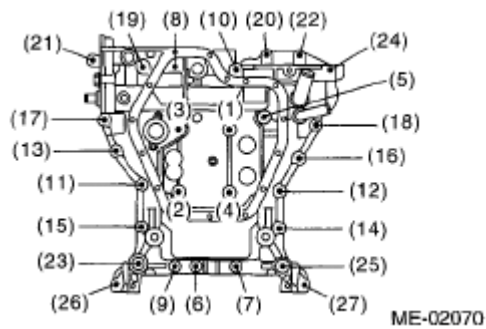


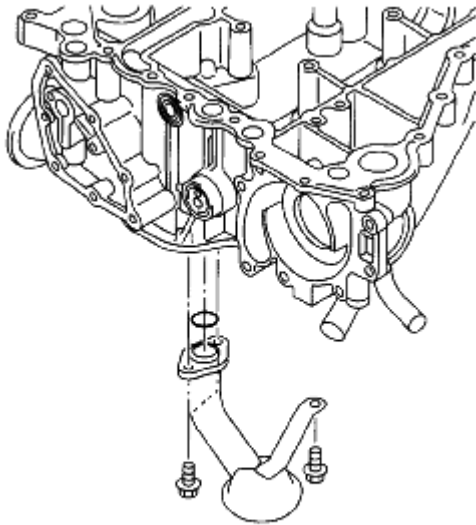
Fig. 162: Identifying Oil Pan Upper Bolts Tightening Sequence
Courtesy of SUBARU OF AMERICA, INC.

22. Install the oil strainer.

Tightening torque:

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

NOTE: Use new O-rings.



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Fig. 163: Identifying Oil Strainer
Courtesy of SUBARU OF AMERICA, INC.

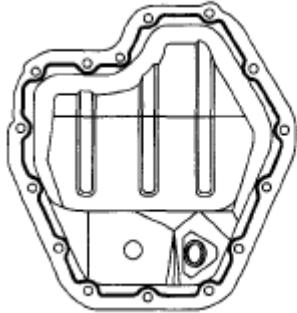
23. Apply liquid gasket to the matching surface of oil pan lower.

Liquid gasket:

THREE BOND 1280B (Part No. K0877YA018)

Applying liquid gasket diameter:

5.0±1.0 mm (0.20±0.04 in)



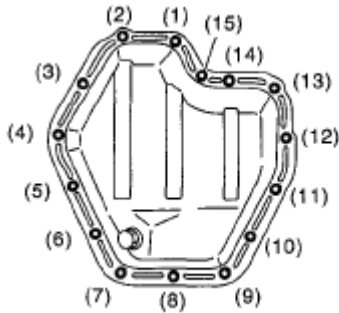
ME-00581

Fig. 164: Identifying Liquid Gasket At Oil Pan Lower
 Courtesy of SUBARU OF AMERICA, INC.

24. Tighten the oil pan lower installing bolts in the numerical order as shown in the figure.

Tightening torque:

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



ME-00582

Fig. 165: Identifying Oil Pan Lower Bolts Tightening Sequence
 Courtesy of SUBARU OF AMERICA, INC.

25. Install the crankshaft sensor bracket.

Tightening torque:

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

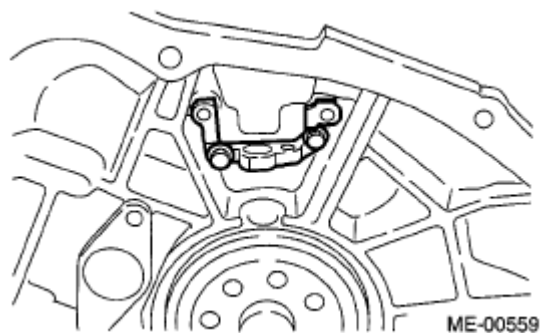


Fig. 166: Identifying Crankshaft Sensor Bracket
Courtesy of SUBARU OF AMERICA, INC.

26. Install the crankshaft sensor plate.

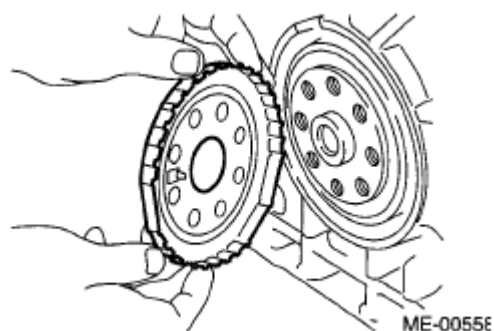


Fig. 167: Identifying Crankshaft Sensor Plate
Courtesy of SUBARU OF AMERICA, INC.

27. Install the drive plate.

To lock the crankshaft, use ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

81 N.m (8.3 kgf-m, 60 ft-lb)

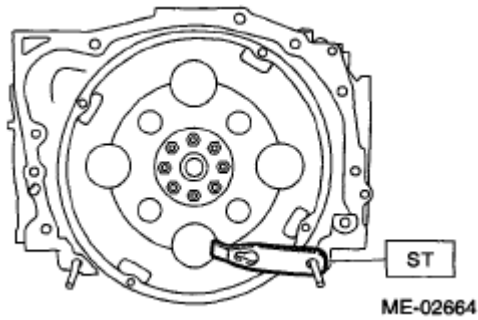


Fig. 168: Identifying Drive Plate
Courtesy of SUBARU OF AMERICA, INC.

28. Install the cylinder head. < Refer to **INSTALLATION**, CYLINDER HEAD. >
29. Install the camshaft. < Refer to **INSTALLATION**, CAMSHAFT. >
30. Install the rear chain cover. < Refer to **INSTALLATION**, REAR CHAIN COVER. >
31. Install the crank sprocket.

< Refer to **INSTALLATION**, CRANK SPROCKET. >

32. Install the cam sprocket. < Refer to **INSTALLATION**, CAM SPROCKET. >
33. Install the timing chain assembly.

< Refer to **INSTALLATION**, TIMING CHAIN ASSEMBLY. >

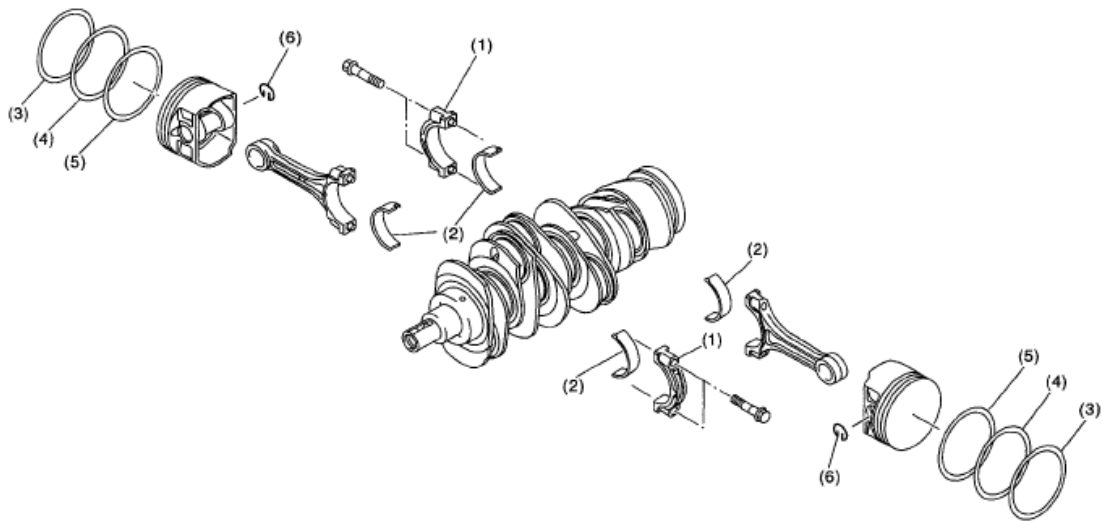
34. Install the front chain cover.

< Refer to **INSTALLATION**, FRONT CHAIN COVER. >

35. Install the crank pulley.

< Refer to **INSTALLATION**, CRANK PULLEY. >

DISASSEMBLY



ME-Q2097

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

Fig. 169: Exploded View Of Connecting Rod Components
 Courtesy of SUBARU OF AMERICA, INC.

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

NOTE: Arrange the removed connecting rod, connecting rod cap and bearing in order, to prevent confusion.

3. Remove the piston rings using piston ring expander.
4. Remove the oil ring by hand.

NOTE: Arrange the removed piston rings in proper order, to prevent confusion.

5. Remove the snap ring.

ASSEMBLY

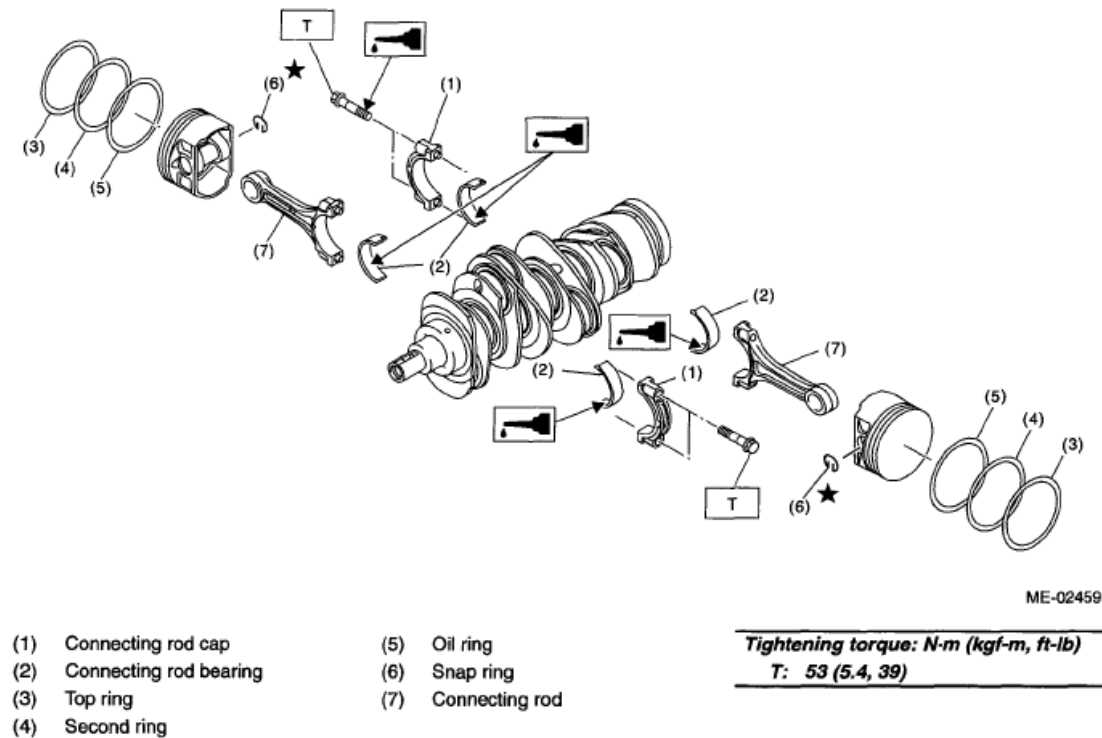


Fig. 170: Exploded View Of Connecting Rod With Torque Specifications
 Courtesy of SUBARU OF AMERICA, INC.

1. Apply oil to the surfaces of the connecting rod bearings. Install the connecting rod bearings on connecting rods and connecting rod caps.
2. Install the connecting rod on crankshaft.

NOTE: Position each connecting rod with the marking side facing forward.

3. Install the connecting rod cap.

Make sure the arrow mark on connecting rod cap facing front during installation.

CAUTION:

- 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 and flange end.

4. Install the oil ring spacer, upper rail and lower rail in this order by hand. Install the second ring and top ring using piston ring expander.

INSPECTION

CYLINDER BLOCK

1. Visually check for cracks and damage. Especially, inspect the important parts using liquid penetrant tester.
2. Check the oil passages for clogging.
3. Inspect the crankcase surface that mates with cylinder head for warping by using a straight edge.

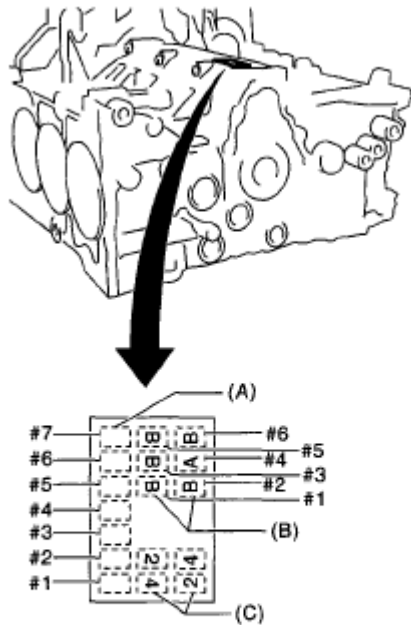
Standard height of cylinder block:***202 mm (7.95 in)*****CYLINDER AND PISTON**

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: 89.205 - 89.215 mm (3.5120 - 3.5124 in)******B: 89.195 - 89.205 mm (3.5116 - 3.5120 in)***



ME-00585

- (A) Main journal size mark
- (B) Cylinder bore size mark
- (C) Cylinder block (RH) - (LH) combination mark

Fig. 171: Identifying Piston Sizes
 Courtesy of SUBARU OF AMERICA, INC.

2. How to measure the 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).

Cylindricality:

Standard

0.030 mm (0.0012 in)

Out-of-roundness:

Standard

0.010 mm (0.0004 in)

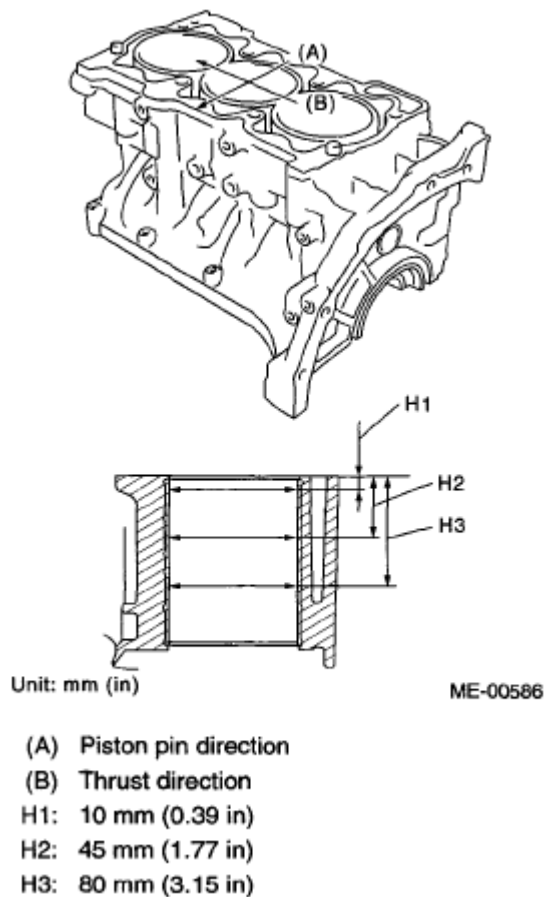


Fig. 172: Identifying Inner Diameter Of Cylinder
Courtesy of SUBARU OF AMERICA, INC.

3. When the piston is to be replaced due to general or cylinder wear, determine a suitable sized piston by measuring the piston clearance.
4. How to measure the 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:

37.3 mm (1.4865 in)

Piston outer diameter:

Standard

A: 89.205 - 89.215 mm (3.5120 - 3.5124 in)

B: 89.195 - 89.205 mm (3.5116 - 3.5120 in)

0.25 mm (0.0098 in) oversize

89.445 - 89.465 mm (3.5215 - 3.5222 in)

0.50 mm (0.0197 in) oversize

89.695 - 89.715 mm (3.5313 - 3.5321 in)

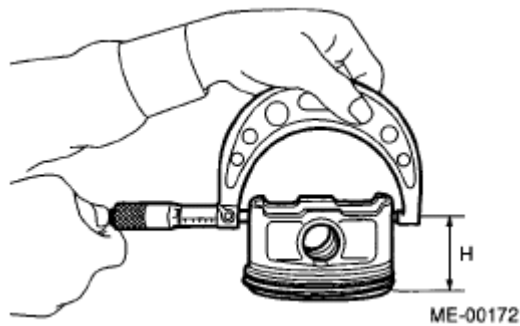


Fig. 173: Measuring Outer Diameter Of Piston
Courtesy of SUBARU OF AMERICA, INC.

5. Calculate the clearance between cylinder and piston.

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

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

Standard

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

6. Boring and honing:

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

CAUTION: When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and use oversize pistons. Do not perform boring on one cylinder only. Nor use an oversize piston for one cylinder only.

7. If the cylinder inner diameter exceeds 89.715 mm (3.5321 in) after boring and honing, replace the crankcase.

NOTE: Immediately after reboring, the cylinder diameter may differ from its real

diameter due to temperature rise. Thus, pay attention to this when measuring the cylinder diameter.

PISTON AND PISTON PIN

1. Check the pistons and piston pins for damage, cracks and wear, and the piston ring grooves for wear and damage. Replace if faulty.
2. Measure the piston-to-cylinder clearance at each cylinder. < Refer to **CYLINDER AND PISTON, INSPECTION, CYLINDER BLOCK**. > If any of the clearances is not within standard, replace the piston or bore the cylinder to use an oversize piston.
3. Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if faulty.

Standard clearance between piston pin and hole in piston:

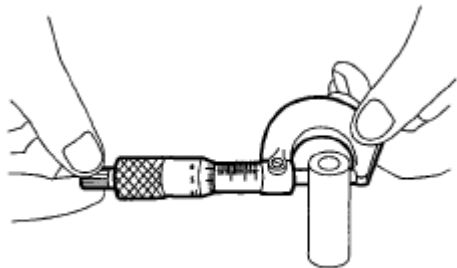
Standard

0.004 - 0.008 mm (0.0002 - 0.0003 in)



ME-00173

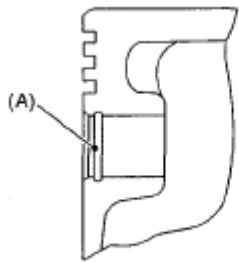
Fig. 174: Checking Clearance Between Piston Pin And Hole In Piston
Courtesy of SUBARU OF AMERICA, INC.



ME-00174

Fig. 175: Checking Piston Pin
Courtesy of SUBARU OF AMERICA, INC.

4. Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



ME-00175

Fig. 176: Identifying Snap Ring Installation Groove
 Courtesy of SUBARU OF AMERICA, INC.

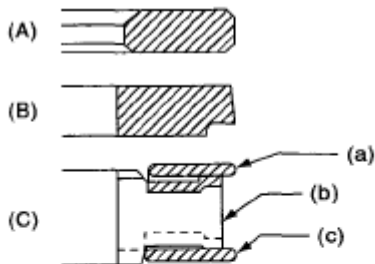
5. Check the piston pin snap ring for distortion, cracks and wear.

PISTON RING

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

CAUTION:

- Marks are displayed on the end of top and second rings. When installing the ring to piston, face this mark upward.
- Oil ring consists of the upper rail, expander and lower rail. When installing on the piston, be careful of the direction of each rail



ME-00591

- (A) Top ring
- (B) Second ring
- (C) Oil ring
- (a) Upper rail
- (b) Expander
- (c) Lower rail

Fig. 177: Identifying Piston Rings
 Courtesy of SUBARU OF AMERICA, INC.

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

PISTON RING GAP SPECIFICATIONS

		Standard mm (in)
Piston ring gap	Top ring	0.20 - 0.35 (0.0079 - 0.0138)
	Second ring	0.35 - 0.50 (0.0138 - 0.0197)
	Oil ring	0.20 - 0.60 (0.0079 - 0.0236)

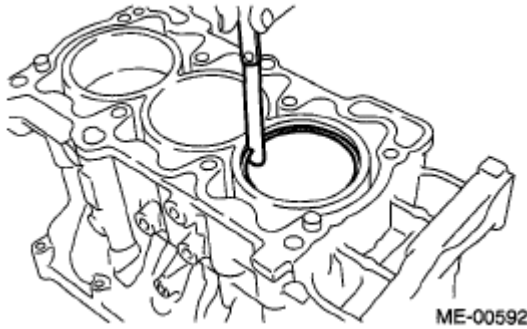


Fig. 178: Identifying Piston Ring Gap
Courtesy of SUBARU OF AMERICA, INC.

- 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.

PISTON RING AND PISTON RING GROOVE SPECIFICATIONS

		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)
Clearance between oil ring and oil ring groove		0.045 - 0.125 (0.0018 - 0.0049)

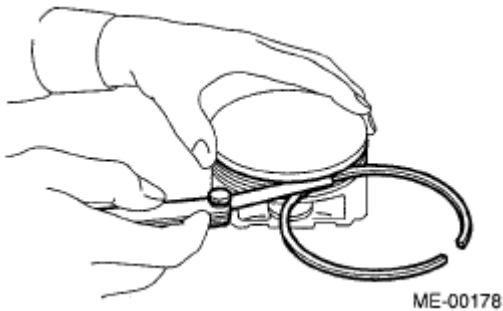
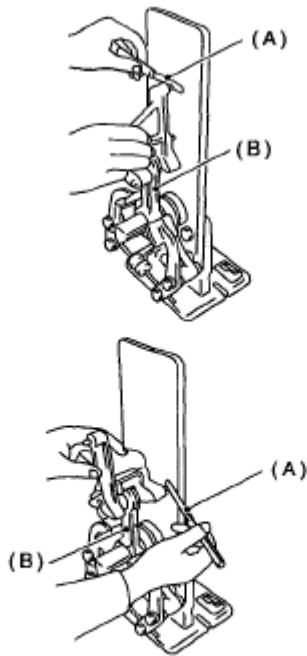


Fig. 179: Measuring Clearance Between Piston Ring And Piston Ring Groove
Courtesy of SUBARU OF AMERICA, INC.

CONNECTING ROD

- Replace the connecting rod, if the large or small end thrust surface is damaged.
- Check for bend or twist using a connecting rod aligner. Replace the connecting rod if it has the bend or

twist.



ME-00179

- (A) Thickness gauge
- (B) Connecting rod

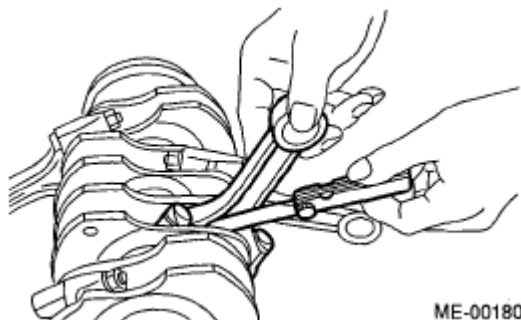
Fig. 180: Checking Bend Or Twist Using Connecting Rod Aligner
 Courtesy of SUBARU OF AMERICA, INC.

3. Install the connecting rod fitted with bearing to crankshaft and measure the thrust clearance. If the clearance exceeds the standard or offset wear occurs, replace the connecting rod.

Connecting rod thrust clearance:

Standard

0.070 - 0.330 mm (0.0028 - 0.0130 in)



ME-00180

Fig. 181: Checking Connecting Rod Thrust Clearance

Courtesy of SUBARU OF AMERICA, INC.

4. Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.
5. Measure the oil clearance on each connecting rod bearing using plastigage. If any oil clearance is not within the standard, replace the defective bearing with a new one of standard size or under-size as necessary. (See the **BEARING SIZE (THICKNESS AT CENTER) SPECIFICATION** below.)

Connecting rod oil clearance:

Standard

0.016 - 0.043 mm (0.0006 - 0.0017 in)

BEARING SIZE (THICKNESS AT CENTER) SPECIFICATION

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.490 - 1.506 (0.0587 - 0.0593)	51.984 - 52.000 (2.0466 - 2.0472)
0.03 (0.0012) undersize	1.509 - 1.513 (0.0594 - 0.0596)	51.954 - 51.970 (2.0454 - 2.0461)
0.05 (0.0020) undersize	1.519 - 1.523 (0.0598 - 0.0600)	51.934 - 51.950 (2.0446 - 2.0453)
0.25 (0.0098) undersize	1.619 - 1.623 (0.0637 - 0.0639)	51.734 - 51.750 (2.0368 - 2.0374)

6. Inspect the bushing at connecting rod small end, and replace if worn or damaged. Also measure the piston pin clearance at connecting rod small end.

Clearance between piston pin and bushing:

Standard

0 - 0.022 mm (0 - 0.0009 in)

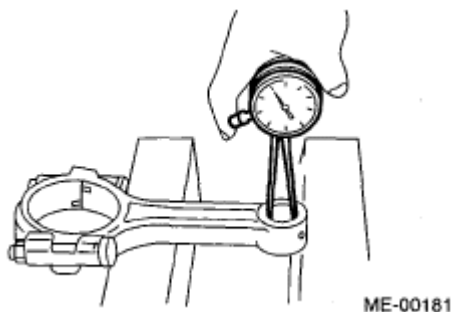
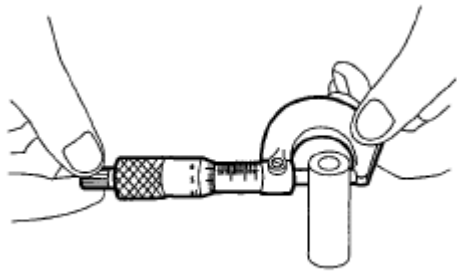


Fig. 182: Measuring Piston Pin Clearance At Connecting Rod Small End
 Courtesy of SUBARU OF AMERICA, INC.

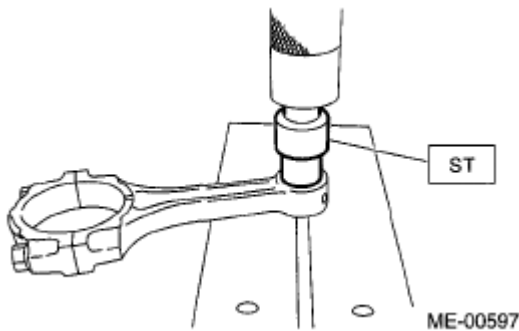


ME-00174

Fig. 183: Measuring Piston Pin Diameter
Courtesy of SUBARU OF AMERICA, INC.

7. Replacement procedure is as follows.
 1. Remove the bushing from connecting rod with ST and press.
 2. Press the bushing with ST after applying oil on the periphery of bushing.

ST 18350AA000 CONNECTING ROD BUSHING REMOVER & INSTALLER



ME-00597

Fig. 184: Pressing Bushing With ST
Courtesy of SUBARU OF AMERICA, INC.

8. Make two 3 mm (0.12 in) holes in bushing. Ream the inside of bushing.
9. After completion of reaming, clean the bushing to remove chips.

CRANKSHAFT AND CRANKSHAFT BEARING

1. Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. Replace if defective.
2. Check the crankshaft for bend, and repair or replace if needed. Repair or replace if bent.

NOTE: If a suitable V-block is not available, install #1 and #5 crankshaft bearing on cylinder block, position the crankshaft on these bearings, and then check the crankshaft bend using a dial gauge.

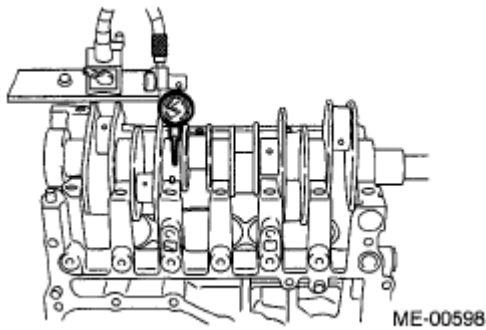


Fig. 185: Checking Crankshaft Bend Using Dial Gauge
Courtesy of SUBARU OF AMERICA, INC.

3. Inspect the crank journal and crank pin for wear. If they are not within the specification, replace the bearing with a suitable (undersize) one, and replace or readjust 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 and crank journal:

Out-of-roundness

0.005 mm (0.0002 in)

Cylindricity

0.006 mm (0.0002 in)



Fig. 186: Inspecting Crank Journal And Crank Pin For Wear
Courtesy of SUBARU OF AMERICA, INC.

CONNECTING ROD OIL CLEARANCE SPECIFICATIONS

		Unit: mm (in)	
		Crank journal diameter	
		#1, #3, #5, #7	#2, #4, #6
Standard	Journal O.D.	63.992 - 64.008 (2.5194 - 2.5200)	
		51.984 - 52.000 (2.0466 - 2.0472)	

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	Bearing size (Thickness at center)	1.992 - 2.005 (0.0784 - 0.0789)	1.996 - 2.009 (0.0786 - 0.0791)	1.490 - 1.506 (0.0587 - 0.0593)
0.03 (0.0012) undersize	Journal O.D.	63.962 - 63.978 (2.5182 - 2.5188)		51.954 - 51.970 (2.0454 - 2.0461)
	Bearing size (Thickness at center)	2.011 - 2.014 (0.0792 - 0.0793)	2.015 - 2.018 (0.0793 - 0.0794)	1.509 - 1.513 (0.0594 - 0.0596)
0.05 (0.0020) undersize	Journal O.D.	63.942 - 63.958 (2.5174 - 2.5180)		51.934 - 51.950 (2.0446 - 2.0453)
	Bearing size (Thickness at center)	2.021 - 2.024 (0.0796 - 0.0797)	2.025 - 2.028 (0.0797 - 0.0798)	1.519 - 1.523 (0.0598 - 0.0600)
0.25 (0.0098) undersize	Journal O.D.	63.742 - 63.758 (2.5095 - 2.5102)		51.734 - 51.750 (2.0368 - 2.0374)
	Bearing size (Thickness at center)	2.121 - 2.124 (0.0835 - 0.0836)	2.125 - 2.128 (0.0837 - 0.0838)	1.619 - 1.623 (0.0637 - 0.0639)

4. Measure the thrust clearance of crankshaft at center bearing. If clearance exceeds the standard, replace the bearing.

Crankshaft thrust clearance:***Standard***

0.030 - 0.115 mm (0.0012 - 0.0045 in)

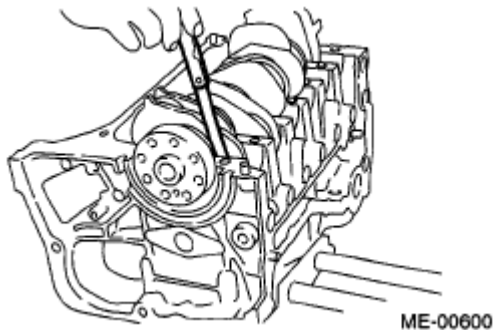


Fig. 187: Measuring Thrust Clearance Of Crankshaft At Center Bearing
Courtesy of SUBARU OF AMERICA, INC.

5. Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.
6. Measure the oil clearance on each crankshaft bearing using plastigage. If the measured value is out of standard, replace the defective bearing with an undersize one, and replace or recondition the crankshaft as necessary.

Crankshaft oil clearance:***Standard***

0.010 - 0.030 mm (0.0004 - 0.0012 in)

OIL FLOW CONTROL SOLENOID VALVE

REMOVAL

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

Refer to "Camshaft" for removal.

< Refer to **REMOVAL**, CAMSHAFT. >

INSTALLATION

Install in the reverse order of removal.

OIL SWITCHING SOLENOID VALVE

REMOVAL

1. Disconnect the ground cable from battery.
2. Remove the air intake chamber.

< Refer to **REMOVAL** , Air Intake Chamber. >

3. Disconnect the connector from oil switching solenoid valve.

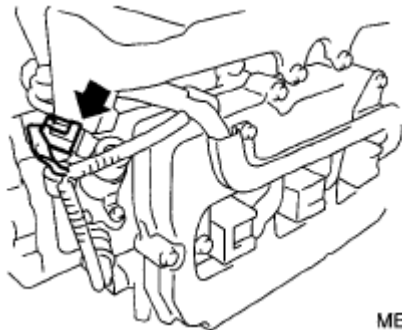


Fig. 188: Identifying Oil Switching Solenoid Valve
Courtesy of SUBARU OF AMERICA, INC.

4. Remove the oil switching solenoid valve.
5. Remove the variable valve lift diagnosis oil pressure switch.

< Refer to **REMOVAL** , Variable Valve Lift Diagnosis Oil Pressure Switch . >

6. Remove the oil temperature sensor.

< Refer to **REMOVAL** , Oil Temperature Sensor. >

7. Remove the oil flow control solenoid valve holder from cylinder head.

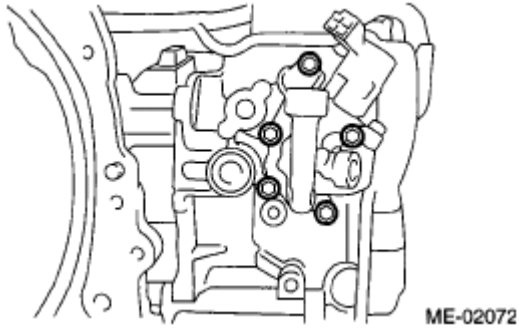


Fig. 189: Identifying Oil Flow Control Solenoid Valve Holder
Courtesy of SUBARU OF AMERICA, INC.

INSTALLATION

1. Install the oil switching solenoid valve holder.

NOTE: Always use new gasket.

1. Temporarily tighten the bolts by tightening torque of 5 - 10 N.m (0.5 - 1.0 kgf-m, 3.7 - 7.4 ft-lb) in order shown in the figure.
2. Tighten the bolts by tightening torque of 10 ± 0.5 N.m (1.0 ± 0.05 kgf-m, 7.4 ± 0.37 ft-lb) in order shown in the figure.

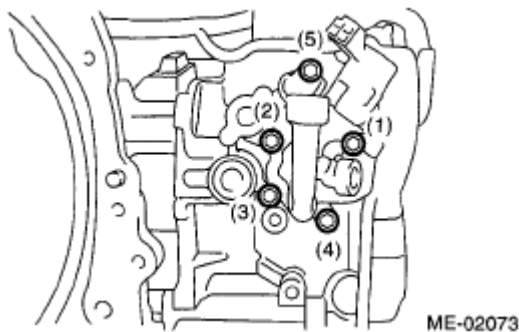


Fig. 190: Tightening Sequence Of Bolts
Courtesy of SUBARU OF AMERICA, INC.

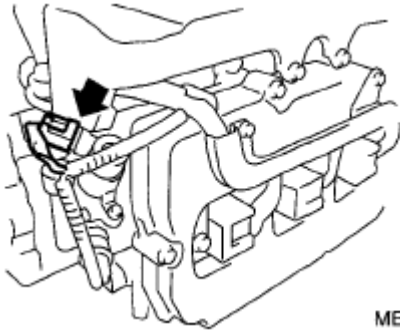
2. Install the oil temperature sensor.

< Refer to **INSTALLATION** , Oil Temperature Sensor. >

3. Install the variable valve lift diagnosis oil pressure switch.

< Refer to **INSTALLATION** , Variable Valve Lift Diagnosis Oil Pressure Switch. >

4. Install the oil switching solenoid valve.
5. Connect the connector to oil switching solenoid valve.



ME-02071

Fig. 191: Identifying Oil Switching Solenoid Valve
Courtesy of SUBARU OF AMERICA, INC.

6. Install the air intake chamber.

< Refer to **INSTALLATION** , Air Intake Chamber. >

INTAKE AND EXHAUST VALVE

SPECIFICATION

Refer to "Cylinder Head" for removal and installation procedures of 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 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 "most likely" to "rarely".

A - Most likely

B - Sometimes

C - Rarely

CRANK PIN AND CRANK JOURNAL SPECIFICATIONS

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

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does not occur.	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
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
3) Initial combustion occurs.	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Chain	Trouble	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C

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4) Engine stalls after initial combustion.	Fuel line	Clogged fuel line	C
		Lack of or insufficient fuel	B
	Chain	Trouble	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
2. Rough idle and engine stall	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE . >		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Chain	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
		Trouble of tappet	C

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		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	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
3. Low output, hesitation and poor acceleration	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	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Over-heating	C
		Over-cooling	C

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	Others	Evaporative emission control system malfunction	A
4. Surging	Engine control system < Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> . >		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	C
5. Engine does not return to idle.	Engine control system < Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> . >		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system < Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> . >		A
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	B
	Engine control system < Refer to <u>BASIC DIAGNOSTIC PROCEDURE</u> .		A

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7. After burning in exhaust system	>		
	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
	Chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C
8. Knocking	Engine control system < Refer to BASIC DIAGNOSTIC PROCEDURE .>		A
	Intake system	Loosened oil filler cap	B
	Chain	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Cooling system	Over-heating	A
	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

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9. Excessive engine oil consumption	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter o-ring	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
	Chain	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
		Trouble of tappet	C
		Trouble of tappet. In case noise occurs with valve moving. Or the harness involved to oil switching solenoid valve, variable valve lift diagnosis oil pressure switch and variable valve lift has trouble in a past.	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

ENGINE NOISE

INSPECTION

RANK SPECIFICATIONS

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	• Valve mechanism is defective. • Incorrect valve clearance • Worn valve rocker • Worn camshaft • Broken valve spring • Trouble of tappet

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Heavy and dull clank	Oil pressure is low.	• Worn camshaft main bearing • Worn connecting rod bearing (large end)
	Oil pressure is normal.	Damaged engine mounting
High-pitched clank	Sound is noticeable when accelerating with an overload condition.	• Ignition timing advanced • Accumulation of carbon inside combustion chamber • Wrong spark plug • Improper gasoline
Clank when engine speed is between 1,000 and 2,000 RPMs.	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. ⁽¹⁾	• Worn crankshaft main bearing • Worn bearing at crankshaft end of connecting rod
Knocking sound when engine is operating under idling speed and engine is warm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. ⁽¹⁾	• Worn cylinder liner and piston ring • Broken or stuck piston ring • Worn piston pin and hole at piston end of connecting rod
	Sound is not reduced if each fuel injector connector is disconnected in turn. ⁽¹⁾	• Unusually worn valve lifter • Worn cam gear • Worn camshaft journal bore in crankcase
Squeaky sound	-	• Insufficient generator lubrication
Rubbing sound	-	• Poor contact of generator brush and rotor
Gear scream when starting engine	-	• Defective ignition starter switch • Worn gear and starter pinion
Sound like polishing glass with a dry cloth	-	• Loose drive belt • Defective water pump shaft
Hissing sound	-	• Insufficient compression • Air leakage in air intake system, hose, connection or manifold
Timing belt noise	-	• Loose timing belt • Belt contacting with case/adjacent part
		• Incorrect valve clearance

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Valve tappet noise

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- Trouble of tappet

NOTE:

(1) When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, carry out the clear memory mode < Refer to OPERATION , Clear Memory Mode. > and inspection mode < Refer to PROCEDURE , Inspection Mode. > after connecting the fuel injector connector.