

General Description

COOLING

1. General Description

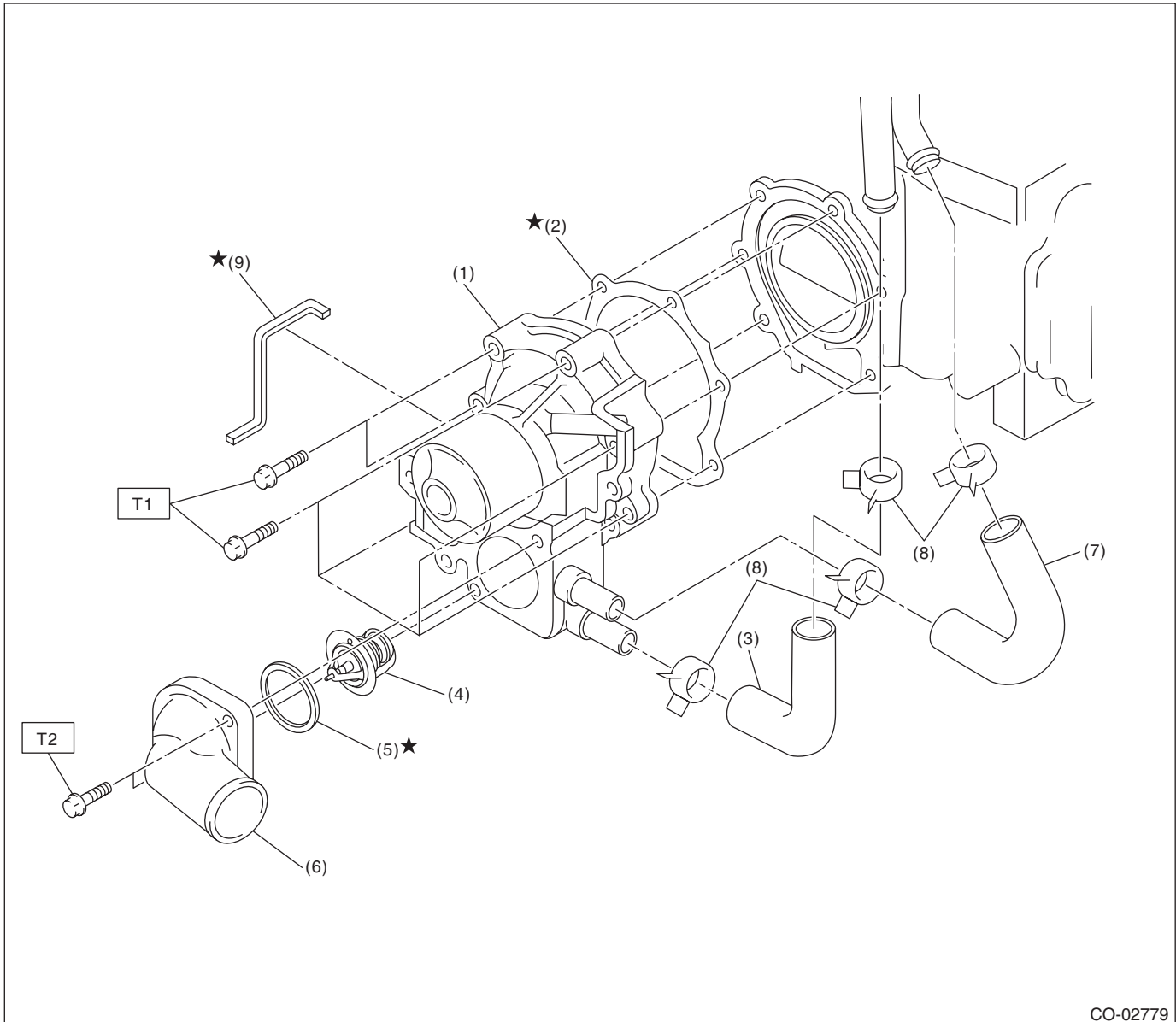
A: SPECIFICATION

Cooling system					Electric fan + Forced engine coolant circulation system	
Total engine coolant capacity					L (US qt, Imp qt)	
Water pump	Type				Centrifugal impeller type	
	Discharge performance	Discharge rate		L (US gal, Imp gal)/min.		
		Pump speed — Discharge pressure		200 (52.8, 44.0)		
		Engine coolant temperature		6,000 rpm — 225.4 kPa (23.0 mAq)		
	Impeller diameter		mm (in)			
	Number of impeller vanes		76 (2.99)			
	Pump pulley diameter		mm (in)			
	Clearance between impeller and pump case		mm (in) Standard			
Thermostat	Type				Wax pellet type	
	Starting temperature to open				80 — 91°C (176 — 196°F)	
	Fully opens				91°C (196°F)	
	Valve lift				mm (in)	
	Valve bore				mm (in)	
Radiator fan	Motor input	Main fan		W		
		Sub fan		W		
	Fan diameter / Blade	Main fan		318.5 mm (12.54 in)/9		
		Sub fan		318.5 mm (12.54 in)/11		
Radiator	Type				Down flow	
	Core dimensions	Width × Height × Thickness			mm (in)	
	Pressure range in which cap valve is open	Coolant filler tank side	kPa (kg/cm ² , psi)	Positive pressure side	Standard	93 — 123 (0.95 — 1.25, 14 — 18)
				Negative pressure side	Standard	83 (0.85, 12)
		Radiator side	kPa (kg/cm ² , psi)	Positive pressure side only	Standard	122 — 152 (1.24 — 1.55, 18 — 22)
					Limit	112 (1.14, 16)
	Fins				Corrugated fin type	
Reservoir tank	Capacity				L (US qt, Imp qt)	

	Recommended materials	Item number	Alternative
Coolant	SUBARU SUPER COOLANT (Concentrated type)	—	—
	SUBARU SUPER COOLANT (Diluted type)	K0670Y0001	
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protective agent	Cooling system conditioner	SOA345001	—

B: COMPONENT

1. WATER PUMP



CO-02779

(1) Water pump ASSY	(6) Thermostat cover
(2) Gasket	(7) Coolant filler by-pass hose
(3) Heater by-pass hose	(8) Clip
(4) Thermostat	(9) Water pump sealing
(5) Gasket	

Tightening torque: N·m (kgf-m, ft-lb)

T1: First 12 (1.2, 8.9)

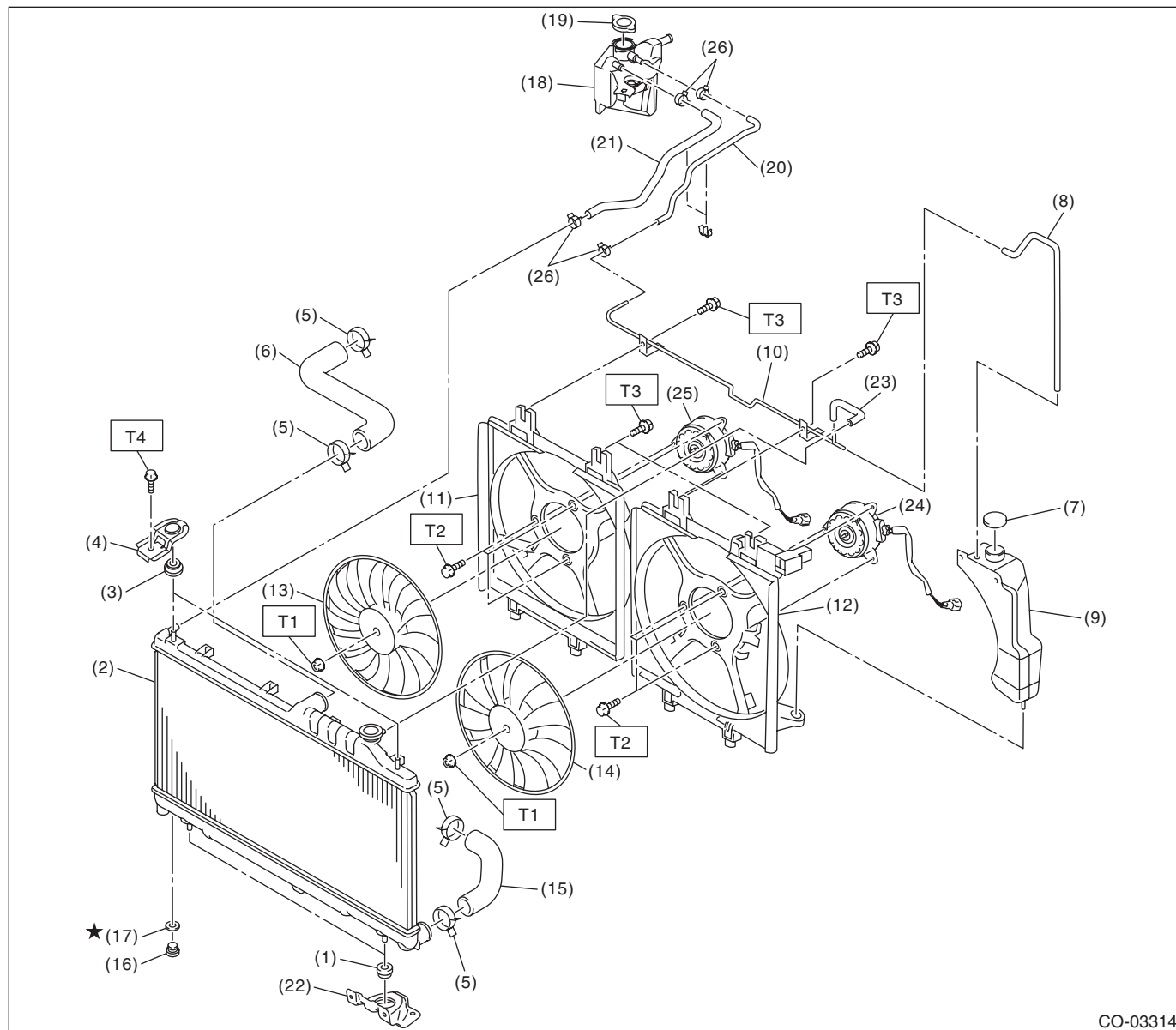
Second 12 (1.2, 8.9)

T2: 12 (1.2, 8.9)

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2. RADIATOR & RADIATOR FAN



CO-03314

(1) Radiator lower cushion	(12) Radiator main fan shroud	(23) Over flow hose B
(2) Radiator	(13) Radiator sub fan	(24) Main fan motor
(3) Radiator upper cushion	(14) Radiator main fan	(25) Sub fan motor
(4) Radiator upper bracket	(15) Radiator outlet hose	(26) Clip
(5) Clip	(16) Radiator drain plug	
(6) Radiator inlet hose	(17) O-ring	
(7) Engine coolant reservoir tank cap	(18) Coolant filler tank	
(8) Over flow hose A	(19) Radiator cap (coolant filler tank cap)	
(9) Engine coolant reservoir tank	(20) Engine coolant hose A	
(10) Over flow pipe	(21) Engine coolant hose B	
(11) Radiator sub fan shroud	(22) Radiator lower bracket	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 3.4 (0.3, 2.5)

T2: 4.41 (0.45, 3.25)

T3: 7.5 (0.8, 5.5)

T4: 12 (1.2, 8.9)

C: CAUTION

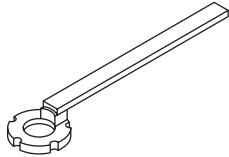
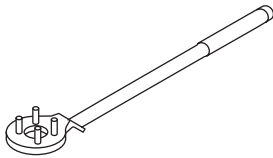
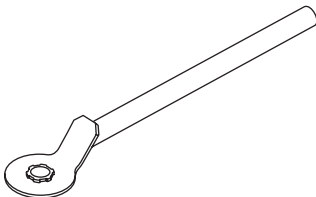
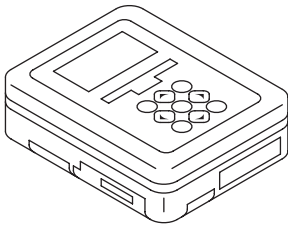
- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a work cap, and protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.
 3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.
- Prepare a container and cloth to prevent scattering of engine coolant when performing work where engine coolant can be spilled. If the oil spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Bolts, nuts and washers should be replaced with new parts as required.
- Be sure to tighten the fasteners including bolts and nuts to the specified torque.
- Follow all government and local regulations concerning disposal of refuse when disposing engine coolant.

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D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing exhaust cam sprocket.
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for removing and installing the crank pulley.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

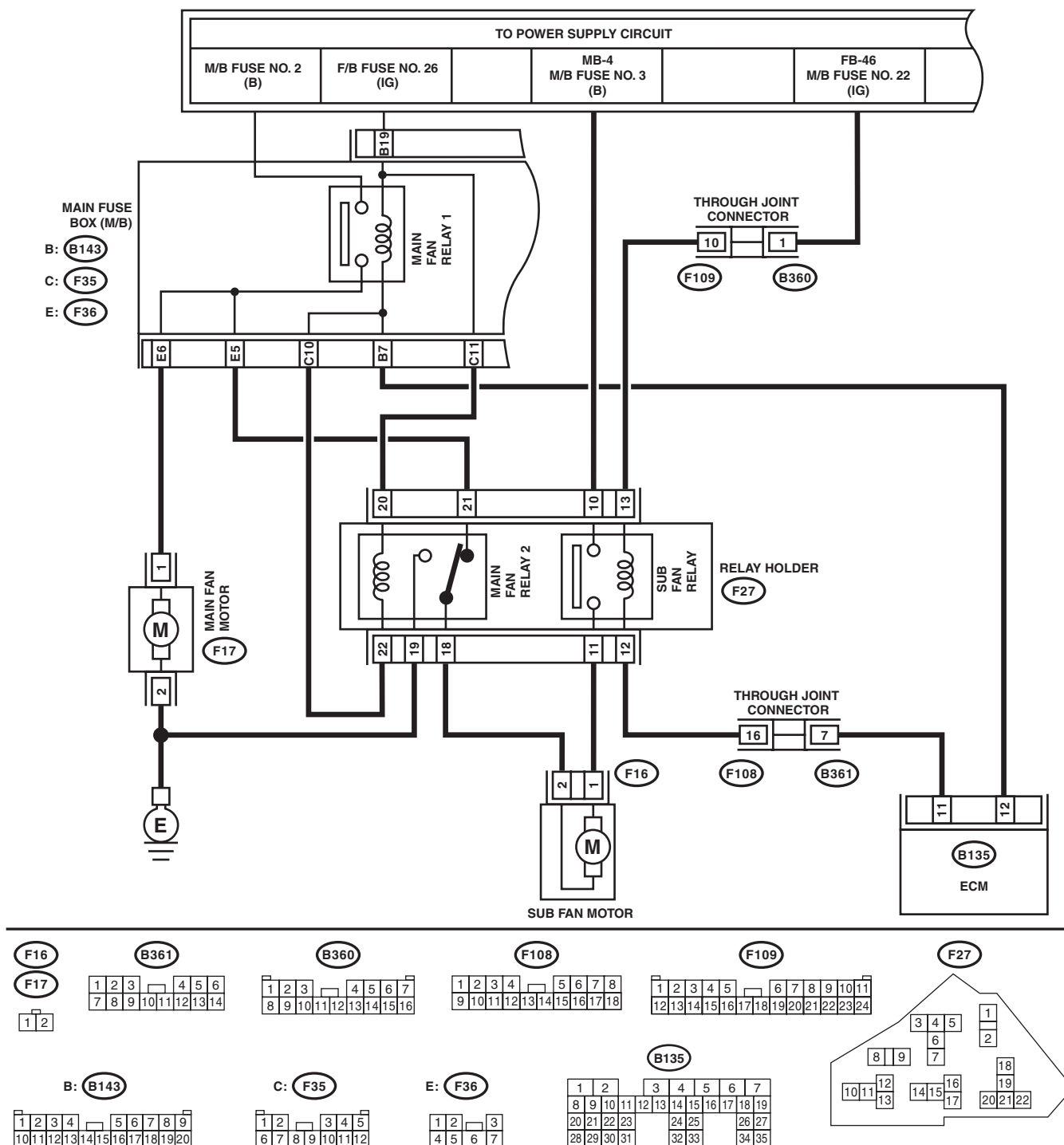
2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Radiator cap tester	Used for checking radiator and radiator cap.

2. Radiator Fan System

A: WIRING DIAGRAM

Radiator Fan System <Ref. to WI-64, WIRING DIAGRAM, Radiator Fan System.>



CO-02773

Radiator Fan System

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B: INSPECTION

OPERATING CONDITION:

Vehicle speed	A/C compressor load	Engine coolant temperature		
		Increase: 94°C (201°F) or less Decrease: 91°C (196°F) or less	Increase: 95 — 96°C (203 — 205°F) Decrease: 92 — 94°C (198 — 201°F)	Increase: 97°C (207°F) or more Decrease: 95°C (203°F) or more
		Radiator fan operation	Radiator fan operation	Radiator fan operation
During acceleration: 19 km/h (12 MPH) or less During deceleration: 10 km/h (6 MPH) or less	OFF	OFF	Low-Speed	High-Speed
	Low	Low-Speed	Low-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 20 — 69 km/h (12 — 43 MPH) During deceleration: 11 — 64 km/h (7 — 40 MPH)	OFF	OFF	Low-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 70 — 105 km/h (43 — 65 MPH) During deceleration: 65 — 103 km/h (40 — 64 MPH)	OFF	OFF	Low-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed
During acceleration: 106 km/h (66 MPH) or more During deceleration: 104 km/h (65 MPH) or more	OFF	OFF	High-Speed	High-Speed
	Low	High-Speed	High-Speed	High-Speed
	High	High-Speed	High-Speed	High-Speed

DIAGNOSIS:

Radiator main fan and radiator sub fans do not rotate under the above operating conditions.

Step	Check	Yes	No
1 CHECK OPERATION OF RADIATOR FAN. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform the compulsory operation check for the radiator fan relay using Subaru Select Monitor. NOTE: • When performing a forced operation radiator fan relay check using the Subaru Select Monitor, the radiator main fan and radiator sub fan will repeat low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to “Compulsory Valve Operation Check Mode” for detailed procedures. <Ref. to EN(H4DOTC)(diag)-64, Compulsory Valve Operation Check Mode.>	Do the radiator main fans and radiator sub fans rotate at low speed?	Go to step 2.	Go to step 3.
2 CHECK OPERATION OF RADIATOR FAN. 1) Connect the delivery (test) mode connector. 2) Turn the ignition switch to ON. 3) Perform the compulsory operation check for the radiator fan relay using Subaru Select Monitor. NOTE: • When performing a forced operation radiator fan relay check using the Subaru Select Monitor, the radiator main fan and radiator sub fan will repeat low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to “Compulsory Valve Operation Check Mode” for detailed procedures. <Ref. to EN(H4DOTC)(diag)-64, Compulsory Valve Operation Check Mode.>	Do the radiator main fans and radiator sub fans rotate at high speed?	Radiator main fan system is normal.	Go to step 27.
3 CHECK POWER SUPPLY TO SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay from the relay holder. 3) Measure the voltage between sub fan relay connector and chassis ground. Connector & terminal (F27) No. 10 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Go to step 5.
4 CHECK POWER SUPPLY TO SUB FAN RELAY. 1) Turn the ignition switch to ON. 2) Measure the voltage between sub fan relay connector and chassis ground. Connector & terminal (F27) No. 13 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 7.	Go to step 6.
5 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 3. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.

Radiator Fan System

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Step	Check	Yes	No
6 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 22. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
7 CHECK SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between sub fan relay terminals. <i>Terminals</i> <i>No. 10 — No. 11:</i>	Is the resistance 1 M Ω or more?	Go to step 8.	Replace the sub fan relay.
8 CHECK SUB FAN RELAY. 1) Connect the battery to terminals No. 12 and No. 13 of the sub fan relay. 2) Measure the resistance between sub fan relay terminals. <i>Terminals</i> <i>No. 10 — No. 11:</i>	Is the resistance less than 1 Ω ?	Go to step 9.	Replace the sub fan relay.
9 CHECK HARNESS BETWEEN SUB FAN RELAY CONNECTOR AND SUB FAN MOTOR CONNECTOR. 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between sub fan relay connector and sub fan motor connector. <i>Connector & terminal</i> <i>(F16) No. 1 — (F27) No. 11:</i>	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit of harness between sub fan relay connector and sub fan motor connector.
10 CHECK HARNESS BETWEEN SUB FAN MOTOR CONNECTOR AND MAIN FAN RELAY 2 CONNECTOR. 1) Remove main fan relay 2 from the relay holder. 2) Measure the resistance of harness between sub fan motor connector and main fan relay 2 connector. <i>Connector & terminal</i> <i>(F16) No. 2 — (F27) No. 18:</i>	Is the resistance less than 1 Ω ?	Go to step 11.	Repair the open circuit of the harness between sub fan motor connector and main fan relay 2 connector.
11 CHECK FOR POOR CONTACT. Check poor contact of sub fan motor connector.	Is there poor contact of the sub fan motor connector?	Repair the poor contact of sub fan motor connector.	Go to step 12.
12 CHECK SUB FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1 of the sub fan motor, and the ground (–) terminal to terminal No. 2.	Does the radiator sub fan rotate?	Go to step 13.	Replace the sub fan motor.
13 CHECK MAIN FAN RELAY 2. Measure the resistance between main fan relay 2 terminals. <i>Terminals</i> <i>No. 21 — No. 18:</i>	Is the resistance less than 1 Ω ?	Go to step 14.	Replace the main fan relay 2.
14 CHECK HARNESS BETWEEN MAIN FAN RELAY 2 CONNECTOR AND MAIN FAN MOTOR CONNECTOR. 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between main fan relay 2 connector and main fan motor connector. <i>Connector & terminal</i> <i>(F17) No. 1 — (F27) No. 21:</i>	Is the resistance less than 1 Ω ?	Go to step 15.	Repair the open circuit of the harness between main fan relay 2 connector and main fan motor connector.

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Step	Check	Yes	No
15 CHECK MAIN FAN MOTOR AND GROUND CIRCUIT. Measure the resistance between main fan motor connector and chassis ground. Connector & terminal (F17) No. 2 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 16.	Repair the open circuit of the harness between main fan motor connector and chassis ground.
16 CHECK FOR POOR CONTACT. Check poor contact of main fan motor connector.	Is there poor contact of the main fan motor connector?	Repair the poor contact of main fan motor connector.	Go to step 17.
17 CHECK MAIN FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1 of the main fan motor, and the ground (–) terminal to terminal No. 2.	Does the radiator main fan rotate?	Go to step 18.	Replace the main fan motor.
18 CHECK HARNESS BETWEEN SUB FAN RELAY CONNECTOR AND ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between the sub fan relay connector and ECM connector. Connector & terminal (B135) No. 11 — (F27) No. 12:	Is the resistance less than 1 Ω ?	Go to step 19.	Repair the open circuit of harness between sub fan relay connector and ECM.
19 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Check the DTC. Repair the trouble cause. <Ref. to EN(H4DOTC)(diag)-48, Read Diagnostic Trouble Code (DTC).>
20 CHECK MAIN FAN RELAY 1. 1) Turn the ignition switch to OFF. 2) Remove main fan relay 1 from the main fuse box. 3) Measure the resistance between terminals of main fan relay 1 switch.	Is the resistance 1 M Ω or more?	Go to step 21.	Replace the main fan relay 1.
21 CHECK MAIN FAN RELAY 1. 1) Connect the main fan relay 1 coil side terminal to the battery. 2) Measure the resistance between terminals of main fan relay 1 switch.	Is the resistance less than 1 Ω ?	Go to step 22.	Replace the main fan relay 1.
22 CHECK HARNESS BETWEEN MAIN FAN RELAY 1 CONNECTOR AND MAIN FAN MOTOR CONNECTOR. 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between main fan relay 1 connector and main fan motor connector. Connector & terminal (F17) No. 1 — (F36) No. 6:	Is the resistance less than 1 Ω ?	Go to step 23.	Repair the open circuit of the harness between main fan relay 1 connector and main fan motor connector.
23 CHECK HARNESS BETWEEN MAIN FAN RELAY 1 CONNECTOR AND ECM. 1) Disconnect the connector from ECM. 2) Measure the resistance between the main fan relay 1 connector and ECM connector. Connector & terminal (B135) No. 12 — (B143) No. 7:	Is the resistance less than 1 Ω ?	Go to step 24.	Repair the open circuit of the harness between main fan relay 1 connector and ECM.

Radiator Fan System

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Step	Check	Yes	No
24 CHECK HARNESS BETWEEN MAIN FAN RELAY 2 CONNECTOR AND ECM. Measure the resistance between the main fan relay 2 connector and ECM connector. Connector & terminal (B135) No. 12 — (F27) No. 22:	Is the resistance less than 1 Ω ?	Go to step 25.	Repair the open circuit of the harness between main fan relay 2 connector and ECM.
25 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 2 and No. 26. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 26.
26 CHECK FOR POOR CONTACT. Check for poor contact of ECM connector.	Is there poor contact of ECM connector?	Repair the poor contact of ECM connector.	Repair the power supply circuit to the main fuse box.
27 CHECK OPERATION OF RADIATOR FAN. If the both fans do not rotate at high speed in the condition of step 2, check whether the radiator sub fan is rotating.	Does the radiator sub fan rotate?	Go to step 20.	Go to step 28.
28 CHECK GROUND CIRCUIT OF MAIN FAN RELAY 2. 1) Remove main fan relay 2 from the relay holder. 2) Measure the resistance between main fan relay 2 connector and chassis ground. Connector & terminal (F27) No. 19 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 29.	Repair the open circuit of harness between main fan relay 2 connector and chassis ground.
29 CHECK POWER SUPPLY TO MAIN FAN RELAY 2. 1) Turn the ignition switch to ON. 2) Measure the voltage between main fan relay 2 connector and chassis ground. Connector & terminal (F27) No. 20 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 30.	Repair the power supply line.
30 CHECK MAIN FAN RELAY 2. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay 2. 3) Measure the resistance between main fan relay 2 terminals. Terminals No. 18 — No. 19:	Is the resistance 1 M Ω or more?	Go to step 31.	Replace the main fan relay 2.
31 CHECK MAIN FAN RELAY 2. 1) Connect the battery to terminals No. 20 and No. 22 of the main fan relay 2. 2) Measure the resistance between main fan relay 2 terminals. Terminals No. 18 — No. 19:	Is the resistance less than 1 Ω ?	Go to step 23.	Replace the main fan relay 2.

3. Engine Coolant

A: INSPECTION

NOTE:

When adding the engine coolant, always use SUBARU Super Coolant.

- 1) Park the vehicle on a level surface.
- 2) Check the engine coolant amount, and if the coolant level is low, check for the coolant leakage, and then add the engine coolant.
 - (1) Make sure the engine coolant level in the reservoir tank is between "FULL" and "LOW" with the engine in a cold condition.
 - (2) Open the cap of coolant filler tank, and check that the engine coolant is filled up to the filler neck position.

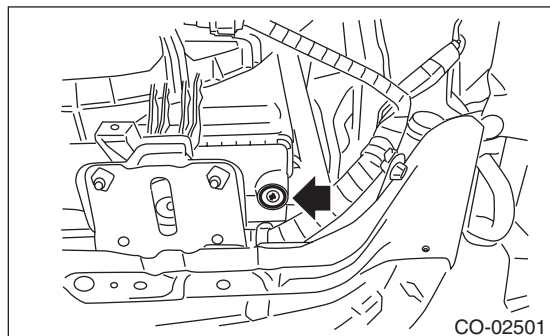
B: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>
- 3) Remove the drain plug to drain engine coolant into container.

NOTE:

Remove the coolant filler tank cap so that engine coolant will drain faster.



- 4) Install the drain plug.

NOTE:

Use new O-rings.

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

2. FILLING OF ENGINE COOLANT

- 1) Pour cooling system conditioner through the filler neck of coolant filler tank.

Cooling system protective agent:

Refer to "SPECIFICATION" for cooling system protective agent. <Ref. to CO(w/o STI)-2, SPECIFICATION, General Description.>

- 2) Fill the engine coolant into coolant filler tank up to the filler neck position.

Recommended engine coolant:

Refer to "SPECIFICATION" for recommended engine coolant. <Ref. to CO(w/o STI)-2, SPECIFICATION, General Description.>

Engine coolant level:

Refer to "SPECIFICATION" for engine coolant level. <Ref. to CO(w/o STI)-2, SPECIFICATION, General Description.>

Engine coolant concentration:

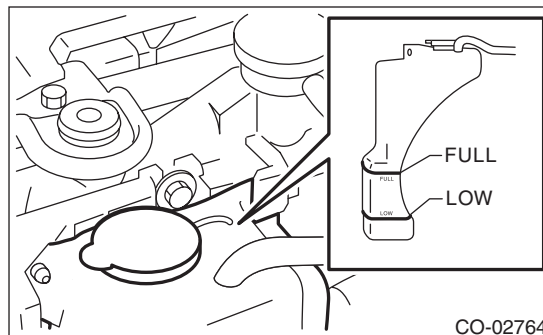
Refer to "ADJUSTMENT" for the recommended engine coolant concentration. <Ref. to CO(w/o STI)-14, ADJUSTMENT, Engine Coolant.>

CAUTION:

Do not confuse the cap of coolant filler tank and cap of radiator.

NOTE:

- When pouring the engine coolant, the radiator side cap must not be removed.
 - The SUBARU Super Coolant contains anti-freeze and anti-rust agents, and is especially made for Subaru engines with an aluminum cylinder block. Be sure to use SUBARU Super Coolant, since other coolant may cause corrosion.
- 3) Fill engine coolant into the reservoir tank up to "FULL" level.



Engine Coolant

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4) Close the coolant filler tank cap, and start the engine. Race 5 to 6 times at 3,000 rpm or less, then stop the engine. (Complete this operation within 40 seconds.)

5) Wait for one minute after the engine stops, then open the coolant filler tank cap. If the engine coolant level drops, add engine coolant into coolant filler tank up to the filler neck position.

6) Perform the procedures 4) and 5) again.

7) Install the coolant filler tank cap and reservoir tank cap properly.

8) Start the engine and operate the heater at maximum hot position and the blower speed setting to "LO".

9) Run the engine at 3,000 rpm or less until radiator fan starts and stops.

NOTE:

Be careful with the engine coolant temperature to prevent overheating.

10) Stop the engine and wait until the engine coolant temperature lowers to 30°C (86°F) or less.

11) Open the coolant filler tank cap. If the engine coolant level drops, add engine coolant into the coolant filler tank up to the filler neck position and the reservoir tank to "FULL" level.

12) Install the coolant filler tank cap and reservoir tank cap properly.

13) Set the heater setting to maximum hot position and the blower speed setting to "LO" and start the engine. Perform racing at 3,000 rpm or less. If the flowing sound is heard from the heater core, repeat the procedures from step 9).

C: ADJUSTMENT

1. PROCEDURE TO ADJUST THE SUBARU SUPER COOLANT CONCENTRATION

CAUTION:

Use the SUBARU Super Coolant with a 50 — 60% concentration in order to obtain maximum anti-freeze and anti-rust performance.

To adjust the concentration of SUBARU Super Coolant according to temperature, find the proper SUBARU Super Coolant concentration in the table, and add dilution water to the SUBARU Super Coolant (concentrated type) until it reaches the proper dilution.

Relationship of SUBARU Super Coolant concentration and freezing temperature			
SUBARU Super Coolant concentration	50%	55%	60%
Freezing temperature	-36°C (-33°F)	-41°C (-42°F)	-50°C (-58°F)

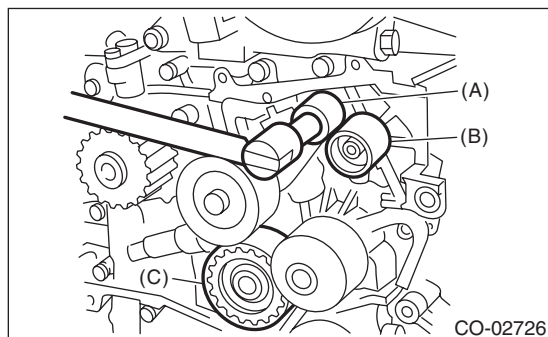
Engine coolant and diluting water:

Refer to "SPECIFICATION" for recommended engine coolant and diluting water. <Ref. to CO(w/o STI)-2, SPECIFICATION, General Description.>

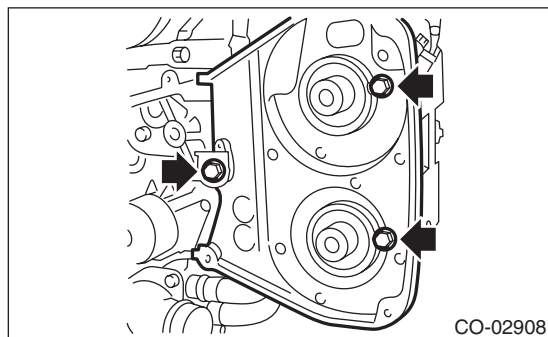
4. Water Pump

A: REMOVAL

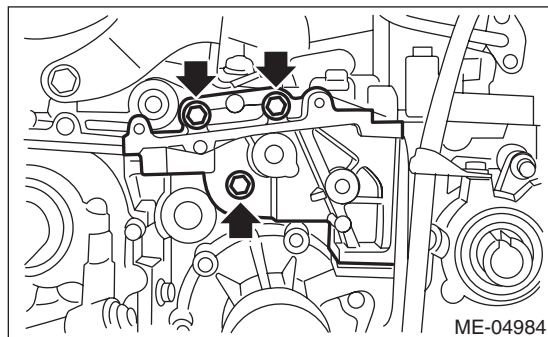
- 1) Remove the radiator. <Ref. to CO(w/o STI)-19, REMOVAL, Radiator.>
- 2) Remove the V-belts. <Ref. to ME(w/o STI)-38, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 4) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 5) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 6) Remove the automatic belt tension adjuster (A).
- 7) Remove the belt idler (B).
- 8) Remove the belt idler No. 2 (C).



- 9) Remove the cam sprocket LH. <Ref. to ME(w/o STI)-57, REMOVAL, Cam Sprocket.>
- 10) Remove the belt cover No. 2 LH.

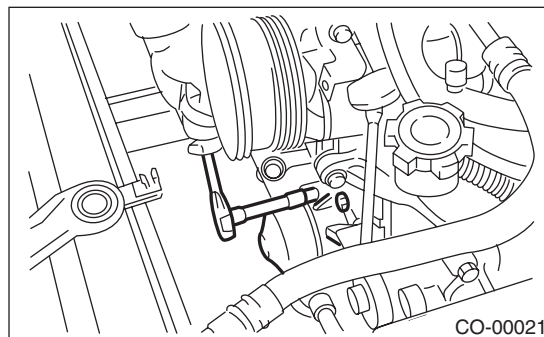


- 11) Remove the tensioner bracket.



- 12) Disconnect the hose from water pump.

- 13) Remove the water pump.



B: INSTALLATION

- 1) Install the water pump onto cylinder block LH.

NOTE:

- Use a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

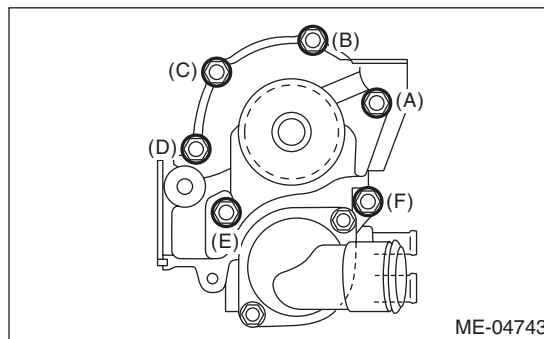
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second:

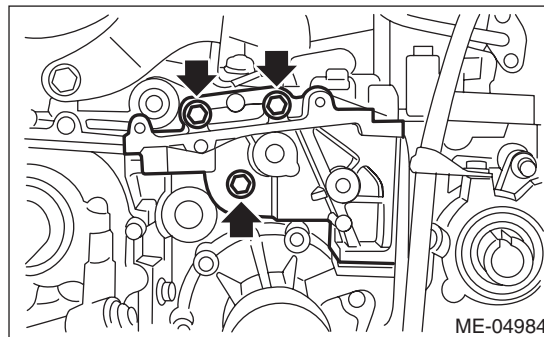
12 N·m (1.2 kgf-m, 8.9 ft-lb)



- 2) Install the hose to water pump.
- 3) Install the tensioner bracket.

Tightening torque:

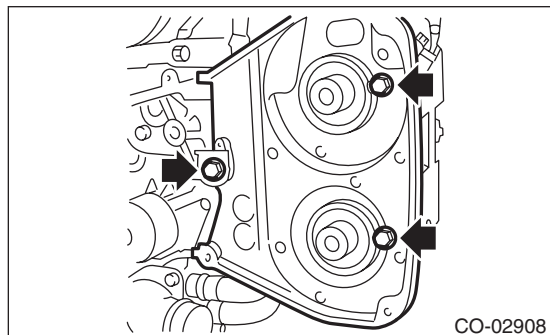
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



4) Install the belt cover No. 2 LH.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



5) Install the cam sprocket LH. <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>

6) Install the belt idler No. 2 (C).

Tightening torque:

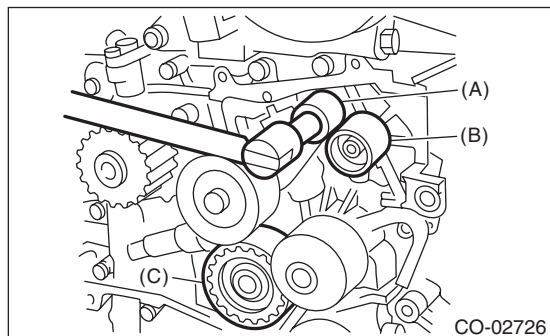
39 N·m (4.0 kgf-m, 28.8 ft-lb)

7) Install the belt idler (B).

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

8) Install the automatic belt tension adjuster (A) with the tension rod held by a pin. <Ref. to ME(w/o STI)-50, AUTOMATIC BELT TENSION ADJUST-ER ASSEMBLY AND BELT IDLER, INSTALLA-TION, Timing Belt.>



9) Install the timing belt. <Ref. to ME(w/o STI)-51, TIMING BELT, INSTALLATION, Timing Belt.>

10) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>

11) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

12) Install the V-belts. <Ref. to ME(w/o STI)-38, IN-STALLATION, V-belt.>

13) Install the radiator. <Ref. to CO(w/o STI)-20, INSTALLATION, Radiator.>

C: INSPECTION

1) Check the water pump bearing for smooth rota-tion.

2) Check the water pump pulley for abnormalities.

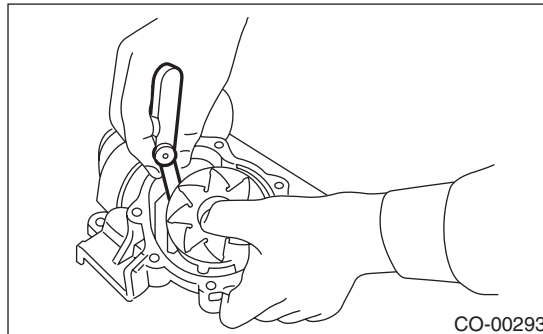
3) Make sure the impeller is not abnormally de-formed or damaged.

4) Inspect the clearance between impeller and pump case.

Clearance between impeller and pump case:

Standard

0.5 — 1.5 mm (0.020 — 0.059 in)

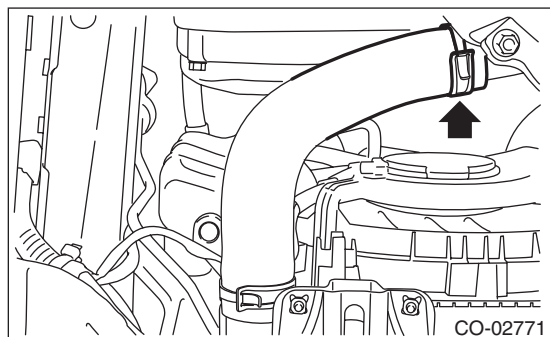


5) After water pump installation, check pulley shaft for engine coolant leaks or noise. If leaks or noise are noted, replace the water pump assembly.

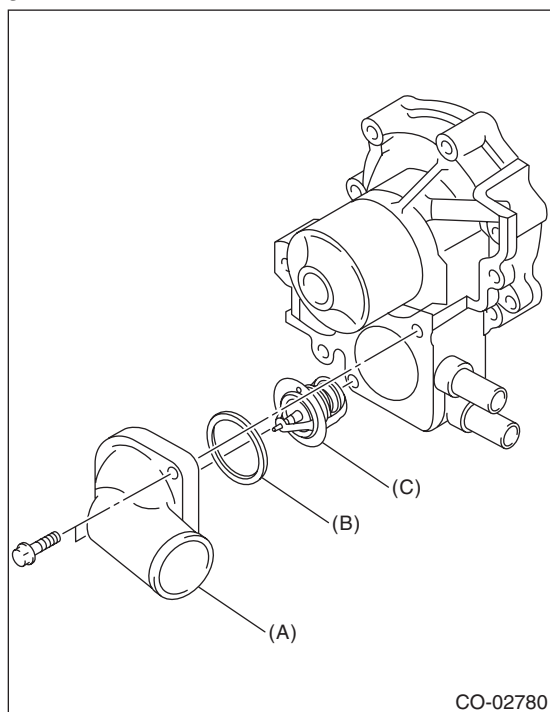
5. Thermostat

A: REMOVAL

- 1) Lift up the vehicle.
- 2) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>
- 3) Drain engine coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 4) Disconnect the radiator outlet hose from thermostat cover.



- 5) Remove the thermostat cover, and then remove the gasket and thermostat.



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat

B: INSTALLATION

- 1) Install a gasket to thermostat.

NOTE:

Use a new gasket.

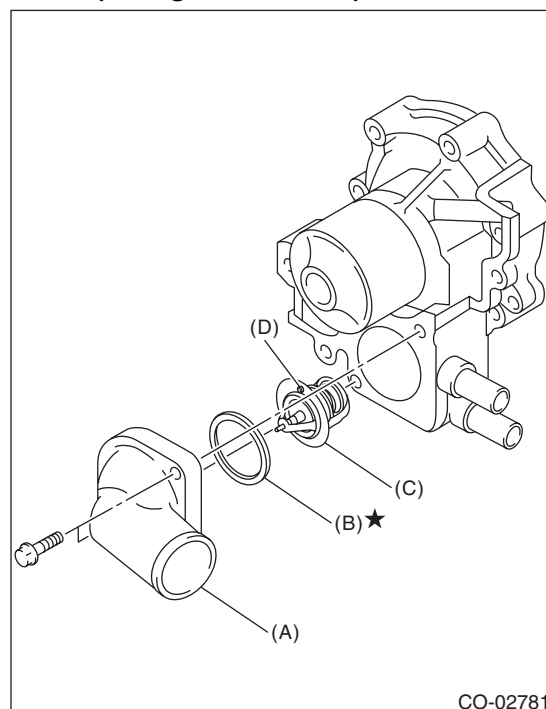
- 2) Install the thermostat and thermostat cover.

NOTE:

Install the parts with the jiggle pin facing upward.

Tightening torque:

12 N·m (1.2 kgf-m, 8.9 ft-lb)



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat
- (D) Jiggle pin

- 3) Connect the radiator outlet hose to thermostat cover.
- 4) Install the under cover. <Ref. to EI-28, INSTALLATION, Front Under Cover.>
- 5) Lower the vehicle.
- 6) Fill engine coolant. <Ref. to CO(w/o STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

- 1) Check that the thermostat does not have deformation, cracks or damage.
- 2) Check that the thermostat valve closes completely at an ambient temperature.
- 3) Immerse the thermostat and a thermometer in water. Raise water temperature gradually, and check the temperature and valve lift when the valve begins to open and when the valve is fully opened. Replace the thermostat if faulty.

NOTE:

- During the test, agitate the water for even temperature distribution.
- Leave the thermostat in the boiling water for five minutes or more before measuring the valve lift.
- Hold the thermostat with a wire or the like to avoid contacting the container.

Starting temperature to open:

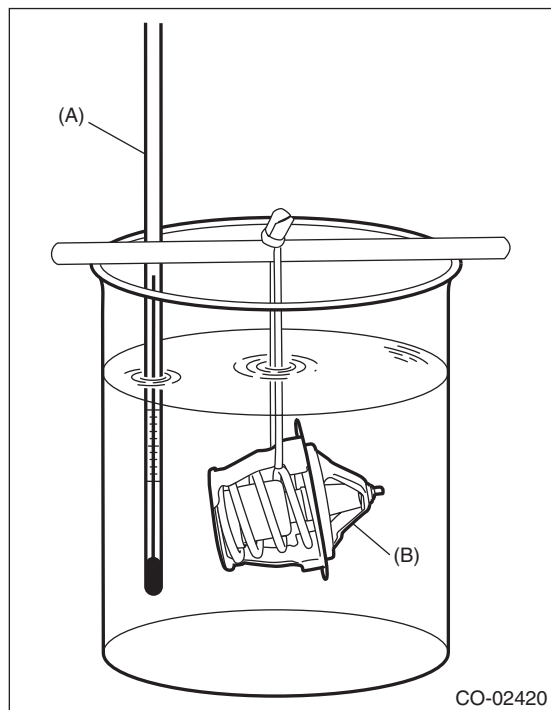
76 — 80°C (169 — 176°F)

Full open temperature:

91°C (196°F)

Total valve lift:

9.0 mm (0.354 in) or more



(A) Thermometer

(B) Thermostat

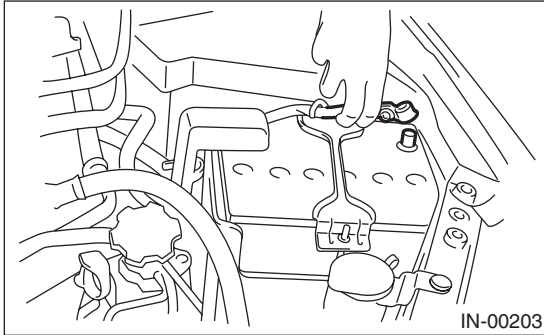
6. Radiator

A: REMOVAL

CAUTION:

The radiator is pressurized when the engine and radiator are hot. Wait until engine and radiator cool down before working on the radiator.

1) Disconnect the ground cable from battery.

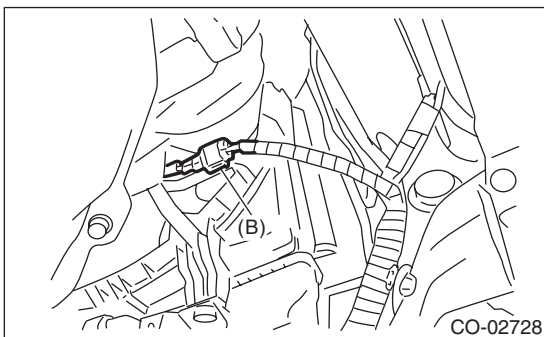
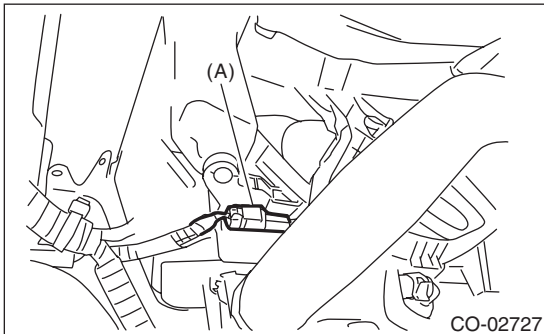


2) Lift up the vehicle.

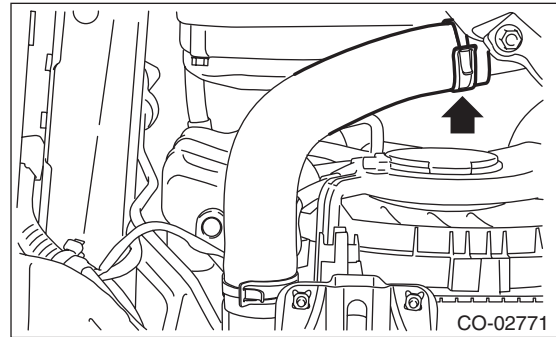
3) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>

4) Drain engine coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

5) Disconnect the connector (A) from the main fan motor and the connector (B) from the sub fan motor.



6) Disconnect the radiator outlet hose from thermostat cover.

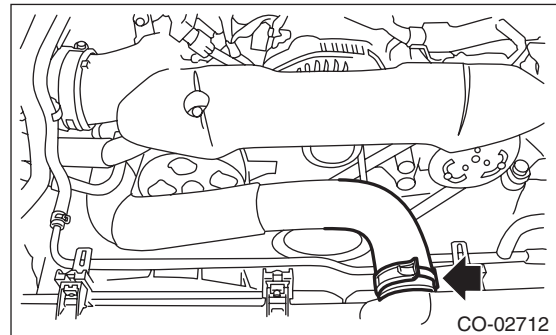


7) Lower the vehicle.

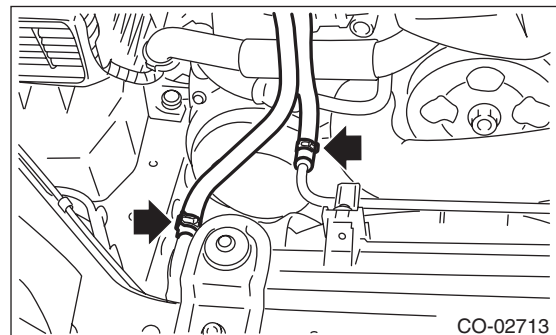
8) Remove the air intake duct. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>

9) Remove the reservoir tank. <Ref. to CO(w/o STI)-27, REMOVAL, Reservoir Tank.>

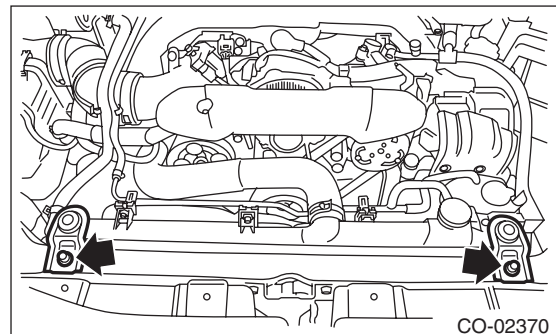
10) Disconnect the radiator inlet hose from the radiator.



11) Disconnect the two engine coolant hoses from the radiator and over flow pipe.



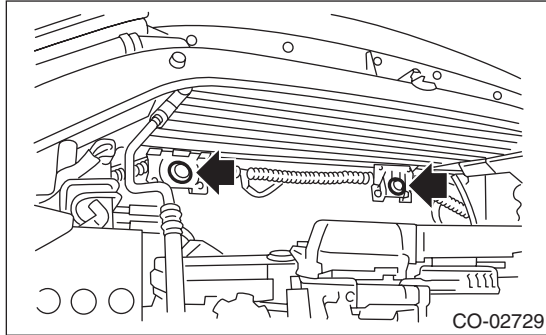
12) Remove the radiator upper brackets.



Radiator

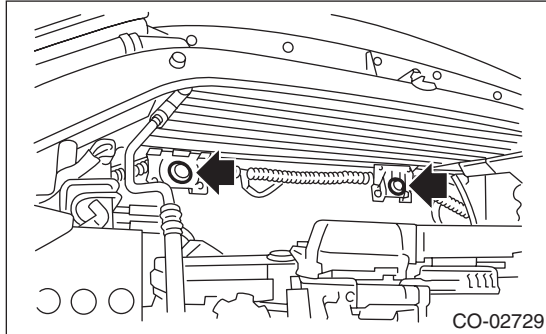
COOLING

- 13) Move the radiator to the left while lifting it upward.
- 14) Lift the radiator up and remove the radiator from vehicle.
- 15) Remove the radiator lower cushion from the radiator lower bracket.



B: INSTALLATION

- 1) Attach the radiator lower cushion to the radiator lower bracket.



- 2) Install the radiator to vehicle.

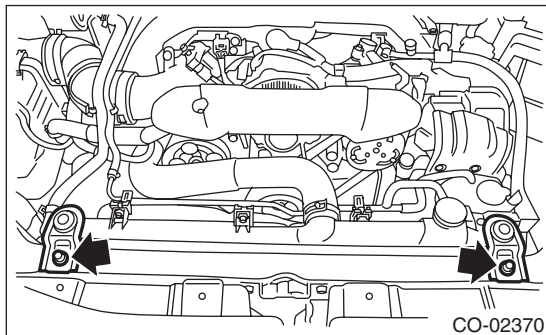
NOTE:

Make pins on the lower side of radiator be fitted into the radiator lower cushions.

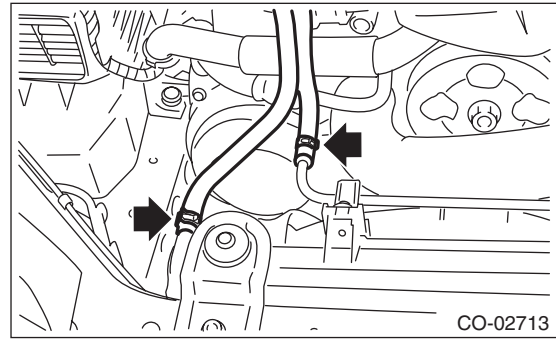
- 3) Install the radiator upper brackets.

Tightening torque:

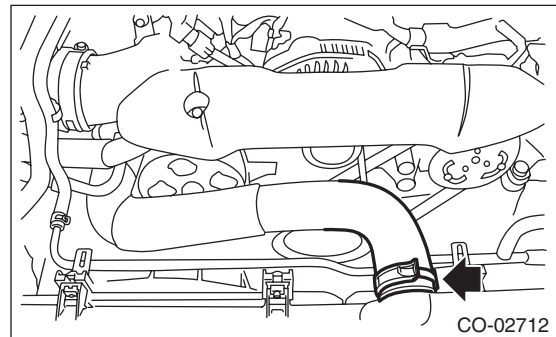
12 N·m (1.2 kgf-m, 8.9 ft-lb)



- 4) Connect the two engine coolant hoses to the radiator and over flow pipe.



- 5) Connect the radiator inlet hose.

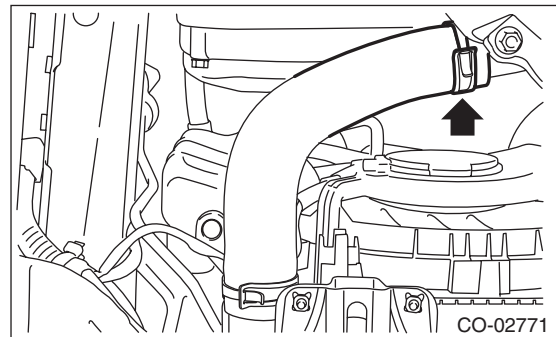


- 6) Install the reservoir tank. <Ref. to CO(w/o STI)-27, INSTALLATION, Reservoir Tank.>

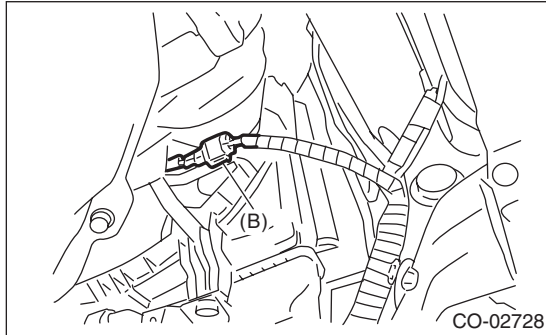
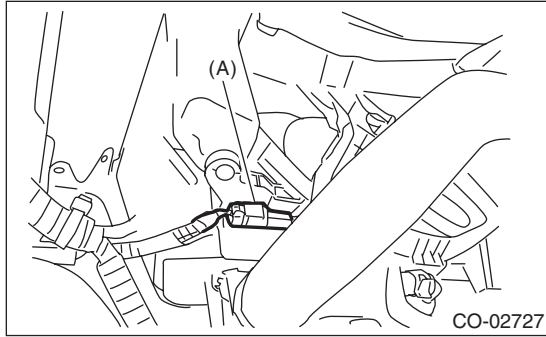
- 7) Install the air intake duct. <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>

- 8) Lift up the vehicle.

- 9) Connect the radiator outlet hose.



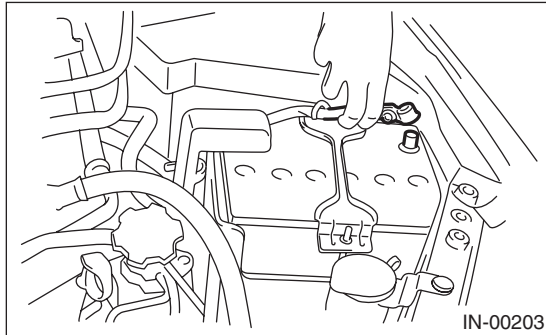
- 10) Connect the connector (A) to the main fan motor and the connector (B) to the sub fan motor.



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

- 12) Lower the vehicle.

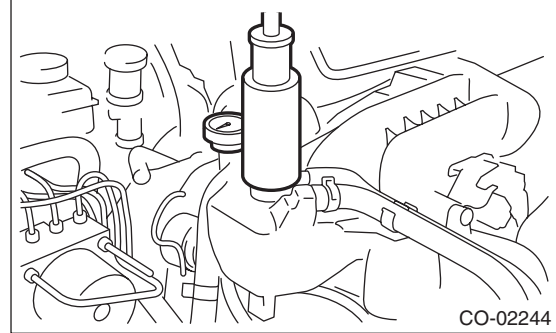
- 13) Connect the battery ground terminal.



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

C: INSPECTION

- 1) Check that the radiator does not have deformation, cracks or damage.
- 2) Check that the hose has no cracks, damage or loose part.
- 3) Remove the coolant filler tank cap, fill the coolant filler tank with engine coolant, then install the radiator cap tester to the filler neck of coolant filler tank.



- 4) Apply a pressure of 122 kPa (1.2 kg/cm², 18 psi) to the radiator and check the following points:

- Leakage from the radiator or its vicinity
- Leakage from the hose or its connections

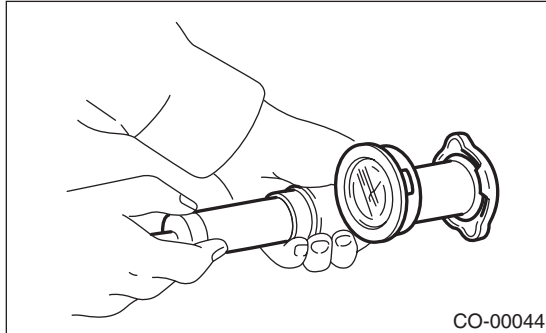
CAUTION:

- Inspection must be carried out at the side of coolant filler tank, not at the side of radiator.
- Engine should be turned off.
- Wipe engine coolant from check points in advance.
- Be careful not to deform the filler neck of the coolant filler tank when installing and removing the radiator cap tester.
- Be careful of engine coolant from spurting out when removing the radiator cap tester.

7. Radiator Cap

A: INSPECTION

- 1) Check that the radiator cap does not have deformation, cracks or damage.
- 2) Attach the radiator cap tester to radiator cap.



- 3) Increase pressure until the radiator cap tester gauge needle stops. Radiator cap is functioning properly if it holds the service limit pressure for 5 — 6 seconds. Replace the radiator cap if its valve opens at less than the service limit.

Coolant filler tank side:

Standard

93 — 123 kPa (0.95 — 1.25 kg/cm², 14 — 18 psi)

Limit

83 kPa (0.85 kg/cm², 12 psi)

Radiator side:

Standard

122 — 152 kPa (1.24 — 1.55 kg/cm², 18 — 22 psi)

Limit

112 kPa (1.14 kg/cm², 16 psi)

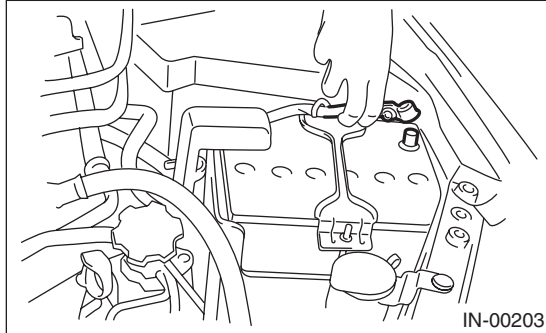
CAUTION:

- Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.
- Do not confuse the cap of coolant filler tank and cap of radiator.

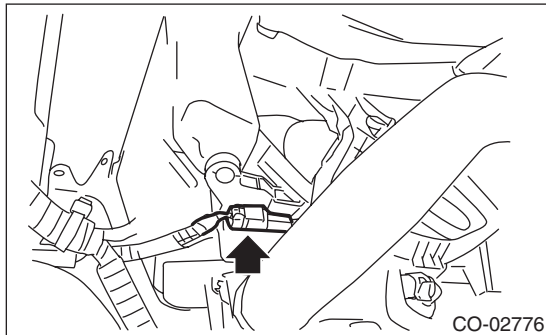
8. Radiator Main Fan and Fan Motor

A: REMOVAL

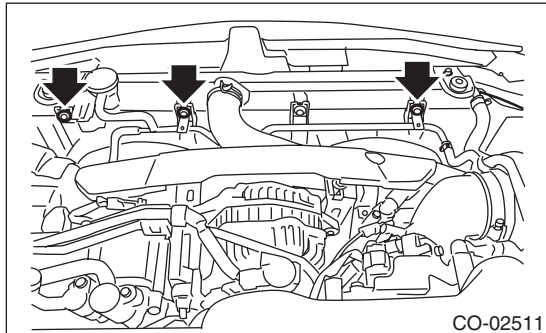
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>
- 4) Disconnect the connector from the main fan motor.



- 5) Lower the vehicle.
- 6) Remove the air intake duct. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>
- 7) Remove the reservoir tank. <Ref. to CO(w/o STI)-27, REMOVAL, Reservoir Tank.>
- 8) Remove the bolts which secure the radiator main fan motor assembly and the over flow pipe.



- 9) Remove the radiator main fan motor assembly from the upper side of the vehicle.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

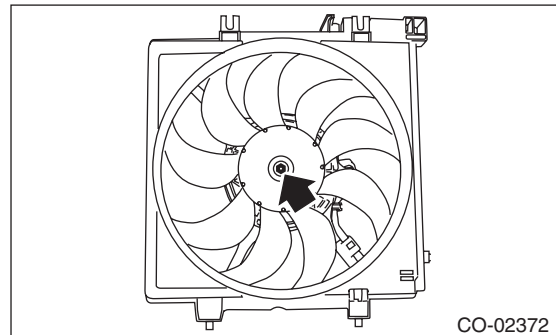
Check if the radiator hose and the over flow hose are properly connected.

Tightening torque:

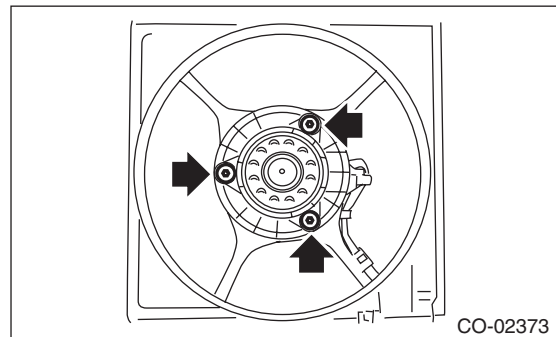
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

- 1) Remove the clip which holds the main fan motor connector onto the radiator main fan shroud.
- 2) Disconnect the radiator main fan from the main fan motor.



- 3) Disconnect the main fan motor from the radiator main fan shroud.



Radiator Main Fan and Fan Motor

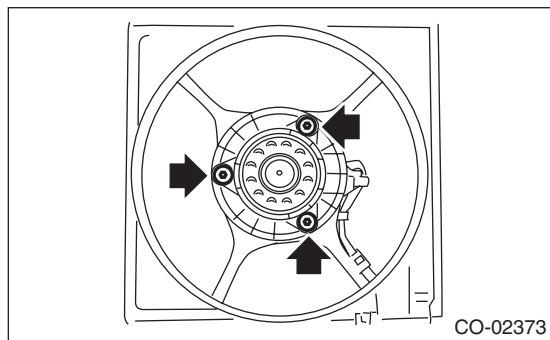
COOLING

D: ASSEMBLY

Assemble in the reverse order of disassembly.

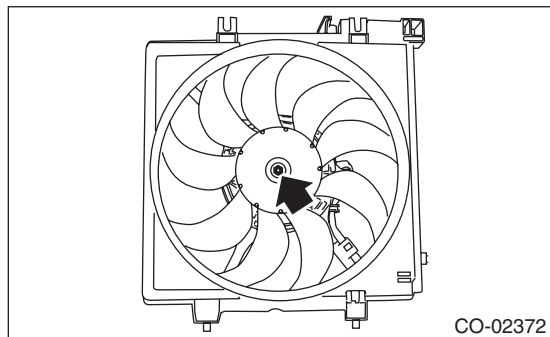
Tightening torque:

4.41 N·m (0.45 kgf-m, 3.25 ft-lb)



Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)



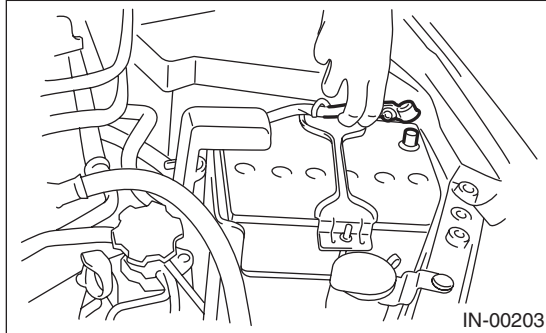
E: INSPECTION

Check that the radiator main fan, radiator main fan shroud and main fan motor do not have deformation, cracks or damage.

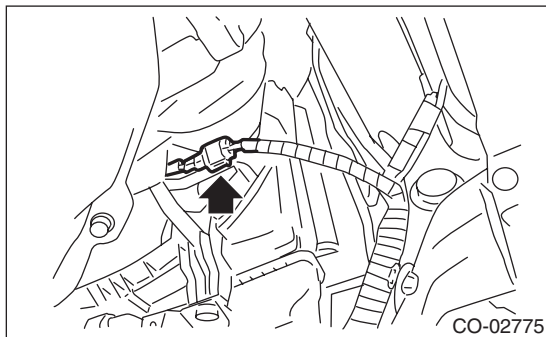
9. Radiator Sub Fan and Fan Motor

A: REMOVAL

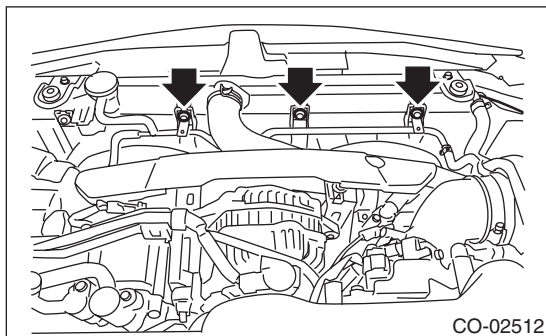
- 1) Disconnect the ground cable from battery.



- 2) Lift up the vehicle.
- 3) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>
- 4) Disconnect the connector from the sub fan motor.



- 5) Lower the vehicle.
- 6) Remove the air intake duct. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>
- 7) Remove the bolts which secure the radiator sub fan motor assembly and the over flow pipe.



- 8) Raise the radiator sub fan motor assembly slightly, remove the pin at the lower part of the radiator sub fan motor assembly from the radiator hole, and remove the radiator sub fan motor assembly from the lower side of the vehicle.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

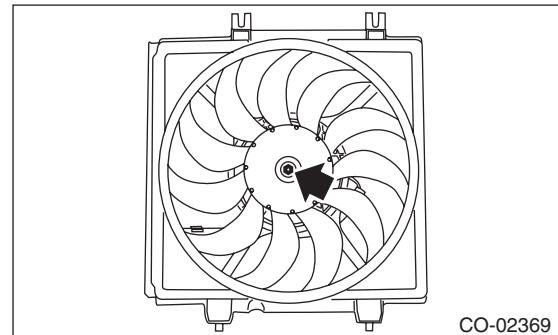
Check if the radiator hose and the over flow hose are properly connected.

Tightening torque:

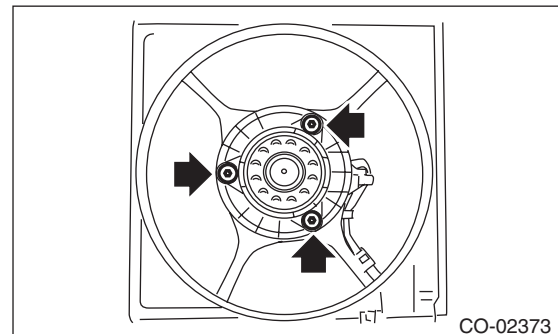
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

- 1) Remove the clip which holds the sub fan motor connector onto the radiator sub fan shroud.
- 2) Disconnect the radiator sub fan from the sub fan motor.



- 3) Disconnect the sub fan motor from the radiator sub fan shroud.



Radiator Sub Fan and Fan Motor

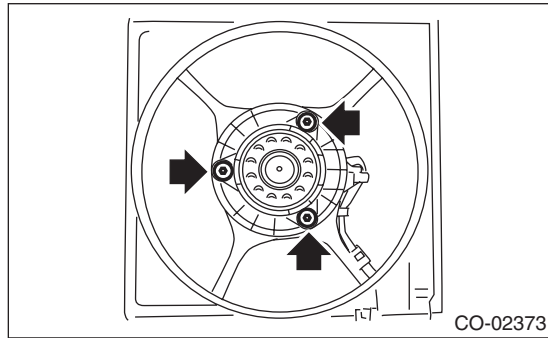
COOLING

D: ASSEMBLY

Assemble in the reverse order of disassembly.

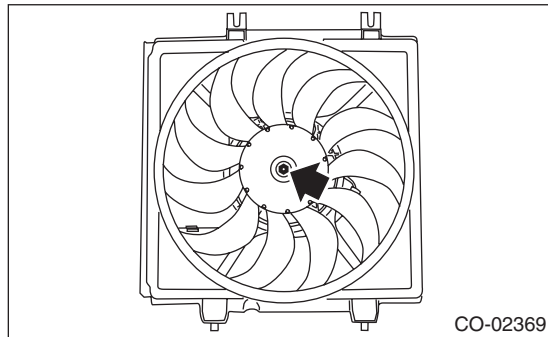
Tightening torque:

4.41 N·m (0.45 kgf-m, 3.25 ft-lb)



Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)



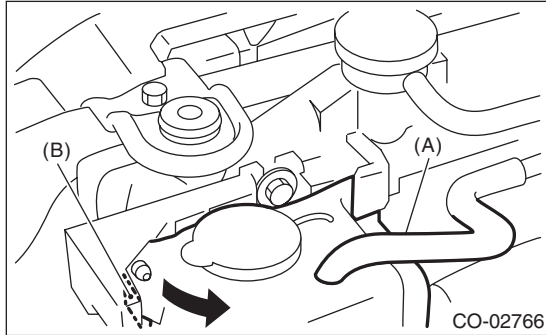
E: INSPECTION

Check that the radiator sub fan, radiator sub fan shroud and sub fan motor do not have deformation, cracks or damage.

10. Reservoir Tank

A: REMOVAL

- 1) Pull out the over flow hose (A).
- 2) Pull out the reservoir tank to the arrow direction while pushing the claw (B).



B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

- 1) Check that the reservoir tank does not have deformation, cracks or damage.
- 2) Check the over flow hose for cracks or damage.
- 3) Make sure the engine coolant level is between "FULL" and "LOW".

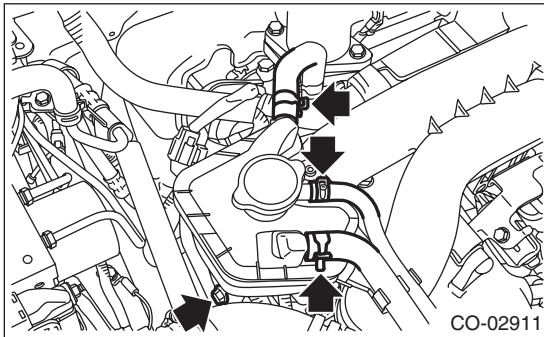
11.Coolant Filler Tank

A: REMOVAL

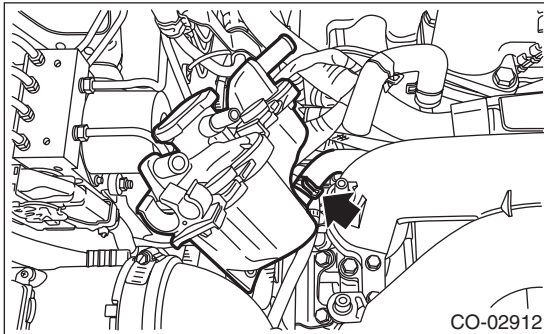
CAUTION:

The coolant filler tank is pressurized when the engine and radiator are hot. Wait until engine and radiator cool down before working on the coolant filler tank.

- 1) Drain approximately 3.0 L (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 2) Disconnect the engine coolant hoses from coolant filler tank.
- 3) Remove the bolts which secure the coolant filler tank.



- 4) Disconnect the engine coolant hose which connects the under side of coolant filler tank, and remove the coolant filler tank.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

16 N·m (1.6 kgf·m, 11.8 ft·lb)

C: INSPECTION

- 1) Check that the coolant filler tank does not have deformation, cracks or damage.
- 2) Check that the engine coolant hose has no cracks, damage or loose part.

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Over-heating	a. Insufficient engine coolant	Replenish engine coolant, inspect for leakage, and repair it if necessary.
	b. Loose timing belt	Repair or replace timing belt tensioner.
	c. Oil on timing belt	Replace.
	d. Malfunction of thermostat	Replace.
	e. Malfunction of water pump	Replace.
	f. Clogged engine coolant passage	Clean.
	g. Improper ignition timing	Inspect and repair ignition control system. <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	h. Clogged or leaking radiator	Clean, repair or replace.
	i. Defective radiator fan	Replace.
	j. Improper engine oil in engine coolant	Replace the engine coolant. If ineffective, check, repair or replace engine components.
	k. Air/fuel mixture ratio too lean	Inspect and repair the fuel injection system. <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	l. Excessive back pressure in exhaust system	Clean or replace.
	m. Insufficient clearance between piston and cylinder	Adjust or replace.
	n. Slipping clutch	Repair or replace.
	o. Dragging brake	Adjust.
	p. Defective radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or fan motor and replace them.
Over-cooling	a. Ambient temperature extremely low	Partly cover radiator front area.
	b. Defective thermostat	Replace.
Engine coolant leaks	a. Loosened or damaged connecting units on hoses	Repair or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Repair or replace.
	d. Leakage around cylinder head gasket	Retighten cylinder head bolts or replace cylinder head gasket.
	e. Damaged or cracked cylinder head and cylinder block	Repair or replace.
	f. Damaged or cracked thermostat cover	Repair or replace.
	g. Leakage from radiator	Repair or replace.
Noise	a. Timing belt problem	Replace.
	b. Defective radiator fan	Replace.
	c. Defective water pump bearing	Replace water pump.
	d. Defective water pump mechanical seal	Replace water pump.

Engine Cooling System Trouble in General

COOLING

LUBRICATION

LU(w/o STI)

	Page
1. General Description	2



General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

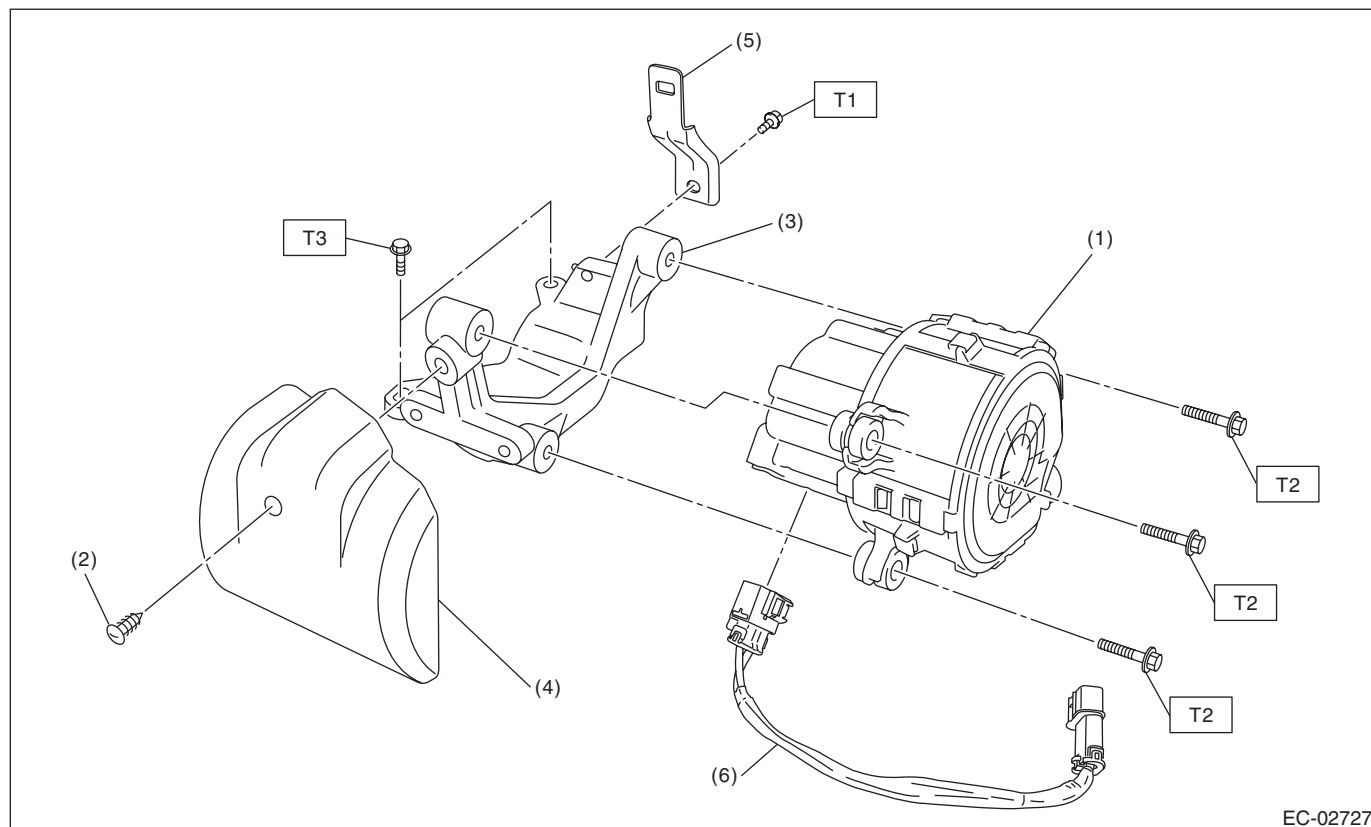
1. General Description

A: COMPONENT

1. CANISTER, PURGE CONTROL SOLENOID VALVE, PRESSURE CONTROL SOLENOID VALVE ASSEMBLY, SHUT VALVE, LEAK CHECK VALVE, AND DRAIN SEPARATOR

For components of canister, purge control solenoid valve, pressure control solenoid valve assembly, shut valve, leak check valve, and drain separator, refer to FU (w/o STI). <Ref. to FU(w/o STI)-3, COMPONENT, General Description.>

2. SECONDARY AIR PUMP



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

Tightening torque: N·m (kgf·m, ft·lb)

T1: 6.4 (0.7, 4.7)

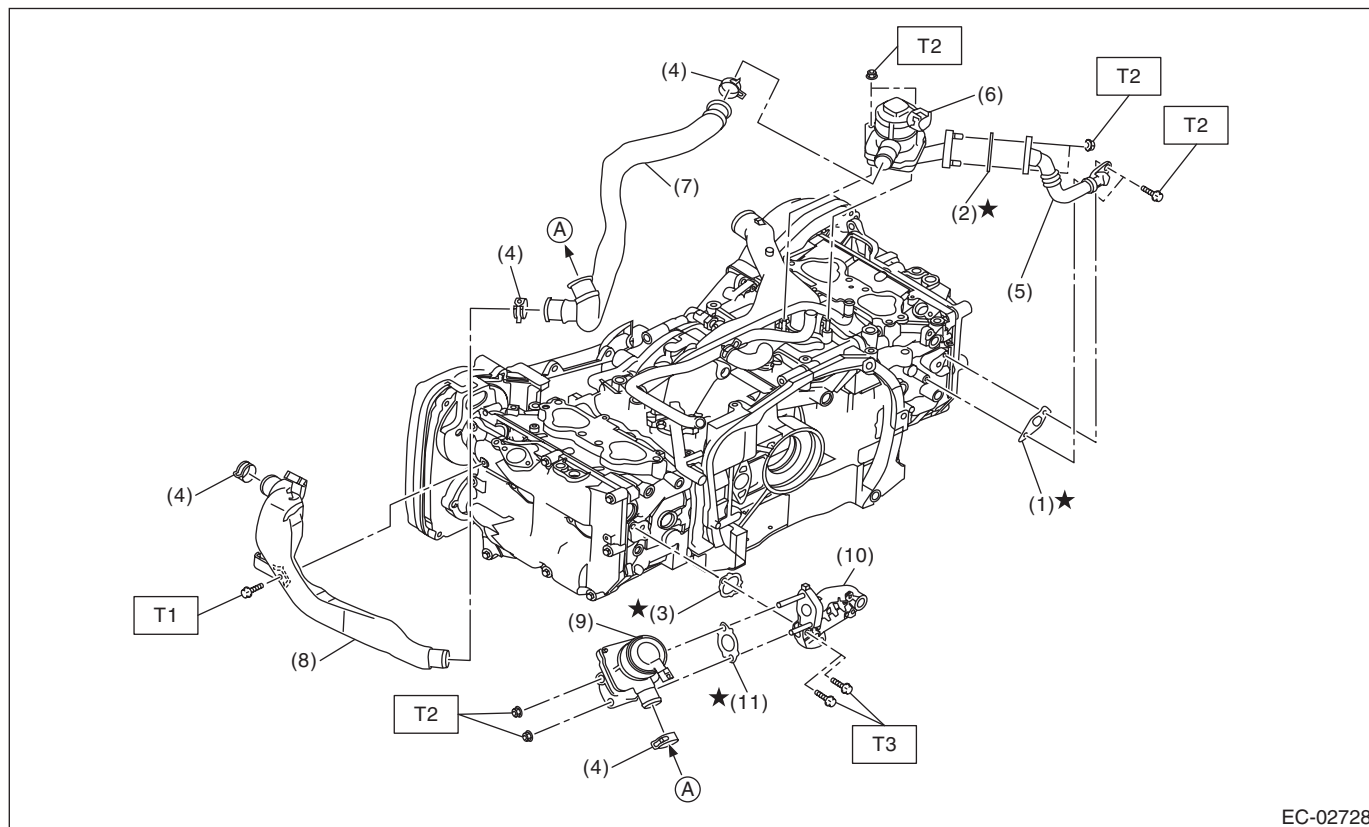
T2: 9 (0.9, 6.6)

T3: 19 (1.9, 14.0)

General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

3. SECONDARY AIR COMBINATION VALVE



(1) Gasket	(7) Air duct A
(2) Gasket	(8) Air duct B
(3) Gasket	(9) Secondary air combination valve LH
(4) Clip	(10) Secondary air pipe LH
(5) Secondary air pipe RH	(11) Gasket
(6) Secondary air combination valve RH	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 9 (0.9, 6.6)

T3: 19 (1.9, 14.0)

General Description

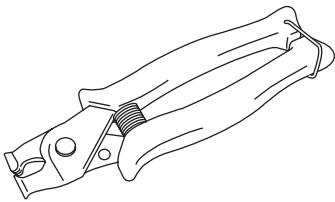
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

B: CAUTION

- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a work cap, and protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.
 3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.
- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Bolts, nuts and washers should be replaced with new parts as required.
- Be sure to tighten the fasteners including bolts and nuts to the specified torque.

C: PREPARATION TOOL

1. SPECIAL TOOL

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

2. GENERAL TOOL

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

Front Catalytic Converter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

2. Front Catalytic Converter

A: REMOVAL

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

B: INSTALLATION

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

C: INSPECTION

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

Rear Catalytic Converter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

3. Rear Catalytic Converter

A: REMOVAL

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

B: INSTALLATION

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

C: INSPECTION

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

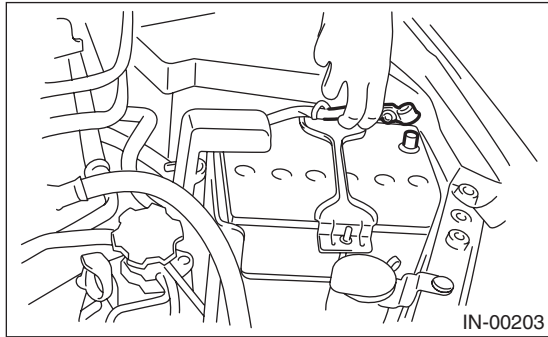
Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

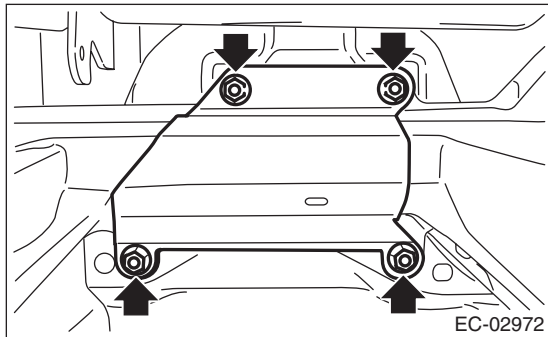
4. Canister

A: REMOVAL

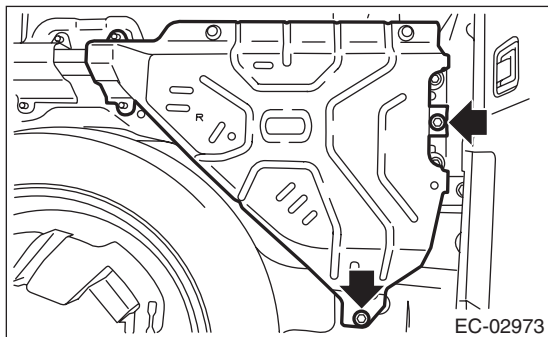
- 1) Disconnect the ground cable from battery.



- 2) Open the trunk, and remove the trunk room mat. (4 door model)
3) Open the rear gate, and remove the luggage floor mat. (5 door model)
4) Tilt the rear seat backrest forward.
5) Remove the sub trunk box and spacers. (4 door model)
6) Remove the luggage floor box and spacers. (5 door model)
7) Remove the center canister cover.



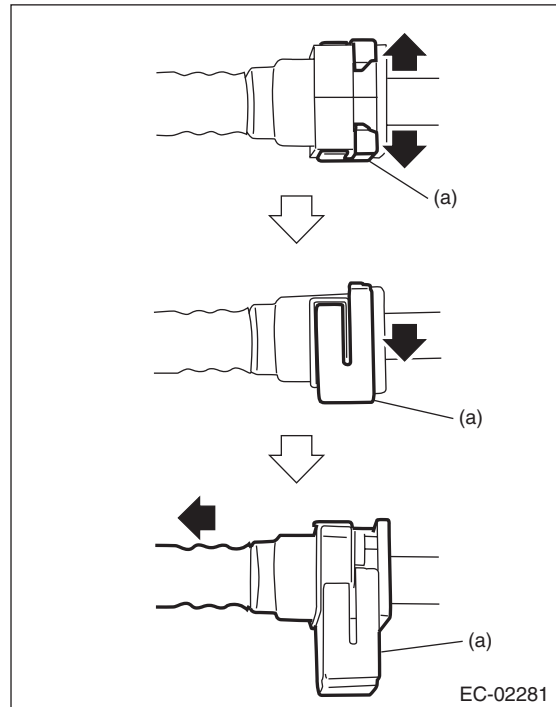
- 8) Remove the canister cover RH.



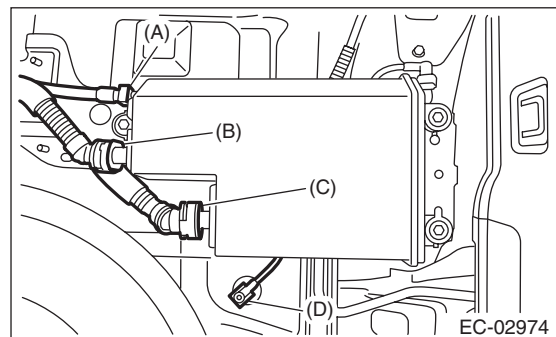
- 9) Disconnect the purge tube (A), vent tube (B), drain tube A (C) and PCV drain tube (D).

NOTE:

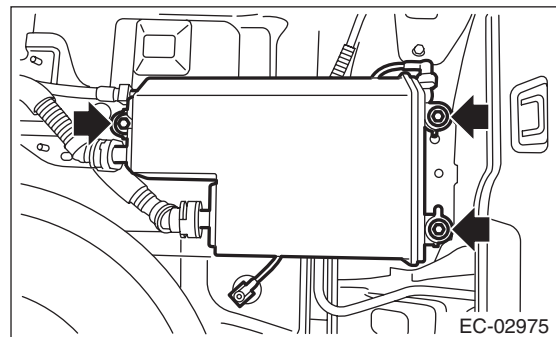
Disconnect the quick connector as shown in the figure.



(a) Retainer



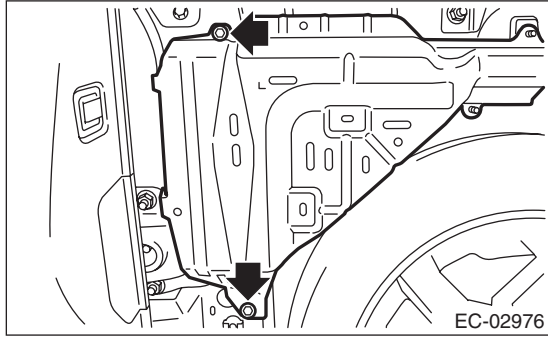
- 10) Remove the canister.



Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

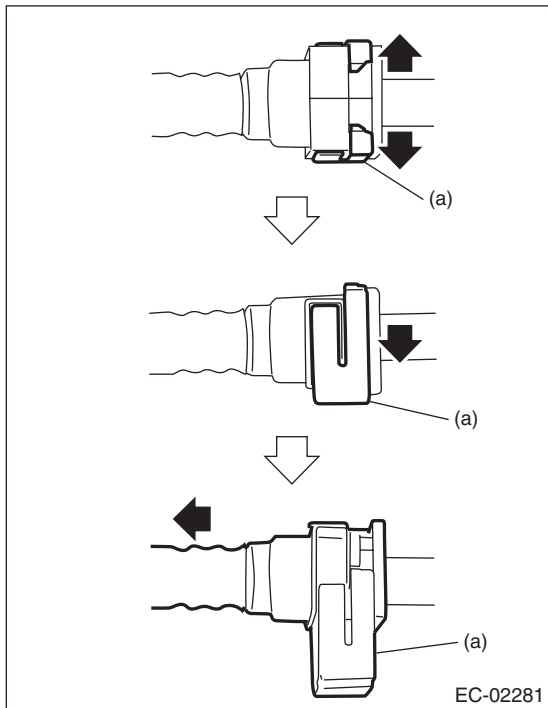
11) Remove the canister cover LH.



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

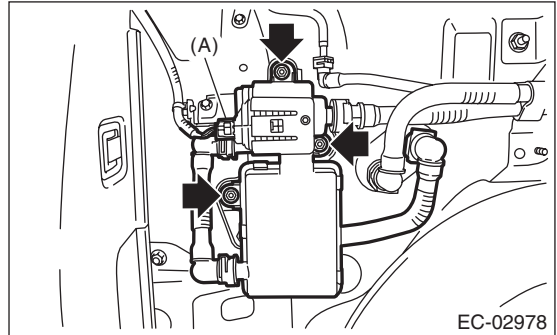
NOTE:

Disconnect the quick connector as shown in the figure.

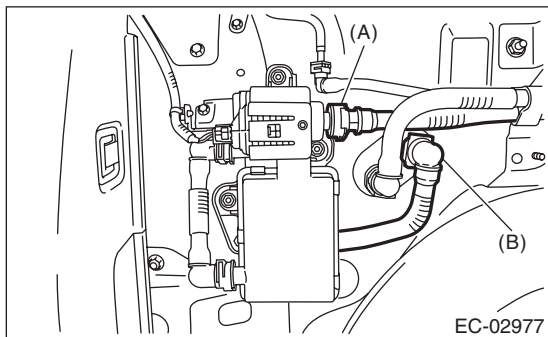
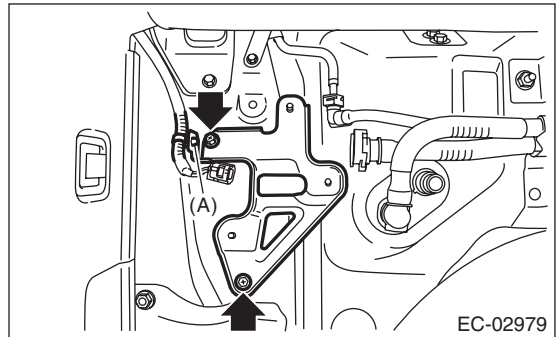


(a) Retainer

13) Disconnect the connector (A) from leak check valve assembly, and remove the leak check valve assembly.



14) Remove the clip (A), which secures the leak check valve assembly harness, from the valve bracket, and remove the valve bracket.



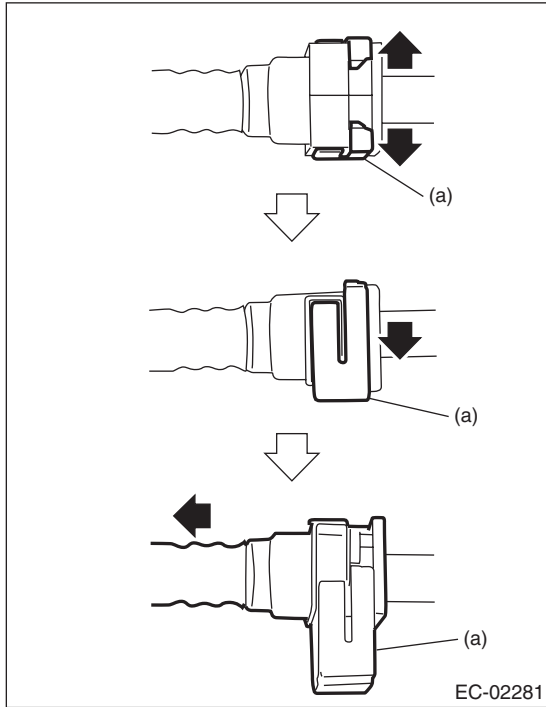
Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

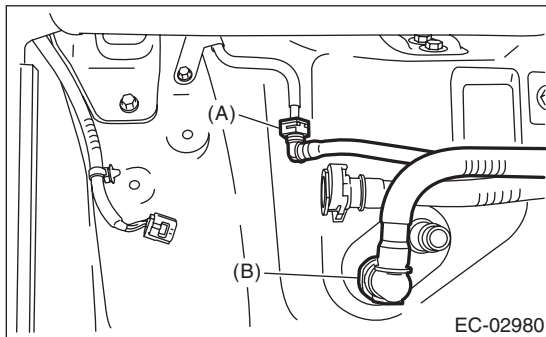
15) Disconnect purge tube (A) and vent tube (B).

NOTE:

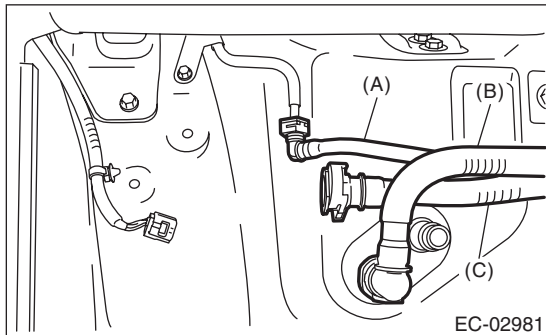
Disconnect the quick connector as shown in the figure.



(a) Retainer



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



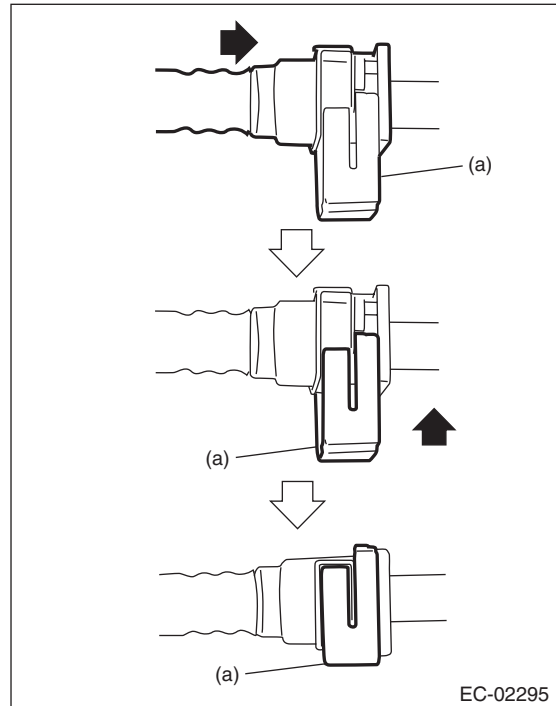
B: INSTALLATION

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

- Connect the quick connector as shown in the figure.

CAUTION:

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



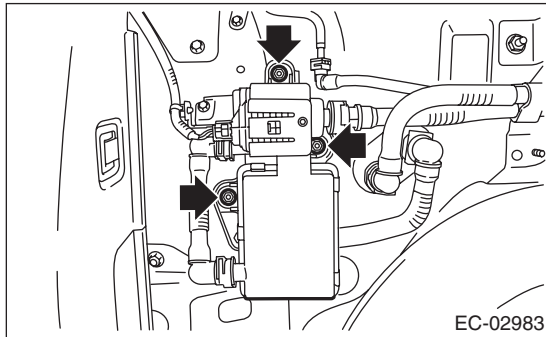
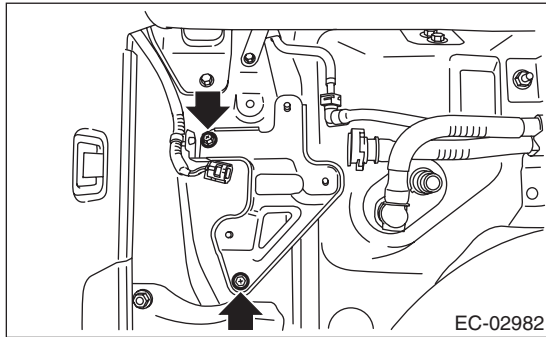
(a) Retainer

Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

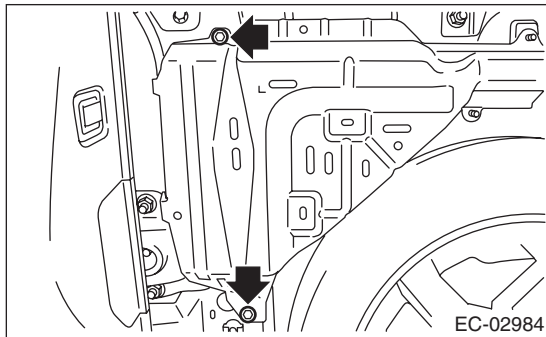
Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



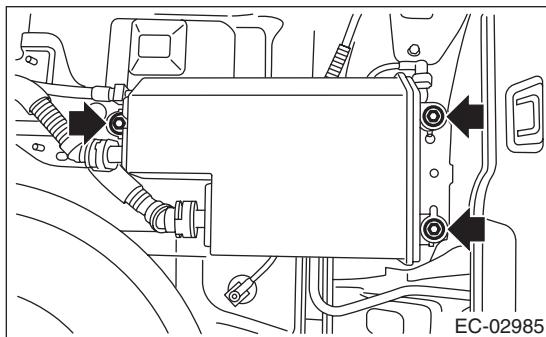
Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



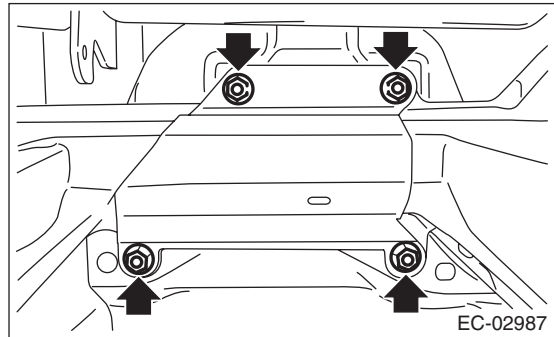
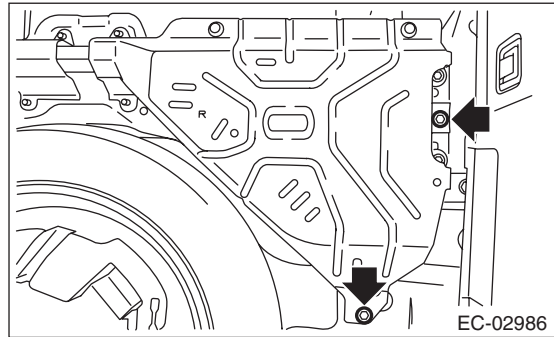
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)



Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



C: INSPECTION

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

Purge Control Solenoid Valve

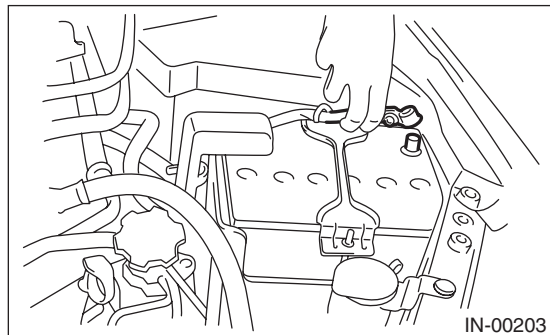
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

5. Purge Control Solenoid Valve

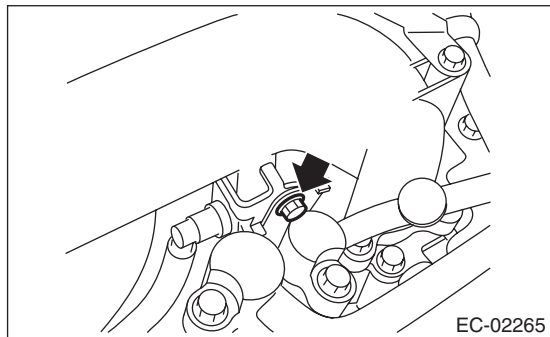
A: REMOVAL

1. PURGE CONTROL SOLENOID VALVE 1

- 1) Disconnect the ground cable from battery.



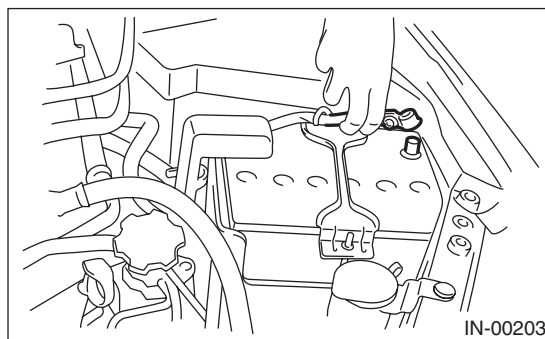
- 2) Remove the bolts which secure purge control solenoid valve 1 to the intake manifold, and disconnect the connector from the purge control solenoid valve 1.



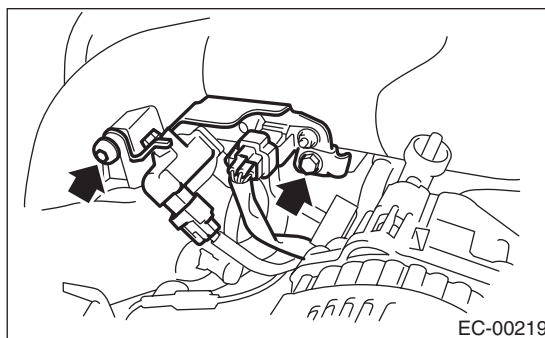
- 3) Disconnect the vacuum hose from purge control solenoid valve 1.

2. PURGE CONTROL SOLENOID VALVE 2

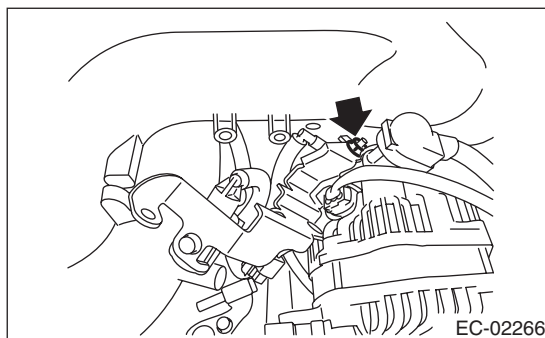
- 1) Disconnect the ground cable from battery.



- 2) Remove the solenoid valve bracket assembly from the intake manifold.



- 3) Disconnect the connector and the vacuum hose from purge control solenoid valve 2.
- 4) Remove the purge control solenoid valve 2 from the solenoid valve bracket assembly.



Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

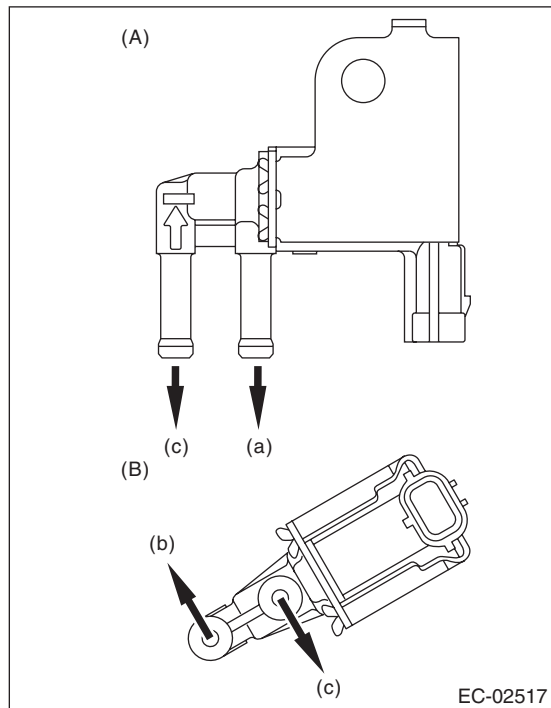
B: INSTALLATION

1. PURGE CONTROL SOLENOID VALVE 1

Install in the reverse order of removal.

NOTE:

Connect the vacuum hose as shown in the figure.



- (A) Purge control solenoid valve 1
- (B) Purge control solenoid valve 2
- (a) To intake manifold
- (b) To intake duct
- (c) To fuel pipe

Tightening torque:

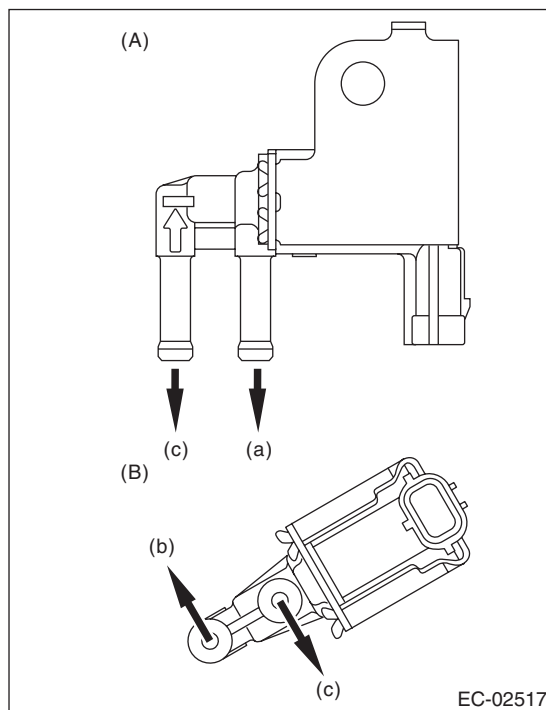
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

2. PURGE CONTROL SOLENOID VALVE 2

Install in the reverse order of removal.

NOTE:

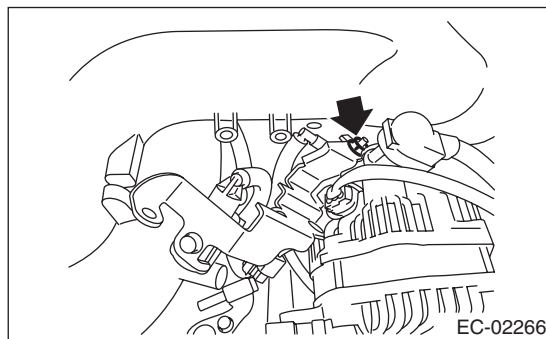
Connect the vacuum hose as shown in the figure.



- (A) Purge control solenoid valve 1
- (B) Purge control solenoid valve 2
- (a) To intake manifold
- (b) To intake duct
- (c) To fuel pipe

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



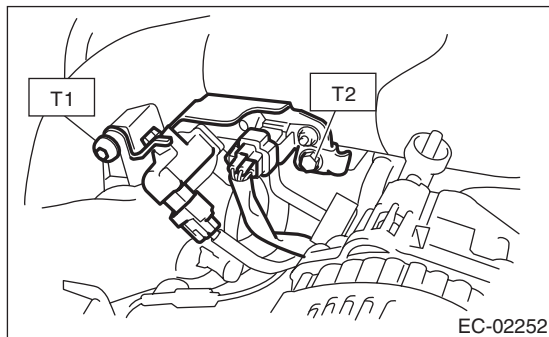
Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

Tightening torque:

T1: 17 N·m (1.7 kgf-m, 12.5 ft-lb)

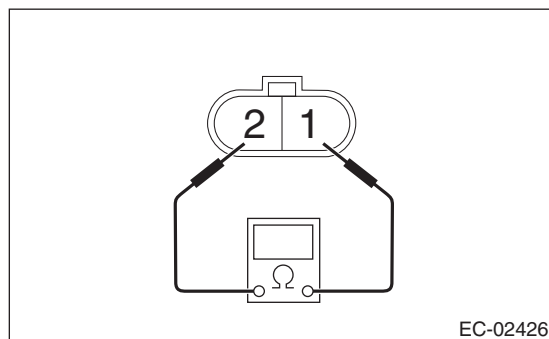
T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



C: INSPECTION

1. PURGE CONTROL SOLENOID VALVE

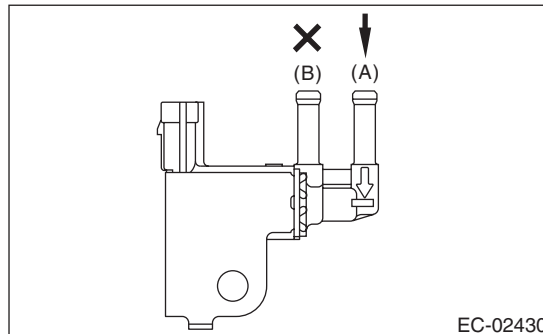
- 1) Check that the purge control solenoid valve has no deformation, cracks or other damages.
- 2) Measure the resistance between the purge control solenoid valve terminals.



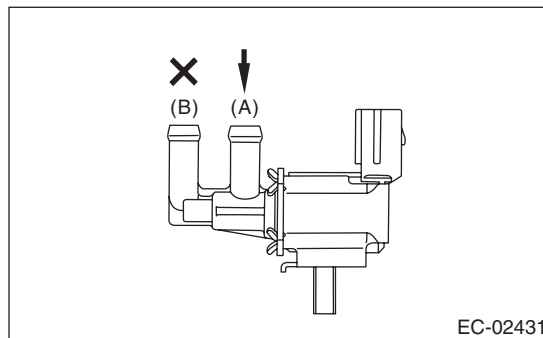
	Terminal No.	Standard
Purge control solenoid valve 1	1 and 2	$32 \pm 2 \Omega$ (when 20°C (68°F))
Purge control solenoid valve 2		$24 \pm 3 \Omega$ (when 20°C (68°F))

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

- Purge control solenoid valve 1

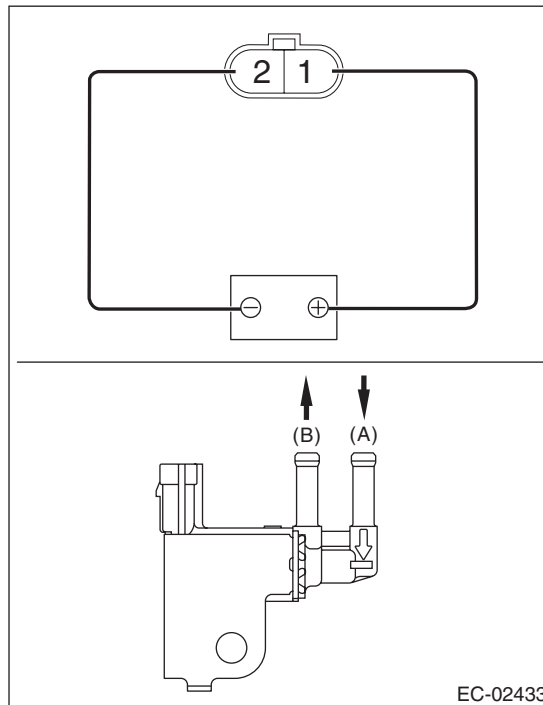


- Purge control solenoid valve 2



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

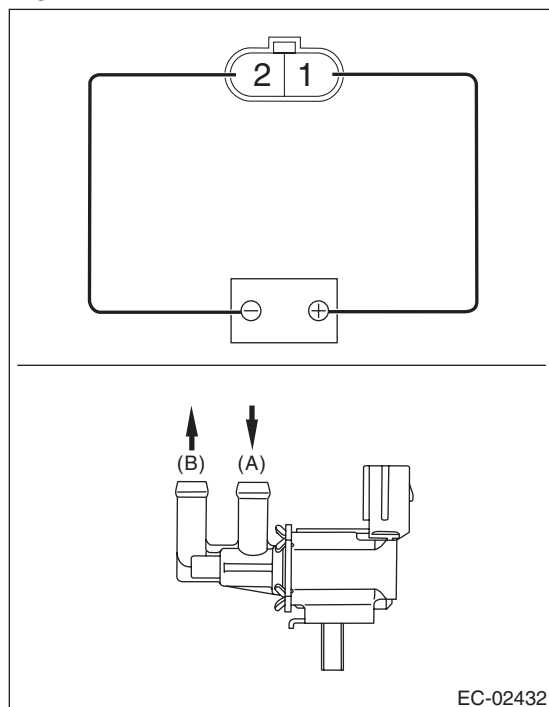
- Purge control solenoid valve 1



Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

- Purge control solenoid valve 2



2. OTHER INSPECTIONS

Check the vacuum hose for cracks, damage or looseness.

6. Fuel Level Sensor

A: REMOVAL

For removal procedures, refer to the “FU(w/o STI)” section. <Ref. to FU(w/o STI)-80, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

For installation procedures, refer to the “FU(w/o STI)” section. <Ref. to FU(w/o STI)-80, INSTALLATION, Fuel Level Sensor.>

C: INSPECTION

For inspection procedures, refer to the “FU(w/o STI)” section. <Ref. to FU(w/o STI)-80, INSPECTION, Fuel Level Sensor.>

7. Fuel Sub Level Sensor

A: REMOVAL

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

B: INSTALLATION

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

C: INSPECTION

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

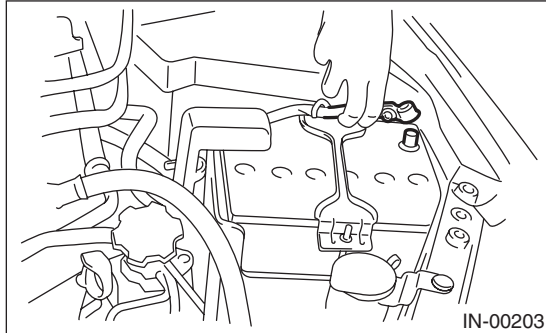
Pressure Control Solenoid Valve Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

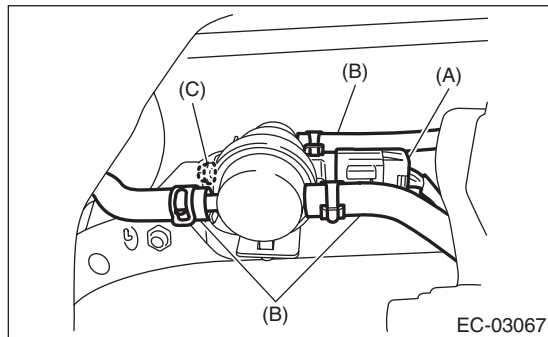
8. Pressure Control Solenoid Valve Assembly

A: REMOVAL

- 1) Disconnect the ground cable from battery.



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



B: INSTALLATION

Install in the reverse order of removal.

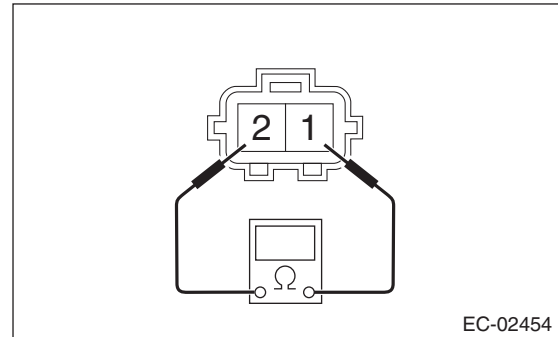
Tightening torque:

7.35 N·m (0.7 kgf-m, 5.4 ft-lb)

C: INSPECTION

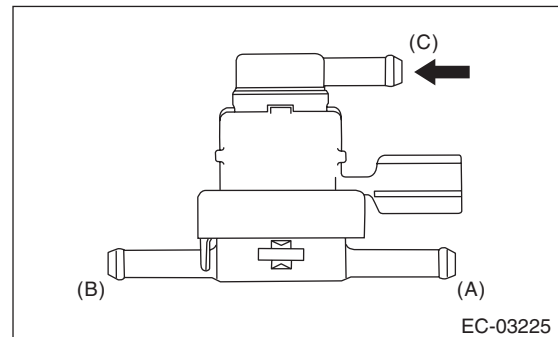
1. PRESSURE CONTROL SOLENOID VALVE ASSEMBLY

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



Terminal No.	Standard
1 and 2	20 — 30 Ω

- 3) Connect the Mighty Vac to fuel tank side of the pressure control solenoid valve assembly.



- (A) Fuel tank side
- (B) Canister side
- (C) Atmospheric pressure

- 4) Using the Mighty Vac, generate the positive pressure. Check that the Mighty Vac gauge needle rises at the pressure (0.55 — 1.55 kPa (0.006 — 0.016 kgf/cm², 0.08 — 0.23 psi)) then lowers.
- 5) Using the Mighty Vac, generate the vacuum pressure. Check that the Mighty Vac gauge needle does not rise.

2. OTHER INSPECTIONS

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

9. Drain Filter

A: SPECIFICATION

The leak check valve assembly is a non-disassembled part. Do not remove the drain filter from the leak check valve assembly. Refer to “Canister” for removal and installation procedures. <Ref. to EC(w/o STI)-7, REMOVAL, Canister.> <Ref. to EC(w/o STI)-9, INSTALLATION, Canister.>

10. Shut Valve

A: REMOVAL

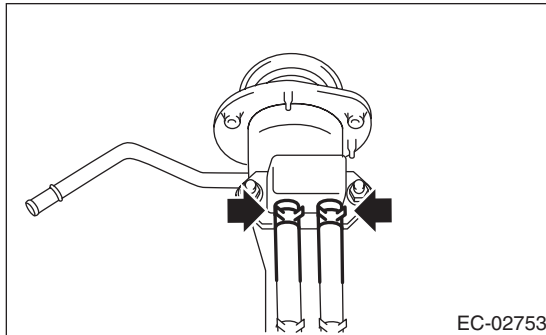
WARNING:

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

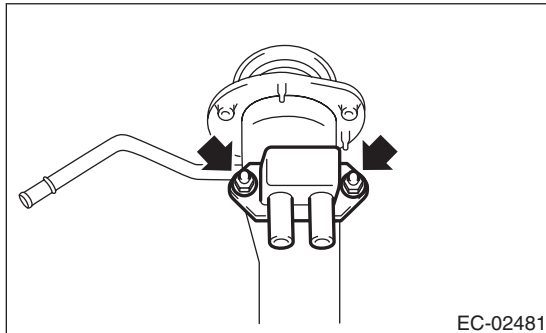
CAUTION:

Be careful not to spill fuel.

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



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



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

4.5 N·m (0.5 kgf-m, 3.3 ft-lb)

C: INSPECTION

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

Leak Check Valve Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

11. Leak Check Valve Assembly

A: REMOVAL

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

B: INSTALLATION

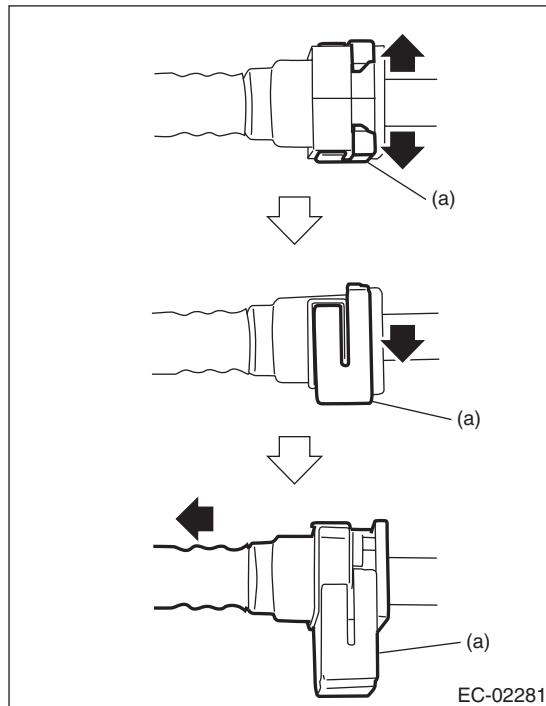
Refer to “Canister” for installation procedures. <Ref. to EC(w/o STI)-9, INSTALLATION, Canister.>

C: DISASSEMBLY

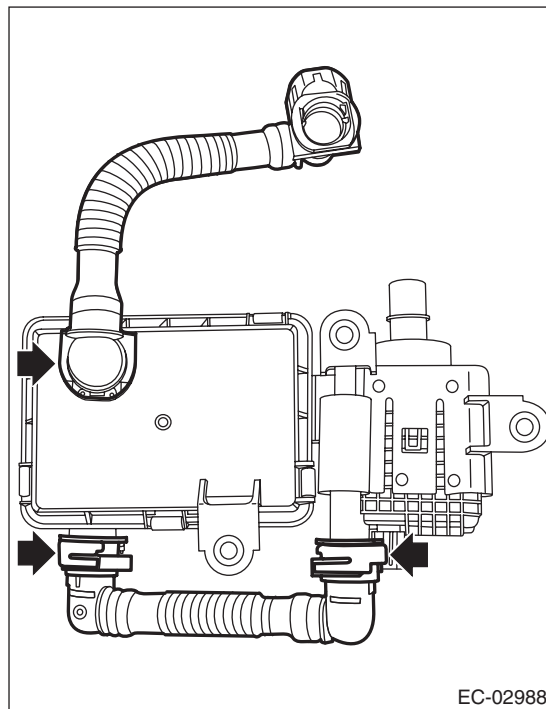
Disconnect the drain tube from the leak check valve assembly.

NOTE:

Disconnect the quick connector as shown in the figure.



(a) Retainer



Leak Check Valve Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

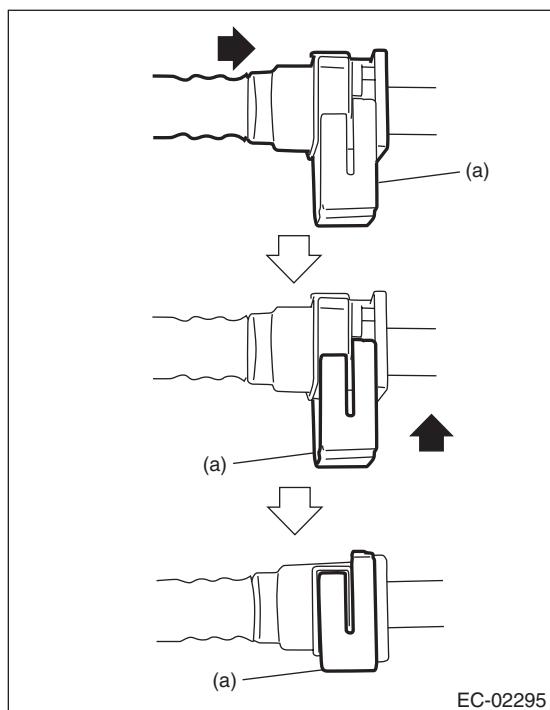
D: ASSEMBLY

Assemble the parts in the reverse order of disassembly while being careful of the following.

- Connect the quick connector as shown in the figure.

CAUTION:

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



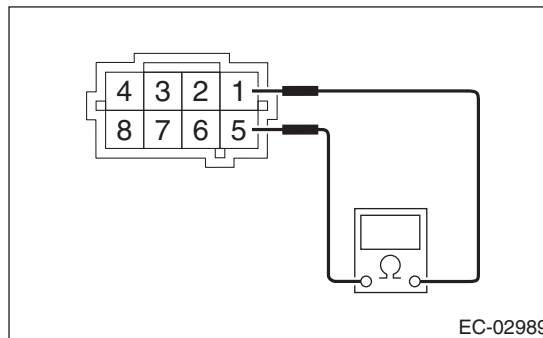
EC-02295

(a) Retainer

E: INSPECTION

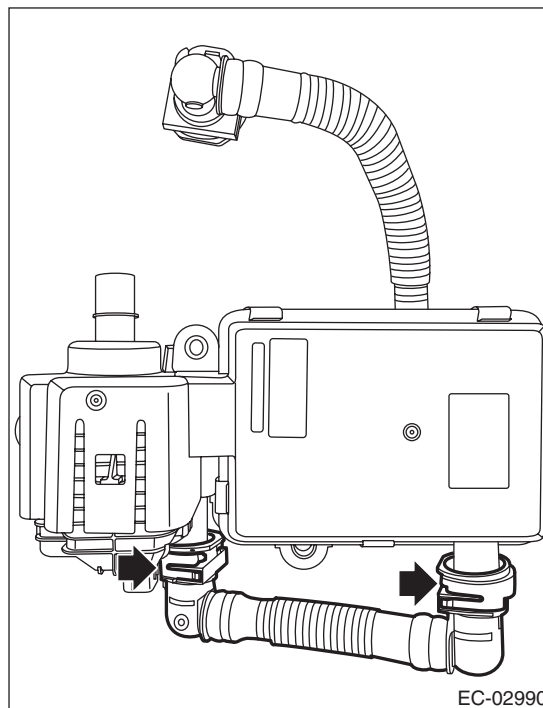
1. CHECK SWITCHING VALVE

- 1) Check the resistance between switching valve terminals.



Terminal No.	Standard
1 and 5	$27^{+3}_{-2} \Omega$ (when 20°C (68°F))
	$31 \pm 4 \Omega$ (when 60°C (140°F))

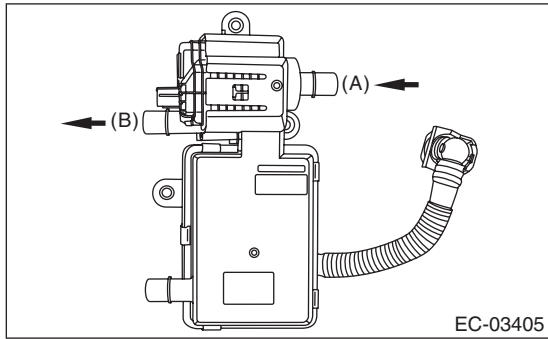
- 2) Disconnect the drain tube from the leak check valve assembly.



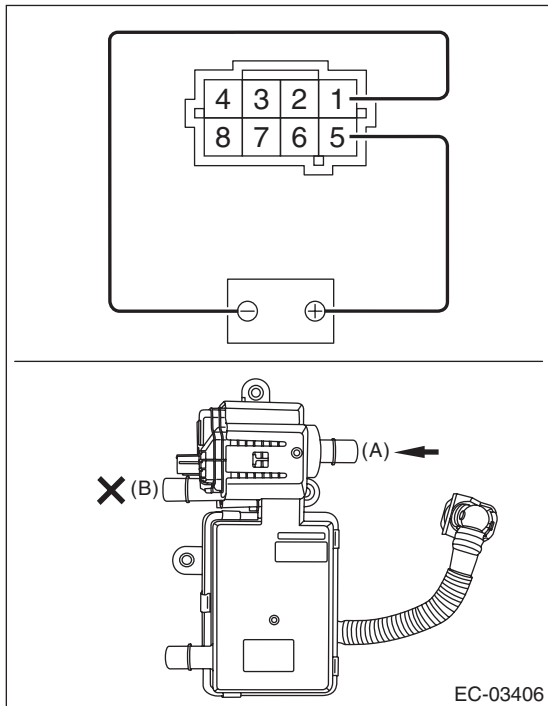
Leak Check Valve Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

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



4) Connect the battery positive terminal to the terminal No. 5 and the battery negative terminal to the terminal No. 1. Check that air does not come out from (B) when air is blown into (A).

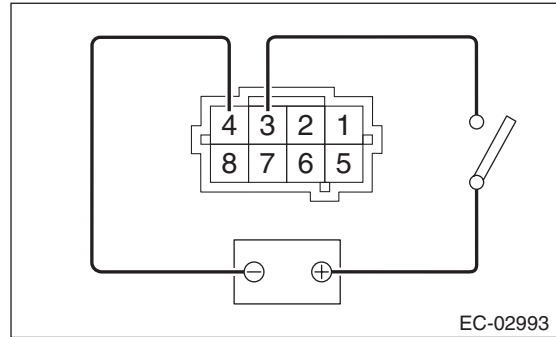


2. CHECK VACUUM PUMP

1) Connect the battery positive terminal to terminal No. 3 and the battery ground terminal to terminal No. 4, and inspect the vacuum pump operation.

CAUTION:

Do not operate the vacuum pump for 5 minutes or more.

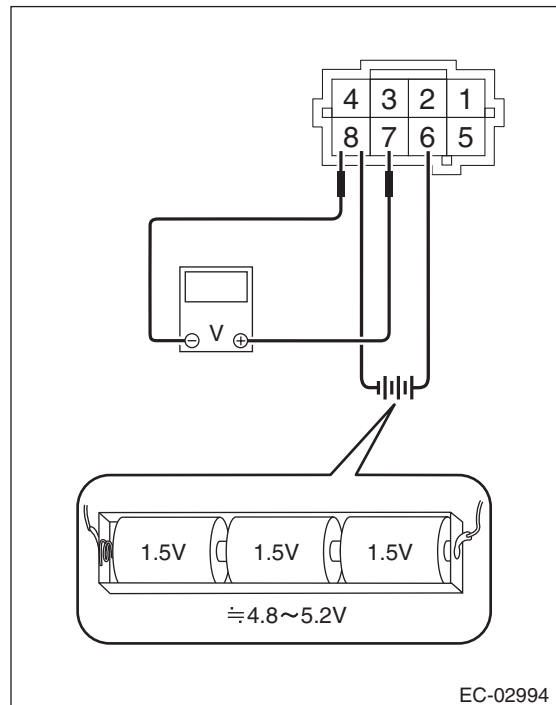


3. CHECK PRESSURE SENSOR

1) Connect dry-cell battery positive terminal to terminal No. 6 and dry-cell battery ground terminal to terminal No. 8, circuit tester positive terminal to terminal No. 7 and the circuit tester negative terminal to terminal No. 8.

NOTE:

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



Leak Check Valve Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

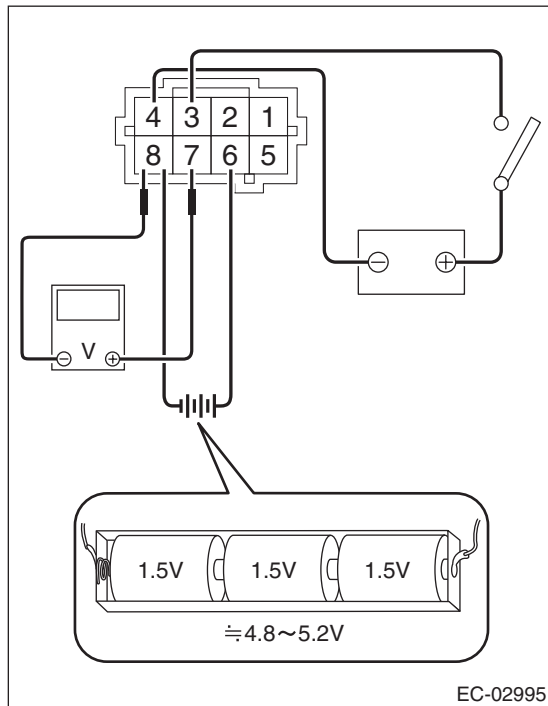
2) Check the voltage at a normal atmospheric pressure.

NOTE:

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

Terminal No.	Standard
7 (+) and 8 (-)	Approx. 3.5 V (when 25°C (77°F))

3) Connect the battery positive terminal to terminal No. 3 and the battery ground terminal to terminal No. 4, and check that there is a voltage drop from the voltage measured in step 2) when the vacuum pump is operated.



4. OTHER INSPECTIONS

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

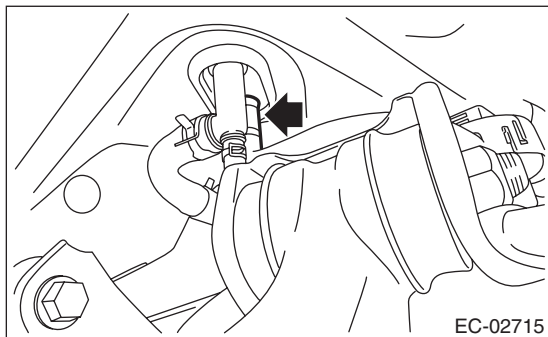
Drain Separator

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

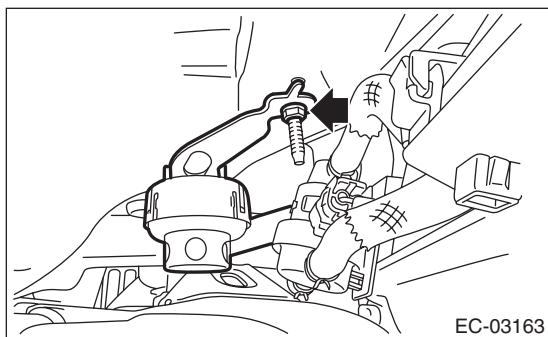
12.Drain Separator

A: REMOVAL

- 1) Lift up the vehicle.
- 2) Remove the rear differential. <Ref. to DI-22, REMOVAL, Rear Differential (T-type).>
- 3) Disconnect the drain hose from the connector.



- 4) Remove the drain separator from the vehicle.



B: INSTALLATION

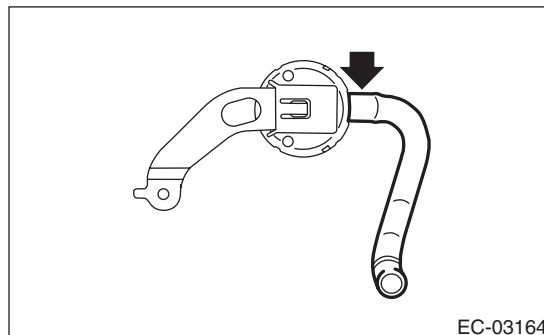
Install in the reverse order of removal.

Tightening torque:

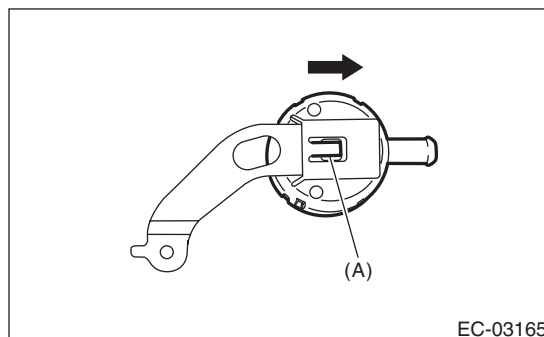
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: DISASSEMBLY

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



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



D: ASSEMBLY

Assemble in the reverse order of disassembly.

E: INSPECTION

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

PCV Hose Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

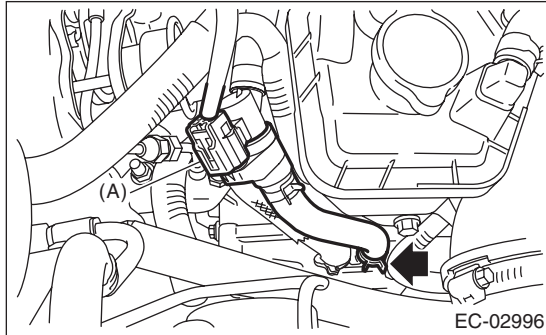
13.PCV Hose Assembly

A: REMOVAL

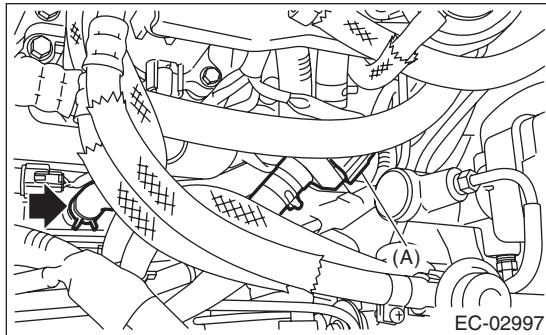
CAUTION:

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

1) Disconnect the connector (A) from the PCV hose assembly A, and remove the PCV hose assembly A from the rocker cover RH.



2) Disconnect the connector (A) from the PCV hose assembly B, and remove the PCV hose assembly B from the rocker cover LH.



3) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>

4) Remove the turbocharger. <Ref. to IN(w/o STI)-14, REMOVAL, Turbocharger.>

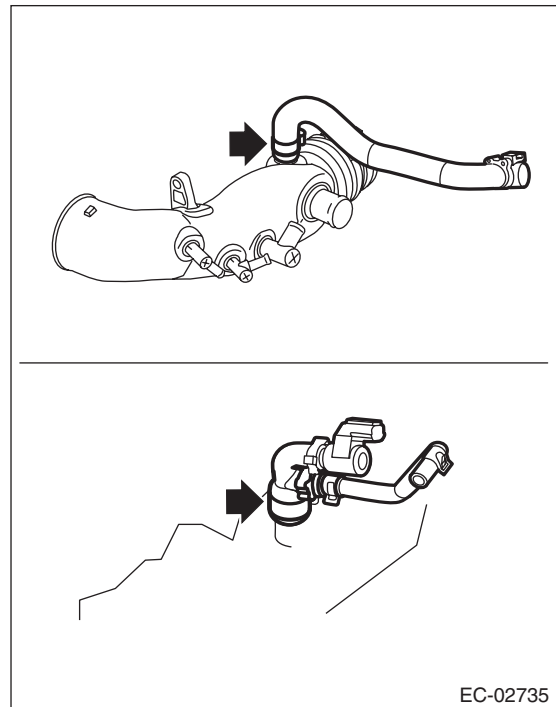
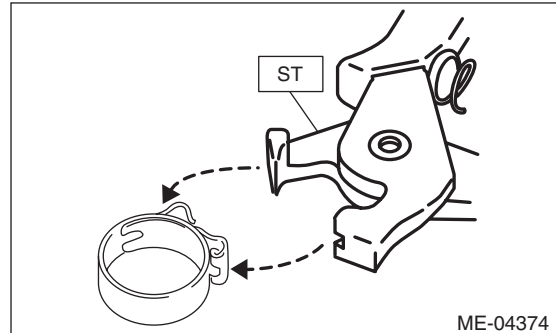
5) Remove the intake duct. <Ref. to IN(w/o STI)-11, REMOVAL, Intake Duct.>

6) Remove the PCV hose assembly C from the intake duct and the cylinder block RH.

NOTE:

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

ST 18353AA000 CLAMP PLIERS



PCV Hose Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

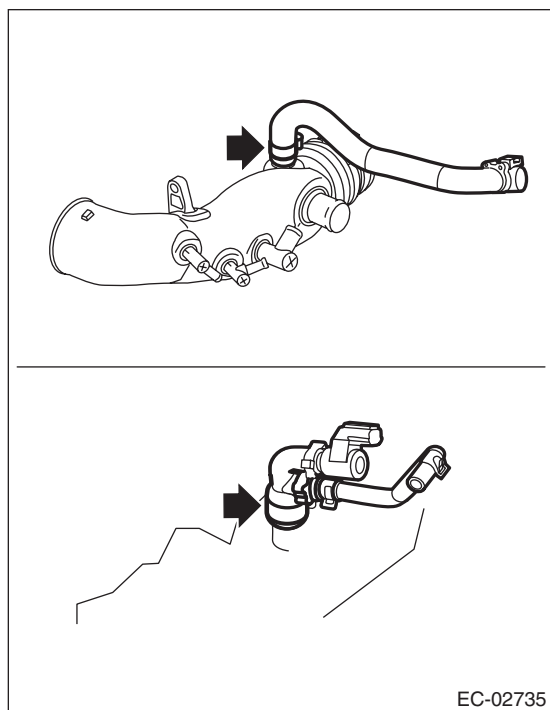
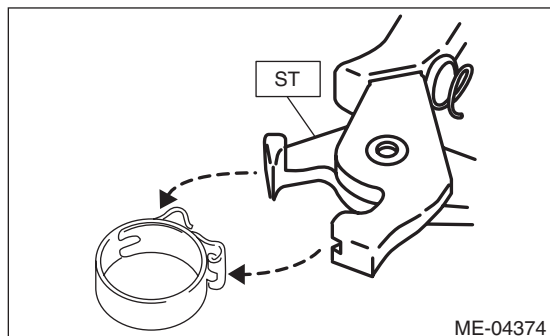
B: INSTALLATION

1) Install the PCV hose assembly C to the intake duct and the cylinder block RH.

NOTE:

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

ST 18353AA000 CLAMP PLIERS

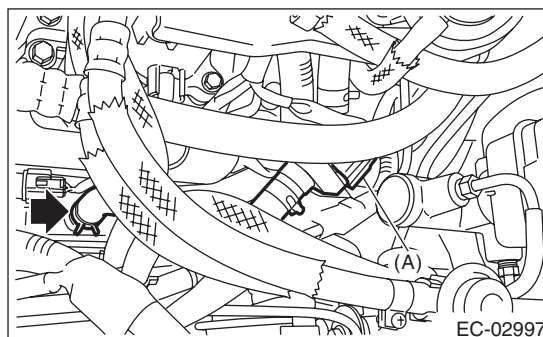


2) Install the intake duct. <Ref. to IN(w/o STI)-11, INSTALLATION, Intake Duct.>

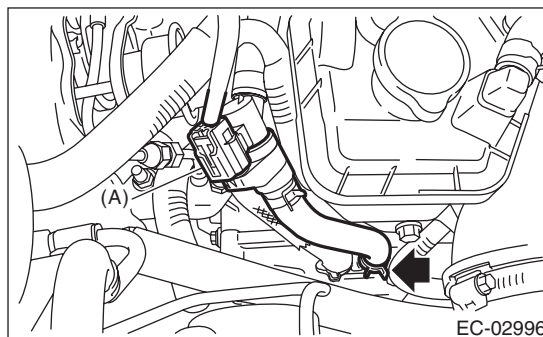
3) Install the turbocharger. <Ref. to IN(w/o STI)-15, INSTALLATION, Turbocharger.>

4) Install the intake manifold. <Ref. to FU(w/o STI)-22, INSTALLATION, Intake Manifold.>

5) Install the PCV hose assembly B to the rocker cover LH, and connect the connector (A) to the PCV hose assembly B.



6) Install the PCV hose assembly A to the rocker cover RH, and connect the connector (A) to the PCV hose assembly A.

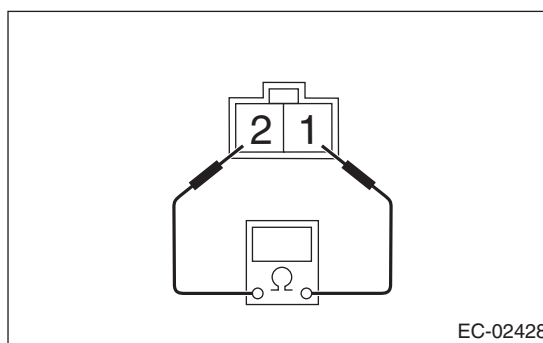


C: INSPECTION

1. DIAGNOSIS CONNECTOR

1) Check that the diagnosis connector has no deformation, cracks and any other damage.

2) Check the resistance between the diagnosis connector terminals.



Terminal No.	Standard
1 and 2	Less than 1 Ω

2. OTHER INSPECTIONS

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

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

PCV Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

14.PCV Valve

A: REMOVAL

CAUTION:

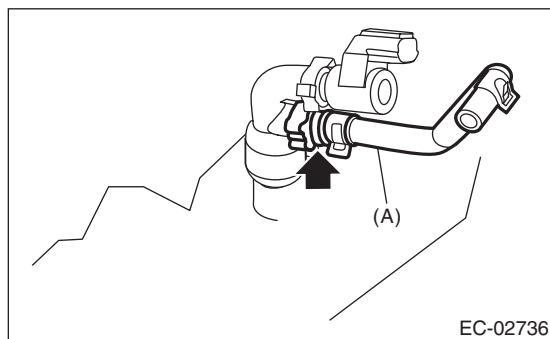
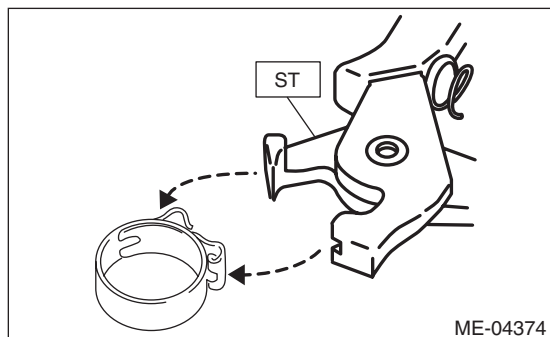
Do not remove unless the PCV valve is broken.

- 1) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>
- 2) Remove the secondary air combination valve RH. <Ref. to EC(w/o STI)-30, REMOVAL, Secondary Air Combination Valve.>
- 3) Disconnect the vacuum hose (A) from the PCV valve and remove the PCV valve from the PCV connector.

NOTE:

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

ST 18353AA000 CLAMP PLIERS



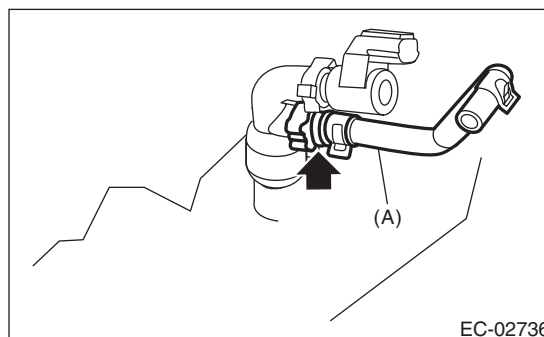
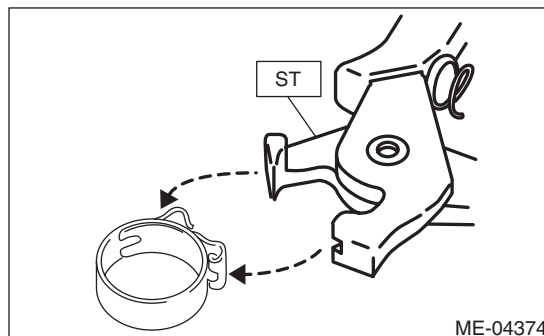
B: INSTALLATION

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

NOTE:

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

ST 18353AA000 CLAMP PLIERS



- 2) Install the secondary air combination valve RH. <Ref. to EC(w/o STI)-31, INSTALLATION, Secondary Air Combination Valve.>
- 3) Install the intake manifold. <Ref. to FU(w/o STI)-22, INSTALLATION, Intake Manifold.>
- 4) Install the collector cover.

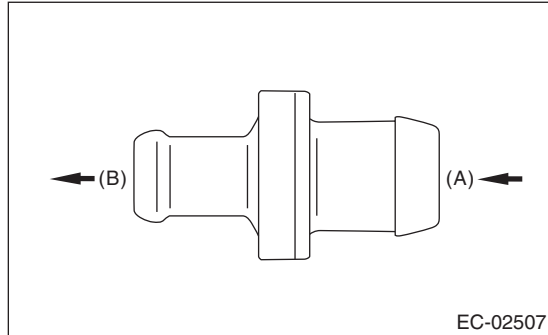
PCV Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

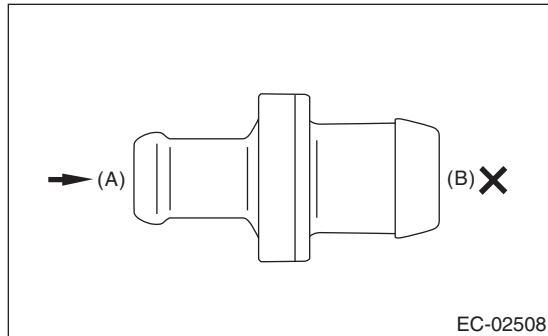
C: INSPECTION

1. PCV VALVE

- 1) Check that the PCV valve has no deformation, cracks or other damages.
- 2) Check that air is discharged from (B) when air is blown into (A).



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



2. OTHER INSPECTIONS

Check the vacuum hose for cracks, damage or looseness.

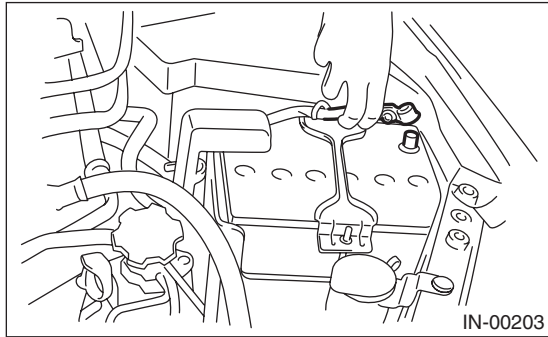
Secondary Air Pump

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

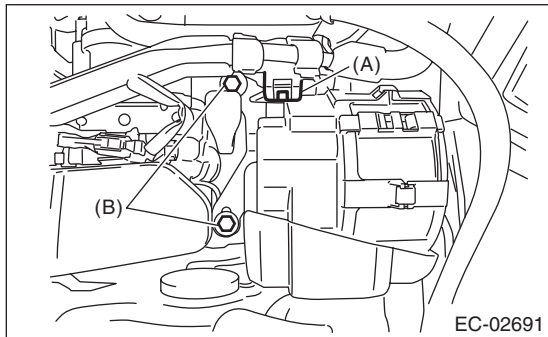
15. Secondary Air Pump

A: REMOVAL

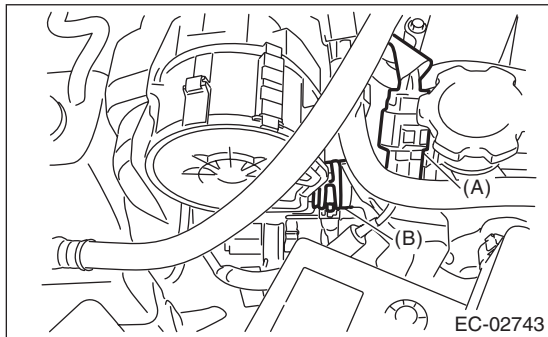
- 1) Disconnect the ground cable from battery.



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



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



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

19 N·m (1.9 kgf·m, 14.0 ft·lb)

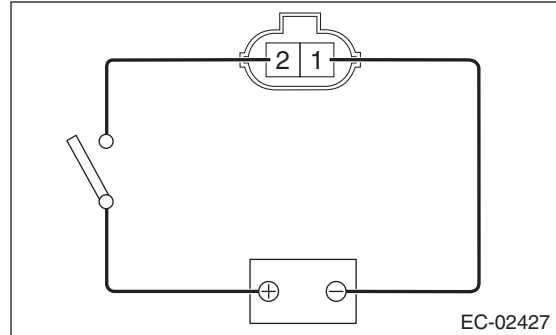
C: INSPECTION

1. SECONDARY AIR PUMP

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

CAUTION:

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



2. OTHER INSPECTIONS

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

Secondary Air Combination Valve

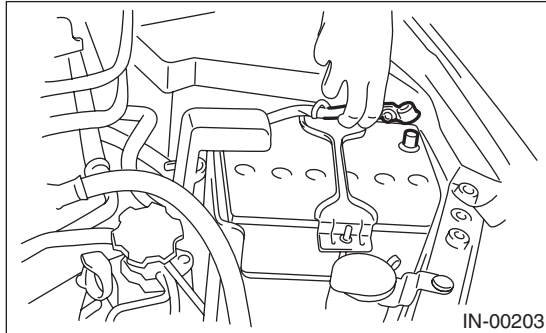
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

16. Secondary Air Combination Valve

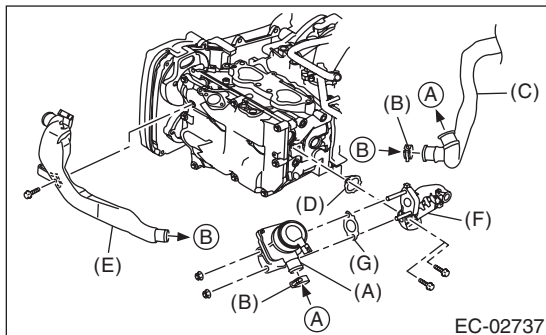
A: REMOVAL

1. SECONDARY AIR COMBINATION VALVE LH

- 1) Disconnect the ground cable from battery.



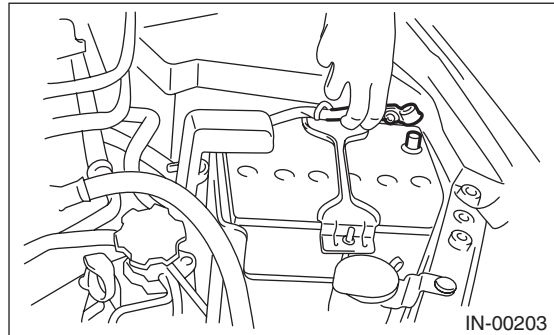
- 2) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>
- 3) Disconnect the connector from the secondary air combination valve LH.
- 4) Disconnect the air duct A.
- 5) Remove the secondary air pipe LH.
- 6) Remove the secondary air combination valve LH.



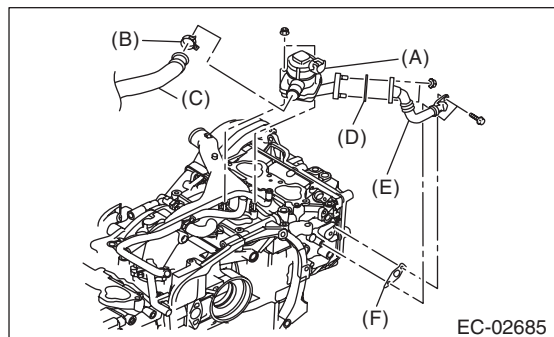
- (A) Secondary air combination valve LH
- (B) Clip
- (C) Air duct A
- (D) Gasket
- (E) Air duct B
- (F) Secondary air pipe LH
- (G) Gasket

2. SECONDARY AIR COMBINATION VALVE RH

- 1) Disconnect the ground cable from battery.



- 2) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>
- 3) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>
- 4) Disconnect the air duct A.
- 5) Disconnect the secondary air pipe RH.
- 6) Remove the secondary air combination valve RH.



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

Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

B: INSTALLATION

1. SECONDARY AIR COMBINATION VALVE LH

Install in the reverse order of removal.

NOTE:

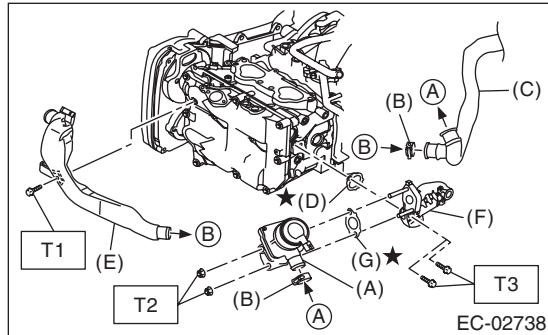
Use a new gasket.

Tightening torque:

T1: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

T2: 9 N·m (0.9 kgf-m, 6.6 ft-lb)

T3: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



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

2. SECONDARY AIR COMBINATION VALVE RH

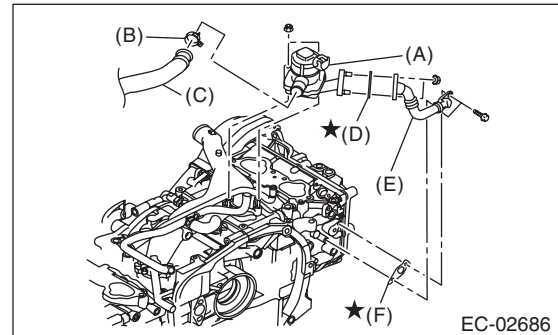
Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

9 N·m (0.9 kgf-m, 6.6 ft-lb)



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

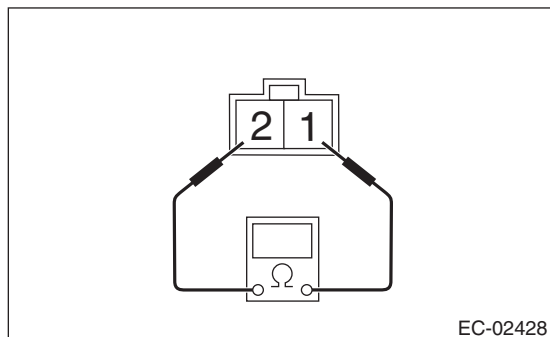
Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

C: INSPECTION

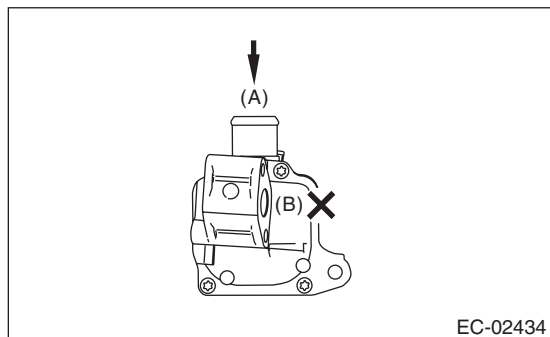
1. SECONDARY AIR COMBINATION VALVE LH

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

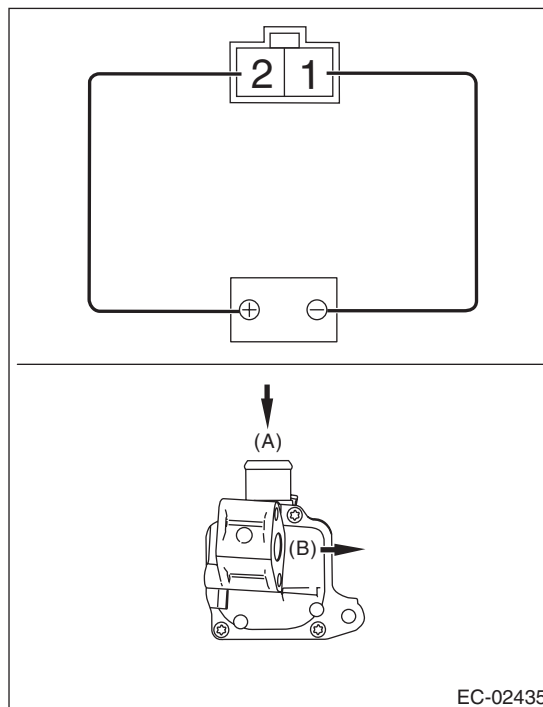


Terminal No.	Standard
1 and 2	$5.0 \pm 0.5 \Omega$ (when 20°C (68°F))

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

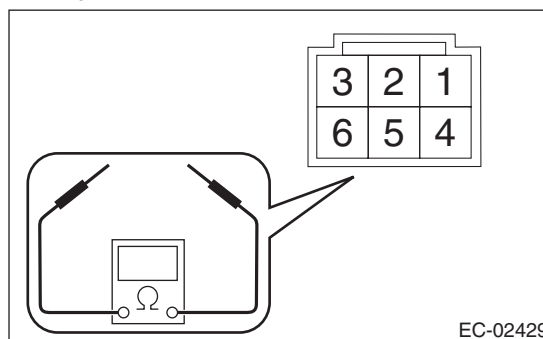


- 4) Connect the battery positive terminal to the terminal No. 2 and the battery negative terminal to the terminal No. 1. Check that air is discharged from (B), when supplying air to (A).



2. SECONDARY AIR COMBINATION VALVE RH

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

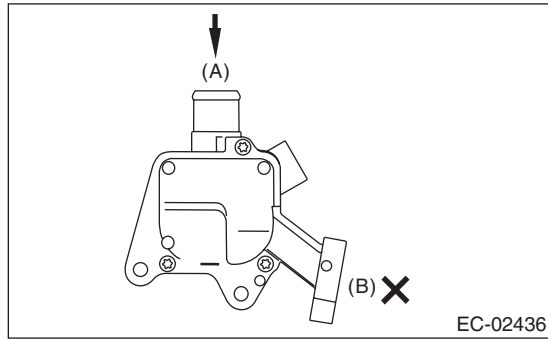


Terminal No.	Standard
4 and 6	$5.0 \pm 0.5 \Omega$ (when 20°C (68°F))
2 and 3	15 k Ω or less
1 and 2	4.5 k Ω or less

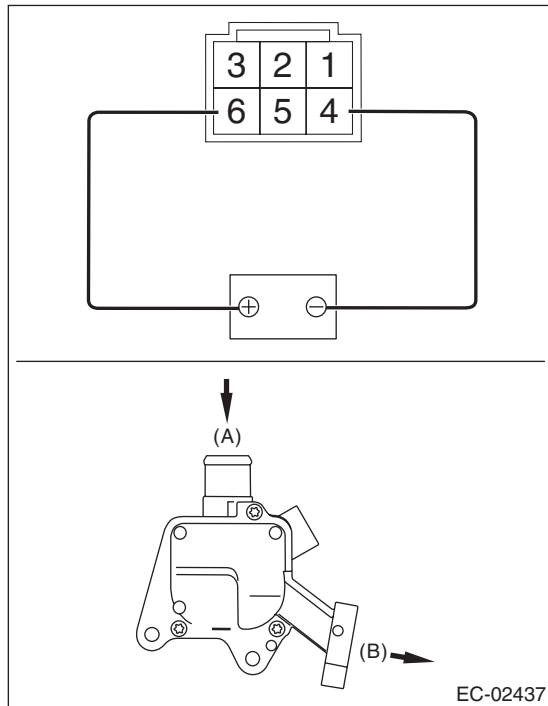
Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

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



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



3. OTHER INSPECTIONS

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

Secondary Air Combination Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

INTAKE (INDUCTION)

IN(w/o STI)

	Page
1. General Description	2
2. Air Cleaner Element	7
3. Air Cleaner Case	8
4. Air Intake Duct	10
5. Intake Duct	11
6. Intercooler	12
7. Turbocharger	14
8. Air By-pass Valve	18

1. General Description

A: SPECIFICATION

Specifications for models other than STI model are included in the EX (STI) section. <Ref. to EX(STI)-2, General Description.>

COOLING

CO(w/o STI)

	Page
1. General Description	2
2. Radiator Fan System	7
3. Engine Coolant	13
4. Water Pump	15
5. Thermostat	17
6. Radiator	19
7. Radiator Cap	22
8. Radiator Main Fan and Fan Motor	23
9. Radiator Sub Fan and Fan Motor	25
10. Reservoir Tank	27
11. Coolant Filler Tank	28
12. Engine Cooling System Trouble in General	29

General Description

FUEL INJECTION (FUEL SYSTEMS)

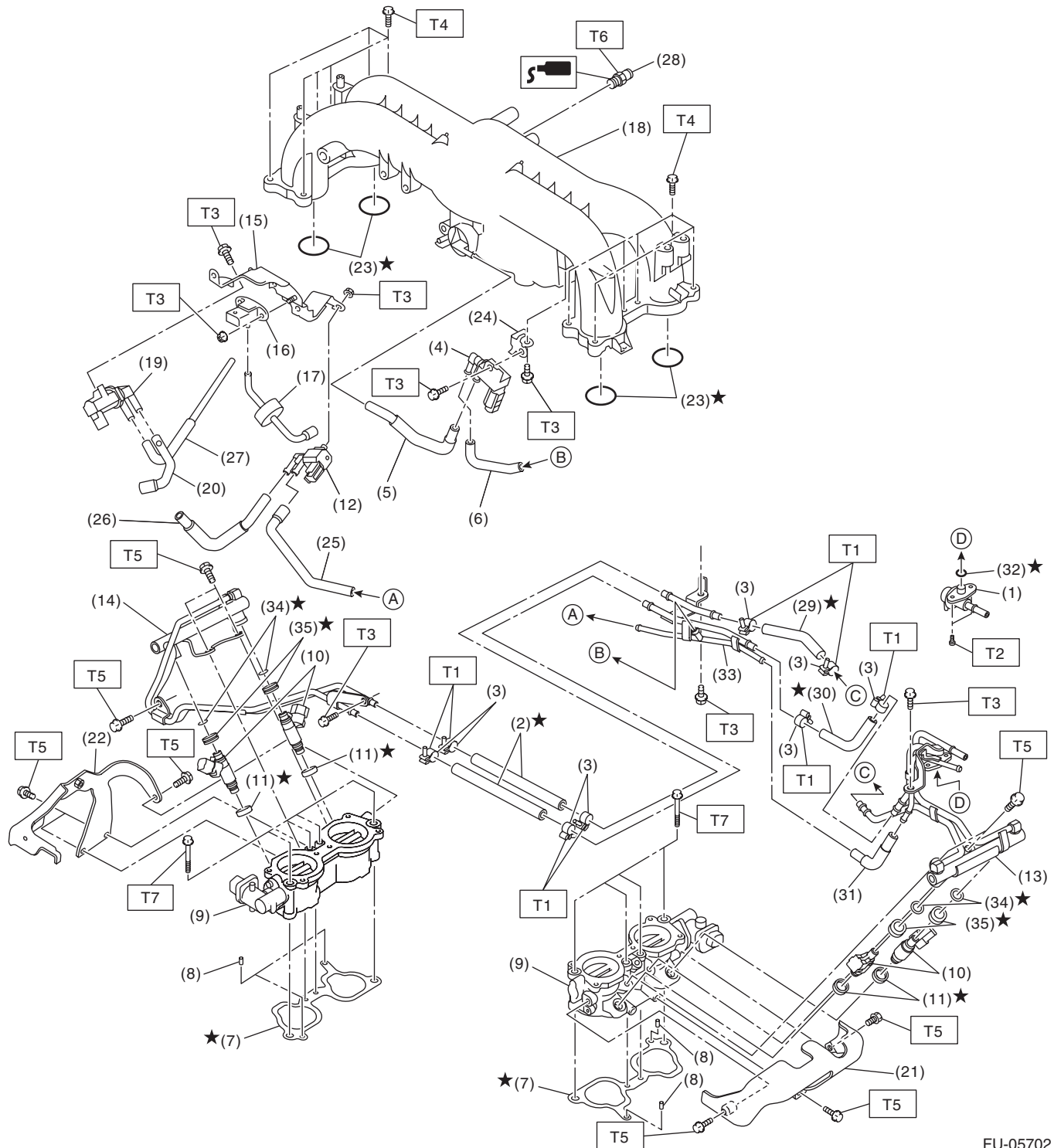
1. General Description

A: SPECIFICATION

Fuel tank	Capacity	64 L (16.9 US gal, 14.1 Imp gal)
	Location	Under rear seat
Fuel pump	Type	Impeller
	Shutoff discharge pressure	550 — 850 kPa (5.61 — 8.67 kgf/cm ² , 79.8 — 123.3 psi)
	Discharge rate	155 L (40.9 US gal, 34.1 Imp gal)/h or more [12 V at 300 kPa (3.06 kgf/cm ² , 43.5 psi)]
Fuel filter		In-tank type

B: COMPONENT

1. INTAKE MANIFOLD



FU-05702

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Pressure regulator	(16) Manifold absolute pressure sensor	(31) Vacuum hose
(2) Fuel hose A	(17) Filter	(32) O-ring
(3) Clamp	(18) Intake manifold	(33) Fuel pipe
(4) Purge control solenoid valve 1	(19) Wastegate control solenoid valve ASSY	(34) O-ring
(5) Vacuum hose D	(20) Vacuum hose	(35) Rubber
(6) Vacuum hose C	(21) Fuel pipe protector LH	
(7) Intake manifold gasket	(22) Fuel pipe protector RH	
(8) Guide pin	(23) O-ring	
(9) Tumble generator valve ASSY	(24) Solenoid valve bracket	
(10) Fuel injector	(25) Vacuum hose B	
(11) Seal ring	(26) Vacuum hose A	
(12) Purge control solenoid valve 2	(27) Air control hose	
(13) Fuel injector pipe LH	(28) Nipple	
(14) Fuel injector pipe RH	(29) Fuel hose B	
(15) Solenoid valve bracket	(30) Fuel hose C	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.25 (0.1, 0.9)

T2: 3.5 (0.4, 2.6)

T3: 6.4 (0.7, 4.7)

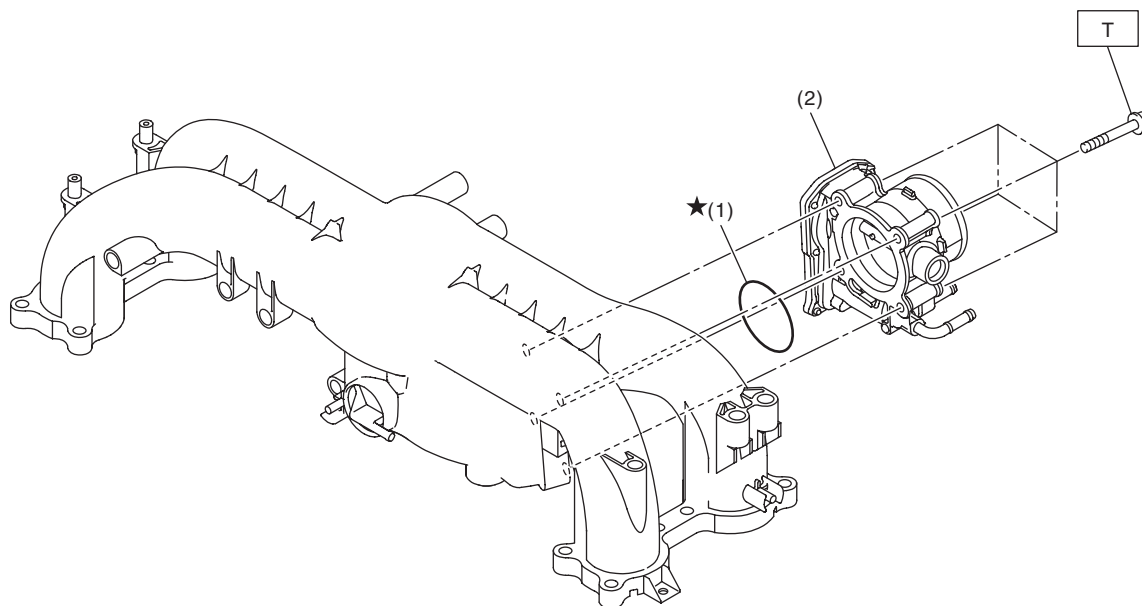
T4: 8.3 (0.8, 6.1)

T5: 19 (1.9, 14.0)

T6: 23 (2.3, 17.0)

T7: 25 (2.5, 18.4)

2. AIR INTAKE SYSTEM



FU-05844

(1) O-ring

(2) Throttle body

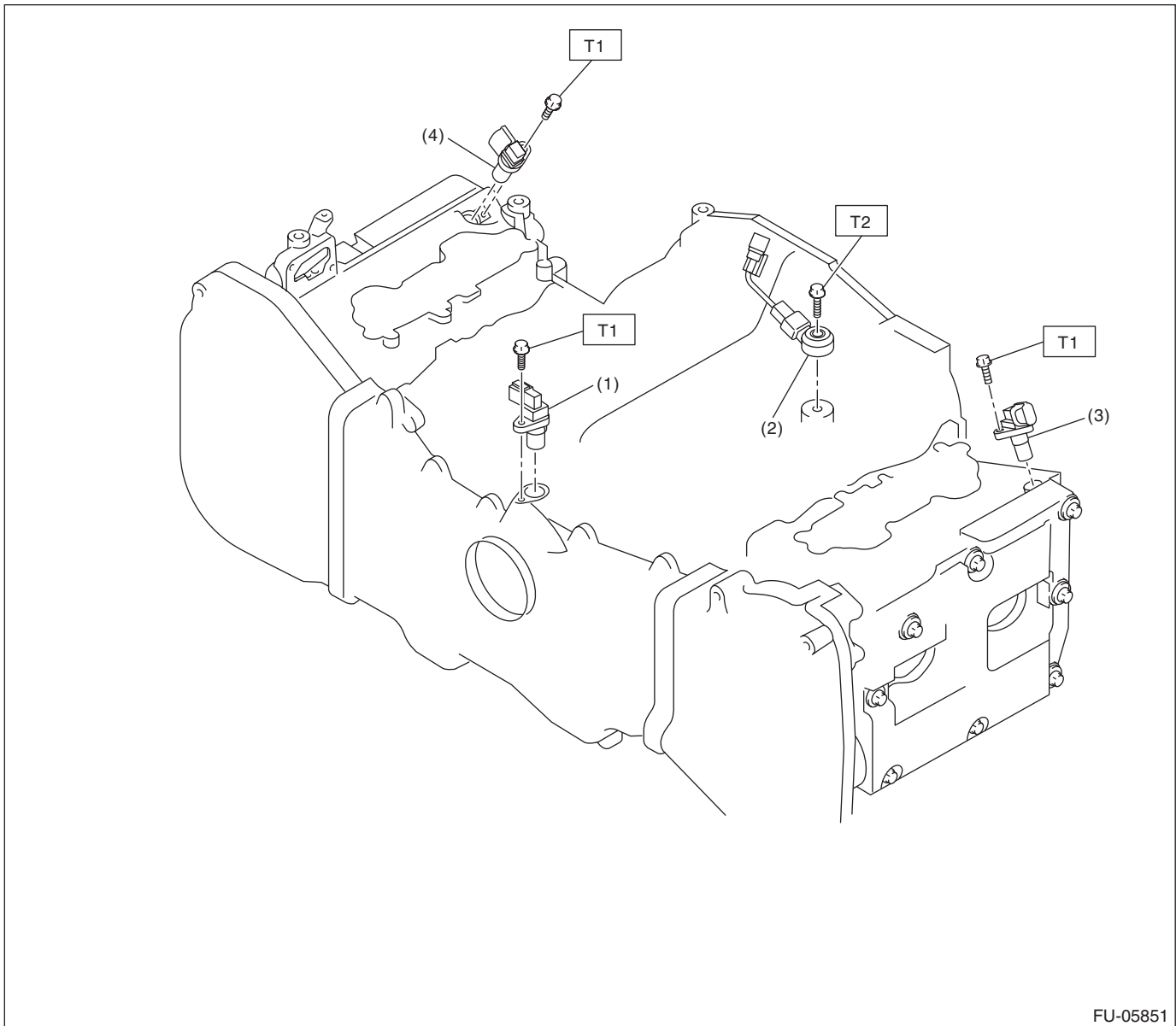
Tightening torque: N·m (kgf·m, ft·lb)

T: 8 (0.8, 5.9)

General Description

FUEL INJECTION (FUEL SYSTEMS)

3. CRANKSHAFT POSITION, CAMSHAFT POSITION AND KNOCK SENSORS



FU-05851

(1) Crankshaft position sensor

(3) Camshaft position sensor LH

(2) Knock sensor

(4) Camshaft position sensor RH

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 24 (2.4, 17.7)

FUEL INJECTION (FUEL SYSTEMS)

This exploded view diagram illustrates the assembly of a boat's transom. The main components are labeled with numbers and letters:

- Transom (1):** The central hull component.
- Motor Mount (2):** The bracket for the outboard motor.
- Motor (20):** The outboard motor unit.
- Motor Base (22):** The base plate for the motor.
- Motor Mounting Brackets (18, 19):** Brackets for securing the motor to the transom.
- Motor Mounting Bolts (T3, T4):** Bolts used to secure the motor and brackets.
- Motor Mounting Nuts (23, 24):** Nuts used to secure the motor and brackets.
- Motor Mounting Washers (21):** Washers used to secure the motor.
- Motor Mounting Spacers (25):** Spacers used to secure the motor.
- Motor Mounting Screws (15):** Screws used to secure the motor.
- Motor Mounting Bolts (17):** Bolts used to secure the motor.
- Motor Mounting Nuts (16):** Nuts used to secure the motor.
- Motor Mounting Washers (14):** Washers used to secure the motor.
- Motor Mounting Screws (13):** Screws used to secure the motor.
- Motor Mounting Bolts (12):** Bolts used to secure the motor.
- Motor Mounting Nuts (11):** Nuts used to secure the motor.
- Motor Mounting Washers (10):** Washers used to secure the motor.
- Motor Mounting Screws (9):** Screws used to secure the motor.
- Motor Mounting Bolts (8):** Bolts used to secure the motor.
- Motor Mounting Nuts (7):** Nuts used to secure the motor.
- Motor Mounting Washers (6):** Washers used to secure the motor.
- Motor Mounting Screws (5):** Screws used to secure the motor.
- Motor Mounting Bolts (4):** Bolts used to secure the motor.
- Motor Mounting Nuts (3):** Nuts used to secure the motor.
- Motor Mounting Washers (2):** Washers used to secure the motor.
- Motor Mounting Screws (1):** Screws used to secure the motor.

The diagram shows the assembly sequence from the transom (1) up to the motor (20) and its base (22). The motor is secured to the transom using the motor mounting brackets (18, 19) and bolts (T3, T4). The motor base (22) is secured to the motor using the motor mounting bolts (17) and nuts (16). The motor base is also secured to the transom using the motor mounting bolts (15) and nuts (14). The motor base is also secured to the transom using the motor mounting bolts (12) and nuts (11). The motor base is also secured to the transom using the motor mounting bolts (10) and nuts (9). The motor base is also secured to the transom using the motor mounting bolts (8) and nuts (7). The motor base is also secured to the transom using the motor mounting bolts (6) and nuts (5). The motor base is also secured to the transom using the motor mounting bolts (4) and nuts (3). The motor base is also secured to the transom using the motor mounting bolts (2) and nuts (1).

FU(w/o STI)-7

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Fuel tank	(12) Fuel sub level sensor	(23) Clip
(2) Fuel tank band RH	(13) Fuel sub level sensor upper plate	(24) Self-locking nut
(3) Fuel tank band LH	(14) Fuel sub level sensor gasket	(25) Rubber cap
(4) Fuel delivery tube	(15) Fuel sub level sensor protector	(26) Tube clamp
(5) Fuel return tube	(16) Fuel sub level sensor filter	(27) Fuel pump upper plate cushion
(6) Jet pump tube	(17) Retainer	
(7) Fuel pump ASSY	(18) Stopper RH	Tightening torque: N·m (kgf-m, ft-lb)
(8) Fuel pump upper plate	(19) Stopper LH	T1: 4.4 (0.4, 3.2)
(9) Fuel pump gasket	(20) Heat shield cover	T2: 9 (0.9, 6.6)
(10) Fuel level sensor	(21) Fuel tank protector RH	T3: 18 (1.8, 13.3)
(11) Fuel sub level sensor upper plate cushion	(22) Fuel tank protector LH	T4: 33 (3.4, 24.3)

FUEL INJECTION (FUEL SYSTEMS)

FU(w/o STI)-9

General Description

FUEL INJECTION (FUEL SYSTEMS)

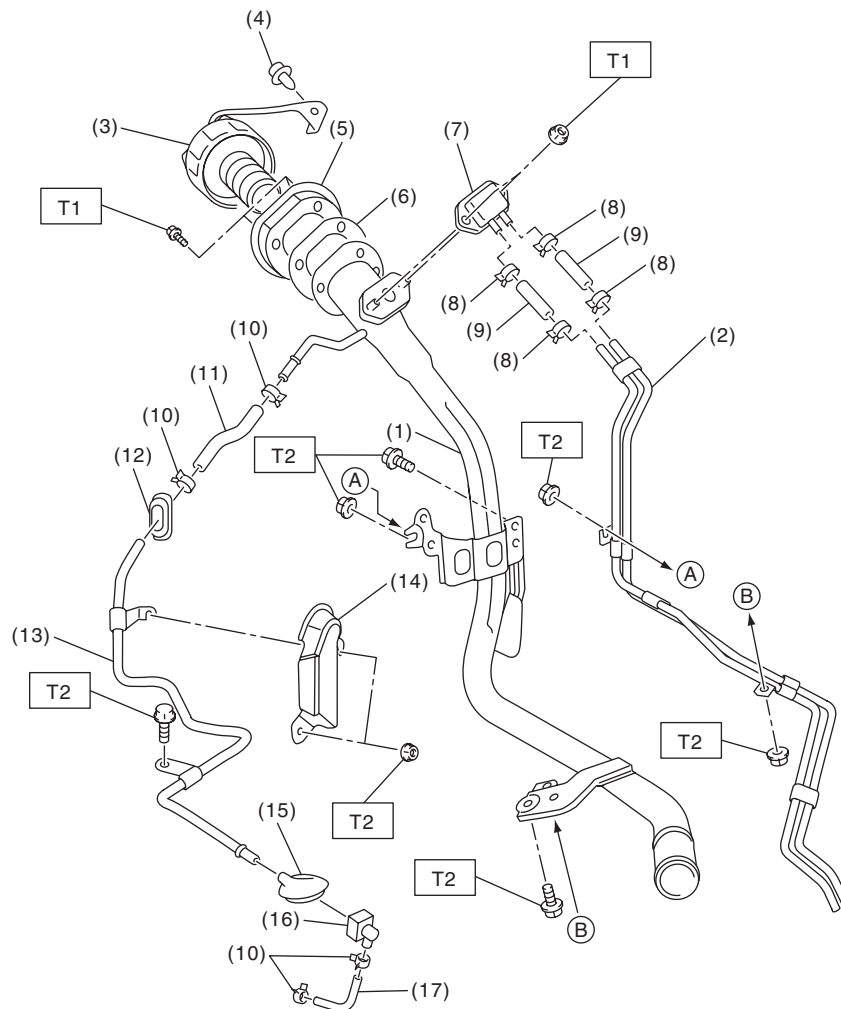
(1) Fuel delivery hose A	(24) Pipe clamp	(47) Hose connector
(2) Clamp	(25) Pipe clamp	(48) Hose connector
(3) Fuel damper A	(26) Fuel pipe rear grommet	(49) Grommet
(4) Fuel delivery hose B	(27) Bracket	(50) Drain tube A
(5) Hose clamp	(28) Clip	(51) Leak check valve ASSY bracket
(6) Clip	(29) Evaporation hose C	(52) Drain tube B
(7) Evaporation hose A	(30) Clamp	(53) Leak check valve ASSY
(8) Clip	(31) Fuel filler hose	(54) Canister tube ASSY
(9) Evaporation hose B	(32) Clamp	(55) Canister
(10) Clip	(33) PCV drain tube	(56) Canister cover LH
(11) Purge damper	(34) Grommet	(57) Center canister cover
(12) Collar	(35) Hose connector	(58) Canister cover RH
(13) Purge damper bracket	(36) Clip	
(14) Bushing	(37) Hose clamp	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(15) Damper bracket	(38) Evaporation hose D	<i>T1: 1.25 (0.1, 0.9)</i>
(16) Fuel return hose A	(39) Evaporation hose E	<i>T2: 2 (0.2, 1.5)</i>
(17) Fuel damper B	(40) Pressure control solenoid valve ASSY	<i>T3: 2.5 (0.3, 1.8)</i>
(18) Fuel damper holder	(41) Clip	<i>T4: 7.5 (0.8, 5.5)</i>
(19) Fuel return hose B	(42) Evaporation hose F	<i>T5: 8 (0.8, 5.9)</i>
(20) Fuel pipe ASSY	(43) Evaporation hose G	<i>T6: 13 (1.3, 9.6)</i>
(21) Fuel pipe front grommet	(44) Drain hose	<i>T7: 18 (1.8, 13.3)</i>
(22) Pipe clamp	(45) Drain separator	
(23) Pipe clamp	(46) Drain separator bracket	

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

General Description

FUEL INJECTION (FUEL SYSTEMS)

6. FUEL FILLER PIPE



FU-06742

(1) Fuel filler pipe	(8) Clip	(15) Grommet
(2) Evaporation pipe A	(9) Evaporation hose A	(16) Quick connector
(3) Fuel filler cap	(10) Clip	(17) Evaporation hose C
(4) Clip	(11) Evaporation hose B	
(5) Filler ring	(12) Grommet	
(6) Filler pipe gasket	(13) Evaporation pipe B	
(7) Shut valve	(14) Evaporation pipe protector	

Tightening torque: N·m (kgf-m, ft-lb)

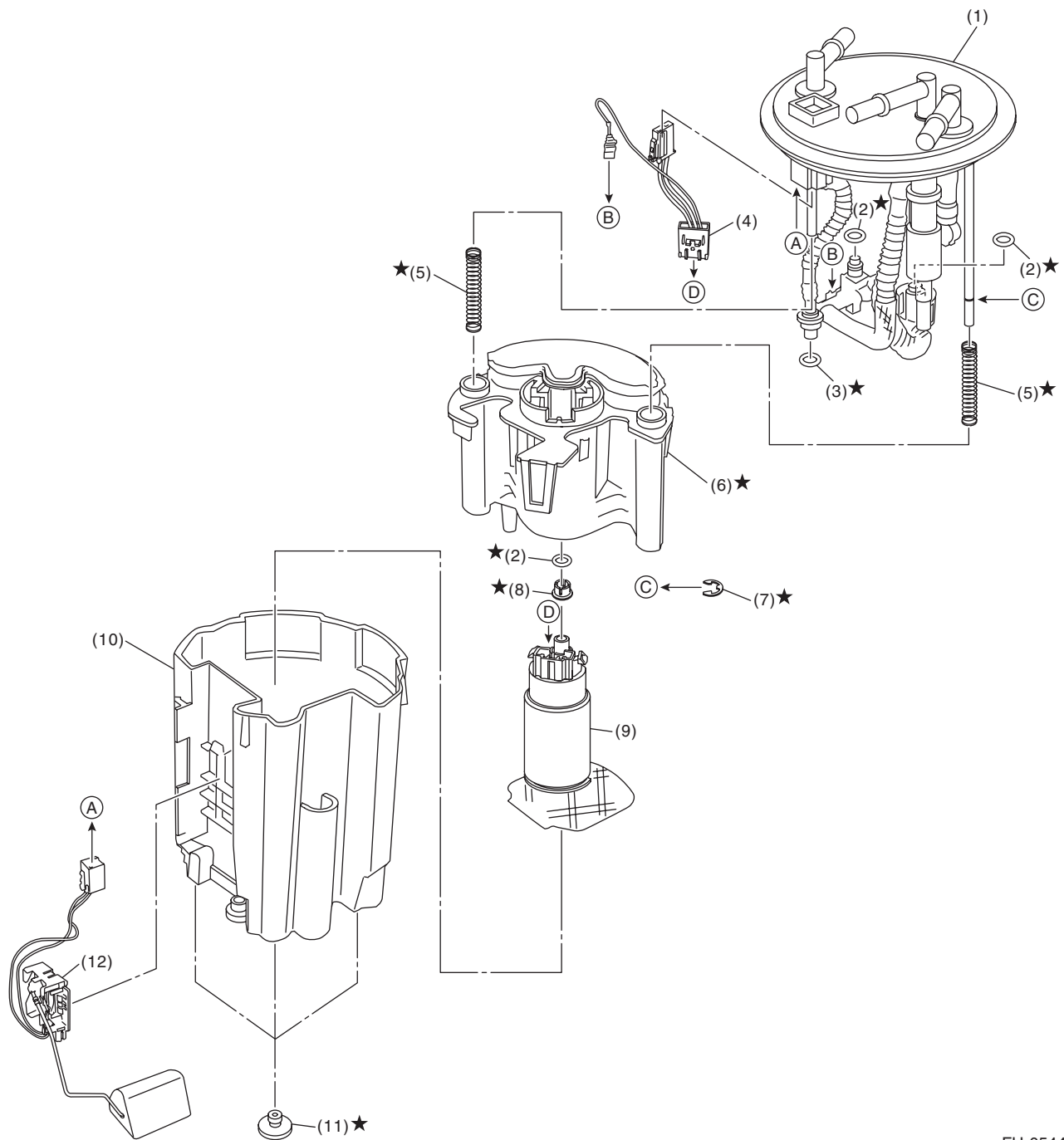
T1: 4.4 (0.4, 3.2)

T2: 7.5 (0.8, 5.5)

General Description

FUEL INJECTION (FUEL SYSTEMS)

7. FUEL PUMP



FU-05444

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

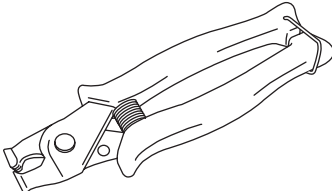
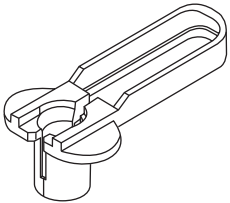
FU(w/o STI)-12

C: CAUTION

- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a work cap, and protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.
 3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.
- Place “NO OPEN FLAMES” signs near the working area.
- Prepare a container and cloth to prevent scattering of fuels when performing work where fuels can be spilled. If the oil spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Bolts, nuts and washers should be replaced with new parts as required.
- Follow all government and local regulations concerning disposal of refuse when disposing fuel.
- When the suspension-related components have been removed and installed, be sure to adjust the steering angle sensor. <Ref. to VDC-13, ADJUSTMENT, VDC Control Module and Hydraulic Control Unit (VDC-CM&H/U).>

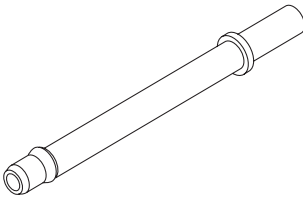
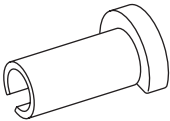
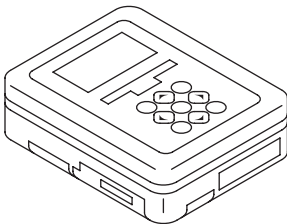
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This tool is made by the French company CAILLAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.
 ST18371AA000	18371AA000	CONNECTOR REMOVER	Used for disconnecting the quick connector on the fuel return hose side of the engine compartment (intake manifold).

General Description

FUEL INJECTION (FUEL SYSTEMS)

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for draining fuel.
 ST42099AE000	42099AE000	QUICK CONNECTOR RELEASE	Used for removing the quick connector.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for draining fuel and each inspection.

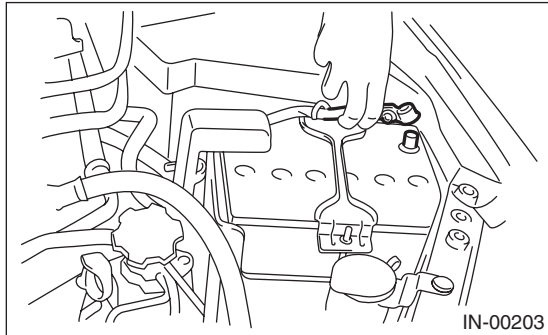
2. GENERAL TOOL

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

2. Throttle Body

A: REMOVAL

1) Disconnect the ground cable from battery.



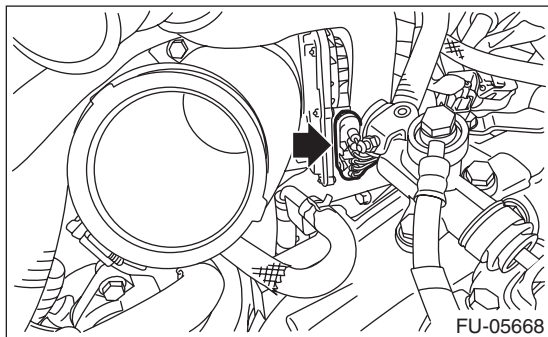
2) Lift up the vehicle.

3) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>

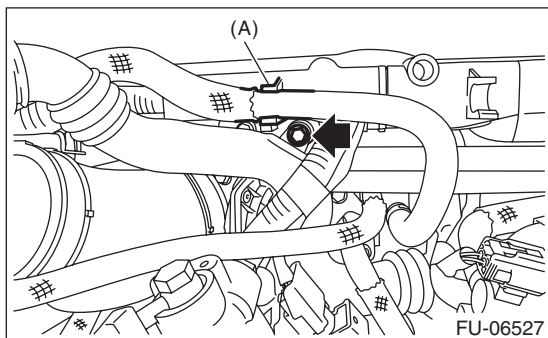
4) Drain approximately 3.0 L (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

5) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

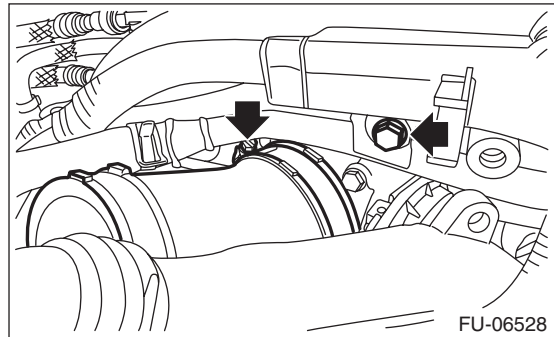
6) Disconnect the connectors from the throttle position sensor.



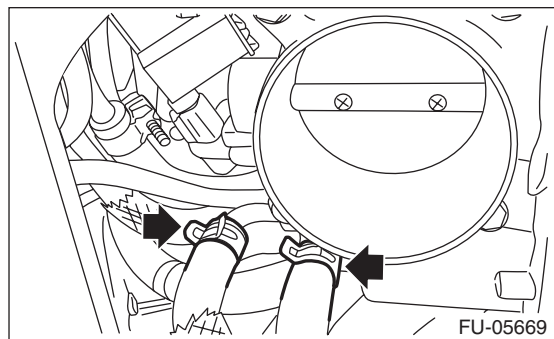
7) Remove the brake booster vacuum hose from the clip (A), and remove the bolts securing the air bypass pipe to the intake manifold.



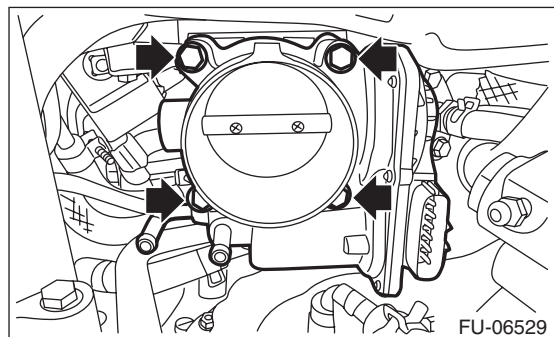
8) Remove the bolts securing the PCV pipe assembly to the intake manifold, and remove the intake duct from the throttle body.



9) Disconnect the engine coolant hose from throttle body.



10) Remove the throttle body from the intake manifold.



Throttle Body

FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

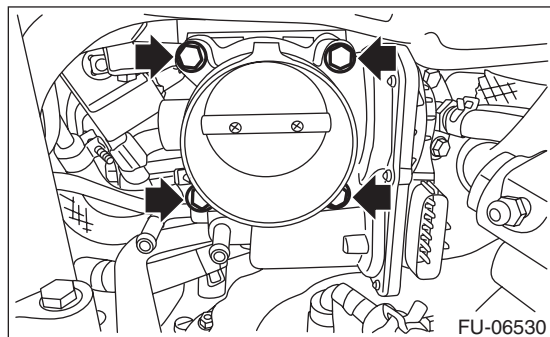
Install in the reverse order of removal.

NOTE:

Use new O-rings.

Tightening torque:

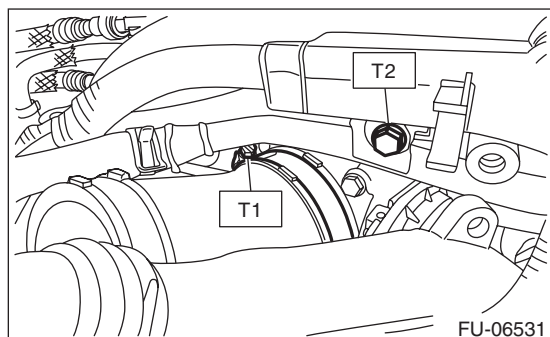
8 N·m (0.8 kgf-m, 5.9 ft-lb)



Tightening torque:

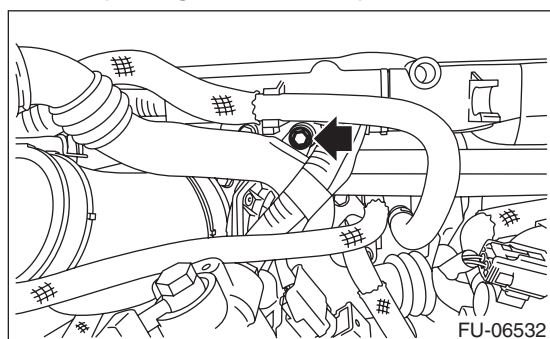
T1: 3 N·m (0.3 kgf-m, 2.2 ft-lb)

T2: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Tightening torque:

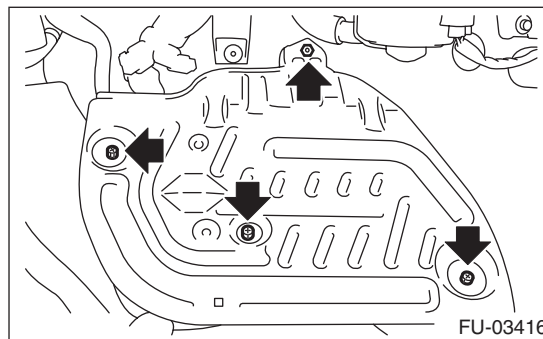
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



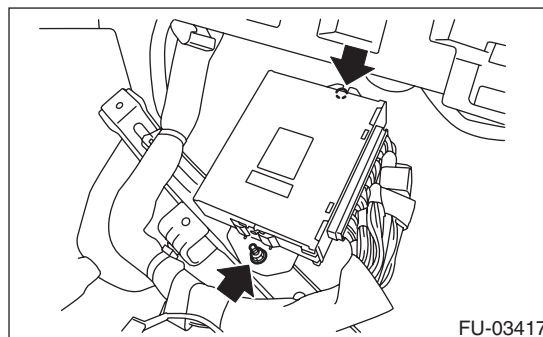
C: INSPECTION

1. THROTTLE SENSOR INSPECTION (METHOD WITH CIRCUIT TESTER)

- 1) Remove the lower inner trim of passenger's side. <Ref. to EI-57, REMOVAL, Lower Inner Trim.>
- 2) Turn over the floor mat of passenger's seat.
- 3) Remove the protect cover.

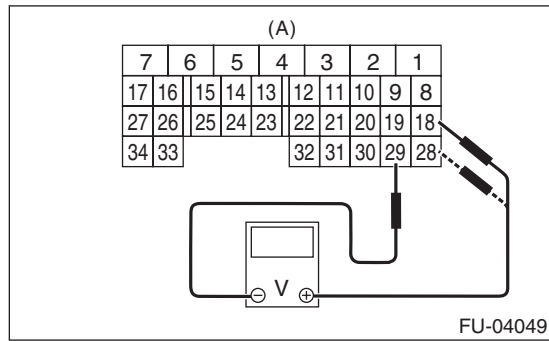


- 4) Remove the nuts and bolts which hold the ECM to the bracket.



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

6) Measure the voltage between ECM connector terminals.



(A) To ECM connector

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

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

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

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

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

3. OTHER INSPECTIONS

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

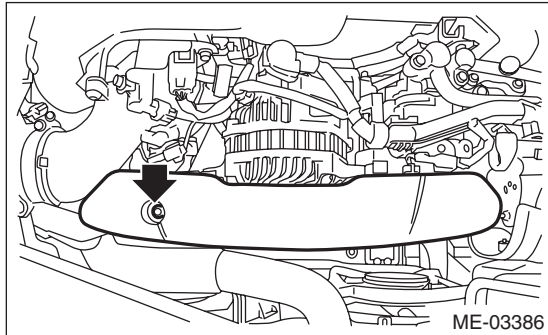
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

3. Intake Manifold

A: REMOVAL

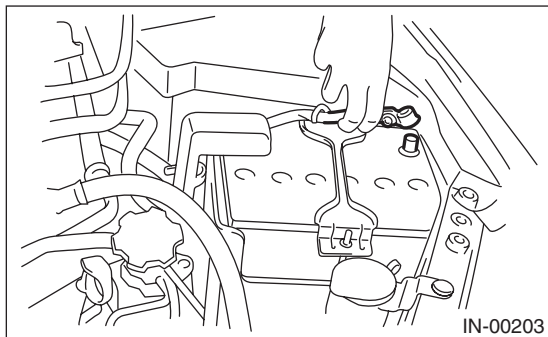
1) Remove the V-belt covers.



2) Collect the refrigerant from A/C system. <Ref. to AC-19, PROCEDURE, Refrigerant Recovery Procedure.>

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

4) Disconnect the ground cable from battery.



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

6) Lift up the vehicle.

7) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>

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

9) Remove the air intake duct and air cleaner case. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.> <Ref. to IN(w/o STI)-8, REMOVAL, Air Cleaner Case.>

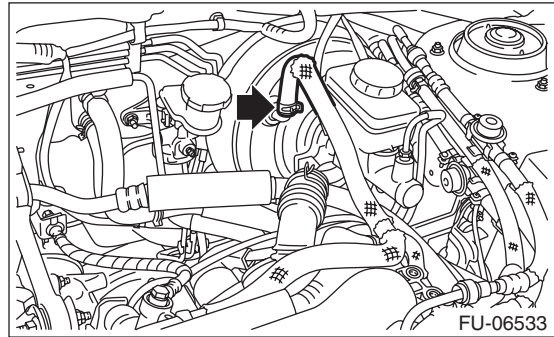
10) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

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

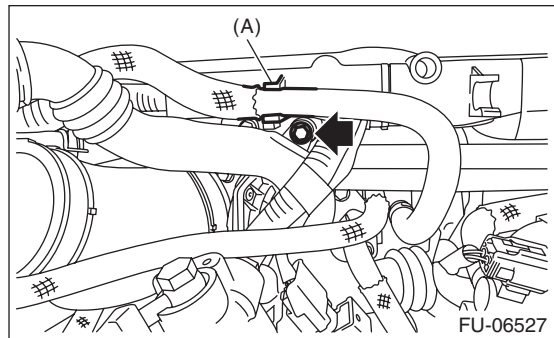
12) Remove the coolant filler tank. <Ref. to CO(w/o STI)-28, REMOVAL, Coolant Filler Tank.>

13) Disconnect the A/C pressure hoses from A/C compressor. <Ref. to AC-41, REMOVAL, Hose and Pipe.>

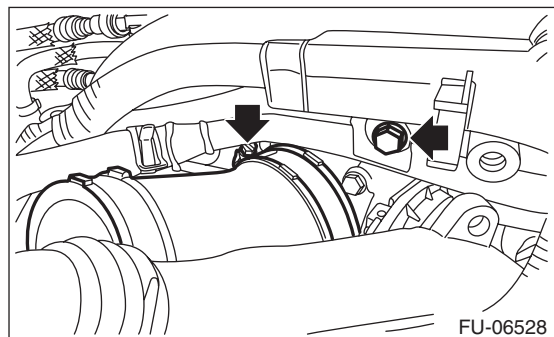
14) Disconnect the brake booster vacuum hose.



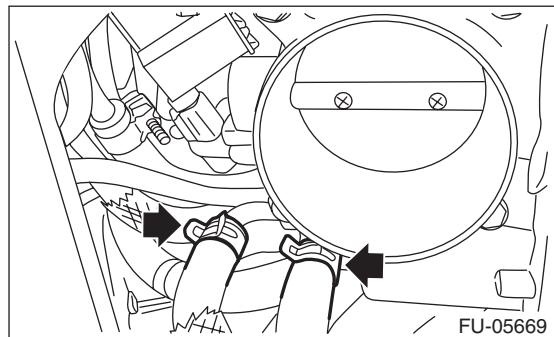
15) Remove the brake booster vacuum hose from the clip (A), and remove the bolts securing the air bypass pipe to the intake manifold.



16) Remove the bolts securing the PCV pipe assembly to the intake manifold, and remove the intake duct from the throttle body.



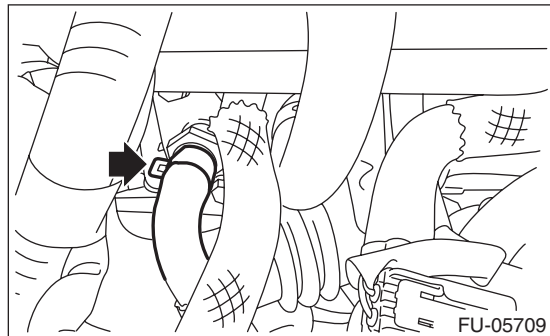
17) Disconnect the engine coolant hose from throttle body.



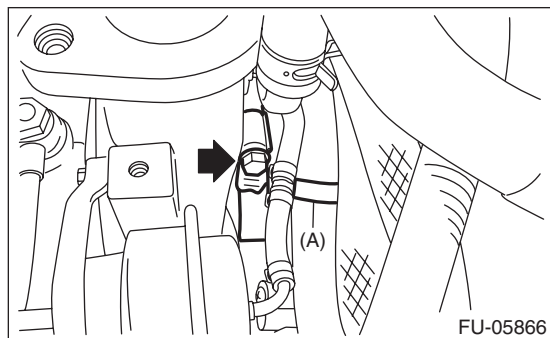
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

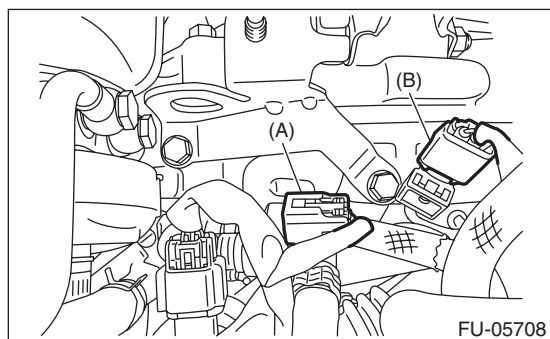
18) Disconnect the vacuum hose from nipple.



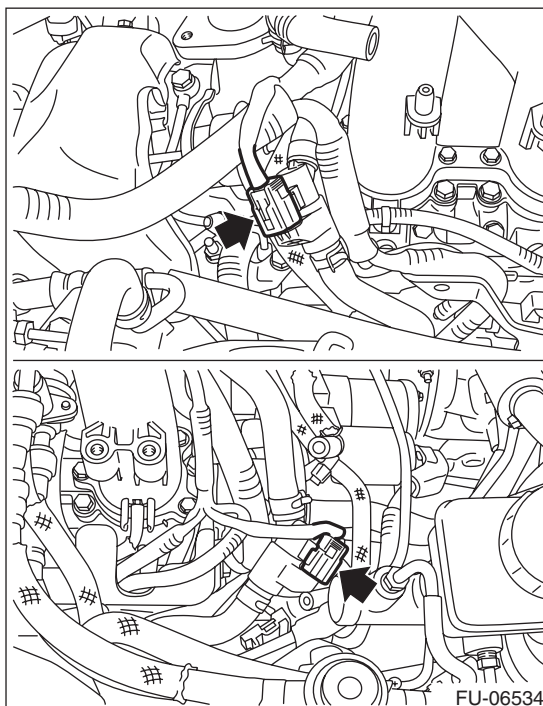
19) Disconnect the air control hose (A) from the waste gate actuator, and loosen the clamp which holds the intake duct to the turbocharger.



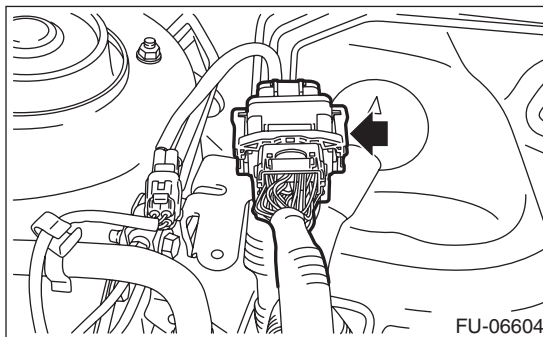
20) Disconnect the connector (A) from the PCV hose assembly A and the connector (B) from the knock sensor.



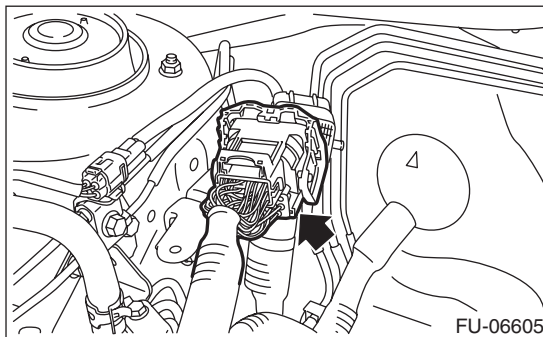
21) Disconnect the connector from the PCV hose assembly B and PCV hose assembly C.



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



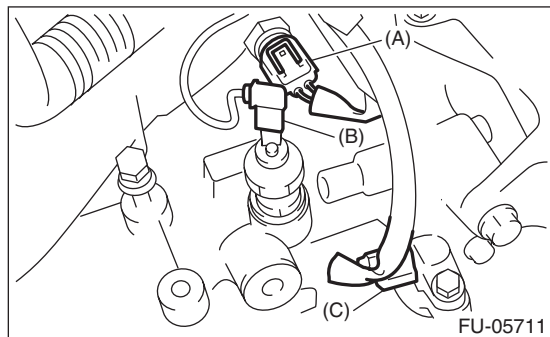
23) Remove the engine harness connector from the engine harness bracket.



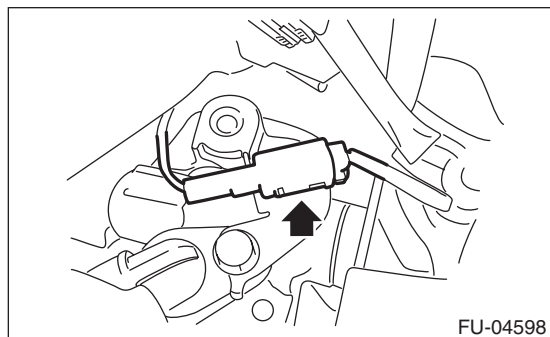
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

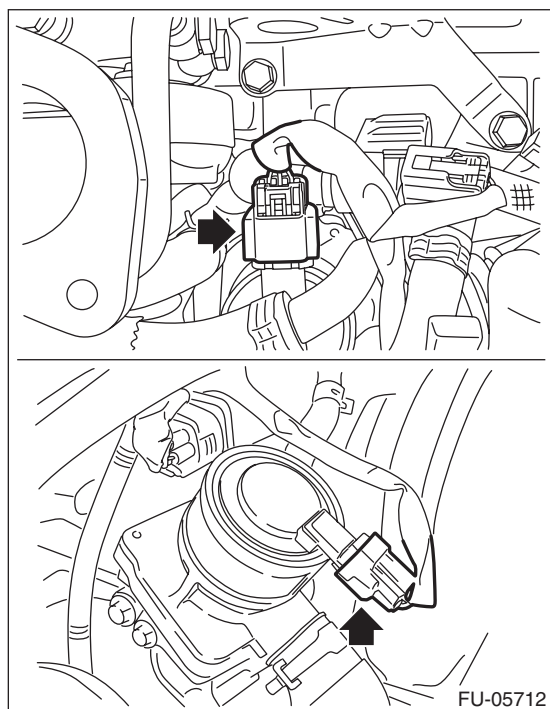
24) Disconnect the connector (A) from the engine coolant temperature sensor, connector (B) from the oil pressure switch, and connector (C) from the crankshaft position sensor.



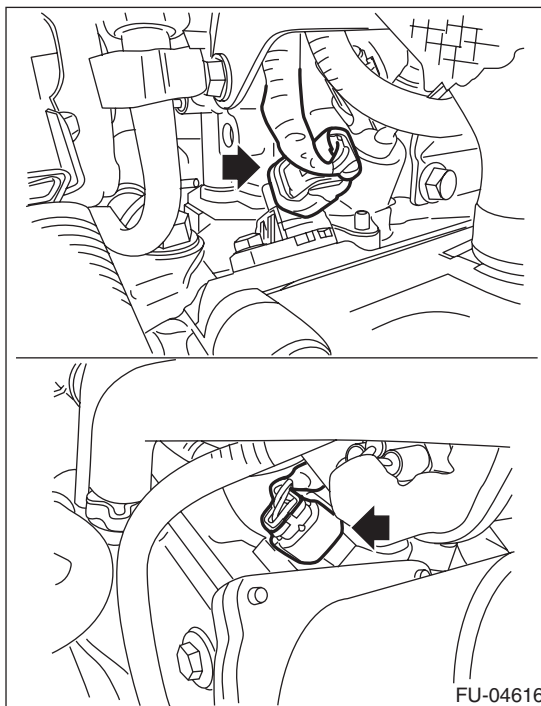
25) Disconnect the connector from power steering pump switch.



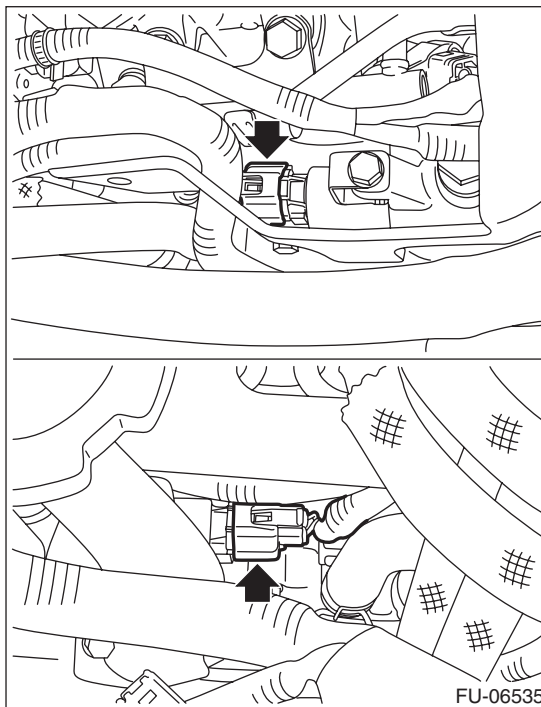
26) Disconnect the connector from the secondary air combination valve.



27) Disconnect the connector from camshaft position sensor.



28) Disconnect the connector from the oil flow control solenoid valve.

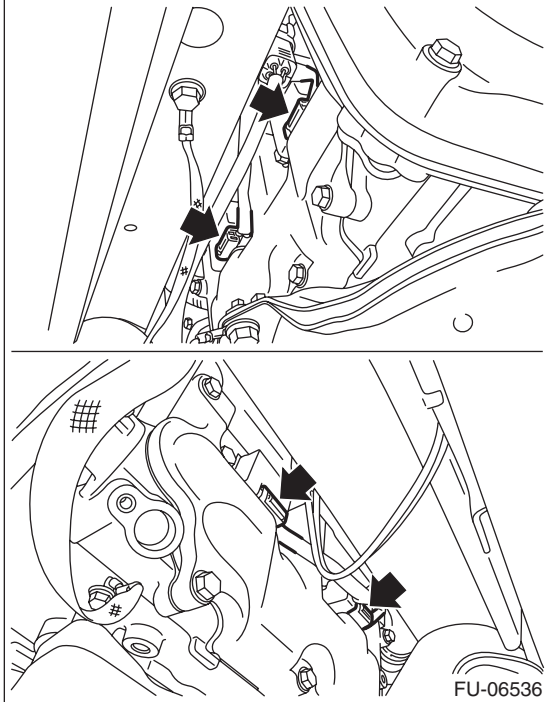


29) Lift up the vehicle.

Intake Manifold

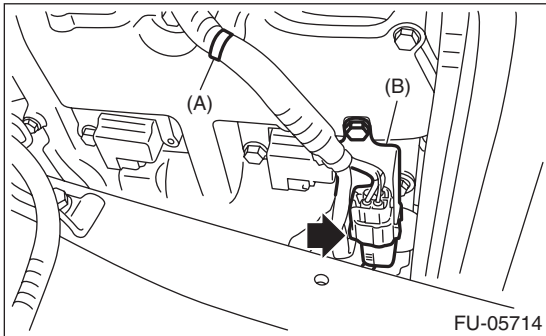
FUEL INJECTION (FUEL SYSTEMS)

30) Disconnect the connector from ignition coil.



31) Lower the vehicle.

32) Disconnect the connector from the front oxygen (A/F) sensor, and remove the clip (A) and stay (B) which hold the engine harness to the rocker cover RH.

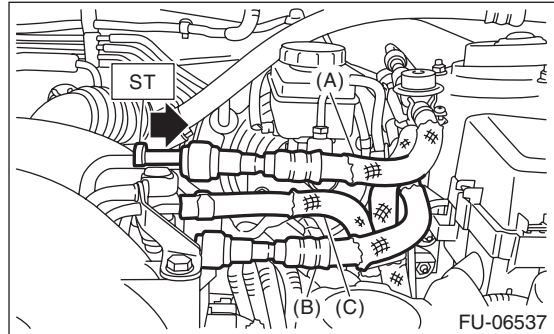


33) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the fuel delivery hose.

ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

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



(A) Fuel delivery hose

(B) Fuel return hose

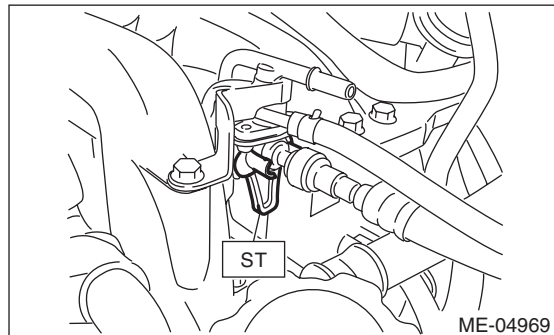
(C) Evaporation hose

34) Disconnect the fuel return hose using the ST.
ST 18371AA000 CONNECTOR REMOVER

CAUTION:

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

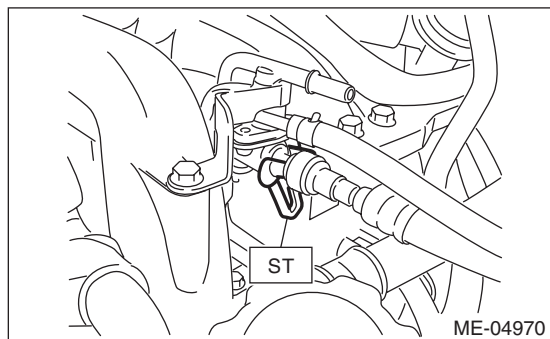
(1) Attach ST to the fuel return pipe as shown in the figure.



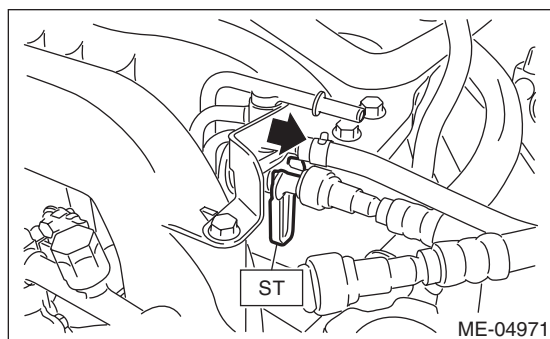
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

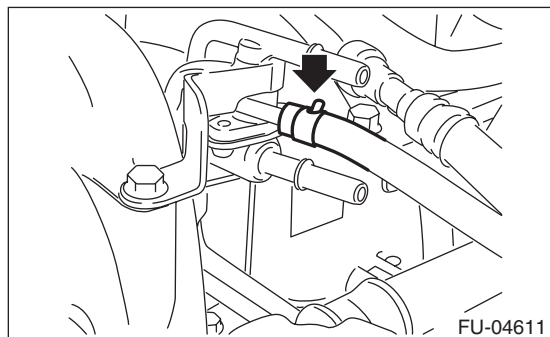
(2) Insert the front side of ST into the quick connector.



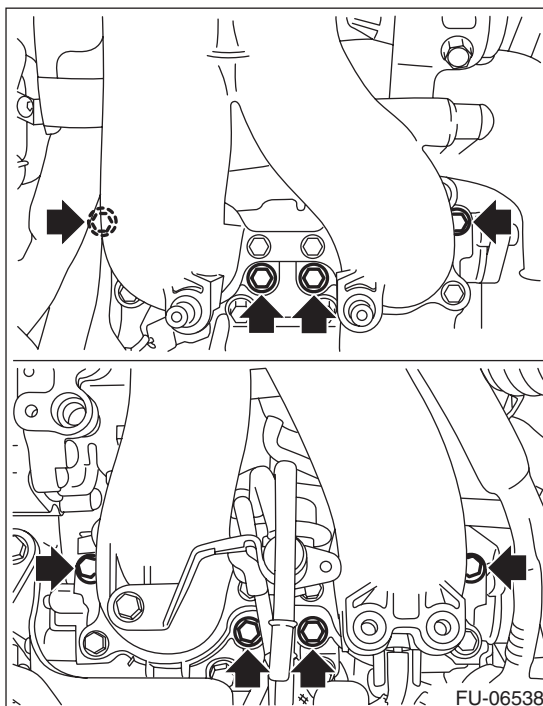
(3) Insert the back side of ST into the quick connector and push ST in the direction of arrow mark to disconnect the fuel return hose.



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



36) Remove the intake manifold from cylinder head.



B: INSTALLATION

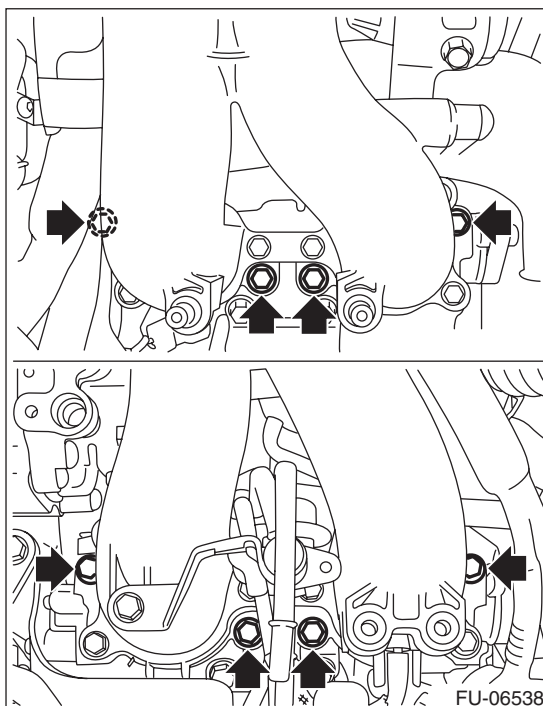
1) Install the intake manifold onto cylinder heads.

NOTE:

Use a new gasket.

Tightening torque:

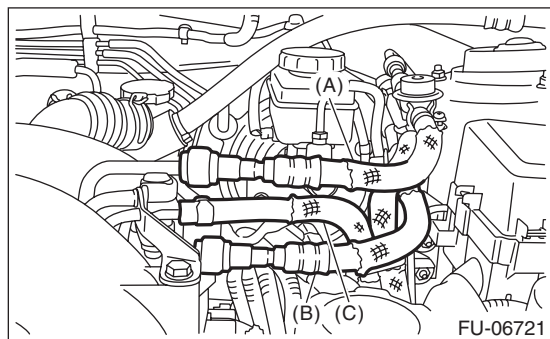
25 N·m (2.5 kgf-m, 18.4 ft-lb)



Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

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

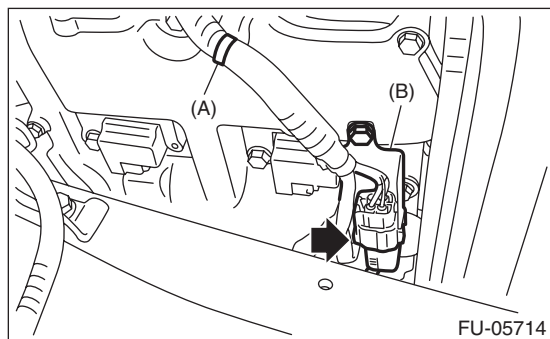


- (A) Fuel delivery hose
- (B) Fuel return hose
- (C) Evaporation hose

3) Connect the front oxygen (A/F) sensor connector, and secure the engine harness to the rocker cover RH with clip (A) and stay (B).

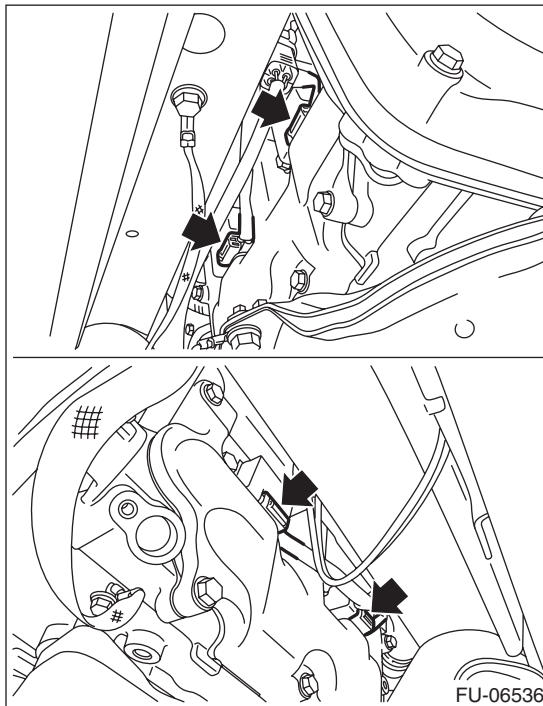
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



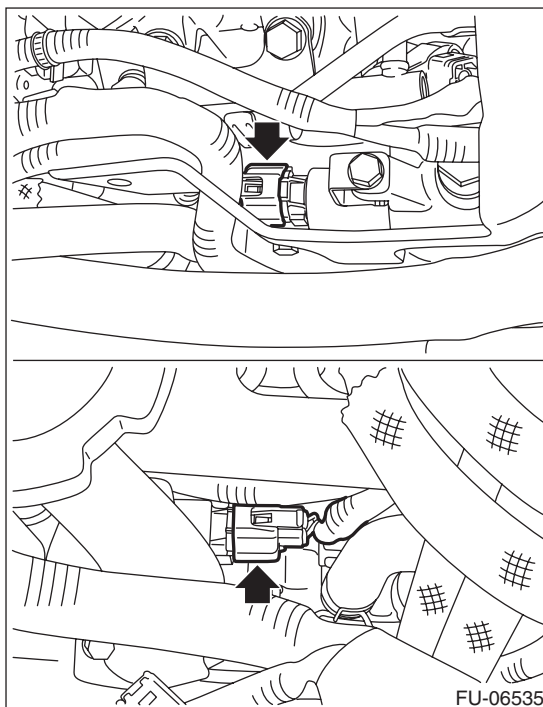
4) Lift up the vehicle.

5) Connect the connector to the ignition coil.



6) Lower the vehicle.

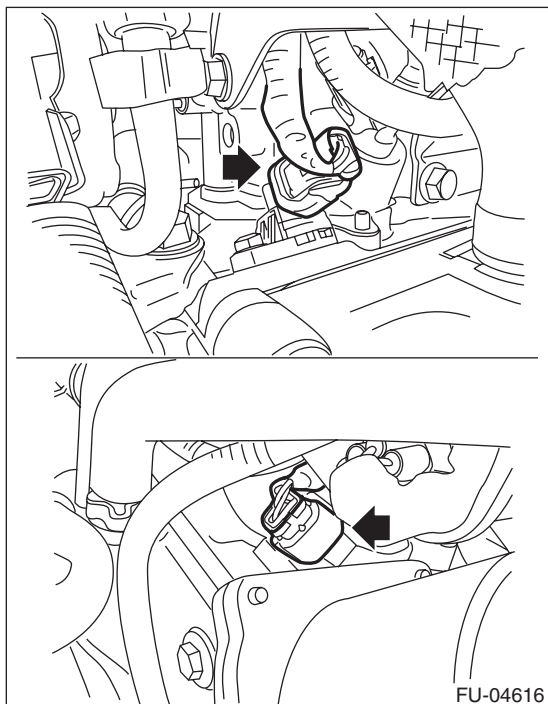
7) Connect the connector to oil flow control solenoid valve.



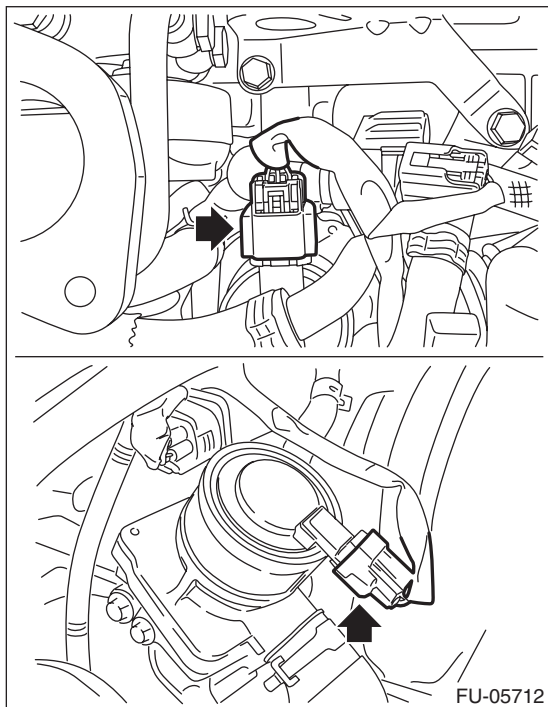
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

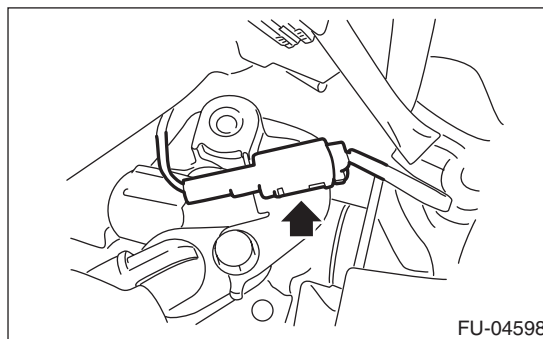
8) Connect the connectors to camshaft position sensor.



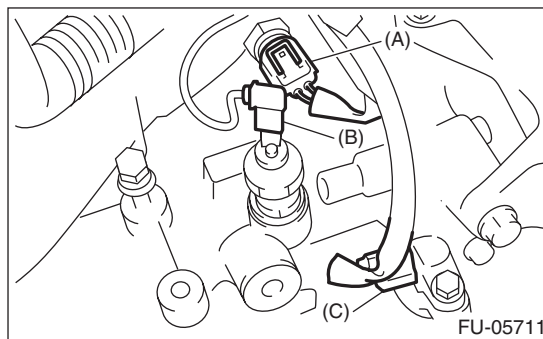
9) Connect the connector to the secondary air combination valve.



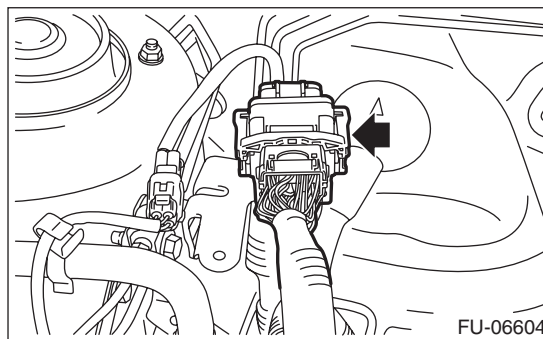
10) Connect the connector to the power steering pump switch.



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



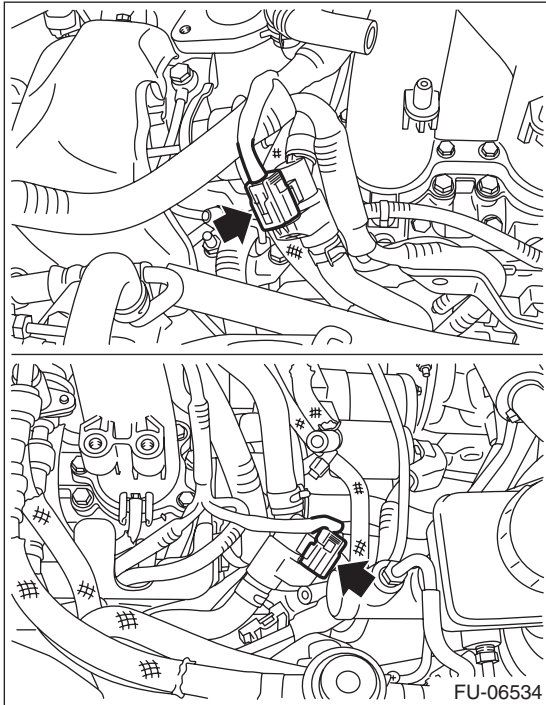
12) Install the engine harness connector to engine harness bracket, then connect the bulkhead harness connector to the engine harness connector.



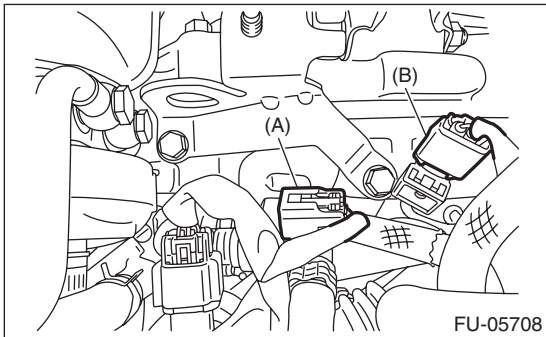
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

- 13) Connect the connector to the PCV hose assembly B and PCV hose assembly C.



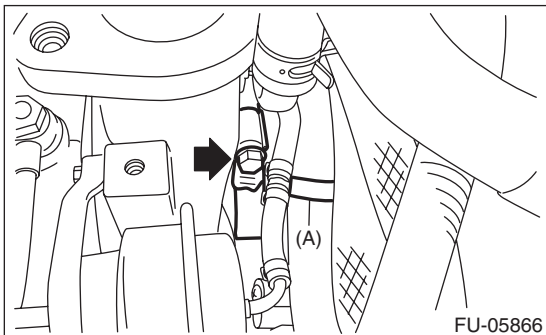
- 14) Connect the connector (A) to the PCV hose assembly A and the connector (B) to the knock sensor.



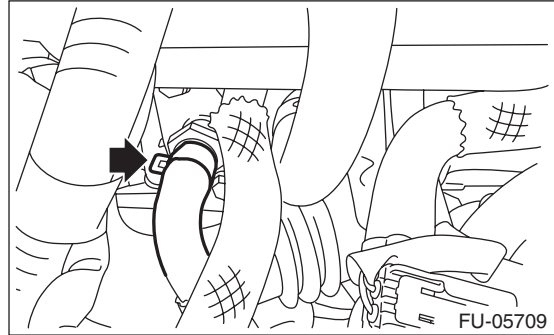
- 15) Connect the air control hose (A) to the wastegate actuator, and install the turbocharger to the intake duct.

Tightening torque:

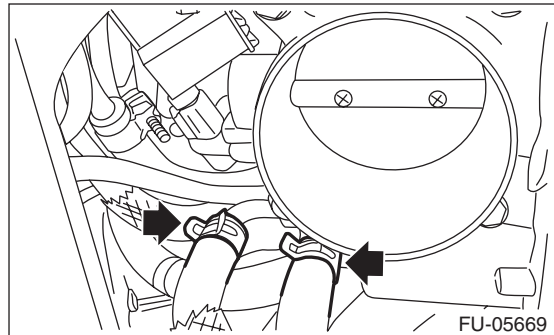
3 N·m (0.3 kgf-m, 2.2 ft-lb)



- 16) Connect the vacuum hose to the nipple.



- 17) Connect the engine coolant hoses to throttle body.

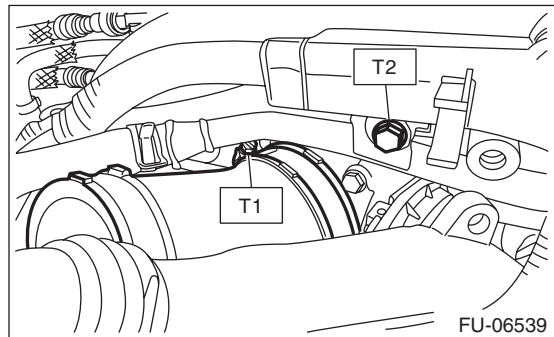


- 18) Install the intake duct to the throttle body, and install the bolts which secure the PCV pipe assembly to the intake manifold.

Tightening torque:

T1: 3 N·m (0.3 kgf-m, 2.2 ft-lb)

T2: 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



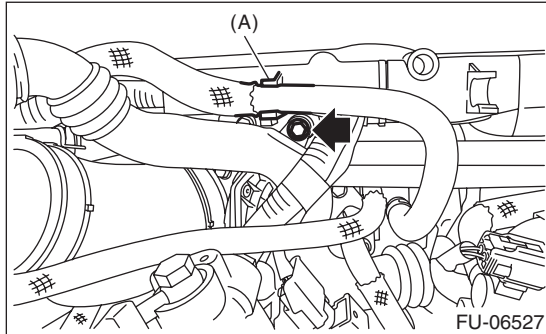
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

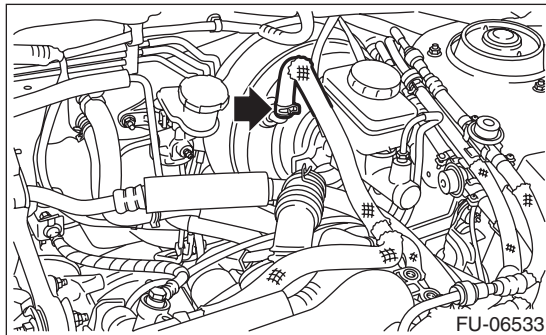
19) Install the bolts which secure the air bypass pipe to the intake manifold, and install the brake booster vacuum hose to the clip (A).

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



20) Connect the brake booster vacuum hose.



21) Install the A/C pressure hoses to A/C compressor. <Ref. to AC-41, INSTALLATION, Hose and Pipe.>

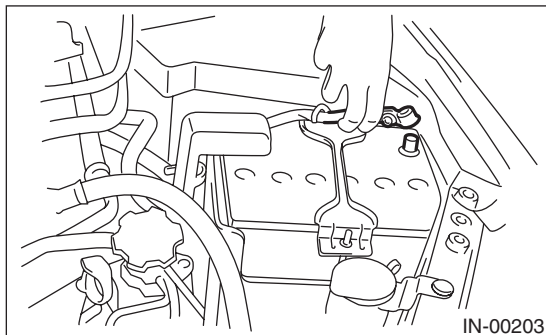
22) Install the coolant filler tank. <Ref. to CO(w/o STI)-28, INSTALLATION, Coolant Filler Tank.>

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

24) Install the intercooler. <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

25) Install the air intake duct and air cleaner case. <Ref. to IN(w/o STI)-8, INSTALLATION, Air Cleaner Case.> <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>

26) Connect the battery ground terminal.



27) Lift up the vehicle.

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

29) Lower the vehicle.

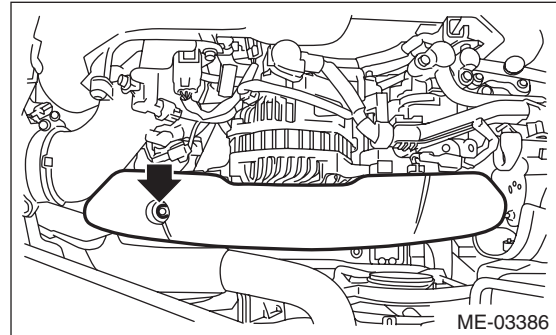
30) Fill engine coolant. <Ref. to CO(w/o STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

31) Charge the A/C system with refrigerant. <Ref. to AC-20, PROCEDURE, Refrigerant Charging Procedure.>

32) Install the V-belt cover.

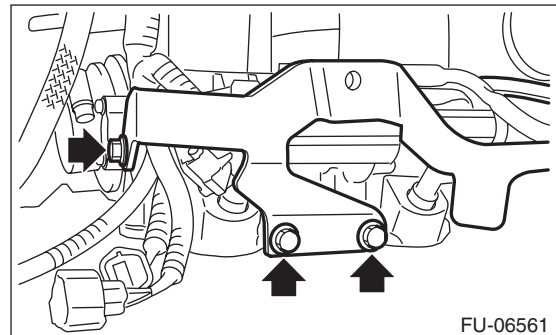
Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)

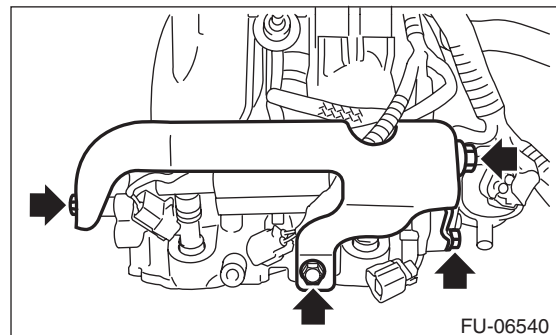


C: DISASSEMBLY

1) Remove the fuel pipe protector RH from the intake manifold.



2) Remove the engine ground terminal from the fuel pipe protector LH and remove the fuel pipe protector LH from the intake manifold.

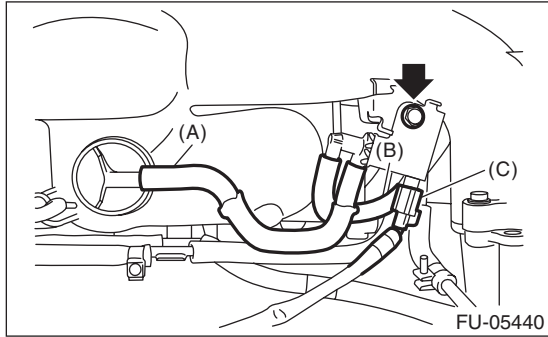


3) Disconnect the vacuum hose (A) from intake manifold.

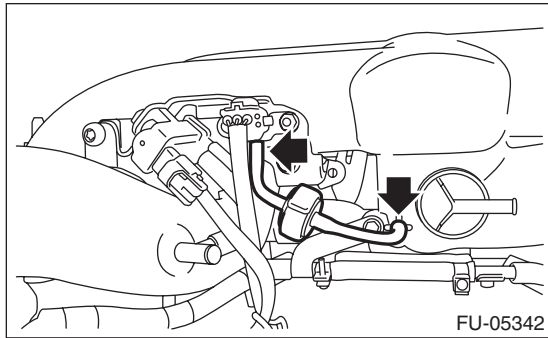
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

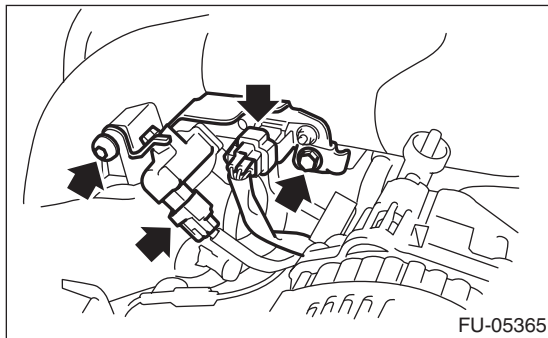
4) Disconnect the vacuum hose (B) and the connector (C) from the fuel pipe, and remove the purge control solenoid valve 1 from the intake manifold.



5) Disconnect the filter assembly.

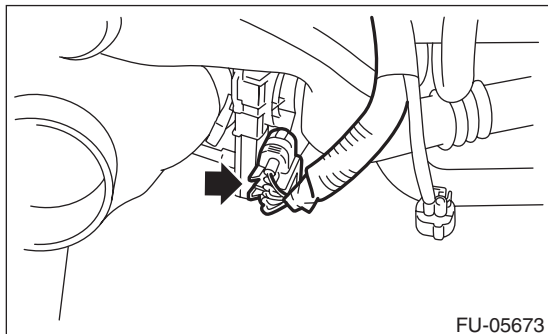


6) Disconnect the connector from the wastegate control solenoid valve and the manifold absolute pressure sensor, and remove the solenoid valve bracket assembly from the intake manifold.

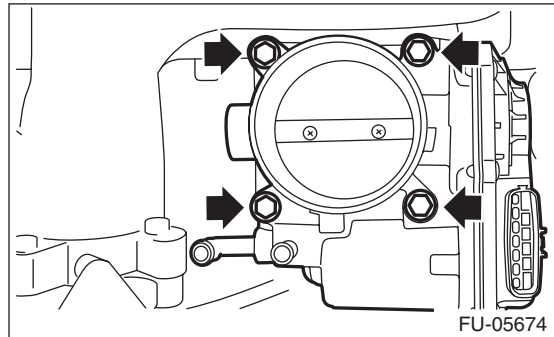


7) Disconnect the connector from the purge control solenoid valve 2, and disconnect the vacuum hose from the intake duct and the fuel pipe.

8) Disconnect the connectors from the throttle position sensor.

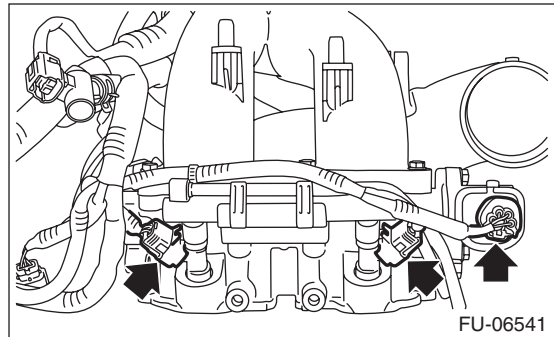


9) Remove the throttle body from the intake manifold.

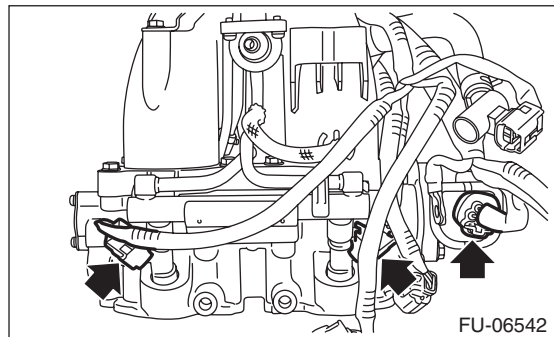


10) Disconnect the connector from the fuel injector and tumble generator valve assembly.

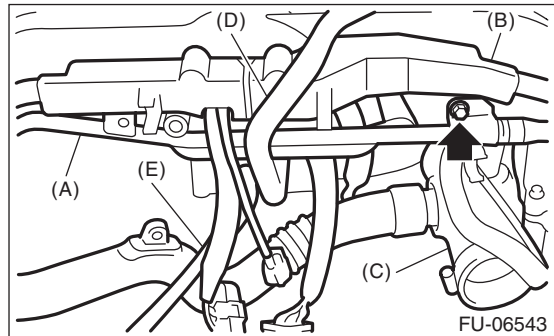
• RH side



• LH side



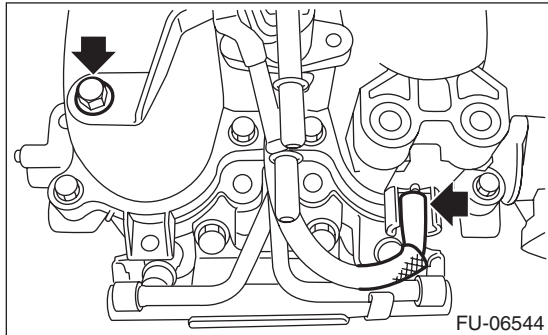
11) Remove the PCV pipe (A), harness assembly (B), intake duct (C), brake booster vacuum hose (D) and vacuum hose (E) from the intake manifold.



Intake Manifold

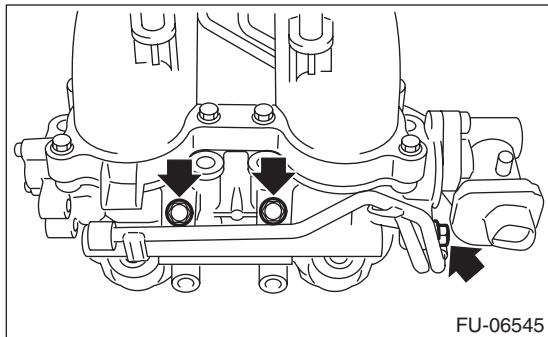
FUEL INJECTION (FUEL SYSTEMS)

12) Remove the bolt which secures the fuel injector pipe LH onto the intake manifold, and disconnect the pressure regulator vacuum hose from the intake manifold.

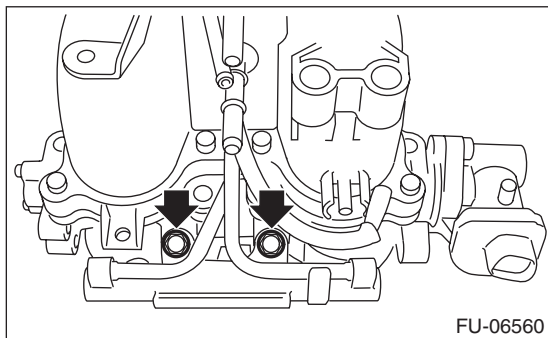


13) Remove the bolts which hold fuel injector pipe onto intake manifold.

- RH side

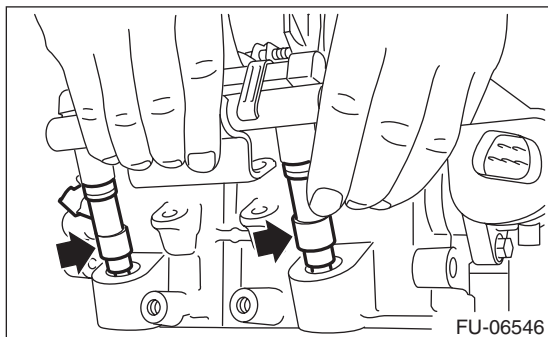


- LH side

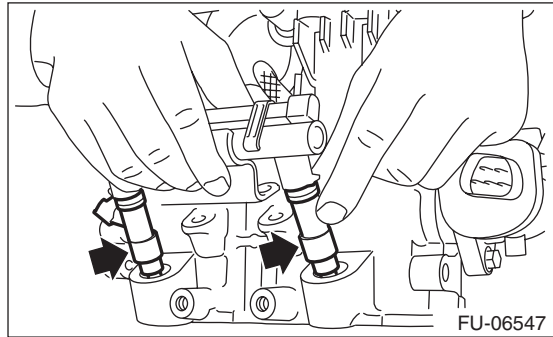


14) Remove the fuel injector.

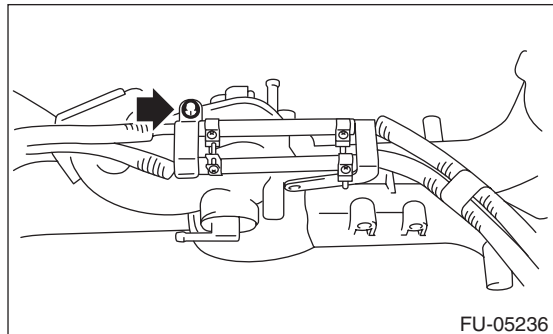
- RH side



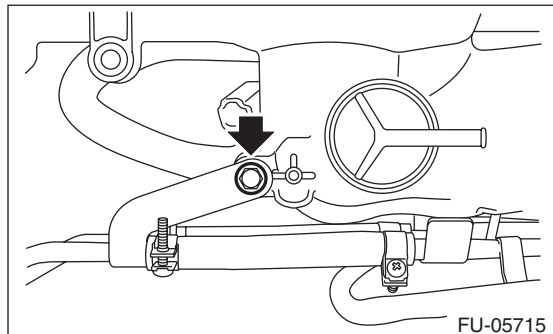
- LH side



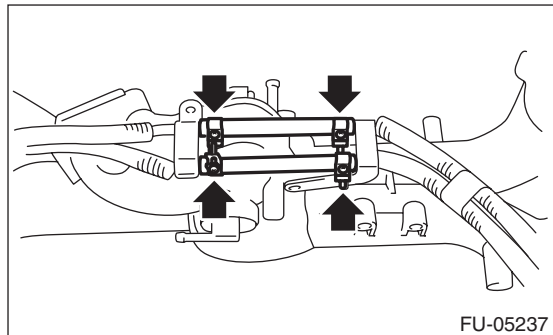
15) Remove the bolts which hold fuel pipe onto intake manifold.



16) Remove the bolt which holds fuel injector pipe RH onto intake manifold.

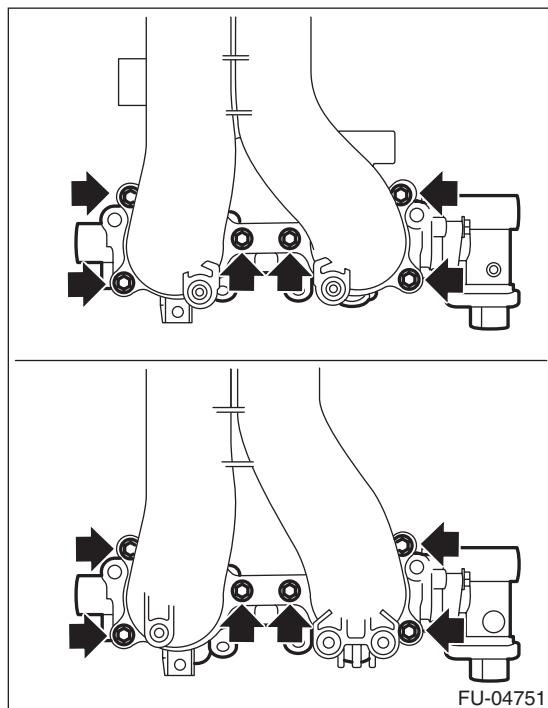


17) Loosen the clamp which holds the fuel hose to the fuel injector pipe RH and the fuel pipe, and then disconnect the pipe from the fuel hose.

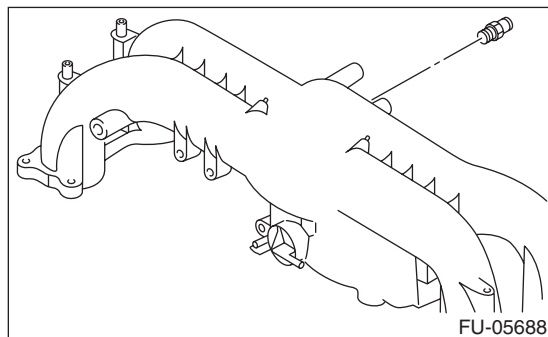


18) Remove the fuel injector pipe and the fuel pipe.

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



20) Remove the nipple from the intake manifold.



D: ASSEMBLY

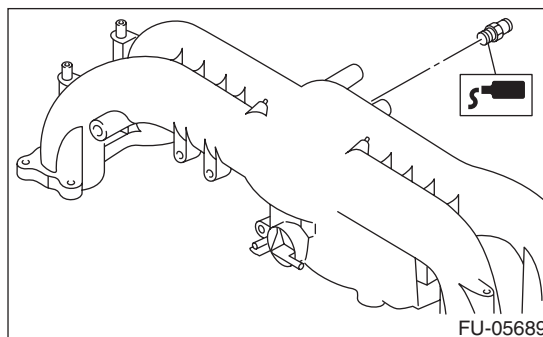
1) Apply liquid gasket to the nipple threads, and install the nipple to the intake manifold.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent

Tightening torque:

23 N·m (2.3 kgf-m, 17.0 ft-lb)



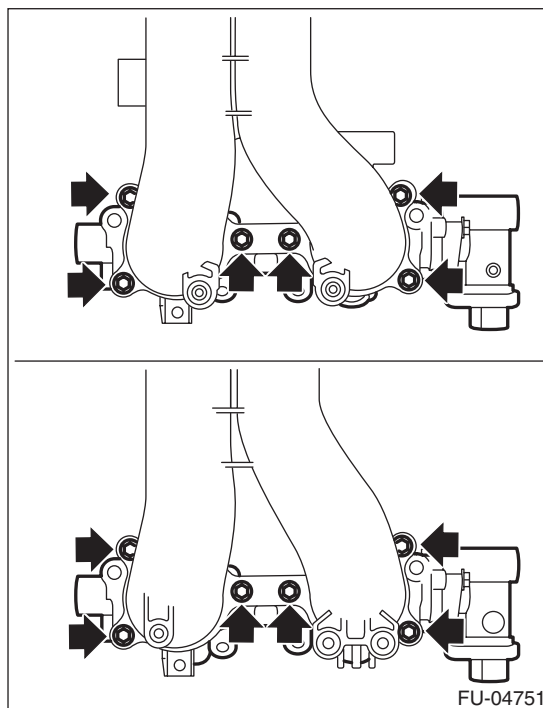
2) Install the tumble generator valve assembly onto intake manifold.

NOTE:

Use new O-rings.

Tightening torque:

8.3 N·m (0.8 kgf-m, 6.1 ft-lb)

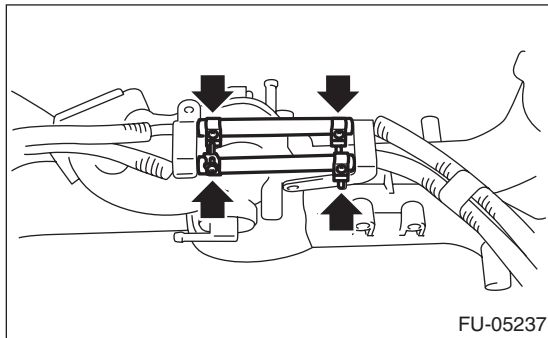


3) Install the fuel injector pipe.

Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

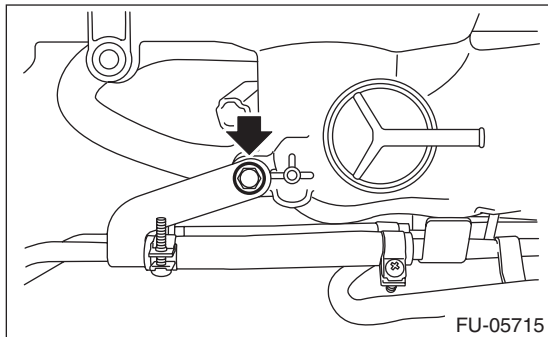
4) Connect fuel hoses to the fuel injector pipe and the fuel pipe. <Ref. to FU(w/o STI)-93, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>



5) Secure the fuel injector pipe RH to intake manifold with bolt.

Tightening torque:

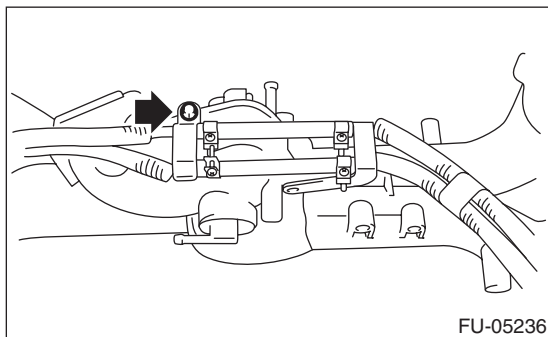
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



6) Secure the fuel pipe to intake manifold with bolts.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

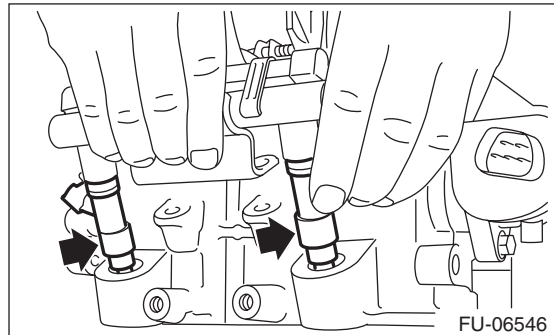


7) Install the fuel injector.

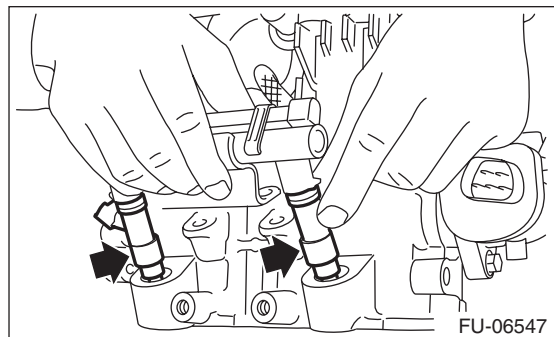
NOTE:

Use new O-rings, rubbers and seal rings.

- RH side



- LH side

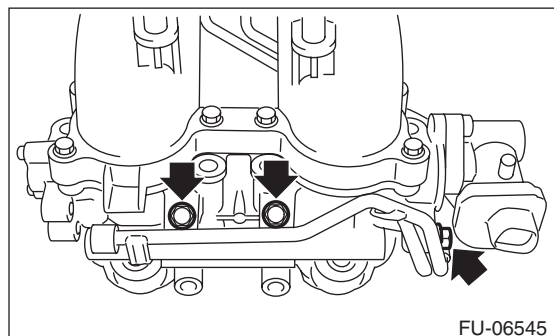


8) Secure the fuel injector pipe to intake manifold with bolts.

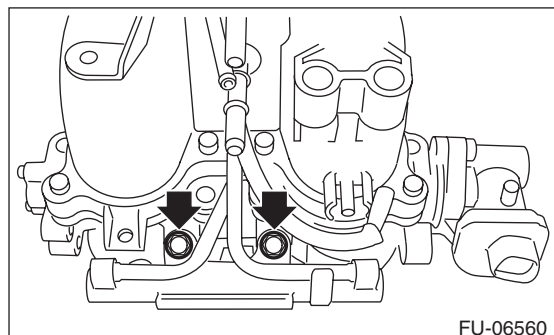
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

- RH side



- LH side



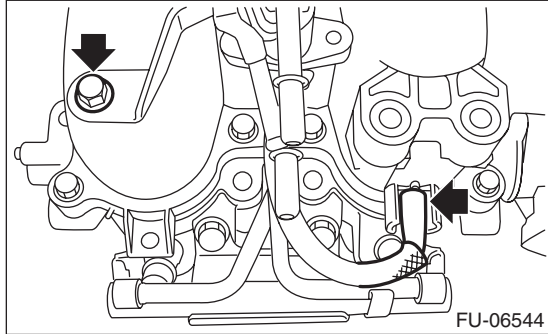
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

9) Secure the fuel injector pipe LH to intake manifold with bolt, and connect the pressure regulator vacuum hose to the intake manifold.

Tightening torque:

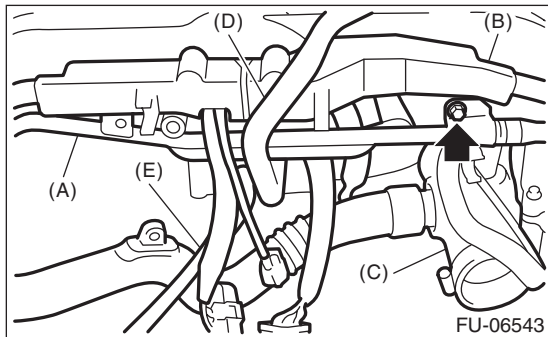
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



10) Install the PCV pipe (A), harness assembly (B), intake duct (C), brake booster vacuum hose (D) and vacuum hose (E) to the intake manifold.

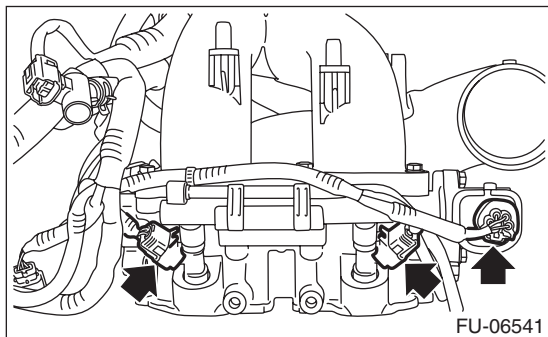
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

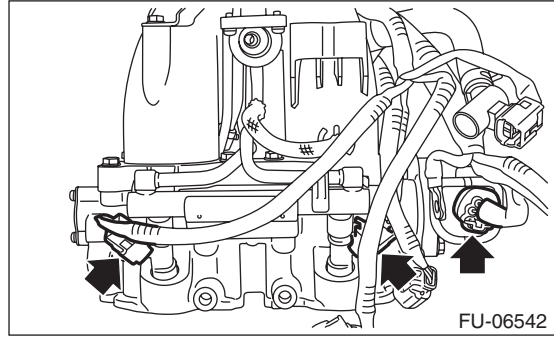


11) Connect the connector to the fuel injector and the tumble generator valve assembly.

• RH side



• LH side



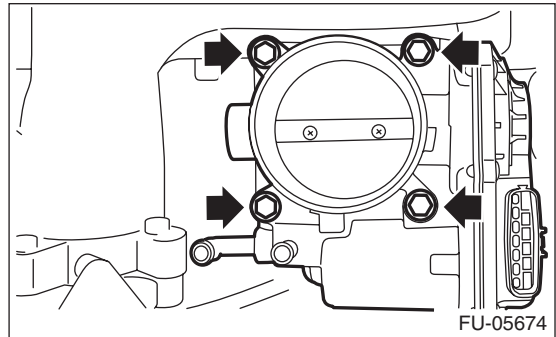
12) Install the throttle body to the intake manifold.

NOTE:

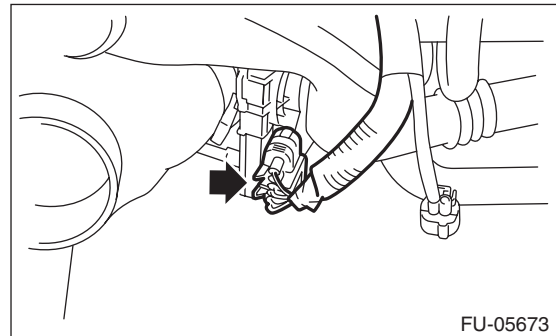
Use new O-rings.

Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)



13) Connect the connector to the throttle position sensor.



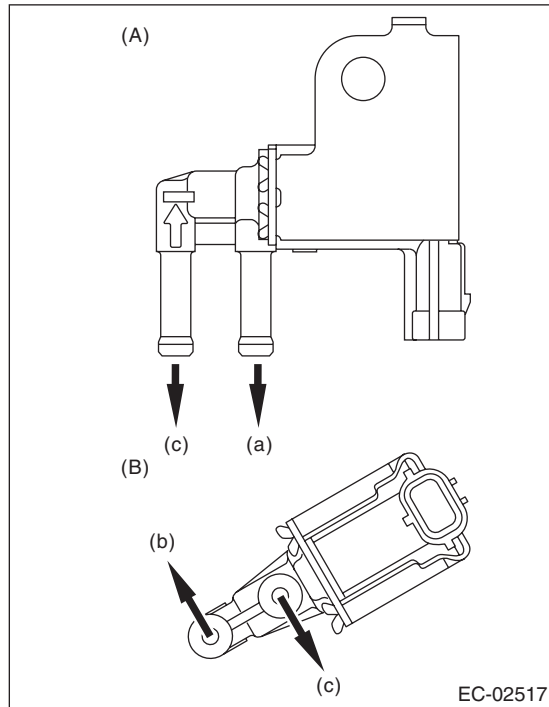
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

14) Connect the vacuum hose to the intake duct and the fuel pipe, then connect the connector to the purge control solenoid valve 2.

NOTE:

Connect the vacuum hose as shown in the figure.



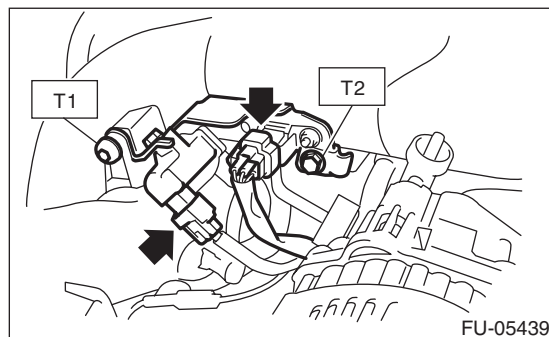
- (A) Purge control solenoid valve 1
- (B) Purge control solenoid valve 2
- (a) To intake manifold
- (b) To intake duct
- (c) To fuel pipe

15) Install the solenoid valve bracket assembly to the intake manifold, and connect the connector to the wastegate control solenoid valve and the manifold absolute pressure sensor.

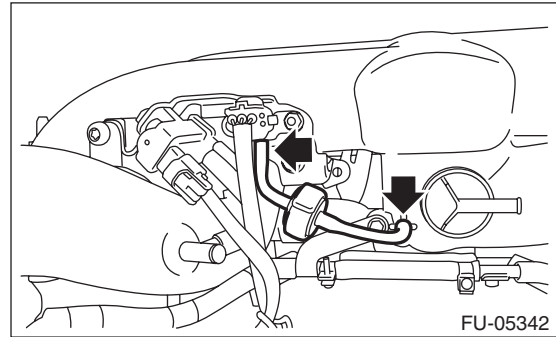
Tightening torque:

T1: 17 N·m (1.7 kgf-m, 12.5 ft-lb)

T2: 19 N·m (1.9 kgf-m, 14.0 ft-lb)



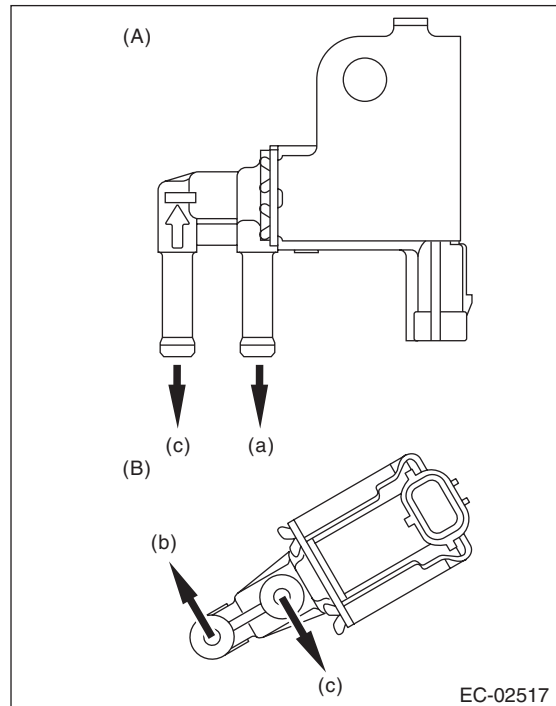
16) Connect the filter assembly.



17) Connect the vacuum hose and the connector the fuel pipe, and install the purge control solenoid valve 1 to the intake manifold.

NOTE:

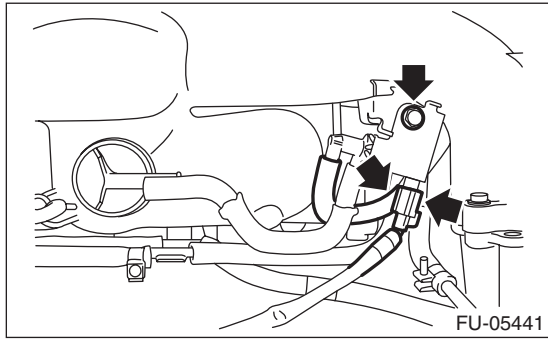
Connect the vacuum hose as shown in the figure.



- (A) Purge control solenoid valve 1
- (B) Purge control solenoid valve 2
- (a) To intake manifold
- (b) To intake duct
- (c) To fuel pipe

Tightening torque:

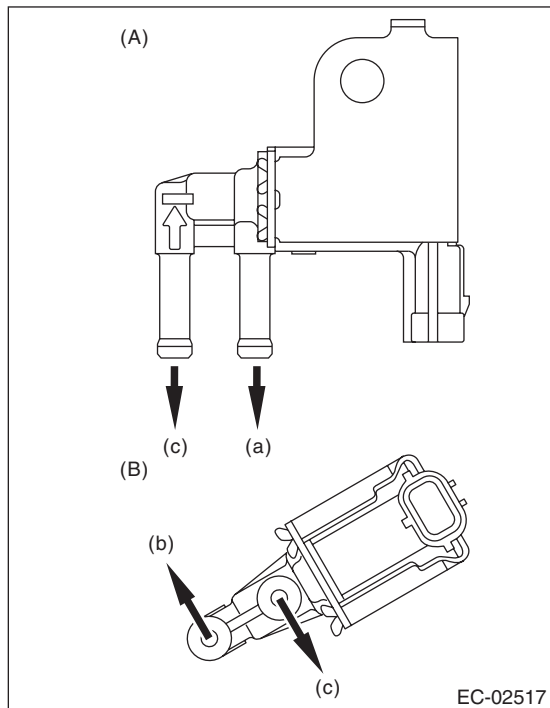
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



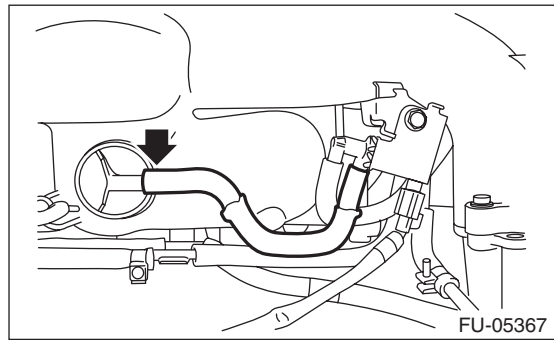
18) Connect the vacuum hose to the intake manifold.

NOTE:

Connect the vacuum hose as shown in the figure.



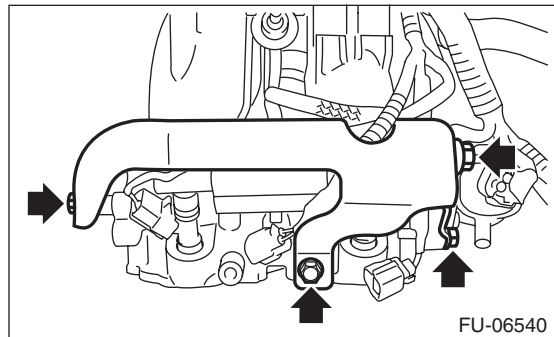
- (A) Purge control solenoid valve 1
- (B) Purge control solenoid valve 2
- (a) To intake manifold
- (b) To intake duct
- (c) To fuel pipe



19) Install the fuel pipe protector LH to the intake manifold, and install the engine ground terminal to the fuel pipe protector LH.

Tightening torque:

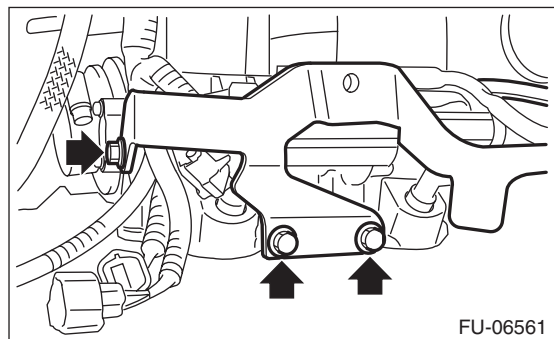
19 N·m (1.9 kgf-m, 14.0 ft-lb)



20) Install the fuel pipe protector RH to the intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



E: INSPECTION

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

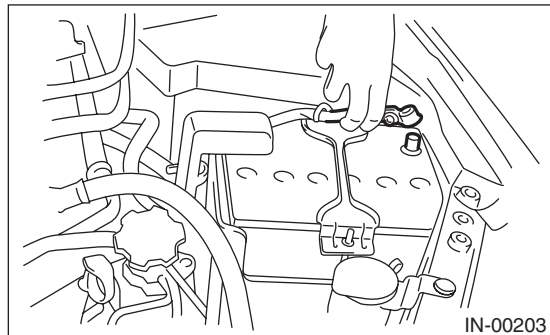
Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

4. Engine Coolant Temperature Sensor

A: REMOVAL

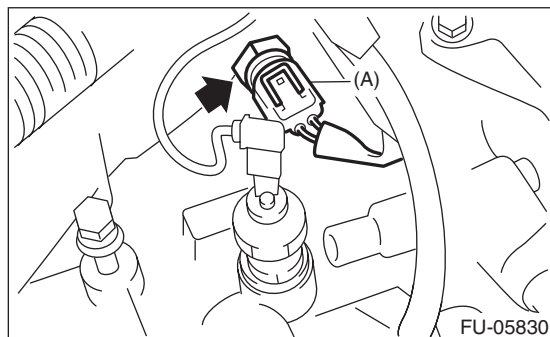
1) Disconnect the ground cable from battery.



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

3) Drain engine coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

4) Disconnect the connector (A) from the engine coolant temperature sensor, and remove the engine coolant temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

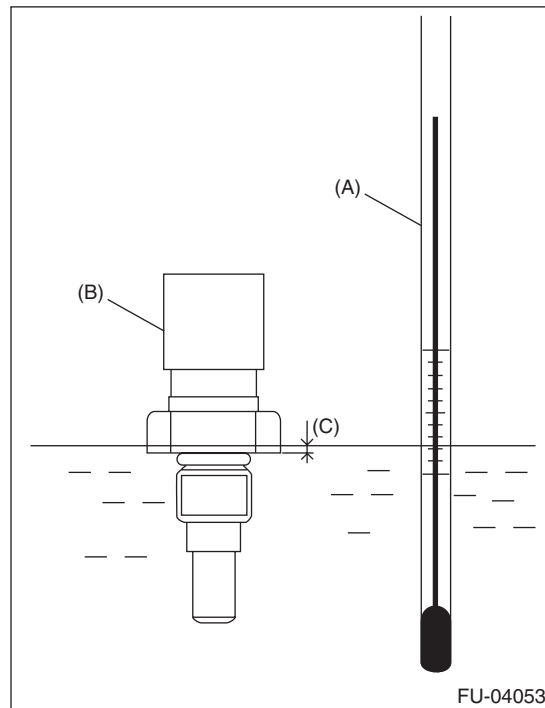
C: INSPECTION

1) Check that the engine coolant temperature sensor has no deformation, cracks or other damages.

2) Immerse the engine coolant temperature sensor and a thermometer in water.

CAUTION:

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



(A) Thermometer

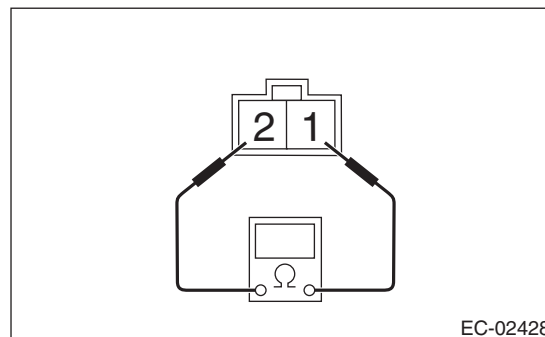
(B) Engine coolant temperature sensor

(C) Hexagonal part height: to approx. $\frac{1}{3}$

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

NOTE:

Agitate the water for even temperature distribution.

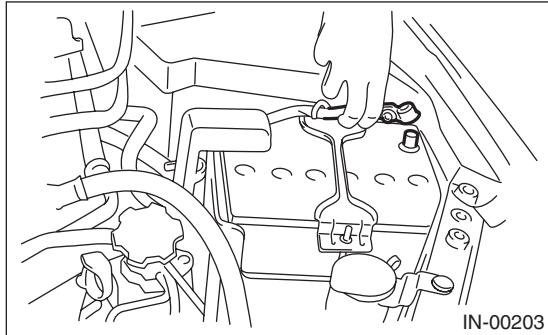


Water temperature	Terminal No.	Standard
20°C (68°F)	1 and 2	2.45±0.2 kΩ
80°C (176°F)		0.318±0.013 kΩ

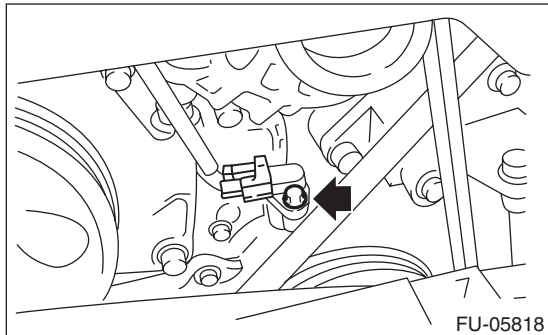
5. Crankshaft Position Sensor

A: REMOVAL

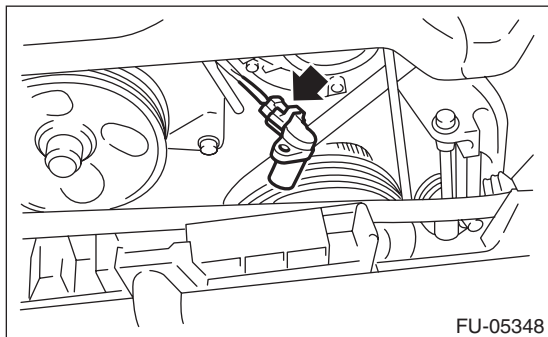
- 1) Remove the collector cover.
- 2) Disconnect the ground cable from battery.



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



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



B: INSTALLATION

Install in the reverse order of removal.

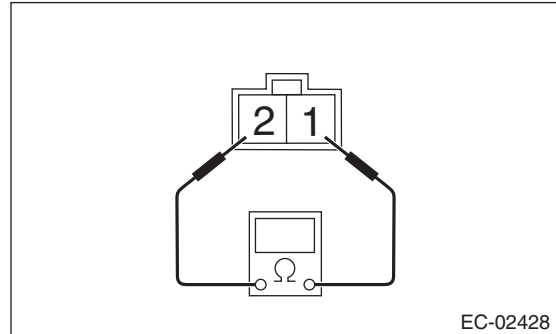
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1. CRANKSHAFT POSITION SENSOR (METHOD WITH CIRCUIT TESTER)

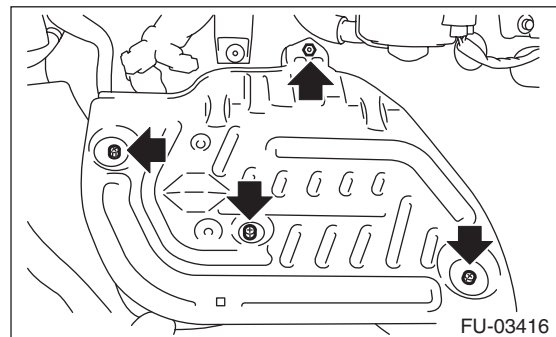
Measure the resistance between crankshaft position sensor terminals.



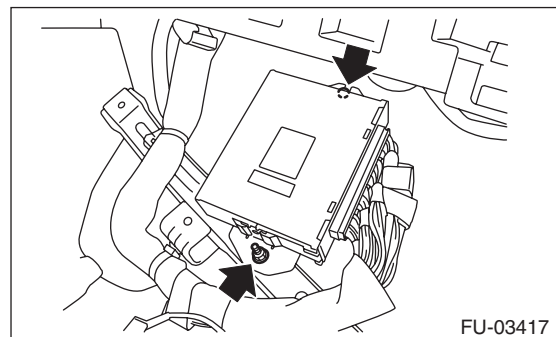
Terminal No.	Standard
1 and 2	2.04±0.204 kΩ

2. CRANKSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

- 1) Prepare an oscilloscope.
- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-57, REMOVAL, Lower Inner Trim.>
- 3) Turn over the floor mat of passenger's seat.
- 4) Remove the protect cover.



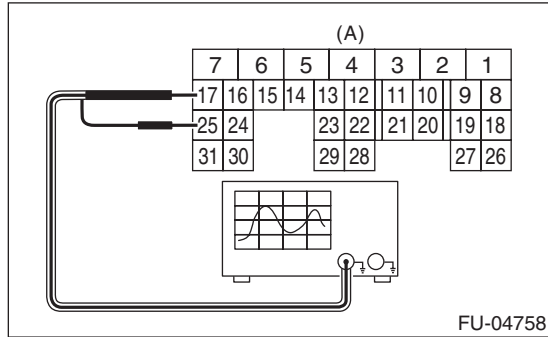
- 5) Remove the nuts and bolts which hold the ECM to the bracket.



Crankshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

6) Connect the probe to ECM connector.

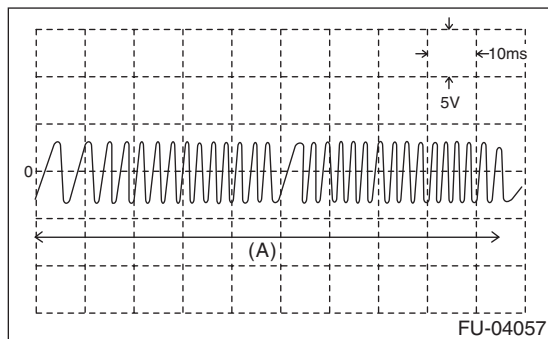


(A) To ECM connector

Terminal No.	Probe
17	+
25	-

7) Start the engine and let it idle.

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



(A) One crankshaft rotation

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

3. OTHER INSPECTIONS

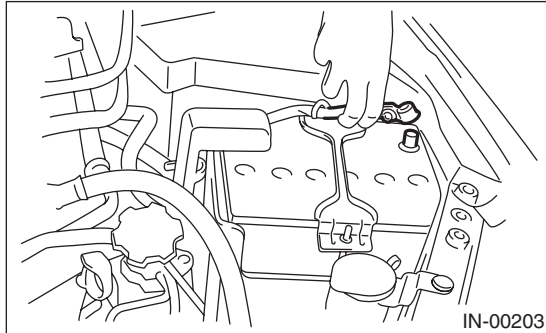
Check that the crankshaft position sensor has no deformation, cracks or other damages.

6. Camshaft Position Sensor

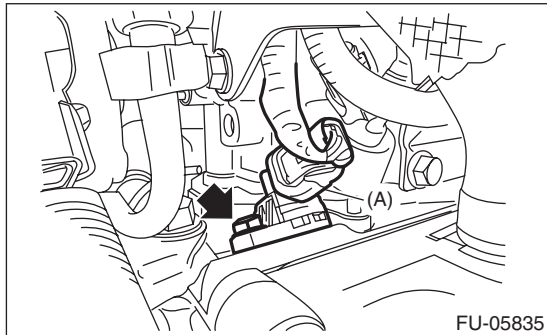
A: REMOVAL

1. CAMSHAFT POSITION SENSOR RH

- 1) Disconnect the ground cable from battery.

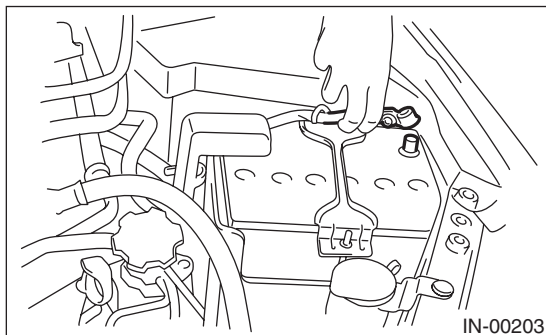


- 2) Disconnect the connector (A) from the camshaft position sensor RH, and remove the camshaft position sensor RH from the rear side of the cylinder head.



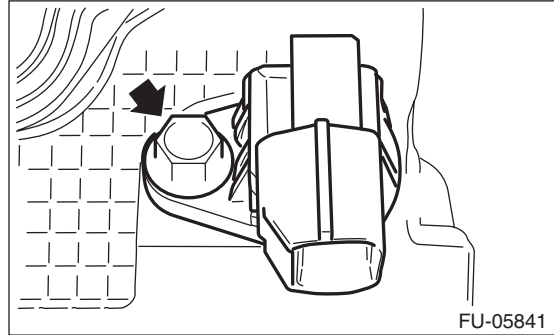
2. CAMSHAFT POSITION SENSOR LH

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



- 3) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>

- 4) Remove the camshaft position sensor LH.



B: INSTALLATION

Install in the reverse order of removal.

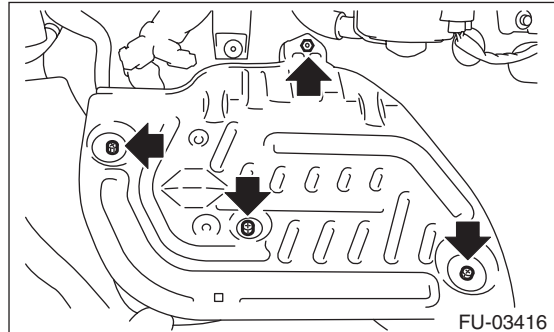
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

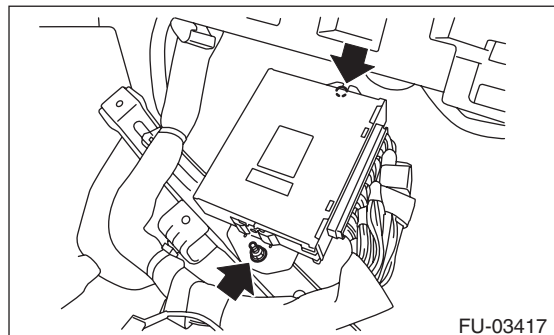
C: INSPECTION

1. CAMSHAFT POSITION SENSOR (METHOD WITH OSCILLOSCOPE)

- 1) Prepare an oscilloscope.
- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-57, REMOVAL, Lower Inner Trim.>
- 3) Turn over the floor mat of passenger's seat.
- 4) Remove the protect cover.



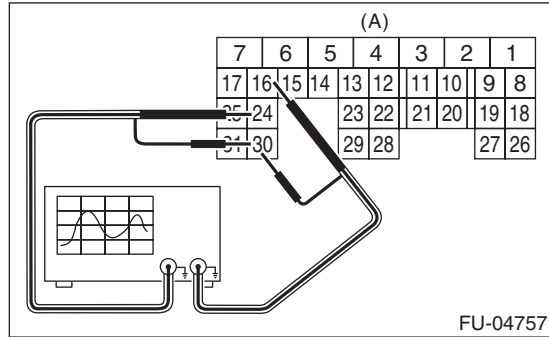
- 5) Remove the nuts and bolts which hold the ECM to the bracket.



Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

6) Connect the probe to ECM connector.

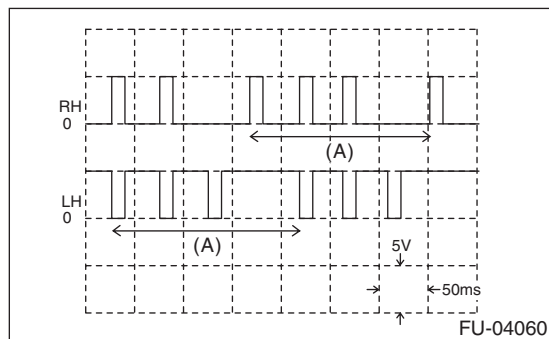


(A) To ECM connector

Camshaft position sensor	Terminal No.	Probe
RH	24	+
LH	16	+
RH and LH	30	-

7) Start the engine and let it idle.

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



(A) One camshaft rotation

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

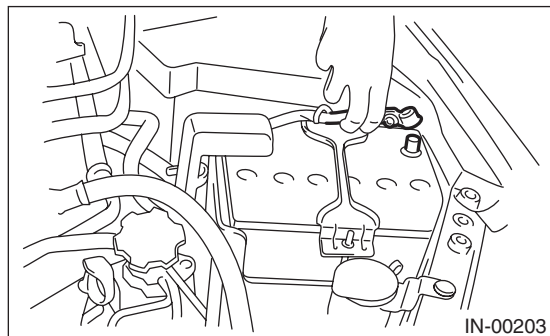
2. OTHER INSPECTIONS

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

7. Knock Sensor

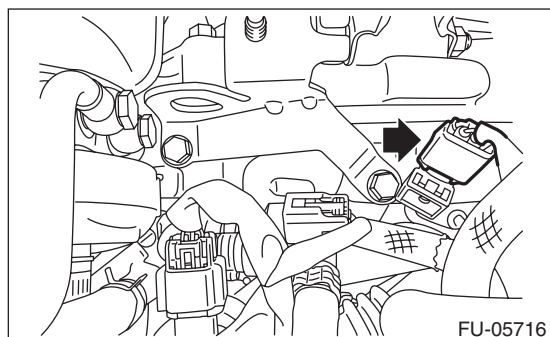
A: REMOVAL

- 1) Disconnect the ground cable from battery.

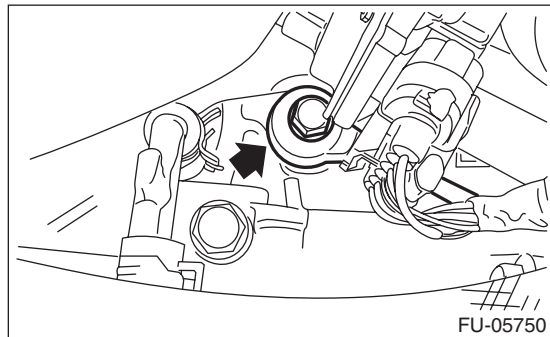


- 2) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>

- 3) Disconnect the connector from the knock sensor.



- 4) Remove the knock sensor from cylinder block.



B: INSTALLATION

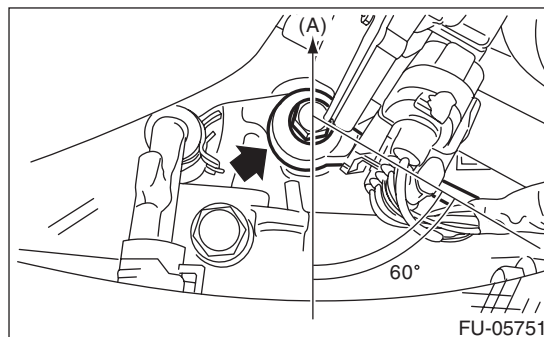
- 1) Install the knock sensor to the cylinder block.

NOTE:

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

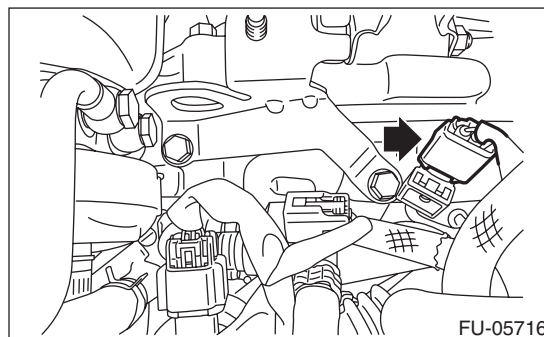
Tightening torque:

24 N·m (2.4 kgf-m, 17.7 ft-lb)



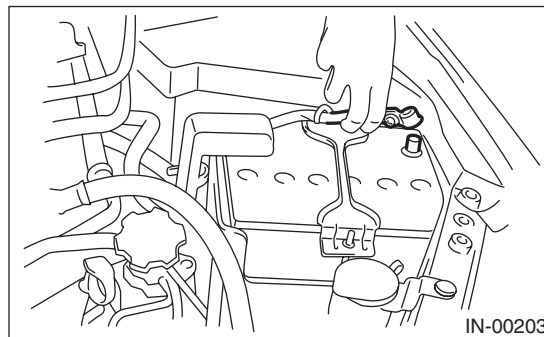
(A) Front side of vehicle

- 2) Connect the connector to the knock sensor.



- 3) Install the intercooler. <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

- 4) Connect the battery ground terminal.

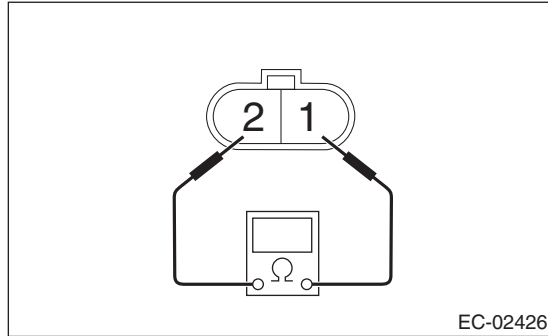


Knock Sensor

FUEL INJECTION (FUEL SYSTEMS)

C: INSPECTION

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



Terminal No.	Standard
1 and 2	$560 \pm 28 \text{ k}\Omega$

8. Throttle Position Sensor

A: SPECIFICATION

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

Refer to “Throttle Body” for removal and installation procedure. <Ref. to FU(w/o STI)-15, REMOVAL, Throttle Body.> <Ref. to FU(w/o STI)-16, INSTALLATION, Throttle Body.>

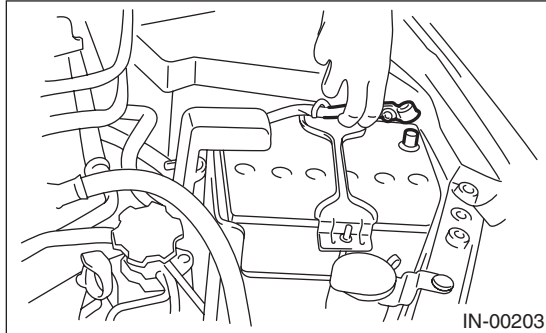
Mass Air Flow and Intake Air Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

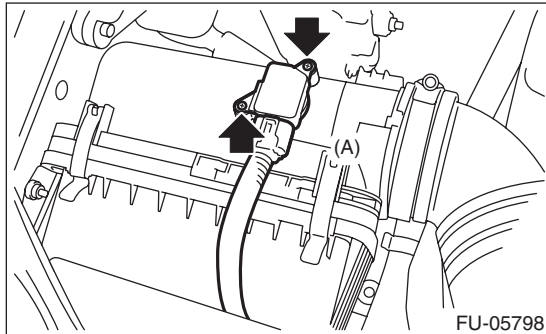
9. Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from battery.



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



B: INSTALLATION

Install in the reverse order of removal.

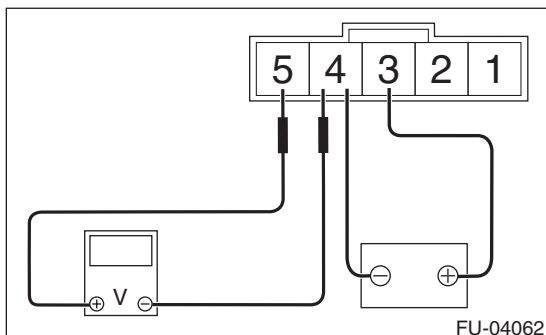
Tightening torque:

1 N·m (0.1 kgf-m, 0.7 ft-lb)

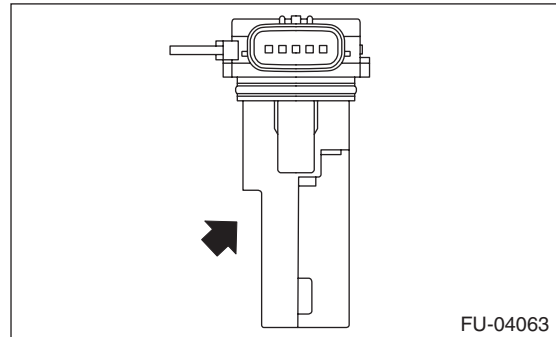
C: INSPECTION

1. CHECK THE MASS AIR FLOW SENSOR UNIT

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

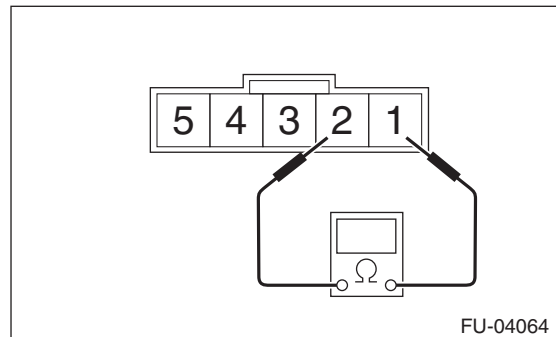


2) Check the voltage changes when air is blown to the mass air flow sensor unit in arrow direction.



2. CHECK THE INTAKE AIR TEMPERATURE SENSOR UNIT

Measure the resistance between intake air temperature sensor terminals.



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

3. OTHER INSPECTIONS

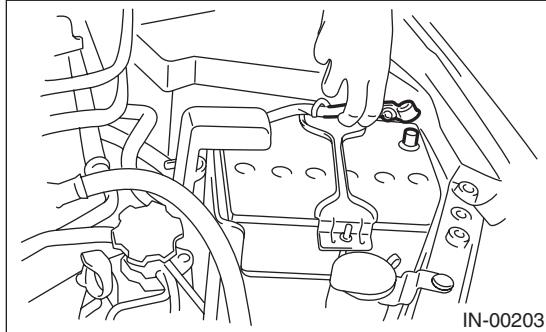
1) Check that the mass air flow and intake air temperature sensor has no deformation, cracks or other damages.

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

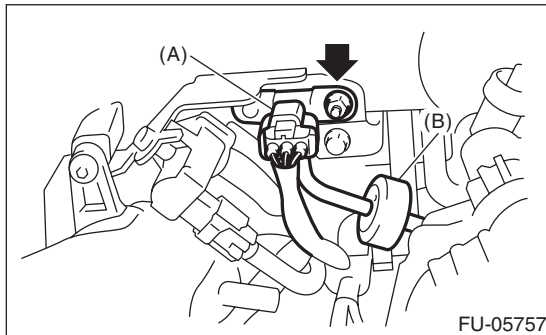
10. Manifold Absolute Pressure Sensor

A: REMOVAL

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



- 3) Disconnect the connector (A) from manifold absolute pressure sensor, and remove the filter assembly (B) from intake manifold.
- 4) Remove the manifold absolute pressure sensor from the solenoid valve bracket.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

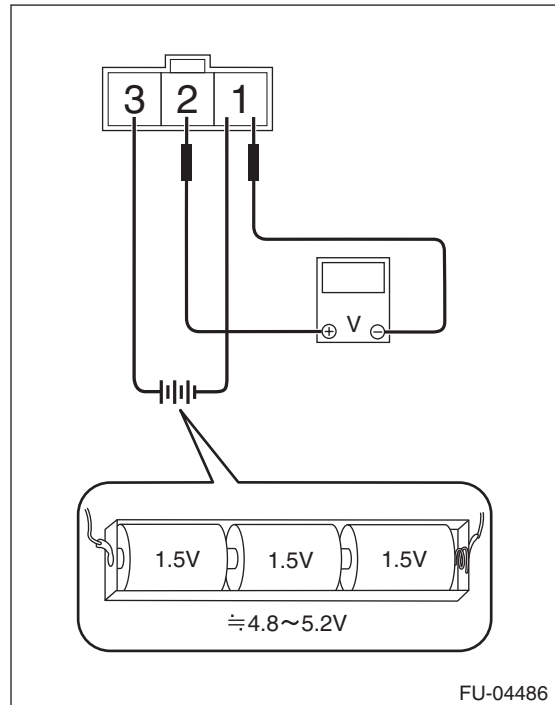
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

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

NOTE:

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



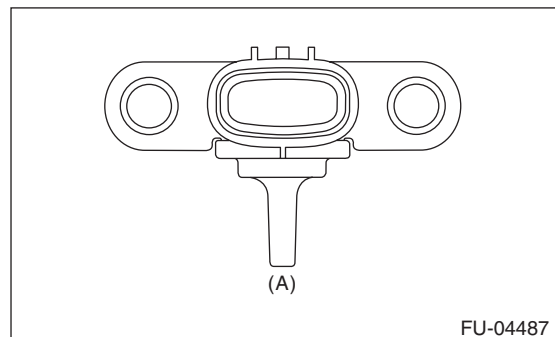
- 3) Check the voltage at a normal atmospheric pressure.

NOTE:

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

Terminal No.	Standard
2 (+) and 1 (-)	Approx. 2.2 V (when 25°C (77°F))

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



Manifold Absolute Pressure Sensor

FUEL INJECTION (FUEL SYSTEMS)

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

CAUTION:

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

NOTE:

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

Pressure	Terminal No.	Standard
-88 kPa (-0.9 kgf/cm ² , -12.8 psi)	2 (+) and 1 (–)	Approx. 1.0 V (when 25°C (77°F))
152 kPa (1.55 kgf/cm ² , 22.0 psi)		Approx. 4.5 V (when 25°C (77°F))

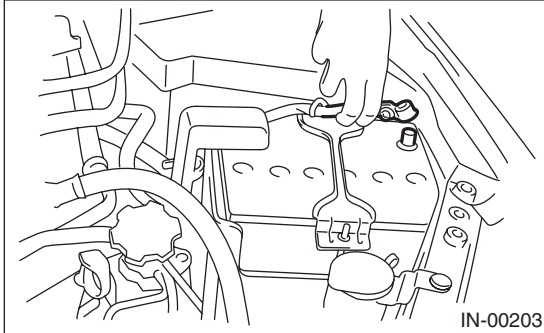
11. Fuel Injector

A: REMOVAL

1. RH SIDE

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

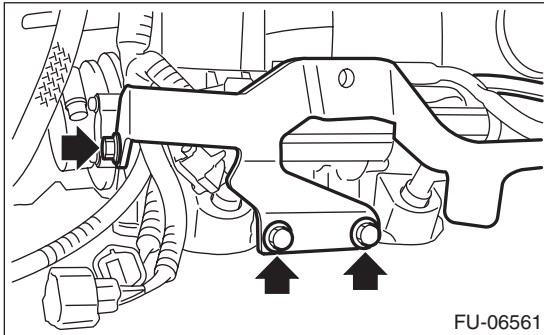
2) Disconnect the ground cable from battery.



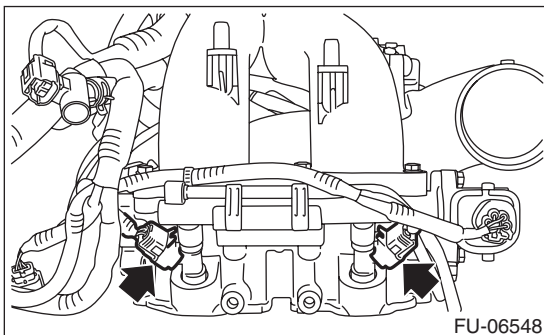
3) Open the fuel filler lid and remove the fuel filler cap.

4) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>

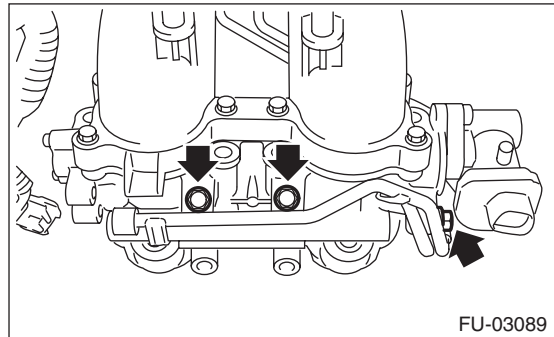
5) Remove the fuel pipe protector RH from the intake manifold.



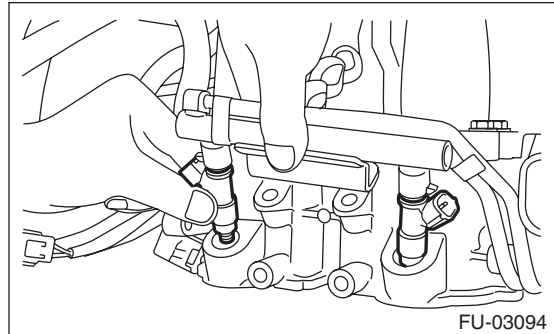
6) Disconnect the connector from fuel injector.



7) Remove the bolt which holds fuel injector pipe RH onto intake manifold.



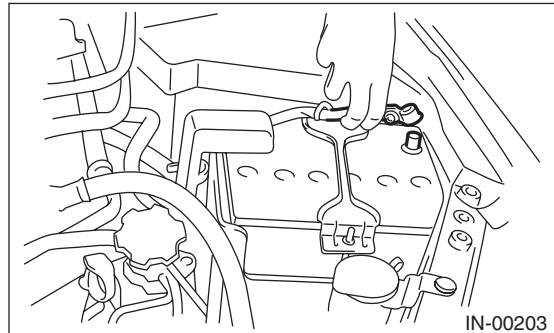
8) Remove the fuel injector.



2. LH SIDE

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

2) Disconnect the ground cable from battery.



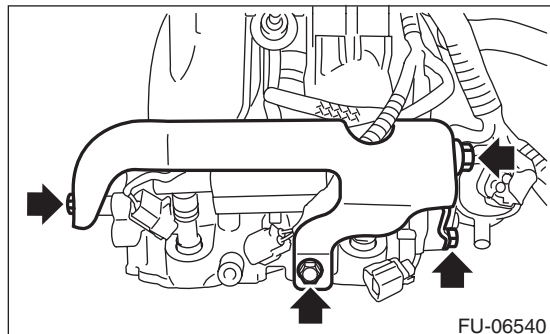
3) Open the fuel filler lid and remove the fuel filler cap.

4) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>

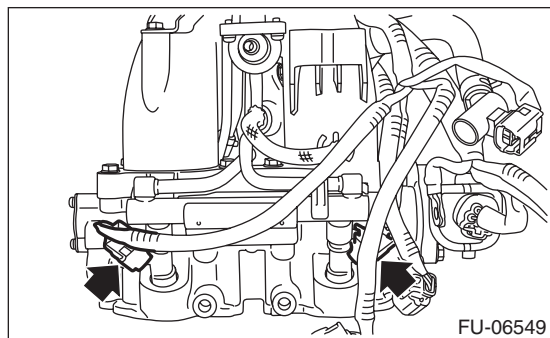
Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

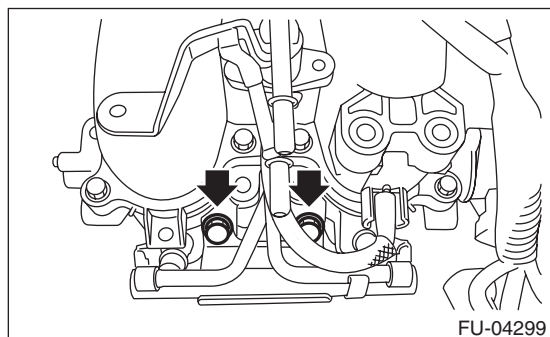
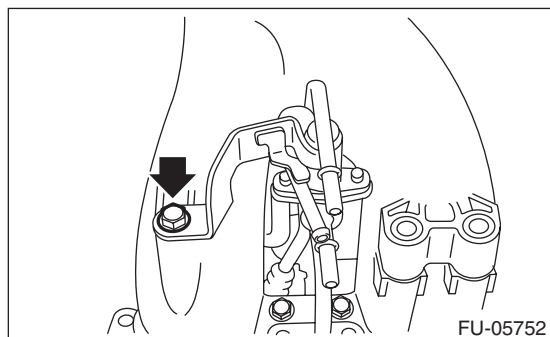
5) Remove the engine ground terminal from the fuel pipe protector LH and remove the fuel pipe protector LH from the intake manifold.



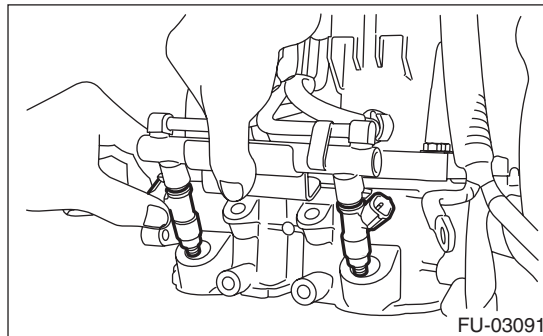
6) Disconnect the connector from fuel injector.



7) Remove the bolt which holds fuel injector pipe LH onto intake manifold.



8) Remove the fuel injector.



B: INSTALLATION

1. RH SIDE

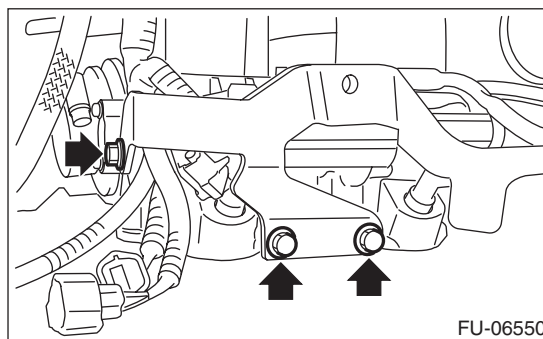
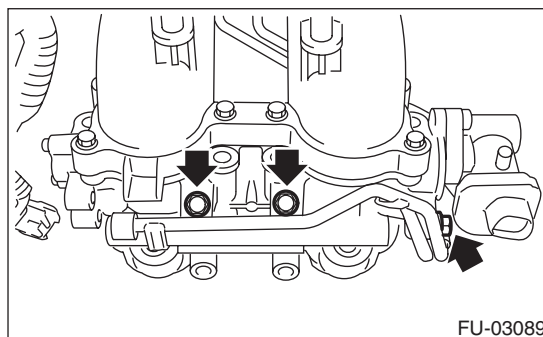
Install in the reverse order of removal.

NOTE:

Use new O-rings, rubbers and seal rings.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



2. LH SIDE

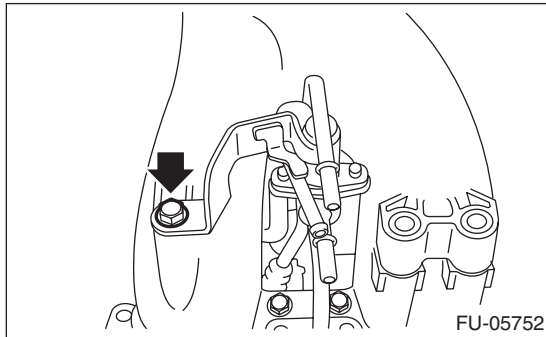
Install in the reverse order of removal.

NOTE:

Use new O-rings, rubbers and seal rings.

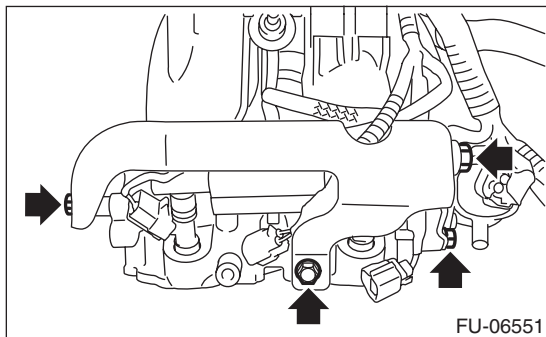
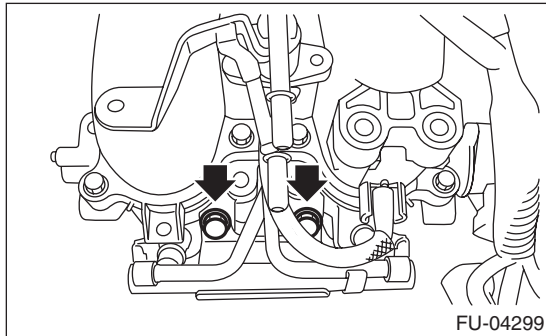
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



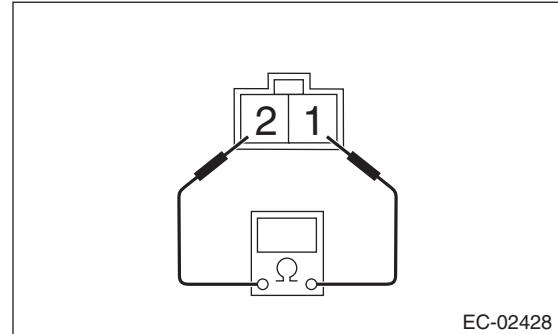
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



C: INSPECTION

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



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

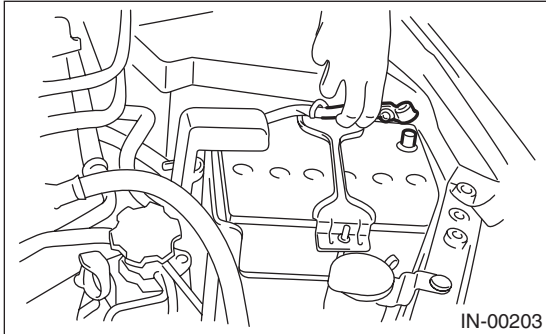
Tumble Generator Valve Assembly

FUEL INJECTION (FUEL SYSTEMS)

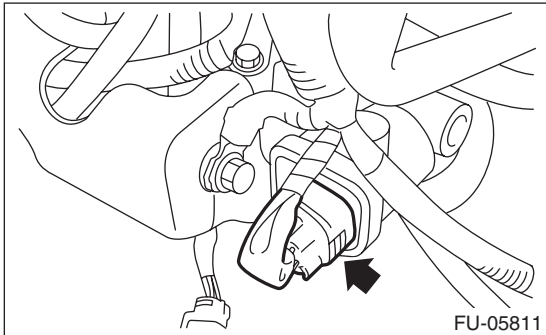
12. Tumble Generator Valve Assembly

A: REMOVAL

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

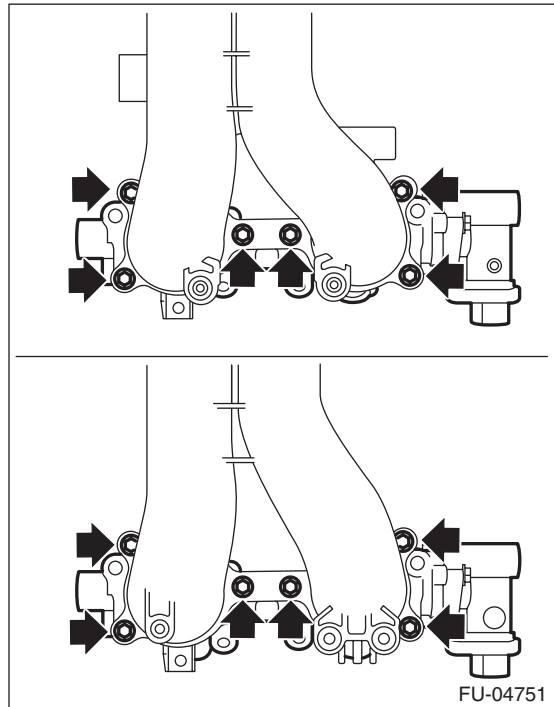


- 3) Open the fuel filler lid and remove the fuel filler cap.
- 4) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>
- 5) Disconnect the connector from the tumble generator valve assembly.



- 6) Remove the fuel injector. <Ref. to FU(w/o STI)-45, REMOVAL, Fuel Injector.>

- 7) Remove the tumble generator valve assembly from the intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

8.3 N·m (0.8 kgf-m, 6.1 ft-lb)

C: INSPECTION

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

13. Tumble Generator Valve Actuator

A: SPECIFICATION

The tumble generator valve assembly cannot be disassembled.

Refer to “Tumble Generator Valve Assembly” for removal and installation procedures. <Ref. to FU(w/o STI)-48, REMOVAL, Tumble Generator Valve Assembly.> <Ref. to FU(w/o STI)-48, INSTALLATION, Tumble Generator Valve Assembly.>

Oil Flow Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

14.Oil Flow Control Solenoid Valve

A: REMOVAL

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

Refer to “Camshaft” for removal procedures. <Ref. to ME(w/o STI)-59, REMOVAL, Camshaft.>

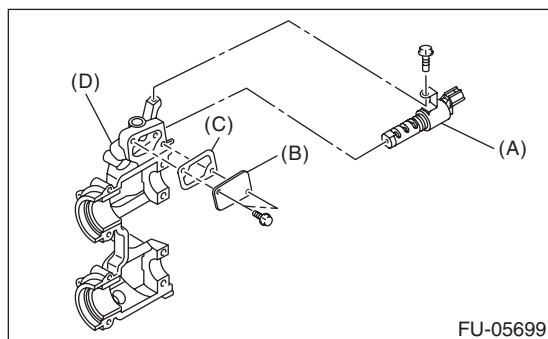
B: INSTALLATION

Refer to “Camshaft” for installation procedure. <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.>

C: DISASSEMBLY

1) Remove the two mounting bolts securing oil return cover, and remove the oil return cover and gasket.

2) Remove the bolt securing oil flow control solenoid valve, and remove the oil flow control solenoid valve.



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

D: ASSEMBLY

1) Install the oil flow control solenoid valve.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

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

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

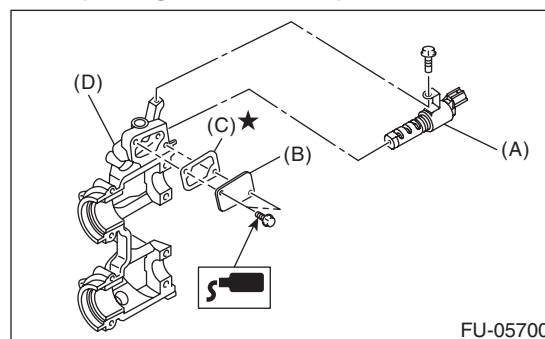
3) Attach the oil return cover and gasket.

NOTE:

Use a new gasket.

Tightening torque:

9 N·m (0.9 kgf-m, 6.6 ft-lb)

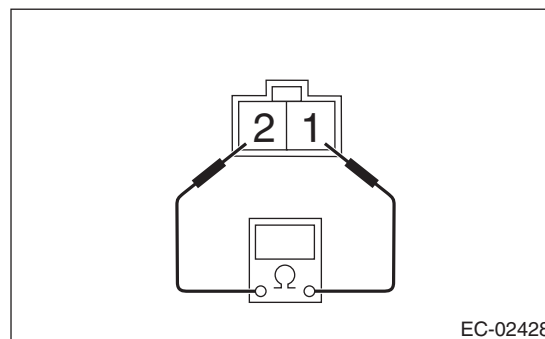


- (A) Oil flow control solenoid valve
- (B) Oil return cover
- (C) Gasket
- (D) Front camshaft cap

E: INSPECTION

1) Check that the oil flow control solenoid valve has no deformation, cracks or other damages.

2) Measure the resistance between the oil flow control solenoid valve terminals.



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

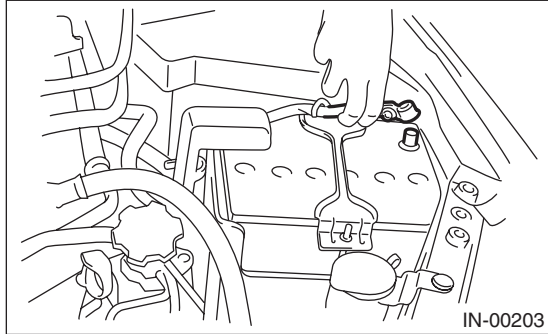
Wastegate Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

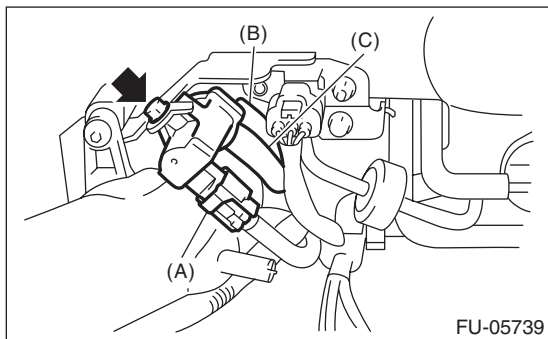
15. Wastegate Control Solenoid Valve

A: REMOVAL

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



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



B: INSTALLATION

Install in the reverse order of removal.

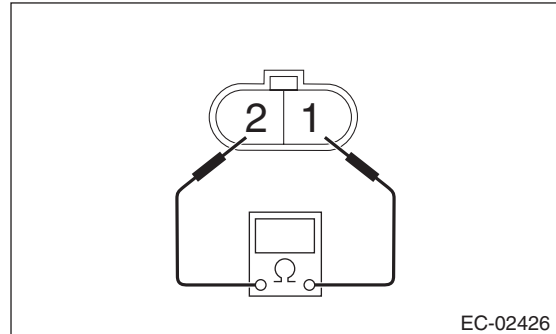
Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

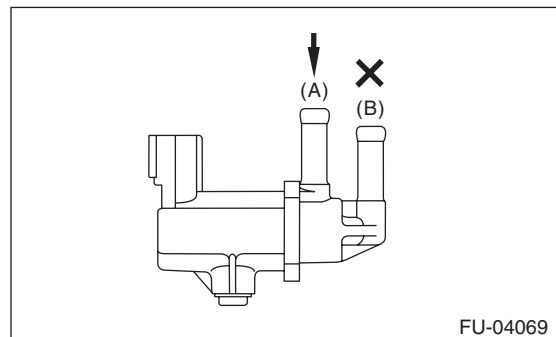
1. WASTEGATE CONTROL SOLENOID VALVE

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



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

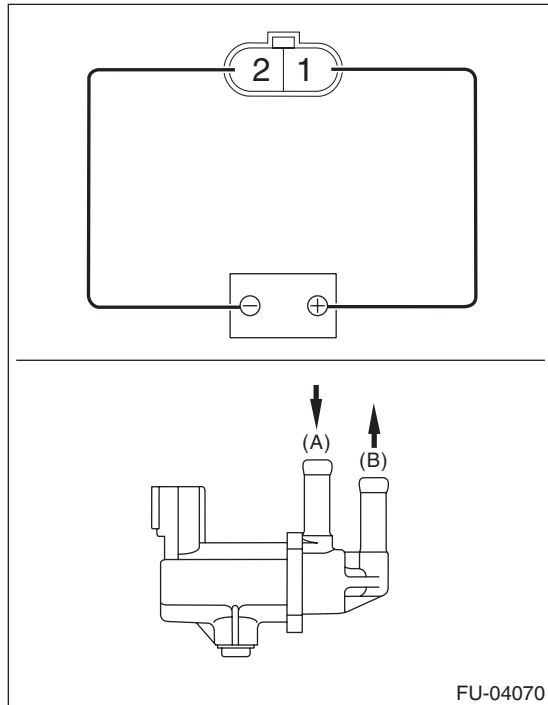
- 3) Check that air does not come out from (B) when air is blown into (A).



Wastegate Control Solenoid Valve

FUEL INJECTION (FUEL SYSTEMS)

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



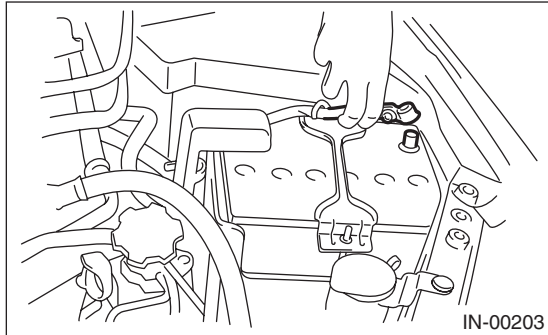
2. OTHER INSPECTIONS

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

16.Front Oxygen (A/F) Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



- 2) Remove the air intake duct (rear) and air cleaner case. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.> <Ref. to IN(w/o STI)-8, REMOVAL, Air Cleaner Case.>

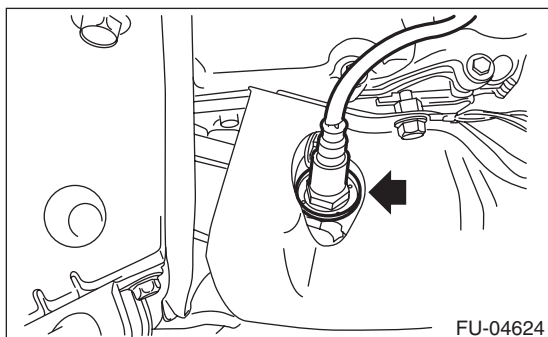
- 3) Disconnect the connectors from front oxygen (A/F) sensor.



- 4) Lift up the vehicle.
- 5) Remove the under cover. <Ref. to EI-28, REMOVAL, Front Under Cover.>
- 6) Apply spray-type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.
- 7) Remove the front oxygen (A/F) sensor.

CAUTION:

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



B: INSTALLATION

CAUTION:

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

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

CAUTION:

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

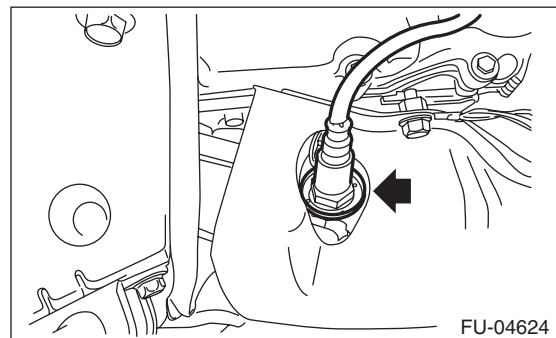
Anti-seize compound:

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

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

Tightening torque:

30 N·m (3.1 kgf-m, 22.1 ft-lb)



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

- 4) Lower the vehicle.

- 5) Connect the connector of front oxygen (A/F) sensor.

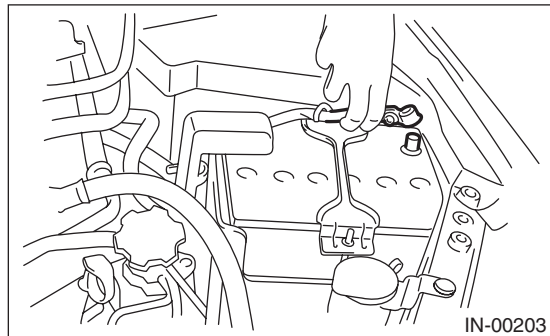


- 6) Install the air intake duct (rear) and air cleaner case. <Ref. to IN(w/o STI)-8, INSTALLATION, Air Cleaner Case.> <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>

Front Oxygen (A/F) Sensor

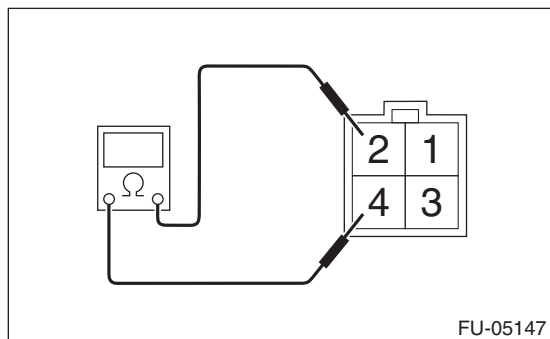
FUEL INJECTION (FUEL SYSTEMS)

7) Connect the battery ground terminal.



C: INSPECTION

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

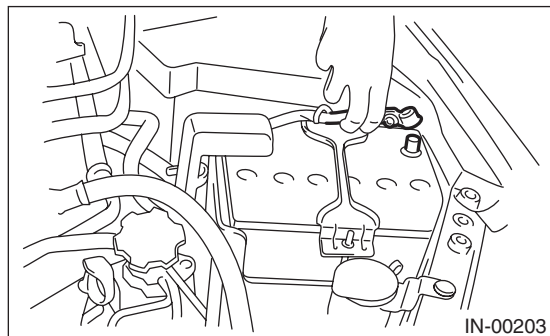


Terminal No.	Standard
2 and 4	$2.4 \pm 0.24 \Omega$ (when 20°C (68°F))

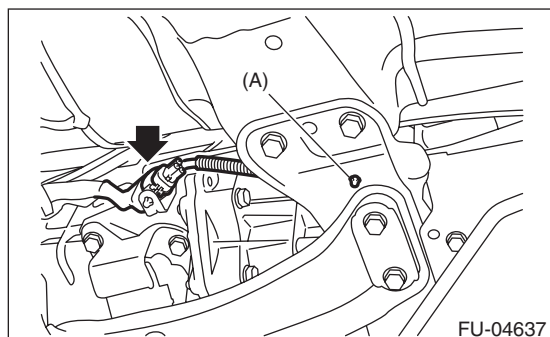
17.Rear Oxygen Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.



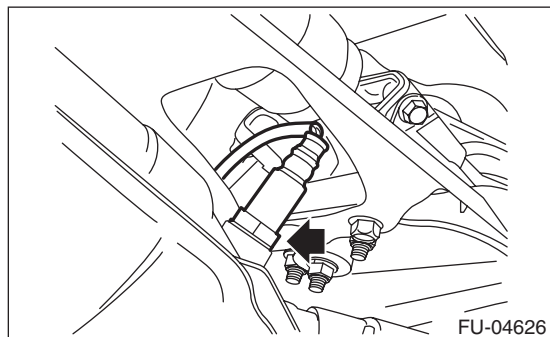
- 2) Lift up the vehicle.
- 3) Disconnect the connector from the rear oxygen sensor, and remove the clip (A) holding the rear oxygen sensor harness.



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

CAUTION:

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



B: INSTALLATION

CAUTION:

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

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

CAUTION:

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

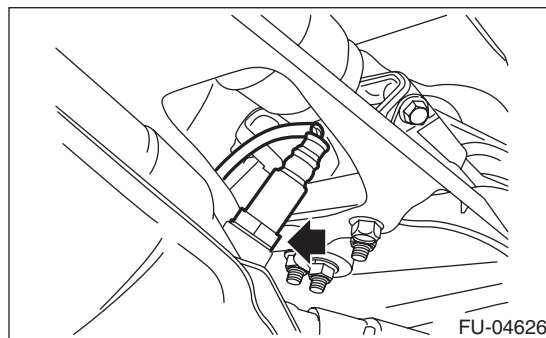
Anti-seize compound:

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

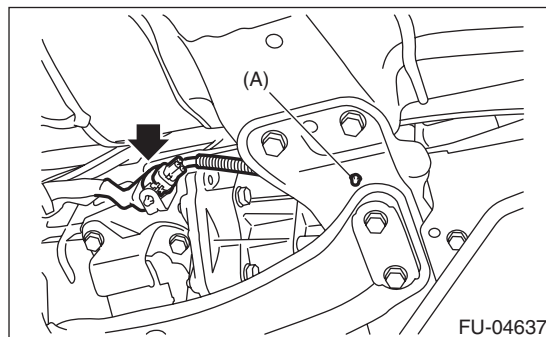
- 2) Install the rear oxygen sensor.

Tightening torque:

21 N·m (2.1 kgf-m, 15.5 ft-lb)



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

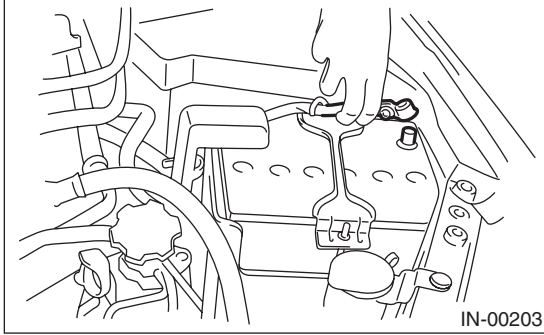


- 4) Lower the vehicle.

Rear Oxygen Sensor

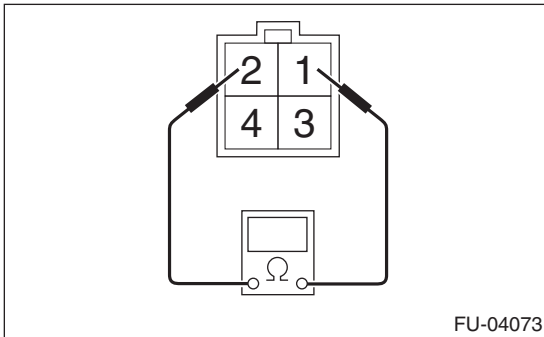
FUEL INJECTION (FUEL SYSTEMS)

5) Connect the battery ground terminal.



C: INSPECTION

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

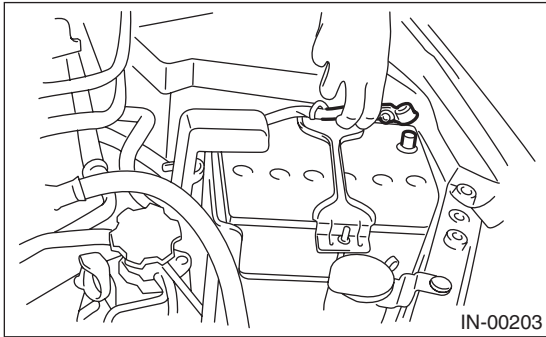


Terminal No.	Standard
1 and 2	$5.6^{+0.8}_{-0.6} \Omega$ (when 20°C (68°F))

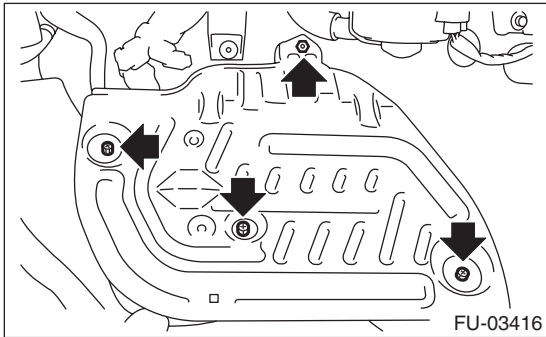
18.Engine Control Module (ECM)

A: REMOVAL

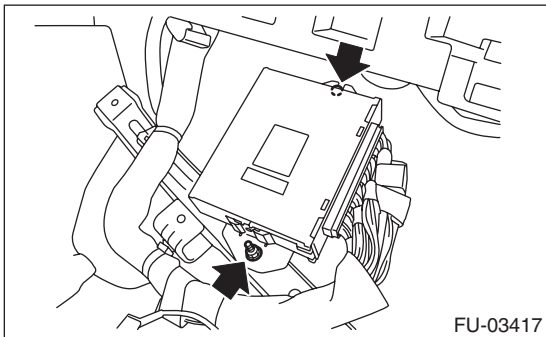
- 1) Disconnect the ground cable from battery.



- 2) Remove the lower inner trim of passenger's side. <Ref. to EI-57, REMOVAL, Lower Inner Trim.>
3) Turn over the floor mat of passenger's seat.
4) Remove the protect cover.



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



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

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

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

NOTE:

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: INSPECTION

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

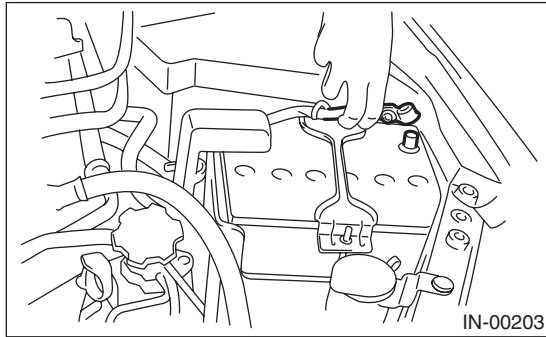
Main Relay

FUEL INJECTION (FUEL SYSTEMS)

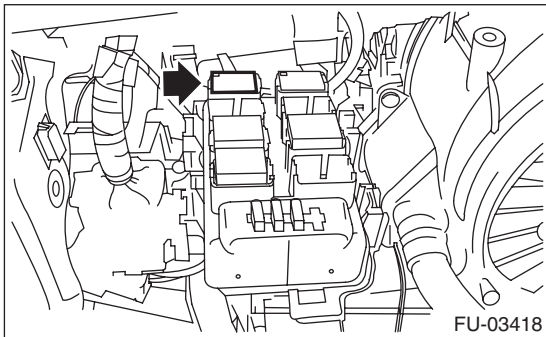
19.Main Relay

A: REMOVAL

1) Disconnect the ground cable from battery.



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

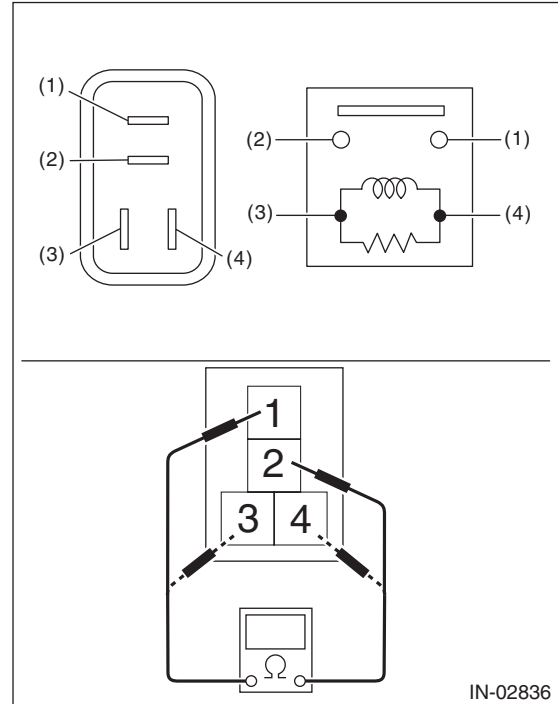


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

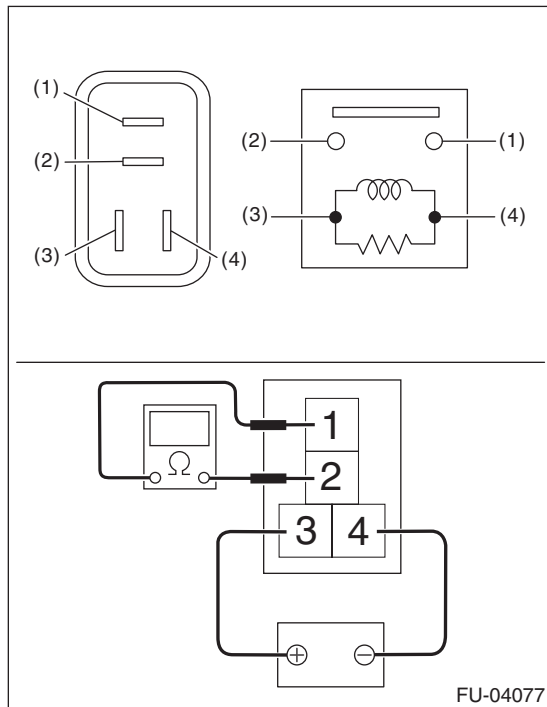
1) Check that the main relay has no deformation, cracks or other damages.
2) Measure the resistance between main relay terminals.



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

Main Relay

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



Terminal No.	Standard
1 and 2	Less than 1 Ω

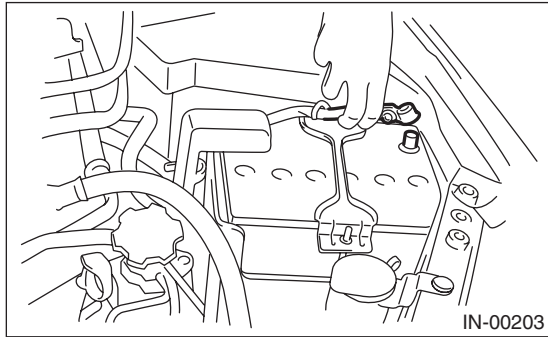
Fuel Pump Relay

FUEL INJECTION (FUEL SYSTEMS)

20.Fuel Pump Relay

A: REMOVAL

1) Disconnect the ground cable from battery.



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

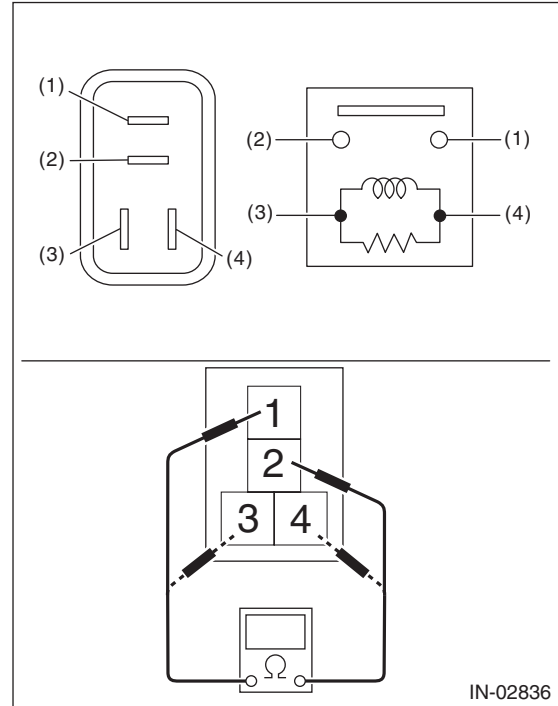


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

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

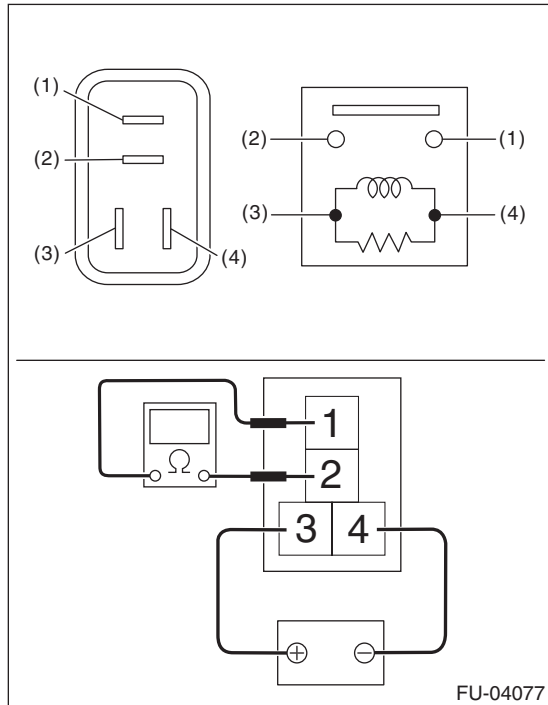


Terminal No.	Standard
1 and 2	1 MΩ or more
3 and 4	93.8 — 136.4 Ω (when 20°C (68°F))

Fuel Pump Relay

FUEL INJECTION (FUEL SYSTEMS)

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



Terminal No.	Standard
1 and 2	Less than 1 Ω

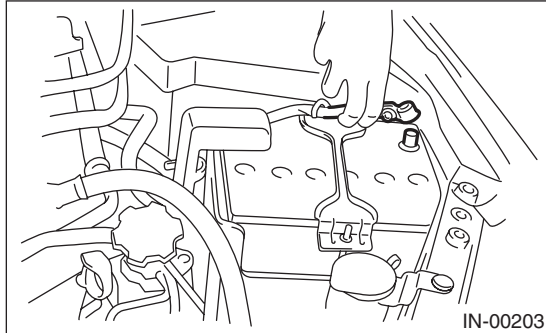
Electronic Throttle Control Relay

FUEL INJECTION (FUEL SYSTEMS)

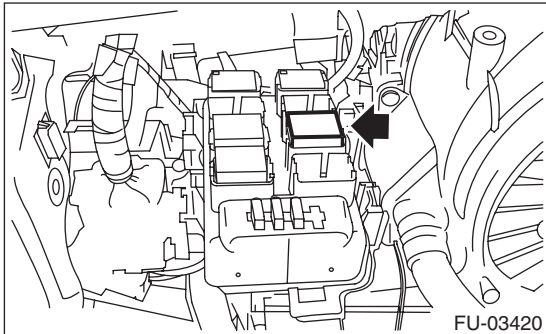
21. Electronic Throttle Control Relay

A: REMOVAL

1) Disconnect the ground cable from battery.



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

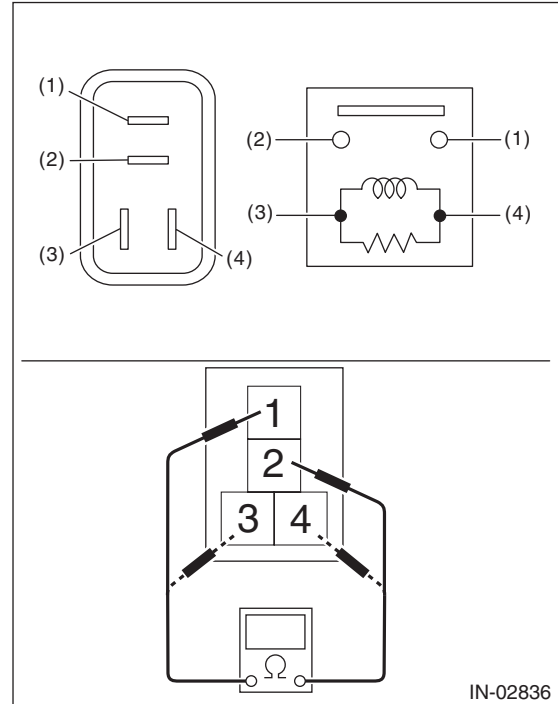


B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

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

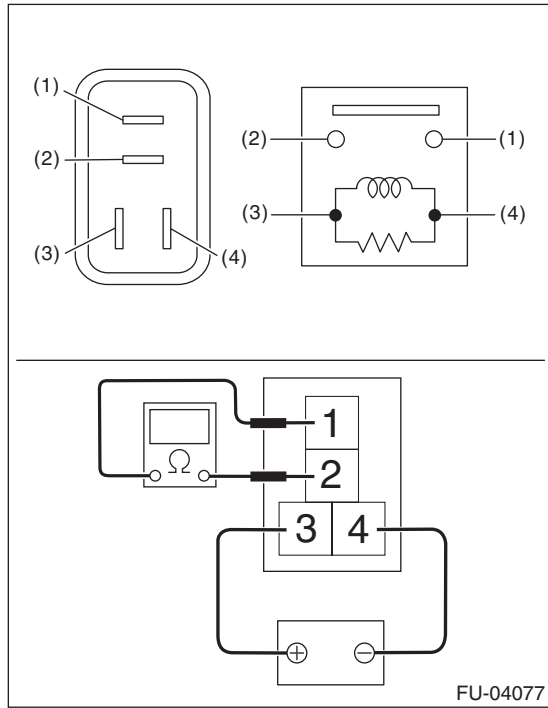


Terminal No.	Standard
1 and 2	1 MΩ or more
3 and 4	93.8 — 136.4 Ω (when 20°C (68°F))

Electronic Throttle Control Relay

FUEL INJECTION (FUEL SYSTEMS)

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

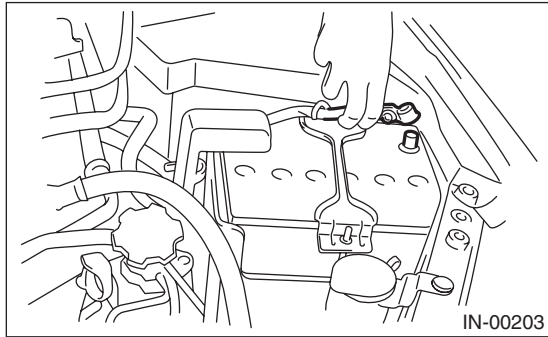


Terminal No.	Standard
1 and 2	Less than 1 Ω

22. Fuel Pump Control Unit

A: REMOVAL

1) Disconnect the ground cable from battery.

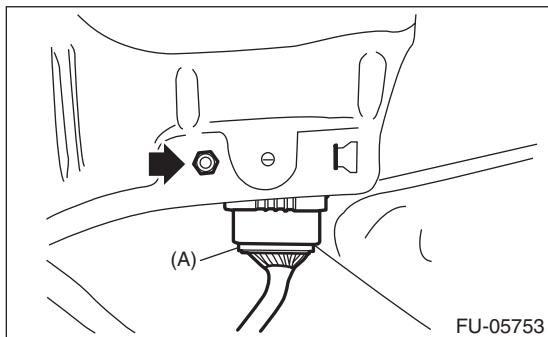


2) Remove the right side trunk side trim. (4 door model) <Ref. to EI-63, REMOVAL, Trunk Room Trim.>

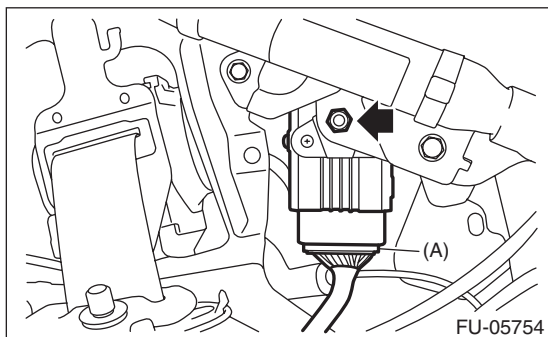
3) Remove the right side rear quarter trim. (5 door model) <Ref. to EI-60, REMOVAL, Rear Quarter Trim.>

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

- 4 door model



- 5 door model



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

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

23. Fuel

A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

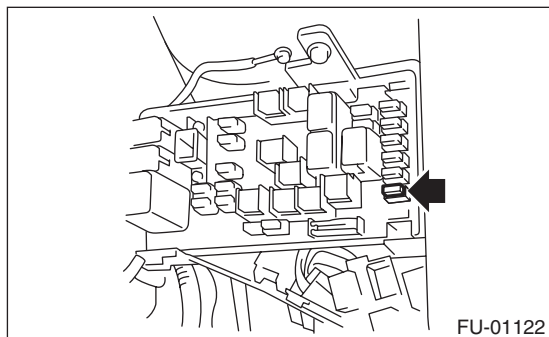
WARNING:

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

CAUTION:

Be careful not to spill fuel.

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



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

2. DRAINING FUEL (WITH SUBARU SELECT MONITOR)

WARNING:

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

CAUTION:

Be careful not to spill fuel.

NOTE:

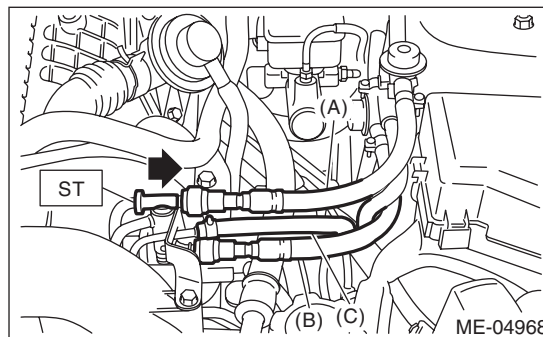
- If the fuel pump cannot be driven, refer to the procedures for draining from the fuel filler hose. <Ref. to FU(w/o STI)-66, DRAINING FUEL (THROUGH THE FUEL FILLER HOSE), PROCEDURE, Fuel.>
 - Be careful not to let the battery run-out.
 - Be aware that the fuel may remain in the fuel tank after draining the fuel.
- 1) Release the fuel pressure. <Ref. to FU(w/o STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

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

ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

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



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

- 3) Connect ST to the fuel delivery hose.
- ST 18471AA000 FUEL PIPE ADAPTER
- 4) Connect the gasoline proof hose to ST and put the end of the hose in the container.
 - 5) Drive the fuel pump and drain the fuel using Subaru Select Monitor. <Ref. to EN(H4DOTC)(diag)-65, FUEL PUMP CONTROL (ON/OFF DRIVE), OPERATION, System Operation Check Mode.>

CAUTION:

Be careful not to spill fuel.

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

3. DRAINING FUEL (THROUGH THE FUEL FILLER HOSE)

• 4 door model

WARNING:

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

CAUTION:

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

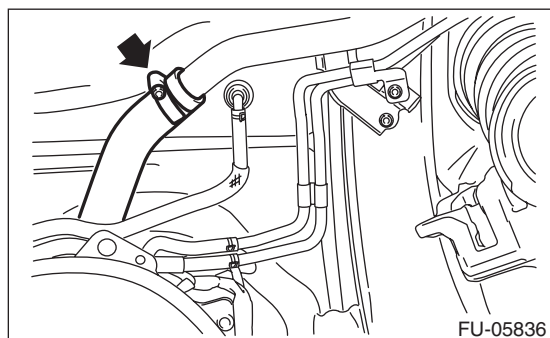
NOTE:

Be aware that the fuel may remain in the fuel tank after draining the fuel.

- 1) Lift up the vehicle.
- 2) Remove the rear exhaust pipe and muffler. <Ref. to EX(STI)-13, REMOVAL, Rear Exhaust Pipe.> <Ref. to EX(STI)-15, REMOVAL, Muffler.>
- 3) Remove the rear sub frame. <Ref. to RS-17, REMOVAL, Rear Sub Frame.>
- 4) Open the fuel filler lid and remove the fuel filler cap.
- 5) Drain the fuel from the fuel filler pipe through the filler opening using the gasoline proof pump and the gasoline proof hose (ø10 or less).
- 6) Disconnect the fuel filler hose from the fuel filler pipe assembly.

CAUTION:

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



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

CAUTION:

Be careful not to spill fuel.

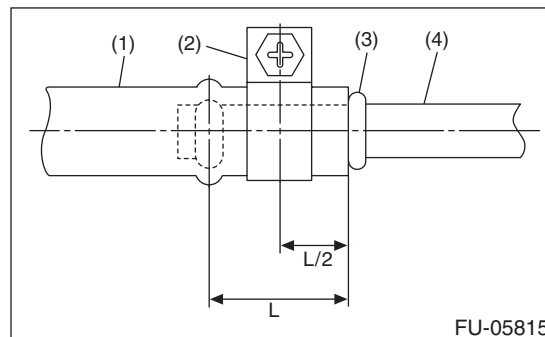
- 8) Install the related parts in the reverse order after draining the fuel.

NOTE:

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

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



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

• 5 door model

WARNING:

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

CAUTION:

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

NOTE:

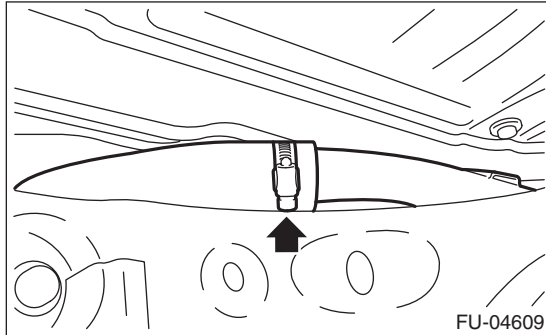
Be aware that the fuel may remain in the fuel tank after draining the fuel.

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

5) Disconnect the fuel filler hose from the fuel filler pipe assembly.

CAUTION:

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



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

CAUTION:

Be careful not to spill fuel.

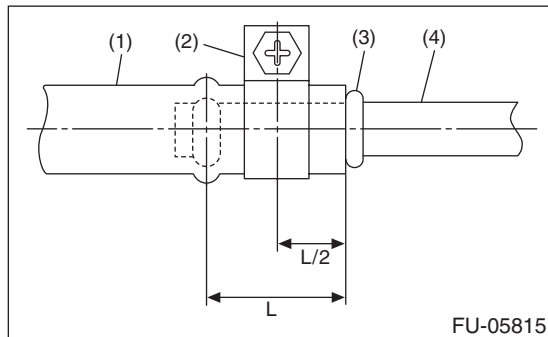
7) Install the related parts in the reverse order after draining the fuel.

NOTE:

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

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)



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

24. Fuel Tank

A: REMOVAL

WARNING:

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

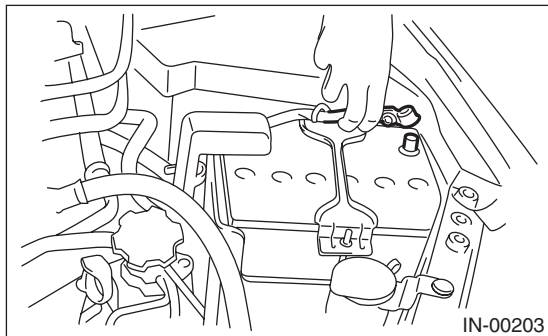
CAUTION:

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

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

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

3) Disconnect the ground cable from battery.



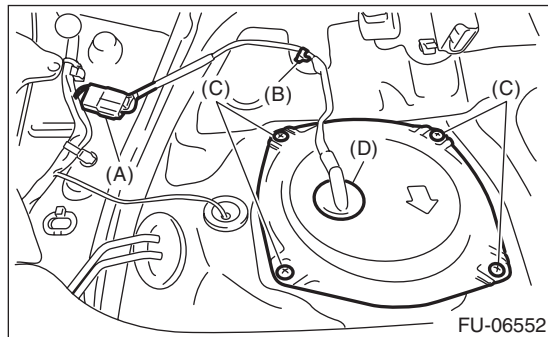
4) Remove the rear seat cushion. <Ref. to SE-13, REMOVAL, Rear Seat.>

5) Remove the service hole cover of fuel pump.

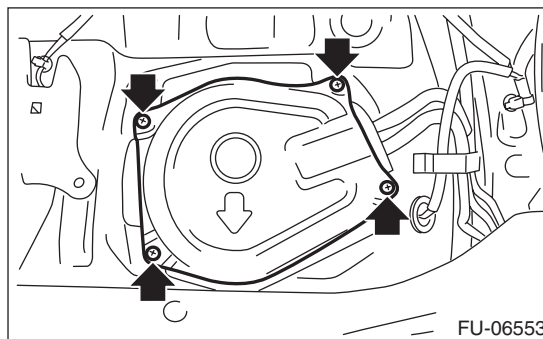
(1) Disconnect fuel pump connector (A), and remove clip (B).

(2) Remove the screw (C).

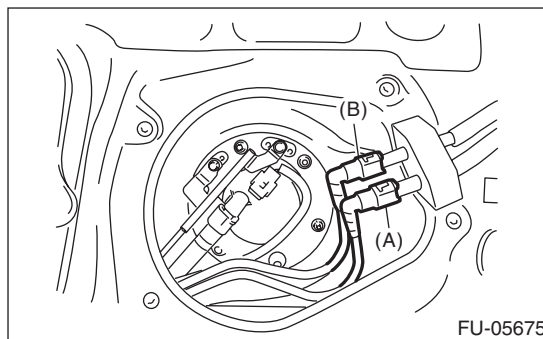
(3) Push the grommet (D) down and remove the service hole cover.



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



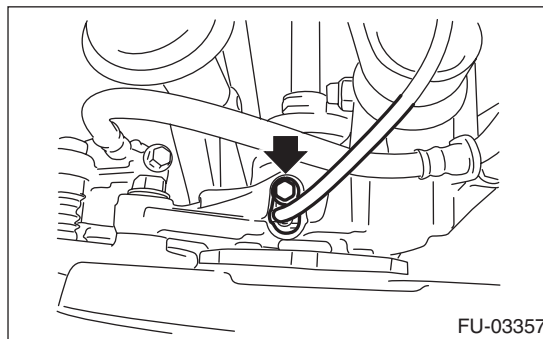
7) Disconnect the quick connector of fuel delivery tube (A) and fuel return tube (B). <Ref. to FU(w/o STI)-89, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>



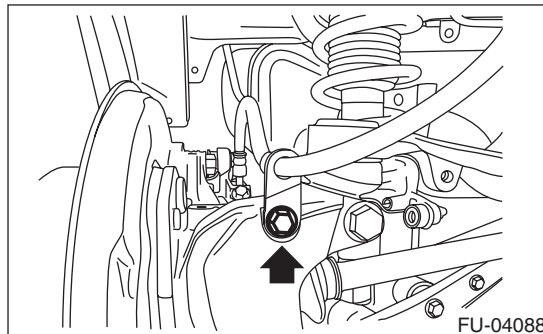
8) Remove the rear wheels.

9) Lift up the vehicle.

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



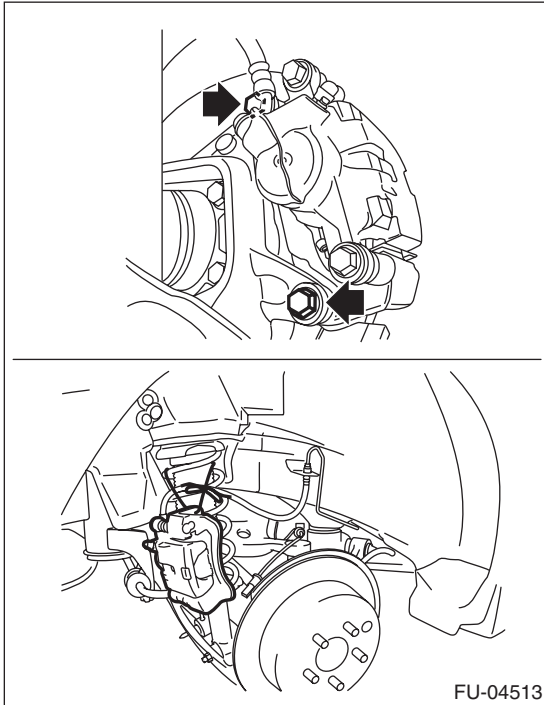
11) Remove the rear brake hose bracket from rear housing.



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

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



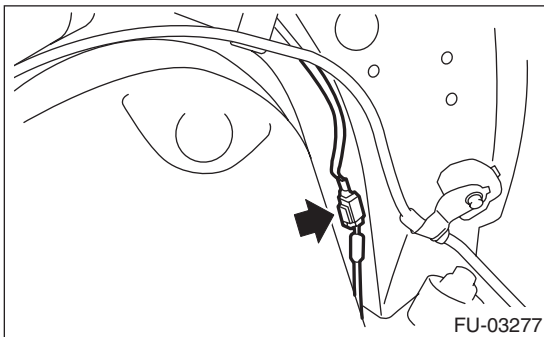
13) Remove the parking brake cable from parking brake assembly. <Ref. to PB-6, REMOVAL, Parking Brake Assembly (Rear Disc Brake).>

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

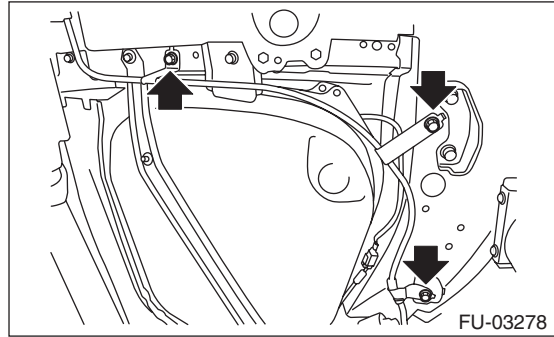
15) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>

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

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



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



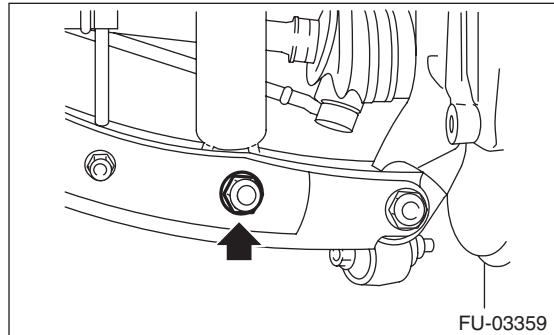
19) Remove the rear suspension assembly.

WARNING:

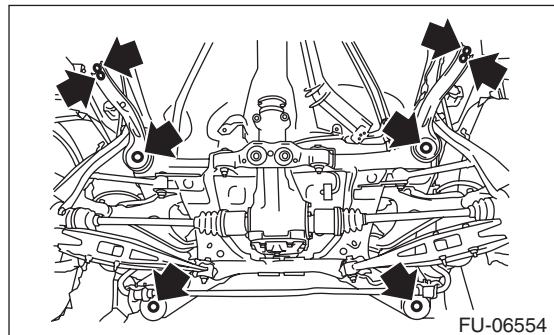
A helper is required to perform this work.

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

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



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

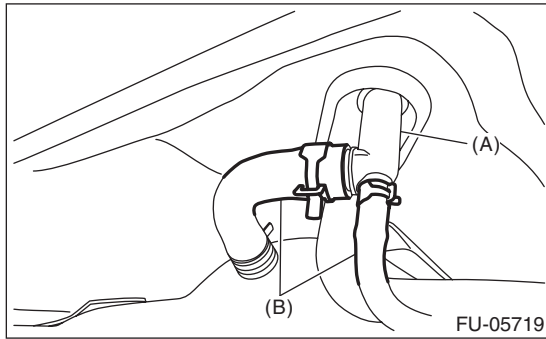


(4) Remove the rear suspension assembly.

Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

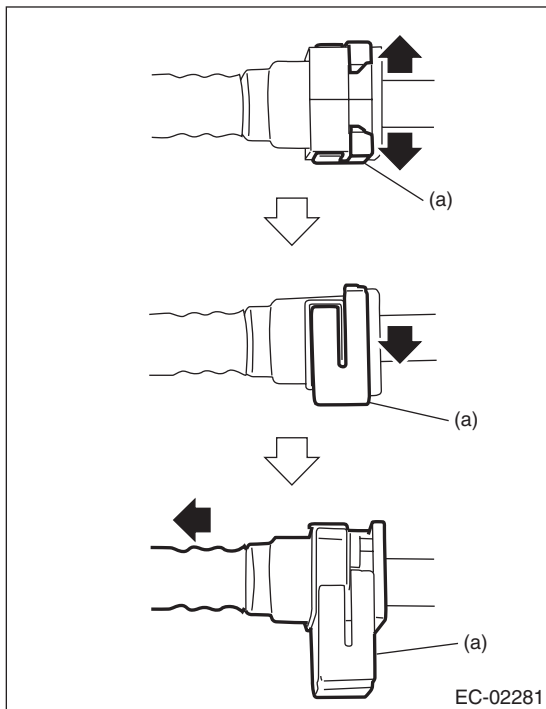
20) Disconnect the evaporation hose (B) from hose connector (A).



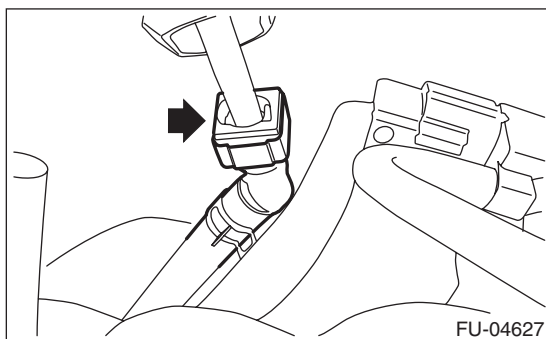
21) Disconnect the quick connector of the evaporation hose from the evaporation pipe.

NOTE:

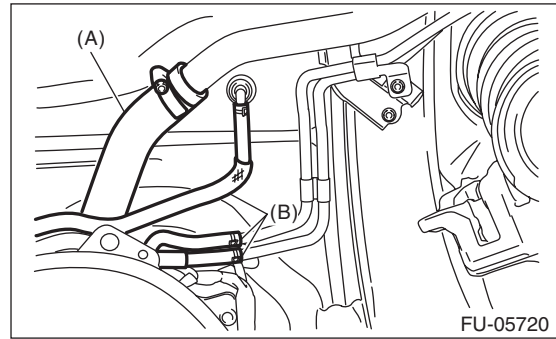
Disconnect the quick connector as shown in the figure.



(a) Retainer



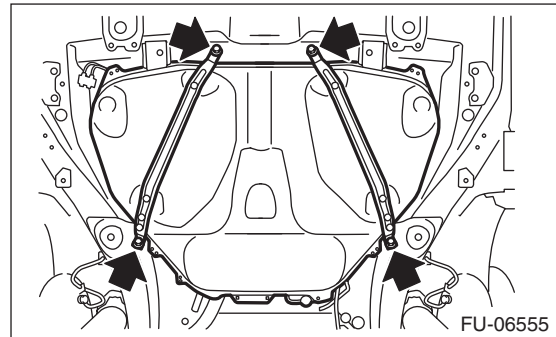
22) Disconnect the fuel filler hose (A) and evaporation hose (B).



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

WARNING:

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

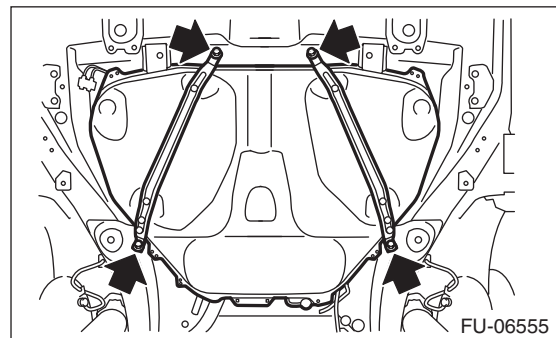


B: INSTALLATION

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

WARNING:

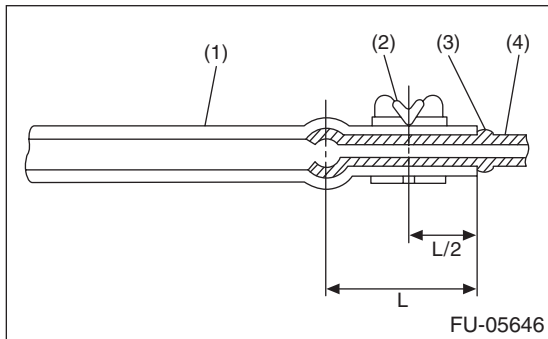
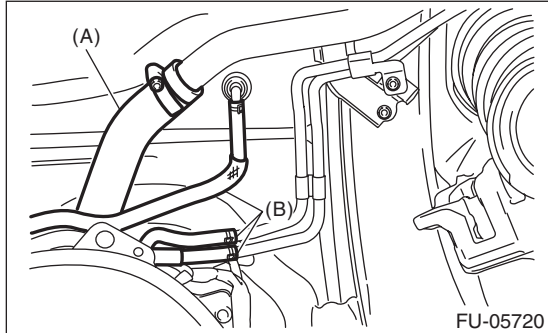
A helper is required to perform this work.



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

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)

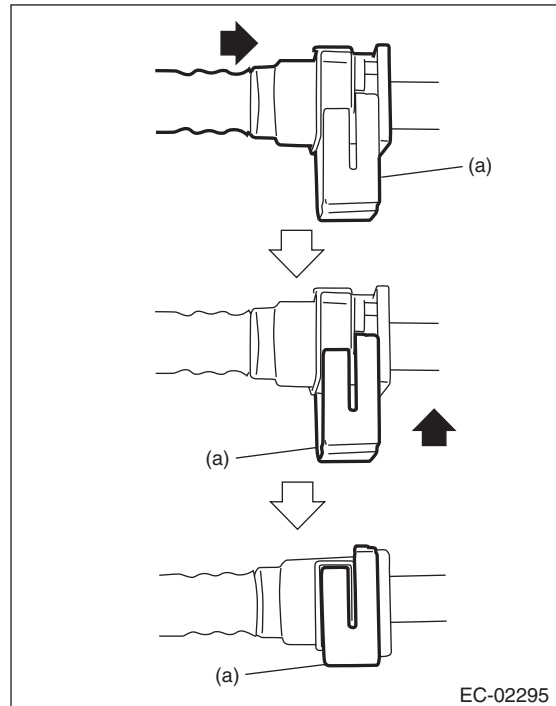


- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

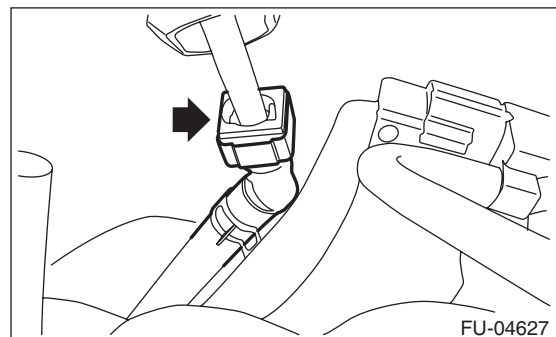
3) Connect the quick connector of the evaporation hose to the evaporation pipe.

CAUTION:

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



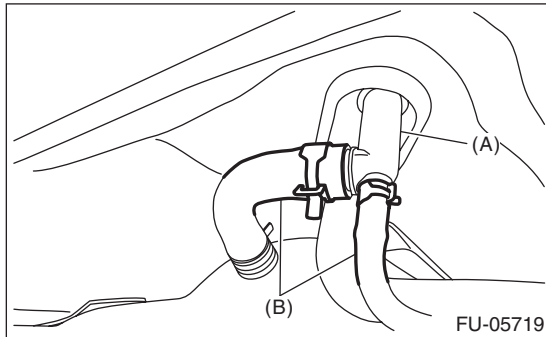
(a) Retainer



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

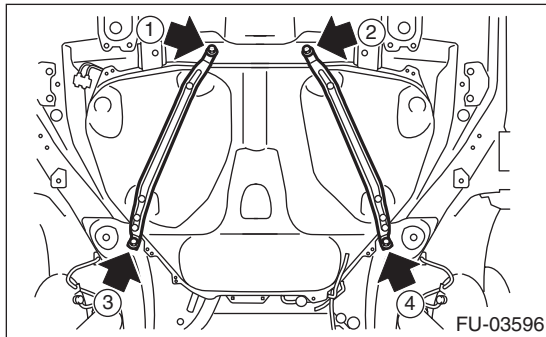
- 4) Connect the evaporation hose (B) to hose connector (A).



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

Tightening torque:

33 N·m (3.4 kgf-m, 24.3 ft-lb)



- 6) Install the rear suspension assembly.

WARNING:

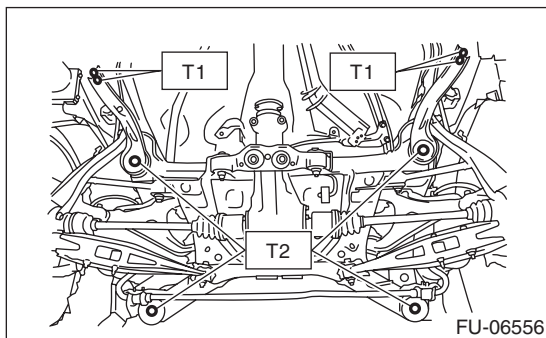
A helper is required to perform this work.

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

Tightening torque:

T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)

T2: 145 N·m (14.8 kgf-m, 106.9 ft-lb)



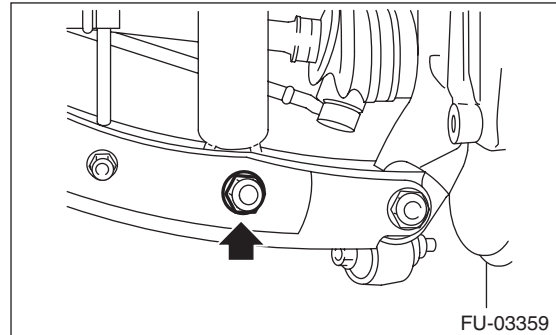
- (3) Install the rear shock absorber to the rear suspension arm.

NOTE:

Use a new self-locking nut.

Tightening torque:

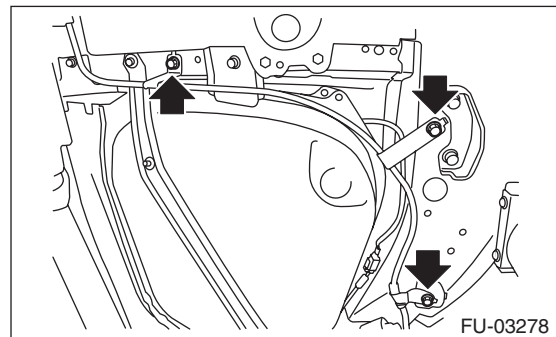
80 N·m (8.2 kgf-m, 59.0 ft-lb)



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

Tightening torque:

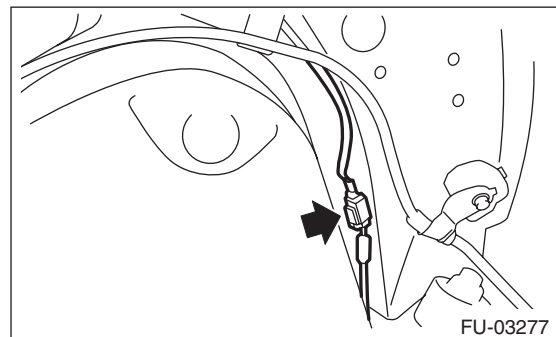
18 N·m (1.8 kgf-m, 13.3 ft-lb)



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

NOTE:

Prevent the harness identification (line) from being twisted when installing. (RH: White line, LH: Yellow line)



- 9) Install the heat shield cover.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

10) Install the fuel tank protector.

NOTE:

Use a new self-locking nut.

Tightening torque:

Nut: 9 N·m (0.9 kgf-m, 6.6 ft-lb)

Bolt: 18 N·m (1.8 kgf-m, 13.3 ft-lb)

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

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

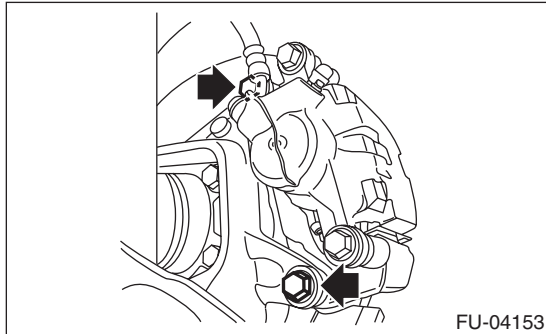
13) Lower the vehicle.

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

15) Install the rear disc brake assembly.

Tightening torque:

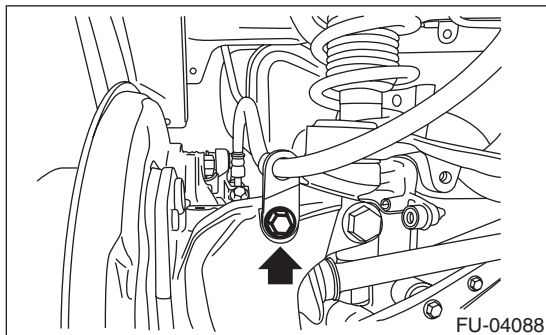
66 N·m (6.7 kgf-m, 48.7 ft-lb)



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

Tightening torque:

33 N·m (3.4 kgf-m, 24.3 ft-lb)



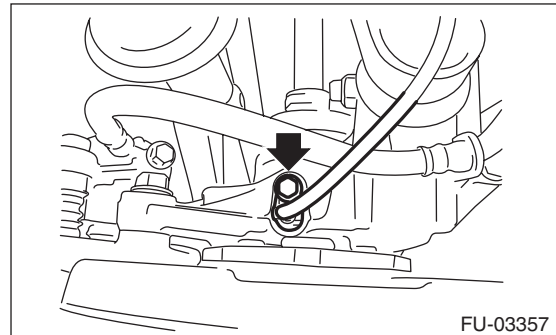
17) Attach the rear ABS wheel speed sensor to the rear housing.

NOTE:

Prevent the harness identification (line) from being twisted when installing. (RH: White line, LH: Yellow line)

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



18) Install the rear wheels.

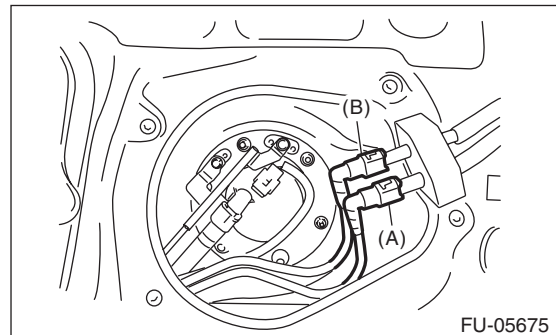
Tightening torque:

100 N·m (10.2 kgf-m, 73.8 ft-lb)

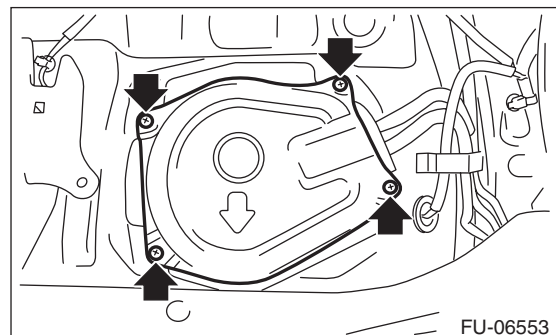
19) Connect the quick connector of fuel delivery tube (A) and fuel return tube (B). <Ref. to FU(w/o STI)-92, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

NOTE:

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



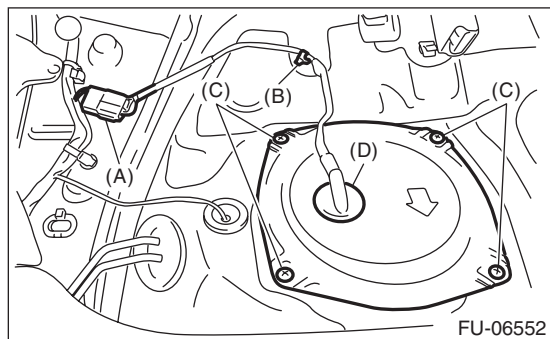
20) Install the service hole cover of fuel sub level sensor.



Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

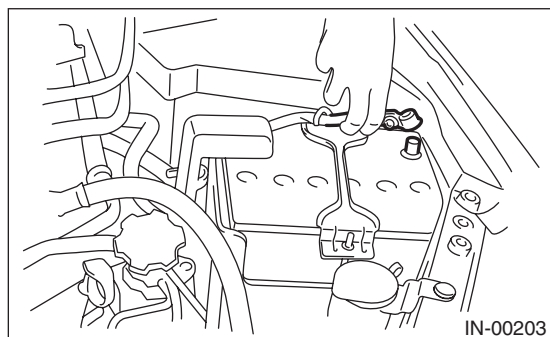
21) Attach the service hole cover of the fuel pump, and attach the connector and clip.



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

22) Install the rear seat cushion. <Ref. to SE-14, INSTALLATION, Rear Seat.>

23) Connect the battery ground terminal.



24) Inspect the wheel alignment and adjust if necessary.

C: INSPECTION

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

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

25. Fuel Filler Pipe

A: REMOVAL

WARNING:

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

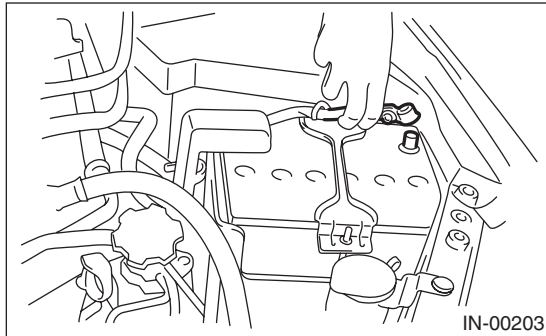
CAUTION:

Be careful not to spill fuel.

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

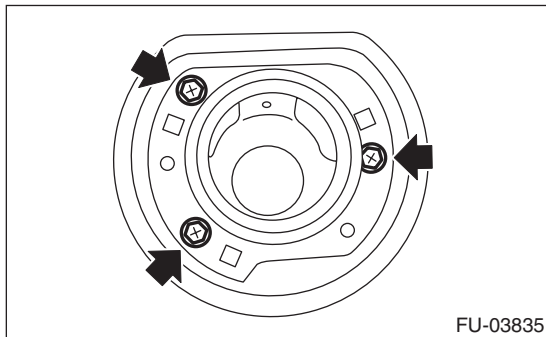
2) Drain fuel. <Ref. to FU(w/o STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.



4) Open the fuel filler lid, and remove the filler cap.

5) Remove the screws which secure the fuel filler ring, and then remove the fuel filler ring.



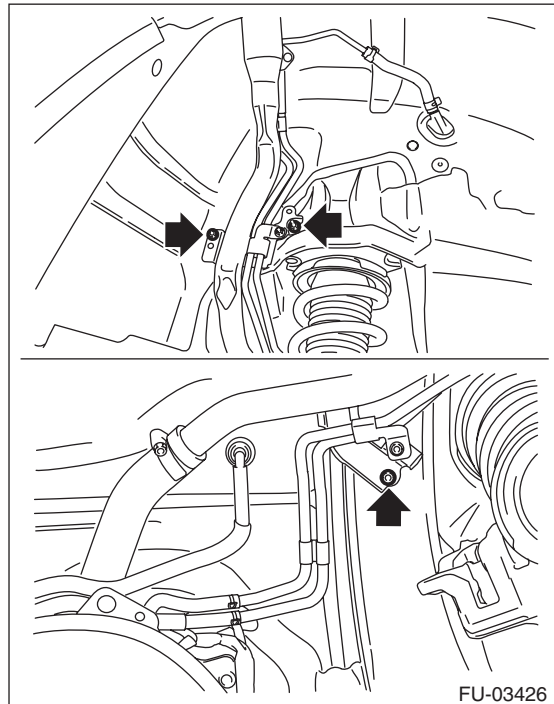
6) Remove the rear wheel RH.

7) Lift up the vehicle.

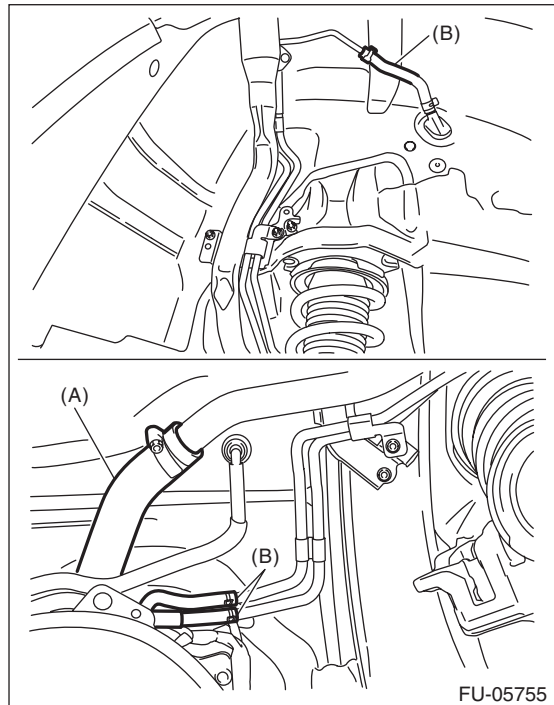
8) Remove the rear mud guard RH. <Ref. to EI-30, REAR MUD GUARD, REMOVAL, Mud Guard.>

9) Remove the rear sub frame. <Ref. to RS-17, REMOVAL, Rear Sub Frame.>

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



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



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

Fuel Filler Pipe

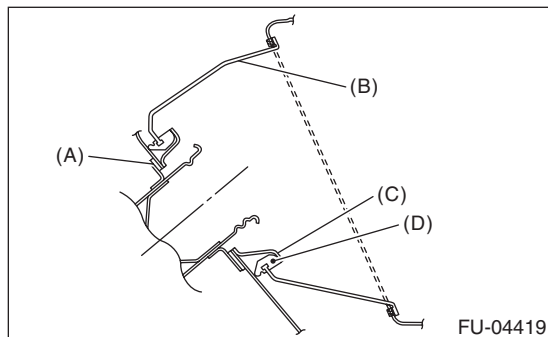
FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

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

NOTE:

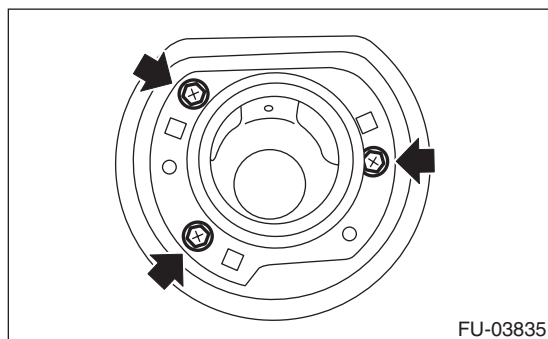
If the edges of rubber gasket are folded toward inside, straighten it with a flat tip screwdriver.



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

Tightening torque:

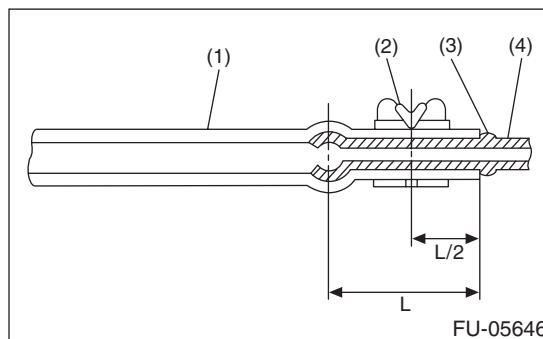
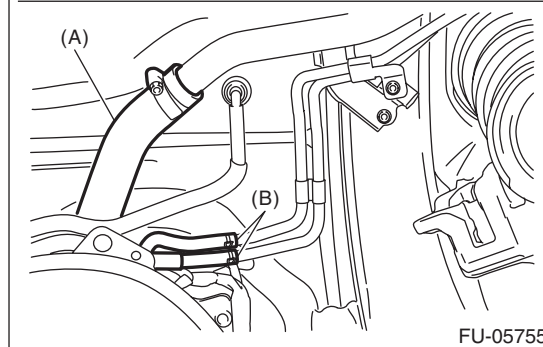
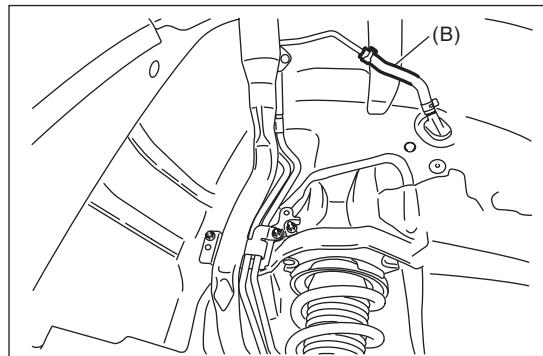
4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



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

Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)

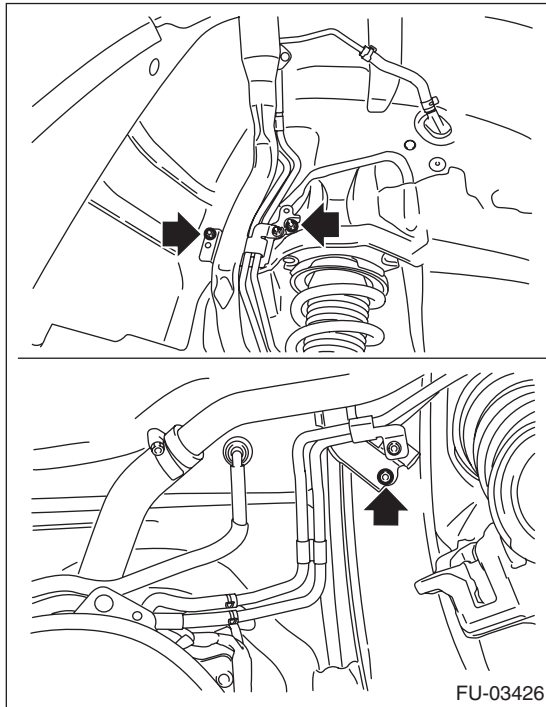


- (1) Hose
- (2) Clamp or clip
- (3) Spool
- (4) Pipe

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



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

7) Install the rear mud guard RH. <Ref. to EI-30, INSTALLATION, Mud Guard.>

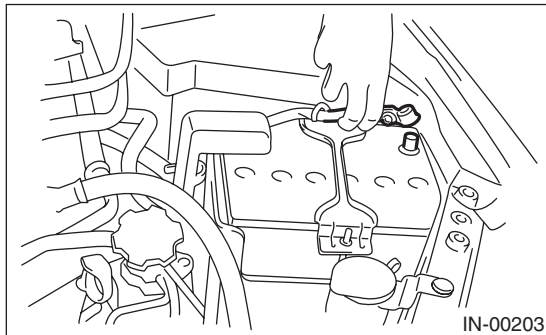
8) Lower the vehicle.

9) Install the rear wheel RH.

Tightening torque:

100 N·m (10.2 kgf-m, 73.8 ft-lb)

10) Connect the battery ground terminal.

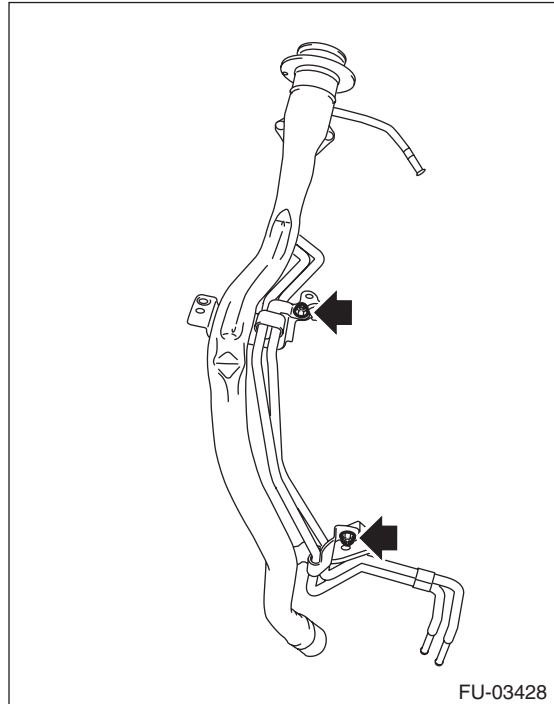


11) Inspect the wheel alignment and adjust if necessary.

C: DISASSEMBLY

1) Remove the shut valve from the fuel filler pipe. <Ref. to EC(w/o STI)-19, REMOVAL, Shut Valve.>

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



D: ASSEMBLY

Assemble in the reverse order of disassembly.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

E: INSPECTION

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

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

Fuel Pump

FUEL INJECTION (FUEL SYSTEMS)

26. Fuel Pump

A: REMOVAL

WARNING:

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

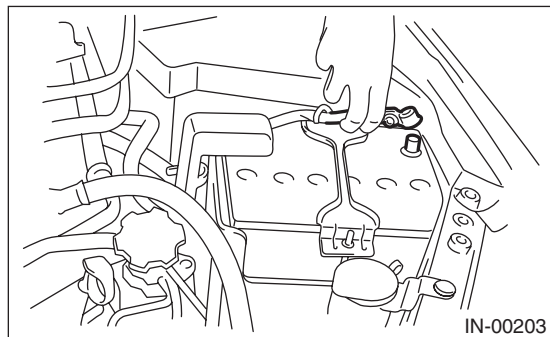
CAUTION:

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

NOTE:

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

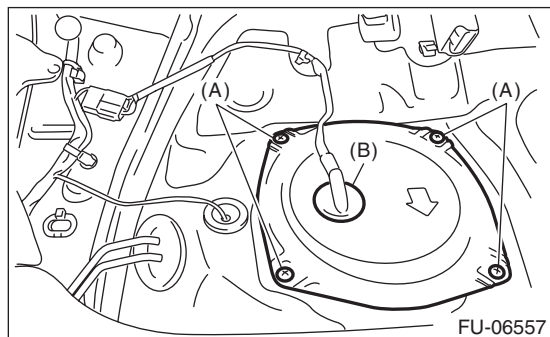
- 1) Release the fuel pressure. <Ref. to FU(w/o STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Drain fuel. <Ref. to FU(w/o STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>
- 3) Disconnect the ground cable from battery.



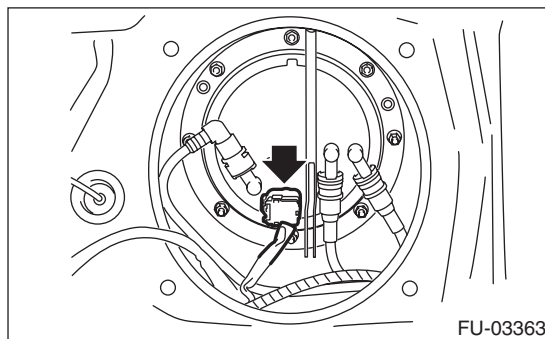
- 4) Remove the rear seat cushion. <Ref. to SE-13, REMOVAL, Rear Seat.>

- 5) Remove the service hole cover.

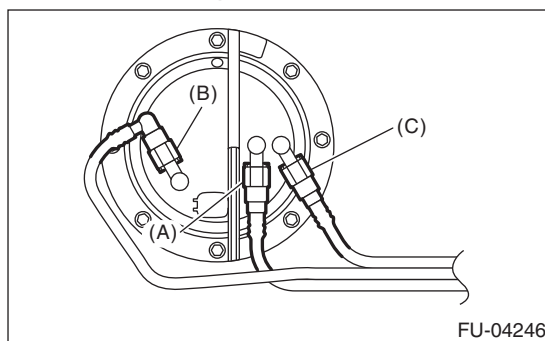
- (1) Remove the screws (A).
- (2) Push the grommet (B) down and remove service hole cover.



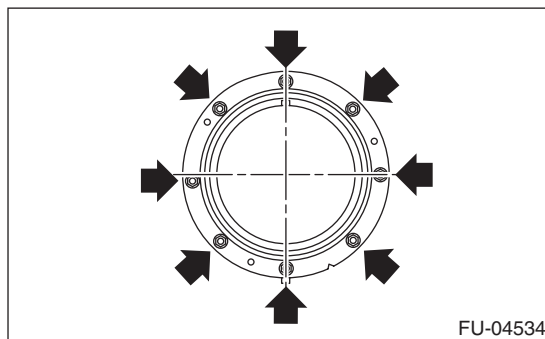
- 6) Disconnect the connector from fuel pump.



- 7) Disconnect the quick connectors of fuel delivery tube (A), fuel return tube (B), and jet pump tube (C). <Ref. to FU(w/o STI)-89, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>



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



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

B: INSTALLATION

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

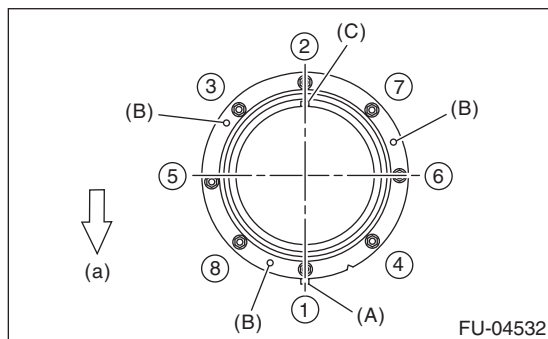
- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Insert the protrusion (B) of gasket to the fuel pump upper plate. (3 places)
- Align the protrusion (C) of fuel pump assembly with the cutout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

NOTE:

Use a new gasket.

Tightening torque:

4.4 N·m (0.4 kgf-m, 3.2 ft-lb)



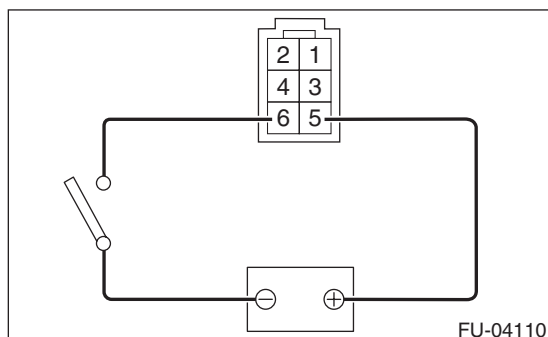
(a) Front side of vehicle

C: INSPECTION

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

WARNING:

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



Fuel Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

27. Fuel Level Sensor

A: REMOVAL

WARNING:

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

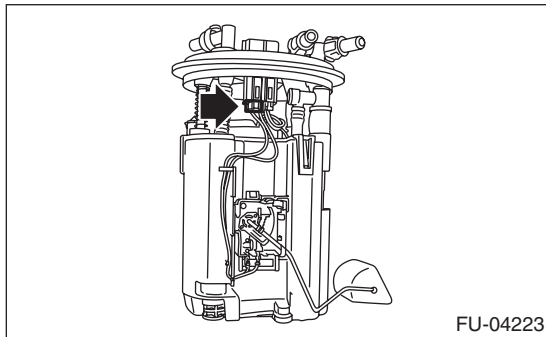
CAUTION:

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

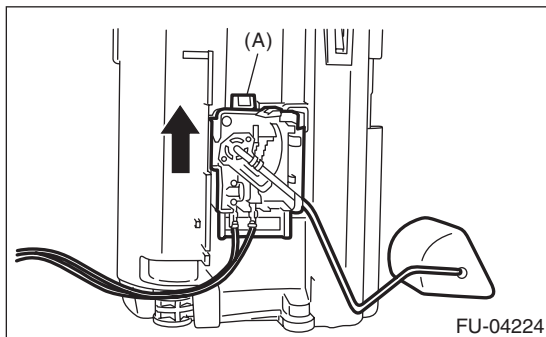
NOTE:

The fuel level sensor is built in fuel pump assembly.

- 1) Remove the fuel pump assembly. <Ref. to FU(w/o STI)-78, REMOVAL, Fuel Pump.>
- 2) Disconnect the fuel level sensor connector.



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



B: INSTALLATION

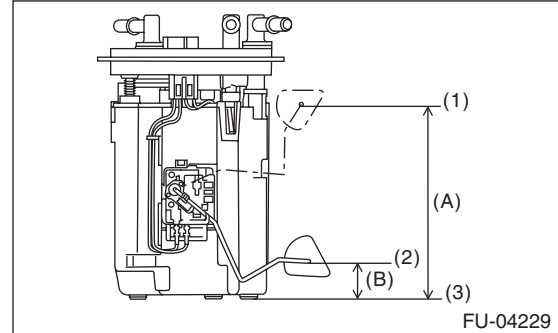
Install in the reverse order of removal.

C: INSPECTION

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

NOTE:

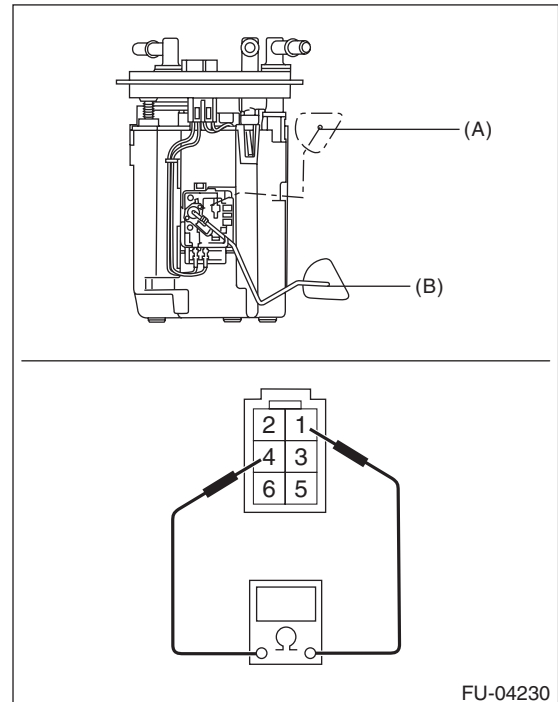
When inspecting the fuel level sensor, perform the work with the sensor installed to the fuel pump.



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

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

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



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

28.Fuel Sub Level Sensor

A: REMOVAL

WARNING:

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

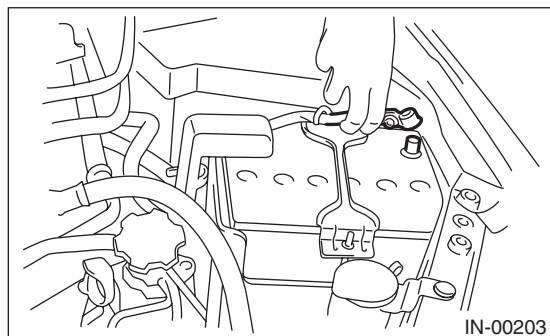
CAUTION:

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

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

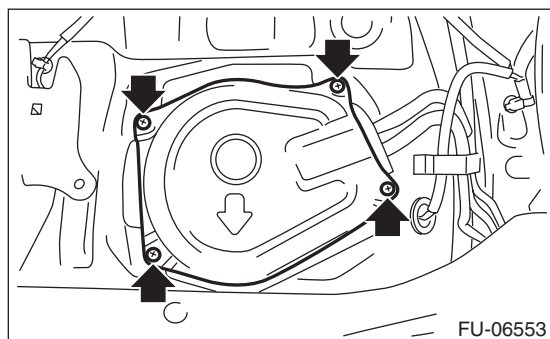
2) Drain fuel. <Ref. to FU(w/o STI)-65, DRAINING FUEL (WITH SUBARU SELECT MONITOR), PROCEDURE, Fuel.>

3) Disconnect the ground cable from battery.

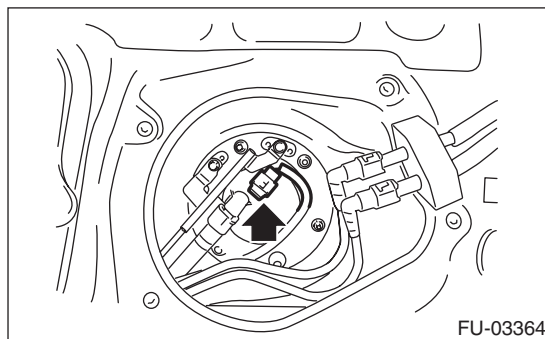


4) Remove the rear seat cushion. <Ref. to SE-13, REMOVAL, Rear Seat.>

5) Remove the service hole cover.

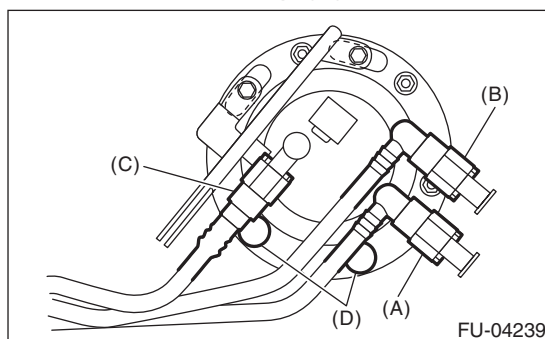


6) Disconnect the connector from the fuel sub level sensor.

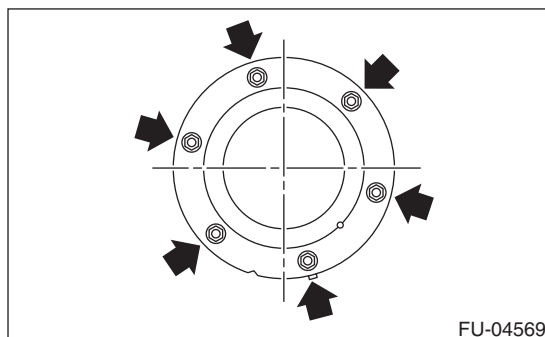
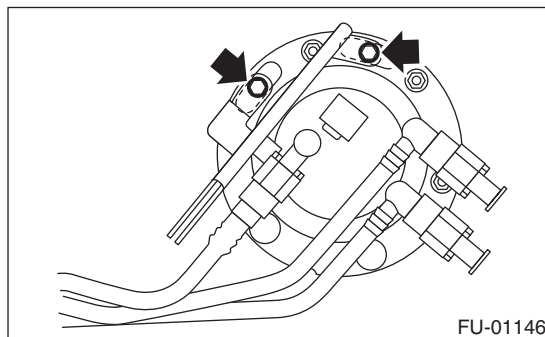


7) Disconnect the quick connectors of fuel delivery tube (A), fuel return tube (B), and jet pump tube (C). <Ref. to FU(w/o STI)-89, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>

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



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



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

Fuel Sub Level Sensor

FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

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

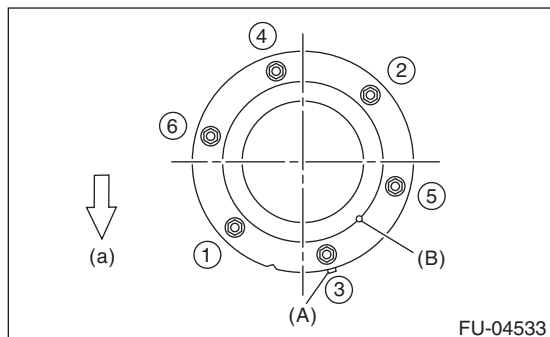
- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Align protrusion (A) of the gasket to the position shown in the figure.
- Align protrusion (B) of the fuel sub level sensor to the cutout in the fuel sub level sensor upper plate.
- Tighten the nuts and bolts to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

NOTE:

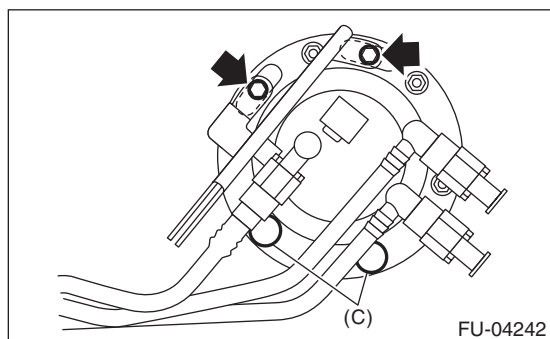
- Use a new gasket.
- Do not forget to install rubber cap (C).

Tightening torque:

4.4 N·m (0.4 kgf-m, 3.2 ft-lb)

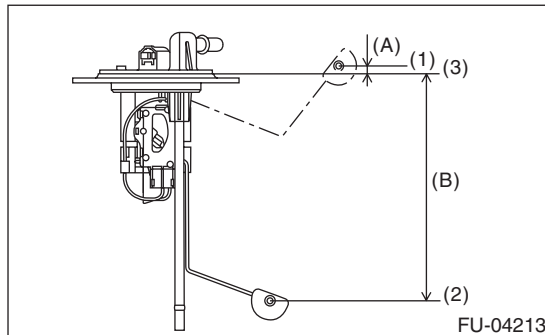


(a) Front side of vehicle



C: INSPECTION

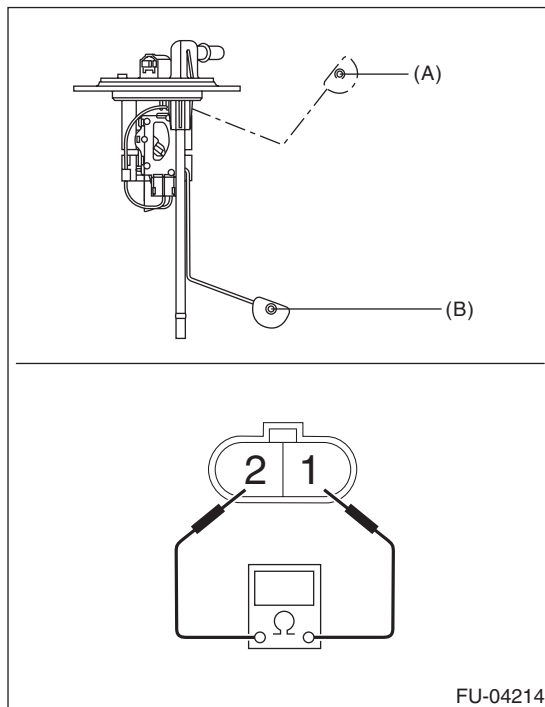
- 1) Check that the fuel sub level sensor has no damage.
- 2) Measure the fuel sub level sensor float position.



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

Float position	Standard
FULL to Datum point (A)	5.31±3.5 mm (0.209±0.138 in)
EMPTY to Datum point (B)	160.6±3.5 mm (6.323±0.138 in)

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



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

29. Fuel Filter

A: REMOVAL

WARNING:

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

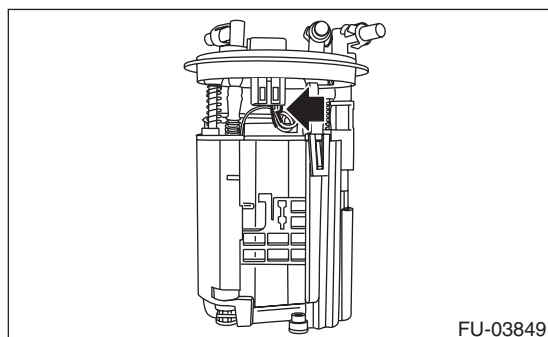
CAUTION:

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

NOTE:

The fuel filter is built in fuel pump assembly.

- 1) Remove the fuel pump assembly. <Ref. to FU(w/o STI)-78, REMOVAL, Fuel Pump.>
- 2) Remove the fuel level sensor. <Ref. to FU(w/o STI)-80, REMOVAL, Fuel Level Sensor.>
- 3) Disconnect the pump assembly connector from sub tank bracket assembly.



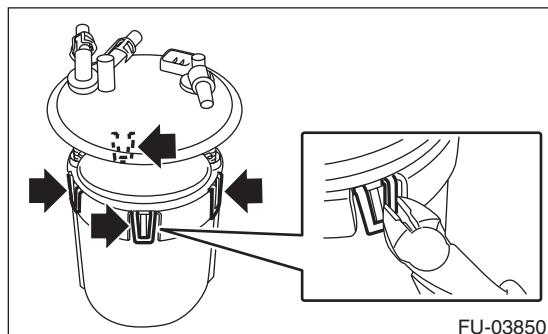
- 4) Cut off the tab holders connecting the sub tank bracket assembly and the sub tank in four locations, and separate the sub tank bracket assembly and the sub tank.

CAUTION:

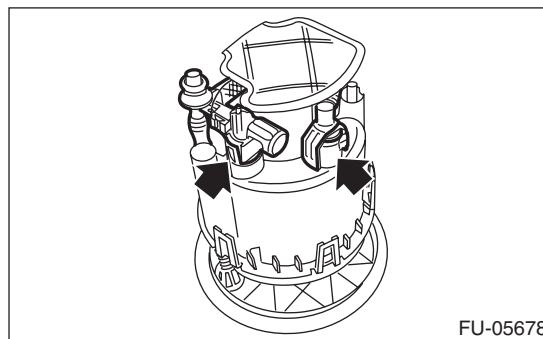
Be careful not to damage the sub tank.

NOTE:

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



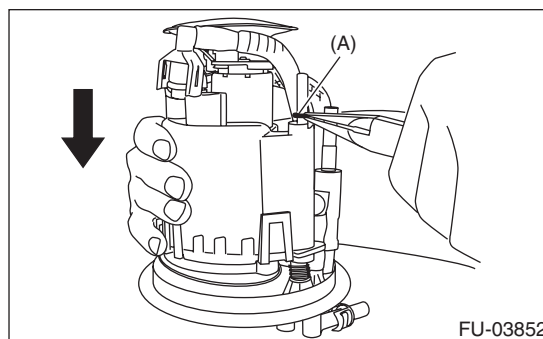
- 5) Disconnect two connectors of fuel delivery pipe from fuel filter assembly.



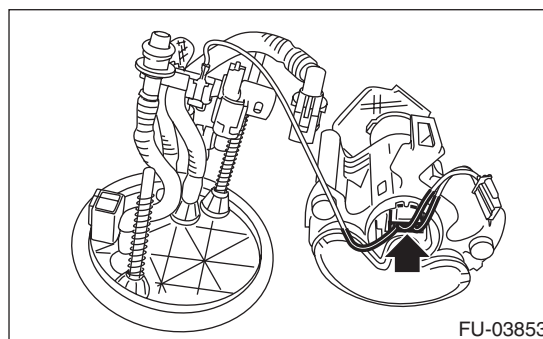
- 6) Push to compress the fuel filter assembly in the direction of the arrow, remove clip (A), and separate the sub tank bracket assembly and the fuel filter assembly.

CAUTION:

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



- 7) Disconnect the connector from the pump assembly.



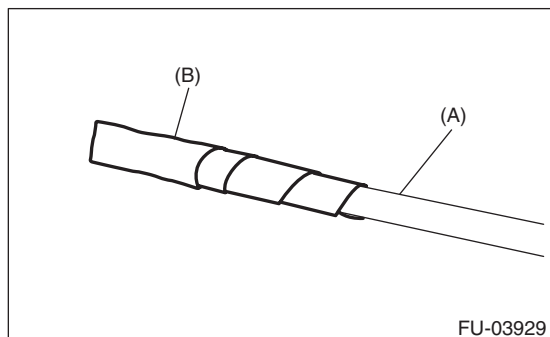
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

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

CAUTION:

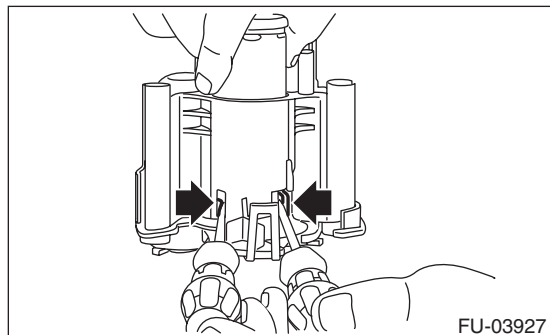
- To prevent damaging the tabs of the pump assembly, wrap the tip of flat tip screwdriver (A), etc. with tape (B).



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

NOTE:

If the spacer and O-ring are remaining on the pump assembly, remove them.

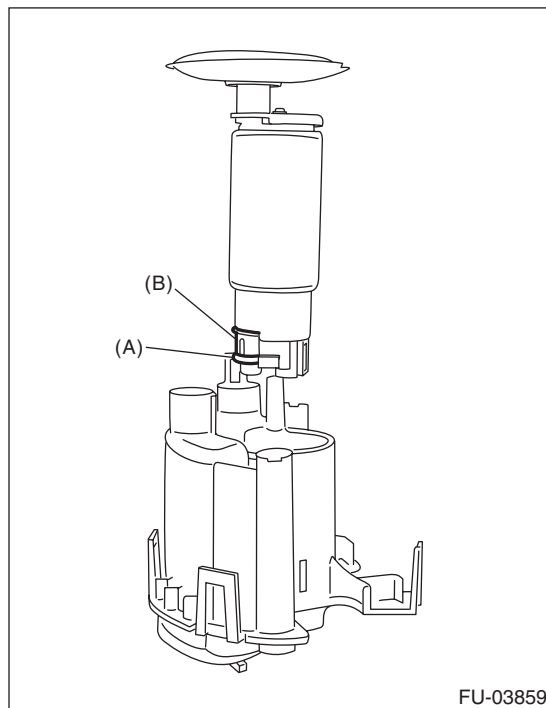


B: INSTALLATION

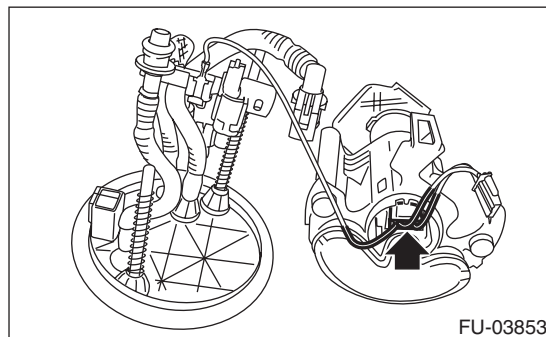
1) Assemble O-ring (A) and spacer (B) to the pump assembly and attach the pump assembly to the fuel filter.

NOTE:

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



2) Connect the connector to the pump assembly.



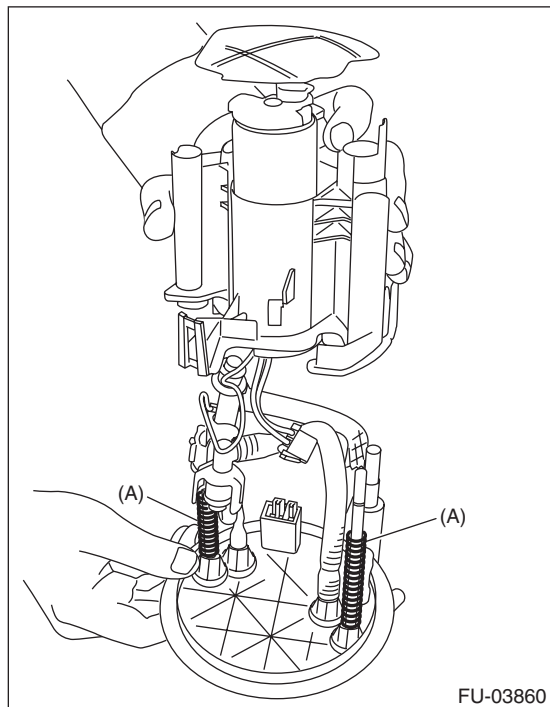
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

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

NOTE:

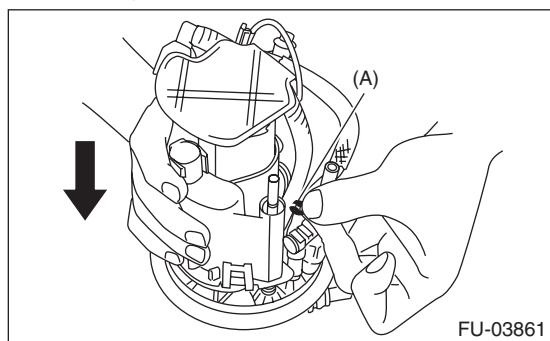
Use a new spring.



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

NOTE:

Use a new clip.



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

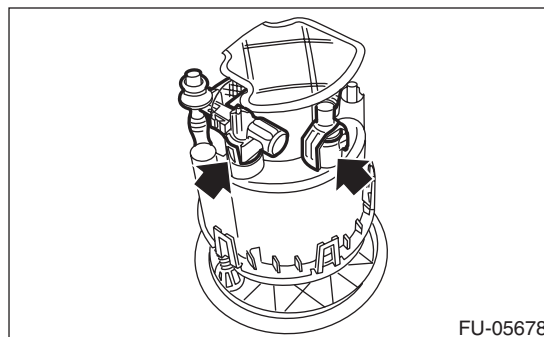
NOTE:

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

O-ring inner diameter:

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

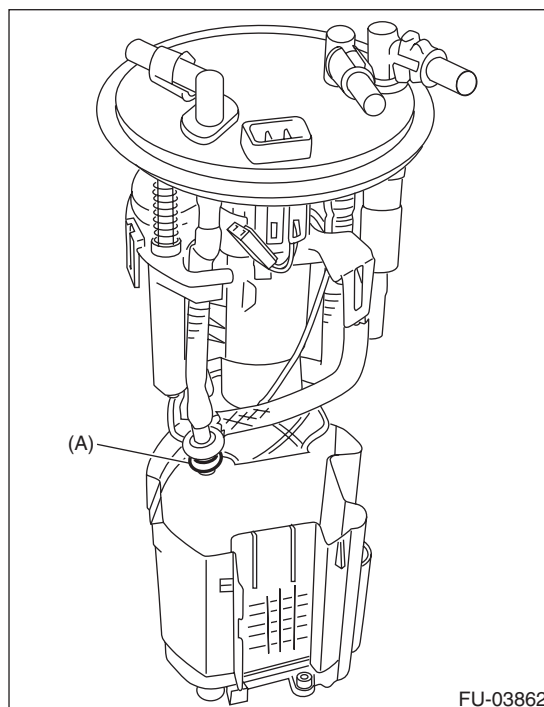
White connector O-ring [Approx. 8 mm (0.31 in)]



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

NOTE:

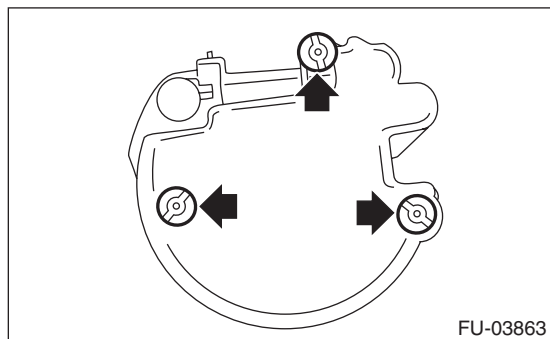
- Use new O-rings (8 mm (0.31 in) inner diameter).
- Apply gasoline to the O-ring.
- Insert the pump assembly until a “pop” is heard.



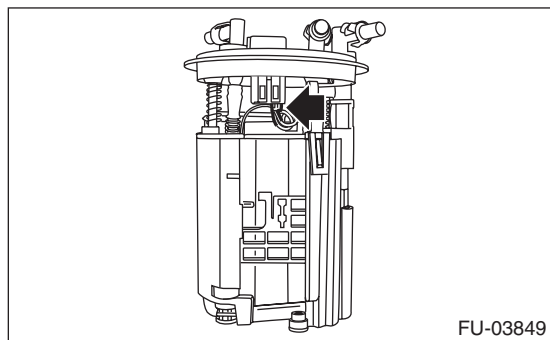
Fuel Filter

FUEL INJECTION (FUEL SYSTEMS)

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



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



- 9) Install the fuel level sensor. <Ref. to FU(w/o STI)-80, INSTALLATION, Fuel Level Sensor.>
10) Inspect the fuel level sensor. <Ref. to FU(w/o STI)-80, INSPECTION, Fuel Level Sensor.>
11) Install the fuel pump assembly. <Ref. to FU(w/o STI)-79, INSTALLATION, Fuel Pump.>

30.Fuel Damper

A: REMOVAL

WARNING:

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

CAUTION:

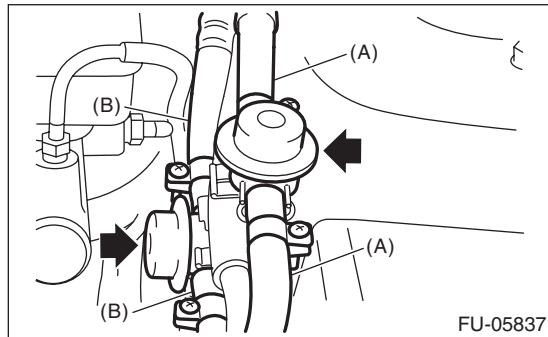
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

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

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

NOTE:

Fuel dampers on delivery side and return side are different. Be careful not to confuse them.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

- Fuel dampers on delivery side and return side are different. Be careful not to confuse them.
- For the information about connecting the fuel delivery hose and fuel return hose, refer to “Fuel Delivery, Return and Evaporation Lines”. <Ref. to FU(w/o STI)-93, CONNECTING FUEL DELIVERY HOSE, FUEL RETURN HOSE AND FUEL HOSE, INSTALLATION, Fuel Delivery, Return and Evaporation Lines.>

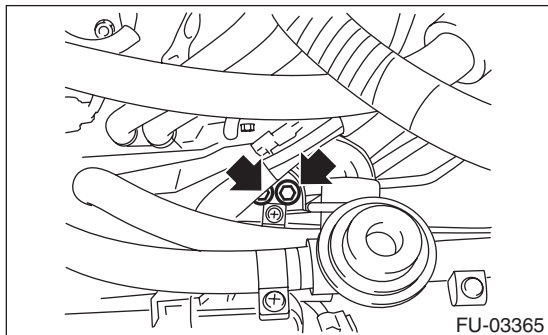
31.Purge Damper

A: REMOVAL

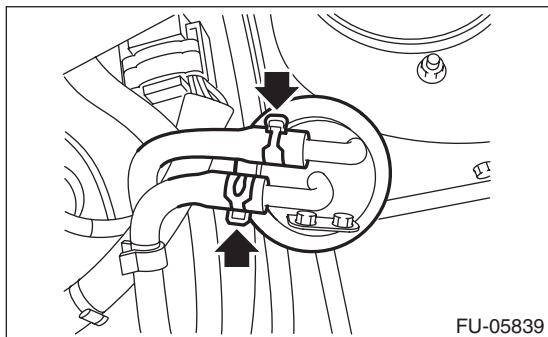
WARNING:

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

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



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

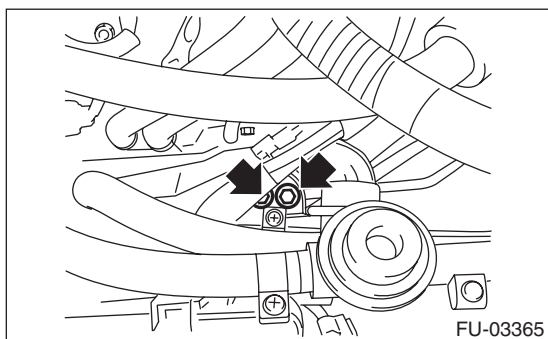


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

13 N·m (1.3 kgf-m, 9.6 ft-lb)

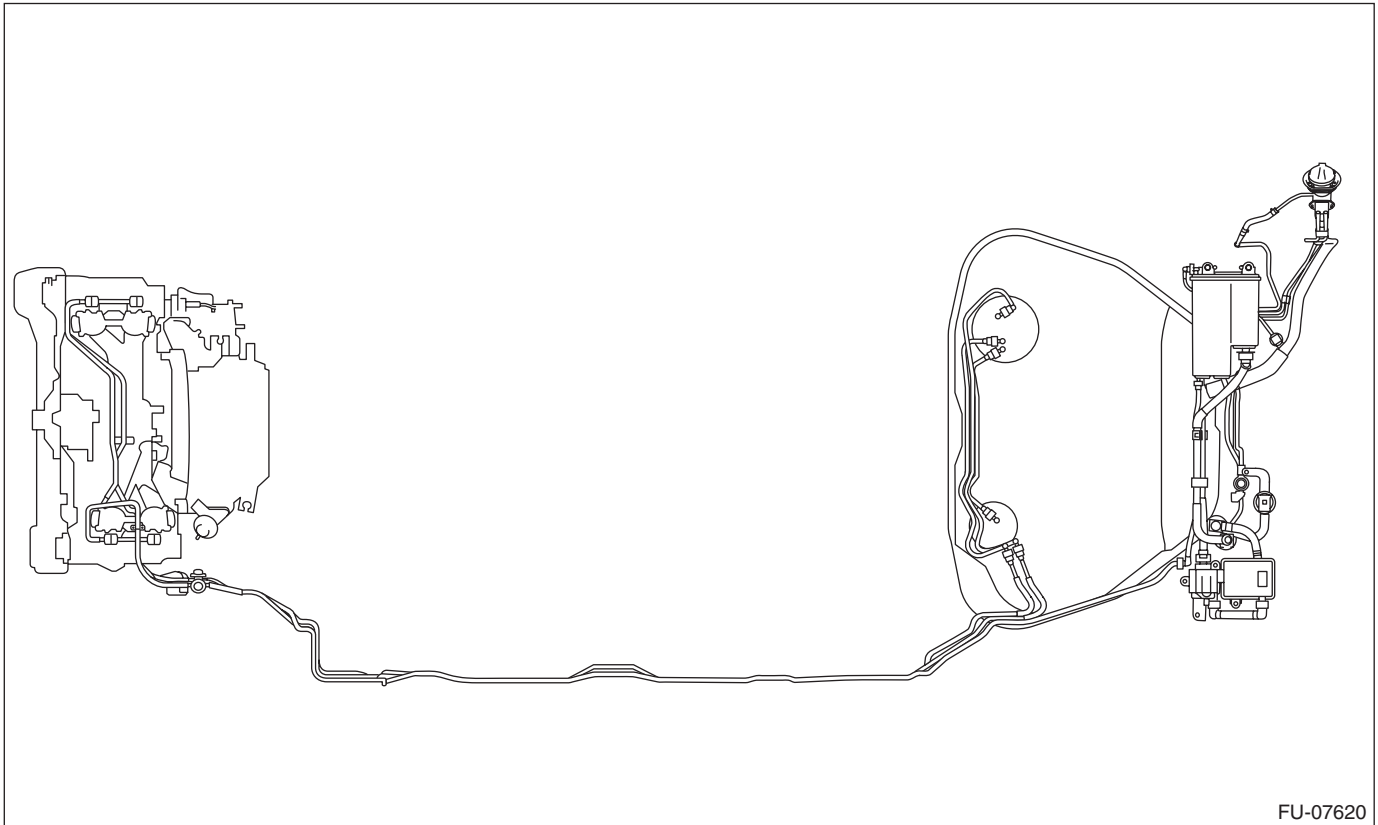


C: INSPECTION

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

32. Fuel Delivery, Return and Evaporation Lines

A: REMOVAL



WARNING:

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

CAUTION:

Be careful not to spill fuel.

- 1) Release the fuel pressure. <Ref. to FU(w/o STI)-65, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Open the fuel filler lid and remove the fuel filler cap.
- 3) Remove the floor mat. <Ref. to EI-71, REMOVAL, Floor Mat.>

Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

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

CAUTION:

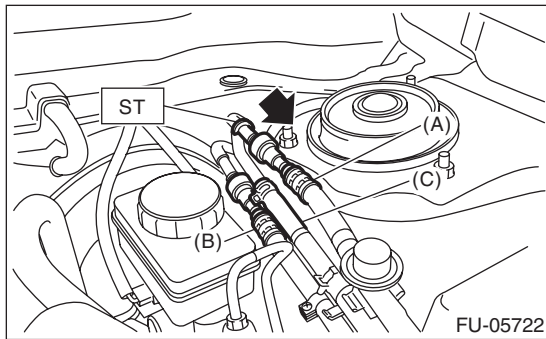
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

(1) Set the ST to the fuel pipe.

ST 42099AE000 QUICK CONNECTOR RELEASE

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

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



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

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

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

7) Remove the fuel pipe assembly from vehicle.

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

- When using ST

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

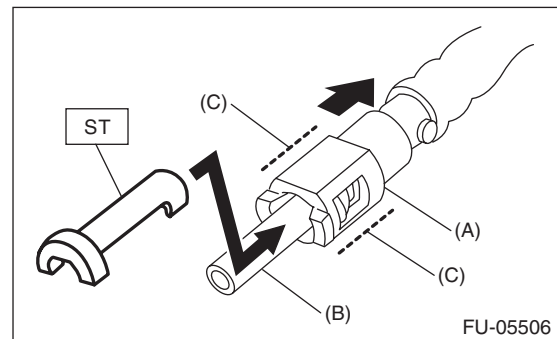
ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

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

NOTE:

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

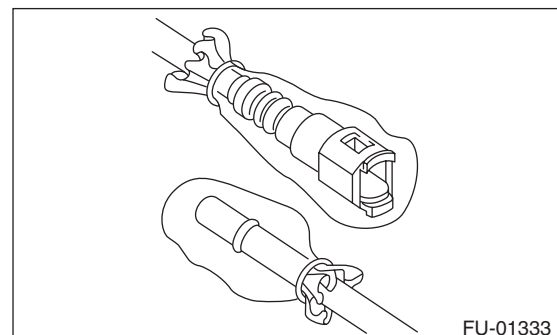


- (A) Quick connector
- (B) Pipe
- (C) Connector holding position

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

CAUTION:

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



Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

- When not using ST

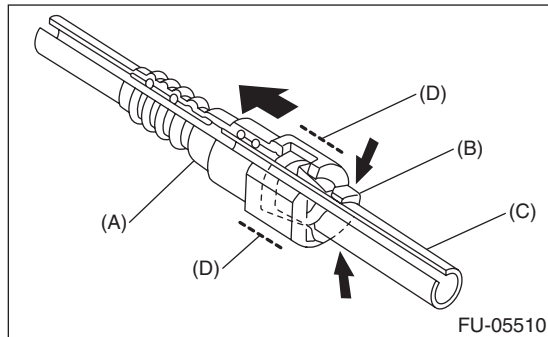
1. Push the retainer in the direction of the arrow, disconnect the quick connector from pipe.

CAUTION:

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

NOTE:

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

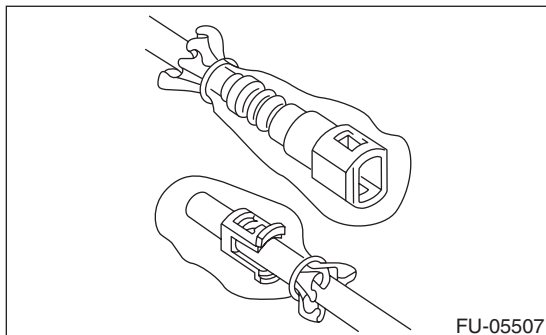


- (A) Quick connector
- (B) Retainer
- (C) Pipe
- (D) Connector holding position

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

CAUTION:

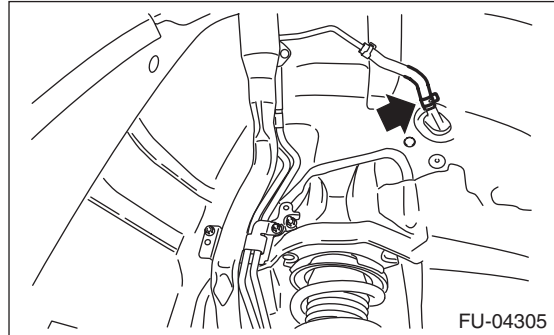
When reusing the retainer, do not disconnect the retainer from the pipe.



9) Remove the evaporation pipe.

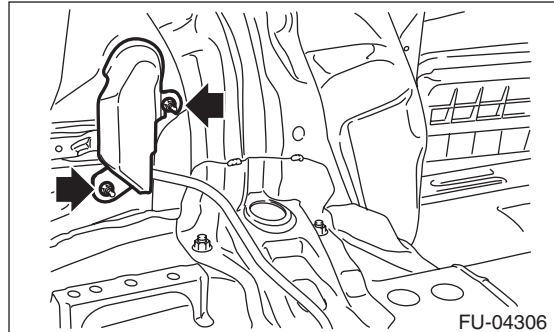
(1) Remove the rear mud guard RH. <Ref. to EI-30, REMOVAL, Mud Guard.>

(2) Disconnect the evaporation hose.

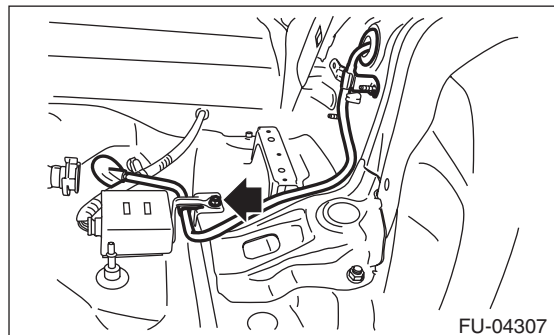


(3) Remove the right side rear quarter trim. <Ref. to EI-60, REMOVAL, Rear Quarter Trim.>

(4) Remove the evaporation pipe protector.



(5) Remove the evaporation pipe from vehicle.



Fuel Delivery, Return and Evaporation Lines

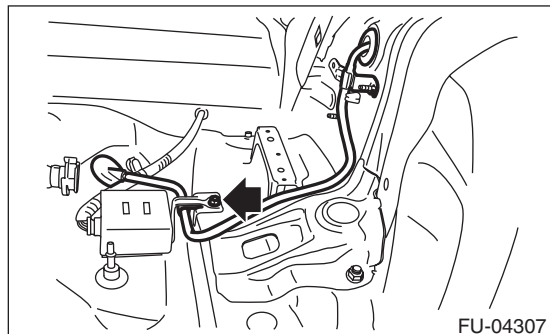
FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

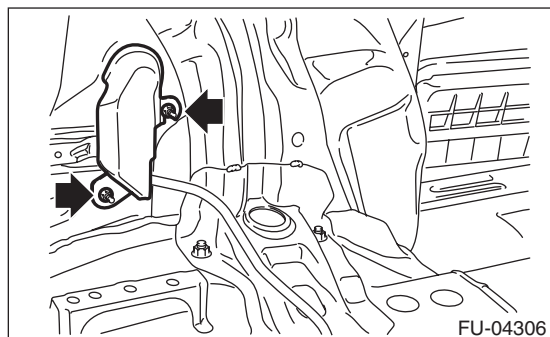
Install in the reverse order of removal while being careful of the following.

1. EVAPORATION PIPE INSTALLATION

1) Install the evaporation pipe to the vehicle.

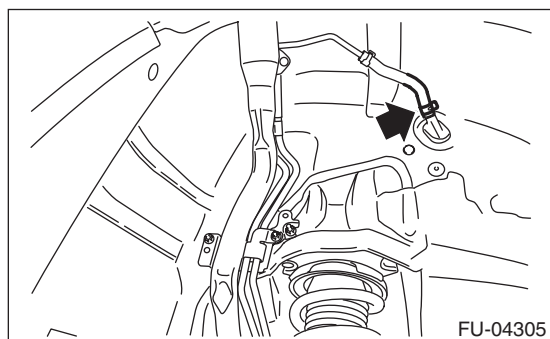


2) Install the evaporation pipe protector.



3) Install the right side rear quarter trim. <Ref. to EI-61, INSTALLATION, Rear Quarter Trim.>

4) Connect the evaporation hose.

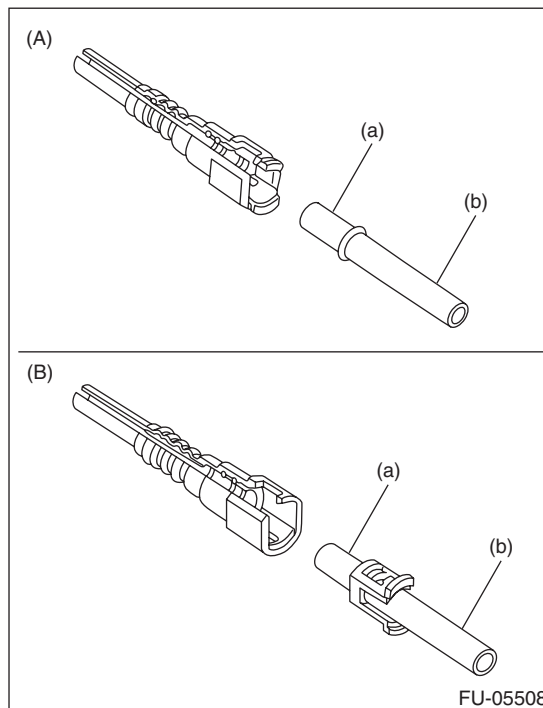


5) Install the rear mud guard RH. <Ref. to EI-30, INSTALLATION, Mud Guard.>

2. CONNECTING THE FUEL LINE QUICK CONNECTOR

CAUTION:

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



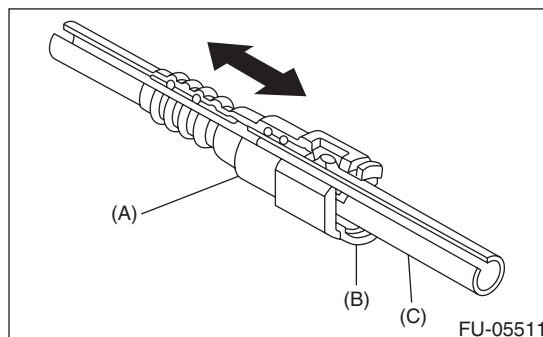
- (A) When removed using the ST
(B) When removed without using the ST
(a) Seal surface
(b) Pipe

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

1) Connect the quick connector to pipe.

CAUTION:

- Make sure that the quick connector is securely connected.

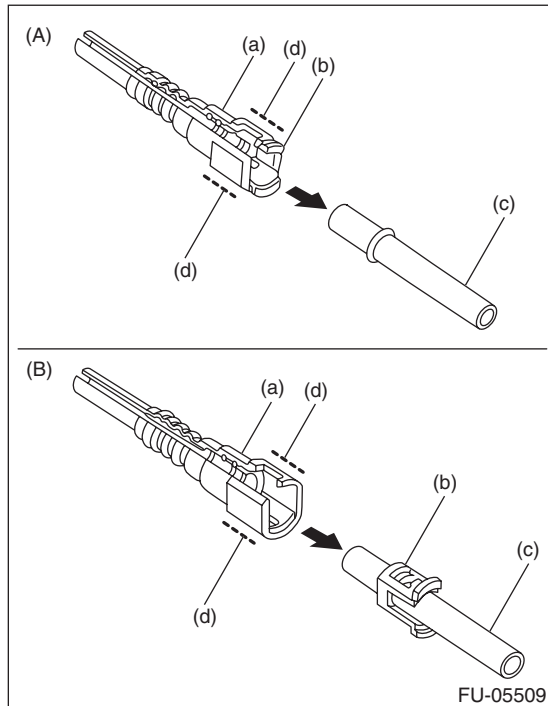


- (A) Quick connector
(B) Retainer
(C) Pipe

Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

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



- (A) When removed using the ST
(B) When removed without using the ST
(a) Quick connector
(b) Retainer
(c) Pipe
(d) Connector holding position

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

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

CAUTION:

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

NOTE:

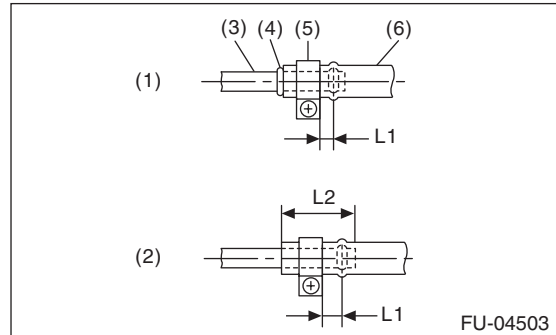
Use new fuel delivery hose, fuel return hose, and fuel hose.

Tightening torque:

$1.25 \text{ N}\cdot\text{m}$ ($0.1 \text{ kgf}\cdot\text{m}$, $0.9 \text{ ft}\cdot\text{lb}$)

$L1: 2.5 \pm 1.5 \text{ mm}$ ($0.098 \pm 0.059 \text{ in}$)

$L2: 22.5 \pm 2.5 \text{ mm}$ ($0.886 \pm 0.098 \text{ in}$)

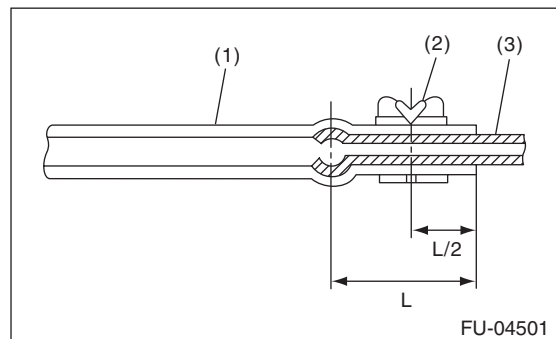


- (1) When there is a spool or bump
(2) When there is no spool or bump
(3) Pipe
(4) Spool or bump
(5) Clamp
(6) Hose

4. EVAPORATION HOSE CONNECTION

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

$L = 17.5 \pm 2.5 \text{ mm}$ ($0.689 \pm 0.098 \text{ in}$)



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

C: INSPECTION

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

Fuel System Trouble in General

FUEL INJECTION (FUEL SYSTEMS)

33. Fuel System Trouble in General

A: INSPECTION

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

NOTE:

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

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES) *EC(w/o STI)*

	Page
1. General Description	2
2. Front Catalytic Converter	5
3. Rear Catalytic Converter	6
4. Canister	7
5. Purge Control Solenoid Valve	11
6. Fuel Level Sensor	15
7. Fuel Sub Level Sensor	16
8. Pressure Control Solenoid Valve Assembly	17
9. Drain Filter	18
10. Shut Valve	19
11. Leak Check Valve Assembly	20
12. Drain Separator	24
13. PCV Hose Assembly	25
14. PCV Valve	27
15. Secondary Air Pump	29
16. Secondary Air Combination Valve	30

General Description

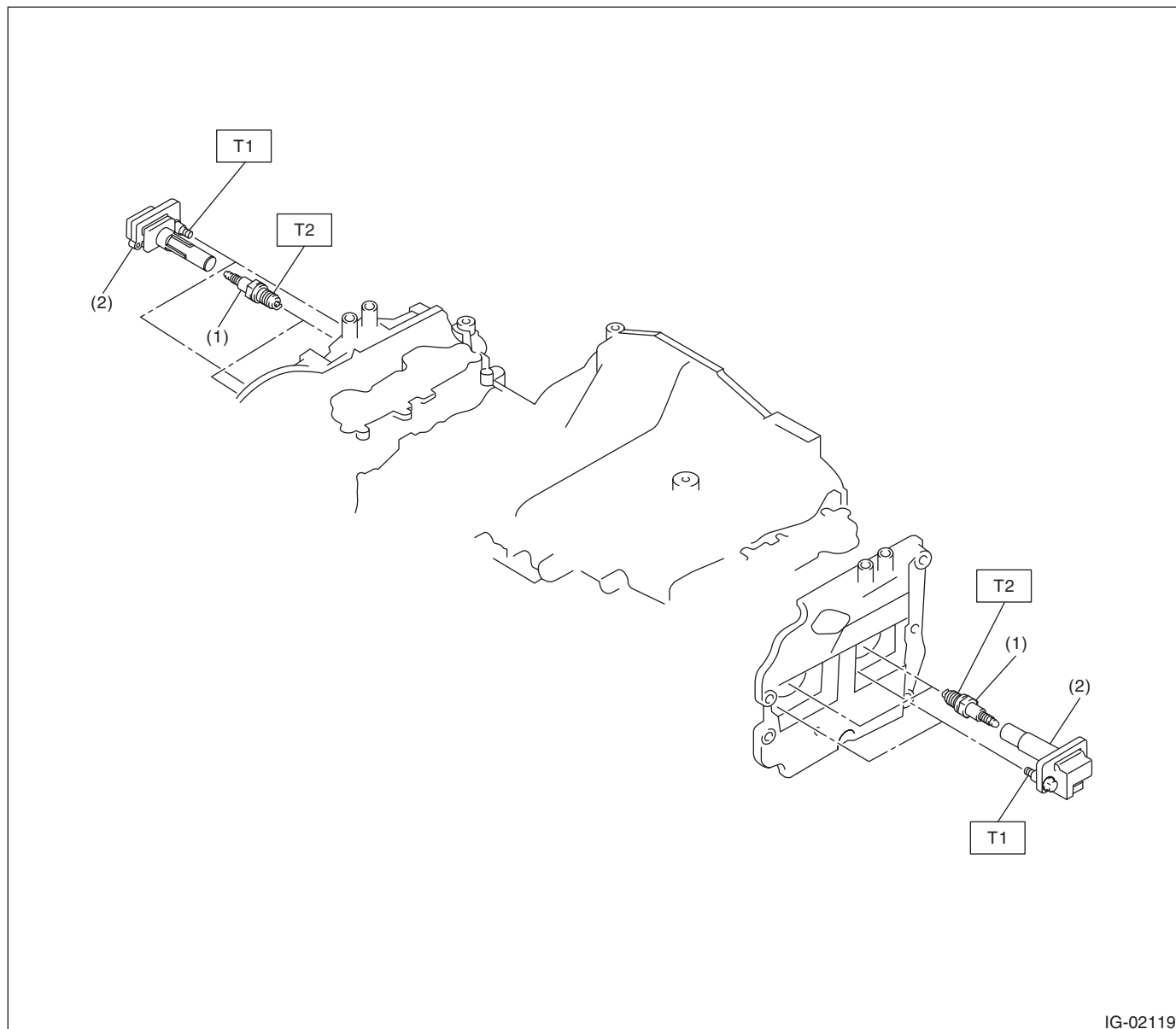
IGNITION

1. General Description

A: SPECIFICATION

Item			Specifications
Ignition coil	Type		FK0368
	Ignition system		Independent ignition coil
	Manufacturer		Diamond Electric
Spark plug	Manufacturer and type		NGK: SILFR6A
	Thread size (diameter, pitch, length) mm		14, 1.25, 26.5
	Spark plug gap mm (in)	Standard	0.7 — 0.8 (0.028 — 0.031)
	Electrode		Iridium

B: COMPONENT



IG-02119

(1) Spark plug

(2) Ignition coil

Tightening torque: N·m (kgf·m, ft·lb)

T1: 16 (1.6, 11.8)

T2: 21 (2.1, 15.5)

General Description

IGNITION

C: CAUTION

- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a work cap, and protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.
 3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.
- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Bolts, nuts and washers should be replaced with new parts as required.
- Be sure to tighten the fasteners including bolts and nuts to the specified torque.

2. Spark Plug

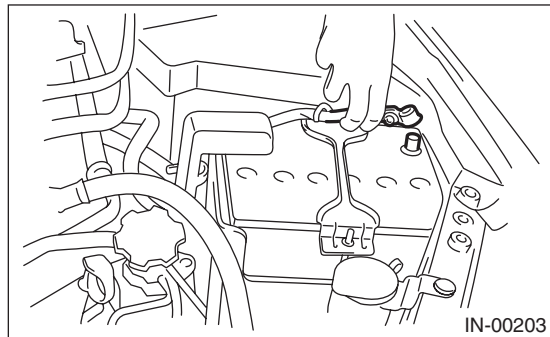
A: REMOVAL

Spark plug:

Refer to "SPECIFICATION" for spark plug.
<Ref. to IG(w/o STI)-2, SPECIFICATION, General Description.>

1. RH SIDE

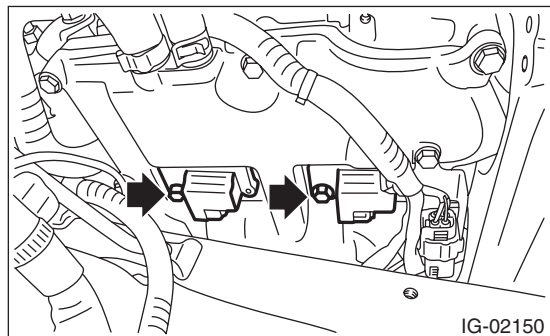
- 1) Disconnect the ground cable from battery.



- 2) Remove the air cleaner case. <Ref. to IN(w/o STI)-8, REMOVAL, Air Cleaner Case.>
- 3) Disconnect the connector from ignition coil.
- 4) Remove the ignition coil.

NOTE:

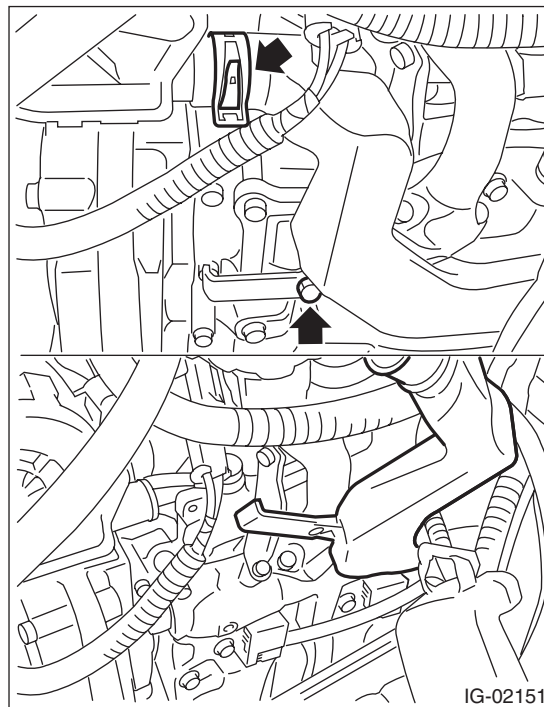
Turn #3 ignition coil by 180° to remove it.



- 5) Remove the spark plug with a spark plug socket.

2. LH SIDE

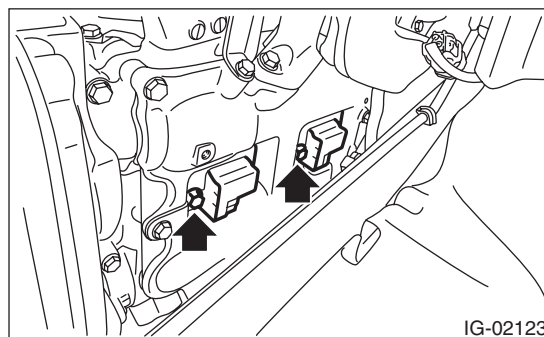
- 1) Remove the battery. <Ref. to SC(STI)-27, REMOVAL, Battery.>
- 2) Disconnect the air duct from the secondary air pump.
- 3) Remove the bolts that secure the air duct to the rocker cover LH, and lift the air duct.



- 4) Disconnect the connector from ignition coil.
- 5) Remove the ignition coil.

NOTE:

Turn #4 ignition coil by 180° to remove it.



- 6) Remove the spark plug with a spark plug socket.

Spark Plug

IGNITION

B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

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

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

2. LH SIDE

Install in the reverse order of removal.

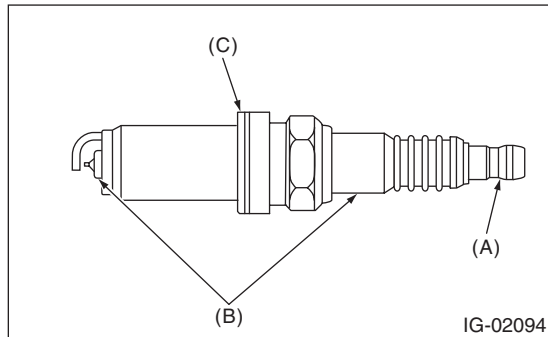
Tightening torque (Spark plug):
21 N·m (2.1 kgf-m, 15.5 ft-lb)

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

Tightening torque (Air duct):
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

C: INSPECTION

1) Check the spark plug for abnormalities. If defective, replace the spark plug.

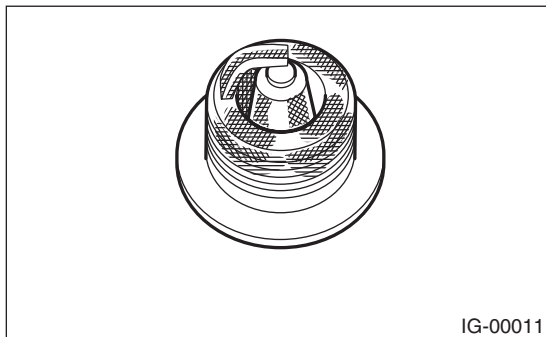


- (A) Terminal damage
- (B) Crack or damage in insulator
- (C) Damaged gasket

2) Check the spark plug electrode and condition of the insulator. If abnormal, check and repair the cause and replace the spark plug.

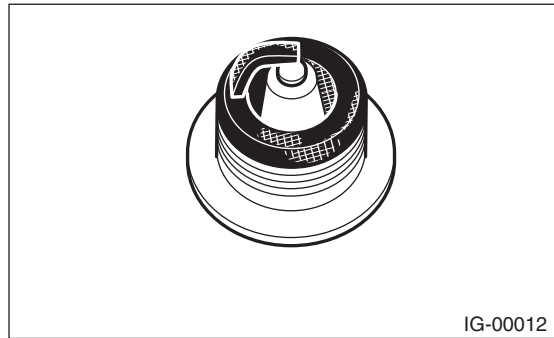
(1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



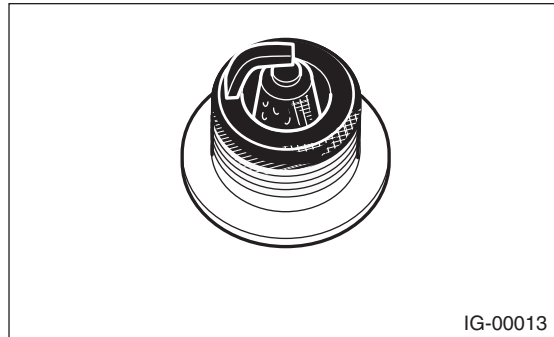
(2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, etc.



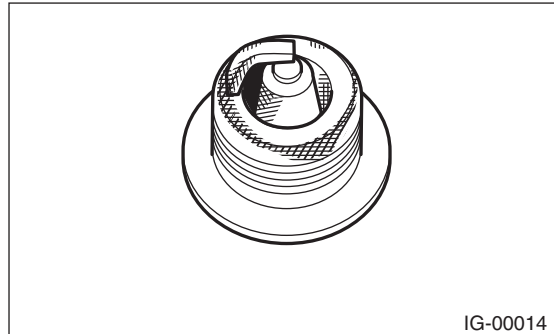
(3) Oil fouled:

Wet black deposits show oil entrance into combustion chamber through worn piston rings or increased clearance between valve guides and valve stems.



(4) Overheating:

A white or light gray insulator with black or brown spots and bluish burnt electrodes indicate engine overheating, wrong selection of fuel, or loose spark plugs.



3) Using a nylon brush, etc., clean and remove the carbon or oxide deposits from the spark plug. If deposits are too stubborn, replace the spark plugs. After cleaning the spark plugs, check the spark plug gap "L" using a gap gauge. If it is not within the standard, replace the spark plug.

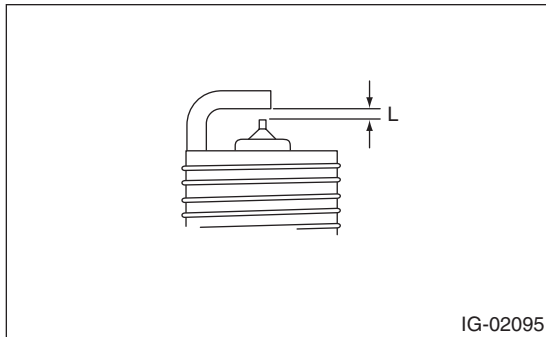
NOTE:

- Never use a plug cleaner.
- Do not use a metal brush as it may damage the electrode area.

Spark plug gap L:

Standard

0.7 — 0.8 mm (0.028 — 0.031 in)



3. Ignition Coil

A: REMOVAL

Direct ignition type is adopted. Refer to “Spark Plug” for removal procedure. <Ref. to IG(w/o STI)-5, REMOVAL, Spark Plug.>

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)

C: INSPECTION

For inspection procedure, refer to “Diagnostics for Engine Starting Failure”. <Ref. to EN(H4DOTC)(diag)-80, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>

STARTING/CHARGING SYSTEMS

SC(w/o STI)

	Page
1. General Description	2

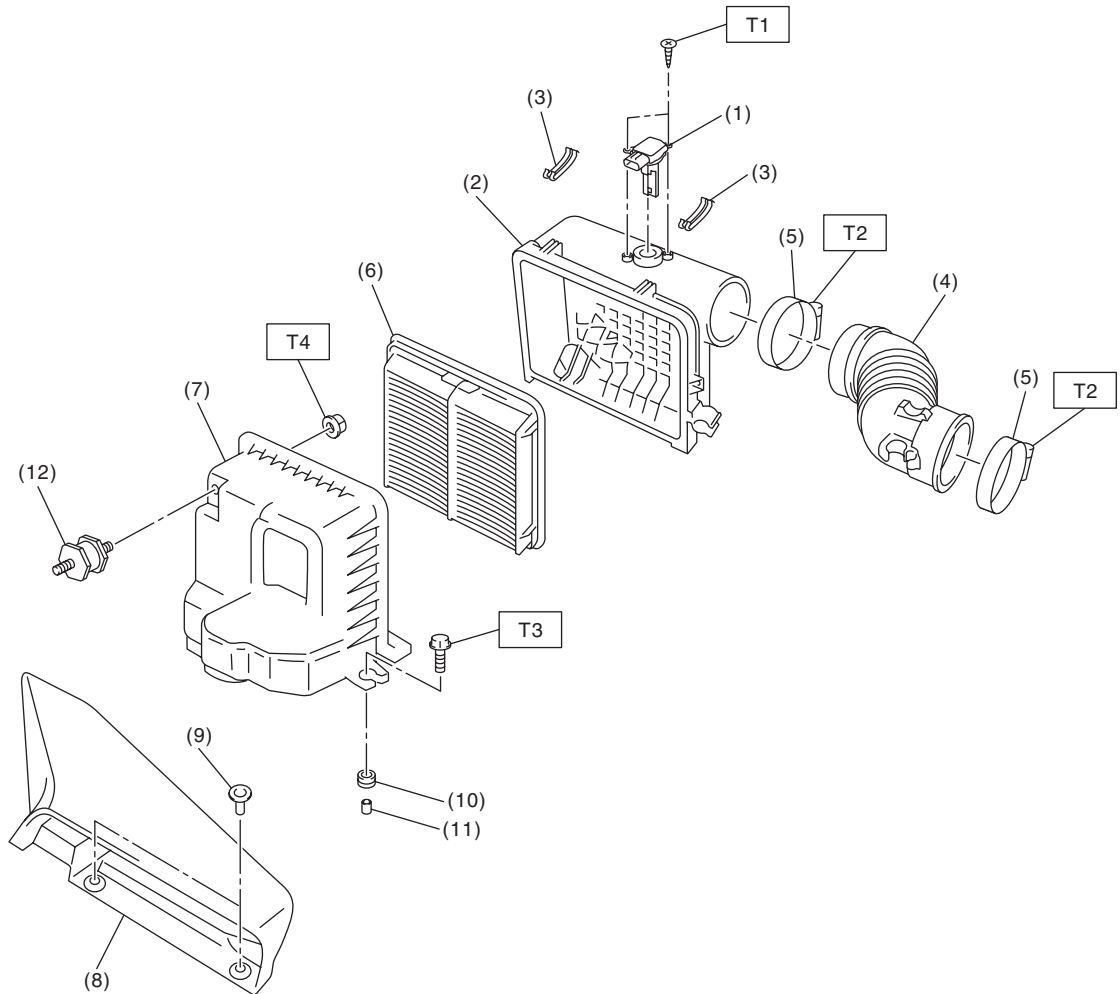
General Description

INTAKE (INDUCTION)

1. General Description

A: COMPONENT

1. AIR CLEANER



IN-02932

(1) Mass air flow and intake air temperature sensor	(7) Air cleaner case (front)
(2) Air cleaner case (rear)	(8) Air intake duct
(3) Clip	(9) Clip
(4) Air intake boot	(10) Cushion
(5) Clamp	(11) Spacer
(6) Air cleaner element	(12) Cushion

Tightening torque: N·m (kgf-m, ft-lb)

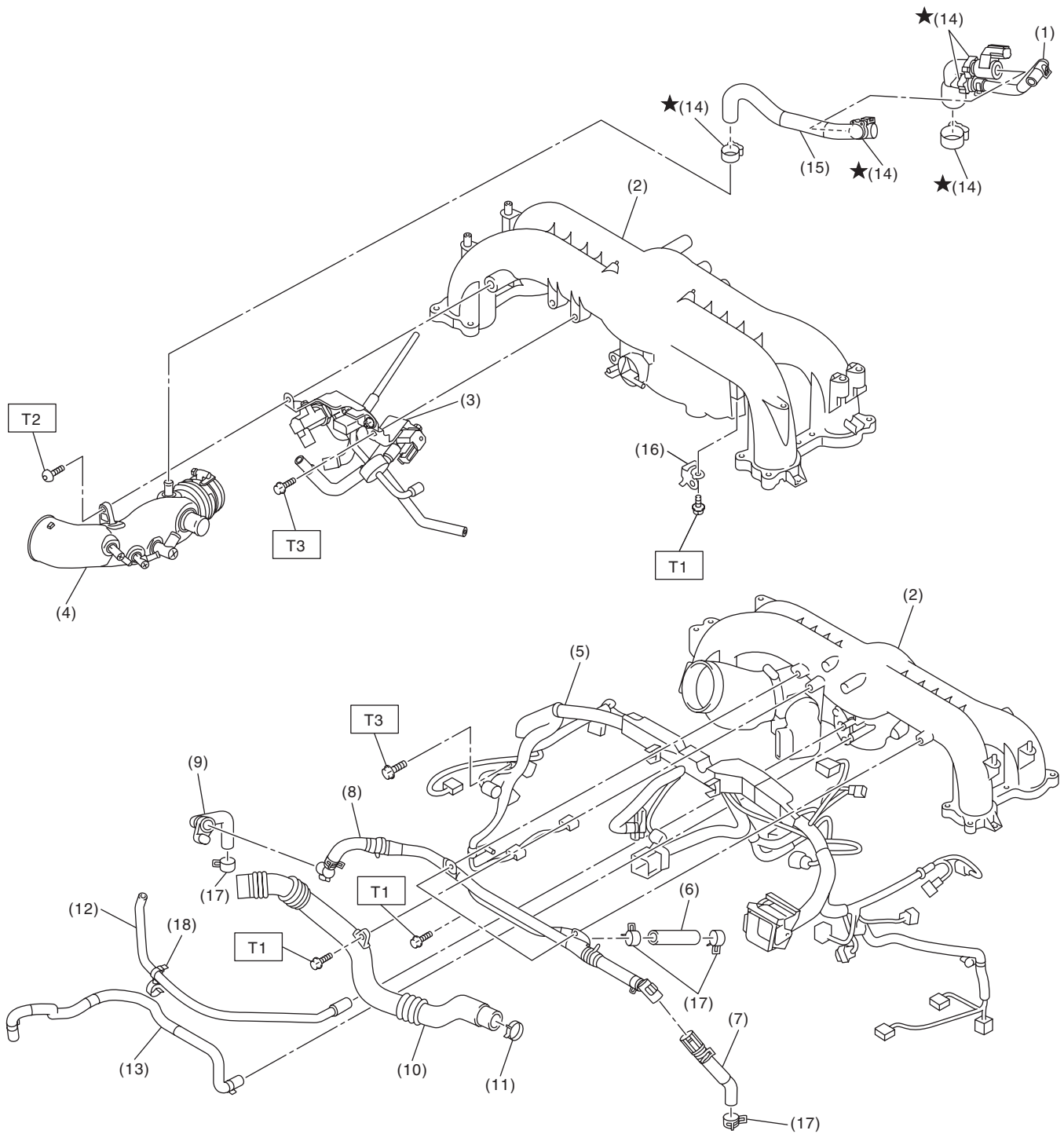
T1: 1 (0.1, 0.7)

T2: 2.5 (0.3, 1.8)

T3: 6 (0.6, 4.4)

T4: 7.5 (0.8, 5.5)

2. INTAKE DUCT



IN-03310

General Description

INTAKE (INDUCTION)

(1) PCV hose ASSY A	(9) PCV hose ASSY C
(2) Intake manifold	(10) Air by-pass pipe
(3) Solenoid valve bracket ASSY	(11) Clip
(4) Intake duct	(12) Vacuum hose
(5) Engine harness ASSY	(13) Brake booster vacuum hose
(6) Vacuum hose	(14) Clamp
(7) PCV hose ASSY B	(15) PCV hose ASSY D
(8) PCV pipe ASSY	(16) Solenoid valve bracket

- (17) Clip
(18) Clip

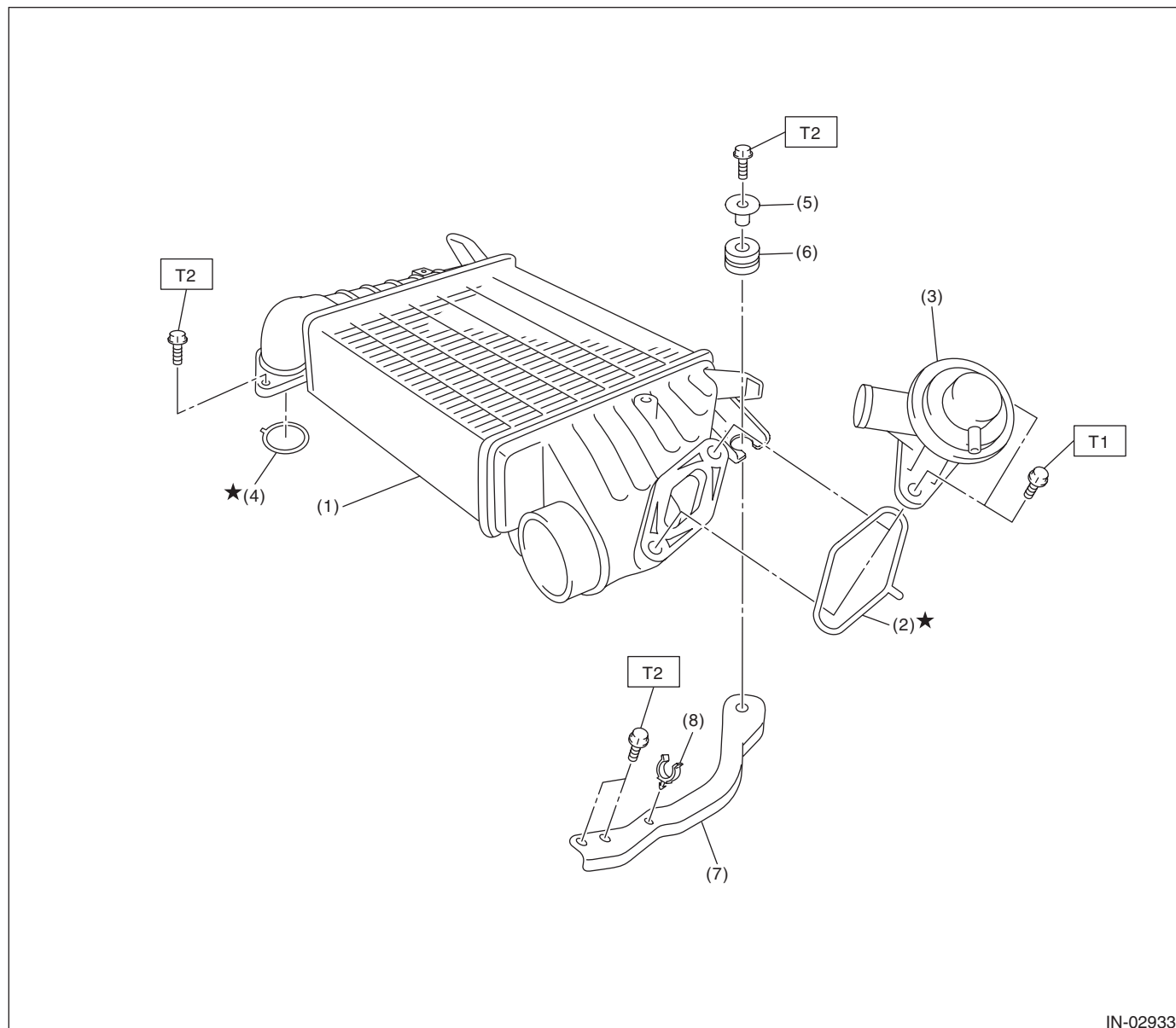
Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 17 (1.7, 12.5)

T3: 19 (1.9, 14.0)

3. INTERCOOLER



IN-02933

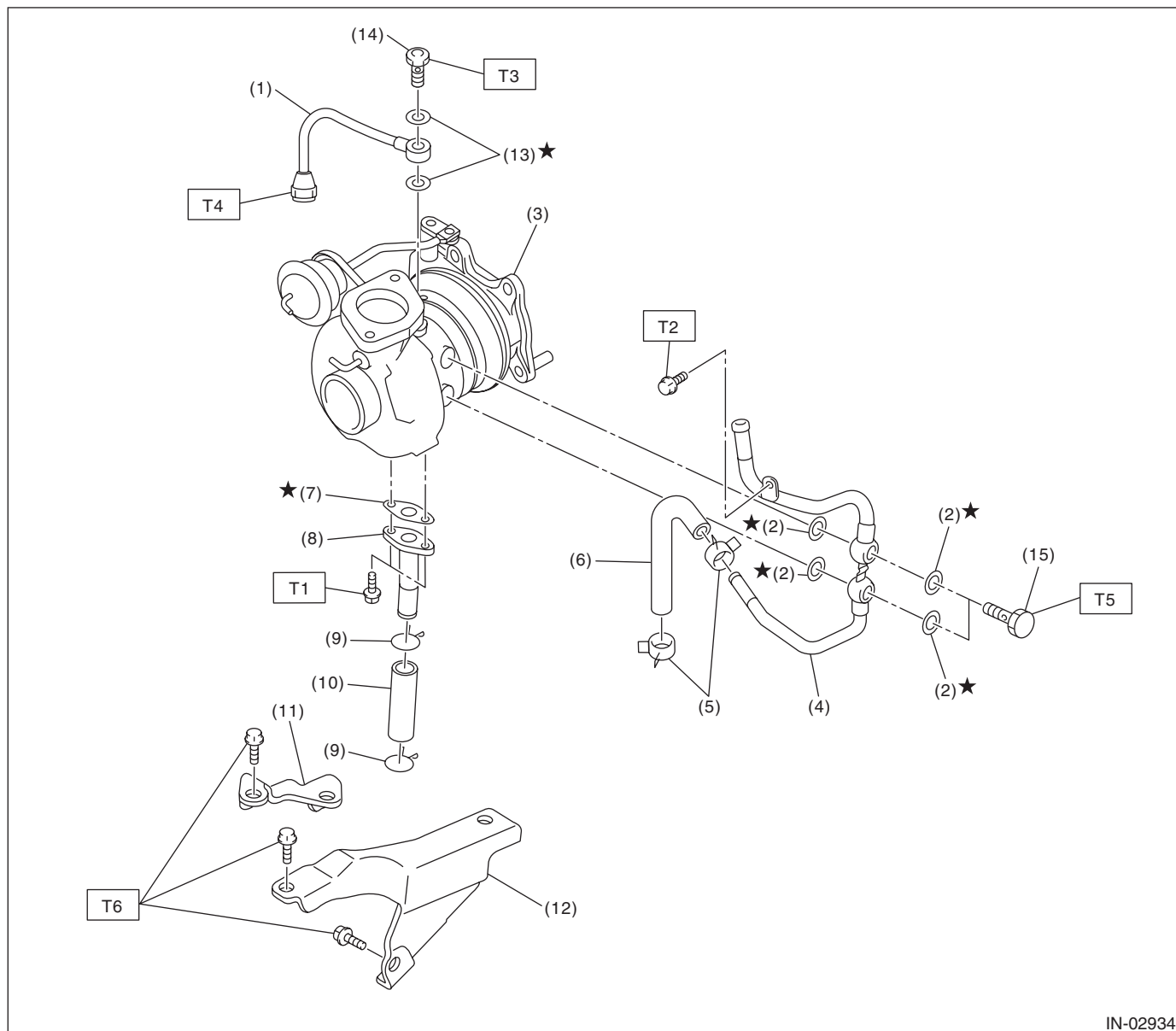
(1) Intercooler	(5) Spacer
(2) O-ring	(6) Cushion
(3) Air by-pass valve	(7) Intercooler stay
(4) O-ring	(8) Clip

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.5 (0.7, 4.8)

T2: 16 (1.6, 11.8)

4. TURBOCHARGER



IN-02934

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

Tightening torque: N·m (kgf·m, ft·lb)

T1: 4.9 (0.5, 3.6)

T2: 7.8 (0.8, 5.8)

T3: 16 (1.6, 11.8)

T4: 20 (2.0, 14.8)

T5: 23 (2.3, 17.0)

T6: 33 (3.4, 24.3)

General Description

INTAKE (INDUCTION)

B: CAUTION

- Prior to starting work, pay special attention to the following:
 1. Always wear work clothes, a work cap, and protective shoes. Additionally, wear a helmet, protective goggles, etc. if necessary.
 2. Protect the vehicle using a seat cover, fender cover, etc.
 3. Prepare the service tools, clean cloth, containers to catch grease and oil, etc.
- Vehicle components are extremely hot immediately after driving. Be wary of receiving burns from heated parts.
- When performing a repair, identify the cause of trouble and avoid unnecessary removal, disassembly and replacement.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Always use the jack-up point when the shop jacks or rigid racks are used to support the vehicle.
- Remove contamination including dirt and corrosion before removal, installation, disassembly or assembly.
- Keep the removed parts in order and protect them from dust and dirt.
- All removed parts, if to be reused, should be reinstalled in the original positions with attention to the correct directions, etc.
- Bolts, nuts and washers should be replaced with new parts as required.
- Be sure to tighten the fasteners including bolts and nuts to the specified torque.

C: PREPARATION TOOL

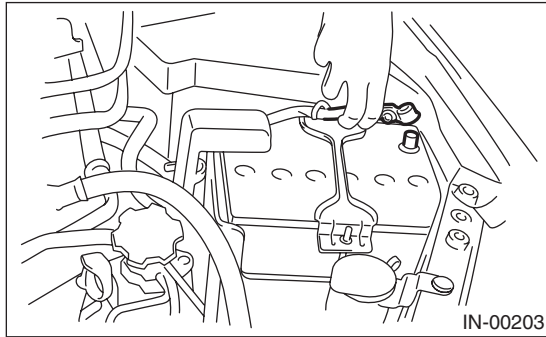
1. GENERAL TOOL

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

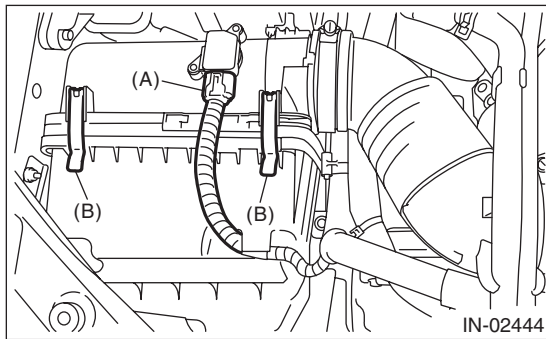
2. Air Cleaner Element

A: REMOVAL

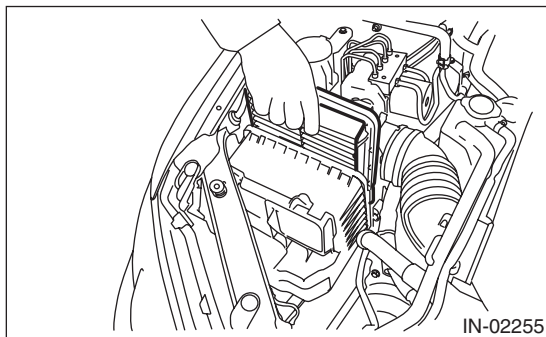
- 1) Disconnect the ground cable from battery.



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



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



B: INSTALLATION

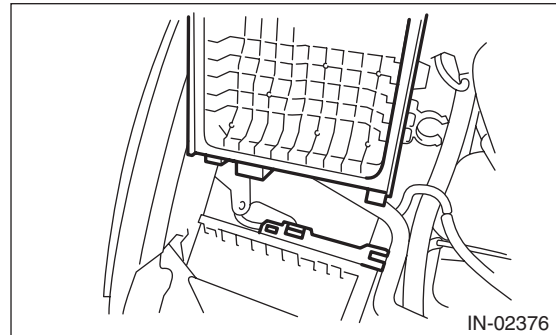
Install in the reverse order of removal.

CAUTION:

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

NOTE:

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



C: INSPECTION

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

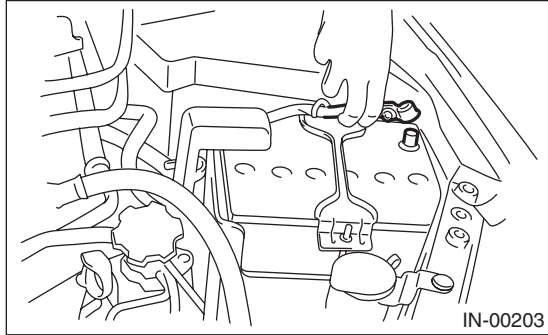
Air Cleaner Case

INTAKE (INDUCTION)

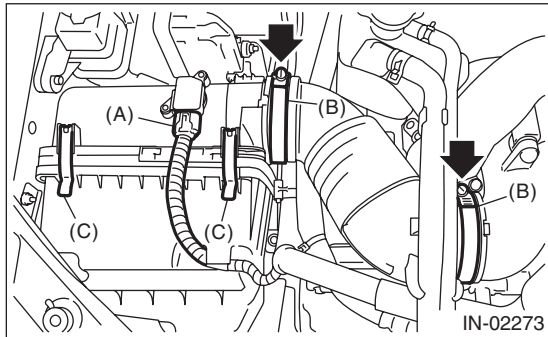
3. Air Cleaner Case

A: REMOVAL

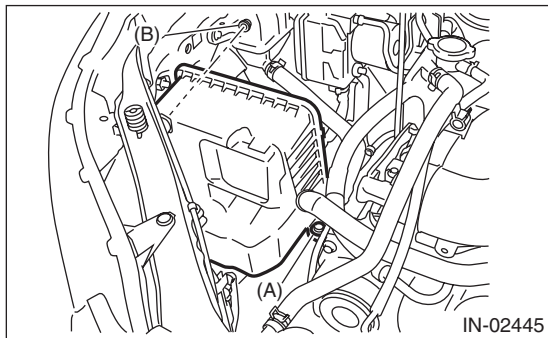
- 1) Disconnect the ground cable from battery.



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



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



B: INSTALLATION

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

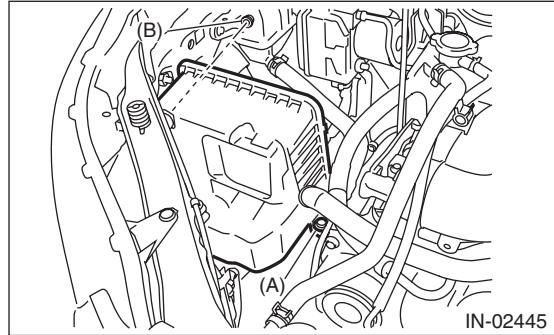
Tightening torque:

Bolt (A)

6 N·m (0.6 kgf-m, 4.4 ft-lb)

Nut (B)

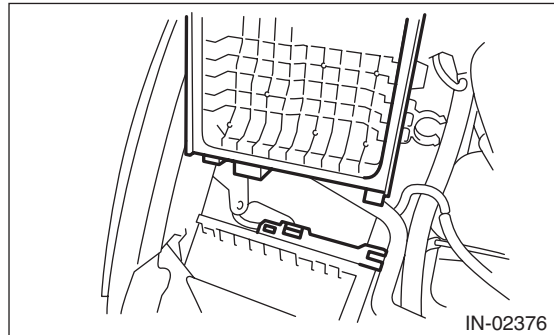
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



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

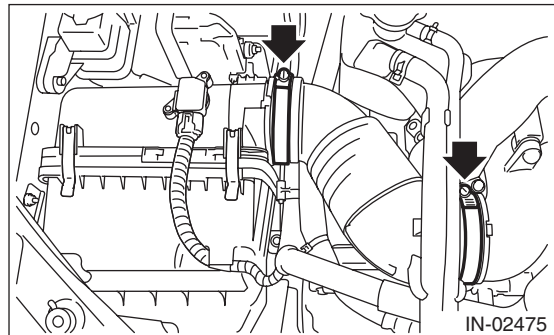
NOTE:

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



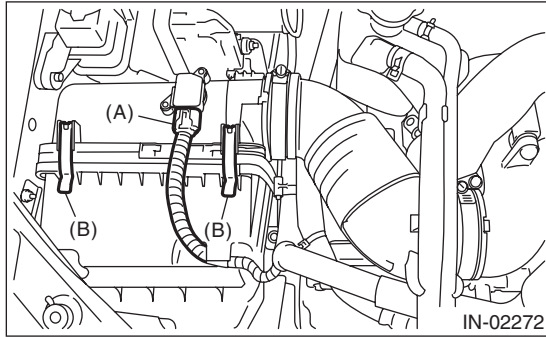
Tightening torque:

2.5 N·m (0.3 kgf-m, 1.8 ft-lb)

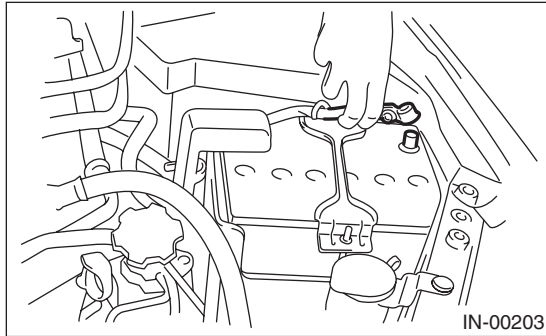


- 4) Install the clip (B) to the air cleaner case (front).

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



- 6) Install the air intake duct. <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>
7) Connect the battery ground terminal.



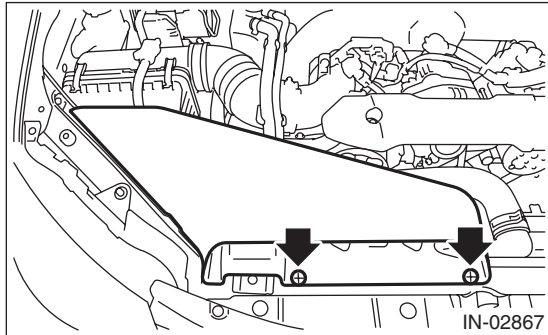
C: INSPECTION

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

4. Air Intake Duct

A: REMOVAL

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



B: INSTALLATION

Install in the reverse order of removal.

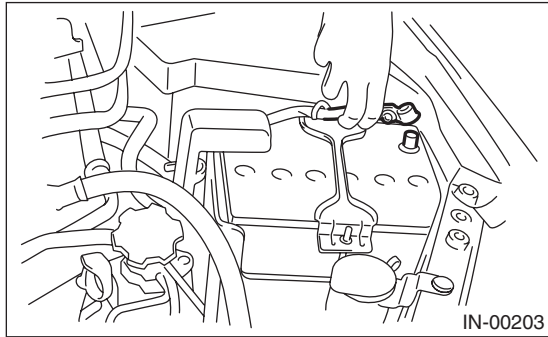
C: INSPECTION

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

5. Intake Duct

A: REMOVAL

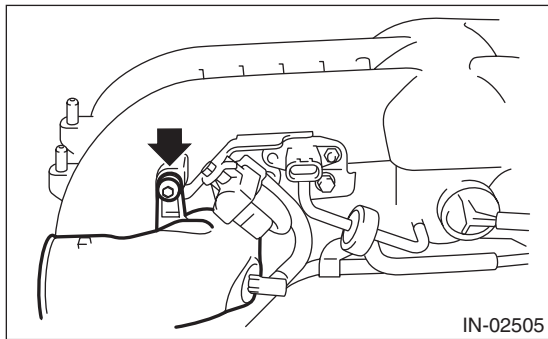
- 1) Disconnect the ground cable from battery.



- 2) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>

- 3) Remove the sensor, engine harness and fuel pipe from the intake manifold. <Ref. to FU(w/o STI)-26, DISASSEMBLY, Intake Manifold.>

- 4) Remove the intake duct from intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

17 N·m (1.7 kgf-m, 12.5 ft-lb)

C: INSPECTION

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

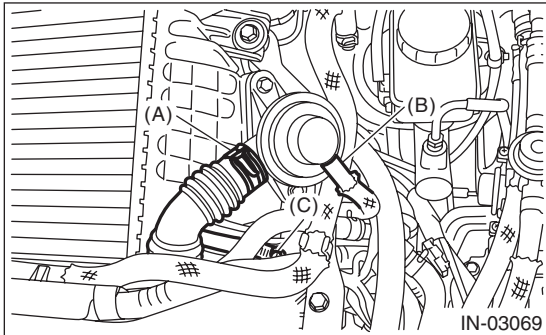
Intercooler

INTAKE (INDUCTION)

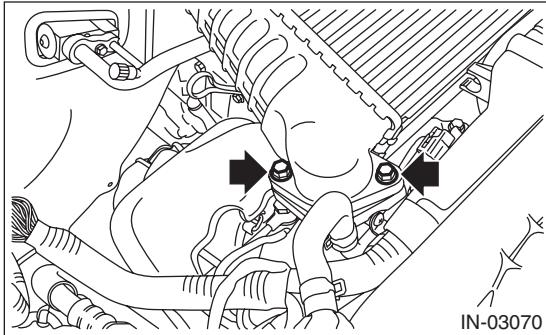
6. Intercooler

A: REMOVAL

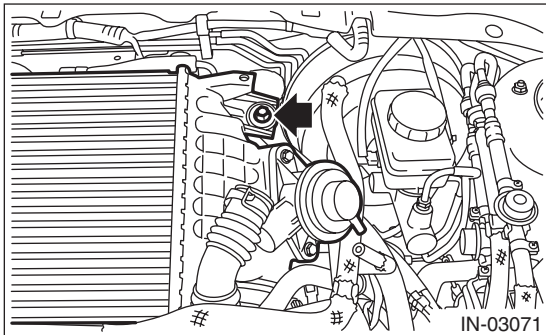
- 1) Disconnect the air by-pass pipe (A) and vacuum hose (B) from the air by-pass valve.
- 2) Loosen the clamp (C) which holds the intake duct to intercooler.



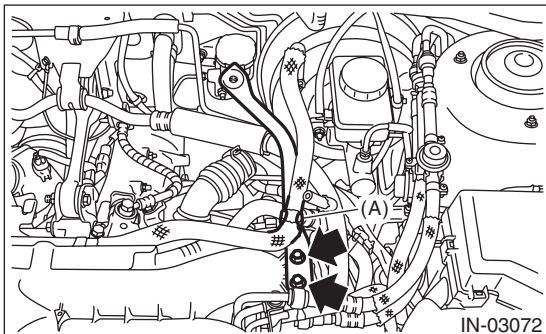
- 3) Remove the bolts which secure the intercooler to the turbocharger.



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



- 5) Remove the brake booster vacuum hose from the clip (A), and remove the intercooler stay.



B: INSTALLATION

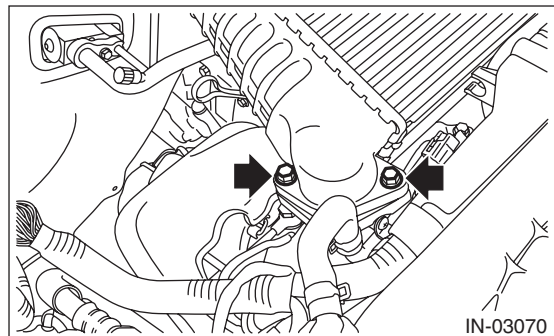
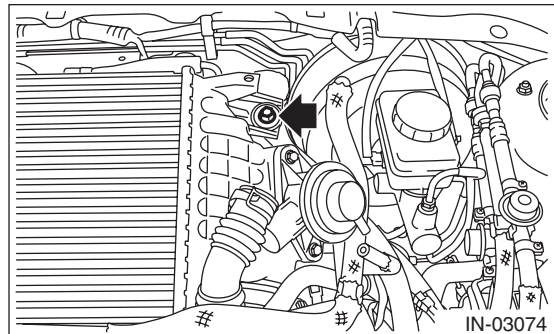
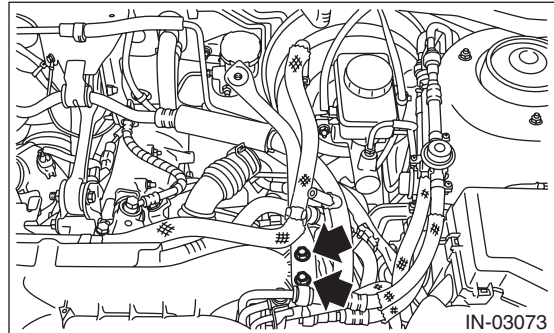
Install in the reverse order of removal.

NOTE:

- Use new O-rings.
- Be careful not to pinch the O-ring.

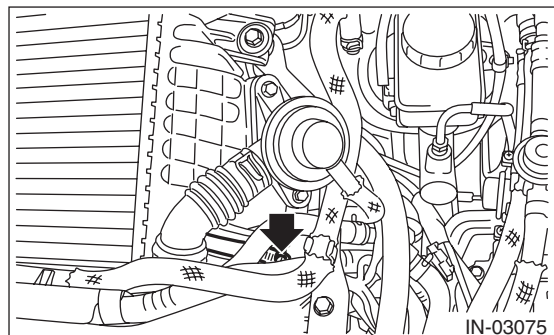
Tightening torque:

16 N·m (1.6 kgf-m, 11.8 ft-lb)



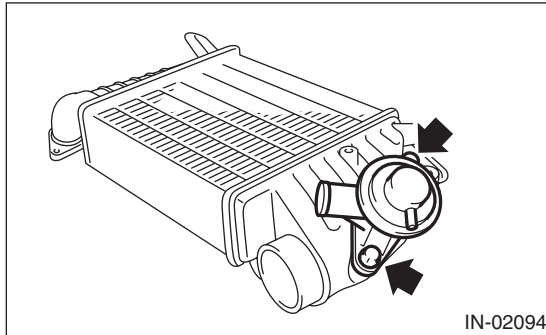
Tightening torque:

3 N·m (0.3 kgf-m, 2.2 ft-lb)



C: DISASSEMBLY

1) Remove the air by-pass valve from intercooler.

**D: ASSEMBLY**

Assemble in the reverse order of disassembly.

NOTE:

- Use new O-rings.
- Be careful not to pinch the O-ring.

Tightening torque:

6.5 N·m (0.7 kgf-m, 4.8 ft-lb)

E: INSPECTION

- 1) Check that the intercooler has no deformation, cracks or other damages.
- 2) Check that the vacuum hose, air by-pass pipe and intake duct have no cracks, damage or loose part.

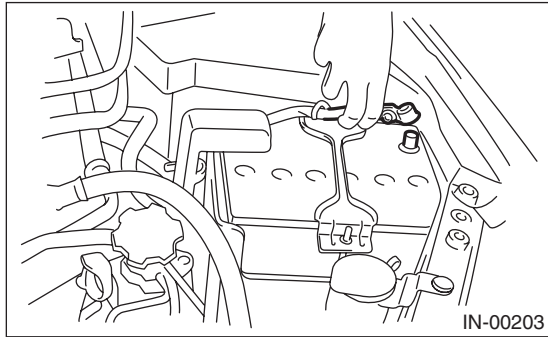
Turbocharger

INTAKE (INDUCTION)

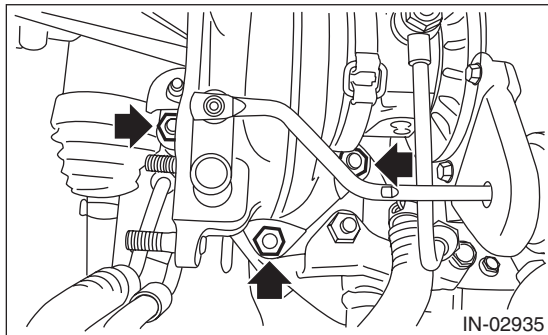
7. Turbocharger

A: REMOVAL

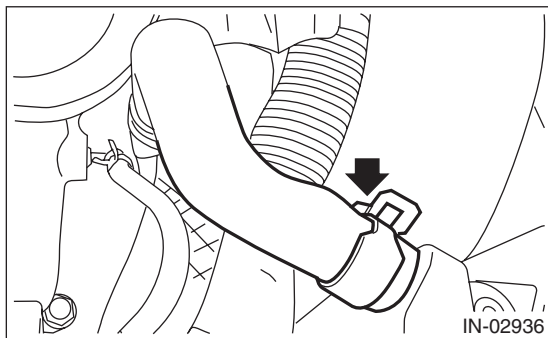
- 1) Disconnect the ground cable from battery.



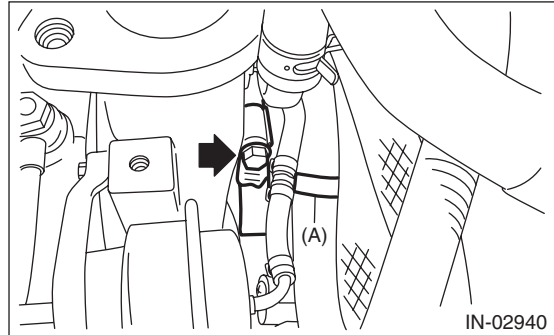
- 2) Lift up the vehicle.
3) Drain approximately 3.0 L (3.2 US qt, 2.6 Imp qt) of coolant. <Ref. to CO(w/o STI)-13, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
4) Lower the vehicle.
5) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>
6) Remove the center exhaust pipe. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>
7) Lower the vehicle.
8) Remove the joint pipe from the turbocharger.



- 9) Disconnect the engine coolant hoses from coolant filler tank.



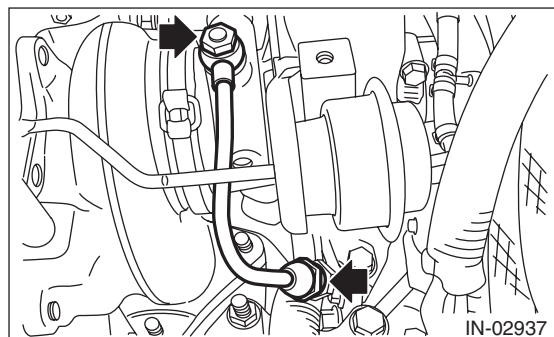
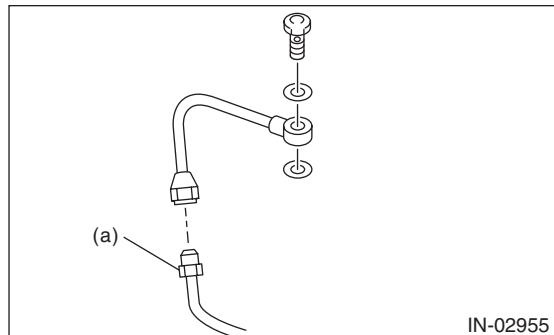
- 10) Disconnect the air control hose (A), and loosen the clamp holding the intake duct to the turbocharger.



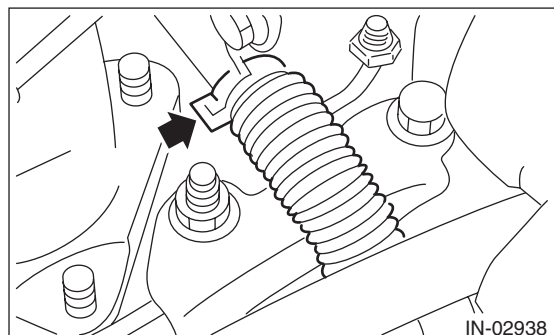
- 11) Remove the oil inlet pipe from the turbocharger.

CAUTION:

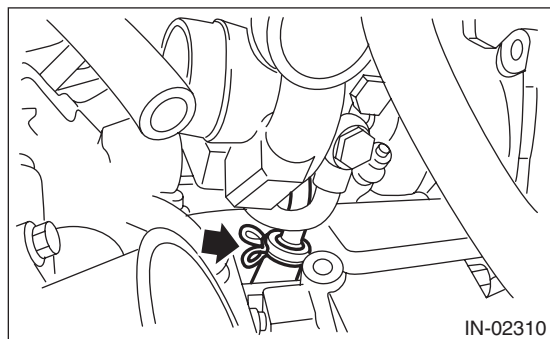
In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when loosening the oil inlet pipe flare nut, and avoid the part from rotating together while loosening the nut.



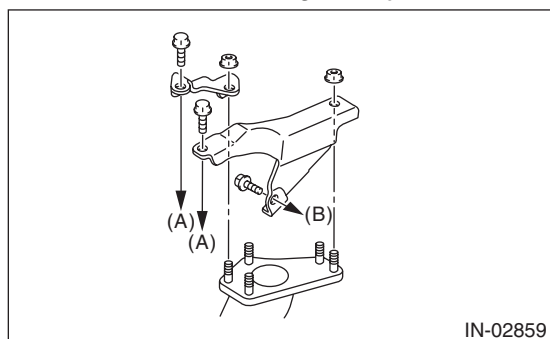
- 12) Disconnect the engine coolant hose from the water pipe.



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



14) Remove the turbocharger stay.



(A) To cylinder head RH

(B) To cylinder block RH

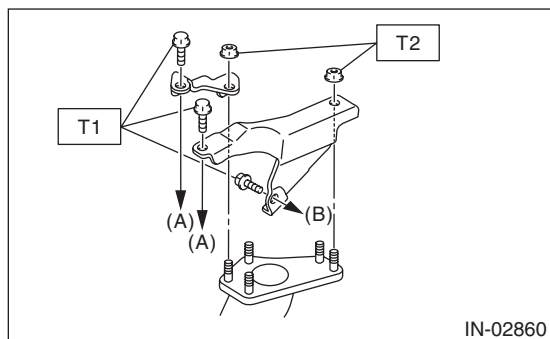
B: INSTALLATION

1) Install the turbocharger stay.

Tightening torque:

T1: 33 N·m (3.4 kgf-m, 24.3 ft-lb)

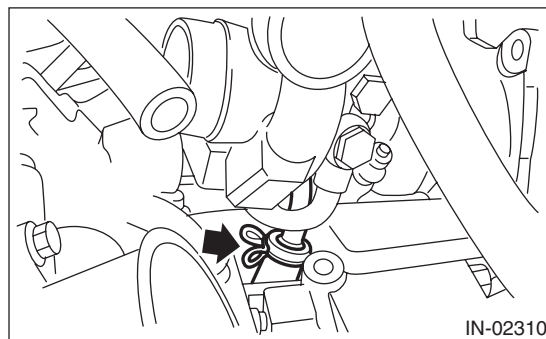
T2: 42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



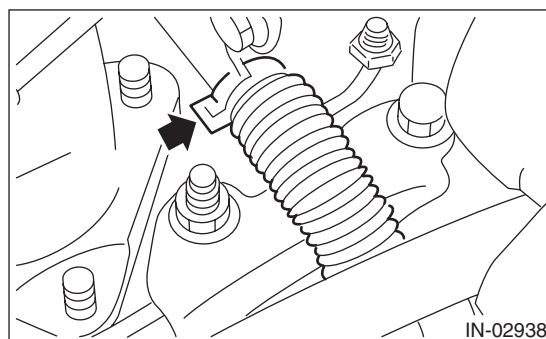
(A) To cylinder head RH

(B) To cylinder block RH

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



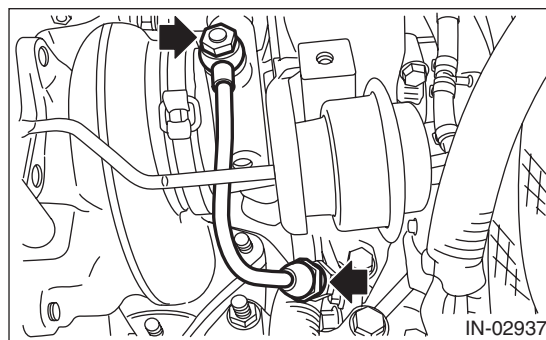
3) Connect the engine coolant hoses to the water pipe.



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

NOTE:

Use a new gasket.



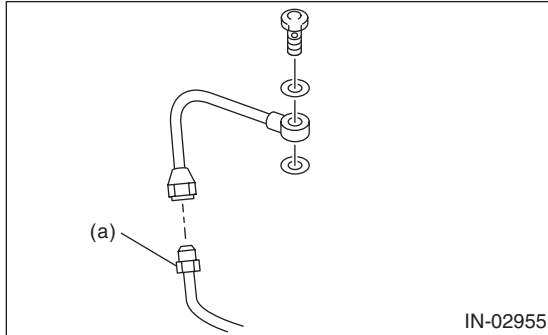
Turbocharger

INTAKE (INDUCTION)

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

CAUTION:

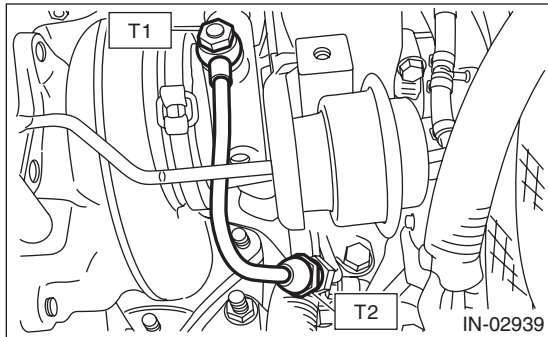
In order to prevent damaging the oil pipe on the cylinder head side, fix the section (a) shown in the figure when tightening the oil inlet pipe flare nut, and avoid the part from rotating together while tightening the nut.



Tightening torque:

T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)

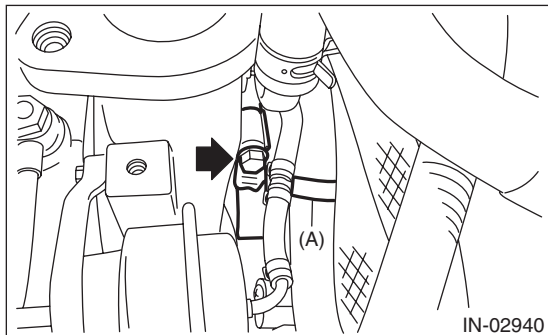
T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)



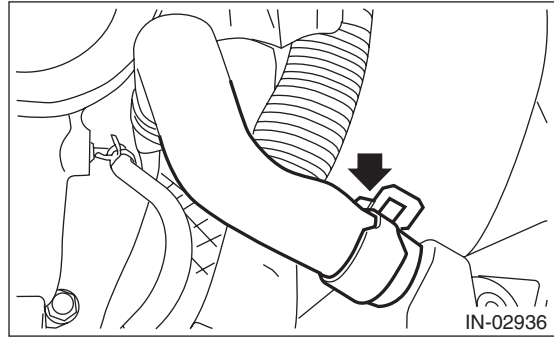
6) Connect the air control hose (A), and install the intake duct to the turbocharger.

Tightening torque:

3 N·m (0.3 kgf-m, 2.2 ft-lb)



7) Connect the engine coolant hoses to the coolant filler tank.



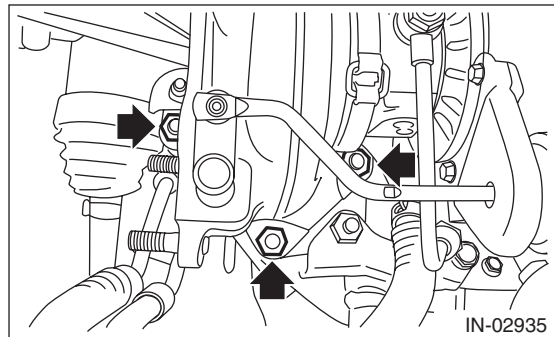
8) Install the joint pipe to turbocharger.

NOTE:

Replace the gasket with a new part.

Tightening torque:

42.5 N·m (4.3 kgf-m, 31.3 ft-lb)



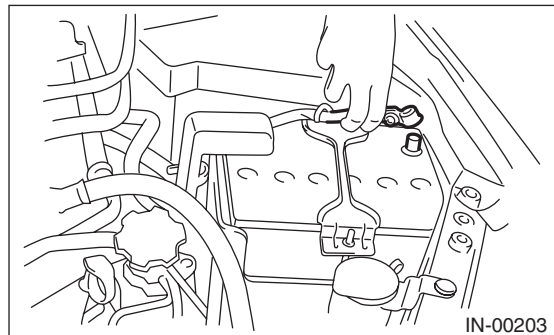
9) Lift up the vehicle.

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

11) Lower the vehicle.

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

13) Connect the battery ground terminal.

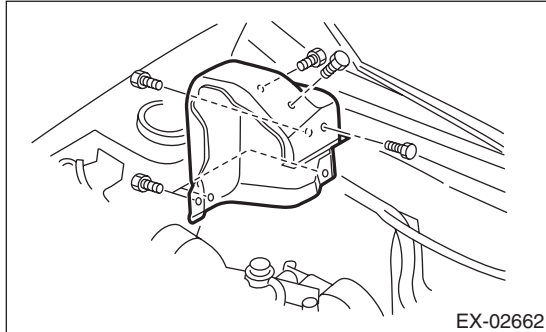


14) Fill engine coolant. <Ref. to CO(w/o STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

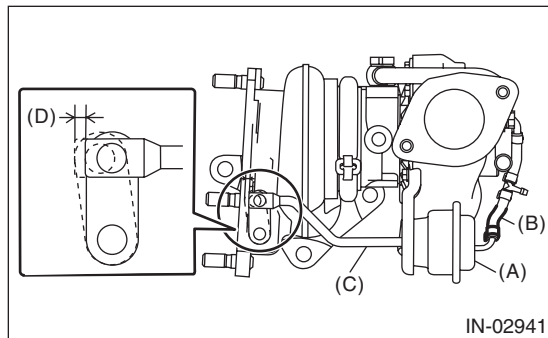
C: INSPECTION

1. WASTE GATE ACTUATOR

- 1) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>
- 2) Remove the turbocharger upper cover.



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



- (A) Waste gate actuator
- (B) Boost hose
- (C) Control rod
- (D) Control rod stroke

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

CAUTION:

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

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

Standard

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

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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

2. OTHER INSPECTIONS

- 1) Check that the turbocharger and pipe have no deformation, cracks or other damages.
- 2) Check that the hose and intake duct have no cracks, damage or loose part.
- 3) Check that there are no oil leakage or water leakage from the pipe attachment section.

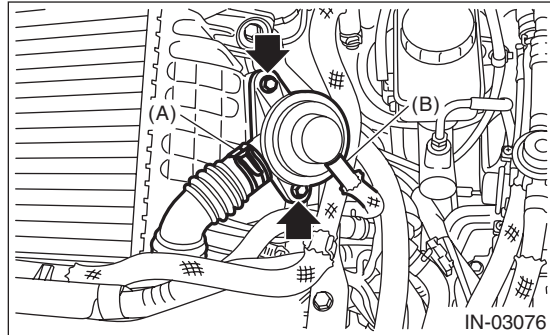
Air By-pass Valve

INTAKE (INDUCTION)

8. Air By-pass Valve

A: REMOVAL

Disconnect the air by-pass pipe (A) and vacuum hose (B) from the air by-pass valve, and remove the air by-pass valve from the intercooler.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

- Use new O-rings.
- Be careful not to pinch the O-ring.

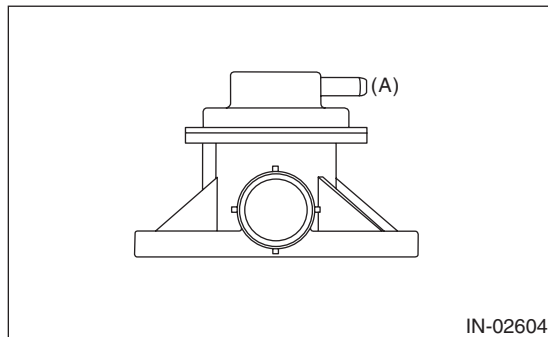
Tightening torque:

6.5 N·m (0.7 kgf·m, 4.8 ft·lb)

C: INSPECTION

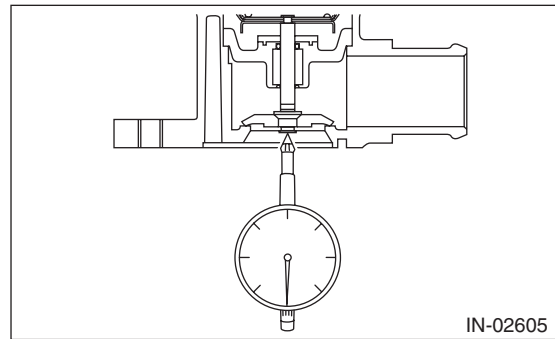
1. AIR BY-PASS VALVE

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



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

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



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

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

Standard

-53.3 — -61.3 kPa (-0.54 — -0.63 kgf/cm^2 , -7.73 — -8.89 psi)

- 6) Generate the additional negative pressure from 5), and check the pressure when dial gauge needle (valve stroke) shows 7.5 mm (0.3 in). If it is not within the standard, replace the air by-pass valve.

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

Standard

-93.4 — -108 kPa (-0.95 — -1.10 kgf/cm^2 , -13.5 — -15.7 psi)

2. OTHER INSPECTIONS

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

MECHANICAL

ME(w/o STI)

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1. General Description

A: SPECIFICATION

Specifications for models other than STI are included in the LU (STI) section. <Ref. to LU(STI)-2, General Description.>

SPEED CONTROL SYSTEMS

SP(w/o STI)

	Page
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General Description

MECHANICAL

1. General Description

A: SPECIFICATION

Engine	Model			2.5 L		
	Cylinder arrangement			Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine		
	Valve system mechanism			Belt driven, double overhead camshaft, 4-valve/cylinder		
	Bore × Stroke			mm (in)		
	Displacement			cm ³ (cu in)		
	Compression ratio			8.4		
	Compression pressure (at 200 — 300 rpm)		kPa (kg/cm ² , psi)	Standard	981 — 1,177 (10 — 12, 142 — 171)	
	Number of piston rings			Pressure ring: 2, Oil ring: 1		
	Intake valve timing		Open	Max. retard	ATDC 5°	
				Min. advance	BTDC 35°	
			Close	Max. retard	ABDC 65°	
				Min. advance	ABDC 25°	
	Exhaust valve timing		Open		BBDC 55°	
			Close		ATDC 5°	
	Valve clearance		Inspection value	Intake	0.20 ^{+0.04} _{-0.06} (0.0079 ^{+0.0016} _{-0.0024})	
				Exhaust	0.35±0.05 (0.0138±0.0020)	
			Adjustment value	Intake	0.20 ^{+0.01} _{-0.03} (0.0079 ^{+0.0004} _{-0.0012})	
Exhaust				0.35±0.02 (0.0138±0.0008)		
Idle speed (Gear shift lever is in neutral)		rpm	No load	Standard	700±100	
			A/C ON	Standard	750±100	
Ignition order			1 → 3 → 2 → 4			
Ignition timing			BTDC/rpm	Standard	12°±10°/700	

General Description

MECHANICAL

NOTE:

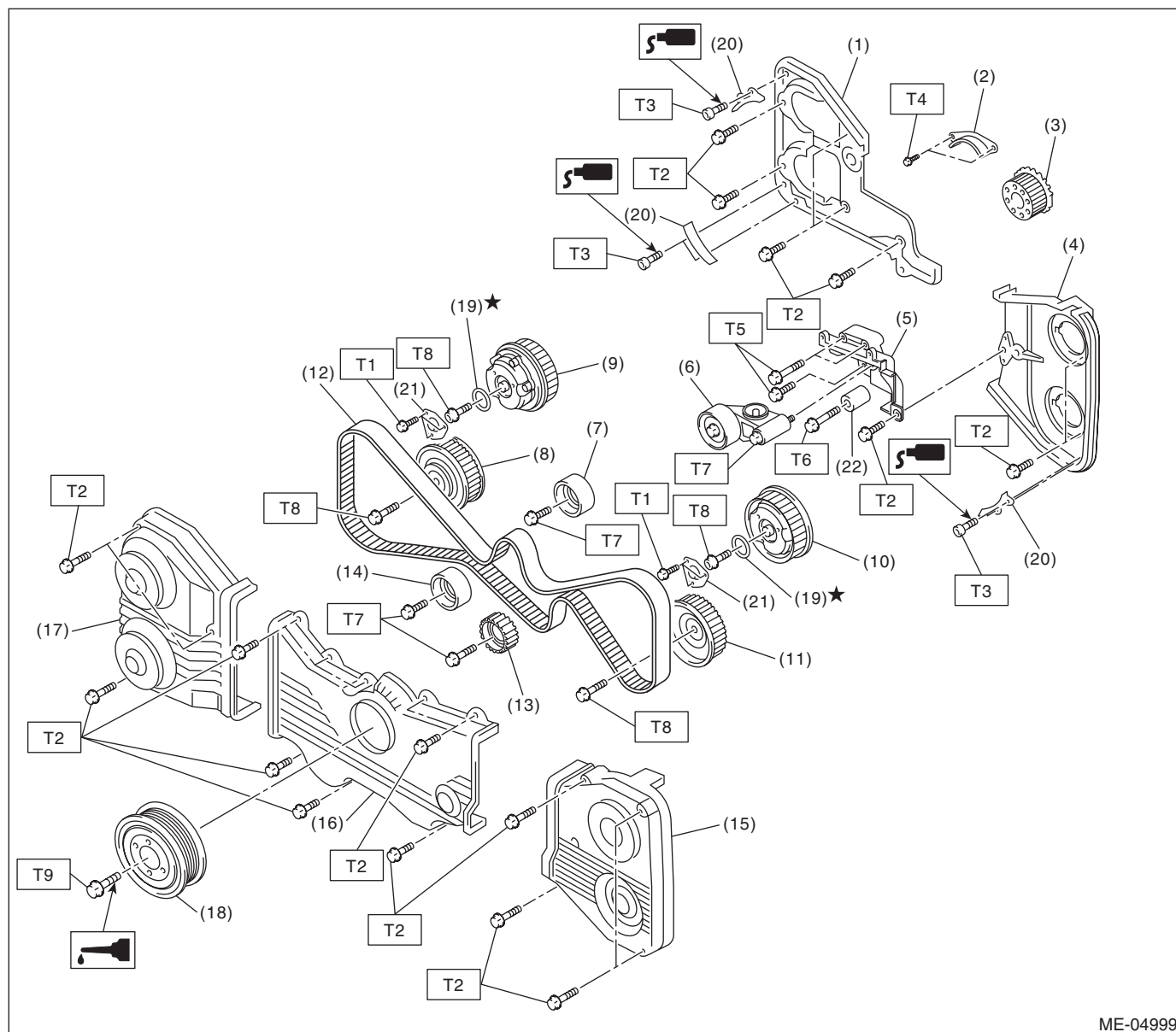
OS: Oversize US: Undersize

Belt tension adjuster	Adjuster rod protrusion amount			mm (in)	5.2 — 6.2 (0.205 — 0.244)	
Camshaft	Bending limit			mm (in)	0.020 (0.00079)	
	Cam lobe height	mm (in)	Intake	Standard	46.55 — 46.65 (1.833 — 1.837)	
			Exhaust	Standard	46.75 — 46.85 (1.841 — 1.844)	
	Cam base circle diameter			mm (in)	Standard	37.0 (1.457)
	Journal O.D.	mm (in)	Front	Standard	37.946 — 37.963 (1.4939 — 1.4946)	
			Center, rear	Standard	29.946 — 29.963 (1.1790 — 1.1796)	
	Oil clearance			mm (in)	Standard	0.037 — 0.072 (0.0015 — 0.0028)
Thrust clearance			mm (in)	Standard	0.068 — 0.116 (0.0027 — 0.0047)	
Cylinder head	Warping limit (mating surface with cylinder block)			mm (in)	0.035 (0.0014)	
	Grinding limit			mm (in)	0.3 (0.012)	
	Standard height			mm (in)	127.5 (5.02)	
Valve seat	Seating angle between valve and valve seat				90°	
	Contacting width between valve and valve seat	mm (in)	Intake	Standard	0.6 — 1.4 (0.024 — 0.055)	
			Exhaust	Standard	1.2 — 1.8 (0.047 — 0.071)	
Valve guide	Clearance between the valve guide and valve stem	mm (in)	Intake	Standard	0.030 — 0.057 (0.0012 — 0.0022)	
			Exhaust	Standard	0.040 — 0.067 (0.0016 — 0.0026)	
	Inside diameter			mm (in)	6.000 — 6.012 (0.2362 — 0.2367)	
	Valve stem outer diameters	mm (in)	Intake		5.955 — 5.970 (0.2344 — 0.2350)	
			Exhaust		5.945 — 5.960 (0.2341 — 0.2346)	
	Valve guide protrusion amount			mm (in)	15.8 — 16.2 (0.622 — 0.638)	
Valve	Head edge thickness	mm (in)	Intake	Standard	1.0 — 1.4 (0.039 — 0.055)	
			Exhaust	Standard	1.3 — 1.7 (0.051 — 0.067)	
	Overall length	mm (in)	Intake		104.4 (4.110)	
			Exhaust		104.65 (4.1201)	
Valve spring	Free length			mm (in)	47.32 (1.863)	
	Tension/spring height	N (kgf, lb)/mm (in)	Set	205 — 235 (20.9 — 24.0, 46.1 — 52.8)/36.0 (1.417)		
			Lift	426 — 490 (43.4 — 50.0, 95.8 — 110)/26.50 (1.043)		
	Squareness			2.5°, 2.1 mm (0.083 in) or less		
Valve lifter	Outer diameter		mm (in)	Standard	34.959 — 34.975 (1.3763 — 1.3770)	
	Valve lifter mating surface inner diameter		mm (in)	Standard	34.994 — 35.016 (1.3777 — 1.3786)	
	Valve lifter and valve lifter mating surface clearance		mm (in)	Standard	0.019 — 0.057 (0.0007 — 0.0022)	
Cylinder block	Warping limit (mating surface with cylinder head)			mm (in)	0.025 (0.0098)	
	Grinding limit			mm (in)	0.1 (0.004)	
	Standard height			mm (in)	201.0 (7.91)	
	Cylindricity		mm (in)	Limit	0.015 (0.0006)	
	Out-of-roundness		mm (in)	Limit	0.010 (0.0004)	
	Clearance between cylinder and piston at 20°C (68°F)		mm (in)	Standard	−0.010 — 0.010 (−0.00039 — 0.00039)	
	Cylinder inner diameter boring limit (diameter)			mm (in)	To 100.005 (3.9372)	

General Description

MECHANICAL

Piston	Piston grade point			mm (in)	38.2 (1.50)	
	Outer diameter	mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)	
				B	99.495 — 99.505 (3.9171 — 3.9175)	
			0.25 (0.0098) OS		99.745 — 99.765 (3.9270 — 3.9278)	
			0.50 (0.0197) OS		99.995 — 100.015 (3.9368 — 3.9376)	
Piston pin	Degree of fit			Piston pin must be fitted into position with thumb at 20°C (68°F).		
	Clearance between piston pin hole and piston pin		mm (in)	Standard	0.004 — 0.008 (0.0002 — 0.0003)	
Piston ring	Piston ring gap	mm (in)	Top ring	Standard	0.20 — 0.25 (0.0079 — 0.0098)	
			Second ring	Standard	0.37 — 0.52 (0.015 — 0.0203)	
			Oil ring	Standard	0.20 — 0.50 (0.0079 — 0.0197)	
	Clearance between piston ring and piston ring groove	mm (in)	Top ring	Standard	0.040 — 0.080 (0.0016 — 0.0031)	
			Second ring	Standard	0.030 — 0.070 (0.0012 — 0.0028)	
Connecting rod and connecting rod bearing	Bend or twist per 100 mm (3.94 in) in length		mm (in)	Limit	0.10 (0.0039)	
	Thrust clearance		mm (in)	Standard	0.070 — 0.330 (0.0028 — 0.0130)	
	Oil clearance		mm (in)	Standard	0.017 — 0.045 (0.0007 — 0.0018)	
	Bearing size (Thickness at center)	mm (in)	Standard		1.490 — 1.506 (0.0587 — 0.0593)	
			0.03 (0.0012) US		1.504 — 1.512 (0.0592 — 0.0595)	
			0.05 (0.0020) US		1.514 — 1.522 (0.0596 — 0.0599)	
			0.25 (0.0098) US		1.614 — 1.622 (0.0635 — 0.0639)	
Bushing of small end	Clearance between piston pin and bushing		mm (in)	Standard	0 — 0.022 (0 — 0.0009)	
Crankshaft and crankshaft bearing	Bending limit			mm (in)	0.035 (0.0014)	
	Crank pin	Cylindricity	mm (in)	Limit	0.006 (0.0002)	
		Out-of-roundness	mm (in)	Limit	0.005 (0.0002)	
		Grinding limit (dia.)		mm (in)	To 51.750 (2.0374)	
	Crank journal	Cylindricity	mm (in)	Limit	0.006 (0.0002)	
		Out-of-roundness	mm (in)	Limit	0.005 (0.0002)	
		Grinding limit (dia.)		mm (in)	To 59.758 (2.3527)	
	Crank pin outer diameter	mm (in)	Standard		51.976 — 52.000 (2.0463 — 2.0472)	
			0.03 (0.0012) US		51.954 — 51.970 (2.0454 — 2.0461)	
			0.05 (0.0020) US		51.934 — 51.950 (2.0447 — 2.0453)	
			0.25 (0.0098) US		51.734 — 51.750 (2.0368 — 2.0374)	
	Crank journal outer diameter	mm (in)	Standard		59.984 — 60.008 (2.3616 — 2.3625)	
			0.03 (0.0012) US		59.962 — 59.978 (2.3607 — 2.3613)	
			0.05 (0.0020) US		59.942 — 59.958 (2.3599 — 2.3605)	
			0.25 (0.0098) US		59.742 — 59.758 (2.3520 — 2.3527)	
	Bearing size (Thickness at center)	#1, #3	mm (in)	Standard		1.998 — 2.015 (0.0787 — 0.0793)
				0.03 (0.0012) US		2.017 — 2.020 (0.0794 — 0.0795)
				0.05 (0.0020) US		2.027 — 2.030 (0.0798 — 0.0799)
				0.25 (0.0098) US		2.127 — 2.130 (0.0837 — 0.0839)
		#2, #4, #5	mm (in)	Standard		2.000 — 2.017 (0.0787 — 0.0794)
				0.03 (0.0012) US		2.019 — 2.022 (0.0795 — 0.0796)
				0.05 (0.0020) US		2.029 — 2.032 (0.0799 — 0.0800)
				0.25 (0.0098) US		2.129 — 2.132 (0.0838 — 0.0839)
	Thrust clearance		mm (in)	Standard	0.030 — 0.115 (0.0012 — 0.0045)	
	Oil clearance		mm (in)	Standard	0.010 — 0.030 (0.0004 — 0.0012)	

B: COMPONENT**1. TIMING BELT**

ME-04999

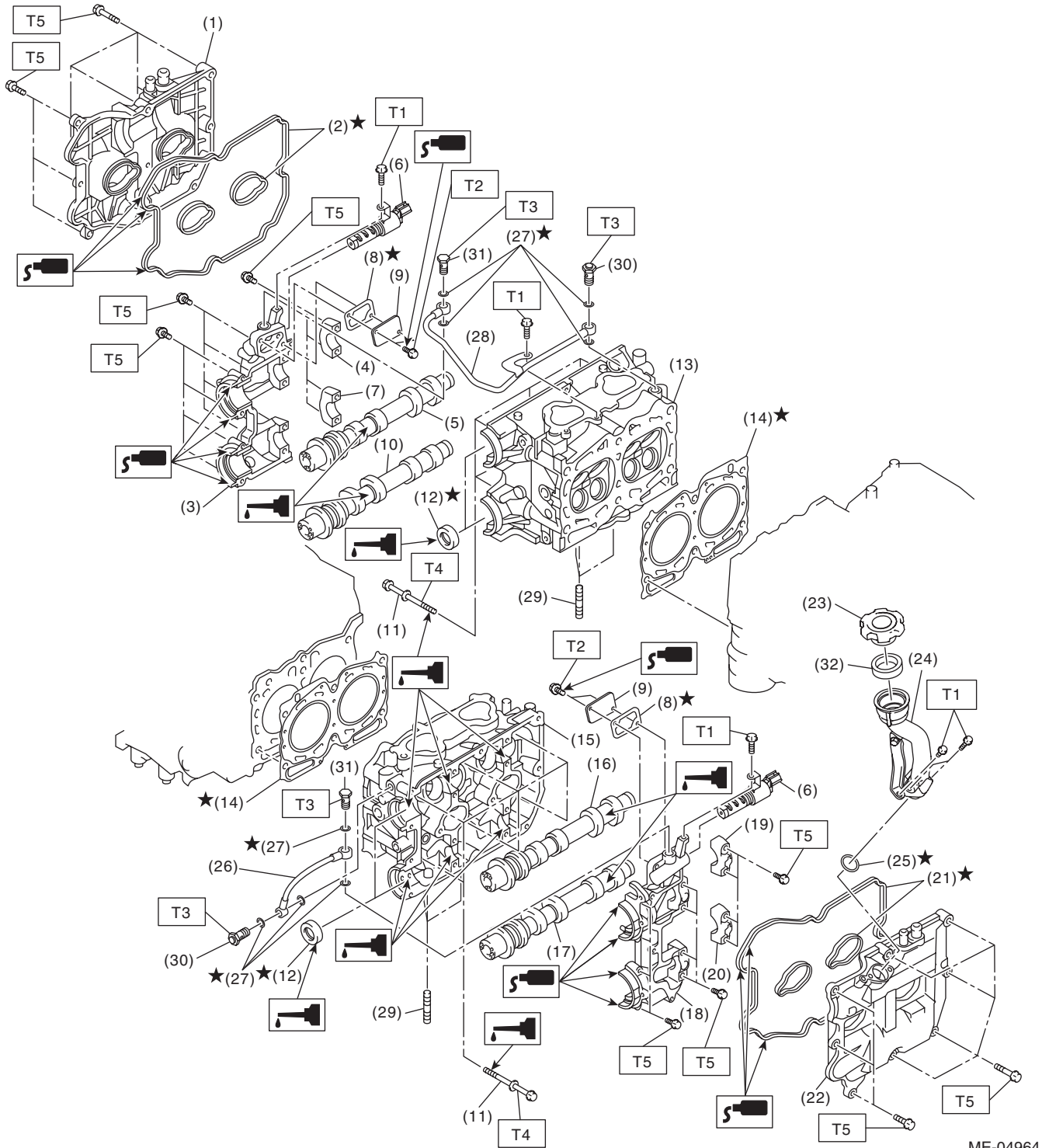
(1) Timing belt cover No. 2 RH	(12) Timing belt
(2) Timing belt guide	(13) Belt idler No. 2
(3) Crank sprocket	(14) Belt idler
(4) Timing belt cover No. 2 LH	(15) Timing belt cover LH
(5) Tensioner bracket	(16) Front belt cover
(6) Automatic belt tension adjuster ASSY	(17) Timing belt cover RH
(7) Belt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

Tightening torque: N·m (kgf·m, ft·lb)**T1: 3.4 (0.3, 2.5)****T2: 5 (0.5, 3.7)****T3: 6.4 (0.7, 4.7)****T4: 9.75 (1.0, 7.2)****T5: 24.5 (2.5, 18.1)****T6: 25 (2.5, 18.4)****T7: 39 (4.0, 28.8)****T8: <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>****T9: <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>**

General Description

MECHANICAL

2. CYLINDER HEAD AND CAMSHAFT



General Description

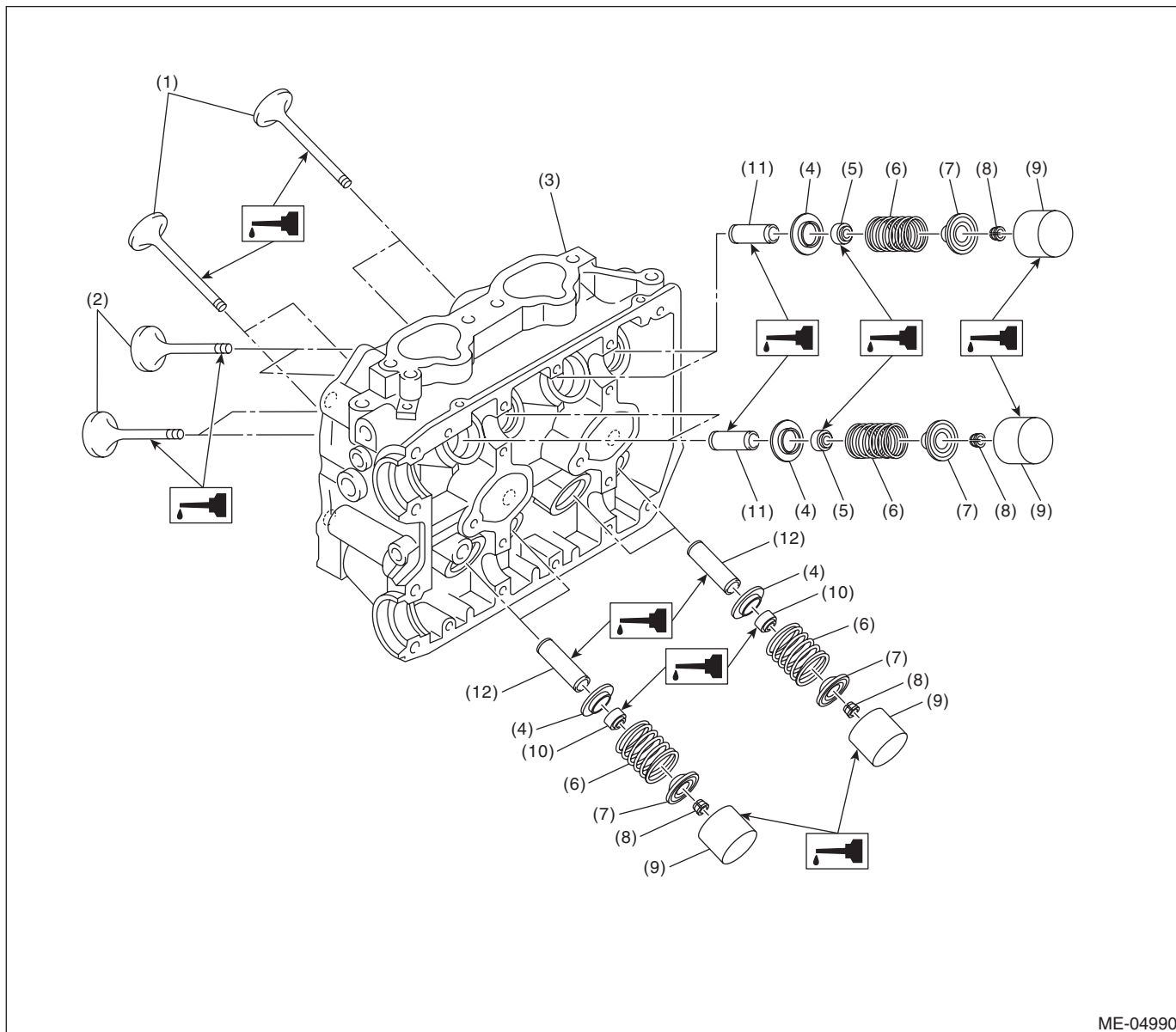
MECHANICAL

(1) Rocker cover RH	(14) Cylinder head gasket	(27) Gasket
(2) Rocker cover gasket RH	(15) Cylinder head LH	(28) Oil pipe RH
(3) Front camshaft cap RH	(16) Intake camshaft LH	(29) Stud bolt
(4) Intake camshaft cap RH	(17) Exhaust camshaft LH	(30) Union bolt with filter (with protrusion)
(5) Intake camshaft RH	(18) Front camshaft cap LH	(31) Union bolt without filter (without protrusion)
(6) Oil flow control solenoid valve	(19) Intake camshaft cap LH	(32) Gasket
(7) Exhaust camshaft cap RH	(20) Exhaust camshaft cap LH	
(8) Gasket	(21) Rocker cover gasket LH	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(9) Oil return cover	(22) Rocker cover LH	<i>T1: 6.4 (0.7, 4.7)</i>
(10) Exhaust camshaft RH	(23) Oil filler cap	<i>T2: 9 (0.9, 6.6)</i>
(11) Cylinder head bolt	(24) Oil filler duct	<i>T3: 29 (3.0, 21.4)</i>
(12) Oil seal	(25) O-ring	<i>T4: <Ref. to ME(w/o STI)-68, INSTALLATION, Cylinder Head.></i>
(13) Cylinder head RH	(26) Oil pipe LH	<i>T5: <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.></i>

General Description

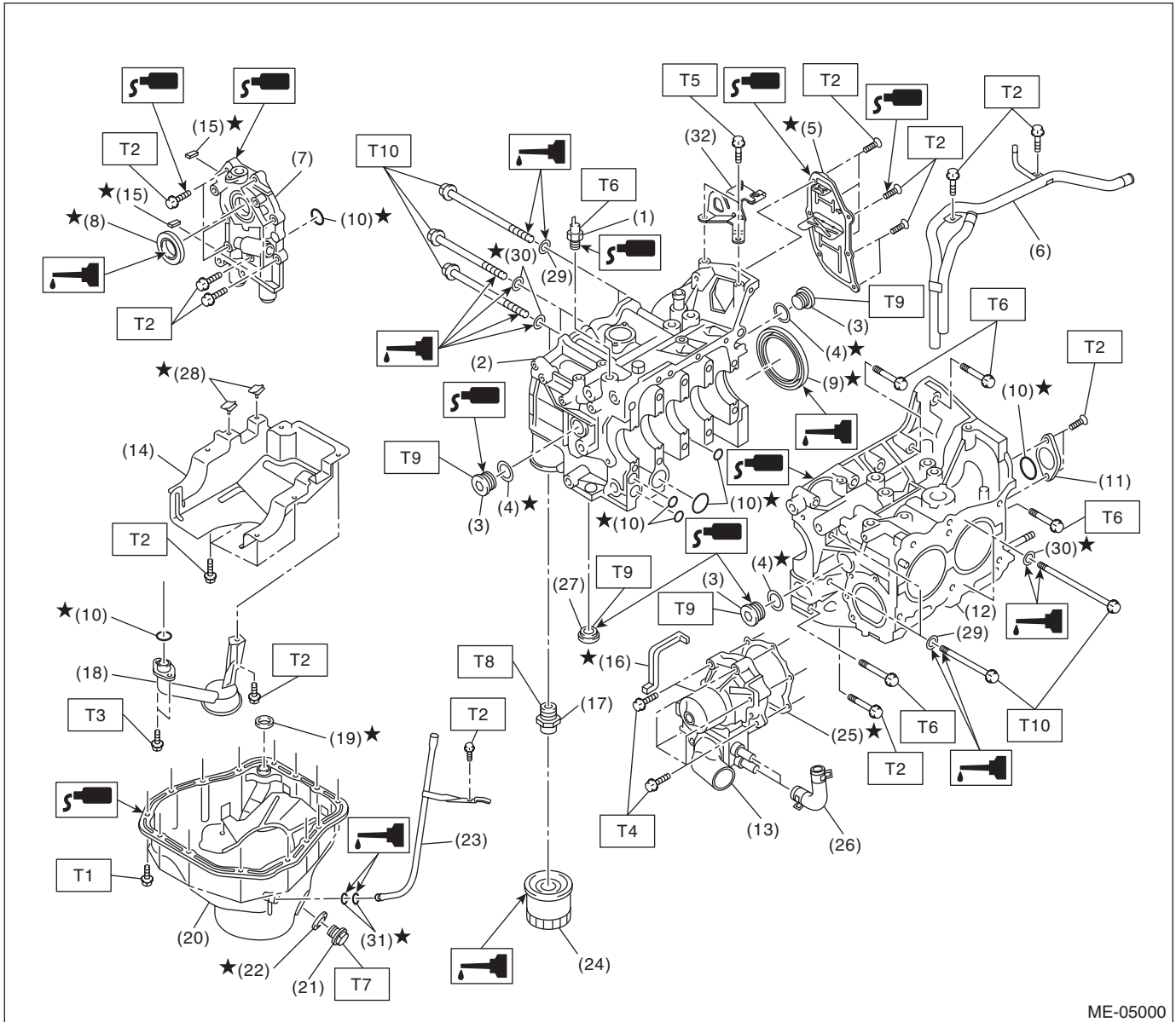
MECHANICAL

3. CYLINDER HEAD AND VALVE ASSEMBLY



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

4. CYLINDER BLOCK



ME-05000

General Description

MECHANICAL

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

Tightening torque: N·m (kgf-m, ft-lb)

T1: 5 (0.5, 3.7)

T2: 6.4 (0.7, 4.7)

T3: 10 (1.0, 7.2)

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

T5: 16 (1.6, 11.8)

T6: 25 (2.5, 18.4)

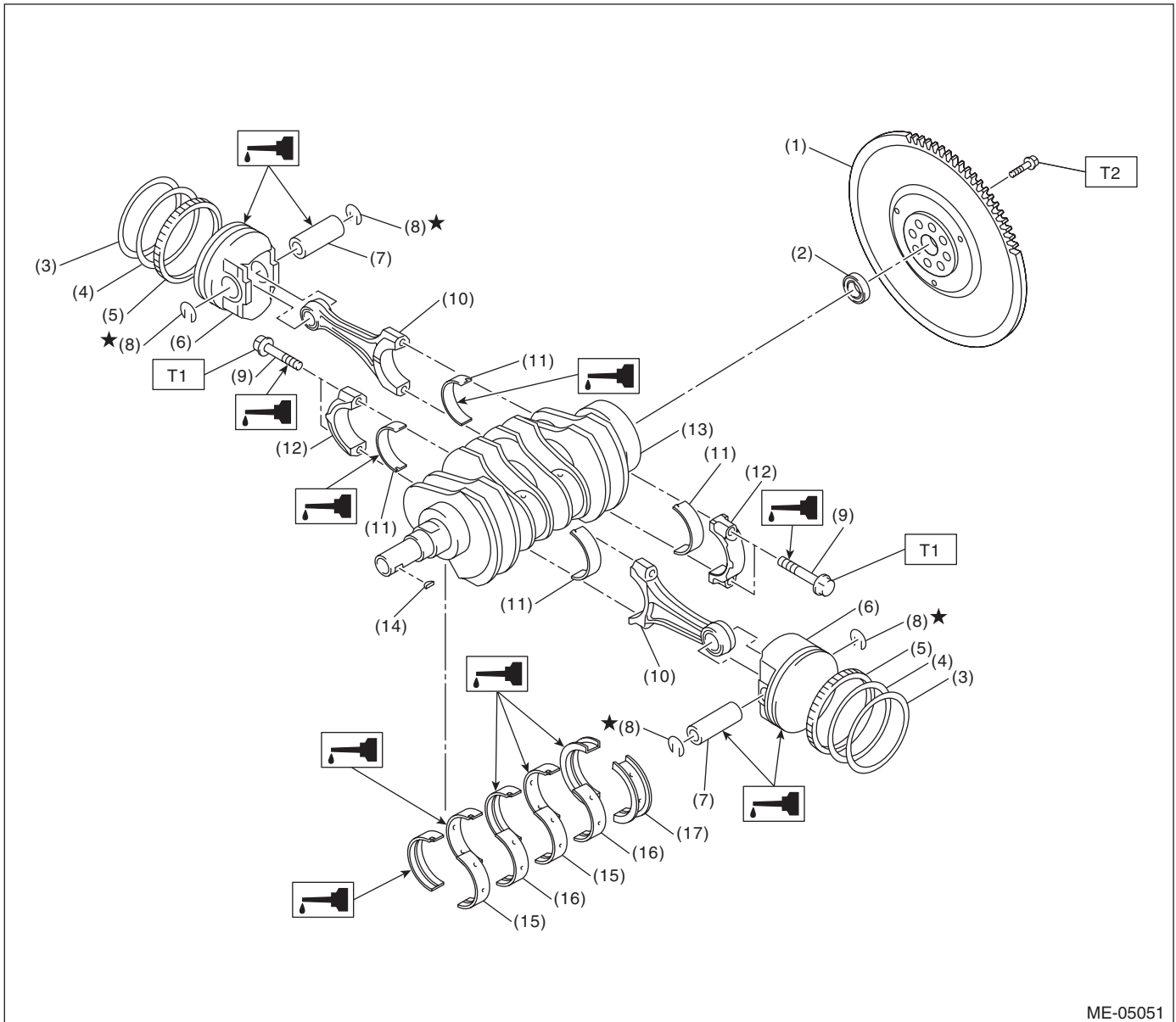
T7: 44 (4.5, 32.5)

T8: 45 (4.6, 33.2)

T9: 70 (7.1, 51.6)

***T10: <Ref. to ME(w/o STI)-81,
INSTALLATION, Cylinder
Block.>***

5. CRANKSHAFT AND PISTON



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

Tightening torque: N·m (kgf-m, ft-lb)

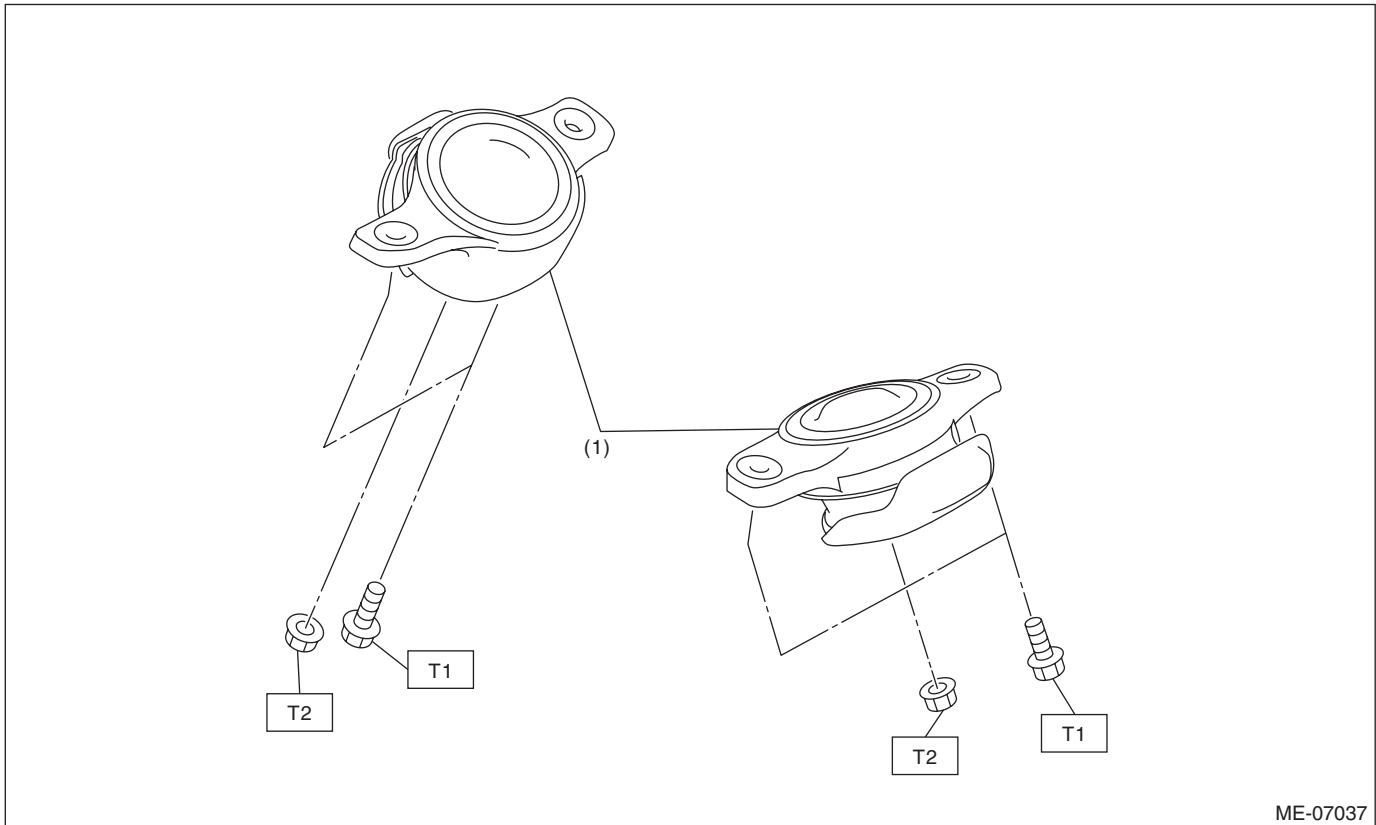
T1: 52 (5.3, 38.4)

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

General Description

MECHANICAL

6. ENGINE MOUNTING



(1) Front cushion rubber

Tightening torque: N·m (kgf-m, ft-lb)

T1: 35 (3.6, 25.8)

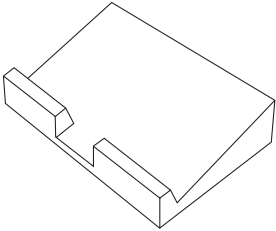
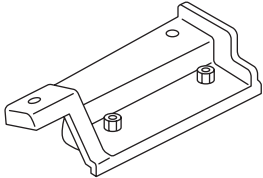
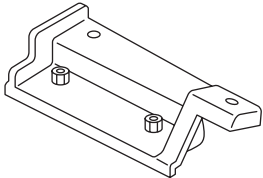
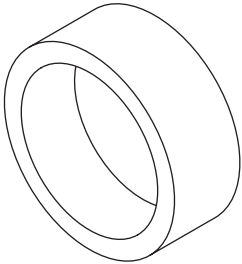
T2: 45 (4.6, 33.2)

C: CAUTION

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

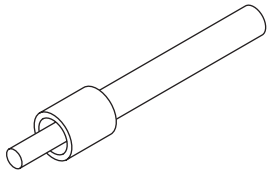
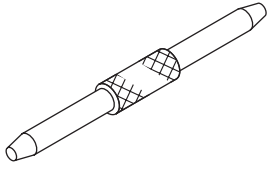
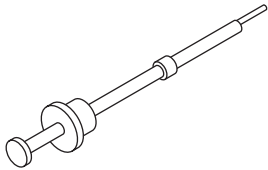
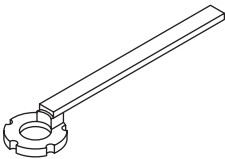
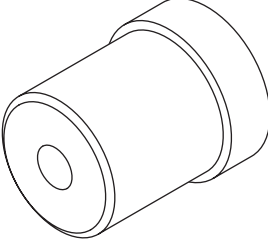
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498267600	498267600	CYLINDER HEAD TABLE	- Used for replacing valve guides. - Used for removing and installing valve spring.
 ST-498457000	498457000	ENGINE STAND ADAPTER RH	Used together with ENGINE STAND (499817100).
 ST-498457100	498457100	ENGINE STAND ADAPTER LH	Used together with ENGINE STAND (499817100).
 ST-498747300	498747300	PISTON GUIDE	Used for installing the piston into the cylinder.

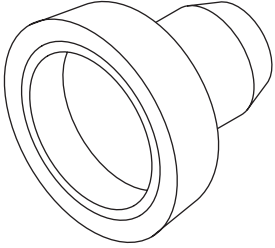
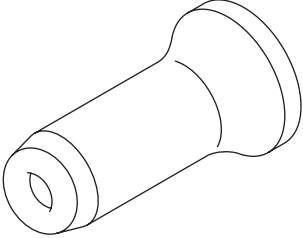
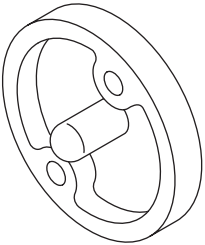
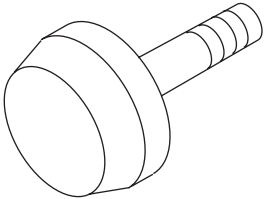
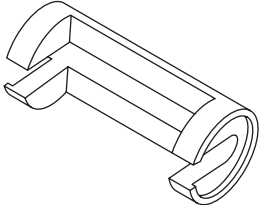
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498857100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake valve guide oil seals and exhaust valve guide oil seals.
 ST-499017100	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST-499097700	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing exhaust cam sprocket.
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.

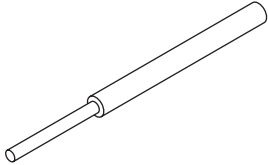
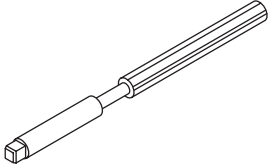
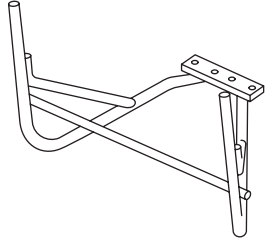
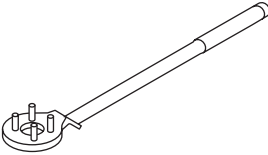
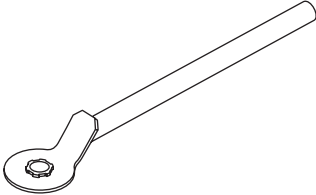
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	- Used for installing crankshaft oil seal. - Used together with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499587600	499587600	OIL SEAL INSTALLER	Used for installing the camshaft oil seal.
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	- Used for installing crankshaft oil seal. - Used together with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499597200	499597200	OIL SEAL GUIDE	- Used for installing the camshaft oil seal. - Used together with OIL SEAL INSTALLER (499587600).
 ST-499718000	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.

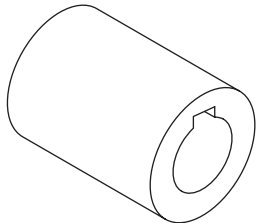
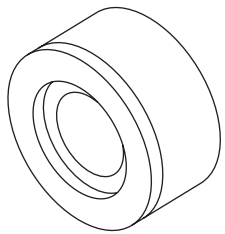
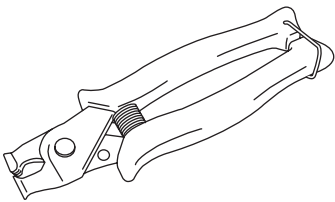
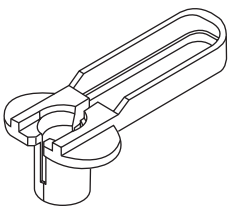
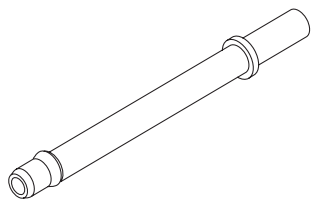
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499767200	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499767400	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499817100	499817100	ENGINE STAND	• Used for disassembling and assembling engine. • Used together with ENGINE STAND ADAPTER RH (498457000) & LH (498457100).
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for removing and installing the crank pulley.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing intake cam sprocket.

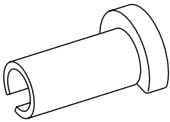
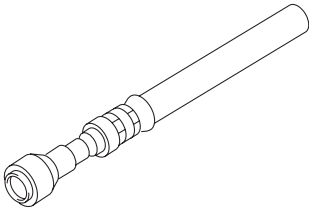
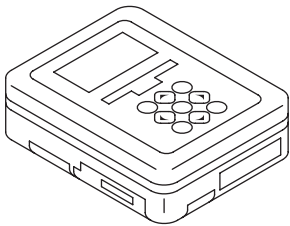
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST18251AA020	18251AA020	VALVE GUIDE ADJUSTER	Used for installing intake valve guides and exhaust valve guides.
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This tool is made by the French company CAIL-LAU. (code) 54.0.000.205 To make it easier to obtain, it has been provided with a tool number.
 ST18371AA000	18371AA000	CONNECTOR REMOVER	Used for disconnecting the quick connector on the fuel return hose side of the engine compartment (intake manifold).
 ST18471AA000	18471AA000	FUEL PIPE ADAPTER	Used for inspecting the fuel pressure.

General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST42099AE000	42099AE000	QUICK CONNEC-TOR RELEASE	Used for removing the quick connector.
 ST42075AG690	42075AG690	FUEL HOSE	Used for inspecting the fuel pressure. NOTE: This is the SUBARU genuine part.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for various inspections.

2. GENERAL TOOL

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

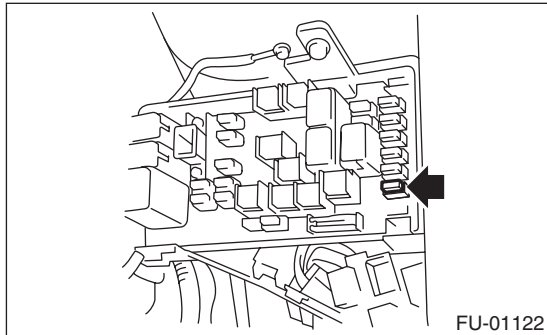
2. Compression

A: INSPECTION

CAUTION:

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

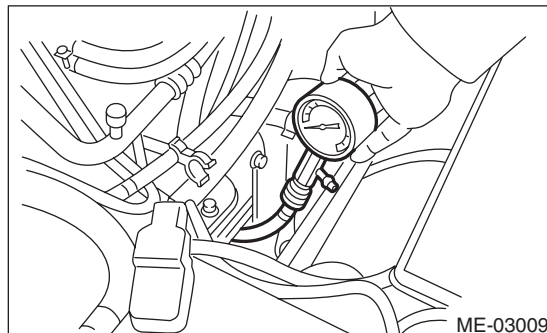
- 1) After warming-up the engine, turn the ignition switch to OFF.
- 2) Make sure that the battery is fully charged.
- 3) Remove the fuse of fuel pump from main fuse box.



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

NOTE:

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



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

NOTE:

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

Compression (fully open throttle):

Standard

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

Difference between cylinders

49 kPa (0.5 kgf/cm², 7 psi) or less

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

3. Idle Speed

A: INSPECTION

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

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

2) Warm up the engine.

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

NOTE:

- Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted.
- If idle speed is out of standard, refer to the General Diagnosis Table under “Engine Control System”. <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>

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

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

Standard

700±100 rpm

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

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

Standard

750±100 rpm

4. Ignition Timing

A: INSPECTION

CAUTION:

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

1. METHOD WITH SUBARU SELECT MONITOR

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

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

2) Warm up the engine.

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

NOTE:

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

Ignition timing [BTDC/rpm]:

Standard

$12^{\circ} \pm 10^{\circ} / 700$

2. METHOD WITH TIMING LIGHT

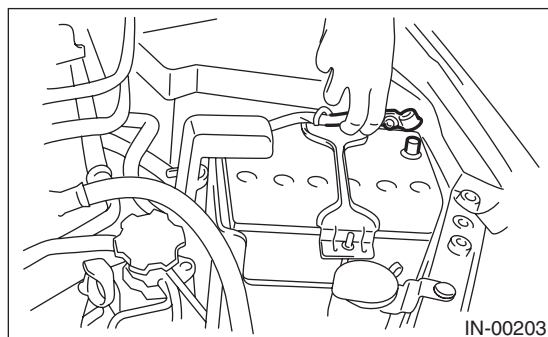
1) Before checking the ignition timing, check the following item:

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

2) Warm up the engine.

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

4) Disconnect the ground cable from battery.



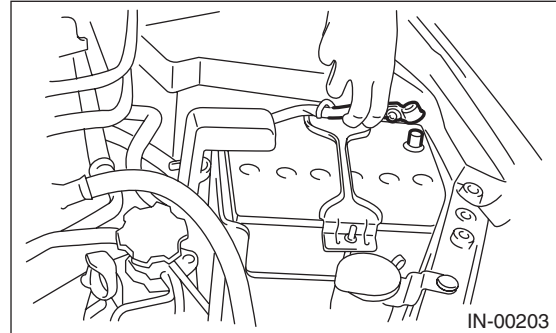
5) Remove the air intake duct. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>

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

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

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

9) Connect the battery ground terminal.



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

NOTE:

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

Ignition timing [BTDC/rpm]:

Standard

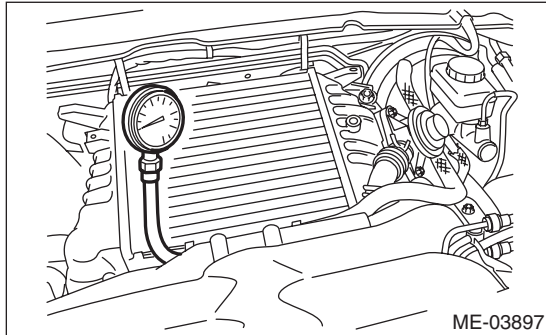
$12^{\circ} \pm 10^{\circ} / 700$

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

5. Intake Manifold Vacuum

A: INSPECTION

- 1) Warm up the engine.
- 2) Remove the intercooler. <Ref. to IN(w/o STI)-12, REMOVAL, Intercooler.>
- 3) Disconnect the brake booster vacuum hose from the intake manifold, and attach the vacuum gauge.



- 4) Install the intercooler. <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>
- 5) Keep the engine at idle speed and read the vacuum gauge indication.

NOTE:

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

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

Standard

–70.6 kPa (–530 mmHg, –20.85 inHg) or more

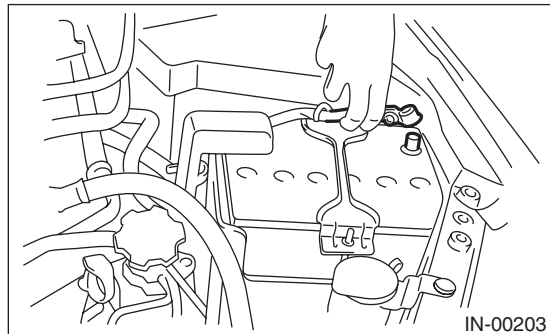
- 6) After inspection, install the related parts in the reverse order of removal.

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

6. Engine Oil Pressure

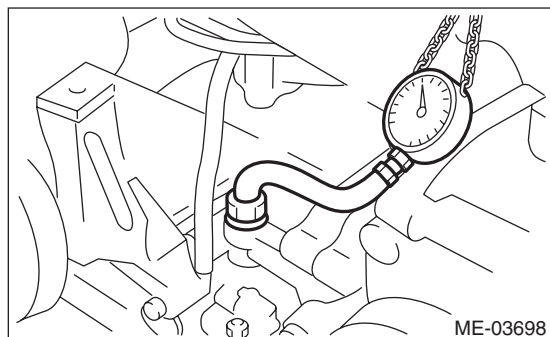
A: INSPECTION

1) Disconnect the ground cable from battery.

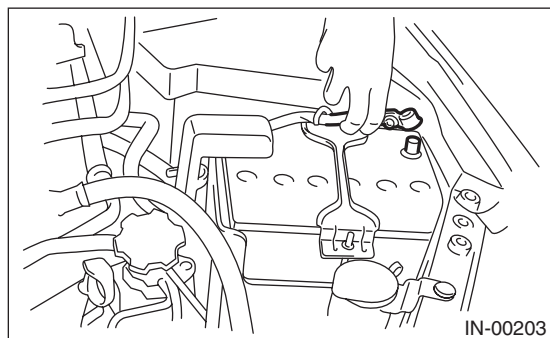


2) Remove the oil pressure switch. <Ref. to LU(STI)-22, REMOVAL, Oil Pressure Switch.>

3) Install the oil pressure gauge to cylinder block.



4) Connect the battery ground terminal.



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

NOTE:

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

Engine oil pressure:

Standard

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

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

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

7. Fuel Pressure

A: INSPECTION

CAUTION:

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

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

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

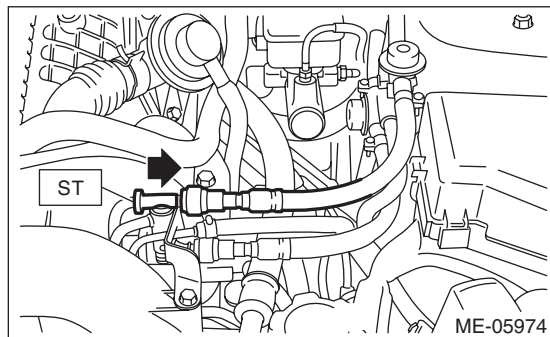
3) Disconnect the fuel delivery hose from the fuel delivery pipe, and connect the fuel pressure gauge.

CAUTION:

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

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

ST 42099AE000 QUICK CONNECTOR RELEASE



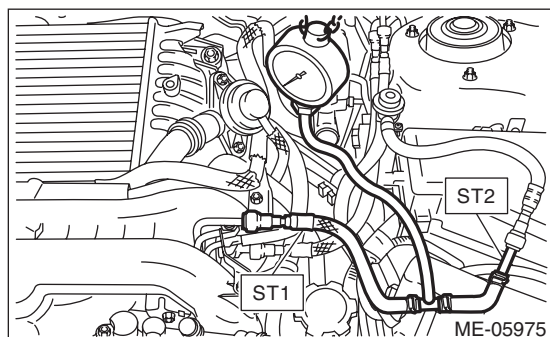
(2) Connect the fuel pressure gauge with ST1 and ST2.

NOTE:

ST1 is a SUBARU genuine part.

ST1 42075AG690 FUEL HOSE

ST2 18471AA000 FUEL PIPE ADAPTER



4) Start the engine.

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

NOTE:

• The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.

• If the fuel pressure is out of specification, check or replace the fuel pump, fuel line, pressure regulator and pressure regulator vacuum hose.

Fuel pressure:

Standard

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

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

NOTE:

• The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.

• If the fuel pressure is out of specification, check or replace the fuel pump, fuel line, pressure regulator and pressure regulator vacuum hose.

Fuel pressure:

Standard

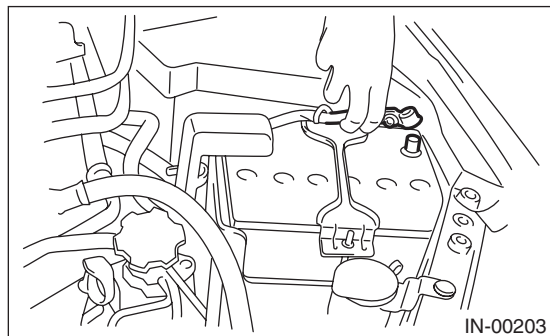
230 — 260 kPa (2.4 — 2.7 kgf/cm², 33 — 38 psi)

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

8. Valve Clearance

A: INSPECTION

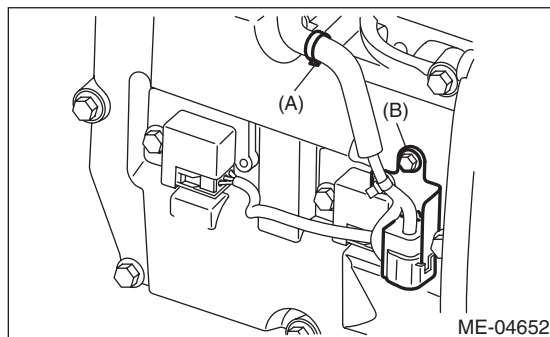
- 1) Disconnect the ground cable from battery.



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

- 3) Remove the timing belt cover RH. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>

- 4) When inspecting #1 and #3 cylinders
 - (1) Remove the clip (A) and the stay (B) which hold the engine harness to the rocker cover RH.



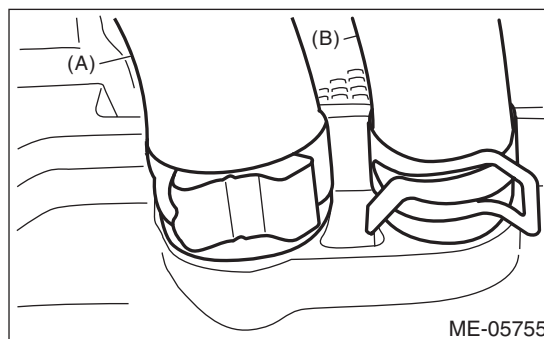
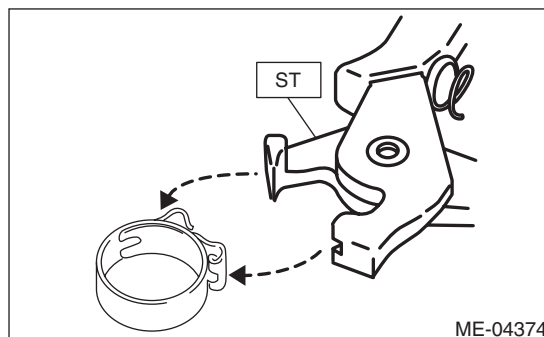
- (2) Remove the ignition coil. <Ref. to IG(w/o STI)-8, REMOVAL, Ignition Coil.>

- (3) Disconnect the PCV hose (A) and PCV hose assembly (B) from the rocker cover RH.

NOTE:

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

ST 18353AA000 CLAMP PLIERS

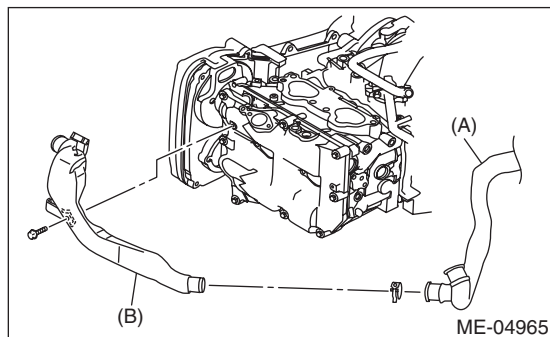


- (4) Remove the rocker cover RH.

Valve Clearance

MECHANICAL

- 5) When inspecting #2 and #4 cylinders
- (1) Remove the secondary air pump. <Ref. to EC(w/o STI)-29, REMOVAL, Secondary Air Pump.>
 - (2) Remove the air duct B (B) from the rocker cover LH and the air duct A (A).

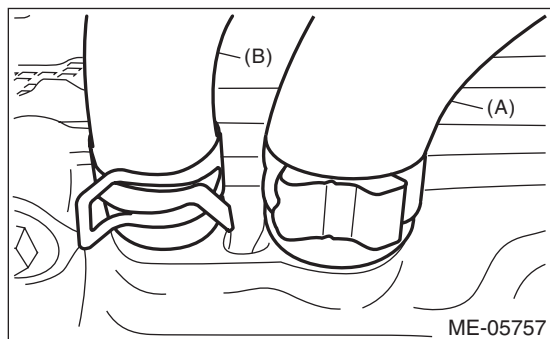
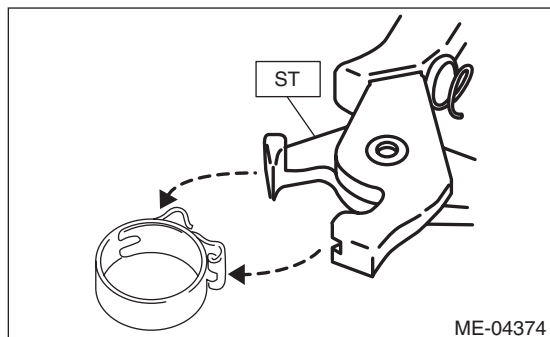


- (3) Remove the ignition coil. <Ref. to IG(w/o STI)-8, REMOVAL, Ignition Coil.>
- (4) Disconnect the PCV hose (A) and PCV hose assembly (B) from the rocker cover LH.

NOTE:

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

ST 18353AA000 CLAMP PLIERS



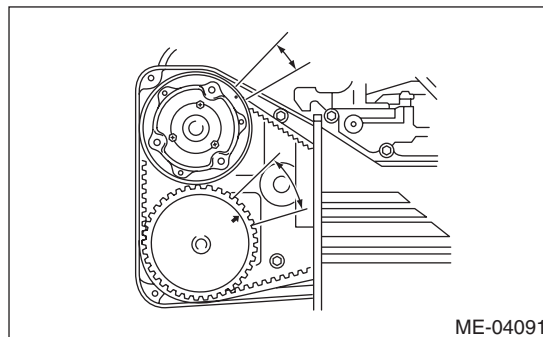
- (5) Remove the rocker cover LH.

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

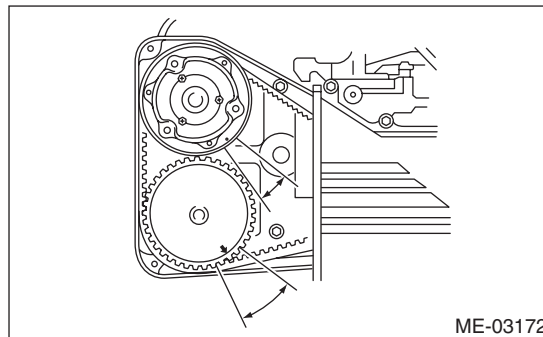
NOTE:

Turn the crank pulley using a socket wrench.

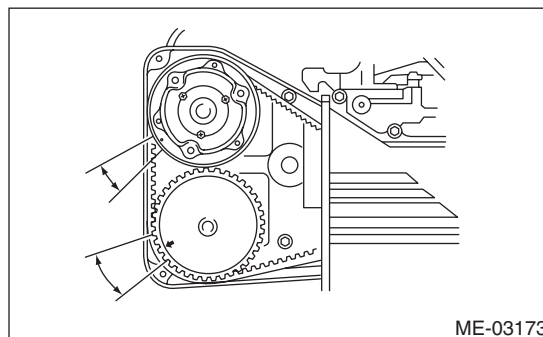
- Measurement of clearance of #1 cylinder intake valve and #3 cylinder exhaust valve



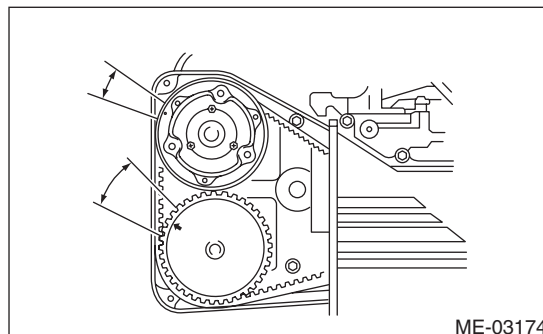
- Measurement of clearance of #2 cylinder exhaust valve and #3 cylinder intake valve



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



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



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

NOTE:

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

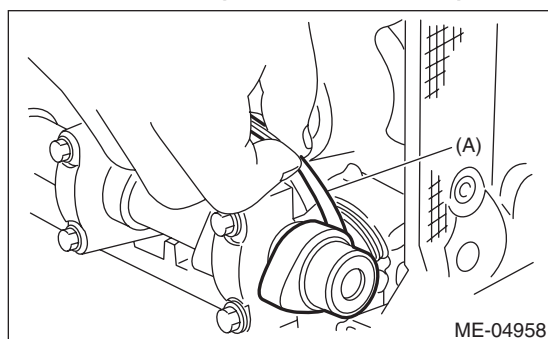
Valve clearance (inspection value):

Intake

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

Exhaust

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



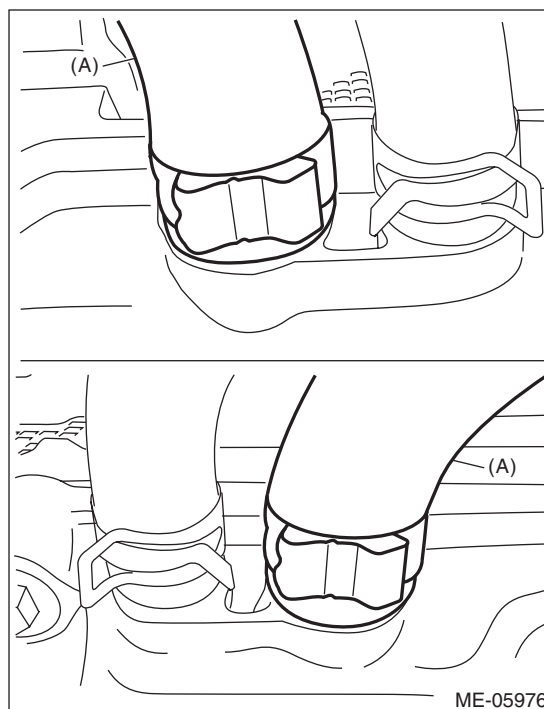
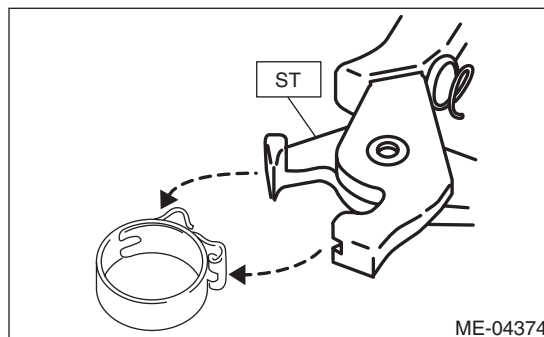
8) If necessary, adjust the valve clearance. <Ref. to ME(w/o STI)-28, ADJUSTMENT, Valve Clearance.>

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

NOTE:

- Refer to "Camshaft" when installing the rocker cover. <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.>
- Use a new clamp for the PCV hose (A), fit the cut out in the ST with the protrusion on the clamp as shown in the figure, and lock the clamp.

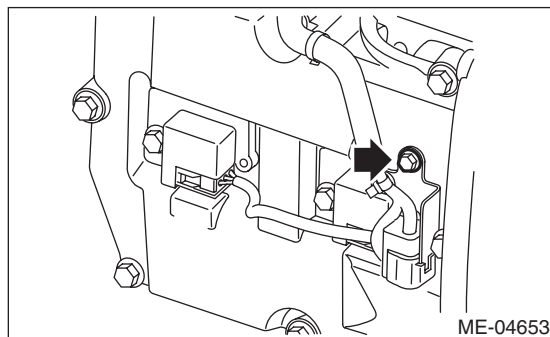
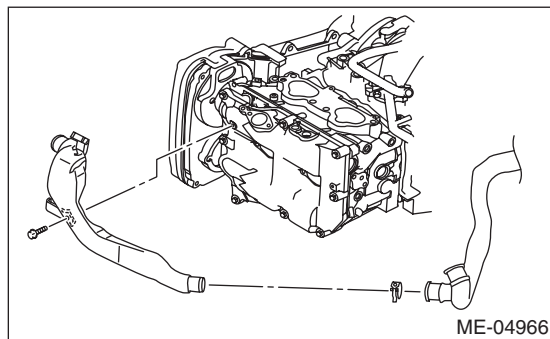
ST 18353AA000 CLAMP PLIERS



Valve Clearance

MECHANICAL

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

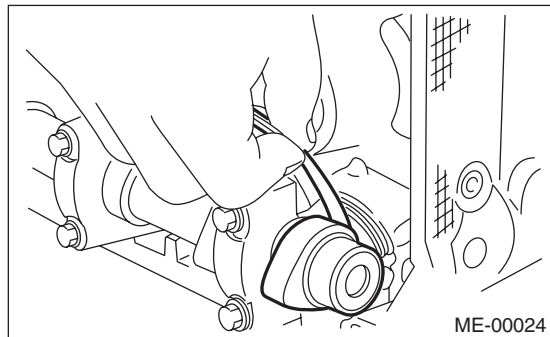


B: ADJUSTMENT

1) Measure all the valve clearances. <Ref. to ME(w/o STI)-25, INSPECTION, Valve Clearance.>

NOTE:

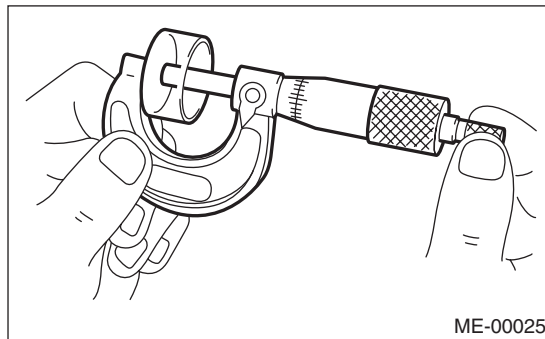
Record the measured value of each valve clearance.



2) Remove the camshaft. <Ref. to ME(w/o STI)-59, REMOVAL, Camshaft.>

3) Remove the valve lifter.

4) Measure the thickness of valve lifter using micrometer.



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

NOTE:

Use a new valve lifter.

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

6) Install the camshaft. <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.>

7) Install the cam sprocket. <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>

8) Install the timing belt. <Ref. to ME(w/o STI)-51, TIMING BELT, INSTALLATION, Timing Belt.>

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

Valve clearance (adjustment value):

Intake

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

Exhaust

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

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

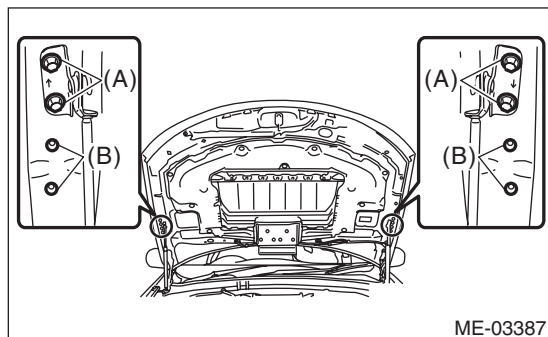
9. Engine Assembly

A: REMOVAL

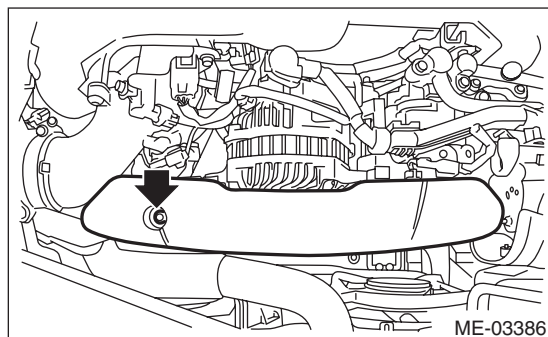
1) Change the bolt installation position from (A) to (B), then open the front hood completely.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



2) Remove the V-belt covers.



3) Collect the refrigerant from A/C system. <Ref. to AC-19, Refrigerant Recovery Procedure.>

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

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

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

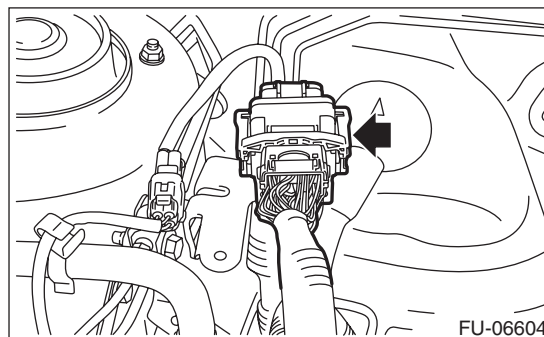
7) Remove the air intake duct and air cleaner case. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.> <Ref. to IN(w/o STI)-8, REMOVAL, Air Cleaner Case.>

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

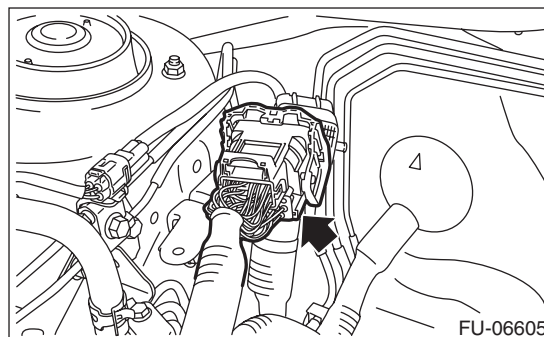
9) Remove the radiator. <Ref. to CO(w/o STI)-19, REMOVAL, Radiator.>

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

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

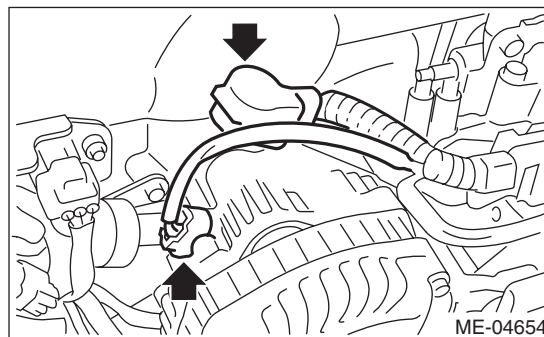


12) Remove the engine harness connector from the engine harness bracket.

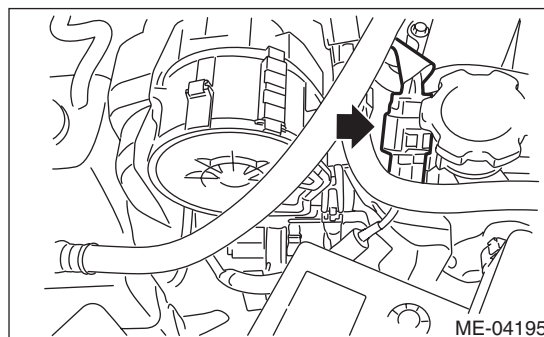


13) Disconnect the following connectors and terminals.

(1) Generator connector and terminal



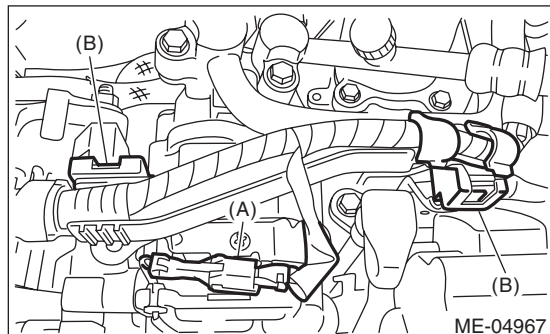
(2) Secondary air pump connector



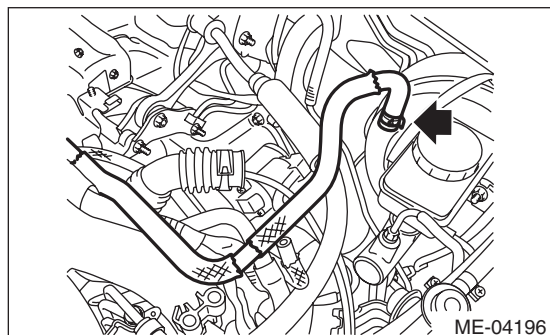
Engine Assembly

MECHANICAL

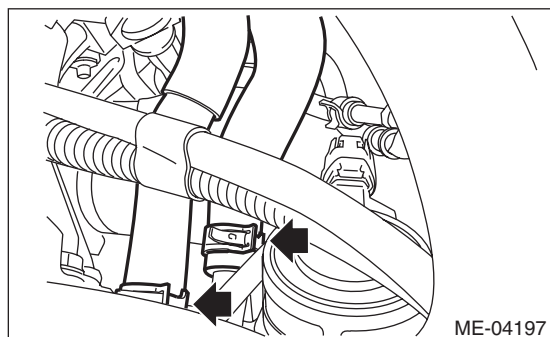
- 14) Disconnect the connector (A) from the A/C compressor, and remove the clip (B) securing the generator cord.



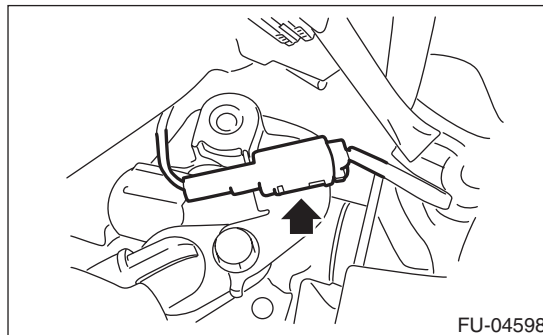
- 15) Disconnect the following hoses.
(1) A/C pressure hose <Ref. to AC-41, REMOVAL, Hose and Pipe.>
(2) Brake booster vacuum hose



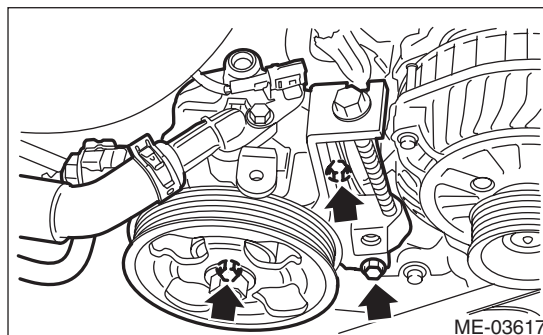
- (3) Heater inlet hose and heater outlet hose



- 16) Remove the power steering pump.
(1) Remove the front side belts. <Ref. to ME(w/o STI)-38, FRONT SIDE BELT, REMOVAL, V-belt.>
(2) Disconnect the connector from power steering pump switch.

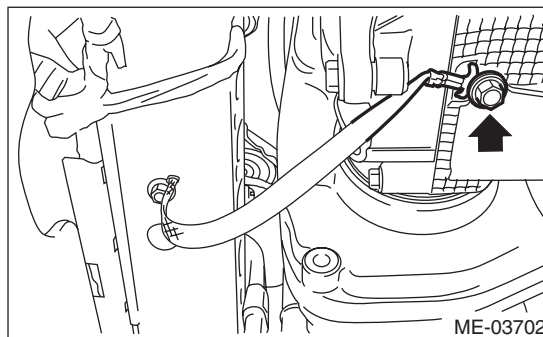


- (3) Remove the power steering pump from the engine.

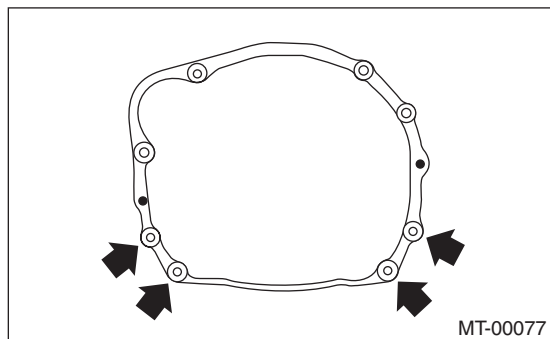


- (4) Place the power steering pump on the right side wheel apron.

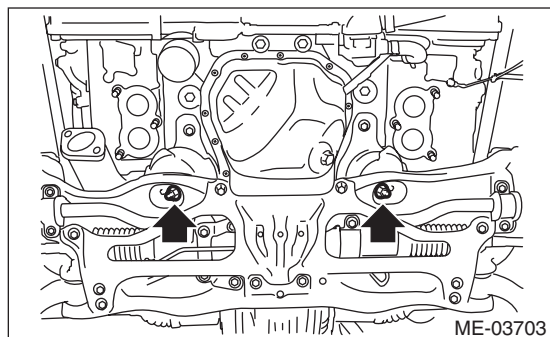
- 17) Remove the center exhaust pipe. <Ref. to EX(STI)-8, REMOVAL, Center Exhaust Pipe.>
18) Remove the turbocharger. <Ref. to IN(w/o STI)-14, REMOVAL, Turbocharger.>
19) Remove the joint pipe and front exhaust pipe. <Ref. to EX(STI)-12, REMOVAL, Joint Pipe.> <Ref. to EX(STI)-6, REMOVAL, Front Exhaust Pipe.>
20) Disconnect the ground cable on the engine side.



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

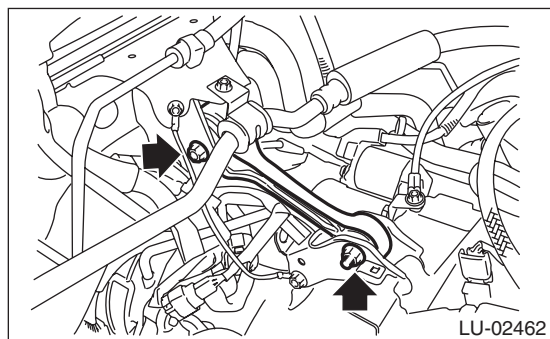


22) Remove the nuts which secure the engine mounting to the front crossmember.



23) Lower the vehicle.

24) Remove the pitching stopper.

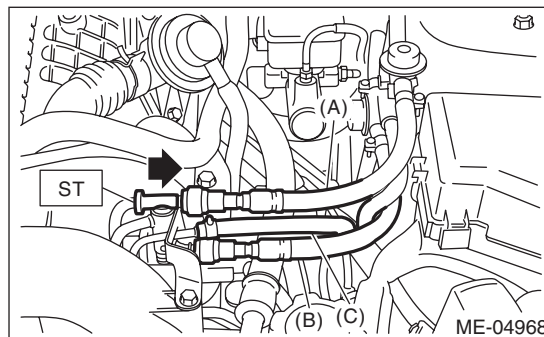


25) Attach ST to the fuel delivery pipe and push ST in the direction of arrow mark to disconnect the fuel delivery hose.

ST 42099AE000 QUICK CONNECTOR RELEASE

CAUTION:

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



(A) Fuel delivery hose

(B) Fuel return hose

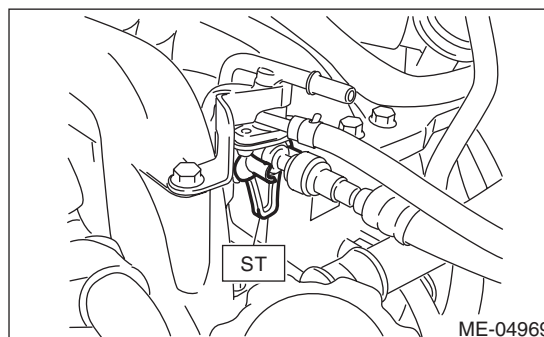
(C) Evaporation hose

26) Disconnect the fuel return hose using the ST.
ST 18371AA000 CONNECTOR REMOVER

CAUTION:

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

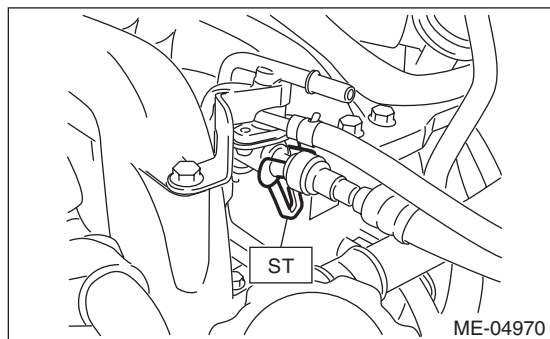
(1) Attach ST to the fuel return pipe as shown in the figure.



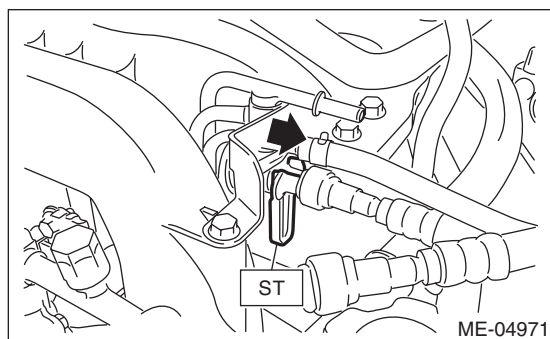
Engine Assembly

MECHANICAL

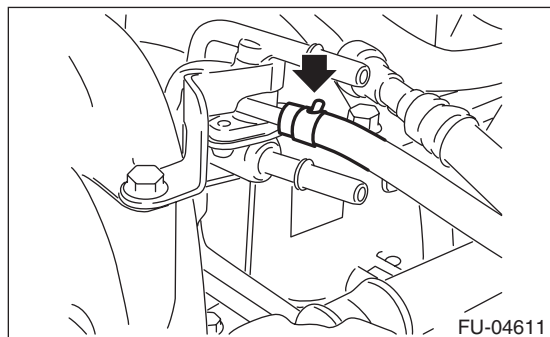
- (2) Insert the front side of ST into the quick connector.



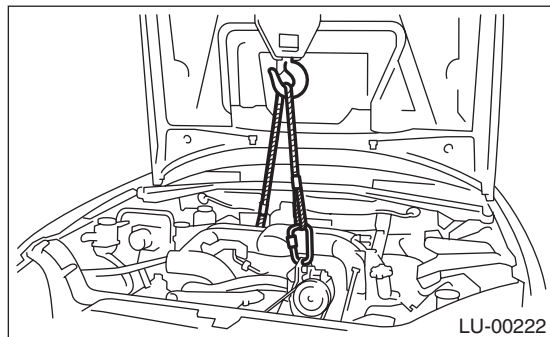
- (3) Insert the back side of ST into the quick connector and push ST in the direction of arrow mark to disconnect the fuel return hose.



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



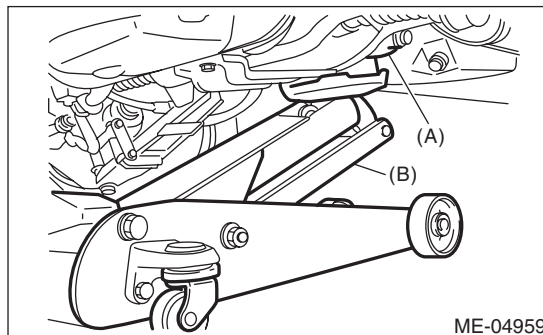
- 28) Support the engine with a lifting device and wire ropes.



- 29) Support the transmission with a garage jack.

CAUTION:

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



(A) Transmission

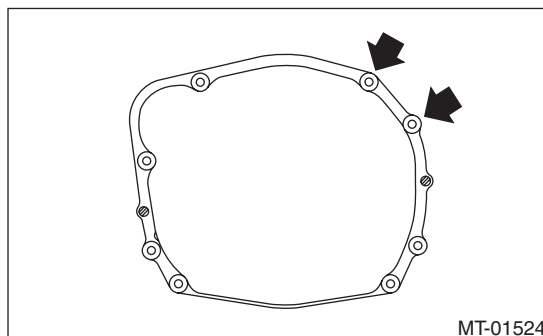
(B) Garage jack

- 30) Separation of engine and transmission

CAUTION:

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

- (1) Remove the starter. <Ref. to SC(STI)-8, REMOVAL, Starter.>
- (2) Remove the bolts which hold the upper side of the transmission to the engine.



- 31) Remove the engine from the vehicle.

NOTE:

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

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

- 32) Remove the engine mounting from the engine.

B: INSTALLATION

1) Install the engine mounting onto the engine.

Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

2) Apply a small amount of grease to splines of main shaft.

Grease:

NICHIMOLY N-130 or equivalent

3) Position the engine in engine compartment and align it with transmission.

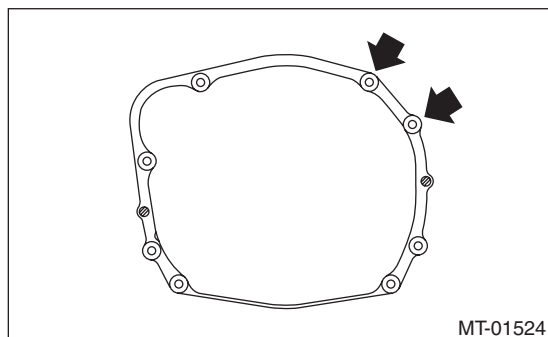
NOTE:

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

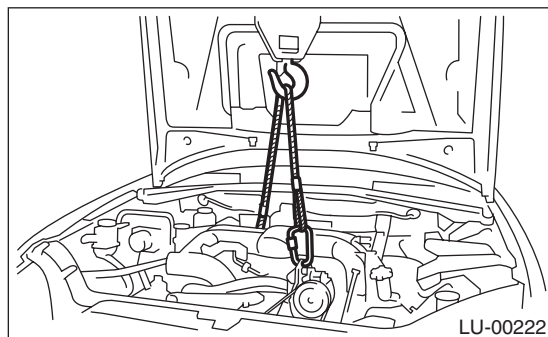
4) Install the bolts which hold upper side of transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



5) Remove the lifting device and wire ropes.



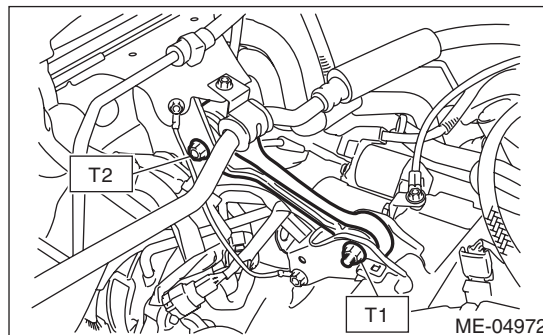
6) Remove the garage jack.

7) Install the pitching stopper.

Tightening torque:

T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)

T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



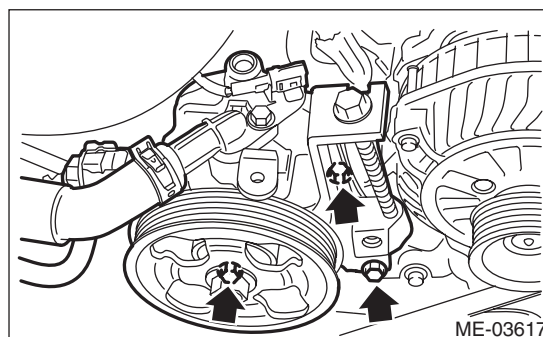
8) Install the starter. <Ref. to SC(STI)-8, INSTALLATION, Starter.>

9) Install the power steering pump.

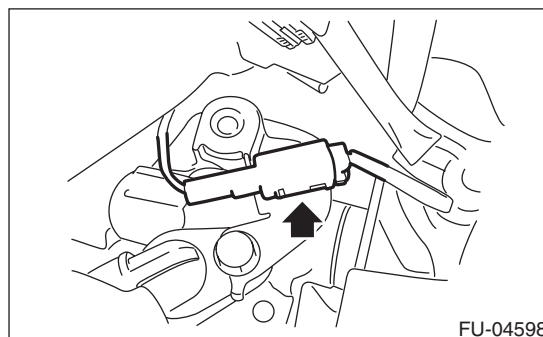
(1) Install the power steering pump onto the engine.

Tightening torque:

Refer to "COMPONENT" of "Power Steering" for the tightening torque. <Ref. to PS-4, COMPONENT, General Description.>



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



(3) Install the front side belt. <Ref. to ME(w/o STI)-38, FRONT SIDE BELT, INSTALLATION, V-belt.>

10) Lift up the vehicle.

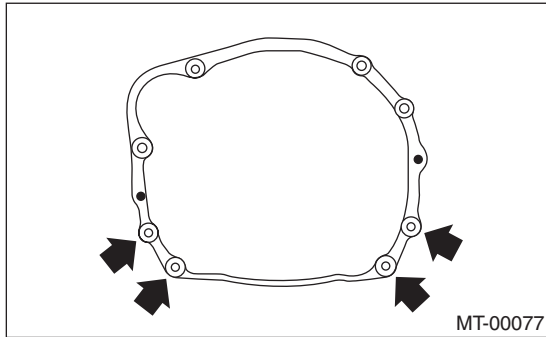
Engine Assembly

MECHANICAL

11) Install the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



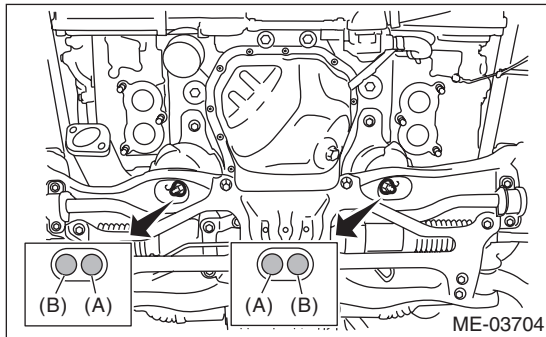
12) Install the nuts which hold the engine mounting to the crossmember.

NOTE:

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

Tightening torque:

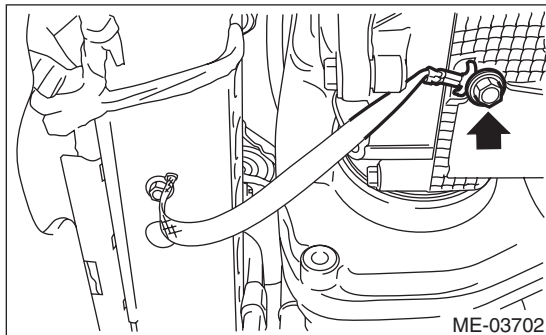
45 N·m (4.6 kgf-m, 33.2 ft-lb)



13) Connect the ground cable.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



14) Install the joint pipe and front exhaust pipe. <Ref. to EX(STI)-6, INSTALLATION, Front Exhaust Pipe.> <Ref. to EX(STI)-12, INSTALLATION, Joint Pipe.>

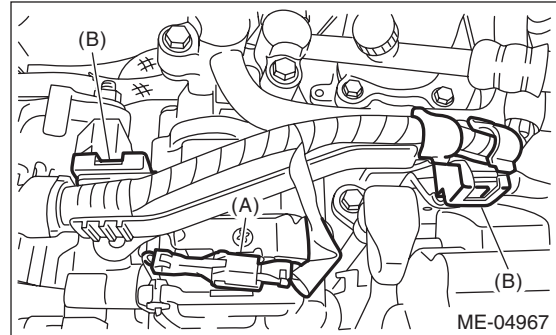
15) Install the turbocharger. <Ref. to IN(w/o STI)-15, INSTALLATION, Turbocharger.>

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

17) Connect the following hoses.

- (1) Fuel delivery hose, fuel return hose and evaporation hose
- (2) Heater inlet hose and heater outlet hose
- (3) Brake booster vacuum hose
- (4) A/C pressure hose <Ref. to AC-41, INSTALLATION, Hose and Pipe.>

18) Secure the generator cord using the clip (B) and connect the connector (A) to A/C compressor.



19) Connect the following connectors and terminals.

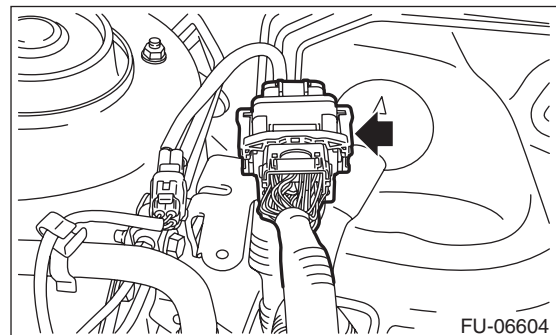
- (1) Generator connector and terminal

Tightening torque:

15 N·m (1.5 kgf-m, 11.1 ft-lb)

- (2) Secondary air pump connector

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



21) Install the intercooler. <Ref. to IN(w/o STI)-12, INSTALLATION, Intercooler.>

22) Install the radiator. <Ref. to CO(w/o STI)-20, INSTALLATION, Radiator.>

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

24) Install the air cleaner case and air intake duct. <Ref. to IN(w/o STI)-8, INSTALLATION, Air Cleaner Case.> <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>

25) Install the battery. <Ref. to SC(STI)-27, INSTALLATION, Battery.>

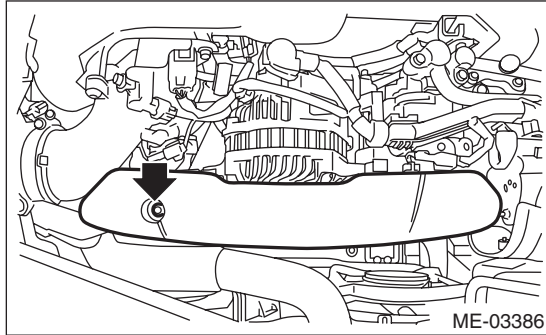
26) Fill engine coolant. <Ref. to CO(w/o STI)-13, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

27) Charge the A/C system with refrigerant. <Ref. to AC-20, PROCEDURE, Refrigerant Charging Procedure.>

28) Install the V-belt cover.

Tightening torque:

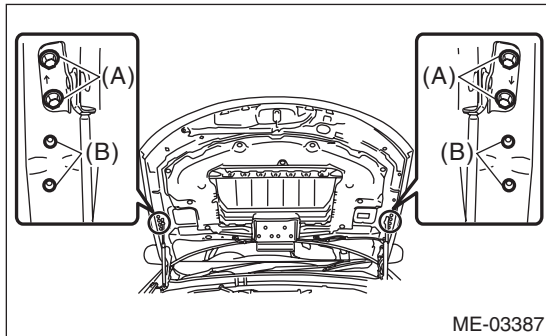
13 N·m (1.3 kgf-m, 9.6 ft-lb)



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

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



C: INSPECTION

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

10.Engine Mounting

A: REMOVAL

- 1) Remove the front crossmember. <Ref. to FS-27, REMOVAL, Front Crossmember.>
- 2) Remove the engine mounting from the engine.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

C: INSPECTION

Make sure that there are no cracks or other damages.

11.Preparation for Overhaul

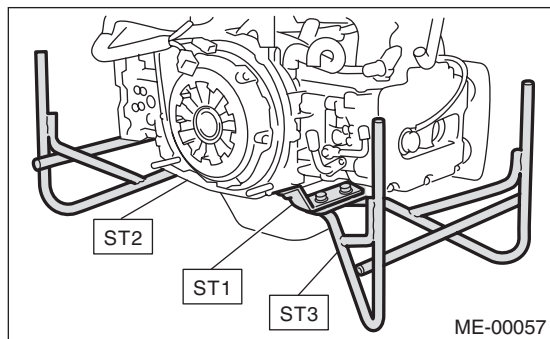
A: PROCEDURE

1) After removing the engine from vehicle body, attach the ST to the engine as shown in the figure.

ST1 498457000 ENGINE STAND ADAPTER
RH

ST2 498457100 ENGINE STAND ADAPTER
LH

ST3 499817100 ENGINE STAND



2) In this section the procedures described under each index are all connected and stated in order. The procedure for overhauling of the engine will be completed when you go through all steps in the process.

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

12.V-belt

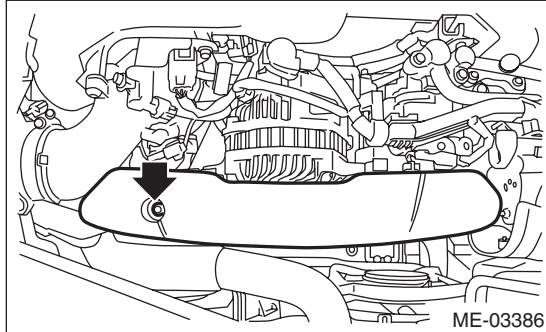
A: REMOVAL

NOTE:

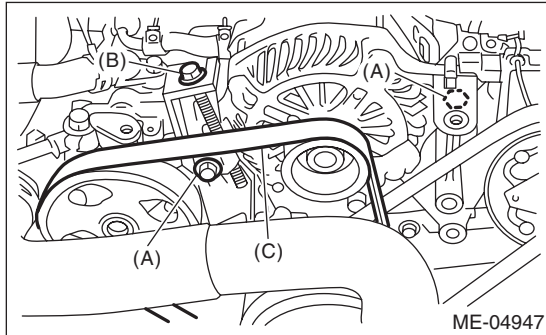
When replacing a single part, perform the work with the engine assembly installed to body.

1. FRONT SIDE BELT

- 1) Remove the V-belt covers.

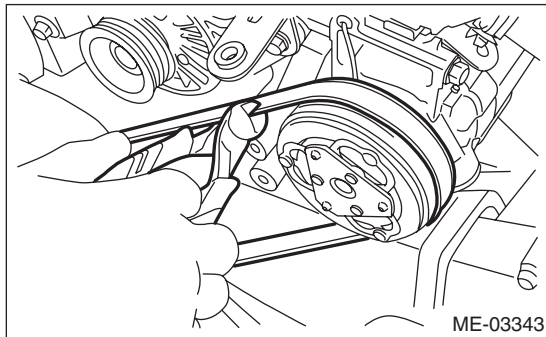


- 2) Remove the air intake duct. <Ref. to IN(w/o STI)-10, REMOVAL, Air Intake Duct.>
- 3) Loosen the bolt (A).
- 4) Loosen the slider bolt (B).
- 5) Remove the front side belt (C).



2. REAR SIDE BELT

- 1) Remove the front side belts. <Ref. to ME(w/o STI)-38, FRONT SIDE BELT, REMOVAL, V-belt.>
- 2) Cut the rear side belt with a wire cutter, etc., and discard.



B: INSTALLATION

1. FRONT SIDE BELT

CAUTION:

- When reusing the front side belt, wipe off dust and water with cloth.
 - Do not use the front side belt if there is any oil, grease or coolant on the belt.
 - Be careful not to rub the belt end surface with bare hands; exposed core may cause injury.
- 1) Wipe off any dust, oil and water on the groove of each pulley with cloth.
 - 2) Install the front side belt (C), and adjust the slider bolt (B) so as to obtain the specified belt tension. <Ref. to ME(w/o STI)-44, INSPECTION, V-belt.>
 - 3) Tighten the bolt (A).
 - 4) Tighten the slider bolt (B).

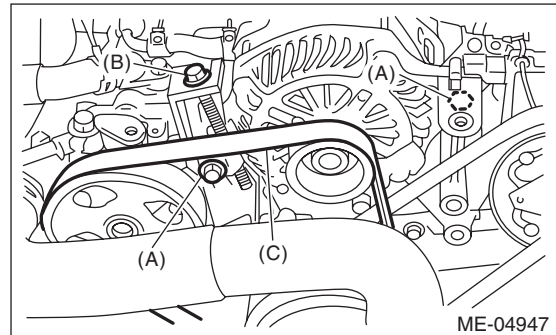
Tightening torque:

Bolt (A)

25 N·m (2.5 kgf-m, 18.4 ft-lb)

Slider bolt (B)

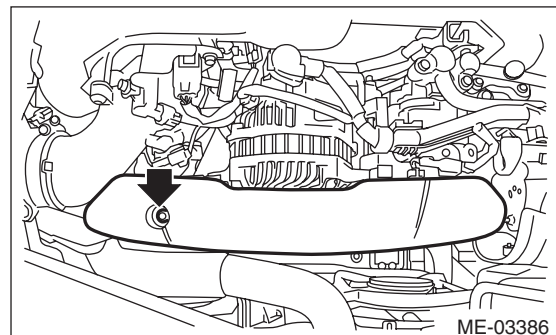
8 N·m (0.8 kgf-m, 5.9 ft-lb)



- 5) Install the air intake duct. <Ref. to IN(w/o STI)-10, INSTALLATION, Air Intake Duct.>
- 6) Install the V-belt cover.

Tightening torque:

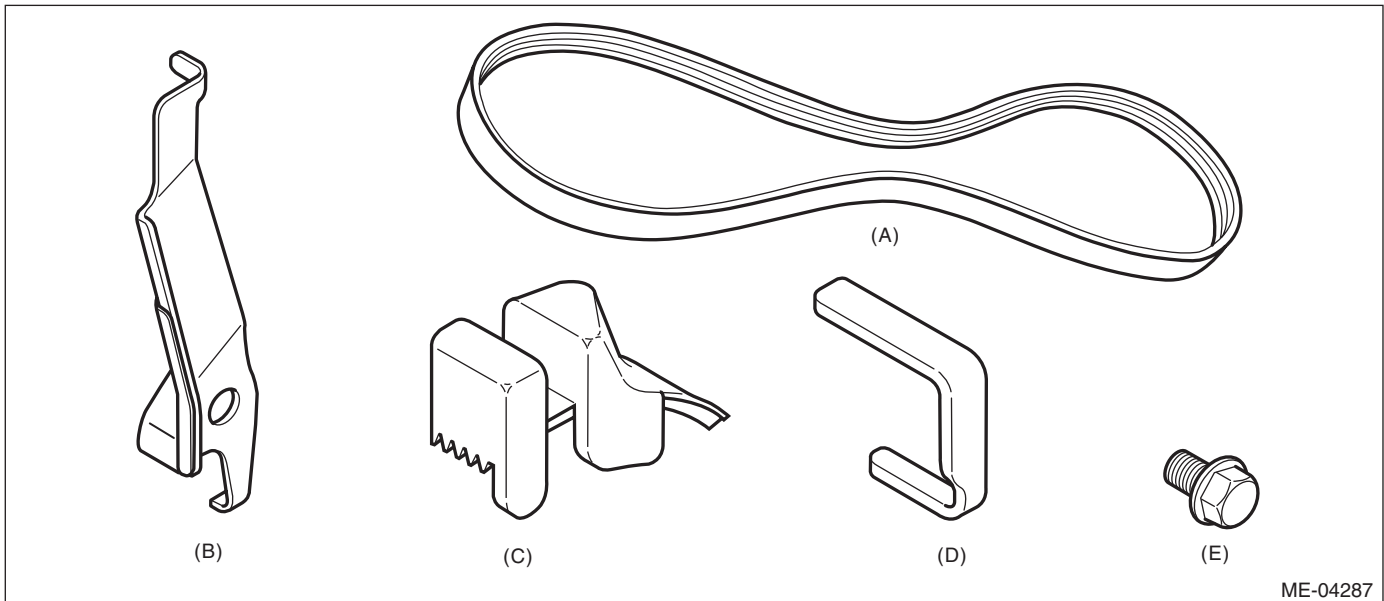
13 N·m (1.3 kgf-m, 9.6 ft-lb)



2. REAR SIDE BELT

CAUTION:

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



(A) Rear side belt

(B) Belt stopper

(C) Belt guide

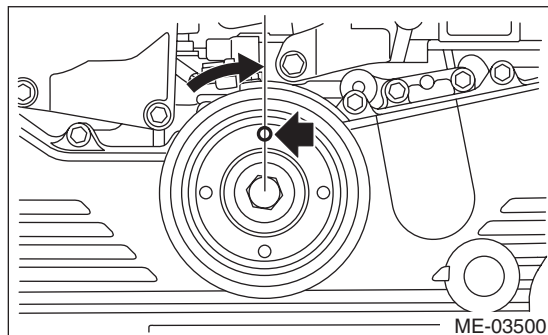
(D) Belt guide holder

(E) Bolt

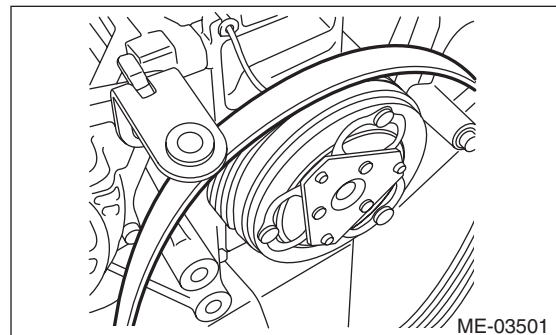
- 1) Wipe off any dust, oil and water on the groove of each pulley with cloth.
- 2) Wipe off any oil, water, dirt, and rust on the front of the crank pulley with cloth.
- 3) Slowly turn the crank pulley clockwise so that the service hole of the crank pulley comes around the top.

CAUTION:

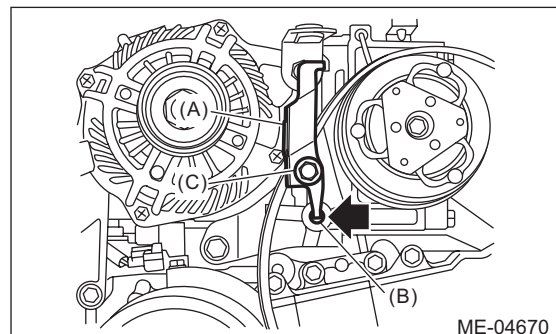
Do not turn the crank pulley counterclockwise.



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



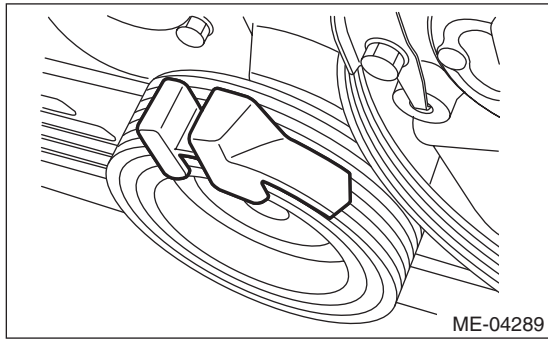
- 5) As shown in the figure, insert the claw of the belt stopper (A) to the lower hole (B) of the compressor bracket, then attach with bolt (C).



V-belt

MECHANICAL

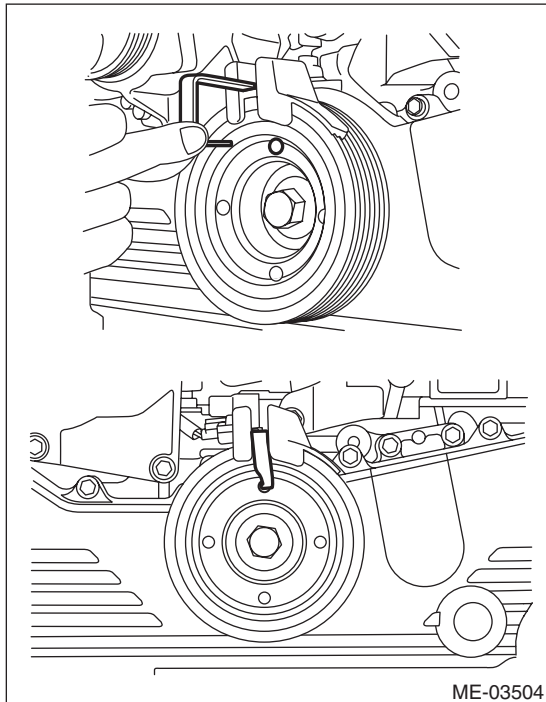
- 6) Place the belt guide while aligning it with the belt line of the crank pulley on the front side belt side.



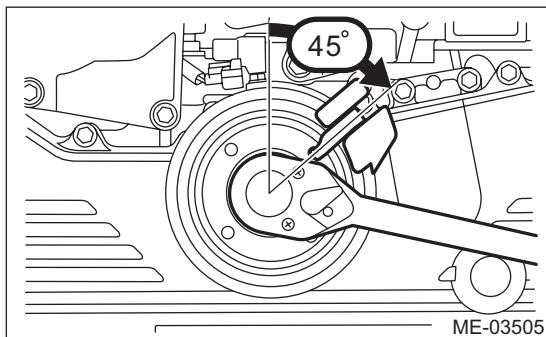
- 7) Insert the belt guide holder into the service hole of the crank pulley so that the belt guide comes in between.

NOTE:

Place the belt guide holder with the longer side up.



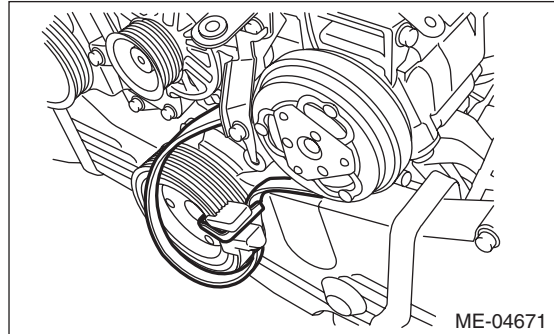
- 8) Slowly turn the crank pulley clockwise until the belt guide comes to approximately 45°.



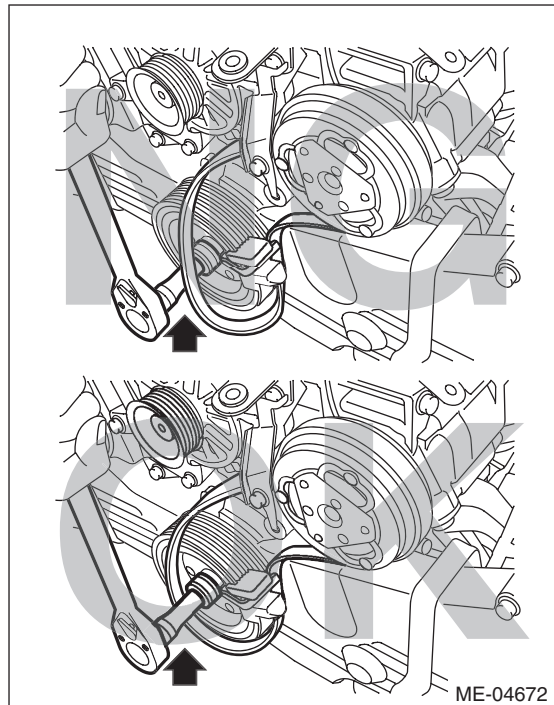
- 9) Place the rib surface of the rear side belt into the crank pulley groove, so that the rear side belt comes in between the belt guide holder.

CAUTION:

When it is difficult to place the rear side belt to the crank pulley groove, pull out the belt guide holder half way, then place the rear side belt into the groove so that it comes in between the belt guide holder.



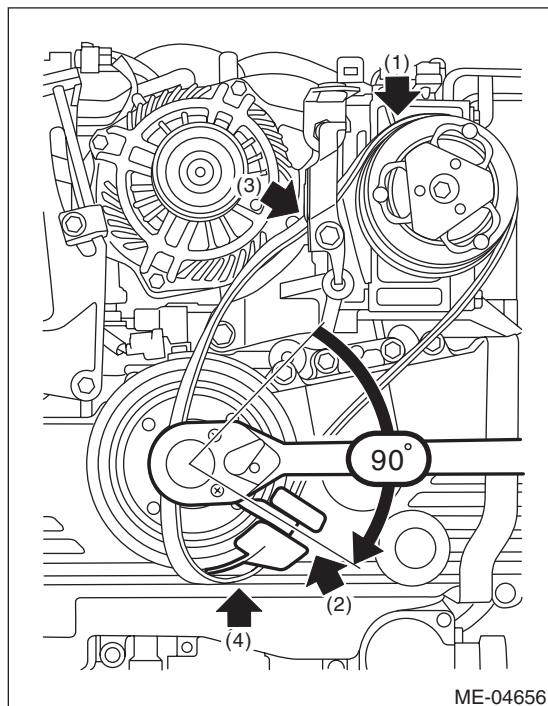
- 10) Place the tool through the loop of the rear side belt, and set on the crank pulley bolt.



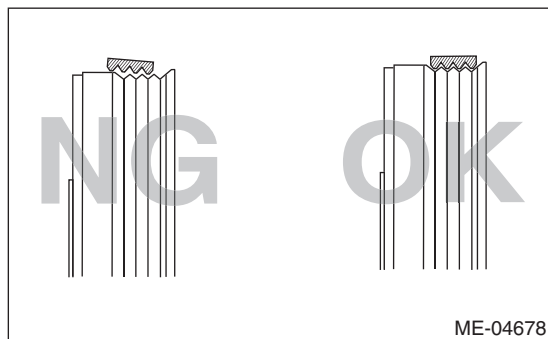
11) While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.

CAUTION:

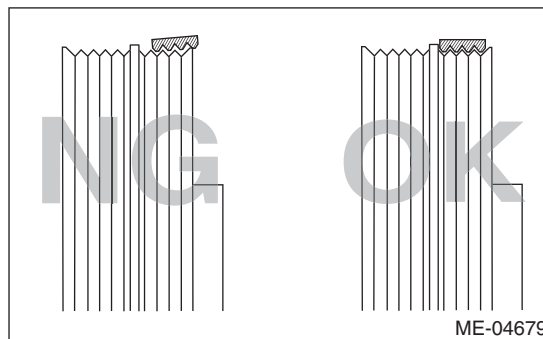
When turning the crank pulley, always make sure that the belt guide is not off from the crank pulley groove.



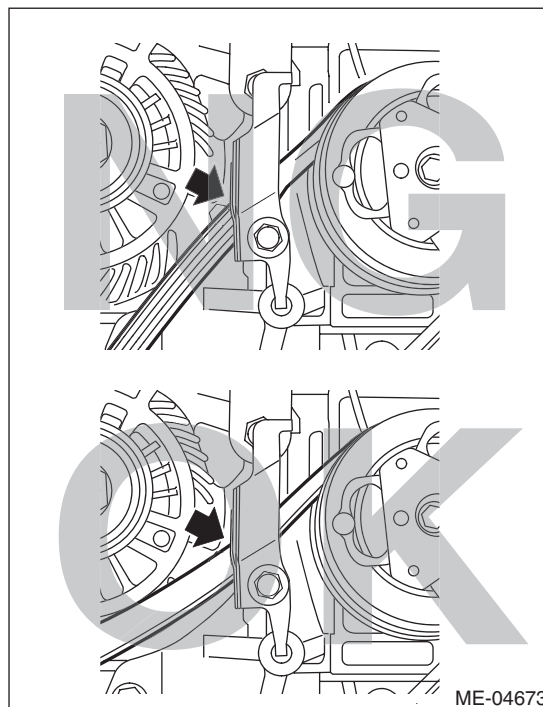
(1) The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.



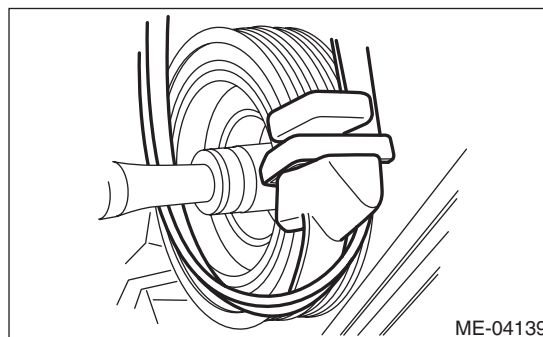
(2) The rib of the rear side belt is securely placed on the groove of the crank pulley.



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



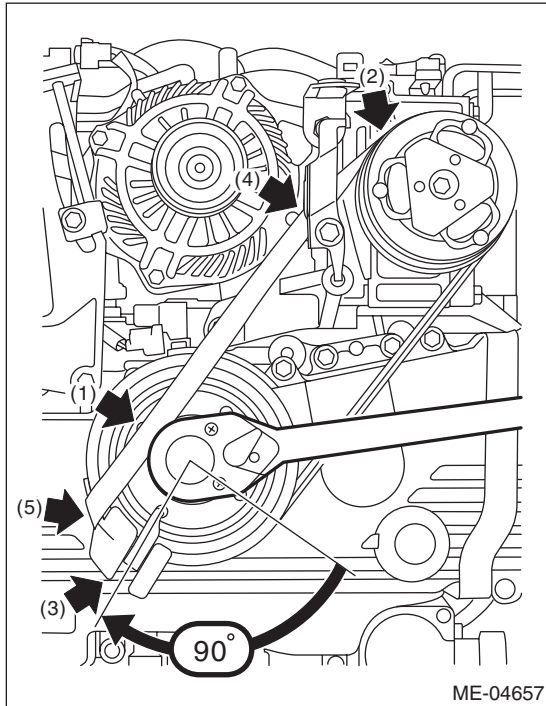
(4) The rear side belt is securely placed on the belt guide.



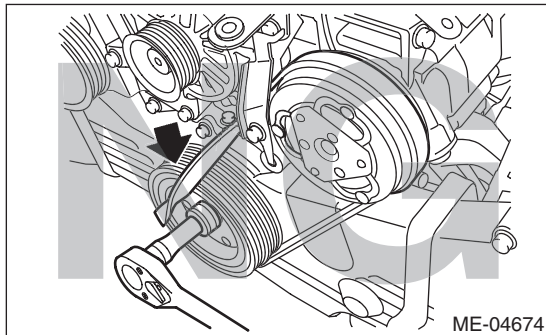
V-belt

MECHANICAL

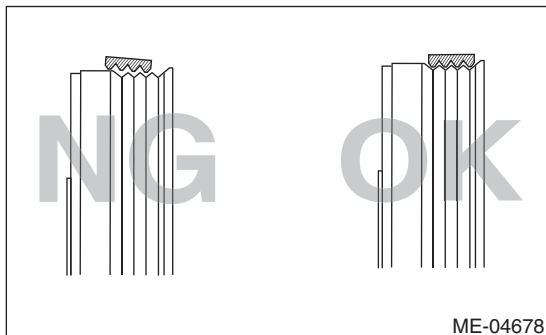
12) While checking the following, slowly turn the crank pulley approximately 90° clockwise so that the belt guide comes to the position shown in the figure.



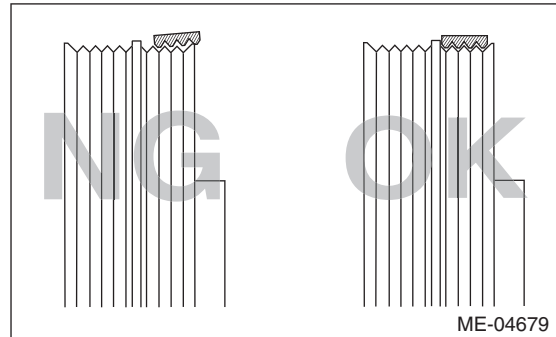
(1) The rear side belt is not twisted.



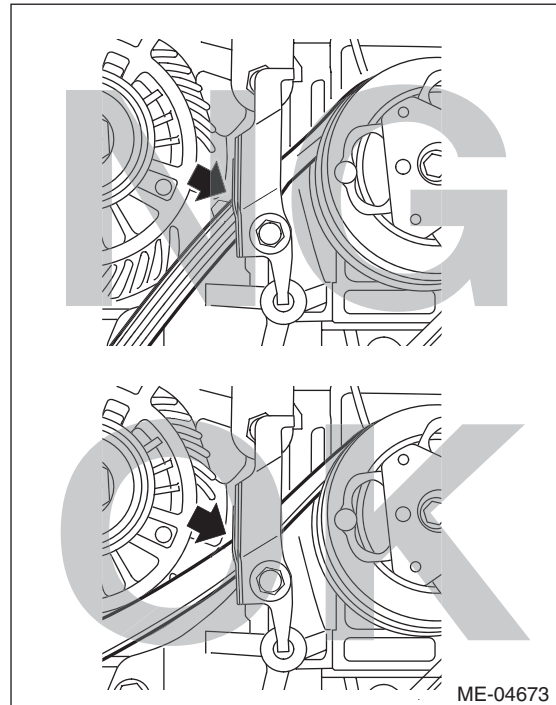
(2) The rib of the rear side belt is securely placed on the groove of the A/C compressor pulley.



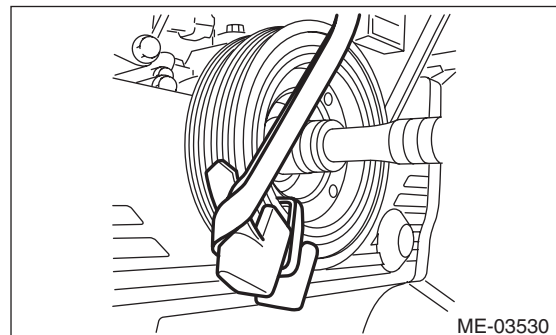
(3) The rib of the rear side belt is securely placed on the groove of the crank pulley.



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



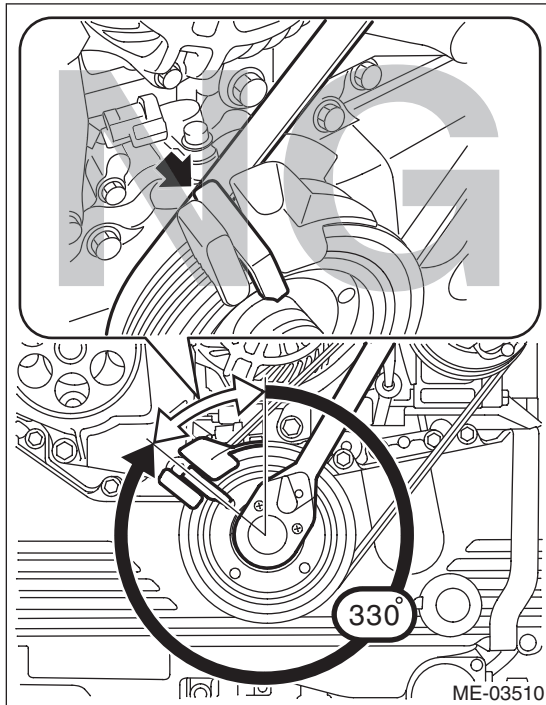
(5) The rear side belt is securely placed on the belt guide.



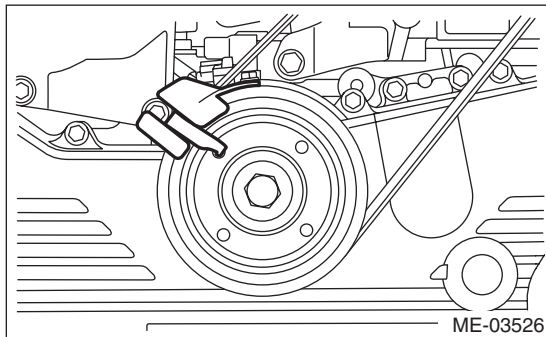
13) Slowly turn the crank pulley clockwise, and install the rear side belt.

CAUTION:

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



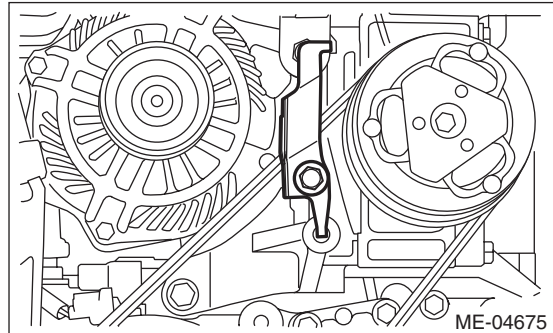
14) Remove the belt guide and belt guide holder from the crank pulley.



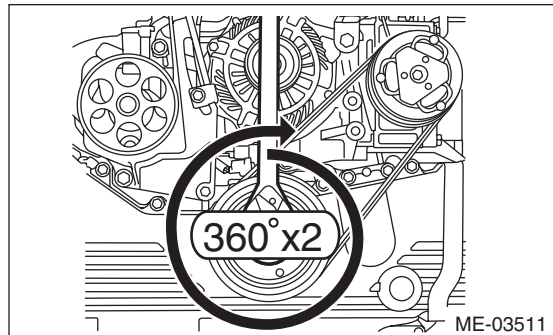
15) Remove the belt stopper from the compressor bracket.

CAUTION:

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



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



17) Discard the provided tools (belt stopper, belt guide, belt guide holder, and bolt) that are used.

18) Install the front side belt. <Ref. to ME(w/o STI)-38, FRONT SIDE BELT, INSTALLATION, V-belt.>

C: INSPECTION

1. FRONT SIDE BELT

CAUTION:

Check and adjust the front side belt tension so that it is within the specified range. Using the belt with a tension out of the specified range may result in a fault such as the following:

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

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

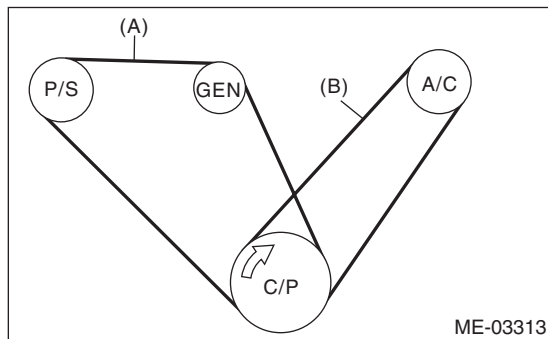
Front side belt tension (with belt tension gauge):

When installing new parts

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

At inspection

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



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

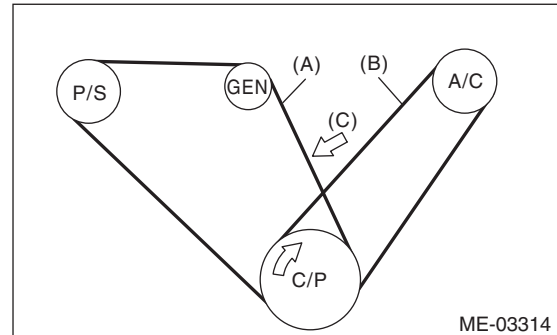
Front side belt tension (without belt tension gauge):

When installing new parts

7 — 9 mm (0.276 — 0.354 in)

At inspection

9 — 11 mm (0.354 — 0.433 in)



- (A) Front side belt
- (B) Rear side belt
- (C) 98 N (10 kgf, 22 lbf)
- C/P Crank pulley
- GEN Generator pulley
- P/S Power steering oil pump pulley
- A/C A/C compressor pulley

2. REAR SIDE BELT

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

NOTE:

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

13.Crank Pulley

A: REMOVAL

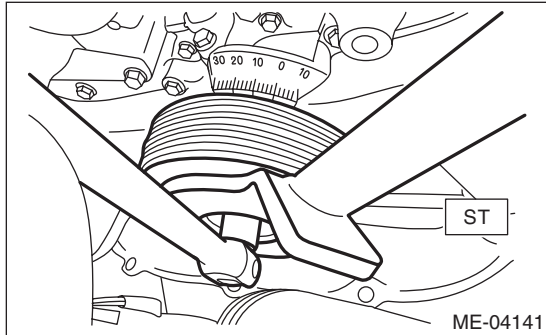
NOTE:

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

1) Remove the V-belts. <Ref. to ME(w/o STI)-38, REMOVAL, V-belt.>

2) Use the ST to lock the crank pulley, and remove the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH



3) Remove the crank pulley.

B: INSTALLATION

1. METHOD WITHOUT ANGLE GAUGE

1) Clean the crankshaft thread using compressed air.

2) Install the crank pulley.

3) Apply engine oil to the crank pulley bolt seat and thread.

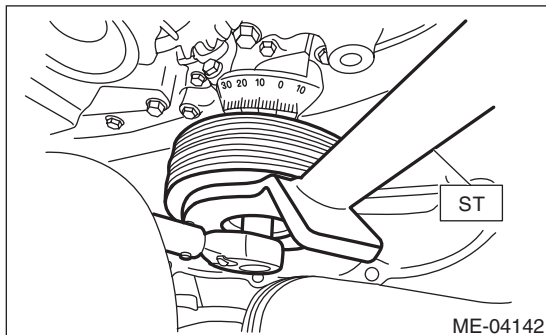
4) Tighten the crank pulley bolts.

(1) Use the ST to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH

Tightening torque:

47 N·m (4.8 kgf-m, 34.7 ft-lb)

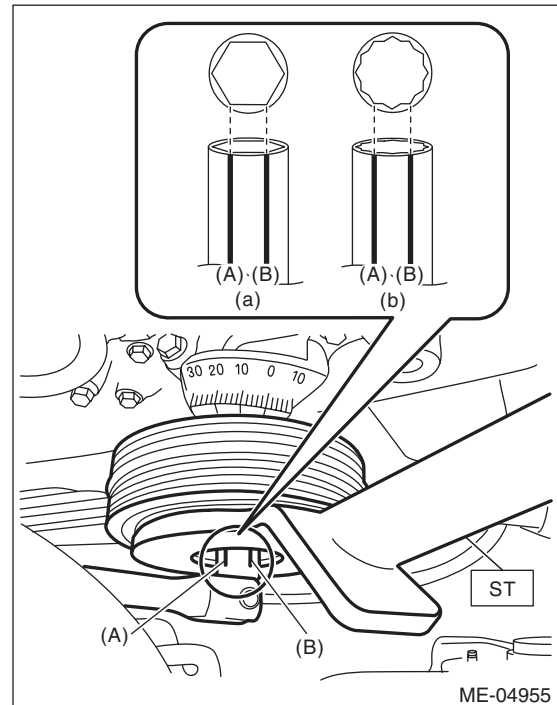


(2) Draw reference lines (A) and (B) using a marker to set the socket to the crank pulley bolt as shown in the figure.

NOTE:

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

ST 499977100 CRANK PULLEY WRENCH

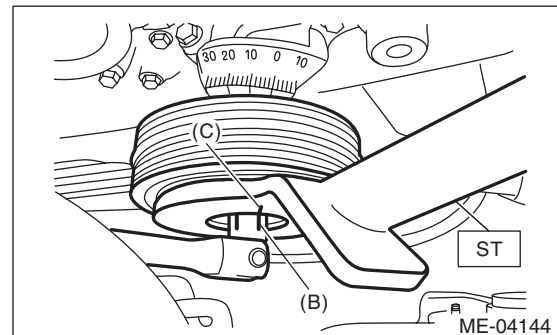


(a) When using 6-point socket

(b) When using 12-point socket

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

ST 499977100 CRANK PULLEY WRENCH



Crank Pulley

MECHANICAL

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

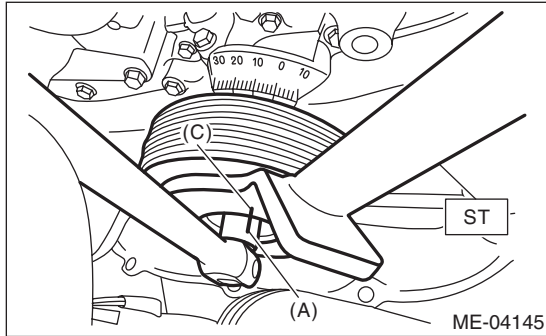
NOTE:

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

ST 499977100 CRANK PULLEY WRENCH

Tightening angle:

$60^\circ \pm 5^\circ$



- 5) Install the V-belts. <Ref. to ME(w/o STI)-38, INSTALLATION, V-belt.>

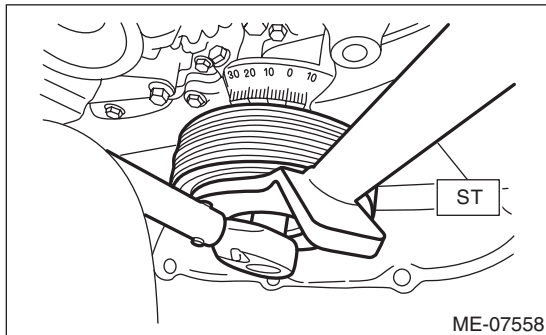
2. METHOD WITH ANGLE GAUGE

- 1) Clean the crankshaft thread using compressed air.
- 2) Install the crank pulley.
- 3) Apply engine oil to the crank pulley bolt seat and thread.
- 4) Tighten the crank pulley bolts.
 - (1) Remove the radiator main fan motor assembly and radiator sub fan motor assembly. <Ref. to CO(w/o STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(w/o STI)-25, REMOVAL, Radiator Sub Fan and Fan Motor.>
 - (2) Use the ST to lock the crank pulley, and temporarily tighten the crank pulley bolt.

ST 499977100 CRANK PULLEY WRENCH

Tightening torque:

47 N·m (4.8 kgf·m, 34.7 ft-lb)

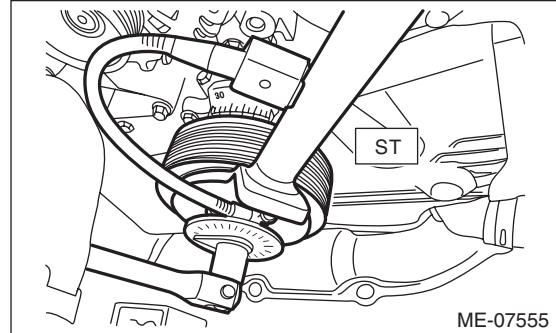


- (3) Set the angle gauge, use the ST to lock the crank pulley, and tighten the crank pulley bolt to the specified angle.

ST 499977100 CRANK PULLEY WRENCH

Tightening angle:

$60^\circ \pm 5^\circ$



- (4) Install the radiator main fan motor assembly and radiator sub fan motor assembly. <Ref. to CO(w/o STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.> <Ref. to CO(w/o STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>

- 5) Install the V-belts. <Ref. to ME(w/o STI)-38, INSTALLATION, V-belt.>

C: INSPECTION

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

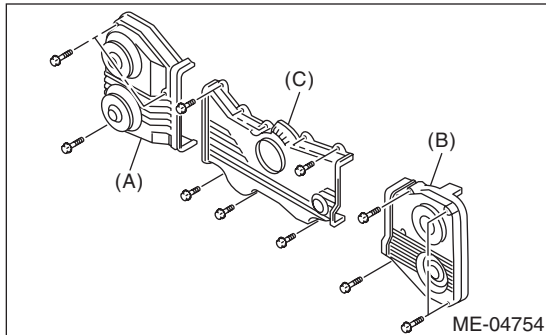
14. Timing Belt Cover

A: REMOVAL

NOTE:

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

- 1) Remove the secondary air pump. <Ref. to EC(w/o STI)-29, REMOVAL, Secondary Air Pump.>
- 2) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover RH (A).
- 4) Remove the timing belt cover LH (B).
- 5) Remove the front timing belt cover (C).



B: INSTALLATION

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

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

- 2) Install the timing belt cover LH (B).

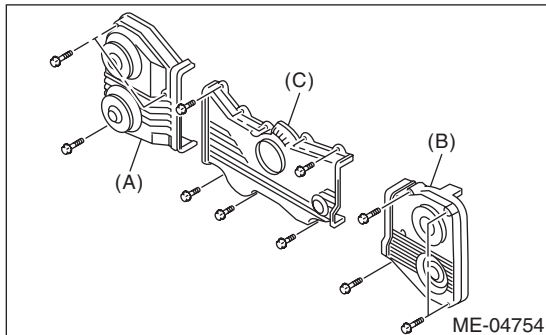
Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

- 3) Install the timing belt cover RH (A).

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



- 4) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>
- 5) Install the secondary air pump. <Ref. to EC(w/o STI)-29, INSTALLATION, Secondary Air Pump.>

C: INSPECTION

Check the timing belt cover for damage.

15. Timing Belt

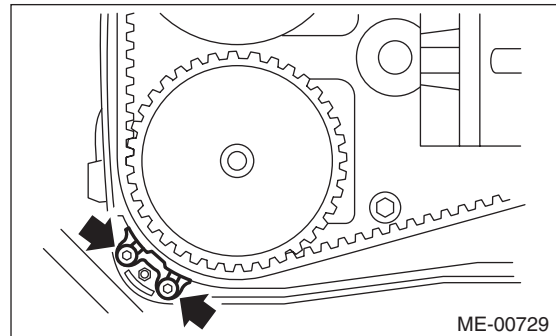
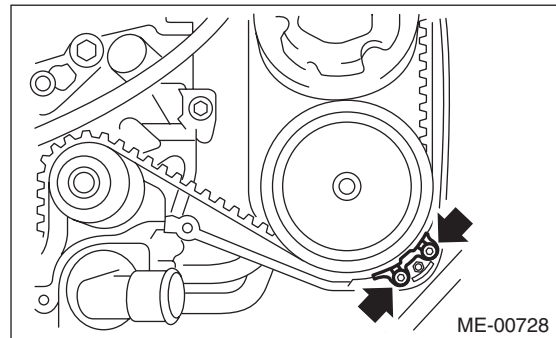
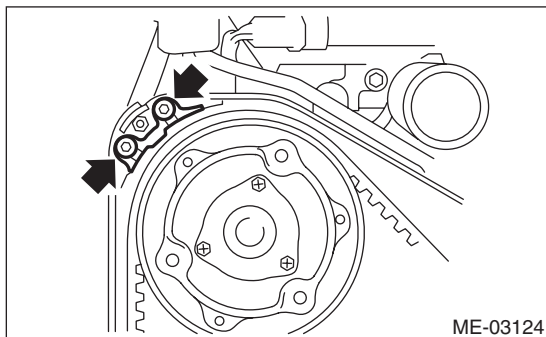
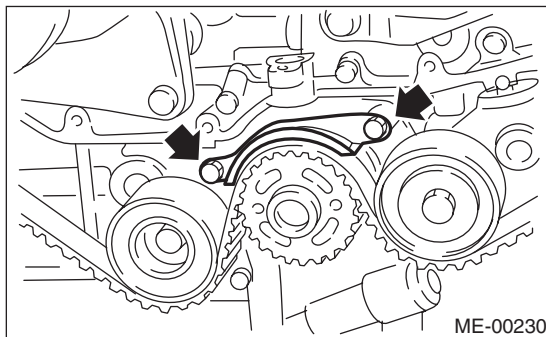
A: REMOVAL

NOTE:

- When replacing a single part, perform the work with the engine assembly installed to body.
- When performing the work with the engine installed to body, the following parts must also be removed/installed.
 - Radiator main fan motor assembly <Ref. to CO(w/o STI)-23, REMOVAL, Radiator Main Fan and Fan Motor.> <Ref. to CO(w/o STI)-23, INSTALLATION, Radiator Main Fan and Fan Motor.>
 - Radiator sub fan motor assembly <Ref. to CO(w/o STI)-25, REMOVAL, Radiator Sub Fan and Fan Motor.> <Ref. to CO(w/o STI)-25, INSTALLATION, Radiator Sub Fan and Fan Motor.>
- When performing the work with the engine installed to body, protect the radiator with cardboards or blankets.

1. TIMING BELT

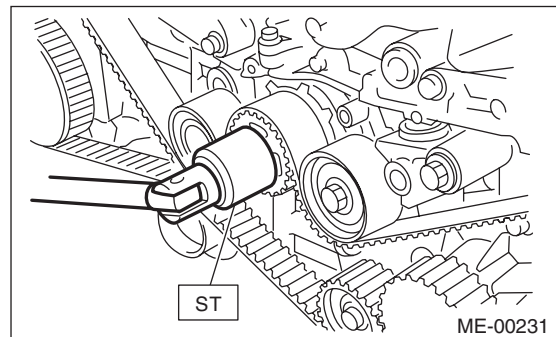
- 1) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt guide.



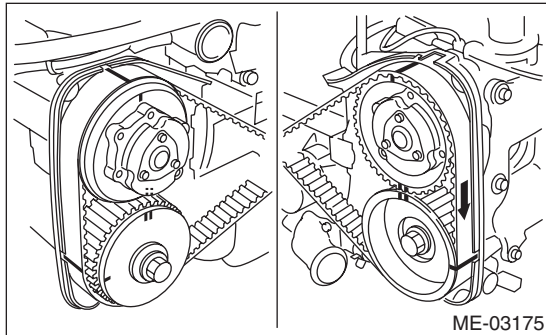
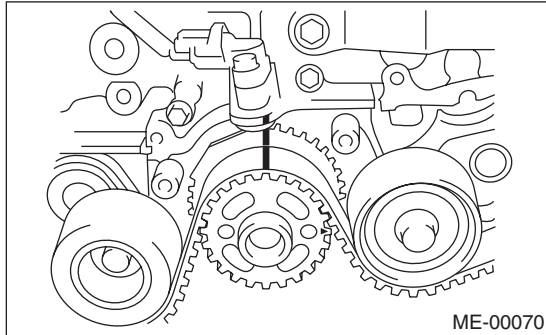
4) If the alignment mark or arrow mark (which indicates the direction of rotation) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.

(1) Turn the crankshaft using ST, and align the alignment marks on crank sprocket, intake cam sprocket LH, exhaust cam sprocket LH, intake cam sprocket RH and exhaust cam sprocket RH with marks on oil pump and notches of timing belt cover.

ST 499987500 CRANKSHAFT SOCKET



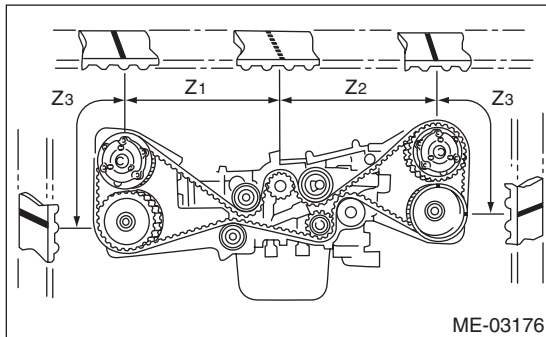
(2) Using white paint, put an alignment mark or an arrow mark on timing belts in relation to the crank sprocket and cam sprockets.



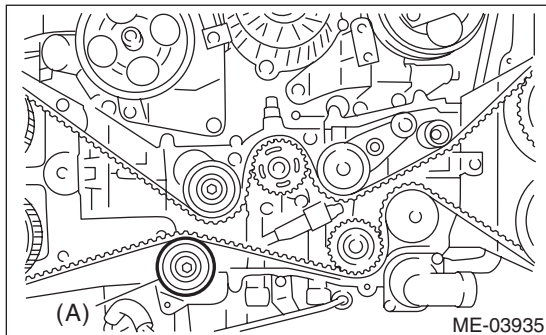
Z₁: 54.5 teeth

Z₂: 51 teeth

Z₃: 28 teeth



5) Remove the belt idler (A).



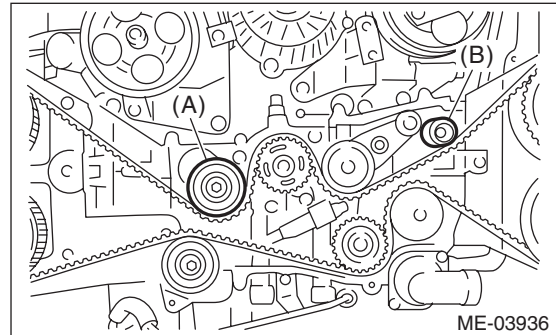
6) Remove the timing belt.

CAUTION:

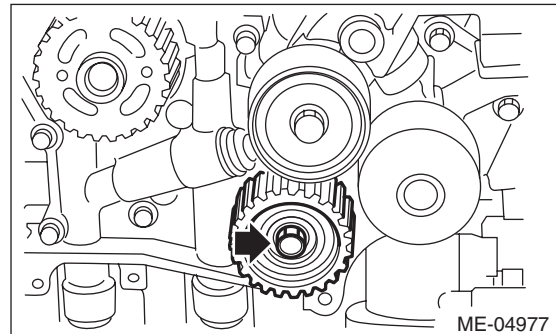
After the timing belt has been removed, never rotate the intake and exhaust sprocket. If the cam sprocket is rotated, the intake and exhaust valve heads strike together and valve stems are bent.

2. AUTOMATIC BELT TENSION ADJUST-ER ASSEMBLY AND BELT IDLER

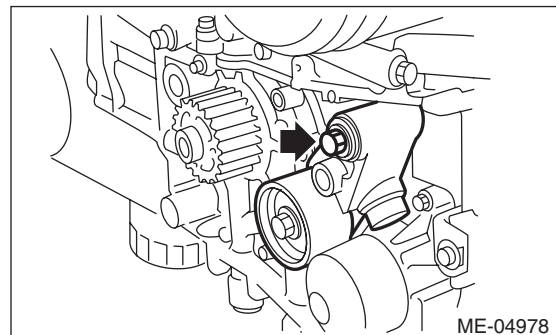
1) Remove the belt idler (A) and (B).



2) Remove the belt idler No. 2.



3) Remove the automatic belt tension adjuster assembly.



B: INSTALLATION

1. AUTOMATIC BELT TENSION ADJUST-ER ASSEMBLY AND BELT IDLER

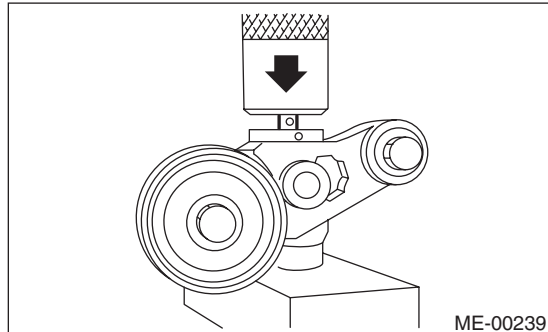
1) Prepare for installation of the automatic belt tension adjuster assembly.

CAUTION:

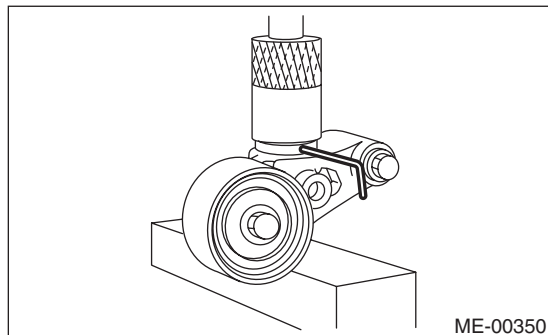
- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking three minutes or more.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lb).
- Push in the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

(1) Attach the automatic belt tension adjuster assembly to vertical pressing tool.

(2) Slowly push in the adjuster rod with a pressure of 165 N (16.8 kgf, 37.1 lbf) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.



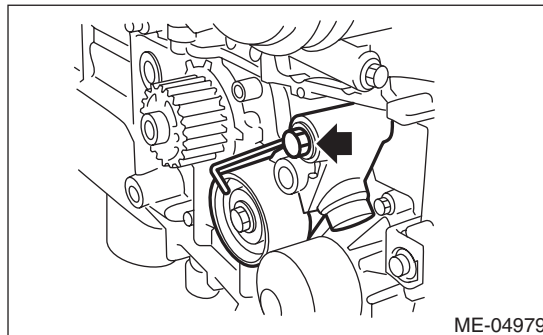
(3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (nominal) dia. hex wrench inserted into the stopper pin hole in cylinder, secure the adjuster rod.



2) Install the automatic belt tension adjuster assembly.

Tightening torque:

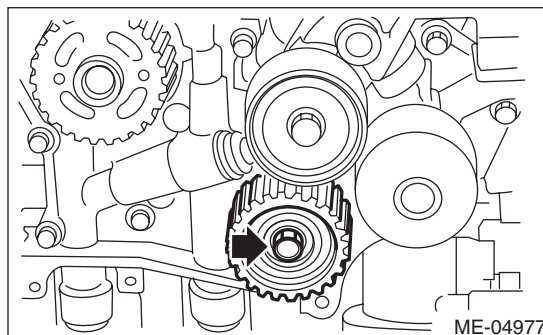
39 N·m (4.0 kgf-m, 28.8 ft-lb)



3) Install the belt idler No. 2.

Tightening torque:

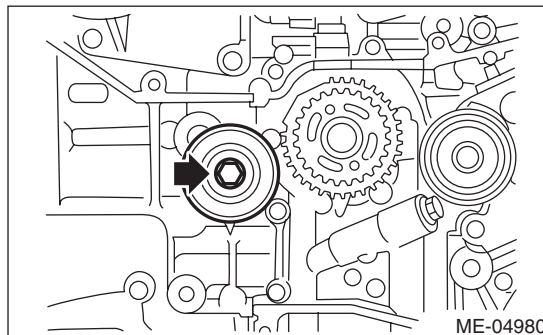
39 N·m (4.0 kgf-m, 28.8 ft-lb)



4) Install the belt idlers.

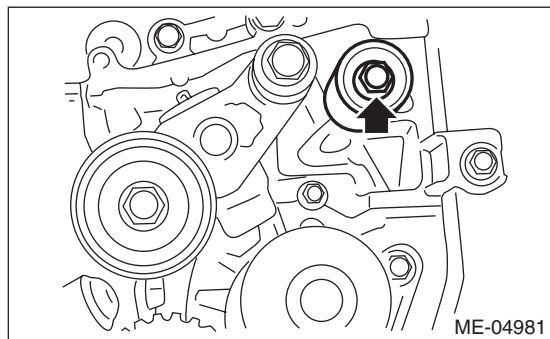
Tightening torque:

39 N·m (4.0 kgf-m, 28.8 ft-lb)



Tightening torque:

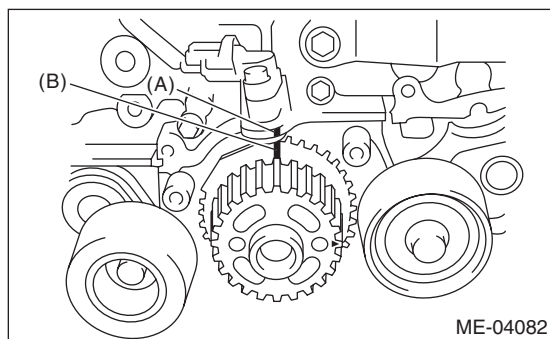
25 N·m (2.5 kgf-m, 18.4 ft-lb)



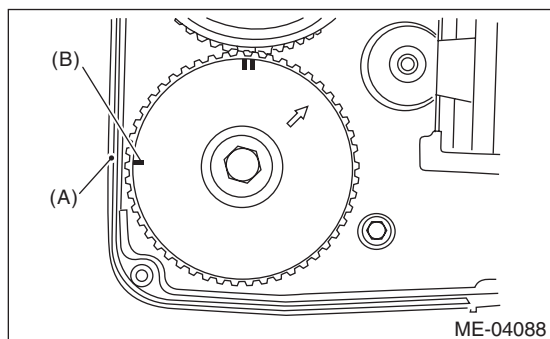
2. TIMING BELT

1) Prepare for installation of the automatic belt tensioner adjuster assembly. <Ref. to ME(w/o STI)-50, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

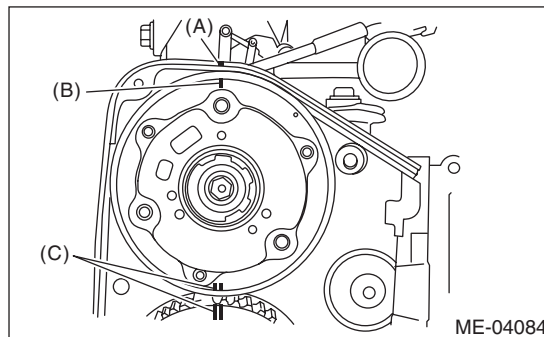
2) Align the mark (B) on crank sprocket with the mark (A) on oil pump.



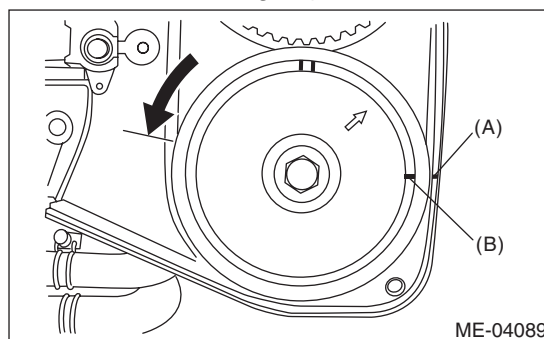
3) Align the single line mark (B) on the exhaust cam sprocket RH with notch (A) on the timing belt cover.



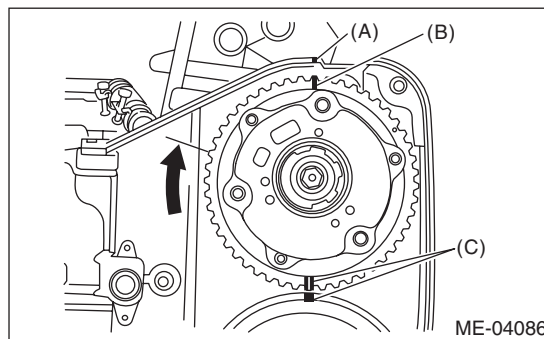
4) Align the single line mark (B) on the intake cam sprocket RH with notch (A) on the timing belt cover. Make sure that the double line marks (C) on intake cam sprocket and exhaust cam sprocket are aligned.



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



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



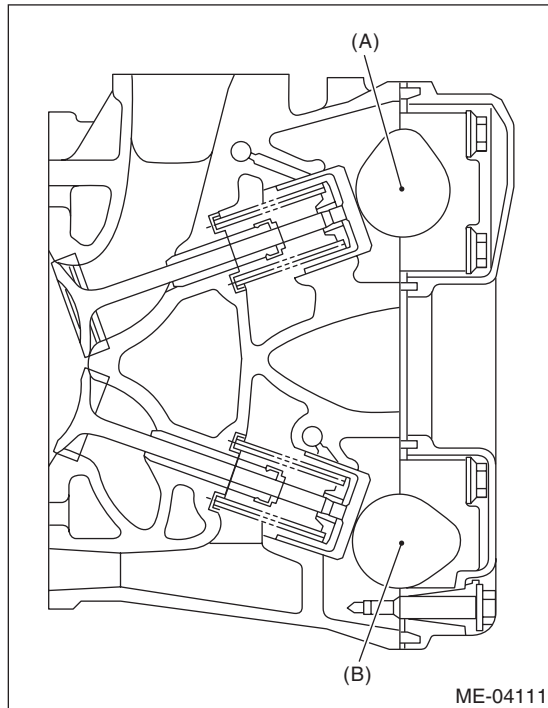
Timing Belt

MECHANICAL

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

CAUTION:

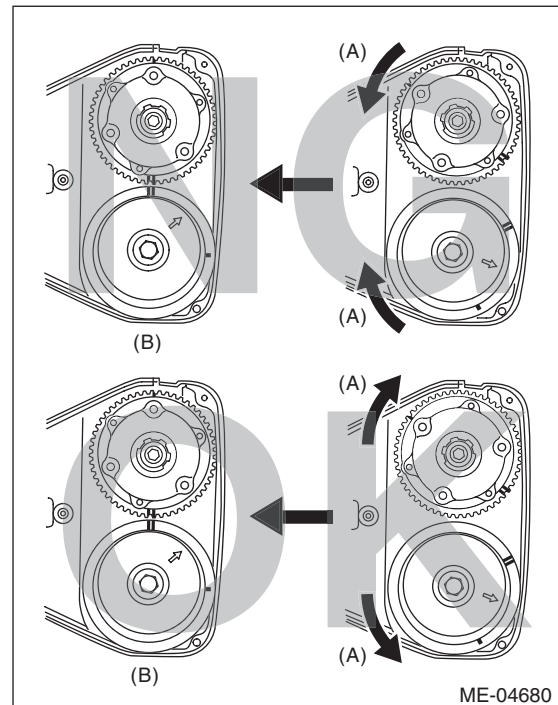
- Intake and exhaust camshafts for this DOHC engine can be independently rotated with the timing belts removed. As can be seen from the figure, if the intake and exhaust valves are lifted simultaneously, heads will interfere with each other, resulting in bent valves.



(A) Intake camshaft
(B) Exhaust camshaft

- When the timing belts are not installed, four camshafts are held at the “zero-lift” position, where all cams on camshafts are not pushing down on the intake and exhaust valves. (Under this condition, all valves remain unlifted.)
- When the camshafts are rotated to install the timing belts, #2 intake and #4 exhaust cam of camshaft LH are held, pushing their corresponding valves down. (Under this condition, these valves are held lifted.) Camshaft RH are held so that their cams do not push the valves down.
- Camshafts LH must be rotated from the zero-lift position to the position where the timing belt is to be installed with the smallest possible angle, in order to prevent mutual interference of intake and exhaust valve heads.

- Do not allow the camshafts to rotate in the direction shown in the upper figure. Doing this may cause both the intake and exhaust valves to lift simultaneously, resulting in mutual interference of valve heads.



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

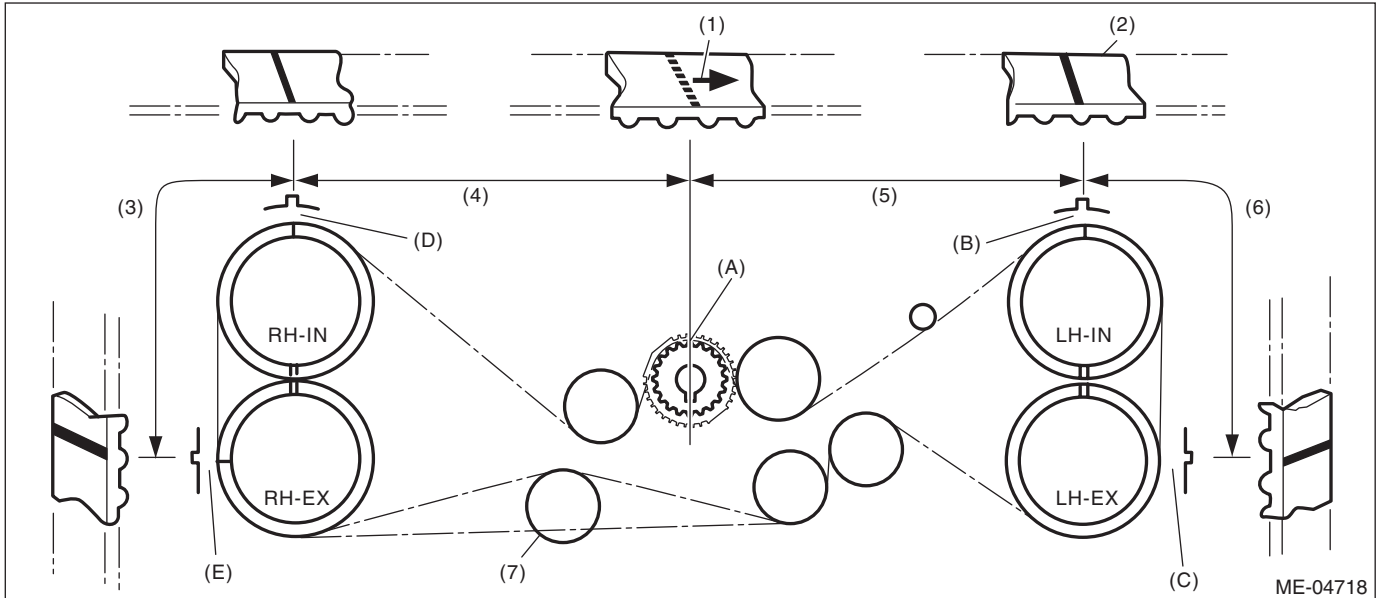
Timing Belt

MECHANICAL

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

CAUTION:

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



(1) Arrow mark	(4) 54.5 teeth	(6) 28 teeth
(2) Timing belt	(5) 51 teeth	(7) Install it in the end
(3) 28 teeth		

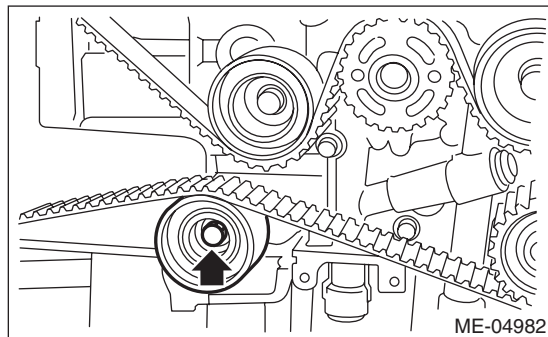
9) Install the belt idlers.

Tightening torque:

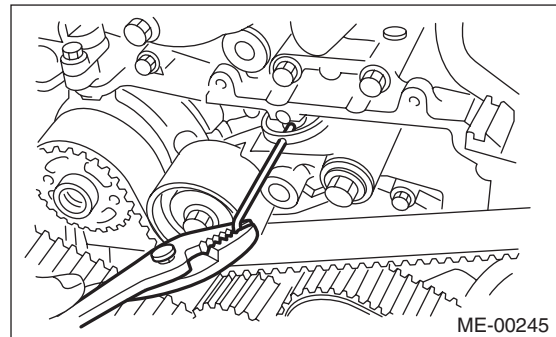
39 N·m (4.0 kgf-m, 28.8 ft-lb)

NOTE:

Make sure that the marks on the timing belt and sprockets are aligned.



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



Timing Belt

MECHANICAL

11) Install the timing belt guide.

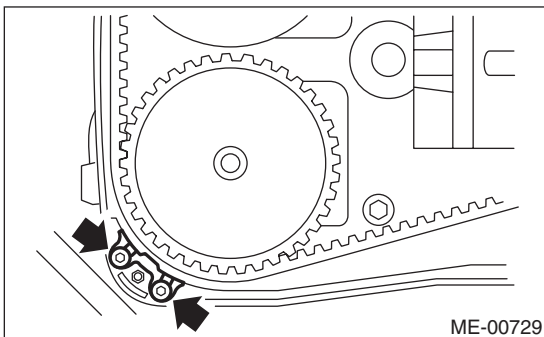
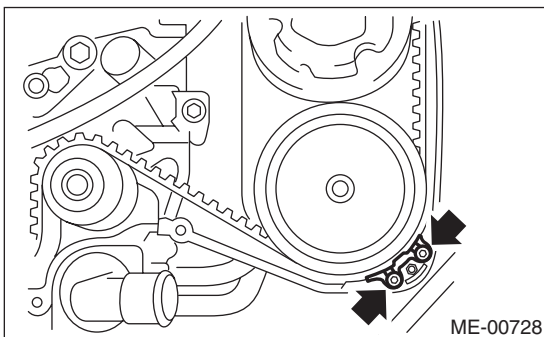
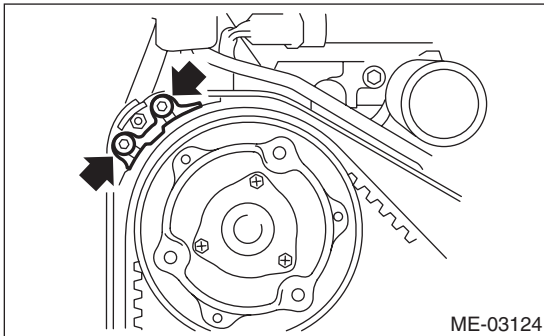
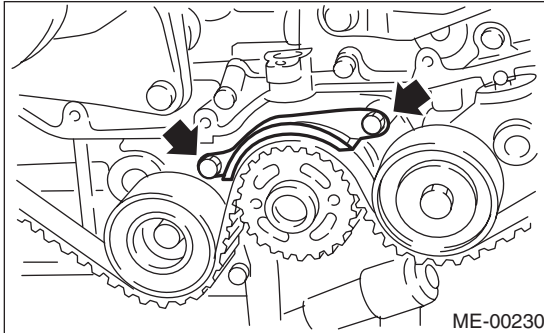
- (1) Temporarily tighten the bolts securing the timing belt guide.

NOTE:

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

Liquid gasket:

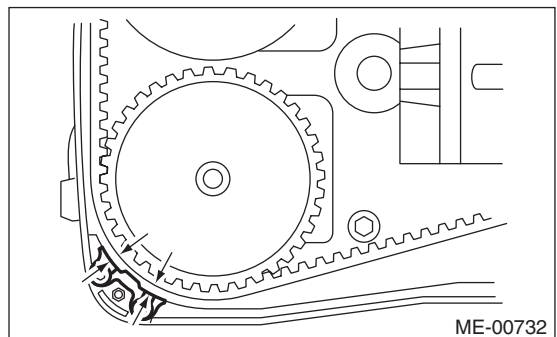
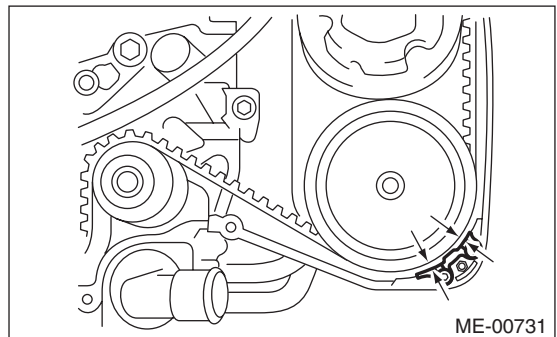
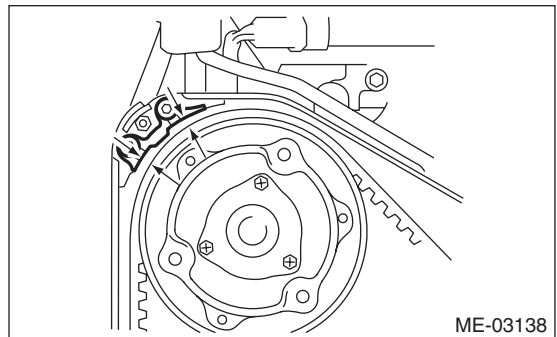
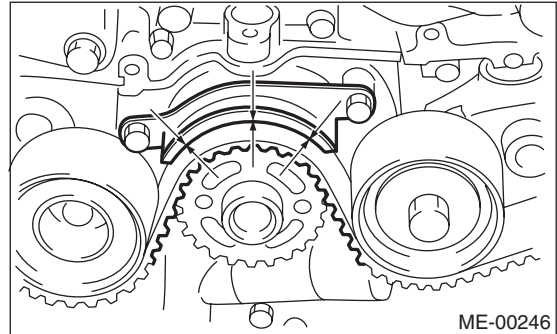
THREE BOND 1324 (Part No. 004403042)



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

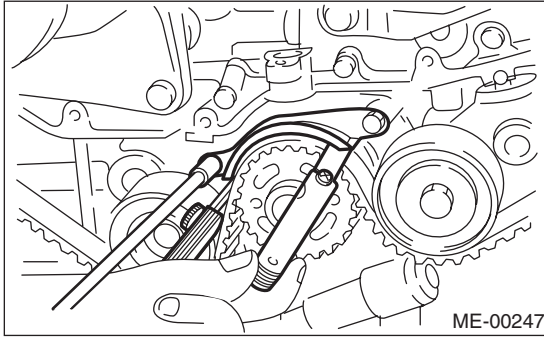
Clearance:

$1.0 \pm 0.5 \text{ mm}$ ($0.039 \pm 0.020 \text{ in}$)



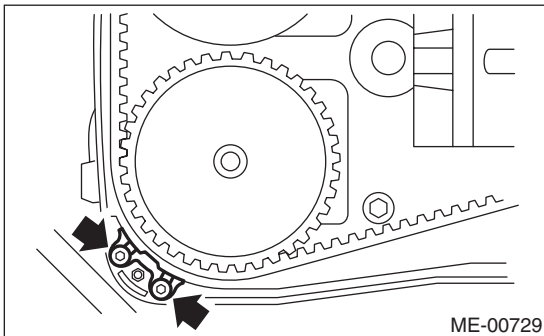
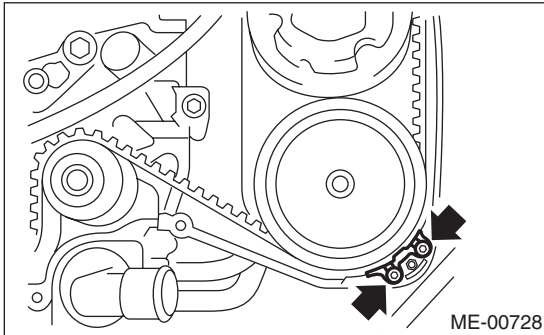
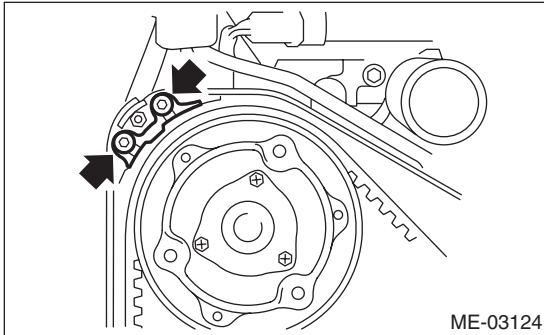
Tightening torque:

9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



12) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>

13) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

C: INSPECTION

1. TIMING BELT

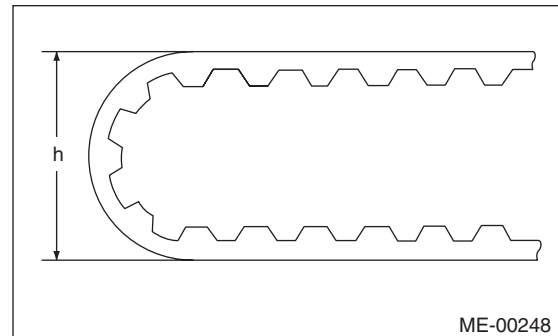
- 1) Check the timing belt teeth for breaks, cracks or wear. If any fault is found, replace the timing belt.
- 2) Check the condition on the back surface of the timing belt. If cracks are found, replace the timing belt.

CAUTION:

- Be careful not to let oil, grease or coolant contact the timing belt. Remove quickly and thoroughly if this happens.
- Do not bend the timing belt sharply.

In radial diameter h:

60 mm (2.36 in) or more



2. AUTOMATIC BELT TENSION ADJUSTER

1) Visually check the oil seals for leaks, and rod ends for abnormal wear and scratches. If necessary, replace the automatic belt tension adjuster assembly.

NOTE:

Slight traces of oil at the rod oil seal does not indicate a problem.

2) Check that the adjuster rod does not move when a pressure of 165 N (16.8 kgf, 37.1 lb) is applied to it. This is to check adjuster rod stiffness.

3) If the adjuster rod is not stiff and moves freely when applying 165 N (16.8 kgf, 37.1 lb), check it using the following procedures:

(1) Slowly press the adjuster rod down to the end surface of cylinder. Repeat this operation two to three times.

(2) With the adjuster rod moved all the way up, apply a pressure of 165 N (16.8 kgf, 37.1 lb) to it, and check the adjuster rod stiffness.

(3) If the adjuster rod is not stiff and moves down, replace the automatic belt tension adjuster assembly with a new part.

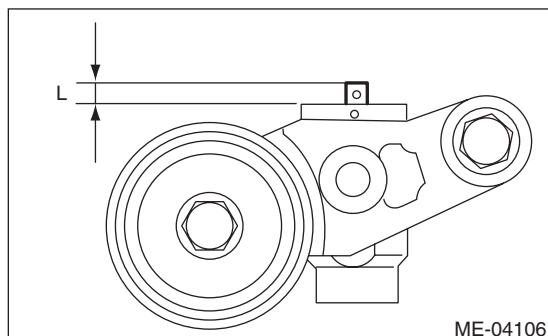
CAUTION:

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

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

Protrusion amount of adjuster rod L:

5.2 — 6.2 mm (0.205 — 0.244 in)



3. BELT TENSION PULLEY

1) Check the mating surfaces of timing belt and contact point of adjuster rod for abnormal wear or scratches. Replace the automatic belt tension adjuster assembly with a new part if faulty.

2) Check the belt tension pulley for smooth rotation. Replace the automatic belt tension adjuster assembly with a new part if abnormal noise or excessive play occurs.

3) Check the belt tension pulley for grease leakage.

4. BELT IDLER

1) Check the belt idler for smooth rotation. Replace if noise or excessive play occurs.

2) Check the outer contacting surfaces of idler pulley for abnormal wear and scratches.

3) Check the belt idler for grease leakage.

16. Cam Sprocket

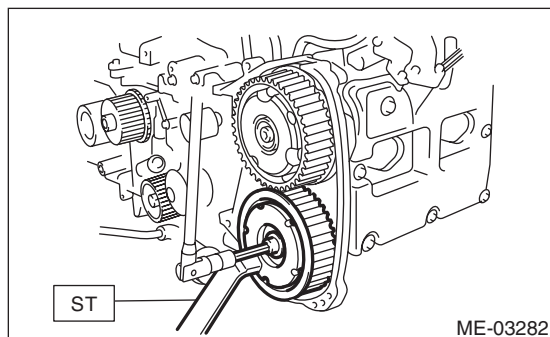
A: REMOVAL

NOTE:

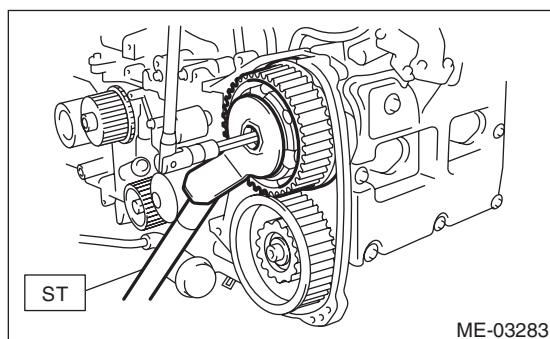
When replacing a single part, perform the work with the engine assembly installed to body.

- 1) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 4) Remove the actuator cover from intake cam sprocket.
- 5) Use the ST to lock the cam sprocket, and remove the cam sprocket bolt.

ST 499207400 CAM SPROCKET WRENCH



ST 499977500 CAM SPROCKET WRENCH



- 6) Remove the cam sprocket.

B: INSTALLATION

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

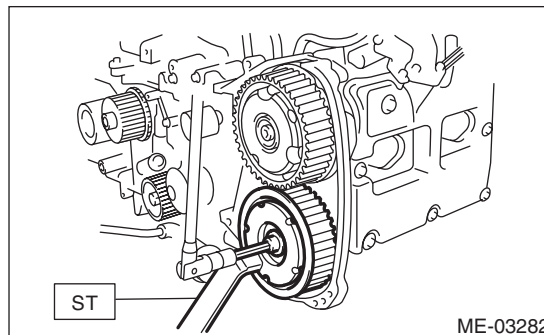
NOTE:

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

ST 499207400 CAM SPROCKET WRENCH

Tightening torque:

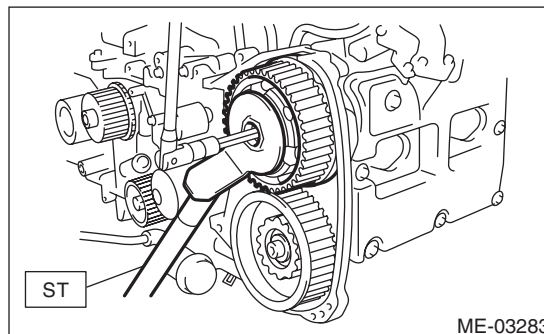
Tighten to 30 N·m (3.1 kgf-m, 22.1 ft-lb) of torque, and then tighten further by 45°.



ST 499977500 CAM SPROCKET WRENCH

Tightening torque:

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



- 3) Install the actuator cover to intake cam sprocket.

NOTE:

Use new O-rings.

Tightening torque:

3.4 N·m (0.3 kgf-m, 2.5 ft-lb)

- 4) Install the timing belt. <Ref. to ME(w/o STI)-50, INSTALLATION, Timing Belt.>
- 5) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>
- 6) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

C: INSPECTION

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

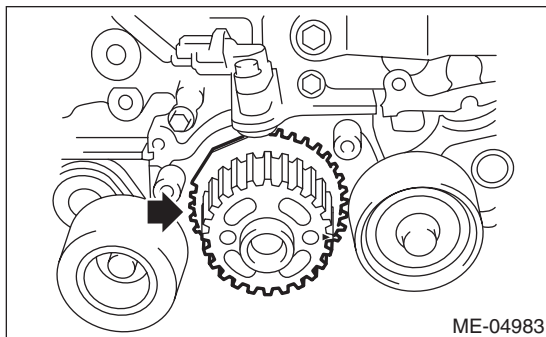
17.Crank Sprocket

A: REMOVAL

NOTE:

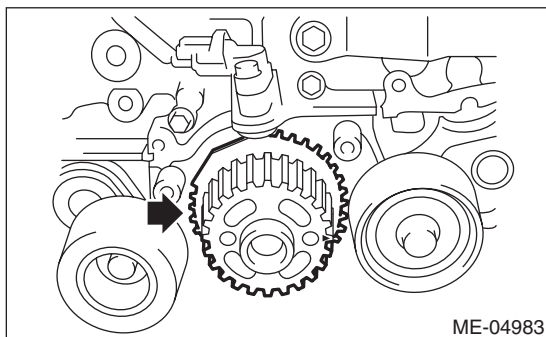
When replacing a single part, perform the work with the engine assembly installed to body.

- 1) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 2) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 3) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 4) Remove the crank sprocket.



B: INSTALLATION

- 1) Install the crank sprocket.



- 2) Install the timing belt. <Ref. to ME(w/o STI)-50, INSTALLATION, Timing Belt.>
- 3) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>
- 4) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

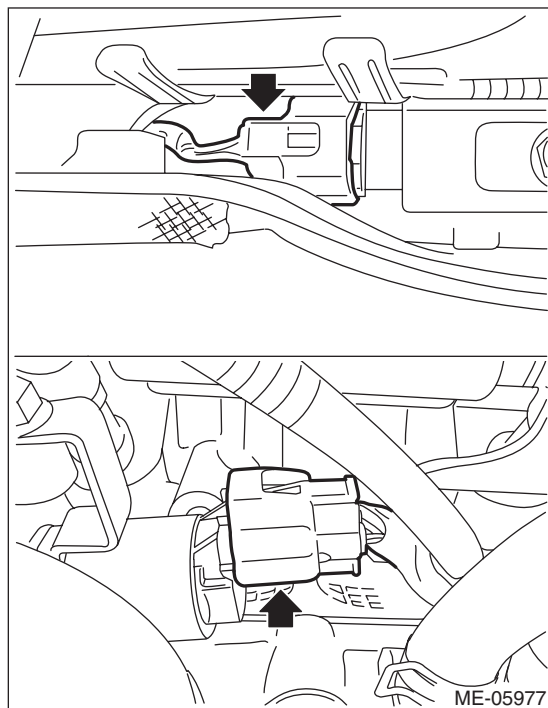
C: INSPECTION

- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.
- 3) Check the crank sprocket protrusion used for sensor for damage and contamination of foreign matter.

18. Camshaft

A: REMOVAL

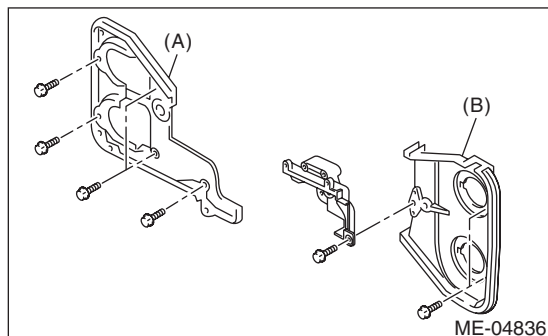
- 1) Remove the engine from the vehicle. <Ref. to ME(w/o STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(w/o STI)-38, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 4) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 5) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 6) Remove the cam sprocket. <Ref. to ME(w/o STI)-57, REMOVAL, Cam Sprocket.>
- 7) Disconnect the connector from the oil flow control solenoid valve.



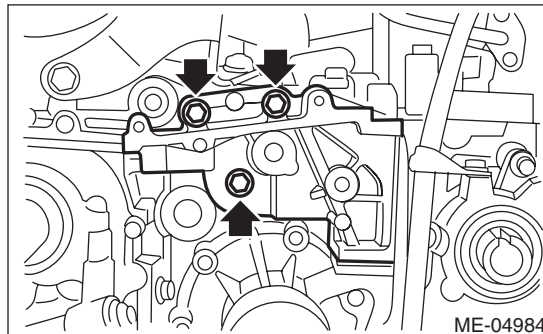
- 8) Remove the timing belt cover No. 2 RH (A) and timing belt cover No. 2 LH (B).

NOTE:

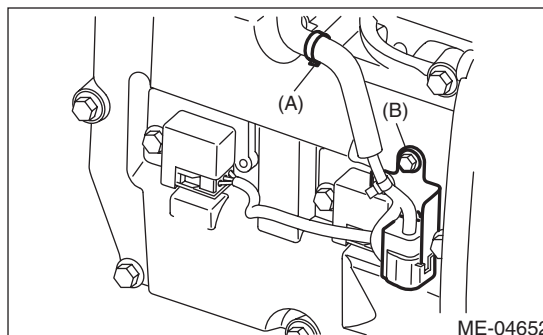
When removing the timing belt cover, be careful not to damage the seal rubber.



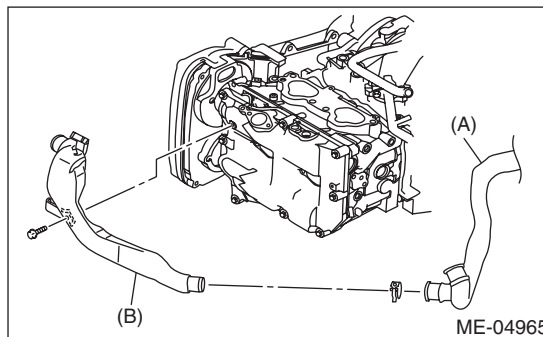
- 9) Remove the tensioner bracket.



- 10) Remove the clip (A) and the stay (B) which hold the engine harness to the rocker cover RH.



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



- 12) Remove the ignition coil. <Ref. to IG(w/o STI)-8, REMOVAL, Ignition Coil.>

Camshaft

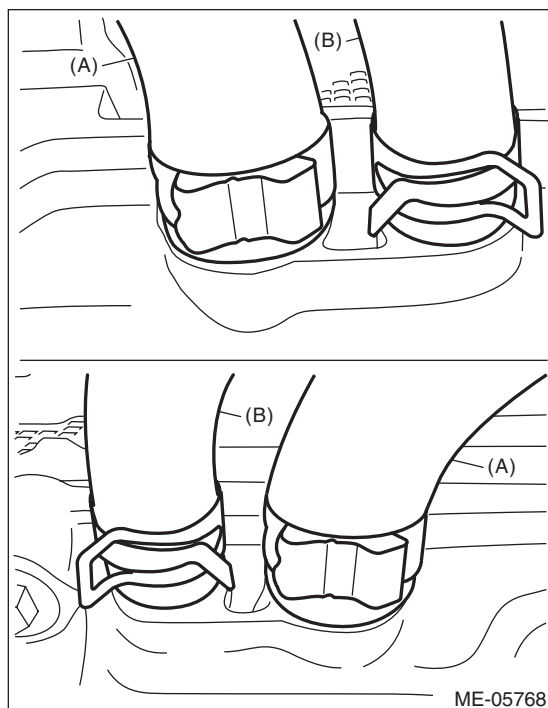
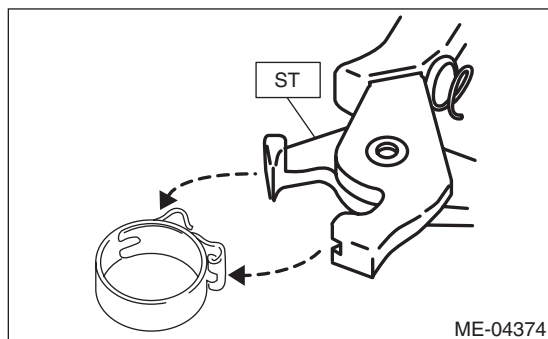
MECHANICAL

13) Disconnect the PCV hose (A) and PCV hose assembly (B) from the rocker cover.

NOTE:

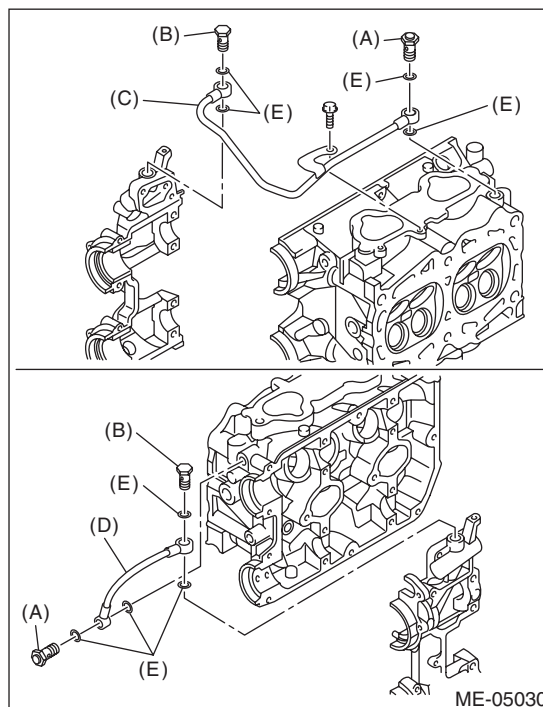
Pinch the clamp of the PCV hose (A) by fitting the cut out in the ST with the protrusion on the clamp as shown in the figure, and unlock the clamp.

ST 18353AA000 CLAMP PLIERS



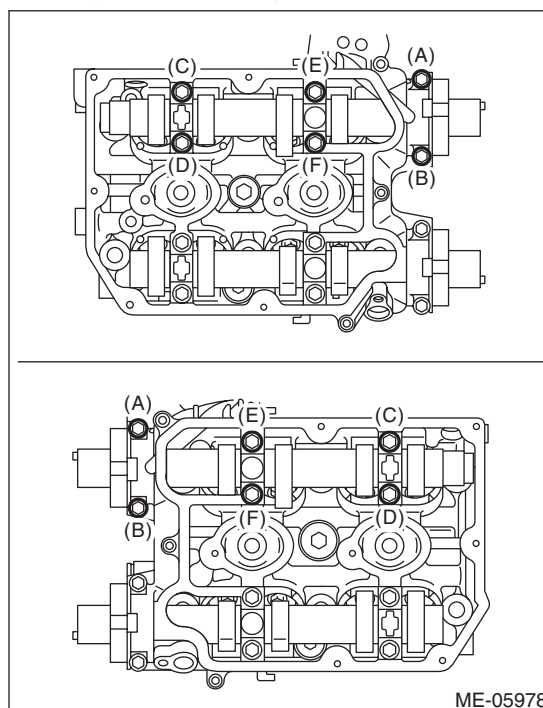
14) Remove the rocker cover.

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

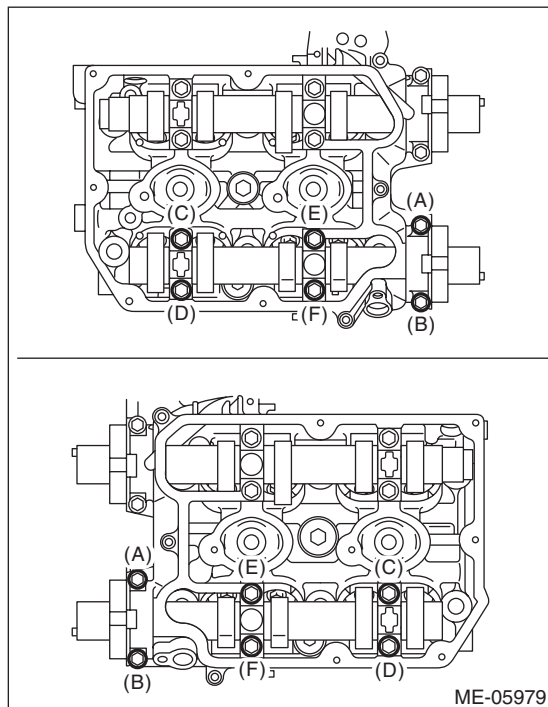


- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

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



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



- 18) Remove the front camshaft cap.
 19) Remove the intake camshaft caps and intake camshaft.
 20) Remove the exhaust camshaft caps and exhaust camshaft.

NOTE:

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

21) Remove the oil seal.

CAUTION:

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

B: INSTALLATION

1) Install the camshaft.

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

NOTE:

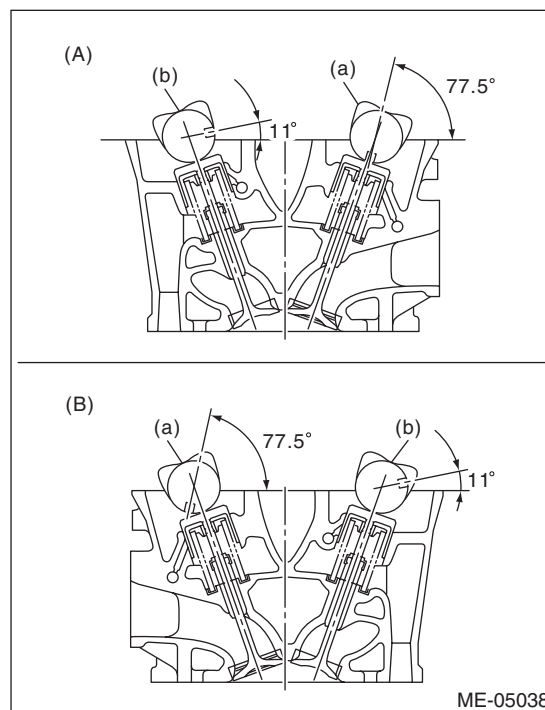
- Set the camshaft to the position shown in the figure.
- When set at the position shown in the figure, it is not necessary to rotate the camshaft RH when installing the timing belt, but it is necessary to rotate the camshaft LH slightly.

Intake camshaft LH:

Rotate 80° clockwise.

Exhaust camshaft LH:

Rotate 45° counterclockwise.



- (A) Cylinder head RH
 (B) Cylinder head LH
 (a) Intake camshaft
 (b) Exhaust camshaft

2) Install the camshaft cap.

- (1) Apply small amount of liquid gasket to the mating surface of cap.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not apply liquid gasket excessively. Applying excessively may cause excess gasket to come out and flow toward oil seal, resulting in oil leak.

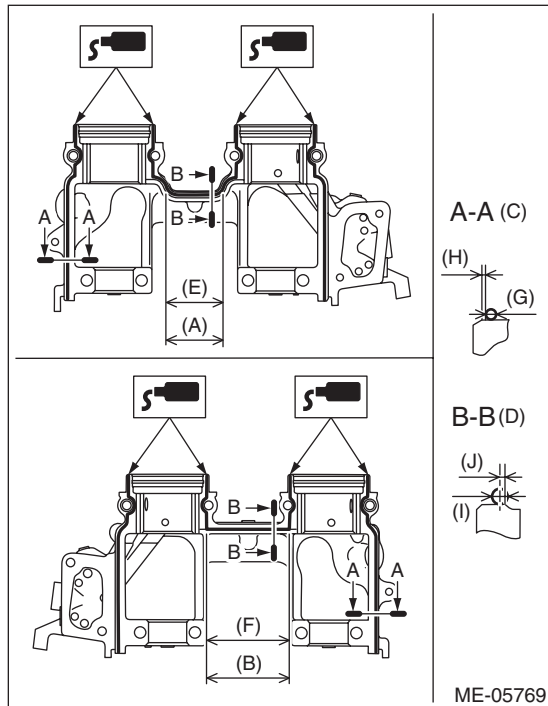
Liquid gasket:

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

Liquid gasket applying diameter:

**Mating surfaces other than ranges A and B
 2 ± 0.5 mm (0.0787 ± 0.0197 in)**

**Mating surfaces of ranges A and B
 3 ± 1 mm (0.1181 ± 0.0394 in)**



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

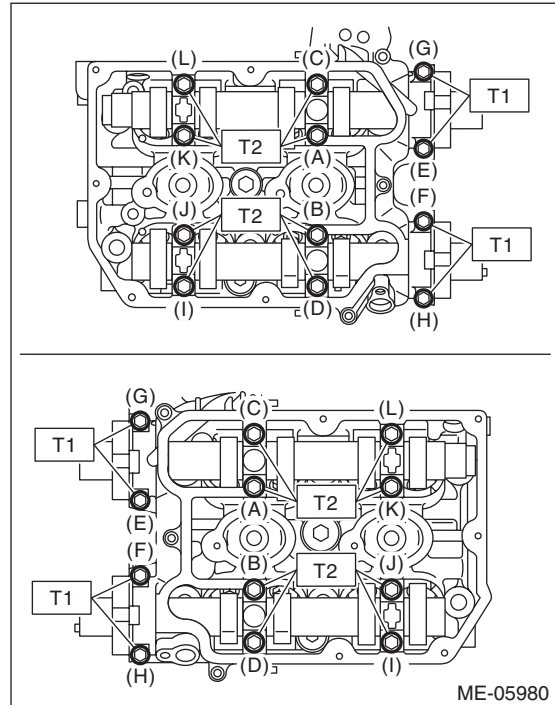
- (2) Apply a thin coat of engine oil to the cap journal surface, and install the camshaft cap to the camshaft.

- (3) Gradually tighten the camshaft cap in at least two steps, in alphabetical order shown in the figure, and then tighten to the specified torque.

Tightening torque:

T1: 9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

T2: 20 N·m (2.0 kgf-m, 14.8 ft-lb)



- (4) After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at base circle.

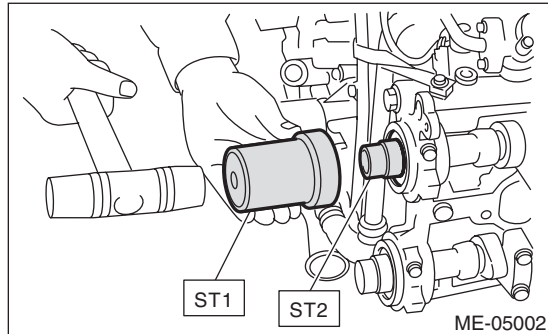
3) Apply a thin coat of engine oil to the periphery of the camshaft oil seal and oil seal lip, and install the oil seal on the camshaft using ST1 and ST2.

NOTE:

Use a new oil seal.

ST1 499587600 OIL SEAL INSTALLER

ST2 499597200 OIL SEAL GUIDE



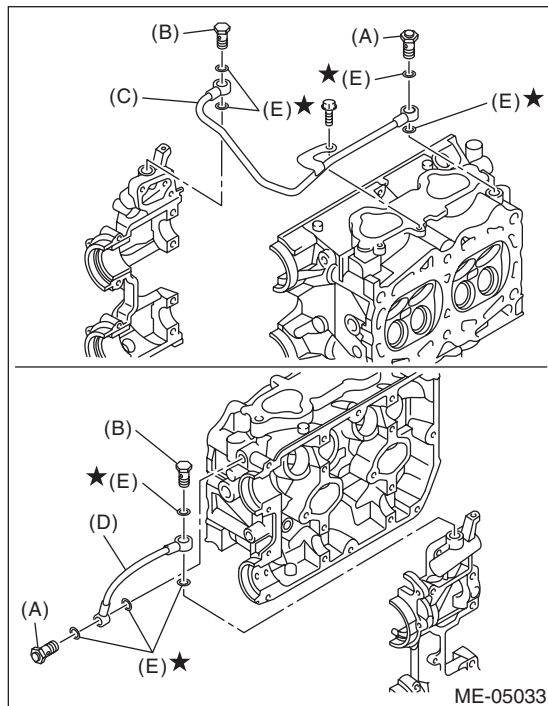
4) Install the oil pipe to the front camshaft cap using the union bolt without filter (without protrusion).

NOTE:

Use a new gasket.

Tightening torque:

29 N·m (3.0 kgf-m, 21.4 ft-lb)

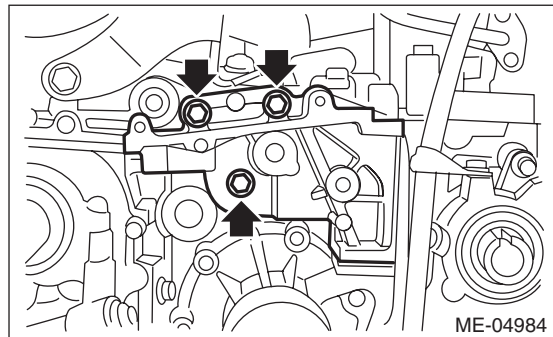


- (A) Union bolt with filter (with protrusion)
- (B) Union bolt without filter (without protrusion)
- (C) Oil pipe RH
- (D) Oil pipe LH
- (E) Gasket

5) Install the tensioner bracket.

Tightening torque:

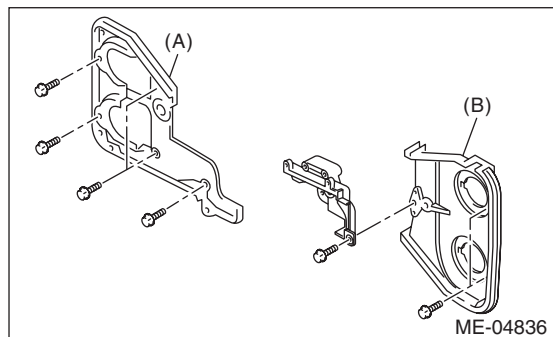
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



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

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



7) Install the cam sprocket. <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>

8) Install the timing belt. <Ref. to ME(w/o STI)-50, INSTALLATION, Timing Belt.>

9) Adjust the valve clearance. <Ref. to ME(w/o STI)-28, ADJUSTMENT, Valve Clearance.>

10) Install the rocker cover.

(1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

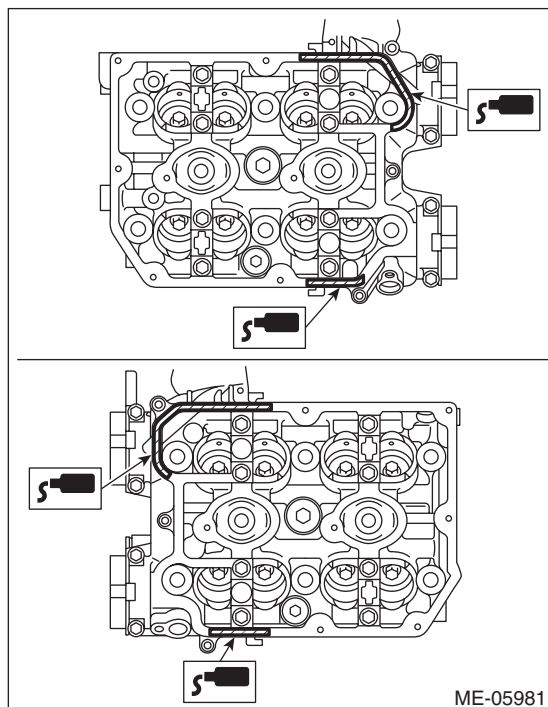
(2) Apply liquid gasket to the specified point of the cylinder head.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

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

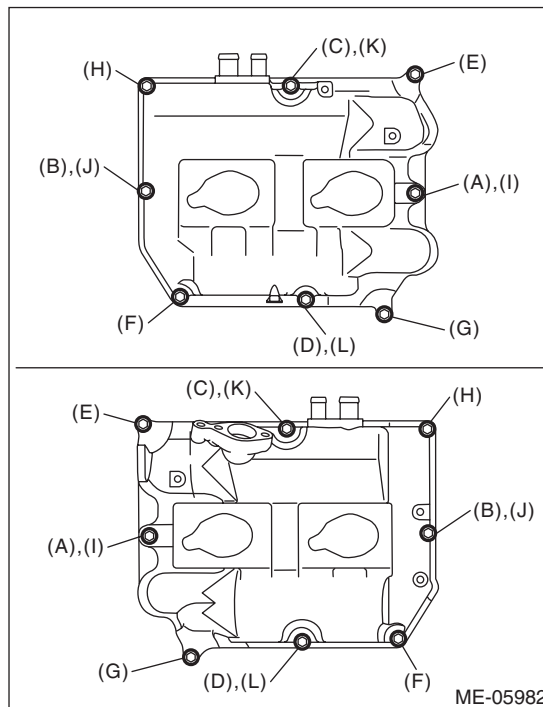


(3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

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

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

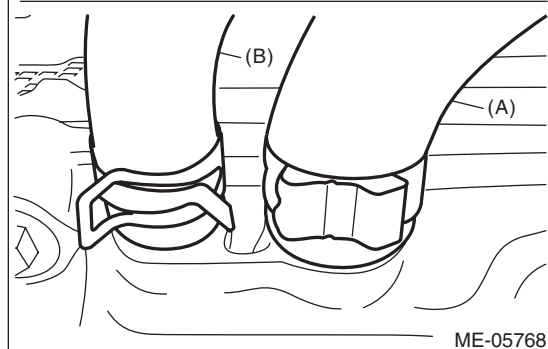
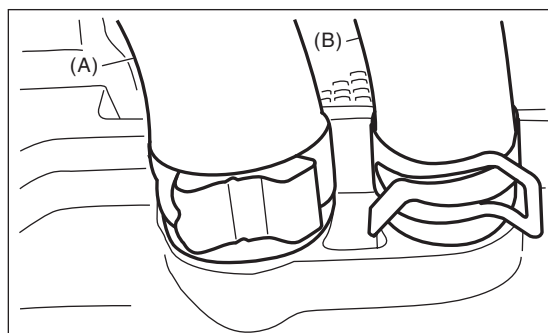
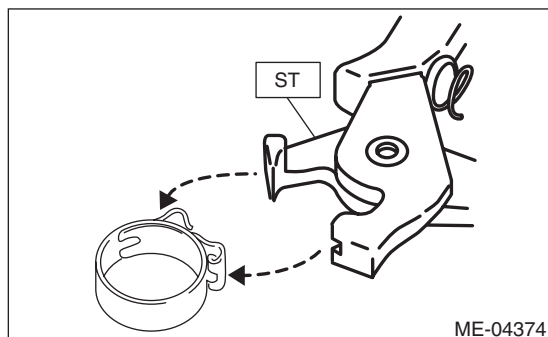


11) Connect the PCV hose (A) and PCV hose assembly (B) to the rocker cover.

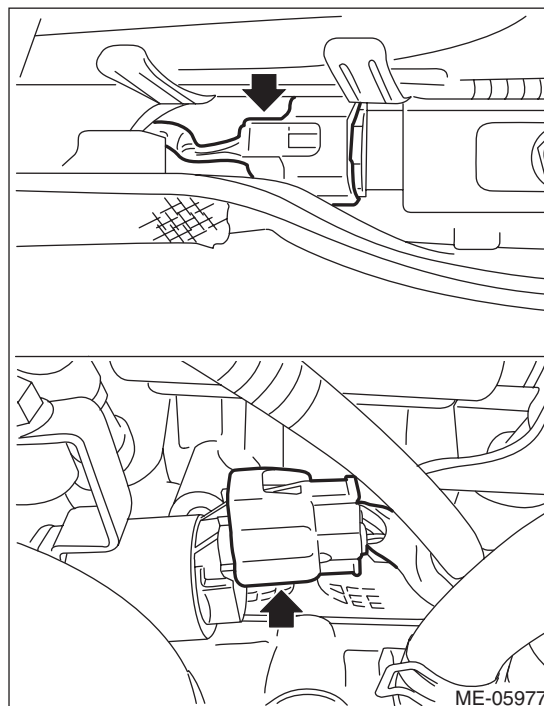
NOTE:

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

ST 18353AA000 CLAMP PLIERS



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

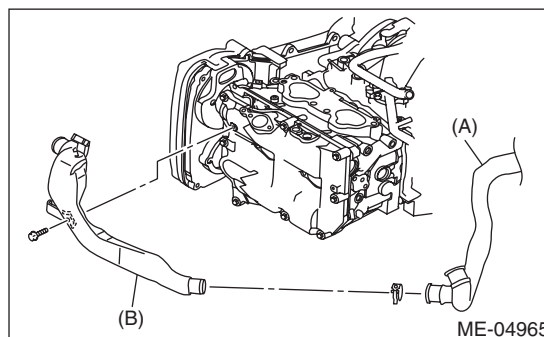


13) Install the ignition coil. <Ref. to IG(w/o STI)-8, INSTALLATION, Ignition Coil.>

14) Install the air duct B (B) to the rocker cover LH and the air duct A (A).

Tightening torque:

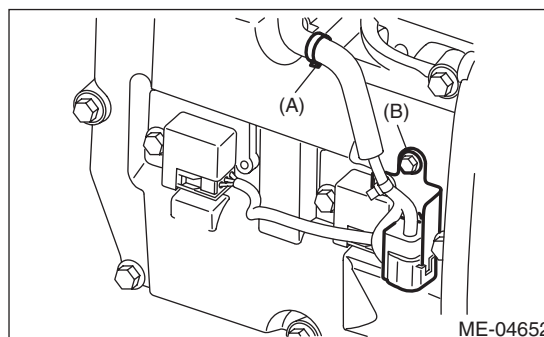
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



15) Securely install the engine harness with clip (A) and stay (B) to the rocker cover RH.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Camshaft

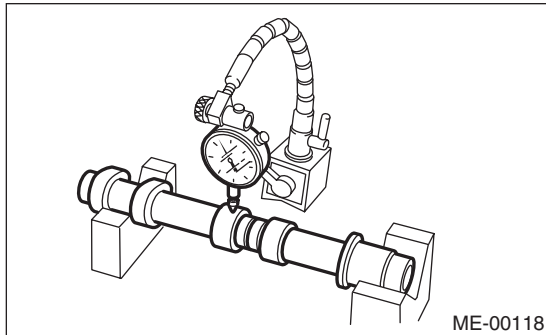
MECHANICAL

- 16) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>
- 17) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>
- 18) Install the rear side belt. <Ref. to ME(w/o STI)-39, REAR SIDE BELT, INSTALLATION, V-belt.>
- 19) Install the engine to the vehicle. <Ref. to ME(w/o STI)-33, INSTALLATION, Engine Assembly.>

C: INSPECTION

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

Camshaft bend limit:
0.020 mm (0.00079 in)



- 2) Check the journal for damage and wear. Replace if faulty.
- 3) Check the cutout portion used for camshaft sensor for damage. Replace if faulty.
- 4) Check the cam face condition, and remove the minor faults by grinding with oil stone. If offset wear occurs, replace it.
- 5) Measure the cam lobe height "H" and cam base circle diameter "A". If it exceeds the standard or offset wear occurs, replace it.

Cam lobe height H:

Standard

Intake

46.55 — 46.65 mm (1.833 — 1.837 in)

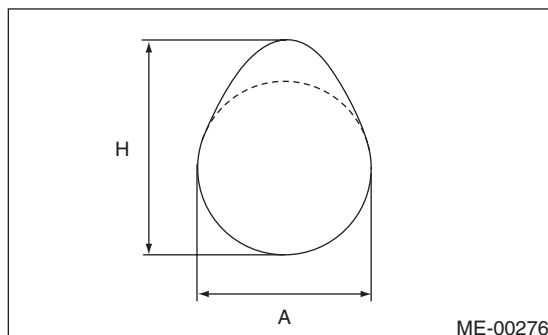
Exhaust

46.75 — 46.85 mm (1.841 — 1.844 in)

Cam base circle diameter A:

Standard

37.0 mm (1.457 in)



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

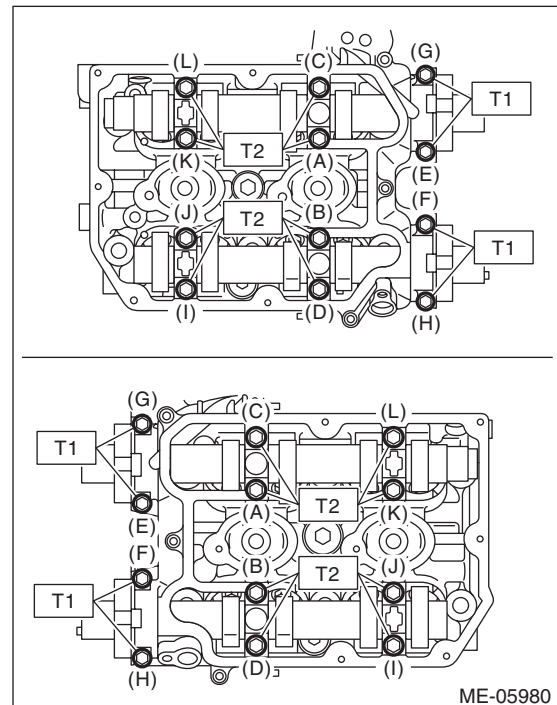
	Camshaft journal	
	Front	Center, rear
Standard mm (in)	37.946 — 37.963 (1.4939 — 1.4946)	29.946 — 29.963 (1.1790 — 1.1796)

- 7) Measure the oil clearance of camshaft journal.
 - (1) Clean the camshaft cap and cylinder head camshaft journal.
 - (2) Place the camshaft on cylinder head. (Without installing the valve lifter)
 - (3) Place a plastigauge across each camshaft journals.
 - (4) Gradually tighten the camshaft cap in at least two steps, in alphabetical order shown in the figure, and then tighten to the specified torque. Do not turn the camshaft.

Tightening torque:

T1: 9.75 N·m (1.0 kgf·m, 7.2 ft·lb)

T2: 20 N·m (2.0 kgf·m, 14.8 ft·lb)



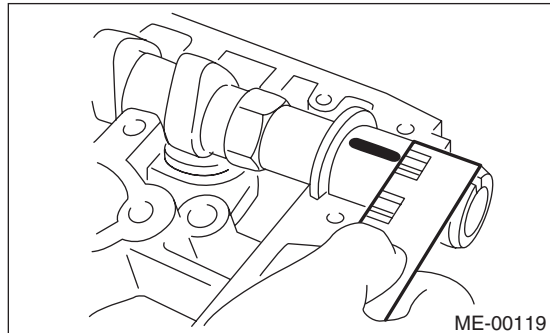
- (5) Remove the camshaft cap.

(6) Measure the widest point of the plastigauge on each journal. If oil clearance exceeds the standard, replace the camshaft. If necessary, replace the camshaft caps and cylinder head as a set.

Camshaft oil clearance:

Standard

0.037 — 0.072 mm (0.0015 — 0.0028 in)



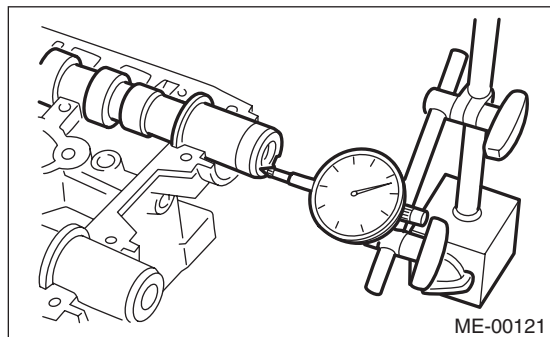
(7) Completely remove the plastigauge.

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

Camshaft thrust clearance:

Standard

0.068 — 0.116 mm (0.0027 — 0.0047 in)



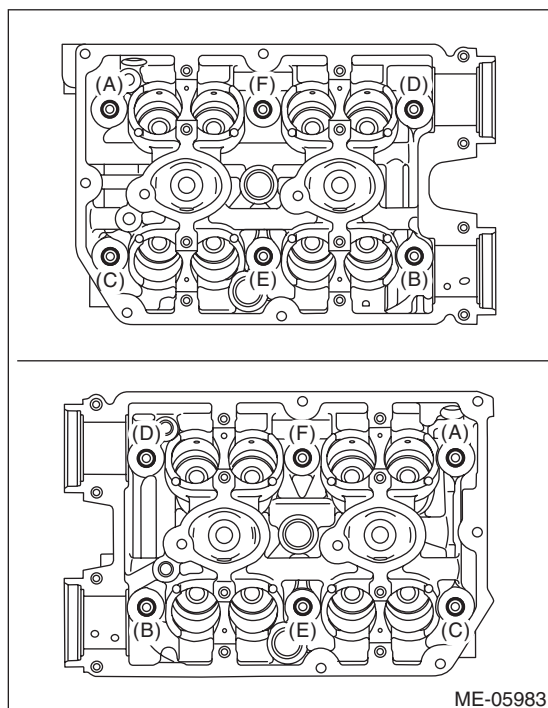
19. Cylinder Head

A: REMOVAL

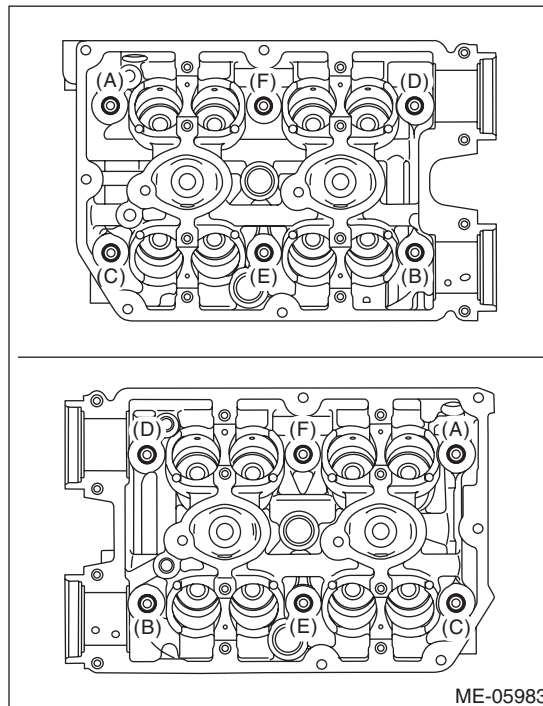
- 1) Remove the engine from the vehicle. <Ref. to ME(w/o STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(w/o STI)-38, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>
- 4) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 5) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 6) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 7) Remove the cam sprocket. <Ref. to ME(w/o STI)-57, REMOVAL, Cam Sprocket.>
- 8) Remove the secondary air combination valve. <Ref. to EC(w/o STI)-30, REMOVAL, Secondary Air Combination Valve.>
- 9) Remove the bolts which secure A/C compressor bracket to cylinder head.
- 10) Remove the oil pipe. <Ref. to LU(STI)-25, REMOVAL, Oil Pipe.>
- 11) Remove the camshaft. <Ref. to ME(w/o STI)-59, REMOVAL, Camshaft.>
- 12) Remove the oil level gauge guide. (LH side only)
- 13) Remove the cylinder head bolts in alphabetical order shown in the figure.

NOTE:

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



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



- 15) Remove the cylinder head gasket.

CAUTION:

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

B: INSTALLATION

- 1) Install the cylinder head to the cylinder block.

CAUTION:

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

NOTE:

Use a new cylinder head gasket.

- (1) Clean the bolt threads and the bolt holes in the cylinder block

CAUTION:

To avoid erroneous tightening of the bolts, clean out the bolt holes sufficiently by blowing with compressed air to eliminate engine coolant etc.

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

- (4) Retighten all bolts to 95 N·m (9.7 kgf-m, 70.1 ft-lb) in alphabetical order.

CAUTION:

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

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

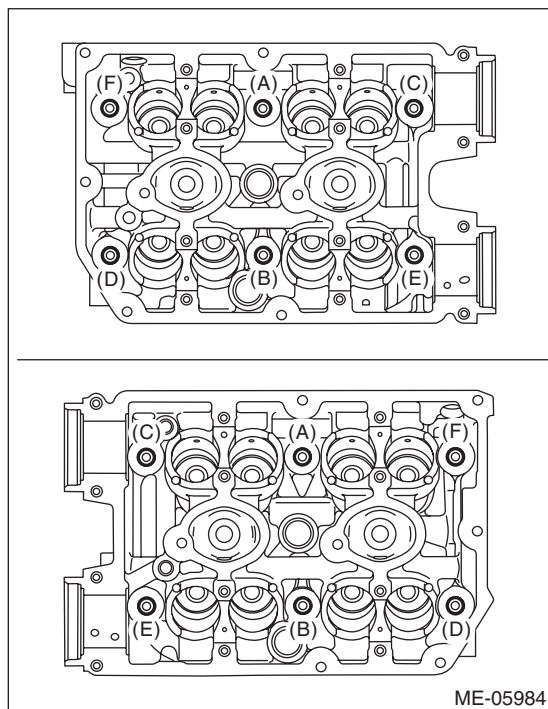
CAUTION:

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

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

CAUTION:

Make sure the total “tightening angle” of steps (10) and (11) does not exceed 90°.



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

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 3) Install the camshaft. <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.>

- 4) Install the oil pipe. <Ref. to LU(STI)-27, INSTALLATION, Oil Pipe.>

- 5) Install the A/C compressor bracket on cylinder head.

Tightening torque:

36 N·m (3.7 kgf-m, 26.6 ft-lb)

- 6) Install the secondary air combination valve. <Ref. to EC(w/o STI)-31, INSTALLATION, Secondary Air Combination Valve.>

- 7) Install the cam sprocket. <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>

- 8) Install the timing belt. <Ref. to ME(w/o STI)-50, INSTALLATION, Timing Belt.>

- 9) Adjust the valve clearance. <Ref. to ME(w/o STI)-28, ADJUSTMENT, Valve Clearance.>

- 10) Install the rocker cover.

- (1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

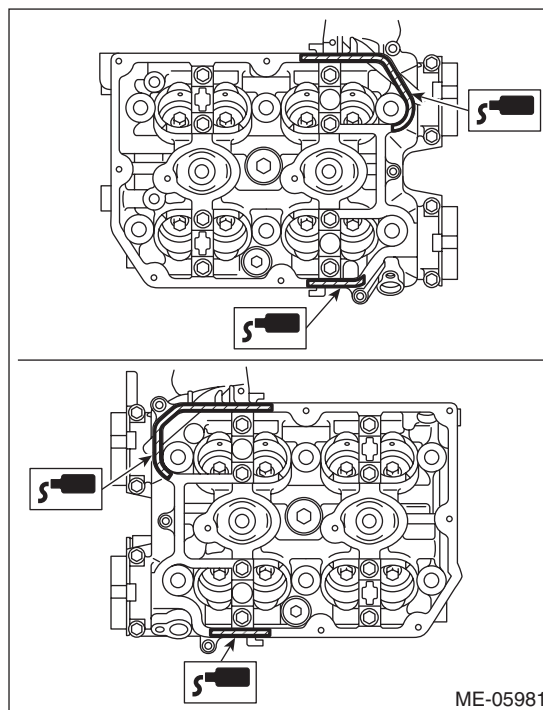
- (2) Apply liquid gasket to the specified point of the cylinder head.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

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



- (3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

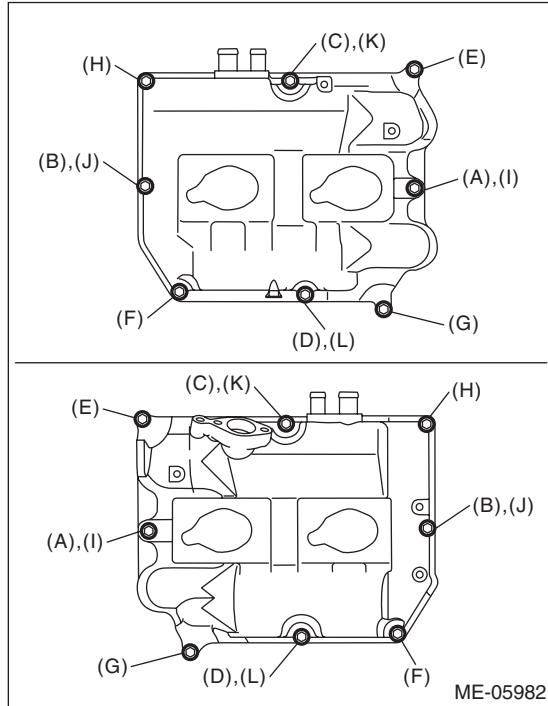
Cylinder Head

MECHANICAL

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

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

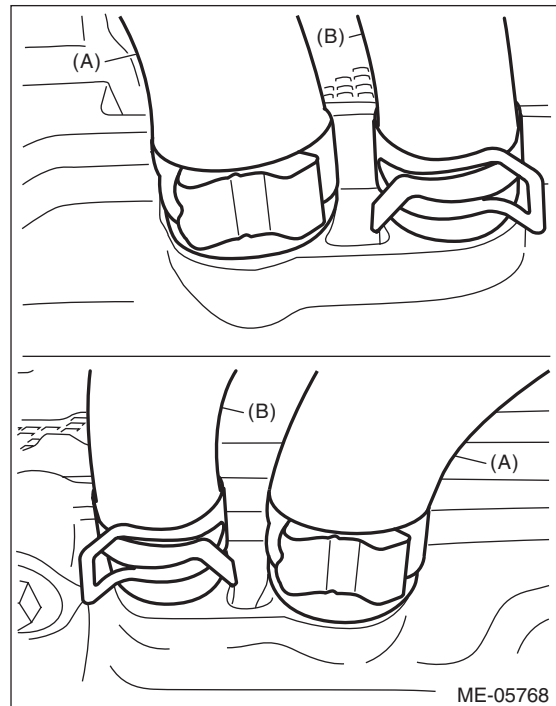
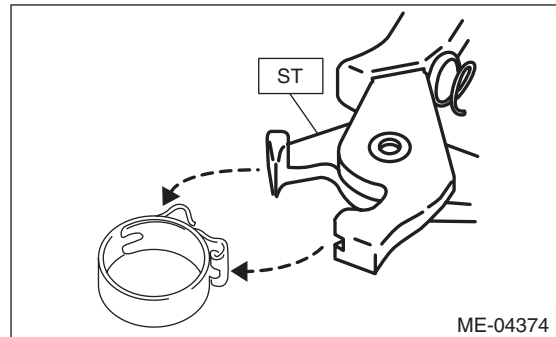


11) Connect the PCV hose (A) and PCV hose assembly (B) to the rocker cover.

NOTE:

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

ST 18353AA000 CLAMP PLIERS



12) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>

13) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

14) Install the intake manifold. <Ref. to FU(w/o STI)-22, INSTALLATION, Intake Manifold.>

15) Install the rear side belt. <Ref. to ME(w/o STI)-39, REAR SIDE BELT, INSTALLATION, V-belt.>

16) Install the engine to the vehicle. <Ref. to ME(w/o STI)-33, INSTALLATION, Engine Assembly.>

C: DISASSEMBLY

1) Remove the valve lifter.

2) Place the cylinder head on ST1.

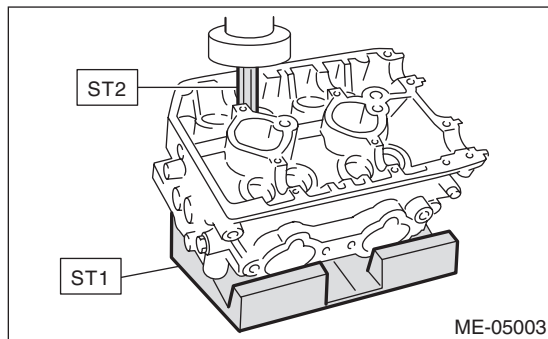
ST1 498267600 CYLINDER HEAD TABLE

3) Using ST2, compress the valve spring and remove the valve spring retainer key. Remove each valve and valve spring.

ST2 499718000 VALVE SPRING REMOVER

NOTE:

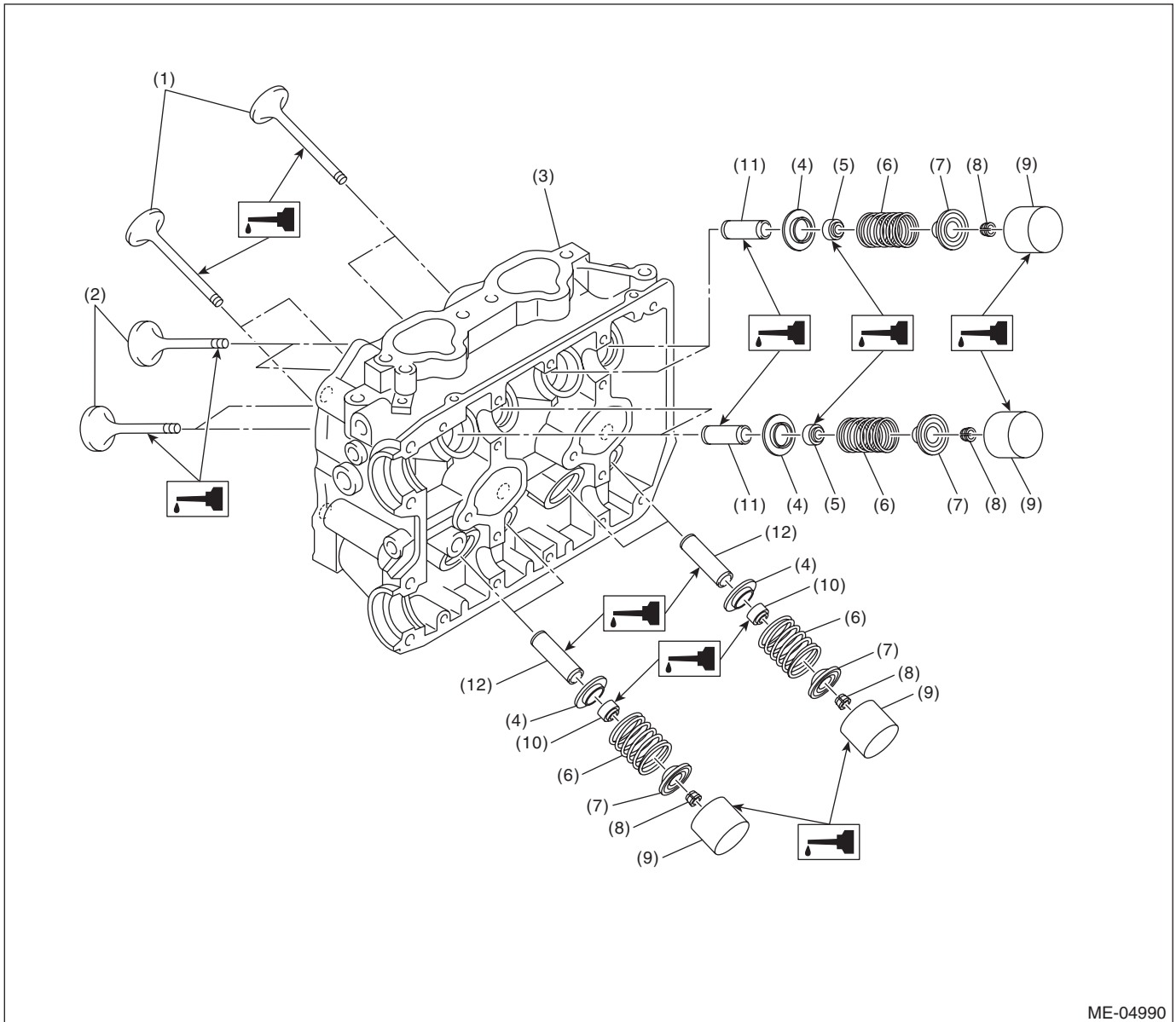
- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.
- Keep all the removed parts in order for re-installing in their original positions.
- For removal and installation procedures of the valve guide, intake valve oil seal and exhaust valve oil seal, refer to "INSPECTION". <Ref. to ME(w/o STI)-73, VALVE GUIDE, INSPECTION, Cylinder Head.> <Ref. to ME(w/o STI)-76, INTAKE AND EXHAUST VALVE OIL SEAL, INSPECTION, Cylinder Head.>



Cylinder Head

MECHANICAL

D: ASSEMBLY



ME-04990

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

1) Install the valve spring and valve.

- (1) Coat the valve stem of each valve with engine oil and insert the valve into valve guide.

NOTE:

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

(2) Set the cylinder head on ST1.

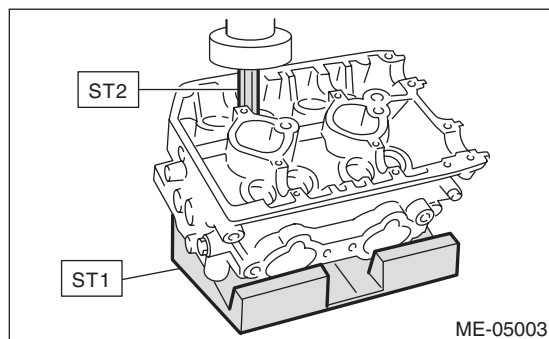
ST1 498267600 CYLINDER HEAD TABLE

- (3) Install the valve spring and valve spring retainer.

NOTE:

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

- (4) Set the ST2 on valve spring.
ST2 499718000 VALVE SPRING REMOVER



- (5) Compress the valve spring and fit the valve spring retainer key.
(6) After installing, tap the valve spring retainers lightly with a plastic hammer for better seating.
2) Apply oil to the surface of valve lifter.
3) Install the valve lifter.

E: INSPECTION

1. CYLINDER HEAD

- 1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.
2) Measure the warping of the cylinder head surface that mates with cylinder block using a straight edge (A) and thickness gauge (B).
If the warping exceeds the limit, correct the surface by grinding it with a surface grinder.

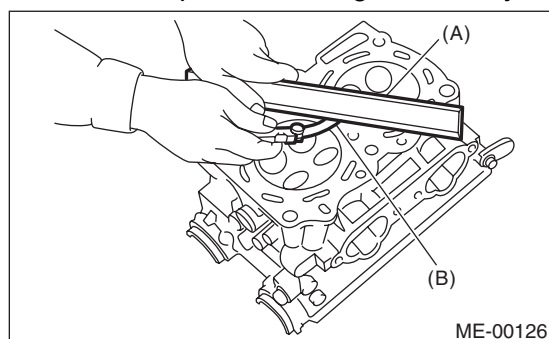
Warping limit:
0.035 mm (0.0014 in)

Grinding limit:
0.3 mm (0.012 in)

Standard height of cylinder head:
127.5 mm (5.02 in)

NOTE:

Uneven torque for the cylinder head bolts can cause warpage. When reinstalling, pay special attention to the torque so as to tighten evenly.



2. VALVE SEAT

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

Contacting width *W* between valve and valve seat:

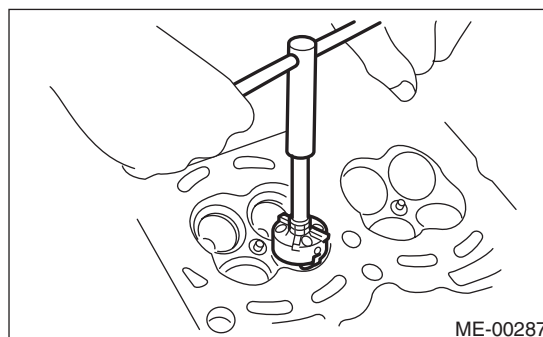
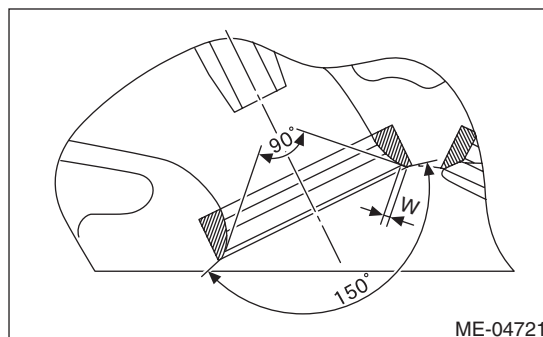
Standard

Intake

0.6 — 1.4 mm (0.024 — 0.055 in)

Exhaust

1.2 — 1.8 mm (0.047 — 0.071 in)



3. VALVE GUIDE

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

Clearance between the valve guide and valve stem:

Standard

Intake

0.030 — 0.057 mm (0.0012 — 0.0022 in)

Exhaust

0.040 — 0.067 mm (0.0016 — 0.0026 in)

Cylinder Head

MECHANICAL

2) If the clearance between valve guide and valve stem exceeds the standard, replace the valve guide or valve itself, whichever shows the greater amount of wear or damage. See the following procedure for valve guide replacement.

Valve guide inner diameter:

6.000 — 6.012 mm (0.2362 — 0.2367 in)

Valve stem outer diameters:

Intake

5.955 — 5.970 mm (0.2344 — 0.2350 in)

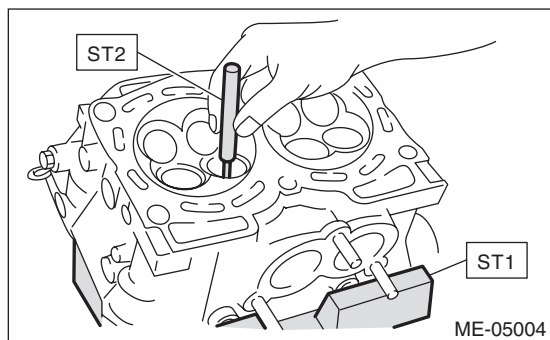
Exhaust

5.945 — 5.960 mm (0.2341 — 0.2346 in)

(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.

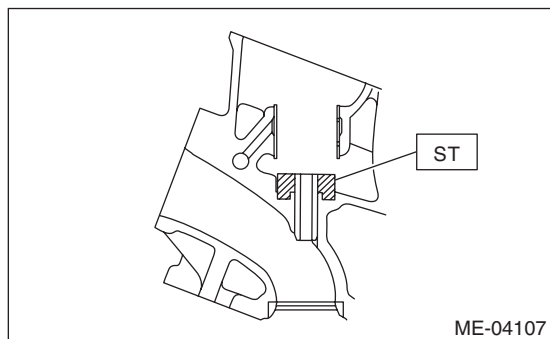
(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 498267600 CYLINDER HEAD TABLE
ST2 499767200 VALVE GUIDE REMOVER



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

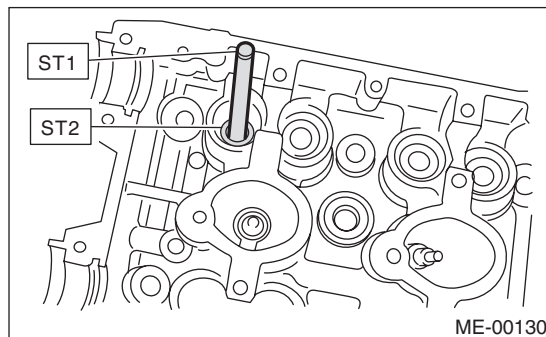
ST 18251AA020 VALVE GUIDE ADJUSTER



(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inner surface of valve guide holes in cylinder head.

(5) Put a new valve guide, coated with sufficient oil, in the cylinder head, and insert the ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

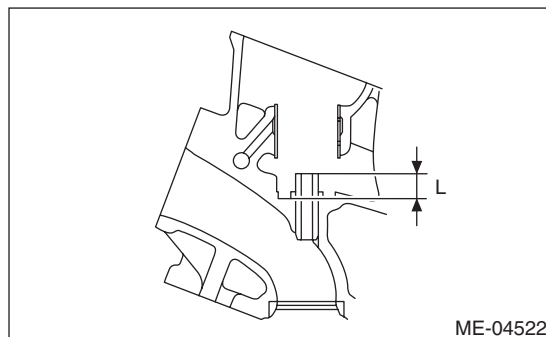
ST1 499767200 VALVE GUIDE REMOVER
ST2 18251AA020 VALVE GUIDE ADJUSTER



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

Valve guide protrusion amount L:

15.8 — 16.2 mm (0.622 — 0.638 in)

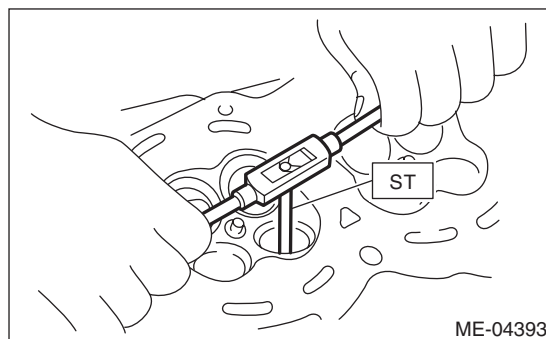


(7) Ream the inside of valve guide using ST. Put the ST in valve guide, and rotate the ST slowly clockwise while pushing it lightly. Bring the ST back while rotating it clockwise.

NOTE:

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

ST 499767400 VALVE GUIDE REAMER



(8) After reaming, clean the valve guide to remove chips.

(9) Recheck the contact condition between valve and valve seat after replacing the valve guide.

4. INTAKE AND EXHAUST VALVE

1) Inspect the flange of valve and valve stem, and replace the valve with a new part if damaged, worn, deformed, or if dimension "H" in the figure is outside of the specified limit.

Head edge thickness H:

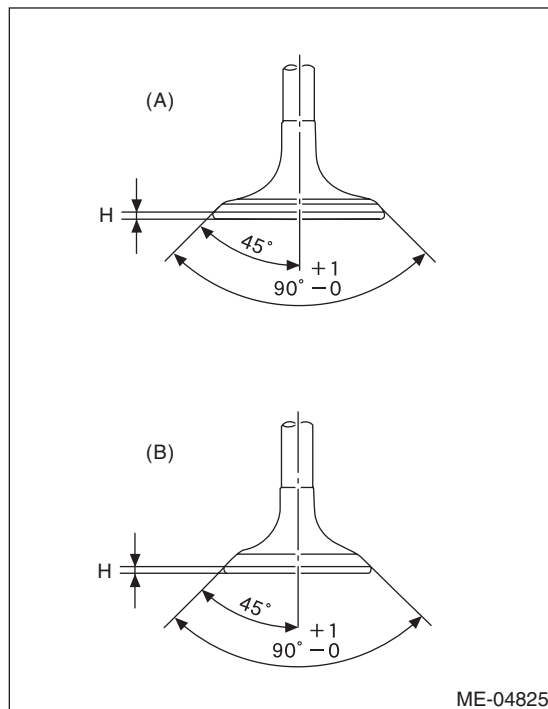
Standard

Intake (A)

1.0 — 1.4 mm (0.039 — 0.055 in)

Exhaust (B)

1.3 — 1.7 mm (0.051 — 0.067 in)



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

NOTE:

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

Valve overall length:

Intake

104.4 mm (4.110 in)

Exhaust

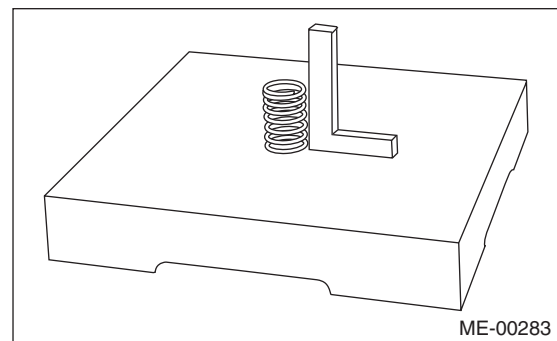
104.65 mm (4.1201 in)

5. VALVE SPRING

1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.

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

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



Cylinder Head

MECHANICAL

6. INTAKE AND EXHAUST VALVE OIL SEAL

1) For the following, replace the oil seal with a new part. See the procedure 2) and subsequent for replacement procedures.

- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of valve and valve seat.
- When replacing the valve guide.

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

ST1 498267600 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

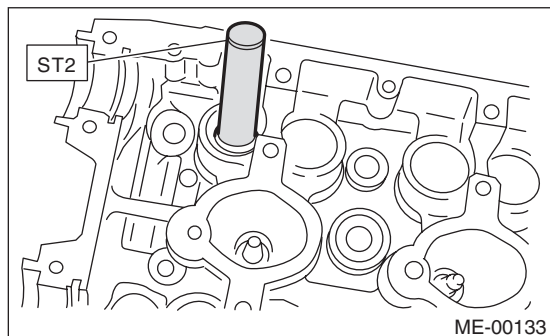
NOTE:

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

Color of rubber part:

Intake [Gray]

Exhaust [Green]



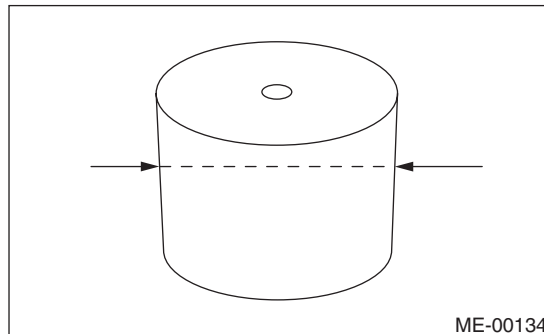
7. VALVE LIFTER

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

Outer diameter of valve lifter:

Standard

34.959 — 34.975 mm (1.3763 — 1.3770 in)

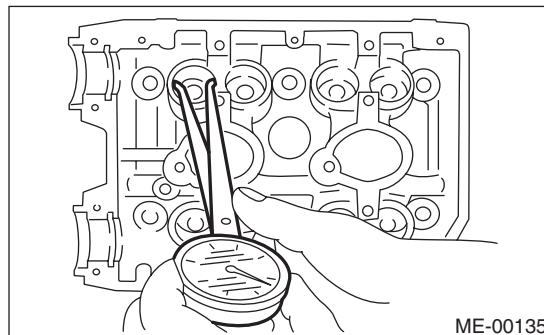


- 3) Measure the inner diameter of valve lifter mating surface on cylinder head.

Valve lifter mating surface inner diameter:

Standard

34.994 — 35.016 mm (1.3777 — 1.3786 in)



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

Valve lifter and valve lifter mating surface clearance:

Standard

0.019 — 0.057 mm (0.0007 — 0.0022 in)

20. Cylinder Block

A: REMOVAL

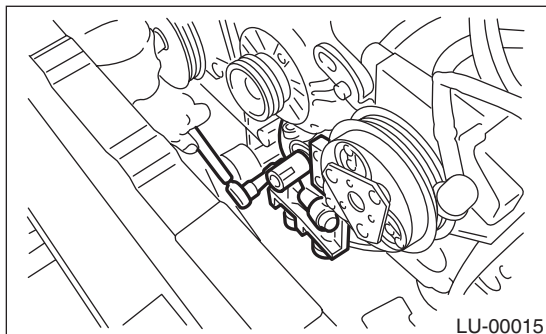
NOTE:

Before conducting this procedure, drain the engine oil completely.

- 1) Remove the engine from the vehicle. <Ref. to ME(w/o STI)-29, REMOVAL, Engine Assembly.>
- 2) Remove the rear side belt. <Ref. to ME(w/o STI)-38, REAR SIDE BELT, REMOVAL, V-belt.>
- 3) Remove the intake manifold. <Ref. to FU(w/o STI)-18, REMOVAL, Intake Manifold.>
- 4) Remove the crank pulley. <Ref. to ME(w/o STI)-45, REMOVAL, Crank Pulley.>
- 5) Remove the timing belt cover. <Ref. to ME(w/o STI)-47, REMOVAL, Timing Belt Cover.>
- 6) Remove the timing belt. <Ref. to ME(w/o STI)-48, REMOVAL, Timing Belt.>
- 7) Remove the cam sprocket. <Ref. to ME(w/o STI)-57, REMOVAL, Cam Sprocket.>
- 8) Remove the crank sprocket. <Ref. to ME(w/o STI)-58, REMOVAL, Crank Sprocket.>
- 9) Remove the generator and A/C compressor with their brackets.
- 10) Remove the camshaft. <Ref. to ME(w/o STI)-59, REMOVAL, Camshaft.>
- 11) Remove the cylinder head. <Ref. to ME(w/o STI)-68, REMOVAL, Cylinder Head.>
- 12) Remove the clutch disc and cover. <Ref. to CL-11, REMOVAL, Clutch Disc and Cover.>
- 13) Remove the flywheel. <Ref. to CL-14, REMOVAL, Flywheel.>
- 14) Remove the oil separator cover.
- 15) Remove the water by-pass pipe for heater.
- 16) Remove the oil filter. <Ref. to LU(STI)-31, REMOVAL, Engine Oil Filter.>
- 17) Remove the water pump. <Ref. to CO(w/o STI)-15, REMOVAL, Water Pump.>
- 18) Remove the bolts which secure oil pump to cylinder block.

NOTE:

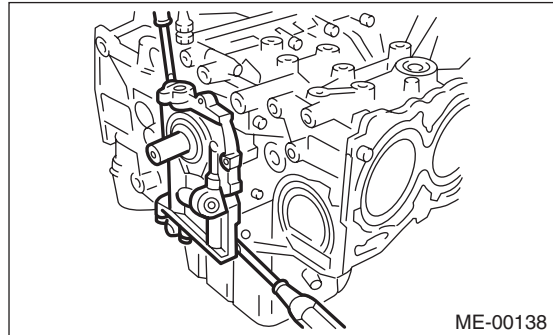
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



- 19) Remove the oil pump from cylinder block using a flat tip screwdriver.

CAUTION:

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



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

CAUTION:

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

- 22) Remove the oil strainer.
- 23) Remove the baffle plate.

Cylinder Block

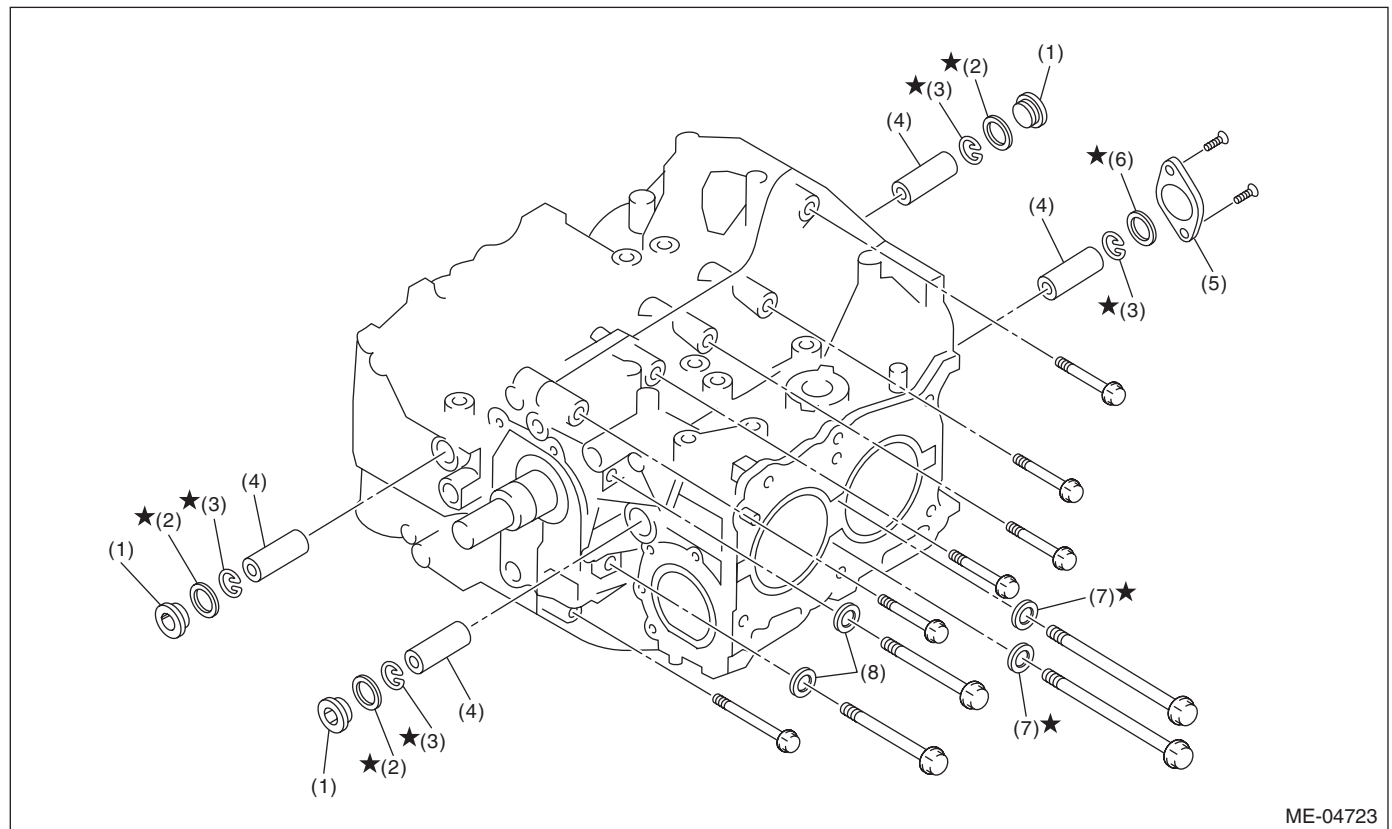
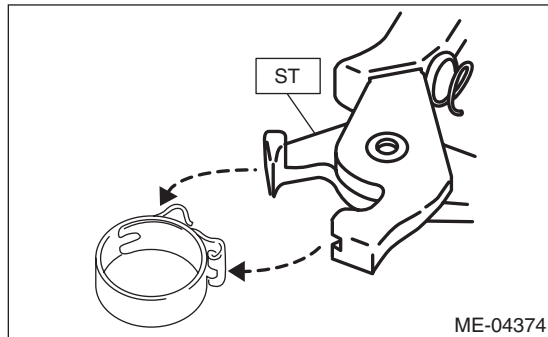
MECHANICAL

24) Remove the water tank pipe assembly from the cylinder block RH.

NOTE:

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

ST 18353AA000 CLAMP PLIERS

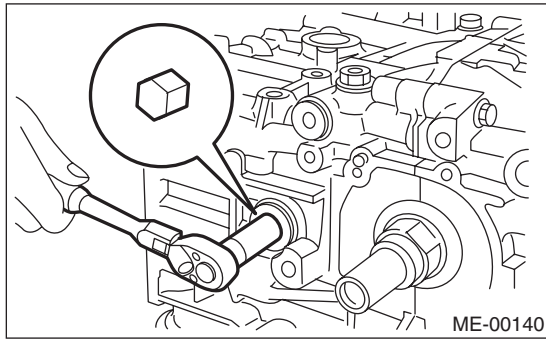


- (1) Service hole plug
- (2) Gasket
- (3) Snap ring

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

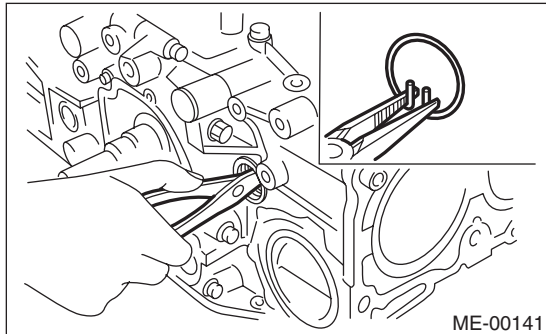
- (7) Seal washer
- (8) Washer

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



26) Remove the service hole cover.

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

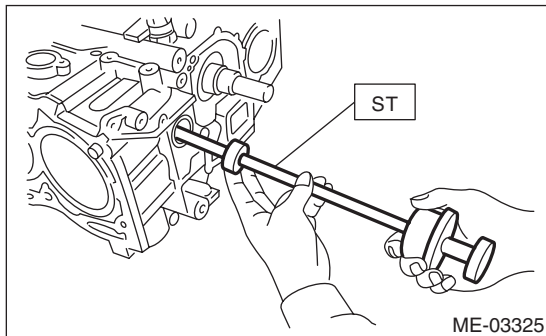


28) Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700 PISTON PIN REMOVER ASSY

NOTE:

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



29) Similarly draw out the piston pins from #3 and #4 pistons.

30) Remove the cylinder block connecting bolt on the RH side.

31) Loosen the cylinder block connecting bolt on the LH side by 2 to 3 turns.

32) Set the part so that the cylinder block LH is on the upper side, and remove the cylinder block connecting bolt.

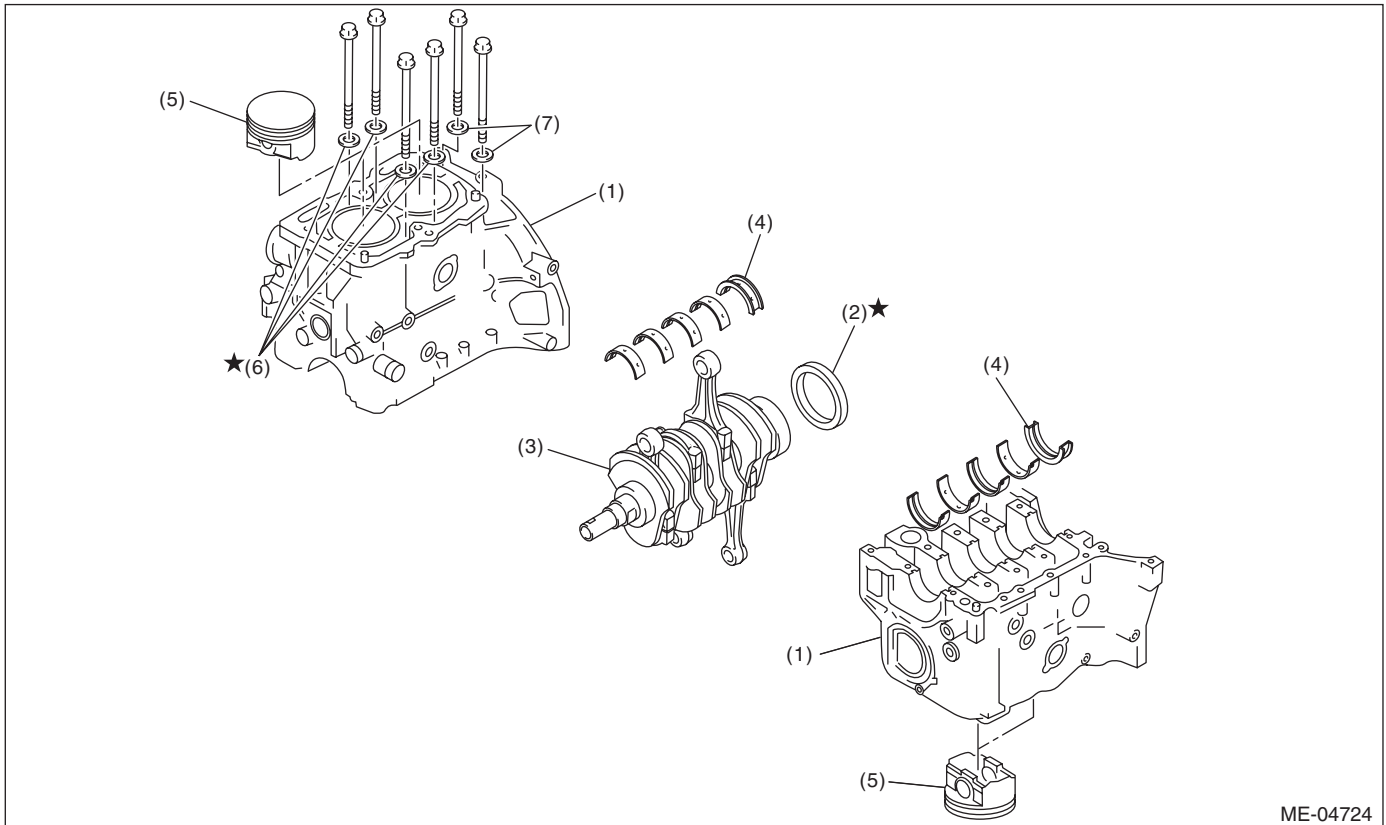
Cylinder Block

MECHANICAL

33) Separate the cylinder block LH and RH.

NOTE:

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



ME-04724

(1) Cylinder block	(4) Crankshaft bearing	(6) Seal washer
(2) Rear oil seal	(5) Piston	(7) Washer
(3) Crankshaft		

34) Remove the rear oil seal.

35) Remove the crankshaft together with connecting rod.

36) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

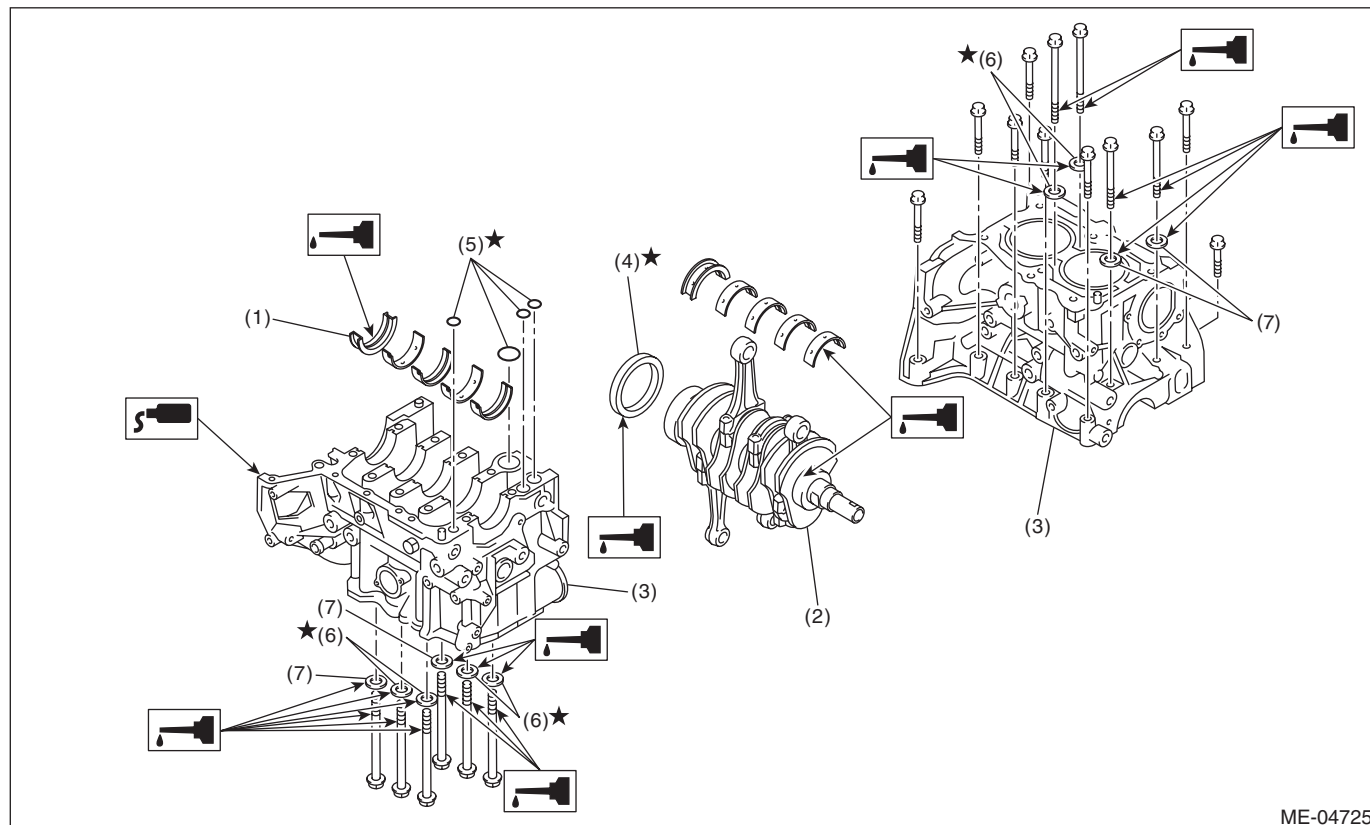
- Press the crankshaft bearing at the end opposite to locking lip to remove.
- Be careful not to confuse the crankshaft bearing combination.

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

NOTE:

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

B: INSTALLATION



ME-04725

- (1) Crankshaft bearing
- (2) Crankshaft
- (3) Cylinder block

- (4) Rear oil seal
- (5) O-ring

- (6) Seal washer
- (7) Washer

1) Remove oil on the mating surface of cylinder block before installation. Apply a coat of engine oil to the bearing and crankshaft journal.

2) Position the crankshaft and O-ring on cylinder block RH.

NOTE:

Use new O-rings.

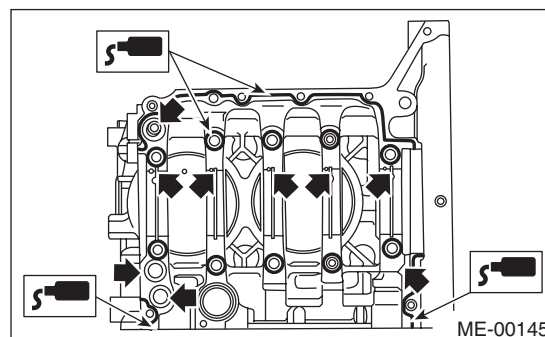
3) Apply liquid gasket to the mating surfaces of cylinder block RH, and position cylinder block LH.

NOTE:

- Install within 5 min. after applying liquid gasket.
- Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.

Liquid gasket:

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



ME-00145

Cylinder Block

MECHANICAL

4) Apply a coat of engine oil to the washer and bolt thread.

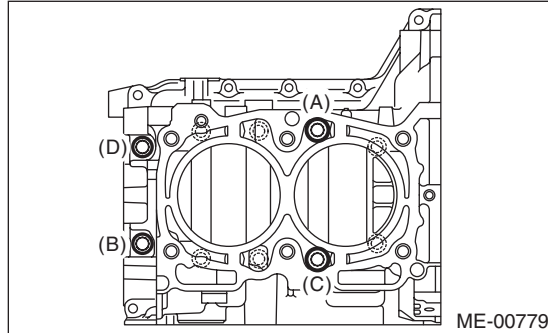
NOTE:

Use a new seal washer.

5) Tighten the 10 mm cylinder block connecting bolts on the LH side (A — D) in alphabetical order.

Tightening torque:

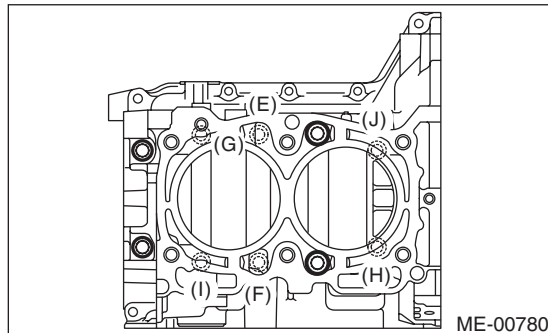
10 N·m (1.0 kgf-m, 7.4 ft-lb)



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

Tightening torque:

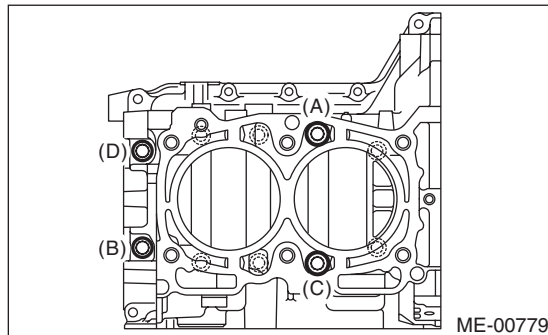
10 N·m (1.0 kgf-m, 7.4 ft-lb)



7) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

Tightening torque:

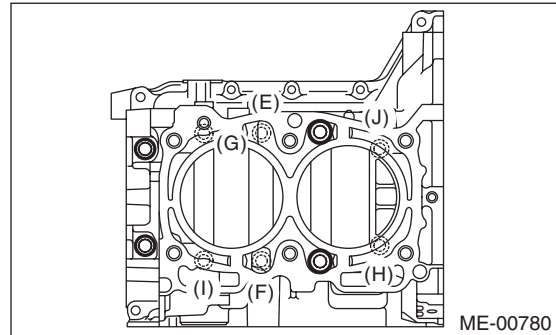
18 N·m (1.8 kgf-m, 13.3 ft-lb)



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

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)



9) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

- (A), (C): Angle tightening

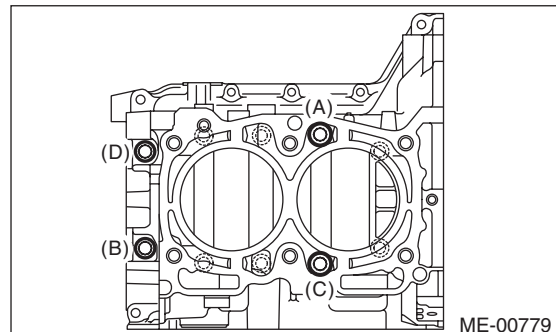
Tightening angle:

90°

- (B), (D): Torque tightening

Tightening torque:

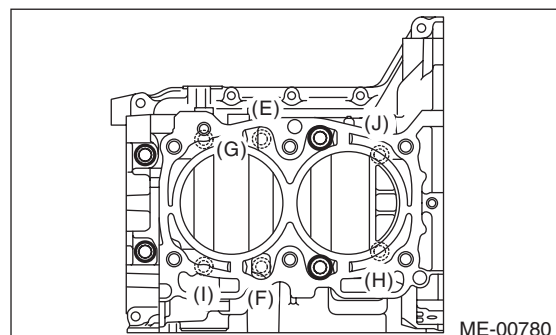
40 N·m (4.1 kgf-m, 29.5 ft-lb)



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

Tightening angle:

90°

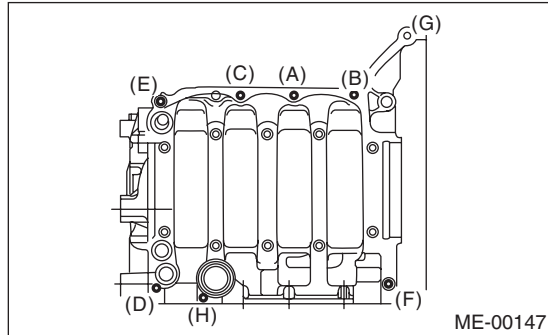


11) Tighten the 8 mm and 6 mm cylinder block connecting bolts on the LH side (A — H) in alphabetical order.

Tightening torque:

(A) — (G): 25 N·m (2.5 kgf-m, 18.4 ft-lb)

(H): 6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



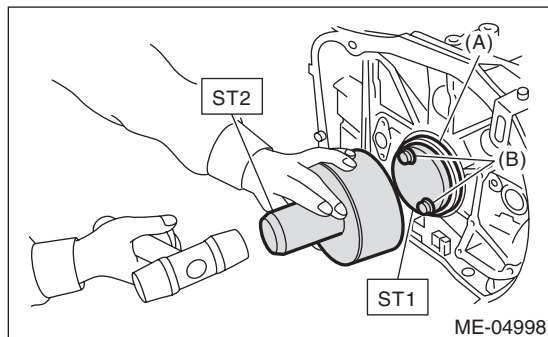
12) Apply a coat of engine oil to the oil seal inner periphery and outer periphery, and install the rear oil seal using ST1 and ST2.

NOTE:

Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER

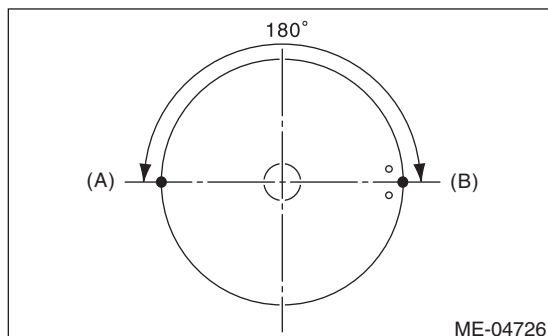


(A) Rear oil seal

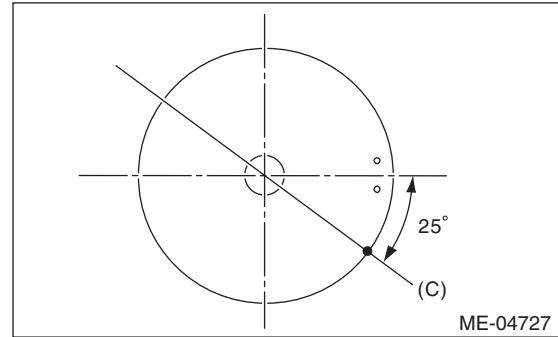
(B) Flywheel attachment bolt

13) Position the top ring gap at (A) or (B) in the figure.

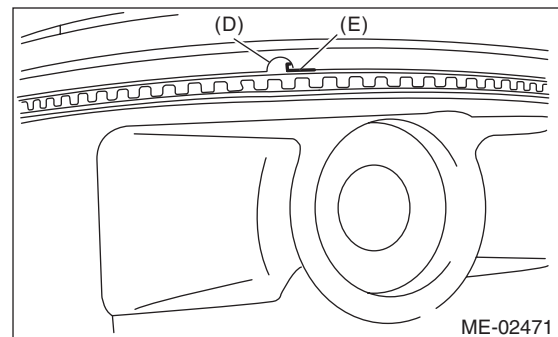
14) Position the second ring gap at 180° on the reverse side the top ring gap.



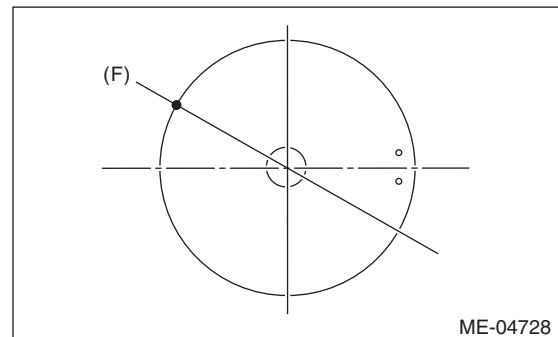
15) Position the upper rail gap at (C) in the figure.



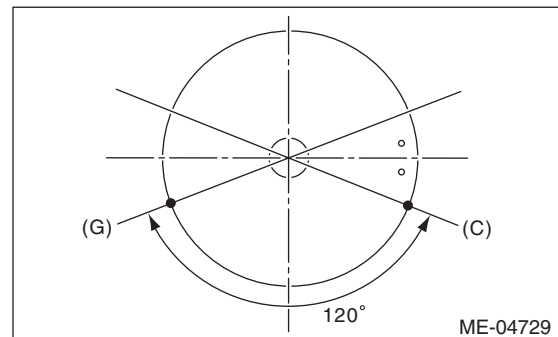
16) Align the upper rail spin stopper (E) to the side hole (D) on the piston.



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



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



NOTE:

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

Cylinder Block

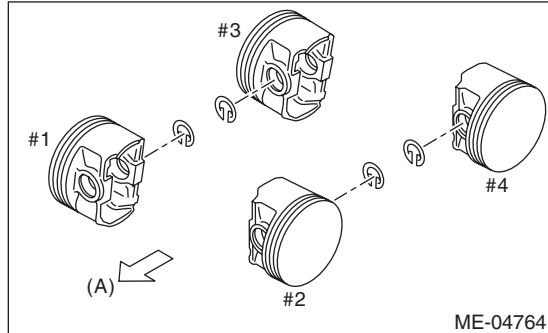
MECHANICAL

19) Install the snap ring.

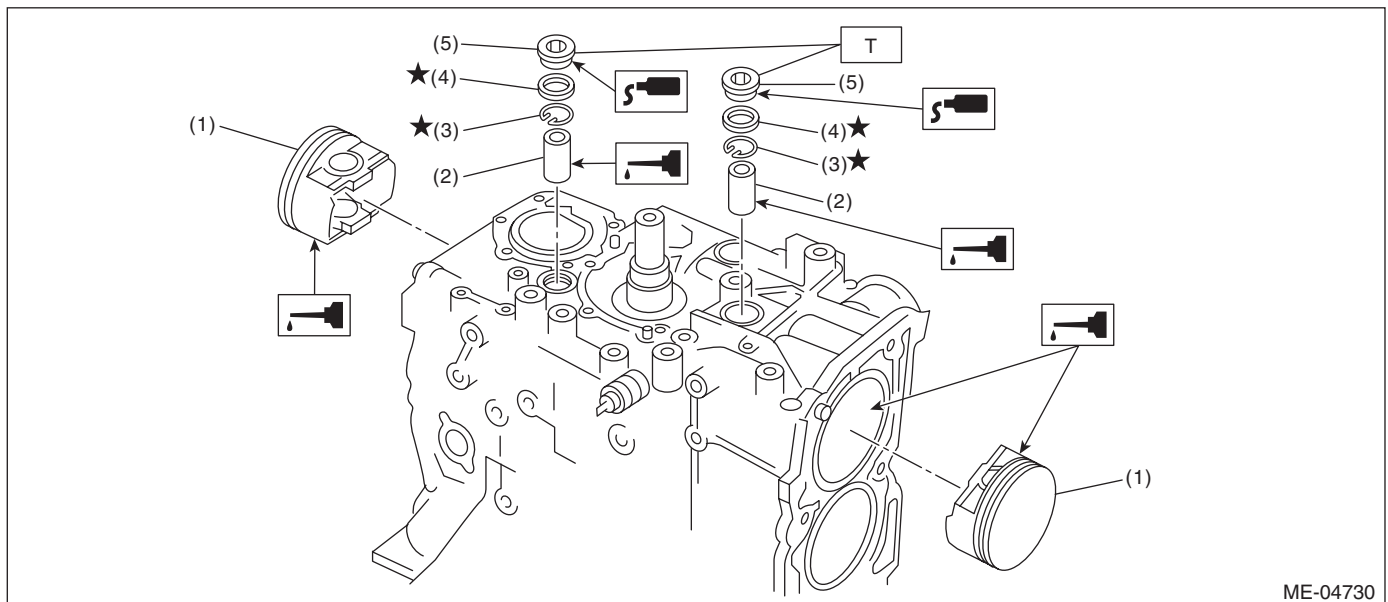
Before positioning the piston on the cylinder block, attach the snap ring in the service hole of the cylinder block, and the piston hole on the opposite side.

NOTE:

Use new snap rings.



(A) Front side



(1) Piston	(4) Gasket
(2) Piston pin	(5) Service hole plug
(3) Snap ring	

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

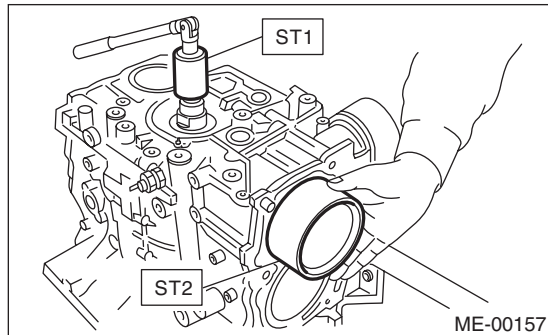
20) Install the piston.

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

ST1 499987500 CRANKSHAFT SOCKET

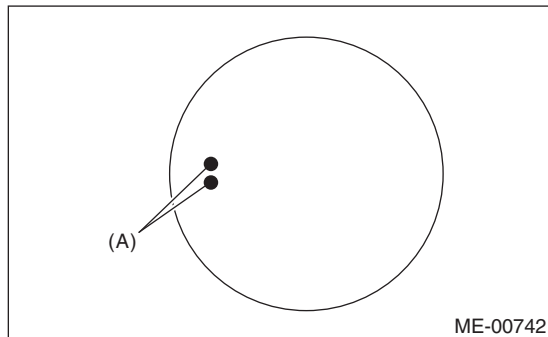
- (3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



NOTE:

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

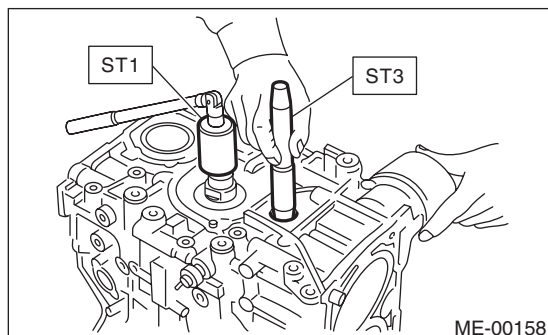


(A) Front mark

21) Install the piston pin.

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

ST3 499017100 PISTON PIN GUIDE

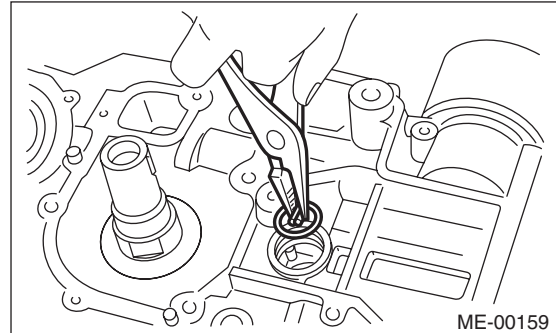


- (3) Apply a thin coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.

- (4) Install the snap ring.

NOTE:

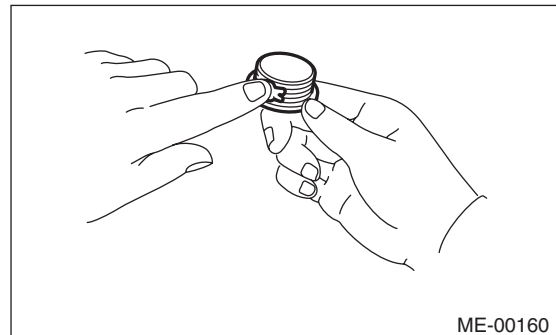
Use new snap rings.



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

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent



Cylinder Block

MECHANICAL

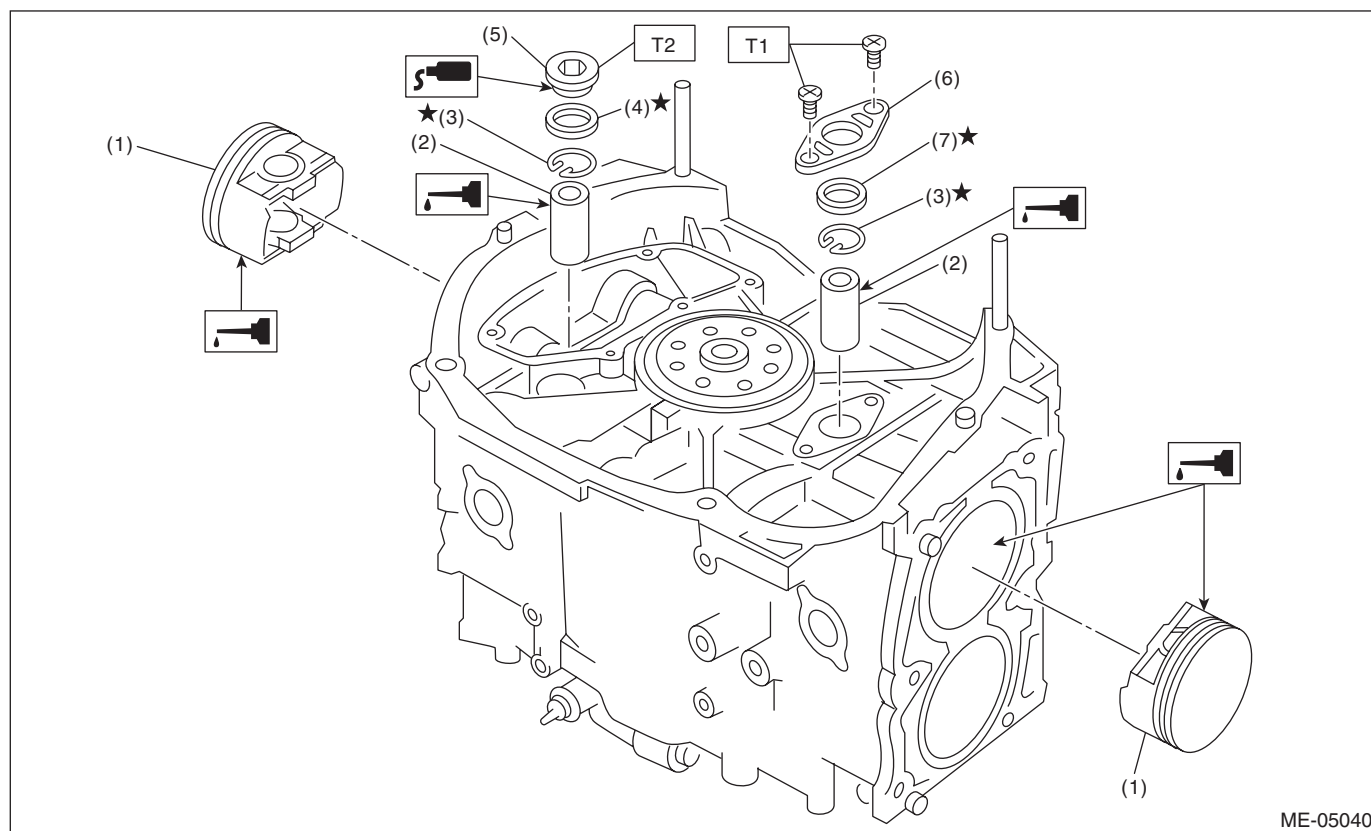
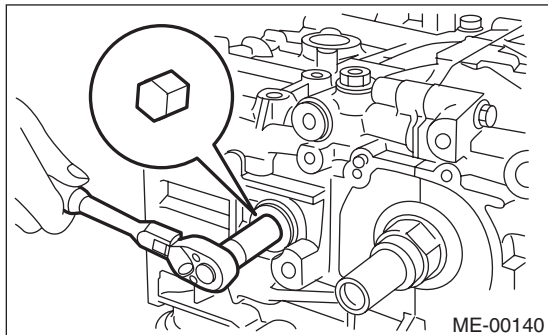
(6) Install the service hole plug and gasket.

NOTE:

Use a new gasket.

Tightening torque:

70 N·m (7.1 kgf-m, 51.6 ft-lb)



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

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.7, 4.7)

T2: 70 (7.1, 51.6)

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

NOTE:

Use new O-rings.

Tightening torque:

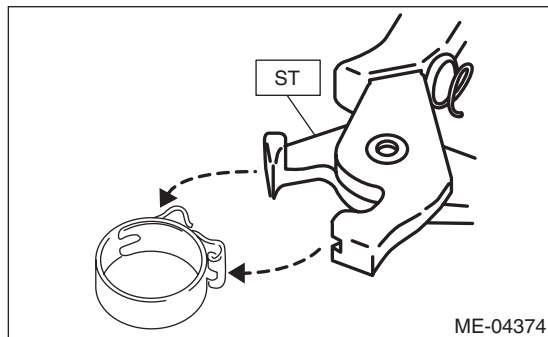
6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

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

NOTE:

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

ST 18353AA000 CLAMP PLIERS



- 23) Install the baffle plate.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 24) Install the oil strainer.

NOTE:

Use new O-rings.

Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

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

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

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

NOTE:

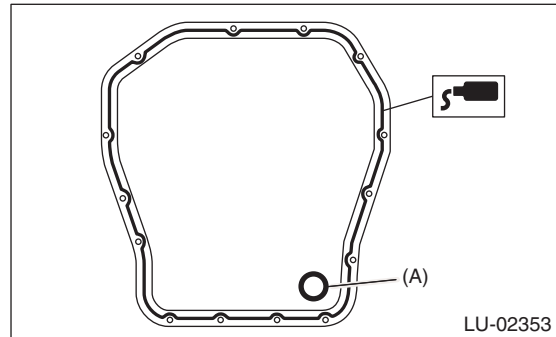
Install within 5 min. after applying liquid gasket.

Liquid gasket:

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

Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)



(A) Gasket

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

NOTE:

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

Liquid gasket:

Mating surface

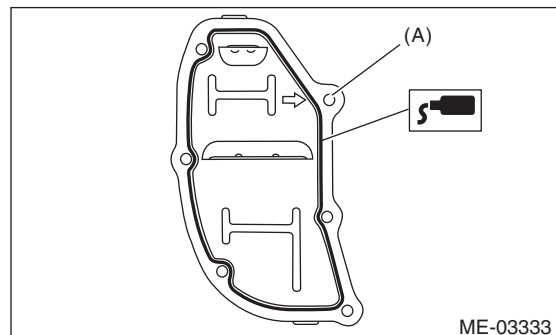
THREE BOND 1217G (Part No. K0877Y0100) or equivalent

Bolt thread (A) (when reusing the bolt)

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



- 28) Install the flywheel. <Ref. to CL-14, INSTALLATION, Flywheel.>

- 29) Install the clutch disc and cover. <Ref. to CL-11, INSTALLATION, Clutch Disc and Cover.>

Cylinder Block

MECHANICAL

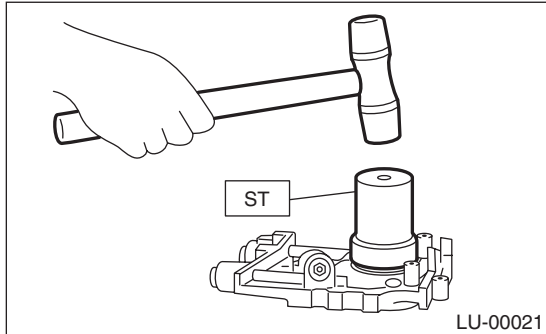
30) Install the oil pump.

(1) Using the ST, install the front oil seal.

ST 499587100 OIL SEAL INSTALLER

NOTE:

Use a new front oil seal.



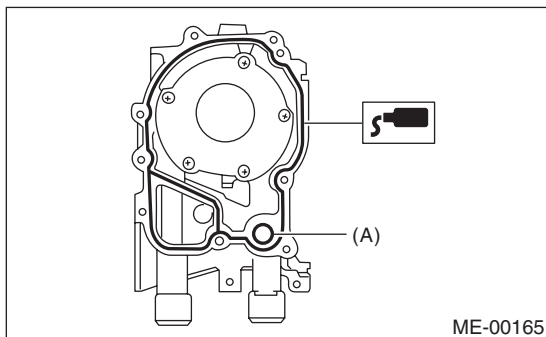
(2) Apply liquid gasket to the mating surfaces of oil pump.

NOTE:

Install within 5 min. after applying liquid gasket.

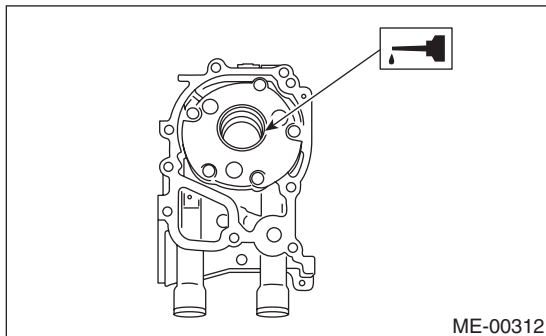
Liquid gasket:

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



(A) O-ring

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



(4) Install the oil pump to cylinder block.

CAUTION:

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

NOTE:

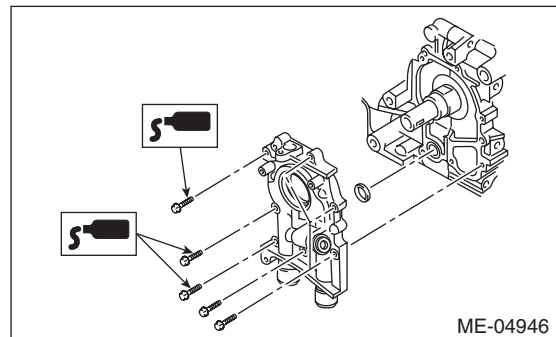
- Align the flat surface of oil pump's inner rotor with that of crankshaft before installation.
 - Use new O-rings.
 - Do not forget to assemble O-rings.
- (5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing bolts)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



31) Install the water pump and gasket.

NOTE:

- When installing the water pump, tighten bolts in two stages in alphabetical order as shown in the figure.
- Use a new gasket.

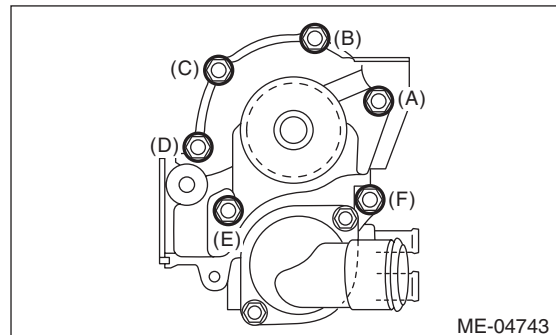
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second:

12 N·m (1.2 kgf-m, 8.9 ft-lb)



32) Install the water by-pass pipe for heater.

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)

- 33) Install the oil filter. <Ref. to LU(STI)-31, INSTALLATION, Engine Oil Filter.>
- 34) Install the cylinder head. <Ref. to ME(w/o STI)-68, INSTALLATION, Cylinder Head.>
- 35) Install the camshaft. <Ref. to ME(w/o STI)-61, INSTALLATION, Camshaft.>
- 36) Install the generator and A/C compressor with their brackets.

Tightening torque:

36 N·m (3.7 kgf-m, 26.6 ft-lb)

- 37) Install the crank sprocket. <Ref. to ME(w/o STI)-58, INSTALLATION, Crank Sprocket.>
- 38) Install the cam sprocket. <Ref. to ME(w/o STI)-57, INSTALLATION, Cam Sprocket.>
- 39) Install the timing belt. <Ref. to ME(w/o STI)-50, INSTALLATION, Timing Belt.>
- 40) Adjust the valve clearance. <Ref. to ME(w/o STI)-28, ADJUSTMENT, Valve Clearance.>
- 41) Install the rocker cover.

- (1) Install the rocker cover gasket to the rocker cover. (outer section and ignition coil section)

NOTE:

Use a new rocker cover gasket.

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

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

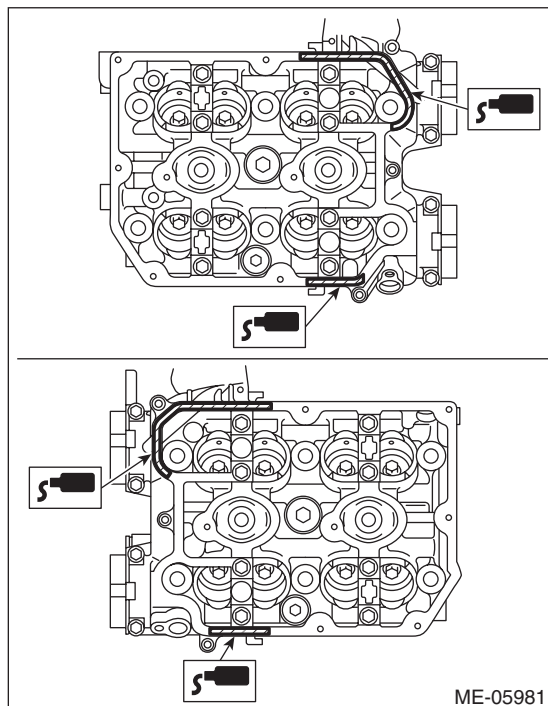
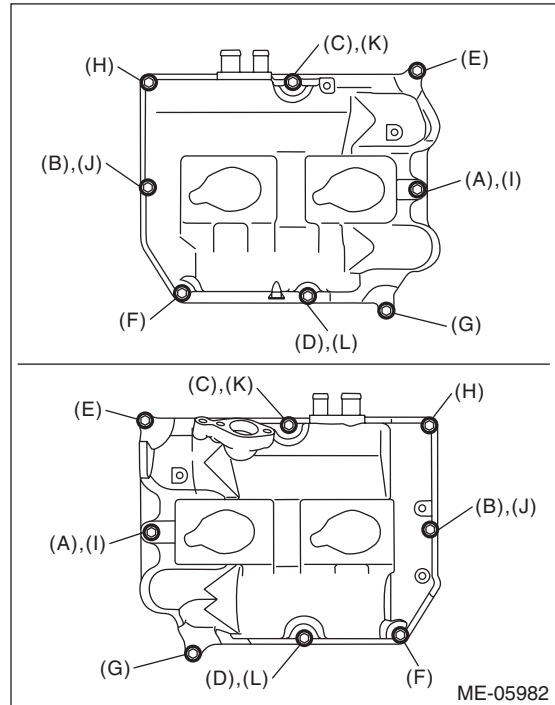
THREE BOND 1217G (Part No. K0877Y0100) or equivalent

- (3) Install the rocker cover onto cylinder heads. Ensure the gasket is properly positioned during installation.

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

Tightening torque:

6.4 N·m (0.7 kgf-m, 4.7 ft-lb)



Cylinder Block

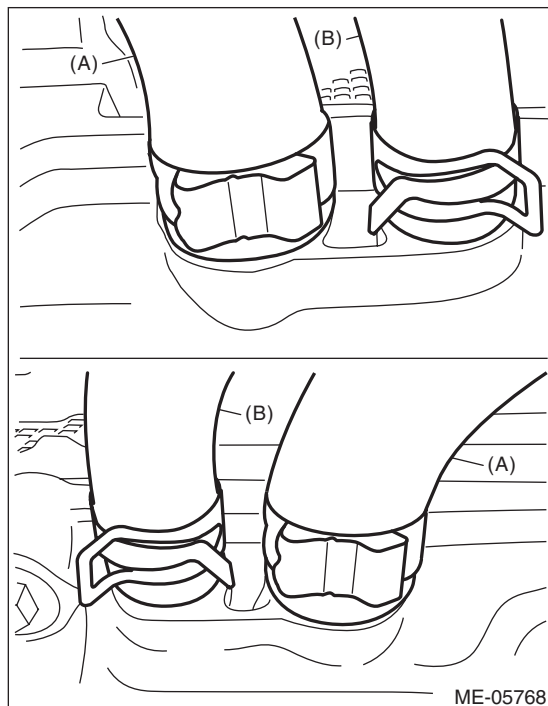
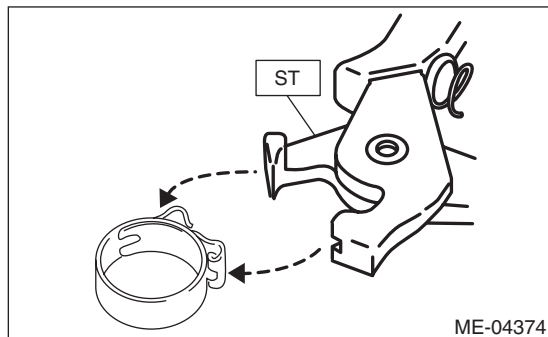
MECHANICAL

42) Connect the PCV hose (A) and PCV hose assembly (B) to the rocker cover.

NOTE:

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

ST 18353AA000 CLAMP PLIERS



43) Install the timing belt cover. <Ref. to ME(w/o STI)-47, INSTALLATION, Timing Belt Cover.>

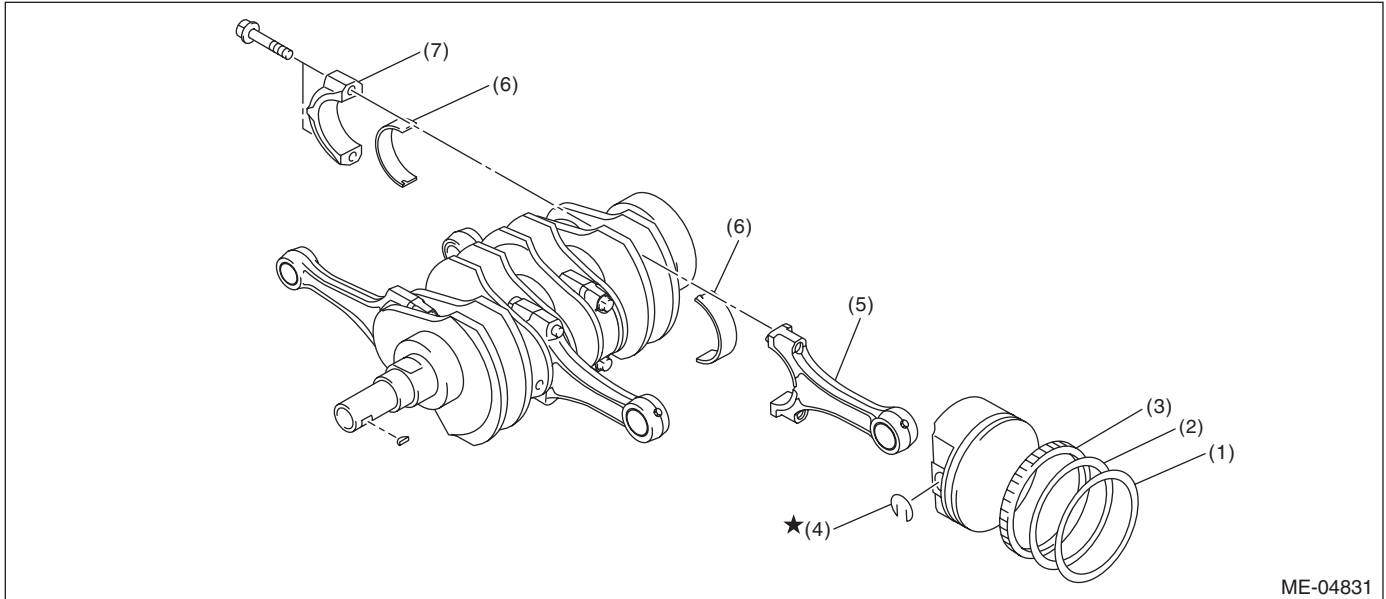
44) Install the crank pulley. <Ref. to ME(w/o STI)-45, INSTALLATION, Crank Pulley.>

45) Install the intake manifold. <Ref. to FU(w/o STI)-22, INSTALLATION, Intake Manifold.>

46) Install the rear side belt. <Ref. to ME(w/o STI)-39, REAR SIDE BELT, INSTALLATION, V-belt.>

47) Install the engine to the vehicle. <Ref. to ME(w/o STI)-33, INSTALLATION, Engine Assembly.>

C: DISASSEMBLY



ME-04831

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

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

NOTE:

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

3) Remove the piston rings using piston ring expander.

4) Remove the oil ring by hand.

NOTE:

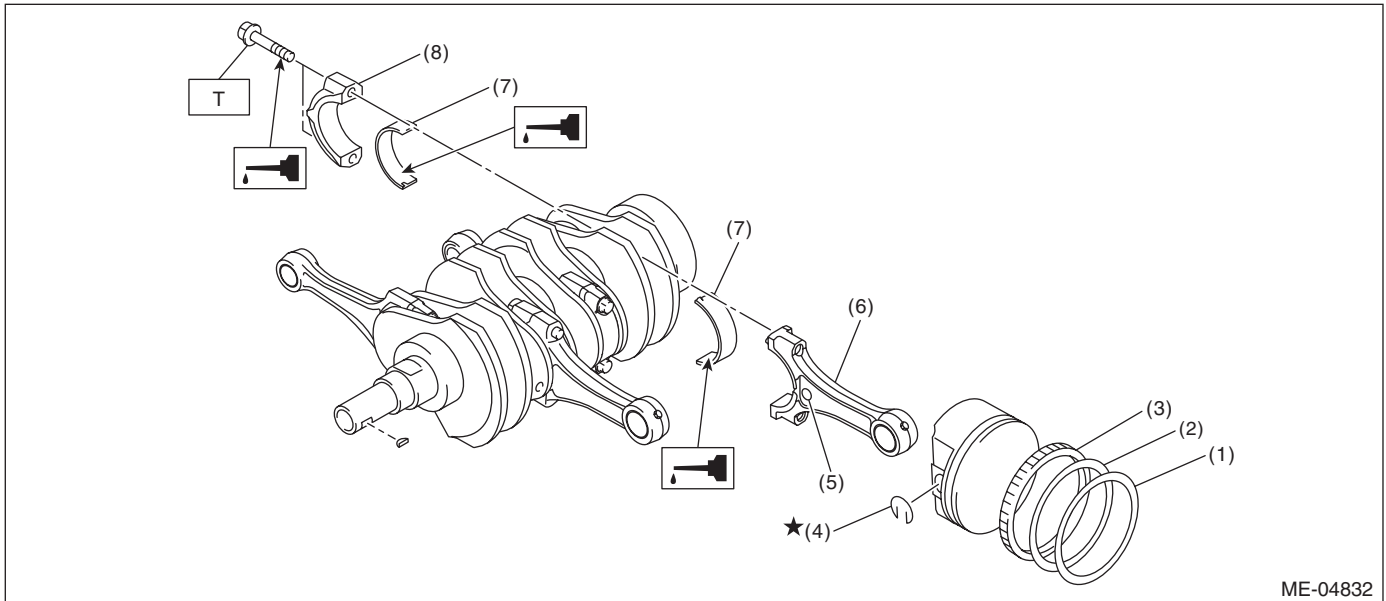
Arrange the removed piston rings in proper order, to prevent confusion.

5) Remove the snap ring.

Cylinder Block

MECHANICAL

D: ASSEMBLY



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

Tightening torque: N·m (kgf-m, ft-lb)

T: 52 (5.3, 38.4)

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

NOTE:

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

Tightening torque:

52 N·m (5.3 kgf-m, 38.4 ft-lb)

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

NOTE:

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

E: INSPECTION

1. CYLINDER BLOCK

- 1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.
- 2) Check the oil passages for clogging.
- 3) Inspect the cylinder head surface that mates with cylinder block for warping by using a straight edge, and correct by grinding if necessary.

Warping limit:

0.025 mm (0.00098 in)

Grinding limit:

0.1 mm (0.004 in)

Standard height of cylinder block:

201.0 mm (7.91 in)

2. CYLINDER AND PISTON

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

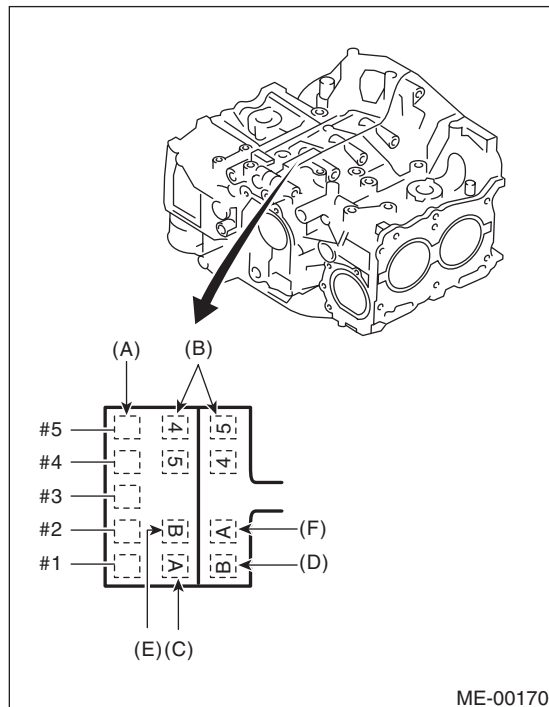
NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as guide lines in selecting a standard piston.

Standard diameter:

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

B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)



ME-00170

- (A) Main journal size mark
- (B) Cylinder block (RH) – (LH) combination mark
- (C) #1 cylinder bore size mark
- (D) #2 cylinder bore size mark
- (E) #3 cylinder bore size mark
- (F) #4 cylinder bore size mark

2) Measure inner diameter of each cylinder.

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

NOTE:

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

Cylindricity:

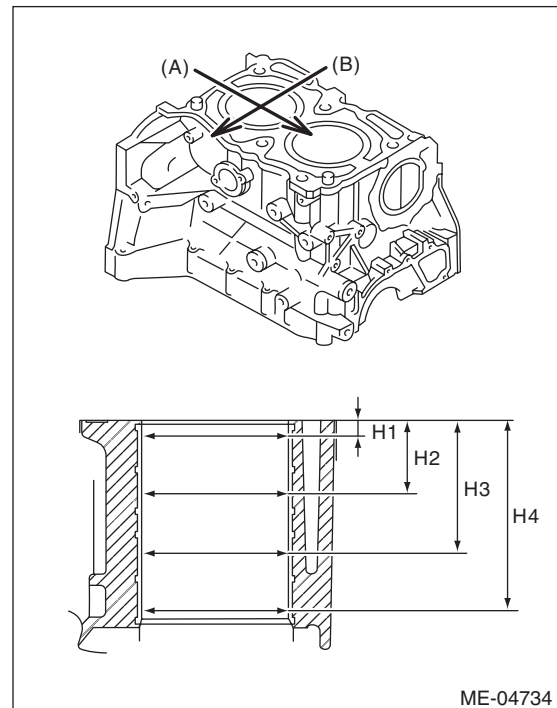
Limit

0.015 mm (0.0006 in)

Out-of-roundness:

Limit

0.010 mm (0.0004 in)



ME-04734

- (A) Piston pin direction
- (B) Thrust direction
- H1: 10 mm (0.39 in)
- H2: 45 mm (1.77 in)
- H3: 80 mm (3.15 in)
- H4: 115 mm (4.53 in)

Cylinder Block

MECHANICAL

3) When the piston is to be replaced due to general or cylinder wear, select a suitable sized piston by measuring the piston clearance.

4) Measure outer diameter of each piston.

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

NOTE:

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

Piston grade point H:

38.2 mm (1.50 in)

Piston outer diameter:

Standard

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

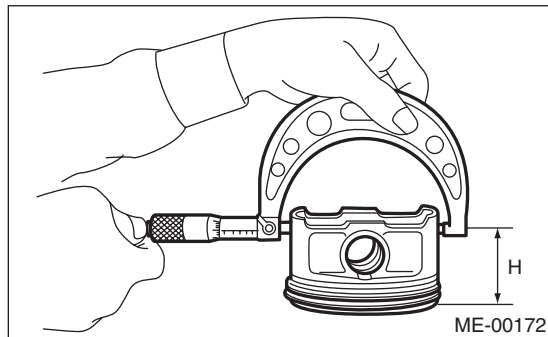
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)

0.25 mm (0.0098 in) oversize

99.745 — 99.765 mm (3.9270 — 3.9278 in)

0.50 mm (0.0197 in) oversize

99.995 — 100.015 mm (3.9368 — 3.9376 in)



5) Calculate the clearance between cylinder and piston.

NOTE:

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

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

Standard

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

6) Boring and honing

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

CAUTION:

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

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

NOTE:

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

**Cylinder inner diameter boring limit (diameter):
To 100.005 mm (3.9372 in)**

3. PISTON AND PISTON PIN

1) Check the piston and piston pin for damage, cracks or wear. Replace if faulty.

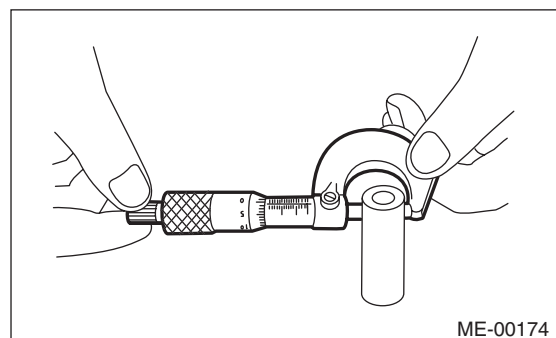
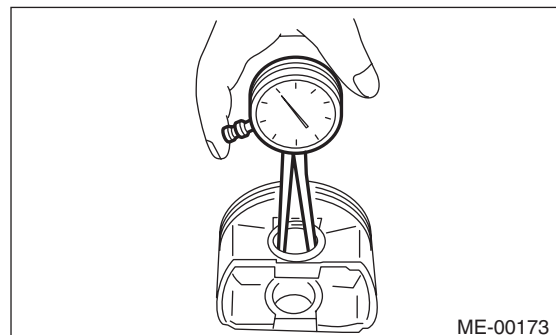
2) Check the piston ring groove for wear or damage. Replace if faulty.

3) Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if faulty.

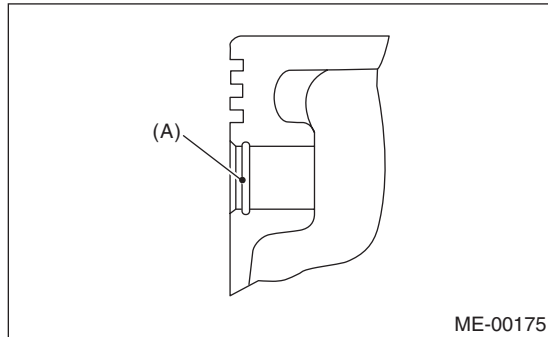
Clearance between piston pin hole and piston pin:

Standard

0.004 — 0.008 mm (0.0002 — 0.0003 in)



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.



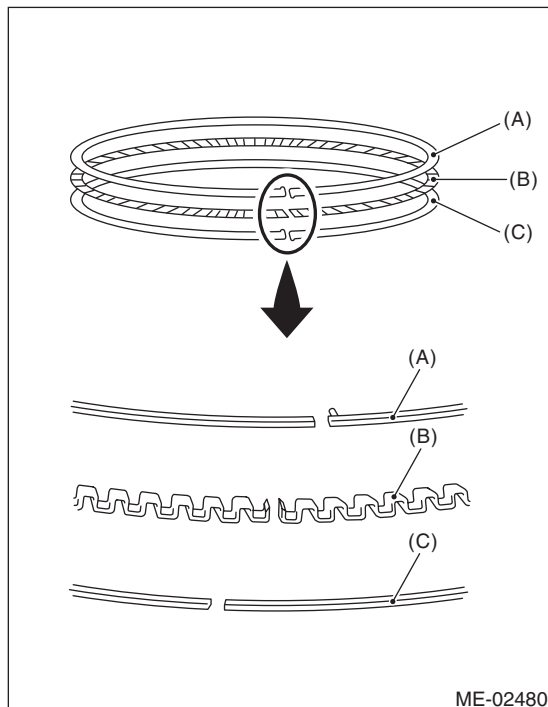
5) Check the snap ring for distortion, cracks and wear.

4. PISTON RING

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

NOTE:

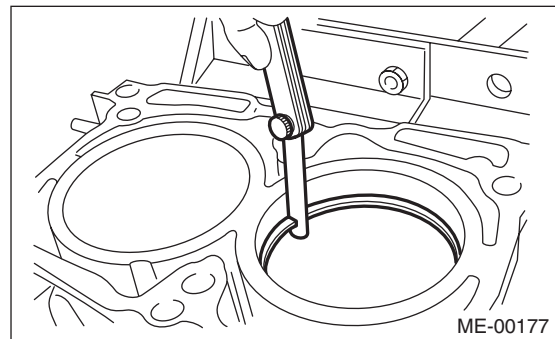
- The top ring and second ring have the mark to determine the direction for installing. When installing the ring to piston, face marks to the top side.
- Oil ring consists of the upper rail, expander and lower rail. When installing oil ring on piston, be careful of the direction of each rail.



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

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

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

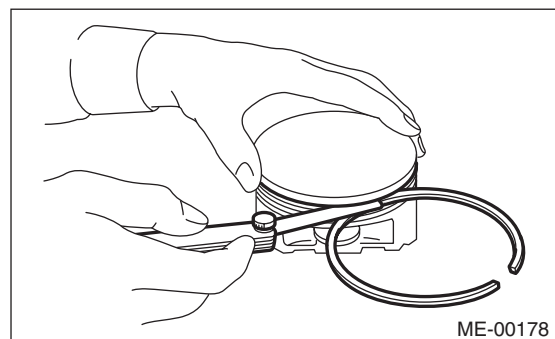


3) Fit the piston ring straight into the piston ring groove, then measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

		Standard mm (in)
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)



Cylinder Block

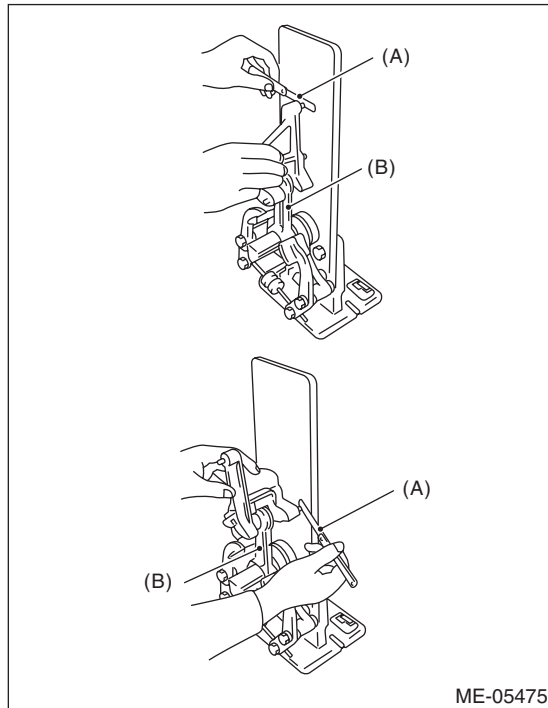
MECHANICAL

5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

Limit of bend or twist per 100 mm (3.94 in) in length:

0.10 mm (0.0039 in)



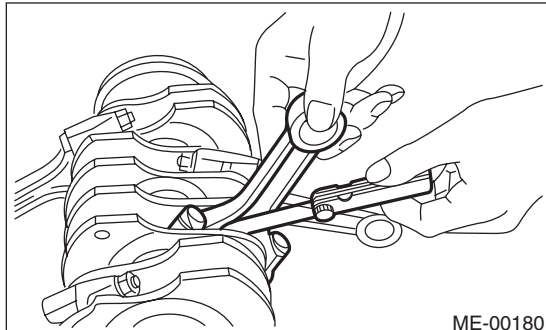
- (A) Thickness gauge
(B) Connecting rod

- 3) Install the connecting rod with bearings attached to the crankshaft, and using a thickness gauge, measure the thrust clearance. If the thrust clearance exceeds the standard or uneven wear is found, replace the connecting rod.

Connecting rod thrust clearance:

Standard

0.070 — 0.330 mm (0.0028 — 0.0130 in)



- 4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.

- 5) Measure the oil clearance on each connecting rod bearing using plastigauge. If any oil clearance is not within the standard, replace the defective bearing with a new part of standard size or under-size as necessary.

Connecting rod oil clearance:

Standard

0.017 — 0.045 mm (0.0007 — 0.0018 in)

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

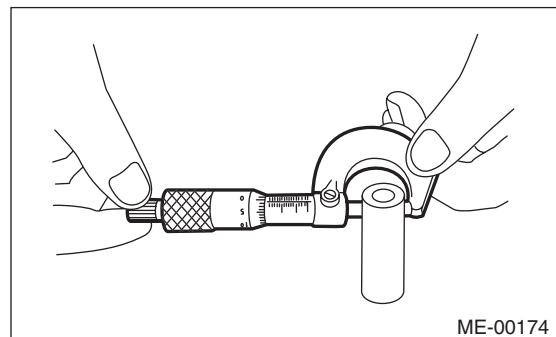
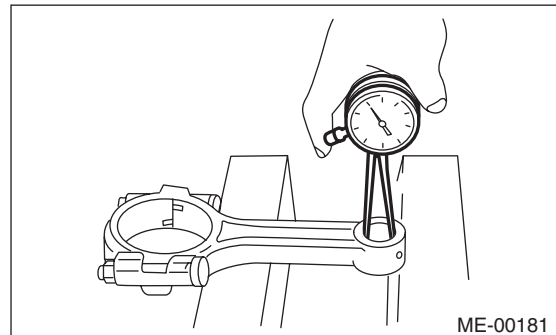
- 6) Inspect the bushing at connecting rod small end, and replace the connecting rod if it is worn or damaged.

- 7) Measure the piston pin clearance at connecting rod small end. If the measured value is not within the standard, replace the connecting rod and piston pin as a set.

Clearance between piston pin and bushing:

Standard

0 — 0.022 mm (0 — 0.0009 in)



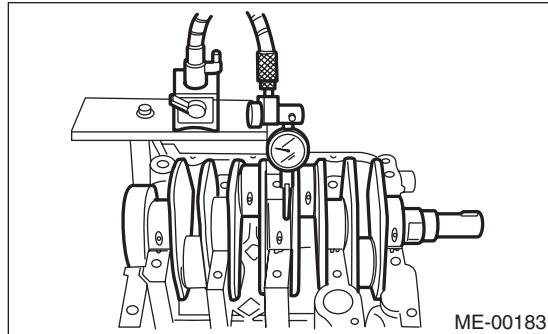
6. CRANKSHAFT AND CRANKSHAFT BEARING

- 1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. If defective, replace the crankshaft.
- 2) Measure warping of the crankshaft. If it exceeds the limit, correct or replace it.

NOTE:

If a suitable V-block is not available, using just the #1 and #5 crankshaft bearings on cylinder block, position the crankshaft on cylinder block. Then, measure the crankshaft bend using a dial gauge.

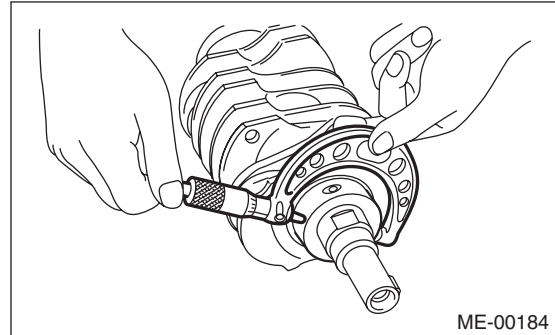
Crankshaft bend limit:
0.035 mm (0.0014 in)



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

Crank pin:
Cylindricity
Limit
0.006 mm (0.0002 in)
Out-of-roundness
Limit
0.005 mm (0.0002 in)
Grinding limit (dia.)
To 51.750 mm (2.0374 in)

Crank journal:
Cylindricity
Limit
0.006 mm (0.0002 in)
Out-of-roundness
Limit
0.005 mm (0.0002 in)
Grinding limit (dia.)
To 59.758 mm (2.3527 in)



Cylinder Block

MECHANICAL

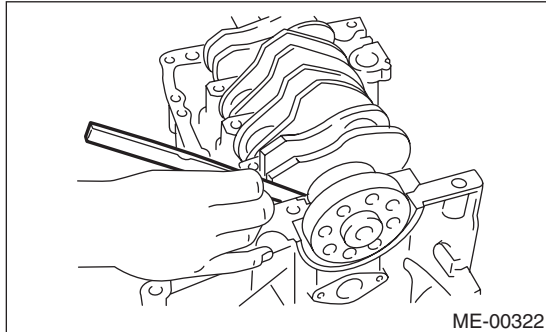
Unit: mm (in)				
		Crank journal diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.984 — 60.008 (2.3616 — 2.3625)	59.984 — 60.008 (2.3616 — 2.3625)	51.976 — 52.000 (2.0463 — 2.0472)
	Bearing size (Thickness at center)	1.998 — 2.015 (0.0787 — 0.0793)	2.000 — 2.017 (0.0787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

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

Crankshaft thrust clearance:

Standard

0.030 — 0.115 mm (0.0012 — 0.0045 in)



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.

6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value is out of standard, replace the defective bearing with an undersize one, and replace or grind to correct the crankshaft as necessary.

Crankshaft oil clearance:

Standard

0.010 — 0.030 mm (0.0004 — 0.0012 in)

21.Intake and Exhaust Valve

A: SPECIFICATION

Refer to “Cylinder Head” for removal and installation procedures of the intake and exhaust valves.
<Ref. to ME(w/o STI)-68, REMOVAL, Cylinder Head.> <Ref. to ME(w/o STI)-68, INSTALLATION, Cylinder Head.>

22.Piston

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of pistons. <Ref. to ME(w/o STI)-77, REMOVAL, Cylinder Block.> <Ref. to ME(w/o STI)-81, INSTALLATION, Cylinder Block.>

23.Connecting Rod

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of connecting rod.

<Ref. to ME(w/o STI)-77, REMOVAL, Cylinder Block.> <Ref. to ME(w/o STI)-81, INSTALLATION, Cylinder Block.>

24.Crankshaft

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of the crankshaft. <Ref. to ME(w/o STI)-77, REMOVAL, Cylinder Block.> <Ref. to ME(w/o STI)-81, INSTALLATION, Cylinder Block.>

25.Engine Trouble in General

A: INSPECTION

NOTE:

The “RANK” shown in the chart shows the possibilities of the cause of trouble in order from “Very often” to “Rarely”.

A — Very often

B — Sometimes

C — Rarely

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
	Immobilizer system <Ref. to IM(diag)-2, Basic Diagnostic Procedure.>		A
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3) Initial combustion occurs.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
2. Rough idle and engine stall	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of fuel or insufficient fuel	B
	Timing belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Over-heating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective cylinder head gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Over-heating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
4. Surging	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of fuel or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	C
5. Engine does not return to idle.	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Over-heating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
8. Knocking	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Over-heating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter gasket	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B
10. Excessive fuel consumption	Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Dirty air cleaner element	A
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective cylinder head gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

26.Engine Noise

A: INSPECTION

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

* When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode <Ref. to EN(H4DOTC)(diag)-63, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4DOTC)(diag)-49, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

Engine Noise

MECHANICAL

EXHAUST

EX(w/o STI)

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1. General Description

A: SPECIFICATION

Specifications for models other than STI are the same as those for STI model. <Ref. to SP(STI)-2, General Description.>

IGNITION

IG(w/o STI)

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1. General Description

A: SPECIFICATION

Specifications for models other than STI are included in the SC (STI) section. <Ref. to SC(STI)-2, General Description.>

ENGINE 3 SECTION

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

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

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

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

ENGINE (DIAGNOSTICS)	EN(H4DOTC) (diag)
GENERAL DESCRIPTION	GD(H4DOTC)

ENGINE (DIAGNOSTICS)

EN(H4DOTC)(diag)

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