7. Line Pressure Test

A: MEASUREMENT

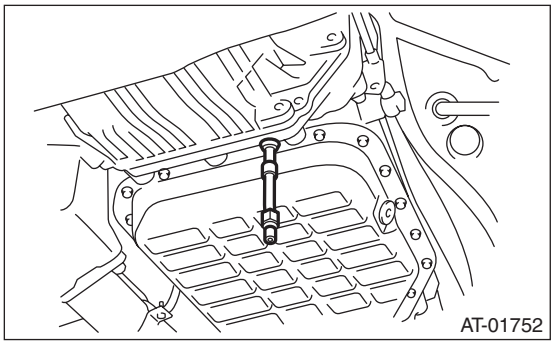
NOTE:
If the clutch or brake shows a sign of slippage, or shifting interval is not correct, check the line pressure.

• Excessive shock during up-shift may be due to the line pressure being too high.

• Slippage or inability to operate the vehicle may, in most cases, be due to loss of oil pressure for the operation of clutch, brake or control valve.

1) Set the vehicle on a lift.
2) Remove the under cover.
3) Remove the test plug and install the ST.

ST 498897200 OIL PRESSURE ADAPTER



4) Set the ST1 and ST2.

ST1 498897200 OIL PRESSURE ADAPTER
ST2 498575400 OIL PRESSURE GAUGE ASSY

5) Lower the vehicle, and pull ST2 which was set in step 4) into the vehicle.
6) Connect the Subaru Select Monitor to the data link connector and read the current data. <Ref. to 5AT(diag)-16, READ CURRENT DATA, OPERATION, Subaru Select Monitor.>

7) Perform the line pressure test.

NOTE:
• Do not perform the line pressure test for more than 5 seconds at a time. Doing so will make the engine oil and ATF deteriorate and the clutch and brake to be adversely affected.
• After performing the line pressure test, be sure to cool down the engine for at least one minute with the select lever set in “P” or “N” range and with the idle speed at 1,200 rpm or less.
• Fully open or fully close the throttle valve angle in order to match the “P/L Solenoid Pressure” displayed on the Subaru Select Monitor.

Range of the selector lever	Throttle opening angle	ATF temperature condition	“P/L Solenoid Pressure” displayed on the Subaru Select Monitor kPa	Standard line pressure kPa (kg/cm^2, psi)
2nd gear of manual mode	Full closed	45 — 55°C (104 — 131°F)	500 — 700	Target pressure –10 — +190 (Target pressure –0.10 — +1.94, Target pressure –1.45 — +27.5)
	Full open		2,150	1,320 — 1,520 (13.46 — 15.50, 191.4 — 220.4)
R	Full closed		2,150	1,660 — 1,860 (16.93 — 18.97, 240.7 — 269.7)

8) Remove the ST and install the test plug.

Tightening torque:
13 N·m (1.3 kgf-m, 9.6 ft-lb)