

## SERVICE BULLETIN

**APPLICABILITY**

1992 &amp; 1993 LEGACY

**DATE**

02-24-93

**SUBJECT:**SUBARU LEGACY 1992 SERVICE MANUAL  
SUPPLEMENT ABS-2E

The page number(s) listed below each of the attached illustrations or text indicate their location in the above noted service manual supplement, publication No. G208BE. Please note that each correction or corrected illustration can apply to several different locations; therefore, it will be necessary to make several photocopies of those illustrations.

Cut out each of the correct illustration(s) and/or text and tape or paste them over the incorrect illustration(s) and/or text in the service manual.

Adding the correction immediately to this service manual supplement will ensure the proper information is conveyed each time the manual is used.

**CAUTION**

VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS

Subaru Service Bulletins are intended for use by professional technicians ONLY. They are written to inform those technicians of conditions that may occur in some vehicles, or to provide information that could assist in the proper servicing of the vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do the job correctly and safely. If a condition is described, DO NOT assume that this Service Bulletin applies to your vehicle, or that your vehicle will have that condition. Impreza is a Trademark and Legacy, Justy, Loyale and Subaru SVX are Registered Trademarks.

## 1. OPERATIONAL GUIDELINES OF THE SEQUENCE CONTROL

- 1) Vehicle must be stationary.
- 2) Ground L and K terminal.
- 3) Turn ignition switch on.
- 4) Depress and hold brake pedal within 0.5 seconds after the ignition switch has been turned on.
  - a. When the ignition switch is set to on, the brake pedal must not be depressed.
  - b. Engine must not operate.

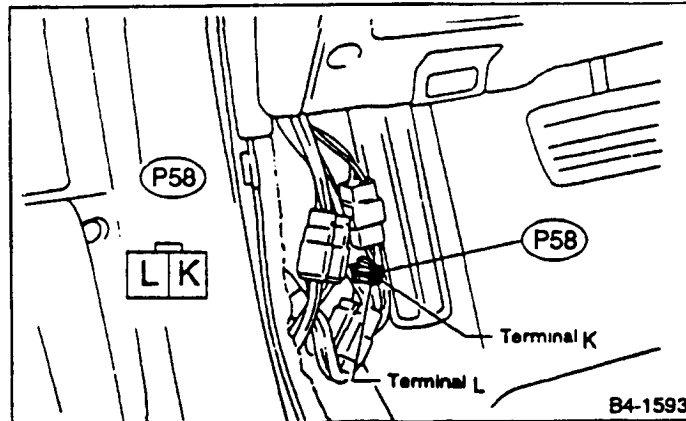


Fig. 38

Replacement text and illustration for page 25.

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### TROUBLE CODE / Connector & terminal:

21 / (B22) No. 1 — No. 2

23 / (B13) No. 1 — No. 2

25 / (P20) No. 1 — No. 2

27 / (P26) No. 1 — No. 2

Specified resistance: 800 — 1300  $\Omega$

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Replacement text for pages 49, 52 and 56.

**B: SELF-DIAGNOSIS**

The self-diagnosis system is designed to detect problems after the vehicle has been driven at 10 km/h (6 MPH) or more for at least 20 seconds. If a problem is found, the ABS warning light will illuminate to inform the driver of the occurrence of a problem. When the warning light is on, the ABS system will be inactive and the normal braking function will work. It is possible for a maximum of three trouble codes to be stored in memory until cleared.

**C: TROUBLE CODES**

When self-diagnosis of the ABS control unit detects a problem, the information (up to a maximum of three) will be stored in the EEPROM as a trouble code. When there are more than three, the most recent three will be stored. (Stored codes will stay in memory until they are cleared.)

**1. CALLING UP A TROUBLE CODE**

- 1) Take out front pillar lower trim on driver's side.
- 2) Ground ABS check connector terminal L.

3) Turn ignition switch ON.

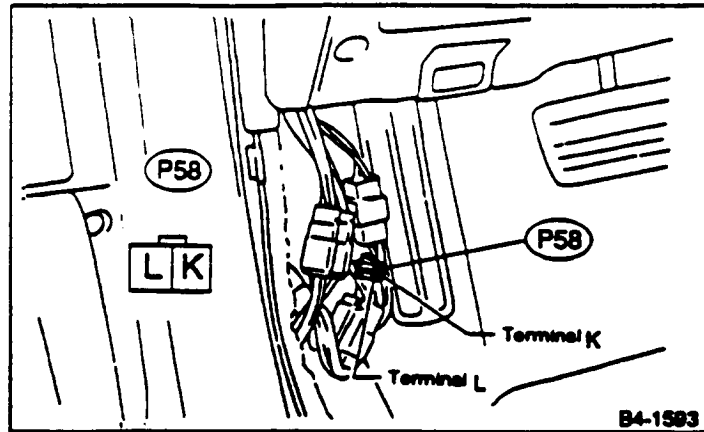


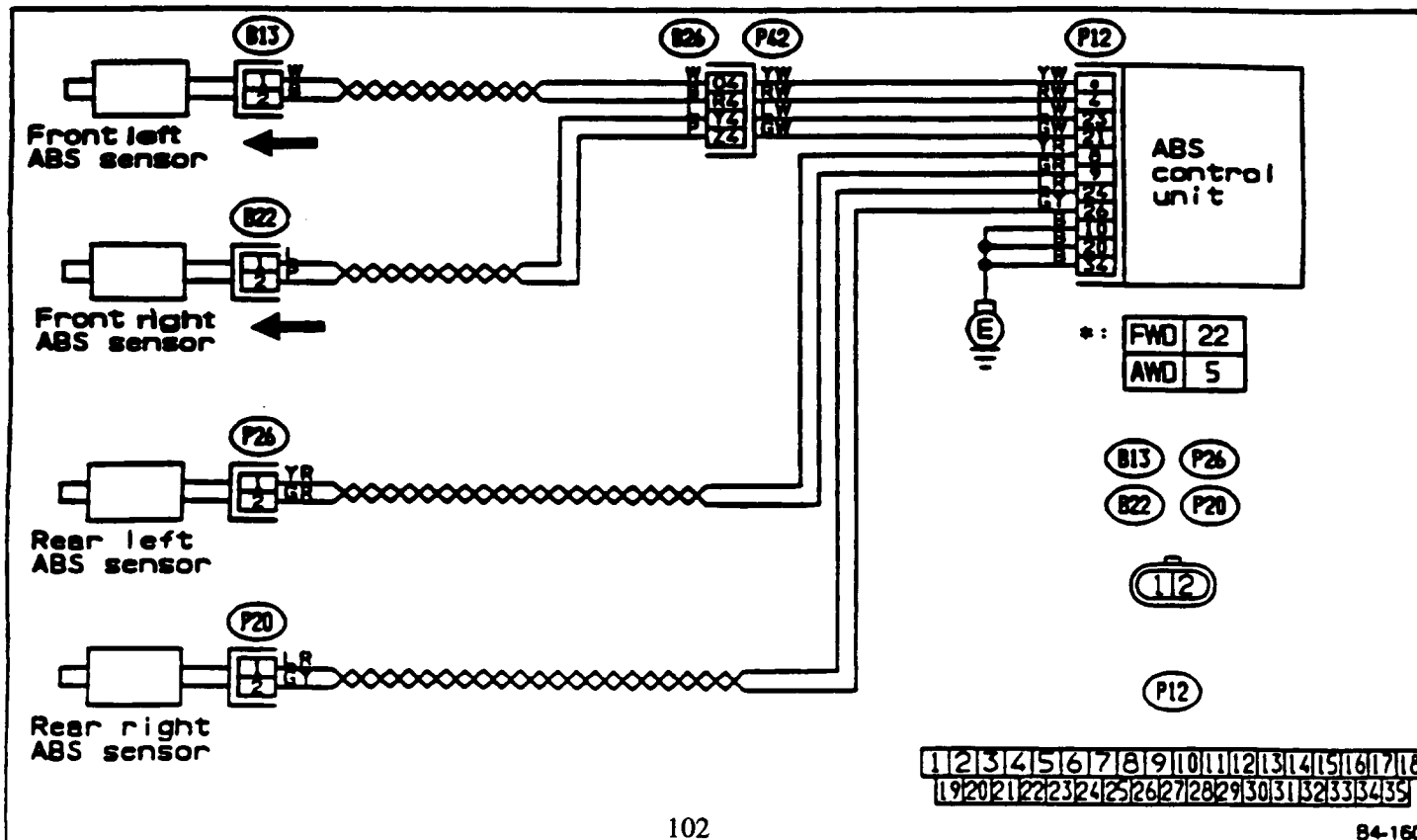
Fig. 45

4) ABS warning light is set in the diagnostic mode and blinks to identify trouble code.

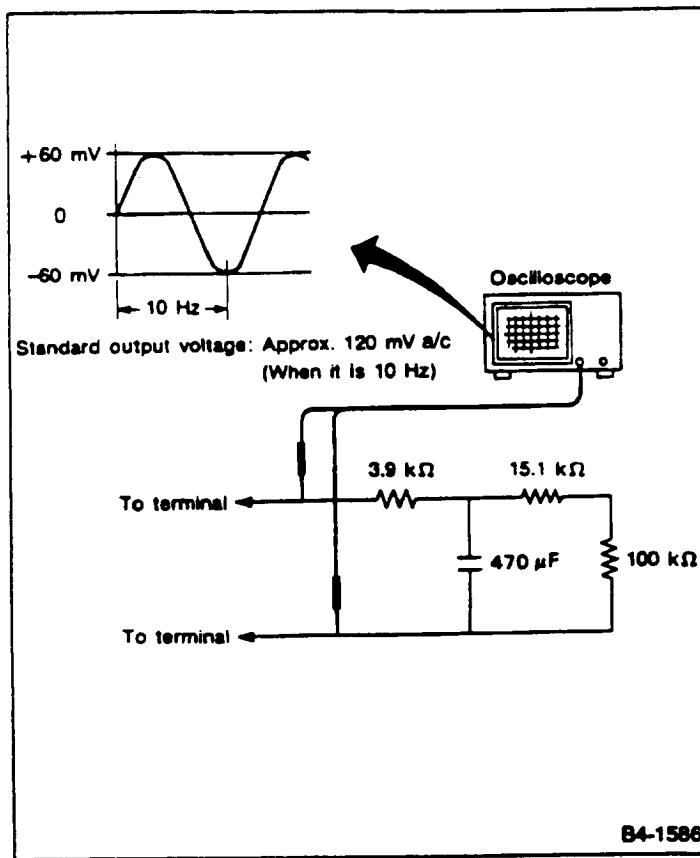
5) After the start code (11) is shown, the trouble codes will be shown in order of the last information first. These repeat for a maximum of 5 minutes.

When there are no trouble codes in memory, only the start code (11) is shown.

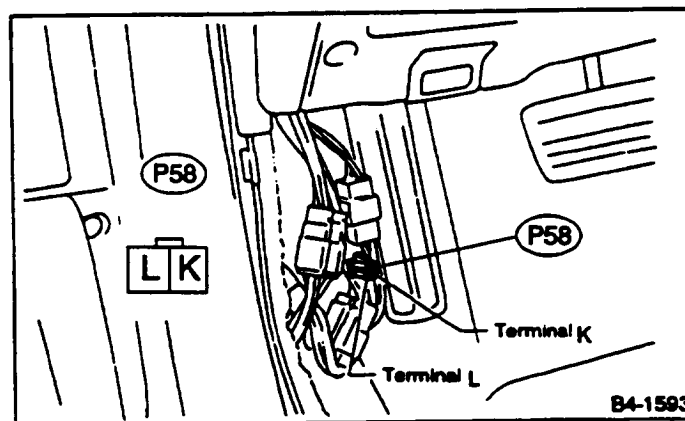
Replacement illustration and text for page 32.



Replacement illustration for pages 47, 51 and 55.



Replacement illustration for pages 20, 49, 52 and 56.



Replacement illustration for pages 23, 24, 25, 32 and 33.