

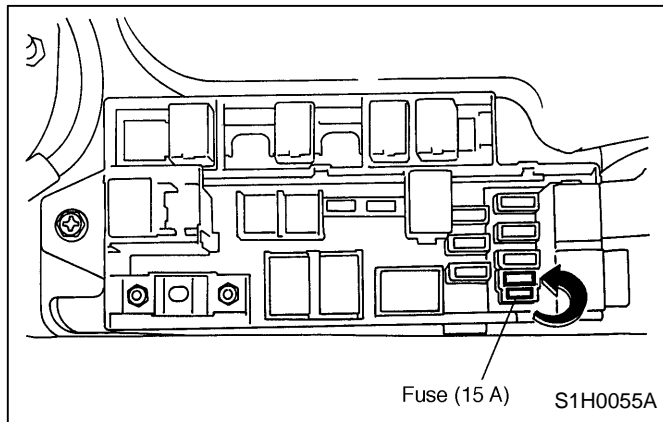
1-4 [G2A0]**2. Pre-road Test Inspection****PRE-DELIVERY INSPECTION****2. Pre-road Test Inspection****A: FUSES****CHECK POINTS**

1. Fuse installation
2. Spare fuse

Fuse as shown in figure is disconnected to avoid discharging the battery.

Insert fuse (15A) in the main fuse box inside the engine compartment.

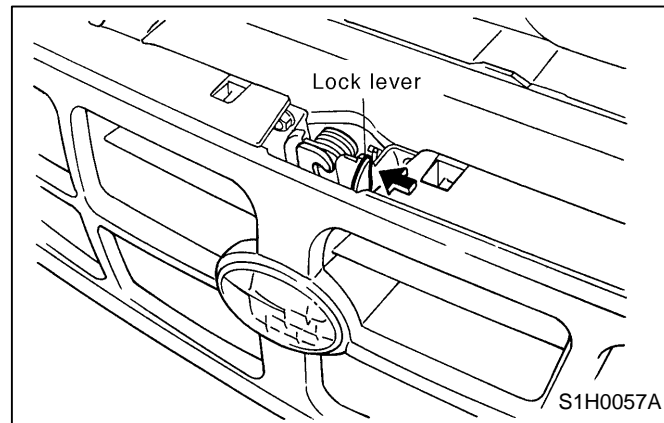
Use fuse indicated by arrow in figure.



2) Release the lock by pushing the lock lever while pushing the hood down with slight pressure.

Hold the hood open with the stay.

Check the way the safety lock mechanism is released and that the hood opens and closes without any abnormal noise and does not contact the body.



3) Remove the stay and lower the hood until it approaches about 10 cm (3.9 in.) from the closed position and let it drop. After closing the hood, be sure the hood is securely locked.

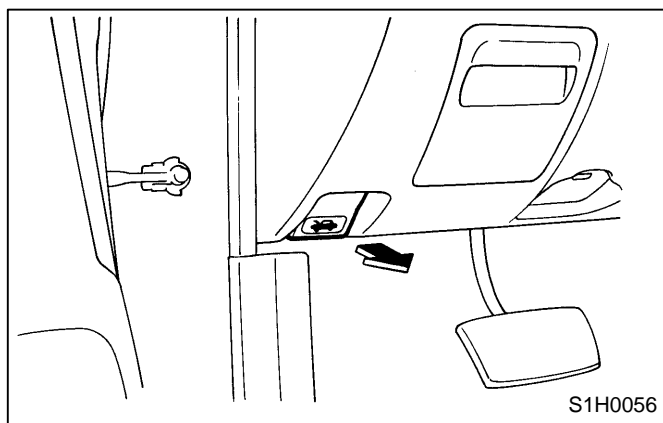
4) Confirm by repeating the above steps beginning with the first one, two or three times.

B: HOOD OPERATION**CHECK POINTS**

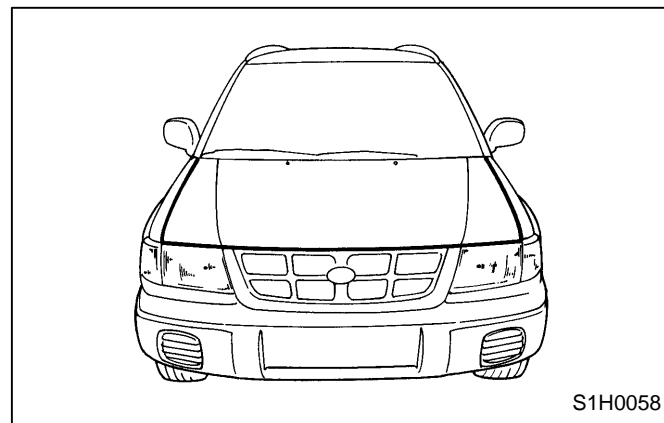
1. Operation of hood release and lock
2. Condition of lock
3. Fitting of hood

1. CHECK THE OPENING, CLOSING AND LOCKING OF HOOD

1) Pull the hood lock release knob in the passenger compartment. (The hood will lift a step.) Check if the cable moves easily and lightly without dragging.

**2. CHECK THE INSTALLATION OF HOOD**

After having closed the hood, ensure the hood fits properly.

**NOTE:**

- The clearance between the hood and front fender is uniform.
- The hood's front end is parallel with the front fender.

- The slope of hood is the same as the parts of body surrounding it.
- The hood and weatherstrip stick fast to each other.

C: DOOR, DOOR LOCK AND POWER WINDOW OPERATION

CHECK POINTS

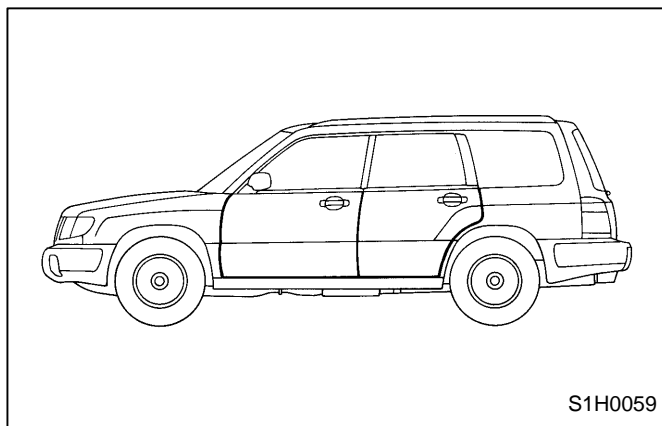
1. Door "Open-close" operation
2. Operation of door release and lock
3. Loose or damaged parts
4. Position of door window glass
5. Operation of power window switches
6. Power door locking operation
7. Operation of child safety locks

1. CHECK THE OPENING AND CLOSING OF DOORS AND REAR GATE

- 1) First open the door completely by operating inside door handle and then close it fully by operating the door trim handle from the driver's seat.
- 2) Repeat the preceding step two or three times to see how the door opens and closes. Pay attention to the operating effort, any abnormal noise and positive operation.
- 3) Operate the outside door handle from the outside and check how the door opens and closes. Also, check that there is a uniform clearance between the door and car body without any grade difference.

NOTE:

- To examine the closed state and sinking of the door, observe from the front right-hand door.
- If the striker drags during opening when the outside door handle is pulled, adjust by relocating the striker.

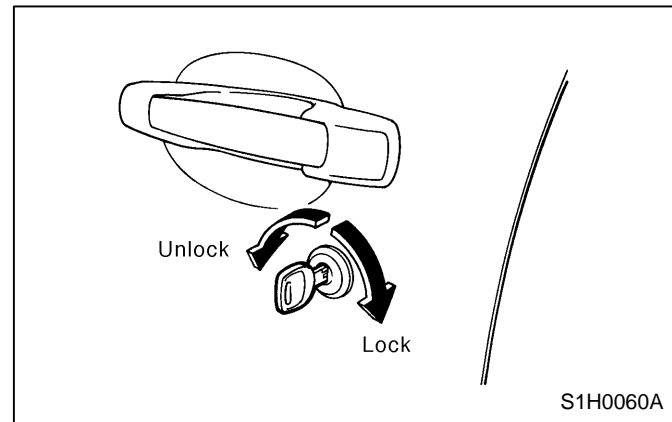


2. CHECK THE OPERATION OF DOOR LOCKS

- 1) Close the door completely, lock it with the key plate and pull the outside door handle to ensure the door does not open.

NOTE:

- Do not pull the outside door handle with greater force than necessary.
- While inspecting the door and lock, check the lock in the rear part of the door and the door striker attached to the pillar.

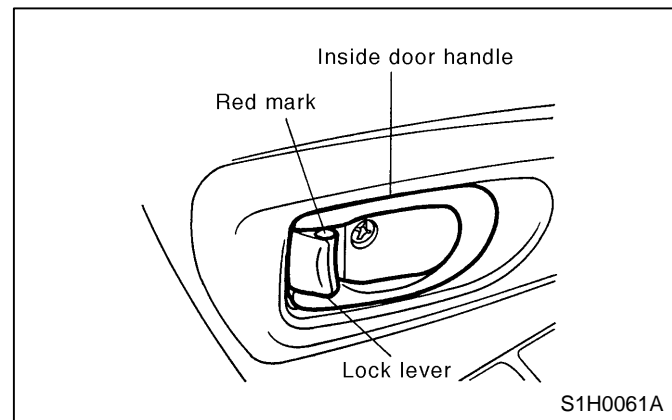


- 2) Again operate the key plate to ensure the door unlocks.

NOTE:

Replace the lock cylinder if it malfunctions. When the door lock seems to be operating slowly, lubricate the moving parts with grease or oil.

- 3) Sit in the driver seat, close the door completely, and move the lock lever to the lock position. Then, pull the inside door handle to ensure the door will not open.



1-4 [G2C3]**2. Pre-road Test Inspection****PRE-DELIVERY INSPECTION****3. CHECK THE LOOSENESS OF DOORS**

- 1) Open and close the door two or three times with a somewhat strong force.
- 2) Check the bolts or screws securing the door hinge, lock and striker for looseness. Retighten loose ones to the specified tightening torque.

4. CHECK THE OPERATION OF POWER WINDOW

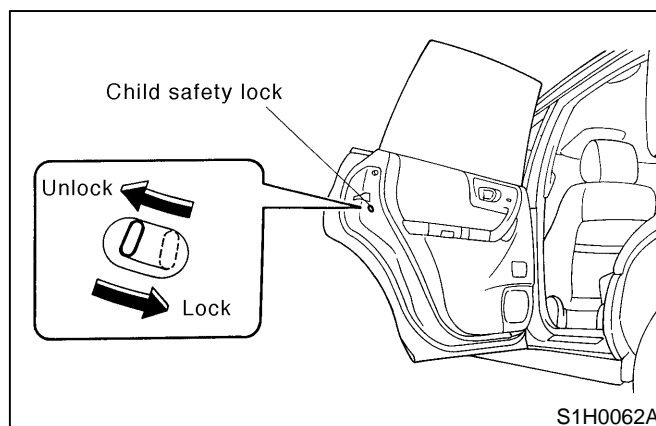
- 1) Depress the power window switches to fully open the windows.
- 2) Pull up the power window switches to fully close the windows.
- 3) Repeat the above steps beginning with the first one, two or three times to see how the windows open and close.

5. CHECK THE OPERATION OF POWER DOOR LOCK

- 1) Close the door completely.
- 2) Operate the power door locking switches on the front both side doors to lock and check that all the doors are locked.
- 3) Operate the power door locking switches on the front both side doors to unlock and check that all the doors are unlocked.
- 4) Repeat the above steps two or three times.

6. CHECK THE OPERATION OF CHILD SAFETY LOCKS

- 1) Set the child safety lock on both rear doors to the lock positions.
- 2) Close the rear doors completely.
- 3) Check that the lock levers of the rear doors are in the unlock positions. Then, pull the inside door handles of the rear doors to ensure that the doors will not open.
- 4) Next, pull the outside door handles of the rear doors to ensure that the doors will open.
- 5) Repeat the above steps two or three times.

**D: REAR GATE AND FUEL LID OPERATION****CHECK POINTS**

1. *Rear gate and fuel lid "open-close" operation*
2. *Operation of rear gate (release and lock)*
3. *Fitting of rear gate and fuel lid*

E: SEAT ADJUSTER AND SEAT BELTS**CHECK POINTS**

1. *Front and rear seats, and their facing materials*
2. *Front seat operation*
3. *Rear seat folding operation*
4. *Seat belts and their fit*
5. *Installing procedure for child anchor*

1. MANUAL THREE-POINT TYPE

The seat belt warning light on the instrument panel comes on for approximately six seconds with the ignition switch "ON". And the warning chime sounds if the driver's seat belt is not fastened. Make sure that the warning system works normally.

PRE-DELIVERY INSPECTION

[G2G1] 1-4
2. Pre-road Test Inspection

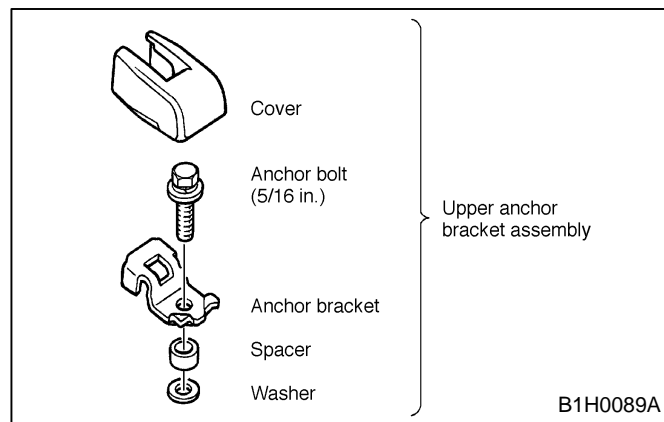
2. INSTALLING PROCEDURE FOR CHILD ANCHOR

CAUTION:

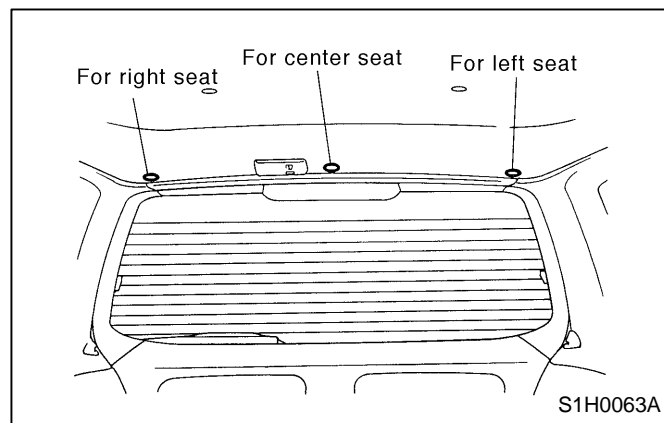
- Be sure to install the upper anchor bracket assembly in the correct direction.
- Always use the genuine upper anchor bracket assembly.

When upper anchor bracket assembly is used for rear seat:

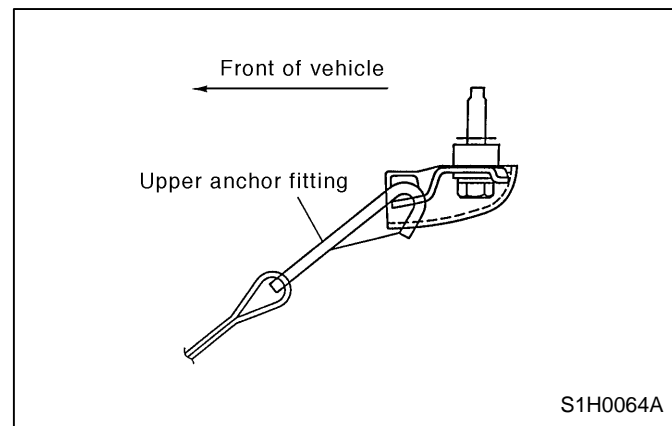
1) For Canada models, the anchor set is inside the glove box. Take it out and check that its components are assembled as shown in figure.



2) The anchor installation points are covered with caps. Remove the cap at the desired anchor installation points.



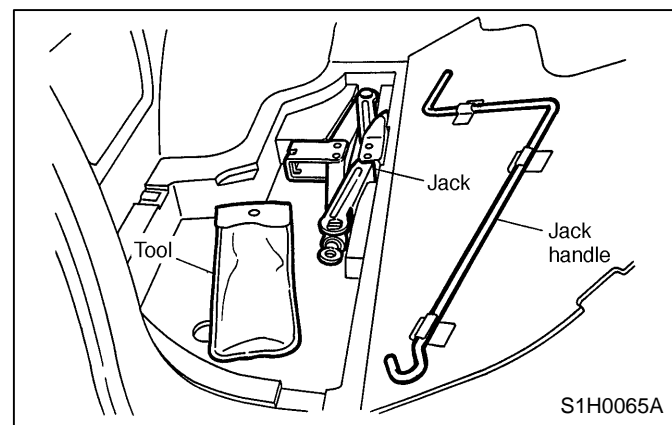
- 3) Install the anchor at the installation point. Tighten the bolt so that the anchor is completely secured.
- 4) Attach the cover to the anchor plate.
- 5) Attach the hook of the top strap to the anchor.



F: JACK INSTALLATION

CHECK POINT

1. Installed condition of jack



G: WHEEL NUTS FOR LOOSENESS AND TIRE INFLATION PRESSURE

CHECK POINTS

1. Wheel nut tightening torque
2. Tire inflation pressure and tire specification
3. Damage to tire and rim

1. CHECK THE WHEEL NUT TIGHTENING TORQUE

Tightening torque:

88 ± 10 N.m
(9 ± 1 kg-m, 65 ± 7 ft-lb)

NOTE:

When checking the wheel nuts, be sure to use a torque wrench, and tighten the nuts to the specified torque.

1-4 [G2G2]**2. Pre-road Test Inspection****PRE-DELIVERY INSPECTION****2. CHECK THE TIRE INFLATION PRESSURE AND TIRE SPECIFICATION****CAUTION:**

Check that all tires are adjusted to the specified tire inflation pressure.

Tire size		Tire inflation pressure kPa (kg/cm ² , psi)	
		Front	Rear
P205/70R15 95S	Light load	200 (2.0, 29)	180 (1.8, 26)
P215/60R16 94H	Full load	200 (2.0, 29)	250 (2.5, 36)

NOTE:

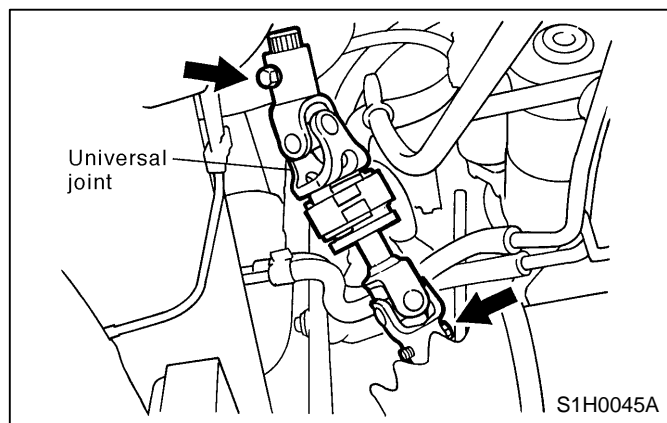
- After inspecting and adjusting the tire pressure, be sure to put the valve cap back.
- When towing, adjust the tire inflation pressures as follows:

Front: 200 kPa (2.0 kg/cm², 29 psi)

Rear: 275 kPa (2.8 kg/cm², 41 psi)

H: INSTALLATION OF STEERING COMPONENTS**CHECK POINTS**

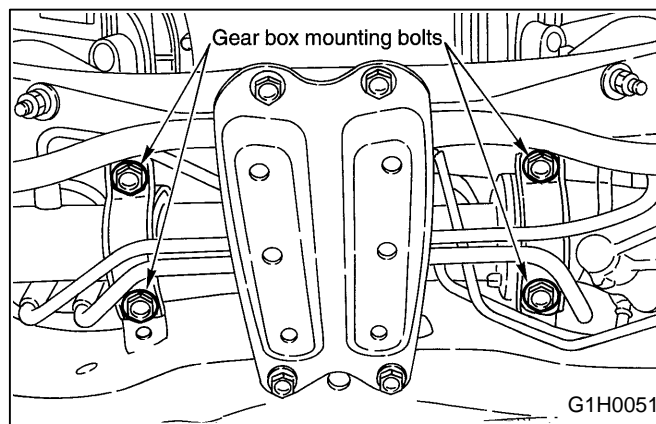
1. Installation of universal joints
2. Steering gear box for looseness, play, or backlash, and boots for damage
3. Tie-rod and tie-rod end for proper installation, or damage

1. CHECK THE UNIVERSAL JOINT FOR LOOSENESS**NOTE:**

When checking, turn ignition switch to "ACC" position.

Tightening torque:

$24 \pm 3 \text{ N.m}$ ($2.4 \pm 0.3 \text{ kg-m}$, $17 \pm 2.2 \text{ ft-lb}$)

2. CHECK THE GEAR BOX MOUNTING BOLT FOR LOOSENESS**NOTE:**

Carefully check the root portion of the boots, and the condition of the clips.

Tightening torque:

$59 \pm 12 \text{ N.m}$ ($6 \pm 1.2 \text{ kg-m}$, $43 \pm 9 \text{ ft-lb}$)

3. CHECK THE TIE-ROD END LOCK NUT FOR LOOSENESS**Tightening torque:**

$83 \pm 5 \text{ N.m}$ ($8.5 \pm 0.5 \text{ kg-m}$, $61 \pm 3.6 \text{ ft-lb}$)

I: WHEEL ALIGNMENT**CHECK POINTS**

1. Toe of front and rear wheels
2. Camber of front wheels

Before checking the toe and camber, make sure that the spare tire and service tools are on the vehicle and the fuel tank is full, but no other weight is on the vehicle.

J: EXHAUST PIPE AND MUFFLER**CHECK POINTS**

1. Installation of exhaust system
2. Exhaust gas leakage from parts or joints

Check the exhaust system's installation for looseness, damage and possible interference with other parts. <Ref. to 2-9 [W1A0].>

WARNING:

When the engine is running, and for a short time after it is stopped, the exhaust system remains very hot; use extreme care and don't get burnt during this evolution.

K: FUEL SYSTEM FOR LEAKAGE**CHECK POINTS**

1. *Installation of fuel hose and pipe. And condition of clamps*
2. *Fuel system for leakage*

1. CHECK THE INSTALLATION OF FUEL HOSE AND PIPE, AND THE CONDITION OF CLAMPS**WARNING:**

When checking the fuel system, use extreme care to prevent accidental fires.

NOTE:

When retightening the clamps, do not tighten them excessively.

- 1) Check the fuel hose's layout, and also search for interference with other parts, twists, or damage, check the condition of the clamps.
- 2) Check the fuel and air breather pipes visually or by feeling with your fingers from the underside. Retighten the clamps if necessary.

2. CHECK THE FUEL SYSTEM FOR LEAKAGE

Without starting the engine, turn the ignition switch to the ON position, and operate the fuel pump to pressurize the fuel system. Then check the fuel system for leakage.

L: BRAKE FLUID LEVEL AND BRAKE PIPING INSTALLATION**CHECK POINTS**

1. *Fluid level in brake reserve tank*
2. *Wiring of fluid leveller and its operation*
3. *Brake booster, master cylinder and pressure control valve for proper installation; brake pipe, brake hose and connectors for proper fitting*
4. *Leakage in any of the above*

Recommended brake fluid

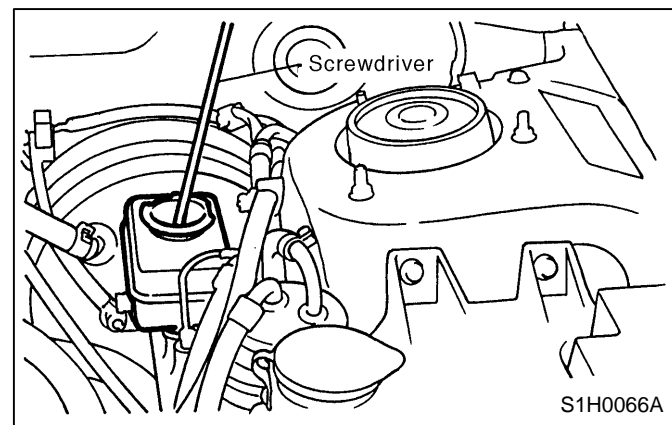
FMVSS No. 116, fresh DOT3 or DOT4 brake fluid

CAUTION:

- The fluid level must be kept at "MAX" level.
- Do not mix different brands of brake fluid.
- When adding brake fluid, be careful not to allow any dirt, water, or oil around the fluid tank to enter it.
- Use special care not to spill any brake fluid on the vehicle's painted surfaces, because it will quickly erode them. In case of an accident, wipe it off as quickly and as cleanly as possible.
- Never use engine oil, gear oil, or any mineral oil.
- Use extreme care not to allow any water to get into the fluid; water in the brake fluid will lower the fluid's boiling point and cause vapor-lock.
- If too much brake fluid is missing, check the brake line for possible leakage.
- After adding brake fluid, any excess must be stored in a tightly sealed container.
- When checking the operation of leveller, use clean screwdriver or the like and be careful not to allow dirt or dust to get into the tank.

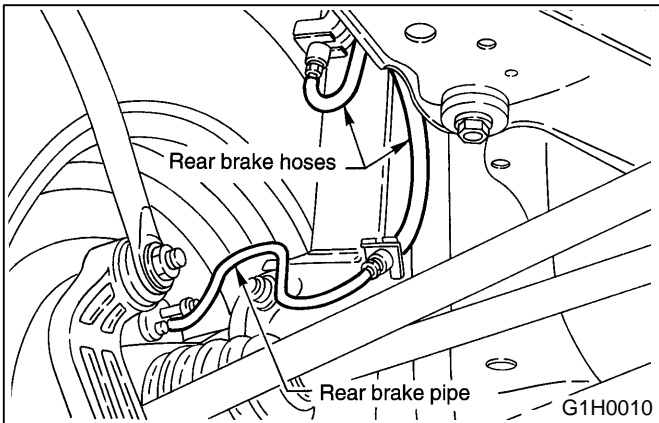
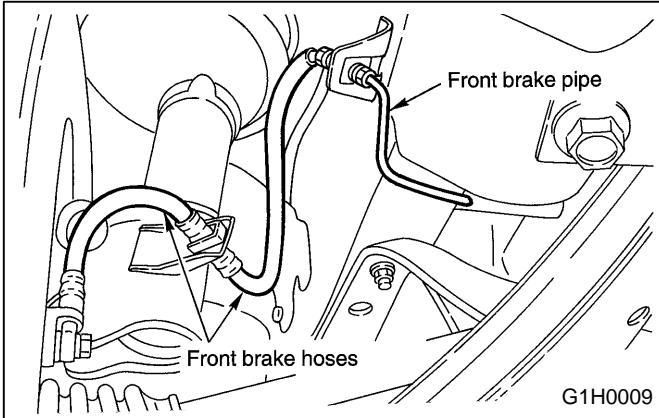
1. CHECK FLUID LEVELLER OPERATION

- 1) Remove filter from reservoir tank.
- 2) Check fluid leveller operation while pushing it down with a screwdriver.



1-4 [G2L2]**2. Pre-road Test Inspection****PRE-DELIVERY INSPECTION****2. CHECK THAT THE BRAKE PIPES, HOSES AND CONNECTORS ARE IN GOOD CONDITION**

- 1) Brake fluid is not oozing or leaking from the brake fluid lines.
- 2) The connectors and clamps are not loose.
- 3) There is no possibility of the pipes and hoses contacting the body or other mechanical parts due to vibration during running.

**M: BATTERY FLUID LEVEL AND BATTERY INSTALLATION****CHECK POINTS**

1. *External parts*
2. *Electrolyte level*
3. *Specific gravity*

WARNING:

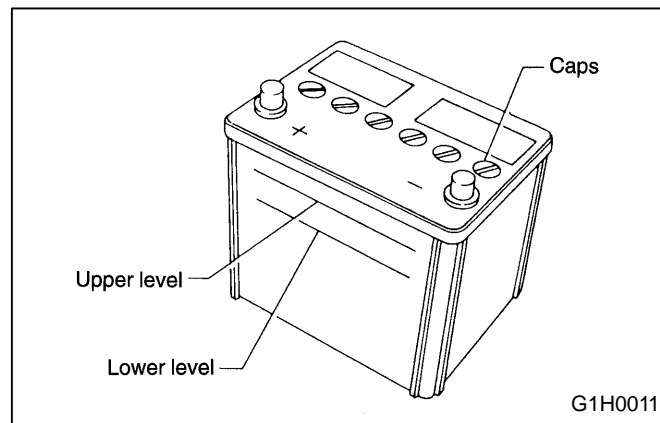
- **Electrolyte has toxicity; be careful about handling the fluid.**
- **Avoid contact with skin, eyes or clothing. Especially in case of contact with eyes, flush with water for 15 minutes and get prompt medical attention.**
- **Batteries produce explosive gases. Keep sparks, flame, cigarettes away.**
- **Ventilate when charging or using in enclosed space.**

1. CHECK THE EXTERNAL PARTS

Check for the existence of dirt or cracks on the battery case, top cover, vent plugs, and terminal posts. If necessary, clean with water and wipe with a dry cloth. Apply a thin coat of grease on the terminal posts to prevent corrosion.

2. CHECK THE ELECTROLYTE LEVEL

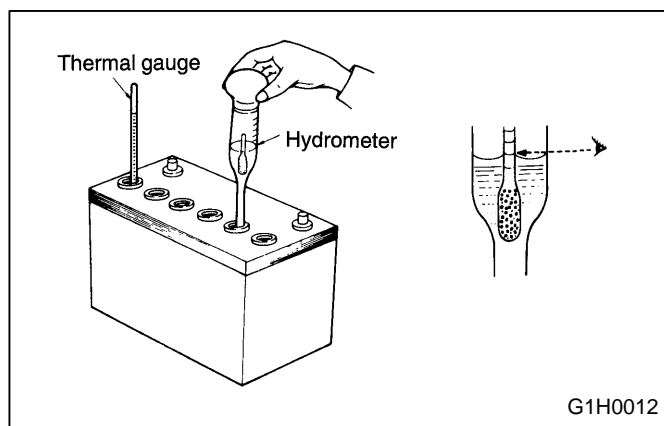
Check the electrolyte level in each cell. If the level is below MIN LEVEL, bring the level to MAX LEVEL by pouring distilled water into the battery cell. Do not fill beyond MAX LEVEL.



3. CHECK THE SPECIFIC GRAVITY

The specific gravity of electrolyte can be measured with a hydrometer. Holding the glass tube vertically, slowly draw the liquid into the tube. Take the reading on the float scale at the highest point of the liquid.

When reading, the eye should be level with the surface of the liquid.



Serviceable specific gravity
1.220 — 1.280 at 20°C (68°F)

If the specific gravity reading is below 1.220 at 20°C (68°F), the battery must be recharged and, if necessary, the specific gravity of the electrolyte must be adjusted. The specific gravity changes according to temperature. The standard temperature is considered to be 20°C (68°F).

When measuring the specific gravity, calculate as follows:

Serviceable specific gravity
 $S = St + 0.0007 (t - 20)$

S = Specific gravity corrected for 20°C (68°F)

St = Measured specific gravity at t°C

t = Electrolyte temperature on centigrade scale (°C)

0.0007 = Temperature coefficient

[EXAMPLE]

A hydrometer reading of 1.273 at 30°C (86°F) is corrected to 1.280 at 20°C (68°F), indicating that the battery is fully charged. On the other hand, a reading of 1.251 at -10°C (14°F) is corrected to 1.230 at 20°C (68°F), indicating that the battery is partially charged.

N: COOLANT LEVEL AND COOLING FAN INSTALLATION**CHECK POINTS**

1. **Coolant level**
2. **Cooling fan motor and wiring**
3. **Water leakage and hose damage**

WARNING:

The radiator is a high pressure type. Never attempt to open the radiator cap when the coolant's temperature is high; otherwise boiling water will spurt out. Be sure to wait until the engine cools down before opening the radiator cap.

CAUTION:

- The level must be kept at "FULL" level.
- Use only genuine SUBARU Coolant (P/N 000016218).
- Avoid using any coolant or only water other than this designated type to prevent corrosion.
- When retightening the hose clamps, be careful not to over-tighten them, as doing so could damage the hose.

NOTE:

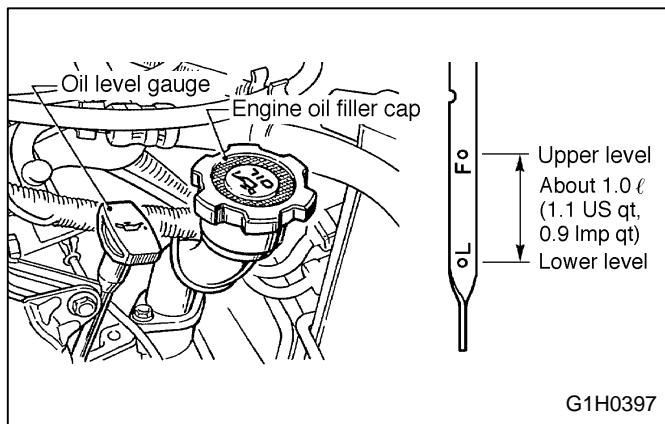
- Always inspect and add at reserve tank when engine is cold.
- If reserve tank is empty, check coolant level in radiator. Add coolant up to filler neck of radiator too, if necessary.

1-4 [G201]**PRE-DELIVERY INSPECTION****2. Pre-road Test Inspection****O: ENGINE OIL LEVEL****CHECK POINTS**

1. *Engine oil level*
2. *Engine oil leakage or contamination*

1. CHECK THE ENGINE OIL LEVEL

The level should be within the specified range marked on the gauge.

**NOTE:**

- Check engine oil level before starting the engine, when engine oil is cold, to obtain correct level reading. After stopping a hot engine, wait about 5 minutes until oil returns to oil pan before checking oil level. Oil level reading will be slightly higher than when engine is cold due to oil expansion. It is advisable to check oil level each time oil is replenished.
- Insert the oil level gauge into guide hole.

Recommended oil

API classification: SJ or SH with the words "Energy Conserving II", CCMC specification G4 or G5, ACEA specification A1, A2 or A3, or New API mark displayed on the container

SAE Viscosity No. and Applicable Temperature								
(°C)	-30	-20	-15	0	15	30	40	
(°F)	-22	-4	5	32	59	86	104	
				10 W-30, 10W-40				
			5W-30 PREFERRED					

B1H0118

CAUTION:

When replenishing oil, it does not matter if the oil to be added is a different brand from that in the engine; however, use oil having the API classification and SAE viscosity No. designated by SUBARU.

NOTE:

If vehicle is used in desert areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used:
API classification: SJ or SH
SAE Viscosity No.: 30, 40, 10 W - 50, 20W - 40, 20 W - 50

P: TRANSMISSION AND DIFFERENTIAL GEAR OIL LEVEL**CHECK POINTS**

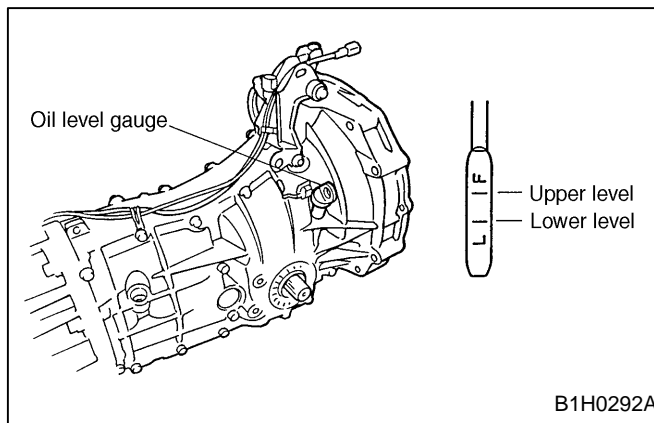
1. *Level of transmission gear oil for manual transmission*
2. *Level of rear differential gear oil*
3. *Level of front differential gear oil for automatic transmission*

1. CHECK THE LEVEL OF TRANSMISSION GEAR OIL FOR MANUAL TRANSMISSION**CAUTION:**

When inserting the level gauge into transmission gear, align the protrusion on the side of the top part of the level gauge with the notch in the gauge hole.

NOTE:

The level should be within the specified range marked on the gauge.



PRE-DELIVERY INSPECTION

[G2P3] 1-4
2. Pre-road Test Inspection**Transmission gear oil
Recommended oil**

ITEM	
• Manual Transmission gear oil	
API Classification	
GL-5	
SAE Viscosity No. and Applicable Temperature	
(°C)	-30 -26 -15 -5 0 15 25 30
(°F)	-22 -15 5 23 32 59 77 86
B1H0410A	

**Rear differential gear oil
Recommended oil**

ITEM	
• Rear differential gear oil	
API Classification	
GL-5	
SAE Viscosity No. and Applicable Temperature	
(°C)	-30 -26 -15 -5 0 15 25 30
(°F)	-22 -15 5 23 32 59 77 86
B1H0411A	

2. CHECK THE LEVEL OF REAR DIFFERENTIAL GEAR OIL**CAUTION:**

Each manufacturer uses different base oils and additives. Thus, do not mix brands.

- 1) The oil level must be kept above the bottom of the filler bolt or plug. If below that level, add oil up to the bottom line.
- 2) Install filler plug onto rear differential gear case firmly.

CAUTION:

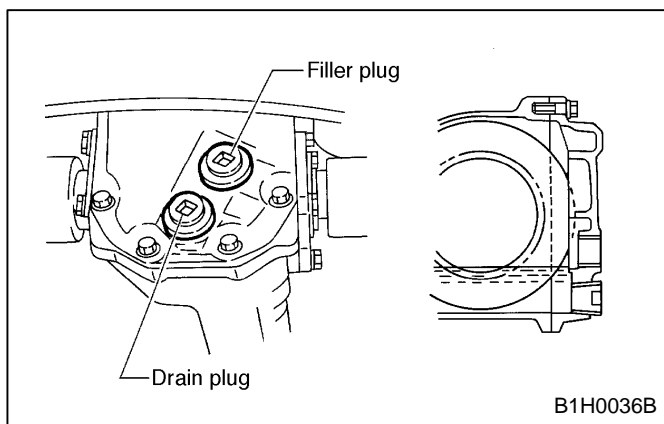
Apply fluid packing to plug.

Fluid packing:

THREE BOND 1105 or equivalent

Tightening torque:

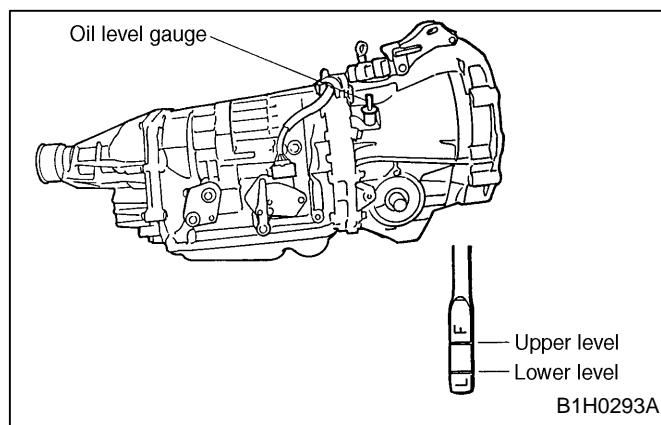
49 ± 9.8 N.m (5 ± 1 kg-m, 36 ± 7.2 ft-lb)

**3. CHECK THE LEVEL OF FRONT DIFFERENTIAL GEAR OIL FOR AUTOMATIC TRANSMISSION****CAUTION:**

When inserting the level gauge into differential gear, align the protrusion on the side of the top part of the level gauge with the notch in the gauge hole.

NOTE:

The level should be within the specified range marked on the gauge.



1-4 [G2Q0]**PRE-DELIVERY INSPECTION****2. Pre-road Test Inspection****Front differential gear oil
Recommended oil**

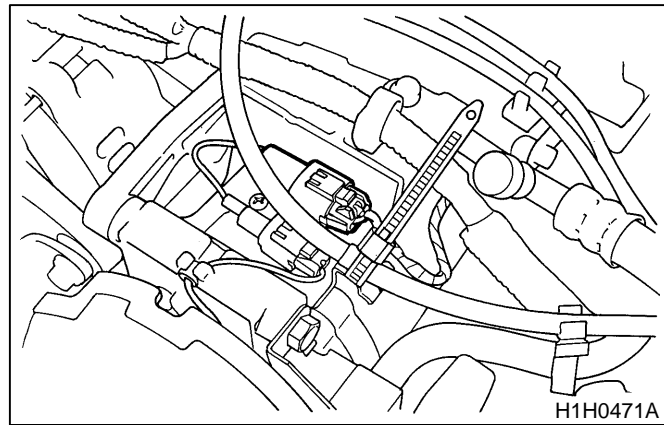
ITEM							
• Front differential gear oil							
API Classification							
GL-5							
SAE Viscosity No. and Applicable Temperature							
(°C)	-30	-26	-15	-5	0	15	25 30
(°F)	-22	-15	5	23	32	59	77 86
B1H0412A							

CAUTION:

- Avoid mixing different brands of brake fluid to prevent degradation of the fluid.
- Be careful not to allow dirt or dust to get into the reservoir tank.
- Use fresh DOT 3 or DOT 4 brake fluid when refilling fluid.

S: AIR CONDITIONING SYSTEM**CHECK POINT**

1. A/C compressor connector connection

**Q: DRIVE BELT TENSION****CHECK POINTS**

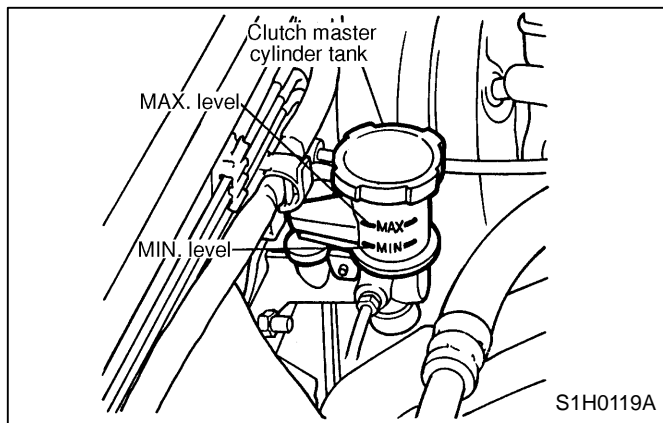
1. Belt tension
2. Damage to belt

<Ref. to 1-5 [G2A0].>

R: CLUTCH FLUID LEVEL**CHECK POINT**

1. Clutch fluid level

Check the fluid level using the scale on the outside of the clutch master cylinder tank. If the level is below "MIN", add clutch fluid to bring it up to "MAX".

**Recommended clutch fluid:**

FMVSS No. 116, fresh DOT 3 or DOT 4 brake fluid