1. Basic Diagnostic Procedure

A: PROCEDURE

	Step	Check	Yes	No
1	**CHECK PRE-INSPECTION.** 1) Ask the customer when and how the trouble occurred using the interview check list.<Ref. to CVT(diag)-4, Check List for Interview.> 2) Before performing diagnostics, check the following items which might affect CVT problems. • General inspection<Ref. to CVT(diag)-5, INSPECTION, General Description.> • Disconnection of harness connector • Visual check for harness damage • Oil leakage • Stall speed test<Ref. to CVT(TR580)-46, Stall Test.> <Ref. to CVT(TR690)-49, Stall Test.> • Secondary pressure test<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.> • Transfer clutch pressure test<Ref. to CVT(TR580)-51, Transfer Clutch Pressure Test.> <Ref. to CVT(TR690)-54, Transfer Clutch Pressure Test.> • Time lag test<Ref. to CVT(TR580)-47, Time Lag Test.> <Ref. to CVT(TR690)-50, Time Lag Test.> • Road test<Ref. to CVT(TR580)-45, Road Test.> <Ref. to CVT(TR690)-47, Road Test.> • Inhibitor switch<Ref. to CVT(TR580)-90, Inhibitor Switch.> <Ref. to CVT(TR690)-92, Inhibitor Switch.>	Is the item that is thought to influence the CVT problem working properly?	Go to step **2**.	Repair the items which may be affecting the CVT trouble.
2	**CHECK AT OIL TEMP LIGHT.** Turn the ignition switch to ON and wait for at least 2 seconds.	Does the AT OIL TEMP light illuminate?	Go to step **3**.	Check the AT OIL TEMP light.
3	**CHECK AT OIL TEMP LIGHT.** Start the engine and wait for 2 seconds or more.	Does the AT OIL TEMP light blink?	Go to step **4**.	Go to step **5**.
4	**CHECK DTC DISPLAY.** Read the DTC. NOTE: If the communication function of Subaru Select Monitor cannot be executed normally, check the communication circuit.<Ref. to CVT(diag)-37, COMMUNICATION FOR INITIALIZING IMPOSSIBLE, Diagnostic Procedure for Subaru Select Monitor Communication.>	Is DTC displayed on Subaru Select Monitor?	Record the DTC, time stamp and freeze frame data. Go to step **6**. NOTE: • For the time stamp, refer to LAN section.<Ref. to LAN(diag)-6, TIME STAMP, CAUTION, General Description.> • Depending on DTCs, time stamp may not be stored.	Go to step **5**.

	Step	Check	Yes	No
5	**PERFORM GENERAL DIAGNOSTICS.** 1) Inspect using “Diagnostic Procedure without Diagnostic Trouble Code (DTC)”.<Ref. to CVT(diag)-154, Diagnostic Procedure without Diagnostic Trouble Code (DTC).> 2) Inspect using “Diagnostics with Phenomenon”.<Ref. to CVT(diag)-155, Diagnostics with Phenomenon.> 3) Perform the Inspection Mode.<Ref. to CVT(diag)-25, Inspection Mode.> 4) Read the DTC.	Is DTC displayed on Subaru Select Monitor?	Go to step **6**.	Finish the diagnosis.
6	**PERFORM DIAGNOSIS.** 1) Inspect by referring to “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”.<Ref. to CVT(diag)-44, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> NOTE: For the DTC table, refer to “List of Diagnostic Trouble Code (DTC)”.<Ref. to CVT(diag)-40, List of Diagnostic Trouble Code (DTC).> 2) Repair the trouble cause. 3) Perform the Clear Memory Mode. 4) Perform the Inspection Mode.<Ref. to CVT(diag)-25, Inspection Mode.> 5) Read the DTC.	Is DTC displayed on Subaru Select Monitor?	Inspect by referring to “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”.<Ref. to CVT(diag)-44, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

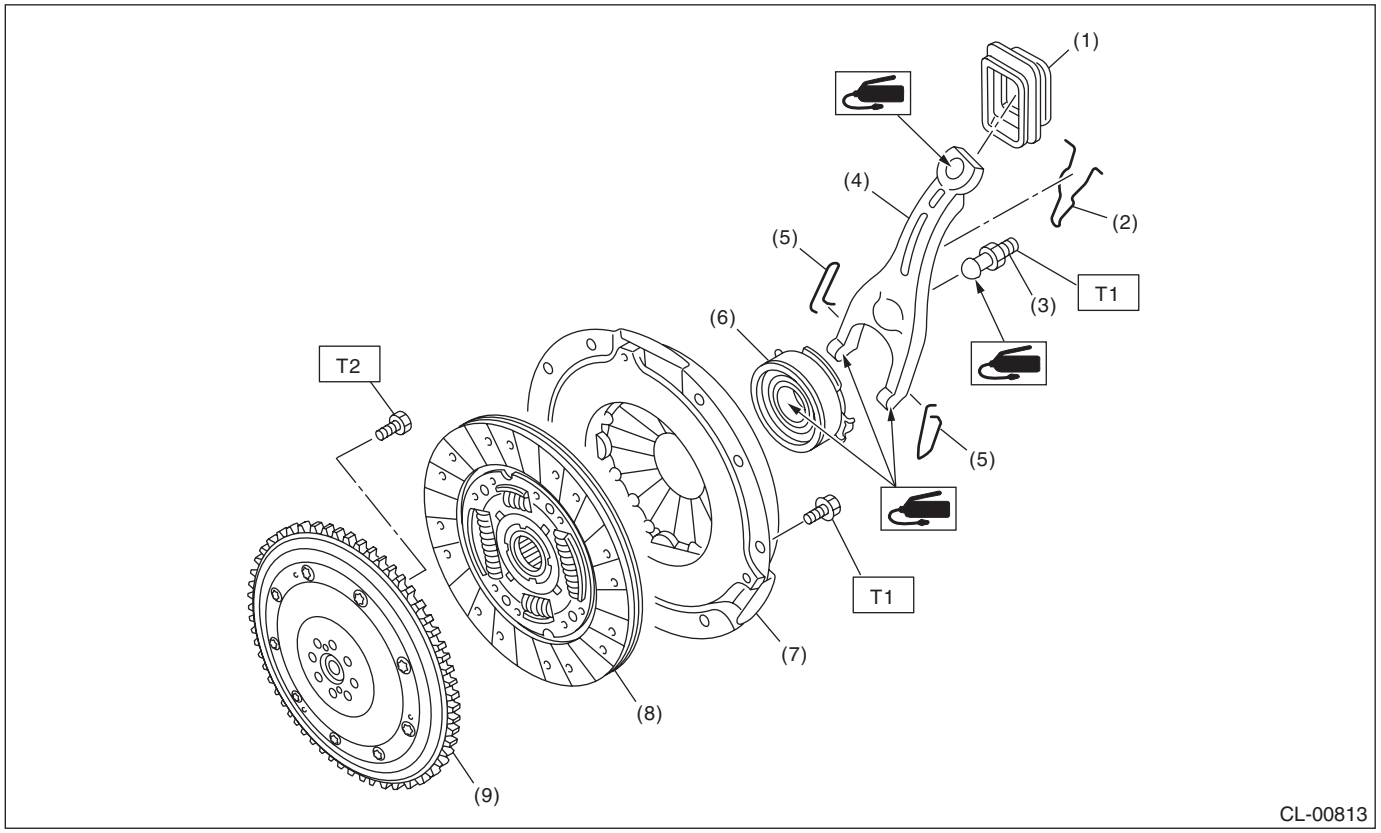
1. General Description

A: SPECIFICATION

Model			2.5 L
Transmission type			6MT
Clutch cover	Type		Push type
	Diaphragm set load	N (kgf, lbf)	5,688 (580, 1,279)
Clutch disc	Facing material		Woven (non-asbestos)
	O.D. × I.D. × Thickness mm (in)	Flywheel side	230 × 155 × 3.2 (9.06 × 6.10 × 0.126)
		Clutch cover side	230 × 155 × 3.5 (9.06 × 6.10 × 0.138)
	Spline outer diameter	mm (in)	25.2 (0.992), (number of teeth: 24)
	Depth of rivet head mm (in)	Flywheel side	1.35 — 1.95 (0.053 — 0.077)
		Clutch cover side	1.65 — 2.25 (0.065 — 0.089)
		Limit of sinking	0.8 (0.031)
	Deflection limit	mm (in)	0.7 (0.028) at R = 110 (4.33)
Clutch release lever ratio			1.6
Release bearing			Grease-packed self-aligning
Clutch pedal	Full stroke	mm (in)	130 — 135 (5.12 — 5.31)
	Free play	mm (in)	4 — 11 (0.16 — 0.43)
Flywheel	Type		Flexible

B: COMPONENT

1. CLUTCH ASSEMBLY



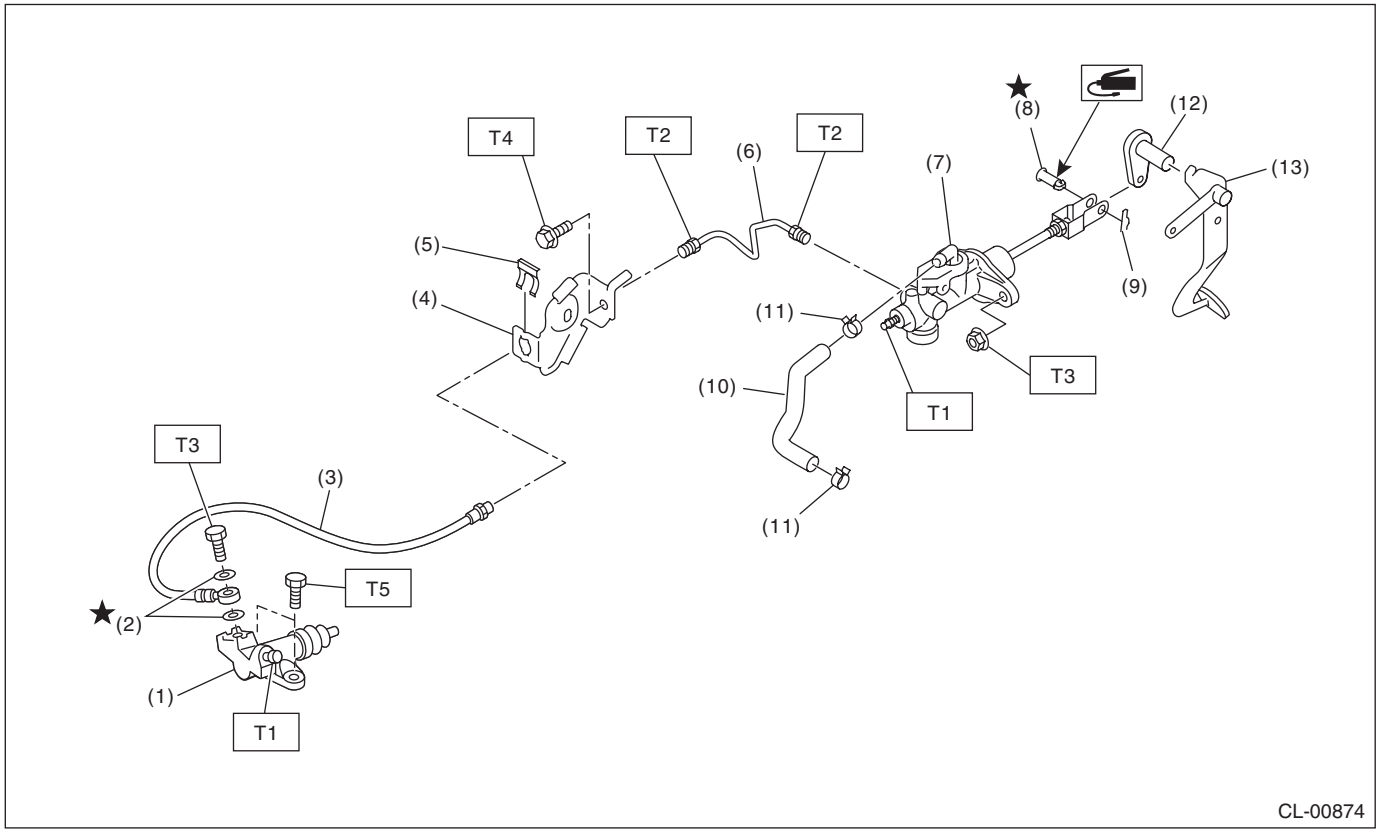
(1)	Dust cover	(6)	Release bearing
(2)	Lever spring	(7)	Clutch cover
(3)	Pivot	(8)	Clutch disc
(4)	Release lever	(9)	Flexible flywheel
(5)	Clip		

Tightening torque: N·m (kgf-m, ft-lb)

T1: 16 (1.6, 11.8)

T2: <Ref. to CL-13, INSTALLATION, Flywheel.>

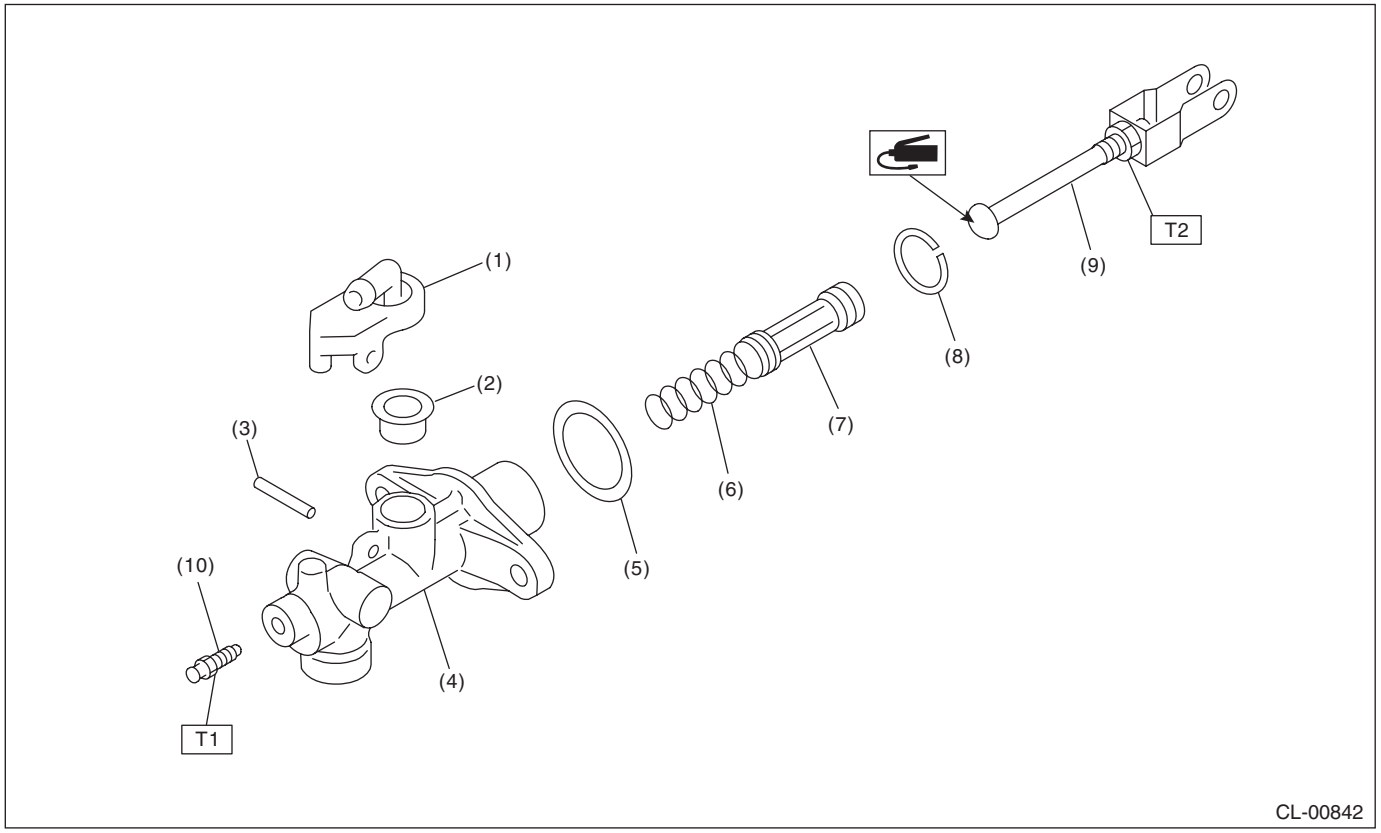
2. CLUTCH PIPE AND HOSE



(1)	Operating cylinder	(8)	Clevis pin
(2)	Gasket	(9)	Snap pin
(3)	Clutch hose	(10)	Tank hose
(4)	Bracket	(11)	Clamp
(5)	Clamp	(12)	Lever
(6)	Clutch pipe	(13)	Pedal
(7)	Master cylinder ASSY		

Tightening torque: N·m (kgf-m, ft-lb)
T1: 7.8 (0.8, 5.8)
T2: 15 (1.5, 11.1)
T3: 18 (1.8, 13.3)
T4: 25 (2.5, 18.4)
T5: 37 (3.8, 27.3)

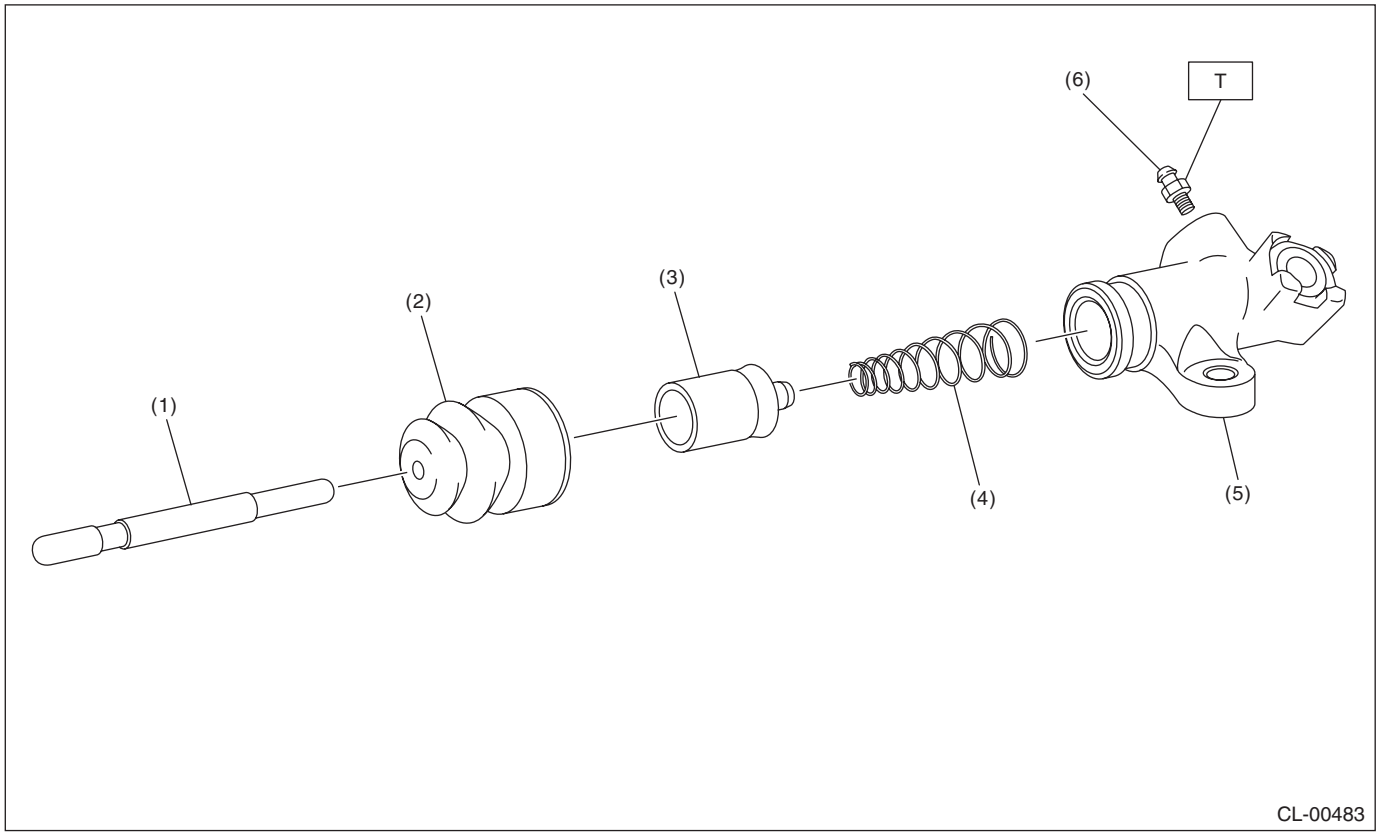
3. MASTER CYLINDER



(1)	Nipple	(6)	Return spring
(2)	Oil seal	(7)	Piston
(3)	Straight pin	(8)	Piston stop ring
(4)	Master cylinder	(9)	Push rod ASSY
(5)	Seat	(10)	Breather screw

Tightening torque: N·m (kgf-m, ft-lb)
T1: 7.8 (0.8, 5.8)
T2: 10 (1.0, 7.4)

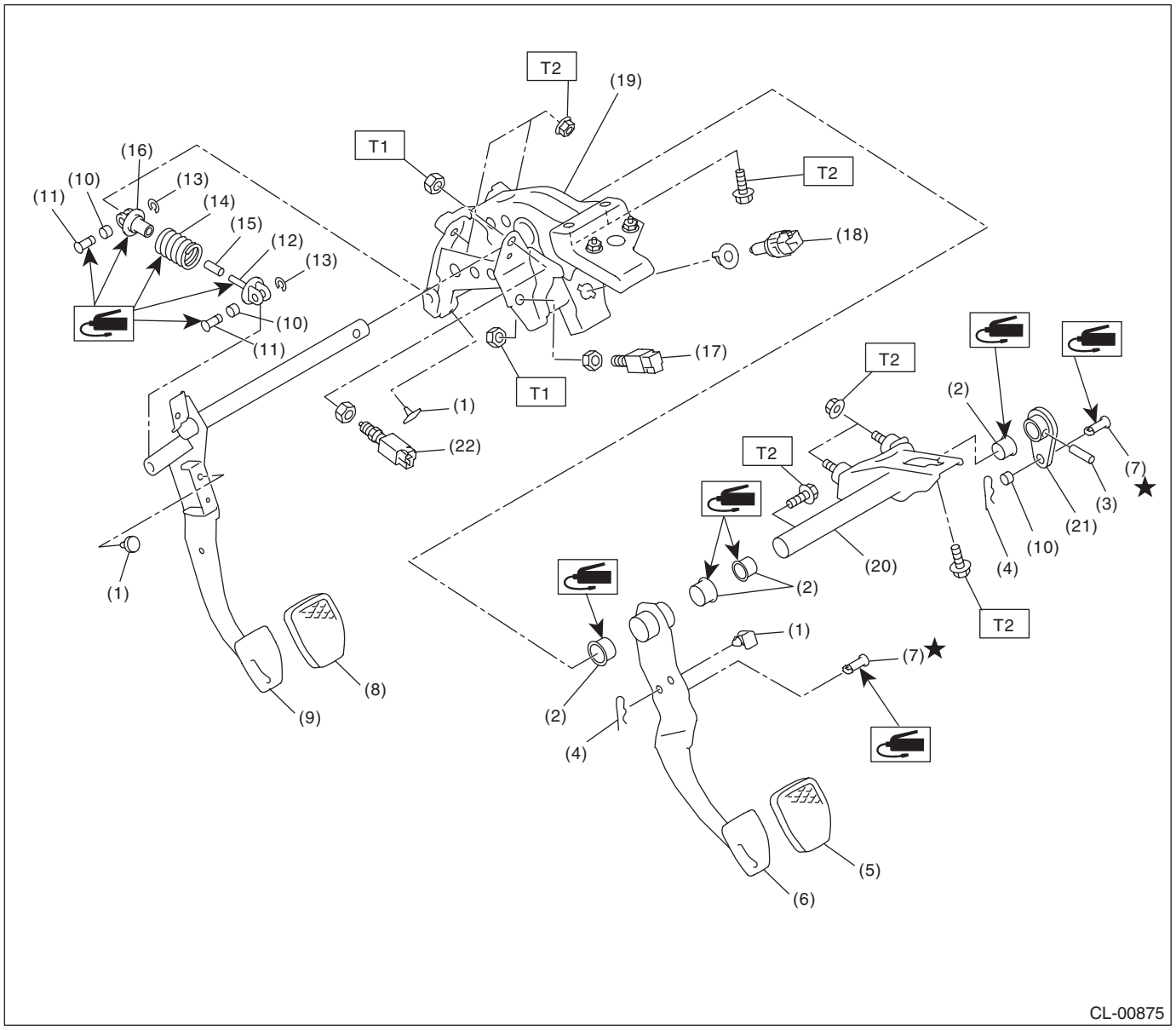
4. OPERATING CYLINDER



(1) Push rod
(2) Boot
(3) Piston
(4) Piston spring
(5) Operating cylinder
(6) Breather screw

Tightening torque: N·m (kgf-m, ft-lb)
T: 7.8 (0.8, 5.8)

5. CLUTCH PEDAL



(1) Stopper
(2) Bushing
(3) Spring pin
(4) Snap pin
(5) Brake pedal pad
(6) Brake pedal
(7) Clevis pin
(8) Clutch pedal pad
(9) Clutch pedal
(10) Bushing C
(11) Clutch clevis pin
(12) Assist rod A
(13) Clip
(14) Assist spring
(15) Assist bushing
(16) Assist rod B
(17) Clutch switch
(18) Stop light switch
(19) Pedal bracket
(20) Clutch master cylinder bracket
(21) Lever
(22) Clutch start switch (model with push button start)

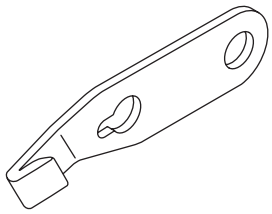
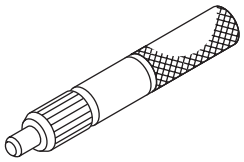
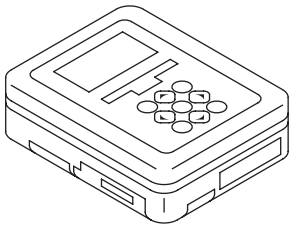
Tightening torque: N·m (kgf-m, ft-lb)
T1: 8 (0.8, 5.9)
T2: 18 (1.8, 13.3)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine fluid, grease etc. or equivalent. Do not mix fluid, grease, etc. of different grades or manufacturers.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Apply grease onto sliding or revolving surfaces before installation.
- Before installing O-rings or snap rings, apply sufficient amount of fluid to avoid damage and deformation.
- Before securing a part in a vise, place cushioning material such as wood blocks, aluminum plate or cloth between the part and the vise.
- Keep fluid away from the vehicle body. If any fluid contacts the vehicle body, immediately flush the area with water.

D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498497100	498497100	CRANKSHAFT STOPPER	• Used for stopping rotation of the flywheel. • Used for flexible flywheel model.
 ST-499747100	499747100	CLUTCH DISC GUIDE	Used for installing the clutch disc to the flywheel.
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for installing and adjusting the clutch start switch.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance, voltage and current.
Dial gauge	Used for measuring clutch disc run-out.
Depth gauge	Used for measuring clutch disc wear.
Angle gauge	Used for tightening the flywheel.

1. General Description

A: SPECIFICATION

1. MANUAL TRANSMISSION AND DIFFERENTIAL

Type			6-forward speeds and 1-reverse
Transmission gear ratio		1st	3.454
		2nd	1.888
		3rd	1.296
		4th	0.972
		5th	0.780
		6th	0.695
		Rev.	3.636
Front reduction gear	Final	Type of gear	Hypoid
		Gear ratio	4.444
Rear reduction gear	Transfer	Type of gear	Helical
		Gear ratio	1.000
	Final	Type of gear	Hypoid
		Gear ratio	4.444
Front differential	Type and number of gear		Straight bevel gear (bevel pinion: 2, bevel gear: 2)
Center differential	Type and number of gear		Straight bevel gear (bevel pinion: 2, bevel gear: 2, viscous coupling)
Transmission gear oil			SUBARU EXTRA MT or equivalent gear oil
Transmission gear oil capacity			3.3 L (3.5 US qt, 2.9 Imp qt)

2. TRANSMISSION GEAR OIL

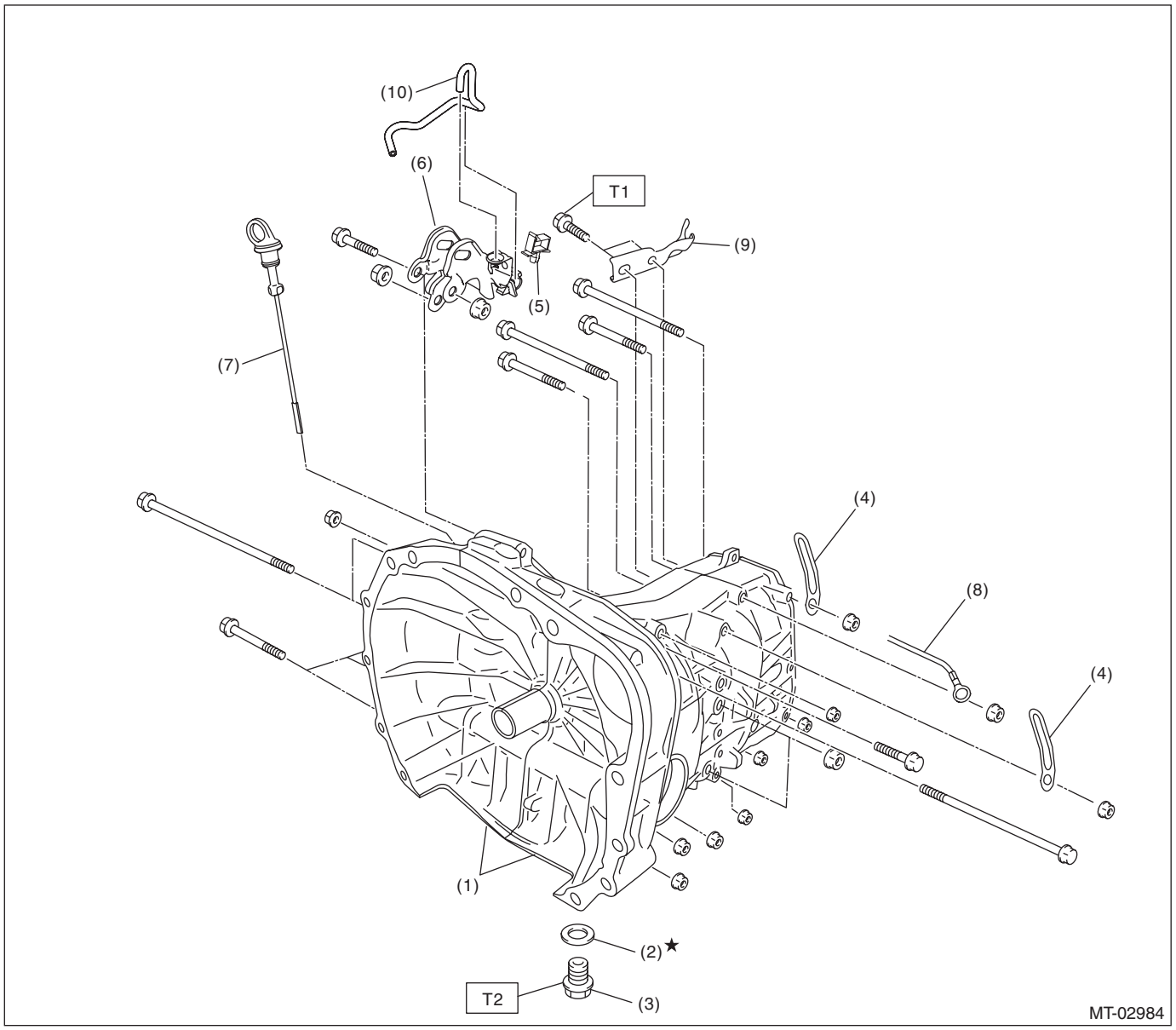
Recommended oil:
SUBARU GEAR OIL EXTRA MT

Alternative:
GL-5 (75W-90)

CAUTION:
If an alternative transmission gear oil is used, you may not have expected functionality and performance.

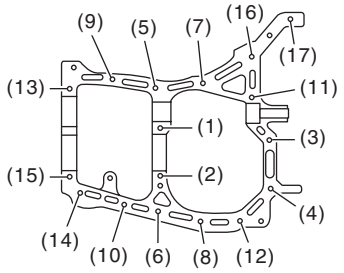
B: COMPONENT

1. TRANSMISSION CASE



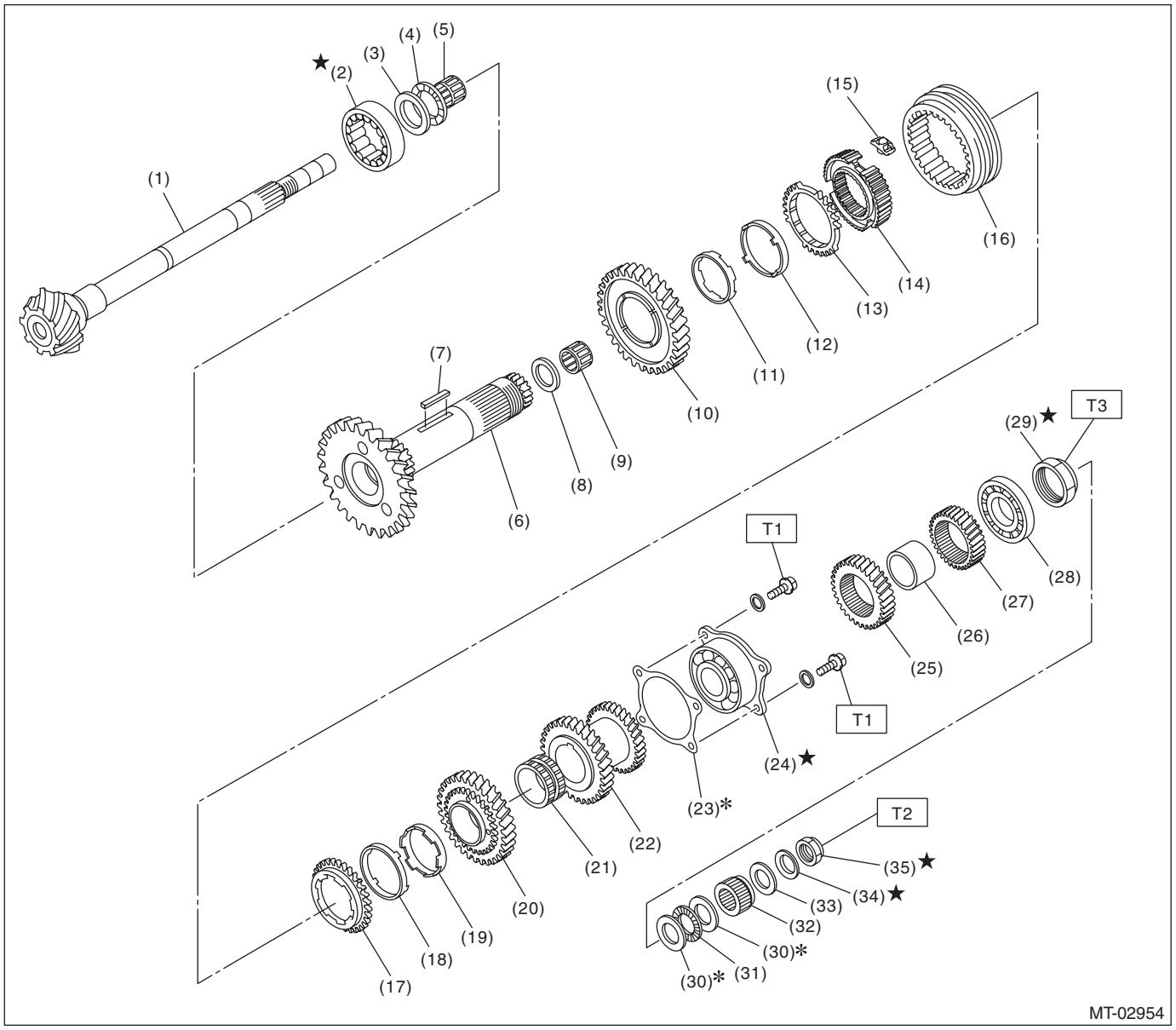
(1)	Transmission case ASSY	(6)	Pitching stopper bracket	***Tightening torque: N·m (kgf-m, ft-lb)***
(2)	Gasket	(7)	Oil level gauge	***T1: 18 (1.8, 13.3)***
(3)	Drain plug	(8)	Transmission radio ground cord	***T2: 44 (4.5, 32.5) (aluminum gasket, silver)***
(4)	Harness clip	(9)	Select bracket	***70 (7.1, 51.6) (copper gasket, brown)***
(5)	Clamp	(10)	Air breather hose	***70 (7.1, 51.6) (metal gasket, black)***

Transmission case tightening torque



Bolt No.	Bolt size mm	Tightening torque: N·m (kgf-m, ft-lb)
(5) — (15)	8	25 (2.5, 18.4)
(1) — (4) (16), (17)	10	40 (4.1, 29.5)

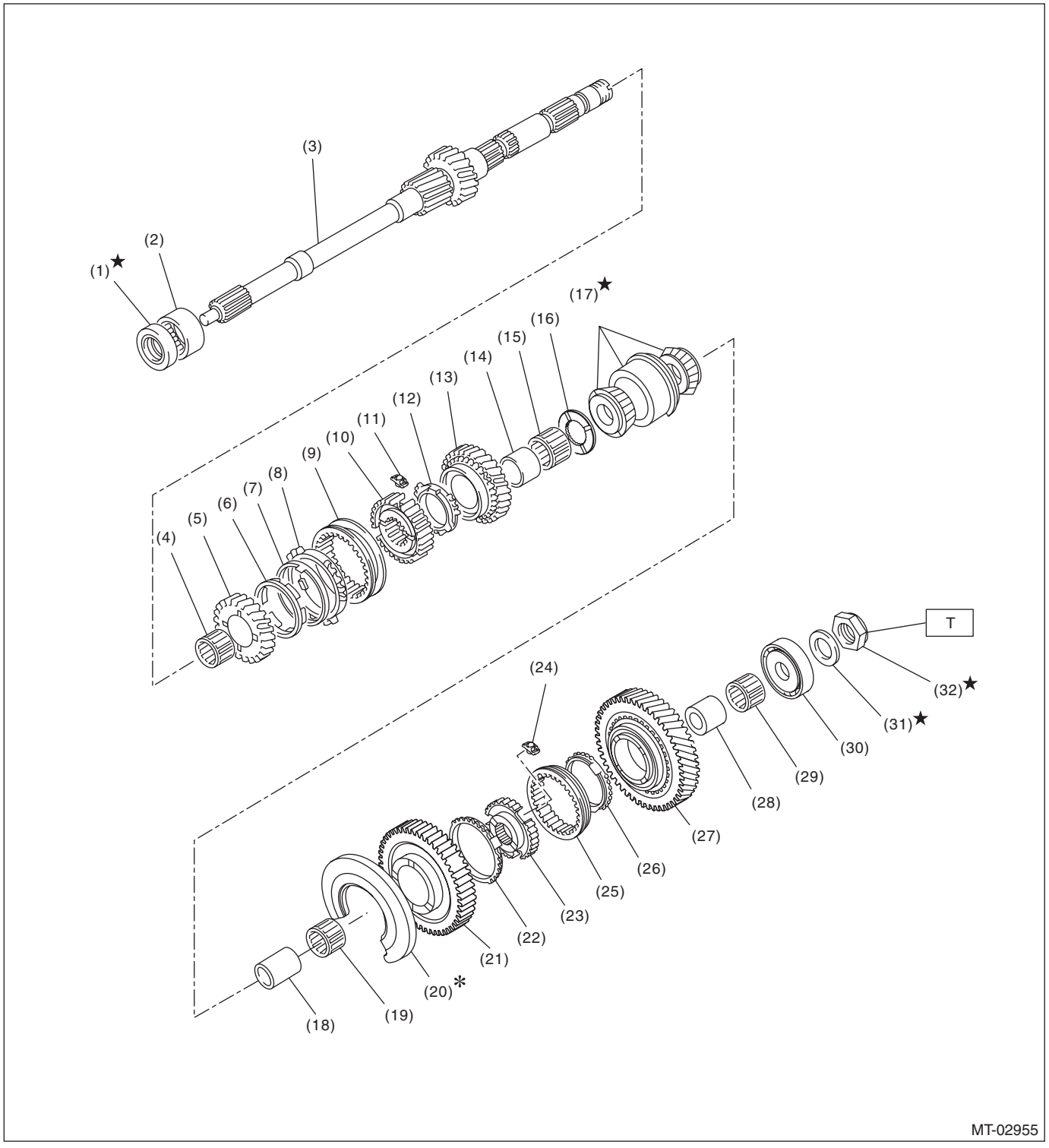
2. DRIVE PINION ASSEMBLY



(1) Drive pinion shaft
(2) Roller bearing
(3) Washer
(4) Thrust bearing
(5) Needle bearing
(6) Driven shaft
(7) Key
(8) Drive pinion collar
(9) Needle bearing
(10) 1st driven gear
(11) Inner baulk ring
(12) 1st synchro cone
(13) Outer baulk ring
(14) 1st-2nd synchronizer hub
(15) 1st-2nd shifting insert
(16) 1st-2nd coupling sleeve
(17) Outer baulk ring
(18) 2nd synchro cone
(19) Inner baulk ring
(20) 2nd driven gear
(21) 2nd driven gear bushing
(22) 3rd-4th driven gear
(23) Drive pinion shim
(24) Double ball bearing
(25) 5th driven gear
(26) Drive pinion spacer
(27) 6th driven gear
(28) Ball bearing
(29) Lock nut
(30) Adjusting washer
(31) Thrust bearing
(32) Differential bevel gear sleeve
(33) Washer
(34) Lock washer
(35) Lock nut

Tightening torque: N·m (kgf-m, ft-lb)
T1: 30 (3.1, 22.1)
T2: 126 (12.8, 92.9)
T3: 440 (44.9, 324.5)

3. MAIN SHAFT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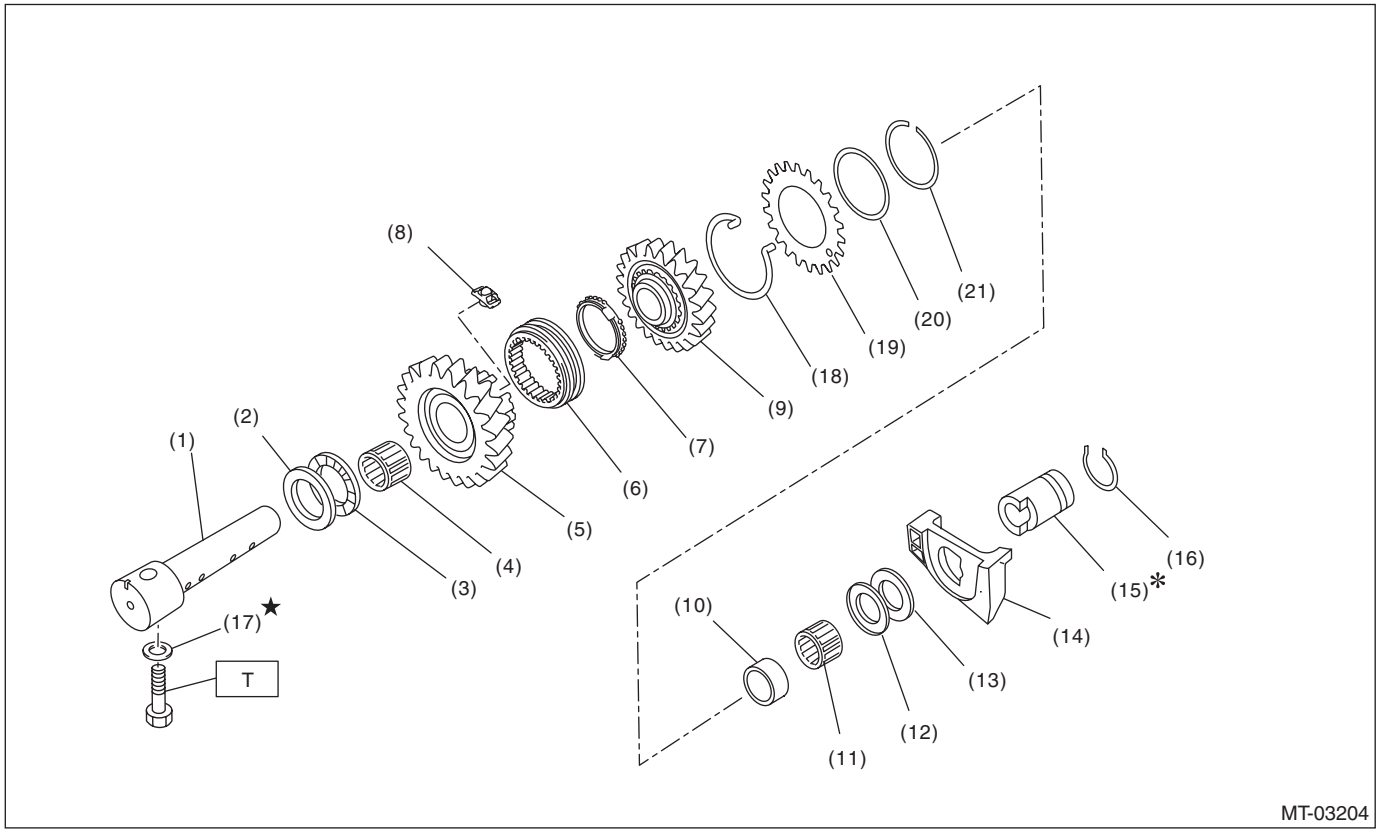
(1) Oil seal
(2) Needle bearing
(3) Main shaft
(4) Needle bearing
(5) 3rd drive gear
(6) Inner baulk ring
(7) 3rd synchro cone
(8) Outer baulk ring
(9) 3rd-4th coupling sleeve
(10) 3rd-4th synchronizer hub
(11) 3rd-4th shifting insert
(12) 4th baulk ring
(13) 4th drive gear
(14) 4th needle bearing race
(15) Needle bearing
(16) 4th gear thrust washer
(17) Double taper roller bearing
(18) 5th needle bearing race
(19) Needle bearing
(20) Main shaft rear plate
(21) 5th drive gear
(22) 5th baulk ring
(23) 5th-6th synchronizer hub
(24) 5th-6th shifting insert
(25) 5th-6th coupling sleeve
(26) 6th baulk ring
(27) 6th drive gear
(28) 6th needle bearing race
(29) Needle bearing
(30) Ball bearing
(31) Lock washer
(32) Lock nut

Tightening torque:N·m (kgf-m, ft-lb)
T: 160 (16.3, 118.0)

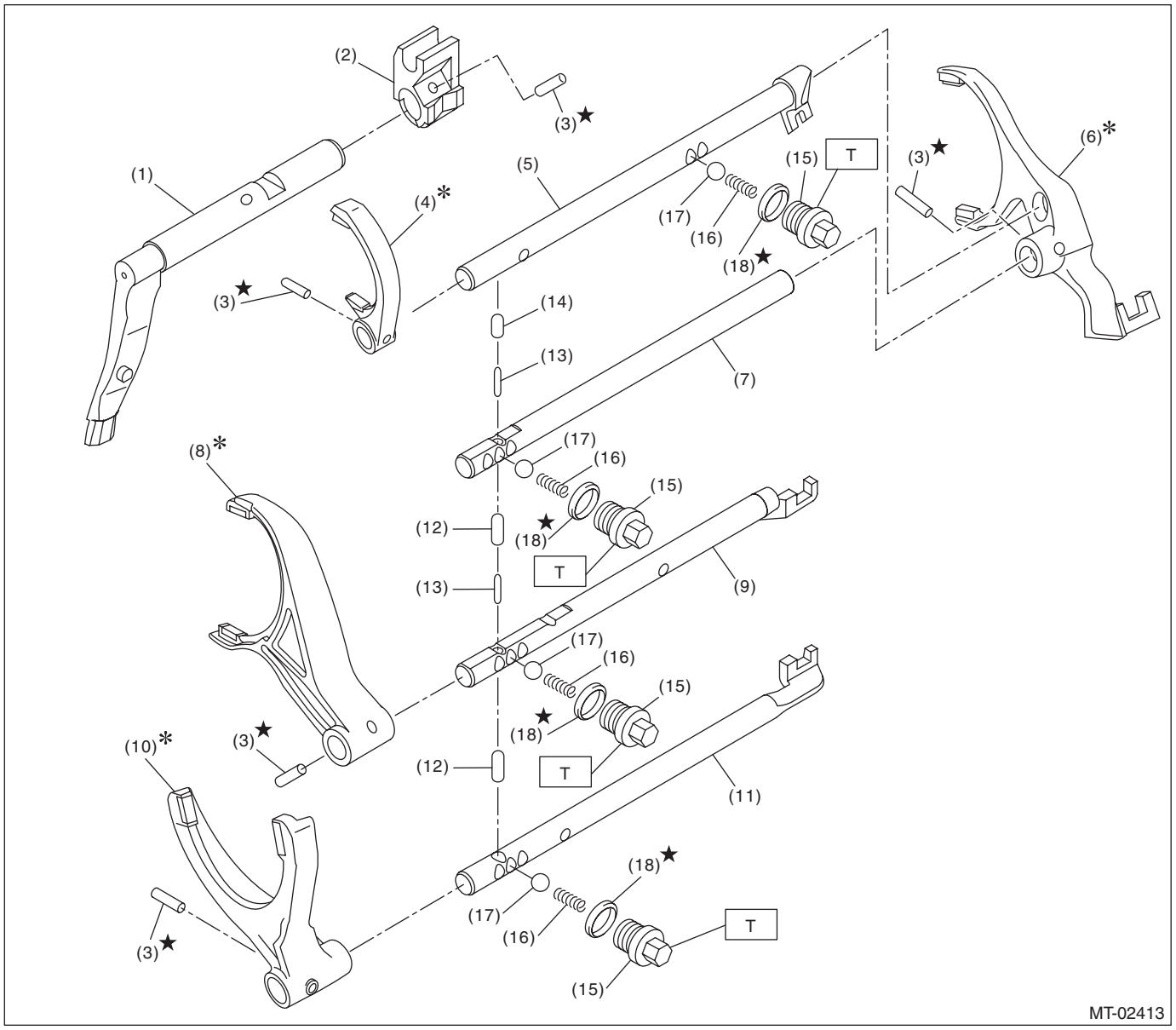
4. REVERSE IDLER GEAR ASSY



(1) Reverse idler gear shaft
(2) Idler gear washer
(3) Thrust bearing
(4) Needle bearing
(5) Reverse idler gear No. 2
(6) Reverse coupling sleeve
(7) Baulk ring
(8) Reverse shifting insert
(9) Reverse idler gear
(10) Reverse idler gear collar
(11) Needle bearing
(12) Thrust bearing
(13) Idler gear washer
(14) Oil case guide
(15) Reverse idler gear bushing
(16) Snap ring
(17) Gasket
(18) Spring
(19) Sub gear
(20) Friction plate
(21) Snap ring

Tightening torque:N·m (kgf-m, ft-lb)
T: 25 (2.5, 18.4)

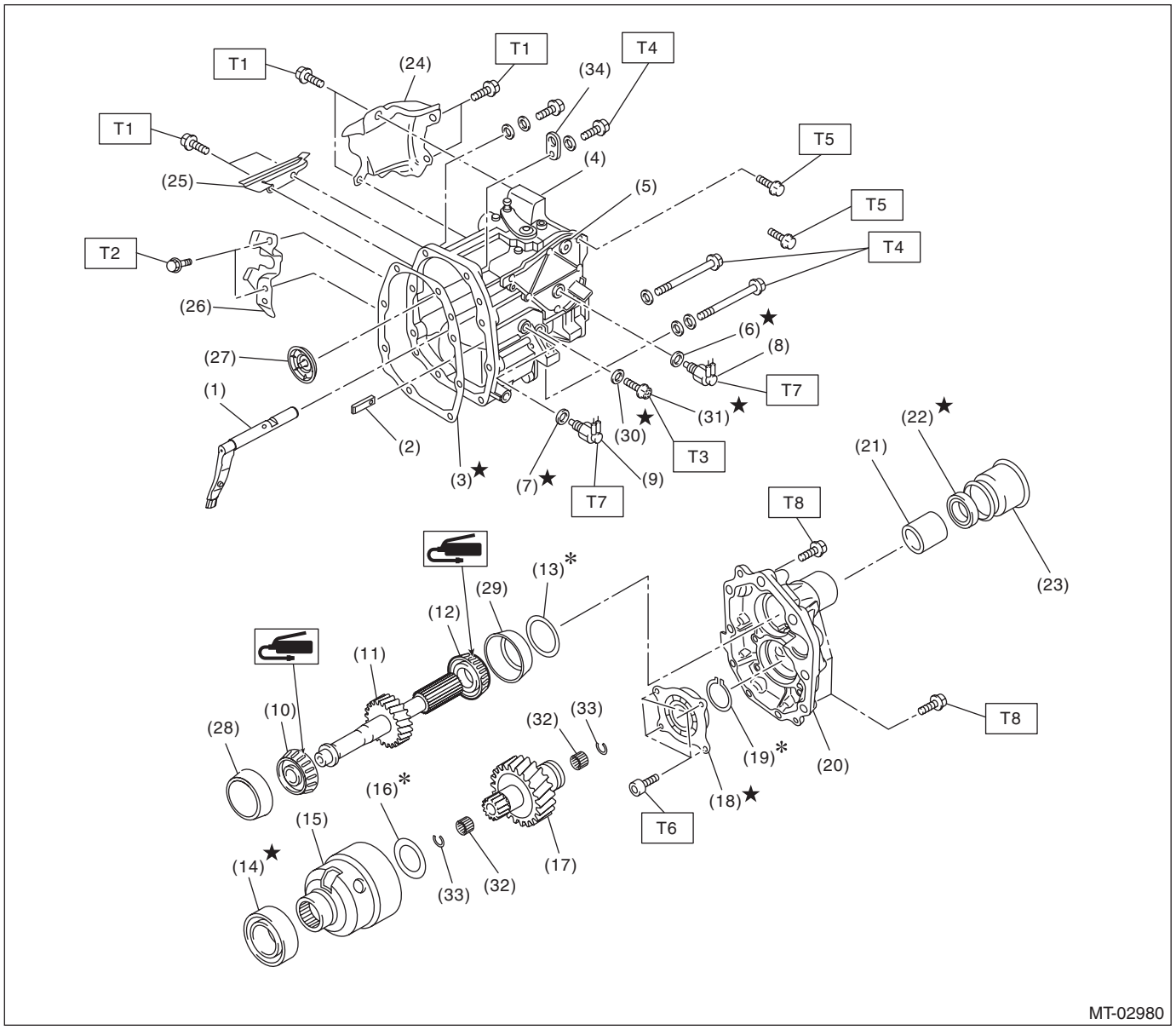
5. SHIFTER FORK AND SHIFTER ROD



(1) Shifter arm
(2) Selector arm
(3) Straight pin
(4) Reverse shifter fork
(5) Reverse fork rod
(6) 5th-6th shifter fork
(7) 5th-6th fork rod
(8) 3rd-4th shifter fork
(9) 3rd-4th fork rod
(10) 1st-2nd shifter fork
(11) 1st-2nd fork rod
(12) Interlock plunger
(13) Interlock plunger
(14) Interlock plunger
(15) Checking ball plug
(16) Checking ball spring
(17) Check ball
(18) Gasket

Tightening torque:N·m (kgf-m, ft-lb)
T: 20 (2.0, 14.8)

6. TRANSFER CASE AND EXTENSION



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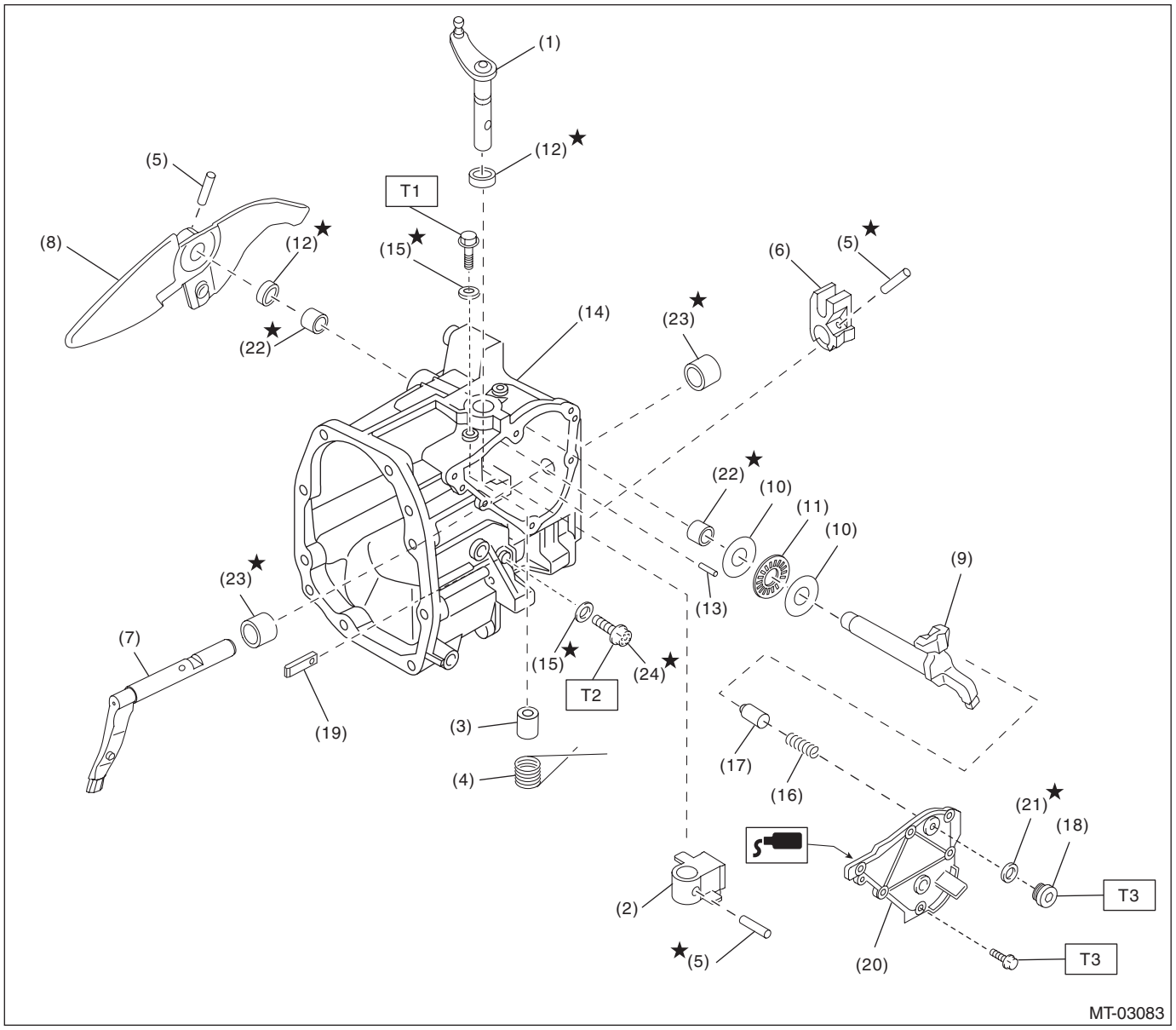
(1) Shifter arm
(2) Interlock plate
(3) Gasket
(4) Transfer case
(5) Transmission cover
(6) Gasket
(7) Gasket
(8) Neutral position switch
(9) Back-up light switch
(10) Roller bearing
(11) Transfer driven gear
(12) Roller bearing
(13) Adjusting washer
(14) Ball bearing
(15) Center differential
(16) Adjusting washer
(17) Transfer drive gear
(18) Ball bearing
(19) Snap ring
(20) Extension case
(21) Bushing
(22) Oil seal
(23) Dust cover
(24) Transfer cover
(25) Dust cover
(26) Shift bracket
(27) Oil guide
(28) Outer race
(29) Outer race
(30) Gasket
(31) Precoat bolt
(32) Needle bearing
(33) Snap ring
(34) Transmission hanger

Tightening torque: N·m (kgf-m, ft-lb)
T1: 15 (1.5, 11.1)
T2: 18 (1.8, 13.3)
T3: 20 (2.0, 14.8)
T4: 24.5 (2.5, 18.1)
T5: 25 (2.5, 18.4)
T6: 26 (2.7, 19.2)
T7: 32.3 (3.3, 23.8)
T8: 40 (4.1, 29.5)

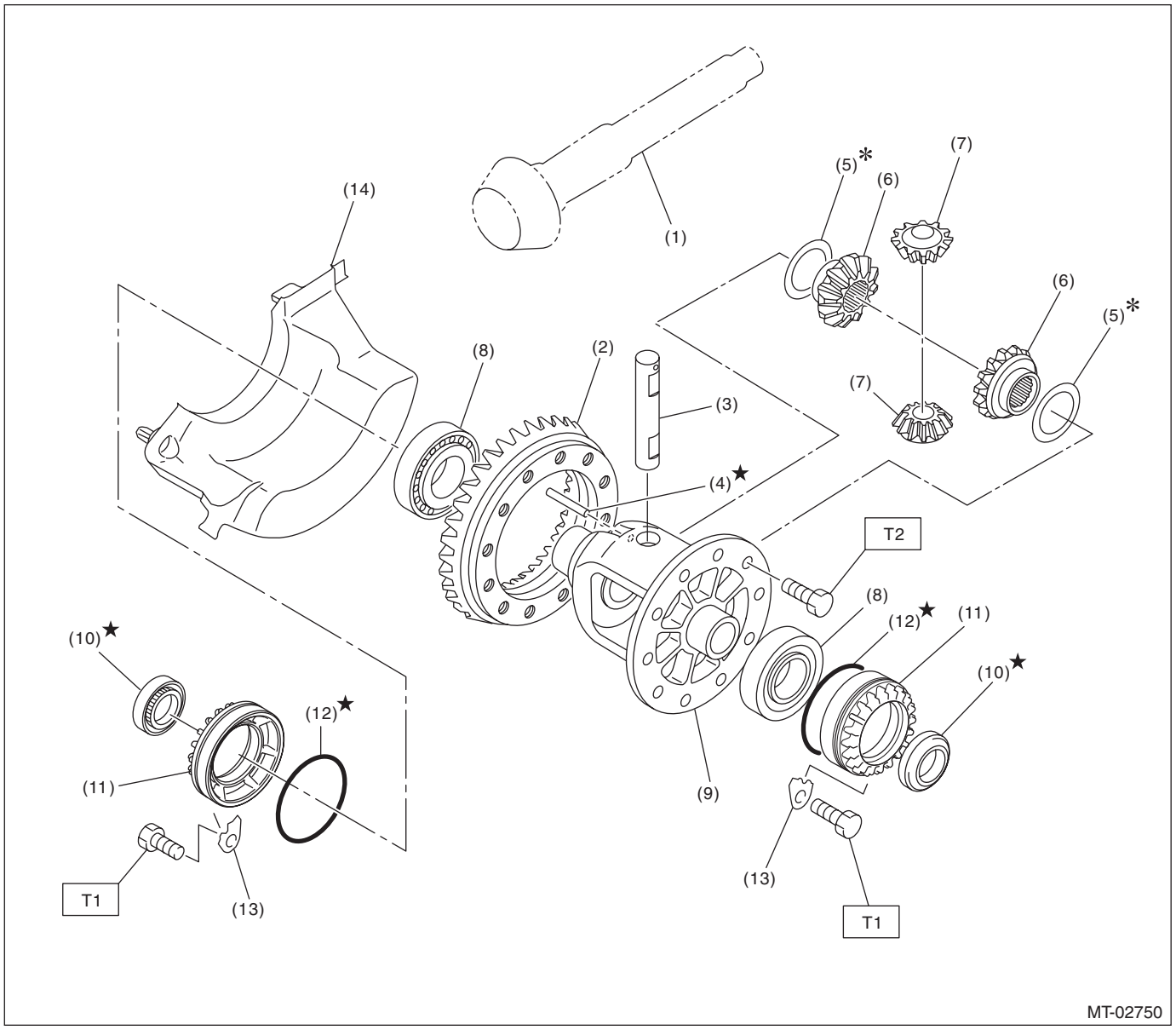
7. SHIFT LINK ASSEMBLY



(1) Selector lever COMPL
(2) Selector arm No. 2
(3) Shifter arm collar
(4) Neutral set spring
(5) Straight pin
(6) Selector arm
(7) Shifter arm
(8) Shift lever COMPL
(9) Shifter arm No. 2
(10) Washer
(11) Thrust bearing
(12) Oil seal
(13) Straight pin
(14) Transfer case
(15) Gasket
(16) Checking ball spring
(17) Plunger
(18) Seal bolt
(19) Interlock plate
(20) Transmission cover
(21) Seal ring
(22) Needle bearing
(23) Roller bearing
(24) Precoat bolt

Tightening torque:N·m (kgf-m, ft-lb)
T1: 6.4 (0.7, 4.7)
T2: 20 (2.0, 14.8)
T3: 25 (2.5, 18.4)

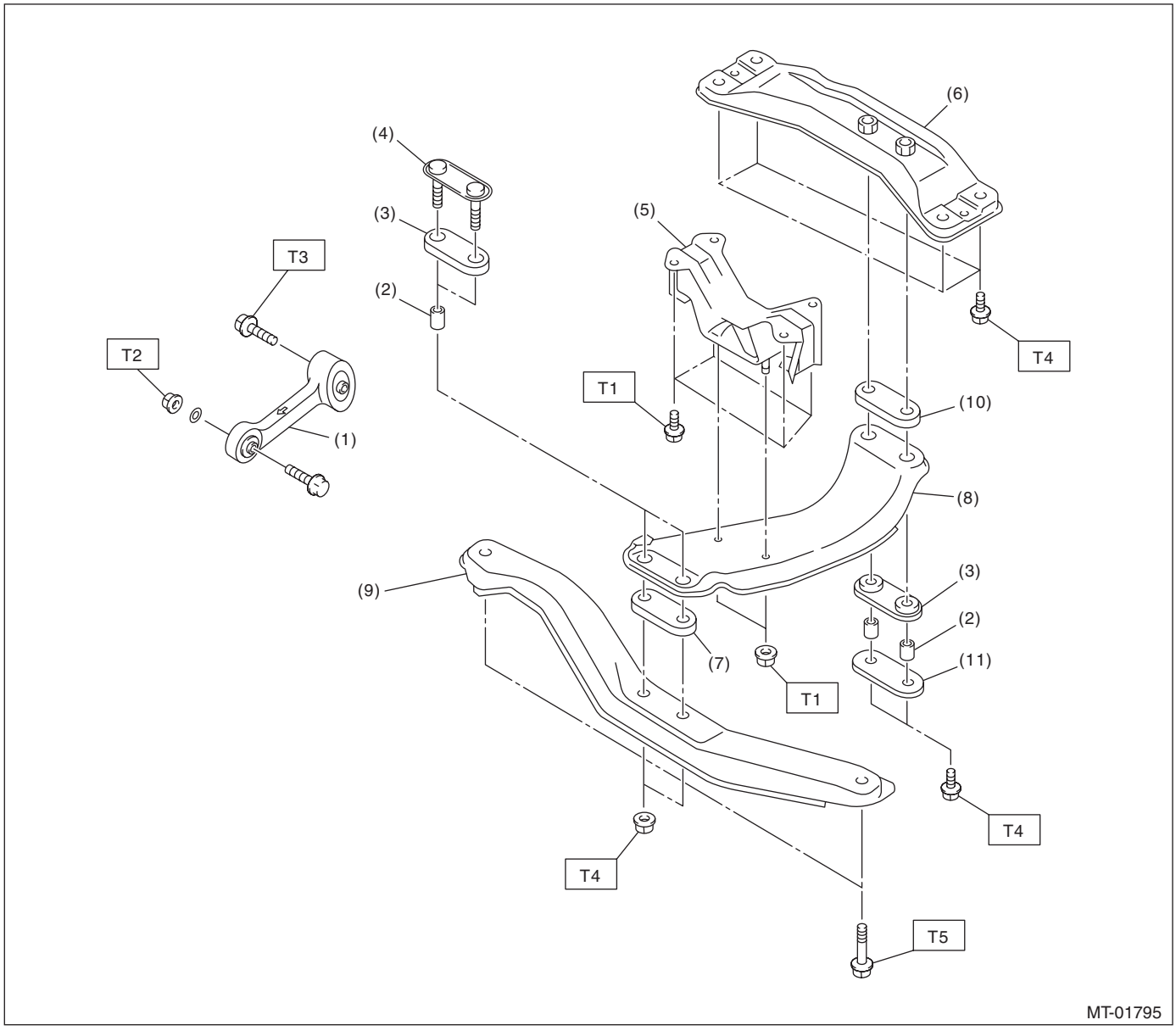
8. FRONT DIFFERENTIAL



(1) Drive pinion shaft
(2) Hypoid driven gear
(3) Pinion shaft
(4) Straight pin
(5) Adjusting washer
(6) Differential bevel gear
(7) Differential bevel pinion
(8) Roller bearing
(9) Differential case
(10) Oil seal
(11) Differential side retainer
(12) O-ring
(13) Retainer lock plate
(14) Front oil guide

Tightening torque:N·m (kgf-m, ft-lb)
T1: 25 (2.5, 18.4)
T2: 62 (6.3, 45.7)

9. TRANSMISSION MOUNTING



(1)	Pitching stopper	(7)	Upper cushion rubber	***Tightening torque:N·m (kgf-m, ft-lb)***
(2)	Spacer	(8)	Center crossmember	***T1: 35 (3.6, 25.8)***
(3)	Lower cushion rubber	(9)	Front crossmember	***T2: 50 (5.1, 36.9)***
(4)	Front plate	(10)	Rear cushion rubber	***T3: 58 (5.9, 42.8)***
(5)	Transmission cushion rubber	(11)	Rear plate	***T4: 70 (7.1, 51.6)***
(6)	Rear crossmember			***T5: 140 (14.3, 103.3)***

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to force it apart. Do not pry apart with screwdrivers or other tools.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine gear oil, grease or equivalent. Do not mix gear oil, grease, etc. of different grades or manufacturers.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Apply gear oil onto sliding or revolving surfaces before installation.
- Replace deformed or damaged snap rings with new parts.
- Before installing O-rings or oil seals, apply sufficient amount of gear oil to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying liquid gasket, completely remove the old liquid gasket.

D: PREPARATION TOOL

1. SPECIAL TOOL

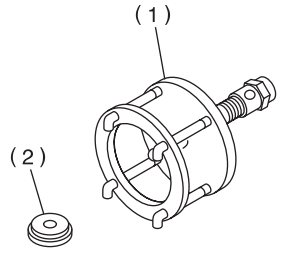
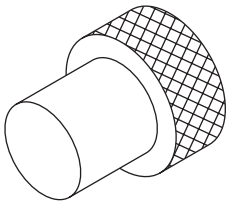
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-899524100	899524100	PULLER SET	Used for removing the front differential roller bearing. (1) Puller (2) Cap
 ST-399780104	399780104	WEIGHT	Used for adjusting preload on the front differential roller bearing.

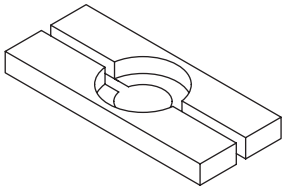
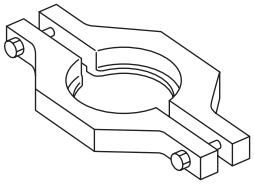
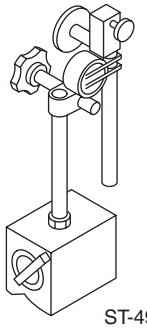
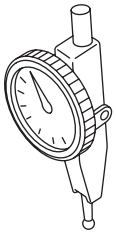
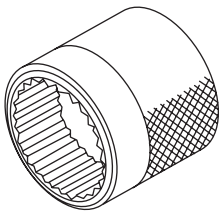
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077000	498077000	REMOVER	• Used for removing the roller bearing and washer of the drive pinion shaft. • Used for removing the transfer driven gear taper roller bearing.
 ST-498077600	498077600	CENTER DIFFERENTIAL BEARING REMOVER	Used for removing the center differential ball bearing.
 ST-498247001	498247001	MAGNET BASE	• Used for measuring the backlash of bevel pinion gear and hypoid gear. • Used together with DIAL GAUGE (498247100).
 ST-498247100	498247100	DIAL GAUGE	• Used for measuring the backlash of bevel pinion gear and hypoid gear. • Used together with MAGNET BASE (498247001).
 ST18667AA020	18667AA020	HOLDER	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the backlash of hypoid gear. • Used for adjusting preload on the front differential roller bearing.

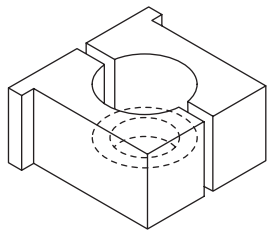
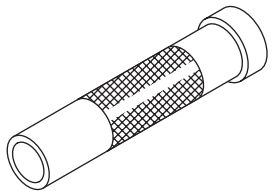
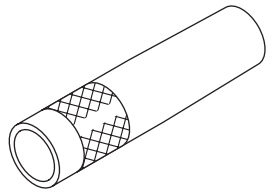
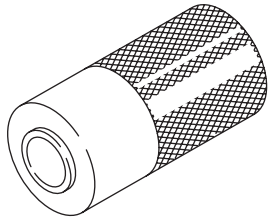
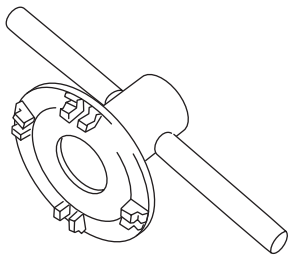
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498937000	498937000	TRANSMISSION HOLDER	Used for removing and installing the main shaft lock nut.
 ST-499277100	499277100	BUSHING 1-2 INSTALLER	• Used for installing the drive pinion shaft washer. • Used for installing the front differential roller bearing outer race.
 ST-499277200	499277200	INSTALLER	• Used for installing the 3rd-4th driven gear, 5th driven gear, ball bearing and 6th driven gear onto the driven shaft. • Used for installing the drive pinion shaft washer.
 ST-927640000	927640000	INSTALLER	Used for installing the roller bearing (transfer case side) of transfer driven gear.
 ST18630AA010	18630AA010	WRENCH COMPL RETAINER	• Used for removing and installing the differential side retainer. • Used for adjusting preload on the front differential roller bearing. • WRENCH COMPL RETAINER (499787000) can also be used.

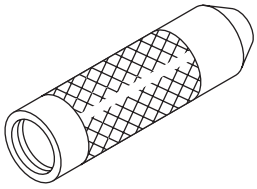
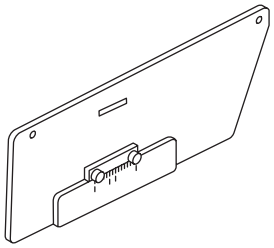
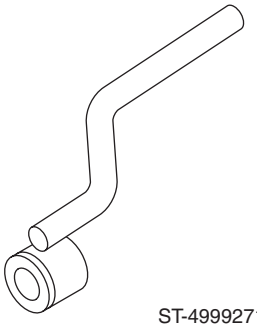
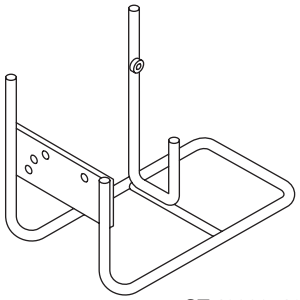
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
ST18722AA010	18722AA010	REMOVER	Used for removing the 5th drive gear and 6th drive gear.
 ST-499877000	499877000	RACE 4-5 INSTALLER	• Used for installing the 4th, 5th and 6th drive gear needle bearing races and the main shaft double taper roller bearings. • Used together with REMOVER (899714110).
 ST-499917500	499917500	DRIVE PINION GAUGE ASSY	Used for adjusting the drive pinion shaft shim.
 ST-499927100	499927100	HANDLE	Used for backlash measurement of the hypoid gear and preload adjustment of the front differential roller bearing.
 ST-499937100	499937100	TRANSMISSION STAND	Used for disassembling and assembling the transmission.

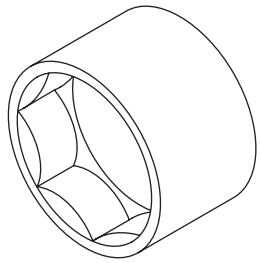
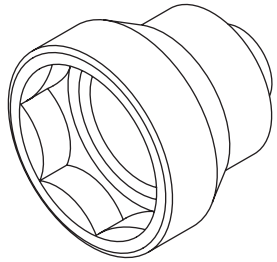
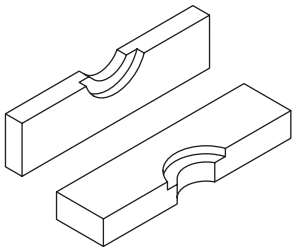
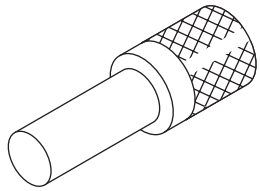
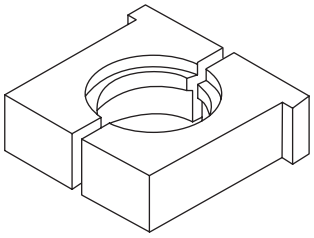
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499987003	499987003	SOCKET WRENCH (35)	Used for removing and installing the main shaft lock nut.
 ST-499987300	499987300	SOCKET WRENCH (50)	Used for removing and installing the driven shaft lock nut.
 ST-899714110	899714110	REMOVER	Used for removing and installing the parts of main shaft and driven shaft.
 ST-899864100	899864100	REMOVER	• Used for removing the parts of the main shaft. • Used for removing the transfer driven gear roller bearing (transfer case side) and for installing it (extension case side). • Used for removing the transfer drive gear ball bearing. • Used for installing the transfer case roller bearing.
 ST18680AA020	18680AA020	HOLDER	• Used for removing and installing the drive pinion shaft lock nut. • Used for removing and installing the driven shaft lock nut.

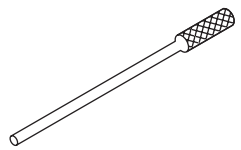
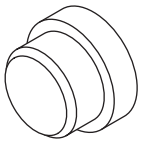
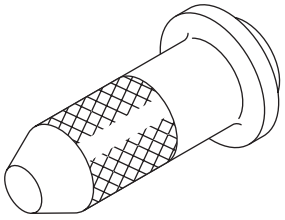
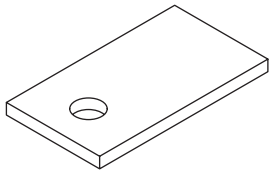
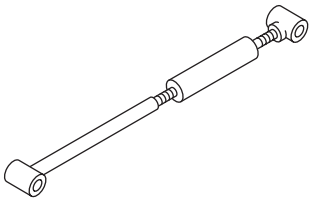
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-899904100	899904100	STRAIGHT PIN REMOVER	Used for removing and installing the straight pin.
 ST-398497701	398497701	ADAPTER	• Used for installing the front differential roller bearing. • Used together with BUSHING 1-2 INSTALLER (499277100).
 ST-498057300	498057300	INSTALLER	Used for installing the extension case oil seal.
 ST-498255400	498255400	PLATE	Used for measuring the hypoid gear backlash.
 ST41099AA020	41099AA020	ENGINE SUPPORT	• Used for removing and installing transmission. • Used together with ENGINE SUPPORT (41099AA010).

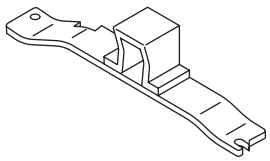
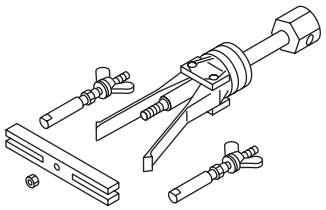
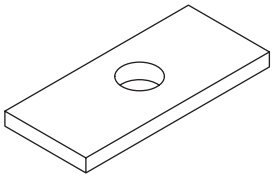
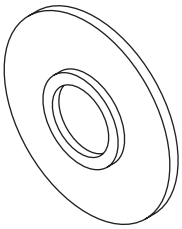
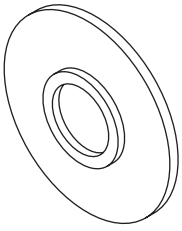
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST41099AA011	41099AA011	ENGINE SUPPORT BRACKET	• Used for removing and installing transmission. • Used together with ENGINE SUPPORT (41099AA020). • ENGINE SUPPORT (41099AA010) can also be used.
 ST-398527700	398527700	PULLER ASSY	• Used for removing the extension case oil seal. • Used for removing the front differential side retainer bearing outer race. • Used for removing the front differential side retainer oil seal.
 ST-398643600	398643600	GAUGE	Used for adjusting the extension end play.
 ST-398177700	398177700	INSTALLER	• Used for installing the transfer drive gear ball bearing. • Used for installing the 4th drive gear needle bearing race.
 ST-498175500	498175500	INSTALLER	Used for installing the roller bearing of transfer driven gear (extension case side).

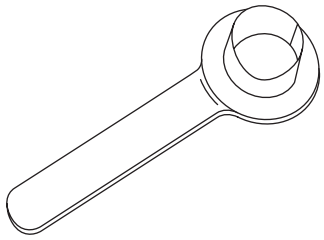
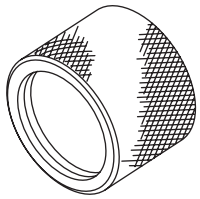
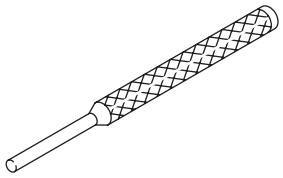
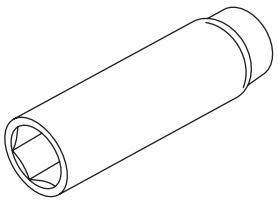
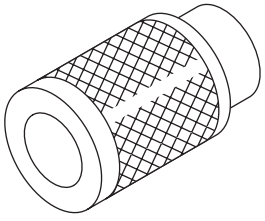
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST28399SA010	28399SA010	OIL SEAL PROTECTOR	Used for protecting the oil seal from damage when inserting the front drive shaft.
 ST18675AA000	18675AA000	DIFFERENTIAL SIDE OIL SEAL INSTALLER	Used for installing the front differential side retainer oil seal.
 ST-398791700	398791700	SPRING PIN REMOVER 2	Used for removing and installing the straight pin.
 ST18662AA010	18662AA010	SOCKET (27)	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the starting torque of the drive pinion shaft.
 ST-899754112	899754112	PRESS	• Used for removing driven shaft parts. • Used to install the main shaft ball bearing.

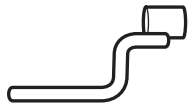
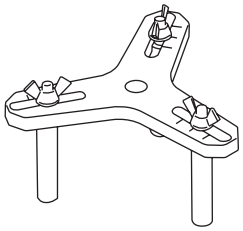
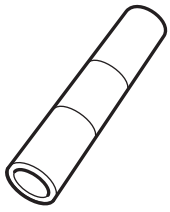
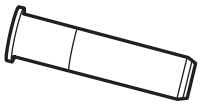
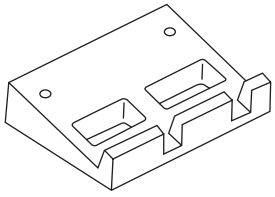
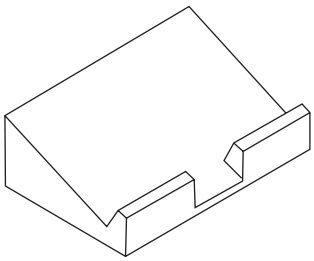
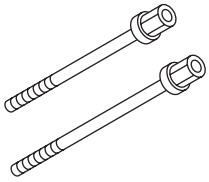
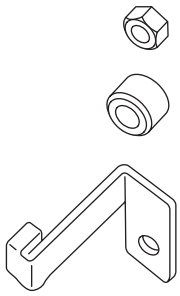
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18631AA000	18631AA000	HANDLE	Used for installing transfer case assembly and extension case assembly.
 ST18762AA001	18762AA001	COMPRESSOR SPECIAL TOOL	• Used for removing the 1st driven gear. • COMPRESSOR SPECIAL TOOL (18762AA000) can also be used.
 ST18654AA000	18654AA000	INSTALLER	Used for installing the 2nd driven gear bushing.
 ST18657AA000	18657AA000	INSTALLER	Used for installing the transfer case oil seal.
 ST-498267200	498267200	CYLINDER HEAD TABLE	Used for removing and installing the roller bearing of the transfer case.

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498267300	498267300	CYLINDER HEAD TABLE	Used for removing and installing the roller bearing of the transfer case.
 ST18763AA000	18763AA000	COMPRESSOR SHAFT	Used for removing and installing the needle bearing of the transfer case.
 ST-498277200	498277200	STOPPER SET	• Used for installing the needle bearing of the transfer case. • Use only the spacer.

2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance.
TORX® bit T70	Used for removing and installing differential gear oil drain plug.
Spring pin remover	Used for removing and installing the straight pin. (3 — 3.3 mm)
Socket driver (TORX® 45 size, tamper resistant type)	Used for removing and installing interlock plate.

1. General Description

A: SPECIFICATION

1. TORQUE CONVERTER

Model	DOHC non-turbo
Type	Symmetric, 3-element, single stage, 2-phase torque converter
Stall torque ratio	2.07
Nominal mm (in)	236 (9.29)
Stall speed (at sea level)	2,000 — 2,700 (D range) 1,900 — 2,600 (R range)
One-way clutch	Sprag type one-way clutch

2. OIL PUMP

Type		Internal gear pump
Driving method		Driven by chain
Number of teeth	Inner rotor	8
	Outer rotor	9

3. TRANSMISSION CONTROL ELEMENT

Type	Forward continuously variable speed change, 1 reverse, planetary gear
Multi-plate clutch	1 set
Multi-plate brake	1 set

4. TRANSMISSION GEAR RATIO

Forward	3.581 — 0.570
Rev	3.667

5. PLATE

Number of forward clutch drive plates	3
Number of reverse brake drive plates	4

6. SELECTOR POSITION

P (Park)	Transmission neutral, output shaft locked, engine start enabled
R (Reverse)	Rev
N (Neutral)	Transmission neutral, engine start enabled
D (Drive)	Forward continuously variable speed change
M (Manual mode) (paddle shift +side)	Manual gear change 1st → 2nd → 3rd → 4th → 5th → 6th
M (Manual mode) (paddle shift –side)	Manual gear change 1st ← 2nd ← 3rd ← 4th ← 5th ← 6th
L (Low)	Forward continuously variable speed change (engine brake)

7. HYDRAULIC CONTROL AND LUBRICATION

Type	Electronic hydraulic control (gear ratio is changed by signals of vehicle speed and accelerator opening angle.)
Fluid	Specified fluid: SUBARU CVT OIL FOR LINEARTRONIC **CAUTION:** **Always use specified CVTF. Using other fluid will cause malfunction.**
Fluid capacity L (US qt, Imp qt)	11.93 — 12.43 (12.6 — 13.1, 10.5 — 10.9)
Lubrication system	Forced feed lubrication with oil pump

8. COOLING AND HARNESS

Cooling system	CVTF cooler (with warmer feature)
Inhibitor switch harness	16 poles
Transmission harness	12 poles

9. TRANSFER

Transfer type	Multi-plate transfer (MP-T)
Number of transfer clutch drives & driven plates	5
Control method	Electronic hydraulic type
Reduction gear ratio	1.000 (43/43)

10.REDUCTION GEAR RATIO

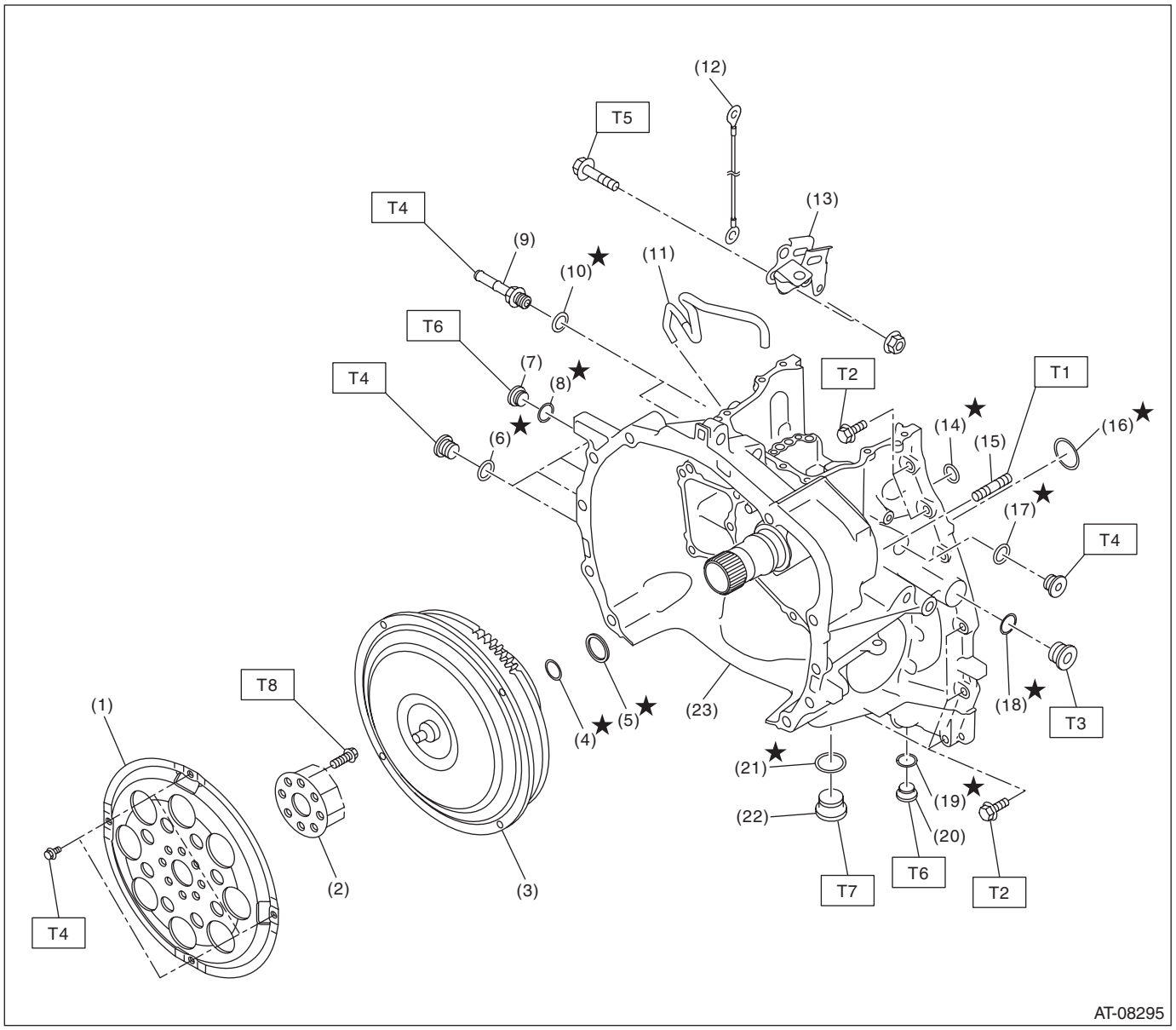
Front final reduction gear ratio	3.700

11.FRONT DIFFERENTIAL GEAR OIL

Fluid	Recommended fluid: SUBARU GEAR OIL EXTRA MT **CAUTION:** **If an alternative transmission oil is used, you may not have expected functionality and performance.** Alternative fluid: GL-5 (75W-90)
Fluid capacity L (US qt, Imp qt)	1.3 — 1.4 (1.4 — 1.5, 1.1 — 1.2)

B: COMPONENT

1. TORQUE CONVERTER ASSEMBLY AND CONVERTER CASE

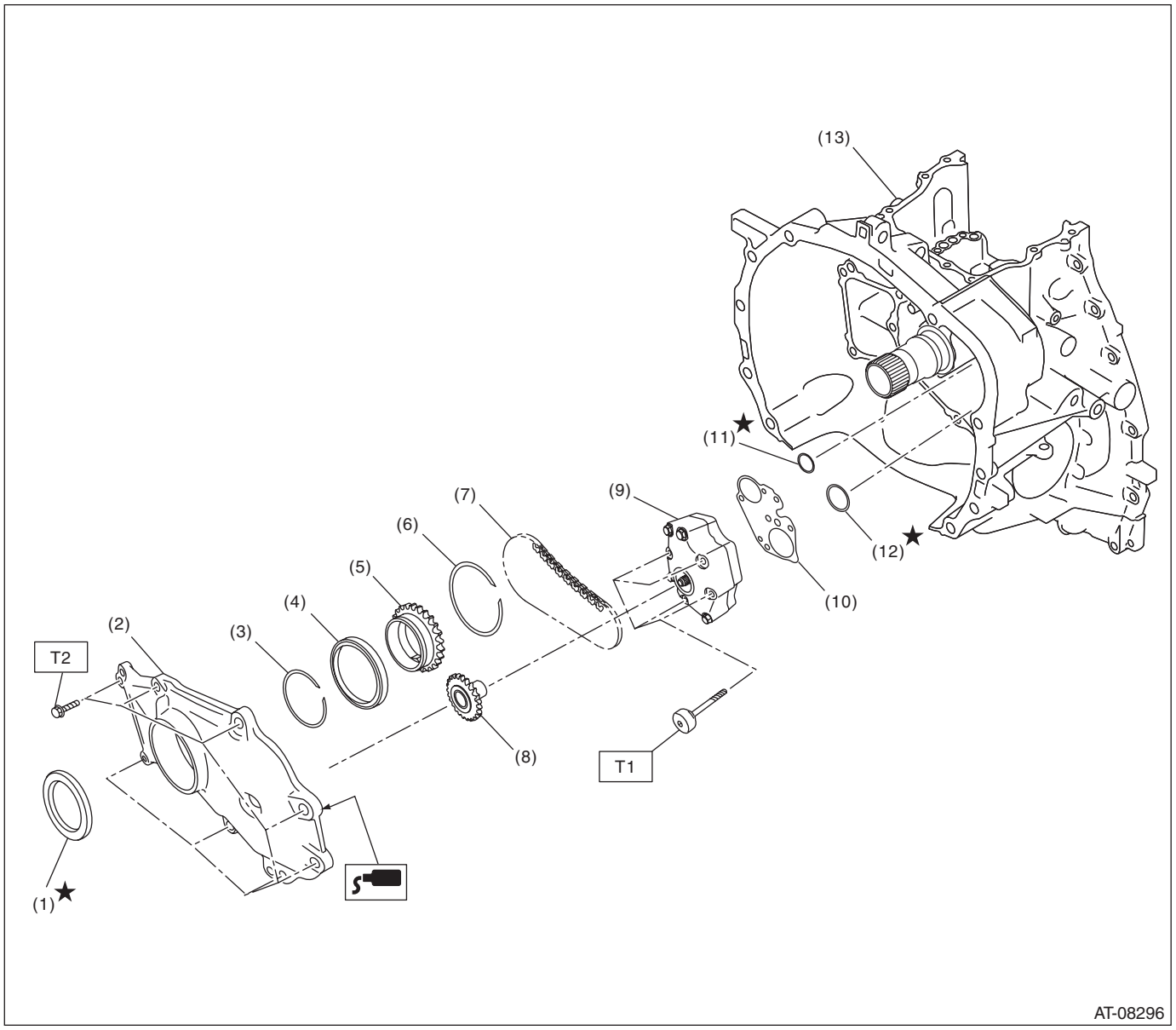


(1)	Drive plate	(13)	Pitching stopper bracket
(2)	Reinforcement drive plate	(14)	O-ring
(3)	Torque converter ASSY	(15)	Stud bolt
(4)	O-ring	(16)	O-ring
(5)	Seal ring	(17)	O-ring
(6)	O-ring	(18)	O-ring
(7)	Front differential gear oil filler plug	(19)	Gasket
(8)	O-ring	(20)	Overflow drain plug
(9)	Oil cooler pipe	(21)	Gasket
(10)	O-ring	(22)	Front differential gear oil drain plug
(11)	Air breather hose	(23)	Converter case
(12)	Transmission radio ground cord		

Tightening torque:N·m (kgf-m, ft-lb)

- ***T1: 18 (1.8, 13.3)***
- ***T2: 22 (2.2, 16.2)***
- ***T3: 22.5 (2.3, 16.6)***
- ***T4: 25 (2.5, 18.4)***
- ***T5: 41 (4.2, 30.2)***
- ***T6: 50 (5.1, 36.9)***
- ***T7: 70 (7.1, 51.6)***
- ***T8: <Ref. to CVT(TR580)-159, INSTALLATION, Drive Plate.>***

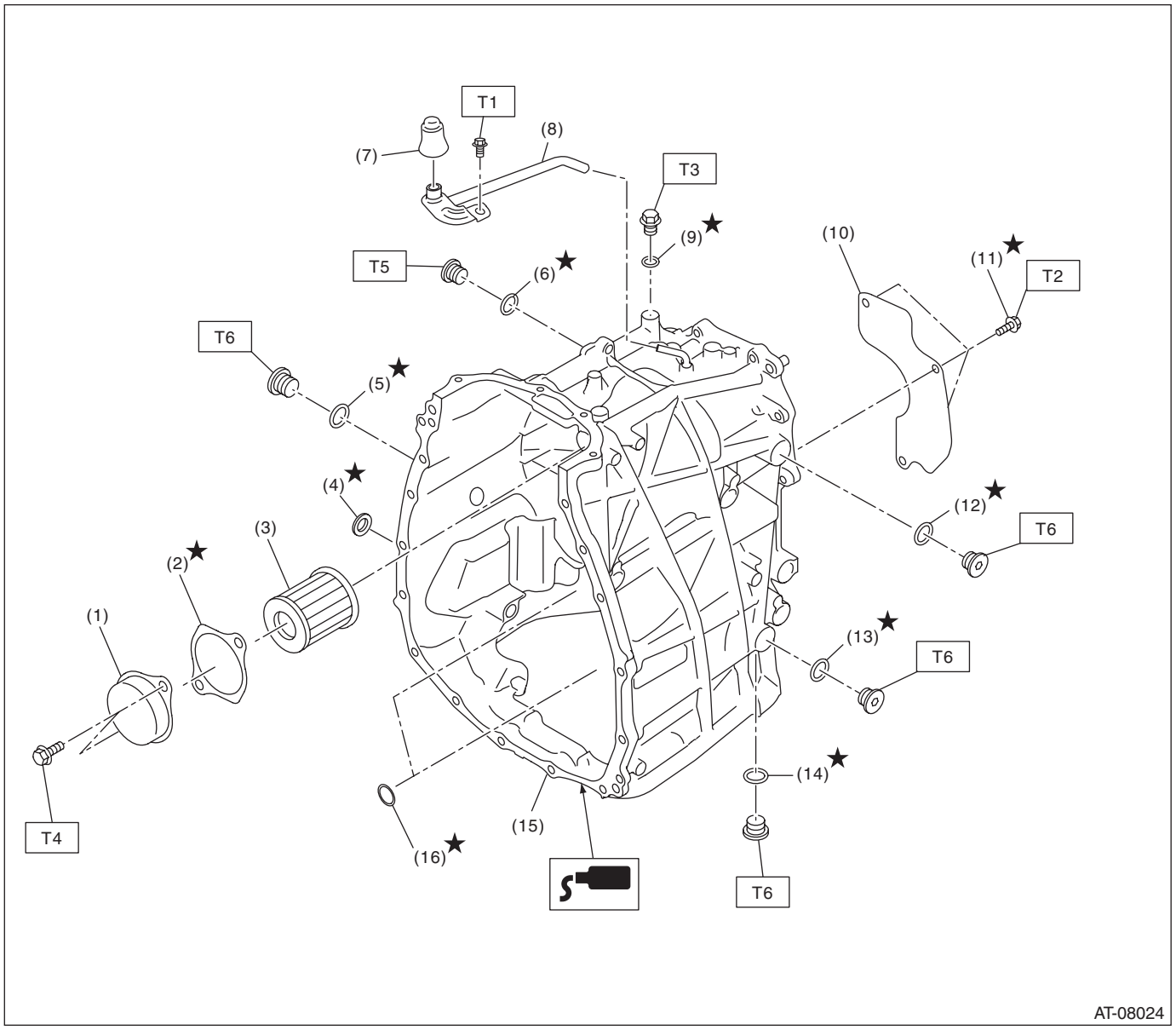
2. OIL PUMP ASSY



(1) Oil seal
(2) Oil pump chain cover
(3) Snap ring
(4) Ball bearing
(5) Drive sprocket
(6) Snap ring
(7) Oil pump chain
(8) Driven sprocket
(9) Oil pump ASSY
(10) Plate
(11) O-ring (small)
(12) O-ring (large)
(13) Converter case

Tightening torque:N·m (kgf-m, ft-lb)
T1: 8.5 (0.9, 6.3)
T2: 21 (2.1, 15.5)

3. TRANSMISSION CASE

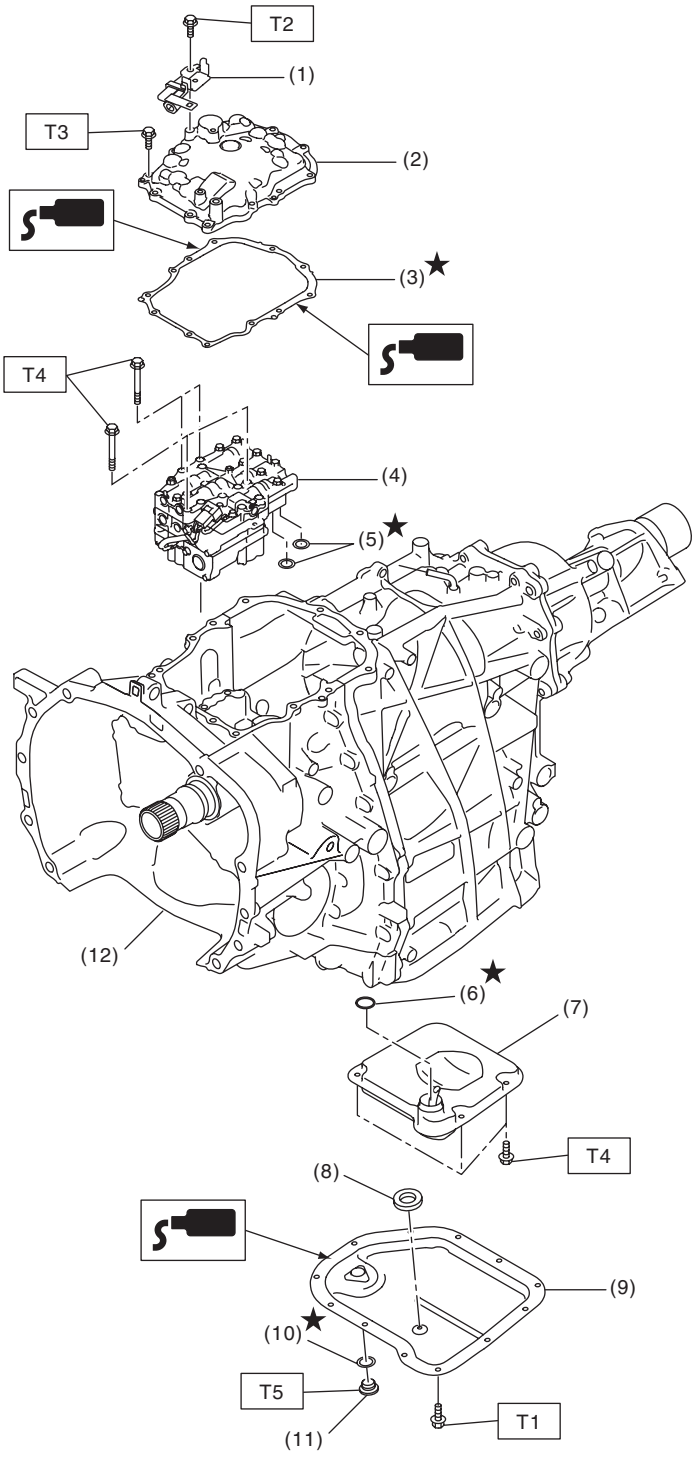


(1)	CVTF filter cover	(9)	O-ring
(2)	Gasket	(10)	Oil stopper plate
(3)	CVTF filter	(11)	Micro-encapsulated bolt
(4)	Oil seal	(12)	O-ring
(5)	Gasket	(13)	Gasket
(6)	O-ring	(14)	O-ring
(7)	Air breather cap	(15)	Transmission case
(8)	Air breather hose	(16)	Seal ring

Tightening torque: N·m (kgf-m, ft-lb)

T1: 5 (0.5, 3.7)
T2: 9 (0.9, 6.6)
T3: 13 (1.3, 9.6)
T4: 17 (1.7, 12.5)
T5: 25 (2.5, 18.4)
T6: 50 (5.1, 25.8)

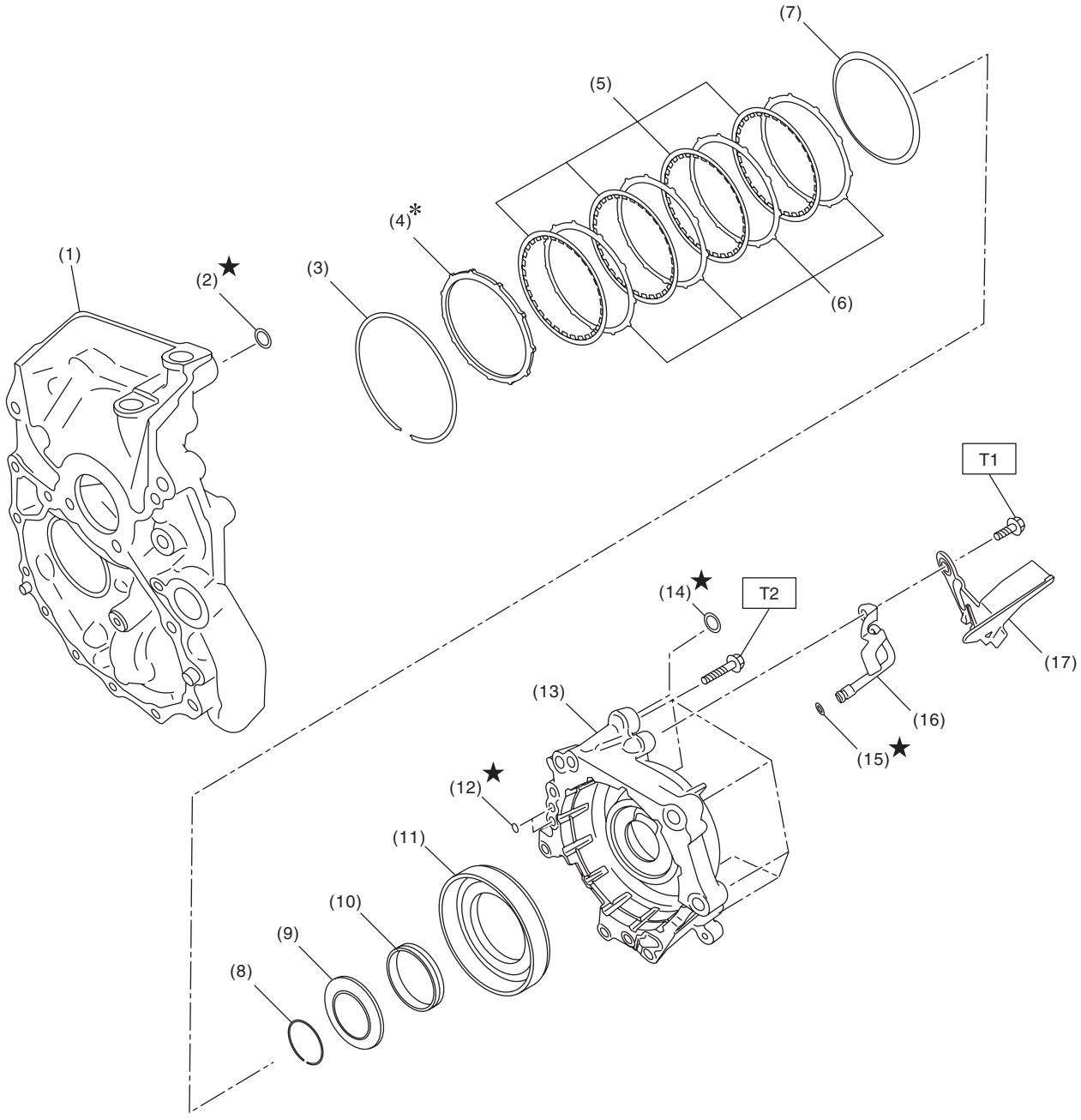
4. CONTROL VALVE BODY



AT-08297

(1)	Transmission harness stay	(7)	Oil strainer	***Tightening torque:N·m (kgf-m, ft-lb)***
(2)	Valve cover	(8)	Magnet	***T1: 5 (0.5, 3.7)***
(3)	Gasket	(9)	Oil pan	***T2: 7 (0.7, 5.2)***
(4)	Control valve body	(10)	Gasket	***T3: 8 (0.8, 5.9)***
(5)	O-ring	(11)	CVTF drain plug	***T4: 9 (0.9, 6.6)***
(6)	O-ring	(12)	Transmission ASSY	***T5: 31 (3.2, 22.9)***

5. REVERSE BRAKE ASSEMBLY

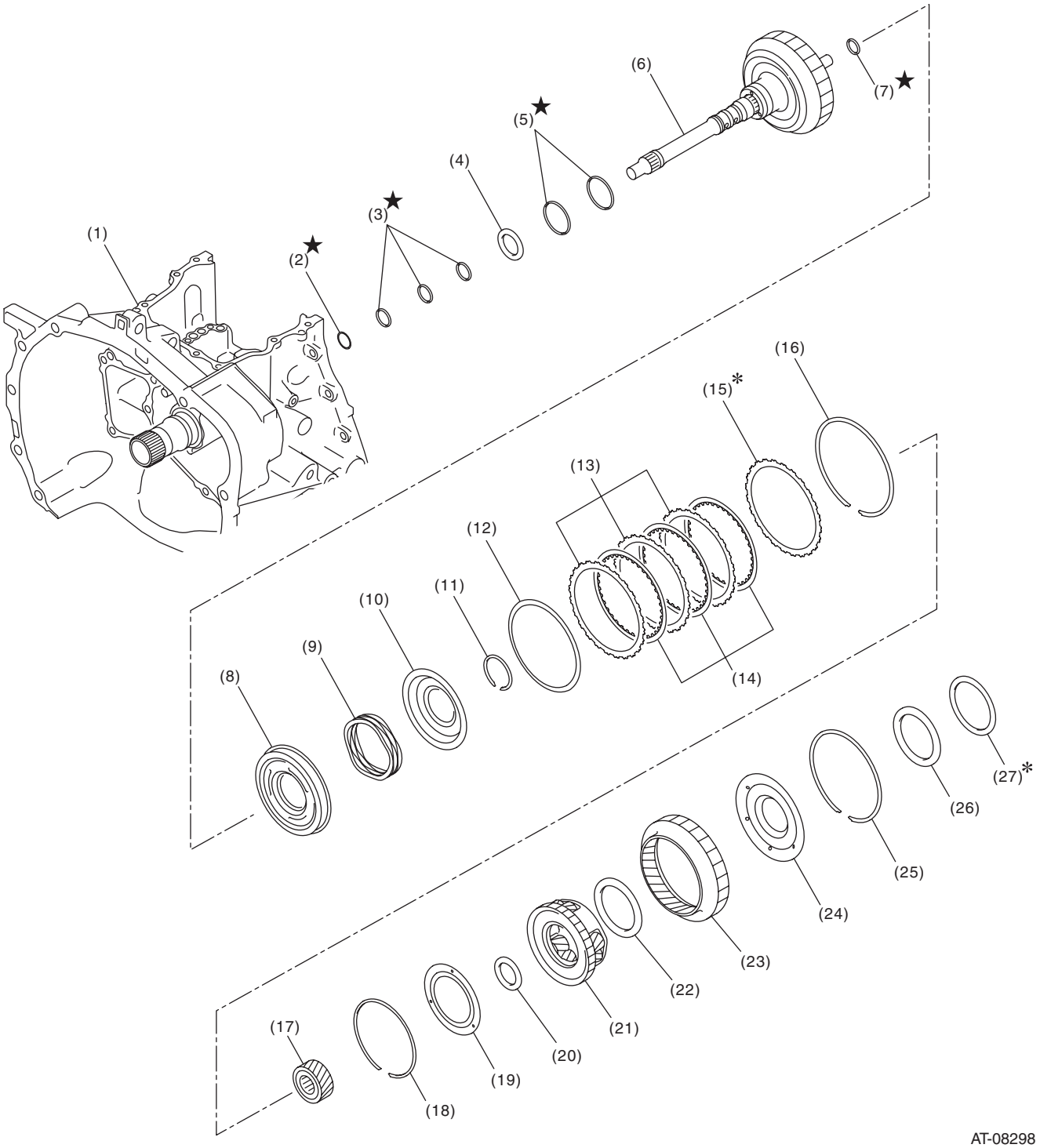


AT-07555

(1) Drive pinion retainer
(2) O-ring
(3) Snap ring
(4) Retaining plate
(5) Drive plate
(6) Driven plate
(7) Dish plate
(8) Snap ring
(9) Spring retainer
(10) Return spring
(11) Reverse brake piston
(12) O-ring
(13) Reverse brake housing
(14) O-ring
(15) O-ring
(16) Lubrication pipe
(17) Oil guide

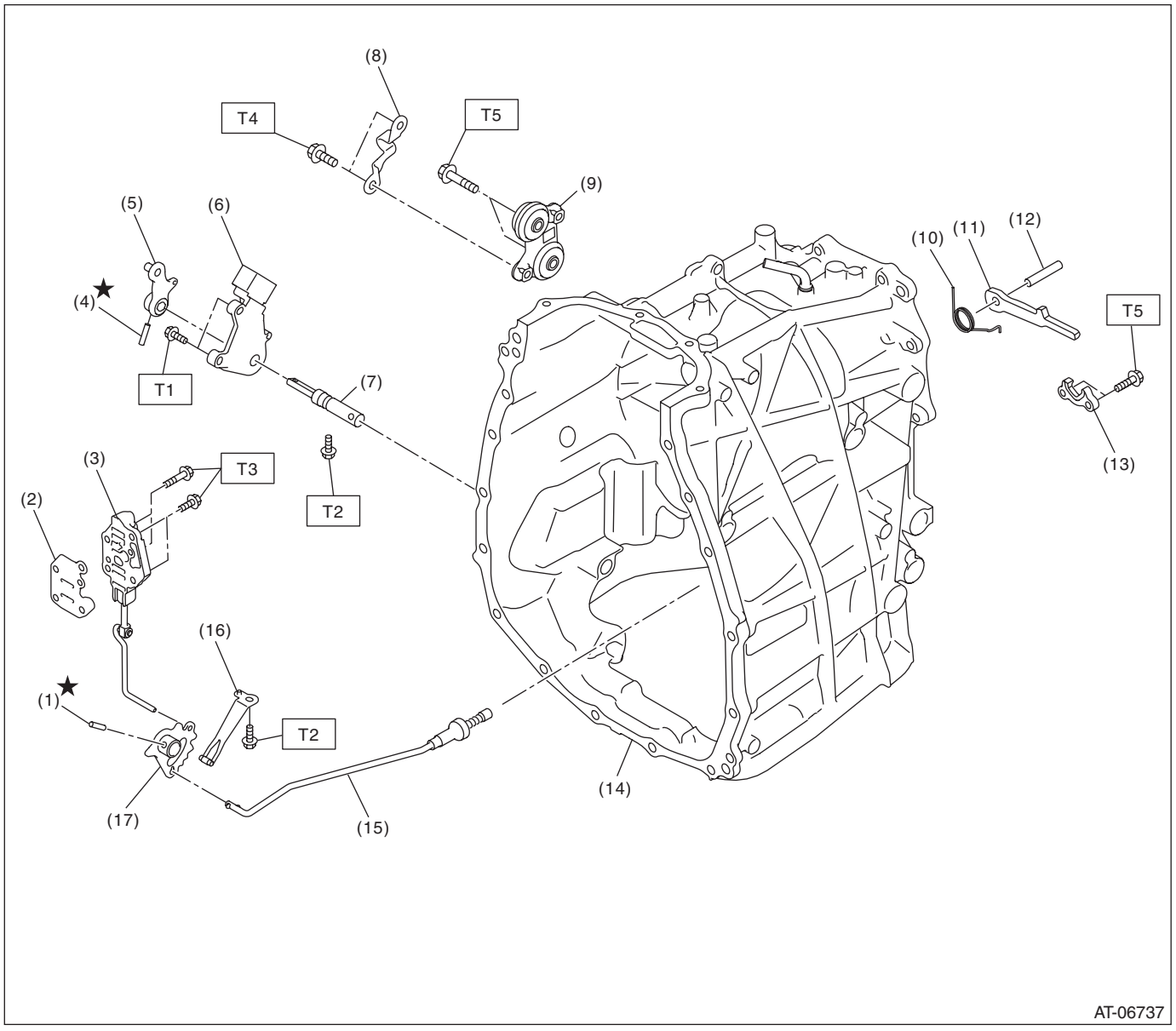
Tightening torque: N·m (kgf-m, ft-lb)
T1: 16 (1.6, 11.8)
T2: 37 (3.8, 27.3)

6. FORWARD CLUTCH ASSEMBLY



(1) Converter case
(2) O-ring
(3) Seal ring
(4) Thrust bearing
(5) Seal ring
(6) Forward clutch drum ASSY
(7) Seal ring
(8) Forward clutch piston
(9) Return spring
(10) Chamber COMPL
(11) Snap ring
(12) Dish plate
(13) Driven plate
(14) Drive plate
(15) Retaining plate
(16) Snap ring
(17) Sun gear
(18) Snap ring
(19) Balance oil guide
(20) Thrust bearing
(21) Planetary carrier ASSY
(22) Thrust bearing
(23) Internal gear
(24) Thrust gear plate
(25) Snap ring
(26) Thrust bearing
(27) Washer

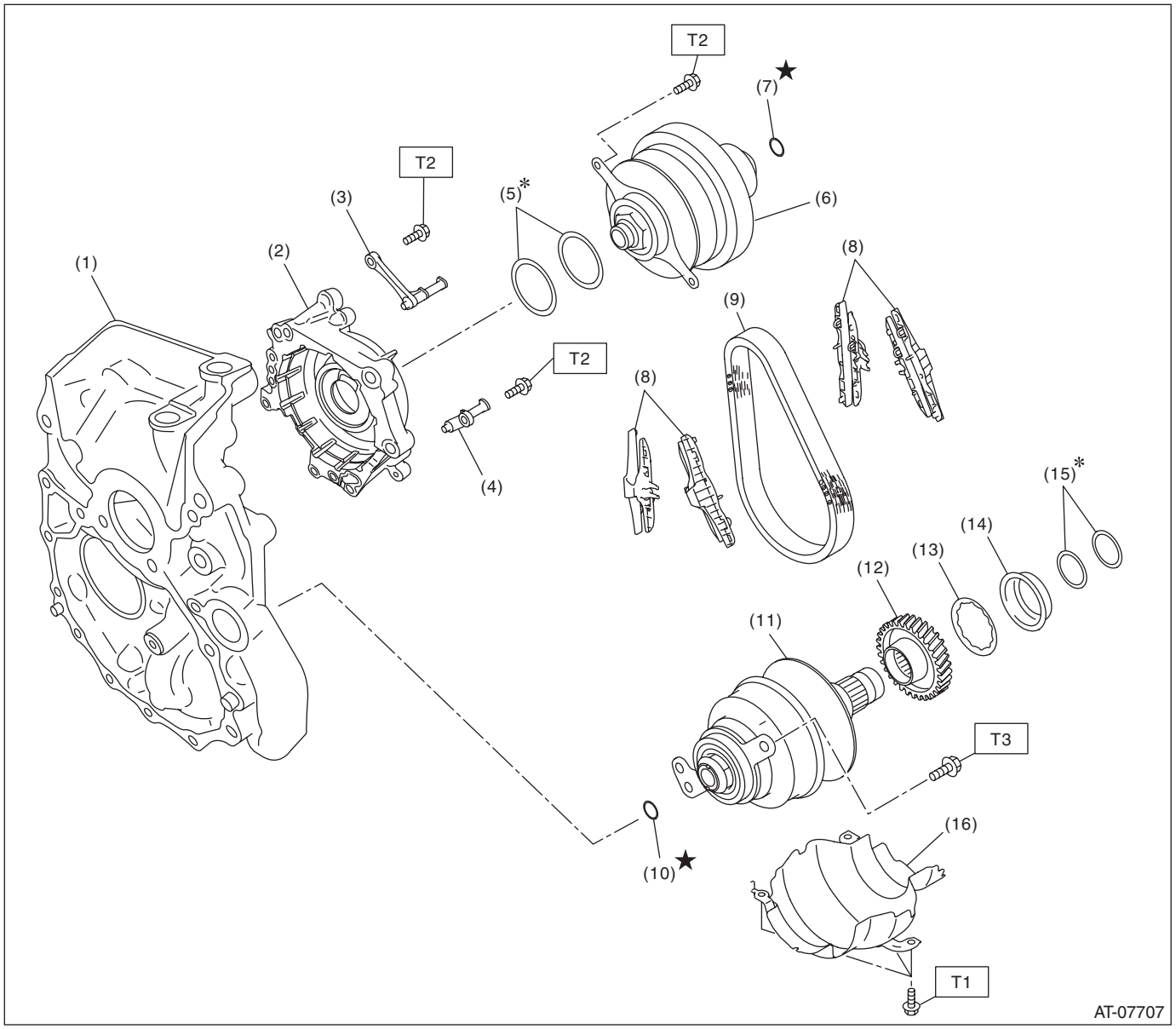
7. TRANSMISSION CONTROL DEVICE



(1) Spring pin
(2) Separator plate
(3) Manual valve ASSY
(4) Spring pin
(5) Shifter arm
(6) Inhibitor switch
(7) Shifter arm shaft
(8) Cable bracket
(9) Plate ASSY
(10) Return spring
(11) Parking pawl
(12) Shaft
(13) Parking support
(14) Transmission case
(15) Parking rod
(16) Detent spring
(17) Manual plate

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 7 (0.7, 5.2)
T3: 9 (0.9, 6.6)
T4: 18 (1.8, 13.3)
T5: 25 (2.5, 18.4)

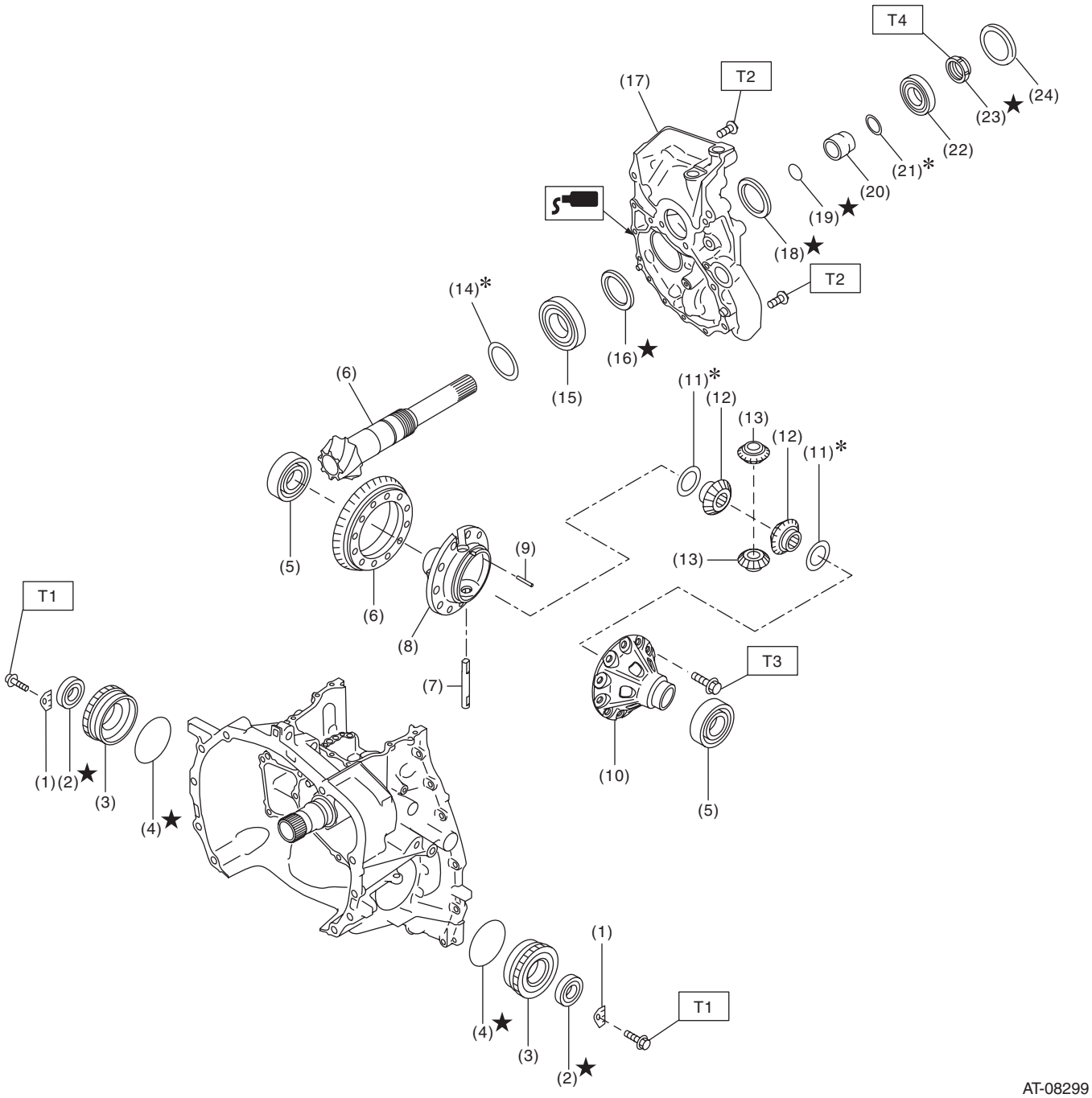
8. PRIMARY PULLEY, SECONDARY PULLEY & VARIATOR CHAIN AND REDUCTION DRIVE GEAR



(1) Drive pinion retainer
(2) Reverse brake housing
(3) Support rod
(4) Lubrication pipe
(5) Primary pulley shim
(6) Primary pulley ASSY
(7) Seal ring
(8) Chain guide
(9) Variator chain
(10) Seal ring
(11) Secondary pulley ASSY
(12) Reduction drive gear
(13) Dish plate
(14) Spring retainer
(15) Reduction gear shim
(16) Oil baffle

Tightening torque: N·m (kgf-m, ft-lb)
T1: 16 (1.6, 11.8)
T2: 21 (2.1, 15.5)
T3: 67.5 (6.9, 49.8)

9. FRONT DIFFERENTIAL GEAR

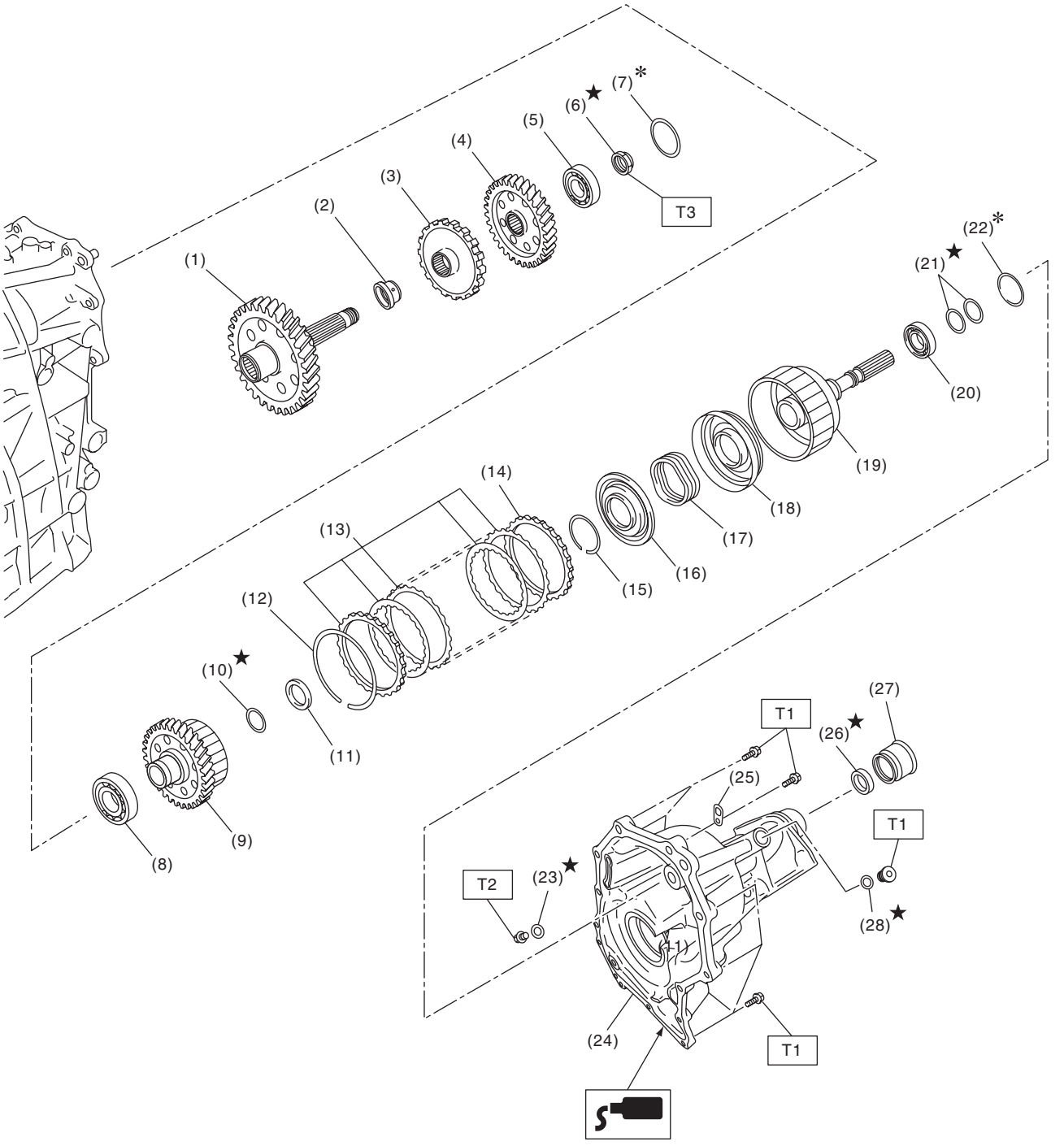


AT-08299

(1) Lock plate
(2) Oil seal
(3) Differential side retainer
(4) O-ring
(5) Taper roller bearing
(6) Drive pinion gear set
(7) Pinion shaft
(8) Differential case RH
(9) Straight pin
(10) Differential case LH
(11) Washer
(12) Differential bevel gear
(13) Differential bevel pinion
(14) Drive pinion shim
(15) Taper roller bearing
(16) Oil seal
(17) Drive pinion retainer
(18) Oil seal
(19) O-ring
(20) Drive pinion spacer
(21) Drive pinion washer
(22) Taper roller bearing
(23) Lock nut
(24) Plug

Tightening torque:N·m (kgf-m, ft-lb)
T1: 25 (2.5, 18.4)
T2: 43 (4.4, 31.7)
T3: 64 (6.5, 47.2)
T4: <Ref. to CVT(TR580)-285, ASSEMBLY, Drive Pinion Shaft Assembly.>

10.TRANSFER AND EXTENSION CASE

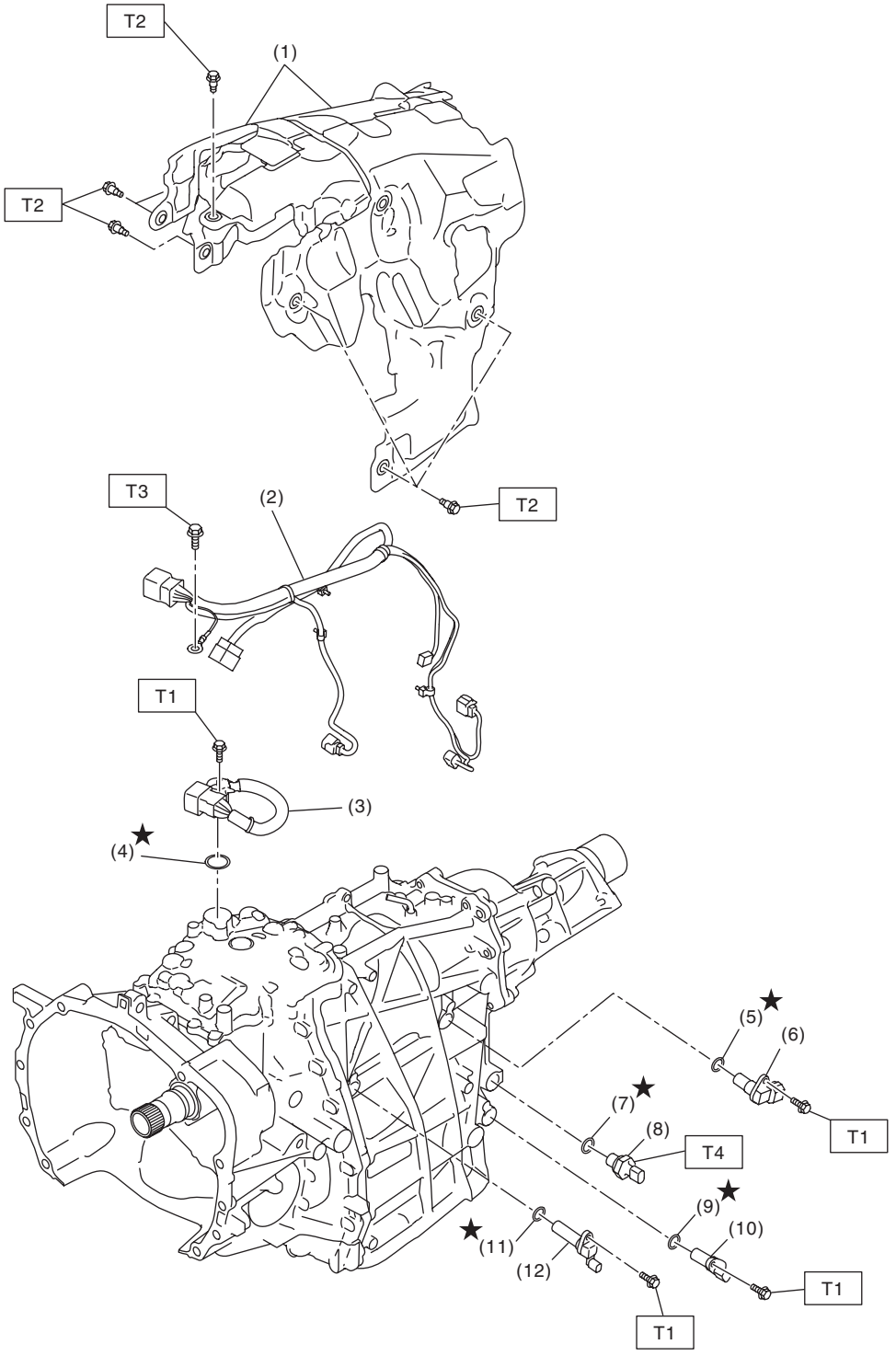


AT-06868

(1) Reduction driven gear COMPL
(2) Collar
(3) Parking gear
(4) Transfer drive gear
(5) Ball bearing
(6) Lock nut
(7) Transfer drive gear shim
(8) Ball bearing
(9) Transfer driven gear
(10) Seal ring
(11) Thrust bearing
(12) Snap ring
(13) Transfer clutch plate set
(14) Pressure plate
(15) Snap ring
(16) Transfer clutch piston seal
(17) Transfer clutch piston return spring
(18) Transfer clutch piston
(19) Rear drive shaft
(20) Ball bearing
(21) Seal ring
(22) Transfer driven gear shim
(23) Gasket
(24) Extension case
(25) Transmission hanger
(26) Oil seal
(27) Dust cover
(28) O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T1: 25 (2.5, 18.4)
T2: 35 (3.6, 25.8)
T3: 95 (9.7, 70.1)

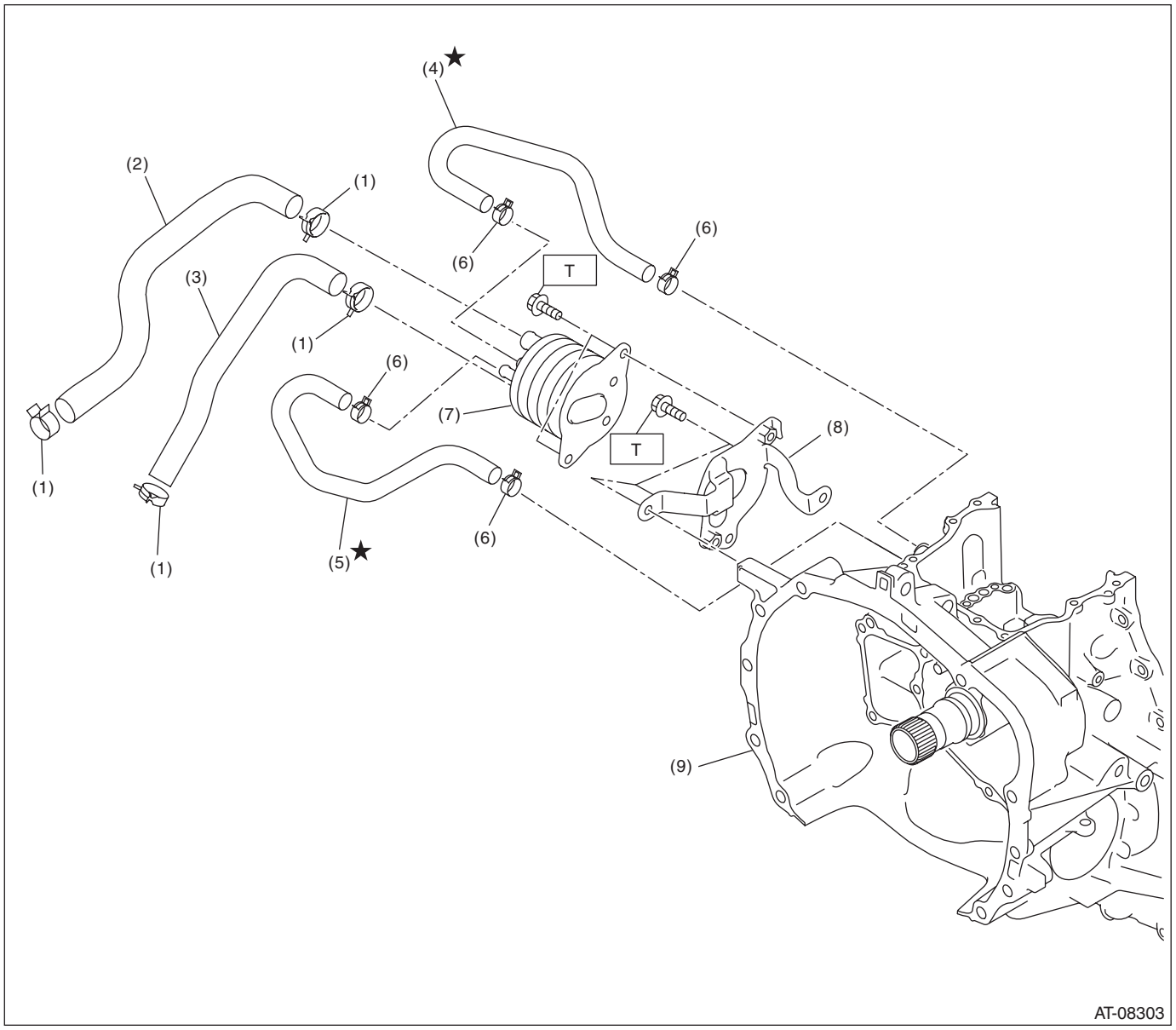
11.TRANSMISSION HARNESS AND SENSOR



(1)	Transmission case cover	(7)	O-ring	
(2)	Inhibitor harness	(8)	Secondary pressure sensor	
(3)	Transmission harness	(9)	O-ring	
(4)	O-ring	(10)	Secondary speed sensor	
(5)	O-ring	(11)	O-ring	
(6)	Primary speed sensor	(12)	Turbine speed sensor	

Tightening torque:N·m (kgf-m, ft-lb)
T1: 7 (0.7, 3.7)
T2: 8 (0.8, 5.9)
T3: 14 (1.4, 10.3)
T4: 39 (4.0, 28.8)

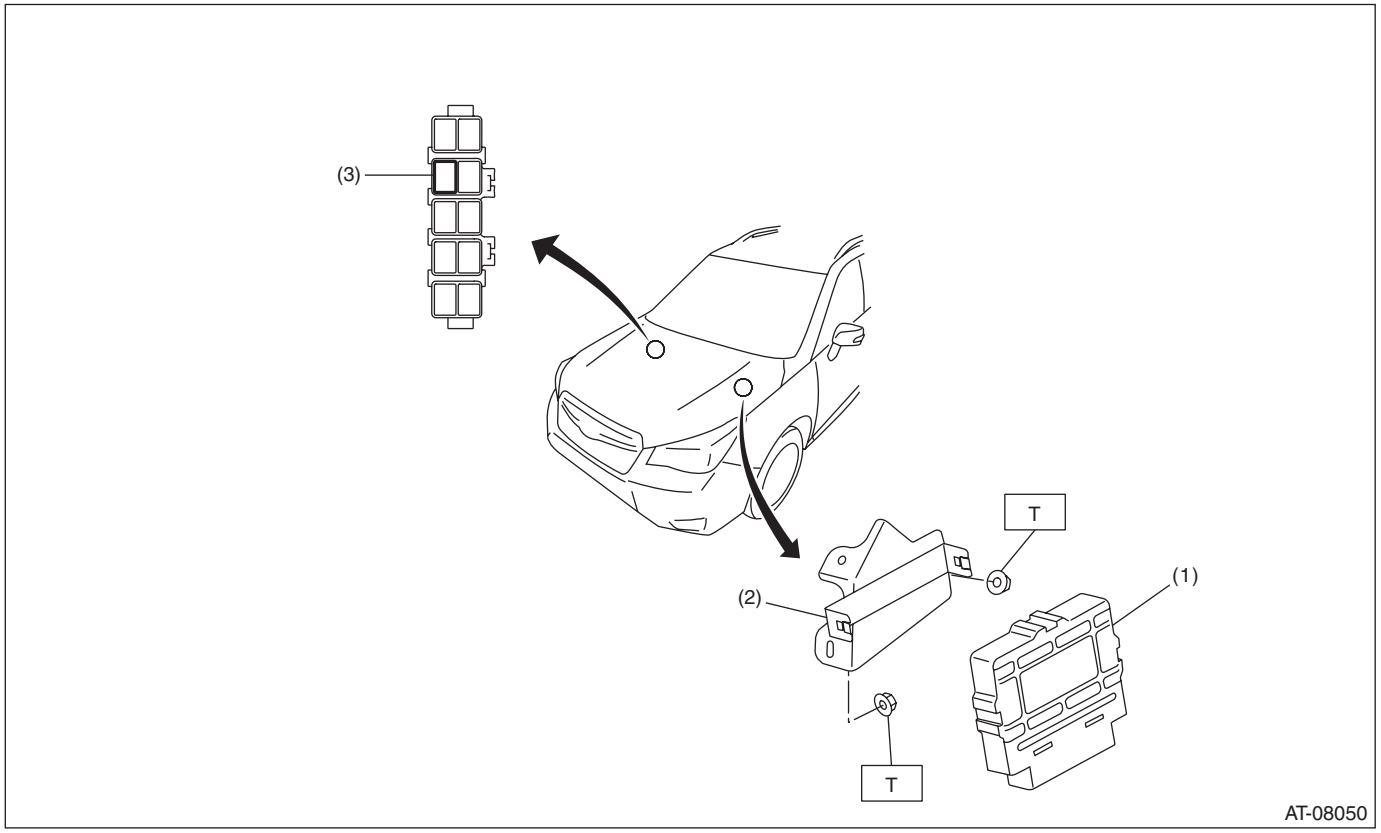
12.CVTF COOLER (WITH WARMER FEATURE)



(1) Hose clamp
(2) Engine coolant outlet hose
(3) Engine coolant inlet hose
(4) CVTF cooler inlet hose
(5) CVTF cooler outlet hose
(6) Hose clamp
(7) CVTF cooler (with warmer feature)
(8) CVTF cooler bracket
(9) Converter case

Tightening torque:N·m (kgf-m, ft-lb)
T: 23 (2.3, 17.0)

13.TRANSMISSION CONTROL MODULE

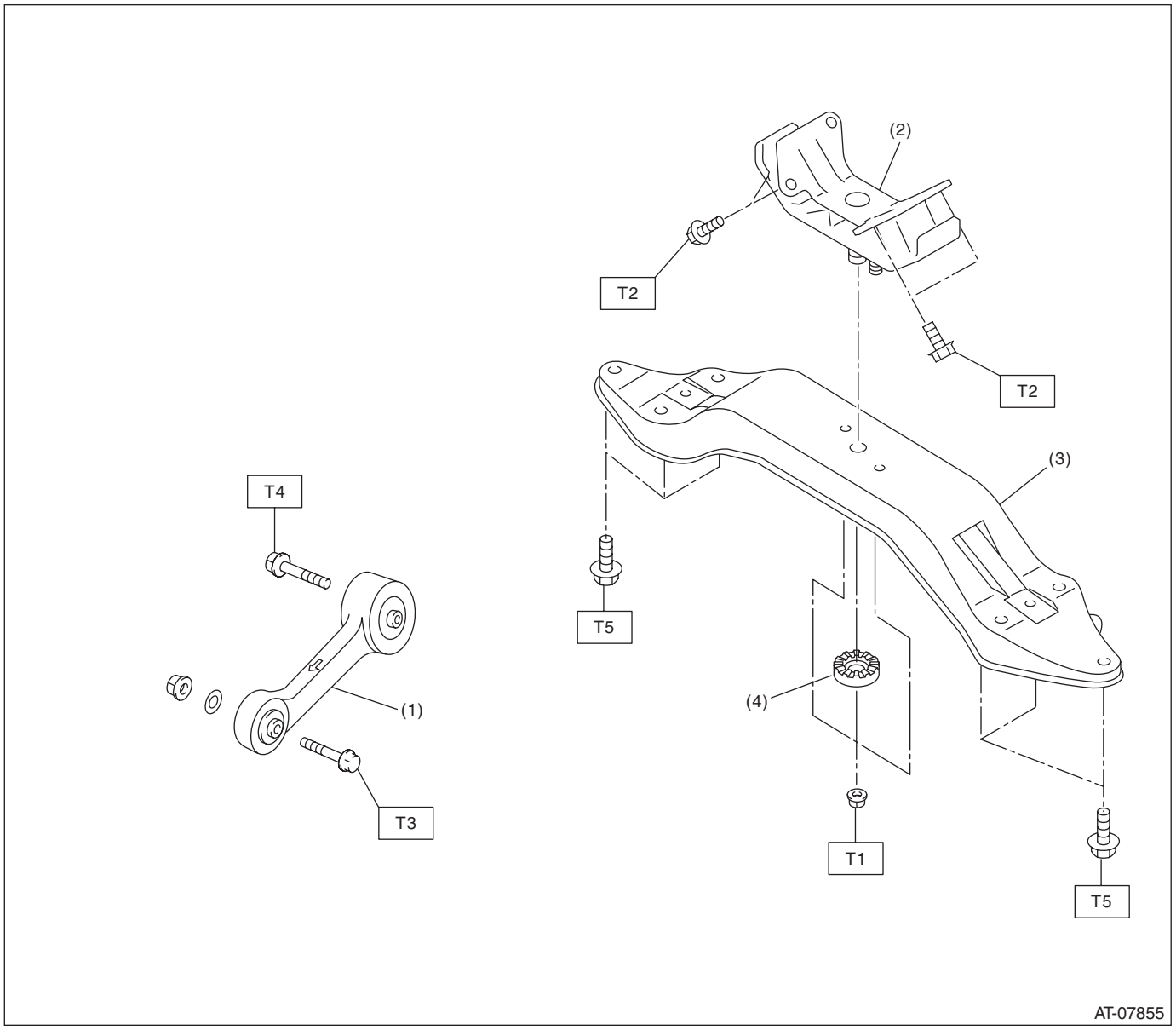


(1) Transmission control module (TCM)
(2) TCM bracket
(3) Relay

Tightening torque: N·m (kgf-m, ft-lb)

T: 7.5 (0.8, 5.5)

14.TRANSMISSION MOUNTING



(1) Pitching stopper
(2) Rear cushion rubber
(3) Transmission rear crossmember
(4) Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T1: 35 (3.6, 25.8)
T2: 40 (4.1, 29.5)
T3: 50 (5.1, 36.9)
T4: 58 (5.9, 42.8)
T5: 70 (7.1, 51.6)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Do not place the valve cover with its inner side facing up until it is installed, to prevent intrusion of foreign matter into the control valve body.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to force it apart. Do not pry apart with screwdrivers or other tools.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine CVTF and recommended grease. Do not mix CVTF, grease etc. of different grades or manufacturers.
- Be sure to tighten bolts and nuts to the specified torque.
- Place lifts, shop jacks or rigid racks at specified locations.
- Apply CVTF onto sliding or revolving surfaces before installation.
- Replace deformed or damaged snap rings with new parts.
- Before installing O-rings or oil seals, apply sufficient amount of CVTF or gear oil to appropriate locations in order to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying liquid gasket, completely remove the old liquid gasket.
- After removing the sensors, breather hose and plugs, plug the holes to avoid foreign materials intruding as necessary.
- During disassembly or assembly, be sure to use nylon gloves or paper towels. Do not use cloth gloves or waste cloth.

D: PREPARATION TOOL

1. SPECIAL TOOL

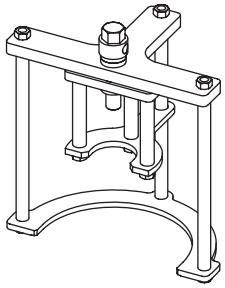
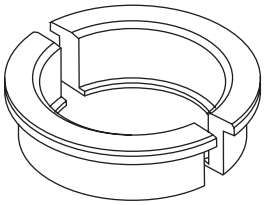
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18769AA010	18769AA010	EXPANDER PULLEY	Used for removing and installing the secondary pulley assembly.
 ST18767AA010	18767AA010	BEARING REMOVER	Used for removing the ball bearing of transfer clutch assembly.

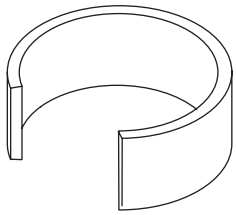
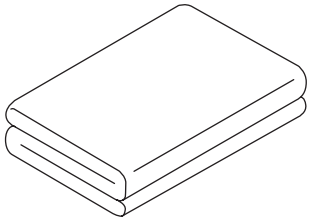
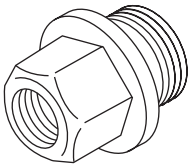
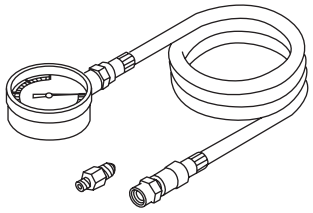
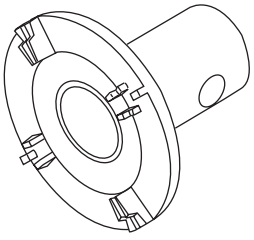
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18762AA010	18762AA010	COMPRESSOR SPECIAL TOOL	Used for removing and installing snap ring of forward clutch assembly.
 ST18761AA010	18761AA010	SHEET SPECIAL TOOL	• Used for removing and installing control valve body. • Used for removing and installing valve cover. • Used for removing and installing transmission harness.
 ST18681AA010	18681AA010	PRESSURE GAUGE ADAPTER	Used for measuring the secondary pressure (line pressure). NOTE: Used together with the genuine O-ring (part No. 806916050).
 ST18801AA000	18801AA000	OIL PRESSURE GAUGE ASSY	Used for measuring the secondary pressure (line pressure).
 ST18658AA020	18658AA020	WRENCH COMPL RETAINER	Used for removing and installing the differential side retainer.

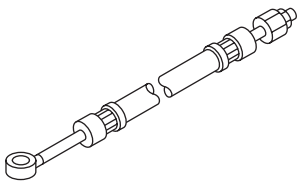
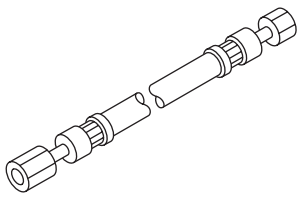
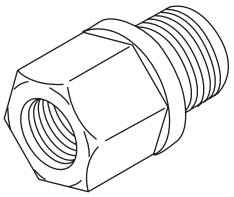
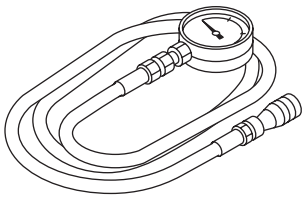
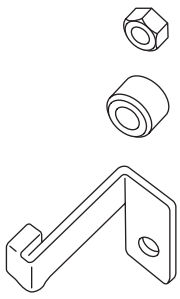
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST34099AC020	34099AC020	ADAPTER HOSE B	Used for measuring the transfer clutch hydraulic pressure. NOTE: Used with genuine union screw (Part No. 801914010) and gasket (Part No. 803914060).
 ST34099AC010	34099AC010	ADAPTER HOSE A	Used for measuring the transfer clutch hydraulic pressure.
 ST18681AA000	18681AA000	PRESSURE GAUGE ADAPTER	Used for measuring the transfer clutch hydraulic pressure. NOTE: Used together with the genuine O-ring (part No. 806911080).
 ST-498575400	498575400	OIL PRESSURE GAUGE ASSY	Used for measuring the transfer clutch hydraulic pressure.
 ST-498277200	498277200	STOPPER SET	• Used for removing and installing transmission assembly to engine. • Used for preventing the torque converter from dropping off.

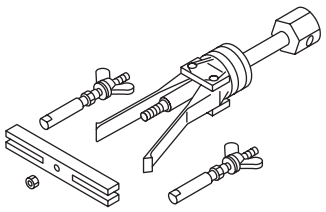
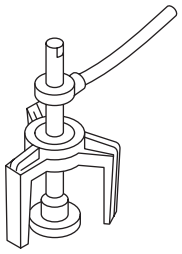
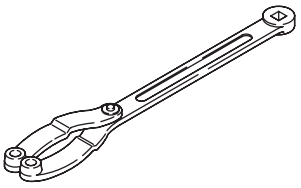
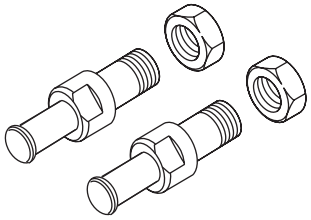
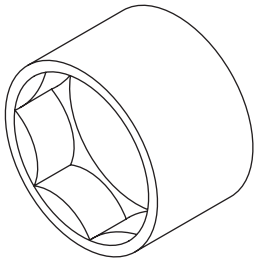
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-398527700	398527700	PULLER ASSY	• Used for removing the extension case oil seal. • Used for removing the bearing outer race of the drive pinion shaft.
 ST-398673600	398673600	COMPRESSOR	Used for removing and installing snap ring of forward clutch assembly.
 ST18355AA000	18355AA000	PULLEY WRENCH	• Used for removing and installing the lock nut of reduction driven gear. • Used together with PIN SET (18334AA000).
 ST18334AA000	18334AA000	PIN SET	• Used for removing and installing the lock nut of reduction driven gear. • Used together with PULLEY WRENCH (18355AA000).
 ST-499987003	499987003	SOCKET WRENCH (35)	Used for removing and installing the lock nut of reduction driven gear.

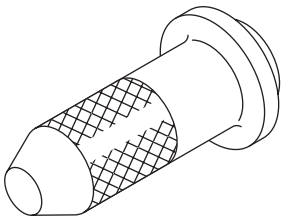
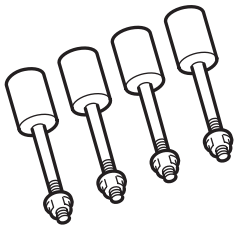
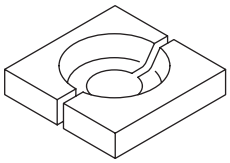
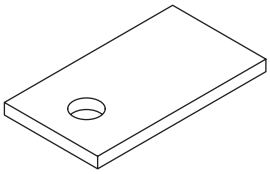
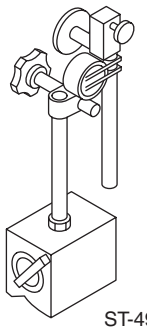
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498057300	498057300	OIL SEAL INSTALLER	Used for installing the extension case oil seal.
 ST18632AA000	18632AA000	STAND ASSY	Used for disassembling and assembling the transmission.
 ST-498515500	498515500	REMOVER	Used for removing the bearing inner race of the drive pinion shaft.
 ST-498255400	498255400	PLATE	Used for measuring the backlash of hypoid gear.
 ST-498247001	498247001	MAGNET BASE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247100).

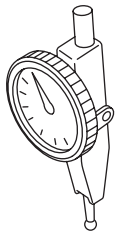
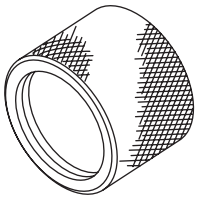
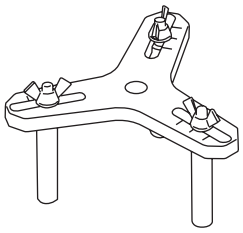
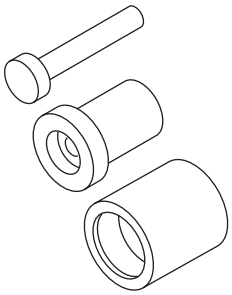
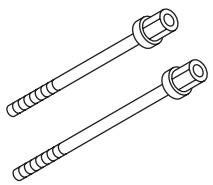
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498247100	498247100	DIAL GAUGE	• Used for measuring the backlash of differential bevel pinion gear. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247101).
 ST18675AA000	18675AA000	DIFFERENTIAL SIDE OIL SEAL INSTALLER	Used for installing the differential side retainer oil seal.
 ST18762AA001	18762AA001	COMPRESSOR SPECIAL TOOL	• Used for disassembling and installing the multi-plate clutch piston. • COMPRESSOR SPECIAL TOOL (18762AA000) can also be used.
 ST-927720000	927720000	HOUSING BUSHING INSTALLER AND REMOVER	• Used for installing the oil seal. • Use BUSHING SHAFT (927880000).
 ST18763AA000	18763AA000	COMPRESSOR SHAFT	Used for measuring the backlash of hypoid gear.

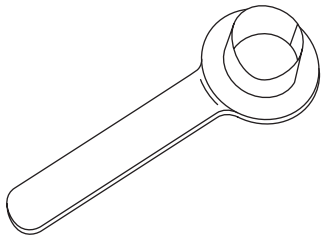
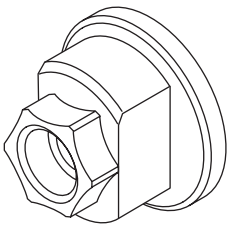
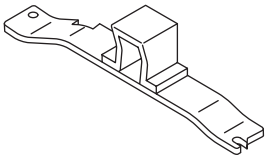
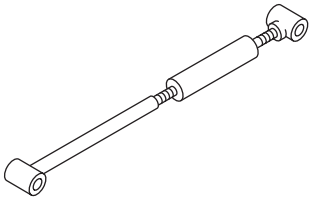
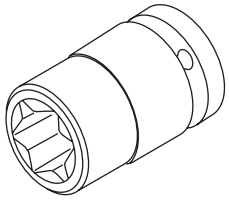
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST28399SA010	28399SA010	OIL SEAL PROTECTOR	Used for protecting oil seal when installing front drive shaft.
 ST-498937110	498937110	HOLDER	• Used for removing and installing the drive pinion lock nut. • Used as a holder to rotate gear when checking tooth contact.
 ST41099AA011	41099AA011	ENGINE SUPPORT BRACKET	• Used for supporting the engine. • ENGINE SUPPORT BRACKET (41099AA010) can also be used.
 ST41099AA020	41099AA020	ENGINE SUPPORT	Used for supporting the engine.
 ST18270KA020	18270KA020	SOCKET (E20)	• Used for removing and installing the hypoid driven gear. • Used for removing and installing the drive pinion shaft retainer.

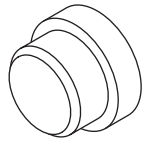
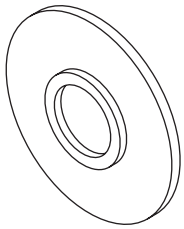
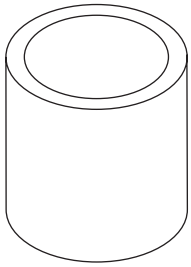
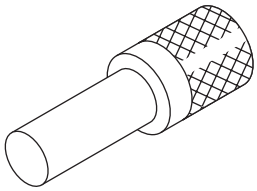
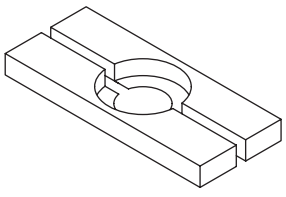
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-398497701	398497701	SEAT	Used for removing and installing the bearing.
 ST-398177700	398177700	INSTALLER	• Used for installing the ball bearing. • Used for installing the parking gear. • Used for installing the bearing outer race. • Used for installing the plug.
 ST28499TC010	28499TC010	PRESS SNAP RING	• Used for installing the ball bearing of the transmission case. • Used for installing the bearing outer race of drive pinion shaft.
 ST-899864100	899864100	REMOVER	• Used for removing and installing the ball bearing. • Used for removing the parking gear and transfer drive gear. • Used for removing the bearing inner race of the front differential.
 ST-498077000	498077000	REMOVER	Used for removing the bearing inner race of the front differential.

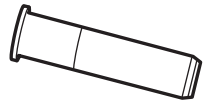
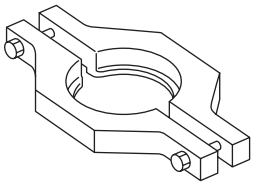
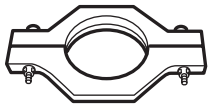
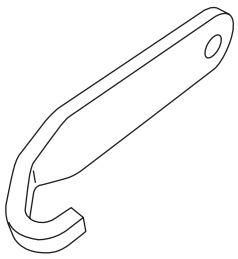
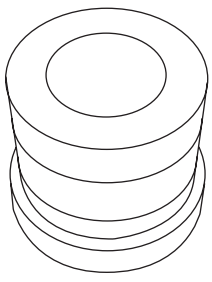
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18657AA010	18657AA010	INSTALLER	Used for installing the oil seal at shifter arm shaft portion.
 ST-498077600	498077600	REMOVER	Used for removing the ball bearing of drive sprocket.
 ST18720AA000	18720AA000	REMOVER	Used for removing the ball bearing of transfer clutch assembly.
 ST-498497300	498497300	CRANKSHAFT STOPPER	Used for stopping the drive plate rotation when removing and installing the drive plate.
 ST-399513600	399513600	INSTALLER	Used for removing the ball bearing of drive sprocket.

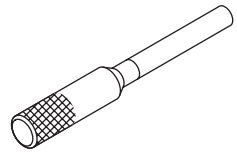
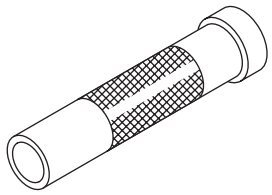
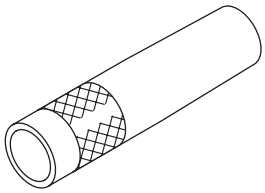
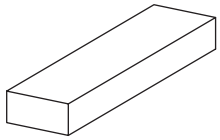
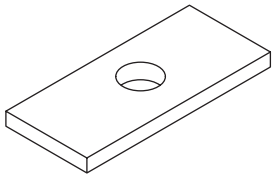
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499267300	499267300	STOPPER PIN	Used for adjusting the inhibitor switch.
 ST-499277100	499277100	BUSHING 1-2 INSTALLER	• Used for installing the bearing of the transmission case. • Used for installing the ball bearing. • Used for installing the bearing inner race.
 ST-499277200	499277200	INSTALLER	Used for installing the ball bearing of the transfer clutch assembly.
 ST-499575400	499575400	GAUGE	Used for measuring height of end play.
 ST-499575500	499575500	GAUGE	Used for measuring height of end play.

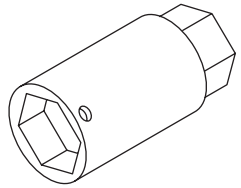
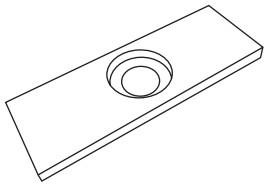
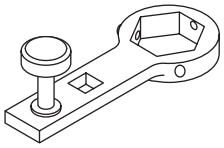
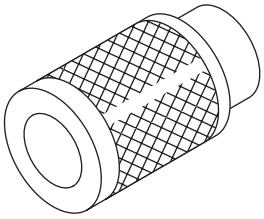
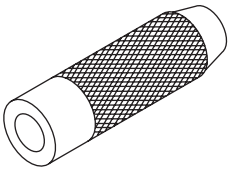
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499787500	499787500	ADAPTER	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the preload of the drive pinion shaft. • Used for measuring the backlash of hypoid gear.
 ST-499575600	499575600	GAUGE	Used for measuring height of end play.
 ST-499787700	499787700	WRENCH	• Used for removing and installing the drive pinion shaft lock nut. • Used for measuring the preload of the drive pinion shaft. • Used for measuring the backlash of hypoid gear.
 ST-499757002	499757002	INSTALLER	• Used for removing the bearing of reduction driven gear. • Used for installing the parking gear. • Used for installing the transfer drive gear.
 ST-899580100	899580100	INSTALLER	• Used for installing the collar of reduction driven gear. • Used for installing the ball bearing of the transfer driven gear. • Used for installing the bearing inner race of drive pinion shaft.

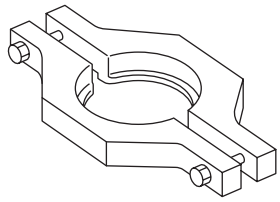
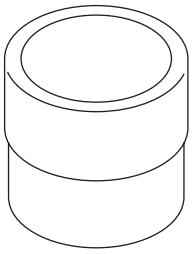
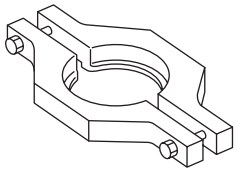
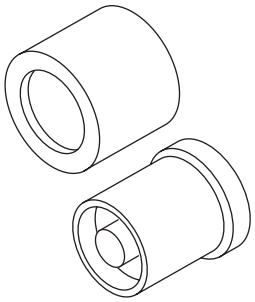
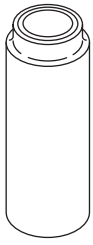
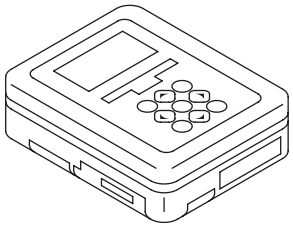
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077300	498077300	REMOVER	Used for installing the ball bearing of reduction driven gear.
 ST-499755602	499755602	PRESS SNAP RING	• Used for installing the oil seal. • Used for installing the ball bearing and roller bearing. • Used for installing the plug.
 ST-498077400	498077400	REMOVER	Used for removing the ball bearing of transfer driven gear.
 ST20099AE020	20099AE020	INSTALLER	Used for installing the bearing outer race of drive pinion shaft.
 ST-927130000	927130000	EXTENSION DRIVE SHAFT	Used for installing the bearing inner race of drive pinion shaft.

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

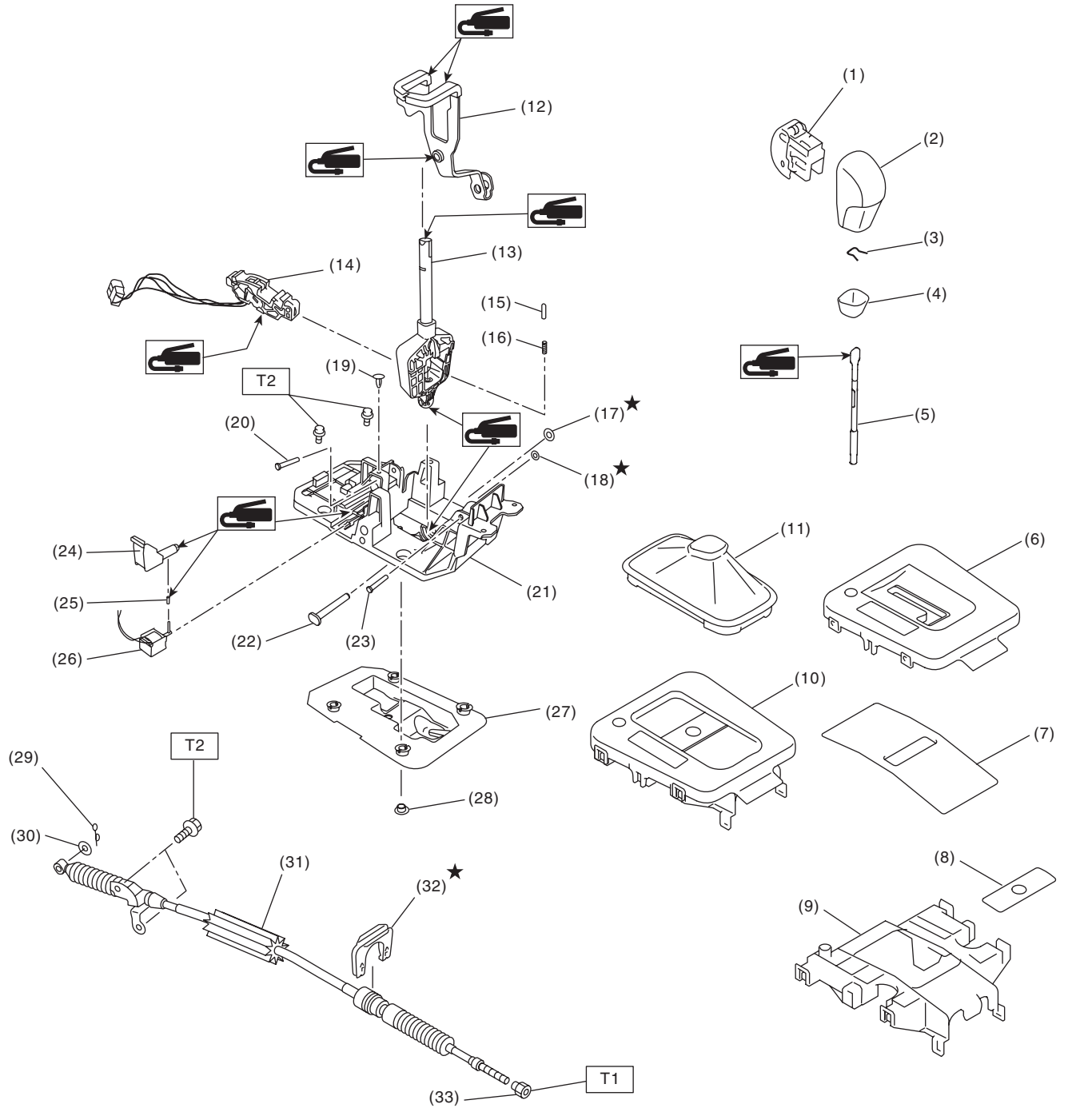
2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance and voltage.
Thickness gauge	Used for measuring the clearance in reverse brake, forward clutch and transfer clutch.
Caliper	Used for measuring the dimension.
Spring scale	Used for measuring the starting torque of the drive pinion.
TORX® bit T70	Used for removing and installing differential gear oil drain plug.
Straight pin remover	Used for removing and installing the straight pin.
Push/pull gauge	Used for measuring clutch clearance.
Angle gauge	Used for installing the drive plate.

1. General Description

A: COMPONENT

1. AT SELECT LEVER



CS-01862

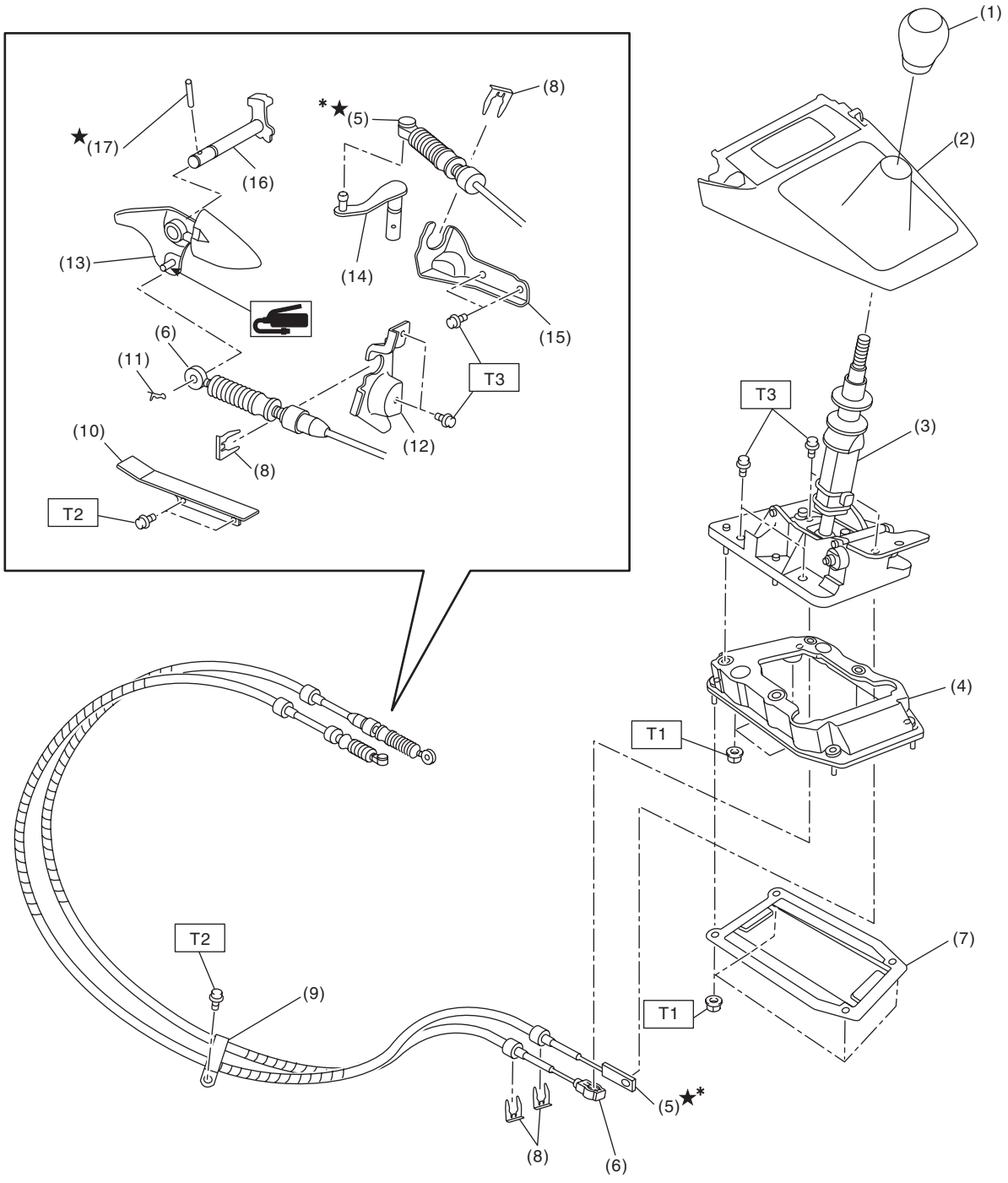
(1) Button ASSY-AT
(2) Grip sub ASSY
(3) Clamp grip pin
(4) Cover grip AT (model with gate shifter)
(5) Rod COMPL
(6) Indicator cover (model with gate shifter)
(7) Blind A (model with gate shifter)
(8) Blind B (model with gate shifter)
(9) Housing (model with gate shifter)
(10) Indicator assembly (model with boot shifter)
(11) Boot ASSY (model with boot shifter)
(12) Arm COMPL
(13) Selector lever COMPL
(14) Plate guide
(15) Rod detent
(16) Detent spring
(17) Clamp push nut
(18) Clamp push nut
(19) Clamp pin
(20) Spacer pin guide
(21) Plate COMPL
(22) Shaft control
(23) Spacer pin guide
(24) Rod shift lock
(25) Cushion solenoid
(26) Solenoid unit
(27) Gasket
(28) Spacer plate
(29) Snap pin
(30) Washer
(31) Select cable
(32) Clamp
(33) Nut

Tightening torque:N·m (kgf-m, ft-lb)

T1: 7.5 (0.8, 5.5)

T2: 18 (1.8, 13.3)

2. 6MT GEAR SHIFT LEVER



CS-01688

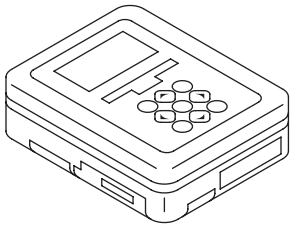
(1) Shift knob
(2) Cover - shift lever
(3) Gear shift lever ASSY
(4) Cable cover ASSY
(5) MT gear select cable
(6) MT gear shift cable
(7) Cable cover plate
(8) Clamp
(9) Cable clamp
(10) Dust cover
(11) Snap pin
(12) Shift bracket
(13) Shift lever COMPL
(14) Selector lever COMPL
(15) Select bracket
(16) Shifter arm No. 2
(17) Spring pin

Tightening torque: N·m (kgf-m, ft-lb)
T1: 7.5 (0.8, 5.5)
T2: 15 (1.5, 11.1)
T3: 18 (1.8, 13.3)

*: Always use new MT gear select cable if the cable is removed from select lever COMPL of transmission side.

B: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 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.

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Use SUBARU genuine fluid, grease etc. or equivalent. Do not mix fluid, grease, etc. of different grades or manufacturers.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Apply grease onto sliding or revolving surfaces before installation.
- Before installing O-rings or snap rings, apply sufficient amount of fluid to avoid damage and deformation.
- Before securing a part in a vise, place cushioning material such as wood blocks, aluminum plate or cloth between the part and the vise.
- Before disconnecting electrical connectors, be sure to disconnect the negative terminal from battery.

1. General Description

A: SPECIFICATION

1. TORQUE CONVERTER

Model	2.0 L DOHC turbo
Type	Symmetric, 3-element, single stage, 2-phase torque converter
Stall torque ratio	2.09
Nominal mm (in)	246 (9.69)
Stall speed (at sea level)	2,080 — 2,600
One-way clutch	Sprag type one-way clutch

2. OIL PUMP

Type		Internal gear pump
Driving method		Driven by chain
Number of teeth	Inner rotor	8
	Outer rotor	9

3. TRANSMISSION CONTROL ELEMENT

Type	Forward continuously variable speed change, 1 reverse, planetary gear
Multi-plate clutch	1 set
Multi-plate brake	1 set

4. TRANSMISSION GEAR RATIO

Forward	3.505 — 0.544
Rev	2.345

5. PLATE

Number of input clutch drive plates	5
Number of forward clutch drive plates	6
Number of reverse brake drive plates	5

6. SELECTOR POSITION

P (Park)	Transmission neutral, output shaft locked, engine start enabled
R (Reverse)	Rev
N (Neutral)	Transmission neutral, engine start enabled
D (Drive)	Forward continuously variable speed change and 8 speed step change*1
M (Manual mode) (paddle shift +side)	Manual gear change 1st → 2nd → 3rd → 4th → 5th → 6th → 7th*1 → 8th*1
M (Manual mode) (paddle shift –side)	Manual gear change 1st ← 2nd ← 3rd ← 4th ← 5th ← 6th → 7th*1 → 8th*1

*1: Only when in S# mode

7. HYDRAULIC CONTROL AND LUBRICATION

Type	Electronic hydraulic control (speed changed by signals of vehicle speed and accelerator opening angle)
Fluid	Specified fluid: SUBARU HIGH TORQUE CVT FLUID FOR LINEARTRONIC **CAUTION:** **Always use specified CVTF. Using other fluid will cause malfunction.**
Fluid capacity L (US qt, Imp qt)	12.11 — 12.61 (12.8 — 13.3, 10.7 — 11.1)
Lubrication system	Forced feed lubrication with oil pump

8. COOLING AND HARNESS

Cooling system	CVTF cooler (with warmer feature)
Inhibitor switch harness	12 poles
Transmission harness	20 poles

9. TRANSFER

Transfer type	Multi-plate transfer (MP-T)
Number of transfer clutch drives & driven plates	6
Control method	Electronic hydraulic type
Reduction gear ratio	1.000 (37/37)

10.REDUCTION GEAR RATIO

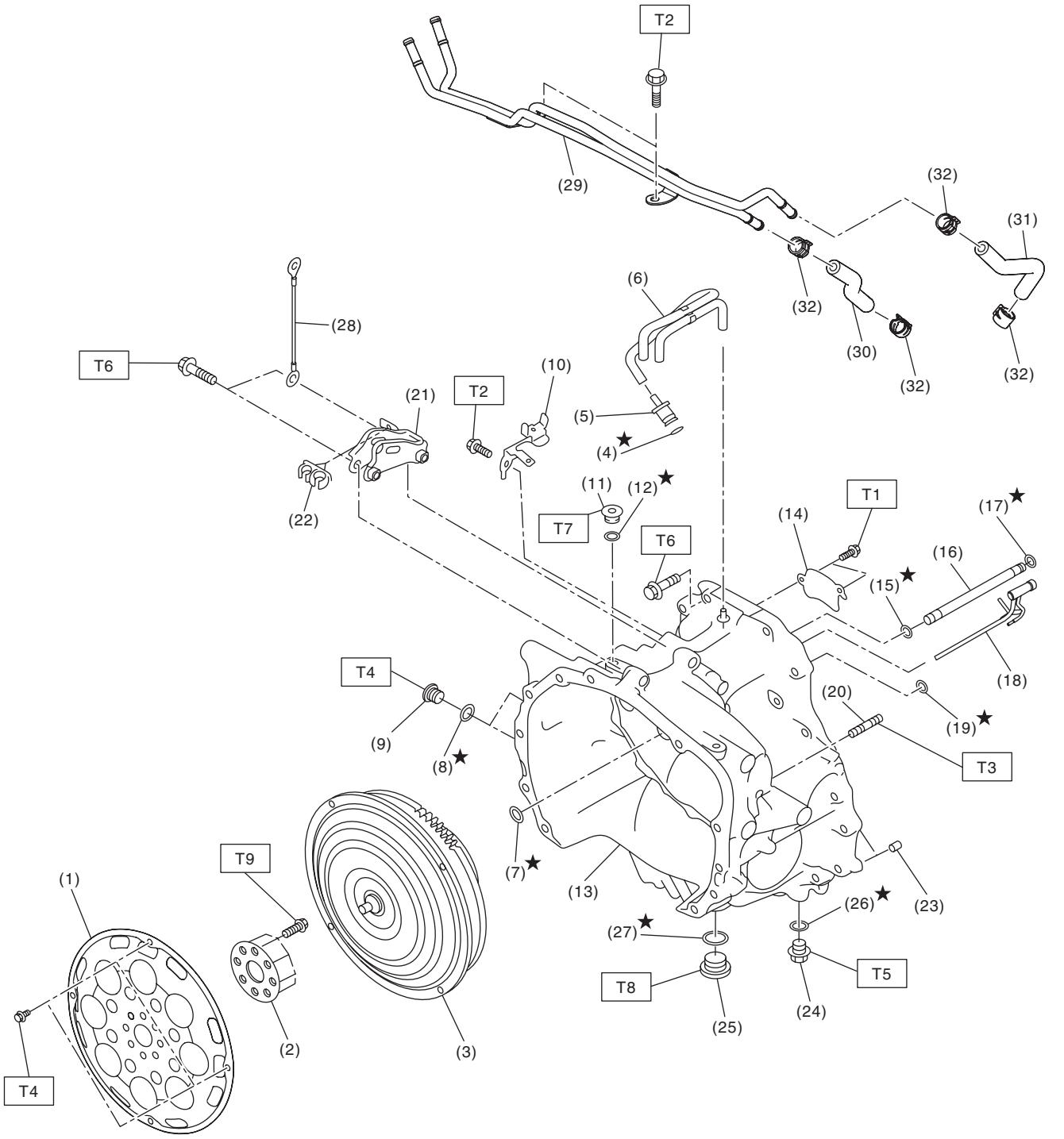
Front final reduction gear ratio	4.111

11.FRONT DIFFERENTIAL GEAR OIL

Fluid	Recommended fluid: SUBARU GEAR OIL EXTRA MT **CAUTION:** **If an alternative transmission oil is used, you may not have expected functionality and performance.** Alternative fluid: GL-5 (75W-90)
Fluid capacity L (US qt, Imp qt)	1.3 — 1.5 (1.4 — 1.6, 1.1 — 1.3)

B: COMPONENT

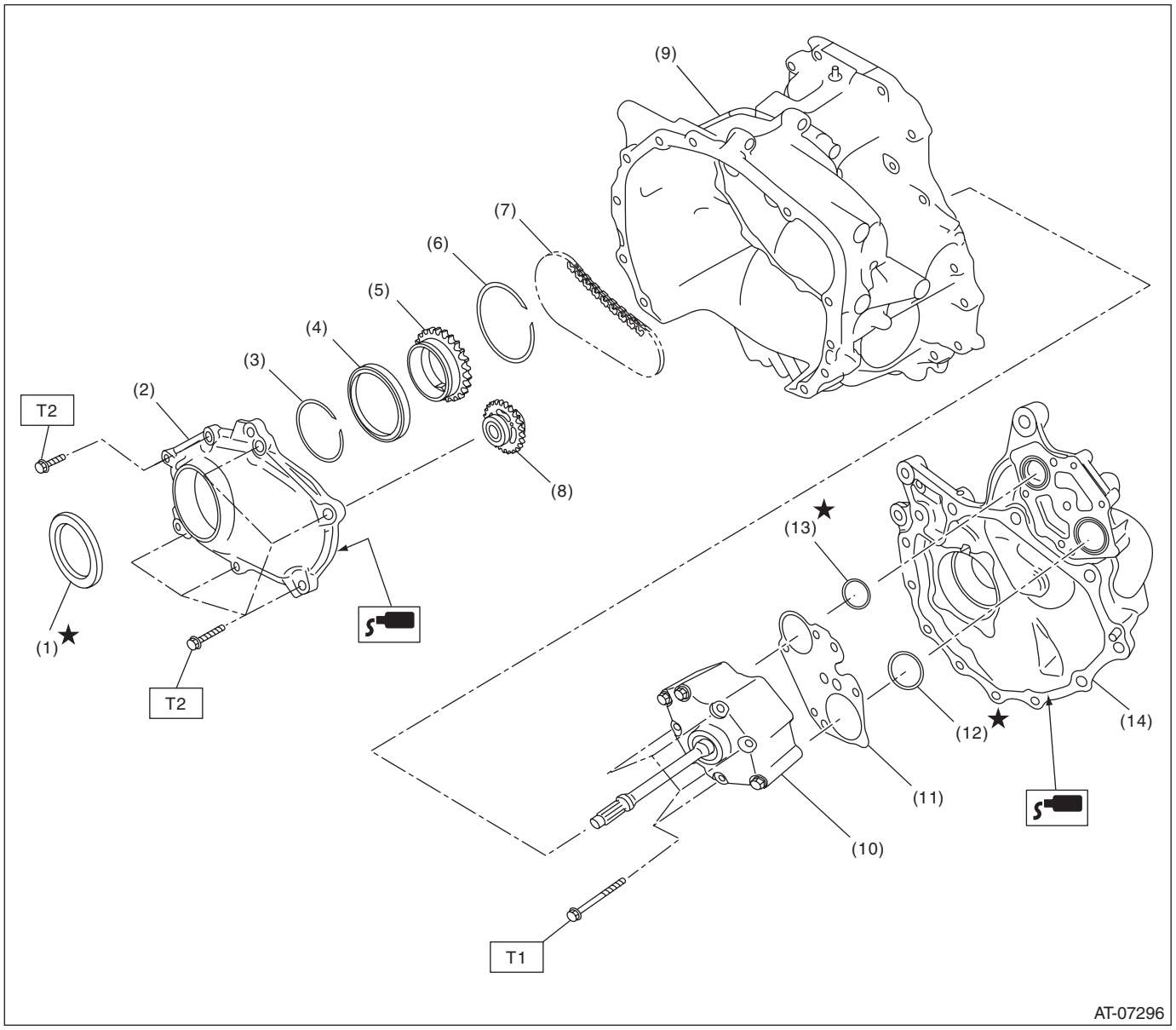
1. TORQUE CONVERTER ASSEMBLY AND CONVERTER CASE



(1) Drive plate
(2) Reinforcement drive plate
(3) Torque converter ASSY
(4) O-ring
(5) Oil charge pipe cap
(6) Air breather hose ASSY
(7) O-ring
(8) O-ring
(9) Plug
(10) Transmission harness stay
(11) Plug
(12) O-ring
(13) Converter case
(14) Oil stopper plate
(15) O-ring
(16) Lubrication pipe
(17) O-ring
(18) Lubrication pipe
(19) O-ring
(20) Stud bolt
(21) Pitching stopper bracket
(22) Clip
(23) Straight pin
(24) Overflow drain plug
(25) Front differential gear oil drain plug
(26) Gasket
(27) Gasket
(28) Transmission radio ground cord
(29) CVT cooler pipe COMPL
(30) CVTF hose
(31) CVTF hose
(32) Clamp

Tightening torque: N·m (kgf-m, ft-lb)
T1: 9 (0.9, 6.6)
T2: 16 (1.6, 11.8)
T3: 18 (1.8, 13.3)
T4: 25 (2.5, 18.4)
T5: 35 (3.6, 25.8)
T6: 41 (4.2, 30.2)
T7: 50 (5.1, 36.9)
T8: 70 (7.1, 51.6)
T9: <Ref. to CVT(TR690)-136, INSTALLATION, Drive Plate.>

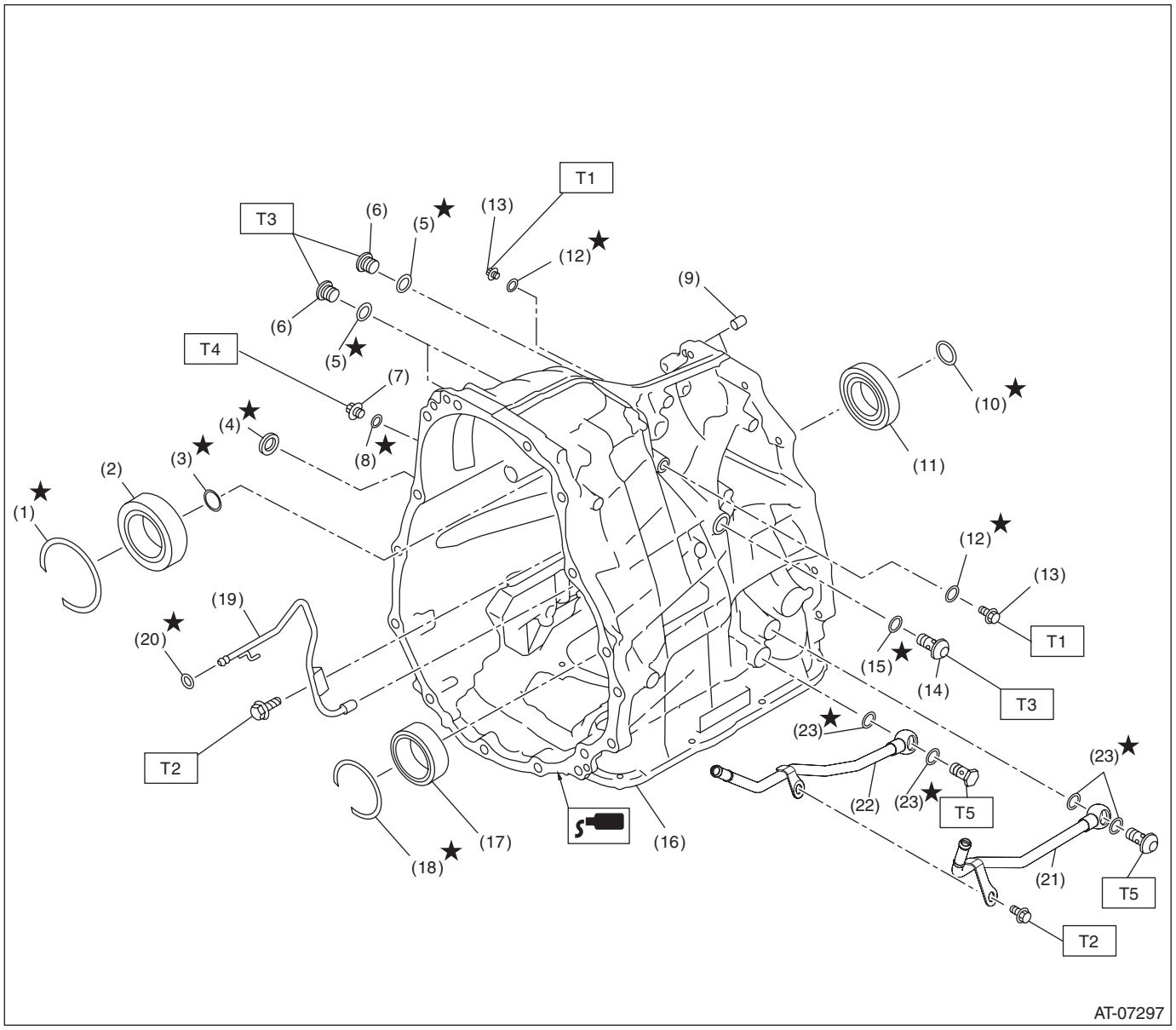
2. OIL PUMP ASSY



(1) Oil seal
(2) Oil pump chain cover
(3) Snap ring
(4) Ball bearing
(5) Drive sprocket
(6) Snap ring
(7) Oil pump chain
(8) Driven sprocket
(9) Converter case
(10) Oil pump ASSY
(11) Plate
(12) O-ring (large)
(13) O-ring (small)
(14) Drive pinion retainer

Tightening torque: N·m (kgf-m, ft-lb)
T1: 8.5 (0.9, 6.3)
T2: 24 (2.4, 17.7)

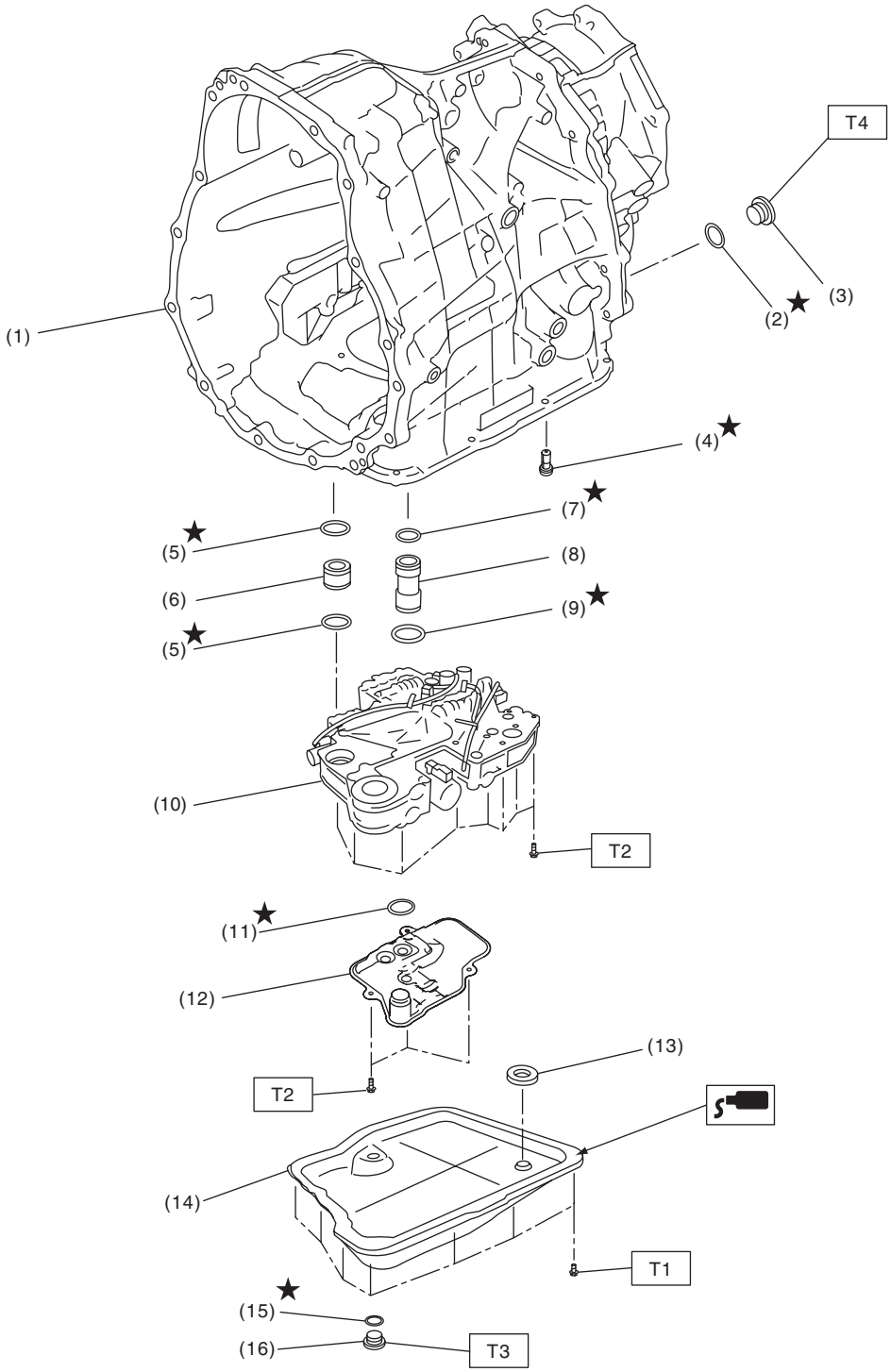
3. TRANSMISSION CASE



(1) Snap ring
(2) Roller bearing
(3) Seal ring
(4) Oil seal
(5) O-ring
(6) Plug
(7) Plug
(8) Gasket
(9) Straight pin
(10) Seal ring
(11) Ball bearing
(12) O-ring
(13) Plug
(14) Plug
(15) O-ring
(16) Transmission case
(17) Roller bearing
(18) Snap ring
(19) Lubrication pipe
(20) O-ring
(21) CVTF outlet pipe
(22) CVTF inlet pipe
(23) Gasket

Tightening torque: N·m (kgf-m, ft-lb)
T1: 13 (1.3, 9.6)
T2: 16 (1.6, 11.8)
T3: 25 (2.5, 18.4)
T4: 35 (3.6, 25.8)
T5: 40 (4.1, 29.5)

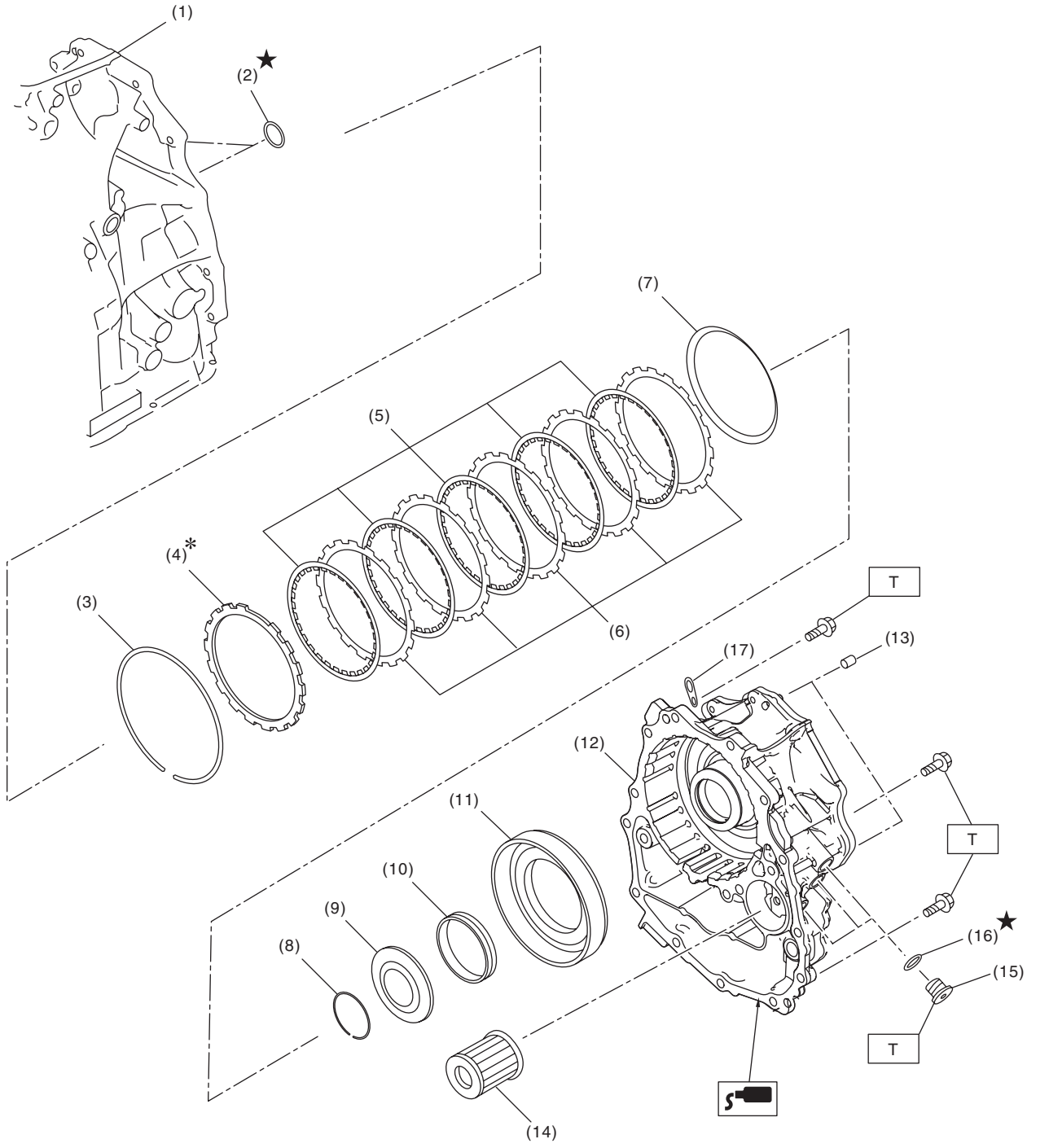
4. CONTROL VALVE BODY



(1) Transmission case
(2) Gasket
(3) Filler plug
(4) CVTF filter
(5) O-ring
(6) Pressure pipe
(7) O-ring (small)
(8) CVTF pipe
(9) O-ring (large)
(10) Control valve body
(11) O-ring
(12) Oil strainer
(13) Magnet
(14) Oil pan
(15) Gasket
(16) CVTF drain plug

Tightening torque:N·m (kgf-m, ft-lb)	
T1:	***5 (0.5, 3.7)***
T2:	***9 (0.9, 6.6)***
T3:	***39.2 (4.0, 28.9)***
T4:	***50 (5.1, 36.9)***

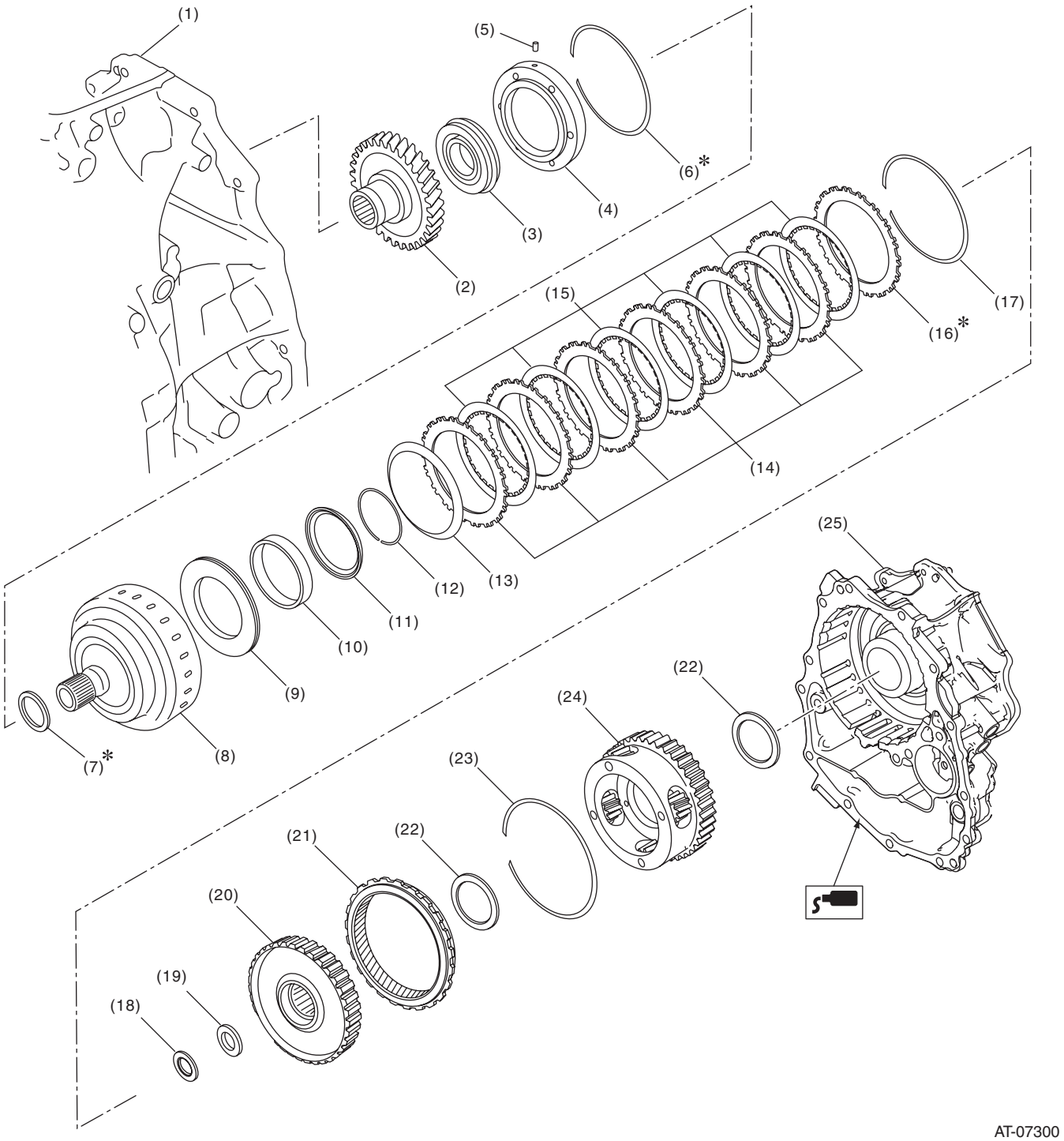
5. REVERSE BRAKE ASSEMBLY AND INTERMEDIATE CASE



(1) Transmission case
(2) O-ring
(3) Snap ring
(4) Retaining plate
(5) Drive plate
(6) Driven plate
(7) Dish plate
(8) Snap ring
(9) Spring retainer
(10) Return spring
(11) Reverse brake piston
(12) Intermediate case
(13) Straight pin
(14) CVTF filter
(15) Plug
(16) O-ring
(17) Transmission hanger

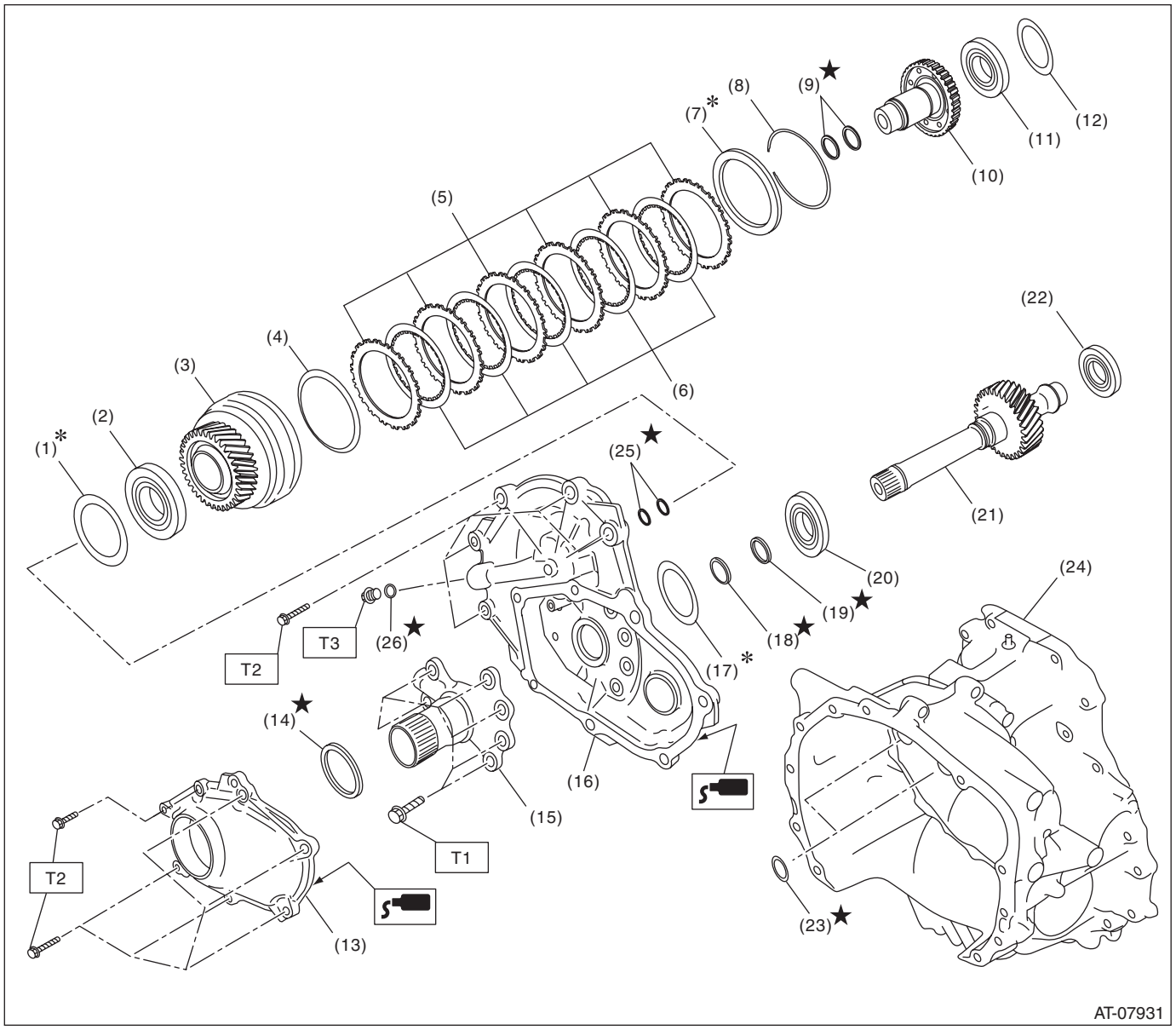
Tightening torque: N·m (kgf-m, ft-lb)
T: 25 (2.5, 18.4)

6. FORWARD CLUTCH ASSEMBLY AND REDUCTION DRIVEN GEAR



(1) Transmission case
(2) Reduction driven gear
(3) Ball bearing
(4) Reduction driven gear retainer
(5) Straight pin
(6) Snap ring
(7) Washer
(8) Forward clutch drum
(9) Forward clutch piston
(10) Return spring
(11) Forward clutch piston retainer
(12) Snap ring
(13) Dish plate
(14) Driven plate
(15) Drive plate
(16) Retaining plate
(17) Snap ring
(18) Thrust needle bearing
(19) Washer
(20) Sun gear ASSY
(21) Internal gear
(22) Thrust needle bearing
(23) Snap ring
(24) Planetary carrier ASSY
(25) Intermediate case

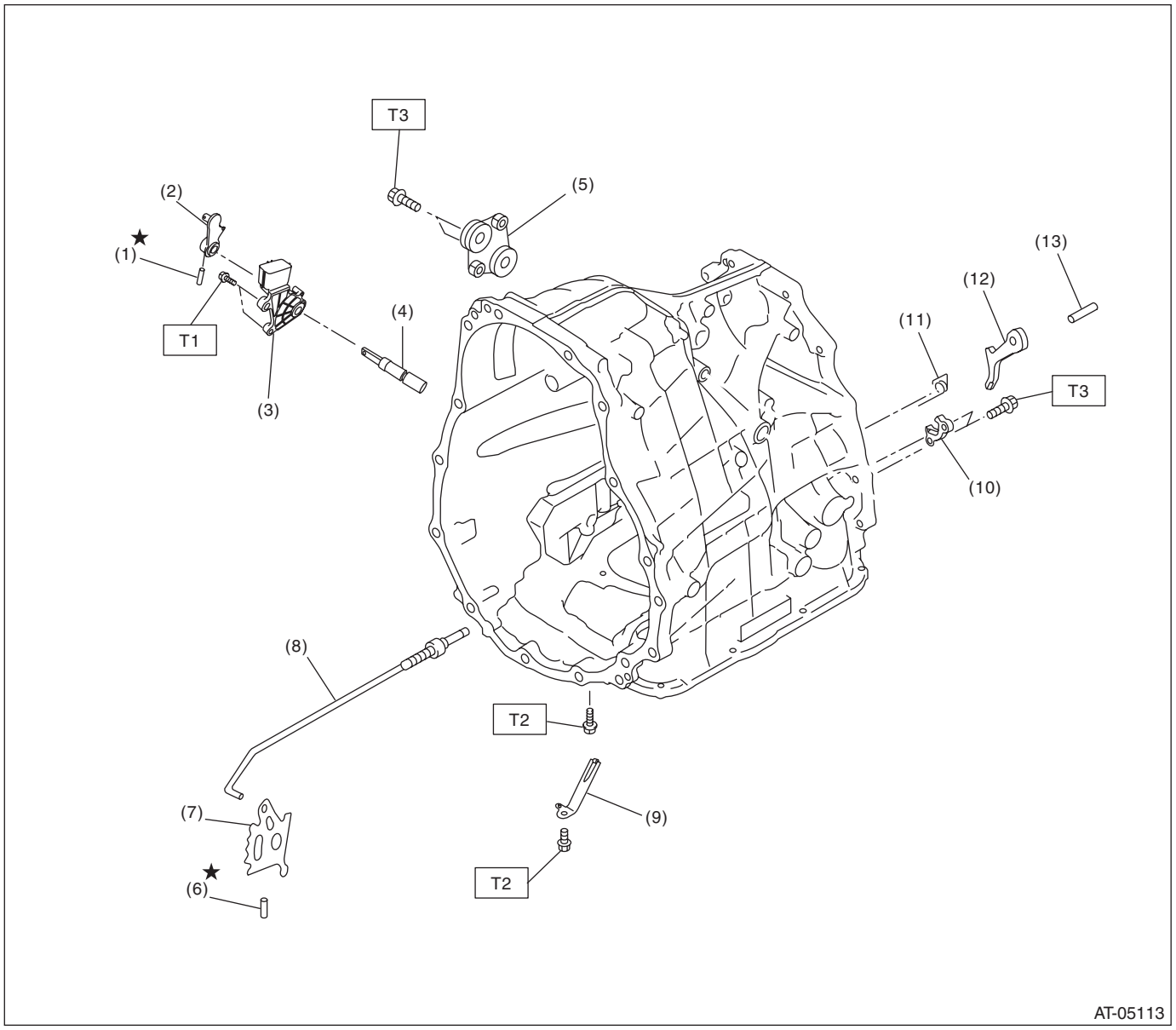
7. FRONT REDUCTION DRIVE GEAR AND FRONT REDUCTION DRIVEN GEAR



(1) Shim
(2) Ball bearing
(3) Front reduction driven gear
(4) Dish plate
(5) Driven plate
(6) Drive plate
(7) Retaining plate
(8) Snap ring
(9) Seal ring
(10) Front reduction driven shaft
(11) Ball bearing
(12) Shim
(13) Oil pump chain cover
(14) Seal ring
(15) Center support COMPL
(16) Converter case cover
(17) Shim
(18) O-ring
(19) Seal ring
(20) Ball bearing
(21) Front reduction drive gear
(22) Ball bearing
(23) O-ring
(24) Converter case
(25) Seal ring
(26) O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T1: 21.5 (2.2, 15.9)
T2: 24 (2.4, 17.7)
T3: 25 (2.5, 18.4)

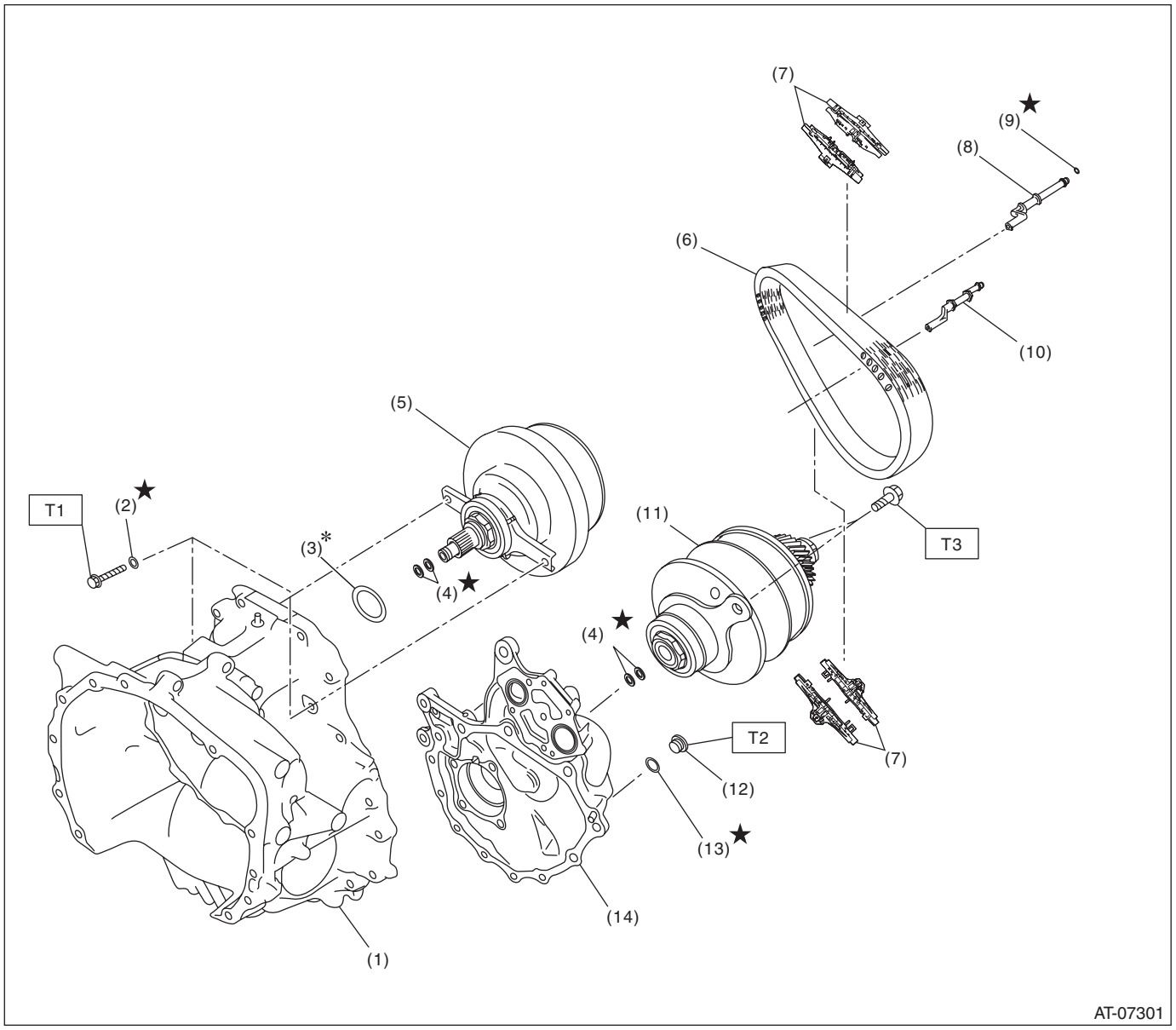
8. TRANSMISSION CONTROL DEVICE



(1) Spring pin
(2) Shifter arm
(3) Inhibitor switch
(4) Shifter arm shaft
(5) Plate ASSY
(6) Spring pin
(7) Manual plate
(8) Parking rod
(9) Detent spring
(10) Parking support
(11) Return spring
(12) Parking pawl
(13) Shaft

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 7 (0.7, 5.2)
T3: 25 (2.5, 18.4)

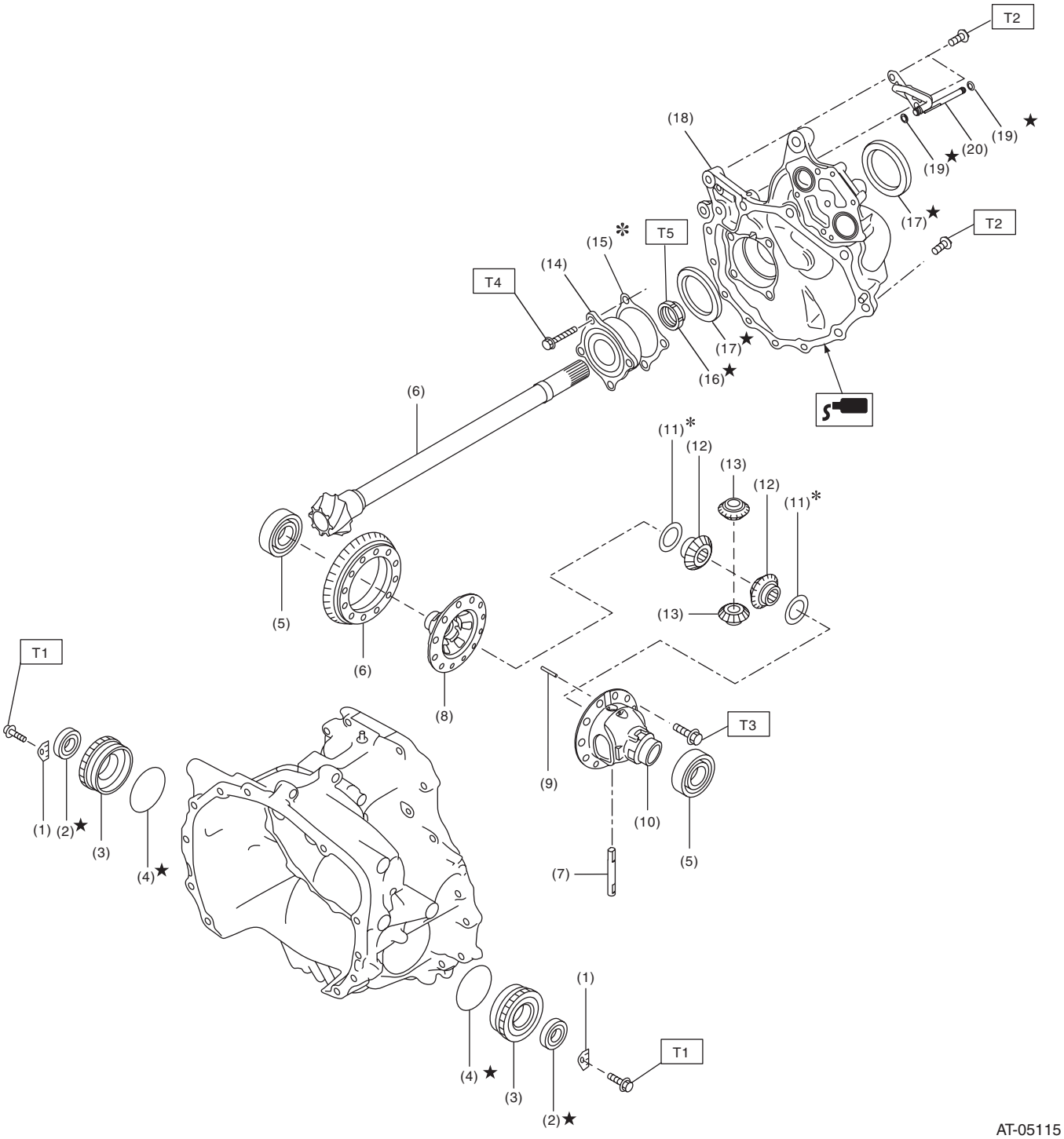
9. PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN



(1)	Converter case	(8)	Lubrication pipe
(2)	Seal washer	(9)	O-ring
(3)	Shim	(10)	Support rod
(4)	Seal ring	(11)	Secondary pulley ASSY
(5)	Primary pulley ASSY	(12)	Plug
(6)	Variator chain	(13)	O-ring
(7)	Chain guide	(14)	Drive pinion retainer

Tightening torque: N·m (kgf-m, ft-lb)
T1: 21 (2.1, 15.5)
T2: 25 (2.5, 18.4)
T3: 33 (3.4, 24.3)

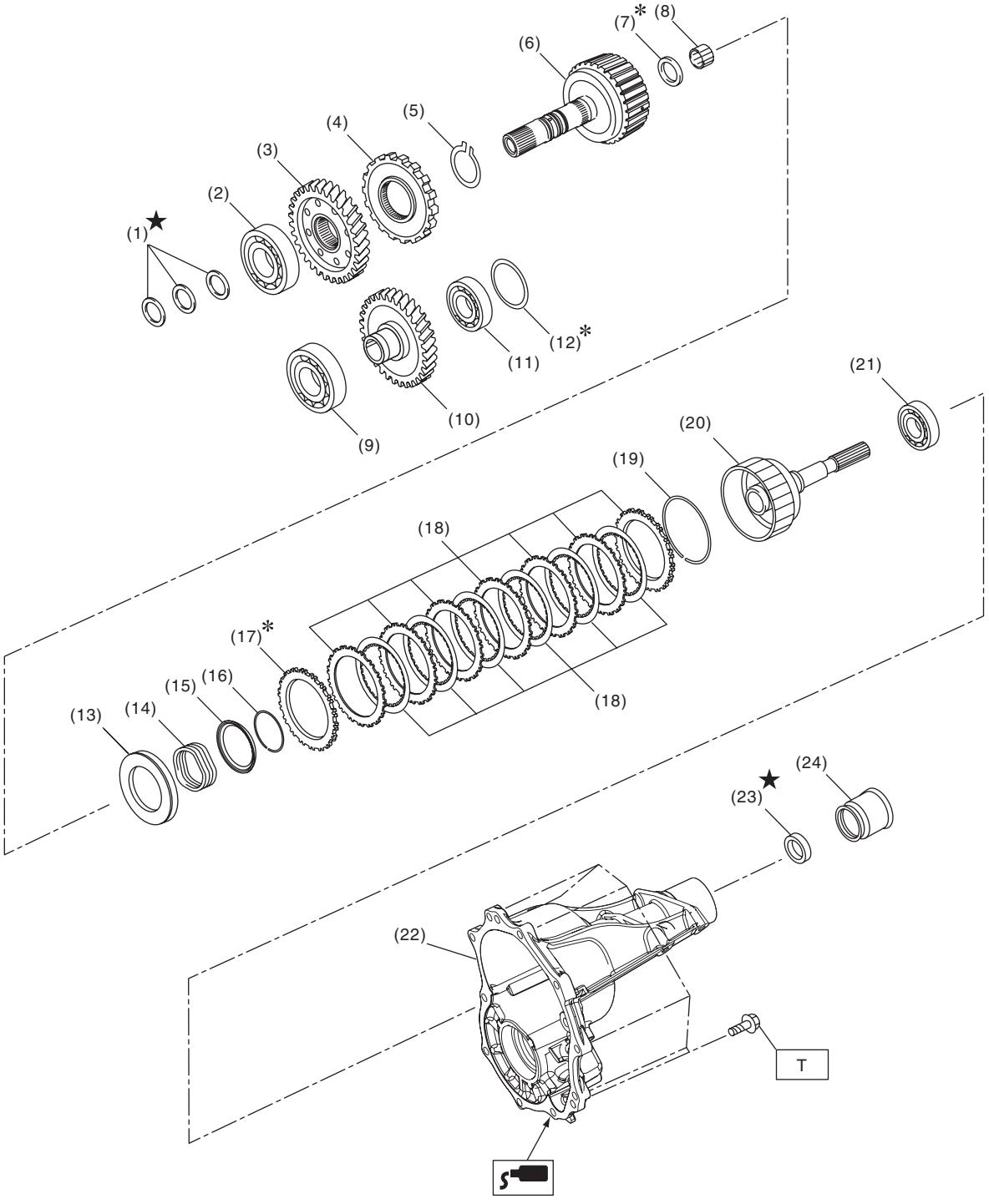
10.FRONT DIFFERENTIAL GEAR



(1) Lock plate
(2) Oil seal
(3) Differential side retainer
(4) O-ring
(5) Taper roller bearing
(6) Drive pinion gear set
(7) Pinion shaft
(8) Differential case RH
(9) Straight pin
(10) Differential case LH
(11) Washer
(12) Differential bevel gear
(13) Differential bevel pinion
(14) Taper roller bearing
(15) Shim
(16) Lock nut
(17) Oil seal
(18) Drive pinion retainer
(19) O-ring
(20) Lubrication pipe

Tightening torque: N·m (kgf-m, ft-lb)	
T1:	***25 (2.5, 18.4)***
T2:	***43 (4.4, 31.7)***
T3:	***<Ref. to CVT(TR690)-277, DIFFERENTIAL CASE ASSEMBLY, ASSEMBLY, Front Differential Assembly.>***
T4:	***70 (7.1, 51.6)***
T5:	***130 (13.3, 95.9)***

11.TRANSFER AND EXTENSION CASE

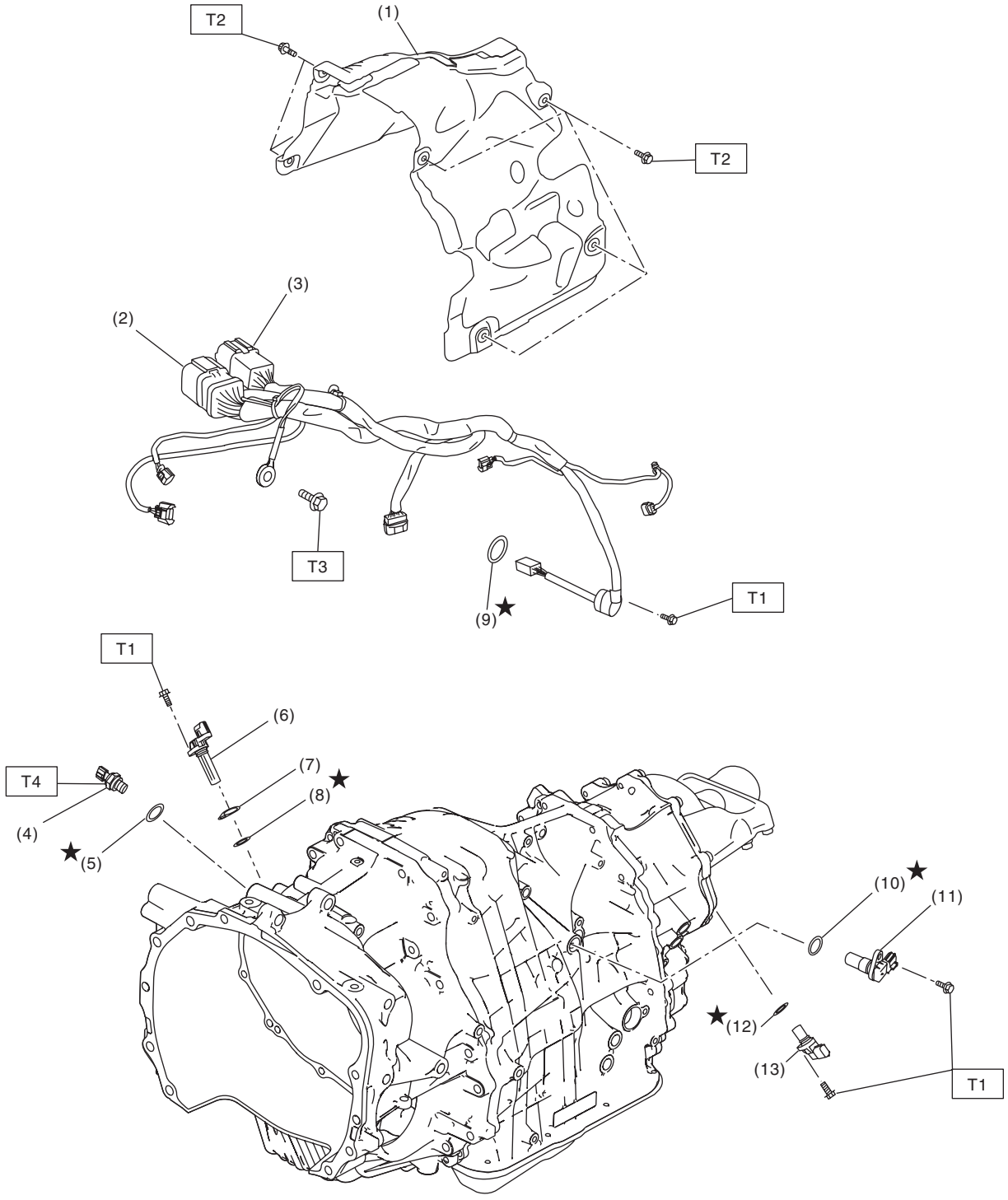


AT-07860

(1) Seal ring
(2) Ball bearing
(3) Transfer drive gear
(4) Parking gear
(5) Snap ring
(6) Reduction drive gear shaft
(7) Thrust needle bearing
(8) Needle bearing
(9) Ball bearing
(10) Transfer reduction driven gear
(11) Ball bearing
(12) Shim
(13) Transfer piston
(14) Return spring
(15) Transfer piston seal
(16) Snap ring
(17) Pressure plate
(18) Transfer clutch plate set
(19) Snap ring
(20) Rear drive shaft
(21) Ball bearing
(22) Extension case
(23) Oil seal
(24) Dust cover

Tightening torque: N·m (kgf-m, ft-lb)
T: 25 (2.5, 18.4)

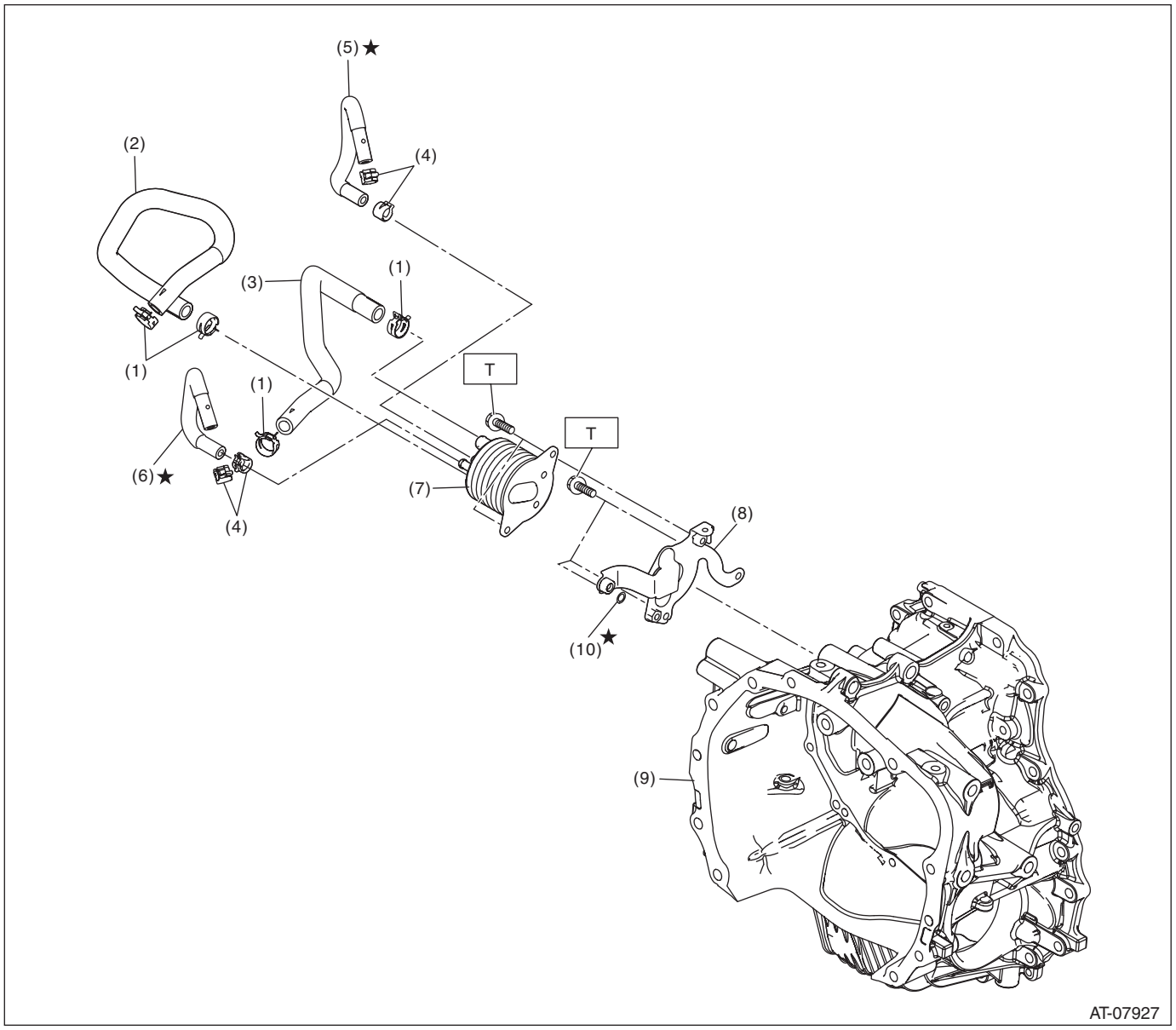
12.TRANSMISSION HARNESS AND SENSOR



(1)	Transmission cover	(8)	O-ring
(2)	Transmission harness	(9)	O-ring
(3)	Inhibitor harness	(10)	O-ring
(4)	Secondary pressure sensor	(11)	Secondary speed sensor
(5)	O-ring	(12)	O-ring
(6)	Primary speed sensor	(13)	Front wheel speed sensor
(7)	Spacer		

Tightening torque: N·m (kgf-m, ft-lb)
T1: 5 (0.5, 3.7)
T2: 8 (0.8, 5.9)
T3: 16 (1.6, 11.8)
T4: 39 (4.0, 28.8)

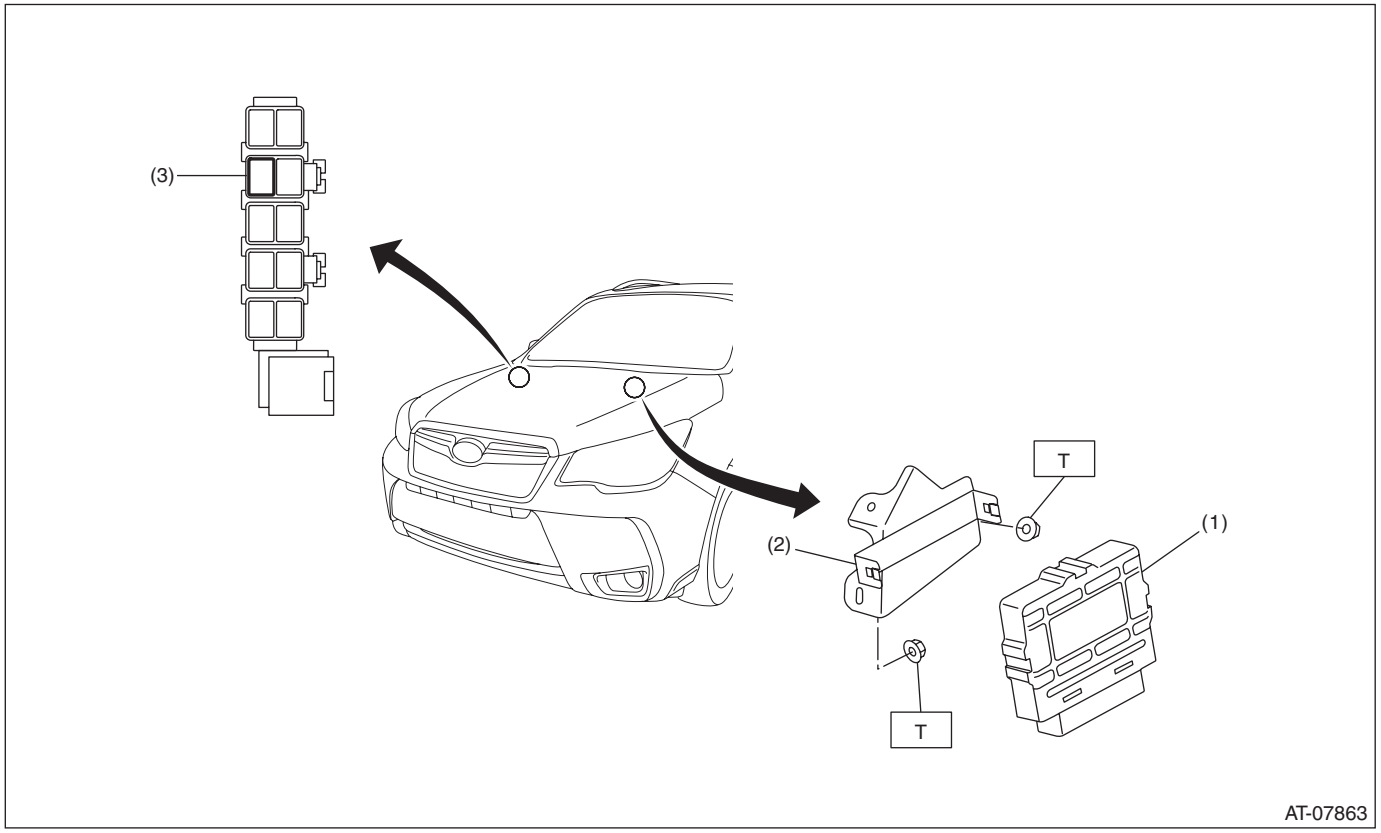
13.CVTF COOLER (WITH WARMER FEATURE)



(1) Hose clamp
(2) Engine coolant outlet hose
(3) Engine coolant inlet hose
(4) Hose clamp
(5) CVTF cooler inlet hose
(6) CVTF cooler outlet hose
(7) CVTF cooler (with warmer feature)
(8) CVTF cooler bracket
(9) Converter case
(10) O-ring

Tightening torque: N·m (kgf-m, ft-lb)
T: 23 (2.3, 17.0)

14.TRANSMISSION CONTROL MODULE

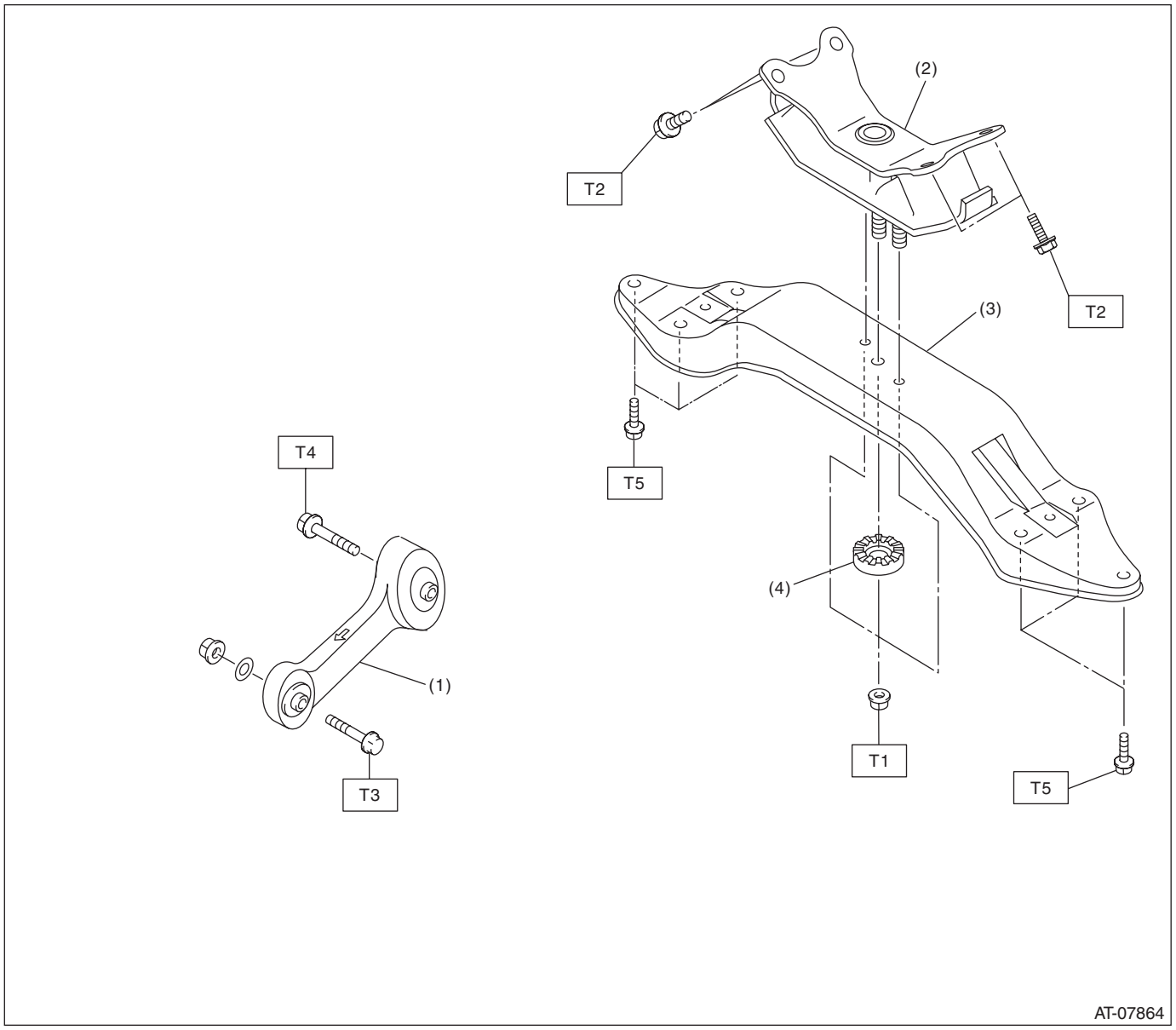


(1) Transmission control module (TCM)
(2) TCM bracket
(3) Relay

Tightening torque: N·m (kgf-m, ft-lb)

T: 7.5 (0.8, 5.5)

15.TRANSMISSION MOUNTING



(1) Pitching stopper
(2) Rear cushion rubber
(3) Transmission rear crossmember
(4) Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T1: 35 (3.6, 25.8)
T2: 40 (4.1, 29.5)
T3: 50 (5.1, 36.9)
T4: 58 (5.9, 42.8)
T5: 70 (7.1, 51.6)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Do not place the oil pan with its inner side facing up until it is installed, to prevent intrusion of foreign matter into the control valve body.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to force it apart. Do not pry apart with screwdrivers or other tools.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Use SUBARU genuine CVTF and recommended grease. Do not mix CVTF, grease etc. of different grades or manufacturers.
- Be sure to tighten bolts and nuts to the specified torque.
- Place lifts, shop jacks or rigid racks at specified locations.
- Apply CVTF onto sliding or revolving surfaces before installation.
- Apply CVTF onto the press-fitting surface of the part before press-fitting the part using a press.
- Replace deformed or damaged snap rings with new parts.
- Before installing O-rings or oil seals, apply sufficient amount of CVTF to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying liquid gasket, completely remove the old liquid gasket.
- After removing the sensors, breather hose and plugs, plug the holes to avoid foreign materials intruding as necessary.
- During disassembly or assembly, be sure to use nylon gloves or paper towels. Do not use cloth gloves or waste cloth.

D: PREPARATION TOOL

1. SPECIAL TOOL

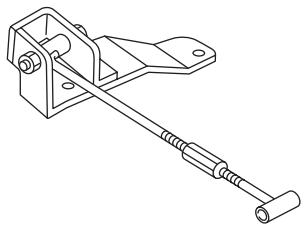
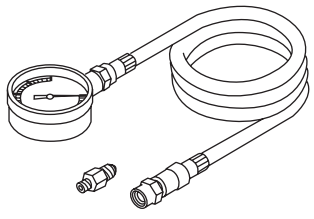
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST41099AC000	41099AC000	ENGINE SUPPORT ASSY	Used for supporting engine.
 ST18801AA000	18801AA000	OIL PRESSURE GAUGE ASSY	Used for measuring the secondary pressure (line pressure).

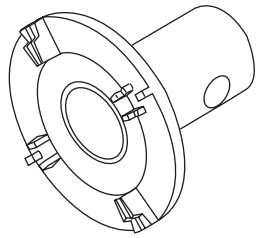
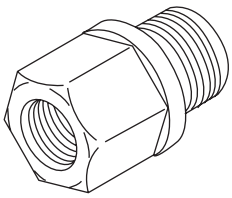
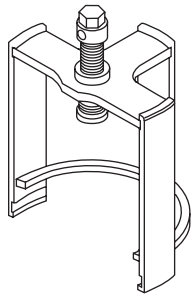
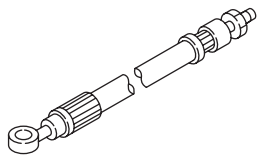
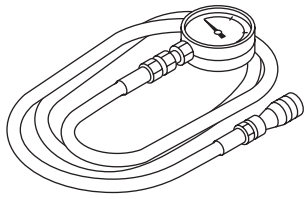
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18658AA020	18658AA020	WRENCH COMPL RETAINER	Used for removing and installing the differential side retainer.
 ST18681AA000	18681AA000	PRESSURE GAUGE ADAPTER	Used for measuring oil pressure. NOTE: Used together with the genuine O-ring (part No. 806911080).
 ST18769AA000	18769AA000	EXPANDER PULLEY	Used for removing and installing the secondary pulley assembly.
 ST-498897700	498897700	OIL PRESSURE ADAPTER SET	Used for measuring the secondary pressure (line pressure) and transfer clutch hydraulic pressure.
 ST-498575400	498575400	OIL PRESSURE GAUGE ASSY	Used for measuring the transfer clutch hydraulic pressure.

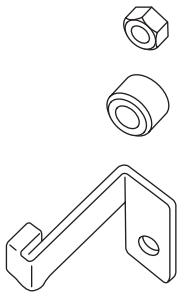
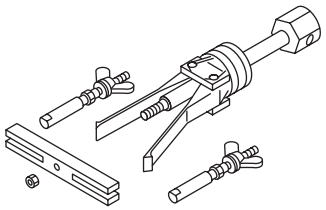
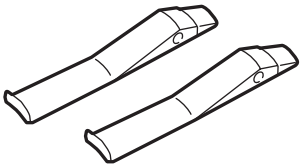
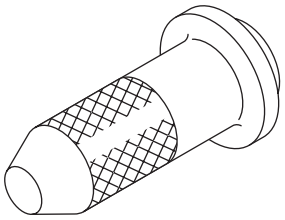
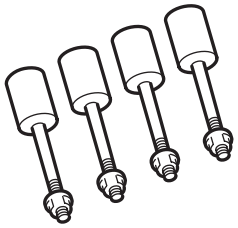
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498277200	498277200	STOPPER SET	• Used for removing and installing automatic transmission assembly to engine. • Used for preventing the torque converter from dropping off.
 ST-398527700	398527700	PULLER ASSY	• Used for removing the extension case oil seal. • Used for removing the roller bearing of the primary pulley and secondary pulley. • Used for removing the bearing of reduction driven gear. • Used for removing the differential side retainer bearing outer race.
 ST18760AA000	18760AA000	CLAW	• Used for removing ball bearing of front reduction driven gear. • Used together with PULLER ASSY (398527700).
 ST-498057300	498057300	INSTALLER	Used for installing the extension case oil seal.
 ST18632AA000	18632AA000	TRANSMISSION STAND	Used for disassembling and assembling the transmission.

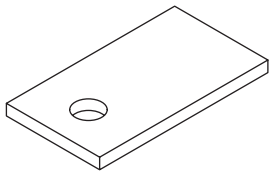
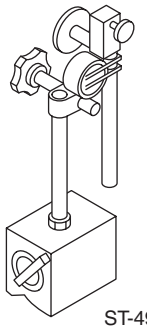
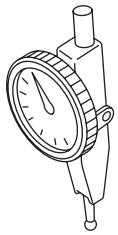
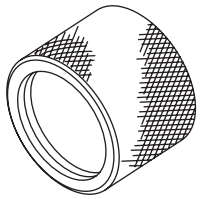
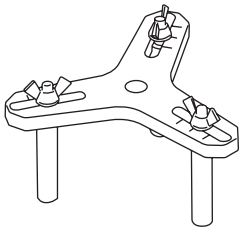
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498255400	498255400	PLATE	Used for measuring the backlash of hypoid gear.
 ST-498247001	498247001	MAGNET BASE	• Used for measuring the backlash of differential bevel pinion. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247100).
 ST-498247100	498247100	DIAL GAUGE	• Used for measuring the backlash of differential bevel pinion. • Used for measuring the backlash of hypoid gear. • Used together with DIAL GAUGE (498247101).
 ST18675AA000	18675AA000	DIFFERENTIAL SIDE OIL SEAL INSTALLER	Used for installing the differential side retainer oil seal.
 ST18762AA001	18762AA001	COMPRESSOR SPECIAL TOOL	• Used for disassembling and installing the multi-plate clutch piston for shifting. • COMPRESSOR SPECIAL TOOL (18762AA000) can also be used.

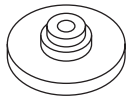
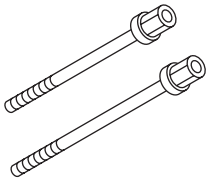
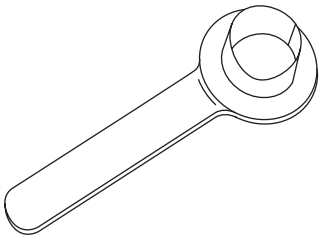
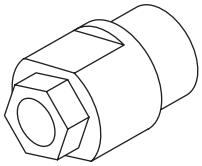
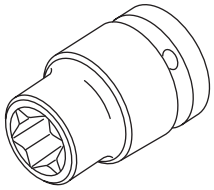
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18765AA000	18765AA000	COMPRESSOR SUPPORT	Used for disassembling and installing the multi-plate clutch for shifting.
 ST18763AA000	18763AA000	COMPRESSOR SHAFT	Used for disassembling and installing the multi-plate clutch for shifting.
 ST28399SA010	28399SA010	OIL SEAL PROTECTOR	Used for protecting oil seal when installing front drive shaft.
 ST18667AA010	18667AA010	HOLDER	• Used for removing and installing the drive pinion lock nut. • Used as a holder to rotate gear when checking tooth contact.
 ST18270KA010	18270KA010	SOCKET (E16)	Used for removing and installing the center support COMPL.

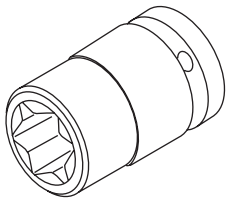
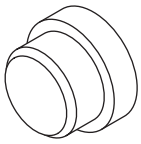
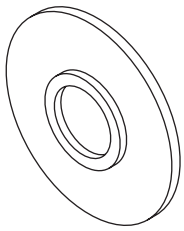
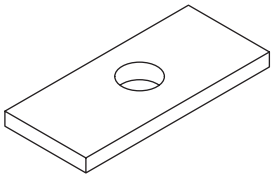
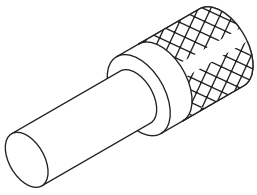
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18270KA020	18270KA020	SOCKET (E20)	• Used for removing and installing the hypoid driven gear. • Used for removing and installing the drive pinion shaft retainer.
 ST-398497701	398497701	SEAT	Used for removing and installing the ball bearing.
 ST-398177700	398177700	INSTALLER	• Used for removing and installing the ball bearing and tapered roller bearing. • Used for installing the parking gear.
 ST-398643600	398643600	GAUGE	Used for measuring the total end play, extension end play and drive pinion height.
 ST-899864100	899864100	REMOVER	Used for removing and installing the ball bearing.

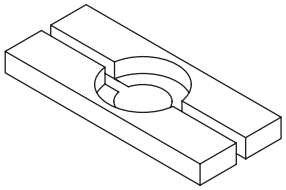
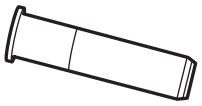
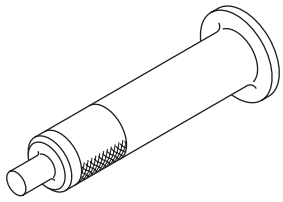
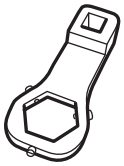
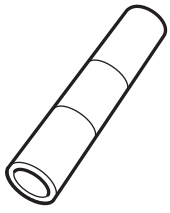
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077000	498077000	REMOVER	• Used for removing ball bearing of front reduction drive gear. • Used for removing the inner bearing inner race of the drive pinion shaft. • Used for removing the differential taper roller bearing.
 ST18657AA010	18657AA010	INSTALLER	Used for installing the oil seal of inhibitor switch.
 ST18657AA020	18657AA020	OIL SEAL INSTALLER	Used for installing the oil seal.
 ST18621AA000	18621AA000	ADAPTER WRENCH	Used for removing and installing the drive pinion shaft lock nut.
 ST18651AA000	18651AA000	INSTALLER	Used for installing the bearing of front reduction drive gear.

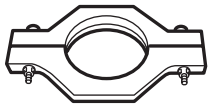
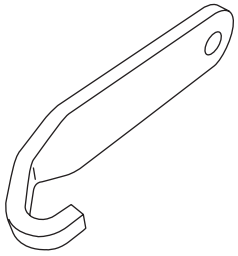
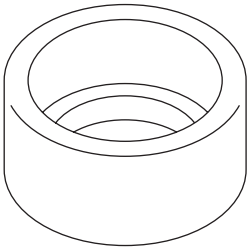
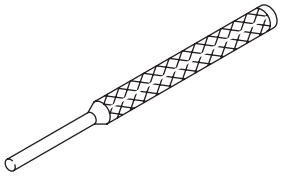
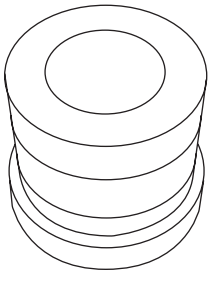
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18720AA000	18720AA000	REMOVER	Used for removing ball bearing of reduction driven gear.
 ST-498497300	498497300	CRANKSHAFT STOPPER	Used for stopping the drive plate rotation when removing and installing the drive plate.
 ST20299AG010	20299AG010	PRESS SNAP RING	Used for installing the bearing on primary pulley side.
 ST-398791600	398791600	REMOVER	Used for removing and installing the shifter arm spring pin.
 ST-399513600	399513600	INSTALLER	• Used to install the rear drive shaft ball bearing. • Used for removing the bearing of the oil pump chain sprocket.

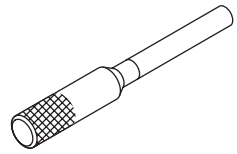
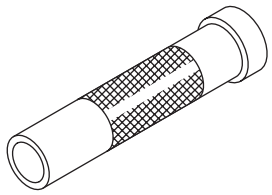
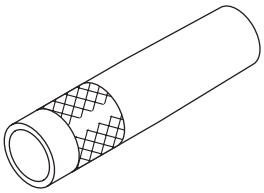
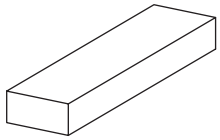
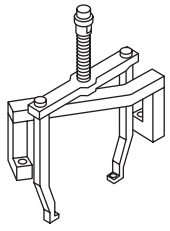
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499267300	499267300	STOPPER PIN	Used for adjusting the inhibitor switch.
 ST-499277100	499277100	BUSHING 1-2 INSTALLER	• Used for installing the front differential taper roller bearing. • Used for removing and installing the transfer reduction drive gear. • Used for installing the ball bearing of the transfer reduction drive gear. • Used for installing the oil seal. • Used for installing the ball bearing of the transfer reduction driven gear.
 ST-499277200	499277200	INSTALLER	• Used for installing the inner bearing inner race of drive pinion shaft. • Used for installing the reduction driven gear.
 ST-499575400	499575400	GAUGE	Used for measuring height of end play.
 ST-499737100	499737100	PULLER SET	• Used for measuring the transfer end play. • Use the rack only.

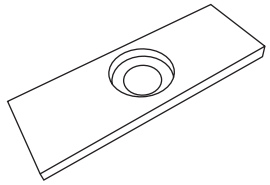
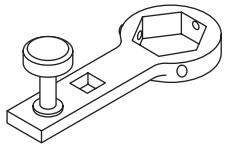
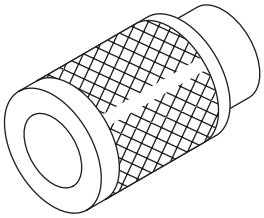
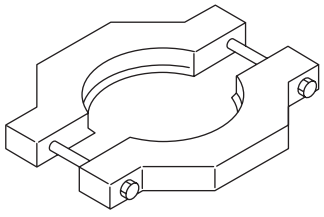
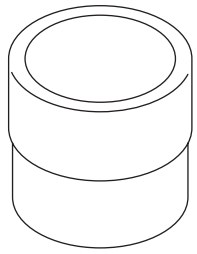
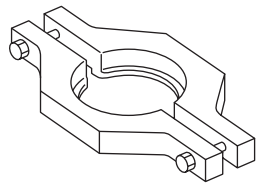
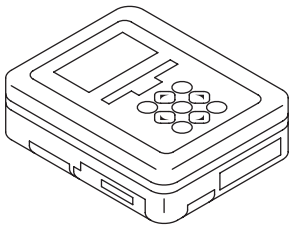
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499575600	499575600	GAUGE	Used for measuring height of end play.
 ST-499787700	499787700	WRENCH	Used for measuring the differential pinion shaft backlash.
 ST-499757002	499757002	INSTALLER	Used for removing the bearing of front reduction driven gear.
 ST18767AA000	18767AA000	BEARING REMOVER	• Used for removing the transfer reduction drive gear. • Used for removing the reduction driven gear bearing retainer.
 ST-499755602	499755602	PRESS SNAP RING	• Used for installing the oil seal. • Used for installing the ball bearing and roller bearing. • Used for installing the ball bearing of the front reduction driven gear.

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498077600	498077600	REMOVER	• Used for removing the ball bearing of the rear drive shaft. • Used for removing the ball bearing of transfer reduction driven gear. • Used for removing ball bearing of reduction driven gear. • Used for removing the ball bearing of drive 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.
Thickness gauge	Used for the clearance in reverse brake, forward clutch, transfer clutch and input clutch.
Caliper	Used for measuring the clearance at the parts.
Spring scale	Used for measuring the starting torque of the drive pinion.
TORX® bit T70	Used for removing and installing differential gear oil drain plug.
Straight pin remover	Used for removing and installing the spring pin.
Deep socket	Used for removing and installing the secondary pressure sensor. NOTE: Use Ko-ken 3/8 12-point 27 mm (manufacturer product No. 3305M-27).
Push/pull gauge	Used for measuring clutch clearance.
Angle gauge	• Used for installing the hypoid driven gear. • Used for installing the drive plate.

1. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Note
P0500	Vehicle Speed Sensor “A”	<Ref. to GD(CVT)-5, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0601	Internal Control Module Memory Checksum Error	<Ref. to GD(CVT)-6, DTC P0601 INTERNAL CONTROL MODULE MEMORY CHECKSUM ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(CVT)-7, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P062F	Internal Control Module EEPROM Error	<Ref. to GD(CVT)-8, DTC P062F INTERNAL CONTROL MODULE EEPROM ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0705	Transmission Range Sensor Circuit (PRNDL Input)	<Ref. to GD(CVT)-8, DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0708	AT Range Switch Not Inputted	<Ref. to GD(CVT)-9, DTC P0708 AT RANGE SWITCH NOT INPUTTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0711	ATF Temp. Sensor Circuit Range/Performance	<Ref. to GD(CVT)-10, DTC P0711 ATF TEMP. SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0712	Transmission Fluid Temperature Sensor Circuit Low Input	<Ref. to GD(CVT)-11, DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0713	Transmission Fluid Temperature Sensor Circuit High Input	<Ref. to GD(CVT)-12, DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0716	Torque Converter Turbine Speed	<Ref. to GD(CVT)-14, DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0717	Input/Turbine Speed Sensor "A" Circuit No Signal	<Ref. to GD(CVT)-14, DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0719	Brake Switch Circuit Low	<Ref. to GD(CVT)-15, DTC P0719 BRAKE SWITCH CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0720	Output Speed Sensor Circuit	<Ref. to GD(CVT)-16, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0721	Output Shaft Speed Sensor Circuit Range/Performance	<Ref. to GD(CVT)-17, DTC P0721 OUTPUT SHAFT SPEED SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0724	Brake Switch Circuit High	<Ref. to GD(CVT)-18, DTC P0724 BRAKE SWITCH CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0730	Gearshift Control Performance Abnormal	<Ref. to GD(CVT)-19, DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0746	Pressure Control Solenoid "A" Performance/Stuck Off	<Ref. to GD(CVT)-20, DTC P0746 PRESSURE CONTROL SOLENOID "A" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0747	Pressure Control Solenoid "A" Stuck On	<Ref. to GD(CVT)-24, DTC P0747 PRESSURE CONTROL SOLENOID "A" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0751	Shift Solenoid "A" Performance/Stuck Off	<Ref. to GD(CVT)-28, DTC P0751 SHIFT SOLENOID "A" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0752	Shift Solenoid "A" Stuck On	<Ref. to GD(CVT)-29, DTC P0752 SHIFT SOLENOID "A" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0756	Shift Solenoid "B" Performance/Stuck Off	<Ref. to GD(CVT)-30, DTC P0756 SHIFT SOLENOID "B" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0757	Shift Solenoid "B" Stuck On	<Ref. to GD(CVT)-31, DTC P0757 SHIFT SOLENOID "B" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0776	Pressure Control Solenoid "B" Performance/Stuck Off	<Ref. to GD(CVT)-32, DTC P0776 PRESSURE CONTROL SOLENOID "B" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

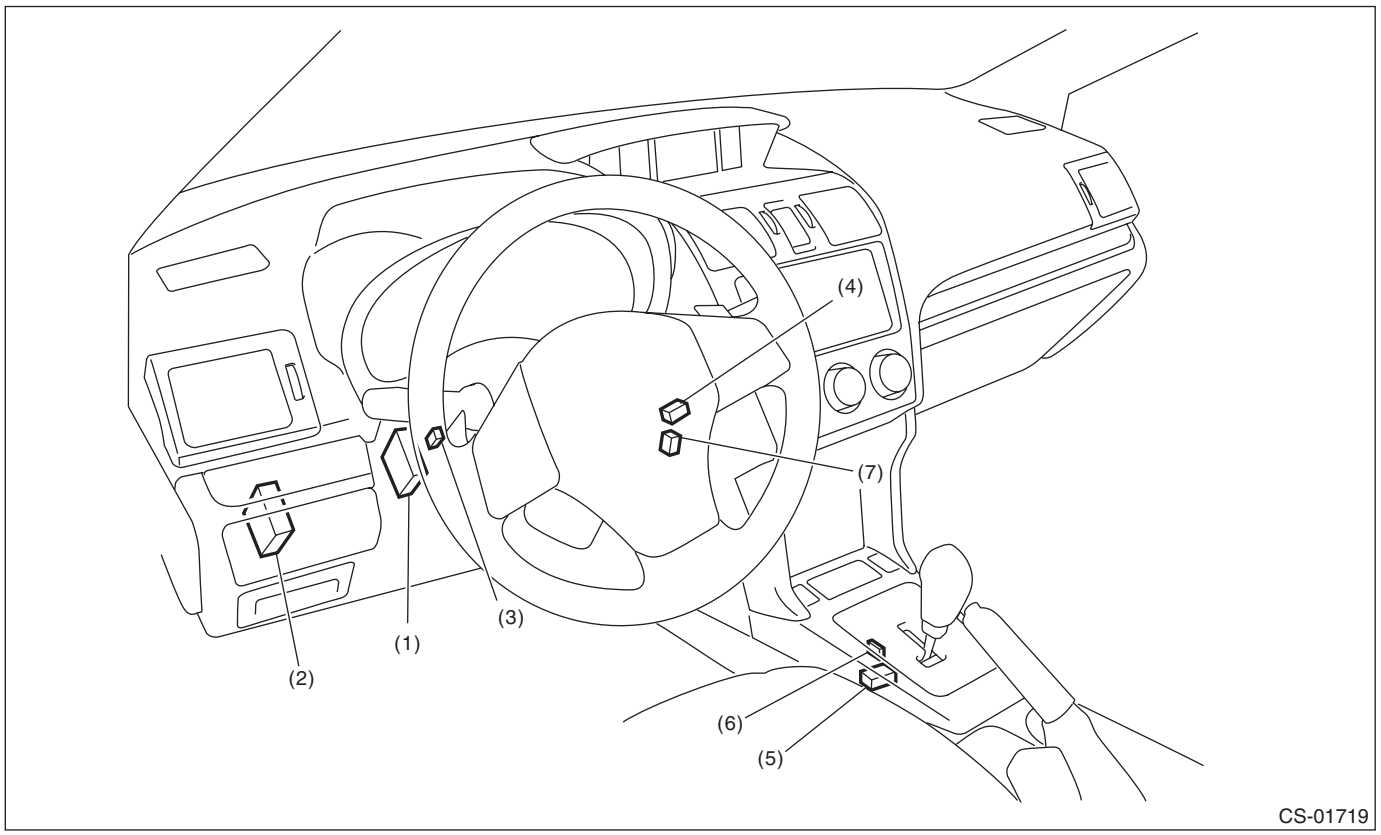
DTC	Item	Note
P0801	Reverse Inhibit Control Circuit	<Ref. to GD(CVT)-33, DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0841	Secondary Oil Pressure Sensor Performance	<Ref. to GD(CVT)-34, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0842	Secondary Oil Pressure Sensor Circuit (Low)	<Ref. to GD(CVT)-35, DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0843	Secondary Oil Pressure Sensor Circuit (High)	<Ref. to GD(CVT)-36, DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0890	AT Self-Shut Relay Diagnosis (Low)	<Ref. to GD(CVT)-37, DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0951	Manual Switch	<Ref. to GD(CVT)-38, DTC P0951 MANUAL SWITCH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0961	Pressure Control Solenoid "A" Control Circuit Range/Performance	<Ref. to GD(CVT)-39, DTC P0961 PRESSURE CONTROL SOLENOID "A" CONTROL CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0962	Secondary Solenoid Circuit (Low)	<Ref. to GD(CVT)-40, DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0963	Secondary Solenoid Circuit (High)	<Ref. to GD(CVT)-41, DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0965	Forward & Reverse Solenoid Function	<Ref. to GD(CVT)-42, DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0966	Forward & Reverse Solenoid Circuit (Low)	<Ref. to GD(CVT)-43, DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0967	Forward & Reverse Linear Solenoid Circuit (High)	<Ref. to GD(CVT)-44, DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0970	Transfer Solenoid Circuit (Low)	<Ref. to GD(CVT)-45, DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0971	Transfer Solenoid Circuit (High)	<Ref. to GD(CVT)-46, DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0973	Primary Solenoid System A Circuit (Low)	<Ref. to GD(CVT)-47, DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0974	Primary Solenoid System A Circuit (High)	<Ref. to GD(CVT)-48, DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0976	Primary Solenoid System B Circuit (Low)	<Ref. to GD(CVT)-49, DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0977	Primary Solenoid System B Circuit (High)	<Ref. to GD(CVT)-50, DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P160A	Random Access Memory (RAM) Error	<Ref. to GD(CVT)-51, DTC P160A RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P170A	L-Range SW System	<Ref. to GD(CVT)-52, DTC P170A L-RANGE SW SYSTEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2158	Vehicle Speed Sensor "B"	<Ref. to GD(CVT)-52, DTC P2158 VEHICLE SPEED SENSOR "B", Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2530	Ignition Switch Run Position Circuit	<Ref. to GD(CVT)-53, DTC P2530 IGNITION SWITCH RUN POSITION CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2746	Primary Pulley Revolution Speed Sensor Circuit	<Ref. to GD(CVT)-54, DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2747	Intermediate Shaft Speed Sensor "B" Circuit No Signal	<Ref. to GD(CVT)-55, DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2750	Sec. Pulley Revolution Speed Sensor Circuit	<Ref. to GD(CVT)-56, DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2751	Intermediate Shaft Speed Sensor "C" Circuit No Signal	<Ref. to GD(CVT)-57, DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DTC	Item	Note
P2757	Torque Converter Clutch Pressure Control Solenoid Control Circuit Performance/Stuck Off	<Ref. to GD(CVT)-58, DTC P2757 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2758	Torque Converter Clutch Pressure Control Solenoid Control Circuit Stuck On	<Ref. to GD(CVT)-59, DTC P2758 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2763	Lock-Up Duty Solenoid Circuit (High)	<Ref. to GD(CVT)-60, DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2764	Lock-Up Duty Solenoid Circuit (Low)	<Ref. to GD(CVT)-61, DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2769	Lock-Up On/Off Solenoid Circuit (Low)	<Ref. to GD(CVT)-62, DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2770	Lock-Up On/Off Solenoid Circuit (High)	<Ref. to GD(CVT)-63, DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0073	Control Module Communication Bus Off	<Ref. to GD(CVT)-64, DTC U0073 CONTROL MODULE COMMUNICATION BUS OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0100	Lost Communication With ECM/PCM “A”	<Ref. to GD(CVT)-65, DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0122	Lost Communication With Vehicle Dynamics Control Module	<Ref. to GD(CVT)-66, DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0140	Lost Communication With Body Control Module	<Ref. to GD(CVT)-67, DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0155	Lost Communication With Instrument Panel Cluster (IPC) Control Module	<Ref. to GD(CVT)-68, DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0164	Lost Communication With HVAC Control Module	<Ref. to GD(CVT)-69, DTC U0164 LOST COMMUNICATION WITH HVAC CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0401	Invalid Data Received From ECM/PCM “A”	<Ref. to GD(CVT)-70, DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0416	Invalid Data Received From Vehicle Dynamics Control Module	<Ref. to GD(CVT)-71, DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0422	Invalid Data Received From Body Control Module	<Ref. to GD(CVT)-72, DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0423	Invalid Data Received From Instrument Panel Cluster Control Module	<Ref. to GD(CVT)-73, DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U0424	Invalid Data Received From HVAC Control Module	<Ref. to GD(CVT)-74, DTC U0424 INVALID DATA RECEIVED FROM HVAC CONTROL MODULE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U1235	Lost Communication With EyeSight	<Ref. to GD(CVT)-75, DTC U1235 LOST COMMUNICATION WITH EyeSight, Diagnostic Trouble Code (DTC) Detecting Criteria.>
U1433	Invalid Data Received From EyeSight	<Ref. to GD(CVT)-76, DTC U1433 INVALID DATA RECEIVED FROM EyeSight, Diagnostic Trouble Code (DTC) Detecting Criteria.>

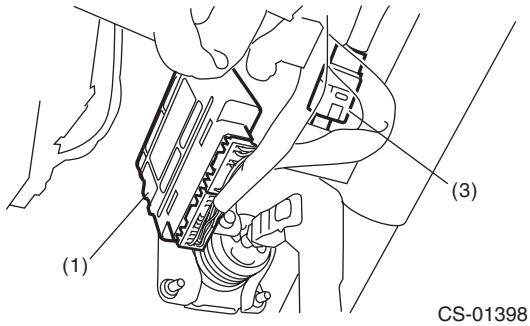
2. AT Shift Lock Control System

A: LOCATION

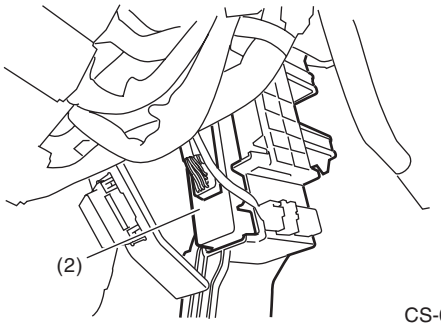
1. MODEL WITHOUT PUSH BUTTON IGNITION SWITCH



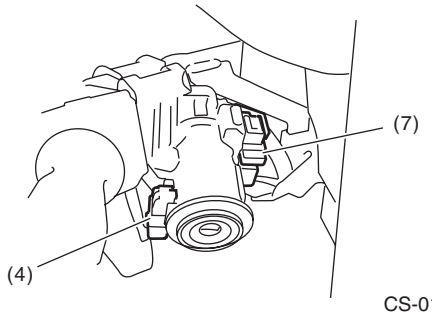
(1) TCM (“P” range)
(2) Body integrated unit
(3) Stop light and brake switch
(4) Key cylinder (with built-in key warning switch)
(5) Solenoid unit
(6) “P” range switch
(7) Key lock solenoid



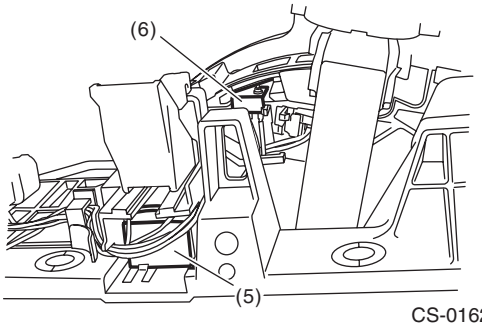
CS-01398



CS-01399

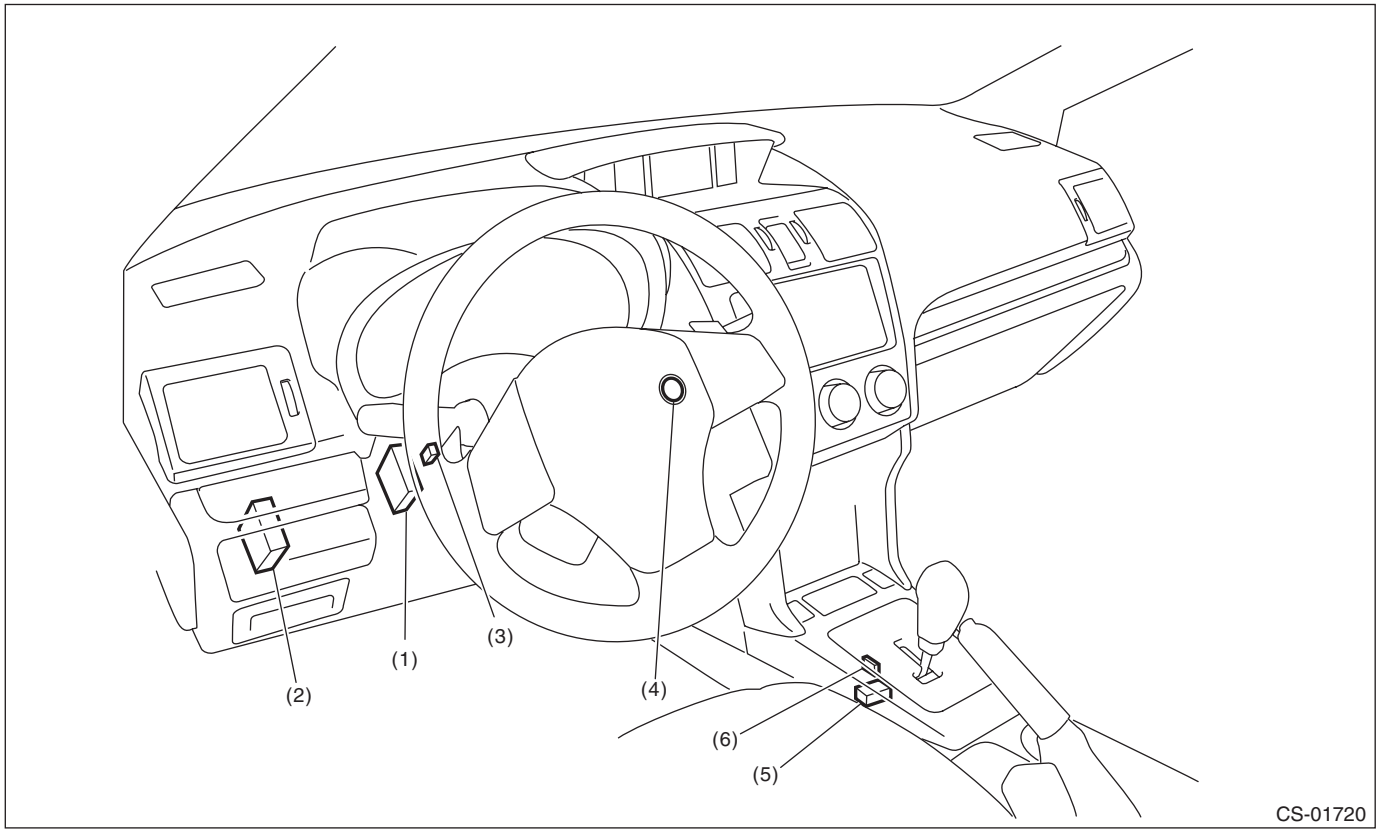


CS-01400

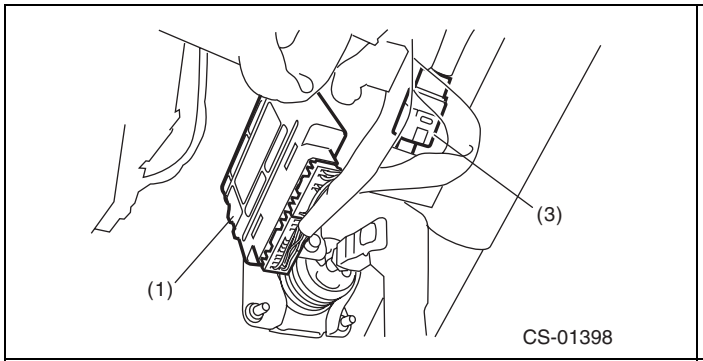


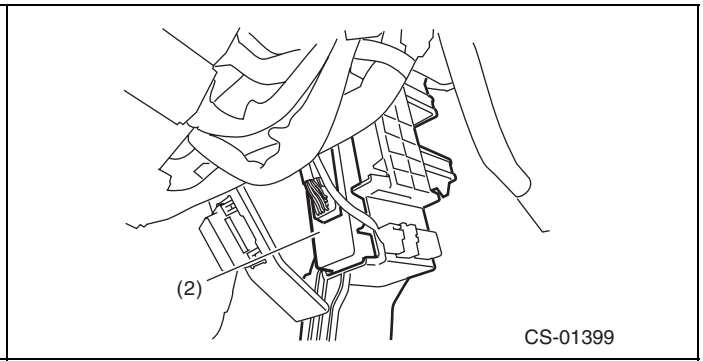
CS-01624

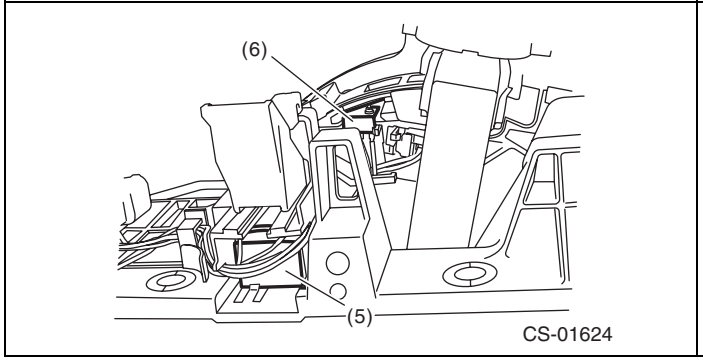
2. MODEL WITH PUSH BUTTON IGNITION SWITCH

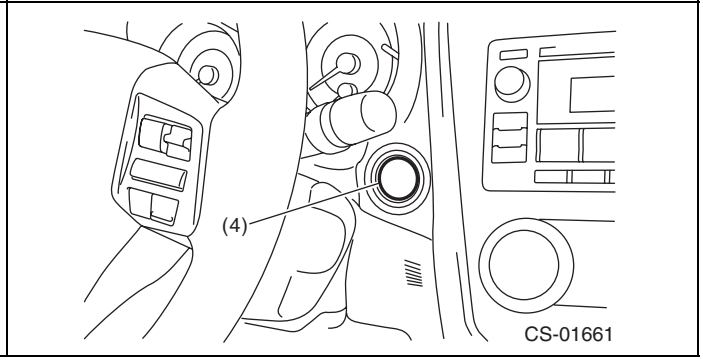


(1) TCM (“P” range)
(2) Body integrated unit
(3) Stop light and brake switch
(4) Push button ignition switch
(5) Solenoid unit
(6) “P” range switch

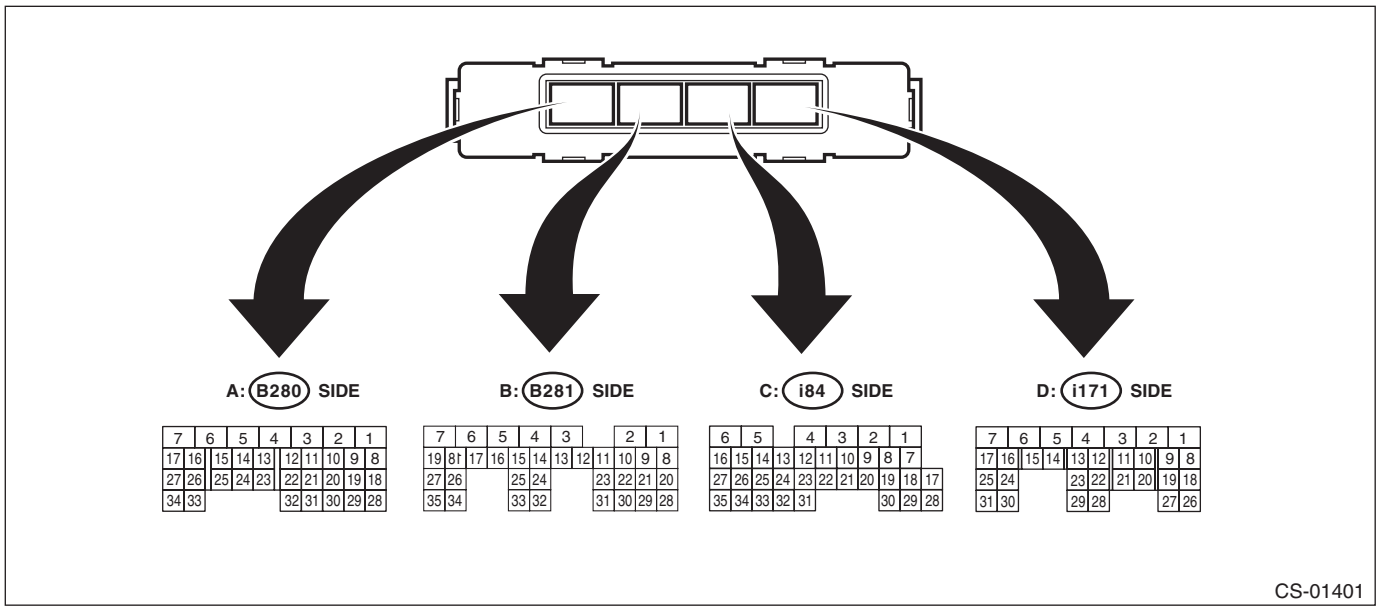








B: ELECTRICAL SPECIFICATION



- Model without push button ignition switch

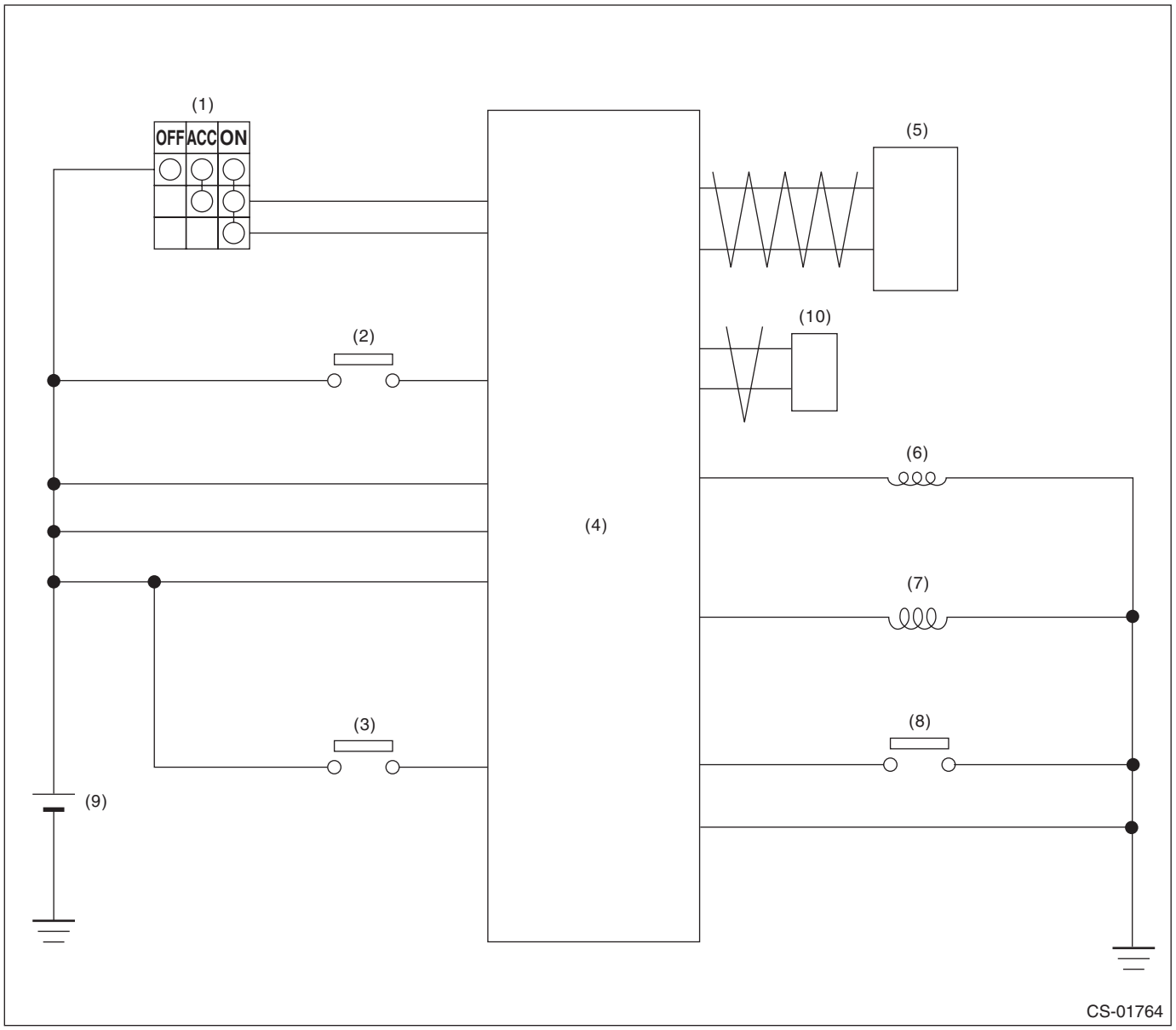
Item	Connector No.	Terminal No.	Input/Output signal
			Measured value and measuring conditions
Battery power supply	B281	6	9 — 16 V
		7	
	i84	6	
Ignition power supply	B280	32	10 — 15 V when ignition switch is at ACC.
	B281	3	10 — 15 V when ignition switch is at ON or START.
TCM (“P” range)	i84	27	Can not be measured because of digital communication
		35	
Stop light and brake switch	B280	10	9 — 16 V when the stop light & brake switch is ON. 0 V when the stop light & brake switch is OFF.
“P” range switch	B281	18	0 V when select lever is in “P” range. 9 — 16 V when select lever is in other positions than “P” range.
Solenoid unit signal	B281	5	8.5 — 16 V when shift lock is released. 0 V when shift lock is operating.
Key warning switch signal	B280	4	9 — 16 V when key is inserted. 0 V when key is removed.
Key lock solenoid signal	B281	4	7.5 — 16 V when the key is inserted with the select lever shifted in positions other than “P” range. 0 V at other conditions than above.
Ground	B280	1	—

- Model with push button ignition switch

Item	Connector No.	Terminal No.	Input/Output signal Measured value and measuring conditions
Battery power supply	B281	6	9 — 16 V
		7	
	i84	6	
Ignition power supply	B280	32	10 — 15 V when ignition switch is at ACC.
	B281	3	10 — 15 V when ignition switch is at ON or START.
TCM (“P” range)	i84	27	Can not be measured because of digital communication
		35	
Stop light and brake switch	B280	10	9 — 16 V when the stop light & brake switch is ON. 0 V when the stop light & brake switch is OFF.
“P” range switch	B281	18	0 V when select lever is in “P” range. 9 — 16 V when select lever is in other positions than “P” range.
Solenoid unit signal	B281	5	8.5 — 16 V when shift lock is released. 0 V when shift lock is operating.
Ground	B280	1	—

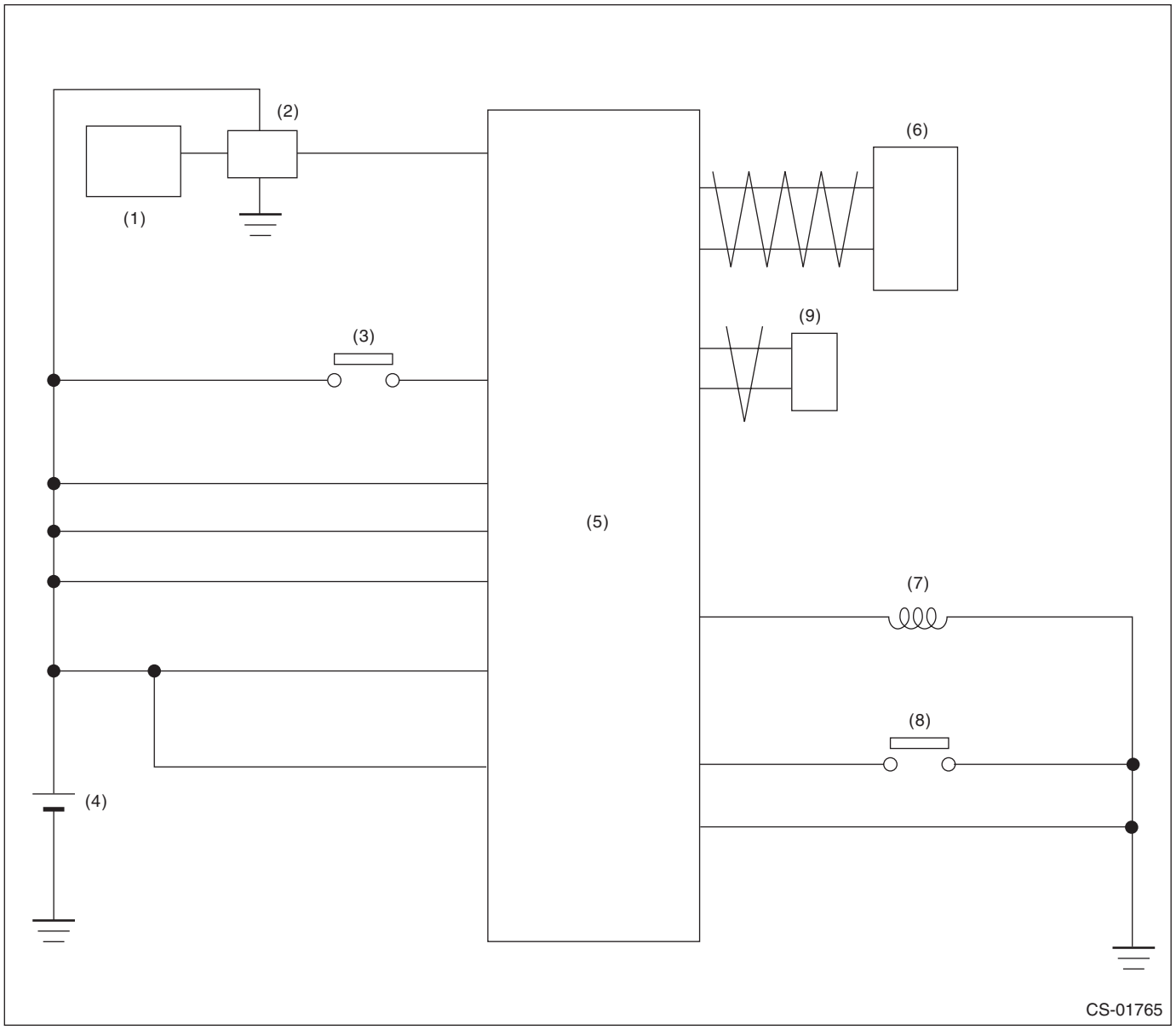
C: WIRING DIAGRAM

1. MODEL WITHOUT PUSH BUTTON IGNITION SWITCH



(1) Ignition switch
(2) Stop light and brake switch
(3) Key warning switch
(4) Body integrated unit
(5) TCM (shift range information)
(6) Key lock solenoid
(7) Shift lock solenoid
(8) “P” range switch
(9) Battery
(10) VDC CM (vehicle speed information)

2. MODEL WITH PUSH BUTTON IGNITION SWITCH



(1) Keyless access CM
(2) IG relay 1 (push button start)
(3) Stop light and brake switch
(4) Battery
(5) Body integrated unit
(6) TCM (shift range information)
(7) Shift lock solenoid
(8) “P” range switch
(9) VDC CM (vehicle speed information)

D: INSPECTION

1. SHIFT LOCK OPERATION

- Model without push button ignition switch

	Step	Check	Yes	No
1	**CHECK COMMUNICATION OF SUBARU SELECT MONITOR.** 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, check whether communication to all systems can be executed normally.	Is the system name displayed?	Go to step **2**.	Perform the inspection following the diagnostic procedure in BODY CONTROL SYSTEM (DIAGNOSTICS) section. <Ref. to BC(diag)-2, Basic Diagnostic Procedure.>
2	**CHECK SHIFT LOCK.** 1) Turn the ignition switch to ON. 2) Shift the select lever to “P” range.	While brake pedal is not depressed, is it possible to move the select lever from the “P” range to other ranges?	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>	Go to step **3**.
3	**CHECK SHIFT LOCK.**	While brake pedal is depressed, is it possible to move the select lever from the “P” range to other ranges?	Go to step **4**.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>
4	**CHECK SHIFT LOCK.** Shift the select lever to “N” range.	Is it possible to move the select lever from the “N” range to the “P” range?	Go to step **5**.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>

	Step	Check	Yes	No
5	**CHECK SHIFT LOCK.** 1) Shift the select lever to “N” range. 2) Turn the ignition switch to ACC.	While brake pedal is depressed, is it possible to move the select lever from the “N” range to the “P” range?	Go to step **6**.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>
6	**CHECK KEY INTERLOCK.** 1) Turn the ignition switch to OFF. 2) Shift the select lever to other than “P” range.	Can the ignition key be removed?	Perform the inspection of “KEY INTERLOCK CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-21, KEY INTERLOCK CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>	Go to step **7**.
7	**CHECK KEY INTERLOCK.** Shift the select lever to “P” range.	Can the ignition key be removed?	AT shift lock system is normal.	Perform the inspection of “KEY INTERLOCK CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-21, KEY INTERLOCK CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>

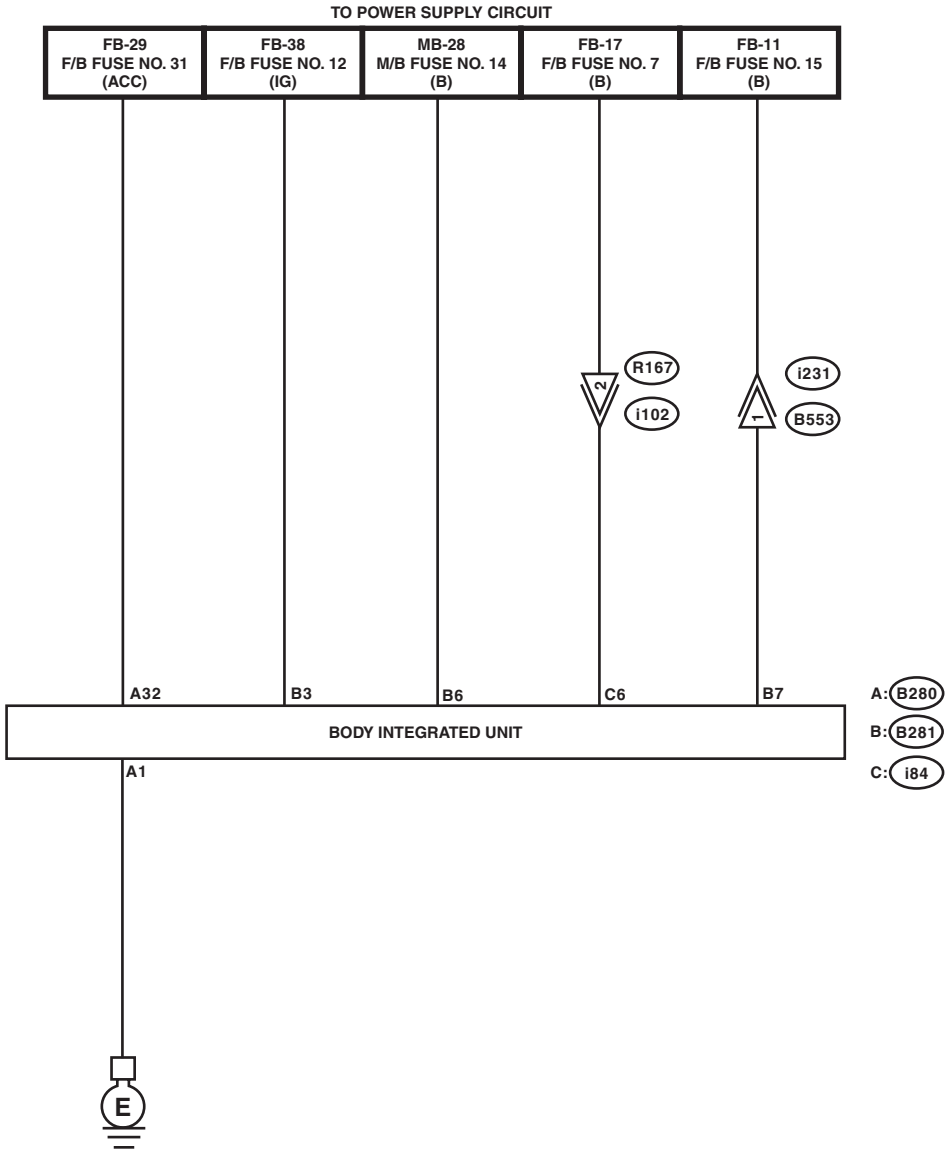
- Model with push button ignition switch

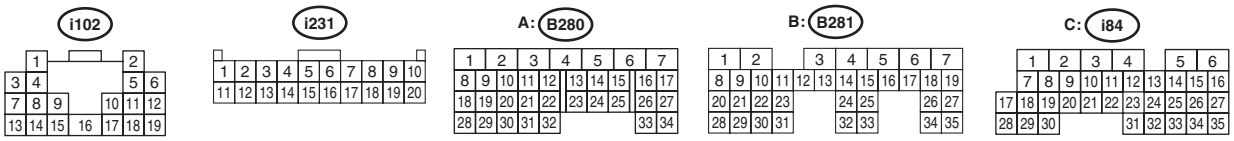
	Step	Check	Yes	No
1	**CHECK COMMUNICATION OF SUBARU SELECT MONITOR.** 1) Turn the ignition switch to ON. 2) Using the Subaru Select Monitor, check whether communication to all systems can be executed normally.	Is the system name displayed?	Go to step **2**.	Perform the inspection following the diagnostic procedure in BODY CONTROL SYSTEM (DIAGNOSTICS) section. <Ref. to BC(diag)-2, Basic Diagnostic Procedure.>

	Step	Check	Yes	No
2	**CHECK SHIFT LOCK.** 1) Turn the ignition switch to ON. 2) Shift the select lever to “P” range.	While brake pedal is not depressed, is it possible to move the select lever from the “P” range to other ranges?	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>	Go to step **3**.
3	**CHECK SHIFT LOCK.**	While brake pedal is depressed, is it possible to move the select lever from the “P” range to other ranges?	Go to step **4**.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>
4	**CHECK SHIFT LOCK.** Shift the select lever to “N” range.	Is it possible to move the select lever from the “N” range to the “P” range?	Go to step **5**.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>
5	**CHECK SHIFT LOCK.** 1) Shift the select lever to “N” range. 2) Turn the ignition switch to ACC.	While brake pedal is depressed, is it possible to move the select lever from the “N” range to the “P” range?	AT shift lock system is normal.	Perform the inspection of “SELECT LEVER CANNOT BE LOCKED OR RELEASED”. <Ref. to CS-18, SELECT LEVER CANNOT BE LOCKED OR RELEASED, INSPECTION, AT Shift Lock Control System.>

2. BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT

NOTE:
For the DC power supply circuit, refer to “WIRING DIAGRAMS”.<Ref. to WI-24, Power Supply Circuit.>



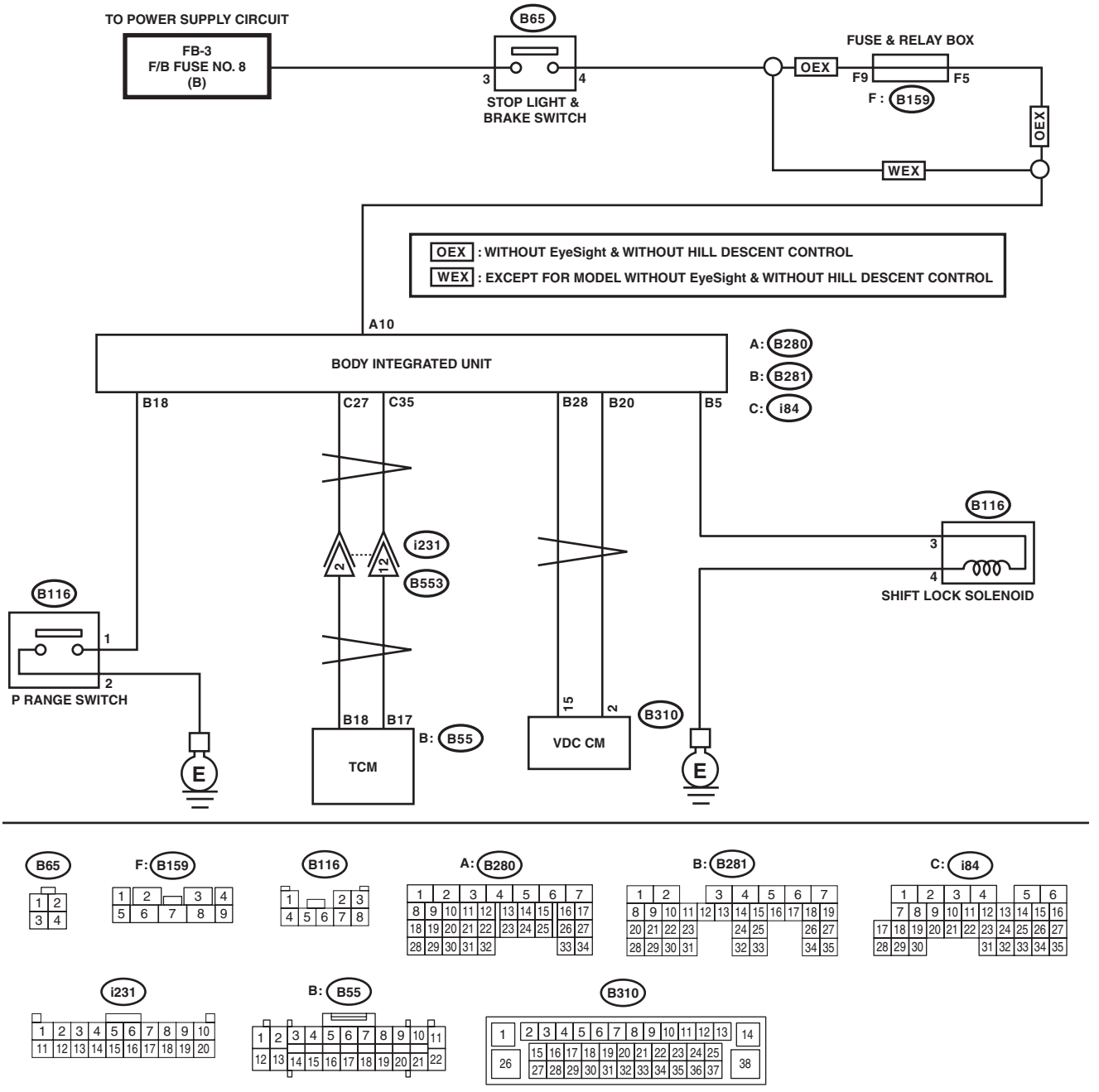


CS-01836

Step		Check	Yes	No
1	**CHECK DTC OF BODY INTEGRATED UNIT.** Check DTC of body integrated unit. <Ref. to BC(diag)-9, Read Diagnostic Trouble Code (DTC).>	Is the DTC of power line displayed on body integrated unit?	Repair or replace it according to the DTC.	Go to step **2**.

	Step	Check	Yes	No
2	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND BATTERY.** 1) Turn the ignition switch to ON. 2) Measure the voltage between body integrated unit and chassis ground. ***Connector & terminal*** ***(B281) No. 3 (+) — Chassis ground (–):*** ***(B280) No. 32 (+) — Chassis ground (–):*** ***(B281) No. 6 (+) — Chassis ground (–):*** ***(B281) No. 7 (+) — Chassis ground (–):*** ***(i84) No. 6 (+) — Chassis ground (–):***	Is the voltage 9 — 16 V?	Go to step **3**.	Check harness for open circuit between the body integrated unit and the battery or a blown fuse.
3	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND CHASSIS GROUND.** 1) Turn the ignition switch to OFF. 2) Measure the harness resistance between the body integrated unit and chassis ground. ***Connector & terminal*** ***(B280) No. 1 — Chassis ground:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness between the body integrated unit and chassis ground.
4	**CHECK FOR POOR CONTACT.**	Is there poor contact of connector?	Repair the poor contact.	Check body integrated unit.

3. SELECT LEVER CANNOT BE LOCKED OR RELEASED



CS-01837

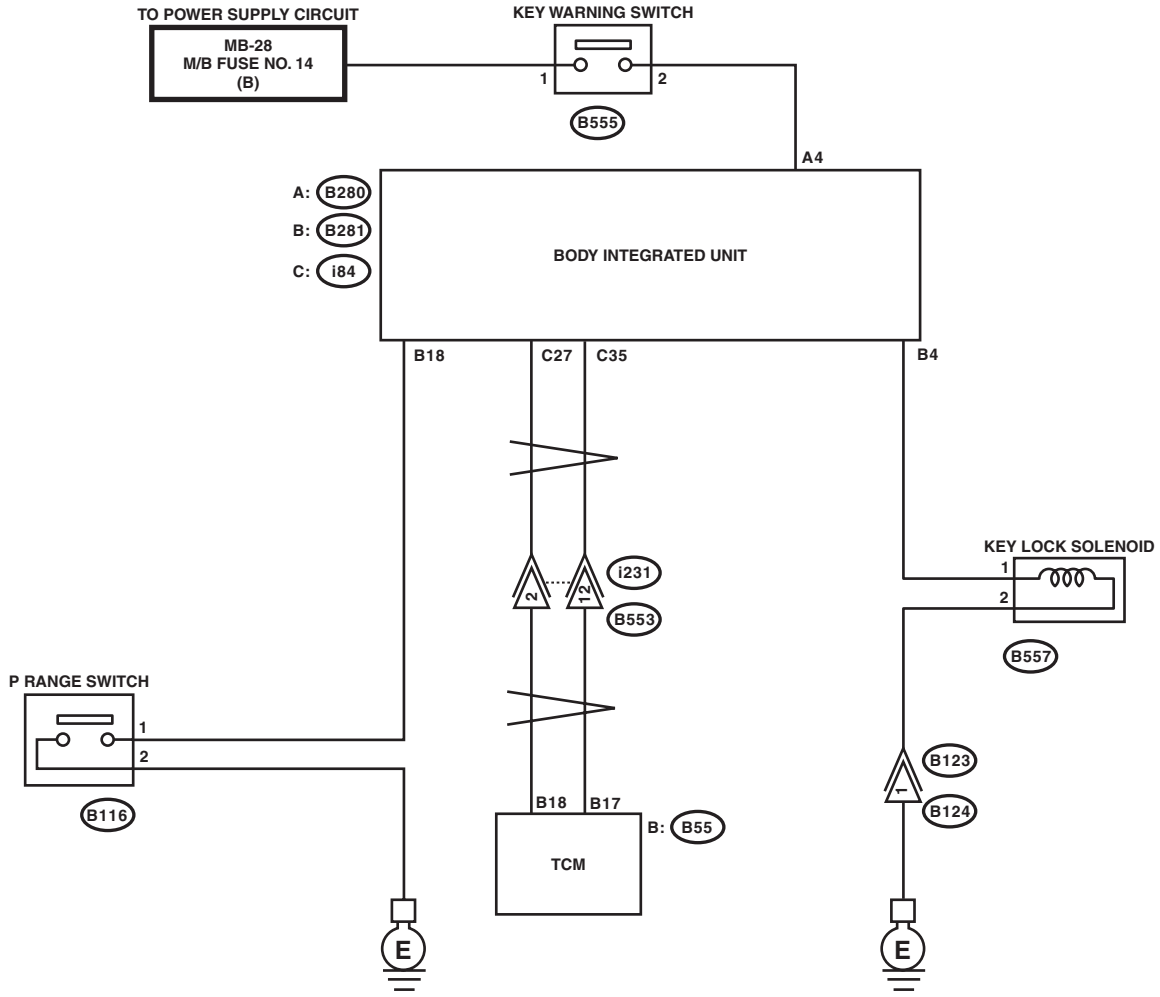
Step		Check	Yes	No
1	**CHECK BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT.** <Ref. to CS-16, BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT, INSPECTION, AT Shift Lock Control System.>	Is there any fault?	Follow the procedures to perform inspection and repair.	Go to step **2**.

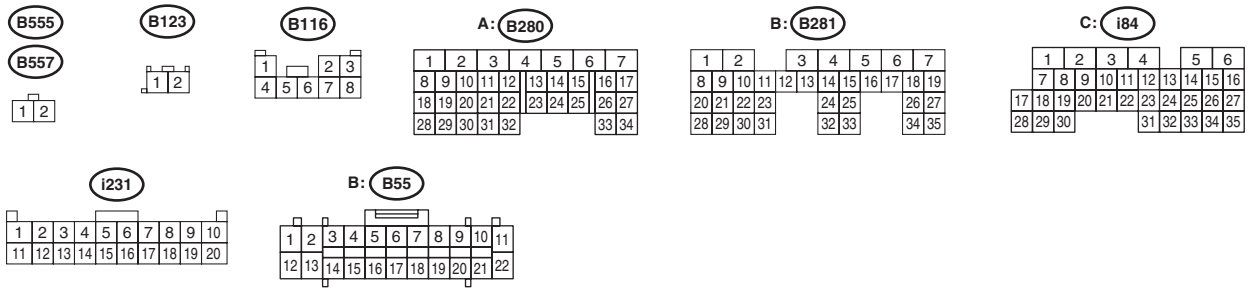
	Step	Check	Yes	No
2	**CHECK CURRENT DATA.** 1) Connect the Subaru Select Monitor. 2) Shift the select lever to “P” range. 3) Turn the ignition switch to ON. 4) Select the current data display and display «P SW».<Ref. to BC(diag)-11, Read Current Data.>	Is the display “ON” in the P range and “OFF” in ranges other than P?	Go to step **3**.	Go to step **8**.
3	**CHECK CURRENT DATA.** Select the current data display and display «Stop Light Switch».<Ref. to BC(diag)-11, Read Current Data.>	Is “ON” displayed when the brake pedal is depressed and “OFF” displayed when the brake pedal is released?	Go to step **4**.	Go to step **11**.
4	**CHECK BODY INTEGRATED UNIT DTC.** Check the DTC of the body integrated unit when the brake pedal is pressed and when it is released. (Hold each condition for 5 seconds or more.)	Is there a DTC of a current malfunction?	Follow the DTC to perform inspection and repair.	Go to step **5**.
5	**CHECK CURRENT DATA.** Select the current data display and display «Shift Lock Solenoid».<Ref. to BC(diag)-11, Read Current Data.>	Is “ON” displayed when the brake pedal is depressed and “OFF” displayed when the brake pedal is released?	Go to step **6**.	Replace the body integrated unit.
6	**CHECK CURRENT DATA.** Select the current data display and display «Shift Position».<Ref. to BC(diag)-11, Read Current Data.>	Is the display “P” in the P range and other than “P” in ranges other than P?	Go to step **7**.	Check the following items. • Inhibitor switch • Harness between inhibitor switch and TCM • TCM input signal • TCM CAN communication • Body integrated unit CAN receive
7	**CHECK CURRENT DATA.** 1) Select the current data display and display «Front Wheel Speed».<Ref. to BC(diag)-11, Read Current Data.> 2) Start the engine. 3) Raise vehicle speed gradually up to approximately 20 km/h (12 MPH).	Is a figure equivalent to the speedometer being indicated?	Go to step **12**.	Check the following items. • Wheel speed sensor • CAN communication by VDC unit • Body integrated unit CAN receive Replace the wheel speed sensor, VDC unit or body integrated unit, or both.
8	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND “P” RANGE SWITCH.** 1) Disconnect the connector from body integrated unit. 2) Disconnect the connector of “P” range switch. 3) Check for open circuit of harness, short circuit to battery or short circuit to ground between the body integrated unit and “P” range switch. ***Connector & terminal*** ***(B281) No. 18 — (B116) No. 1:***	Is there any fault in the harness?	Repair or replace the harness between the body integrated unit and the “P” range switch.	Go to step **9**.

	Step	Check	Yes	No
9	**CHECK HARNESS BETWEEN "P" RANGE SWITCH AND CHASSIS GROUND.** Measure the resistance of harness between "P" range switch and chassis ground. ***Connector & terminal*** ***(B116) No. 2 — Chassis ground:***	Is it less than 10 Ω?	Go to step **10**.	Repair the harness between the "P" range switch and chassis ground.
10	**CHECK "P" RANGE SWITCH.** Measure the resistance between "P" range switch connector terminals. ***Terminals*** ***No. 2 — No. 1:***	Is it less than 10 Ω in the "P" range, and 1 MΩ or more in ranges other than "P"?	Replace the body integrated unit.	Replace the "P" range switch.
11	**CHECK STOP LIGHT SWITCH INPUT SIGNAL.** 1) Disconnect the connector from body integrated unit. 2) Measure the voltage between the body integrated unit connector terminal and chassis ground. ***Connector & terminal*** ***(B280) No. 10 (+) — Chassis ground (–):***	Is the voltage 9 V to 16 V when the brake pedal is depressed, and approx. 0 V when not depressed?	Replace the body integrated unit.	Check the stop light system.
12	**CHECK SOLENOID UNIT OPERATION.** Connect the battery to the solenoid unit connector terminal, and operate the solenoid unit. ***Terminals*** ***No. 3 (+) — No. 4 (–):***	Does the solenoid unit operate normally?	Check the lock mechanism of the select lever body.	Replace the solenoid unit.

4. KEY INTERLOCK CANNOT BE LOCKED OR RELEASED

NOTE:
Check of this item only applies to models without a push button ignition switch.





CS-01725

Step		Check	Yes	No
1	**CHECK D CHECK FUSE.** Check that the D check fuse is disconnected.	Is the D check fuse disconnected?	Go to step **2**.	Remove the D check fuse and then turn the ignition switch to ON.

	Step	Check	Yes	No
2	**CHECK BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT.** <Ref. to CS-16, BODY INTEGRATED UNIT POWER SUPPLY AND GROUND CIRCUIT, INSPECTION, AT Shift Lock Control System.>	Is there any fault?	Follow the procedures to inspect and repair.	Go to step **3**.
3	**CHECK CURRENT DATA.** 1) Connect the Subaru Select Monitor. 2) Shift the select lever to "P" range. 3) Turn the ignition switch to ON. 4) Select the current data display and display «P SW».<Ref. to BC(diag)-11, Read Current Data.>	Is the display "ON" in the P range and "OFF" in ranges other than P?	Go to step **4**.	Go to step **7**.
4	**CHECK CURRENT DATA.** 1) Select the current data display and display the «key-lock warning SW».<Ref. to BC(diag)-11, Read Current Data.> 2) Turn the ignition switch to OFF.	Does the display change from "ON" ←→ "OFF" when the key is inserted and removed?	Go to step **5**.	Go to step **10**.
5	**CHECK CURRENT DATA.** 1) Turn the ignition switch to ON. 2) Select the current data display and display «Key locking output».<Ref. to BC(diag)-11, Read Current Data.>	Is the display "OFF" in the P range and "ON" in ranges other than P?	Go to step **11**.	Go to step **6**.
6	**CHECK DTC OF BODY INTEGRATED UNIT.** 1) Set the select lever to other than "P" range. 2) Check DTC of body integrated unit.	Is B1105 (key interlock circuit abnormal) a current malfunction?	Follow the DTC to perform inspection and repair.	Go to step **11**.
7	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND "P" RANGE SWITCH.** 1) Disconnect the connector from body integrated unit. 2) Disconnect the connector of "P" range switch. 3) Check for open circuit of harness, short circuit to battery or short circuit to ground between the body integrated unit and "P" range switch. ***Connector & terminal*** ***(B281) No. 18 — (B116) No. 1:***	Is there any fault in the harness?	Repair or replace the harness between the body integrated unit and the "P" range switch.	Go to step **8**.
8	**CHECK HARNESS BETWEEN "P" RANGE SWITCH AND CHASSIS GROUND.** Measure the resistance of harness between "P" range switch and chassis ground. ***Connector & terminal*** ***(B116) No. 2 — Chassis ground:***	Is it less than 10 Ω?	Go to step **9**.	Repair the harness between the "P" range switch and chassis ground.
9	**CHECK "P" RANGE SWITCH.** Measure the resistance between "P" range switch connector terminals. ***Terminals*** ***No. 2 — No. 1:***	Is it less than 10 Ω in the "P" range, and 1 MΩ or more in ranges other than "P"?	Replace the body integrated unit.	Replace the "P" range switch.
10	**CHECK HARNESS BETWEEN BATTERY AND KEY WARNING SWITCH AND BODY INTEGRATED UNIT.** 1) Disconnect the connector from body integrated unit. 2) Measure the voltage between body integrated unit and chassis ground. ***Connector & terminal*** ***(B280) No. 4 (+) — Chassis ground (–):***	Is the display 9 V or more when the key is inserted, and less than 1.5 V with the key removed?	Replace the body integrated unit.	Check the following items. • Key warning switch • Harness/fuse • Ignition circuit

	Step	Check	Yes	No
11	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND KEY LOCK SOLENOID.** 1) Disconnect the connector from body integrated unit. 2) Disconnect the connector of key lock solenoid. 3) Check for open circuit of harness, short circuit to battery or short circuit to ground between the body integrated unit and key lock solenoid. ***Connector & terminal*** ***(B281) No. 4 — (B557) No. 1:***	Is there any fault in the harness?	Repair or replace the harness between the body integrated unit and the key lock solenoid.	Go to step **12**.
12	**CHECK HARNESS BETWEEN KEY LOCK SOLENOID AND CHASSIS GROUND.** Measure the resistance of harness between key lock solenoid and chassis ground. ***Connector & terminal*** ***(B557) No. 2 — Chassis ground:***	Is it less than 10 Ω?	Go to step **13**.	Repair or replace the harness between the key lock solenoid and chassis ground.
13	**CHECK KEY LOCK SOLENOID OPERATION.** Connect the battery to the key lock solenoid connector terminal, and operate the solenoid. ***Terminals*** ***No. 2 (+) — No. 1 (–):***	Does the key lock solenoid operate normally?	Go to step **14**.	Replace the key lock solenoid.
14	**CHECK OUTPUT OF BODY INTEGRATED UNIT.** 1) Connect all connectors. 2) Insert the key. 3) Measure the voltage between body integrated unit and chassis ground. ***Connector & terminal*** ***(B281) No. 4 — Chassis ground:***	Is it 7.5 V to 16 V in ranges other than “P”, and 0 V in the “P” range?	Check the lock mechanism of the steering lock body.	Replace the body integrated unit.

2. Check List for Interview

A: CHECK

Check the following items when a problem has occurred.

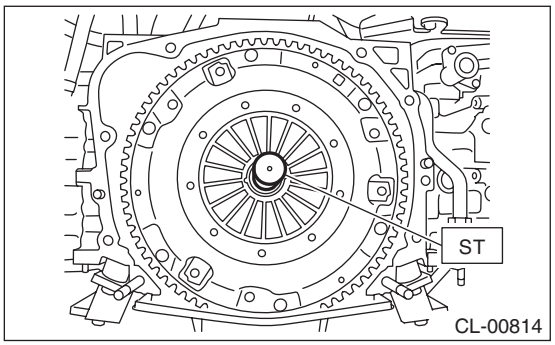
NOTE:
Use copies of this page for interviewing customers.

Customer's name			
Date of purchase			
Date of repair			
Transmission model	Transmission	V.I.N.	
Odometer reading	km (miles)		
Frequency	❑ Continuous ❑ Intermittent (times/day)		
Weather	❑ Fine ❑ Cloudy ❑ Rainy ❑ Snowy ❑ Other ( )		
Place	❑ Highland ❑ Suburbs ❑ Inner city ❑ Uphill ❑ Downhill ❑ Rough road ❑ Other ( )		
Ambient air temperature	❑ Hot ❑ Warm ❑ Cool ❑ Cold		
Vehicle speed	km/h (MPH)		
AT OIL TEMP light	❑ Blinks continuously	❑ Does not blink	
Select lever position	❑ P ❑ R ❑ N ❑ D ❑ Manual mode ❑ L		
Driving condition	❑ Not affected ❑ At racing ❑ While decelerating	❑ At starting ❑ While accelerating ❑ While turning (❑ RH/❑ LH)	❑ While idling ❑ When cruising (Vehicle speed km/h) ❑ Immediately after starting the engine
Manual mode	❑ ON ❑ OFF		
Symptoms	❑ Vehicle does not move (❑ Any position ❑ Particular position)		
	❑ Vehicle does not move (no load racing condition as in N range)		
	❑ Vehicle does not move (engine speed does not increase, felt as stall condition)		
	❑ Noise or vibration (Describe concretely:)		
	❑ Shock felt at N → D selection (seconds after shifting, when engine cold or after warm-up)		
	❑ Shock felt at N → R selection (seconds after shifting, when engine cold or after warm-up)		
	❑ Shifting is wrong (Describe concretely:)		
	❑ Shock or judder during driving		
	❑ Fails to accelerate.		
	❑ Engine speed increases abruptly during driving		
	❑ Shock or judder during standing start		
	❑ Select lever does not move		
	❑ Other ( )		

2. Clutch Disc and Cover

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Attach the ST on the flywheel.
ST 499747100 CLUTCH DISC GUIDE



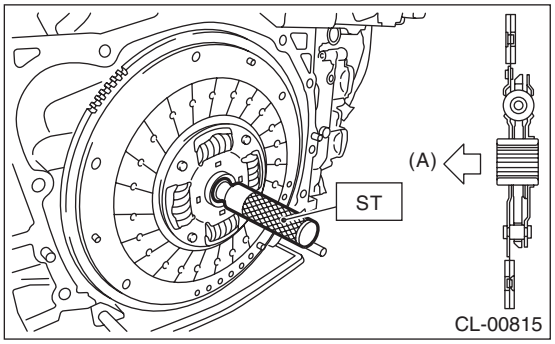
3) Remove the clutch cover and clutch disc.

NOTE:
• Take care not to allow oil to touch the clutch disc face.
• Do not disassemble the clutch cover or clutch disc.

B: INSTALLATION

1) Insert the ST into the clutch disc and attach to the flywheel by inserting the ST end into pilot bearing.

NOTE:
When installing the clutch disc, be careful to attach in the correct direction.
ST 499747100 CLUTCH DISC GUIDE

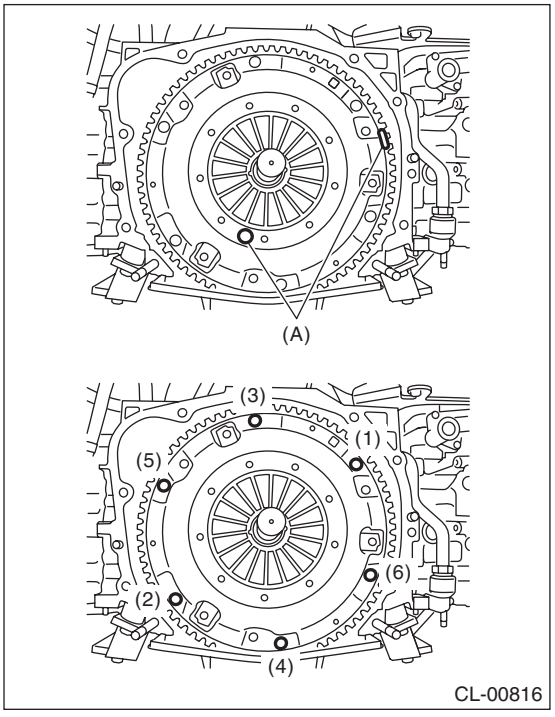


(A) Flywheel side

2) Install the clutch cover to the flywheel and tighten the bolts to the specified torque.

NOTE:
• When installing a clutch cover to the flywheel, position the clutch cover so that the spacing between the unbalance marks (paint mark) on the flywheel and clutch cover is 120° or more apart. (The unbalance mark indicates the direction of residual unbalance.)
• Temporarily tighten the bolts by hand. Each bolt should be tightened to the specified torque in a crisscross order.

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



(A) Unbalance mark (paint)

3) Remove the ST.
ST 499747100 CLUTCH DISC GUIDE
4) Install the transmission assembly. <Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

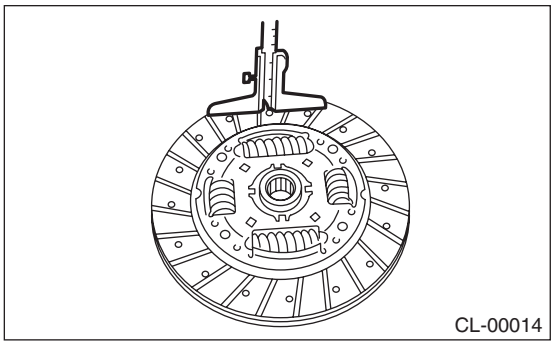
C: INSPECTION

1. CLUTCH DISC

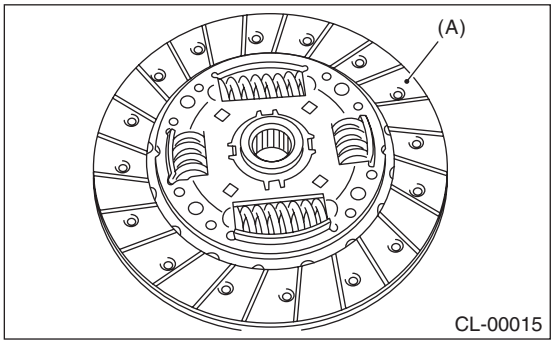
1) Facing wear
Measure the depth from the facing surface to the rivet head. Replace if the face is worn locally or worn down to less than the specified value.

Depth to rivet head:
Limit of sinking
0.8 mm (0.031 in)

NOTE:
Do not wash the clutch disc with any type of cleaning fluid.



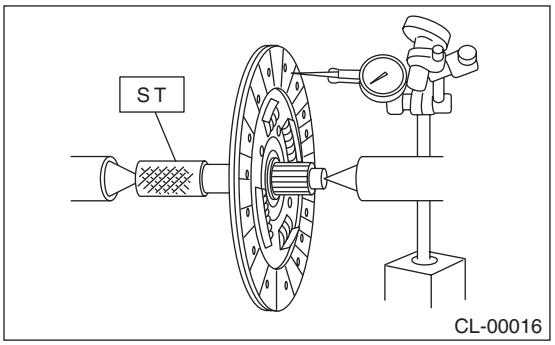
2) Hardened facing
Replace the clutch disc.
3) Oil soakage on facing
Replace the clutch disc and inspect the transmission front oil seal, transmission case mating surface, engine rear oil seal and other locations for oil leakage.



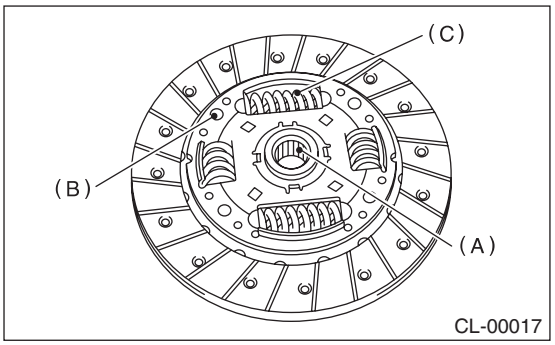
(A) Clutch facing

4) Deflection on facing
If deflection exceeds the specified value at the outer circumference of the facing, replace the clutch disc.
ST 499747100 CLUTCH DISC GUIDE

Limit for deflection:
0.7 mm (0.028 in) at R = 110 mm (4.33 in)



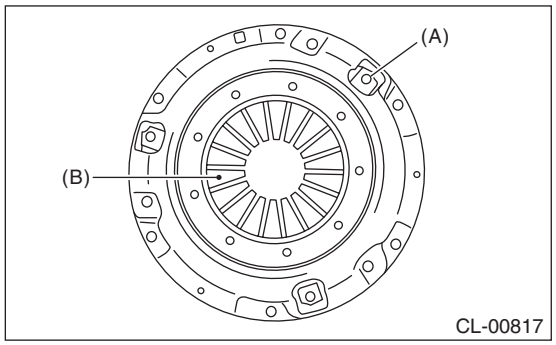
5) If there is spline wear, loose rivets, failed damper springs, etc., replace the clutch disc.



(A) Spline
(B) Rivet
(C) Damper spring

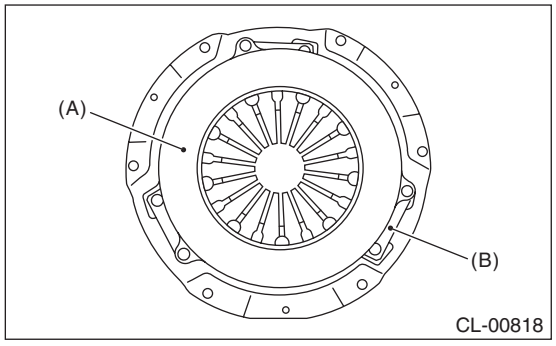
2. CLUTCH COVER

NOTE:
Visually check the following items without disassembling, and replace or repair if defective.
1) Loose thrust rivet
2) Damaged or worn bearing contact area at the center of diaphragm spring



(A) Thrust rivet
(B) Diaphragm spring

3) Damaged or worn disc contact surface of the pressure plate
4) Loose strap plate installation area
5) Worn diaphragm sliding area



(A) Pressure plate
(B) Strap plate

2. CVTF

A: INSPECTION

Check for leakage of CVTF from transmission.

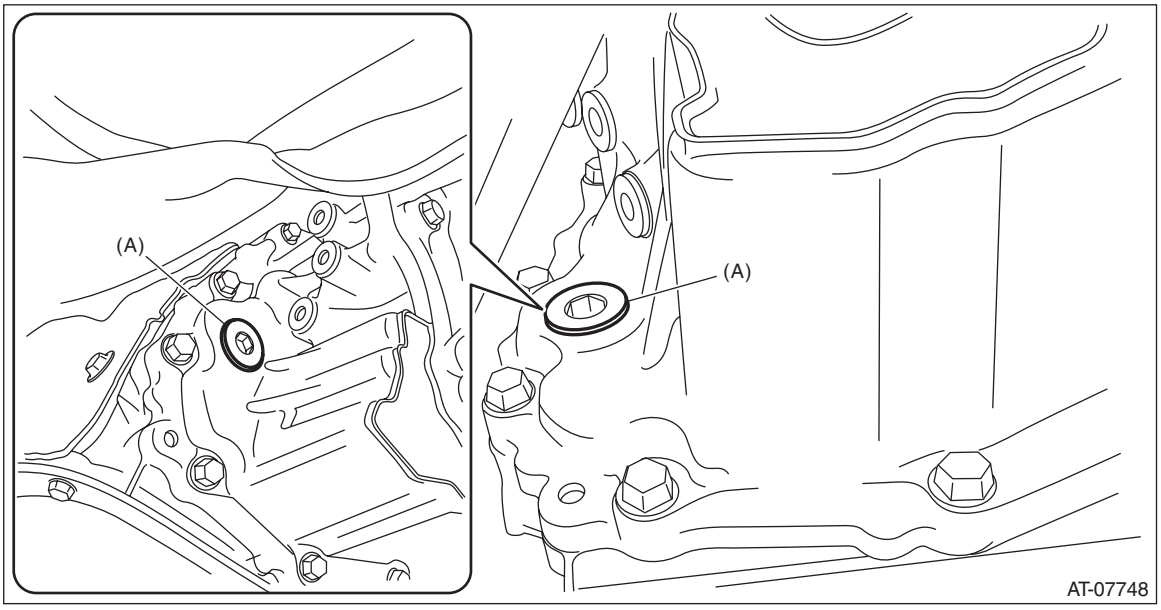
B: ADJUSTMENT

CAUTION:
• CVTF level changes along with CVTF temperature. When inspecting CVTF level, observe the specified CVTF temperature.
• Always use specified CVTF. Using other fluid will cause malfunction.

1) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
2) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.
3) With the engine running, lift up the vehicle and remove the filler plug.

CAUTION:
Pay special attention to the following operations as the engine is at idle.

NOTE:
CVTF is at the specified level when it is up to the filler plug hole lower section.

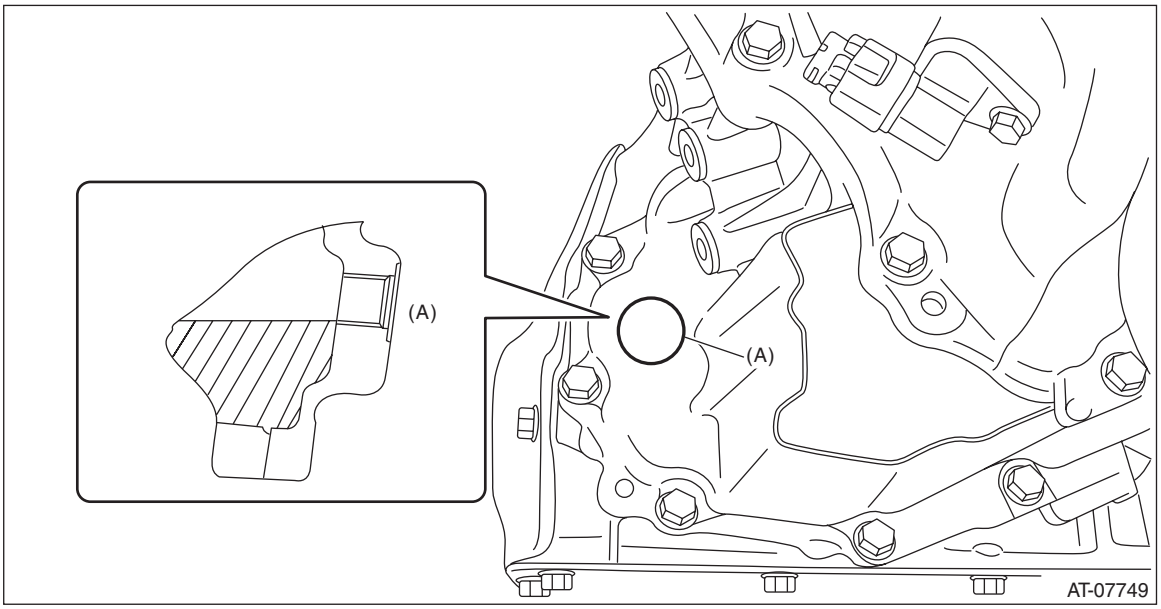


(A) Filler plug

4) When there is no CVTF leakage from the transmission, add the specified fluid up to the filler plug hole lower section.

Specified fluid:
<Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

CAUTION:
Note that when CVTF is added up to the lower section of filler plug while the transmission is in cold condition, overfilling of CVTF occurs, causing the oil to spill out.



(A) Filler plug hole

5) Install the filler plug.

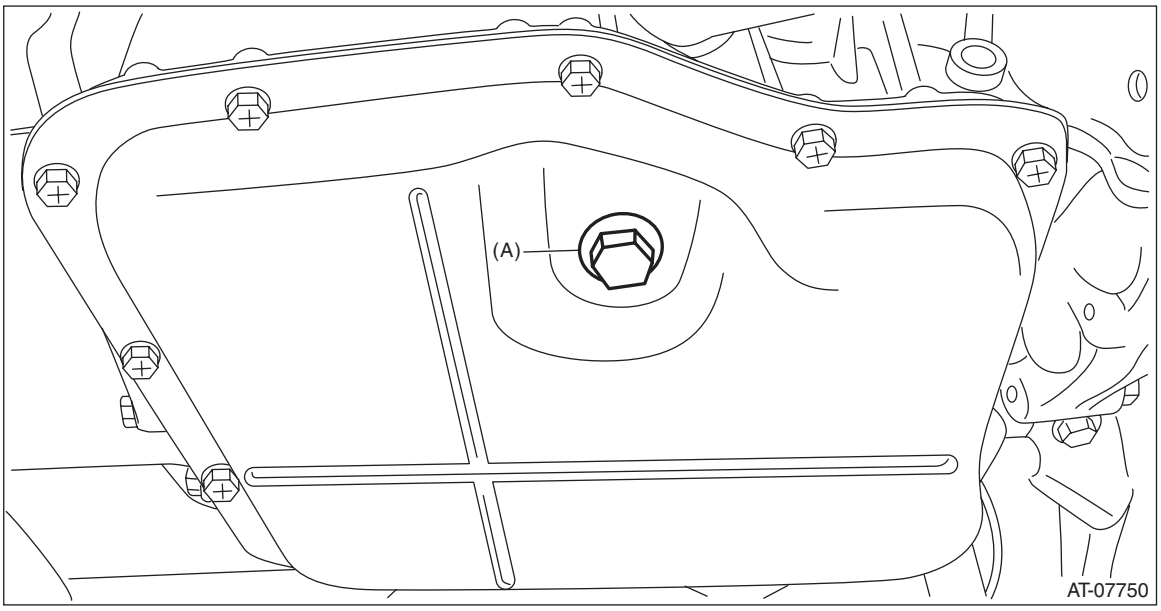
NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

C: REPLACEMENT

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill the CVTF on exhaust pipe to prevent it from emitting smoke or causing fires. If CVTF adheres, wipe it off completely.
• Always use specified CVTF. Using other fluid will cause malfunction.

1) Lift up the vehicle, and remove the CVTF drain plug.



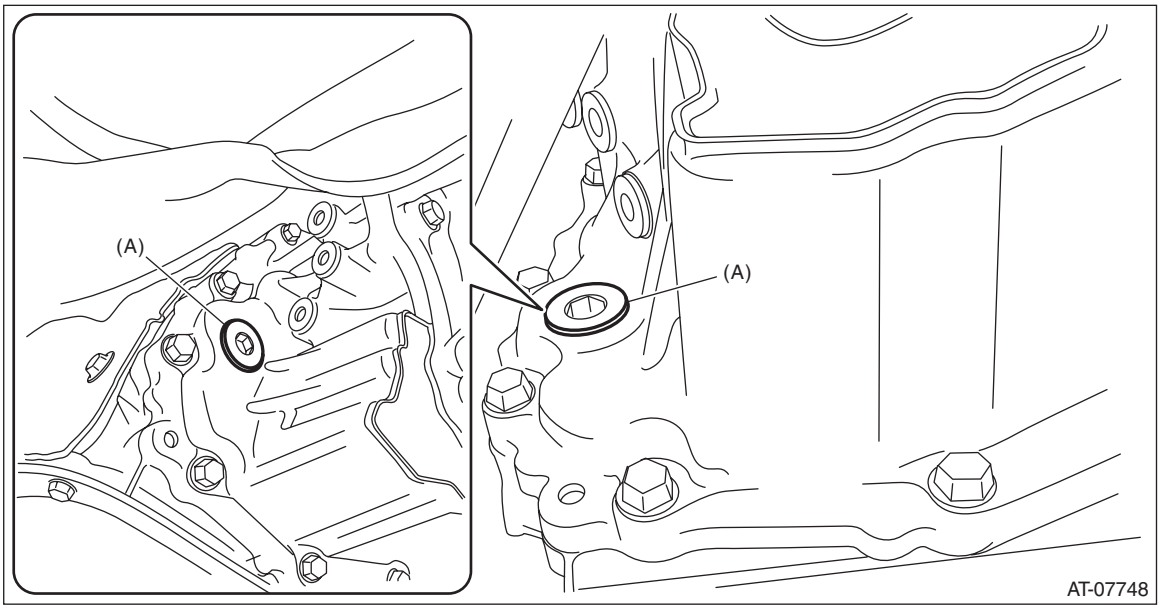
(A) CVTF drain plug

2) Check the CVTF condition. <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
3) Install the CVTF drain plug and gasket.

NOTE:
• Use a new gasket.

Tightening torque:
39.2 N·m (4.0 kgf-m, 28.9 ft-lb)

4) Remove the filler plug.



(A) Filler plug

5) Fill in the specified fluid through the filler plug.

Specified fluid:
<Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

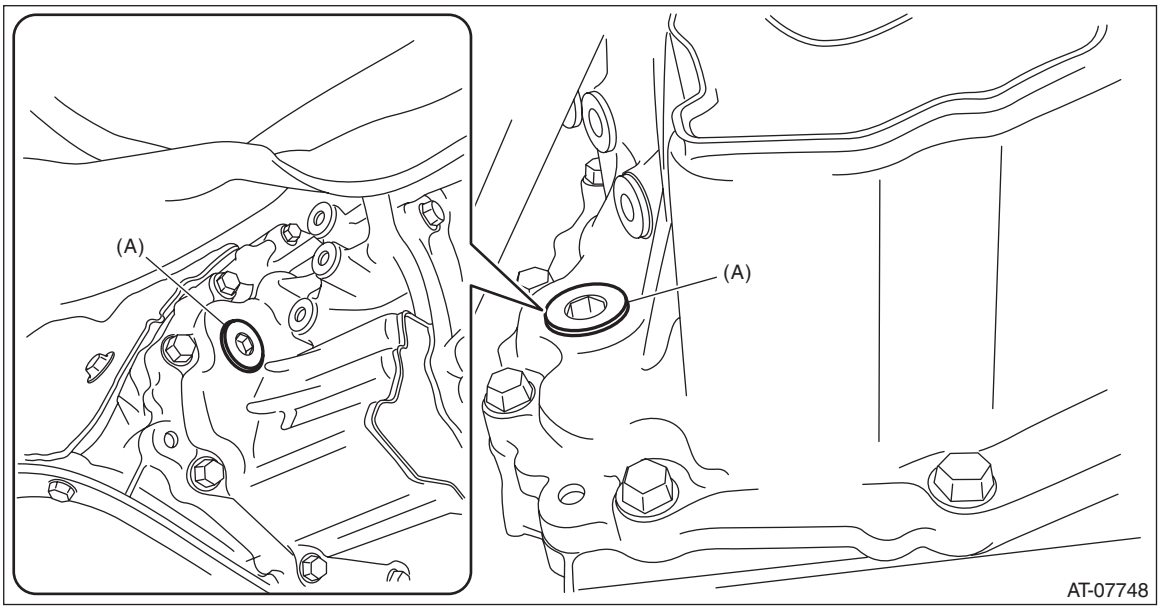
Capacity:
Fill with the same amount of CVTF as drained.

6) Temporarily tighten the filler plug.
7) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
8) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.

CAUTION:
Pay special attention to the following operations as the engine is at idle.
9) Place the select lever in “P” range. Then lift up the vehicle with the engine at idle to adjust the CVTF level and check for leakage. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

10) Replace with a new gasket, and attach the filler plug.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



(A) Filler plug

D: CONDITION CHECK

NOTE:
When replacing CVTF, determine the condition inside the transmission body by inspecting the drained CVTF.

Fluid condition	Trouble and possible cause	Corrective action
Metal particles.	Excessive wear of the internal of the transmission body.	Replace CVTF and check if CVT operates correctly.
Thick and varnish-form fluid.	Burnt clutches	Replace CVTF and check the CVT body or vehicle for faulty.
Clouded CVTF or bubbles.	Water mixed in fluid.	Replace CVTF and check the water entering point.

2. CVTF

A: INSPECTION

Check for leakage of CVTF from transmission.

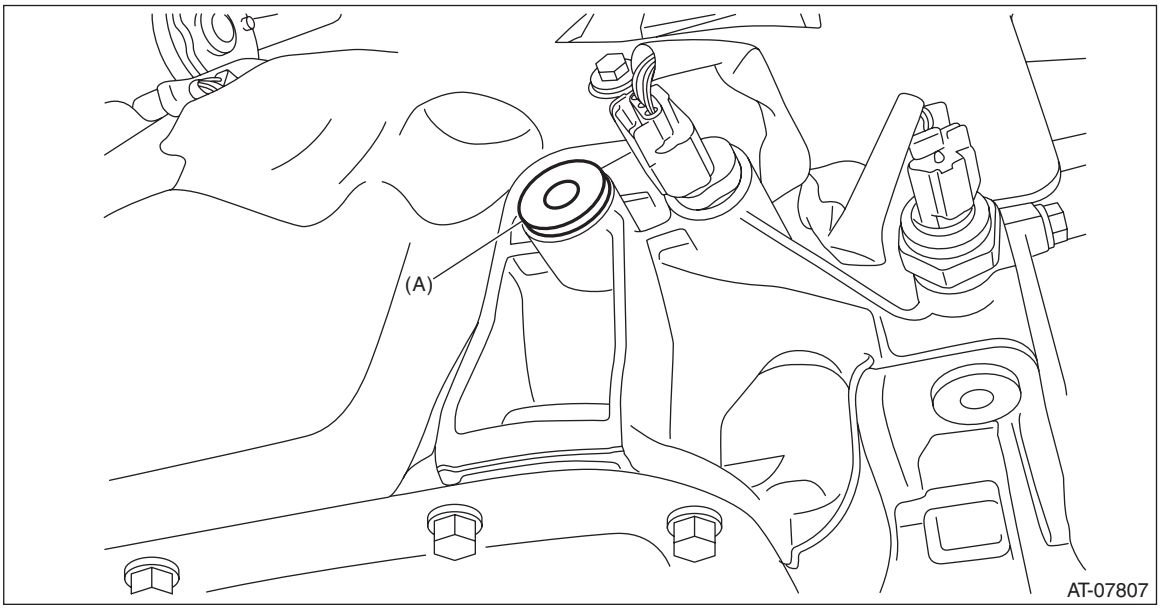
B: ADJUSTMENT

CAUTION:
• CVTF level changes along with CVTF temperature. When inspecting CVTF level, observe the specified CVTF temperature.
• Always use specified CVTF. Using other fluid will cause malfunction.

1) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
2) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.
3) Lift up the vehicle while the engine is running.
4) Remove the under cover front - transmission.
5) Remove the filler plug.

CAUTION:
Pay special attention to the following operations as the engine is at idle.

NOTE:
CVTF is at the specified level when it is up to the filler plug hole lower section.

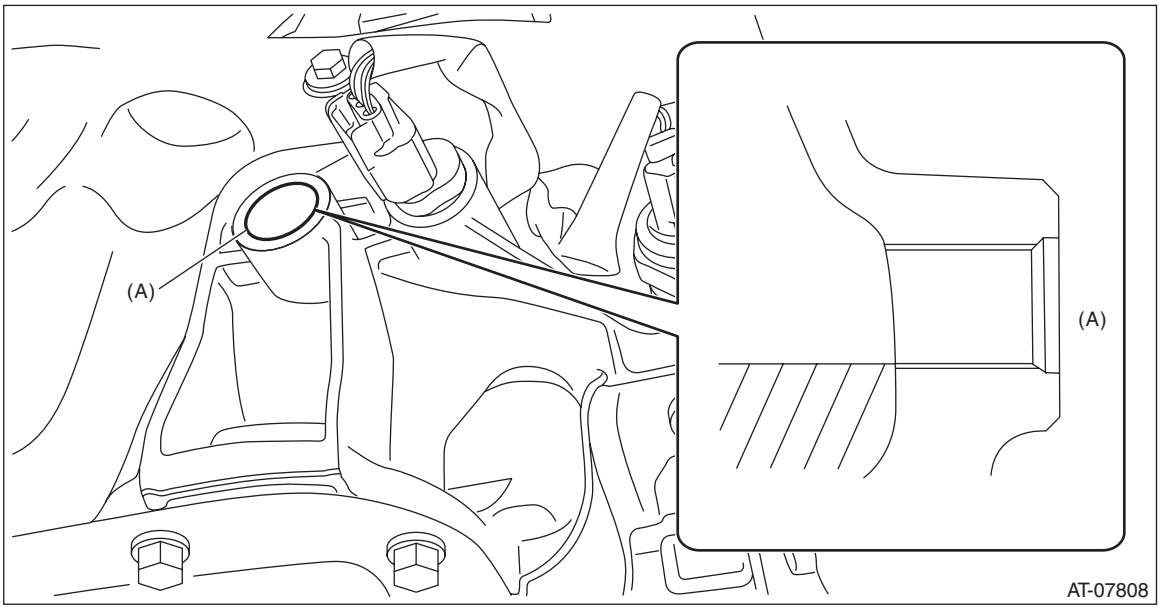


(A) Filler plug

6) When there is no CVTF leakage from the transmission, add the specified fluid up to the filler plug hole lower section.

Specified fluid:
<Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

CAUTION:
Note that when CVTF is added up to the lower section of filler plug while the transmission is in cold condition, overfilling of CVTF occurs, causing the oil to spill out.



(A) Filler plug hole

7) Install the filler plug.

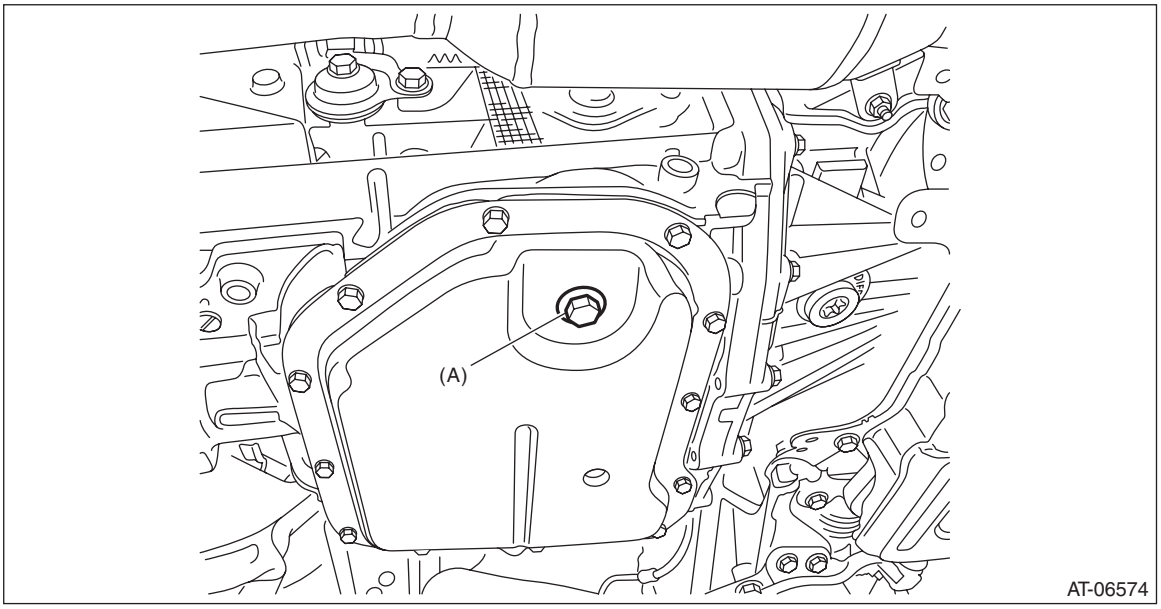
NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)
8) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: REPLACEMENT

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill the CVTF on exhaust pipe to prevent it from emitting smoke or causing fires. If CVTF adheres, wipe it off completely.
• Always use specified CVTF. Using other fluid will cause malfunction.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the CVTF drain plug.



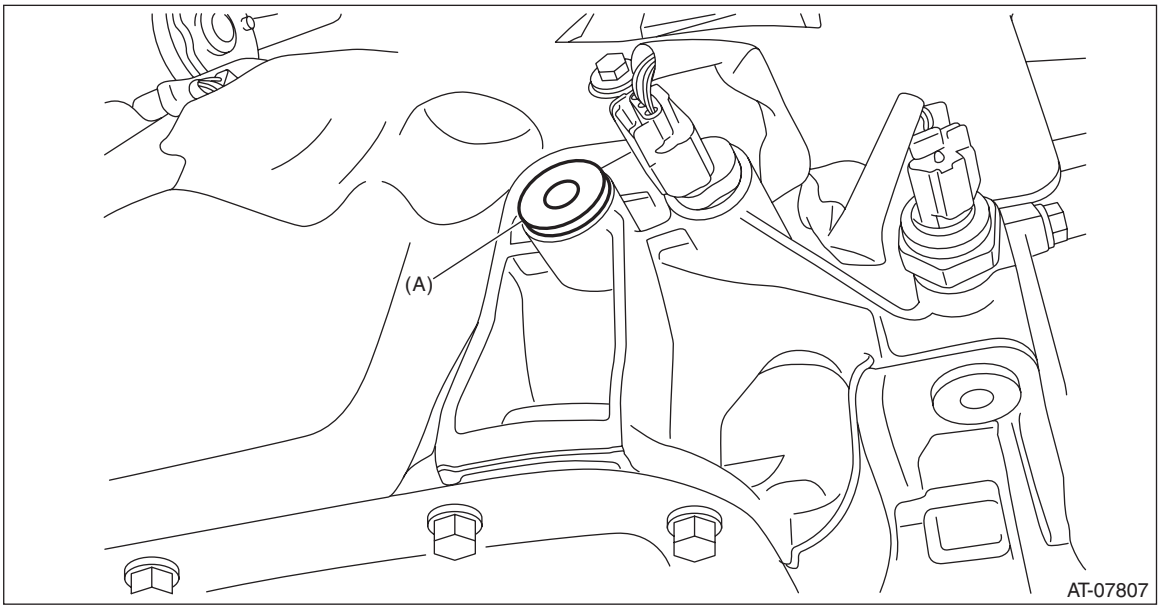
(A) CVTF drain plug

4) Check the CVTF condition. <Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.>
5) Install the CVTF drain plug and gasket.

NOTE:
• Use a new gasket.

Tightening torque:
31 N·m (3.2 kgf-m, 22.9 ft-lb)

6) Remove the filler plug.



(A) Filler plug

7) Add the specified fluid up to the filler plug hole lower section.

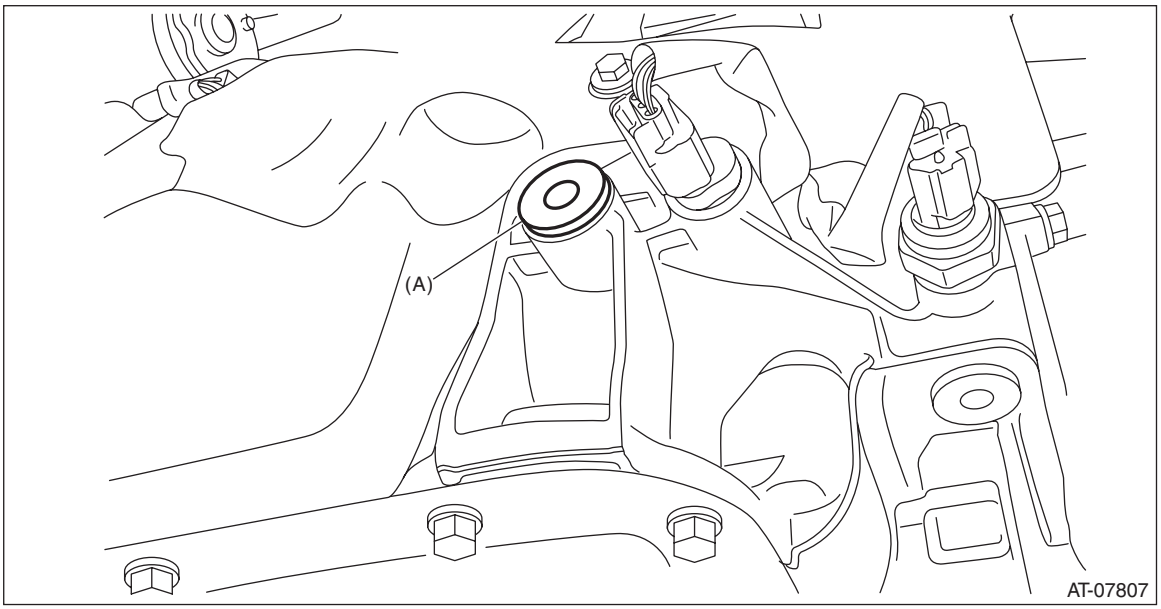
Specified fluid:
<Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

8) Temporarily tighten the filler plug.
9) Idle the engine to raise CVTF temperature to 35 — 45°C (95 — 113°F) on Subaru Select Monitor.
10) Operate the select lever in P → R → N → D and D → N → R → P to circulate CVTF with the engine idling.

CAUTION:
Pay special attention to the following operations as the engine is at idle.
11) With the select lever shifted to “P” range and the engine started, lift up the vehicle. Adjust the CVTF level and check for leakage. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

12) Replace with a new gasket, and attach the filler plug.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



(A) Filler plug

13) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

D: CONDITION CHECK

NOTE:
When replacing CVTF, determine the condition inside the transmission body by inspecting the drained CVTF.

Fluid condition	Trouble and possible cause	Corrective action
Metal particles.	Excessive wear of the internal of the transmission body.	Replace CVTF and check if CVT operates correctly.
Thick and varnish-form fluid.	Burnt clutches	Replace CVTF and check the CVT body or vehicle for faulty.
Clouded CVTF or bubbles.	Water mixed in fluid.	Replace CVTF and check the water entering point.

2. Diagnostic Trouble Code (DTC) Detecting Criteria

A: DTC P0500 VEHICLE SPEED SENSOR “A”

1. OUTLINE OF DIAGNOSIS

- Judge the malfunction of VDC wheel speed sensor.
- Judge as NG when the wheel speed sensor normal status signal from VDC is cleared.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10.9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from Vehicle Dynamics Control Module NOTE: The VDC controller detects malfunction if one of the speed sensors does not output a signal and the other vehicle speed sensor output signal is above 7.46 MPH.	ON

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

B: DTC P0601 INTERNAL CONTROL MODULE MEMORY CHECKSUM ERROR

1. OUTLINE OF DIAGNOSIS

- Judge the malfunction in ROM area of the TCM.
- Judge as NG when the consistency in the ROM area is lost.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Checksum (ROM)	Error

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

C: DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

1. OUTLINE OF DIAGNOSIS

- Judge the malfunction in RAM area of the TCM.
- Judge as NG if an attempt to write to RAM area failed.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Writing-check (RAM) NOTE: This check is carried out about the RAM only used for CAN communication.	Error

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

D: DTC P062F INTERNAL CONTROL MODULE EEPROM ERROR

1. OUTLINE OF DIAGNOSIS

Diagnosis 1
- Judge the malfunction in EEPROM area of the TCM.
- Judge as NG if an attempt to write to EEPROM area failed.

Diagnosis 2
- Judge the malfunction in EEPROM area of the TCM.
- Judge as malfunction when the consistency in the EEPROM area is lost.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 9 V
Diagnosis 2	
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Writing-check (EEPROM)	Error
Diagnosis 2	
Checksum (EEPROM)	Error

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

E: DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT)

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of the Range Switch.
- Judge as NG when multiple Range Switch inputs are detected.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1500 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Two or more transmission range switches ON NOTE: “Transmission range switch ON” is defined as transmission range switch input voltage < 2.9 V.	True

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

F: DTC P0708 AT RANGE SWITCH NOT INPUTTED

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of the Range Switch.
- Judge as NG when no Range Switch inputs are detected.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Vehicle speed (calculated from actual output shaft speed)	≥ 6 MPH

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
All transmission range switches OFF NOTE: "Transmission range switch OFF" is defined as transmission range switch input voltage ≥ 4.1 V.	True

Time Needed for Diagnosis: 3 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

G: DTC P0711 ATF TEMP. SENSOR CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Diagnosis 1
- Judge the malfunction of oil temperature sensor characteristics (stuck to low temperature side).
- Judge as NG if the amount of oil temperature change since ignition ON is equal to or below the predetermined value.

Diagnosis 2
- Judge the malfunction of oil temperature sensor characteristics (stuck to high temperature side).
- Judge as NG when the difference of engine coolant temperature and CVT oil temperature exceeds the predetermined value both when starting engine and when driving.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 10 V
Engine speed (The timer is held when the following conditions are not satisfied.)	> 600 rpm
Transmission range	Drive
Vehicle speed (calculated from actual output shaft speed)	≥ 21.9 MPH
Diagnosis 2	
12 V battery system voltage	≥ 10 V
ECT at the end of the previous drive cycle – ECT at engine start	≥ 40 degC

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Absolute change of measured Transmission fluid temperature sensor input voltage	≤ 0.049 V
Transmission fluid temperature	< 20 degC
Diagnosis 2	
Transmission fluid temperature – ECT at engine start	> 46 degC

Time Needed for Diagnosis:
- **Diagnosis 1:** 600 s
- **Diagnosis 2:** 300 s

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

H: DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short circuit of ATF temperature sensor.
- Judge as NG if the ATF temperature sensor detected voltage is lower than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured Transmission fluid temperature sensor input voltage (Transmission fluid temperature)	< 0.132 V (> 150 degC)

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

I: DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

- Detect power supply-output short circuit or open circuit of the ATF temperature sensor 5 V system.
- Judge as NG if the ATF temperature sensor detected voltage is higher than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Vehicle speed (calculated from output shaft speed)	≥ 6.3 MPH
Above condition satisfied for	≥ 50 s

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured Transmission fluid temperature sensor input voltage	> 4.502 V
(Transmission fluid temperature)	(< – 53 degC)

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

J: DTC P0716 TORQUE CONVERTER TURBINE SPEED

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of turbine speed sensor characteristics.
- Judge as NG when the deviation between engine speed and turbine speed sensor becomes equal to or larger than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured turbine shaft speed	≥ 50 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine Speed – Measured turbine shaft speed	> Table 1 rpm

Table 1

Measured turbine shaft speed (rpm)	0	500	1000	1500	2000	2500	3000	3500
Engine Speed – Measured turbine shaft speed (rpm)	3700	3227	2755	2282	1856	1519	1213	956

Measured turbine shaft speed (rpm)	4000	4500	5000	5500	6000	6500	7000
Engine Speed – Measured turbine shaft speed (rpm)	786	713	651	601	569	544	520

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

K: DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL

1. OUTLINE OF DIAGNOSIS

- Detect the no input signal from the turbine speed sensor.
- Judge as NG if there is no input signal from the turbine speed sensor, while the primary speed sensor on the same shaft has the input signal with the forward/reverse clutch engaged.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Engine speed	≥ 400 rpm
Primary pulley shaft speed	≥ 500 rpm
D range switch or R range switch	ON
MIL is not illuminated for DTCs	P2746, P0705, P0708, U0073, U0100, U0401

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Turbine shaft speed	0 rpm

Time Needed for Diagnosis: 0.6 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

L: DTC P0719 BRAKE SWITCH CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

- Detect no input from the brake signal.
- Judge as NG if a predetermined number of deceleration occurs while the cruise control is set to OFF and the brake is OFF.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Cruise control	OFF
Malfunctions listed on the right column are not detected:	P0720, P1706

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times that vehicle speed changes from 30 km/h to 1 km/h while the brake SW is OFF	> 10 count

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

M: DTC P0720 OUTPUT SPEED SENSOR CIRCUIT

1. OUTLINE OF DIAGNOSIS

- Detect the no input signal from the front wheel speed sensor.
- Judge as NG if there is no output from the front wheel speed sensor while the forward/reverse clutch is engaged and the wheel speed from VDC is equal to or higher than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Vehicle speed (from vehicle dynamics control module)	≥ 3 MPH
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured front front output shaft speed	0 rpm

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

N: DTC P0721 OUTPUT SHAFT SPEED SENSOR CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of front wheel speed sensor characteristics.
- Judge as NG when the deviation between vehicle speed from VDC and front wheel speed sensor becomes equal to or larger than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Vehicle speed (from vehicle dynamics control module)	≥ 12 MPH

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed (calculated from front output shaft speed) – Vehicle speed (from vehicle dynamics control module)	> 10 MPH

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

O: DTC P0724 BRAKE SWITCH CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

- Detect the brake signal stuck to ON.
- Judge as NG if a predetermined number of acceleration occurs while the cruise control is set to OFF and the brake is ON.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Cruise control	OFF
Malfunctions listed on the right column are not detected:	P0720, P1706

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times that vehicle speed changes from 1 km/h to 30 km/h while the brake SW is ON	> 10 count

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

P: DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of transmission gear ration control function.
- Judge as NG when the difference between the transmission Gear Ratio Target, which is an internal data, and Actual Gear Ratio is larger than the specified value. (Compare the “Gear Ratio Target × Secondary pulley speed ≈ Target primary speed equivalent value” and primary pulley sensor value.)

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 500 rpm
Transmission range	Drive

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Target primary pulley shaft speed – Measured primary pulley shaft speed	≥ 600 rpm
(Duty of shift up pressure control solenoid valve	≥ 90%
or	
Duty of shift down pressure control solenoid valve)	≥ 90%

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Q: DTC P0746 PRESSURE CONTROL SOLENOID "A" PERFORMANCE/STUCK OFF

• Non-turbo model

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of transmission line pressure solenoid and hydraulic circuit (stuck to low pressure side).
• Judge as NG when the actual line pressure drops to or below the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≤ 0.78 A

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured line pressure	< Map 1 kPa

Map 1

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	0	0	340	404	478	558	643
	– 20	0	0	340	404	478	558	643
	0	0	0	324	382	454	532	616
	20	0	0	366	425	490	565	649
	40	0	0	345	400	466	536	613
	60	0	0	341	389	447	512	591
	80	0	0	319	371	429	488	571
	100	0	0	298	356	412	476	551
	120	0	0	271	329	384	451	519
	140	0	0	243	302	357	425	487

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	751	883	1042	1167	1264	1292	1274
	– 20	751	883	1042	1167	1264	1342	1424
	0	722	840	991	1135	1240	1319	1395
	20	751	861	1000	1160	1258	1350	1417
	40	708	817	943	1103	1223	1312	1385
	60	677	779	906	1064	1187	1266	1339
	80	652	748	874	1000	1135	1223	1299
	100	629	719	831	947	1069	1181	1251
	120	593	678	780	880	990	1109	1171
	140	557	637	728	813	911	1037	1090

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Turbo model

4. OUTLINE OF DIAGNOSIS

• Detect the malfunction of transmission line pressure solenoid and hydraulic circuit (stuck to low pressure side).
• Judge as NG when the actual line pressure drops to or below the predetermined value.

5. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≤ 0.78 A
Torque converter clutch circuit control solenoid output command	ON
Diagnosis 2	
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≤ 0.78 A
Torque converter clutch circuit control solenoid output command	OFF

6. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Measured line pressure	< Map 2 kPa
Diagnosis 2	
Measured line pressure	< Map 3 kPa

Map 2

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	0	0	490	577	681	783	884
	– 20	0	0	490	577	681	783	884
	0	0	0	415	468	533	612	701
	20	0	0	399	454	515	569	642
	40	0	0	381	432	489	552	605
	60	0	0	225	280	338	407	465
	80	0	0	218	279	338	404	472
	100	0	0	195	276	320	381	448
	120	0	0	167	246	298	365	431
	140	0	0	170	252	308	365	436

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	1010	1114	1191	1273	1359	1419	1419
	– 20	1010	1114	1191	1273	1359	1419	1419
	0	802	933	1073	1183	1282	1374	1424
	20	726	832	965	1128	1257	1370	1459
	40	683	775	890	1039	1200	1318	1411
	60	525	618	728	873	1050	1196	1288
	80	517	599	707	849	1015	1163	1255
	100	509	576	669	796	931	1072	1195
	120	491	543	664	772	874	1000	1110
	140	482	547	635	723	845	947	1074

Map 3

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	0	0	493	578	690	783	887
	– 20	0	0	493	578	690	783	887
	0	0	0	376	440	517	597	699
	20	0	0	386	452	524	599	687
	40	0	0	359	422	492	566	648
	60	0	0	336	394	459	529	612
	80	0	0	327	386	451	517	601
	100	0	0	312	377	438	503	580
	120	0	0	303	367	430	493	566
	140	0	0	296	367	429	490	563

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	1020	1117	1196	1286	1378	1439	1477
	– 20	1020	1117	1196	1286	1378	1439	1477
	0	806	954	1099	1201	1301	1412	1498
	20	796	933	1095	1214	1317	1426	1532
	40	744	849	1032	1167	1285	1397	1483
	60	711	805	953	1115	1244	1345	1428
	80	676	779	906	1064	1213	1310	1391
	100	656	750	870	1014	1167	1261	1343
	120	644	728	835	970	1117	1233	1292
	140	638	717	812	928	1063	1182	1257

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

R: DTC P0747 PRESSURE CONTROL SOLENOID "A" STUCK ON

• Non-turbo model

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of transmission line pressure solenoid and hydraulic circuit (stuck to high pressure side).
• Judge as NG when the actual line pressure rises to or above the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≥ 0.5 A

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured line pressure	> Map 1 kPa

Map 1

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	25600	25600	6231	6302	6341	6375	6404
	– 20	25600	25600	6231	6302	6341	6375	6404
	0	25600	25600	5977	6055	6102	6138	6120
	20	25600	25600	5624	5708	5764	5801	5836
	40	25600	25600	5547	5659	5726	5769	5804
	60	25600	25600	5420	5420	5540	5600	5643
	80	25600	25600	5351	5351	5487	5568	5609
	100	25600	25600	5422	5422	5422	5514	5553
	120	25600	25600	5266	5266	5266	5375	5444
	140	25600	25600	5236	5236	5236	5236	5535

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	6428	6462	6498	6532	6562	6588	6613
	– 20	6428	6462	6498	6532	6562	6588	6613
	0	6147	6184	6224	6260	6288	6314	6338
	20	5867	5905	5950	5988	6013	6041	6062
	40	5838	5878	5920	5956	5983	6008	6036
	60	5678	5718	5755	5785	5816	5836	5880
	80	5646	5680	5718	5745	5785	5816	5859
	100	5596	5635	5677	5711	5743	5780	5817
	120	5489	5522	5564	5600	5639	5682	5685
	140	5381	5408	5451	5489	5535	5585	5552

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Turbo model

4. OUTLINE OF DIAGNOSIS

• Detect the malfunction of transmission line pressure solenoid and hydraulic circuit (stuck to high pressure side).
• Judge as NG when the actual line pressure rises to or above the predetermined value.

5. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≥ 0.5 A
Torque converter clutch circuit control solenoid output command	ON
Diagnosis 2	
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Measured line pressure control solenoid valve current	≥ 0.5 A
Torque converter clutch circuit control solenoid output command	OFF

6. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Measured line pressure	> Map 2 kPa
Diagnosis 2	
Measured line pressure	> Map 3 kPa

Map 2

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	25600	25600	5752	5752	5712	5616	5531
	– 20	25600	25600	5752	5752	5712	5616	5531
	0	25600	25600	5510	5565	5605	5649	5701
	20	25600	25600	5414	5476	5537	5579	5617
	40	25600	25600	5359	5359	5445	5514	5567
	60	25600	25600	5312	5312	5401	5490	5545
	80	25600	25600	5312	5312	5401	5490	5545
	100	25600	25600	5343	5343	5343	5427	5499
	120	25600	25600	5140	5140	5140	5281	5348
	140	25600	25600	5277	5277	5277	5277	5372

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	5549	5556	5581	5612	5671	5706	5719
	– 20	5549	5556	5581	5612	5671	5706	5719
	0	5750	5801	5851	5911	5976	6026	6078
	20	5664	5710	5769	5822	5862	5927	5983
	40	5610	5659	5718	5777	5825	5873	5929
	60	5578	5621	5668	5718	5763	5813	5863
	80	5578	5621	5668	5718	5763	5813	5863
	100	5577	5609	5650	5694	5739	5796	5810
	120	5415	5450	5482	5523	5549	5585	5604
	140	5480	5530	5560	5596	5628	5608	5661

Map 3

		Engine speed (rpm)						
		0	500	1000	1500	2000	2500	3000
Transmission fluid temperature (degC)	– 40	25600	25600	6213	5778	5748	5640	5608
	– 20	25600	25600	6213	5778	5748	5640	5608
	0	25600	25600	5512	5563	5603	5644	5677
	20	25600	25600	5379	5438	5510	5562	5600
	40	25600	25600	5277	5277	5381	5470	5533
	60	25600	25600	5316	5316	5336	5431	5503
	80	25600	25600	5403	5403	5403	5444	5519
	100	25600	25600	5381	5381	5381	5381	5446
	120	25600	25600	5255	5255	5255	5255	5336
	140	25600	25600	5128	5128	5128	5128	5174

		Engine speed (rpm)						
		3500	4000	4500	5000	5500	6000	6500
Transmission fluid temperature (degC)	– 40	5590	5582	5599	5635	5689	5740	5824
	– 20	5590	5582	5599	5635	5689	5740	5824
	0	5714	5758	5805	5881	5941	5998	6046
	20	5644	5691	5739	5795	5850	5899	5958
	40	5579	5629	5678	5737	5788	5844	5900
	60	5552	5595	5648	5697	5747	5800	5854
	80	5568	5617	5667	5709	5761	5833	5854
	100	5524	5587	5615	5666	5725	5784	5798
	120	5421	5473	5525	5570	5626	5636	5659
	140	5269	5326	5361	5401	5434	5440	5470

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

S: DTC P0751 SHIFT SOLENOID "A" PERFORMANCE/STUCK OFF

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of shift-up fluid pressure control solenoid and hydraulic circuit characteristics (stuck to low pressure side).
• Judge as NG if the amount of gear rate change per second is equal to or larger than the predetermined value, even though the up-shift command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Commanded duty of shift down pressure control solenoid	0%
Engine speed	≥ 1000 rpm
Actual pulley ratio *	> 1.5 and < 2.348

* Actual pulley ratio: Measured primary pulley shaft speed / Measured secondary pulley shaft speed

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual pulley ratio change for 1 second	> – 0.08
Commanded duty of shift up pressure control solenoid	≥ 90%

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

T: DTC P0752 SHIFT SOLENOID "A" STUCK ON

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of shift-up fluid pressure control solenoid and hydraulic circuit characteristics (stuck to high pressure side).
• Judge as NG if the amount of gear rate change per second is within the predetermined value, even though the down-shift command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Commanded duty of shift up pressure control solenoid	0%
Engine speed	≥ 1000 rpm
Actual pulley ratio *	< 0.5

* Actual pulley ratio: Measured primary pulley shaft speed / Measured secondary pulley shaft speed

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual pulley ratio change for 1 second	> – 0.08 and < 0.08
Commanded duty of shift down pressure control solenoid	> 80%

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

U: DTC P0756 SHIFT SOLENOID "B" PERFORMANCE/STUCK OFF

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of shift-down fluid pressure control solenoid and hydraulic circuit characteristics (stuck to low pressure side).
• Judge as NG if the amount of gear rate change per second is within the predetermined value, even though the down-shift command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Commanded duty of shift up pressure control solenoid	0%
Actual pulley ratio *	≥ 0.363 and ≤ 2.348

* Actual pulley ratio: Measured primary pulley shaft speed / Measured secondary pulley shaft speed

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual pulley ratio change for 1 second	> – 0.08 and < 0.08
Commanded duty of shift down pressure control solenoid	> 80%

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

V: DTC P0757 SHIFT SOLENOID "B" STUCK ON

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of shift-down fluid pressure control solenoid and hydraulic circuit characteristics (stuck to high pressure side).
• Judge as NG if the amount of gear rate change per second is equal to or larger than the predetermined value, even though the up-shift command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Commanded duty of shift down pressure control solenoid	0%
Actual pulley ratio *	≥ 0.363 and ≤ 2.348

* Actual pulley ratio: Measured primary pulley shaft speed / Measured secondary pulley shaft speed

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Actual pulley ratio change for 1 second	> 0.04
Commanded duty of shift up pressure control solenoid	> 50%

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

W: DTC P0776 PRESSURE CONTROL SOLENOID "B" PERFORMANCE/STUCK OFF

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of transmission forward/reverse clutch pressure solenoid and hydraulic circuit characteristics (stuck to low pressure side).
• Judge as NG if the value calculated by “output speed – secondary pulley speed” becomes equal to or larger than the predetermined value, even though the forward/reverse clutch is engaged.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 10 V
Transmission range	Drive
Measured secondary pulley shaft speed	≥ 100 rpm
Actual output shaft speed	≥ 100 rpm
Vehicle speed (from vehicle dynamics control module)	≥ 6 MPH
Commanded forward & reverse clutch pressure control solenoid current	< 0.9 A
Engine speed	≥ 500 rpm
Diagnosis 2	
12 V battery system voltage	≥ 10 V
Transmission range	Drive
Actual output shaft speed	< 100 rpm
Vehicle speed (from vehicle dynamics control module)	< 6 MPH
Commanded forward & reverse clutch pressure control solenoid current	< 0.9 A
Accelerator pedal position (from ECM)	> 6%
Engine speed	≥ 500 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Actual output shaft speed * – Measured secondary pulley shaft speed	Table 1 rpm
Diagnosis 2	
Measured secondary pulley shaft speed	> 600 rpm

* Actual output shaft speed: Measured rear output shaft speed × 0.543 ** + Measured front output shaft speed × (1 – 0.543)
** 0.543: 0.543 Center differential gear ratio

Table 1

Vehicle speed (MPH)	0	13	25	38	50	63	75
Actual output shaft speed – Measured primary pulley shaft speed (rpm)	150	100	100	100	100	100	100

Vehicle speed (MPH)	88	100	113	125	138	150	159
Actual output shaft speed – Measured primary pulley shaft speed (rpm)	100	100	100	100	100	100	100

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

X: DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of shift lock solenoid or circuit.
- Judge as NG if abnormal signal from the integrated unit is received, when bus off is not detected and there is no trouble in CAN between the integrated unit.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Malfunctions listed on the right column are not detected:	U0073 U0140, U0422

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shift lock solenoid system circuit abnormal (received from BIU)	ON

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Y: DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of transmission fluid pressure control function.
- Judge as NG when a divergence obtained by comparing the target secondary pressure (an internal data) with the secondary pressure sensor detected value becomes equal to or larger than the specified value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ Table 1 rpm

Table 1

Target line pressure (kPa)	0	500	1000	1500	2000	3000	4000	5000	6000
Engine speed (rpm)	400	600	965	1180	1370	1670	1930	2150	2340

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Target line pressure – Measured line pressure	≥ 500 kPa

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Z: DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short circuit of the secondary pressure sensor.
- Judge as NG if the secondary pressure sensor detected voltage is lower than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured line pressure sensor input voltage (Line pressure)	< 0.195 V (< – 574 kPa)

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AA:DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect power supply-output short circuit or open circuit of the secondary pressure sensor 5 V system.
- Judge as NG if the secondary pressure sensor detected voltage is higher than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured line pressure sensor input voltage (Line pressure)	> 4.883 V (> 8200 kPa)

Time Needed for Diagnosis: 1.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AB:DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of transmission fluid pressure solenoid drive power supply relay circuit.
- Judge as NG if the transmission fluid pressure solenoid drive power supply voltage is lower than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
TCM Power Relay output command	ON
Ignition state	Run or Crank

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured TCM input voltage which is supplied from 12 V battery system through the TCM Power Relay	< 2 V

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AC:DTC P0951 MANUAL SWITCH

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short (ground-fault) in manual SW circuit.
- Judge as NG if the manual SW is ON in P, R or N range.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Malfunctions listed on the right column are not detected:	P0705, P0708

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Manual SW status in other than D range	ON

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AD:DTC P0961 PRESSURE CONTROL SOLENOID "A" CONTROL CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of transmission line pressure solenoid drive circuit.
- Judge as NG when the deviation between target current and actual current of the transmission line pressure solenoid becomes equal to or larger than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
| Target line pressure control solenoid valve current – Measured line pressure control solenoid valve current |	> 0.2 A

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AE:DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

Diagnosis 1
- Detect the GND-output short in secondary solenoid drive circuit.
- Judge as NG if the secondary solenoid drive current is higher than the predetermined value.

Diagnosis 2
- Detect the GND-output short in secondary solenoid drive circuit.
- Judge as NG when the number of overcurrent detection in the secondary solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 9 V
Commanded line pressure control solenoid valve current	≥ 0.1 A
Diagnosis 2	
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Measured line pressure control solenoid valve current	≥ 1.1 A
Diagnosis 2	
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured line pressure control solenoid valve current	≥ 1.2 A

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AF:DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect open circuit or power supply-output short circuit of the secondary solenoid drive circuit.
- Judge as NG if the secondary solenoid drive current is lower than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded line pressure control solenoid valve current	≥ 0.2 A

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured line pressure control solenoid valve current	< 0.1 A

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AG:DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION

1. OUTLINE OF DIAGNOSIS

Diagnosis 1
• Detect the malfunction of transmission forward/reverse clutch pressure solenoid drive circuit characteristics.
• Judge as NG when the deviation between set current and actual current of the transmission forward/reverse clutch pressure solenoid drive circuit becomes equal to or larger than the predetermined value.
Diagnosis 2
• Detect the malfunction of transmission forward/reverse clutch pressure solenoid drive circuit characteristics.
• Judge as NG when the transmission forward/reverse clutch pressure solenoid drive current is within the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 10 V
Diagnosis 2	
12 V battery system voltage	≥ 10 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
| Target forward & reverse clutch pressure control solenoid current – Measured forward & reverse clutch pressure control control solenoid current |	> 0.2 A
Diagnosis 2	
Measured forward & reverse clutch pressure control solenoid current	> 1.08 A and ≤ 1.9 A

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AH:DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short in transmission forward/reverse clutch pressure solenoid circuit.
- Judge as NG when the number of overcurrent detection in the transmission forward/reverse clutch pressure solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured forward & reverse clutch pressure control solenoid current	≥ 1.9 A

Time Needed for Diagnosis: 0.02 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AI: DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

• Detect open circuit or power supply-output short circuit in the transmission forward/reverse clutch pressure solenoid circuit.
• Judge as NG if the transmission forward/reverse clutch pressure solenoid drive current is lower than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Target forward & reverse clutch pressure control solenoid current	≥ 0.3 A

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured forward & reverse clutch pressure control solenoid current	< 0.15 A

Time Needed for Diagnosis: 1 second
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AJ:DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short in transfer solenoid circuit.
- Judge as NG when the number of GND-output short detection counted by a detecting circuit in the transfer solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Target duty cycle	0%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Malfunction signal from solenoid driver IC	≥ 10 count

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AK:DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect open circuit or power supply-output short circuit in the transfer solenoid circuit.
- Judge as NG when the number of open circuit or power supply-output short circuit detection counted by a detecting circuit in the transfer solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Target duty cycle	100%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Malfunction signal from solenoid driver IC	≥ 10 count

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AL:DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short of the primary UP solenoid drive circuit.
- Judge as NG when the number of GND short detection of primary UP solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of shift up pressure control solenoid	100%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured shift up pressure control solenoid voltage	≤ 0.8 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AM:DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect the open circuit and power supply-output short of the primary UP solenoid drive circuit.
- Judge as NG when the number of open or power supply short detection of primary UP solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of shift up pressure control solenoid	0%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured shift up pressure control solenoid voltage	≥ 2.5 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AN:DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short of the primary DOWN solenoid drive circuit.
- Judge as NG when the number of GND short detection of primary DOWN solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of shift down pressure control solenoid	100%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured shift down pressure control solenoid voltage	≤ 0.8 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AO:DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect the open circuit and power supply-output short of the primary DOWN solenoid drive circuit.
- Judge as NG when the number of open or power supply short detection of primary DOWN solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of shift down pressure control solenoid	0%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured shift down pressure control solenoid voltage	≥ 2.5 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AP:DTC P160A RANDOM ACCESS MEMORY (RAM) ERROR

1. OUTLINE OF DIAGNOSIS

- Judge the malfunction in RAM area of the TCM.
- Judge as NG if an attempt to write to RAM area failed.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Writing-check (RAM) NOTE: This check is carried out about the RAM used except for CAN communication.	Error

Time Needed for Diagnosis: Immediately
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

AQ:DTC P170A L-RANGE SW SYSTEM

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short (ground-fault) in L range SW circuit.
- Judge as NG if the L range SW is ON in P, R or N range.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Malfunctions listed on the right column are not detected:	P0705, P0708

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Manual SW status in other than D range	ON

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AR:DTC P2158 VEHICLE SPEED SENSOR "B"

1. OUTLINE OF DIAGNOSIS

- Judge the malfunction of VDC wheel speed sensor.
- Judge as NG when the wheel speed sensor normal status signal from VDC is cleared.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10.9 V

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from Vehicle Dynamics Control Module NOTE: The VDC controller detects malfunction if one of the speed sensors does not output a signal and the other vehicle speed sensor output signal is above 7.46 MPH.	ON

Time Needed for Diagnosis: 2.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AS:DTC P2530 IGNITION SWITCH RUN POSITION CIRCUIT

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of ignition SW circuit.
- Ignition SW signal is lost 5 times or more even though the engine is ON.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10.9 V
Engine speed	≥ 500 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Count of temporarily discontinuous input of ignition switch	≥ 5 count

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AT:DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT

1. OUTLINE OF DIAGNOSIS

- Detect the malfunction of primary speed sensor signal characteristics.
- Judge as NG if the value calculated by “engine speed – primary pulley speed” becomes equal to or larger than the predetermined value.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	≥ 50 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – Measured primary pulley shaft speed × 1.129 *	> Table 1 rpm

* 1.129: Primary reduction gear ratio

Table 1

Measured primary pulley shaft speed × 1.129 (rpm)	0	500	1000	1500	2000	2500	3000	3500
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	3700	3227	2755	2282	1856	1519	1213	956

Measured primary pulley shaft speed × 1.129 (rpm)	4000	4500	5000	5500	6000	6500	7000
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	786	713	651	601	569	544	520

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AU:DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL

1. OUTLINE OF DIAGNOSIS

- Detect the no input signal from the primary speed sensor.
- Judge as NG if there is no input signal from the primary pulley speed sensor, while the secondary pulley speed sensor interlocked with it by chain has the input signal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 400 rpm
Measured secondary pulley shaft speed	≥ 500 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured primary pulley shaft speed	0 rpm

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AV:DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT

1. OUTLINE OF DIAGNOSIS

Diagnosis 1
- Detect the malfunction of secondary speed sensor signal characteristics.
- Judge as NG when the secondary pulley speed against the primary pulley speed goes outside the possible range considering the hardware capabilities.

Diagnosis 2
- Detect the malfunction of secondary speed sensor signal characteristics.
- Judge as NG when the secondary pulley speed exceeds 13500 rpm.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Diagnosis 1	
12 V battery system voltage	≥ 9 V
Transmission range	Drive or Reverse
Measured primary pulley shaft speed / Measured front output shaft speed	≥ 0.36 and ≤ 2.34
Diagnosis 2	
12 V battery system voltage	≥ 9 V
Transmission range	Drive or Reverse
Measured primary pulley shaft speed / Measured front output shaft speed	≥ 0.36 and ≤ 2.34

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Diagnosis 1	
Measured primary pulley shaft speed / Measured secondary pulley shaft speed	< 0.33 or > 2.58
Diagnosis 2	
Measured secondary pulley shaft speed	> 13500 rpm

Time Needed for Diagnosis: 5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AW:DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL

1. OUTLINE OF DIAGNOSIS

- Detect the no input signal from the secondary speed sensor.
- Judge as NG if there is no input signal from the secondary pulley speed sensor, while the primary pulley speed sensor interlocked with it by chain has the input signal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Transmission range	Drive or Reverse
Measured primary pulley shaft speed	≥ 1000 rpm

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Measured secondary pulley shaft speed	0 rpm

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

AX:DTC P2757 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT PERFORMANCE/STUCK OFF

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of lock-up fluid pressure control solenoid, and hydraulic circuit, or drive circuit characteristics (stuck to low pressure side).
• Judge as NG if the deviation between engine speed and primary pulley speed becomes equal to or larger than the predetermined value, even though the lock-up command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Transmission range	Drive
Commanded duty of torque converter clutch pressure control solenoid	≥ 95%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – Measured primary pulley shaft speed × 1.129 *	> Table 1 rpm

* 1.129: Primary reduction gear ratio

Table 1

Measured primary pulley shaft speed × 1.129 (rpm)	0	500	1000	1500	2000	2500	3000	3500
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	200	200	200	200	200	200	200	200

Measured primary pulley shaft speed × 1.129 (rpm)	4000	4500	5000	5500	6000	6500	7000
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	200	200	200	200	200	200	200

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

AY:DTC P2758 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT STUCK ON

1. OUTLINE OF DIAGNOSIS

• Detect the malfunction of lock-up fluid pressure control solenoid, and hydraulic circuit, or drive circuit characteristics (stuck to high pressure side).
• Judge as NG if the gear ratio is 1.5 or larger and the amount of gear rate change per second is –0.08 or larger, even though the lock-up command is issued.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Engine speed	≥ 1000 rpm
Transmission range	Drive
Engine torque	> Table 1 N·m
Commanded duty of torque converter clutch pressure control solenoid	≤ 0%

Table 1

Engine coolant temperature (degC)	–40	–20	0	20	40	60	80	100
Engine torque (N·m)	80	80	80	80	80	50	50	50

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – Measured primary pulley shaft speed × 1.129 *	< Table 2 rpm

* 1.129: Primary reduction gear ratio

Table 2

Measured primary pulley shaft speed × 1.129 (rpm)	0	500	1000	1500	2000	2500	3000	3500
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	0	0	50	50	50	50	50	50

Measured primary pulley shaft speed × 1.129 (rpm)	4000	4500	5000	5500	6000	6500	7000
Engine speed – Measured primary pulley shaft speed × 1.129 (rpm)	50	50	50	50	50	50	50

Time Needed for Diagnosis: 10 seconds
Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

AZ:DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect the open circuit and power supply-output short of the lock-up duty solenoid drive circuit.
- Judge as NG when the number of open or power supply short detection of lock-up duty solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of torque converter clutch pressure control solenoid	0%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured torque converter clutch pressure control solenoid voltage	≥ 2.5 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BA:DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short of the lock-up duty solenoid drive circuit.
- Judge as NG when the number of GND short detection of lock-up duty solenoid drive circuit is more than 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Commanded duty of torque converter clutch pressure control solenoid	100%

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured torque converter clutch pressure control solenoid voltage	≤ 0.8 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BB:DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW)

1. OUTLINE OF DIAGNOSIS

- Detect the GND-output short of the lock-up ON/OFF solenoid drive circuit.
- Judge as NG when the number of GND short detection of lock-up ON/OFF solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Torque converter clutch circuit control solenoid output command	ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured torque converter clutch circuit control solenoid voltage	≤ 0.8 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BC:DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH)

1. OUTLINE OF DIAGNOSIS

- Detect open circuit or power supply-output short circuit in the lock-up ON/OFF solenoid drive circuit.
- Judge as NG when the number of open circuit or power supply-output short circuit detection of lock-up ON/OFF solenoid drive circuit exceeds 10 times.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 9 V
Torque converter clutch circuit control solenoid output command	OFF

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Signal of malfunction from solenoid driver IC	ON
As defined by:	
Measured torque converter clutch circuit control solenoid voltage	≥ 2.5 V

Time Needed for Diagnosis: 0.2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BD:DTC U0073 CONTROL MODULE COMMUNICATION BUS OFF

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication failure has occurred.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	> 0 rpm
or	
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN bus condition	Bus off

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BE:DTC U0100 LOST COMMUNICATION WITH ECM/PCM "A"

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication with ECM is not possible.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	> 0 rpm
or	
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from ECM	Lost

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BF:DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication with VDC CM is not possible.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	> 0 rpm
or	
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from Vehicle Dynamics Control Module	Lost

Time Needed for Diagnosis: 0.5 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BG:DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication failure occurs with the body integrated unit.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from BIU	Lost

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BH:DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication failure occurs with the combination meter.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed	> 0 rpm
or	
D range switch	ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from meter	Lost

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BI: DTC U0164 LOST COMMUNICATION WITH HVAC CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication failure occurs with the A/C control panel.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from A/C control panel	Lost

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BJ:DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM "A"

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from ECM is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	> 0 rpm
or	
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from ECM	Did not change

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BK:DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from VDC CM is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
12 V battery system voltage	≥ 10 V
Measured primary pulley shaft speed	> 0 rpm
or	
Transmission range	Drive or Reverse

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from Vehicle Dynamics Control Module	Did not change

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BL:DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from the body integrated unit is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from BIU	Freeze

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BM:DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from the combination meter is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from meter	Freeze

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BN:DTC U0424 INVALID DATA RECEIVED FROM HVAC CONTROL MODULE

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from the A/C control panel is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from A/C control panel	Freeze

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BO:DTC U1235 LOST COMMUNICATION WITH EyeSight

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when CAN communication failure occurs with the stereo camera.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from stereo camera	Lost

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

BP:DTC U1433 INVALID DATA RECEIVED FROM EyeSight

1. OUTLINE OF DIAGNOSIS

- Detect malfunction of CAN communication.
- Judge as NG when data received from the stereo camera is not normal.

2. ENABLE CONDITIONS

Secondary Parameters	Enable Conditions
Turbine shaft speed or D range switch	> 0 rpm ON

3. DIAGNOSTIC METHOD

If the duration of time while the following conditions are met is longer than the time indicated, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
CAN data from stereo camera	Freeze

Time Needed for Diagnosis: 2 seconds
Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

MANUAL TRANSMISSION AND DIFFERENTIAL

6MT

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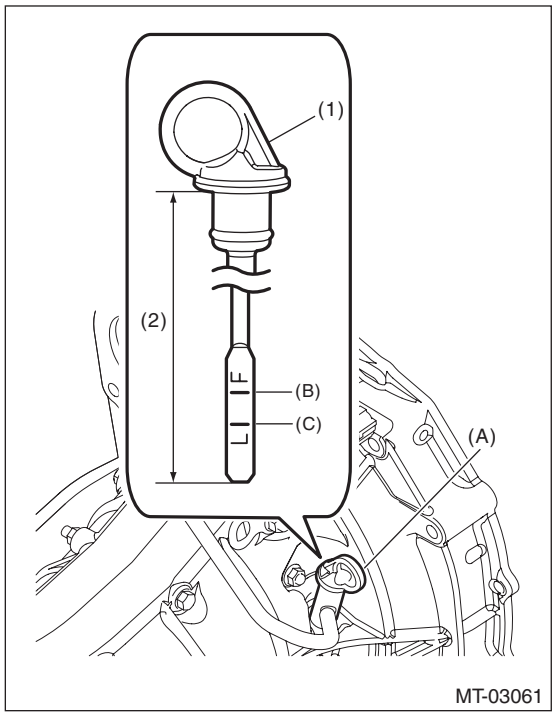
2. Transmission Gear Oil

A: INSPECTION

1) Park the vehicle on a level surface.
2) Turn the ignition switch to OFF, and wait until the engine cools.
3) Remove the oil level gauge and wipe it clean.
4) Reinsert the oil level gauge all the way. Be sure that the oil level gauge is correctly inserted in the proper direction.
5) Pull out the oil level gauge again, and check the oil level. If it is below the lower level, check for oil leakage and add oil through the oil level gauge hole to bring the level up to the upper level.

CAUTION:
The length of the oil level gauge varies depending on models and destinations. Make sure to use the appropriate oil level gauge.

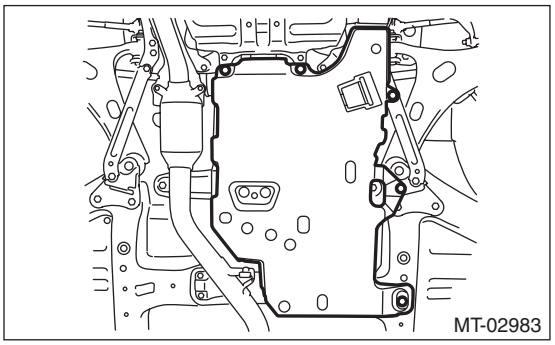


(A) Oil level gauge
(B) Upper level
(C) Lower level

(1) Gray
(1) 195.9 mm

B: REPLACEMENT

1) Pull out the oil level gauge.
2) Lift up the vehicle.
3) Remove the transmission under cover.

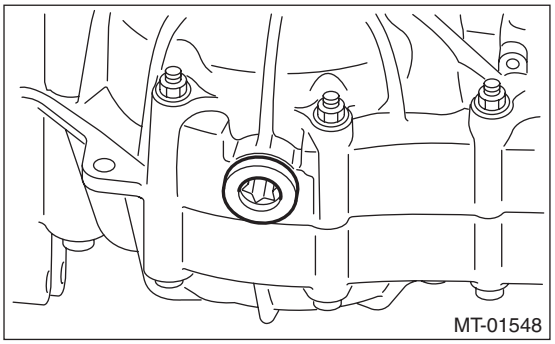


4) Using the TORX® bit T70, remove the drain plug, and drain the transmission gear oil completely.

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the transmission gear oil will be hot. Be careful not to receive burns.
• Be careful not to spill the transmission gear oil on the exhaust pipe, to prevent emission of smoke or causing a fire. If gear oil is spilt, wipe it off completely.
5) Tighten the drain plug using TORX® bit T70.

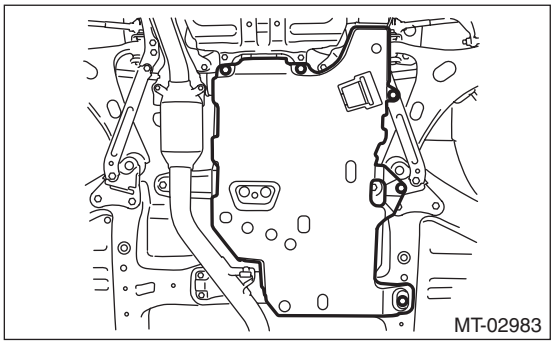
NOTE:
• Tighten the drain plug after draining the transmission gear oil.
• Use a new gasket.

Tightening torque:
44 N·m (4.5 kgf-m, 32.5 ft-lb) (aluminum gasket, silver)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (copper gasket, brown)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (metal gasket, black)



6) Install the transmission under cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



7) Lower the vehicle.
8) Pour gear oil through the oil level gauge hole.

Recommended gear oil:
SUBARU GEAR OIL EXTRA MT

Alternative:
GL-5 (75W-90)

CAUTION:
If an alternative transmission gear oil is used, you may not have expected functionality and performance.

Gear oil capacity:
3.3 L (3.5 US qt, 2.9 Imp qt)
9) Check the transmission gear oil amount, and confirm that it is within the specification.

3. Differential Gear Oil

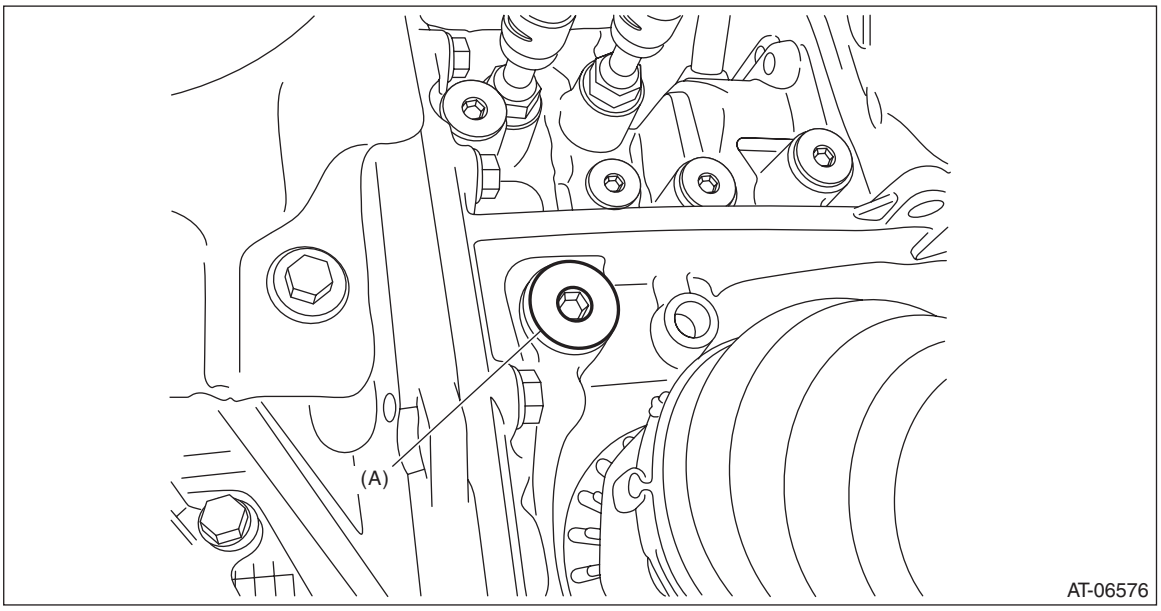
A: INSPECTION

Check that there is no leakage of differential gear oil from the converter case.

B: ADJUSTMENT

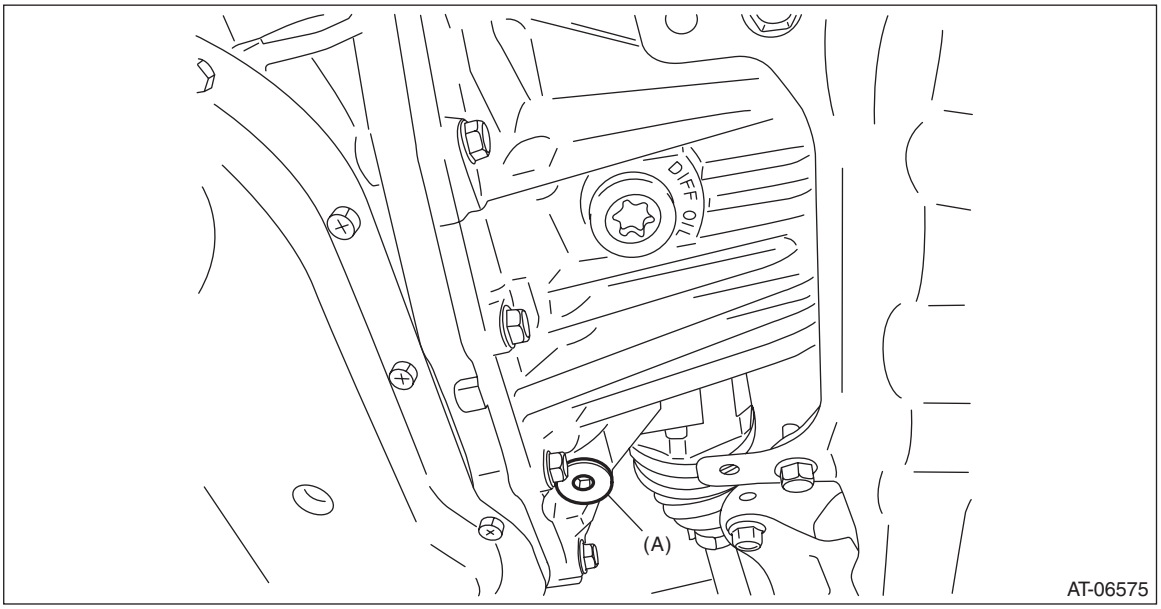
NOTE:
Immediately after removing the overflow drain plug, remaining gear oil (approx. 8 cc) may come out of the overflow pipe. This is not included in the specified amount. When removing the overflow drain plug, make sure the gear oil flows out of the overflow drain plug hole by filling with gear oil.

1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the filler plug.



(A) Filler plug

4) Remove the overflow drain plug.



(A) Overflow drain plug

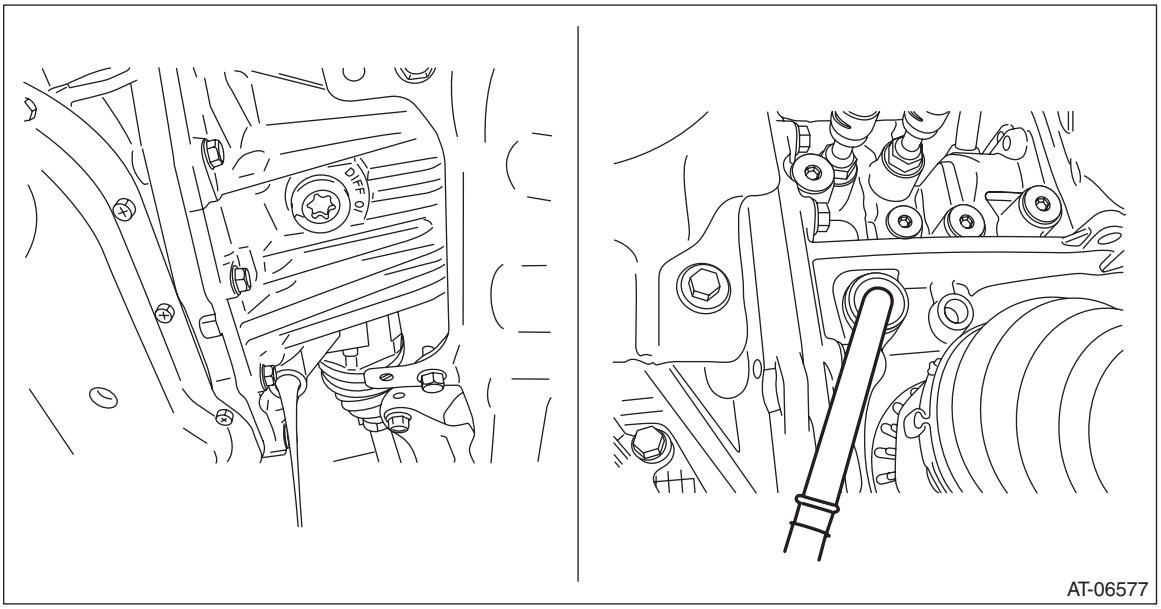
5) Fill in the differential gear oil through the filler plug hole up to where the oil flows out of the overflow drain plug.

Recommended gear oil:
<Ref. to CVT(TR580)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>

6) When the flow of the differential gear oil turns into a narrow stream, install the overflow drain plug.

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



7) Install the filler plug.

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

8) Install the under cover front - transmission.

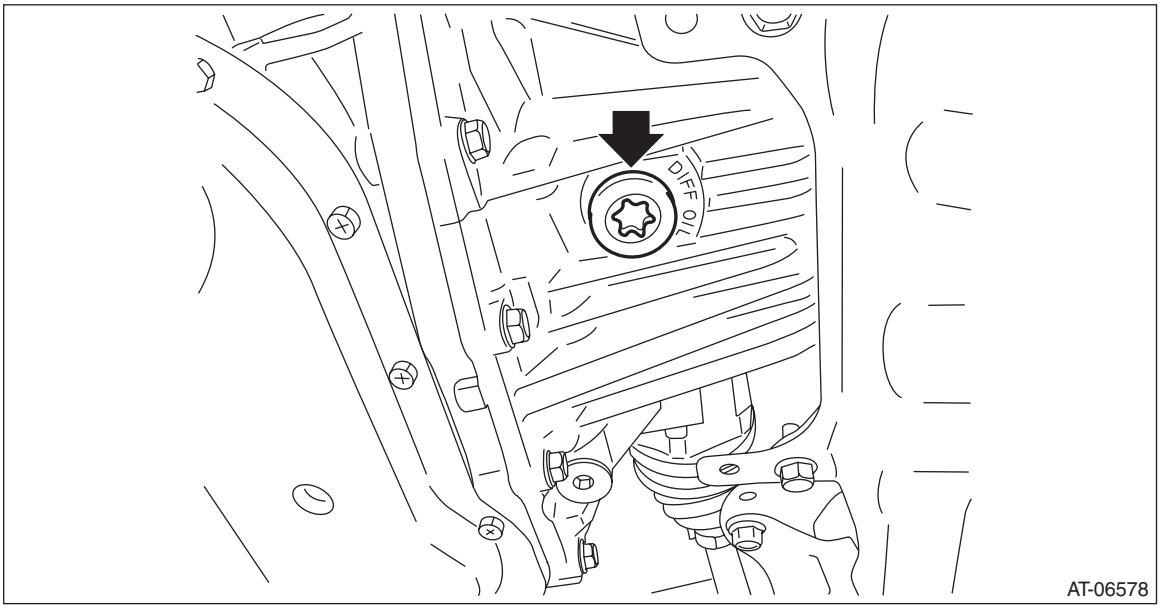
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: REPLACEMENT

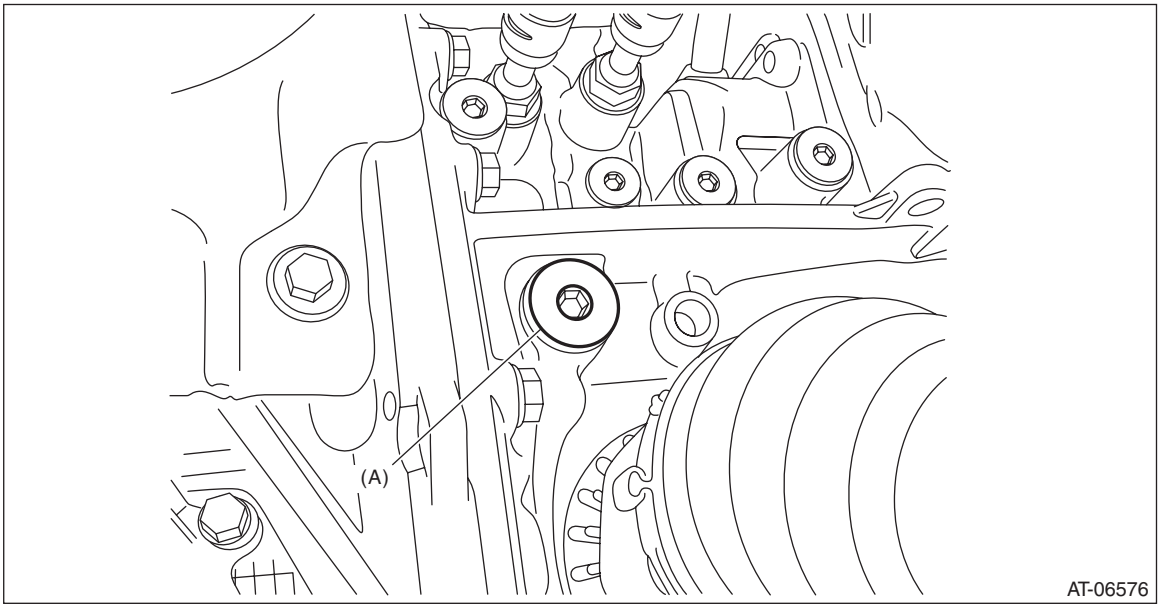
CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill differential gear oil on the exhaust pipe to prevent it from emitting smoke or causing a fire. If gear oil adheres, wipe it off completely.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the differential gear oil drain plug using TORX® bit T70. Drain differential gear oil.
4) Install the differential gear oil drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



5) Remove the filler plug.

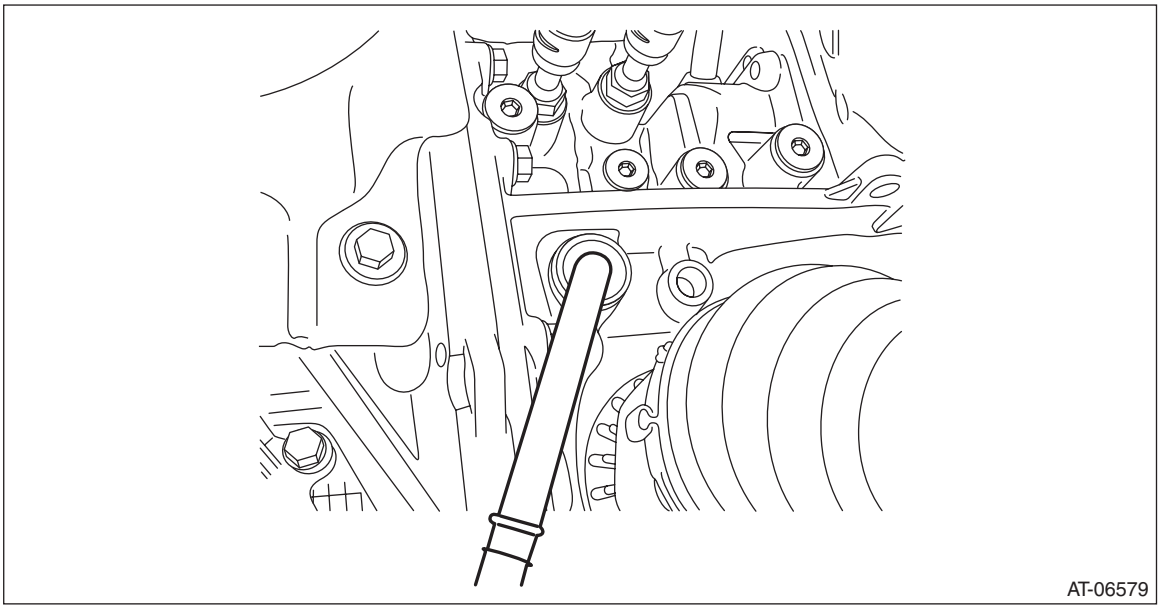


(A) Filler plug

6) Pour gear oil into the filler plug hole.

Recommended gear oil:
<Ref. to CVT(TR580)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>

Gear oil capacity:
<Ref. to CVT(TR580)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>



7) Adjust the level of differential gear oil. <Ref. to CVT(TR580)-40, ADJUSTMENT, Differential Gear Oil.>

3. Differential Gear Oil

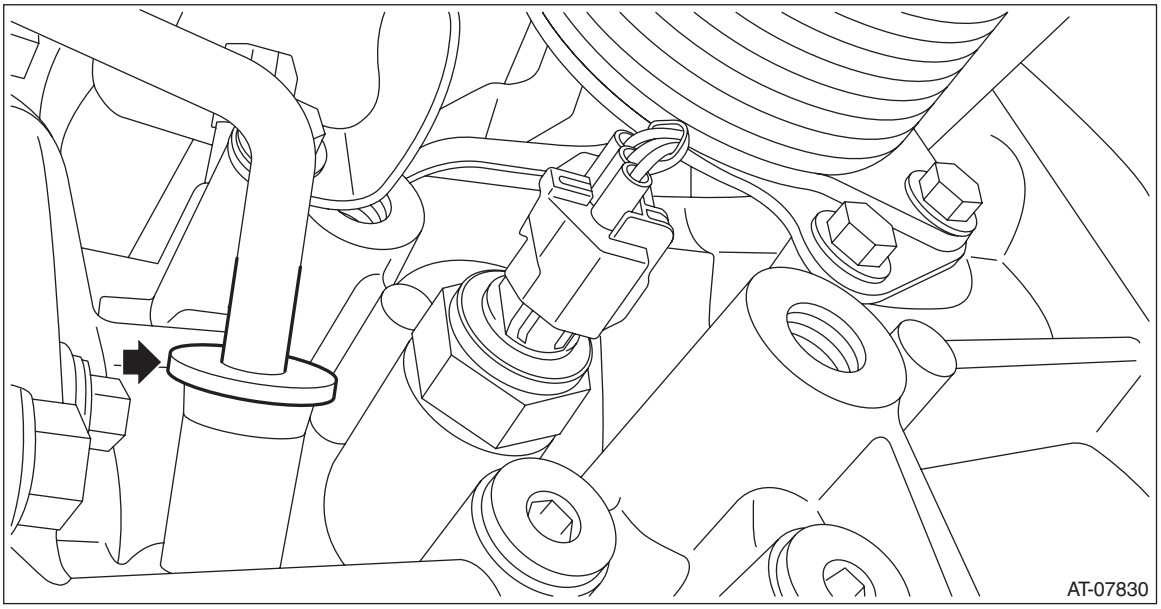
A: INSPECTION

Check that there is no leakage of differential gear oil from the converter case.

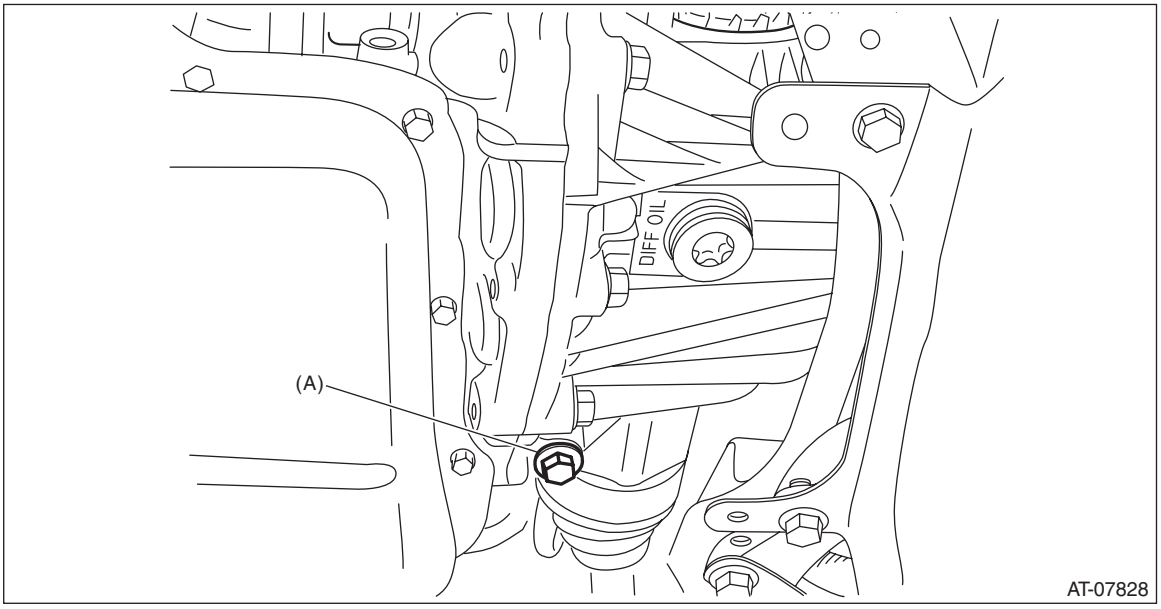
B: ADJUSTMENT

NOTE:
Immediately after removing the overflow drain plug, remaining gear oil (approx. 8 cc) may come out of the overflow pipe. This is not included in the specified amount. When removing the overflow drain plug, make sure the gear oil flows out of the overflow drain plug hole by filling with gear oil.

1) Lift up the vehicle.
2) Remove the air breather cap.



3) Remove the overflow drain plug.



(A) Overflow drain plug

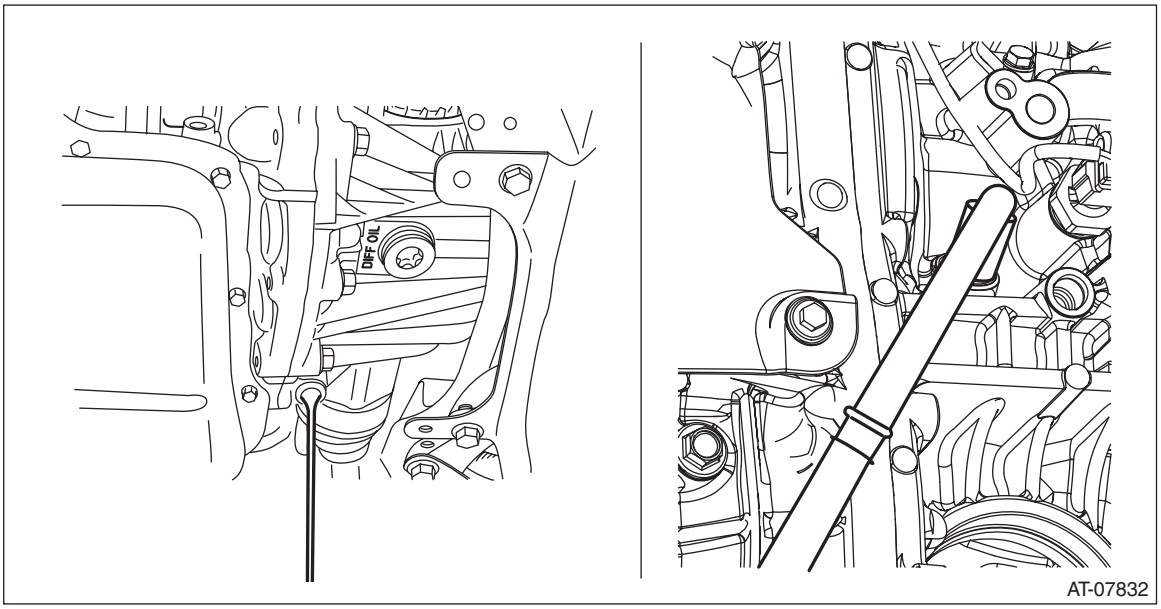
4) Fill in the differential gear oil through the charge pipe up to where the oil flows out of the overflow drain plug.

Recommended gear oil:
<Ref. to CVT(TR690)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>

5) When the flow of the differential gear oil turns into a narrow stream, install the overflow drain plug.

NOTE:
Use a new gasket.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)



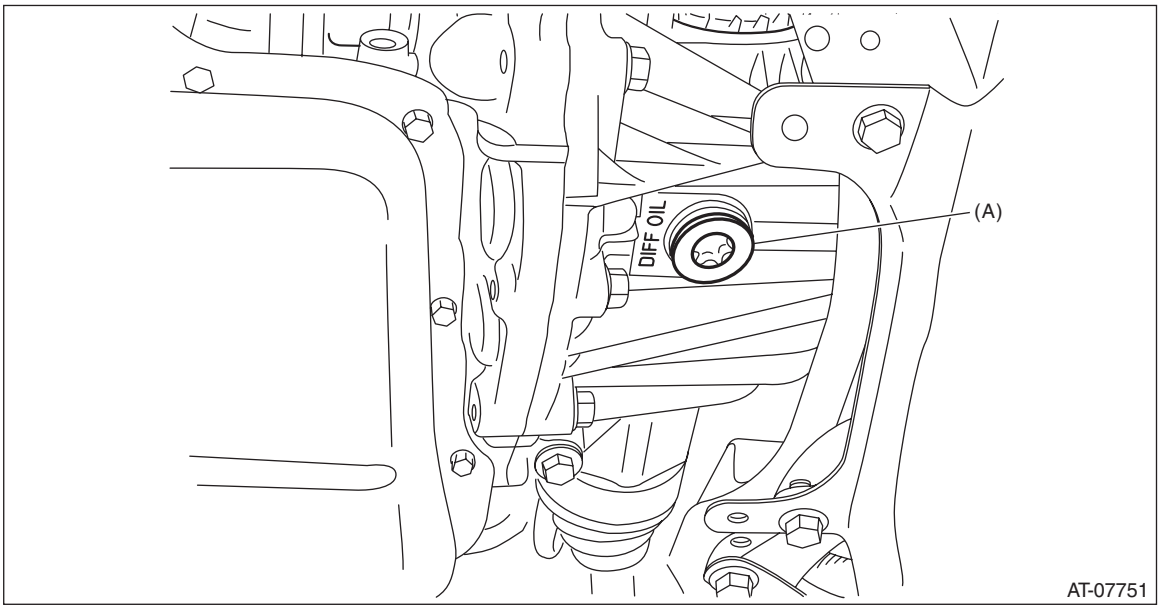
6) Install the air breather cap.

C: REPLACEMENT

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill differential gear oil on the exhaust pipe to prevent it from emitting smoke or causing a fire. If gear oil adheres, wipe it off completely.
1) Lift up the vehicle.
2) Remove the differential gear oil drain plug using TORX® bit T70. Drain differential gear oil.
3) Install the differential gear oil drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

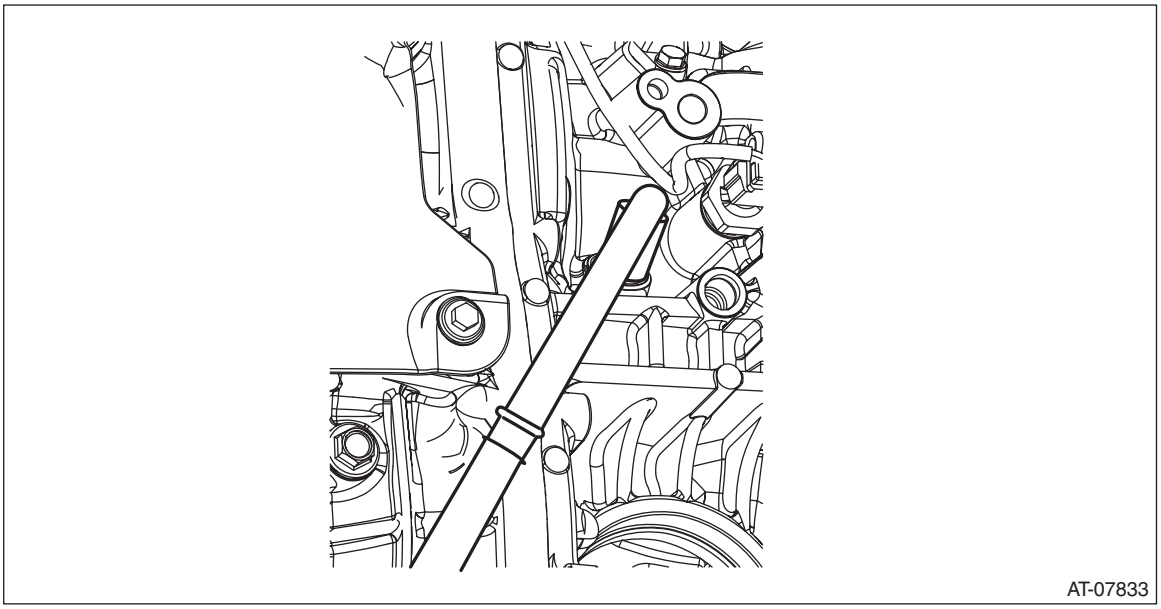


(A) Differential gear oil drain plug

4) Pour gear oil from the charge pipe.

Recommended gear oil:
<Ref. to CVT(TR690)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>

Gear oil capacity:
<Ref. to CVT(TR690)-4, FRONT DIFFERENTIAL GEAR OIL, SPECIFICATION, General Description.>

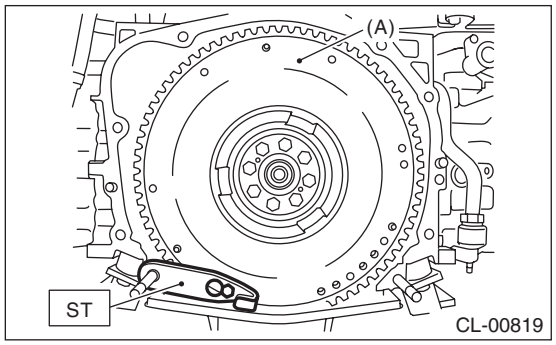


5) Adjust the level of differential gear oil. <Ref. to CVT(TR690)-41, ADJUSTMENT, Differential Gear Oil.>

3. Flywheel

A: REMOVAL

1) Remove the transmission assembly. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the clutch cover and clutch disc. <Ref. to CL-10, REMOVAL, Clutch Disc and Cover.>
3) Attach the ST.
ST 498497100 CRANKSHAFT STOPPER



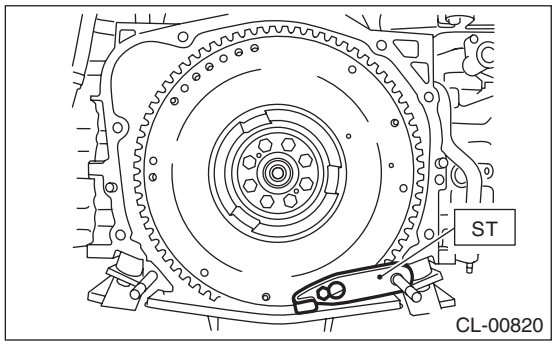
(A) Flywheel

4) Remove the flywheel and crankshaft position sensor plate.

B: INSTALLATION

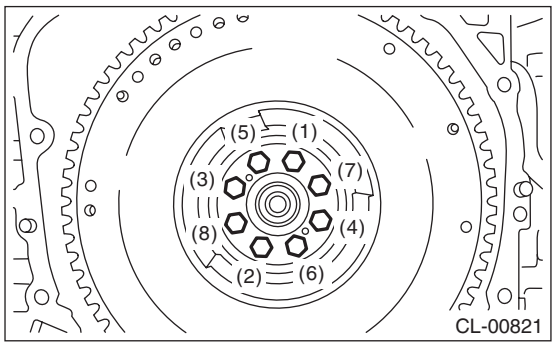
1) Temporarily tighten the crankshaft position sensor plate and flywheel.

NOTE:
Align the knock pin hole of the crankshaft position sensor plate to the knock pin of the crankshaft to secure the knock pin.
2) Attach the ST.
ST 498497100 CRANKSHAFT STOPPER



3) Tighten the flywheel mounting bolts in two stages.
(1) Tighten the flywheel attachment bolts.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)



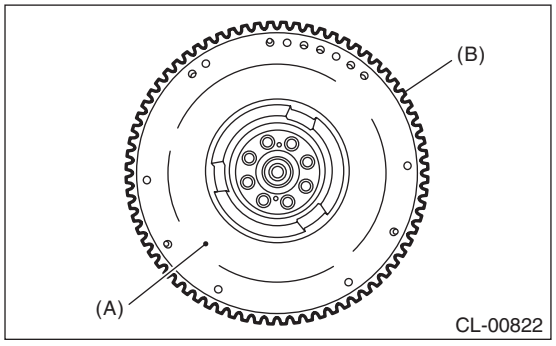
(2) While checking the tightening angle with the angle gauge, further tighten the flywheel mounting bolts.

Tightening angle:
30° — 35°

4) Install the clutch disc and cover. <Ref. to CL-10, INSTALLATION, Clutch Disc and Cover.>
5) Install the transmission assembly. <Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: INSPECTION

CAUTION:
Because the center bearing is grease-sealed and is a non-lubrication type, do not wash with gasoline or solvents.
1) If there is damage or defectiveness in the facing sliding surface or ring gear, replace the flywheel.



(A) Flywheel
(B) Ring gear

2) Smoothness of rotation
Rotate the ball bearing while applying pressure in the thrust direction.
3) If noise or excessive play is noted, replace the flywheel.

3. General Description

A: CAUTION

1. SUPPLEMENTAL RESTRAINT SYSTEM "AIRBAG"

The airbag system wiring harness is routed near the TCM.

CAUTION:
• All the airbag system wiring harnesses and connectors are colored yellow. Do not use an electric test equipment to check these circuits.
• Be careful not to damage the airbag system wiring harness when performing diagnostics or servicing the TCM.

2. MEASUREMENT

When measuring the voltage and resistance of the ECM, TCM or sensor, use a tapered pin with a diameter of less than 0.64 mm (0.025 in) in order to avoid poor contact. Do not insert a pin of more than 0.65 mm (0.026 in) diameter.

B: INSPECTION

1. BATTERY

Measure the battery voltage and specific gravity of the electrolyte.

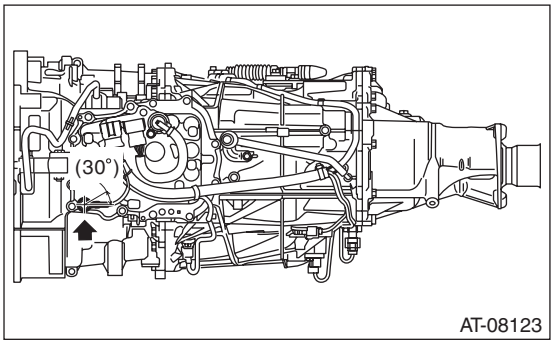
Standard voltage: 12 V or more

Specific gravity: 1.260 or more

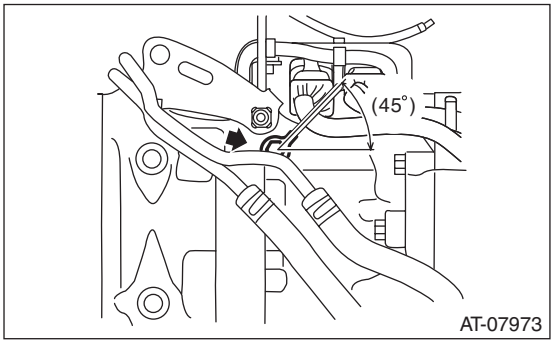
2. TRANSMISSION GROUND

Make sure that the ground terminal bolt is tightened securely.

Tightening torque:
Non-turbo model
14 N·m (1.4 kgf-m, 10.3 ft-lb)



Turbo model
16 N·m (1.6 kgf-m, 11.8 ft-lb)



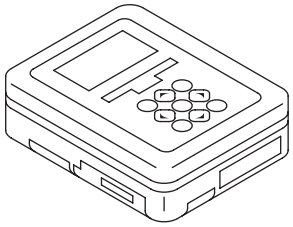
3. OPERATION OF SHIFT SELECT LEVER

Make sure there is no noise, dragging or contact pattern in each select lever range.

WARNING:
Stop the engine while checking operation of the select lever.

C: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B022XU0	1B022XU0	SUBARU SELECT MONITOR III KIT	Used for troubleshooting the electrical system.

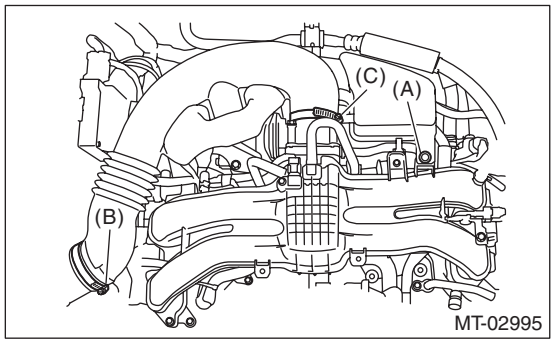
2. GENERAL TOOL

TOOL NAME	REMARKS
Circuit tester	Used for measuring resistance, voltage and current.
Oscilloscope	Used for measuring the sensor.

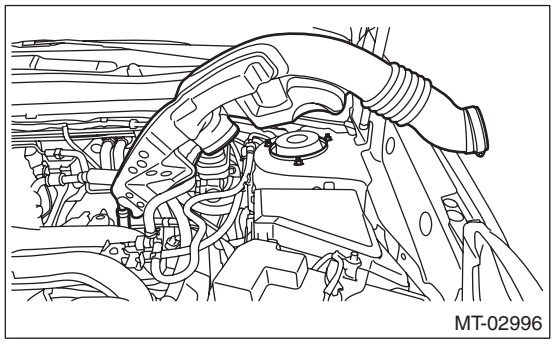
3. Manual Transmission Assembly

A: REMOVAL

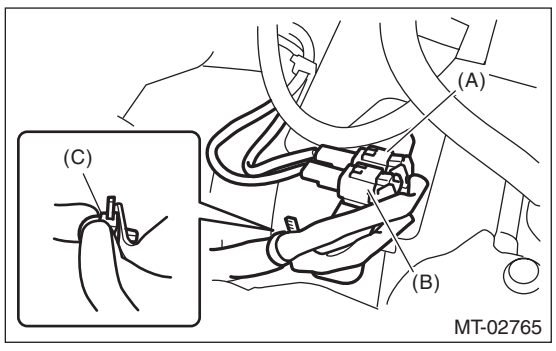
1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.



5) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.

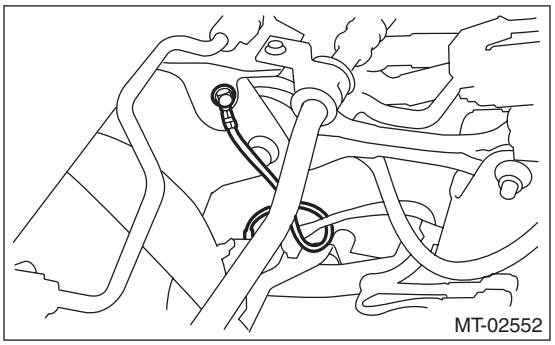


6) Disconnect the following connectors and remove the clip from the bracket.

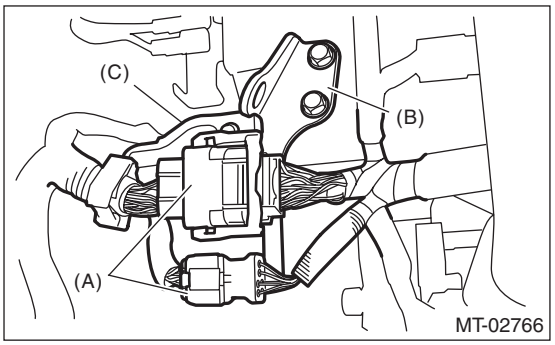


(A) Neutral position switch connector (brown)
(B) Back-up light switch connector (gray)
(C) Clip

7) Disconnect the transmission radio ground cord terminal.

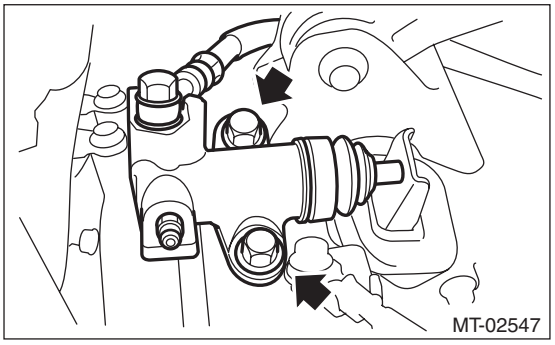


8) Remove the harness bracket and disconnect the engine harness connectors, and then remove the engine hanger rear.

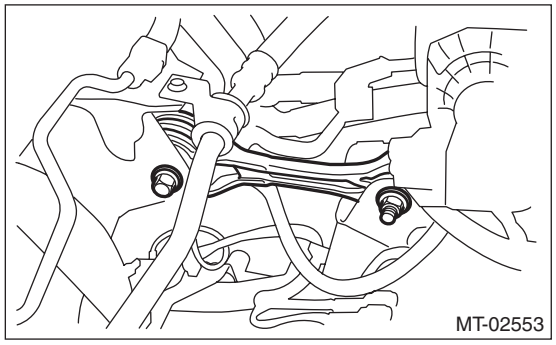


(A) Engine harness connectors
(B) Engine hanger rear
(C) Harness bracket

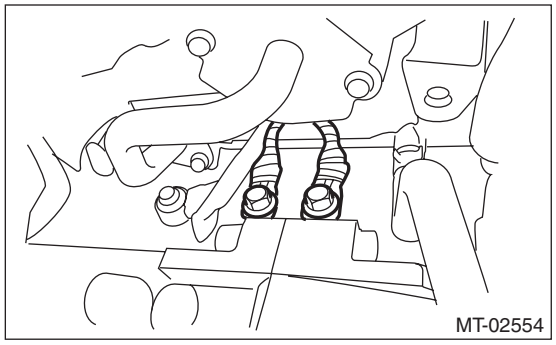
9) Remove the starter.<Ref. to SC(H4DO)-8, REMOVAL, Starter.>
10) Remove the operating cylinder from the transmission, and suspend on a wire.



11) Remove the pitching stopper.

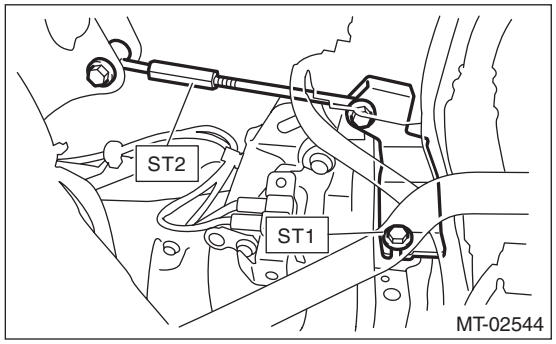


12) Disconnect two ground cables from rear end of the engine.

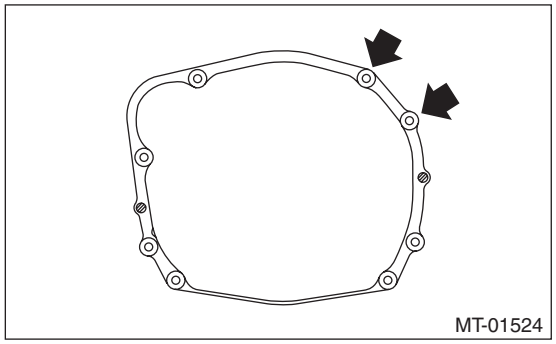


13) Set the ST.

ST1	41099AA010	ENGINE SUPPORT BRACKET (or 41099AA011)
ST2	41099AA020	ENGINE SUPPORT



14) Remove the bolts which hold upper side of transmission to engine.

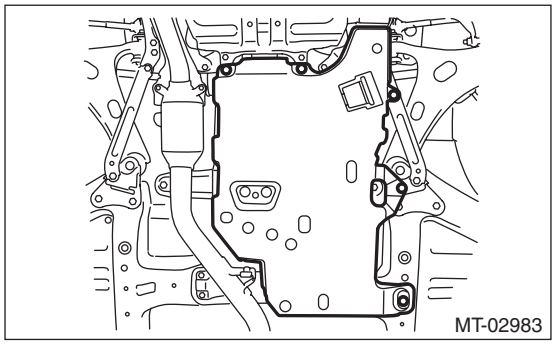


15) Lift up the vehicle.

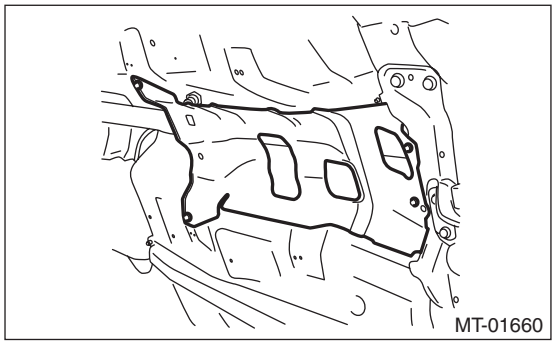
16) Remove the under cover.<Ref. to EI-23, REMOVAL, Front Under Cover.>

17) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>

18) Remove the transmission under cover.

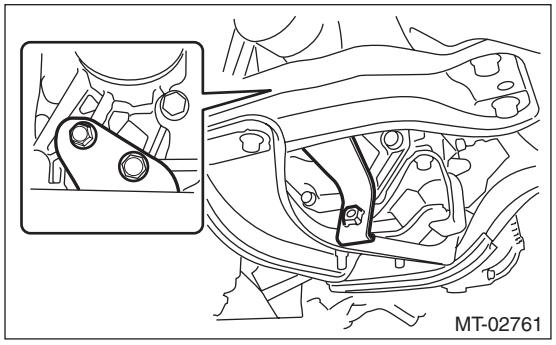


19) Remove the center exhaust cover.



20) Drain transmission gear oil completely.<Ref. to 6MT-24, REPLACEMENT, Transmission Gear Oil.>

21) Remove the hangar bracket from the transmission.



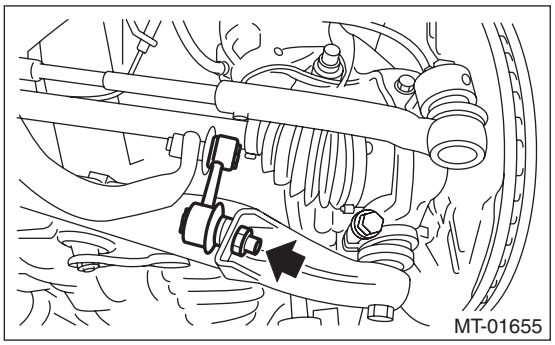
22) Remove the propeller shaft.<Ref. to DS-11, REMOVAL, Propeller Shaft.>

23) Remove the MT gear shift cable and MT gear select cable from MT gear shift lever.<Ref. to CS-62, REMOVAL, MT Gear Shift Lever.>

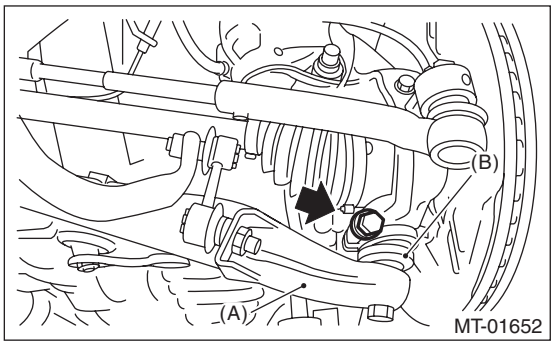
CAUTION:

- **Do not bend MT gear shift cable and MT gear select cable at a sharp angle.**
- **If the MT gear select cable is removed from the selector lever COMPL on the transmission side, replace with new MT gear select cable.**

24) Disconnect the stabilizer link from the front arm.

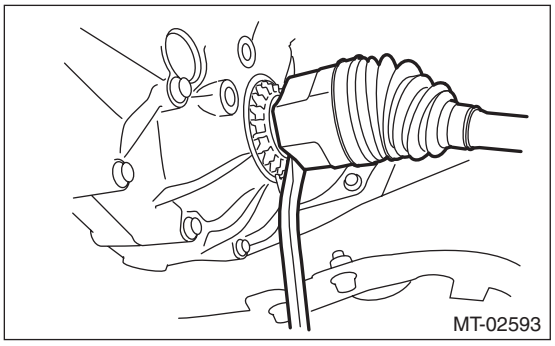


25) Remove the bolt securing the ball joint of the front arm to the housing, then separate the front arms and the housing.

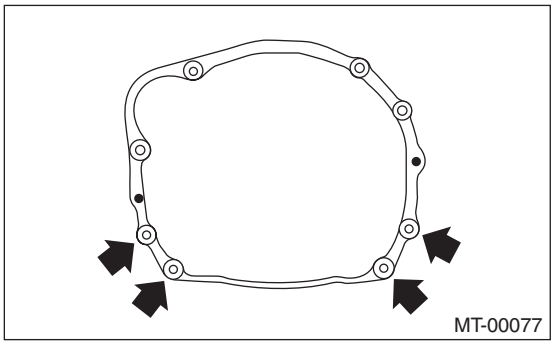


(A) Front arm
(B) Ball joint

26) Using a crowbar, remove the left and right front drive shaft from the transmission.

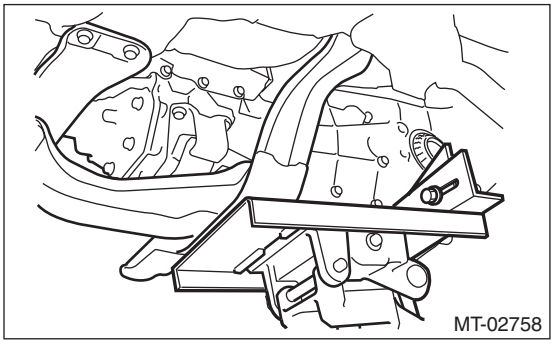


27) Remove the bolts and nuts which hold lower side of transmission to engine.

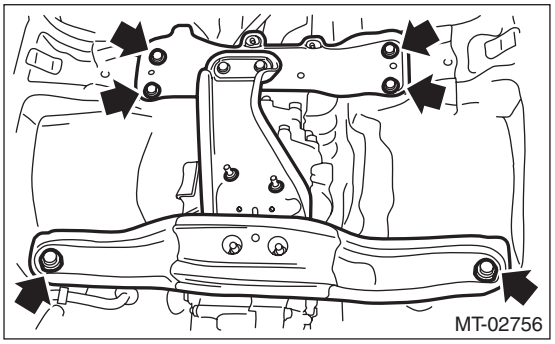


28) Place the transmission jack under the transmission.

CAUTION:
Always support the transmission case with a transmission jack.



29) Remove the front crossmember and rear crossmember from the vehicle.



30) While lowering the transmission jack, tighten the turnbuckle of the ST, and incline the engine unit rearward.
31) Remove the transmission.

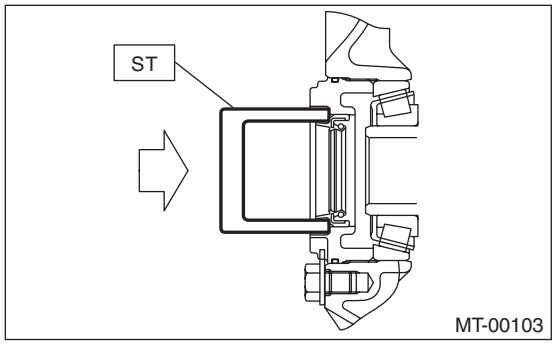
NOTE:
Move the transmission jack towards the rear until the main shaft is withdrawn from the clutch disc.
32) Remove the transmission cushion rubber from the transmission assembly.

B: INSTALLATION

1) Replace the differential side retainer oil seal. <Ref. to 6MT-38, REPLACEMENT, Differential Side Retainer Oil Seal.>

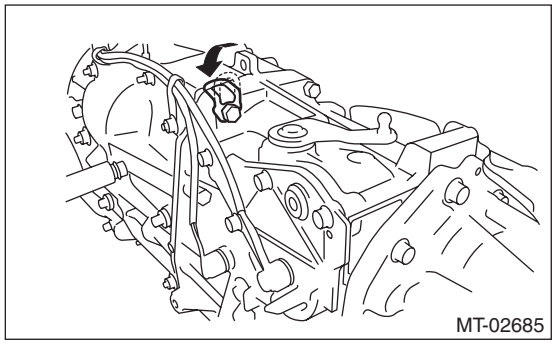
NOTE:
• Be sure to replace the differential side retainer oil seal after removing the front drive shaft.
• When a new oil seal has been installed, replacement is not required.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



2) Strike and bend the transmission hanger of transmission rear with a rubber hammer etc. so that it gets in contact with the transmission case.

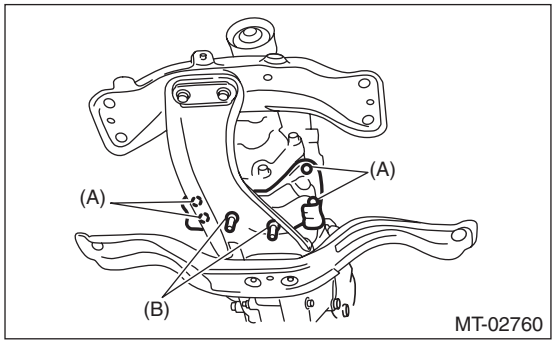
CAUTION:
Do not apply excessive load or impact to the transmission case.



3) Install the transmission cushion rubber to the transmission, and tighten the bolt (A).

4) Install the transmission cushion rubber to the center crossmember, and temporarily tighten the nut (B).

Tightening torque:
Bolt (A)
35 N·m (3.6 kgf-m, 25.8 ft-lb)

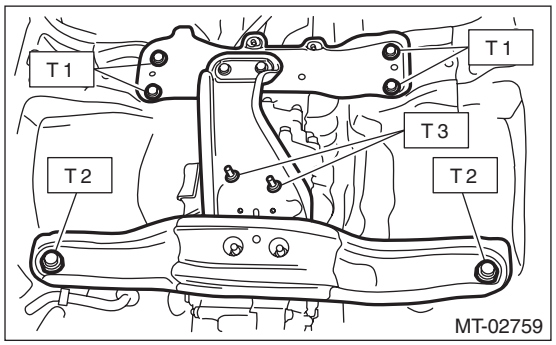


5) Install the transmission onto the engine.
(1) Lift up the transmission gradually using a transmission jack.
(2) Engage at the spline section.

NOTE:
Be careful not to hit the main shaft against the clutch cover.

6) While raising the transmission jack, loosen the turnbuckle of the ST, and set the engine unit to the original position.
7) Tighten the mounting bolts for front crossmember and rear crossmember.
8) Tighten the transmission cushion rubber mounting nut.

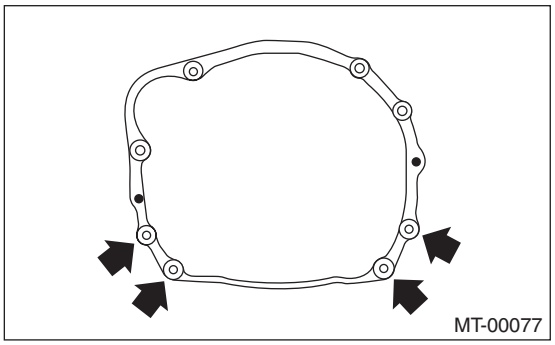
Tightening torque:
T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)
T2: 140 N·m (14.3 kgf-m, 103.3 ft-lb)
T3: 35 N·m (3.6 kgf-m, 25.8 ft-lb)



9) Take out the transmission jack.

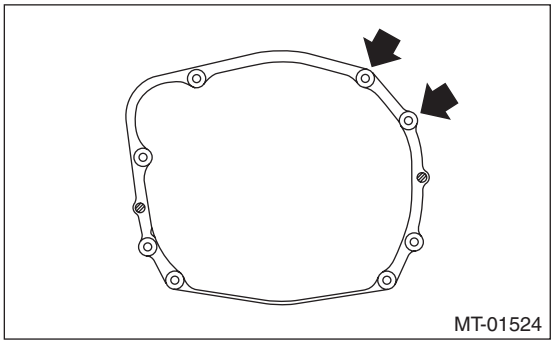
10) Tighten the bolts and nuts which hold the lower side of transmission to the engine.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

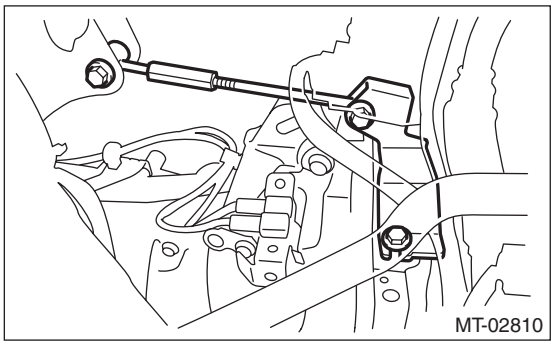


11) Lower the vehicle.
12) Install the starter. <Ref. to SC(H4DO)-12, INSTALLATION, Starter.>
13) Tighten the bolts which hold the upper side of the transmission to the engine.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

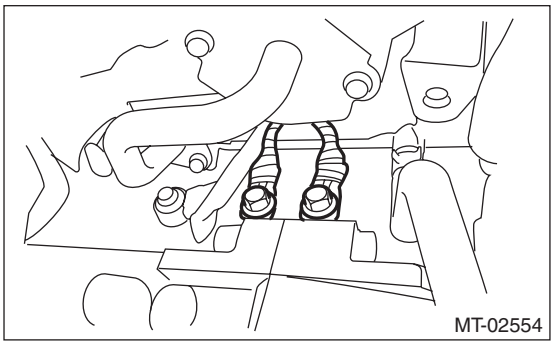


14) Remove the ST.



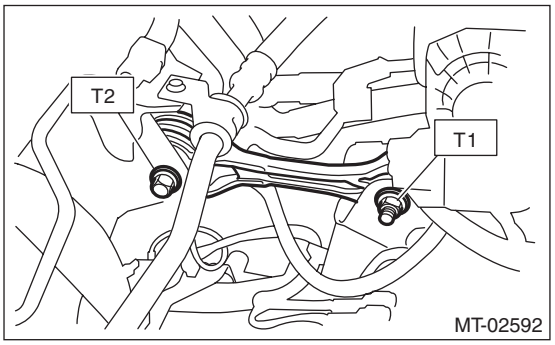
15) Install the ground cable.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)

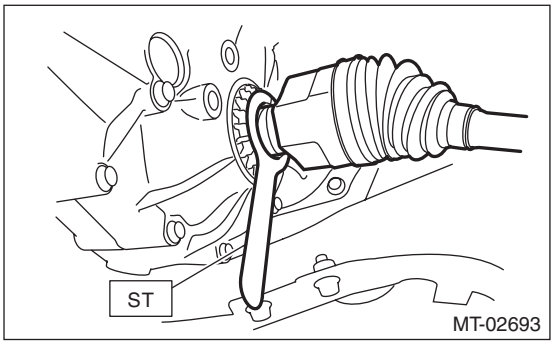


16) Install the pitching stopper.

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)

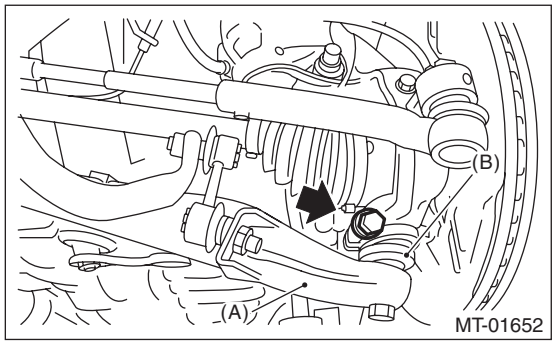


17) Lift up the vehicle.
18) Install the ST to the transmission, and then install the front drive shaft to the transmission.
ST 28399SA010 OIL SEAL PROTECTOR



19) Insert the front arm ball joint into the housing lower part, and tighten the mounting bolt.

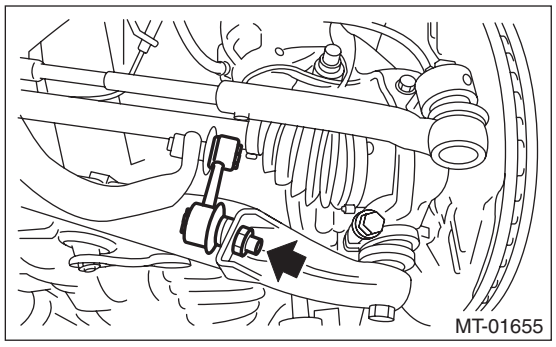
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



(A) Front arm
(B) Ball joint

20) Attach the stabilizer link to the front arm.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)



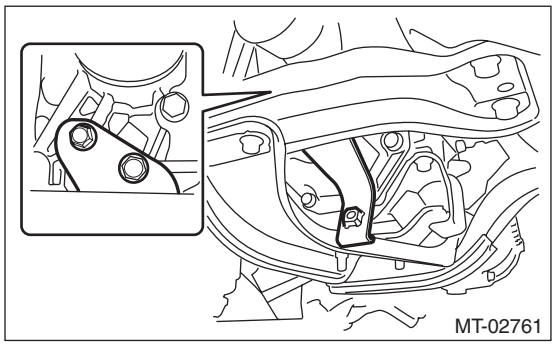
21) Install the MT gear shift cable and MT gear select cable to MT gear shift lever. <Ref. to CS-64, INSTALLATION, MT Gear Shift Lever.>

CAUTION:
• Do not bend MT gear shift cable and MT gear select cable at a sharp angle.
• If the MT gear select cable is removed from the selector lever COMPL on the transmission side, replace with new MT gear select cable.

22) Install the propeller shaft. <Ref. to DS-14, INSTALLATION, Propeller Shaft.>

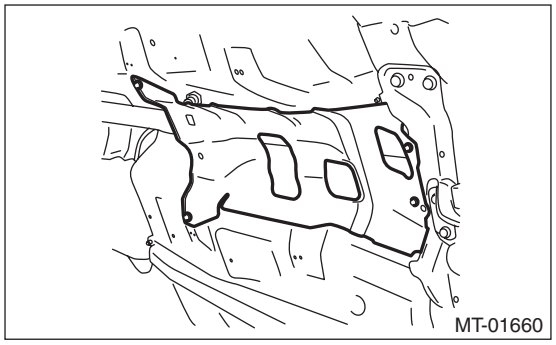
23) Install the hanger bracket to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



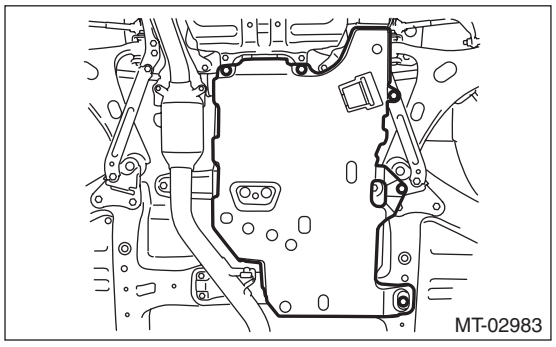
24) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



25) Install the transmission under cover.

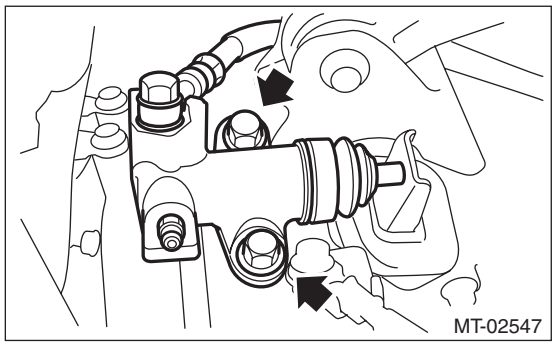
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



26) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
27) Install the under cover. <Ref. to EI-23, INSTALLATION, Front Under Cover.>
28) Lower the vehicle.

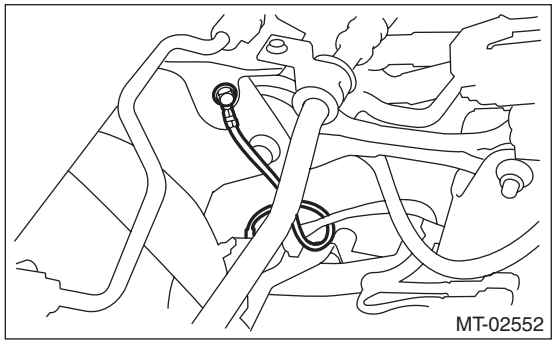
29) Install the operating cylinder.

Tightening torque:
37 N·m (3.8 kgf-m, 27.3 ft-lb)



30) Install the transmission radio ground cord terminal.

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

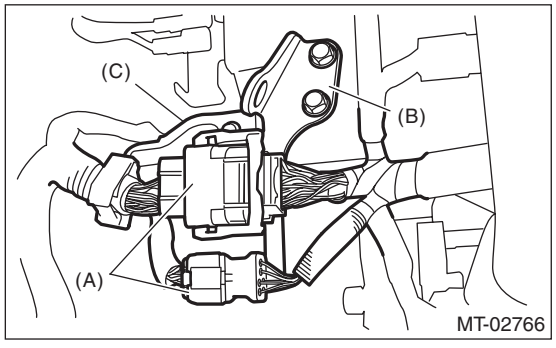


31) Install the engine hanger rear.

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

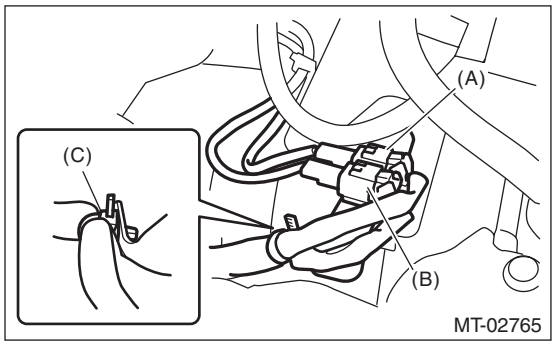
32) Connect the engine harness connector, then attach the harness bracket.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



(A) Engine harness connectors
(B) Engine hanger rear
(C) Harness bracket

33) Connect the following connectors and secure the clip on the bracket.



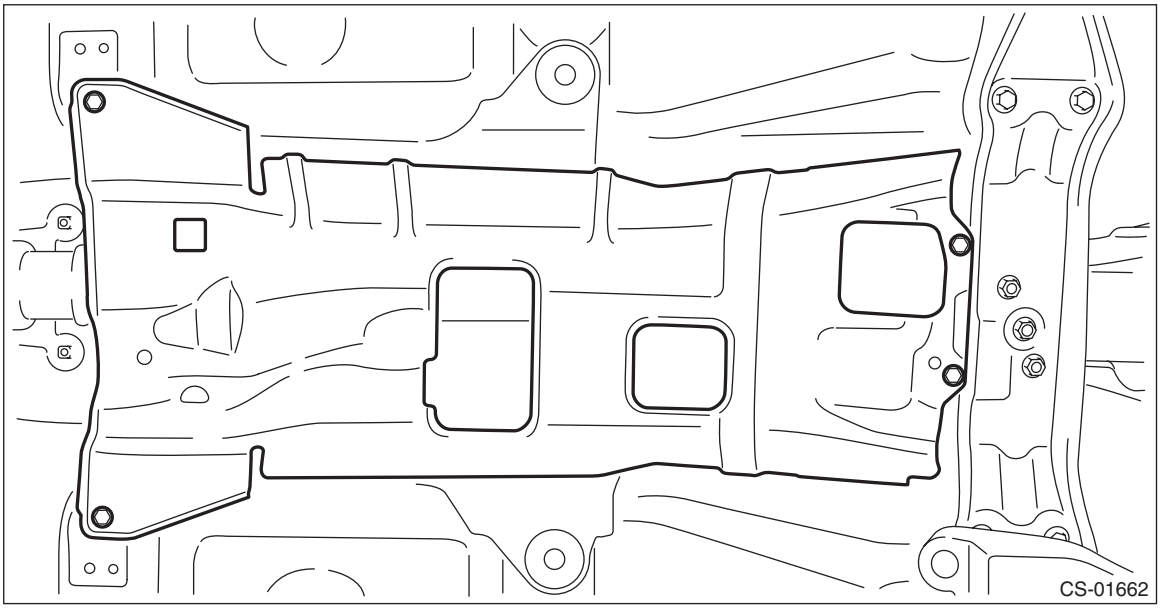
(A) Neutral position switch connector (brown)
(B) Back-up light switch connector (gray)
(C) Clip

34) Pour in transmission gear oil and check the oil level. <Ref. to 6MT-24, Transmission Gear Oil.>
35) Install the air intake boot. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
36) Connect the battery ground terminal.

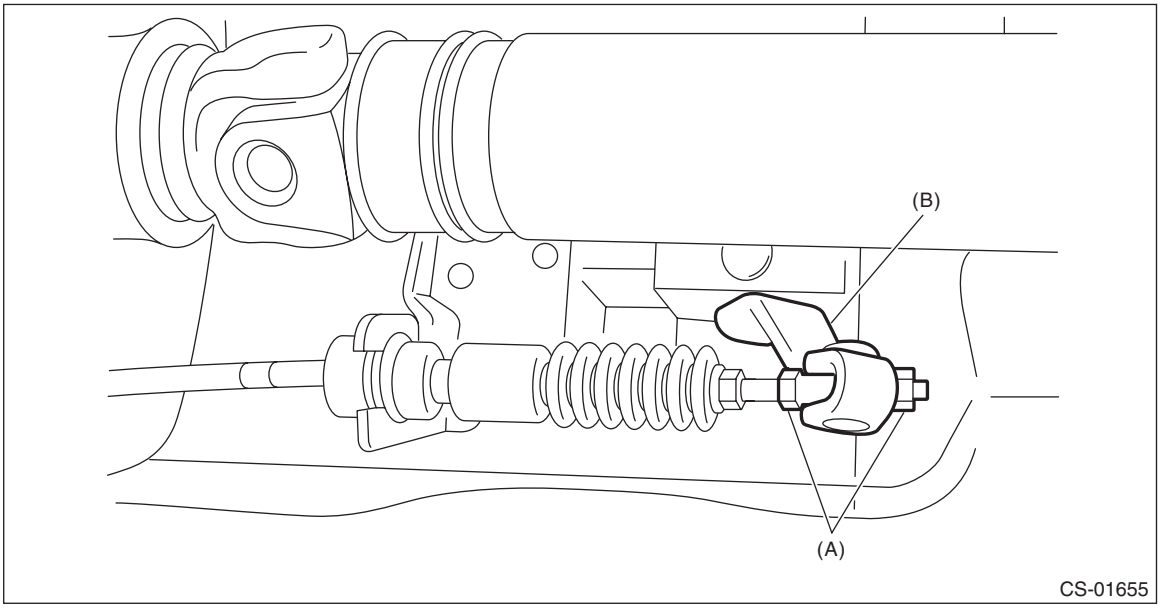
3. Select Lever

A: REMOVAL

1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the center exhaust pipe. (Non-turbo model)<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust pipe (rear). (Turbo model)<Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
6) Remove the center exhaust cover.

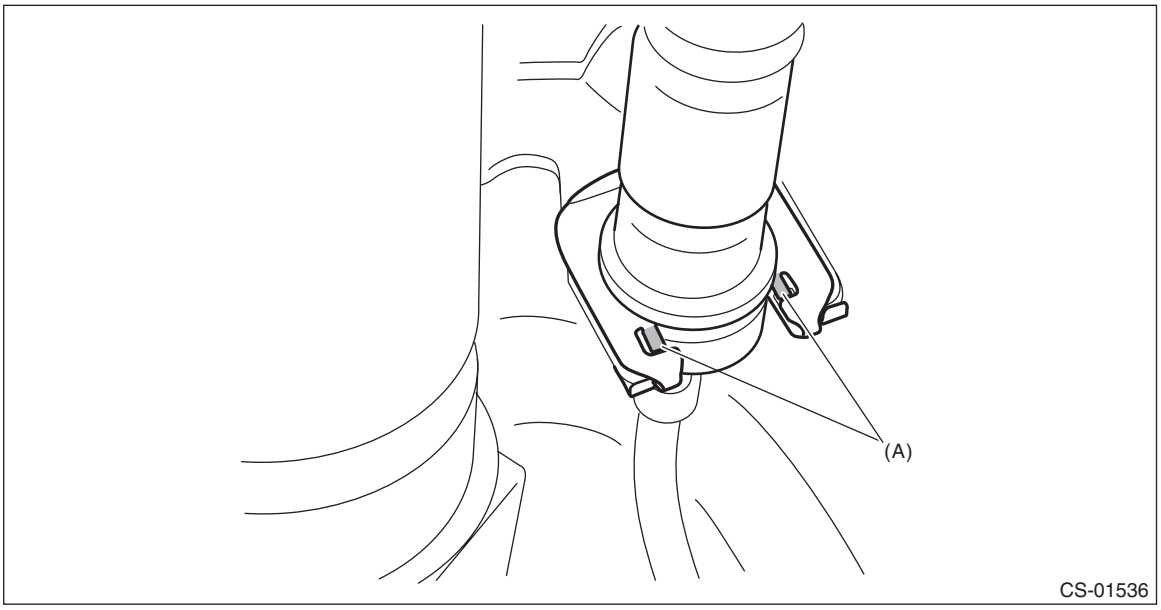


7) Disconnect the cable from the arm COMPL.



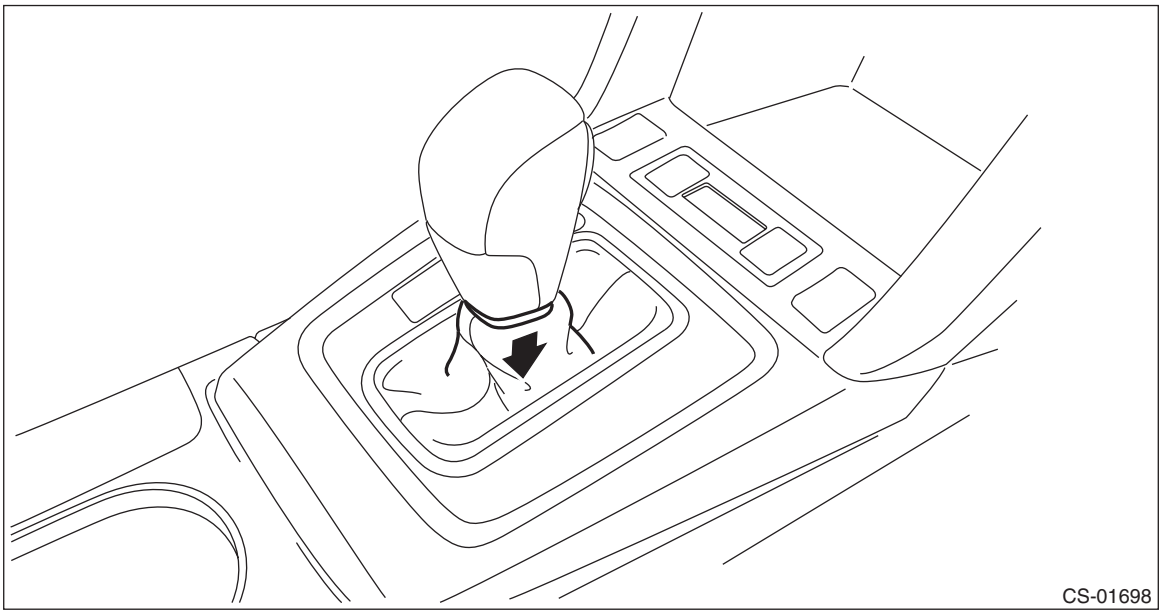
(A) Adjusting nut
(B) Arm COMPL

8) Raise the claw of clamp and remove the cable.

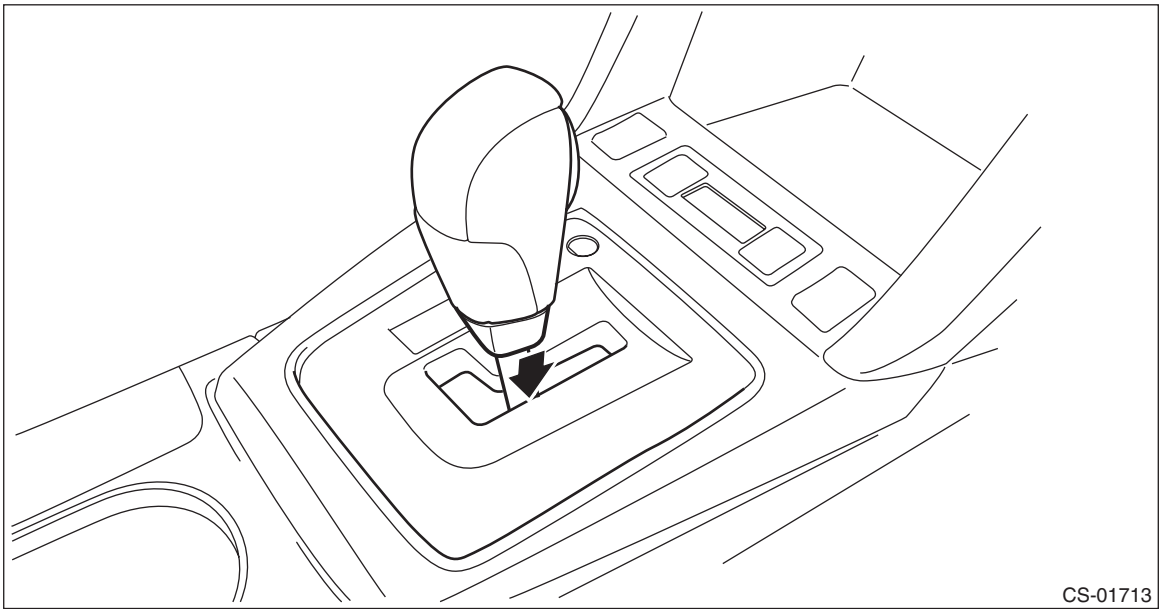


(A) Claw

9) Lower the vehicle.
10) Shift the select lever to “N” range.
11) Lower the boot assembly vertically toward the lever. (Model with boot shifter)

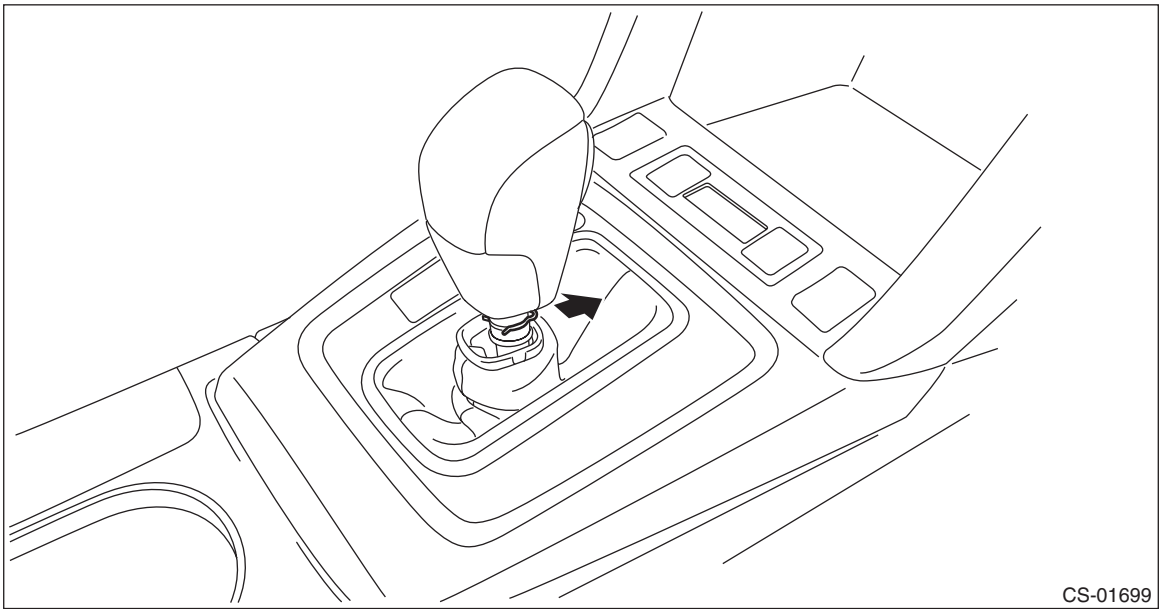


12) Lower the cover grip AT vertically toward the lever. (Model with gate shifter)

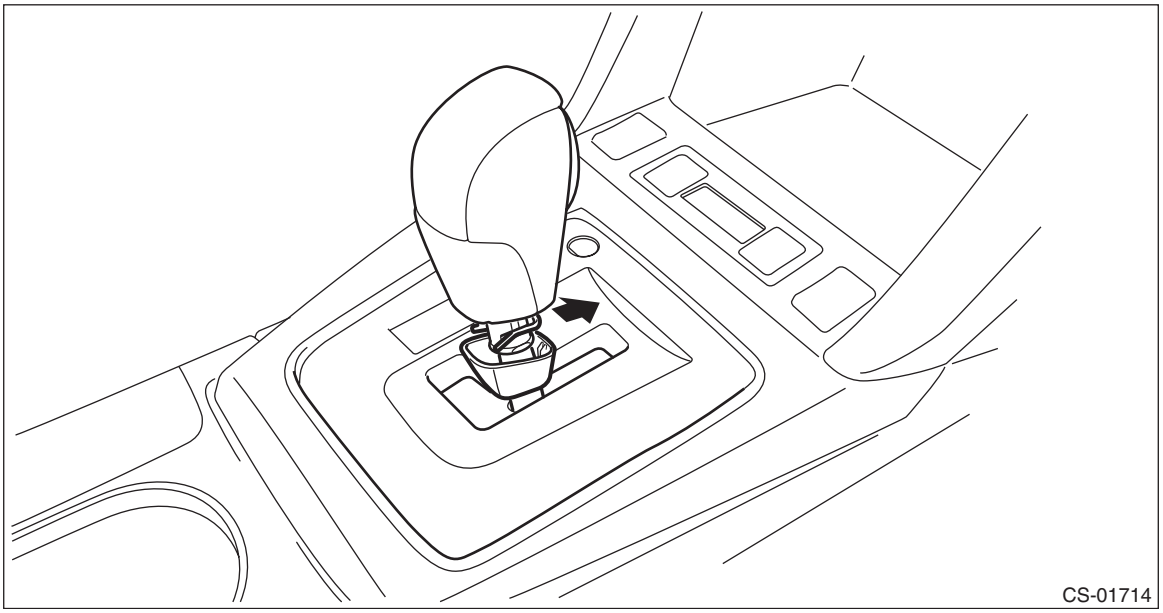


13) Remove the clamp grip pin.

- Model with boot shifter

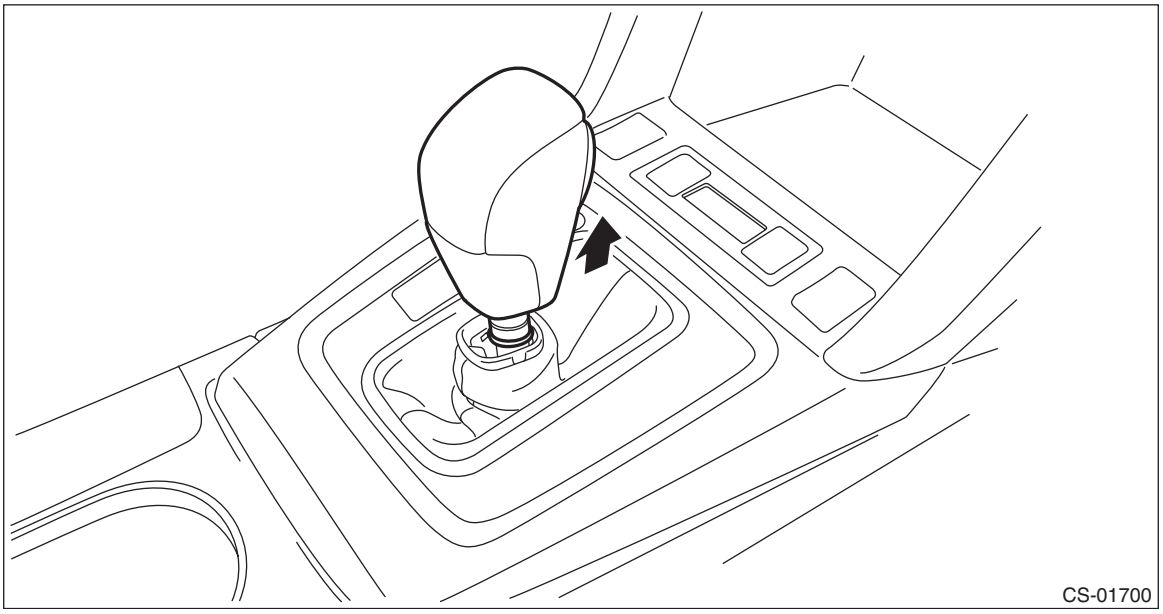


- Model with gate shifter

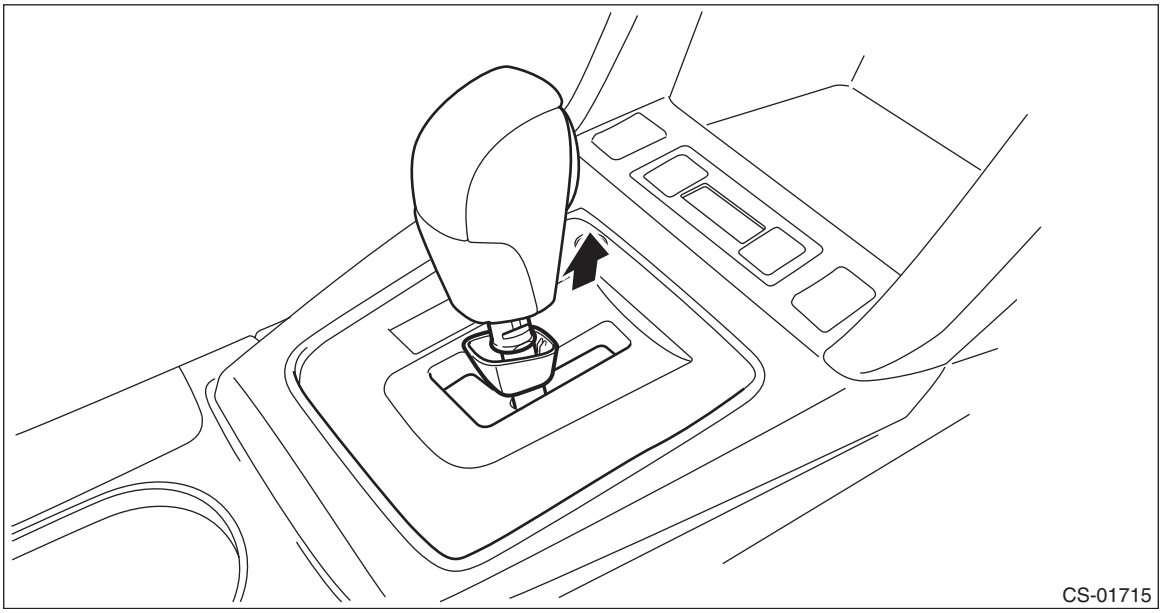


14) Remove the grip assembly.

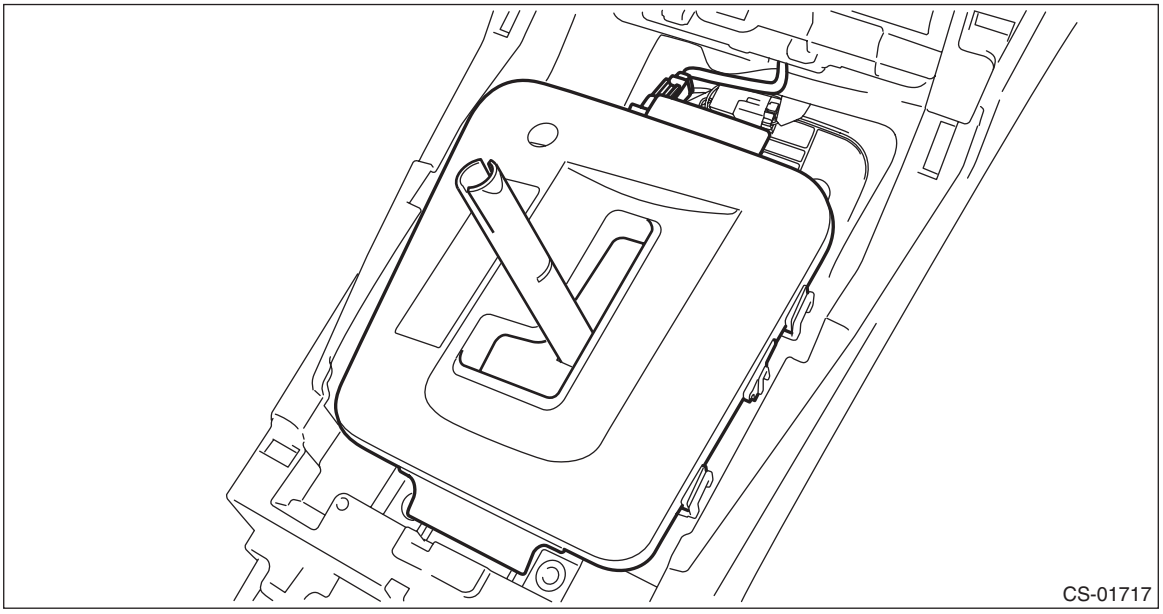
- Model with boot shifter



- Model with gate shifter

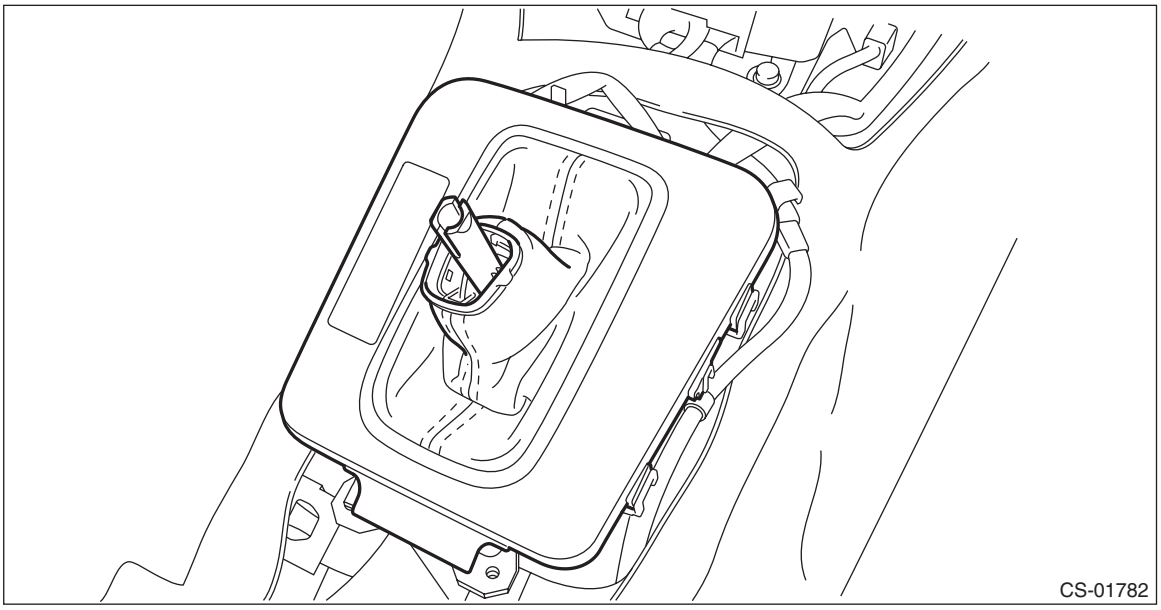


15) Remove the ornament panel - consoles LH and RH.<Ref. to EI-65, REMOVAL, Console Box.>
16) Remove the cover - shift lever.<Ref. to EI-65, REMOVAL, Console Box.>
17) Remove the console box assembly.<Ref. to EI-65, REMOVAL, Console Box.>
18) Disconnect the connector, and remove the indicator cover from the housing. (Model with gate shifter)

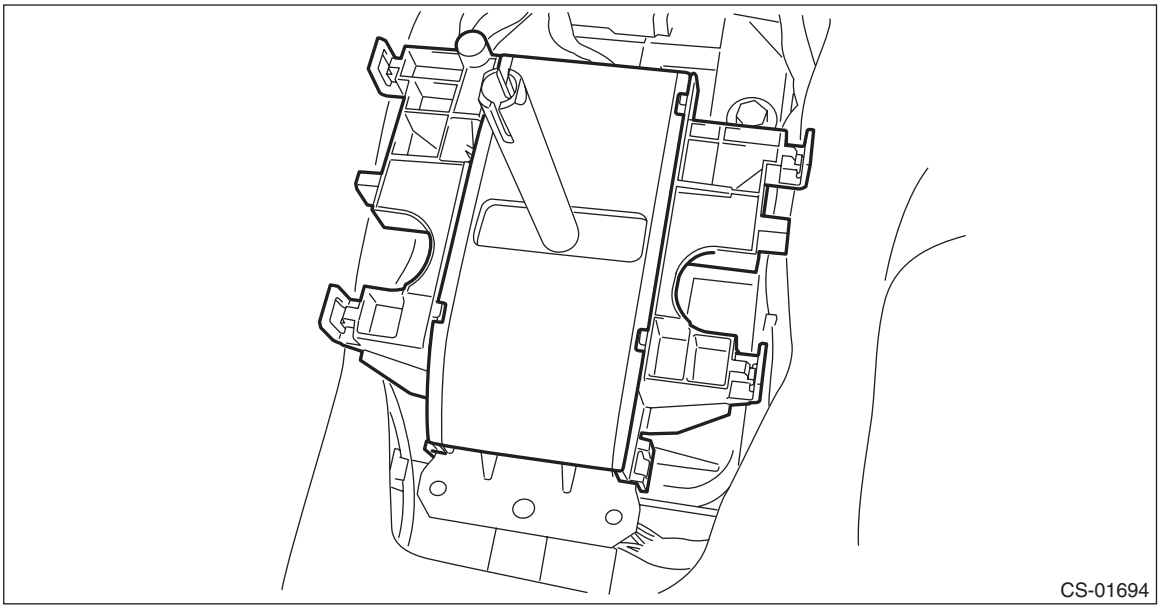


19) Remove the panel center LWR LH and RH.<Ref. to EI-65, REMOVAL, Console Box.>

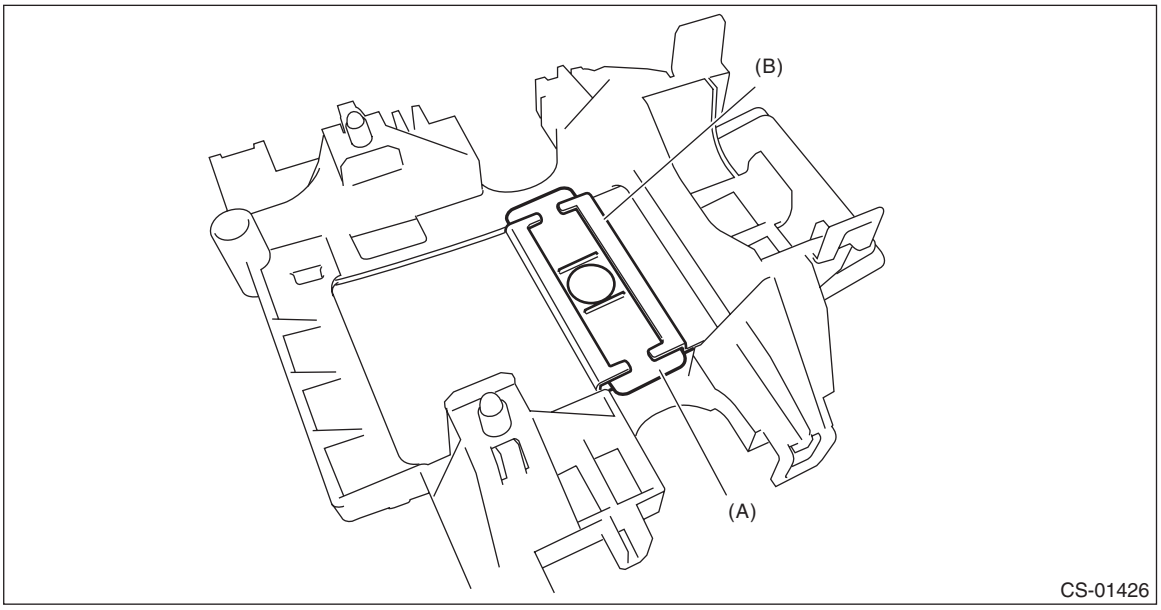
20) Disconnect the connector, and remove the indicator assembly. (Model with boot shifter)



21) Remove the housing with the blind A and blind B. (Model with gate shifter)

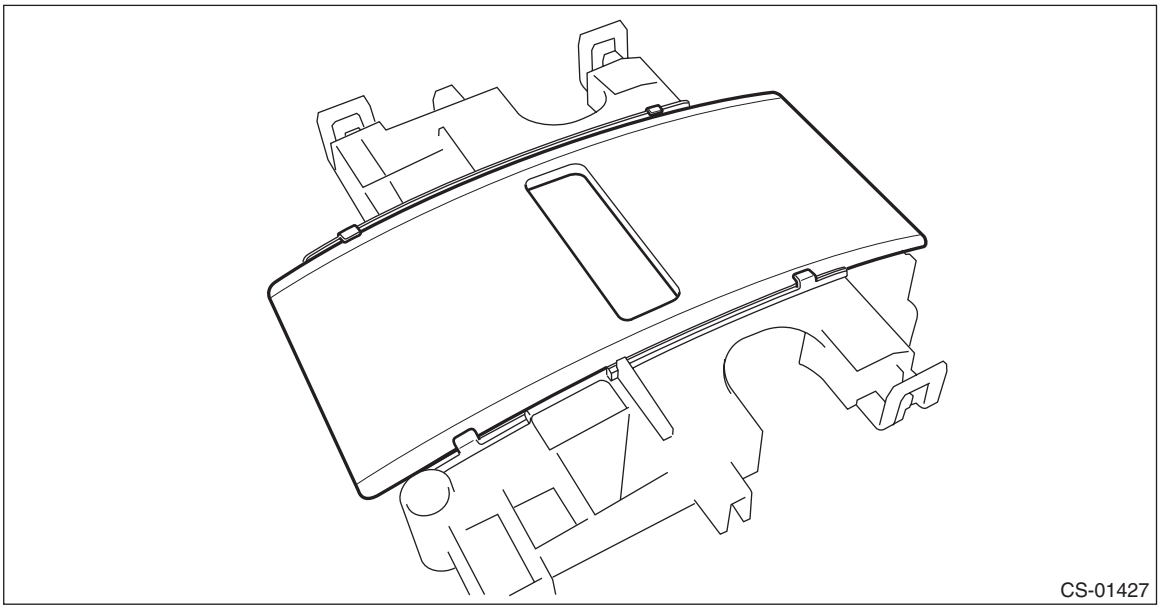


22) Remove the blind B. (Model with gate shifter)

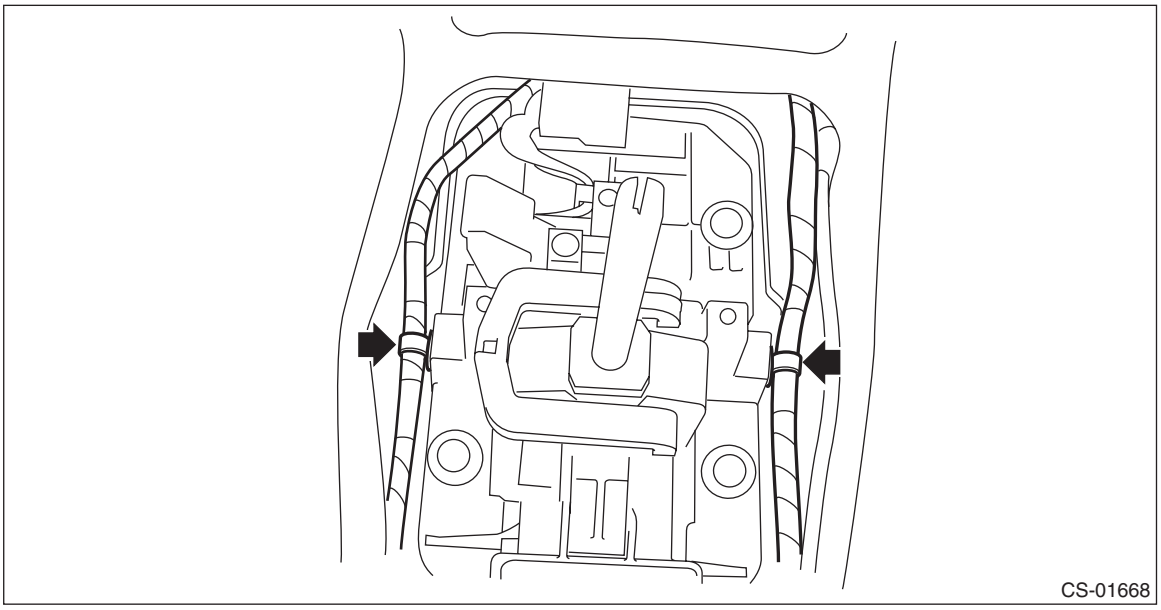


(A) Blind B (B) Blind A

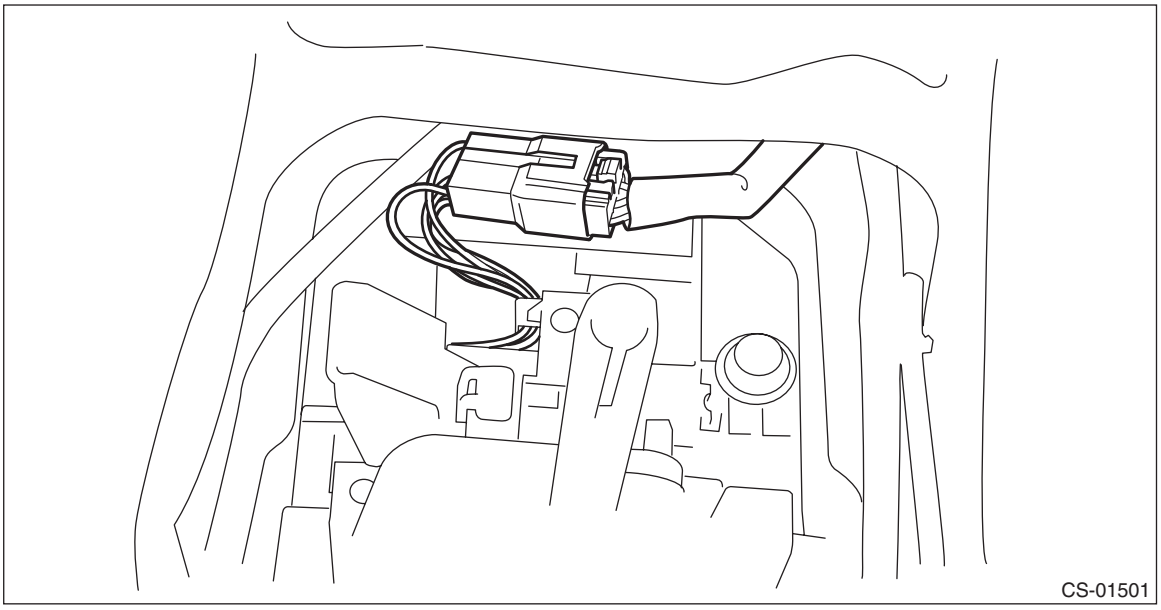
23) Remove the blind A from the housing. (Model with gate shifter)



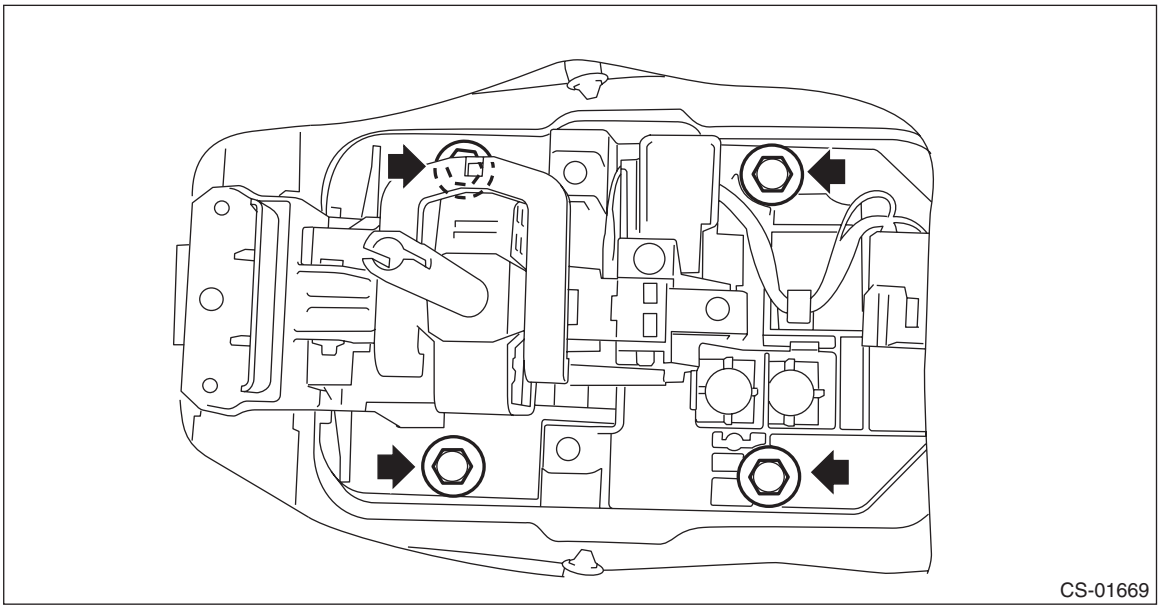
24) Remove the harness clip from the select lever assembly.



25) Disconnect the harness connector.



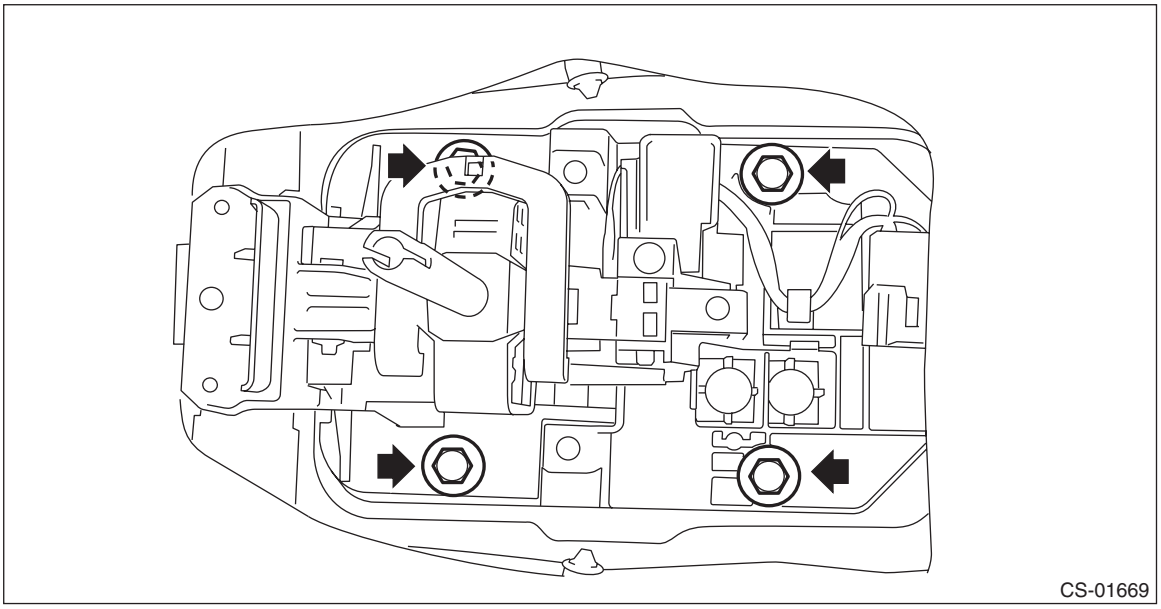
26) Remove the four bolts to remove the select lever assembly.



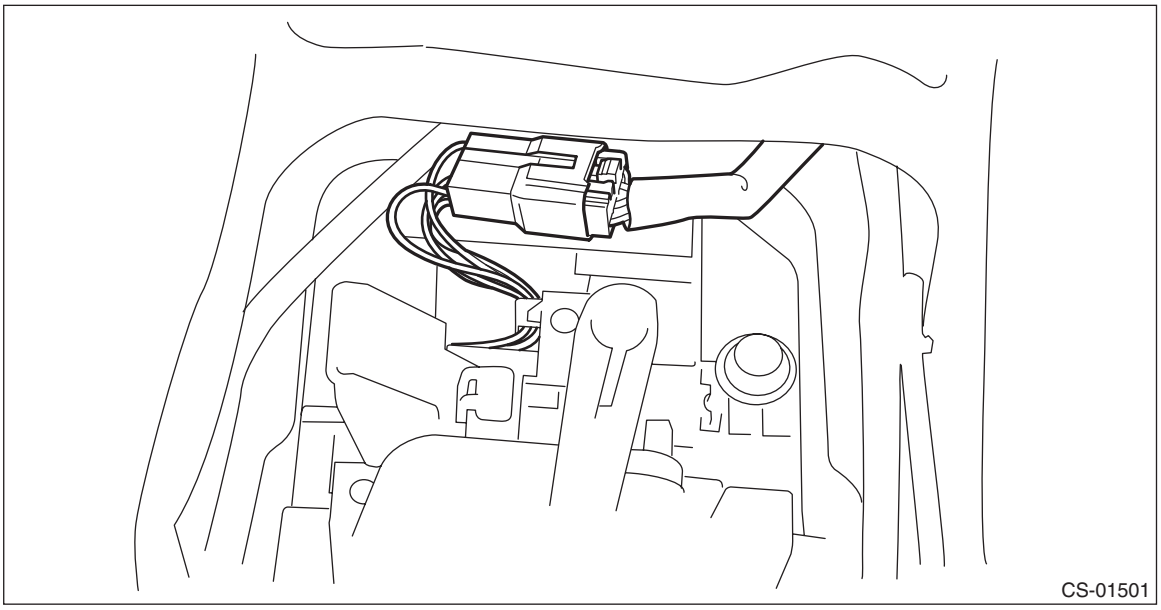
B: INSTALLATION

1) Set the select lever assembly to the vehicle body.
2) Tighten the four mounting bolts to attach the select lever assembly to the vehicle body.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

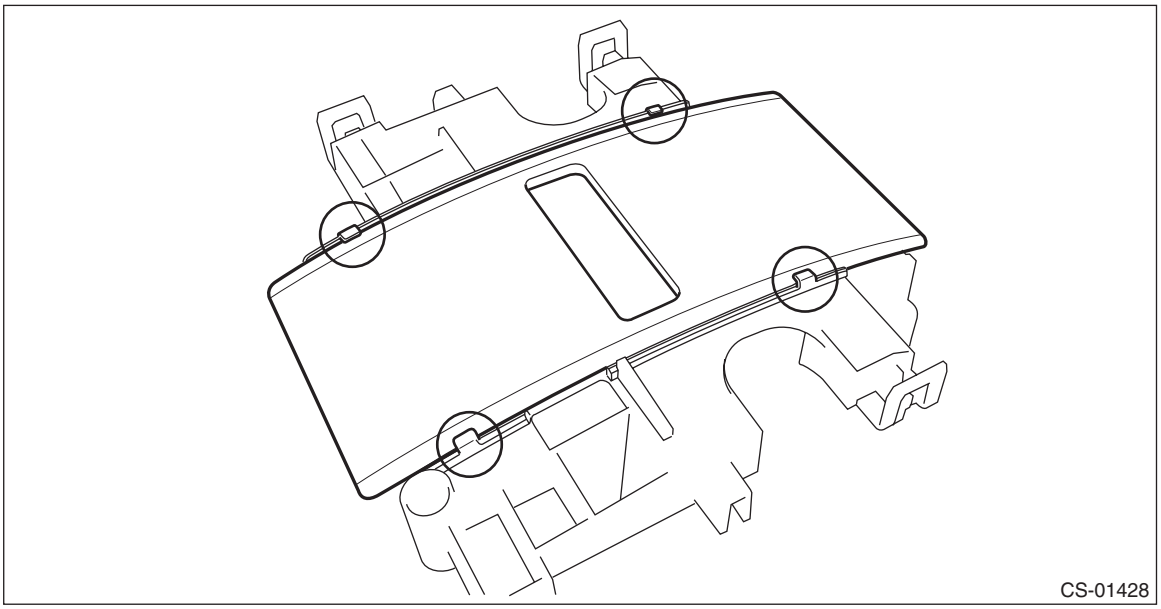


3) Connect the harness connector.

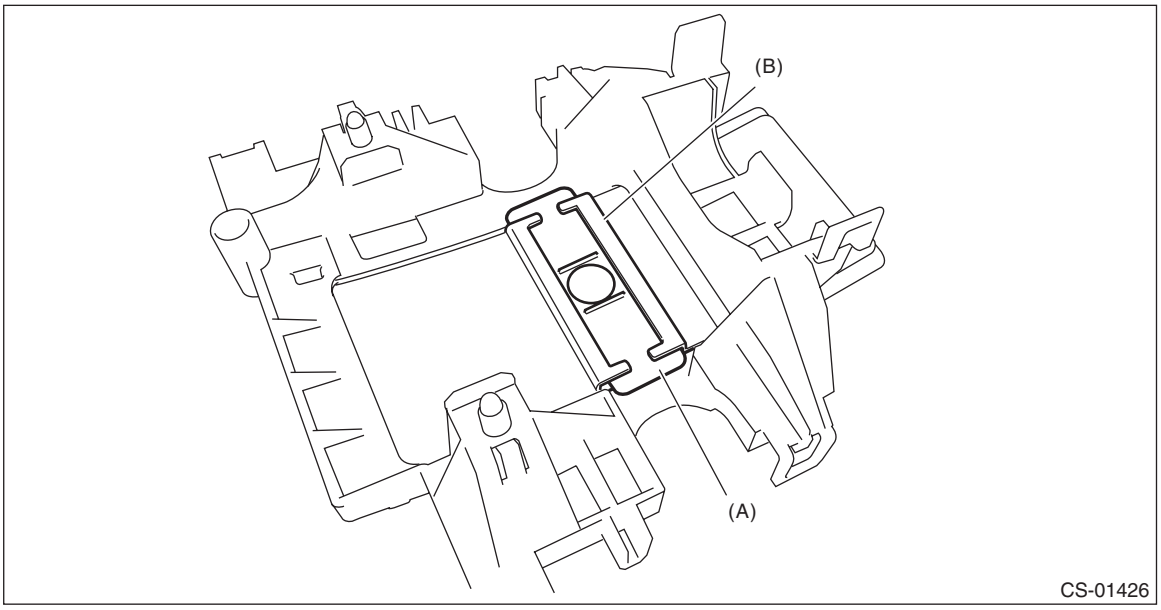


4) Install the harness clip to the select lever assembly.
5) Shift the select lever to “N” range.
6) Install the blind A to the housing. (Model with gate shifter)

NOTE:
The blind A should be installed so that it is securely caught inside the tab of the housing.

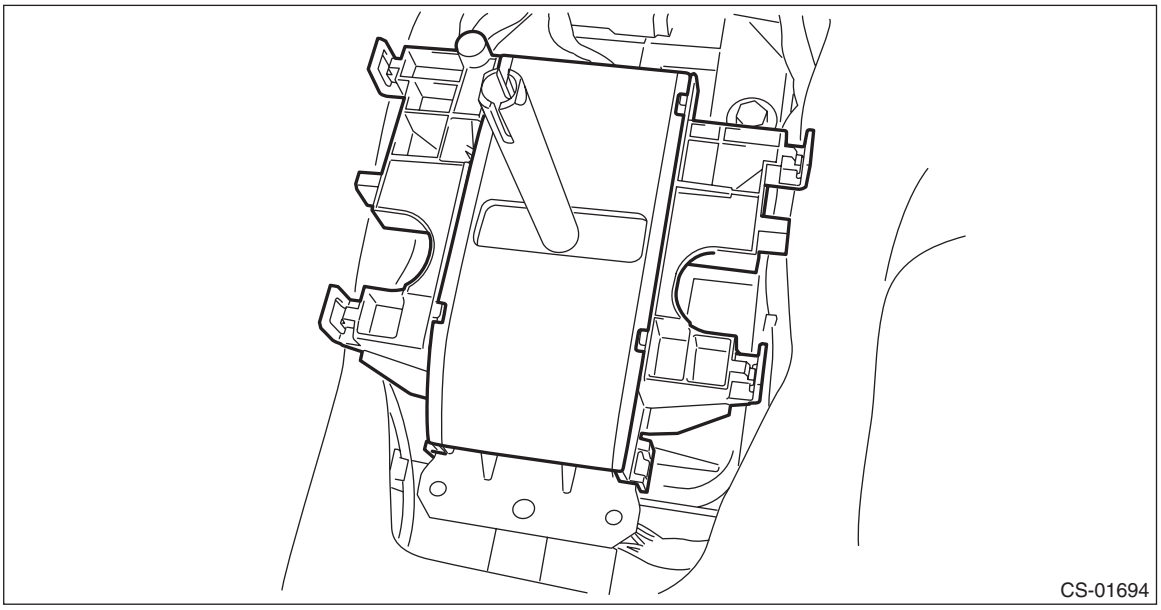


7) Install the blind B behind the blind A. (Model with gate shifter)

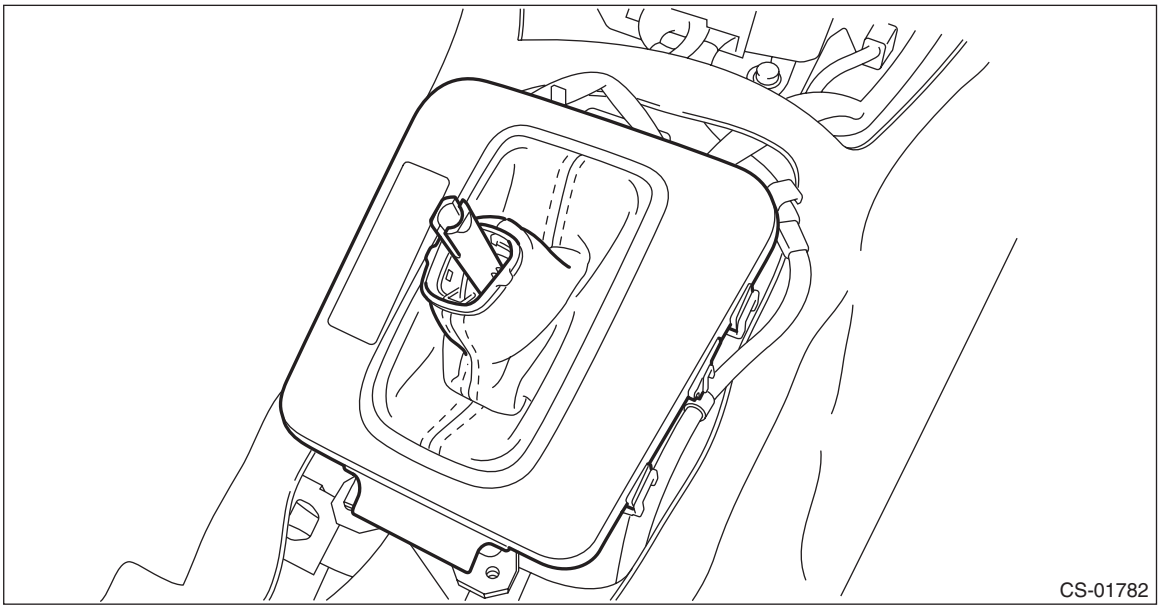


(A) Blind B (B) Blind A

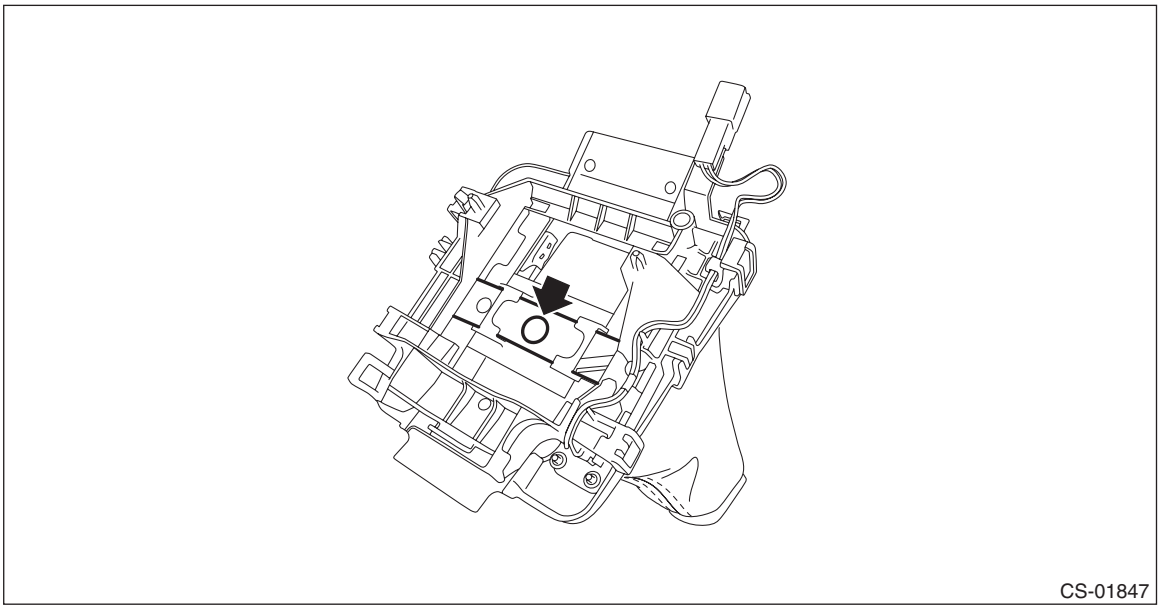
8) Install the housing. (Model with gate shifter)



9) Install the indicator assembly, then connect the connector. (Model with boot shifter)

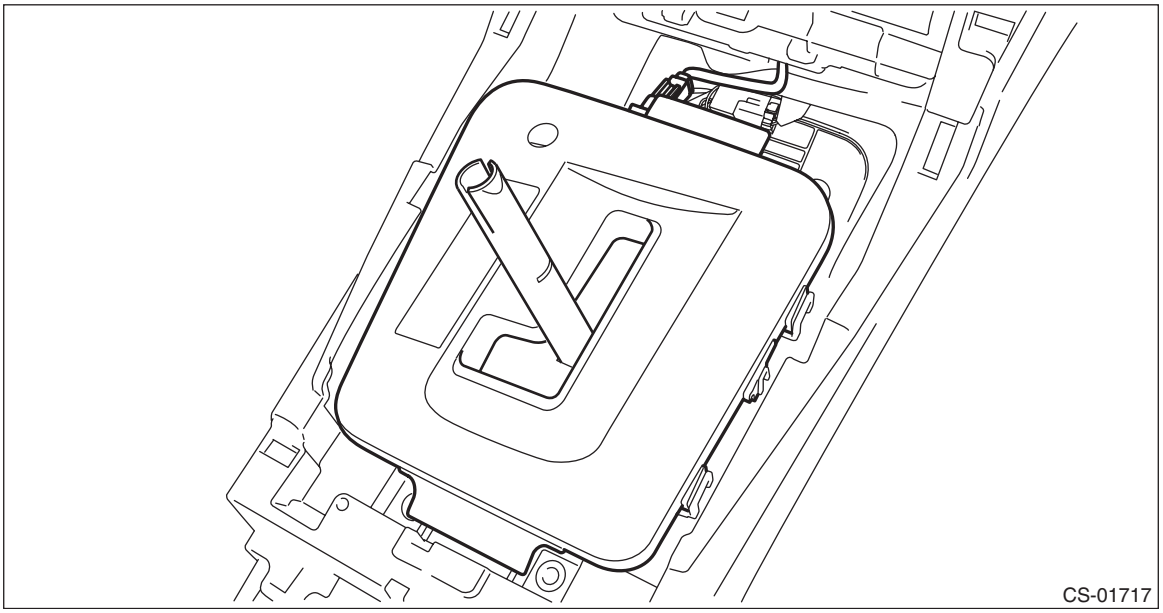


NOTE:
Insert the select lever through the blind hole sufficiently.

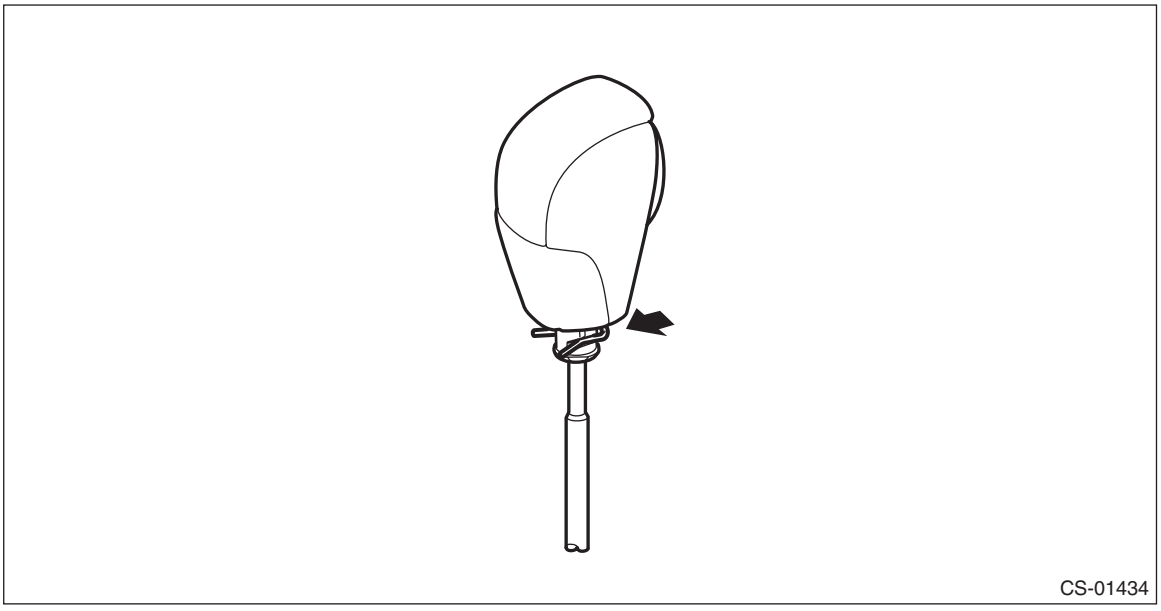


10) Install the panel center LWR LH and RH.<Ref. to EI-68, INSTALLATION, Console Box.>

11) Install the indicator cover, then connect the connector. (Model with gate shifter)

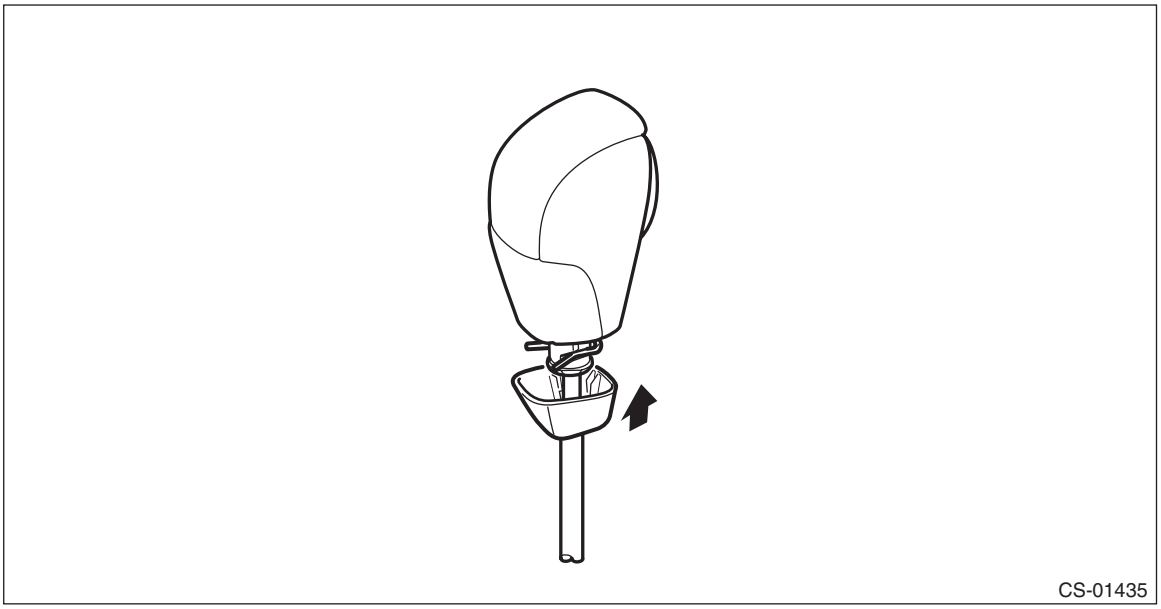


12) Install the console box assembly.<Ref. to EI-68, INSTALLATION, Console Box.>
13) Install the cover - shift lever.<Ref. to EI-68, INSTALLATION, Console Box.>
14) Install the ornament panel - consoles LH and RH.<Ref. to EI-68, INSTALLATION, Console Box.>
15) Accessing from the button side of the grip, attach the clamp grip pin.



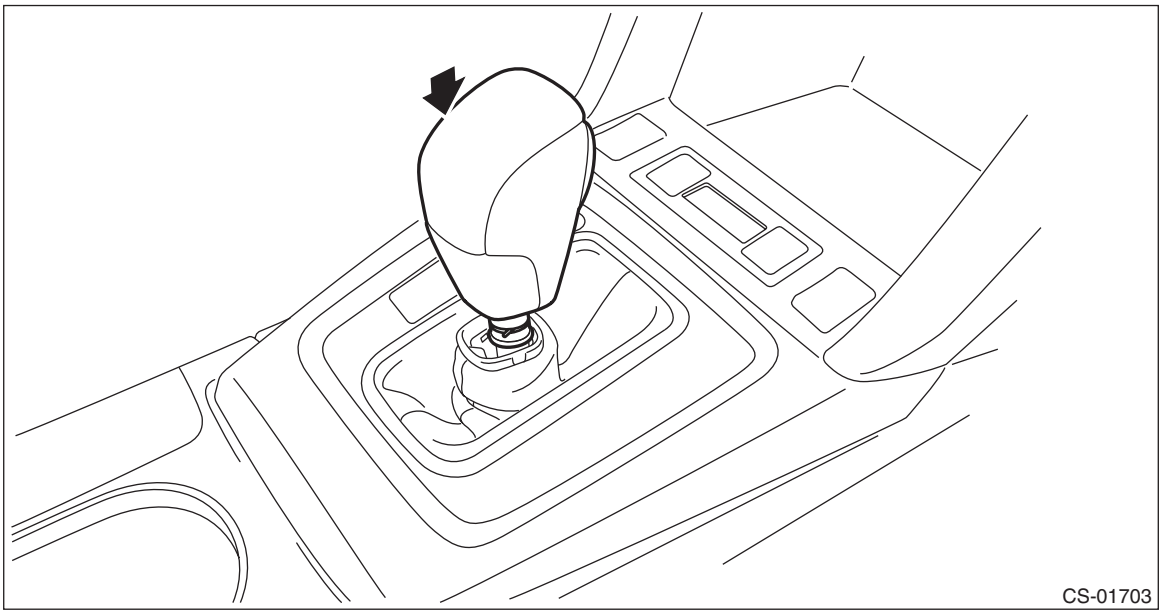
16) Install the cover grip AT securely. (Model with gate shifter)

NOTE:
After installation, check that the cover grip AT cannot be detached.

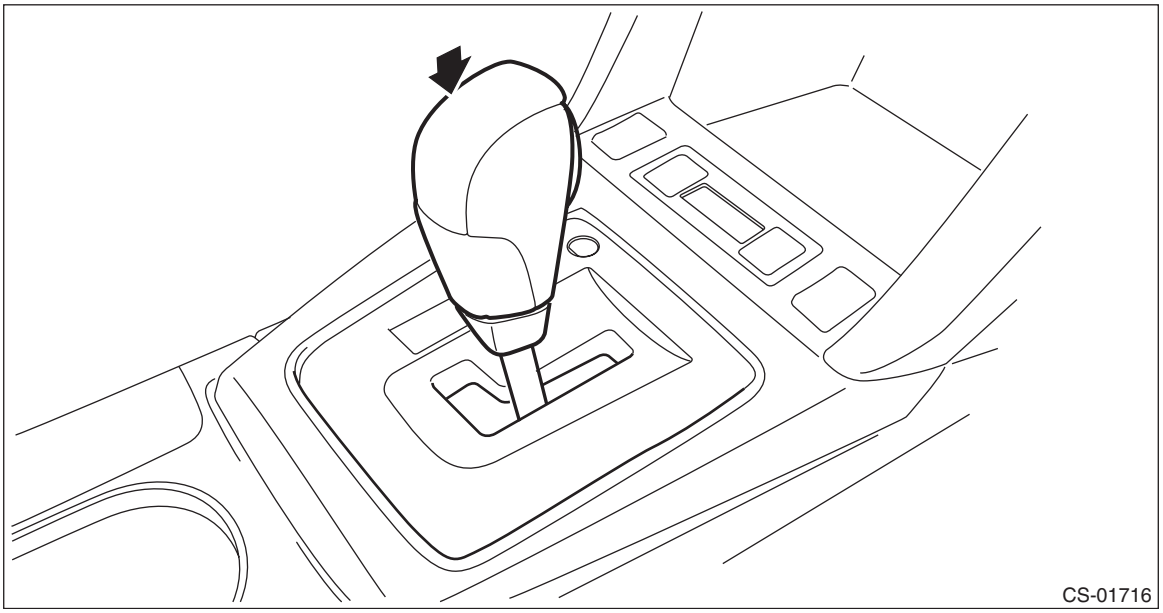


17) Insert the grip assembly to the select lever and press it down until a click is heard.

- Model with boot shifter

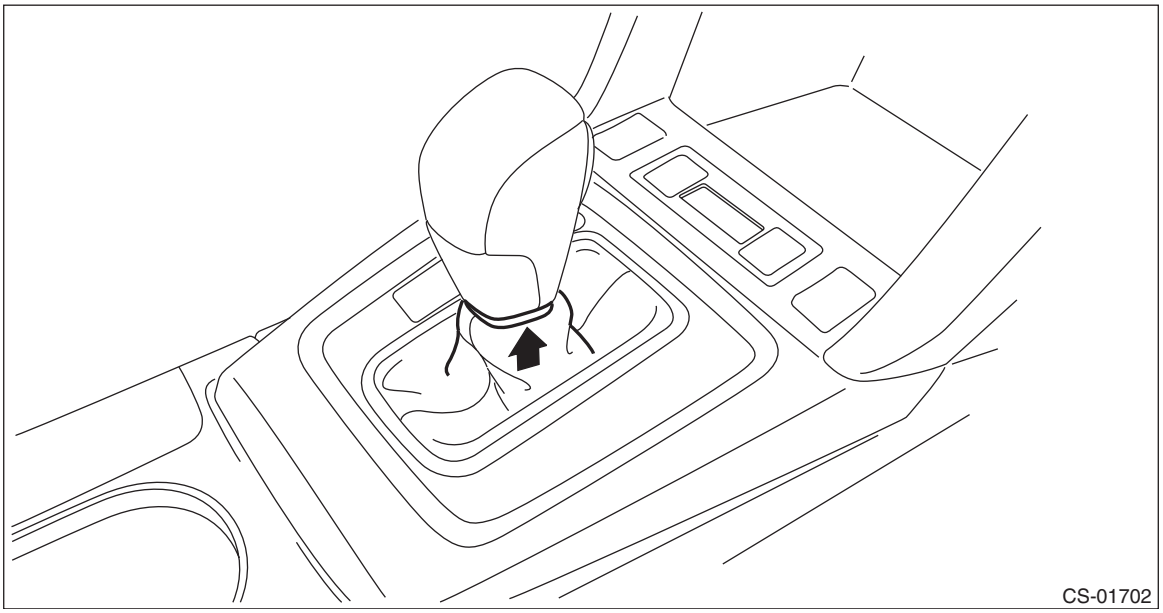


- Model with gate shifter



18) Securely install the boot assembly. (Model with boot shifter)

NOTE:
After installation, check that the boot assembly does not come off.



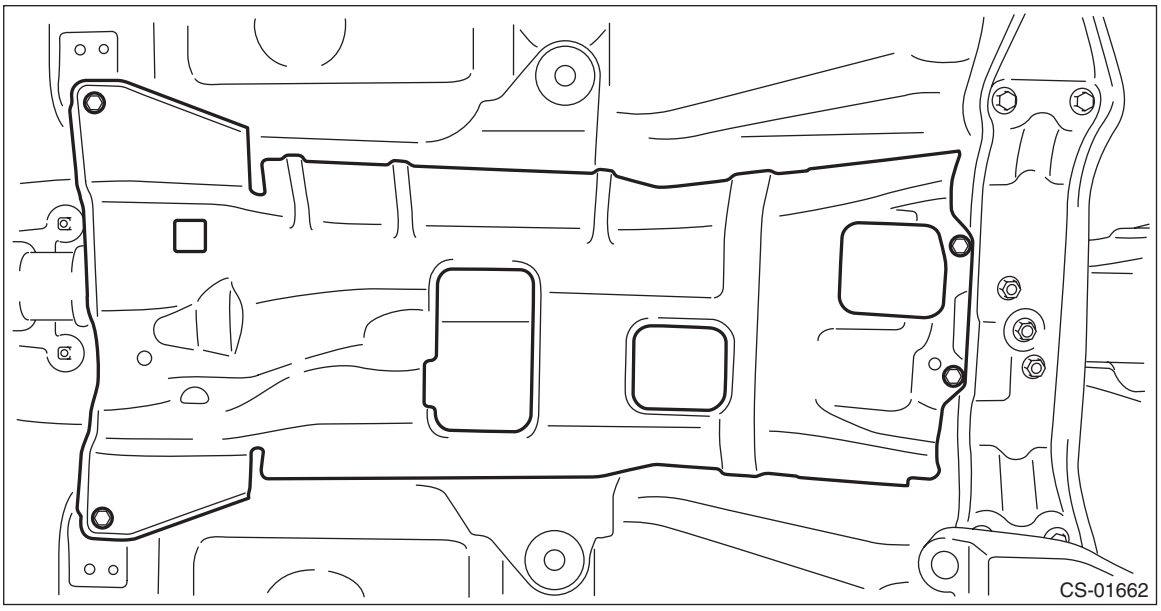
19) After installation of grip, check the following points.
- The grip will not come off.
- The button on the grip operates normally.

20) Shift the select lever to “N” range.
21) Lift up the vehicle.
22) Secure the cable to the bracket.<Ref. to CS-52, INSTALLATION, Select Cable.>
23) Adjust the select cable position.<Ref. to CS-56, ADJUSTMENT, Select Cable.>
24) After adjustment, confirm that the select lever operates properly at all range positions using the shift lock release button.

NOTE:
According to the select lever operation, confirm that the indicator positions are shown correctly.

25) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

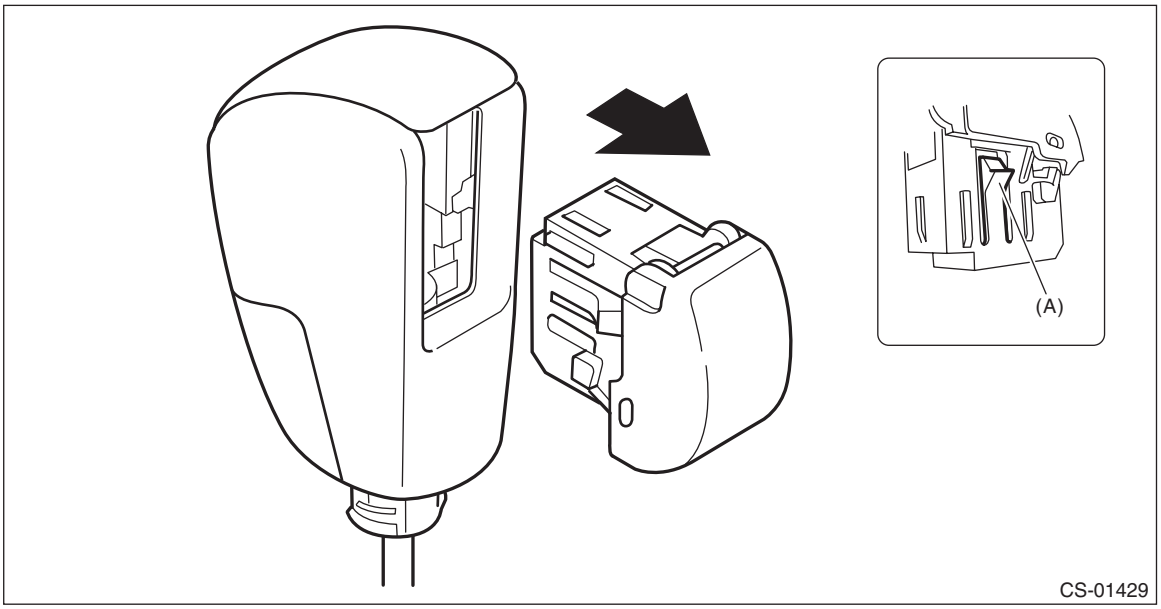


26) Install the center exhaust pipe. (Non-turbo model)<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
27) Install the center exhaust pipe (rear). (Turbo model)<Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
28) Lower the vehicle.
29) Connect the battery ground terminal.
30) Inspect the following items. If a malfunction is found in the inspection, adjust the select cable or inhibitor switch.
(1) The shift lock operates normally.<Ref. to CS-13, SHIFT LOCK OPERATION, INSPECTION, AT Shift Lock Control System.>
(2) Engine starts when the select lever is in “P” or “N” range, but not in other ranges.
(3) Back-up light illuminates when the select lever is in the “R” range, but not in other ranges.
(4) Select lever and indicator positions are matched.

C: DISASSEMBLY

1. GRIP ASSY

1) Remove the button assembly_AT.

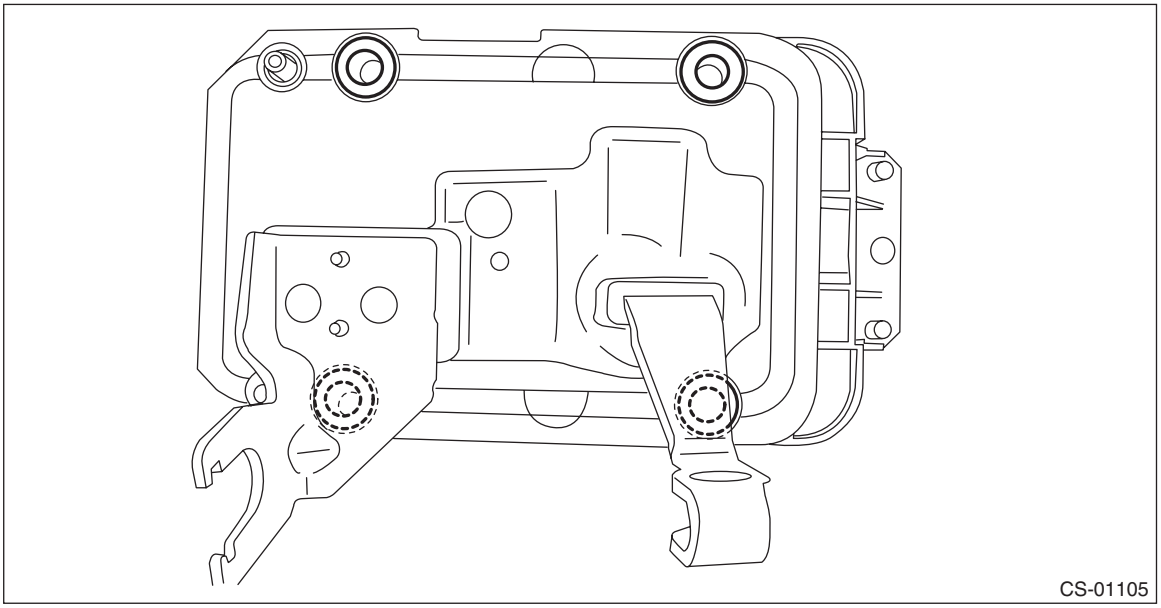


(A) Claw

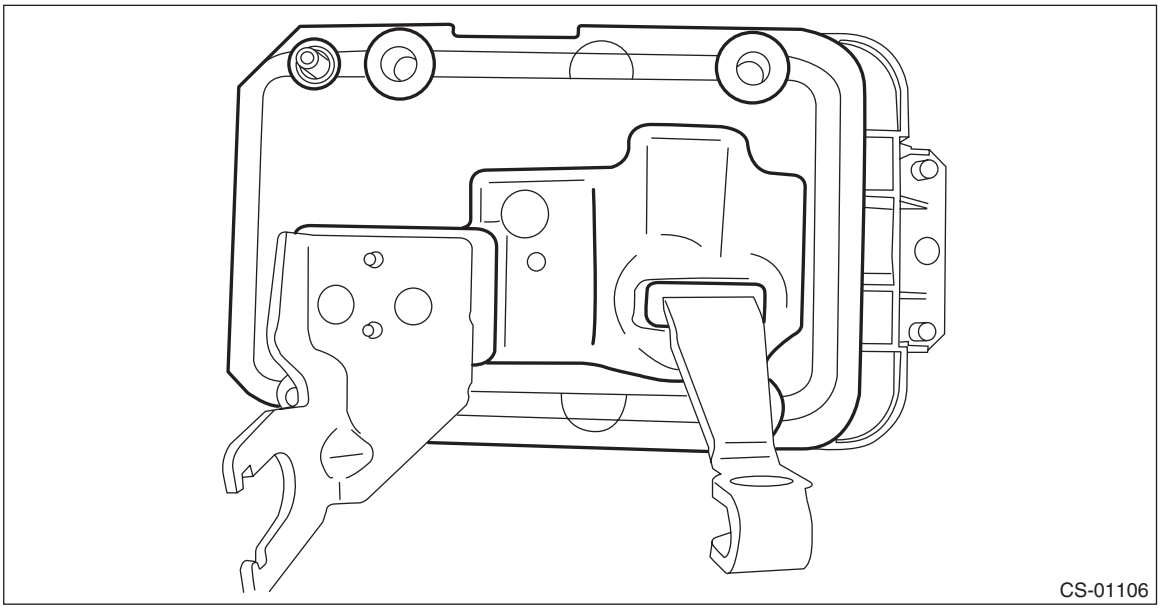
2) Remove the rod COMPL.

2. AT SELECT LEVER ASSEMBLY

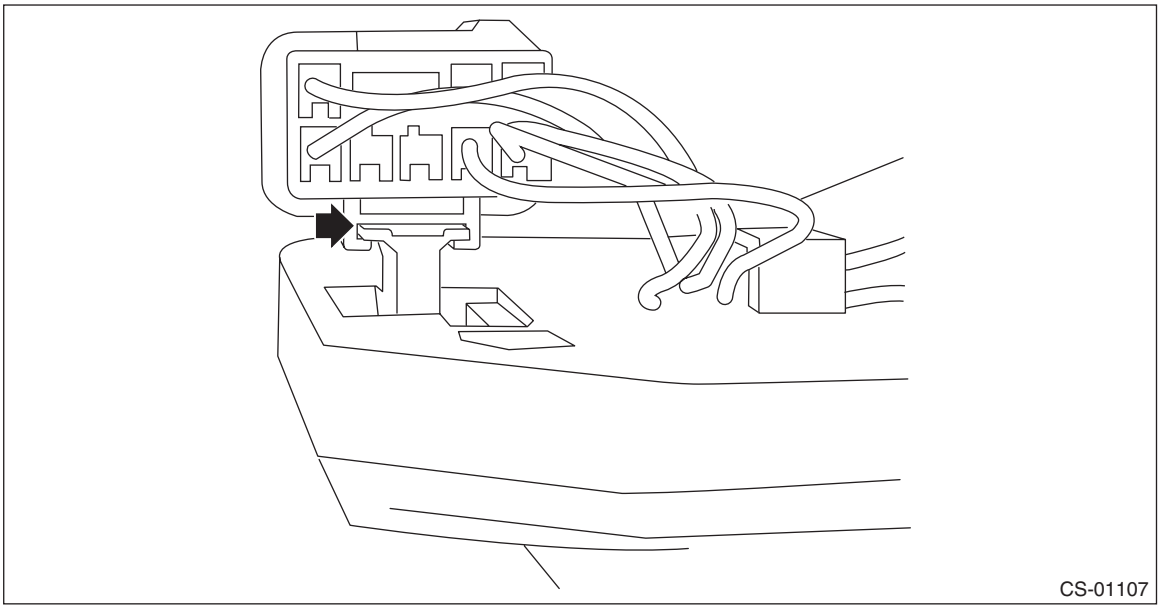
1) Remove the spacer plate.



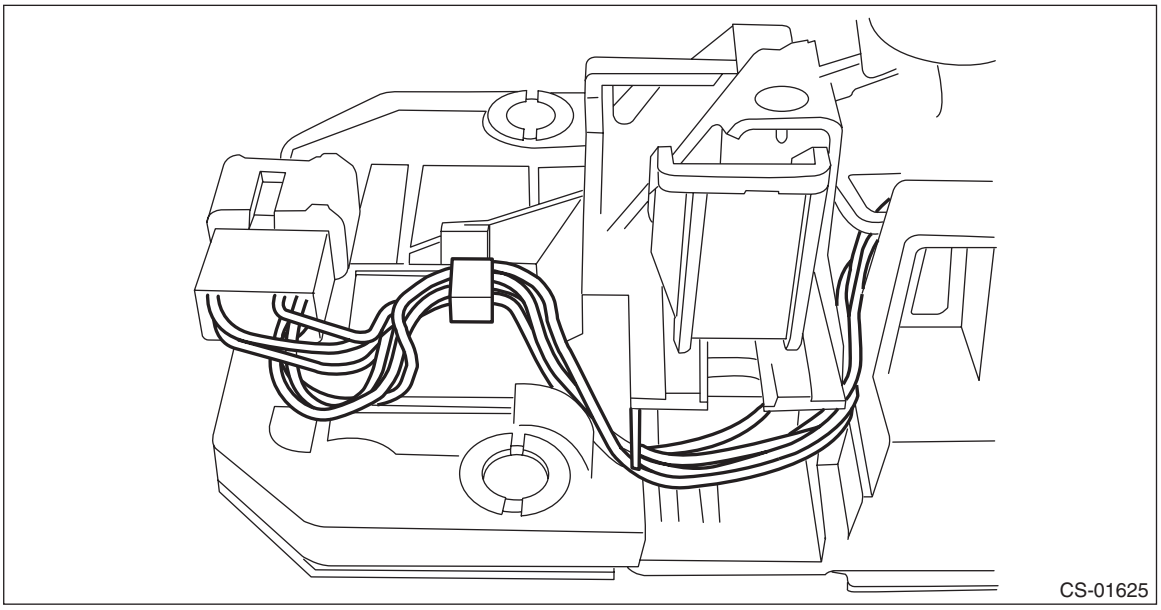
2) Remove the gasket.



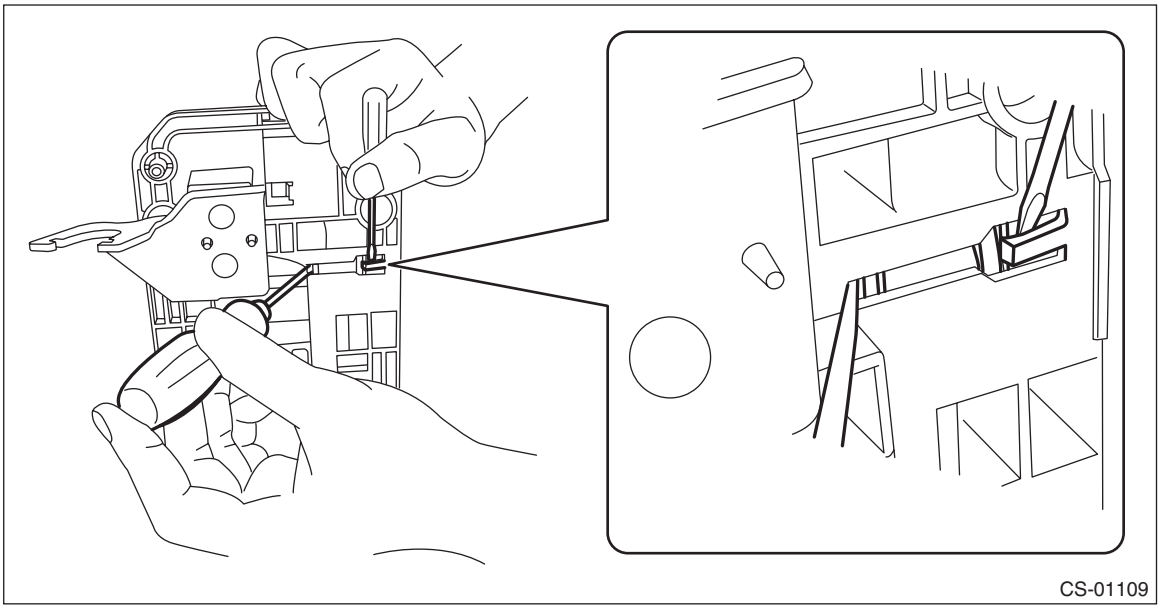
3) Insert a flat tip screwdriver with a thin tip under the connector and disconnect the harness connector from the plate COMPL.



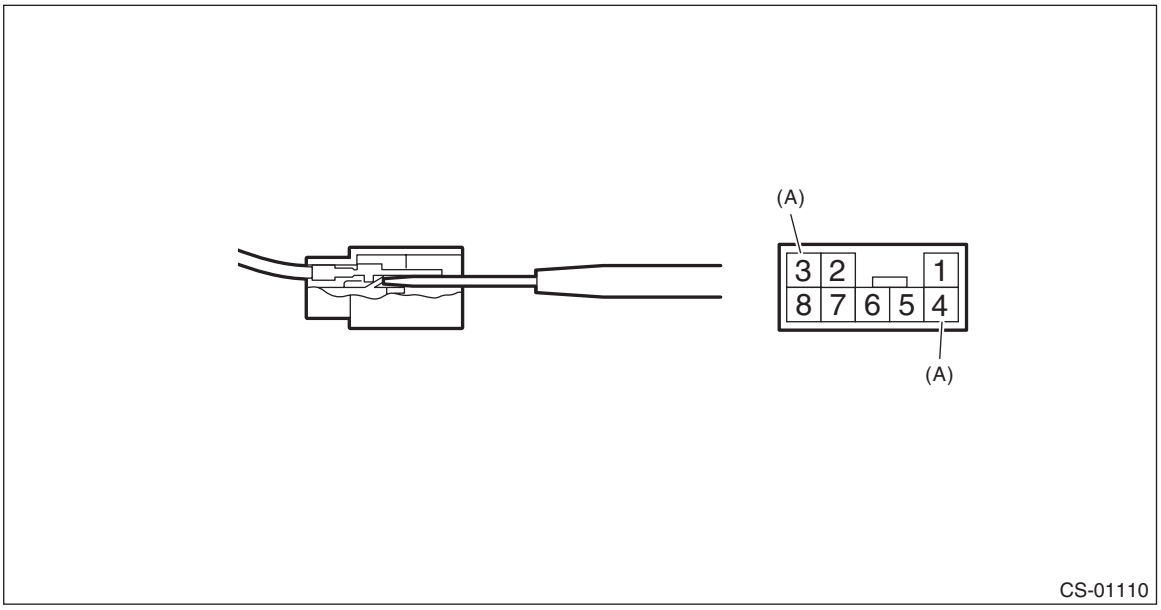
4) Remove the harness from the plate COMPL.



5) Raise the claw with a flat tip screwdriver with a thin tip and remove the solenoid unit.



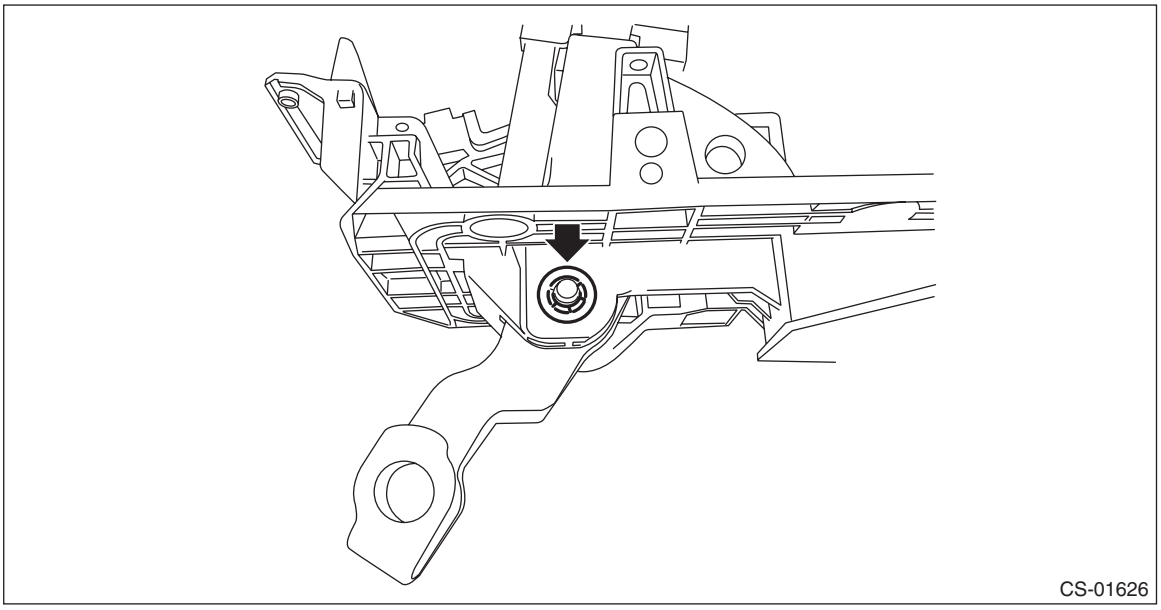
6) Using a flat tip screwdriver with a thin tip, remove the solenoid unit terminals from the connector.



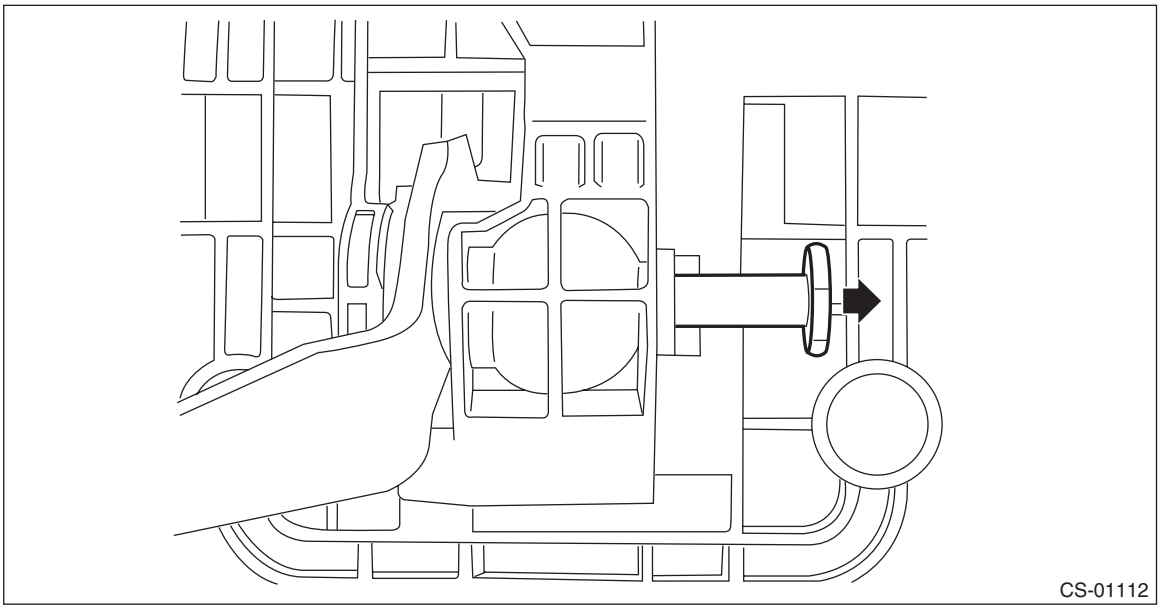
(A) Solenoid unit terminals

7) Remove the clamp push nut.

NOTE:
Replace the clamp push nut with a new part.

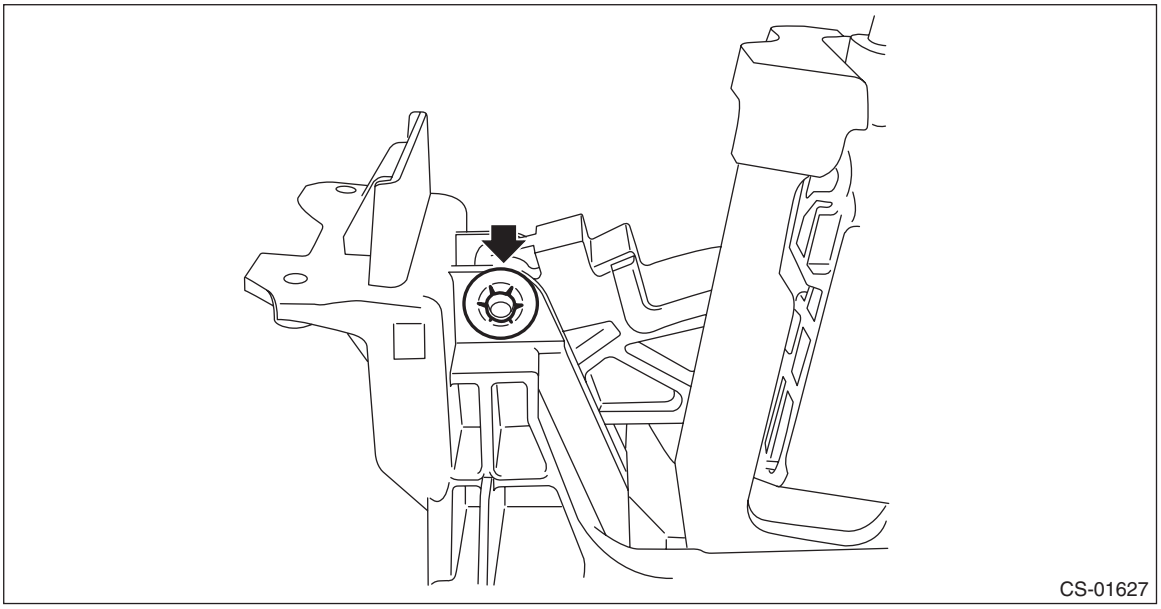


8) Pull out shaft control.

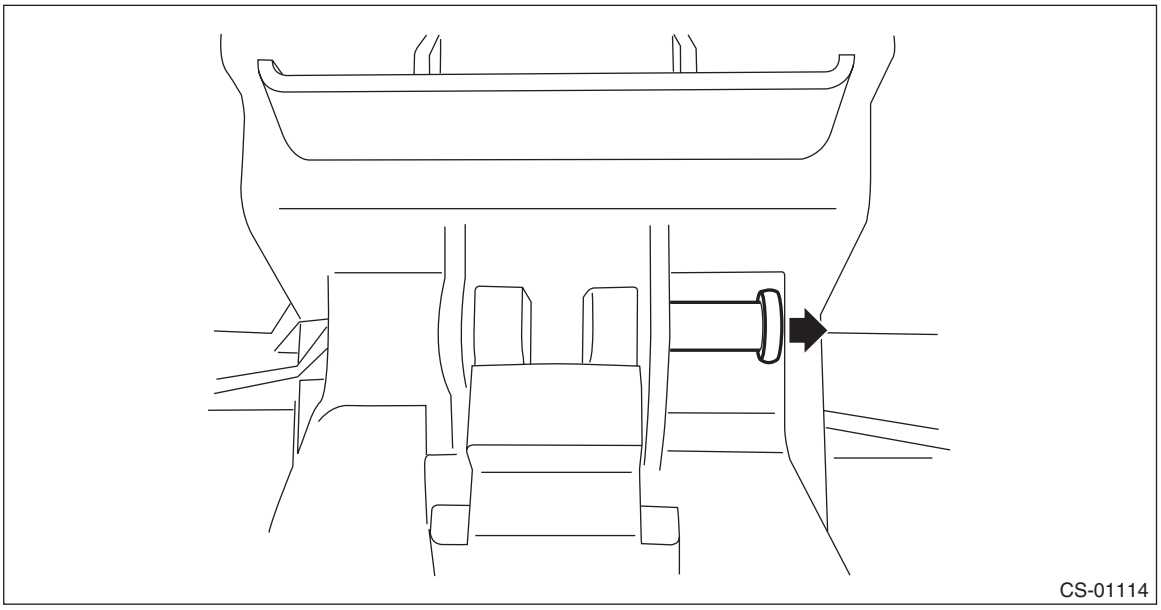


9) Remove the clamp push nut.

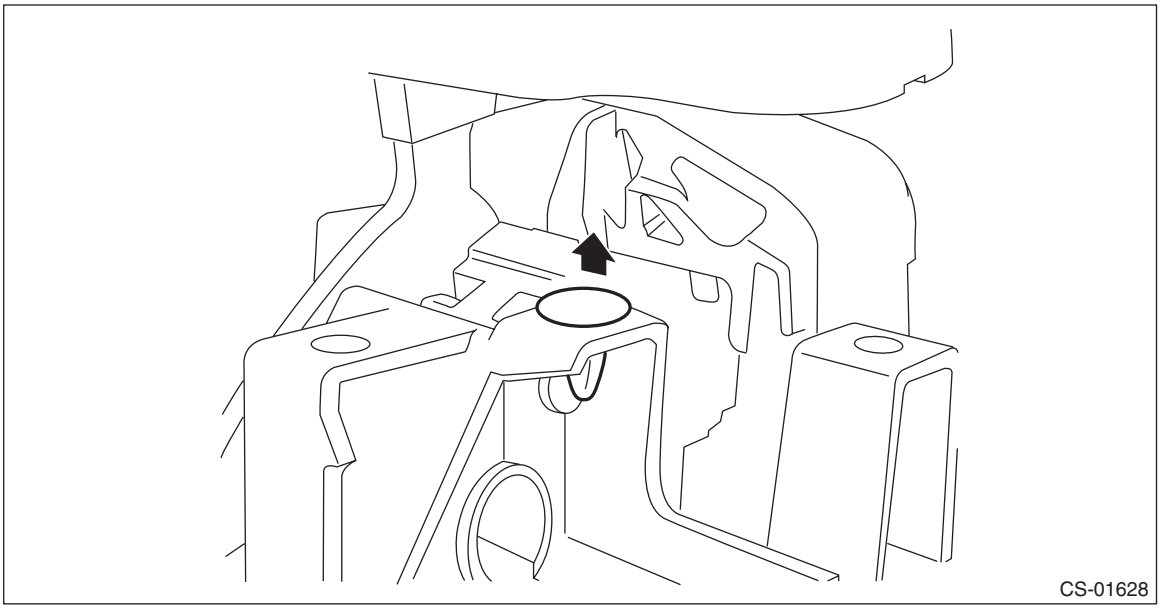
NOTE:
Replace the clamp push nut with a new part.



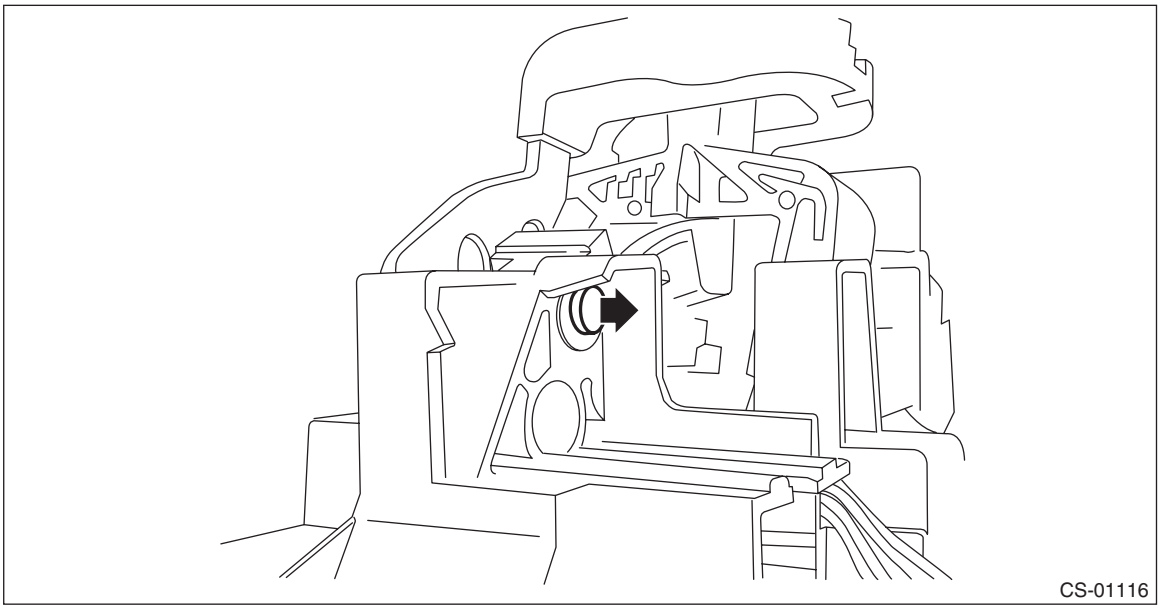
10) Pull out spacer pin guide.



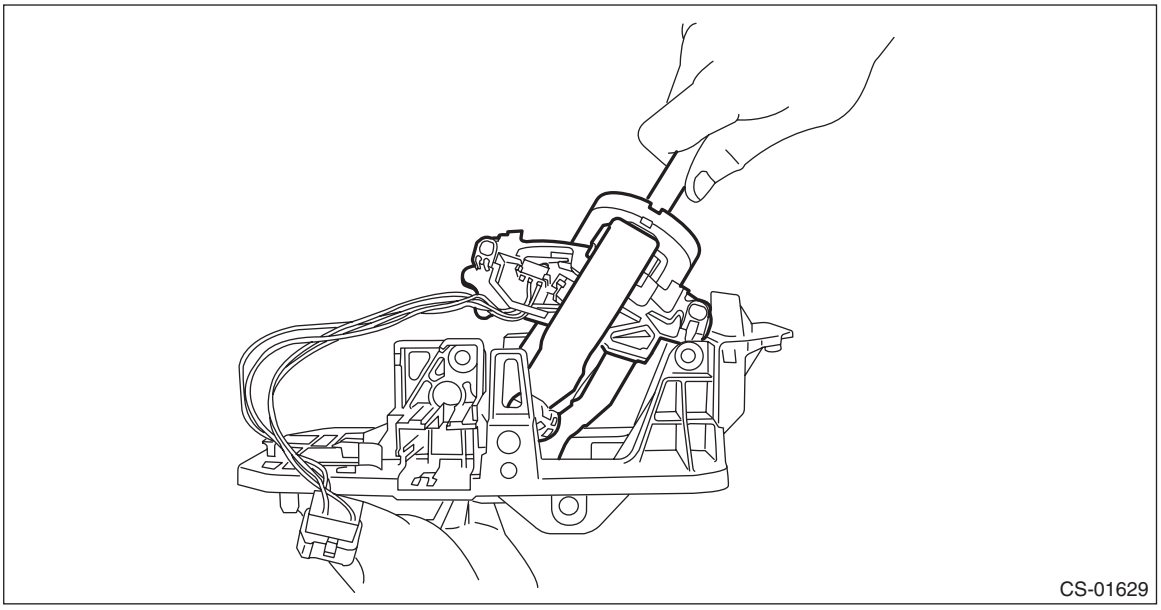
11) Remove the clamp pin.



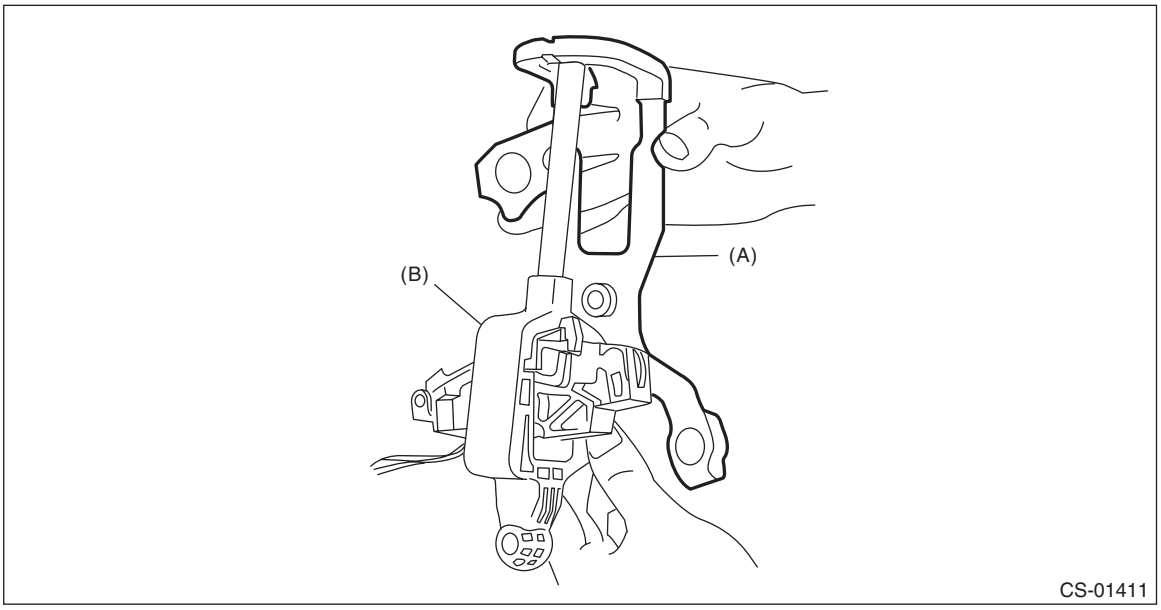
12) Remove the spacer pin guide.



13) Remove the select lever COMPL from the plate COMPL.

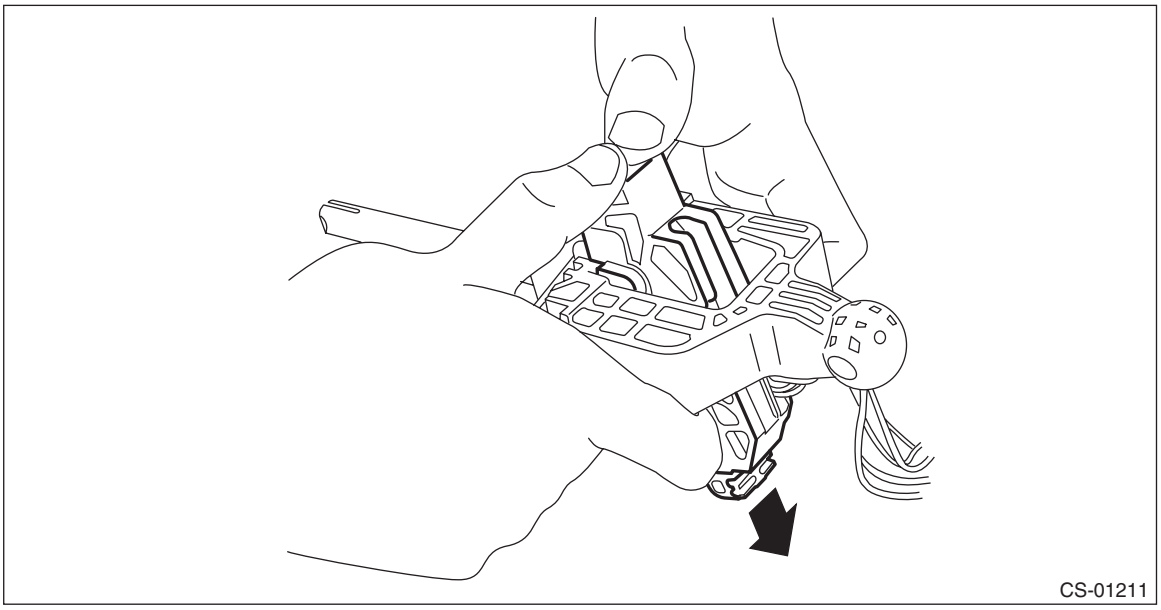


14) Remove the arm COMPL.

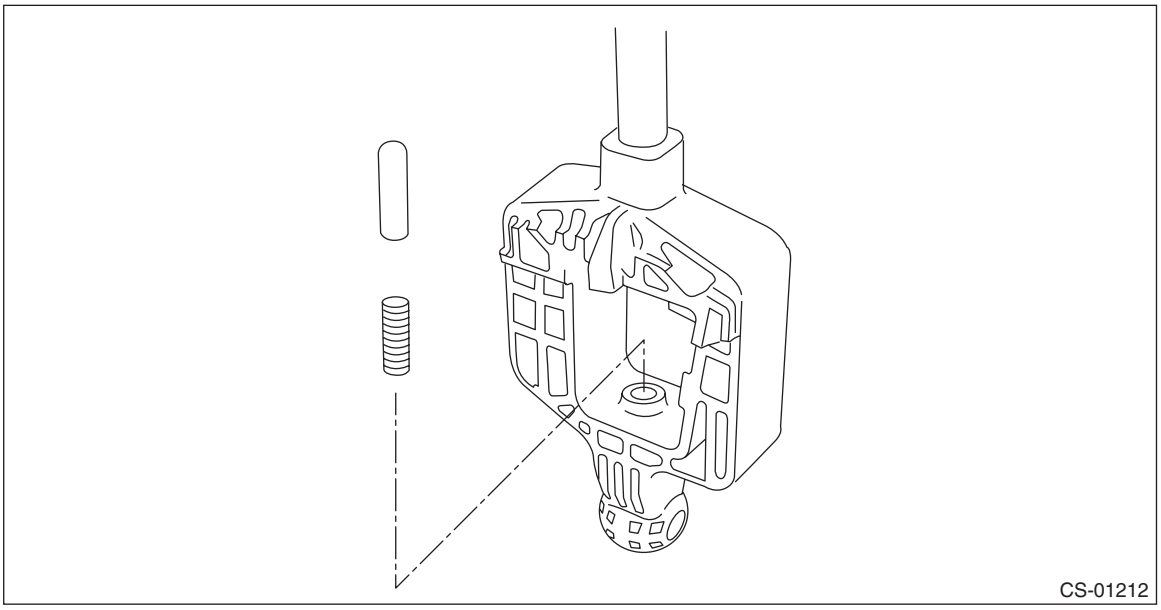


(A) Arm COMPL (B) Selector lever COMPL

15) Remove the plate guide from the select lever COMPL.



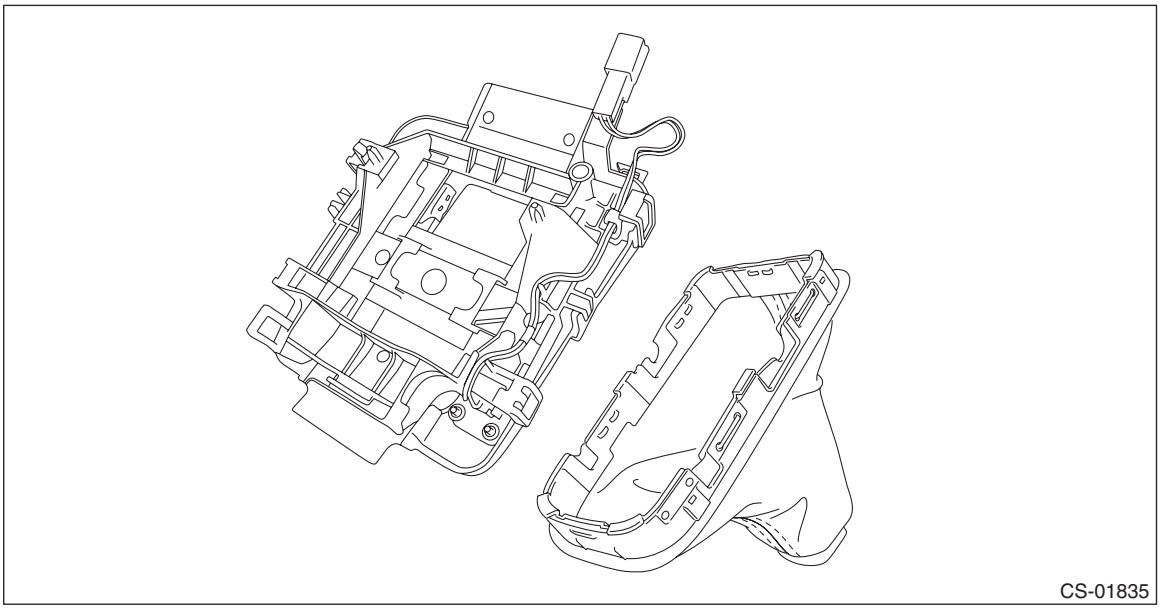
16) Remove the rod detent and detent spring from the select lever COMPL.



3. INDICATOR ASSY

1) Remove the boot assembly from the indicator assembly.

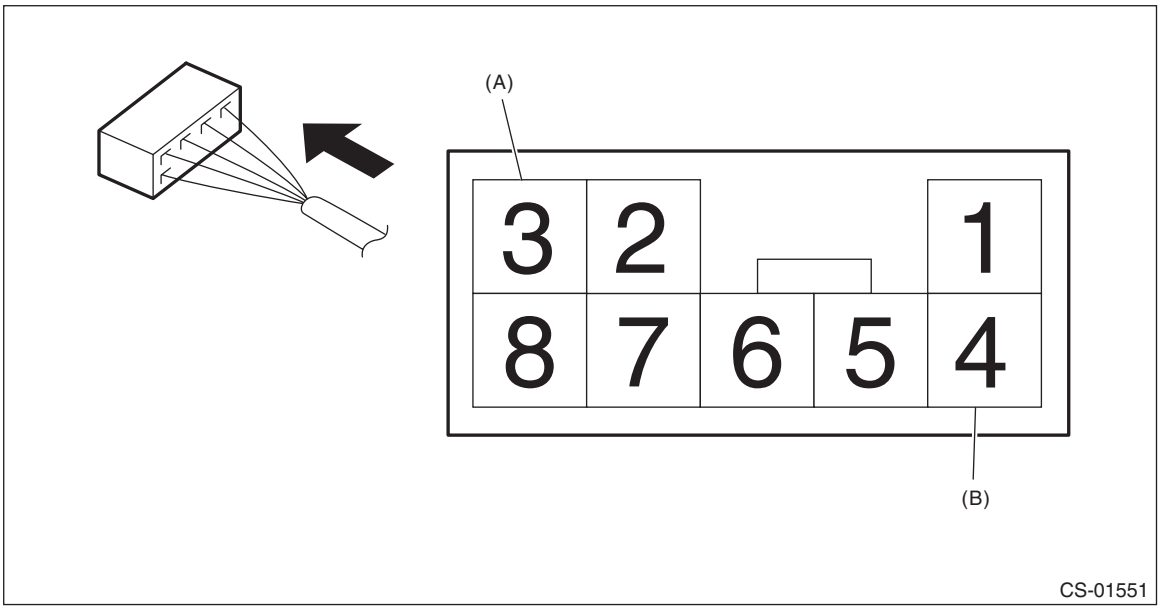
CAUTION:
When removing the boot assembly, be careful not to damage the boot assembly claws and adjacent parts.



D: ASSEMBLY

1) Clean all the parts before assembly.
2) Apply Multemp D or equivalent to the sliding portion of each part.
3) Assemble in the reverse order of disassembly.

NOTE:
Insert the solenoid unit terminals to the harness connector.



(A) Solenoid unit (color code: blue) (B) Solenoid unit (color code: black)

4) After installation, check the following points.
- The select indicator matches the select lever position when the select lever is changed from “P” range to “D” range.
- The select lever position and the position mark match each other.
- Operating force to move the select lever from “P” to “D” range.

E: INSPECTION

1) Inspect the removed parts by comparing with new parts for deformation, damage and wear. Repair or replace if defective.
2) Inspect the select lever assembly operating condition before assembly. Normal if it operates smoothly.

4. AWD ON/OFF Switching Mode

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- Perform as necessary in FWD mode.
- When switched to FWD, AWD light illuminates.

B: PROCEDURE

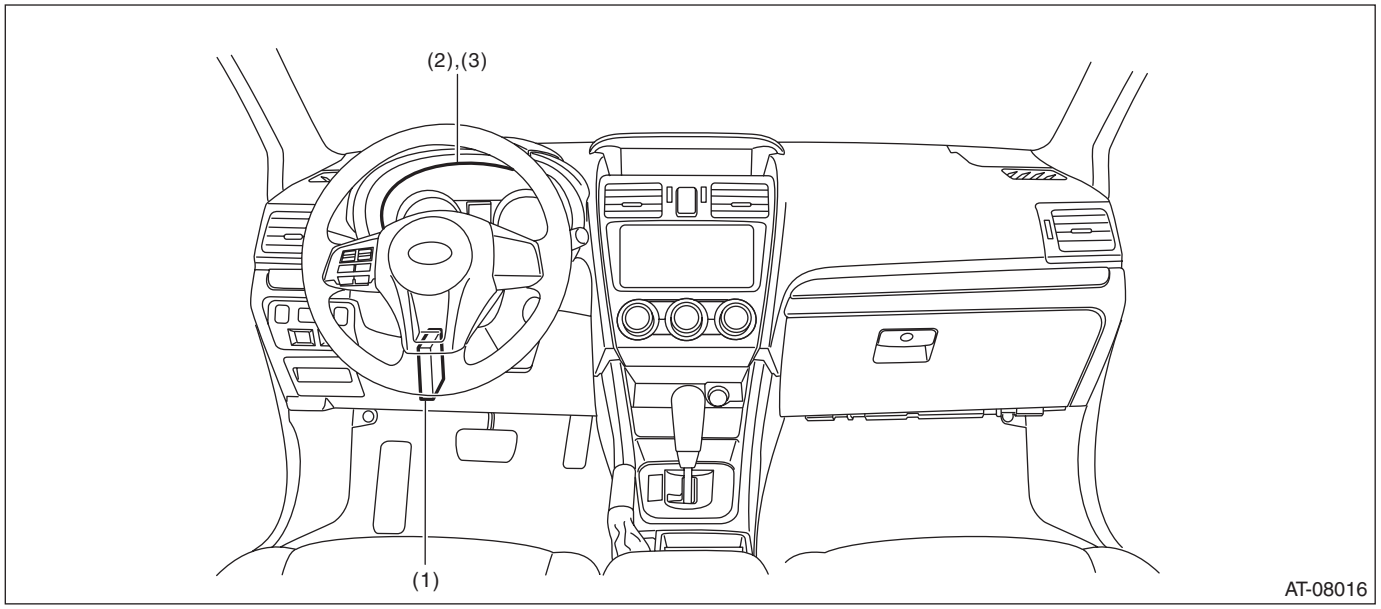
CAUTION:
• Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.
• On completing the work in FWD, switch back in AWD.
1) Shift the select lever to “P” range.
2) Connect the Subaru Select Monitor to data link connector.
3) Turn the ignition switch to ON. (For model with push button start, press the push button ignition switch twice without depressing brake pedal.)
4) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger.
5) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
6) Select {Maintenance mode} in the «Work Support» screen of Subaru Select Monitor.
7) Select {AWD ON/OFF switching mode} in the «Maintenance mode» screen of the Subaru Select Monitor.
8) Follow the messages displayed on the Subaru Select Monitor screen when working.
Switching completes successfully if any of the following messages is displayed.
- When switching from AWD to FWD: {Switched to FF. To return to AWD, perform basic mode again.}
- When switching from FWD to AWD: {Switched to AWD. To return to FF, perform basic mode again.}

NOTE:
- If communication error occurs during switching mode, start in the “AWD ON/OFF switching mode” again.
- If operation is interrupted before the successful end message is displayed, perform the {AWD ON/OFF switching mode} from the beginning until confirming the operation is successfully ended. If this mode fails to complete successfully, the cause is as follows.
  - Select lever is not in “P” range.
  - Engine is running.
- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

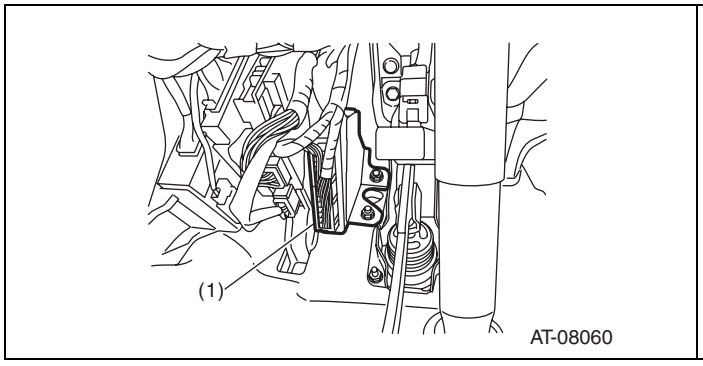
4. Electrical Component Location

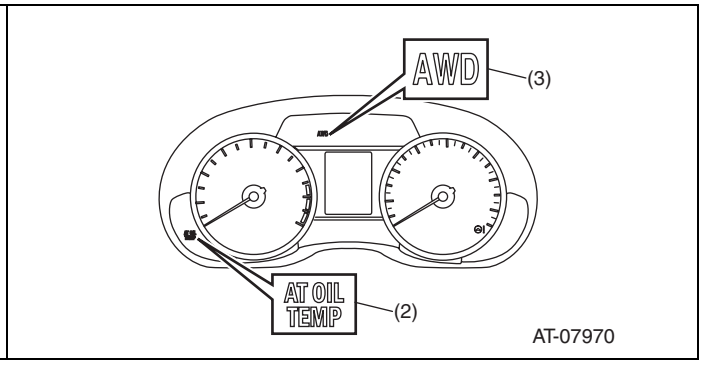
A: LOCATION

1. CONTROL MODULE



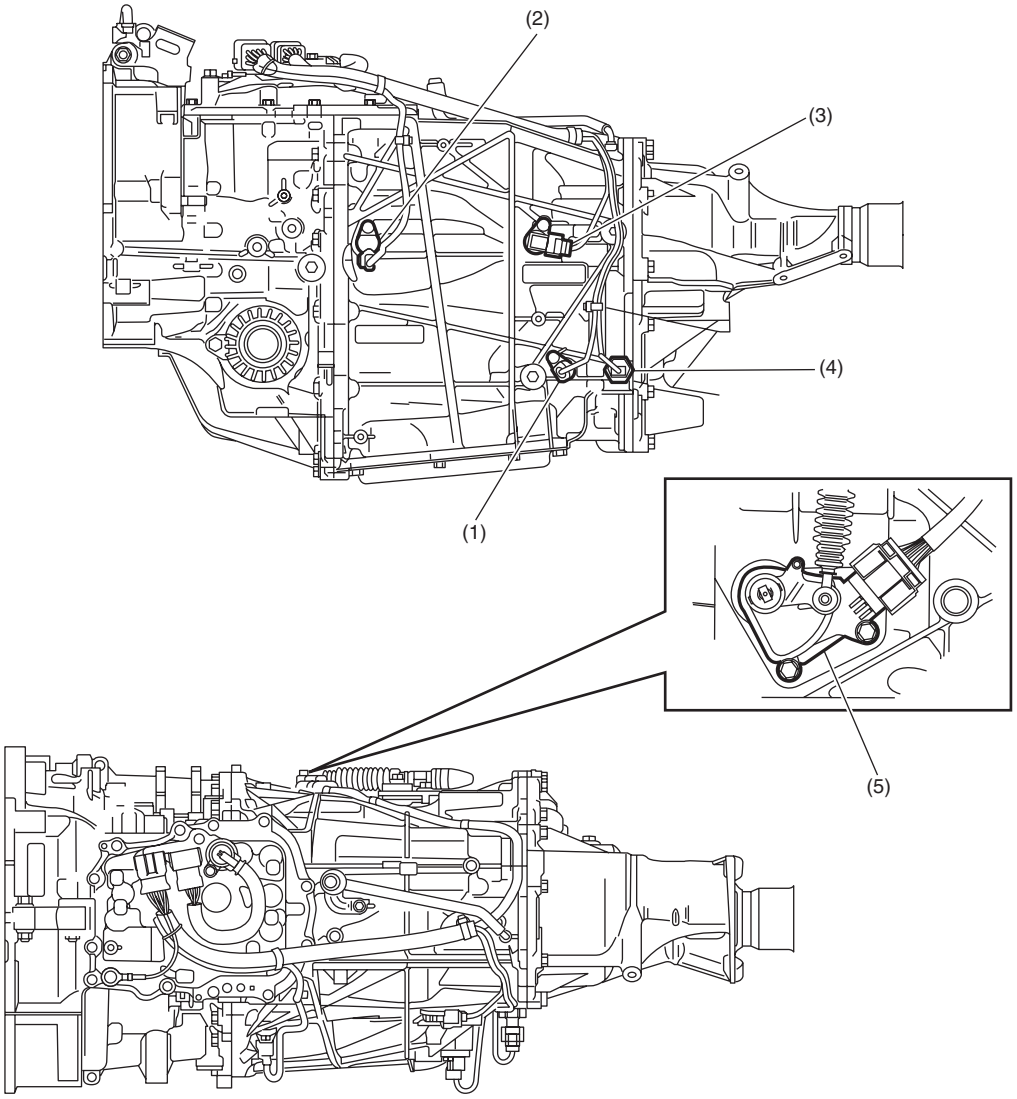
(1) Transmission control module (TCM)
(2) AT OIL TEMP light
(3) AWD light





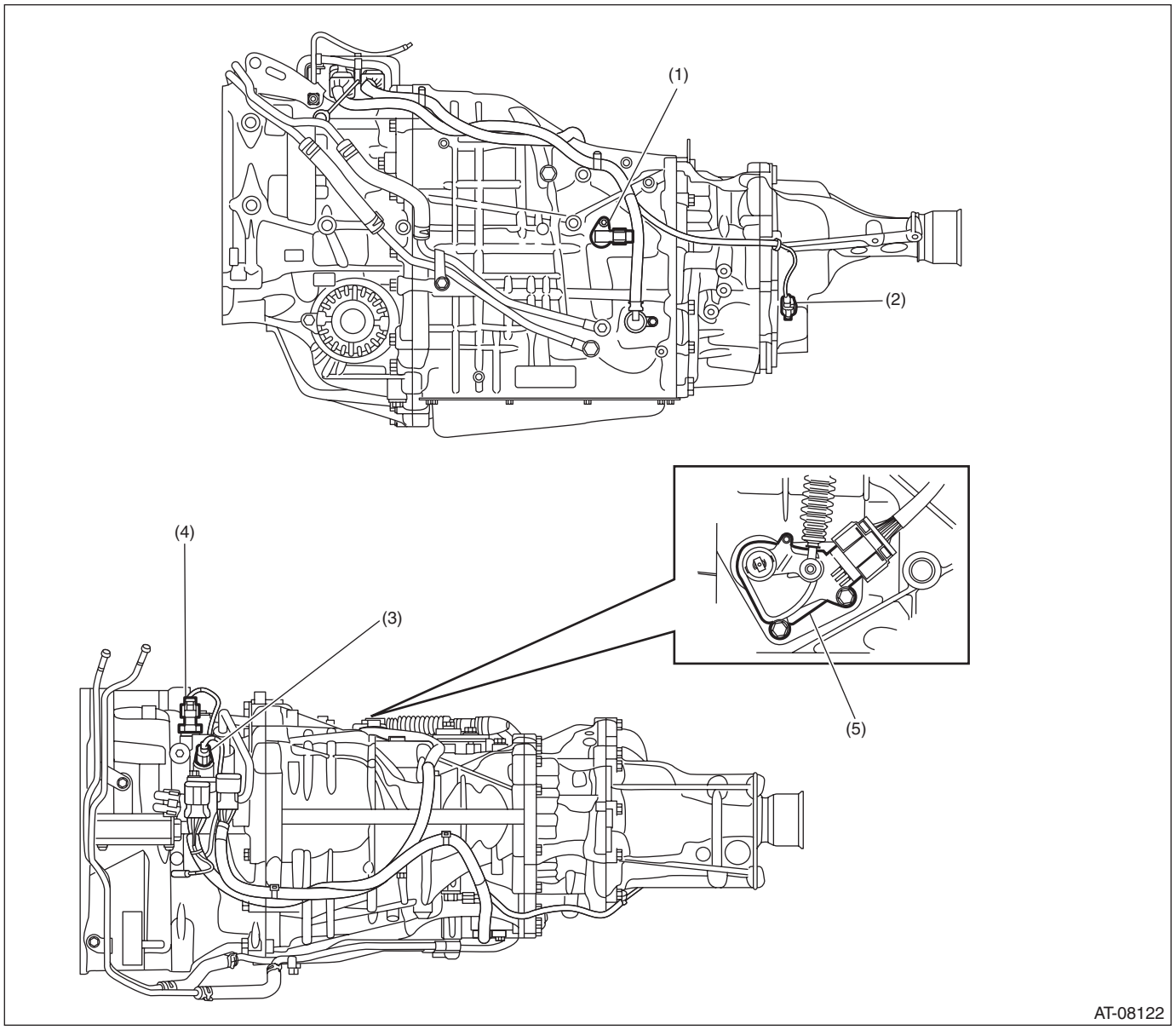
2. SENSOR

- Non-turbo model



(1) Secondary speed sensor
(2) Turbine speed sensor
(3) Primary speed sensor
(4) Secondary pressure sensor
(5) Inhibitor switch

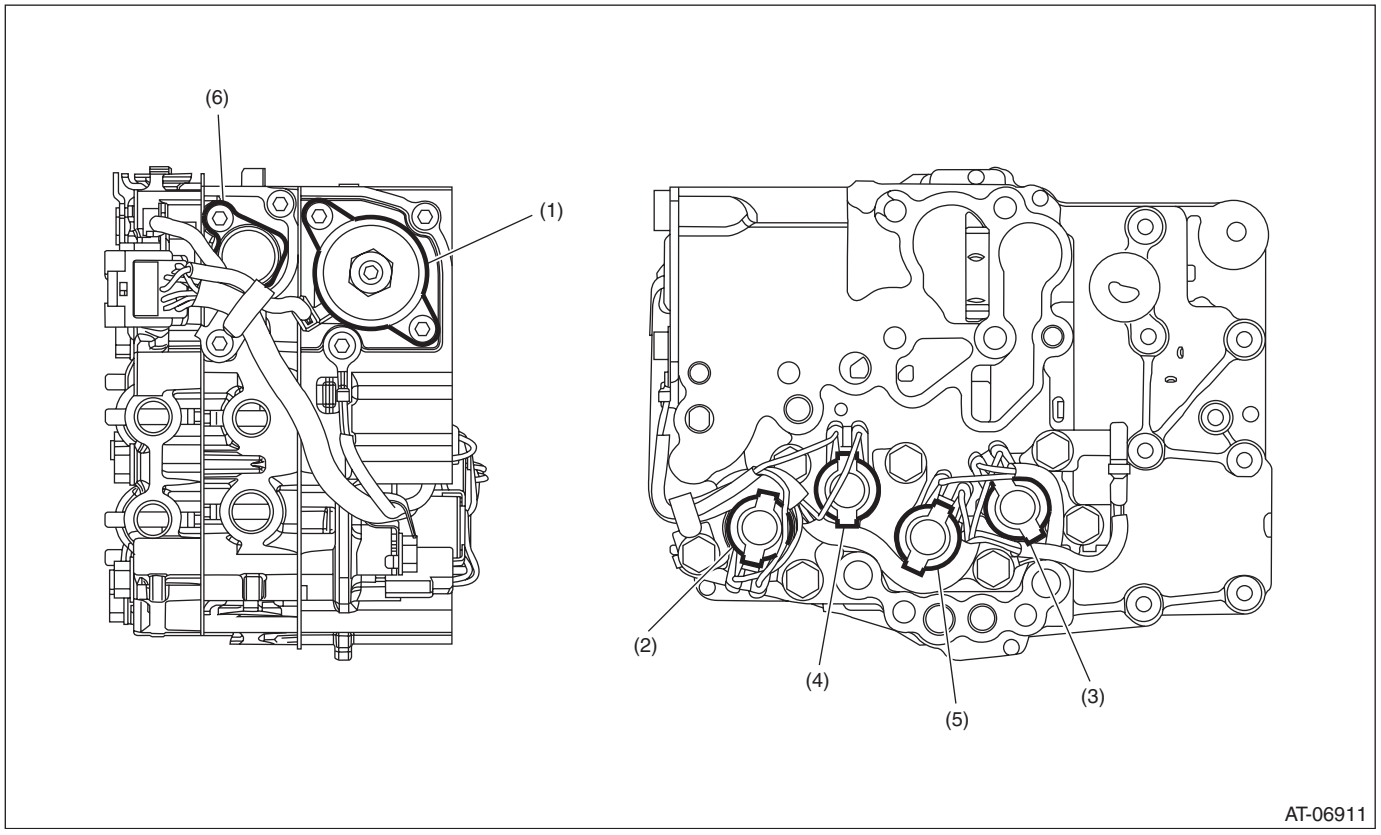
- Turbo model



(1) Secondary speed sensor
(2) Front wheel speed sensor
(3) Primary speed sensor
(4) Secondary pressure sensor
(5) Inhibitor switch

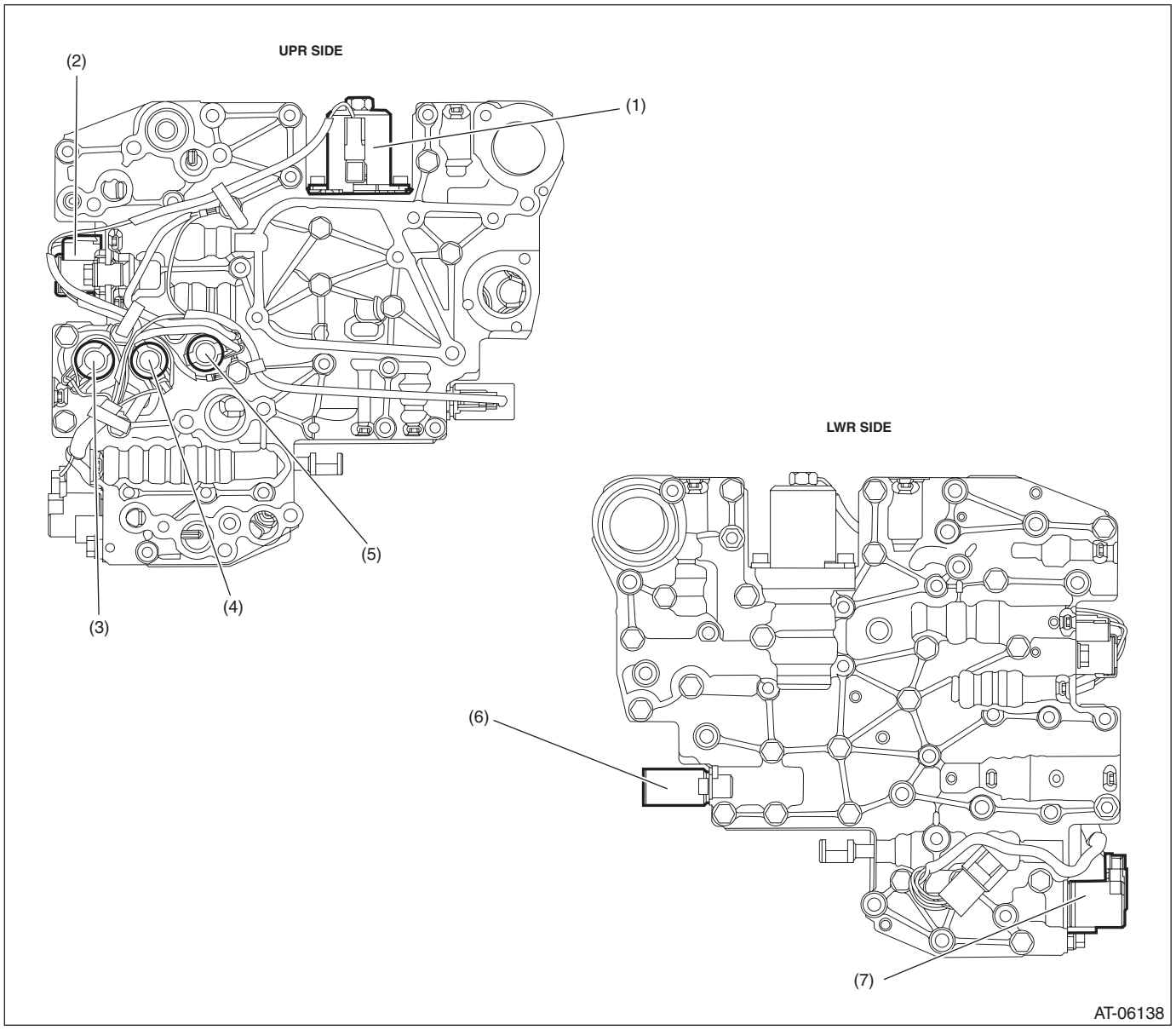
3. SOLENOID

- Non-turbo model



(1) Secondary solenoid
(2) AWD solenoid
(3) Lock-up duty solenoid
(4) Primary DOWN solenoid
(5) Primary UP solenoid
(6) F&R solenoid

- Turbo model



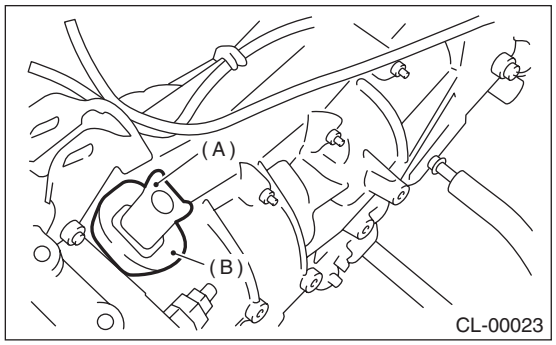
(1) Secondary solenoid
(2) AWD solenoid
(3) Lock-up duty solenoid
(4) Primary DOWN solenoid
(5) Primary UP solenoid
(6) F&R solenoid
(7) Lock-up ON/OFF solenoid

4. Release Bearing and Lever

A: REMOVAL

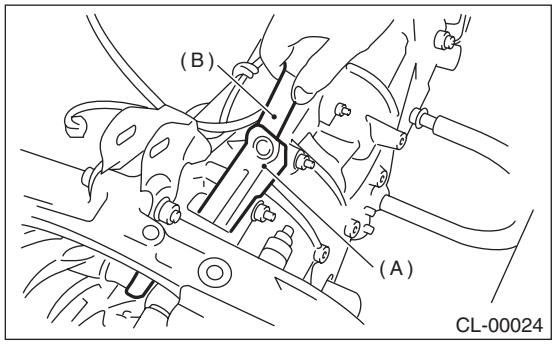
1) Remove the transmission assembly from the vehicle.
<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the two clips from the release lever.

CAUTION:
Be careful not to deform the clips.
3) Remove the release bearing.
4) Remove the dust cover.



(A) Release lever
(B) Dust cover

5) Remove the lever spring from the pivot with a screwdriver by accessing it through the clutch housing release lever hole. Then remove the release lever.



(A) Release lever
(B) Screwdriver

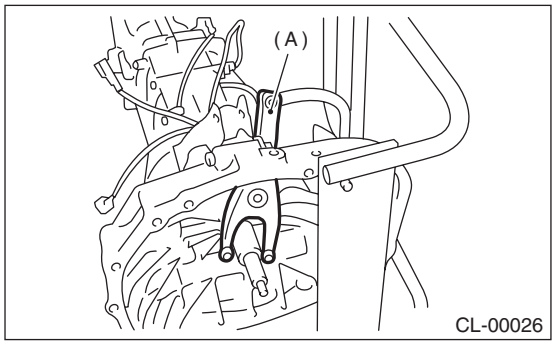
B: INSTALLATION

NOTE:
Apply the specified grease to lubricate to the following points before installation.
- Contact surface of lever and pivot
- Contact surface of lever and bearing
- Transmission main shaft spline
- Contact surface of release bearing and transmission case

Grease
NICHIMOLY N-130 or equivalent

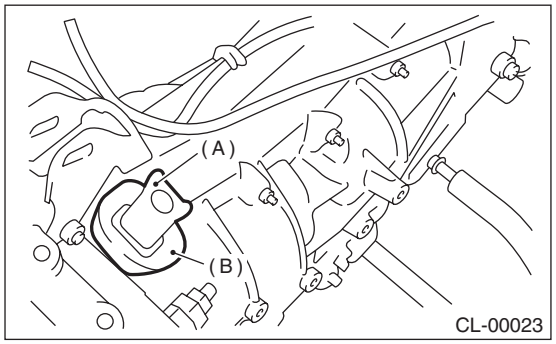
1) While pushing the release lever to the pivot and twisting it to both sides, fit the lever spring onto the raised portion of the pivot.

NOTE:
Observing from the main case hole, check that the lever spring is installed securely.



(A) Release lever

2) Install the release bearing and fasten it with two clips.
3) Install the dust cover.



(A) Release lever
(B) Dust cover

4) Check the bearing for smooth movement by operating the release lever.
5) Apply grease to the contact point of the release lever and operating cylinder.

Grease
NICHIMOLY N-130 or equivalent

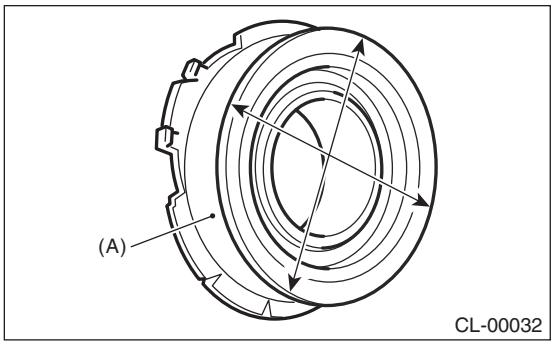
6) Install the transmission assembly. <Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: INSPECTION

1. RELEASE BEARING

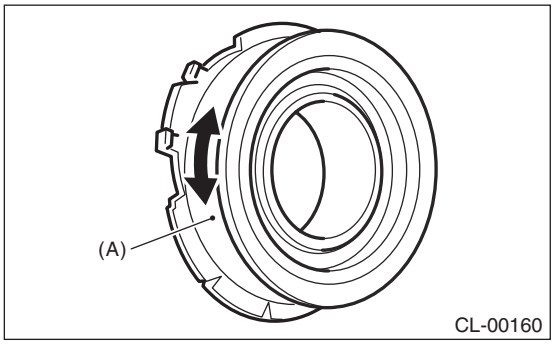
CAUTION:
Since this bearing is grease-sealed and is a non-lubrication type, do not wash with gasoline or any other solvent when servicing the clutch.
1) Check the bearing for smooth movement by applying force to the bearing in the radial direction.

Radial direction stroke:
1.6 mm (0.063 in)



(A) Bearing case

2) While applying force to the bearing in the rotational direction, check the bearing for smooth rotation.

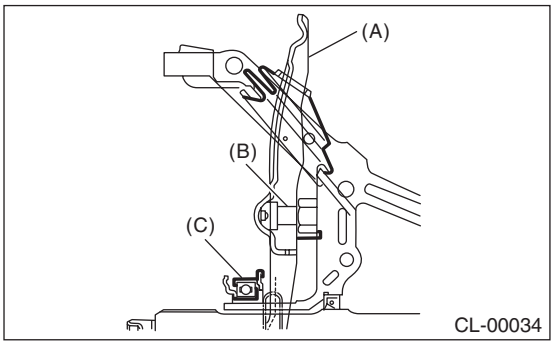


(A) Bearing case

3) Check for wear and damage at the bearing case surface in contact with the lever.

2. RELEASE LEVER

Check the pivot portion of the lever and the contact area with the release bearing case for wear.

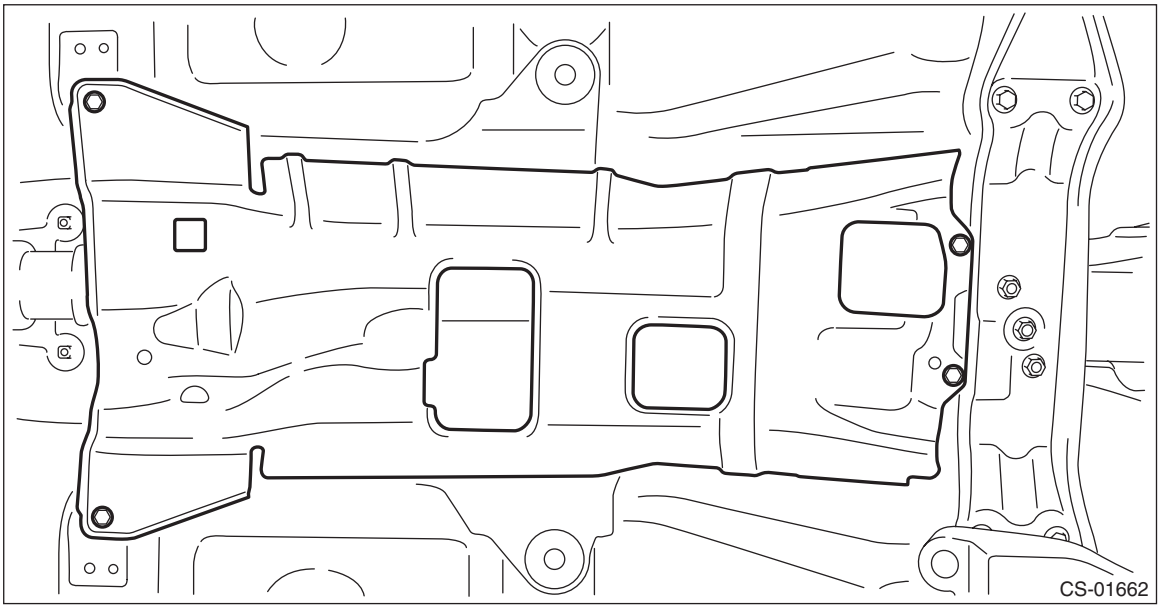


(A) Release lever
(B) Pivot
(C) Release bearing

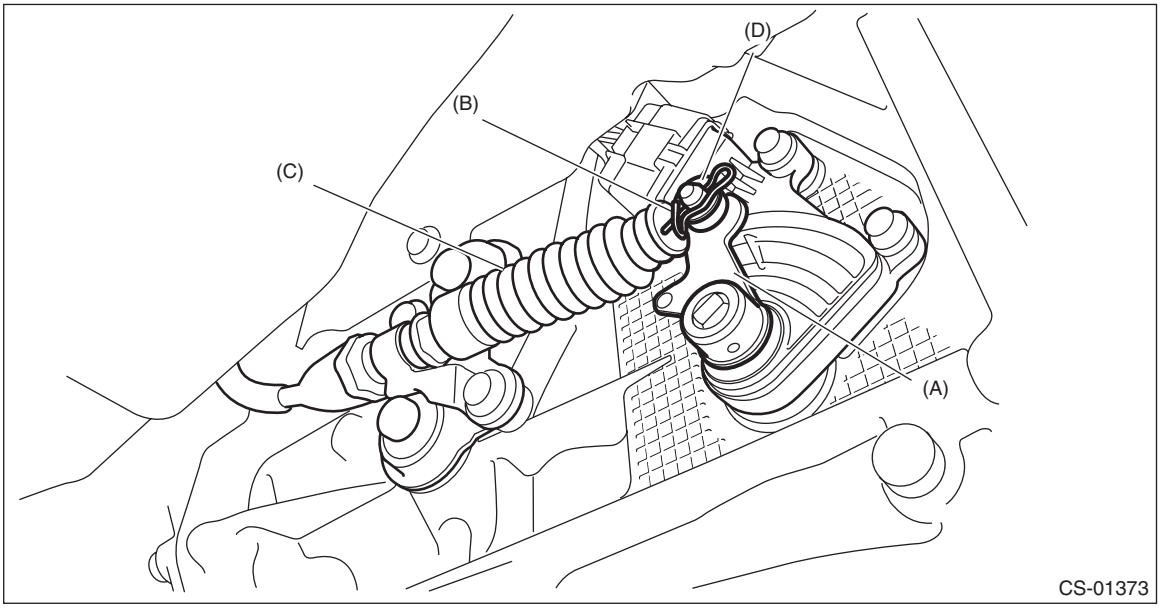
4. Select Cable

A: REMOVAL

1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the center exhaust pipe. (Non-turbo model) <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust pipe (rear). (Turbo model) <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
6) Remove the center exhaust cover.

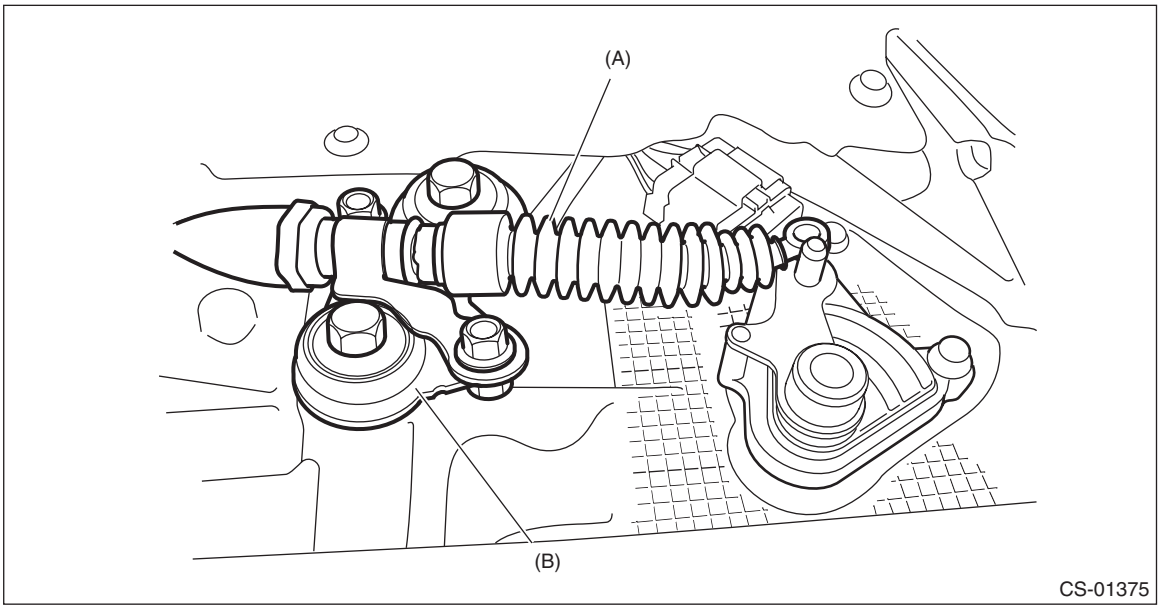


7) Remove the snap pin and washer from the shifter arm.



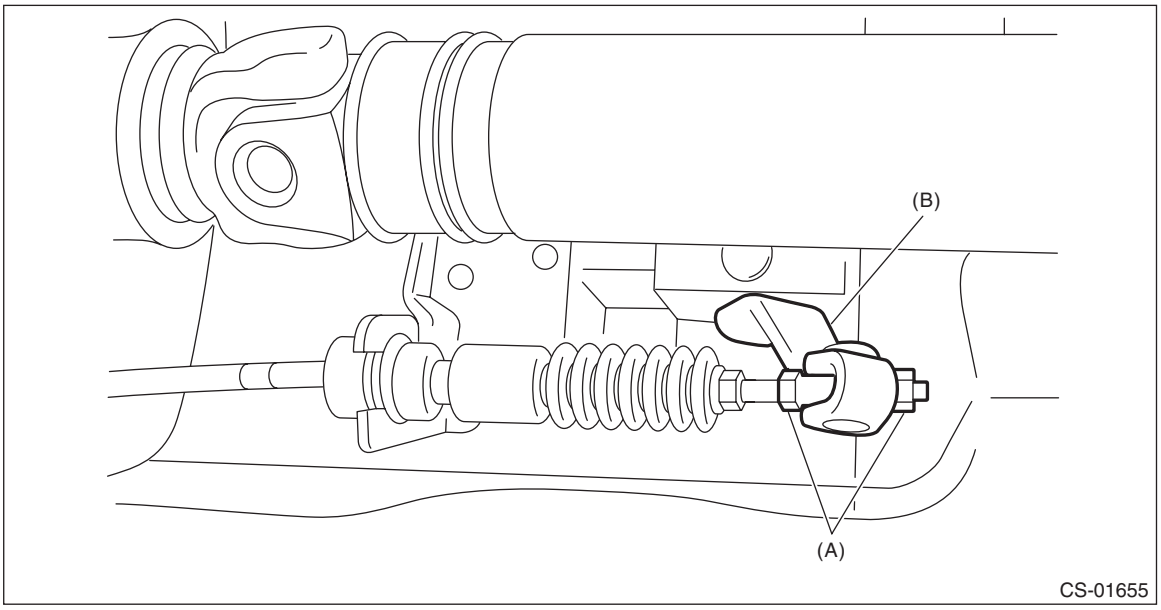
(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

8) Remove the plate assembly from the transmission case.



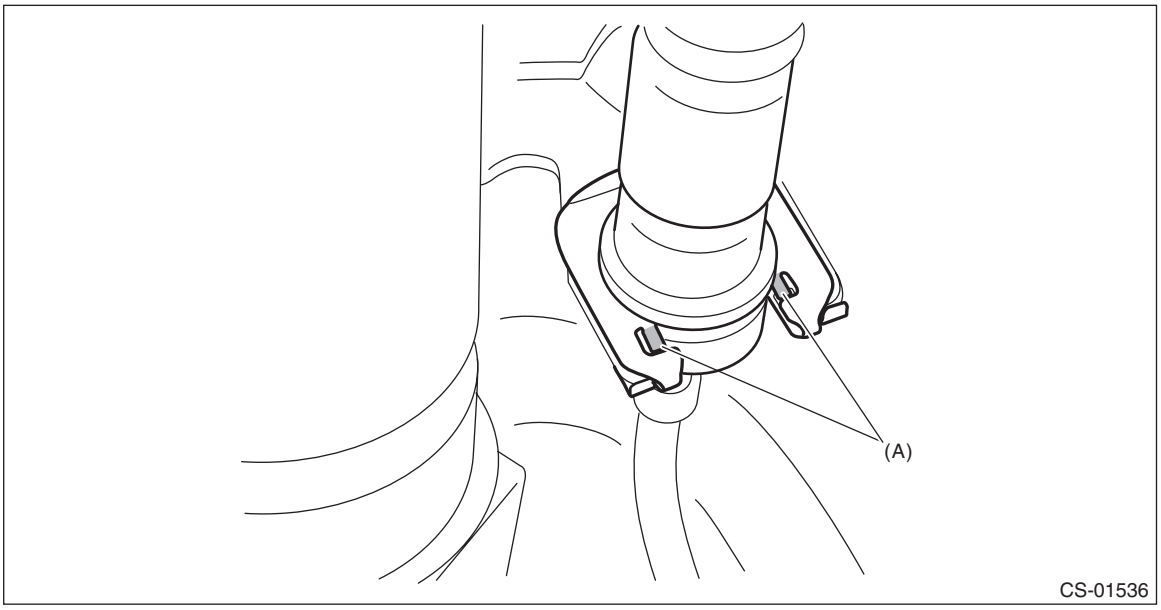
(A) Select cable (B) Plate ASSY

9) Disconnect the cable from arm COMPL.



(A) Adjusting nut (B) Arm COMPL

10) Raise the claw of clamp to remove the cable from bracket.



(A) Claw

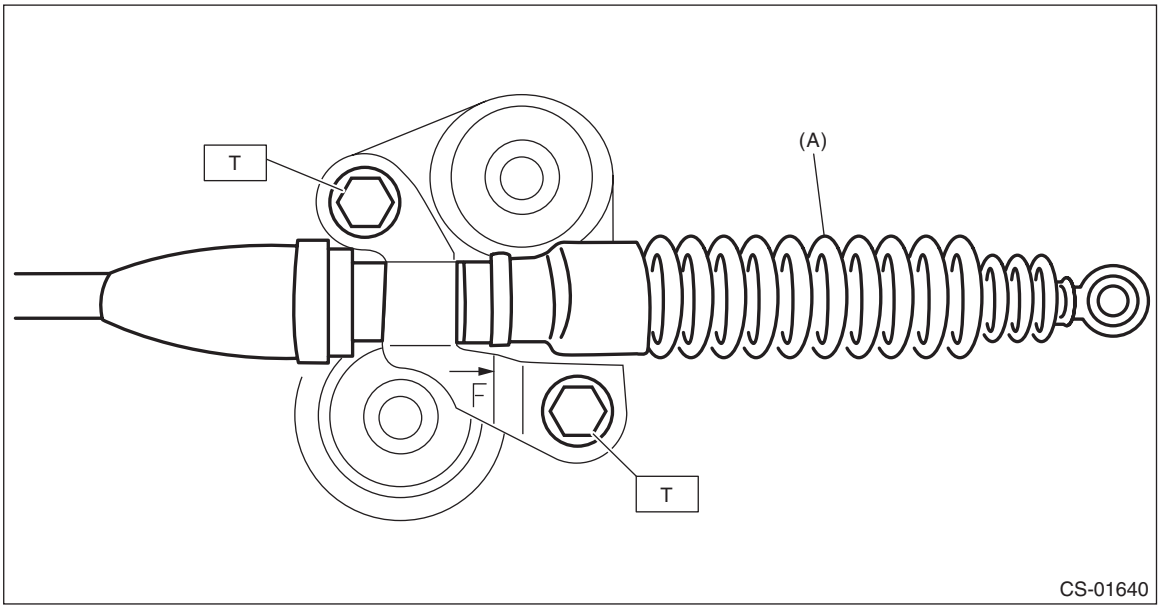
11) Remove the select cable from plate assembly.

B: INSTALLATION

1) Position the select cable as shown in the figure, and install it to the plate assembly.

CAUTION:
- **If the cable is installed in the wrong direction, loosen the bracket bolts, and then reinstall the cable in the correct direction.**
- **Do not forcibly turn the cable (wire side) to align the direction correctly.**

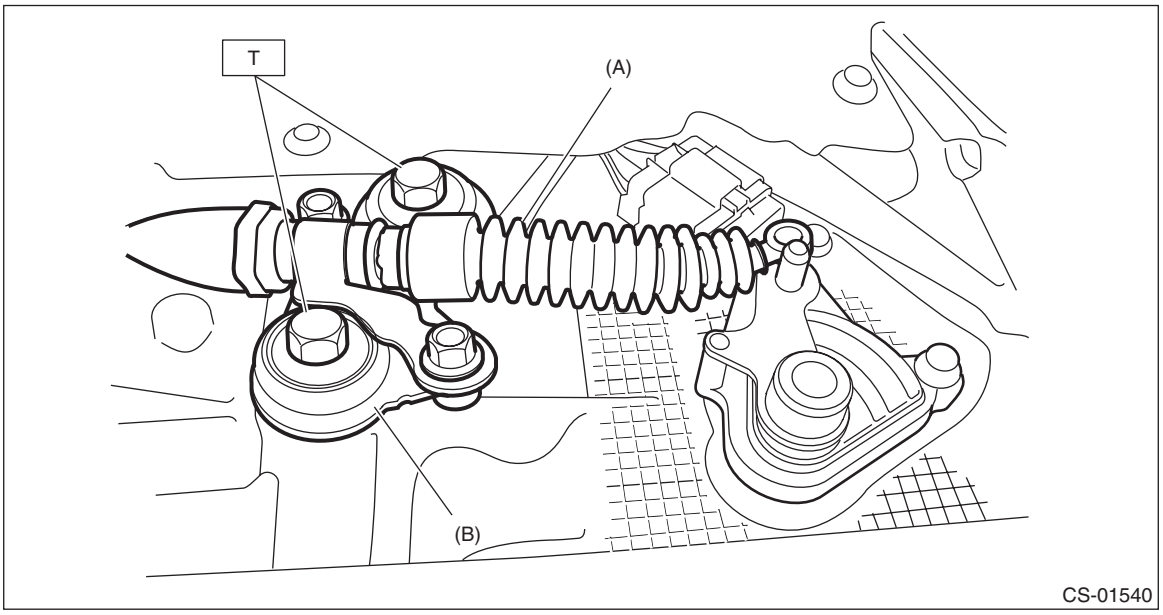
Tightening torque:
T: 18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Select cable

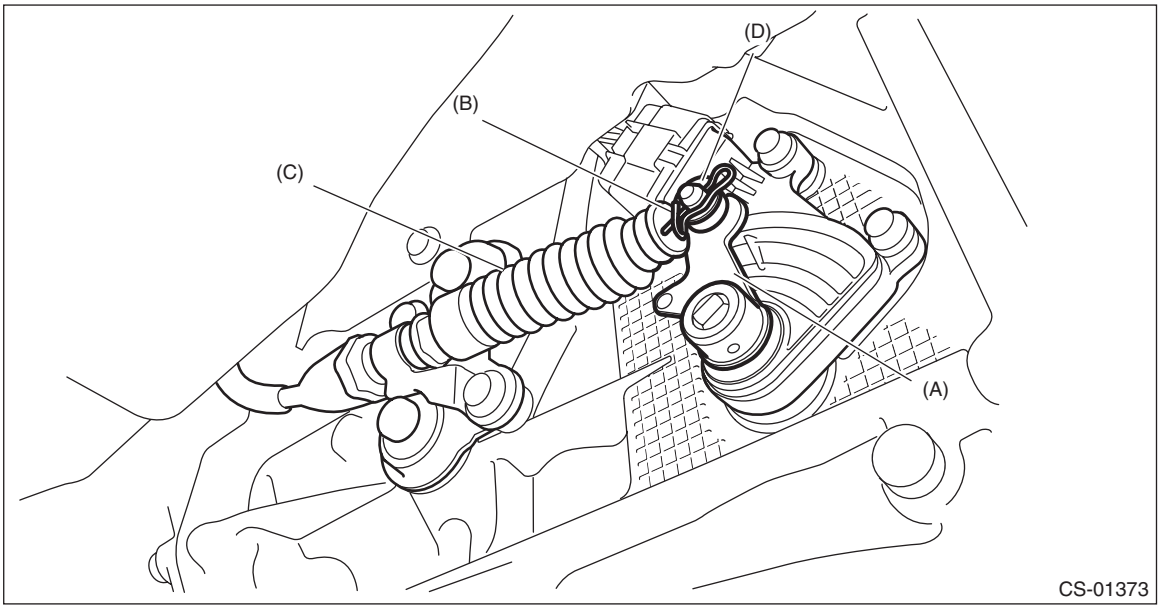
2) Install the select cable to the shifter arm.
3) Install the plate assembly to transmission.

Tightening torque:
T: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



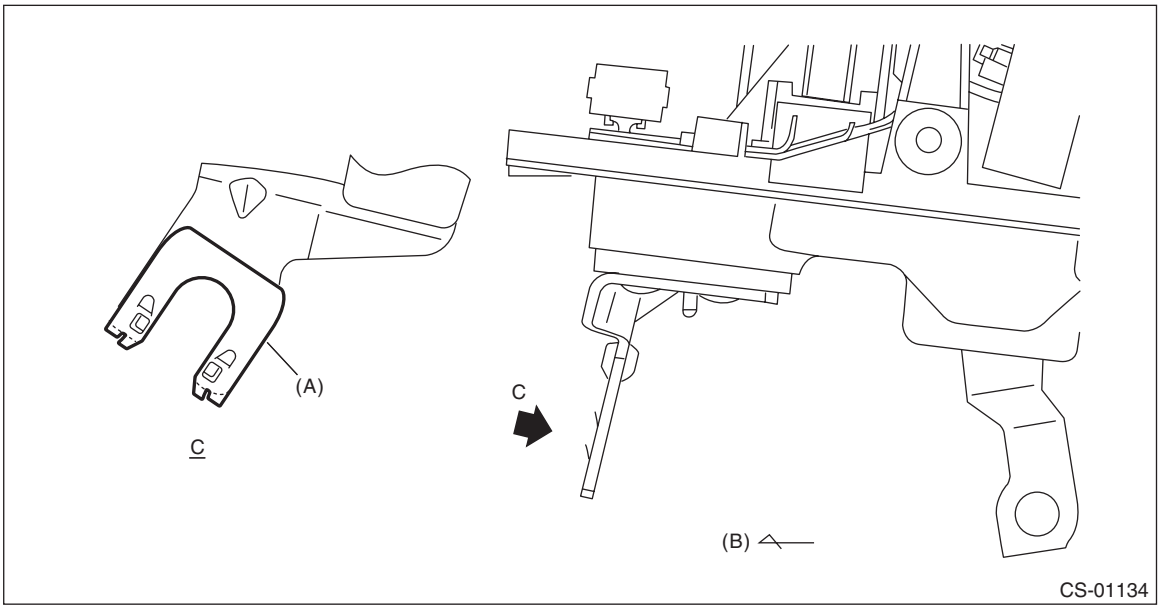
(A) Select cable
(B) Plate ASSY

4) Install the washer and snap pin to the shifter arm.



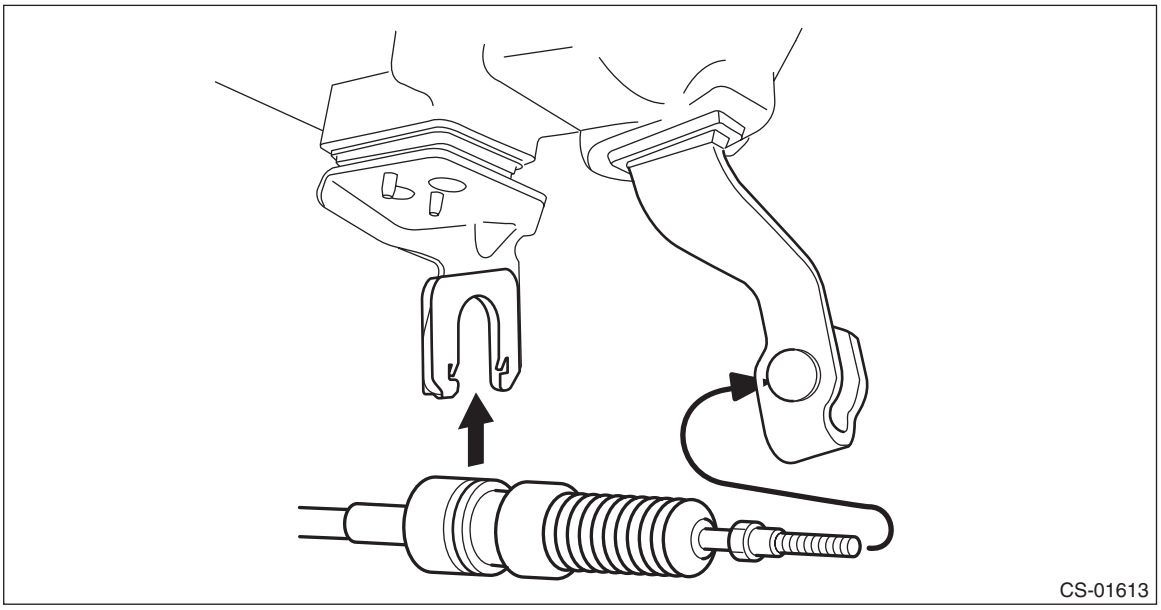
(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

5) Install new clamp paying attention to the installing direction.



(A) Clamp (B) Forward

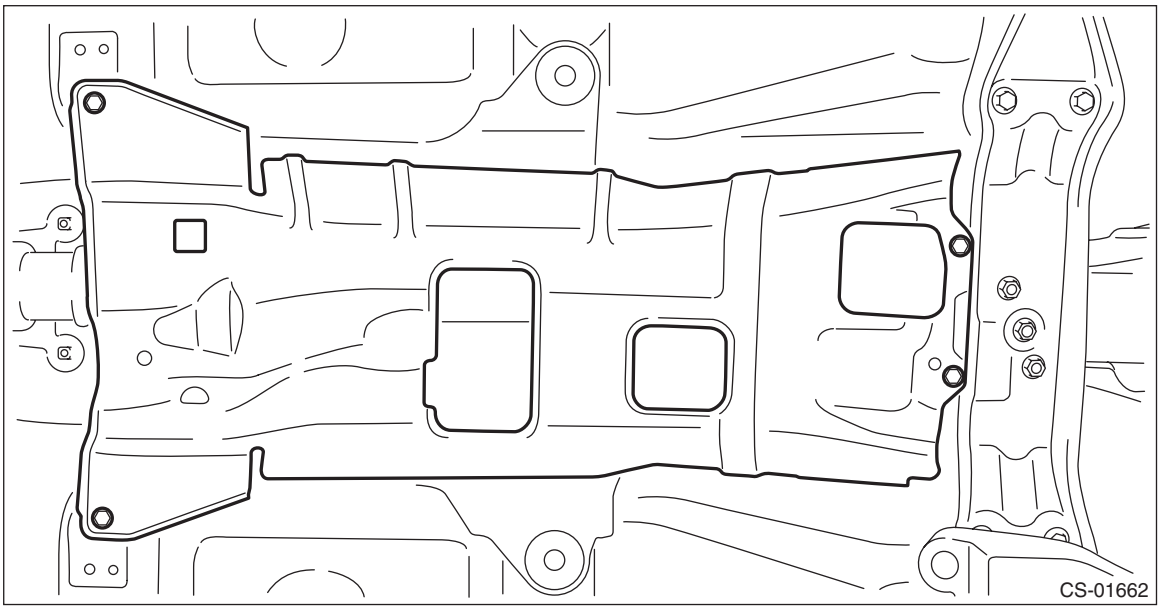
6) Insert the tip of inner cable into connector hole of select lever, and fix the cable to bracket.



7) Shift the select lever to the “N” range, and then adjust the select cable position. <Ref. to CS-56, ADJUSTMENT, Select Cable.>

8) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



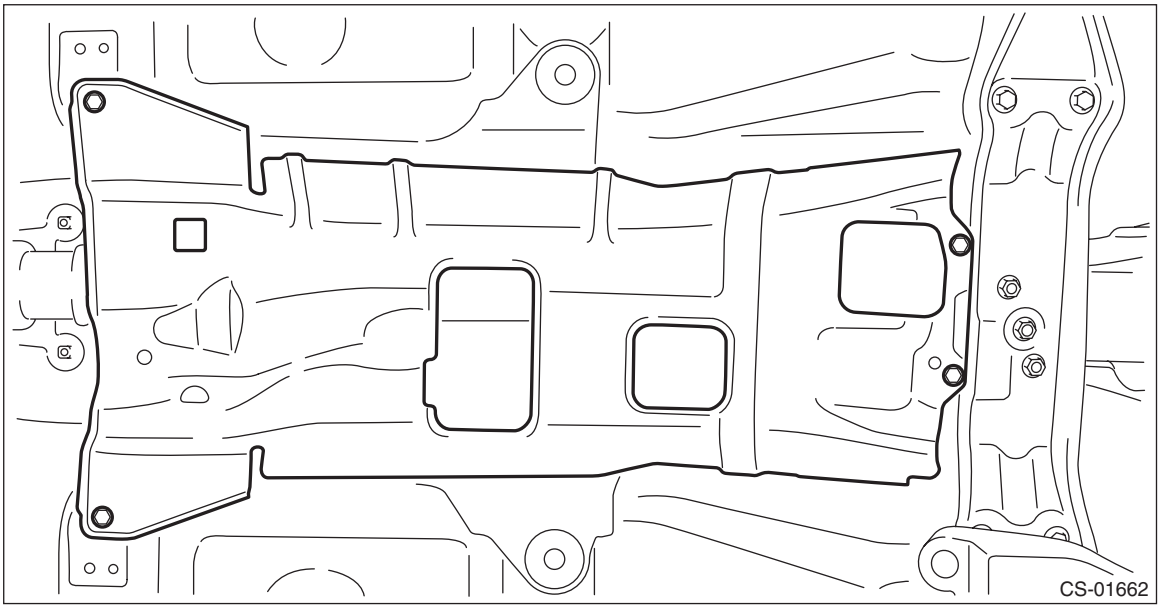
9) Install the center exhaust pipe. (Non-turbo model) <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
10) Install the center exhaust pipe (rear). (Turbo model) <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
11) Lower the vehicle.
12) Connect the battery ground terminal.

C: INSPECTION

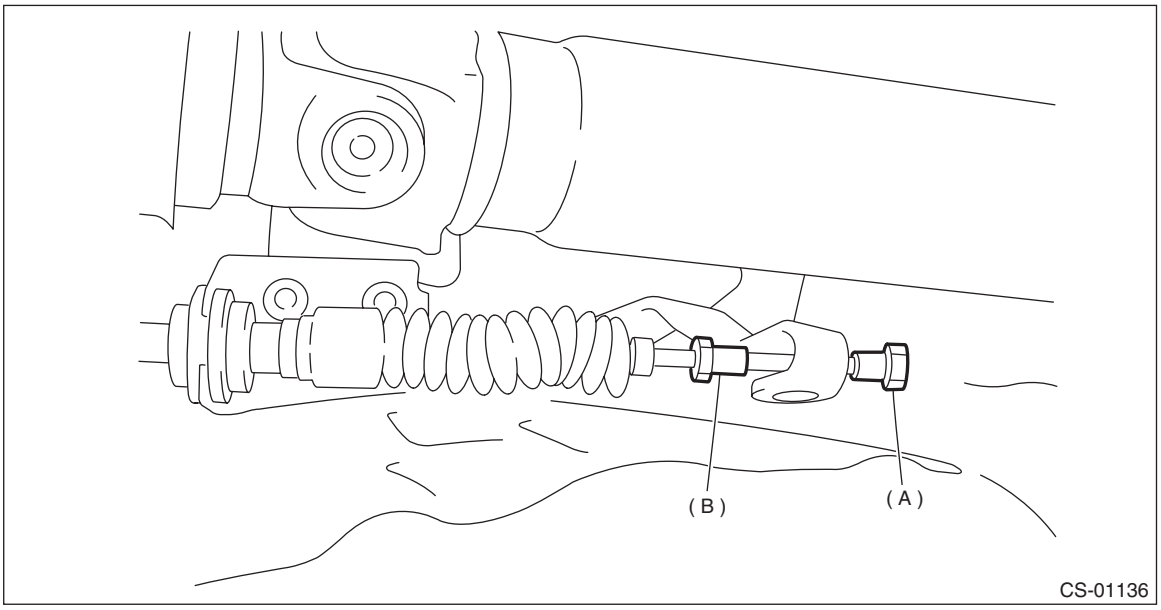
Check the removed cable and replace or adjust if damaged, rusty or malfunctioning.
1) Check the cable for smooth operation.
2) Check the inner cable for damage and rust.
3) Check the outer cable for damage, bends and cracks.
4) Check the boot for damage, cracks and deterioration.
5) Move the select lever from “P” to “D” range. Check the existence of feel to contact the detents in each range. If the detents cannot be felt or the position pointer is improperly aligned, adjust the cable.
6) Check if the starter motor rotates when the select lever is set to “P” range.
7) Check the back-up light illumination when the select lever is in “R” range.
8) Check the parking lock operation when the select lever is in “P” range.

D: ADJUSTMENT

1) Shift the select lever to “N” range.
2) Lift up the vehicle.
3) Remove the center exhaust pipe. (Non-turbo model) <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust pipe (rear). (Turbo model) <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust cover.

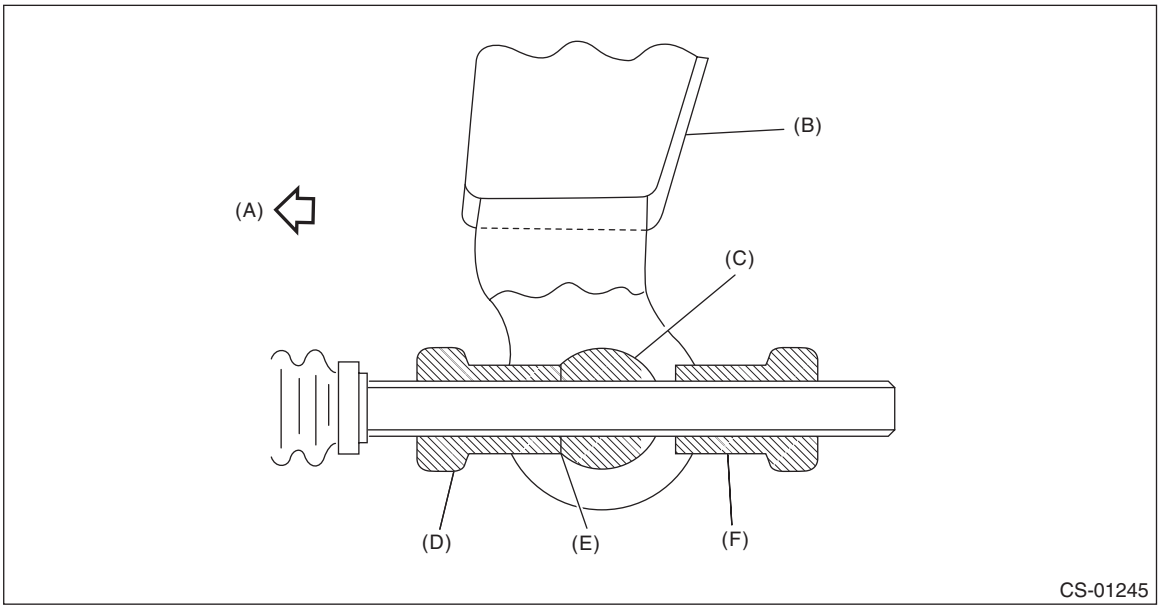


6) Loosen the adjusting nuts on both sides.



(A) Adjusting nut A
(B) Adjusting nut B

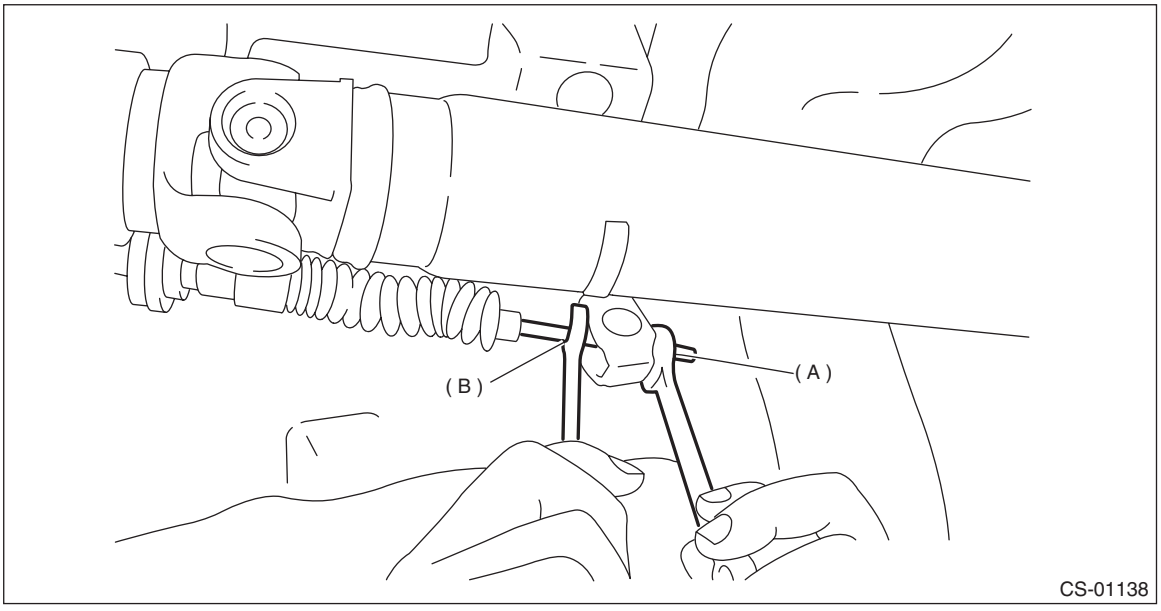
7) Turn adjusting nut B until it lightly touches the connector.



(A) Forward side
(B) Select lever
(C) Connector
(D) Adjusting nut B
(E) Contact point
(F) Adjusting nut A

8) Set a spanner wrench to adjusting nut B so that it does not rotate, and then tighten the adjusting nut A.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



(A) Adjusting nut A
(B) Adjusting nut B

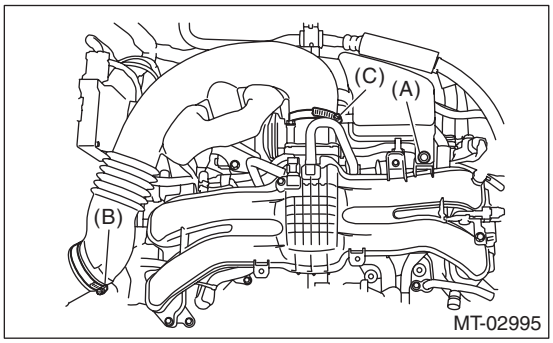
9) After the completion of adjustment, confirm that the select lever operates normally at all ranges.
10) Installing procedure hereafter is in the reverse order of removal.

4. Transmission Mounting System

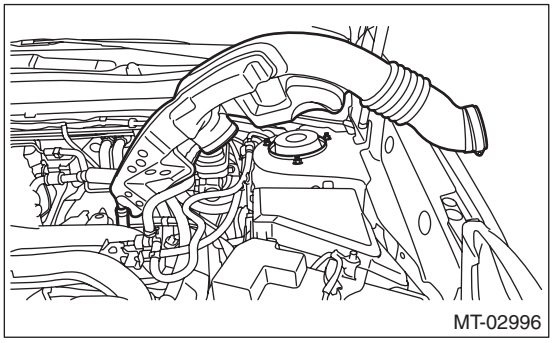
A: REMOVAL

1. PITCHING STOPPER

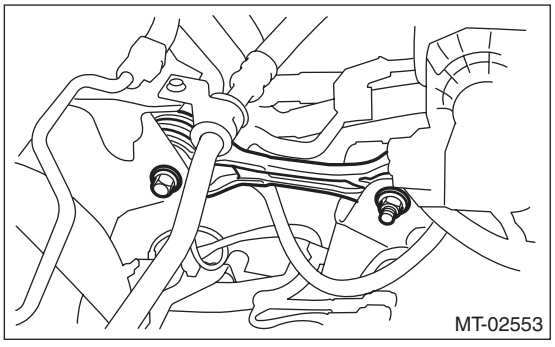
1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.



5) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.

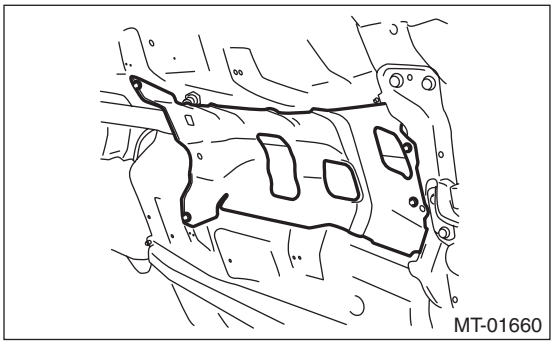


6) Remove the pitching stopper.

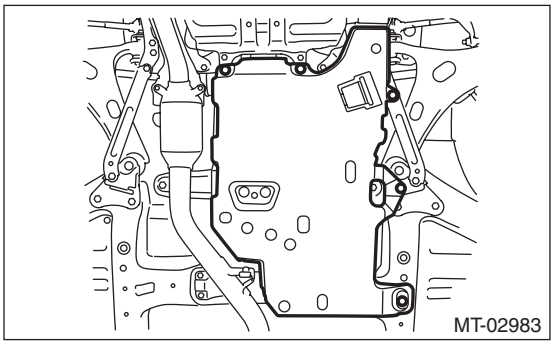


2. CROSSMEMBER AND CUSHION RUBBER

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.



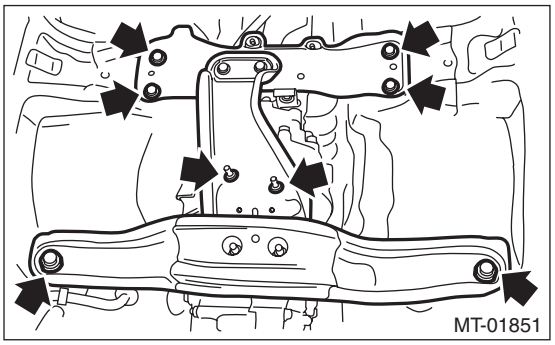
5) Remove the transmission under cover.



6) Set the transmission jack under the transmission case.

CAUTION:
Always support the transmission case with a transmission jack.

7) Remove the front crossmember and the rear crossmember.



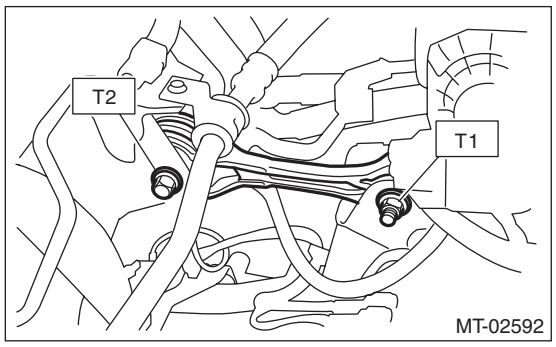
8) Remove the transmission cushion rubber.

B: INSTALLATION

1. PITCHING STOPPER

1) 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)

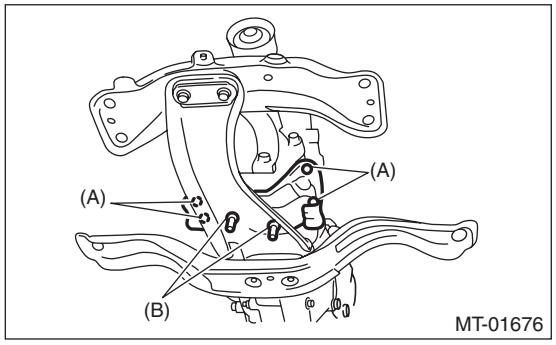


2) Install the air intake boot. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
3) Connect the battery ground terminal.

2. CROSSMEMBER AND CUSHION RUBBER

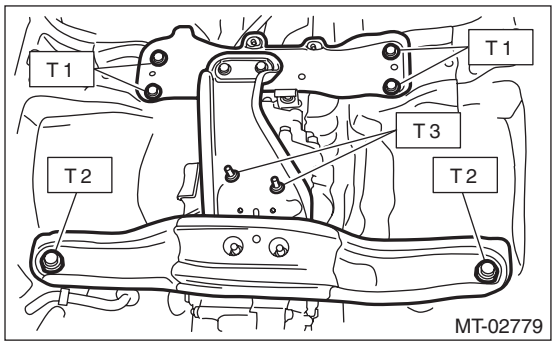
1) Install the transmission cushion rubber to the transmission, and tighten the bolt (A).
2) Install the transmission cushion rubber to the center crossmember, and temporarily tighten the nut (B).

Tightening torque:
Bolt (A)
35 N·m (3.6 kgf-m, 25.8 ft-lb)



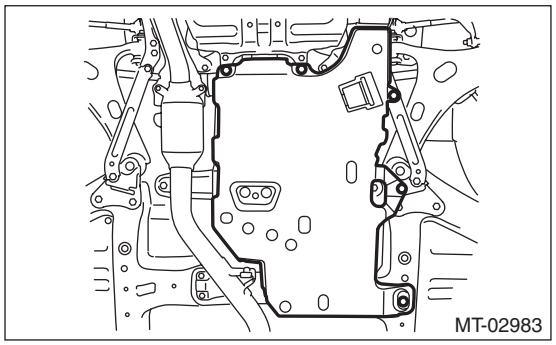
3) Tighten the mounting bolts for front crossmember and rear crossmember.
4) Tighten the transmission cushion rubber mounting nut.

Tightening torque:
T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)
T2: 140 N·m (14.3 kgf-m, 103.3 ft-lb)
T3: 35 N·m (3.6 kgf-m, 25.8 ft-lb)



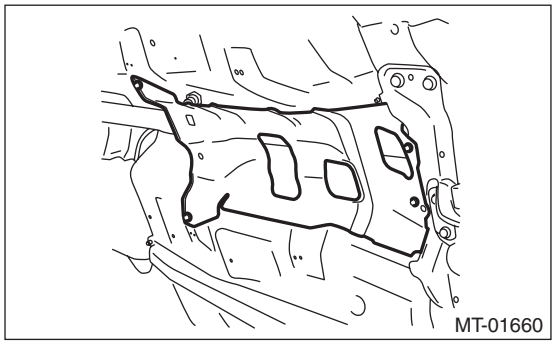
5) Remove the transmission jack.
6) Install the transmission under cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



7) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
9) Lower the vehicle.
10) Connect the battery ground terminal.

C: INSPECTION

Check the following; repair or replace the faulty parts.

1. PITCHING STOPPER

Check the pitching stopper for bends or damage. Check that the rubber is not stiff, cracked or otherwise damaged.

2. CROSSMEMBER AND CUSHION RUBBER

Check the crossmember for bends or damage. Check that the cushion rubber is not stiff, cracked or otherwise damaged.

4. Variator Chain Break-in

A: GENERAL DESCRIPTION

Perform Variator Chain Break-in when the following work has been performed.
- Variator chain replacement
- Primary pulley and secondary pulley replacement

B: PROCEDURE

NOTE:
- During variator chain break-in, VDC warning light illuminate because of the difference between the vehicle speed value and G sensor value. This is not a malfunction. If the warning light illuminates, clear the VDC memory after the variator chain break-in is finished. <Ref. to VDC(diag)-23, Clear Memory Mode.>
- If the above malfunction code is detected during variator chain break-in, the system enters into fail mode, and the vehicle shows symptom such as engine speed rapid increases even if the accelerator pedal is gradually depressed.

1) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.

2) Shift the select lever to “P” or “N” range.
3) Apply the parking brake.
4) Connect the Subaru Select Monitor to data link connector.
5) Idle the engine to raise the CVTF temperature to 40 — 50°C (104 — 122°F) displayed on the Subaru Select Monitor.

NOTE:
When CVTF temperature does not rise easily or if you want to rise CVTF temperature faster, maintain the engine speed within 2,000 — 2,500 rpm at “P” or “N” range to raise the CVTF temperature.

6) With the select lever in “P” or “N” range, increase the engine speed to 3,000 — 3,500 rpm from the idling condition, and maintain the speed for approximately five seconds, then release the accelerator pedal.
7) Depress the accelerator pedal gradually again from idling condition to increase the engine speed to 3,000 — 3,500 rpm, maintain the speed for approximately five seconds, then release the accelerator pedal.
8) Release the parking brake.
9) Shift the select lever into manual mode and set to 1st.
10) Depress the accelerator pedal gradually, and increase the engine speed to 5,300 rpm from engine idling condition.

NOTE:
Increase the engine speed while taking care that the engine speed does not become too high.

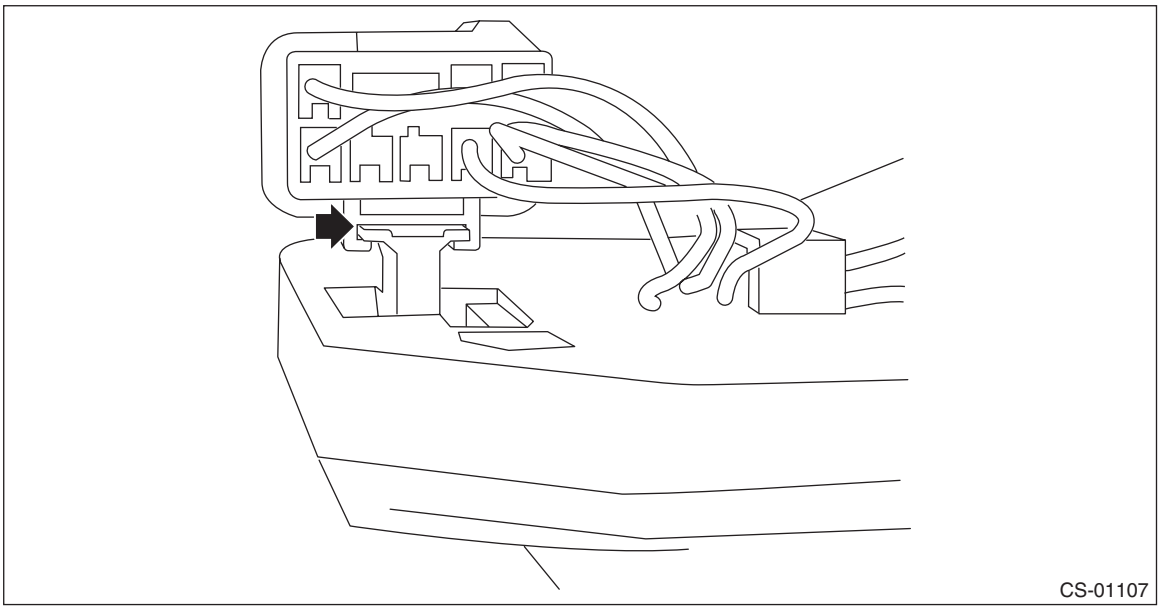
11) Release the accelerator pedal to fully closed position to lower the engine speed to 4,000 rpm.
12) Depress the accelerator pedal gradually again, and increase the engine speed to 5,300 rpm.
13) Repeat the step 11) and 12) for 40 times.
14) Release the accelerator pedal to return the engine speed to idling.
15) Shift the select lever to “P” range, and then turn the engine to OFF.

5. AT Shift Lock Solenoid and “P” Range Switch

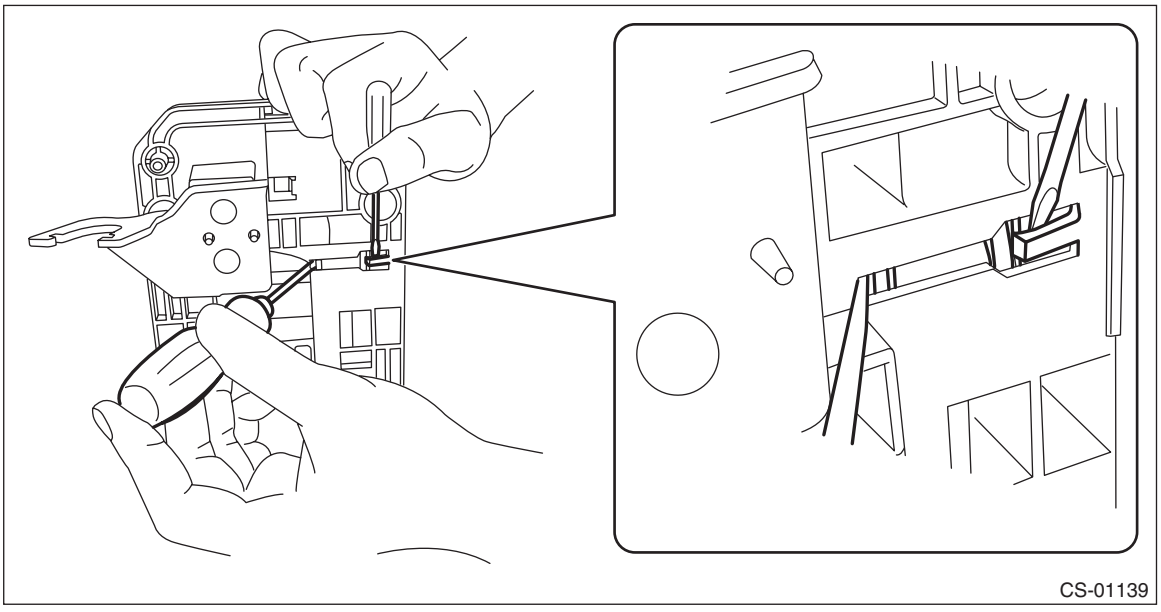
A: REMOVAL

1. SOLENOID UNIT

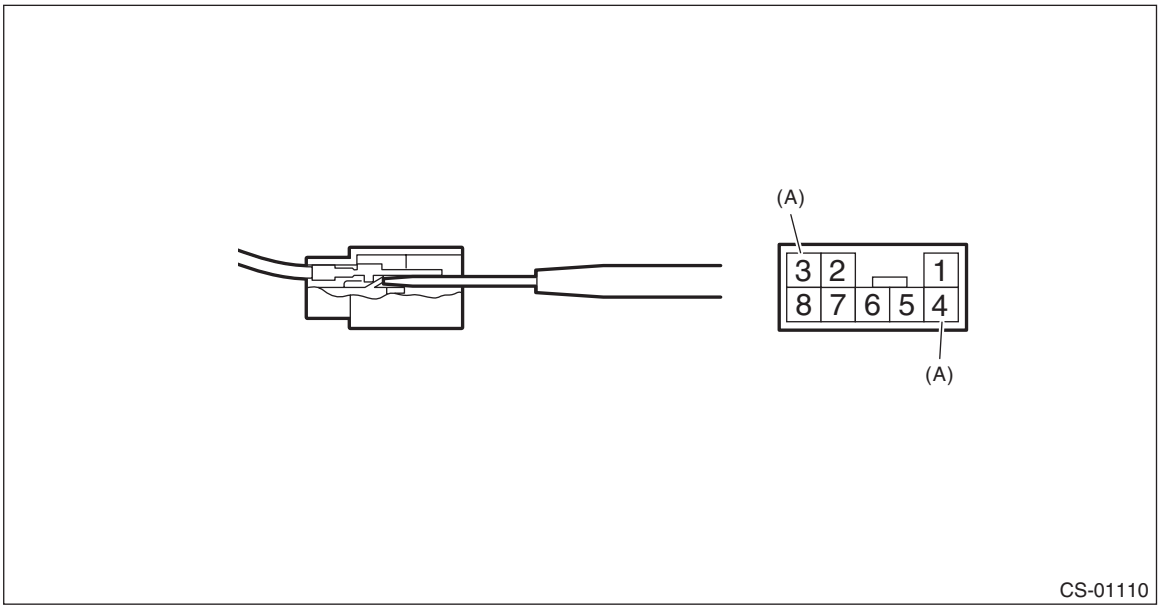
1) Remove the AT select lever. <Ref. to CS-24, REMOVAL, Select Lever.>
2) Remove the spacer and gasket. <Ref. to CS-40, DISASSEMBLY, Select Lever.>
3) Using a flat tip screwdriver with a thin tip, remove the harness connector from the plate COMPL.



4) Raise the claw using a flat tip screwdriver with a thin tip, and remove the solenoid unit from the plate COMPL.



5) Using a flat tip screwdriver with a thin tip, remove the solenoid unit terminals from the harness connector.



(A) Solenoid unit terminals

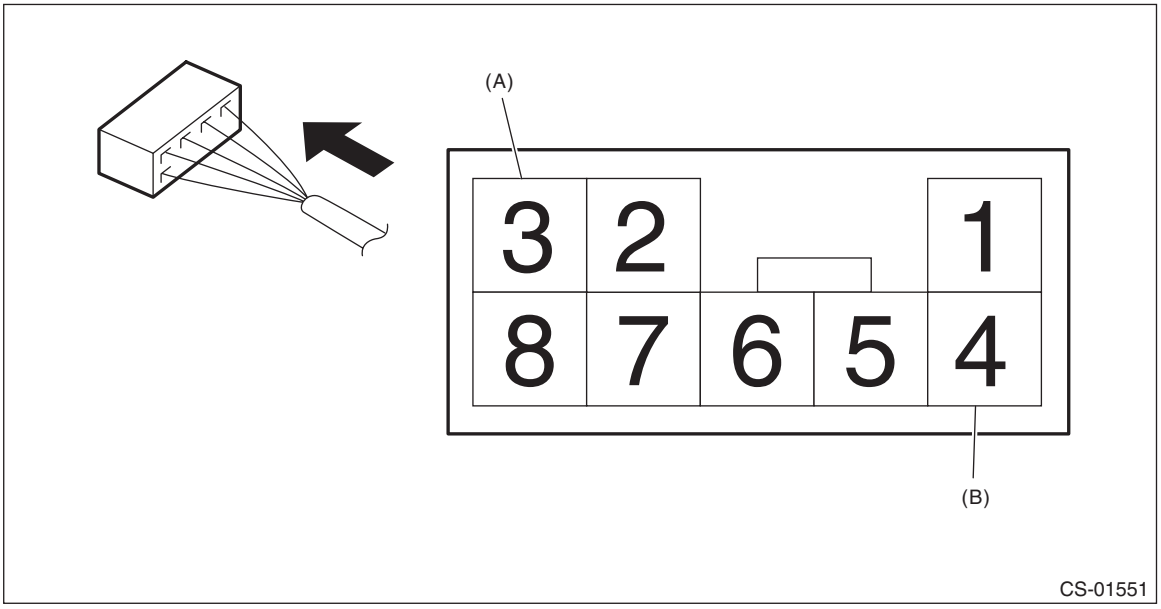
2. “P” RANGE SWITCH

For the removal of “P” range switch, refer to the procedure for AT select lever. <Ref. to CS-40, DISASSEMBLY, Select Lever.>

B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Insert the solenoid unit terminals to the harness connector.



(A) Solenoid unit (color code: blue) (B) Solenoid unit (color code: black)

C: INSPECTION

	Step	Check	Yes	No
1	**CHECK SOLENOID UNIT.** Measure the resistance of solenoid unit connector terminals. ***Terminals*** ***No. 4 — No. 3:***	Is the resistance 27.6 — 30.5 Ω?	Go to step **2**.	Replace the solenoid unit. <Ref. to CS-58, AT Shift Lock Solenoid and “P” Range Switch.>
2	**CHECK SOLENOID UNIT.** Connect the battery to the solenoid unit connector terminals, and then operate the solenoid. ***Terminals*** ***No. 3 (+) — No. 4 (–):***	Does the solenoid unit operate normally?	Go to step **3**.	Replace the solenoid unit. <Ref. to CS-58, AT Shift Lock Solenoid and “P” Range Switch.>
3	**CHECK “P” RANGE SWITCH.** 1) Shift the select lever to “P” range. 2) Measure the resistance between “P” range switch connector terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance less than 1 Ω?	Go to step **4**.	Replace the “P” range switch. <Ref. to CS-58, AT Shift Lock Solenoid and “P” Range Switch.>
4	**CHECK “P” RANGE SWITCH.** 1) Set the select lever to other than “P” range. 2) Measure the resistance between “P” range switch connector terminals. ***Terminals*** ***No. 1 — No. 2:***	Is the resistance 1 MΩ or more?	Normal	Replace the “P” range switch. <Ref. to CS-58, AT Shift Lock Solenoid and “P” Range Switch.>

5. AWD ON/OFF Switching Mode

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- Perform as necessary in FWD mode.
- When switched to FWD, AWD light illuminates.

B: PROCEDURE

CAUTION:
• Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.
• On completing the work in FWD, switch back in AWD.
1) Shift the select lever to “P” range.
2) Connect the Subaru Select Monitor to data link connector.
3) Turn the ignition switch to ON. (For model with push button start, press the push button ignition switch twice without depressing brake pedal.)
4) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger.
5) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
6) Select {Maintenance mode} in the «Work Support» screen of Subaru Select Monitor.
7) Select {AWD ON/OFF switching mode} in the «Maintenance mode» screen of the Subaru Select Monitor.
8) Follow the messages displayed on the Subaru Select Monitor screen when working.
Switching completes successfully if any of the following messages is displayed.
- When switching from AWD to FWD: {Switched to FF. To return to AWD, perform basic mode again.}
- When switching from FWD to AWD: {Switched to AWD. To return to FF, perform basic mode again.}

NOTE:
- If communication error occurs during switching mode, start in the “AWD ON/OFF switching mode” again.
- If operation is interrupted before the successful end message is displayed, perform the {AWD ON/OFF switching mode} from the beginning until confirming the operation is successfully ended. If this mode fails to complete successfully, the cause is as follows.
  - Select lever is not in “P” range.
  - Engine is running.
- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

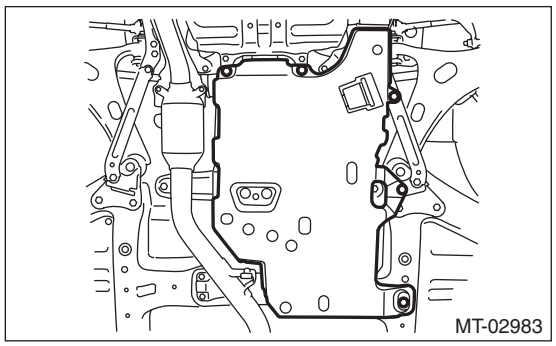
5. Oil Seal

A: INSPECTION

Check for transmission gear oil leaks at oil seal area. If there is an oil leak, replace the oil seal with new one and check the propeller shaft.

B: REPLACEMENT

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the transmission under cover.



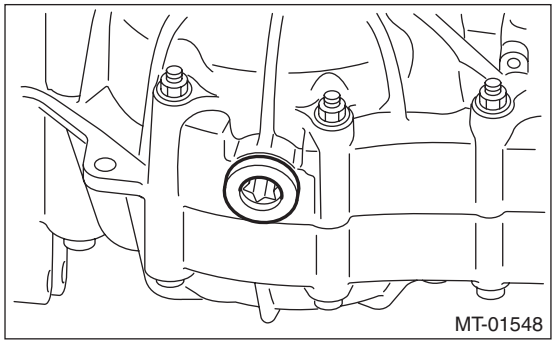
4) Clean the transmission exterior.
5) Using the TORX® bit T70, remove the drain plug, and drain the transmission gear oil completely.

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the transmission gear oil will be hot. Be careful not to receive burns.
• Be careful not to spill the transmission gear oil on the exhaust pipe, to prevent emission of smoke or causing a fire. If gear oil is spilled, wipe it off completely.

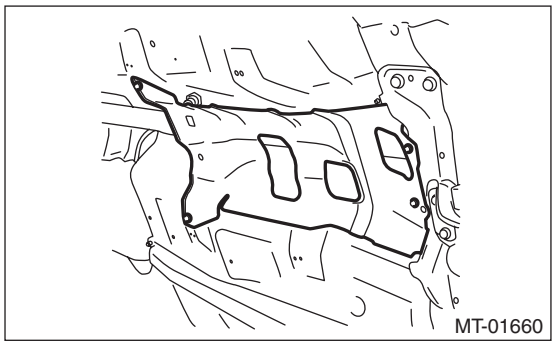
6) Tighten the drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

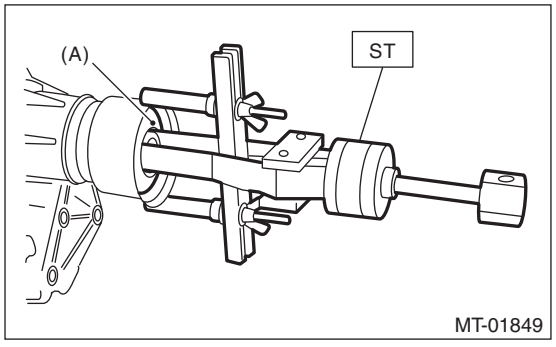
Tightening torque:
44 N·m (4.5 kgf-m, 32.5 ft-lb) (aluminum gasket, silver)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (copper gasket, brown)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (metal gasket, black)



7) Remove the rear exhaust pipe. <Ref. to EX(H4DO)-18, REMOVAL, Rear Exhaust Pipe.>
8) Remove the center exhaust cover.



9) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
10) Using the ST, remove the oil seal.
ST 398527700 PULLER ASSY

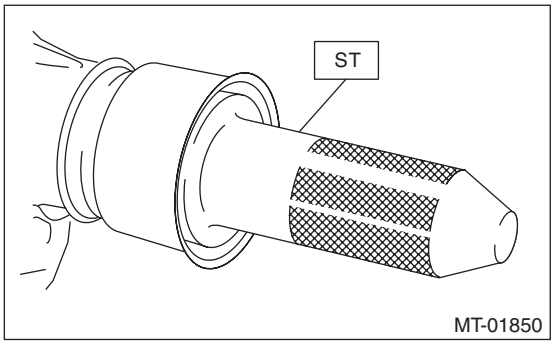


(A) Oil seal

11) Using the ST, install the oil seal.

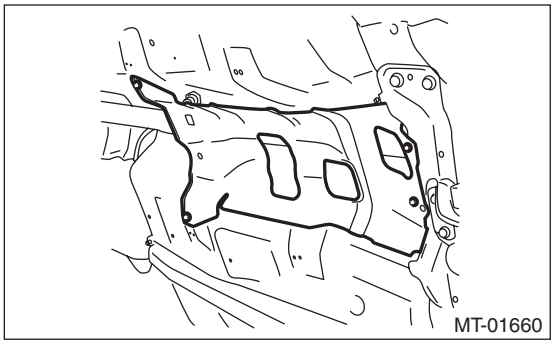
NOTE:
• When grease is not applied to the oil seal lips, apply the transmission gear oil to the oil seal lips.
• Use a new oil seal.

ST 498057300 INSTALLER



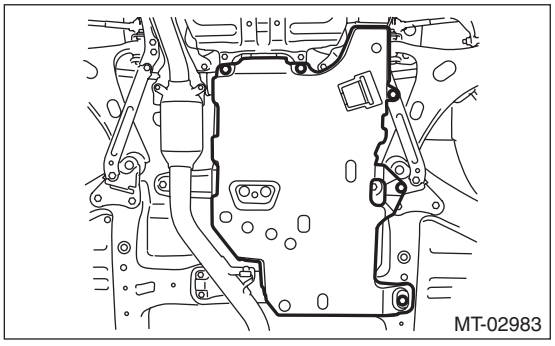
12) Install the propeller shaft. <Ref. to DS-14, INSTALLATION, Propeller Shaft.>
13) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



14) Install the rear exhaust pipe. <Ref. to EX(H4DO)-19, INSTALLATION, Rear Exhaust Pipe.>
15) Install the transmission under cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



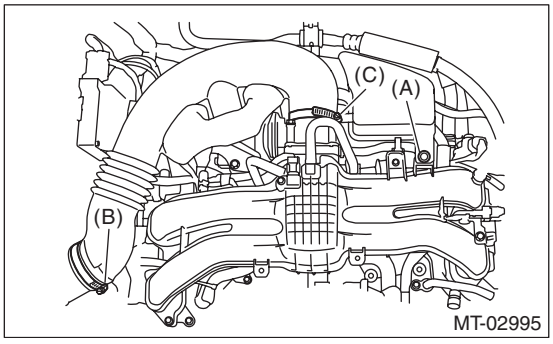
16) Lower the vehicle.
17) Pour in transmission gear oil and check the oil level. <Ref. to 6MT-24, Transmission Gear Oil.>
18) Connect the battery ground terminal.

5. Operating Cylinder

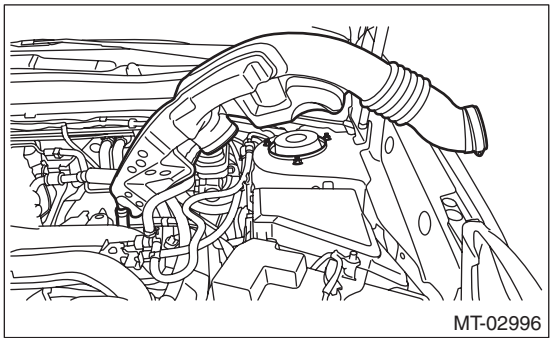
A: REMOVAL

CAUTION:
Clutch fluid spilled on the vehicle body will harm the paint surface; wash it off with water and wipe clean quickly if spilled.

1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.

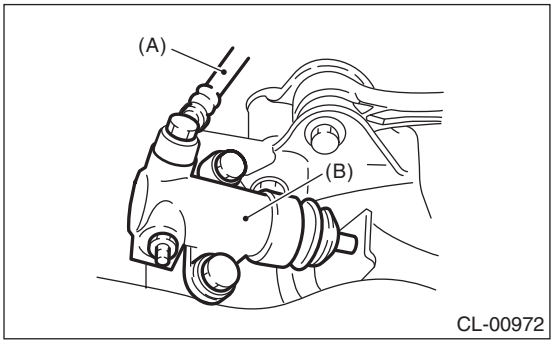


4) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.



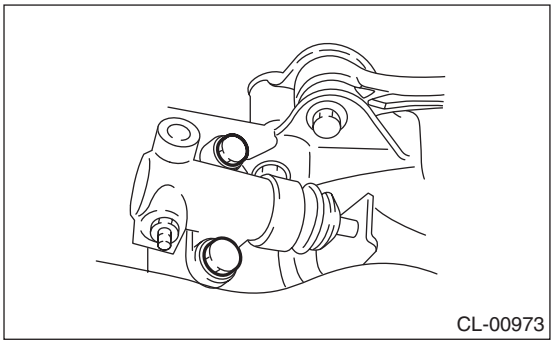
5) Disconnect the clutch hose from the operating cylinder.

CAUTION:
Cover the hose joint to prevent the clutch fluid from flowing out.



(A) Clutch hose
(B) Operating cylinder

6) Remove the operating cylinder from the transmission.



B: INSTALLATION

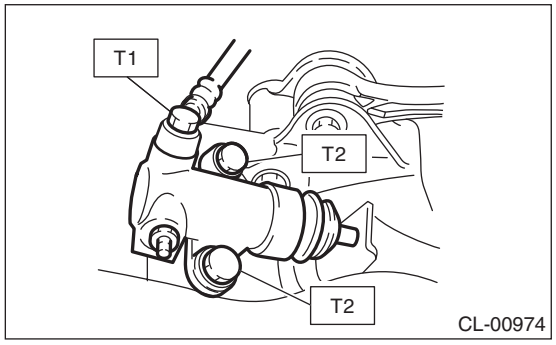
1) Install in the reverse order of removal.

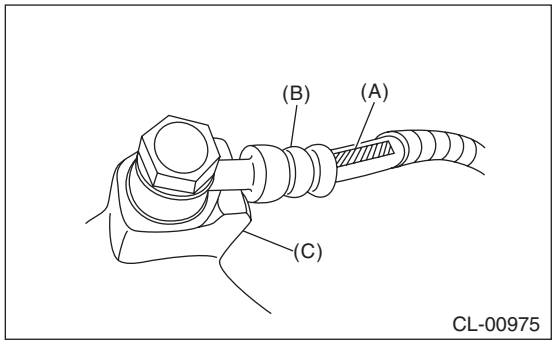
NOTE:
• Before installing the operating cylinder, apply grease to the contact point of the release lever and operating cylinder.

Grease:
NICHIMOLY N-130 or equivalent

• Be sure to install the clutch hose with the mark side facing upward.
• Be careful not to twist the clutch hose during installation.
• Use a new gasket.

Tightening torque:
Operating cylinder
T1: 18 N·m (1.8 kgf-m, 13.3 ft-lb)
T2: 37 N·m (3.8 kgf-m, 27.3 ft-lb)





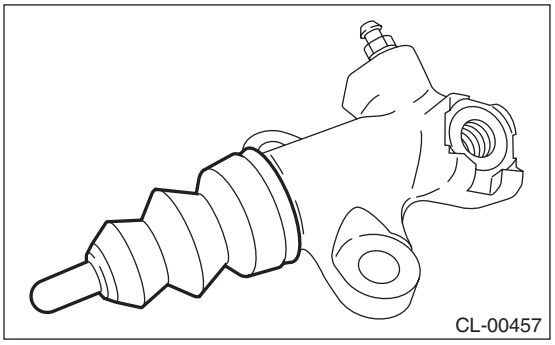
(A) Mark
(B) Clutch hose
(C) Operating cylinder

Tightening torque:
Air intake boot
3 N·m (0.3 kgf-m, 2.2 ft-lb)

2) After bleeding air from the operating cylinder, ensure that the clutch operates properly. <Ref. to CL-25, Clutch Fluid Air Bleeding.>

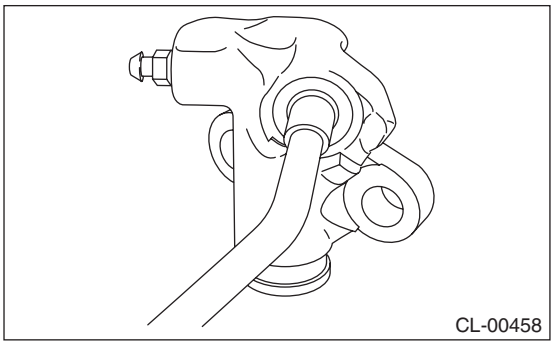
C: DISASSEMBLY

1) Remove the boot and push rod.

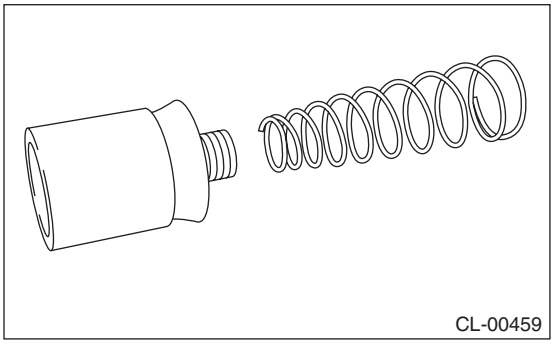


2) Apply compressed air through clutch hose attachment hole.

NOTE:
Face the piston hole down and place a piece of wood underneath to prevent the piston from popping out.



3) Separate the piston and piston spring.

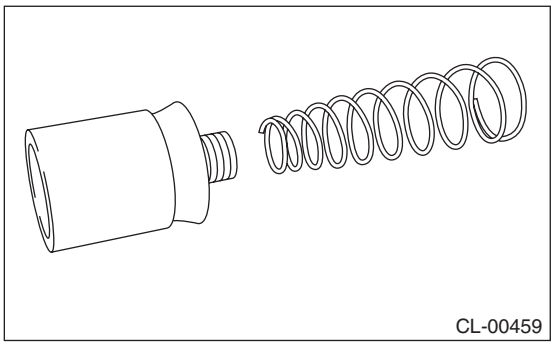


D: ASSEMBLY

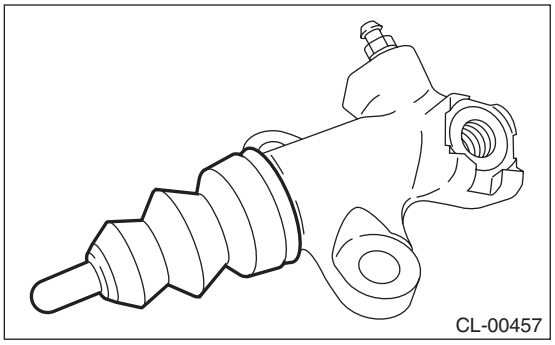
NOTE:
During assembly, apply hydraulic oil to all parts.

Recommended clutch fluid:
New FMVSS No. 116 DOT3 or DOT4

1) Install the piston spring onto the piston.



2) Insert piston into the operating cylinder.
3) Install push rod to the boot.
4) Install boot and push rod to the operating cylinder.



E: INSPECTION

1) Check that the operating cylinder is not damaged. Replace the operating cylinder if it is damaged.
2) Check the clutch fluid leakage on the operating cylinder or the boot for damage. Replace the operating cylinder if leaks or damages are noted.

5. Road Test

A: INSPECTION

NOTE:
For models with X MODE switch, turn OFF the switch for inspection.

1. GENERAL PRECAUTION

Road tests should be conducted to properly diagnose the condition of CVT.

CAUTION:
Always observe the local traffic laws when performing the test.

2. D RANGE SHIFT FUNCTION

Make sure the engine speed is 1,100 — 1,300 rpm while driving on the level road at 50 km/h (31 MPH) after accelerating from halting to 1/4 of accelerator opening angle. Then stop the vehicle. Check normal gear change has occurred while the vehicle speed changes from a constant speed to zero.

3. KICK-DOWN FUNCTION

Check if engine speed will rise by operating the accelerator opening angle to the full from a constant speed of 50 km/h (31 MPH) or more.

4. ENGINE BRAKE OPERATION

• Model with manual mode

• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [40 — 50 km/h (25 — 31 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.

• Model without manual mode

Drive in D range at [50 — 60 km/h (31 — 37 MPH)], and shift to “L” range. Check if the indicator of combination meter switches “D” → “L”. At the same time, check the engine brake in L range.

5. LOCK-UP FUNCTION

When the accelerator is lightly depressed while driving on a flat road in “D” range, check that rpm does not change abruptly.

6. P RANGE OPERATION

Stop the vehicle on an uphill grade of 5% or more and shift to the “P” range and apply the parking brake. Check that the vehicle does not move when the parking brake is released.

7. NOISE AND VIBRATION

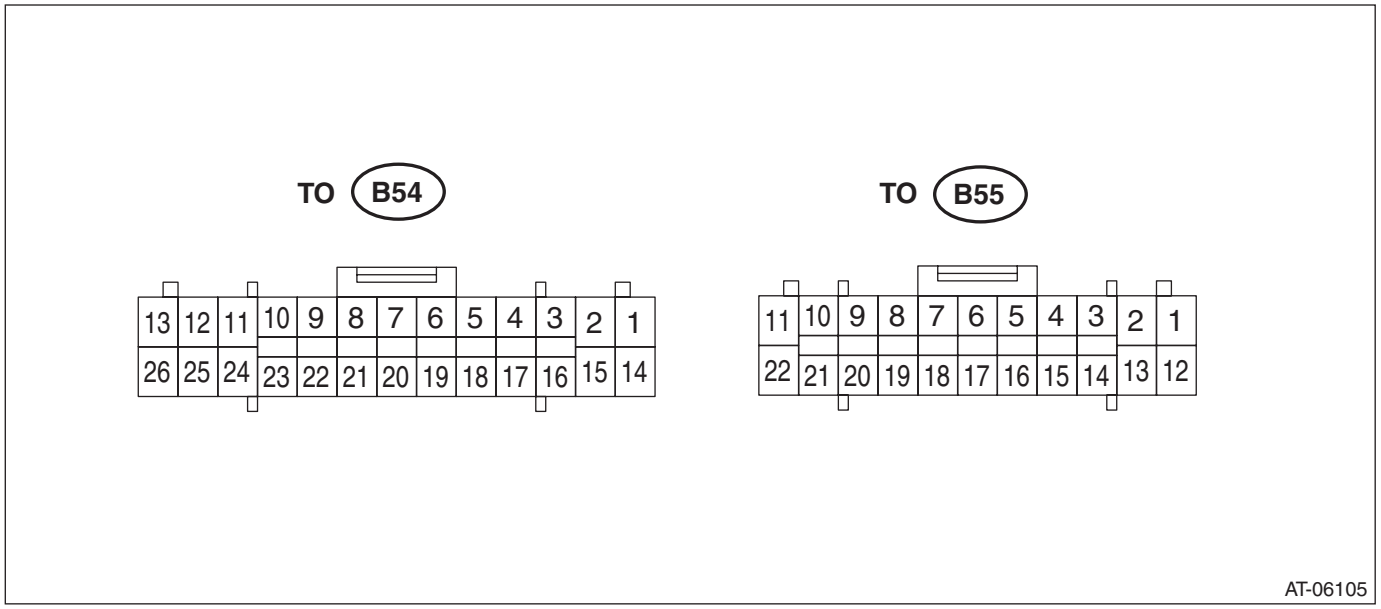
Check for noise and vibration during driving at a constant speed, accelerating, decelerating and manual shift operation.

8. OIL LEAKAGE

After the driving test, inspect for leakage of CVTF and differential gear oil from the transmission body.

5. Transmission Control Module (TCM) I/O Signal

A: ELECTRICAL SPECIFICATION



NOTE:
Measure after warming up.
- Non-turbo model

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Backup power supply	B55	1	—	10 — 13 V	—	
Ignition power supply	B55	21	—	10 — 13 V	—	
Main power supply	B55	11	—	10 — 13 V	—	
Main power supply	B55	2	—	10 — 13 V	—	
Main power supply	B55	22	—	10 — 13 V	—	
Manual mode switch	B55	4	Manual mode switch ON	Less than 1 V	—	
			Manual mode switch OFF	8 V or more	—	
Manual mode UP switch	B55	5	Manual mode UP switch ON	Less than 1 V	—	
			Manual mode UP switch OFF	8 V or more	—	
Manual mode DOWN switch	B55	16	Manual mode DOWN switch ON	Less than 1 V	—	
			Manual mode DOWN switch OFF	8 V or more	—	
Stop light switch	B55	13	Stop light switch ON	8 V or more	—	
			Stop light switch OFF	Less than 1 V	—	
P range switch	B54	5	P range	Less than 1 V	—	
			Except for P range	8 V or more	—	
R range switch	B54	18	R range	Less than 1 V	—	
			Except for R range	8 V or more	—	
N range switch	B54	9	N range	Less than 1 V	—	
			Except for N range	8 V or more	—	
D range switch	B54	22	D range	Less than 1 V	—	
			Except for D range	8 V or more	—	

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
ATF temperature sensor	B54	3	ATF temperature at 20°C (68°F)	Approx. 2.5 V	Approx. 2.5 kΩ	
			ATF temperature at 80°C (176°F)	Approx. 0.7 V	Approx. 330 Ω	
ATF temperature sensor GND	B54	16	Always	Approx. 0 V	—	
Secondary pressure sensor power supply output	B54	2	Ignition switch ON	5 V	—	
Secondary pressure sensor	B54	17	Ignition switch ON, engine OFF	Approx. 0.5 V (0 MPa)	—	Value increases with increase of engine load. (0.5 — 4.5 V)
			Ignition switch ON, engine ON	Approx. 1.0 V (1.0 MPa)	—	
Secondary pressure sensor GND	B54	15	Always	Approx. 0 V	—	
Primary speed sensor	B54	6	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Secondary speed sensor	B54	7	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Turbine speed sensor	B54	20	Engine ON, “P” or “N” range	0 or 5 V	—	Refer to the waveform (sensor)
Self shut output	B55	20	For three seconds after ignition switch ON and OFF	Less than 1 V	—	
			Ignition switch OFF	8 V or more		
F&R solenoid	B54	11	Engine ON	Refer to the waveform (solenoid (1))	Approx. 4 — 6 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Secondary solenoid	B54	12	Engine ON	Refer to the waveform (solenoid (2))	Approx. 5 — 7 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary UP solenoid	B54	24	Engine ON, while UP shifting	Refer to the waveform (solenoid (3))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary DOWN solenoid	B54	25	Engine ON, while DOWN shifting	Refer to the waveform (solenoid (4))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Lock-up duty solenoid	B54	26	Lock-up ON	Refer to the waveform (solenoid (5))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
AWD solenoid	B54	13	Engine ON, “P” or “N” range	Refer to the waveform (solenoid (6))	Approx. 2 — 4.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			Engine ON, “D” range, brake ON	Refer to the waveform (solenoid (7))		
CAN communication line (+)	B55	18	—	—	—	
CAN communication line (–)	B55	17	—	—	—	
GND	B54	1	Always	Approx. 0 V	—	
GND	B54	14	Always	Approx. 0 V	—	

- Turbo model

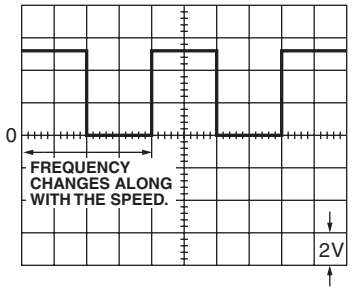
Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Backup power supply	B55	1	—	10 — 13 V	—	
Ignition power supply	B55	21	—	10 — 13 V	—	
Main power supply	B55	11	—	10 — 13 V	—	
Main power supply	B55	2	—	10 — 13 V	—	
Main power supply	B55	22	—	10 — 13 V	—	
Manual mode switch	B55	4	Manual mode switch ON	Less than 1 V	—	
			Manual mode switch OFF	8 V or more	—	
Manual mode UP switch	B55	5	Manual mode UP switch ON	Less than 1 V	—	
			Manual mode UP switch OFF	8 V or more	—	
Manual mode DOWN switch	B55	16	Manual mode DOWN switch ON	Less than 1 V	—	
			Manual mode DOWN switch OFF	8 V or more	—	
Stop light switch	B55	13	Stop light switch ON	8 V or more	—	
			Stop light switch OFF	Less than 1 V	—	
P range switch	B54	5	P range	Less than 1 V	—	
			Except for P range	8 V or more	—	
R range switch	B54	18	R range	Less than 1 V	—	
			Except for R range	8 V or more	—	
N range switch	B54	9	N range	Less than 1 V	—	
			Except for N range	8 V or more	—	
D range switch	B54	22	D range	Less than 1 V	—	
			Except for D range	8 V or more	—	

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
ATF temperature sensor	B54	3	ATF temperature at 20°C (68°F)	Approx. 2.6 V	Approx. 2.6 kΩ	
			ATF temperature at 80°C (176°F)	Approx. 0.7 V	Approx. 370 Ω	
ATF temperature sensor GND	B54	16	Always	Approx. 0 V	—	
Secondary pressure sensor power supply output	B54	2	Ignition switch ON	5 V	—	
Secondary pressure sensor	B54	17	Ignition switch ON, engine OFF	Approx. 0.5 V (0 MPa)	—	Value increases with increase of engine load. (0.5 — 4.5 V)
			Ignition switch ON, engine ON	Approx. 1.0 V (1.0 MPa)	—	
Secondary pressure sensor GND	B54	15	Always	Approx. 0 V	—	
Primary speed sensor	B54	6	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Secondary speed sensor	B54	7	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Front wheel speed sensor	B54	20	While driving	0 or 5 V	—	Refer to the waveform (sensor)
Self shut output	B55	20	For three seconds after ignition switch ON and OFF	Less than 1 V	—	
			Ignition switch OFF	8 V or more		
F&R solenoid	B54	11	Engine ON	Refer to the waveform (solenoid (1))	Approx. 4 — 6 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Secondary solenoid	B54	12	Engine ON	Refer to the waveform (solenoid (2))	Approx. 5 — 7 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary UP solenoid	B54	24	Engine ON, while UP shifting	Refer to the waveform (solenoid (3))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
Primary DOWN solenoid	B54	25	Engine ON, while DOWN shifting	Refer to the waveform (solenoid (4))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.

Item	Connector No.	Terminal No.	Measuring condition	Measurement value	Resistance between terminal and chassis ground	Remarks
Lock-up duty solenoid	B54	26	Lock-up ON	Refer to the waveform (solenoid (5))	Approx. 10 — 13.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
AWD solenoid	B54	13	Engine ON, “P” or “N” range	Refer to the waveform (solenoid (6))	Approx. 2 — 4.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			Engine ON, “D” range, brake ON	Refer to the waveform (solenoid (7))		
Lock-up ON/OFF solenoid	B54	23	Lock-up OFF	Less than 1 V	Approx. 13 — 18.5 Ω	Resistance value at 20°C (68°F). Value is higher as the temperature increase.
			With lock-up ON and R range	Battery voltage or higher		
CAN communication line (+)	B55	18	—	—	—	
CAN communication line (–)	B55	17	—	—	—	
GND	B54	1	Always	Approx. 0 V	—	
GND	B54	14	Always	Approx. 0 V	—	

B: WAVEFORM

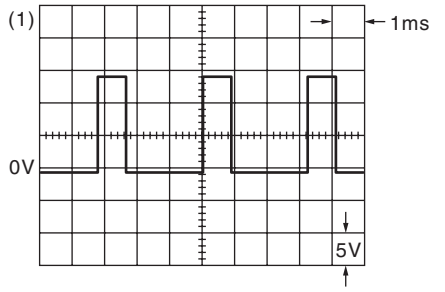
1. SENSOR



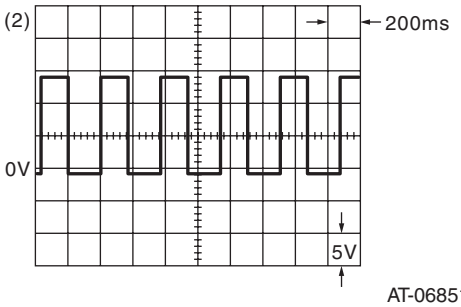
AT-04690

2. SOLENOID

- Non-turbo model



AT-06855



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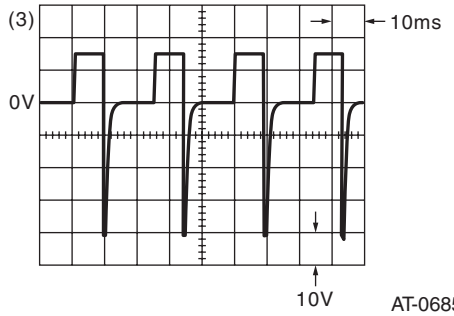

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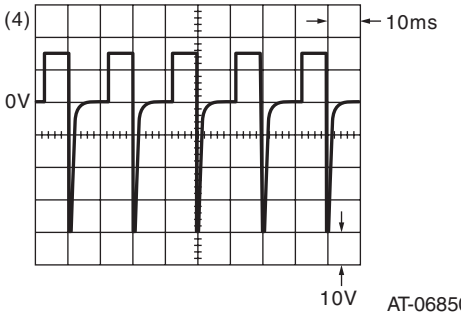

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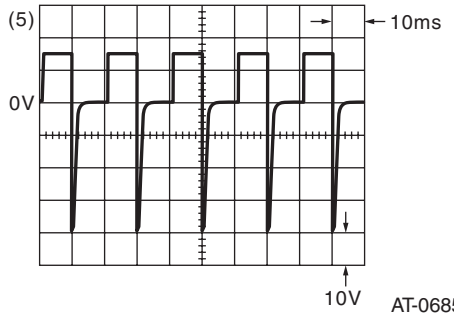

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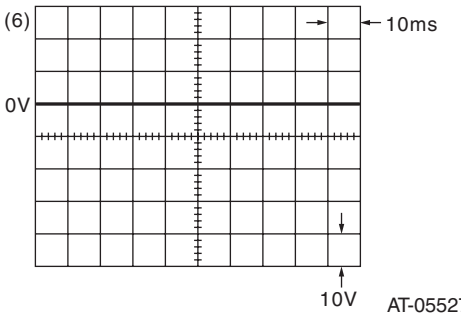
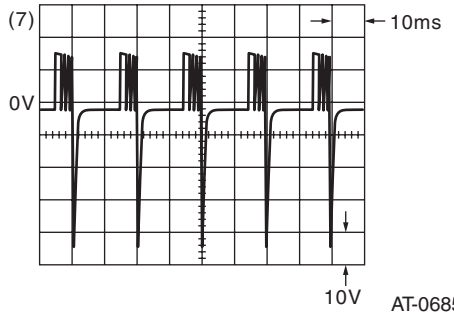
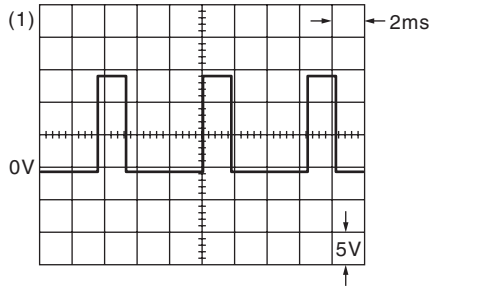


AT-05527



AT-06854

- Turbo model



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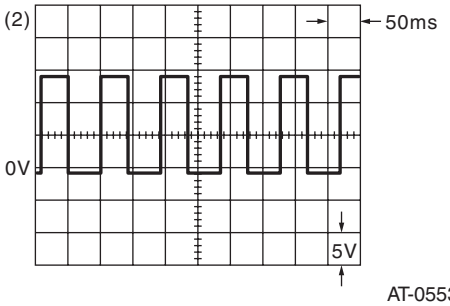

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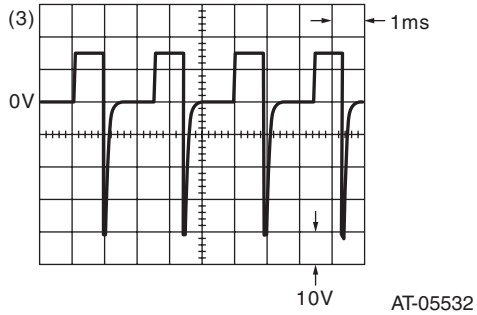

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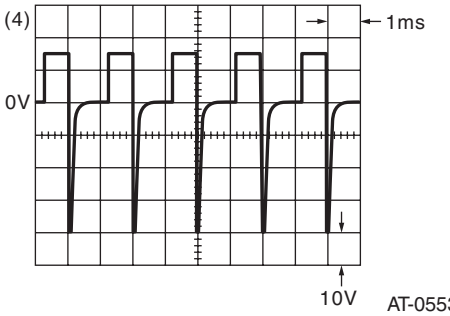
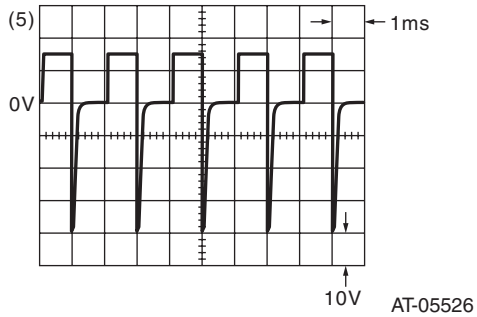
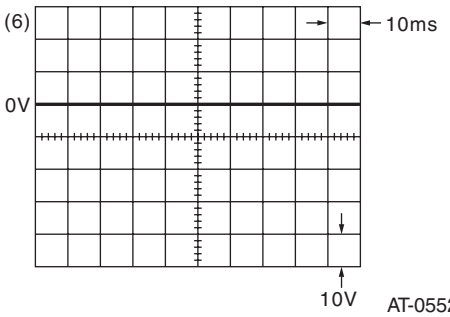


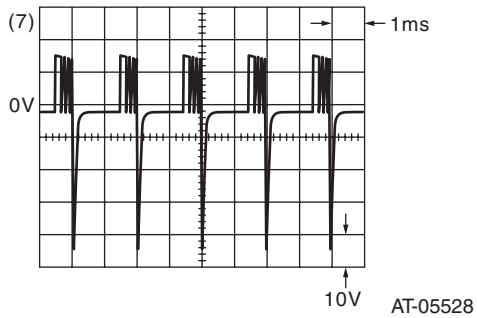
AT-05530



AT-05526



AT-05527



AT-05528

6. Body Integrated Unit

A: NOTE

Refer to “Body Integrated Unit” for removal and installation procedure. <Ref. to SL-75, Body Integrated Unit.>

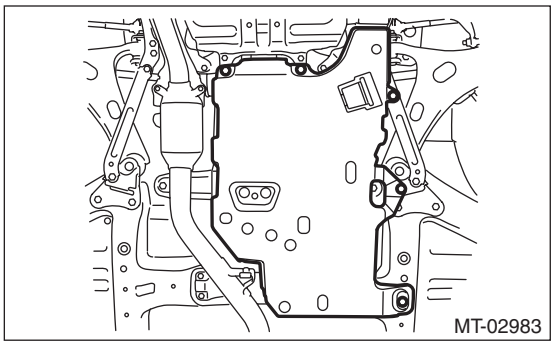
6. Differential Side Retainer Oil Seal

A: INSPECTION

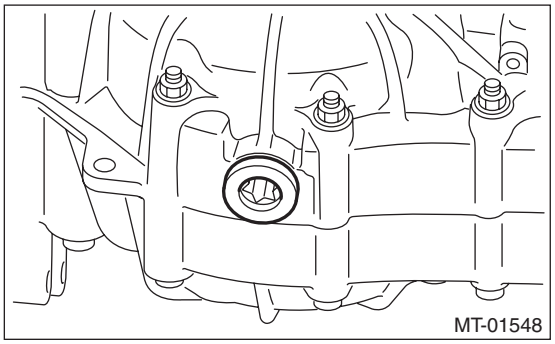
Check for transmission gear oil leaks at differential side retainer oil seal. If there is oil leakage, replace the oil seal with the new part and check the drive shaft.

B: REPLACEMENT

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the transmission under cover.



4) Using the TORX® bit T70, remove the drain plug, and drain the transmission gear oil completely.

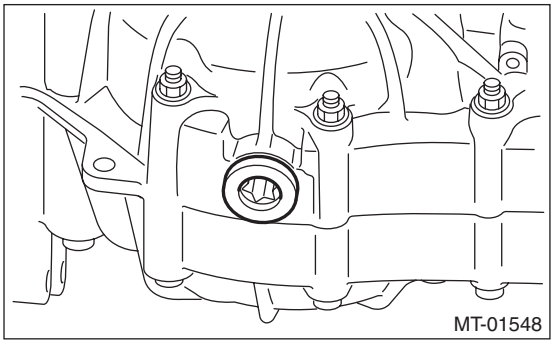


CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the transmission gear oil will be hot. Be careful not to receive burns.
• Be careful not to spill the transmission gear oil on the exhaust pipe, to prevent emission of smoke or causing a fire. If gear oil is spilled, wipe it off completely.

5) Tighten the drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
44 N·m (4.5 kgf-m, 32.5 ft-lb) (aluminum gasket, silver)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (copper gasket, brown)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (metal gasket, black)



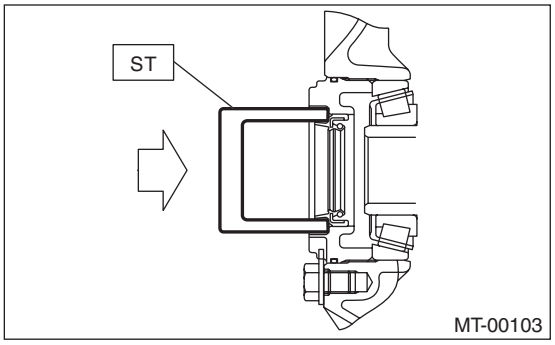
6) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
7) Separate the front drive shaft from the transmission. <Ref. to DS-57, REMOVAL, Front Drive Shaft.>
8) Remove the differential side retainer oil seal.

NOTE:
• Be sure to replace the differential side retainer oil seal whenever the front drive shaft is removed from the transmission.
• Use the ST 398527700 PULLER ASSY to remove the oil seal. If removing the oil seal with a flat tip screwdriver, be careful not to scratch the differential side retainer.

9) Using the ST, install the differential side retainer oil seal by lightly tapping with a plastic hammer.

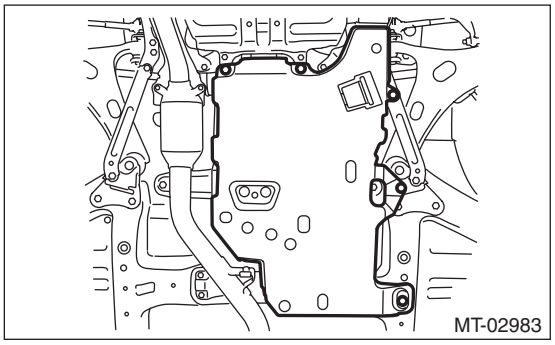
CAUTION:
• Apply transmission gear oil to the oil seal lips, and install the oil seal while being careful not to deform the lip.
• Check the identification marks (L, R) during installation not to mix up the oil seals RH and LH.

NOTE:
Use a new oil seal.
ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



10) Install the front drive shaft. <Ref. to DS-58, INSTALLATION, Front Drive Shaft.>
11) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
12) Install the transmission under cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



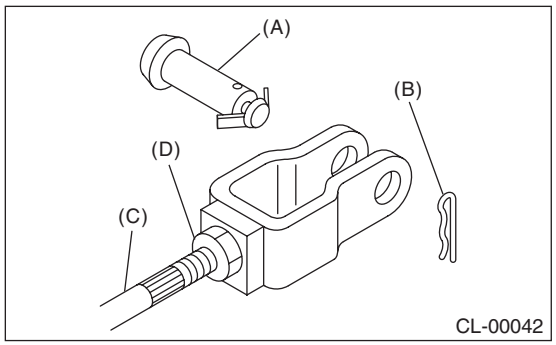
13) Lower the vehicle.
14) Pour in transmission gear oil and check the oil level. <Ref. to 6MT-24, Transmission Gear Oil.>
15) Connect the battery ground terminal.

6. Master Cylinder

A: REMOVAL

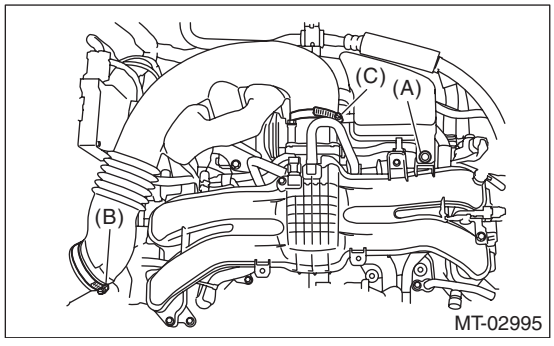
CAUTION:
Be careful not to spill the brake fluid. Brake fluid spilled on the vehicle body will harm the paint surface; wash it off with water and wipe clean quickly if spilled.

1) Drain the clutch fluid. <Ref. to CL-24, Clutch Fluid.>
2) Remove the cover assembly - instrument panel LWR driver. <Ref. to EI-59, REMOVAL, Instrument Panel Lower Cover.>
3) Remove the snap pin and clevis pin, and then separate the push rod of the master cylinder from clutch pedal.

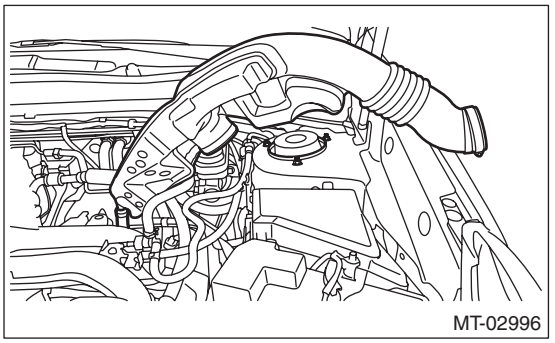


(A) Clevis pin
(B) Snap pin
(C) Push rod
(D) Lock nut

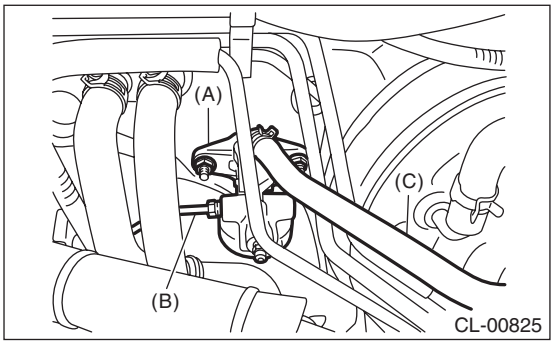
4) Remove the clip (A) from the air intake boot.
5) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
6) Loosen the clamp (C) which connects the air intake boot and throttle body.



7) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.



8) Disconnect the clutch pipe and tank hose from the master cylinder.
9) Remove the master cylinder.

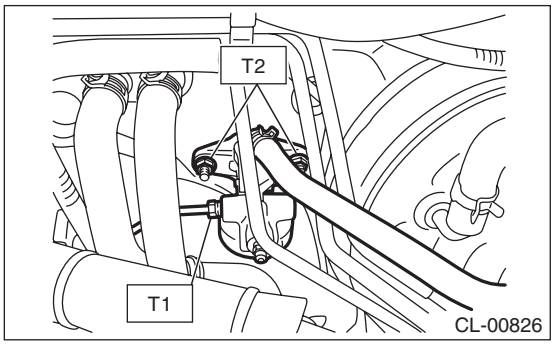


(A) Master cylinder
(B) Clutch pipe
(C) Tank hose

B: INSTALLATION

1) Install the master cylinder to the vehicle body, and connect the clutch pipe and tank hose to the master cylinder.

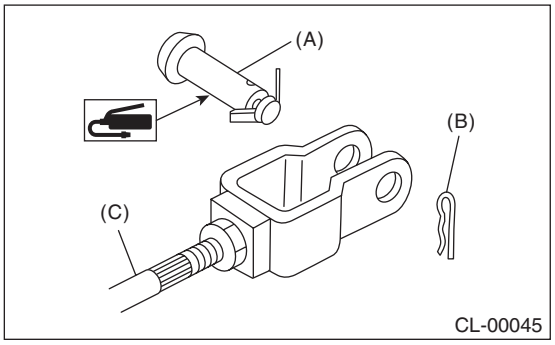
Tightening torque:
T1: 15 N·m (1.5 kgf-m, 11.1 ft-lb)
T2: 18 N·m (1.8 kgf-m, 13.3 ft-lb)



2) Connect the push rod of the master cylinder to the clutch pedal, and install the clevis pin and snap pin.

CAUTION:
Always use a new clevis pin.

NOTE:
Apply grease to the clevis pin.

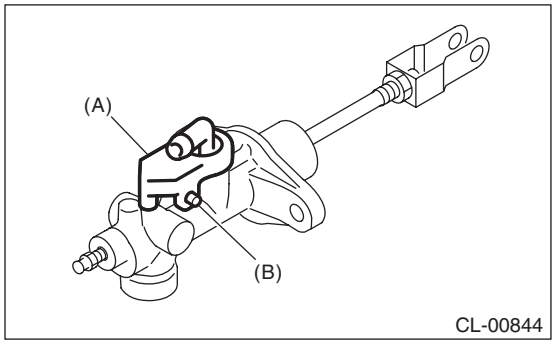


(A) Clevis pin
(B) Snap pin
(C) Push rod

3) Install the cover assembly - instrument panel LWR driver. <Ref. to EI-60, INSTALLATION, Instrument Panel Lower Cover.>
4) After bleeding air from the clutch system, ensure that the clutch operates properly. <Ref. to CL-25, Clutch Fluid Air Bleeding.>
5) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>

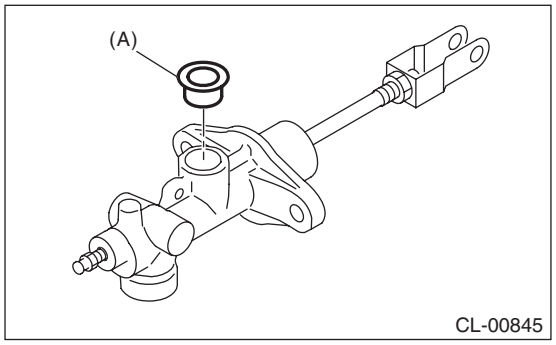
C: DISASSEMBLY

1) Remove the straight pin and nipple.



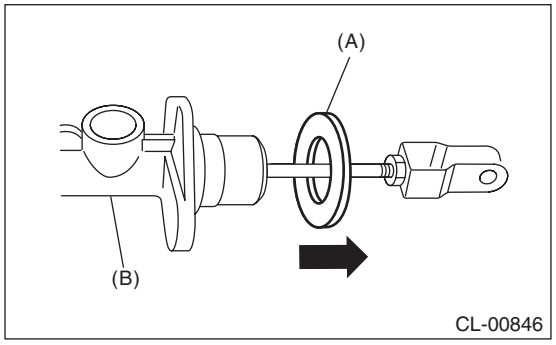
(A) Nipple
(B) Straight pin

2) Remove the oil seal.



(A) Oil seal

3) Move the seat towards the rear.



(A) Seat
(B) Master cylinder

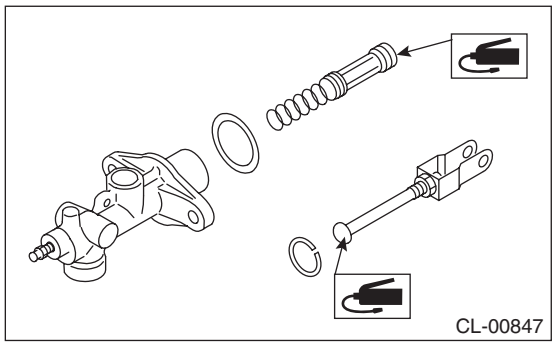
4) Remove the piston stop ring.

CAUTION:
When removing the piston stop ring, be careful to prevent the rod, washer, piston and return spring from popping out.

D: ASSEMBLY

1) Apply a coat of grease to the contact surfaces of the push rod and piston before installation.

Grease:
SILICONE GREASE G-40M or equivalent

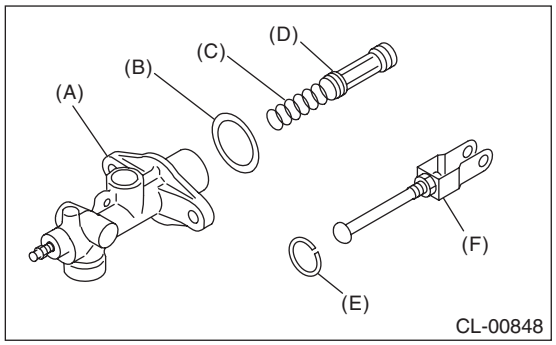


2) Assemble in the reverse order of disassembly.

Tightening torque:
10 N·m (1.0 kgf-m, 7.4 ft-lb)

E: INSPECTION

If any damage, deformation, wear, swelling, rust or other faults are found on the cylinder, piston, push rod, nipple, return spring, breather screw, seat or hose, replace the faulty part.



(A) Master cylinder body
(B) Seat
(C) Return spring
(D) Piston
(E) Piston stop ring
(F) Push rod ASSY

6. Road Test

A: INSPECTION

NOTE:
Turn OFF the X MODE switch and perform inspection.

1. GENERAL PRECAUTION

Road tests should be conducted to properly diagnose the condition of CVT.

CAUTION:
Always observe the local traffic laws when performing the test.

2. D RANGE SHIFT FUNCTION

In intelligent mode, make sure the engine speed is 1,100 — 1,300 rpm while driving on the level road at 50 km/h (31 MPH) after accelerating from halting to 1/4 of accelerator opening angle. Then stop the vehicle. Check normal gear change has occurred while the vehicle speed changes from a constant speed to zero.

3. KICK-DOWN FUNCTION

Check if engine speed will rise by operating the accelerator opening angle to the full from a constant speed of 50 km/h (31 MPH) or more.

4. ENGINE BRAKE OPERATION

In each mode of SI-DRIVE, check down shifting operation, engine braking, and indicators inside the meters.
When in S# mode
• Drive in “8th speed of manual mode” [90 — 100 km/h (56 — 62 MPH)], and shift down from 8th to 7th. Check if the indicator of combination meter switches “8” → “7”. At the same time, check engine braking in 7th gear.
• Drive in “7th speed of manual mode” [80 — 90 km/h (50 — 56 MPH)], and shift down from 7th to 6th. Check if the indicator of combination meter switches “7” → “6”. At the same time, check engine braking in 6th gear.
• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [30 — 40 km/h (19 — 25 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.
Other than in S# mode
• Drive in “6th speed of manual mode” [70 — 80 km/h (43 — 50 MPH)], and shift down from 6th to 5th. Check if the indicator of combination meter switches “6” → “5”. At the same time, check the engine brake in 5th gear.
• Drive in “5th speed of manual mode” [60 — 70 km/h (37 — 43 MPH)], and shift down from 5th to 4th. Check if the indicator of combination meter switches “5” → “4”. At the same time, check the engine brake in 4th gear.
• Drive in “4th speed of manual mode” [50 — 60 km/h (31 — 37 MPH)], and shift down from 4th to 3rd. Check if the indicator of combination meter switches “4” → “3”. At the same time, check the engine brake in 3rd gear.
• Drive in “3rd speed of manual mode” [40 — 50 km/h (25 — 31 MPH)], and shift down from 3rd to 2nd. Check if the indicator of combination meter switches “3” → “2”. At the same time, check the engine brake in 2nd gear.
• Drive in “2nd speed of manual mode” [20 — 30 km/h (12 — 19 MPH)], and shift down from 2nd to 1st. Check if the indicator of combination meter switches “2” → “1”. At the same time, check the engine brake in 1st gear.

5. LOCK-UP FUNCTION

When the accelerator is lightly depressed while driving on a flat road in “D” range, check that rpm does not change abruptly.

6. P RANGE OPERATION

Stop the vehicle on an uphill grade of 5% or more and shift to the “P” range and apply the parking brake. Check that the vehicle does not move when the parking brake is released.

7. NOISE AND VIBRATION

Check for noise and vibration during driving at a constant speed, accelerating, decelerating and manual shift operation.

8. OIL LEAKAGE

After the driving test, inspect for leakage of CVTF and differential gear oil from the transmission body.

6. Stall Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during stall test measurement.

NOTE:
Stall test is extremely important in diagnosing the condition of CVT and engine. The test is necessary to measure the engine stall speeds in “R” and “D” range.
Purposes of the stall test:
- Operational check of forward clutch and reverse brake
- Operational check of the torque converter assembly
- Engine performance check

1) Place wheel chocks at the front and rear of all wheels and engage the parking brake.
2) Turn the A/C OFF.
3) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal. <Ref. to EN(H4DO)(diag)-41, DISPLAY OF ENGINE FREEZE FRAME DATA, OPERATION, Subaru Select Monitor.>
4) Check the engine oil level. <Ref. to LU(H4DO)-12, Engine Oil.>
5) Check the coolant level. <Ref. to CO(H4DO)-14, Engine Coolant.>
6) Adjust the CVTF level. <Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>
7) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) with the engine running and the select lever shifted to “N” or “P” range.
8) Shift the select lever to “D” range.
9) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
10) When the engine speed stabilizes, quickly record the engine speed and release accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.
11) Shift to “R” range and perform the same stall test.

NOTE:
- Do not perform a stall test for over 5 seconds at a time. (From closed throttle, fully open throttle to stall speed reading.) Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
- Be sure to cool down the engine for at least one minute after each stall test with the select lever set in the “P” or “N” range and with the idle speed of 1,200 rpm or less.
- If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the CVT from sustaining damage.

Stall speed standard:
D range: 2,000 — 2,700 rpm
R range: 1,900 — 2,600 rpm

Stall test judgment

Range	Range	Probable cause
Lower than standard value	D, R	• Insufficient engine output • Torque converter malfunction
Higher than standard value	D	• Forward clutch slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction
	R	• Reverse brake slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction
	D, R	• Torque converter malfunction • Control valve body malfunction • TCM malfunction • Damaged harness and harness connector

6. Subaru Select Monitor

A: OPERATION

1. HOW TO USE SUBARU SELECT MONITOR

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

2. READ CURRENT DATA

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

- Non-turbo model

Item	Display	Unit of measure
Engine speed signal	Engine Speed	rpm
Turbine speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from secondary speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	ATF Temp.	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Stop light switch signal	Stop light SW	ON or OFF
Secondary fluid pressure sensor signal	Actual secondary pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
L range signal	L-range	ON or OFF
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift step in Manu. mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
Secondary fluid pressure A/D converted value	secondary pressure sensor voltage.	V
ATF temperature sensor voltage	ATF Temp sensor voltage.	V
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed

- Turbo model

Item	Display	Unit of measure
Engine speed signal	Engine Speed	rpm
Turbine speed signal converted from primary speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from front wheel speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	ATF Temp.	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
Lock-up ON/OFF solenoid set	Lock-Up ON/OFF Solenoid	ON or OFF
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Front wheel speed sensor signal	Front Wheel Speed	rpm
Stop light switch signal	Stop light SW	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
SI drive mode (control data)	SI Drive mode(Control)	I, S or S#
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift step in Manu. mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed
AT ignition power supply relay	AT Power Relay	ON or OFF

3. READ FREEZE FRAME DATA

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

- Non-turbo model

Item	Display	Unit of measure
Relative time since detection	Relative time since detection	ms
Engine speed signal	Engine Speed	rpm
Turbine speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from secondary speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	ATF Temp.	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Stop light switch signal	Stop light SW	ON or OFF
Secondary fluid pressure sensor signal	Actual Secondary Pressure	MPa
Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
F&R solenoid actual current	F&R Linear Solenoid Actual Current	mA
Battery voltage	ECU ACC	V
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
L range signal	L-range	ON or OFF
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift step in Manu. mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
Secondary fluid pressure A/D converted value	secondary pressure sensor voltage.	V
ATF temperature sensor voltage	ATF Temp sensor voltage.	V
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF

- Turbo model

Item	Display	Unit of measure
Relative time since detection	Relative time since detection	ms
Engine speed signal	Engine Speed	rpm
Turbine speed signal converted from primary speed sensor signal	Turbine Speed	rpm
Accelerator position sensor	Accel opening angle	%
Vehicle speed converted from front wheel speed sensor signal	Front Wheel Speed	km/h or MPH
ATF temperature sensor signal	ATF Temp.	°C or °F
Lock-up duty solenoid set duty ratio	Lock Up Duty Ratio	%
Lock-up ON/OFF solenoid set	Lock-Up ON/OFF Solenoid	ON or OFF
AWD solenoid set duty ratio	Transfer Duty Ratio	%
Gear ratio	Actual Gear Ratio	—
Primary speed sensor signal	Primary Rev Speed	rpm
Secondary speed sensor signal	Secondary Rev Speed	rpm
Front wheel speed sensor signal	Front Wheel Speed	rpm
Stop light switch signal	Stop light SW	ON or OFF
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Secondary solenoid indicator current	Secondary Set Current	mA
Secondary solenoid actual current	Secondary Actual Current	mA
F&R solenoid indicator current	F&R Linear Solenoid Set Current	mA
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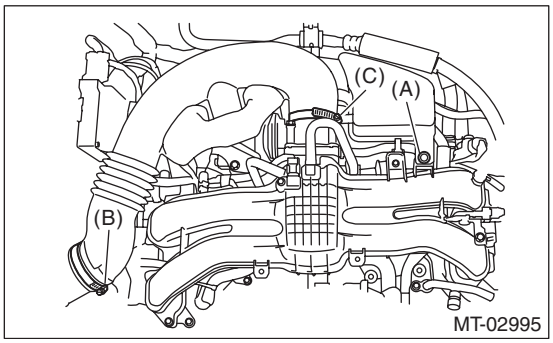
Primary UP solenoid set duty ratio	Primary UP Duty	%
Primary DOWN solenoid set duty ratio	Primary DOWN Duty	%
Parking range signal	P Range	ON or OFF
Reverse range signal	R Range Signal	ON or OFF
Neutral range signal	N Range	ON or OFF
Drive range signal	D Range Signal	ON or OFF
SI drive mode (control data)	SI Drive mode(Control)	I, S or S#
X mode condition	X Mode	ON or OFF
Shift step in manual mode	Shift step in Manu. mode	—
Manual mode switch signal	Tiptronic Mode Switch	ON or OFF
Manual mode up switch signal	Up Switch	ON or OFF
Manual mode down switch signal	Down Switch	ON or OFF
AT OIL TEMP light 2 Hz blink condition	Diagnosis Lamp	ON or OFF
AT OIL TEMP light ON condition	ATF Temperature Lamp	ON or OFF
AT learning mode condition	AT learning	Completed or Not Completed

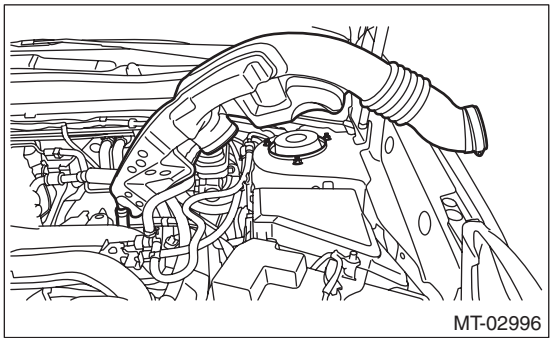
7. Clutch Pipe and Hose

A: REMOVAL

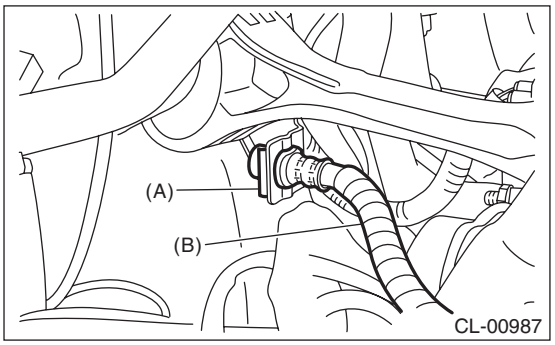
1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.



4) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.

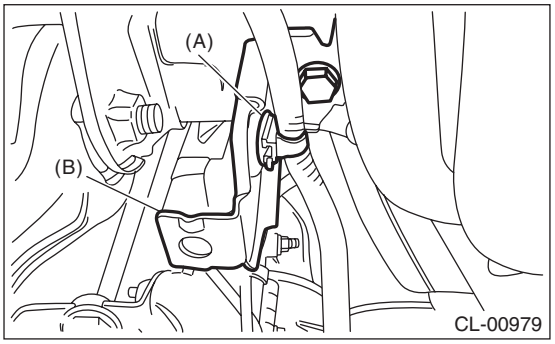


5) Drain the clutch fluid. <Ref. to CL-24, Clutch Fluid.>
6) Disconnect the clutch pipe from the clutch hose and master cylinder.
7) Pull out the clamp, then remove the clutch hose from the bracket.



(A) Clamp
(B) Clutch hose

8) Disconnect the hose from operating cylinder.
9) Remove the harness clip from the bracket.



(A) Harness clip
(B) Bracket

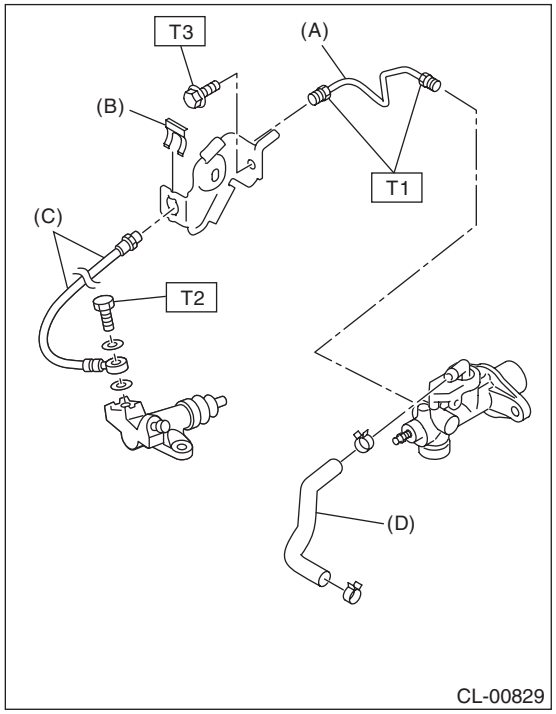
10) Remove the bracket.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Bleed air from the clutch fluid. <Ref. to CL-25, Clutch Fluid Air Bleeding.>

Tightening torque:
Clutch
T1: 15 N·m (1.5 kgf-m, 11.1 ft-lb)
T2: 18 N·m (1.8 kgf-m, 13.3 ft-lb)
T3: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Clutch pipe
(B) Clamp
(C) Clutch hose
(D) Tank hose

Tightening torque:
Air intake boot
3 N·m (0.3 kgf-m, 2.2 ft-lb)

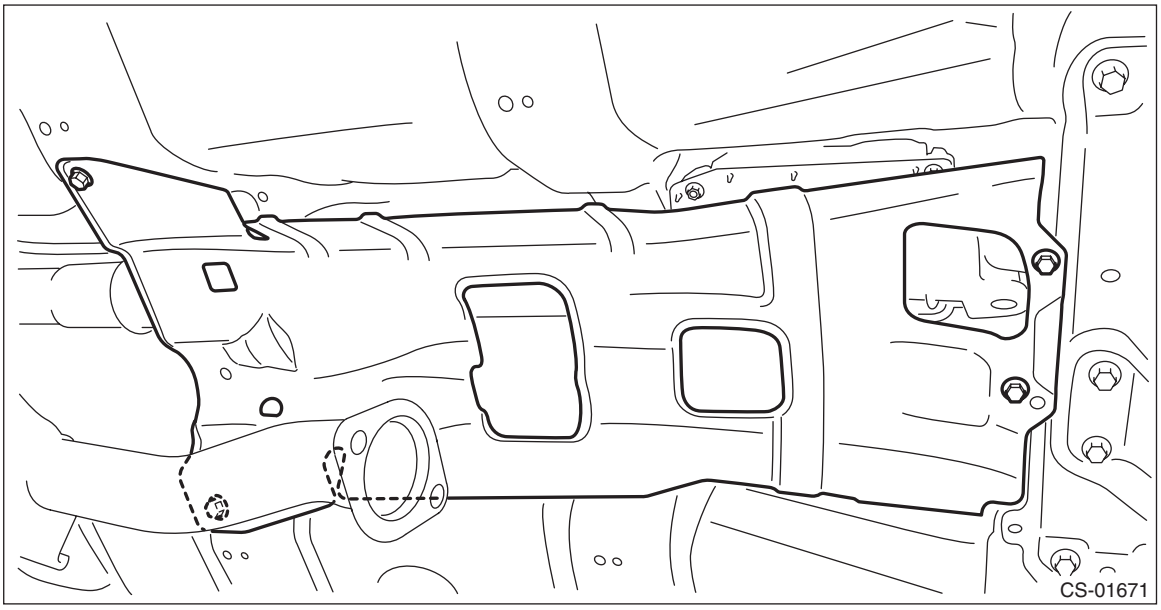
C: INSPECTION

Check the pipes and hoses for breaks and damage. Check joints for fluid leakage. If crack, breakage or damage is found, repair or replace the faulty pipe or hose.

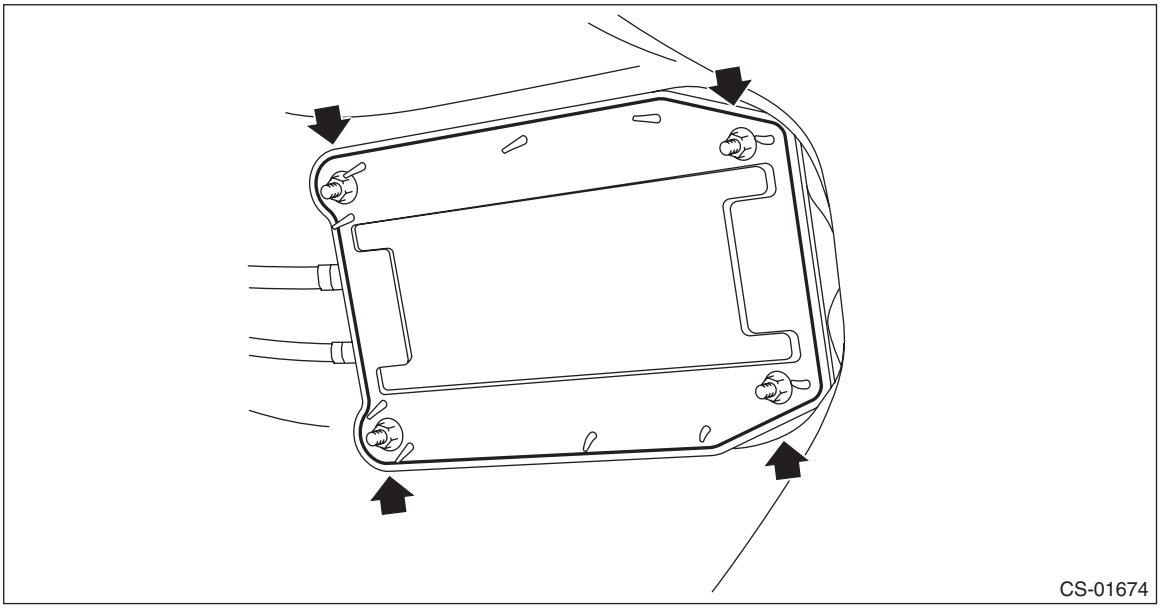
7. MT Gear Shift Lever

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.



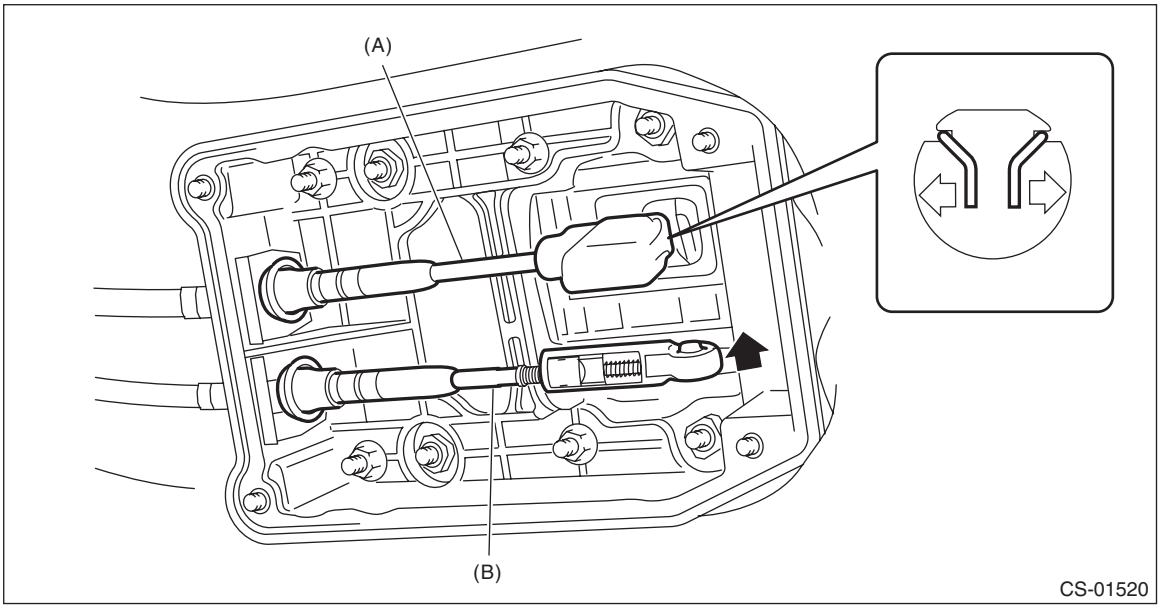
5) Remove the cable cover plate.



6) Disconnect the MT gear shift cable and MT gear select cable from the gear shift lever assembly.

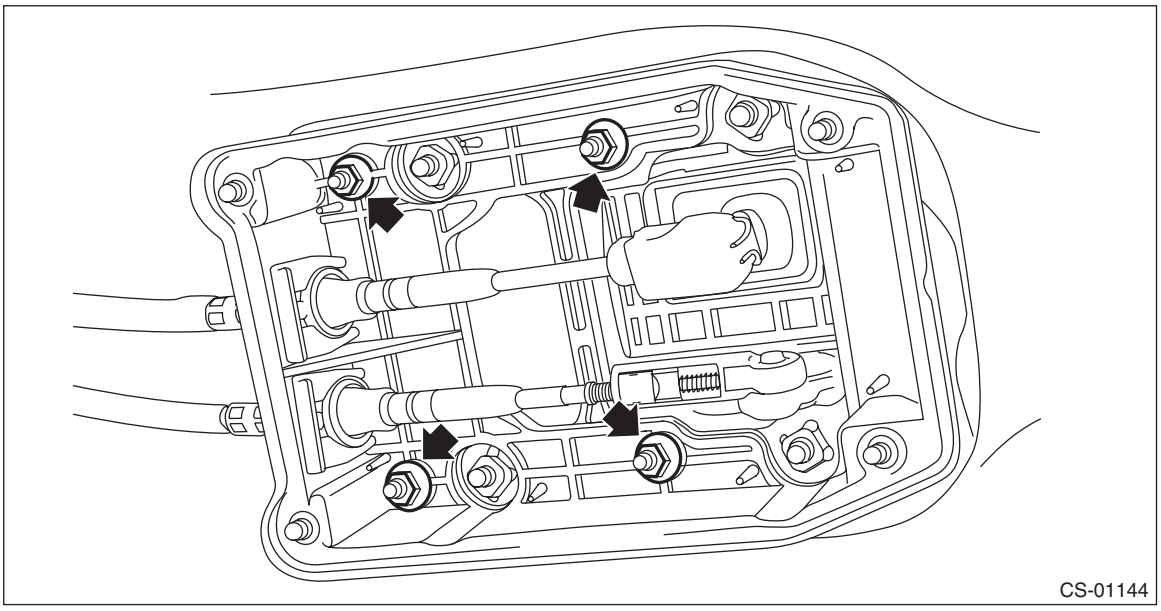
CAUTION:
Be careful not to deform the cable inner.

(1) Pull out down the MT gear shift cable to spread the spring.
(2) Push the MT gear select cable in the direction of arrow, and remove it.



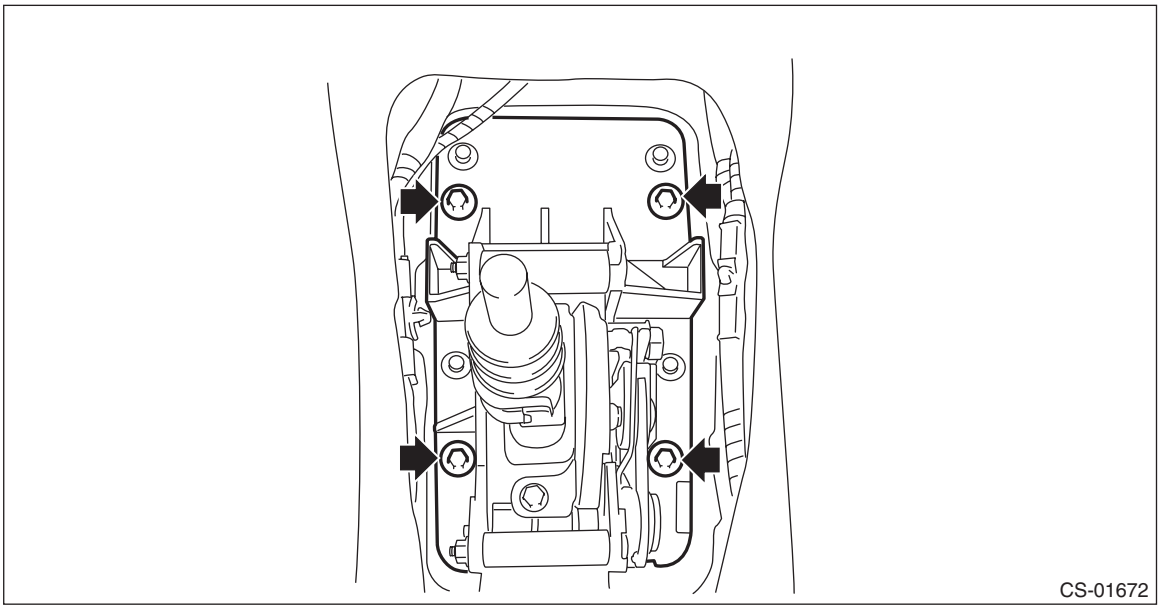
(A) MT gear shift cable (B) MT gear select cable

7) Remove the cable cover assembly.



8) Lower the vehicle.
9) Remove the ornament panel - consoles LH and RH. <Ref. to EI-65, REMOVAL, Console Box.>
10) Remove the gear shift knob and remove the cover - shift lever. <Ref. to EI-65, REMOVAL, Console Box.>
11) Remove the console box assembly. <Ref. to EI-65, REMOVAL, Console Box.>
12) Remove the panel center LWR LH and RH. <Ref. to EI-65, REMOVAL, Console Box.>
13) Remove the harness clamp.

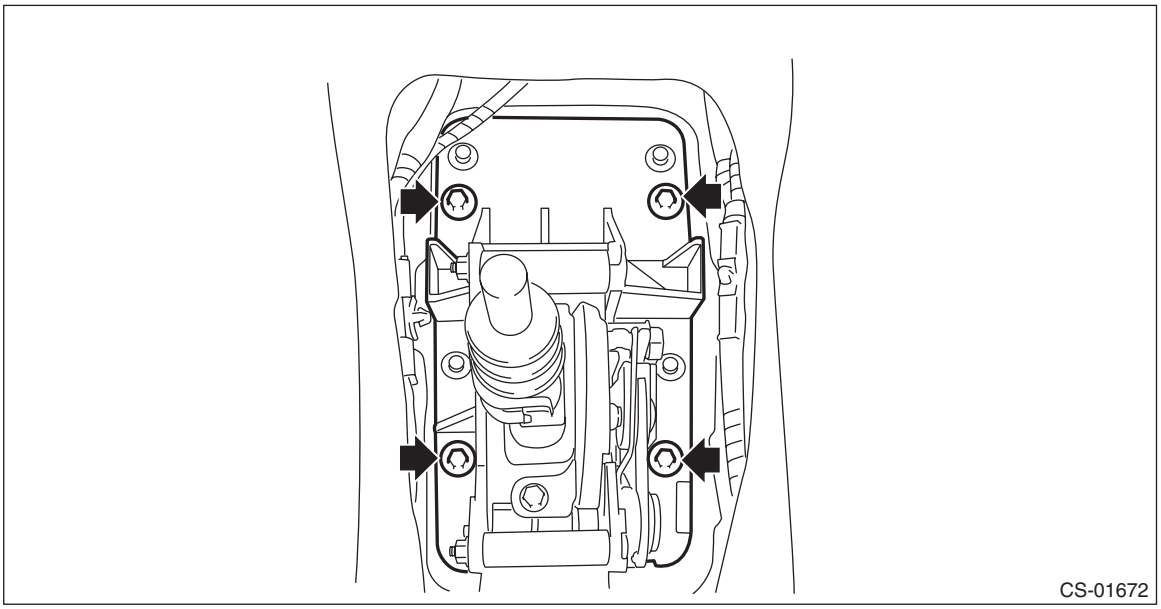
14) Remove the gear shift lever assembly mounting bolt and remove the gear shift lever assembly from the vehicle.



B: INSTALLATION

1) Install the gear shift lever assembly.

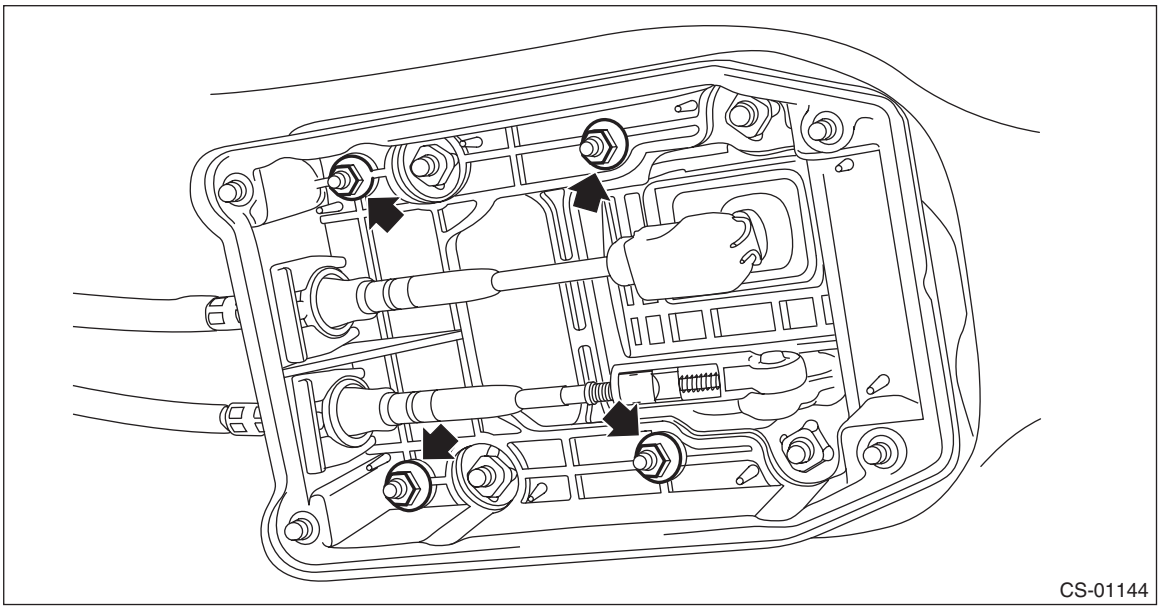
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



2) Install the harness clamp.
3) Lift up the vehicle.

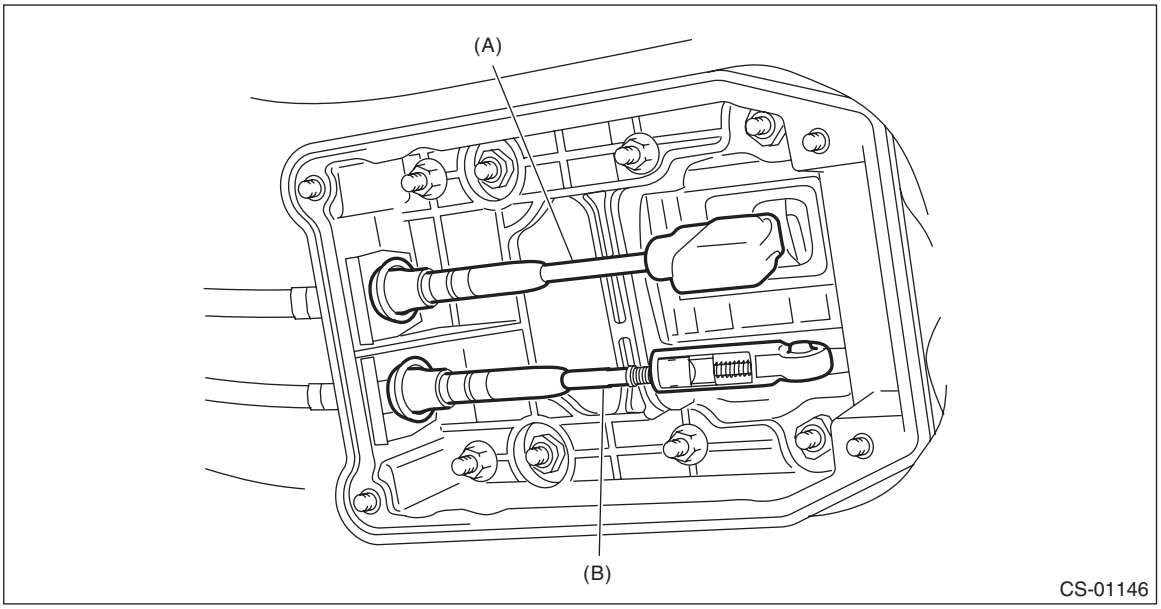
4) Install the cable cover assembly.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



5) Connect the MT gear shift cable and MT gear select cable.

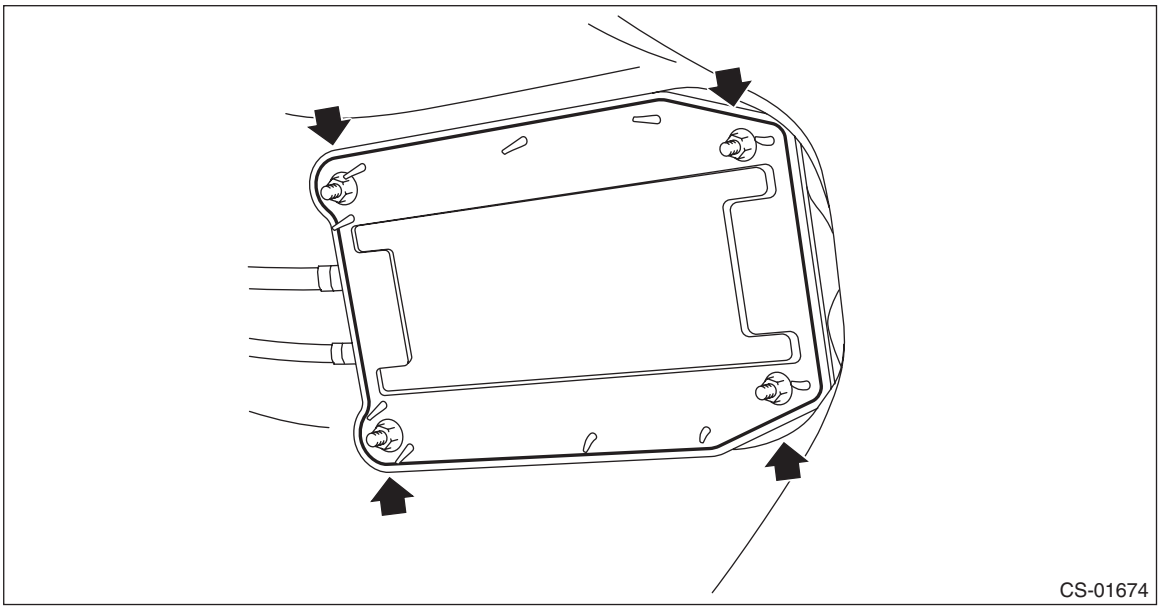
CAUTION:
Be careful not to deform the cable inner.



(A) MT gear shift cable
(B) MT gear select cable

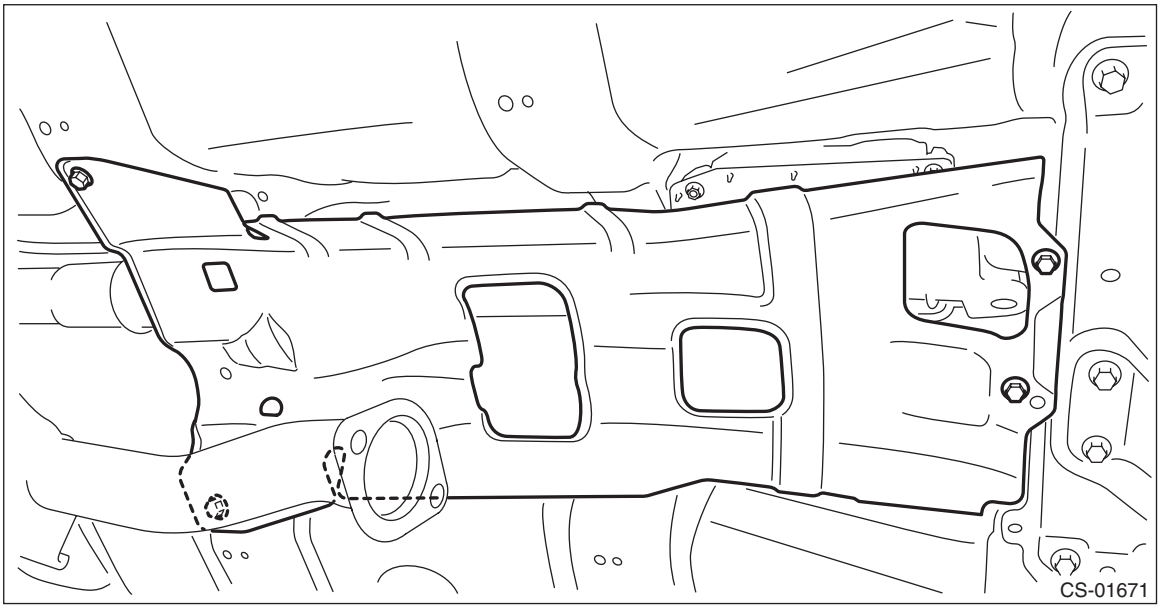
6) Attach the cable cover plate.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



7) Install the center exhaust cover.

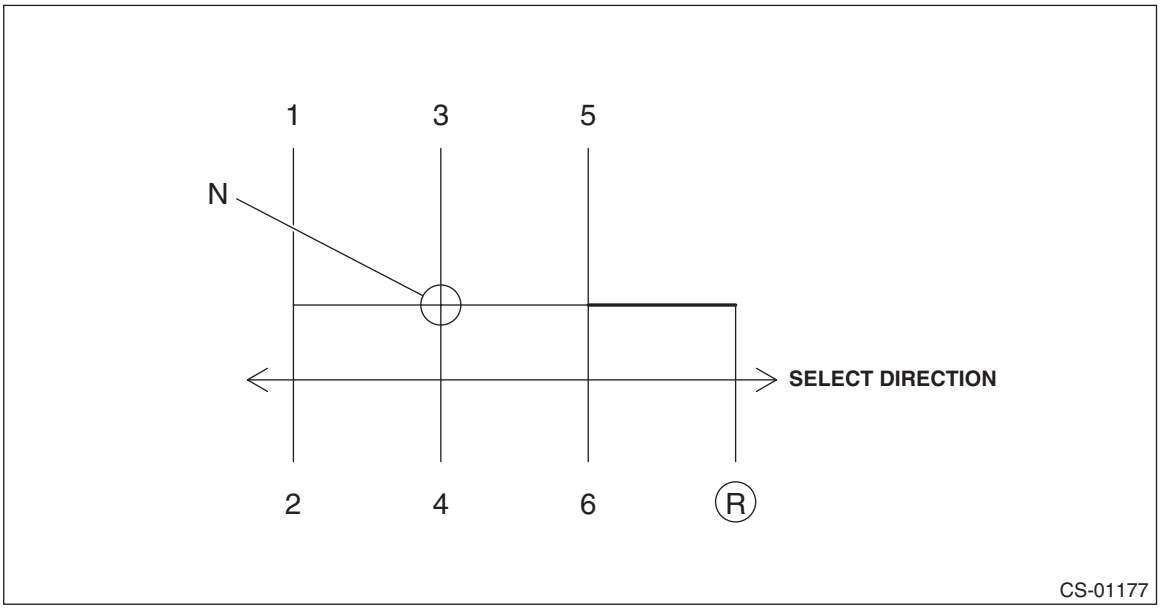
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
9) Lower the vehicle.
10) Install the panel center LWR LH and RH. <Ref. to EI-68, INSTALLATION, Console Box.>
11) Install the console box assembly. <Ref. to EI-68, INSTALLATION, Console Box.>
12) Install the cover - shift lever, and install the gear shift knob. <Ref. to EI-68, INSTALLATION, Console Box.>
13) Install the ornament panel - consoles LH and RH. <Ref. to EI-68, INSTALLATION, Console Box.>
14) Make sure the gears can be shifted accurately into each gear. Adjust the MT gear select lever, if the gears cannot be shifted correctly. <Ref. to CS-93, ADJUSTMENT, MT Gear Select Cable.>
15) Connect the battery ground terminal.

C: INSPECTION

1) Check the parts for deformation, damage and wear. Repair or replace if necessary. Compare the removed parts with new parts to confirm if there are damages or not.
2) Check that selecting to the reverse direction is disable unless the slider is pulled up.
3) Check that selecting to the reverse direction is possible when the slider is pulled up to the full.
4) Check that the shift lever moves to initial position, when the slider backs to “N” position from step 3).



7. Read Diagnostic Trouble Code (DTC)

A: OPERATION

• For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.
• For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-40, List of Diagnostic Trouble Code (DTC).>

7. Stall Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during stall test measurement.

NOTE:
Stall test is extremely important in diagnosing the condition of CVT and engine. The test is necessary to measure the engine stall speeds in “R” and “D” range.
Purposes of the stall test:
- Operational check of forward clutch and reverse brake
- Operational check of the torque converter assembly
- Engine performance check

1) Place wheel chocks at the front and rear of all wheels and engage the parking brake.
2) Turn the A/C OFF.
3) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal.<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>
4) Check the engine oil level.<Ref. to LU(H4DOTC)-2, General Description.>
5) Check the coolant level.<Ref. to CO(H4DOTC)-13, Engine Coolant.>
6) Adjust the CVTF level.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
7) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) by idling the engine with the select lever shifted to “N” or “P” range.
8) Shift the select lever to “D” range.
9) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
10) When the engine speed stabilizes, quickly record the engine speed and release accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.
11) Shift to “R” range and perform the same stall test.

NOTE:
- Do not perform a stall test for over 5 seconds at a time. (From closed throttle, fully open throttle to stall speed reading.) Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
- Be sure to cool down the engine for at least one minute after each stall test with the select lever set in the “P” or “N” range and with the idle speed of 1,200 rpm or less.
- If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the CVT from sustaining damage.

Stall speed standard:
2,080 — 2,600 rpm

Stall test judgment

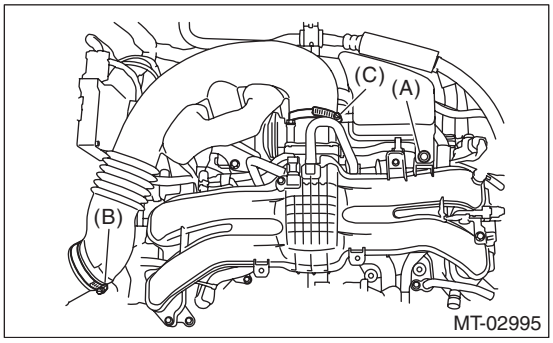
Range	Range	Probable cause
Lower than standard value	D, R	• Throttle valve is not fully open. • Insufficient engine output • Torque converter malfunction
Higher than standard value	D	• Forward clutch slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction • Input clutch slippage
	R	• Reverse brake slippage • Secondary pressure (line pressure) is low. • Variator chain malfunction • Input clutch slippage
	D, R	• Torque converter malfunction • Control valve body malfunction • TCM malfunction • Damaged harness and harness connector

7. Switches and Harness

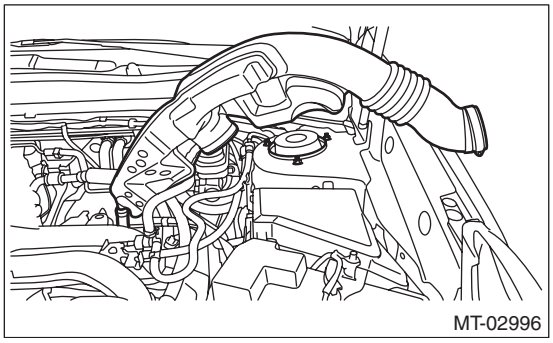
A: REMOVAL

1. BACK-UP LIGHT AND NEUTRAL POSITION SWITCH

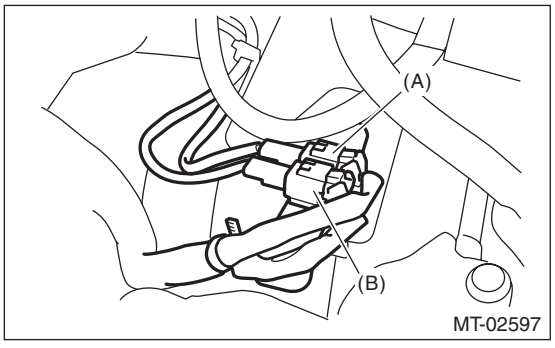
1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.



5) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.

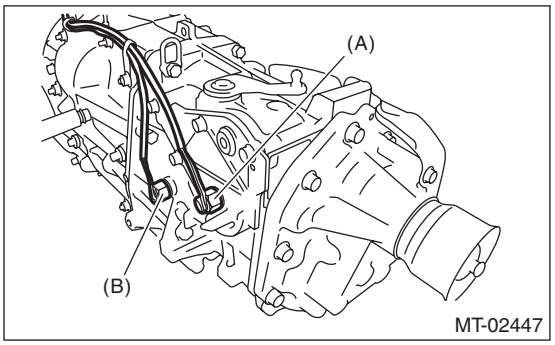


6) Disconnect the connector back-up light switch & neutral position switch.



(A) Neutral position switch connector (brown)
(B) Back-up light switch connector (gray)

7) Remove the harness connector from bracket.
8) Lift up the vehicle.
9) Remove the harness from each clip.
10) Remove the back-up light switch & neutral position switch with the harness.



(A) Neutral position switch
(B) Back-up light switch

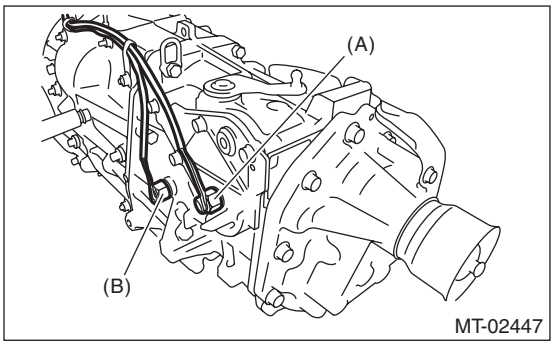
B: INSTALLATION

1. BACK-UP LIGHT AND NEUTRAL POSITION SWITCH

1) Install the back-up light switch & neutral position switch with the harness.

NOTE:
Use a new gasket.

Tightening torque:
32.3 N·m (3.3 kgf-m, 23.8 ft-lb)



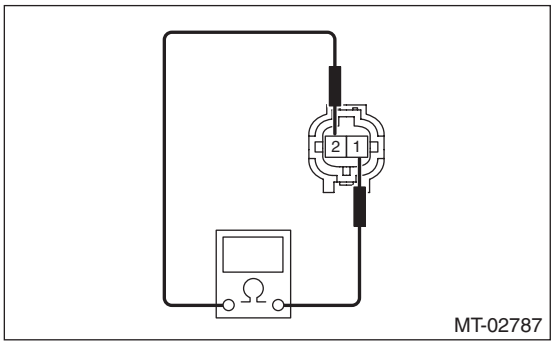
(A) Neutral position switch
(B) Back-up light switch

2) Secure the harness on each clip.
3) Connect the connectors of back-up light switch & neutral position switch.
4) Install the air intake boot. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
5) Connect the battery ground terminal.

C: INSPECTION

1. BACK-UP LIGHT SWITCH

1) Turn the ignition switch to OFF.
2) Disconnect the back light switch connector.
3) Measure the resistance between the back-up light switch terminals.

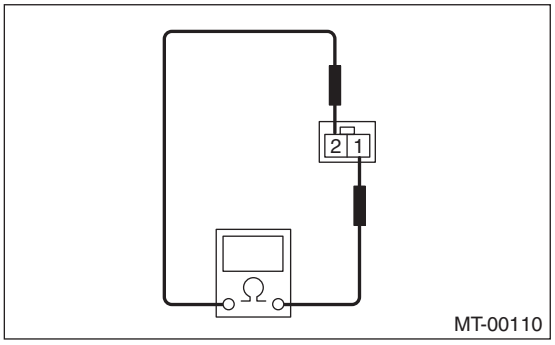


Gear shift position	Terminal No.	Specified resistance
Reverse position	1 and 2	Less than 1 Ω
Other positions		1 MΩ or more

4) Replace faulty parts.

2. NEUTRAL POSITION SWITCH

1) Turn the ignition switch to OFF.
2) Disconnect the connector of neutral position switch.
3) Measure the resistance between neutral position switch terminals.



Gear shift position	Terminal No.	Specified resistance
Neutral position	1 and 2	Less than 1 Ω
Other positions		1 MΩ or more

4) Replace faulty parts.

7. Time Lag Test

A: INSPECTION

NOTE:
When the select lever is shifted while the engine is idling, there will be a certain time elapse or lag before shock is felt. This symptom helps to check the condition of forward clutch and reverse brake.
- Perform the test at normal operation CVTF temperature of 60 — 80°C (140 — 176°F).
- Be sure to allow one minute or more interval between tests.
- Make three measurements and take the average value.

1) Apply the parking brake.
2) Start the engine. Check the idle speed. (A/C OFF)
3) Shift the select lever from “N” to “D” range. Using a stop watch, measure the time elapsed from shifting the lever until the shock is felt.

Time lag standard:
1.5 seconds or less

If “N” → “D” time lag is longer than specified:
- Secondary pressure (line pressure) is too low.
- Forward clutch worn
- Forward clutch piston malfunction
- Control valve body malfunction
- Learning incomplete

4) In the same manner, measure the time lag when shifting from “N” range to “R” range.

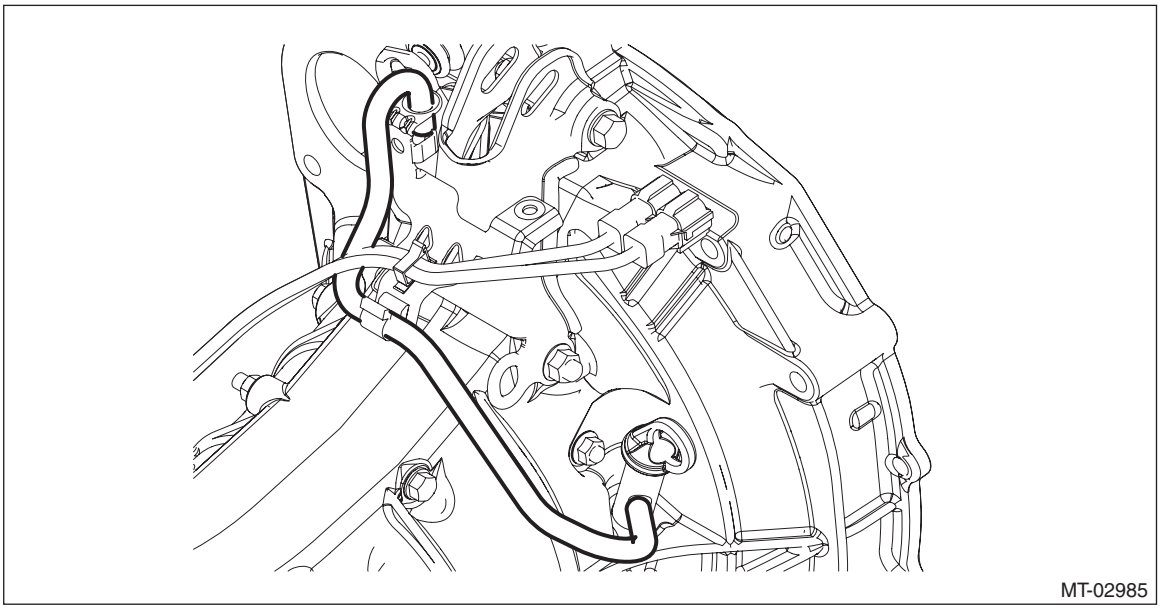
Time lag standard:
1.5 seconds or less

If “N” → “R” time lag is longer than specified:
- Secondary pressure (line pressure) is too low.
- Reverse brake worn
- Reverse brake piston malfunction
- Control valve body malfunction
- Learning incomplete

8. Air Breather Hose

A: REMOVAL

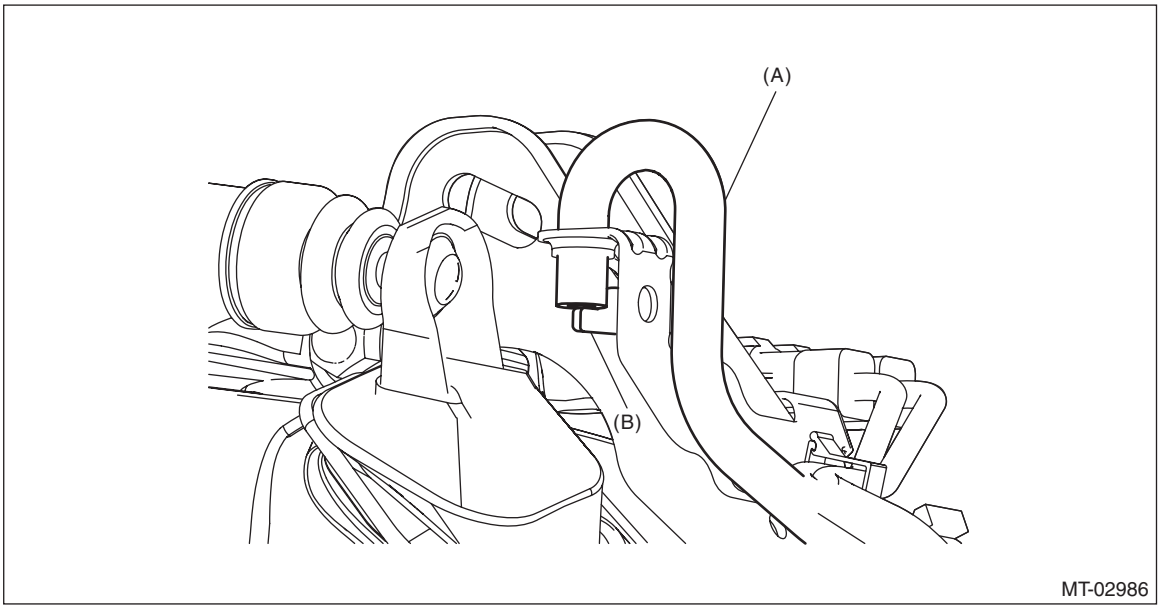
1) Remove the air intake boot assembly. <Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
2) Remove the air breather hose.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
• When installing the air breather hose, pay attention to the positions of the two markings on the hose and make sure the markings come to the same position as when removed.
• Securely insert the air breather hose until the hose end contacts the catch of the pitching stopper bracket.



(A) Air breather hose (B) Catch

C: INSPECTION

Check the hose for peeling, crack or clogging.

8. Clear Memory Mode

A: OPERATION

For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

CAUTION:
• If the AT learning value is cleared, learned control memory is cleared.
• If the AT learning value is cleared, perform learning. <Ref. to CVT(diag)-30, Learning Control.>

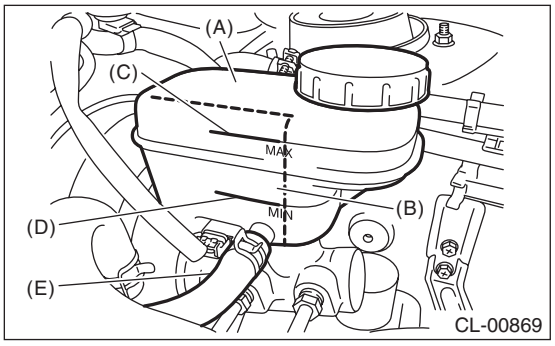
8. Clutch Fluid

A: INSPECTION

CAUTION:
Be careful not to spill the brake fluid. Brake fluid spilled on the vehicle body will harm the paint surface; wash it off with water and wipe clean quickly if spilled.

1) Park the vehicle on a level surface.
2) Inspect the fluid level using the scale on the outside of the reservoir tank. If the level is below “MIN”, add fluid to bring it up to “MAX”, and also inspect for leakage.

Recommended brake fluid:
New FMVSS No. 116 DOT3 or DOT4



(A) Reservoir tank
(B) Clutch fluid chamber
(C) MAX. level
(D) MIN. level
(E) Tank hose

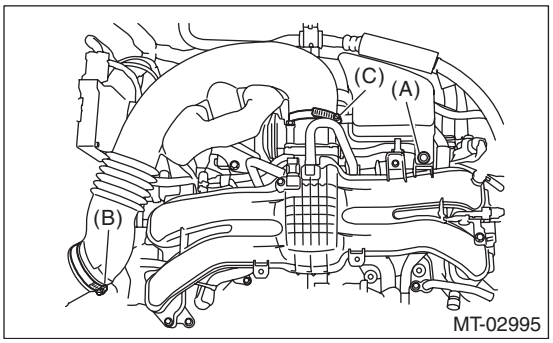
CAUTION:
This reservoir tank has the brake fluid chamber and the clutch fluid chamber. When checking the fluid level, always check the fluid from the clutch fluid chamber side where the tank hose is connected.

B: REPLACEMENT

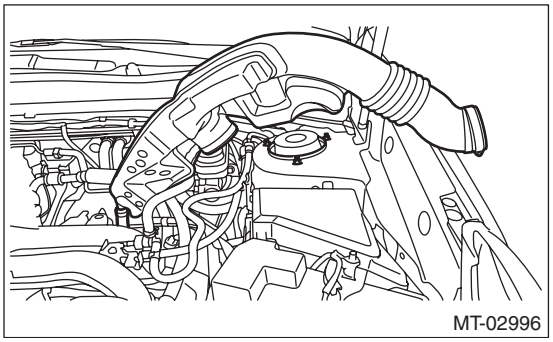
CAUTION:
• Be careful not to spill the brake fluid. Brake fluid spilled on the vehicle body will harm the paint surface; wash it off with water and wipe clean quickly if spilled.
• Use new FMVSS No. 116 DOT3 or DOT4.
• Cover the air breather with cloth to prevent clutch fluid from being splashed on surrounding parts when loosening the breather.
• Avoid mixing clutch fluid of different brands to prevent fluid performance from degrading.
• Be careful not to allow dirt or dust to enter the reservoir tank.

NOTE:
• During bleeding operation, keep the clutch reservoir tank filled with clutch fluid to prevent entry of air.
• Clutch pedal must be operated very slowly.
• Bleed air from the oil line with help of a co-worker.
• The required amount of clutch fluid is approximately 150 mL (5.1 US fl oz, 5.3 Imp fl oz) for total clutch system.

1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.



4) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.



5) Drain the clutch fluid from the air breather of the operating cylinder.
6) Refill the reservoir tank with recommended clutch fluid.

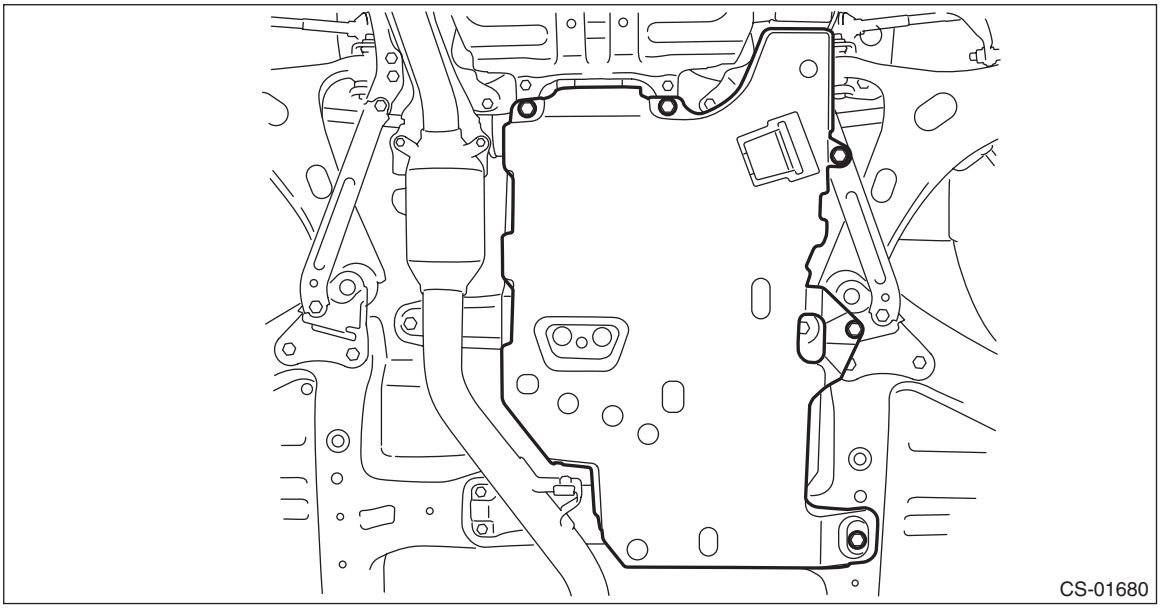
Recommended clutch fluid:
New FMVSS No. 116 DOT3 or DOT4

7) If necessary, bleed air from the clutch fluid. <Ref. to CL-25, Clutch Fluid Air Bleeding.>
8) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>

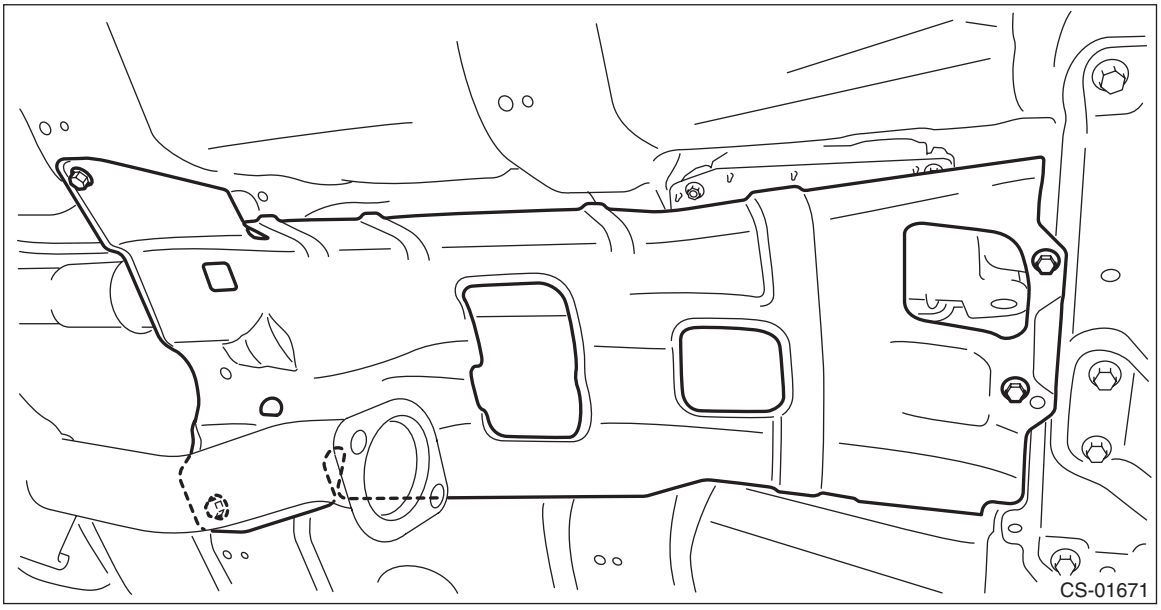
8. MT Gear Shift Cable

A: REMOVAL

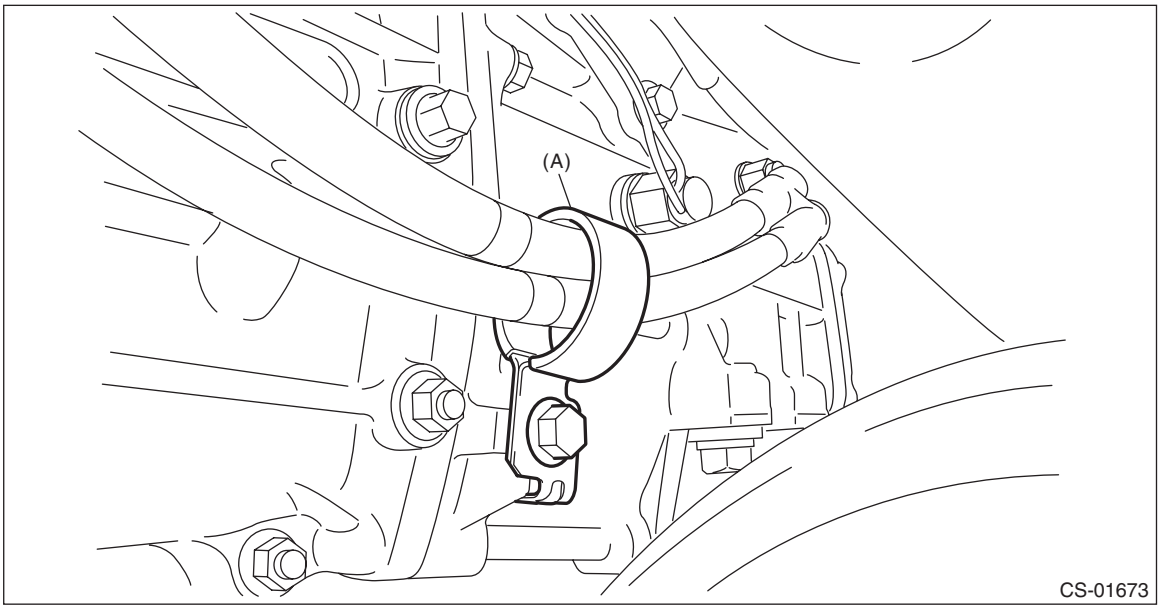
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the transmission under cover.



4) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust cover.

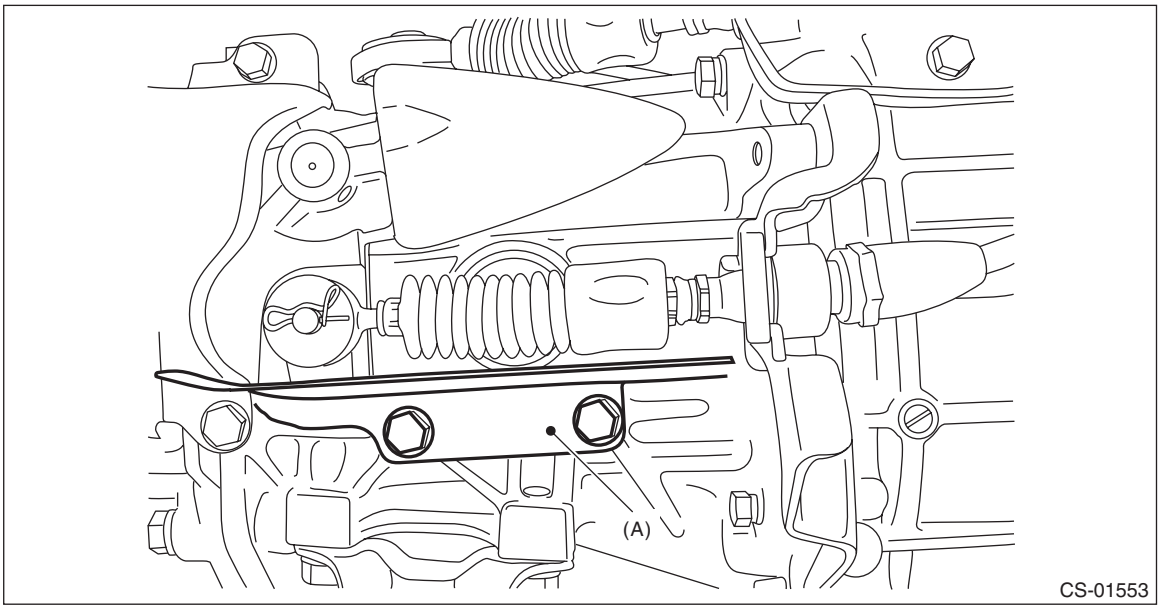


6) Remove the cable clamp and take out the MT gear shift cable from the clamp.



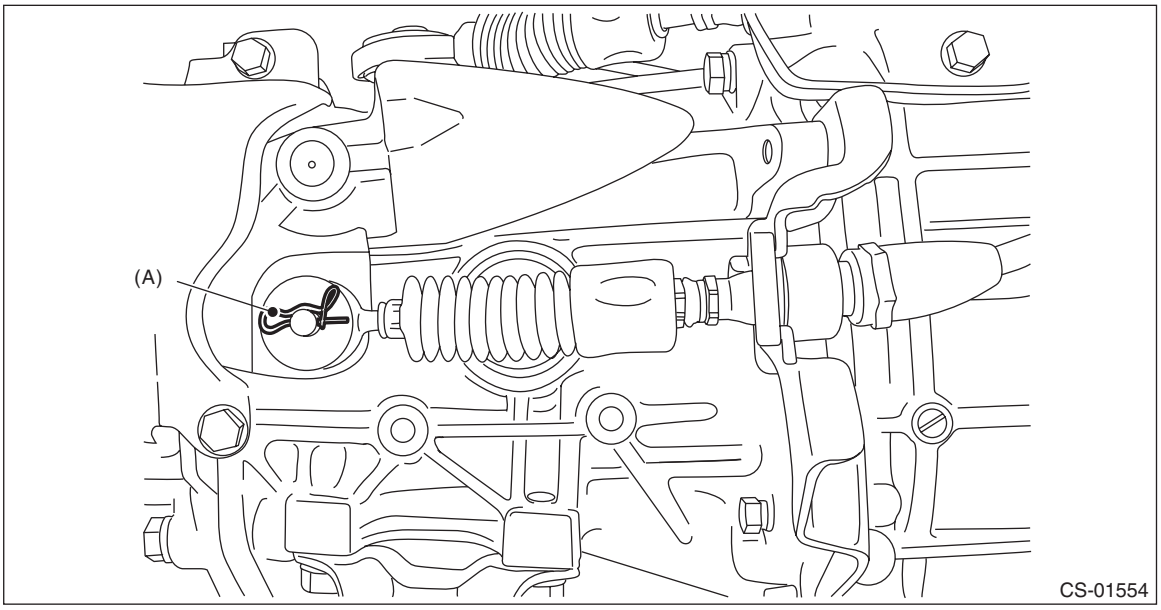
(A) Cable clamp

7) Remove the dust cover from transmission body.



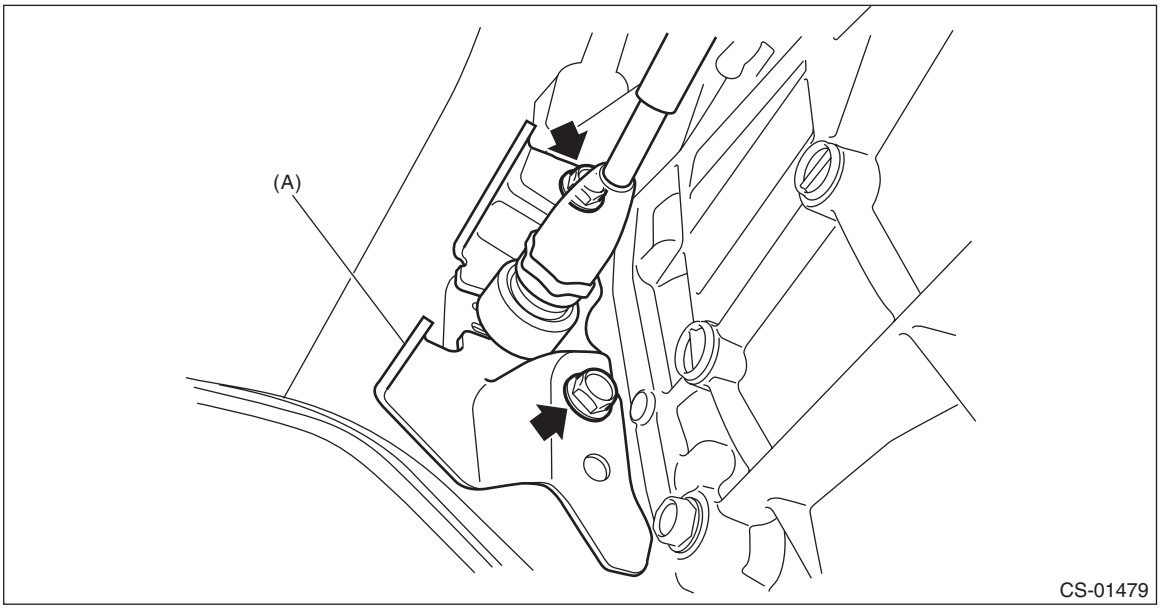
(A) Dust cover

8) Remove the snap pin from the shift lever COMPL.



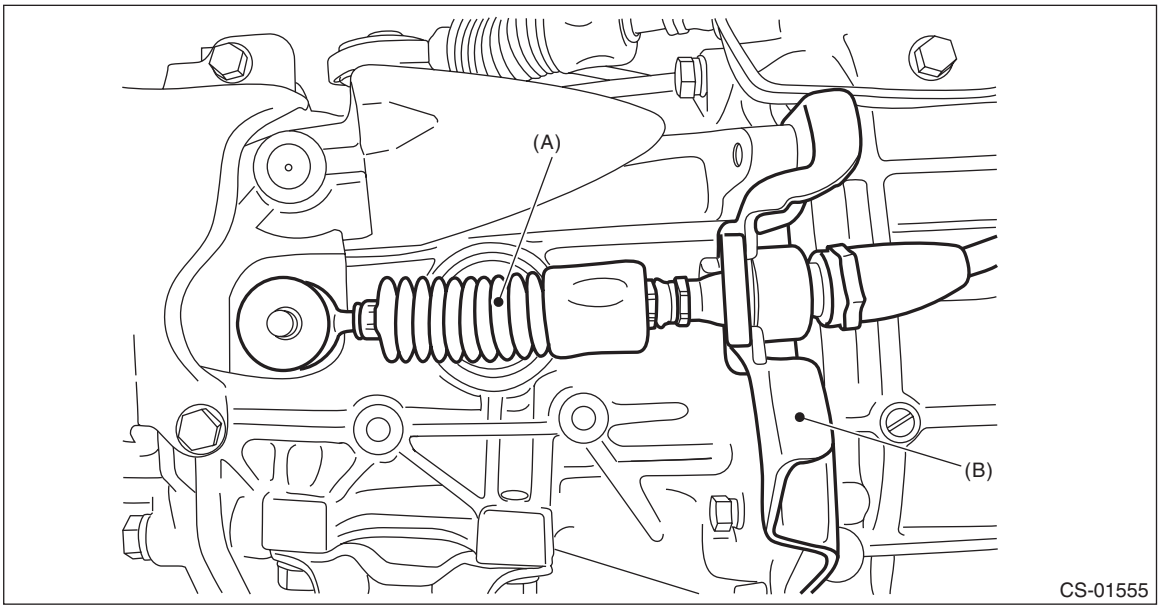
(A) Snap pin

9) Remove the bolts holding the shift bracket.



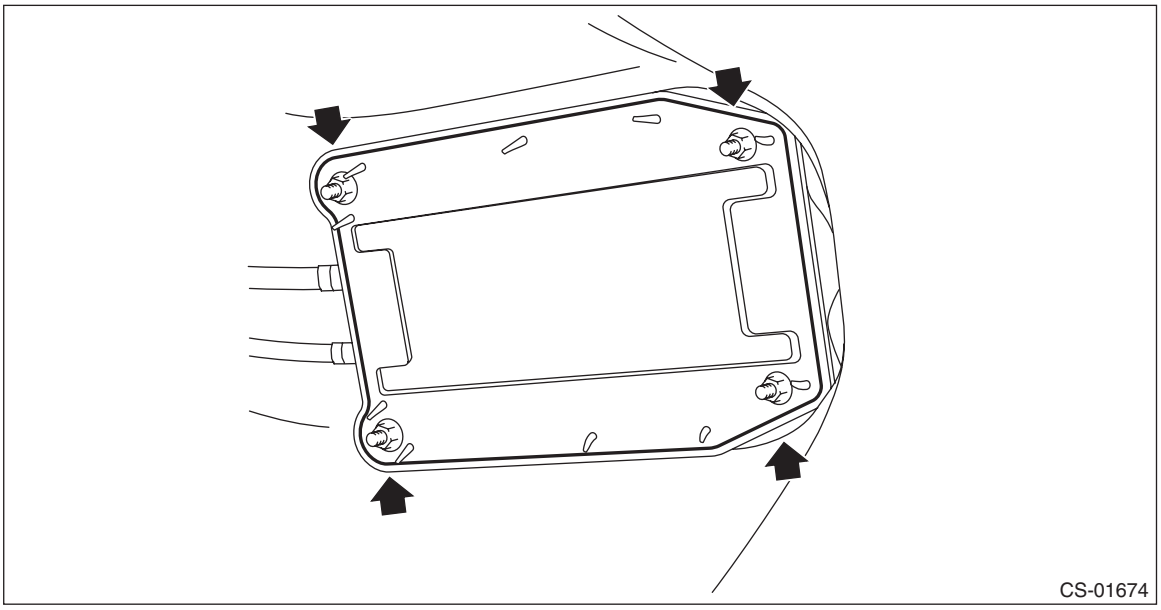
(A) Shift bracket

10) Remove the shift bracket and MT gear shift cable as a single unit from the transmission body.



(A) MT gear shift cable (B) Shift bracket

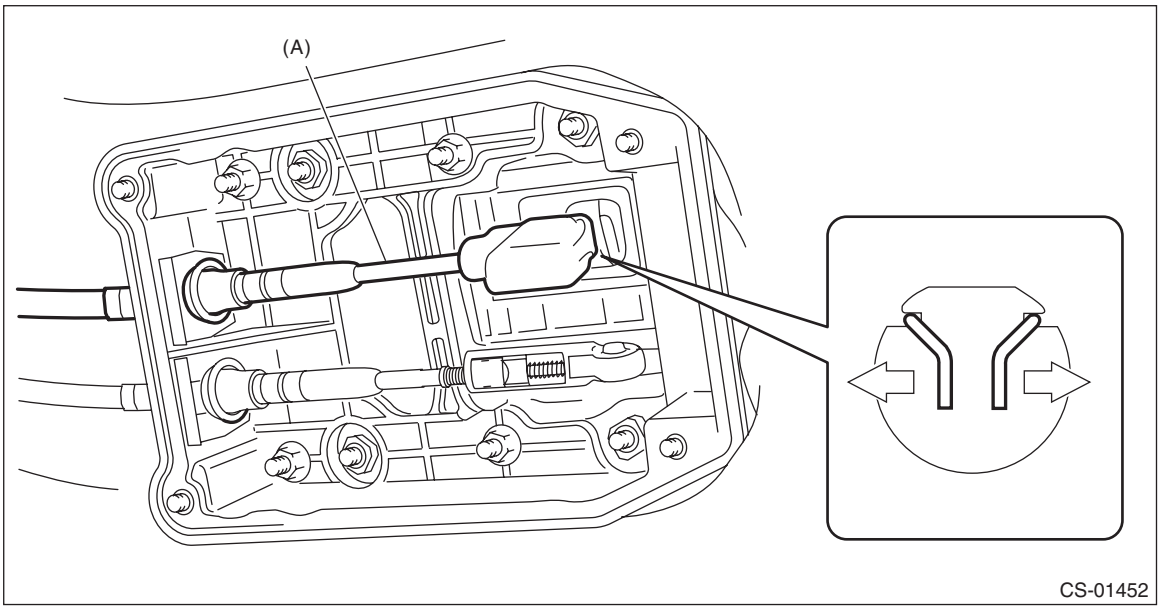
11) Remove the cable cover plate.



12) Disconnect the MT gear shift cable.

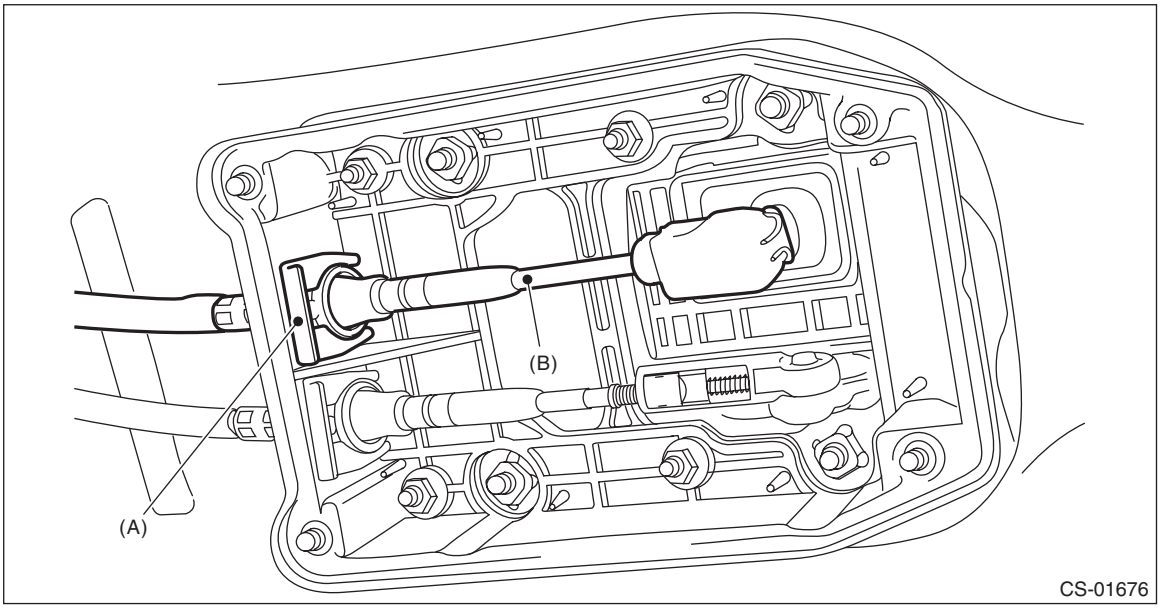
CAUTION:
Be careful not to deform the cable inner.

NOTE:
Pull out down the MT gear shift cable to spread the spring.



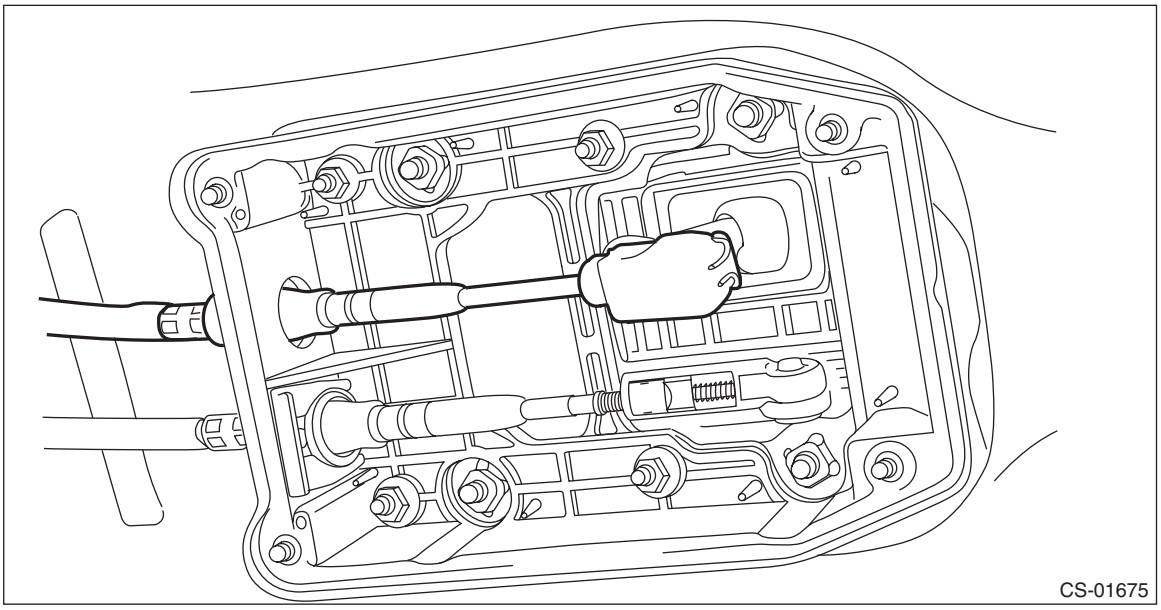
(A) MT gear shift cable

13) Remove the clamp which holds the MT gear shift cable.



(A) Clamp (B) MT gear shift cable

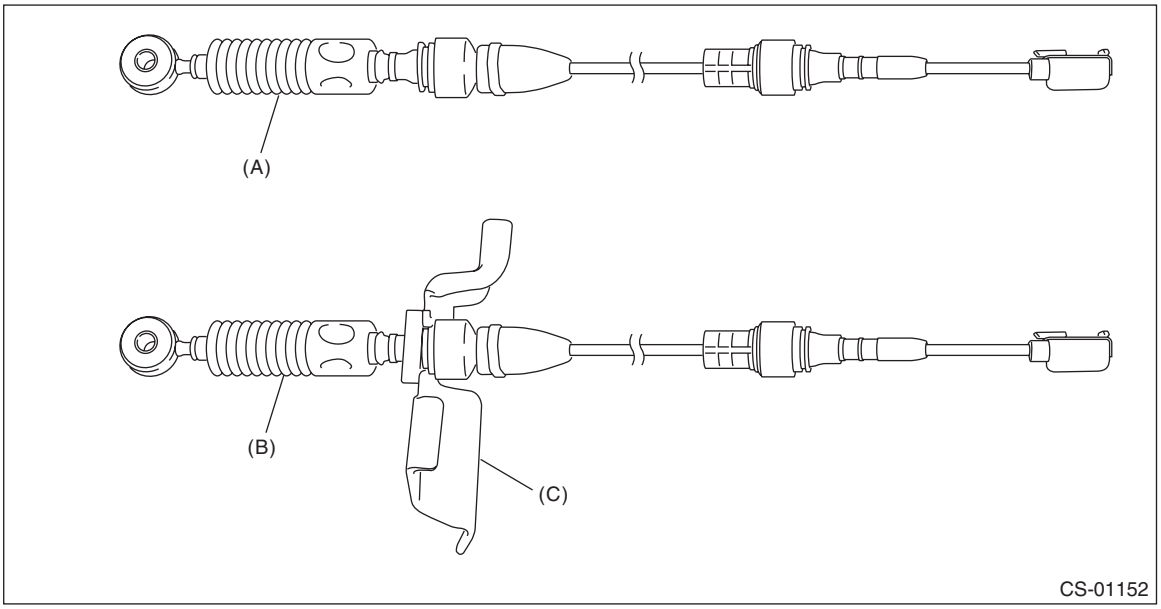
14) Pull out the MT gear shift cable from cable cover assembly.



CAUTION:
- **Do not bend MT gear shift cable at a sharp angle.**
- **Do not twist the cable inner excessively.**

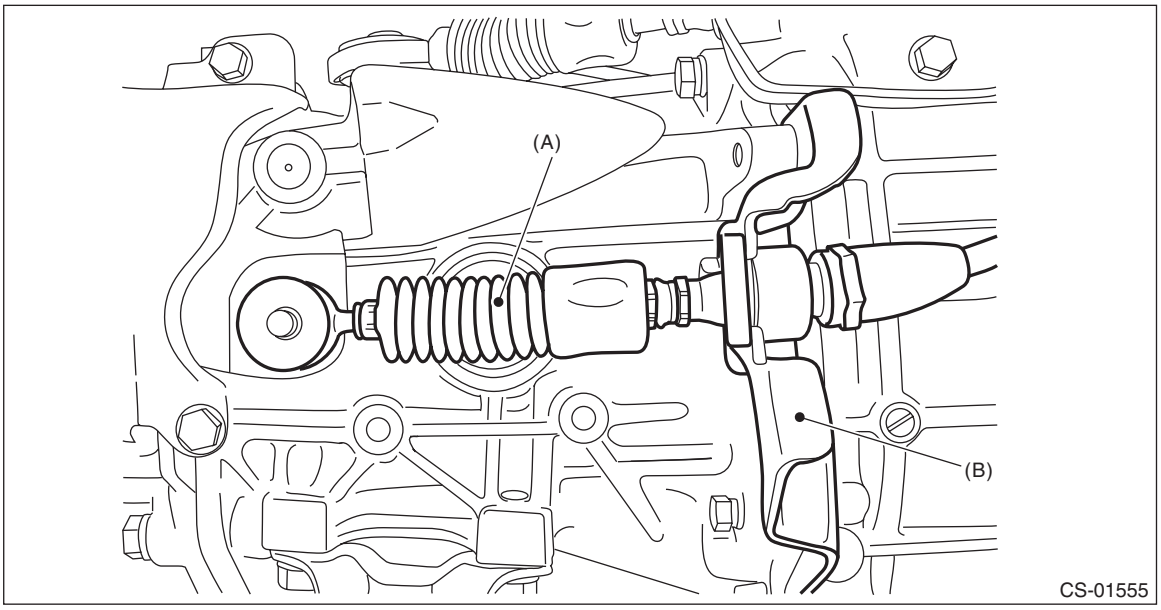
B: INSTALLATION

CAUTION:
- **Do not bend MT gear shift cable at a sharp angle.**
- **When replacing the new MT gear shift cable, secure it to shift bracket with the clamps, be careful not to mistake the installing direction.**



(A) Old MT gear shift cable (B) New MT gear shift cable (C) Shift bracket

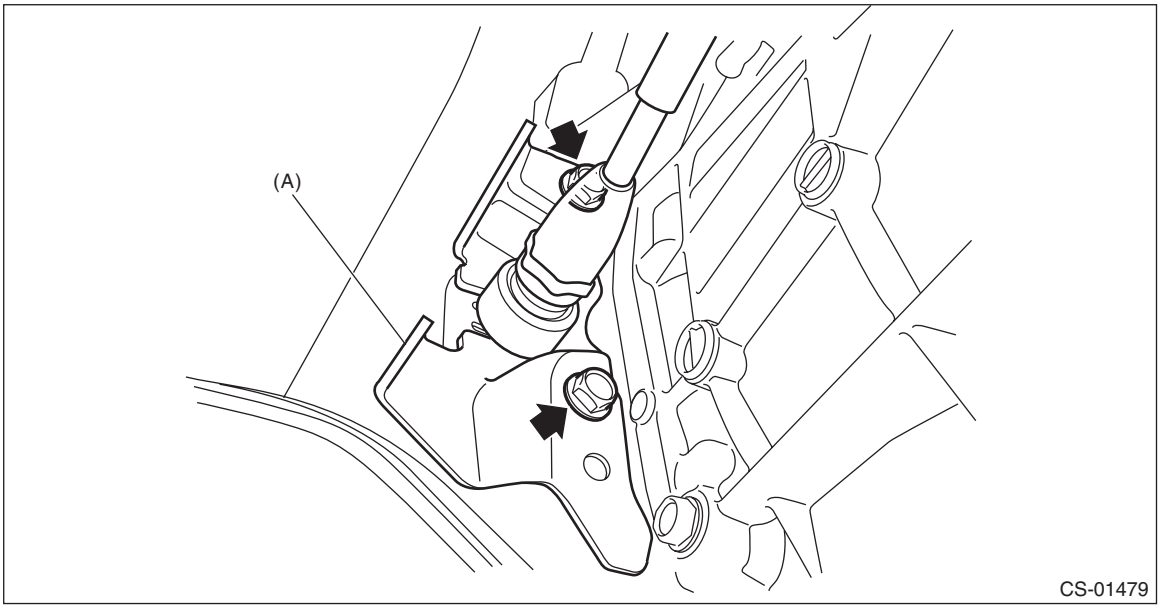
1) Install the MT gear shift cable and shift bracket as a single unit onto transmission.



(A) MT gear shift cable (B) Shift bracket

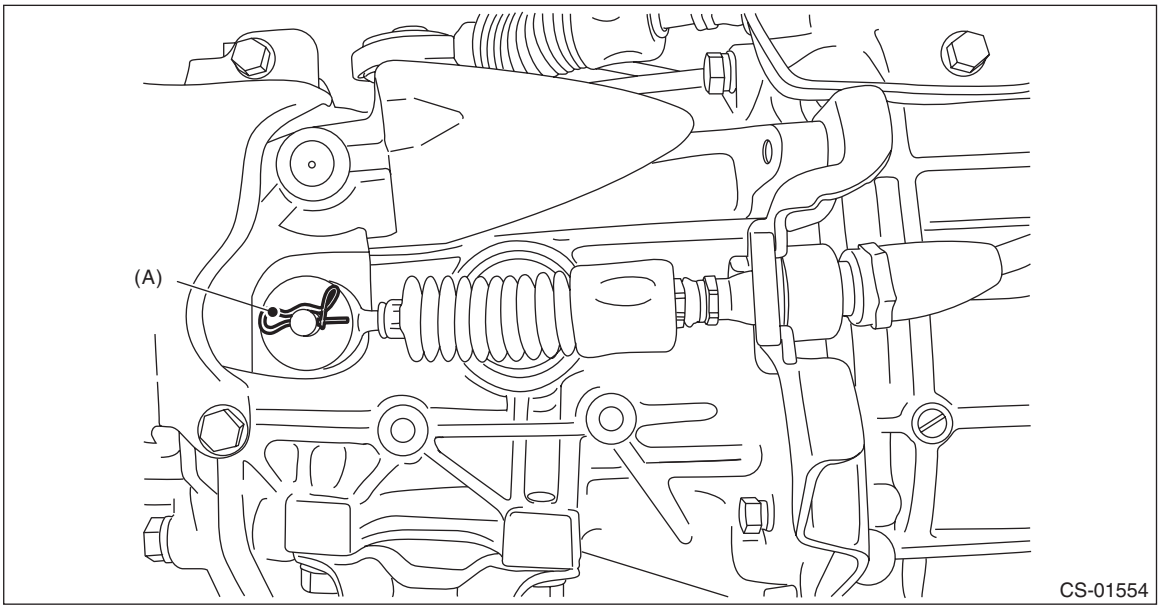
2) Tighten the shift bracket with specified torque.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Shift bracket

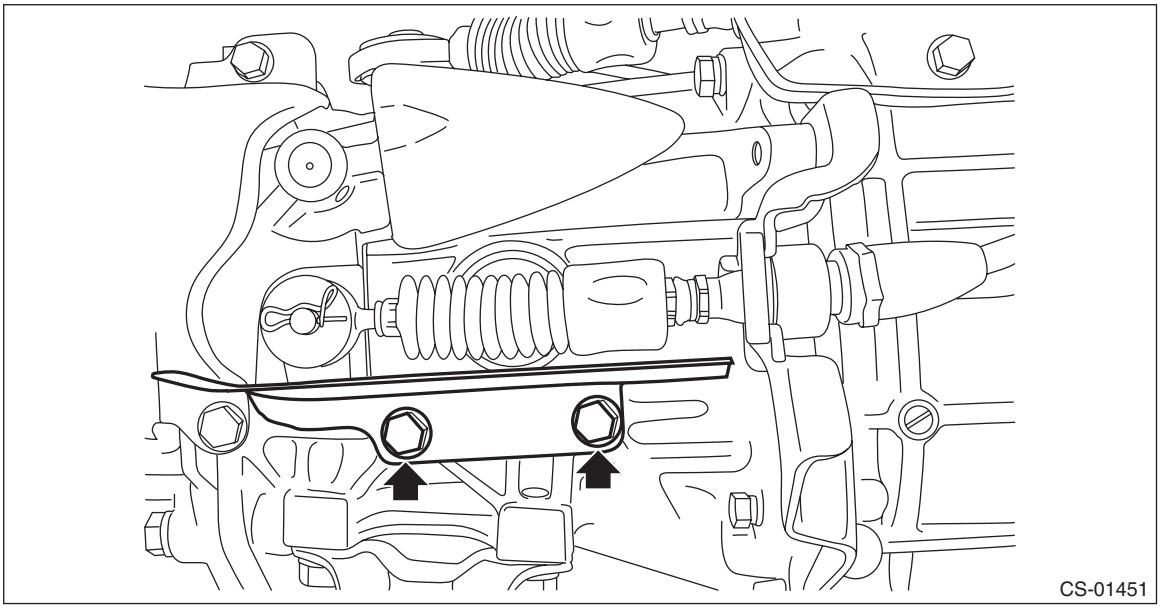
3) Install the snap pin to the shift lever COMPL.



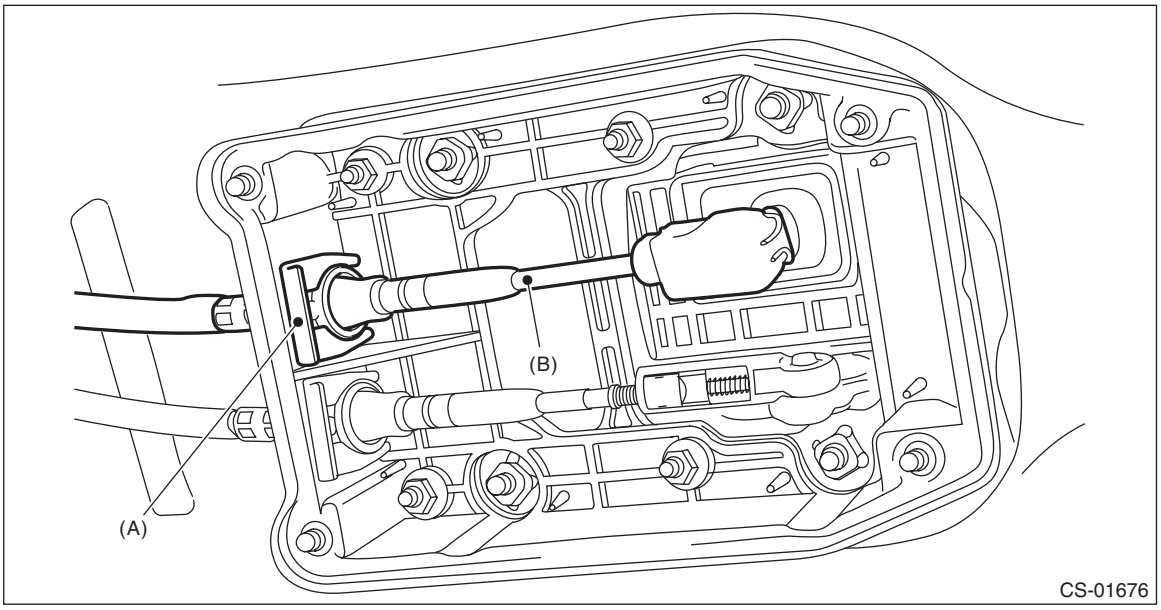
(A) Snap pin

4) Install the dust cover to the transmission body.

Tightening torque:
15 N·m (1.5 kgf-m, 11.1 ft-lb)



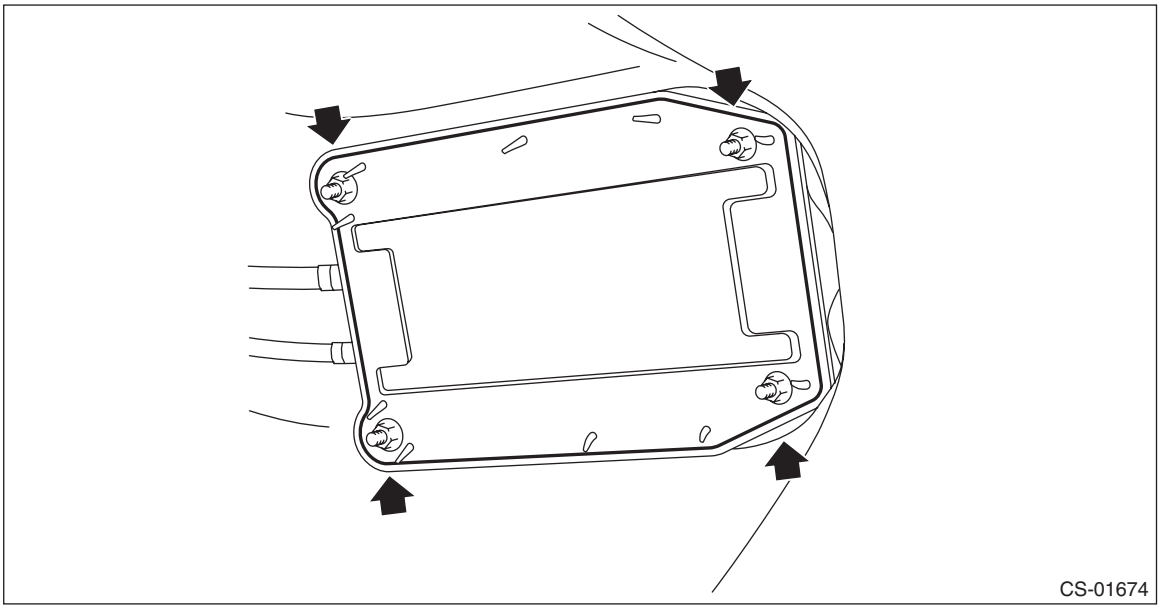
5) Insert the MT gear shift cable into cable cover assembly, and secure it with the clamp.



(A) Clamp (B) MT gear shift cable

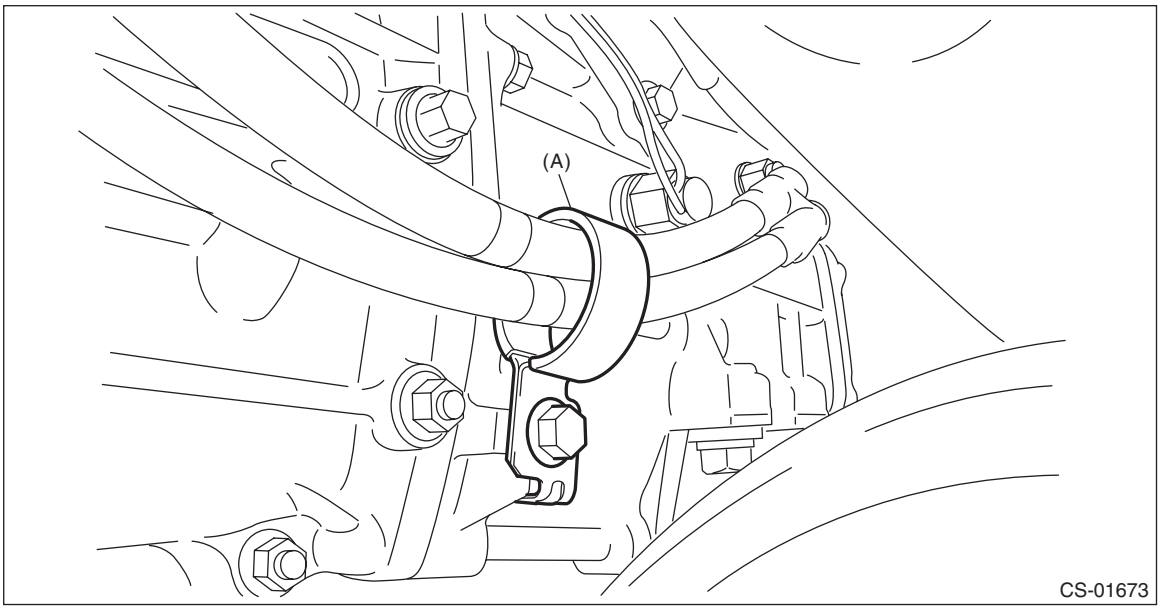
6) Connect the MT gear shift cable.
7) Attach the cable cover plate.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



8) Insert the MT gear shift cable into cable clamp, and install to the transmission.

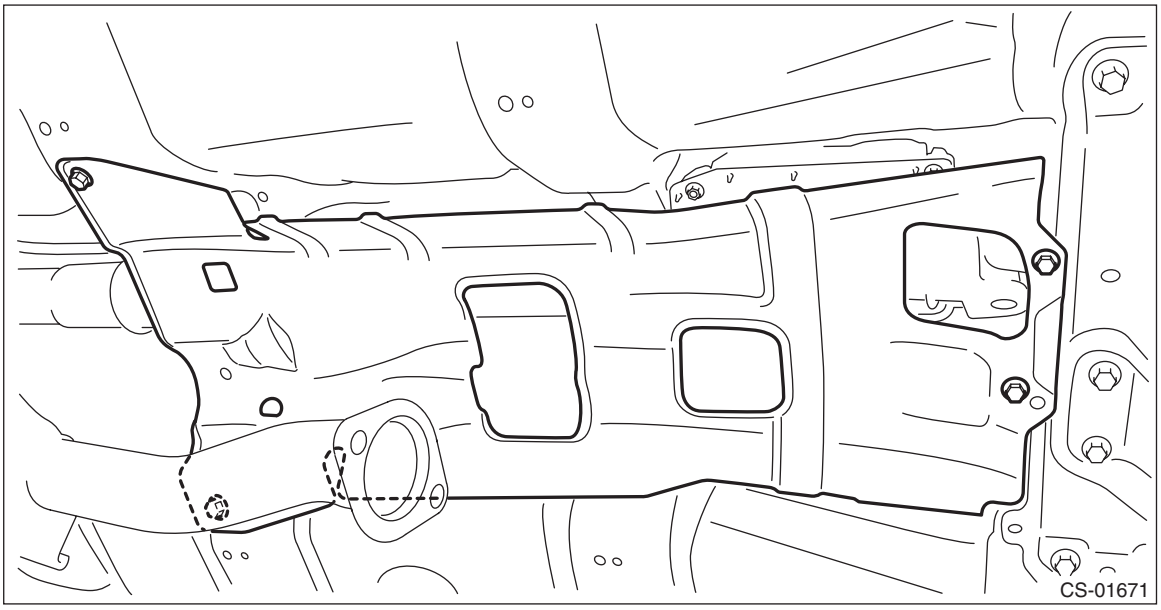
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Cable clamp

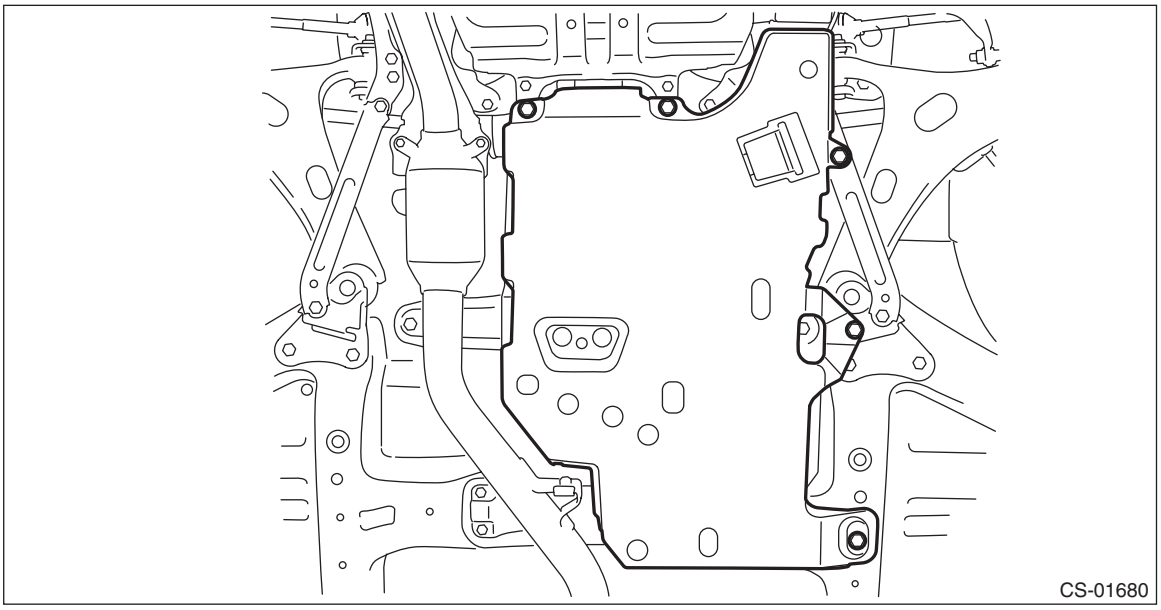
9) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



10) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>

11) Install the transmission under cover.



12) Lower the vehicle.
13) Connect the battery ground terminal.
14) Make sure the gears can be shifted accurately into each gear.

8. Secondary Pressure (Line Pressure) Test

A: INSPECTION

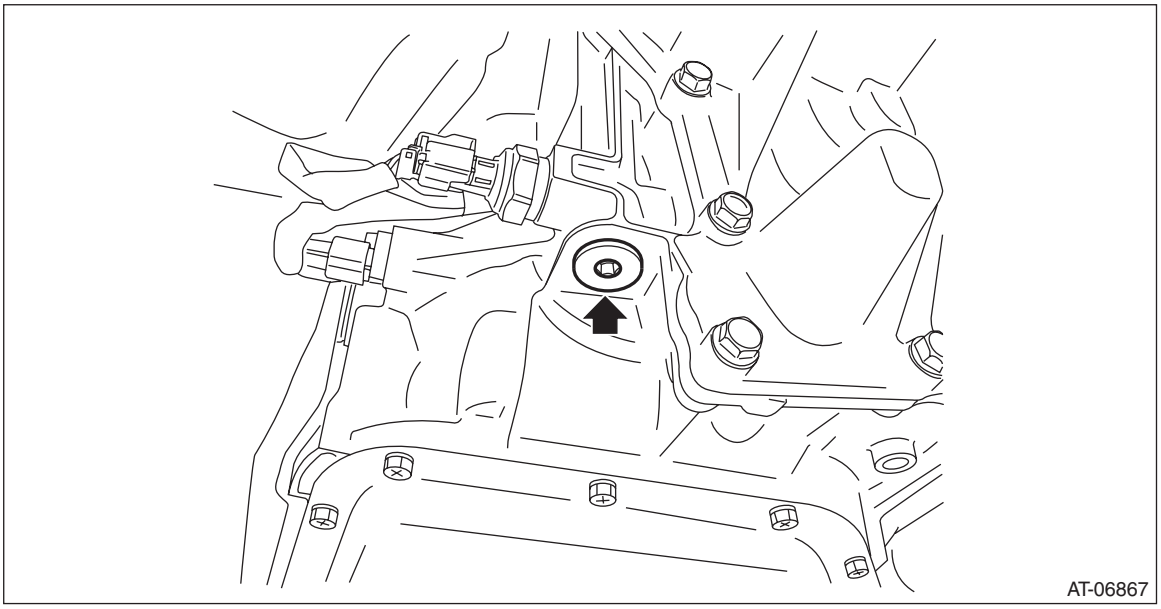
CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Make sure no other person is around the vehicle during secondary pressure (line pressure) test measurement.
• After performing the secondary pressure (line pressure) test measurement, adjust the CVTF level.

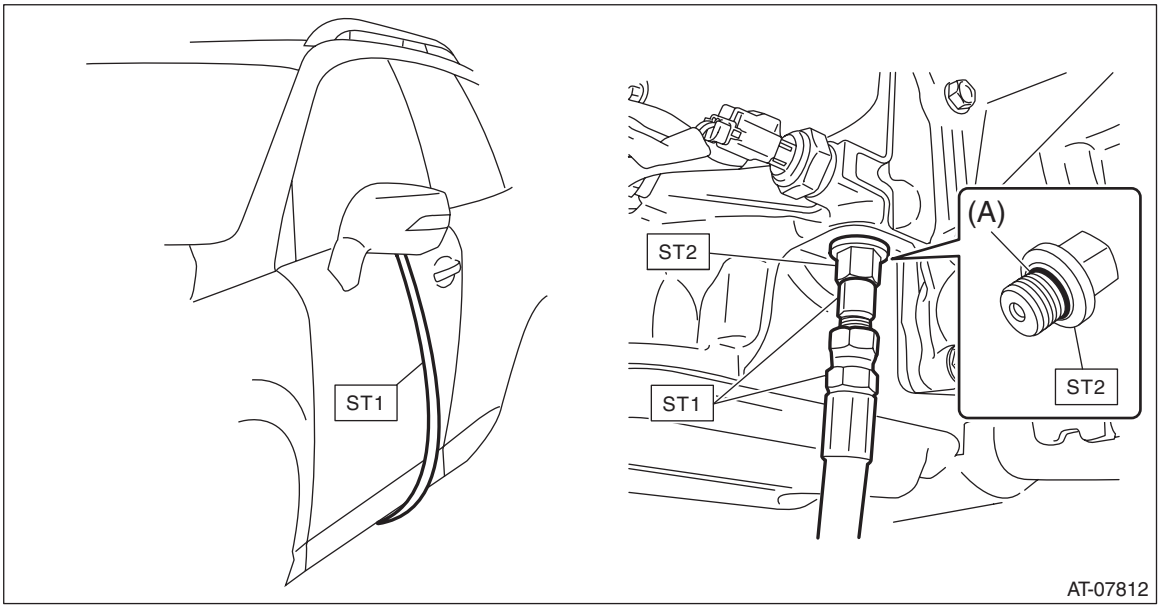
NOTE:
• If the pulley and variator chain, clutch or brake show signs of slipping or shift feel is not correct, check the secondary pressure (line pressure).
• Connect Subaru Select Monitor to vehicle so as to measure the engine speed and actual secondary pressure (secondary pressure (line pressure)).
• In many cases, slippage or inability to operate the vehicle may be due to insufficient oil pressure for the operation of clutch, brake or control valve.

1) Lift up the vehicle.
2) Remove the secondary pressure (line pressure) test plug, and install ST1 and ST2.

CAUTION:
Removal of the test plug and installation of the ST shall be both performed quickly.

NOTE:
Use ST2 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806916050) attached.
ST1 18801AA000 OIL PRESSURE GAUGE ASSY
ST2 18681AA010 PRESSURE GAUGE ADAPTER





(A) O-ring (genuine part)

3) Lower the vehicle.
4) Set the gauge so that it can be seen from the driver's seat.
5) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal.<Ref. to EN(H4DO)(diag)-41, DISPLAY OF ENGINE FREEZE FRAME DATA, OPERATION, Subaru Select Monitor.>
6) Check the engine oil level.<Ref. to LU(H4DO)-12, Engine Oil.>
7) Check the coolant level.<Ref. to CO(H4DO)-14, Engine Coolant.>

8) Adjust the CVTF level.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>
9) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) with the engine running and the select lever shifted to “N” or “P” range.
10) Shift the select lever to “D” range.
11) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.
12) Immediately after the engine speed becomes steady, record the reading of the secondary pressure (line pressure), engine speed and actual secondary pressure on Subaru Select Monitor. And then release the accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.

NOTE:
• Do not continue the stall test for 5 seconds or more at a time (from fully closed throttle, fully open throttle to secondary pressure (line pressure) reading). Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
• After performing the secondary pressure (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.
• Under each condition, check that the measured pressure matches almost totally with actual secondary pressure.
• When both measured pressure and actual secondary pressure are out of specification, judge as control valve malfunction.
• The value at stall is for reference because the pressure changes under different conditions or circumstances.
• The value at idling is steady because it is not affected by any condition or circumstance.

Secondary pressure (line pressure) standard				
	Range	Throttle	Brake	Secondary pressure (line pressure) (MPa (kgf/cm^2, psi))
Stall	D, R	Full open	ON	4.5 — 6.0 (45.9 — 61.2, 652 — 870)
Idling	P, N	Full closed	OFF	0.5 — 1.5 (5.1 — 15.3, 72 — 218)

13) Remove the ST and install the plug after measurement.

CAUTION:
Removal of the ST and installation of the test plug shall be both performed quickly.

NOTE:
• Use new O-rings.
• Apply CVTF to the O-rings.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)
14) Adjust the CVTF level.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

8. Time Lag Test

A: INSPECTION

NOTE:
When the select lever is shifted while the engine is idling, there will be a certain time elapse or lag before shock is felt. This symptom helps to check the condition of forward clutch and reverse brake.

- Perform the test at normal operation CVTF temperature of 60 — 80°C (140 — 176°F).
- Be sure to allow one minute or more interval between tests.
- Make three measurements and take the average value.

1) Apply the parking brake.
2) Start the engine. Check the idle speed. (A/C OFF)
3) Shift the select lever from “N” to “D” range. Using a stop watch, measure the time elapsed from shifting the lever until the shock is felt.

Time lag standard:
1.2 seconds or less

If “N” → “D” time lag is longer than specified:

- Secondary pressure (line pressure) is too low.
- Forward clutch worn
- Piston malfunction
- Control valve body malfunction
- Learning incomplete

4) In the same manner, measure the time lag when shifting from “N” range to “R” range.

Time lag standard:
1.5 seconds or less

If “N” → “R” time lag is longer than specified:

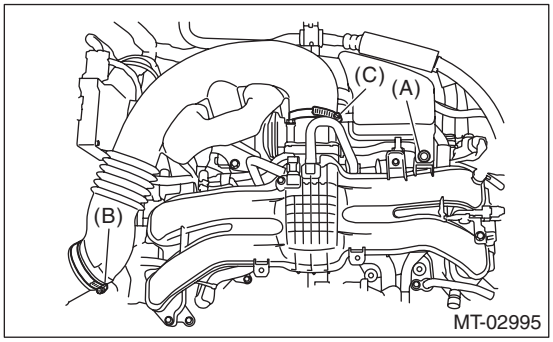
- Secondary pressure (line pressure) is too low.
- Reverse brake worn
- Piston malfunction
- Control valve body malfunction
- Learning incomplete

9. Clutch Fluid Air Bleeding

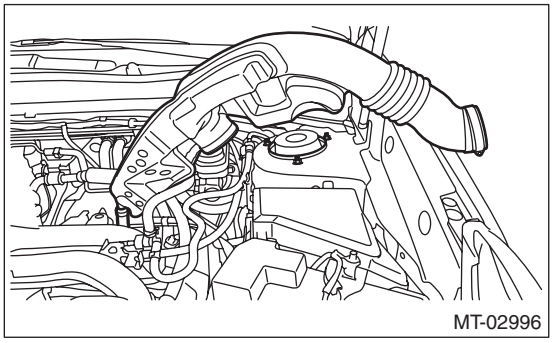
A: PROCEDURE

CAUTION:
Be careful not to spill the brake fluid. Brake fluid spilled on the vehicle body will harm the paint surface; wash it off with water and wipe clean quickly if spilled.

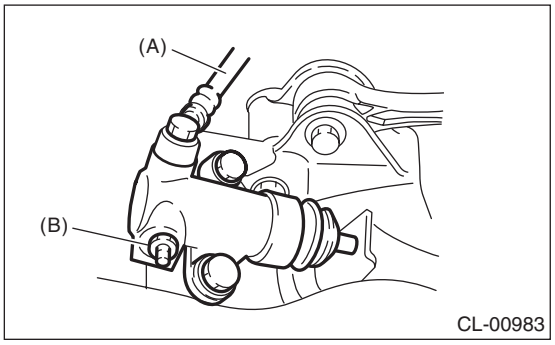
NOTE:
Bleed air from the oil line with help of a co-worker.
1) Remove the clip (A) from the air intake boot.
2) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
3) Loosen the clamp (C) which connects the air intake boot and throttle body.



4) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.



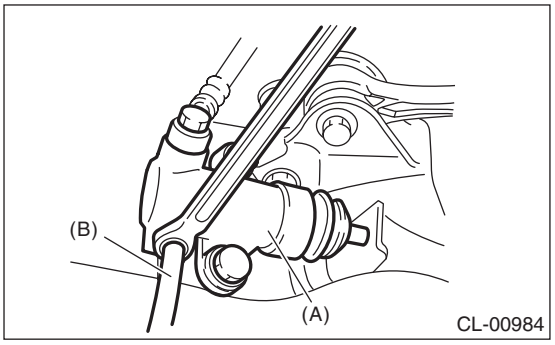
5) Fit one end of a vinyl tube into the air breather of the operating cylinder, and put the other end into a container.



(A) Clutch hose
(B) Air breather

6) Slowly depress the clutch pedal and keep it depressed. Open the air breather to discharge air together with the clutch fluid.
Release the air breather for 1 or 2 seconds. Next, close the air breather, and slowly release the clutch pedal.

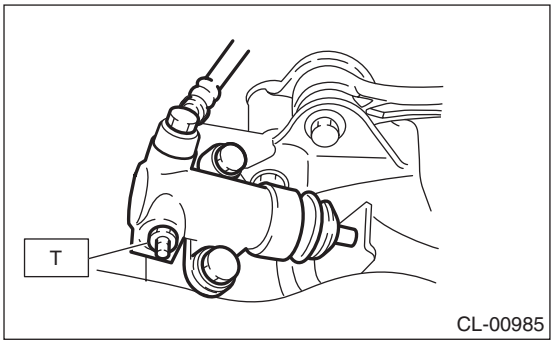
CAUTION:
Cover the air breather with cloth to prevent clutch fluid from being splashed on surrounding parts when loosening the breather.



(A) Operating cylinder
(B) Vinyl tube

7) Repeat procedure 4), until there are no more air bubbles appearing from the air breather.
8) Tighten the air breather.

Tightening torque:
T: 7.8 N·m (0.8 kgf-m, 5.8 ft-lb)



9) After stepping on the clutch pedal, make sure that there are no leaks evident in the entire clutch system.
10) After bleeding the air from clutch system, ensure that the clutch operates properly.
11) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>

9. Inspection Mode

A: PROCEDURE

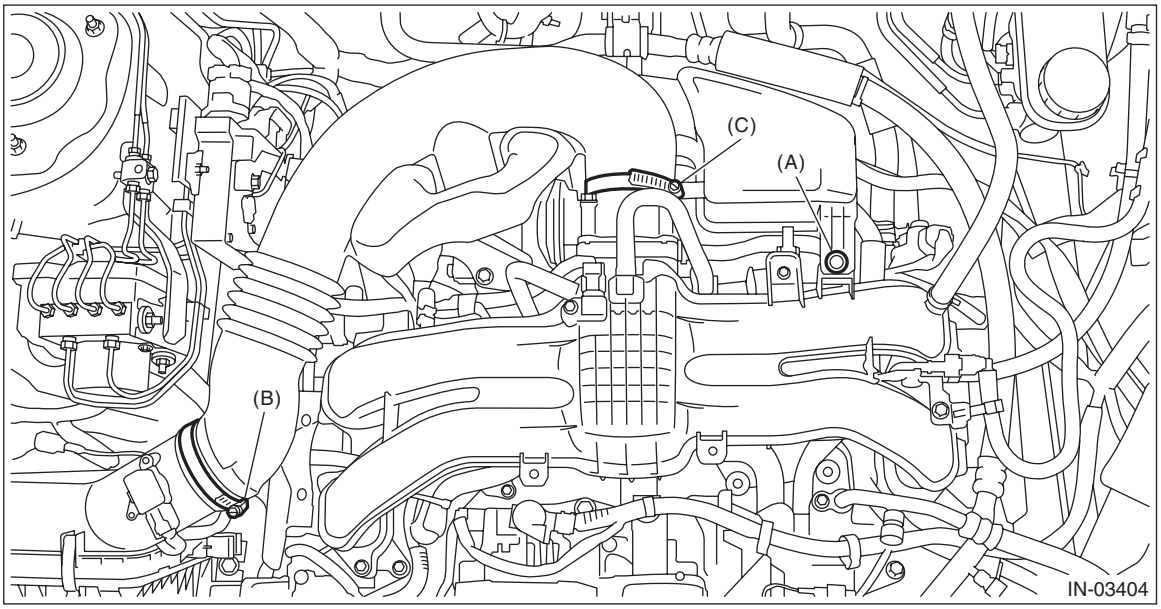
<Ref. to CVT(TR580)-45, Road Test.> <Ref. to CVT(TR690)-47, Road Test.>

9. MT Gear Select Cable

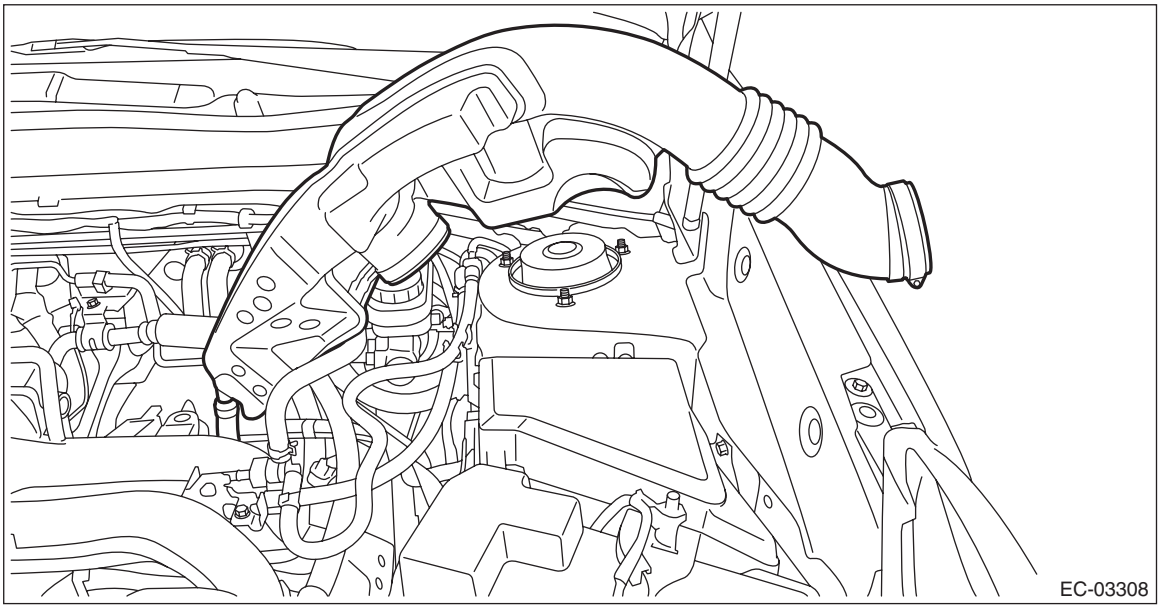
A: REMOVAL

CAUTION:
Always use new MT gear select cable if the cable is removed from selector lever COMPL of transmission side.

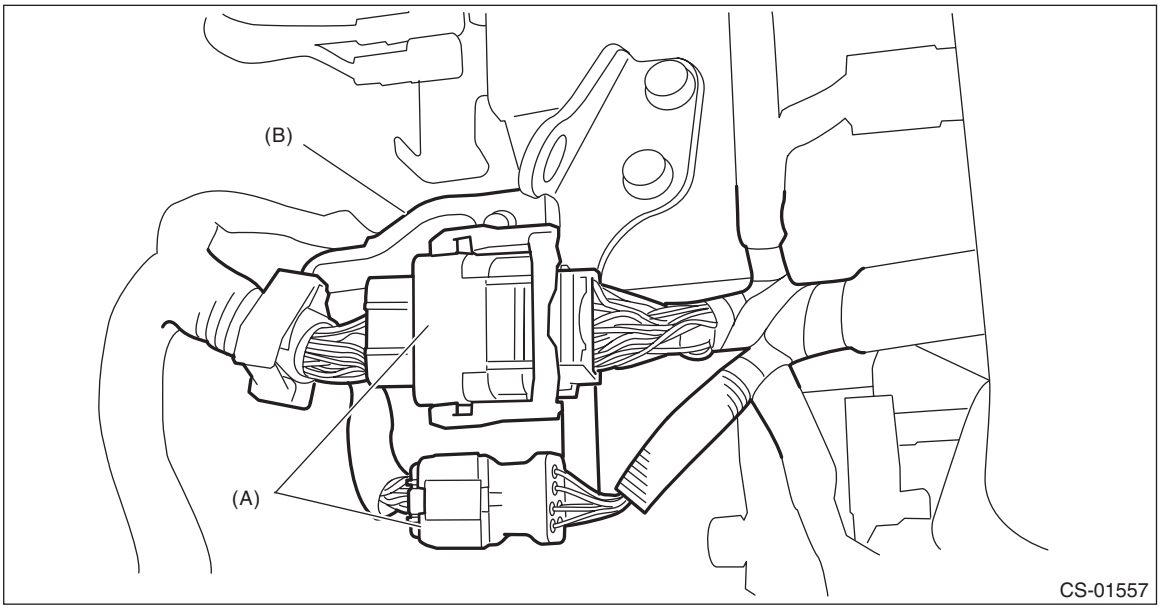
1) Disconnect the ground cable from battery.
2) Remove the clip (A) from the air intake boot.
3) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
4) Loosen the clamp (C) which connects the air intake boot and throttle body.



5) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.

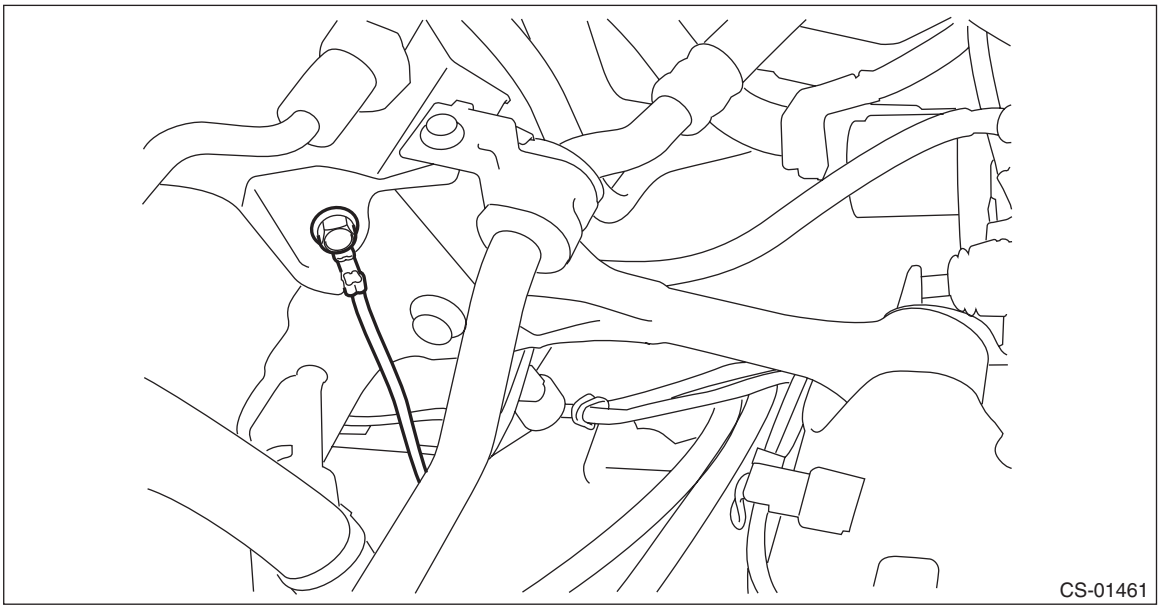


6) Disconnect the engine harness connectors, then remove the harness bracket.

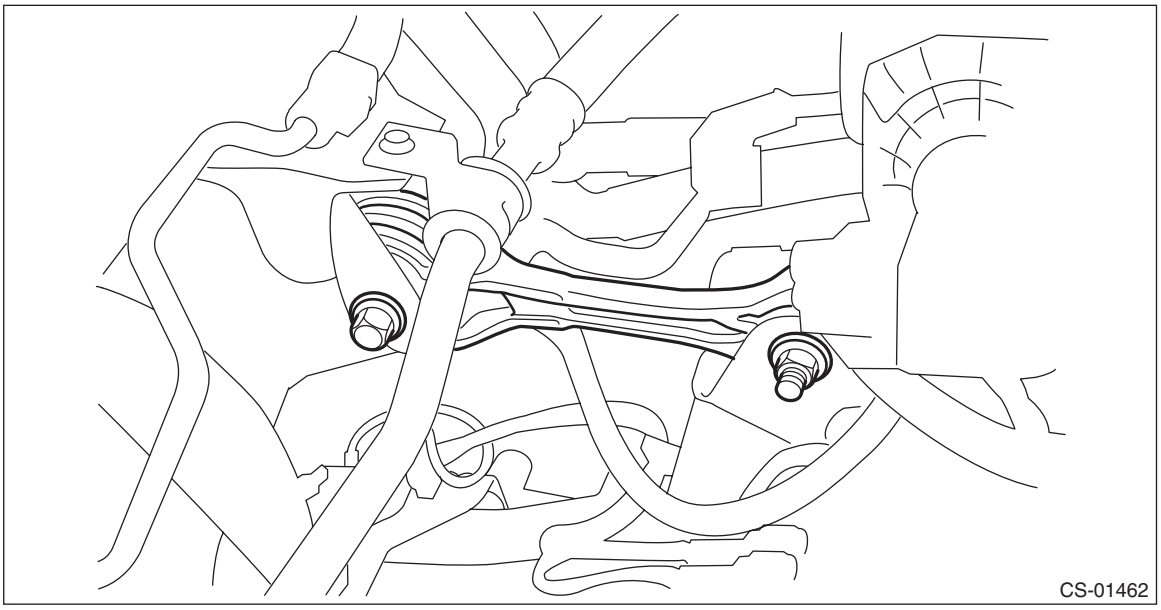


(A) Engine harness connectors (B) Harness bracket

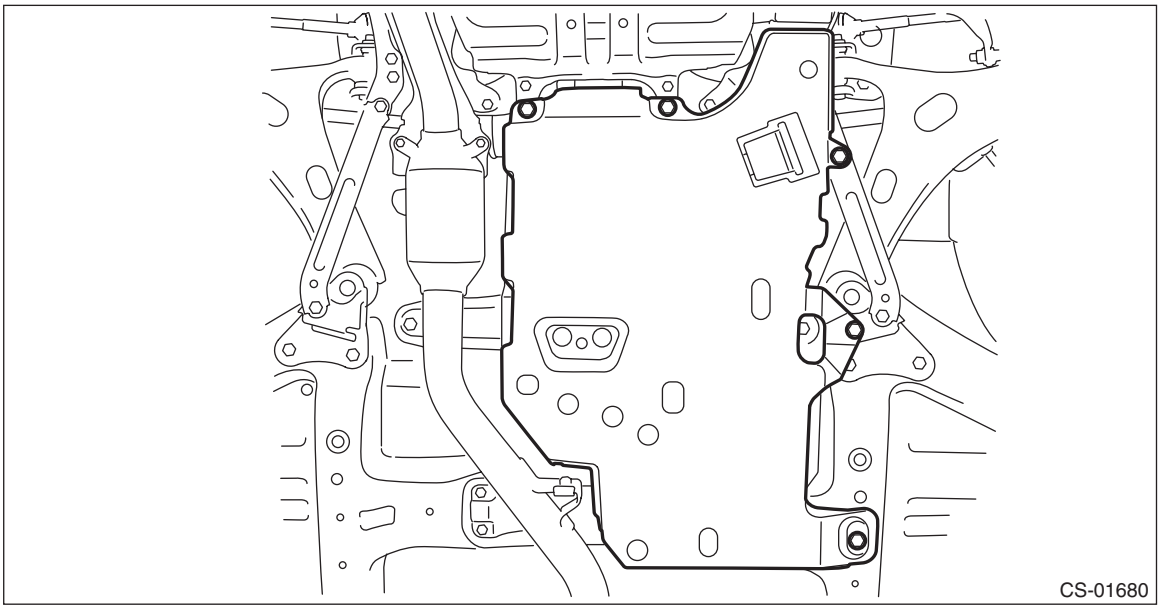
7) Disconnect the transmission radio ground cord terminal.



8) Remove the pitching stopper.

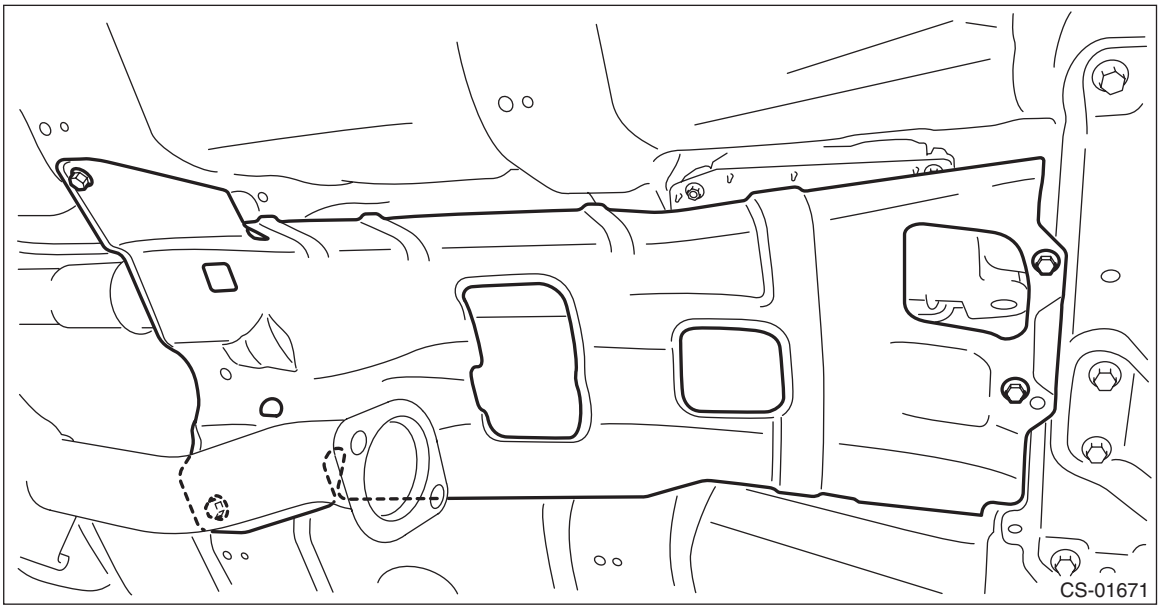


9) Lift up the vehicle.
10) Remove the transmission under cover.

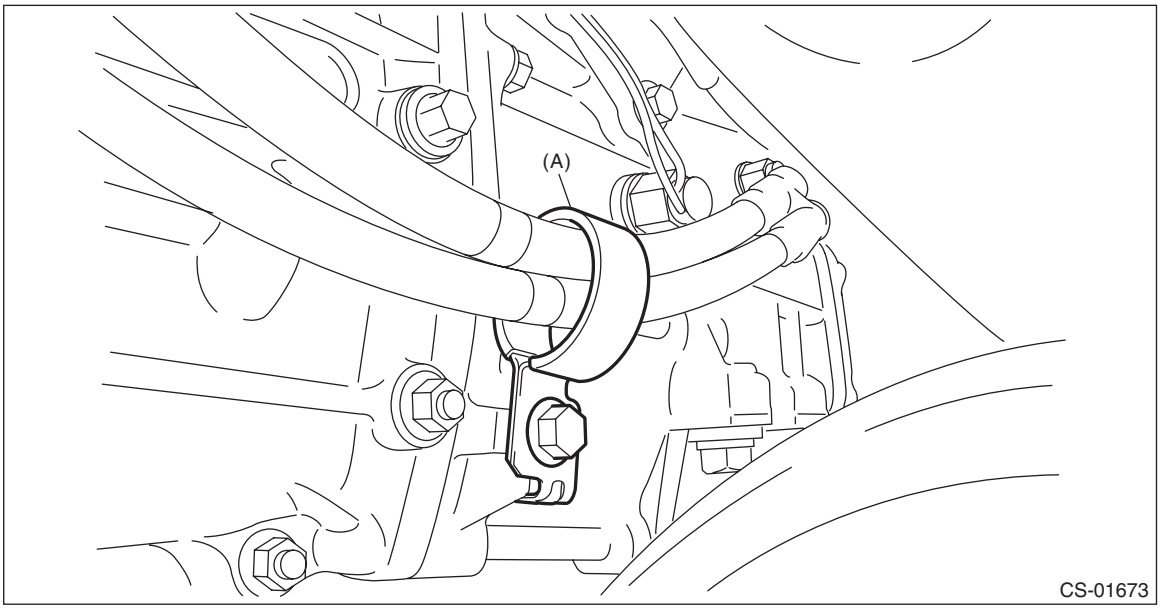


11) Remove the center exhaust pipe. <Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>

12) Remove the center exhaust cover.



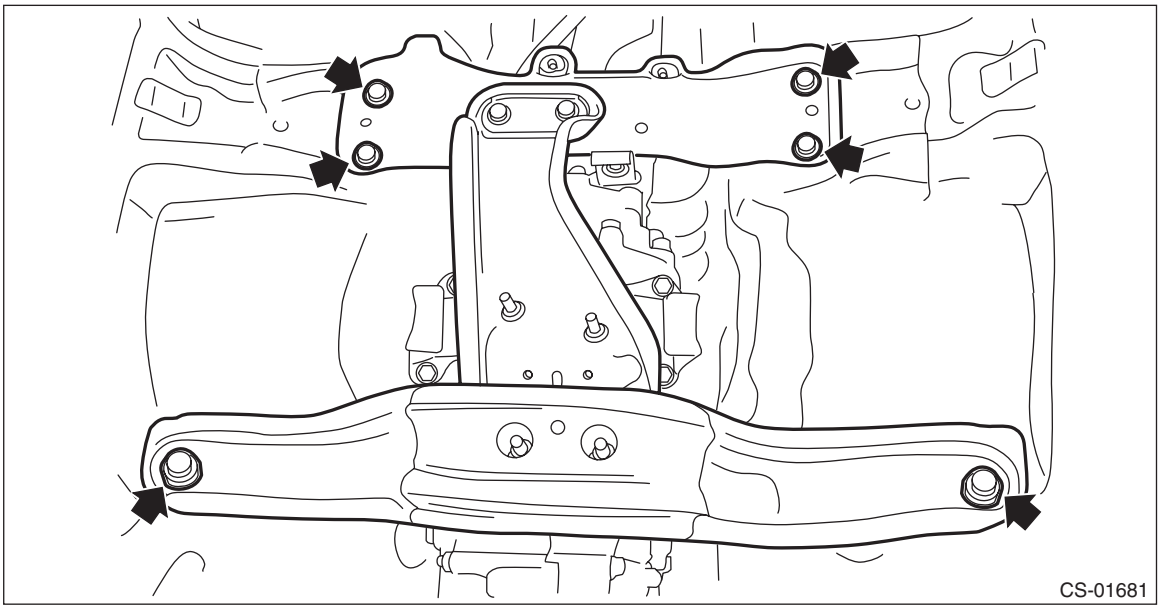
13) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
14) Remove the cable clamp and take out the MT gear select cable from the clamp.



(A) Cable clamp

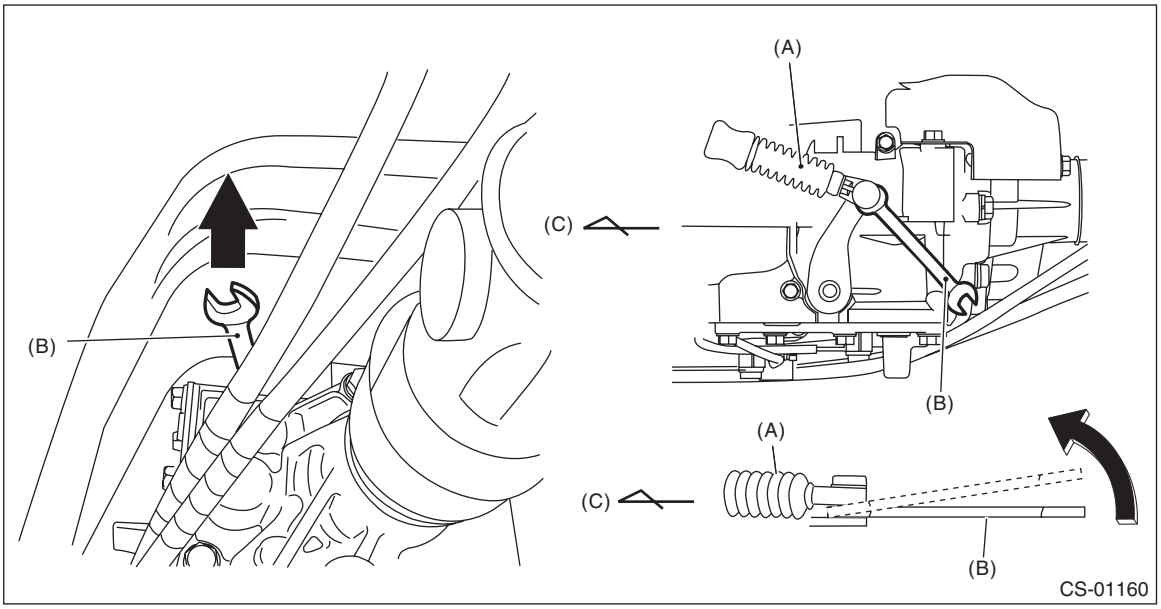
15) Place the transmission jack under the transmission.

16) Remove the mounting bolt of front crossmember and rear crossmember, and lower the transmission approx. 100 mm (4 in).



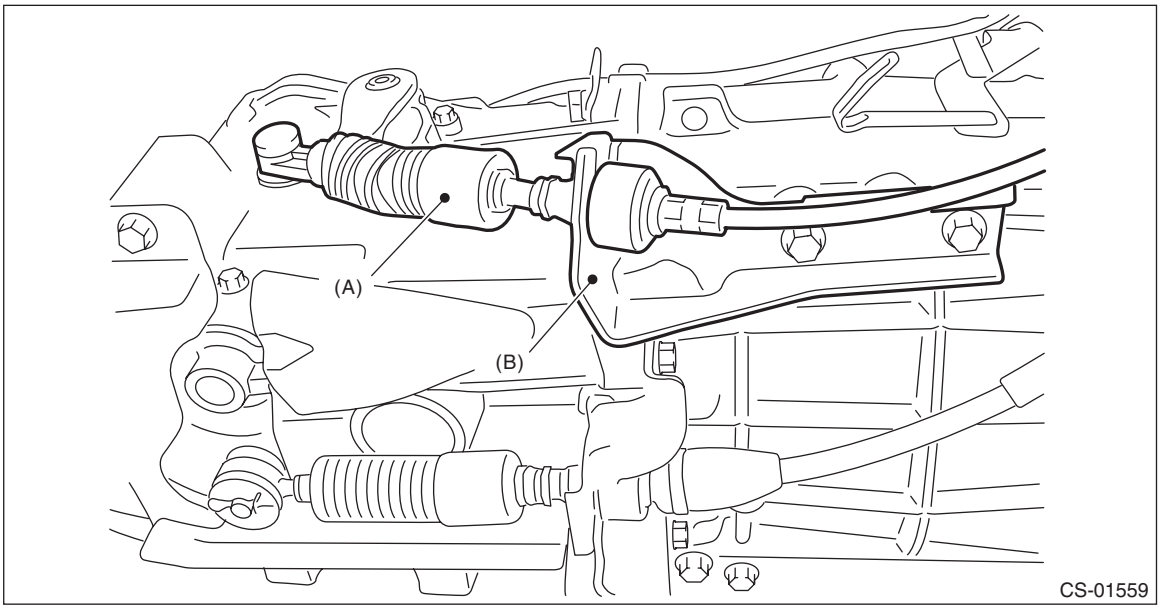
17) Insert a spanner between the selector lever COMPL and the MT gear select cable, and remove the MT gear select cable by raising the handle.

NOTE:
- Use a spanner with 11 to 13 in size.
- The thickness of the spanner must not exceed 6 mm (0.2 in).



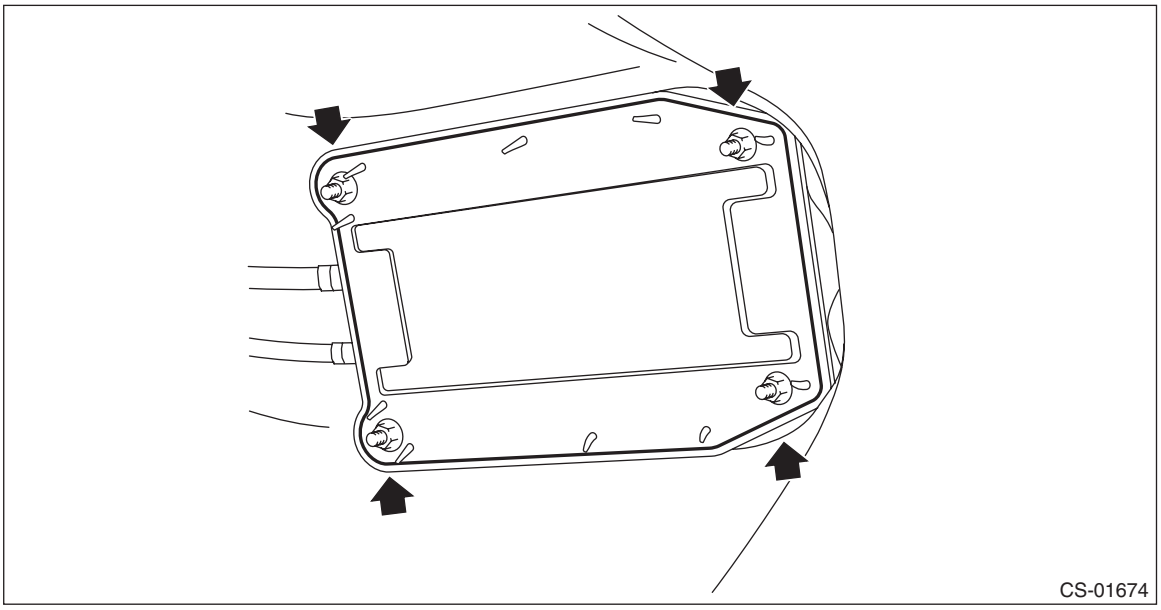
(A) MT gear select cable (B) Spanner (C) Forward

18) Remove the MT gear select cable and select bracket as a single unit from the transmission body.



(A) MT gear select cable (B) Select bracket

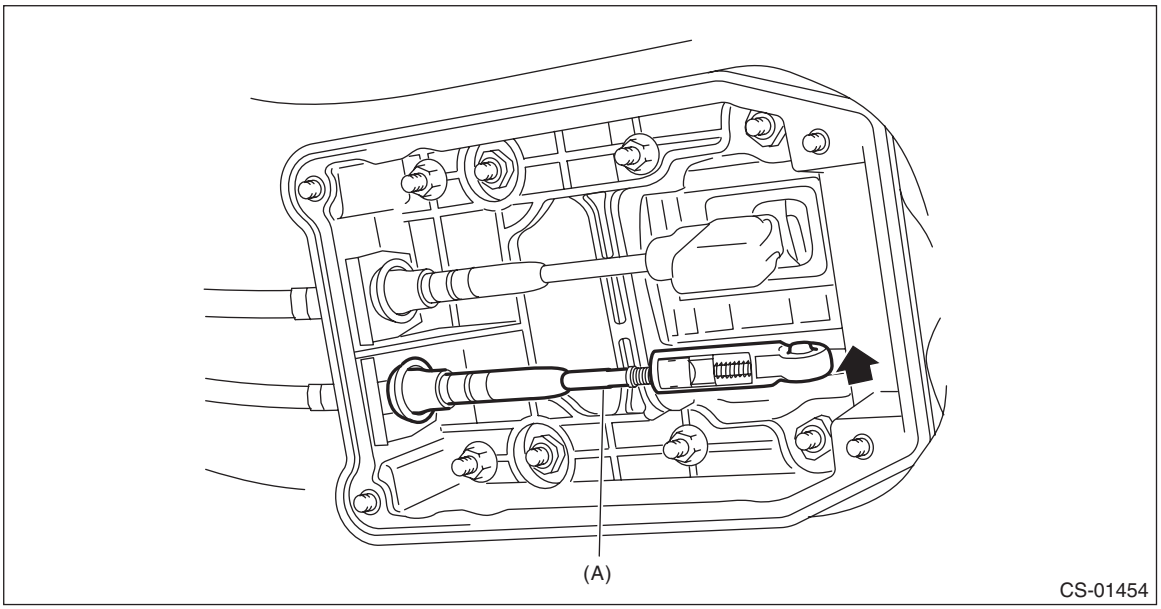
19) Remove the cable cover plate.



20) Disconnect the MT gear select cable.

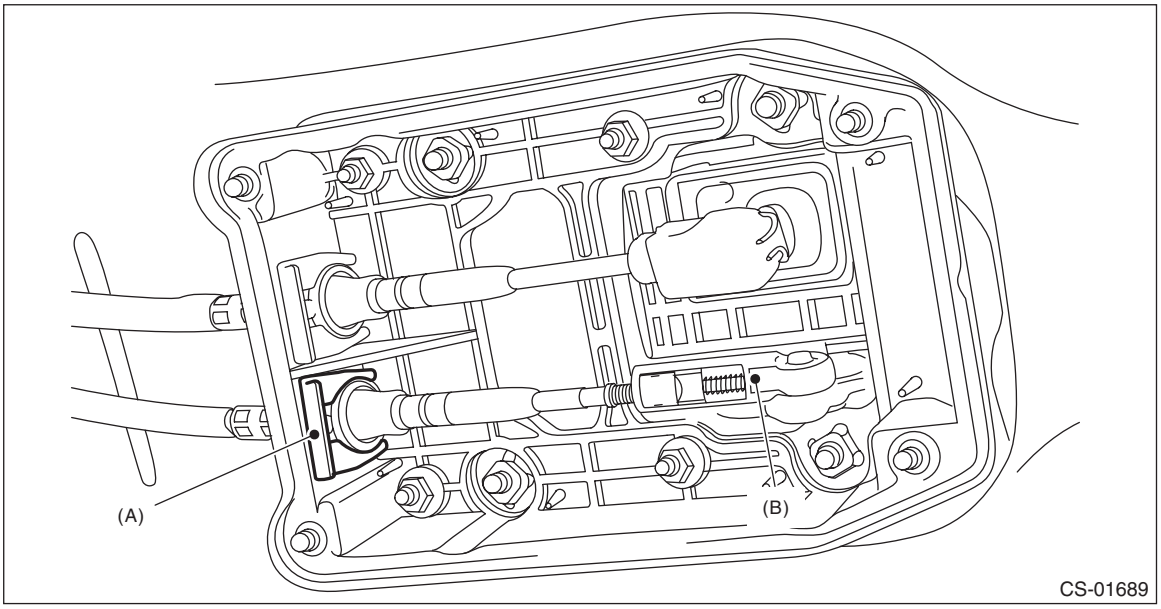
CAUTION:
Be careful not to deform the cable inner.

NOTE:
Push the MT gear select cable in the direction of arrow, and remove it.



(A) MT gear select cable

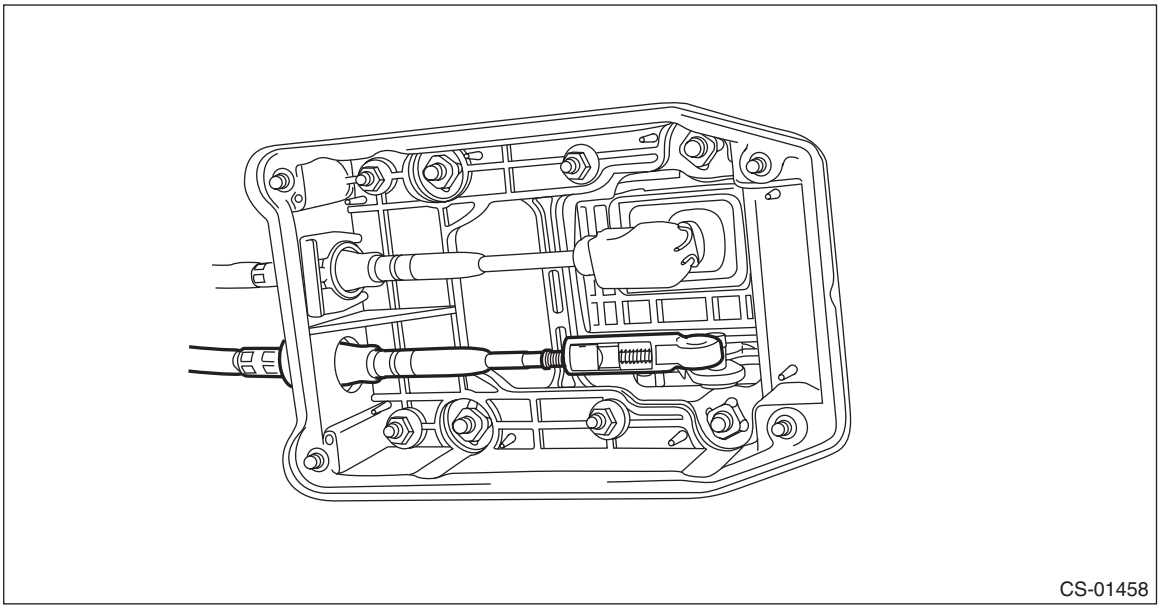
21) Remove the clamp which holds the MT gear select cable.



(A) Clamp (B) MT gear select cable

22) Pull out the MT gear select cable from cable cover assembly.

CAUTION:
Do not bend the MT gear select cable sharply.

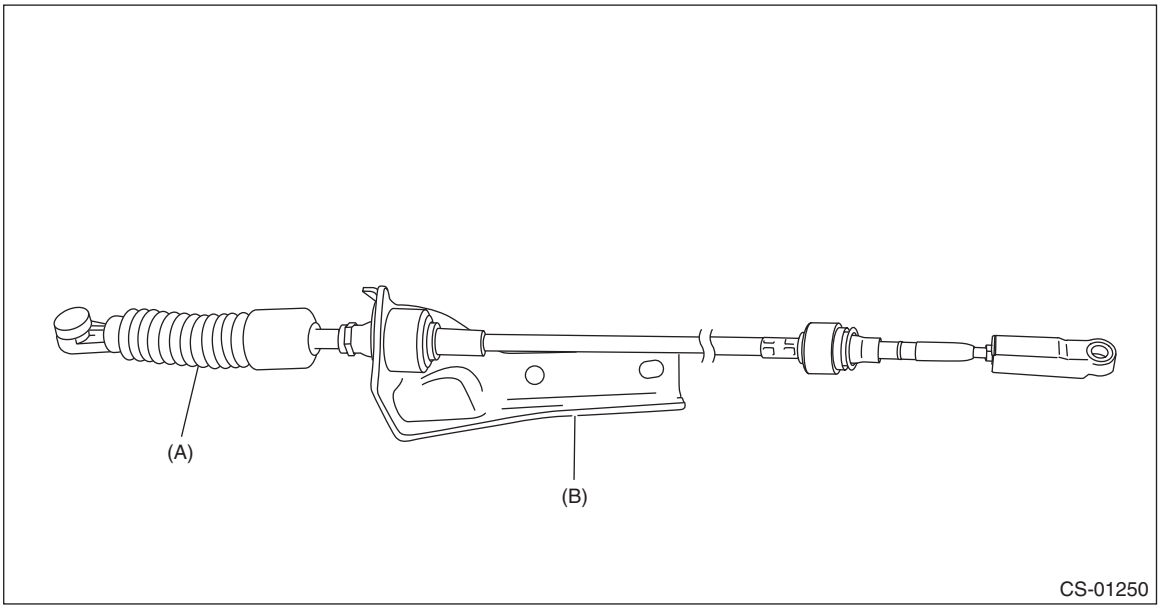


B: INSTALLATION

CAUTION:
• Always use new MT gear select cable if the cable is removed from selector lever COMPL of transmission side.
• Do not bend the MT gear select cable sharply.
• Do not twist the inner cable excessively.

1) Remove the MT gear select cable from the select bracket.

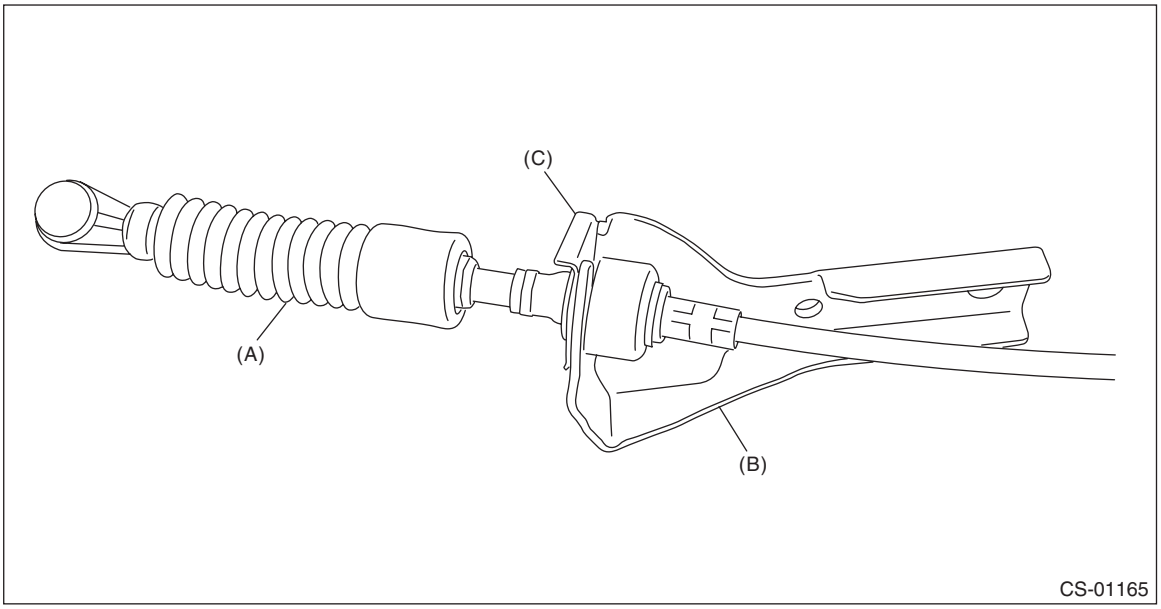
CAUTION:
Check for assembling position before removing the MT gear select cable from the select bracket.



(A) MT gear select cable (B) Select bracket

2) Set to the new MT gear select cable to the select bracket and secure it with the clamp.

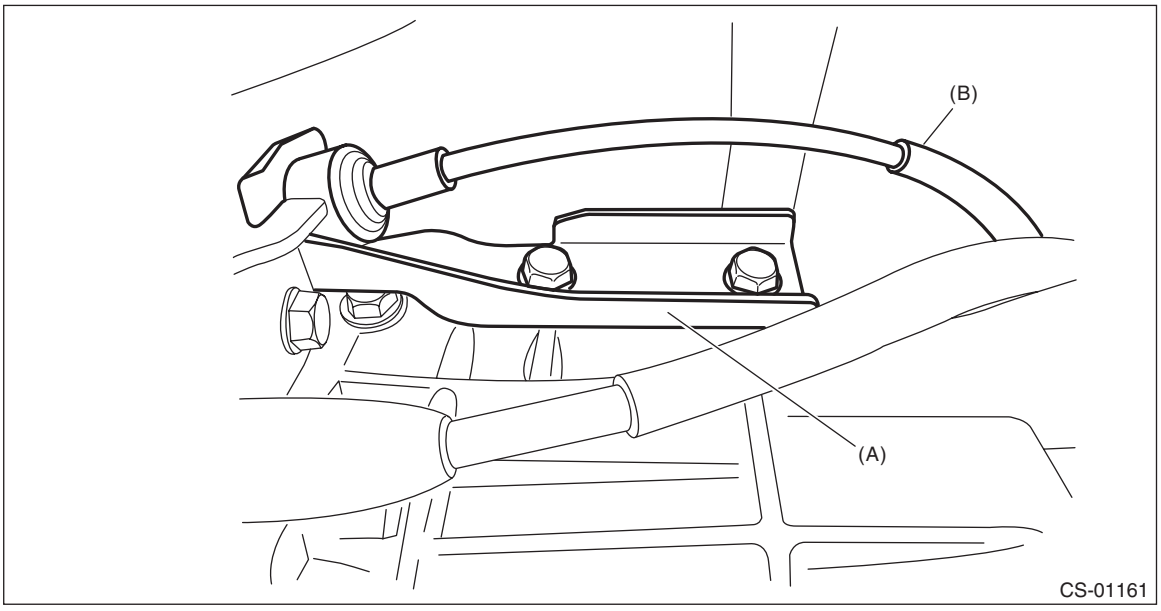
CAUTION:
Be careful not to mistake the MT gear select cable installing direction.



(A) MT gear select cable (B) Select bracket (C) Clamp

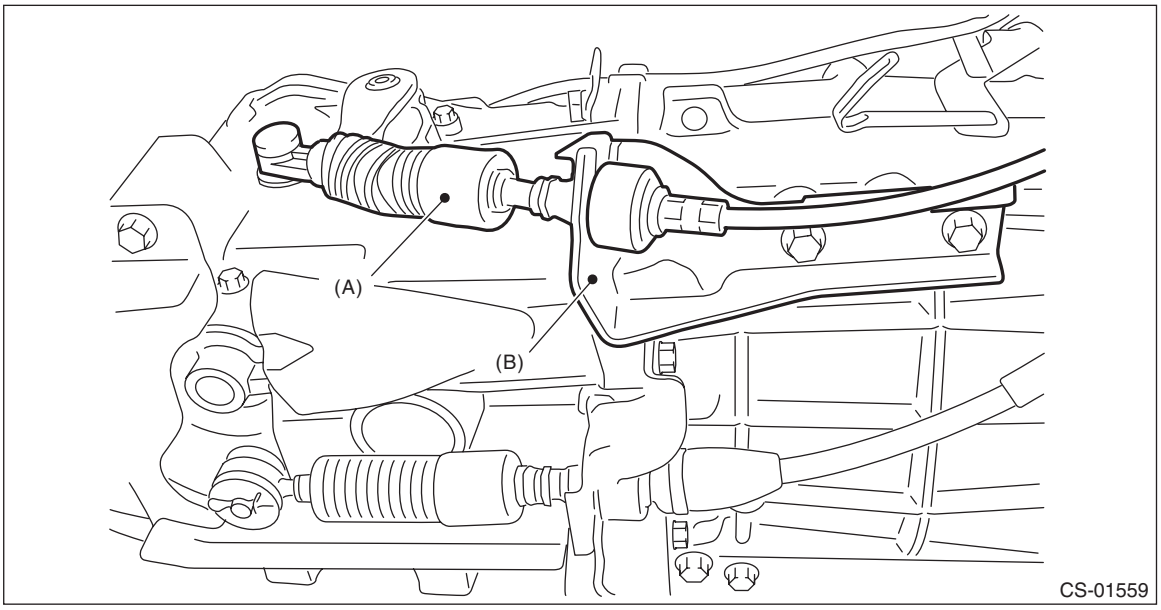
3) Install the MT gear select cable and select bracket as a single unit to the transmission body.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



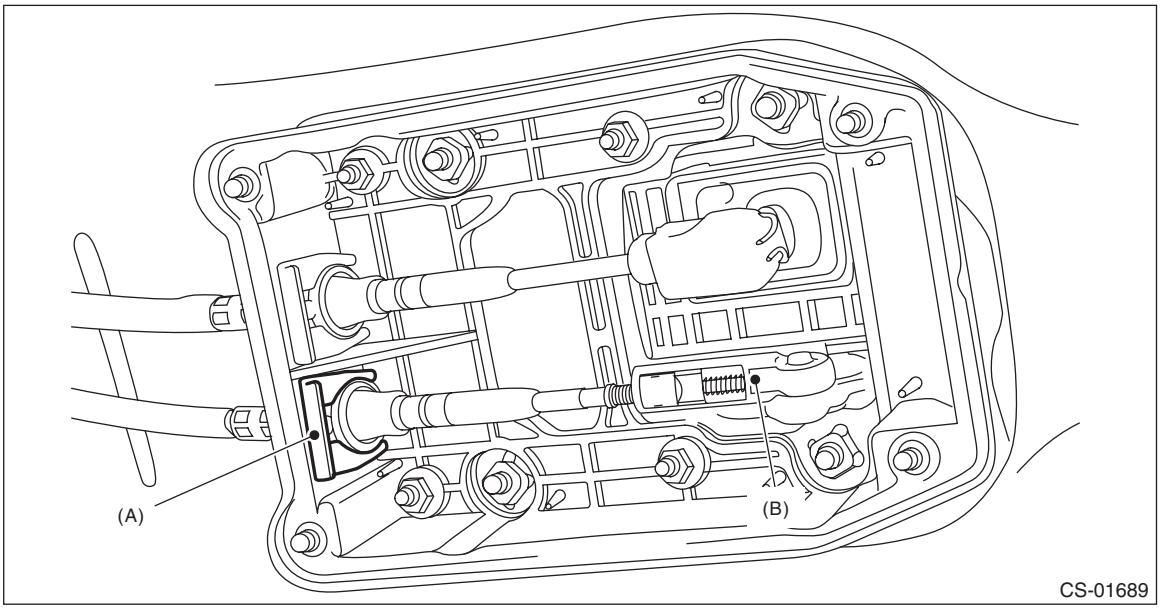
(A) Select bracket (B) MT gear select cable

4) Install the MT gear select cable to the select lever COMPL.



(A) MT gear select cable (B) Select bracket

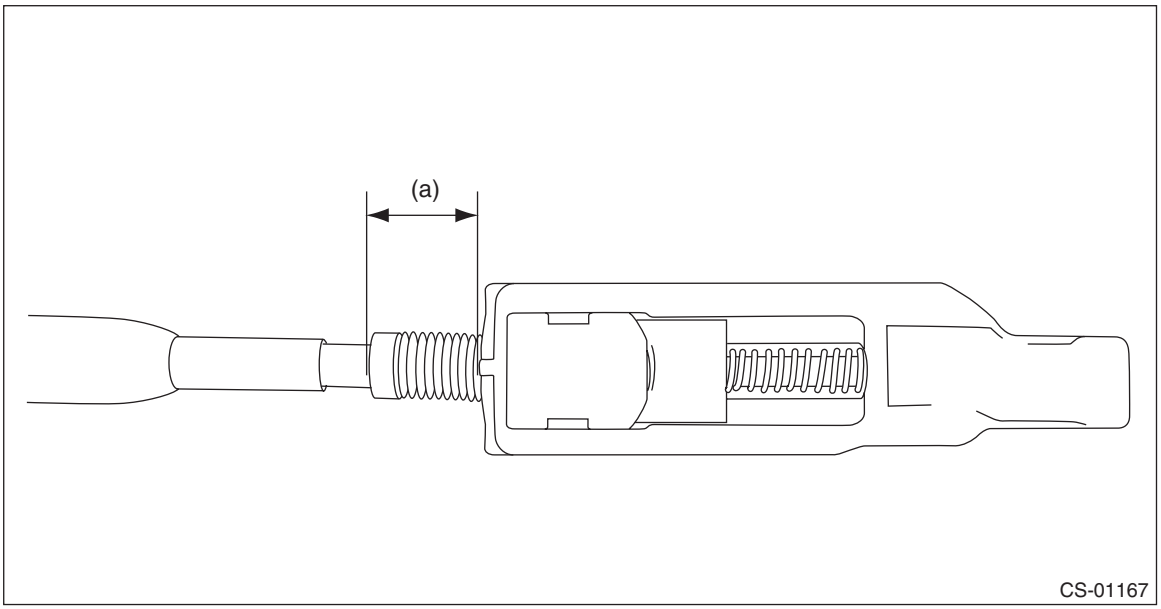
5) Insert the MT gear select cable into cable cover assembly, and secure it with the clamp.



(A) Clamp (B) MT gear select cable

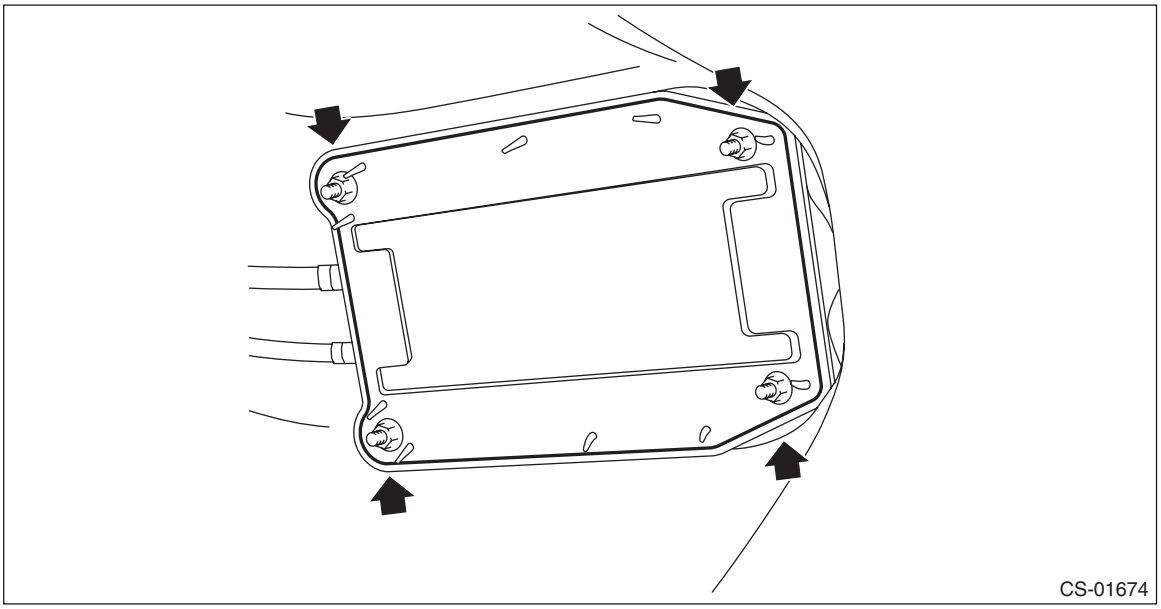
6) Measure the exposed length (a) of MT gear select cable. If out of specification, adjust the MT gear select cable. <Ref. to CS-93, ADJUSTMENT, MT Gear Select Cable.>

Exposed length (a) of MT gear select cable:
Specification: 11 mm (0.4 in)



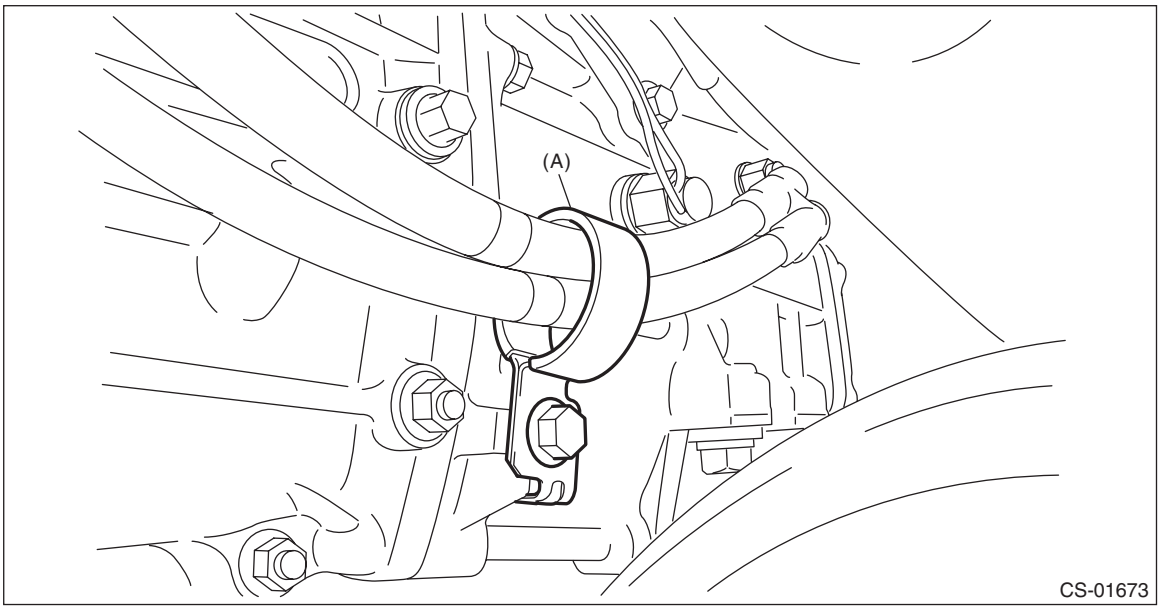
7) Connect the MT gear select cable.
8) Attach the cable cover plate.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



9) Insert the MT gear select cable into cable clamp, and install to the transmission.

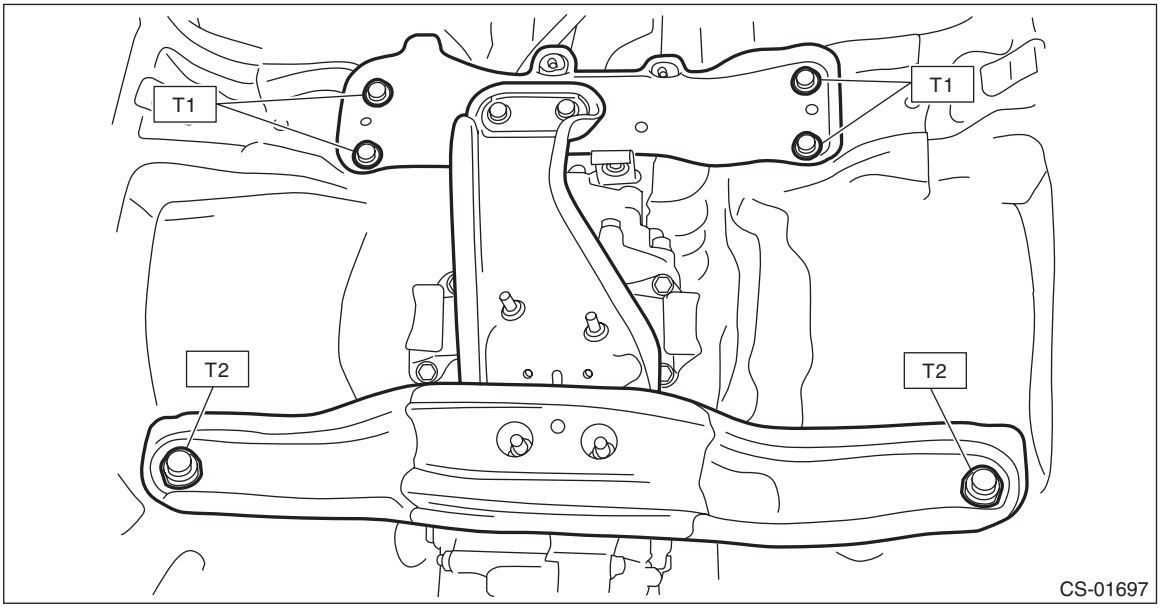
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



(A) Cable clamp

10) Raise the transmission jack, install the front crossmember and rear crossmember.

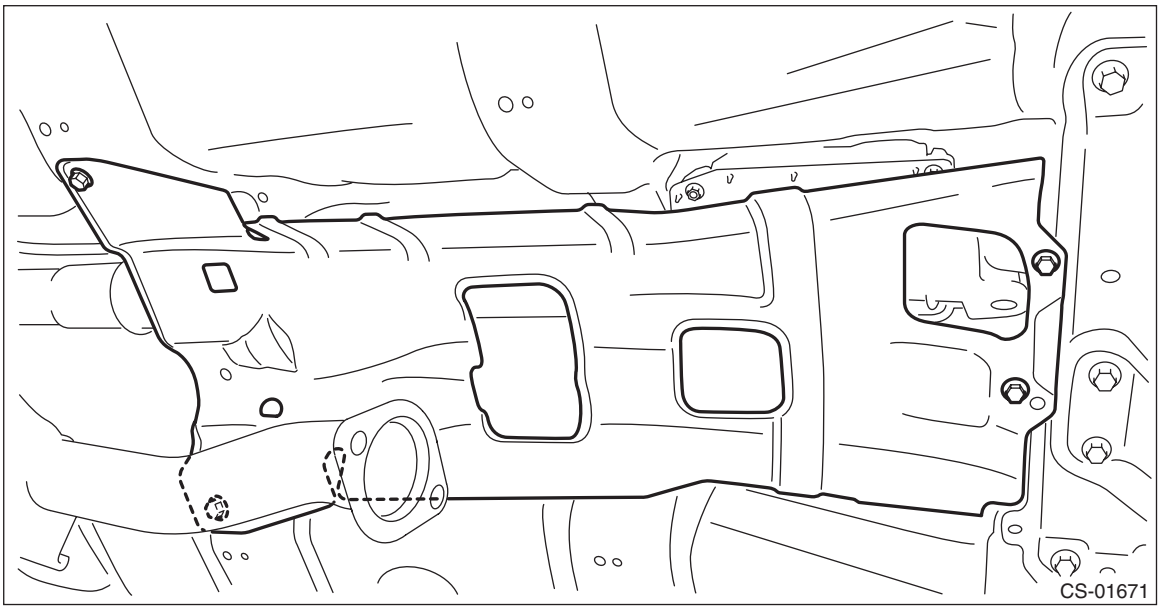
Tightening torque:
T1: 70 N·m (7.1 kgf-m, 51.6 ft-lb)
T2: 140 N·m (14.3 kgf-m, 103.3 ft-lb)



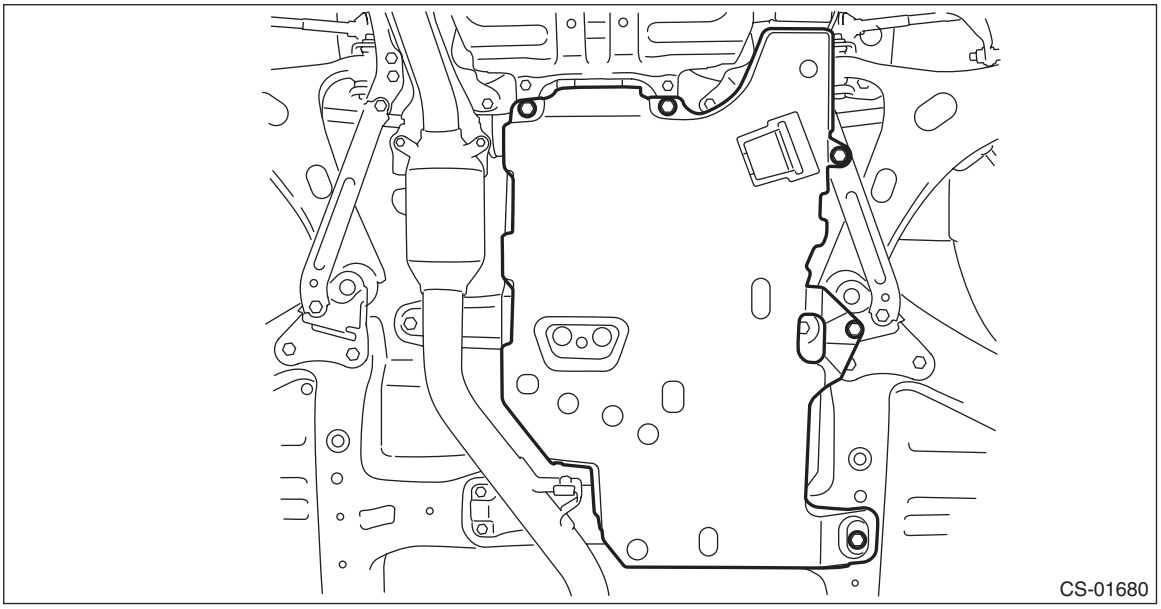
11) Take out the transmission jack.
12) Install the propeller shaft. <Ref. to DS-14, INSTALLATION, Propeller Shaft.>

13) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



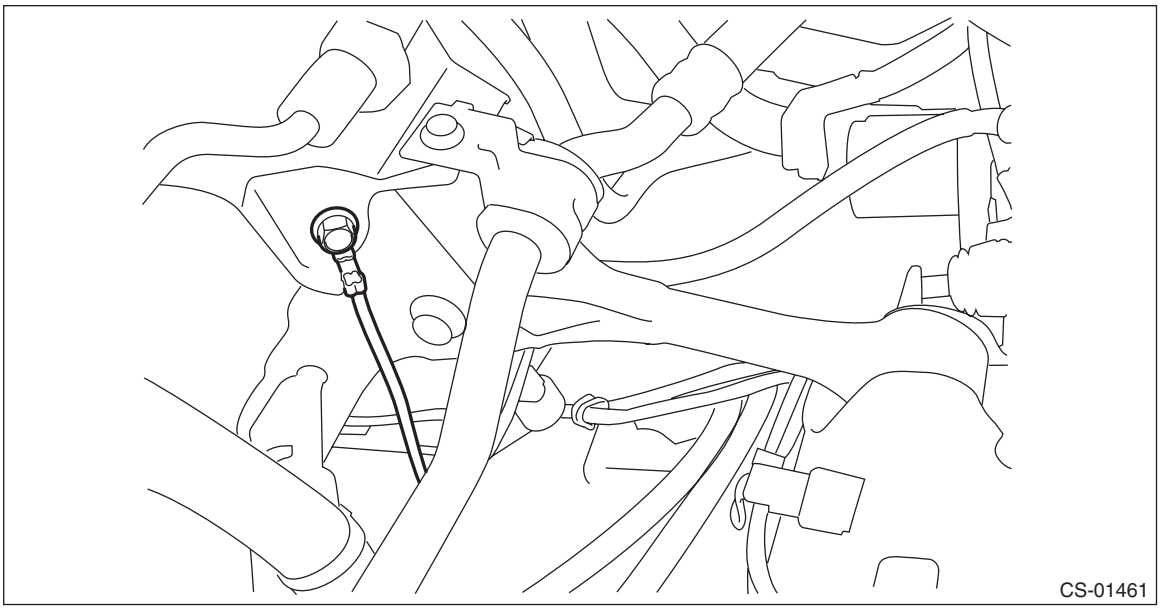
14) Install the center exhaust pipe. <Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
15) Install the transmission under cover.



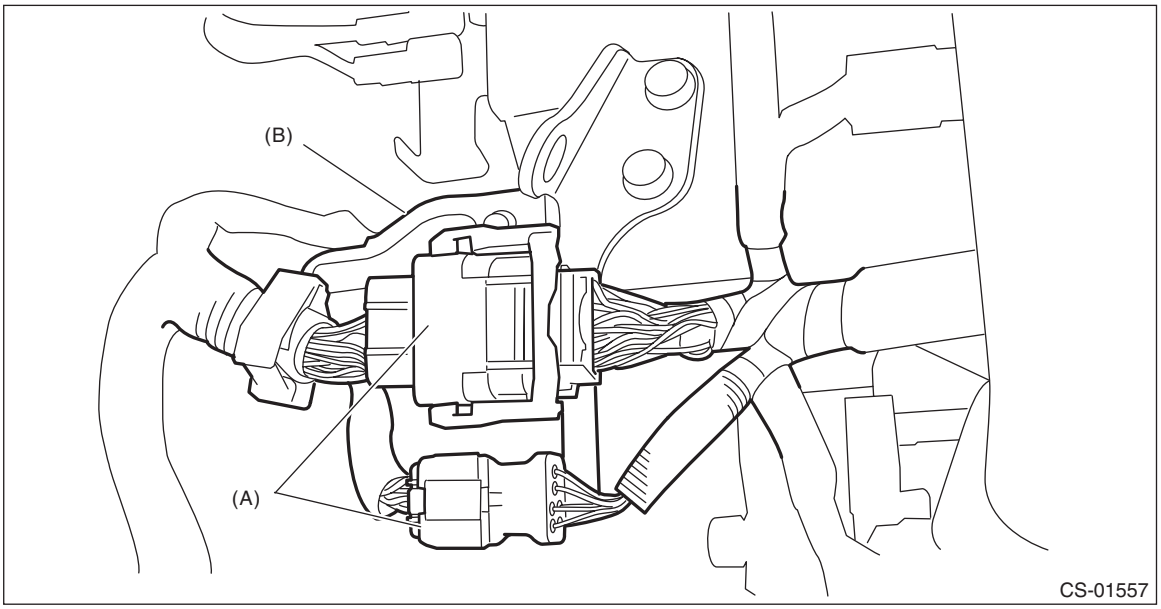
16) Lower the vehicle.
17) Install the pitching stopper. <Ref. to 6MT-34, PITCHING STOPPER, INSTALLATION, Transmission Mounting System.>

18) Install the transmission radio ground cord terminal.

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



19) Connect the engine harness connector, then attach the harness bracket.



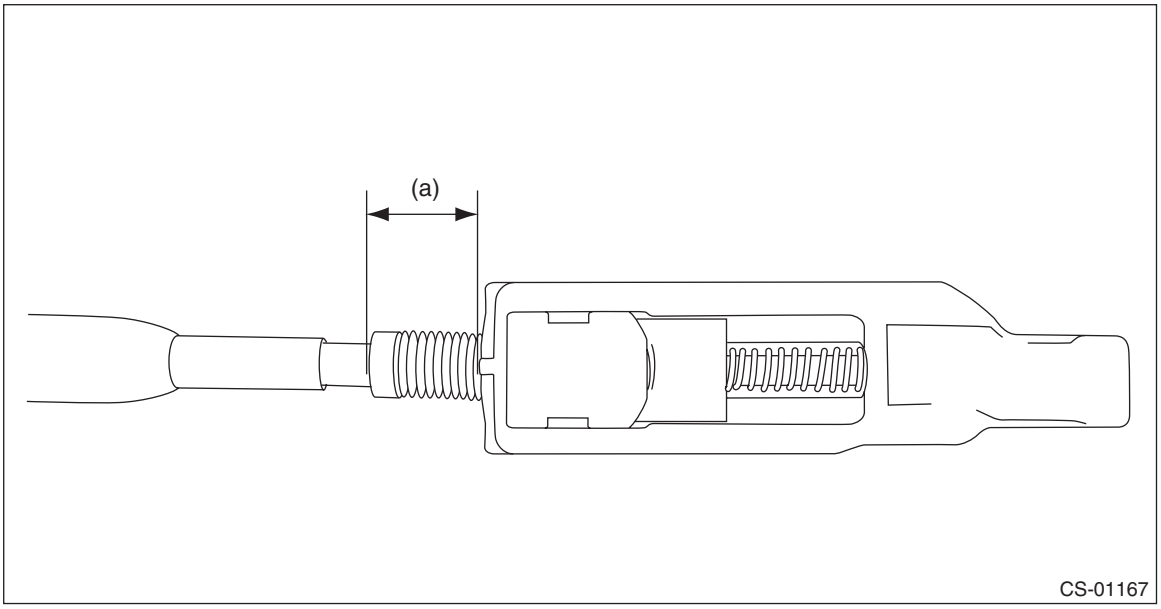
(A) Engine harness connectors (B) Harness bracket

20) Install the air intake boot. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
21) Connect the battery ground terminal.
22) Make sure the gears can be shifted accurately into each gear.

C: INSPECTION

1) Check that exposed length (a) of MT gear select cable is within specification.

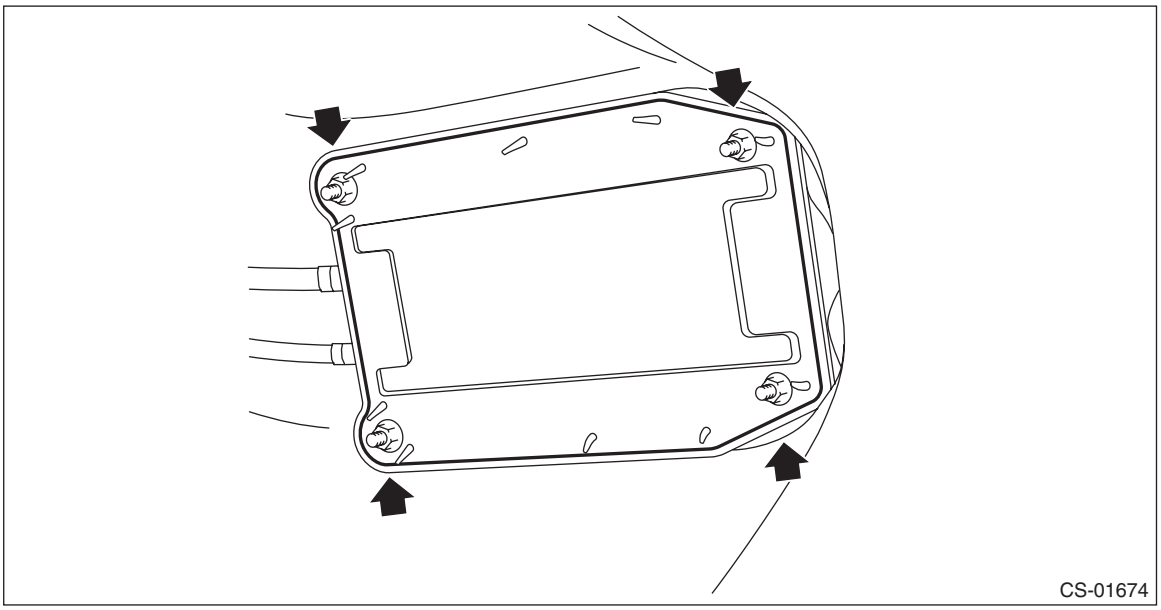
Exposed length (a) of MT gear select cable:
Specification: 11 mm (0.4 in)



2) If it is not within the specification, perform the adjustment. <Ref. to CS-93, ADJUSTMENT, MT Gear Select Cable.>

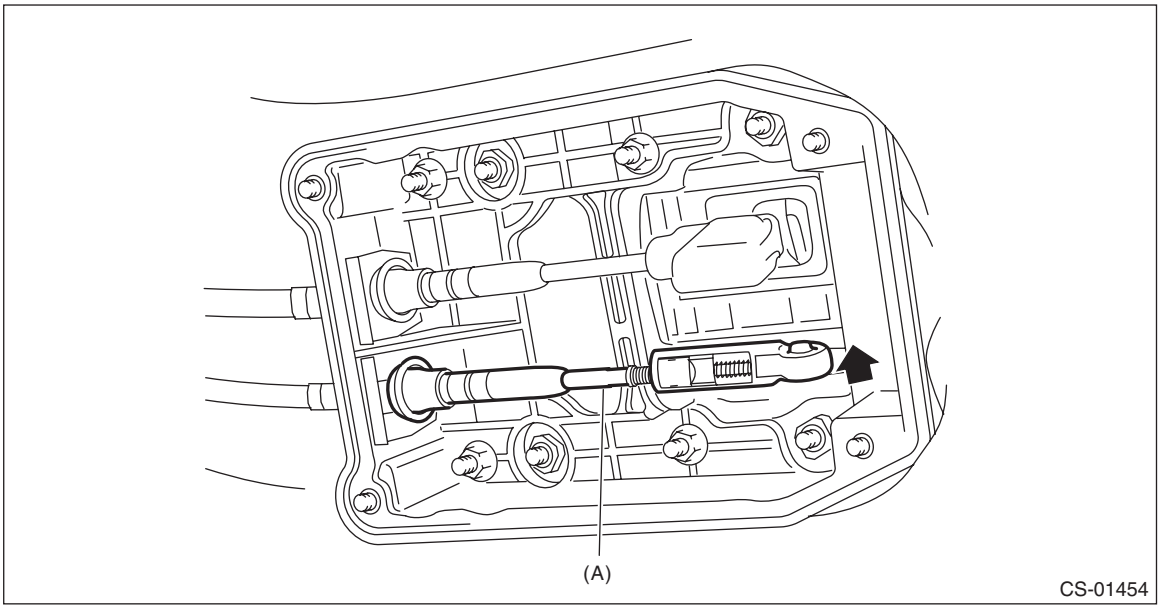
D: ADJUSTMENT

NOTE:
Two person are required to perform the MT gear select cable adjustment. (Only the step 7) requires two workers.)
1) Shift the select lever to the 6th.
2) Remove the cable cover plate.



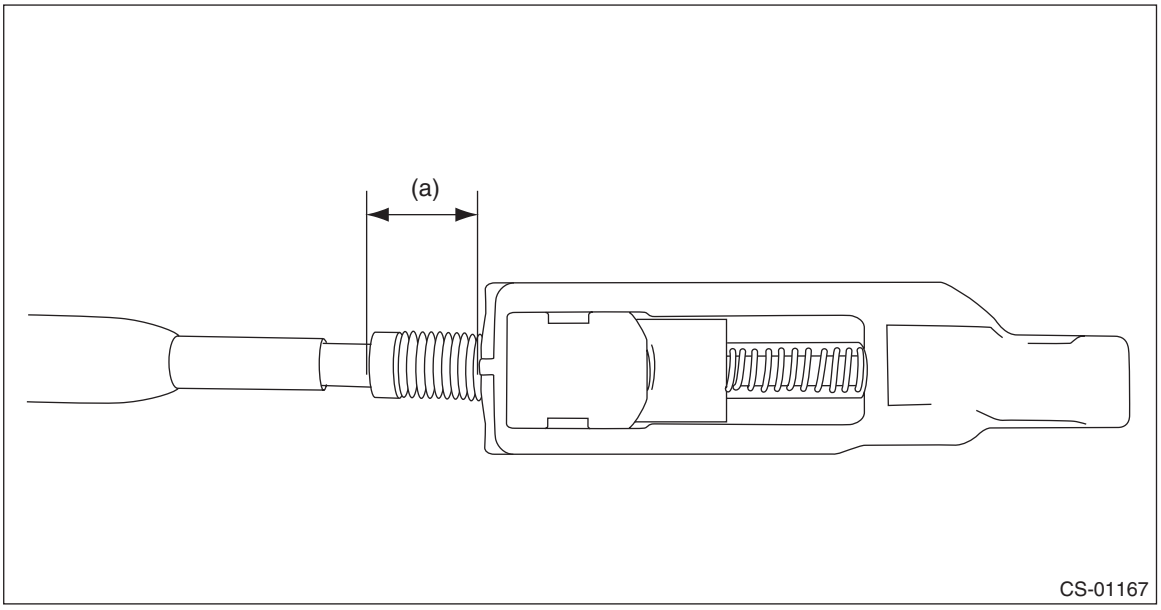
3) Disconnect the MT gear select cable.

NOTE:
Push the MT gear select cable in the direction of arrow, and remove it.



(A) MT gear select cable

4) Measure the exposed length (a) of MT gear select cable.

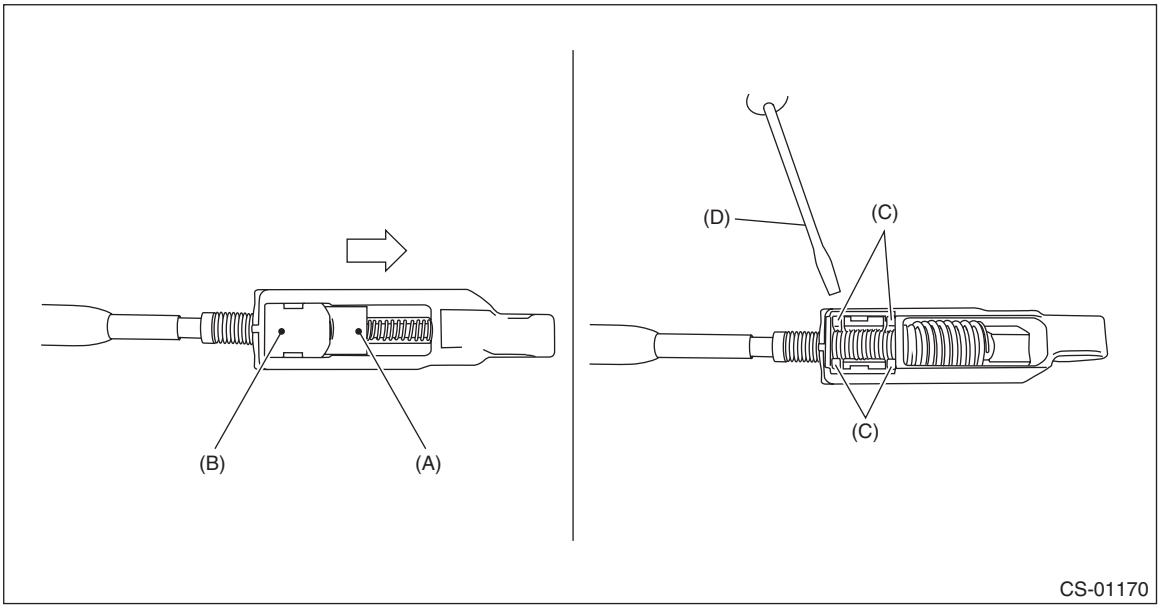


(a) Measurement value

5) Slide the slider (green) in the direction of the arrow and release the lock piece (pink) by using flat tip screwdriver etc.

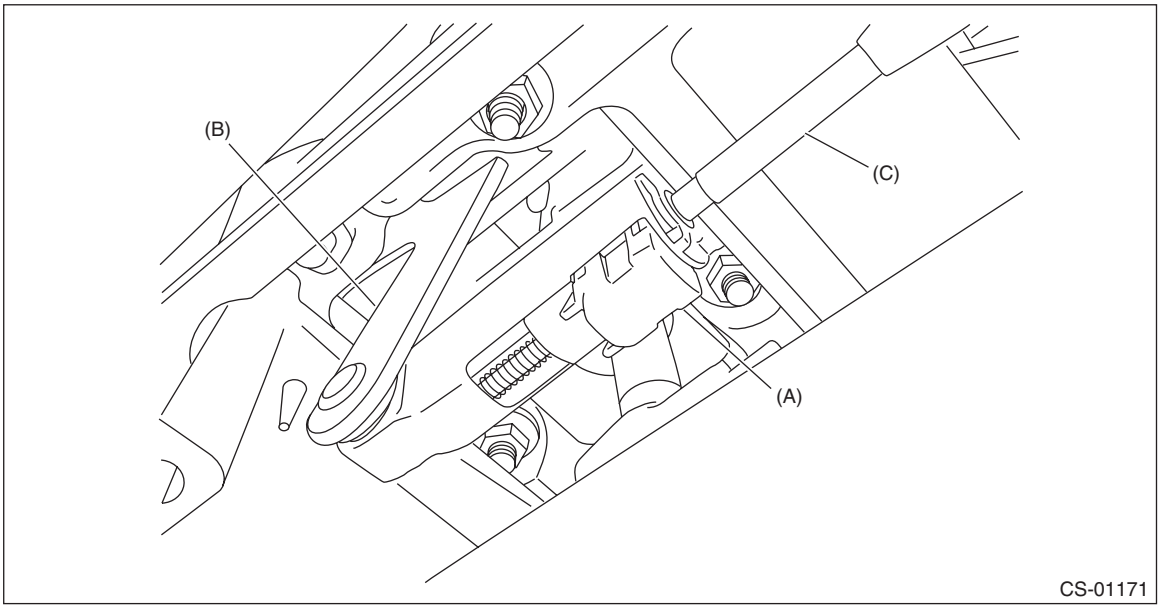
CAUTION:
Lock piece is easily damaged for the resin. When the lock piece is broken, replace the new MT gear select cable.

NOTE:
Rotate the MT gear select cable to 180 degrees, slide the slider in the direction of the arrow and push the claw of lock piece.



(A) Slider
(B) Lock piece
(C) Claw
(D) Flat tip screwdriver

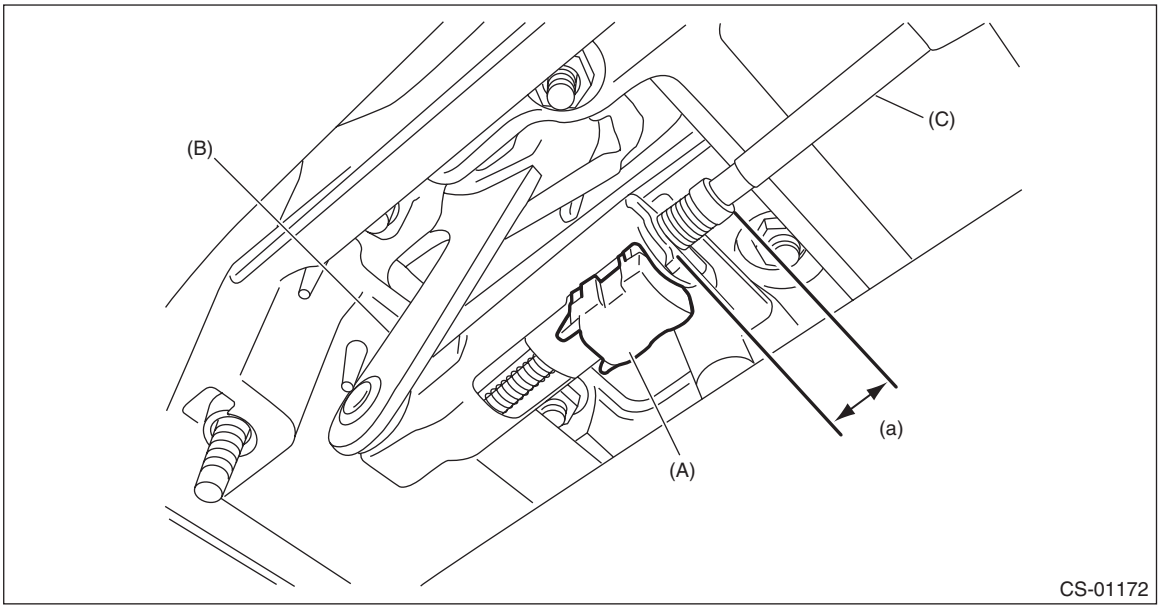
6) Connect the MT gear select cable to the select lever, with the lock piece released.



(A) Lock piece
(B) Select lever
(C) MT gear select cable

7) Move the select lever to the Rev side, keep the exposed length (a) of MT gear select cable to 11 mm (0.4 in), and push the lock piece.

NOTE:
Pull up the slider of the gear shift lever assembly, move to the Rev side.

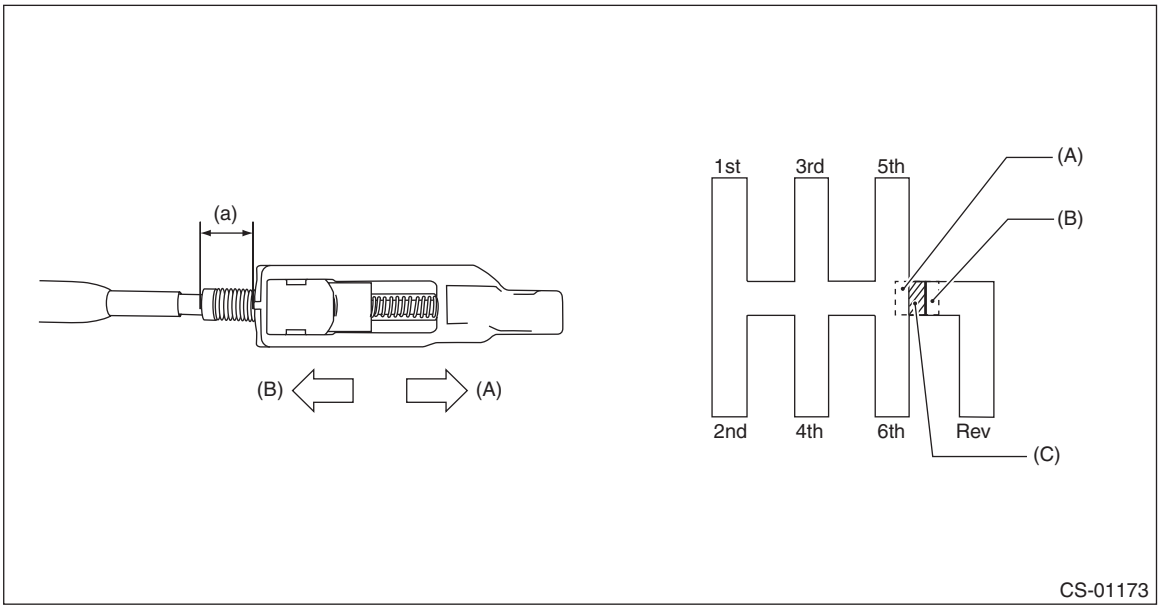


(a) Exposed length 11 mm (0.4 in)

(A) Lock piece (B) Select lever (C) MT gear select cable

8) Shift to 5th ←→ 6th and Rev, and check for stuck.
9) If no fault is found in the shift and select operation, restore the vehicle.

10) If the shifting operation is not smooth, readjust the exposed length (a) of MT gear select cable by referring to the following figure.



(a) Exposed length of MT gear select cable

(A) Extend direction of exposed length of MT gear select cable

(B) Shorten direction of exposed length of MT gear select cable

(C) Specification of exposed length (a)

- If the shift cannot be inserted to push the reverse lock bracket 5th and 6th.

⇨ Extend the exposed length (a) of MT gear select cable.

- When operate the select lever to 4th → 5th, it cannot be operated at select lever crank line.

⇨ Shorten the exposed length (a) of MT gear select cable.

NOTE:
If it cannot adjust, replace the MT gear select cable.

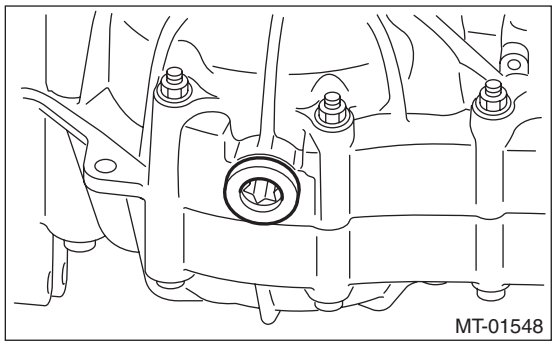
9. Preparation for Overhaul

A: PROCEDURE

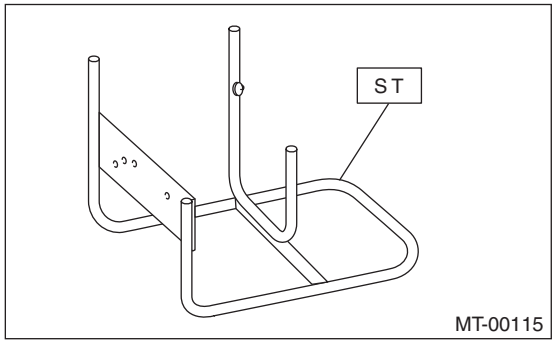
1) Clean oil, grease, dirt and dust from the transmission.
2) Using the TORX® bit T70, remove the drain plug, and drain the transmission gear oil completely.
3) Tighten the drain plug using TORX® bit T70.

NOTE:
Use a new gasket.

Tightening torque:
44 N·m (4.5 kgf-m, 32.5 ft-lb) (Aluminum gasket silver)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (Copper gasket, brown)
70 N·m (7.1 kgf-m, 51.6 ft-lb) (Metal gasket, black)



4) Attach the transmission to the ST.
ST 499937100 TRANSMISSION STAND



5) Apply oil to rotating parts before assembly.
6) All disassembled parts, if to be reused, should be reinstalled in the original positions and directions.
7) Gaskets, lock washers and lock nuts must be replaced with new ones.
8) Apply liquid gasket to the specified areas to prevent leakage.

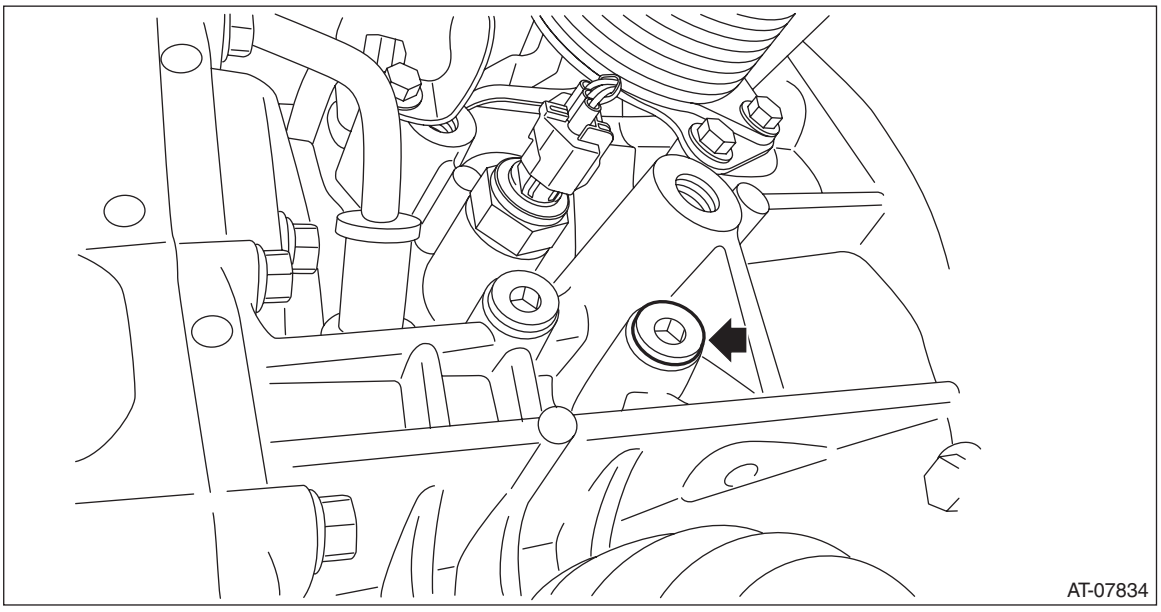
9. Secondary Pressure (Line Pressure) Test

A: INSPECTION

CAUTION:
Make sure no other person is around the vehicle during secondary pressure (line pressure) test measurement.

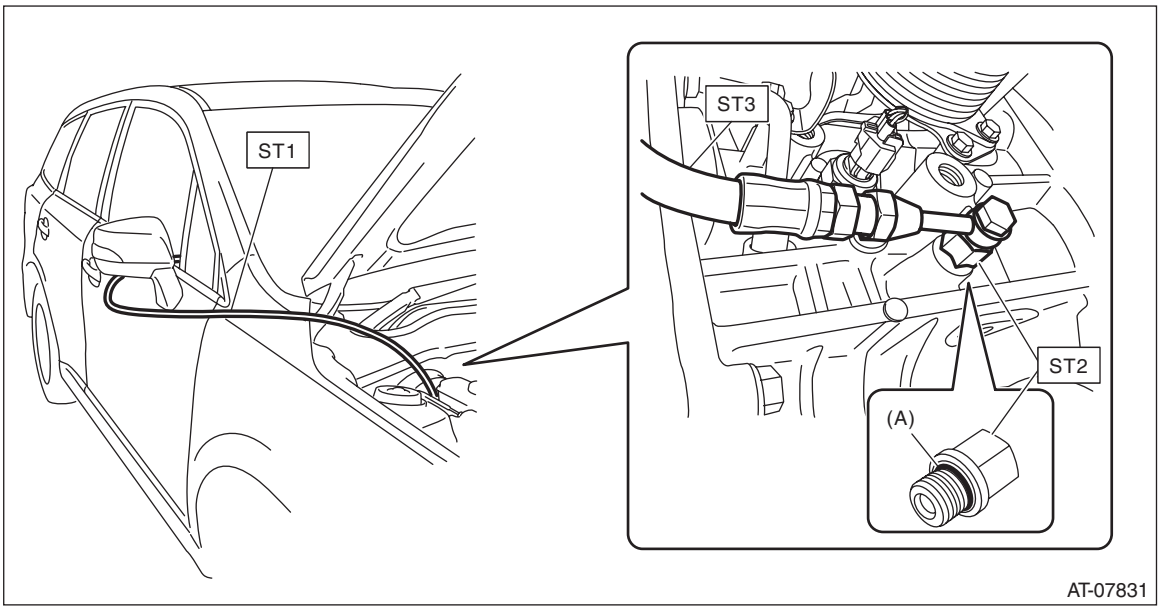
NOTE:
• If the pulley and variator chain, clutch or brake show signs of slipping or shift feel is not correct, check the secondary pressure (line pressure).
• Connect Subaru Select Monitor to vehicle so as to measure the engine speed and actual secondary pressure (secondary pressure (line pressure)).
• In many cases, slippage or inability to operate the vehicle may be due to insufficient oil pressure for the operation of clutch, brake or control valve.

1) Remove the front wheel RH.<Ref. to WT-5, REMOVAL, Tire and Wheel.>
2) Lift up the vehicle.
3) Remove the test plug for secondary pressure (line pressure).



4) Attach ST1, ST2 and ST3 to transmission.
ST1 18801AA000 OIL PRESSURE GAUGE ASSY
ST2 18681AA000 PRESSURE GAUGE ADAPTER
ST3 498897700 OIL PRESSURE ADAPTER SET

NOTE:
Use ST2 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806911080) attached.



(A) O-ring (genuine part)

5) Set the gauge so that it can be seen from the driver's seat.
6) Install the front wheel RH.<Ref. to WT-5, INSTALLATION, Tire and Wheel.>
7) Using the Subaru Select Monitor, check if the throttle valve operates when you depress the accelerator pedal.<Ref. to EN(H4DOTC)(diag)-37, DISPLAY CURRENT ENGINE DATA, OPERATION, Subaru Select Monitor.>
8) Check the engine oil level.<Ref. to LU(H4DOTC)-2, General Description.>
9) Check the coolant level.<Ref. to CO(H4DOTC)-13, Engine Coolant.>
10) Adjust the CVTF level.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
11) Increase the CVTF temperature to 60 — 80°C (140 — 176°F) by idling the engine with the select lever shifted to "N" or "P" range.
12) Shift the select lever to "D" range.
13) Depress the accelerator pedal to the full while fully depressing the foot brake pedal with your left foot.

14) Immediately after the engine speed becomes steady, record the reading of the secondary pressure (line pressure), engine speed and actual secondary pressure on Subaru Select Monitor. And then release the accelerator pedal. Shift the select lever to “N” range. Let the engine idle for one minute or more to cool it down.

NOTE:
• Do not continue the stall test for 5 seconds or more at a time (from fully closed throttle, fully open throttle to secondary pressure (line pressure) reading). Failure to follow this instruction will cause the engine oil and CVTF to deteriorate and the clutch and brake to be adversely affected.
• After performing the secondary pressure (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.
• Under each condition, check that the measured pressure matches almost totally with actual secondary pressure.
• When both measured pressure and actual secondary pressure are out of specification, judge as control valve malfunction.
• The value at stall is for reference because the pressure changes under different conditions or circumstances.
• The value at idling is steady because it is not affected by any condition or circumstance.

Secondary pressure (line pressure) standard				
	Range	Throttle	Brake	Secondary pressure (line pressure) (MPa (kgf/cm^2, psi))
Stall	D, R	Full open	ON	4.5 — 6 (45.9 — 61.2, 652 — 870)
Idling	P, N	Full closed	OFF	0.5 — 1.5 (5.1 — 15.3, 72 — 218)

15) Remove the ST and install the plug after measurement.

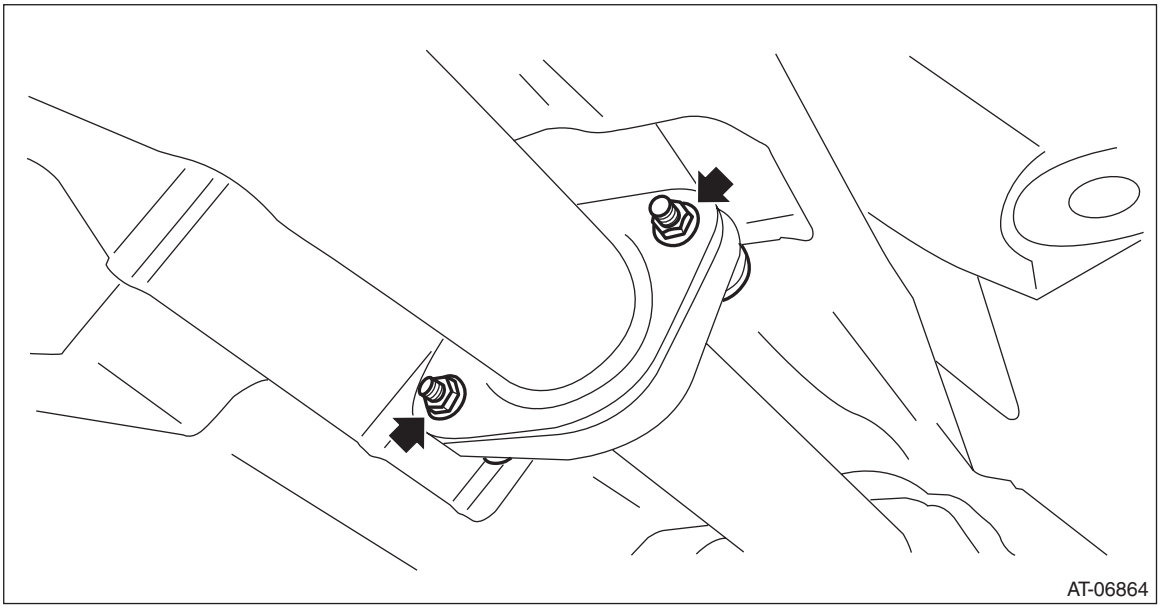
NOTE:
Use new O-rings.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

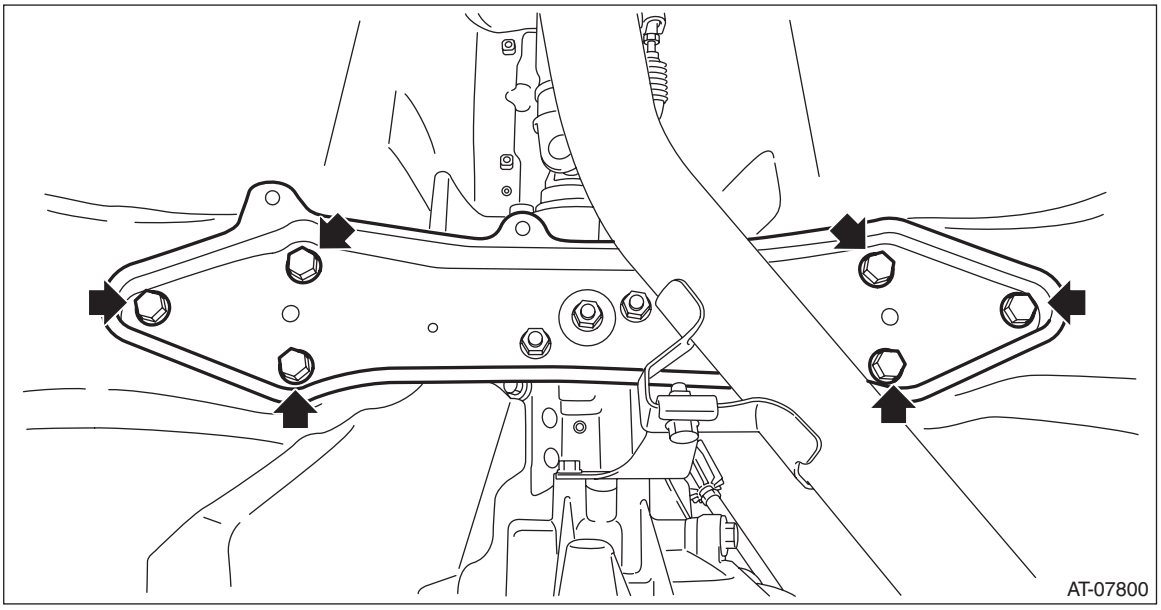
9. Transfer Clutch Pressure Test

A: INSPECTION

1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the rear exhaust pipe from center exhaust pipe.



4) Remove the center exhaust cover.
5) Set the transmission jack under the transmission.
6) Remove the mounting bolt of rear crossmember.

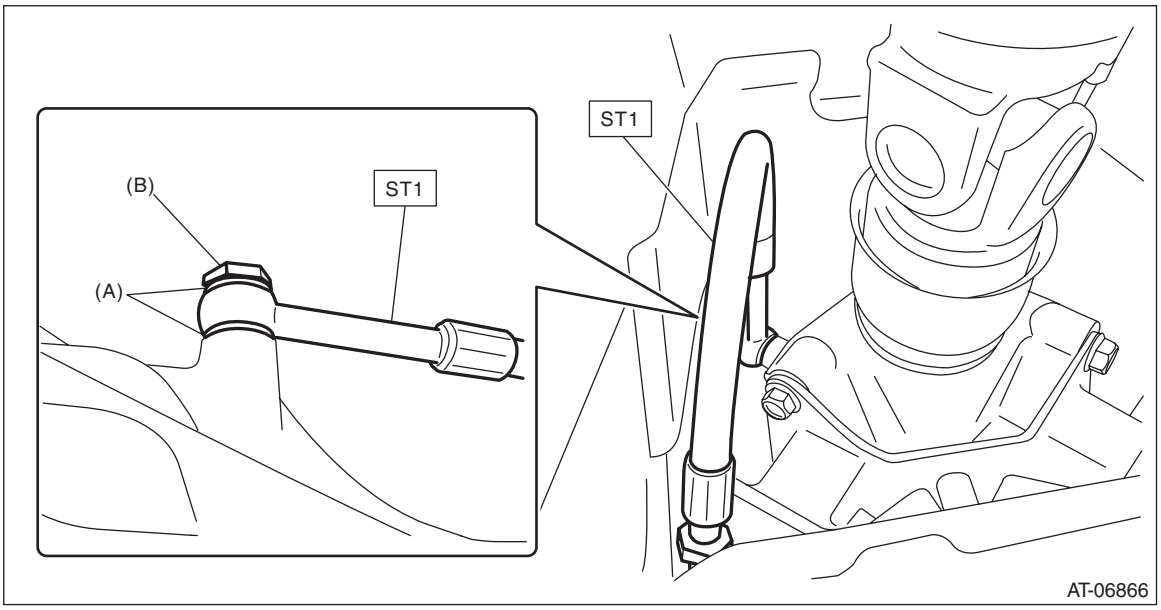


7) Lower the rear side of transmission until the transfer clutch pressure test plug can be removed.
8) Remove the transfer clutch pressure test plug.

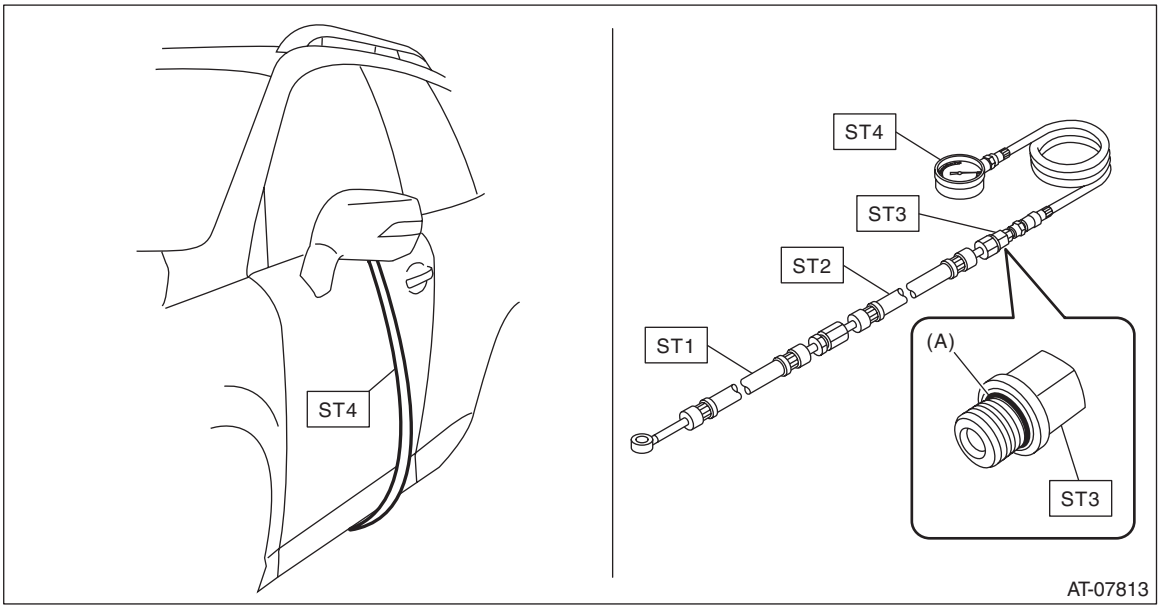
9) Set the ST1, ST2, ST3 and ST4 to the transmission.

NOTE:
• Use ST1 ADAPTER HOSE B with genuine union screw (part No. 801914010) and gasket (part No. 803914060) attached.
• Use ST3 PRESSURE GAUGE ADAPTER with genuine O-ring (part No. 806911080) attached.

ST1 34099AC020 ADAPTER HOSE B
ST2 34099AC010 ADAPTER HOSE A
ST3 18681AA000 PRESSURE GAUGE ADAPTER
ST4 498575400 OIL PRESSURE GAUGE ASSY



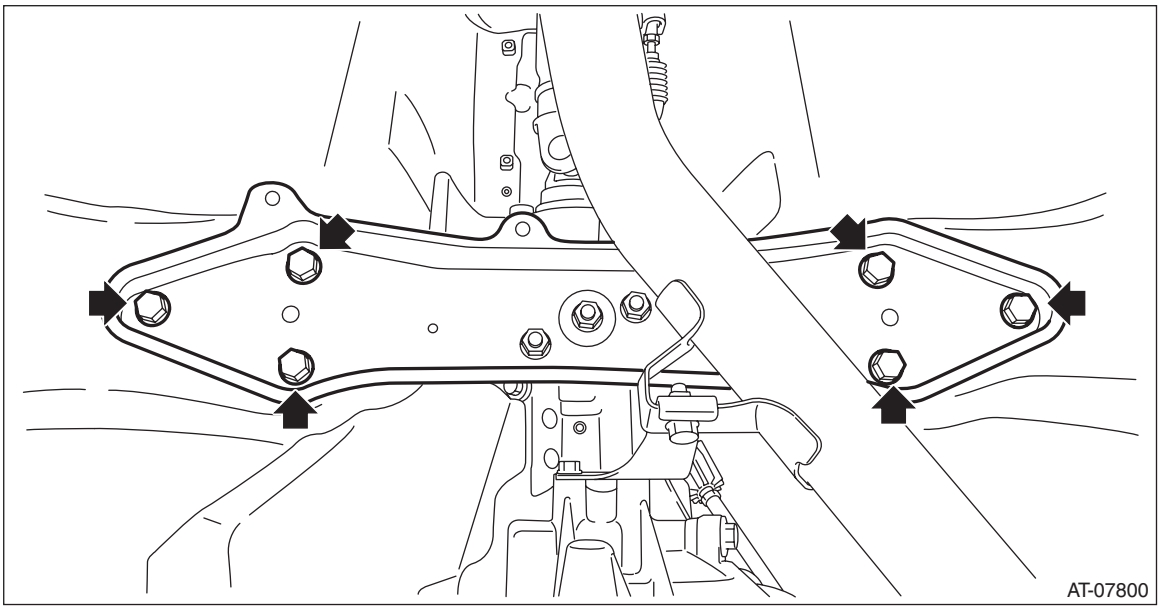
(A) Gasket (genuine part)
(B) Union screw (genuine part)



(A) O-ring (genuine part)

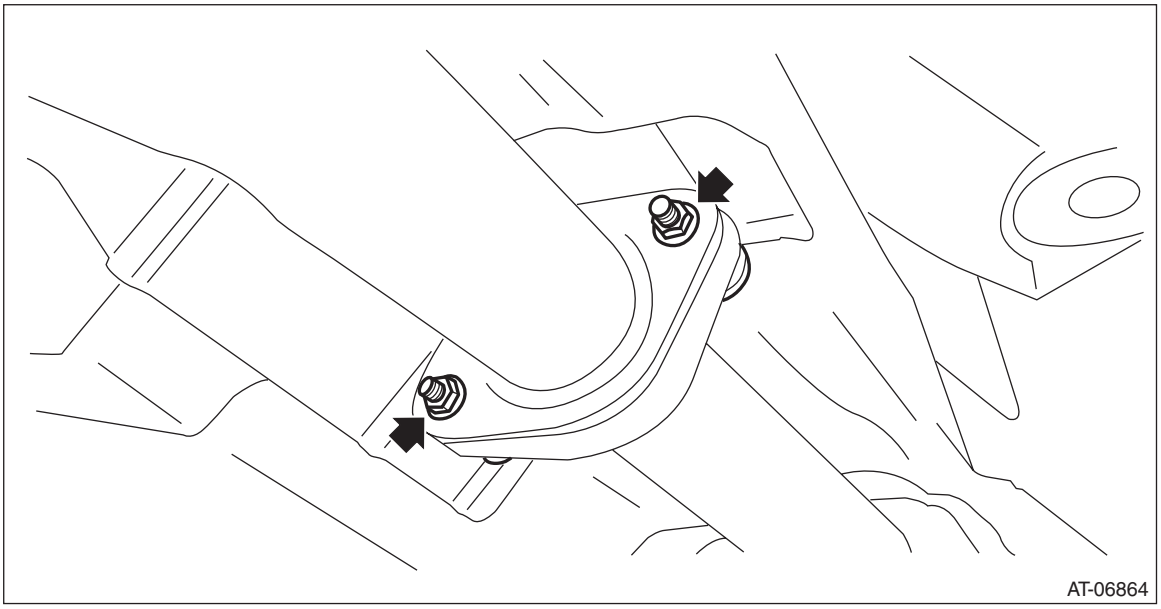
10) Raise the transmission, and install the rear crossmember.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



11) Install the rear exhaust pipe to center exhaust pipe.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



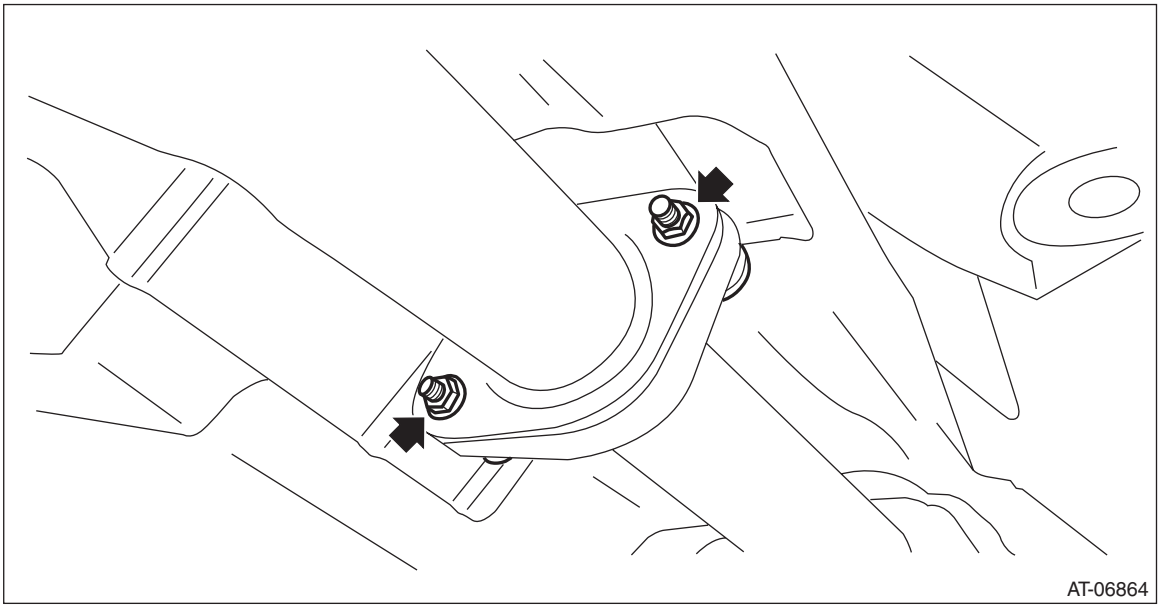
12) Lower the vehicle.
13) Connect the Subaru Select Monitor to the data link connector and read the current data.

14) Check the transfer clutch pressure as in secondary pressure (line pressure) test. <Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.>

NOTE:
- For models with X MODE switch, turn OFF the switch for inspection.
- Use Subaru Select Monitor for switching to FWD mode. <Ref. to CVT(TR580)-44, AWD ON/OFF Switching Mode.>
- If no oil pressure is produced, if it does not change in AWD mode or if oil pressure is produced in FWD mode, there may be a problem in the control valve body.

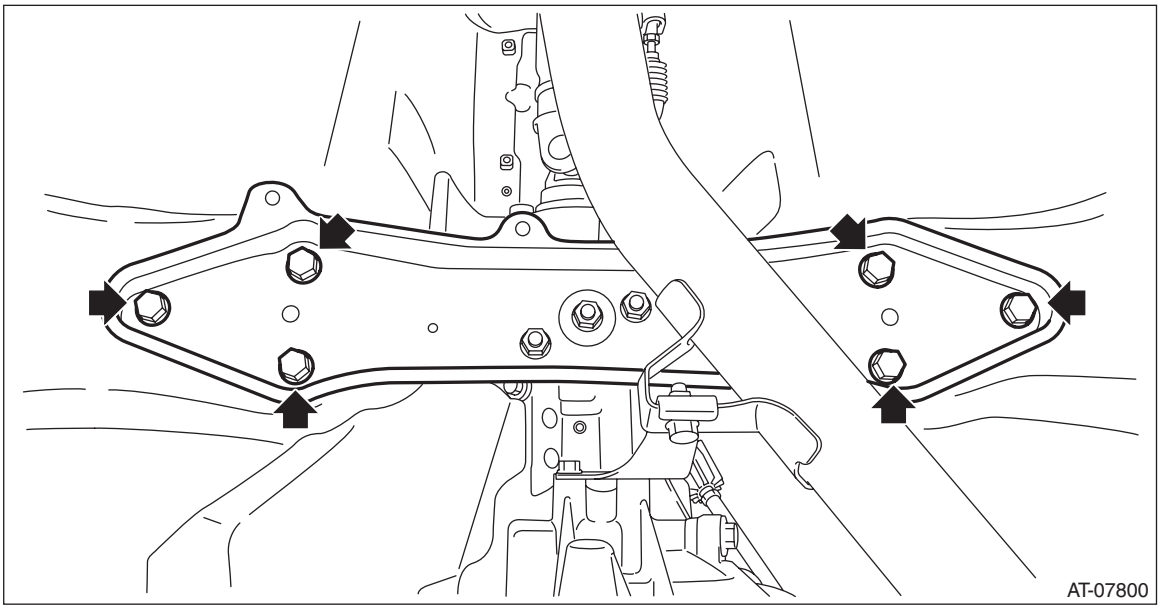
Range position	ON Duty ratio (%)	Accelerator pedal opening angle (%)	Standard transfer clutch pressure kPa (kgf/cm^2, psi)	
			AWD mode	FWD mode
D	95 — 100	Fully opened (100)	1,000 — 1,200 (10.2 — 12.2, 145 — 174)	—
	60	Adjust ON Duty ratio to 60%.	400 — 700 (4.1 — 7.1, 58 — 102)	—
	0	Fully closed (0)	—	0 (0, 0)
N or P	0	Fully closed (0)	0	—

15) Lift up the vehicle.
16) Remove the rear exhaust pipe from center exhaust pipe.



17) Set the transmission jack under the transmission.

18) Remove the mounting bolt of rear crossmember.



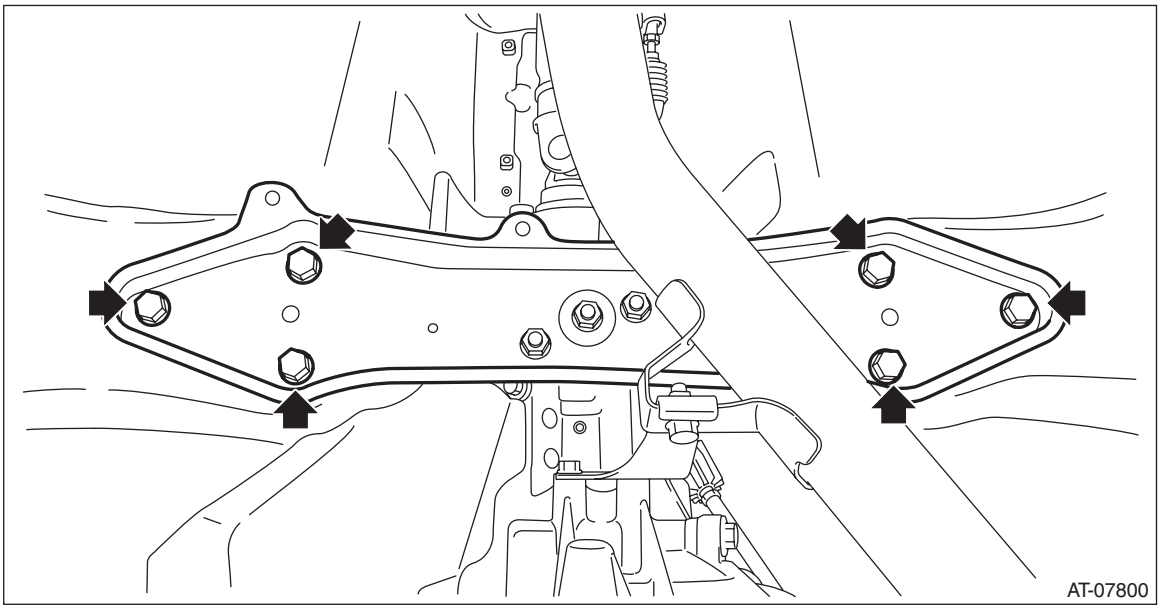
19) Lower the rear side of transmission until the ST can be removed.
20) Remove the ST and install the plug.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

21) Raise the transmission, and install the rear crossmember.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)



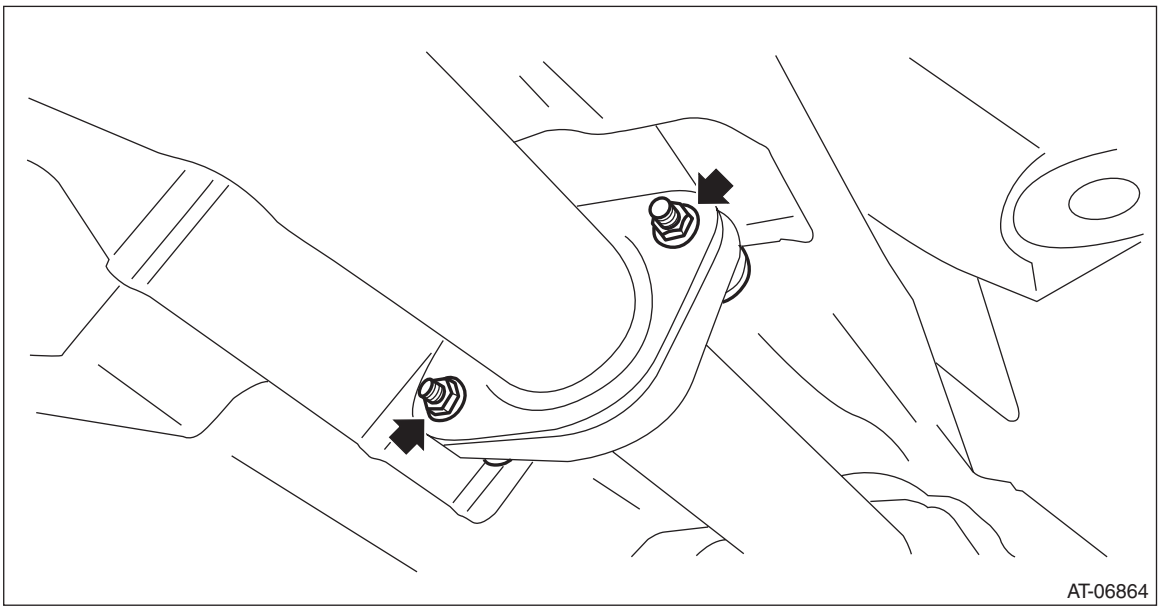
22) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

23) Install the rear exhaust pipe to center exhaust pipe.

NOTE:
Use a new gasket.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



24) Install the under cover front - transmission.

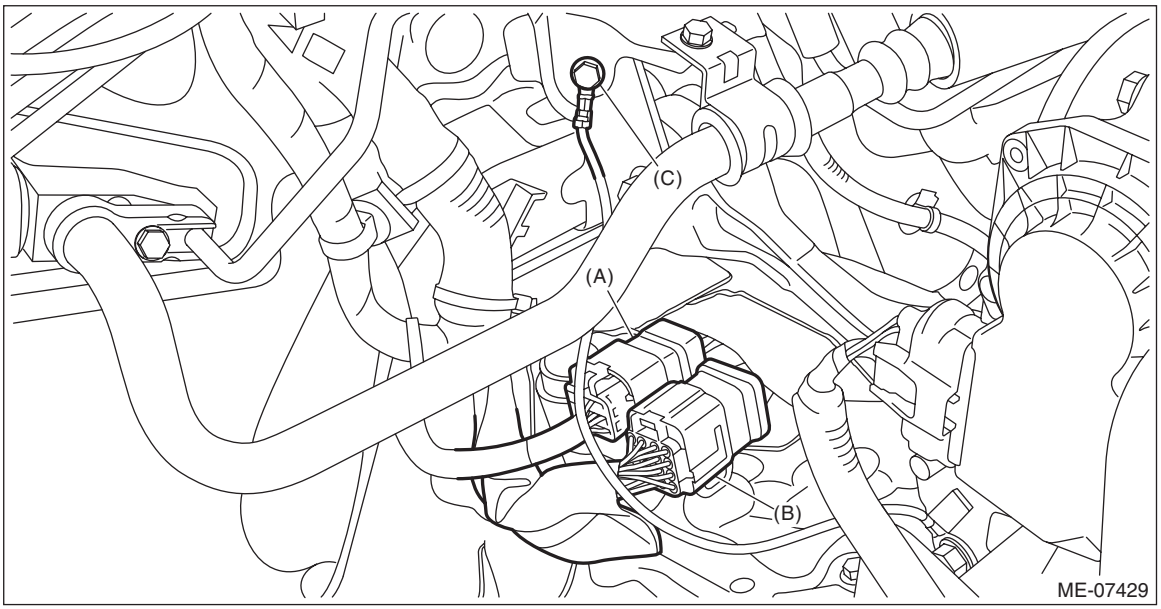
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

25) Lower the vehicle.

10.Automatic Transmission Assembly

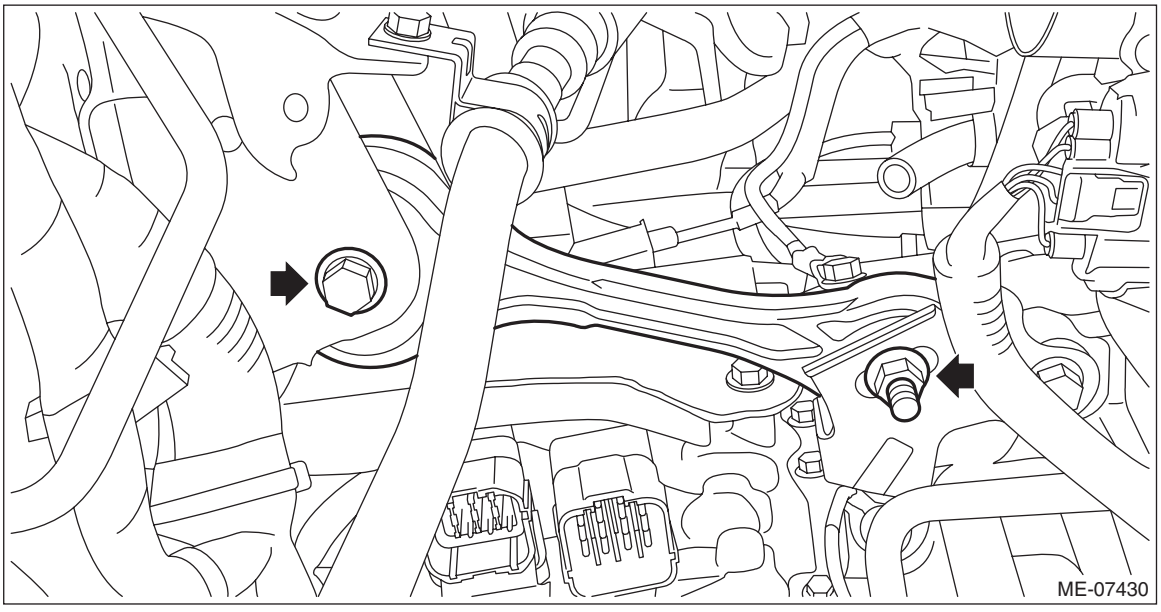
A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
3) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

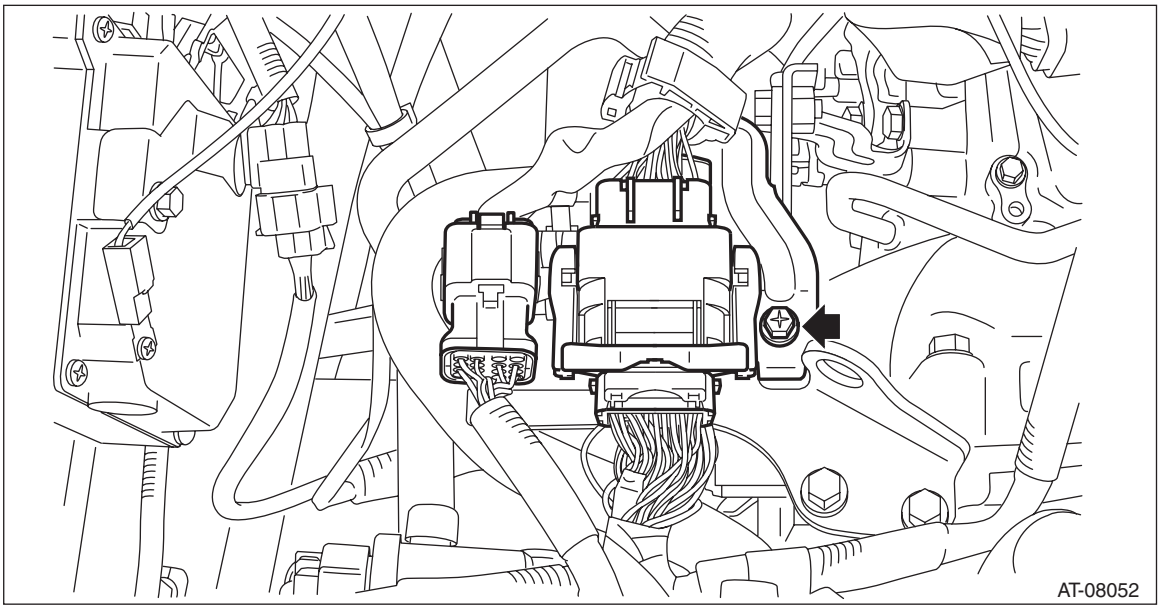


(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

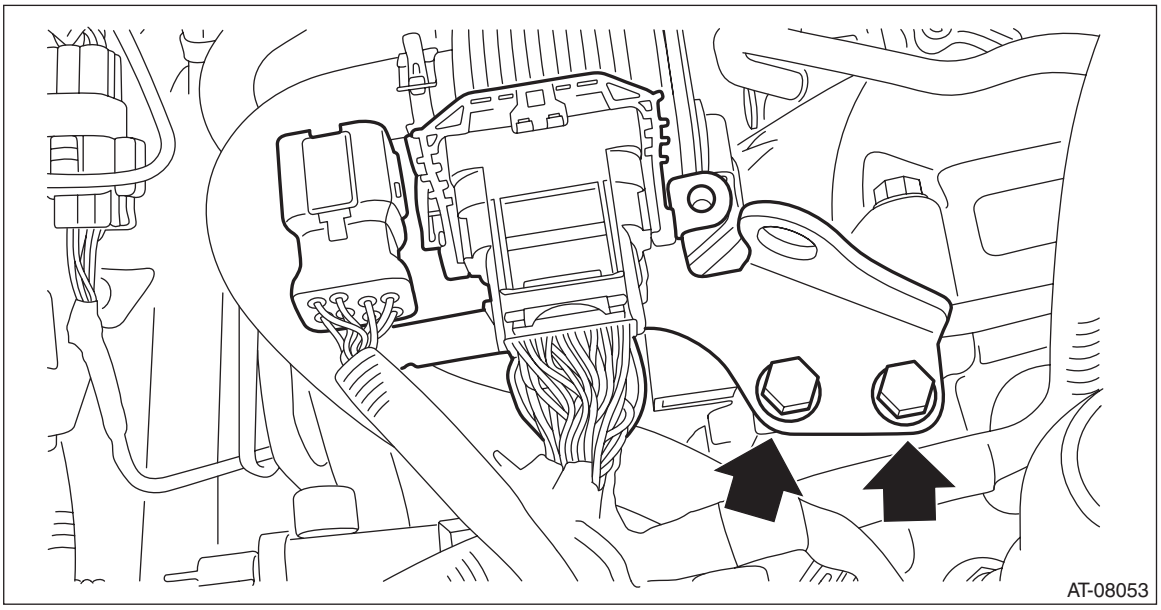
4) Remove the starter.<Ref. to SC(H4DO)-8, REMOVAL, Starter.>
5) Remove the pitching stopper.



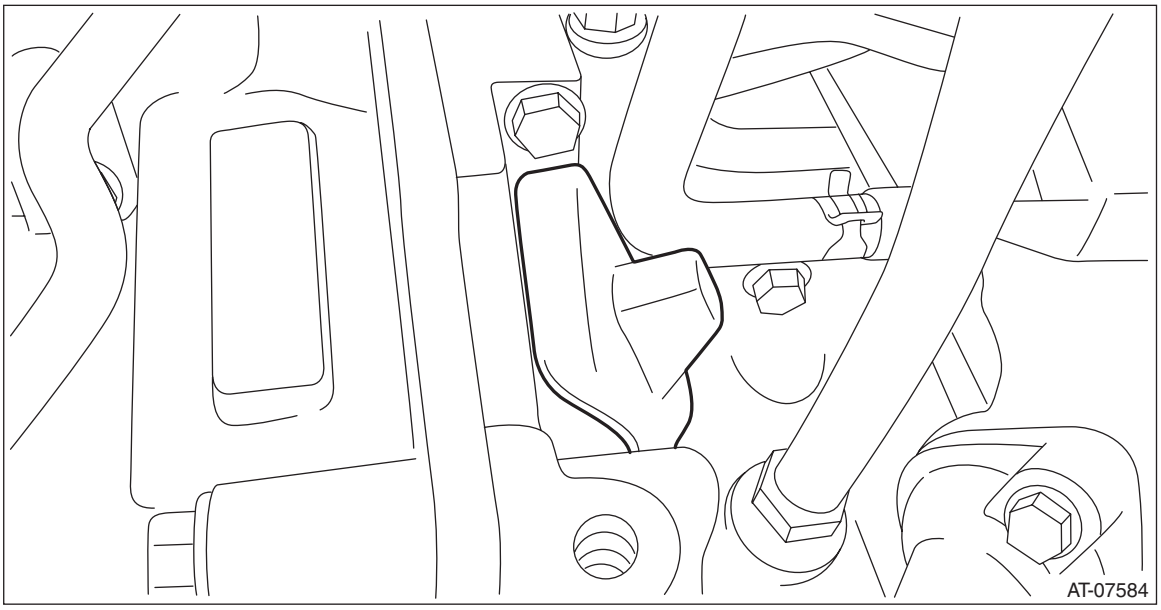
6) Remove the harness bracket, and then remove the engine harness connector.



7) Disconnect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
8) Remove the engine rear hanger.

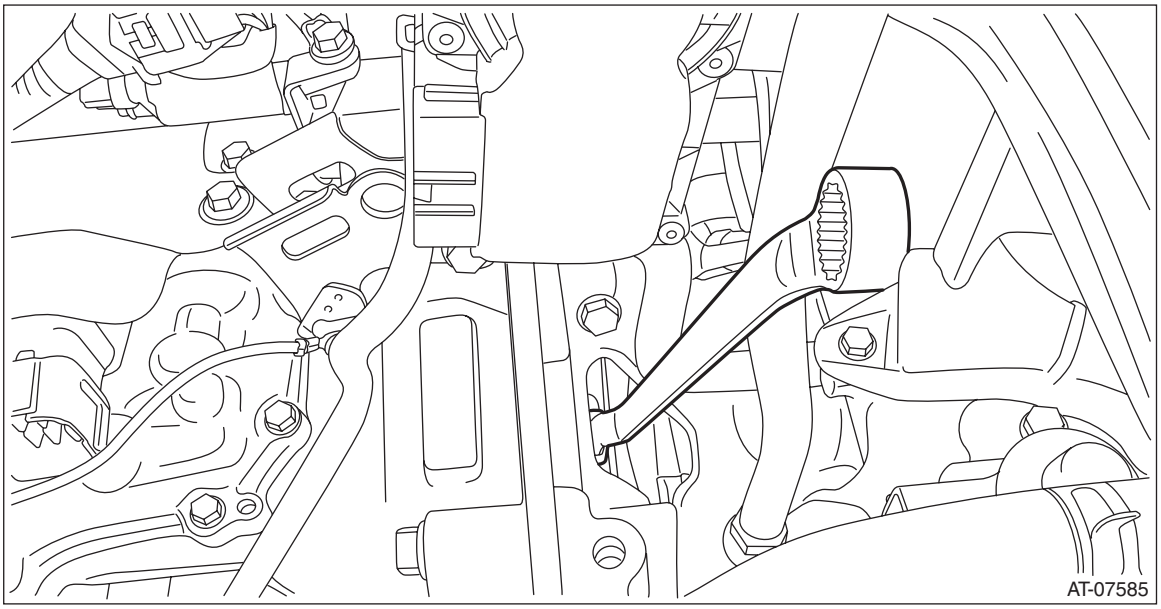


9) Remove the service hole plug.



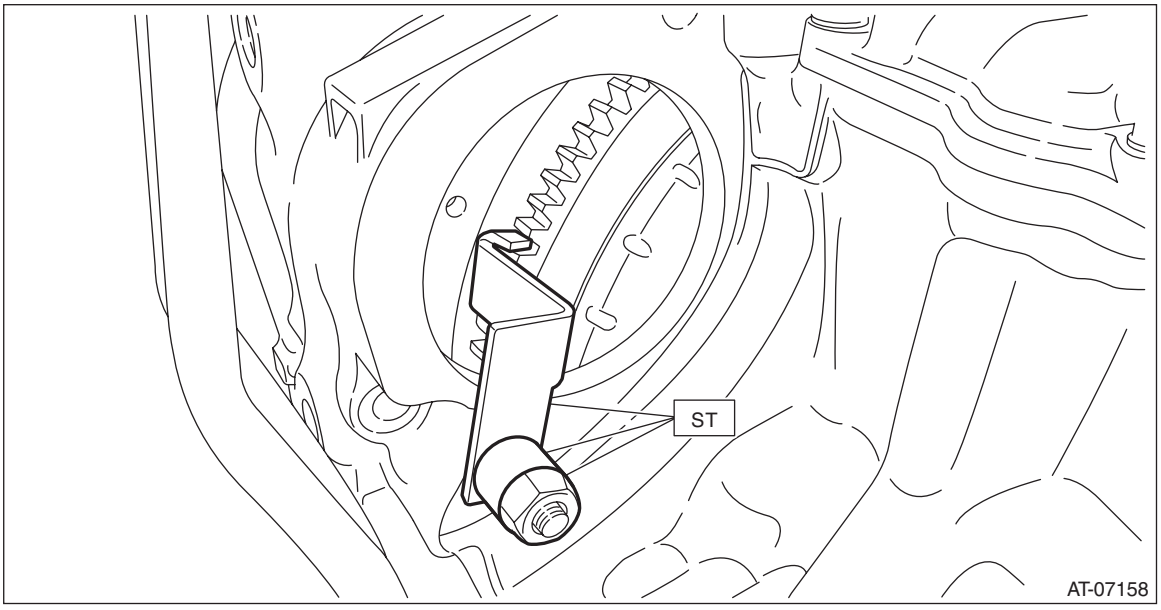
10) Remove the four bolts combining the torque converter and drive plate while rotating the crank pulley a little at a time in the same direction as engine revolution.

CAUTION:
- **Be careful not to drop bolts into the converter housing.**
- **Be careful not to damage the mounting bolts.**

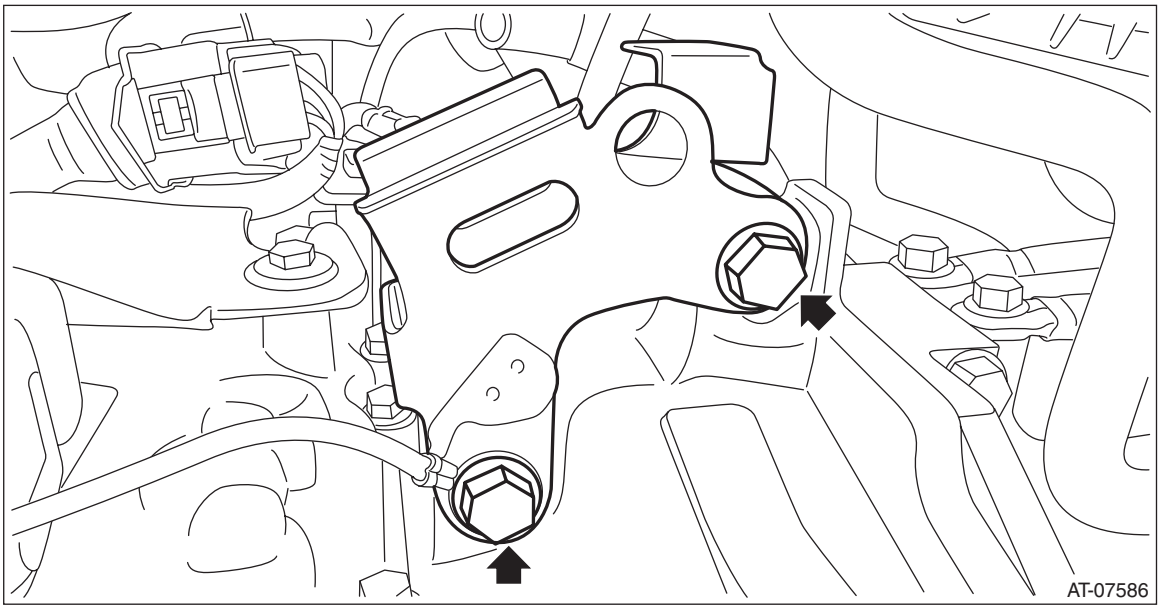


11) Make sure the torque converter moves freely by rotating with finger through the starter installation hole.

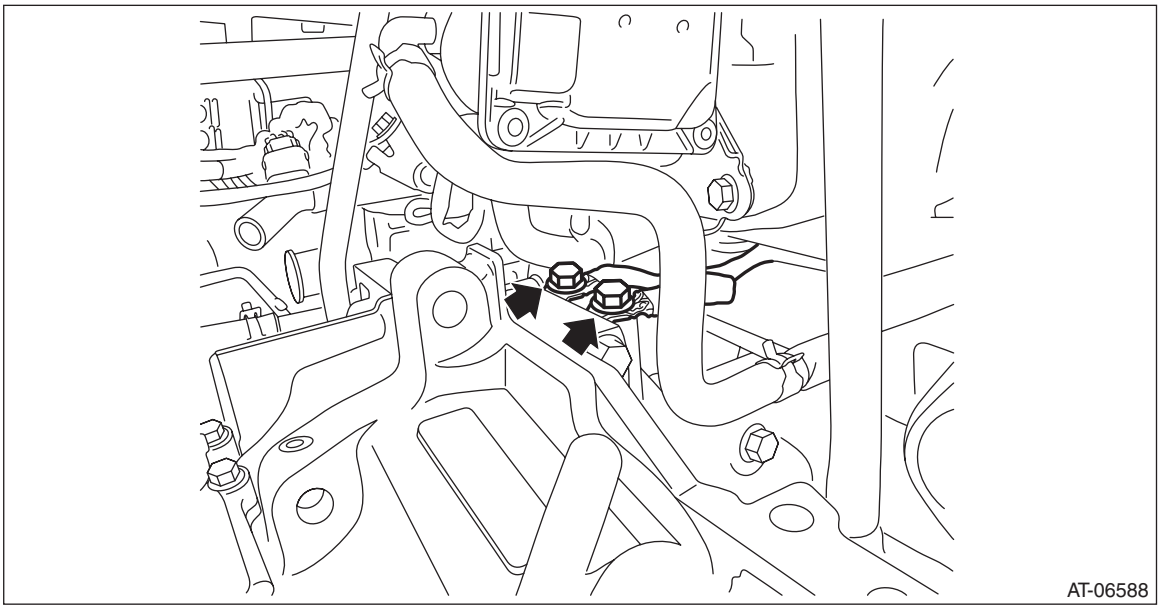
12) Attach the ST to the converter case.
ST 498277200 STOPPER SET



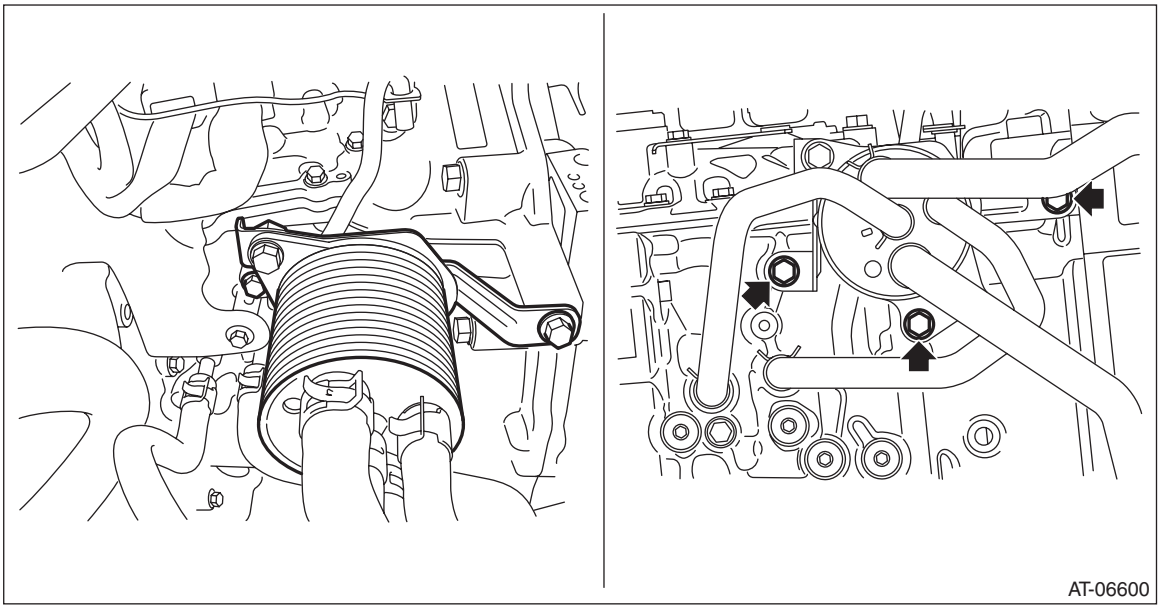
13) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.



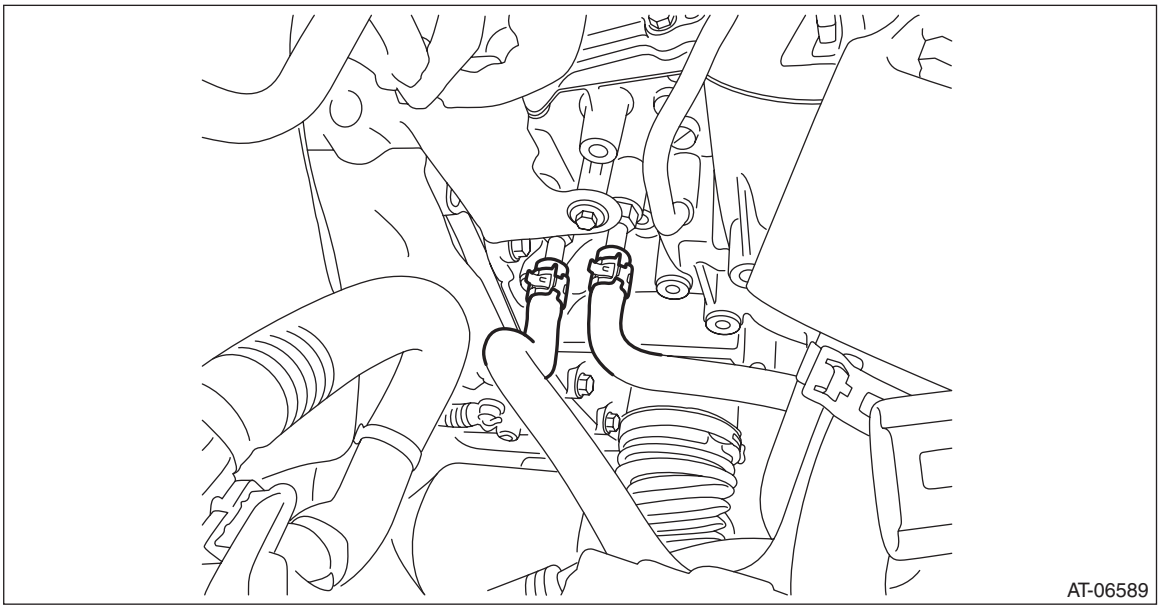
14) Remove the engine ground terminal.



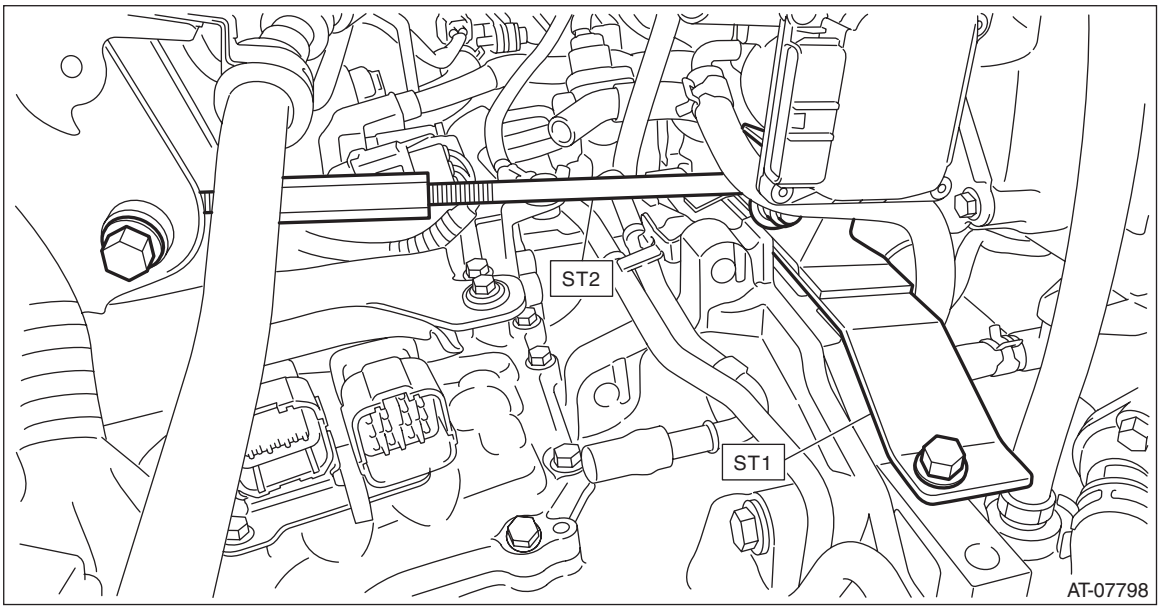
15) Remove the CVTF cooler (with warmer feature) from the transmission, and using a piece of wire, affix to a location of the body where it will not interfere with the removal of the transmission.



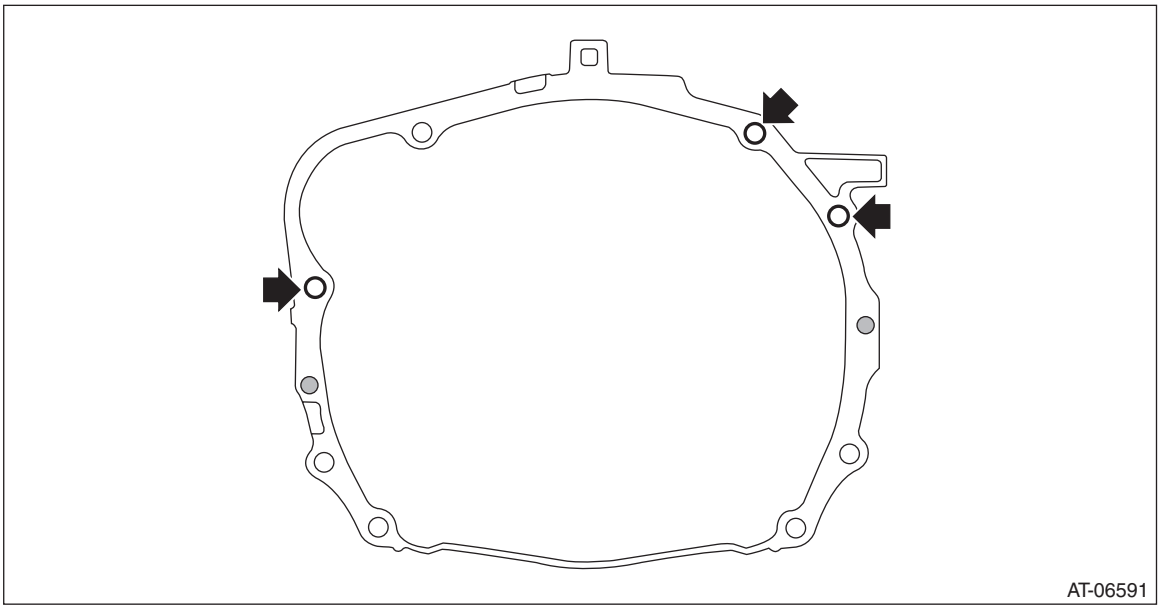
16) Remove the CVTF inlet hose and outlet hose from the pipe.



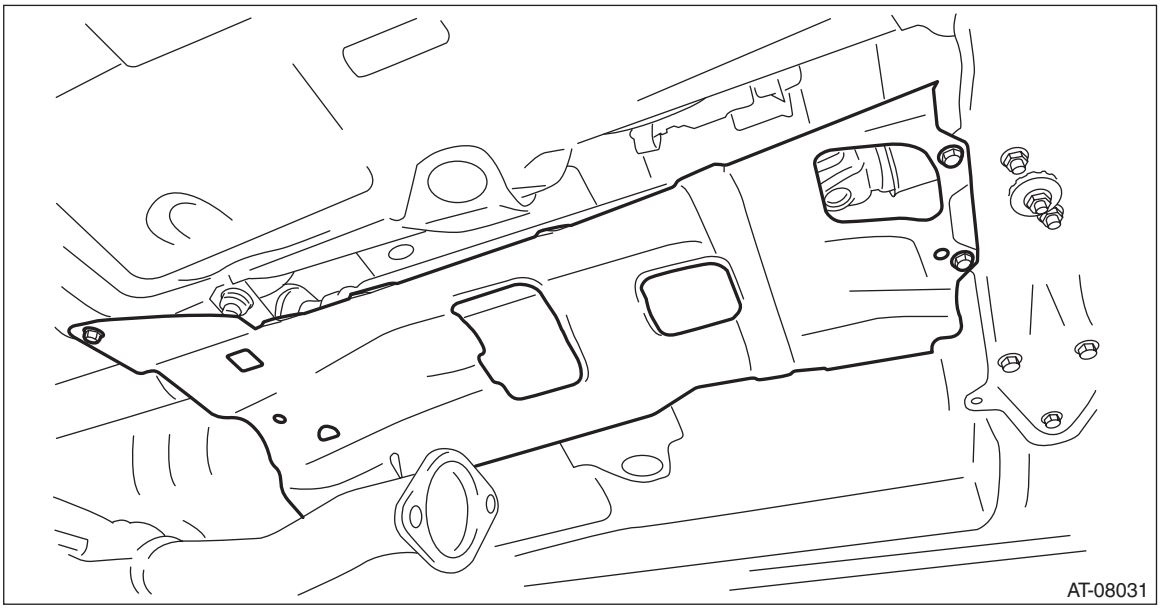
17) Set the ST.
ST1 41099AA010 or 41099AA011 ENGINE SUPPORT BRACKET
ST2 41099AA020 ENGINE SUPPORT



18) Remove the three transmission connecting bolts.

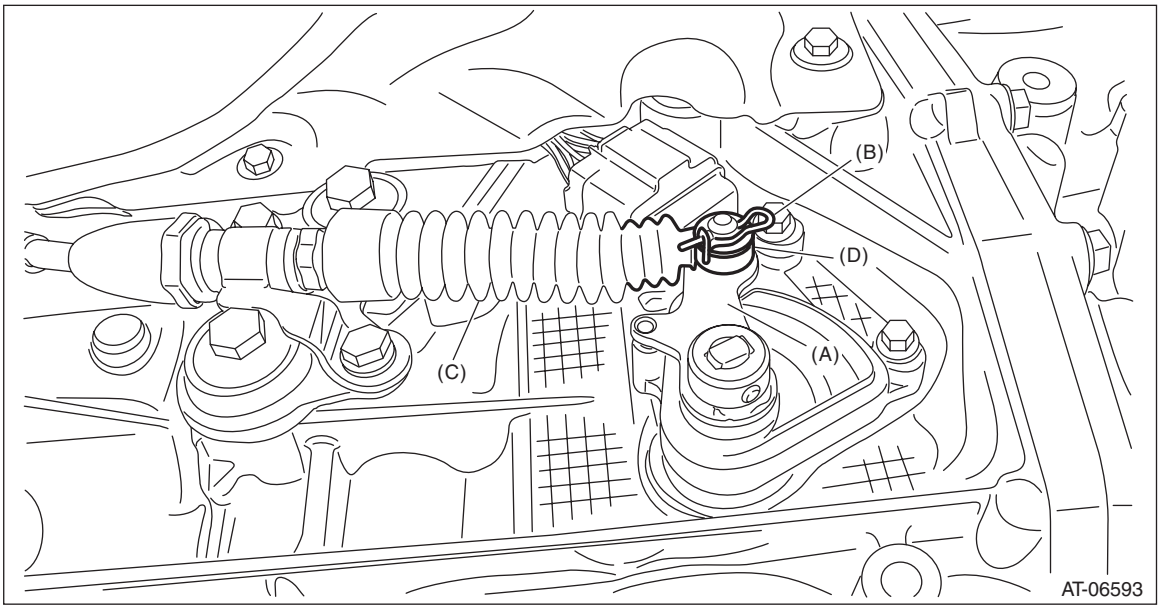


19) Lift up the vehicle.
20) Remove the front wheels.<Ref. to WT-5, REMOVAL, Tire and Wheel.>
21) Remove the under cover - front and the under cover front - transmission.
22) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
23) Remove the center exhaust cover.



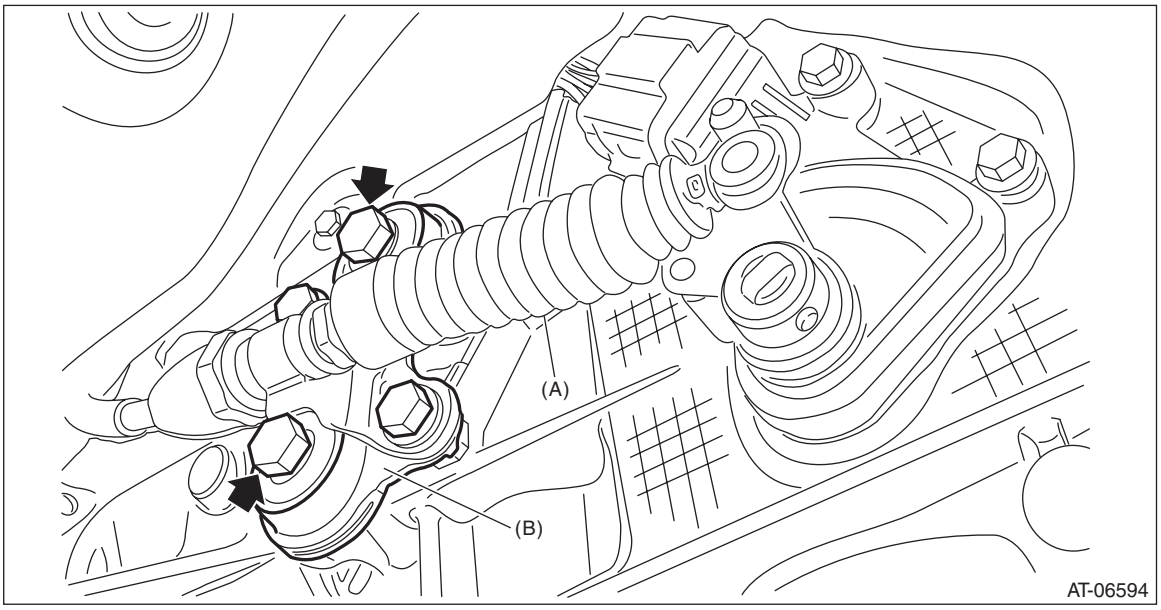
24) Remove the CVTF drain plug to drain CVTF.<Ref. to CVT(TR580)-37, REPLACEMENT, CVTF.>
25) Drain differential gear oil.<Ref. to CVT(TR580)-42, REPLACEMENT, Differential Gear Oil.>

26) Remove the snap pin and washer from shifter arm and remove the select cable from shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

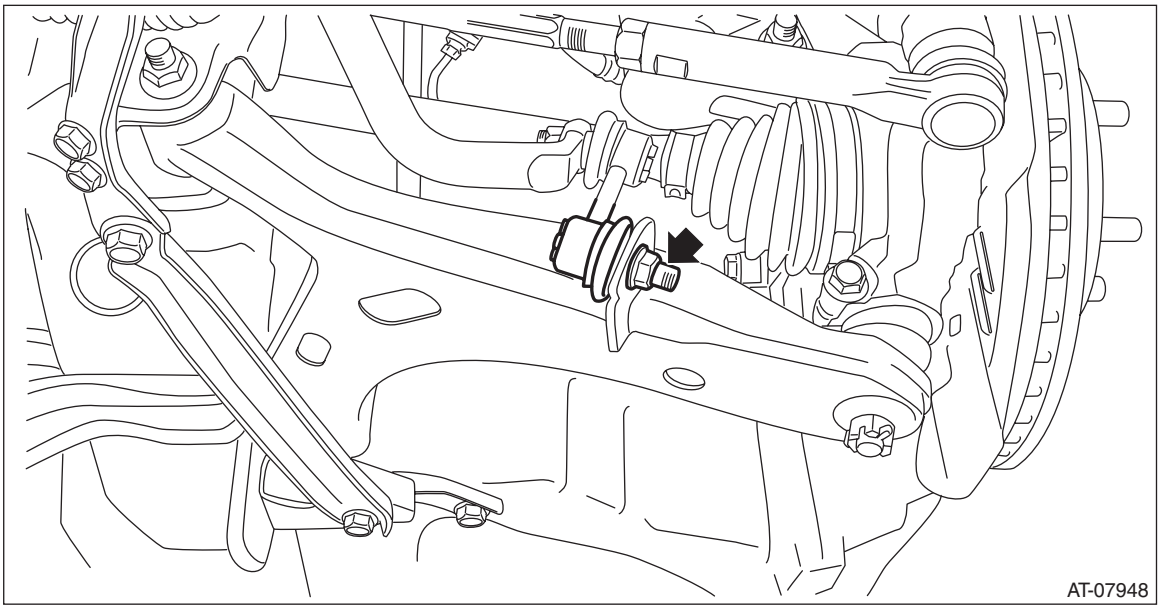
27) Remove the plate assembly from the transmission case.



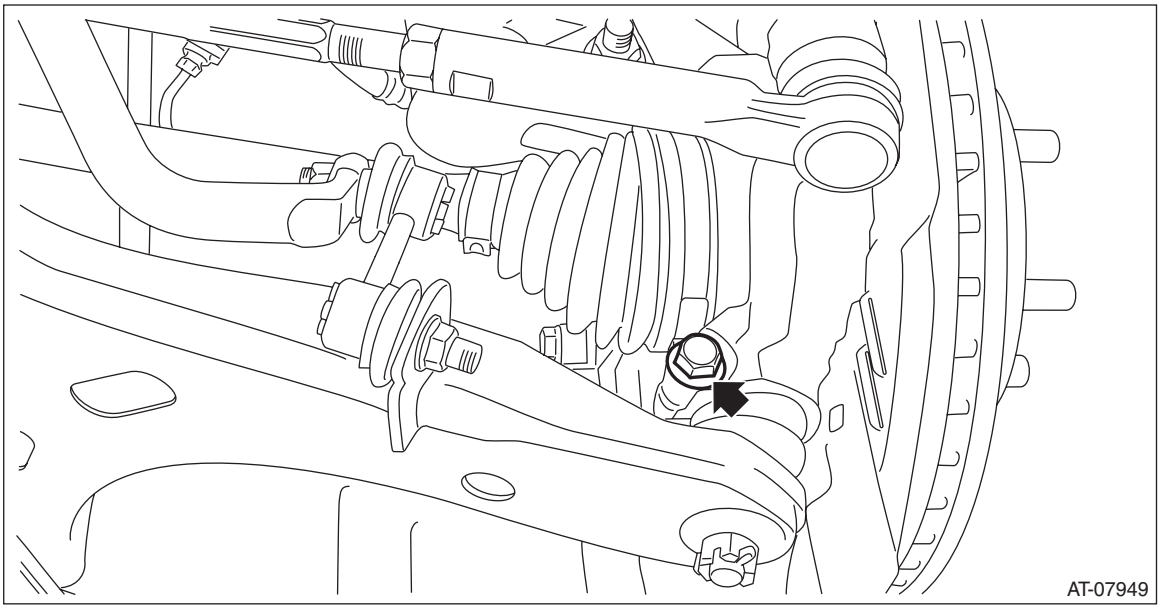
(A) Select cable
(B) Plate ASSY

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

29) Disconnect the stabilizer link from the front arm.



30) Remove the bolts which secure to the front housing, and separate the front arm and housing.



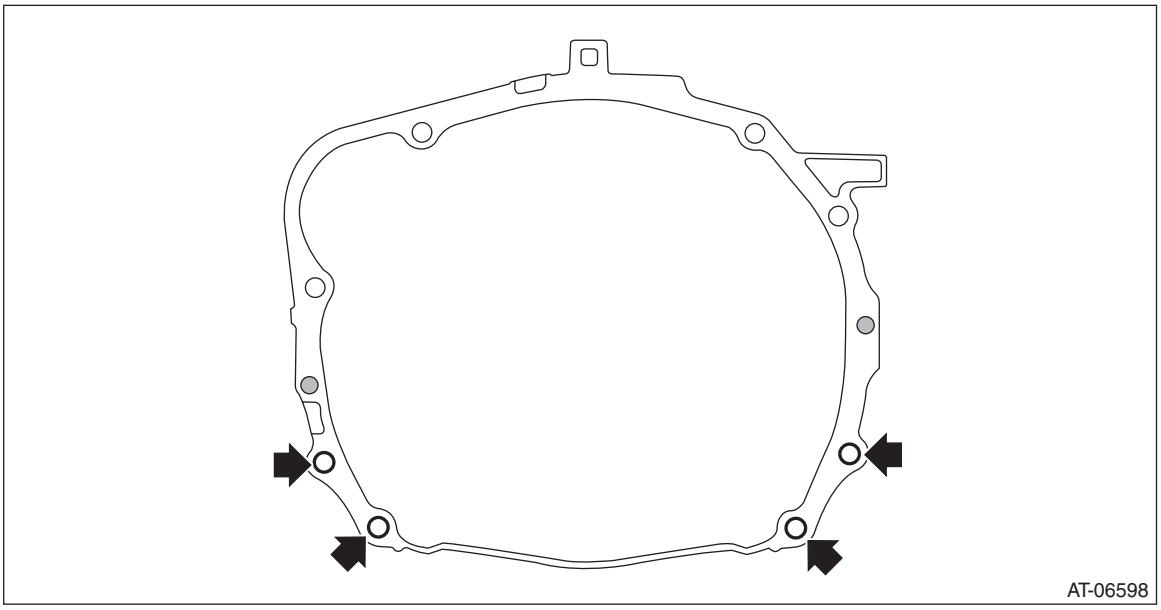
31) Using a tire lever or a crow bar, etc., pull out until the front drive shaft transmission side joint slides move smoothly.

NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.

32) Hold the transmission side joint of the front drive shaft by hand and extract the housing from the transmission while pressing the housing outward, so as not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

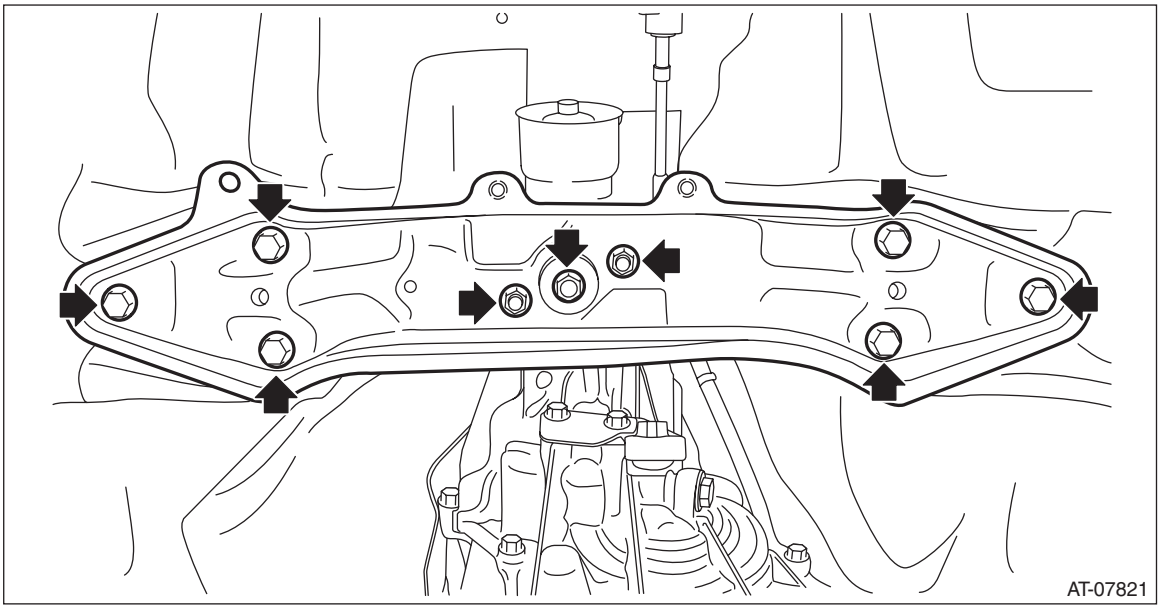
33) Remove the two transmission connecting bolts and two nuts (lower side).



34) Set the transmission jack under the transmission.

NOTE:
Make sure that the support plates of transmission jack do not touch the oil pan.

35) Remove the transmission rear crossmember from the vehicle.

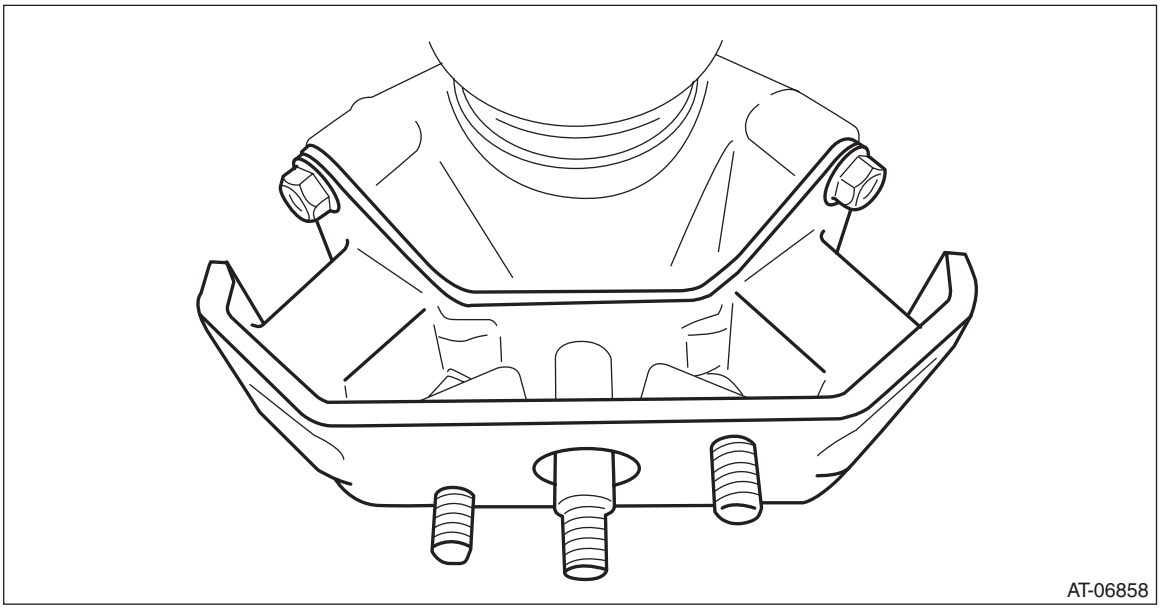


36) While lowering the transmission jack gradually, fully retract the engine support, and then tilt the engine rearward.

37) Remove the transmission assembly.

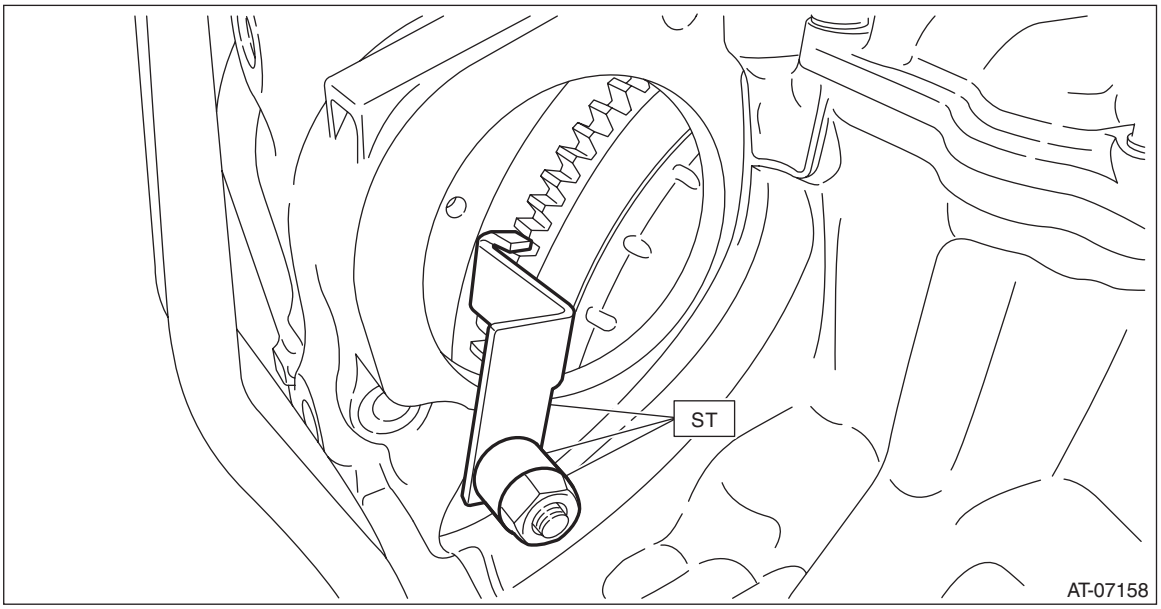
NOTE:
Remove it while moving the transmission jack up and down so that the engine and transmission remain directly aligned.

38) Remove the rear cushion rubber.



B: INSTALLATION

1) Attach the ST to converter case.
ST 498277200 STOPPER SET

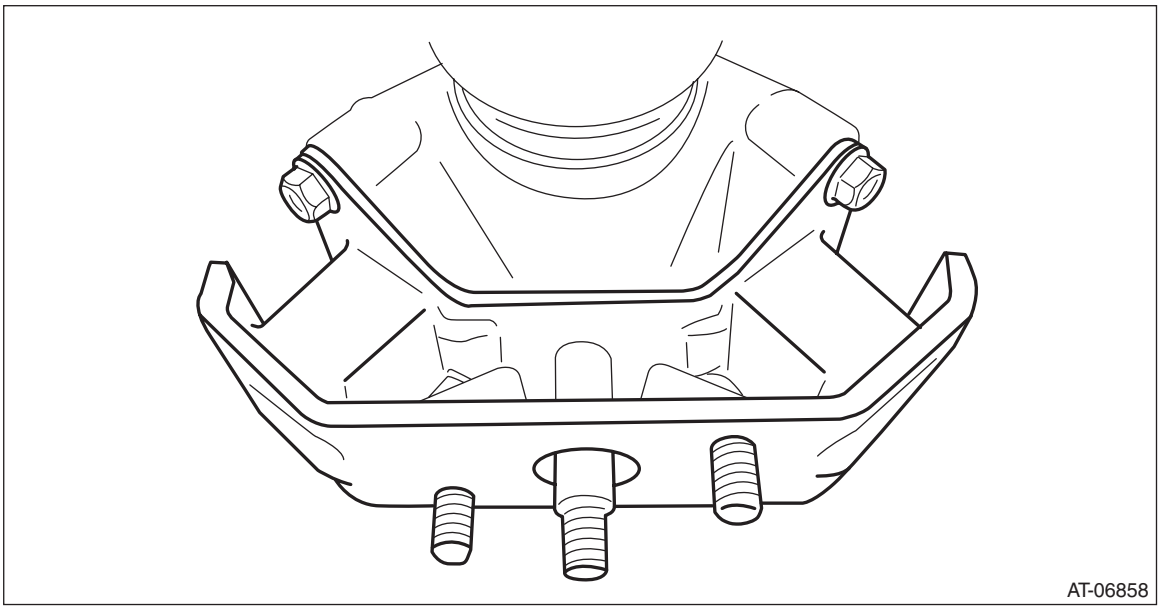


2) When completely overhauling the transmission, refill CVTF through the transmission right side plug.<Ref. to CVT(TR580)-163, Preparation for Overhaul.>
3) Replace the front differential side retainer oil seal.<Ref. to CVT(TR580)-85, REPLACEMENT, Differential Side Retainer Oil Seal.>

NOTE:
• Be sure to replace the differential side retainer oil seal with a new part whenever the front drive shaft is removed from the transmission.
• When a new differential side retainer oil seal has been installed, replacement is not required.

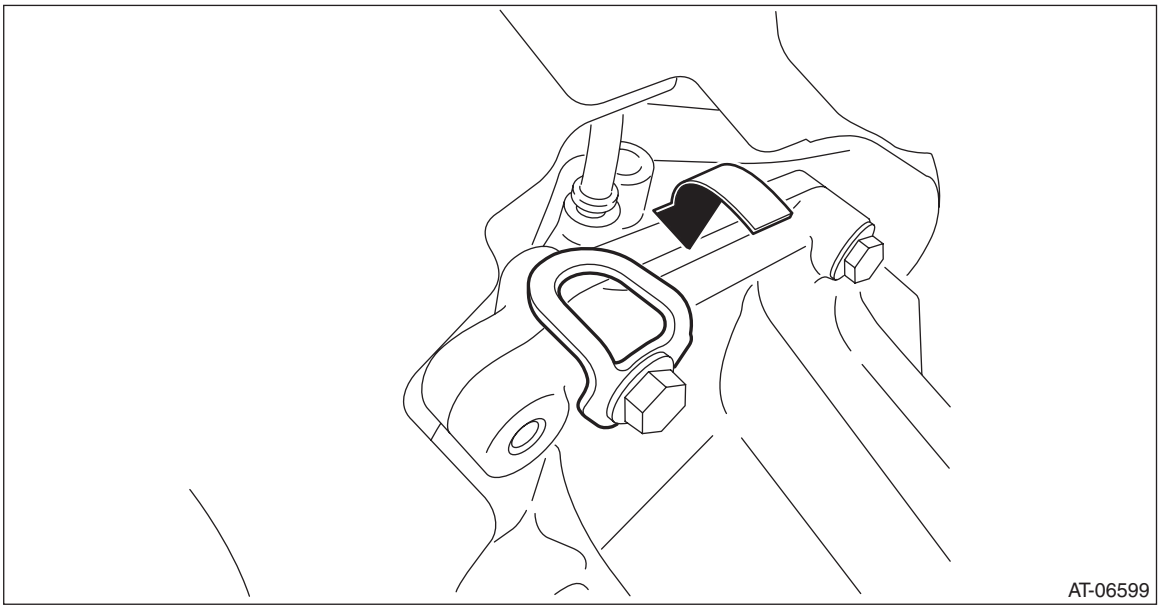
4) Install the rear cushion rubber on the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



5) Mount the transmission onto the transmission jack.
6) Strike and bend the transmission hanger of transmission rear with a rubber hammer etc. so that it gets in contact with the transmission case.

CAUTION:
Do not apply extra overload or impact to the transmission case.

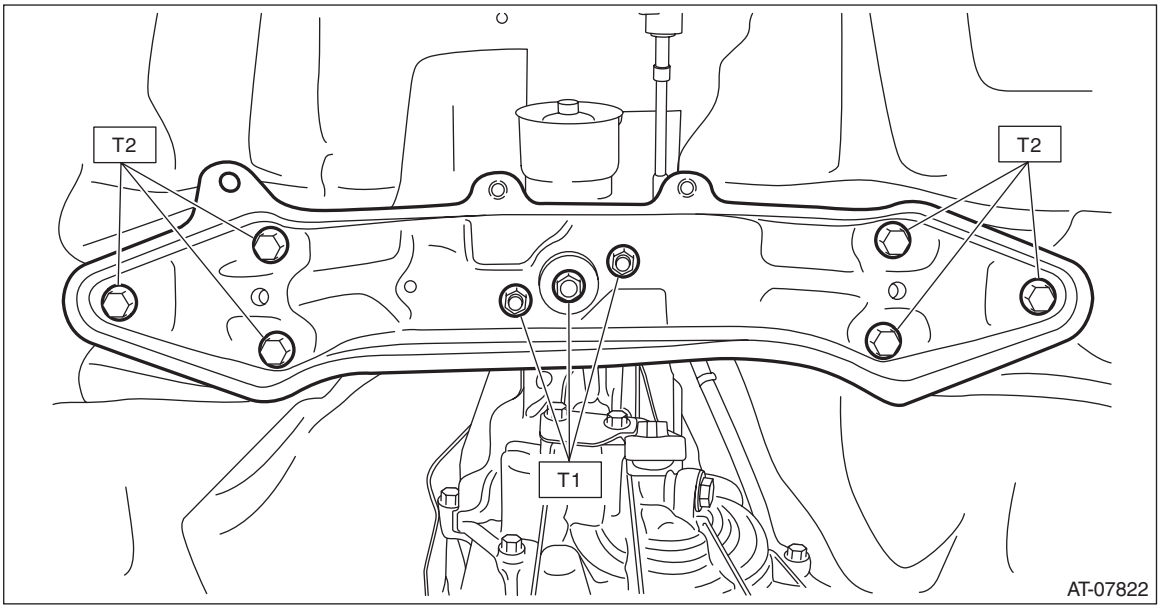


7) Remove the pitching stopper bracket, if mounted.
8) Install the transmission onto the engine.

NOTE:
- While raising the transmission jack gradually, turn the screw of engine support, then tilt the engine forward.
- Temporarily attach the two engine connecting bolts and two nuts (lower side).

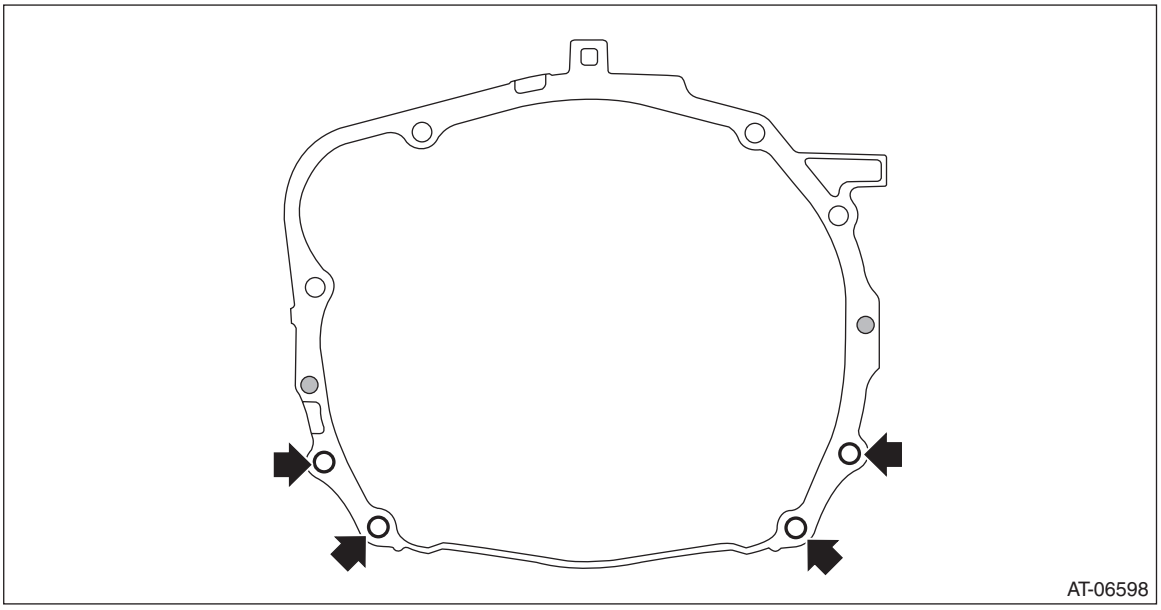
9) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



10) Tighten the two engine connecting bolts and two nuts (lower side).

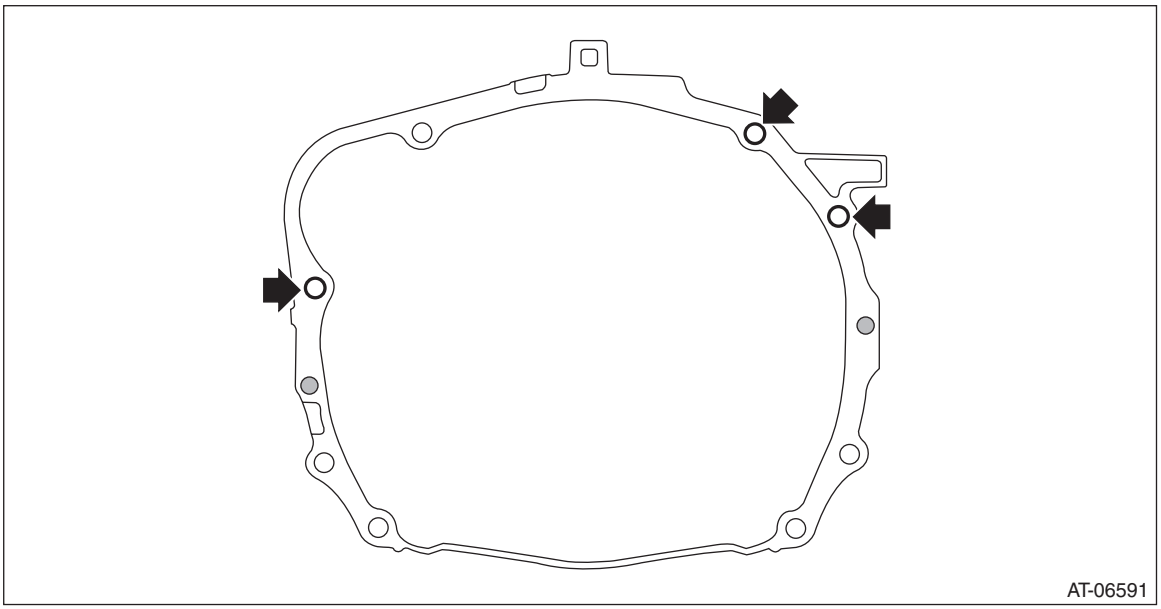
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



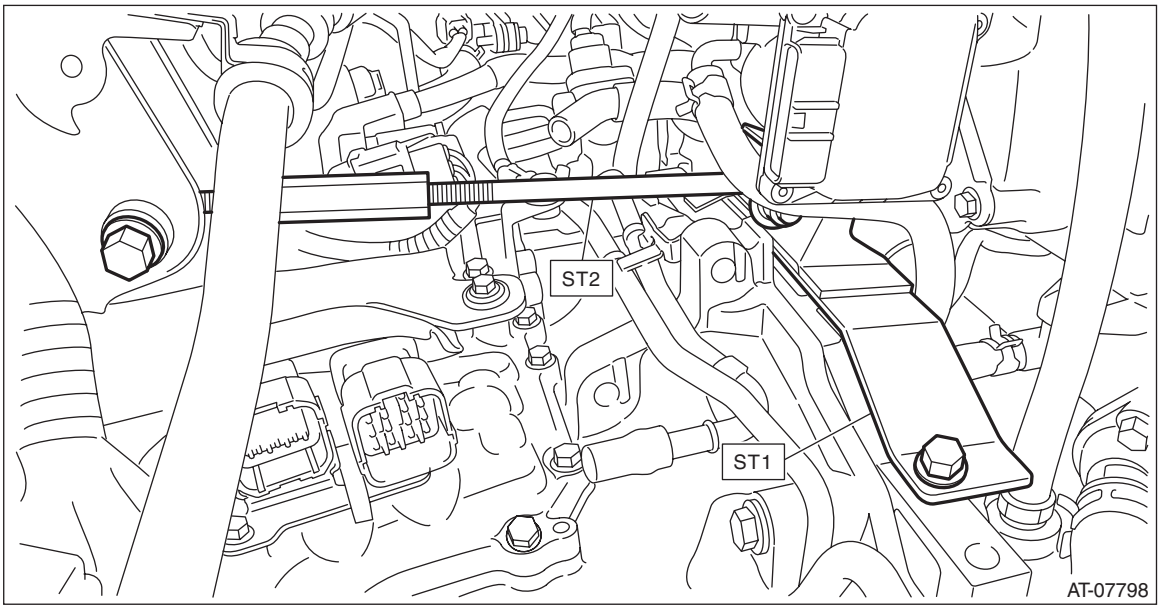
11) Remove the transmission jack.
12) Lower the vehicle.

13) Install the three engine mounting bolts (upper side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



14) Remove the ST (STOPPER SET) from converter case.
15) Remove the ST (ENGINE SUPPORT BRACKET and ENGINE SUPPORT).
ST1 41099AA010 or 41099AA011 ENGINE SUPPORT BRACKET
ST2 41099AA020 ENGINE SUPPORT



16) Match the torque converter screw hole with drive plate hole to install the bolt.

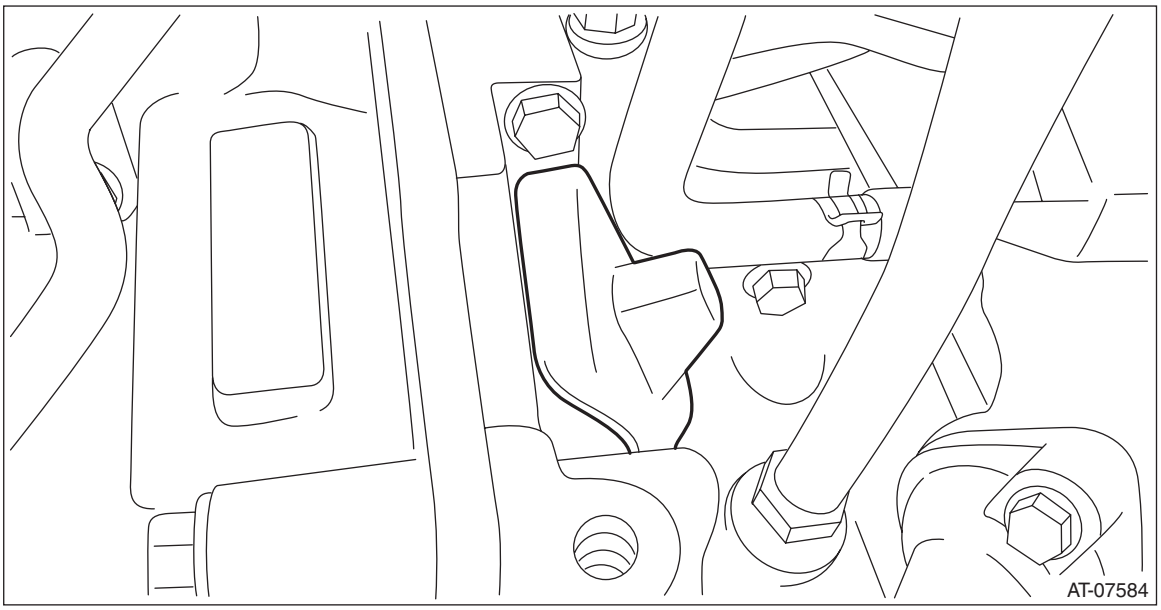
CAUTION:
- **Do not drop the mounting bolt in the converter housing.**
- **Do not damage the mounting bolt.**

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

17) Install the remaining three bolts by rotating the crank pulley a little at a time in the same direction as engine revolution.

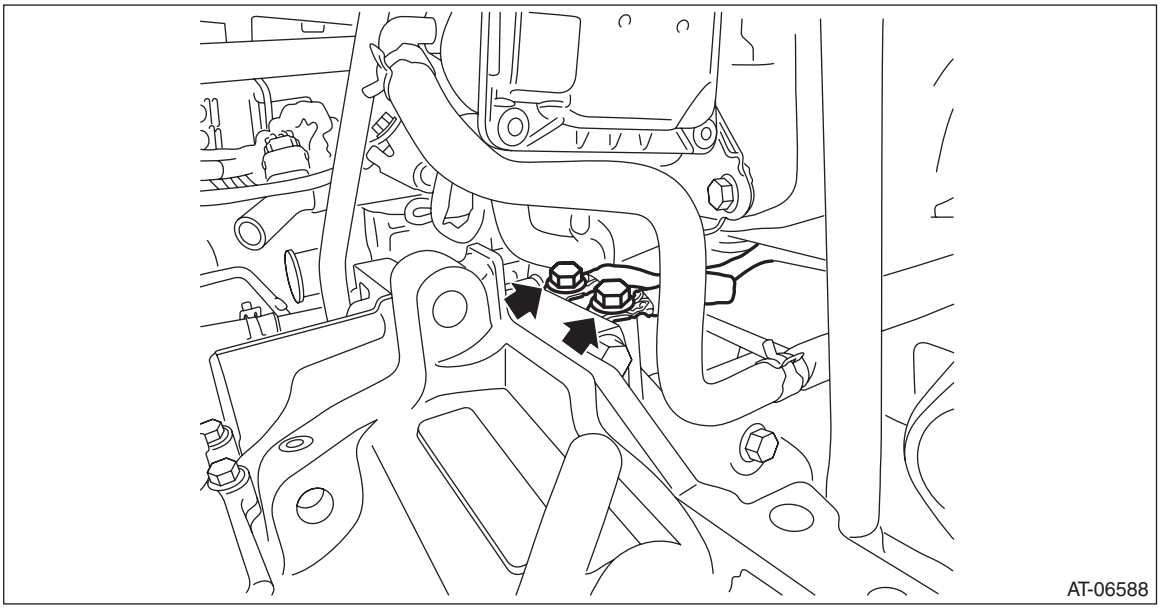
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

18) Install the service hole plug.



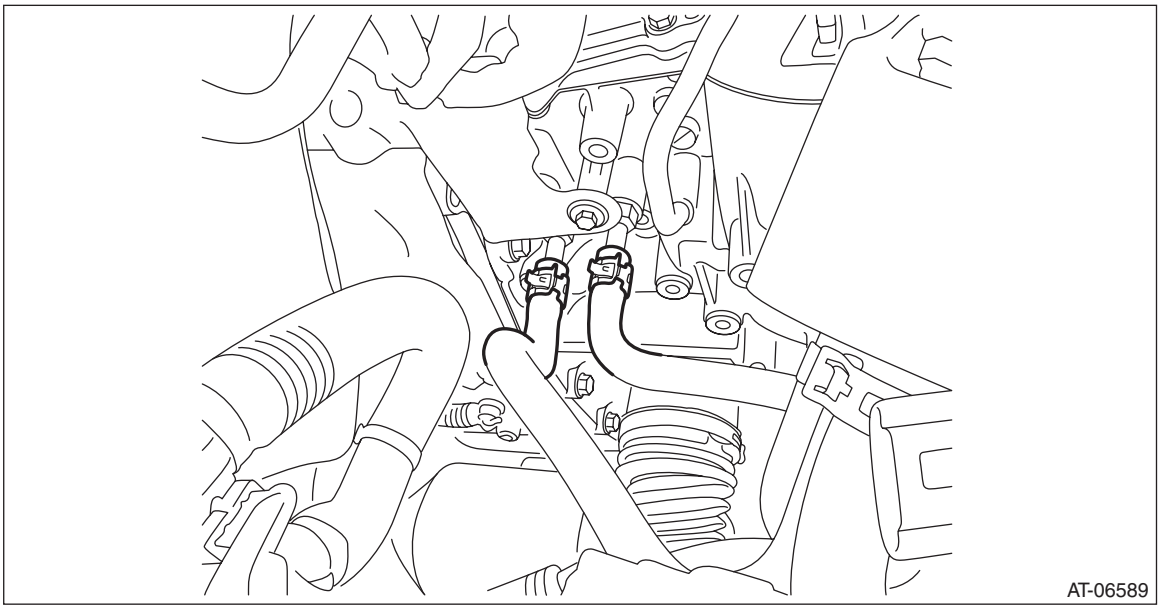
19) Install the engine ground terminals.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



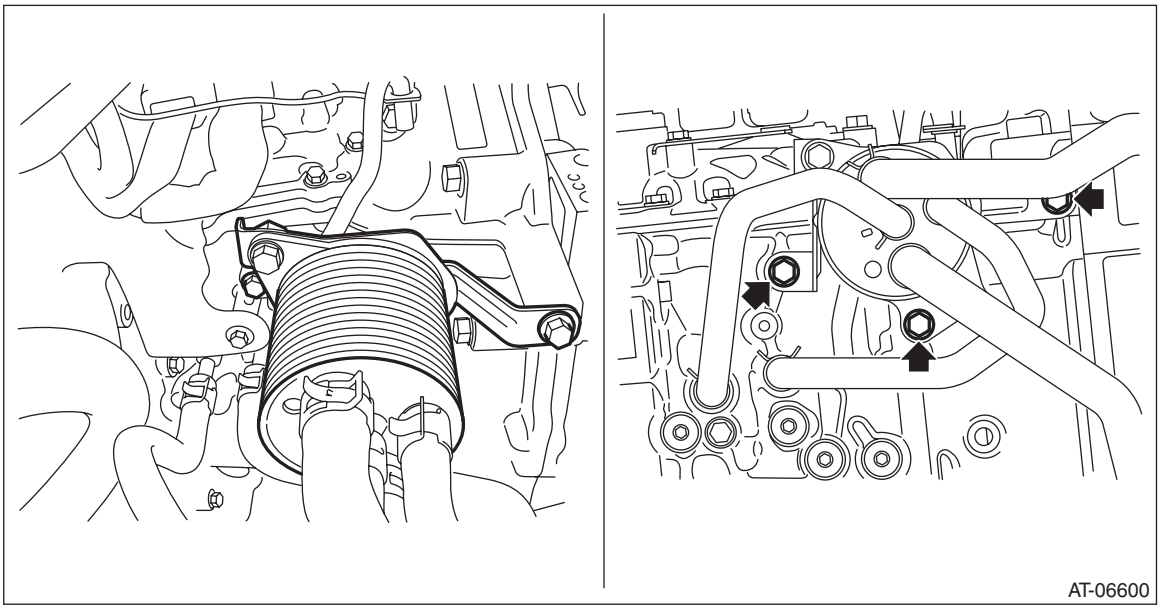
20) Replace the CVTF inlet hose and CVTF outlet hose.<Ref. to CVT(TR580)-145, CVTF Cooler (With Warmer Function).>

21) Install the CVTF inlet hose and CVTF outlet hose to transmission.



22) Install the CVTF cooler (with warmer feature) to the transmission.

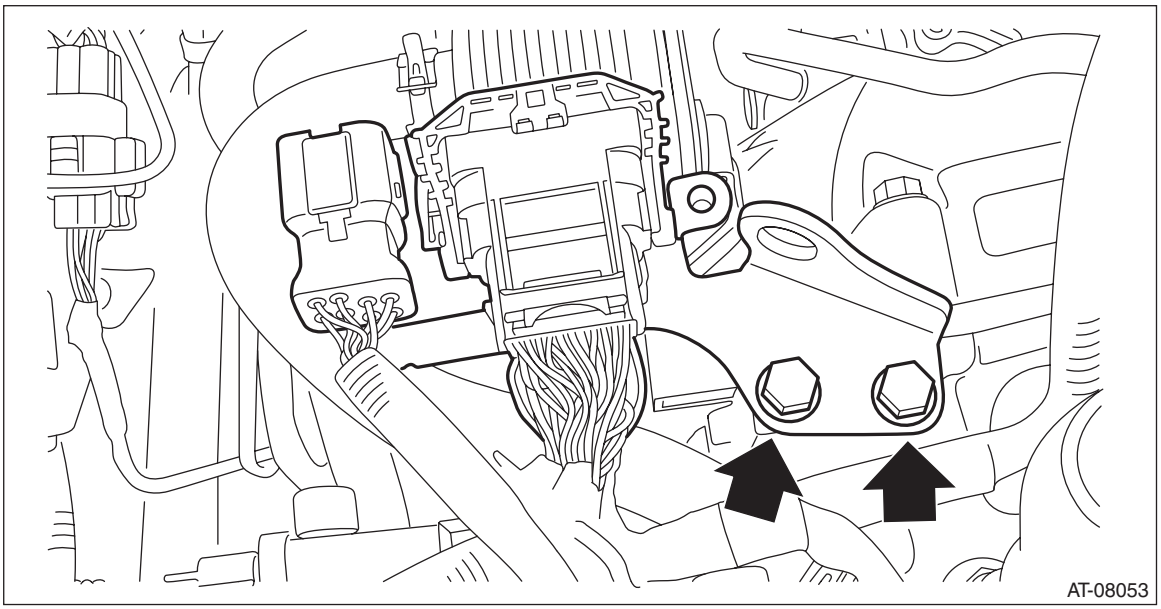
Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



23) Install the starter.<Ref. to SC(H4DO)-12, INSTALLATION, Starter.>

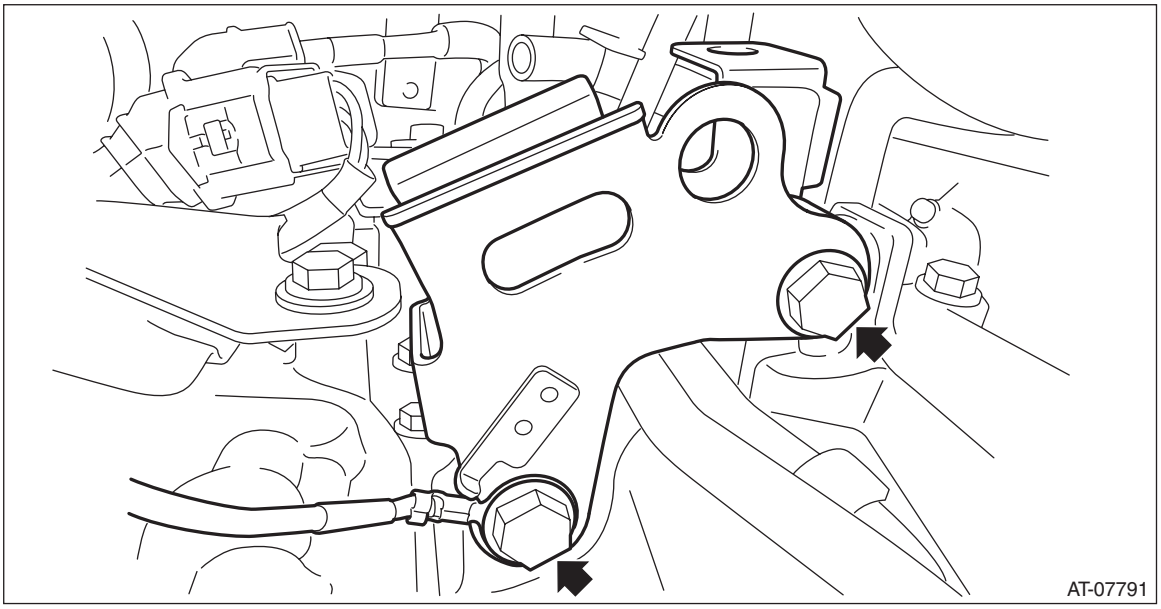
24) Install the engine rear hanger.

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



25) Install the pitching stopper bracket and transmission radio ground cord.

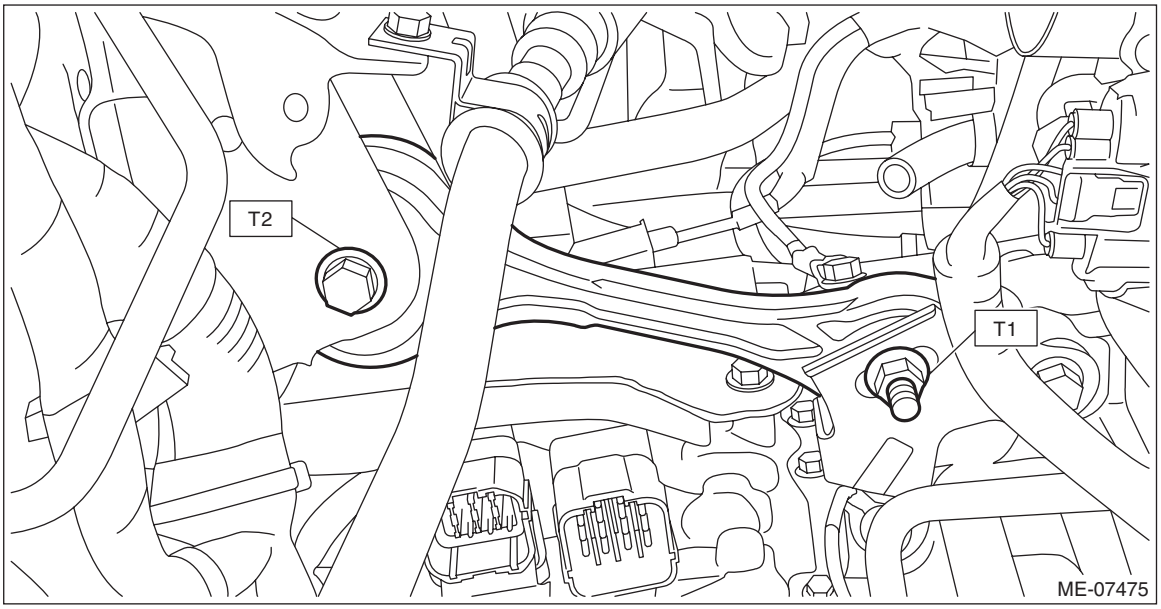
Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



26) Install the air breather hose to the pitching stopper bracket.

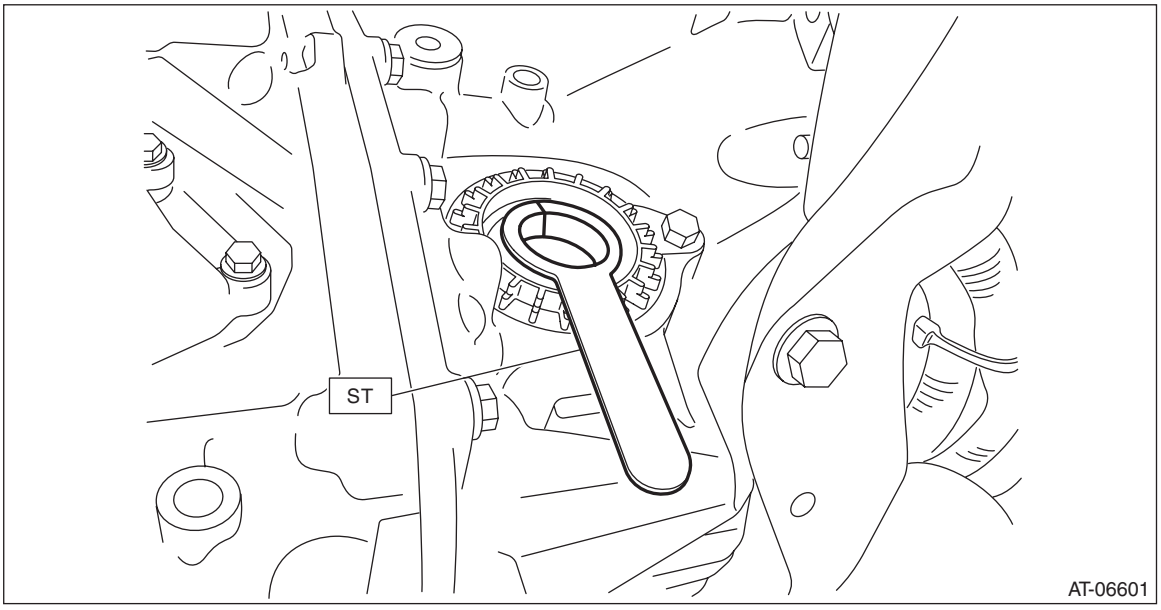
27) Install the pitching stopper.

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)



28) Connect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
29) Connect the engine harness connectors, then install the harness connector bracket.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)
30) Lift up the vehicle.
31) Apply grease to the side retainer oil seal lip.
32) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



33) Replace the circlip of the drive shaft with a new part.

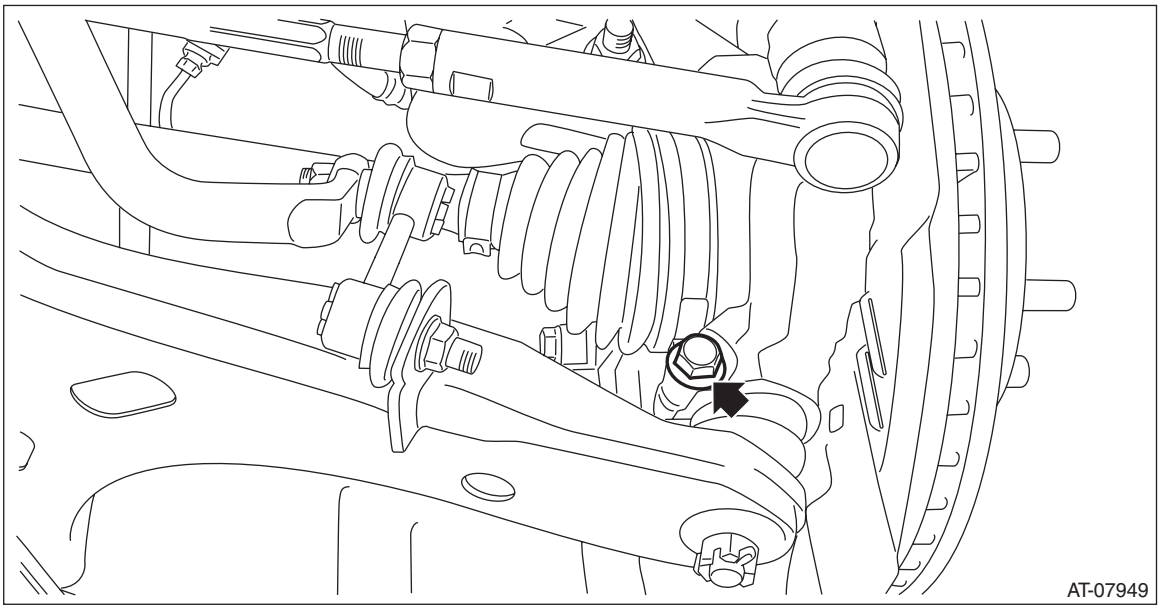
34) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).

NOTE:
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

35) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
36) Insert the ball joint into housing and secure with bolt.

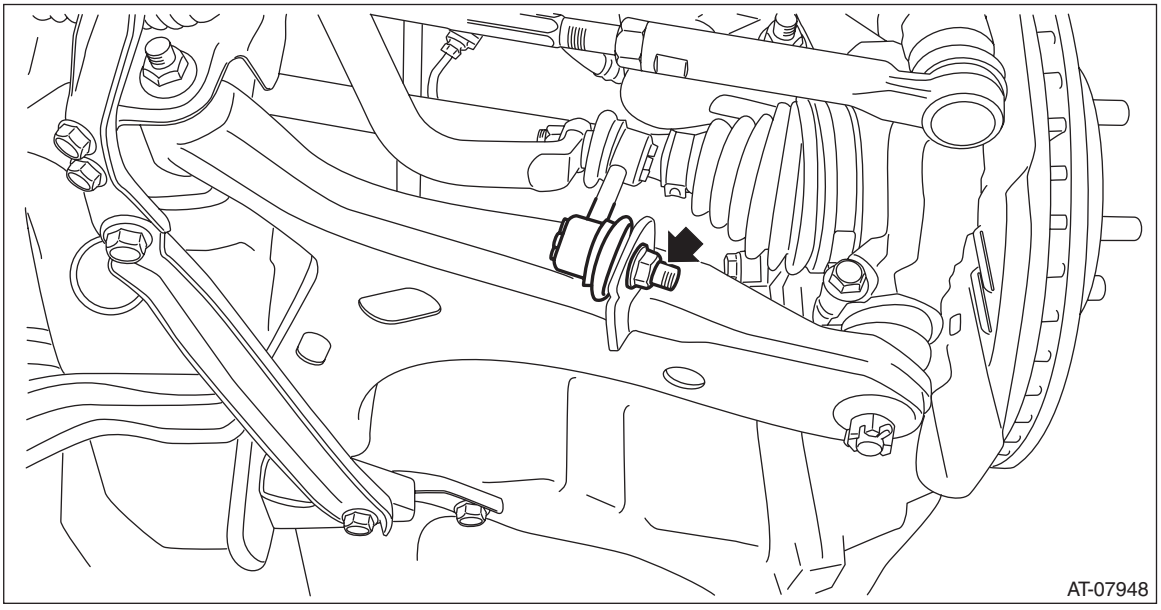
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**



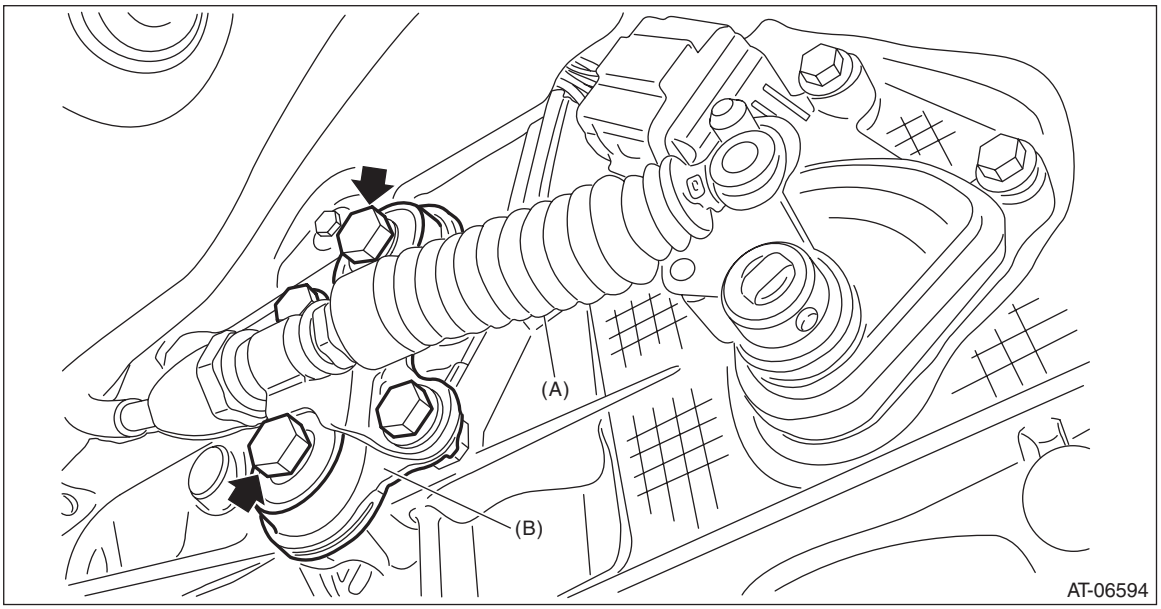
37) Attach the stabilizer link to the front arm.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)



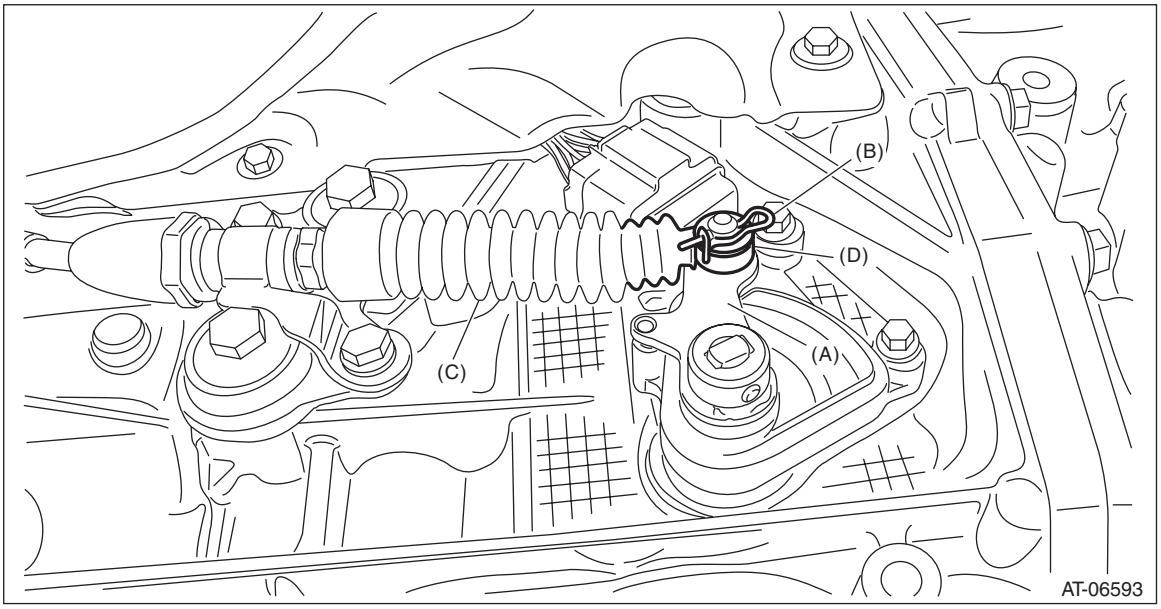
38) Install the plate assembly to transmission.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Select cable
(B) Plate ASSY

39) Install the washer and snap pin to the shifter arm.

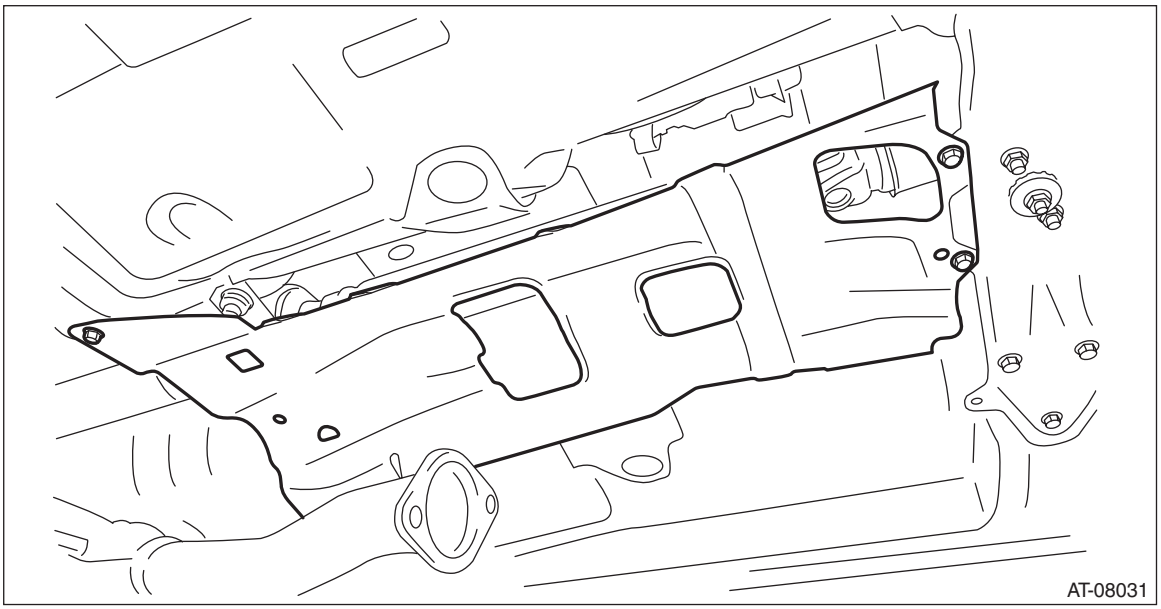


(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

40) Install the propeller shaft.<Ref. to DS-14, INSTALLATION, Propeller Shaft.>

41) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)

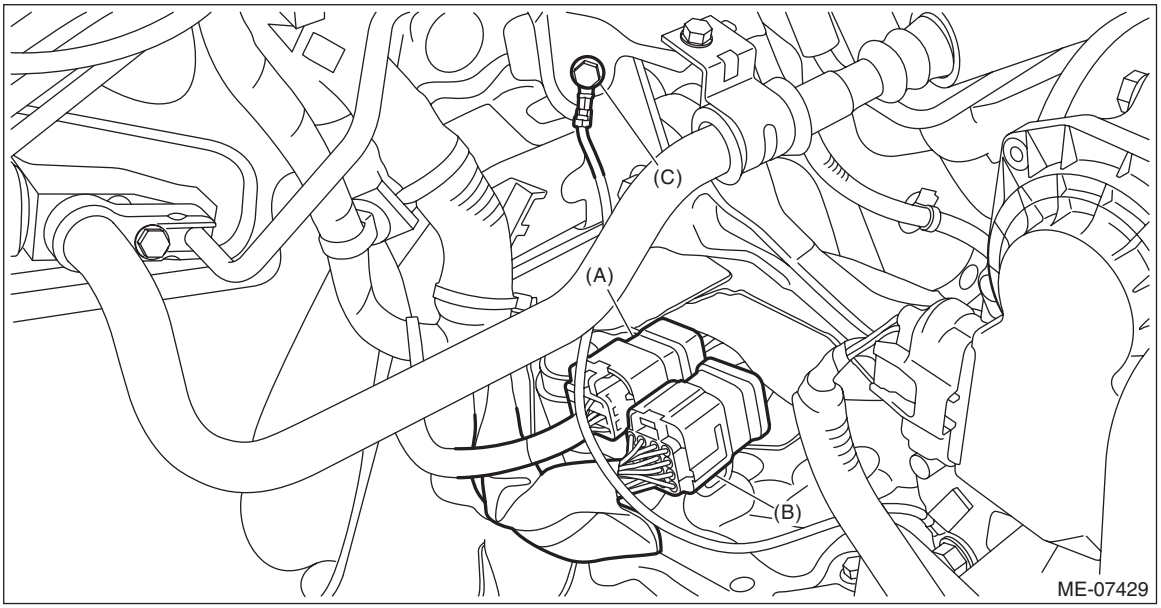


42) Install the center exhaust pipe.<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
43) Install the under cover - front.
44) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
45) Lower the vehicle.

46) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

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



(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

47) Install the air intake boot assembly.<Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
48) Install the front tires.<Ref. to WT-5, INSTALLATION, Tire and Wheel.>
49) Connect the battery ground terminal.
50) Refill differential gear oil to adjust the differential gear oil amount.<Ref. to CVT(TR580)-40, Differential Gear Oil.>
51) Refill CVTF to adjust the CVTF level.<Ref. to CVT(TR580)-35, CVTF.>
52) Perform the operation for clearing AT learning value.<Ref. to CVT(diag)-24, Clear Memory Mode.>
53) Perform the operation of AT learning mode.<Ref. to CVT(diag)-30, Learning Control.>
54) Execute the rear differential inspection mode.<Ref. to DI-64, Rear Differential Inspection Mode.>

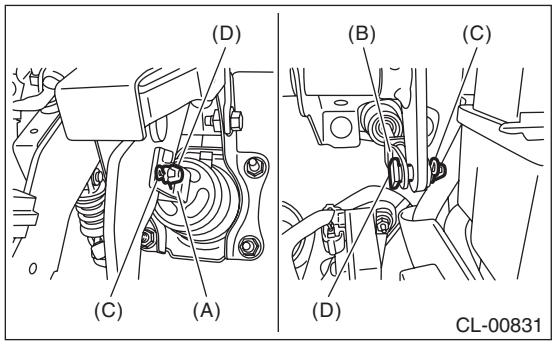
CAUTION:
Always execute the rear differential inspection mode at the replacement of the following.
- **Replacement of transmission assembly**
- **Replacement of front differential hypoid gear set**

55) Perform the road test to make sure there is no fault.<Ref. to CVT(TR580)-45, INSPECTION, Road Test.>

10.Clutch Pedal

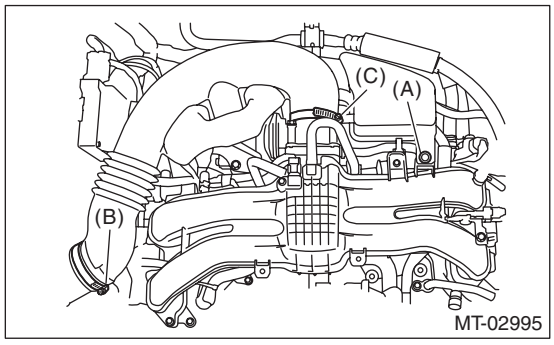
A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the steering column. <Ref. to PS-18, REMOVAL, Steering Column.>
3) Disconnect the connector from the stop light switch and clutch switch.
4) Remove the snap pins from clevis pins which secure the lever to the push rod and operating rod.
5) Pull out the clevis pins which secures the lever to the push rod and operating rod.

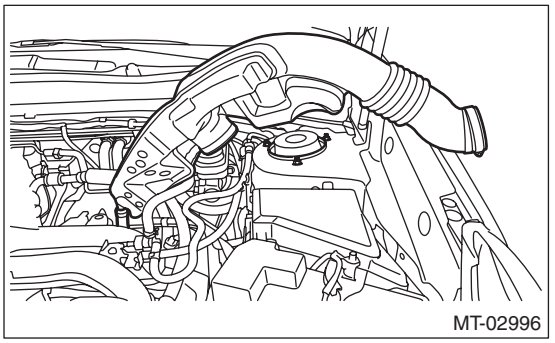


(A) Operating rod
(B) Push rod
(C) Snap pin
(D) Clevis pin

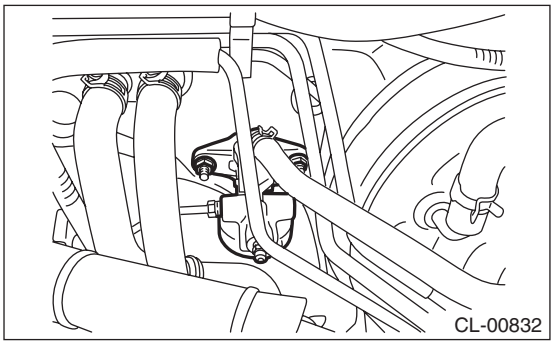
6) Remove the clip (A) from the air intake boot.
7) Loosen the clamp (B) connecting the air intake boot and air cleaner case (rear).
8) Loosen the clamp (C) which connects the air intake boot and throttle body.



9) Remove the air intake boot from the throttle body, and move it to the left side wheel apron.



10) Remove the nut which secures the clutch master cylinder.



11) Remove the bolts and nuts which secure the brake pedal and clutch pedal, and remove the pedal assembly.

NOTE:
Hold the clutch master cylinder with a wire or a string onto the vehicle body to avoid the clutch pipe from bending.

B: INSTALLATION

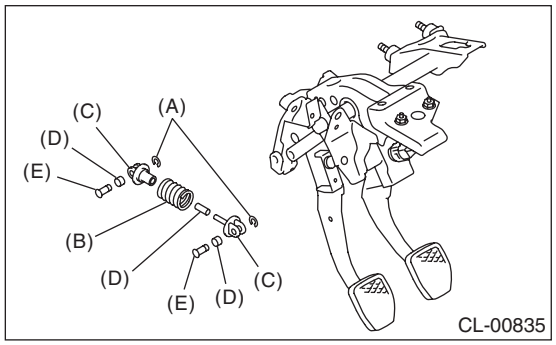
1) Install in the reverse order of removal.

Tightening torque:
Clutch pedal
18 N·m (1.8 kgf-m, 13.3 ft-lb)
Air intake boot
3 N·m (0.3 kgf-m, 2.2 ft-lb)

CAUTION:
Always use a new clevis pin.
2) Adjust the clutch pedal after installation. <Ref. to CL-28, ADJUSTMENT, Clutch Pedal.>

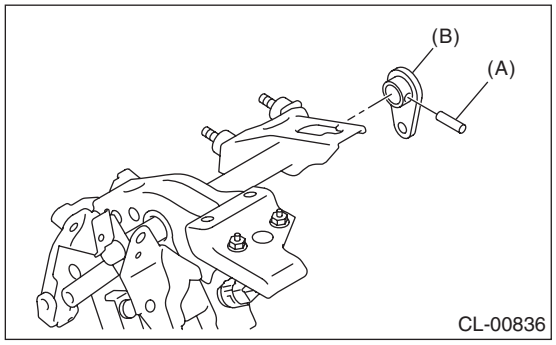
C: DISASSEMBLY

1) Remove the clutch switches.
2) Remove the clip, assist spring, rod and bushing.



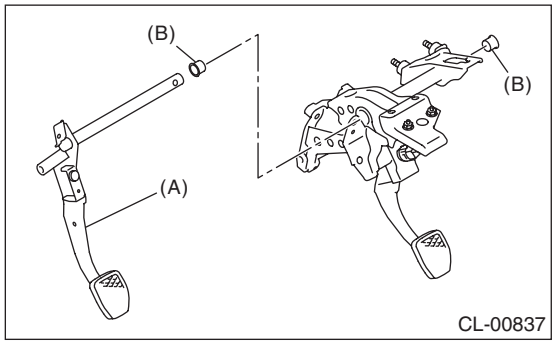
(A) Clip
(B) Assist spring
(C) Assist rod
(D) Bushing
(E) Clevis pin

3) Remove the spring pin and lever.



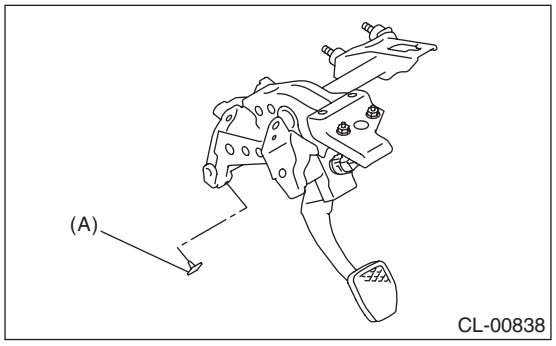
(A) Spring pin
(B) Lever

4) Remove the clutch pedal and bushings.



(A) Clutch pedal
(B) Bushing

5) Remove the stopper from the pedal bracket.



(A) Stopper

6) Remove the clutch pedal pad.

D: ASSEMBLY

1) Install the stopper and pedal pad to the clutch pedal.
2) Install the clutch switch to the pedal bracket.
3) Clean the pedal bushing holes of the clutch pedal and the brake pedal, apply grease, and install the pedal bushings.
4) Install the clutch pedal, brake pedal and lever to the pedal bracket, and fix with a spring pin.
5) Install the assist rod A, assist rod B, assist bushing and assist spring to the clutch pedal and pedal bracket.

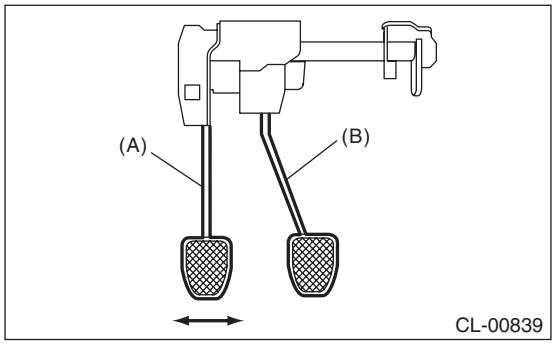
E: INSPECTION

1. CLUTCH PEDAL

Move the clutch pedal in the lateral direction with a force of approximately 10 N (1 kgf, 2 lbf) to check that the clutch pedal deflection is within the service limit.

CAUTION:
If it exceeds the service limit, replace the clutch pedal assembly with a new part.

Deflection of the clutch pedal:
Service limit
4.0 mm (0.157 in) or less



(A) Clutch pedal
(B) Brake pedal

F: ADJUSTMENT

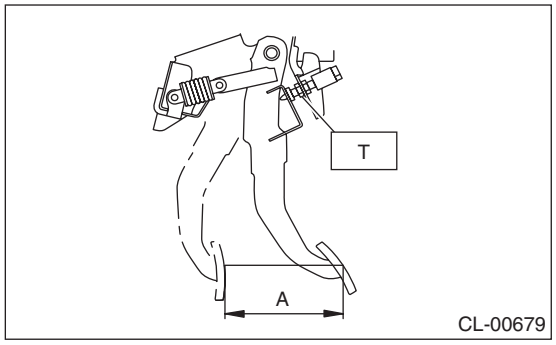
1) Turn the lock nut until the full stroke of clutch pedal becomes within the specification.

CAUTION:
When adjusting the full stroke of clutch pedal, do not turn the clutch switch.

NOTE:
If the lock nut cannot adjust the full stroke of clutch pedal to the specified value, adjust it by turning the master cylinder push rod.

Clutch pedal full stroke A:
130 — 135 mm (5.12 — 5.31 in)

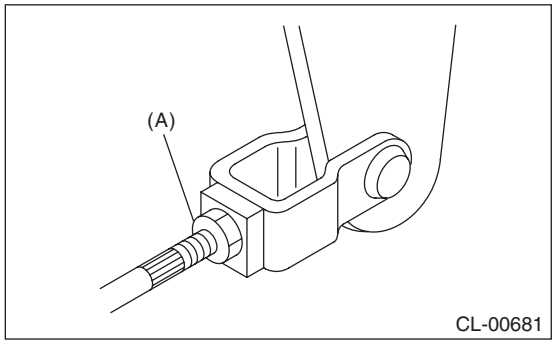
Tightening torque (clutch switch lock nut):
T: 8 N·m (0.8 kgf-m, 5.9 ft-lb)



2) If the full stroke is not within the specified value, loosen the clutch switch lock nut to adjust.

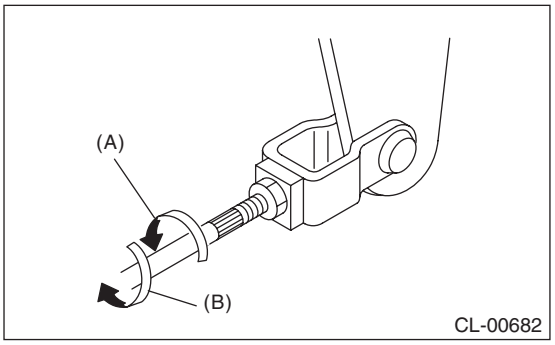
Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

3) Loosen the push rod lock nuts.



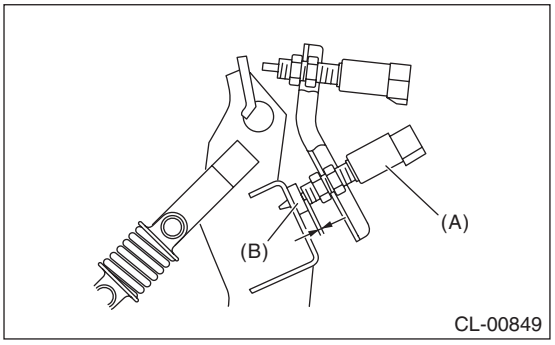
(A) Push rod lock nut

4) Make sure that the clutch pedal contacts the clutch pedal bracket stopper when the clutch pedal is at the maximum stroke position.



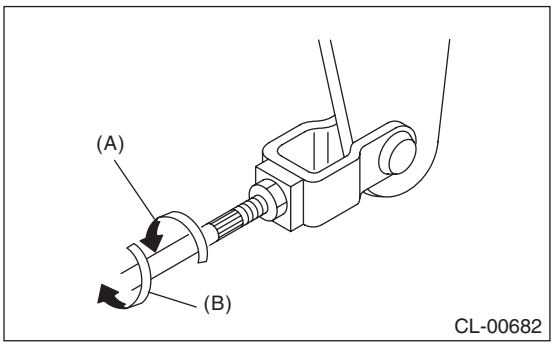
(A) In the longer direction
(B) In the shorter direction

5) Make sure that the clutch pedal contacts the clutch switch side when the pedal is released.
6) Turn the push rod to shorten until a clearance is gained on the clutch switch side.



(A) Clutch switch
(B) Stopper

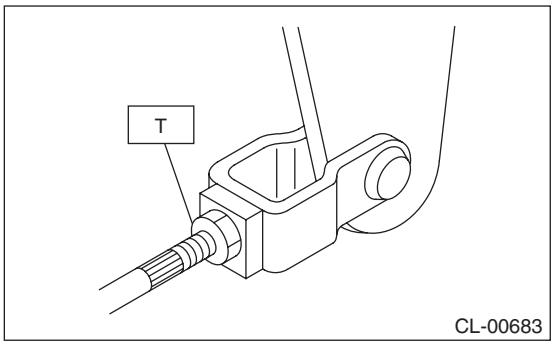
7) Turn the push rod to lengthen until clutch pedal contacts the clutch switch.
8) Turn further in the direction that will shorten the push rod by 270°.



(A) In the longer direction
(B) In the shorter direction

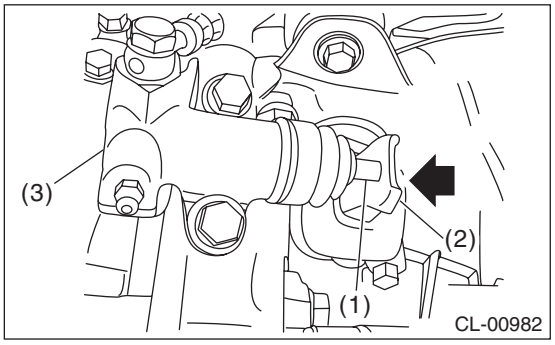
9) Check that the clevis pin moves smoothly by moving it in the left and right directions.
10) Tighten the push rod lock nut.

Tightening torque (push rod lock nut):
T: 10 N·m (1.0 kgf-m, 7.4 ft-lb)



11) Depress and release the clutch pedal two or three times to ensure that the clutch pedal and release lever operate smoothly. If the clutch pedal and release lever do not operate smoothly, bleed air from the clutch hydraulic system. <Ref. to CL-25, Clutch Fluid Air Bleeding.>
12) Measure the clutch pedal full stroke length again to ensure that it is within specifications. If it is not within specifications, repeat adjustment procedures again from the beginning.

Clutch pedal full stroke:
130 — 135 mm (5.12 — 5.31 in)
13) Push the release lever until the operating cylinder push rod retracts. Check that the clutch fluid level in the reservoir tank increases.



(1) Push rod
(2) Release lever
(3) Operating cylinder

14) If the clutch fluid level increases, hydraulic clutch play is correct.
15) If the clutch fluid level does not increase or push rod does not retract, readjust the clutch pedal.
16) Check the fluid level using the scale on the reservoir tank. <Ref. to CL-24, INSPECTION, Clutch Fluid.>

10.Drive Cycle

A: PROCEDURE

It is possible to complete diagnosis of the DTC by performing the indicated drive cycle. After the repair for the DTC, perform a necessary drive cycle and make sure the function recovers and the DTC is recorded.

1. PREPARATION FOR DRIVE CYCLE

1) Check that the battery voltage is 12 V or more and fuel remains approx. half [20 — 40 L (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
2) After performing the diagnostics and Clear Memory Mode, check that no DTC remains.<Ref. to CVT(diag)-24, Clear Memory Mode.>

NOTE:
Perform the drive cycle after warming up the engine except when the ATF temperature at engine start is specified.

2. DRIVE CYCLE A

DTC	Item	Condition
P0601	Internal Control Module Memory Checksum Error	Perform the drive cycle A twice.
P0604	Internal Control Module Random Access Memory (RAM) Error	Perform the drive cycle A twice.
P062F	Internal Control Module EEPROM Error	Perform the drive cycle A twice.
P0712	Transmission Fluid Temperature Sensor Circuit Low Input	—
P0842	Secondary Oil Pressure Sensor Circuit (Low)	—
P0843	Secondary Oil Pressure Sensor Circuit (High)	—
P0890	AT Self-Shut Relay Diagnosis (Low)	—
P0962	Secondary Solenoid Circuit (Low)	—
P0963	Secondary Solenoid Circuit (High)	—
P0966	Forward & Reverse Solenoid Circuit (Low)	—
P0967	Forward & Reverse Linear Solenoid Circuit (High)	—
P160A	Random Access Memory (RAM) Error	Perform the drive cycle A twice.
P2530	Ignition Switch Run Position Circuit	—
P2763	Lock-Up Duty Solenoid Circuit (High)	Perform the drive cycle A, then perform the drive cycle C.

Diagnostic procedure:
1) Start the engine.
2) Depress the brake pedal and move the select lever to each range at an interval of five seconds.

NOTE:
Move the select lever in the following order: “P” → “R” → “N” → “D” → “N” → “R” → “P”.

3. DRIVE CYCLE B

DTC	Item	Condition
P0711	ATF Temp. Sensor Circuit Range/Performance	—

Diagnostic procedure:
1) Start the engine under condition that ATF temperature is at 20°C (68°F) or below.
2) Drive in any driving pattern for 20 minutes. (Include driving at a constant legal speed (for 20 seconds) at least once.)

NOTE:
Repeat two or more driving cycles in this driving pattern.

4. DRIVE CYCLE C

DTC	Item	Condition
P0500	Vehicle Speed Sensor “A”	—
P0716	Torque Converter Turbine Speed	—
P0717	Input/Turbine Speed Sensor "A" Circuit No Signal	—
P0720	Output Speed Sensor Circuit	—
P0721	Output Shaft Speed Sensor Circuit Range/Performance	—
P0970	Transfer Solenoid Circuit (Low)	—
P0971	Transfer Solenoid Circuit (High)	—
P0973	Primary Solenoid System A Circuit (Low)	—
P0974	Primary Solenoid System A Circuit (High)	—
P0976	Primary Solenoid System B Circuit (Low)	—
P0977	Primary Solenoid System B Circuit (High)	—
P2158	Vehicle Speed Sensor "B"	—
P2746	Primary Pulley Revolution Speed Sensor Circuit	—
P2747	Intermediate Shaft Speed Sensor "B" Circuit No Signal	—
P2750	Sec. Pulley Revolution Speed Sensor Circuit	—
P2751	Intermediate Shaft Speed Sensor "C" Circuit No Signal	—
P2763	Lock-Up Duty Solenoid Circuit (High)	Perform the drive cycle A, then perform the drive cycle C.
P2764	Lock-Up Duty Solenoid Circuit (Low)	—
P2769	Lock-Up On/Off Solenoid Circuit (Low)	—
P2770	Lock-Up On/Off Solenoid Circuit (High)	—

Diagnostic procedure:
1) Start the engine.
2) Accelerate slowly to a legal speed, and then decelerate slowly to a stop.

5. DRIVE CYCLE D

DTC	Item	Condition
P0713	Transmission Fluid Temperature Sensor Circuit High Input	—
P0730	Gearshift Control Performance Abnormal	—
P0746	Pressure Control Solenoid "A" Performance/Stuck Off	Perform the drive cycle D twice.
P0747	Pressure Control Solenoid "A" Stuck On	Perform the drive cycle D twice.
P0751	Shift Solenoid "A" Performance/Stuck Off	Perform the drive cycle D twice.
P0752	Shift Solenoid "A" Stuck On	Perform the drive cycle D twice.
P0756	Shift Solenoid "B" Performance/Stuck Off	Perform the drive cycle D twice.
P0757	Shift Solenoid "B" Stuck On	Perform the drive cycle D twice.
P0776	Pressure Control Solenoid "B" Performance/Stuck Off	Perform the drive cycle D twice.
P0841	Secondary Oil Pressure Sensor Performance	—
P0961	Pressure Control Solenoid "A" Control Circuit Range/Performance	—
P0965	Forward & Reverse Solenoid Function	—
P2757	Torque Converter Clutch Pressure Control Solenoid Control Circuit Performance/Stuck Off	Perform the drive cycle D twice.
P2758	Torque Converter Clutch Pressure Control Solenoid Control Circuit Stuck On	Perform the drive cycle D twice.

Diagnostic procedure:
1) Start the engine.
2) Drive in any driving pattern for 20 minutes. (Include driving at a constant legal speed (for 20 seconds) at least once.)

6. DRIVE CYCLE E

DTC	Item	Condition
P0801	Reverse Inhibit Control Circuit	—
U0073	Control Module Communication Bus Off	—
U0100	Lost Communication With ECM/PCM “A”	—
U0122	Lost Communication With Vehicle Dynamics Control Module	—
U0140	Lost Communication With Body Control Module	—
U0155	Lost Communication With Instrument Panel Cluster (IPC) Control Module	—
U0164	Lost Communication With HVAC Control Module	—
U0401	Invalid Data Received From ECM/PCM “A”	—
U0416	Invalid Data Received From Vehicle Dynamics Control Module	—
U0422	Invalid Data Received From Body Control Module	—
U0423	Invalid Data Received From Instrument Panel Cluster Control Module	—
U0424	Invalid Data Received From HVAC Control Module	—

Diagnostic procedure:
1) Start the engine.

7. DRIVE CYCLE F

DTC	Item	Condition
P0705	Transmission Range Sensor Circuit (PRNDL Input)	—

Diagnostic procedure:
1) Start the engine.
2) Depress the brake pedal and move the select lever to each range at an interval of five seconds.

NOTE:
Move the select lever in the following order: “P” → “R” → “N” → “D”.
3) Maintain the engine speed to 2,000 rpm for five seconds or more.

8. DRIVE CYCLE G

DTC	Item	Condition
P0708	AT Range Switch Not Inputted	—

Diagnostic procedure:
1) Start the engine.
2) Drive for three seconds at 16 km/h (10 MPH).

NOTE:
Drive in “D” range and “R” range.

9. DRIVE CYCLE H

DTC	Item	Condition
P0719	Brake Switch Circuit Low	—
P0724	Brake Switch Circuit High	—
P0951	Manual Switch	—
P170A	L-Range SW System	—

Diagnostic procedure:
1) Start the engine.
2) Operate the stop light switch or the manual mode switch.

NOTE:
Drive in “D” range and “R” range.
3) Read the data of the stop light switch or the manual mode switch using the Subaru Select Monitor. Or measure the terminal voltage.

10.General Diagnostic Table

A: INSPECTION

Symptoms	Possible cause	Corrective action
AT select lever	Starter does not run.	Adjust the select cable and inhibitor switch, or inspect the circuit.
	Back-up light does not illuminate.	Adjust the select cable and inhibitor switch, or inspect the circuit.
	AT shift lock system does not operate normally.	Adjust the select cable and inhibitor switch, or inspect the circuit.
	Will not change to manual mode or L mode.	Inspect the mode switch and select lever, or inspect the circuit.
	Up-shift is not engaged at manual mode.	Check the shift-up switch and circuit.
	Down-shift is not engaged at manual mode.	Check the shift-down switch and circuit.
MT gear shift lever	Cannot shift into reverse.	Adjust the MT gear select cable.
	Shifted to 6th though it shifted to reverse.	Adjust or replace the MT gear select cable.
	Can shift into reverse when the slider is not pulled up.	Adjust or replace the MT gear select cable.
	Slider cannot be pulled up or sticks in the pulled-up position.	• Check the shift link system of the transmission. • Adjust or replace the MT gear select cable.

CONTINUOUSLY VARIABLE TRANSMISSION

CVT(TR580)

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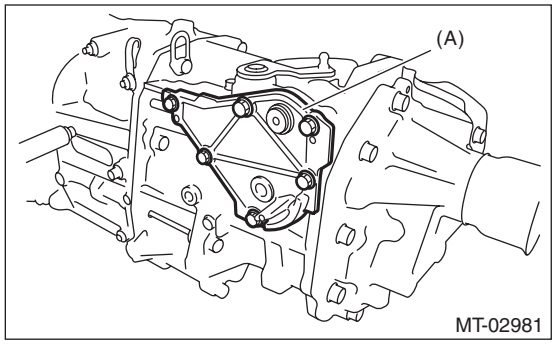
10. Transfer Case and Extension Case Assembly

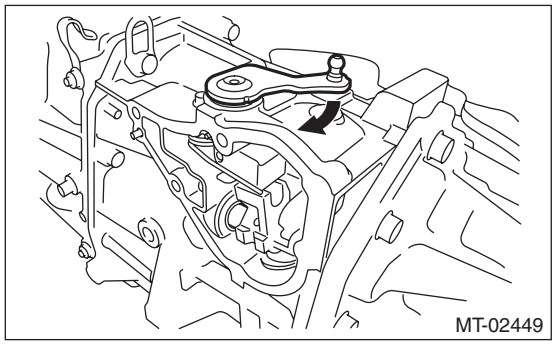
A: REMOVAL

1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch.<Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly.
(1) Remove the transmission cover.

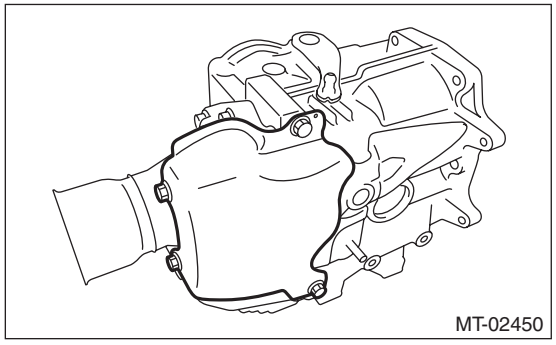


(A) Transmission cover

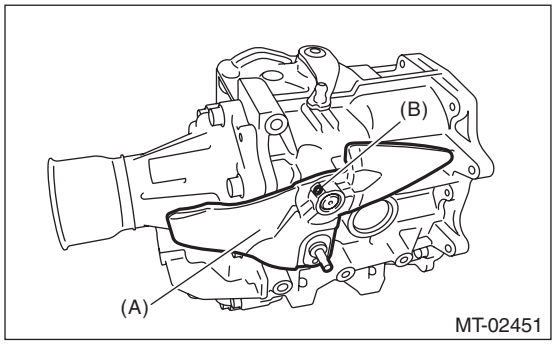
(2) Set and hold the selector lever COMPL to the 1st-2nd side, and remove the transfer case and extension case assembly as a unit.



4) Remove the transfer cover.

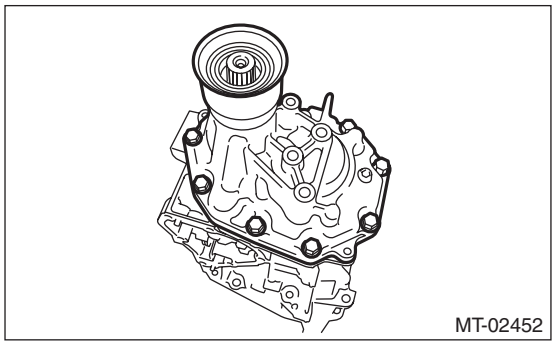


5) Use the ST to push out the straight pin and remove the shift lever COMPL from shifter arm No. 2.
ST 398791700 SPRING PIN REMOVER 2

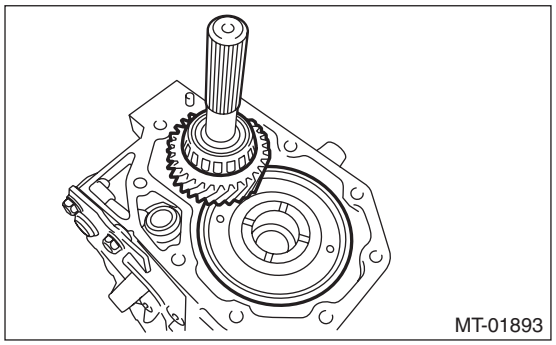


(A) Shift lever COMPL
(B) Straight pin

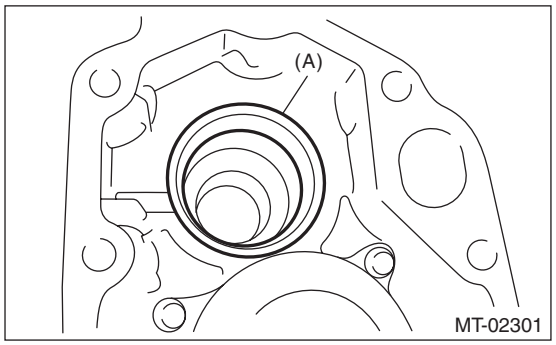
6) Remove the extension case assembly.



7) Remove the transfer driven gear and center differential as a unit.



8) Remove the bearing outer race and adjusting washer from the extension case.



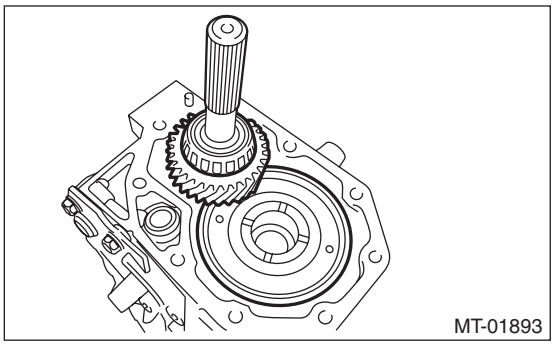
(A) Bearing outer race

B: INSTALLATION

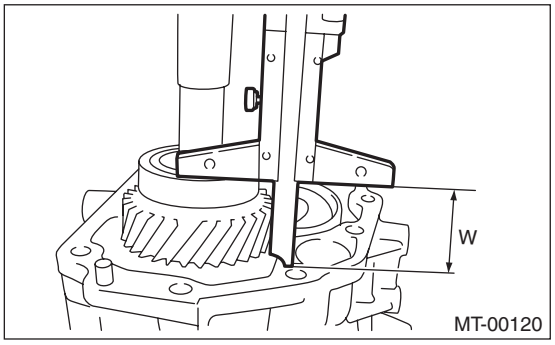
1) Clean the mating surfaces of the transmission case, transfer case and extension case.
2) Apply a coat of grease to the front roller bearing and rear roller bearing of the transfer driven gear.

Grease:
NICHIMOLY N-130 or equivalent

3) Install the center differential and transfer driven gear to the transfer case.

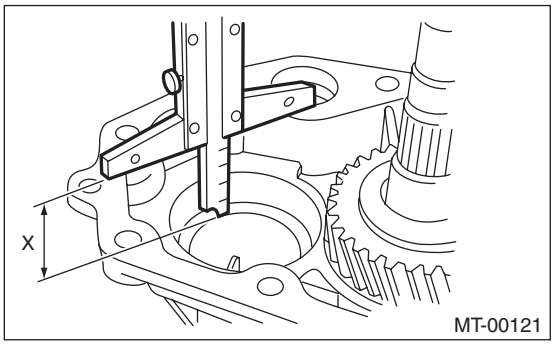


4) Install the bearing outer race to transfer driven gear.
5) While pressing the bearing outer race horizontally, rotate the driven shaft for ten turns.
6) Measure the height "W" between transfer case and taper roller bearing on the transfer driven gear.



7) Measure depth "X" of bearing insertion part of the extension case.

NOTE:
Measure with bearing outer race and adjusting washer removed.



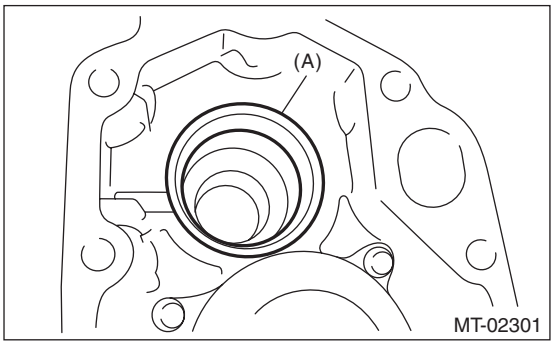
8) Calculate the adjusting washer thickness "t" using the following calculation.
t = X – W + (0.15 — 0.2 mm (0.006 — 0.008 in))
X: Depth of bearing insertion part of the extension case
W: Height between transfer case and taper roller bearing on the transfer driven gear
0.15 — 0.20 mm (0.006 — 0.008 in): Amount of standard protrusion
9) Select the washer with the nearest value in the following table.

NOTE:
Be sure that it is always within the preload.

Preload of the taper roller bearing (amount of standard protrusion):
0.15 — 0.20 mm (0.006 — 0.008 in)

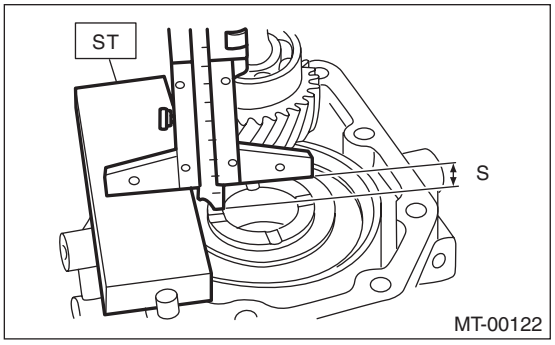
Adjusting washer (50 × 61 × t)	
Part No.	Thickness mm (in)
803050060	0.50 (0.0197)
803050061	0.55 (0.0217)
803050062	0.60 (0.0236)
803050063	0.65 (0.0256)
803050064	0.70 (0.0276)
803050065	0.75 (0.0295)
803050066	0.80 (0.0315)
803050067	0.85 (0.0335)
803050068	0.90 (0.0354)
803050069	0.95 (0.0374)
803050070	1.00 (0.0394)
803050071	1.05 (0.0413)
803050072	1.10 (0.0433)
803050073	1.15 (0.0453)
803050074	1.20 (0.0472)
803050075	1.25 (0.0492)
803050076	1.30 (0.0512)
803050077	1.35 (0.0531)
803050078	1.40 (0.0551)
803050079	1.45 (0.0571)

10) Install the selected adjusting washer and bearing outer race to the extension case.

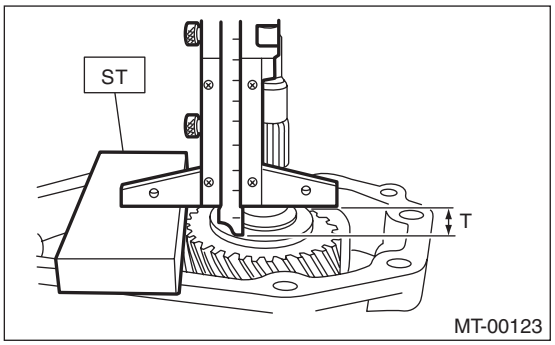


(A) Bearing outer race

11) Measure the depth “S” between the transfer case + ST and the center differential.
ST 398643600 GAUGE



12) Measure the height “T” between the extension case + ST and the transfer drive gear.
ST 398643600 GAUGE



13) Calculate the adjusting washer thickness “U” using the following calculation.
U = S + T – 30 mm (1.18 in) – (0.15 — 0.35 mm (0.0059 — 0.0138 in))
S: Depth between the transfer case + ST and the center differential
T: Height between the extension case + ST and the transfer gear
30 mm (1.18 in): Thickness of ST 15 mm (0.59 in) × 2
0.15 — 0.35 mm (0.0059 — 0.0138 in): Clearance

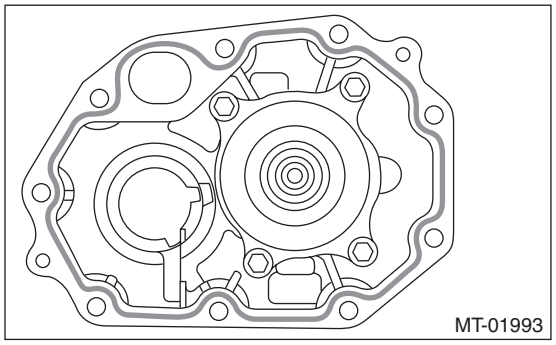
14) Select a suitable adjusting washer in the following table.

Clearance:
0.15 — 0.35 mm (0.0059 — 0.0138 in)

Adjusting washer	
Part No.	Thickness mm (in)
803036050	0.9 (0.035)
803036054	1.0 (0.039)
803036051	1.1 (0.043)
803036055	1.2 (0.047)
803036052	1.3 (0.051)
803036056	1.4 (0.055)
803036053	1.5 (0.059)
803036057	1.6 (0.063)
803036058	1.7 (0.067)
803036080	1.8 (0.071)
803036081	1.9 (0.075)

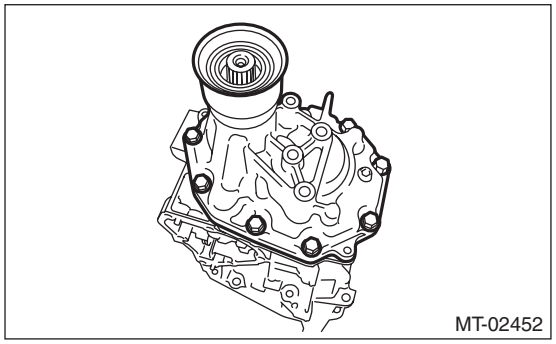
15) Install the adjusting washer to center differential.
16) Apply liquid gasket seamlessly to the mating surface of transfer case.

Liquid gasket:
THREE BOND 1215B or equivalent



17) Install the extension case assembly to the transfer case.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



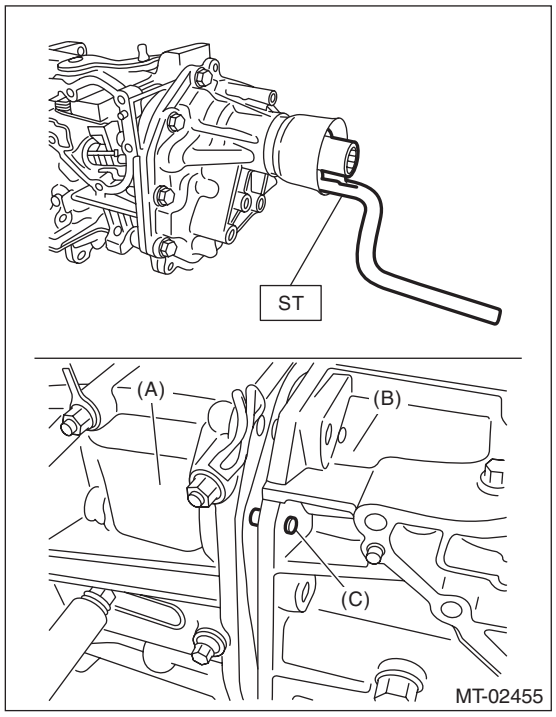
18) Temporarily install the gasket to the transmission case side.

NOTE:
Use a new gasket.

19) Install the extension case assembly along with the transfer case to the transmission case.

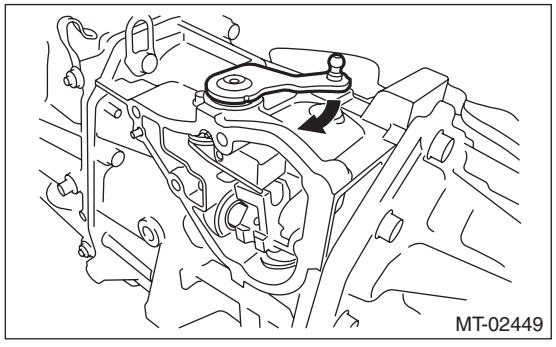
(1) While moving the HANDLE to align the spline position, press in the transfer case assembly until the knock pin comes slightly out of transfer case.

ST 18631AA000 HANDLE



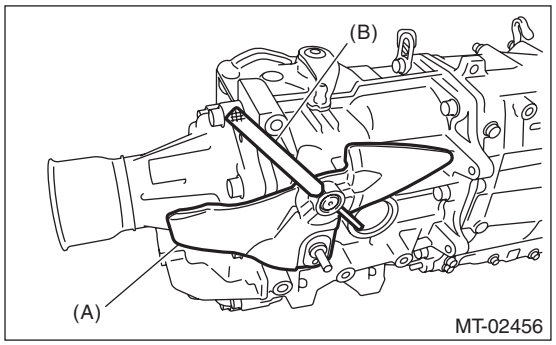
(A) Transmission case
(B) Transfer case
(C) Knock pin

(2) Set and hold the selector lever to the 1st-2nd side, and install the transfer case assembly so that the shifter arm edge and fork rod does not contact.



20) Temporarily tighten the transfer case assembly.

21) Install the shift lever COMPL to the shifter arm No. 2, then insert the remover or similar tool instead of straight pin.

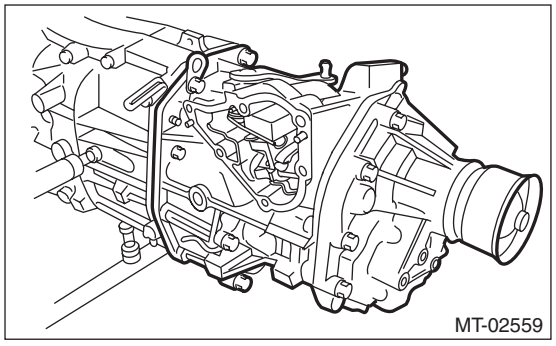


(A) Shift lever COMPL
(B) Remover

22) Operate the selector arm and remover to confirm the correct shifting into each gear is possible.

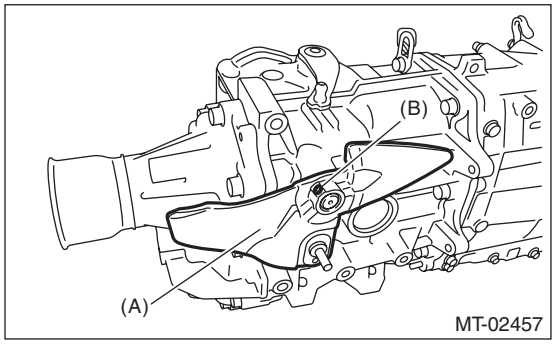
23) Tighten the transfer case assembly to the specified torque.

Tightening torque:
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



24) Secure the shift lever COMPL to the shifter arm No. 2 using a straight pin.

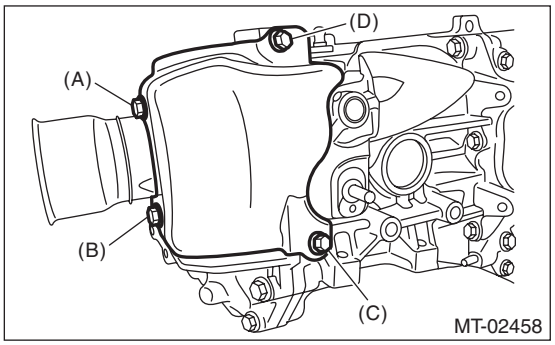
NOTE:
Use a new straight pin.



(A) Shift lever COMPL
(B) Straight pin

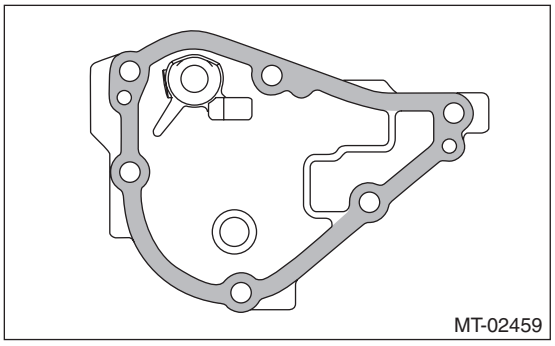
25) Install the transfer cover.
(1) Temporarily tighten the transfer cover mounting bolts.
(2) Tighten bolts in order of (B), (A), (C), (D) to the specified torque.

Tightening torque:
15 N·m (1.5 kgf-m, 11.1 ft-lb)



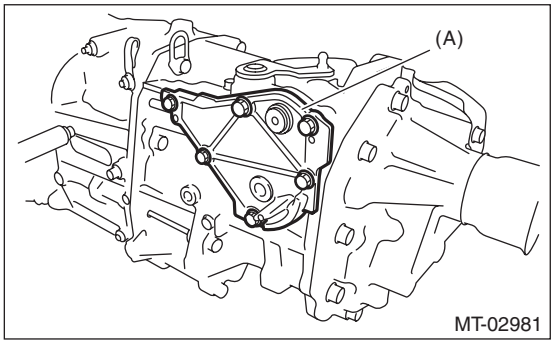
26) Apply liquid gasket seamlessly to the mating surface of transmission cover.

Liquid gasket:
THREE BOND 1215B or equivalent



27) Install the transmission cover to transfer case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Transmission cover

28) Install the back-up light switch and the neutral switch.<Ref. to 6MT-40, BACK-UP LIGHT AND NEUTRAL POSITION SWITCH, INSTALLATION, Switches and Harness.>

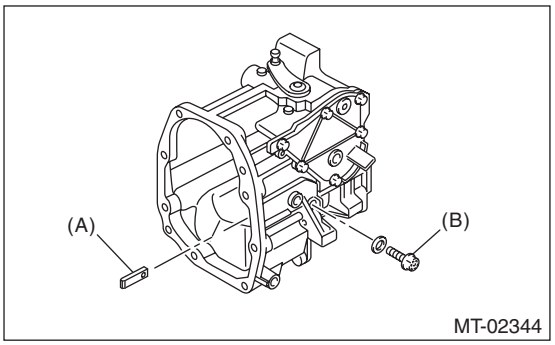
29) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

1. TRANSFER CASE

1) Remove the interlock plate.

NOTE:
Do not remove the precoat bolt (B) if the parts are assembled as a transmission assembly.



(A) Interlock plate
(B) Precoat bolt

2) Remove the shift link assembly. <Ref. to 6MT-55, REMOVAL, Shift Link Assembly.>

2. EXTENSION CASE

1) Remove the transfer drive gear assembly. <Ref. to 6MT-50, REMOVAL, Transfer Drive Gear.>
2) Remove the oil seal from the extension case. <Ref. to 6MT-36, REPLACEMENT, Oil Seal.>
3) Remove the dust cover.

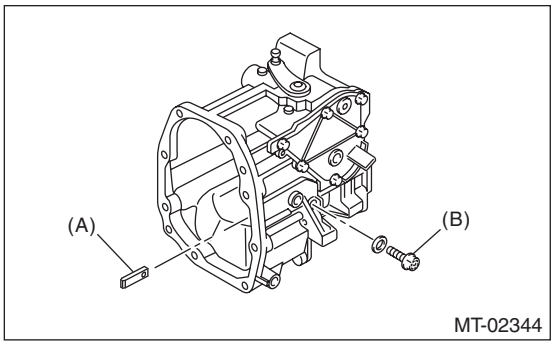
D: ASSEMBLY

1. TRANSFER CASE

1) Install the shift link assembly to the transfer case.<Ref. to 6MT-58, INSTALLATION, Shift Link Assembly.>
2) Attach the interlock plate to transfer case.

NOTE:
- Use a new bolt and gasket.
- Clean the bolt threads before installing the interlock plate.

Tightening torque:
20 N·m (2.0 kgf-m, 14.8 ft-lb)



(A) Interlock plate
(B) Precoat bolt

2. EXTENSION CASE

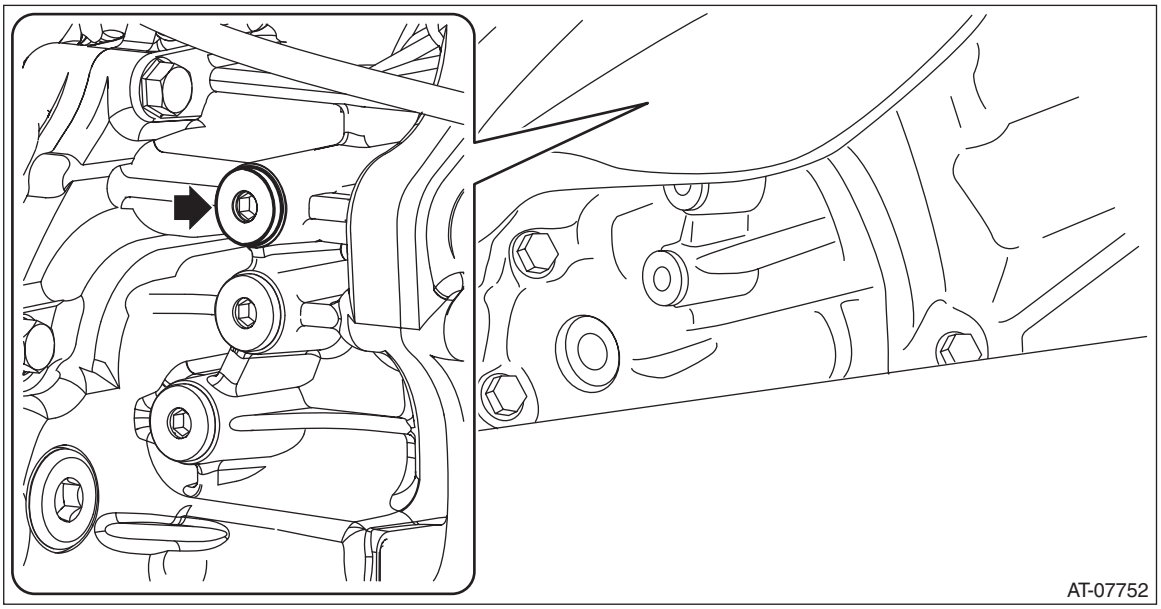
1) Using the ST, install the oil seal to the extension case. <Ref. to 6MT-36, REPLACEMENT, Oil Seal.>

NOTE:
Use a new oil seal.
2) Install the dust cover.
3) Install the transfer drive gear to the extension case. <Ref. to 6MT-50, INSTALLATION, Transfer Drive Gear.>

10.Transfer Clutch Pressure Test

A: INSPECTION

1) Lift up the vehicle.
2) Remove the test plug.

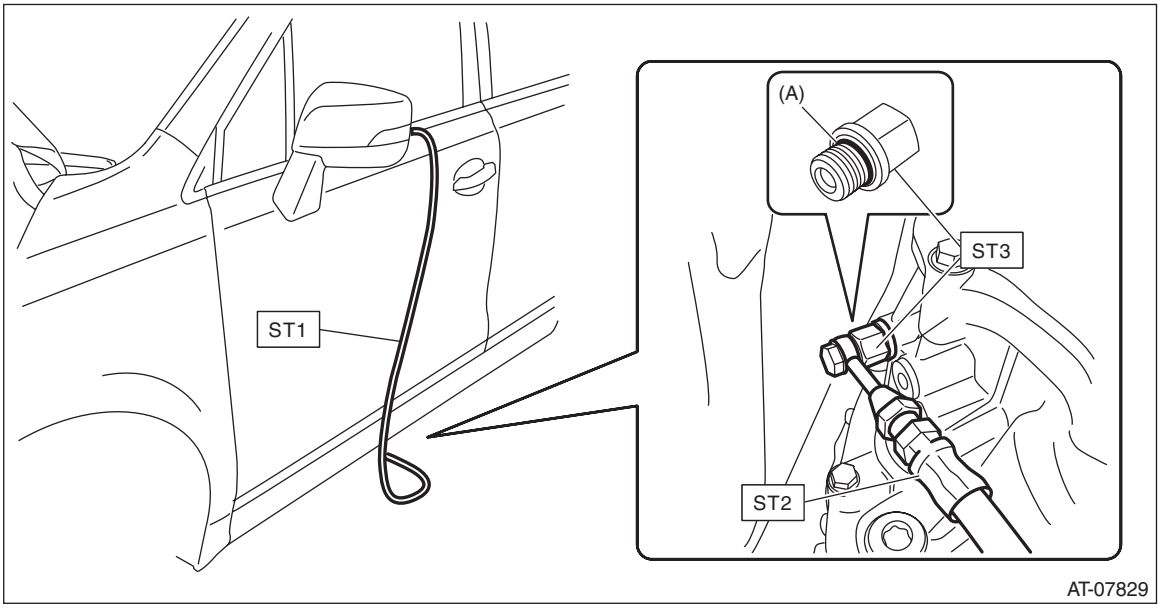


3) Set the ST1, ST2 and ST3 to transmission.

CAUTION:
Be careful when setting tools so that the hoses do not touch the exhaust pipes.

ST1 498575400 OIL PRESSURE GAUGE ASSY
ST2 498897700 OIL PRESSURE ADAPTER SET
ST3 18681AA000 PRESSURE GAUGE ADAPTER

NOTE:
Use ST3 (PRESSURE GAUGE ADAPTER) with genuine O-ring (part No. 806911080) attached.



(A) O-ring (genuine part)

4) Lower the vehicle.
5) Connect the Subaru Select Monitor to the data link connector and read the current data.
6) Check the transfer clutch pressure as in secondary pressure (line pressure) test. <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.>

NOTE:
- Turn OFF the X MODE switch and perform inspection.
- If oil pressure is not produced or it does not change, the control valve body may be malfunctioning.

Range position	ON Duty ratio (%)	Accelerator pedal opening angle (%)	Standard transfer clutch pressure kPa (kgf/cm^2, psi)
D	95 — 100	Fully opened (100)	1,000 — 1,200 (10.2 — 12.2, 145 — 174)
	60	Adjust ON Duty ratio to 60%.	400 — 700 (4.1 — 7.1, 58 — 102)
	0	Fully closed (0)	—
N or P	0	Fully closed (0)	0

7) Remove the ST and install the plug after measurement.

NOTE:
Use new O-rings.

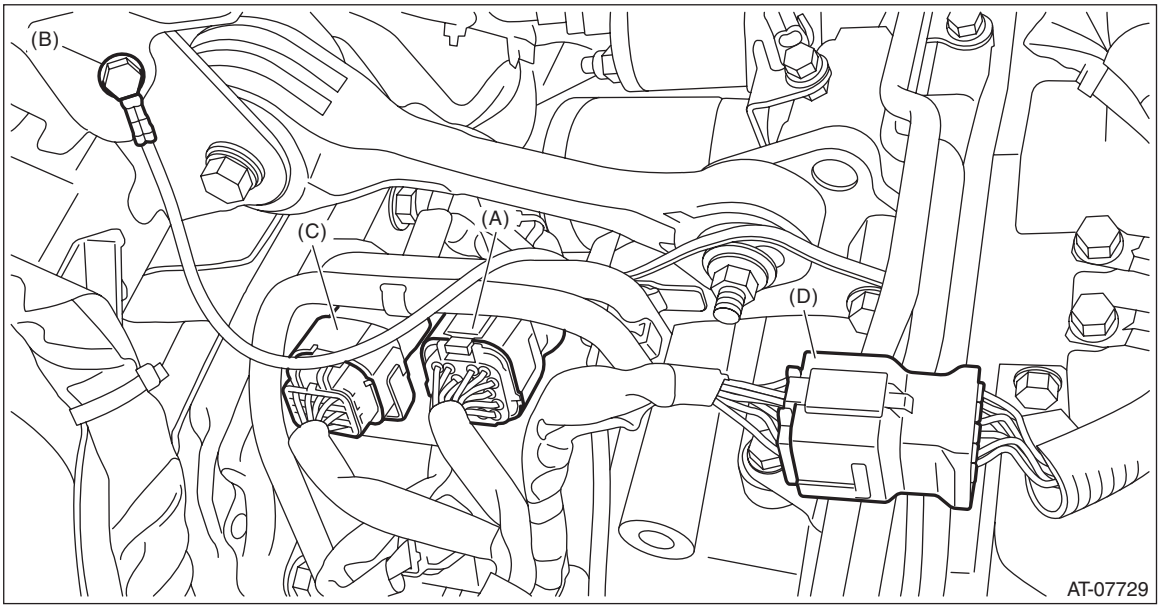
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

11.Automatic Transmission Assembly

A: REMOVAL

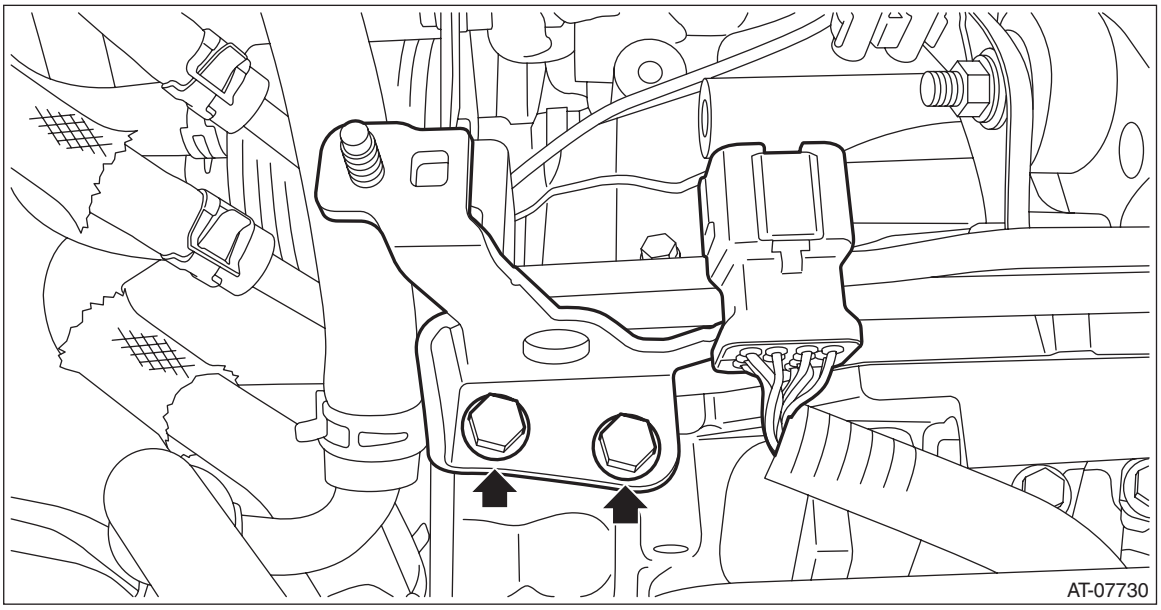
1) Remove the front wheels.
2) Disconnect the ground cable from battery.
3) Remove the air intake duct.<Ref. to IN(H4DOTC)-19, REMOVAL, Air Intake Duct.>
4) Remove the intercooler.<Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
5) Disconnect the following connectors.

- Transmission harness connectors
- Transmission radio ground terminal
- Inhibitor harness connector
- Engine harness connectors

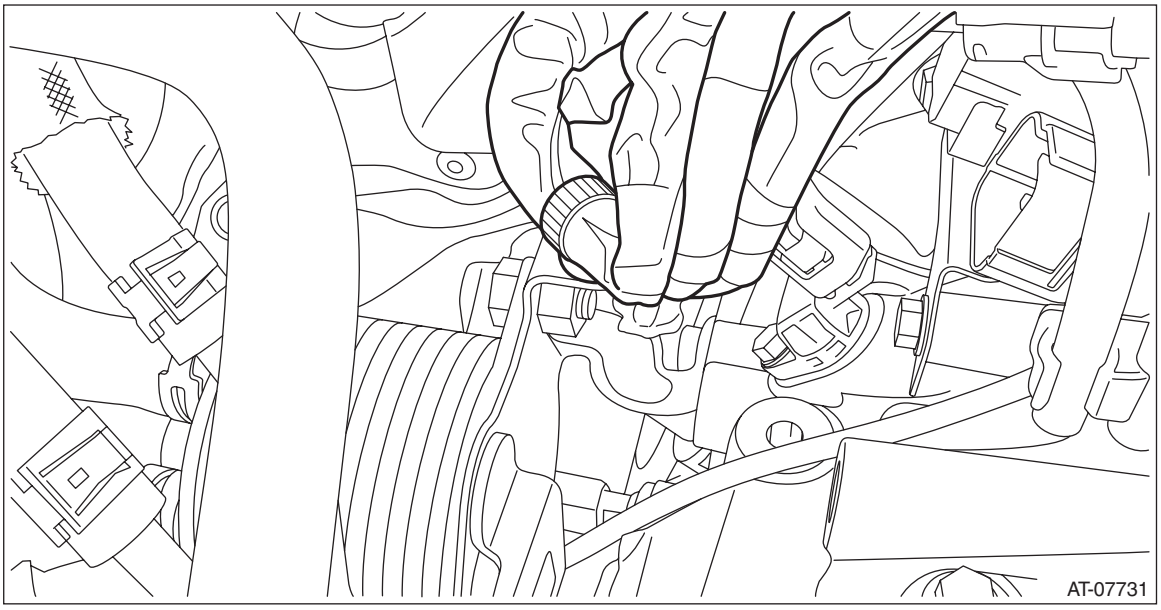


(A) Transmission harness connectors
(B) Transmission radio ground terminal
(C) Inhibitor harness connector
(D) Engine harness connectors

6) Remove the engine hanger rear.

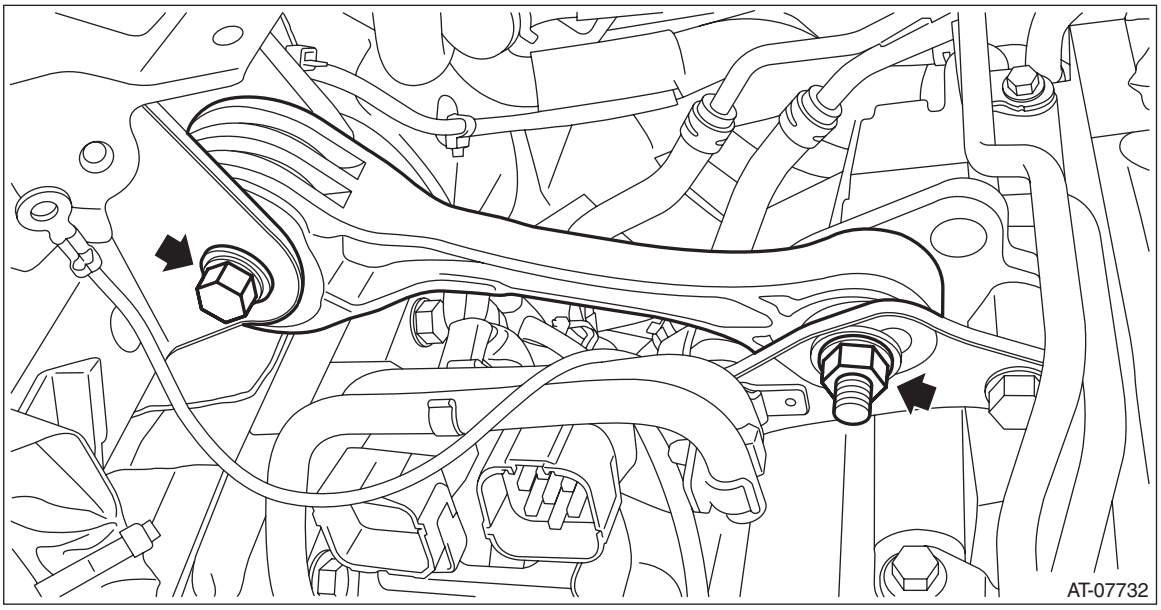


7) Remove the harness clip from the CVTF cooler bracket.

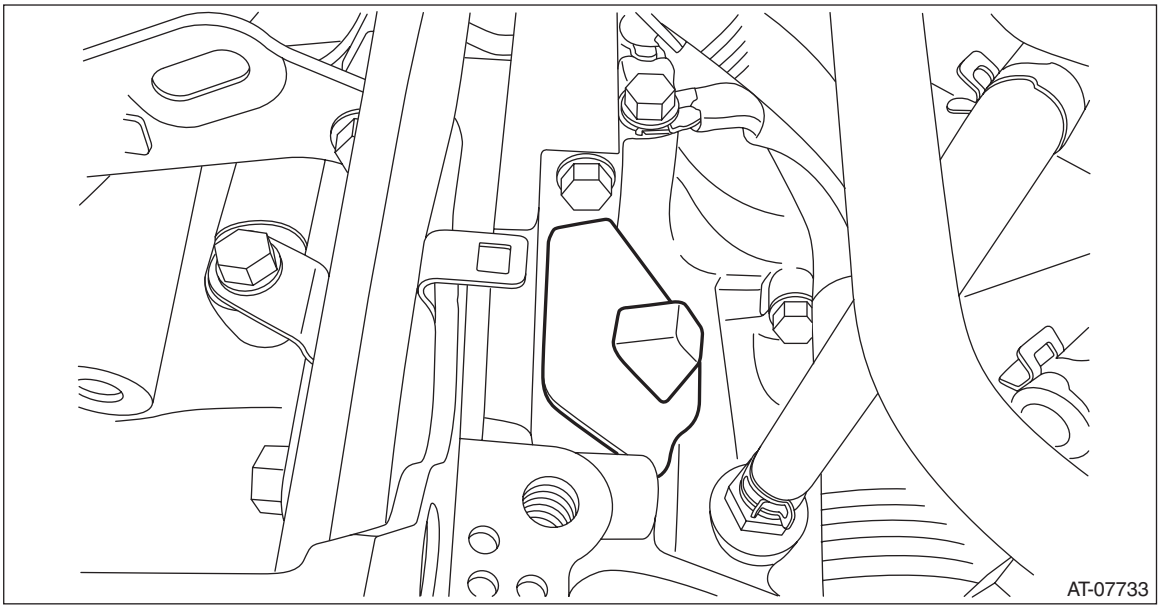


8) Remove the starter.<Ref. to SC(H4DOTC)-2, General Description.>

9) Remove the pitching stopper.

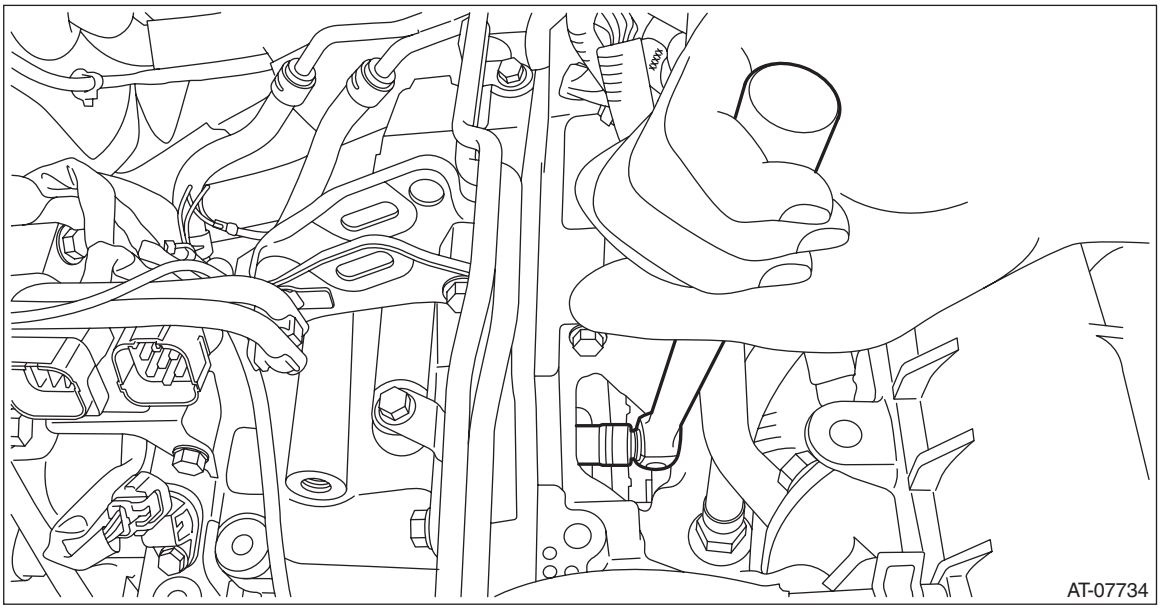


10) Remove the service hole plug.

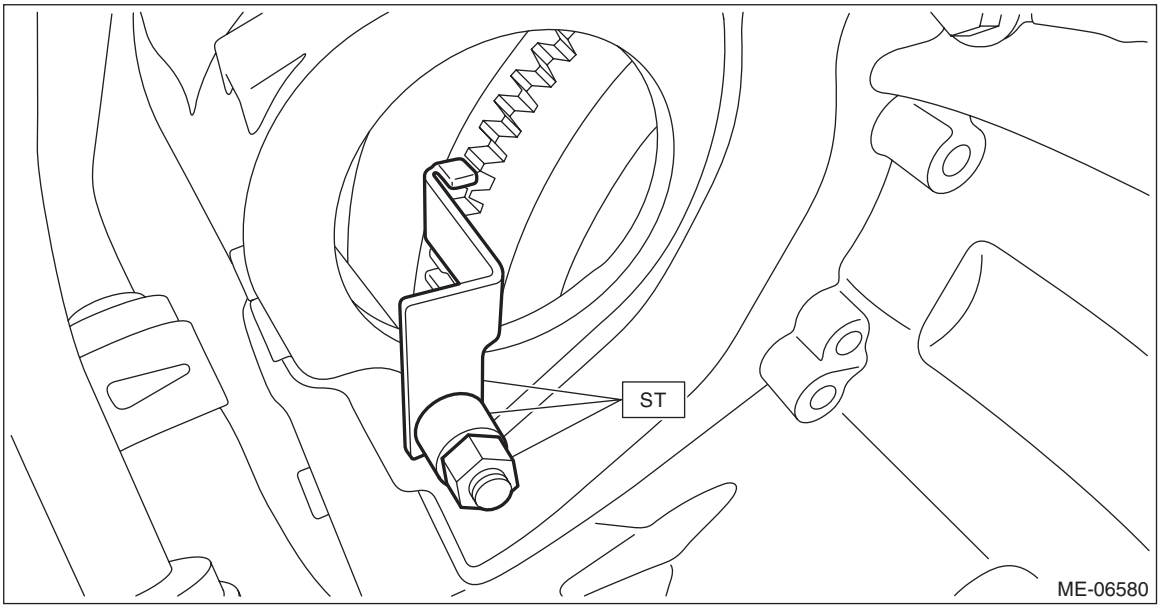


11) Remove the four bolts combining the torque converter and drive plate while rotating the crank pulley a little at a time in the same direction as engine revolution.

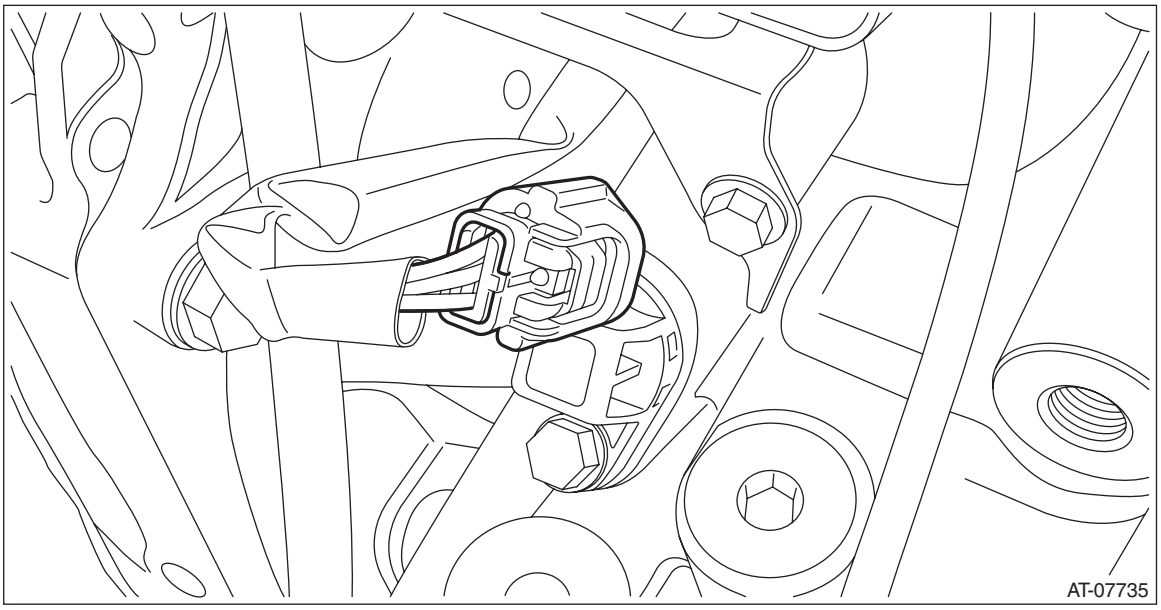
CAUTION:
- **Be careful not to drop bolts into the converter housing.**
- **Be careful not to damage the mounting bolts.**



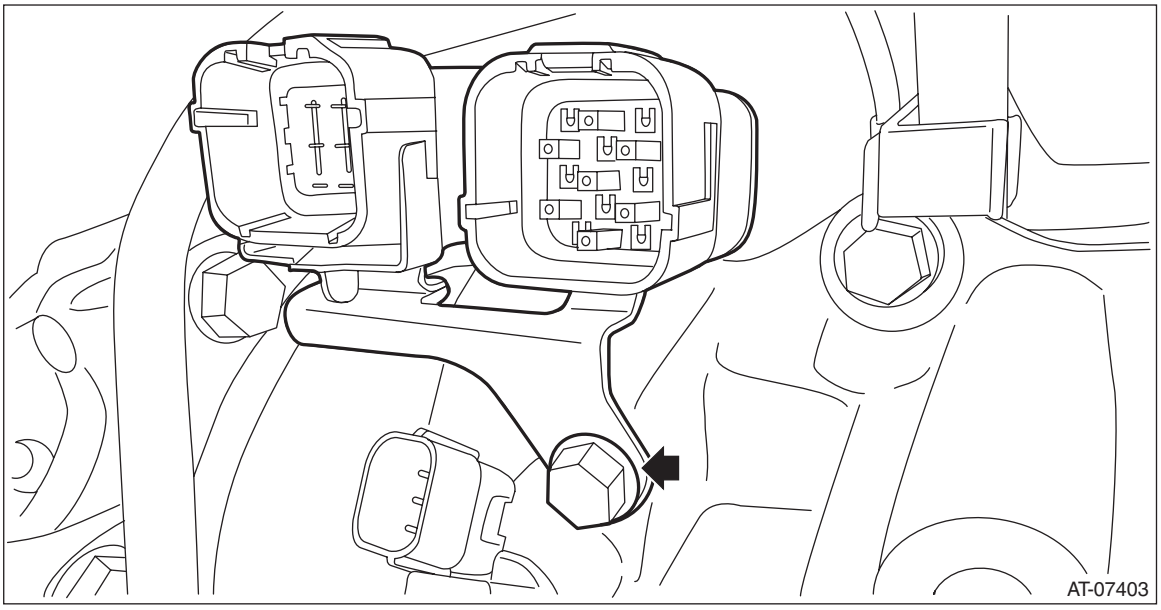
12) Make sure the torque converter moves freely by rotating with finger through the starter installation hole.
13) Attach the ST to the converter case.
ST 498277200 STOPPER SET



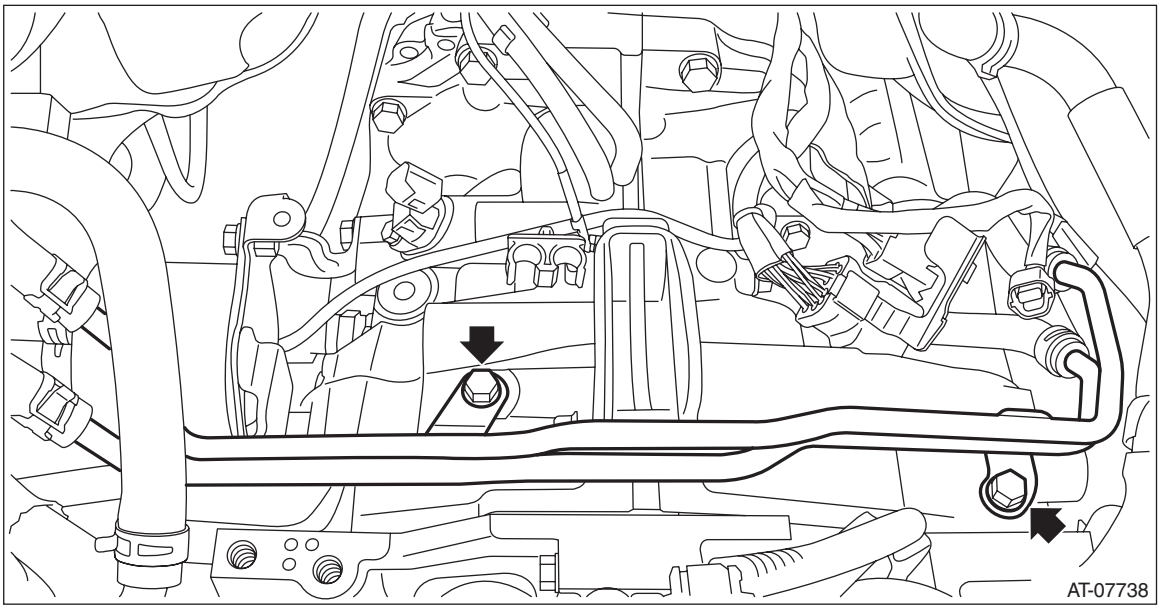
14) Remove the primary speed sensor harness connector.



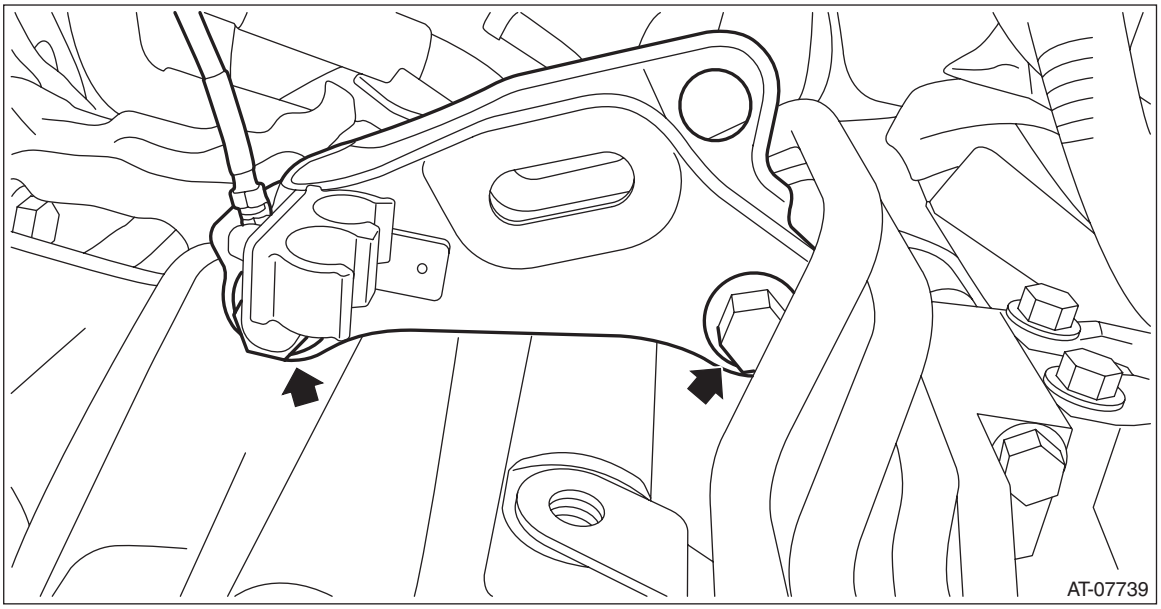
15) Remove the transmission harness stay.



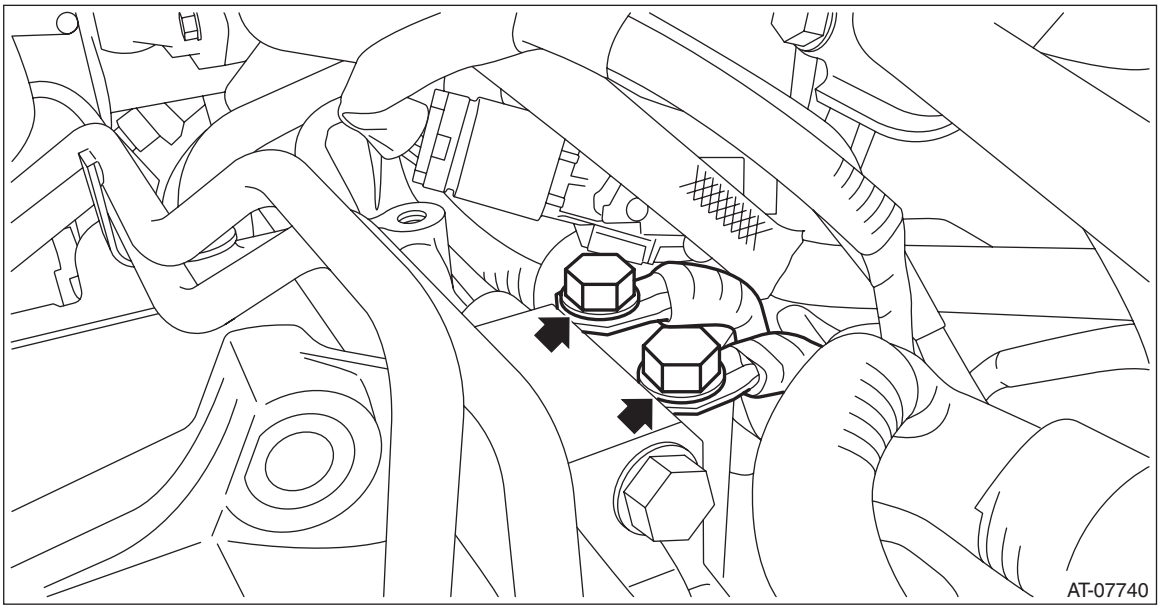
16) Remove the CVTF cooler pipe COMPL mounting bolt.



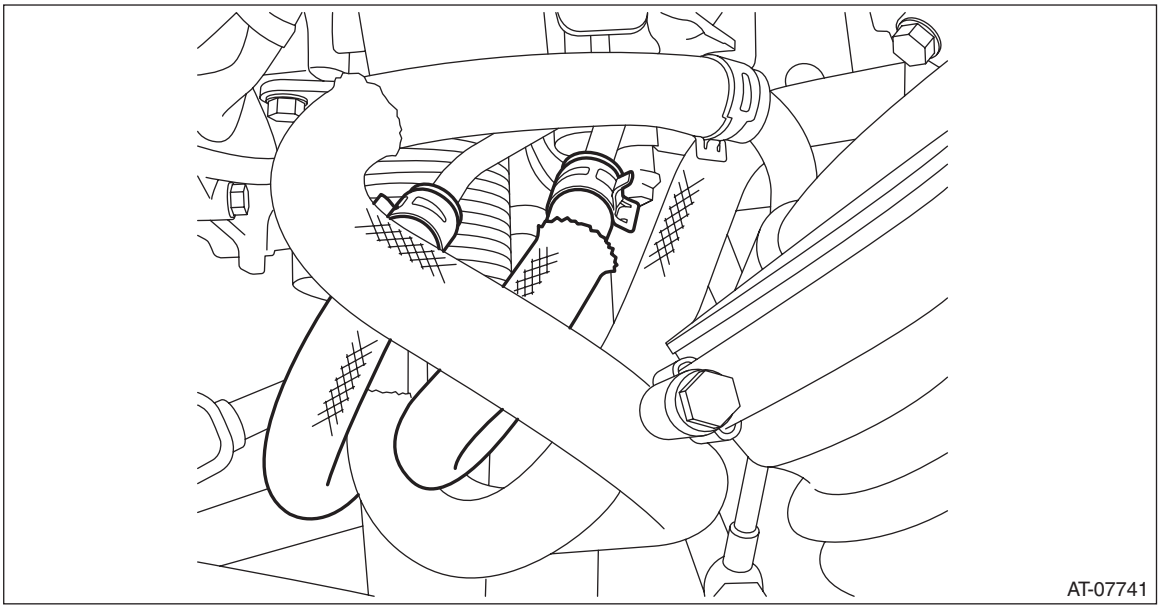
17) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.



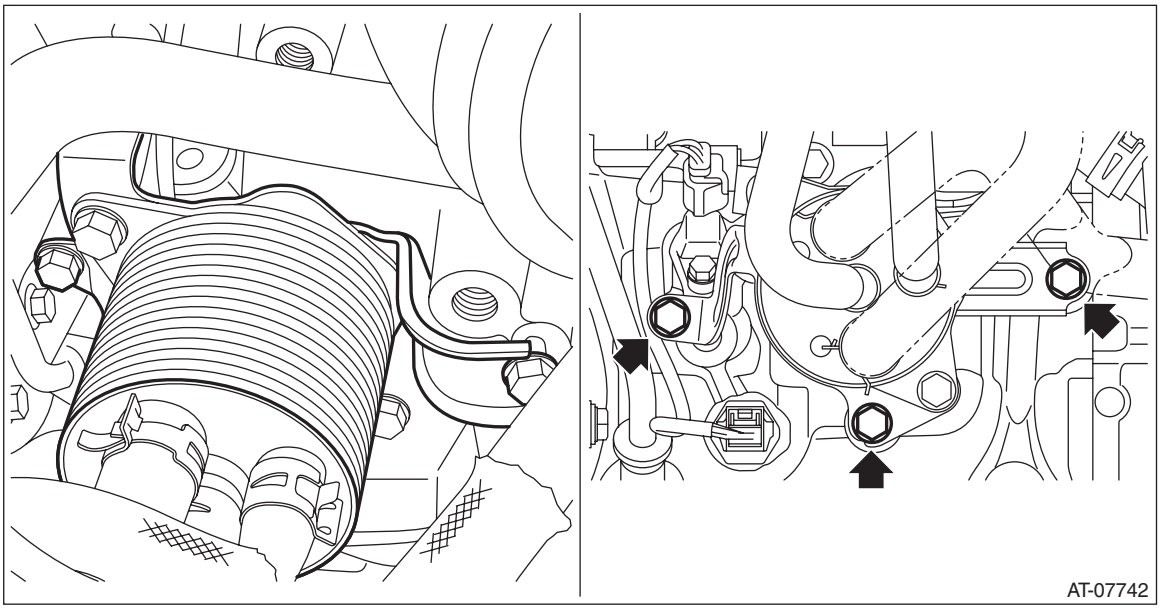
18) Remove the engine ground terminal.



19) Remove the CVTF inlet hose and outlet hose from the CVTF cooler pipe COMPL.

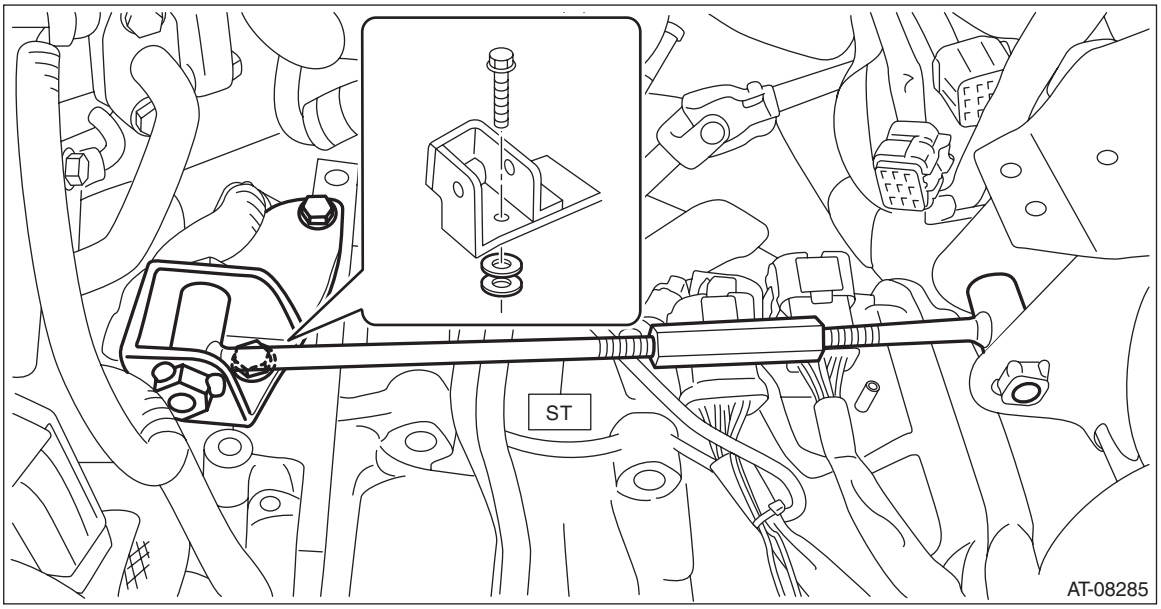


20) Remove the CVTF cooler (with warmer feature) from the transmission, and using a piece of wire, affix to a location of the body where it will not interfere with the removal of the transmission.

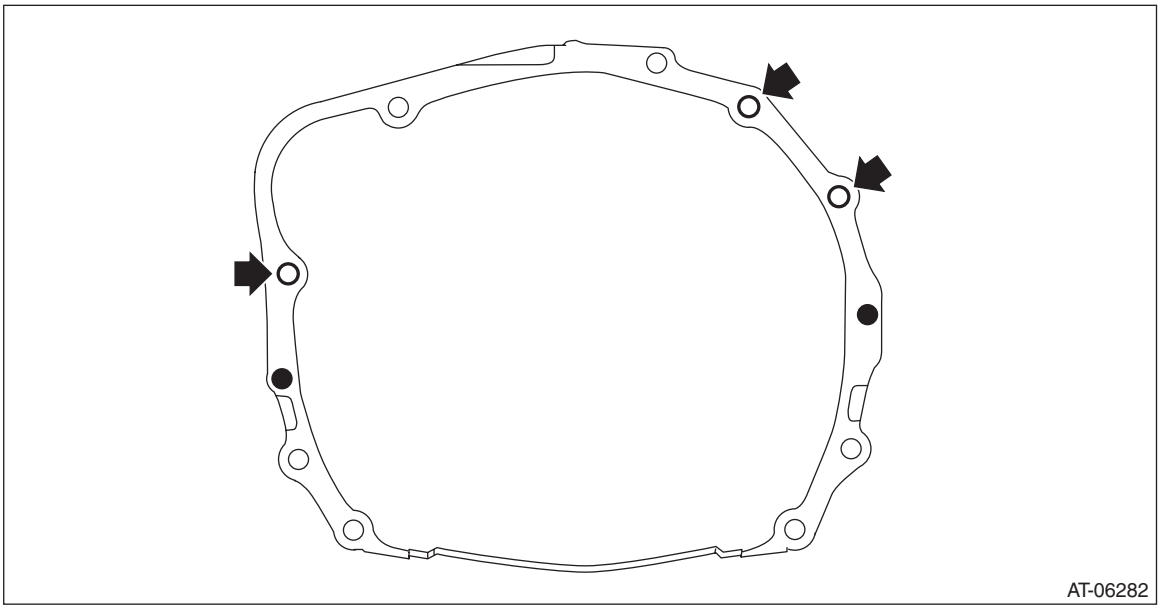


21) Set the ST.
ST 41099AC000 ENGINE SUPPORT ASSY

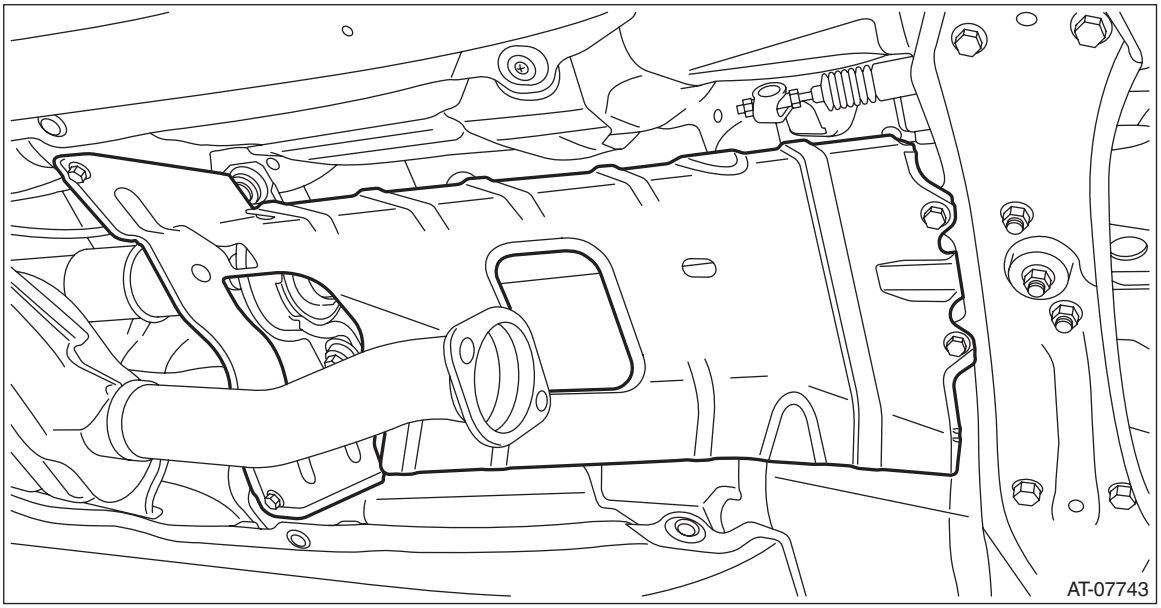
NOTE:
Place a washer with 4 mm (0.16 in) thickness into the gap between the engine block and ST.



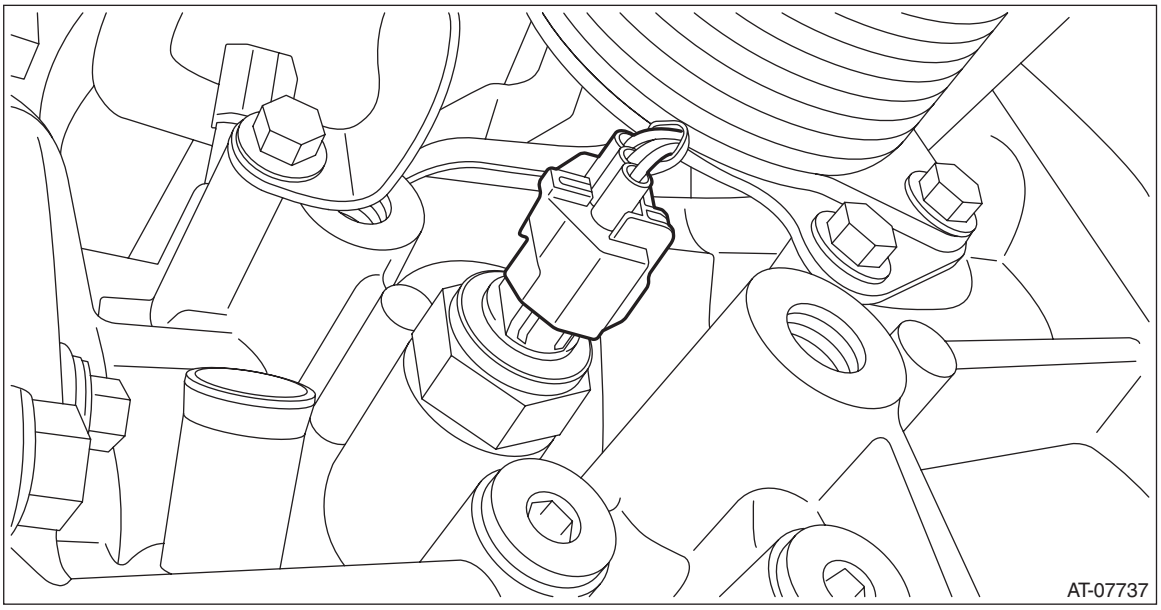
22) Remove the three transmission connecting bolts.



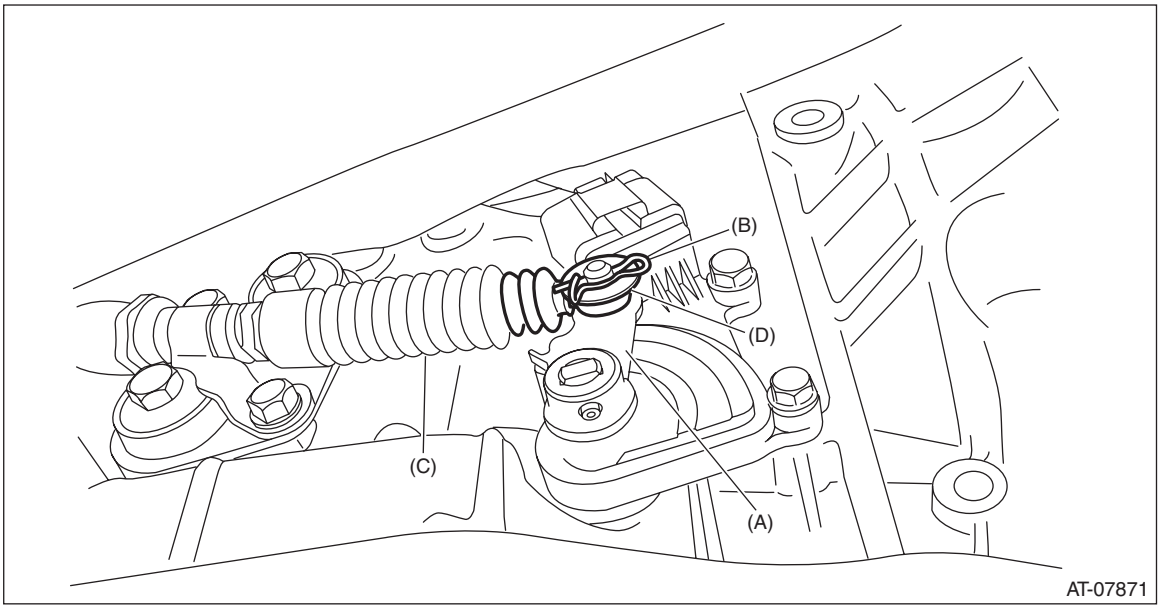
23) Lift up the vehicle.
24) Remove the under cover.
25) Remove the center exhaust pipe.<Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
26) Remove the exhaust hanger bracket.
27) Remove the CVTF drain plug to drain CVTF.<Ref. to CVT(TR690)-38, REPLACEMENT, CVTF.>
28) Remove the center exhaust cover.



29) Remove the secondary pressure sensor harness connector.

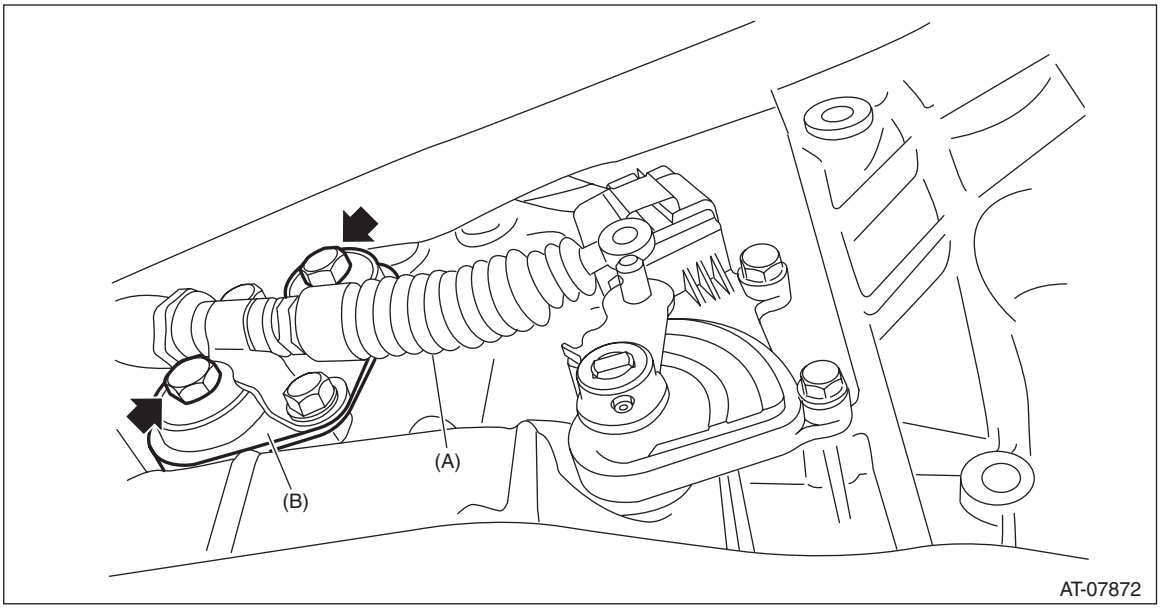


30) Remove the snap pin and washer from shifter arm and remove the select cable from shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

31) Remove the plate assembly from the transmission case.



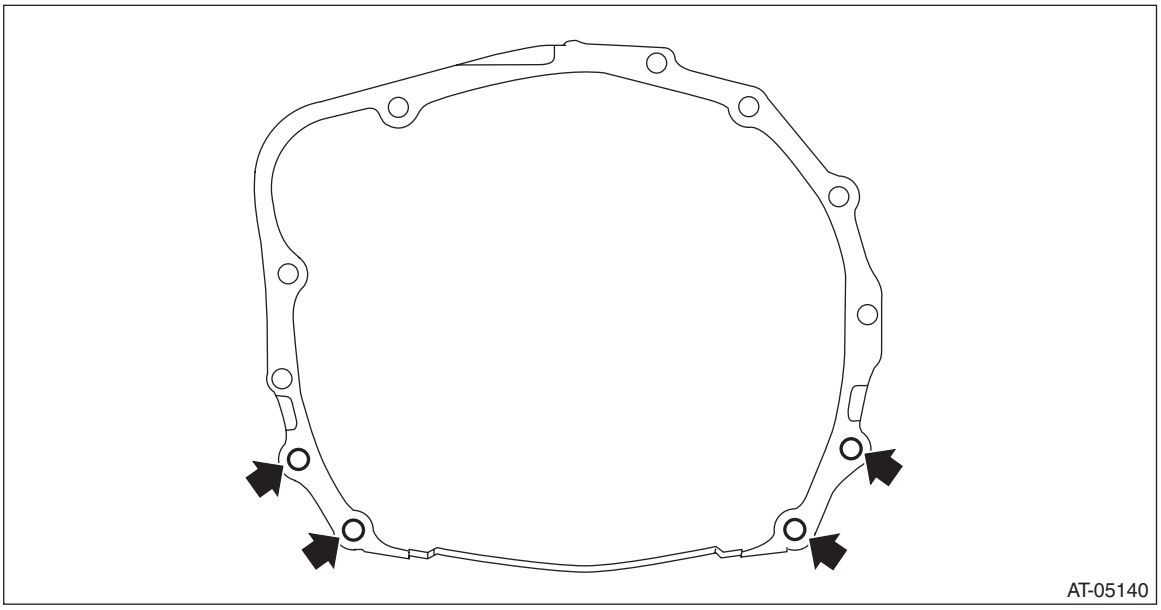
(A) Select cable
(B) Plate ASSY

32) Drain differential gear oil.<Ref. to CVT(TR690)-43, REPLACEMENT, Differential Gear Oil.>
33) Remove the propeller shaft.<Ref. to DS-11, REMOVAL, Propeller Shaft.>
34) Remove the stabilizer link.<Ref. to FS-29, REMOVAL, Front Stabilizer.>
35) Disconnect the lower arm ball joint and housing.
36) Pull out the front drive shaft from transmission using a crowbar.

NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.
37) Holding the joint of front drive shaft from transmission side, pull out the drive shaft from transmission with care not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

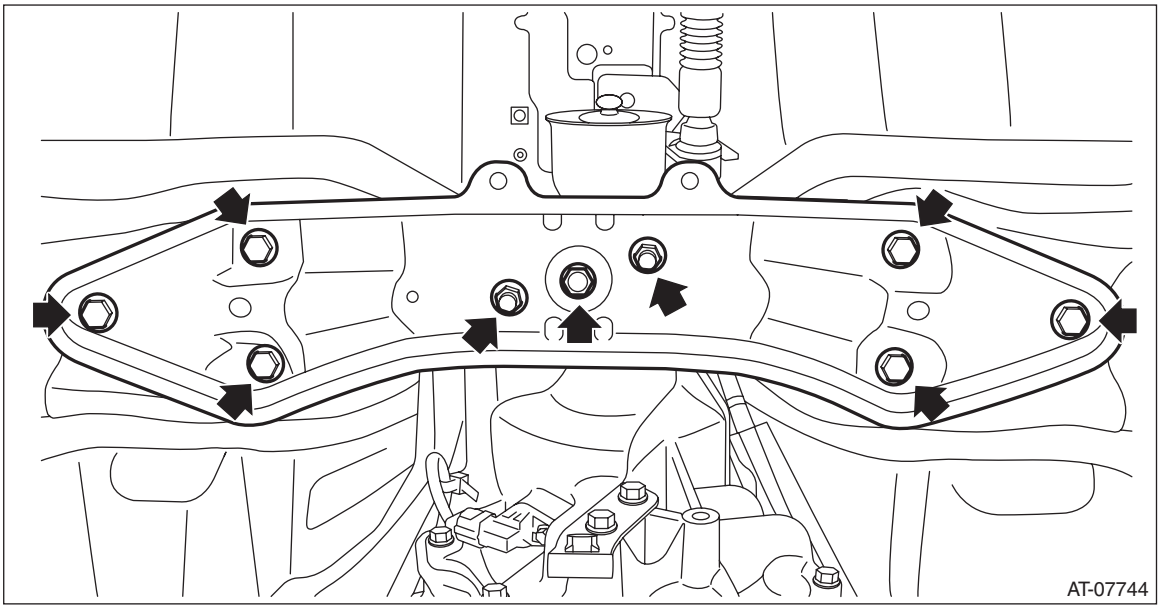
38) Remove the two transmission connecting bolts and two nuts (lower side).



39) Set the transmission jack under the transmission.

NOTE:
Make sure that the support plates of transmission jack do not touch the oil pan.

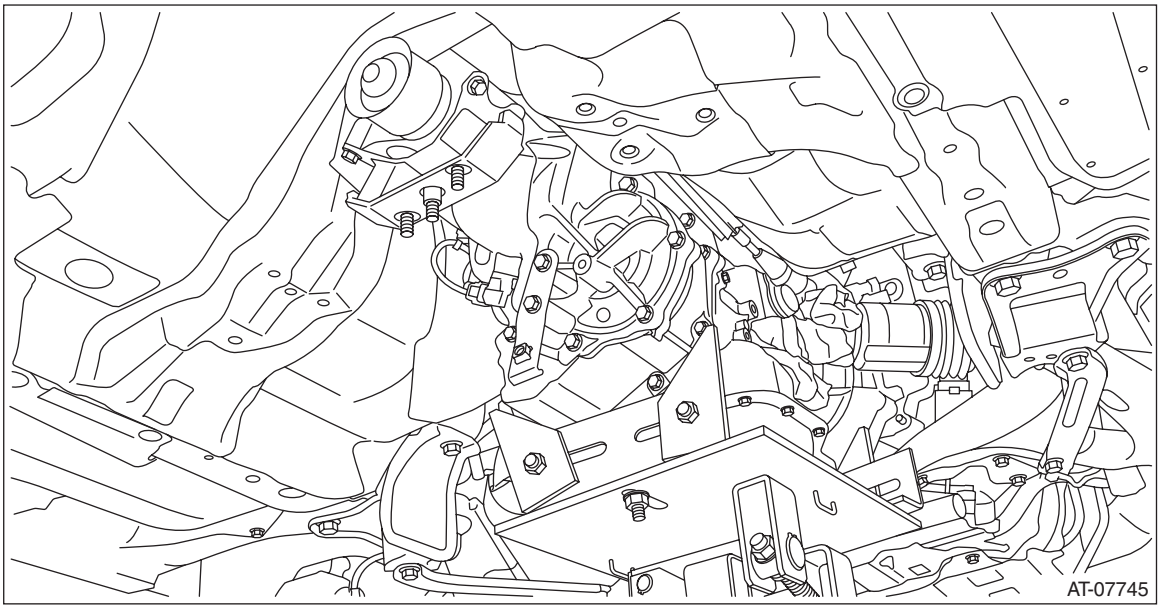
40) Remove the transmission rear crossmember from the vehicle.



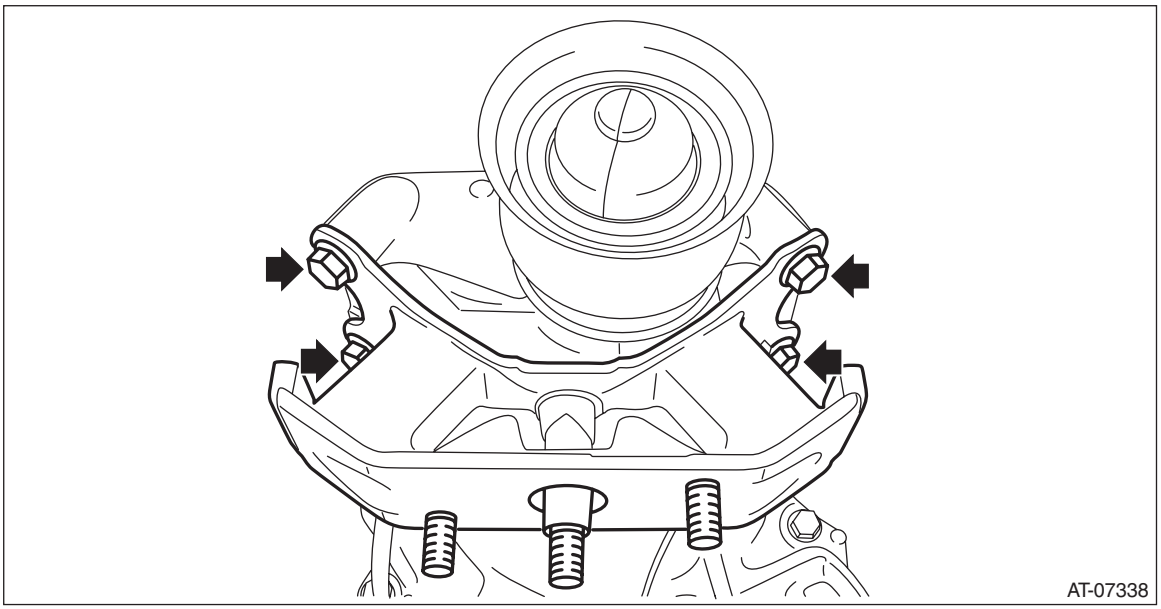
41) While lowering the transmission jack gradually, fully retract the engine support, and then tilt the engine rearward.

42) Remove the transmission assembly.

NOTE:
Remove it while moving the transmission jack up and down so that the engine and transmission remain directly aligned.

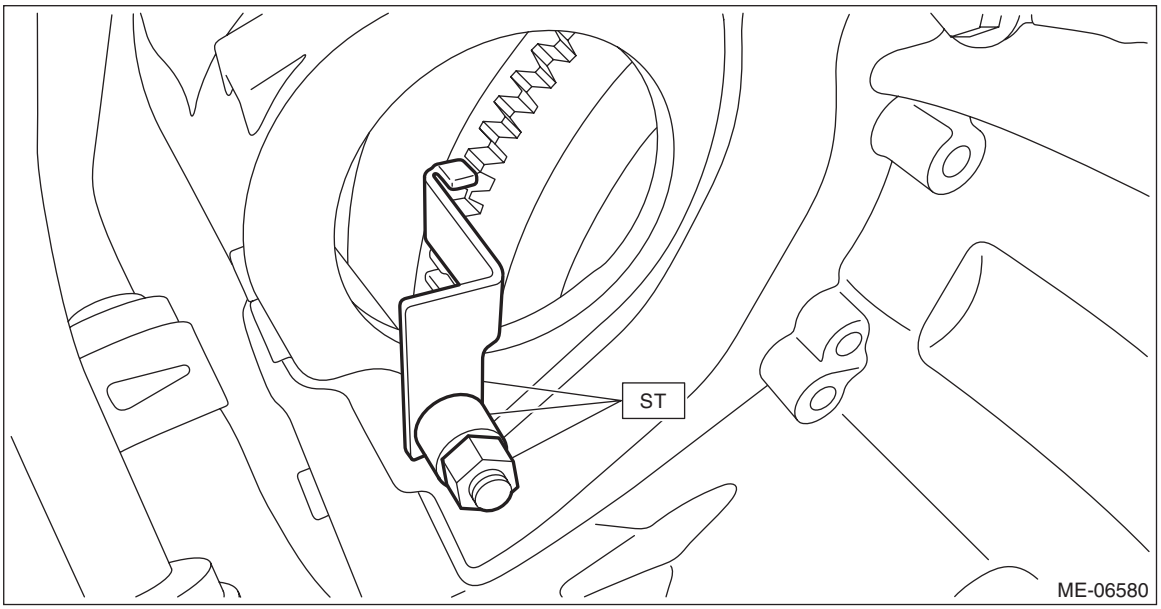


43) Remove the cushion rubber.



B: INSTALLATION

1) Attach the ST to converter case.
ST 498277200 STOPPER SET

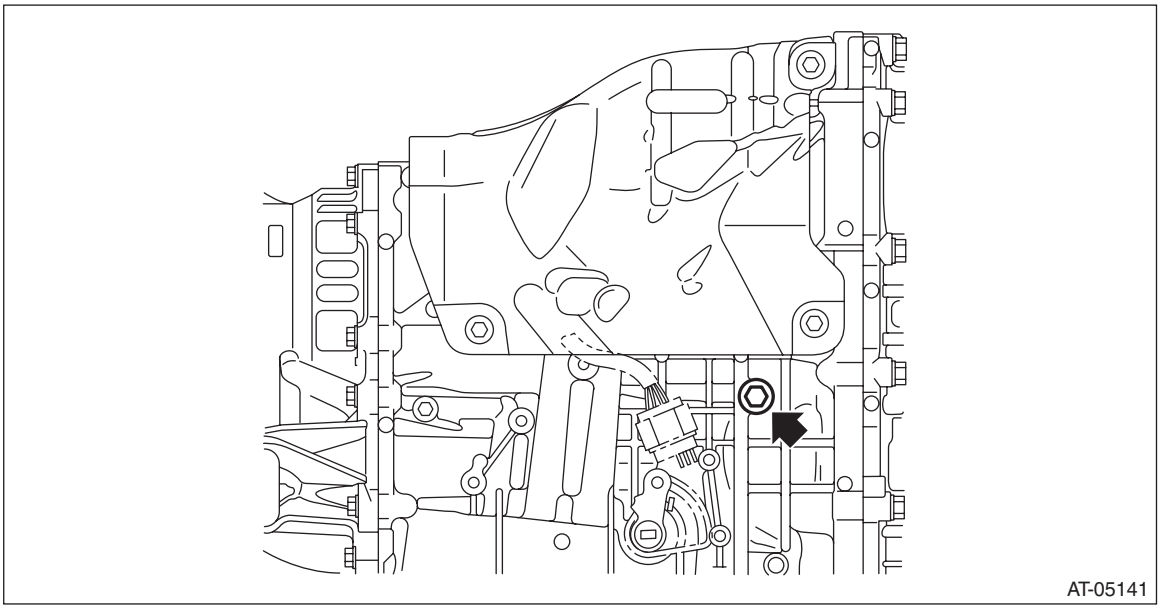


2) When completely overhauling the transmission, refill approx. 10 L (2.6 US qt, 8.8 Imp qt) of CVTF through the transmission right side plug, and install the plug.

CAUTION:
Always use specified CVTF. Using other fluid will cause malfunction.<Ref. to CVT(TR690)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

NOTE:
Use a new gasket.

Tightening torque:
35 N·m (3.6 kgf-m, 25.8 ft-lb)

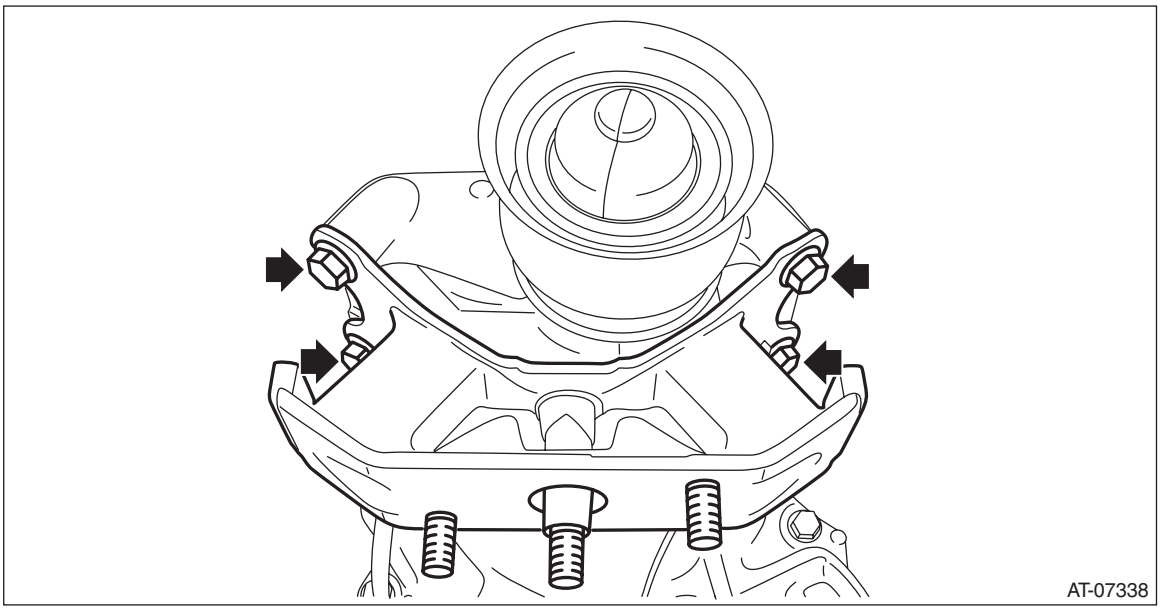


3) Replace the front differential side retainer oil seal.<Ref. to CVT(TR690)-89, REPLACEMENT, Differential Side Retainer Oil Seal.>

NOTE:
- Be sure to replace the differential side retainer oil seal with a new part whenever the front drive shaft is removed from the transmission.
- When a new differential side retainer oil seal has been installed, replacement is not required.

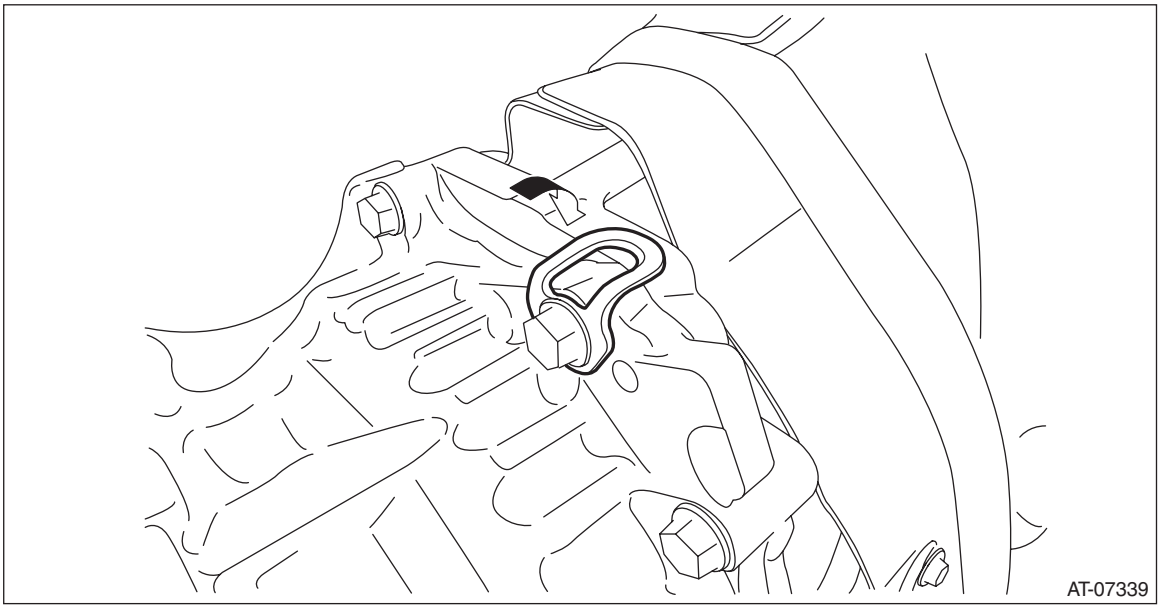
4) Install the cushion rubber on the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



5) Mount the transmission onto the transmission jack.
6) Strike and bend the transmission hanger of transmission rear with a rubber hammer etc. so that it gets in contact with the transmission case.

CAUTION:
Do not apply extra overload or impact to the transmission case.



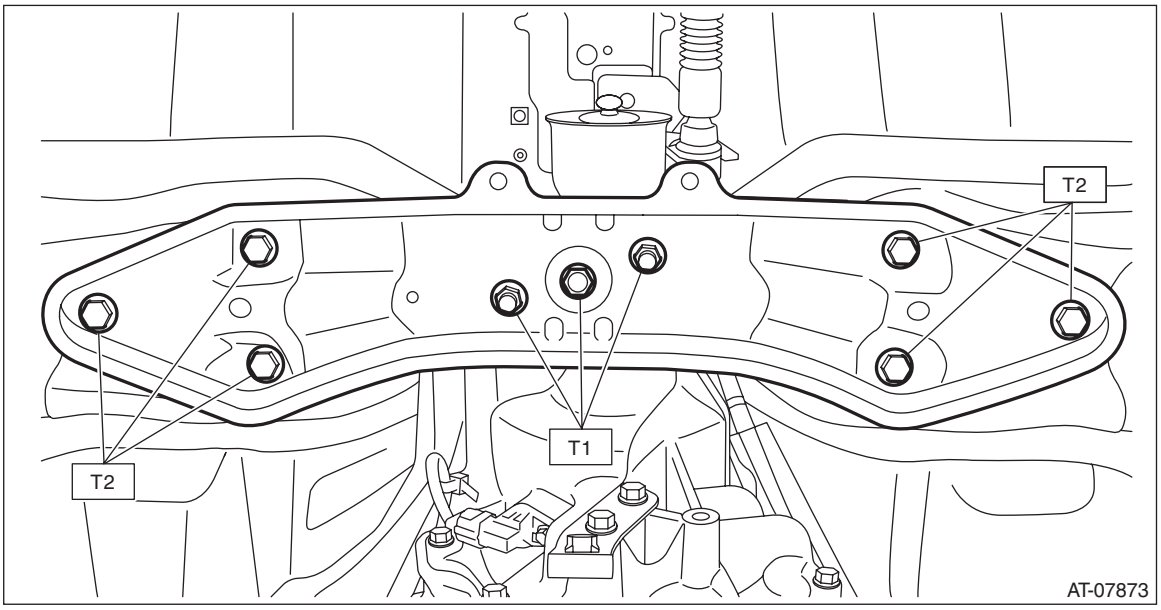
7) Remove the pitching stopper bracket, if mounted.

8) Install the transmission onto the engine.

NOTE:
- While raising the transmission jack gradually, turn the screw of engine support, then tilt the engine forward.
- Temporarily attach the two engine connecting bolts and two nuts (lower side).

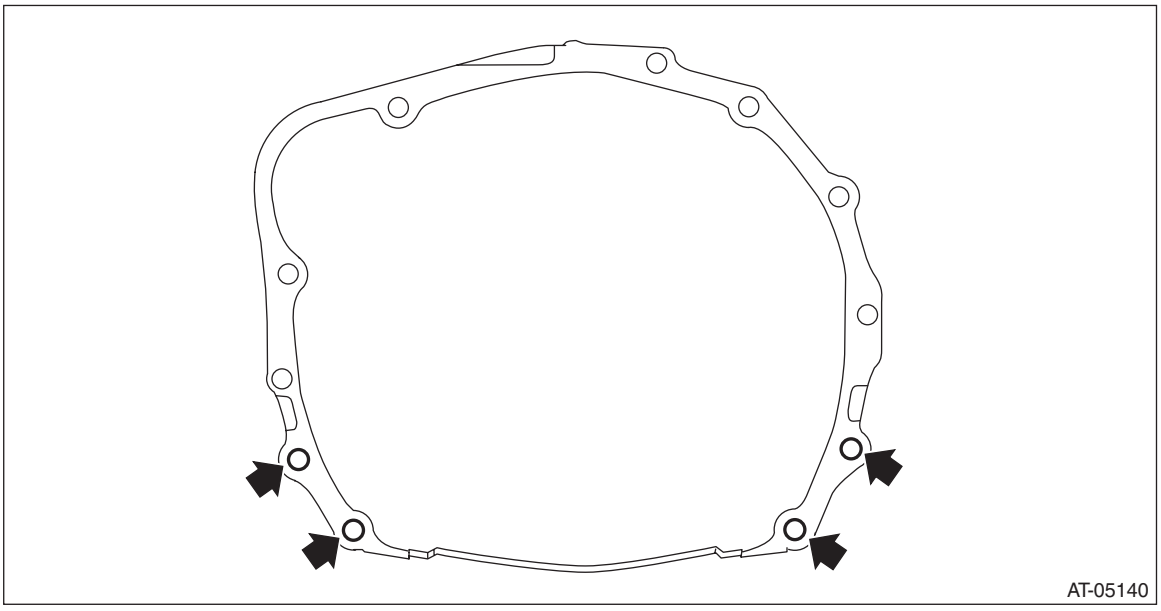
9) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



10) Tighten the two engine connecting bolts and two nuts (lower side).

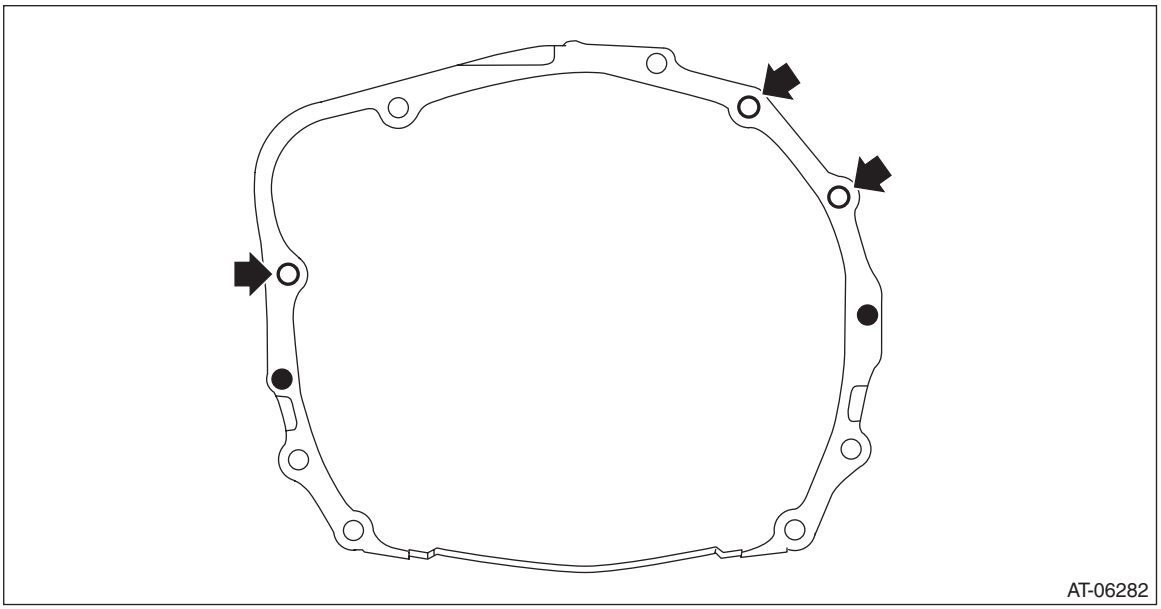
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



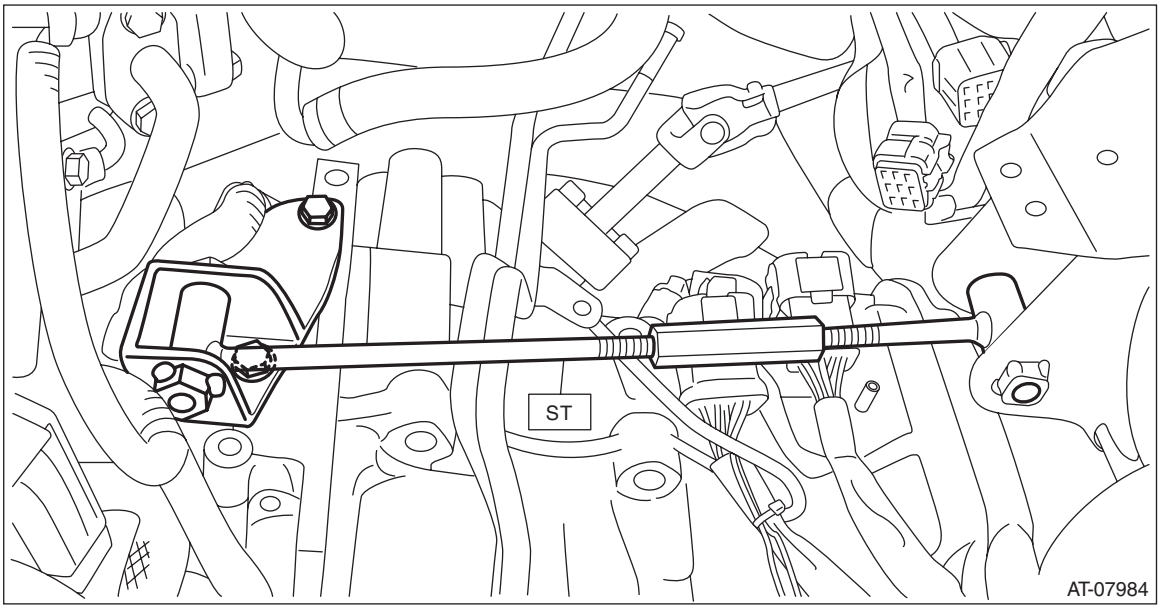
11) Remove the transmission jack.
12) Lower the vehicle.

13) Install the three engine mounting bolts (upper side).

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)



14) Remove the ST (STOPPER SET) from converter case.
15) Remove the ST (ENGINE SUPPORT ASSY).
ST 41099AC000 ENGINE SUPPORT ASSY



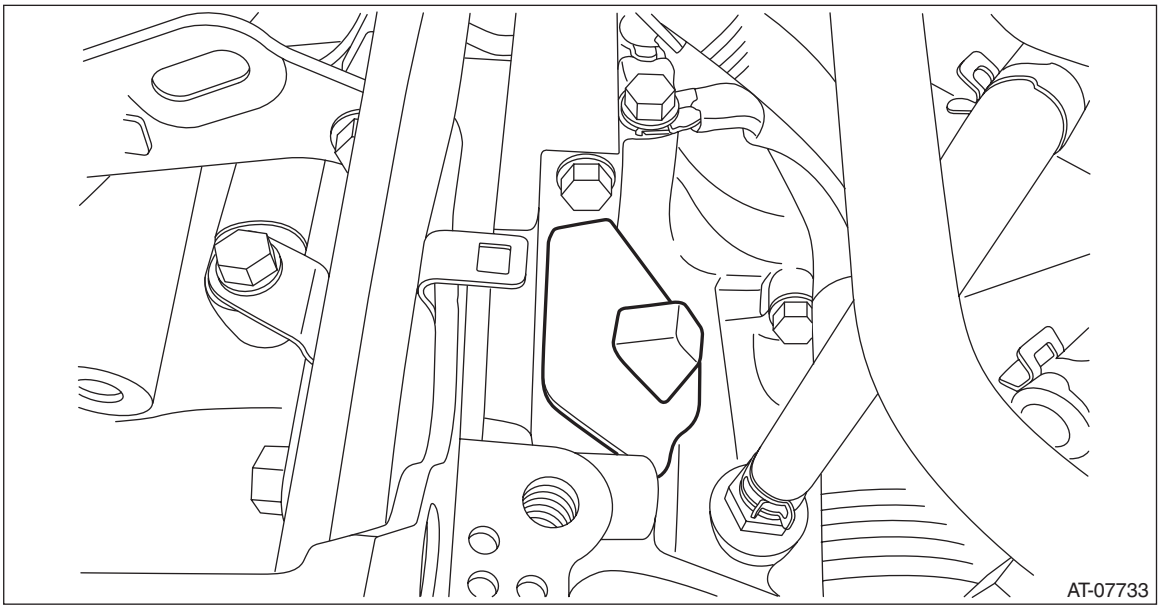
16) Match the torque converter screw hole with drive plate hole to install the bolt.

CAUTION:
- **Do not drop the mounting bolt in the converter housing.**
- **Do not damage the mounting bolt.**

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)
17) Install the remaining three bolts by rotating the crank pulley a little at a time in the same direction as engine revolution.

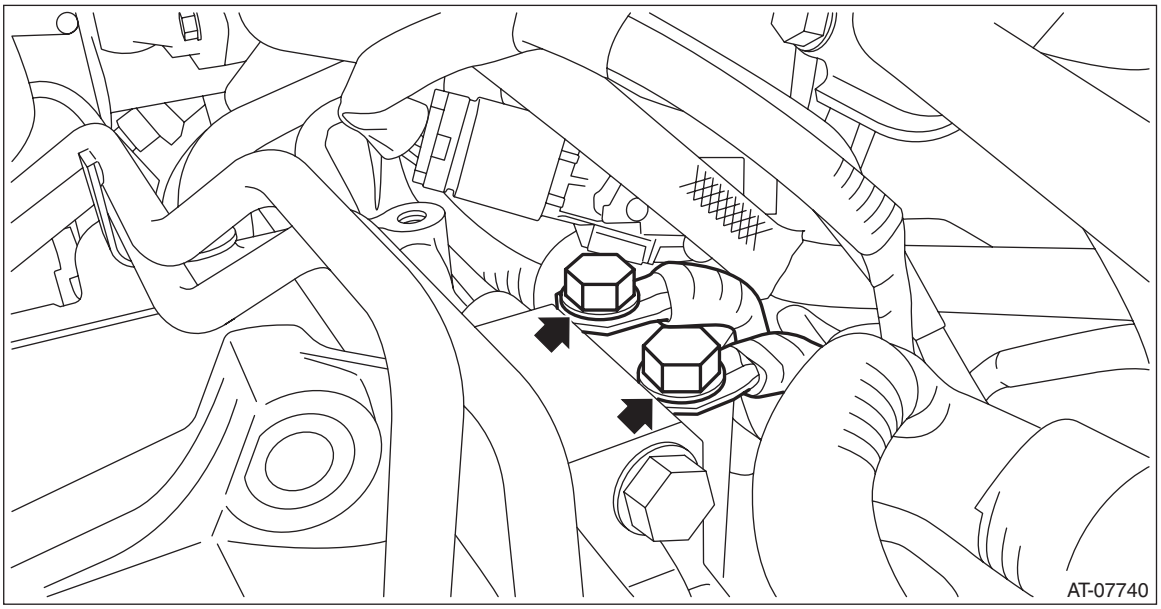
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

18) Install the service hole plug.



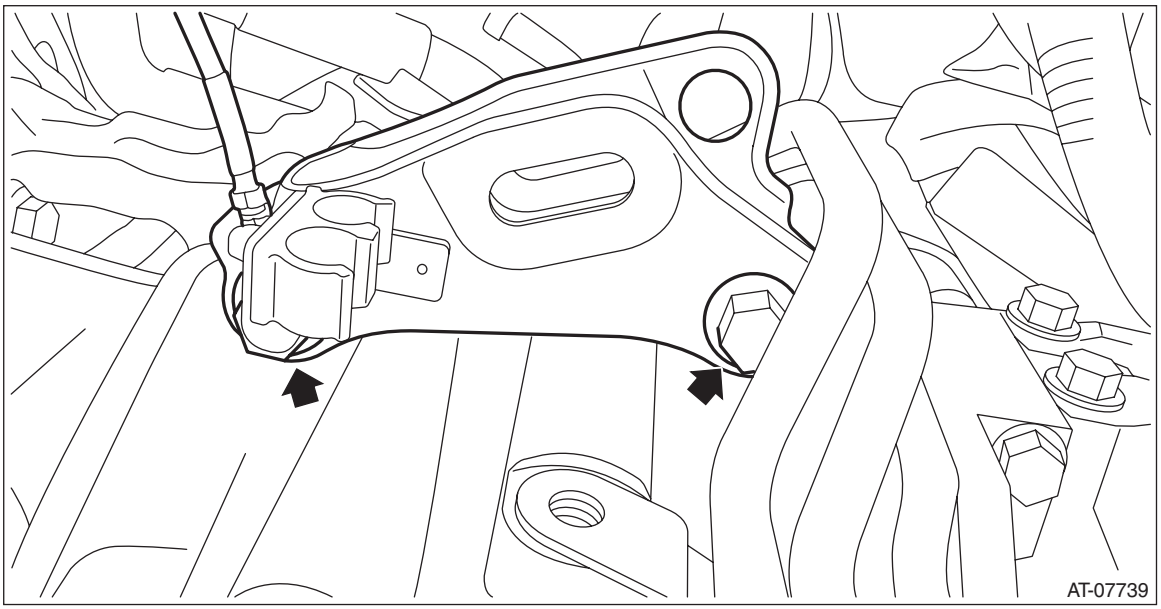
19) Install the engine ground terminals.

Tightening torque:
19 N·m (1.9 kgf-m, 14.0 ft-lb)



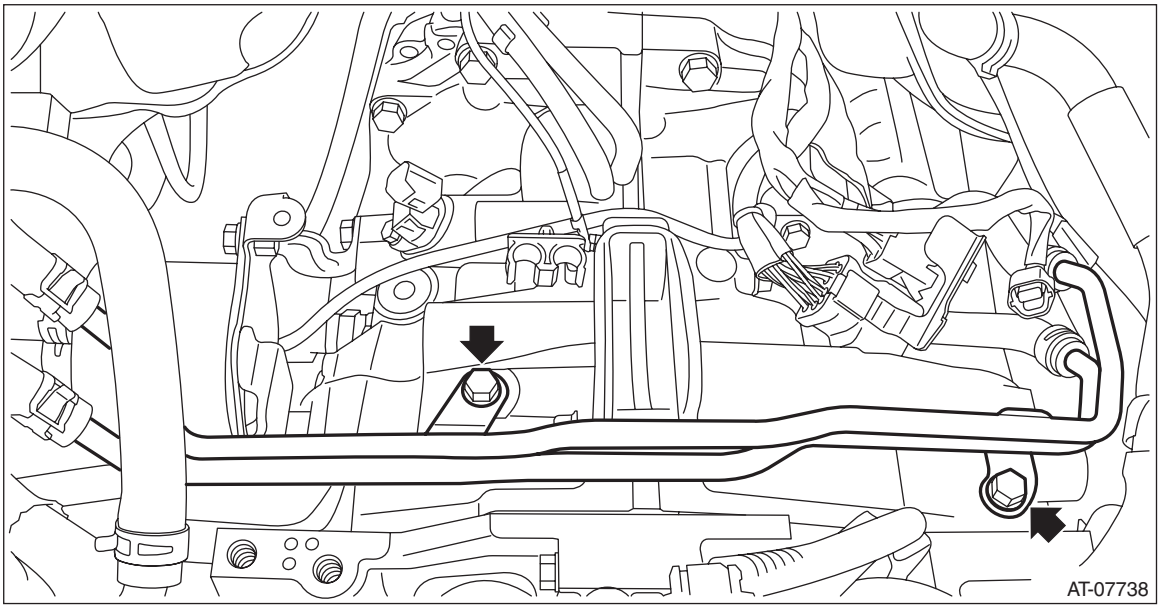
20) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



21) Install the CVTF cooler pipe COMPL.

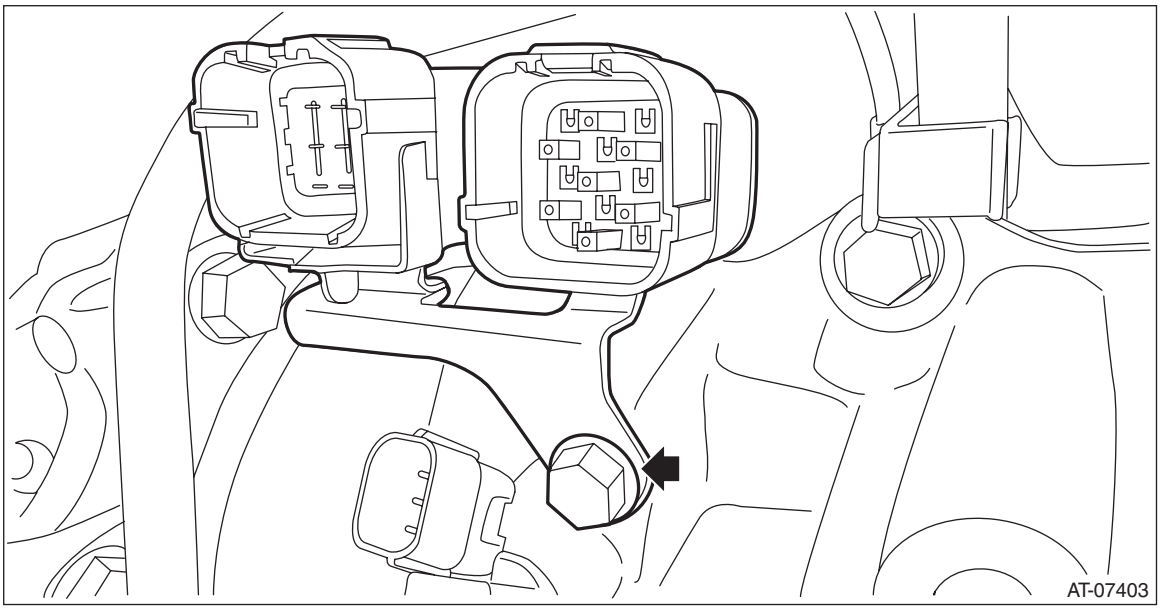
Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



22) Install the starter.<Ref. to SC(H4DOTC)-2, General Description.>

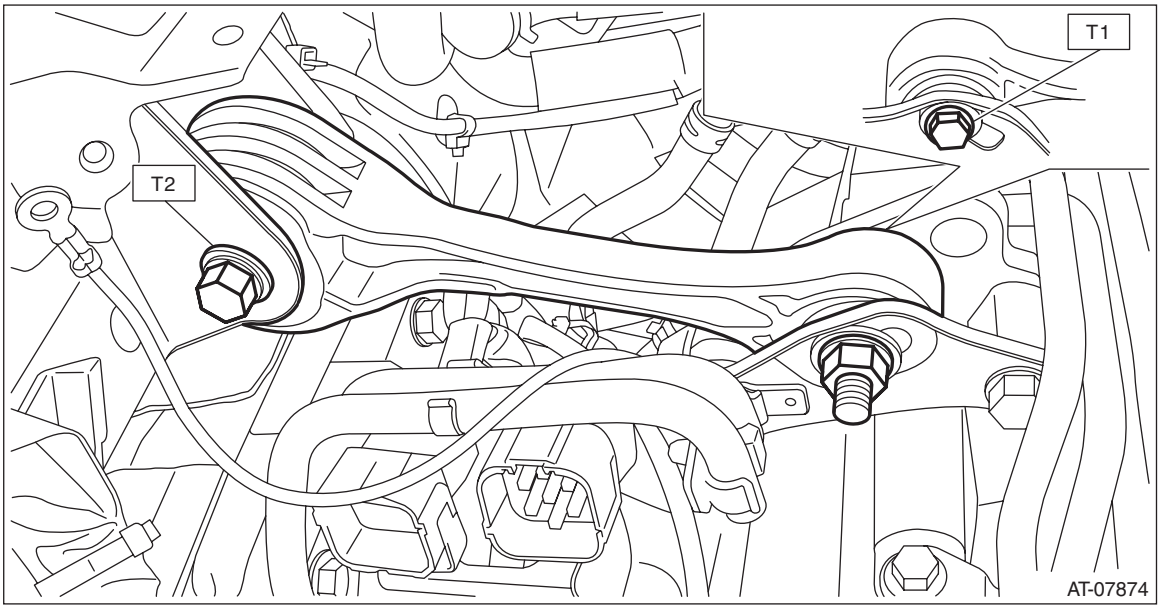
23) Install the transmission harness stay.

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



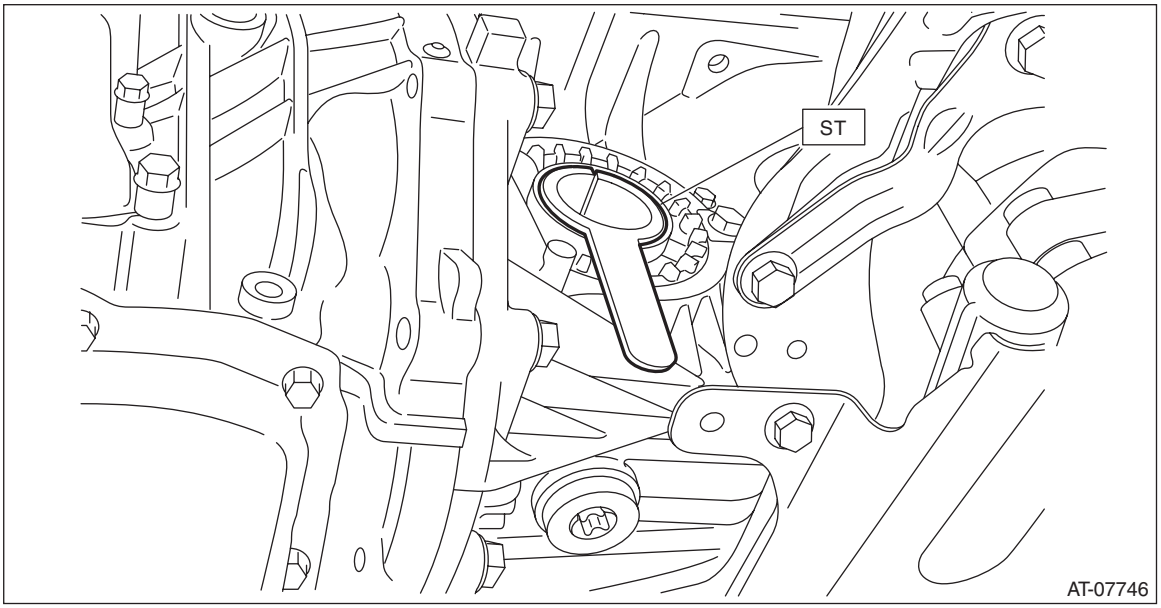
24) Install the pitching stopper.

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)



25) Lift up the vehicle.
26) Apply grease to the side retainer oil seal lip.

27) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



28) Replace the circlip of the drive shaft with a new part.
29) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).

NOTE:
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

30) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
31) Insert the ball joint into housing and secure with bolt.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

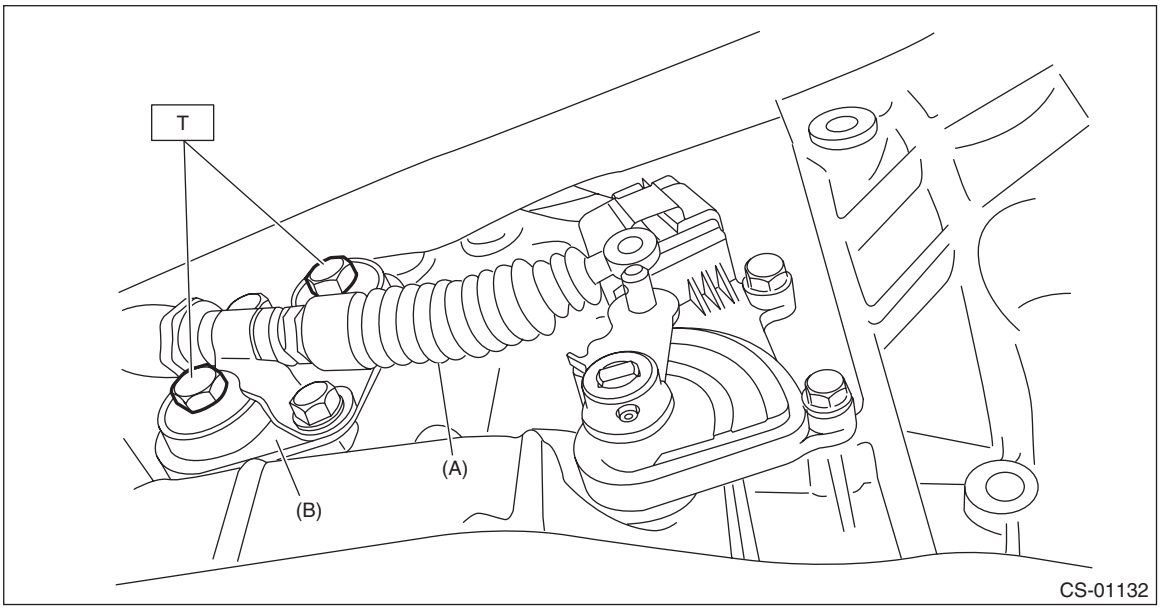
CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**

32) Install the stabilizer link.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)
33) Install the propeller shaft.<Ref. to DS-14, INSTALLATION, Propeller Shaft.>

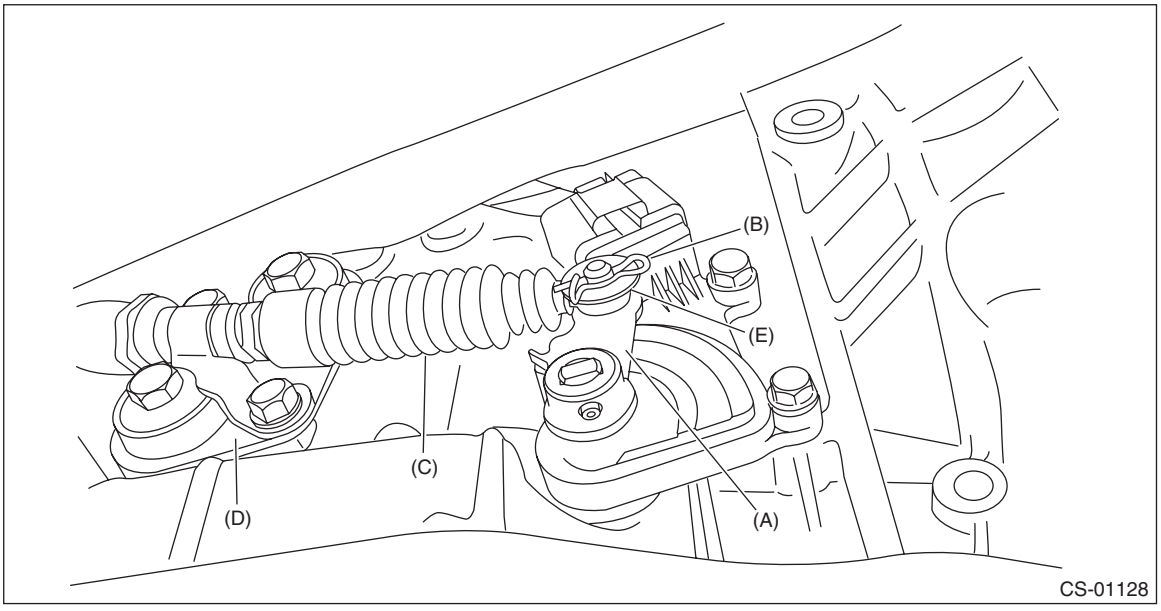
34) Install the plate assembly to transmission.

Tightening torque:
T: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



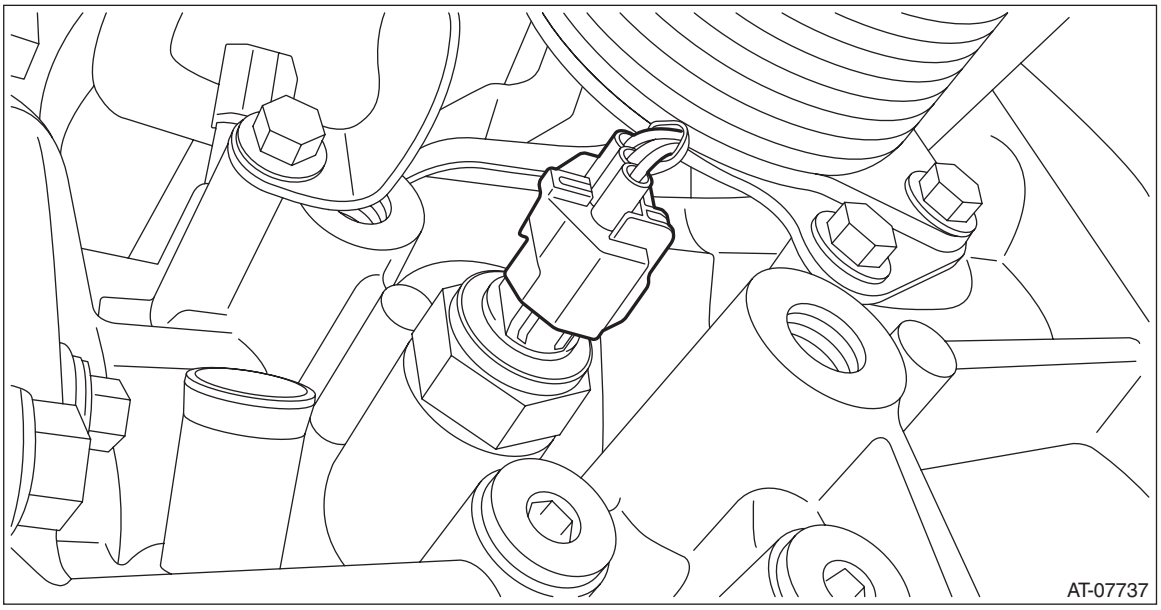
(A) Select cable
(B) Plate ASSY

35) Install the washer and snap pin to the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

36) Connect the secondary pressure sensor harness connector.

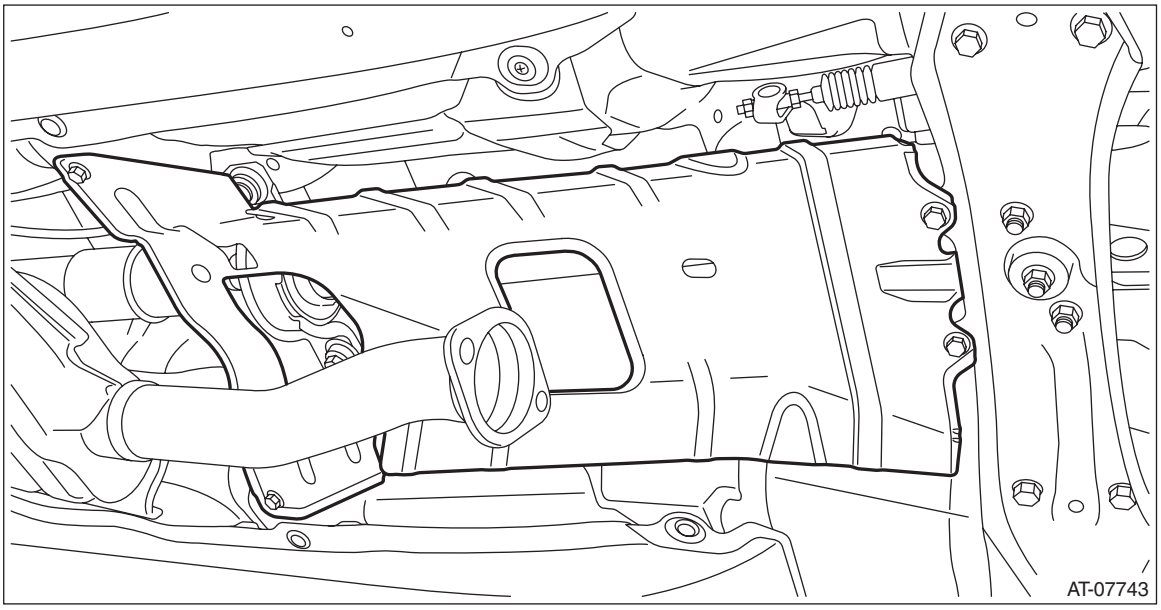


37) Install the exhaust hanger bracket.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)

38) Install the center exhaust cover.

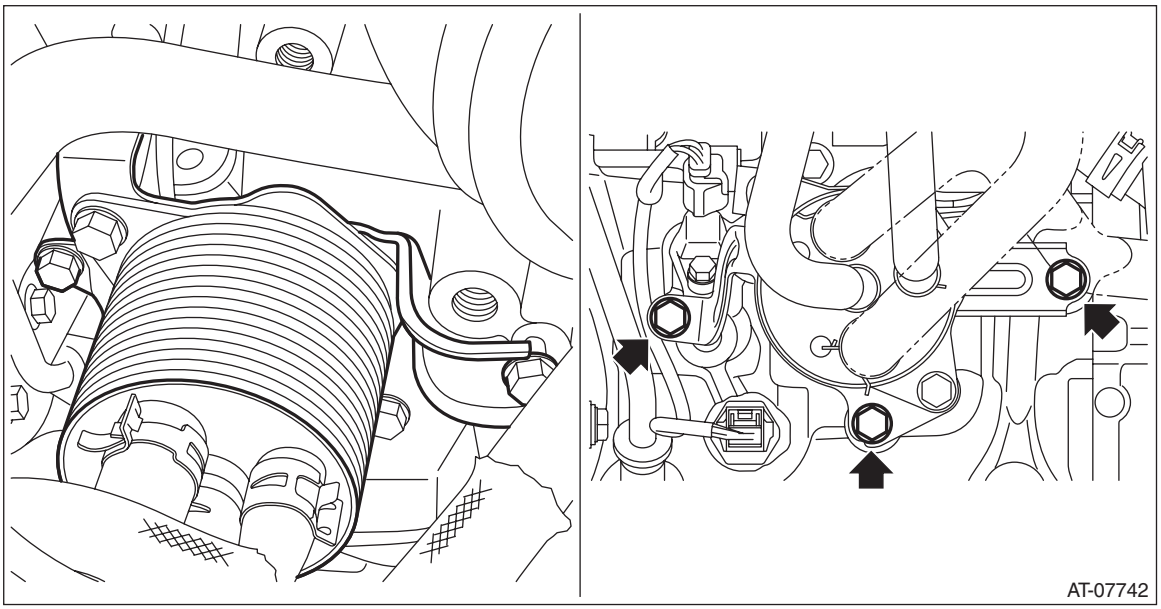
Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



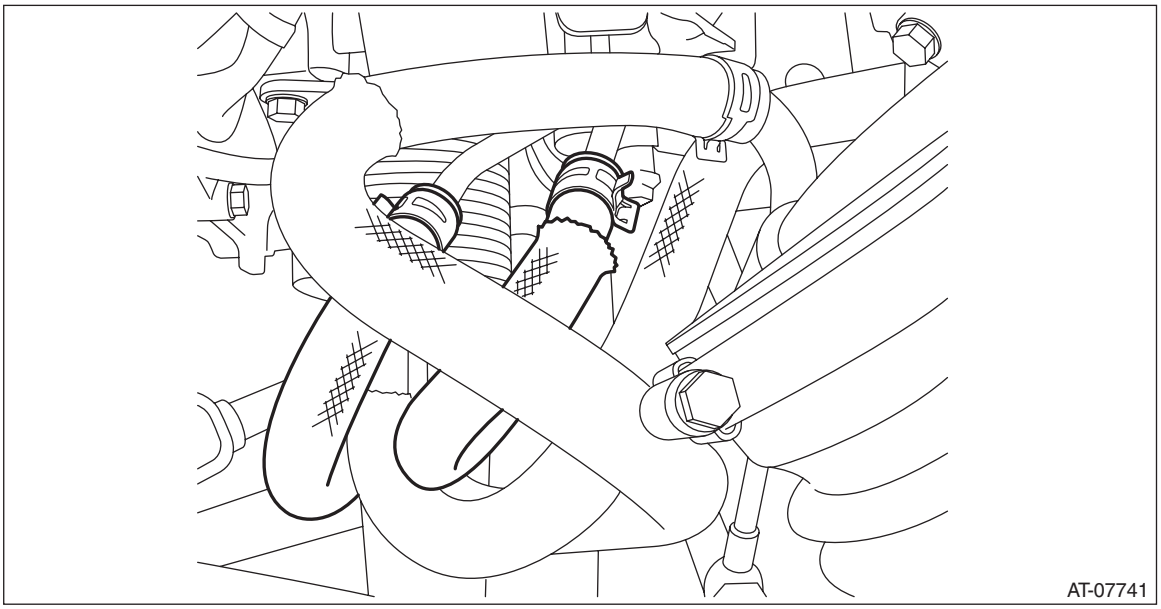
39) Install the center exhaust pipe.<Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
40) Install the under cover.
41) Lower the vehicle.
42) Replace the CVTF inlet hose and CVTF outlet hose.<Ref. to CVT(TR690)-132, ASSEMBLY, CVTF Cooler (With Warmer Function).>

43) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)

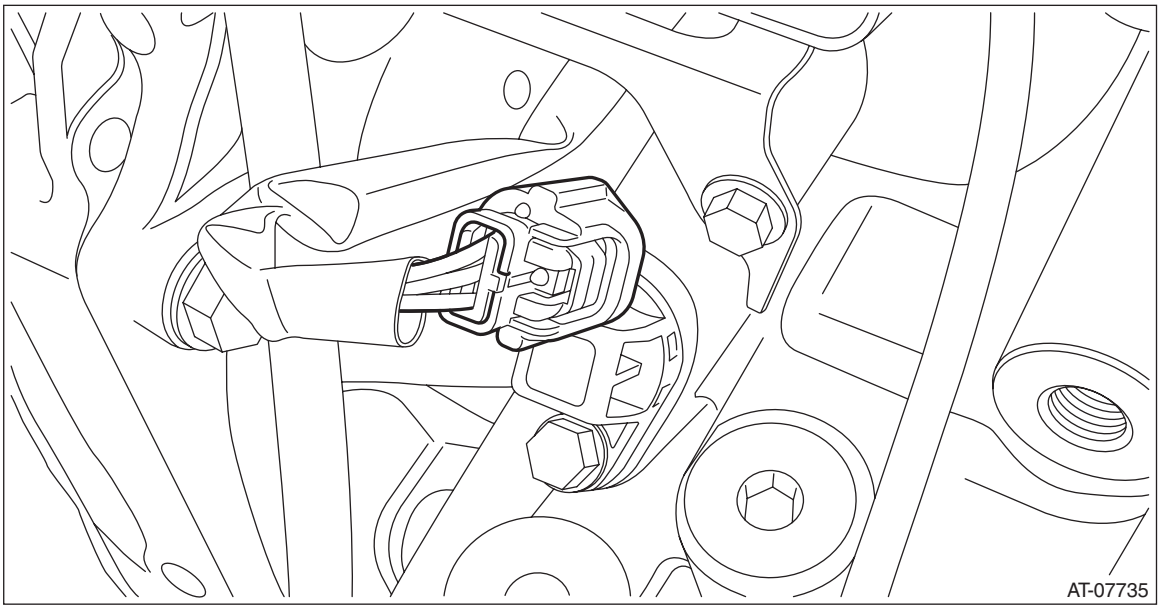


44) Connect the CVTF inlet hose and the outlet hose.



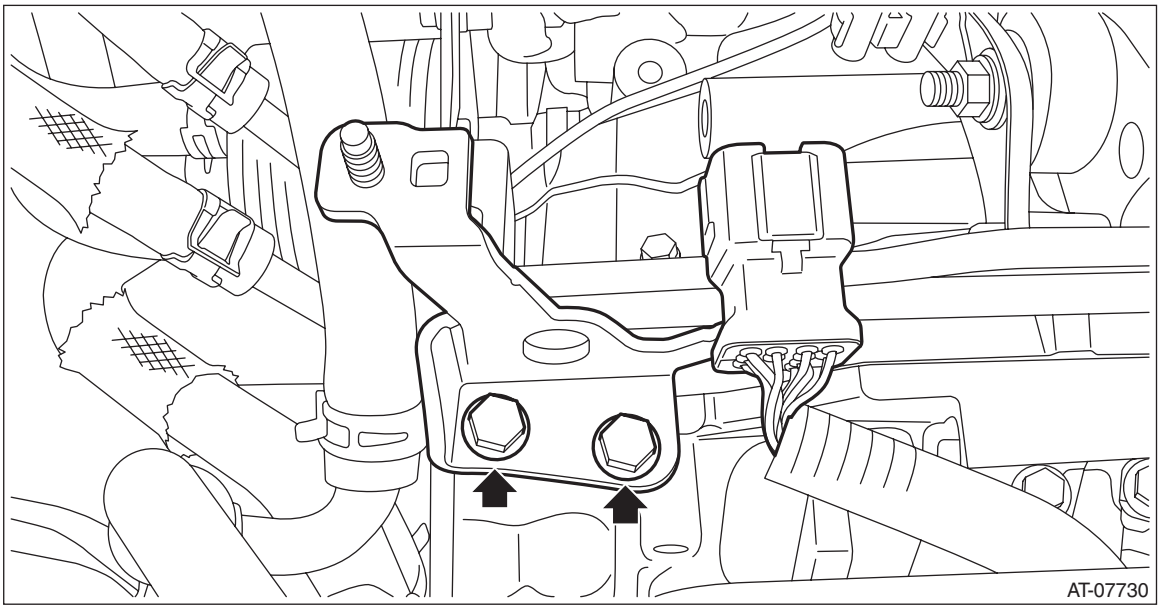
45) Install the air breather hose to the pitching stopper bracket.

46) Connect the primary pressure sensor harness connector.

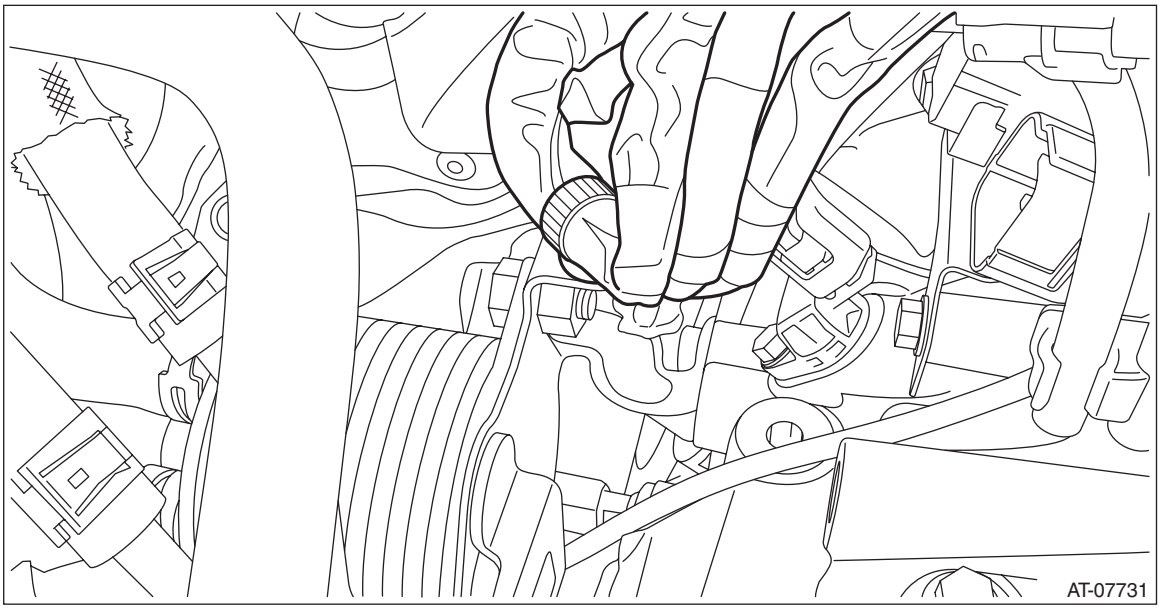


47) Install the engine hanger rear.

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

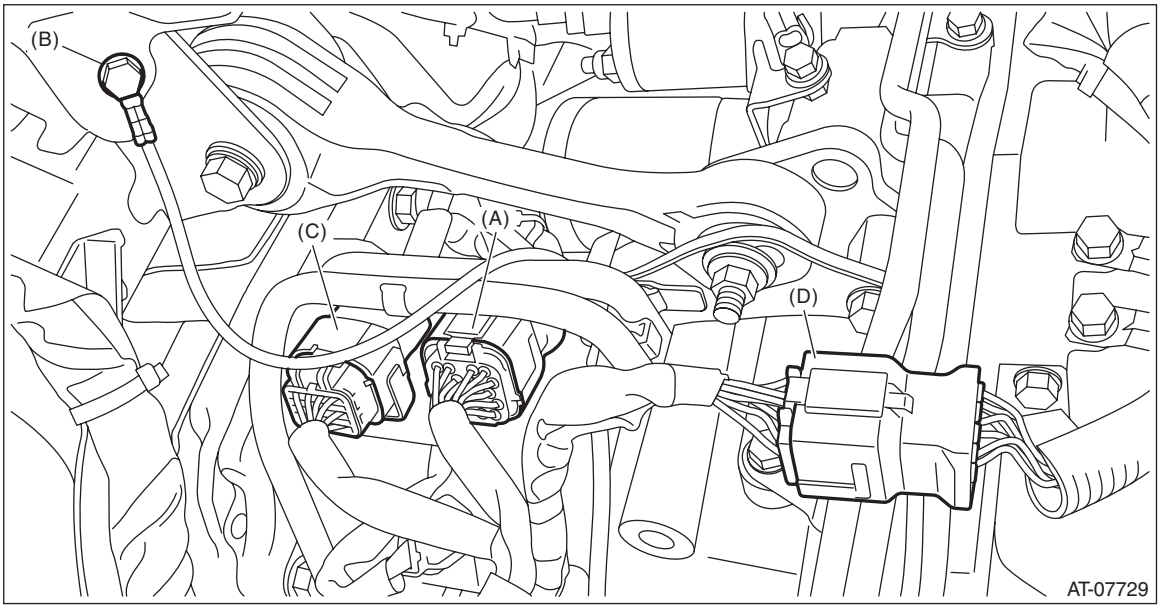


48) Install the harness clip to the CVTF cooler bracket.



49) Connect the following harness connectors.
- Transmission harness connectors
- Transmission radio ground terminal
- Inhibitor harness connector
- Engine harness connectors

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



(A) Transmission harness connectors
(B) Transmission radio ground terminal
(C) Inhibitor harness connector
(D) Engine harness connectors

50) Install the intercooler.<Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
51) Install the air intake duct.<Ref. to IN(H4DOTC)-19, INSTALLATION, Air Intake Duct.>
52) Install the front tires.
53) Connect the battery ground terminal.

54) Refill differential gear oil to adjust the differential gear oil amount.<Ref. to CVT(TR690)-41, Differential Gear Oil.>
55) Refill CVTF to adjust the CVTF amount.<Ref. to CVT(TR690)-36, CVTF.>
56) Perform the variator chain break-in.

CAUTION:
Always execute the variator chain break-in after the replacement of the following.
- **Variator chain replacement**
- **Primary pulley and secondary pulley replacement**

57) Perform the operation for clearing AT learning value.<Ref. to CVT(diag)-24, OPERATION, Clear Memory Mode.>
58) Perform the operation of AT learning mode.<Ref. to CVT(diag)-30, Learning Control.>
59) Execute the rear differential inspection mode.<Ref. to DI-64, Rear Differential Inspection Mode.>

CAUTION:
Always execute the rear differential inspection mode at the replacement of the following.
- **Replacement of transmission assembly**
- **Replacement of front differential hypoid gear set**

60) Perform the road test to make sure there is no fault.<Ref. to CVT(TR690)-47, INSPECTION, Road Test.>

11.Clutch Switch

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the cover assembly - instrument panel LWR driver. <Ref. to EI-59, REMOVAL, Instrument Panel Lower Cover.>
3) Disconnect the connector from the clutch switch.
4) Remove the clutch switches.

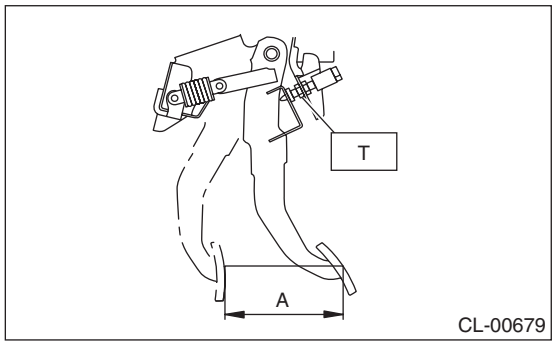
B: INSTALLATION

1. CLUTCH SWITCH

1) Move the clevis pin of push rod to left and right, retain it at the position where it moves smoothly, and measure the clutch pedal stroke.

Clutch pedal full stroke A:
130 — 135 mm (5.12 — 5.31 in)

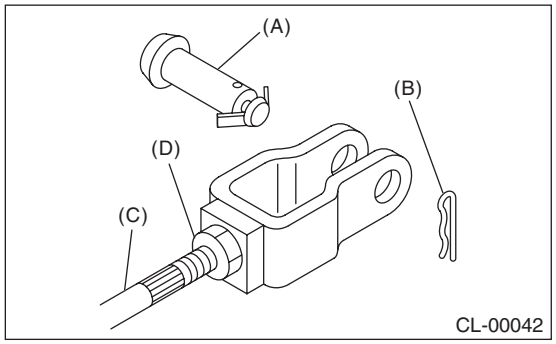
Tightening torque:
T: 8 N·m (0.8 kgf-m, 5.9 ft-lb)



2) If the clutch pedal stroke is out of specification, adjust the stroke. <Ref. to CL-28, ADJUSTMENT, Clutch Pedal.>
3) Connect the clutch switch connector.

2. CLUTCH START SWITCH

1) Remove the snap pin and clevis pin connecting the clutch pedal and operating rod.

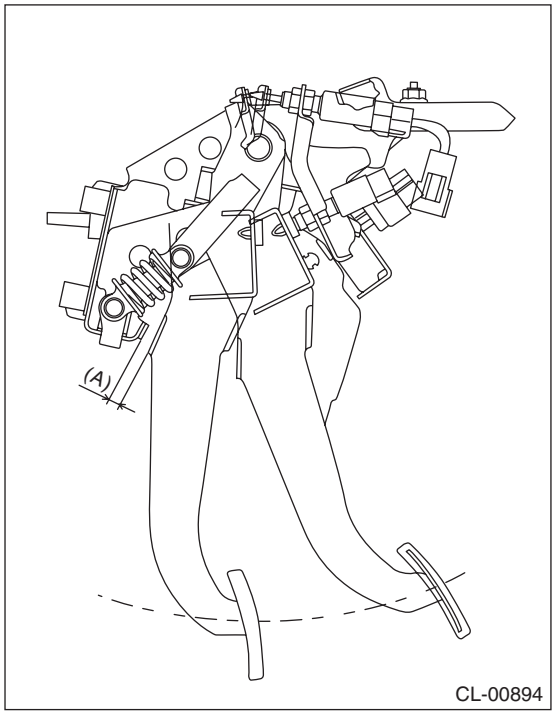


(A) Clevis pin
(B) Snap pin
(C) Push rod
(D) Lock nut

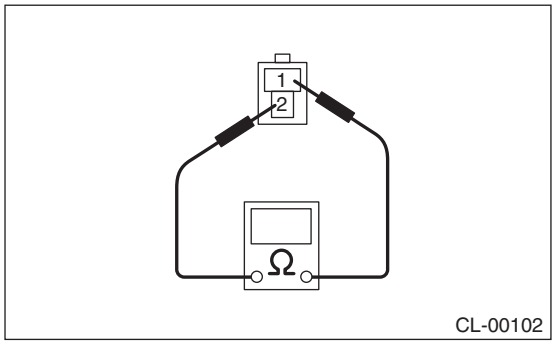
2) Install the clutch start switch so that the clutch switch turns on when the clearance between clutch pedal stopper and clutch pedal is within the specification described below.

Clearance A:
6.3 — 8.6 mm (0.25 — 0.34 in)

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

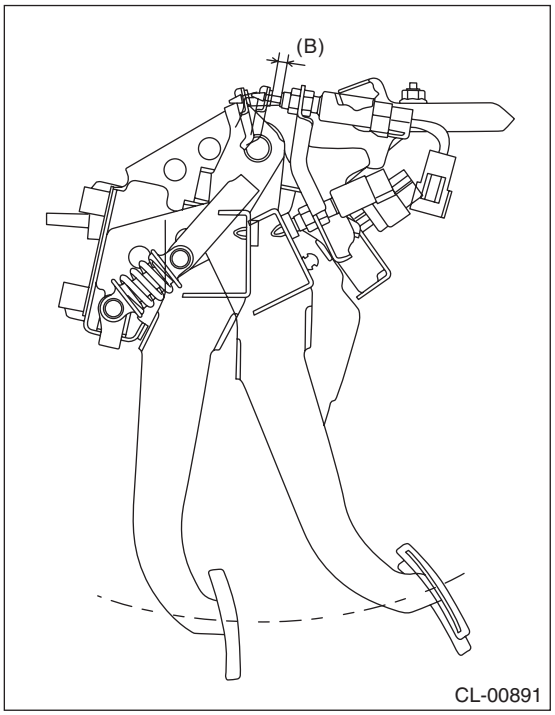


NOTE:
• Using a plate of the same thickness for the clearance facilitates the adjustment operation.
• Using the Subaru Select Monitor or a tester, check the position where the switch turns on.
Check the following figure for the terminal layout of the harness connector.



• When performing adjustment by the clearance between clutch start switch and clutch pedal plate, perform installation according to the following gap.

Clearance B:
8.6 — 9.0 mm (0.34 — 0.35 in)



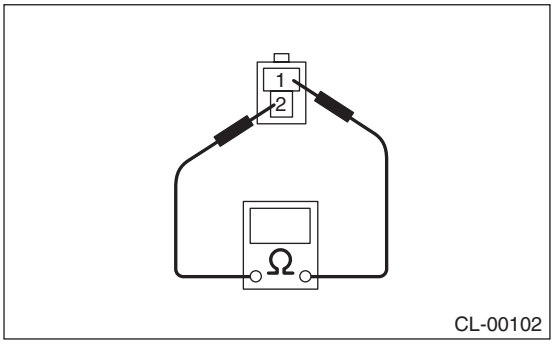
3) Connect the clutch start switch connector.
4) Make sure that engine does not start with clutch pedal not depressed.
5) Make sure that engine starts with clutch pedal depressed.

C: INSPECTION

1. CLUTCH START SWITCH

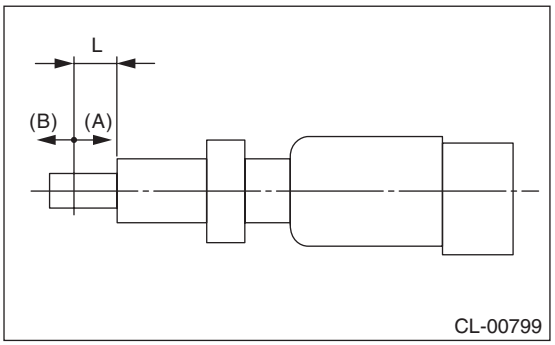
1) Perform the following inspections. If the clutch start switch does not operate normally, adjust the switch, and check it again. <Ref. to CL-32, ADJUSTMENT, Clutch Switch.>
• Make sure that engine does not start with clutch pedal not depressed.
• Make sure that engine starts with clutch pedal fully depressed.
2) When the clutch start switch does not operate normally even if it is adjusted, check the clutch start switch for continuity.
(1) Remove the clutch start switch. <Ref. to CL-30, REMOVAL, Clutch Switch.>
(2) Measure the resistance between terminal 1 and 2 of the switch. If the resistance is not at the standard value, replace the switch.

Condition	Terminal No.	Specified resistance
ON	No. 1 — No. 2	Less than 1 Ω
OFF	No. 1 — No. 2	1 MΩ or more



(3) Check that the switch is turned on and off in dimension L.

Dimension L:
9 — 10 mm (0.35 — 0.39 in)

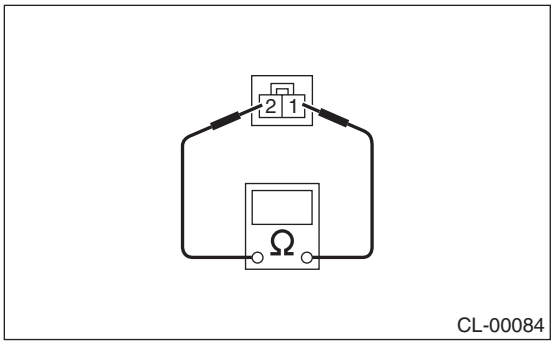


(A) ON
(B) OFF

2. CLUTCH SWITCH

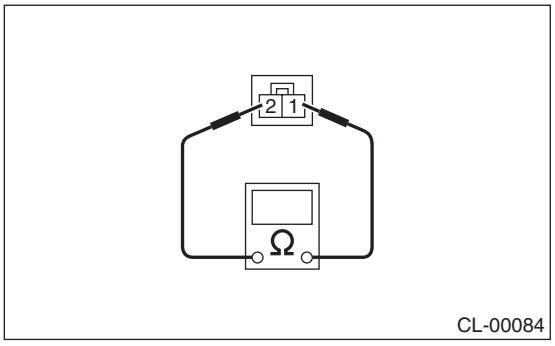
1) Check the clutch switch for continuity.
(1) Disconnect the connector of clutch switch.
(2) Measure the resistance between terminal 1 and 2 of the switch. If the resistance is not within the specification, check the clutch stroke and installation condition, and check the clutch switch again.

Condition	Terminal No.	Specified resistance
When clutch pedal is depressed	No. 1 — No. 2	1 MΩ or more
When the clutch pedal is not depressed	No. 1 — No. 2	Less than 1 Ω



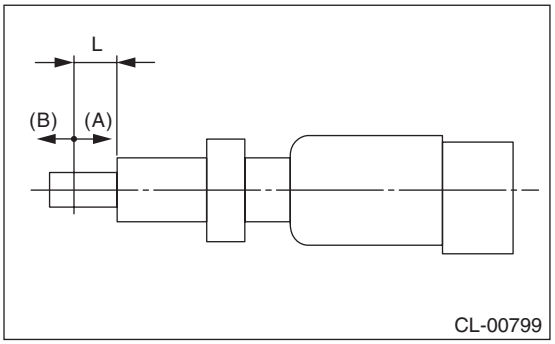
2) When the clutch switch does not operate normally even if the clutch stroke and installation condition are normal, check the clutch switch for continuity.
(1) Remove the clutch switches. <Ref. to CL-30, REMOVAL, Clutch Switch.>
(2) Measure the resistance between terminal 1 and 2 of the switch. If the resistance is not at the standard value, replace the switch.

Condition	Terminal No.	Specified resistance
ON	No. 1 — No. 2	Less than 1 Ω
OFF	No. 1 — No. 2	1 MΩ or more



(3) Check that the switch is turned on and off in Dimension L.

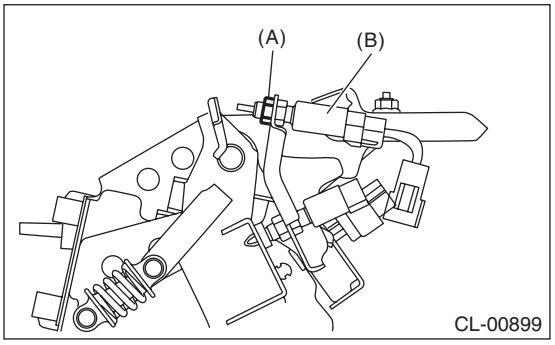
Dimension L:
5 — 6.5 mm (0.2 — 0.26 in)



(A) ON
(B) OFF

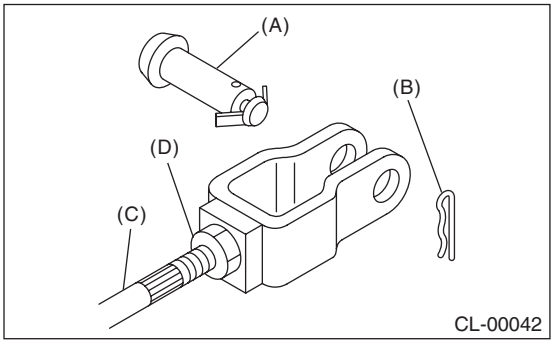
D: ADJUSTMENT

1) Loosen the lock nut of the clutch start switch.



(A) Lock nut
(B) Clutch start switch

2) Disconnect the harness connector of the clutch start switch.
3) Remove the snap pin and clevis pin connecting the clutch pedal and operating rod.

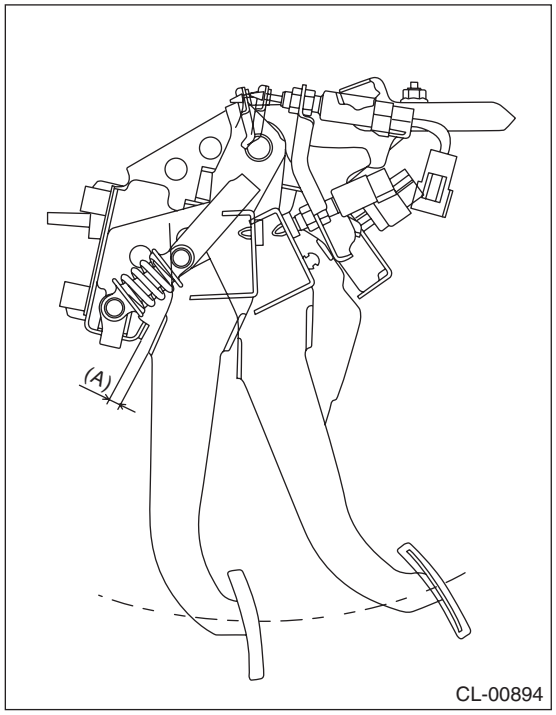


(A) Clevis pin
(B) Snap pin
(C) Push rod
(D) Lock nut

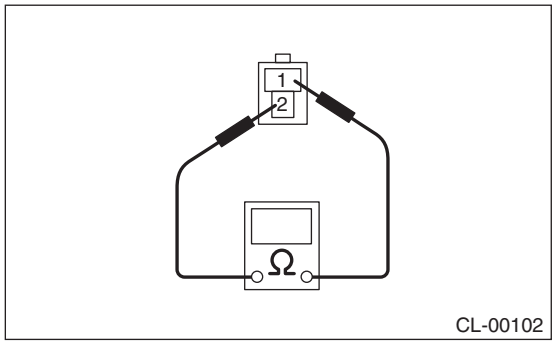
4) Adjust the clutch start switch so that the switch turns on when the clearance between clutch pedal stopper and clutch pedal is within the specification described below, and then tighten the lock nut.

Clearance A:
6.3 — 8.6 mm (0.25 — 0.34 in)

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

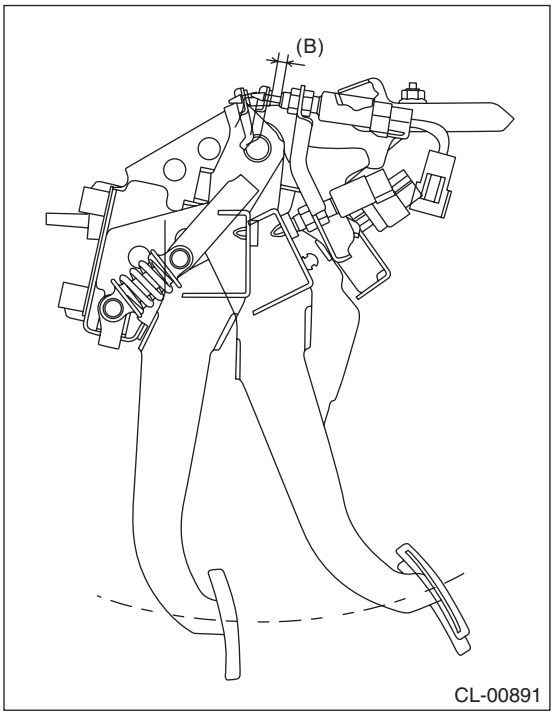


NOTE:
• Using a plate of the same thickness for the clearance facilitates the adjustment operation.
• Using the Subaru Select Monitor or a tester, check the position where the switch turns on.
Check the following figure for the terminal layout of the harness connector.



• When performing adjustment by the clearance between clutch start switch and clutch pedal plate, perform installation according to the following gap.

Clearance B:
8.6 — 9.0 mm (0.34 — 0.35 in)



5) Connect the clutch start switch connector.

11.Learning Control

A: GENERAL DESCRIPTION

- Follow the messages displayed on the Subaru Select Monitor when working.
- When the following work is performed, perform learning work for the transmission.

Replacement of TCM/Replacement or disassembly of transmission assembly/Replacement of control valve body/Clearing AT leaning value is executed.

B: PROCEDURE

1. PREPARATION FOR LEARNING

1) Warm up or cool down until the ATF temperature displayed on the Subaru Select Monitor is 40 — 65°C (104 — 149°F).
2) After stopping the vehicle, shift the select lever to “P” range.
3) Fully apply the parking brake.
4) Lift up the vehicle.

CAUTION:
While working, be sure to keep the lower edge of the tires 30 cm or more above the ground as vehicle will vibrate.
5) Connect the Subaru Select Monitor to data link connector.
6) Turn the ignition switch to ON.
7) Turn off all switches causing an electrical load, such as headlights, A/C, seat heater and rear defogger, etc.
8) Set SI-DRIVE to I mode. (Vehicles with SI drive)

2. SIMPLE LEARNING

NOTE:
Simple learning is performed with the vehicle lifted, without actually running the vehicle.

CAUTION:
Do not turn the power of the Subaru Select Monitor OFF during work, and do not disconnect the data link connector.
1) Select {Work Support} in the «Transmission Diagnosis» display screen of the Subaru Select Monitor.
2) Select {Compulsory learning mode} in the «Work Support» display screen of the Subaru Select Monitor.
3) Follow the messages displayed on the Subaru Select Monitor screen when working.

NOTE:
During AT learning in progress, AT OIL TEMP light in the combination meter starts flashing at 2 Hz and the learning operation starts. The following message is displayed on the screen when the AT OIL TEMP light which was flashing at 2 Hz turns off.

4) When «AT learning normally ended.» is displayed, simple AT learning is completed.

NOTE:
- If communication error occurs during learning, retry the “AT learning mode” from the beginning.
- If the message «Execute AT learning again after fixing troubles of the vehicle» appears during learning, select [OK] and display the DTC list. After repairing the locations indicated by the DTC, start the “AT learning mode” over from the beginning.
- When communication error occurs during learning, select lever does not shift occasionally. If select lever does not shift, turn the ignition switch to OFF before operating the select lever.
- If the message «AT learning ended abnormally.» is displayed, start the “AT learning mode” over from the beginning.

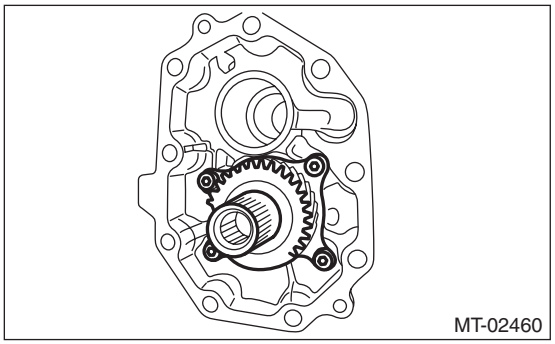
Message	Main causes for abnormal termination
«AT learning ended abnormally.»	• Fault is detected during AT learning. • The accelerator pedal is depressed during AT learning. • An unspecified operation was performed during AT learning • ATF temperature becomes out of specification during AT learning. • Battery voltage is low. • Malfunction indicator light illuminates. • Parking brake not applied strongly enough. • Brake pedal is not fully depressed. • Abnormal idle speed increase, etc.

- For detailed operation procedures, refer to “PC application help for Subaru Select Monitor”.

11.Transfer Drive Gear

A: REMOVAL

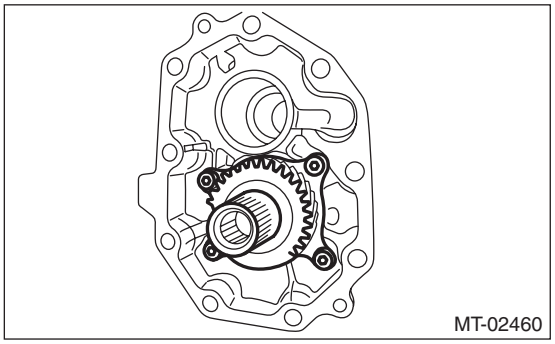
1) Remove the manual transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch. <Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the extension case assembly.
5) Remove the transfer driven gear. <Ref. to 6MT-52, REMOVAL, Transfer Driven Gear.>
6) Remove the transfer drive gear.


MT-02460

B: INSTALLATION

1) Install the transfer drive gear.

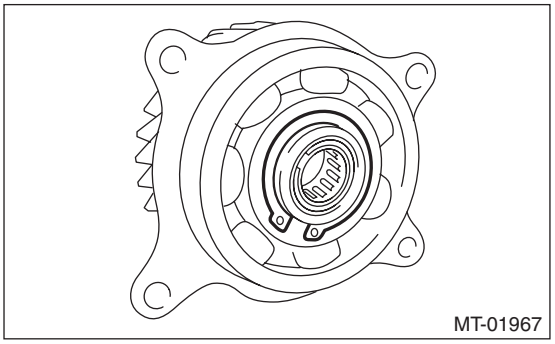
Tightening torque:
26 N·m (2.7 kgf-m, 19.2 ft-lb)


MT-02460

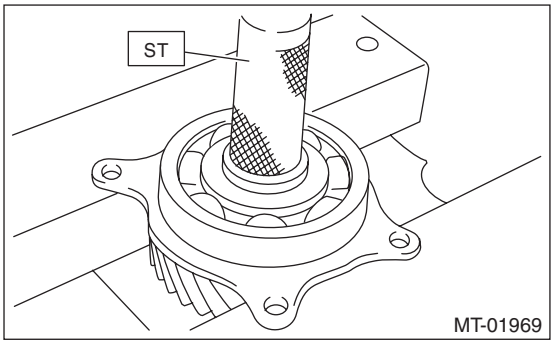
2) Install the transfer driven gear.<Ref. to 6MT-52, INSTALLATION, Transfer Driven Gear.>
3) Select the adjusting washer.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
4) Install the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
5) Install the transfer case and the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
6) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
7) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

1) Remove the snap ring.


MT-01967

2) Remove the ball bearing.
ST 899864110 REMOVER



MT-01969

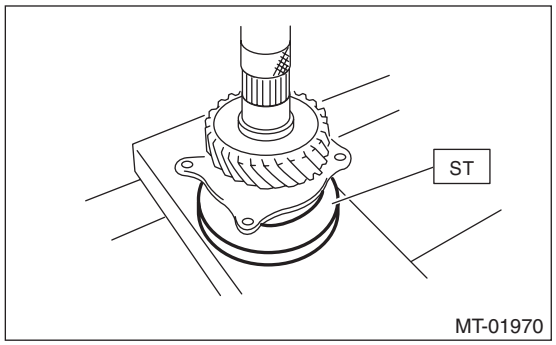
3) Remove the snap ring from transfer drive gear, and remove the needle bearing.

D: ASSEMBLY

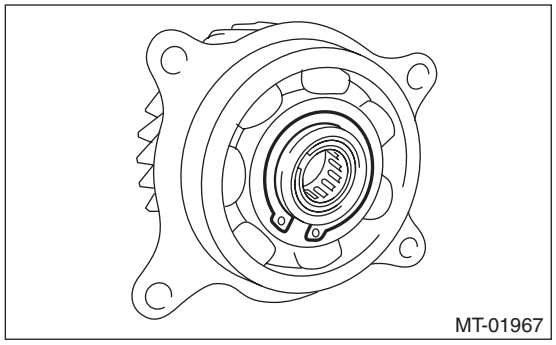
1) Install the needle bearing and snap ring to the transfer drive gear.
2) Set the ST to the bearing inner race, then install the transfer drive gear to the bearing.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
Use a new ball bearing.
ST 398177700 INSTALLER



3) Install the snap ring on the transfer drive shaft.



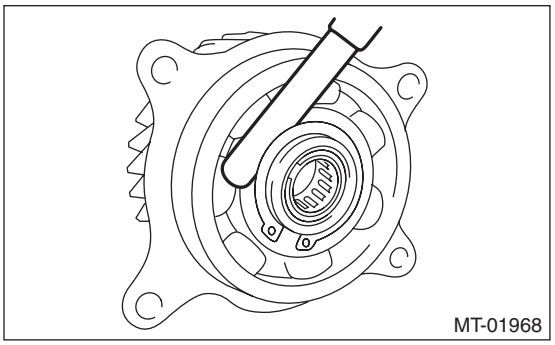
4) Inspect the clearance between the snap ring and the ball bearing. <Ref. to 6MT-51, INSPECTION, Transfer Drive Gear.>

E: INSPECTION

1) Bearing
Replace the bearings in the following cases.
- In case of broken or rusty bearings
- In case of wear or damage
- When the bearings fail to turn smoothly or emit noise in rotation after gear oil lubrication.

2) Drive gear
If the drive gear tooth surface and shaft are excessively broken or damaged, replace the drive gear.
3) Measure the clearance between snap ring and inner race of ball bearing with a thickness gauge.

Clearance:
0.01 — 0.15 mm (0.0004 — 0.0059 in)



If the measurement is not within specification, select a suitable snap ring and replace it.

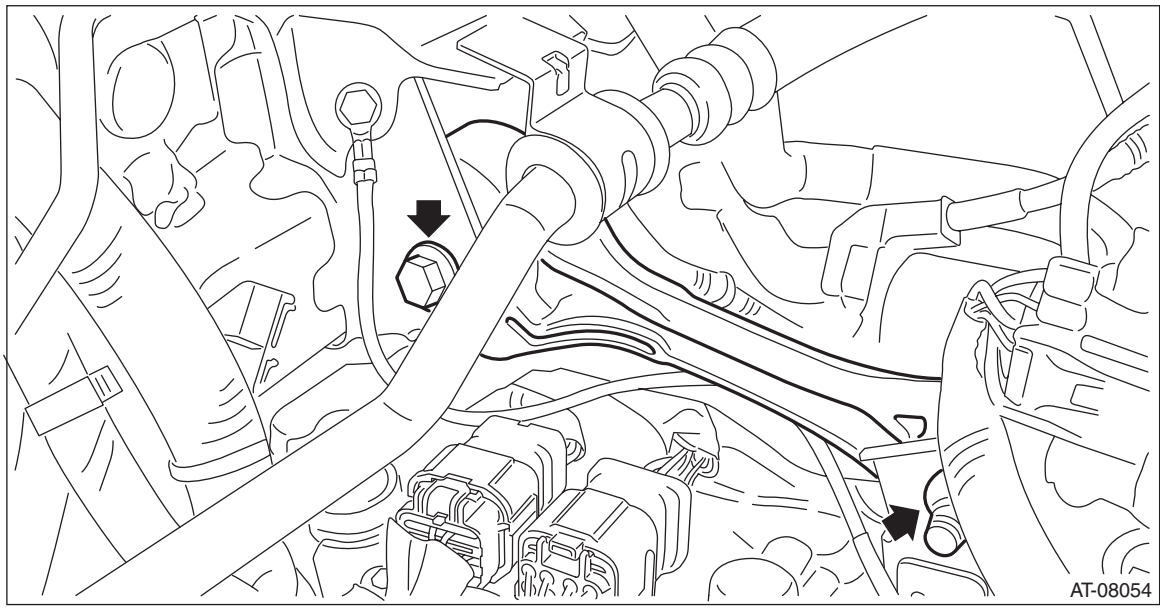
Snap ring (outer-30)	
Part No.	Thickness mm (in)
805030041	1.53 (0.0602)
805030042	1.65 (0.0650)
805030043	1.77 (0.0697)

11.Transmission Mounting System

A: REMOVAL

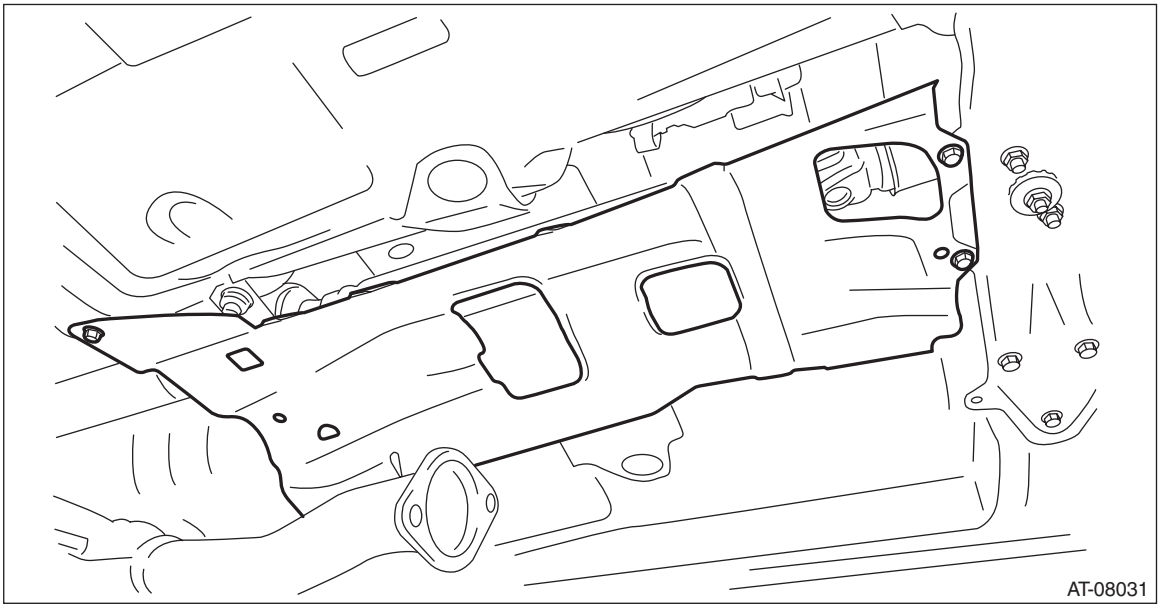
1. PITCHING STOPPER

1) Disconnect the ground cable from battery.
2) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
3) Remove the pitching stopper.



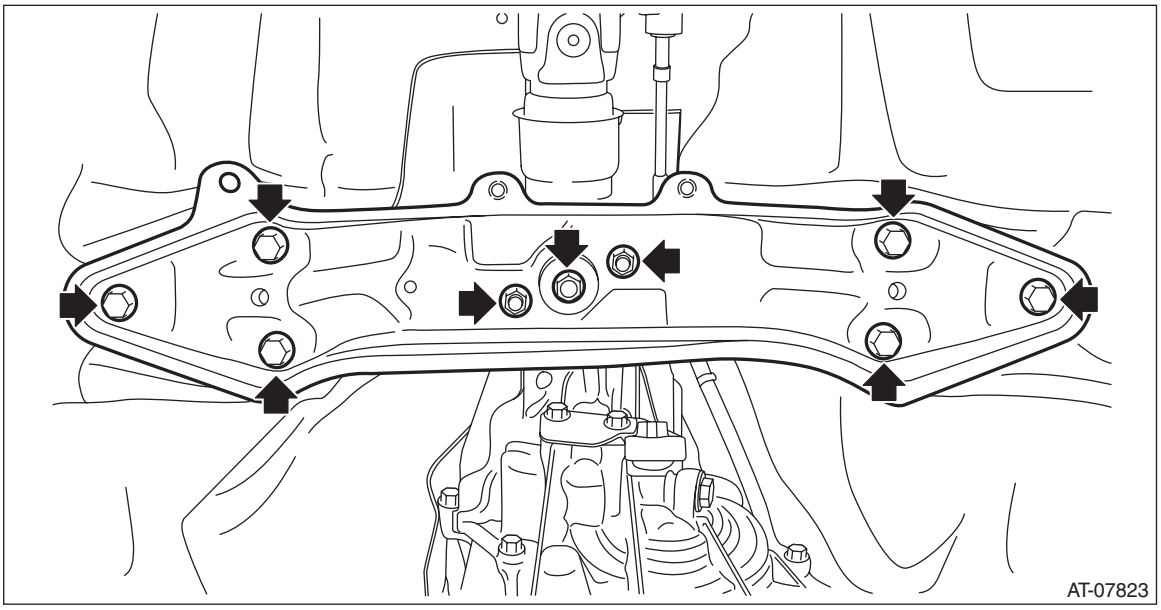
2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the under cover front - transmission.
4) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the center exhaust cover.

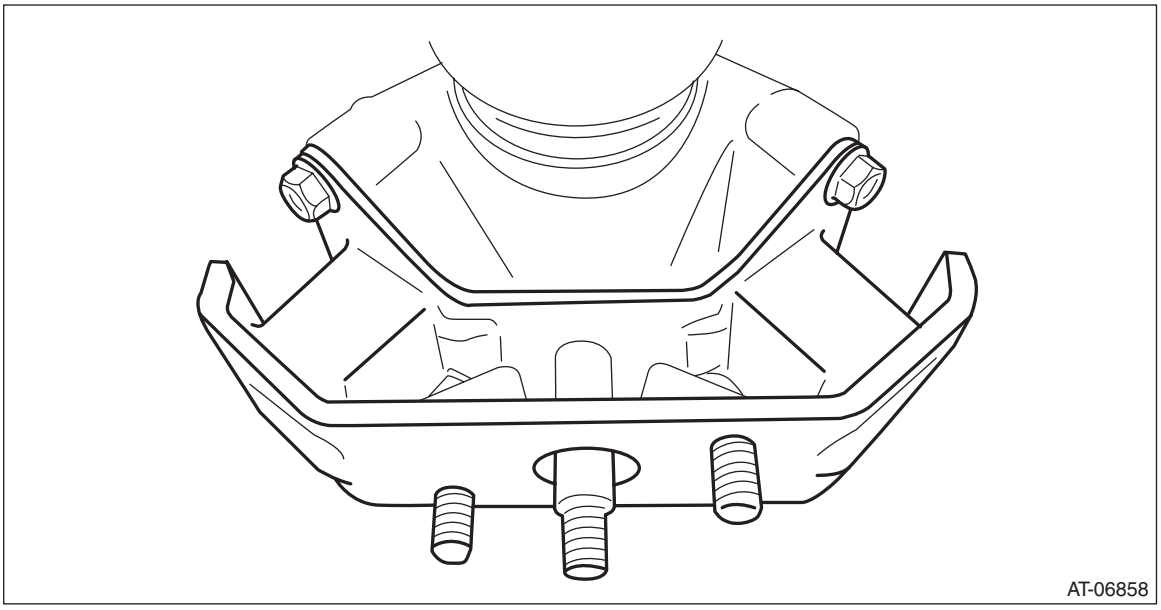


6) Set the transmission jack under the transmission. Make sure that the support plate of transmission jack does not touch the oil pan.

7) Remove the transmission rear crossmember.



8) Remove the rear cushion rubber.

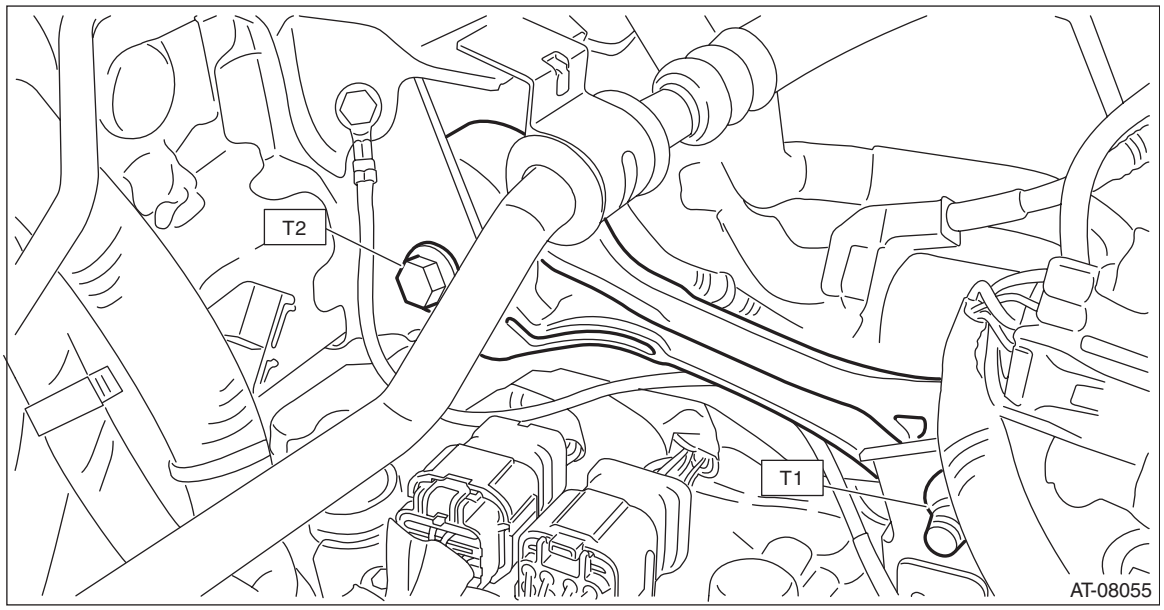


B: INSTALLATION

1. PITCHING STOPPER

1) 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)

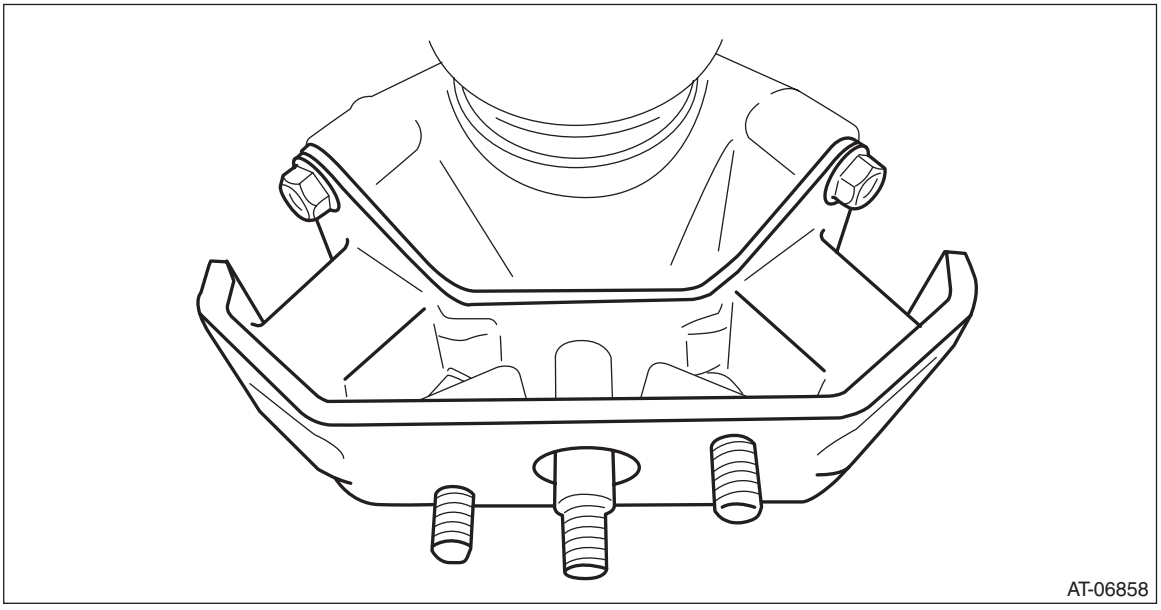


2) Install the air intake boot assembly. <Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
3) Connect the battery ground terminal.

2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

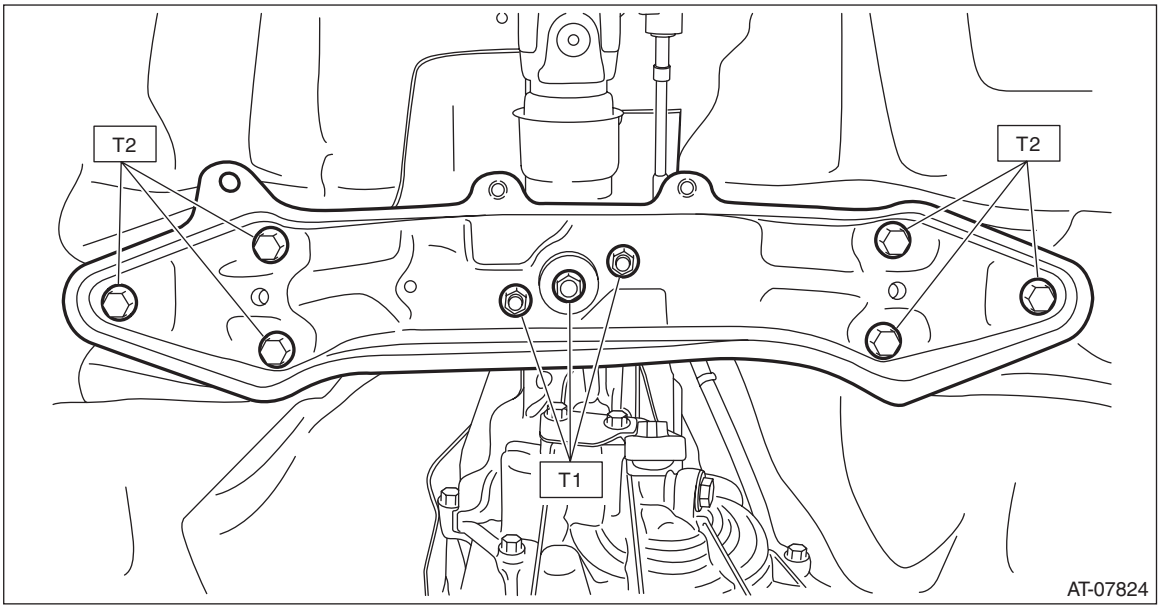
1) Attach the rear cushion rubber to the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



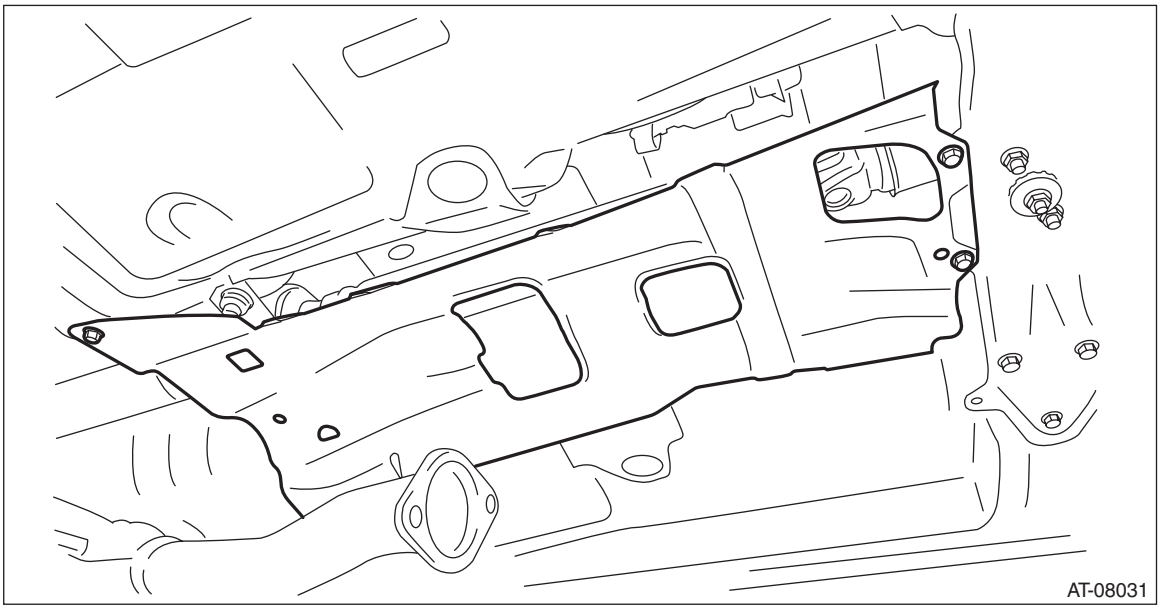
2) Install the crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



3) Remove the transmission jack.
4) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Install the center exhaust pipe.<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
6) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
7) Connect the battery ground terminal.

C: INSPECTION

- Check the crossmember for bends or damage.
- Check that the cushion rubber is not stiff, cracked or otherwise damaged.

12.AT OIL TEMP Warning Light Display

A: OPERATION

The AT OIL TEMP light illuminates or blinks, when the ATF temperature is high and malfunction occurs in CVT.

- When normal

AT OIL TEMP light always illuminates when the ignition switch is ON (engine OFF). Light goes off after two seconds from engine ON.

- When ATF temperature is high

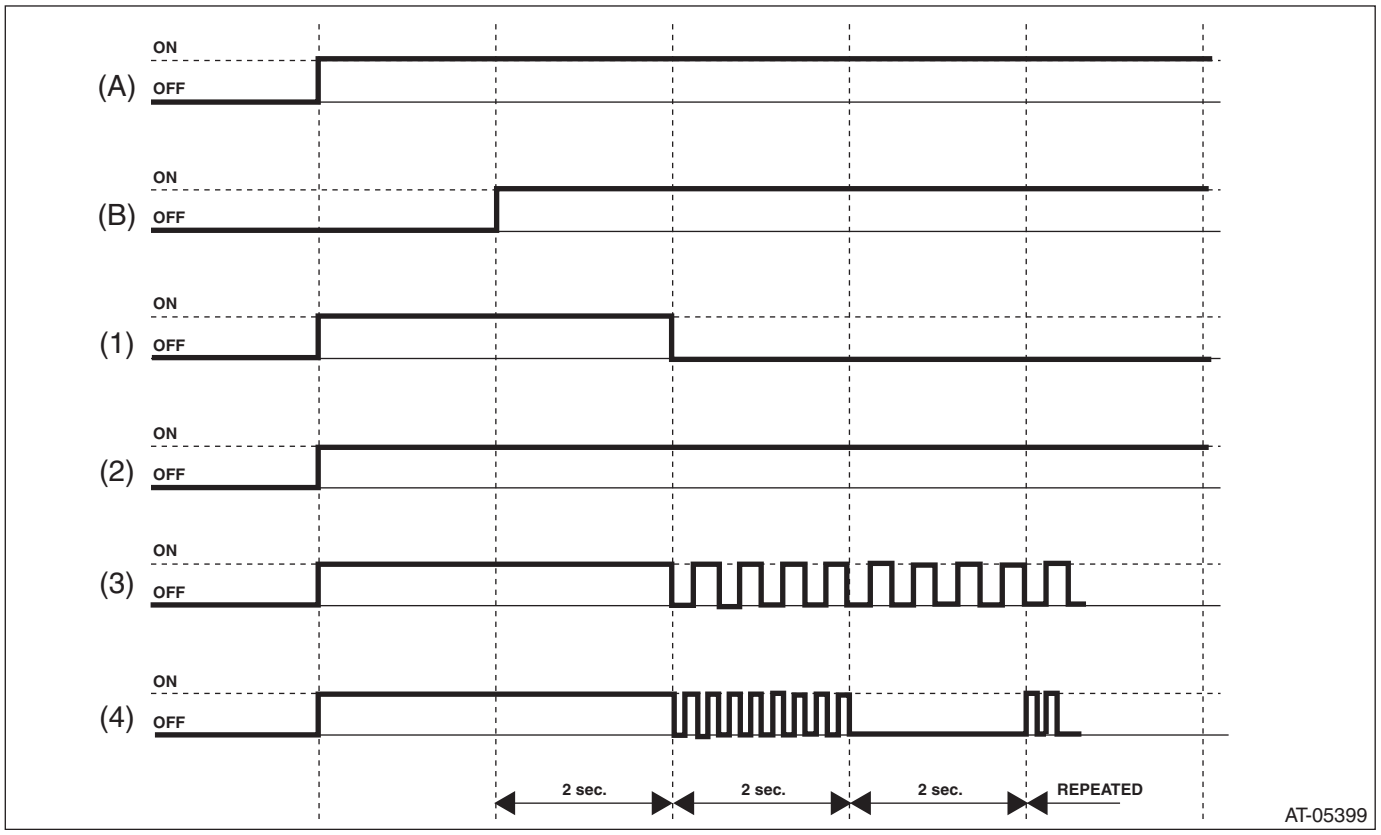
AT OIL TEMP light illuminates when the ATF temperature is abnormally high with engine ON.

- When malfunction is detected

AT OIL TEMP light blinks at 2 Hz when the TCM detects the malfunction of CVT with engine ON. In this case, inspect using “Diagnostic Procedure with Diagnostic Trouble Code (DTC)”. <Ref. to CVT(diag)-44, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

- When AT learning is not finished

AT OIL TEMP light repeats “Blinking at 4 Hz → Turning OFF” every two seconds, when the AT learning is not finished with engine ON. In this case, perform the “Learning”. (During AT learning, the light blinks at 2 Hz or illuminates.) <Ref. to CVT(diag)-30, Learning Control.>



(A) Ignition switch condition
(B) Engine condition
(1) When normal
(2) When ATF temperature is high
(3) When malfunction is detected
(4) When AT learning is not finished

If the AT OIL TEMP light does not illuminate, or illumination patterns are not as above, check the AT OIL TEMP light circuit. <Ref. to CVT(diag)-33, INSPECTION, AT OIL TEMP Warning Light Display.>

B: INSPECTION

DIAGNOSIS:

- CAN communication is lost with the combination meter.
- Combination meter malfunction
- TCM is in special control mode.
- AT learning is not finished.

TROUBLE SYMPTOM:

- When the ignition switch is turned to ON, the AT OIL TEMP light does not illuminate.
- AT OIL TEMP light remains lit after engine start.

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC U0155 or U0423 displayed?	Perform the self-diagnosis of combination meter.	Go to step **2**.
2	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Are DTCs other than U0155 and U0423 displayed?	Perform the diagnosis according to DTC.	Go to step **3**.
3	**CHECK COMBINATION METER.** Read DTC of combination meter.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK AT OIL TEMP LIGHT.** Turn the ignition switch to ON.	Does the AT OIL TEMP light illuminate?	Go to step **5**.	Perform the self-diagnosis of combination meter.<Ref. to IDI-8, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
5	**CHECK AT OIL TEMP LIGHT.** Start the engine.	Does AT OIL TEMP light go off after two seconds from engine start?	Current condition is normal. Go back to Basic Diagnostic Procedure.<Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **6**.
6	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **7**.
7	**CHECK TCM.** Read the data of «ATF Temperature Lamp» using the Subaru Select Monitor.	Is “ON” displayed?	Go to step **8**.	Perform the self-diagnosis of combination meter.<Ref. to IDI-8, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
8	**CHECK TCM.** Read the data of «ATF Temp.» using the Subaru Select Monitor.	Is the display 125°C or more?	Go to step **9**.	Check the TCM.

Step		Check	Yes	No
9	**CHECK ATF TEMPERATURE.** Check the real fluid temperature from the transmission case surface temperature.	Does it clearly differ from the «ATF Temp.» displayed on Subaru Select Monitor?	Perform the diagnosis according to DTC P0712 procedure. If there is no problems, perform the diagnosis according to DTC P0713 procedure.	When ATF temperature can be judged as actually high, perform the diagnosis again after the ATF temperature lowers.

12.Extension Case Oil Seal

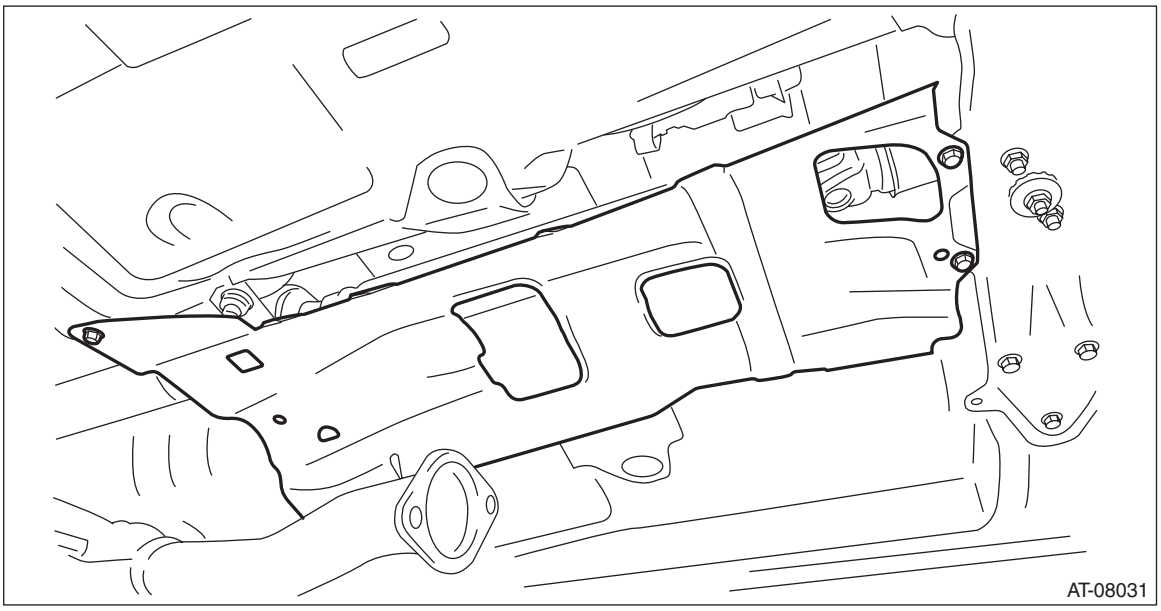
A: INSPECTION

Check for leakage of CVTF from the joint section of transmission and propeller shaft. If a leak is found, inspect the propeller shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
Immediately after the vehicle has been running or after idling for a long time, the CVTF will be hot. Be careful not to burn yourself.

1) Lift up the vehicle.
2) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
3) Remove the center exhaust cover.



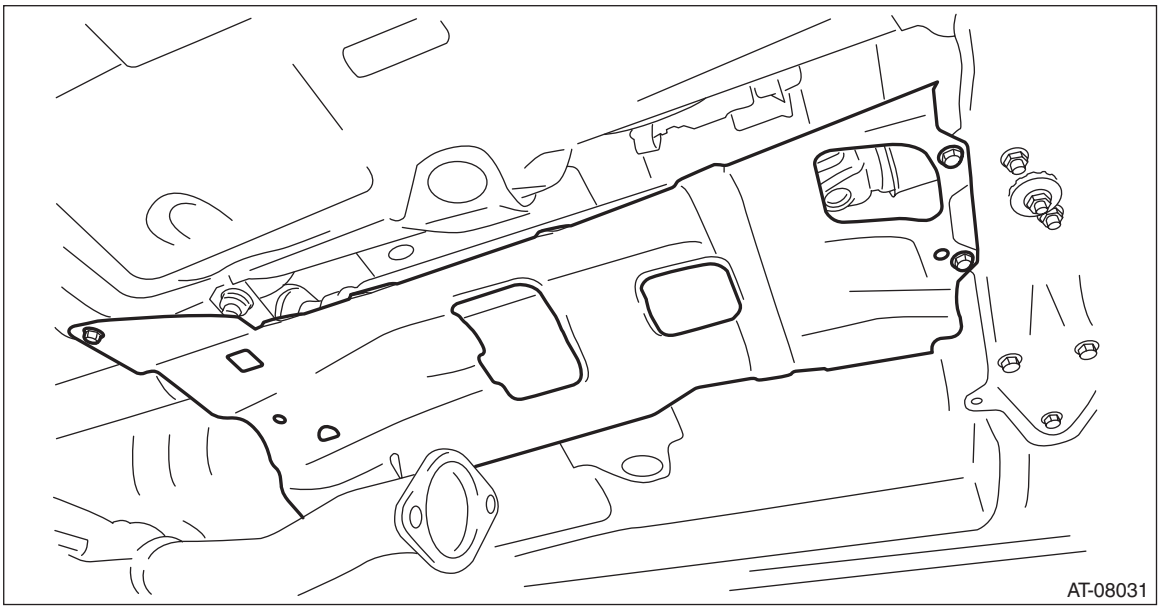
4) Clean the transmission exterior.
5) Remove the propeller shaft.<Ref. to DS-11, REMOVAL, Propeller Shaft.>
6) Using a screwdriver or ST, remove the oil seal trying not to damage the extension case.
ST 398527700 PULLER ASSY
7) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

ST 498057300 OIL SEAL INSTALLER
8) Install the propeller shaft.<Ref. to DS-14, INSTALLATION, Propeller Shaft.>

9) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



10) Install the center exhaust pipe.<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
11) Adjust the CVTF level and check there is no leakage.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

12.General Diagnostic Table

A: INSPECTION

1. CLUTCH

Symptoms	Possible cause	Corrective action
1. Clutch slippage. It is hard to perceive clutch slippage in the early stage, but pay attention to the following symptoms. • Engine speeds up when shifting. • High-speed driving is not possible; especially rapid acceleration is not possible and vehicle speed does not increase in proportion to the increase in engine speed. • Power drops particularly when ascending a slope, and there is a burning smell of the clutch plate. • Method of testing: Park the vehicle and fully apply the parking brake. Disengage the clutch and shift the transmission gear into the 1st. Gradually increase the engine speed while gradually allowing the clutch to engage. The clutch function is satisfactory if the engine stalls. However, the clutch is slipping if the vehicle does not move forward and the engine does not stall.	(a) Oil on the clutch face	Replace.
	(b) Worn clutch face	Replace.
	(c) Deteriorated diaphragm spring	Replace.
	(d) Warped pressure plate or flywheel	Repair or replace.
	(e) Defective release bearing holder	Repair or replace.
2. Clutch drags. As a symptom of this trouble, a harsh scratching noise occurs and control becomes difficult when shifting gears. The symptom becomes more apparent when shifting into the 1st gear. However, because most trouble of this sort is due to a defective synchronization mechanism, perform the following tests. • Method of testing: <Ref. to CL-35, DIAGNOSTIC DIAGRAM OF CLUTCH DRAG, INSPECTION, General Diagnostic Table.> The problem is caused by insufficient disengagement of the clutch if an abnormal noise occurs during this test.	(a) Worn or rusty clutch disc hub spline	Replace the clutch disc.
	(b) Excessive deflection of clutch disc face	Repair or replace.
	(c) Crankshaft pilot needle bearing sticking	Replace.
	(d) Cracked clutch disc face	Replace.
	(e) Stuck clutch disc (smeared by oil or water)	Replace.
3. Clutch chatters. Clutch chattering is an unpleasant vibration to the whole vehicle when the vehicle is just started with clutch partially engaged.	(a) Adhesion of oil on the clutch face	Replace the clutch disc.
	(b) Weak or broken damper spring	Replace the clutch disc.
	(c) Poor contact of the disc surface or excessively worn disc	Replace the faulty clutch disc.
	(d) Warped pressure plate or flywheel	Repair or replace.
	(e) Loose disc rivets	Replace the clutch disc.
	(f) Loose engine mounting	Retighten or replace mounting.
	(g) Loose pitching stopper	Retighten or replace the pitching stopper.

Symptoms	Possible cause	Corrective action
4. Noisy clutch Examine whether the noise is generated when the clutch is disengaged, engaged, or partially engaged.	(a) Broken, worn or insufficiently lubricated release bearing	Replace the release bearing.
	(b) Insufficient lubrication of the pilot bearing	Replace the pilot bearing.
	(c) Loose clutch disc hub	Replace the clutch disc.
	(d) Loose damper spring retainer	Replace the clutch disc.
	(e) Deteriorated or broken damper spring	Replace the clutch disc.
5. Clutch grabs suddenly. When starting the vehicle with the clutch partially engaged, the clutch engages suddenly and the vehicle jumps instead of making a smooth start.	(a) Grease or oil on facing	Replace the clutch disc.
	(b) Deteriorated cushioning spring	Replace the clutch disc.
	(c) Worn or rusted spline of clutch disc or main shaft	Take off rust, apply grease or replace clutch disc or main shaft.
	(d) Deteriorated or broken damper spring	Replace the clutch disc.
	(e) Loose engine mounting	Retighten or replace mounting.
	(f) Deteriorated diaphragm spring	Replace.

2. CLUTCH PEDAL

Symptoms	Corrective action
Insufficient clutch pedal free play	Adjust the free play of the pedal.
Excessively worn and damaged pedal shaft and/or bushing	Replace the bushing or shaft with a new part.

3. DIAGNOSTIC DIAGRAM OF CLUTCH DRAG

Step		Check	Yes	No
1	**CHECK GEAR NOISE.** 1) Start the engine. 2) While idling the engine, step on the clutch pedal and quickly shift from neutral to reverse.	Is there any abnormal noise from the transmission gear?	Go to step **2**.	Clutch is normal.
2	**CHECK GEAR NOISE.** Depress the clutch pedal at idle and shift from neutral to reverse within 0.5 — 1.0 second.	Is there any abnormal noise from the transmission gear?	Go to step **3**.	Defective transmission or excessive clutch drag torque. Inspect pilot bearing, clutch disc, transmission and clutch disc hub spline.
3	**CHECK GEAR NOISE.** 1) Depress the clutch pedal at idle and shift from neutral to reverse within 0.5 — 1.0 second. 2) While stepping on the clutch pedal, shift from neutral to reverse, reverse to neutral several times.	Is there any abnormal noise from the transmission gear?	Inadequate clutch disengage. Inspect the clutch disc, clutch cover, clutch release, and clutch pedal free play.	Clutch and flywheel seizure. Inspect the clutch disc and the spline of the clutch disc hub.

CHASSIS 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.

FRONT SUSPENSION	FS
REAR SUSPENSION	RS
WHEEL AND TIRE SYSTEM	WT
TIRE PRESSURE MONITORING SYSTEM (DIAGNOSTICS)	TPM(diag)
DIFFERENTIALS	DI
TRANSFER CASE	TC
DRIVE SHAFT SYSTEM	DS
VEHICLE DYNAMICS CONTROL (VDC)	VDC
VEHICLE DYNAMICS CONTROL (VDC) (DIAGNOSTICS)	VDC(diag)
BRAKE	BR
BRAKE VACUUM CONTROL (BVC) (DIAGNOSTICS)	BVC(diag)
PARKING BRAKE	PB
POWER ASSISTED SYSTEM (POWER STEERING)	PS
POWER ASSISTED SYSTEM (POWER STEERING) (DIAGNOSTICS)	PS(diag)

FRONT SUSPENSION

FS

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3.	Front Crossmember	18
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5.	Front Stabilizer	29
6.	Front Ball Joint	31
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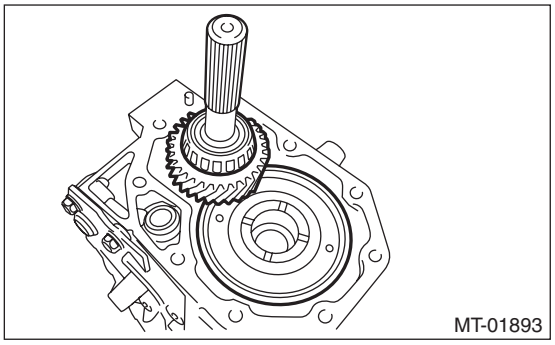
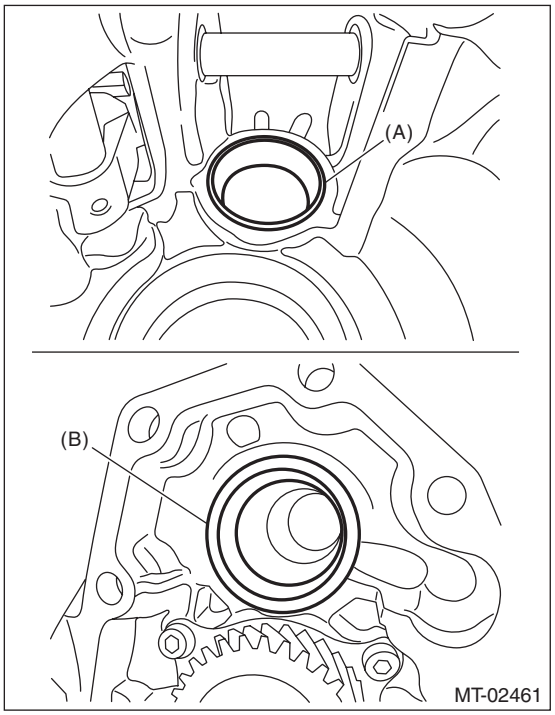
12.Transfer Driven Gear

A: REMOVAL

1) Remove the manual transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch. <Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
5) Remove the transfer driven gear and center differential as a unit.


MT-01893

6) Remove the bearing outer race from the extension case and transfer case.

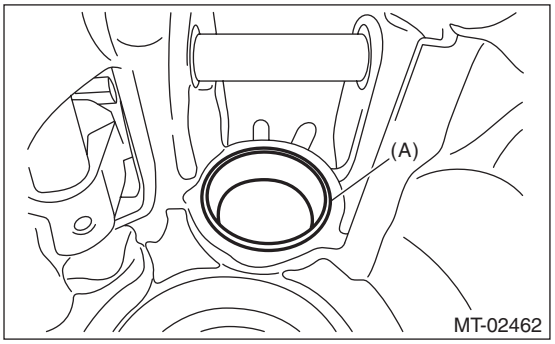


MT-02461

(A) Bearing outer race (transfer case side)
(B) Bearing outer race (extension case side)

B: INSTALLATION

1) Install the bearing outer race to transfer case.



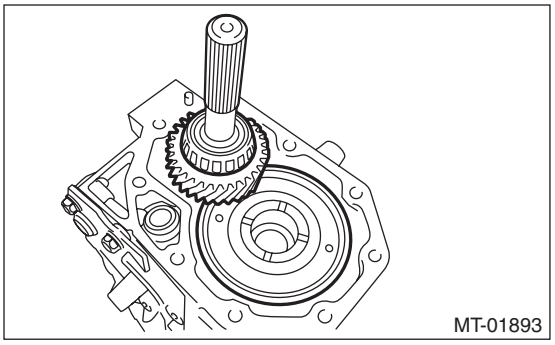
MT-02462

(A) Bearing outer race

2) Apply a coat of grease to the front roller bearing and rear roller bearing of the transfer driven gear.

Grease:
NICHIMOLY N-130 or equivalent

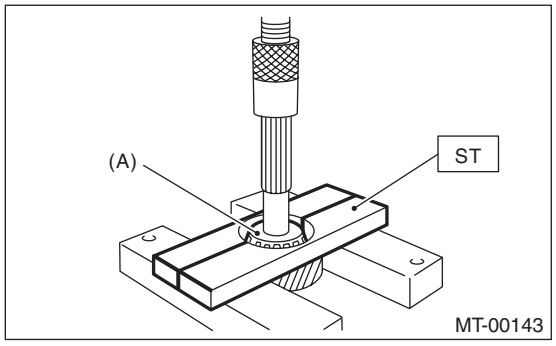
3) Install the transfer driven gear and center differential as a unit.


MT-01893

4) Select the adjusting washer.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
5) Install the selected adjusting washer and bearing outer race to the extension case.
6) Install the transfer case and the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
7) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
8) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

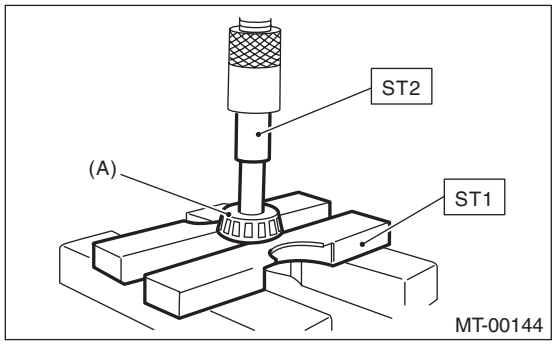
C: DISASSEMBLY

1) Using the ST, remove the roller bearing (extension case side).
ST 498077000 REMOVER



(A) Roller bearing

2) Using ST1 and ST2, remove the roller bearing (transfer case side).
ST1 498077000 REMOVER
ST2 899864100 REMOVER



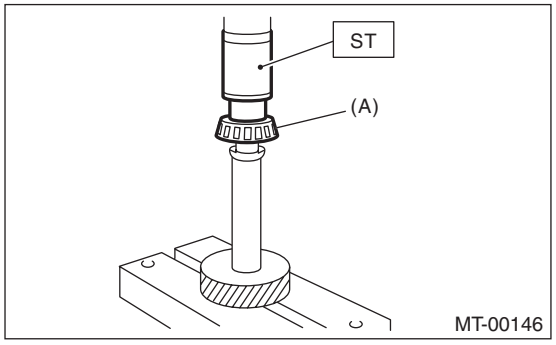
(A) Roller bearing

D: ASSEMBLY

1) Using ST, install the roller bearing (transfer case side).

NOTE:
Be careful when handling because the roller bearing outer races are used with roller bearing as a set.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
ST 927640000 INSTALLER

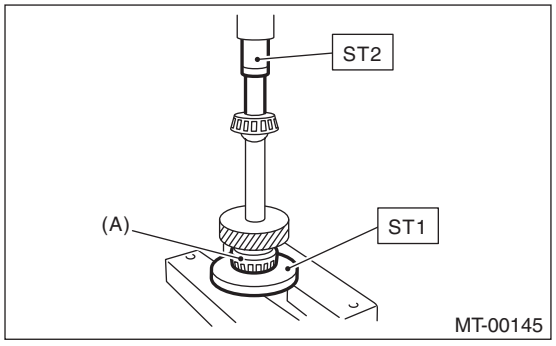


(A) Roller bearing

2) Using the ST, install the roller bearing (extension case side).

NOTE:
Be careful when handling because the roller bearing outer races are used with roller bearing as a set.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
ST1 498175500 INSTALLER
ST2 899864100 REMOVER



(A) Roller bearing

E: INSPECTION

1) Bearing
Replace the bearings in the following cases.
- In case of broken or rusty bearings
- In case of worn or damaged bearings
- When the bearings fail to turn smoothly or emit noise in rotation after gear oil lubrication.

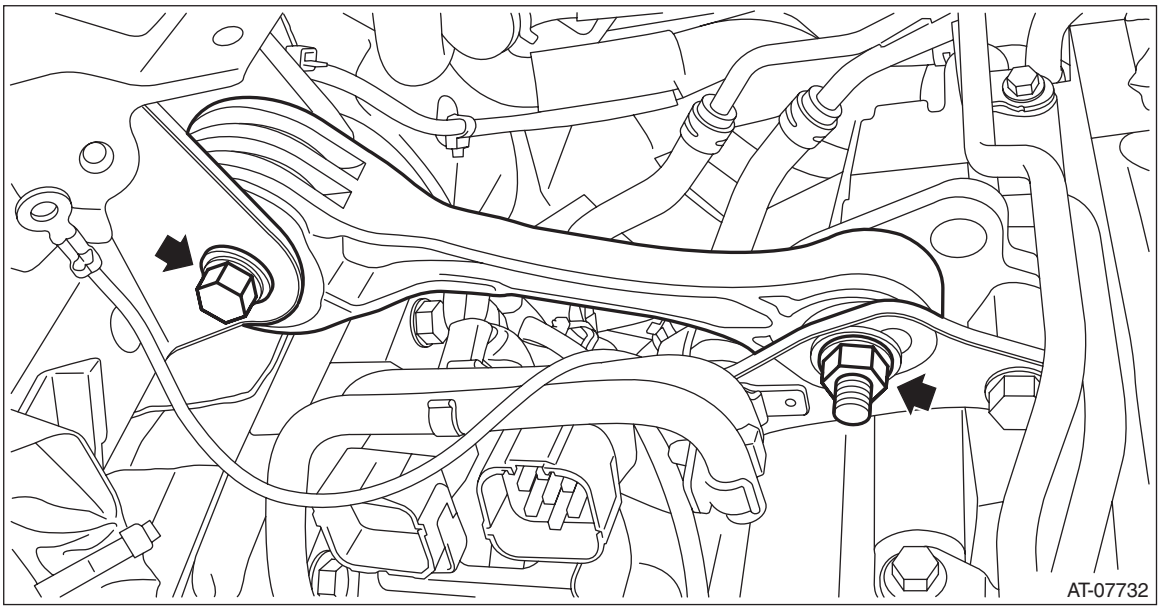
2) Driven gear
If the tooth face of driven gear and the shaft are excessively broken or damaged, replace the driven gear.

12.Transmission Mounting System

A: REMOVAL

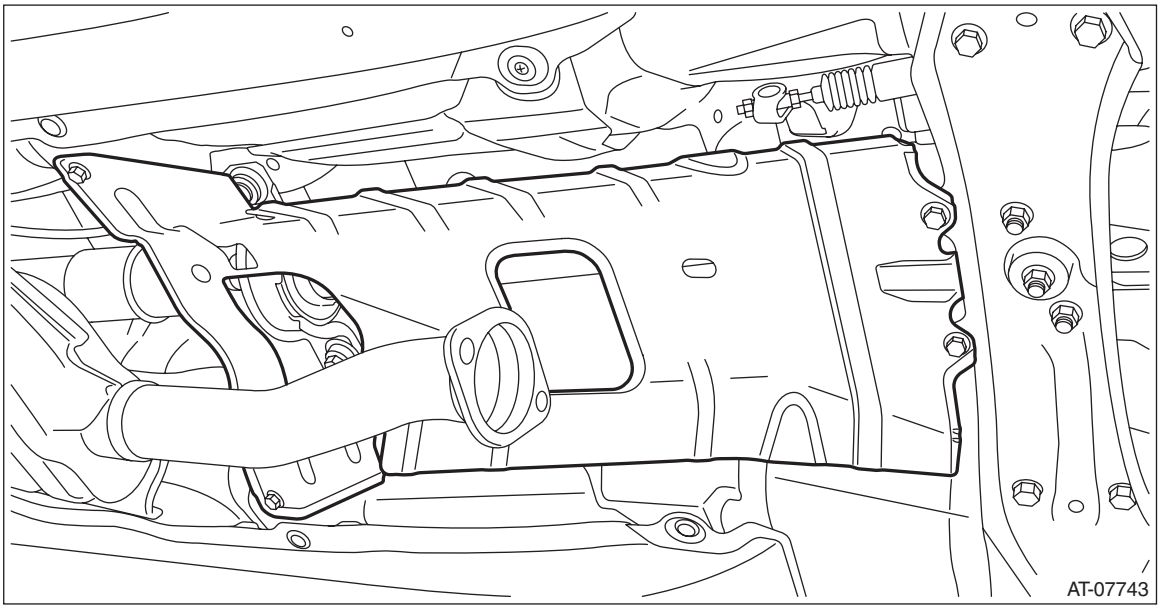
1. PITCHING STOPPER

1) Disconnect the ground cable from battery.
2) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
3) Remove the pitching stopper.



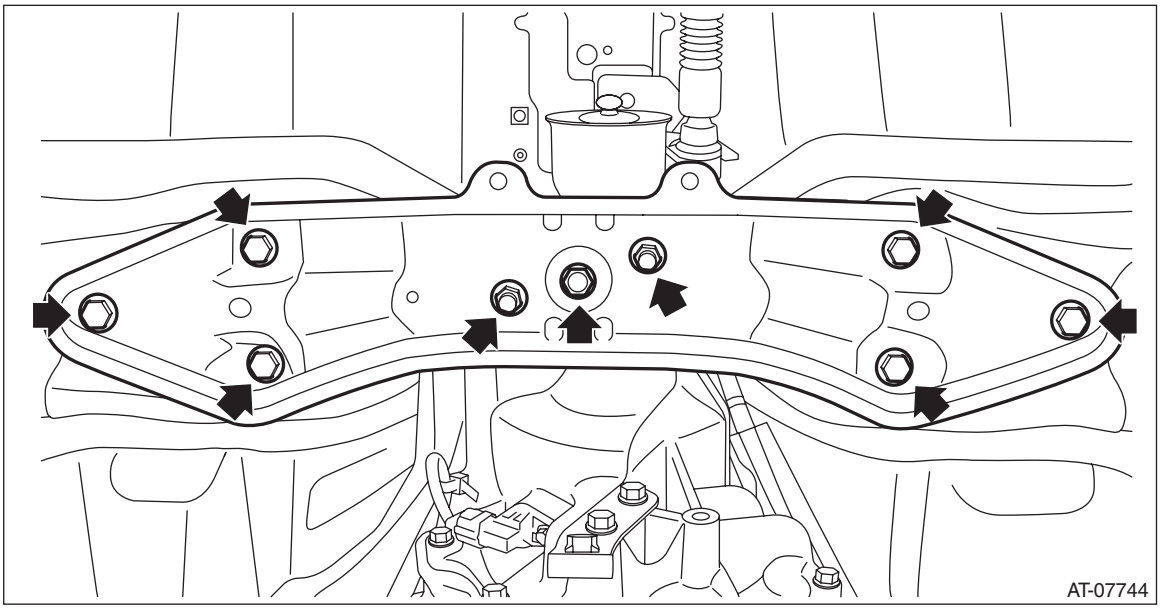
2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.

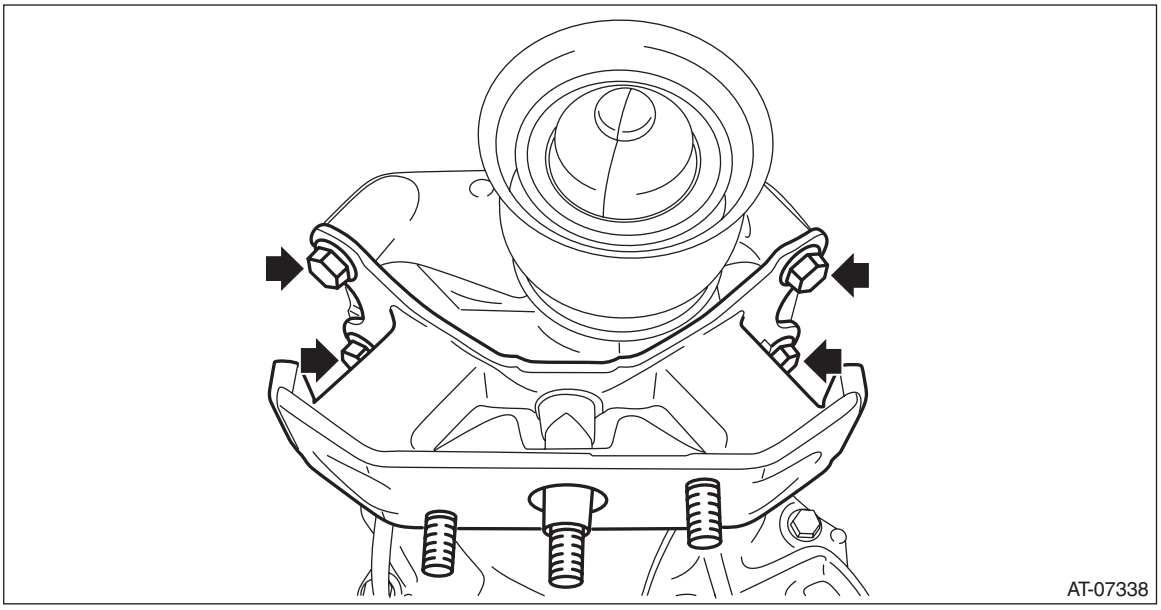


5) Set the transmission jack under the transmission. Make sure that the support plate of transmission jack does not touch the oil pan.

6) Remove the transmission rear crossmember.



7) Remove the rear cushion rubber.

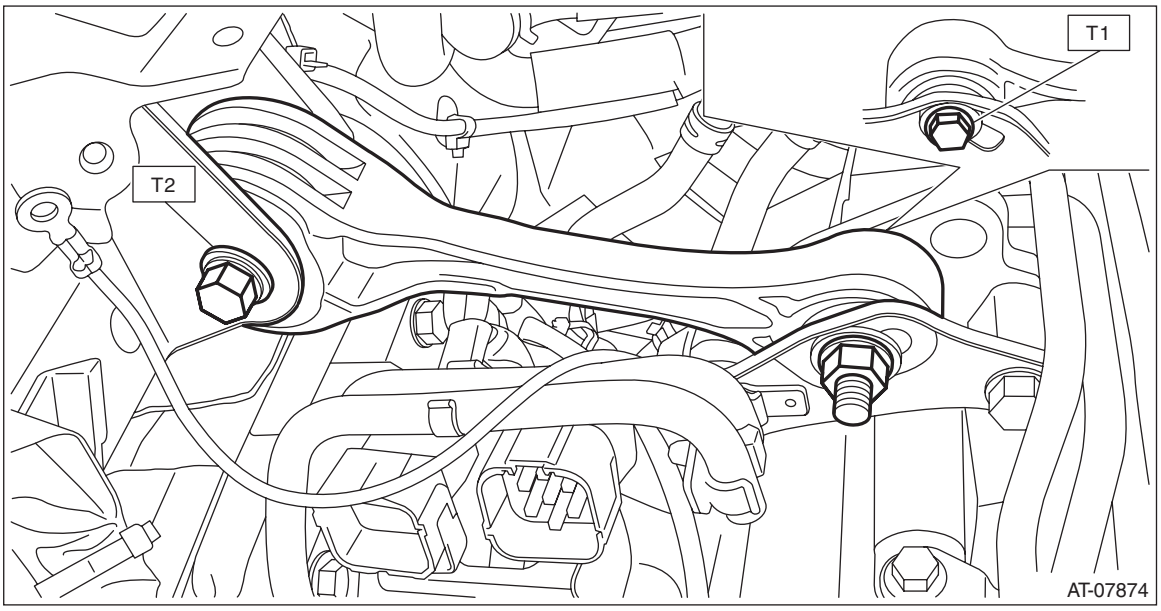


B: INSTALLATION

1. PITCHING STOPPER

1) 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)

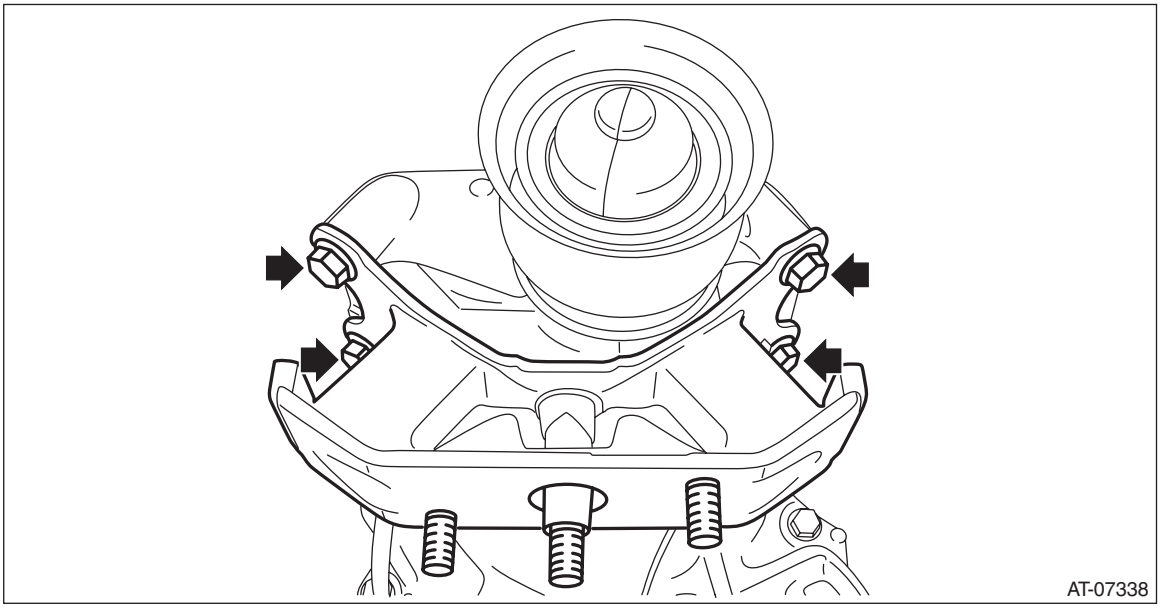


2) Install the intercooler. <Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
3) Connect the battery ground terminal.

2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

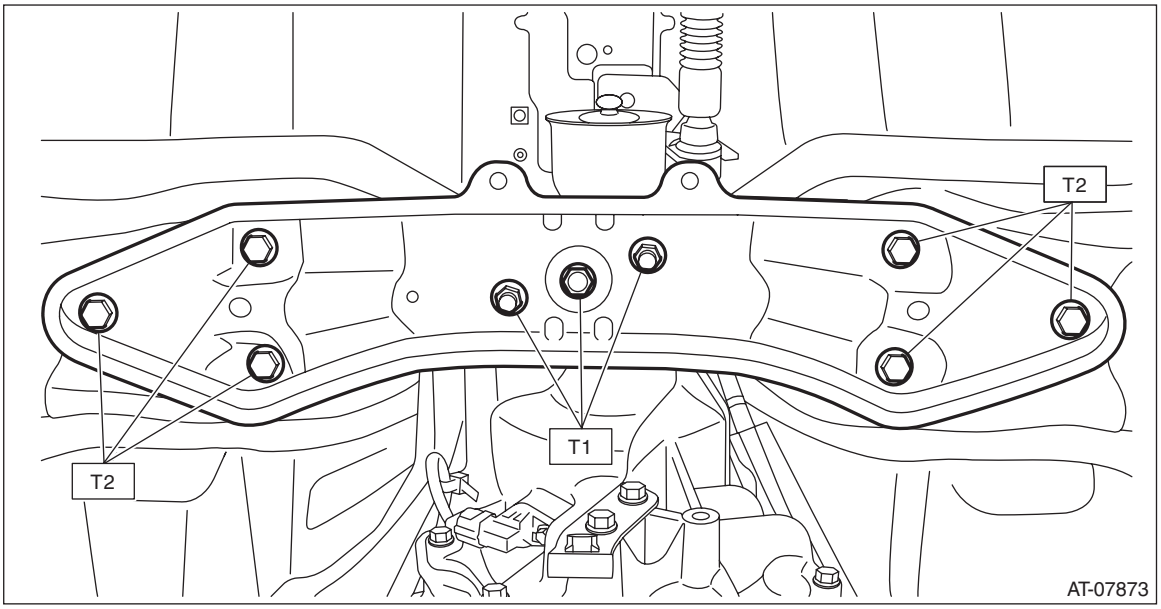
1) Install the rear cushion rubber on the transmission.

Tightening torque:
40 N·m (4.1 kgf-m, 29.5 ft-lb)



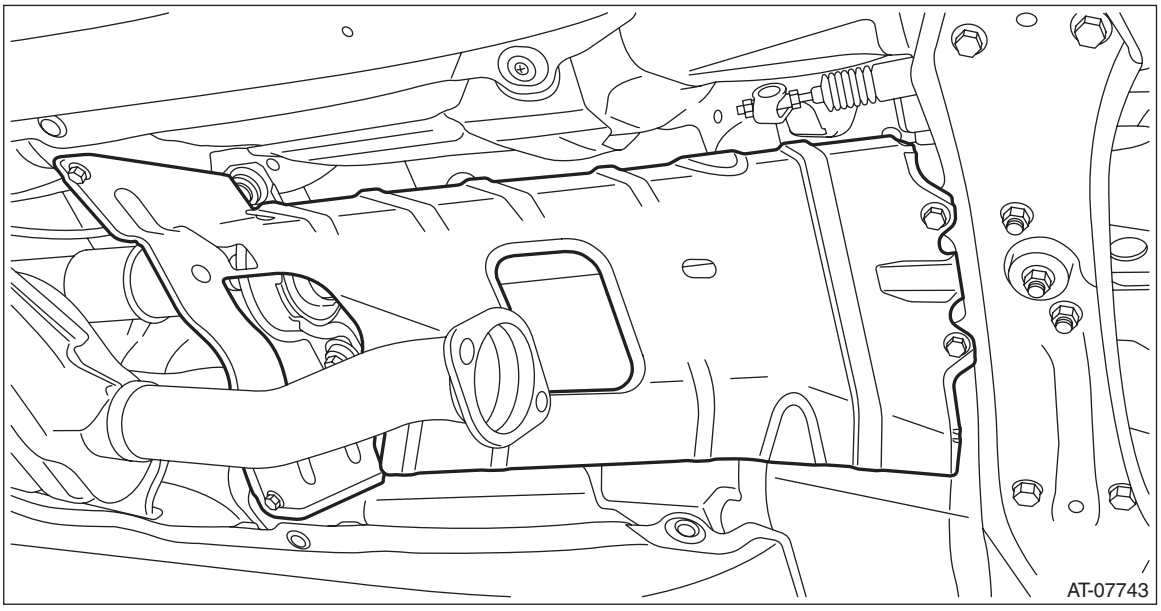
2) Install the transmission rear crossmember.

Tightening torque:
T1: 35 N·m (3.6 kgf-m, 25.8 ft-lb)
T2: 70 N·m (7.1 kgf-m, 51.6 ft-lb)



3) Remove the transmission jack.
4) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



5) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
6) Connect the battery ground terminal.

C: INSPECTION

- Check the crossmember for bends or damage.
- Check that the cushion rubber is not stiff, cracked or otherwise damaged.

13.AWD Warning Light Display

A: OPERATION

AWD light illuminates or blinks, when the AWD is in special control condition and AWD has malfunction.

- When normal

AWD light always illuminates when the ignition switch is ON (engine OFF). Light goes off after two seconds from engine ON.

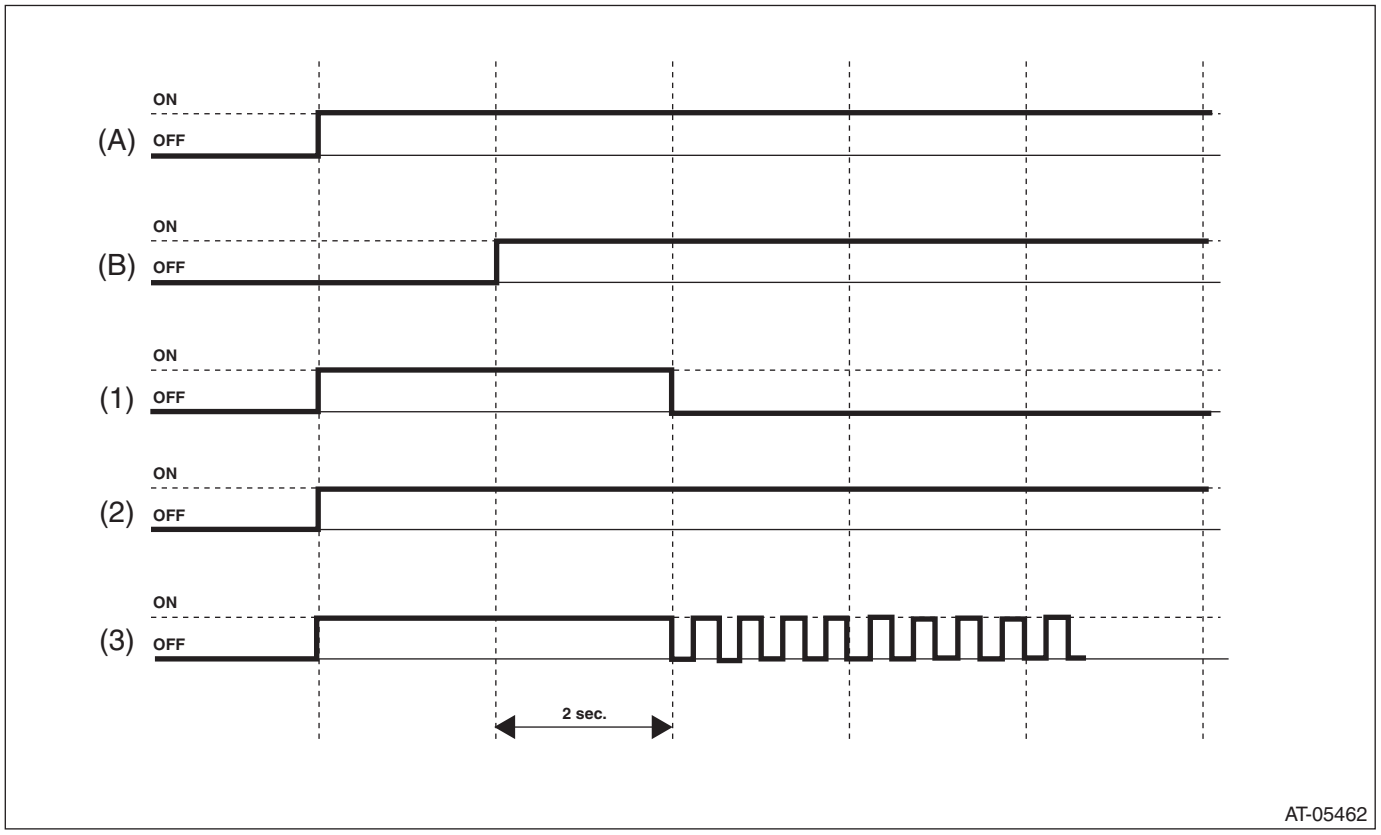
- When FF mode is selected

AWD light illuminates, when the AWD ON/OFF switching function is “FF mode” with engine ON.

- When malfunction is detected

AWD light blinks at 2 Hz when any of following malfunctions are detected with engine ON.

1. When tire with different diameter is installed, or air pressure of any of four wheels is excessively low
2. When “Rear differential inspection mode” is judged as NG <Ref. to DI-64, Rear Differential Inspection Mode.>



(A) Ignition switch condition (B) Engine condition

(1) When normal (2) When FF mode is selected (3) When malfunction is detected

If the AWD light does not illuminate, or illumination patterns are not as above, check the AWD light circuit. <Ref. to CVT(diag)-35, INSPECTION, AWD Warning Light Display.>

B: INSPECTION

DIAGNOSIS:

- CAN communication is lost with the combination meter.
- Combination meter malfunction
- TCM is in AWD special control mode.

TROUBLE SYMPTOM:

- When the ignition switch is turned to ON, the AWD light does not illuminate.
- AWD light remains lit after engine start.

- AWD light is blinking immediately after engine start.

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC U0155 or U0423 displayed?	Perform the self-diagnosis of combination meter.	Go to step **2**.
2	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Are DTCs other than U0155 and U0423 displayed?	Perform the diagnosis according to DTC.	Go to step **3**.
3	**CHECK COMBINATION METER.** Read DTC of combination meter.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK AWD LIGHT.** Turn the ignition switch to ON.	Does the AWD light illuminate?	Go to step **5**.	Perform the self-diagnosis of combination meter.<Ref. to IDI-8, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>
5	**CHECK AWD LIGHT.** Start the engine.	Does AWD light go off after two seconds from engine start?	Current condition is normal. Go back to Basic Diagnostic Procedure.<Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **6**.
6	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **7**.
7	**CHECK AWD LIGHT.** Check the display of AWD light after engine start.	Is AWD light illuminating?	Go to step **9**.	Go to step **8**.
8	**CHECK AWD LIGHT.** Check the display of AWD light after engine start.	Is AWD light blinking at 2 Hz?	Go to step **10**.	Go to step **11**.
9	**CHECK AWD ON/OFF SWITCHING FUNCTION.** Using the Subaru Select Monitor, select the {AWD ON/OFF switching mode} in {Maintenance mode} from «Work Support», and check the current mode.<Ref. to CVT(TR580)-44, AWD ON/OFF Switching Mode.> <Ref. to CVT(TR690)-46, AWD ON/OFF Switching Mode.>	Is the message «At present, the vehicle is in AWD. Switch to FF?» displayed?	Go to step **11**.	If the message «At present, the vehicle is in FF. Switch to AWD?» is displayed, select “OK”, and switch to AWD mode.
10	**CHECK REAR DIFFERENTIAL.** Using the Subaru Select Monitor, select {Rear differential inspection mode} in {Maintenance mode} from «Work Support», and check.<Ref. to DI-64, Rear Differential Inspection Mode.>	Does AWD light go off after inspection is finished normally?	Current condition is normal. Go back to Basic Diagnostic Procedure.<Ref. to CVT(diag)-2, Basic Diagnostic Procedure.>	Go to step **11**.
11	**CHECK COMBINATION METER.** Perform the self-diagnosis of combination meter.<Ref. to IDI-8, SELF-DIAGNOSIS DISPLAY MODE, OPERATION, Combination Meter System.>	Is there any trouble with the combination meter?	Repair the combination meter.	Check the TCM.

13.Center Differential

A: REMOVAL

1) Remove the manual transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch. <Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
5) Remove the center differential and transfer driven gear as a unit. <Ref. to 6MT-52, REMOVAL, Transfer Driven Gear.>

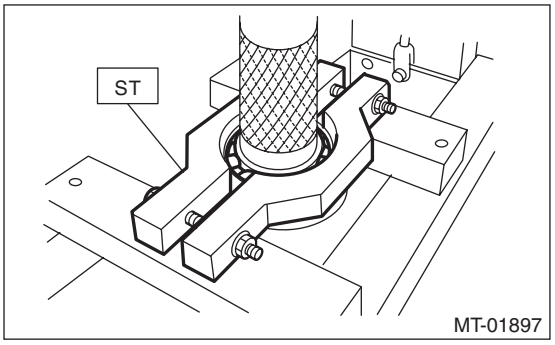
B: INSTALLATION

1) Install the center differential and transfer driven gear into the transfer case as a unit.<Ref. to 6MT-52, INSTALLATION, Transfer Driven Gear.>
2) Select the adjusting washer.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
3) Install the transfer driven gear.<Ref. to 6MT-52, INSTALLATION, Transfer Driven Gear.>
4) Install the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
5) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
6) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
7) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

Remove the ball bearing using ST.

NOTE:
Center differential is a non-disassembled part which should not be disassembled.
ST 498077600 CENTER DIFFERENTIAL BEARING REMOVER

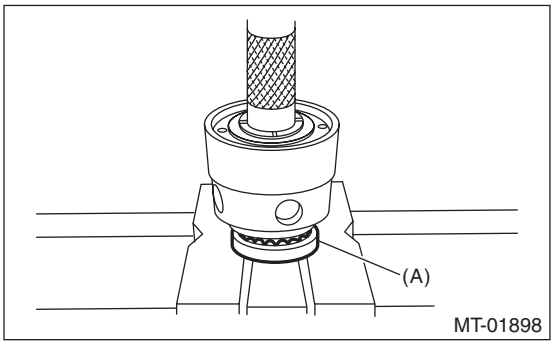


D: ASSEMBLY

Install the ball bearing to the center differential assembly.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
Use a new ball bearing.



(A) Ball bearing

E: INSPECTION

1) Bearing
Replace the bearings in the following cases.
- In case of broken or rusty bearings
- In case of wear or damage
- When the bearings fail to turn smoothly or emit noise in rotation after gear oil lubrication.
- When bearing has other defects.

2) Center differential
If there is wear or damage, replace the center differential assembly.

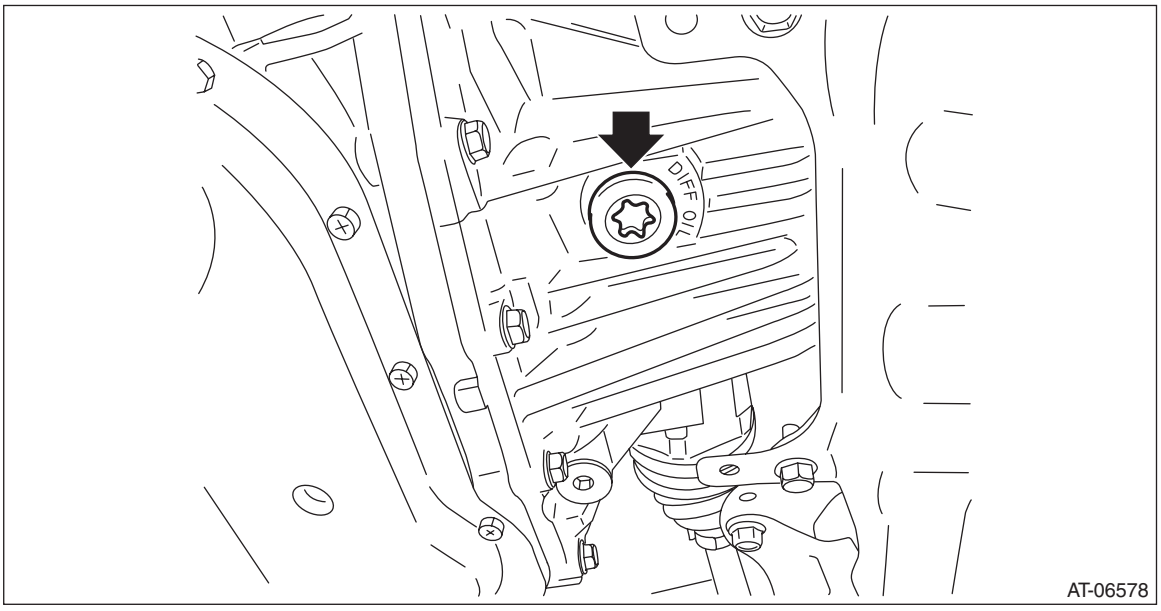
13.Differential Side Retainer Oil Seal

A: INSPECTION

Check for leakage of gear oil from differential side retainer oil seal part. If there is an oil leak, inspect the front drive shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill the differential gear oil on exhaust pipe to prevent it from emitting smoke or fire. If differential gear oil is spilled on the exhaust pipe, wipe it off completely.
1) Remove the front wheels.<Ref. to WT-5, REMOVAL, Tire and Wheel.>
2) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
3) Remove the differential gear oil drain plug using TORX® bit T70, and then drain differential gear oil.

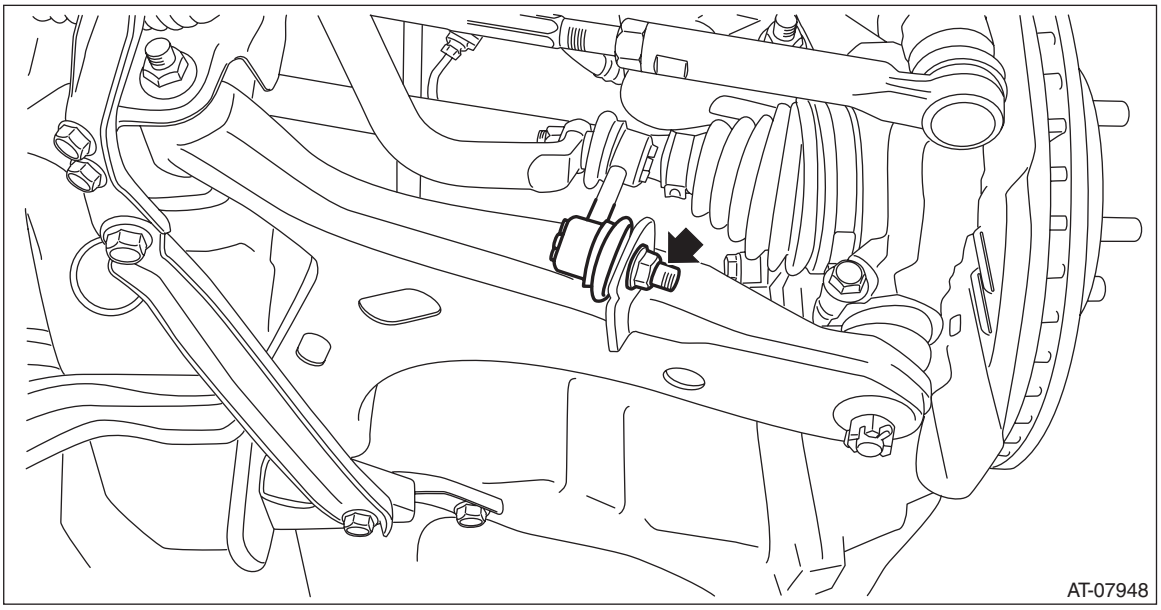


4) Tighten the differential gear oil drain plug.

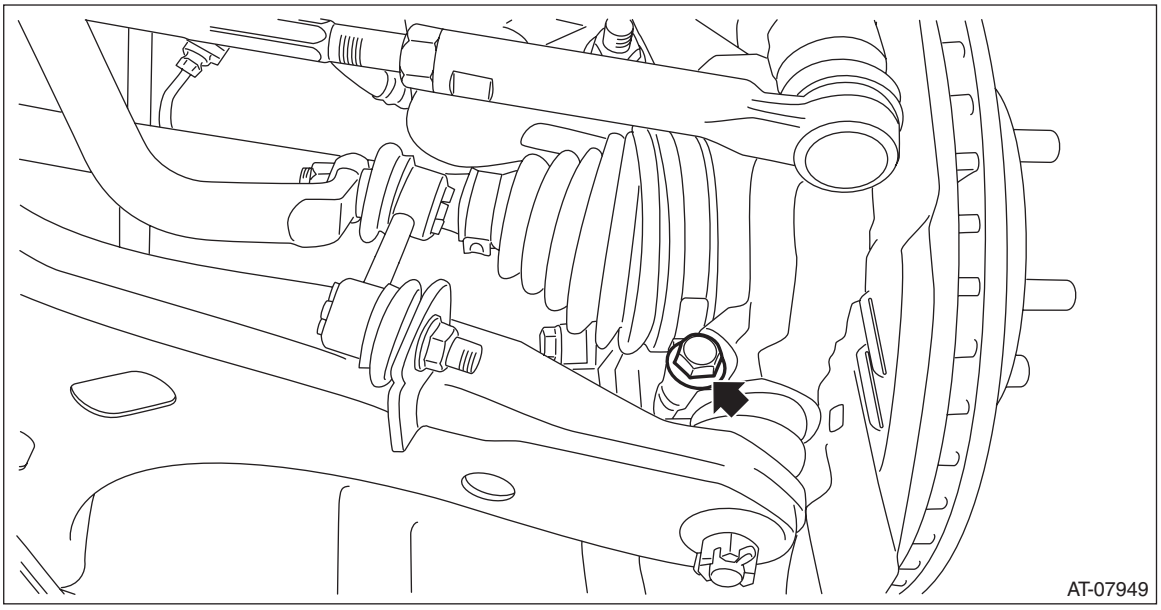
NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

5) Disconnect the stabilizer link from the front arm.



6) Remove the bolts which secure to the front housing, and separate the front arm and housing.



7) Using a crowbar, etc., pull out until the front drive shaft transmission side joint slides move smoothly.

NOTE:
Place cloth between the crowbar and the transmission in order to avoid damaging the transmission side retainer.

8) Hold the transmission side joint of the front drive shaft by hand and extract the housing from the transmission while pressing the housing outward, so as not to stretch the boot.

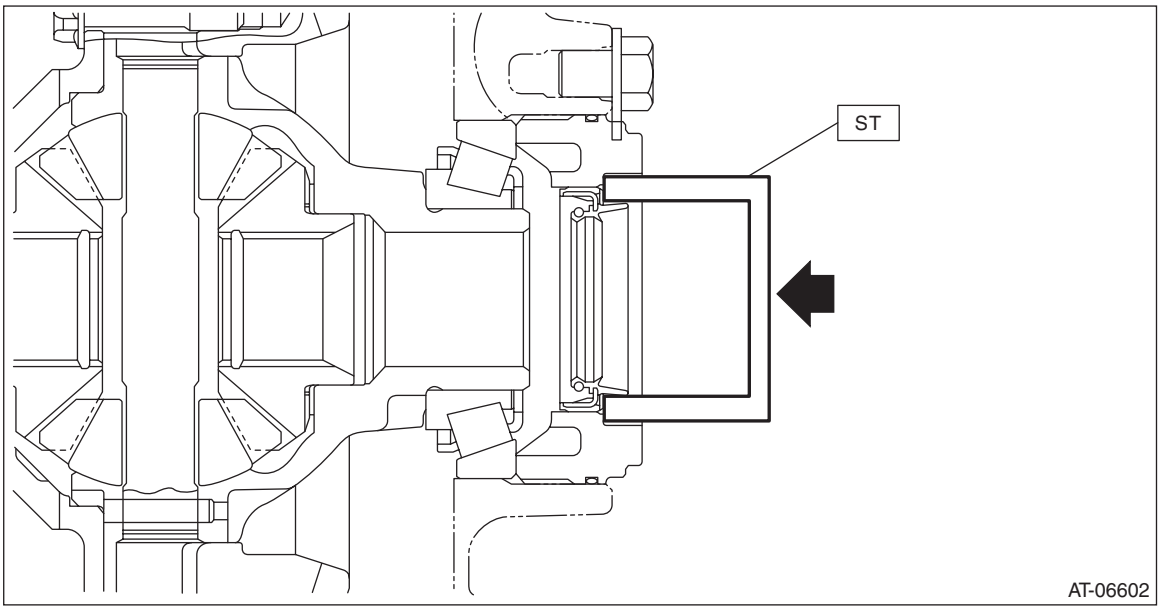
NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

9) Remove the differential side retainer oil seal using driver wrapped with vinyl tape etc.

10) Using the ST, install the differential side retainer oil seal by lightly tapping with a hammer.

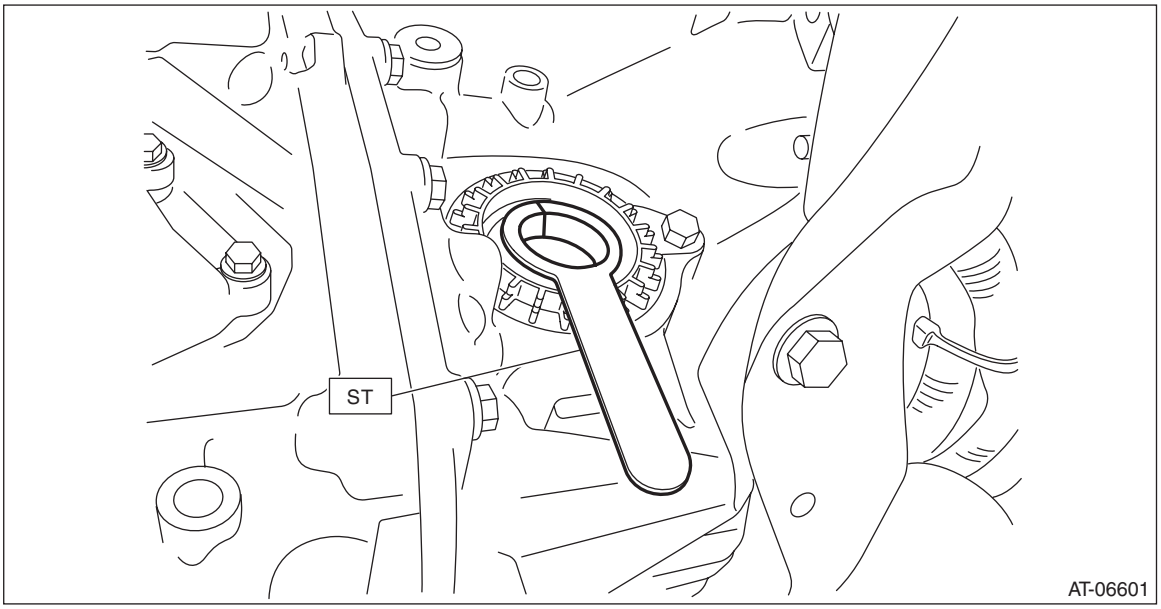
NOTE:
- Apply differential gear oil to the lip surface, so that the oil seal lip is not deformed.
- Apply differential gear oil to the press-fitting surface of oil seal and the differential side retainer.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



11) Set the ST to side retainer.

ST 28399SA010 OIL SEAL PROTECTOR



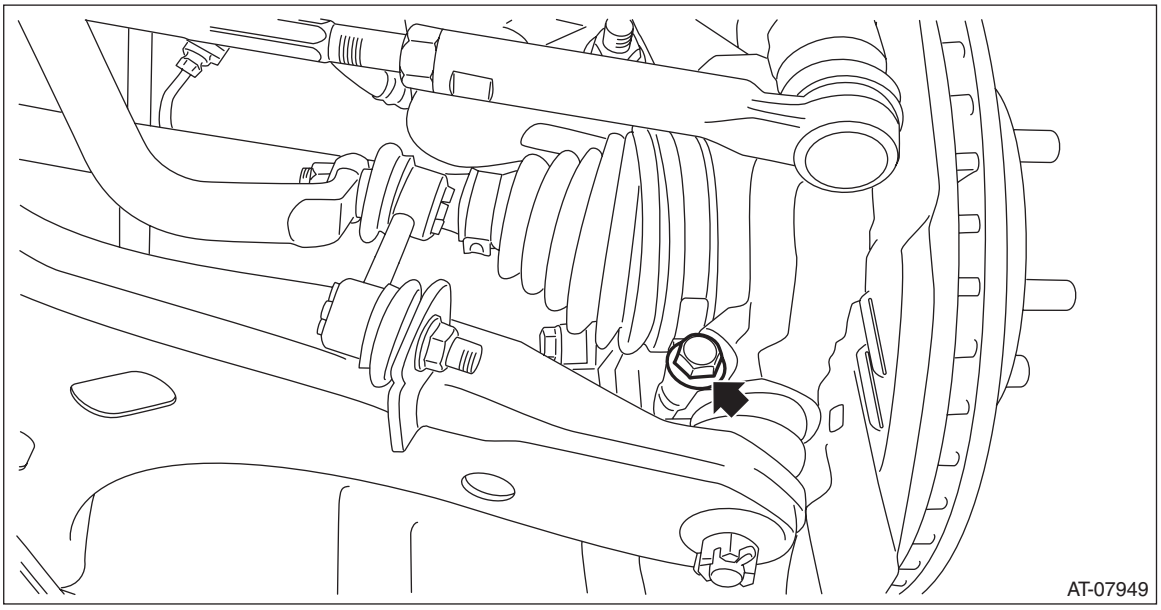
12) Replace the circlip of the drive shaft with a new part.
13) Insert the front drive shaft spline section into transmission and remove the ST (DIFFERENTIAL SIDE OIL SEAL INSTALLER).

NOTE:
- Apply grease to the side retainer oil seal lip.
- Before inserting RH front drive shaft into transmission, turn the steering wheel to left hand full lock.
- Before inserting LH front drive shaft into transmission, turn the steering wheel to right hand full lock.

14) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
15) Insert the ball joint into housing and secure with bolt.

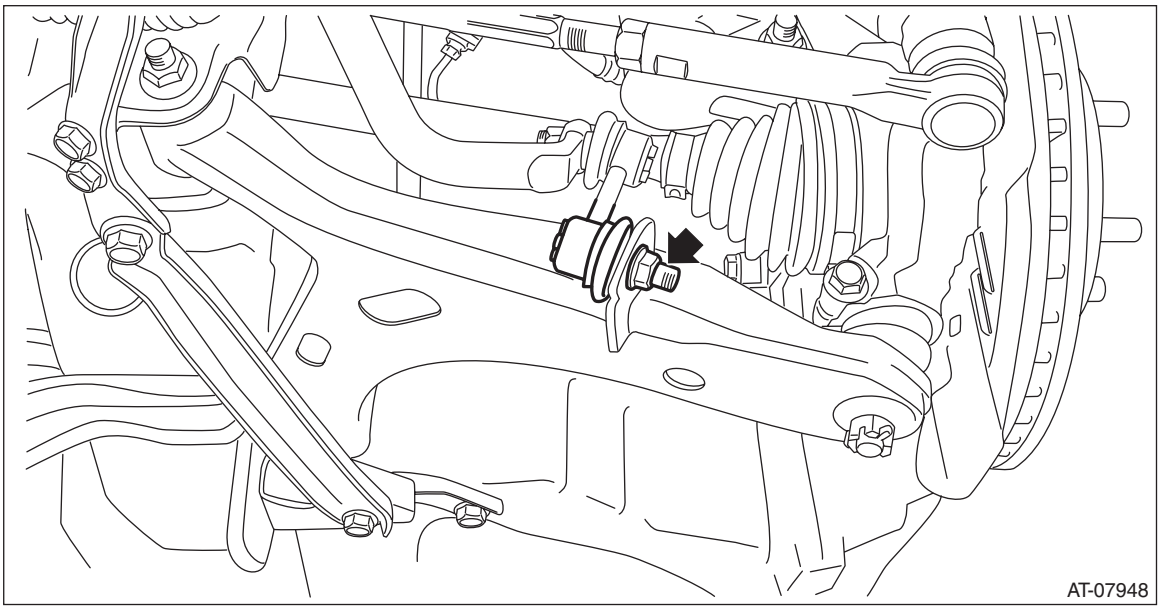
Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**



16) Attach the stabilizer link to the front arm.

Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)



17) Install the center exhaust pipe.<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
18) Fill differential gear oil.<Ref. to CVT(TR580)-40, Differential Gear Oil.>
19) Adjust the differential gear oil level, and check for leakage.<Ref. to CVT(TR580)-40, ADJUSTMENT, Differential Gear Oil.>
20) Install the under cover front - transmission.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)
21) Install the front tires.<Ref. to WT-5, INSTALLATION, Tire and Wheel.>

13.Extension Case Oil Seal

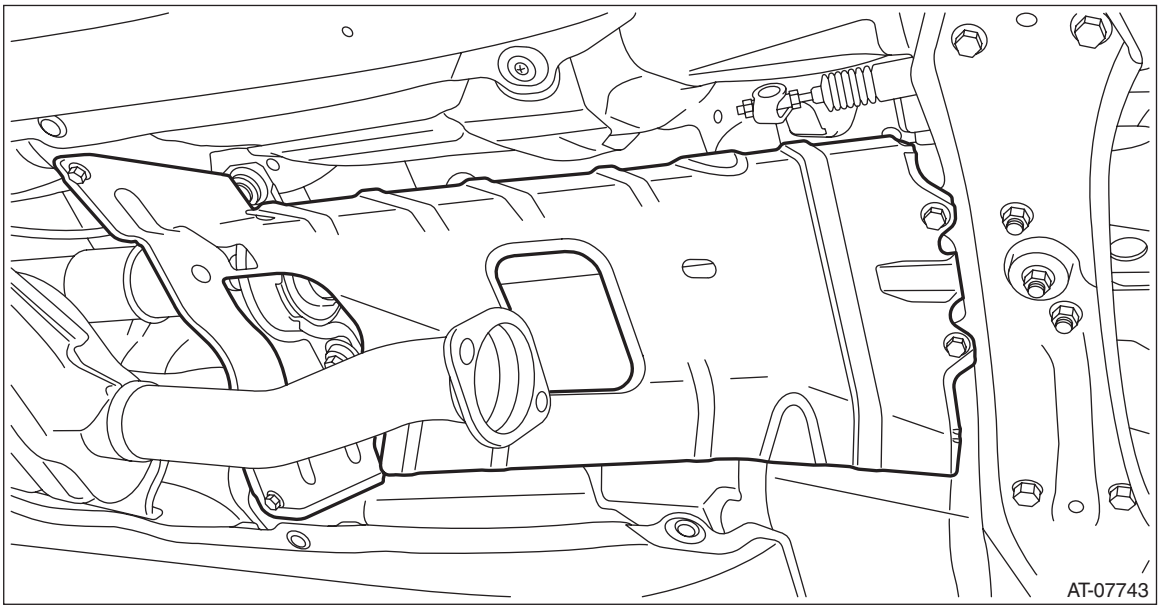
A: INSPECTION

Check for leakage of CVTF from the joint section of transmission and propeller shaft. If a leak is found, inspect the propeller shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.

1) Lift up the vehicle.
2) Clean the transmission exterior.
3) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
4) Remove the center exhaust cover.

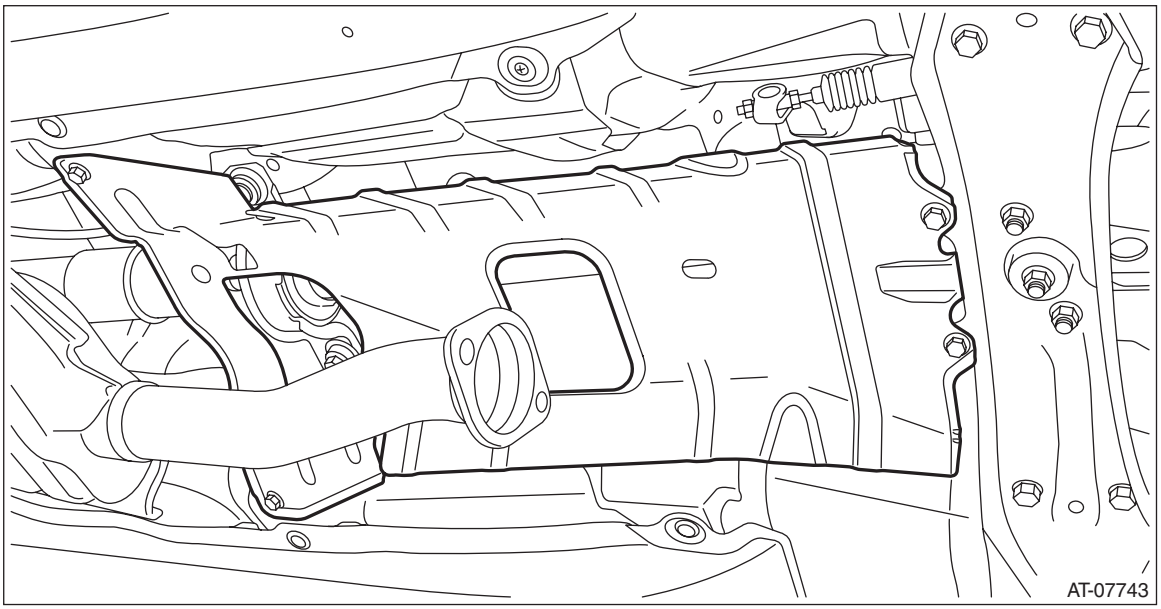


5) Remove the propeller shaft. <Ref. to DS-11, REMOVAL, Propeller Shaft.>
6) Using a screwdriver or ST, remove the oil seal trying not to damage the extension case.
ST 398527700 PULLER ASSY
7) Using the ST, install the oil seal.

NOTE:
Use a new oil seal.
ST 498057300 OIL SEAL DRIFT
8) Install the propeller shaft. <Ref. to DS-14, INSTALLATION, Propeller Shaft.>

9) Install the center exhaust cover.

Tightening torque:
18 N·m (1.8 kgf-m, 13.3 ft-lb)



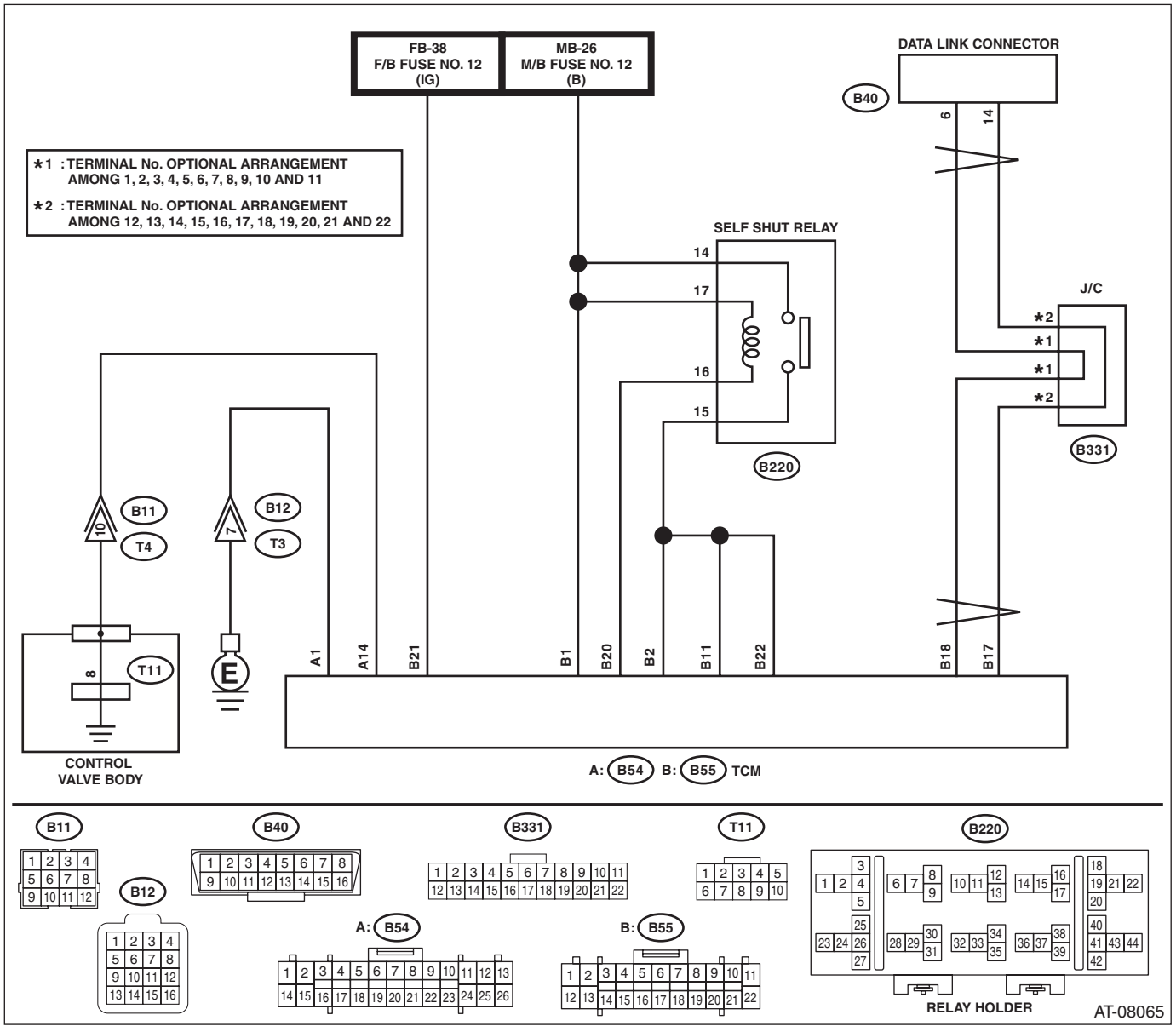
10) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
11) Adjust the CVTF level and check there is no leakage. <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

14.Diagnostic Procedure for Subaru Select Monitor Communication

A: COMMUNICATION FOR INITIALIZING IMPOSSIBLE

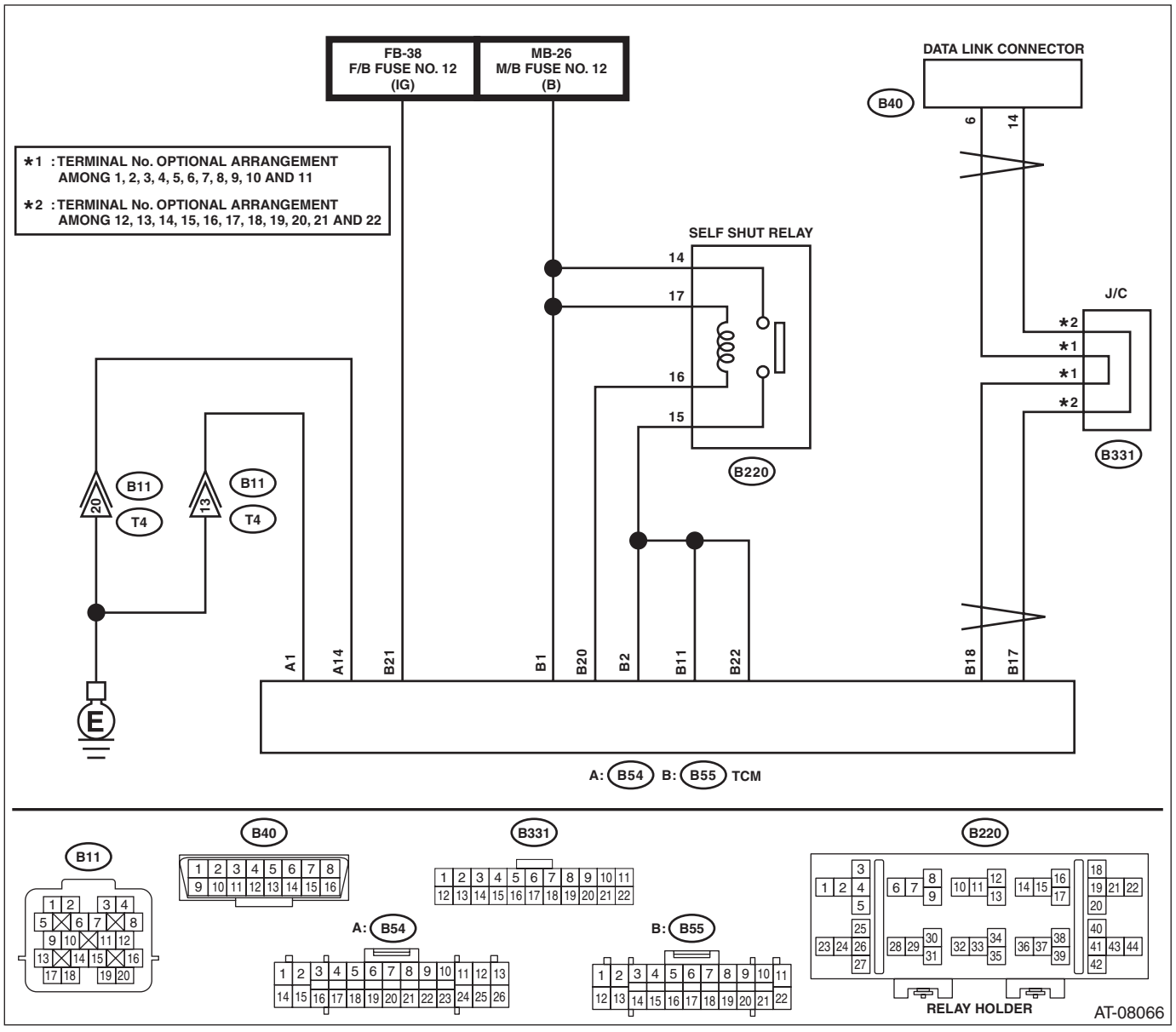
DIAGNOSIS:
Defective harness connector
TROUBLE SYMPTOM:
Subaru Select Monitor communication failure
WIRING DIAGRAM:
- Non-turbo model

CVT control system <Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system <Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK IGNITION SWITCH.**	Is the ignition switch ON?	Go to step **2**.	Turn the ignition switch to ON, and select the transmission mode using the Subaru Select Monitor.
2	**CHECK BATTERY.** 1) Turn the ignition switch to OFF. 2) Measure the battery voltage.	Is the voltage 11 V or more?	Go to step **3**.	Charge or replace the battery.
3	**CHECK BATTERY TERMINAL.**	Is there poor contact at battery terminal?	Repair or tighten the battery terminal.	Go to step **4**.
4	**CHECK INSTALLATION OF TCM CONNECTOR.** Turn the ignition switch to OFF.	Is the TCM connector inserted into the TCM until the clamp locks?	Go to step **5**.	Insert the TCM connector to TCM.

	Step	Check	Yes	No
5	**CHECK LAN SYSTEM.** Perform the diagnosis for LAN system. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Is there any fault in LAN system?	Perform the diagnosis according to DTC for LAN system. <Ref. to LAN(diag)-101, List of Diagnostic Trouble Code (DTC).>	Go to step **6**.
6	**CHECK SUBARU SELECT MONITOR COMMUNICATION.** 1) Turn the ignition switch to ON. 2) Check whether communication to transmission system can be executed normally.	Is the system name displayed on Subaru Select Monitor?	Check DTC of TCM. <Ref. to CVT(diag)-23, Read Diagnostic Trouble Code (DTC).>	Go to step **7**.
7	**CHECK POWER SUPPLY CIRCUIT.** 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the ignition power supply voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 1 (+) — Chassis ground (–):*** ***(B55) No. 2 (+) — Chassis ground (–):*** ***(B55) No. 11 (+) — Chassis ground (–):*** ***(B55) No. 21 (+) — Chassis ground (–):*** ***(B55) No. 22 (+) — Chassis ground (–):***	Is the voltage 10 — 13 V?	Go to step **8**.	Repair the open circuit of harness between TCM and battery.
8	**CHECK HARNESS CONNECTOR BETWEEN TCM AND CHASSIS GROUND.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from TCM. 3) Measure the resistance of harness between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 1 — Chassis ground:***	Is the resistance less than 10 Ω?	Go to step **9**.	Repair the open circuit of the TCM ground circuit and poor contact of connector.
9	**CHECK POOR CONTACT OF CONNECTOR.**	Is there poor contact of control module power supply, ground circuit and data link connector?	Repair the connector.	Check the TCM.

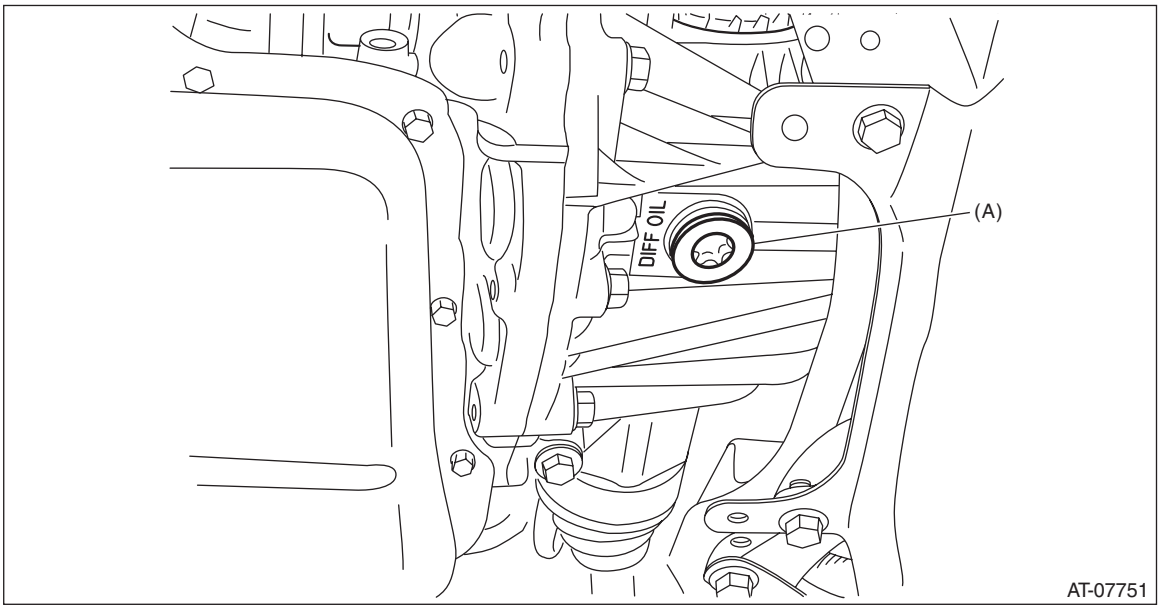
14.Differential Side Retainer Oil Seal

A: INSPECTION

Check for leakage of gear oil from differential side retainer oil seal part. If there is an oil leak, inspect the front drive shaft and replace the oil seal.

B: REPLACEMENT

CAUTION:
• Immediately after the vehicle has been running or after idling for a long time, the differential gear oil will be hot. Be careful not to burn yourself.
• Be careful not to spill the differential gear oil on exhaust pipe to prevent it from emitting smoke or fire. If differential gear oil is spilled on the exhaust pipe, wipe it off completely.
1) Remove the front wheels.
2) Remove the center exhaust pipe. <Ref. to EX(H4DOTC)-30, REMOVAL, Center Exhaust Pipe.>
3) Remove the differential gear oil drain plug using TORX® bit T70, and then drain differential gear oil.



(A) Differential gear oil drain plug

4) Tighten the differential gear oil drain plug.

NOTE:
Use a new gasket.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)
5) Remove the stabilizer link. <Ref. to FS-29, REMOVAL, Front Stabilizer.>
6) Disconnect the lower arm ball joint and housing.
7) Pull out the front drive shaft from transmission using a crowbar.

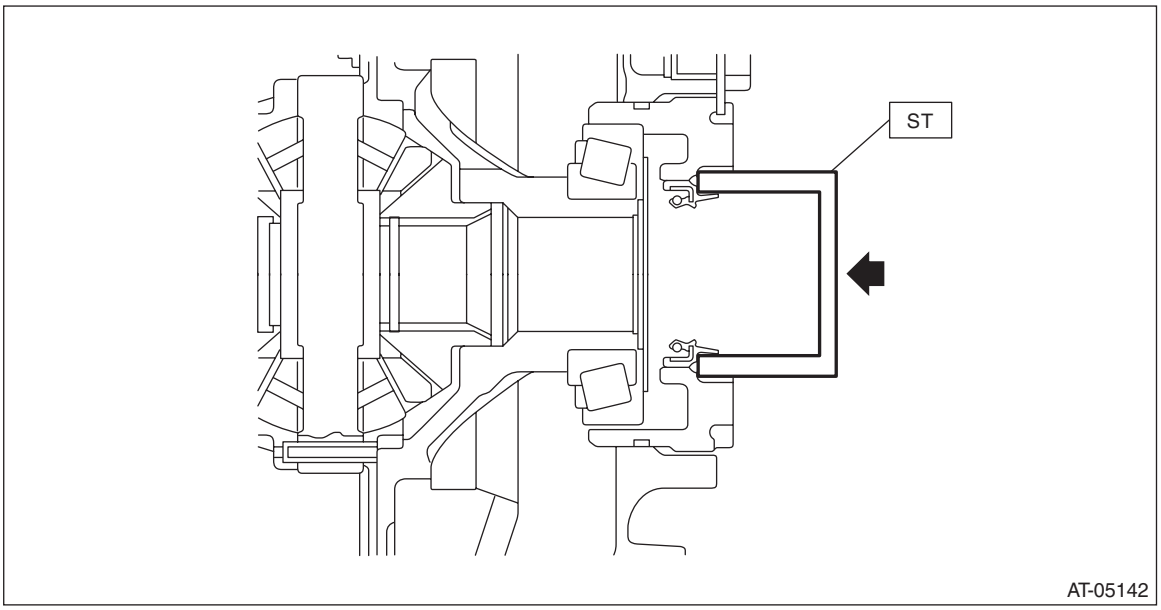
NOTE:
Place cloth between the tire lever or bar and the transmission in order to avoid damaging the transmission side retainer.
8) Holding the joint of front drive shaft from transmission side, pull out the drive shaft from transmission with care not to stretch the boot.

NOTE:
- Before pulling RH front drive shaft from transmission, turn the steering wheel to left hand full lock.
- Before pulling LH front drive shaft from transmission, turn the steering wheel to right hand full lock.

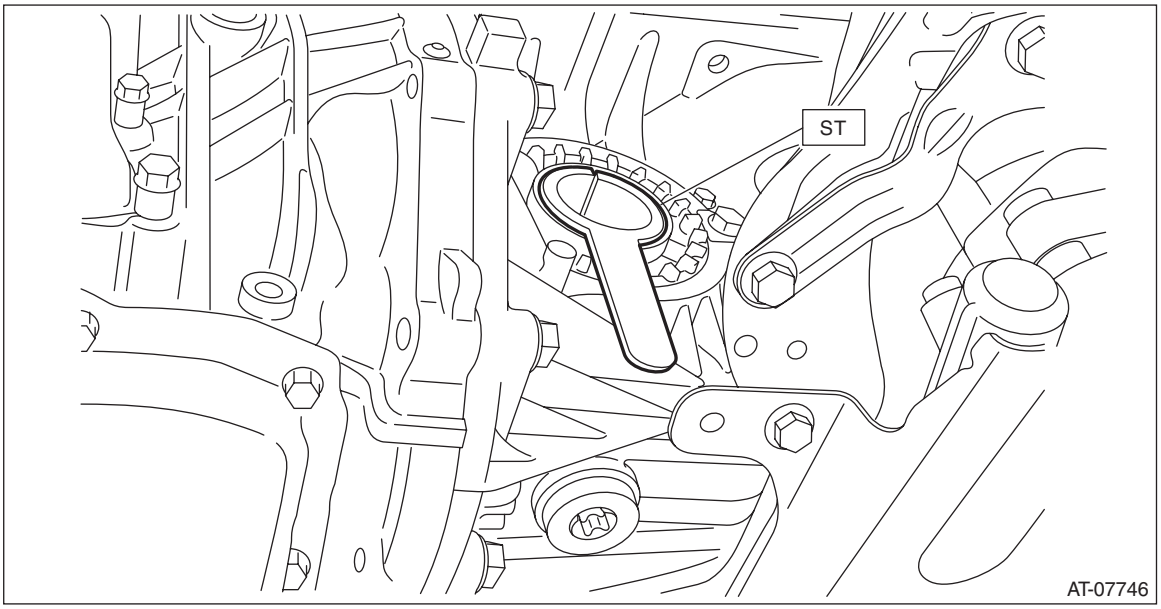
9) Remove the differential side retainer oil seal using driver wrapped with vinyl tape etc.

10) Using the ST, install the differential side retainer oil seal by lightly tapping with a hammer.
ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER

NOTE:
- Apply differential gear oil to the lip surface, so that the oil seal lip is not deformed.
- Apply differential gear oil to the press-fitting surface of oil seal and the differential side retainer.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.



11) Set the ST to side retainer.
ST 28399SA010 OIL SEAL PROTECTOR



12) Replace the circlip of the drive shaft with a new part.
13) Insert the front drive shaft spline section into transmission and remove the ST (OIL SEAL PROTECTOR).
14) Insert the drive shaft into the transmission securely by pressing the housing from outside of the vehicle.
15) Insert the ball joint into housing and secure with bolt.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

CAUTION:
- **Do not apply grease to the tapered portion of ball stud.**
- **Before tightening, make sure the lower side of housing and stepped section of ball joint are in contact.**

16) Install the stabilizer link.

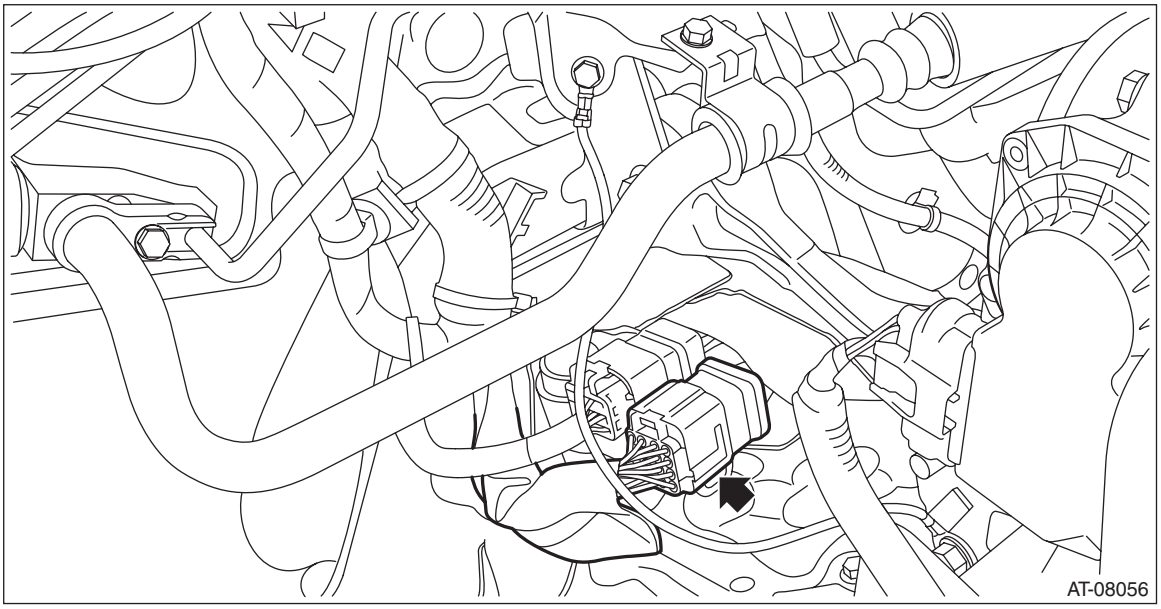
Tightening torque:
60 N·m (6.1 kgf-m, 44.3 ft-lb)
17) Install the center exhaust pipe. <Ref. to EX(H4DOTC)-35, INSTALLATION, Center Exhaust Pipe.>
18) Lower the vehicle.
19) Refill differential gear oil from the charge pipe. <Ref. to CVT(TR690)-41, Differential Gear Oil.>
20) Adjust the differential gear oil level, and check for leakage. <Ref. to CVT(TR690)-41, ADJUSTMENT, Differential Gear Oil.>
21) Install the front wheels.

14.Inhibitor Switch

A: INSPECTION

When the driving condition or starter motor operation is improper, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.

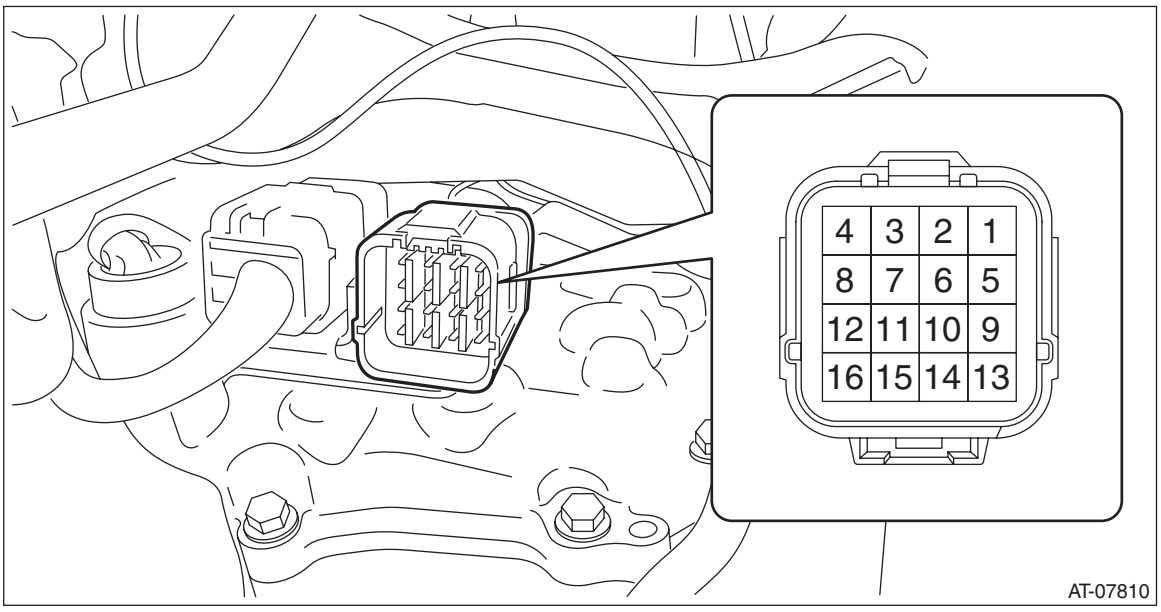
1) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
2) Disconnect the inhibitor harness connector.



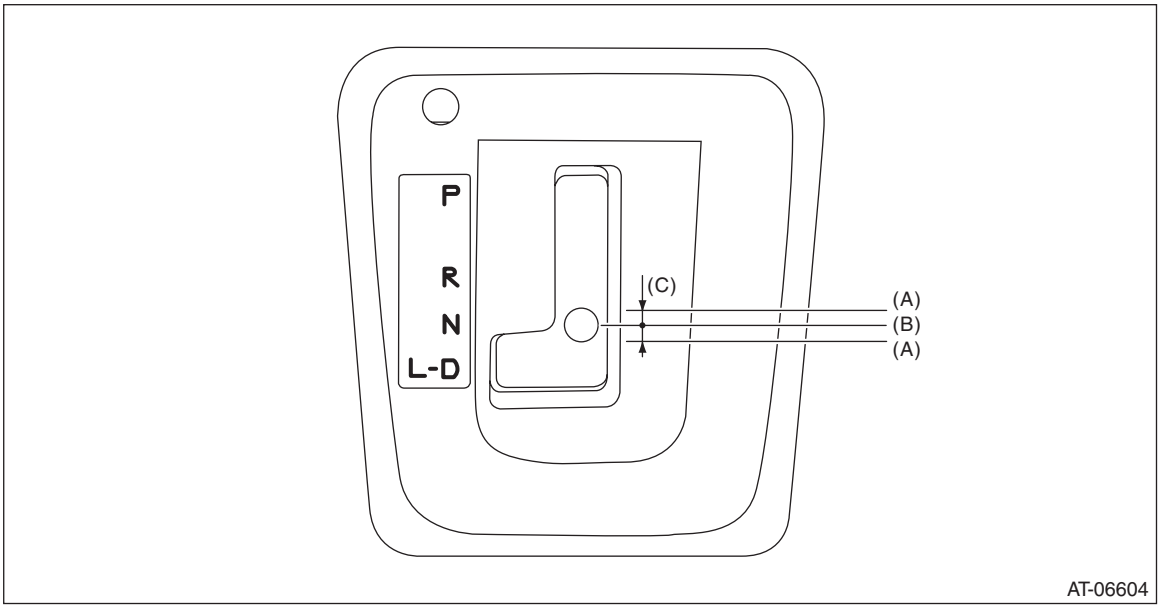
3) Check for continuity in inhibitor switch circuit by shifting the select lever in “P”, “R”, “N” and “D” respectively.

NOTE:
- Check that there is no continuity in the starter circuit when the select lever is in the “R” and “D” ranges.
- When inhibitor switch is normal, check there is no poor contact in vehicle side connector and no open circuit in harness.

	Range	Terminal No.
Signal sent to TCM	P	1 — 7
	R	2 — 7
	N	3 — 7
	D	4 — 7
Starter circuit	P/N	15 — 16
Back-up light circuit	R	13 — 14



4) Check that there is continuity at equal points when the select lever is moved 1.5° in both directions from the “N” range.
If there is continuity in only one direction or in other points, adjust the inhibitor switch.<Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.>

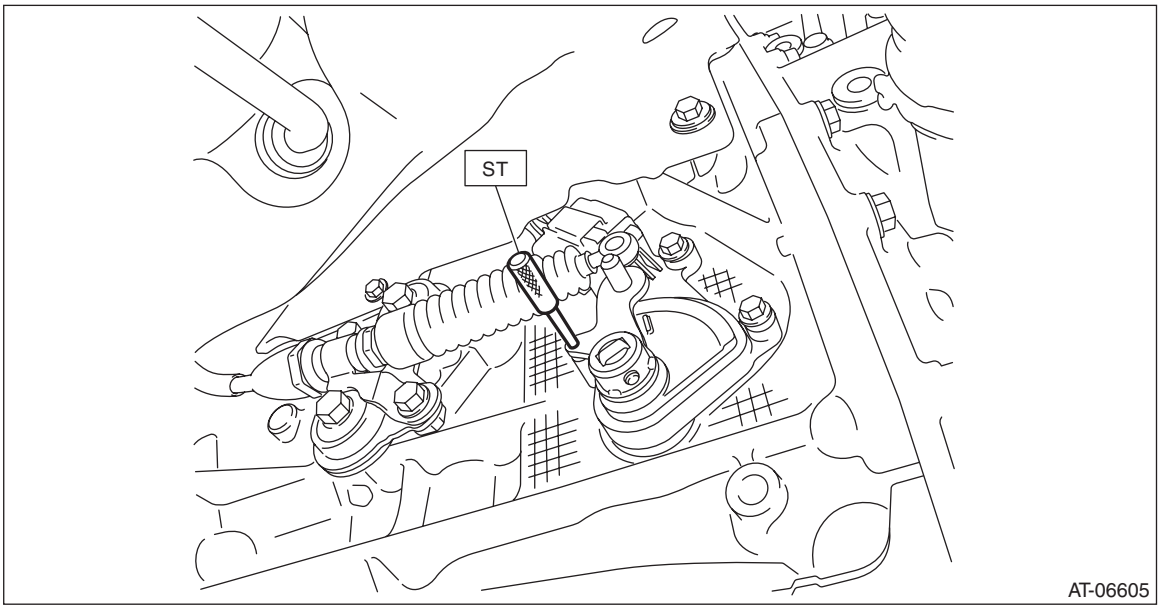


(A) Continuity does not exist.
(B) Continuity exists.
(C) 1.5°

5) Repeat the above inspection in other gear ranges. If there is fault, adjust the inhibitor switch and select cable.<Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.> <Ref. to CS-56, ADJUSTMENT, Select Cable.>

B: ADJUSTMENT

1) Shift the select lever to “N” range.
2) Loosen the two bolts holding the inhibitor switch.
3) Insert the ST vertically into the holes of the shifter arm and switch body.
ST 499267300 STOPPER PIN



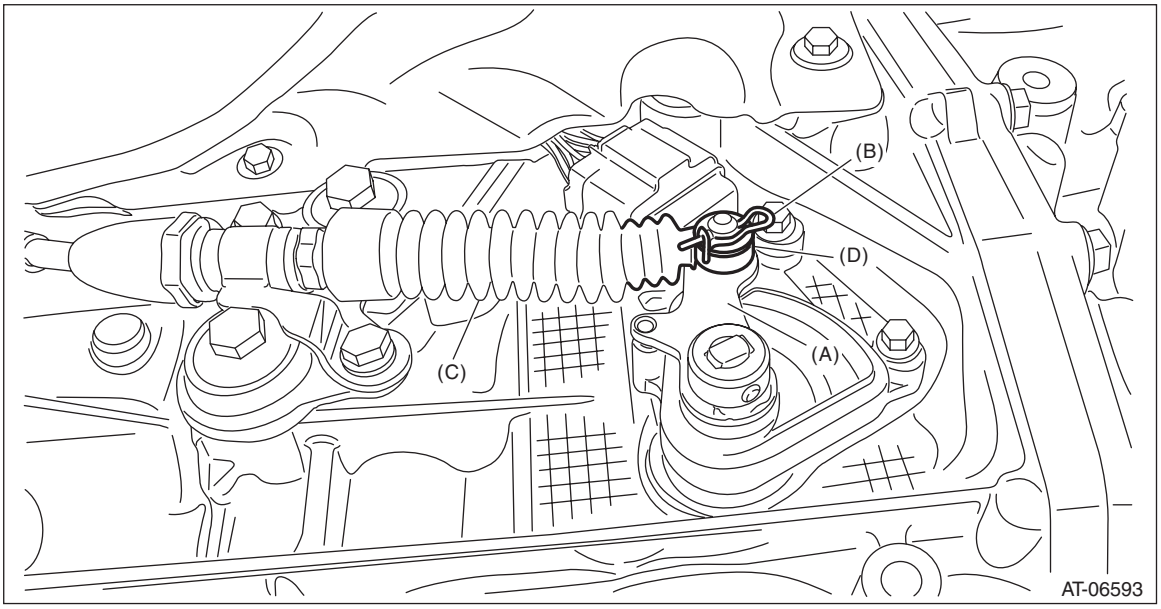
4) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

5) Repeat the inspection of the inhibitor switch. If the inhibitor switch is determined to be “faulty”, replace it.

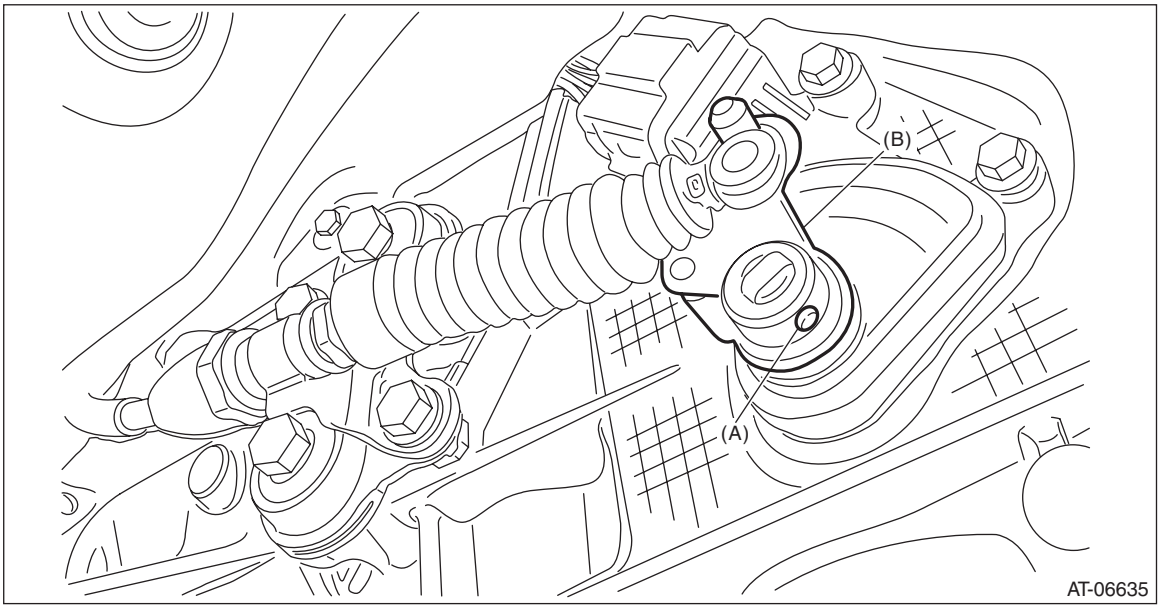
C: REMOVAL

1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the center exhaust pipe.<Ref. to EX(H4DO)-14, REMOVAL, Center Exhaust Pipe.>
5) Remove the snap pin and washer from the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

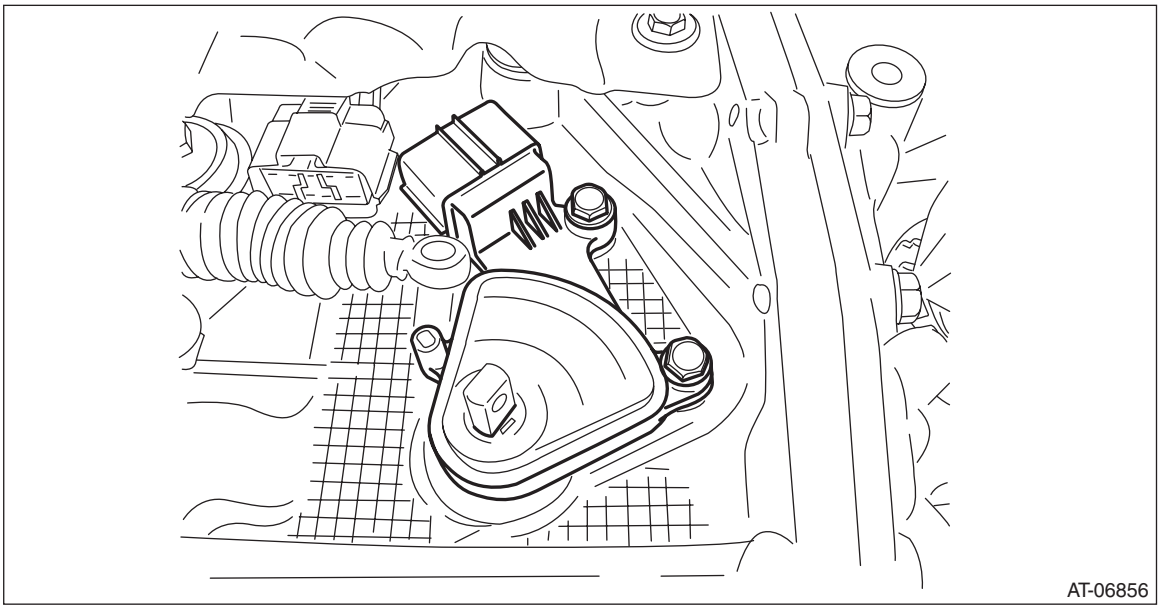
6) Remove the spring pin and shifter arm.



(A) Spring pin
(B) Shifter arm

7) Remove the inhibitor harness connector from inhibitor switch.

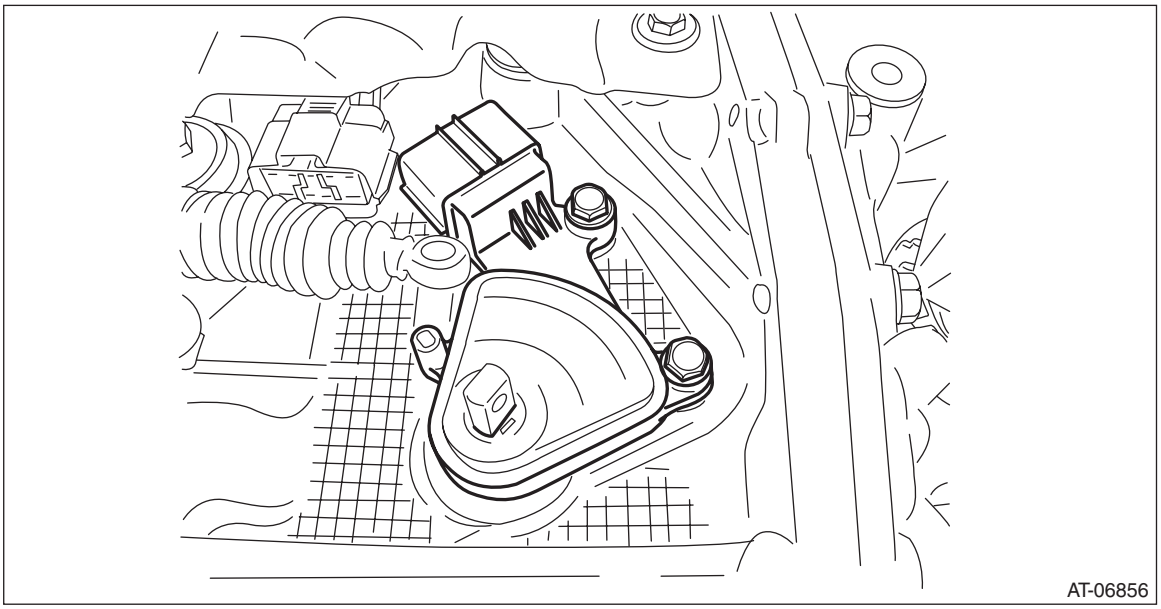
8) Remove the two inhibitor switch securing bolts.



9) Remove the inhibitor switch from the transmission case.

D: INSTALLATION

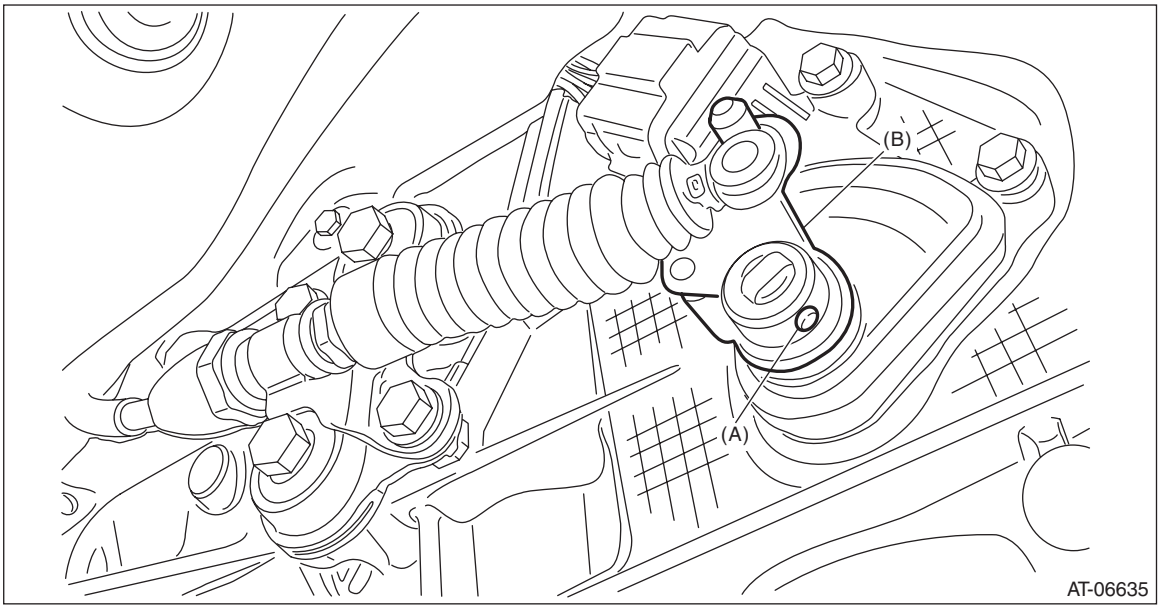
1) Install the inhibitor switch to the transmission case temporarily.



2) Connect the inhibitor harness connector to the inhibitor switch.

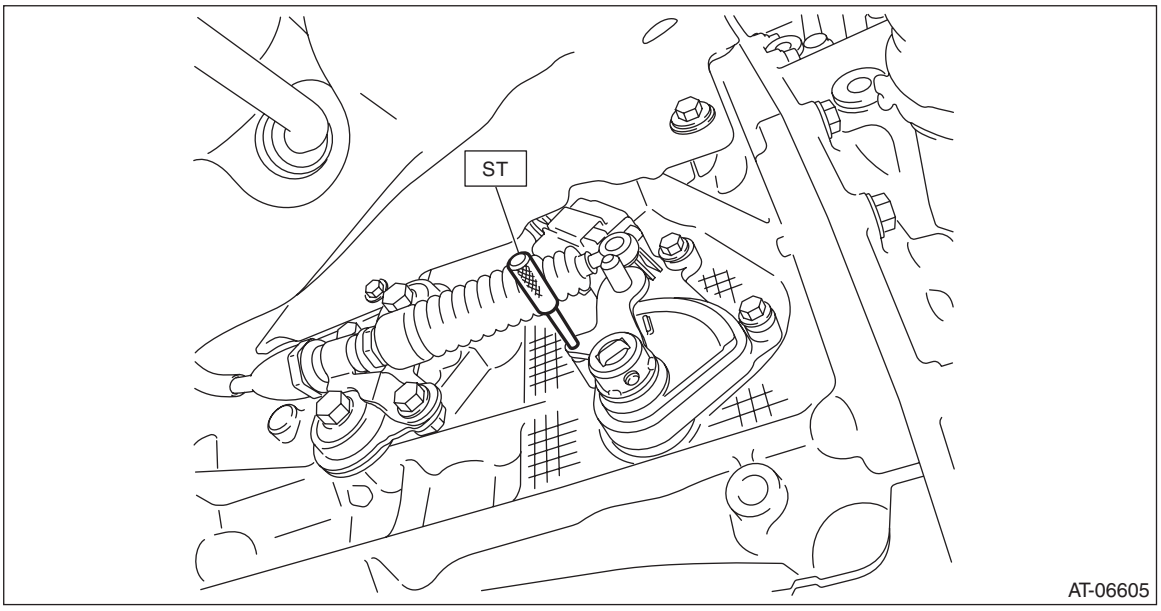
3) Install the shifter arm and fix with the spring pin.

NOTE:
Use new spring pin.



(A) Spring pin
(B) Shifter arm

4) Shift the shifter arm to “N” range.
5) Install the ST vertically in the cutout of shifter arm and the hole of switch body.
ST 499267300 STOPPER PIN

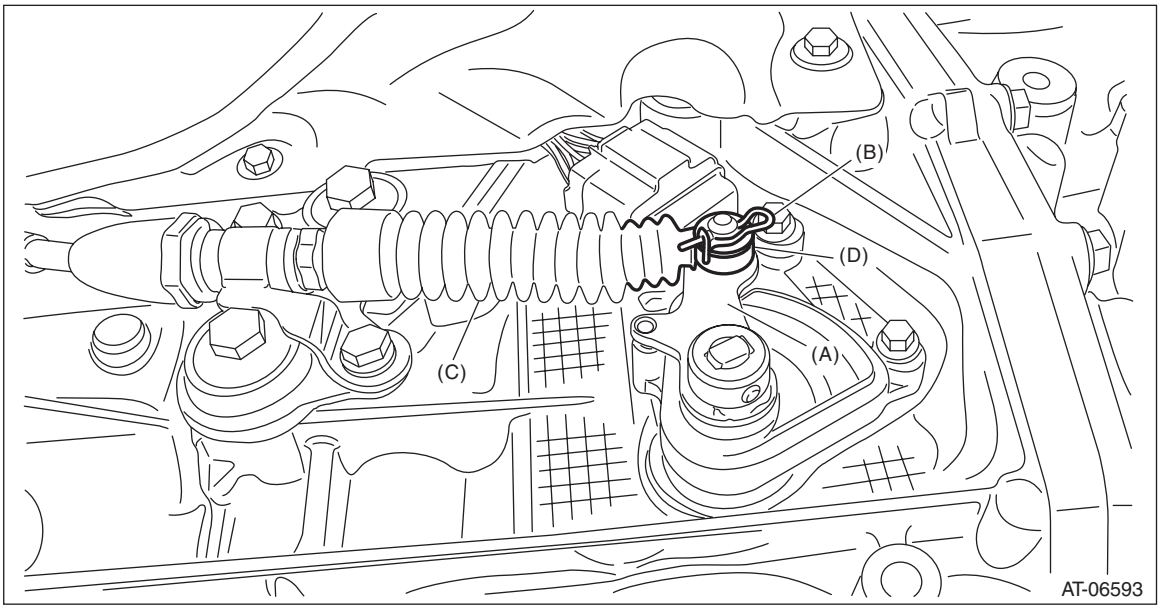


6) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

7) Install the select cable to the shifter arm.

8) Install the washer and snap pin to the shifter arm.



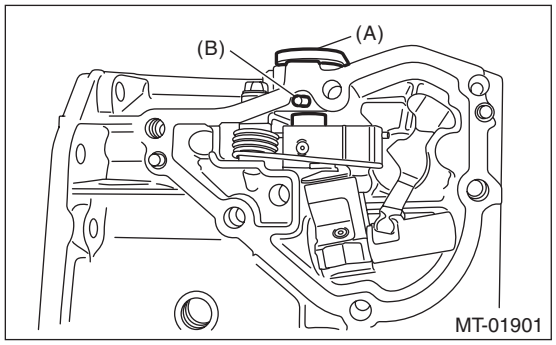
(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Washer

9) Install the center exhaust pipe.<Ref. to EX(H4DO)-15, INSTALLATION, Center Exhaust Pipe.>
10) Lower the vehicle.
11) Connect the battery ground terminal.
12) Check the inhibitor switch.<Ref. to CVT(TR580)-90, INSPECTION, Inhibitor Switch.>

14.Shift Link Assembly

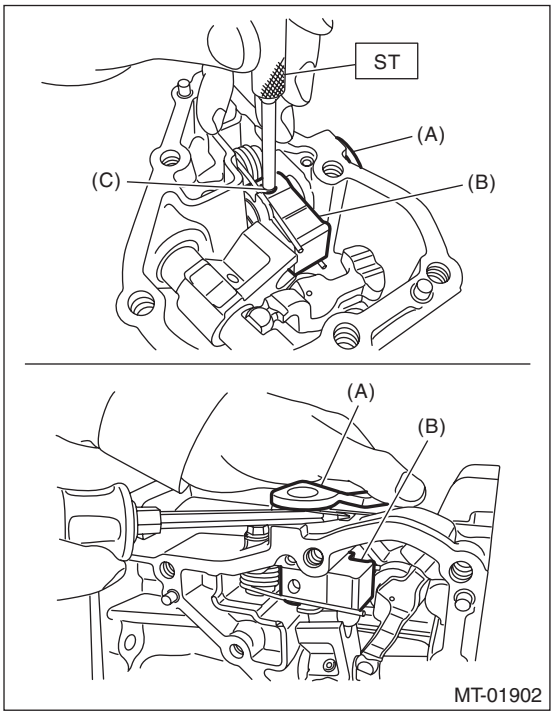
A: REMOVAL

1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch.<Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
5) Remove the center differential and transfer driven gear as a unit.<Ref. to 6MT-52, REMOVAL, Transfer Driven Gear.>
6) Pull out the straight pin.



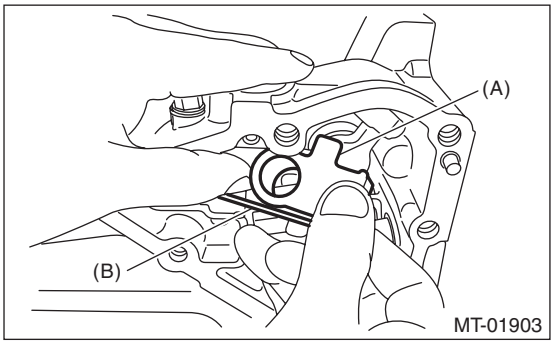
(A) Selector lever COMPL
(B) Straight pin

7) Use the ST to remove the straight pin, and remove the selector lever COMPL.
ST 398791700 SPRING PIN REMOVER 2



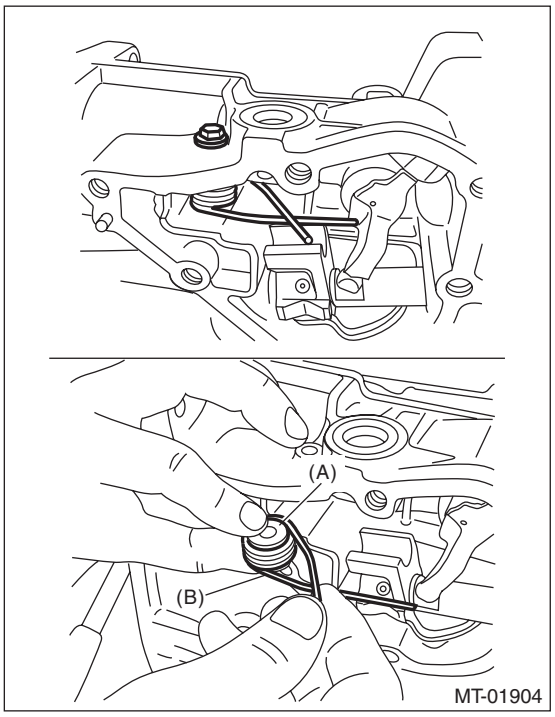
(A) Selector lever COMPL
(B) Selector arm No. 2
(C) Straight pin

8) Pull out the selector arm No. 2 from neutral set spring.



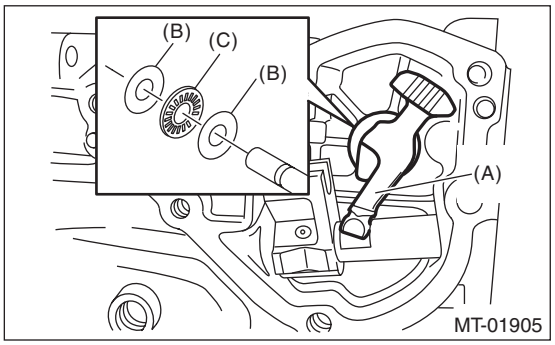
(A) Selector arm No. 2
(B) Neutral set spring

9) Remove the bolts and remove the shifter arm collar and neutral set spring from transfer case.



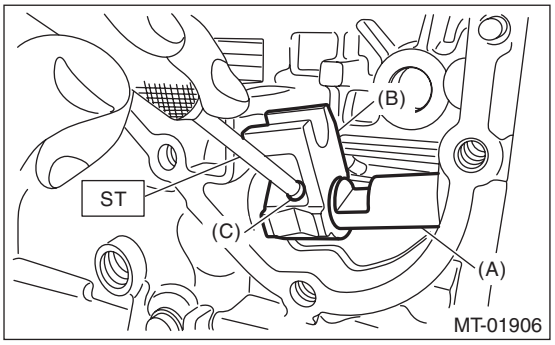
(A) Shifter arm collar
(B) Neutral set spring

10) Remove the shifter arm No. 2, washers and thrust bearing from transfer case.



(A) Shifter arm No. 2
(B) Washer
(C) Thrust bearing

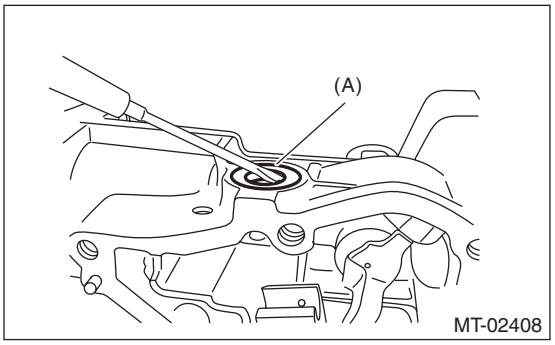
11) Use the ST to remove the straight pin, and remove the shifter arm and selector arm.
ST 398791700 SPRING PIN REMOVER 2



(A) Shifter arm
(B) Selector arm
(C) Straight pin

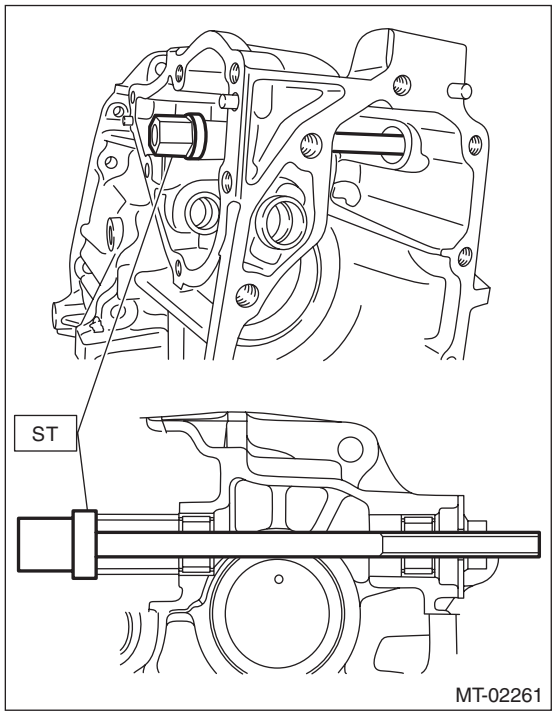
12) Remove the oil seal from the transfer case by using a screwdriver wrapped with vinyl tape etc.

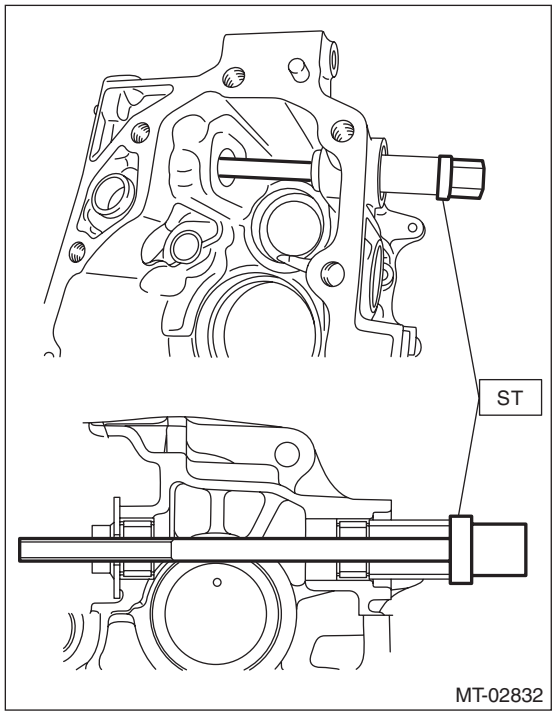
NOTE:
The illustration shows the oil seal of selector lever COMPL. Perform the same procedures for removing the shifter arm No. 2.



(A) Oil seal

13) Remove the needle bearing from the transfer case by using a tube with the diameter of 20 mm (0.79 in) or 21 mm (0.83 in) and the ST.
ST 18763AA000 COMPRESSOR SHAFT

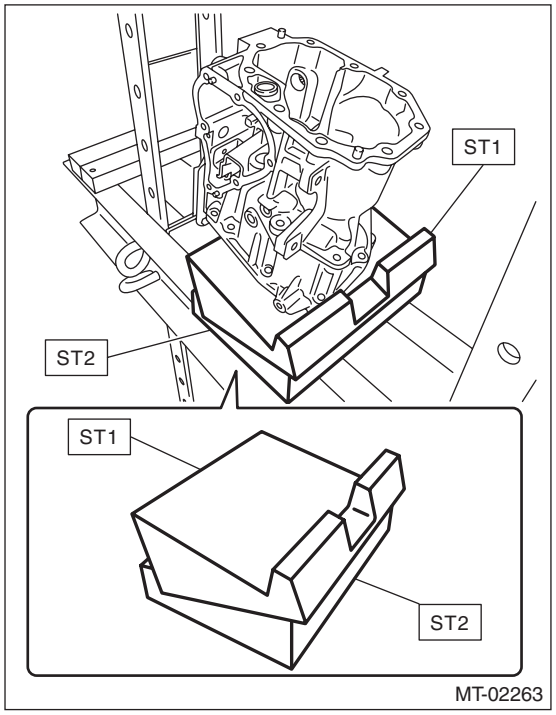




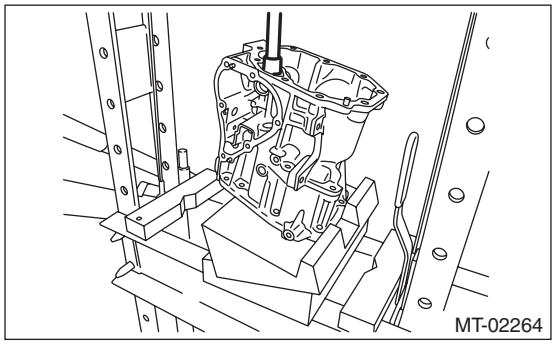
14) Set ST1, ST2 and transfer case to a press.

NOTE:
- Set the ST2 under ST1.
- Set the transfer case so that the hole for shifter arm is positioned vertically.

ST1 498267300 CYLINDER HEAD TABLE
ST2 498267200 CYLINDER HEAD TABLE



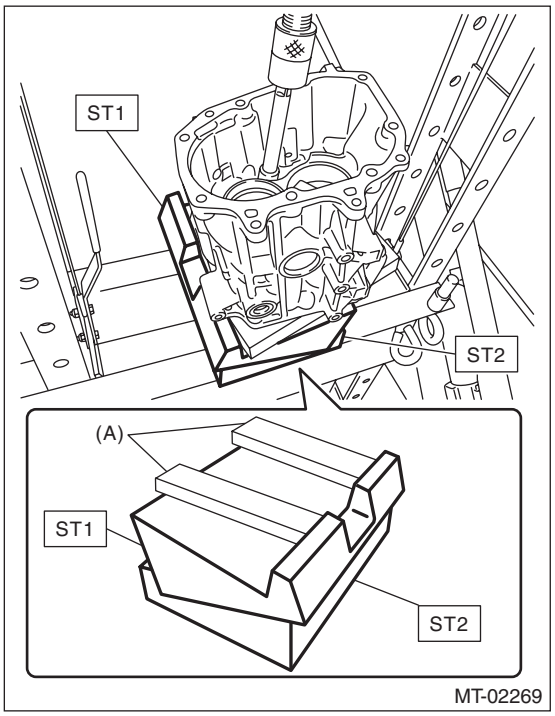
15) Remove the roller bearing by using a round bar with the diameter of 22 mm (0.87 in) or 23 mm (0.91 in).



16) Flip over the transfer case, and set an iron plate between transfer case and ST.

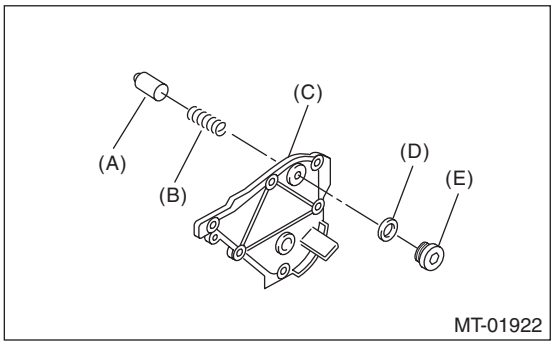
NOTE:
- Insert the iron plate which is thicker than the exposed length of the transfer case knock pin between the ST and transfer case.
- Set the iron plate so that the transfer case knock pin does not ride on the iron plate.

17) Remove the roller bearing by using a tube with the diameter of 22 mm (0.87 in) or 23 mm (0.91 in).



(A) Iron plate

18) Remove the plunger and check ball spring from transmission cover.



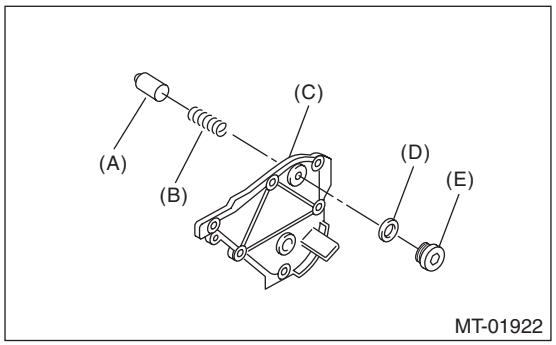
(A) Plunger
(B) Checking ball spring
(C) Transmission cover
(D) Seal ring
(E) Seal bolt

B: INSTALLATION

1) Clean the mating surface of the transmission cover and transfer case.
2) Install the plunger and check ball spring to transmission cover.

NOTE:
Use new seal rings.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Plunger
(B) Checking ball spring
(C) Transmission cover
(D) Seal ring
(E) Seal bolt

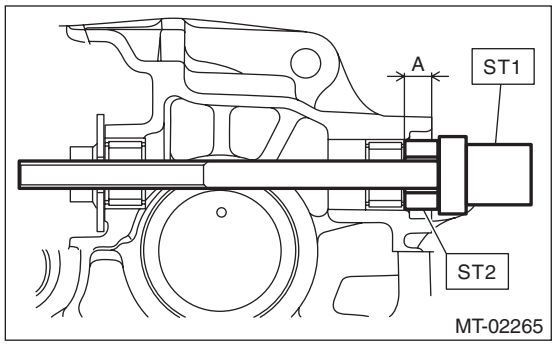
3) Using the ST, install the needle bearing to the transfer case.

NOTE:
- Use a new needle bearing.
- If the press-fit depth exceeds the service limit, replace with a new needle bearing.

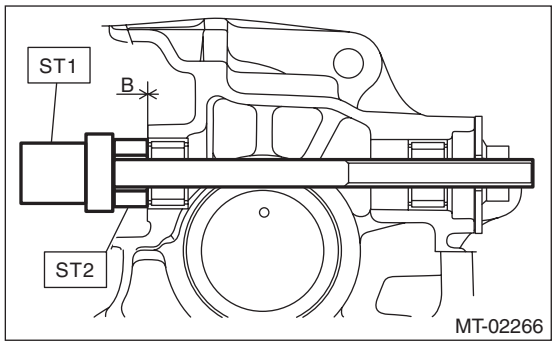
ST1 18763AA000 COMPRESSOR SHAFT
ST2 498277200 STOPPER SET

Press-fit depth of needle bearing:

A: 8.5±0.2 mm (0.33±0.01 in) from the end of transfer case



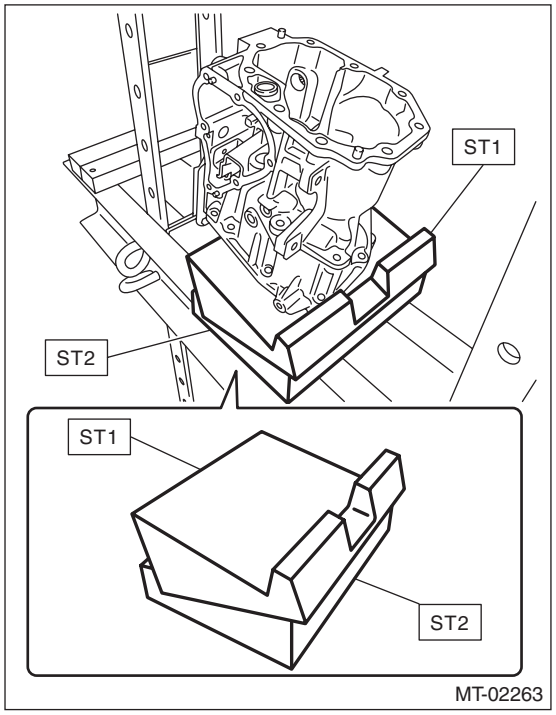
B: 0.2±0.2 mm (0.01±0.01 in) from the end of transfer case



4) Set ST1, ST2 and transfer case to a press.

NOTE:
- Set the ST2 under ST1.
- Set the transfer case so that the hole for shifter arm is positioned vertically.

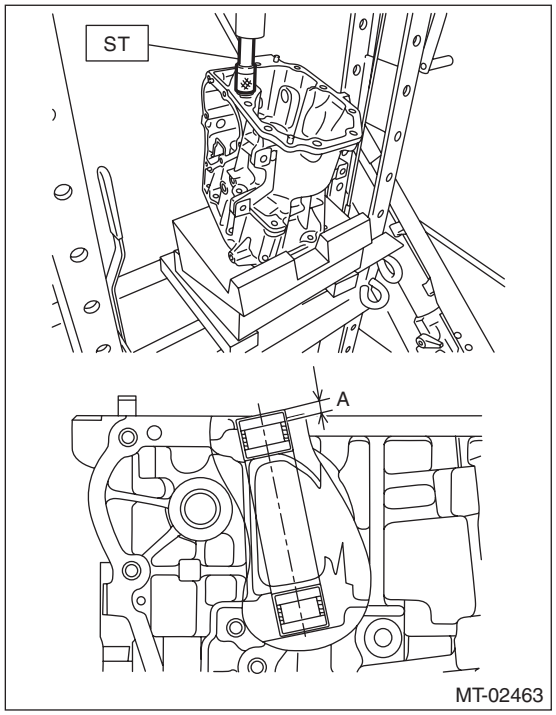
ST1 498267300 CYLINDER HEAD TABLE
ST2 498267200 CYLINDER HEAD TABLE



5) Using the ST, install the roller bearing to the transfer case.

NOTE:
• Use a new roller bearing.
• Gradually perform the press-fit operation while measuring the press-fit depth.
• If the press-fit depth exceeds the service limit, replace with a new bearing.
ST 899864100 REMOVER

Press-fit depth of roller bearing:
A: 5.1±0.2 mm (0.20±0.01 in) from the finished surface of transfer case



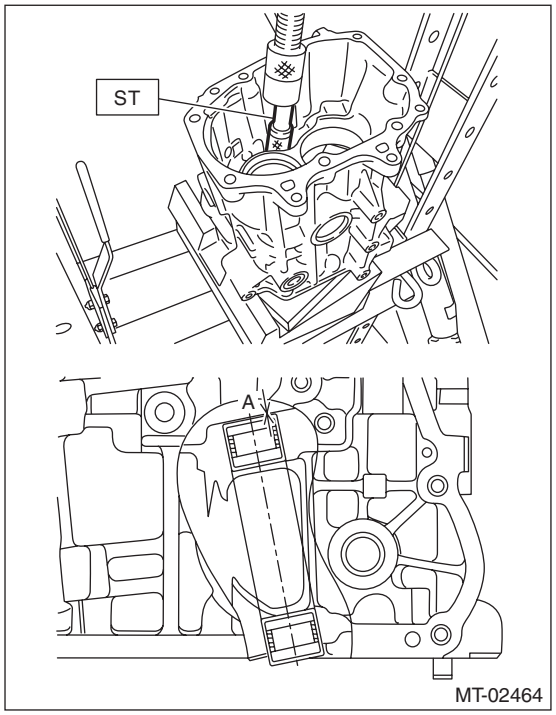
6) Flip over the transfer case, and set an iron plate between transfer case and ST.

NOTE:
• Insert the iron plate which is thicker than the exposed length of the transfer case knock pin between the ST and transfer case.
• Set the parts while taking care that the transfer case knock pin and the roller bearing do not ride over the iron plate.

7) Using the ST, install the roller bearing to the transfer case.

NOTE:
• Use a new roller bearing.
• Gradually perform the press-fit operation while measuring the press-fit depth.
• If the press-fit depth exceeds the service limit, replace with a new bearing.
ST 899864100 REMOVER

Press-fit depth of roller bearing:
A: 0±0.2 mm (0±0.01 in) from the end of transfer case

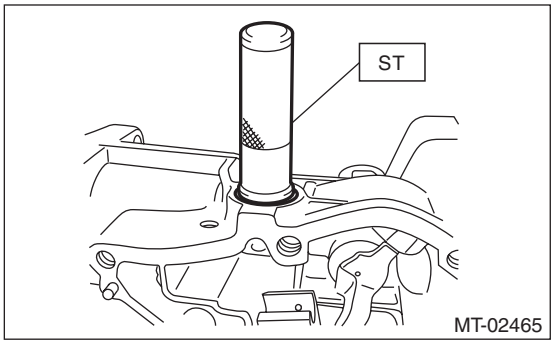


8) Using the ST, install the oil seal to the transfer case.

NOTE:
- Use a new oil seal.
- The illustration shows the oil seal of selector lever COMPL. Perform the same procedures for installing the oil seal of shifter arm No. 2.
- Apply transmission gear oil to the oil seal lips.

ST 18657AA000 INSTALLER

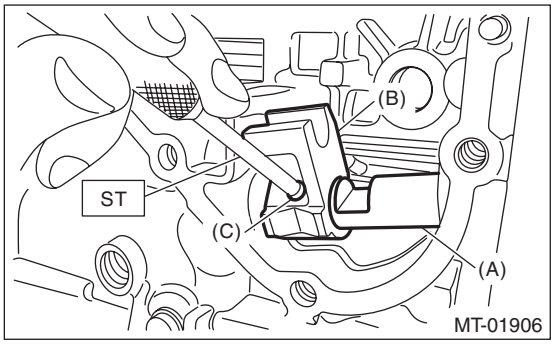
Press-fit depth of oil seal:
1±0.2 mm (0.04±0.01 in) from the end of transfer case



9) Insert the shifter arm into the selector arm, and fix with a straight pin.

NOTE:
Use a new straight pin.

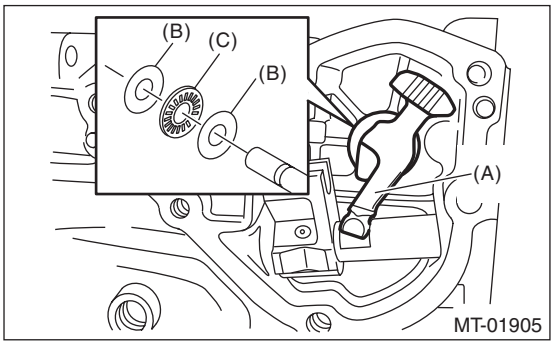
ST 398791700 SPRING PIN REMOVER 2



(A) Shifter arm
(B) Selector arm
(C) Straight pin

10) Install the shifter arm No. 2, washers and thrust bearing to transfer case.

CAUTION:
Be careful not to damage the oil seal.

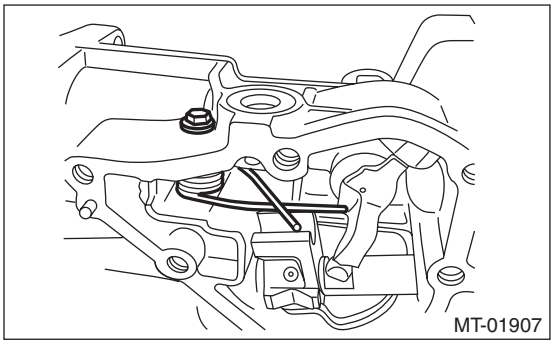


(A) Shifter arm No. 2
(B) Washer
(C) Thrust bearing

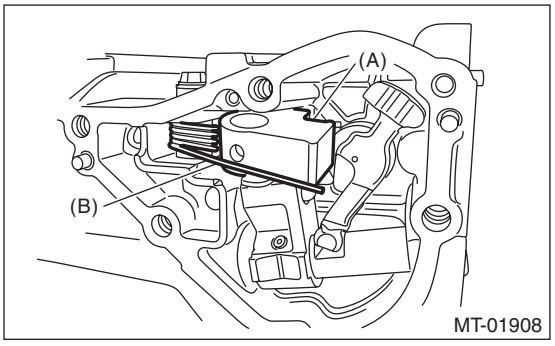
11) Install the shifter arm collar and neutral set spring to transfer case.

NOTE:
Use a new gasket.

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



12) Install the selector arm No. 2 to neutral set spring.

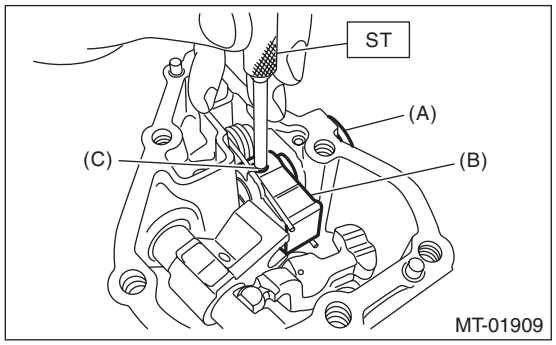


(A) Selector arm No. 2
(B) Neutral set spring

13) Insert the selector lever COMPL into the selector arm No. 2, and fix with a straight pin.

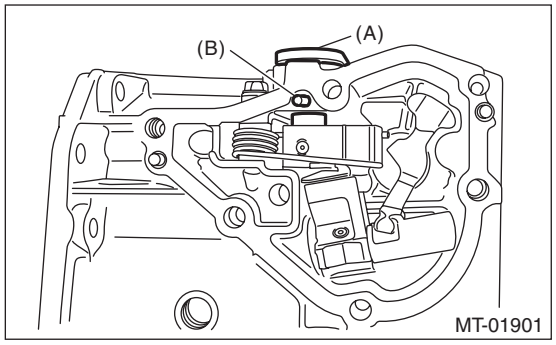
CAUTION:
Be careful not to damage the oil seal.

NOTE:
Use a new straight pin.
ST 398791700 SPRING PIN REMOVER 2



(A) Selector lever COMPL
(B) Selector arm No. 2
(C) Straight pin

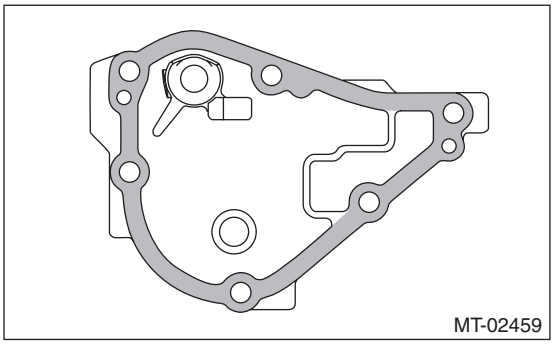
14) Insert a new straight pin.



(A) Selector lever COMPL
(B) Straight pin

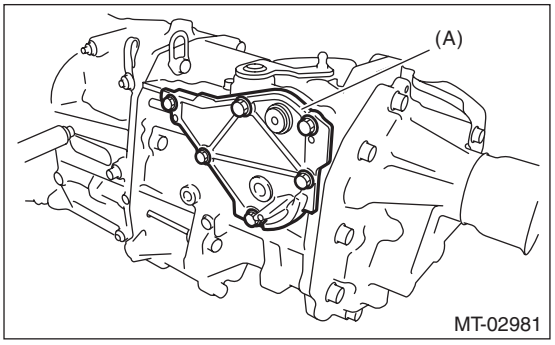
15) Install the center differential and transfer driven gear as a unit.
16) Install the extension case assembly to the transfer case.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
17) Install the transfer case and the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
18) Apply liquid gasket seamlessly to the mating surface of transmission cover.

Liquid gasket:
THREE BOND 1215B or equivalent



19) Install the transmission cover to transfer case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Transmission cover

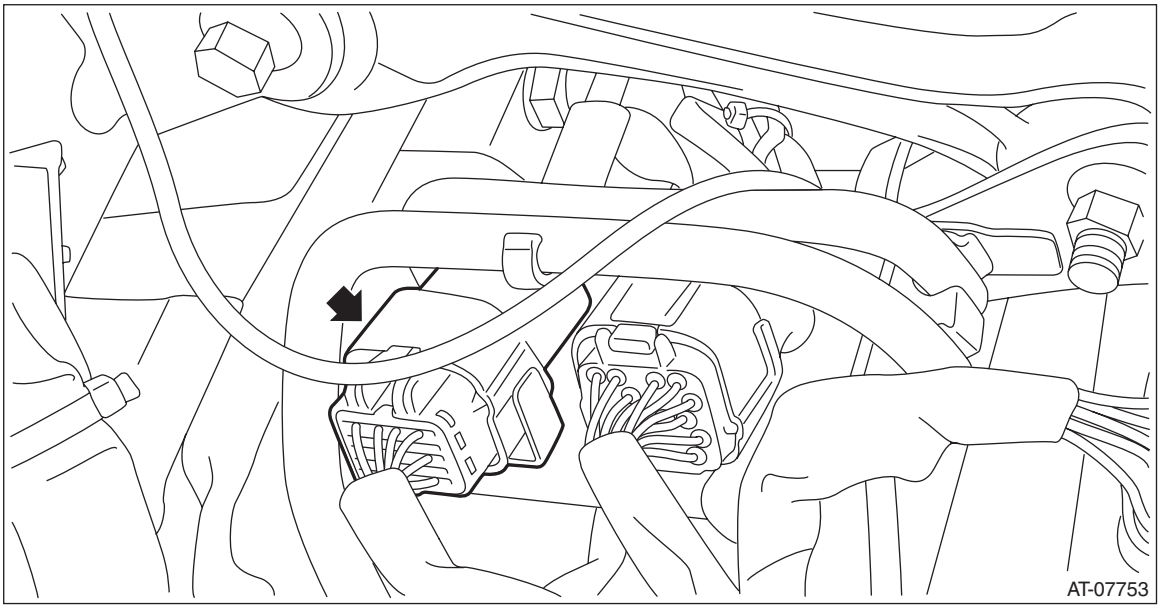
20) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
21) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

15.Inhibitor Switch

A: INSPECTION

When the driving condition or starter motor operation is improper, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.

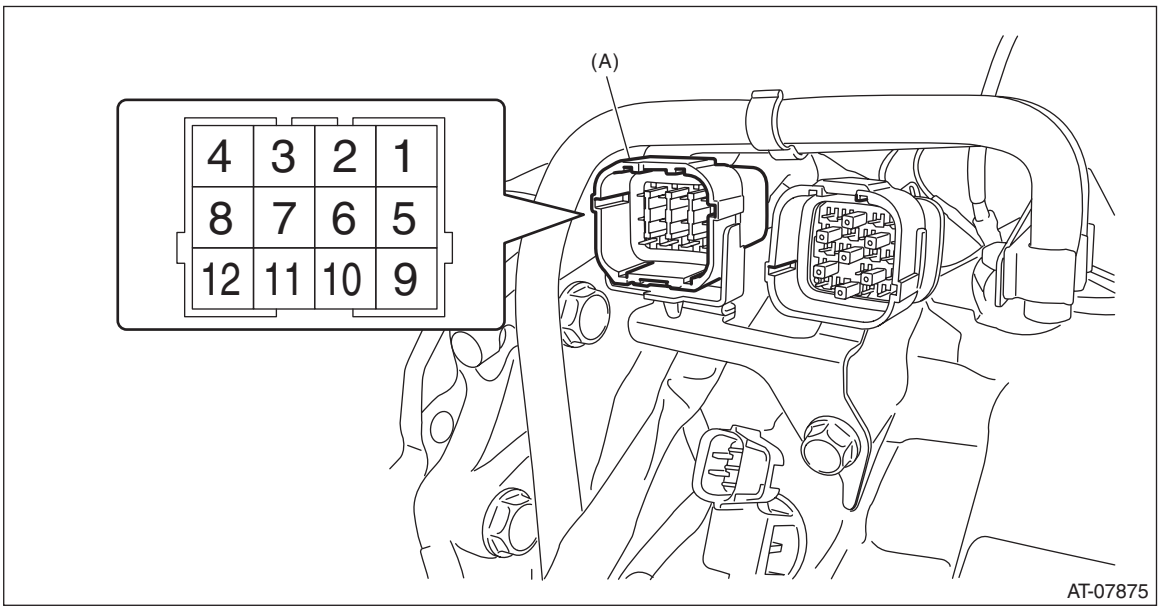
1) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
2) Disconnect the inhibitor harness connector.



3) Check for continuity in inhibitor switch circuit by shifting the select lever in “P”, “R”, “N” and “D” respectively.

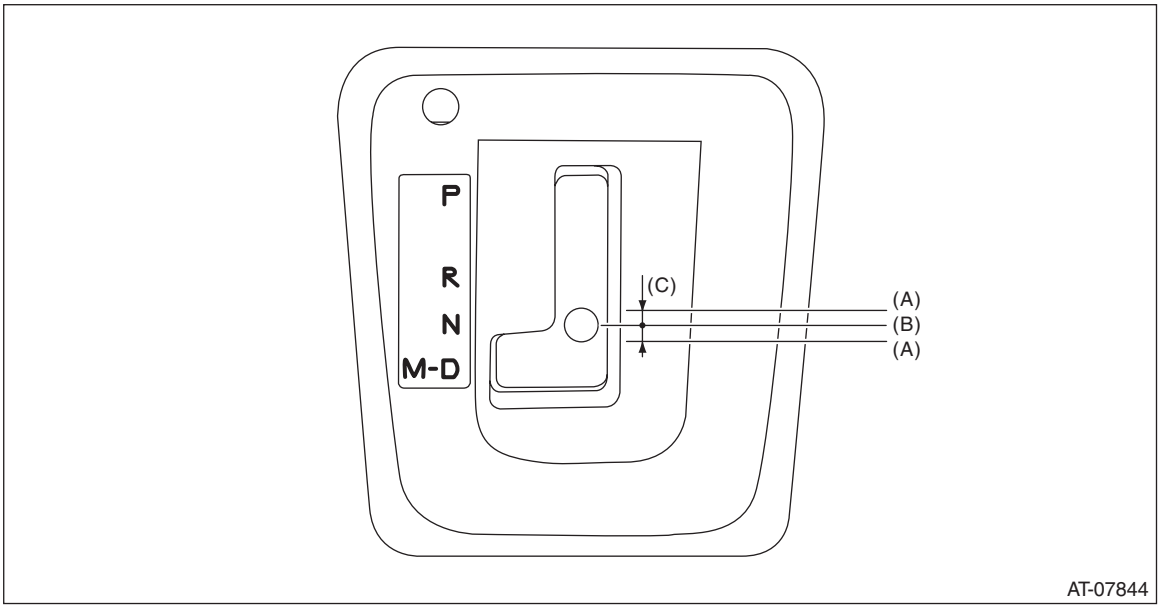
NOTE:
- Check that there is no continuity in the starter circuit when the select lever is in the “R” and “D” ranges.
- When inhibitor switch is normal, check there is no poor contact in vehicle side connector and no open circuit in harness.

	Range	Terminal No.
Signal sent to TCM	P	4 — 3
	R	4 — 2
	N	4 — 1
	D	4 — 8
Starter circuit	P/N	12 — 11
Back-up light circuit	R	10 — 9



(A) Inhibitor harness connector

4) Check that there is continuity at equal points when the select lever is moved 1.5° in both directions from the “N” range.
If there is continuity in only one direction or in other points, adjust the inhibitor switch. <Ref. to CVT(TR690)-94, ADJUSTMENT, Inhibitor Switch.>

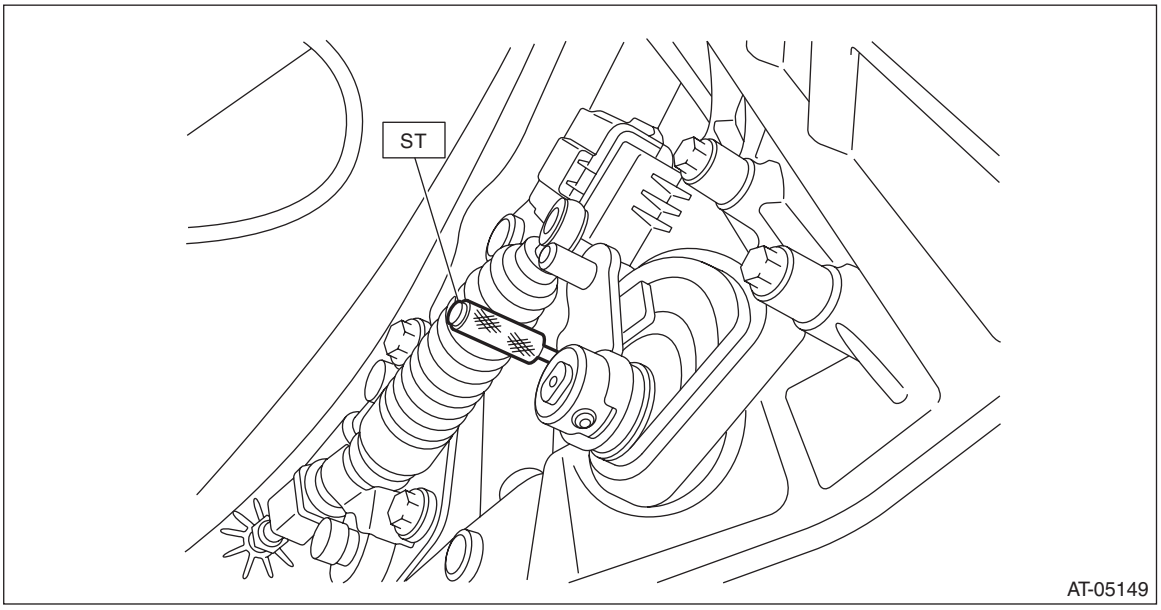


(A) Continuity does not exist.
(B) Continuity exists.
(C) 1.5°

5) Repeat the above inspection in other gear ranges. If there is fault, adjust the inhibitor switch and select cable. <Ref. to CVT(TR690)-94, ADJUSTMENT, Inhibitor Switch.> <Ref. to CS-56, ADJUSTMENT, Select Cable.>

B: ADJUSTMENT

1) Shift the select lever to “N” range.
2) Loosen the two bolts holding the inhibitor switch.
3) Insert the ST vertically into the holes of the shifter arm and switch body.
ST 499267300 STOPPER PIN



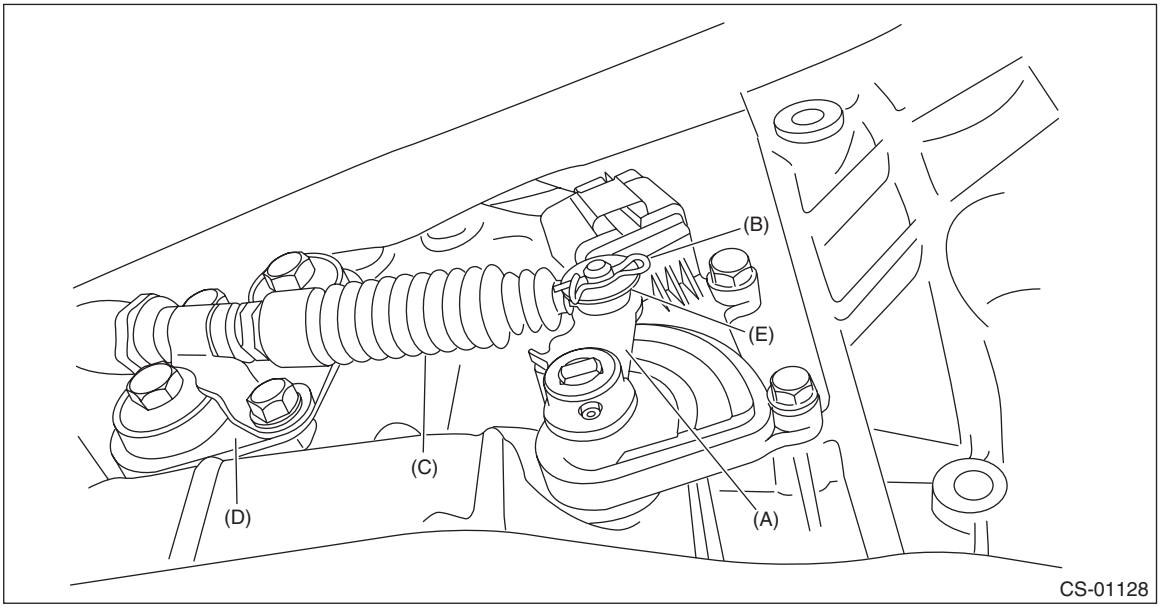
4) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

5) Repeat the inspection of the inhibitor switch. If the inhibitor switch is determined to be “faulty”, replace it.

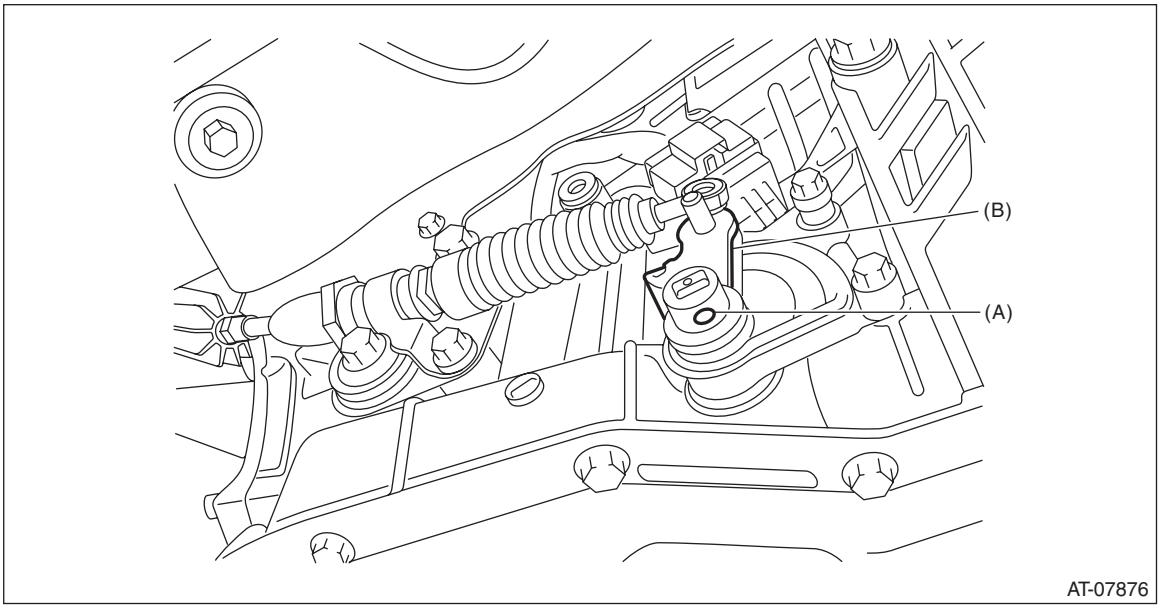
C: REMOVAL

1) Shift the select lever to “N” range.
2) Disconnect the ground cable from battery.
3) Lift up the vehicle.
4) Remove the snap pin and washer from the shifter arm.



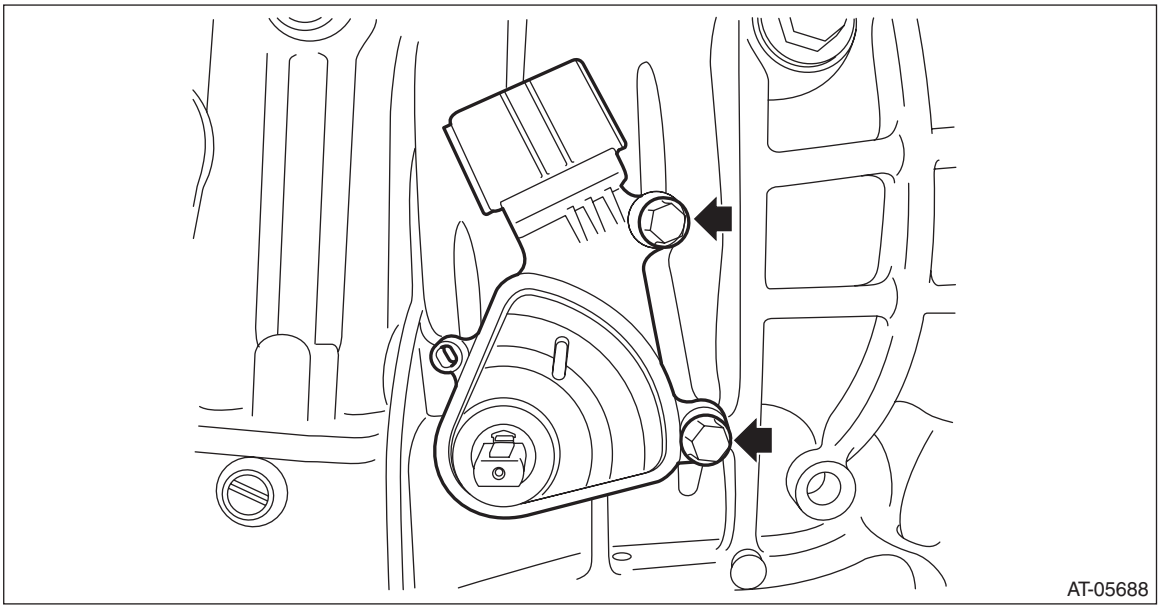
(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

5) Using the ST, remove the spring pin and shifter arm.
ST 398791600 REMOVER



(A) Spring pin
(B) Shifter arm

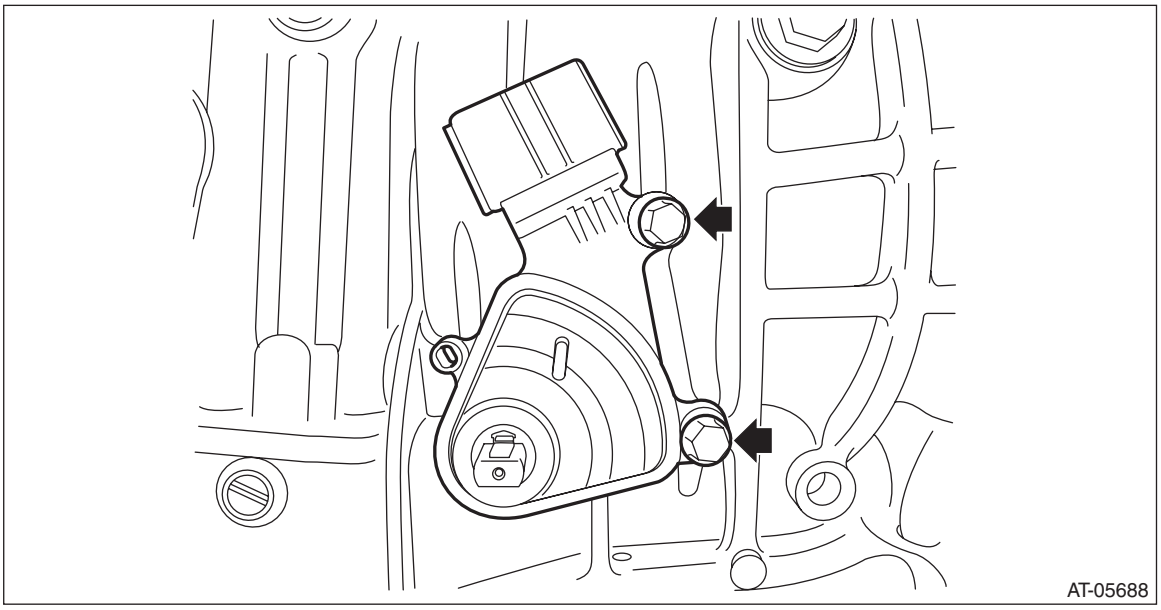
6) Remove the inhibitor harness connector from inhibitor switch.
7) Remove the two inhibitor switch securing bolts.



8) Remove the inhibitor switch from the transmission case.

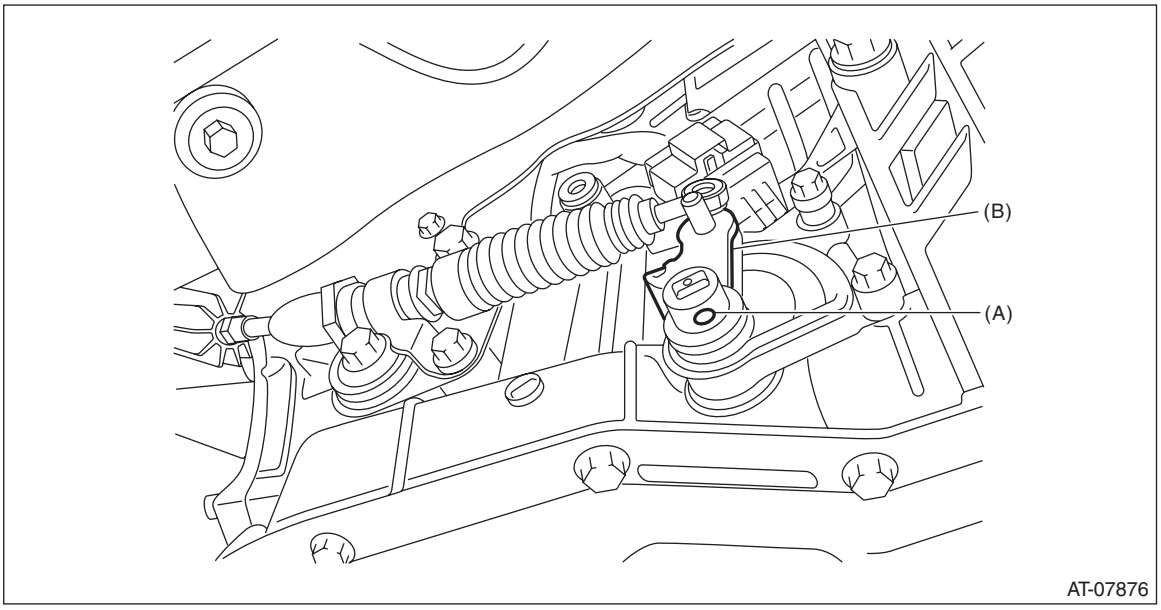
D: INSTALLATION

1) Install the inhibitor switch to the transmission case temporarily.



2) Connect the inhibitor harness connector to the inhibitor switch.
3) Install the shifter arm and fix with the spring pin.

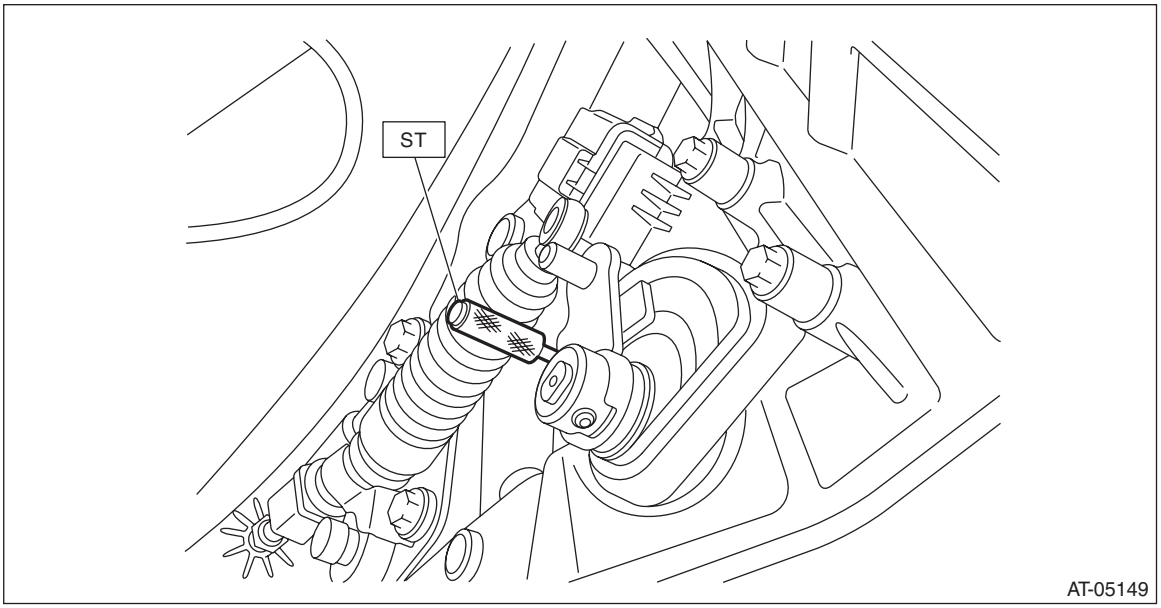
NOTE:
Use new spring pin.



(A) Spring pin
(B) Shifter arm

4) Shift the shifter arm to “N” range.

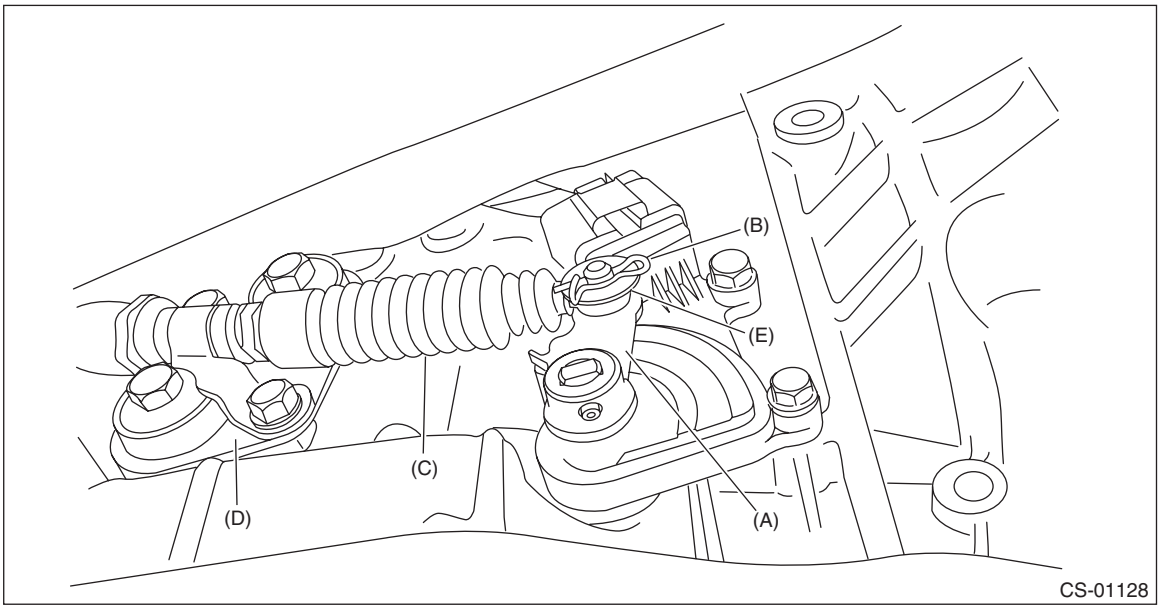
5) Install the ST vertically in the cutout of shifter arm and the hole of switch body.
ST 499267300 STOPPER PIN



6) Tighten the two bolts holding the inhibitor switch.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

7) Install the select cable to the shifter arm.
8) Install the washer and snap pin to the shifter arm.



(A) Shifter arm
(B) Snap pin
(C) Select cable
(D) Plate ASSY
(E) Washer

9) Lower the vehicle.
10) Connect the battery ground terminal.
11) Check the inhibitor switch. <Ref. to CVT(TR690)-92, INSPECTION, Inhibitor Switch.>

15.List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Content of diagnosis	Reference
P0500	Vehicle Speed Sensor “A”	Wheel speed data from VDC CM&H/U is abnormal.	<Ref. to CVT(diag)-44, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0601	Internal Control Module Memory Checksum Error	TCM ROM is faulty.	<Ref. to CVT(diag)-44, DTC P0601 INTERNAL CONTROL MODULE MEMORY CHECKSUM ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0604	Internal Control Module Random Access Memory (RAM) Error	TCM RAM is faulty.	<Ref. to CVT(diag)-44, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P062F	Internal Control Module EEPROM Error	TCM EEPROM is faulty.	<Ref. to CVT(diag)-45, DTC P062F INTERNAL CONTROL MODULE EEPROM ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0705	Transmission Range Sensor Circuit (PRNDL Input)	Inhibitor switch malfunction or short circuit	<Ref. to CVT(diag)-46, DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0708	AT Range Switch Not Inputted	Inhibitor switch malfunction or open circuit	<Ref. to CVT(diag)-48, DTC P0708 AT RANGE SWITCH NOT INPUTTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0711	ATF Temp. Sensor Circuit Range/Performance	ATF temperature sensor is faulty or input signal circuit is faulty.	<Ref. to CVT(diag)-50, DTC P0711 ATF TEMP. SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0712	Transmission Fluid Temperature Sensor Circuit Low Input	ATF temperature sensor is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-51, DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0713	Transmission Fluid Temperature Sensor Circuit High Input	ATF temperature sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-53, DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0716	Torque Converter Turbine Speed	Turbine speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-56, DTC P0716 TORQUE CONVERTER TURBINE SPEED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0717	Input/Turbine Speed Sensor "A" Circuit No Signal	Turbine speed sensor signal no input	<Ref. to CVT(diag)-58, DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0719	Brake Switch Circuit Low	Brake switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-59, DTC P0719 BRAKE SWITCH CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0720	Output Speed Sensor Circuit	Front wheel speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-61, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0721	Output Shaft Speed Sensor Circuit Range/Performance	Front wheel speed sensor characteristics is abnormal.	<Ref. to CVT(diag)-63, DTC P0721 OUTPUT SHAFT SPEED SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0724	Brake Switch Circuit High	Brake switch is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-64, DTC P0724 BRAKE SWITCH CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0730	Gearshift Control Performance Abnormal	Primary speed sensor, secondary speed sensor, control valve, or chain is faulty.	<Ref. to CVT(diag)-66, DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0746	Pressure Control Solenoid "A" Performance/Stuck Off	Secondary solenoid is faulty, hydraulic circuit is stuck in low pressure side.	<Ref. to CVT(diag)-68, DTC P0746 PRESSURE CONTROL SOLENOID "A" PERFORMANCE/STUCK OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0747	Pressure Control Solenoid "A" Stuck On	Secondary solenoid is faulty, hydraulic circuit is stuck in high pressure side.	<Ref. to CVT(diag)-71, DTC P0747 PRESSURE CONTROL SOLENOID "A" STUCK ON, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Content of diagnosis	Reference
P0751	Shift Solenoid "A" Performance/Stuck Off	Primary UP solenoid is faulty, hydraulic circuit is stuck in low pressure side.	<Ref. to CVT(diag)-74, DTC P0751 SHIFT SOLENOID "A" PERFORMANCE/STUCK OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0752	Shift Solenoid "A" Stuck On	Primary UP solenoid is faulty, hydraulic circuit is stuck in high pressure side.	<Ref. to CVT(diag)-77, DTC P0752 SHIFT SOLENOID "A" STUCK ON, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0756	Shift Solenoid "B" Performance/Stuck Off	Primary DOWN solenoid is faulty, hydraulic circuit is stuck in low pressure side.	<Ref. to CVT(diag)-80, DTC P0756 SHIFT SOLENOID "B" PERFORMANCE/STUCK OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0757	Shift Solenoid "B" Stuck On	Primary DOWN solenoid is faulty, hydraulic circuit is stuck in high pressure side.	<Ref. to CVT(diag)-83, DTC P0757 SHIFT SOLENOID "B" STUCK ON, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0776	Pressure Control Solenoid "B" Performance/Stuck Off	F&R solenoid is faulty, hydraulic circuit is stuck in low pressure side.	<Ref. to CVT(diag)-86, DTC P0776 PRESSURE CONTROL SOLENOID "B" PERFORMANCE/STUCK OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0801	Reverse Inhibit Control Circuit	Shift lock solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-88, DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0841	Secondary Oil Pressure Sensor Performance	Secondary pressure sensor or control valve is faulty	<Ref. to CVT(diag)-89, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0842	Secondary Oil Pressure Sensor Circuit (Low)	Secondary pressure sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-93, DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0843	Secondary Oil Pressure Sensor Circuit (High)	Secondary pressure sensor is faulty or input signal circuit is shorted.	<Ref. to CVT(diag)-96, DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0890	AT Self-Shut Relay Diagnosis (Low)	Self-shut relay is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-98, DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0951	Manual Switch	Manual mode switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-100, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0961	Pressure Control Solenoid "A" Control Circuit Range/Performance	Characteristics of secondary solenoid is abnormal.	<Ref. to CVT(diag)-102, DTC P0961 PRESSURE CONTROL SOLENOID "A" CONTROL CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0962	Secondary Solenoid Circuit (Low)	Secondary solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-104, DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0963	Secondary Solenoid Circuit (High)	Secondary solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-106, DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0965	Forward & Reverse Solenoid Function	F&R solenoid, forward clutch or control valve is faulty.	<Ref. to CVT(diag)-108, DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0966	Forward & Reverse Solenoid Circuit (Low)	F&R solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-110, DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0967	Forward & Reverse Linear Solenoid Circuit (High)	F&R solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-112, DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0970	Transfer Solenoid Circuit (Low)	AWD solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-114, DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

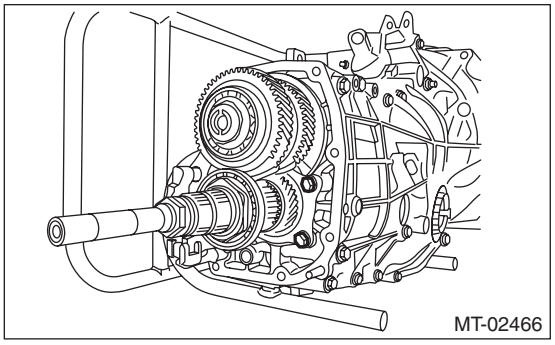
DTC	Item	Content of diagnosis	Reference
P0971	Transfer Solenoid Circuit (High)	AWD solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-116, DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0973	Primary Solenoid System A Circuit (Low)	Primary UP solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-118, DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0974	Primary Solenoid System A Circuit (High)	Primary UP solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-120, DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0976	Primary Solenoid System B Circuit (Low)	Primary DOWN solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-122, DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0977	Primary Solenoid System B Circuit (High)	Primary DOWN solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-124, DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P160A	Random Access Memory (RAM) Error	TCM RAM is faulty.	<Ref. to CVT(diag)-126, DTC P160A RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P170A	L-Range SW System	L range switch is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-126, DTC P170A L-RANGE SW SYSTEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2158	Vehicle Speed Sensor "B"	Wheel speed data from VDC CM&H/U is abnormal.	<Ref. to CVT(diag)-127, DTC P2158 VEHICLE SPEED SENSOR "B", Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2530	Ignition Switch Run Position Circuit	Ignition SW circuit is faulty.	<Ref. to CVT(diag)-128, DTC P2530 IGNITION SWITCH RUN POSITION CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2746	Primary Pulley Revolution Speed Sensor Circuit	Primary speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-130, DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2747	Intermediate Shaft Speed Sensor "B" Circuit No Signal	Primary speed sensor signal no input	<Ref. to CVT(diag)-131, DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2750	Sec. Pulley Revolution Speed Sensor Circuit	Secondary speed sensor is faulty or input signal circuit is open or shorted.	<Ref. to CVT(diag)-134, DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2751	Intermediate Shaft Speed Sensor "C" Circuit No Signal	Secondary speed sensor signal no input	<Ref. to CVT(diag)-135, DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2757	Torque Converter Clutch Pressure Control Solenoid Control Circuit Performance/ Stuck Off	Lock-up duty solenoid is faulty, hydraulic circuit is stuck in low pressure side.	<Ref. to CVT(diag)-138, DTC P2757 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT PERFORMANCE/STUCK OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2758	Torque Converter Clutch Pressure Control Solenoid Control Circuit Stuck On	Lock-up duty solenoid is faulty, hydraulic circuit is stuck in high pressure side.	<Ref. to CVT(diag)-141, DTC P2758 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT STUCK ON, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2763	Lock-Up Duty Solenoid Circuit (High)	Lock-up duty solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-144, DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2764	Lock-Up Duty Solenoid Circuit (Low)	Lock-up duty solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-146, DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2769	Lock-Up On/Off Solenoid Circuit (Low)	Lock-up ON/OFF solenoid is faulty or output signal circuit is shorted.	<Ref. to CVT(diag)-148, DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DTC	Item	Content of diagnosis	Reference
P2770	Lock-Up On/Off Solenoid Circuit (High)	Lock-up ON/OFF solenoid is faulty or output signal circuit is open or shorted.	<Ref. to CVT(diag)-150, DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0073	Control Module Communication Bus Off	CAN bus is shorted or communication error.	<Ref. to CVT(diag)-152, DTC U0073 CONTROL MODULE COMMUNICATION BUS OFF, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0100	Lost Communication With ECM/PCM “A”	Detected that the engine data has not yet arrived.	<Ref. to CVT(diag)-152, DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0122	Lost Communication With Vehicle Dynamics Control Module	Detected that the VDC data has not yet arrived.	<Ref. to CVT(diag)-152, DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0140	Lost Communication With Body Control Module	Detected that the body integrated unit data has not yet arrived.	<Ref. to CVT(diag)-152, DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0155	Lost Communication With Instrument Panel Cluster (IPC) Control Module	Detected that the meter data has not yet arrived.	<Ref. to CVT(diag)-152, DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0164	Lost Communication With HVAC Control Module	Detected that the air conditioner data has not yet arrived.	<Ref. to CVT(diag)-152, DTC U0164 LOST COMMUNICATION WITH HVAC CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0401	Invalid Data Received From ECM/PCM “A”	Detected abnormality of the engine data.	<Ref. to CVT(diag)-152, DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0416	Invalid Data Received From Vehicle Dynamics Control Module	Detected abnormality of the VDC data.	<Ref. to CVT(diag)-152, DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0422	Invalid Data Received From Body Control Module	Detected abnormality of the body integrated unit data.	<Ref. to CVT(diag)-152, DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0423	Invalid Data Received From Instrument Panel Cluster Control Module	Detected abnormality of the meter data.	<Ref. to CVT(diag)-152, DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U0424	Invalid Data Received From HVAC Control Module	Detected abnormality of the air conditioner data.	<Ref. to CVT(diag)-153, DTC U0424 INVALID DATA RECEIVED FROM HVAC CONTROL MODULE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U1235	Lost Communication With EyeSight	Detected that the EyeSight data has not yet arrived.	<Ref. to CVT(diag)-153, DTC U1235 LOST COMMUNICATION WITH EyeSight, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
U1433	Invalid Data Received From EyeSight	Detected abnormality of the EyeSight data.	<Ref. to CVT(diag)-153, DTC U1433 INVALID DATA RECEIVED FROM EyeSight, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

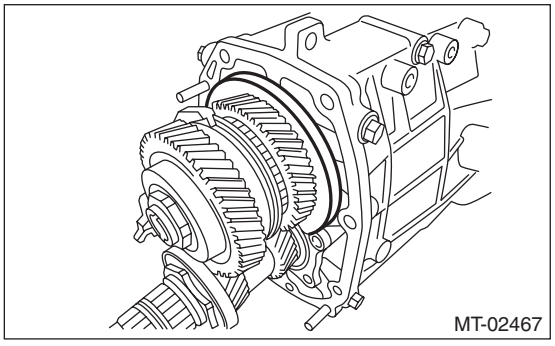
15.Transmission Case

A: REMOVAL

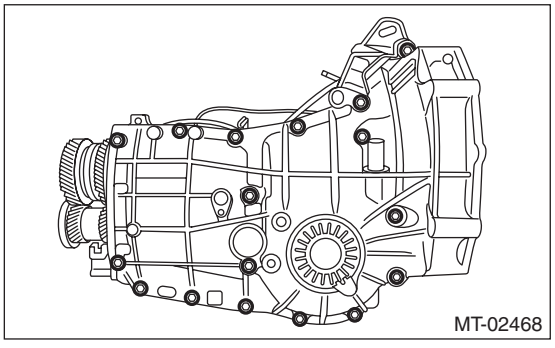
1) Remove the manual transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the clutch release lever. <Ref. to CL-14, REMOVAL, Release Bearing and Lever.>
3) Remove the transfer case together with the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the bearing mounting bolt.


MT-02466

5) Remove the main shaft rear plate.

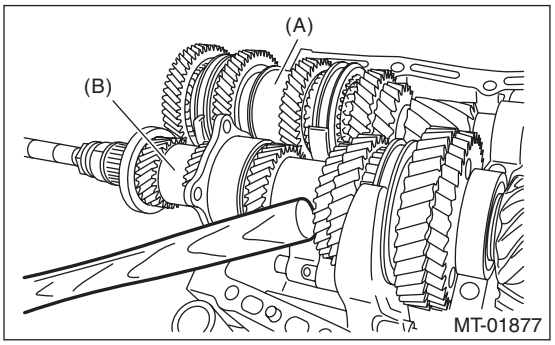

MT-02467

6) Remove the bolts and nuts, and separate the transmission case into the right and left case.


MT-02468

7) Remove the drive pinion shaft assembly.

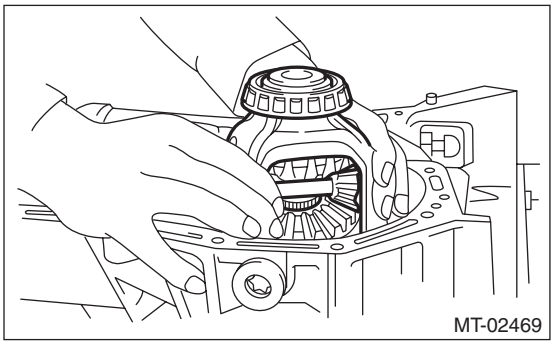
NOTE:
Use a hammer handle, etc. to remove if too tight.



MT-01877

(A) Main shaft ASSY
(B) Drive pinion shaft ASSY

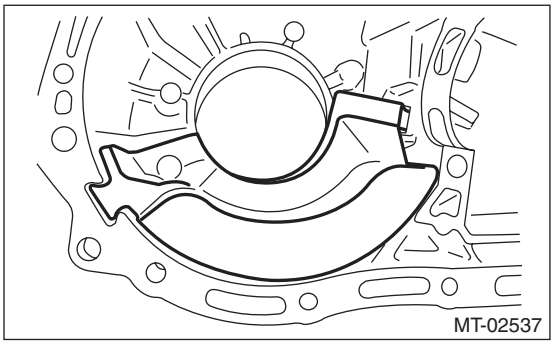
8) Remove the main shaft assembly.
9) Remove the front differential assembly.


MT-02469

10) Remove the differential side retainers and bearing outer races on the left and right side. <Ref. to 6MT-87, REMOVAL, Front Differential Assembly.>

NOTE:
Do not confuse the right and left roller bearing outer races.

11) Remove the reverse idler gear. <Ref. to 6MT-94, REMOVAL, Reverse Idler Gear.>
12) Remove the shifter fork and rod. <Ref. to 6MT-101, REMOVAL, Shifter Fork and Rod.>
13) Remove the front oil guide.


MT-02537

B: INSTALLATION

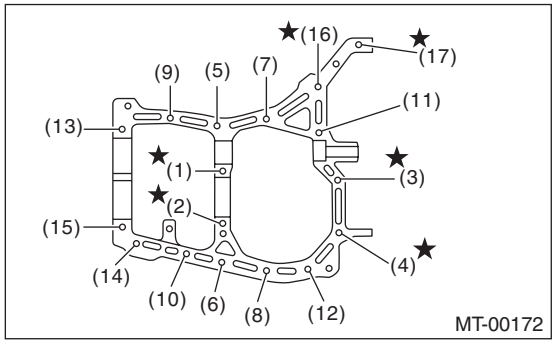
1) Wipe off grease, oil and dust on the mating surfaces of transmission cases with cleaning solvent.
2) Install the shifter fork and rod.<Ref. to 6MT-102, INSTALLATION, Shifter Fork and Rod.>
3) Install the reverse idler gear.<Ref. to 6MT-95, INSTALLATION, Reverse Idler Gear.>
4) Select the drive pinion shim.<Ref. to 6MT-76, INSTALLATION, Drive Pinion Shaft Assembly.>
5) Install the bearing outer race to the transmission case LH side, and install the differential side retainer with the O-ring removed.
6) Install the front differential assembly.
7) Install the main shaft assembly.

NOTE:
Align to install the needle bearing knock pin hole to the transmission case knock pin.
8) Install the selected drive pinion shims and drive pinion shaft assembly.

NOTE:
Align the roller bearing knock pin hole to the transmission case knock pin.
9) Align the left and right side of the transmission case, and tighten it with 17 mounting bolts.

NOTE:
• Insert bolts (11) and (16) from the LH side of the transmission case.
• Match the cases together so that the drive pinion shims are not caught between the cases.

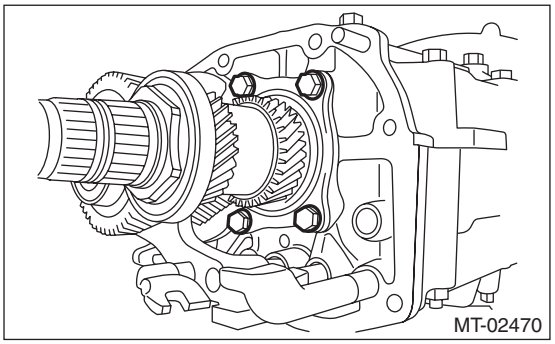
Tightening torque:
8 mm bolt
25 N·m (2.5 kgf-m, 18.4 ft-lb)
★ ***10 mm bolt***
40 N·m (4.1 kgf-m, 29.5 ft-lb)



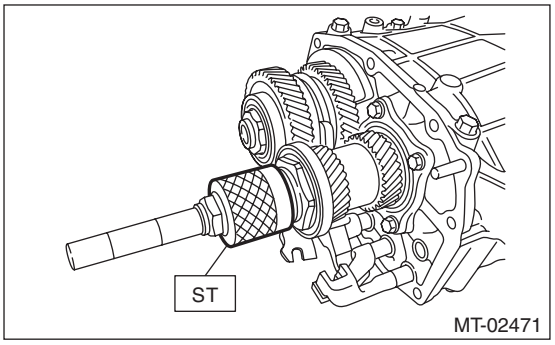
10) Install the bearing outer race to the RH side of the transmission case.

11) Tighten the bearing mounting bolts.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)



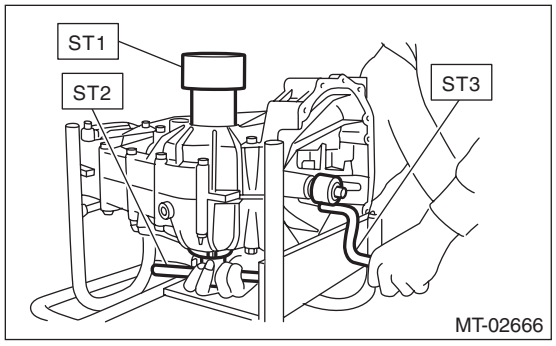
12) Perform backlash adjustment of the hypoid gear and preload adjustment of the roller bearing.
(1) Attach the ST on drive pinion assembly.
ST 18667AA020 HOLDER



(2) Place the transmission case with the LH side facing downward, and put ST1 on the bearing outer race.

(3) Screw the side retainer from the bottom into LH side case using ST2. Fit the ST3 on the main shaft. Shift the gear into 4th or 5th, and turn the shaft several times. Screw in the side retainer while rotating the ST3 until a slight resistance is felt on ST2.
This is the contact point of the hypoid gear and the drive pinion shaft. Repeat the above sequence several times to ensure the contact point.

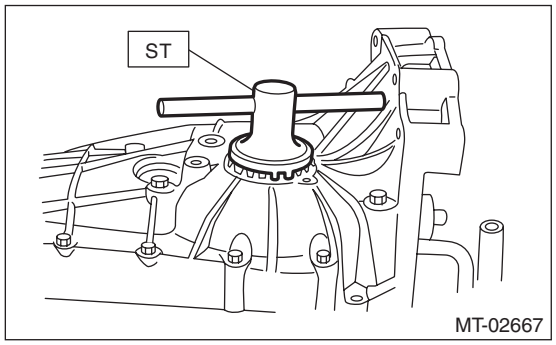
ST1 399780104 WEIGHT
ST2 18630AA010 WRENCH COMPL RETAINER
ST3 499927100 HANDLE



(4) Remove the WEIGHT, and screw in the side retainer without the O-ring into the RH side of the transmission case, and stop at the point where a slight resistance is felt.

NOTE:
In this condition, the backlash between hypoid gear and drive pinion shaft is zero.

ST 18630AA010 WRENCH COMPL RETAINER



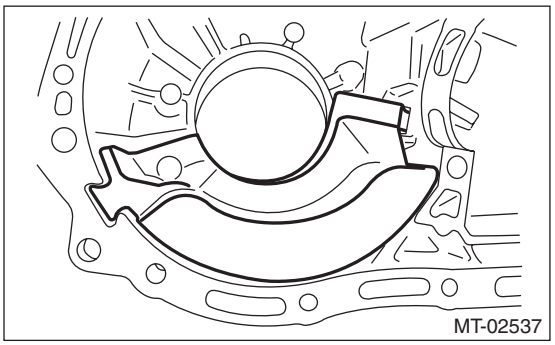
(5) Loosen the side retainer on the LH side of the transmission case by 3 notches, and turn the side retainer on the RH side of the transmission case by 3 notches in order to apply backlash.
(6) Screw in the side retainer of the RH side of the transmission case additionally by 1 notch in order to apply preload on taper roller bearing.
(7) Tighten temporarily both the lock plates LH and RH, and put marks on both the side retainer and lock plate for later readjustment.

NOTE:
If it is hard to install the lock plates, reverse the sides and install them.

(8) Turn the transmission main shaft several times while tapping around the retainer lightly with plastic hammer.

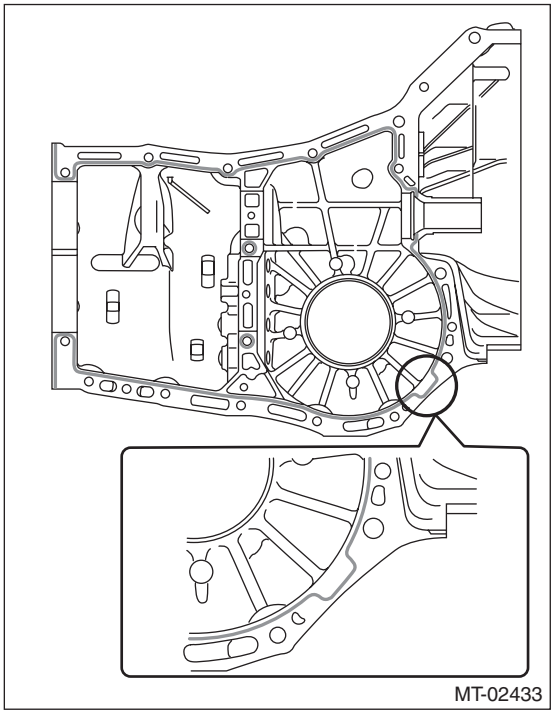
13) Inspect and adjust backlash and tooth contact of the hypoid gear.<Ref. to 6MT-90, INSPECTION, Front Differential Assembly.>
14) Separate the transmission case into left and right parts.<Ref. to 6MT-63, REMOVAL, Transmission Case.>
15) Check each shifter fork.<Ref. to 6MT-103, INSPECTION, Shifter Fork and Rod.>
16) Select a main shaft rear plate.<Ref. to 6MT-75, ADJUSTMENT, Main Shaft Assembly.>
17) Install the front oil guide to the RH side of the transmission case.

NOTE:
Fit in all the way.



18) Apply liquid gasket, then join the right side and left side of the case together.

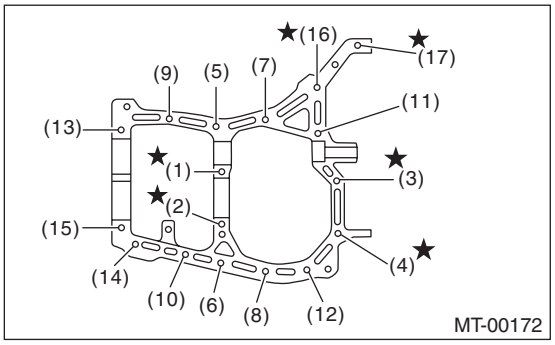
Liquid gasket:
THREE BOND 1215B or equivalent


MT-02433

19) Tighten 17 bolts with brackets and clips as shown in the figure.

NOTE:
• Insert bolts (11) and (16) from the LH side of the transmission case.
• Match the cases together so that the drive pinion shims are not caught between the cases.

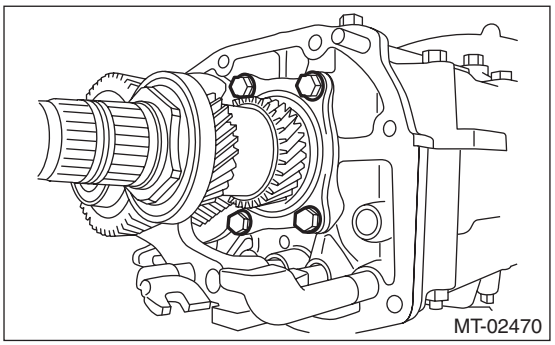
Tightening torque:
8 mm bolt
25 N·m (2.5 kgf-m, 18.4 ft-lb)
★ ***10 mm bolt***
40 N·m (4.1 kgf-m, 29.5 ft-lb)



MT-00172

20) Tighten the bearing mounting bolts.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)

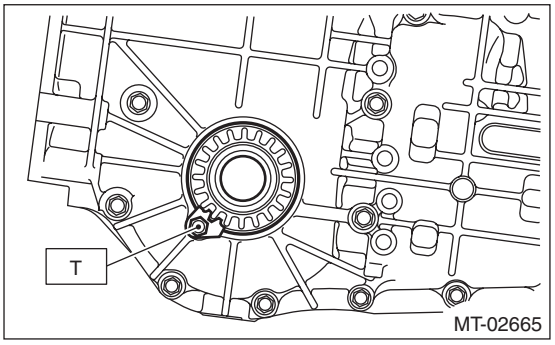

MT-02470

21) Remove the lock plate, and loosen the side retainer until the groove of the O-ring appears. Fit the O-ring into the groove and tighten the side retainer into the position where it was not loosened.

NOTE:
• When loosening the side retainer, record the number of the turns made.
• Perform this for both left and right side retainers.
• Use new O-rings.
• Apply gear oil to O-ring.

22) Install the lock plate.

Tightening torque:
T: 25 N·m (2.5 kgf-m, 18.4 ft-lb)



MT-02665

23) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
24) Install the clutch release lever and bearing.<Ref. to CL-14, INSTALLATION, Release Bearing and Lever.>
25) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

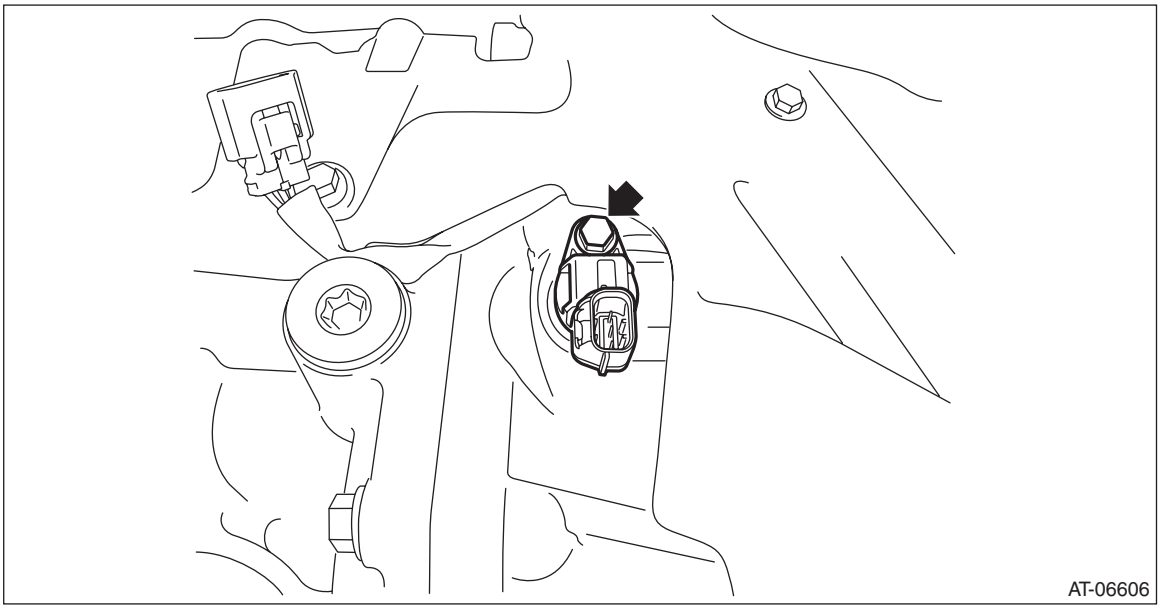
C: INSPECTION

Check the transmission case for cracks, damage, or oil leaks.

15.Turbine Speed Sensor

A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of turbine speed sensor. If adhesion occurs, replace with a new part.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the harness connector from turbine speed sensor.
4) Remove the turbine speed sensor.



B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of turbine speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

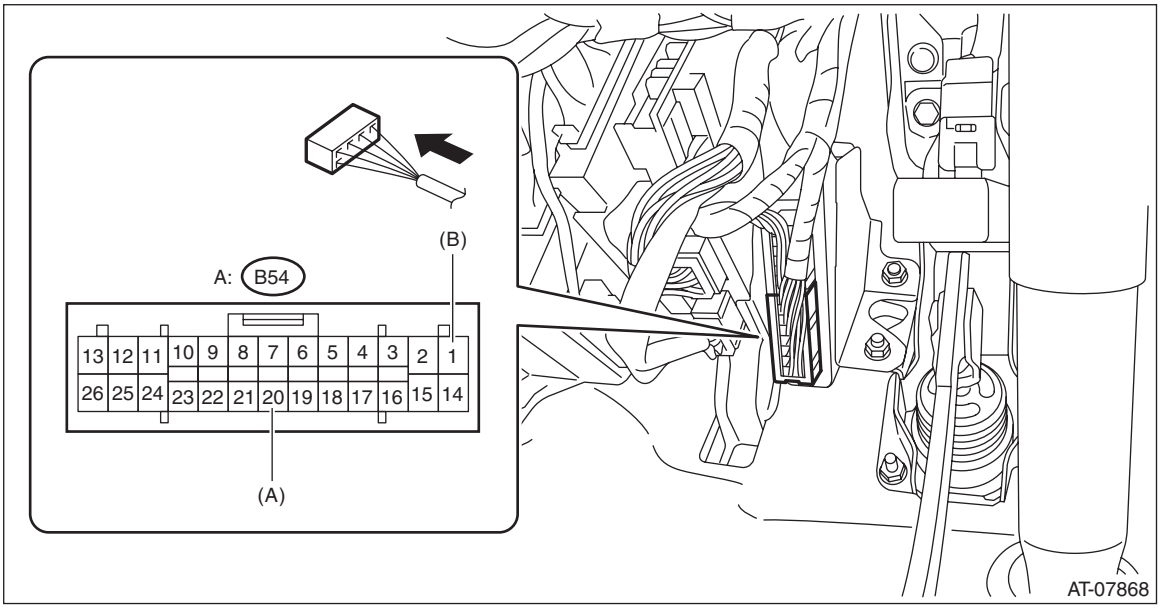
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
Turbine speed sensor
7 N·m (0.7 kgf-m, 5.2 ft-lb)
Under cover front - transmission
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

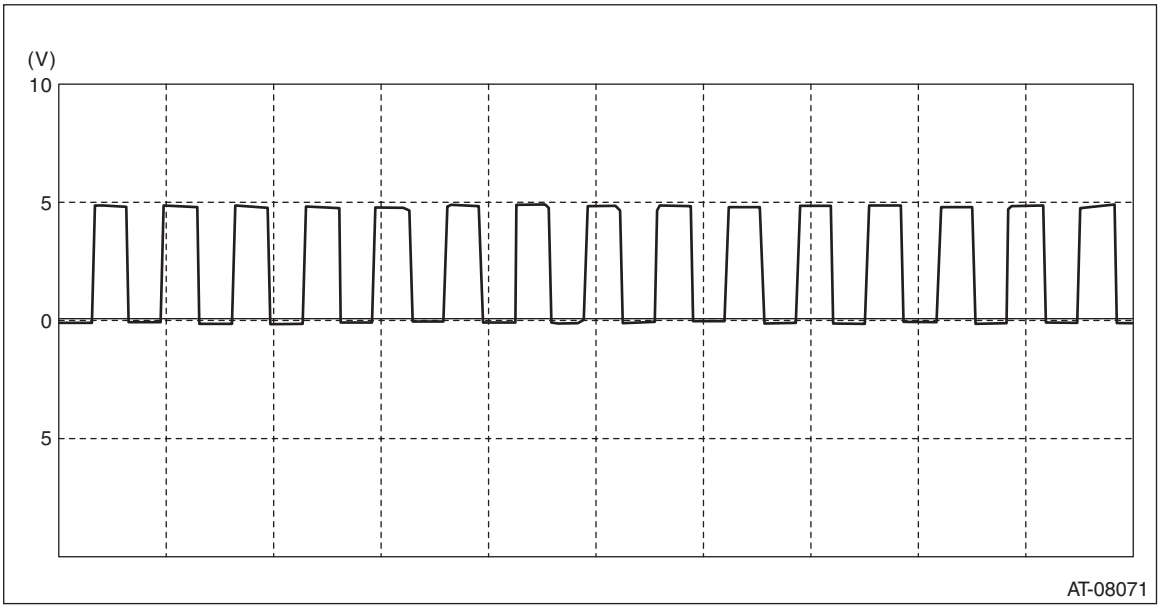
Connector & terminal
(B54) No. 20 (+) — No. 1 (–):



(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Check the waveform and output voltage of the turbine speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.



16.Diagnostic Procedure with Diagnostic Trouble Code (DTC)

A: DTC P0500 VEHICLE SPEED SENSOR “A”

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-5, DTC P0500 VEHICLE SPEED SENSOR “A”, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

VDC does not operate.

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC of VDC system using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.<Ref. to VDC(diag)-36, List of Diagnostic Trouble Code (DTC).>	Repair the poor contact of connector and harness between VDCCM&H/U and wheel speed sensor.

B: DTC P0601 INTERNAL CONTROL MODULE MEMORY CHECKSUM ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-6, DTC P0601 INTERNAL CONTROL MODULE MEMORY CHECKSUM ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

TCM ROM malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** 1) Perform the Clear Memory Mode using the Subaru Select Monitor.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Read the DTC.	Is DTC P0601 displayed?	Replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Current condition is normal. Check for interference from noise, etc.

C: DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-7, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

TCM RAM malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** 1) Perform the Clear Memory Mode using the Subaru Select Monitor.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Read the DTC.	Is DTC P0604 displayed?	Replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Current condition is normal. Check for interference from noise, etc.

D: DTC P062F INTERNAL CONTROL MODULE EEPROM ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-8, DTC P062F INTERNAL CONTROL MODULE EEPROM ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

TCM EEPROM malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** 1) Perform the Clear Memory Mode using the Subaru Select Monitor.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Read the DTC.	Is DTC P062F displayed?	Replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Current condition is normal. Check for interference from noise, etc.

E: DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-8, DTC P0705 TRANSMISSION RANGE SENSOR CIRCUIT (PRNDL INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

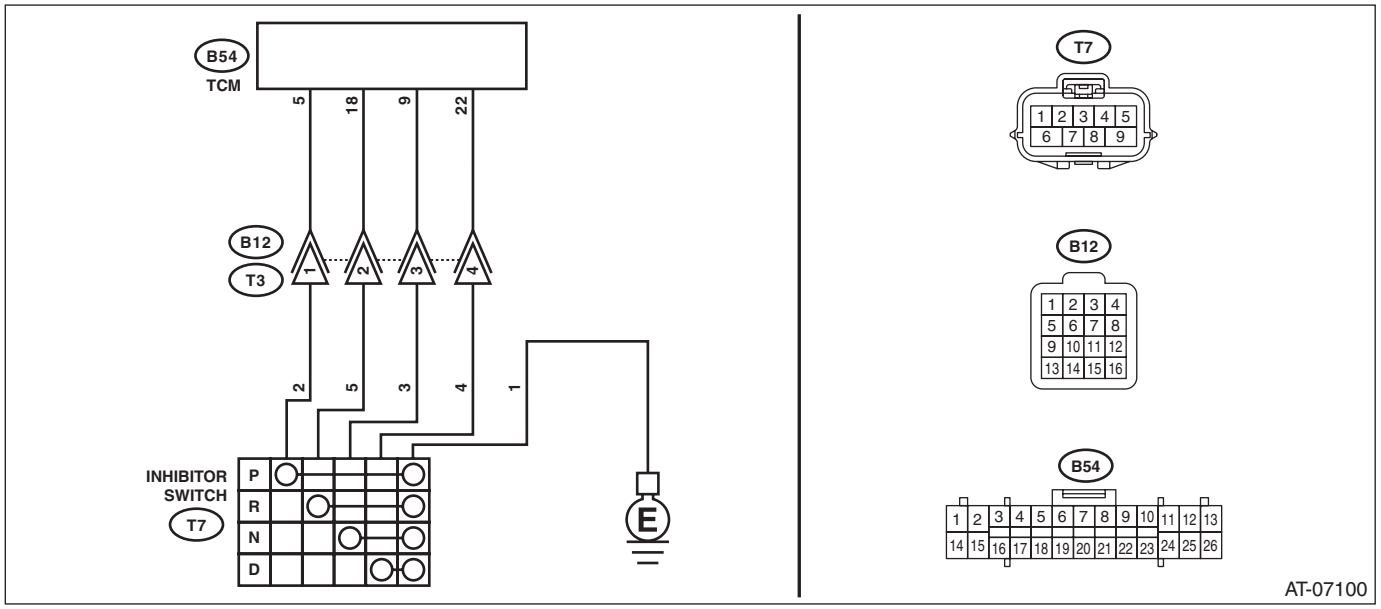
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

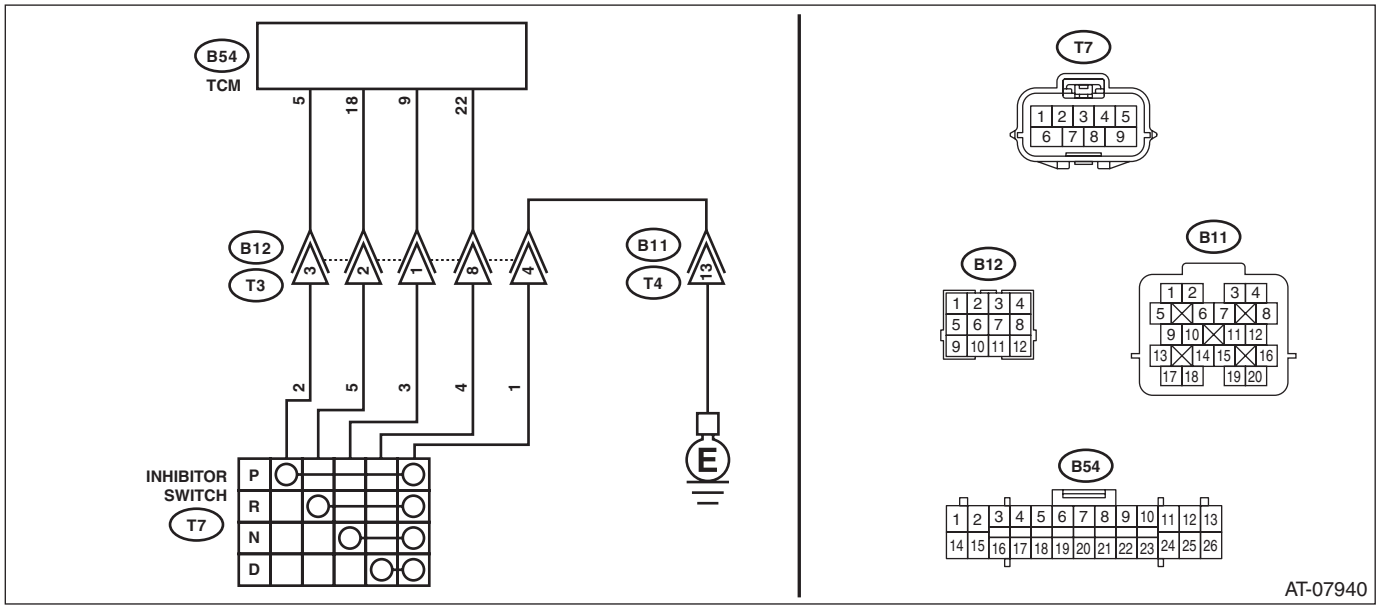
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is display “OFF” for the range other than corresponding range?	Go to step **5**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 5 — Chassis ground:*** ***(B54) No. 18 — Chassis ground:*** ***(B54) No. 9 — Chassis ground:*** ***(B54) No. 22 — Chassis ground:***	Is each resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of body harness.
3	**CHECK HARNESS.** 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 1 — Chassis ground:*** ***(T3) No. 2 — Chassis ground:*** ***(T3) No. 3 — Chassis ground:*** ***(T3) No. 4 — Chassis ground:*** ***Turbo model*** ***(T3) No. 3 — Chassis ground:*** ***(T3) No. 2 — Chassis ground:*** ***(T3) No. 1 — Chassis ground:*** ***(T3) No. 8 — Chassis ground:***	Is each resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of transmission harness.
4	**CHECK INHIBITOR SWITCH.** Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. ***Connector & terminal*** ***(T7) No. 2 — (T7) No. 1:*** ***(T7) No. 5 — (T7) No. 1:*** ***(T7) No. 3 — (T7) No. 1:*** ***(T7) No. 4 — (T7) No. 1:***	Is the resistance other than corresponding range 1 MΩ or more?	Go to step **5**.	Replace the inhibitor switch.<Ref. to CVT(TR580)-90, Inhibitor Switch.> <Ref. to CVT(TR690)-92, Inhibitor Switch.>
5	**CHECK FOR POOR CONTACT.**	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

F: DTC P0708 AT RANGE SWITCH NOT INPUTTED

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-9, DTC P0708 AT RANGE SWITCH NOT INPUTTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

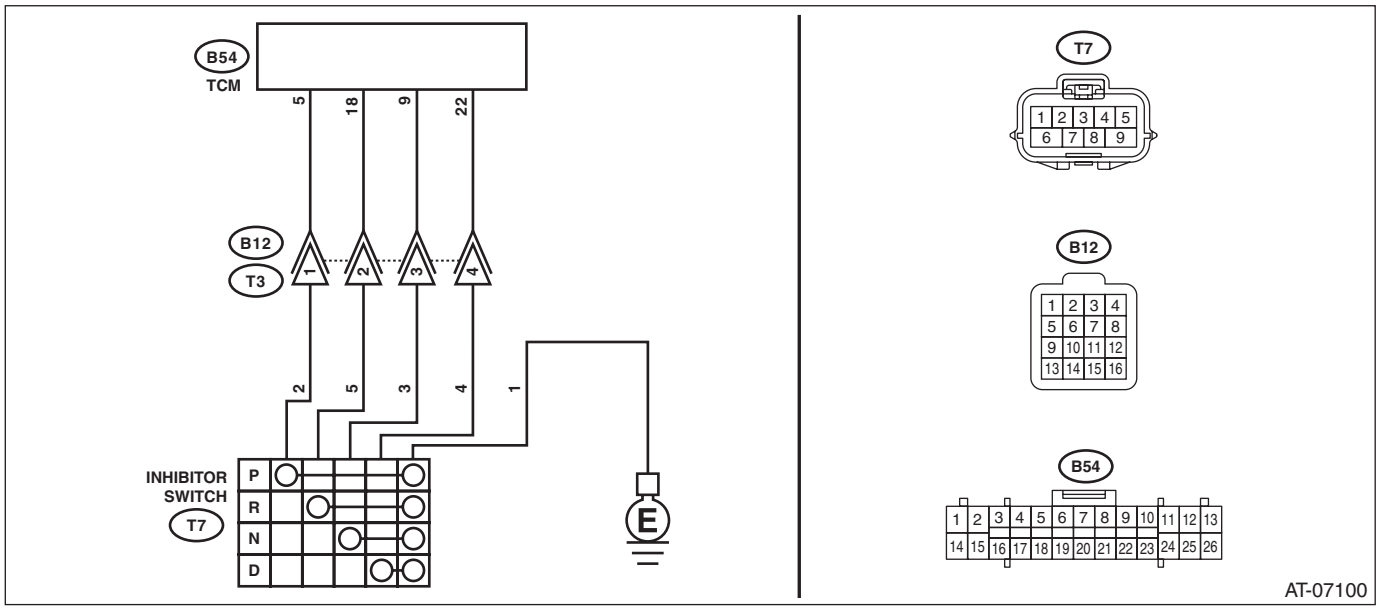
TROUBLE SYMPTOM:

- Shift characteristics are erroneous.
- The range position of the select lever and the position of shift indicator display do not match.

WIRING DIAGRAM:

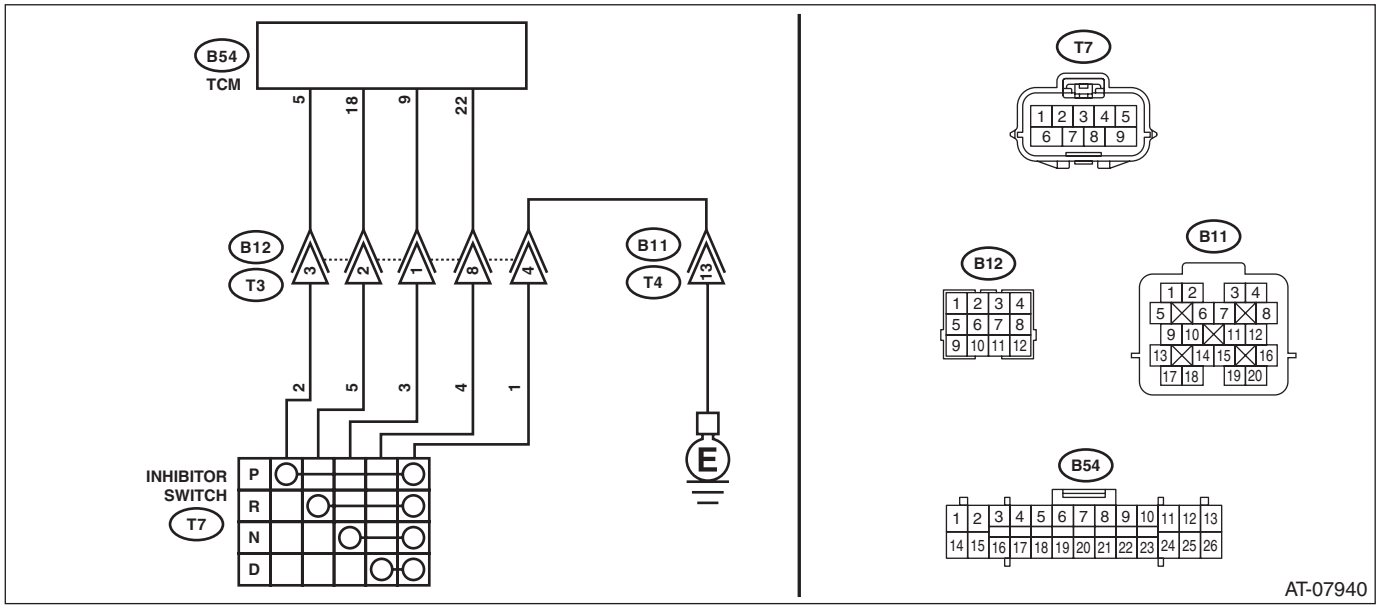
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to ON. 2) Move the select lever to each range, and read the data of «P range», «R Range Signal», «N range» and «D Range Signal» using the Subaru Select Monitor.	Is the display of the corresponding range “ON”?	Go to step **7**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance of harness between TCM connector and transmission connector. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 5 — (B12) No. 1:*** ***(B54) No. 18 — (B12) No. 2:*** ***(B54) No. 9 — (B12) No. 3:*** ***(B54) No. 22 — (B12) No. 4:*** ***Turbo model*** ***(B54) No. 5 — (B12) No. 3:*** ***(B54) No. 18 — (B12) No. 2:*** ***(B54) No. 9 — (B12) No. 1:*** ***(B54) No. 22 — (B12) No. 8:***	Is each resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of body harness.
3	**CHECK HARNESS.** Measure the resistance of harness between inhibitor switch connector and transmission ground. ***Connector & terminal*** ***(T7) No. 1 — Transmission ground:***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness.
4	**CHECK HARNESS.** 1) Disconnect the inhibitor switch connector. 2) Measure the resistance between transmission connector and inhibitor switch connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 1 — (T7) No. 2:*** ***(T3) No. 2 — (T7) No. 5:*** ***(T3) No. 3 — (T7) No. 3:*** ***(T3) No. 4 — (T7) No. 4:*** ***Turbo model*** ***(T3) No. 3 — (T7) No. 2:*** ***(T3) No. 2 — (T7) No. 5:*** ***(T3) No. 1 — (T7) No. 3:*** ***(T3) No. 8 — (T7) No. 4:***	Is each resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of transmission harness.
5	**CHECK INHIBITOR SWITCH.** Move the select lever to each range, and measure the resistance between inhibitor switch connector terminals. ***Connector & terminal*** ***(T7) No. 2 — (T7) No. 1:*** ***(T7) No. 5 — (T7) No. 1:*** ***(T7) No. 3 — (T7) No. 1:*** ***(T7) No. 4 — (T7) No. 1:***	Is the resistance of the corresponding range less than 1 MΩ?	Go to step **6**.	Replace the inhibitor switch.<Ref. to CVT(TR580)-90, Inhibitor Switch.> <Ref. to CVT(TR690)-92, Inhibitor Switch.>

	Step	Check	Yes	No
6	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between each connector and chassis ground. ***Connector & terminal*** ***Transmission connector (B12 side)*** ***Non-turbo model*** ***(B12) No. 1 (+) — Chassis ground (–):*** ***(B12) No. 2 (+) — Chassis ground (–):*** ***(B12) No. 3 (+) — Chassis ground (–):*** ***(B12) No. 4 (+) — Chassis ground (–):*** ***Turbo model*** ***(B12) No. 3 (+) — Chassis ground (–):*** ***(B12) No. 2 (+) — Chassis ground (–):*** ***(B12) No. 1 (+) — Chassis ground (–):*** ***(B12) No. 8 (+) — Chassis ground (–):*** ***Transmission connector (T7 side)*** ***(T7) No. 2 (+) — Chassis ground (–):*** ***(T7) No. 5 (+) — Chassis ground (–):*** ***(T7) No. 3 (+) — Chassis ground (–):*** ***(T7) No. 4 (+) — Chassis ground (–):***	Is each voltage less than 1 V?	Go to step **7**.	Repair the harness which outputs 1 V or more.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact between TCM, inhibitor switch, transmission ground?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

G: DTC P0711 ATF TEMP. SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-10, DTC P0711 ATF TEMP. SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

NOTE:
For the diagnostic procedure, perform the diagnosis according to DTC P0712 and P0713.<Ref. to CVT(diag)-51, DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).> <Ref. to CVT(diag)-53, DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

H: DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-11, DTC P0712 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

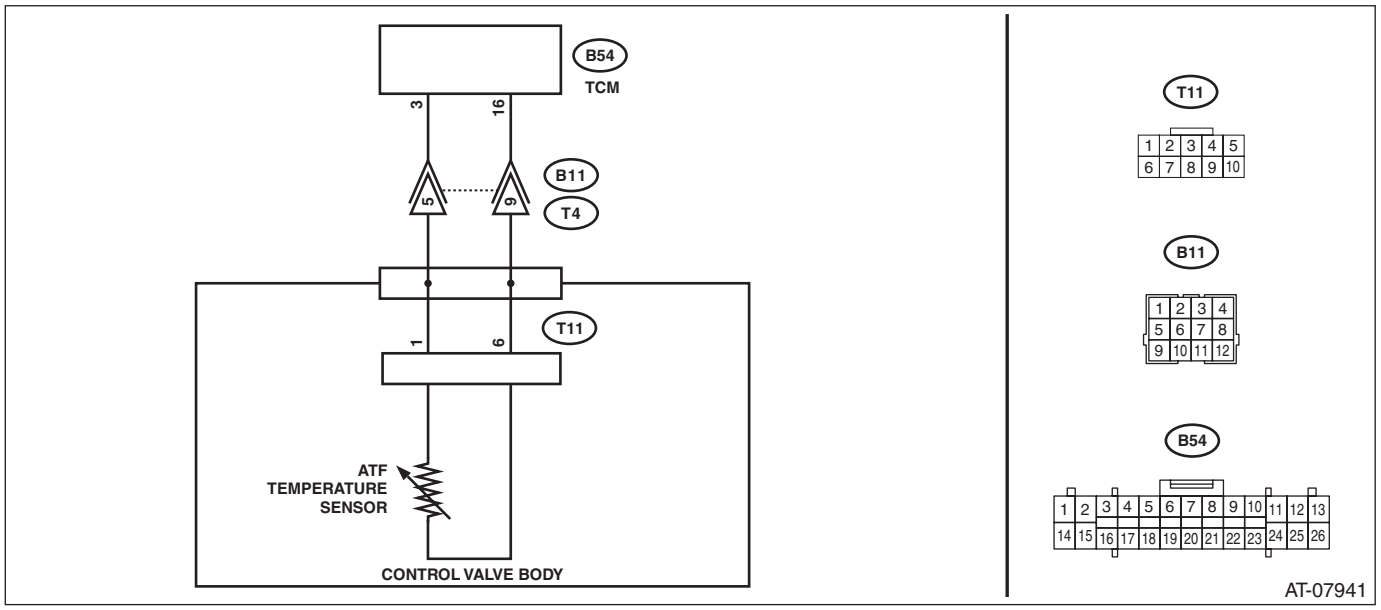
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

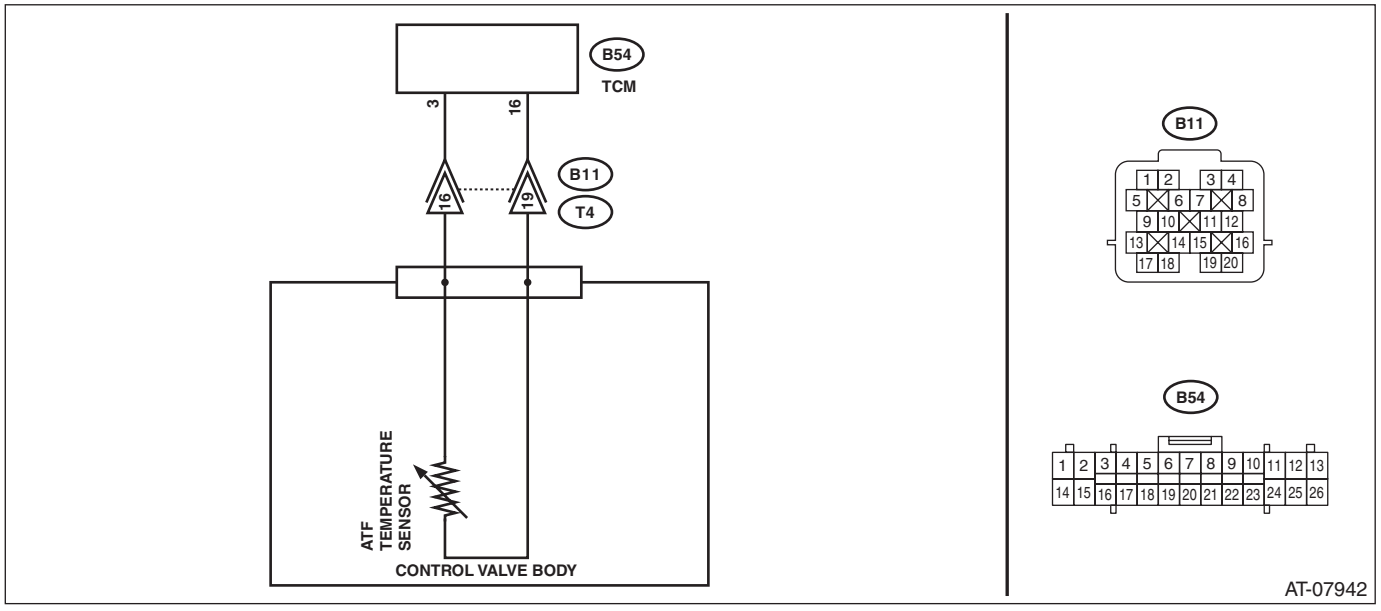
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM connector. 3) Measure the resistance of harness between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 3 — Chassis ground:*** ***(B54) No. 16 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Go to step **2**.
2	**CHECK HARNESS.** 1) Disconnect the transmission connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — Transmission body:*** ***(T4) No. 9 — Transmission body:*** ***Turbo model*** ***(T4) No. 16 — Transmission body:*** ***(T4) No. 19 — Transmission body:***	Is the resistance 1 MΩ or more?	Repair the short circuit of body harness.	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.
4	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T11) No. 1 — No. 6:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is resistance as follows? • Non-turbo model Fluid temperature 0°C → Approx. 6.0 kΩ Fluid temperature 20°C → Approx. 2.5 kΩ Fluid temperature 80°C → Approx. 330 Ω • Turbo model Fluid temperature 0°C → Approx. 6.2 kΩ Fluid temperature 20°C → Approx. 2.6 kΩ Fluid temperature 80°C → Approx. 370 Ω	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	• Non-turbo model Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.

I: DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-12, DTC P0713 TRANSMISSION FLUID TEMPERATURE SENSOR CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

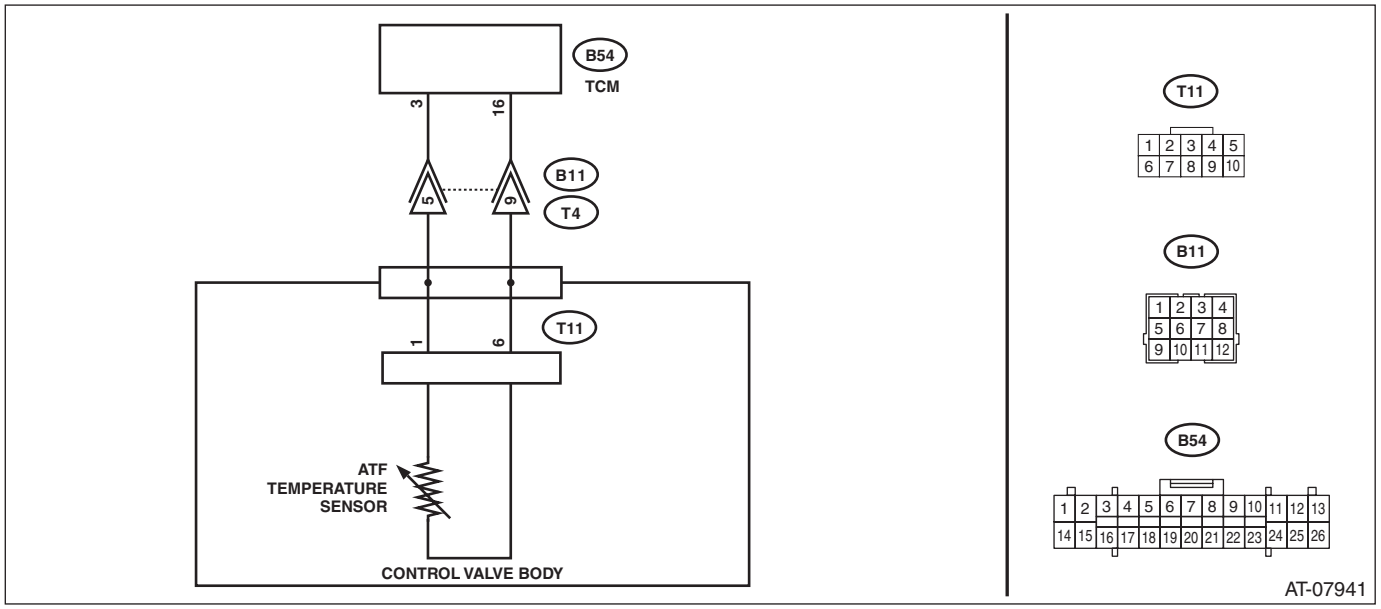
TROUBLE SYMPTOM:

- Excessive shift shock
- Shift characteristics malfunction

WIRING DIAGRAM:

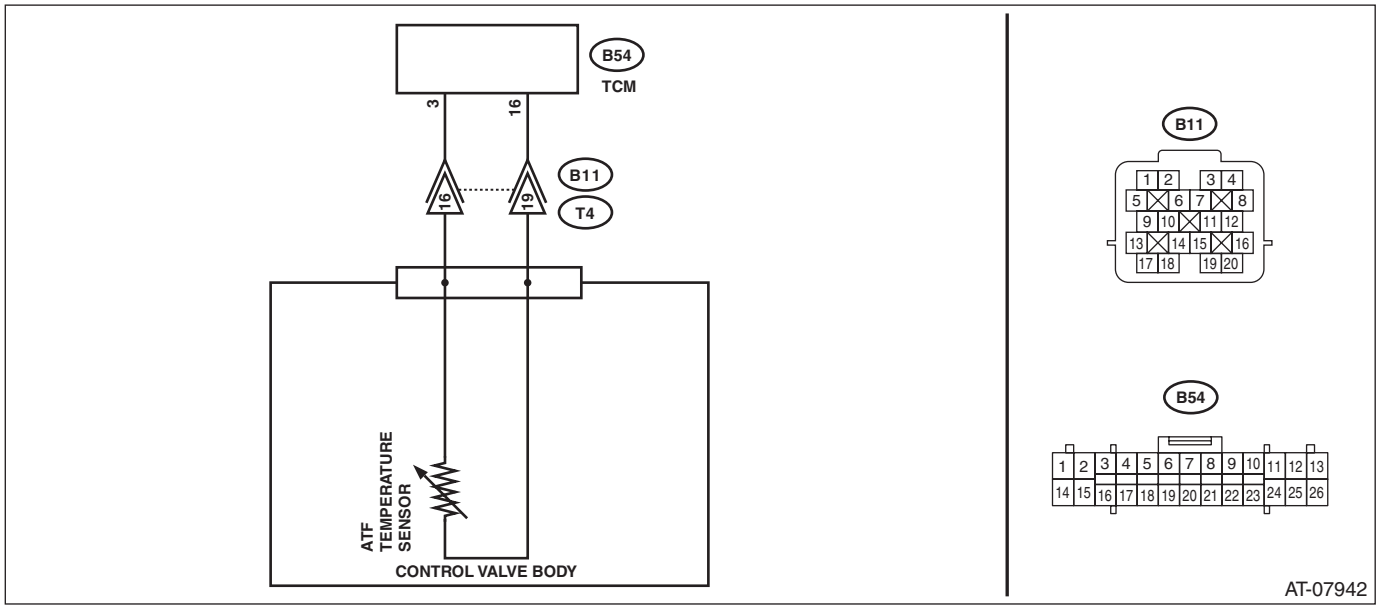
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connectors. ***Connector & terminal*** ***(B54) No. 3 (+) — (B54) No. 16 (–):***	Is the voltage 5 V or more?	Repair the short circuit of harness.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 3 — (B11) No. 5:*** ***(B54) No. 16 — (B11) No. 9:*** ***Turbo model*** ***(B54) No. 3 — (B11) No. 16:*** ***(B54) No. 16 — (B11) No. 19:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of body harness.
3	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is the resistance 1 MΩ or more?	• Non-turbo model Go to step **4**. • Turbo model Repair the open circuit of transmission harness.	Go to step **5**.
4	**CHECK HARNESS.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission valve cover. 2) Measure the resistance between transmission connector and control valve body connector. ***Connector & terminal*** ***(T4) No. 5 — (T11) No. 1:*** ***(T4) No. 9 — (T11) No. 6:***	Is the resistance less than 1 Ω?	Repair the open circuit of transmission harness on the outside of the transmission.	Repair the open circuit of transmission harness on the control valve side.
5	**CHECK ATF TEMPERATURE SENSOR.** 1) Connect the connectors to TCM and transmission. 2) Start the engine. 3) Warm up until the ATF temperature exceeds 50°C (122°F). 4) Turn the ignition switch to OFF. 5) Disconnect the transmission connector. 6) Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Is resistance as follows? • Non-turbo model 650 — 990 Ω • Turbo model 730 — 1120 Ω	Go to step **6**.	Go to step **8**.

	Step	Check	Yes	No
6	**CHECK ATF TEMPERATURE SENSOR.** Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 5 — No. 9:*** ***Turbo model*** ***(T4) No. 16 — No. 19:***	Does the resistance value increase gradually while the ATF temperature decreases?	Go to step **7**.	• Non-turbo model Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> • Turbo model Replace the transmission harness.
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the transmission connector. 2) Turn the ignition switch to ON. (Do not start engine.) 3) Read the data of «ATF Temp.» using the Subaru Select Monitor.	Does the ATF temperature gradually decrease?	Check for poor contact of the ATF temperature sensor and transmission connector harness, and repair the defective part.	Go to step **8**.
8	**CHECK FOR POOR CONTACT.**	Is there poor contact of ATF temperature sensor circuit?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

J: DTC P0716 TORQUE CONVERTER TURBINE SPEED

DTC DETECTING CONDITION:

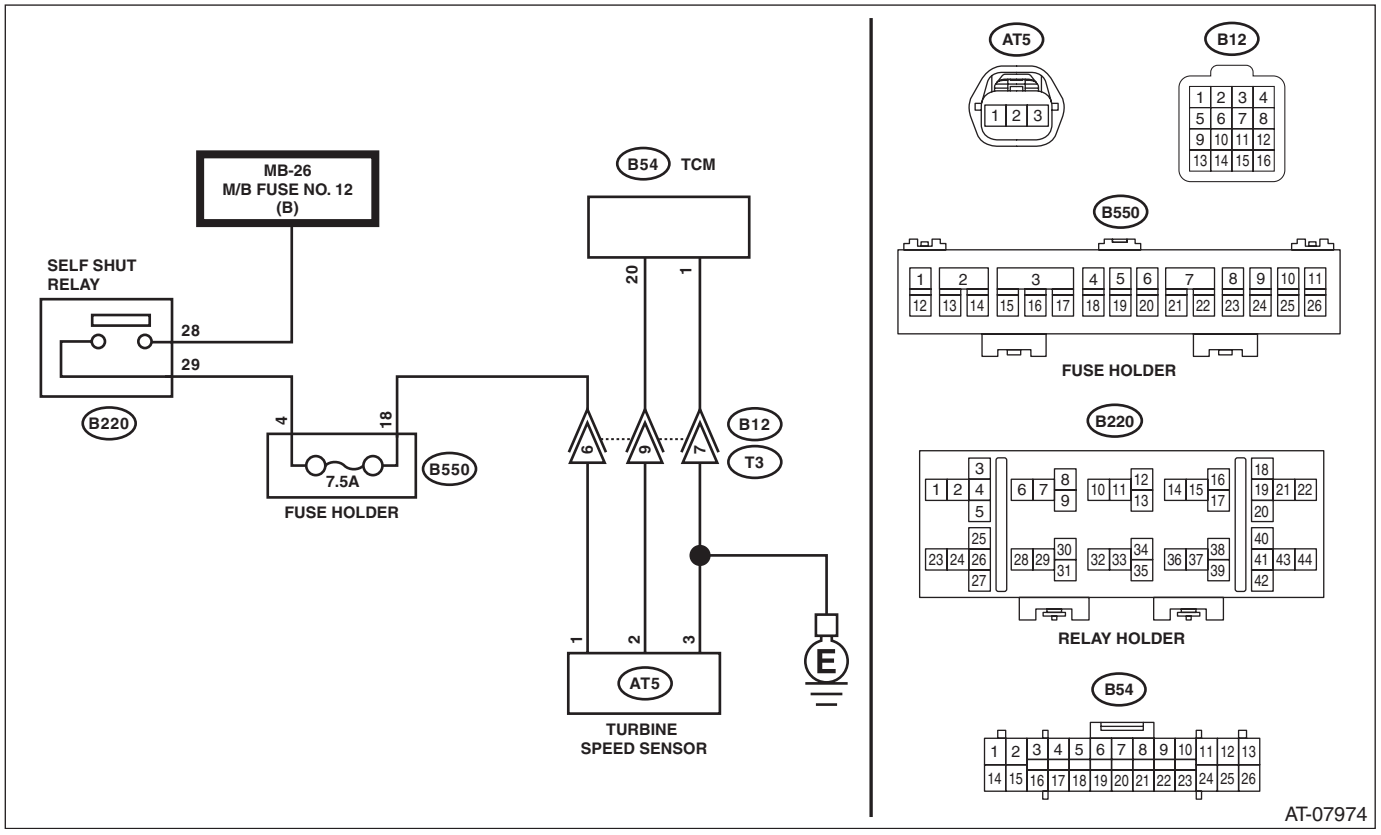
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-13, DTC P0716 TORQUE CONVERTER TURBINE SPEED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 20 — (B12) No. 9:*** ***(B550) No. 18 — (B12) No. 6:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.

	Step	Check	Yes	No
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 20 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***(B12) No. 6 (+) — (B12) No. 7 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Start the engine. 4) Read the data of «Turbine Revolution Speed» using the Subaru Select Monitor.	Does the value of «Turbine Revolution Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of turbine speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the turbine speed sensor connector. 5) Measure the resistance between transmission connector and turbine speed sensor connector. ***Connector & terminal*** ***(T3) No. 6 — (AT5) No. 1:*** ***(T3) No. 7 — (AT5) No. 3:*** ***(T3) No. 9 — (AT5) No. 2:***	Is the resistance less than 1 Ω?	Replace the turbine speed sensor.<Ref. to CVT(TR580)-98, Turbine Speed Sensor.>	Replace the transmission harness.

K: DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-14, DTC P0717 INPUT/TURBINE SPEED SENSOR "A" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- No lock-up occurs.
- Shock occurs when selecting shift position.
- Shift control malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0717, is DTC P0500 displayed?	Perform the diagnosis according to DTCs other than P0717.	Perform the diagnosis according to DTC P0716.<Ref. to CVT(diag)-56, DTC P0716 TORQUE CONVERTER TURBINE SPEED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

L: DTC P0719 BRAKE SWITCH CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-15, DTC P0719 BRAKE SWITCH CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

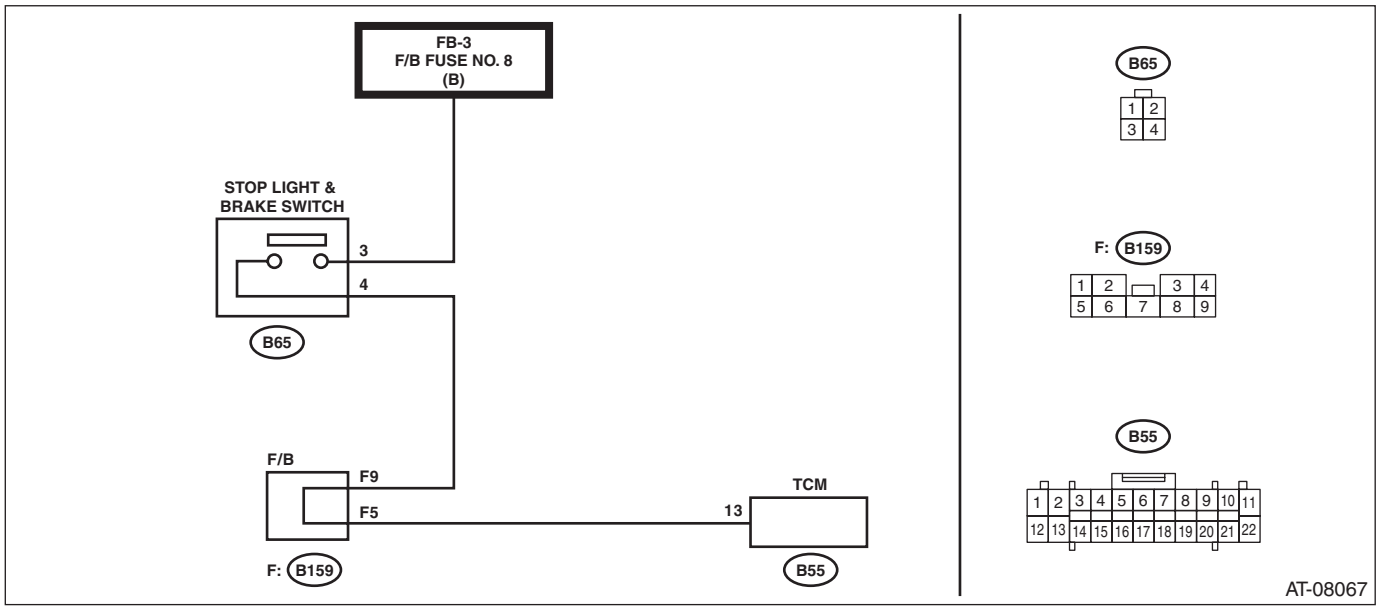
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

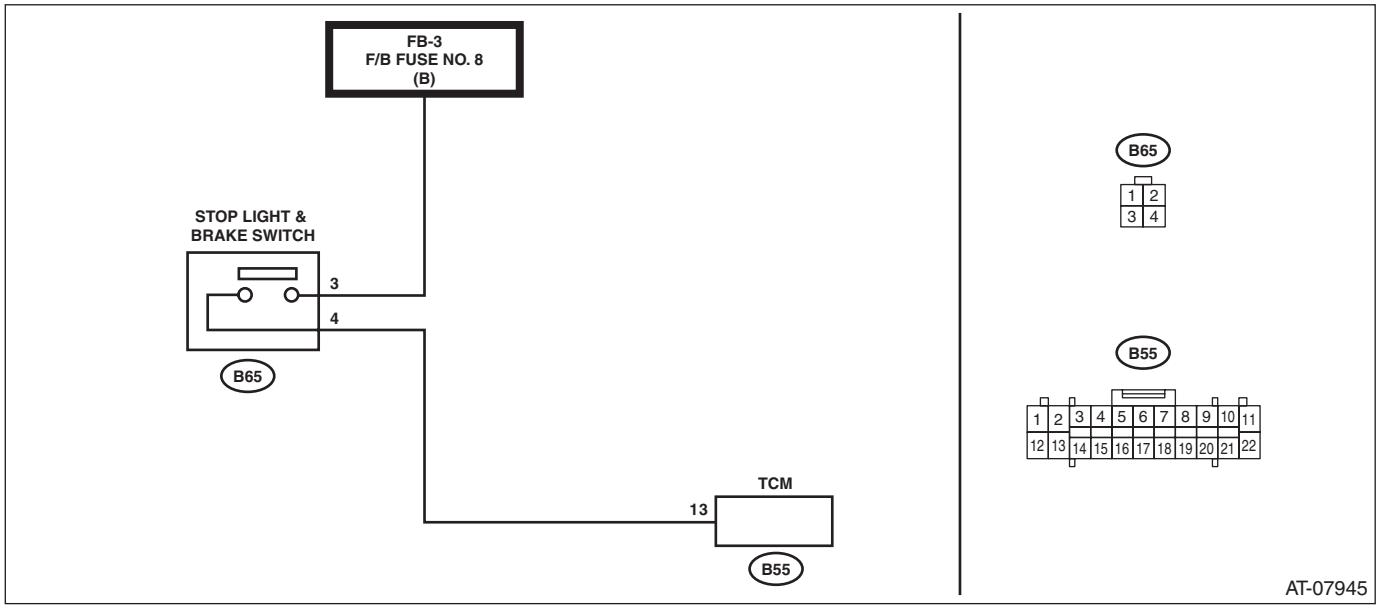
- Non-turbo model (without EyeSight and X mode)

Stop light system<Ref. to WI-395, WITHOUT EyeSight AND X MODE, WIRING DIAGRAM, Stop Light System.>



- Except for non-turbo model (without EyeSight and X mode)

Stop light system<Ref. to WI-397, EXCEPT FOR MODEL WITHOUT EyeSight AND X MODE, WIRING DIAGRAM, Stop Light System.>



	Step	Check	Yes	No
1	**CHECK FUSE (NO. 8).** 1) Turn the ignition switch to OFF. 2) Remove the fuse (No. 8).	Is the fuse (No. 8) blown out?	Replace the fuse (No. 8). If the new fuse (No. 8) has blown out easily, repair the short circuit of harness between fuse (No. 8) and stop light switch.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and stop light switch connector. 3) Measure the resistance between TCM connector and stop light switch connector. ***Connector & terminal*** ***(B55) No. 13 — (B65) No. 4:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and fuse (No. 8). ***Connector & terminal*** ***(B65) No. 3 — fuse (No. 8):***	Is the resistance less than 1 Ω?	Go to step **4**.	Repair the open circuit of harness.
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Install the fuse (No. 8). 2) Connect the TCM and stop light switch connector. 3) Depress the brake pedal. 4) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 13 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **5**.	Replace the stop light switch.<Ref. to BR-69, Stop Light Switch.>
5	**CHECK INPUT SIGNAL FOR TCM.** With brake pedal depressed, read the data of «Stop Light Switch» using Subaru Select Monitor.	Is “ON” displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **6**.
6	**CHECK FOR POOR CONTACT.**	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

M: DTC P0720 OUTPUT SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

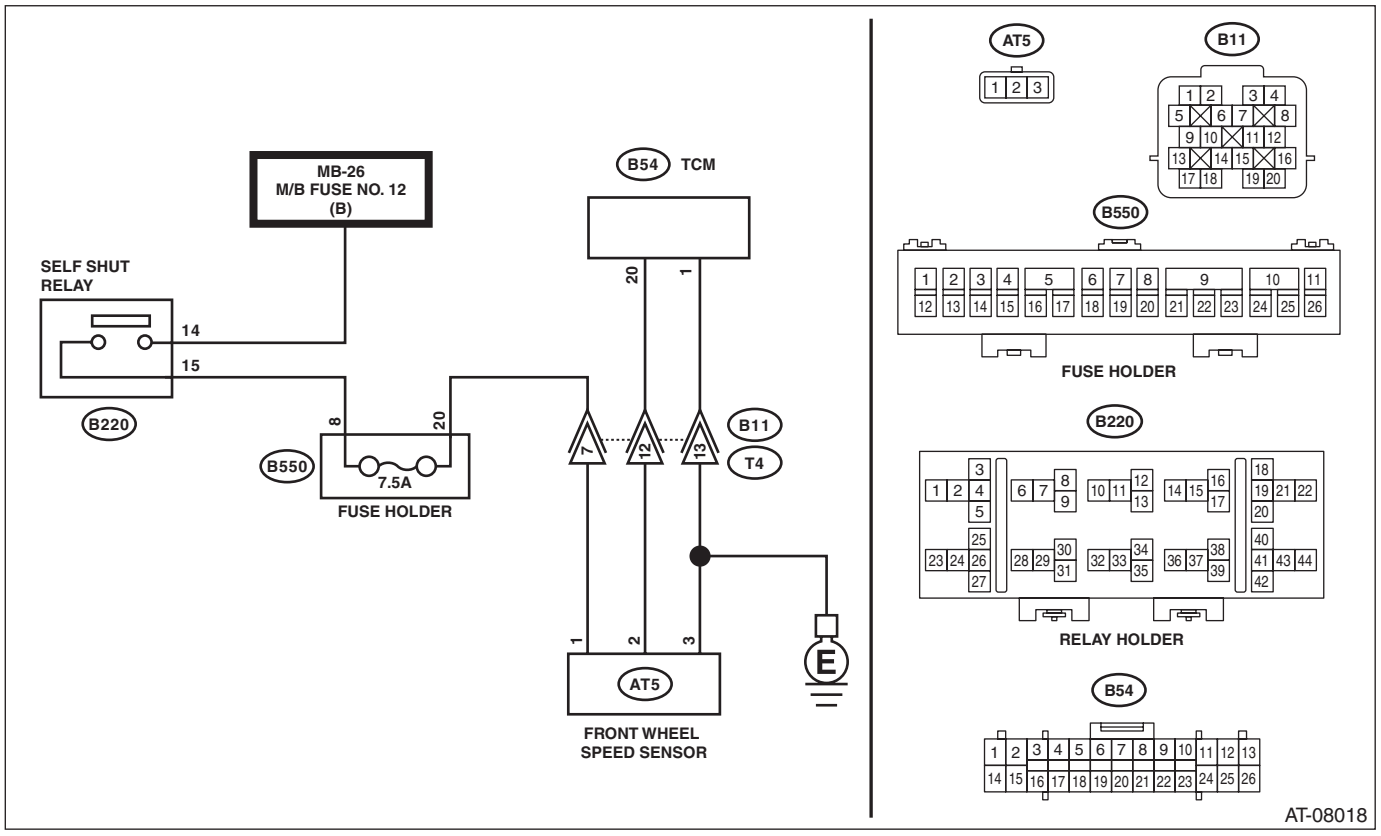
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-16, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Shock occurs when selecting shift position.
- Shift control malfunction

WIRING DIAGRAM:

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 1 — (B11) No. 13:*** ***(B54) No. 20 — (B11) No. 12:*** ***(B550) No. 20 — (B11) No. 7:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 20 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***(B11) No. 7 (+) — (B11) No. 13 (–):***	Is the voltage approx. 10 — 13 V?	Go to step **5**.	Repair the poor contact of harness or connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Slowly increase the speed to 30 km/h (19 MPH). 6) Read the data of «Front Wheel Speed» using Subaru Select Monitor.	Does the value of «Front Wheel Speed» change according to the engine speed?	Current condition is normal. Repair the poor contacts of harnesses of front wheel speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Lift up the vehicle. 4) Disconnect the front wheel speed sensor connector. 5) Measure the resistance between transmission connector and front wheel speed sensor connector. ***Connector & terminal*** ***(T4) No. 7 — (AT5) No. 1:*** ***(T4) No. 12 — (AT5) No. 2:*** ***(T4) No. 13 — (AT5) No. 3:***	Is the resistance less than 1 Ω?	Replace the front wheel speed sensor.<Ref. to CVT(TR690)-105, Front Wheel Speed Sensor.>	Replace the transmission harness.

N: DTC P0721 OUTPUT SHAFT SPEED SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-17, DTC P0721 OUTPUT SHAFT SPEED SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- No lock-up occurs.
- The engine stalls when the vehicle is stopped.
- Shift control malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0721, is DTC P0500 displayed?	Perform the diagnosis according to DTCs other than P0721.	Perform the diagnosis according to DTC P0720.<Ref. to CVT(diag)-61, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

O: DTC P0724 BRAKE SWITCH CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-18, DTC P0724 BRAKE SWITCH CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

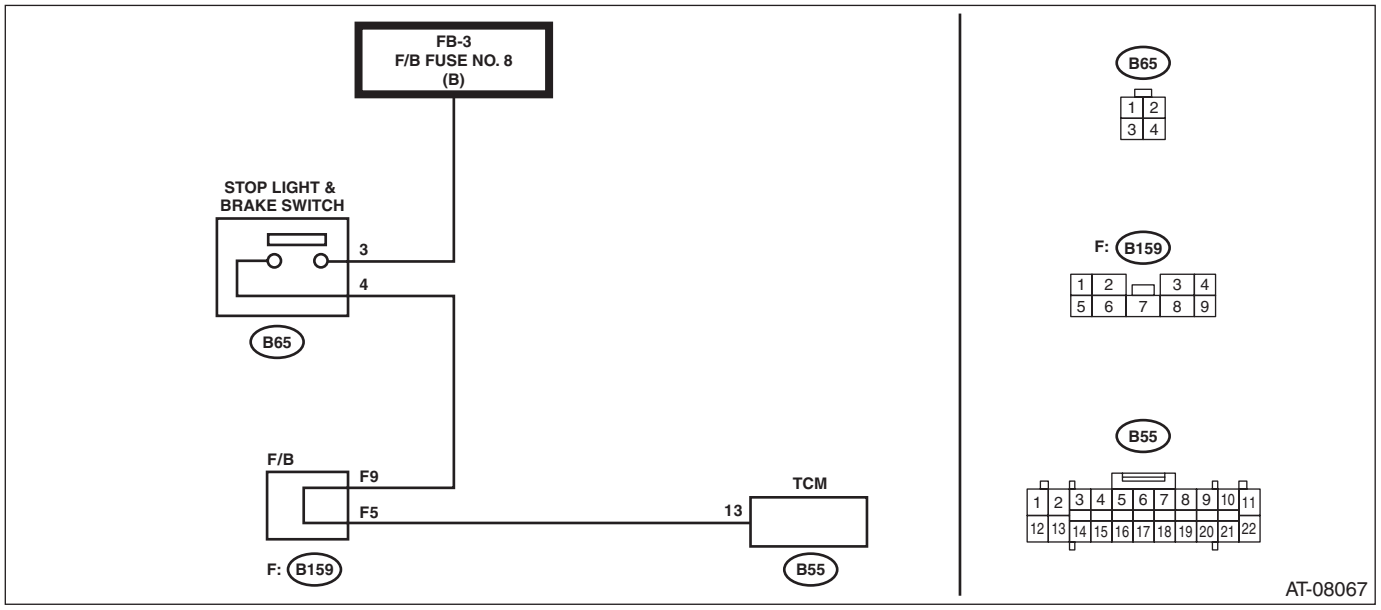
TROUBLE SYMPTOM:

Gear is not shifted down when climbing a hill or driving down a hill.

WIRING DIAGRAM:

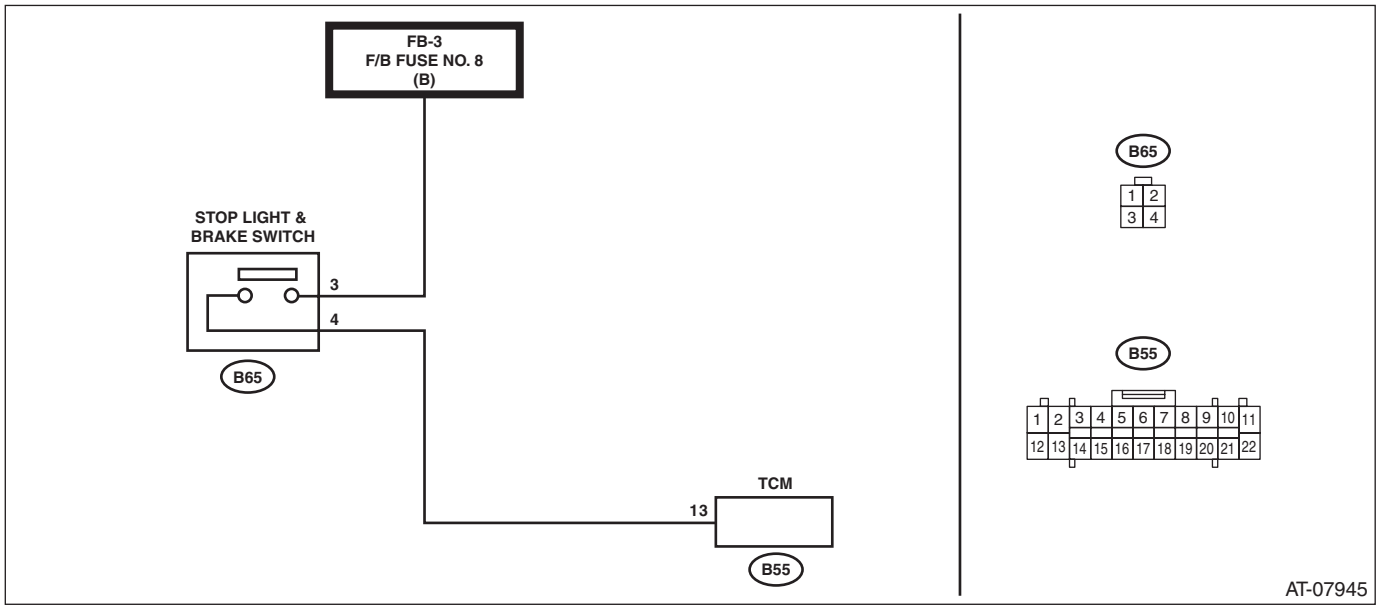
- Non-turbo model (without EyeSight and X mode)

Stop light system<Ref. to WI-395, WITHOUT EyeSight AND X MODE, WIRING DIAGRAM, Stop Light System.>



- Except for non-turbo model (without EyeSight and X mode)

Stop light system<Ref. to WI-397, EXCEPT FOR MODEL WITHOUT EyeSight AND X MODE, WIRING DIAGRAM, Stop Light System.>



	Step	Check	Yes	No
1	**CHECK STOP LIGHT SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the stop light switch connector. 3) Measure the resistance of harness between stop light switch connectors. ***Connector & terminal*** ***(B65) No. 3 — No. 4:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Replace the stop light switch.<Ref. to BR-69, Stop Light Switch.>
2	**CHECK HARNESS.** 1) Disconnect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 13 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Repair the short circuit of harness.	Go to step **3**.
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the TCM and stop light switch connector. 2) Turn the ignition switch to ON. 3) Read the data of «Stop Light Switch» using Subaru Select Monitor.	Is “OFF” displayed?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **4**.
4	**CHECK FOR POOR CONTACT.**	Is there poor contact of input signal of stop light switch?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

P: DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-19, DTC P0730 GEARSHIFT CONTROL PERFORMANCE ABNORMAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

	Step	Check	Yes	No
1	**CHECK TRANSMISSION FLUID.** Check the amount of ATF.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **2**.	Adjust the amount of ATF.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
2	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **3**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
3	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **4**.	Perform the diagnosis according to DTC P0841.<Ref. to CVT(diag)-89, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
4	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **5**.	Go to step **6**.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Slowly increase the speed to 40 km/h (25 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **6**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>

	Step	Check	Yes	No
6	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0730 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

Q: DTC P0746 PRESSURE CONTROL SOLENOID "A" PERFORMANCE/STUCK OFF

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-20, DTC P0746 PRESSURE CONTROL SOLENOID "A" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

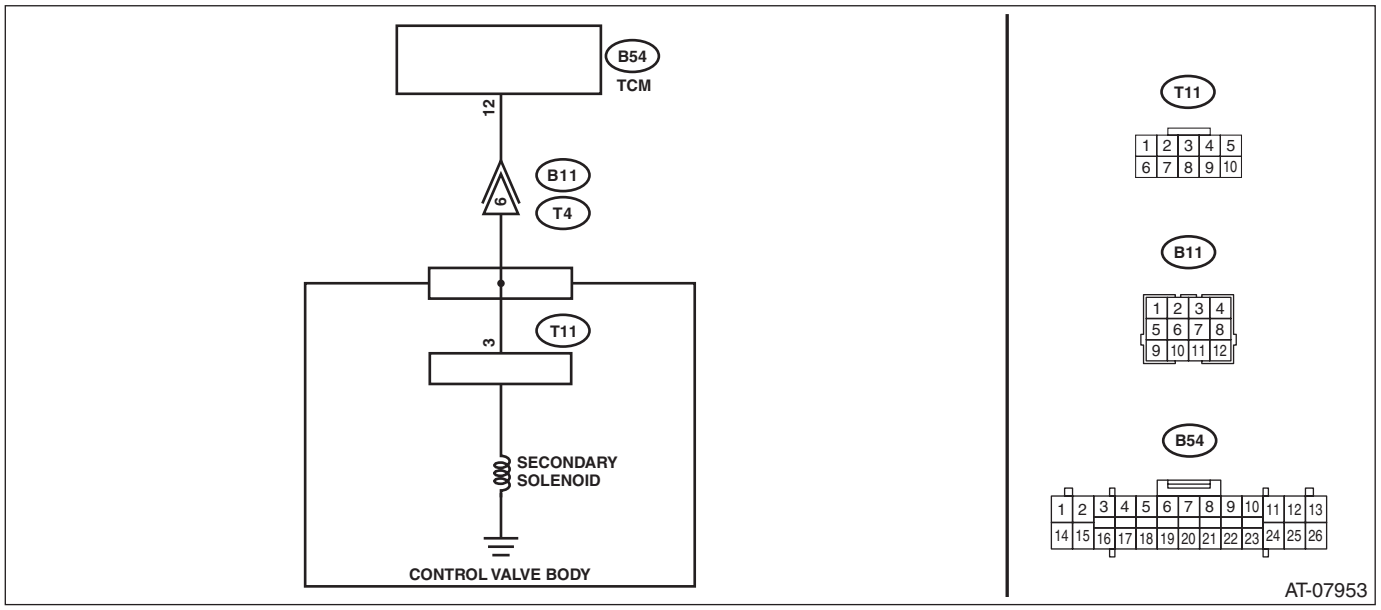
TROUBLE SYMPTOM:

- Shift control malfunction
- CVT chain slippage

WIRING DIAGRAM:

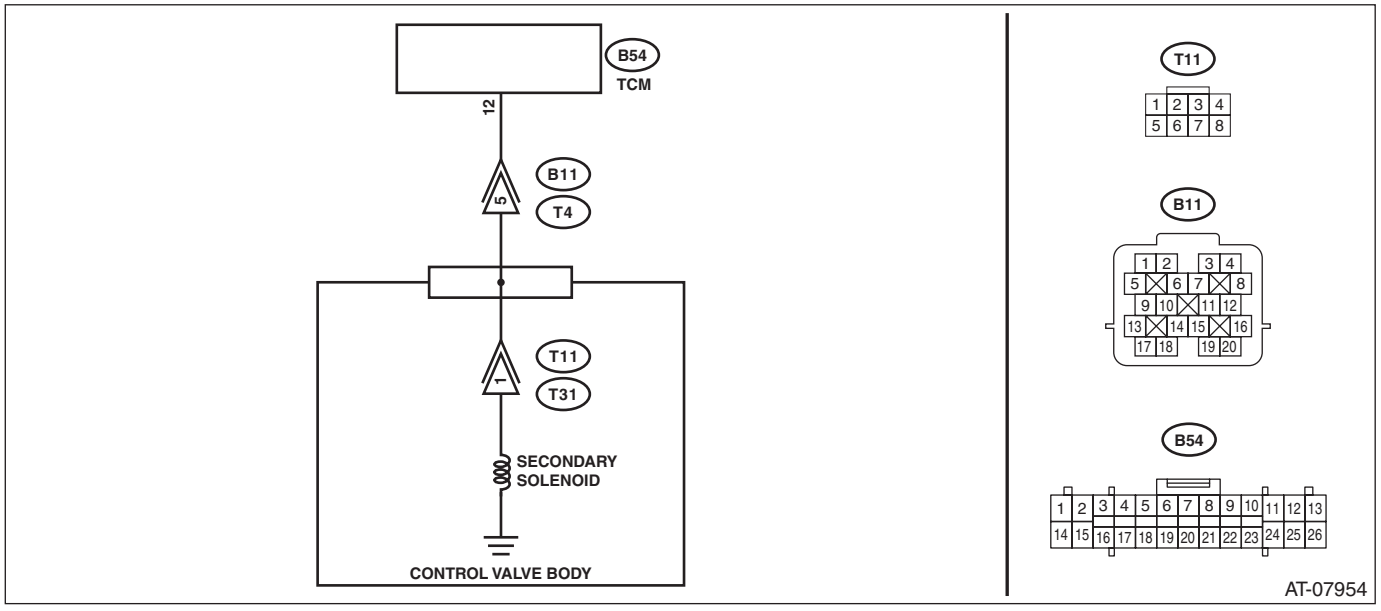
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0746, is any of the DTCs P0842, P0843, P0962 and P0963 displayed?	Perform the diagnosis according to DTCs other than P0746.	Go to step **2**.
2	**CHECK SECONDARY SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 5 — 7 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Keep the engine speed at 3,000 rpm. 2) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 6 value? Does the value change according to the engine speed, within the range of 1.5 — 2.5 MPa?	Go to step **8**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>

	Step	Check	Yes	No
8	**CHECK TCM INPUT SIGNAL (STALL TEST).** 1) Apply the parking brake. 2) Set the select lever to “D” range. 3) Depress the brake pedal firmly. 4) Slowly open the accelerator fully, and stabilize the engine speed. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 7 value? Does the value change according to the engine speed, within the range of 4.5 — 6.0 MPa?	Go to step **9**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0746 displayed?	Perform the secondary pressure test.<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

R: DTC P0747 PRESSURE CONTROL SOLENOID "A" STUCK ON

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-24, DTC P0747 PRESSURE CONTROL SOLENOID "A" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

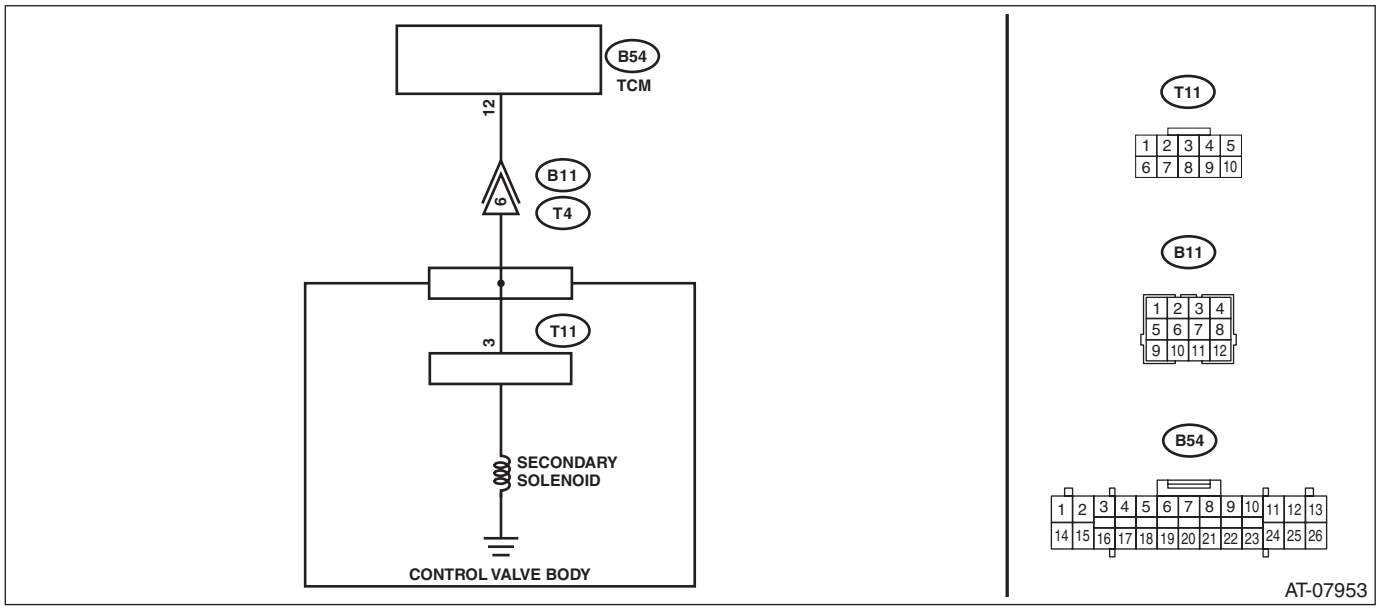
TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

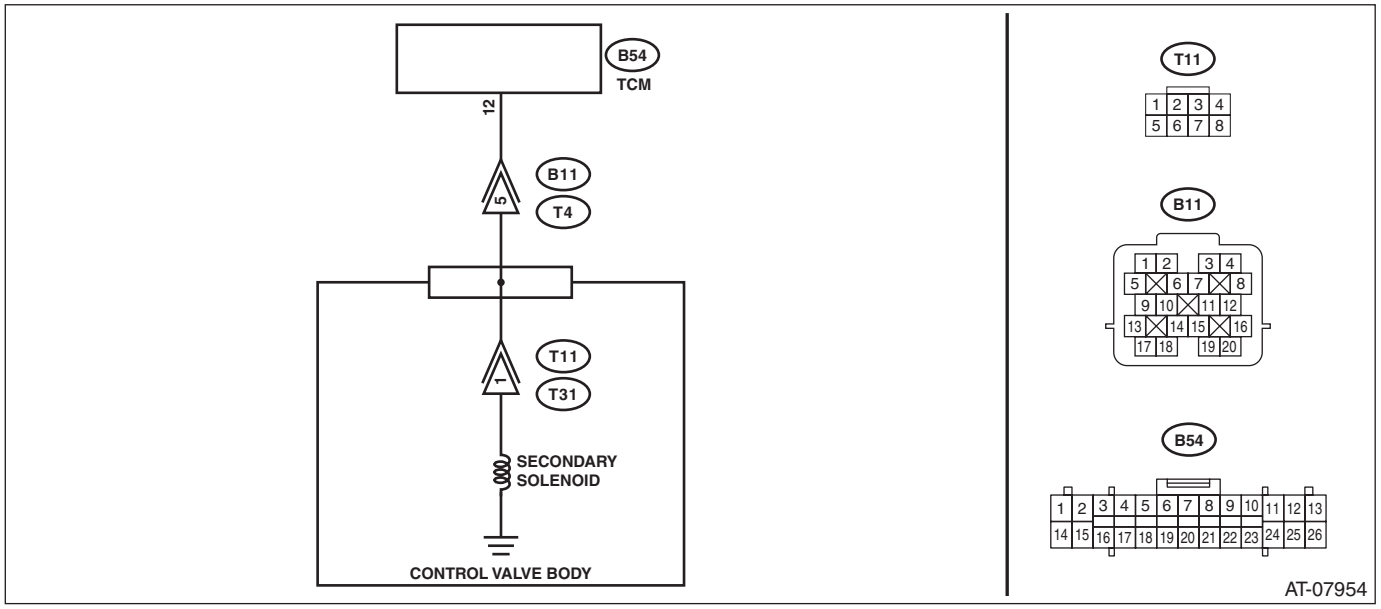
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0747, is any of the DTCs P0842, P0843, P0962 and P0963 displayed?	Perform the diagnosis according to DTCs other than P0747.	Go to step **2**.
2	**CHECK SECONDARY SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 5 — 7 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the "Corrective action" of ATF (CVTF) "CONDITION CHECK".<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Keep the engine speed at 3,000 rpm. 2) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 6 value? Does the value change according to the engine speed, within the range of 1.5 — 2.5 MPa?	Go to step **8**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>

	Step	Check	Yes	No
8	**CHECK TCM INPUT SIGNAL (STALL TEST).** 1) Apply the parking brake. 2) Set the select lever to “D” range. 3) Depress the brake pedal firmly. 4) Slowly open the accelerator fully, and stabilize the engine speed. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 7 value? Does the value change according to the engine speed, within the range of 4.5 — 6.0 MPa?	Go to step **9**.	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0747 displayed?	Perform the secondary pressure test.<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

S: DTC P0751 SHIFT SOLENOID "A" PERFORMANCE/STUCK OFF

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-28, DTC P0751 SHIFT SOLENOID "A" PERFORMANCE/ STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

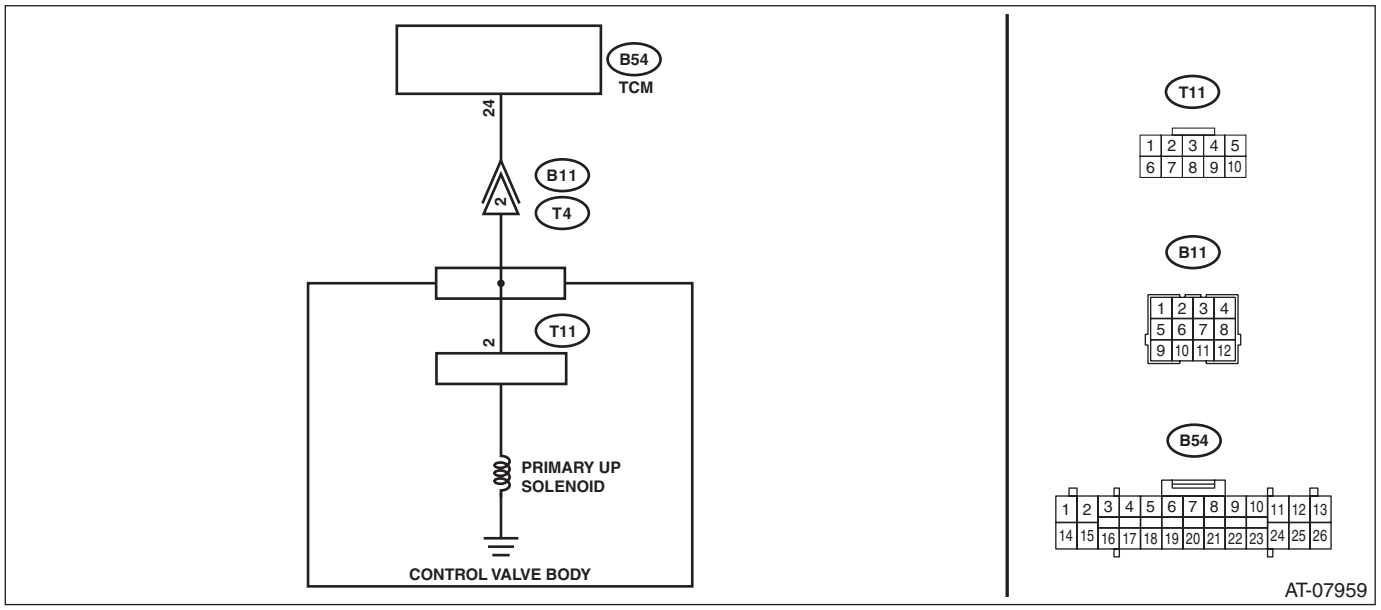
TROUBLE SYMPTOM:

- Shift control malfunction
- Engine speed increases abruptly.

WIRING DIAGRAM:

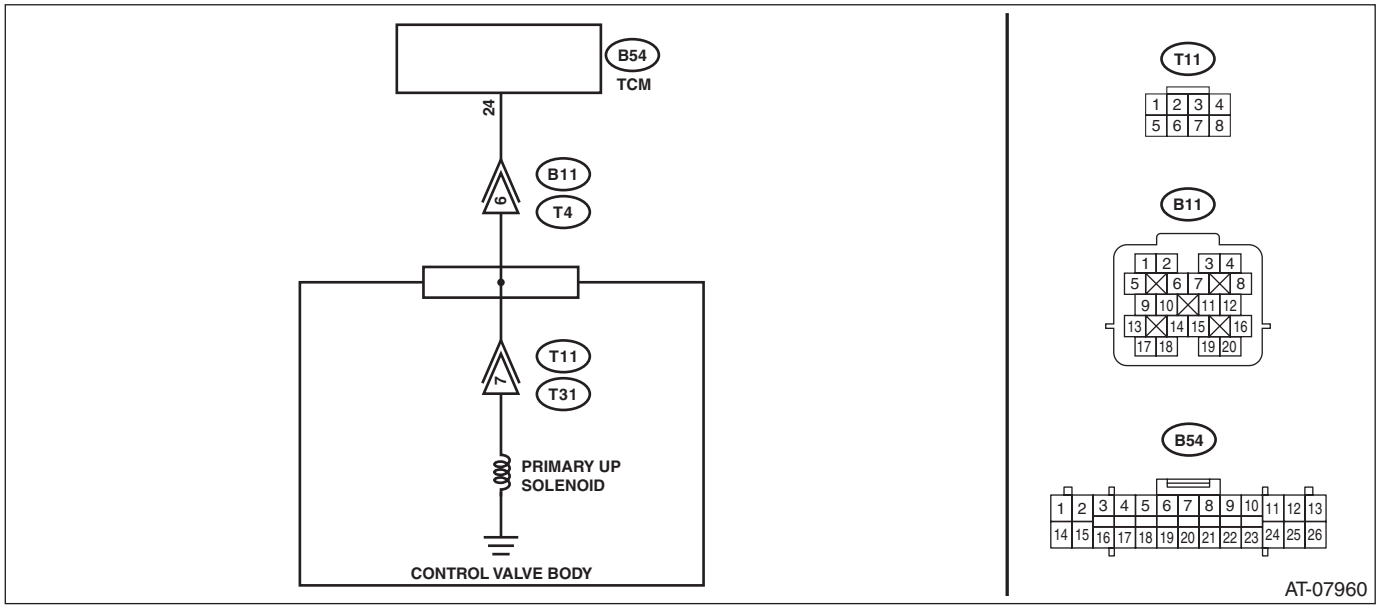
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0751, is any of the DTCs P0973, P0974, P0976, P0977, P2747 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0751.	Go to step **2**.
2	**CHECK PRIMARY UP SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>

	Step	Check	Yes	No
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **8**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
8	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Slowly increase the speed to 40 km/h (25 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **9**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0751 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

T: DTC P0752 SHIFT SOLENOID "A" STUCK ON

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-29, DTC P0752 SHIFT SOLENOID "A" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

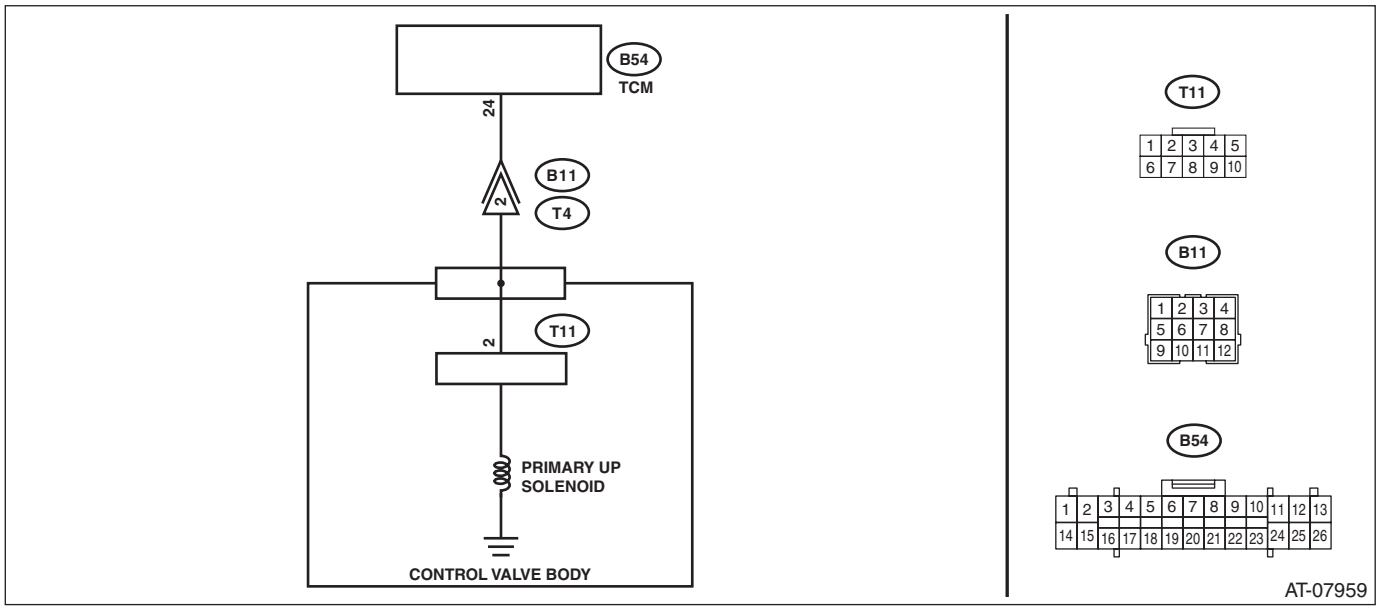
TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

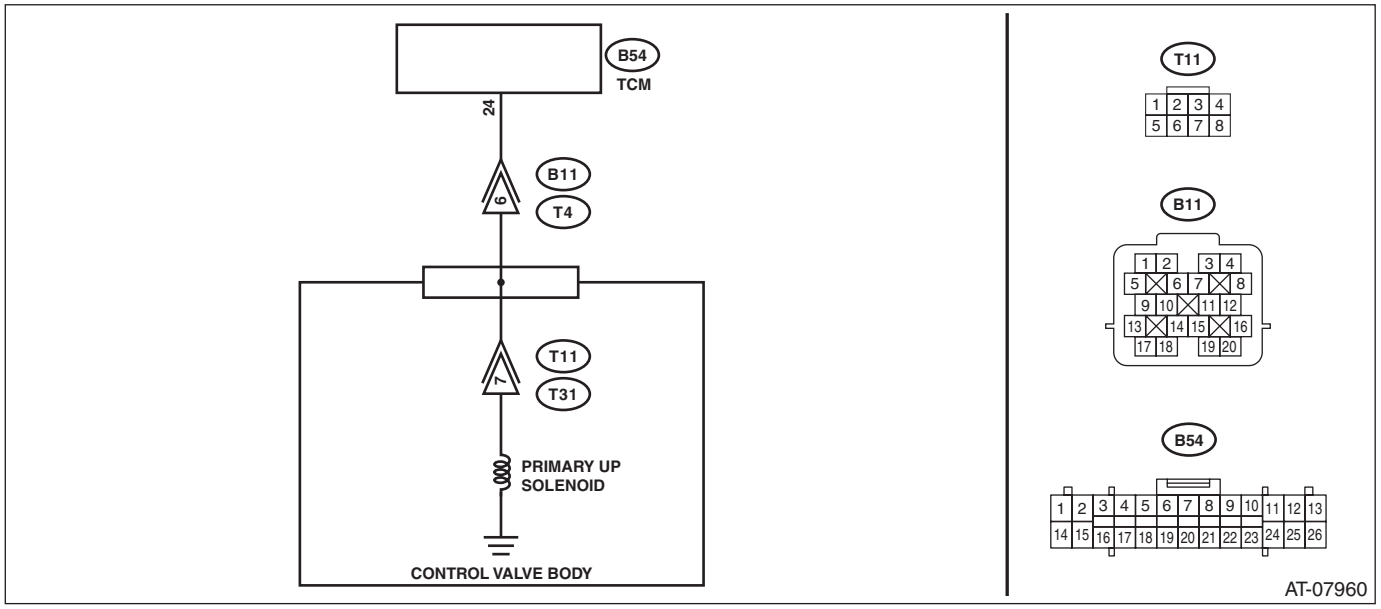
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0752, is any of the DTCs P0973, P0974, P0976, P0977, P2747 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0752.	Go to step **2**.
2	**CHECK PRIMARY UP SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>

	Step	Check	Yes	No
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **8**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
8	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Slowly increase the speed to 40 km/h (25 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **9**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0752 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

U: DTC P0756 SHIFT SOLENOID "B" PERFORMANCE/STUCK OFF

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-30, DTC P0756 SHIFT SOLENOID "B" PERFORMANCE/ STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

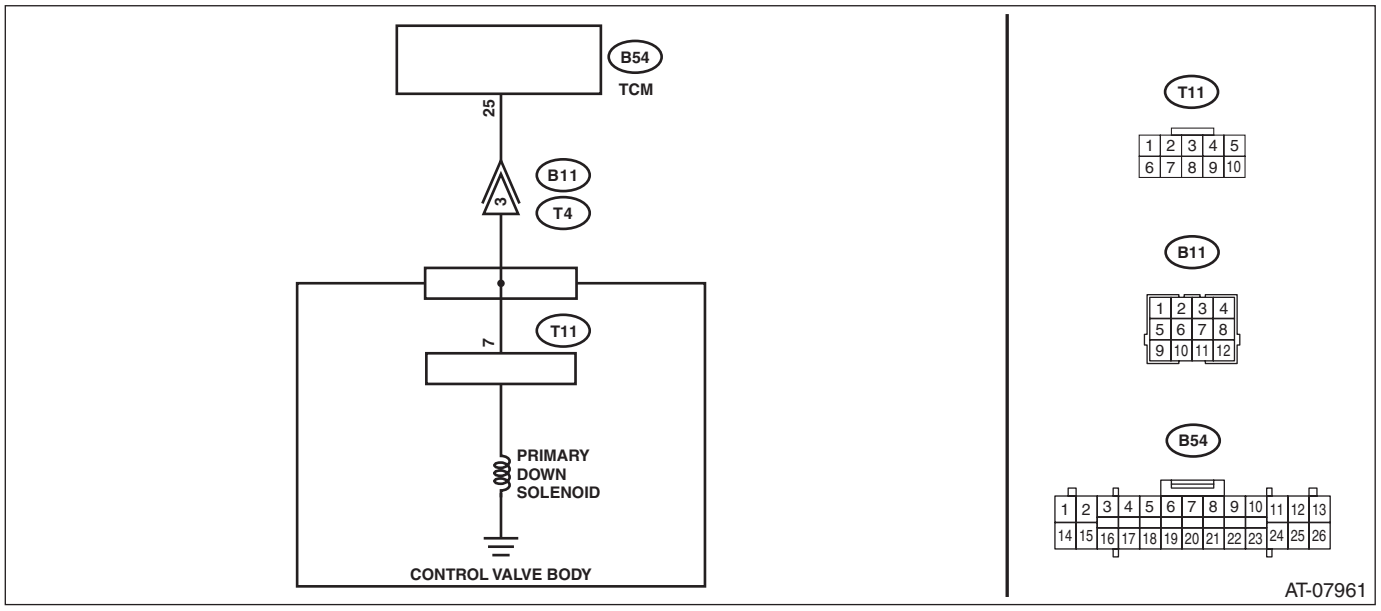
TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

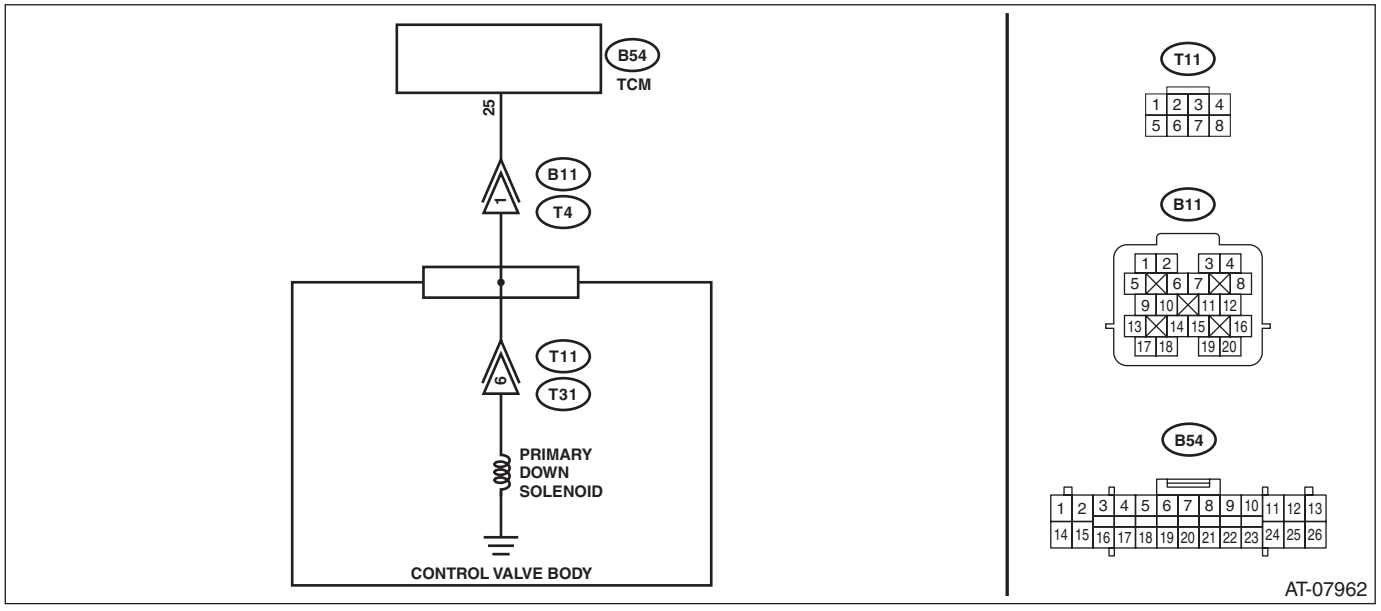
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0756, is any of the DTCs P0973, P0974, P0976, P0977, P2747 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0756.	Go to step **2**.
2	**CHECK PRIMARY DOWN SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>

	Step	Check	Yes	No
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **8**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
8	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Slowly increase the speed to 40 km/h (25 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **9**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0756 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

V: DTC P0757 SHIFT SOLENOID "B" STUCK ON

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-31, DTC P0757 SHIFT SOLENOID "B" STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

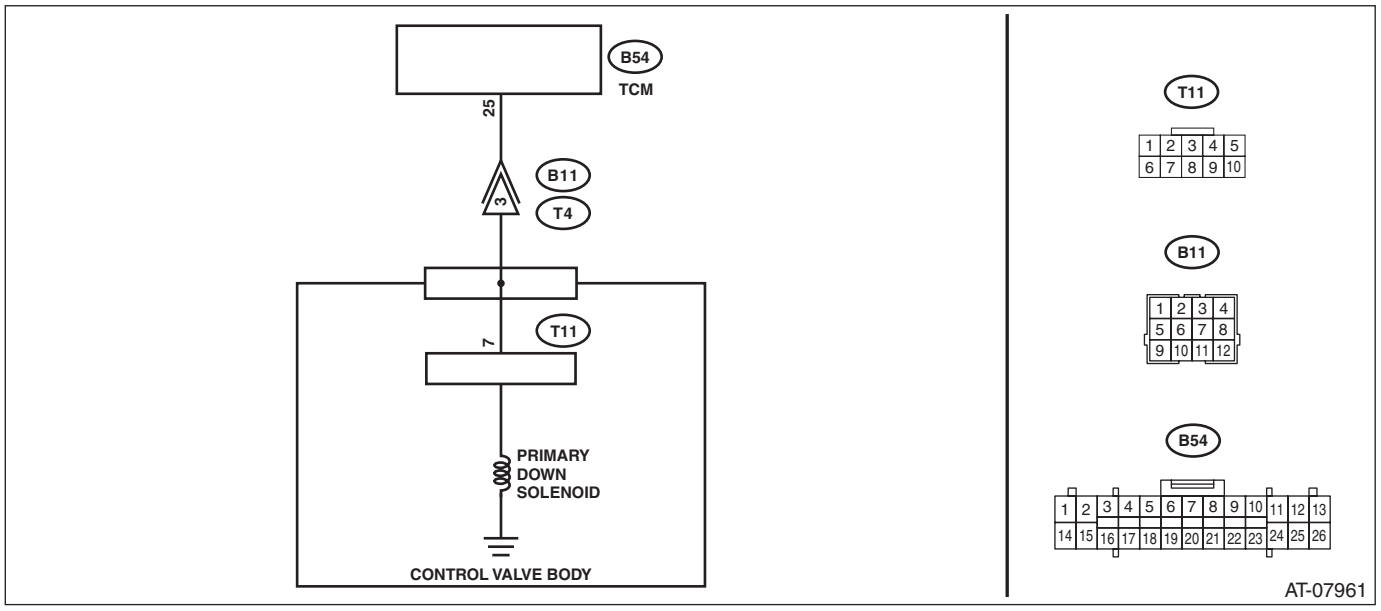
TROUBLE SYMPTOM:

- Vibration occurs at shift change.
- Shift control malfunction

WIRING DIAGRAM:

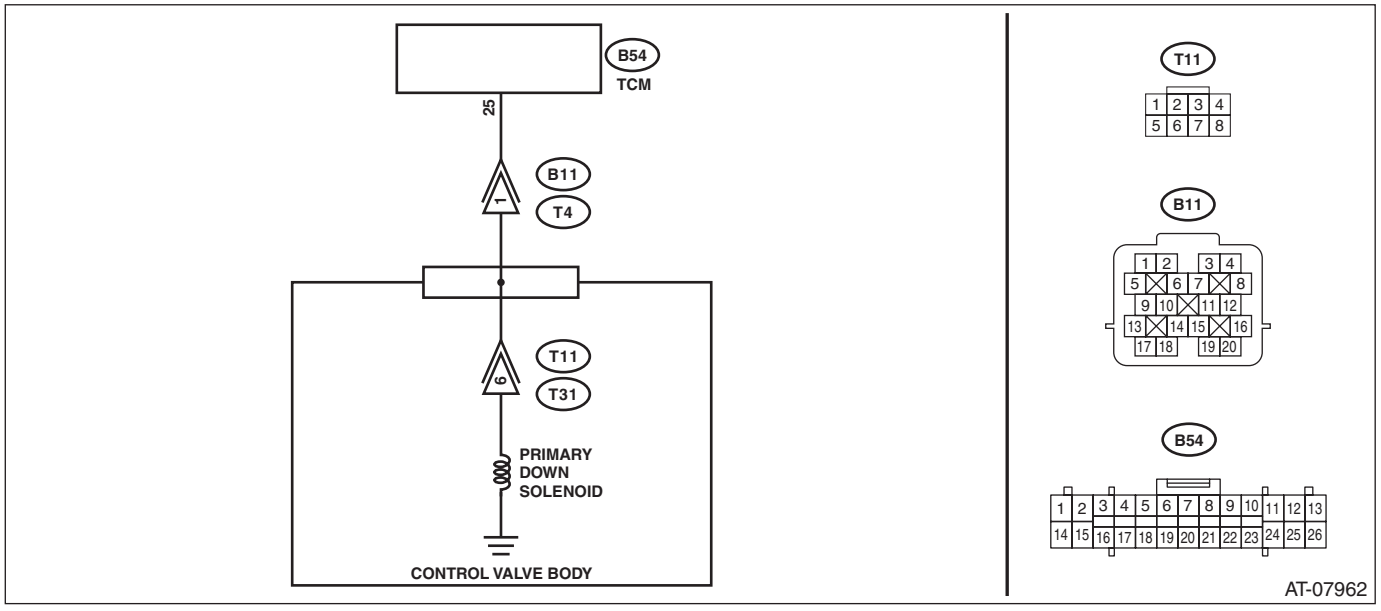
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0757, is any of the DTCs P0973, P0974, P0976, P0977, P2747 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0757.	Go to step **2**.
2	**CHECK PRIMARY DOWN SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>

	Step	Check	Yes	No
7	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Release the brake pedal to stabilize the engine speed and front wheel speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 1.5 — 2.6 • Turbo model 2.0 — 2.4	Go to step **8**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
8	**CHECK INPUT SIGNAL FOR TCM.** 1) Set the select lever to “D” range. 2) Slowly increase the speed to 40 km/h (25 MPH) and keep the constant speed. 3) Read the data of «Actual Gear Ratio» using Subaru Select Monitor.	Is the «Actual Gear Ratio» as follows? • Non-turbo model 0.5 — 0.9 • Turbo model 0.5 — 0.8	Go to step **9**.	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
9	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0757 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

W: DTC P0776 PRESSURE CONTROL SOLENOID "B" PERFORMANCE/STUCK OFF

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-32, DTC P0776 PRESSURE CONTROL SOLENOID "B" PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

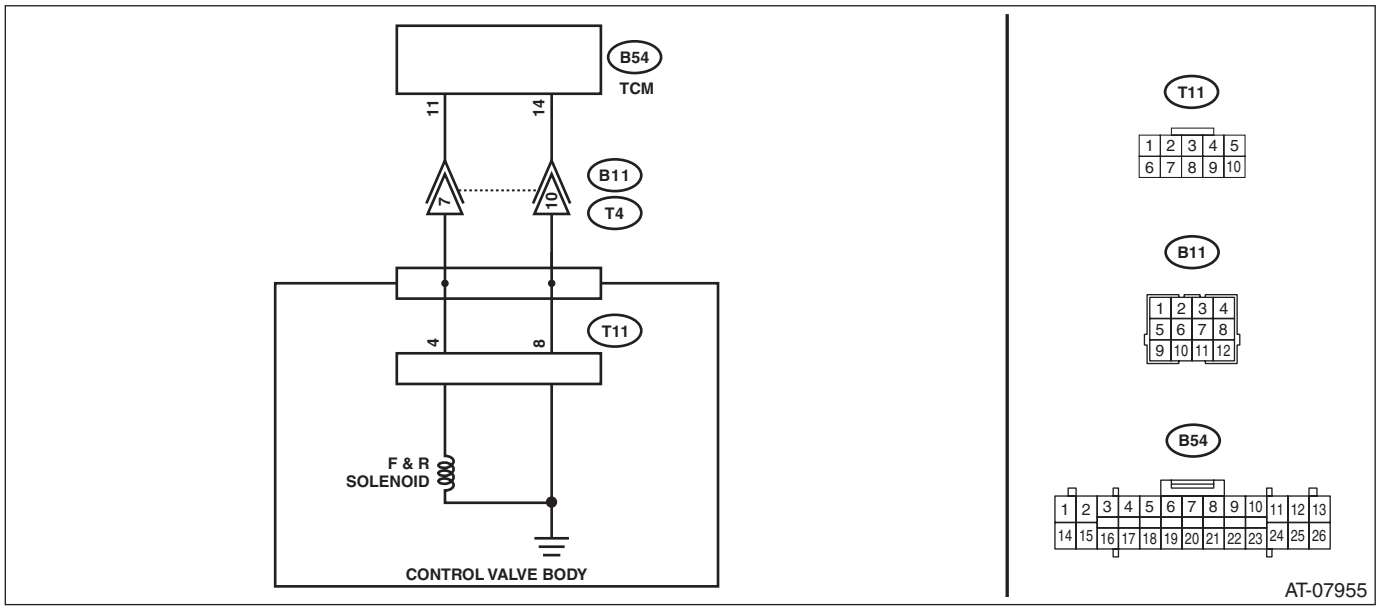
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not accelerate.
- Excessive slippage is felt.

WIRING DIAGRAM:

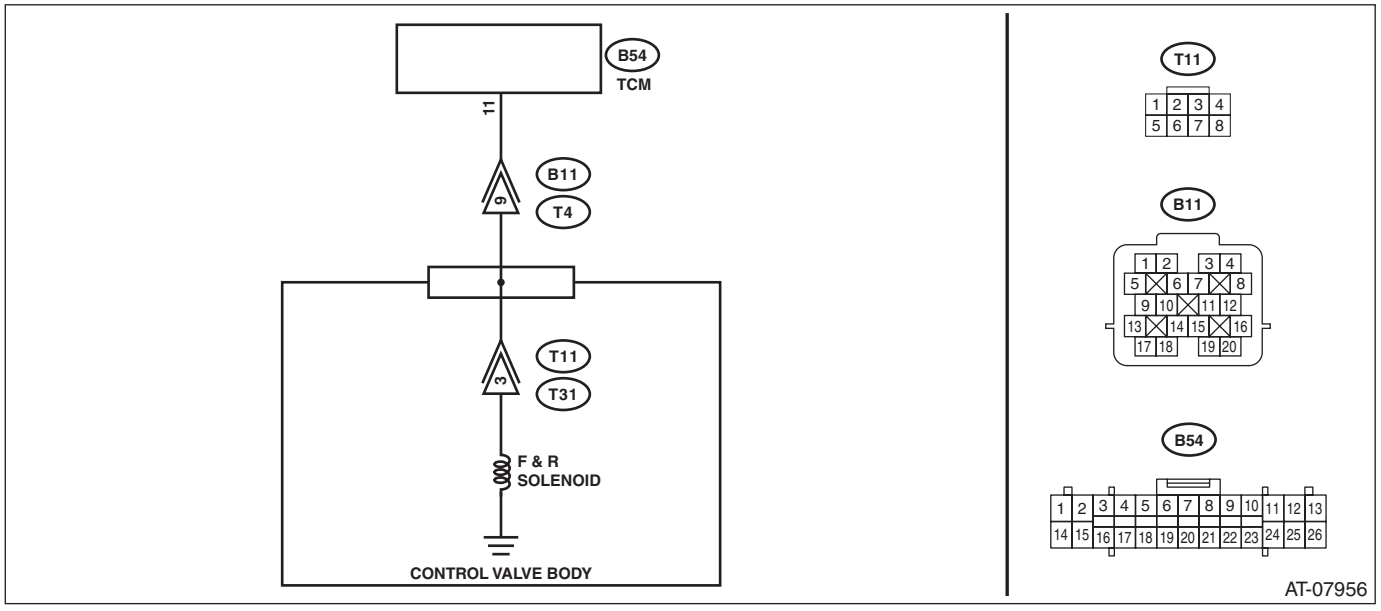
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0776, is any of the DTCs P0720, P0966, P0967, P1706 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0776.	Go to step **2**.
2	**CHECK F&R SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 4 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 4 — 6 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to “P” range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Perform the diagnosis according to DTC P0841.<Ref. to CVT(diag)-89, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

	Step	Check	Yes	No
7	**STALL TEST.** Perform the stall test.<Ref. to CVT(TR580)-46, Stall Test.> <Ref. to CVT(TR690)-49, Stall Test.>	Is the stall test normal?	Go to step **8**.	If the engine speed increases abruptly, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>
8	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the "Inspection Mode".<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0776 displayed?	Replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>	If there is abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

X: DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-33, DTC P0801 REVERSE INHIBIT CONTROL CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

NOTE:
For diagnostic procedures, refer to "BODY CONTROL SYSTEM (DIAGNOSTICS)".<Ref. to BC(diag)-34, DTC B1106 SHIFT LOCK CIRCUIT FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Y: DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-34, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

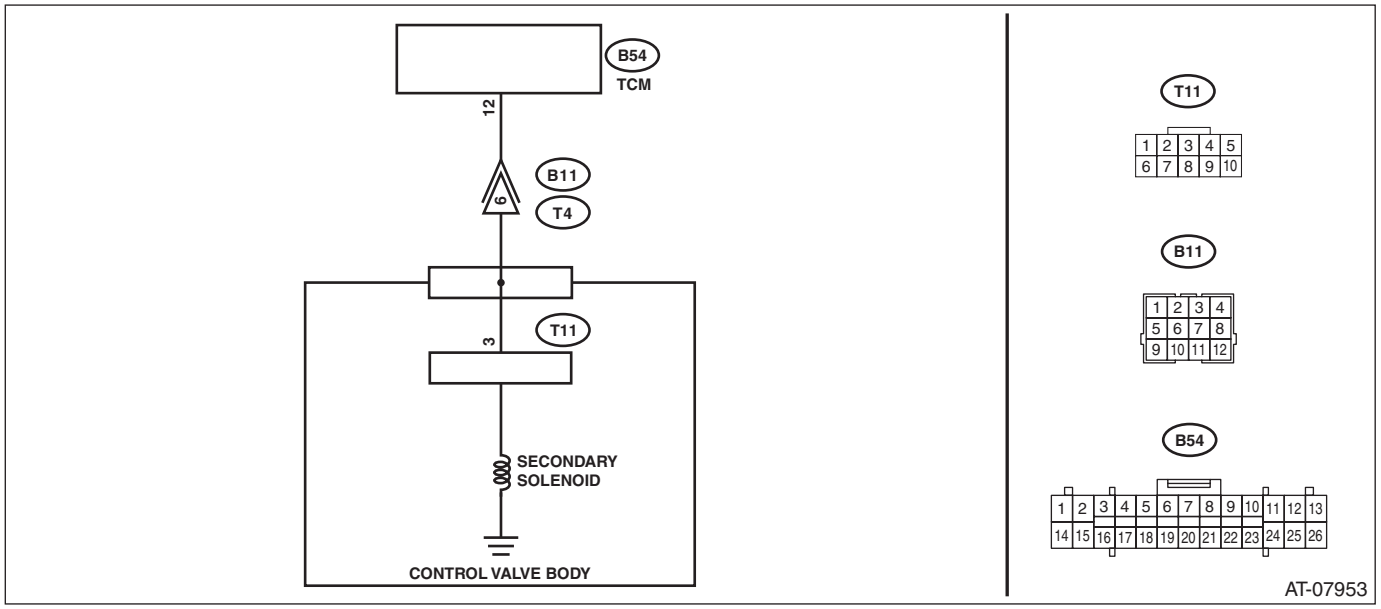
TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

WIRING DIAGRAM:

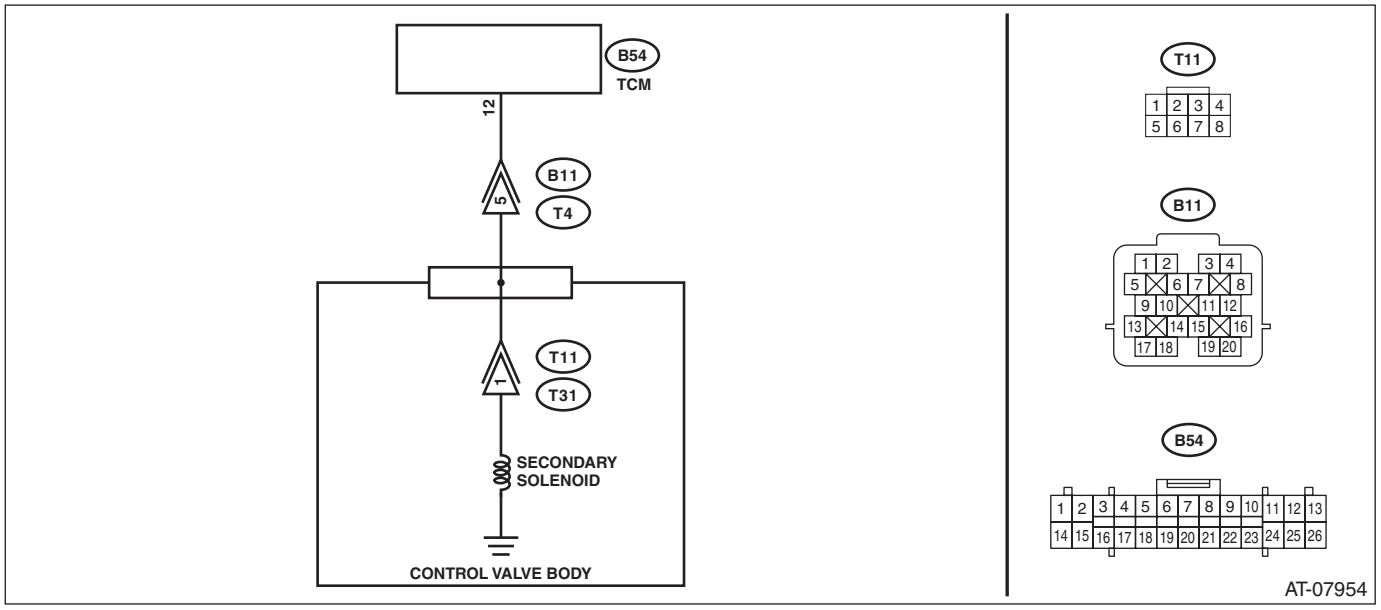
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0841, is any of the DTCs P0842, P0843, P0962 and P0963 displayed?	Perform the diagnosis according to DTCs other than P0841.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 2 — (B12) No. 12:*** ***(B54) No. 15 — (B12) No. 10:*** ***(B54) No. 17 — (B12) No. 11:*** ***Turbo model*** ***(B54) No. 2 — (B11) No. 17:*** ***(B54) No. 15 — (B11) No. 18:*** ***(B54) No. 17 — (B11) No. 14:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 2 — Chassis ground:*** ***(B54) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK TRANSMISSION HARNESS.** 1) Disconnect the secondary pressure sensor connector. 2) Measure the resistance between transmission connector and secondary pressure sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 10 — (AT6) No. 3:*** ***(T3) No. 11 — (AT6) No. 2:*** ***(T3) No. 12 — (AT6) No. 1:*** ***Turbo model*** ***(T4) No. 14 — (AT6) No. 2:*** ***(T4) No. 17 — (AT6) No. 1:*** ***(T4) No. 18 — (AT6) No. 3:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness.
5	**CHECK TRANSMISSION HARNESS.** Measure the resistance between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 — Chassis ground:*** ***(T3) No. 12 — Chassis ground:*** ***Turbo model*** ***(T4) No. 14 — Chassis ground:*** ***(T4) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness.
6	**CHECK SENSOR POWER SUPPLY.** 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. ***Connector & terminal*** ***(AT6) No. 1 (+) — (AT6) No. 3 (–):***	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>	Go to step **7**.

	Step	Check	Yes	No
7	**CHECK TRANSMISSION FLUID.** 1) Connect all connectors. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **8**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
8	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **9**.	Check according to the "Corrective action" of ATF (CVTF) "CONDITION CHECK".<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
9	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to "P" range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **10**.	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>
10	**CHECK INPUT SIGNAL FOR TCM.** 1) Keep the engine speed at 3,000 rpm. 2) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 9 value? Does the value change according to the engine speed, within the range of 1.5 — 2.5 MPa?	Go to step **11**.	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>
11	**CHECK TCM INPUT SIGNAL (STALL TEST).** 1) Apply the parking brake. 2) Set the select lever to "D" range. 3) Depress the brake pedal firmly. 4) Slowly open the accelerator fully, and stabilize the engine speed. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» higher than step 10 value? Does the value change according to the engine speed, within the range of 4.5 — 6.0 MPa?	Go to step **12**.	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>

	Step	Check	Yes	No
12	**DRIVING CHECK BY INSPECTION MODE.** 1) Turn the ignition switch to OFF. 2) Perform a drive check based on the “Inspection Mode”.<Ref. to CVT(diag)-25, Inspection Mode.>	Does the AT OIL TEMP light blink and is DTC P0841 displayed?	Perform the secondary pressure test.<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.>	If there is shift problems, abrupt increase of engine speed, standing start problems, replace the transmission assembly.<Ref. to CVT(TR580)-57, Automatic Transmission Assembly.> <Ref. to CVT(TR690)-56, Automatic Transmission Assembly.>If it is normal, temporary poor contact occurs.

Z: DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-35, DTC P0842 SECONDARY OIL PRESSURE SENSOR CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

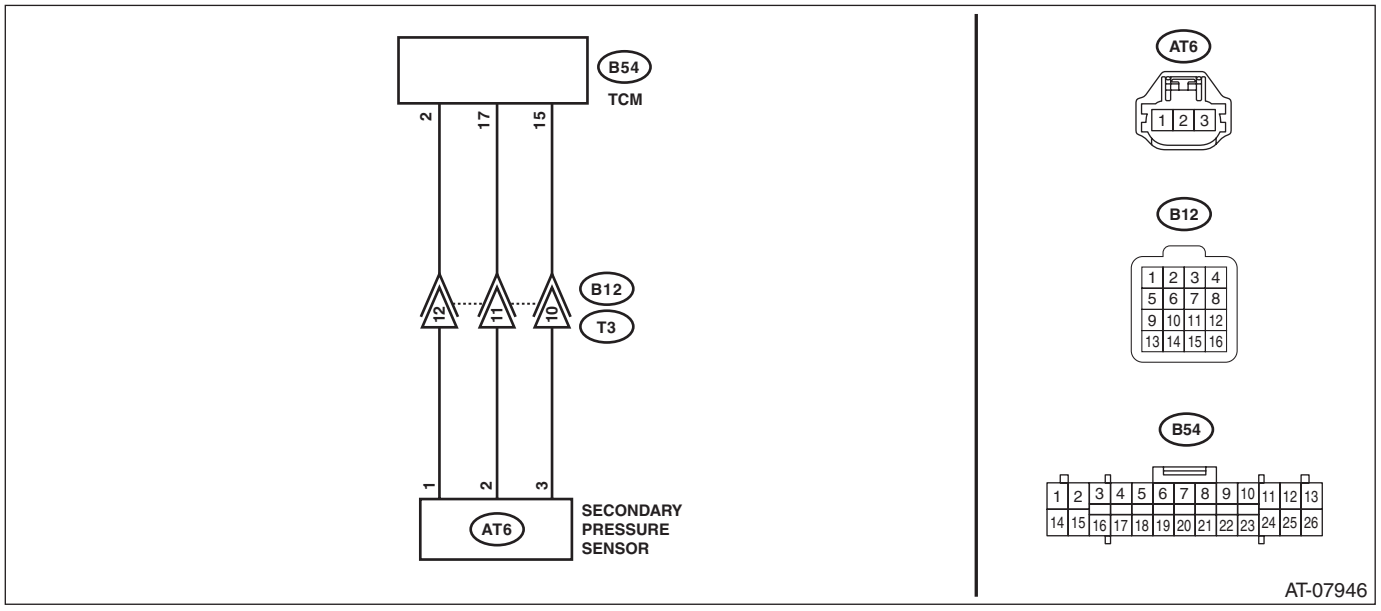
TROUBLE SYMPTOM:

Shift characteristics malfunction

WIRING DIAGRAM:

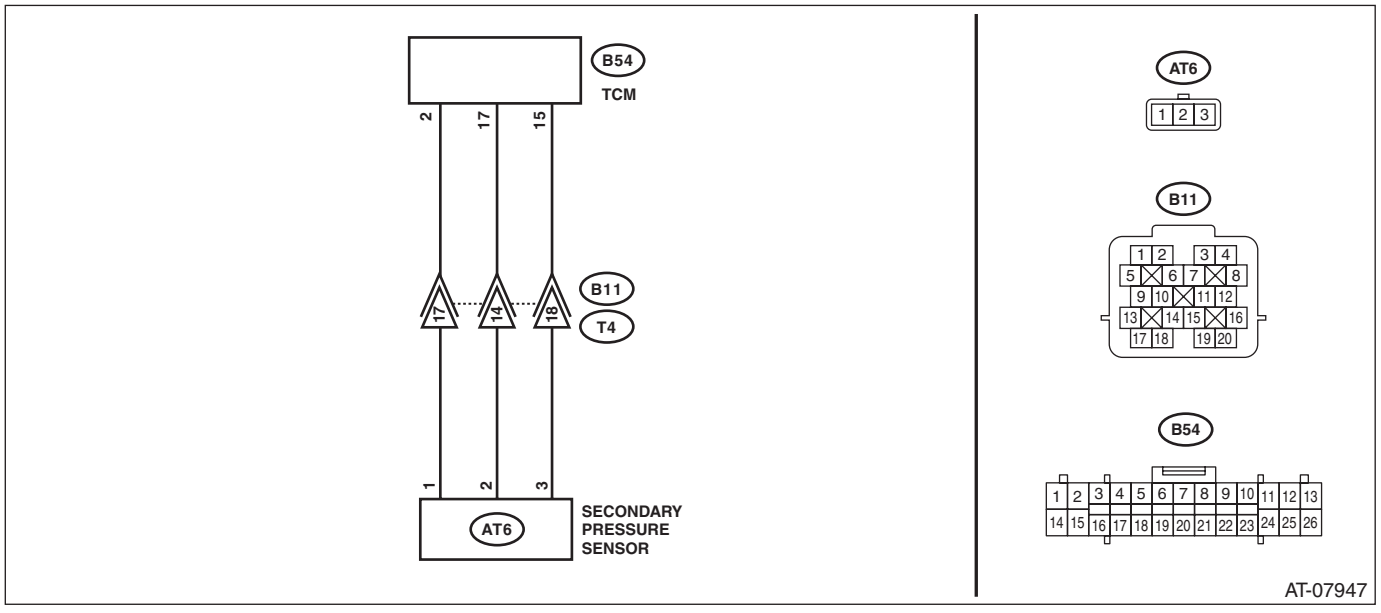
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 2 — (B12) No. 12:*** ***(B54) No. 15 — (B12) No. 10:*** ***(B54) No. 17 — (B12) No. 11:*** ***Turbo model*** ***(B54) No. 2 — (B11) No. 17:*** ***(B54) No. 15 — (B11) No. 18:*** ***(B54) No. 17 — (B11) No. 14:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 2 — Chassis ground:*** ***(B54) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK TRANSMISSION HARNESS.** 1) Disconnect the secondary pressure sensor connector. 2) Measure the resistance between transmission connector and secondary pressure sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 10 — (AT6) No. 3:*** ***(T3) No. 11 — (AT6) No. 2:*** ***(T3) No. 12 — (AT6) No. 1:*** ***Turbo model*** ***(T4) No. 14 — (AT6) No. 2:*** ***(T4) No. 17 — (AT6) No. 1:*** ***(T4) No. 18 — (AT6) No. 3:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness.
5	**CHECK TRANSMISSION HARNESS.** Measure the resistance between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 — Chassis ground:*** ***(T3) No. 12 — Chassis ground:*** ***Turbo model*** ***(T4) No. 14 — Chassis ground:*** ***(T4) No. 17 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness.

	Step	Check	Yes	No
6	**CHECK SENSOR POWER SUPPLY.** 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. ***Connector & terminal*** ***(AT6) No. 1 (+) — (AT6) No. 3 (–):***	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

AA:DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-36, DTC P0843 SECONDARY OIL PRESSURE SENSOR CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

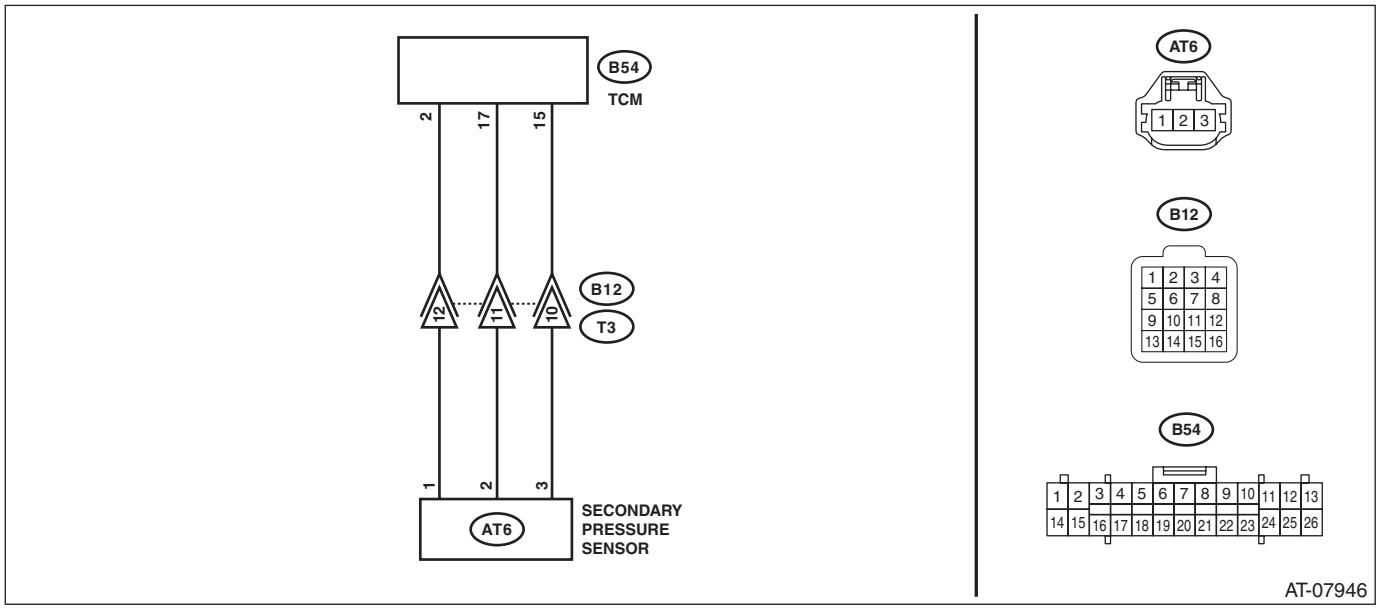
TROUBLE SYMPTOM:

Shift characteristics malfunction

WIRING DIAGRAM:

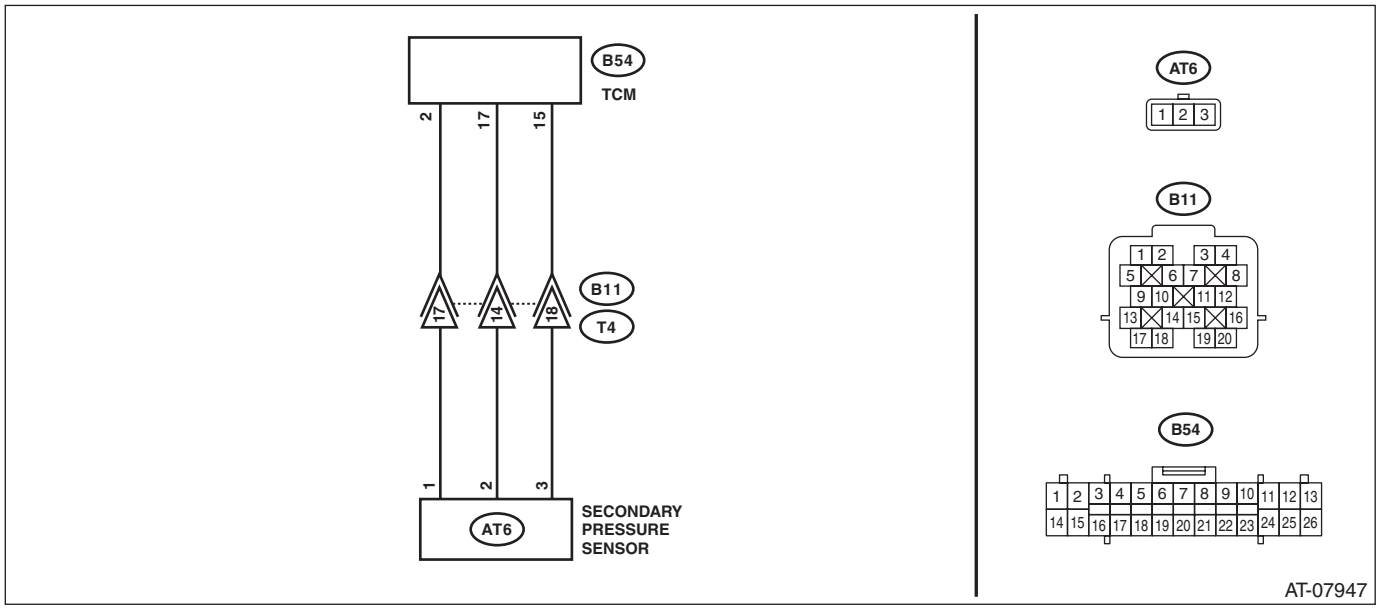
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) Start the engine. 2) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 3) Shift the select lever to "P" range. 4) Stabilize the engine speed at idle. 5) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Turn the ignition switch to ON. 4) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 2 (+) — Chassis ground (–):*** ***(B54) No. 17 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between TCM connector terminals. ***Connector & terminal*** ***(B54) No. 2 — (B54) No. 17:***	Is the resistance less than 1 Ω?	Repair the short circuit of harness.	Go to step **4**.
4	**CHECK TRANSMISSION HARNESS.** 1) Disconnect the secondary pressure sensor connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and chassis ground. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 (+) — Chassis ground (–):*** ***(T3) No. 12 (+) — Chassis ground (–):*** ***Turbo model*** ***(T4) No. 14 (+) — Chassis ground (–):*** ***(T4) No. 17 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **5**.	Repair the short circuit of harness.
5	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Measure the resistance between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 11 — (T3) No. 12:*** ***Turbo model*** ***(T4) No. 14 — (T4) No. 17:***	Is the resistance less than 1 Ω?	Repair the short circuit of harness.	Go to step **6**.
6	**CHECK SENSOR POWER SUPPLY.** 1) Connect the connectors of TCM and transmission. 2) Turn the ignition switch to ON. 3) Measure the voltage between secondary pressure sensor connector terminals. ***Connector & terminal*** ***(AT6) No. 1 (+) — (AT6) No. 3 (–):***	Is the voltage 4.5 V or more?	Replace the secondary pressure sensor.<Ref. to CVT(TR580)-105, Secondary Pressure Sensor.> <Ref. to CVT(TR690)-107, Secondary Pressure Sensor.>	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

AB:DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-37, DTC P0890 AT SELF-SHUT RELAY DIAGNOSIS (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

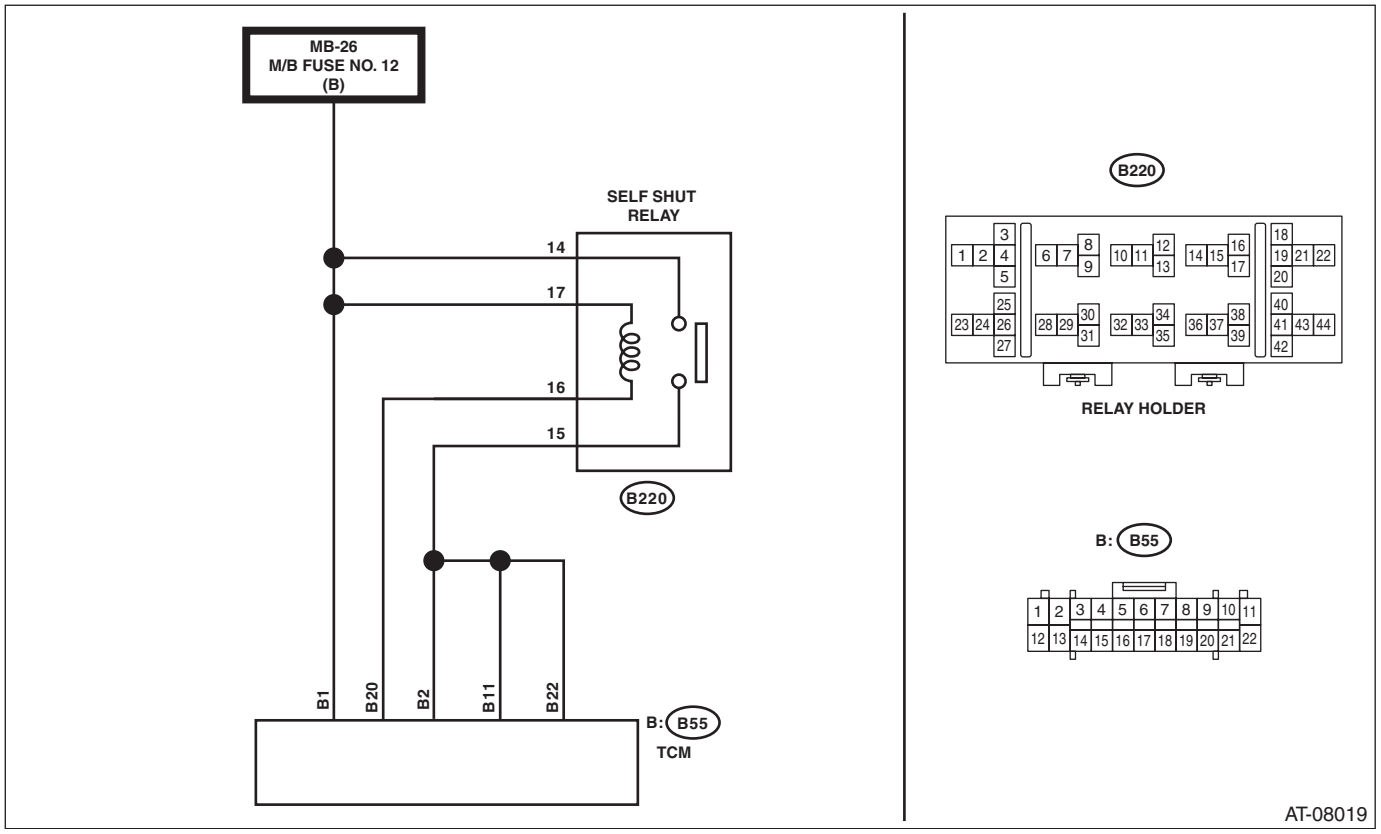
Gear is not changed.

CAUTION:

After diagnosis, perform Clear Memory Mode for ECM.<Ref. to EN(H4DOTC)(diag)-61, Clear Memory Mode.> <Ref. to EN(H4DO)(diag)-58, Clear Memory Mode.>

WIRING DIAGRAM:

CVT control system<Ref. to WI-138, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Disconnect the TCM and self shut relay connectors. 2) Measure the resistance between TCM connector and self shut relay connector. ***Connector & terminal*** ***(B55) No. 20 — (B220) No. 16:*** ***(B55) No. 2 — (B220) No. 15:*** ***(B55) No. 11 — (B220) No. 15:*** ***(B55) No. 22 — (B220) No. 15:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.

	Step	Check	Yes	No
2	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B55) No. 20 — Chassis ground:*** ***(B55) No. 2 — Chassis ground:*** ***(B55) No. 11 — Chassis ground:*** ***(B55) No. 22 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK RELAY POWER SUPPLY.** Measure the voltage between self shut relay connector and chassis ground. ***Connector & terminal*** ***(B220) No. 14 (+) — Chassis ground (–):*** ***(B220) No. 17 (+) — Chassis ground (–):***	Is the voltage 10 V or more?	Go to step **4**.	Repair the open or short circuit of harness.
4	**CHECK SELF SHUT RELAY.** Measure the resistance between self shut relay terminals. ***Connector & terminal*** ***(B220) No. 16 — (B220) No. 17:***	Is the resistance 110 — 140 Ω?	Go to step **5**.	Replace the self shut relay.
5	**CHECK SELF SHUT RELAY.** Measure the resistance between self shut relay terminals. ***Connector & terminal*** ***(B220) No. 14 — (B220) No. 15:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Replace the self shut relay.
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the connectors of TCM and self shut relay. 2) Read the data of «Control module voltage» using Subaru Select Monitor.	Is the «Control module voltage» 10 V or more?	Current condition is normal. Check for poor contact in connectors or harnesses, and repair the defective part.	Go to step **7**.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact of the self shut relay circuit?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

AC:DTC P0951 MANUAL SWITCH

DTC DETECTING CONDITION:

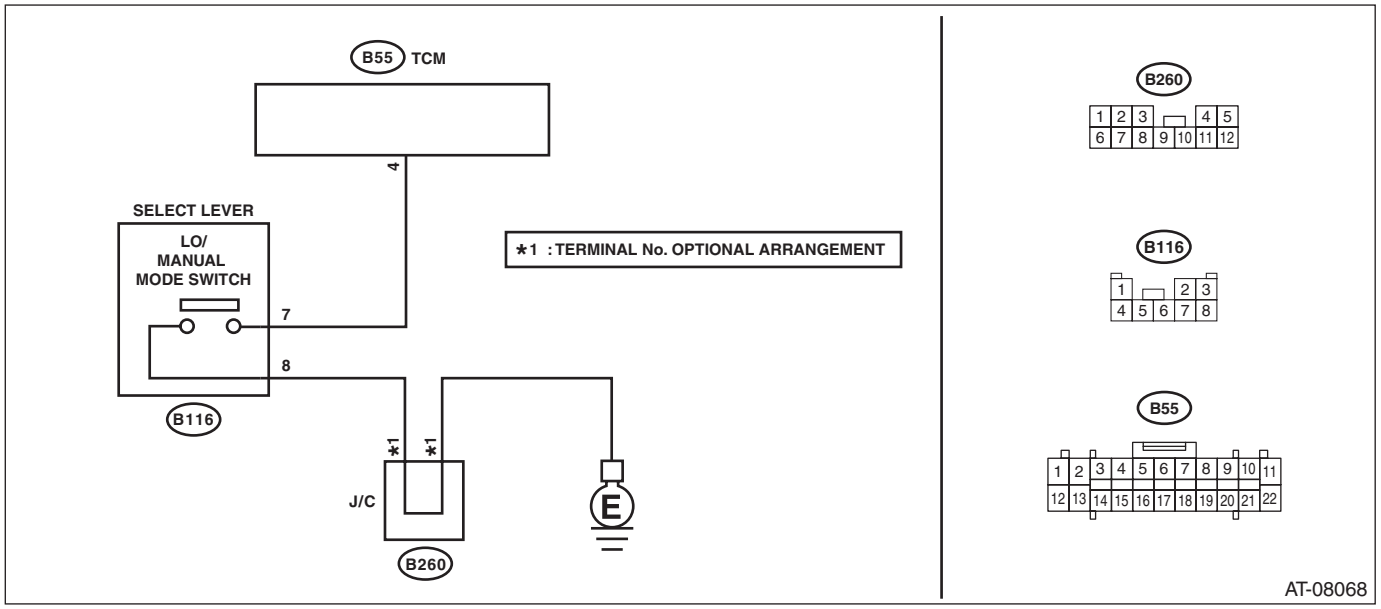
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-38, DTC P0951 MANUAL SWITCH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Manual mode can not be set.

WIRING DIAGRAM:

CVT control system<Ref. to WI-138, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the manual mode switch connector. 3) Measure the resistance between manual mode switch connector and chassis ground. ***Connector & terminal*** ***(B116) No. 8 — Chassis ground:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK MANUAL MODE SWITCH.** Measure the resistance between manual mode switch terminals. ***Connector & terminal*** ***(B116) No. 7 — No. 8:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Replace the select lever assembly.<Ref. to CS-24, Select Lever.>
3	**CHECK MANUAL MODE SWITCH.** 1) Shift the select lever to manual mode. 2) Measure the resistance between manual mode switch terminals. ***Connector & terminal*** ***(B116) No. 7 — No. 8:***	Is the resistance less than 1 Ω?	Go to step **4**.	Replace the select lever assembly.<Ref. to CS-24, Select Lever.>
4	**CHECK HARNESS.** 1) Disconnect the TCM connector. 2) Measure the resistance between TCM connector and manual mode switch connector. ***Connector & terminal*** ***(B55) No. 4 — (B116) No. 7:***	Is the resistance less than 1 Ω?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.

	Step	Check	Yes	No
5	**CHECK HARNESS.** Measure the resistance between manual mode switch connector and chassis ground. ***Connector & terminal*** ***(B116) No. 7 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **6**.	Repair the short circuit of harness.
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Connect the TCM and manual mode switch connector. 2) Turn the ignition switch to ON. 3) Set the select lever to “D” range. 4) Read the data of «Tiptronic Mode Switch» using Subaru Select Monitor.	Does the value of «Tiptronic Mode Switch» change to “ON” with select lever in manual mode, and “OFF” with select lever in other than manual mode?	Current condition is normal.	Go to step **7**.
7	**CHECK FOR POOR CONTACT.**	Is there poor contact of the manual mode switch circuit?	Repair the poor contact.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

AD:DTC P0961 PRESSURE CONTROL SOLENOID "A" CONTROL CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-39, DTC P0961 PRESSURE CONTROL SOLENOID "A" CONTROL CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

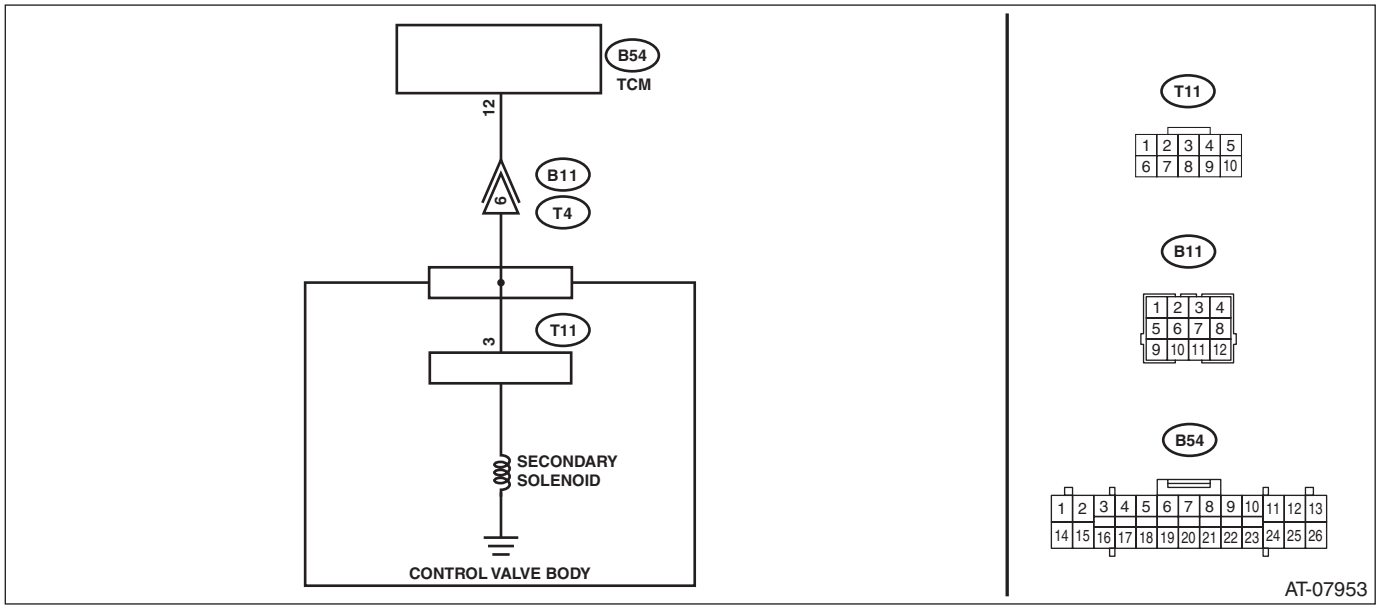
TROUBLE SYMPTOM:

- Acceleration is poor during standing start.
- Shift control malfunction
- Engine speed increases abruptly.

WIRING DIAGRAM:

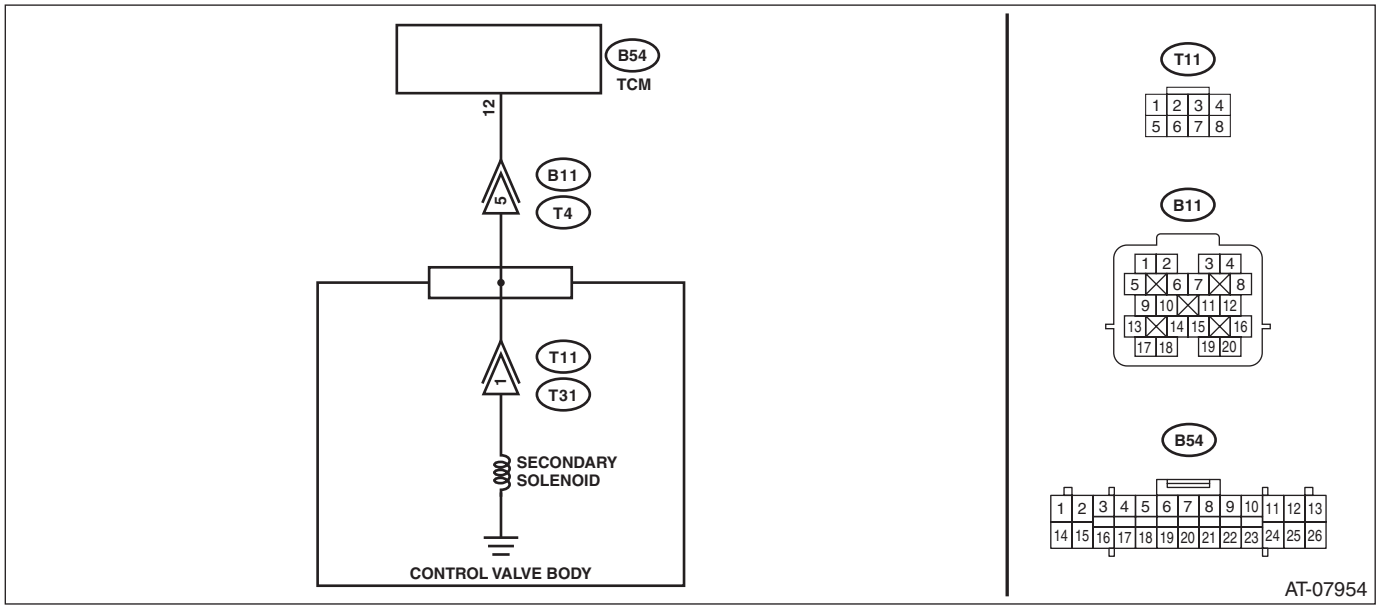
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0961, is DTC P0962 or P0963 displayed?	Perform the diagnosis according to DTCs other than P0961.	Go to step **2**.
2	**CHECK FOR POOR CONTACT.** Check for poor contact of harness and connector between TCM and secondary solenoid.	Is there poor contact?	Repair the poor contact of harness and connector.	Go to step **3**.
3	**CHECK SECONDARY SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 5 — 7 Ω? (when cold)	Recheck the poor contact of harness and connector. Replace the TCM if no fault is found.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>

AE:DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-40, DTC P0962 SECONDARY SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

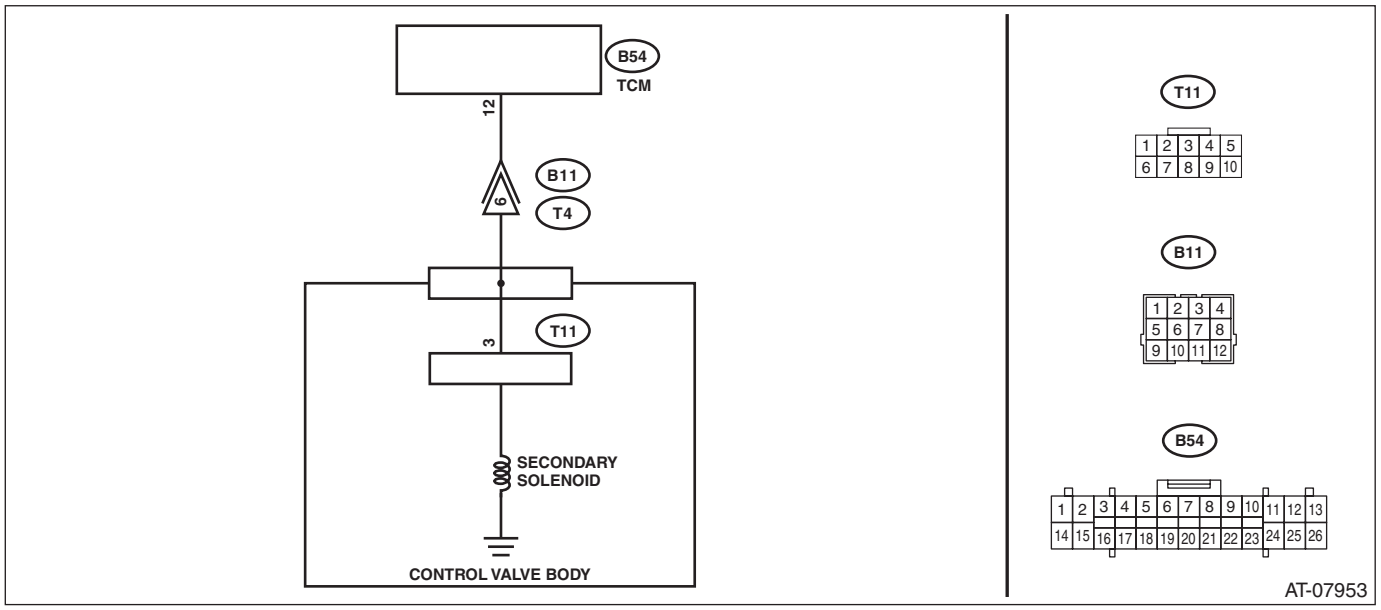
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

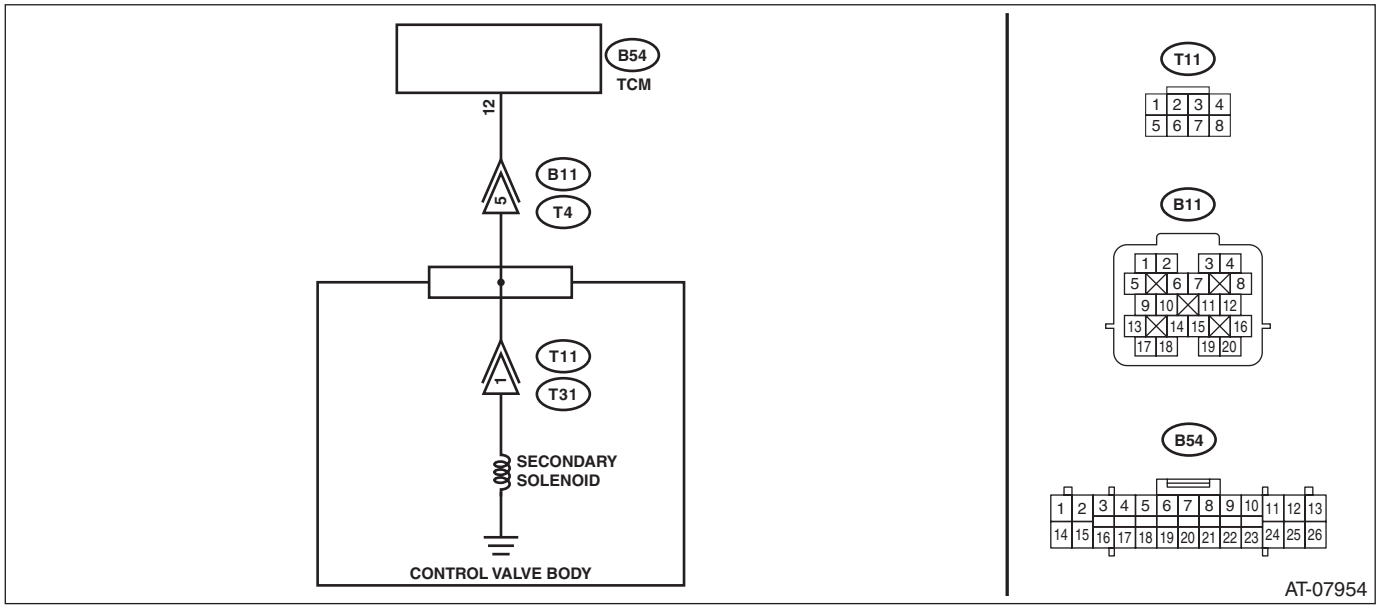
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 12 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK SECONDARY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 5 — 7 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AF:DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-41, DTC P0963 SECONDARY SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

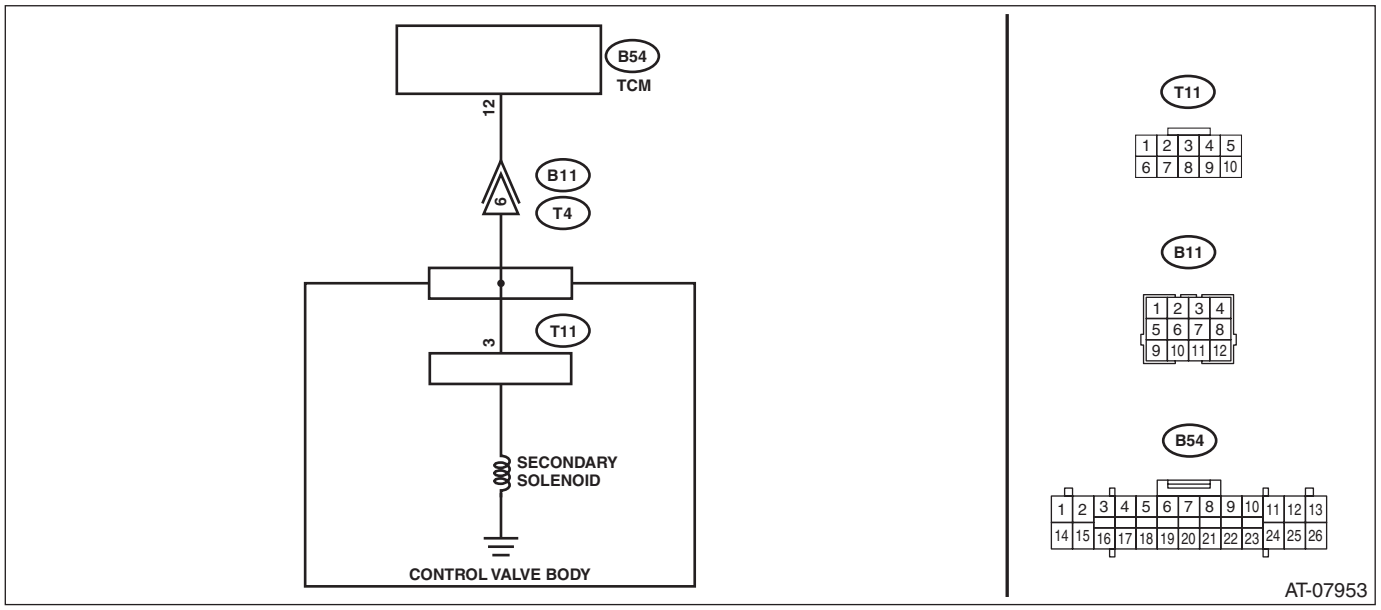
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not start.
- Engine speed increases abruptly during driving.

WIRING DIAGRAM:

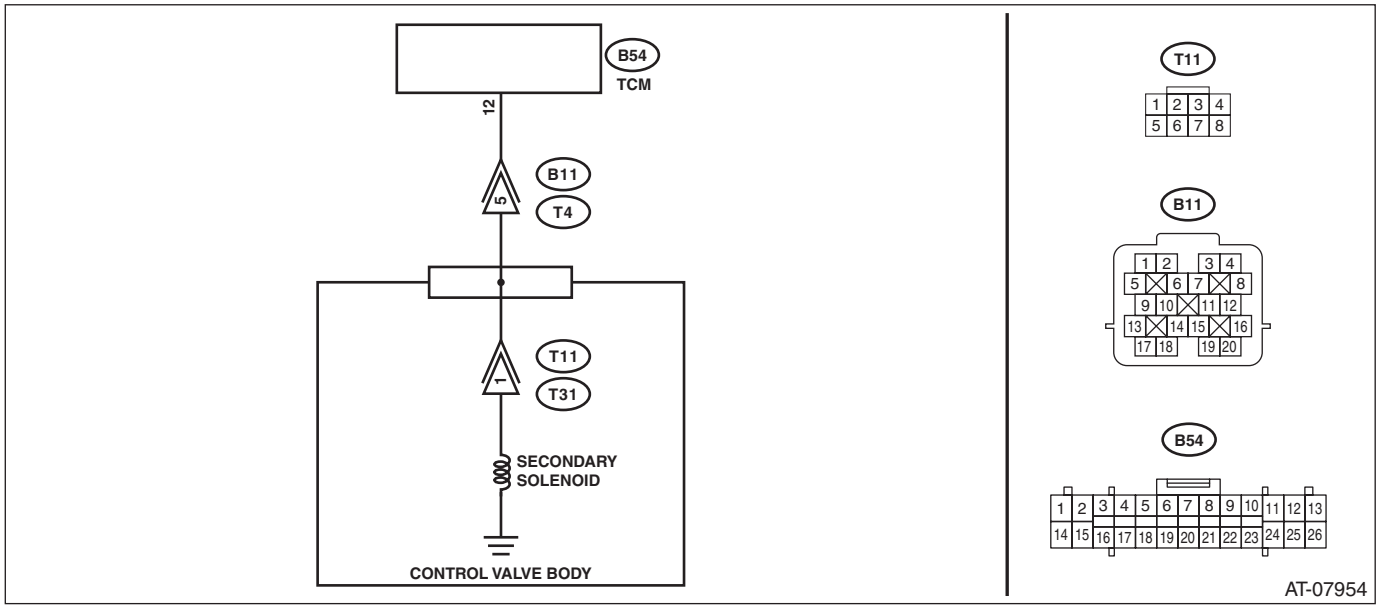
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "N" range. 2) Read the data of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» using Subaru Select Monitor.	Does the value of «Sec. Sol. Set Current» and «Sec. Sol. Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 12 — (B11) No. 6:*** ***Turbo model*** ***(B54) No. 12 — (B11) No. 5:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 12 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK SECONDARY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 — Transmission body:*** ***Turbo model*** ***(T4) No. 5 — Transmission body:***	Is the resistance approx. 5 — 7 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **6**.
6	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 6 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 5 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AG:DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-42, DTC P0965 FORWARD & REVERSE SOLENOID FUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

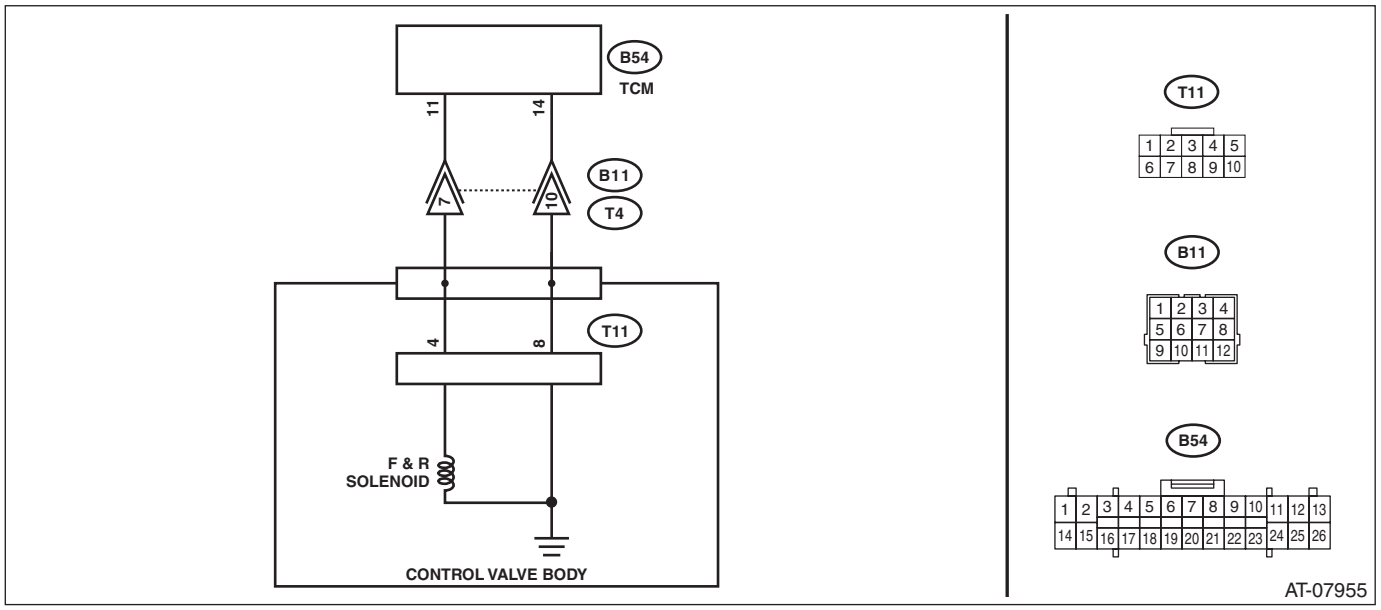
TROUBLE SYMPTOM:

- Engine speed increases abruptly, and can not accelerate.
- Excessive slippage is felt.

WIRING DIAGRAM:

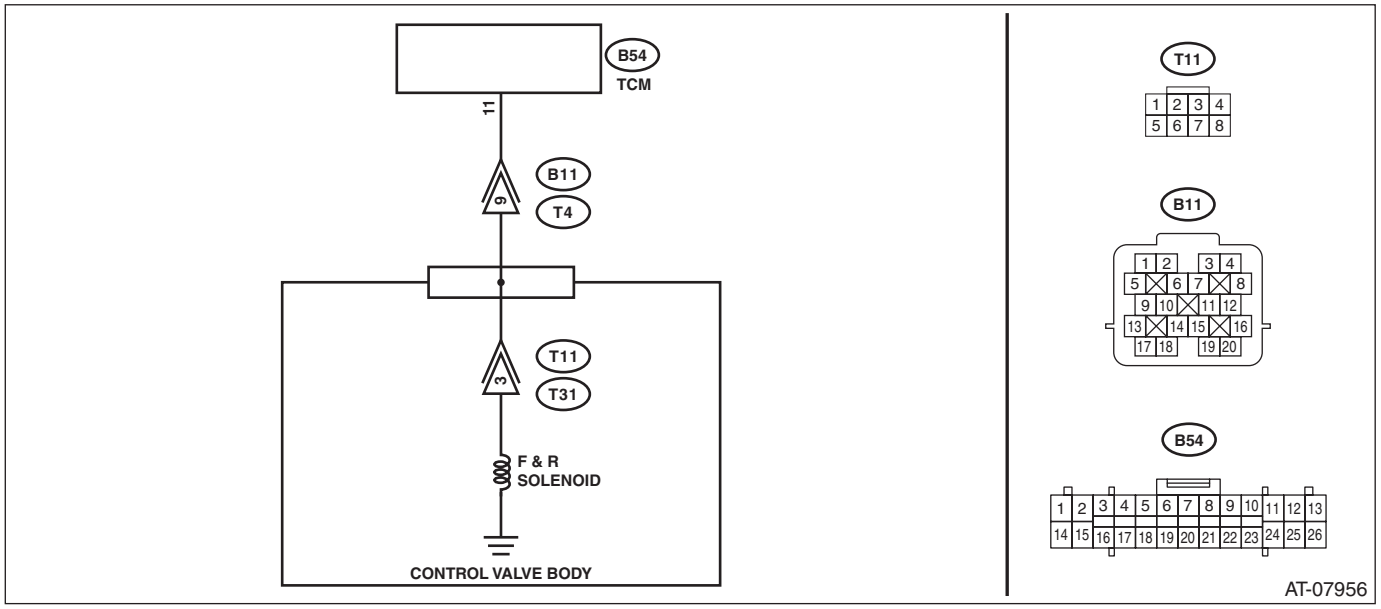
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P0965, is any of the DTCs P0720, P0966, P0967, P1706 and P2751 displayed?	Perform the diagnosis according to DTCs other than P0965.	Go to step **2**.
2	**CHECK FOR POOR CONTACT.** Check for poor contact of harness and connector between TCM and F&R solenoid.	Is there poor contact?	Repair the poor contact of harness and connector.	Go to step **3**.
3	**CHECK F&R SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 4 — 6 Ω? (when cold)	Recheck the poor contact of harness and connector. Replace the TCM if no fault is found.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>

AH:DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-43, DTC P0966 FORWARD & REVERSE SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

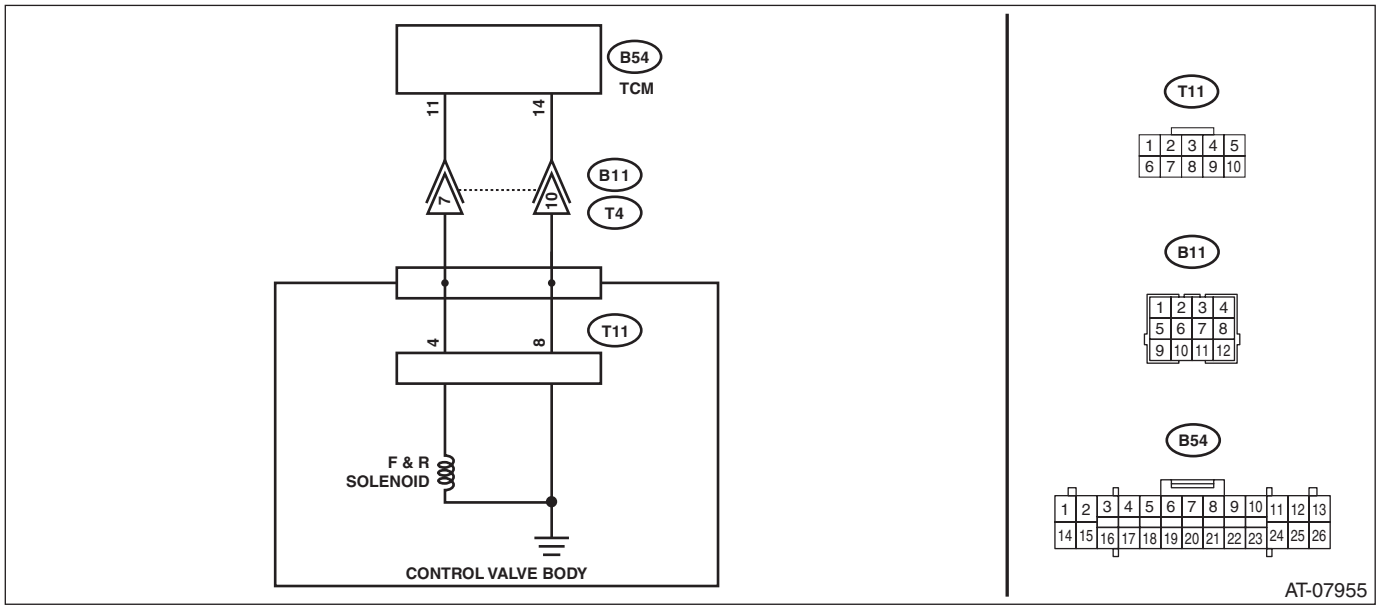
TROUBLE SYMPTOM:

Excessive shift shock

WIRING DIAGRAM:

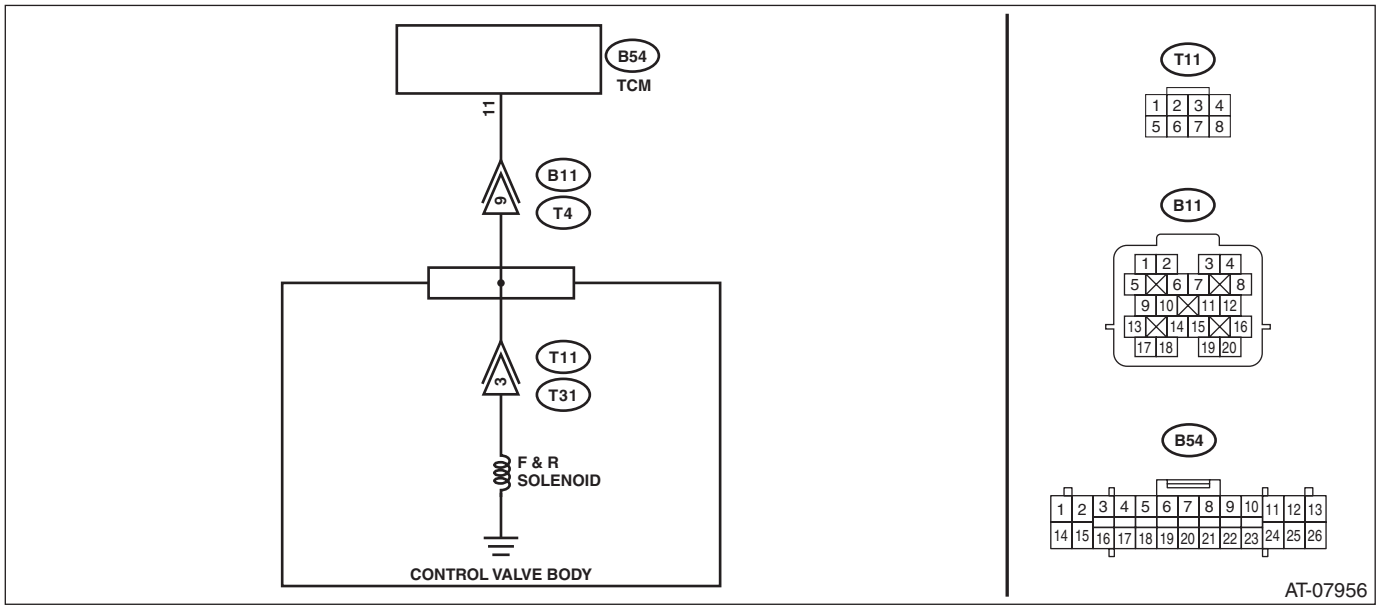
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 11 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK F&R SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 4 — 6 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AI: DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-44, DTC P0967 FORWARD & REVERSE LINEAR SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

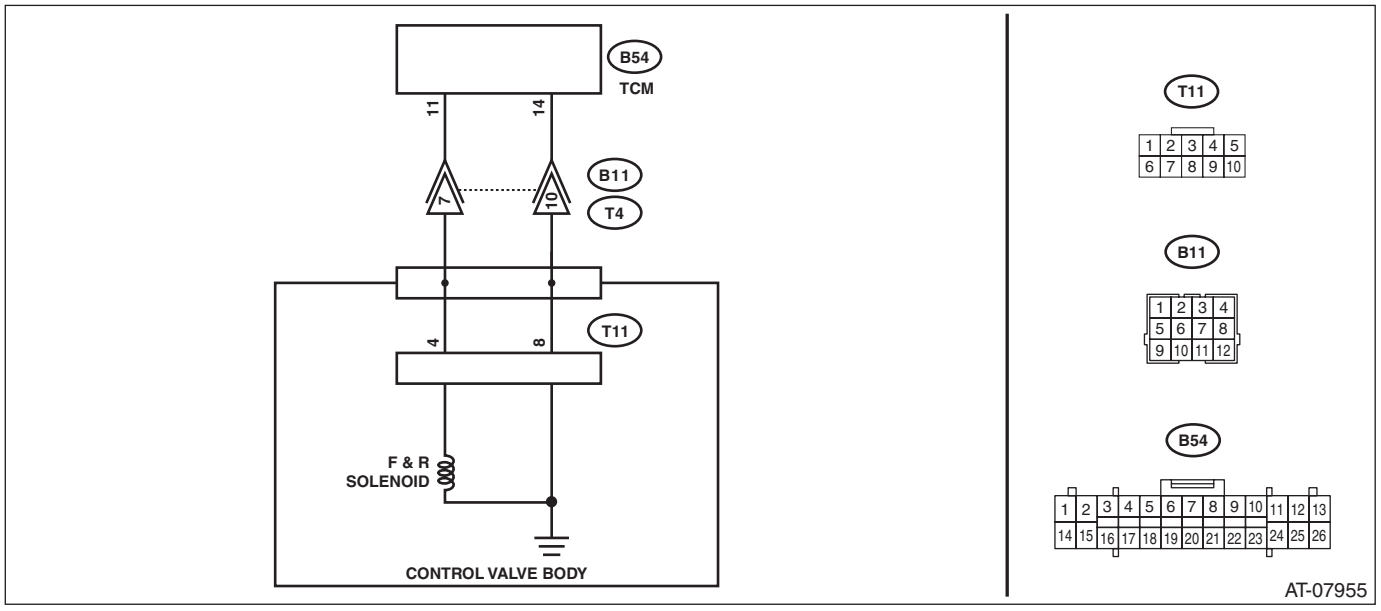
TROUBLE SYMPTOM:

Engine speed increases abruptly, and can not start.

WIRING DIAGRAM:

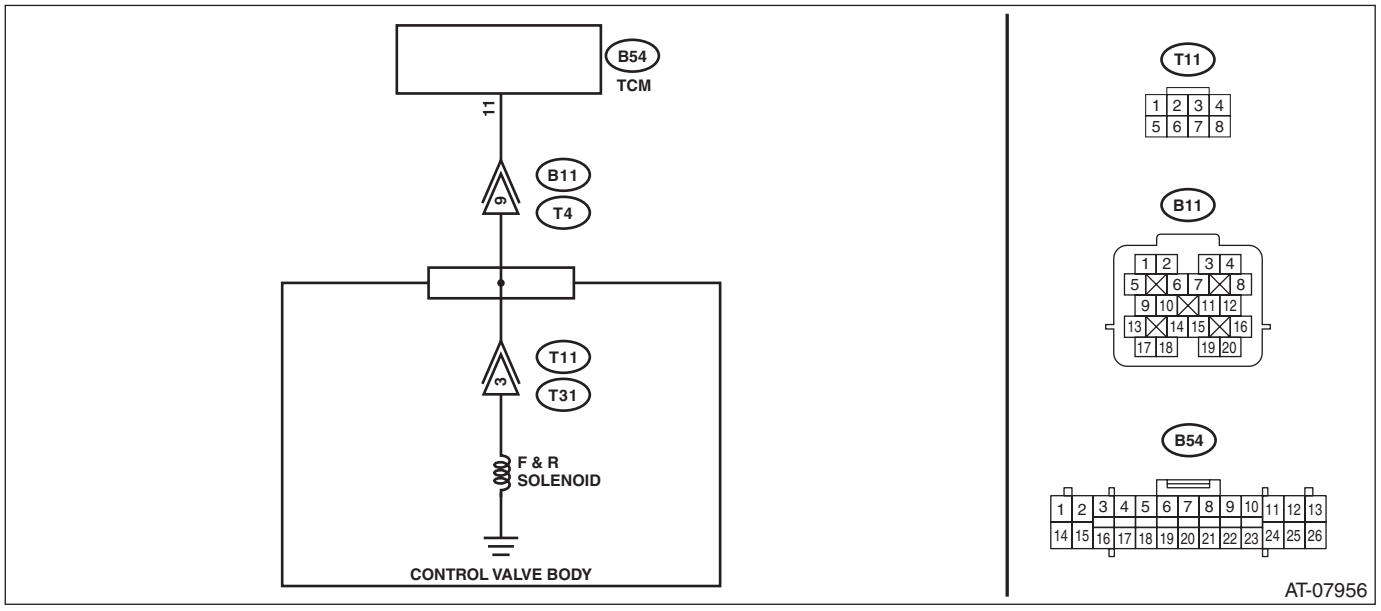
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK INPUT SIGNAL FOR TCM.** 1) After driving with warm up condition, park the vehicle while depressing the brake pedal at "D" range. 2) Read the data of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» using Subaru Select Monitor.	Does the value of «F&R Linear Solenoid Set Current» and «F&R Linear Solenoid Actual Current» almost correspond?	Check for poor contact of connector.	Go to step **2**.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 11 — (B11) No. 7:*** ***Turbo model*** ***(B54) No. 11 — (B11) No. 9:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 11 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **4**.	Repair the short circuit of harness.
4	**CHECK F&R SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 — Transmission body:*** ***Turbo model*** ***(T4) No. 9 — Transmission body:***	Is the resistance approx. 4 — 6 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **6**.
6	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 7 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 9 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AJ:DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-45, DTC P0970 TRANSFER SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

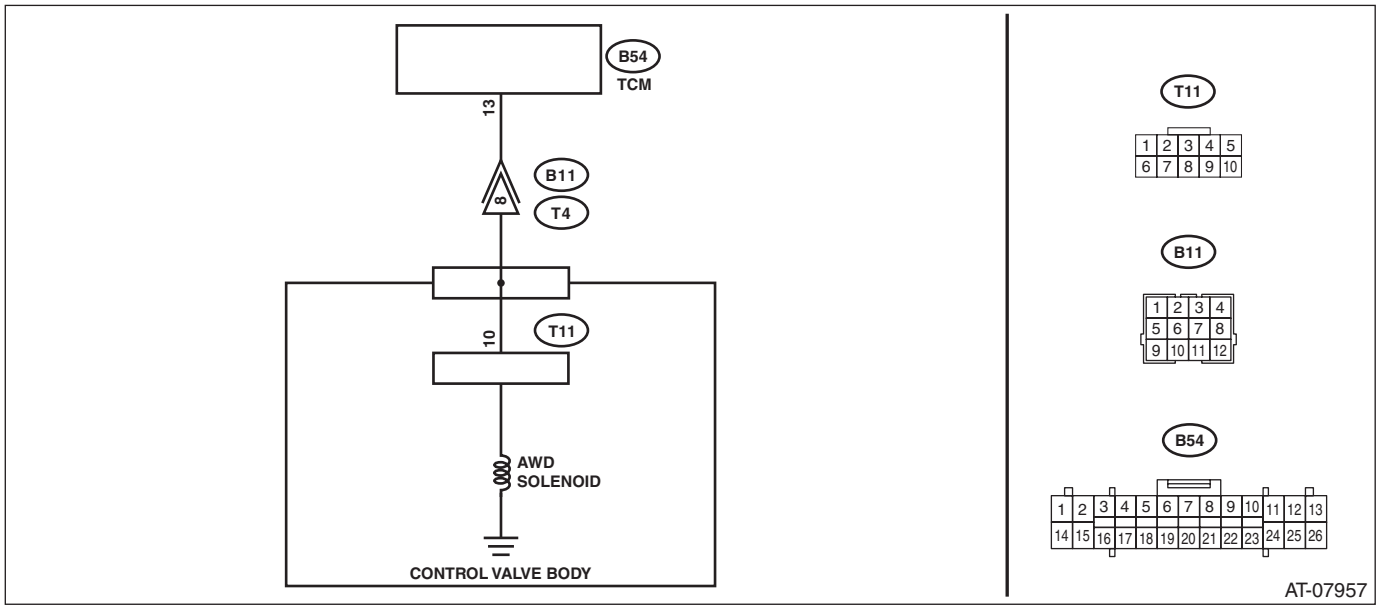
TROUBLE SYMPTOM:

Drivability getting worse.

WIRING DIAGRAM:

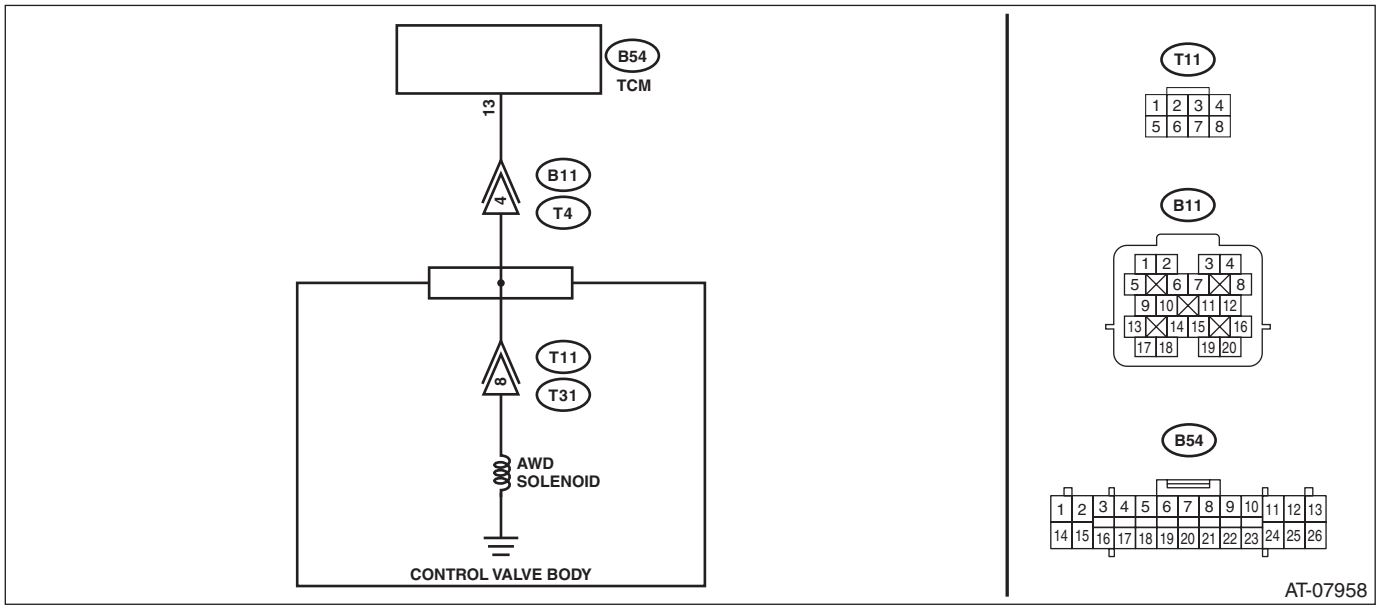
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 13 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK AWD SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance approx. 2 — 4.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AK:DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-46, DTC P0971 TRANSFER SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

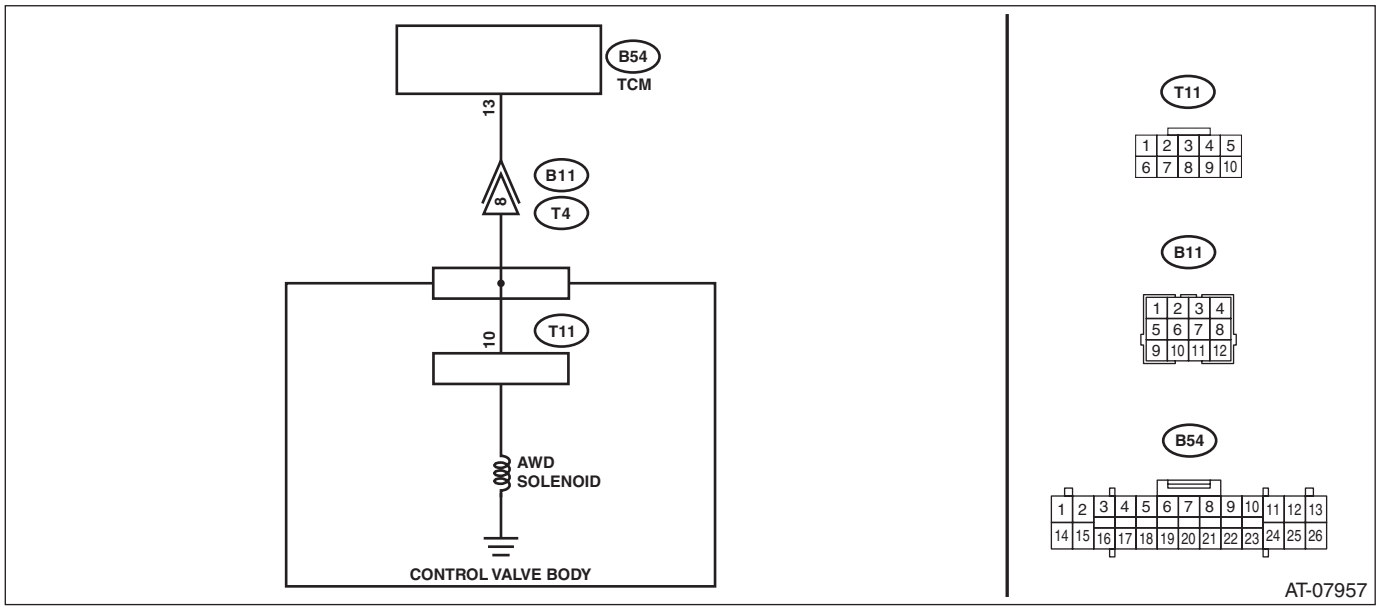
TROUBLE SYMPTOM:

- Tight corner braking phenomenon occurs.
- Drivability getting worse.

WIRING DIAGRAM:

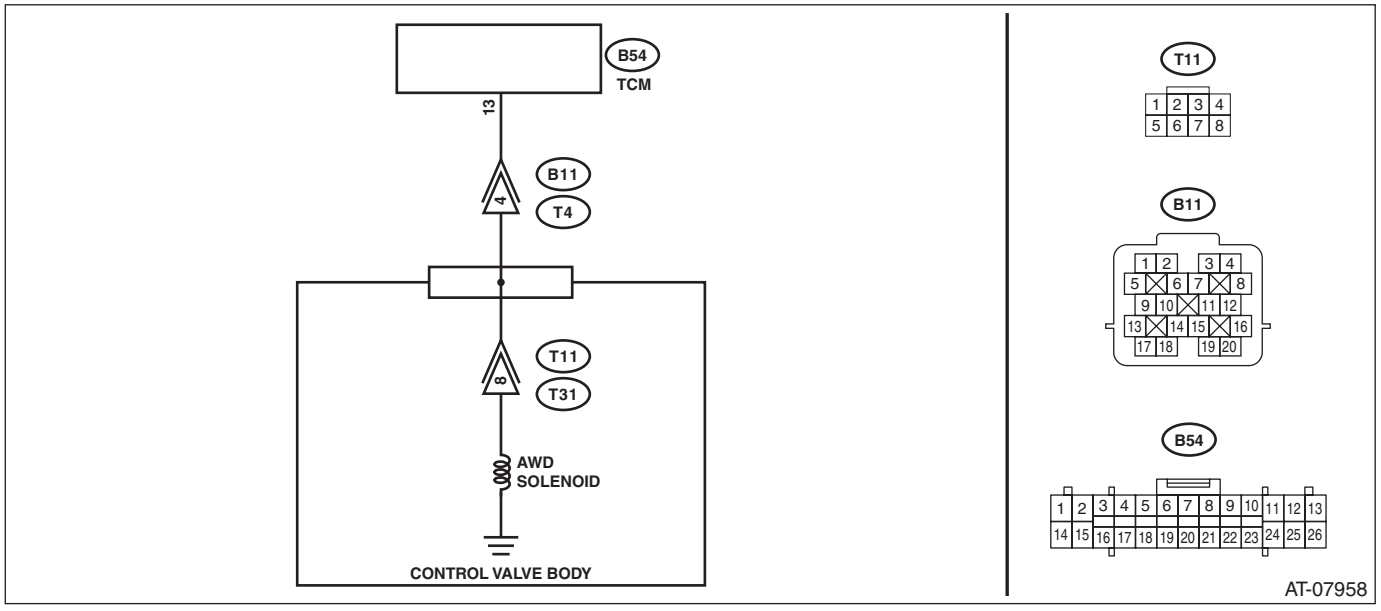
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 13 — (B11) No. 8:*** ***Turbo model*** ***(B54) No. 13 — (B11) No. 4:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 13 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK AWD SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 — Transmission body:*** ***Turbo model*** ***(T4) No. 4 — Transmission body:***	Is the resistance approx. 2 — 4.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 8 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 4 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AL:DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-47, DTC P0973 PRIMARY SOLENOID SYSTEM A CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

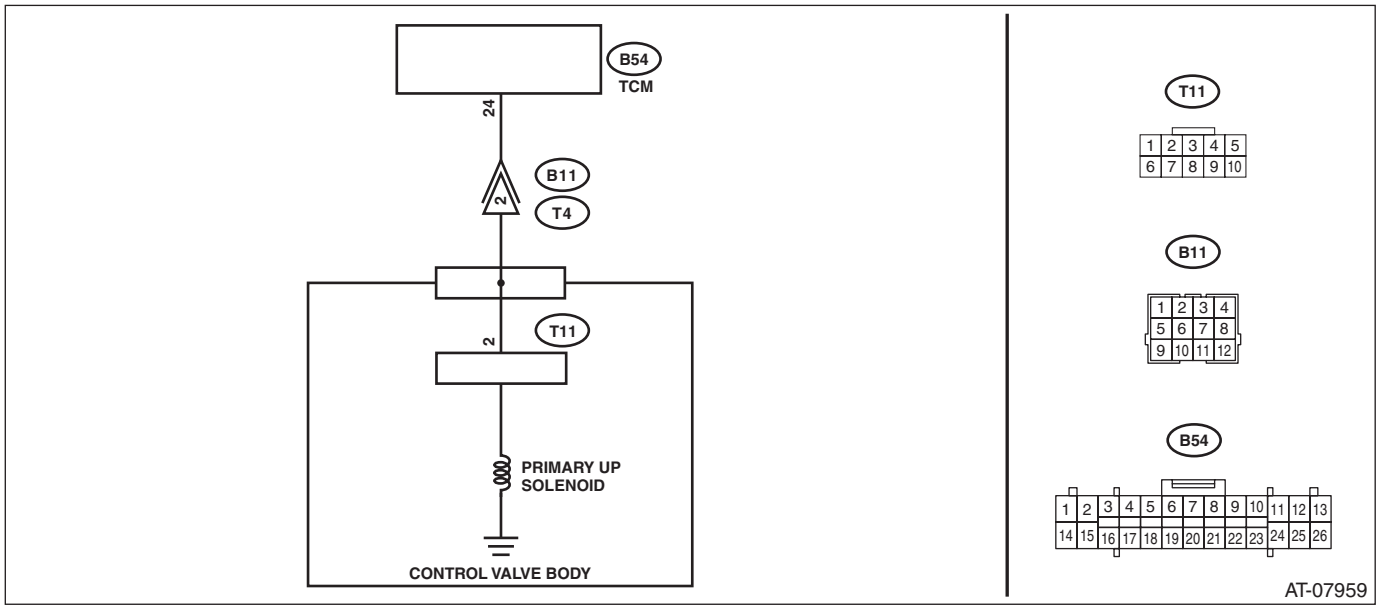
TROUBLE SYMPTOM:

Gear is not changed. (No up-shift)

WIRING DIAGRAM:

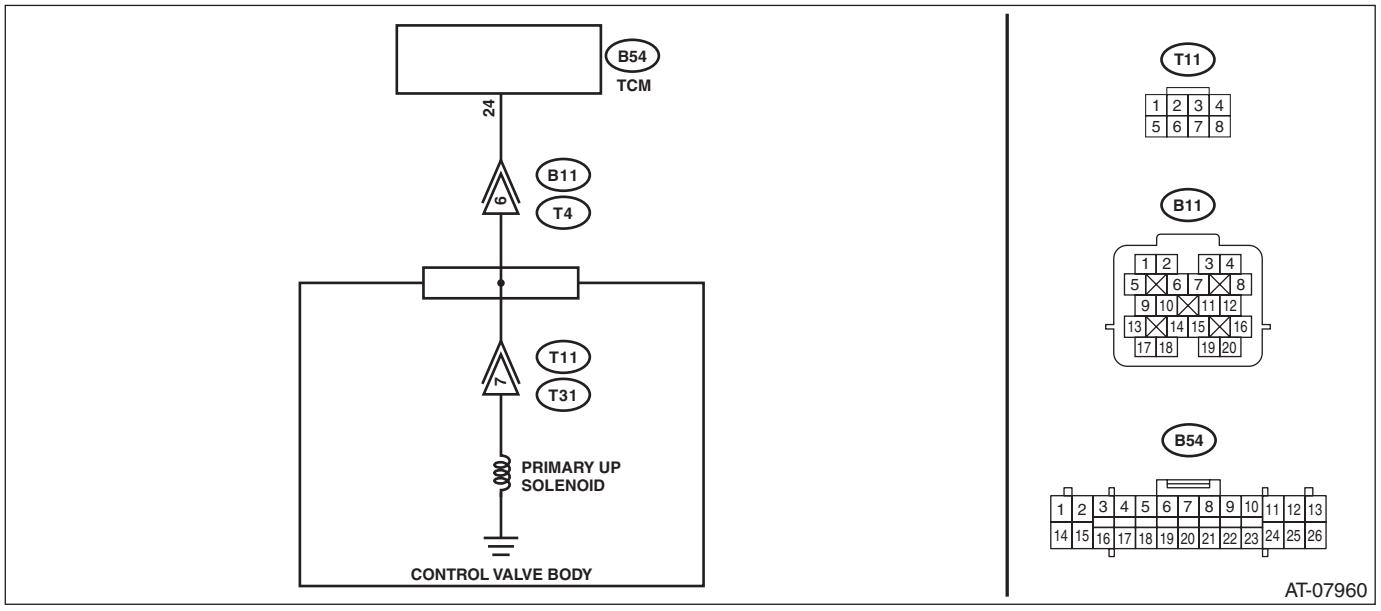
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 24 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK PRIMARY UP SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AM:DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-48, DTC P0974 PRIMARY SOLENOID SYSTEM A CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

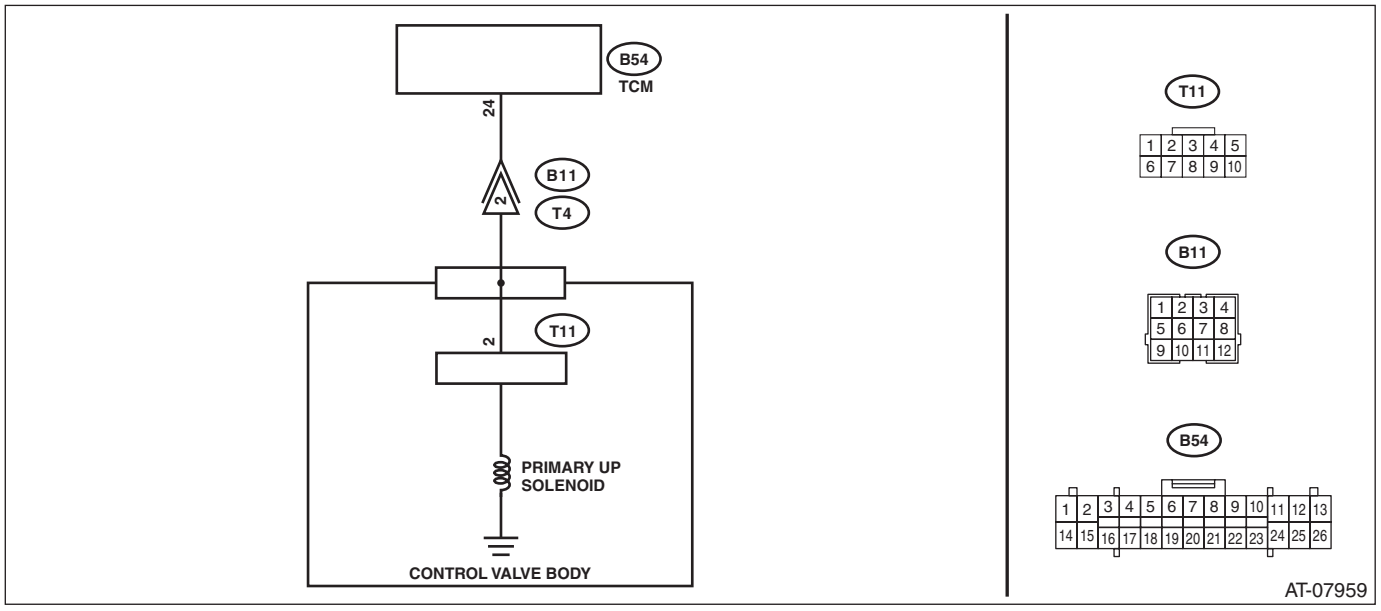
TROUBLE SYMPTOM:

Gear is not changed. (No up-shift)

WIRING DIAGRAM:

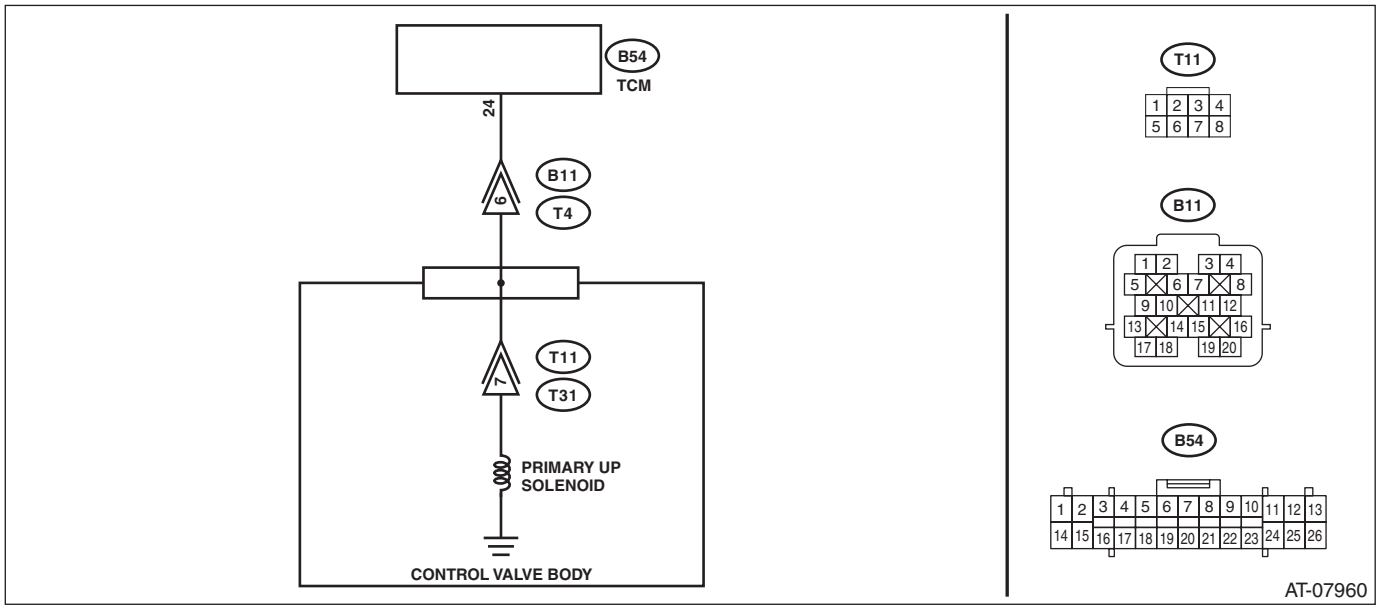
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 24 — (B11) No. 2:*** ***Turbo model*** ***(B54) No. 24 — (B11) No. 6:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 24 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK PRIMARY UP SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 — Transmission body:*** ***Turbo model*** ***(T4) No. 6 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 2 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 6 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AN:DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-49, DTC P0976 PRIMARY SOLENOID SYSTEM B CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

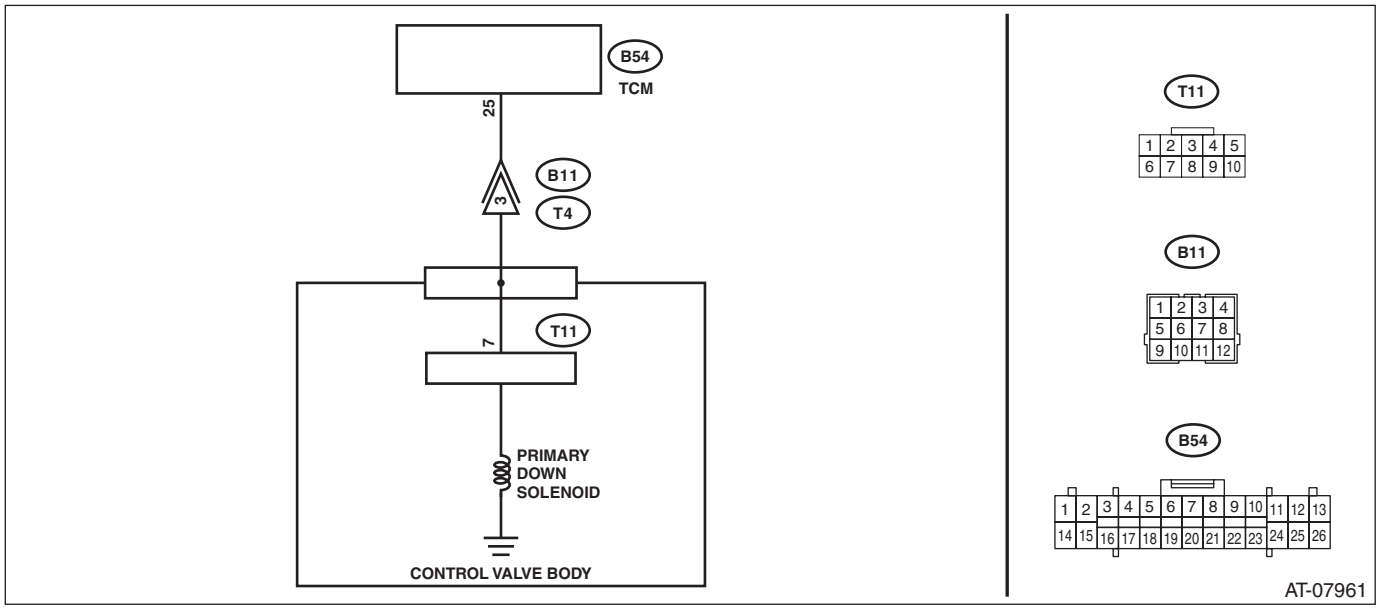
TROUBLE SYMPTOM:

Gear is not changed. (No down-shift)

WIRING DIAGRAM:

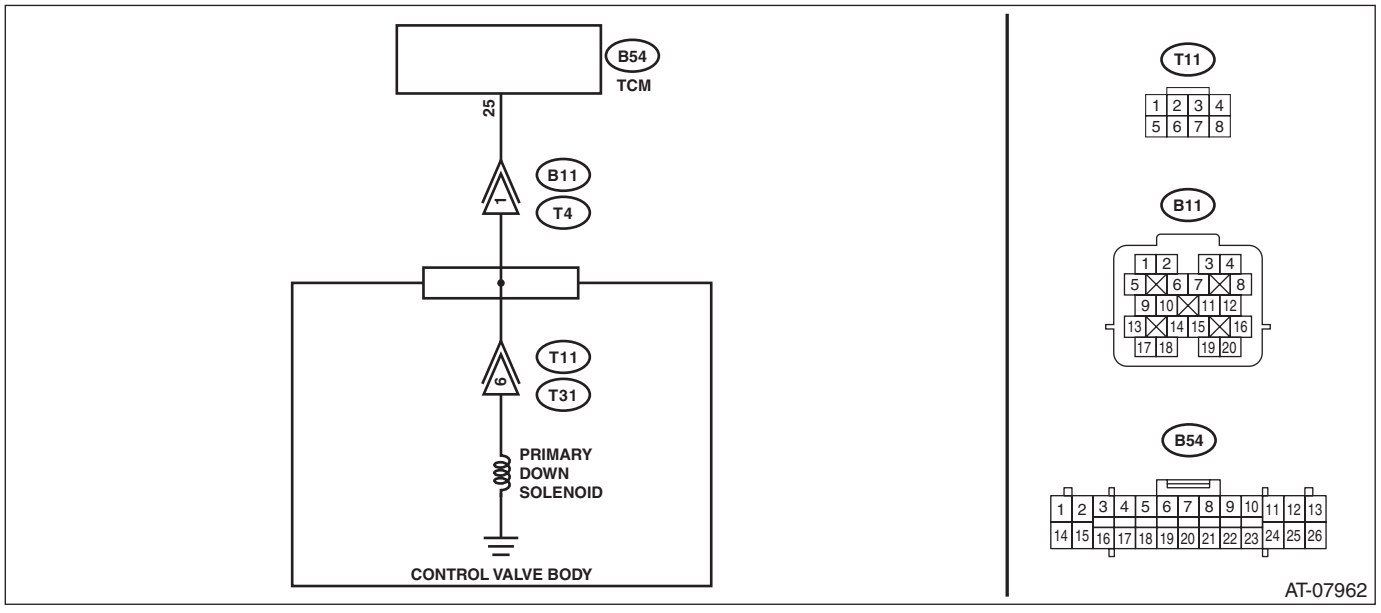
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 25 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK PRIMARY DOWN SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AO:DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-50, DTC P0977 PRIMARY SOLENOID SYSTEM B CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

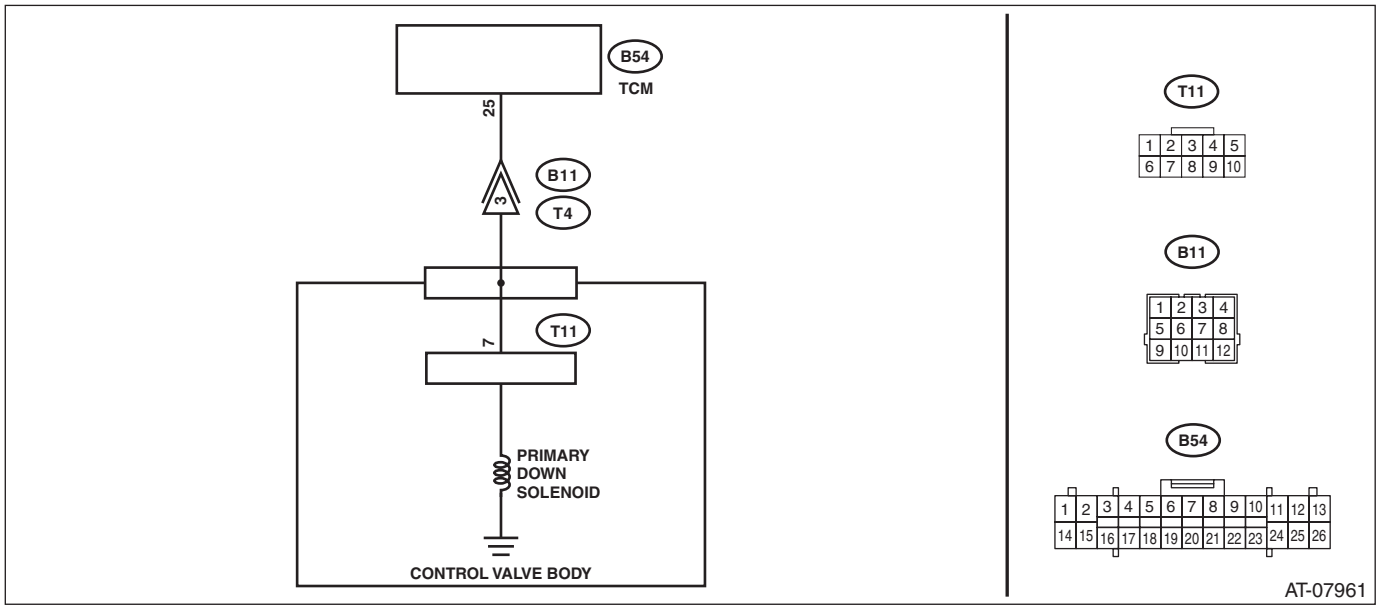
TROUBLE SYMPTOM:

Gear is not changed. (No down-shift)

WIRING DIAGRAM:

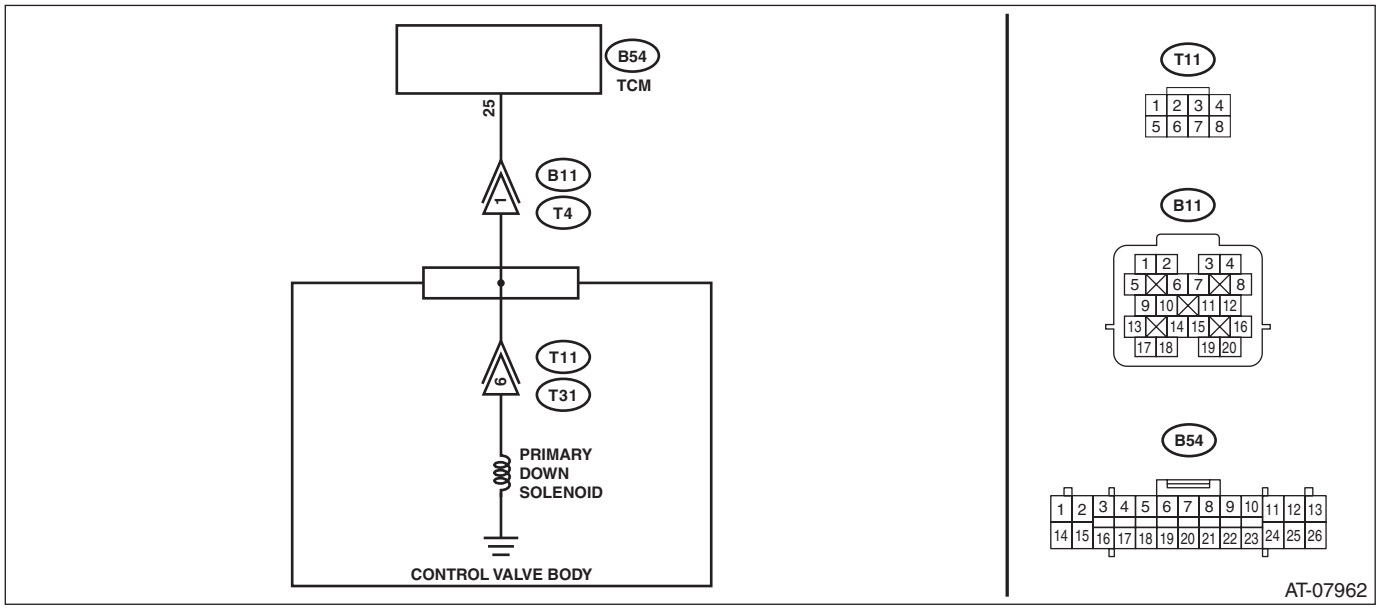
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 25 — (B11) No. 3:*** ***Turbo model*** ***(B54) No. 25 — (B11) No. 1:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 25 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK PRIMARY DOWN SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 — Transmission body:*** ***Turbo model*** ***(T4) No. 1 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 3 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 1 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

AP:DTC P160A RANDOM ACCESS MEMORY (RAM) ERROR

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-51, DTC P160A RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

TCM RAM malfunction

	Step	Check	Yes	No
1	**CHECK DTC.** 1) Perform the Clear Memory Mode using the Subaru Select Monitor.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Read the DTC.	Is DTC P160A displayed?	Replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Current condition is normal. Check for interference from noise, etc.

AQ:DTC P170A L-RANGE SW SYSTEM

NOTE:
Refer to “DTC P0951 MANUAL SWITCH” for diagnostic procedure. <Ref. to CVT(diag)-100, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AR:DTC P2158 VEHICLE SPEED SENSOR "B"

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-52, DTC P2158 VEHICLE SPEED SENSOR "B", Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

VDC does not operate.

Step		Check	Yes	No
1	**CHECK DTC.** Read the DTC of VDC system using the Subaru Select Monitor.	Is DTC displayed?	Perform the diagnosis according to DTC.<Ref. to VDC(diag)-36, List of Diagnostic Trouble Code (DTC).>	Repair the poor contact of connector and harness between VDCCM&H/U and wheel speed sensor.

AS:DTC P2530 IGNITION SWITCH RUN POSITION CIRCUIT

DTC DETECTING CONDITION:

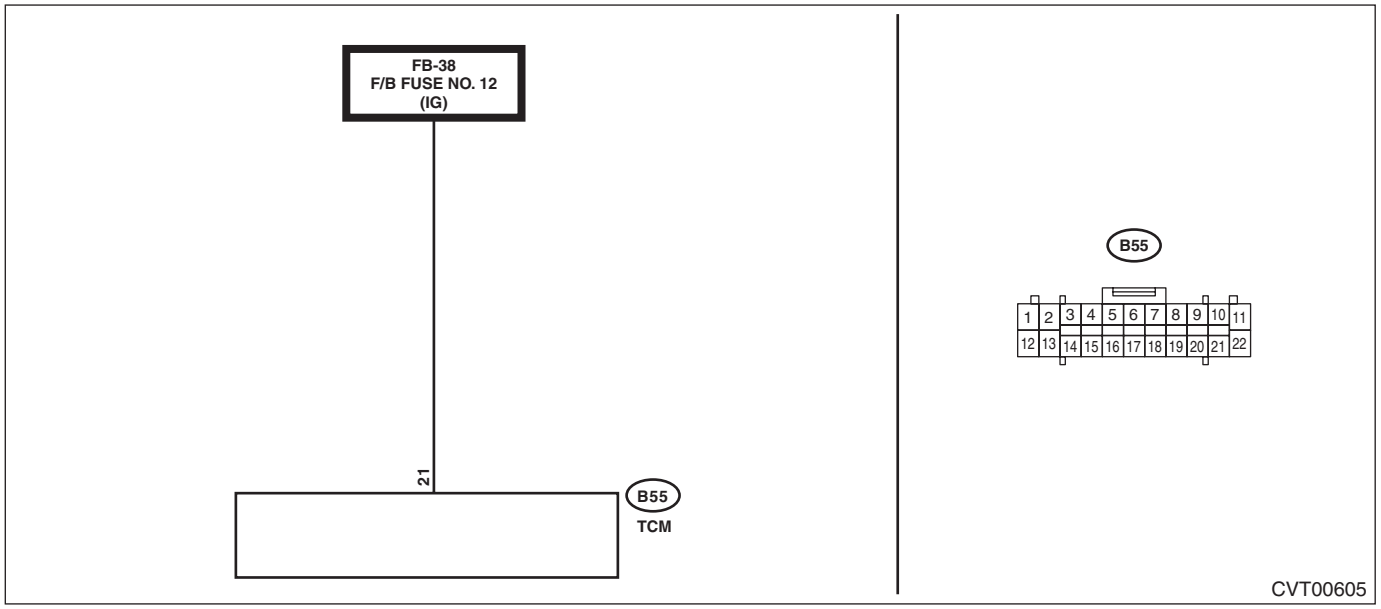
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-53, DTC P2530 IGNITION SWITCH RUN POSITION CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Faulty TCM operation

WIRING DIAGRAM:

CVT control system<Ref. to WI-138, CVT Control System.>



Step		Check	Yes	No
1	**CHECK CONNECTOR.** Check the installing condition of TCM connector.	Is the TCM connector installed properly?	Go to step **2**.	Install the TCM connector.

	Step	Check	Yes	No
2	**CHECK INPUT VOLTAGE OF TCM.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. (While wiggling the harness) ***Connector & terminal*** ***(B55) No. 21 (+) — Chassis ground (–):***	Is the voltage 8 V or more?	Even if DTC is detected, the circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, the following items may be the cause of fault. • Open circuit or short circuit to ground of harness between TCM connector and ignition switch connector (IG relay 1 connector for model with push button start) • Poor contact of ignition switch connector (IG relay 1 connector for model with push button start) • Poor contact of ignition switch (IG relay 1 for model with push button start)	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit or short circuit to ground of harness between TCM connector and ignition switch connector (IG relay 1 connector for model with push button start) • Poor contact of ignition switch connector (IG relay 1 connector for model with push button start) • Poor contact of ignition switch (IG relay 1 for model with push button start)

AT:DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-54, DTC P2746 PRIMARY PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P2746, is any of the DTCs P2747, U0100 and U0401 displayed?	Perform the diagnosis according to DTCs other than P2746.	Perform the diagnosis according to DTC P2747.<Ref. to CVT(diag)-131, DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AU:DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-55, DTC P2747 INTERMEDIATE SHAFT SPEED SENSOR "B" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

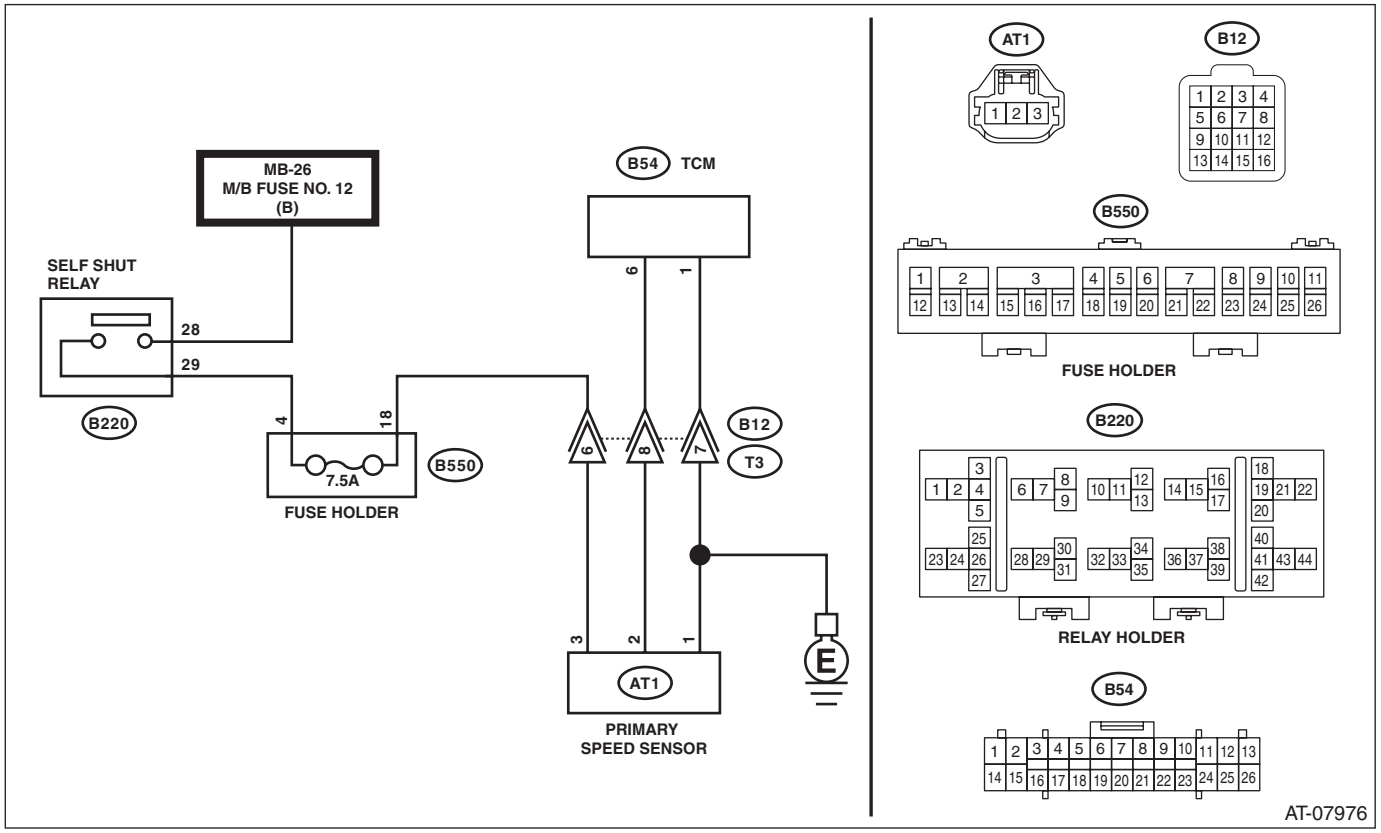
TROUBLE SYMPTOM:

- Standing start problems
- Shock occurs when engaging the lockup clutch.
- Shock occurs when selecting shift position.

WIRING DIAGRAM:

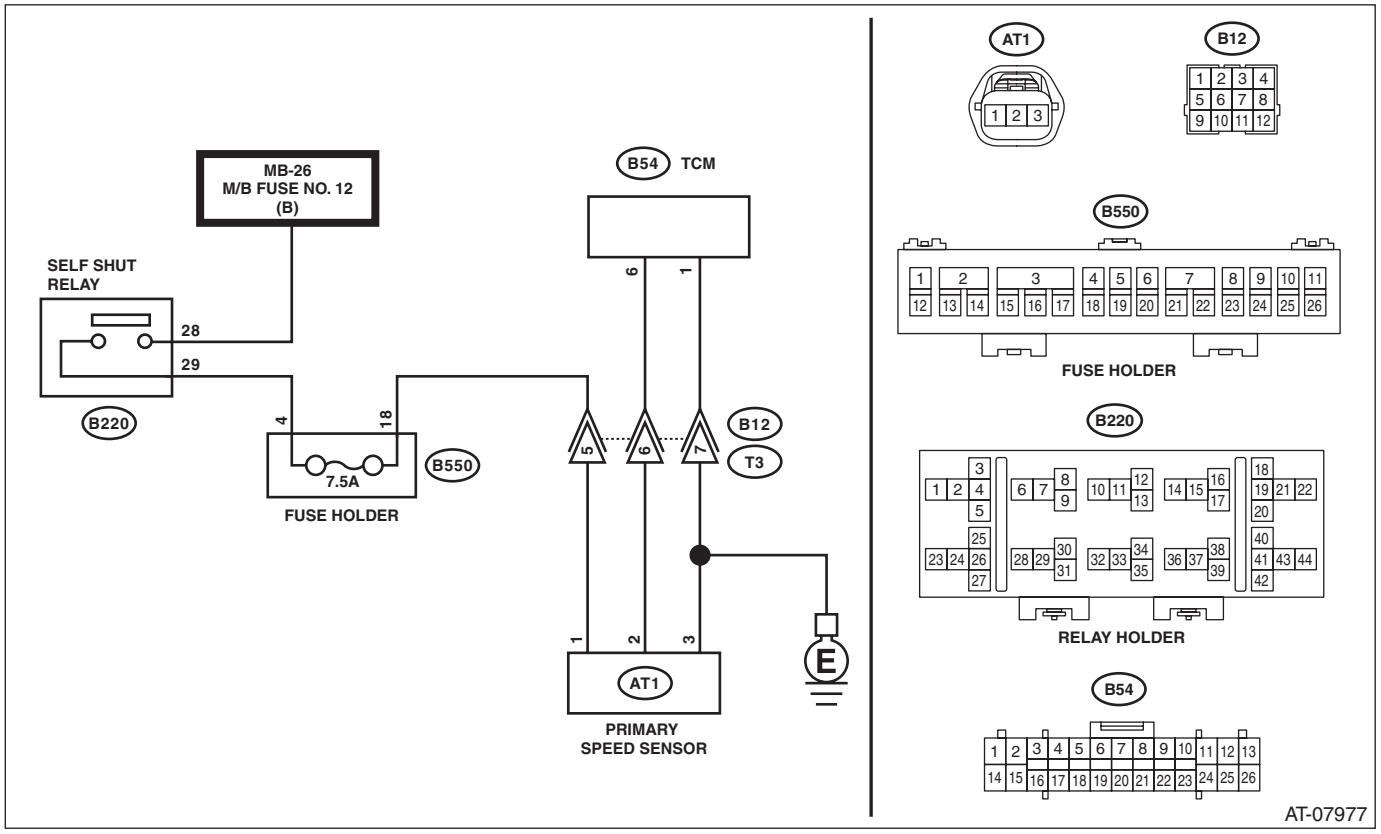
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 6 — (B12) No. 8:*** ***(B550) No. 18 — (B12) No. 6:*** ***Turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 6 — (B12) No. 6:*** ***(B550) No. 18 — (B12) No. 5:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 6 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(B12) No. 6 (+) — (B12) No. 7 (–):*** ***Turbo model*** ***(B12) No. 5 (+) — (B12) No. 7 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to “D” range. 6) Read the data of «Primary Pulley Speed» using Subaru Select Monitor.	Does the value of «Primary Pulley Speed» change according to those of «Turbine Revolution Speed»?	Current condition is normal. Repair the poor contacts of harnesses of primary speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the primary speed sensor connector. 4) Measure the resistance between transmission connector and primary speed sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 6 — (AT1) No. 3:*** ***(T3) No. 7 — (AT1) No. 1:*** ***(T3) No. 8 — (AT1) No. 2:*** ***Turbo model*** ***(T3) No. 5 — (AT1) No. 1:*** ***(T3) No. 6 — (AT1) No. 2:*** ***(T3) No. 7 — (AT1) No. 3:***	Is the resistance less than 1 Ω?	Replace the primary speed sensor.<Ref. to CVT(TR580)-102, Primary Speed Sensor.> <Ref. to CVT(TR690)-102, Primary Speed Sensor.>	Replace the transmission harness.

AV:DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-56, DTC P2750 SEC. PULLEY REVOLUTION SPEED SENSOR CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Shifting shock is felt.
- Acceleration is poor during standing start.
- Shift control malfunction

Step		Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P2750, is DTC P2747 or P2751 displayed?	Perform the diagnosis according to DTCs other than P2750.	Perform the diagnosis according to DTC P2751.<Ref. to CVT(diag)-135, DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AW:DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-57, DTC P2751 INTERMEDIATE SHAFT SPEED SENSOR "C" CIRCUIT NO SIGNAL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

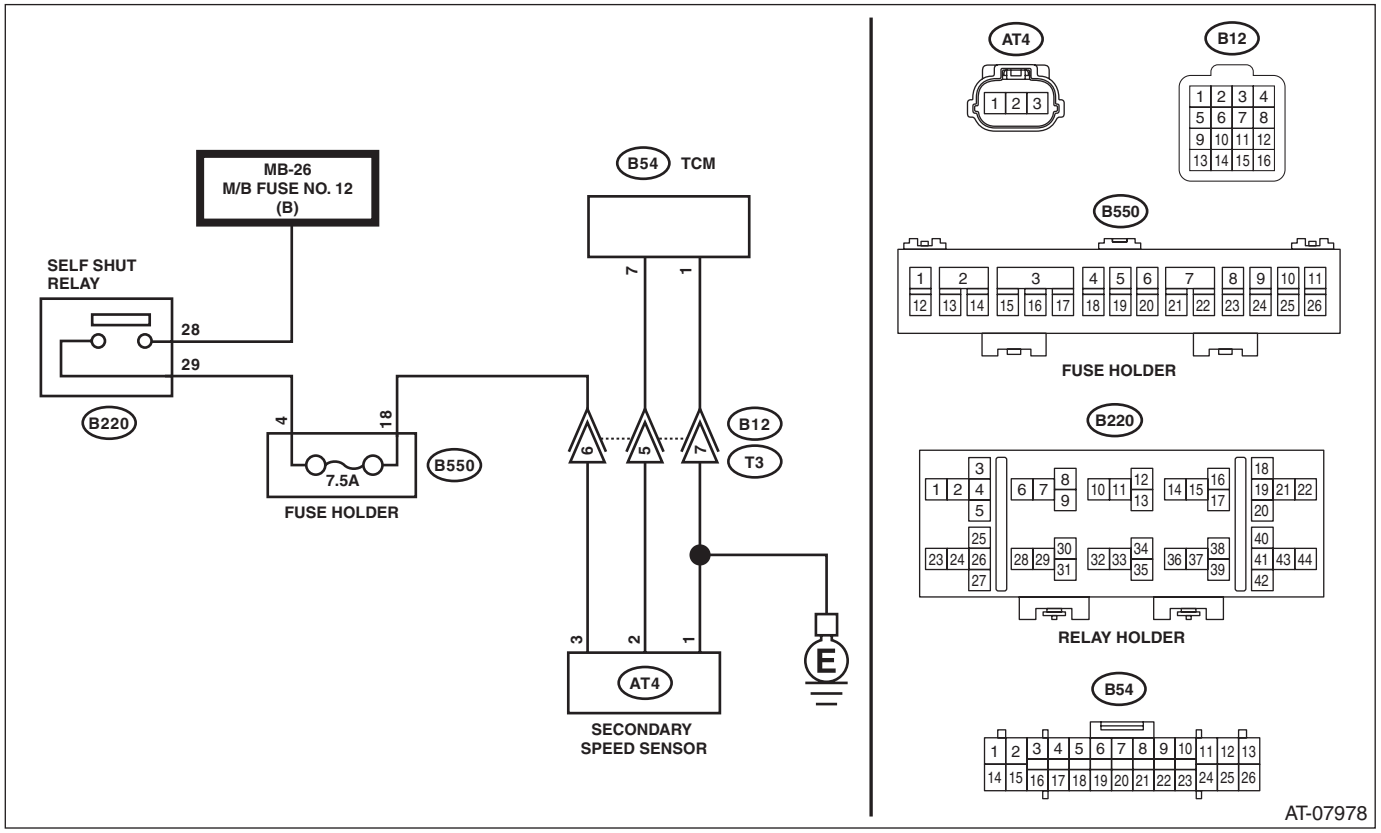
TROUBLE SYMPTOM:

- Shifting shock is felt.
- Acceleration is poor during standing start.
- Shift control malfunction

WIRING DIAGRAM:

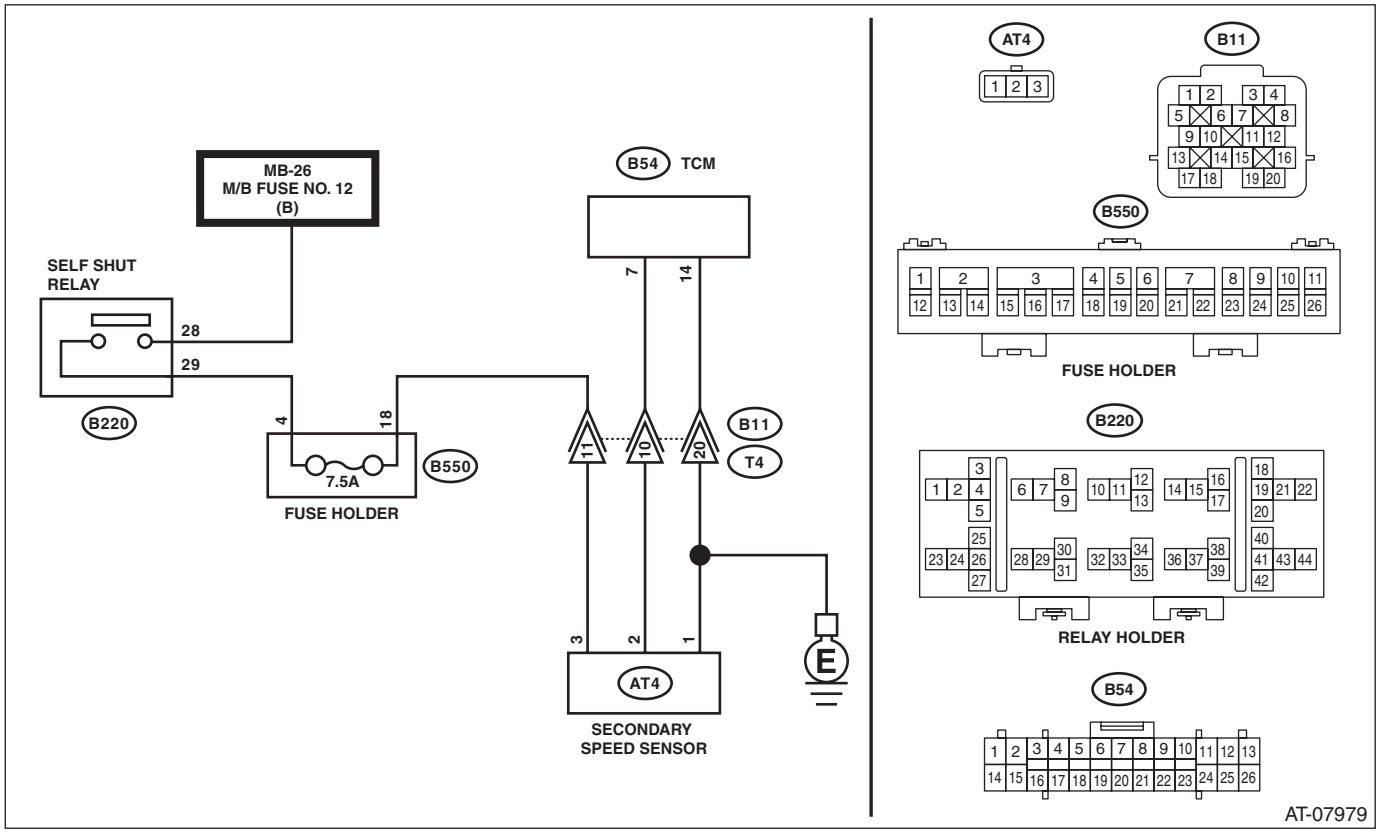
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



• Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK FUSE.** 1) Turn the ignition switch to OFF. 2) Remove the fuse (7.5 A) from the fuse holder.	Is the fuse OK?	Go to step **2**.	Replace the fuse. If the fuse blows out easily, repair the short circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 1 — (B12) No. 7:*** ***(B54) No. 7 — (B12) No. 5:*** ***(B550) No. 18 — (B12) No. 6:*** ***Turbo model*** ***(B54) No. 7 — (B11) No. 10:*** ***(B54) No. 14 — (B11) No. 20:*** ***(B550) No. 18 — (B11) No. 11:***	Is the resistance less than 1 Ω?	Go to step **3**.	Repair the open circuit of harness.
3	**CHECK HARNESS.** Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 7 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the short circuit of harness.

	Step	Check	Yes	No
4	**CHECK TRANSMISSION HARNESS.** 1) Connect the TCM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector terminals. ***Connector & terminal*** ***Non-turbo model*** ***(B12) No. 6 (+) — (B12) No. 7 (–):*** ***Turbo model*** ***(B11) No. 11 (+) — (B11) No. 20 (–):***	Is the voltage 10 — 13 V?	Go to step **5**.	Repair the open circuit of harness or poor contact of connector.
5	**CHECK INPUT SIGNAL FOR TCM.** 1) Turn the ignition switch to OFF. 2) Connect the transmission connector. 3) Lift up the vehicle. 4) Start the engine. 5) Set the select lever to “D” range. 6) Read the data of «Secondary Pulley Speed» using Subaru Select Monitor.	Does the value of «Secondary Pulley Speed» change according to those of «Front Wheel Speed»?	Current condition is normal. Repair the poor contacts of harnesses of secondary speed sensor and transmission connector.	Go to step **6**.
6	**CHECK TRANSMISSION HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Disconnect the secondary speed sensor connector. 4) Measure the resistance between transmission connector and secondary speed sensor connector. ***Connector & terminal*** ***Non-turbo model*** ***(T3) No. 5 — (AT4) No. 2:*** ***(T3) No. 6 — (AT4) No. 3:*** ***(T3) No. 7 — (AT4) No. 1:*** ***Turbo model*** ***(T4) No. 10 — (AT4) No. 2:*** ***(T4) No. 11 — (AT4) No. 3:*** ***(T4) No. 20 — (AT4) No. 1:***	Is the resistance less than 1 Ω?	Replace the secondary speed sensor.<Ref. to CVT(TR580)-100, Secondary Speed Sensor.> <Ref. to CVT(TR690)-99, Secondary Speed Sensor.>	Replace the transmission harness.

AX:DTC P2757 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT PERFORMANCE/STUCK OFF

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-58, DTC P2757 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT PERFORMANCE/STUCK OFF, Diagnostic Trouble Code (DTC) Detecting Criteria.>

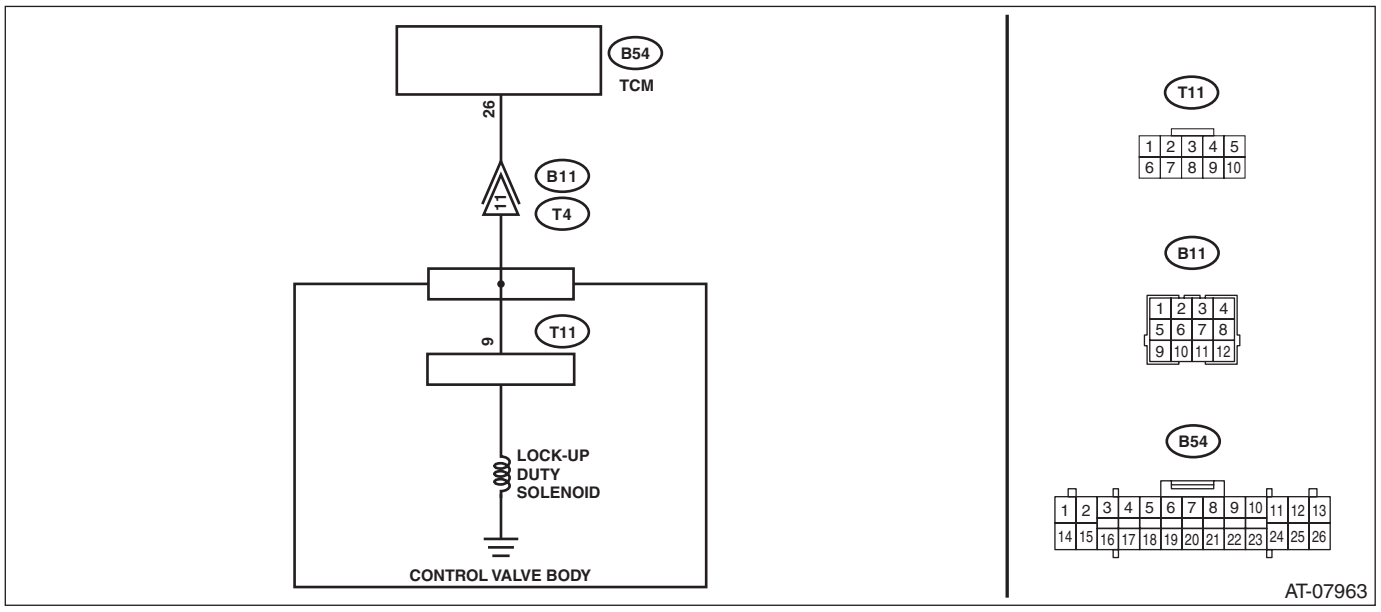
TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

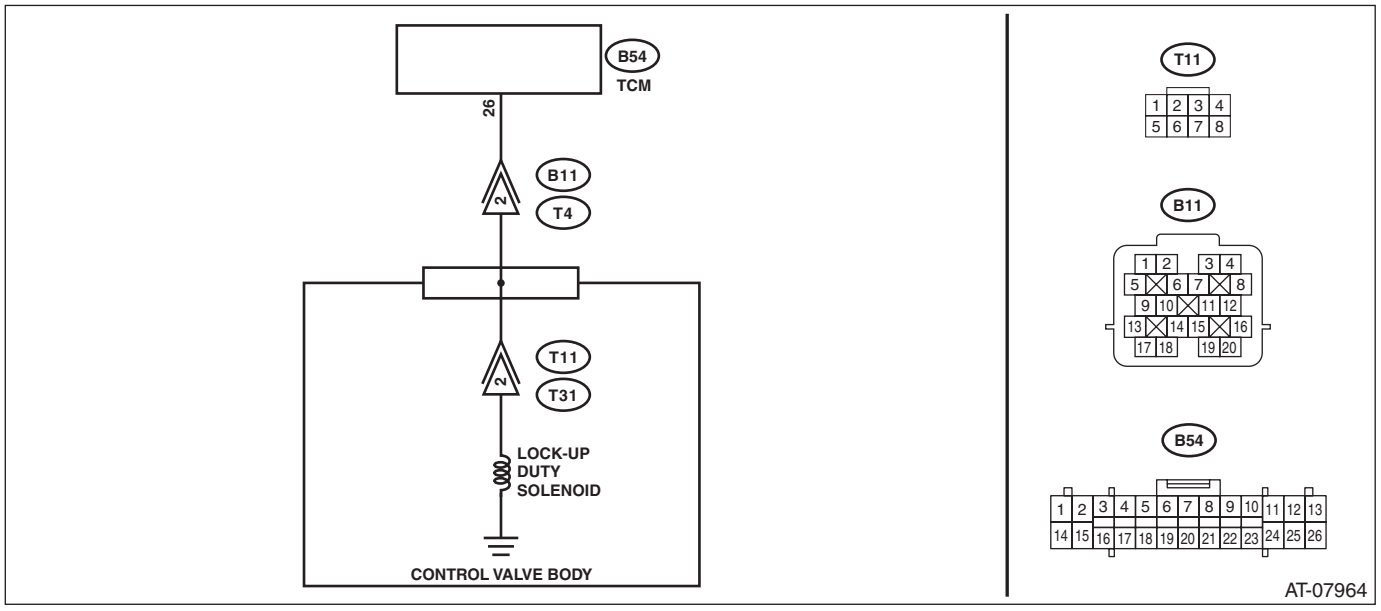
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P2757, is any of the DTCs P2747, P2763, P2764, U0100 and U0401 displayed?	Perform the diagnosis according to DTCs other than P2757.	Go to step **2**.
2	**CHECK LOCK-UP DUTY SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Perform the diagnosis according to DTC P0841.<Ref. to CVT(diag)-89, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

	Step	Check	Yes	No
7	**DRIVING CHECK FOR LOCK-UP CONDITION.** 1) Perform the “Clear Memory Mode”.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Turn the ignition switch to OFF. 3) Start the engine. 4) Warm up until the ATF temperature exceeds 50°C. 5) Drive the vehicle for one minute or more while keeping such constant speed that «Lock Up Duty Ratio» is 70% or more, and «Front Wheel Speed» is 40 km/h (25 MPH) or more, which are displayed on the Subaru Select Monitor. 6) Turn the ignition switch to OFF. 7) Start the engine. 8) Perform the procedure in step 5) again. 9) Read the DTC using Subaru Select Monitor.	Does the AT OIL TEMP light blink and is DTC P2757 displayed?	Perform the secondary pressure test.<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.> When DTC other than P2757 is displayed, perform the diagnosis corresponding to the DTC.	Current condition is normal. Temporary oil pressure malfunction.

AY:DTC P2758 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT STUCK ON

DTC DETECTING CONDITION:

- Detected when two consecutive driving cycles with fault occur.
- GENERAL DESCRIPTION<Ref. to GD(CVT)-59, DTC P2758 TORQUE CONVERTER CLUTCH PRESSURE CONTROL SOLENOID CONTROL CIRCUIT STUCK ON, Diagnostic Trouble Code (DTC) Detecting Criteria.>

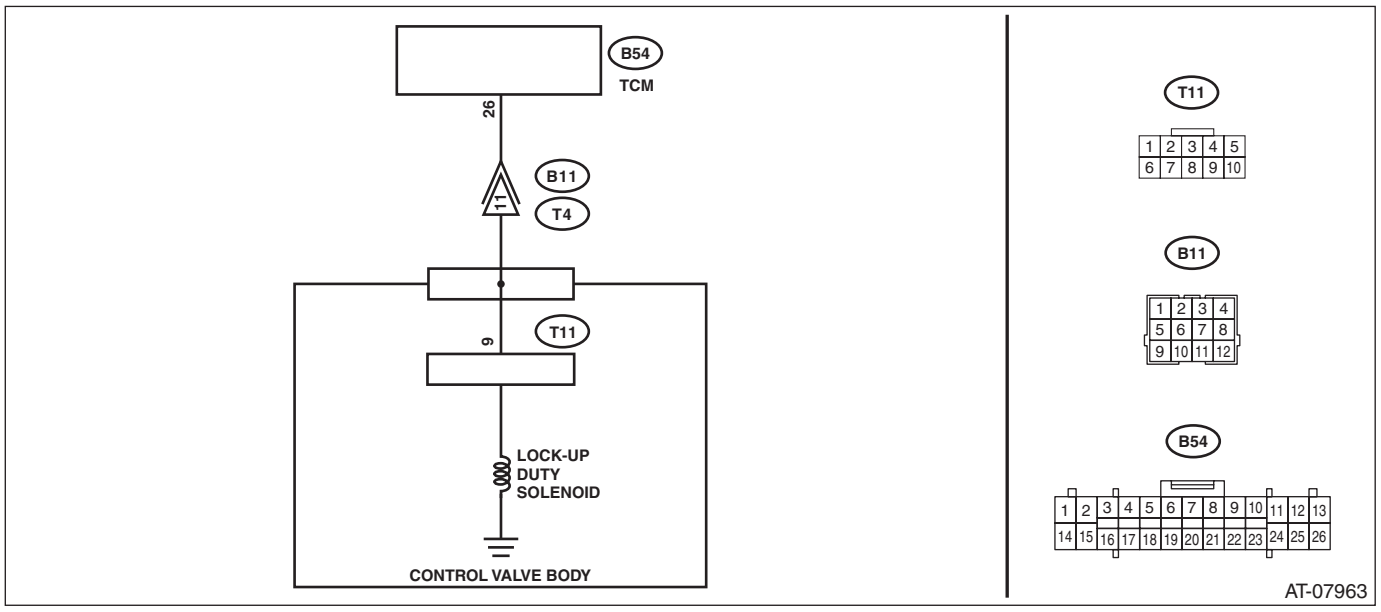
TROUBLE SYMPTOM:

The engine stalls when the vehicle is stopped.

WIRING DIAGRAM:

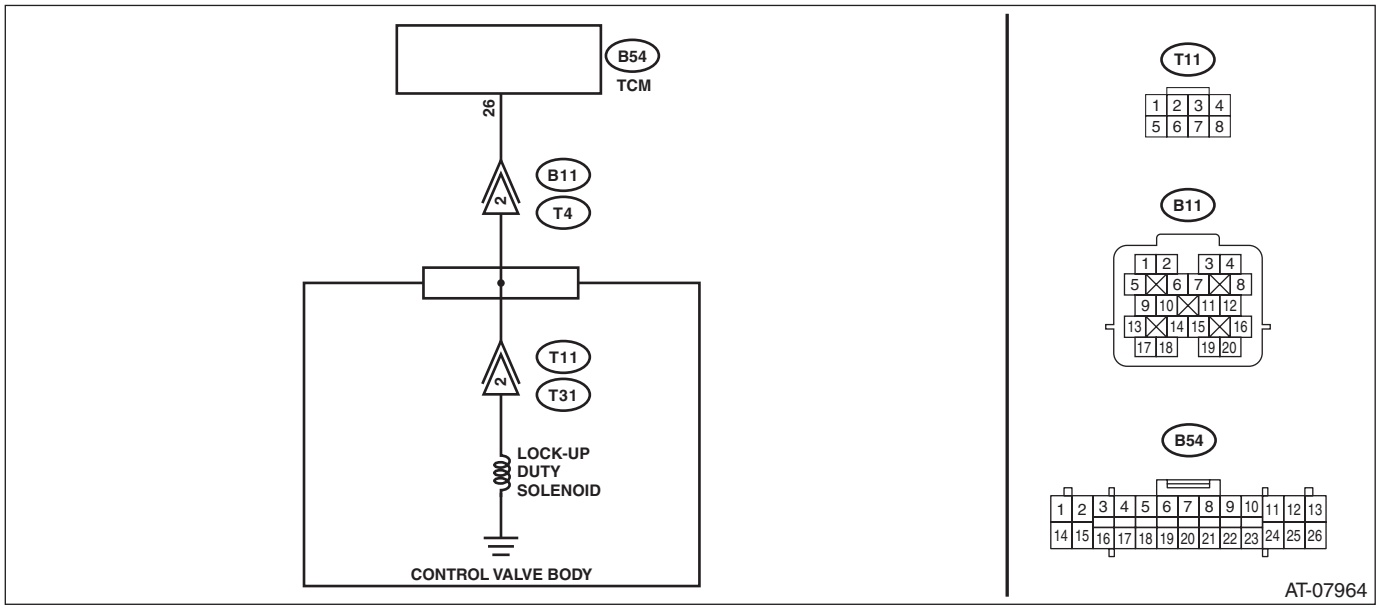
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC using Subaru Select Monitor.	Besides DTC P2758, is any of the DTCs P2747, P2763, P2764, U0100 and U0401 displayed?	Perform the diagnosis according to DTCs other than P2758.	Go to step **2**.
2	**CHECK LOCK-UP DUTY SOLENOID.** 1) Turn the ignition switch to OFF. 2) Disconnect the transmission connector. 3) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Go to step **4**.	Go to step **3**.
3	**CHECK HARNESS.** Check the harness for continuity.	Is the harness normal? (Is it free from defects such as open circuit, power supply-output short or GND-output short circuit, or poor contact?)	Go to step **4**.	Repair the harness.
4	**CHECK TRANSMISSION FLUID.** 1) Connect the transmission connector. 2) Check the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>	Is the ATF amount correct?	Go to step **5**.	Adjust the amount of ATF.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.> <Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
5	**CHECK TRANSMISSION FLUID.** Check the condition of ATF.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>	Is the ATF OK?	Go to step **6**.	Check according to the “Corrective action” of ATF (CVTF) “CONDITION CHECK”.<Ref. to CVT(TR580)-39, CONDITION CHECK, CVTF.> <Ref. to CVT(TR690)-40, CONDITION CHECK, CVTF.>
6	**CHECK INPUT SIGNAL FOR TCM.** 1) Lift up the vehicle. 2) Start the engine. 3) Warm up until the ATF temperature reaches to 40 — 70°C (104 — 158°F). 4) Shift the select lever to “P” range. 5) Stabilize the engine speed at idle. 6) Read the data of «Actual secondary pressure» using Subaru Select Monitor.	Is the «Actual secondary pressure» 0.5 — 1.5 MPa?	Go to step **7**.	Perform the diagnosis according to DTC P0841.<Ref. to CVT(diag)-89, DTC P0841 SECONDARY OIL PRESSURE SENSOR PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

	Step	Check	Yes	No
7	**DRIVING CHECK FOR LOCK-UP CONDITION.** 1) Perform the “Clear Memory Mode”.<Ref. to CVT(diag)-24, Clear Memory Mode.> 2) Turn the ignition switch to OFF. 3) Start the engine. 4) Warm up until the ATF temperature exceeds 50°C. 5) Drive the vehicle for one minute or more while keeping such constant speed that «Lock Up Duty Ratio» is 0%, and «Front Wheel Speed» is 5 km/h (3 MPH) or less, which are displayed on the Subaru Select Monitor. 6) Turn the ignition switch to OFF. 7) Start the engine. 8) Perform the procedure in step 5) again. 9) Read the DTC using Subaru Select Monitor.	Does the AT OIL TEMP light blink and is DTC P2758 displayed?	Perform the secondary pressure test.<Ref. to CVT(TR580)-48, Secondary Pressure (Line Pressure) Test.> <Ref. to CVT(TR690)-51, Secondary Pressure (Line Pressure) Test.> When DTC other than P2758 is displayed, perform the diagnosis according to the DTC.	Current condition is normal. Temporary oil pressure malfunction.

AZ:DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-60, DTC P2763 LOCK-UP DUTY SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

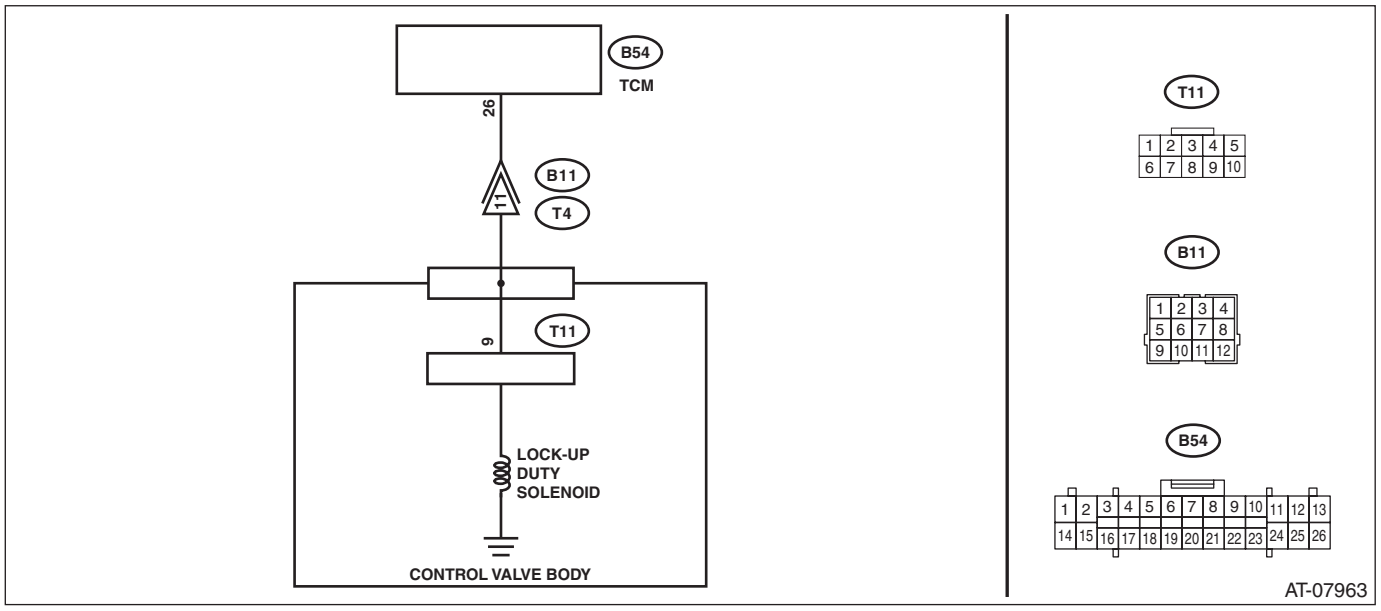
TROUBLE SYMPTOM:

- No lock-up occurs.
- Engine stalls.

WIRING DIAGRAM:

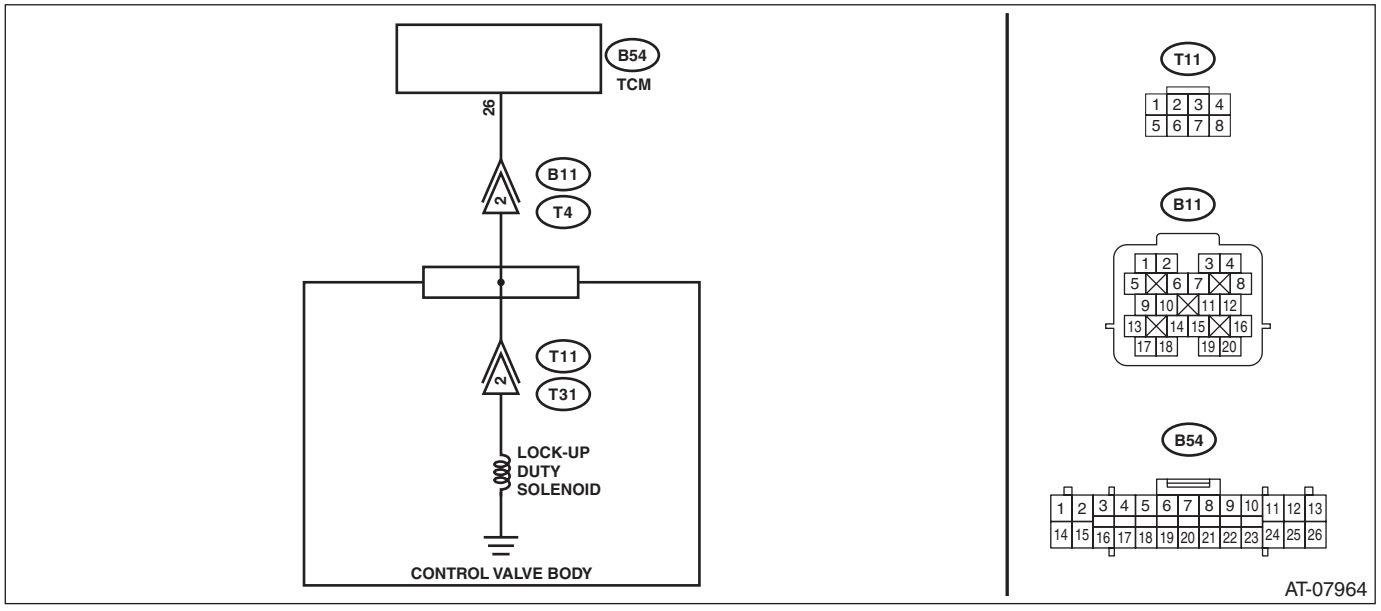
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***Non-turbo model*** ***(B54) No. 26 — (B11) No. 11:*** ***Turbo model*** ***(B54) No. 26 — (B11) No. 2:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 26 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK LOCK-UP DUTY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 (+) — Transmission body (–):*** ***Turbo model*** ***(T4) No. 2 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

BA:DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-61, DTC P2764 LOCK-UP DUTY SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

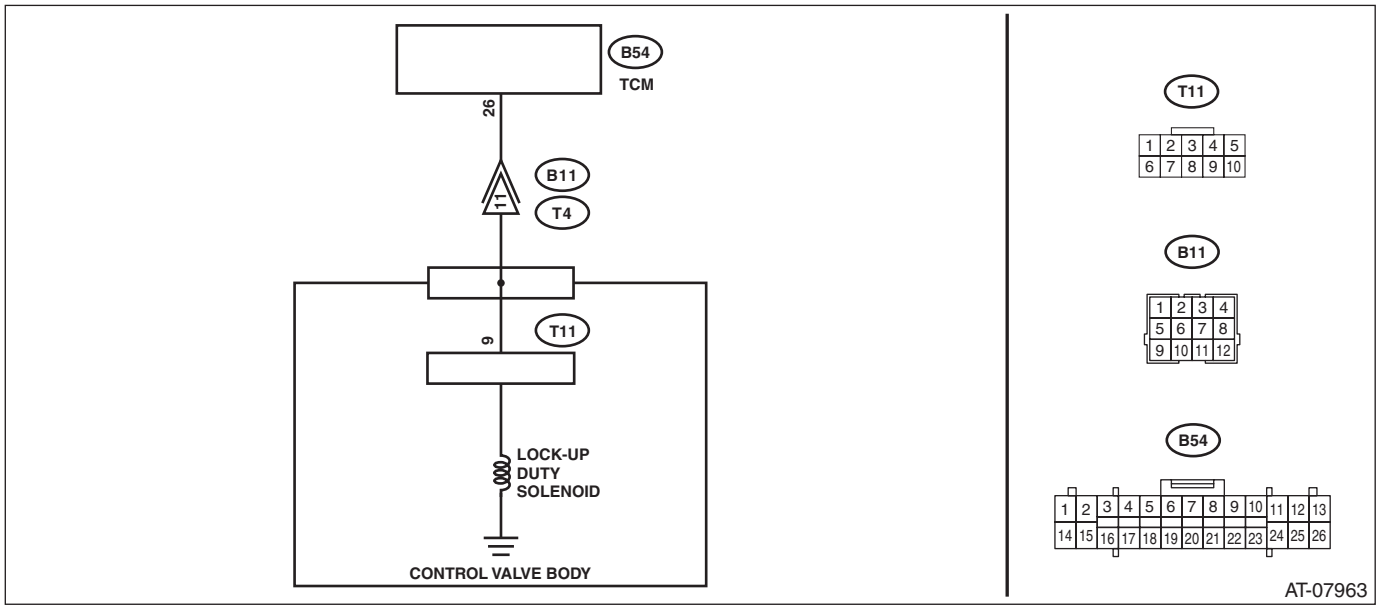
TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

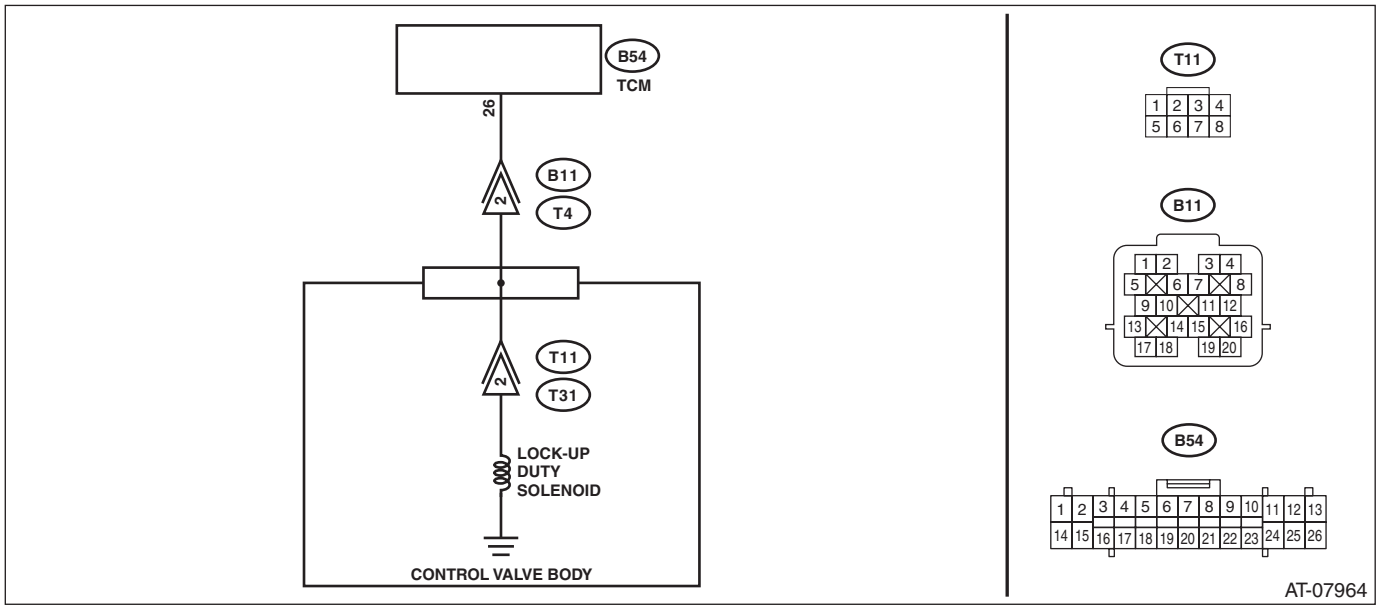
- Non-turbo model

CVT control system<Ref. to WI-138, NON-TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



- Turbo model

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 26 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK LOCK-UP DUTY SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance approx. 10 — 13.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the following parts. • Transmission valve cover (non-turbo model) • Transmission oil pan (turbo model) 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***Non-turbo model*** ***(T4) No. 11 — Transmission body:*** ***Turbo model*** ***(T4) No. 2 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR580)-111, Control Valve Body.> <Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

BB:DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW)

DTC DETECTING CONDITION:

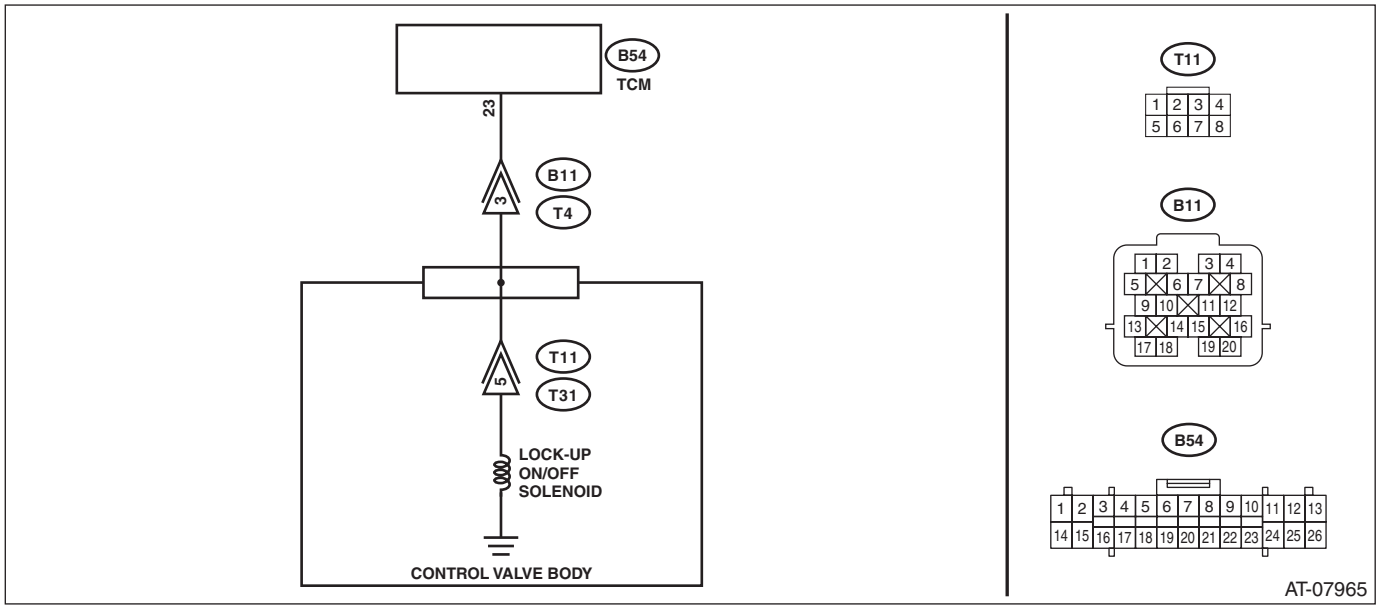
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-62, DTC P2769 LOCK-UP ON/OFF SOLENOID CIRCUIT (LOW), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



	Step	Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 23 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **2**.	Repair the short circuit of harness.
2	**CHECK LOCK UP ON/OFF SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance approx. 13 — 18.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **3**.
3	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **4**.

	Step	Check	Yes	No
4	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance 1 MΩ or more?	Replace the control valve body.<Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

BC:DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH)

DTC DETECTING CONDITION:

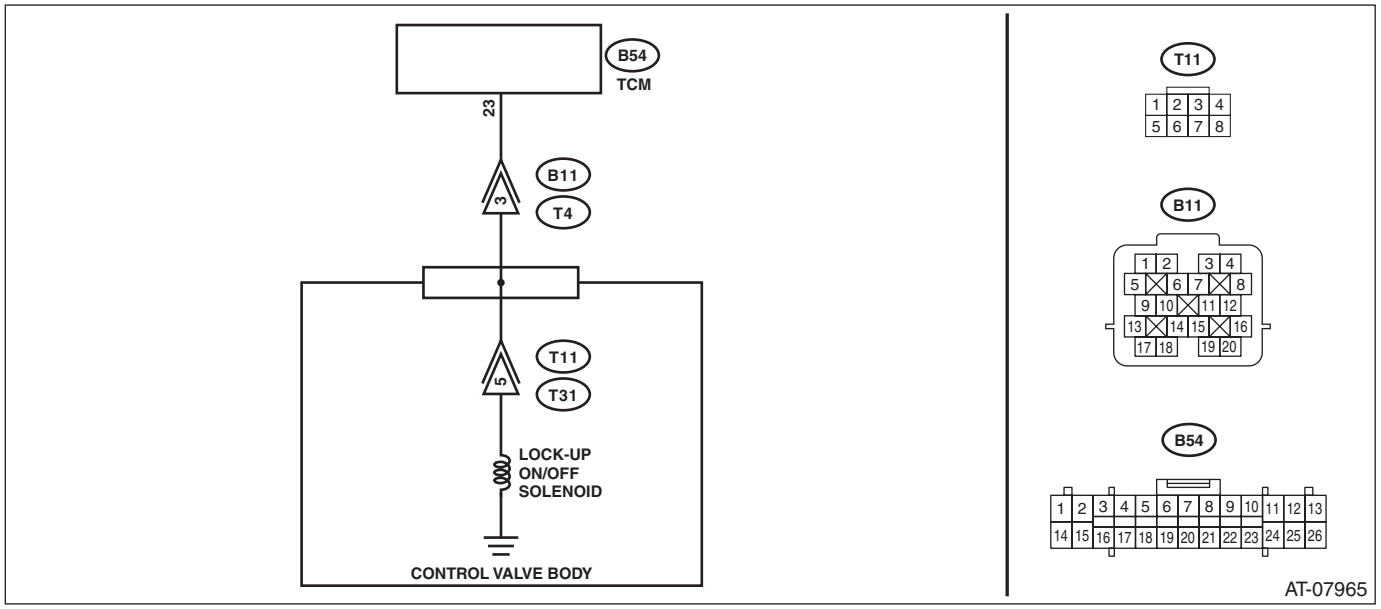
- Immediately at fault recognition
- GENERAL DESCRIPTION<Ref. to GD(CVT)-63, DTC P2770 LOCK-UP ON/OFF SOLENOID CIRCUIT (HIGH), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

No lock-up occurs.

WIRING DIAGRAM:

CVT control system<Ref. to WI-148, TURBO MODEL, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK HARNESS.** 1) Turn the ignition switch to OFF. 2) Disconnect the TCM and transmission connectors. 3) Measure the resistance between TCM connector and transmission connectors. ***Connector & terminal*** ***(B54) No. 23 — (B11) No. 3:***	Is the resistance less than 1 Ω?	Go to step **2**.	Repair the open circuit of harness.
2	**CHECK HARNESS.** 1) Turn the ignition switch to ON. 2) Measure the voltage between TCM connector and chassis ground. ***Connector & terminal*** ***(B54) No. 23 (+) — Chassis ground (–):***	Is the voltage approx. 0 V?	Go to step **3**.	Repair the short circuit of harness.
3	**CHECK LOCK UP ON/OFF SOLENOID.** Measure the resistance between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 — Transmission body:***	Is the resistance approx. 13 — 18.5 Ω? (when cold)	Check for poor contact of connector, and if no fault is found, replace the TCM.<Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>	Go to step **4**.
4	**CHECK HARNESS INSIDE TRANSMISSION.** **CAUTION:** **Start work after ATF cools down.** 1) Remove the transmission oil pan. 2) Check for the harness pinch, damage.	Is there any fault in the harness?	Replace the transmission harness.	Go to step **5**.

	Step	Check	Yes	No
5	**CHECK HARNESS INSIDE TRANSMISSION.** 1) Disconnect the control valve body connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between transmission connector and transmission body. ***Connector & terminal*** ***(T4) No. 3 (+) — Transmission body (–):***	Is the voltage approx. 0 V?	Replace the control valve body.<Ref. to CVT(TR690)-109, Control Valve Body.>	Replace the transmission harness.

BD:DTC U0073 CONTROL MODULE COMMUNICATION BUS OFF

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure.<Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BE:DTC U0100 LOST COMMUNICATION WITH ECM/PCM “A”

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BF:DTC U0122 LOST COMMUNICATION WITH VEHICLE DYNAMICS CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BG:DTC U0140 LOST COMMUNICATION WITH BODY CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BH:DTC U0155 LOST COMMUNICATION WITH INSTRUMENT PANEL CLUSTER (IPC) CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BI: DTC U0164 LOST COMMUNICATION WITH HVAC CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure.<Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BJ:DTC U0401 INVALID DATA RECEIVED FROM ECM/PCM “A”

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BK:DTC U0416 INVALID DATA RECEIVED FROM VEHICLE DYNAMICS CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BL:DTC U0422 INVALID DATA RECEIVED FROM BODY CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BM:DTC U0423 INVALID DATA RECEIVED FROM INSTRUMENT PANEL CLUSTER CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BN:DTC U0424 INVALID DATA RECEIVED FROM HVAC CONTROL MODULE

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure.<Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BO:DTC U1235 LOST COMMUNICATION WITH EyeSight

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

BP:DTC U1433 INVALID DATA RECEIVED FROM EyeSight

NOTE:
Refer to “LAN SYSTEM (DIAGNOSTICS)” for diagnostic procedure. <Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>

16.Main Shaft Assembly

A: REMOVAL

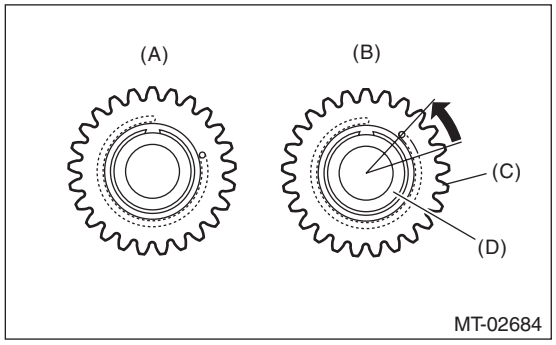
1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the transfer case together with the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
3) Remove the transmission case.<Ref. to 6MT-63, REMOVAL, Transmission Case.>
4) Remove the drive pinion shaft assembly.<Ref. to 6MT-76, REMOVAL, Drive Pinion Shaft Assembly.>
5) Remove the main shaft assembly.

B: INSTALLATION

1) Attach the needle bearing and oil seal to the front of the main shaft assembly.

NOTE:
• Wrap the clutch splined section with vinyl tape to prevent damage to the oil seal.
• Apply NICHIMOLY N-130 or the equivalent to the sealing lip of the oil seal.
• Use a new oil seal.

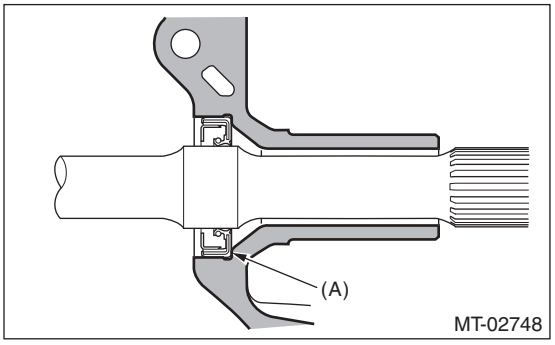
2) Rotate the reverse idler sub gear by two teeth from free status in the direction of the arrow to make it engage with the reverse gear of the main shaft and install the main shaft assembly.
(1) When the reverse idler sub gear is at free status, put alignment marks on reverse idler sub gear and reverse idler gear.
(2) Rotate the alignment mark on the reverse idler sub gear side in the arrow direction by two teeth, and secure it with a wire.



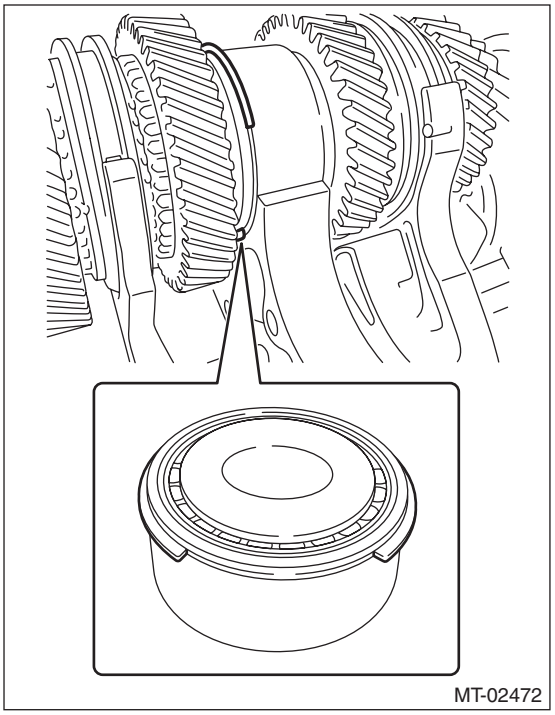
(A) Free status
(B) Set status
(C) Reverse idler sub gear
(D) Reverse idler gear

3) Fit the transmission case knock pin to the knock pin hole of the needle bearing outer race and install the main shaft assembly.

NOTE:
• Align the end face of the seal with surface (A) when installing the oil seal.



• Face the cutout portion of the snap ring for the double taper roller bearing to the drive pinion shaft assembly.

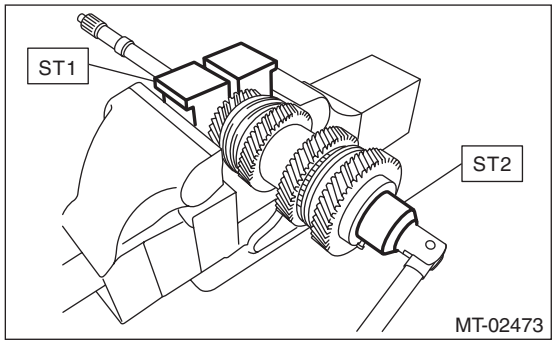


4) After installing the main shaft, check that the reverse idler gear and reverse idler sub gear are misaligned by two teeth and remove the wire.
5) Install the drive pinion shaft assembly.<Ref. to 6MT-76, INSTALLATION, Drive Pinion Shaft Assembly.>
6) Check each shifter fork.<Ref. to 6MT-103, INSPECTION, Shifter Fork and Rod.>
7) Select a main shaft rear plate.<Ref. to 6MT-75, ADJUSTMENT, Main Shaft Assembly.>
8) Install the transmission case.<Ref. to 6MT-64, INSTALLATION, Transmission Case.>

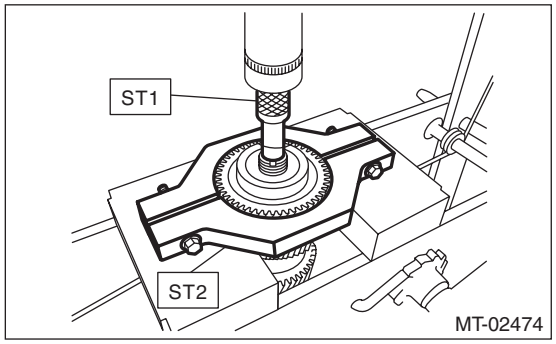
9) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
10) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

NOTE:
When replacing the coupling sleeve and synchronizer hub, replace them as a set. Because these must engage at the specified point, avoid disassembly as much as possible. If it is necessary to disassemble, mark the engaging points on the splines beforehand.
1) Put vinyl tape around the main shaft spline and pull out the oil seal and needle bearing by hand to prevent the oil seal from being damaged.
2) Flatten the tab of the lock nut.
3) Remove the lock nut and lock washer from the main shaft assembly using ST1 and ST2.
ST1 498937000 TRANSMISSION HOLDER
ST2 499987003 SOCKET WRENCH (35)



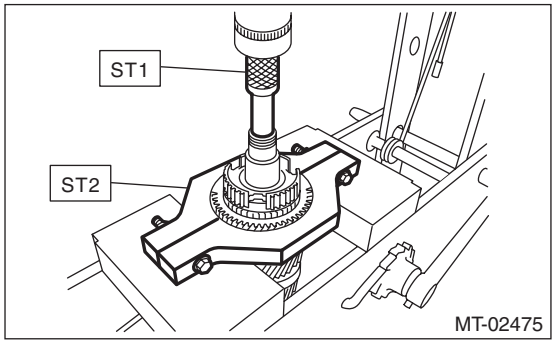
4) Remove the 6th drive gear and ball bearing using the ST1, ST2 and a press.
ST1 899864100 REMOVER
ST2 18722AA010 REMOVER



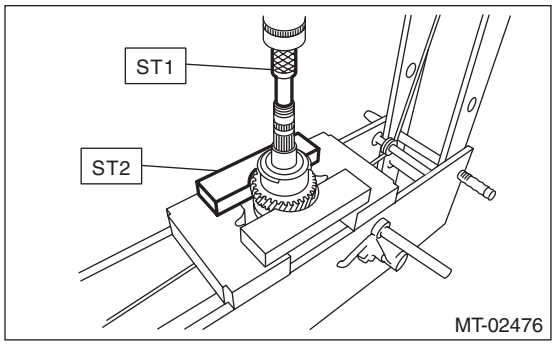
5) Remove the needle bearing, 6th baulk ring, shifting insert and 5th-6th coupling sleeve.

CAUTION:
When removing 5th-6th coupling sleeve, be careful not to lose the shifting insert.

6) Remove the 5th drive gear, 6th needle bearing race, 5th baulk ring, 5th-6th synchronizer hub and needle bearing using the ST1, ST2 and a press.
ST1 899864100 REMOVER
ST2 18722AA010 REMOVER

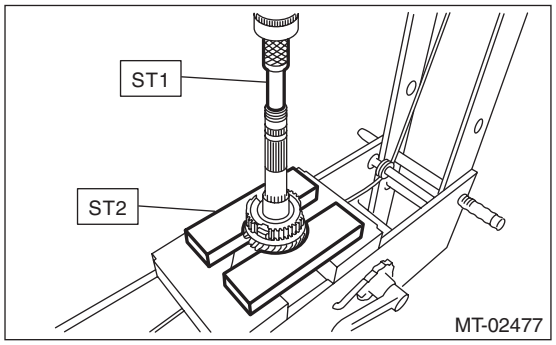


7) Shift the 3rd-4th coupling sleeve to the 3rd side.
8) Remove the 4th drive gear, 4th gear thrust washer, double taper roller bearing and 5th needle bearing race using the ST1, ST2 and a press.
ST1 899864100 REMOVER
ST2 899714110 REMOVER



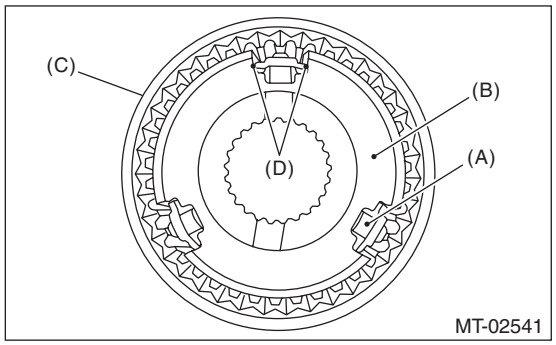
9) Remove the 4th baulk ring, needle bearing, shifting insert and 3rd-4th coupling sleeve.

CAUTION:
When removing 3rd-4th coupling sleeve, be careful not to lose the shifting insert.
10) Remove the 3rd drive gear, 4th needle bearing race, 3rd-4th synchronizer hub, inner baulk ring, 3rd synchro cone, outer baulk ring and needle bearing using the ST1, ST2 and a press.
ST1 899864100 REMOVER
ST2 899714110 REMOVER



D: ASSEMBLY

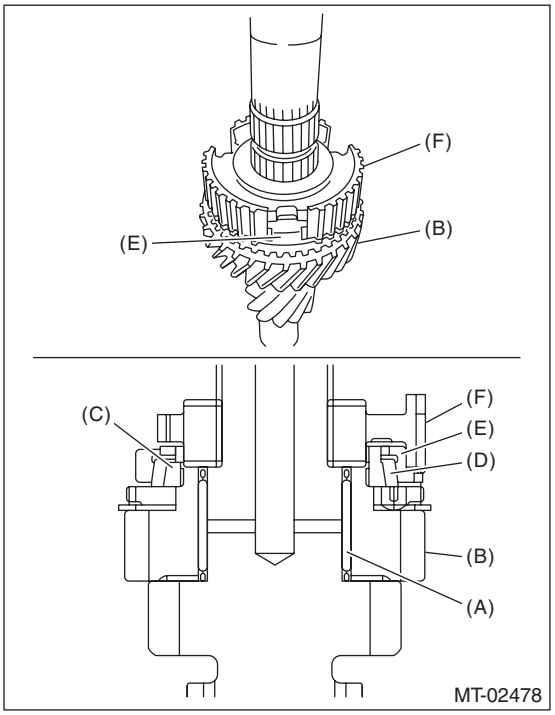
NOTE:
• Match the alignment marks, and install the coupling sleeve to the synchronizer hub and then install the shifting insert.
• Make sure that there is no large clearance at both sides of the shifting insert after assembly.



(A) Shifting insert
(B) Synchronizer hub
(C) Coupling sleeve
(D) There is no large clearance at this part.

1) Install the needle bearing, 3rd drive gear, outer baulk ring, 3rd synchro cone, inner baulk ring and 3rd-4th synchronizer hub to the main shaft.

NOTE:
• Install the 3rd-4th synchronizer hub in the correct direction.
• Align the protrusion of the outer baulk ring into the groove of the 3rd-4th synchronizer hub.

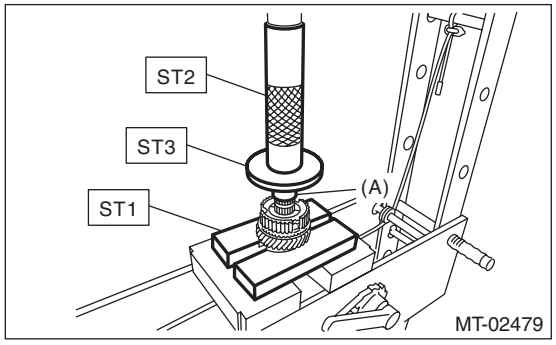


(A) 3rd needle bearing
(B) 3rd drive gear
(C) Inner baulk ring
(D) 3rd synchro cone
(E) Outer baulk ring
(F) 3rd-4th synchronizer hub

2) Install the 4th needle bearing race onto the main shaft using ST1, ST2, ST3 and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

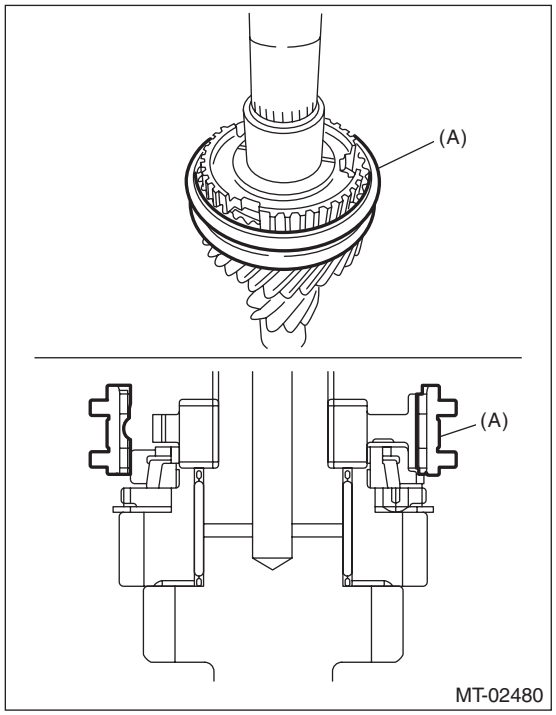
ST1 899714110 REMOVER
ST2 499877000 RACE 4-5 INSTALLER
ST3 398177700 INSTALLER



(A) 4th needle bearing race

3) Install the 3rd-4th coupling sleeve to the 3rd-4th synchronizer hub.

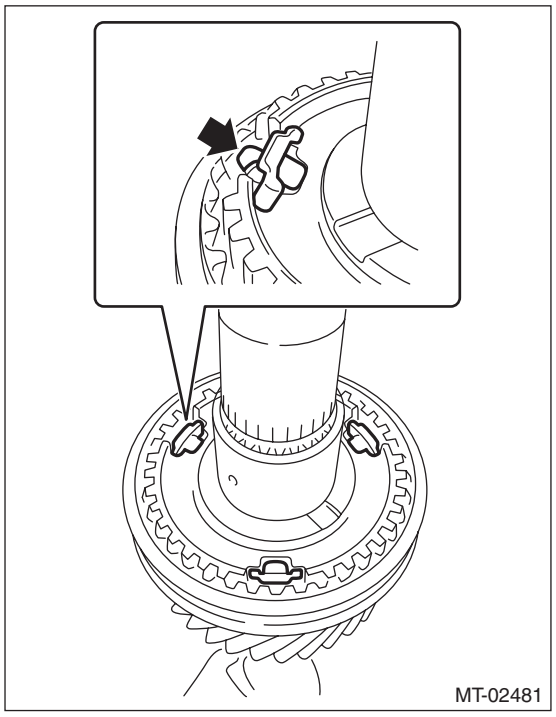
NOTE:
• Install the 3rd-4th coupling sleeve in the correct direction.
• Align the alignment marks of 3rd-4th coupling sleeve and the 3rd-4th synchronizer hub.



(A) 3rd-4th coupling sleeve

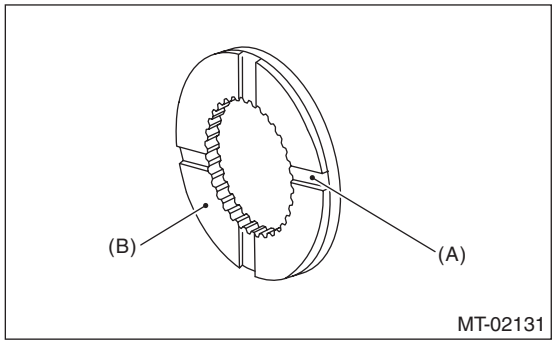
4) Install the shifting insert.

NOTE:
Press in the ball part to install.

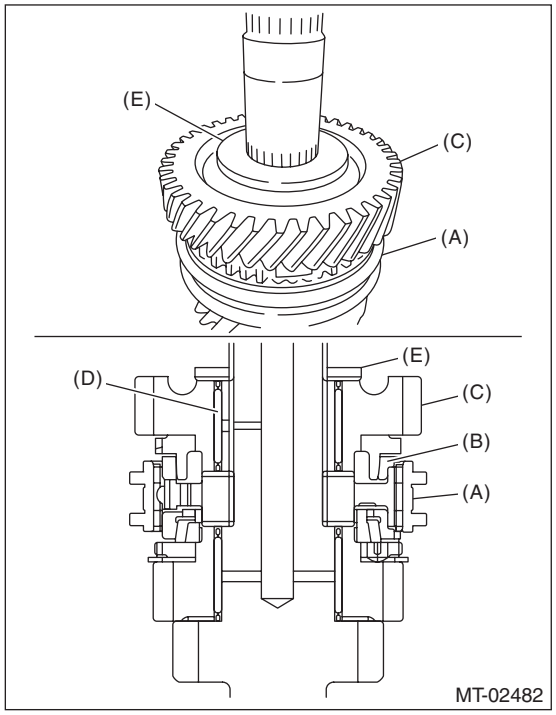


5) Install the 4th baulk ring, needle bearing, 4th drive gear and 4th gear thrust washer to the main shaft.

NOTE:
- Align the protrusion of the 4th baulk ring into the groove of the 3rd-4th synchronizer hub.
- Install the 4th gear thrust washer with the groove side facing the 4th drive gear.



(A) Groove
(B) Face this surface to the 4th gear side.



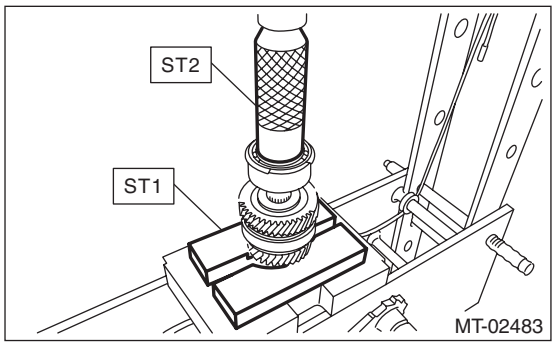
(A) 3rd-4th coupling sleeve
(B) 4th baulk ring
(C) 4th drive gear
(D) Needle bearing
(E) 4th gear thrust washer

6) Install the double taper roller bearing into the rear section of main shaft using ST1, ST2 and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
- Use a new double taper roller bearing.
- Install the double taper roller bearing with snap ring side facing the 5th drive gear side.

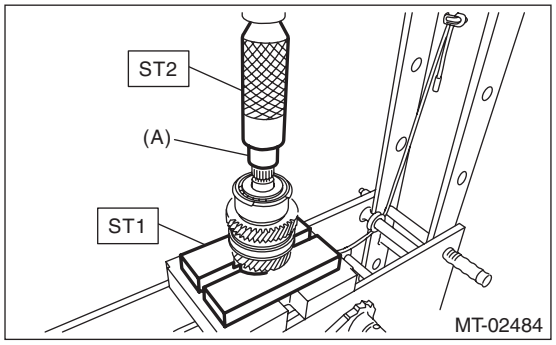
ST1 899714110 REMOVER
ST2 499877000 RACE 4-5 INSTALLER



7) Make sure that the double taper roller bearing turns smoothly.
8) Install the 5th needle bearing race onto the main shaft using ST1, ST2 and press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

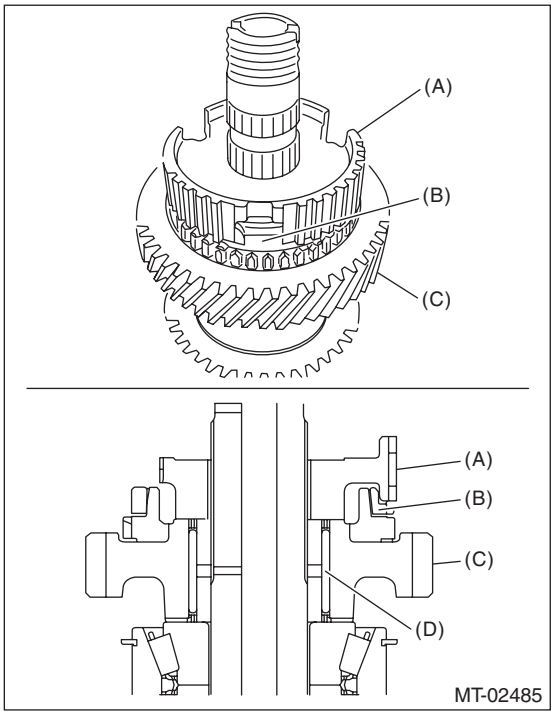
ST1 899714110 REMOVER
ST2 499877000 RACE 4-5 INSTALLER



(A) 5th needle bearing race

9) Install the needle bearing, 5th drive gear, 5th baulk ring, and 5th-6th synchronizer hub on the main shaft.

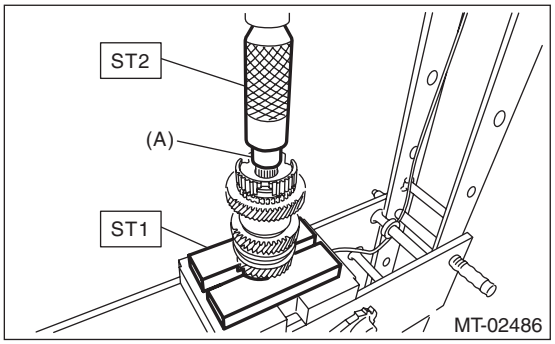
NOTE:
• Align the protrusion part of the 5th baulk ring with the groove of the 5th-6th synchronizer hub.
• Install the 5th-6th synchronizer hub in the correct direction.



(A) 5th-6th synchronizer hub
(B) 5th baulk ring
(C) 5th drive gear
(D) 5th needle bearing (cage: black)

10) Install the 6th needle bearing race onto the main shaft using ST1, ST2 and press.

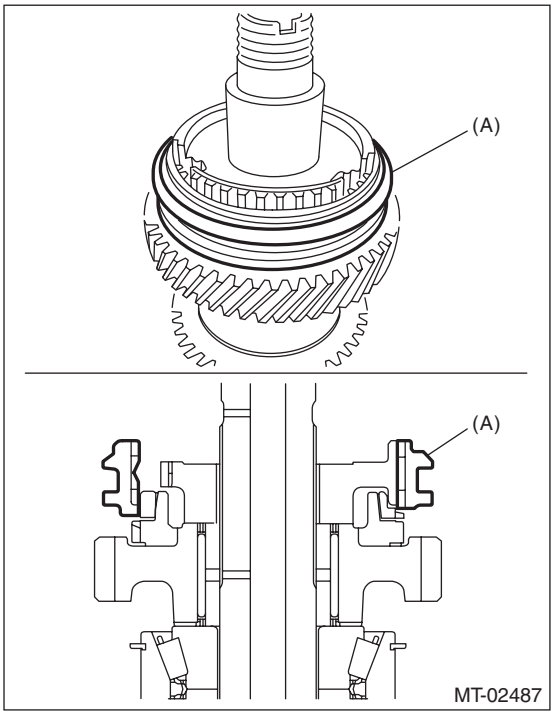
CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
ST1 899714110 REMOVER
ST2 499877000 RACE 4-5 INSTALLER



(A) 6th needle bearing race

11) Install the 5th-6th coupling sleeve to the 5th-6th synchronizer hub.

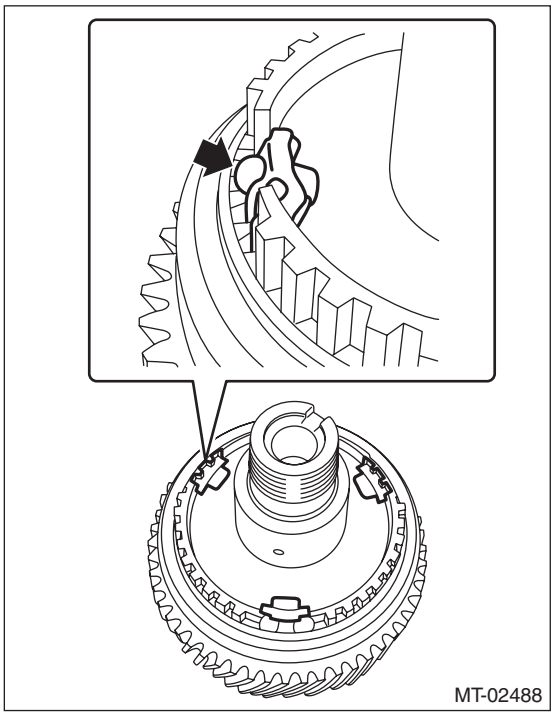
NOTE:
• Install the 5th-6th coupling sleeve in the correct direction.
• Align the alignment marks of 5th-6th coupling sleeve and the 5th-6th synchronizer hub.



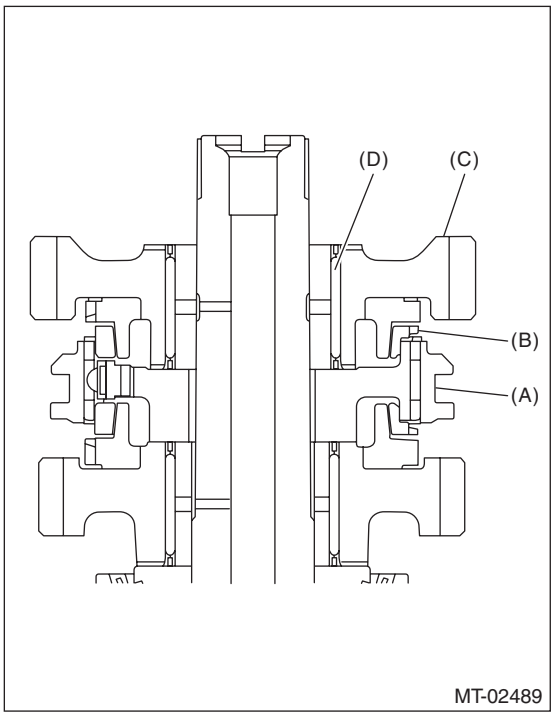
(A) 5th-6th coupling sleeve

12) Install the shifting insert.

NOTE:
Press in the ball part to install.



13) Install the 6th baulk ring, 6th drive gear and needle bearing to the main shaft.

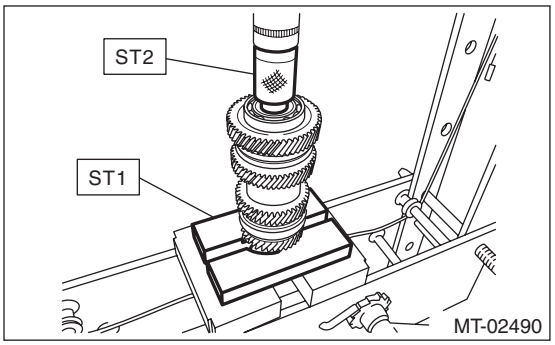


(A) 5th-6th coupling sleeve
(B) 6th baulk ring
(C) 6th drive gear
(D) 6th needle bearing (cage: silver)

14) Install the ball bearing onto main shaft using ST2 and a press.

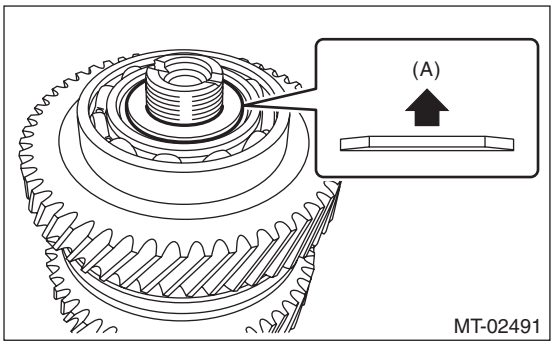
CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
Install the ball bearing with the side which does not have lock nut mounting dent facing 6th drive gear.
ST1 899714110 REMOVER
ST2 899754112 PRESS



15) Install the lock washer.

NOTE:
- Use a new lock washer.
- Install the lock washer in the correct direction.



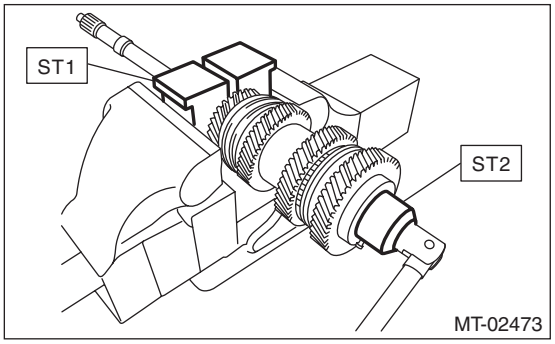
(A) Lock nut side

16) Tighten the lock nuts to the specified torque using ST1 and ST2.

NOTE:
Use a new lock nut.

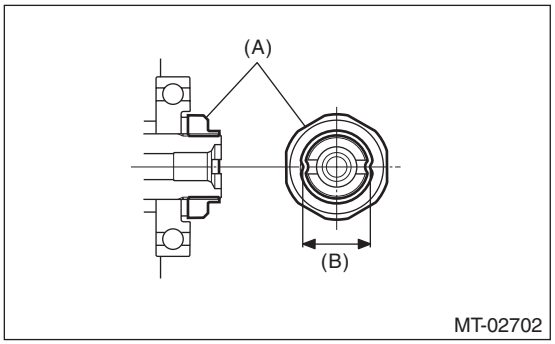
Tightening torque:
160 N·m (16.3 kgf-m, 118.0 ft-lb)

ST1 498937000 TRANSMISSION HOLDER
ST2 499987003 SOCKET WRENCH (35)



17) Crimp the lock nut at two locations so that the dimension (B) becomes 23.3 mm (0.92 in) or less.

CAUTION:
When crimping the lock nut, be careful not to crack it.



(A) Lock nut
(B) Outer dimension after crimping

E: INSPECTION

Disassembled parts should be washed with cleaning solvent first, then inspected carefully.

1) Bearing
Replace the bearings in the following cases.
• When the bearing balls, outer races and inner races are broken or rusty.
• When the bearing is worn.
• When the bearings fail to turn smoothly or emit noise in rotation after gear oil lubrication.
• When bearing has other defects.

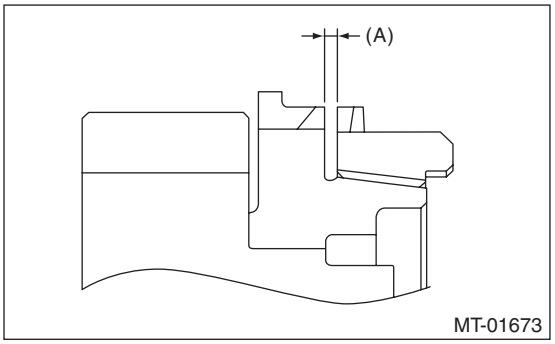
2) Bushing (each gear)
Replace the bushing in following cases.
• When the sliding surface is damaged or abnormally worn.
• When the inner wall is abnormally worn.

3) Gear
Replace gears in the following cases.
• Replace the gear with new part if its tooth surfaces are broken, damaged or excessively worn.
• Correct or replace if the cone that contacts the baulk ring is rough or damaged.
• Repair or replace if the inner surface or end face is damaged.

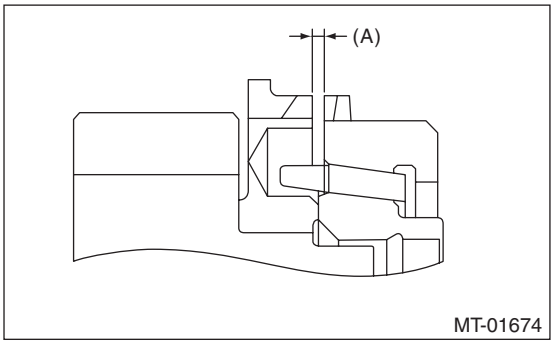
4) Baulk ring, synchro cone
Replace the baulk ring and synchro cone in the following cases.
• When the inner surface or end face is damaged.
• When the baulk ring inner surface is abnormally or partially worn down.
• When the contact surface of the baulk ring insert section is cracked or abnormally worn.
• If the gap between the end faces of the baulk ring and the gear splined part is excessively small, check the clearance (A) while pressing the ring against the cone.

Clearance (A):
0.5 mm (0.020 in) or more

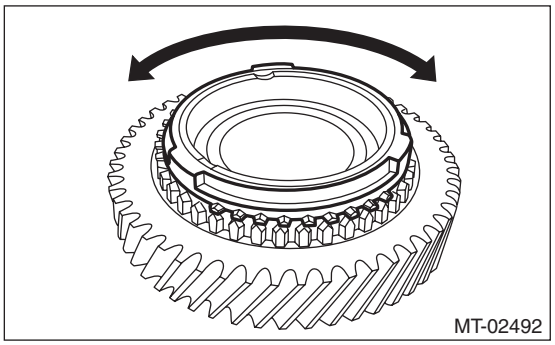
• Single cone



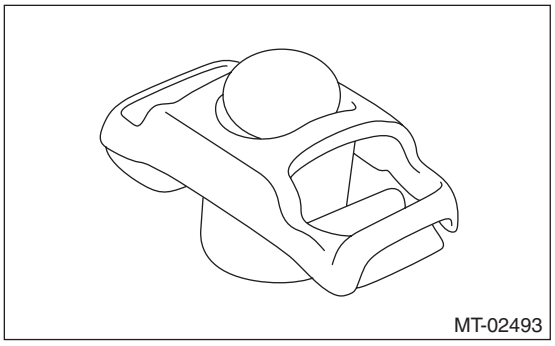
• Double cone



• Apply gear oil to the cone of the gear and while press-fitting the baulk ring, check there is no rotation in the circumferential direction.



5) Coupling sleeve and synchronizer hub
• Check the slipping condition of the coupling sleeve.
• Check the splines on the coupling sleeve and synchronizer hub for wear.
6) Shifting insert
Replace the shifting insert if there is deformation, excessive wear on the ball section or any defectiveness.



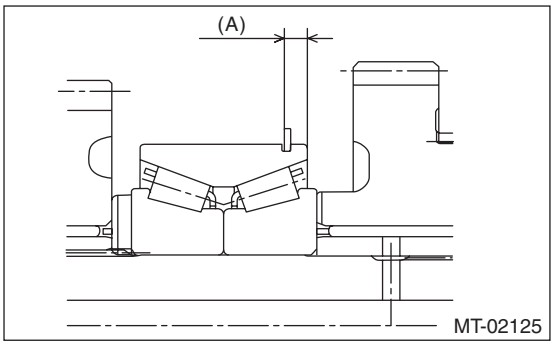
7) Oil seal
Replace the oil seal if the lip is deformed, hardened, worn or defective in any way.
8) Gearshift mechanism
Repair or replace the gearshift mechanism if excessively worn, bent or defective in any way.

F: ADJUSTMENT

Selection of main shaft rear plate:
Measure the protrusion amount (A) of bearing from transmission main case surface, and select a suitable plate in the following table.

NOTE:
Before measuring, tap the end of main shaft with a plastic hammer lightly in order to make the clearance zero between the main case surface and moving flange of bearing.

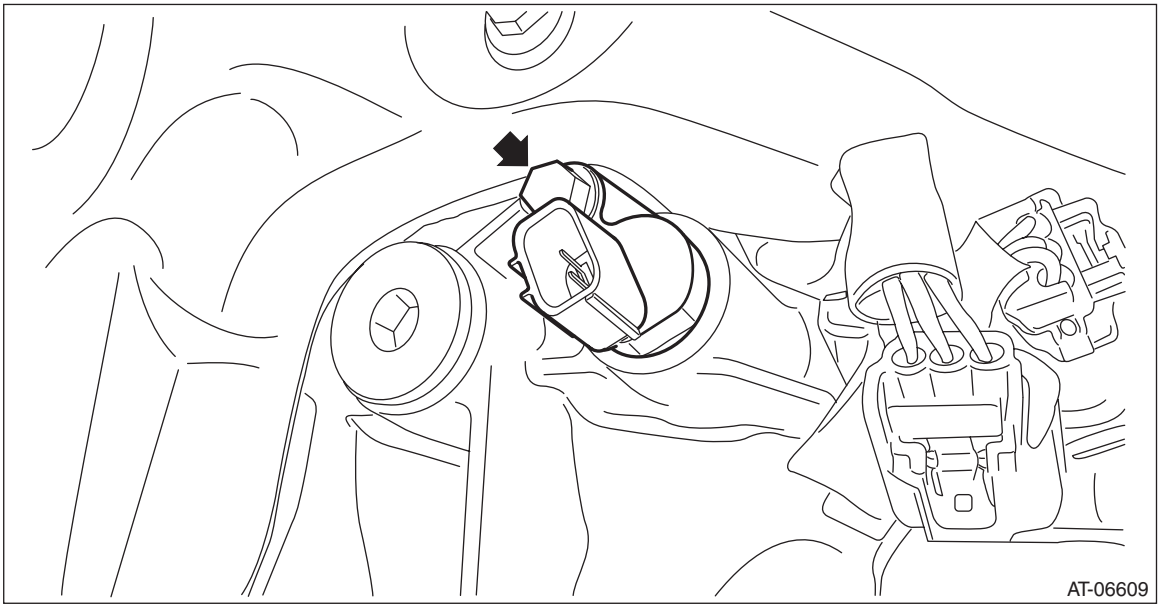
Dimension (A) mm (in)	Part No.	Mark
4.00 — 4.13 (0.1575 — 0.1626)	32294AA041	1
3.87 — 4.00 (0.1524 — 0.1575)	32294AA051	2



16.Secondary Speed Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
• When secondary speed sensor is removed, CVTF leaks. After installing the secondary speed sensor, adjust the CVTF level.
1) Lift up the vehicle.
2) Remove the under cover front - transmission.
3) Remove the harness connector from secondary speed sensor.
4) Remove the secondary speed sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
• After installing the secondary speed sensor, adjust the CVTF level.
Install in the reverse order of removal.

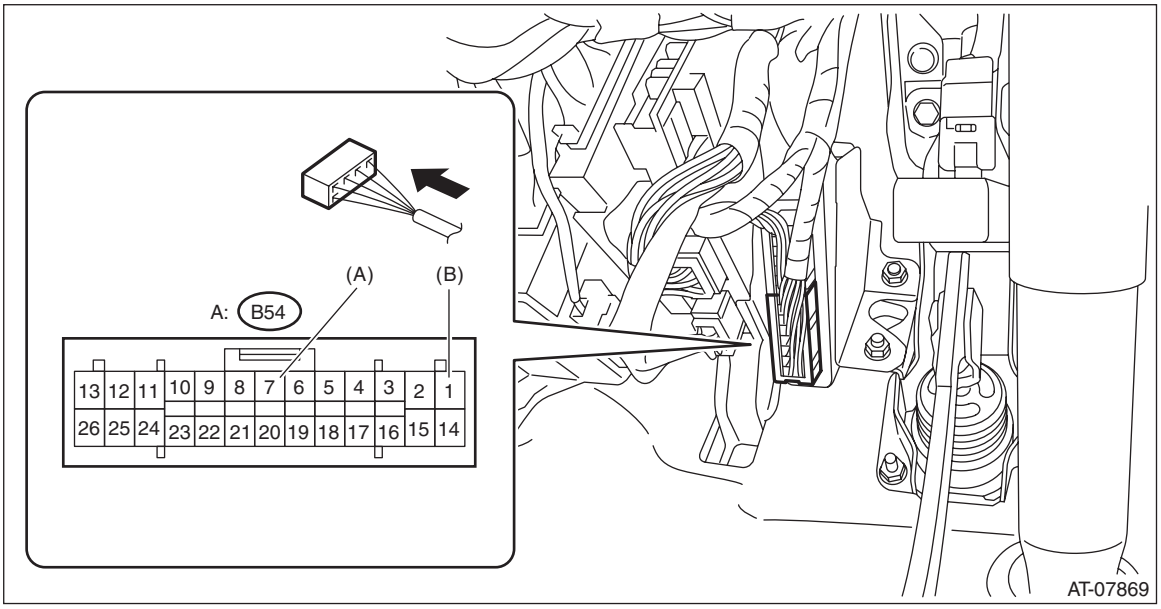
NOTE:
• Use new O-rings.
• Apply CVTF to the O-ring.

Tightening torque:
Secondary speed sensor
7 N·m (0.7 kgf-m, 5.2 ft-lb)
Under cover front - transmission
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 7 (+) — No. 1 (–):

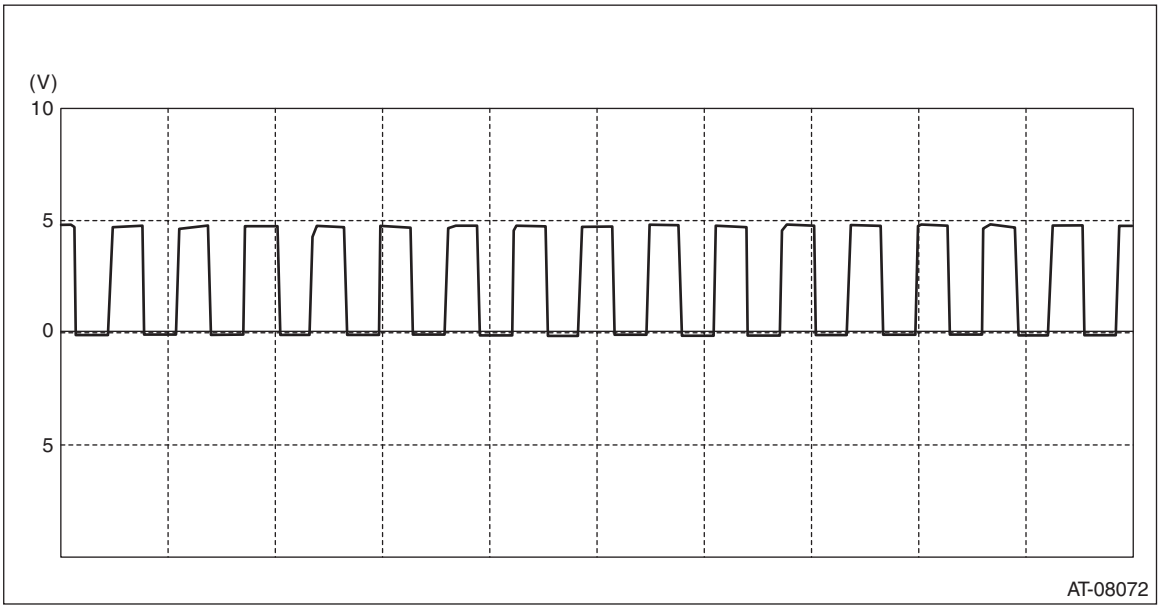


(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.
4) Shift the select lever to “D” range.
5) Check the waveform and output voltage of the secondary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.

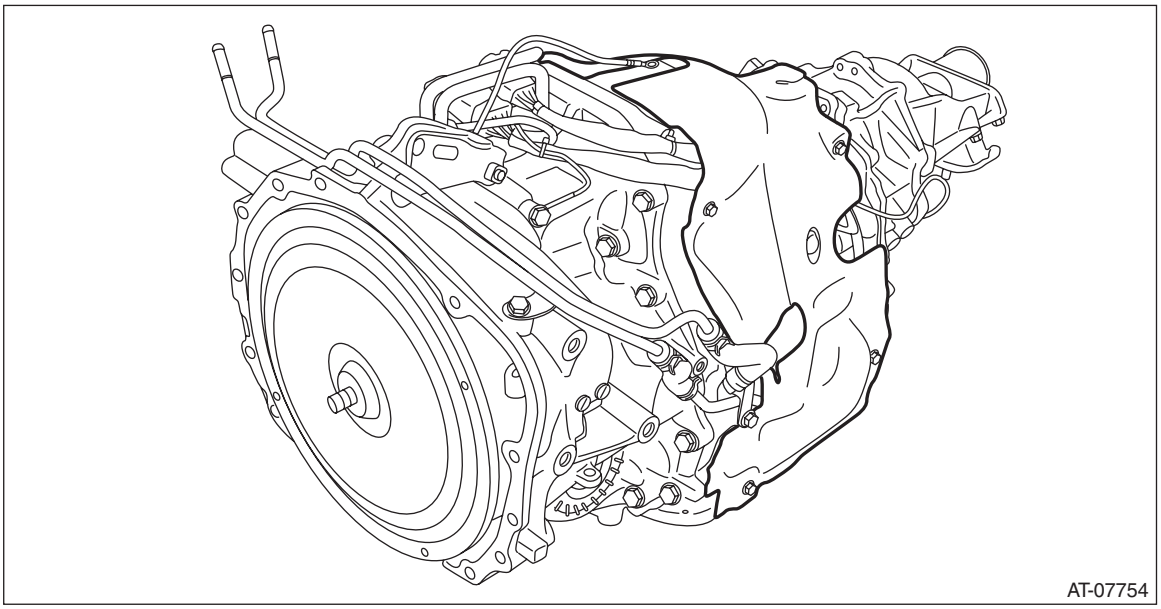


16.Secondary Speed Sensor

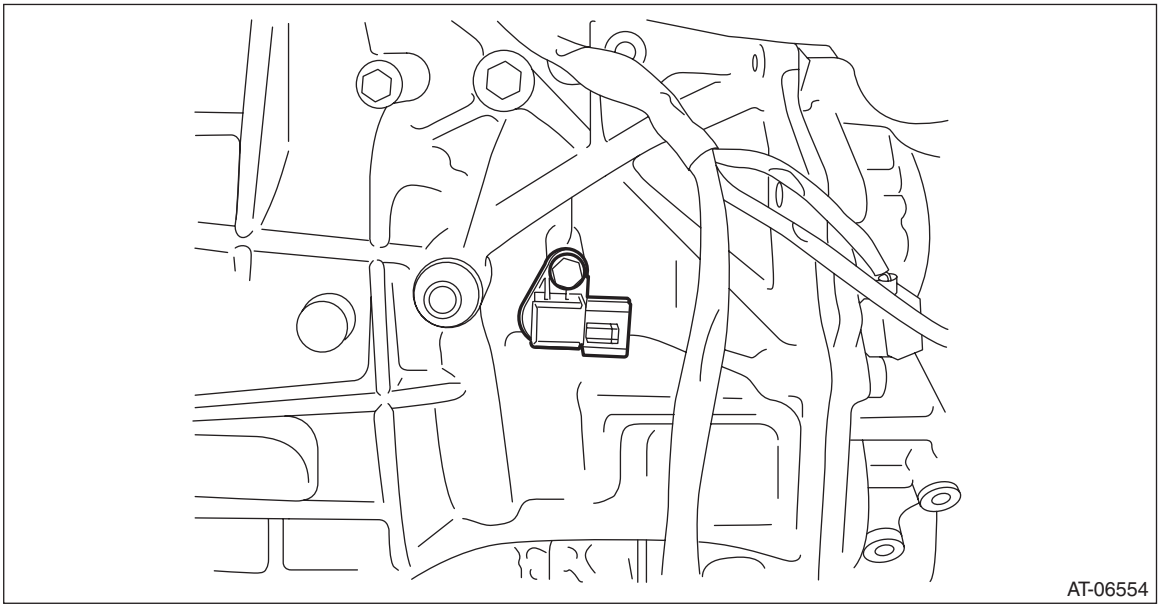
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.

1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission cover on the transmission upper side.



3) Remove the secondary speed sensor harness connector.
4) Remove the secondary speed sensor.



B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of secondary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

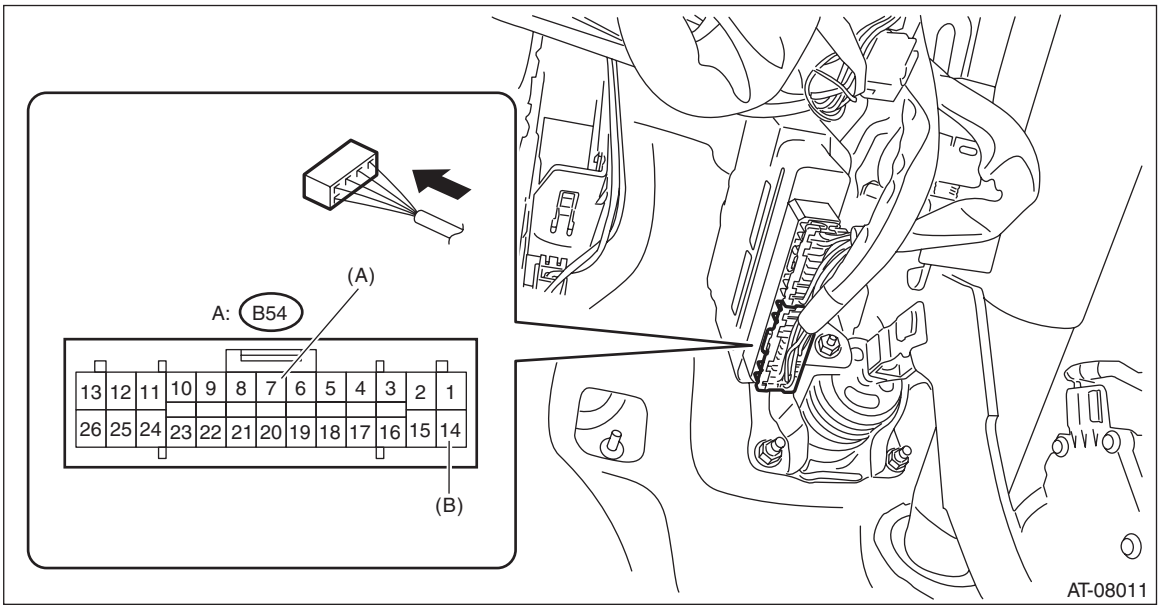
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
Secondary speed sensor
5 N·m (0.5 kgf-m, 3.7 ft-lb)
Transmission cover
8 N·m (0.8 kgf-m, 5.9 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

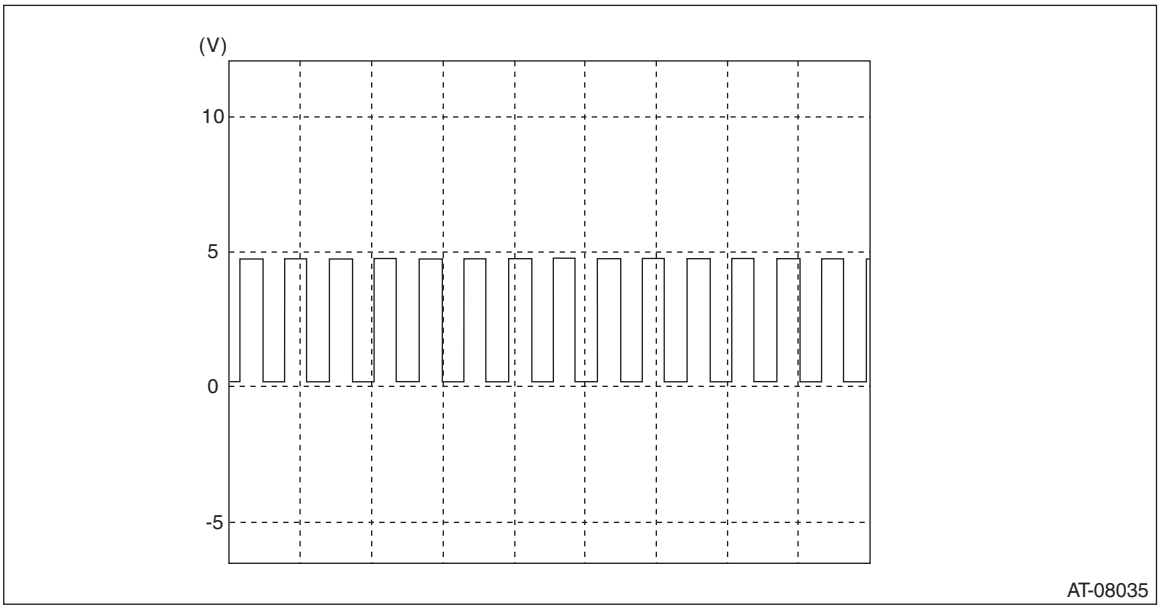
Connector & terminal
(B54) No. 7 (+) — No. 14 (–):



(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Check the waveform of secondary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.



17.Diagnostic Procedure without Diagnostic Trouble Code (DTC)

A: CHECK SHIFT INDICATOR

DIAGNOSIS:

- CAN communication is abnormal with the combination meter.
- Combination meter malfunction

TROUBLE SYMPTOM:

- Shift indicator does not display or remains displayed.
- Shift indicator display does not change.

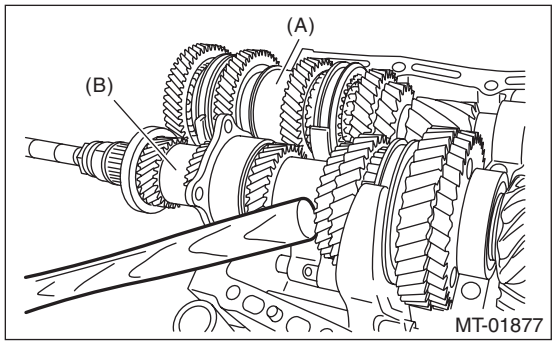
	Step	Check	Yes	No
1	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Is DTC U0155 or U0423 displayed?	Perform the self-diagnosis of combination meter.	Go to step **2**.
2	**CHECK DTC.** Read the DTC relating the TCM using the Subaru Select Monitor.	Are DTCs other than U0155 and U0423 displayed?	Perform the diagnosis according to DTC.	Go to step **3**.
3	**CHECK COMBINATION METER.** Read DTC of combination meter.	Is DTC displayed?	Perform the diagnosis according to DTC.	Go to step **4**.
4	**CHECK TCM.** 1) Operate the + side of the paddle shift switch. 2) Read the data of «Up Switch» using the Subaru Select Monitor.	Does it change between ON and OFF according to the operation?	Go to step **5**.	Check for poor contact between TCM and paddle shift UP switch, and repair the defective part.
5	**CHECK TCM.** 1) Operate the – side of the paddle shift switch. 2) Read the data of «Down Switch» using the Subaru Select Monitor.	Does it change between ON and OFF according to the operation?	Go to step **6**.	Check for poor contact between TCM and paddle shift down switch, and repair the defective part.
6	**CHECK TCM.** 1) Turn the ignition switch OFF, then turn it ON again. 2) Shift the select lever to manual mode. 3) Read the data of «Shift step in Manu. mode» using the Subaru Select Monitor.	Is “1” displayed?	Go to step **7**.	Perform the diagnosis according to DTC P0951.<Ref. to CVT(diag)-100, DTC P0951 MANUAL SWITCH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
7	**CHECK TCM.** 1) Shift up the select lever. 2) Read the data of «Shift step in Manu. mode» using the Subaru Select Monitor.	Is “2” displayed?	Currently, shift indicator is normal.	Replace the TCM.<Ref. to CVT(TR580)-143, Transmission Control Module (TCM).> <Ref. to CVT(TR690)-125, Transmission Control Module (TCM).>

17.Drive Pinion Shaft Assembly

A: REMOVAL

1) Remove the manual transmission assembly from the vehicle. <Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the transfer case together with the extension case assembly. <Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
3) Remove the transmission case. <Ref. to 6MT-63, REMOVAL, Transmission Case.>
4) Remove the drive pinion shaft assembly.

NOTE:
Use a hammer handle, etc. to remove if too tight.

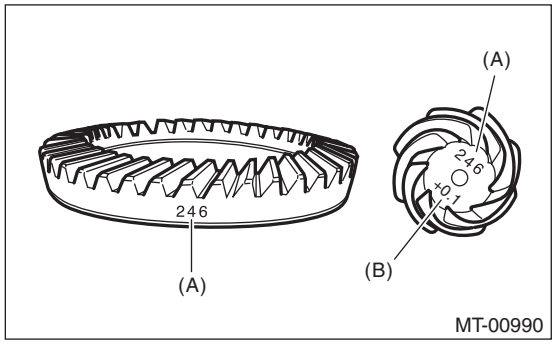


(A) Main shaft ASSY
(B) Drive pinion shaft ASSY

5) Remove the main shaft assembly.

B: INSTALLATION

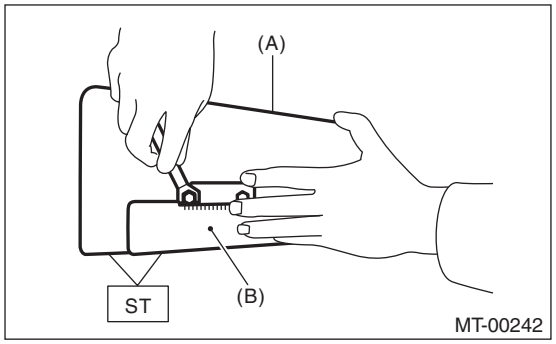
1) Remove the front differential assembly.
2) Hypoid gear set match mark/No.: The number (A) on top of the drive pinion, and the number on the hypoid driven gear are set numbers for the two gears. Use a pair having the same numbers.
The figure (B) below shows a number for shim adjustment. If no number is shown, the value is zero.



(A) Set number
(B) Number for shim adjustment

3) Place the drive pinion shaft assembly on transmission main case RH without shim and tighten the bearing mounting bolts.
4) Perform the adjustment of ST.
(1) Loosen the two bolts and adjust so that the scale indicates 0.5 correctly when the plate end and the scale end are on the same level.

ST 499917500 DRIVE PINION GAUGE ASSY



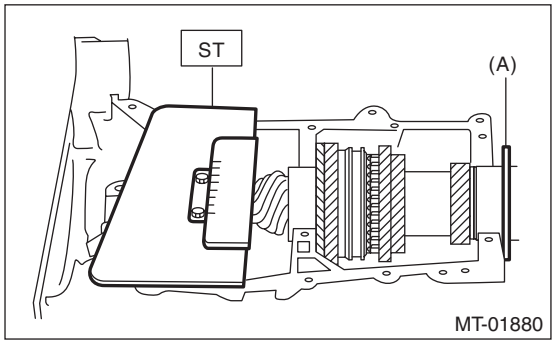
(A) Plate
(B) Scale

(2) Tighten the two bolts.
5) Position the ST by inserting the knock pin of ST into the knock hole of transmission case.

ST 499917500 DRIVE PINION GAUGE ASSY

6) Slide the drive pinion gauge scale with finger tip and read the value at the point where it matches with the end face of drive pinion.

ST 499917500 DRIVE PINION GAUGE ASSY



(A) Adjust the clearance to zero without shim.

7) The thickness of shim shall be determined by adding the value indicated on drive pinion to the value indicated on the ST. (Add if the number on drive pinion is prefixed by +, and subtract if the number is prefixed by –.)

8) Select one to three shims in the following table for the value determined as described above, and take the shim(s) whose thickness is closest to the said value.

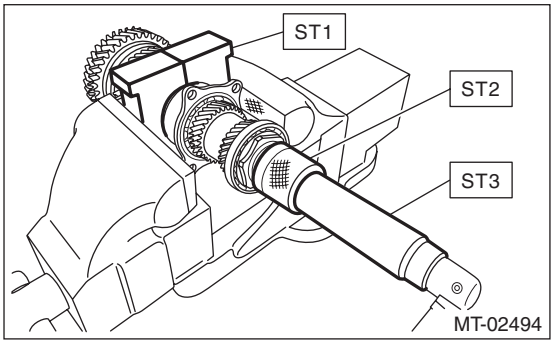
NOTE:
Install the shim with it's cut in facing the shifter fork & rod side.

Drive pinion shim	
Part No.	Thickness mm (in)
32295AA031	0.150 (0.0059)
32295AA041	0.175 (0.0069)
32295AA051	0.200 (0.0079)
32295AA061	0.225 (0.0089)
32295AA071	0.250 (0.0098)
32295AA081	0.275 (0.0108)
32295AA091	0.300 (0.0118)
32295AA101	0.500 (0.0197)

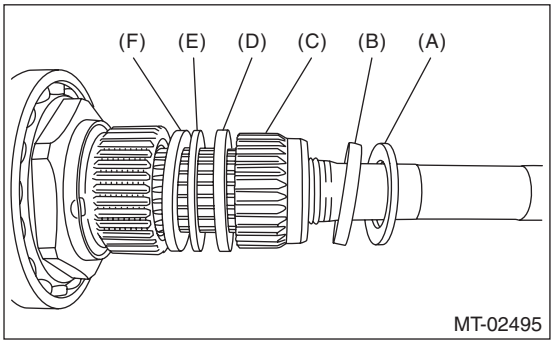
9) Install the front differential assembly.<Ref. to 6MT-87, INSTALLATION, Front Differential Assembly.>
10) Fit the transmission case knock pin to the knock pin hole of the roller bearing and install the drive pinion shaft assembly.
11) Install the main shaft assembly.<Ref. to 6MT-67, INSTALLATION, Main Shaft Assembly.>
12) Check each shifter fork.<Ref. to 6MT-103, INSPECTION, Shifter Fork and Rod.>
13) Install the transmission case.<Ref. to 6MT-64, INSTALLATION, Transmission Case.>
14) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
15) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

NOTE:
• Attach a cloth to the end of driven shaft (on the frictional side of the thrust needle bearing) to prevent damage during disassembly or reassembly.
• When replacing the coupling sleeve and synchronizer hub, replace them as a set. Because these must engage at the specified point, avoid disassembly as much as possible. If it is necessary to disassemble, mark the engaging points on the splines beforehand.
1) Flatten the tab of the lock nut.
2) Remove the lock nut using ST1, ST2 and ST3.
ST1 18680AA020 HOLDER
ST2 18667AA020 HOLDER
ST3 18662AA010 SOCKET WRENCH (27)



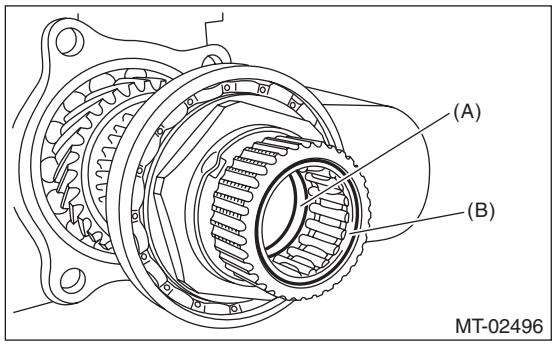
3) Remove the lock washer, washer, differential bevel gear sleeve, adjusting washer No. 1, thrust bearing and adjusting washer No. 2.



(A) Lock washer
(B) Washer
(C) Differential bevel gear sleeve
(D) Adjusting washer No. 1 (25 × 36 × t)
(E) Thrust bearing (25 × 36 × 2)
(F) Adjusting washer No. 2 (25 × 36 × t)

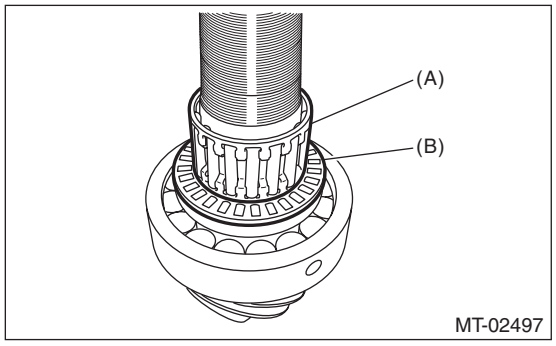
4) Draw out the drive pinion shaft from driven shaft.

5) Remove the needle bearing and drive pinion collar from driven shaft.



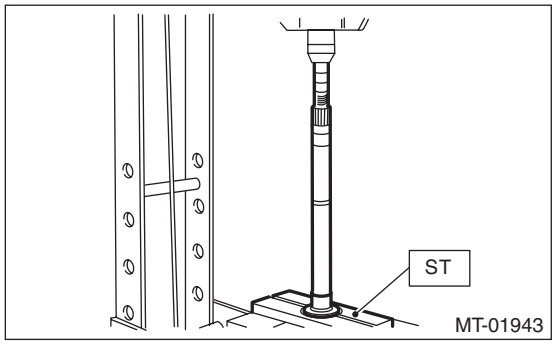
(A) Drive pinion collar
(B) Needle bearing (25 × 30 × 20)

6) Remove the needle bearing and thrust bearing from drive pinion shaft.



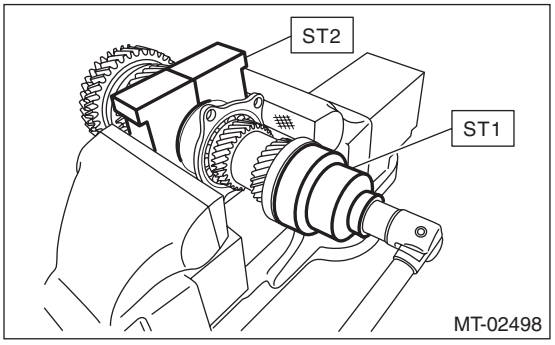
(A) Needle bearing (30 × 37 × 23)
(B) Thrust bearing (33 × 50 × 3)

7) Remove the roller bearing and washer using ST and a press.
ST 498077000 REMOVER

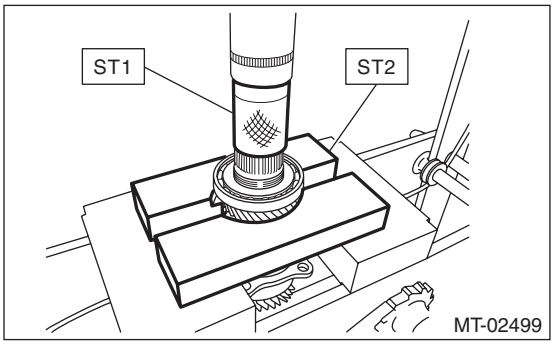


8) Flatten the tab of the lock nut.

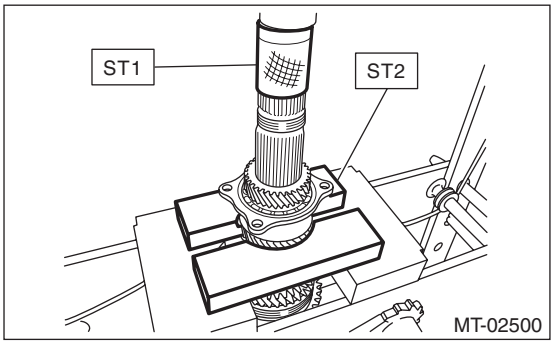
9) Remove the lock nut using ST1 and ST2.
ST1 499987300 SOCKET WRENCH (50)
ST2 18680AA020 HOLDER



10) Remove the ball bearing, 6th driven gear and drive pinion spacer using the ST1, ST2 and a press.
ST1 899754112 PRESS
ST2 899714110 REMOVER



11) Remove the 5th driven gear, double ball bearing and 3rd-4th driven gear using ST1, ST2 and a press.
ST1 899754112 PRESS
ST2 899714110 REMOVER

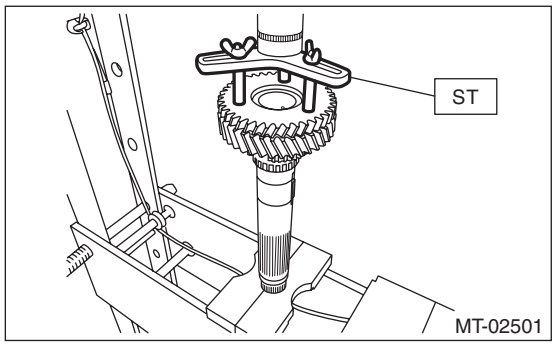


12) Remove the key.
13) Remove the 2nd driven gear, inner baulk ring, synchro cone, outer baulk ring, shifting insert and 1st-2nd coupling sleeve.

CAUTION:
When removing 1st-2nd coupling sleeve, be careful not to lose the shifting insert.

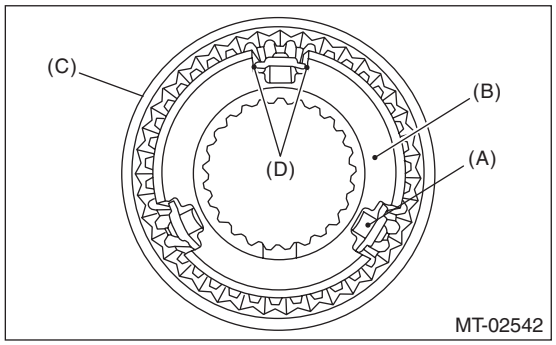
14) Remove the 1st driven gear, inner baulk ring, synchro cone, outer baulk ring, 2nd driven gear bushing and 1st-2nd synchronizer hub using ST and a press.

ST 18762AA000 COMPRESSOR SPECIAL TOOL



D: ASSEMBLY

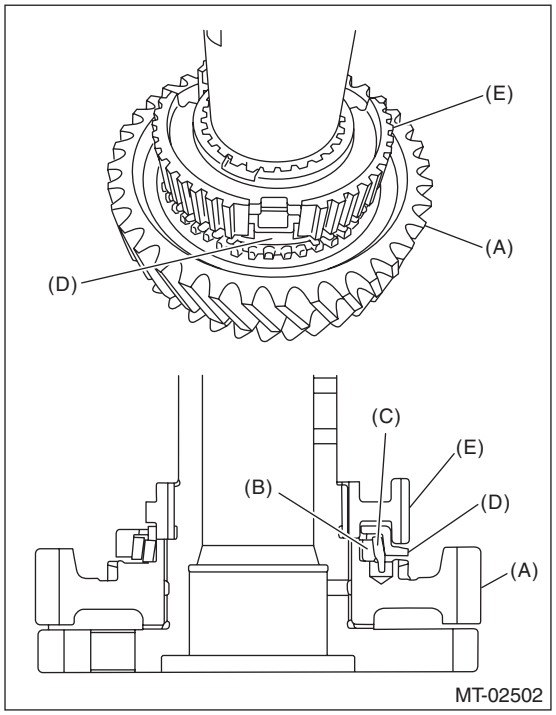
NOTE:
• Match the alignment marks, and install the coupling sleeve to the synchronizer hub and then install the shifting insert.
• Make sure that there is no large clearance at both sides of the shifting insert after assembly.



(A) Shifting insert
(B) Synchronizer hub
(C) Coupling sleeve
(D) There is no large clearance at this part.

1) Install the 1st driven gear, inner baulk ring, synchro cone and outer baulk ring and 1st-2nd synchronizer hub onto driven shaft.

NOTE:
• Install the 1st-2nd synchronizer hub in proper direction.
• Align the protrusion of the outer baulk ring into the groove of the 1st-2nd synchronizer hub.

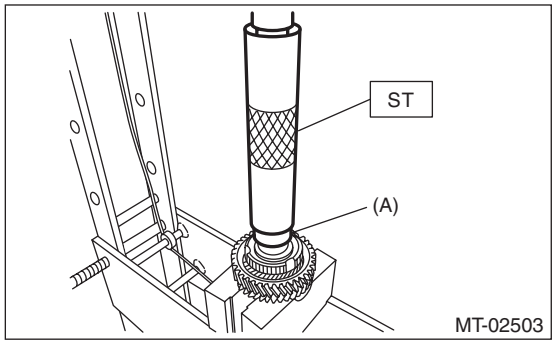


(A) 1st driven gear
(B) Inner baulk ring
(C) Synchro cone
(D) Outer baulk ring
(E) 1st-2nd synchronizer hub

2) Install the 2nd driven gear bushing onto driven shaft using ST and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

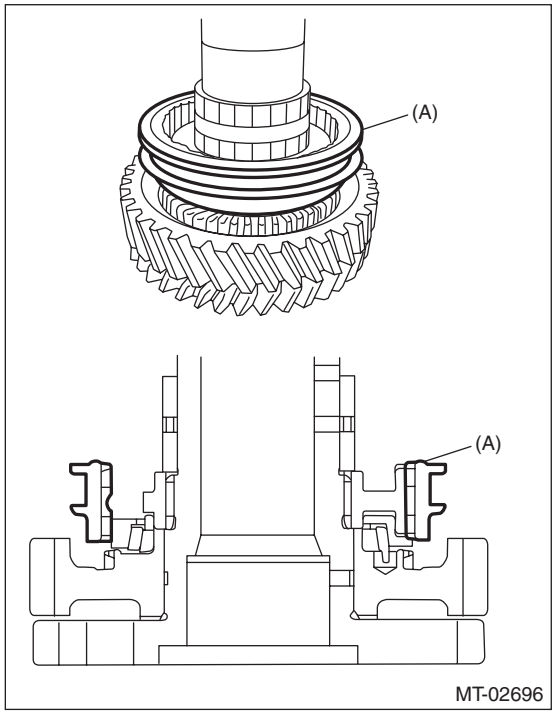
NOTE:
• Attach a cloth to the end of the driven shaft to prevent damage.
• When press fitting, align the oil holes of the shaft and bushing.
ST 18654AA000 INSTALLER



(A) 2nd driven gear bushing

3) Install the 1st-2nd coupling sleeve.

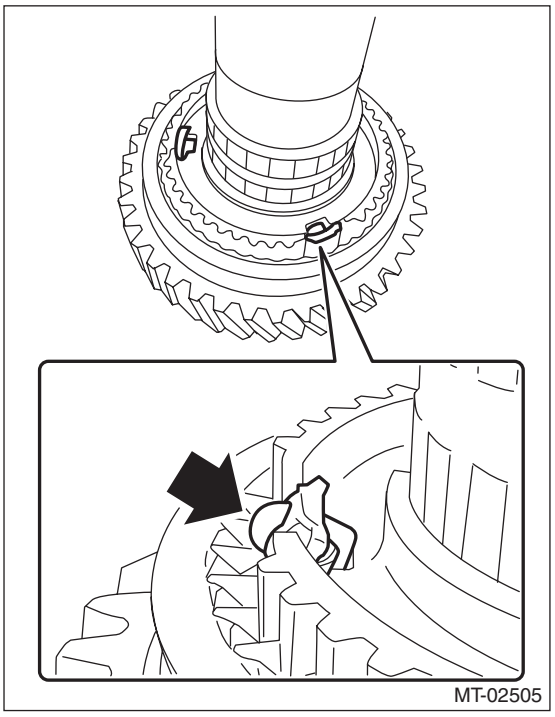
NOTE:
• Install the 1st-2nd coupling sleeve in proper direction.
• Align the alignment marks of 1st-2nd coupling sleeve and the 1st-2nd synchronizer hub.



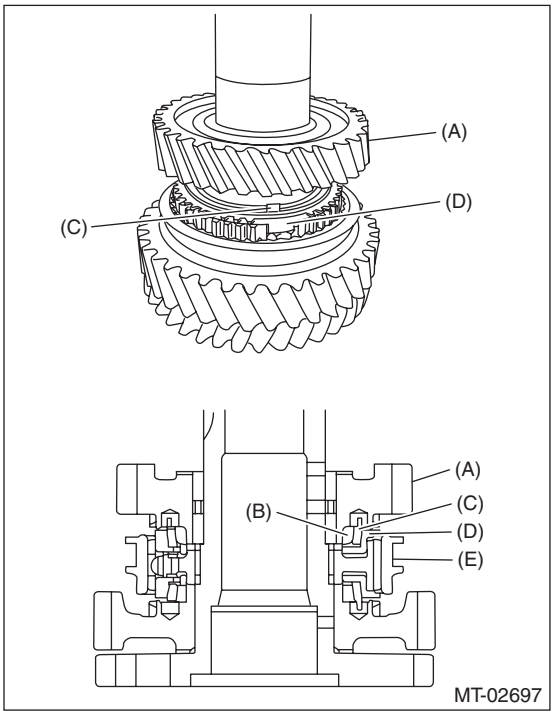
(A) 1st-2nd coupling sleeve

4) Install the 1st-2nd shifting insert.

NOTE:
Press in the ball part to install.



5) Install the outer baulk ring, synchro cone, inner baulk ring and 2nd driven gear to driven shaft.

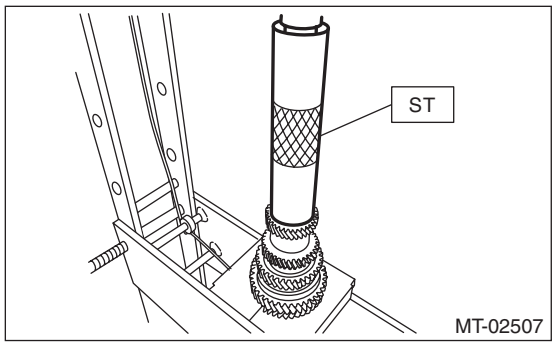


(A) 2nd driven gear
(B) Inner baulk ring
(C) Synchro cone
(D) Outer baulk ring
(E) 1st-2nd coupling sleeve

6) Install the key to the driven shaft.
7) Using the ST and a press, install the 3rd-4th driven gear.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

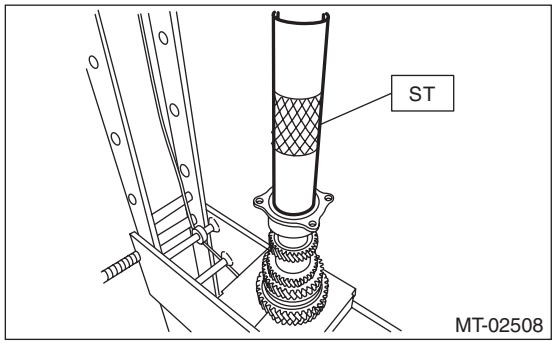
NOTE:
• Match the groove on the 3rd-4th driven gear to the key.
• Install the 3rd-4th driven gear in the proper direction.
ST 499277200 INSTALLER



8) Install the double ball bearing onto driven shaft using ST and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

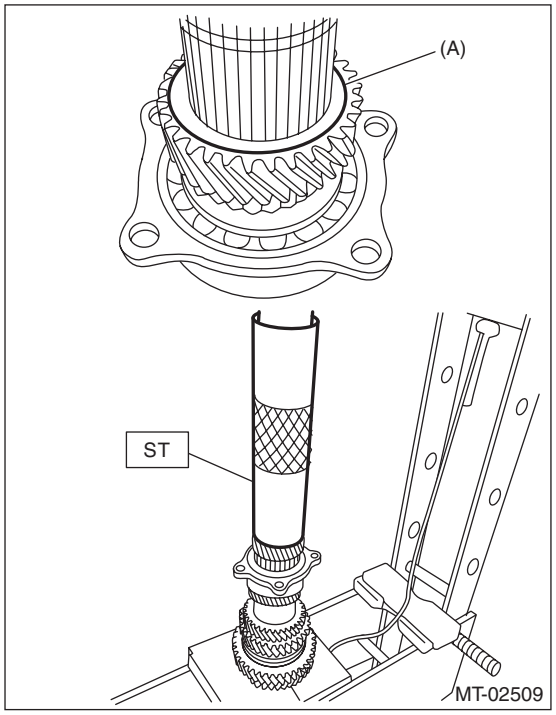
NOTE:
Use a new double ball bearing.
ST 499277200 INSTALLER



9) Install the 5th driven gear onto driven shaft using ST and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
Install the 5th driven gear with the groove side facing the 6th driven gear.
ST 499277200 INSTALLER



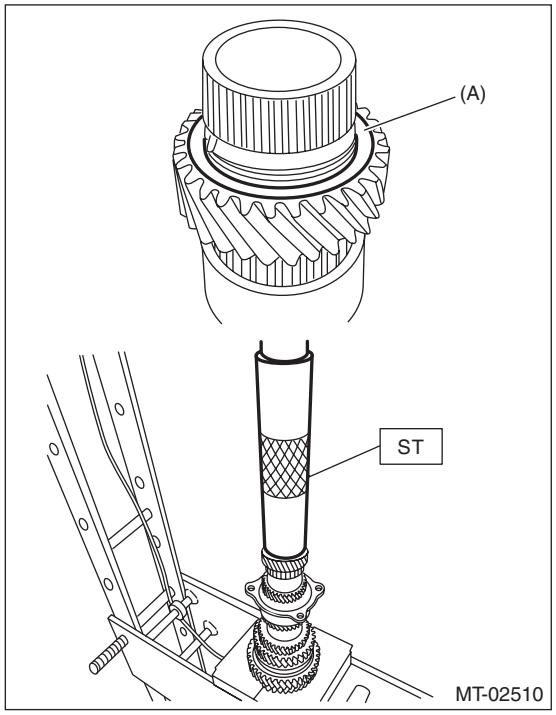
(A) Install with the groove side facing the 6th driven gear.

10) Install the drive pinion spacer to the driven shaft.

11) Install the 6th driven gear onto driven shaft using ST and a press.

CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

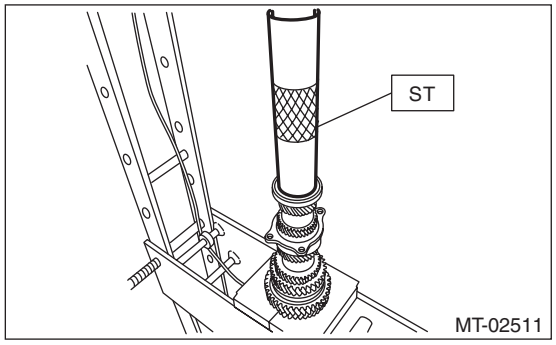
NOTE:
Install with the stepped side on the end surface of the 6th driven gear facing the rear ball bearing side.
ST 499277200 INSTALLER



(A) Install with the stepped side facing the rear ball bearing.

12) Install the ball bearing onto driven shaft using ST and a press.

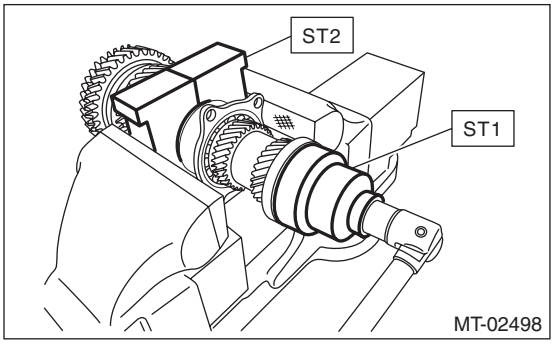
CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
ST 499277200 INSTALLER



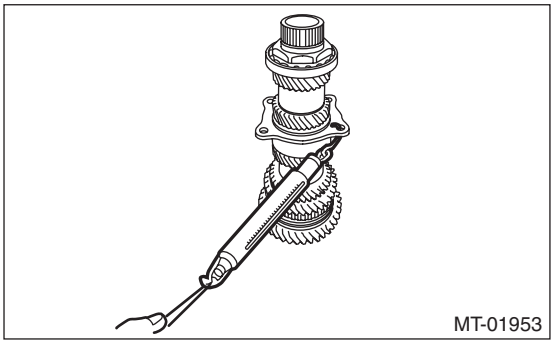
13) Tighten the lock nuts to the specified torque using ST1 and ST2.

NOTE:
Use a new lock nut.

Tightening torque:
440 N·m (44.9 kgf-m, 324.5 ft-lb)
ST1 499987300 SOCKET WRENCH (50)
ST2 18680AA020 HOLDER

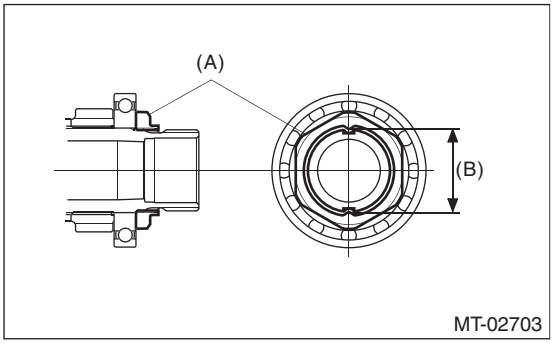


14) Using a spring scale, check that starting load of the ball bearing is 0.1 to 1.5 N (0.01 to 0.15 kgf, 0.02 to 0.34 lbf).



15) Crimp the lock nut at two locations so that the dimension (B) becomes 39.1 mm (1.54 in) or less.

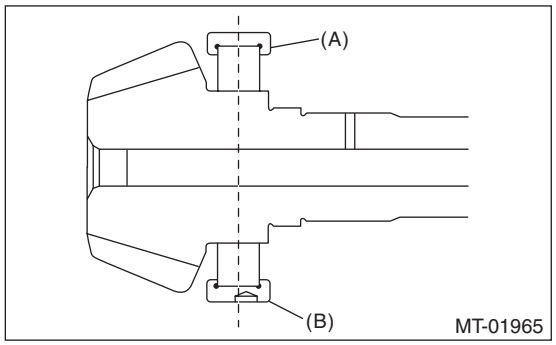
CAUTION:
When crimping the lock nut, be careful not to crack it.



(A) Lock nut
(B) Outer dimension after crimping

16) Install the roller bearing onto drive pinion.

NOTE:
- Use a new roller bearing.
- Install the knock pin hole of the roller bearing outer race, facing the rear side.

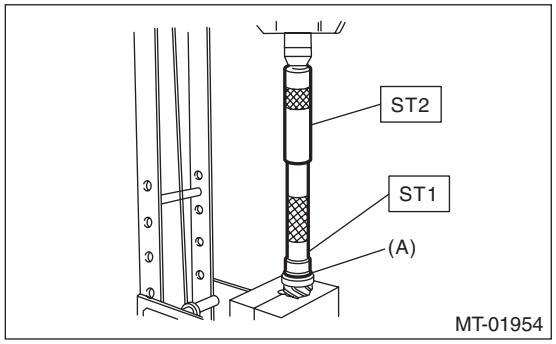


(A) Roller bearing
(B) Knock pin hole

17) Install the washer using ST1, ST2 and a press.

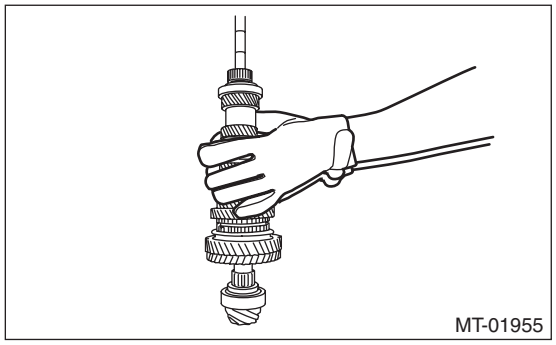
CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

ST1 499277100 BUSHING 1-2 INSTALLER
ST2 499277200 INSTALLER

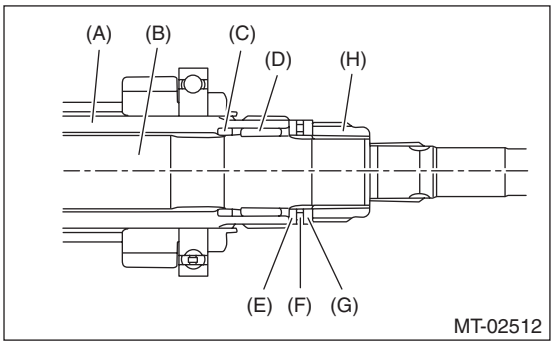


(A) Washer

18) Install the thrust bearing and needle bearing and install the driven shaft assembly.



19) Install the drive pinion collar, needle bearing, adjusting washer No. 2, thrust bearing, adjusting washer No. 1 and differential bevel gear sleeve in this order.



(A) Driven shaft
(B) Drive pinion shaft
(C) Drive pinion collar
(D) Needle bearing (25 × 30 × 20)
(E) Adjusting washer No. 2 (25 × 36 × t)
(F) Thrust bearing (25 × 36 × 2)
(G) Adjusting washer No. 1 (25 × 36 × t)
(H) Differential bevel gear sleeve

20) Adjust the thrust bearing preload. <Ref. to 6MT-85, THRUST BEARING PRELOAD, ADJUSTMENT, Drive Pinion Shaft Assembly.>

E: INSPECTION

Disassembled parts should be washed with cleaning solvent first, then inspected carefully.

1) Bearing

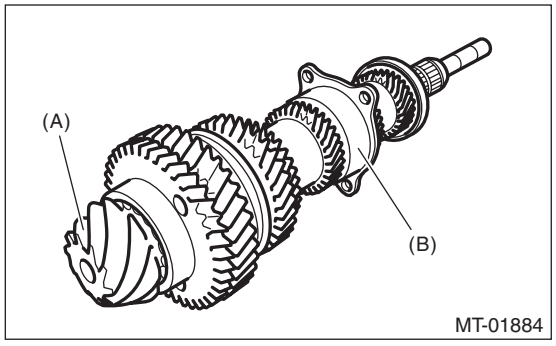
Replace the bearings in the following cases.

• When the bearing balls, outer races and inner races are broken or rusty.

• When the bearing is worn.

• When the bearings fail to turn smoothly or emit noise in rotation after gear oil lubrication.

• The roller bearing or ball bearing on the rear side of the drive pinion shaft should be checked for smooth rotation before the drive pinion shaft assembly is disassembled. In this case, because a preload is working on the bearing, its rotation feels like it is slightly dragging unlike other bearings.



(A) Drive pinion shaft
(B) Ball bearing

• When bearing has other defects.

2) Bushing (each gear)

Replace the bushing in following cases.

• When the sliding surface is damaged or abnormally worn.

• When the inner wall is abnormally worn.

3) Gear

Replace gears in the following cases.

• Replace the gear with new part if its tooth surfaces are broken, damaged or excessively worn.

• Correct or replace if the cone that contacts the baulk ring is rough or damaged.

• Correct or replace if the inner surface or end face is damaged.

4) Baulk ring, synchro cone

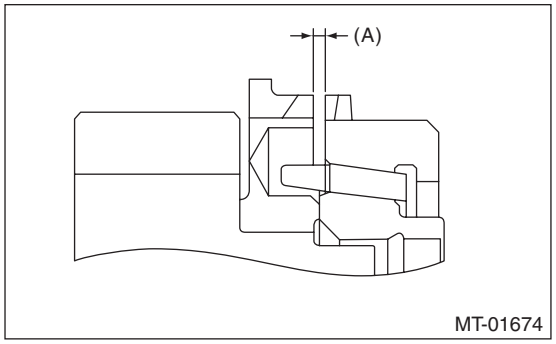
Replace the baulk ring and synchro cone in the following cases.

• When the inner surface and end face are damaged.

• When the baulk ring inner surface is abnormally or partially worn down.

• If the gap between the end faces of the baulk ring and the gear splined part is excessively small, check the clearance (A) while pressing the ring against the cone.

Clearance (A):
0.5 mm (0.020 in) or more



• When the contact surface of the baulk ring insert section is damaged or abnormally worn.

• Apply gear oil to the cone of the gear and while press-fitting the baulk ring, check there is no rotation in the circumferential direction.

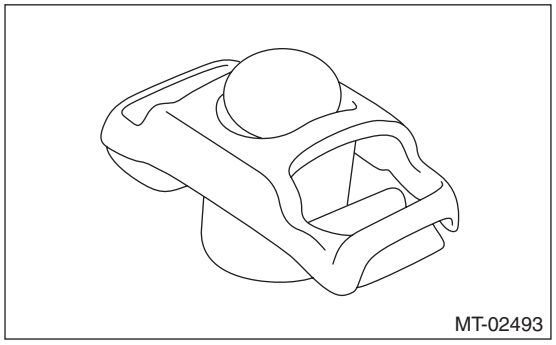
5) Coupling sleeve and synchronizer hub

• Check the slipping condition of the coupling sleeve.

• Check the splines on the coupling sleeve and synchronizer hub for wear.

6) Shifting insert

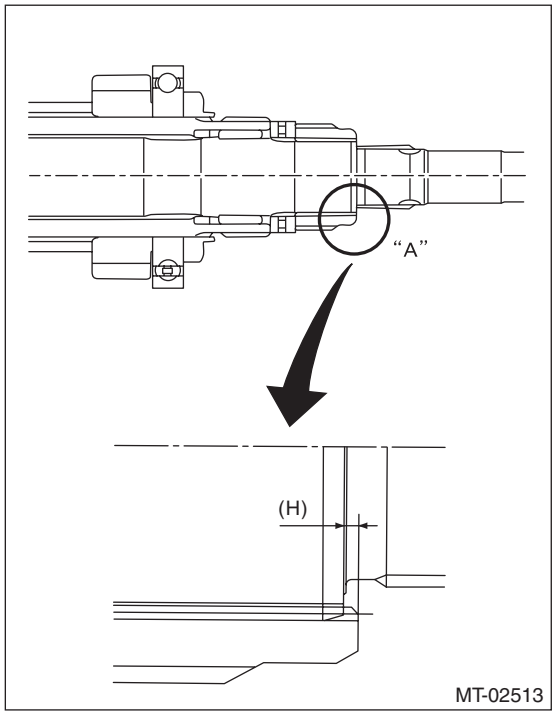
Replace the shifting insert if there is deformation, excessive wear on the ball section or any defectiveness.



F: ADJUSTMENT

1. THRUST BEARING PRELOAD

1) Select a suitable adjusting washer No. 1 so that dimension (H) will be zero in a visual check. Position the washer (20 × 31 × 4) and lock washer (20 × 31 × 2.3) and attach the lock nut (20 × 11).

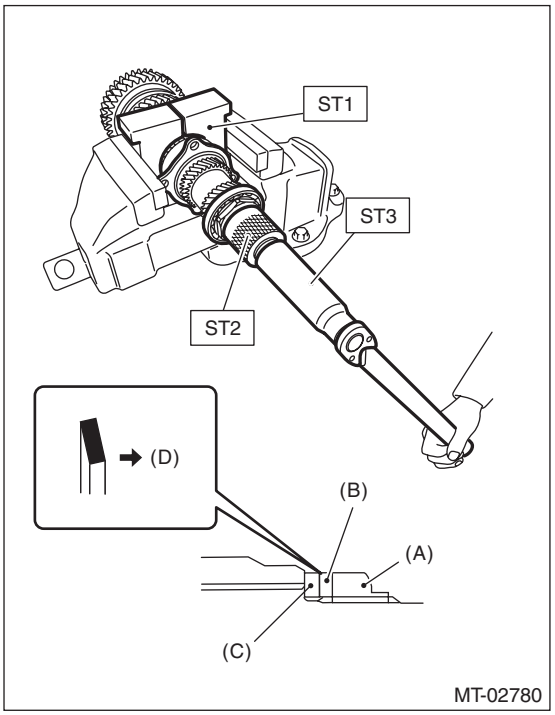


2) Using the ST1, ST2 and ST3, tighten the lock nut to the specified torque.

NOTE:
- Use new lock nuts and lock washers.
- Install the lock washer in the correct direction.

Tightening torque:
126 N·m (12.8 kgf-m, 92.9 ft-lb)

ST1 18680AA020 HOLDER
ST2 18667AA020 HOLDER
ST3 18662AA010 SOCKET (27)

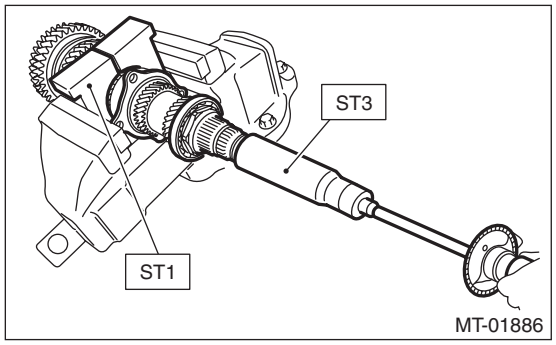


(A) Lock nut
(B) Lock washer
(C) Washer
(D) Lock nut side

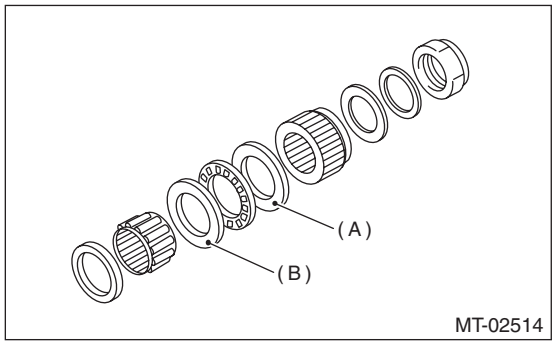
3) After removing the ST2 used in step 2), measure the starting torque using torque driver.

Starting torque:
0.3 — 0.8 N·m (0.03 — 0.08 kgf-m, 0.2 — 0.6 ft-lb)

ST1 18680AA020 HOLDER
ST3 18662AA010 SOCKET (27)



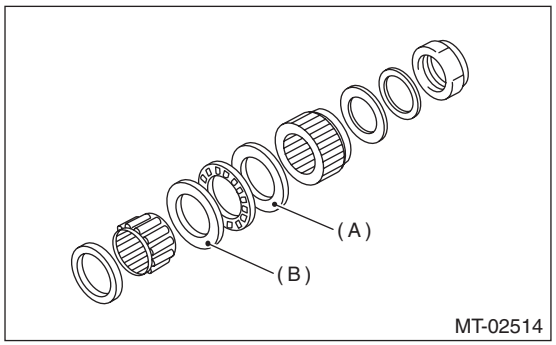
4) If the starting torque is not within the specified limit, select new adjusting washer No. 1 and recheck starting torque.



(A) Adjusting washer No. 1
(B) Adjusting washer No. 2

Adjusting washer No. 1	
Part No.	Thickness mm (in)
803025071	2.925 (0.1152)
803025072	2.950 (0.1161)
803025073	2.975 (0.1171)
803025074	3.000 (0.1181)
803025075	3.025 (0.1191)
803025076	3.050 (0.1201)
803025077	3.075 (0.1211)

5) If the specified starting torque cannot be obtained by the selection of adjusting washer No. 1, select adjusting washer No. 2 from the list below. Repeat steps 1) through 4) to adjust starting torque.



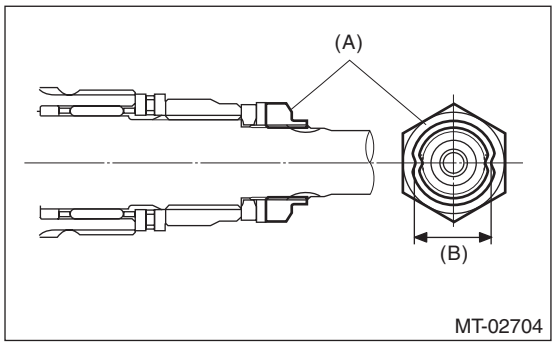
(A) Adjusting washer No. 1
(B) Adjusting washer No. 2

Starting torque	Dimension H	Adjusting washer No. 2
Low	Small	Select thicker one.
High	Large	Select thinner one.

Adjusting washer No. 2	
Part No.	Thickness mm (in)
803025070	2.850 (0.1122)
803025074	3.000 (0.1181)
803025078	3.150 (0.1240)

6) Recheck that the starting torque is within the specified range, and crimp the lock nut at two locations so that the dimension (B) becomes 20.1 mm (0.79 in) or less.

CAUTION:
When crimping the lock nut, be careful not to crack it.



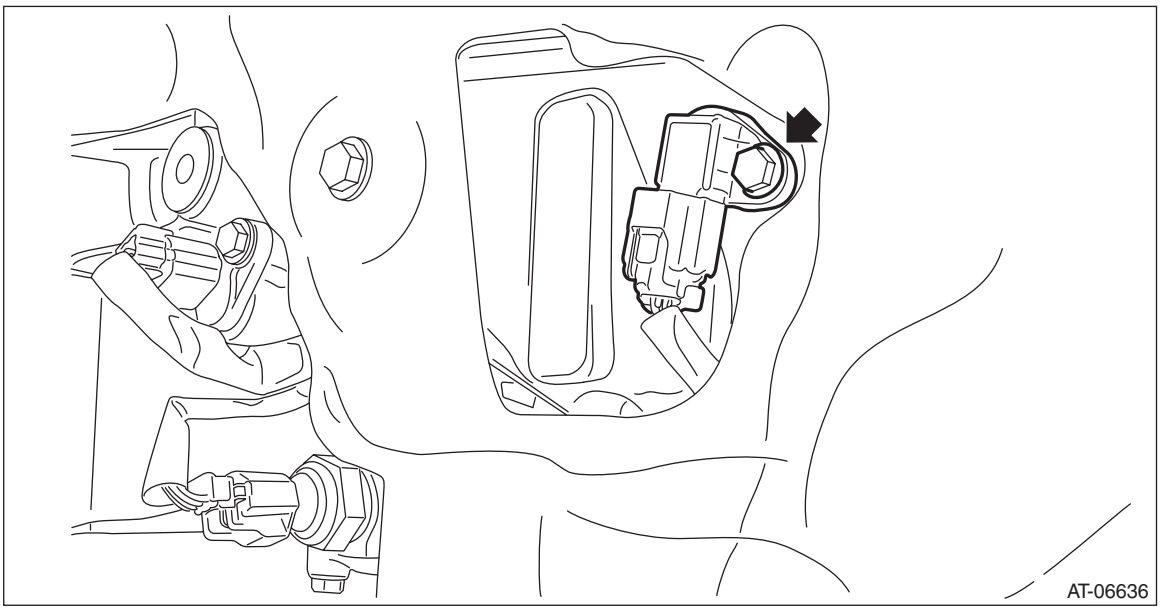
(A) Lock nut
(B) Outer dimension after crimping

17.Primary Speed Sensor

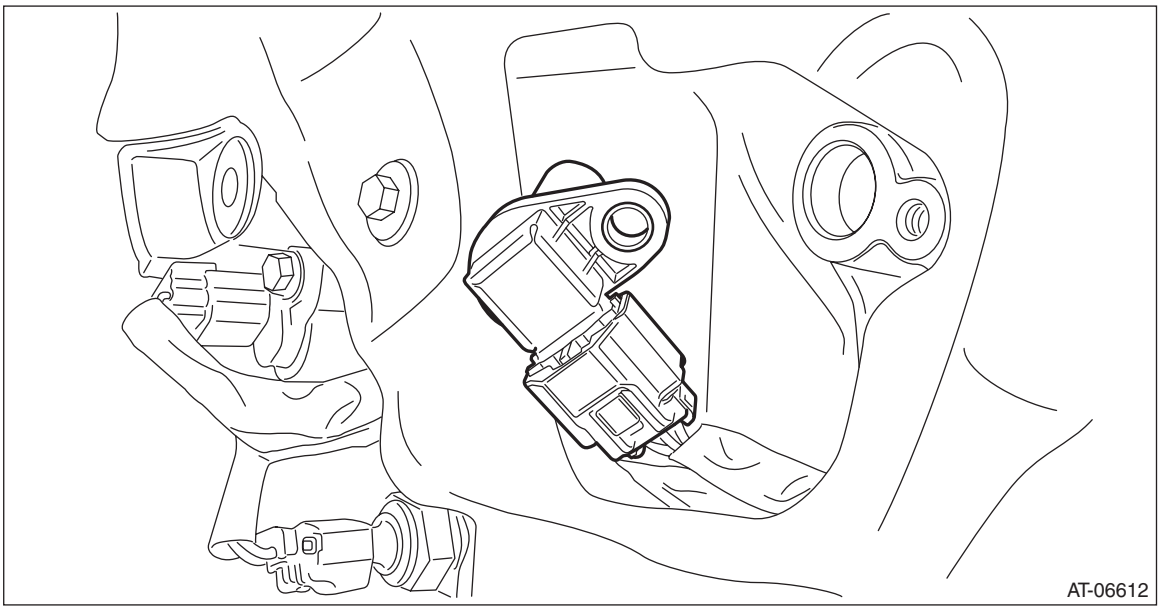
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.

1) Remove the transmission assembly. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the primary speed sensor.



3) Remove the harness connector from primary speed sensor.



B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

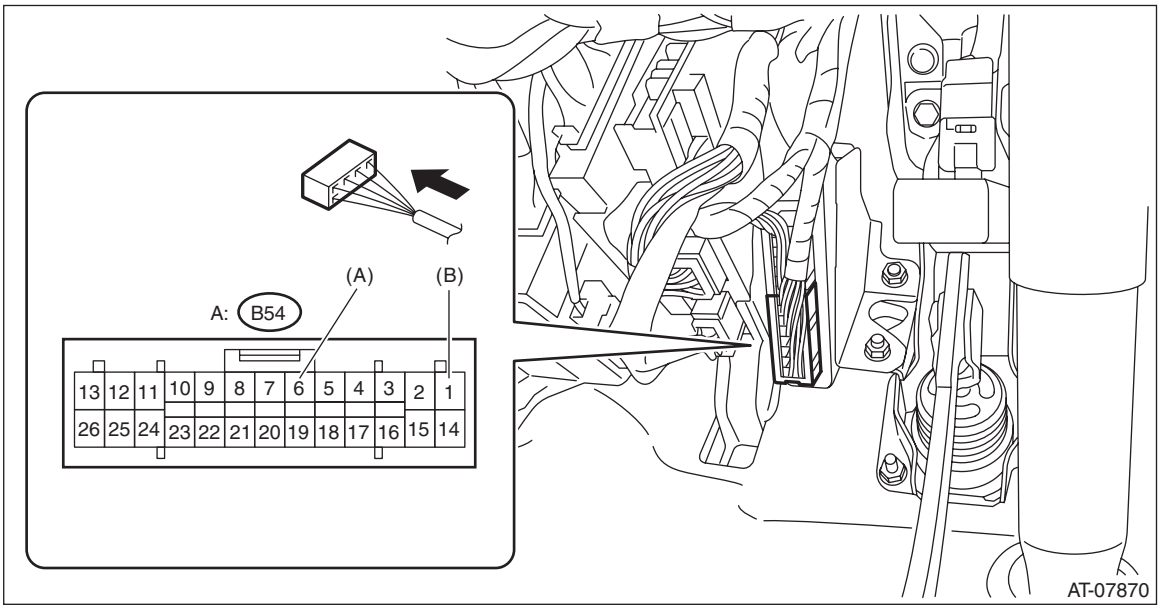
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

Connector & terminal
(B54) No. 6 (+) — No. 1 (–):



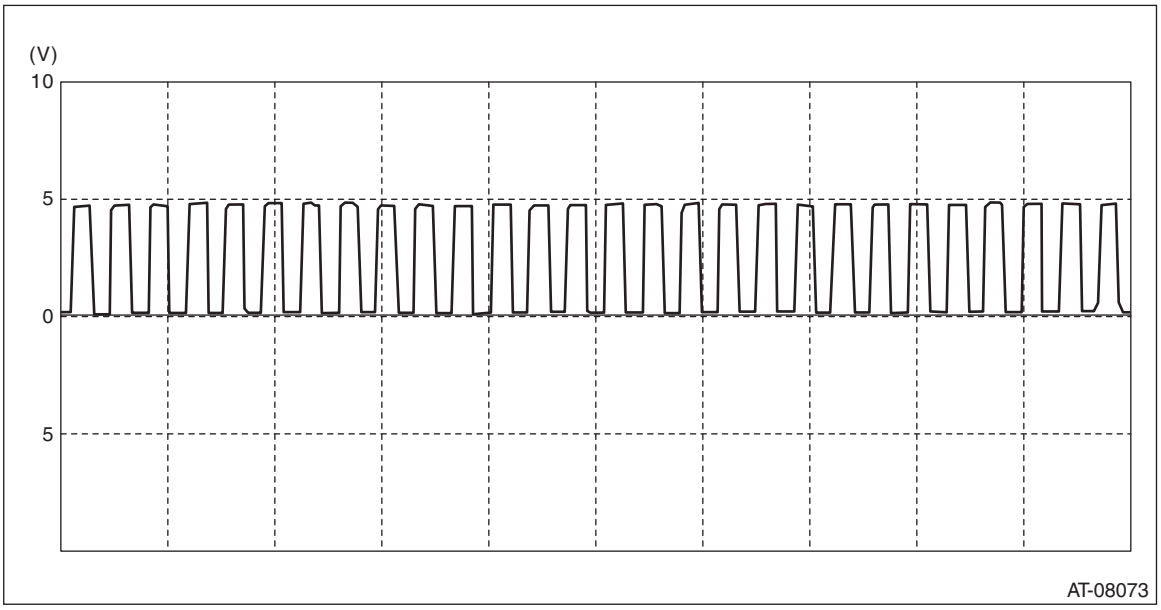
(A) + probe
(B) – probe

2) Start and warm up the engine.

3) Lift up the vehicle.

CAUTION:
Lift up the vehicle until the tire bottom is 0.3 m (0.98 ft) or more above the ground.
4) Shift the select lever to “D” range.
5) Check the waveform and output voltage of the primary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.

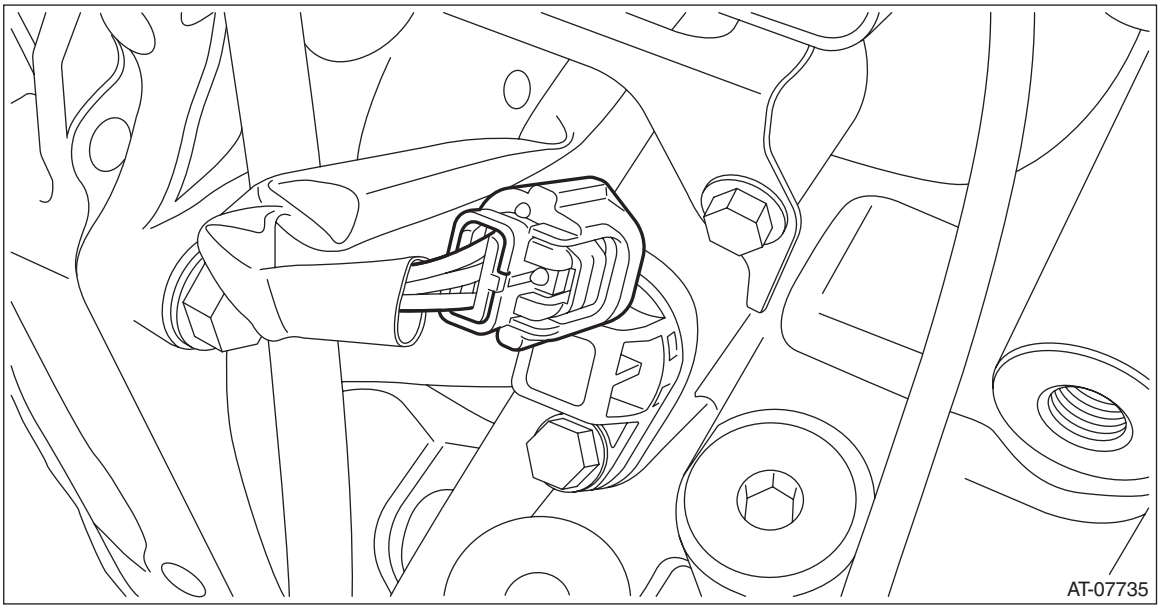


17.Primary Speed Sensor

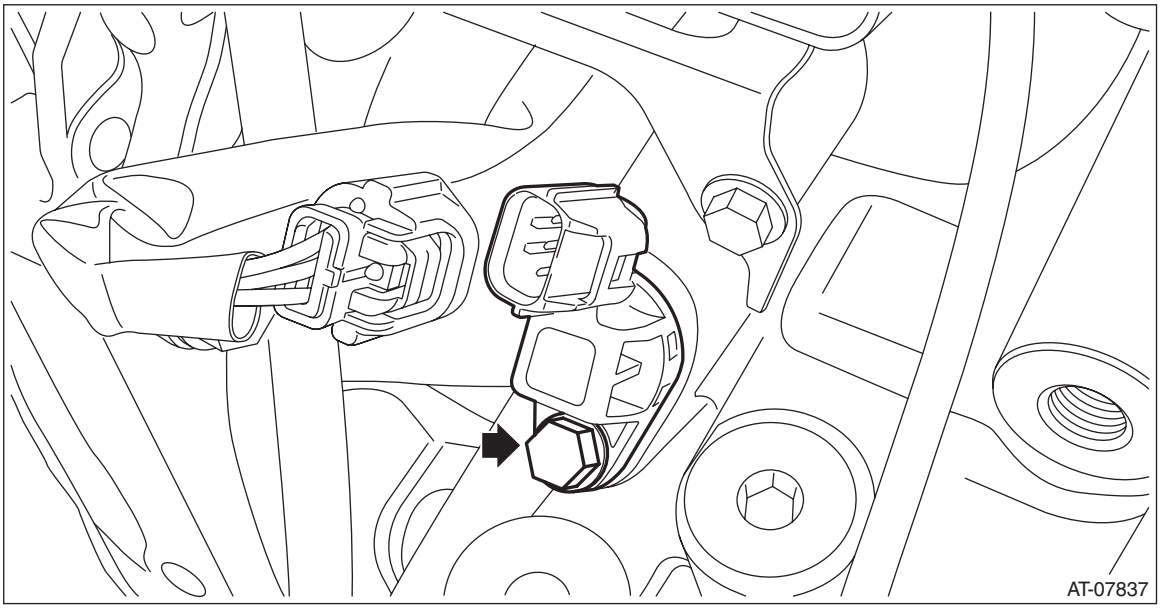
A: REMOVAL

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.

1) Disconnect the ground cable from battery.
2) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
3) Clean the transmission exterior.
4) Remove the primary speed sensor harness connector.



5) Remove the primary speed sensor and the spacer.



B: INSTALLATION

CAUTION:
Be sure to prevent water or oil from contacting the connector terminal of primary speed sensor. If adhesion occurs, replace with a new part.
Install in the reverse order of removal.

CAUTION:
Do not forget to install the spacer.

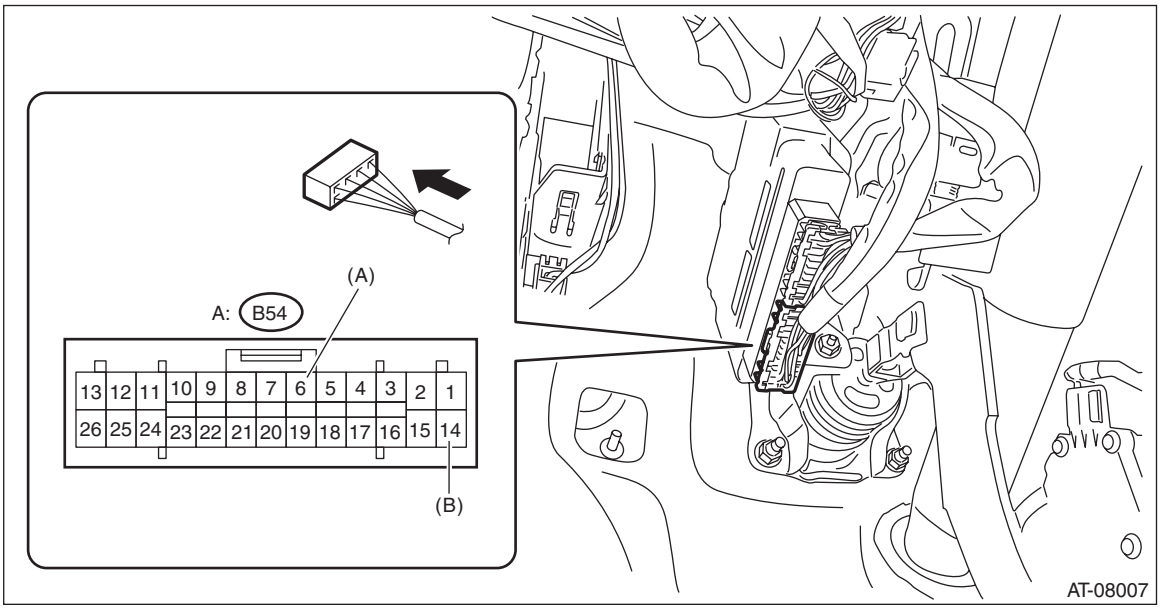
NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.

Tightening torque:
Primary speed sensor
5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

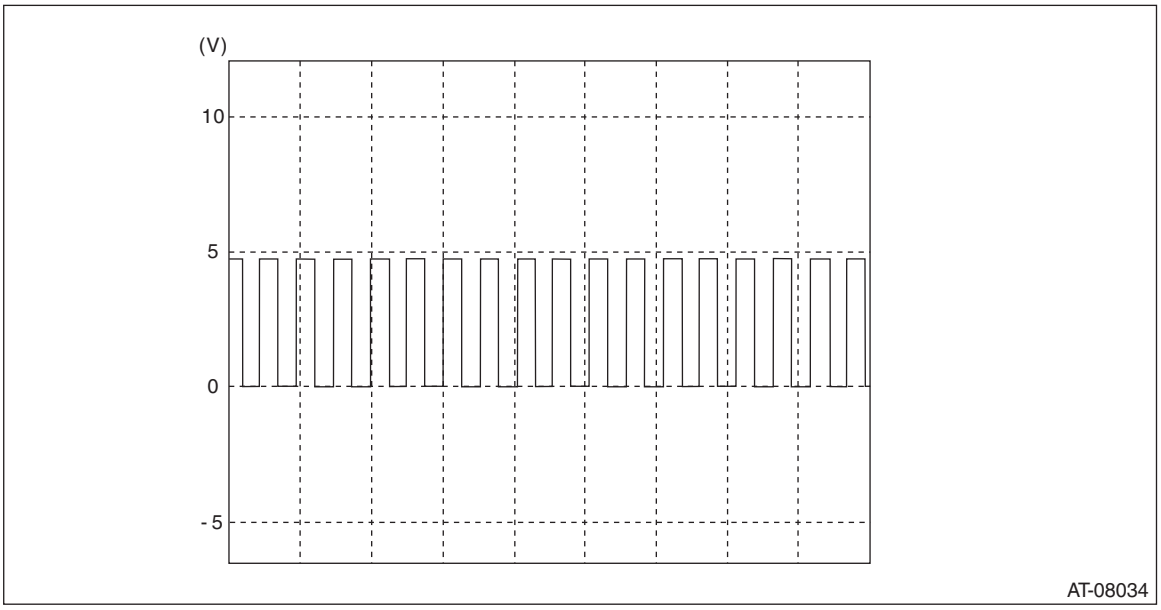
Connector & terminal
(B54) No. 6 (+) — No. 14 (–):



(A) + probe
(B) – probe

2) Start and warm up the engine.
3) Check the waveform of primary speed sensor with engine idling.

NOTE:
The waveform cycle changes as the speed changes.



18.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Engine stalls when driving in “D” or “R” range, or selecting “N” → “D”, “N” → “R”.	• Control valve • Engine control system
While driving in “D” range, vibration occurs immediately before the stop or engine stalls.	• Control valve • Torque converter
Vehicle cannot shift while driving in “D” range.	• Control valve • TCM • Shift mechanism • Power supply system
Excessive shock when selecting “N” → “D”, and “N” → “R”.	• Control valve • TCM • F&R clutch pack • ATF deterioration or lack
Excessive shock at standing start in “D” range.	• Control valve • TCM • F&R clutch pack • ATF deterioration or lack
Engine speed increases abruptly during driving in “D” or “R” range.	• Control valve • Secondary pressure sensor • F&R clutch pack • ATF deterioration or lack
Vehicle can not start when depressing the accelerator pedal in “D” or “R” range, or acceleration is very poor. (without abrupt engine increase)	• Control valve • F&R clutch pack • Shift mechanism • Parking mechanism • Engine control system • Power supply system
Shift indicator in combination meter displays the position which differs from select lever position.	• Inhibitor switch • Select cable related • Combination meter
Manual mode enters even though the select lever and paddle shift switch is not operated.	• Manual mode switch • Paddle shift switch • Select lever • TCM
Engine speed increases abruptly in “D” or “R” range, vehicle can not start.	• F&R clutch pack • Select cable related
Manual mode can not be set	• Select lever • TCM

GENERAL DESCRIPTION (CVT)

GD(CVT)

Page

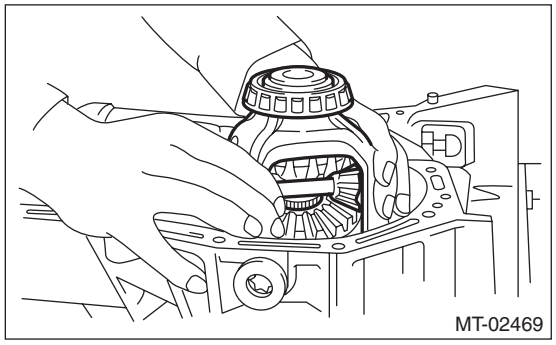
1. List of Diagnostic Trouble Code (DTC) 2
2. Diagnostic Trouble Code (DTC) Detecting Criteria 5

18.Front Differential Assembly

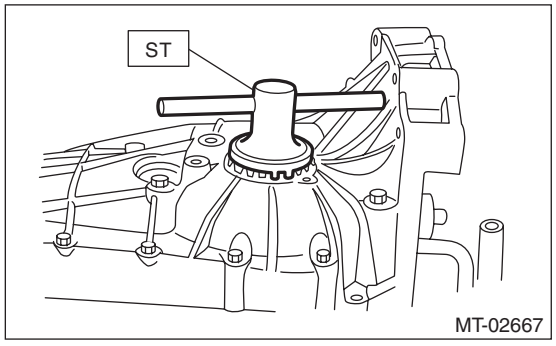
A: REMOVAL

1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the transfer case together with the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
3) Remove the transmission case.<Ref. to 6MT-63, REMOVAL, Transmission Case.>
4) Remove the drive pinion shaft assembly.<Ref. to 6MT-76, REMOVAL, Drive Pinion Shaft Assembly.>
5) Remove the main shaft assembly.<Ref. to 6MT-67, REMOVAL, Main Shaft Assembly.>
6) Remove the front differential assembly.

NOTE:
• Do not confuse the right and left roller bearing outer races.
• Be careful not to damage the oil seal of retainer.


MT-02469

7) Remove the differential side retainers using ST.
ST 18630AA010 WRENCH COMPL RETAINER



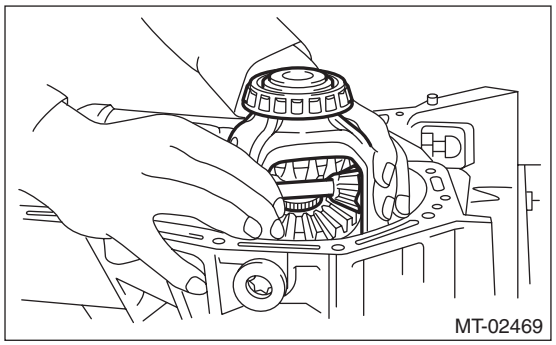
MT-02667

8) Remove the bearing outer race from the transmission case.
ST 398527700 PULLER ASSY

B: INSTALLATION

1) Install the differential side retainers using ST.
ST 18630AA010 WRENCH COMPL RETAINER
2) Install the bearing outer race to the transmission case.
3) Install the front differential assembly.

CAUTION:
Make sure the oil seal lip is not folded.

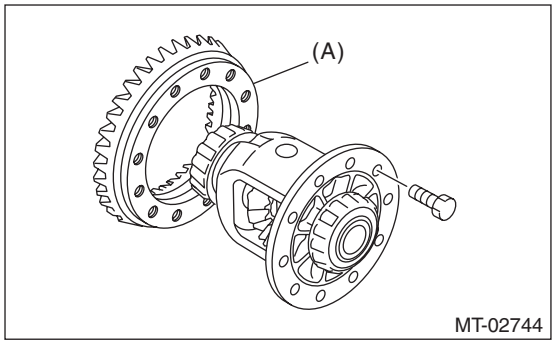

MT-02469

4) Install the main shaft assembly.<Ref. to 6MT-67, INSTALLATION, Main Shaft Assembly.>
5) Install the drive pinion shaft assembly.<Ref. to 6MT-76, INSTALLATION, Drive Pinion Shaft Assembly.>
6) Install the transmission case.<Ref. to 6MT-64, INSTALLATION, Transmission Case.>
7) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
8) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

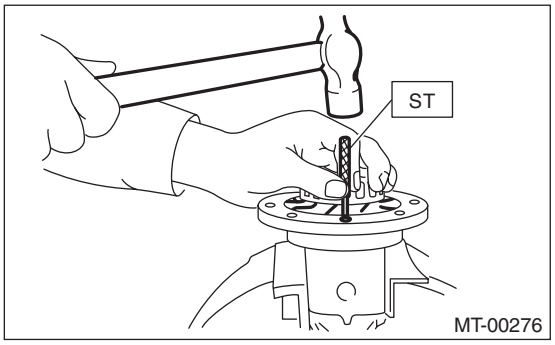
1) Loosen the twelve bolts and remove hypoid driven gear.



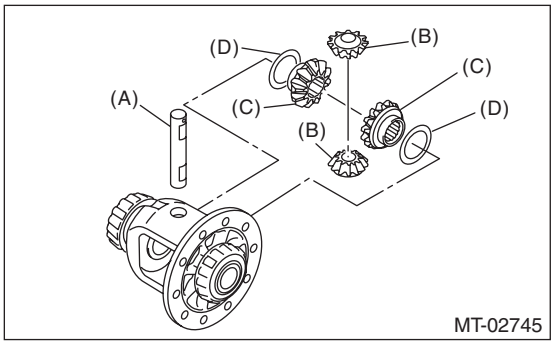
MT-02744

(A) Hypoid driven gear

2) Drive out the straight pin from differential assembly toward hypoid driven gear side.
ST 899904100 STRAIGHT PIN REMOVER

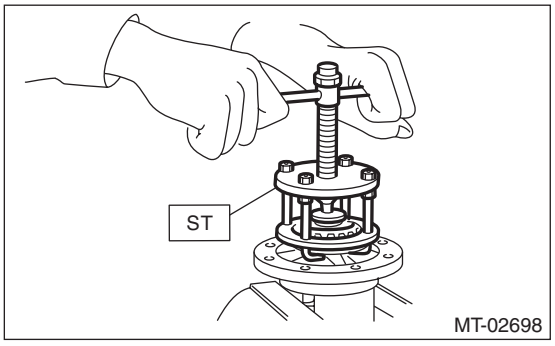


3) Pull out the pinion shaft, and remove the differential bevel pinion, differential bevel gear and washer.



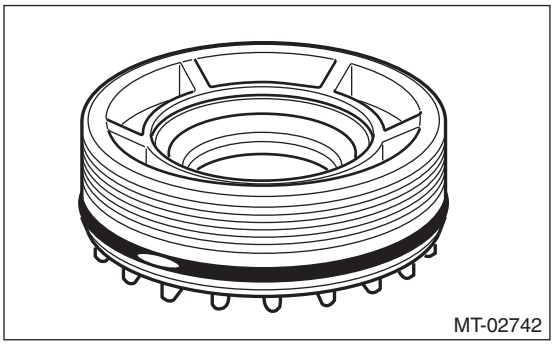
(A) Pinion shaft
(B) Differential bevel pinion
(C) Differential bevel gear
(D) Adjusting washer

4) Using the ST, remove the roller bearing.
ST 899524100 PULLER SET



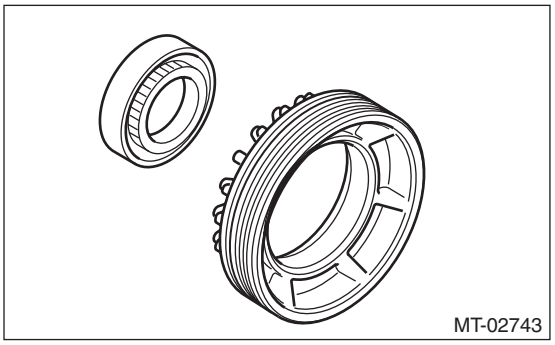
2. SIDE RETAINER

1) Remove the O-ring.



2) Remove the oil seal.

NOTE:
Remove using the flat tip screwdriver.

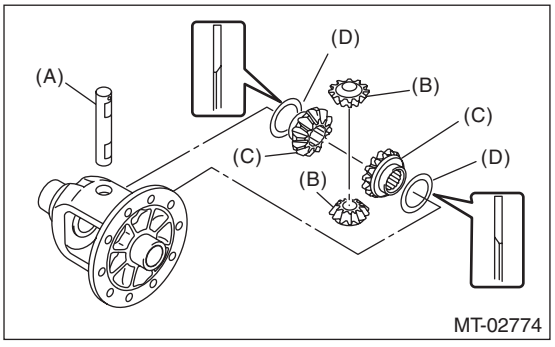


D: ASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

1) Install the differential bevel gear and differential bevel pinion together with washer, and insert the pinion shaft.

NOTE:
Face the chamfered side of washer toward bevel gear.

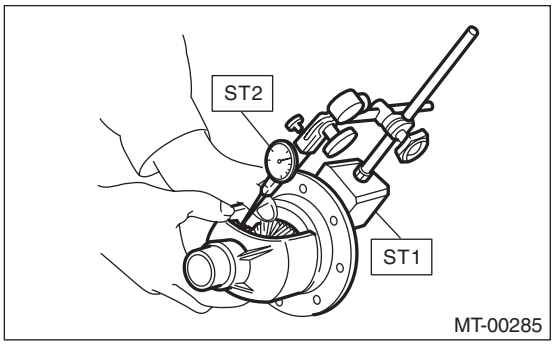


(A) Pinion shaft
(B) Differential bevel pinion
(C) Differential bevel gear
(D) Adjusting washer

2) Measure the backlash between the differential bevel gear and differential bevel pinion. Adjust the backlash if not within specified limit.<Ref. to 6MT-90, BEVEL PINION GEAR BACKLASH, INSPECTION, Front Differential Assembly.>

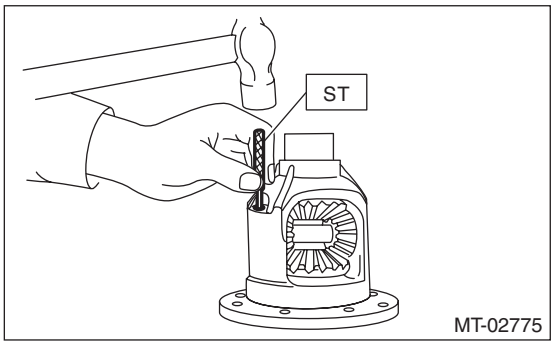
NOTE:
Be sure the pinion gear teeth contacts adjacent gear teeth during measurement.

Standard backlash
0.13 — 0.18 mm (0.0051 — 0.0071 in)
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE



3) Align the pinion shaft pin hole with the differential case pin hole, and drive the straight pin into the holes from the hypoid driven gear side using the ST.

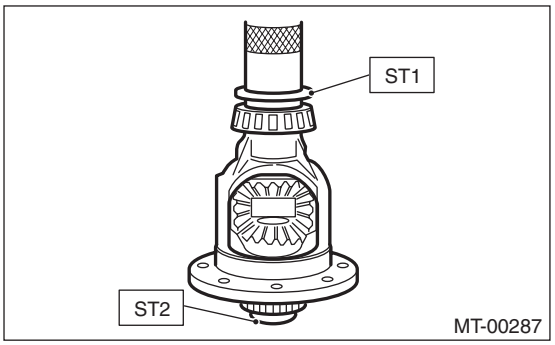
NOTE:
Use a new straight pin.
ST 899904100 STRAIGHT PIN REMOVER



4) Install the roller bearing to differential case.

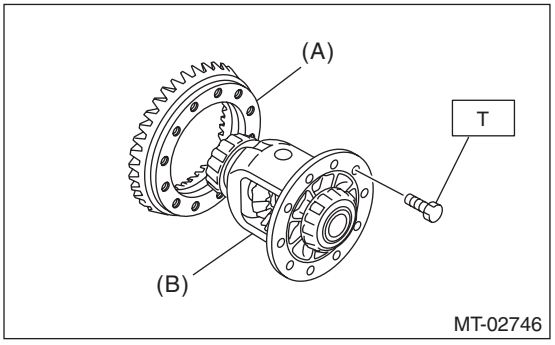
CAUTION:
Do not apply a load in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

NOTE:
Be careful because the roller bearing outer races are used as a set.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 398497701 ADAPTER



5) Install the hypoid driven gear to the differential case using twelve bolts.

Tightening torque:
T: 62 N·m (6.3 kgf-m, 45.7 ft-lb)



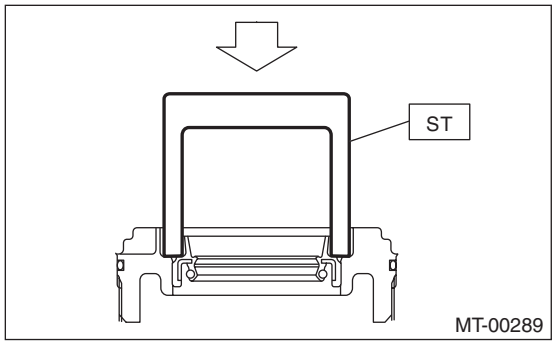
(A) Hypoid driven gear
(B) Differential case

2. SIDE RETAINER

1) Using the ST, install the oil seal by lightly tapping with a plastic hammer.

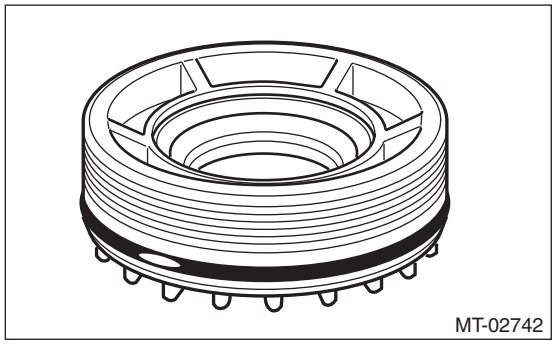
NOTE:
• Use a new oil seal.
• Apply transmission gear oil to the oil seal lips, and install the oil seal while being careful not to deform the lip.
• Check the identification marks (L, R), and attach the oil seals RH and LH.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



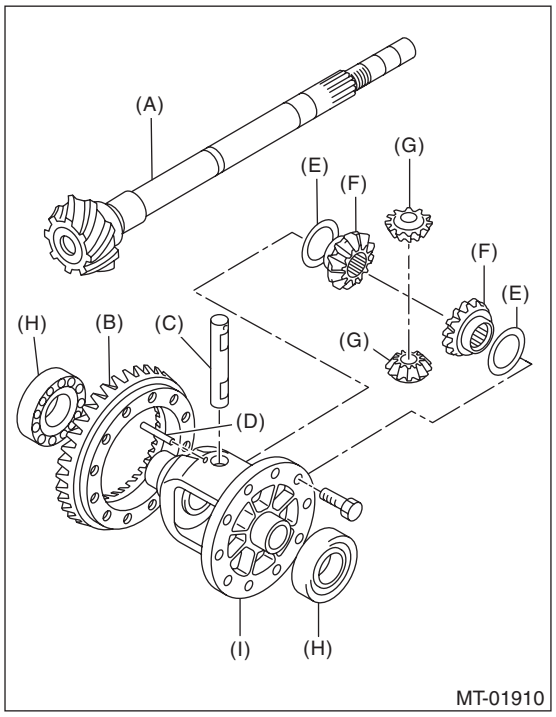
2) Install the O-ring.

NOTE:
• Use new O-rings.
• Apply gear oil to O-ring.
• Do not stretch or damage the O-ring.
• Install the O-ring after hypoid gear backlash adjustment and completion of tooth contact inspection.



E: INSPECTION

Repair or replace the differential gear in the following cases:
• When the hypoid drive gear and drive pinion shaft tooth surfaces are damaged, excessively worn, or seized.
• When the roller bearing on the drive pinion shaft has a worn or damaged roller path.
• When there is damage, wear or seizure of the differential bevel pinion, differential bevel gear, washer, pinion shaft or straight pin.
• When the differential case sliding surfaces are worn or damaged.



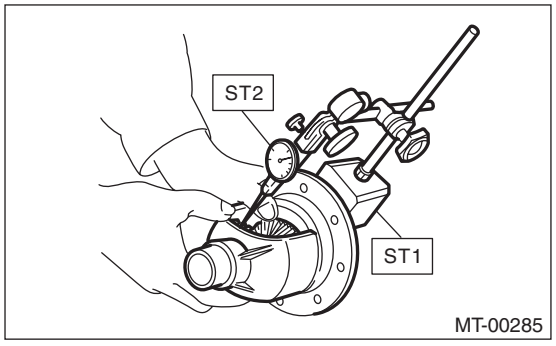
(A) Drive pinion shaft
(B) Hypoid driven gear
(C) Pinion shaft
(D) Straight pin
(E) Adjusting washer
(F) Differential bevel gear
(G) Differential bevel pinion
(H) Roller bearing
(I) Differential case

1. BEVEL PINION GEAR BACKLASH

Measure the backlash between the differential bevel gear and differential bevel pinion. Adjust the backlash if not within specified limit. <Ref. to 6MT-91, ADJUSTMENT, Front Differential Assembly.>

Standard backlash
0.13 — 0.18 mm (0.0051 — 0.0071 in)

ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

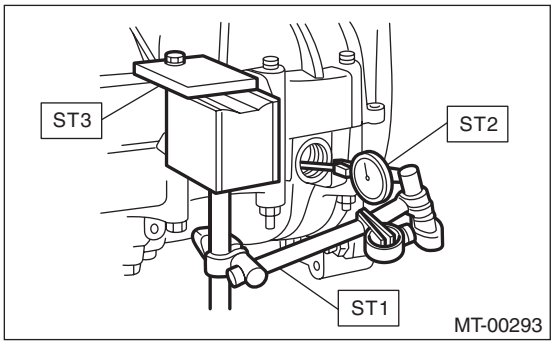


2. HYPOID GEAR BACKLASH

1) Set the ST1, ST2 and ST3. Insert the dial gauge probe through drain plug hole so that the probe comes in contact with the tooth surface on the right corner, and check the backlash.
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE
ST3 498255400 PLATE
2) Install SUBARU genuine axle shafts to both sides, rotate in the inversion direction so that the gauge contacts the tooth surface, and read the dial gauge

NOTE:
If the backlash is outside the specified range, adjust it by turning the side retainers on the left and right side.

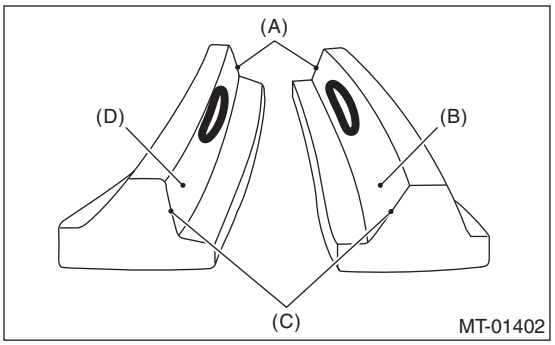
Backlash
0.13 — 0.18 mm (0.0051 — 0.0071 in)
Part No. 38415AA100 Axle shaft



3. TOOTH CONTACT OF HYPOID GEAR

Check tooth contact of hypoid gear as follows: Apply a thin uniform coat of red lead on both teeth surfaces on 3 or 4 teeth of the hypoid gear. Move the hypoid gear back and forth by turning the transmission main shaft until a definite contact pattern is developed on the hypoid gear, and judge whether face contact is correct. When the contact pattern is not correct, adjust. <Ref. to 6MT-91, ADJUSTMENT, Front Differential Assembly.>

- Tooth contact is correct.



(A) Toe
(B) Coast side
(C) Heel
(D) Drive side

F: ADJUSTMENT

1. BEVEL PINION GEAR BACKLASH

1) Disassemble the front differential assembly.<Ref. to 6MT-87, DISASSEMBLY, Front Differential Assembly.>
2) Select the adjusting washer from the table and install.

Adjusting washer	
Part No.	Thickness mm (in)
803038021	0.925 — 0.950 (0.0364 — 0.0374)
803038022	0.975 — 1.000 (0.0384 — 0.0394)
803038023	1.025 — 1.050 (0.0404 — 0.0413)

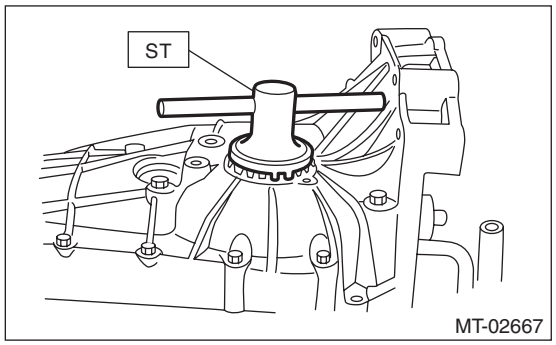
3) Adjust until the standard value is obtained.

Backlash:
Standard
0.13 — 0.18 mm (0.0051 — 0.0071 in)

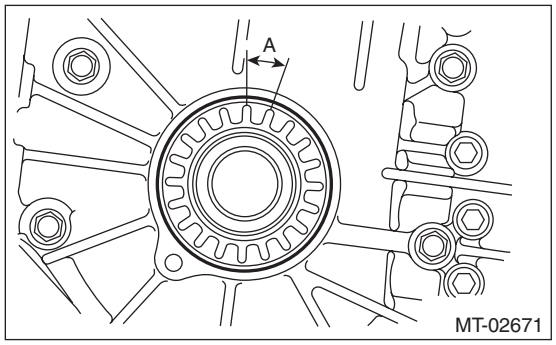
2. HYPOID GEAR BACKLASH

Adjust the backlash by turning the side retainers on the left and right side.

ST 18630AA010 WRENCH COMPL RETAINER



NOTE:
Each time the side retainer rotates by one notch (A), the backlash changes by 0.05 mm (0.0020 in).

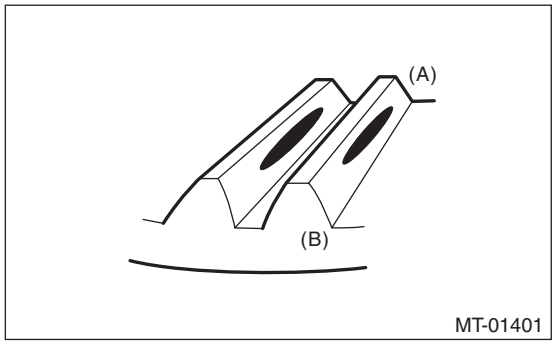


3. TOOTH CONTACT OF HYPOID GEAR

1) Adjust until correct teeth contact is obtained.
2) Check tooth contact, and perform the adjustment as follows.

- Correct tooth contact

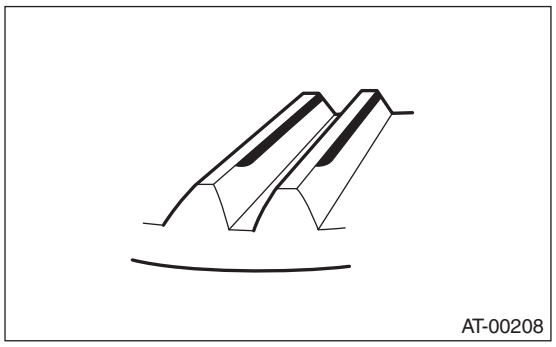
Check item: Tooth contact surface is slightly shifted toward the toe side under a no-load condition. (When driving, it moves towards the heel side.)



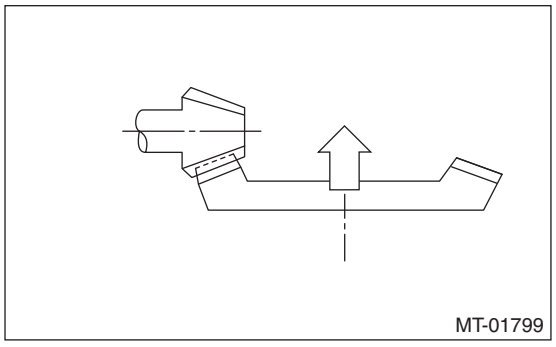
(A) Toe side
(B) Heel side

- Face contact

Check item: Backlash is too large.
Contact pattern

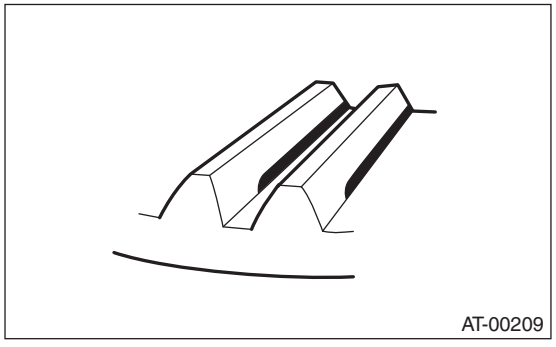


Corrective action: Tighten the side retainer to move the driven gear closer to the drive pinion.

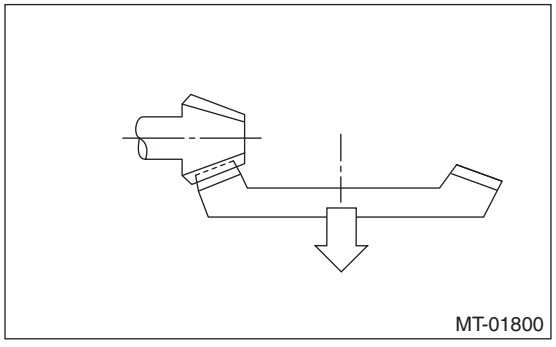


- Flank contact

Check item: Backlash is too small.
Contact pattern

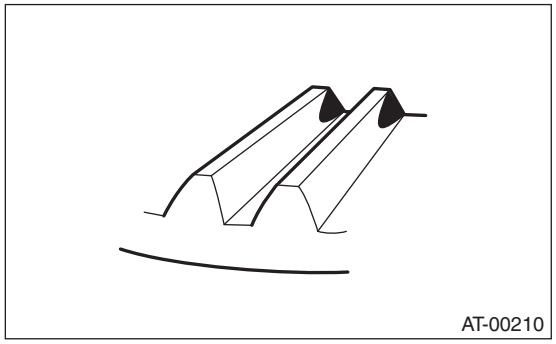


Corrective action: Loosen the side retainer to move the driven gear away from the drive pinion.

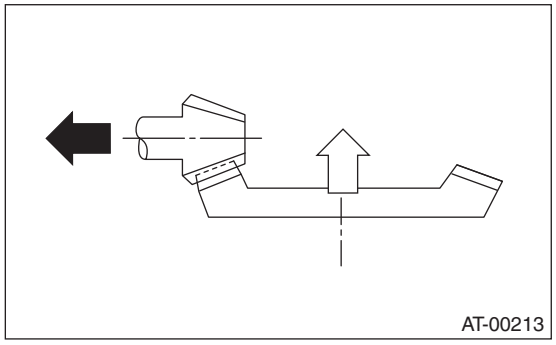


- Toe contact (inside contact)

Check item: Teeth contact area is too small.
Contact pattern

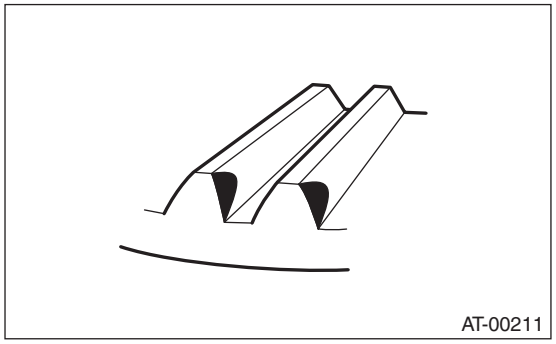


Corrective action: Increase the thickness of drive pinion shim and tighten the side retainer to move the driven gear closer to the drive pinion shaft according to the procedure for bringing drive pinion shaft away from driven gear.

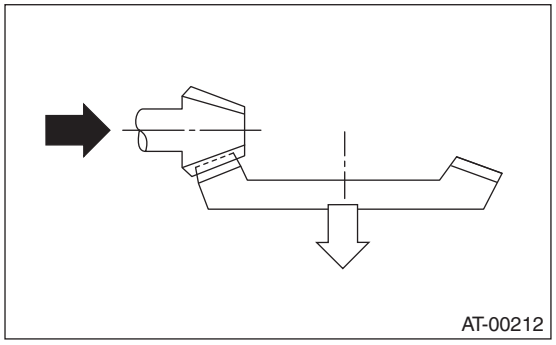


- Heel contact (outside end contact)

Check item: Teeth contact area is too small.
Contact pattern



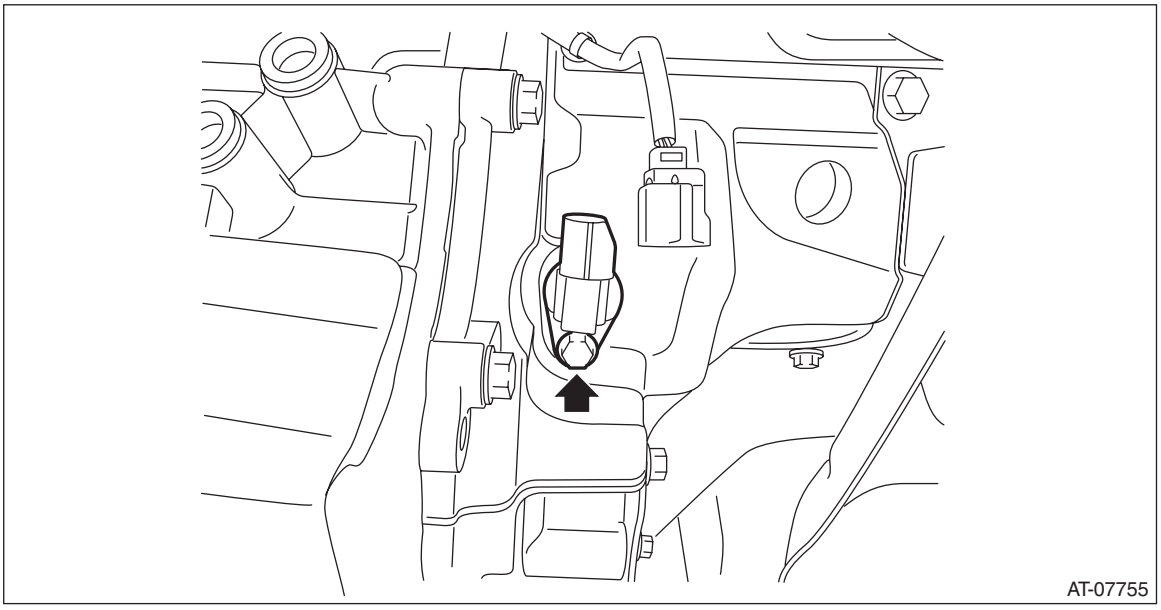
Corrective action: Reduce the thickness of drive pinion shim and loosen the side retainer to move the driven gear away from the drive pinion according to the procedure for moving drive pinion shaft closer to the driven gear.



18.Front Wheel Speed Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of front wheel speed sensor. If adhesion occurs, replace with a new part.
• When removing front wheel speed sensor, CVTF may let out. If CVTF has leaked, adjust the CVTF level after installing the front wheel speed sensor.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the front wheel speed sensor harness connector.
5) Remove the front wheel speed sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of front wheel speed sensor. If adhesion occurs, replace with a new part.
• After installing the front wheel speed sensor, adjust the CVTF level.
Install in the reverse order of removal.

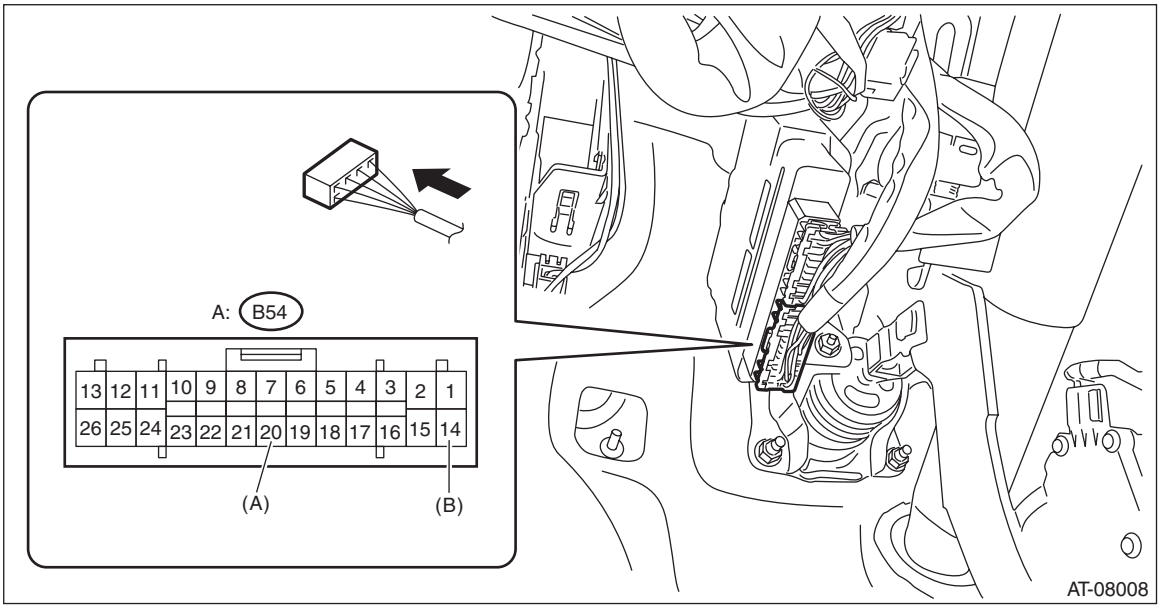
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

C: INSPECTION

1) Set the probe of oscilloscope to TCM harness connector.

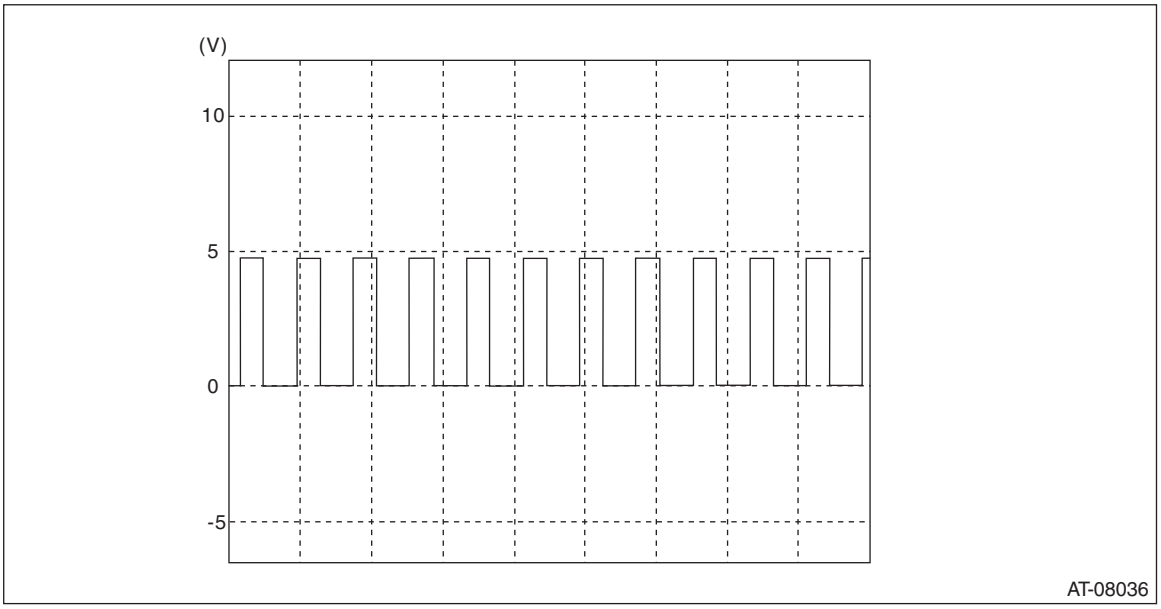
Connector & terminal
(B54) No. 20 (+) — No. 14 (–):



(A) + probe
(B) – probe

2) Lift up the vehicle and raise the vehicle speed up to 20 km/h (12 MPH).
3) Check the waveform of front wheel speed sensor when vehicle speed is at 20 km/h (12 MPH).

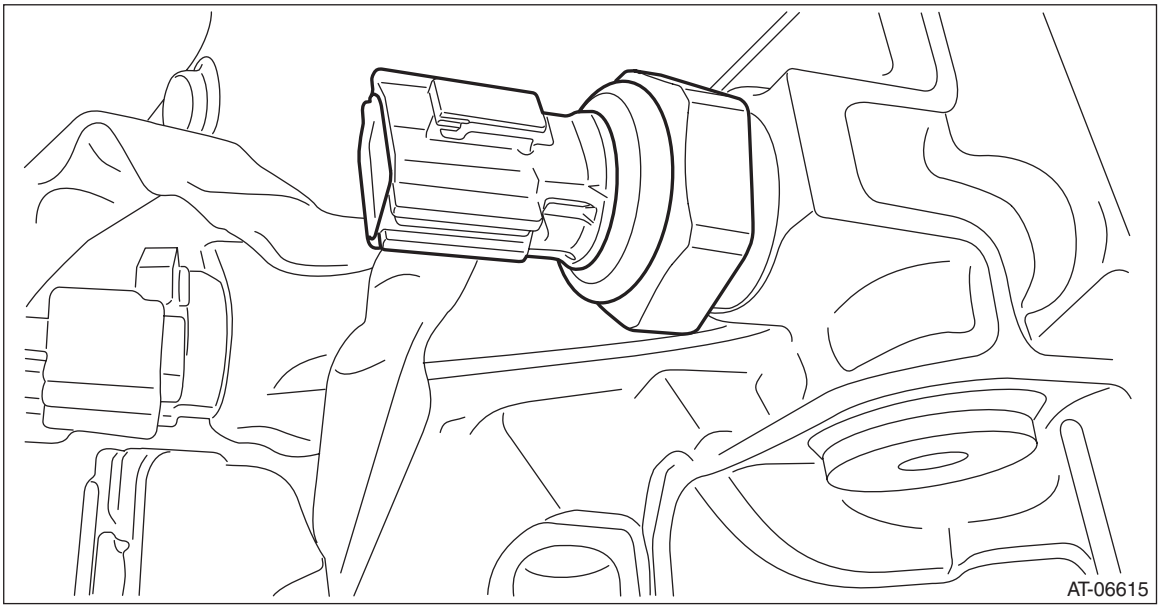
NOTE:
The waveform cycle changes as the speed changes.



18.Secondary Pressure Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• When secondary pressure sensor is removed, CVTF leaks. After installing the secondary pressure sensor, adjust the CVTF level.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Remove the under cover front - transmission.
4) Remove the secondary pressure sensor connector.
5) Remove the secondary pressure sensor.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• After installing the secondary pressure sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
Use new O-rings.

Tightening torque:
Secondary pressure sensor
39 N·m (4.0 kgf-m, 28.8 ft-lb)
Under cover front - transmission
18 N·m (1.8 kgf-m, 13.3 ft-lb)

C: INSPECTION

1) Start and warm up the engine.
2) Shift the select lever to “P” or “N” range.
3) Depress the brake pedal and hold it.
4) Check “secondary pressure sensor voltage” by using Subaru Select Monitor while the engine is idling. <Ref. to CVT(diag)-19, OPERATION, Subaru Select Monitor.>

Standard
Approx. 0.8 V

5) Check “secondary pressure sensor voltage” by using Subaru Select Monitor while the engine is stopped and the ignition switch is turned on. <Ref. to CVT(diag)-19, OPERATION, Subaru Select Monitor.>

Specification:
Approx. 0.5 V

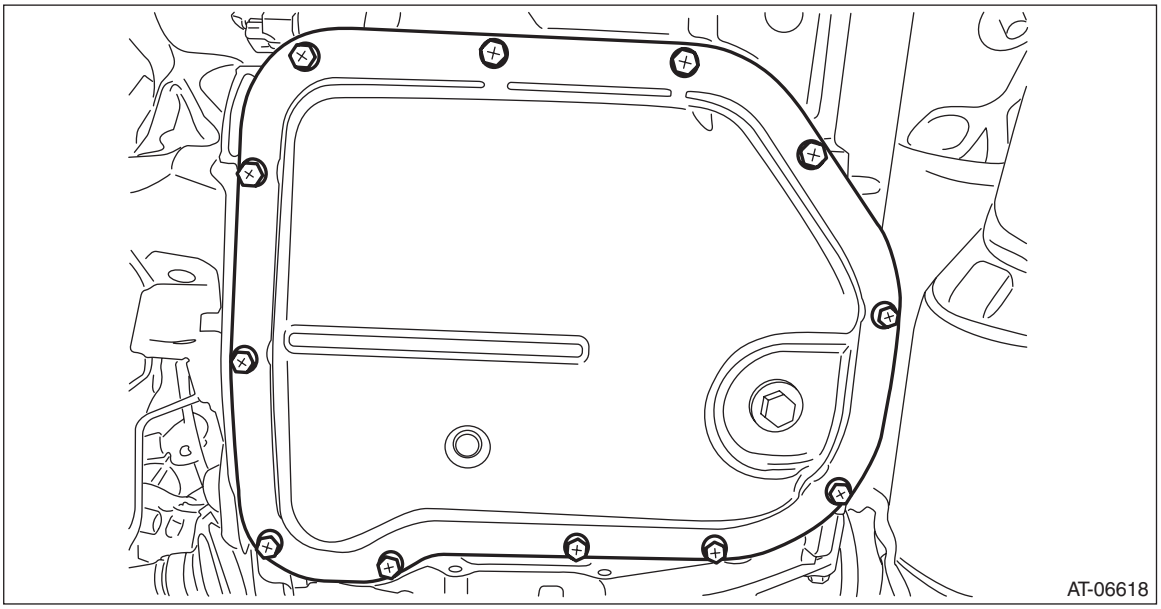
19.Oil Pan and Strainer

A: REMOVAL

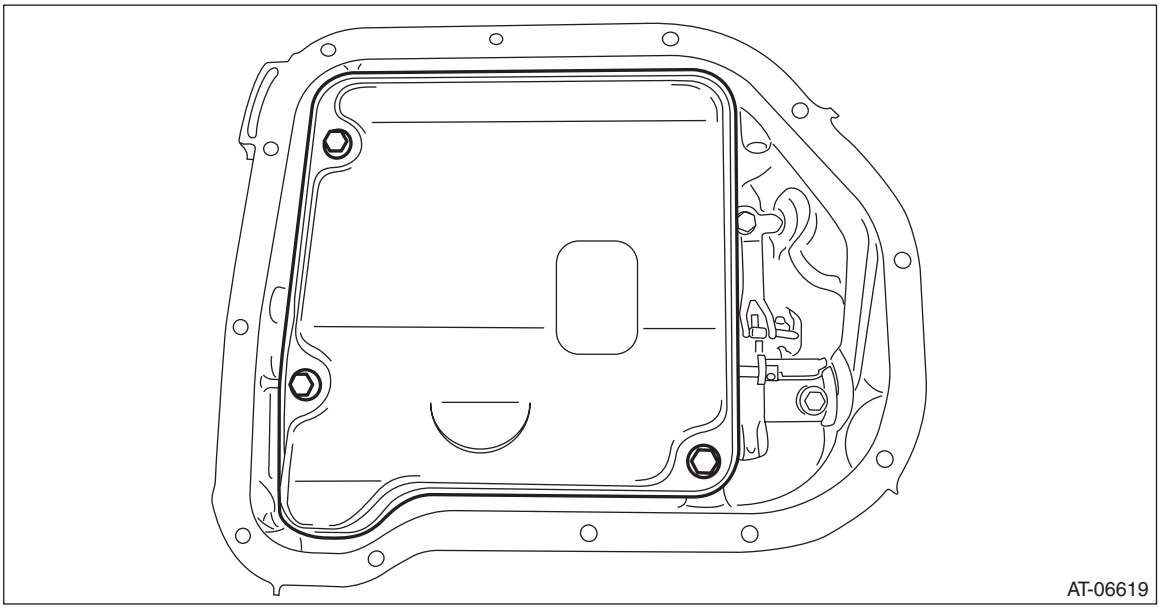
CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.

1) Lift up the vehicle.
2) Clean the transmission exterior.
3) Remove the CVTF drain plug to drain CVTF.
4) Remove the oil pan.

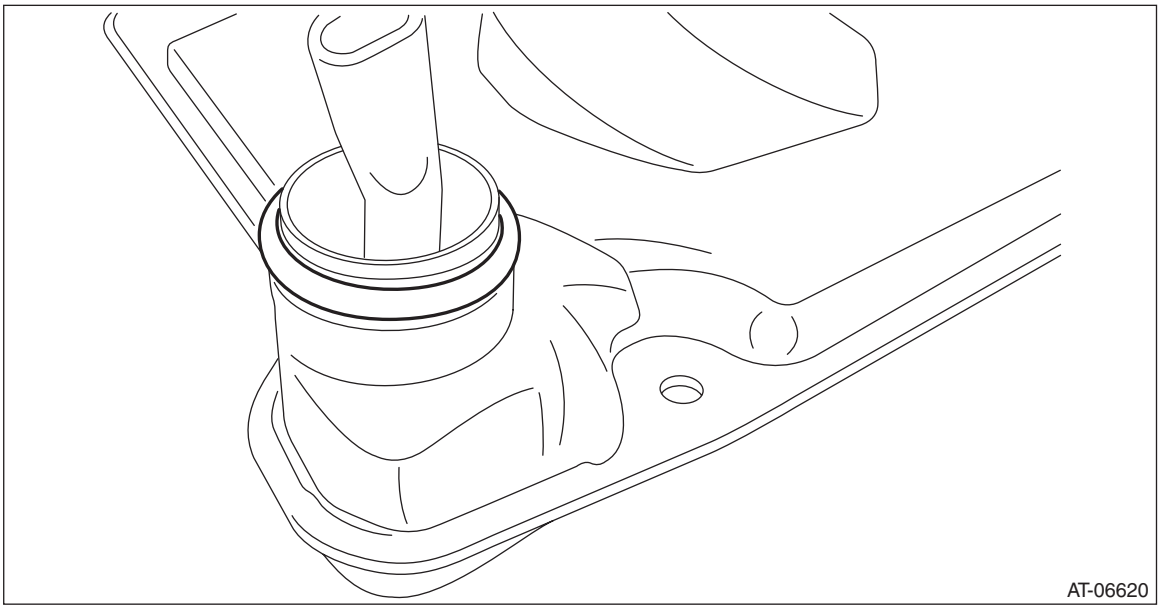
CAUTION:
Be careful not to allow foreign matter such as dust or dirt to enter the oil pan.



5) Remove the magnet.
6) Remove the oil strainer.



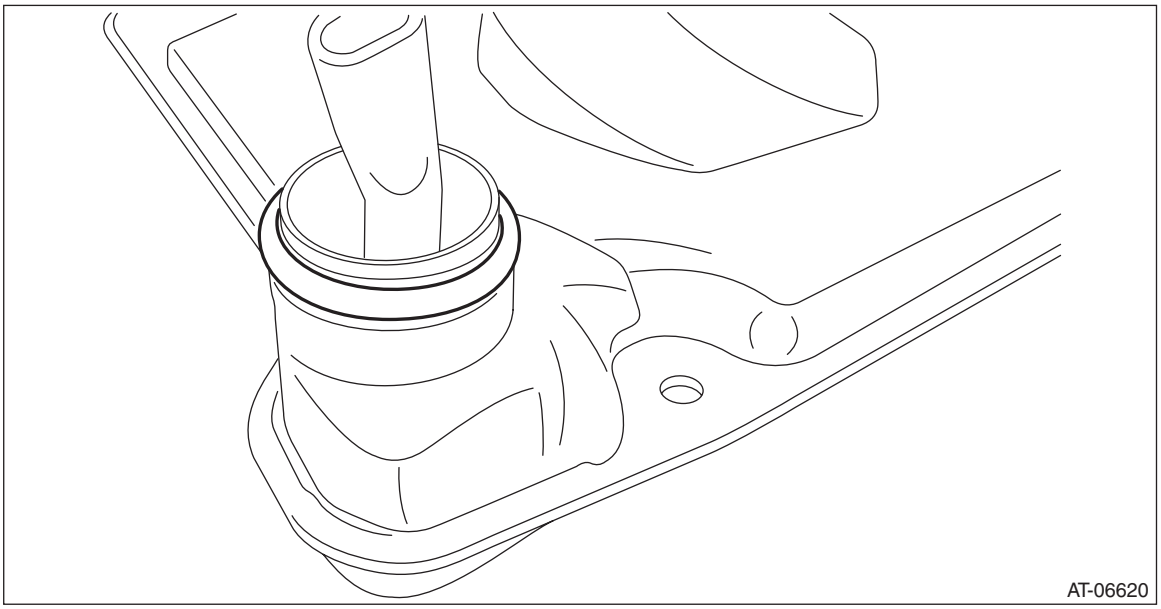
7) Remove the O-ring from oil strainer.



B: INSTALLATION

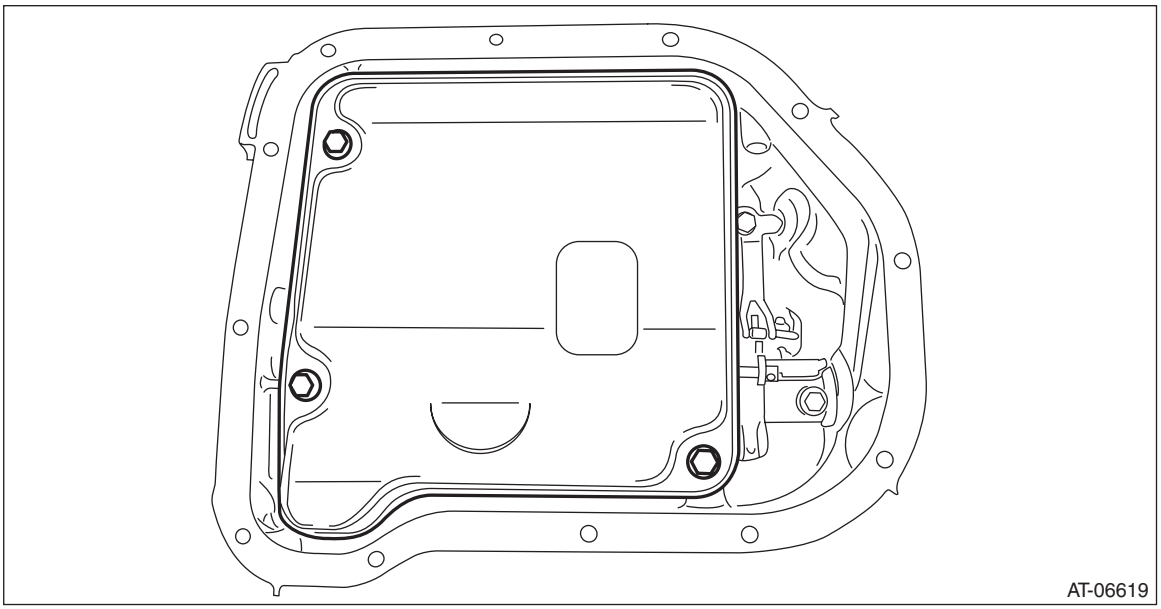
1) Clean the mating surface of oil pan and transmission case.
2) Install the O-ring to the oil strainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



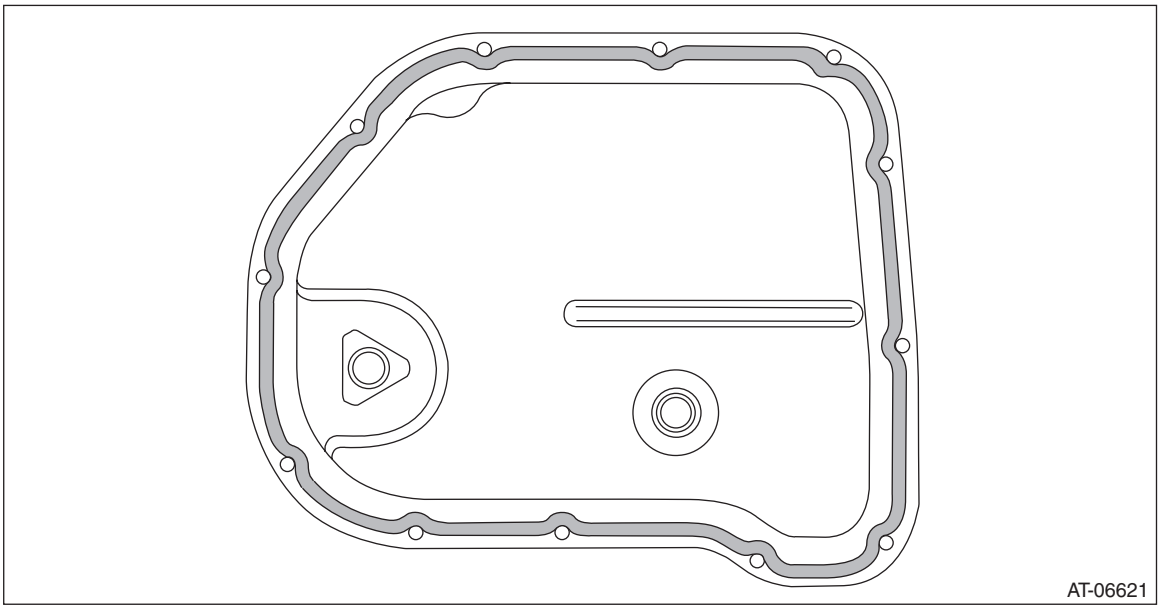
3) Install the oil strainer.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



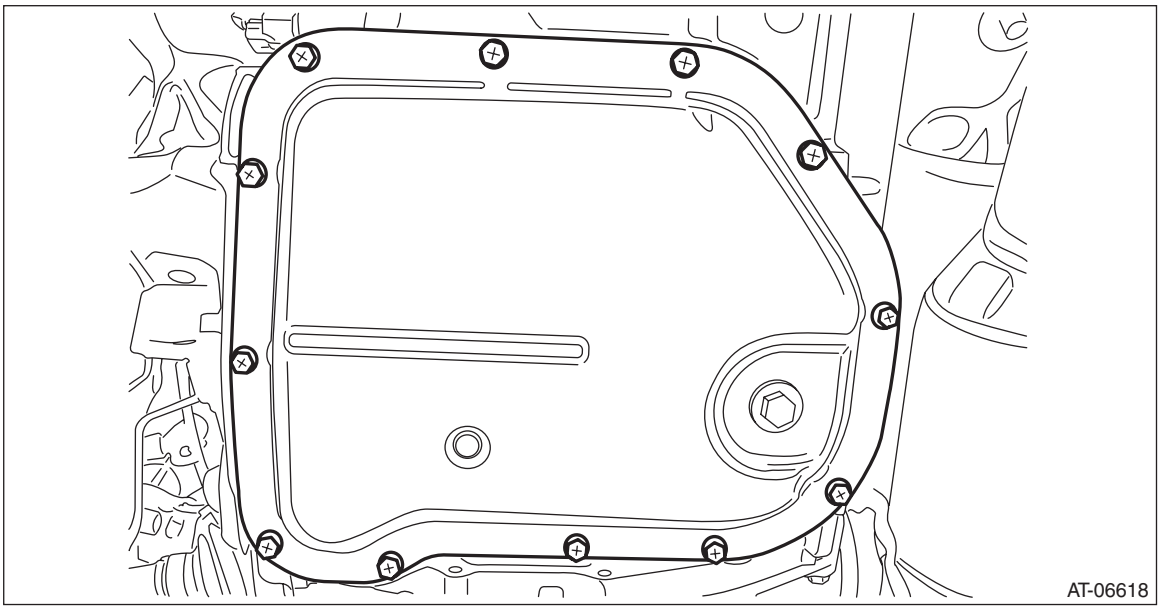
4) Clean the magnet.
5) Attach the magnet at the specified position of the oil pan.
6) Apply liquid gasket all around the oil pan mating surface seamlessly.

Liquid gasket:
THREE BOND 1217B (Part No. K0877YA020) or equivalent



7) Install the oil pan by equally tightening the bolts.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)



8) Refill CVTF and adjust the level. <Ref. to CVT(TR580)-37, REPLACEMENT, CVTF.>

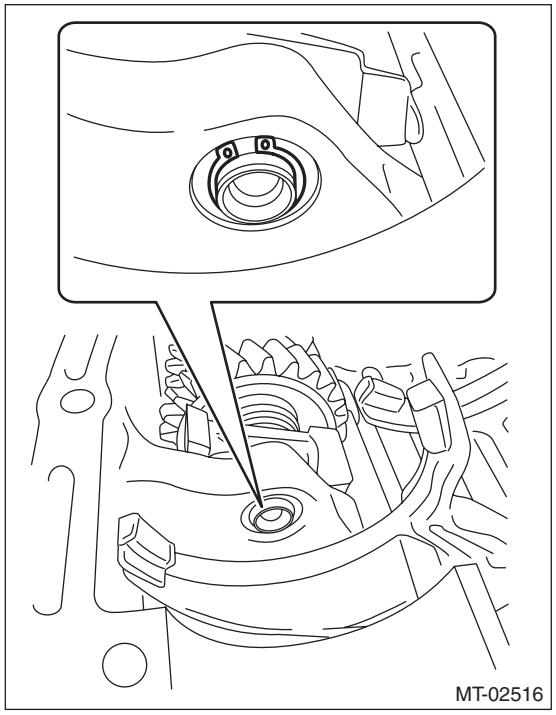
C: INSPECTION

- Check each part for damage or dust.
- Check oil strainer for clogging.

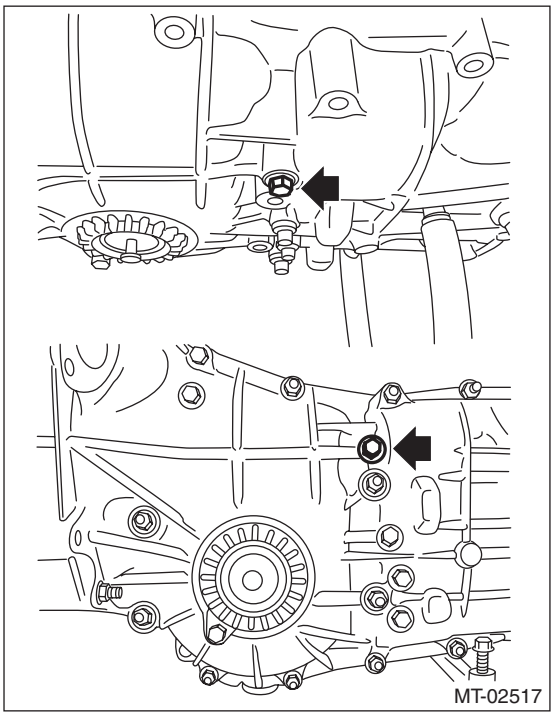
19.Reverse Idler Gear

A: REMOVAL

1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch.<Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the transmission case.<Ref. to 6MT-63, REMOVAL, Transmission Case.>
5) Remove the drive pinion shaft assembly.<Ref. to 6MT-76, REMOVAL, Drive Pinion Shaft Assembly.>
6) Remove the main shaft assembly.<Ref. to 6MT-67, REMOVAL, Main Shaft Assembly.>
7) Remove the front differential assembly.<Ref. to 6MT-87, REMOVAL, Front Differential Assembly.>
8) Shift into 4th.
9) Remove the snap ring.

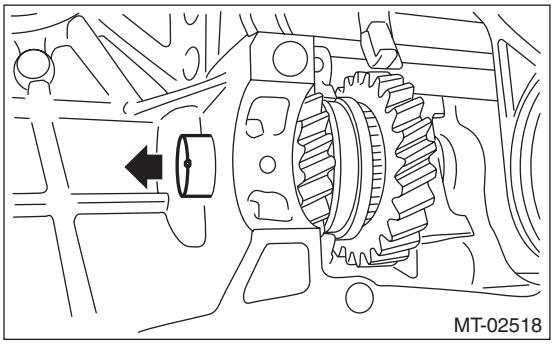

MT-02516

10) Remove the reverse idler gear shaft securing bolt.

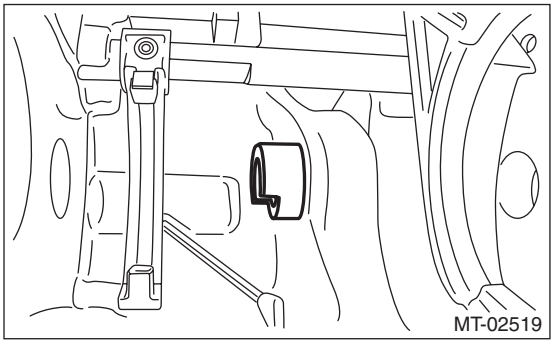

MT-02517

11) Press out the reverse idler gear shaft from the backside of the transmission to remove.

NOTE:
Support the reverse idler gear assembly with hands to avoid collapsing.

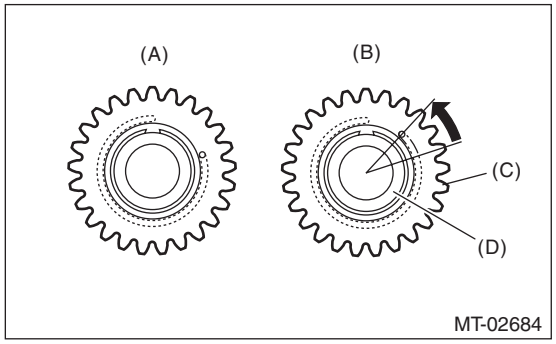

MT-02518

12) Remove the reverse idler gear.
13) Remove the reverse idler gear bushing.


MT-02519

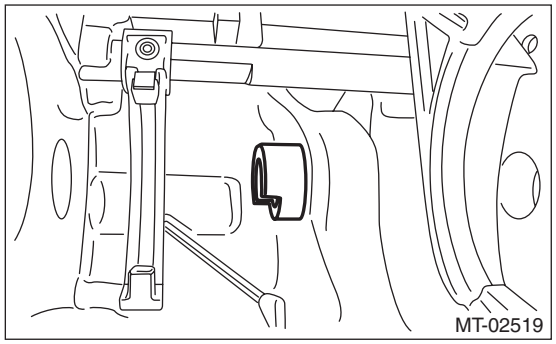
B: INSTALLATION

NOTE:
Rotate the reverse idler sub gear by two teeth from free status in the direction of the arrow to make it engage with the reverse gear of the main shaft and install the main shaft assembly.



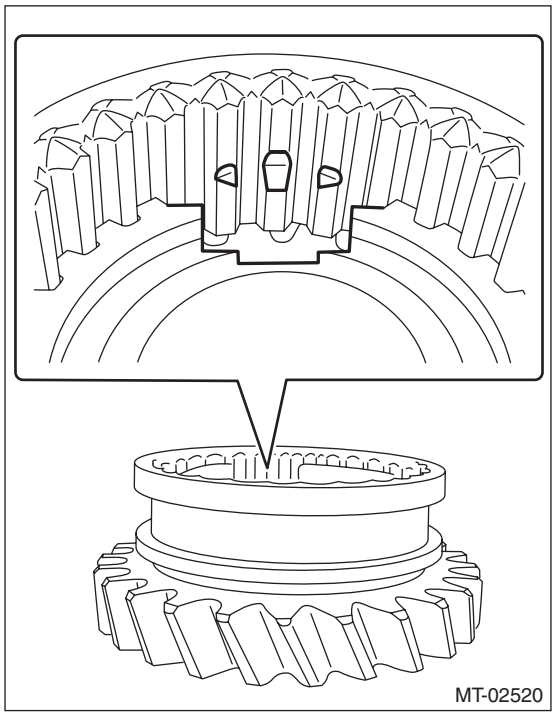
(A) Free status
(B) Set status
(C) Reverse idler sub gear
(D) Reverse idler gear

1) Install the reverse idler gear bushing with the cutout portion of the reverse idler gear bushing facing the front of the transmission.



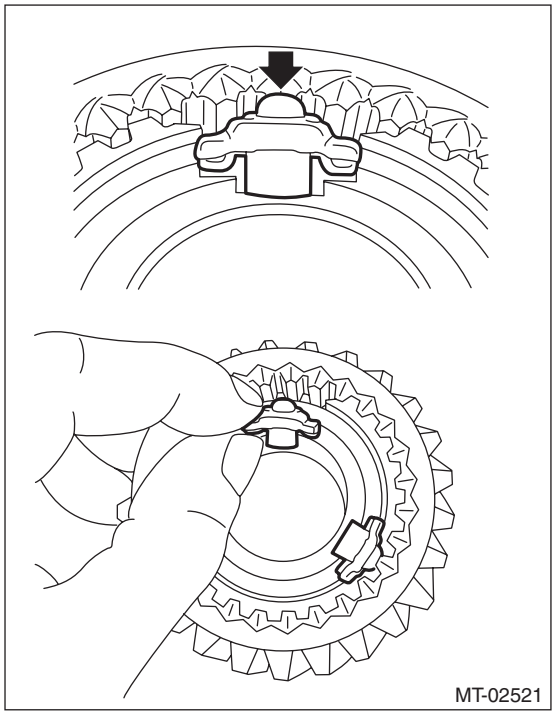
2) Assembling reverse idler gear assembly
(1) Install the reverse coupling sleeve to the reverse idler gear No. 2.

NOTE:
• Install the reverse coupling sleeve in the correct direction.
• Make sure that the oval-shaped cutout portion inside the reverse coupling sleeve matches the center of the reverse idler gear No. 2 groove.

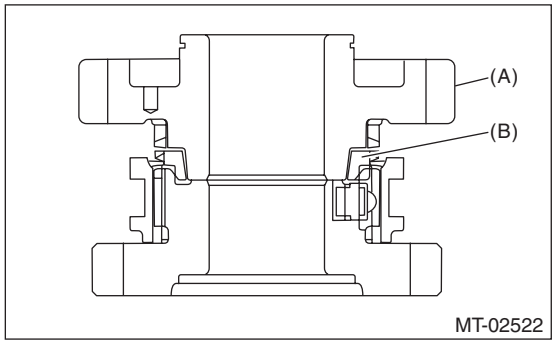


(2) Install the shifting insert.

NOTE:
Press in the ball part to install.

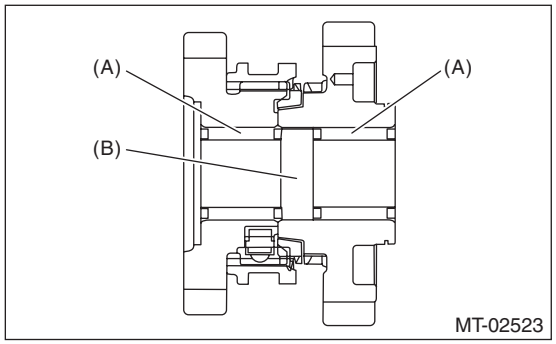


(3) Install the baulk ring and reverse idler gear.



(A) Reverse idler gear
(B) Baulk ring

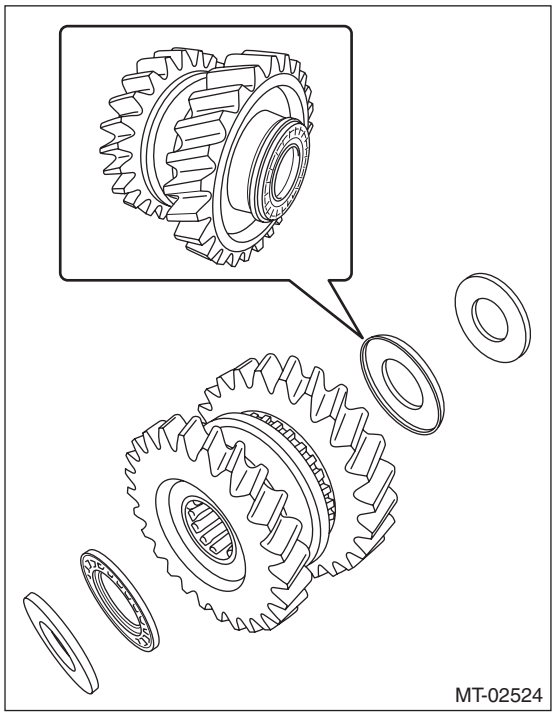
(4) Install the needle bearing and reverse idler gear collar.



(A) Needle bearing
(B) Reverse idler gear collar

(5) Install the thrust bearing and washer.

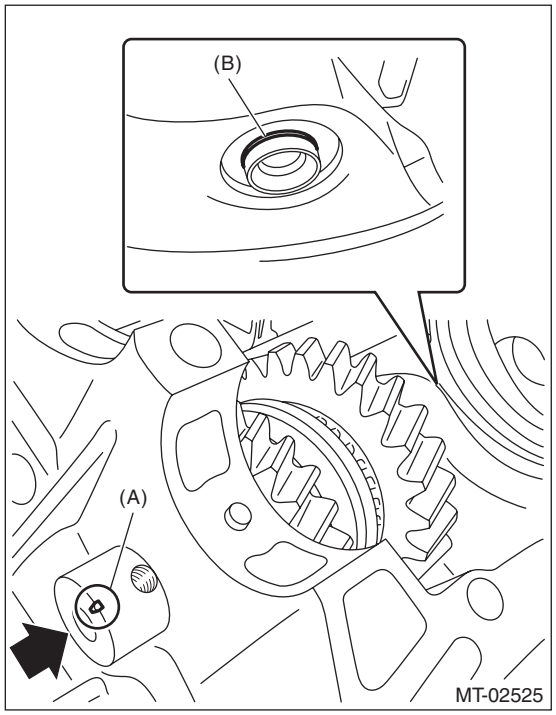
NOTE:
Install the thrust bearing in the correct direction.



3) Install the assembled reverse idler gear assembly to the transmission case and hold it with hands.

4) Install the reverse idler gear shaft.

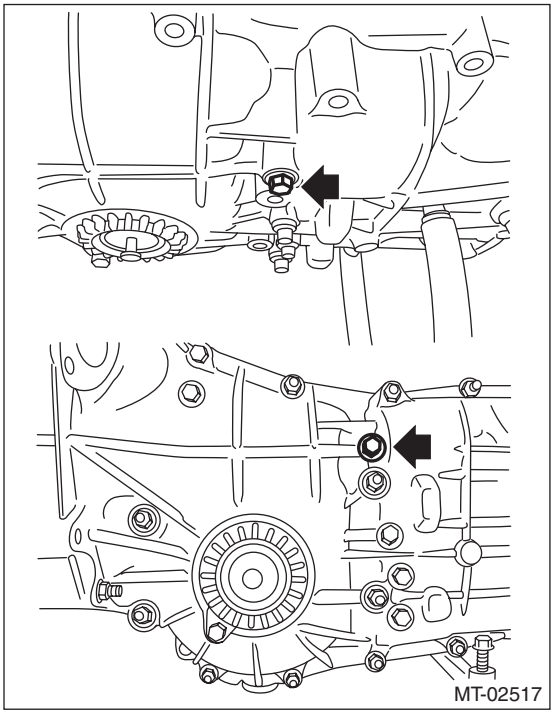
NOTE:
• Install with the cutout portion of the reverse idler gear shaft facing the RH side of the transmission case.
• Make sure that the groove of the reverse idler gear shaft comes out of the reverse idler gear bushing.



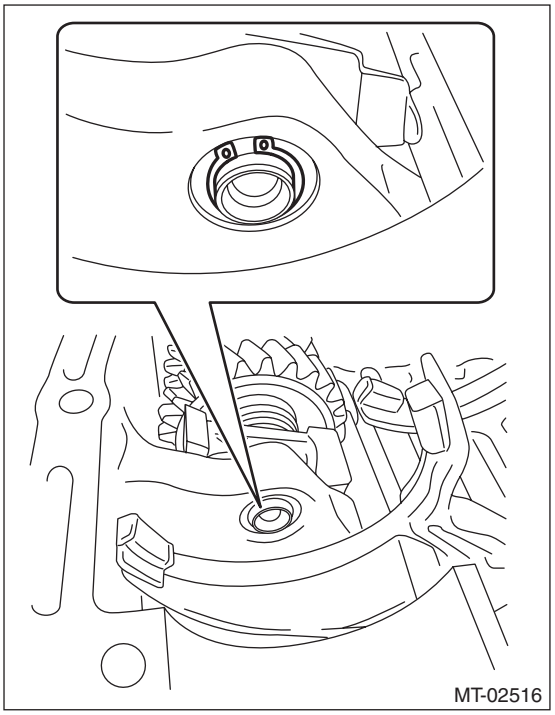
(A) Cutout portion of the reverse idler gear shaft
(B) Snap ring installation groove

5) Install the reverse idler gear shaft securing bolt.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



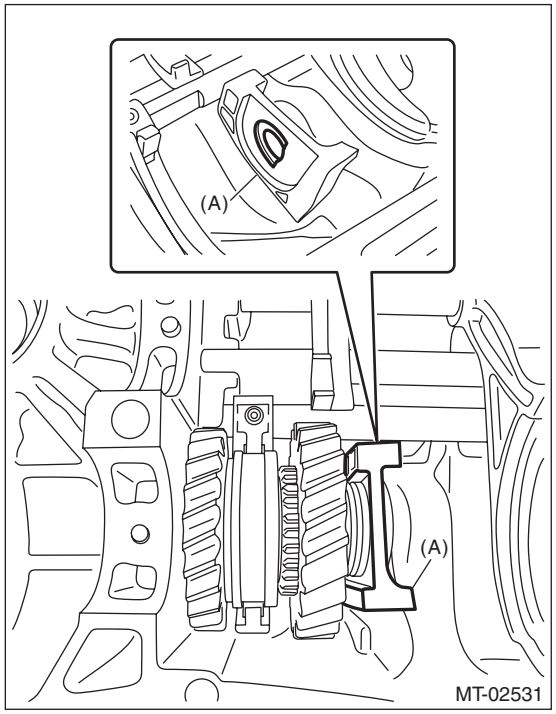
6) Install the snap ring.



7) Select the reverse idler gear bushing.<Ref. to 6MT-100, ADJUSTMENT, Reverse Idler Gear.>
8) Remove the reverse idler gear assembly and replace with the selected bushing.<Ref. to 6MT-94, REMOVAL, Reverse Idler Gear.>

9) Install the reverse idler gear assembly, oil case guide and reverse idler gear shaft.

NOTE:
• Install with the cutout portion of the reverse idler gear shaft facing the RH side of the transmission case.
• Make sure that the groove of the reverse idler gear shaft comes out of the reverse idler gear bushing.
• Insert the cutout portion of the reverse idler gear bushing into the oil case guide.

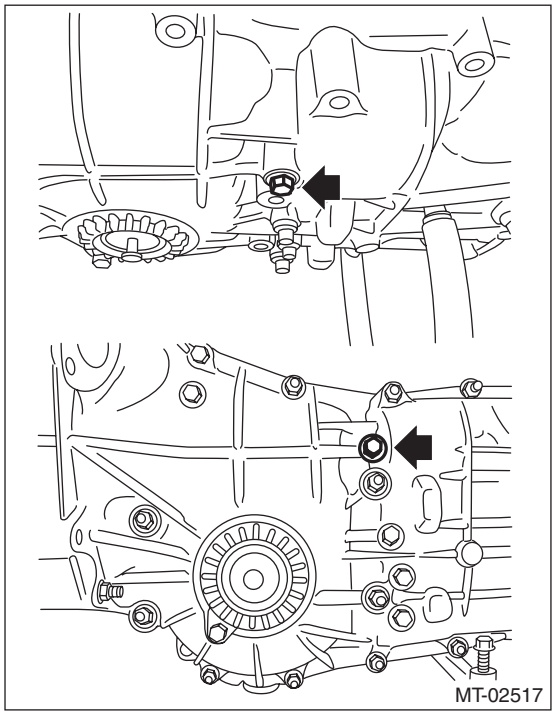


(A) Oil case guide

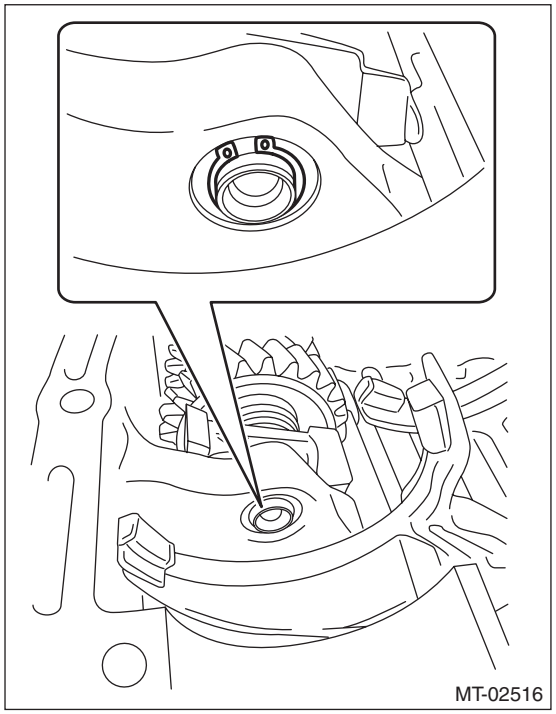
10) Install the reverse idler gear shaft securing bolt.

NOTE:
Use a new gasket.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



11) Install the snap ring.



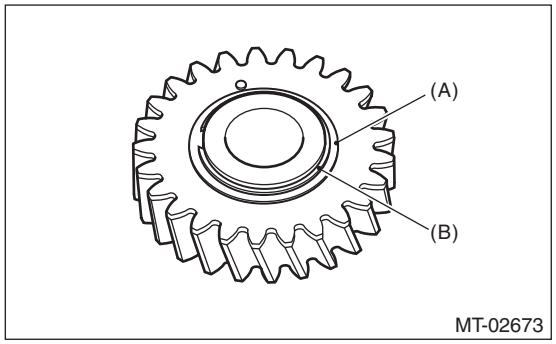
12) Check the reverse shifter fork.<Ref. to 6MT-103, INSPECTION, Shifter Fork and Rod.>
13) Install the front differential assembly.<Ref. to 6MT-87, INSTALLATION, Front Differential Assembly.>

14) Install the main shaft assembly.<Ref. to 6MT-67, INSTALLATION, Main Shaft Assembly.>
15) Install the drive pinion shaft assembly.<Ref. to 6MT-76, INSTALLATION, Drive Pinion Shaft Assembly.>
16) Install the transmission case.<Ref. to 6MT-64, INSTALLATION, Transmission Case.>
17) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
18) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
19) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: DISASSEMBLY

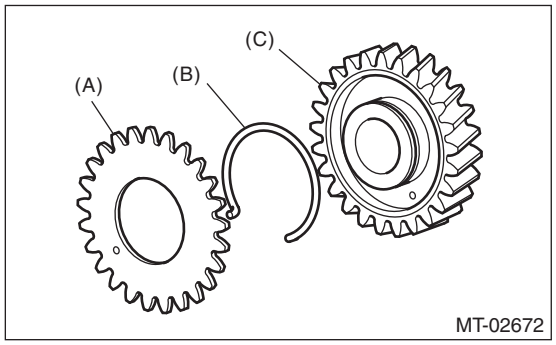
1. REVERSE IDLER GEAR ASSY

1) Remove the snap ring and friction plate from reverse gear.



(A) Friction plate
(B) Snap ring

2) Remove the sub gear and spring.



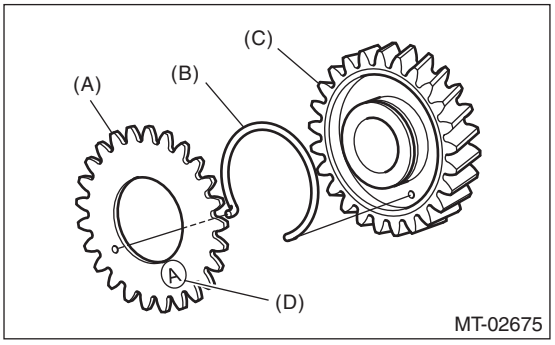
(A) Reverse idler sub gear
(B) Reverse idler spring
(C) Reverse idler gear

D: ASSEMBLY

1. REVERSE IDLER GEAR ASSY

1) Attach the sub gear and spring.

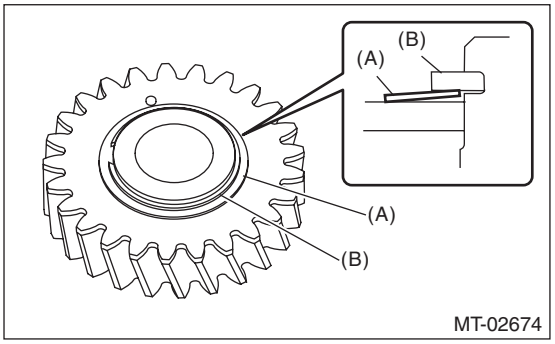
NOTE:
Point the stamp (marking A) towards the outside, and install the sub gear.



(A) Reverse idler sub gear
(B) Reverse idler spring
(C) Reverse idler gear
(D) Stamp (marking A)

2) Install the friction plate and snap ring.

NOTE:
Make sure the friction plate is installed in the proper direction.

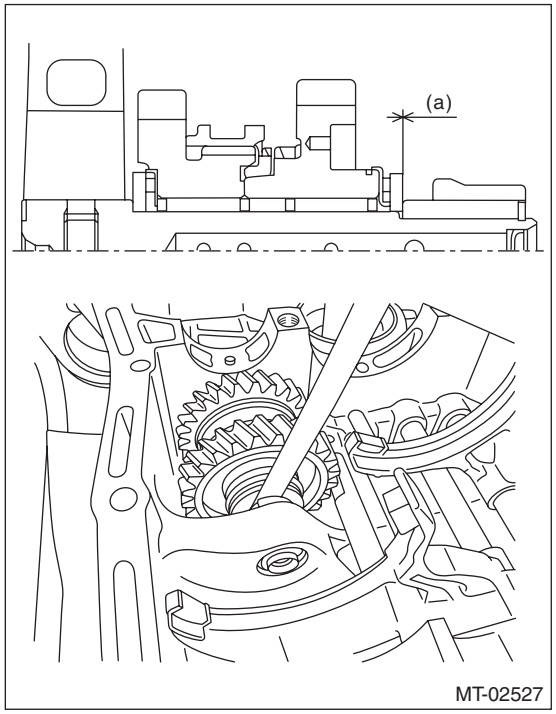


(A) Friction plate
(B) Snap ring

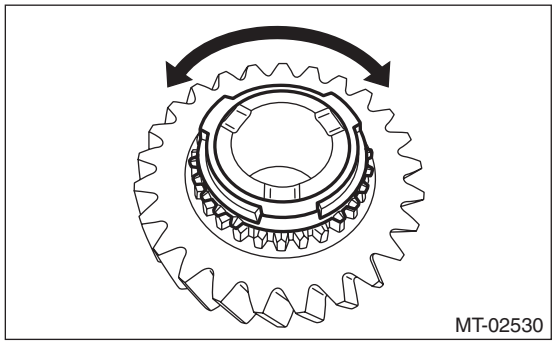
E: INSPECTION

1) Check the clearance between the reverse idler gear bushing and reverse idler gear washer. If out of specification, select the appropriate reverse idler gear bushing and adjust.

Clearance (a):
0.1 — 0.3 mm (0.004 — 0.012 in)

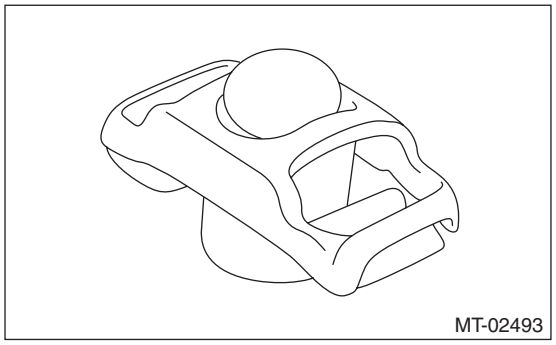


2) Check the reverse idler gear and shaft for damage. Replace if it is damaged.
3) Apply gear oil to the cone of the gear and while press-fitting the baulk ring, check there is no rotation in the circumferential direction.



4) Coupling sleeve and synchronizer hub
• Check the slipping condition of the coupling sleeve.
• Check the splines on the coupling sleeve and reverse idler gear for wear.

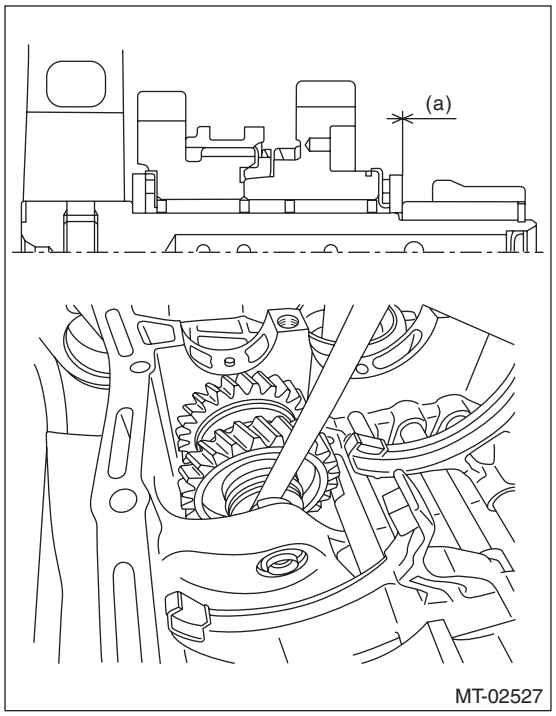
5) Shifting insert
Replace the shifting insert if there is deformation, excessive wear on the ball section or any defectiveness.



F: ADJUSTMENT

1) Select the appropriate reverse idler gear bushing from the table below, and adjust until the clearance between the reverse idler gear and reverse idler gear washer is within specification.

Clearance (a):
0.1 — 0.3 mm (0.004 — 0.012 in)



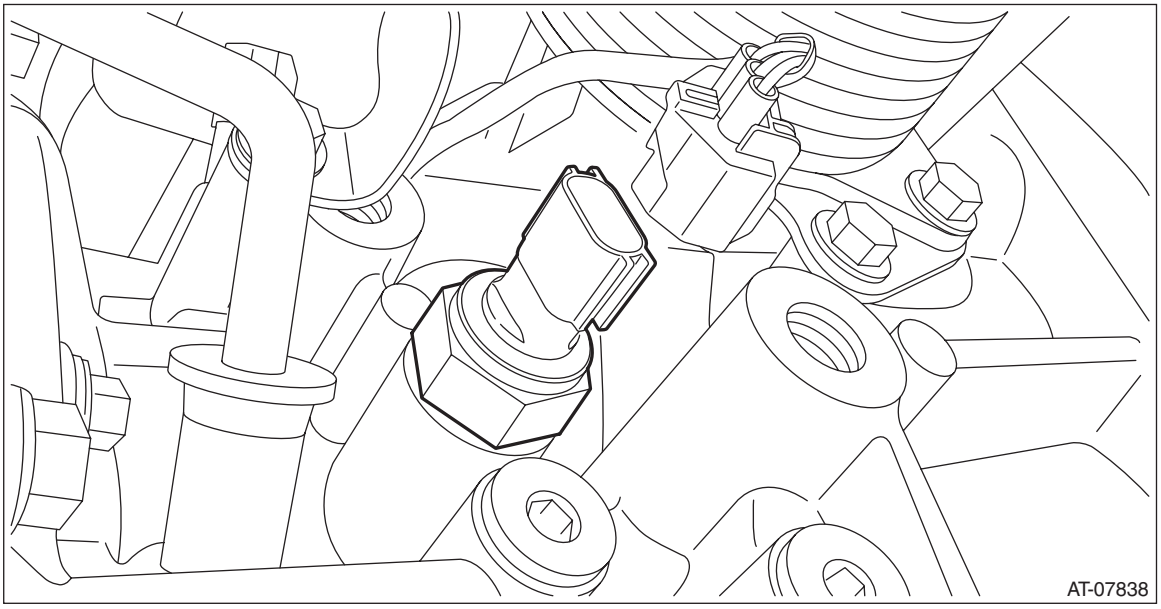
Reverse idler gear bushing		
Part No.	Length mm (in)	Groove for identification
32289AA080	27.75 (1.093)	None
32289AA090	27.90 (1.098)	1
32289AA100	28.05 (1.104)	2
32289AA110	28.20 (1.110)	3
32289AA120	28.35 (1.116)	4

19.Secondary Pressure Sensor

A: REMOVAL

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• When removing secondary pressure sensor, CVTF may let out. If CVTF has leaked, adjust the CVTF level after installing the secondary pressure sensor.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the secondary pressure sensor harness connector.
5) Remove the secondary pressure sensor.

NOTE:
Use Ko-ken 3/8 12-point 27 mm (manufacturer product No. 3305M-27) deep socket.



B: INSTALLATION

CAUTION:
• Be sure to prevent water or oil from contacting the connector terminal of secondary pressure sensor. If adhesion occurs, replace with a new part.
• After installing the secondary pressure sensor, adjust the CVTF level.
Install in the reverse order of removal.

NOTE:
Use new O-rings.

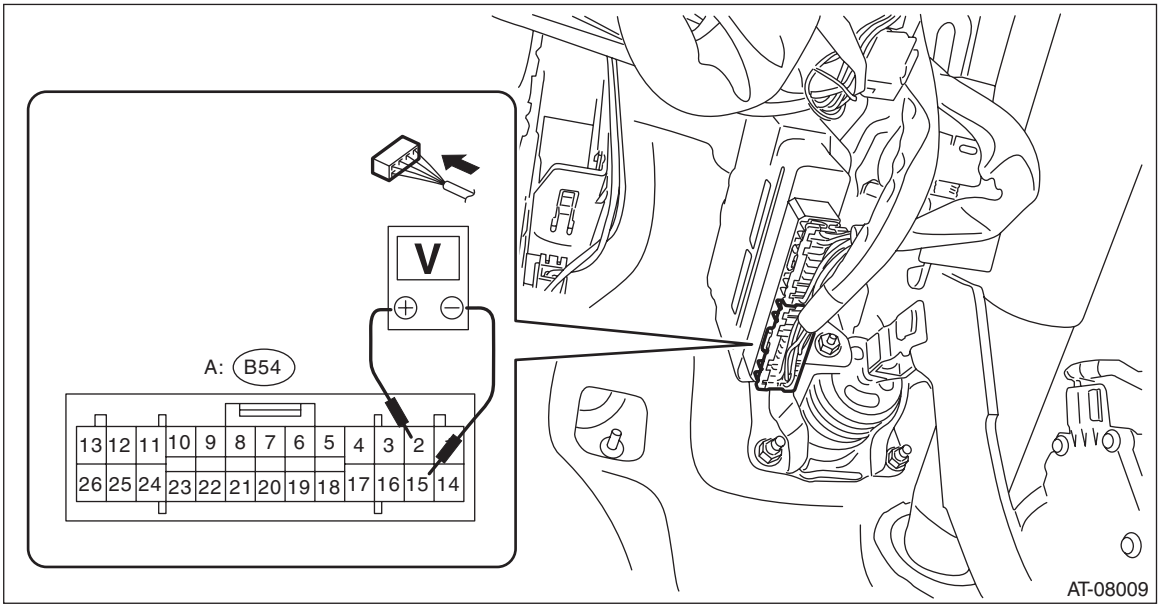
Tightening torque:
39 N·m (4.0 kgf-m, 28.8 ft-lb)

C: INSPECTION

NOTE:
Leave it for 10 minutes or more after the engine stops, and then perform the inspection.
1) Check that the CVTF temperature is 10 — 80°C (50 — 176°F) using the Subaru Select Monitor.
2) Check the power supply voltage of the secondary pressure sensor.

Connector & terminal
(B54) No. 2 (+) — No. 15 (–):

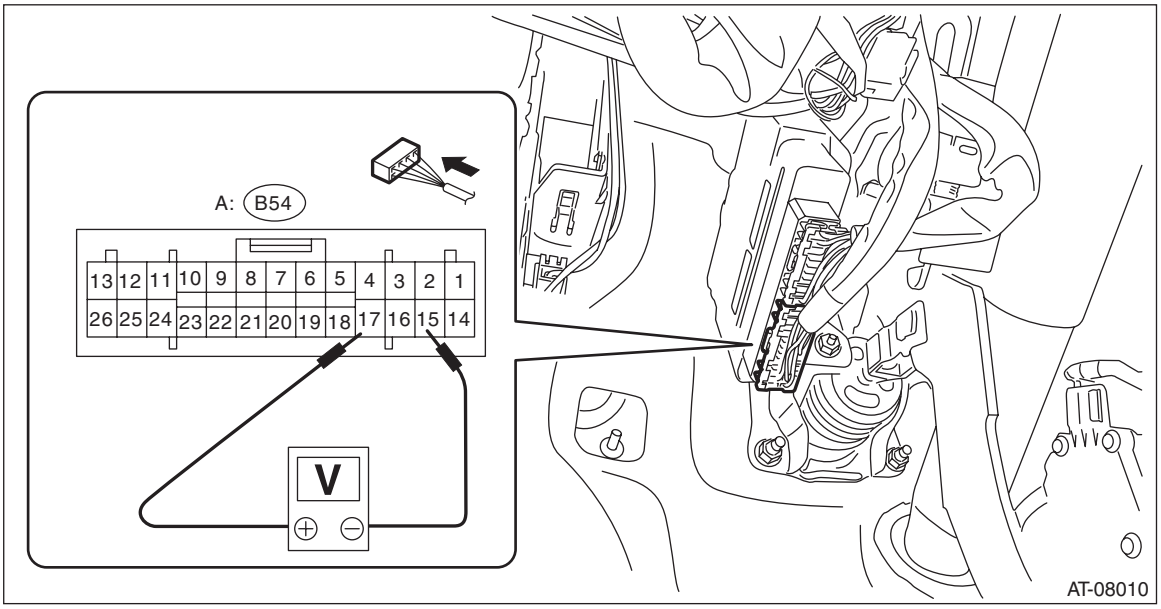
Standard
4.8 — 5.2 V



3) Check the voltage of the secondary pressure sensor.

Connector & terminal
(B54) No. 17 (+) — No. 15 (–):

Standard
0.45 — 0.55 V

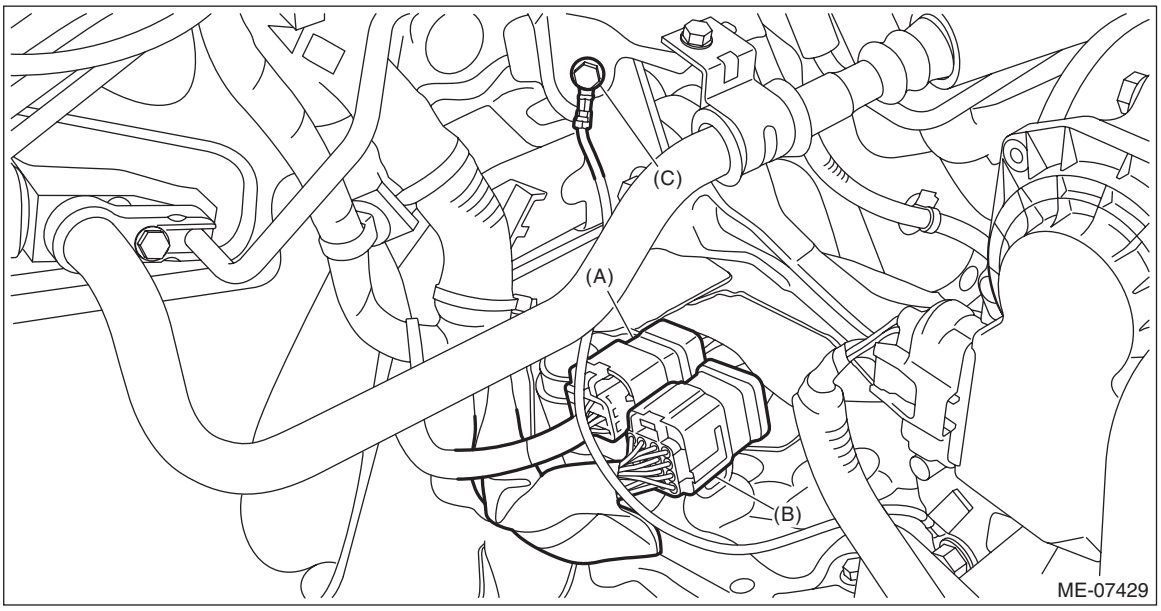


20.Control Valve Body

A: REMOVAL

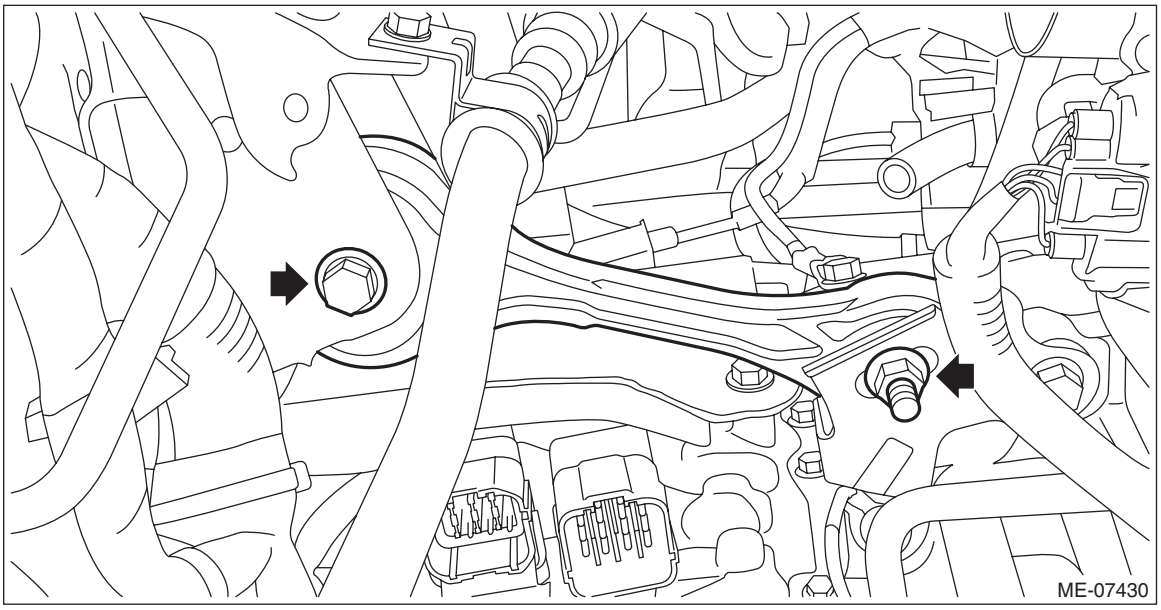
CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.
• Always clean the engine compartment before removal.

NOTE:
The control valve body is replaced as an assembly only, because it is a non-disassembly part.
1) Disconnect the ground cable from battery.
2) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
3) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

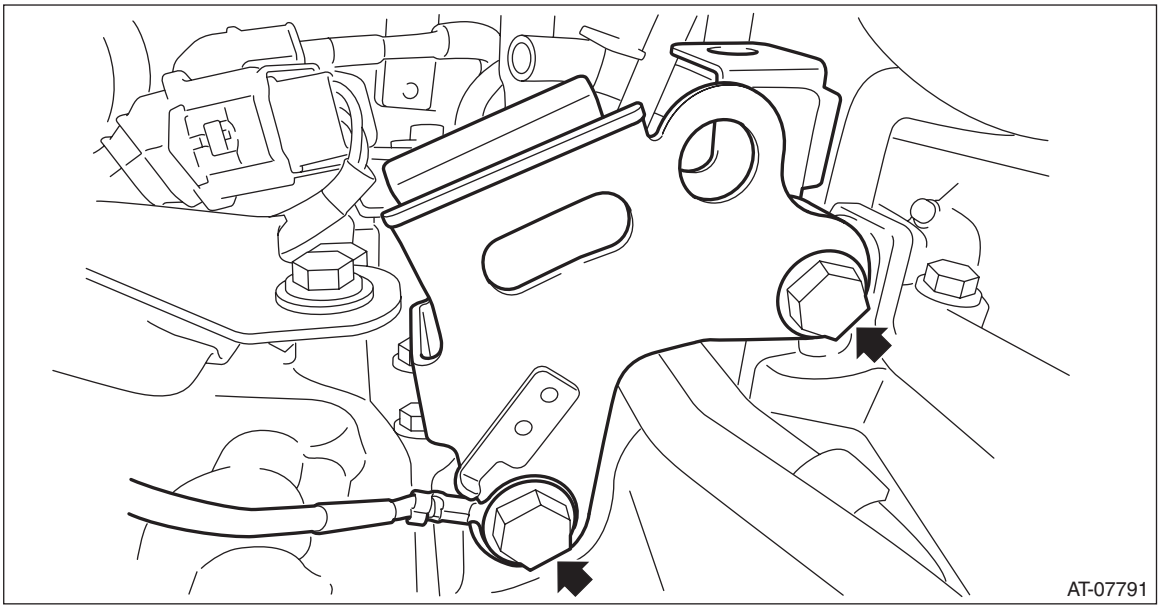


(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

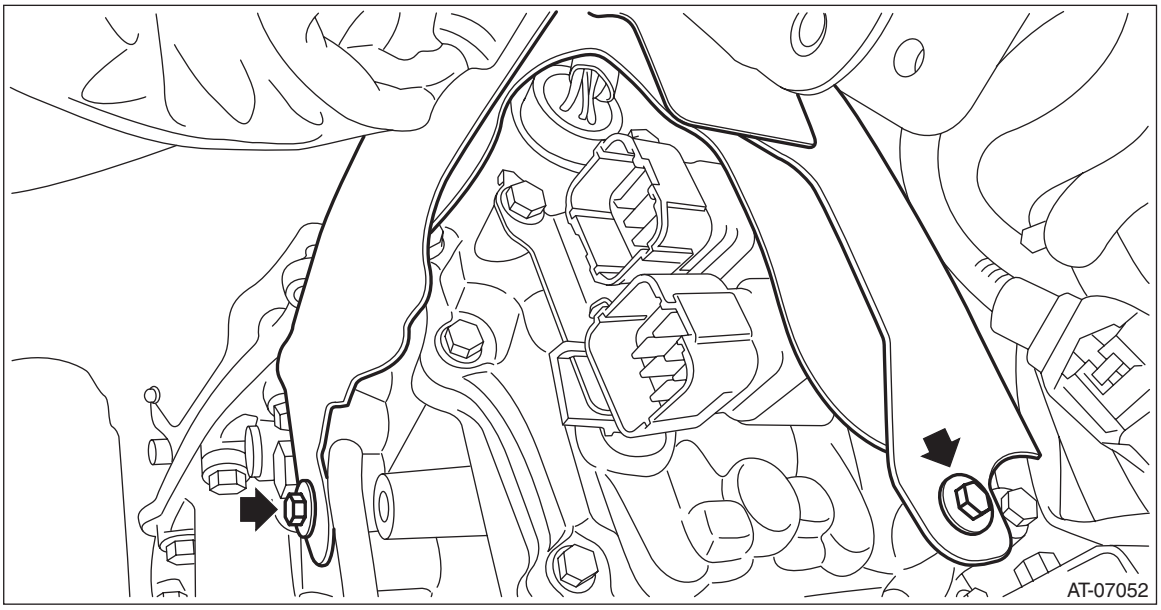
4) Remove the pitching stopper.



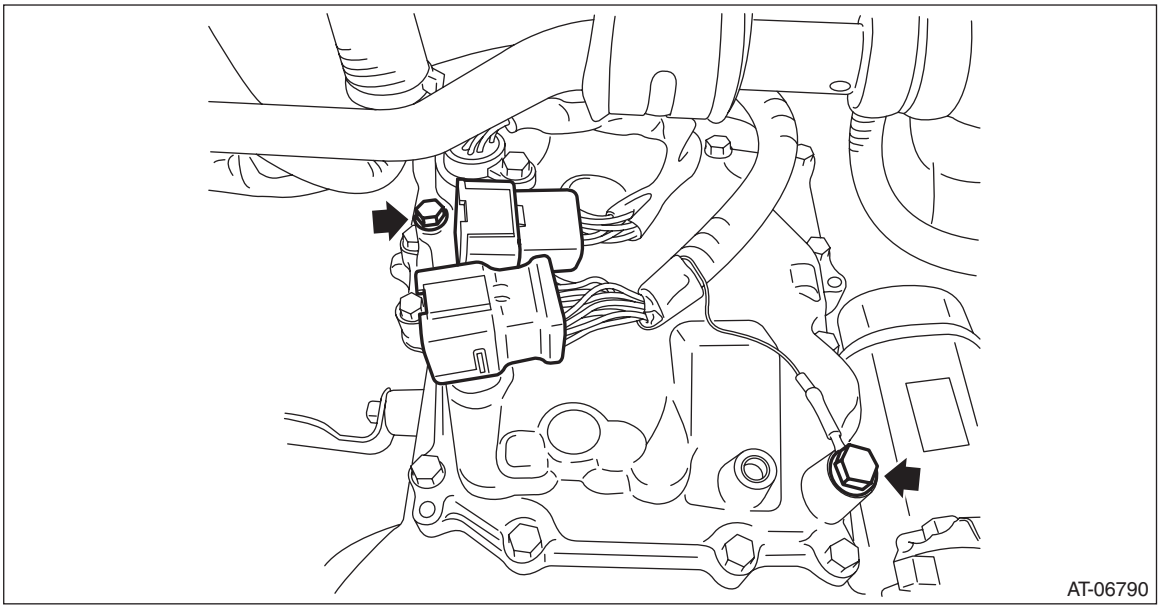
5) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.



6) Remove the transmission case cover.



7) Remove the transmission harness stay and ground terminal.

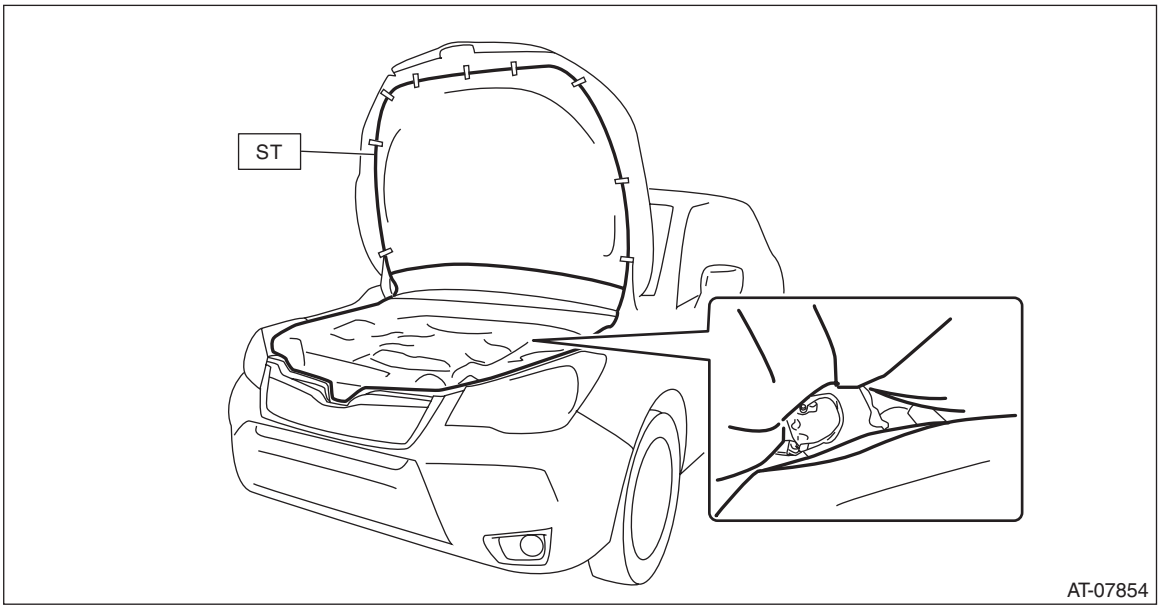


8) Remove the transmission harness connector from the harness stay.
9) Remove the throttle body, and move it aside so that it will not interfere with the removal of the control valve.<Ref. to FU(H4DO)-14, REMOVAL, Throttle Body.>

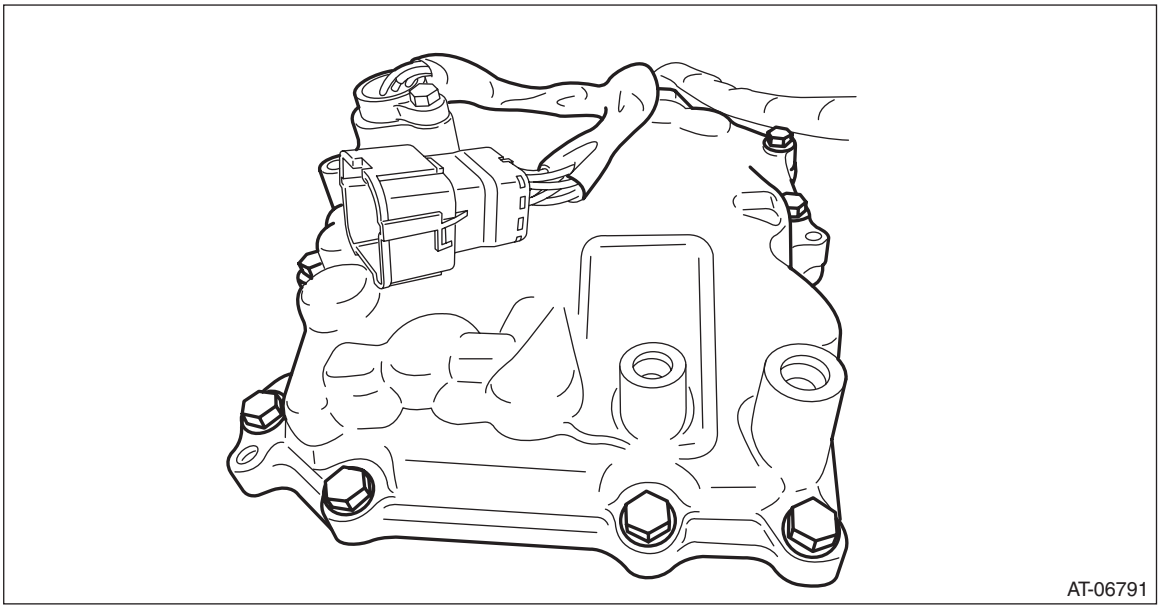
NOTE:
Do not remove the preheater hose.
10) Clean the transmission exterior.

11) Fix the ST with tape, and set the ST to the vehicle.

NOTE:
When replacing the control valve body, the sheet is included in the control valve body for repairs.
ST 18761AA010 SHEET SPECIAL TOOL

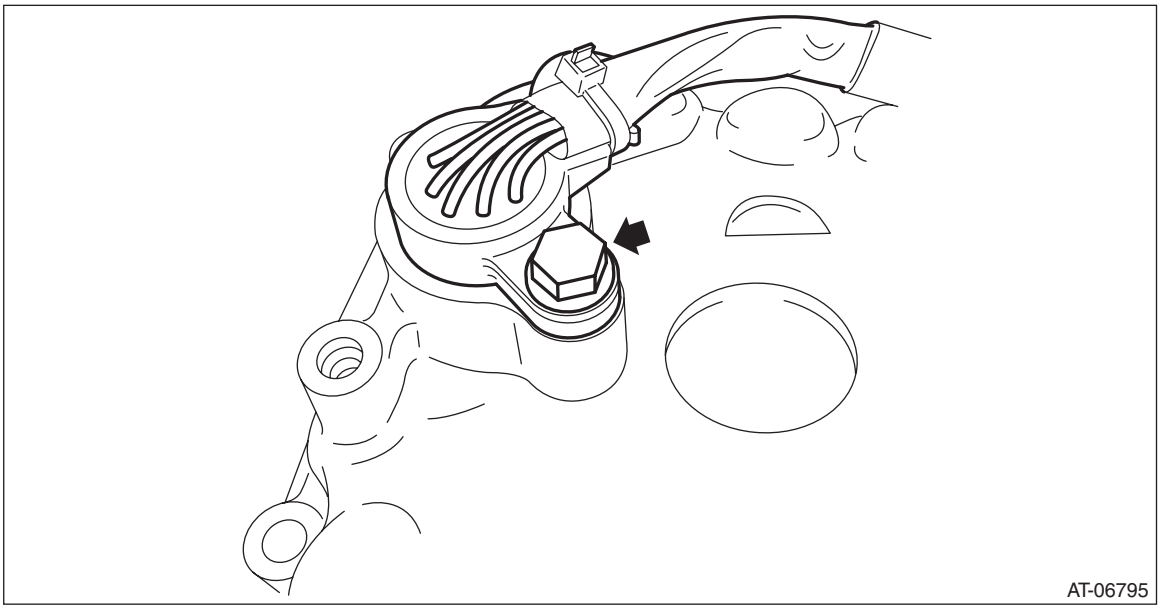


12) Remove the valve cover and gasket.

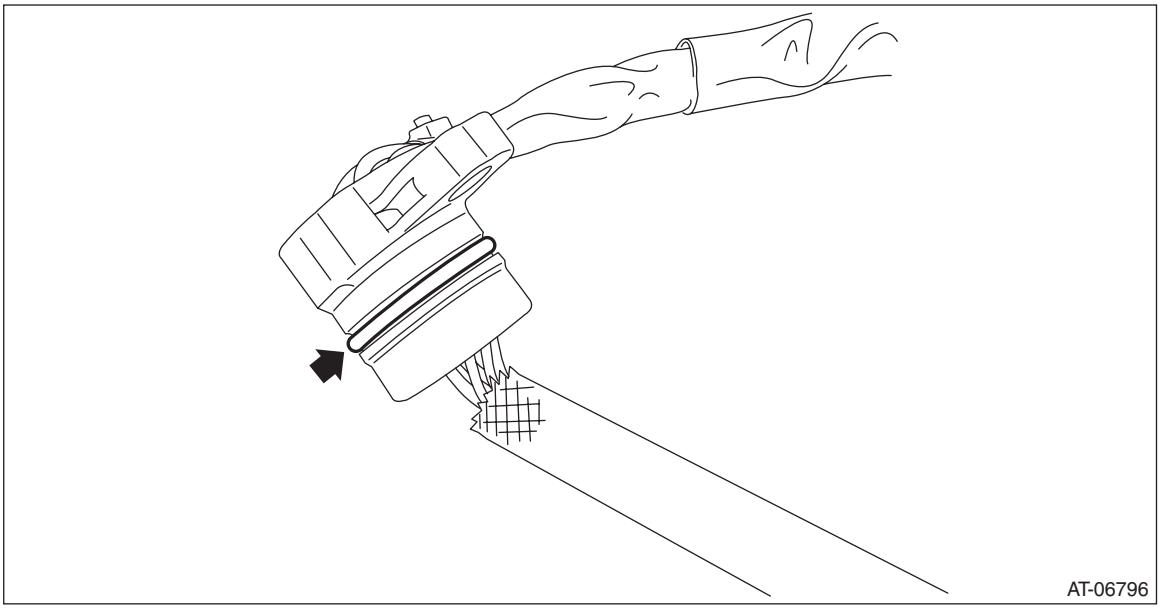


13) Disconnect the harness connector from the control valve body.

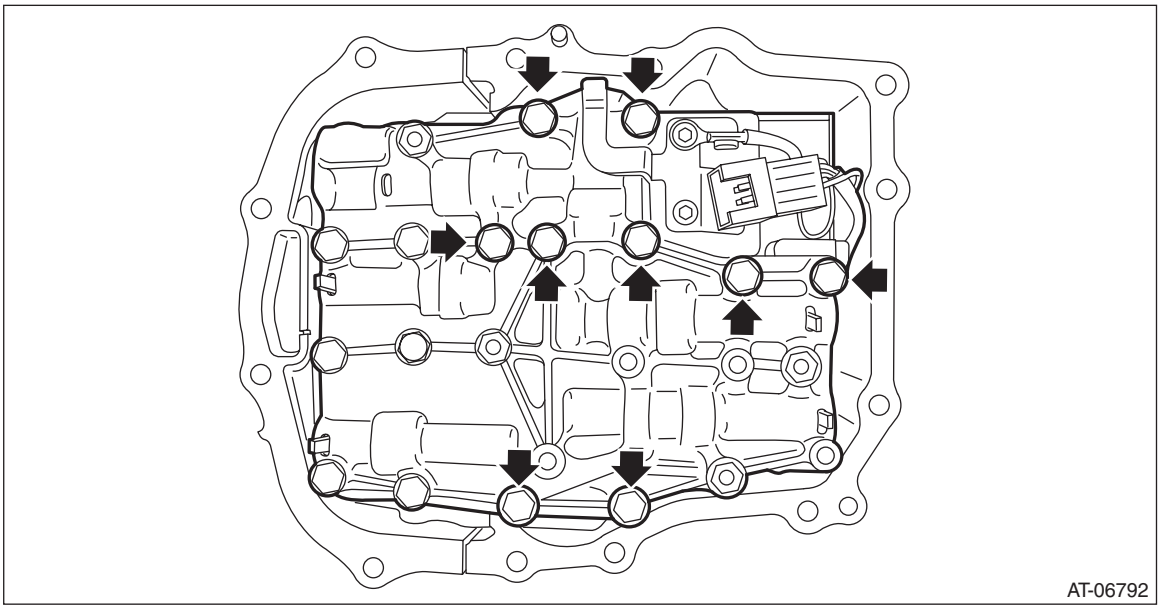
14) Remove the transmission harness from the valve cover.



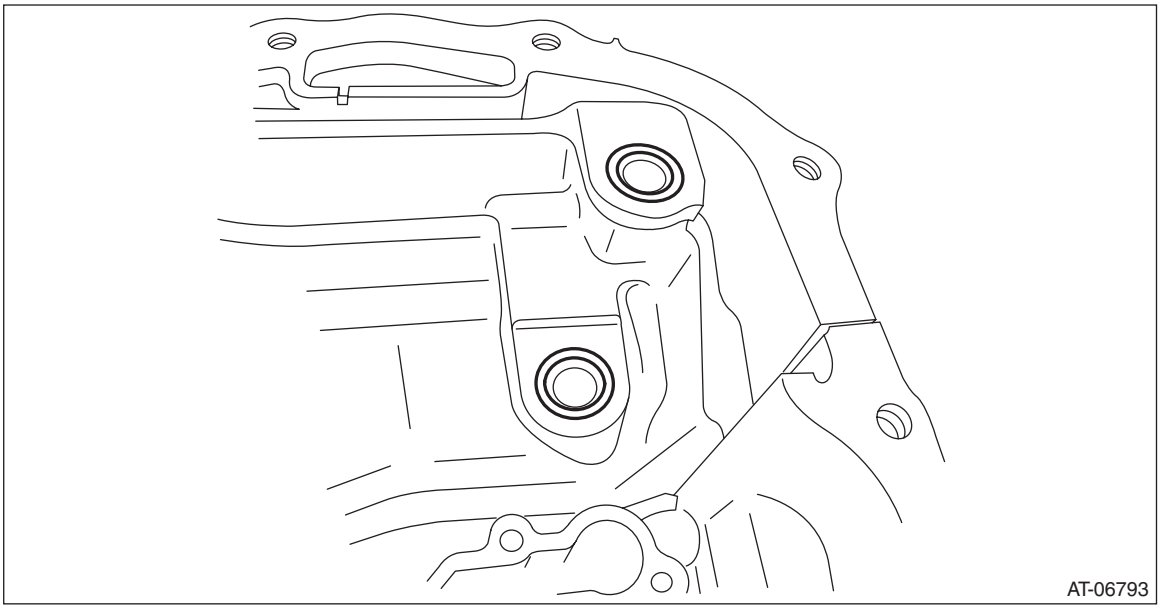
15) Remove the O-ring from the transmission harness.



16) Remove the control valve body.



17) Remove the O-ring from the transmission.



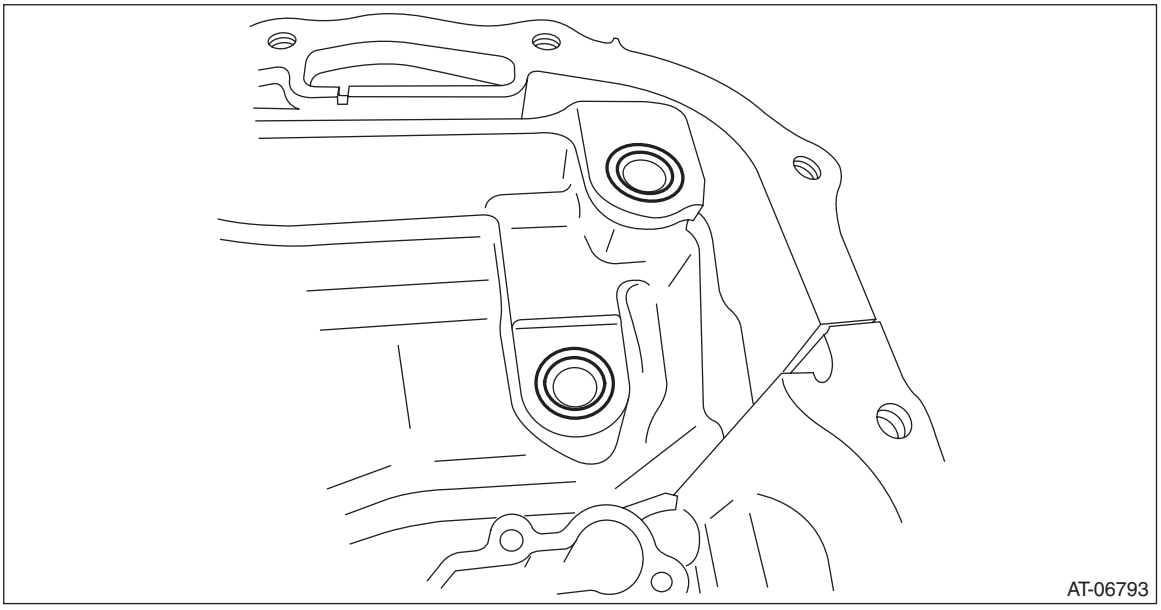
B: INSTALLATION

1) Clean the mating surface of valve cover and transmission side.

CAUTION:
When cleaning the mating surface of the transmission side, be careful not to allow any dust, foreign matter and used liquid gasket to enter the transmission.

2) Check the control valve body for dust and other foreign matter.
3) Install the O-rings.

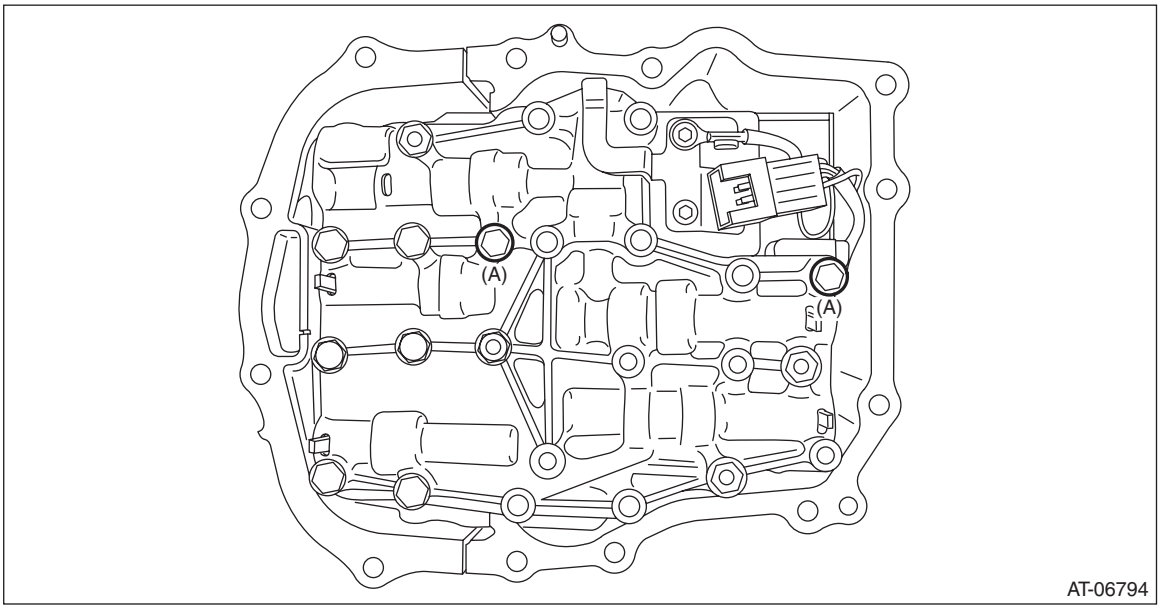
NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



4) Install the control valve body.
   (1) Install the control valve body to the transmission.

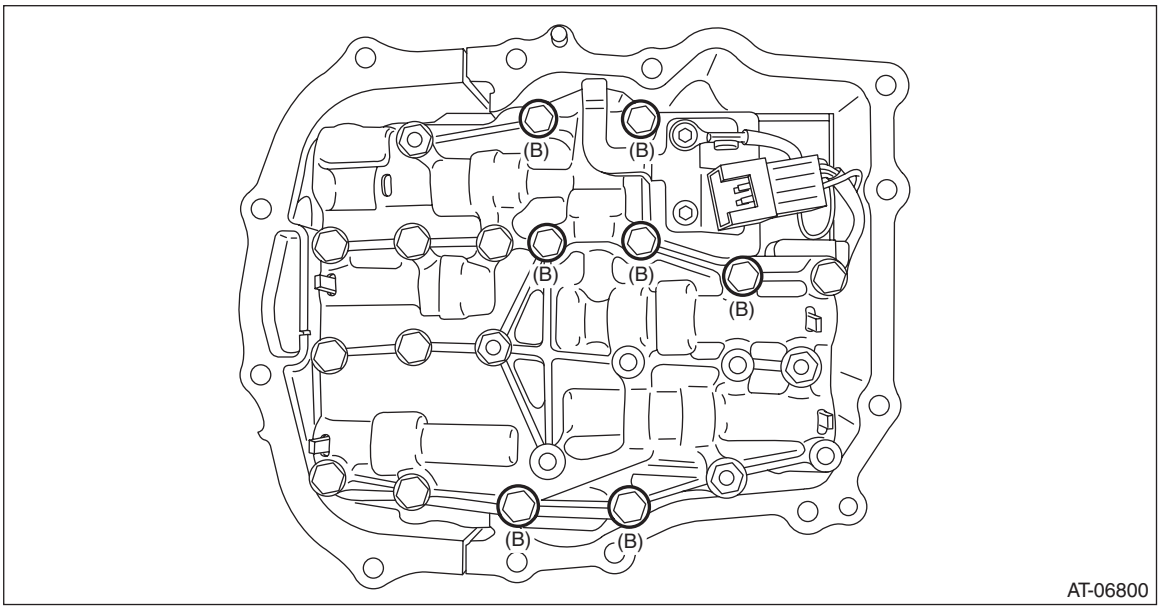
CAUTION:
- **Do not damage the O-ring.**
- **Perform installation so that the O-ring is not displaced.**

   (2) Temporarily tighten the bolt (A: silver).



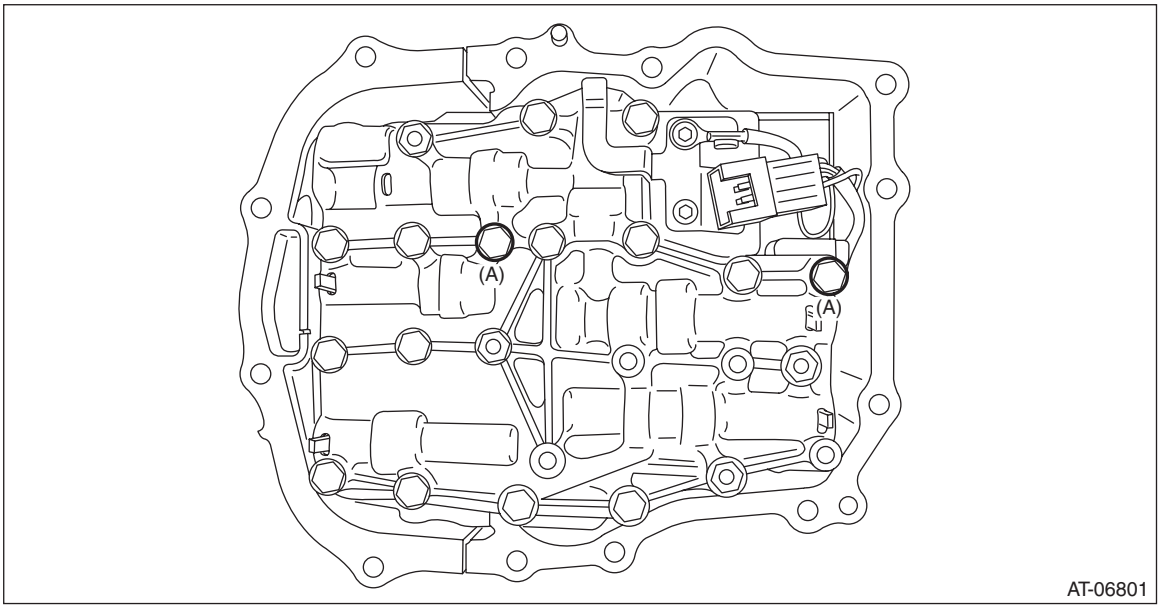
(3) Attach the bolt (B).

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



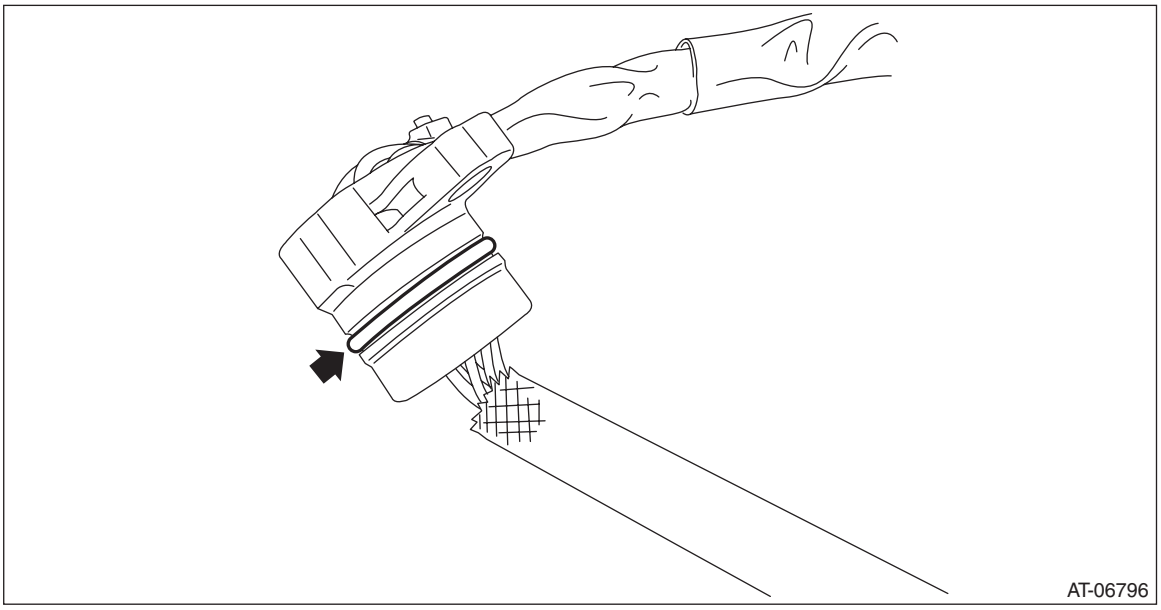
(4) Tighten the bolt (A: silver).

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



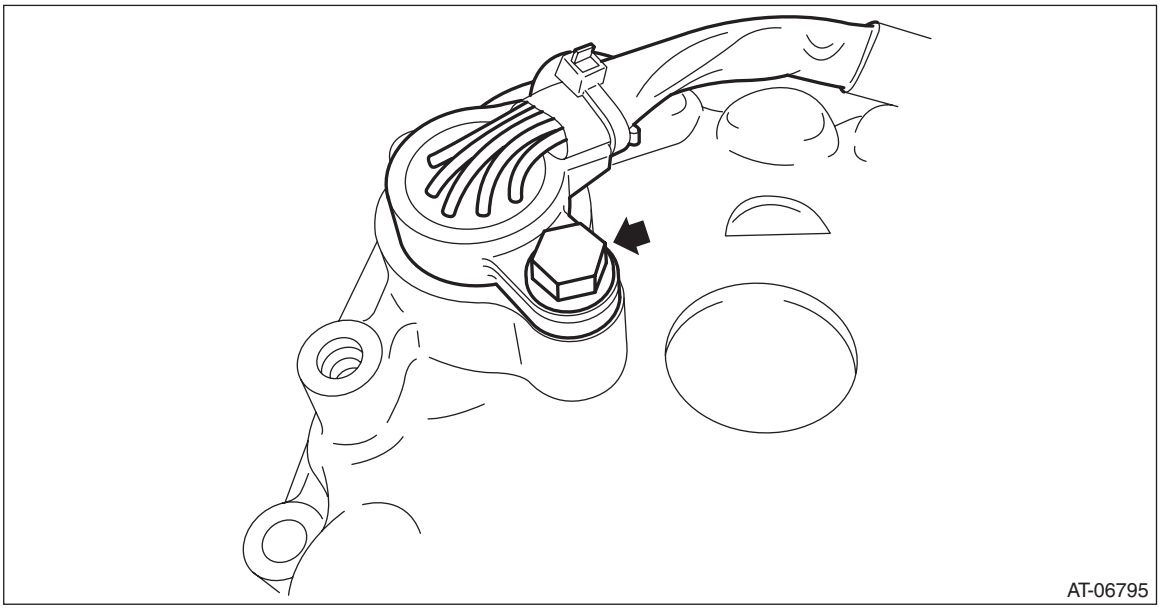
5) Install the O-ring to the transmission harness.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



6) Install the transmission harness to the valve cover.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

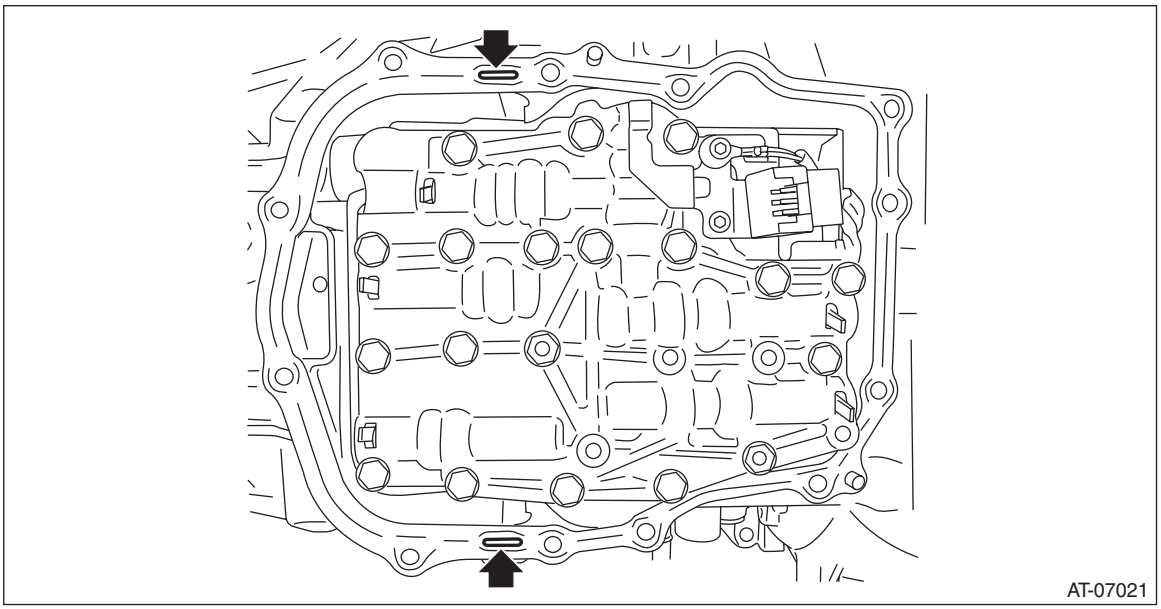


7) Install the gasket to the transmission.

NOTE:
Use a new gasket.

8) Apply liquid gasket to the oval hole of gasket.

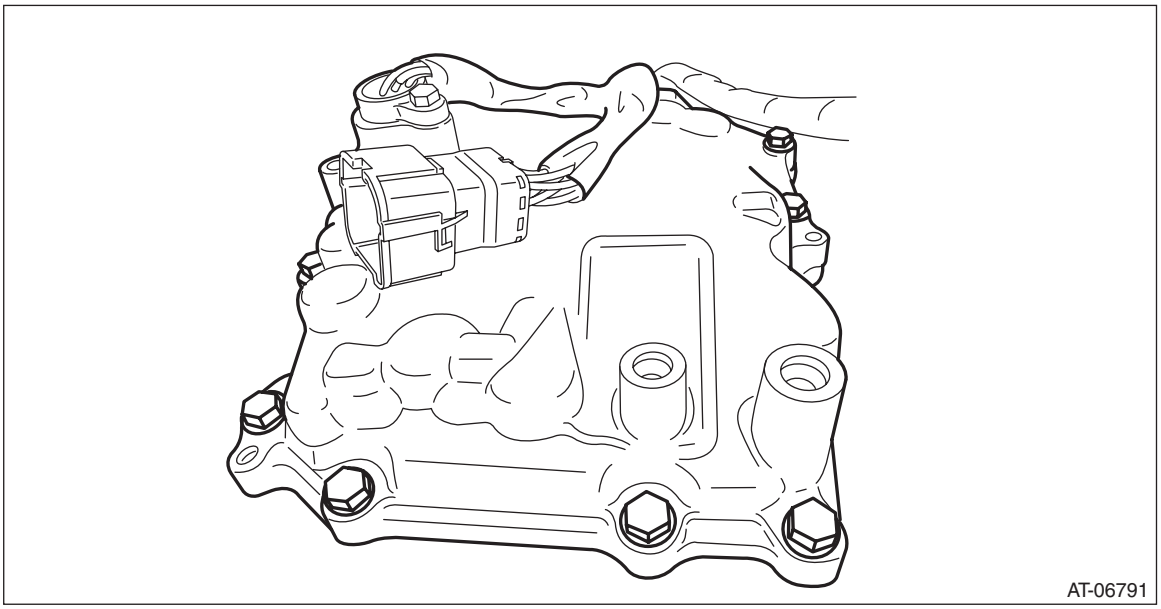
Liquid gasket:
THREE BOND 1215B or equivalent



9) Connect the transmission harness connector to the control valve body, and install the valve cover.

CAUTION:
Be careful not to catch the sheet of the ST.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

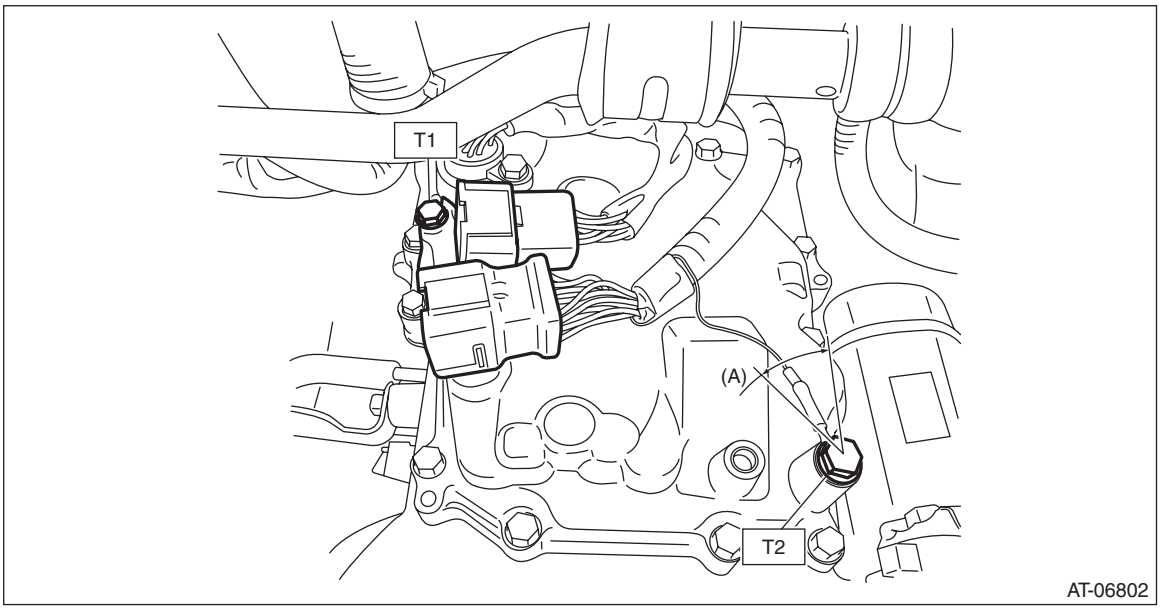


10) Remove the ST (SHEET SPECIAL TOOL).
11) Install the throttle body.<Ref. to FU(H4DO)-15, INSTALLATION, Throttle Body.>
12) Install the transmission harness connector to the harness stay.

13) Install the transmission harness stay and transmission ground terminal.

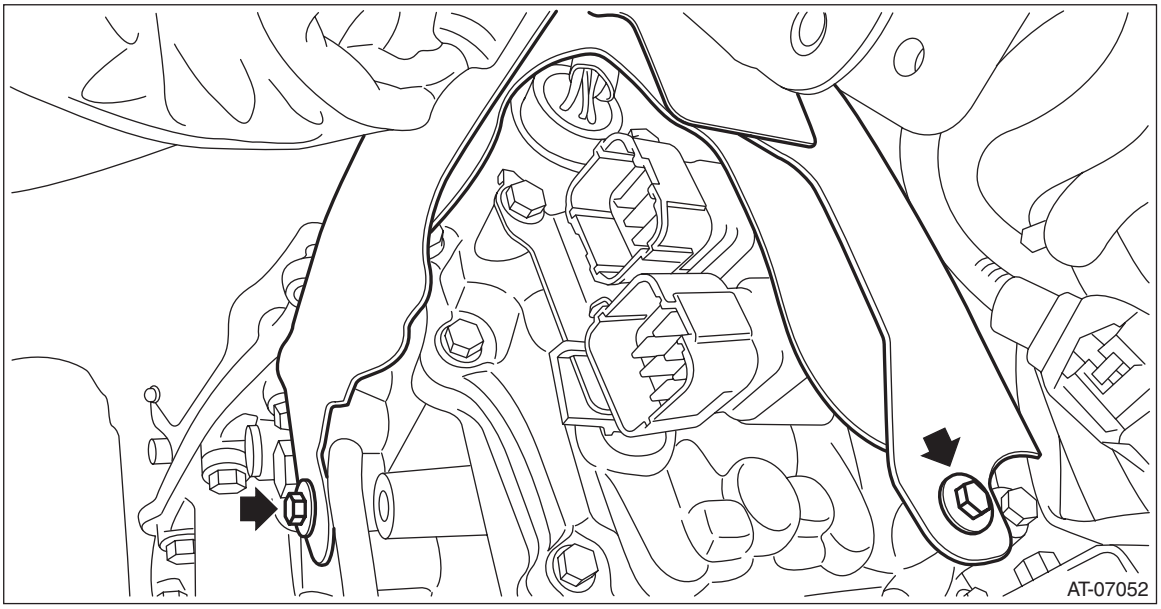
NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

Tightening torque:
T1: 7 N·m (0.7 kgf-m, 5.2 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



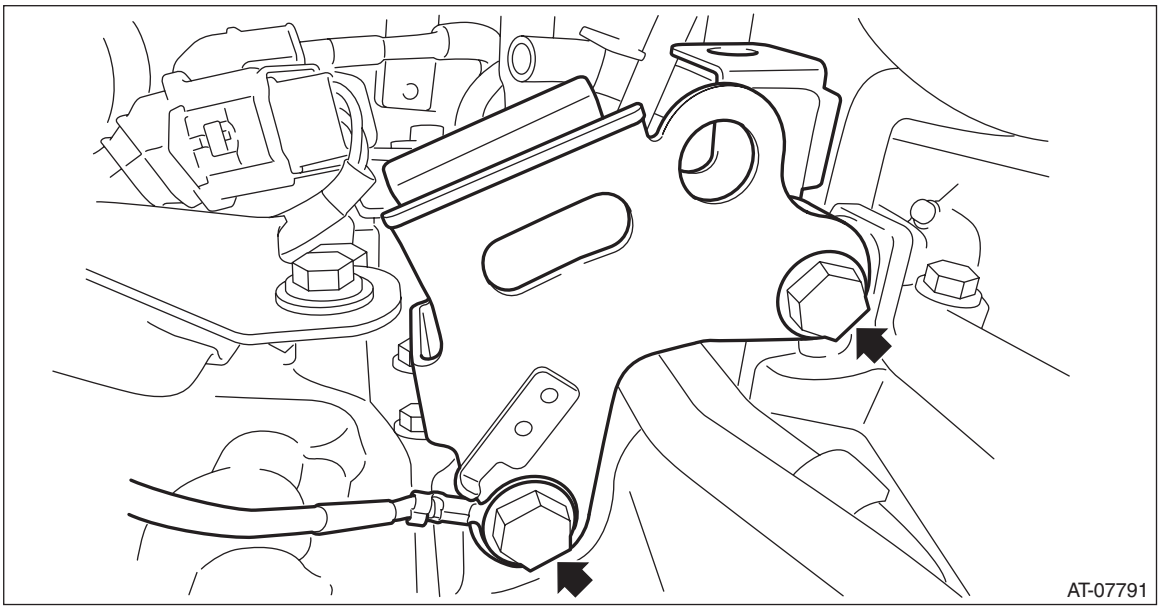
14) Install the transmission case cover.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



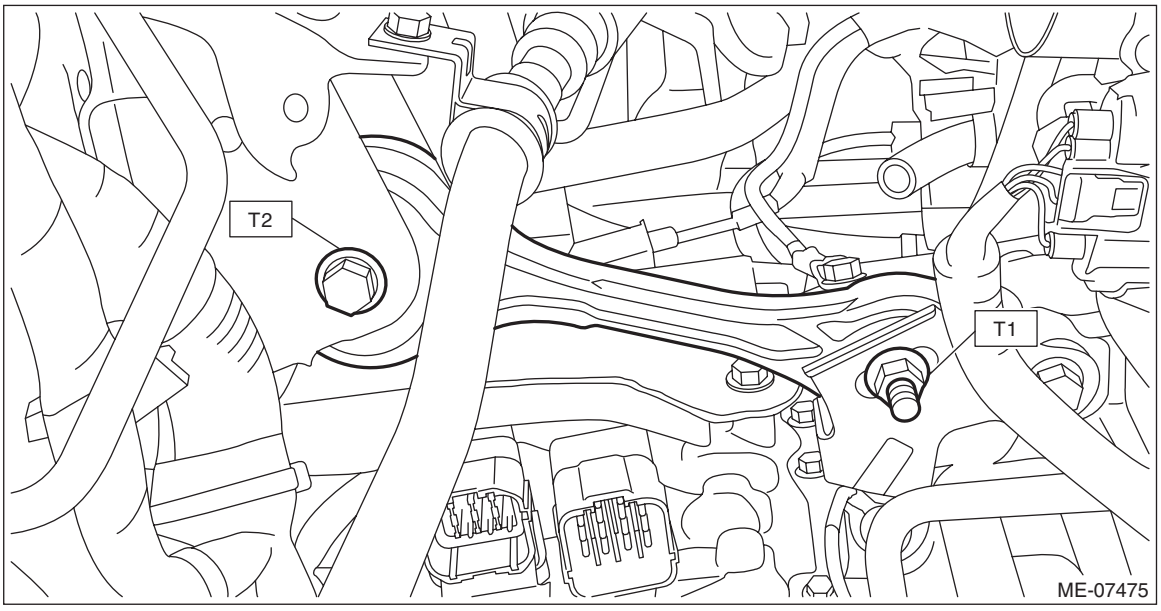
15) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



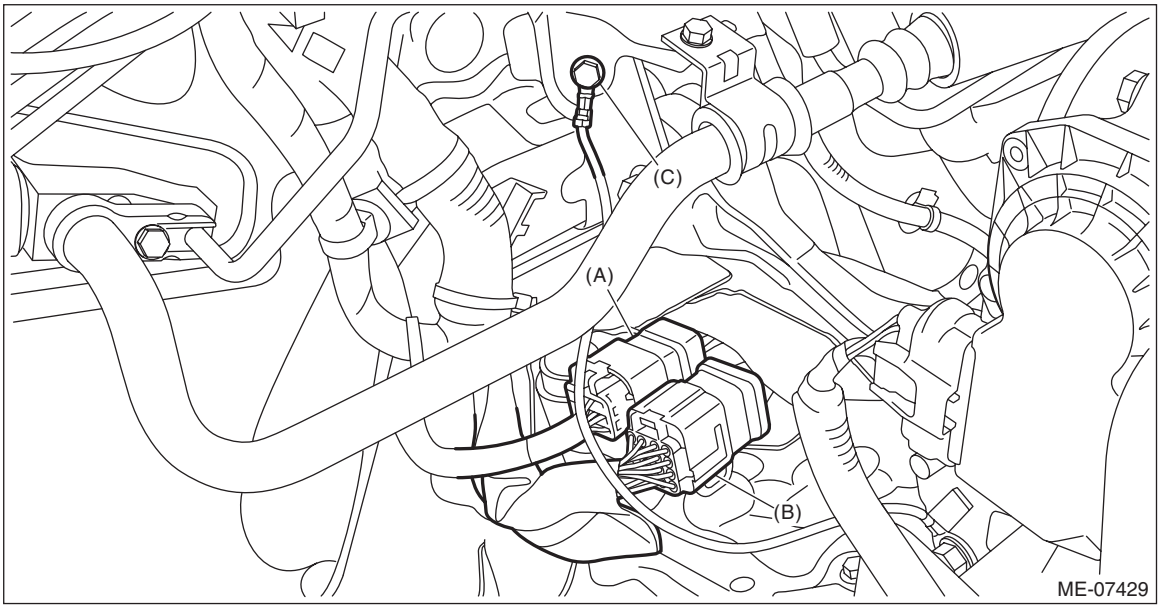
16) Install the air breather hose to the pitching stopper bracket.
17) Install the pitching stopper.

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)



18) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

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



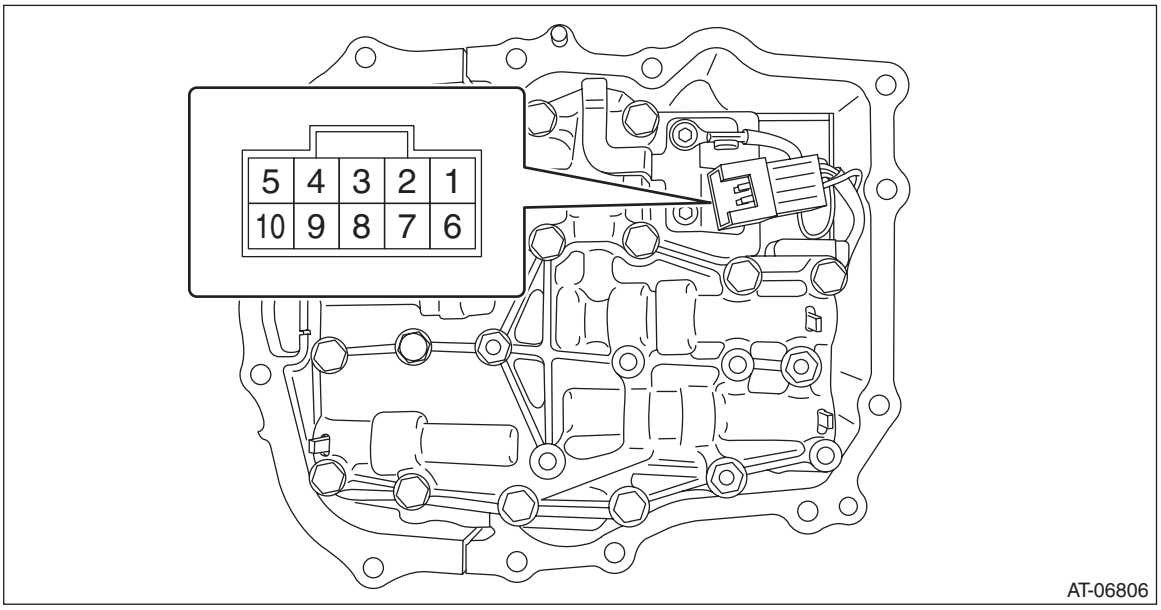
(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

19) Install the air intake boot assembly.<Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
20) Adjust the CVTF level.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

C: INSPECTION

- Check each part for damage or dust.
- Measure the resistance of each solenoid, sensor and ground wire.

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



- **Solenoid**

Solenoid	Terminal No.	Standard
Primary UP solenoid	No. 2 — control valve body	Approx. 10 — 13.5 Ω
Secondary solenoid	No. 3 — control valve body	Approx. 5 — 7 Ω
F&R clutch solenoid	No. 4 — control valve body	Approx. 4 — 6 Ω
Primary DOWN solenoid	No. 7 — control valve body	Approx. 10 — 13.5 Ω
Lock-up duty solenoid	No. 9 — control valve body	Approx. 10 — 13.5 Ω
AWD solenoid	No. 10 — control valve body	Approx. 2 — 4.5 Ω

- **Oil temperature sensor**

Sensor	Terminal No.	Standard At 20°C (68°F)
Oil temperature sensor	No. 1 — No. 6	Approx. 2.5 kΩ

- **Transmission ground**

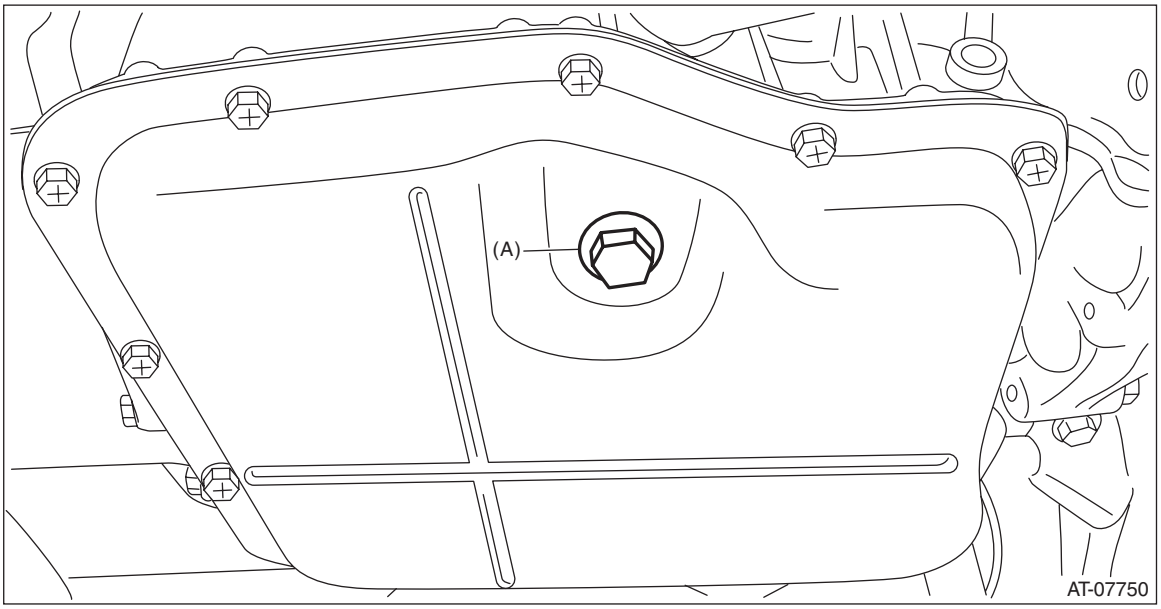
Terminal No.	Standard
No. 8 — control valve body	Less than 1 Ω

20.Control Valve Body

A: REMOVAL

CAUTION:
• Directly after the vehicle has been running or the engine has been idling for a long time, the CVTF is hot. Be careful not to burn yourself.
• Be careful not to spill CVTF on the exhaust pipe to prevent it from emitting smoke or causing a fire. If the CVTF adheres, wipe it off completely.

NOTE:
The control valve body is replaced as an assembly only, because it is a non-disassembly part.
1) Disconnect the ground cable from battery.
2) Lift up the vehicle.
3) Clean the transmission exterior.
4) Remove the CVTF drain plug to drain CVTF.



(A) CVTF drain plug

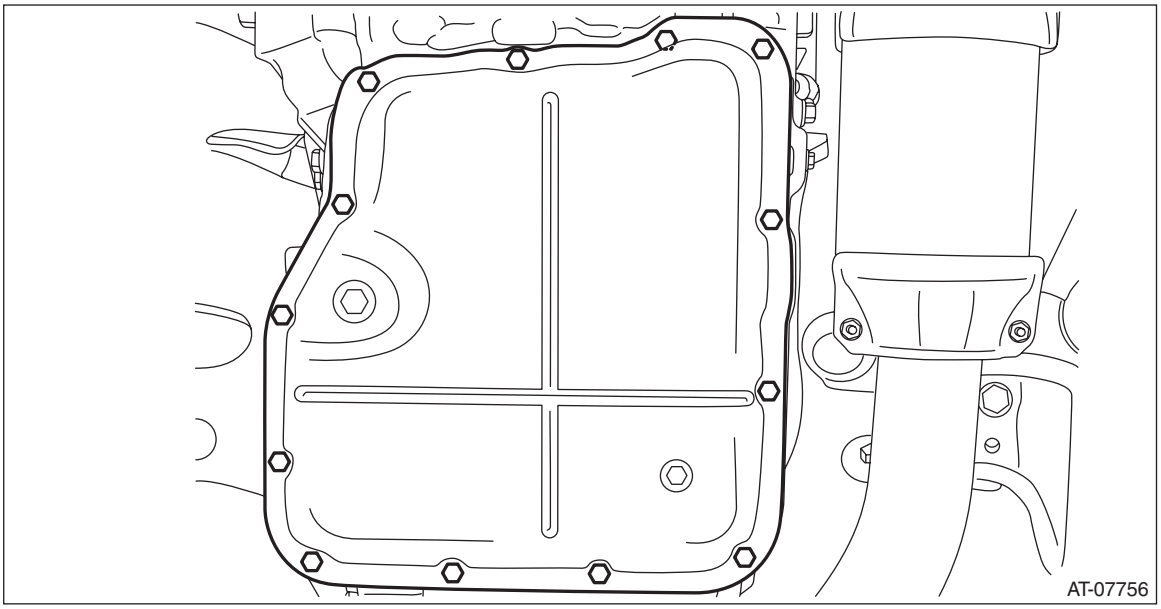
5) Install the CVTF drain plug.

NOTE:
Use a new gasket.

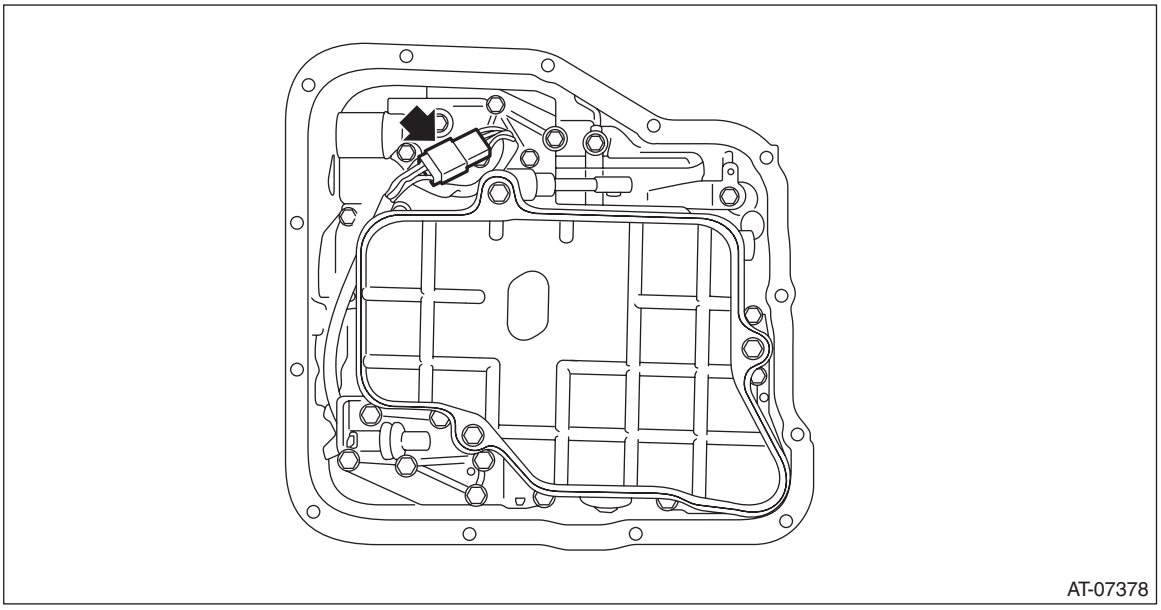
Tightening torque:
39.2 N·m (4.0 kgf-m, 28.9 ft-lb)

6) Remove the oil pan.

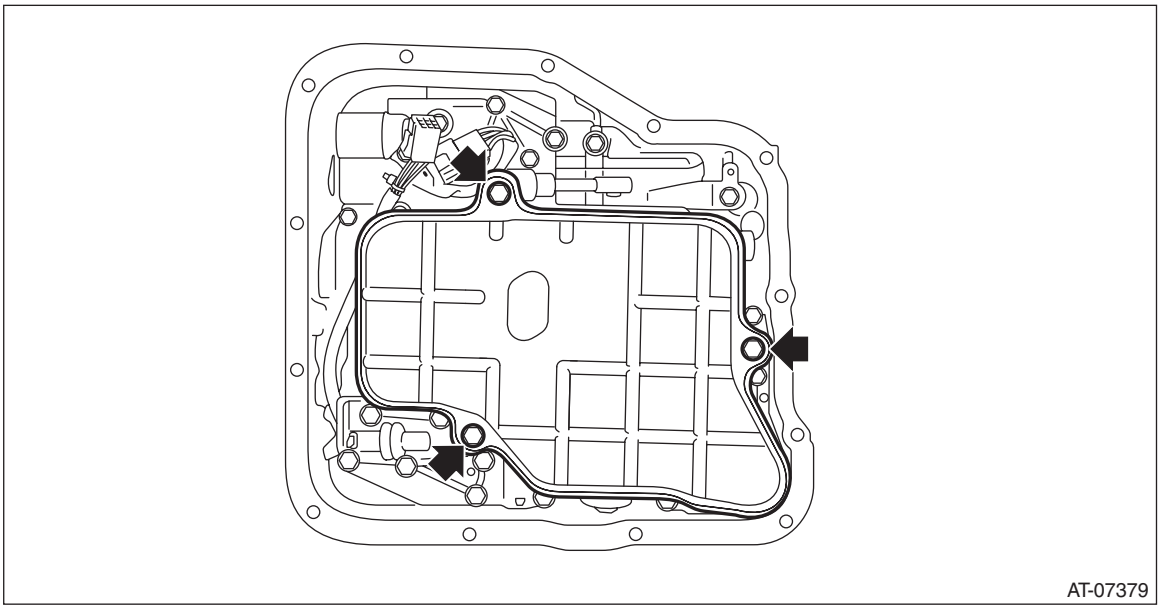
CAUTION:
Be careful not to allow foreign matter such as dust or dirt to enter the oil pan.



7) Remove the magnet.
8) Disconnect the control valve harness connector.

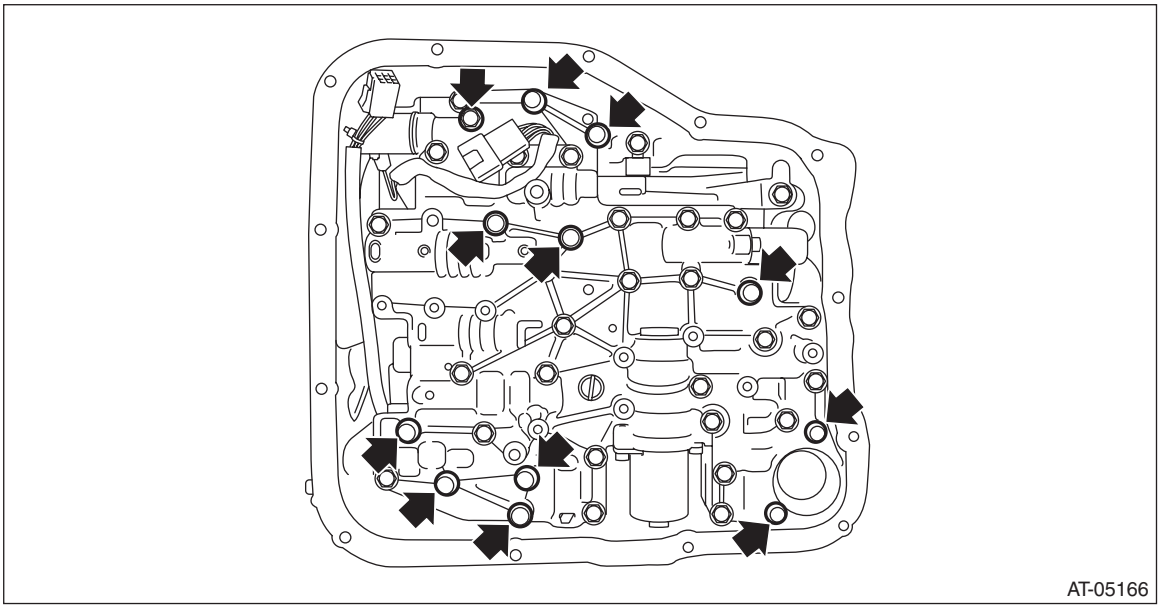


9) Remove the oil strainer.



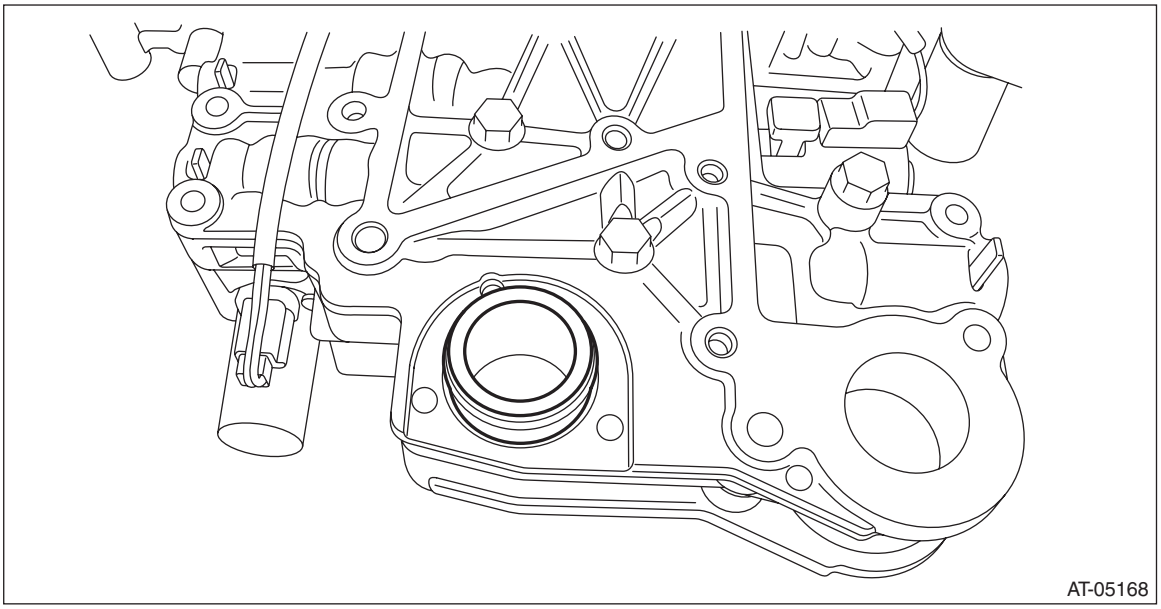
10) Remove the control valve body.

CAUTION:
Do not let the manual valve drop off.

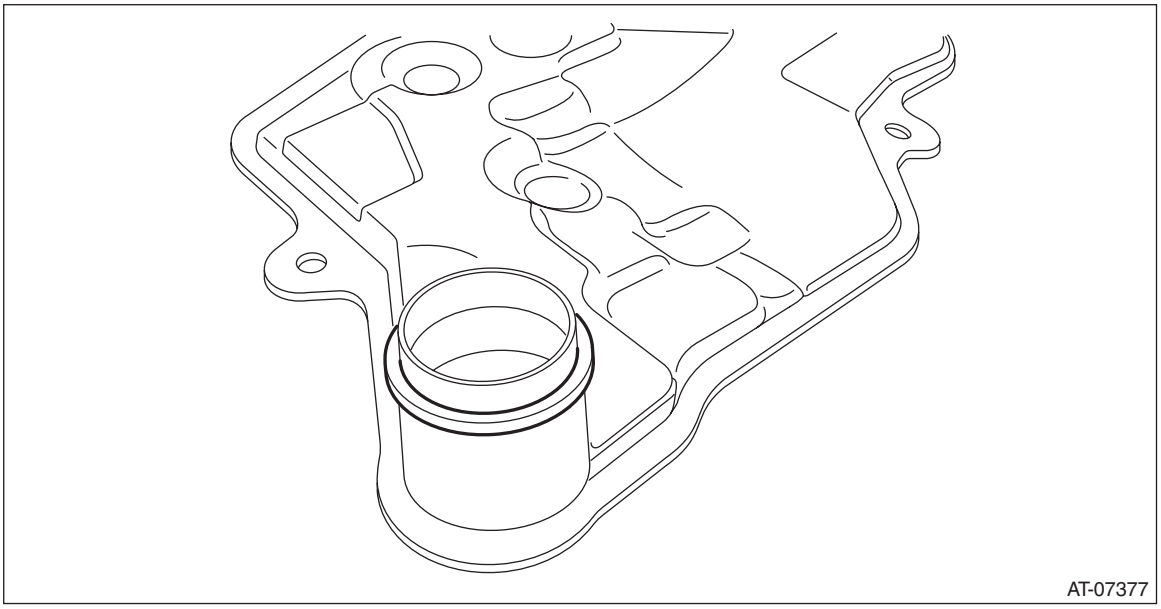


11) Remove the pressure pipe.

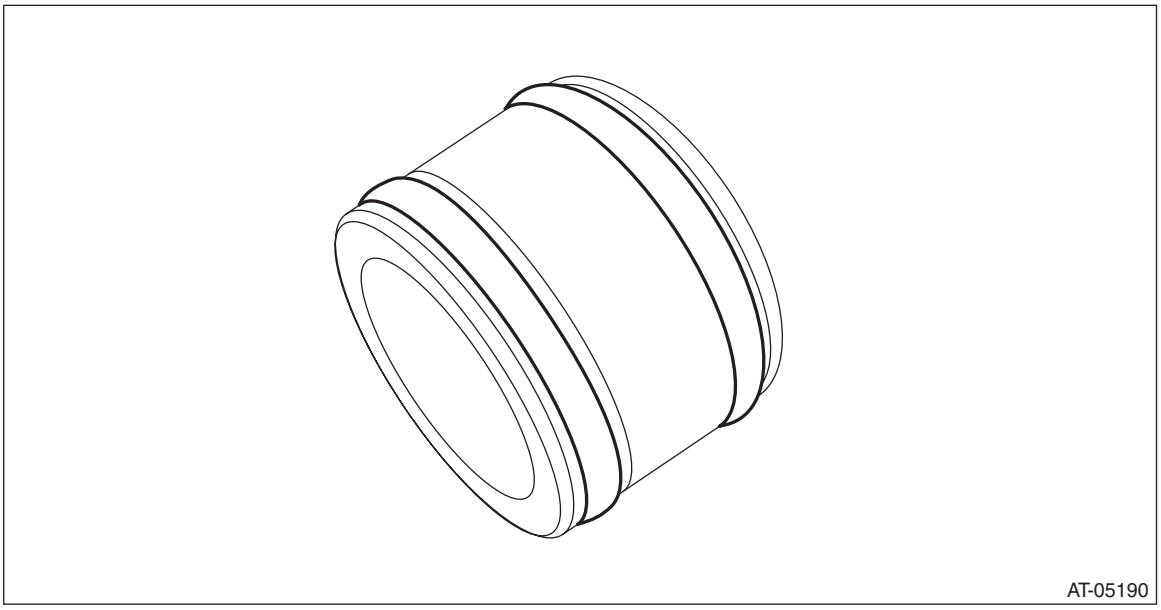
NOTE:
It may be located in transmission case side.



12) Remove the O-ring from oil strainer.



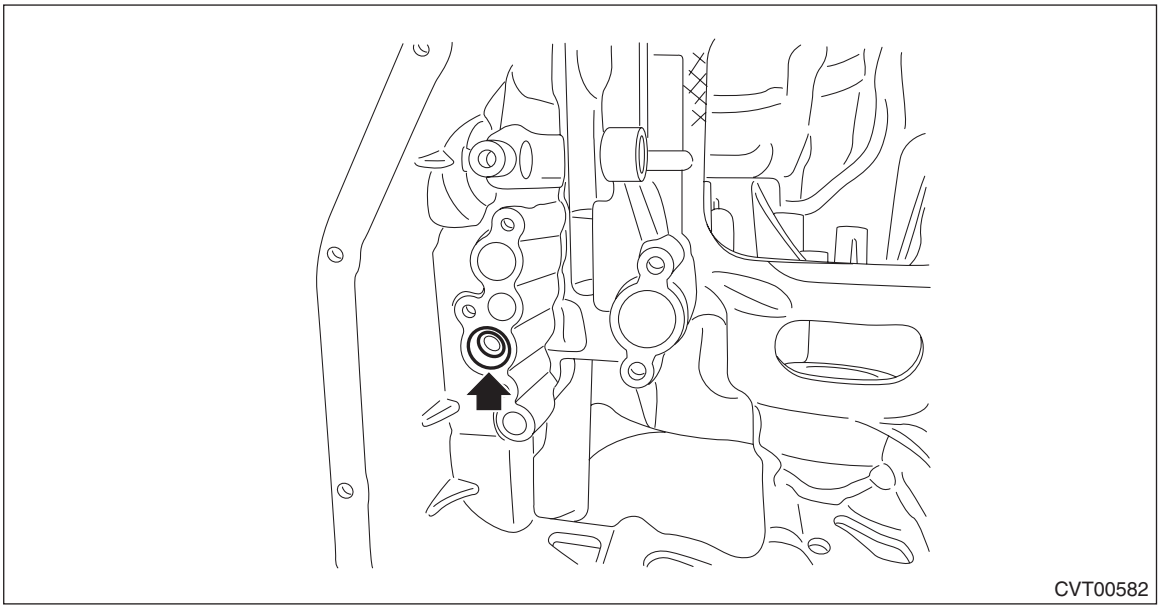
13) Remove the O-ring from pressure pipe.



B: INSTALLATION

1) Clean the mating surface of oil pan and transmission case.
2) Make sure that the CVTF filter is installed to the transmission case.

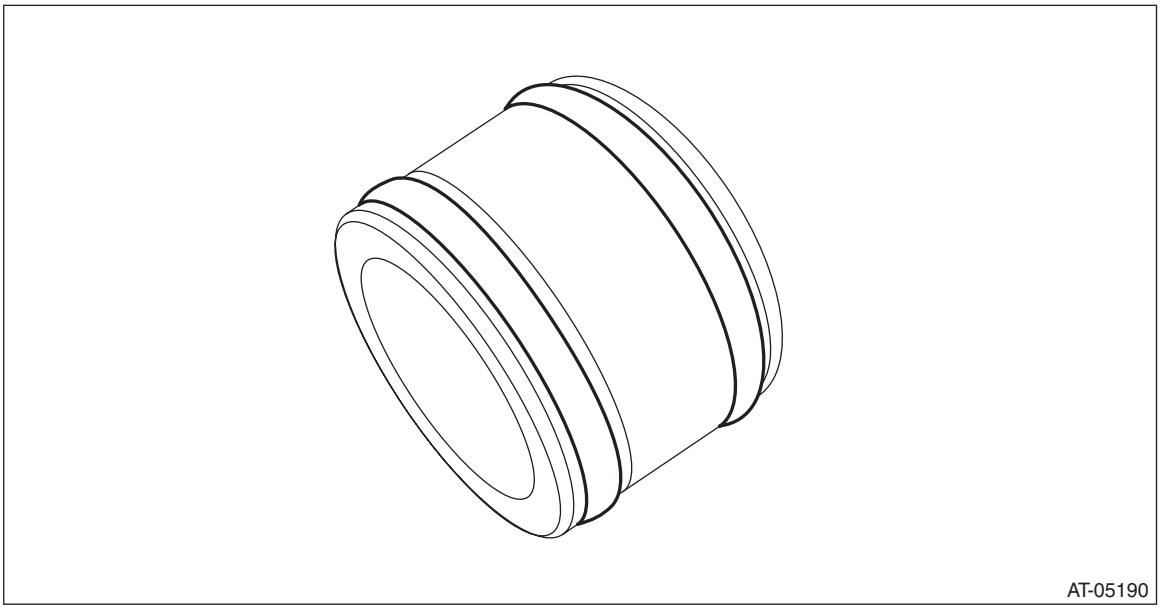
NOTE:
Make sure that the CVTF filter does not protrude from the transmission case.



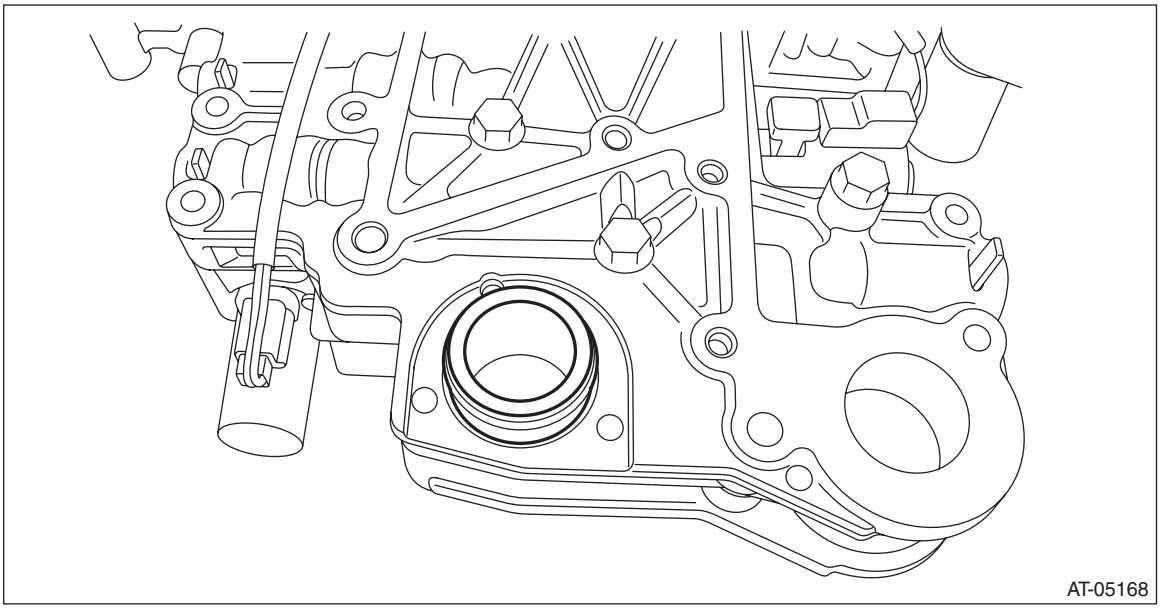
3) Check the control valve body for dust and other foreign matter.

4) Install the O-ring to the pressure pipe.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



5) Install the pressure pipe.

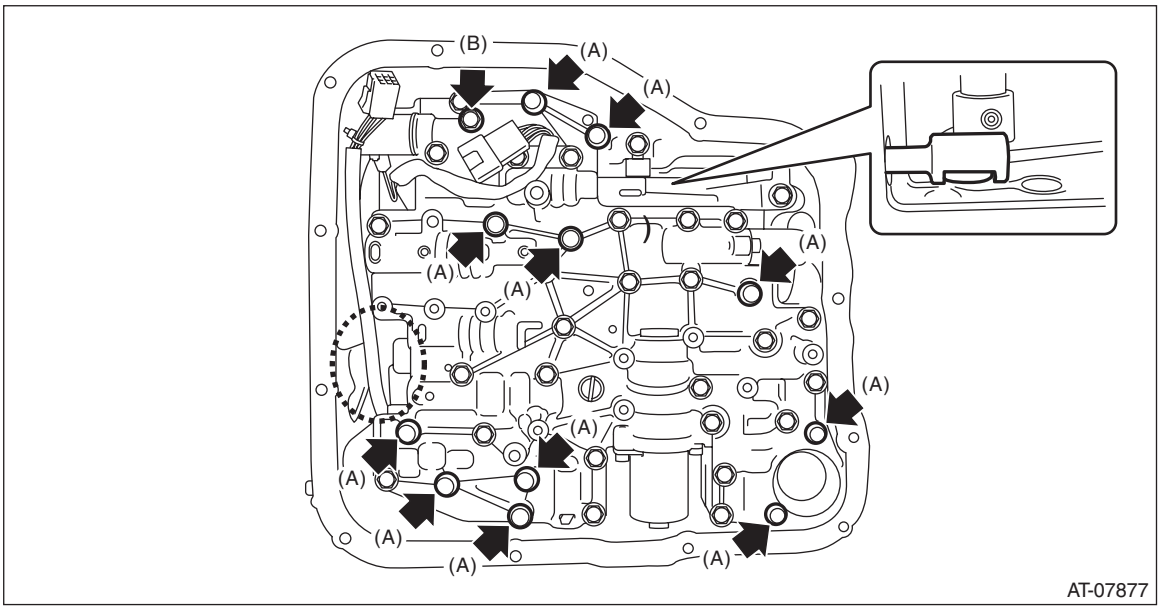


6) Install the control valve body to the transmission.

CAUTION:
- **Beware of the transmission harness getting caught in between.**
- **Do not impact or bend the transmission harness because it has the oil temperature sensor inside.**

NOTE:
- Engage the manual valve to the manual plate.
- Lead the transmission harness through from the point indicated by dashed line in the figure.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)

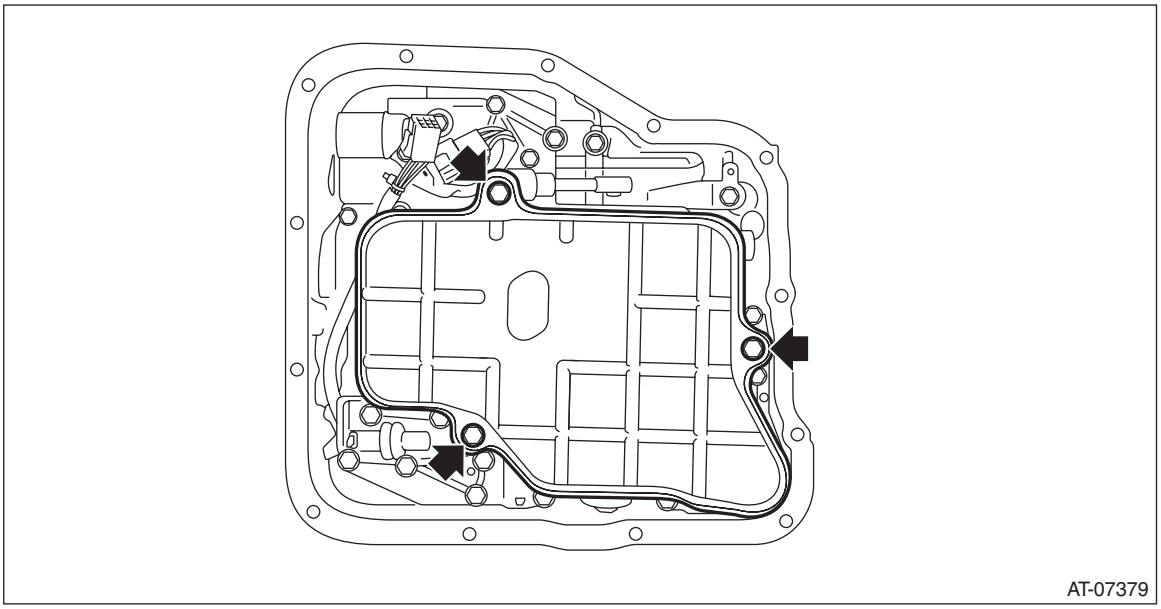


(A) Short bolt (11 pcs)
(B) Long bolt (1 pc)

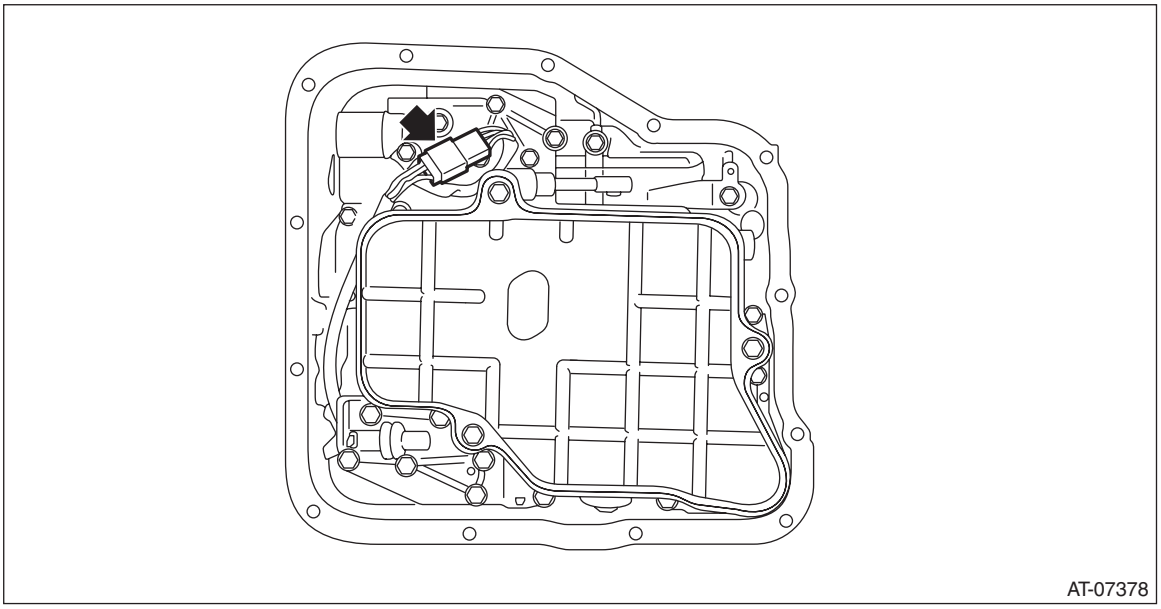
7) Install the O-ring to oil strainer and install the oil strainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.
- Let the transmission harness run between control valve body and oil strainer.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)

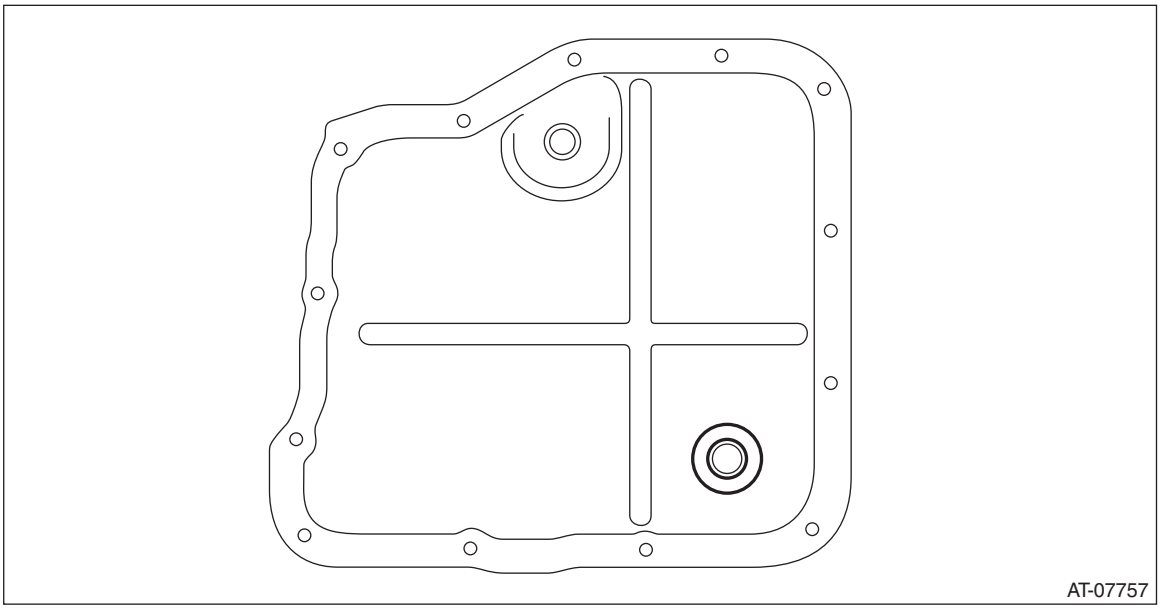


8) Connect the control valve harness connector.



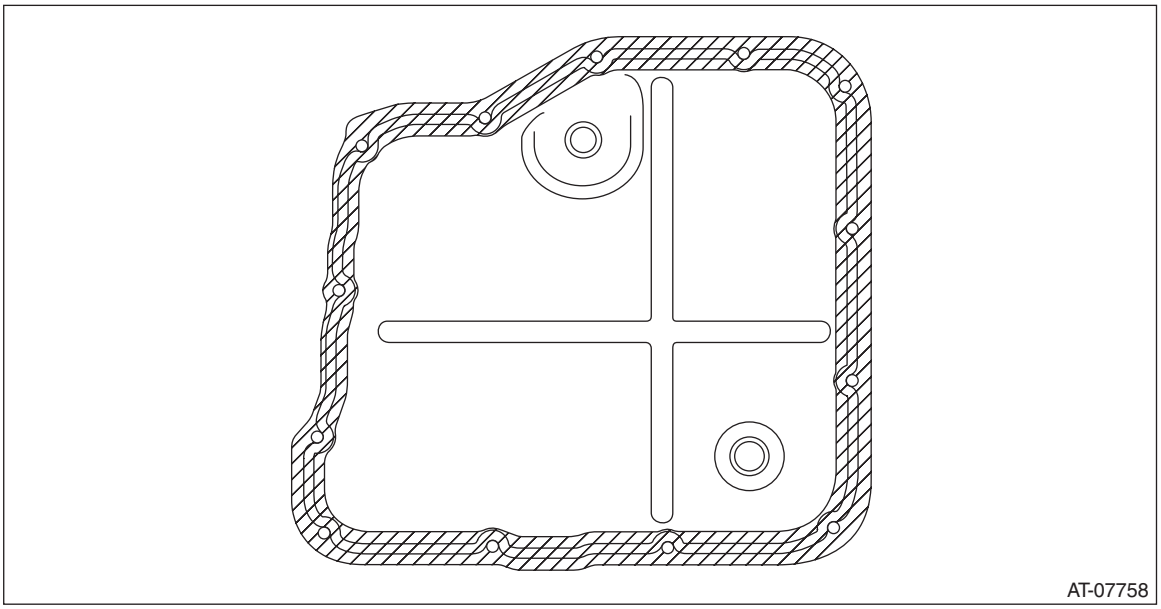
9) Clean the magnet.

10) Attach the magnet at the specified position of the oil pan.



11) Apply liquid gasket all around the oil pan mating surface seamlessly.

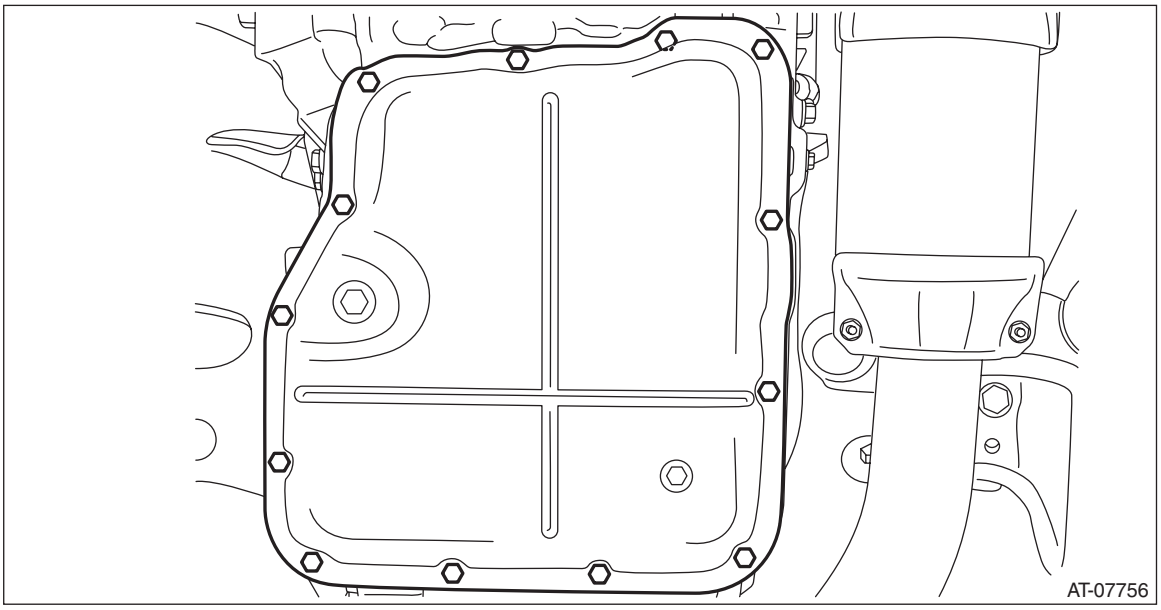
Liquid gasket:
THREE BOND 1217B (Part No. K0877YA020) or equivalent



12) Install the oil pan by equally tightening the bolts.

CAUTION:
Beware of the transmission harness getting caught in between.

Tightening torque:
5 N·m (0.5 kgf-m, 3.7 ft-lb)

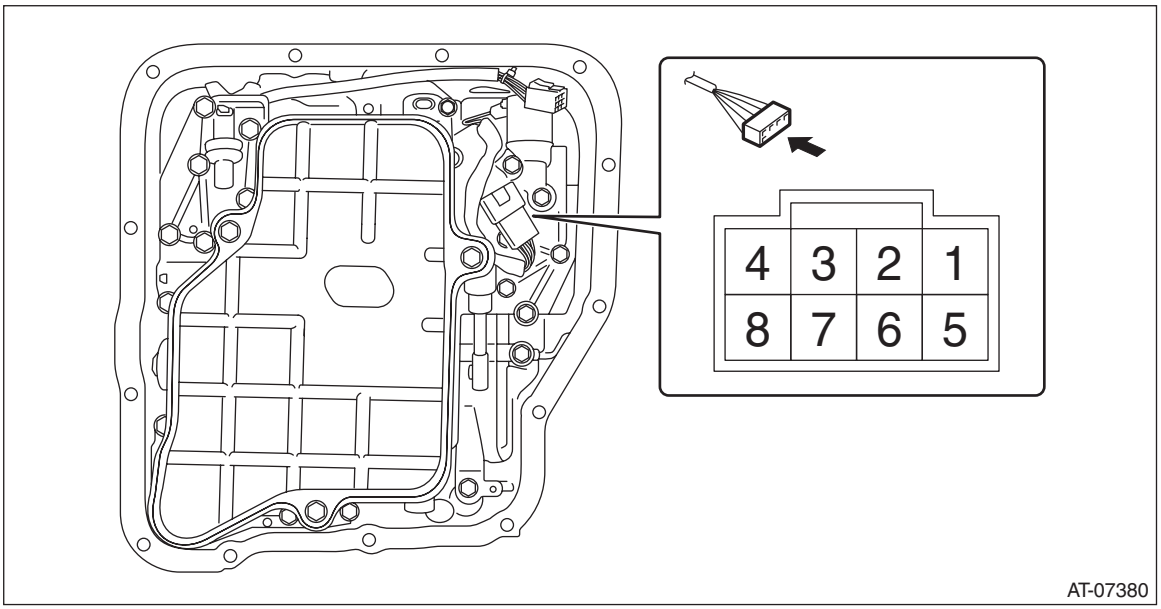


13) Connect the battery ground terminal.
14) Fill with CVTF.<Ref. to CVT(TR690)-38, REPLACEMENT, CVTF.>
15) Adjust the CVTF level.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>
16) Perform the operation of AT learning mode.<Ref. to CVT(diag)-30, Learning Control.>

C: INSPECTION

- Check each part for damage or dust.
- Check oil strainer for clogging.
- Measure the resistance of each solenoid.

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

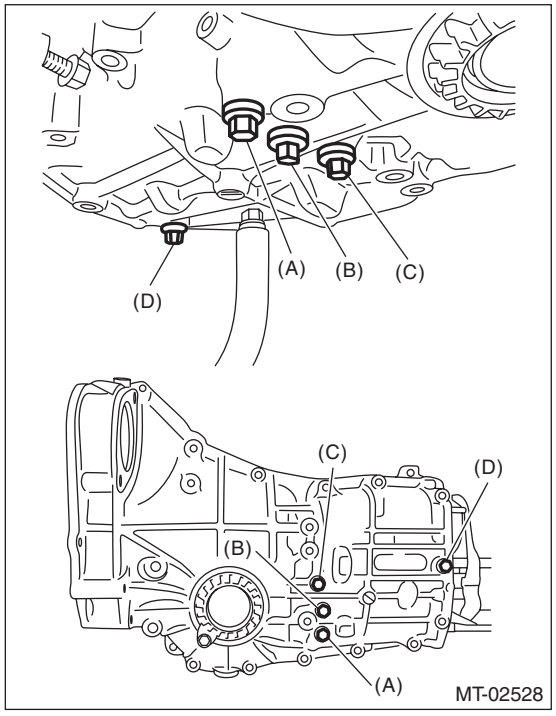


Solenoid	Terminal No.	Standard (Ω)
Secondary solenoid	No. 1 — control valve body	Approx. 6.6 Ω
Lock-up duty solenoid	No. 2 — control valve body	Approx. 12 Ω
F&R solenoid	No. 3 — control valve body	Approx. 5.3 Ω
Lock-up ON/OFF solenoid	No. 5 — control valve body	Approx. 16 Ω
Primary DOWN solenoid	No. 6 — control valve body	Approx. 12 Ω
Primary UP solenoid	No. 7 — control valve body	Approx. 12 Ω
AWD solenoid	No. 8 — control valve body	Approx. 3.2 Ω

20.Shifter Fork and Rod

A: REMOVAL

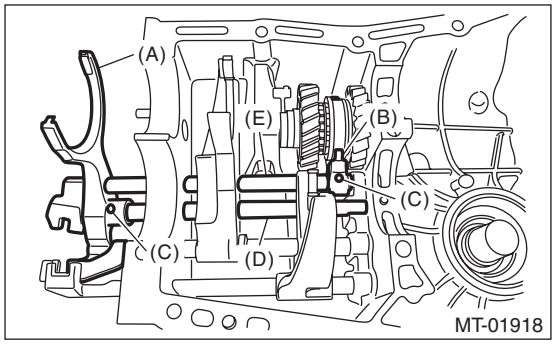
1) Remove the manual transmission assembly from the vehicle.<Ref. to 6MT-26, REMOVAL, Manual Transmission Assembly.>
2) Remove the back-up light switch and the neutral position switch.<Ref. to 6MT-40, REMOVAL, Switches and Harness.>
3) Remove the transfer case together with the extension case assembly.<Ref. to 6MT-44, REMOVAL, Transfer Case and Extension Case Assembly.>
4) Remove the transmission case.<Ref. to 6MT-63, REMOVAL, Transmission Case.>
5) Remove the drive pinion shaft assembly.<Ref. to 6MT-76, REMOVAL, Drive Pinion Shaft Assembly.>
6) Remove the main shaft assembly.<Ref. to 6MT-67, REMOVAL, Main Shaft Assembly.>
7) Remove the front differential assembly.<Ref. to 6MT-87, REMOVAL, Front Differential Assembly.>
8) Remove the reverse idler gear assembly.<Ref. to 6MT-94, REMOVAL, Reverse Idler Gear.>
9) Remove the check ball plugs, check ball springs and check balls.



(A) 1st-2nd
(B) 3rd-4th
(C) 5th-6th
(D) Rev.

10) Use the ST to push out the straight pin of 5th-6th shifter fork and reverse shifter fork, and remove the 5th-6th shifter fork, reverse shifter fork, 5th-6th fork rod and reverse fork rod.

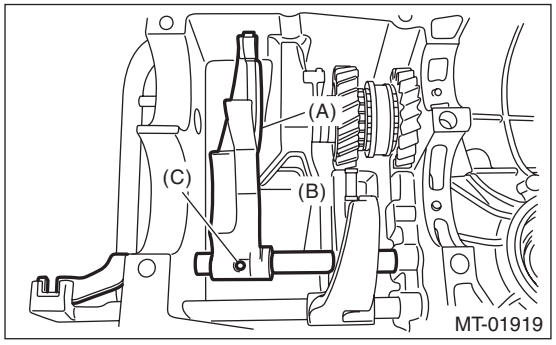
NOTE:
Tap out the reverse shifter fork straight pin, after setting the gear into reverse position. In the neutral position, removing is impossible because the clearance between transmission case is narrow.
ST 398791700 SPRING PIN REMOVER 2



(A) 5th-6th shifter fork
(B) Reverse shifter fork
(C) Straight pin
(D) 5th-6th fork rod
(E) Reverse fork rod

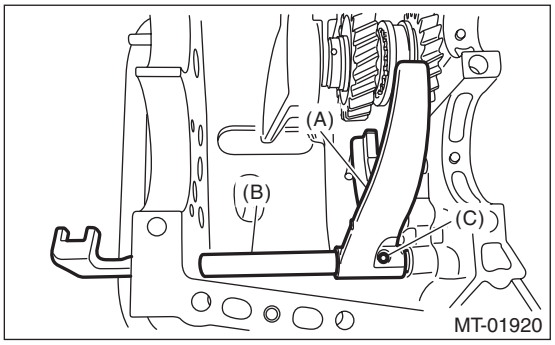
11) Drive out the straight pin by tapping with the ST, and remove the 3rd-4th shifter fork and fork rod.

NOTE:
When removing the rod, keep other rods in neutral.
ST 398791700 SPRING PIN REMOVER 2



(A) 3rd-4th shifter fork
(B) 3rd-4th fork rod
(C) Straight pin

12) Drive out the straight pin by tapping with the ST, and remove the 1st-2nd shifter fork and fork rod.
ST 398791700 SPRING PIN REMOVER 2

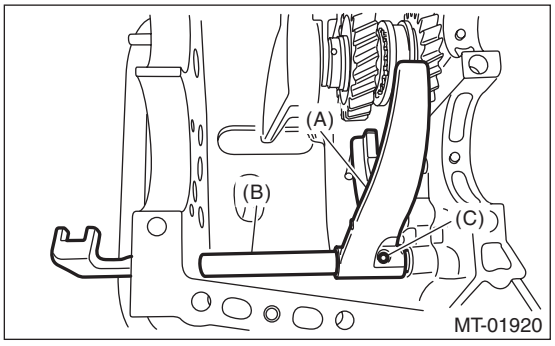


(A) 1st-2nd shifter fork
(B) 1st-2nd fork rod
(C) Straight pin

B: INSTALLATION

1) Install the 1st-2nd fork rod to the 1st-2nd shifter fork through the hole on the rear of the transmission case.
2) Align the holes in the rod and the fork, and drive the straight pin into these holes using the ST to fix.

NOTE:
Use a new straight pin.
ST 398791700 SPRING PIN REMOVER 2



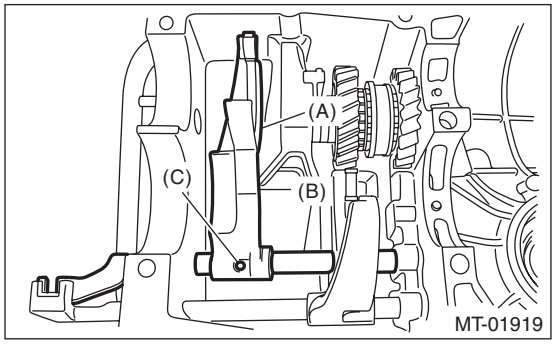
(A) 1st-2nd shifter fork
(B) 1st-2nd fork rod
(C) Straight pin

3) Install the 3rd-4th fork rod to the 3rd-4th shifter fork through the hole on the rear of the transmission case.

4) Align the holes in the rod and the fork, and drive the straight pin into these holes using the ST to fix.

NOTE:
- Use a new straight pin.
- Set other rods to neutral.
- Check that the positions of interlock plunger is correct.

ST 398791700 SPRING PIN REMOVER 2

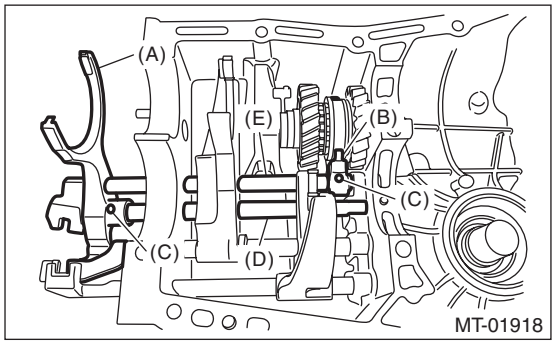


(A) 3rd-4th shifter fork
(B) 3rd-4th fork rod
(C) Straight pin

5) Install the 5th-6th fork rod into 5th-6th shifter fork, then insert through the hole on the rear of transmission case. Align the hole of the 5th-6th shifter fork with the hole on the transmission case, then insert the reverse fork rod to install the reverse shifter fork.
6) Align the holes in the rod and the fork, and drive the straight pin into these holes using the ST to fix.

NOTE:
- Use a new straight pin.
- Set other rods to neutral.
- Check that the positions of interlock plunger is correct.

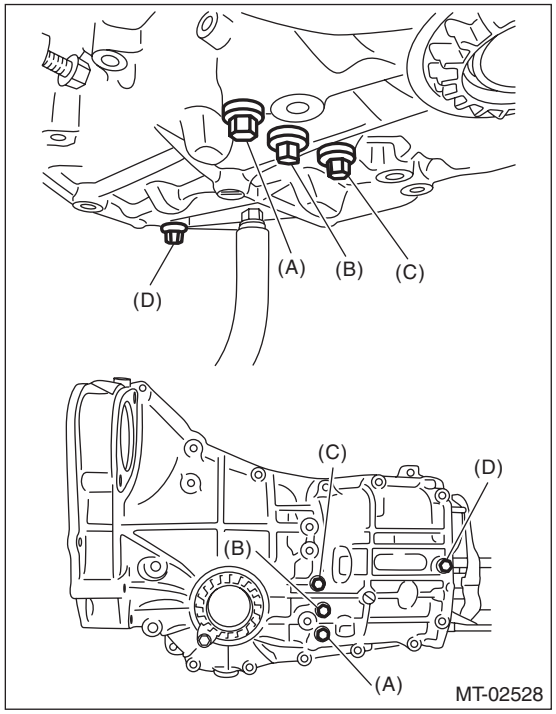
ST 398791700 SPRING PIN REMOVER 2



(A) 5th-6th shifter fork
(B) Reverse shifter fork
(C) Straight pin
(D) 5th-6th fork rod
(E) Reverse fork rod

7) Install the check ball plugs, check ball springs and check balls.

Tightening torque:
20 N·m (2.0 kgf-m, 14.8 ft-lb)



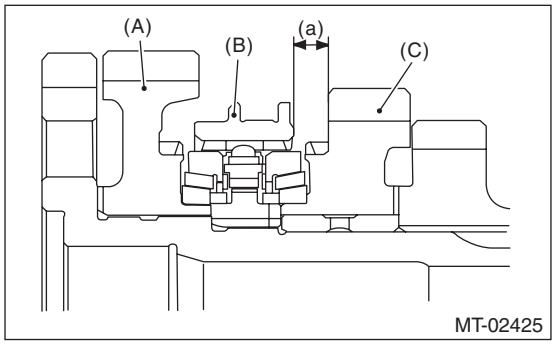
(A) 1st-2nd
(B) 3rd-4th
(C) 5th-6th
(D) Rev.

8) Install the reverse idler gear assembly.<Ref. to 6MT-95, INSTALLATION, Reverse Idler Gear.>
9) Install the front differential assembly.<Ref. to 6MT-87, INSTALLATION, Front Differential Assembly.>
10) Install the main shaft assembly.<Ref. to 6MT-67, INSTALLATION, Main Shaft Assembly.>
11) Install the drive pinion shaft assembly.<Ref. to 6MT-76, INSTALLATION, Drive Pinion Shaft Assembly.>
12) Install the transmission case.<Ref. to 6MT-64, INSTALLATION, Transmission Case.>
13) Install the transfer case together with the extension case assembly.<Ref. to 6MT-45, INSTALLATION, Transfer Case and Extension Case Assembly.>
14) Install the back-up light switch and the neutral position switch.<Ref. to 6MT-40, INSTALLATION, Switches and Harness.>
15) Install the manual transmission assembly to the vehicle.<Ref. to 6MT-29, INSTALLATION, Manual Transmission Assembly.>

C: INSPECTION

1) Check the fork and rod for damage. Replace if it is damaged.
2) Gearshift mechanism
Repair or replace the gearshift mechanism if excessively worn, bent or defective in any way.
3) Inspect the clearance between 2nd driven gear and coupling sleeve. If any clearance is not within specifications, replace the shifter fork as required.

Clearance (a):
7.4 — 7.8 mm (0.291 — 0.307 in)

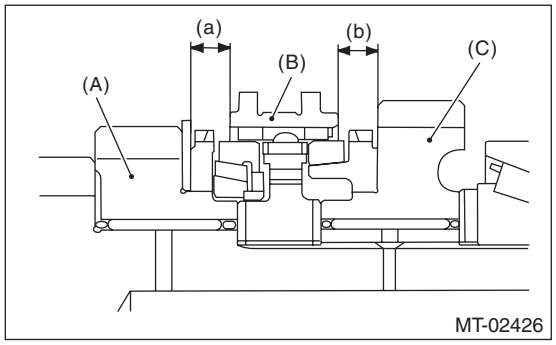


(A) 1st driven gear
(B) Coupling sleeve
(C) 2nd driven gear

1st-2nd shifter fork		
Part No.	Mark	Remarks
32804AA120	1	Approaches 2nd gear by 0.2 mm (0.008 in).
32804AA130	No mark	Standard
32804AA140	2	Approaches 1st gear by 0.2 mm (0.008 in).

4) Inspect the clearance between the 3rd, 4th drive gear and the coupling sleeve. If any clearance is not within specifications, replace the shifter fork as required.

Clearance (a), (b):
7.5 mm (0.295 in)

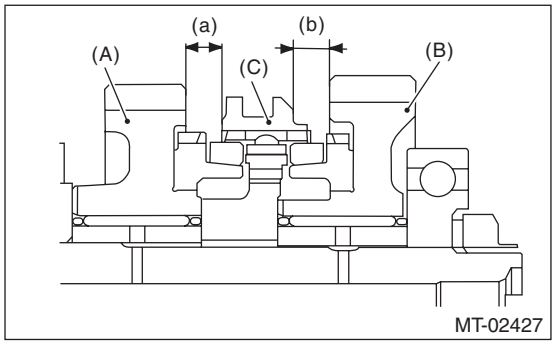


(A) 3rd drive gear
(B) Coupling sleeve
(C) 4th drive gear

3rd-4th shifter fork		
Part No.	Mark	Remarks
32810AA061	1	Approaches 4th gear by 0.2 mm (0.008 in).
32810AA071	No mark	Standard
32810AA101	3	Approaches 3rd gear by 0.2 mm (0.008 in).

5) Inspect the clearance between 5th, 6th drive gear and coupling sleeve. If any clearance is not within specifications, replace the shifter fork as required.

Clearance (a), (b):
7.5 mm (0.295 in)

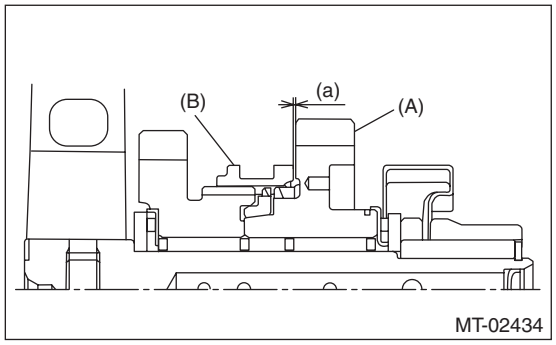


(A) 5th drive gear
(B) 6th drive gear
(C) Coupling sleeve

5th-6th shifter fork		
Part No.	Mark	Remarks
32940AA050	1	Approaches 5th gear by 0.2 mm (0.008 in).
32940AA060	No mark	Standard
32940AA070	2	Approaches 6th gear by 0.2 mm (0.008 in).

6) Check the clearance between the reverse idler gear and reverse coupling sleeve. If any clearance is not within specifications, replace the shifter fork as required.

Clearance (a):
0.50 mm (0.020 in) or less



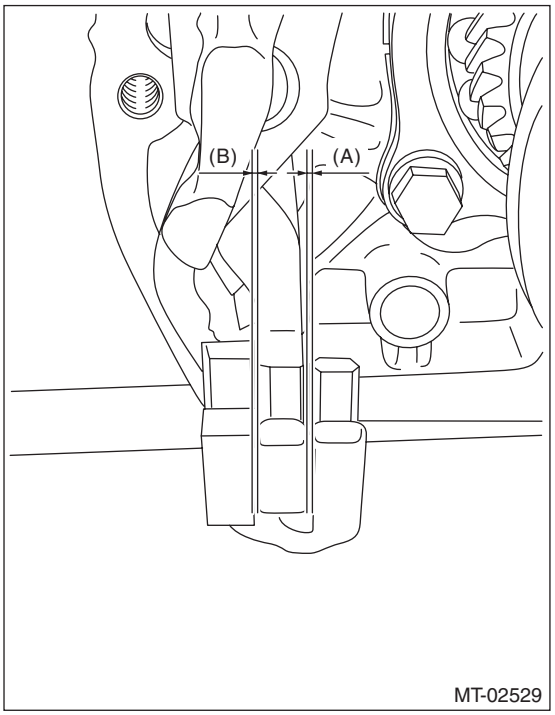
(A) Reverse idler gear
(B) Reverse coupling sleeve

Reverse shifter fork		
Part No.	Mark	Remarks
32941AA070	2	Approaches reverse idler gear by 0.3 mm (0.012 in).
32941AA060	No mark	Standard
32941AA050	1	Approaches reverse idler gear No. 2 by 0.3 mm (0.012 in).

7) Inspect the rod end clearances (A) and (B). If any clearance is not within specifications, replace the rod or fork as required.

Clearance (A):
1st-2nd — 3rd-4th
0.1 — 0.9 mm (0.004 — 0.035 in)

Clearance (B):
3rd-4th — 5th-6th
0.2 — 1.0 mm (0.008 — 0.039 in)



21.General Diagnostic Table

A: INSPECTION

1. MANUAL TRANSMISSION

Symptoms	Possible cause	Corrective action
1. Gears are difficult to intermesh. NOTE: The cause for difficulty in shifting gears can be classified into two types: One is a defective gear shift system and the other is defective transmission. However, if the operation is heavy and engagement of the gears is difficult, a defective clutch disengagement may also be responsible. Check whether the clutch is correctly functioning, before checking the gear shift system and transmission.	(a) Worn, damaged or burred chamfer at internal spline of the sleeve	Replace.
	(b) Worn, damaged or burred chamfer of gear spline	Replace.
	(c) Worn or scratched bushings	Replace.
	(d) Incorrect contact or wear between baulk ring and gear cone	Repair or replace.
2. Gear slip-out • Gear slips out when coasting on rough road. • Gear slips out during acceleration.	(a) Defective pitching stopper adjustment	Replace.
	(b) Loose engine mounting bolts	Tighten or replace.
	(c) Worn shifter fork or broken check ball spring	Replace.
	(d) Worn or damaged ball bearing	Replace.
	(e) Excessive clearance between splines of synchronizer hub and synchronizer sleeve	Replace.
	(f) Synchronizer hub tooth step wear	Replace.
	(g) Worn 1st driven gear and driven shaft	Replace.
	(h) Worn 2nd driven gear and bushing	Replace.
	(i) Worn 3rd drive gear and needle bearing	Replace.
	(j) Worn 4th drive gear and needle bearing	Replace.
	(k) Worn 5th drive gear and needle bearing	Replace.
	(l) Worn 6th drive gear and needle bearing	Replace.
	(m) Worn reverse idler gear and needle bearing	Replace.
3. Noise emitted from transmission NOTE: If a noise is heard when the vehicle is parked with its engine idling and if a noise ceases when the clutch is disengaged, it may be considered that the noise is coming from the transmission.	(a) Insufficient or improper lubrication	Lubricate with specified oil or replace.
	(b) Worn or damaged gears and bearings NOTE: If the trouble is only wear of the gear teeth surfaces, only a high whirring noise will occur at high speeds, but if any part is broken, rhythmical clicking sounds will be heard even at low speeds.	Replace.

2. DIFFERENTIAL

Symptoms	Possible cause	Corrective action
1. Broken differential (case, gear, bearing, etc.) NOTE: Noise will occur, and eventually the differential will not be able to operate due to broken pieces obstructing the gear revolution.	(a) Insufficient or improper oil	Disassemble the differential and replace the broken component parts. At the same time, check other component parts for any trouble, and replace if necessary.
	(b) Use of vehicle under severe conditions such as excessive load or improper use of the clutch	Readjust the preload and backlash of the bearing, and the contact surface of gear.
	(c) Improper adjustment of taper roller bearing	Adjust.
	(d) Improper adjustment of the drive pinion and the hypoid driven gear	Adjust.
	(e) Excessive backlash of a vehicle under severe operating conditions due to worn differential side gear, washer or differential pinion.	Add recommended oil to the specified level. Do not use vehicle under severe operating conditions.
	(f) Loose hypoid driven gear clamping bolts	Tighten.
2. Differential and hypoid gear noises Troubles of the differential and hypoid gear always appear as noise problems. Therefore noise is the first indication of trouble. However, noises from the engine, muffler, tire, exhaust gas, bearing, body, etc. are easily mistaken for the differential noise. Pay special attention to the hypoid gear noise because it is easily confused with other gear noises. There are the following four kinds of noises. • Gear noise when driving: If noise increases as the vehicle speed increases, it may be due to insufficient gear oil, incorrect gear engagement, damaged gears, etc. • Gear noise when coasting: Damaged gears due to misadjusted bearings and incorrect shim adjustment • Bearing noise when driving or coasting: Cracked, broken or damaged bearings • Noise mainly when turning: Noise from differential side gear, differential pinion or differential pinion shaft, etc.	(a) Insufficient oil	Replenish or replace with the specified amount of recommended oil.
	(b) Improper adjustment of hypoid driven gear and drive pinion	Check the tooth contact.
	(c) Worn teeth of hypoid driven gear and drive pinion	Replace as a set. Readjust the bearing preload.
	(d) Loose roller bearing	Readjust the backlash of the hypoid driven gear to drive pinion, and check the tooth contact.
	(e) Distorted hypoid driven gear or differential case	Replace.
	(f) Worn washer and differential pinion shaft	Replace.

CLUTCH SYSTEM

CL

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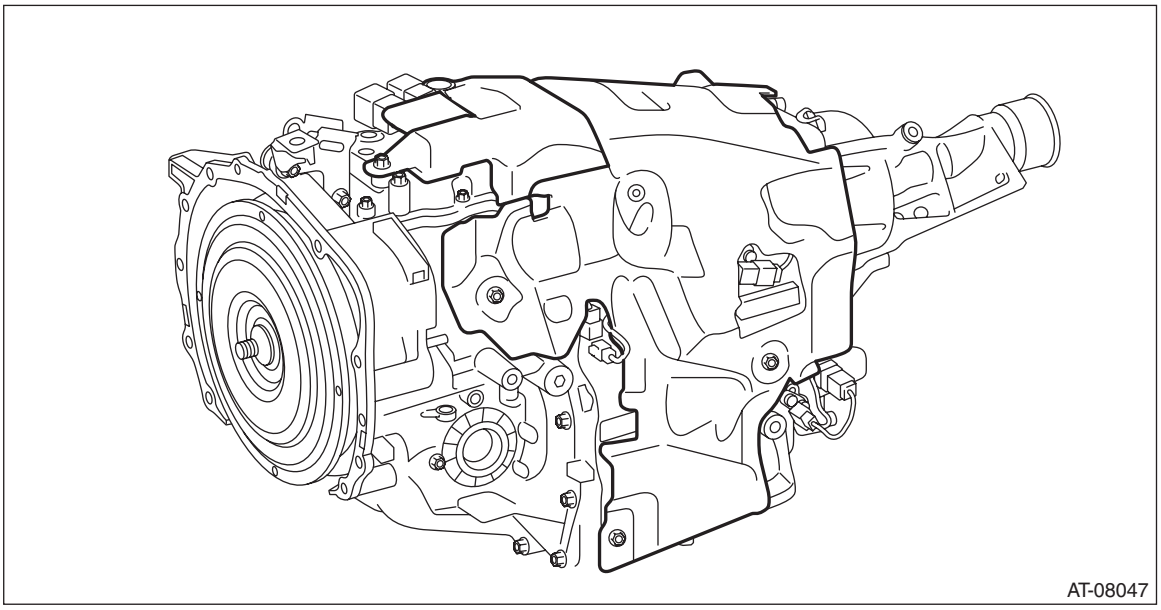
21.Transmission Harness

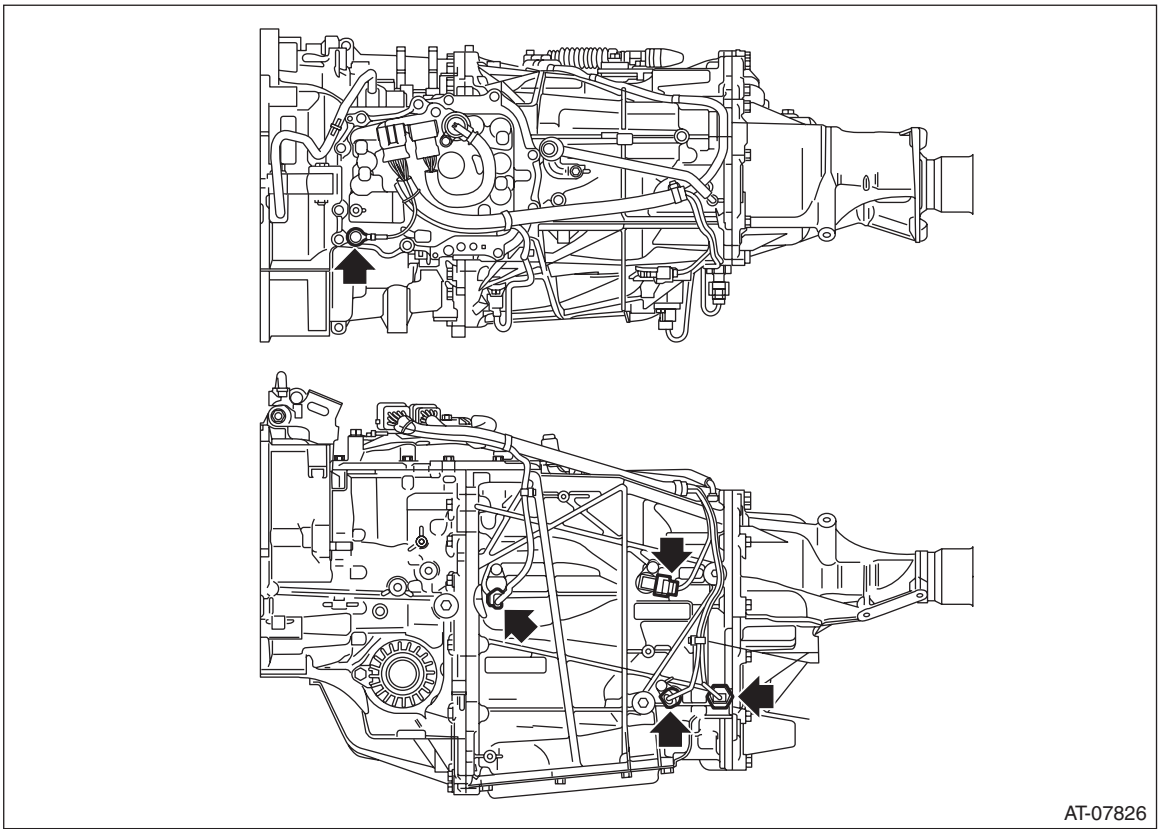
A: REMOVAL

1. INHIBITOR HARNESS

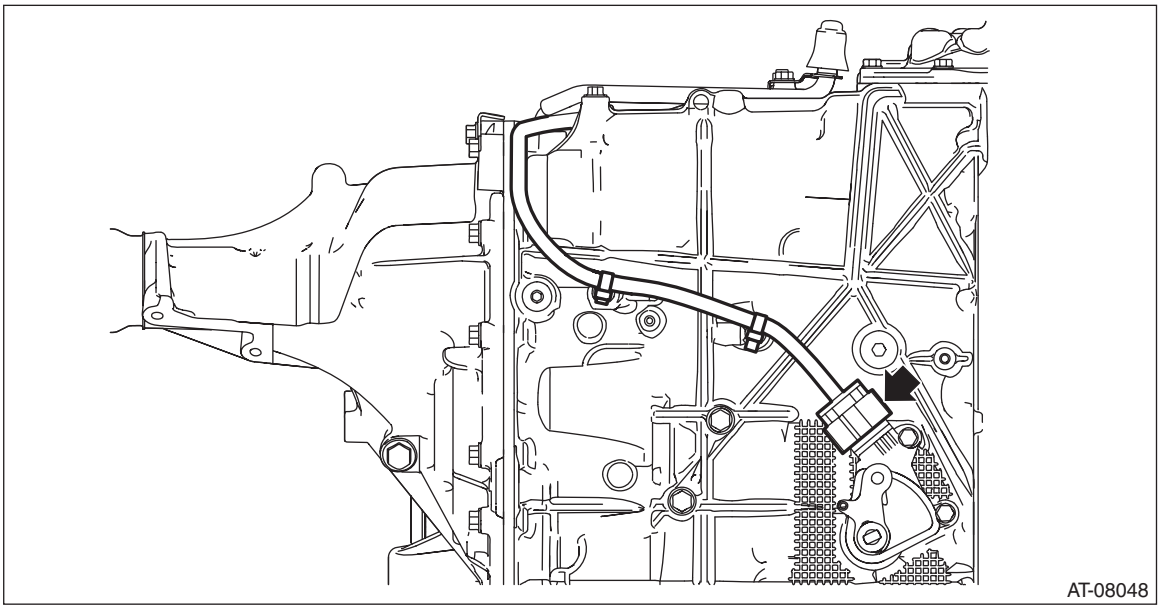
1) Remove the transmission from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission case cover.



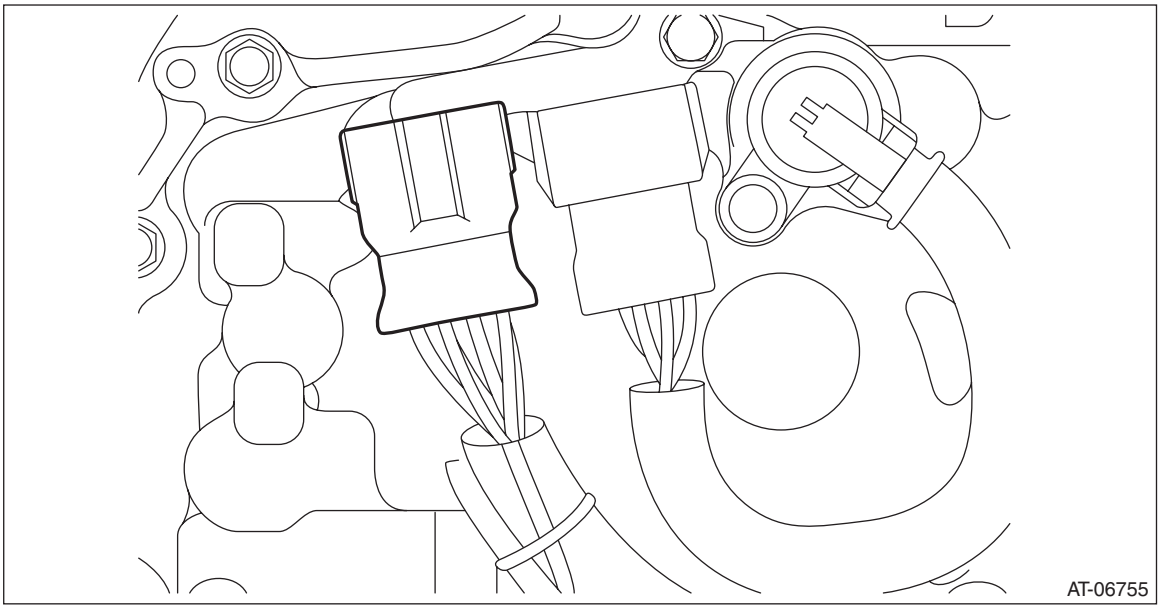
3) Remove the harness connector from the ground terminal, turbine speed sensor, primary speed sensor, secondary speed sensor and secondary pressure sensor.



4) Remove the harness connector from inhibitor switch.



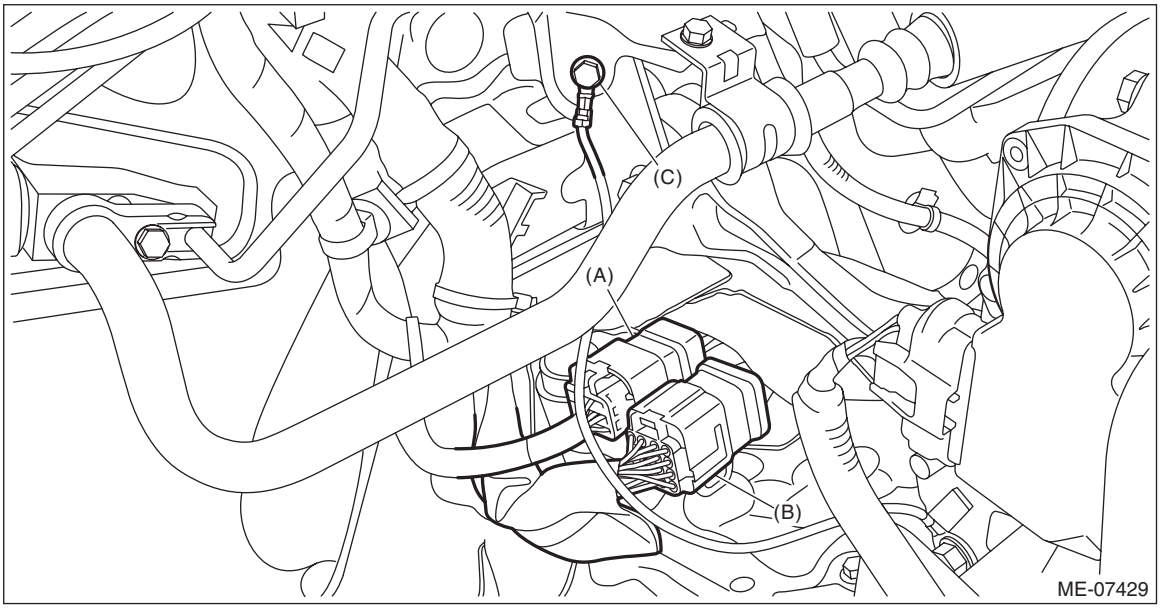
5) Remove the inhibitor harness connector from the transmission harness stay.



6) Remove the harness clip from the transmission, and remove the inhibitor harness.

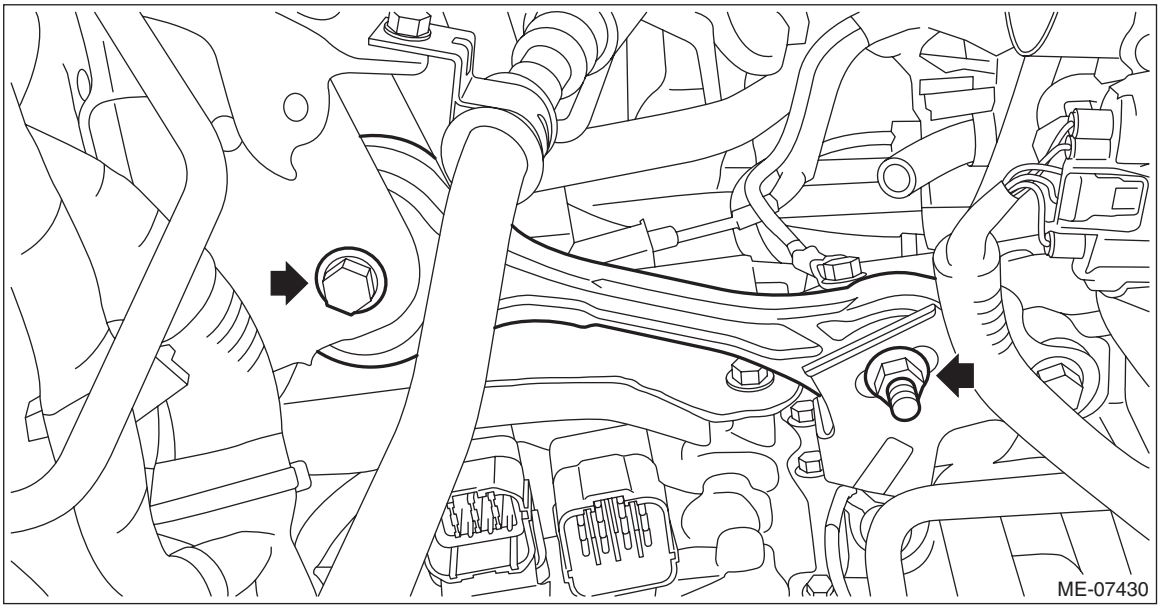
2. TRANSMISSION HARNESS

1) Disconnect the ground cable from battery.
2) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
3) Disconnect the following connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

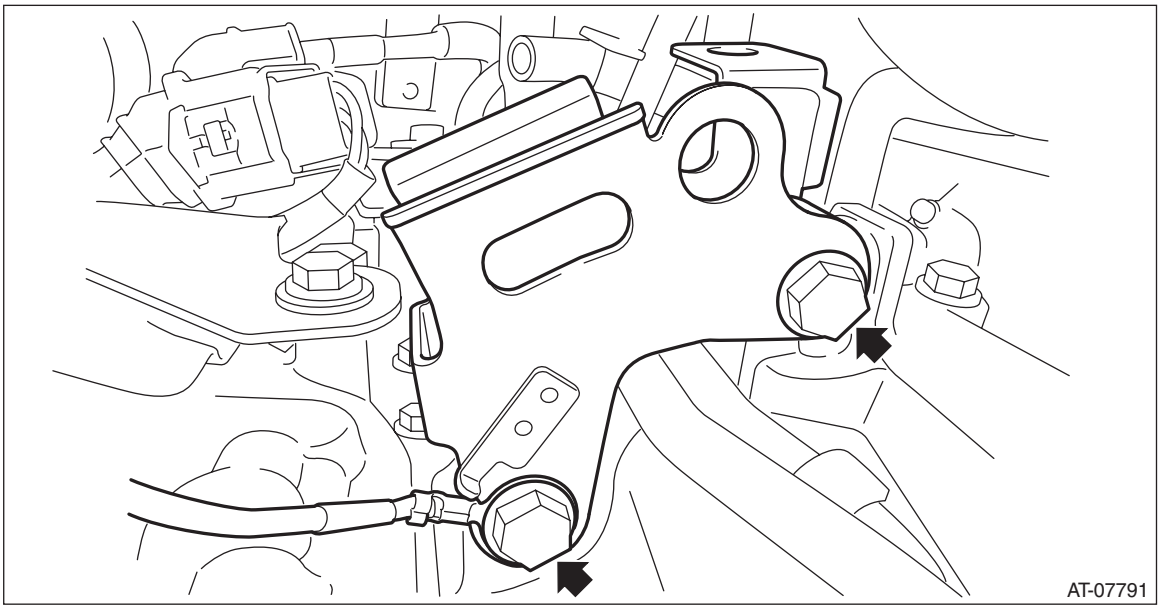


(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

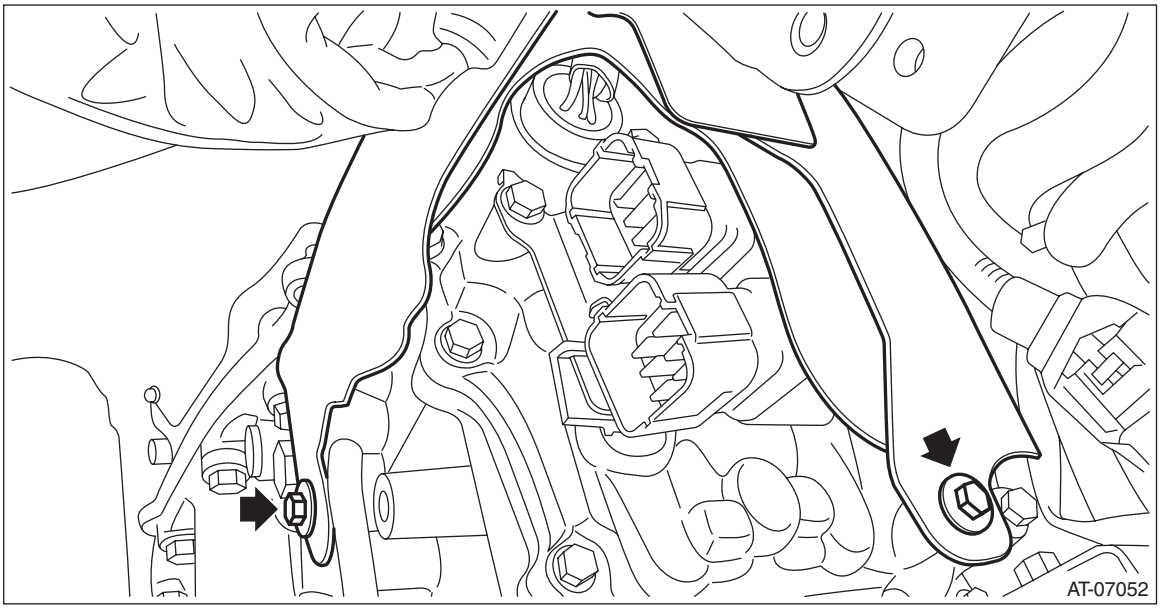
4) Remove the pitching stopper.



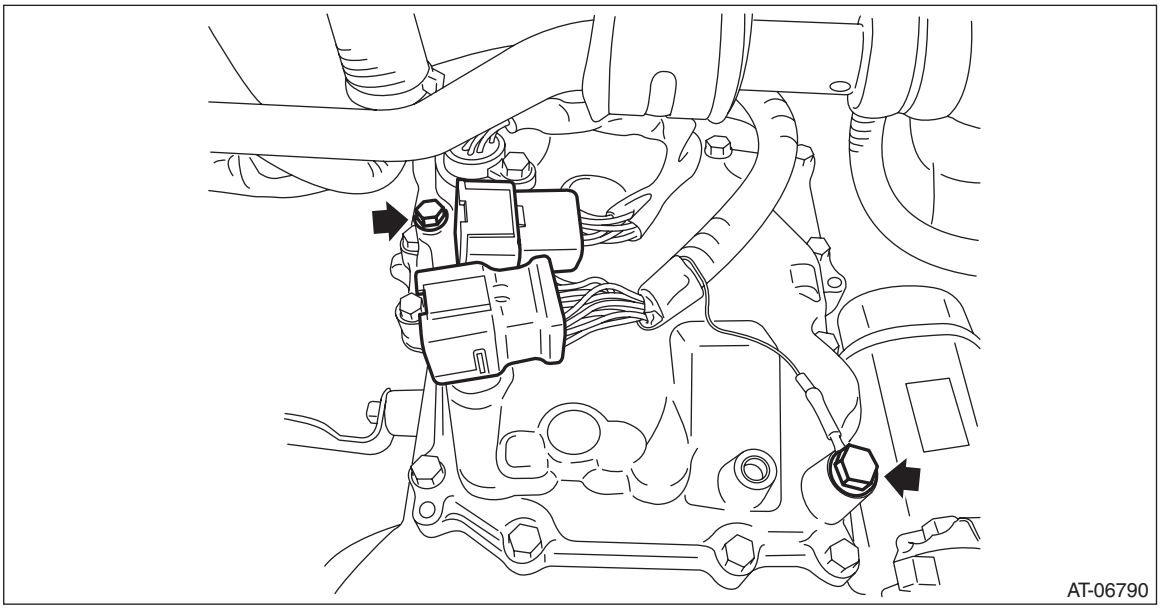
5) Remove the air breather hose from the pitching stopper bracket, and then remove the pitching stopper bracket and transmission radio ground cord.



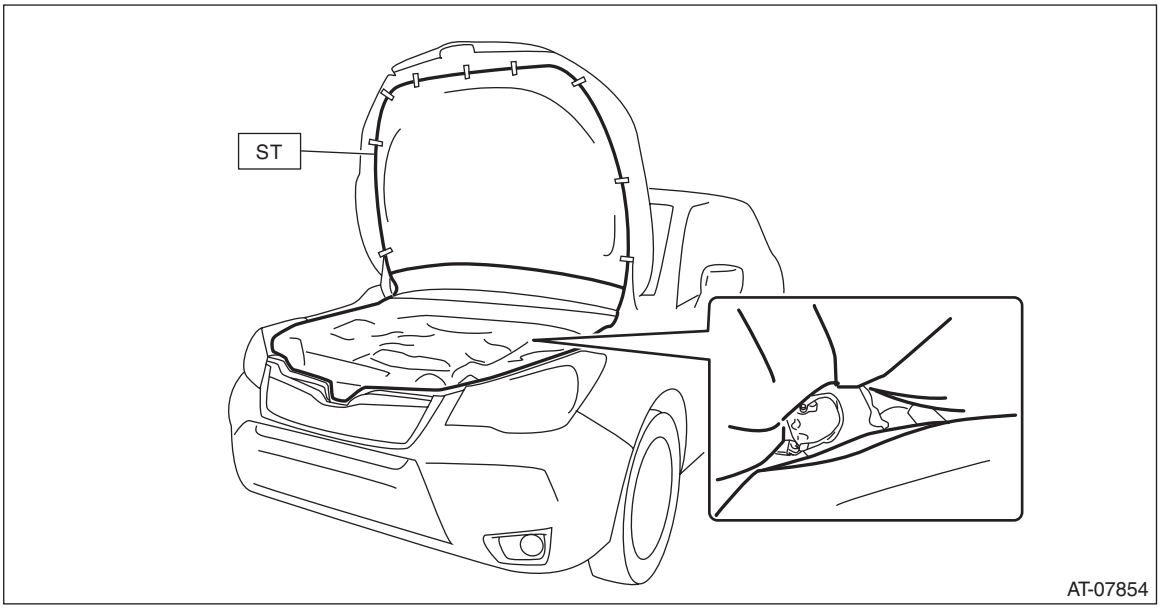
6) Remove the transmission case cover.



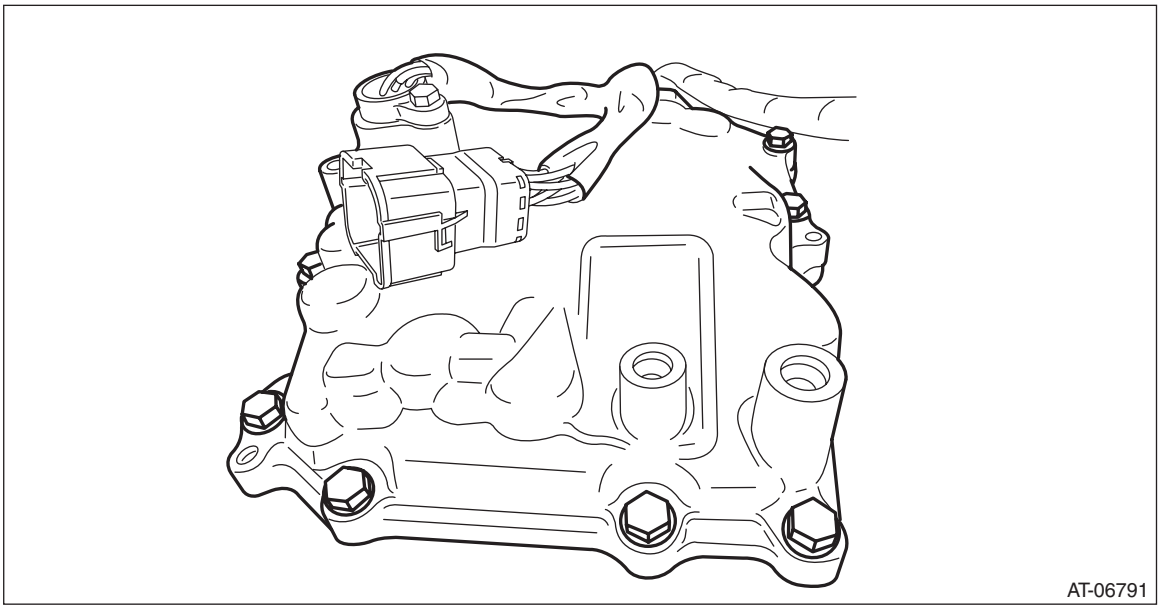
7) Remove the transmission harness stay and ground terminal.



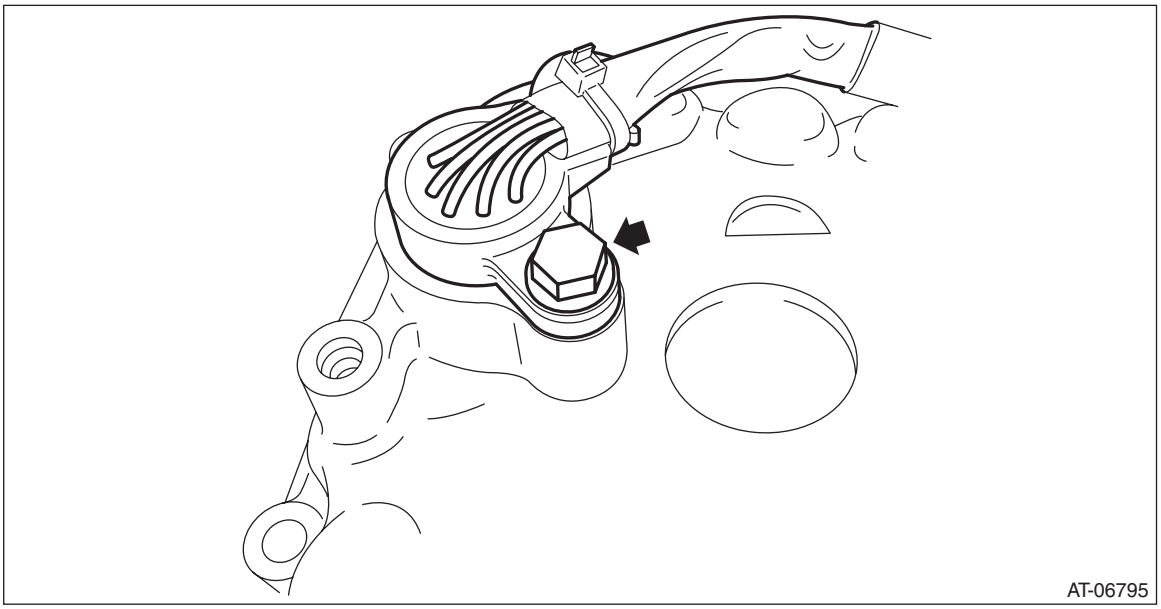
8) Remove the transmission harness connector from the harness stay.
9) Clean the transmission exterior.
10) Set the ST on the vehicle.
ST 18761AA010 SHEET SPECIAL TOOL



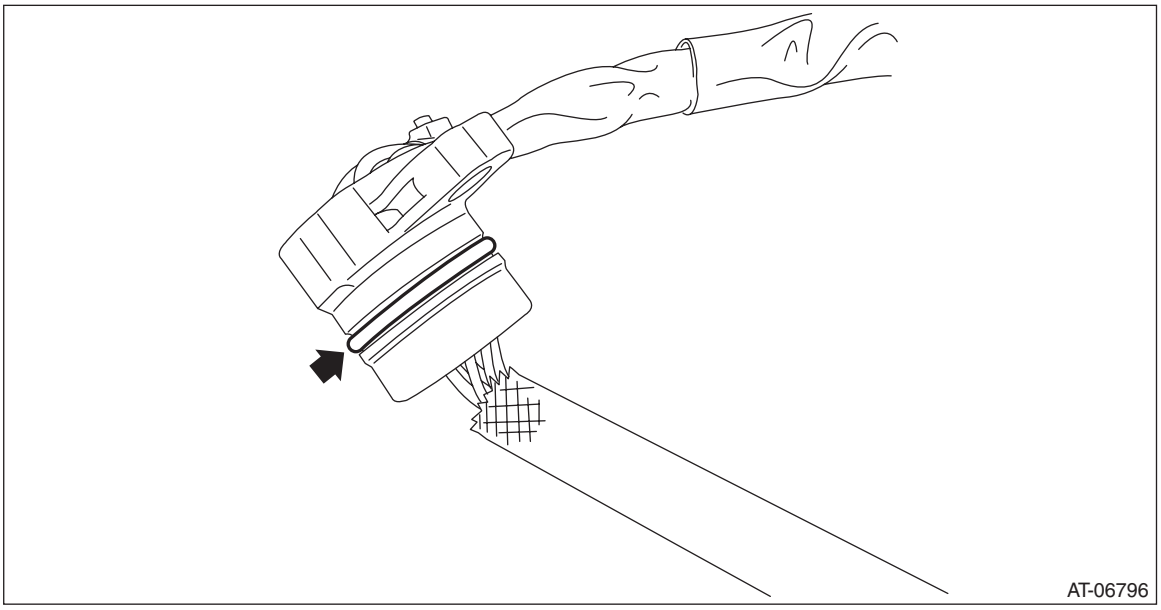
11) Remove the valve cover and gasket.



12) Remove the transmission harness connector from the control valve body.
13) Remove the transmission harness from the valve cover.



14) Remove the O-ring from the transmission harness.



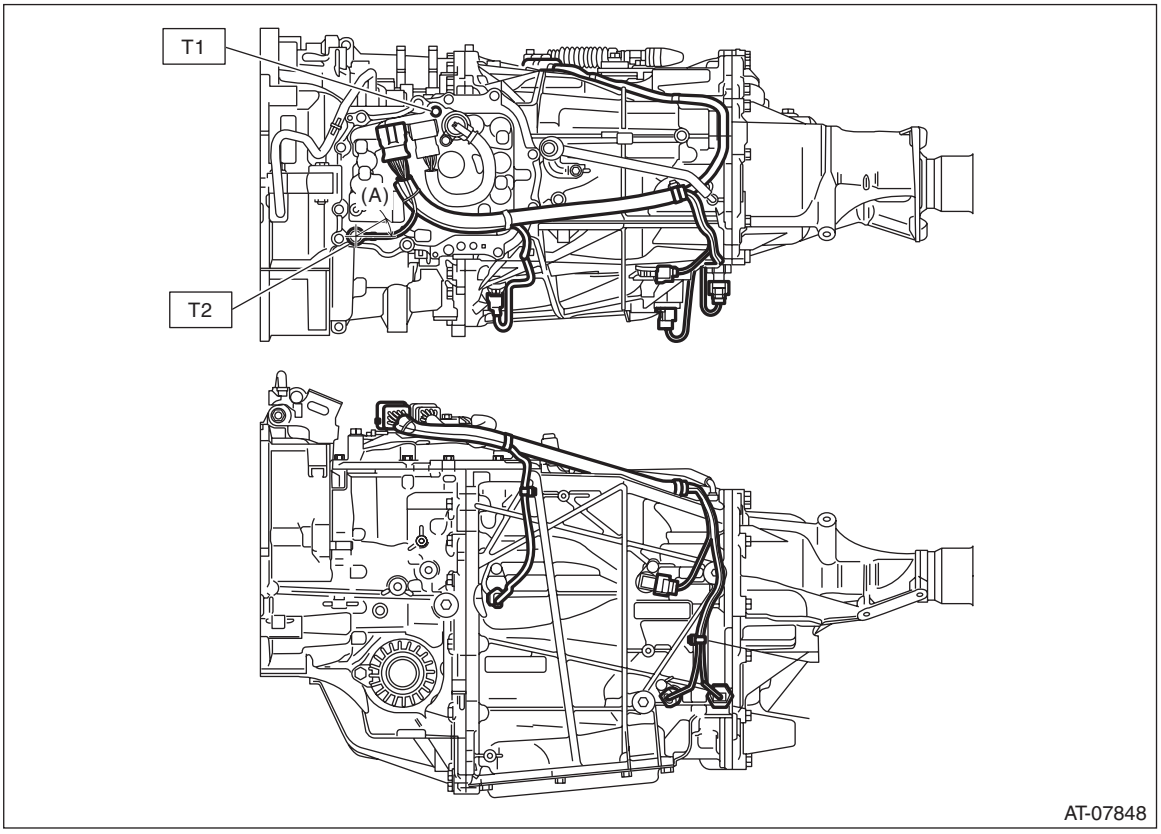
B: INSTALLATION

1. INHIBITOR HARNESS

Install in the reverse order of removal.

NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

Tightening torque:
T1: 7 N·m (0.7 kgf-m, 3.7 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



2. TRANSMISSION HARNESS

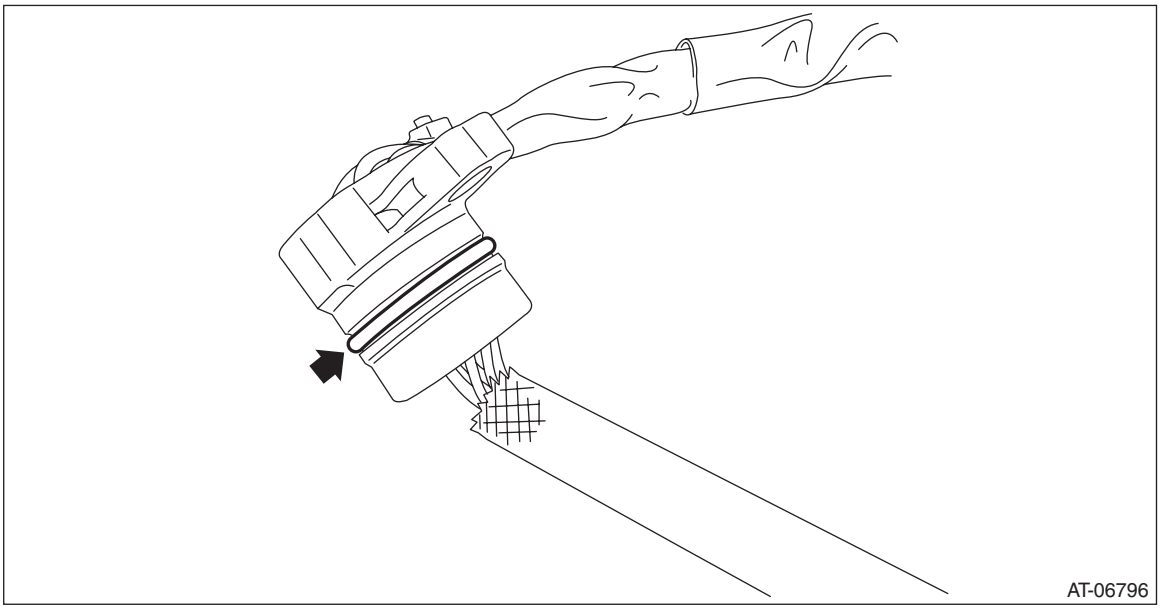
1) Clean the mating surface of valve cover and transmission side.

CAUTION:
When cleaning the mating surface of the transmission side, be careful not to allow any dust, foreign matter and used liquid gasket to enter the transmission.

2) Check the control valve body for dust and other foreign matter.

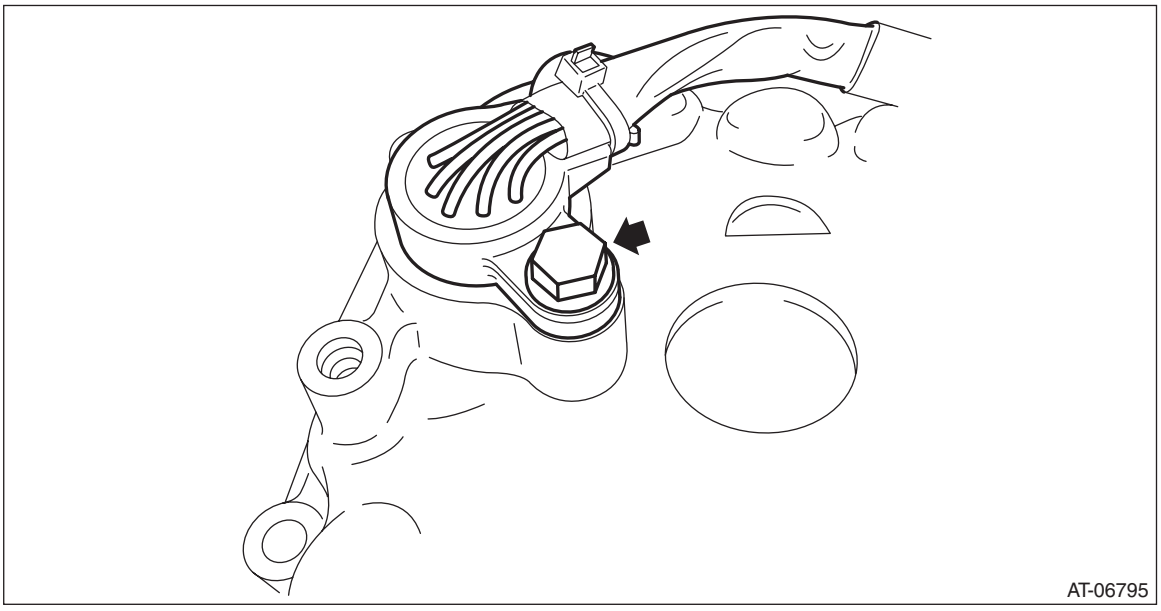
3) Install the O-ring to the transmission harness.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



4) Install the transmission harness to the valve cover.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)

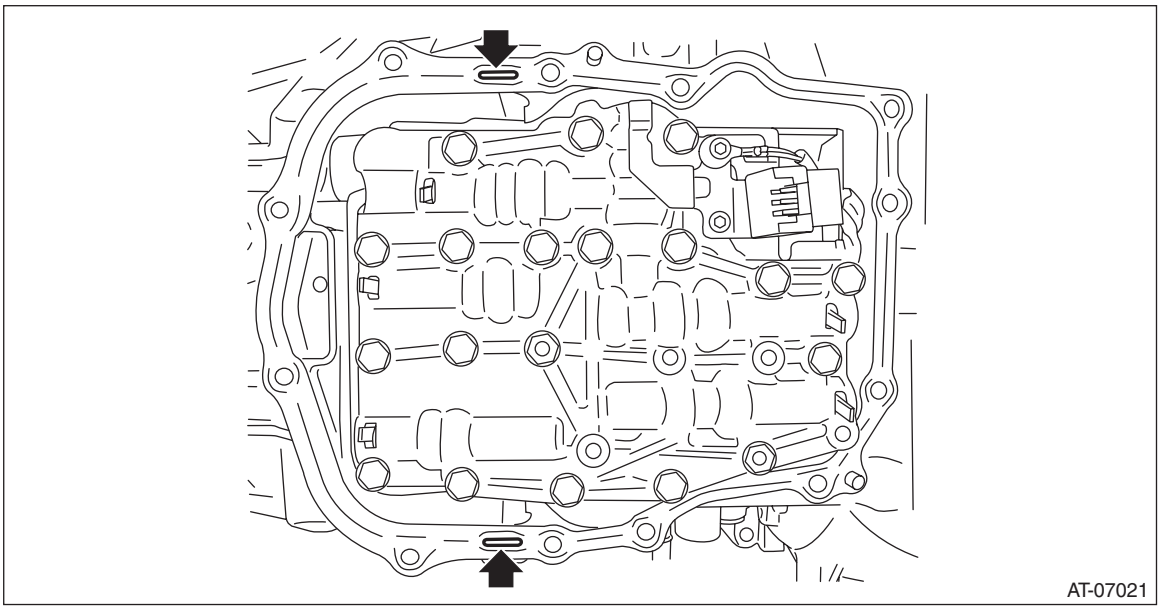


5) Install the gasket to the transmission.

NOTE:
Use a new gasket.

6) Apply liquid gasket to the oval hole of gasket.

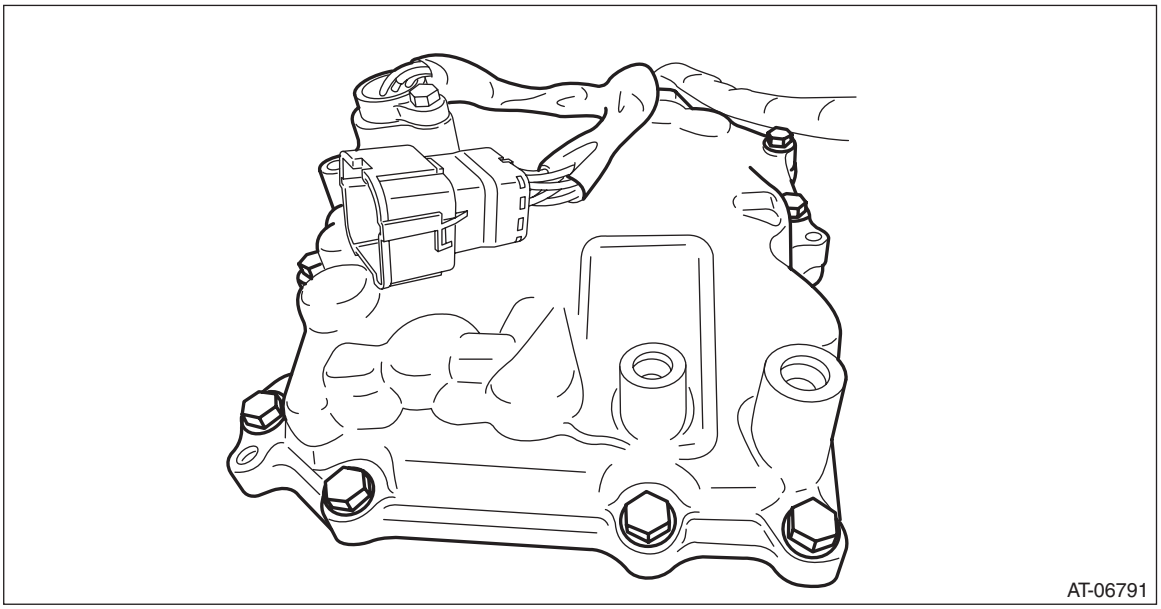
Liquid gasket:
THREE BOND 1215B or equivalent



7) Connect the transmission harness connector to the control valve body, and install the valve cover.

CAUTION:
Be careful not to catch the sheet of the ST.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

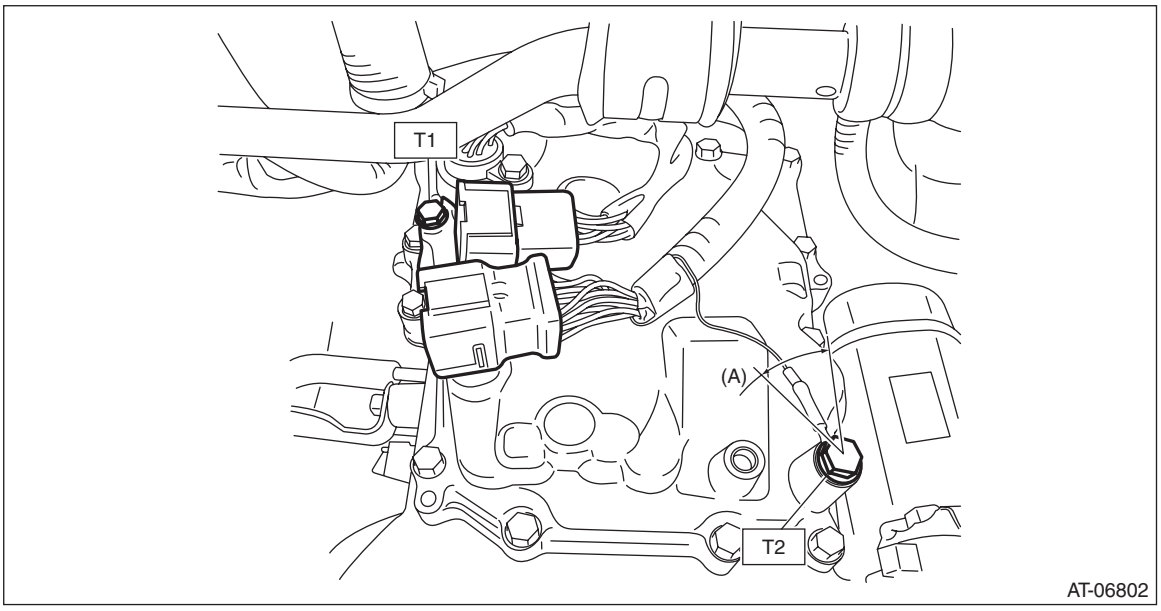


8) Remove the ST (SHEET SPECIAL TOOL).
9) Install the transmission harness connector to the harness stay.

10) Install the transmission harness stay and transmission ground terminal.

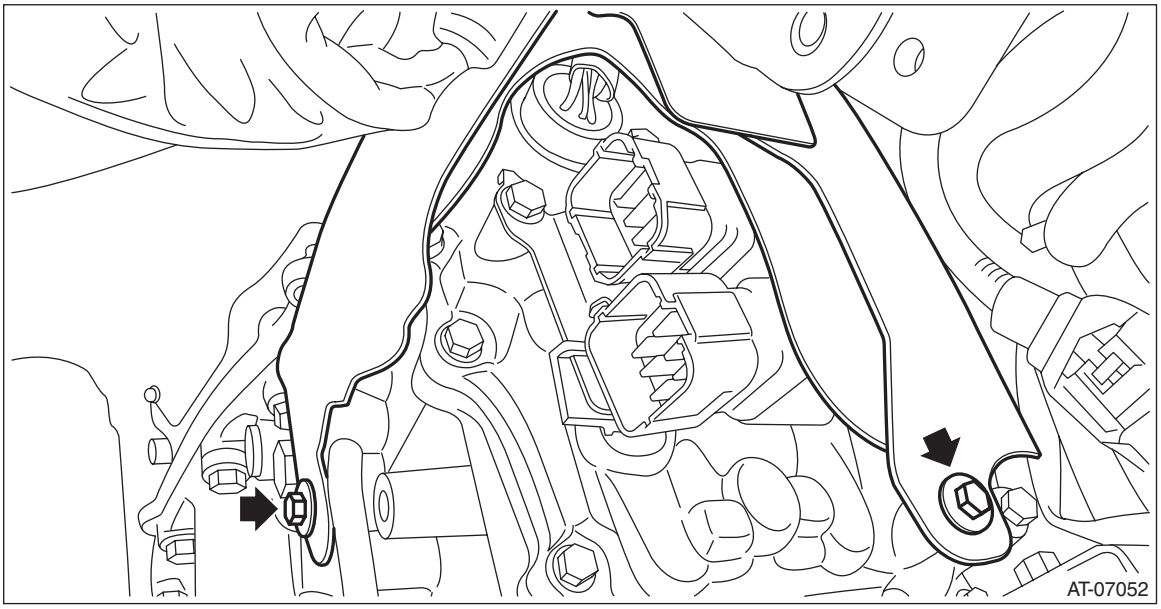
NOTE:
Install the transmission ground terminal in the direction within the range of approx. 30° (A).

Tightening torque:
T1: 7 N·m (0.7 kgf-m, 5.2 ft-lb)
T2: 14 N·m (1.4 kgf-m, 10.3 ft-lb)



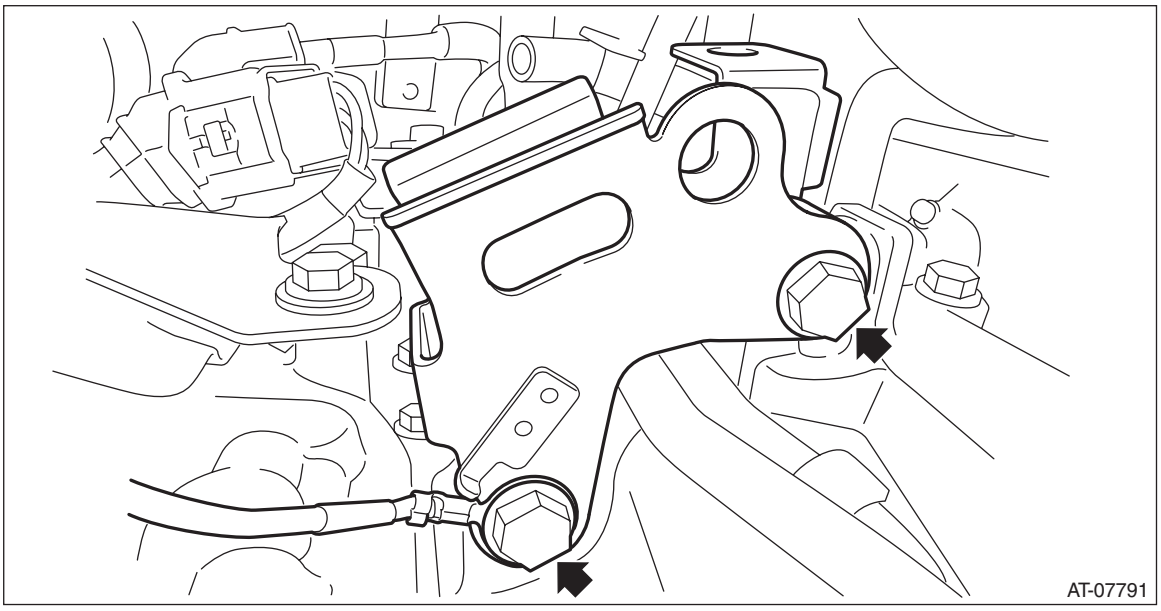
11) Install the transmission case cover.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



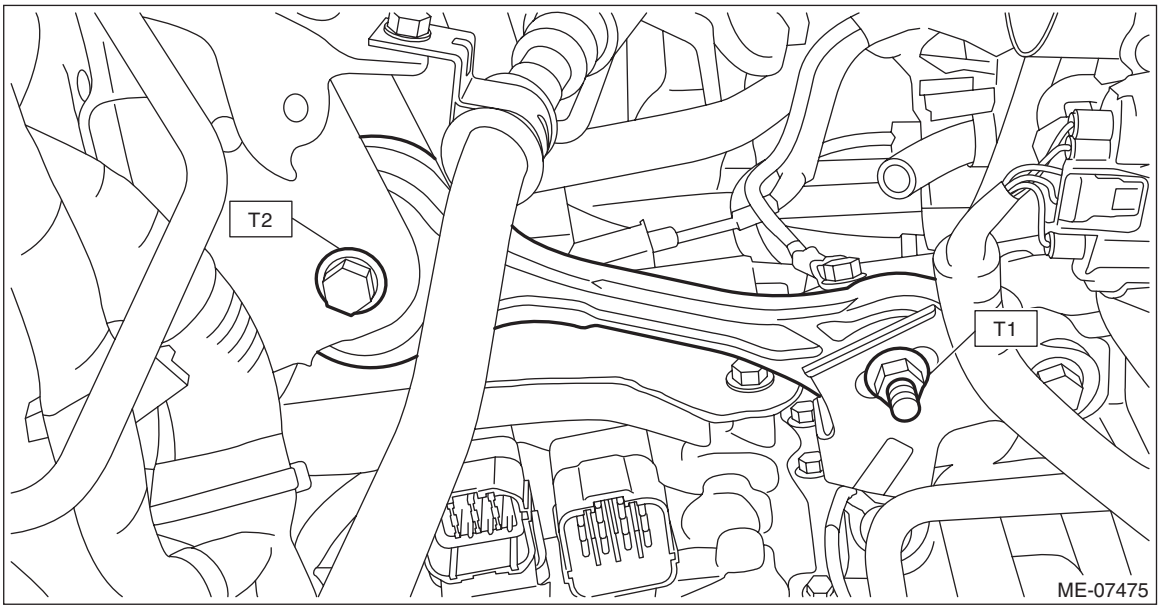
12) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)



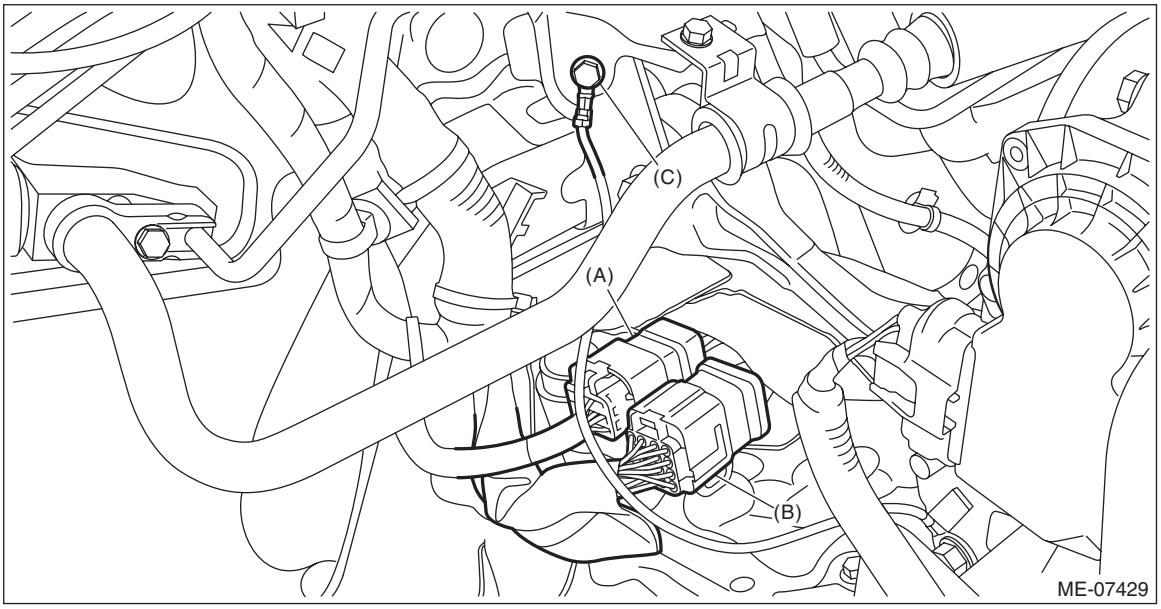
13) Install the air breather hose to the pitching stopper bracket.
14) Install the pitching stopper.

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)



15) Connect the following harness connectors.
- Transmission harness connectors
- Inhibitor harness connector
- Transmission radio ground terminal

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



(A) Transmission harness connectors
(B) Inhibitor harness connector
(C) Transmission radio ground terminal

16) Install the air intake boot assembly.<Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
17) Adjust the CVTF level.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

C: INSPECTION

1) Visually check the harness and connector for damage or crack.
2) Check the harness terminal for rust, disconnection or poor contact.
3) Check the continuity between harness terminals.

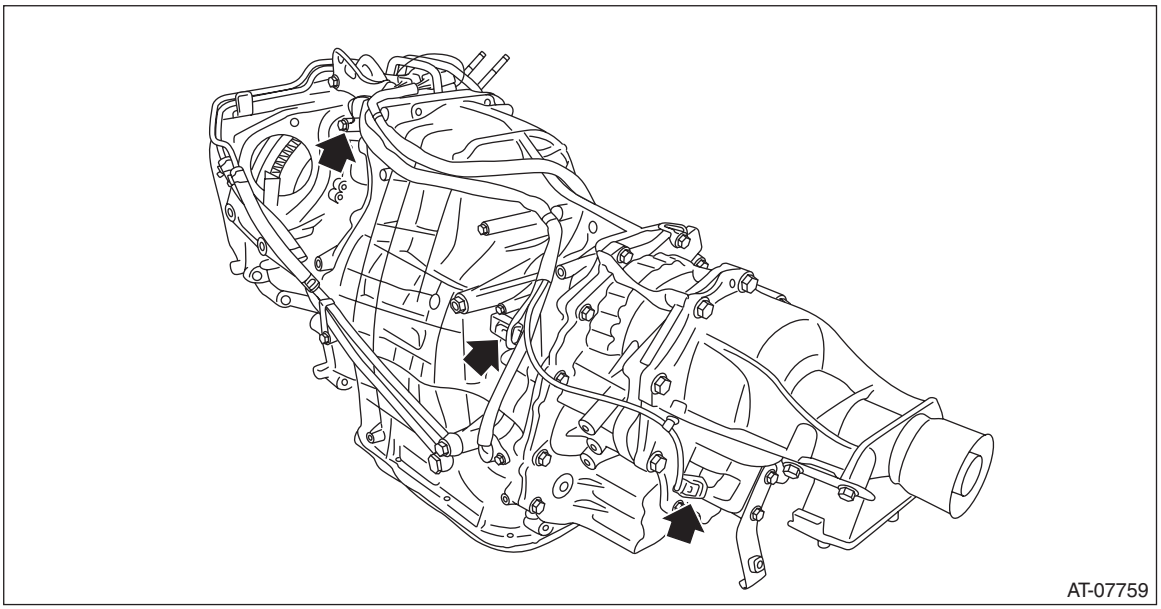
NOTE:
For details of transmission harness circuit, refer to wiring diagram. <Ref. to WI-138, WIRING DIAGRAM, CVT Control System.>

Harness continuity standard
Less than 1 Ω

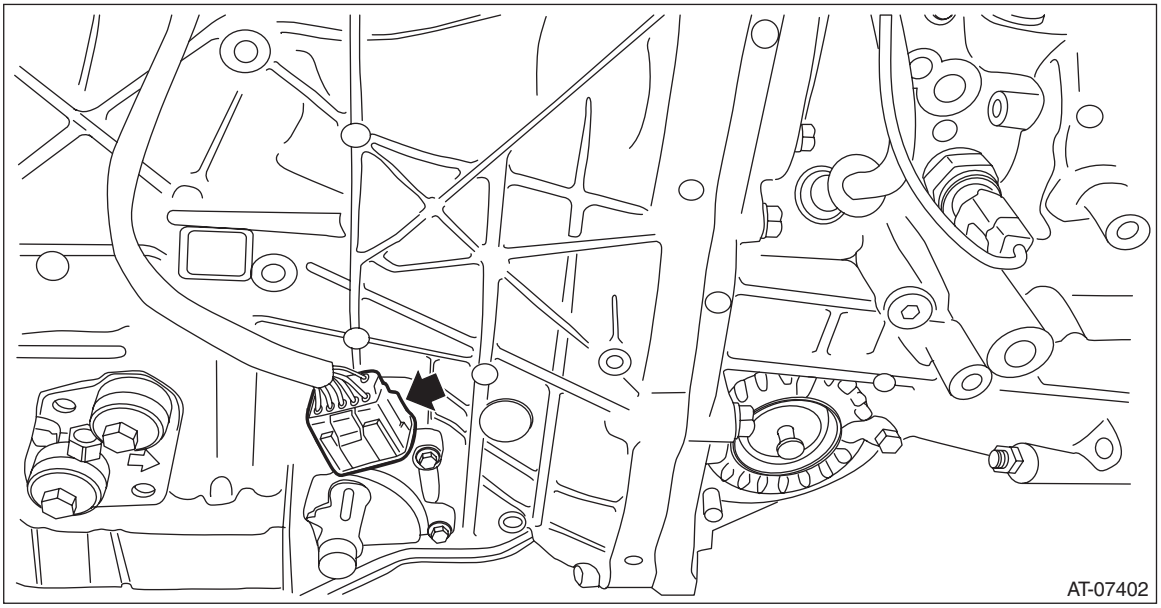
21.Transmission Harness

A: REMOVAL

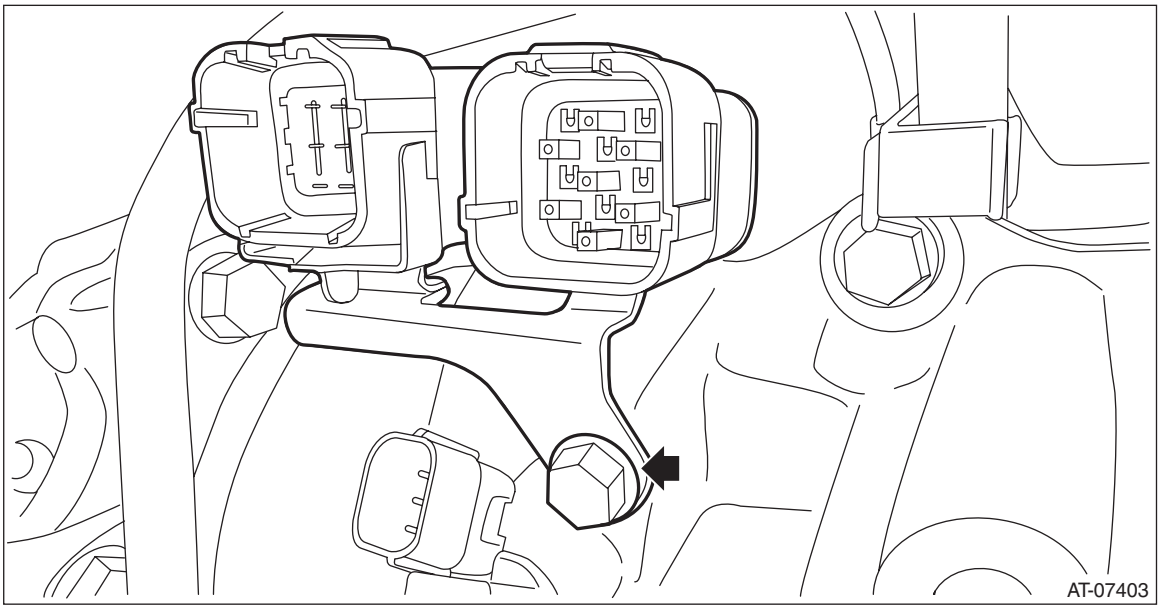
1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Prepare for overhaul. <Ref. to CVT(TR690)-137, Preparation for Overhaul.>
3) Remove the transmission harness ground terminal and remove the harness connectors from front wheel speed sensor and secondary speed sensor.



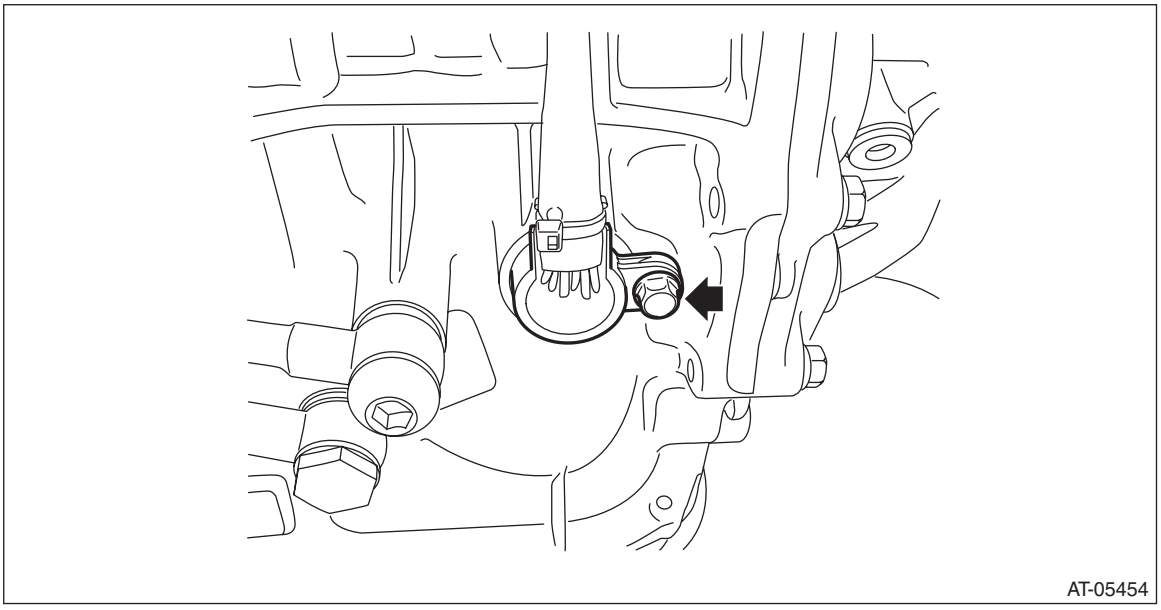
4) Remove the harness connectors from inhibitor switch, primary speed sensor and secondary pressure sensor.



5) Remove the transmission harness stay.



6) Remove transmission harness connector and inhibitor harness connector from harness stay.
7) Remove the control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
8) Remove the mounting bolt to pull out the bushing of transmission harness from transmission case round hole.



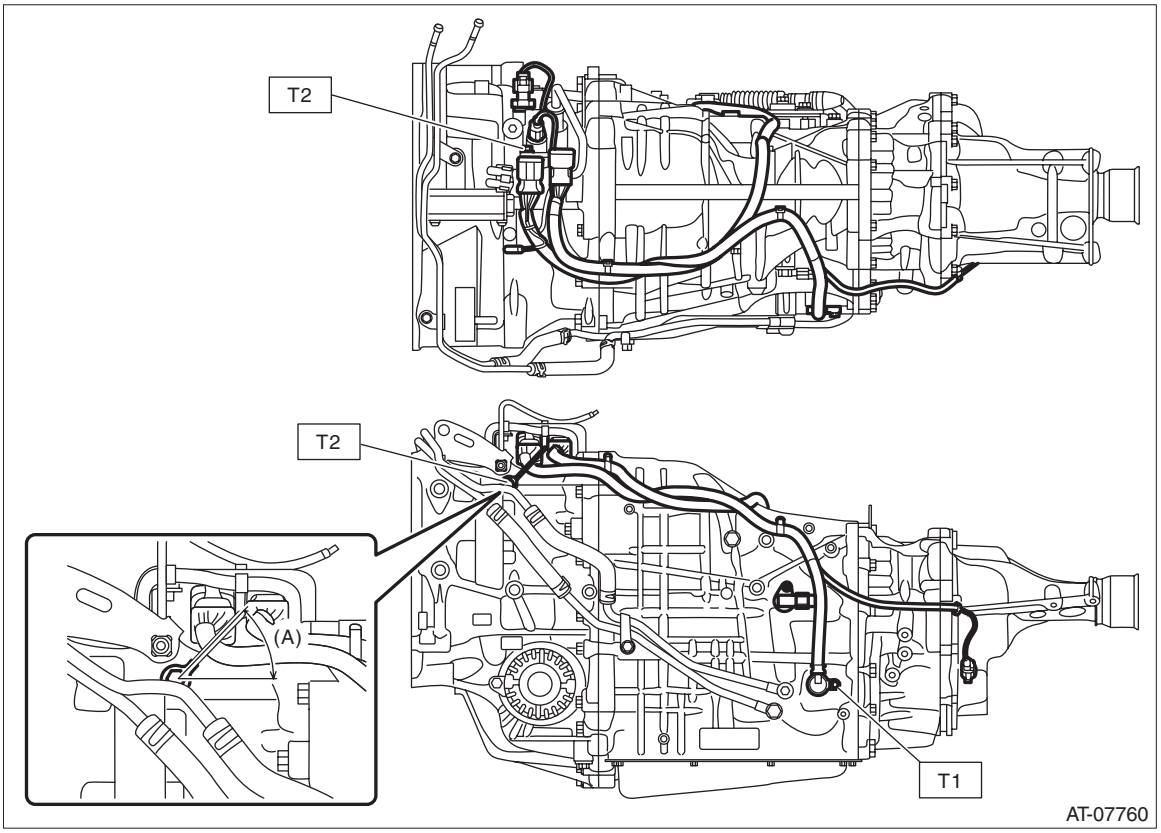
9) Remove the harness clip from transmission assembly.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:
- Use new O-rings.
- Do not impact or bend the transmission harness because it has the oil temperature sensor inside.
- Install the transmission ground terminal at an approximately 45° angle (A).

Tightening torque:
T1: 5 N·m (0.5 kgf-m, 3.7 ft-lb)
T2: 16 N·m (1.6 kgf-m, 11.8 ft-lb)



C: INSPECTION

1) Visually check the harness and connector for damage or crack.
2) Check the harness terminal for rust, disconnection or poor contact.
3) Check the continuity between harness terminals and oil temperature sensor.

NOTE:
Refer to WIRING SECTION for transmission harness terminal and oil temperature sensor terminal. <Ref. to WI-138, WIRING DIAGRAM, CVT Control System.>

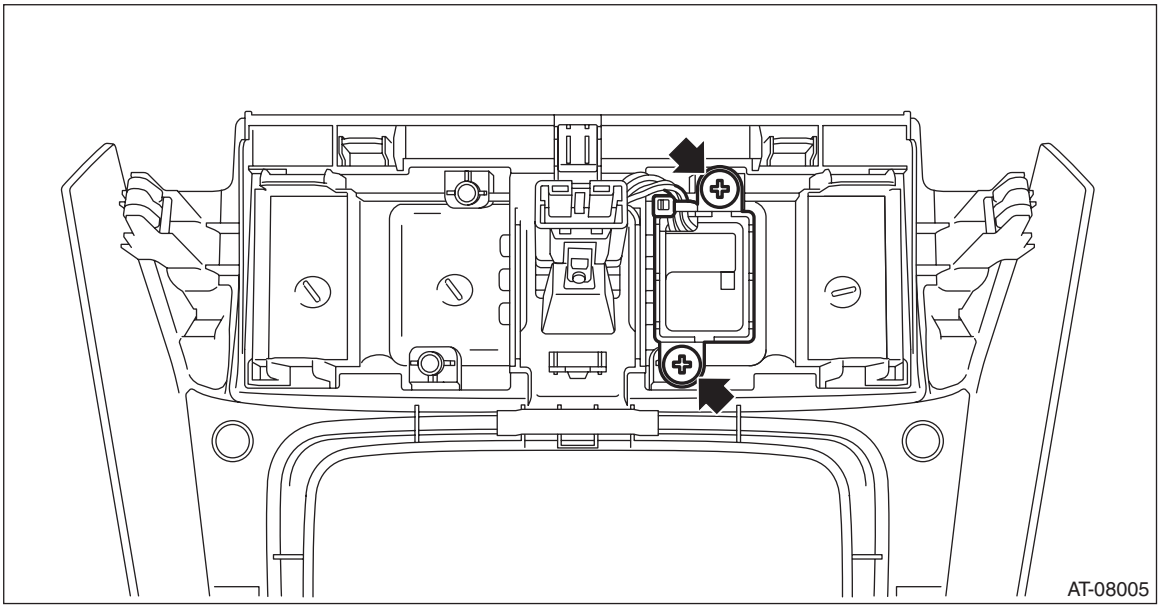
Harness continuity standard
Less than 1 Ω

Oil temperature sensor standard
Approx. 2.6 kΩ (at 20°C)

22.X MODE Switch

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the cover - shift lever. <Ref. to EI-65, REMOVAL, Console Box.>
3) Remove the X MODE switch from the cover - shift lever.



4) Remove the X MODE switch connector from the cover - shift lever.

B: INSTALLATION

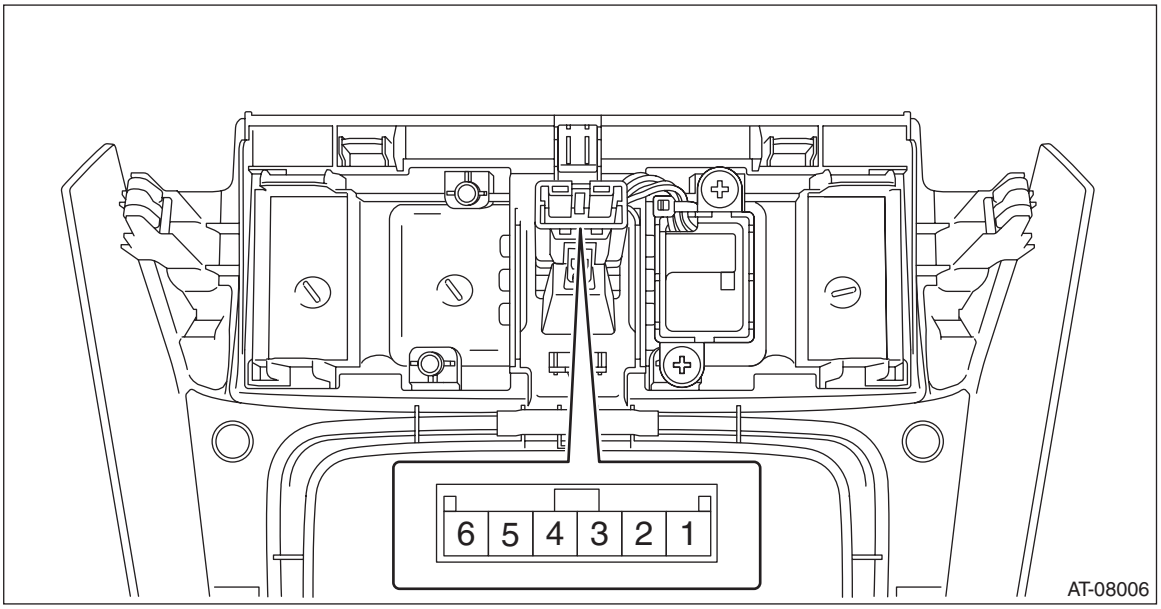
Install in the reverse order of removal.

C: INSPECTION

1. CHECK SWITCH UNIT

Measure the resistance between harness connector terminals of the X MODE switch.

	Terminal No.	Standard
OFF (when measured without operating the switch)	No. 4 — No. 5	1 MΩ or more
ON (when measured with the switch held down)		Less than 1 Ω



2. CHECK X MODE SYSTEM

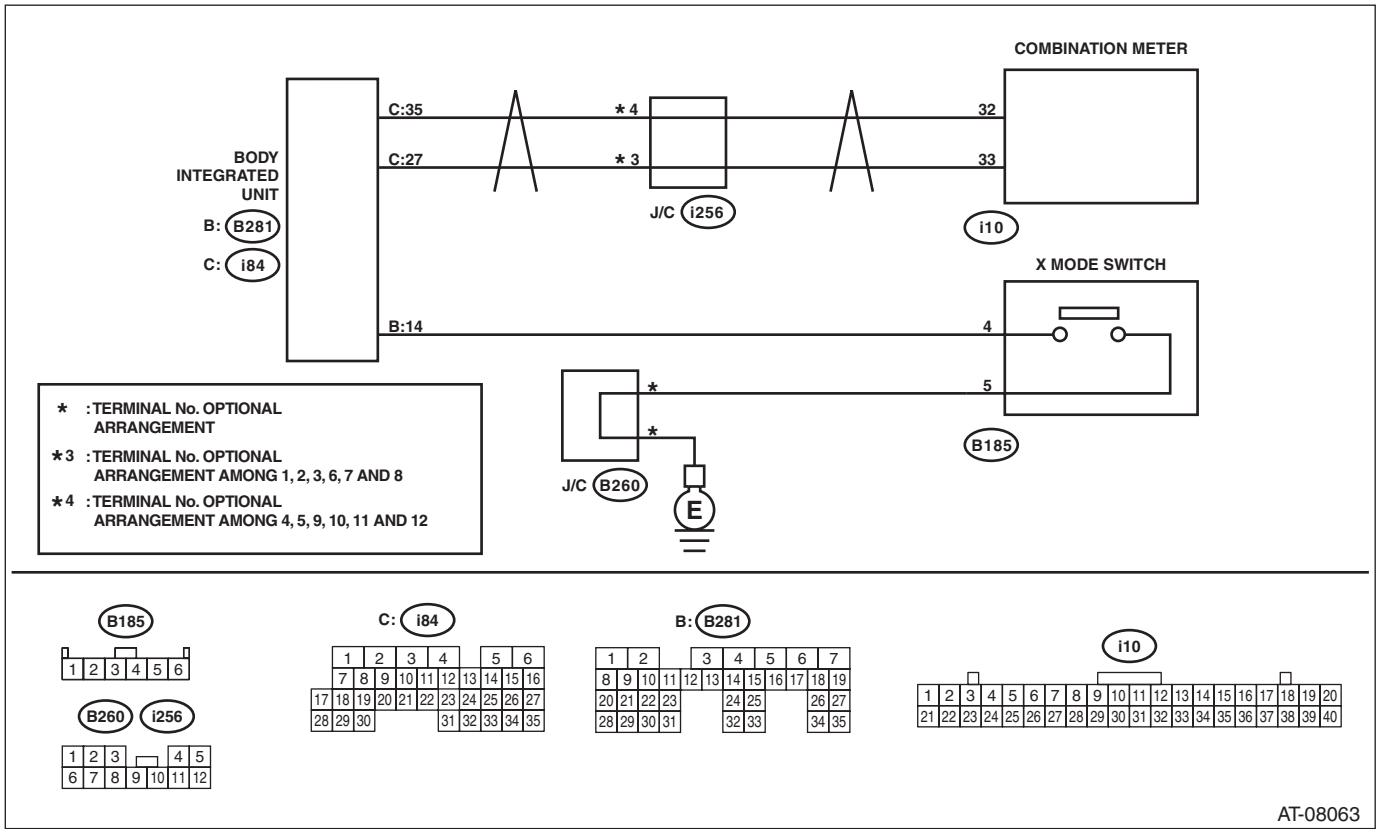
DIAGNOSIS:
It does not switch to X MODE.

CAUTION:
Note that the system performs the following controls when switching to X MODE.
1. When turning the engine OFF and then ON again, it switches to I (intelligent) mode although in the mode prior to engine OFF.
2. Switches to S (Sport) when the malfunction indicator light illuminates while the engine is running. In this case, switching to S# (Sport Sharp), I (Intelligent) or X is not available.
3. If there is a possible engine coolant or engine oil temperature overheat condition, it will not be possible to switch to X MODE. Switches to S (Sport) while driving in X MODE.
4. If the ignition switch is in ON position before starting engine, switching to X MODE is not available.

3. PRESSING X MODE SWITCH DOES NOT CHANGE THE X MODE DISPLAY IN THE COMBINATION METER AND MODE DOES NOT SWITCH TO X MODE

WIRING DIAGRAM:

<Ref. to WI-138, WIRING DIAGRAM, CVT Control System.>



Step		Check	Yes	No
1	**CHECK X MODE SWITCH.** 1) Turn the ignition switch to OFF. 2) Disconnect the connector from body integrated unit. 3) Measure the resistance when the X MODE switch is operated. ***Connector & terminal*** ***(B281) No. 14 — Chassis ground:***	Does the resistance change as below? 1 MΩ or more → less than 10 Ω	Go to step **5**.	Go to step **2**.
2	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND X MODE SWITCH CONNECTOR.** Measure the resistance of harness between the body integrated unit connector and X MODE switch connector. ***Connector & terminal*** ***(B281) No. 14 — (B185) No. 4:***	Is the resistance less than 10 Ω?	Go to step **3**.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between the body integrated unit connector and X MODE switch connector • Poor contact of connector

	Step	Check	Yes	No
3	**CHECK HARNESS BETWEEN BODY INTEGRATED UNIT AND X MODE SWITCH CONNECTOR.** Measure the resistance of harness between X MODE switch connector and chassis ground. ***Connector & terminal*** ***(B185) No. 4 — Chassis ground:***	Is the resistance 1 MΩ or more?	Go to step **4**.	Repair the ground short circuit of harness between body integrated unit and X MODE switch connector.
4	**CHECK HARNESS BETWEEN X MODE SWITCH CONNECTOR AND CHASSIS GROUND.** Measure the resistance between body integrated unit connector and chassis ground. ***Connector & terminal*** ***(B185) No. 5 — Chassis ground:***	Is the resistance less than 10 Ω?	Repair the poor contact of X MODE switch connector. Replace the X MODE switch if faulty. <Ref. to CVT(TR580)-137, X MODE Switch.> <Ref. to CVT(TR690)-123, X MODE Switch.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between X MODE switch connector and chassis ground • Poor contact of joint connector
5	**RECHECK FAULT.** 1) Connect all connectors. 2) Switch to X MODE.	Is there any fault?	Repair poor contact in the body integrated unit connector. Replace the meter case assembly if defective.	The circuit has returned to a normal condition at this time. Reproduce the failure, and then perform the diagnosis again. NOTE: In this case, temporary poor contact of connector, temporary open or short circuit of harness may be the cause.

4. WHEN SWITCHED TO X MODE, “S”, “I”, “S#” OR “X” MODE DISPLAY IN COMBINATION METER FLASHES IN APPROX. 5 SECONDS

	Step	Check	Yes	No
1	**CHECK DTC.**	Is DTC displayed?	Check the appropriate DTC using the “List of Diagnostic Trouble Code (DTC)” concerning the respective units.	Go to step **2**.
2	**CHECK COMBINATION METER AND CLOCK DISPLAY.** Check for abnormal displays other than “S”, “I”, “S#” or “X” flashing. Examples: • Malfunction indicator light illuminates. • Fuel economy display area is not ON. NOTE: The system enters into fail mode with ignition ON and engine OFF.	Is there an abnormal display other than “S”, “I”, “S#” or “X” flashing?	For the diagnostic procedure, refer to LAN section.<Ref. to LAN(diag)-2, Basic Diagnostic Procedure.>	Go to step **3**.
3	**CHECK ECM AND COMBINATION METER.**	Is the part number of ECM and combination meter correct?	Replace the meter case assembly.<Ref. to IDI-18, Combination Meter.>	Replace ECM or meter case assembly with the one with the correct part number.<Ref. to FU(H4DOTC)-135, Engine Control Module (ECM).> <Ref. to FU(H4DO)-91, Engine Control Module (ECM).> <Ref. to IDI-18, Combination Meter.>

5. WHEN SWITCHED TO X MODE, “S”, “I”, “S#” OR “X” MODE DISPLAY IN COMBINATION METER FLASHES

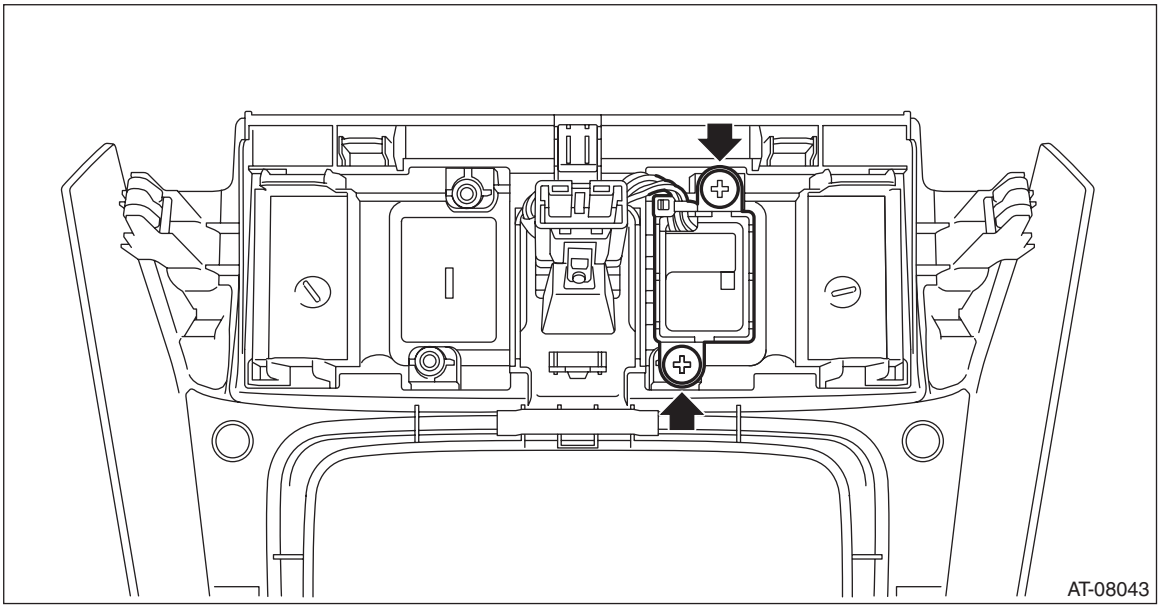
NOTE:
In this case, there may be a fault other than in X MODE system.

	Step	Check	Yes	No
1	**CHECK MALFUNCTION INDICATOR LIGHT.** 1) Start the engine. 2) Check if malfunction indicator light illuminates.	Does the malfunction indicator light illuminate?	Read the DTC using Subaru Select Monitor and check the indicated DTC. <Ref. to EN(H4DOTC)(diag)-44, Read Diagnostic Trouble Code (DTC).> <Ref. to EN(H4DO)(diag)-43, Read Diagnostic Trouble Code (DTC).>	Go to step **2**.
2	**CHECK COOLANT TEMPERATURE WARNING LIGHT.** 1) Turn the ignition switch to ON. 2) Check the coolant temperature warning light.	Does it indicate overheating?	Inspect for the cause of overheating and repair.	Go to step **3**.
3	**CHECK ENGINE OIL TEMPERATURE.** 1) Turn the ignition switch to ON. 2) Check the value of «Oil Temperature» using Subaru Select Monitor. NOTE: For detailed operation procedures, refer to “Current Data Display For Engine”. <Ref. to EN(H4DOTC)(diag)-37, Subaru Select Monitor.> <Ref. to EN(H4DO)(diag)-36, Subaru Select Monitor.>	Is the value of «Oil Temperature» 117°C (243°F) or more?	Inspect and repair the cause of engine oil temperature rise. NOTE: Ask the customer whether the vehicle has experienced a long drive in low gear or towing of heavy load. If not, drive the vehicle again after the engine oil temperature lowers, and check if the engine oil temperature rises.	Go to step **4**.
4	**CHECK COMBINATION METER INDICATION.** 1) Start the engine. 2) Switch to X MODE. 3) Check X MODE display in the combination meter.	Does “S”, “I”, “S#” or “X” display in the combination meter flash?	Replace the meter case assembly. <Ref. to IDI-18, Combination Meter.>	Perform test operation and check the malfunction indicator light, engine coolant temperature warning light, and engine oil temperature. If they are normal, finish the diagnosis.

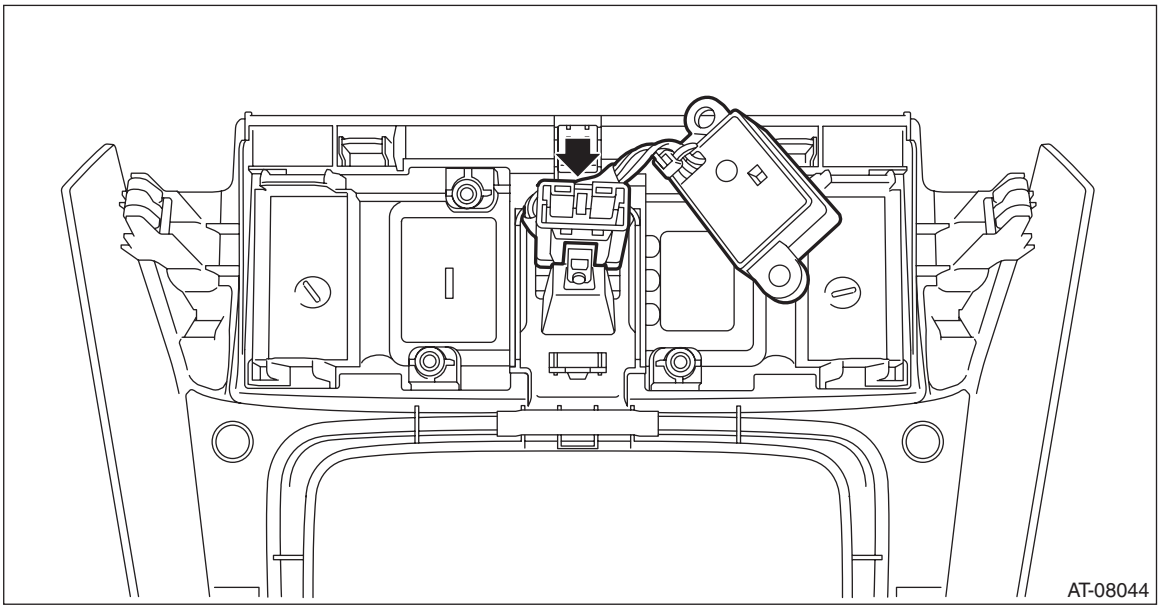
22.X MODE Switch

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the cover - shift lever. <Ref. to EI-65, REMOVAL, Console Box.>
3) Remove the screws which secure the X MODE switch from the cover - shift lever.



4) Disconnect the connector from the cover - shift lever and remove the X MODE switch.



B: INSTALLATION

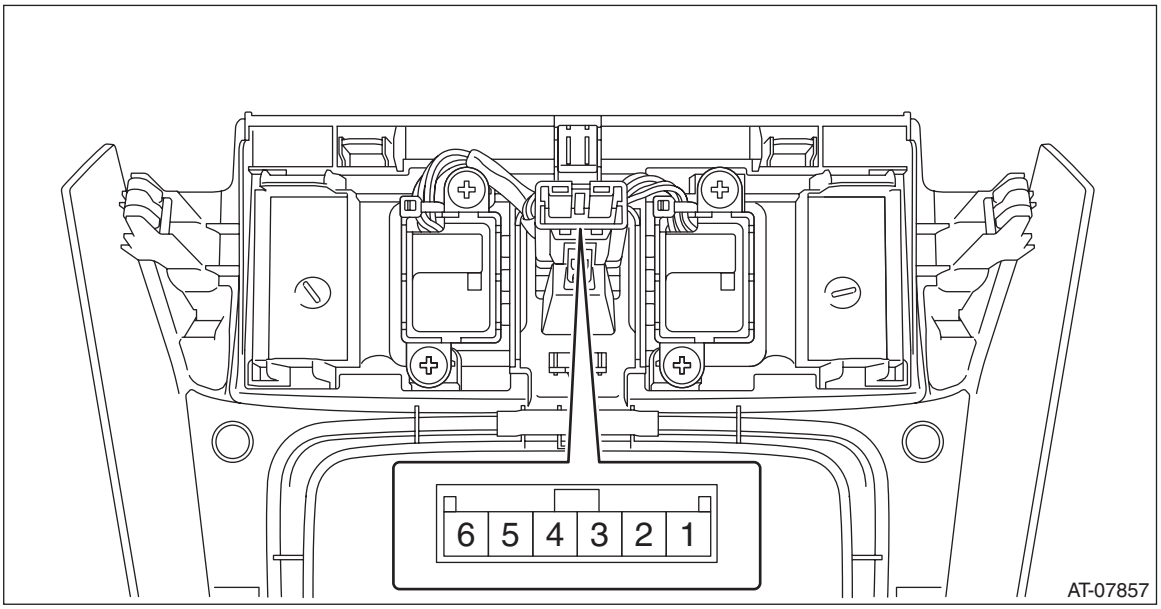
Install in the reverse order of removal.

C: INSPECTION

1. CHECK SWITCH UNIT

Measure the resistance between harness connector terminals of the X MODE switch.

	Terminal No.	Standard
OFF (when measured without operating the switch)	No. 4 — No. 5	1 MΩ or more
ON (when measured with the switch held down)		Less than 1 Ω



2. CHECK X MODE SYSTEM

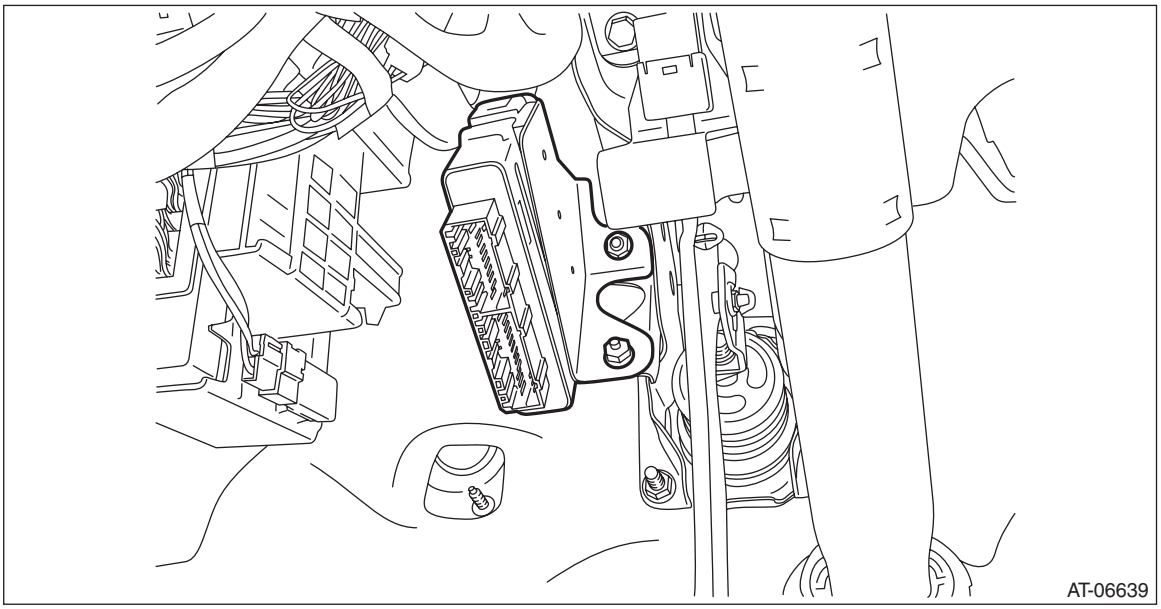
Refer to “CVT (TR580)” section for X MODE system inspection. <Ref. to CVT(TR580)-138, CHECK X MODE SYSTEM, INSPECTION, X MODE Switch.>

23.Transmission Control Module (TCM)

A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the bulkhead harness connector from TCM.
3) Remove the TCM.

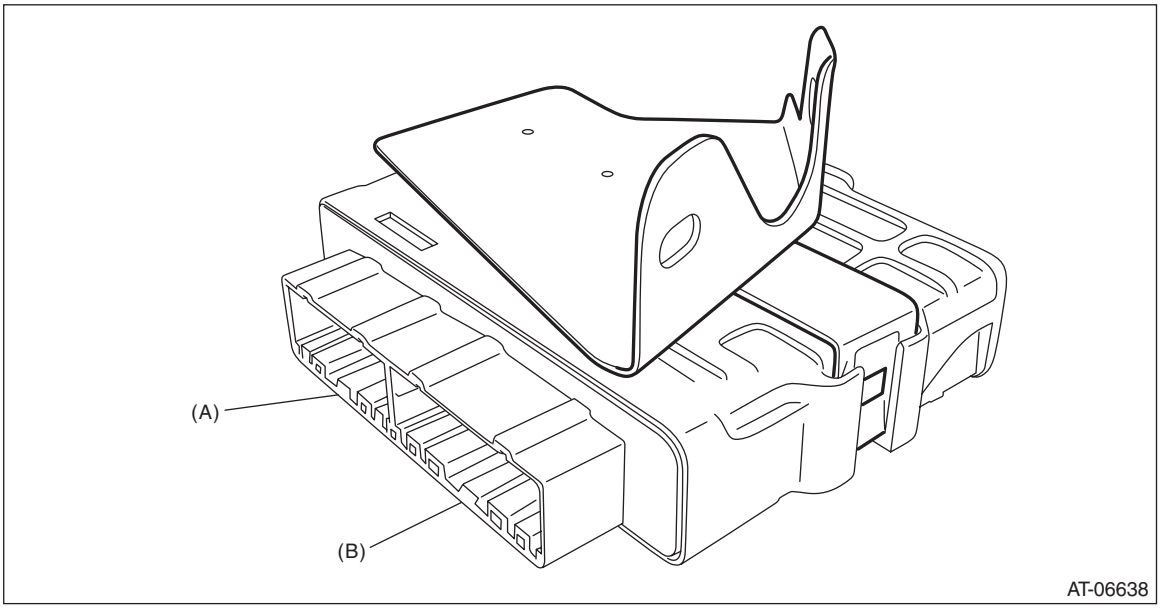
NOTE:
Replace the TCM and bracket as a set.



B: INSTALLATION

1) Install the TCM to the bracket.

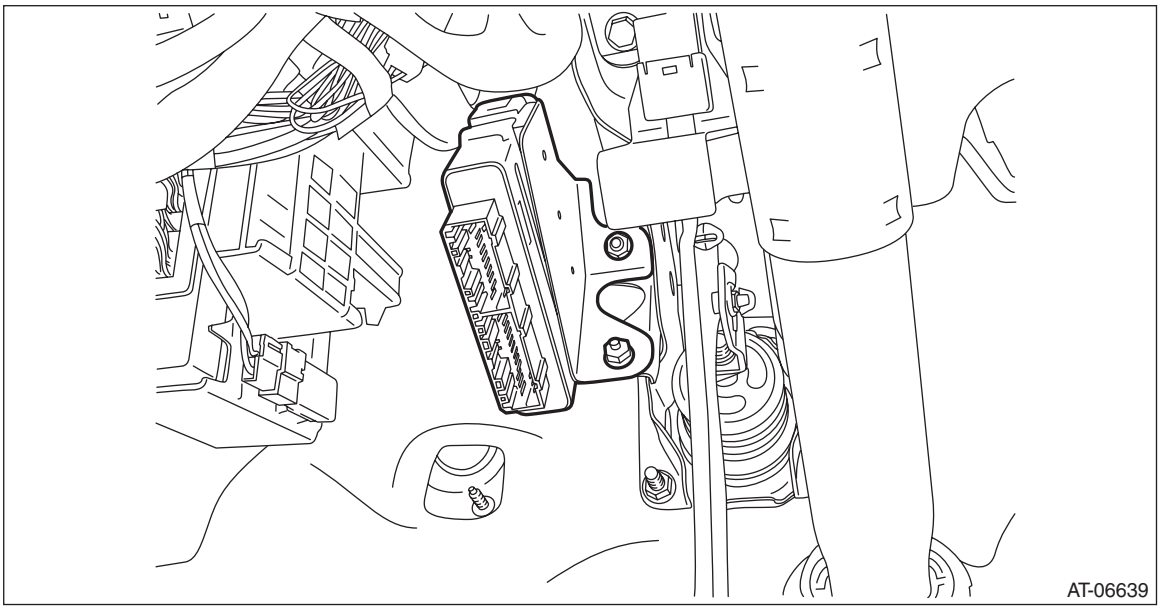
CAUTION:
To avoid the damage to bracket and TCM, do not remove after installing TCM to bracket. If installed by mistake, the part must be replaced with a new part.



(A) 22-pin connector side
(B) 26-pin connector side

2) Install the TCM.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

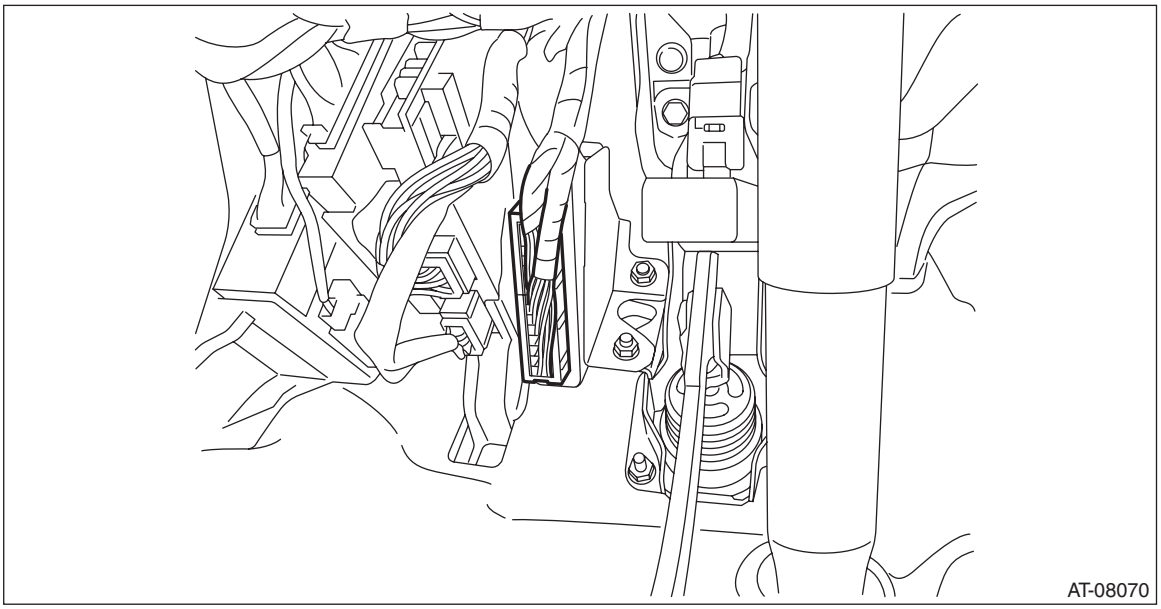


3) Install the harness connector to TCM.
4) Connect the battery ground terminal.
5) Perform the operation of AT learning mode. <Ref. to CVT(diag)-30, Learning Control.>

23.Transmission Control Module (TCM)

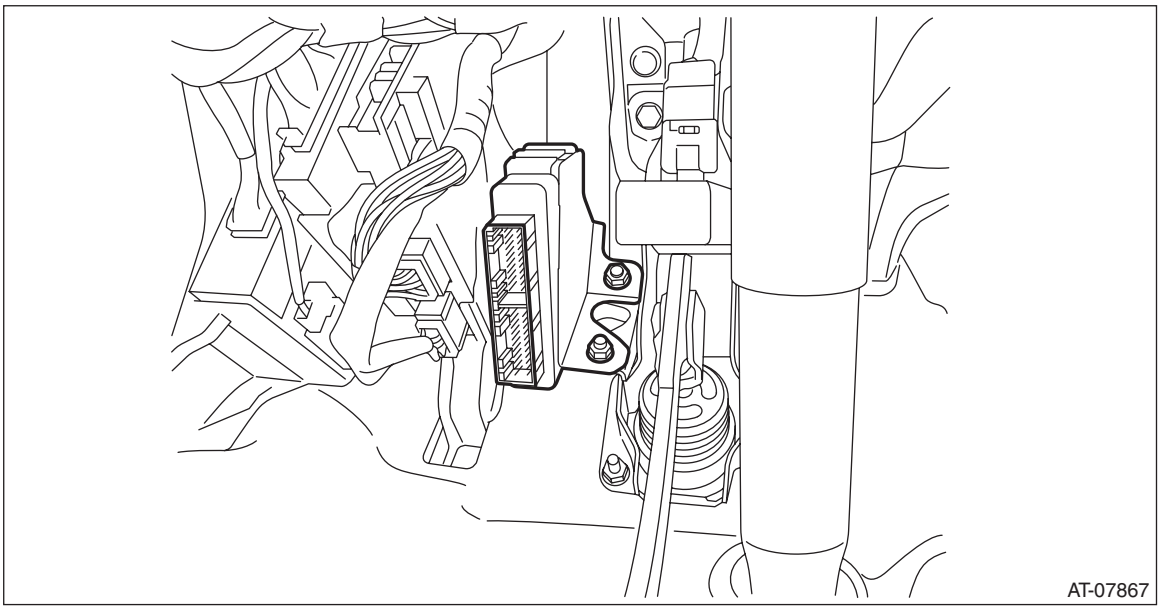
A: REMOVAL

1) Disconnect the ground cable from battery.
2) Remove the bulkhead harness connector from TCM.



3) Remove the TCM.

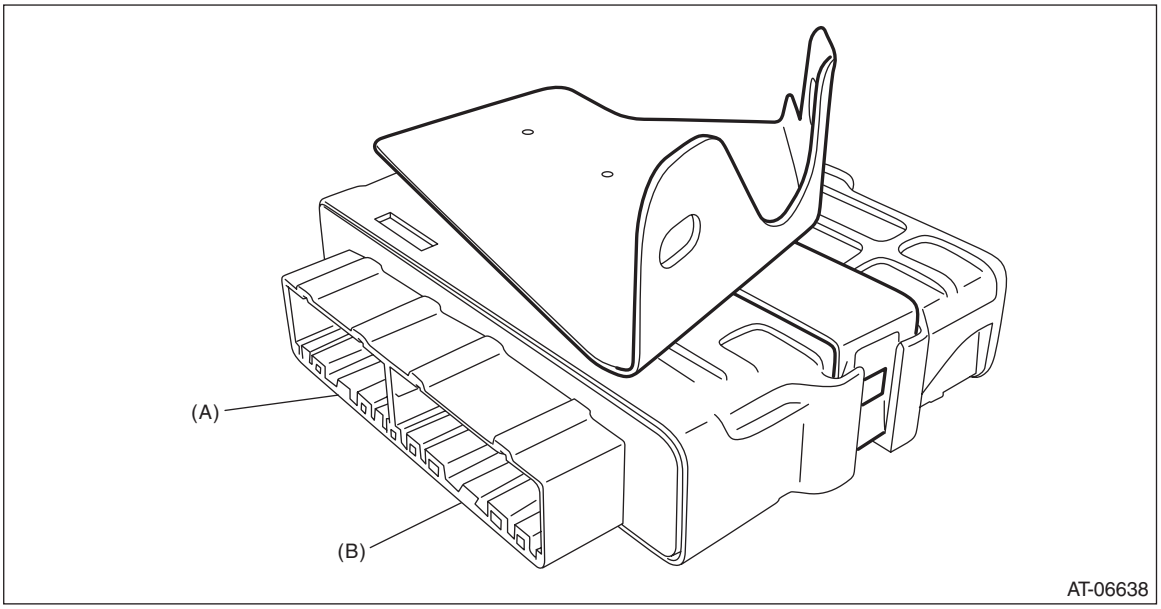
NOTE:
Replace the TCM and bracket as a set.



B: INSTALLATION

1) Install the TCM to the bracket.

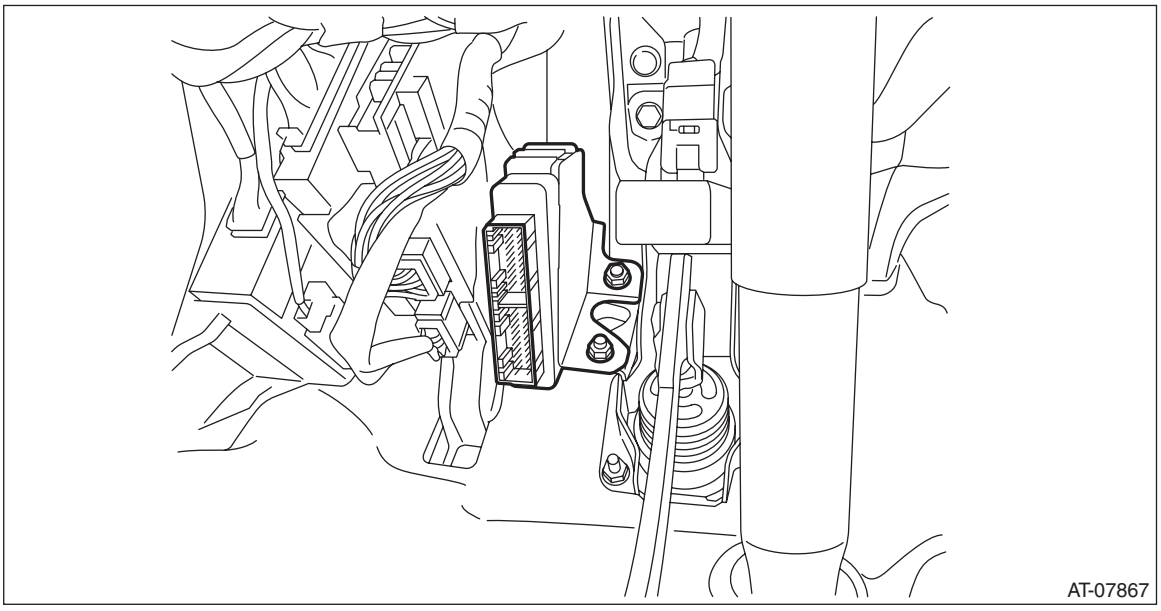
CAUTION:
To avoid the damage to bracket and TCM, do not remove after installing TCM to bracket. If installed by mistake, the part must be replaced with a new part.



(A) 22-pin connector side
(B) 26-pin connector side

2) Install the TCM.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)



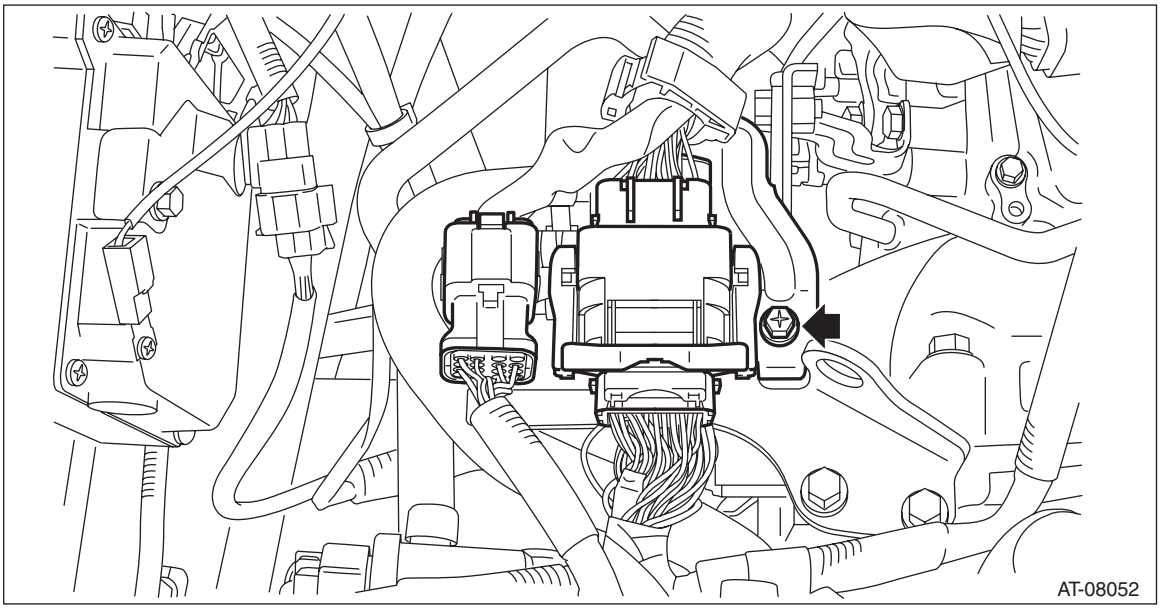
3) Install the harness connector to TCM.
4) Perform AT learning mode. <Ref. to CVT(diag)-30, Learning Control.>

24.CVTF Cooler (With Warmer Function)

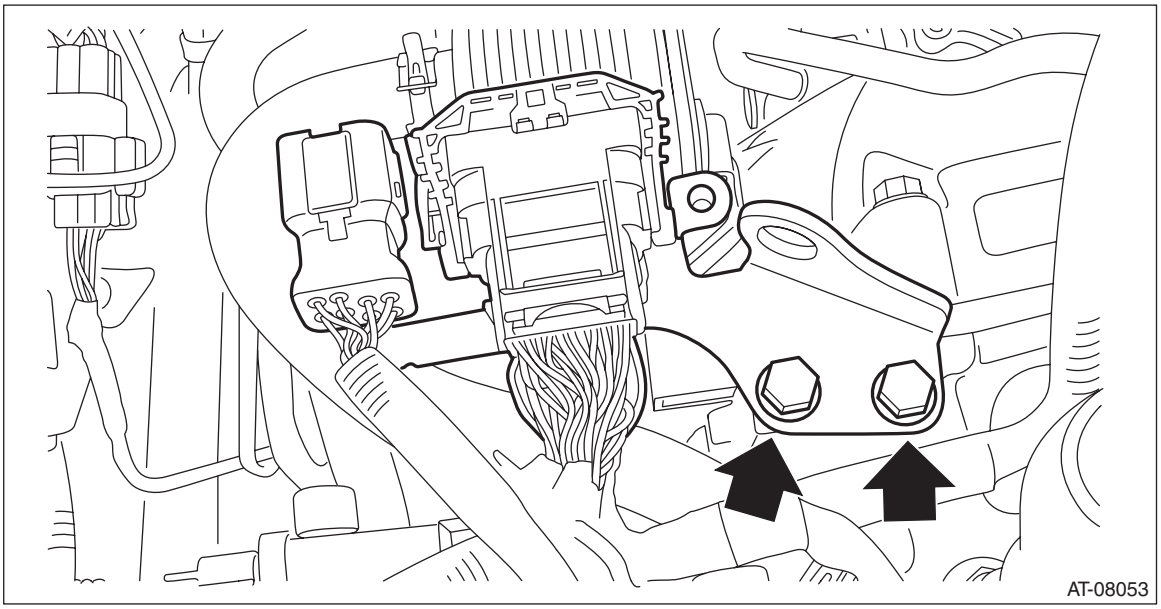
A: REMOVAL

CAUTION:
If the CVTF and engine coolant is spilt over exhaust pipe, wipe it off with cloth to avoid emitting smoke or causing a fire.

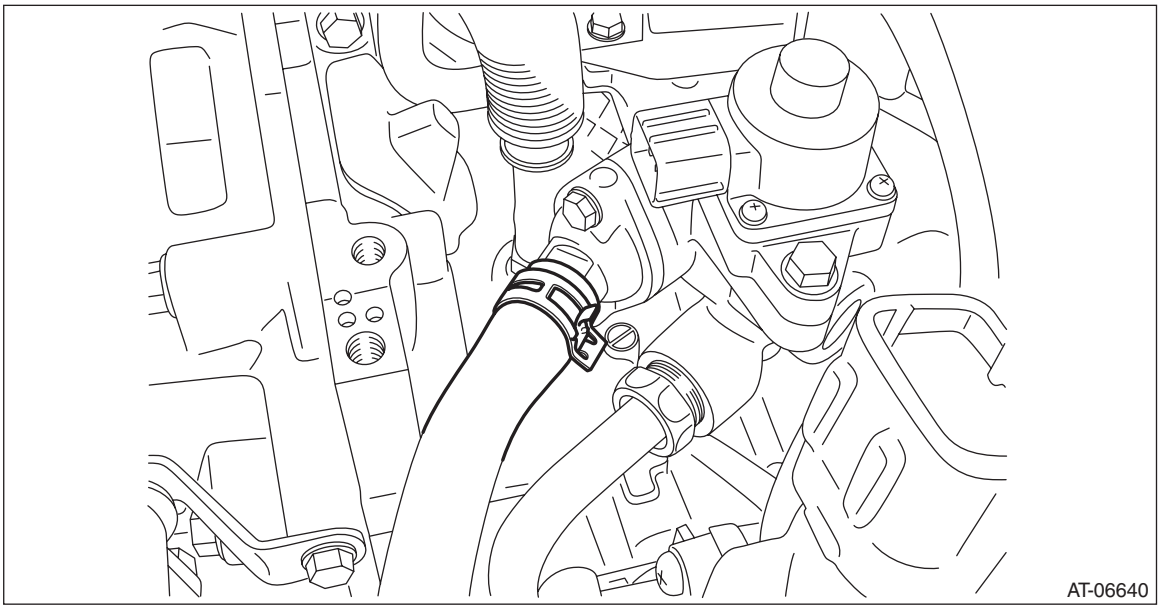
1) Disconnect the ground cable from battery.
2) Drain engine coolant.<Ref. to CO(H4DO)-14, REPLACEMENT, Engine Coolant.>
3) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
4) Remove the harness bracket, and then remove the engine harness connector.



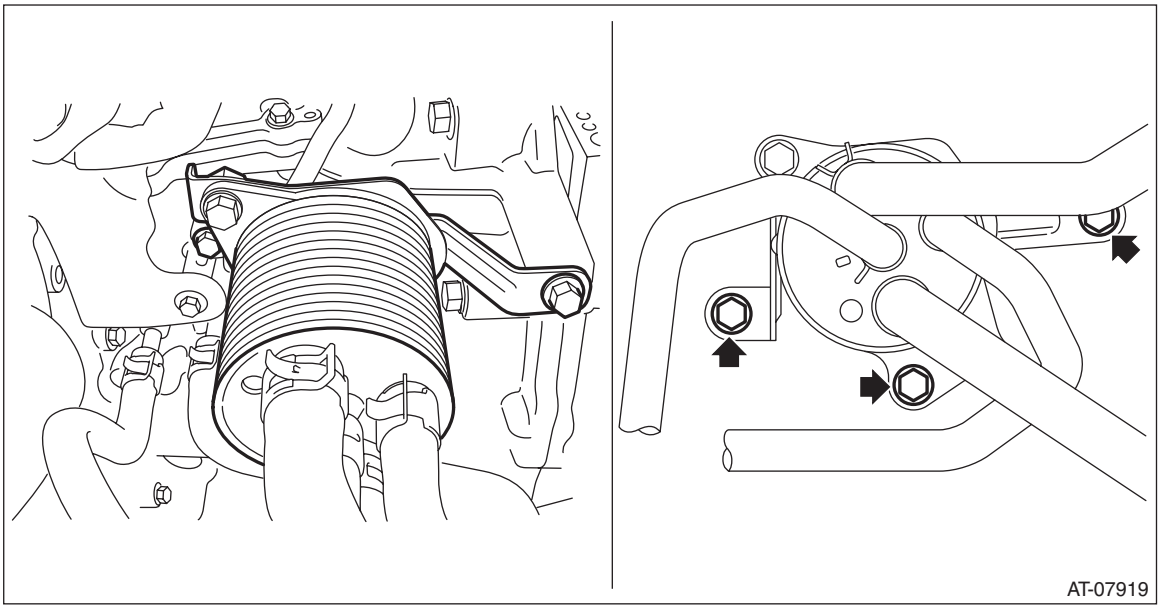
5) Disconnect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
6) Remove the engine rear hanger.



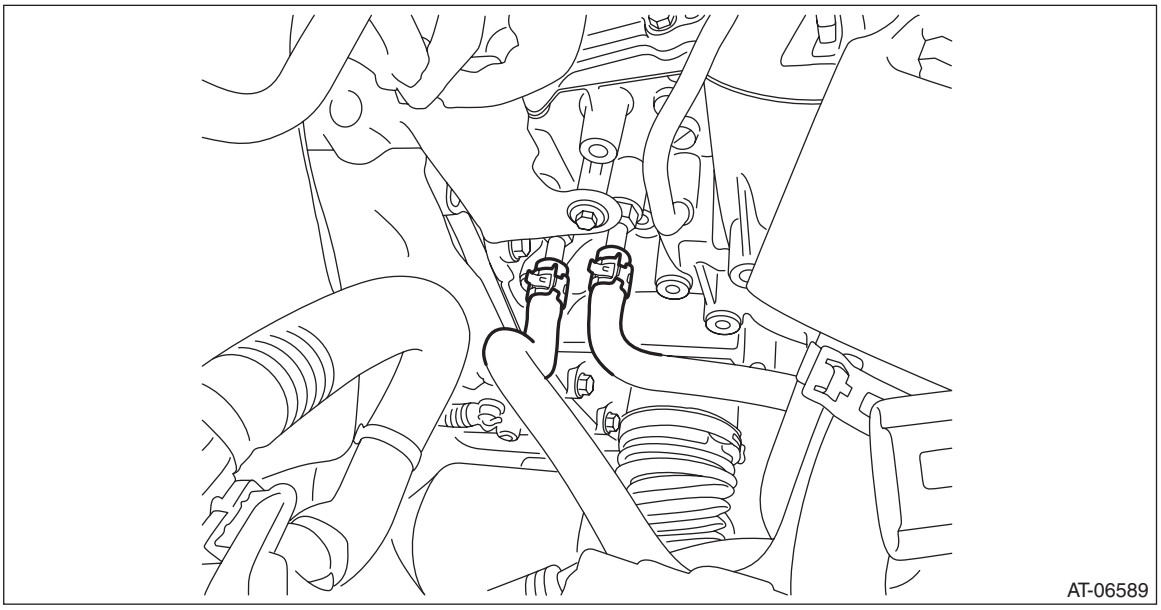
7) Disconnect the engine coolant outlet hose.



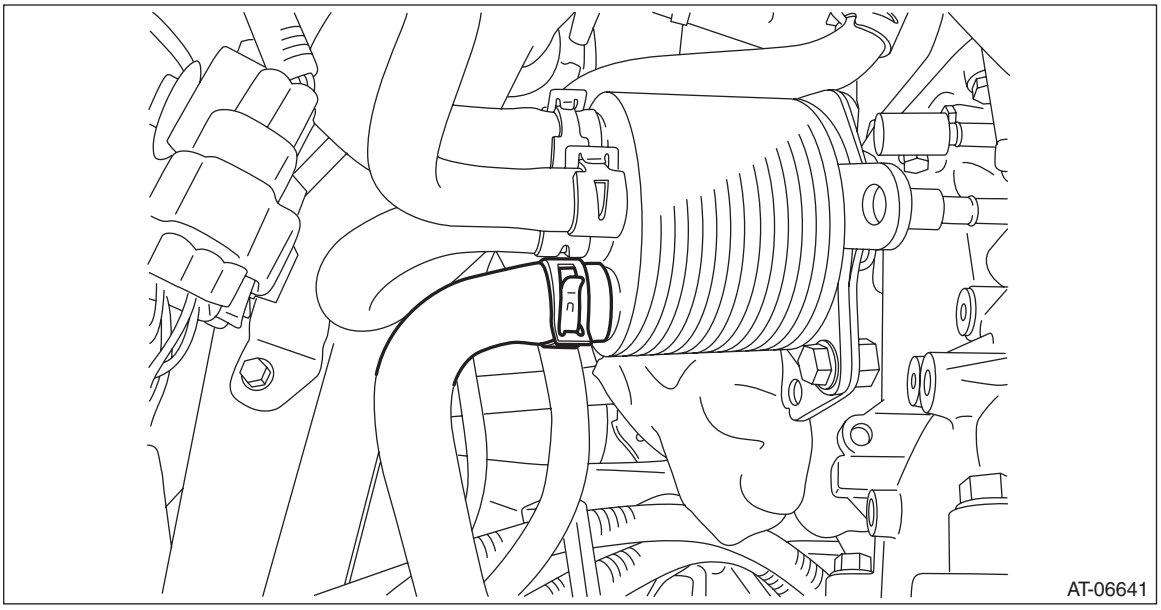
8) Remove the CVTF cooler (with warmer feature) from the transmission.



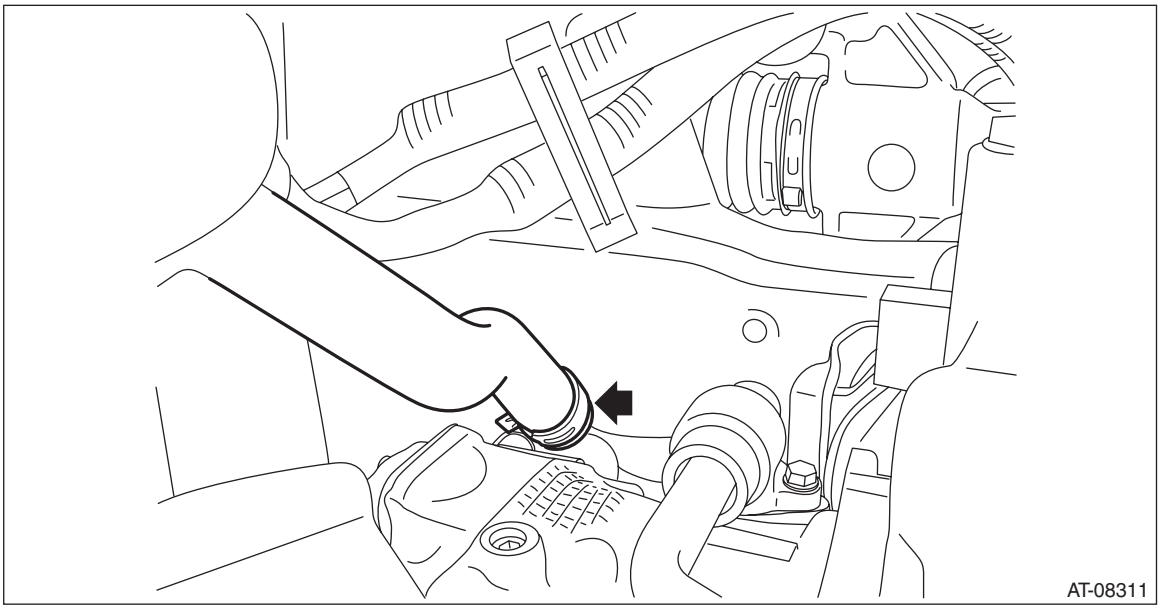
9) Remove the CVTF inlet hose and outlet hose from the pipe on the transmission side.



10) Disconnect the engine coolant inlet hose from the CVTF cooler (with warmer feature) assembly.



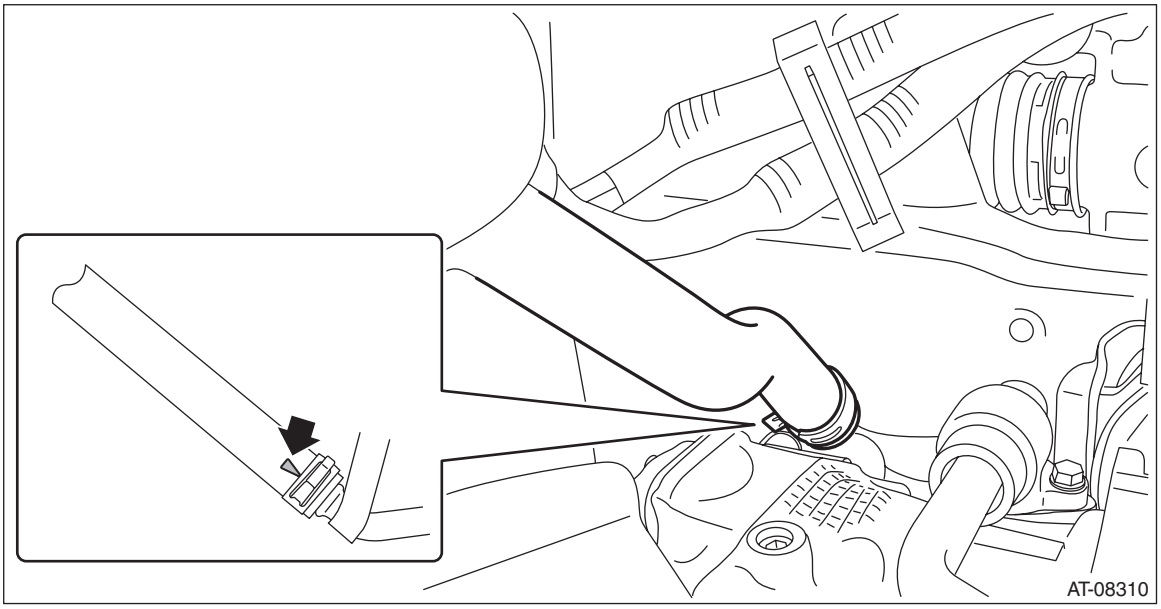
11) Remove the engine coolant inlet hose from the engine coolant pipe.



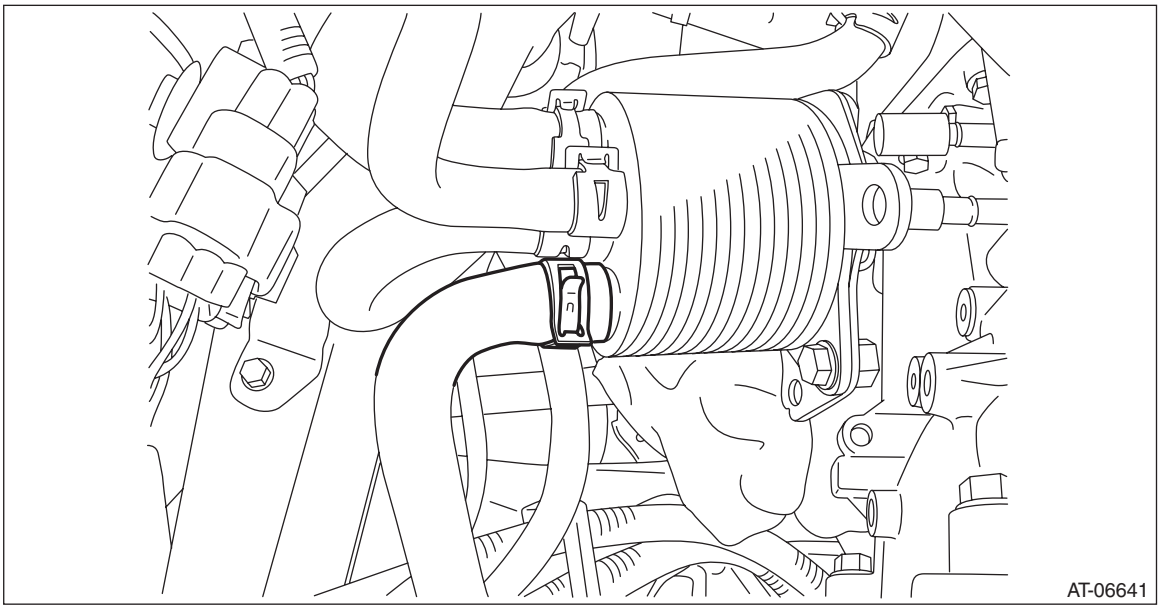
B: INSTALLATION

1) Install the engine coolant inlet hose to the engine coolant pipe.

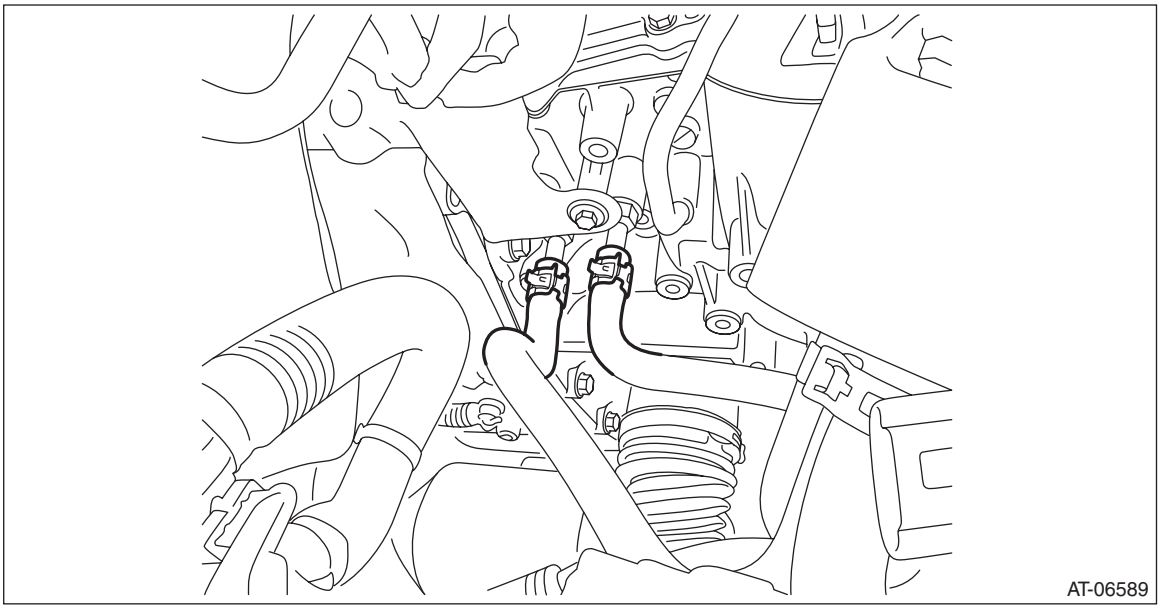
NOTE:
With the triangle mark on the engine coolant inlet hose facing the vehicle outside, install the hose to the engine side pipe.



2) Install the engine coolant inlet hose to the CVTF cooler (with warmer feature) assembly.

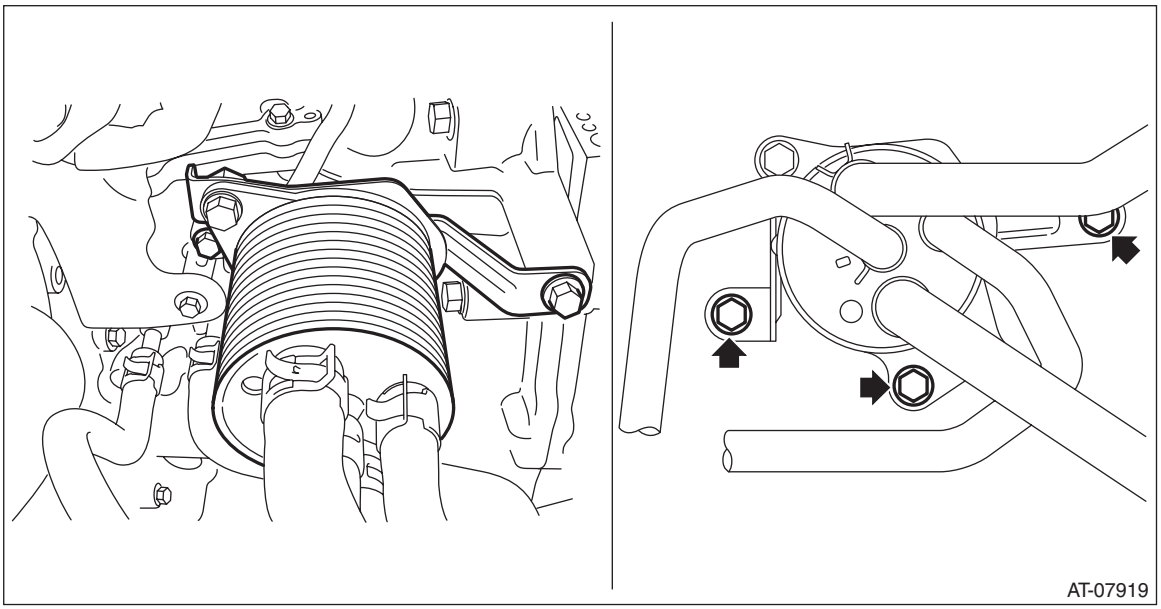


3) Install the CVTF inlet hose and CVTF outlet hose to transmission.

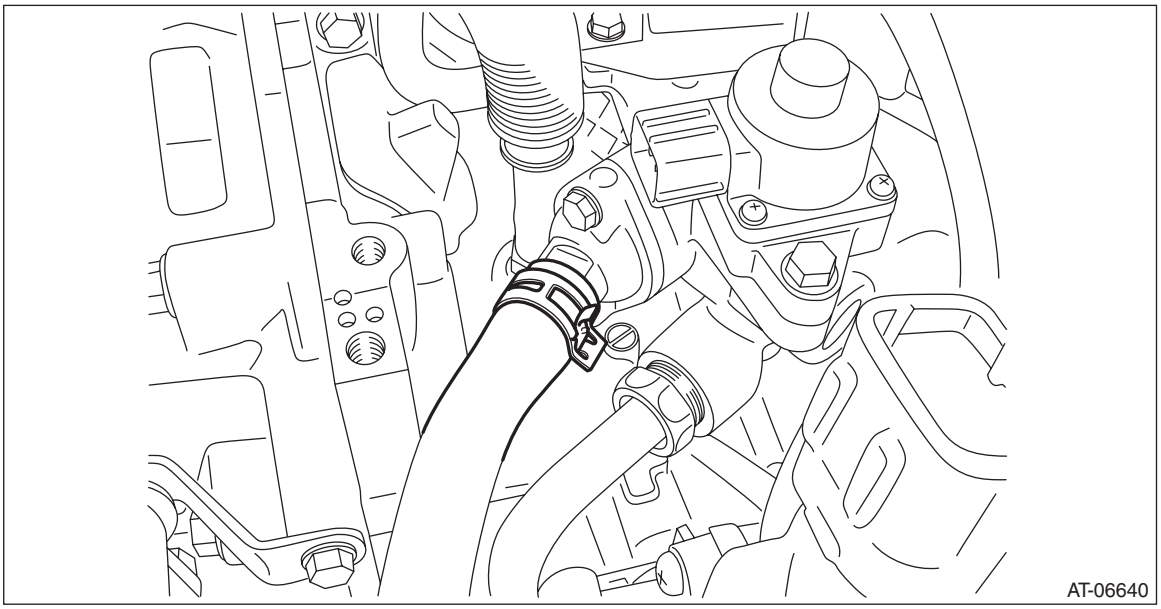


4) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



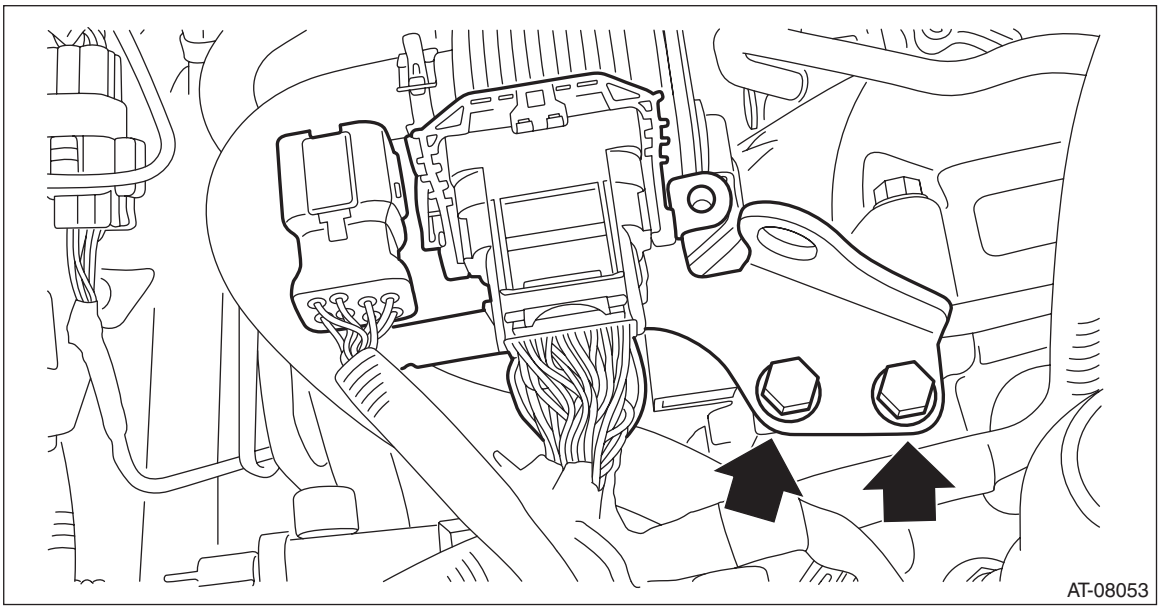
5) Connect the engine coolant outlet hose.



6) Check installation condition of each hose.
- Make sure the hoses do not interfere with each other or with other components.
- Check each hose for bent, excess curve, and twisting conditions.

7) Install the engine rear hanger.

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

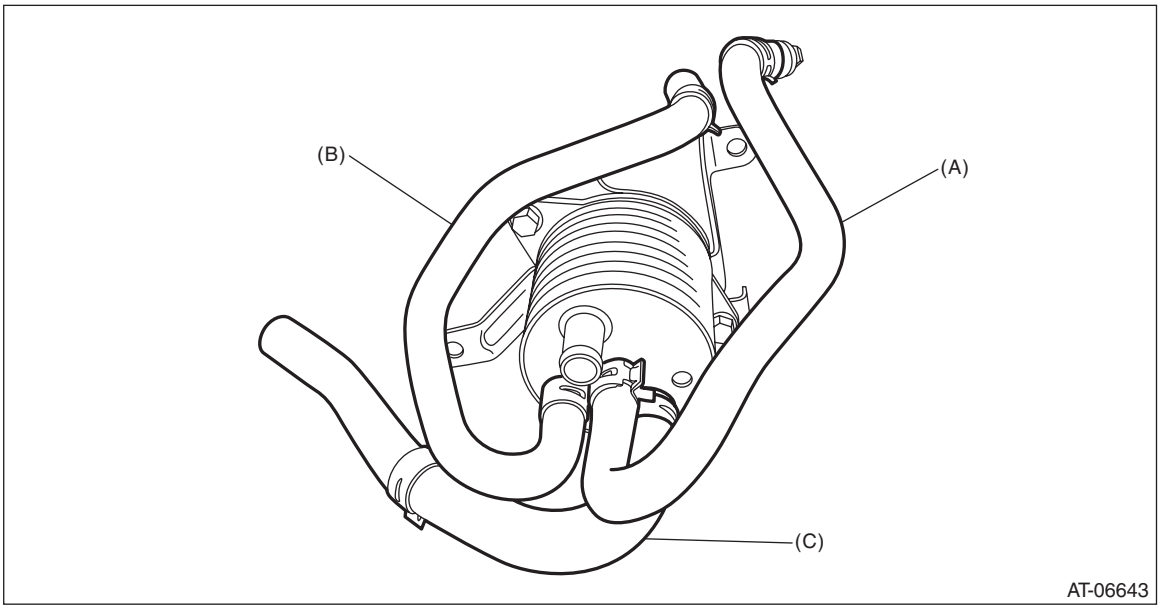


8) Connect the EGR control valve harness connector, throttle position sensor harness connector and manifold absolute pressure sensor harness connector.
9) Connect the engine harness connectors, then install the harness connector bracket.

Tightening torque:
7.5 N·m (0.8 kgf-m, 5.5 ft-lb)
10) Install the air intake boot assembly.<Ref. to IN(H4DO)-11, INSTALLATION, Air Intake Boot.>
11) Connect the battery ground terminal.
12) Fill engine coolant.<Ref. to CO(H4DO)-14, REPLACEMENT, Engine Coolant.>
13) Adjust the CVTF level.<Ref. to CVT(TR580)-35, ADJUSTMENT, CVTF.>

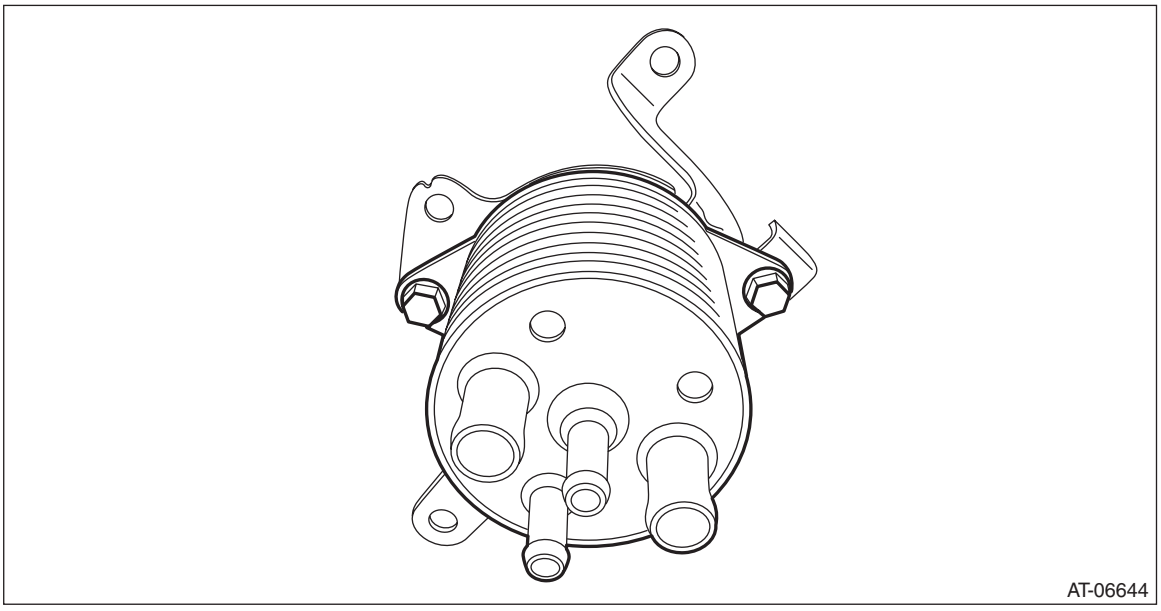
C: DISASSEMBLY

1) Remove the hoses from the CVTF cooler (with warmer feature).



(A) CVTF cooler inlet hose
(B) CVTF cooler outlet hose
(C) Engine coolant outlet hose

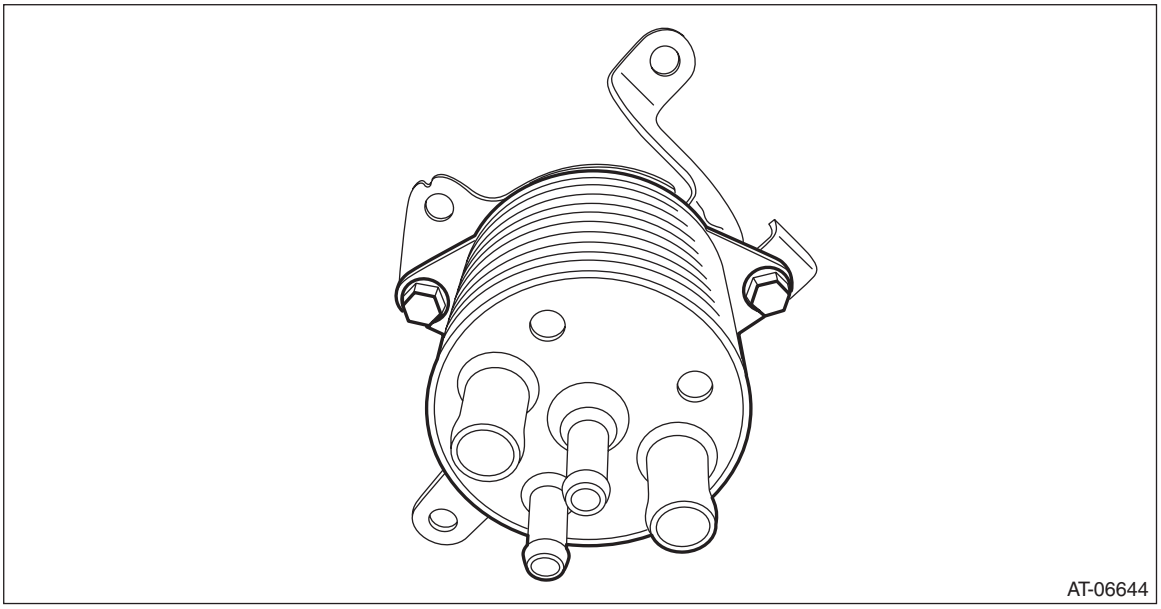
2) Remove the bracket from the CVTF cooler (with warmer feature).



D: ASSEMBLY

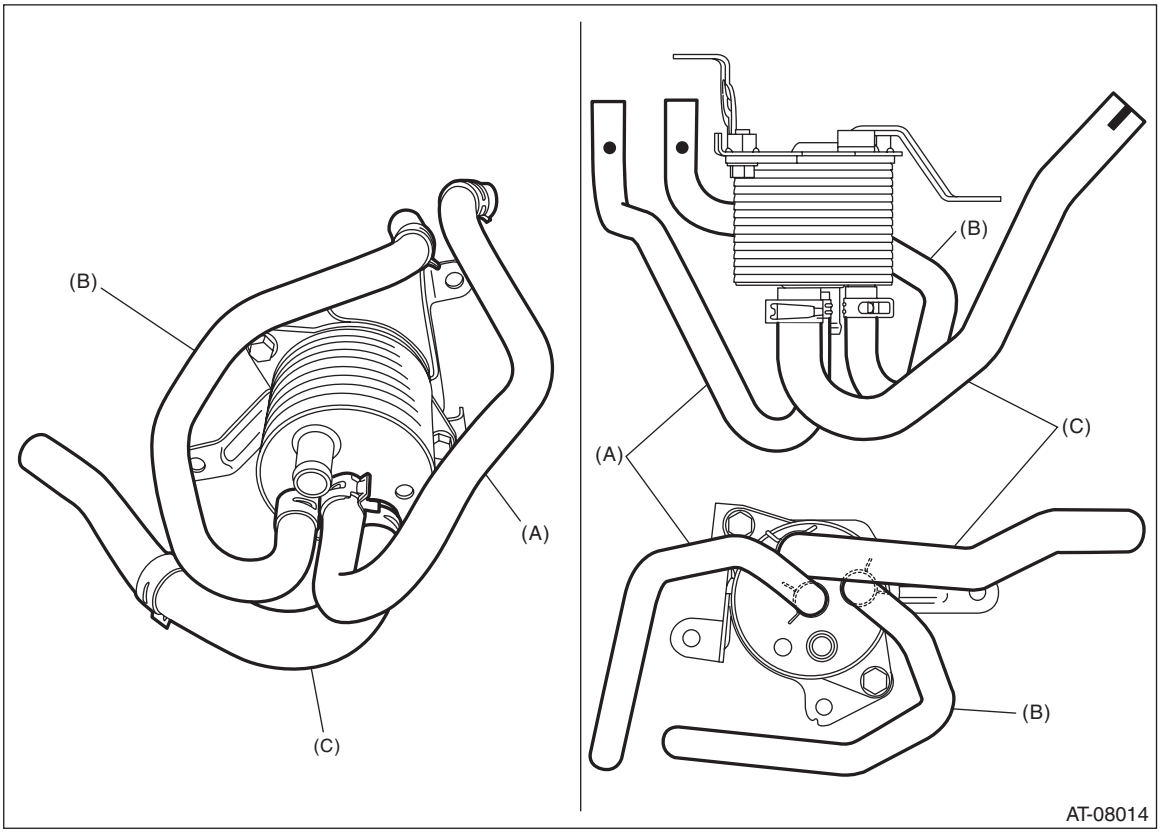
1) Attach the bracket.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



2) Attach hoses to the CVTF cooler (with warmer feature).

NOTE:
- Use a new CVTF cooler hose.
- Install so that the CVTF cooler hose is not folded over, excessively bent or twisted.
- Insert the CVTF cooler hose to the specified position in the proper direction.



(A) CVTF cooler inlet hose
(B) CVTF cooler outlet hose
(C) Engine coolant outlet hose

E: INSPECTION

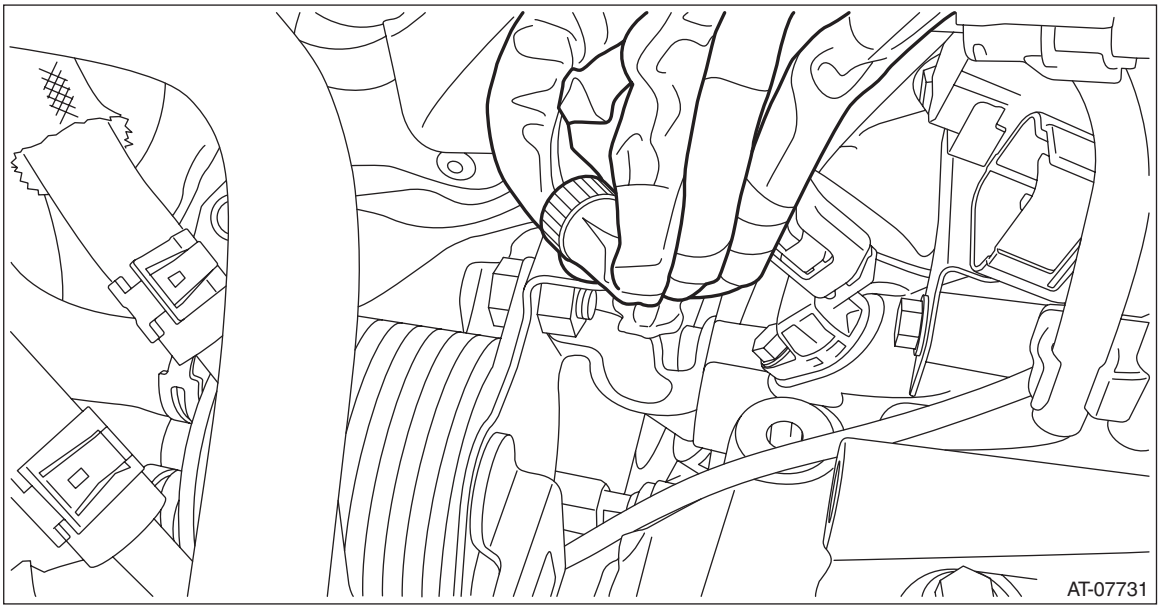
Replace any faulty CVTF cooler hoses, CVTF cooler pipes and clamps found in the inspection below.
1) Check that there are no CVTF or engine coolant leaks from the connections.
2) Check the clamp for deformation.
3) Lightly bend the CVTF cooler hose and check for cracks in the surface or other damages.
4) Pinch the CVTF cooler hose with your fingers and check for poor elasticity. Also check for poor elasticity in the parts where the clamp was installed by pressing with your fingernail.
5) Check for peeling, cracks, and deformation at the tip of the hose.
6) Check the CVTF cooler (with warmer feature) for any damage.

24.CVTF Cooler (With Warmer Function)

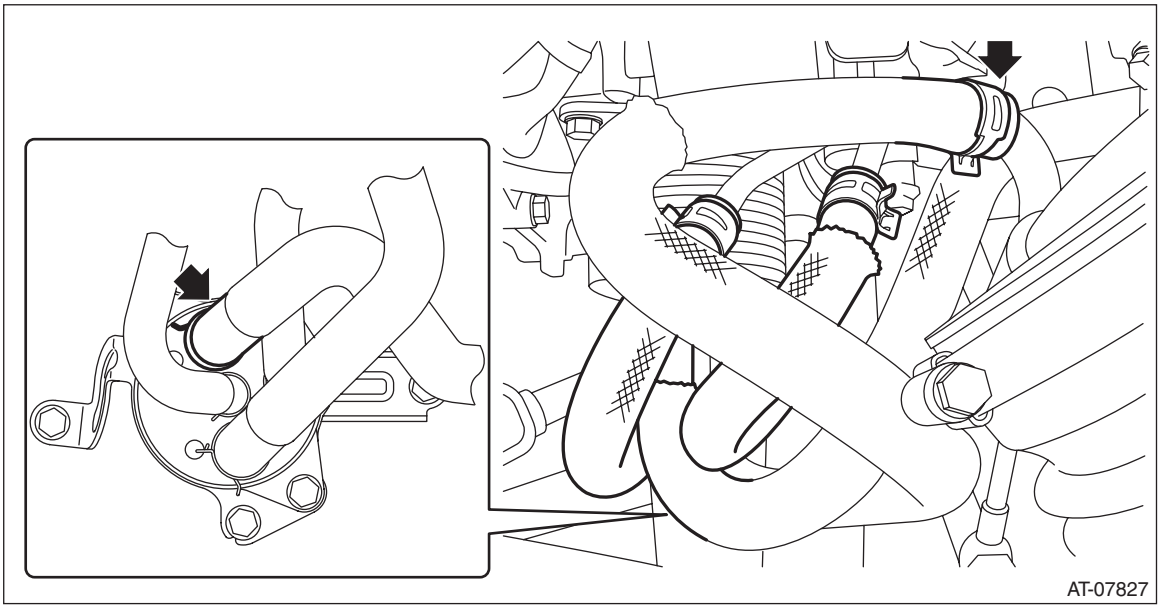
A: REMOVAL

CAUTION:
If the CVTF and engine coolant is spilt over exhaust pipe, wipe it off with cloth to avoid emitting smoke or causing a fire.

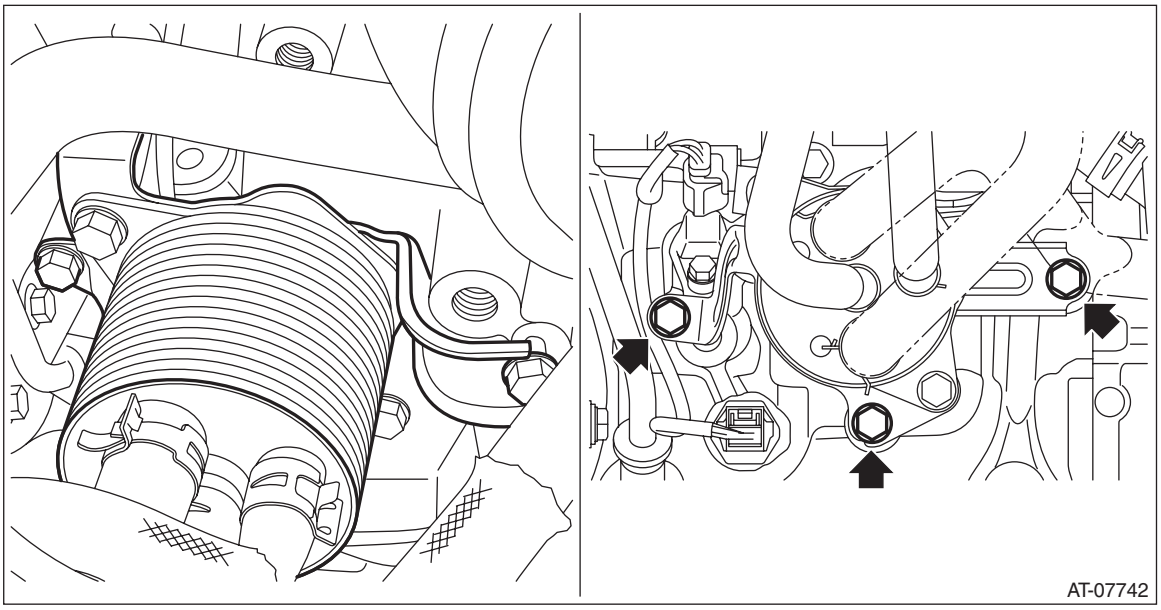
1) Disconnect the ground cable from battery.
2) Drain engine coolant. <Ref. to CO(H4DOTC)-13, REPLACEMENT, Engine Coolant.>
3) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
4) Remove the harness clip from the CVTF cooler bracket.



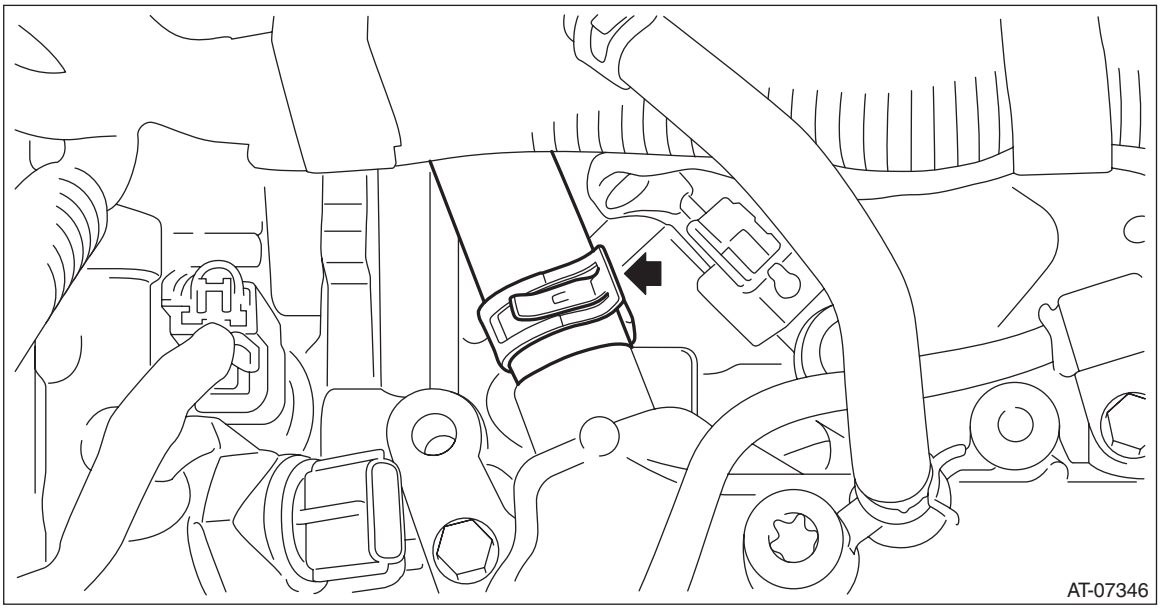
5) Remove the engine coolant outlet hose, engine coolant inlet hose, CVTF inlet hose and CVTF outlet hose.



6) Remove the CVTF cooler (with warmer feature) from the transmission.



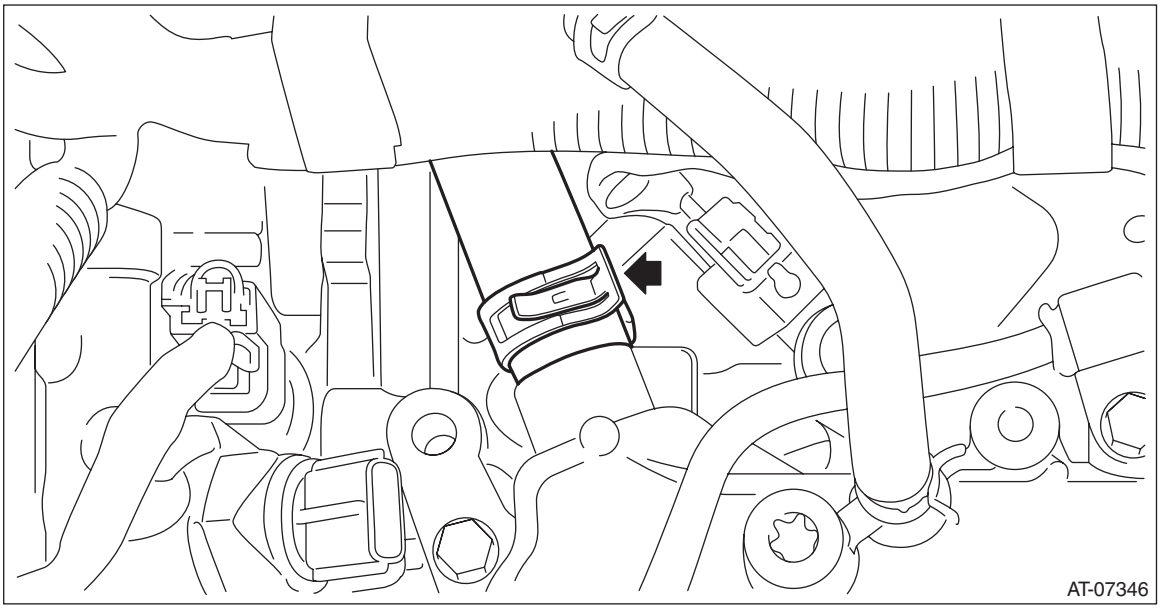
7) Remove the intake manifold, EGR valve, and the insulator. <Ref. to FU(H4DOTC)-19, REMOVAL, Intake Manifold.> <Ref. to EC(H4DOTC)-29, REMOVAL, EGR Control Valve.>
8) Disconnect the engine coolant inlet hose.



B: INSTALLATION

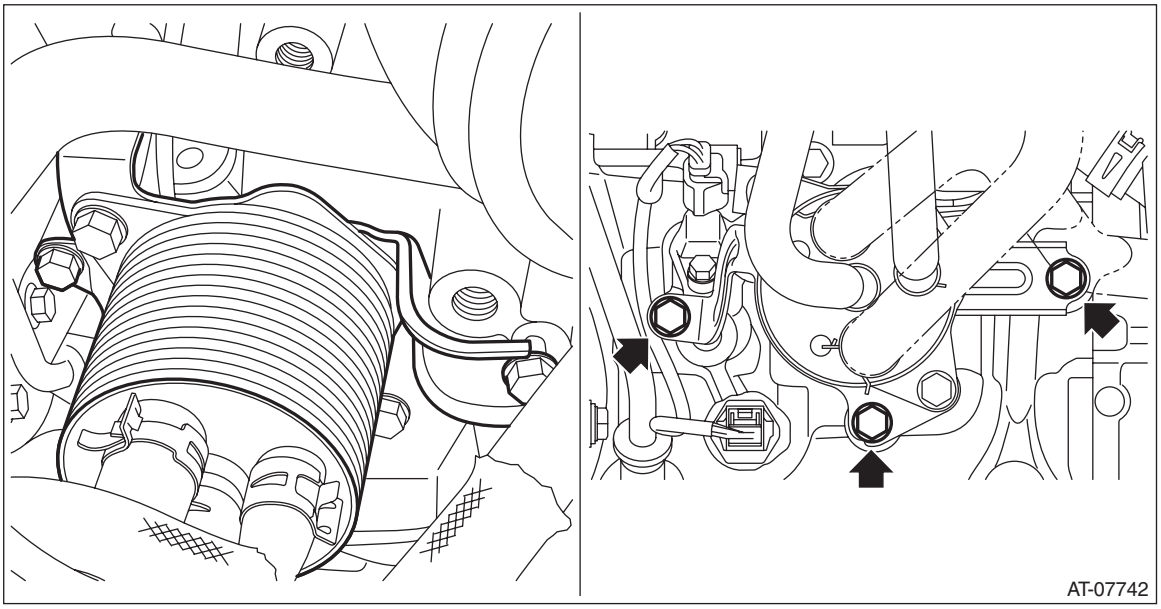
1) Connect the engine coolant inlet hose.

NOTE:
When installing the engine coolant inlet hose, the triangle marking should face upward.



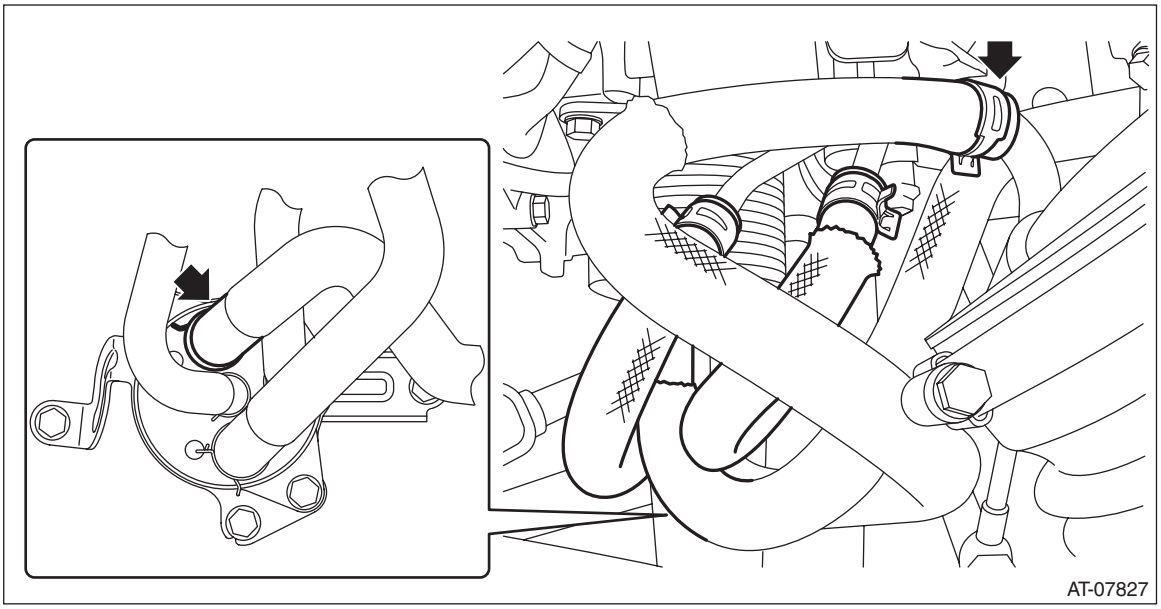
2) Install the insulator, EGR valve, and the intake manifold.<Ref. to FU(H4DOTC)-30, INSTALLATION, Intake Manifold.> <Ref. to EC(H4DOTC)-30, INSTALLATION, EGR Control Valve.>
3) Replace the CVTF inlet hose and the outlet hose.
4) Install the CVTF cooler (with warmer feature) to the transmission.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



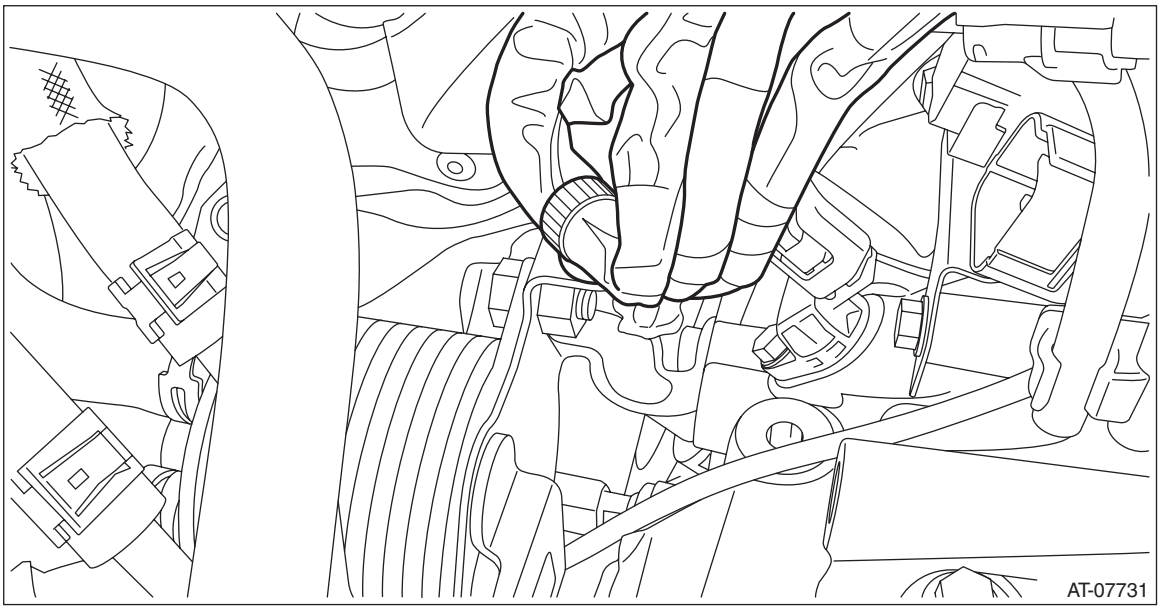
5) Install the engine coolant outlet hose, engine coolant inlet hose, CVTF inlet hose and CVTF outlet hose.

NOTE:
Use new CVTF hoses.



6) Check installation condition of hoses.
- Make sure the hoses do not interfere with each other or with other components.
- Check each hose for bent, excess curve, and twisting conditions.

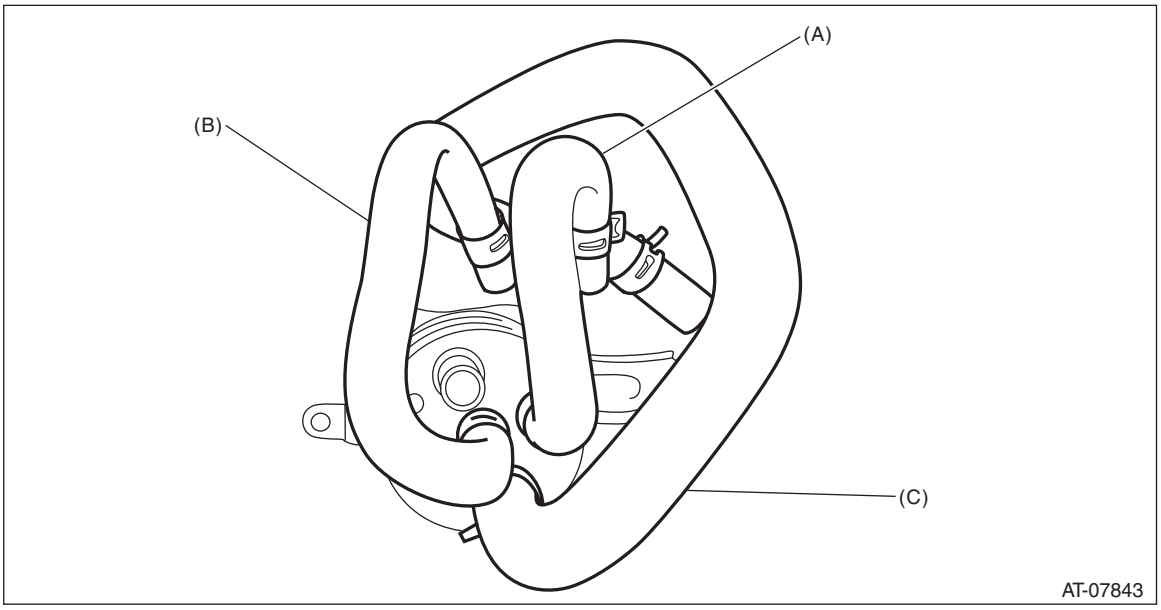
7) Install the harness clip to the CVTF cooler bracket.



8) Install the intercooler.<Ref. to IN(H4DOTC)-37, INSTALLATION, Intercooler.>
9) Connect the battery ground terminal.
10) Fill engine coolant.<Ref. to CO(H4DOTC)-13, REPLACEMENT, Engine Coolant.>
11) Adjust the CVTF level.<Ref. to CVT(TR690)-36, ADJUSTMENT, CVTF.>

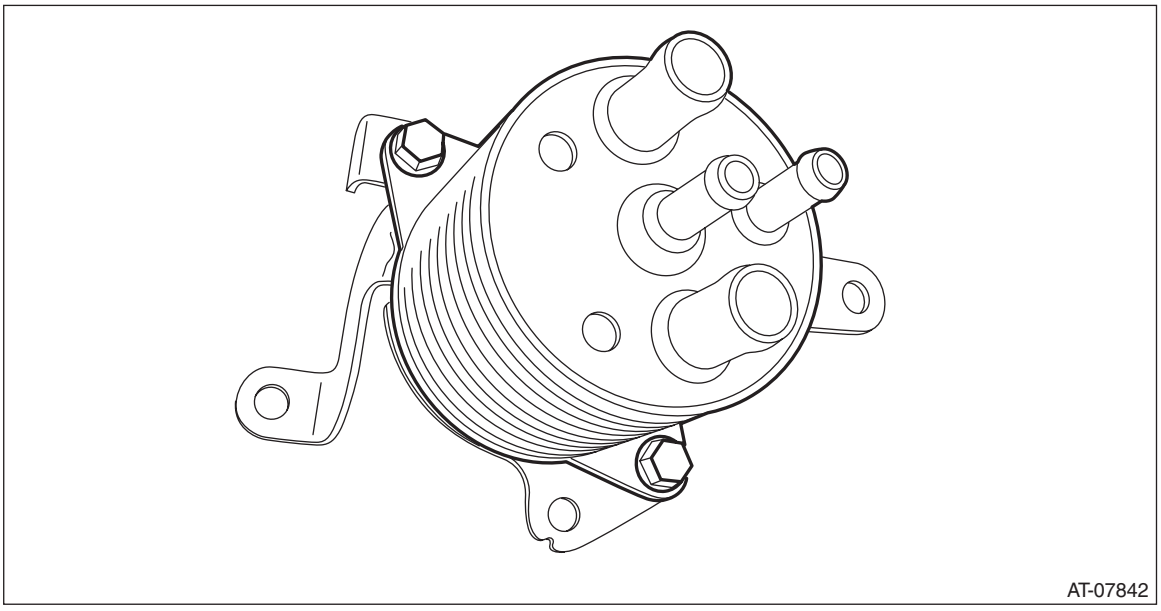
C: DISASSEMBLY

1) Remove the hoses from the CVTF cooler (with warmer feature).



(A) CVTF cooler outlet hose
(B) CVTF cooler inlet hose
(C) Engine coolant outlet hose

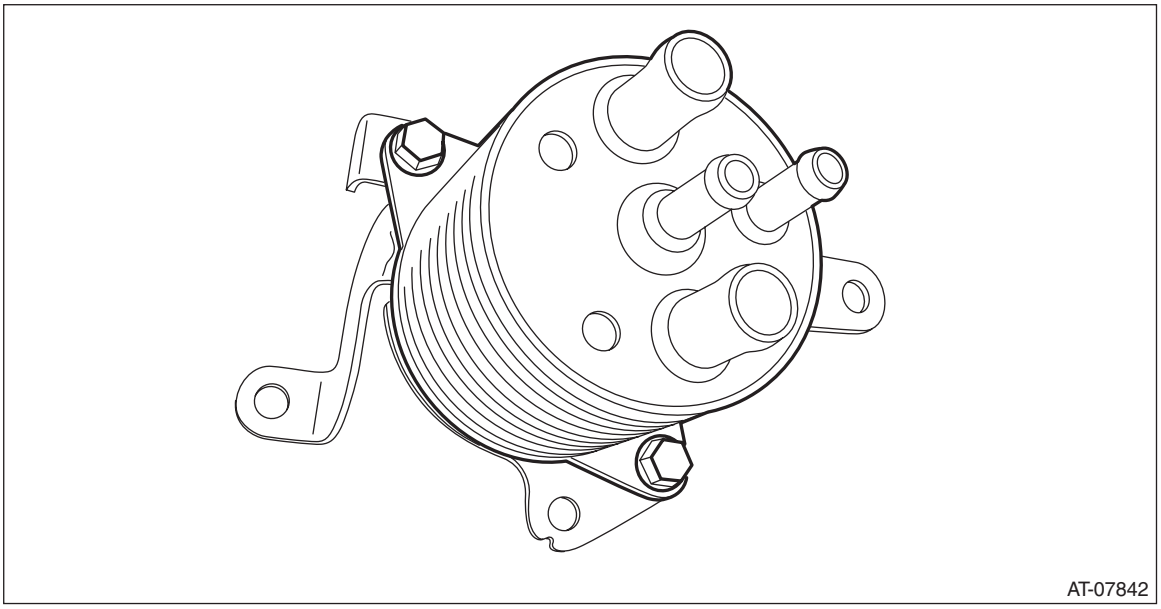
2) Remove the bracket from the CVTF cooler (with warmer feature).



D: ASSEMBLY

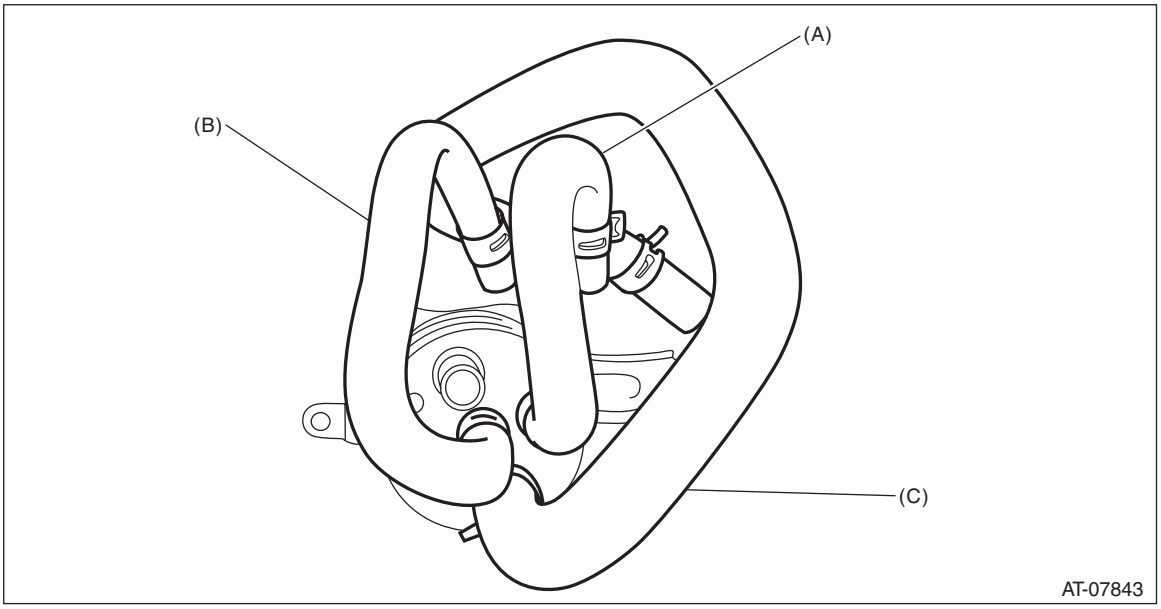
1) Attach the bracket.

Tightening torque:
23 N·m (2.3 kgf-m, 17.0 ft-lb)



2) Attach hoses to the CVTF cooler (with warmer feature).

NOTE:
- Use a new CVTF cooler hose.
- Install so that the CVTF cooler hose is not folded over, excessively bent or twisted.
- Insert the CVTF cooler hose to the specified position in the proper direction.



(A) CVTF cooler outlet hose
(B) CVTF cooler inlet hose
(C) Engine coolant outlet hose

E: INSPECTION

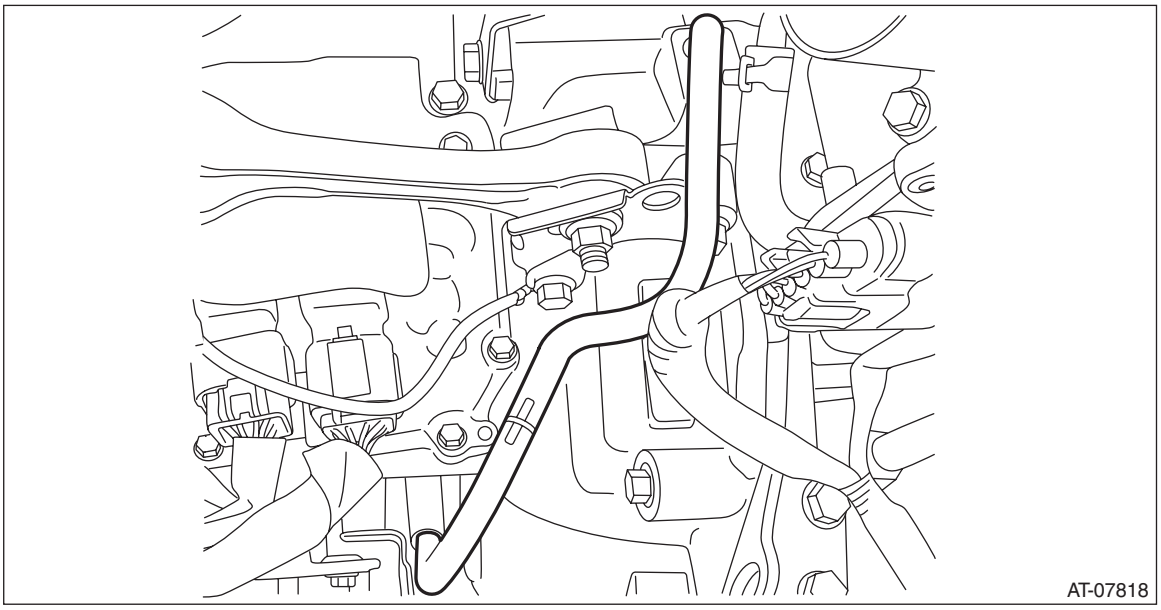
Replace any faulty CVTF cooler hoses, CVTF cooler pipes and clamps found in the inspection below.
1) Check that there are no CVTF or engine coolant leaks from the connections.
2) Check the clamp for deformation.
3) Lightly bend the CVTF cooler hose and check for cracks in the surface or other damages.
4) Pinch the CVTF cooler hose with your fingers and check for poor elasticity. Also check for poor elasticity in the parts where the clamp was installed by pressing with your fingernail.
5) Check for peeling, cracks, and deformation at the tip of the hose.
6) Check the CVTF cooler (with warmer feature) for any damage.

25.Air Breather Hose

A: REMOVAL

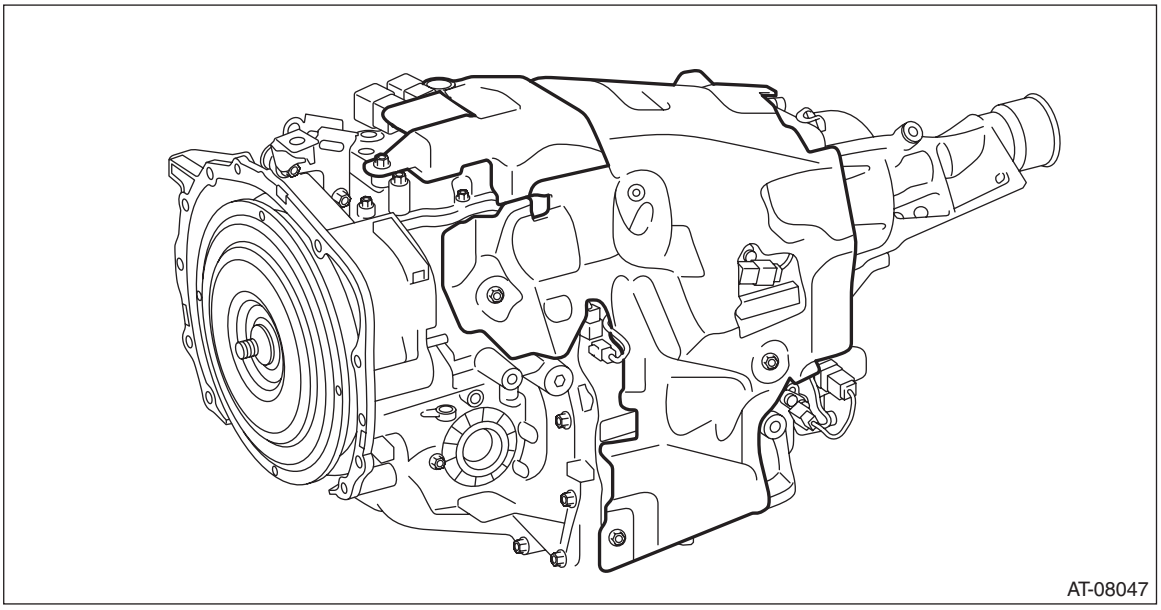
1. FRONT DIFFERENTIAL SIDE

1) Remove the air intake boot assembly.<Ref. to IN(H4DO)-11, REMOVAL, Air Intake Boot.>
2) Remove the air breather hose.

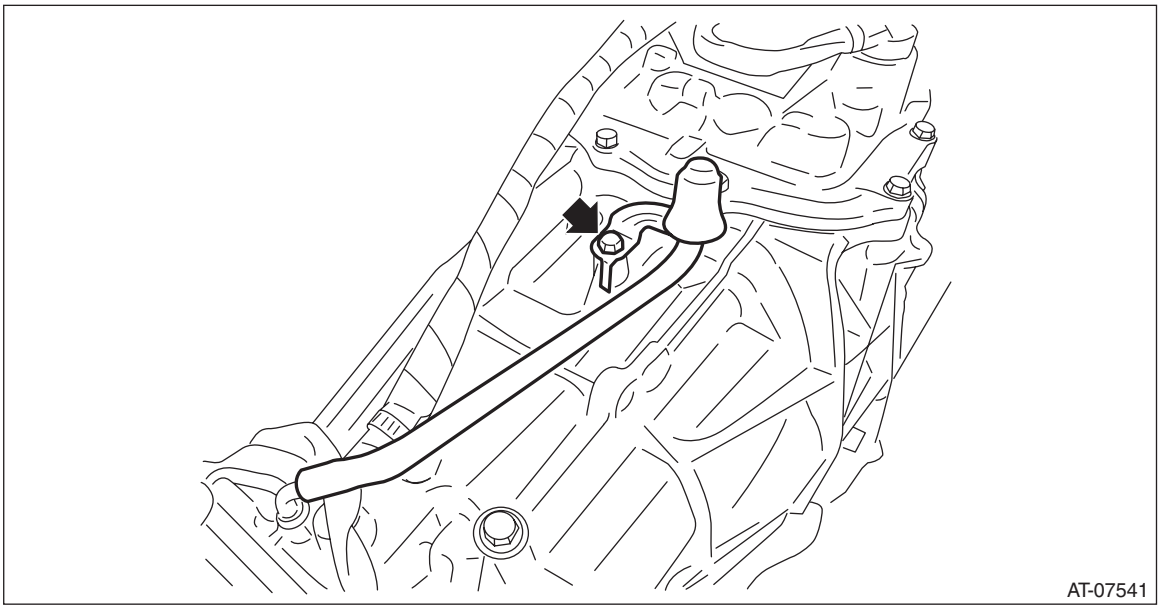


2. TRANSMISSION CASE SIDE

1) Remove the transmission assembly. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the transmission case cover.



3) Remove the air breather hose.



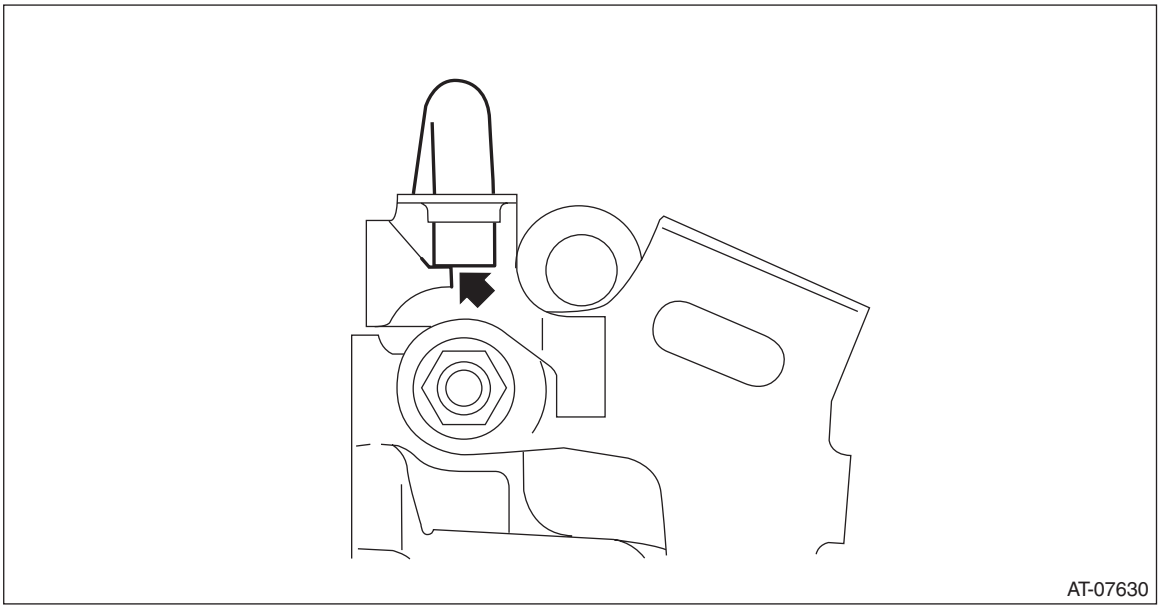
4) Remove the air breather cap.

B: INSTALLATION

1. FRONT DIFFERENTIAL SIDE

Install in the reverse order of removal.

NOTE:
Securely insert the air breather hose until the hose end contacts the catch of the pitching stopper bracket.



2. TRANSMISSION CASE SIDE

Install in the reverse order of removal.

Tightening torque:
Transmission case cover
8 N·m (0.8 kgf-m, 5.9 ft-lb)
Air breather hose
5 N·m (0.5 kgf-m, 3.7 ft-lb)

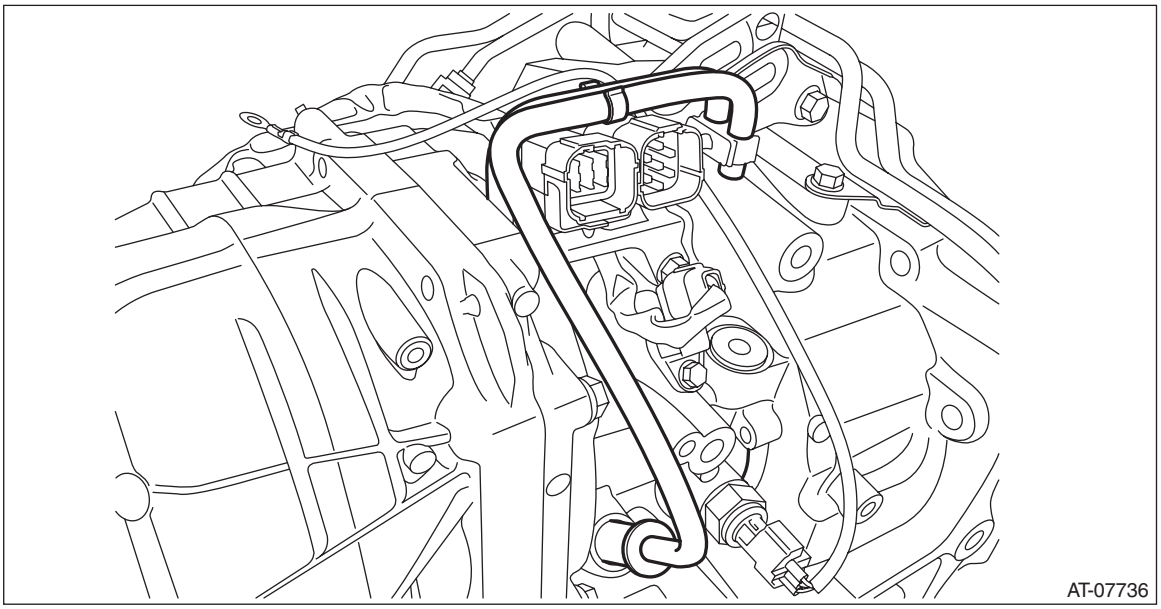
C: INSPECTION

Check the hose for peeling, crack or clogging.

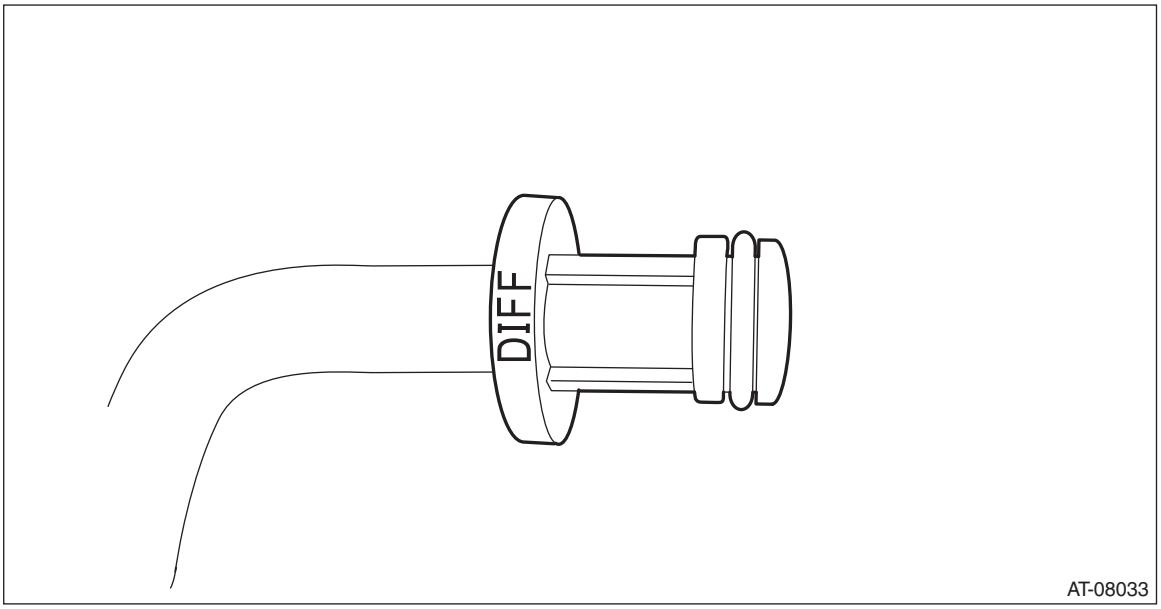
25.Air Breather Hose

A: REMOVAL

1) Remove the intercooler. <Ref. to IN(H4DOTC)-35, REMOVAL, Intercooler.>
2) Remove the two air breather hoses.



3) Remove the oil cap.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:
Use new O-rings.

C: INSPECTION

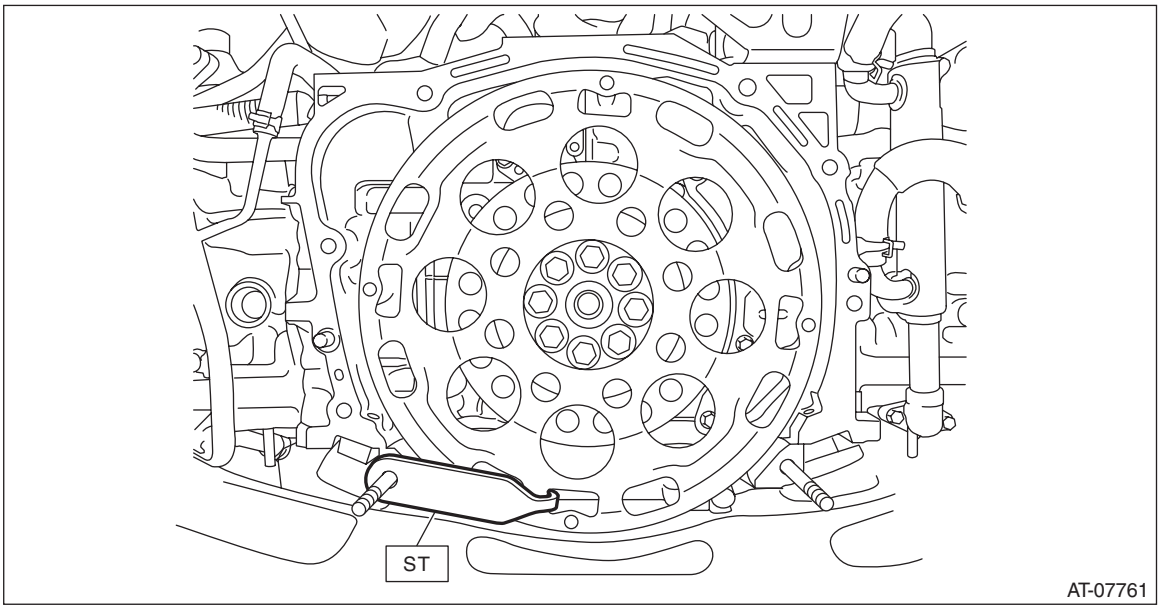
- Check the hose for peeling, crack or clogging.
- Check the oil cap is not cracked or clogged.
- Check O-ring of oil cap is not damaged.

26.Drive Plate

A: REMOVAL

1) Remove the transmission assembly from the vehicle.<Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Set the ST.

NOTE:
Set the ST to the drive plate referring to the illustration.
ST 498497300 CRANKSHAFT STOPPER

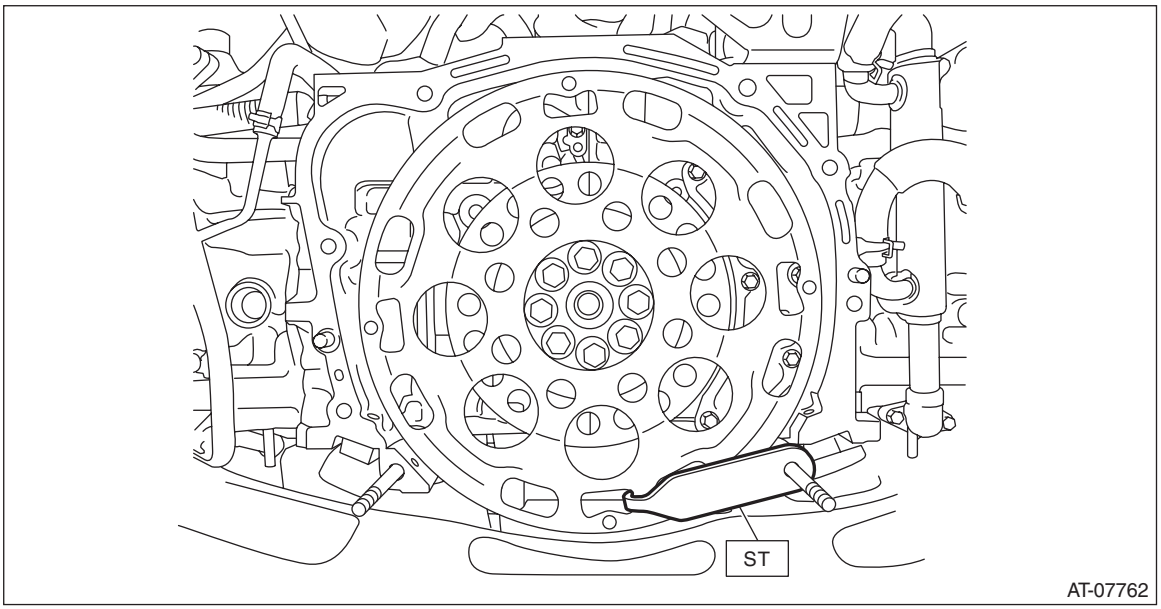


3) Remove the drive plate and reinforcement drive plate.

B: INSTALLATION

1) Temporarily install the drive plate and reinforcement drive plate.
2) Set the ST.

NOTE:
Set the ST to the drive plate referring to the illustration.
ST 498497300 CRANKSHAFT STOPPER



3) Tighten the drive plate mounting bolt in two stages.

NOTE:
Fix the engine unit.
(1) Tighten the drive plate mounting bolt.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)
(2) While checking the tightening angle with the angle gauge, tighten the drive plate mounting bolts to the specified angle.

Tightening angle:
30° — 35°
4) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

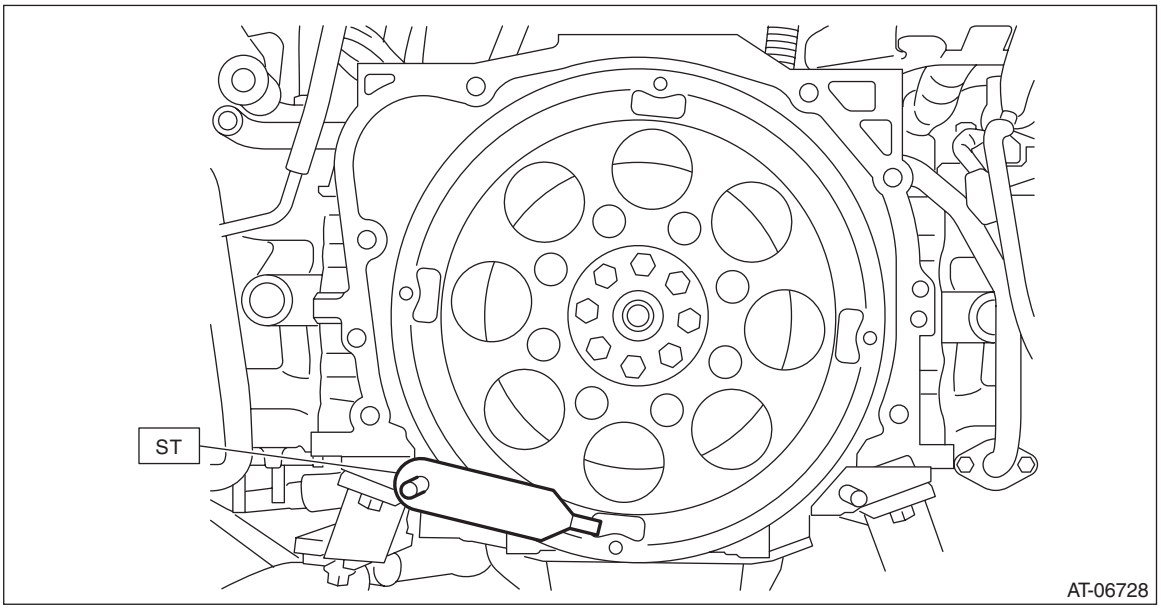
Check the drive cable for damage.

26.Drive Plate

A: REMOVAL

1) Remove the transmission assembly from the vehicle.<Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Set the ST.

NOTE:
Set the ST to the drive plate referring to the illustration.
ST 498497300 CRANKSHAFT STOPPER



3) Remove the drive plate and reinforcement drive plate.

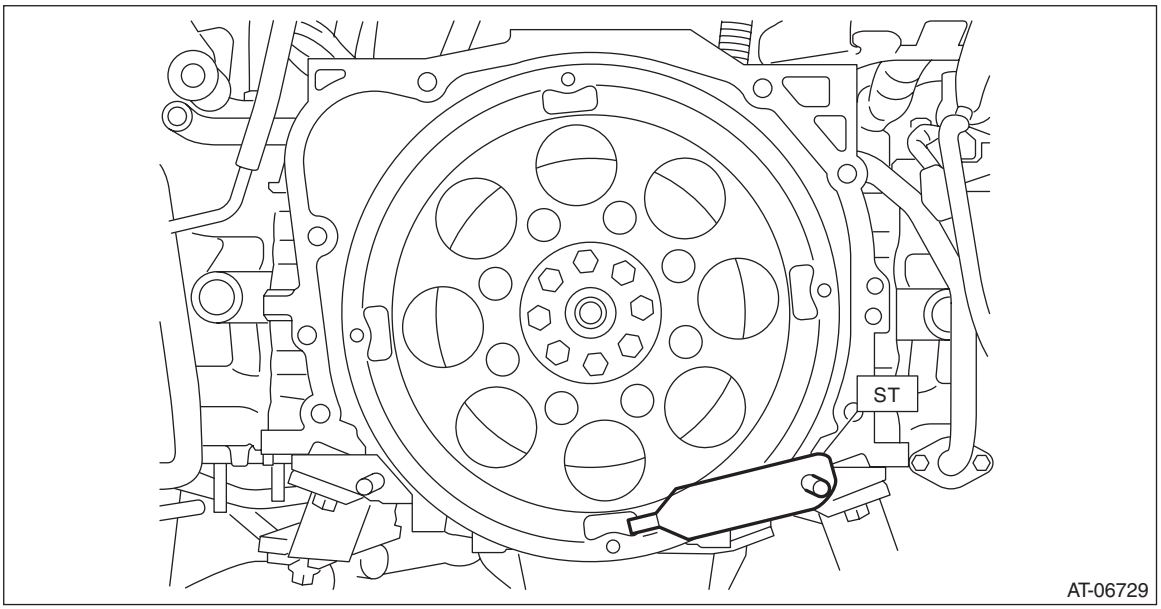
B: INSTALLATION

1) Temporarily install the drive plate and reinforcement drive plate.

NOTE:
Align the knock pin hole of the crankshaft position sensor plate to the knock pin of the crankshaft to secure the knock pin.

2) Set the ST.

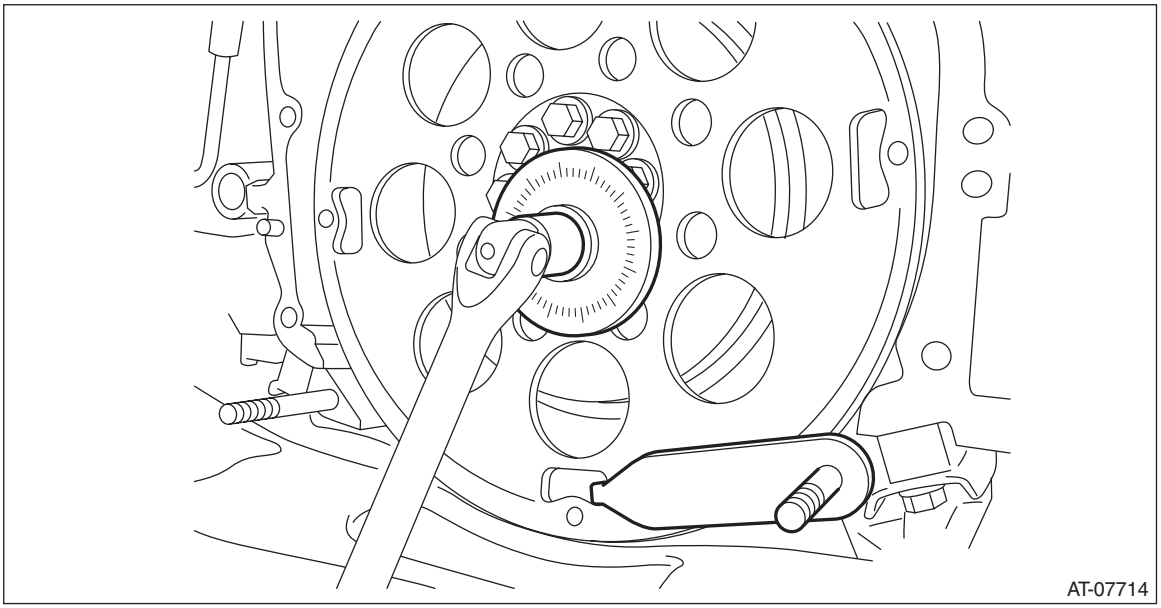
ST 498497300 CRANKSHAFT STOPPER



3) Tighten the drive plate mounting bolt in two stages.
(1) Tighten the drive plate mounting bolt.

Tightening torque:
30 N·m (3.1 kgf-m, 22.1 ft-lb)
(2) While checking the tightening angle with the angle gauge, tighten the drive plate mounting bolts to the specified angle.

Tightening angle:
30° — 35°



4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Check the drive cable for damage.

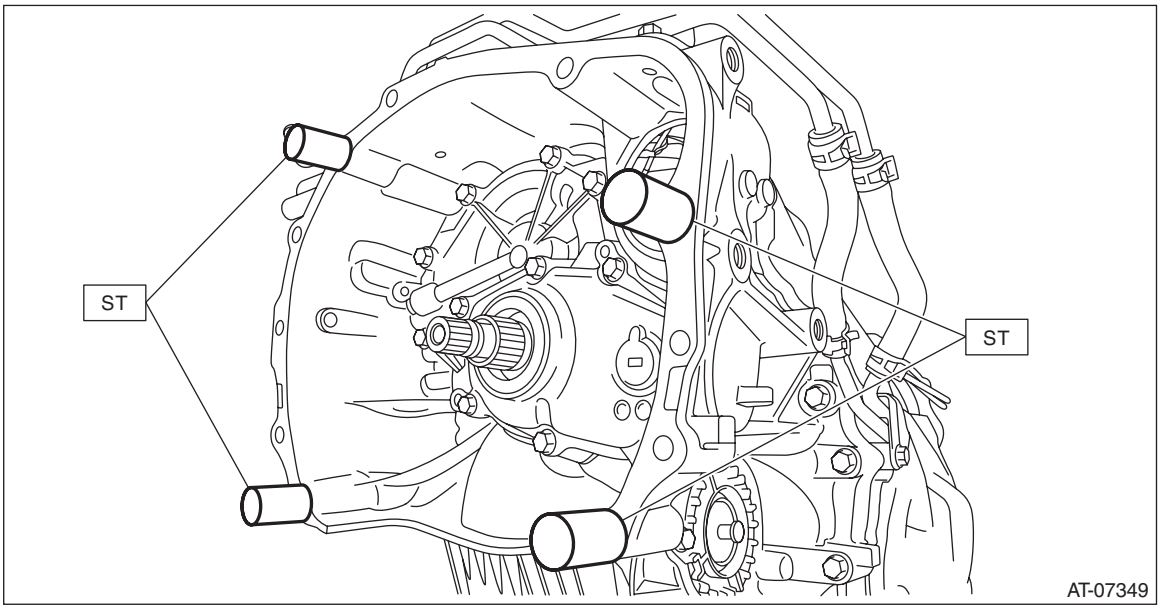
27.Preparation for Overhaul

A: GENERAL DESCRIPTION

Before disassembling and assembling the transmission, follow the following procedures to prepare.

B: PROCEDURE

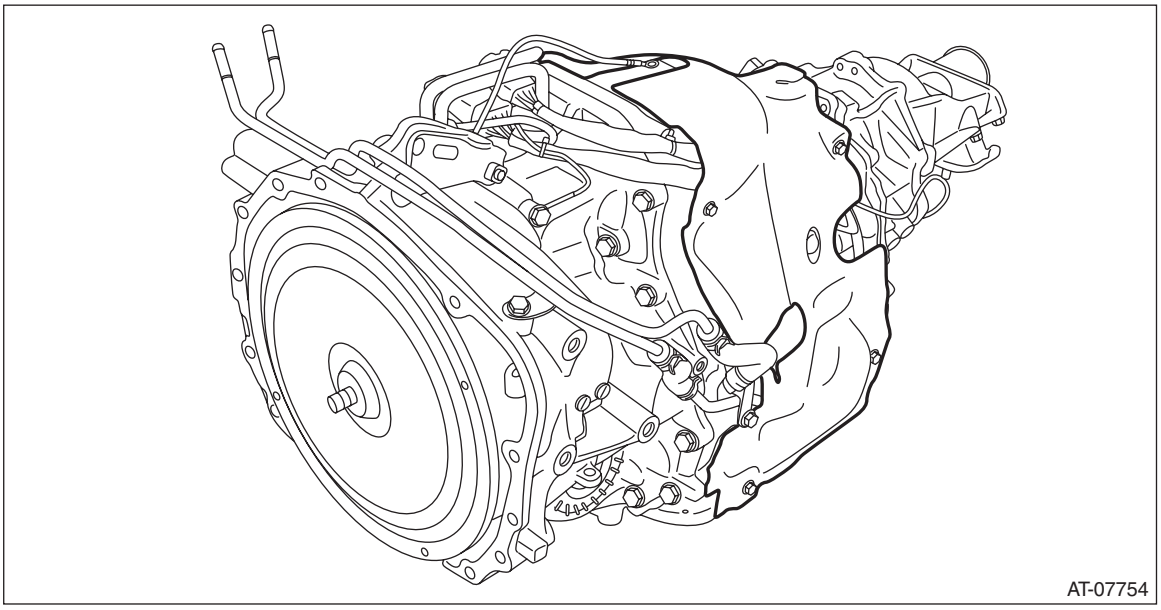
1) Clean the transmission exterior.
2) Remove the torque converter assembly. <Ref. to CVT(TR690)-138, REMOVAL, Torque Converter Assembly.>
3) Attach the ST on the transmission.
ST 18632AA000 STAND ASSY



4) Remove the transmission cover on the transmission upper side.

NOTE:
Install using the following tightening torque.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)



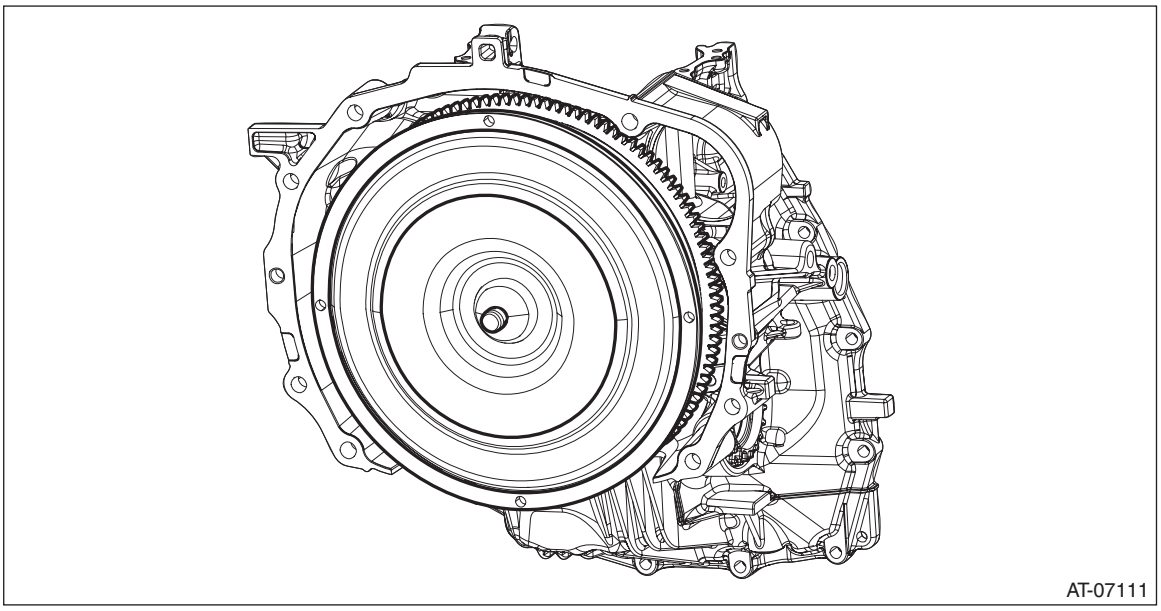
5) Place the transmission assembly on end.

27.Torque Converter Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Pull out the torque converter assembly horizontally.

CAUTION:
Do not scratch the inside of engaging parts.



3) Remove the O-ring from the input shaft.

B: INSTALLATION

1) Install the O-ring to the input shaft.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

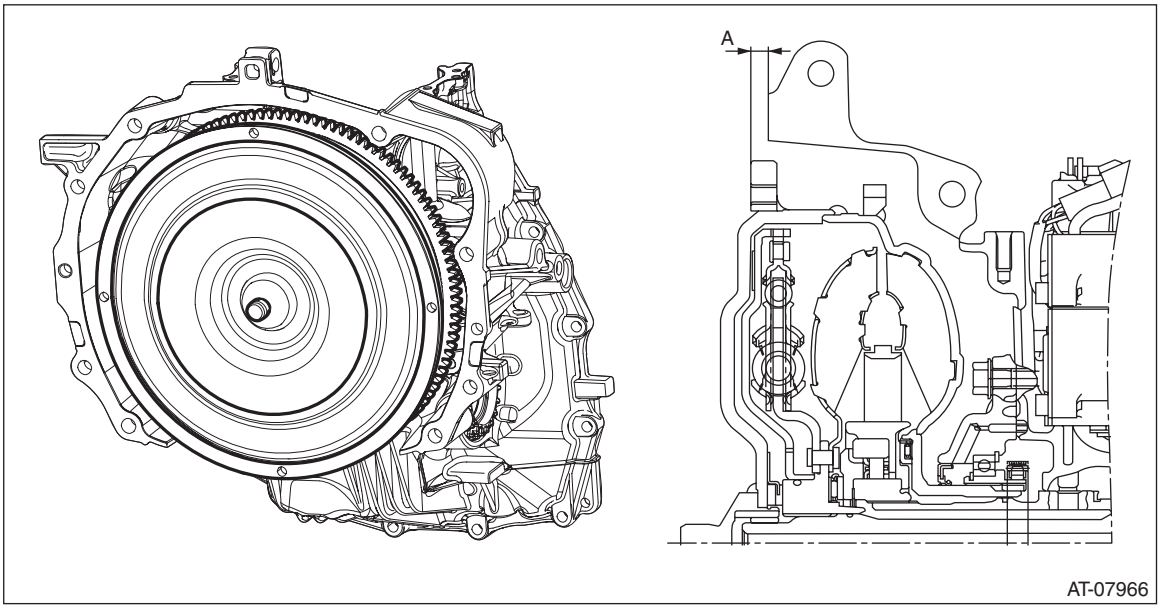
2) While holding the torque converter assembly by hand, carefully install it into the torque converter case.

NOTE:
- Apply CVTF to the oil seal lip.
- Do not damage the oil seal and O-ring.

3) Engage the splines while gently rotating the torque converter assembly by hand, and securely insert the assembly.

4) Measure depth “A”, from converter case end surface to drive plate contacting surface.

Standard (reference):
6.8 mm (0.268 in) or less



5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

- Check the protrusion of torque converter center (front boss) is not deformed or damaged.
- Check the ring gear and exterior for break or damage.

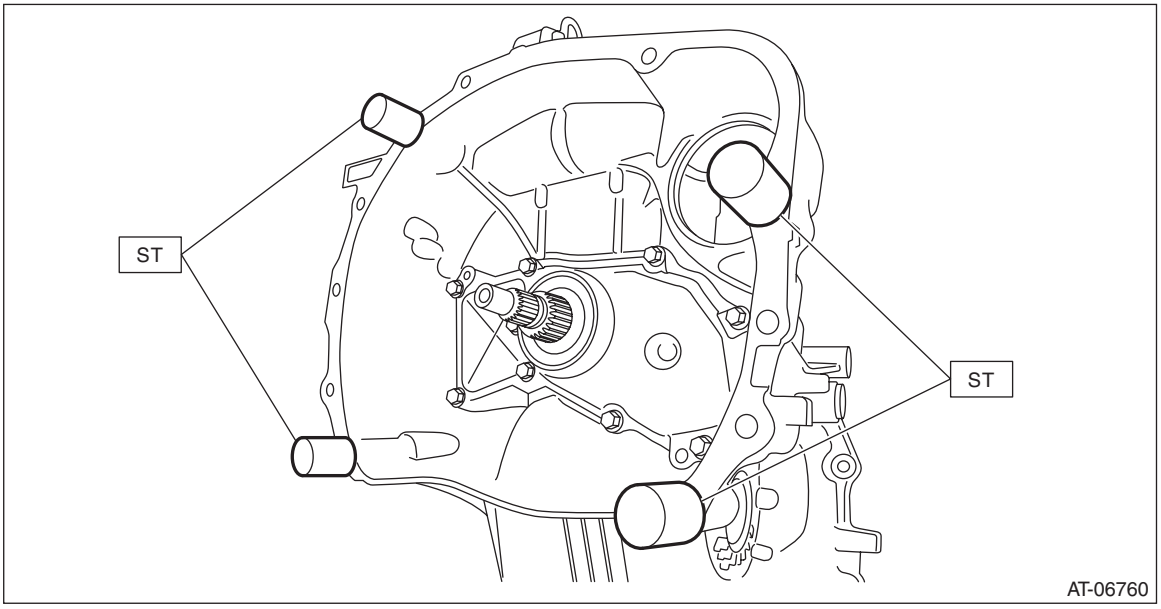
28.Preparation for Overhaul

A: GENERAL DESCRIPTION

Before disassembling and assembling the transmission, follow the following procedures to prepare.

B: PROCEDURE

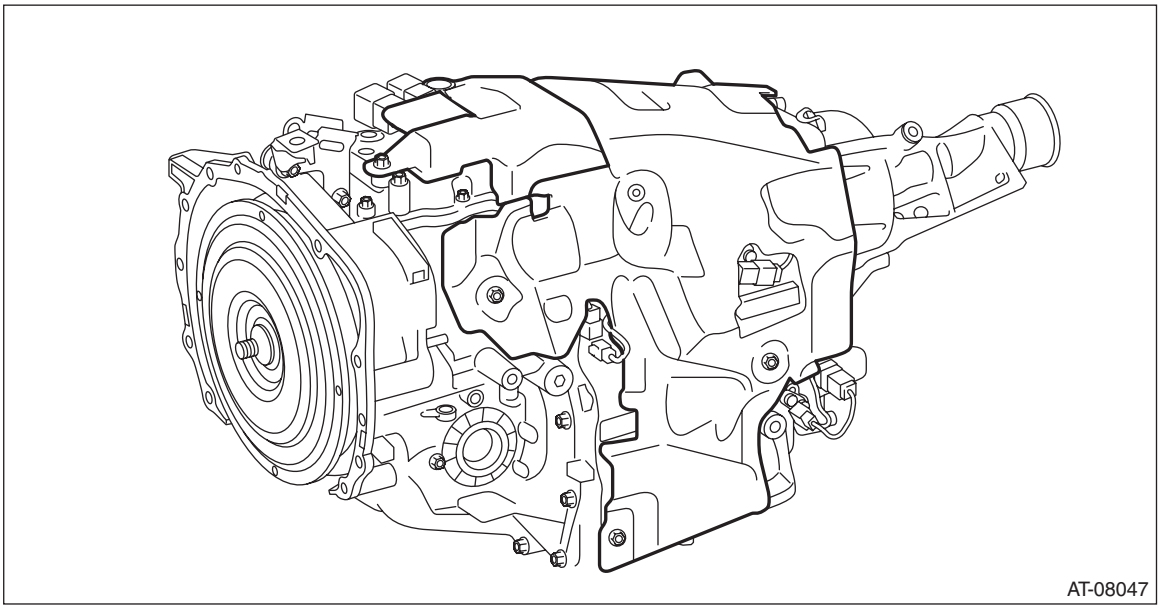
1) Clean the transmission exterior.
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-161, Torque Converter Assembly.>
3) Attach the ST on the transmission.
ST 18632AA000 STAND ASSY



4) Remove the transmission case cover on the transmission upper side.

NOTE:
Install using the following tightening torque.

Tightening torque:
8 N·m (0.8 kgf-m, 5.9 ft-lb)

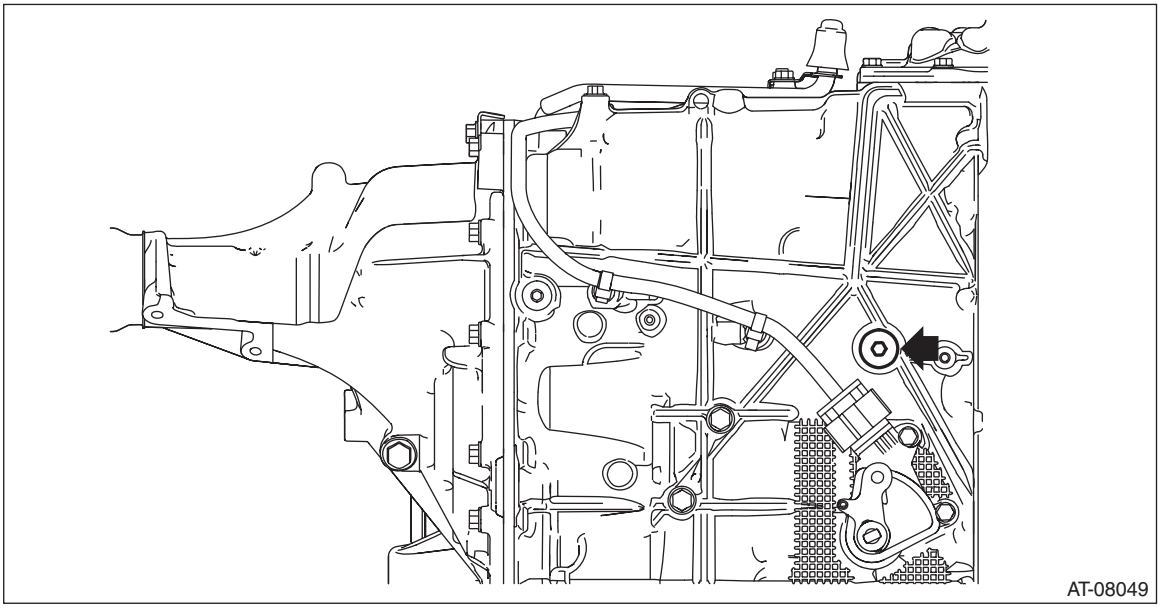


5) Place the transmission assembly on end.
6) When completely overhauling the transmission, refill approx. 10 L (2.6 US qt, 8.8 Imp qt) of CVTF through the transmission right side plug, and install the plug. Finally, install the transmission case cover.

CAUTION:
Always use specified CVTF. Using other fluid will cause malfunction. <Ref. to CVT(TR580)-4, HYDRAULIC CONTROL AND LUBRICATION, SPECIFICATION, General Description.>

NOTE:
Use a new gasket.

Tightening torque:
50 N·m (5.1 kgf-m, 36.9 ft-lb)

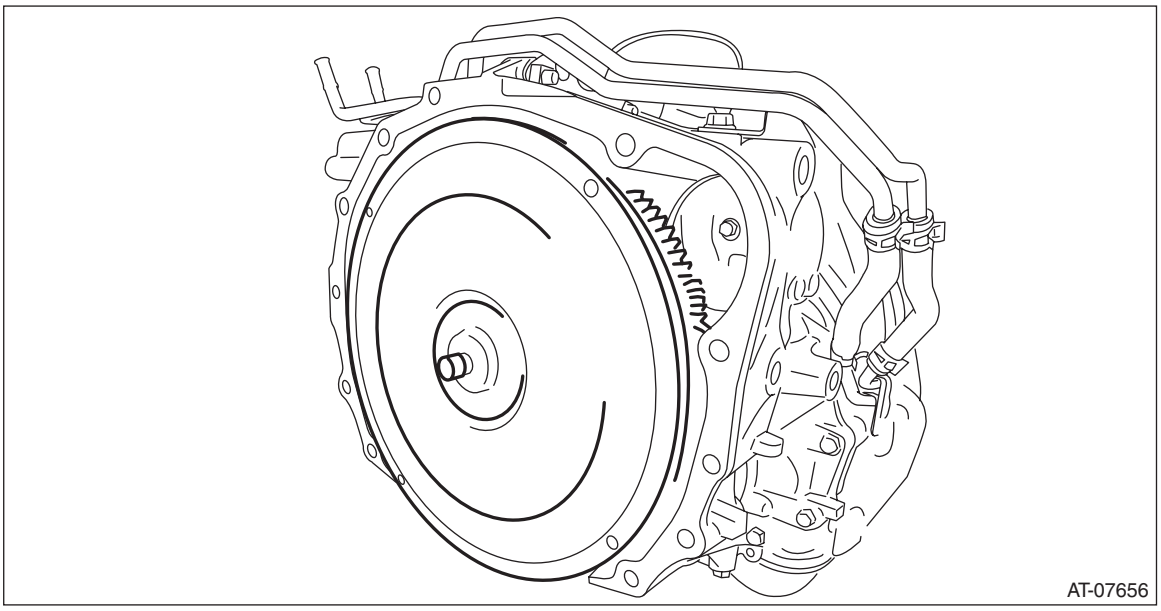


28.Torque Converter Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Pull out the torque converter assembly horizontally.

CAUTION:
Do not scratch the inside of engaging parts.



3) Remove the O-ring from the front reduction drive gear.

B: INSTALLATION

1) Install the O-ring to front reduction drive gear.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

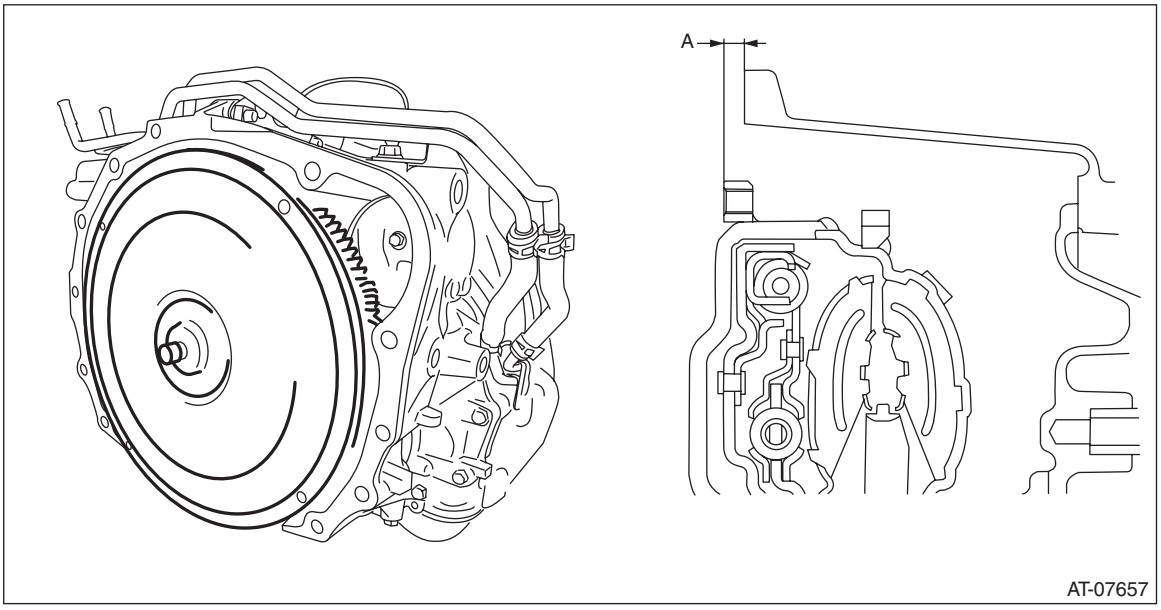
2) While holding the torque converter assembly by hand, carefully install it into the torque converter case.

NOTE:
- Apply CVTF to the oil seal lip.
- Do not damage the oil seal and O-ring.

3) Engage the splines while gently rotating the torque converter assembly by hand, and securely insert the assembly.

4) Measure depth “A”, from converter case end surface to drive plate contacting surface.

Standard (reference):
6.8 mm (0.268 in) or less



5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

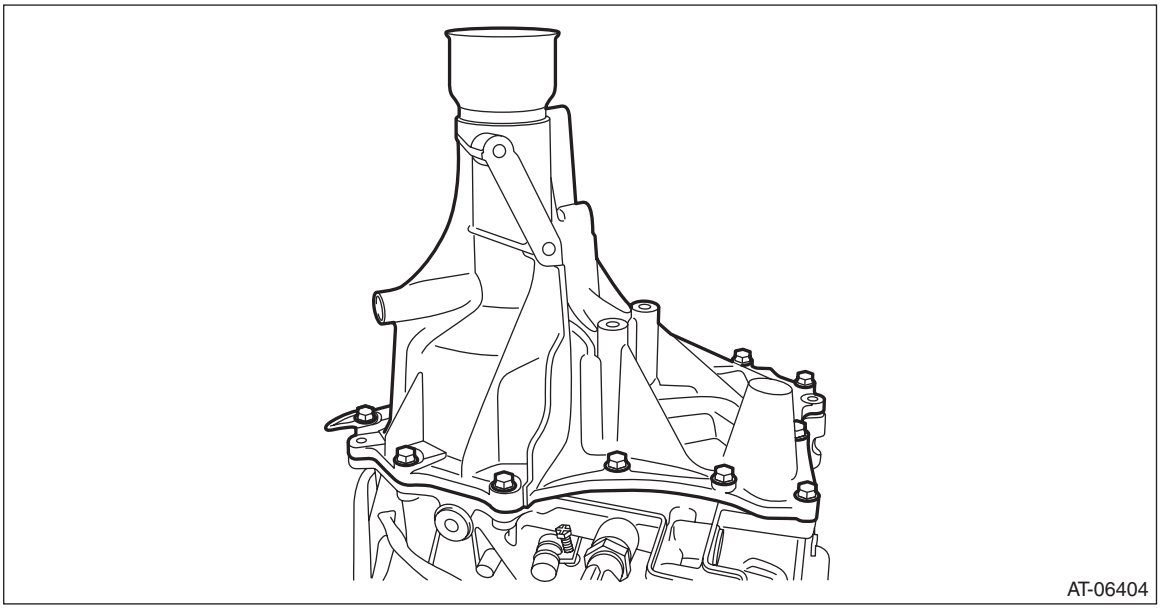
- Check the protrusion of torque converter center (front boss) is not deformed or damaged.
- Check the ring gear and exterior for break or damage.

29.Extension Case

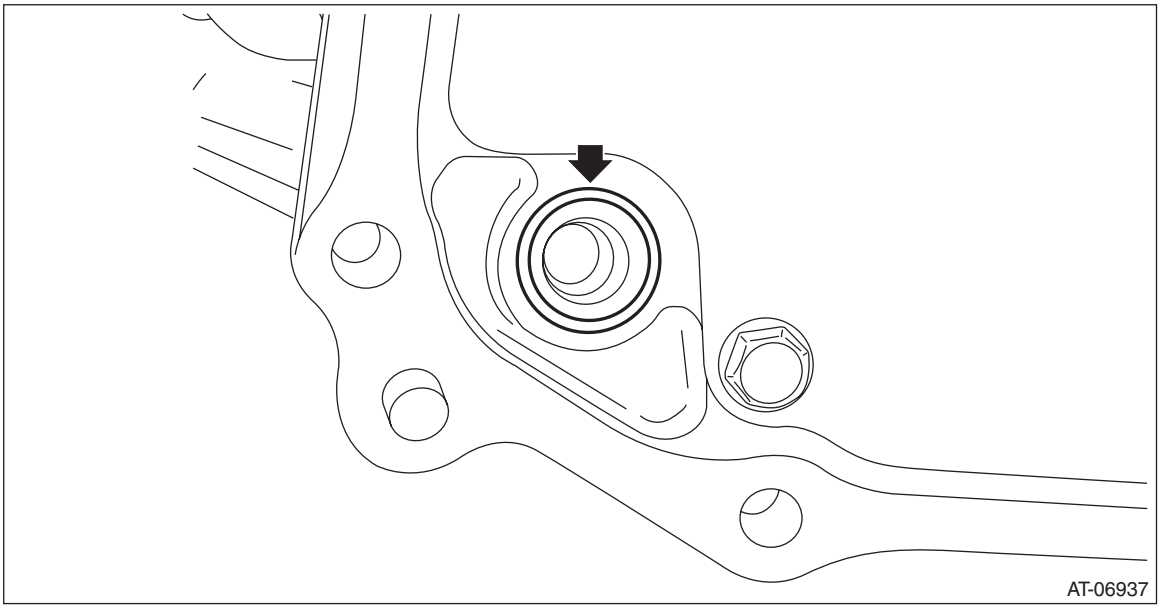
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case and transmission hanger.

NOTE:
The total number of extension case mounting bolts is 13.



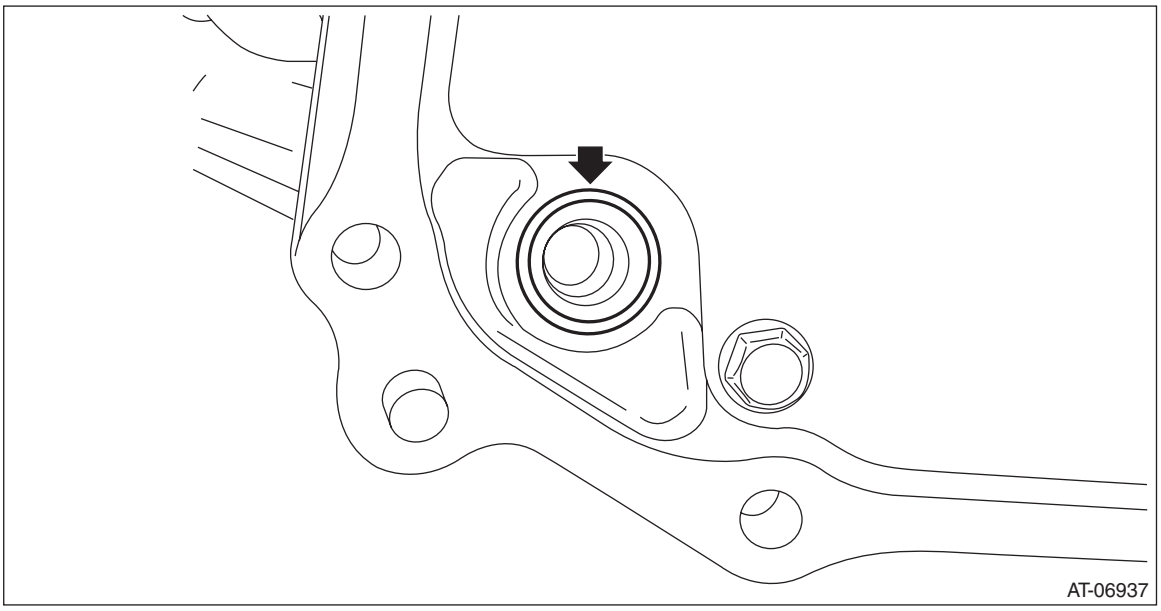
3) Remove the O-ring.



B: INSTALLATION

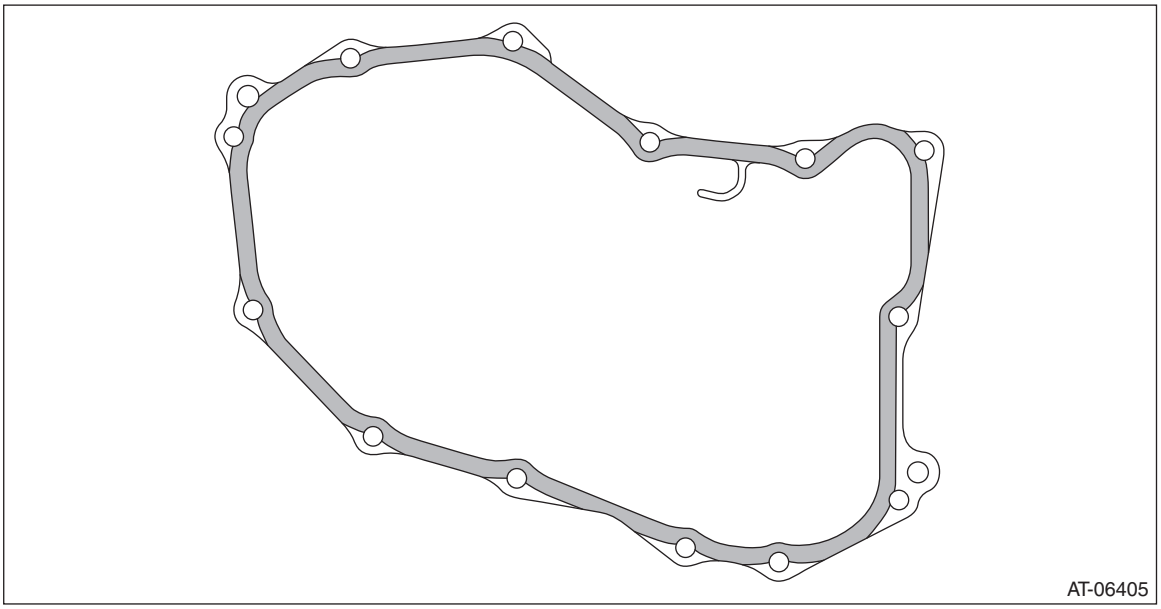
1) Clean the mating surface of extension case and transmission case.
2) Select the transfer drive gear shim.<Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>
3) Select the transfer driven gear shim.<Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>
4) Attach the selected transfer drive gear shim to extension case with vaseline.
5) Attach the selected transfer driven gear shim to extension case with vaseline.
6) Install the O-ring to the transmission case.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



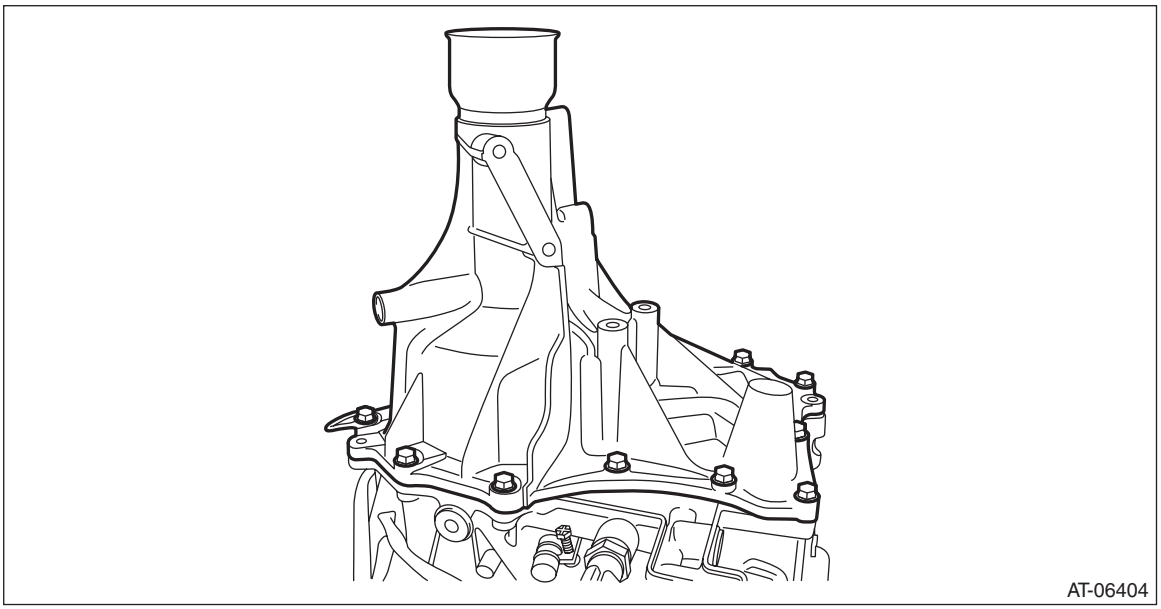
7) Apply liquid gasket to extension case seamlessly.

Liquid gasket:
THREE BOND 1215B or equivalent



8) Install the extension case to transmission hanger.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



9) Install the transmission assembly.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

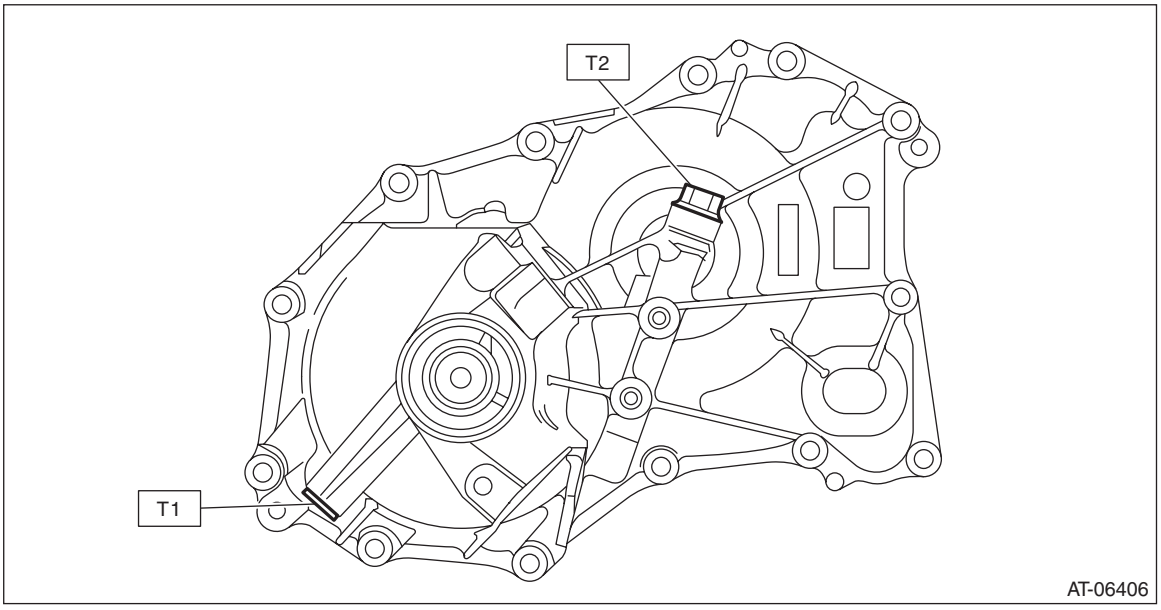
1) Remove the dust cover from extension case.
2) Remove the extension case oil seal from the extension case. <Ref. to CVT(TR580)-83, REPLACEMENT, Extension Case Oil Seal.>
3) Remove all plugs.

D: ASSEMBLY

1) Press-fit the dust cover into extension case.
2) Install the extension case oil seal to extension case. <Ref. to CVT(TR580)-83, REPLACEMENT, Extension Case Oil Seal.>
3) Install all plugs.

NOTE:
- Use a new O-ring or a gasket.
- Apply CVTF to the O-ring.

Tightening torque:
T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T2: 35 N·m (3.6 kgf-m, 25.8 ft-lb)



E: INSPECTION

- Check there is no leak of CVTF from the joint between extension case and transmission case.
- Check there is no damage or cracks on the extension case and other parts.

F: ADJUSTMENT

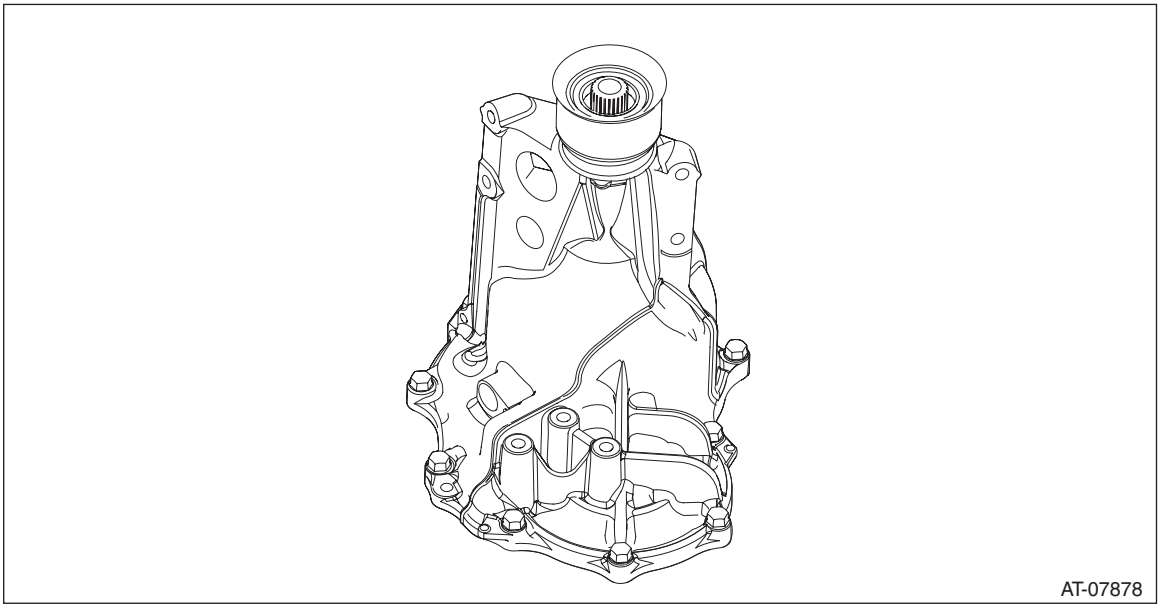
NOTE:
When replacing the extension case, select the transfer drive gear shim and transfer driven gear shim. <Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.> <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>

29.Extension Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the front wheel speed sensor. <Ref. to CVT(TR690)-105, REMOVAL, Front Wheel Speed Sensor.>
3) Remove the harness clip, and remove the extension case.

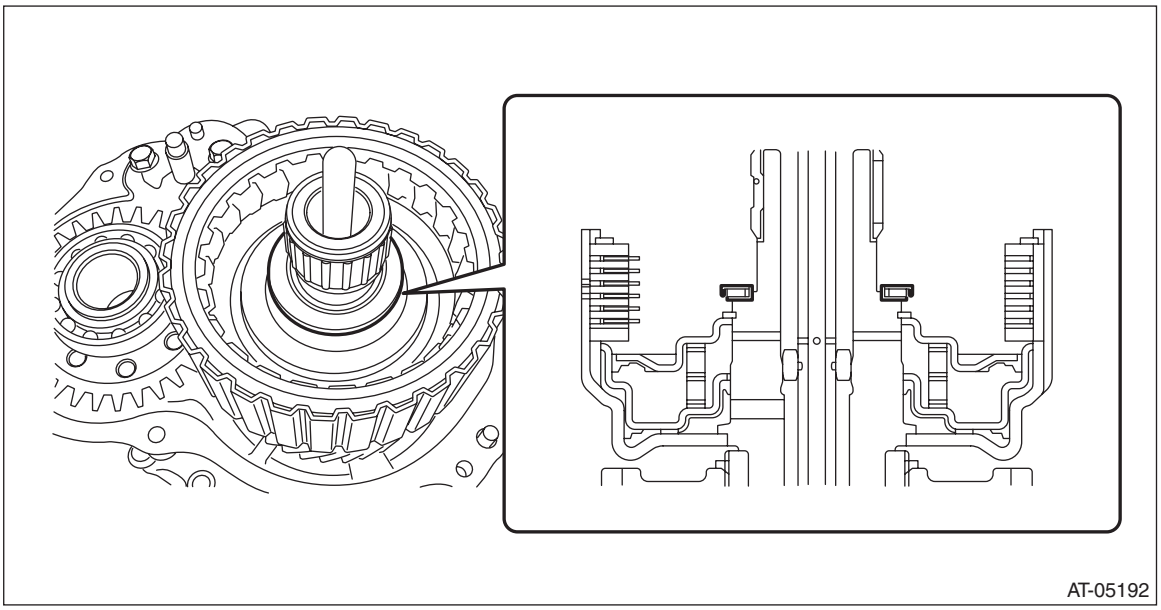
NOTE:
The total number of extension case mounting bolts is 10.



B: INSTALLATION

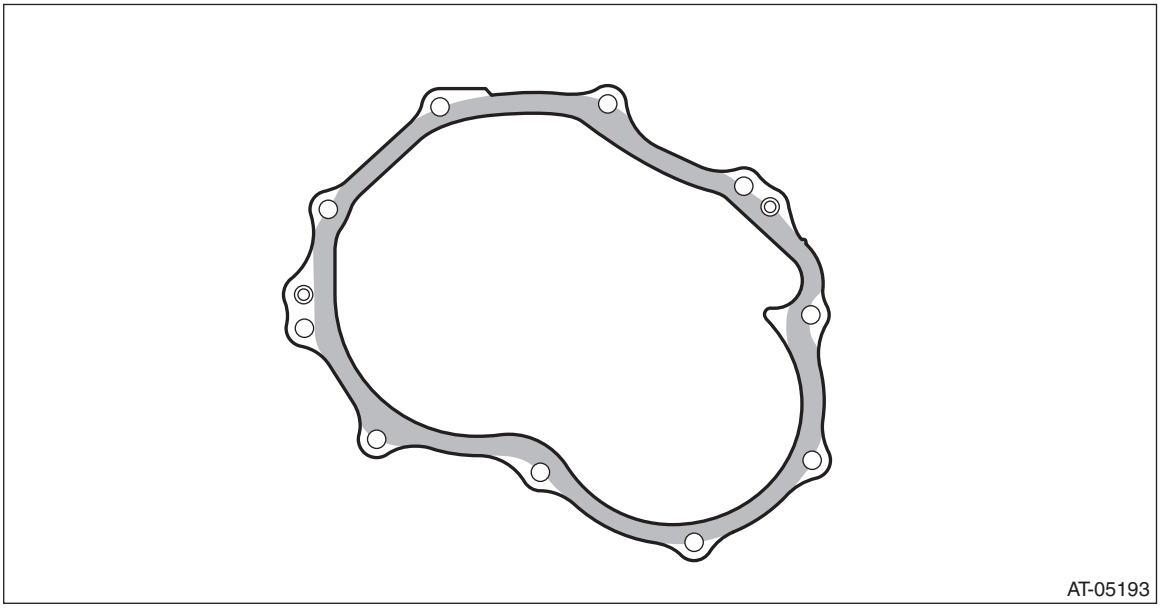
1) Clean the mating surface of the extension case and intermediate case.
2) Select the thrust needle bearing.<Ref. to CVT(TR690)-145, ADJUSTMENT, Rear Drive Shaft.>
3) Select the shim for transfer reduction driven gear.<Ref. to CVT(TR690)-163, ADJUSTMENT, Transfer Reduction Driven Gear.>
4) Install the selected thrust needle bearing to transfer clutch assembly.

NOTE:
Install the thrust needle bearing in the correct direction.



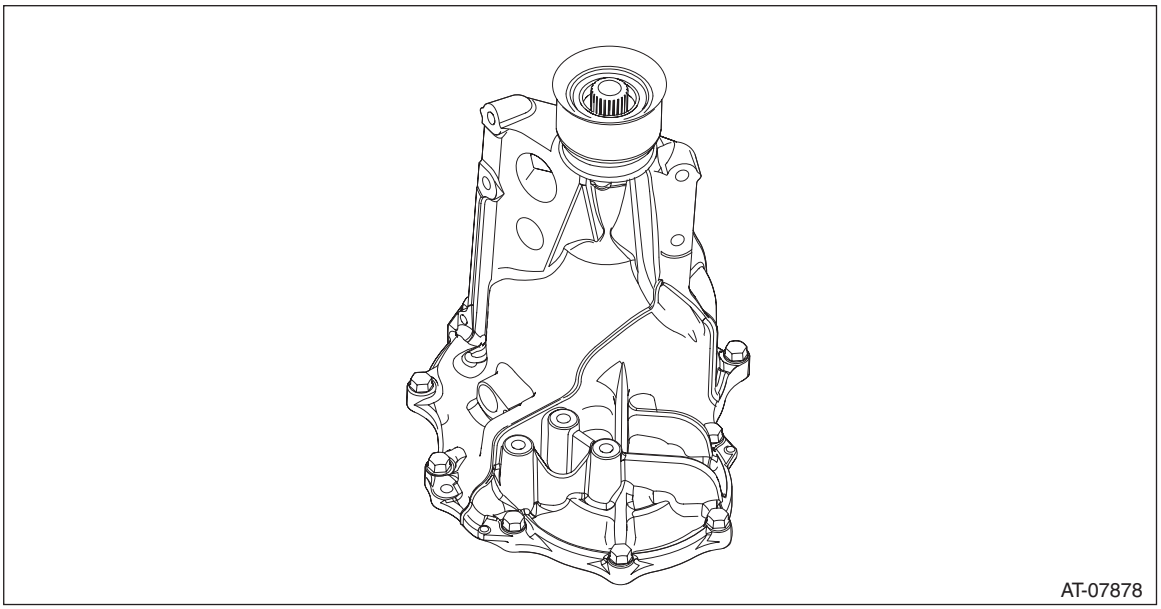
5) Attach the selected shim to transfer reduction driven gear assembly.
6) Apply liquid gasket to extension case seamlessly.

Liquid gasket:
THREE BOND 1215B or equivalent



7) Install the extension case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



8) Install the front wheel speed sensor.<Ref. to CVT(TR690)-105, INSTALLATION, Front Wheel Speed Sensor.>
9) Install the transmission assembly.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the dust cover from extension case.
2) Remove the extension case oil seal from the extension case.

D: ASSEMBLY

1) Press-fit the dust cover into extension case.
2) Install the extension case oil seal to extension case.
ST 498057300 INSTALLER

E: INSPECTION

- Check there is no leak of CVTF from the joint between extension case and intermediate case.
- Check there is no damage or cracks on the extension case.

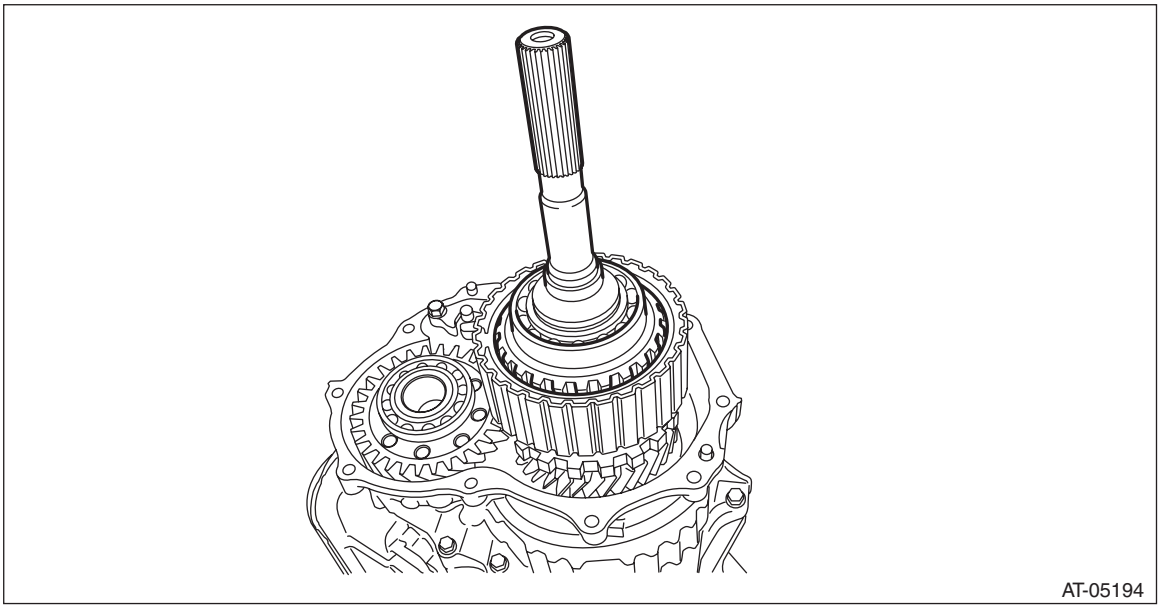
F: ADJUSTMENT

NOTE:
When replacing the extension case, select the shims for rear drive shaft thrust needle bearing and transfer reduction driven gear. <Ref. to CVT(TR690)-145, ADJUSTMENT, Rear Drive Shaft.> <Ref. to CVT(TR690)-163, ADJUSTMENT, Transfer Reduction Driven Gear.>

30.Rear Drive Shaft

A: REMOVAL

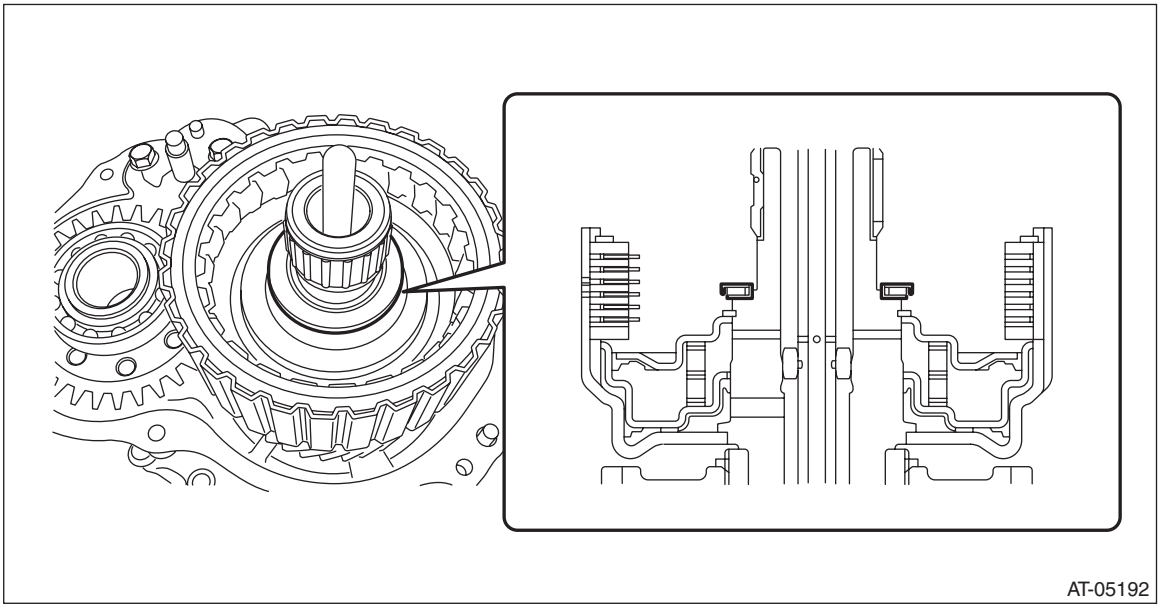
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the rear drive shaft.



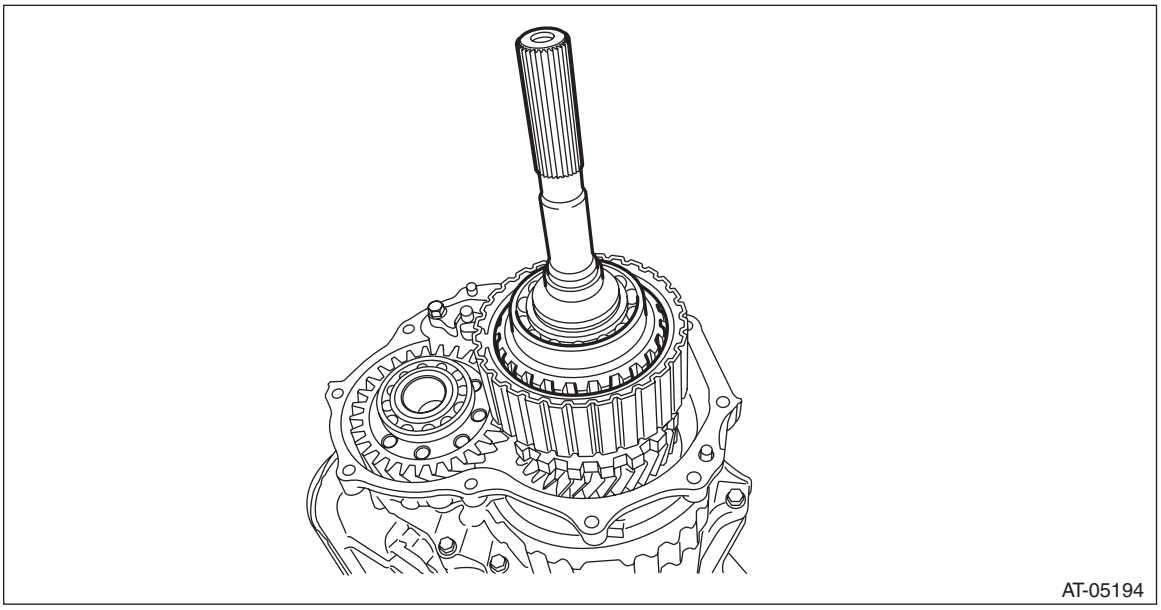
B: INSTALLATION

1) Select the thrust needle bearing. <Ref. to CVT(TR690)-145, ADJUSTMENT, Rear Drive Shaft.>
2) Install the selected thrust needle bearing to transfer clutch assembly.

NOTE:
Install the thrust needle bearing in the correct direction.



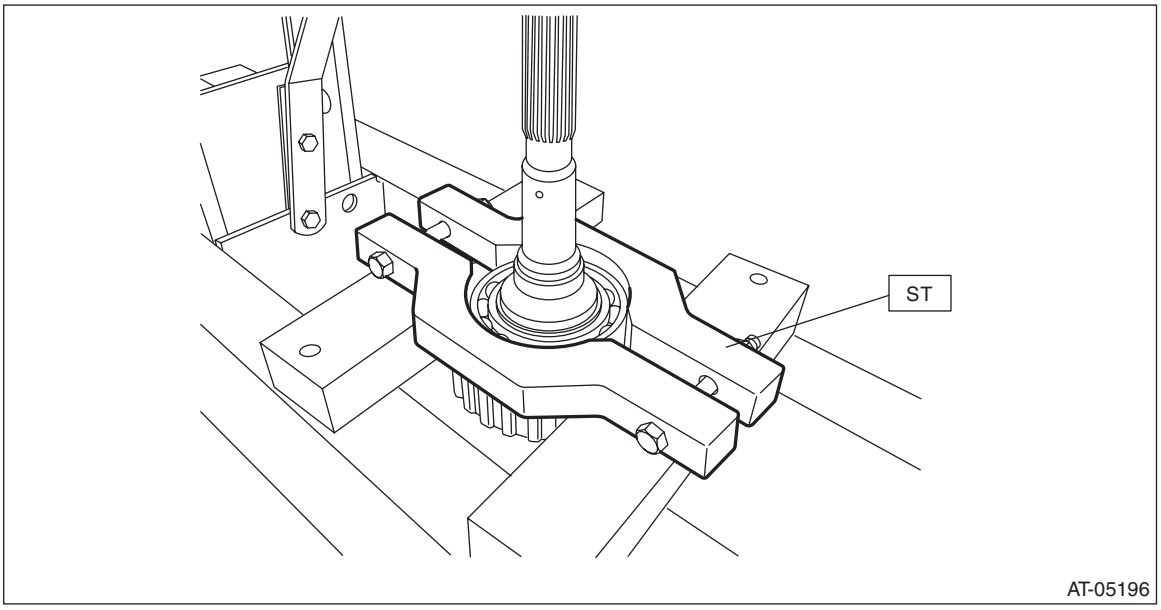
3) Install the rear drive shaft.



4) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the ball bearing using ST.
ST 498077600 REMOVER

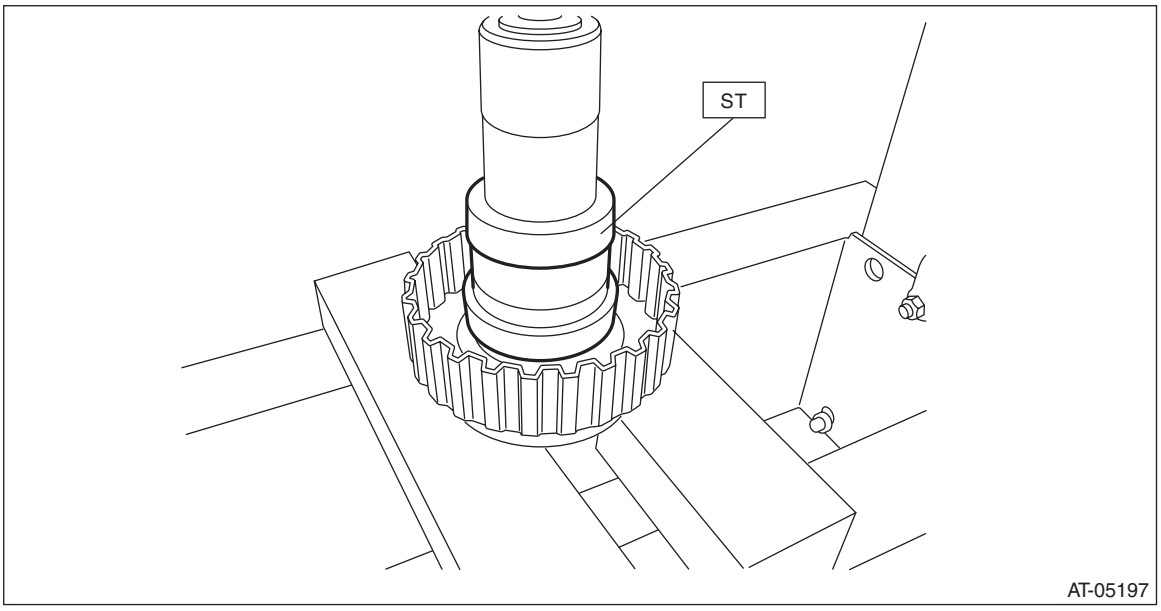


D: ASSEMBLY

1) Using the ST, install the ball bearing.

NOTE:
- Use a new ball bearing.
- Apply CVTF to press-fitting surface of ball bearing.

ST 399513600 INSTALLER



E: INSPECTION

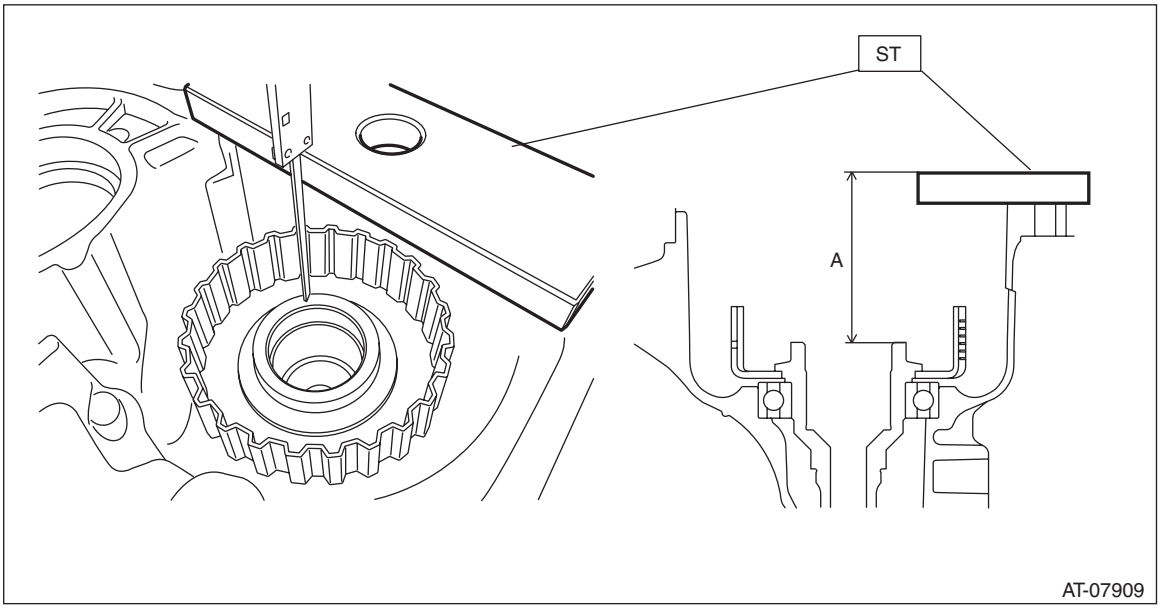
- Check each part for crack, damage or dust.
- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.

F: ADJUSTMENT

NOTE:
When replacing the rear drive shaft or bearing, select the thrust needle bearing.

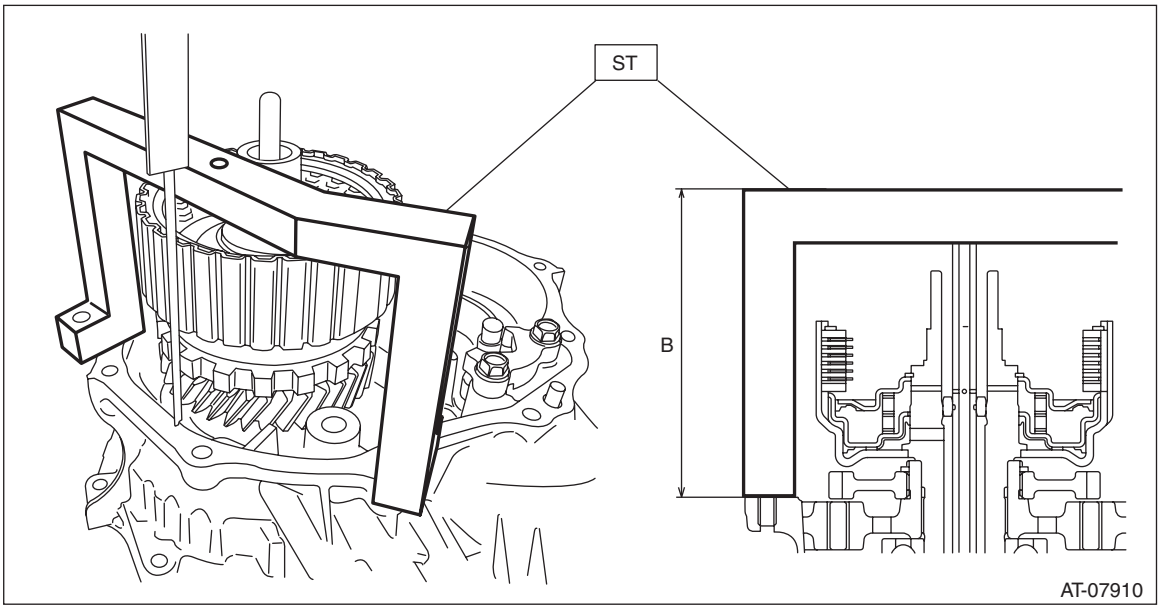
1) Using the ST, measure the distance “A” from ST end face to rear drive shaft thrust needle bearing catch surface.

ST 398643600 GAUGE



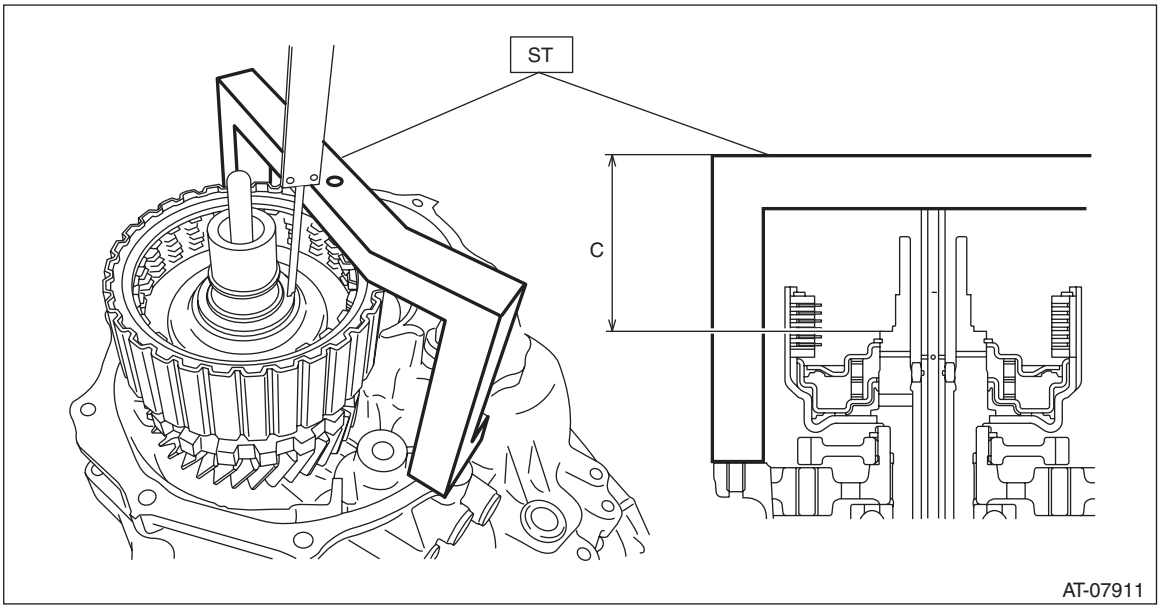
2) Using the ST, measure the height “B” from the intermediate case mating surface to the ST end face.

NOTE:
Place the measurement tool at the dent on ST upper side to measure.
ST 499737100 PULLER SET



3) Using the ST, measure the height “C” from ST end face to transfer clutch assembly thrust needle bearing catch surface.

NOTE:
Place the measurement tool at the dent on ST upper side to measure.
ST 499737100 PULLER SET



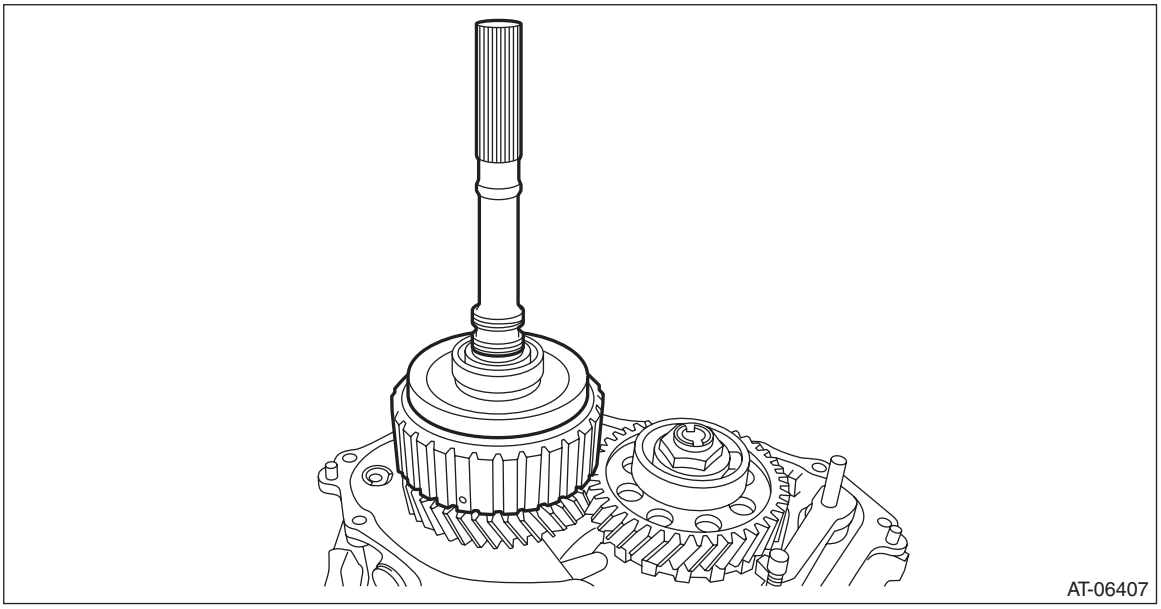
4) Obtain the thickness of thrust bearing using the following formula to select the thrust bearing.
T mm = (A – 15) – (B – C) – (0.05 — 0.25)
[T in = (A – 0.591) – (B – C) – (0.002 — 0.01)]
T: Thrust bearing thickness
A: Height from the ST end face to the rear drive shaft thrust needle bearing catch surface
B: Height from the mating surface of the intermediate case to the ST end face
C: Height from the ST end face to the transfer clutch assembly thrust needle bearing catch surface
15 mm (0.591 in): Thickness of ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

Thrust bearing	
Part No.	Thickness mm (in)
806536020	3.8 (0.15)
806535030	4.0 (0.157)
806535040	4.2 (0.165)
806535050	4.4 (0.173)
806535060	4.6 (0.181)
806535070	4.8 (0.189)
806535090	5.0 (0.197)

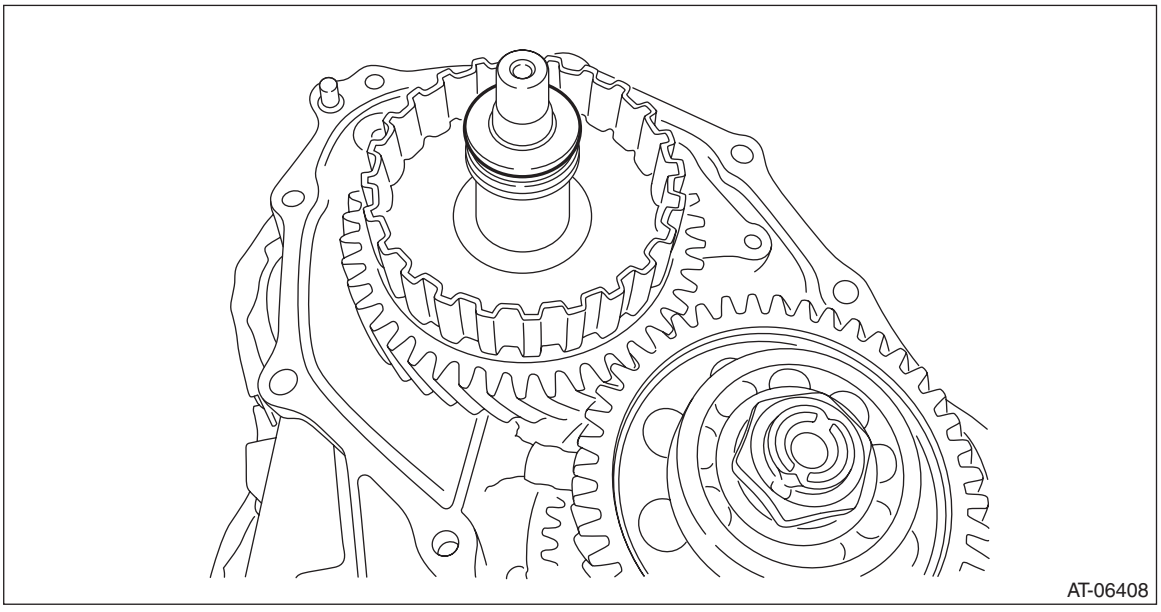
30.Transfer Clutch

A: REMOVAL

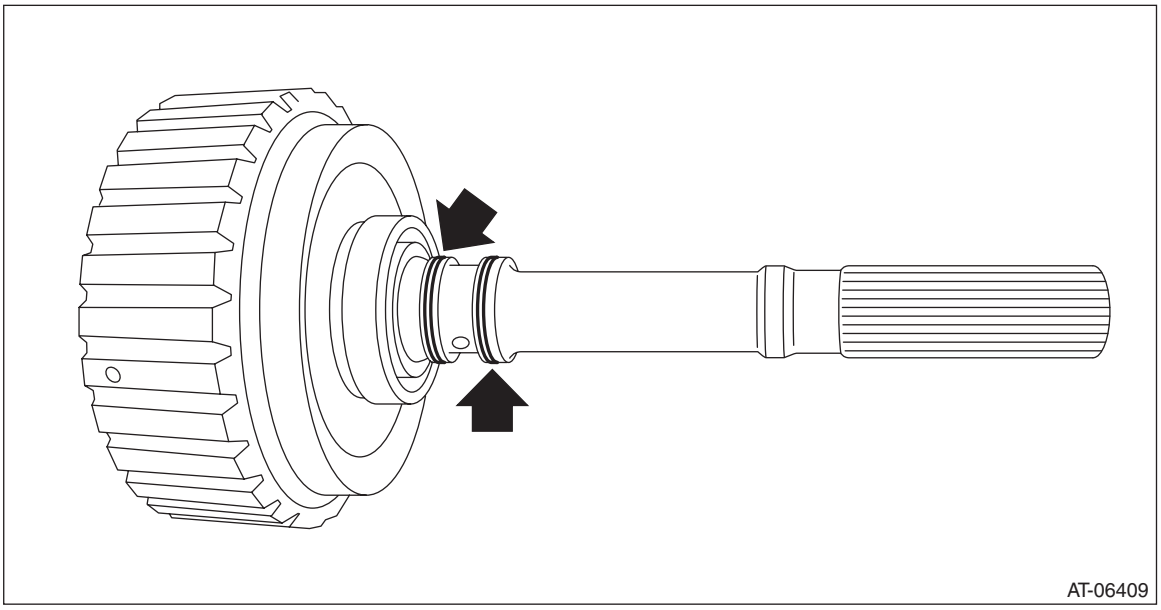
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly.



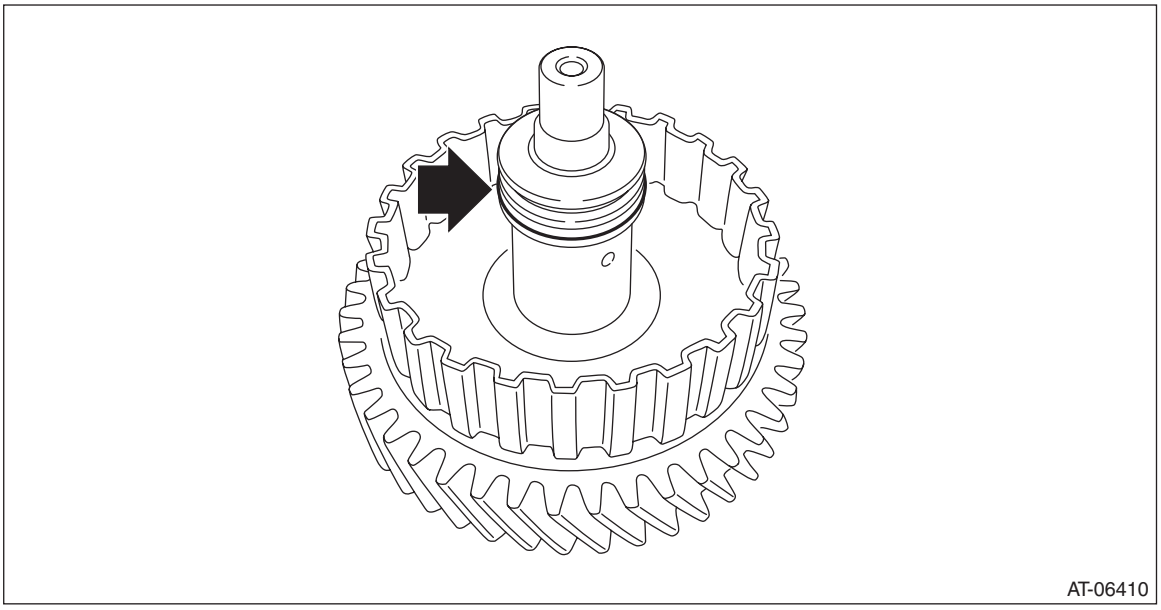
4) Remove the thrust bearing.



5) Remove the seal ring from transfer clutch assembly.



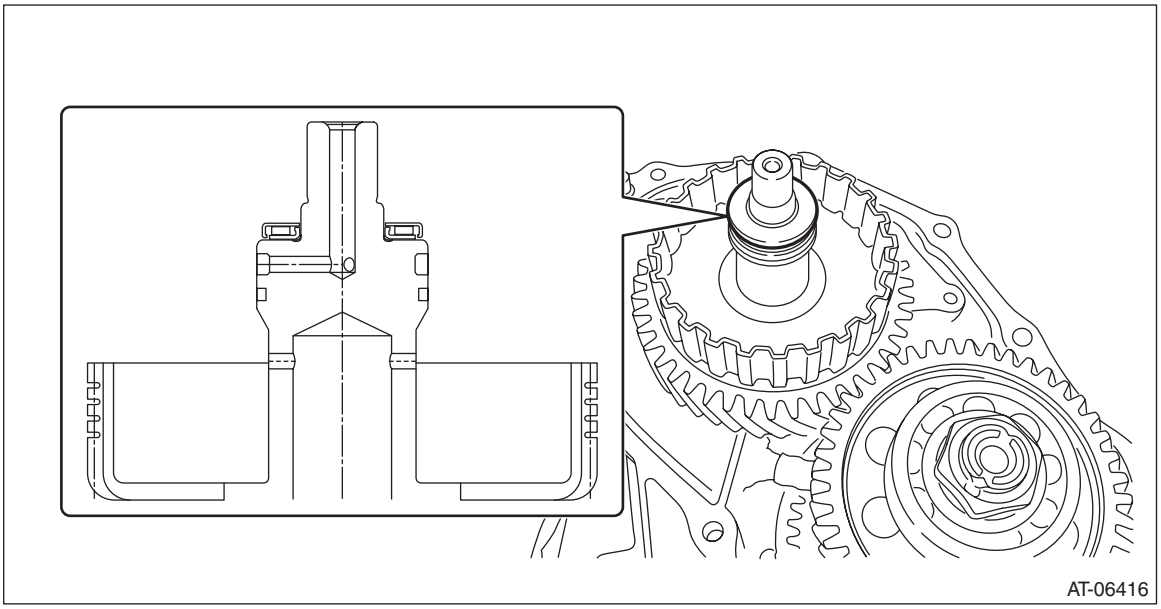
6) Remove the seal ring from the transfer driven gear assembly.



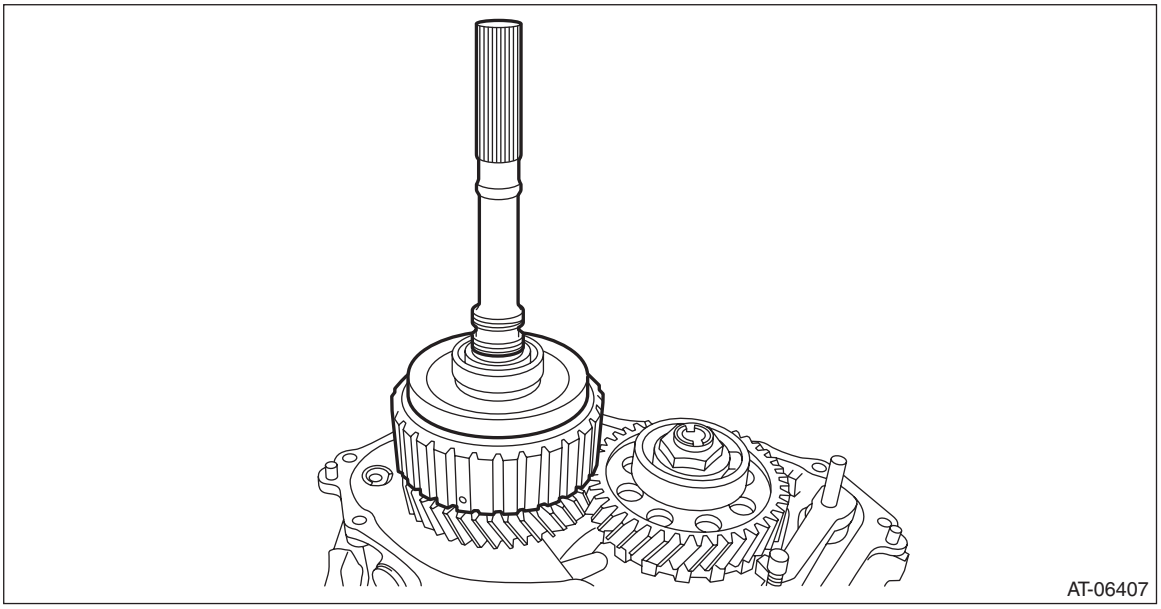
B: INSTALLATION

1) Install the thrust bearing.

NOTE:
Make sure to install in the right direction.



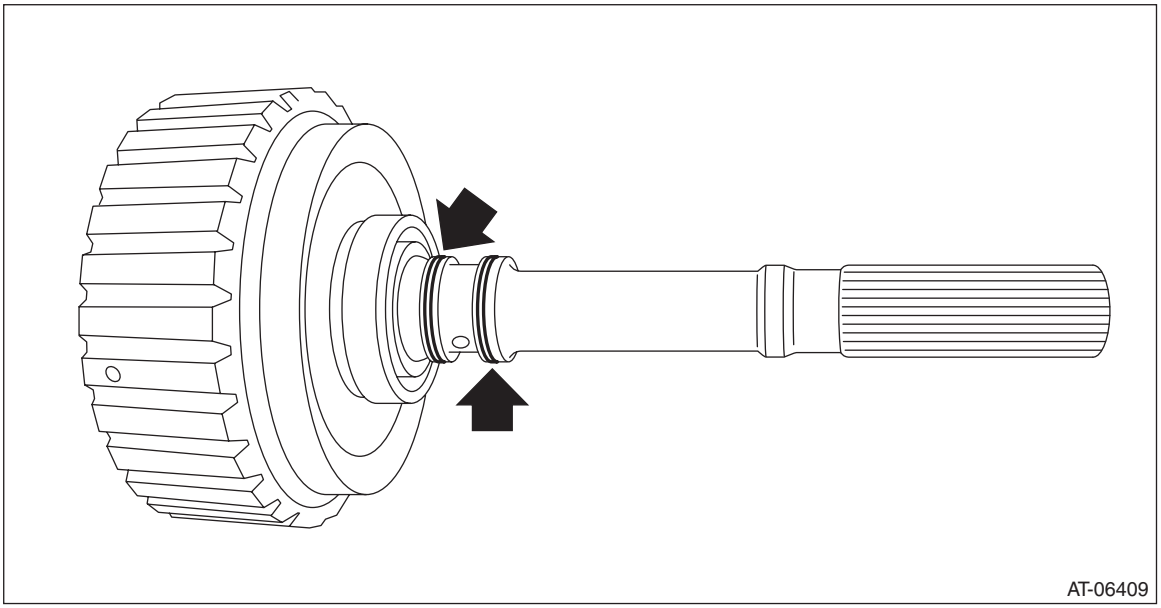
2) Install the transfer clutch assembly.



3) Select the transfer driven gear shim. <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>
4) Attach the selected transfer driven gear shim to extension case with vaseline.
5) Remove the transfer clutch assembly.

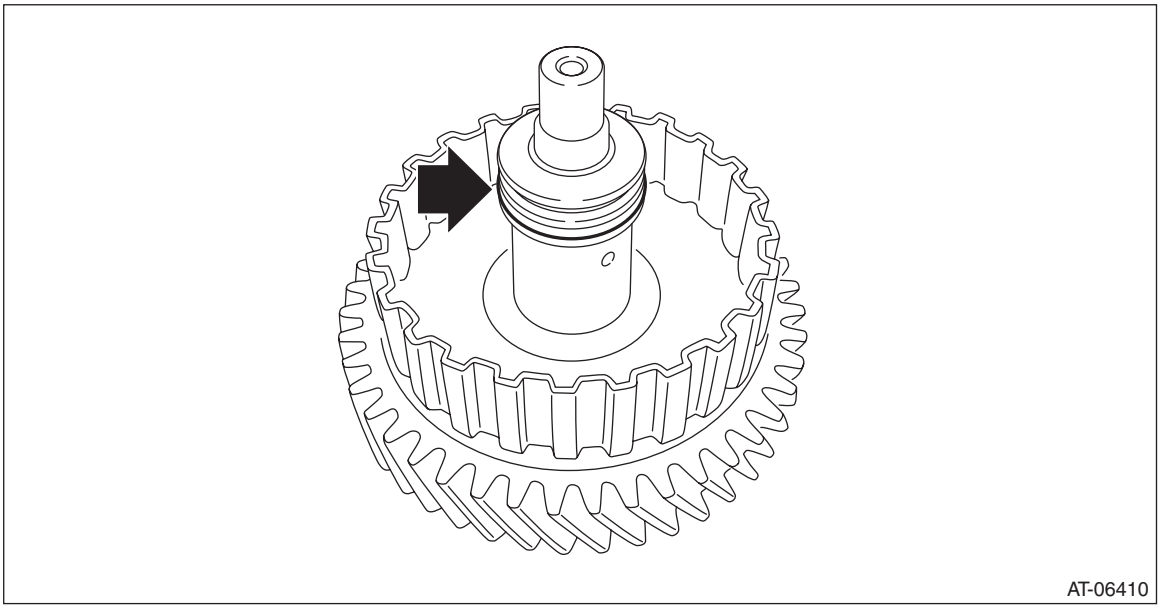
6) Install the seal ring to the transfer clutch assembly.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.



7) Install the seal ring to the transfer driven gear assembly.

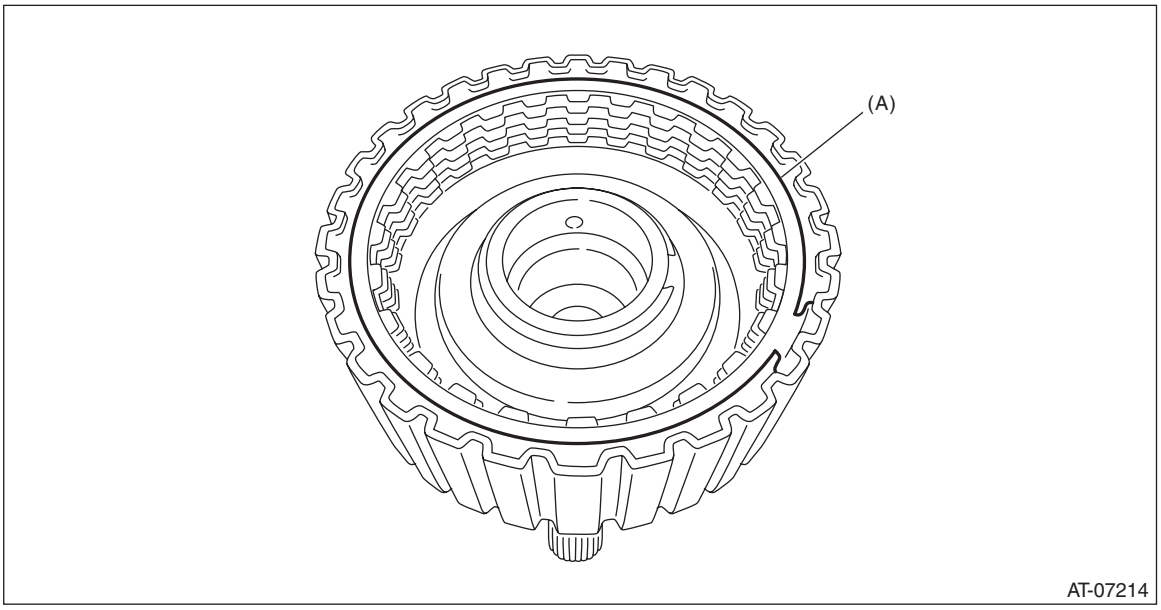
NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Apply CVTF to the seal rings.



8) Install the transfer clutch assembly.
9) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
10) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

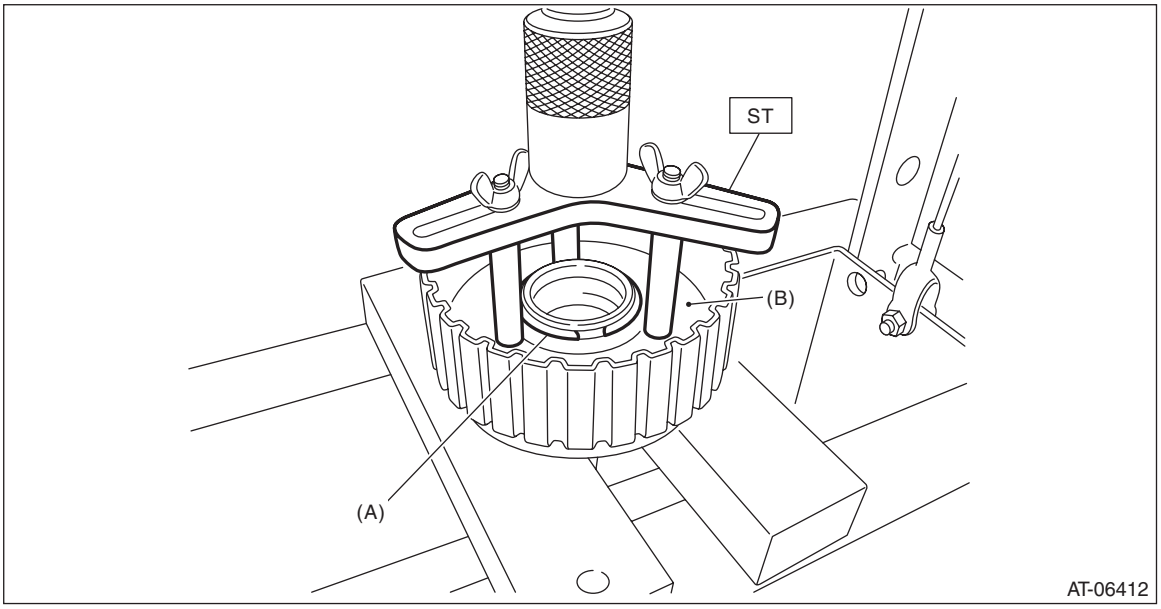
C: DISASSEMBLY

1) Remove the snap ring, and then remove the retaining plate, drive plate and driven plate.



(A) Snap ring

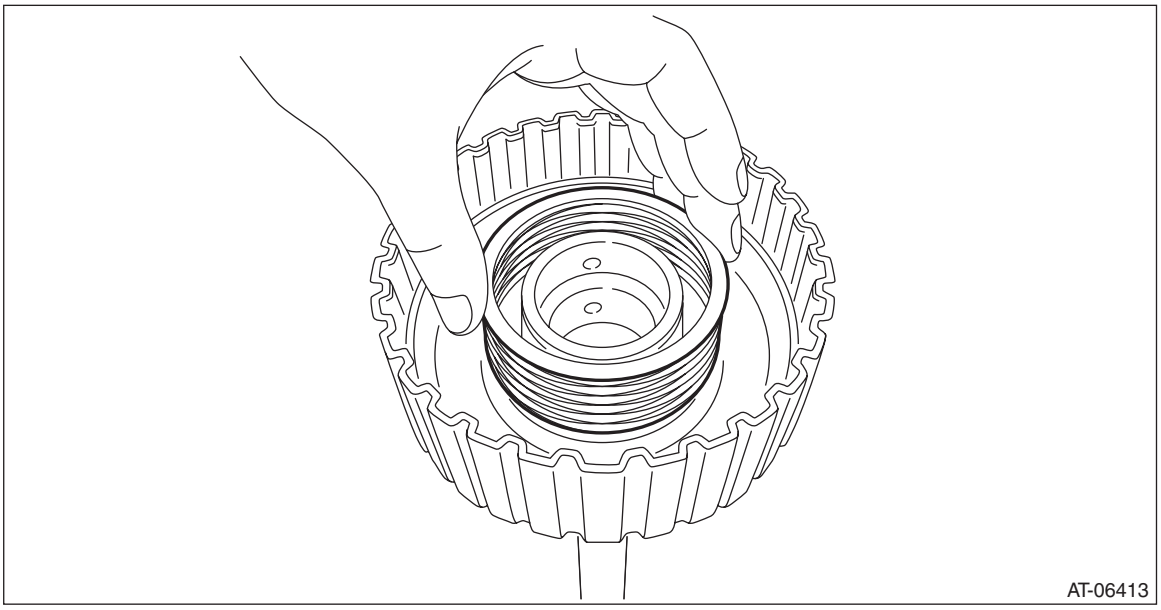
2) Compress the return spring using the ST to remove the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

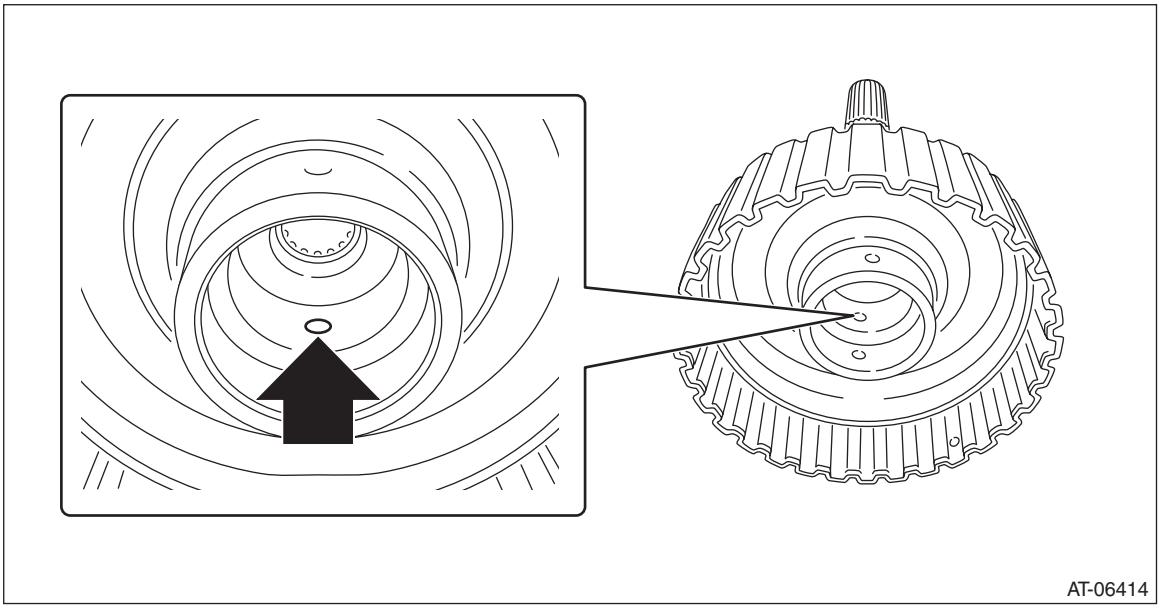
3) Remove the transfer clutch piston seal.

4) Remove the return spring.

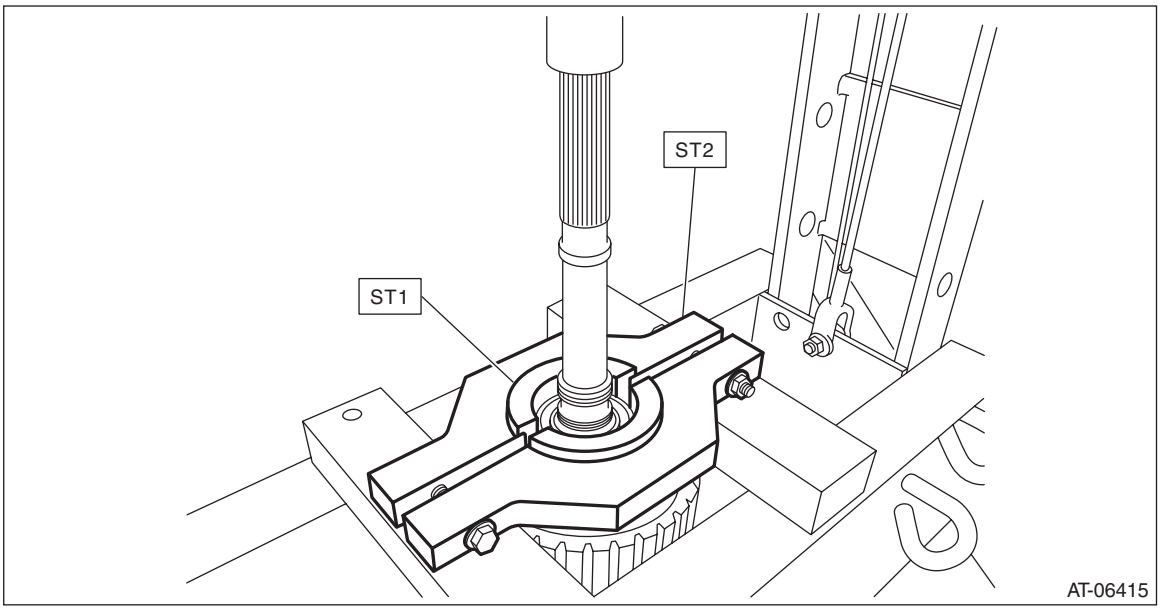


5) Remove the transfer clutch piston by blowing compressed air through transfer clutch assembly hole.

NOTE:
Plug the holes through which the compressed air is not blown.



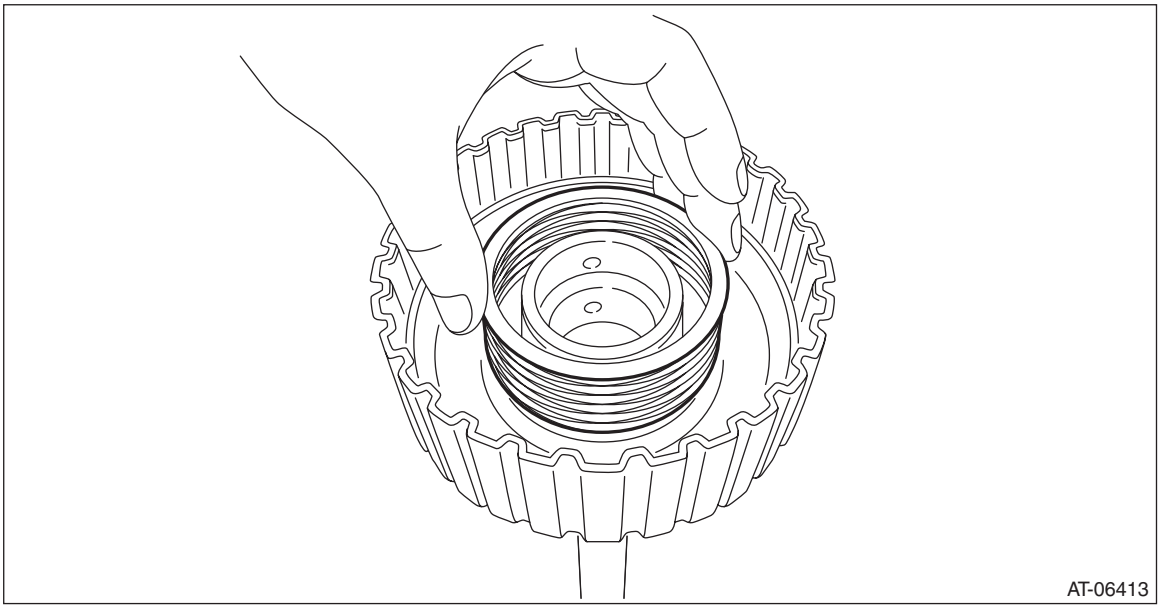
6) Remove the ball bearing using ST.
ST1 18767AA010 BEARING REMOVER
ST2 18723AA000 REMOVER



D: ASSEMBLY

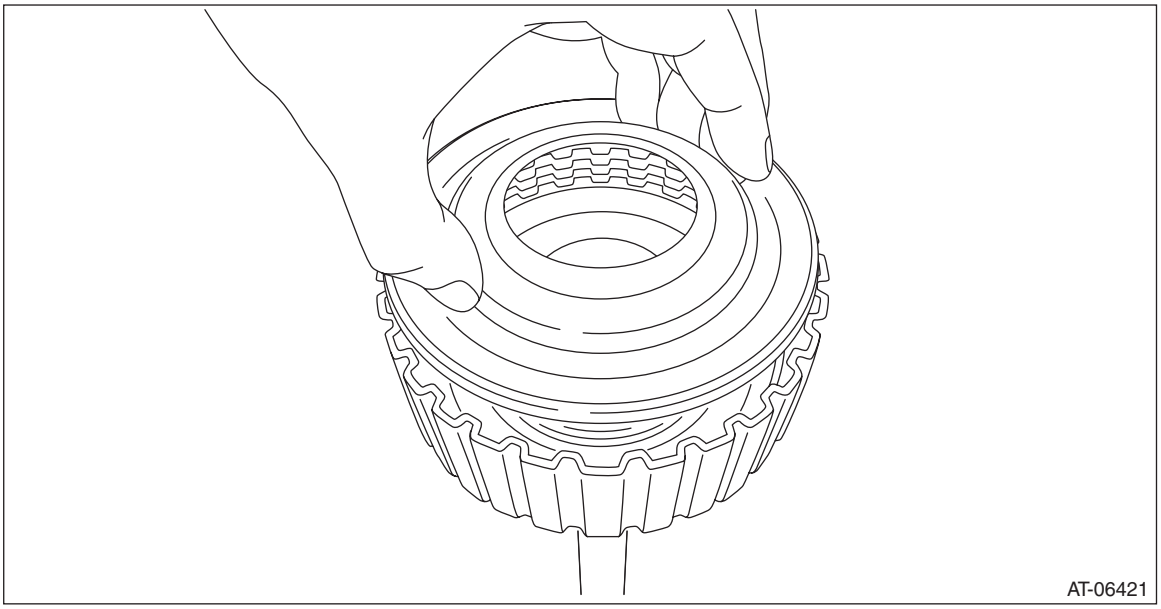
1) Install the transfer clutch piston.

NOTE:
Apply CVTF to the transfer clutch piston lip.
2) Install the return spring.

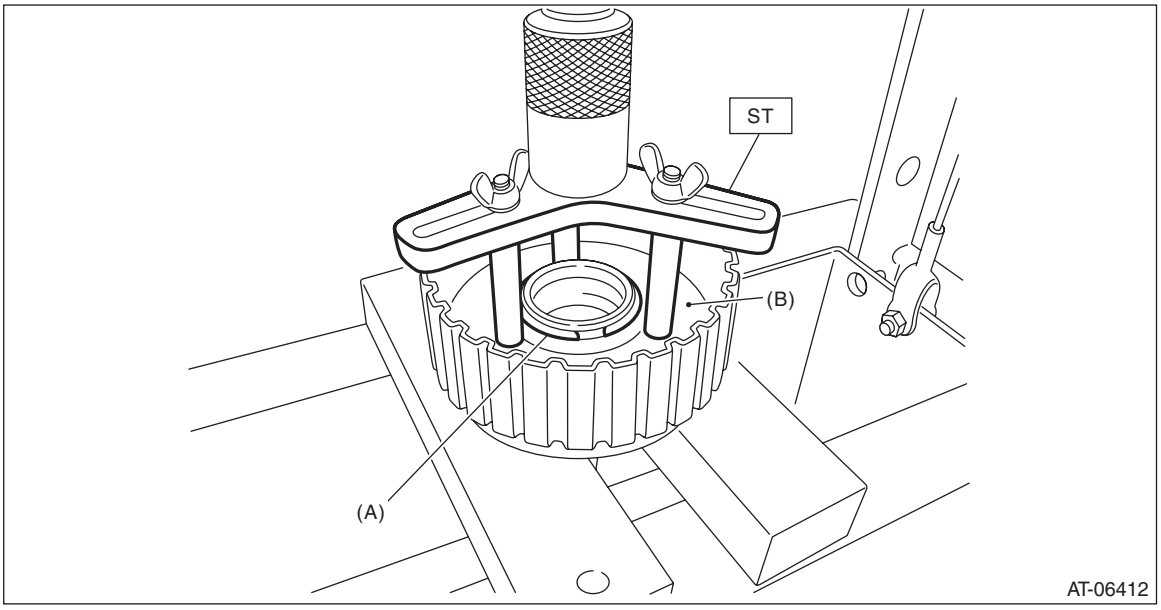


3) Install the transfer clutch piston seal.

NOTE:
Apply CVTF to the lip section of transfer clutch piston seal.

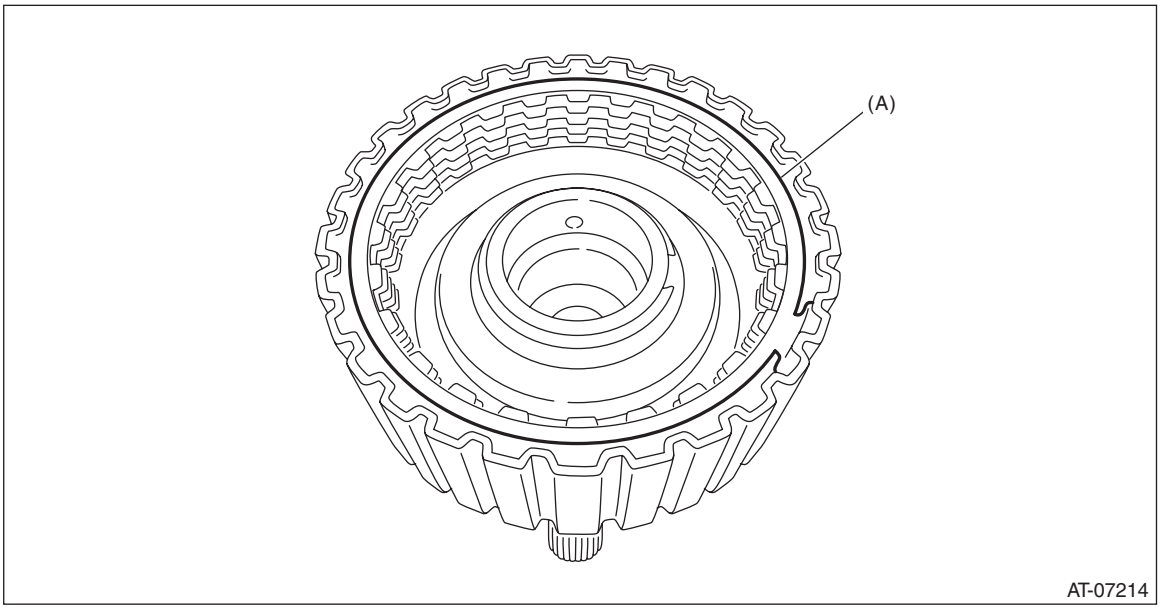


4) Compress the return spring using the ST to install the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

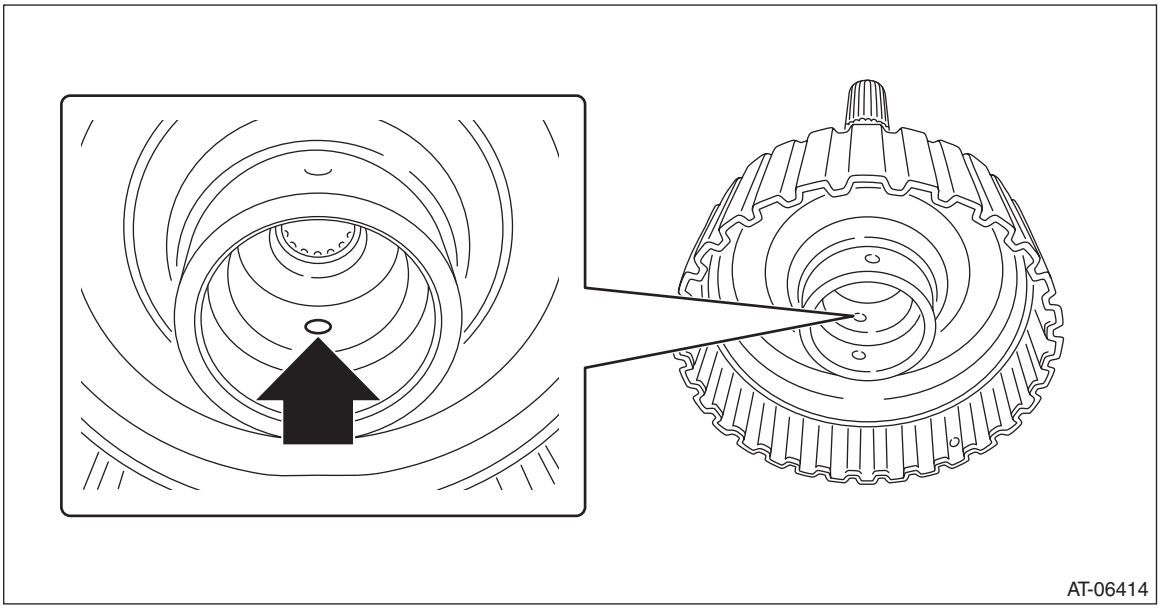
5) Install the pressure plate, driven plate, drive plate and snap ring.



(A) Snap ring

6) Blow compressed air through transfer clutch assembly hole, and check the transfer clutch piston operation.

NOTE:
Plug the holes through which the compressed air is not blown.

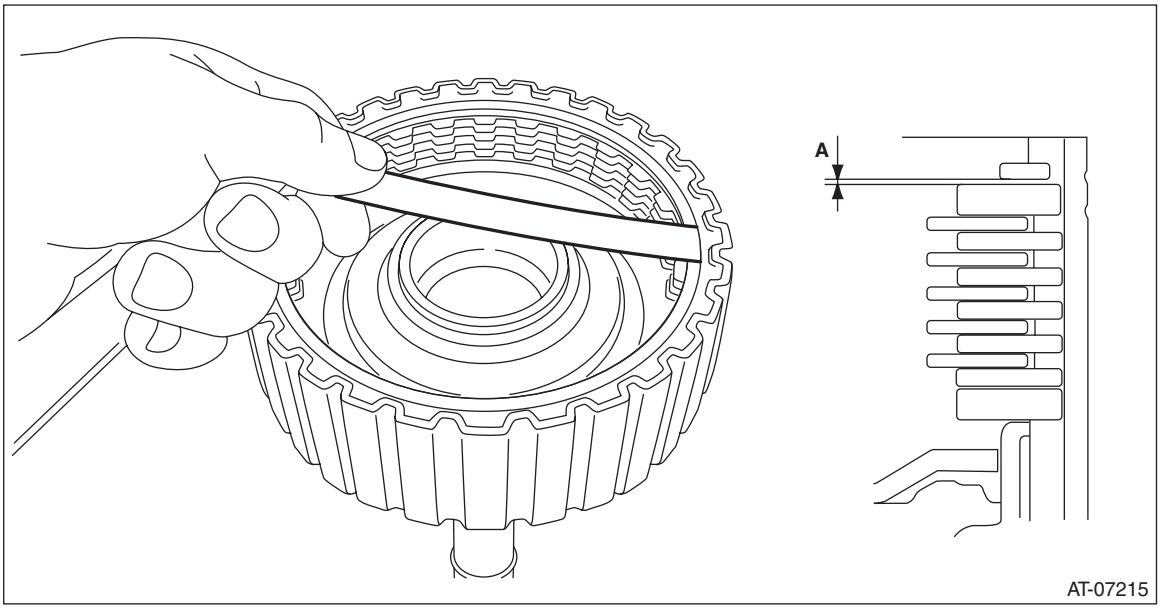


7) Before measuring clearance “A”, place same thickness shims on both sides to prevent the plate from tilting.

8) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select and adjust the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.45 mm (0.057 in)

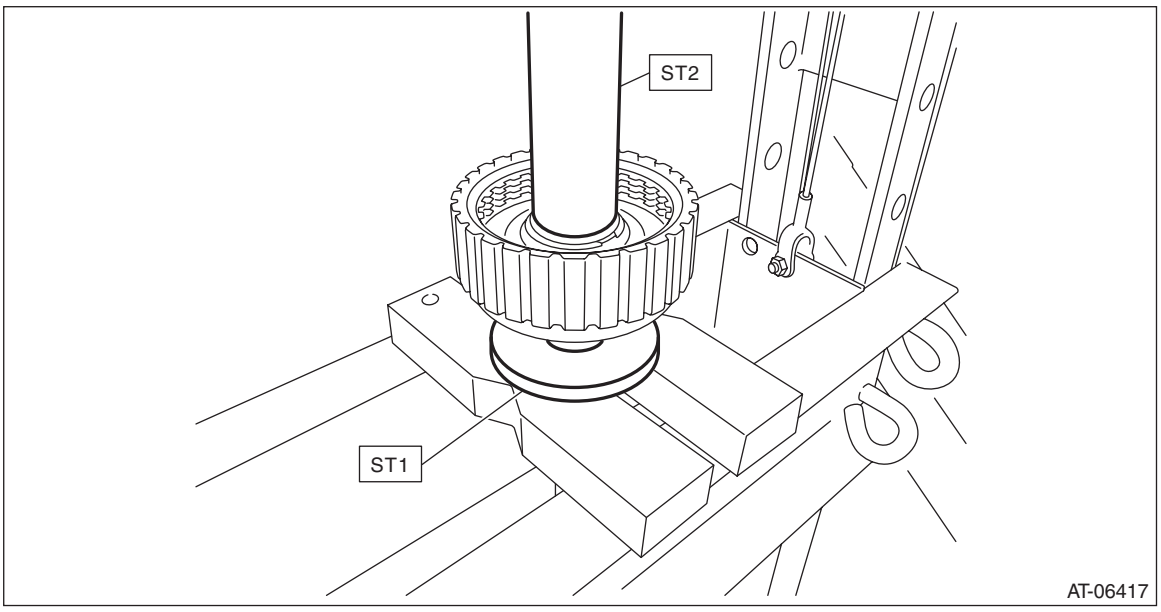


Pressure plate	
Part No.	Thickness mm (in)
31593AA151	3.3 (0.130)
31593AA161	3.7 (0.146)

9) Recheck the clearance.<Ref. to CVT(TR580)-180, INSPECTION, Transfer Clutch.>

10) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST1 398177700 INSTALLER
ST2 499277000 INSTALLER



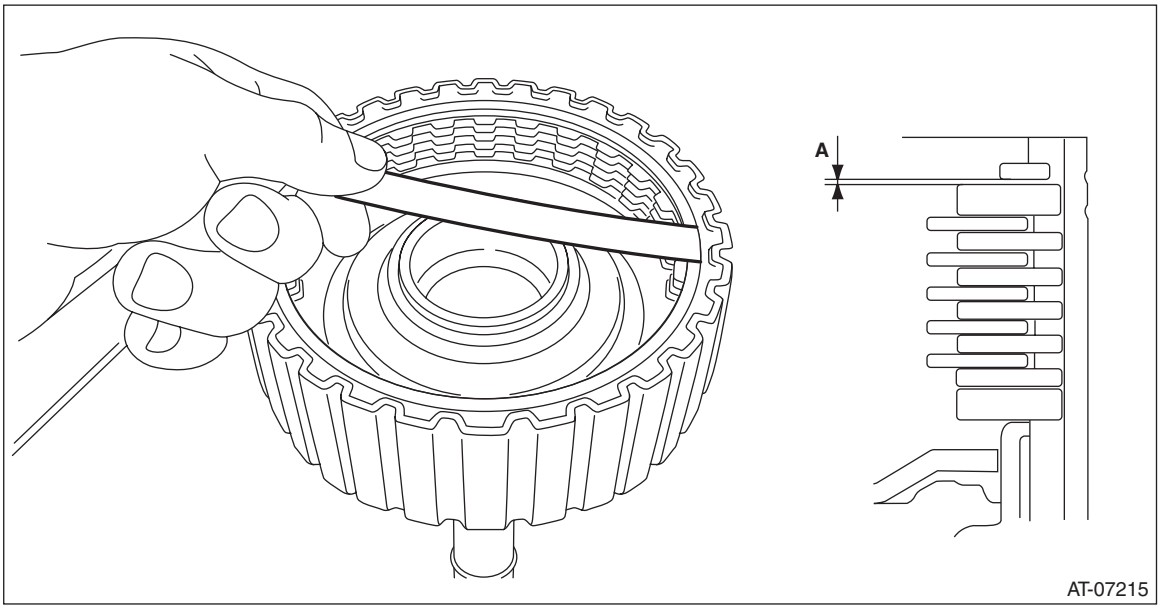
E: INSPECTION

- Inspect the drive plate facing for wear and damage.
- Driven plate for discoloration (burned color)
- Make sure the snap ring is not worn and the return spring has no permanent distortion, damage, or deformation.
- Check the lip seal for damage.
- Inspect the extension end play, and adjust it to within the standard value. <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>

1) Before measuring clearance “A” between snap ring and driven plate, place same thickness shims on both sides to prevent the plate from tilting.
2) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.45 mm (0.057 in)



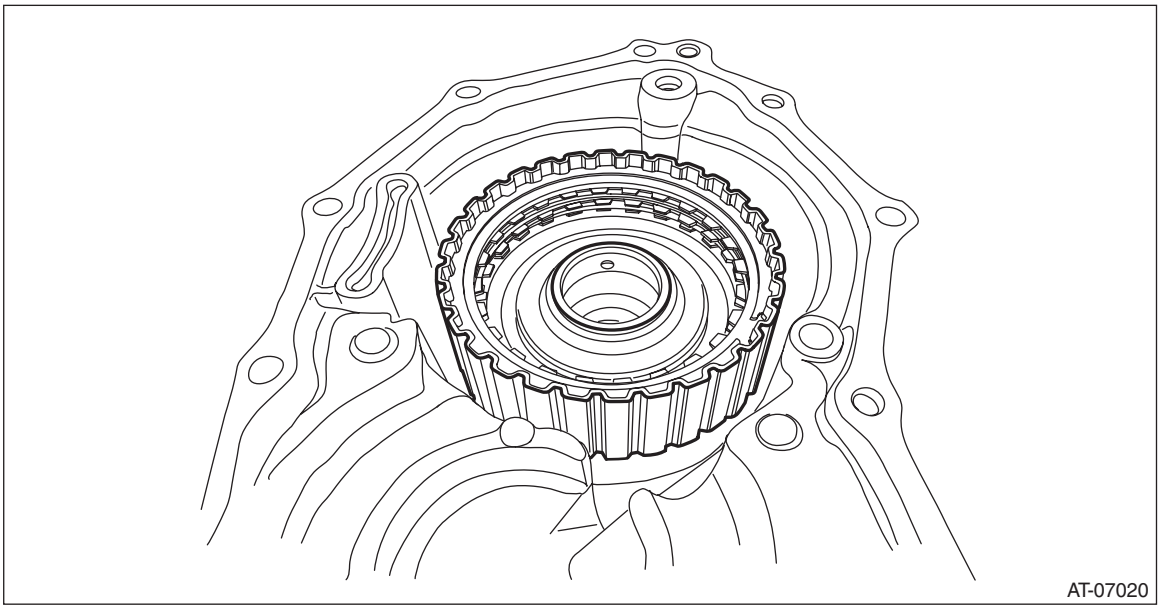
3) Check for tight corner braking phenomenon when the vehicle is moved forward with the steering fully turned. If tight corner braking occurs, perform the following procedures.

NOTE:
For models with X MODE switch, turn OFF the switch for inspection.

(1) With the steering wheel held at fully turned position, drive the vehicle in “D” range and with vehicle speed at approx. 5 km/h (3 MPH) in both clockwise and counterclockwise directions for approx. ten times each, while repeating acceleration and braking intermittently.
(2) If the tight corner braking phenomenon still persists, drive the vehicle again in a circle for several laps.

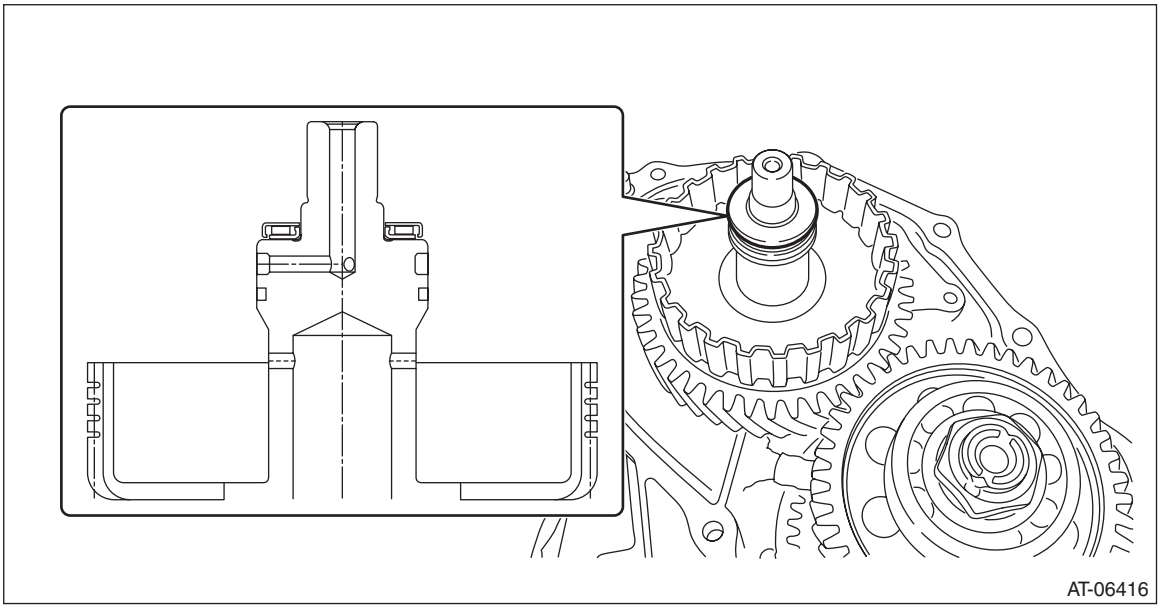
F: ADJUSTMENT

1) Install the transfer clutch assembly to the extension case with the transfer driven gear shims and thrust bearings removed.

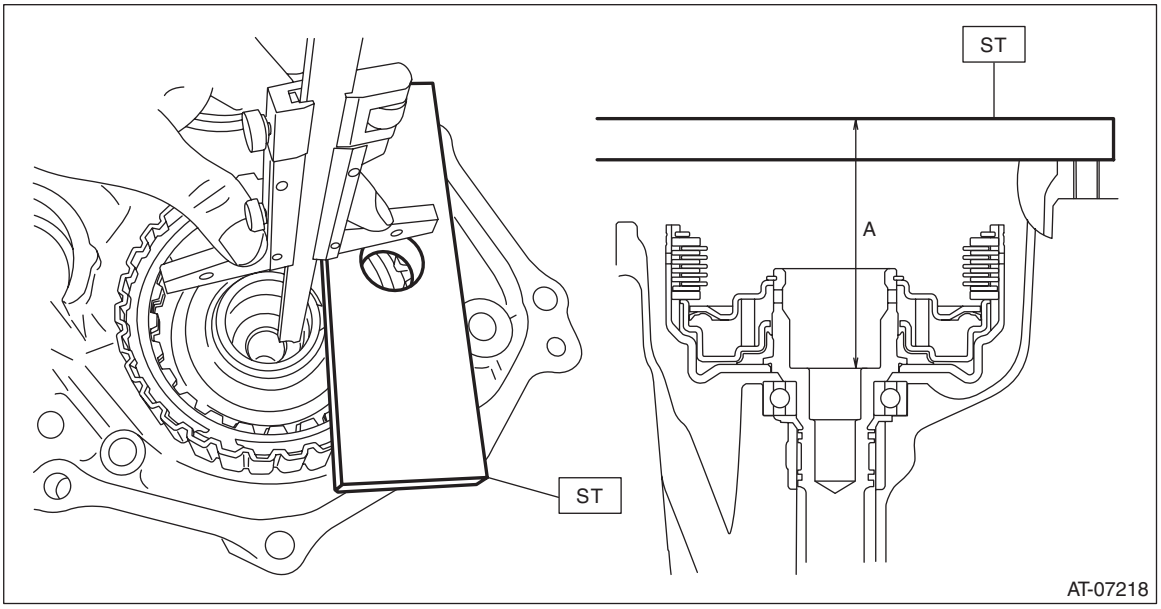


2) Install the thrust bearing to the transfer driven gear.

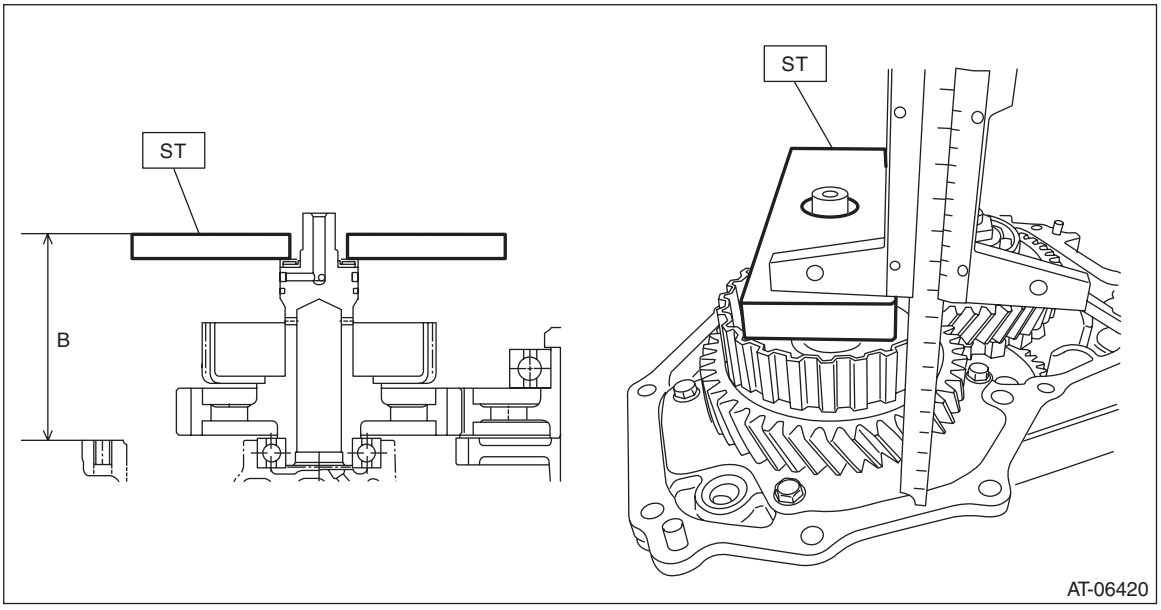
NOTE:
Make sure to install in the right direction.



3) Using the ST, measure the height “A” from the ST end face to the thrust bearing catch surface of the transfer clutch assembly.
ST 499575500 GAUGE



4) Using the ST, measure the height “B” from the transmission case mating surface to the end of ST.
ST 499575500 GAUGE



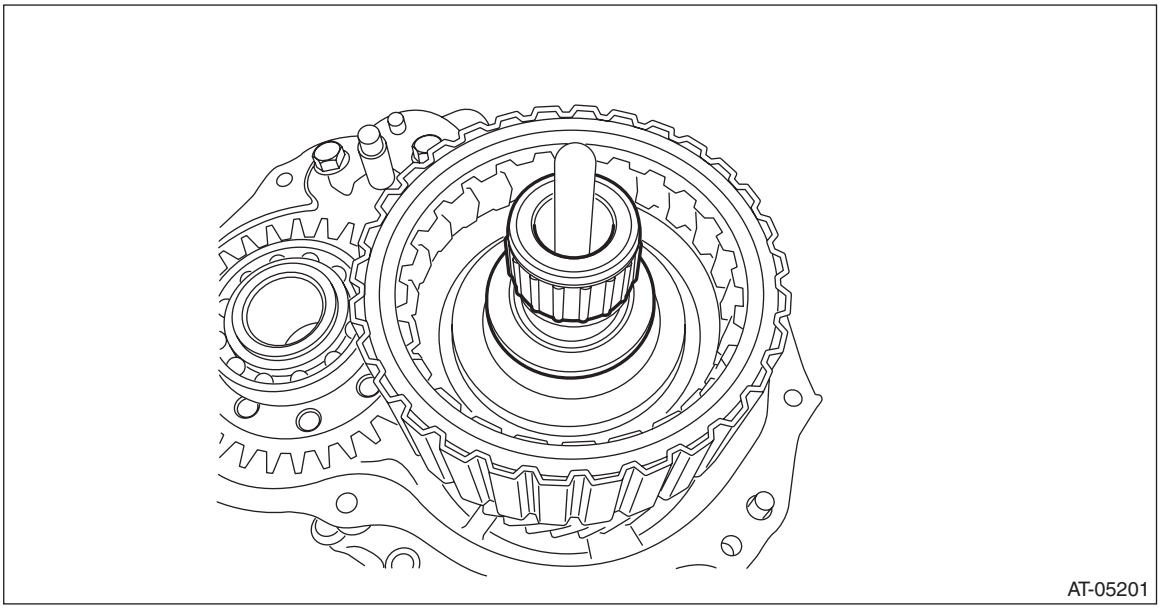
5) Obtain the thickness of transfer driven gear shim using the following formula to select one to three transfer driven gear shims.
T (mm) = A – B – (0.05 — 0.25)
[T (in) = A – B – (0.002 — 0.01)]
T: Transfer driven gear shim thickness
A: Height from the ST end face to the transfer clutch assembly thrust bearing catch surface
B: Height from the mating surface of the transmission case to the end of the ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

Transfer driven gear shim	
Part No.	Thickness mm (in)
33280AA030	0.3 (0.012)
33280AA040	0.4 (0.016)
33280AA050	0.5 (0.020)

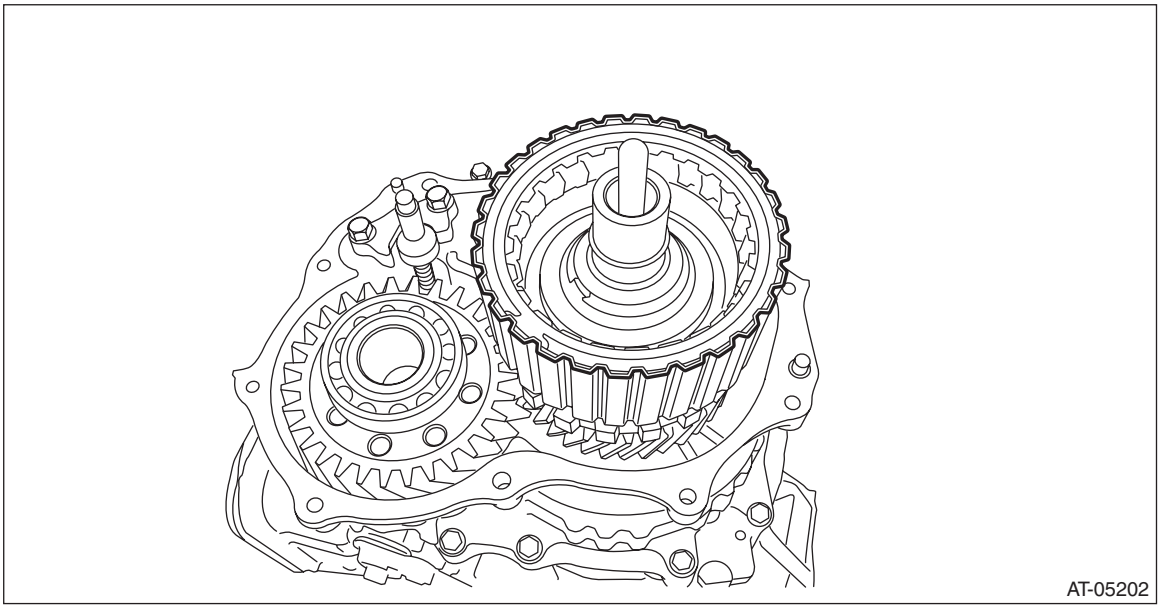
31.Transfer Clutch

A: REMOVAL

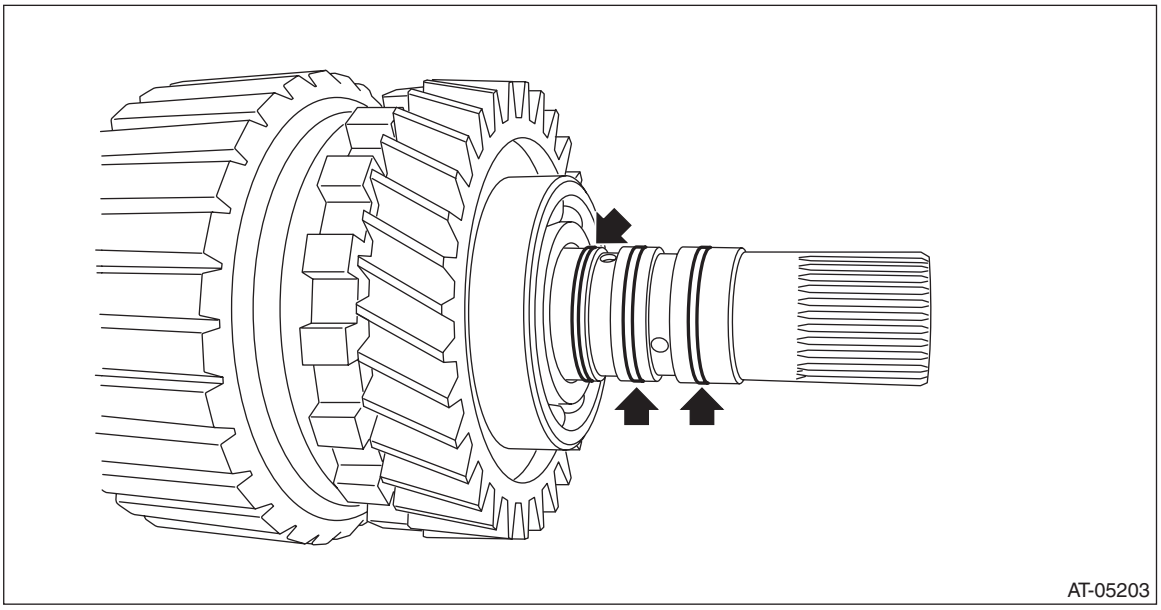
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
4) Remove the thrust needle bearing and needle bearing.


AT-05201

5) Remove the transfer clutch assembly.


AT-05202

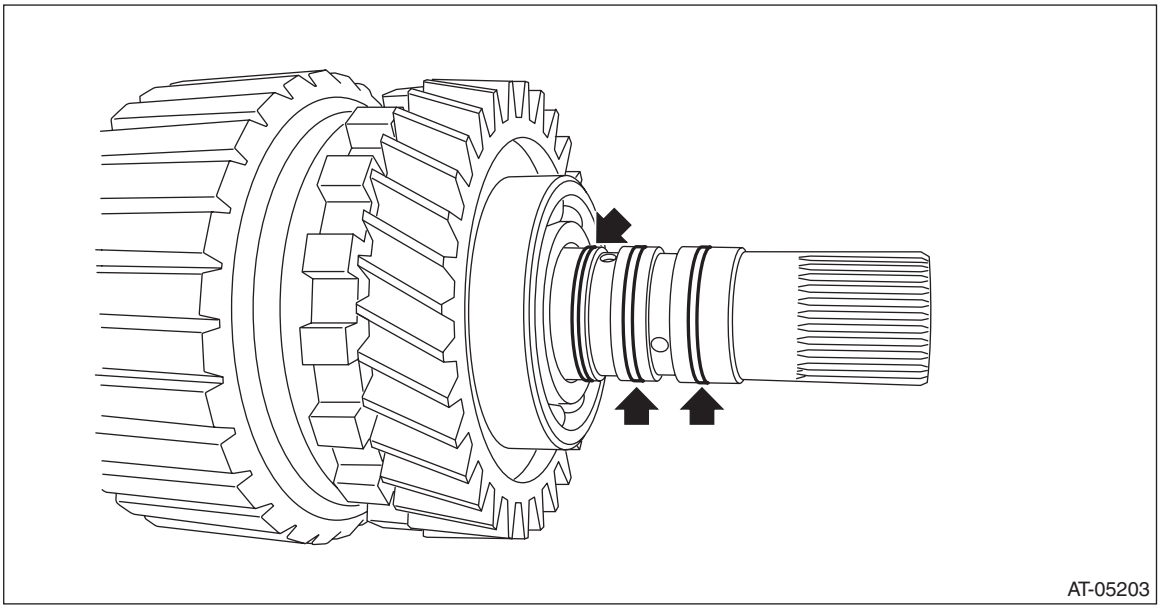
6) Remove the seal ring from transfer clutch assembly.



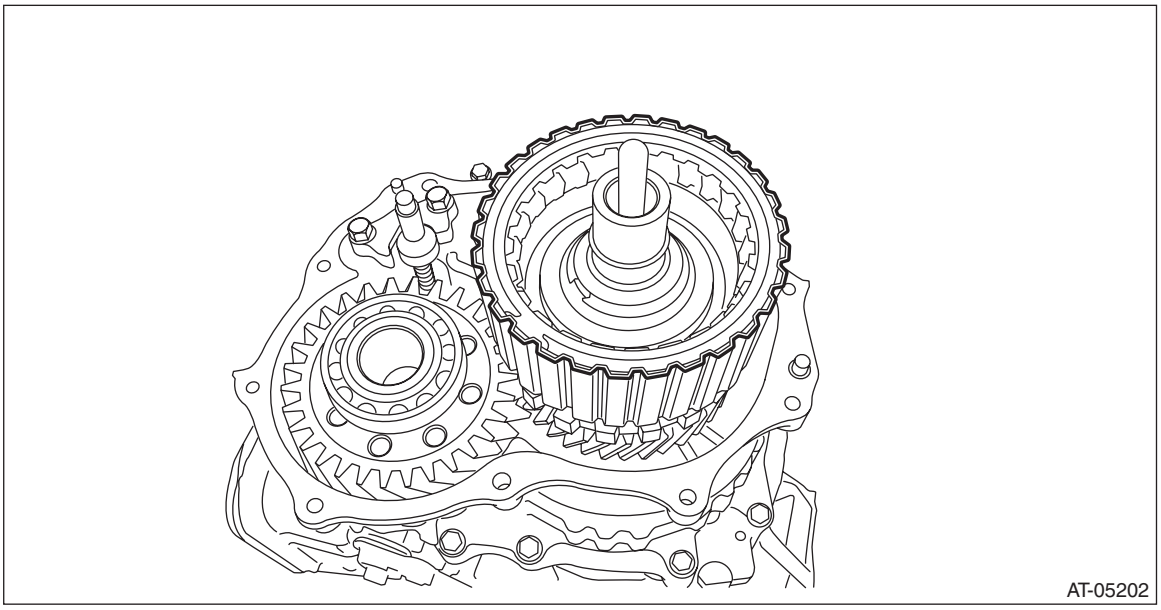
B: INSTALLATION

1) Apply CVTF to the seal ring and attach it to the seal ring groove of transfer clutch assembly.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.

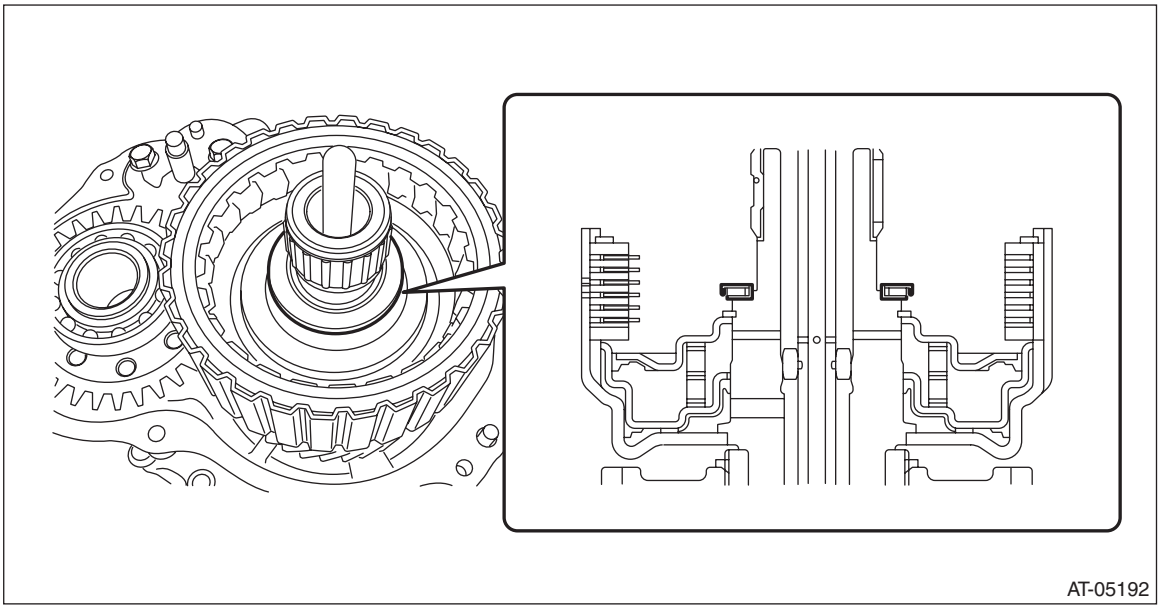


2) Install the transfer clutch assembly.



3) Select the thrust needle bearing. <Ref. to CVT(TR690)-145, ADJUSTMENT, Rear Drive Shaft.>
4) Install the selected thrust needle bearing and needle bearing to transfer clutch assembly.

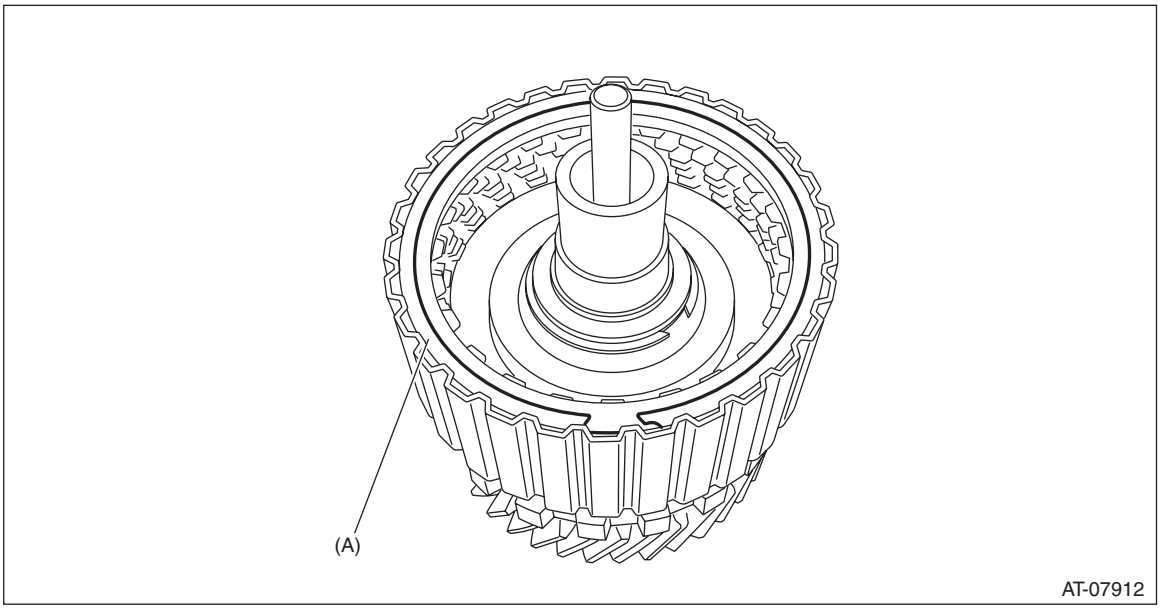
NOTE:
Install the thrust needle bearing in the correct direction.



5) Install the rear drive shaft. <Ref. to CVT(TR690)-143, Rear Drive Shaft.>
6) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

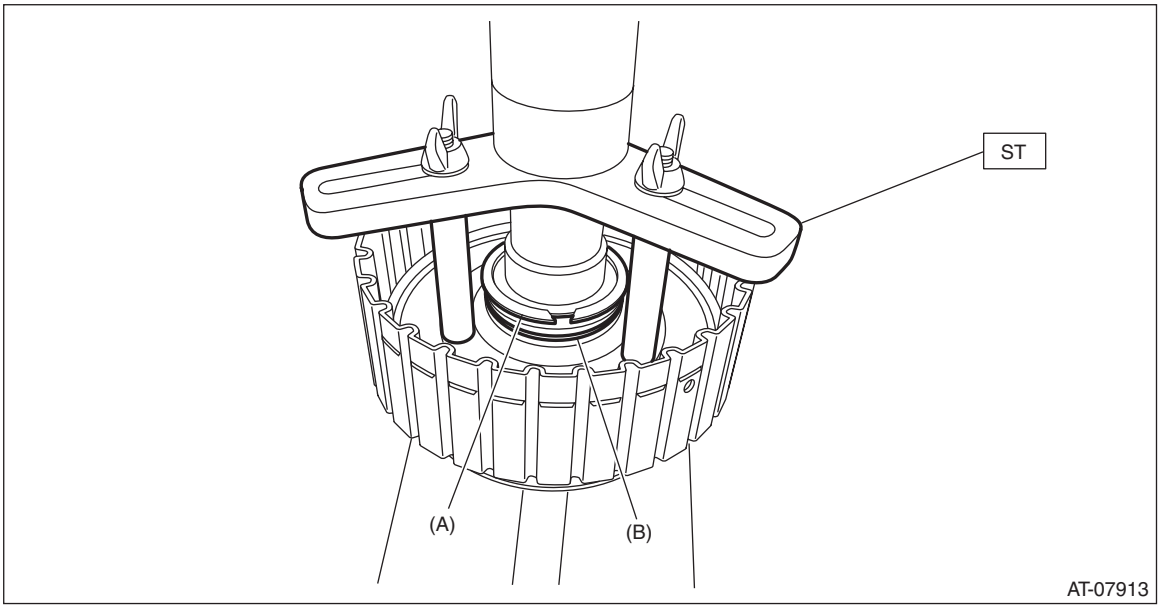
C: DISASSEMBLY

1) Remove the snap ring, and then remove the retaining plate, drive plate and driven plate.



(A) Snap ring

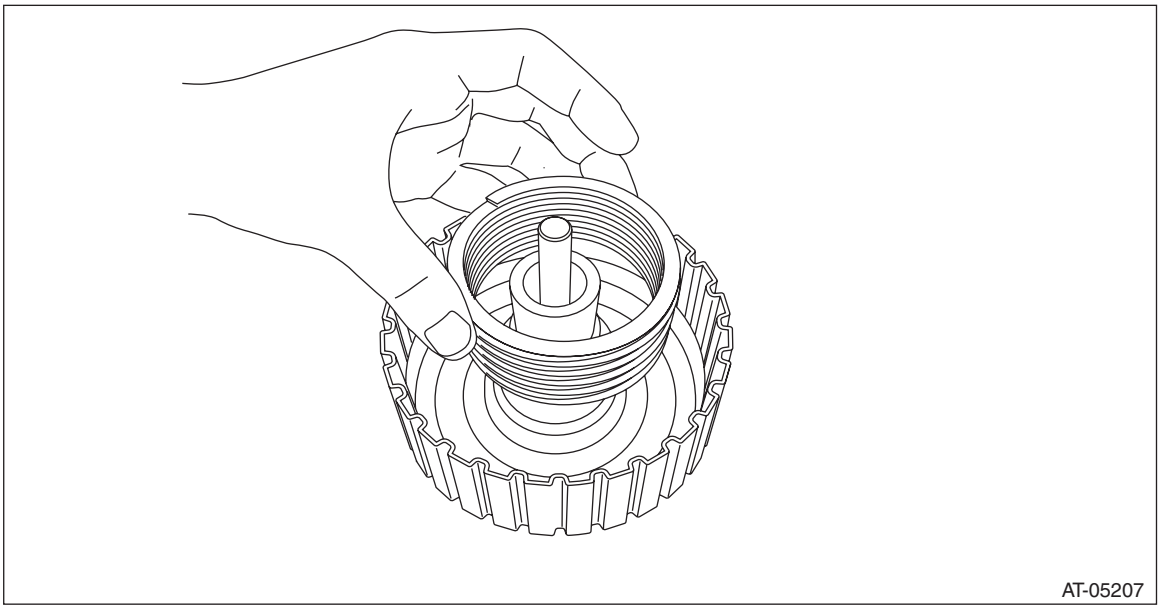
2) Using the ST, remove the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

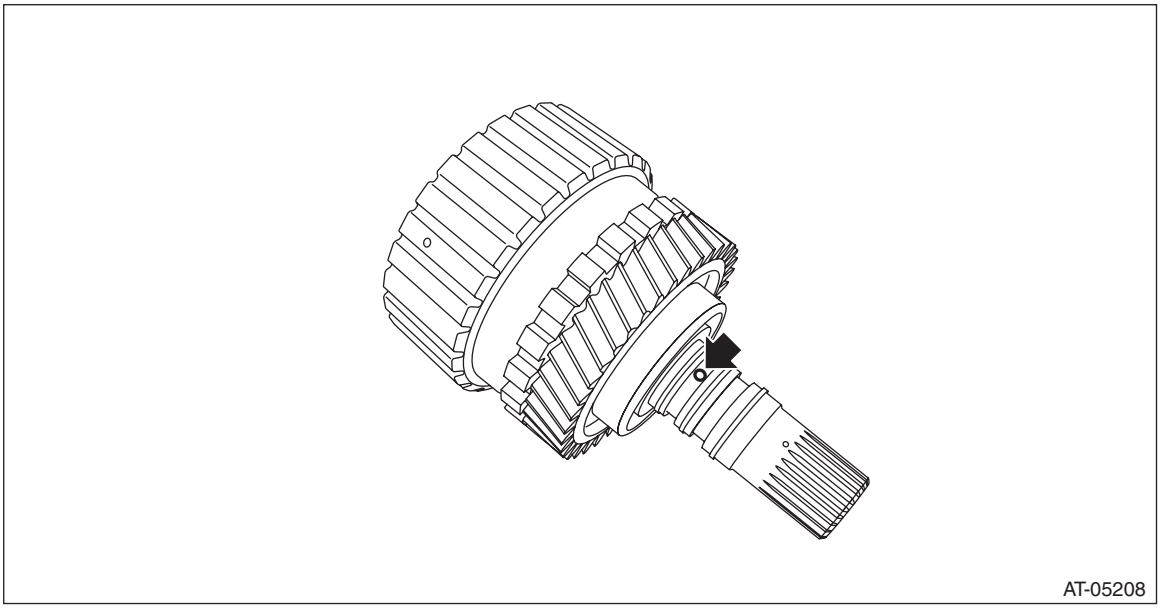
3) Remove the transfer clutch piston seal.

4) Remove the return spring.



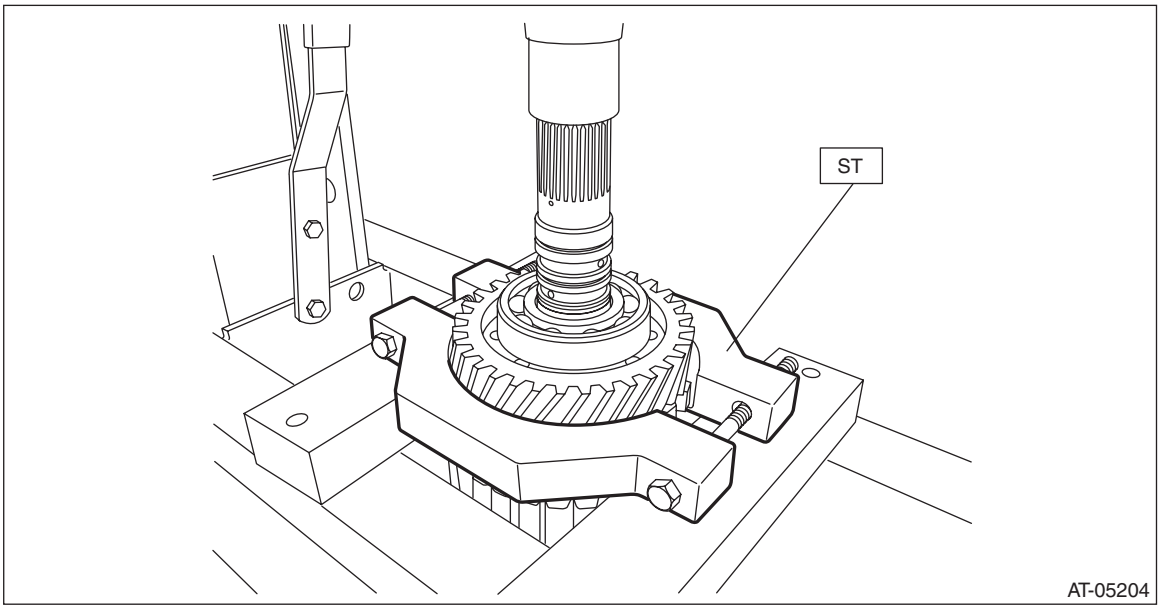
5) Remove the transfer clutch piston by blowing compressed air through transfer clutch assembly hole.

NOTE:
Block the hole opposite to the one to be blown with compressed air by your finger.

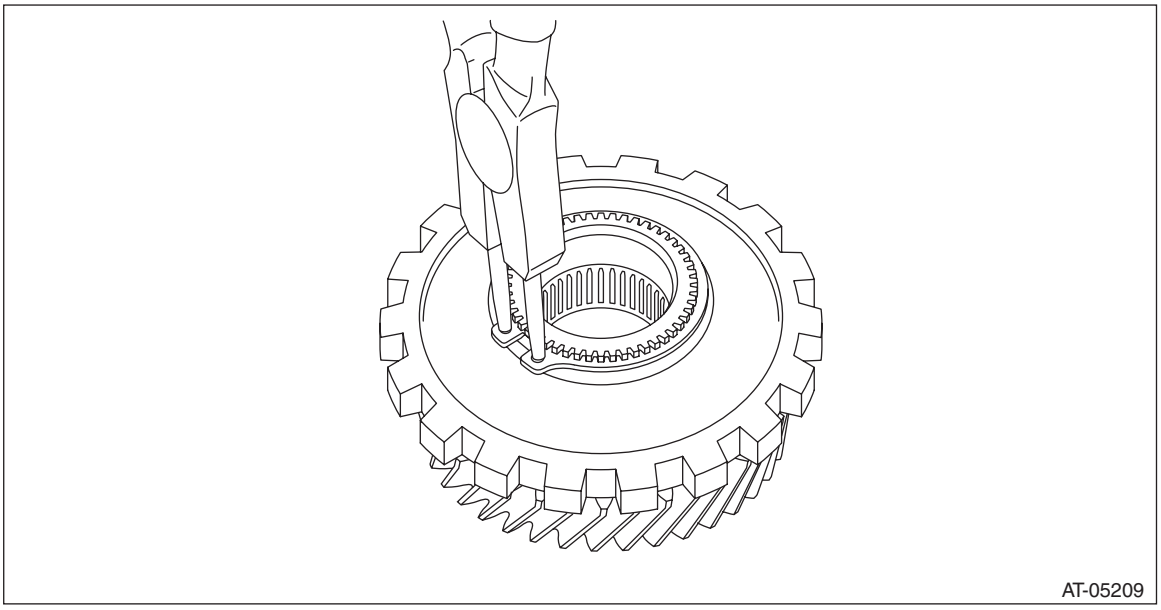


6) Using ST, remove transfer drive gear, parking gear and ball bearing.
ST 18767AA000 BEARING REMOVER

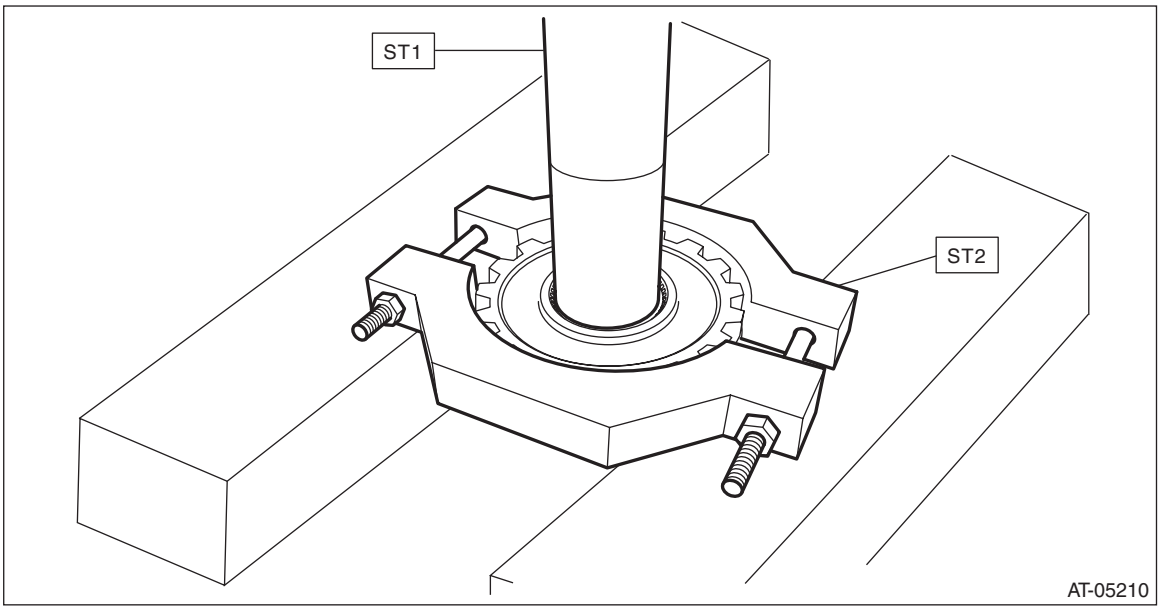
NOTE:
Let the ST sit on the parking gear.



7) Remove the snap ring from transfer reduction drive gear.

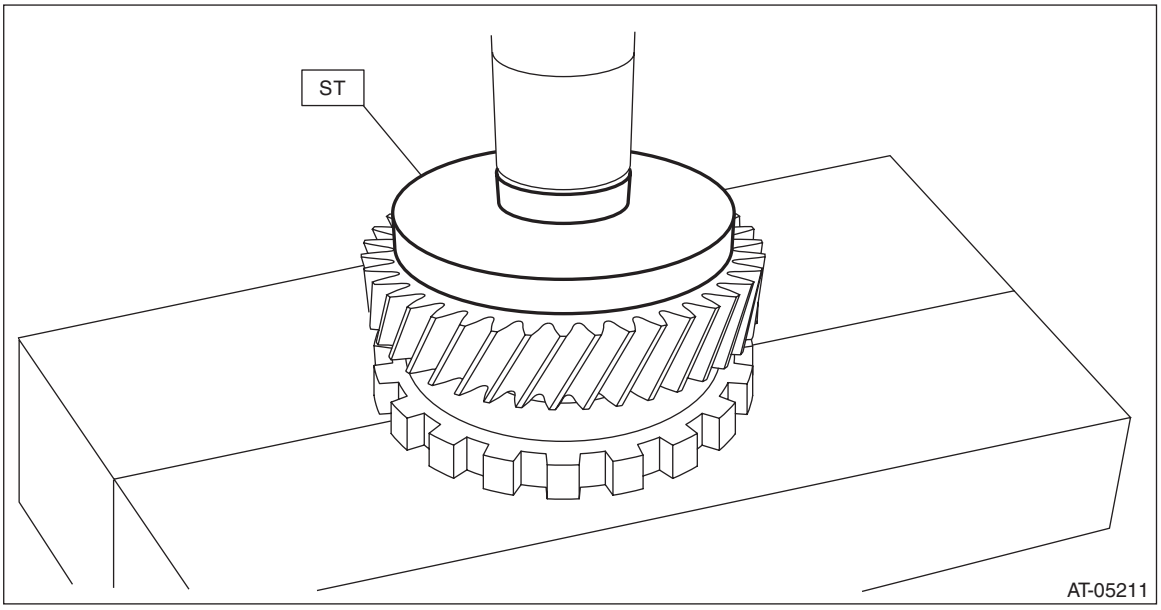


8) Using the ST, remove the parking gear from transfer reduction drive gear.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 18767AA000 BEARING REMOVER

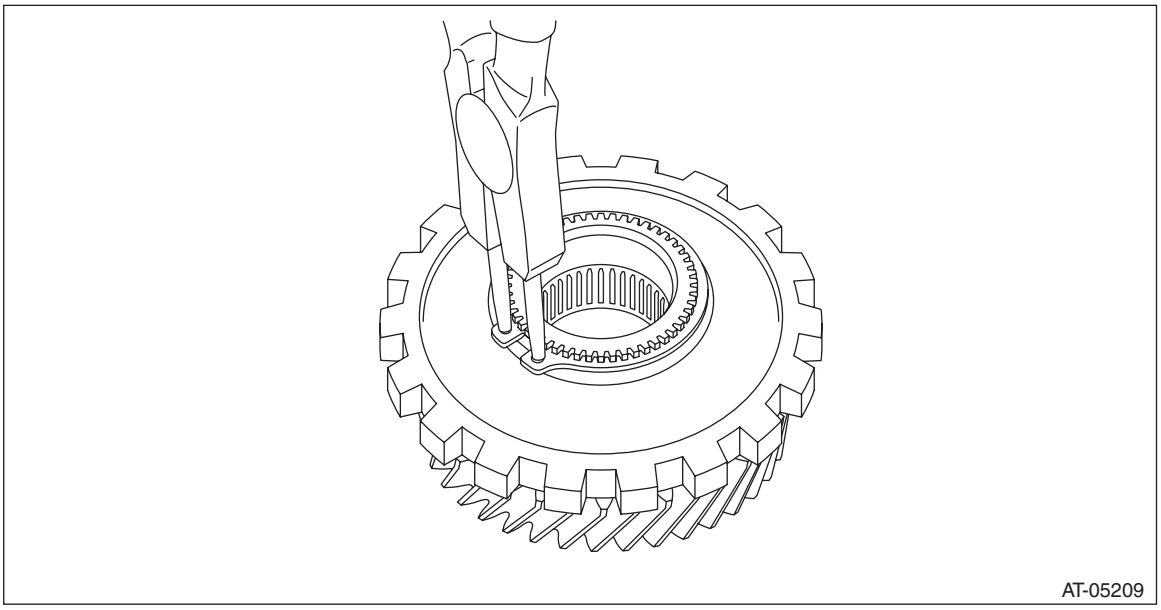


D: ASSEMBLY

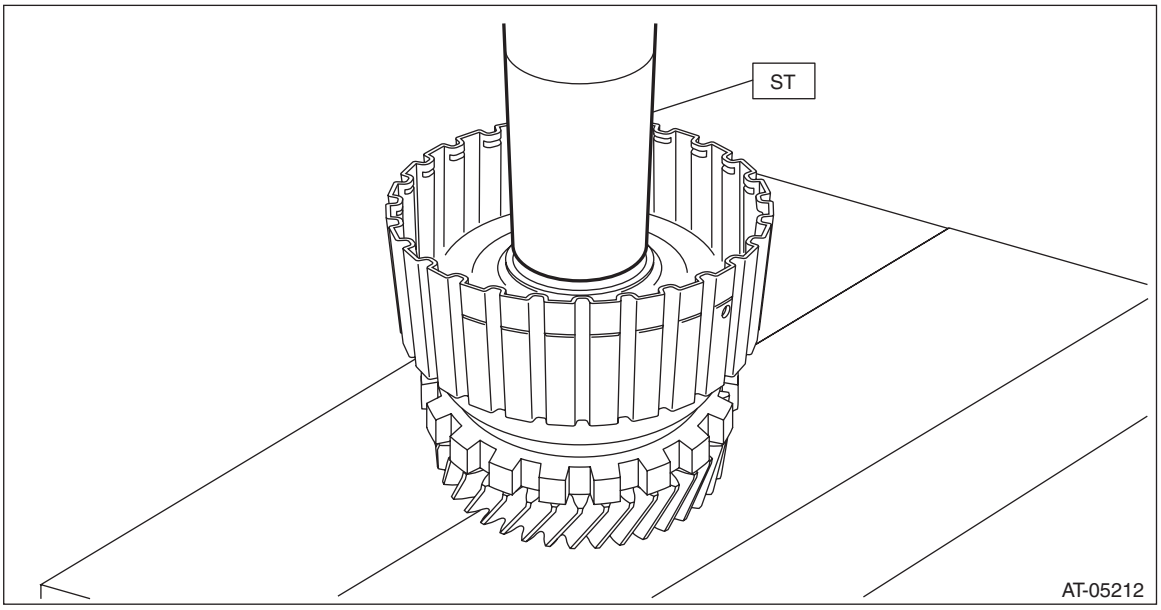
1) Using the ST, install the parking gear to transfer reduction drive gear.
ST 398177700 INSTALLER



2) Install the snap ring to transfer reduction drive gear.

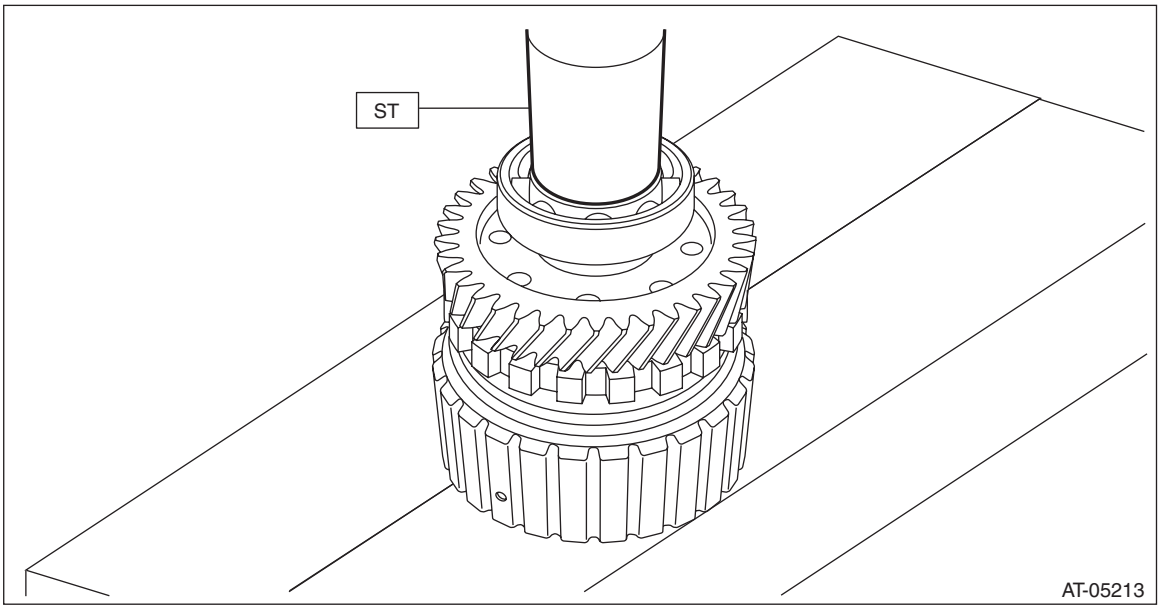


3) Using the ST, install the transfer reduction drive gear to transfer reduction drive gear shaft.
ST 499277100 BUSHING 1-2 INSTALLER



4) Using the ST, install the ball bearing.

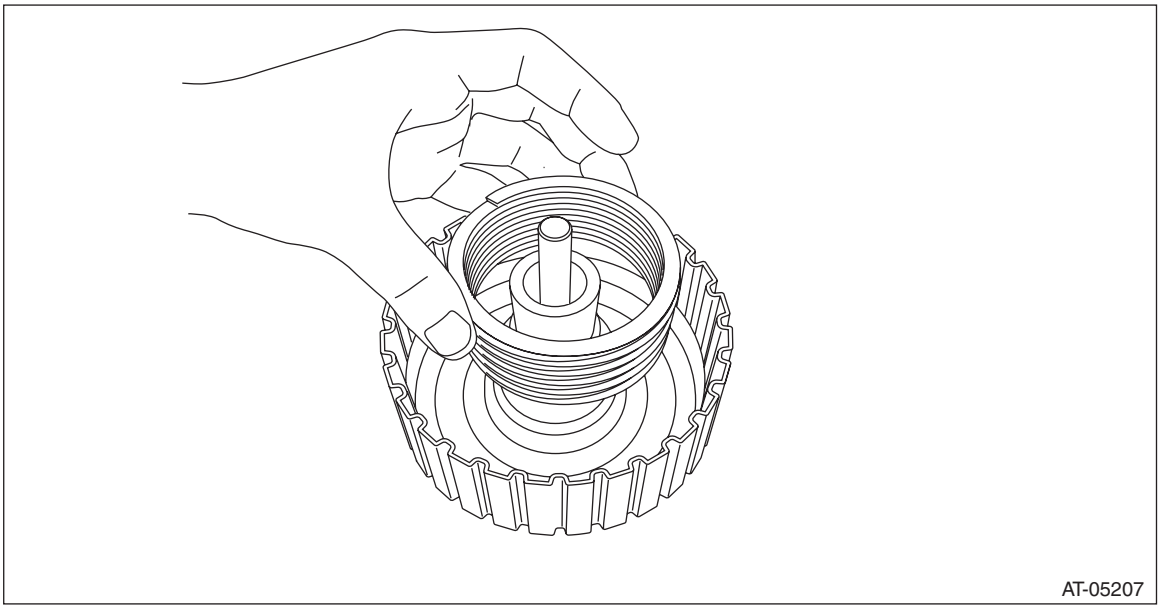
NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER



5) Attach the transfer clutch piston to the reduction drive gear shaft.

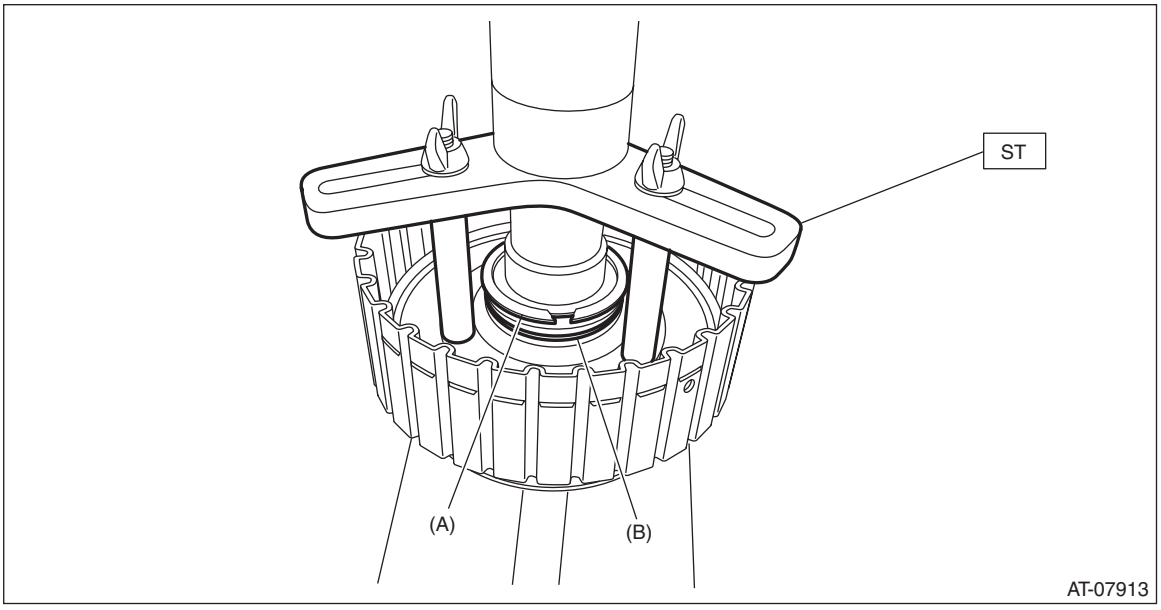
NOTE:
Apply CVTF to the transfer clutch piston lip.

6) Install the return spring.



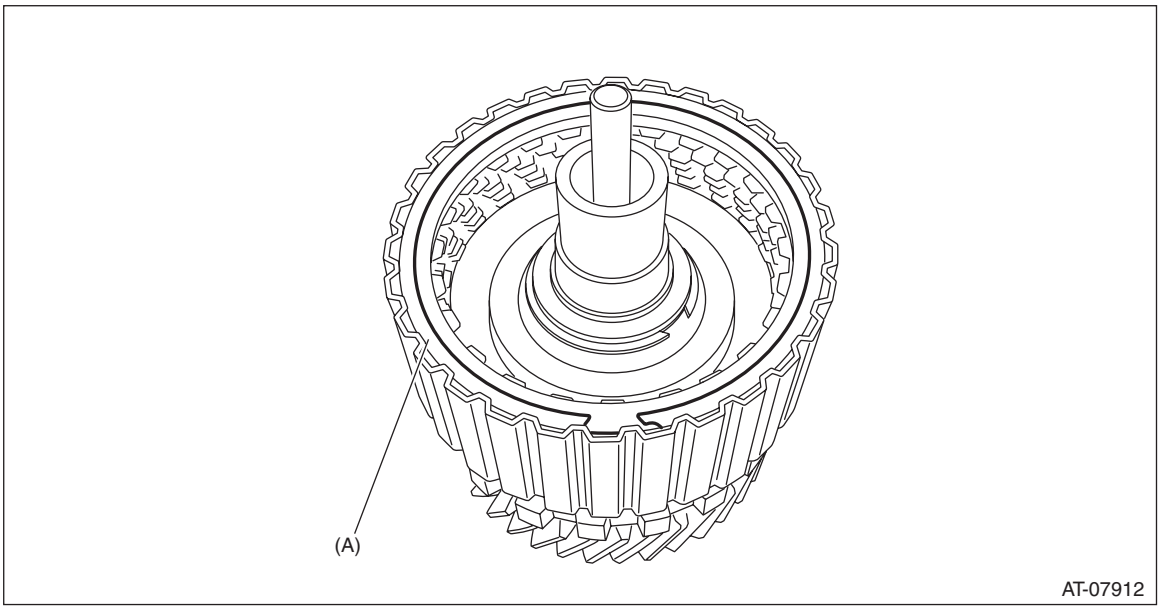
7) Install the transfer clutch piston seal.

8) Using the ST, install the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



(A) Snap ring
(B) Transfer clutch piston seal

9) Install the pressure plate, driven plate, drive plate and snap ring.



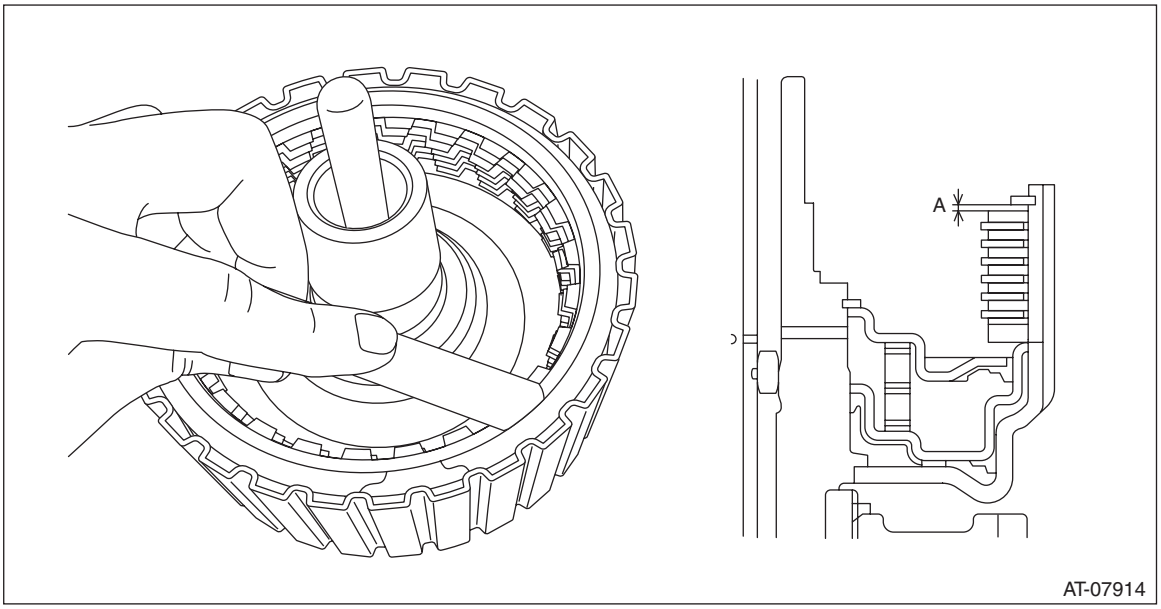
(A) Snap ring

10) Before measuring clearance “A”, place same thickness shims on both sides to prevent the retaining plate from tilting.

11) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select and adjust the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.6 mm (0.063 in)



Pressure plate	
Part No.	Thickness mm (in)
31593AA151	3.3 (0.130)
31593AA161	3.7 (0.146)

12) Check the clearance between the snap ring and retaining plate.<Ref. to CVT(TR690)-159, INSPECTION, Transfer Clutch.>

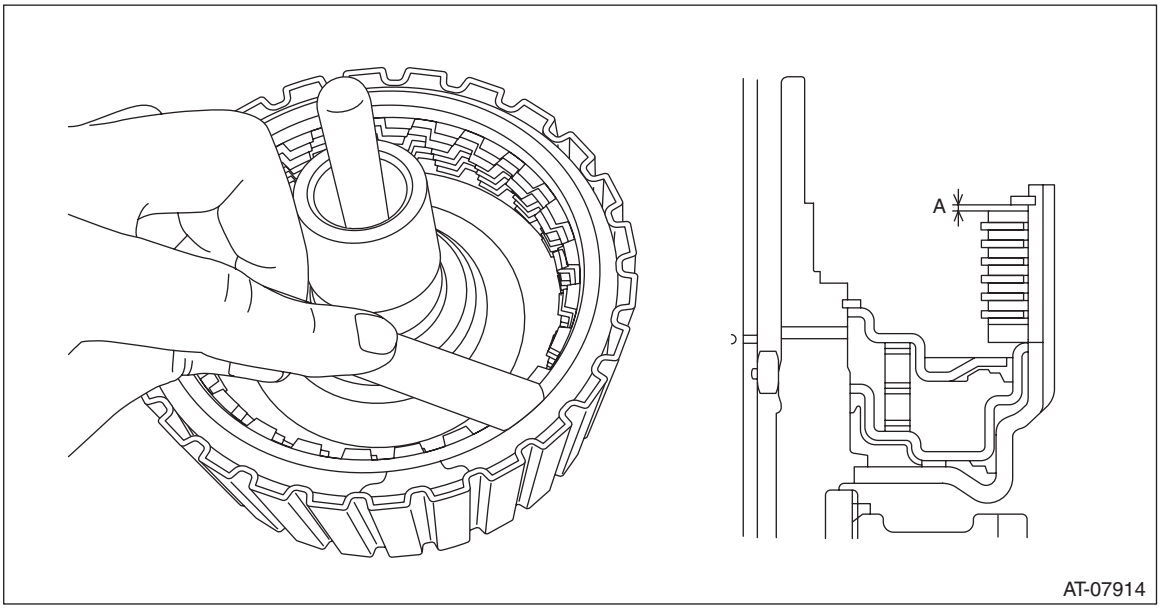
E: INSPECTION

- Inspect the drive plate facing for wear and damage.
- Driven plate for discoloration (burned color)
- Make sure the snap ring is not worn and the return spring has no permanent distortion, damage, or deformation.
- Check the lip seal for damage.
- Inspect the extension end play, and adjust it to within the standard value. <Ref. to CVT(TR690)-159, ADJUSTMENT, Transfer Clutch.>

1) Before measuring clearance “A” between snap ring and retaining plate, place same thickness shims on both sides to prevent the retaining plate from tilting.
2) When clearance “A” exceeds the limit for use, replace the drive plate and driven plate as a set, and select the pressure plate within the initial specified value.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.6 mm (0.063 in)



3) Check for tight corner braking phenomenon when the vehicle is moved forward with the steering fully turned. If tight corner braking occurs, perform the following procedures.

NOTE:
Turn OFF the X MODE switch and perform inspection.

(1) With the steering wheel held at fully turned position, drive the vehicle in “D” range and with vehicle speed at approx. 5 km/h (3 MPH) in both clockwise and counterclockwise directions for approx. ten times each, while repeating acceleration and braking intermittently.
(2) If the tight corner braking phenomenon still persists, drive the vehicle again in a circle for several laps.

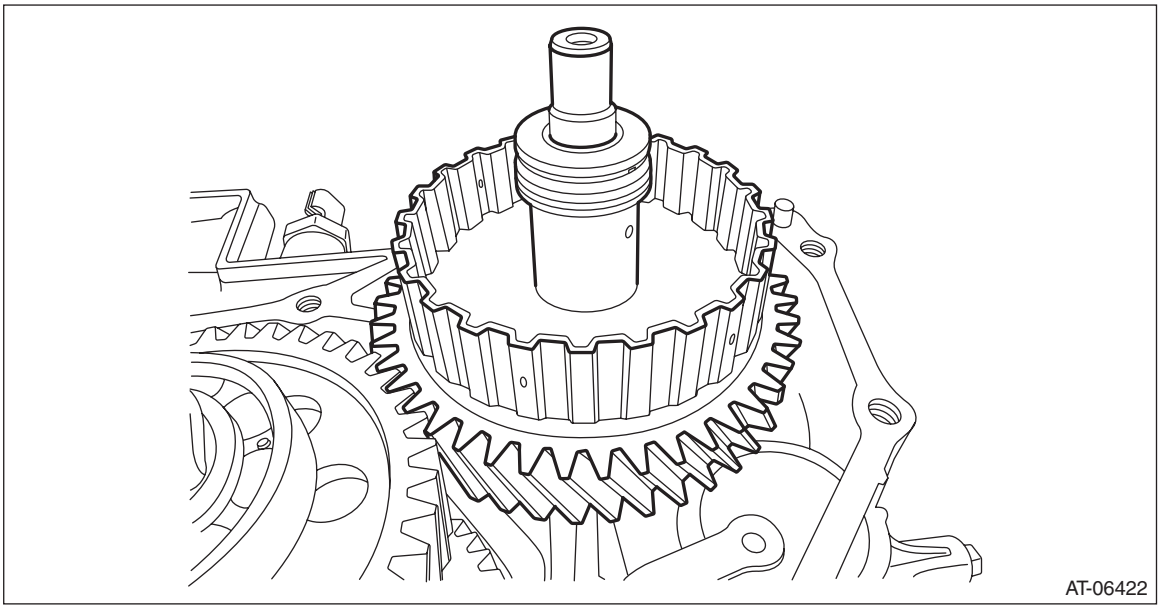
F: ADJUSTMENT

NOTE:
Refer to the Rear Drive Shaft. <Ref. to CVT(TR690)-145, ADJUSTMENT, Rear Drive Shaft.>

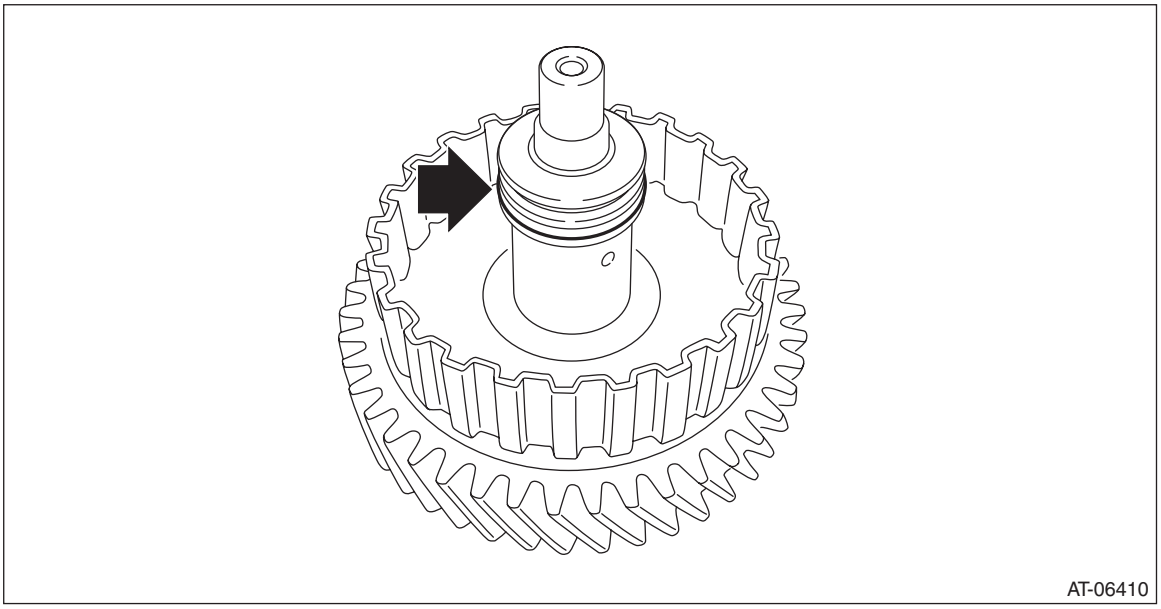
31.Transfer Driven Gear

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
4) Remove the transfer driven gear assembly.

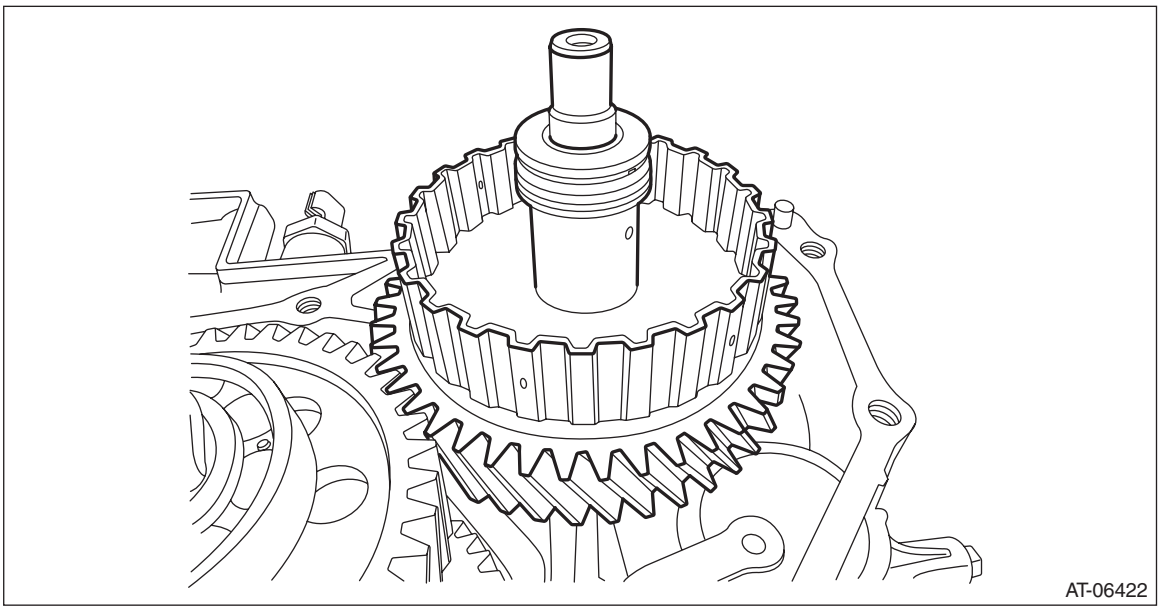

AT-06422

5) Remove the seal ring from the transfer driven gear assembly.


AT-06410

B: INSTALLATION

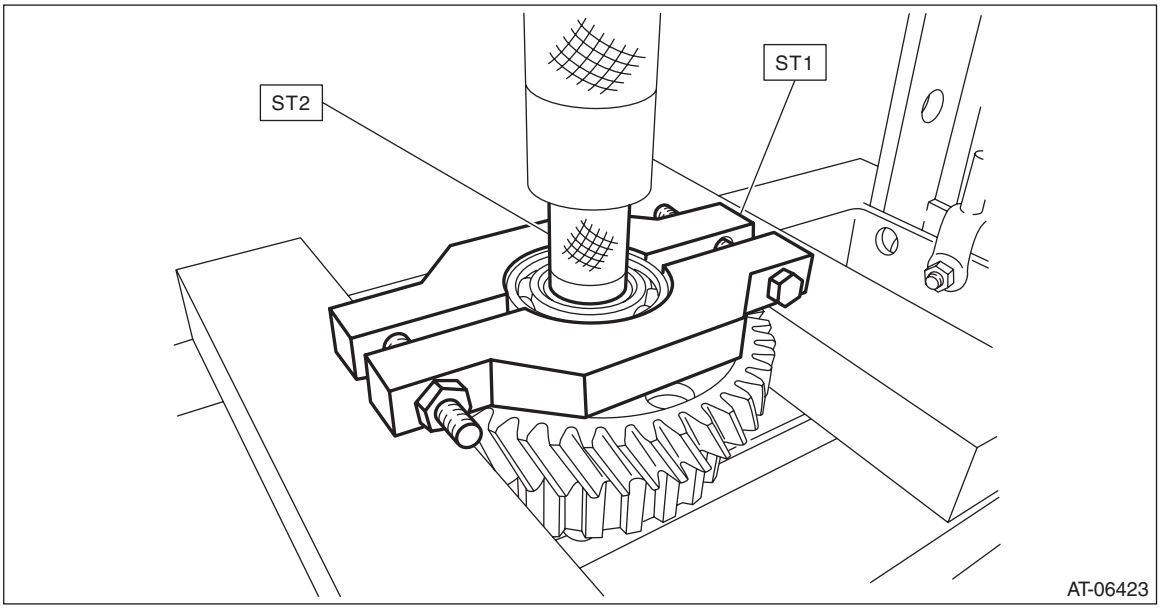
1) Install the transfer driven gear assembly.



2) Install the transfer clutch assembly. <Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
3) Select the transfer driven gear shim. <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>
4) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

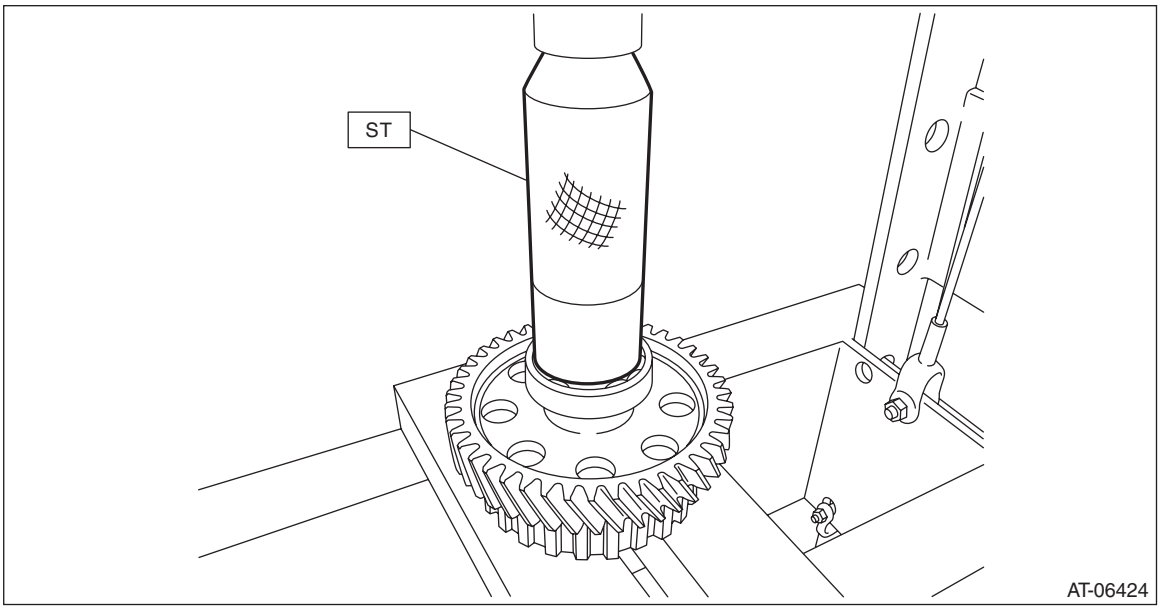
C: DISASSEMBLY

1) Remove the ball bearing using ST.
ST1 498077400 BEARING REMOVER
ST2 899864100 REMOVER



D: ASSEMBLY

1) Using the ST, install the ball bearing.
ST 899580100 INSTALLER



E: INSPECTION

- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Check the transfer driven gear for breakage or damage.

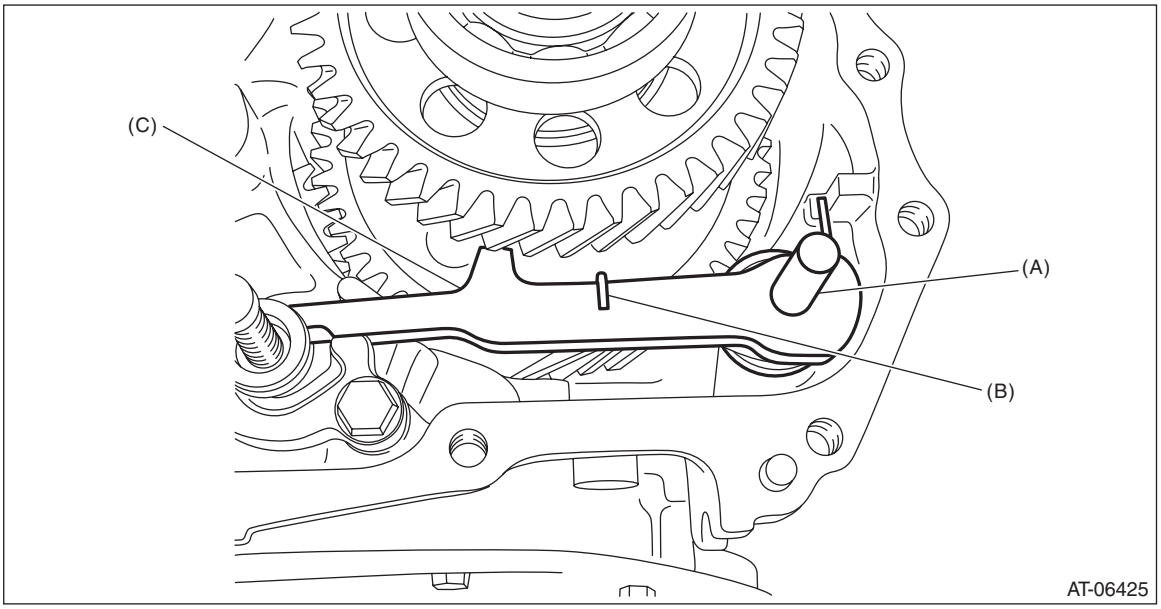
F: ADJUSTMENT

NOTE:
When the transfer driven gear or bearing is replaced, select the transfer driven gear shim. <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>

32.Parking Pawl

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Shift the range select lever to “N” range.
3) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
4) Remove the parking pawl shaft, return spring and parking pawl.

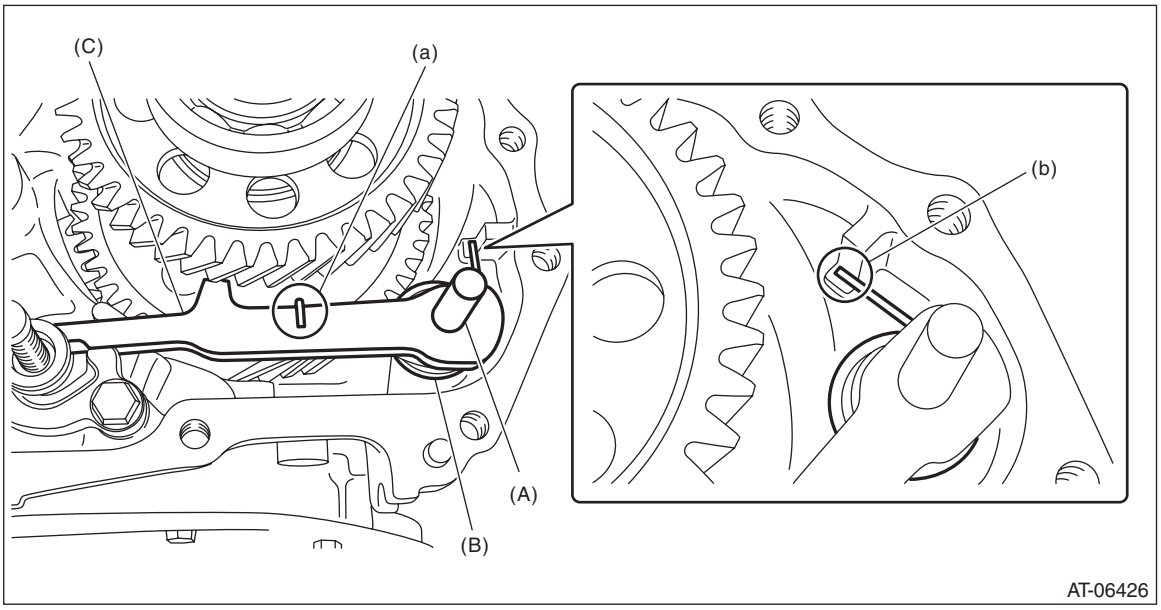


(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

B: INSTALLATION

1) Set the range select lever to the “N” range.
2) Install the parking pawl shaft, return spring and parking pawl.

NOTE:
Make sure that the end of return spring sticks out of parking pawl as shown in (a). Make sure that the other end contacts the rib of transmission case as shown in (b).



(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

3) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

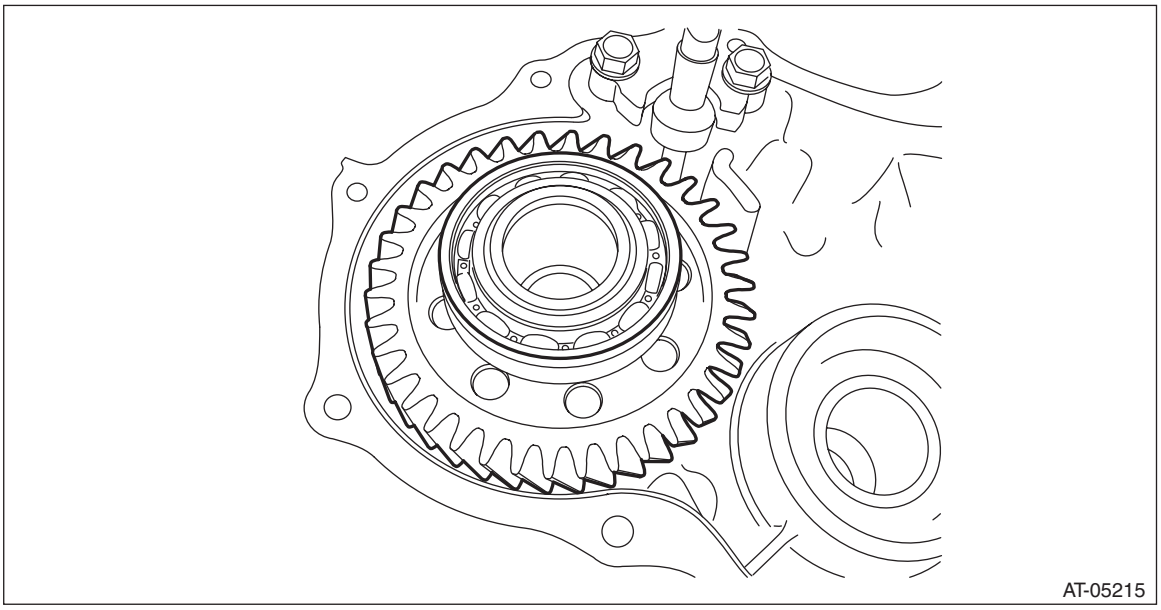
C: INSPECTION

- Check the parking pawl for breakage or damage.
- Check for worn, broken and/or damaged return spring.

32.Transfer Reduction Driven Gear

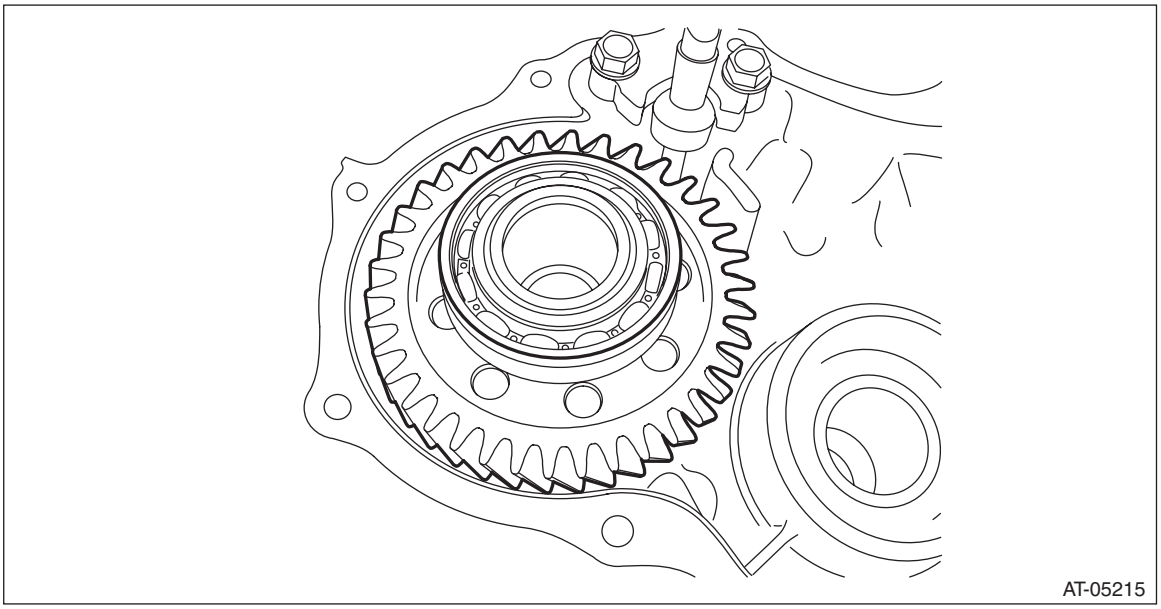
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear assembly.



B: INSTALLATION

1) Install the reduction driven gear assembly.

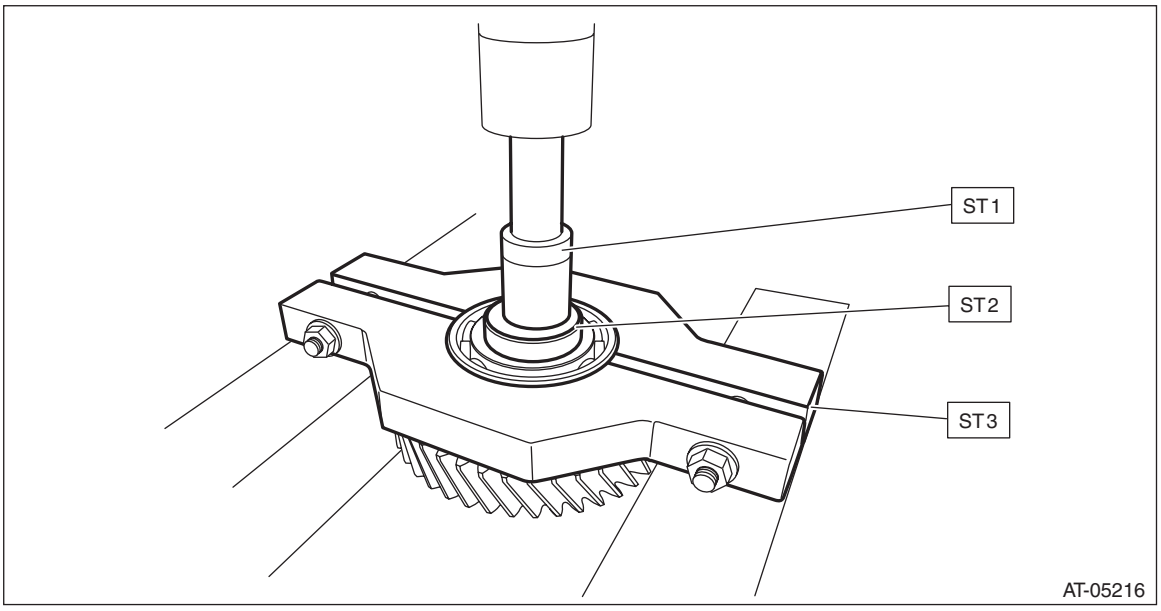


2) Select shims. <Ref. to CVT(TR690)-163, ADJUSTMENT, Transfer Reduction Driven Gear.>
3) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
4) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
5) Mount the selected shim onto ball bearing.
6) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>

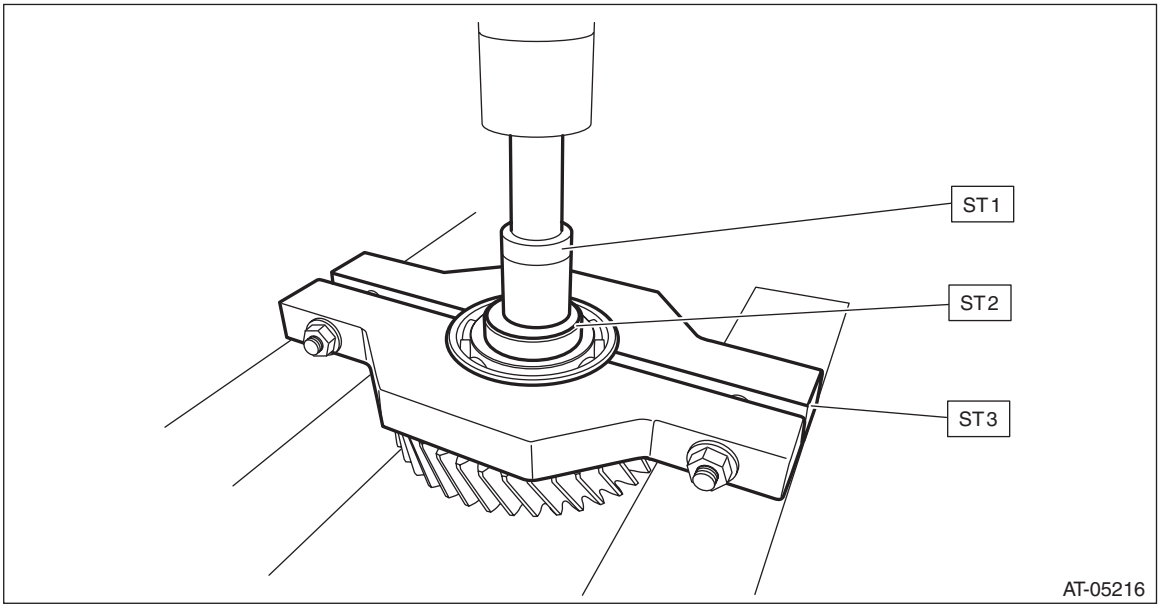
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Using the ST, remove the ball bearing (large) from transfer reduction driven gear.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 498077600 REMOVER



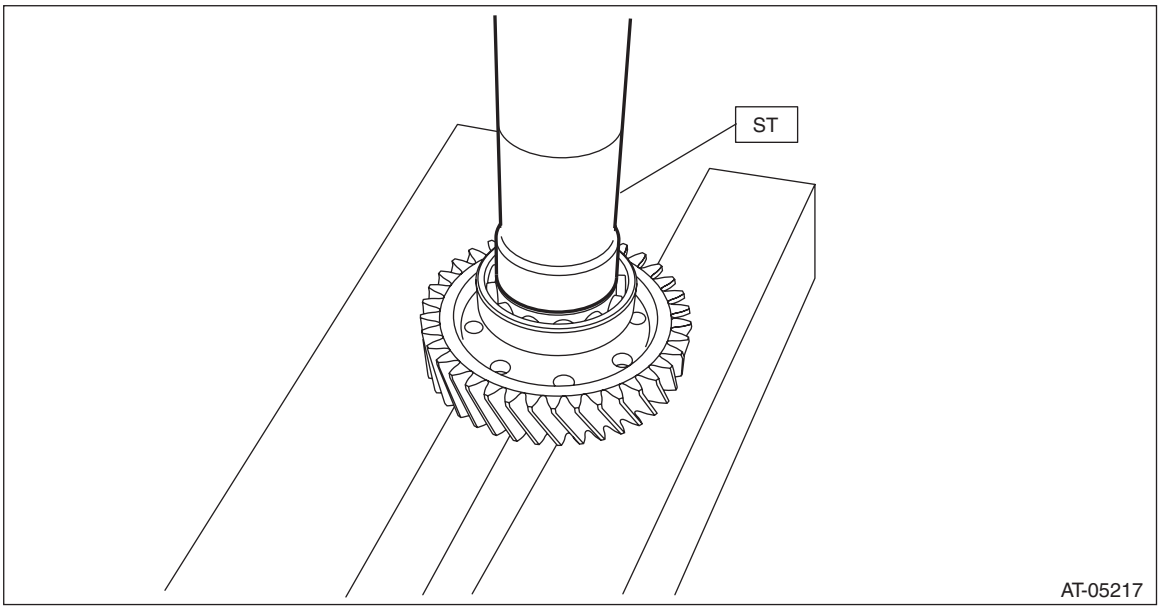
2) Using the ST, remove the ball bearing (small) from transfer reduction driven gear.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 18720AA000 REMOVER



D: ASSEMBLY

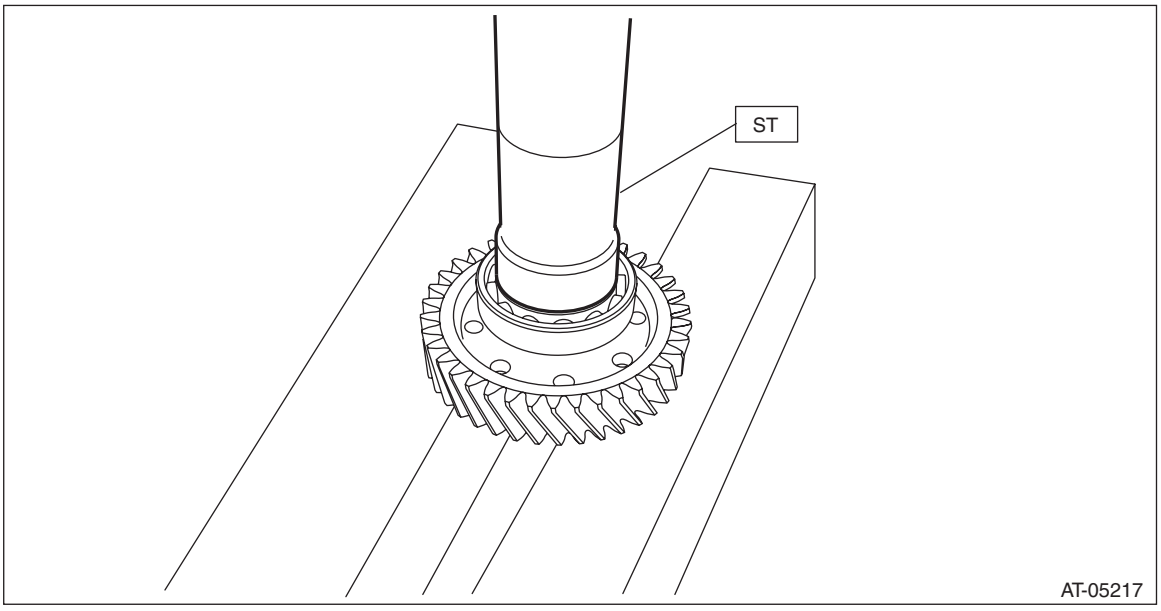
1) Install the new ball bearing (large) to reduction driven gear using the ST.
ST 499277100 BUSHING 1-2 INSTALLER

NOTE:
- Use a new ball bearing.
- Install to the splines inside transfer reduction driven gear shaft.



2) Install the new ball bearing (small) to reduction driven gear.

NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER

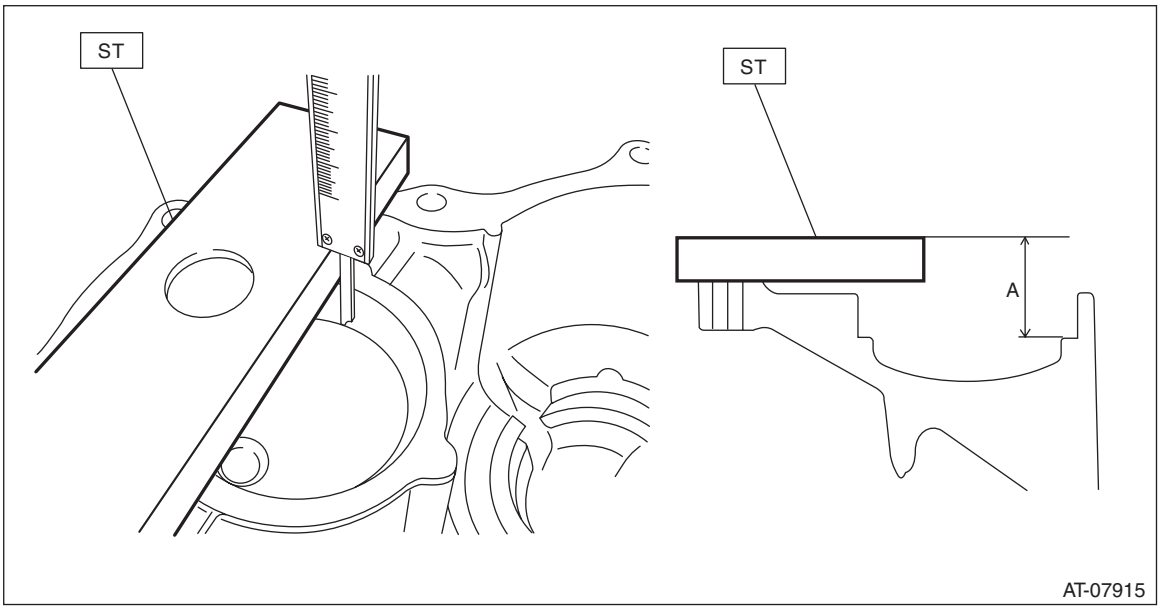


E: INSPECTION

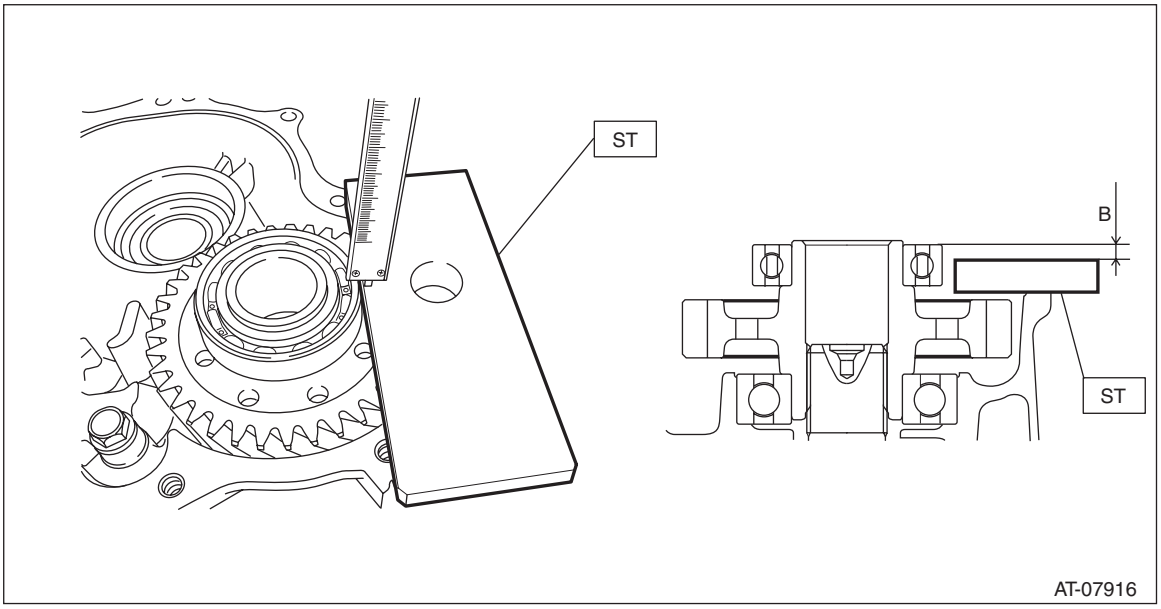
- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Make sure the gear is not broken or damaged.

F: ADJUSTMENT

1) Measure depth “A” from the ST upper face to the ball bearing catch surface.
ST 398643600 GAUGE



2) Measure height “B” from the ST to the end of the ball bearing outer ring.
ST 398643600 GAUGE



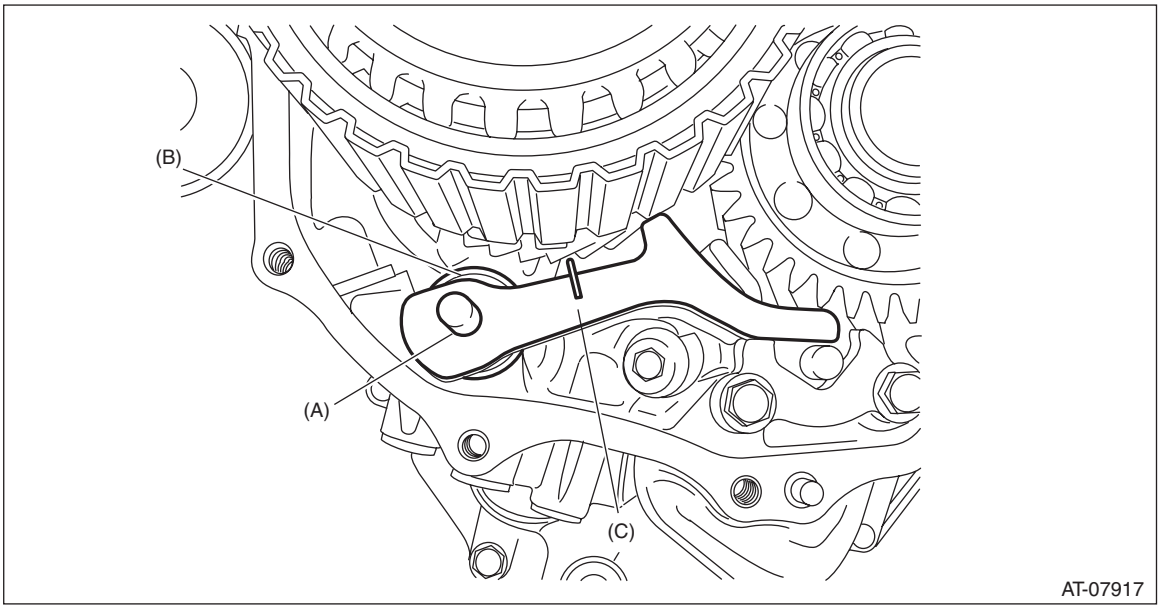
3) Obtain the thickness of shim using the following formula to select none to two shims.
T mm = (A – 15) – (B + 15) – (0.05 — 0.25)
[T in = (A – 0.591) – (B + 0.591) – (0.002 — 0.01)]
T: Shim thickness
A: Depth from the ST upper face to the ball bearing catch surface
B: Height from the ST to the end of the ball bearing outer ring
15 mm (0.591 in): Thickness of ST
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

Shim	
Part No.	Thickness mm (in)
31288AA190	0.2 (0.008)
31288AA200	0.3 (0.012)
31288AA210	0.5 (0.02)

33.Parking Pawl

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Shift the range select lever to “N” range.
3) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
4) Remove the parking pawl shaft, return spring and parking pawl.

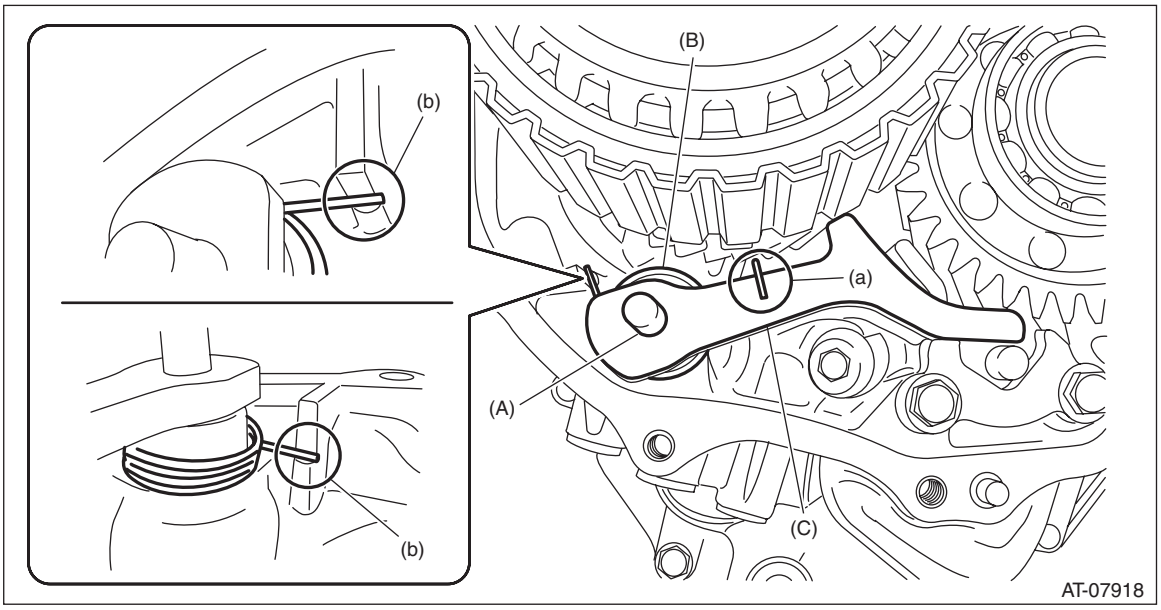


(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

B: INSTALLATION

1) Set the range select lever to the “N” range.
2) Install the parking pawl shaft, return spring and parking pawl.

NOTE:
Make sure that the end of return spring sticks out of parking pawl as shown in (a). Make sure that the other end contacts the rib of intermediate case as shown in (b).



(A) Parking pawl shaft
(B) Return spring
(C) Parking pawl

3) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
4) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

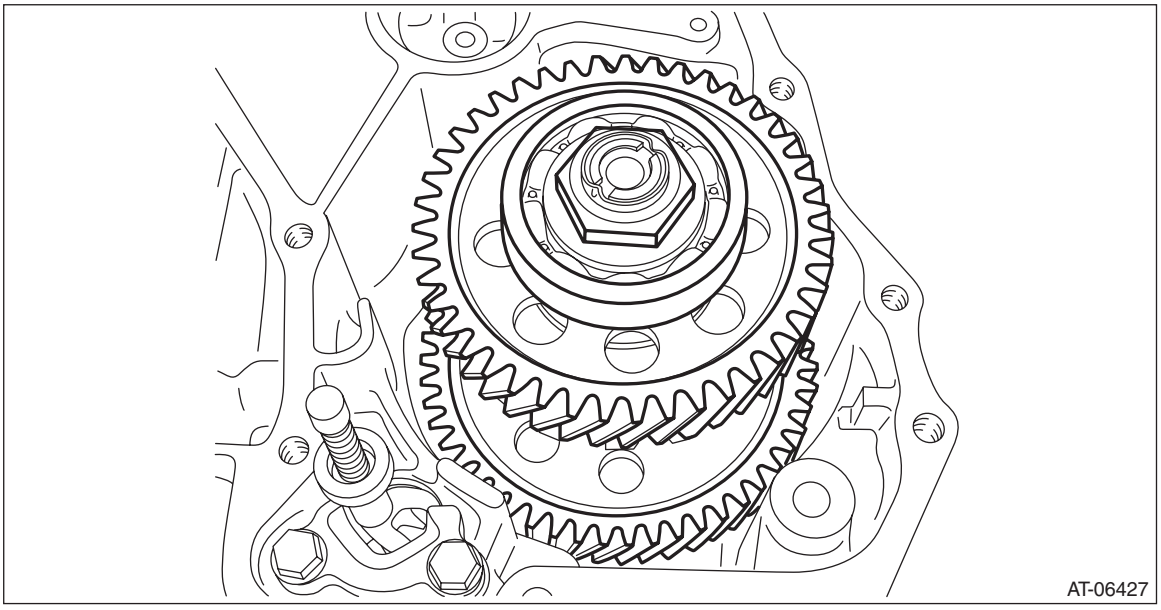
C: INSPECTION

- Check the parking pawl for breakage or damage.
- Check the return spring for fatigue.

33.Reduction Driven Gear

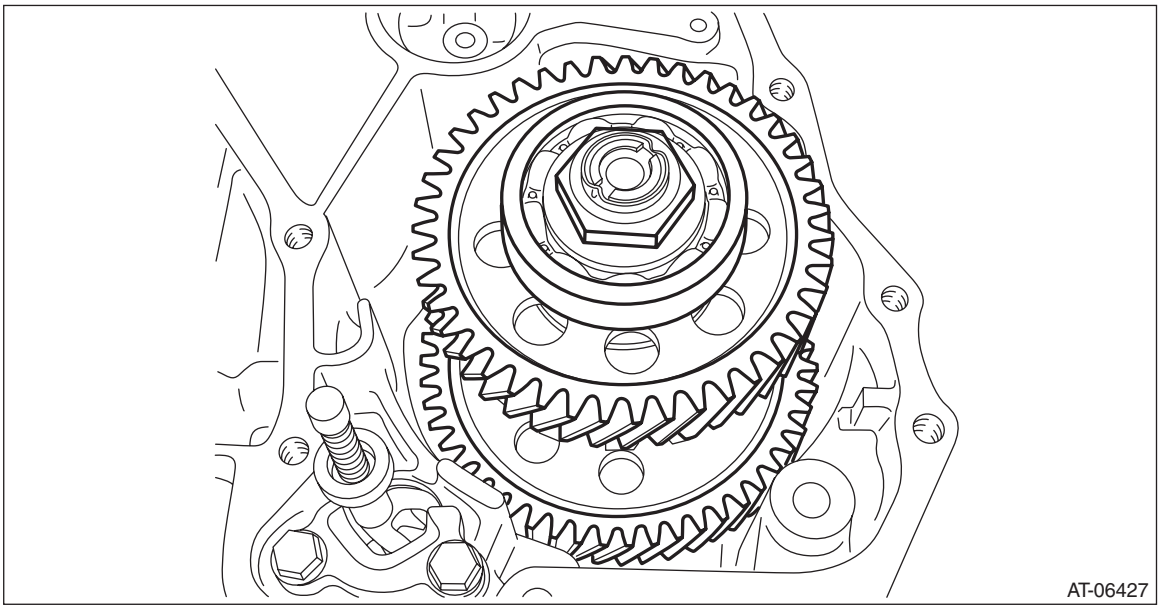
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
3) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
4) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
5) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
6) Remove the reduction driven gear assembly.



B: INSTALLATION

1) Install the reduction driven gear assembly.

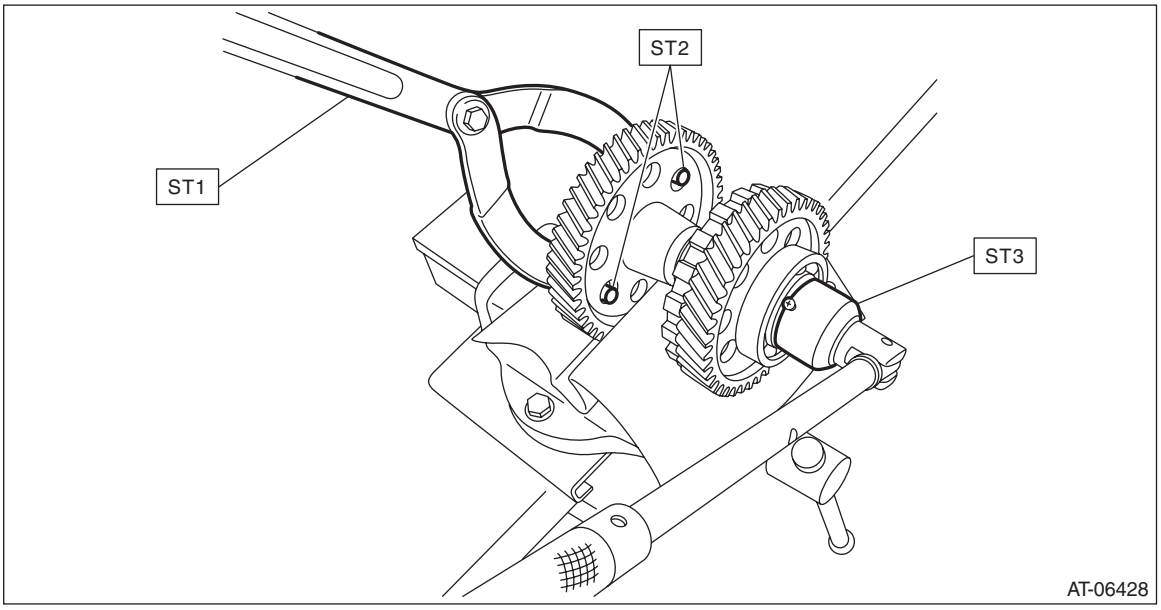


2) Select the transfer drive gear shim.<Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>
3) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
4) Attach the selected transfer drive gear shim to extension case with vaseline.

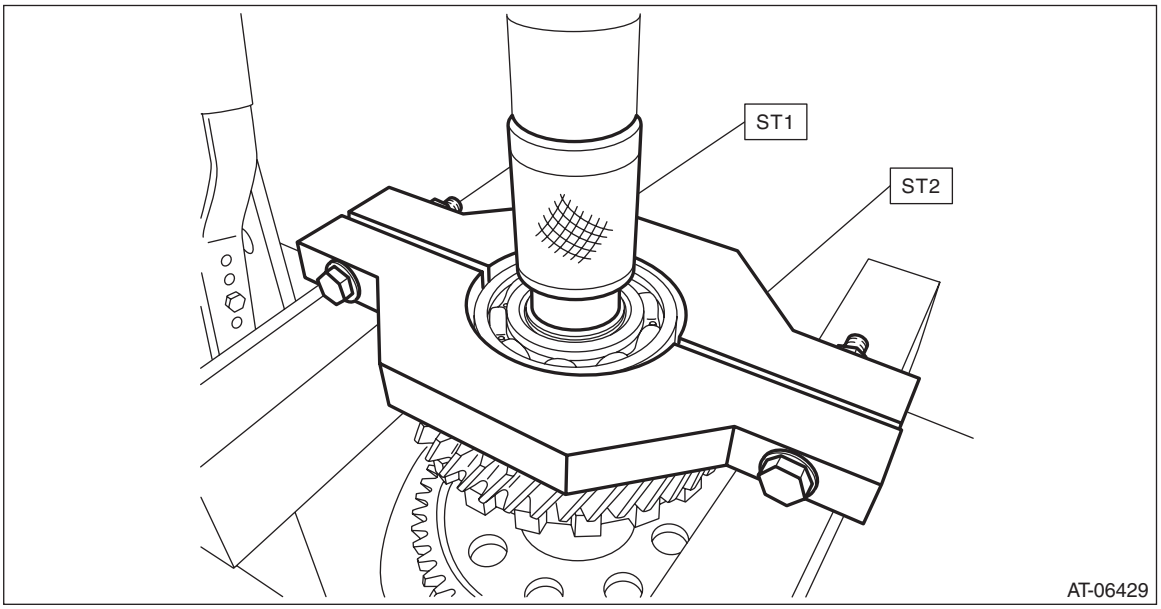
5) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
6) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
7) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
8) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

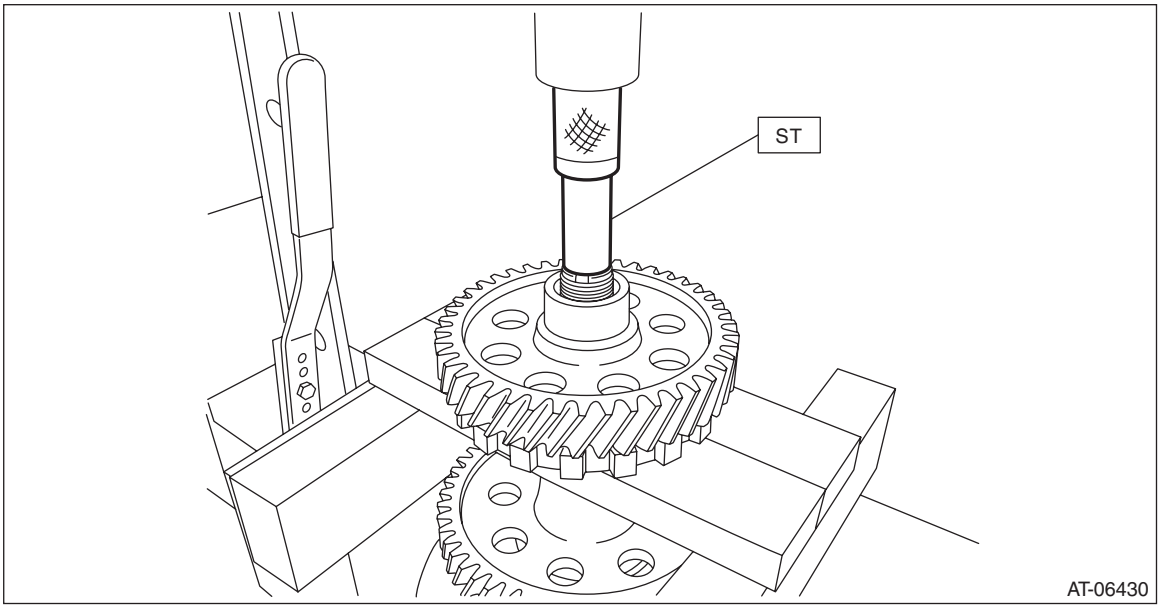
1) Flatten the tab of the lock nut.
2) Using the ST, counter the rotation of the reduction driven gear assembly, and remove the lock nut.
ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PIN SET
ST3 499987003 SOCKET WRENCH (35)



3) Remove the ball bearing using ST.
ST1 499757002 INSTALLER
ST2 498077300 REMOVER

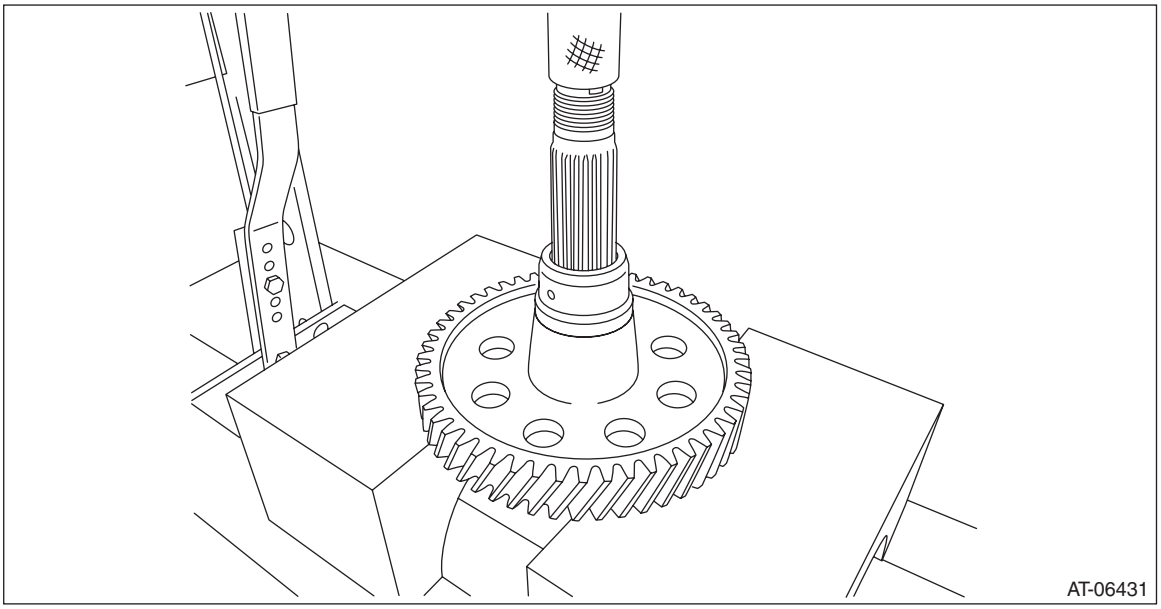


4) Using the ST, remove the parking gear and transfer drive gear.
ST 899864100 REMOVER



5) Remove the collar.

NOTE:
When collar has been removed, do not reuse the reduction driven gear and/or shaft, and replace it with reduction driven gear COMPL.

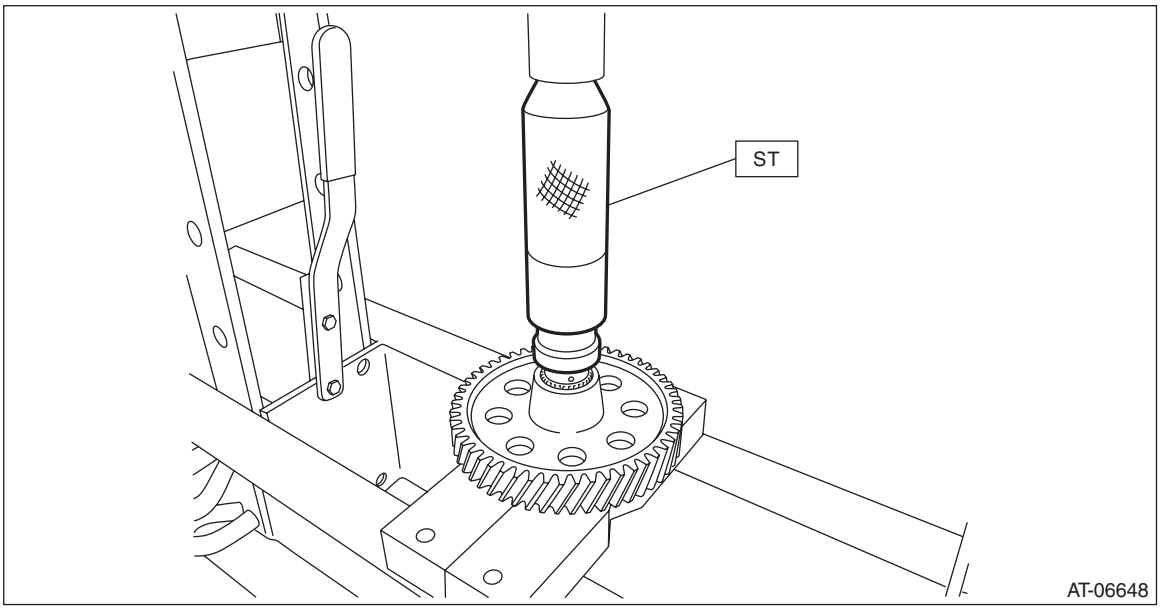


D: ASSEMBLY

1) Using the ST, attach the collar.

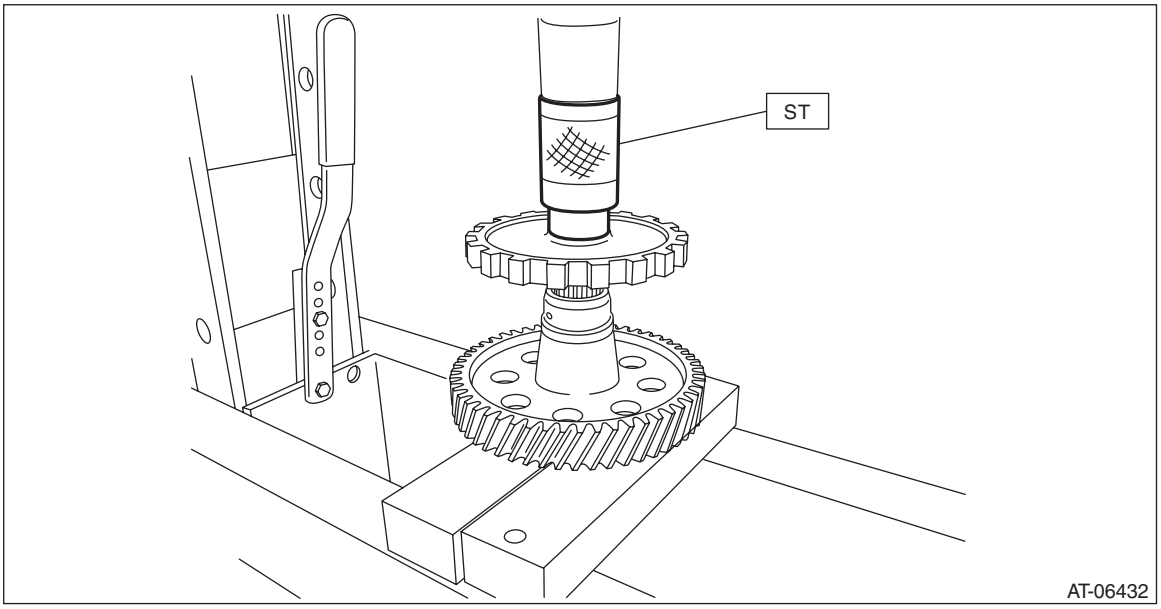
NOTE:
- Attach the collar in the correct direction.
- Use a new reduction driven gear COMPL.

ST 899580100 INSTALLER

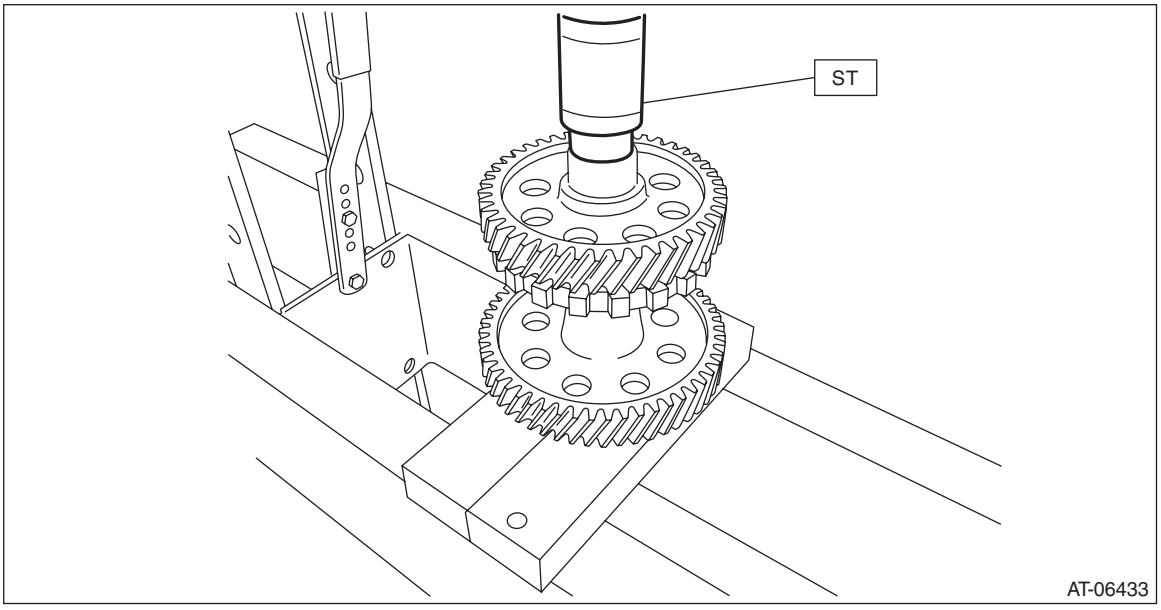


2) Using the ST, install the parking gear.

ST 499757002 INSTALLER

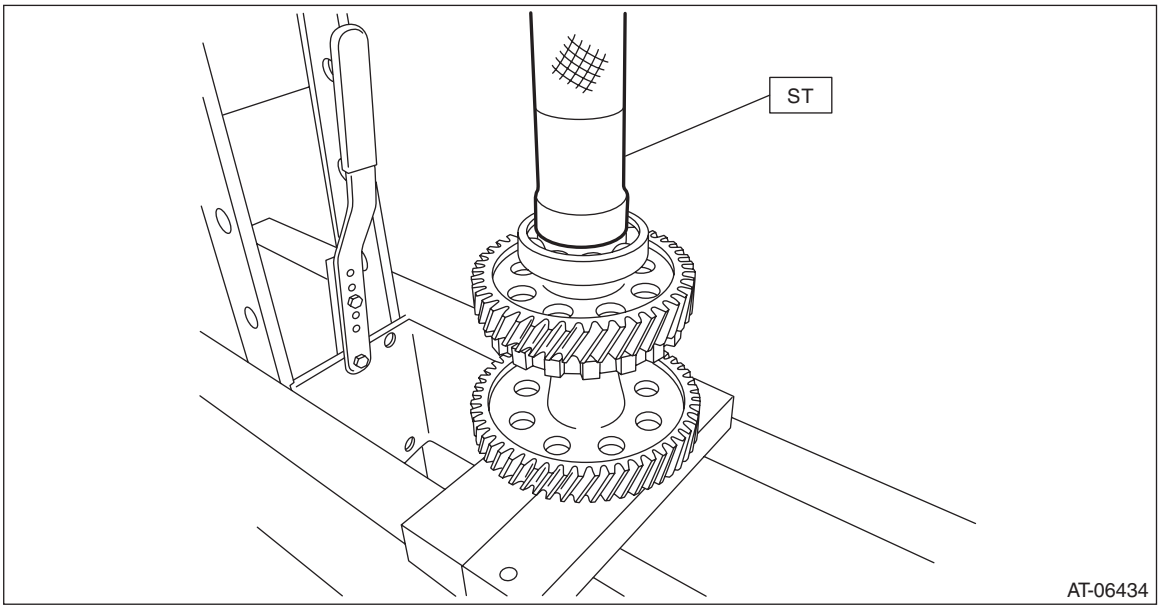


3) Using the ST, install the transfer drive gear.
ST 499757002 INSTALLER



4) Using the ST, install the ball bearing.

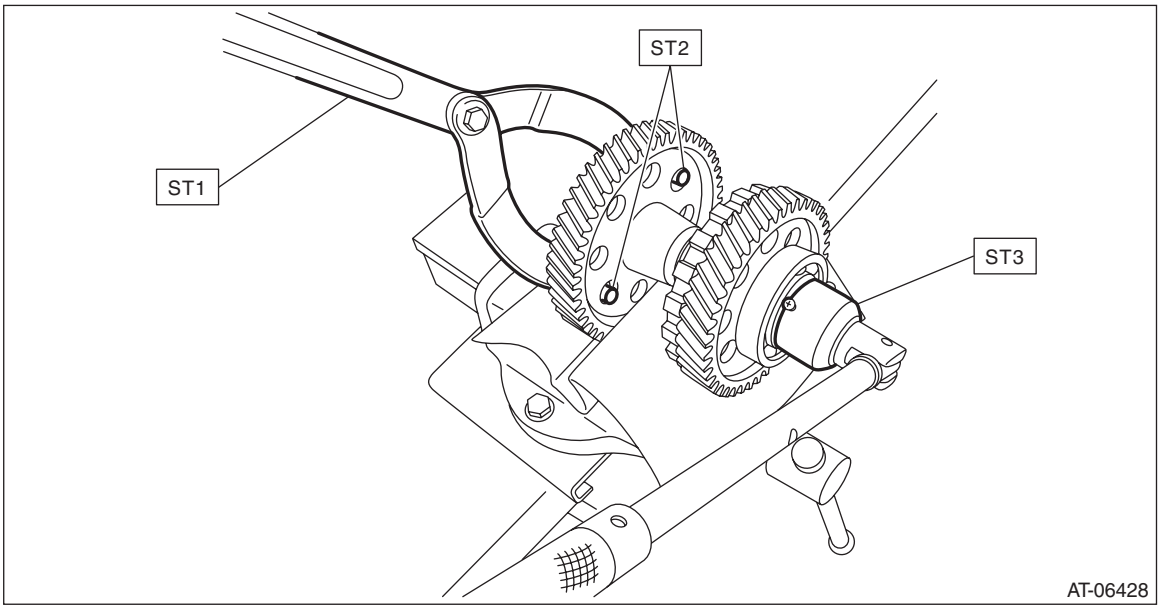
NOTE:
Use a new ball bearing.
ST 499277100 BUSHING 1-2 INSTALLER



5) Using the ST, counter the rotation of the reduction drive gear assembly, and install the lock nut.

NOTE:
Use a new lock nut.
ST1 18355AA000 PULLEY WRENCH
ST2 18334AA000 PIN SET
ST3 499987003 SOCKET WRENCH (35)

Tightening torque:
95 N·m (9.7 kgf-m, 70.1 ft-lb)



6) Crimp the lock nut in 4 locations.

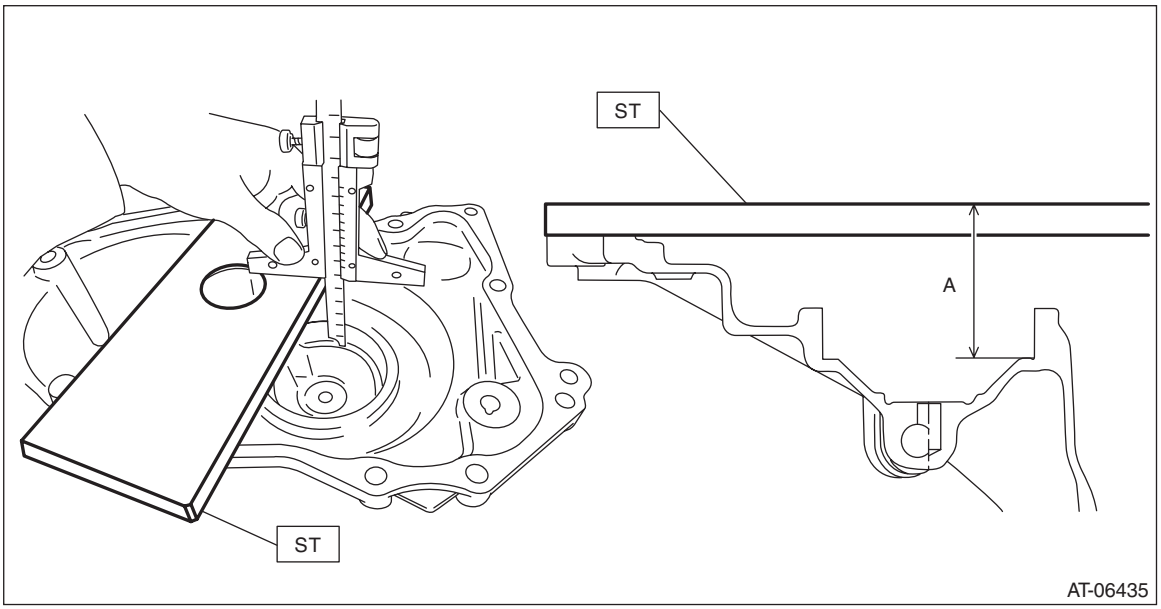
CAUTION:
Do not allow the lock nut to be cracked during crimping operation.

E: INSPECTION

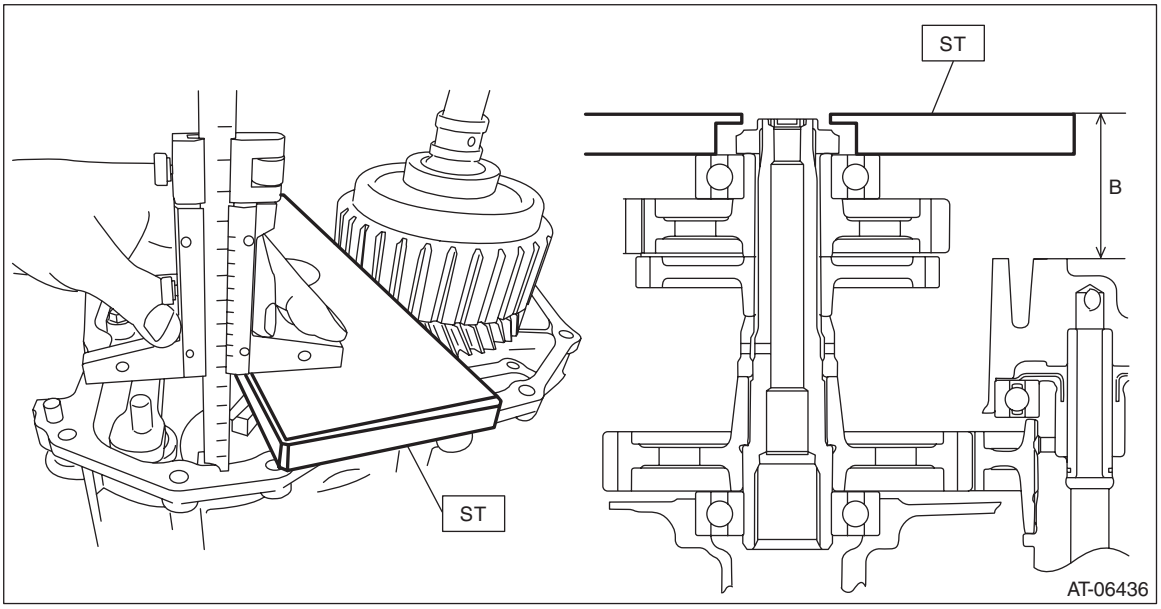
- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Make sure each gear is not broken or damaged.

F: ADJUSTMENT

1) Measure the height “A” from the ST upper face to the ball bearing catch surface.
ST 499575600 GAUGE



2) Measure the height “B” from the ST to the mating surface of the transmission case.
ST 499575600 GAUGE



3) Obtain the thickness of transfer drive gear shim using the following formula to select one to three transfer drive gear shims.
T (mm) = A – B – (0.05 — 0.25)
[T (in) = A – B – (0.002 — 0.01)]
T: Shim thickness
A: Height from the ST upper face to the ball bearing catch surface
B: Height from ST to transmission case mating surface
0.05 — 0.25 mm (0.002 — 0.01 in): Clearance

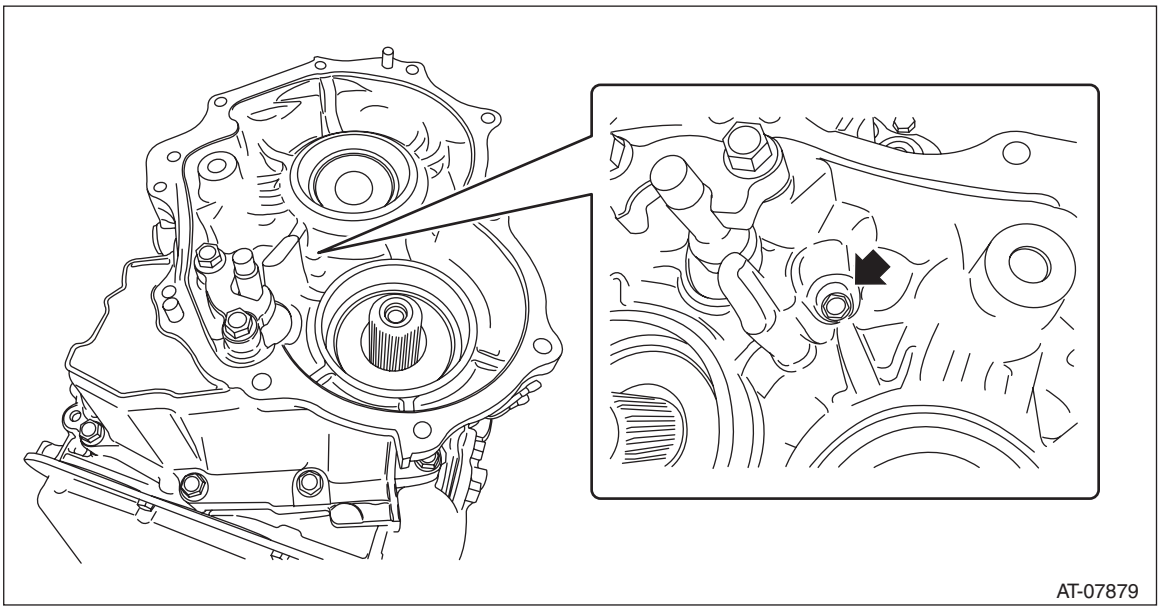
Transfer drive gear shim	
Part No.	Thickness mm (in)
33279AA090	0.3 (0.012)
33279AA100	0.4 (0.016)
33279AA110	0.5 (0.020)

34.Intermediate Case

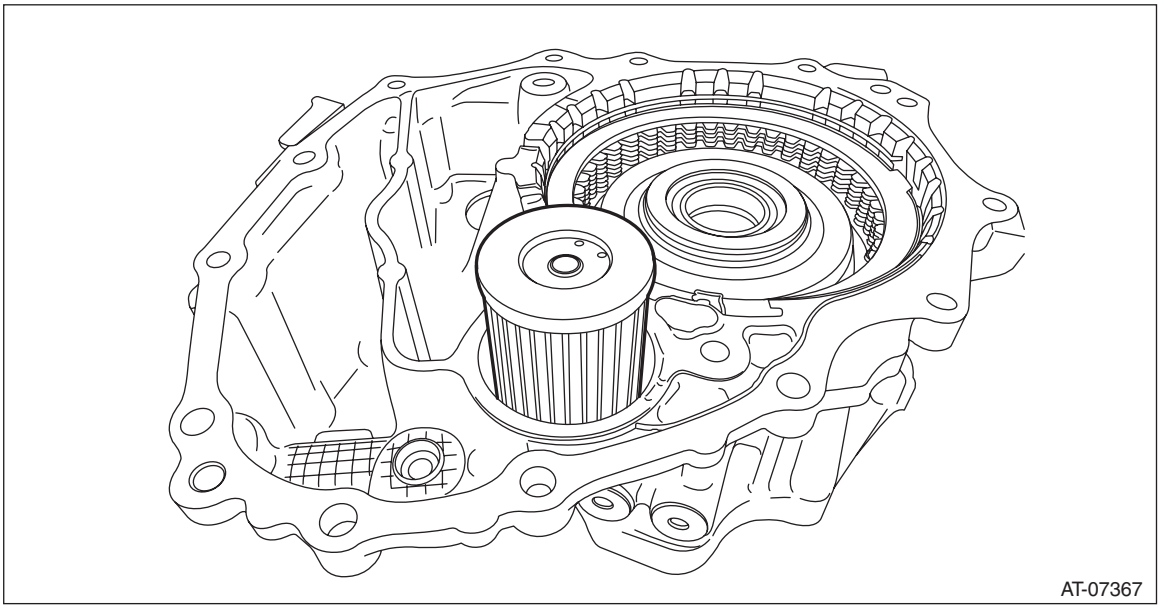
A: REMOVAL

1) Remove the transmission assembly from vehicle body. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the parking pawl. <Ref. to CVT(TR690)-165, REMOVAL, Parking Pawl.>
4) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
5) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
6) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
7) Remove the intermediate case.

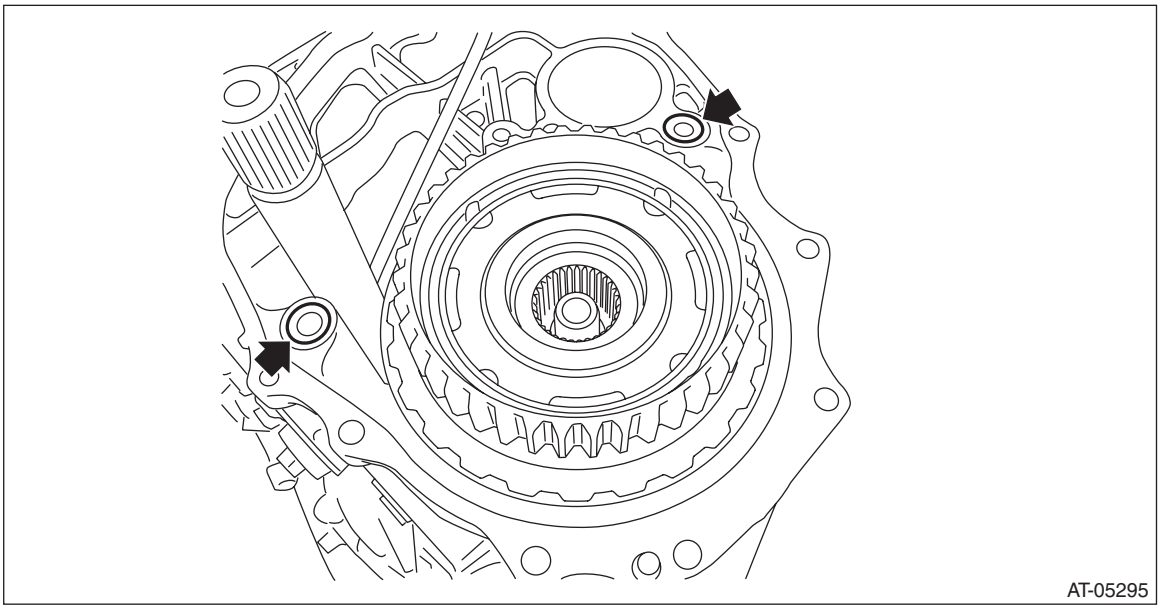
NOTE:
- The total number of intermediate case mounting bolts is 14.
- Inside the transmission is a single bolt (arrowed).


AT-07879

8) Remove the CVTF filter.


AT-07367

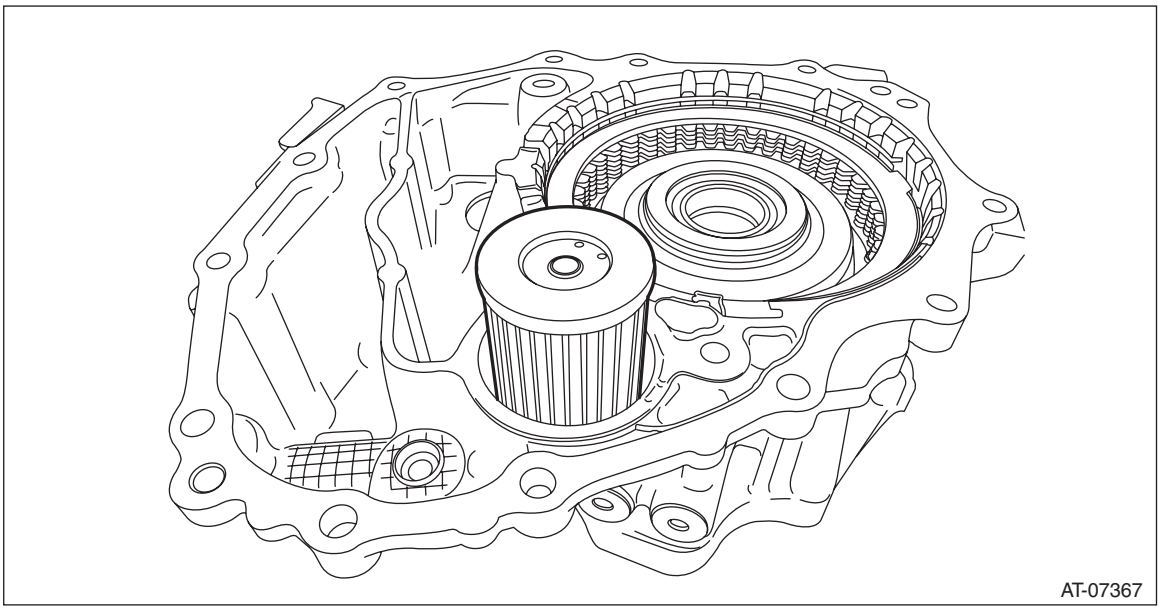
9) Remove the O-ring from the transmission case.



B: INSTALLATION

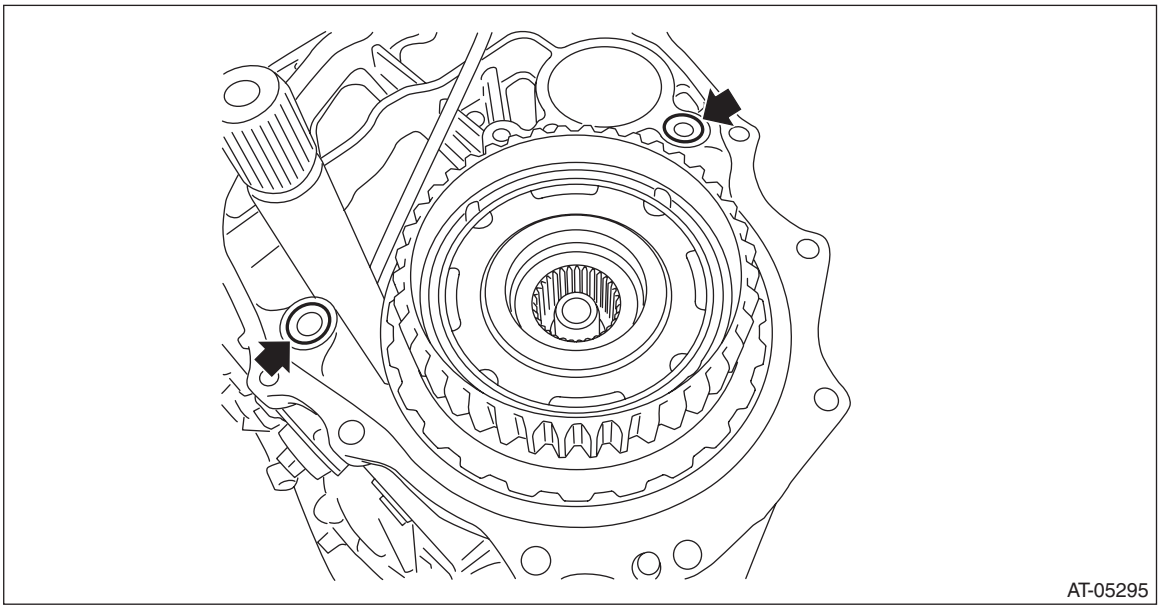
1) Clean the mating surface of intermediate case and transmission case.
2) Face the O-ring side of the CVTF filter to the intermediate case side, and install the CVTF filter.

NOTE:
Apply CVTF to the O-rings.



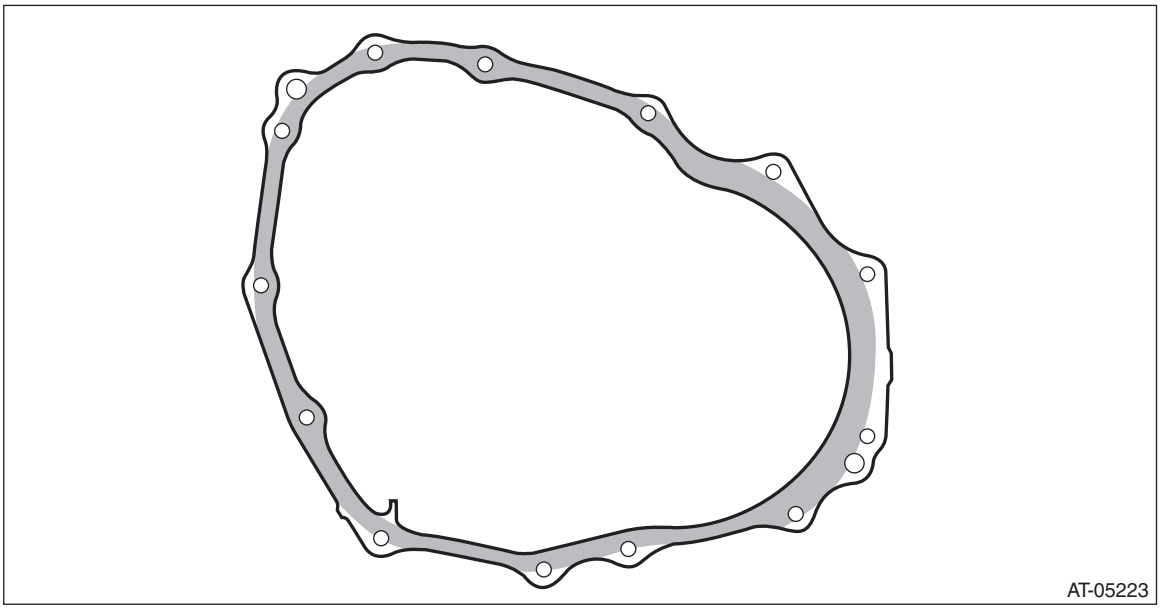
3) Install the O-ring to the transmission case.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



4) Apply liquid gasket to intermediate case seamlessly.

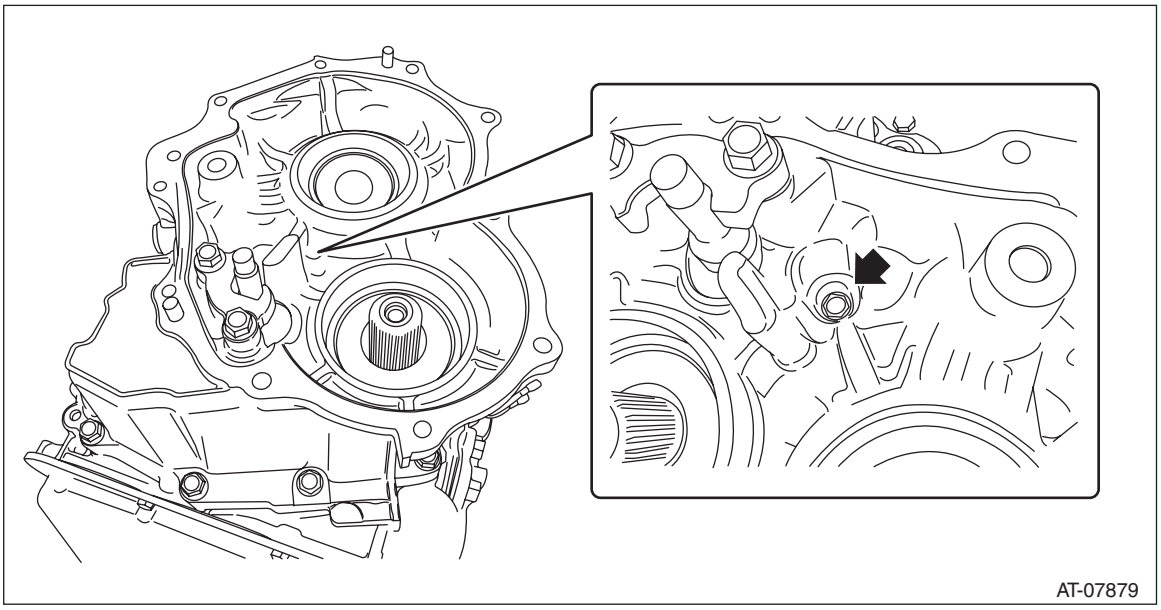
Liquid gasket:
THREE BOND 1215B or equivalent



5) Install the intermediate case and the transmission hanger to the transmission case.

NOTE:
Make sure to install the arrowed bolt.

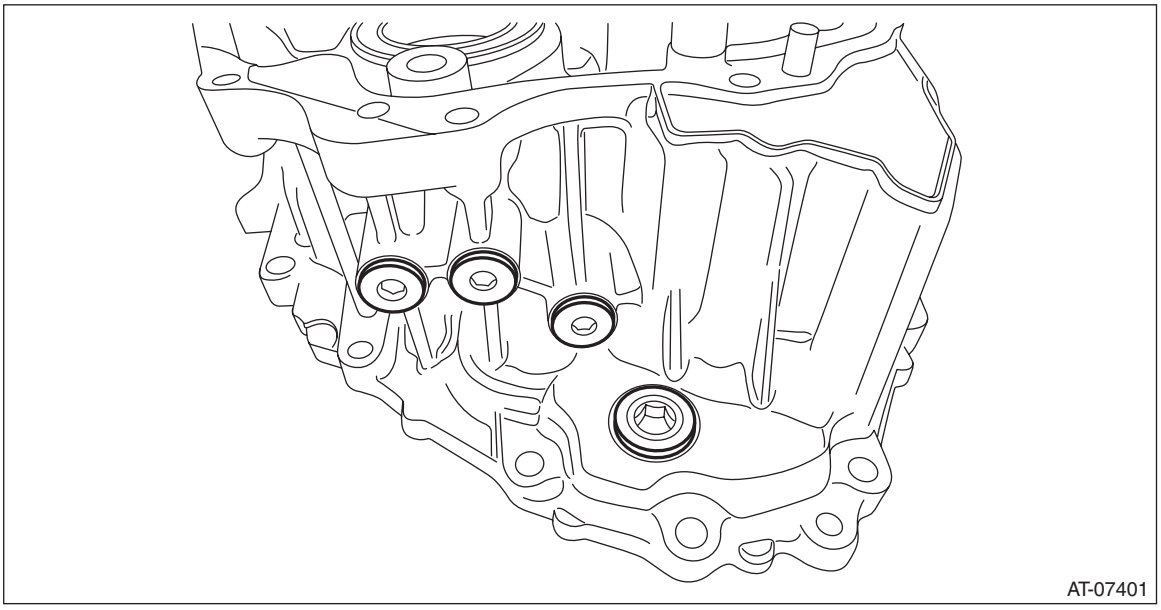
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



6) Install the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
7) Install the transfer clutch assembly.<Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
8) Install the rear drive shaft.<Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
9) Install the parking pawl.<Ref. to CVT(TR690)-166, INSTALLATION, Parking Pawl.>
10) Install the extension case.<Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
11) Install the transmission to vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the parking support.
2) Remove the CVTF filler plug.
3) Remove all plugs from intermediate case.



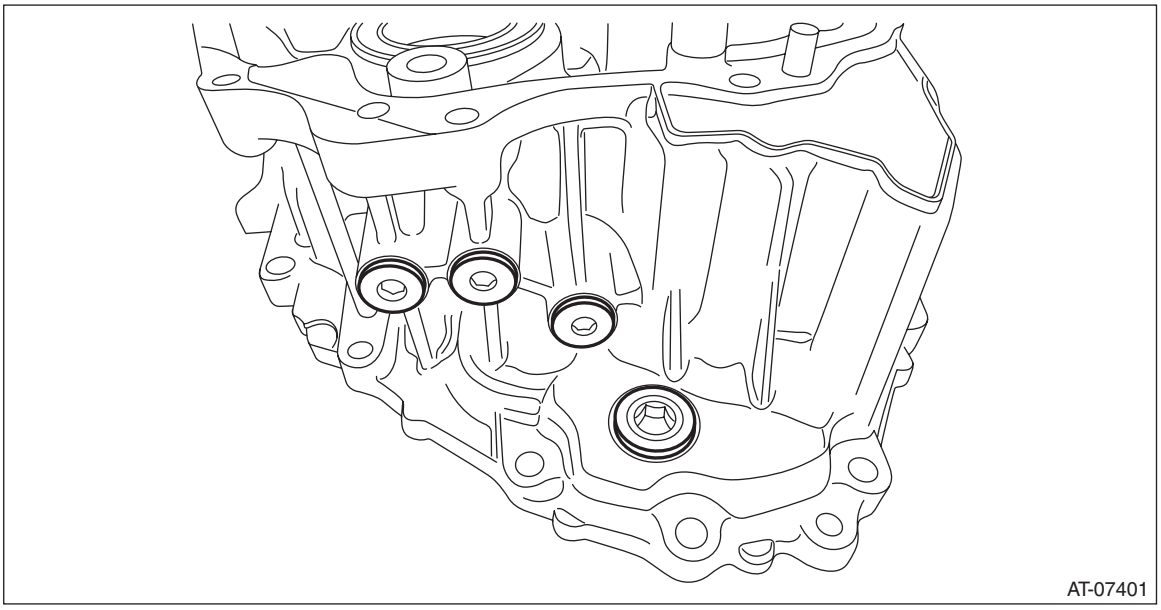
4) Remove the reverse brake assembly. <Ref. to CVT(TR690)-173, DISASSEMBLY, Reverse Brake Assembly.>

D: ASSEMBLY

1) Install the reverse brake. <Ref. to CVT(TR690)-176, ASSEMBLY, Reverse Brake Assembly.>
2) Install all plugs to intermediate case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

NOTE:
Use new O-rings.



3) Install the parking support.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)
4) Install the CVTF filler plug.

NOTE:
Replace the gasket of CVTF filler plug with a new part after installing the transmission assembly to vehicle and adjusting CVTF fluid.

E: INSPECTION

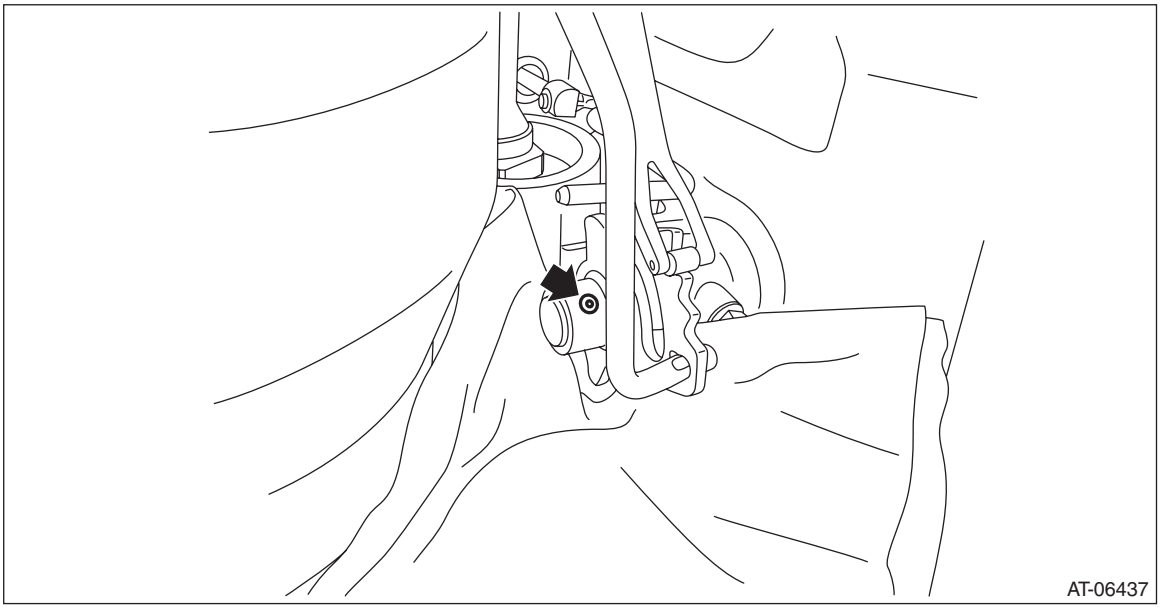
- Check the intermediate case for fissures, cracks or damage.
- Check for leakage of CVTF from the connections between intermediate case and transmission case, and between intermediate case and extension case.

34.Transmission Control Device

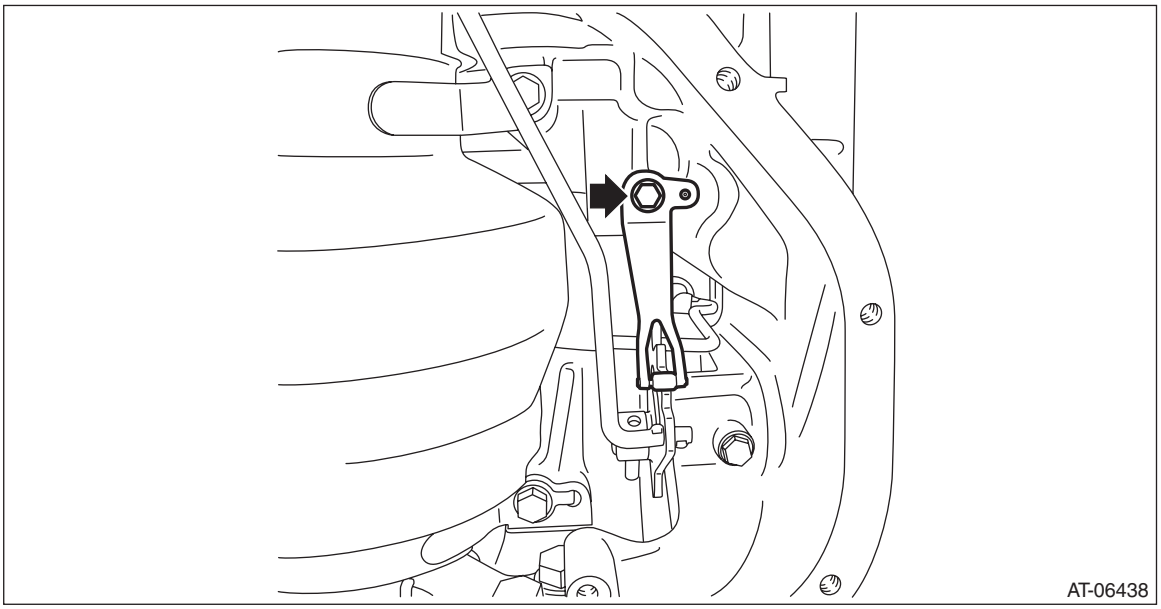
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
3) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
4) Shift the manual plate to “N” range, and remove the spring pin.

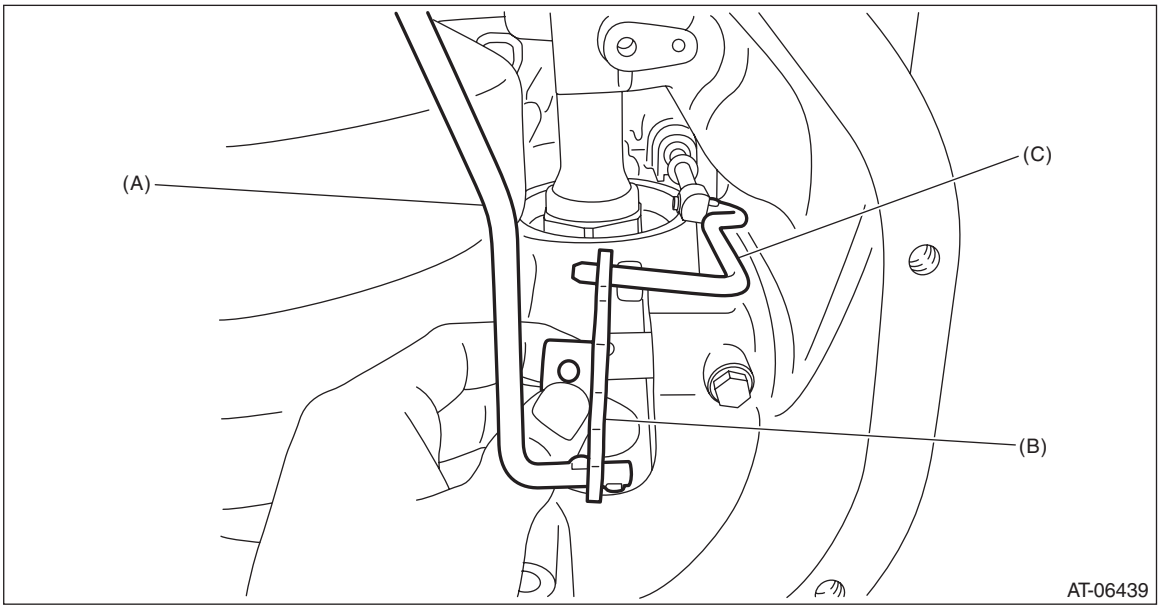
NOTE:
Prevent the spring pin from dropping in the transmission using paper towel etc.



5) Remove the detent spring.



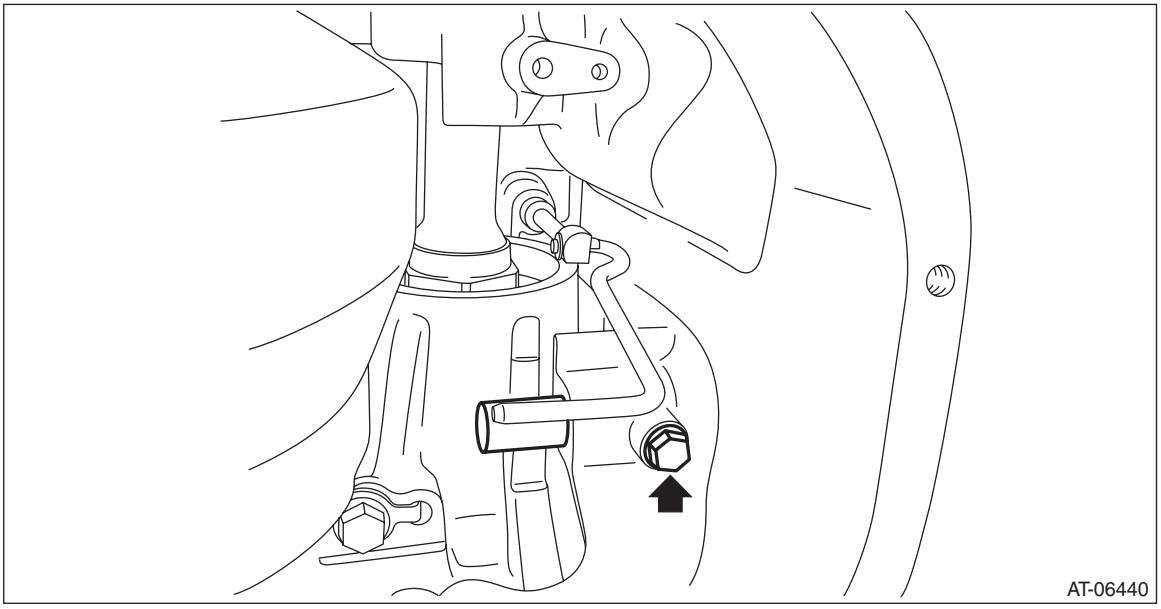
6) Remove the manual plate from the shifter arm shaft, and remove the shift connecting rod of the manual valve.



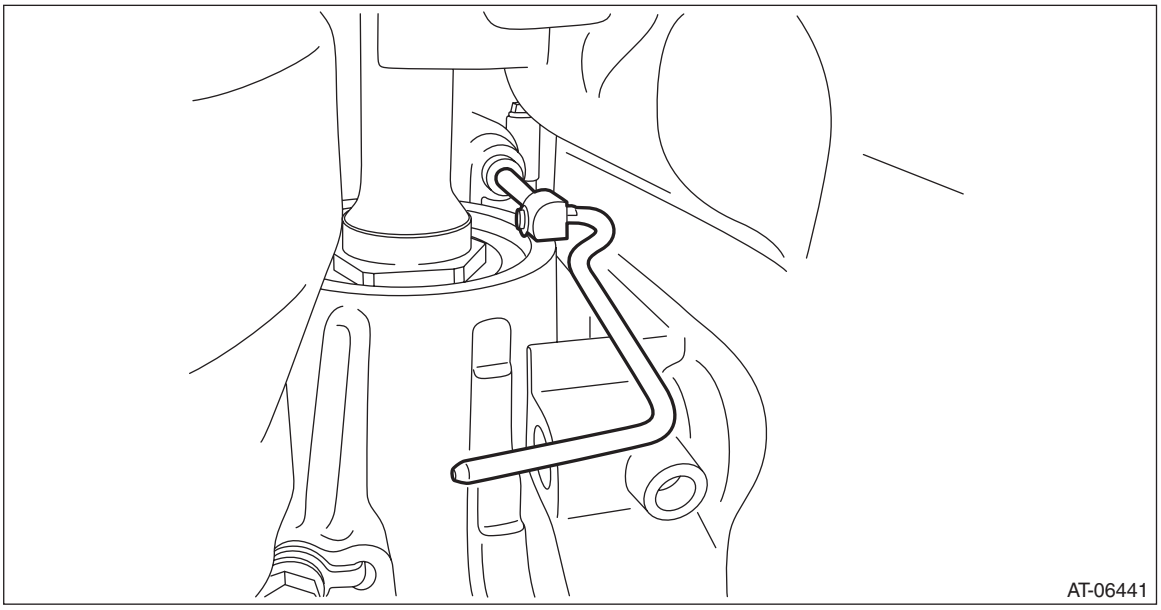
(A) Parking rod
(B) Manual plate
(C) Shift connecting rod

7) Remove the manual plate and parking rod.
8) Remove the bolt, and remove the shifter arm shaft.

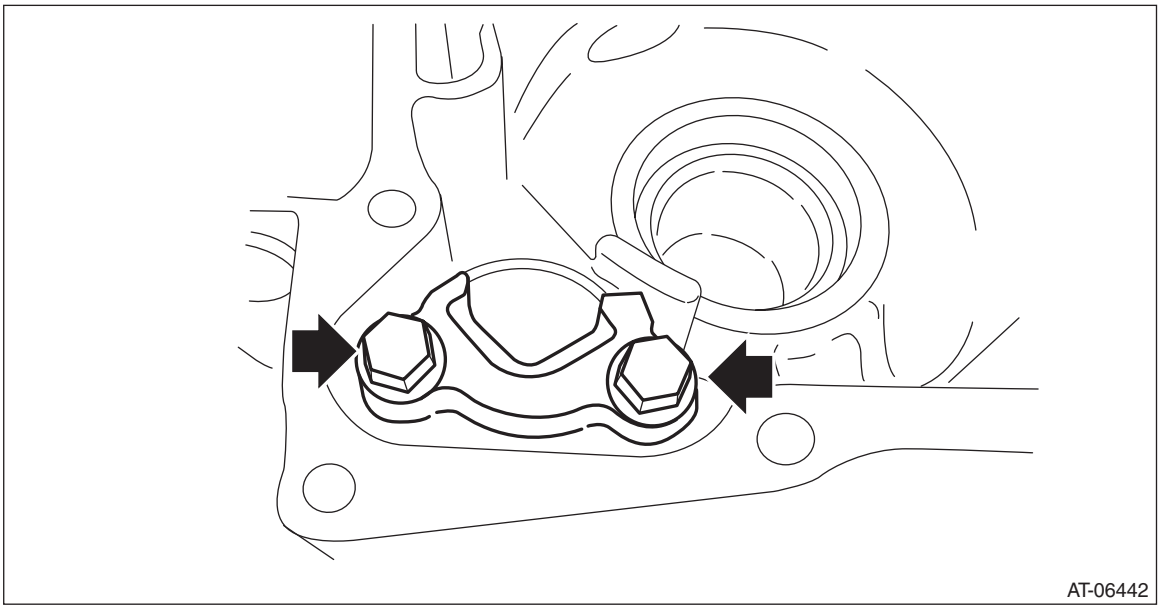
NOTE:
Do not damage the lip of oil seal press-fitted in the case.



9) Remove the manual valve.



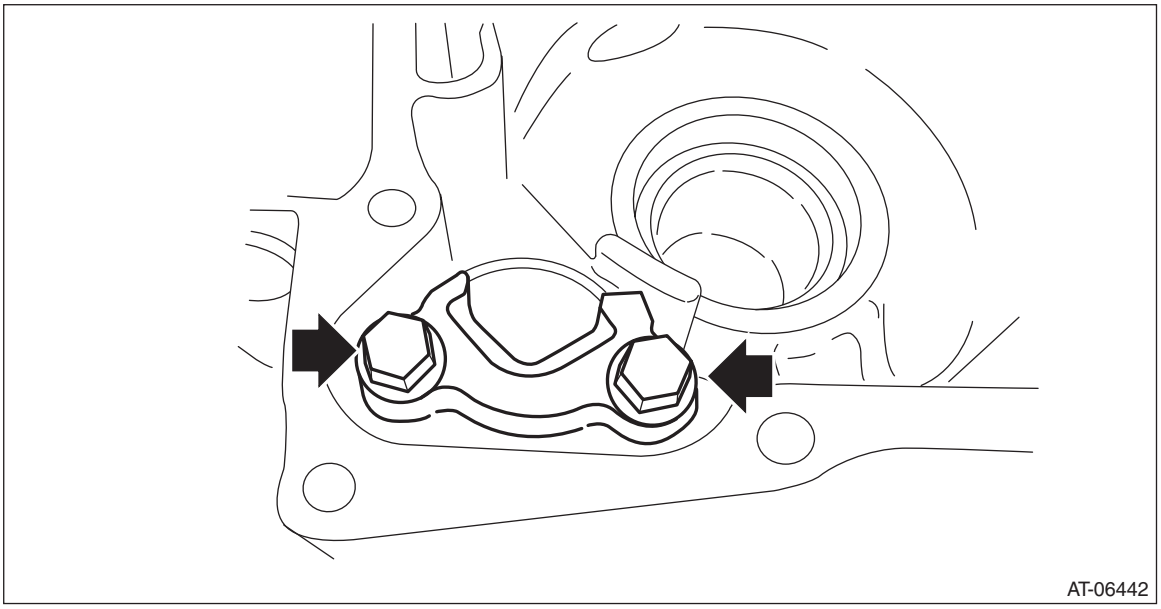
10) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
11) Remove the parking support.



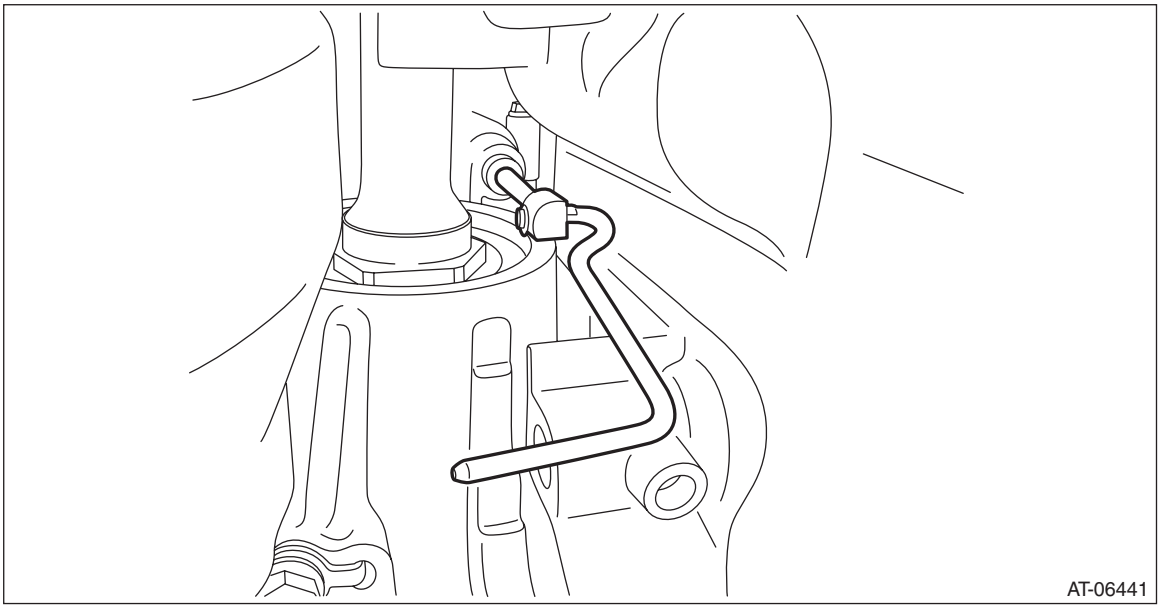
B: INSTALLATION

1) Install the parking support.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



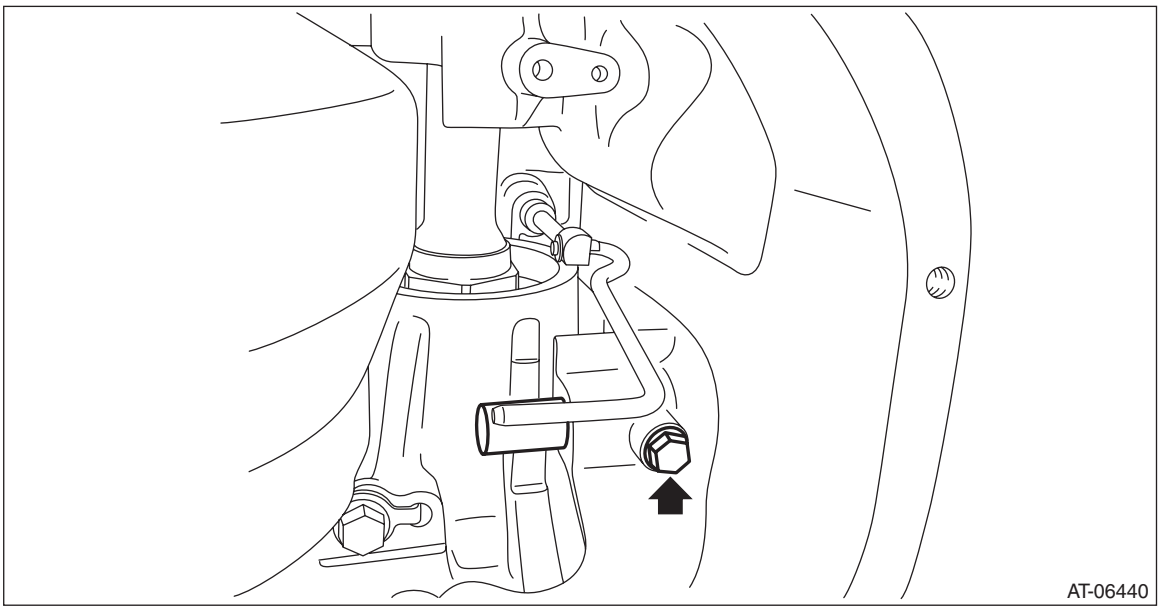
2) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
3) Install the manual valve.



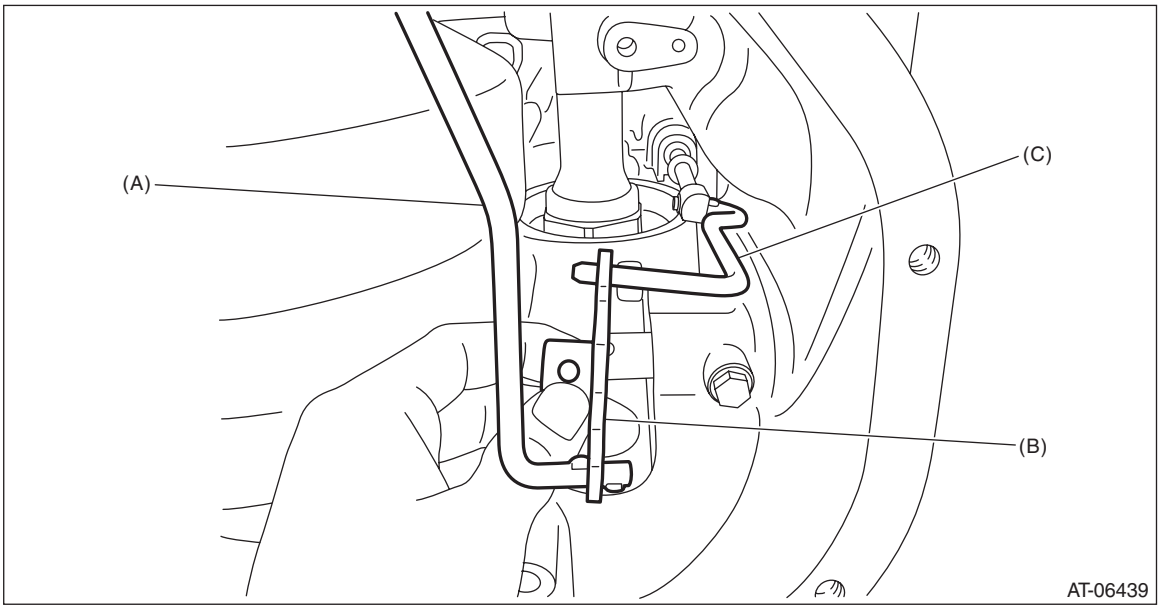
4) Install the shifter arm shaft and bolt.

NOTE:
Do not damage the lip of oil seal press-fitted in the case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



5) Install the parking rod to the manual plate.
6) Insert the parking rod into the transmission case, and install the shift connecting rod of the manual valve to the manual plate.

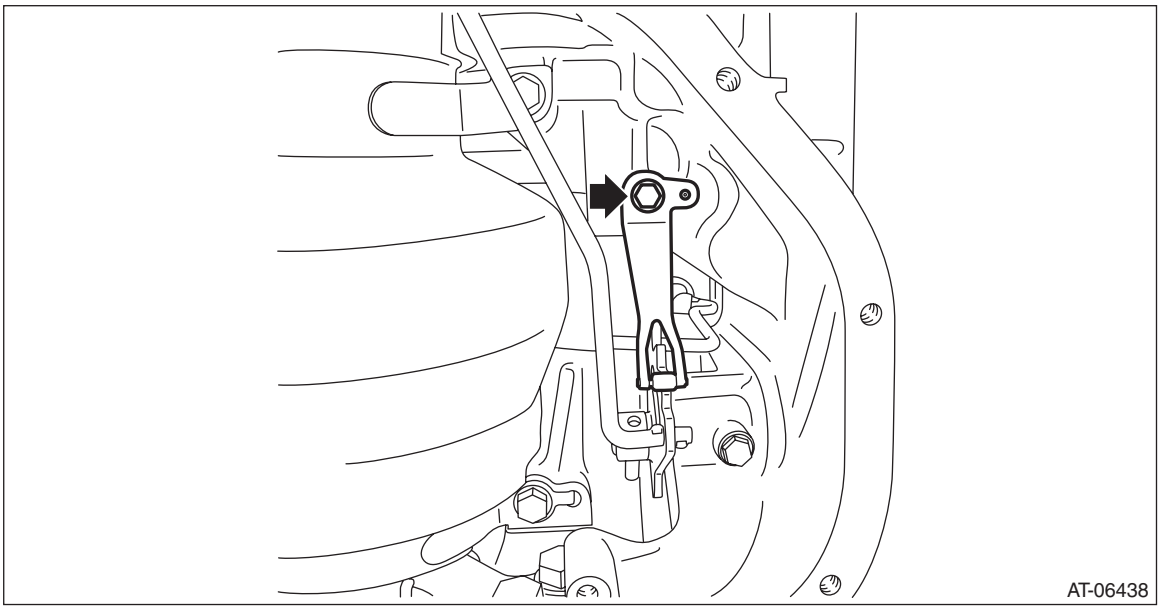


(A) Parking rod
(B) Manual plate
(C) Shift connecting rod

7) Install the manual plate to the shifter arm shaft.

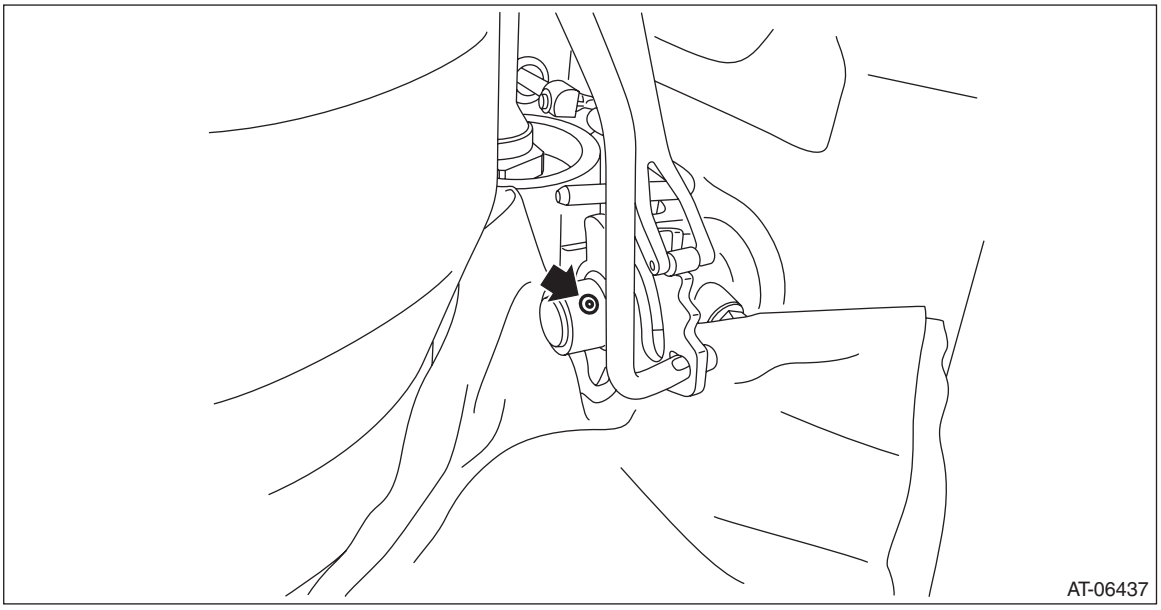
8) Install the detent spring to the transmission case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



9) Install the spring pin.

NOTE:
Use new spring pin.



10) Install the inhibitor switch. <Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
11) Adjust the inhibitor switch. <Ref. to CVT(TR580)-93, ADJUSTMENT, Inhibitor Switch.>
12) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Make sure that the manual plate and detent spring are not worn or otherwise damaged.

35.CVTF Filter

A: REMOVAL

NOTE:
• Although CVTF filter is a maintenance-free part, replace it if a large quantity of wear debris and metal particles are found in CVTF and CVTF filter.
• For removal of CVTF filter, refer to “Intermediate Case”. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>

B: INSTALLATION

NOTE:
For installation of CVTF filter, refer to “Intermediate Case”. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>

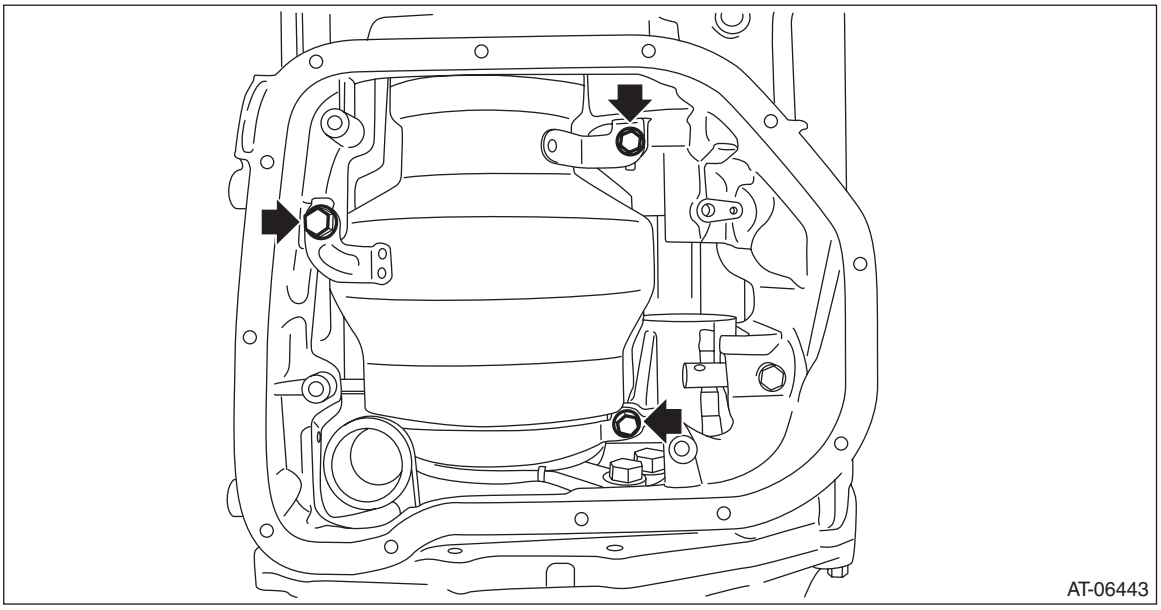
C: INSPECTION

- Check if a large quantity of wear debris or metal particles are in CVTF and CVTF filter.
- Check for broken part or damaged O-ring.

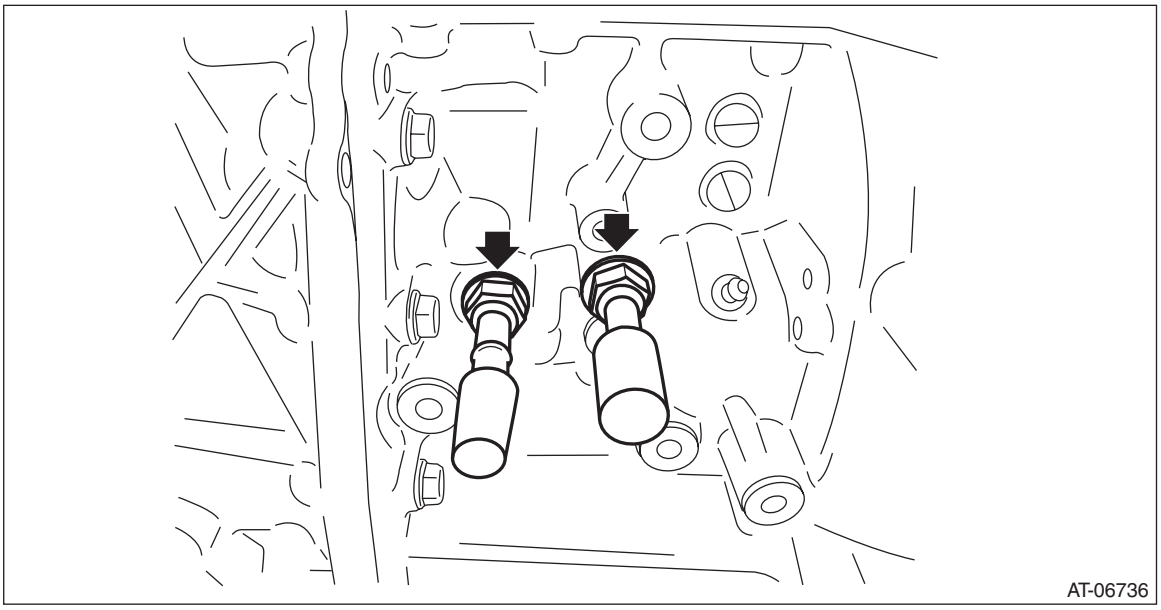
35.Transmission Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the oil baffle securing bolt.



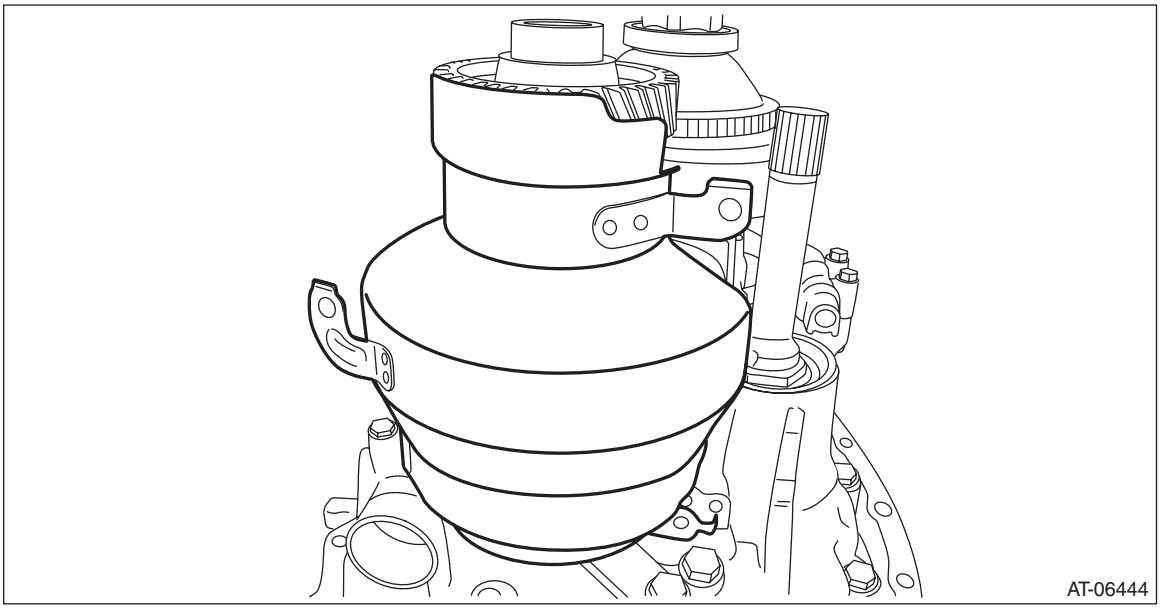
17) Remove the oil cooler pipe.



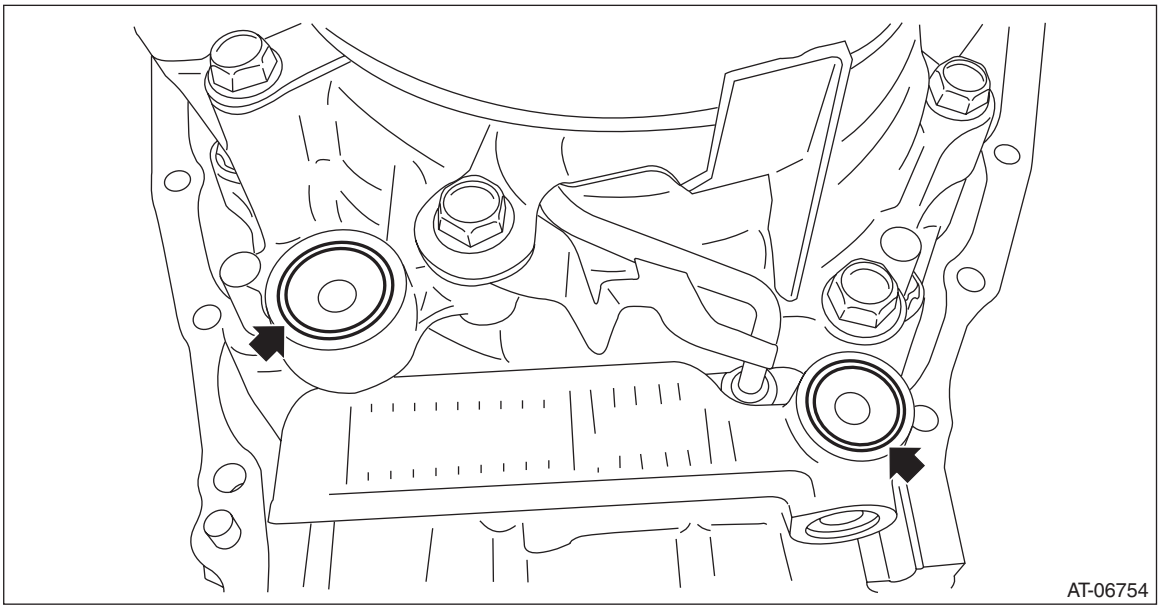
18) Remove the transmission case.

NOTE:
The total number of transmission case mounting bolts is 15.

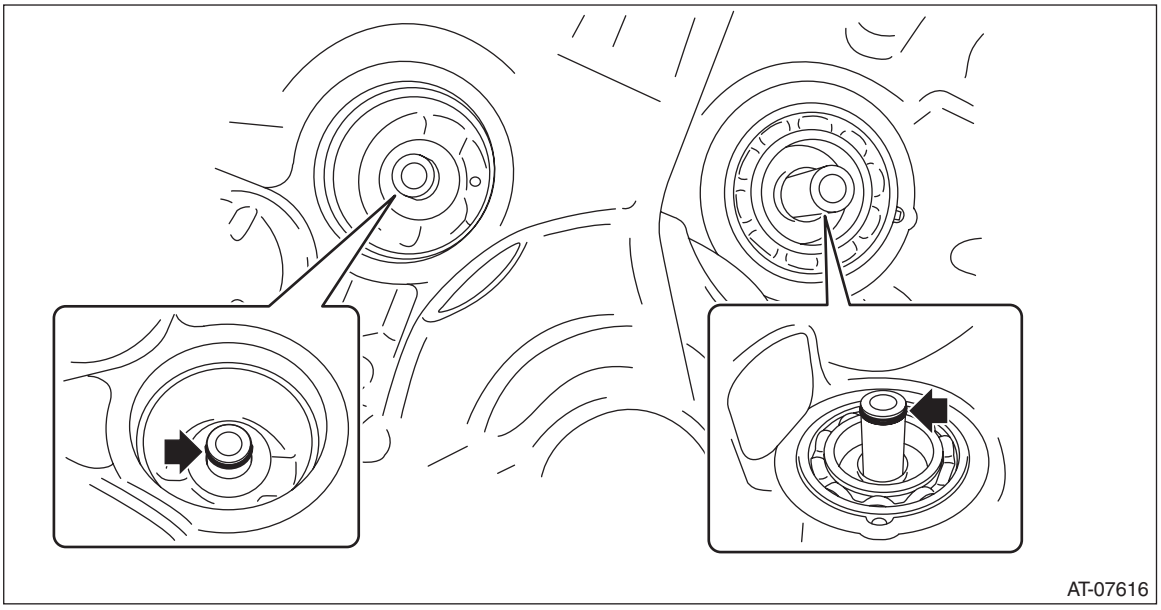
19) Remove the oil baffle.



20) Remove the O-ring.



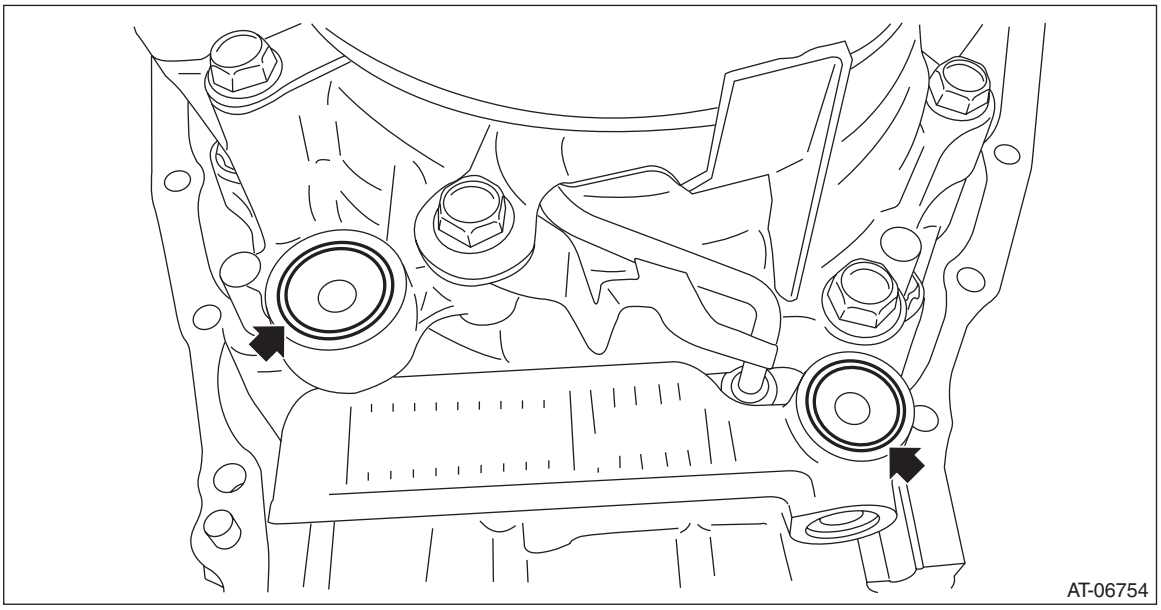
21) Remove the seal ring from the transmission case.



B: INSTALLATION

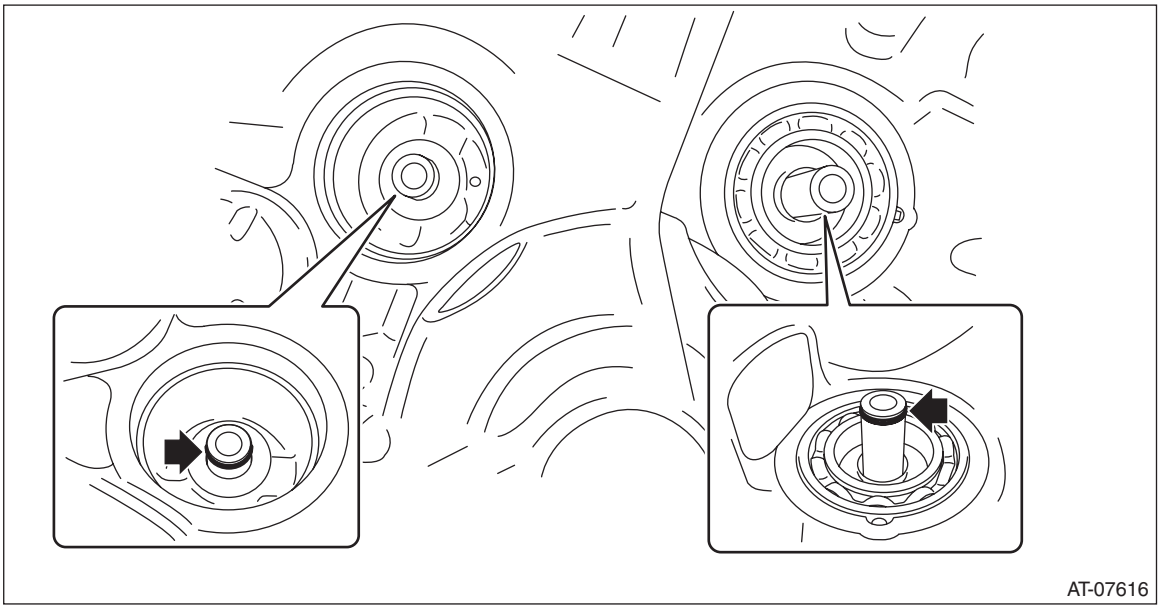
1) Clean the mating surface of transmission case and converter case.
2) Select the reduction gear shim.<Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>
3) Remove the transmission case, and install the selected reduction gear shim to the reduction drive gear.
4) Install the O-rings to the reverse clutch housing and drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.

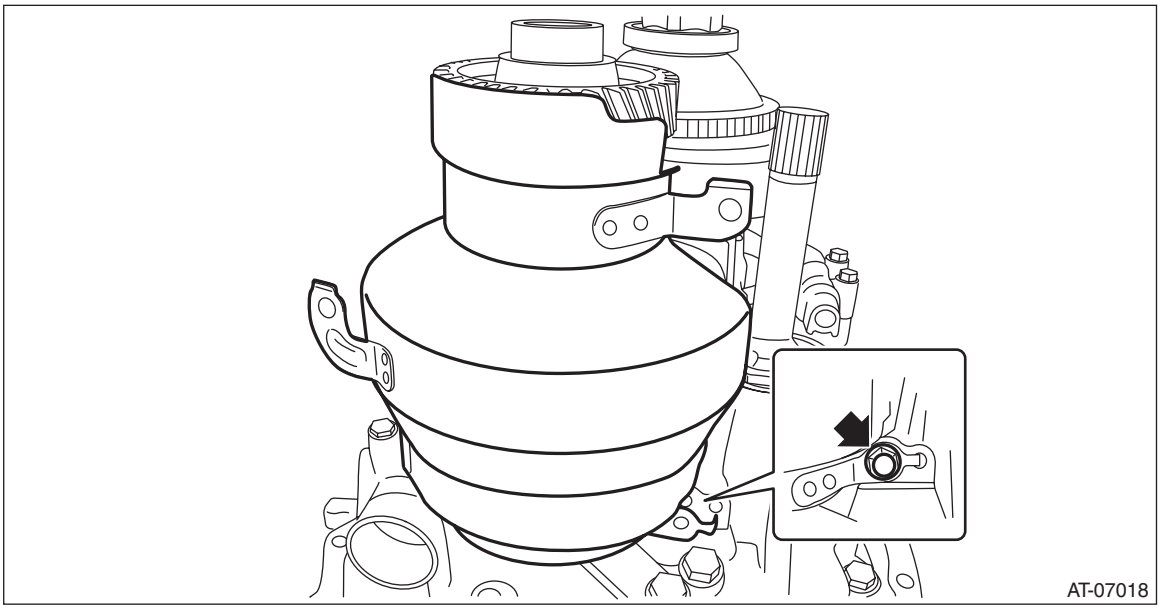


5) Install the seal ring to the transmission case.

NOTE:
- Use new seal rings.
- Apply CVTF to the seal rings.

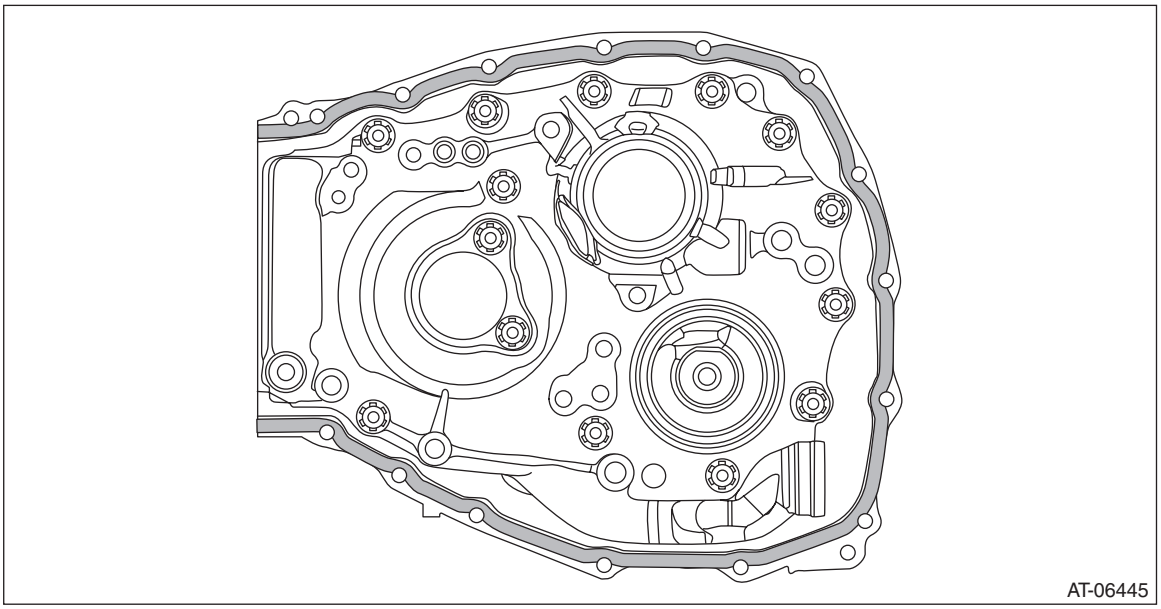


6) Cover the secondary pulley with the oil baffle, and temporarily install it with bolts.



7) Apply liquid gasket seamlessly to the mating surface of transmission case.

Liquid gasket:
THREE BOND 1215B or equivalent



8) Install the transmission case.

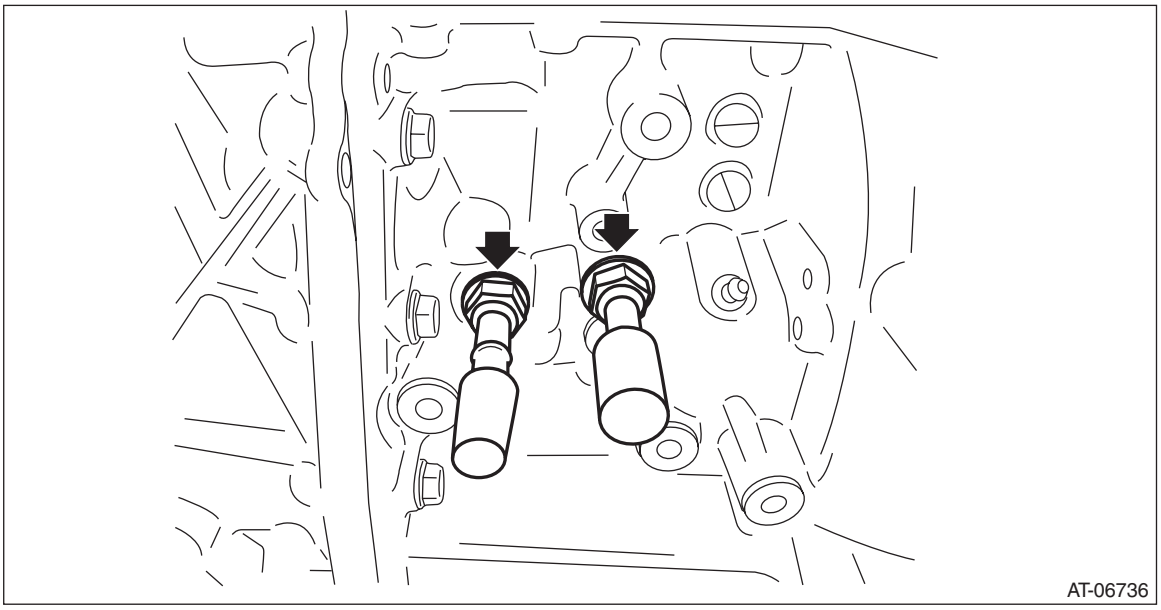
NOTE:
The total number of transmission case mounting bolts is 15.

Tightening torque:
22 N·m (2.2 kgf-m, 16.2 ft-lb)

9) Install the oil cooler pipe.

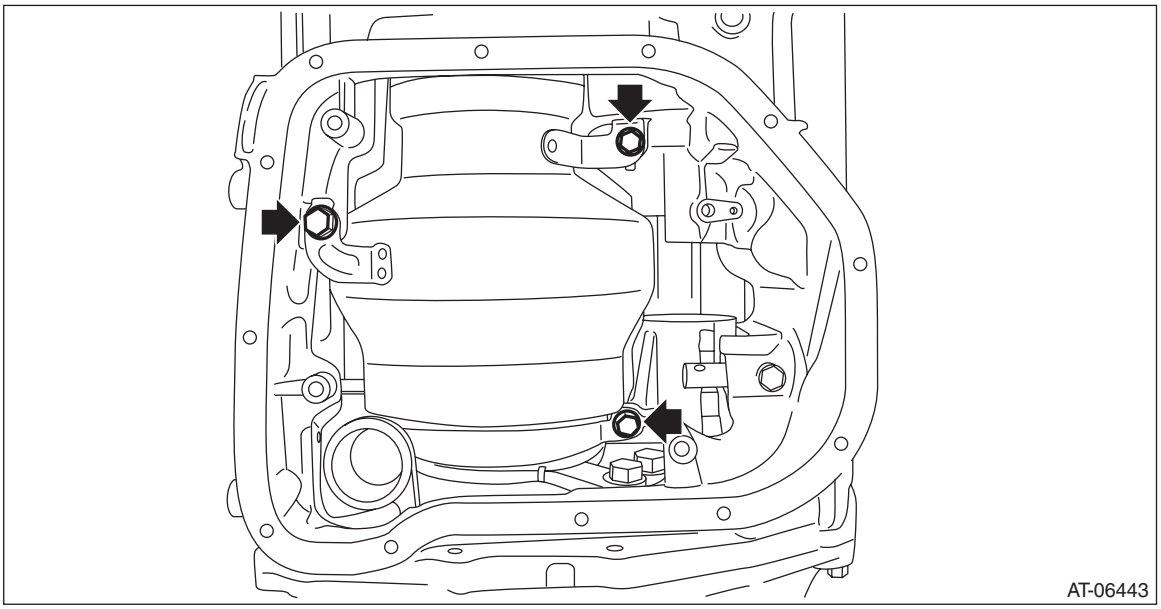
NOTE:
Use new O-rings.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



10) Install the oil baffle securing bolt.

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

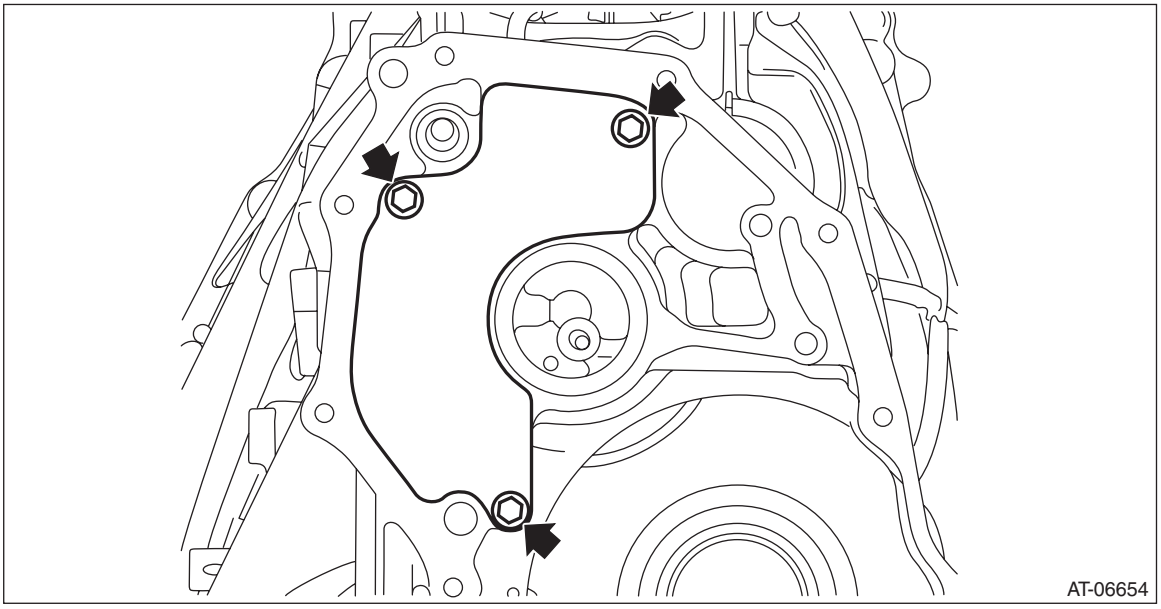


11) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
12) Install the oil pan and oil strainer.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
14) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
15) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
16) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>

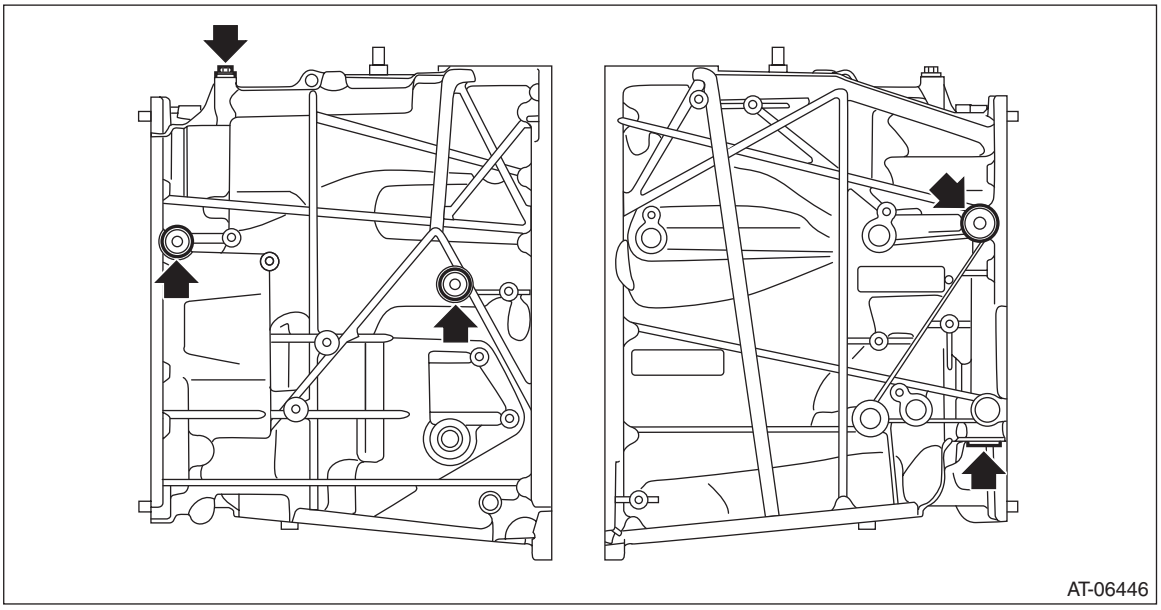
17) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
18) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
19) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
20) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
21) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
22) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
23) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
24) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

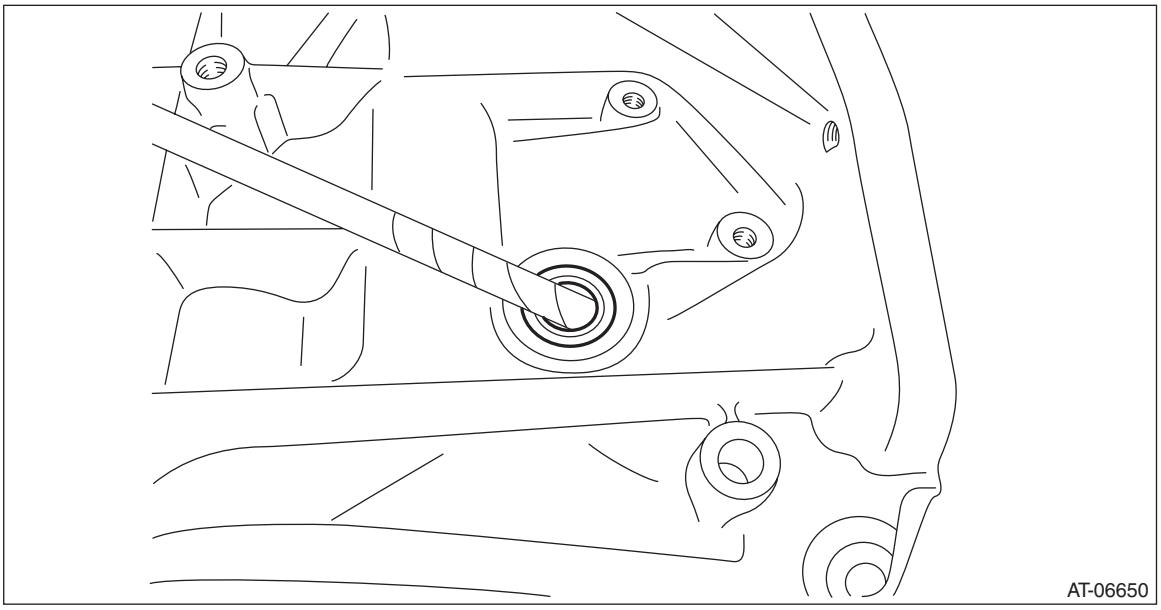
1) Remove the oil stopper plate.



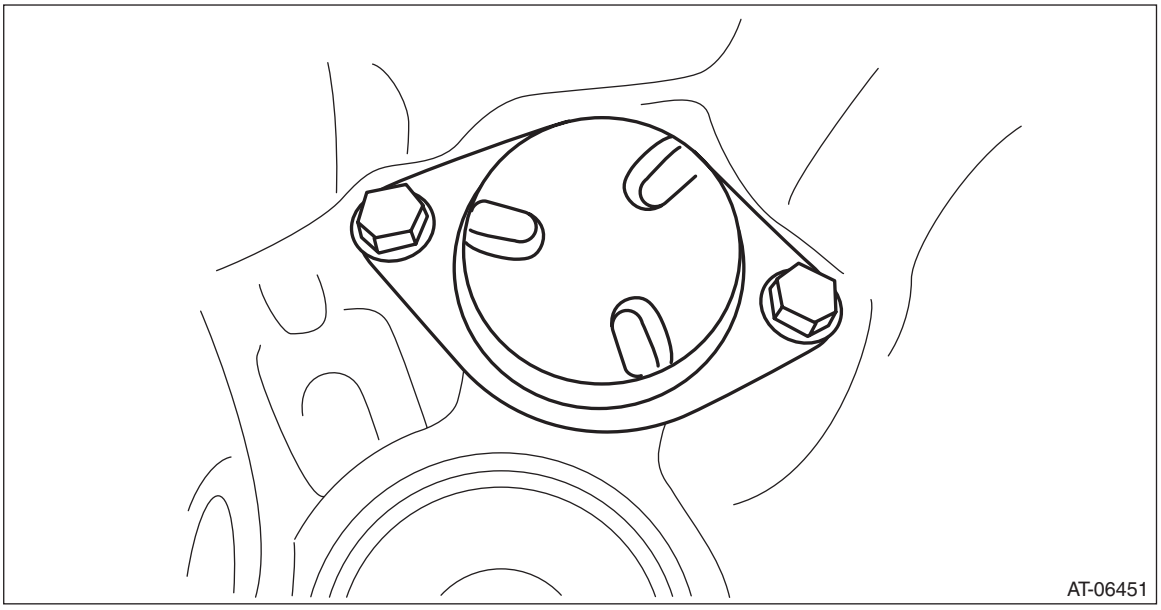
2) Remove all plugs from the transmission case.



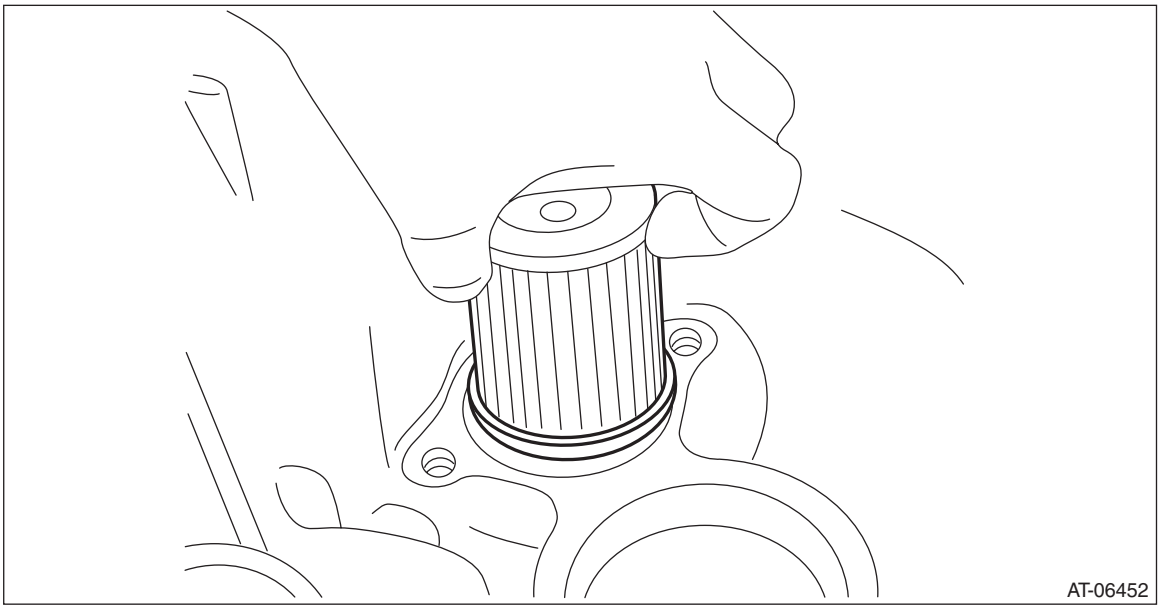
3) Remove the oil seal using a screwdriver wrapped with cloth etc.



4) Remove the CVTF filter cover and gasket.



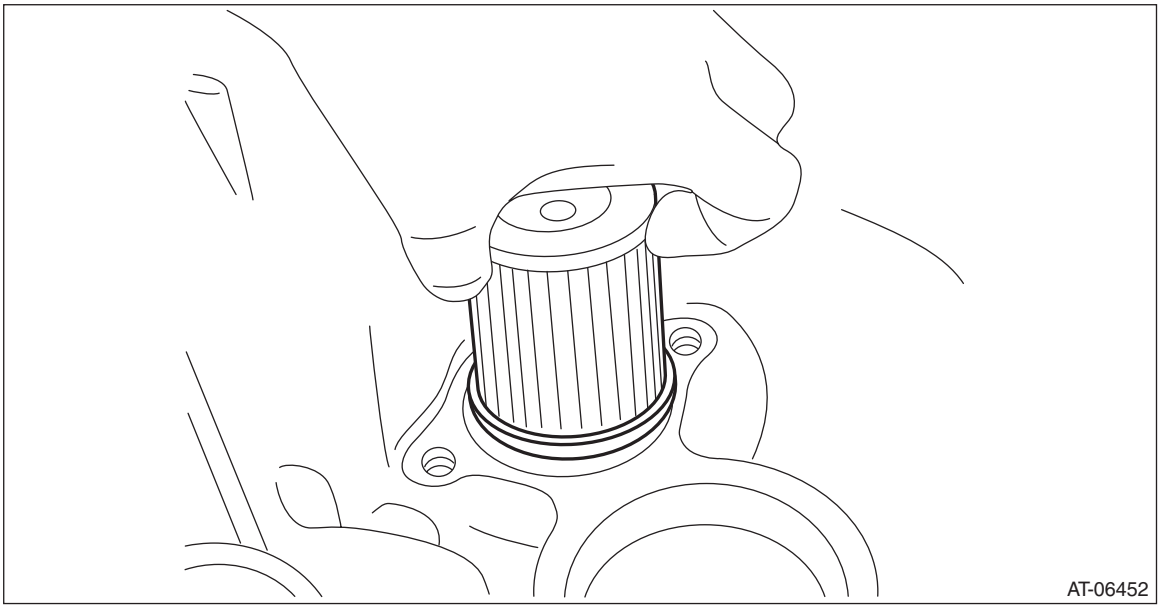
5) Remove the CVTF filter.



D: ASSEMBLY

1) Face the O-ring side of the CVTF filter to the transmission case side, and install the CVTF filter.

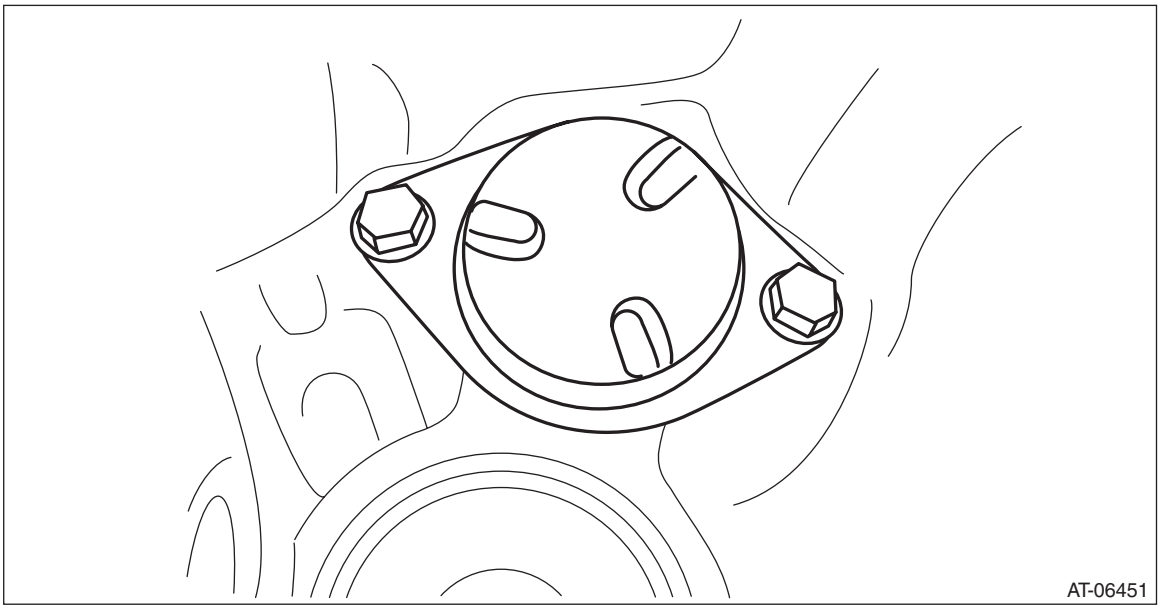
NOTE:
Apply CVTF to the O-ring of CVTF filter.



2) Install the CVTF filter cover and gasket.

NOTE:
Use a new gasket.

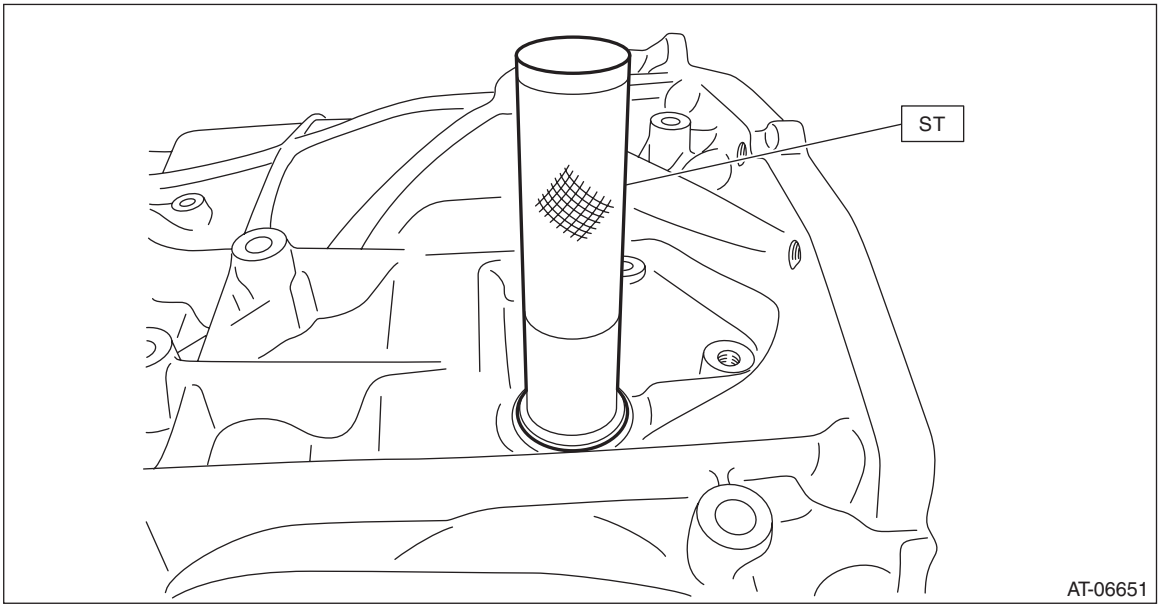
Tightening torque:
17 N·m (1.7 kgf-m, 12.5 ft-lb)



3) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

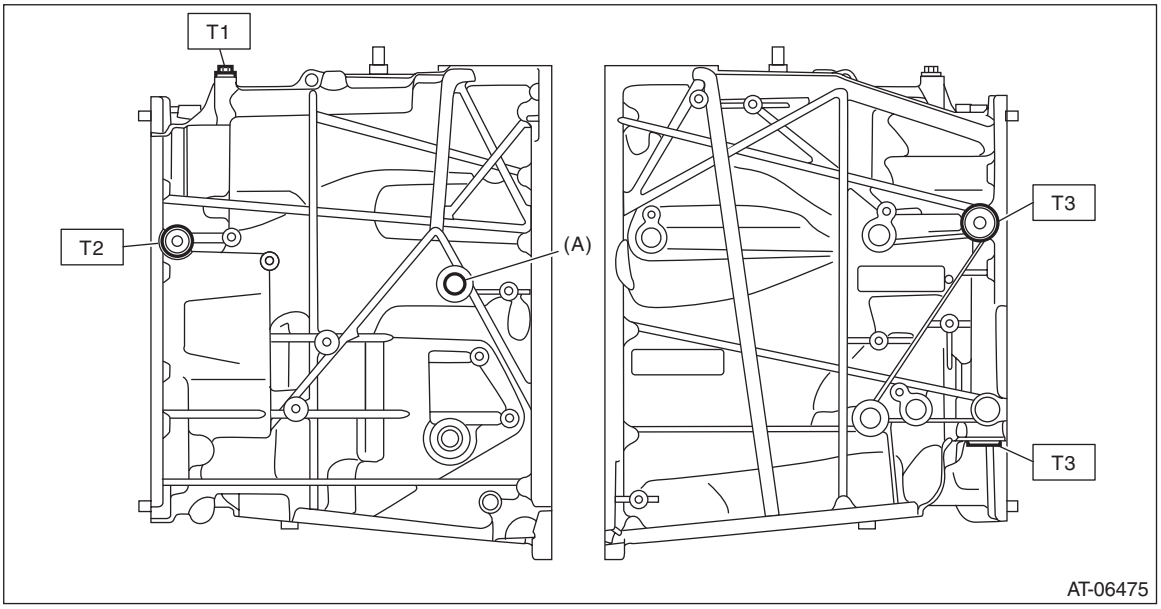
ST 18657AA000 INSTALLER



4) Install all plugs.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.
- For the plug (A), fill the CVTF, and then tighten the plug using a new O-ring.

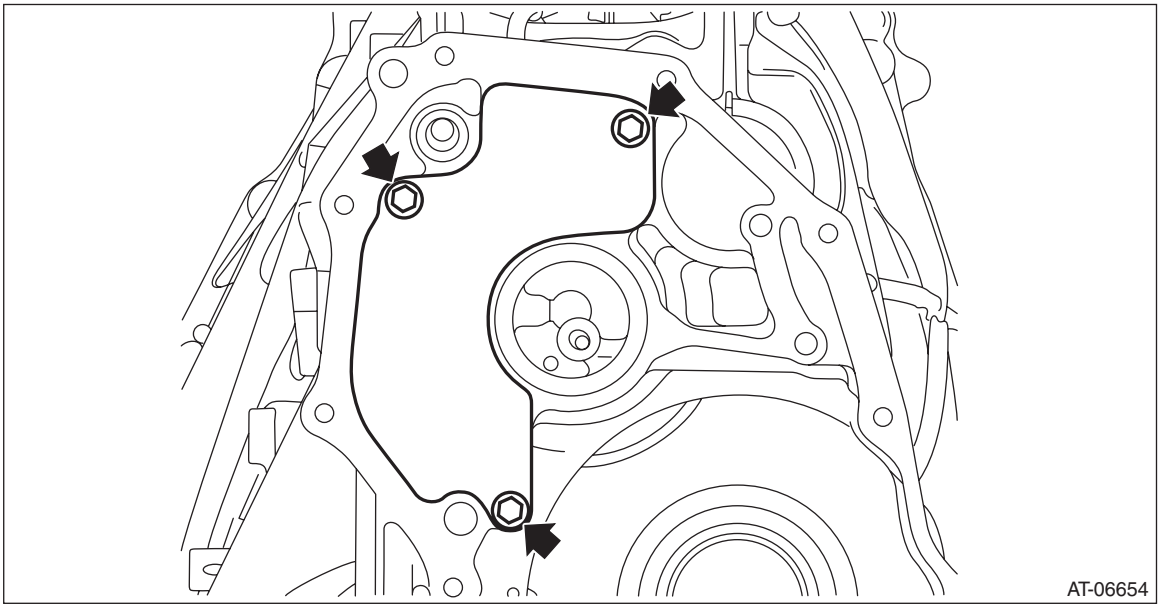
Tightening torque:
T1: 13 N·m (1.3 kgf-m, 9.6 ft-lb)
T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T3: 50 N·m (5.1 kgf-m, 36.9 ft-lb)



5) Install the oil stopper plate.

NOTE:
Use a new bolt.

Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



E: INSPECTION

- Check the transmission case for damage.
- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check the bearing for smooth operation.
- Check the bearing for seizure or wear.
- Check each part for damage.

F: ADJUSTMENT

NOTE:
When replacing the transmission case with a new part, perform the following check and adjustment for the selection.

- Select the transfer driven gear shim. <Ref. to CVT(TR580)-181, ADJUSTMENT, Transfer Clutch.>
- Select the transfer drive gear shim. <Ref. to CVT(TR580)-195, ADJUSTMENT, Reduction Driven Gear.>
- Select the reduction drive gear shim. <Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>

36.CVTF Filter

A: REMOVAL

NOTE:
• Although CVTF filter is a maintenance-free part, replace it if a large quantity of wear debris and metal particles are found in CVTF and CVTF filter.
• For removal of CVTF filter, refer to “Transmission Case”. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.> <Ref. to CVT(TR580)-209, DISASSEMBLY, Transmission Case.>

B: INSTALLATION

NOTE:
For installation of CVTF filter, refer to “Transmission Case”. <Ref. to CVT(TR580)-211, ASSEMBLY, Transmission Case.> <Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>

C: INSPECTION

- Check if a large quantity of wear debris or metal particles are in CVTF and CVTF filter.
- Check for broken part or damaged O-ring.

36.Reverse Brake Assembly

A: REMOVAL

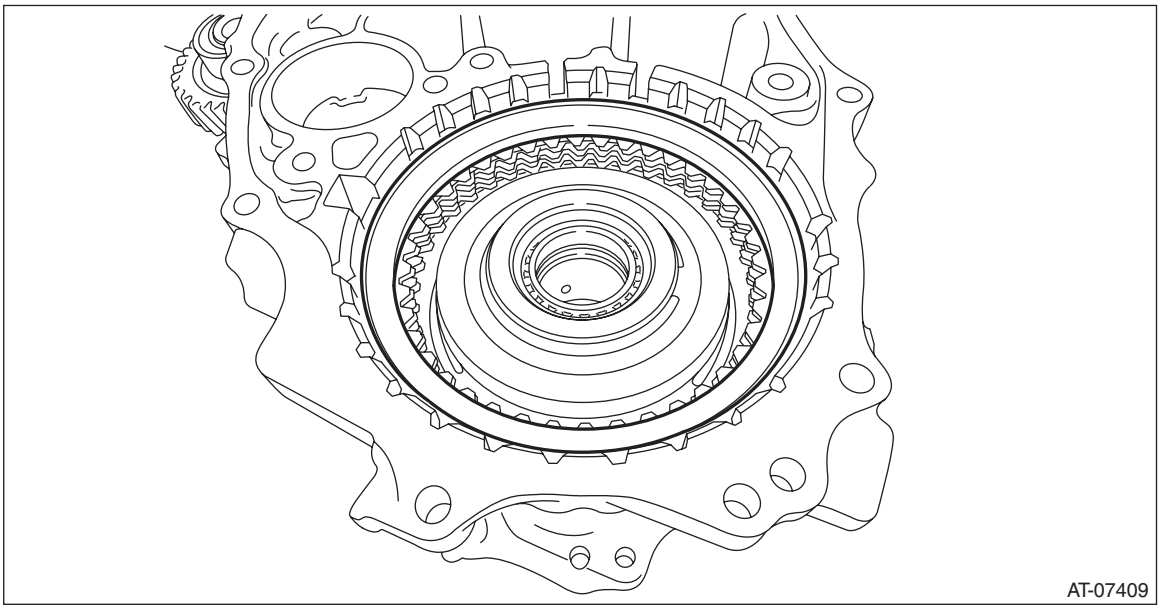
NOTE:
For removal of reverse brake assembly, refer to “Intermediate Case”. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>

B: INSTALLATION

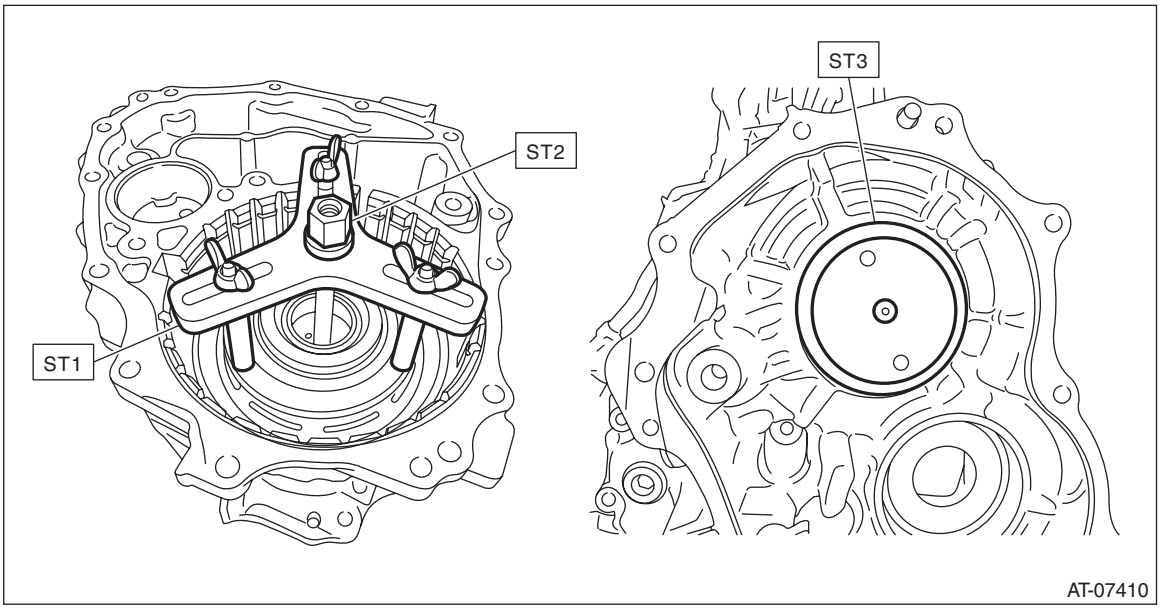
NOTE:
For installation of reverse brake assembly, refer to “Intermediate Case”. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>

C: DISASSEMBLY

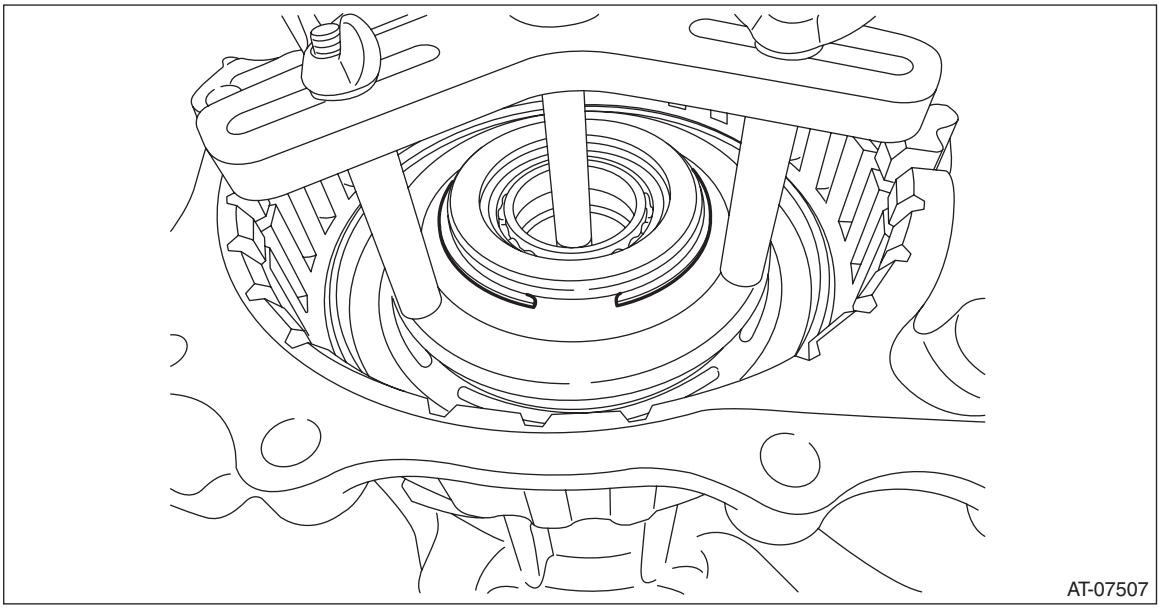
1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.



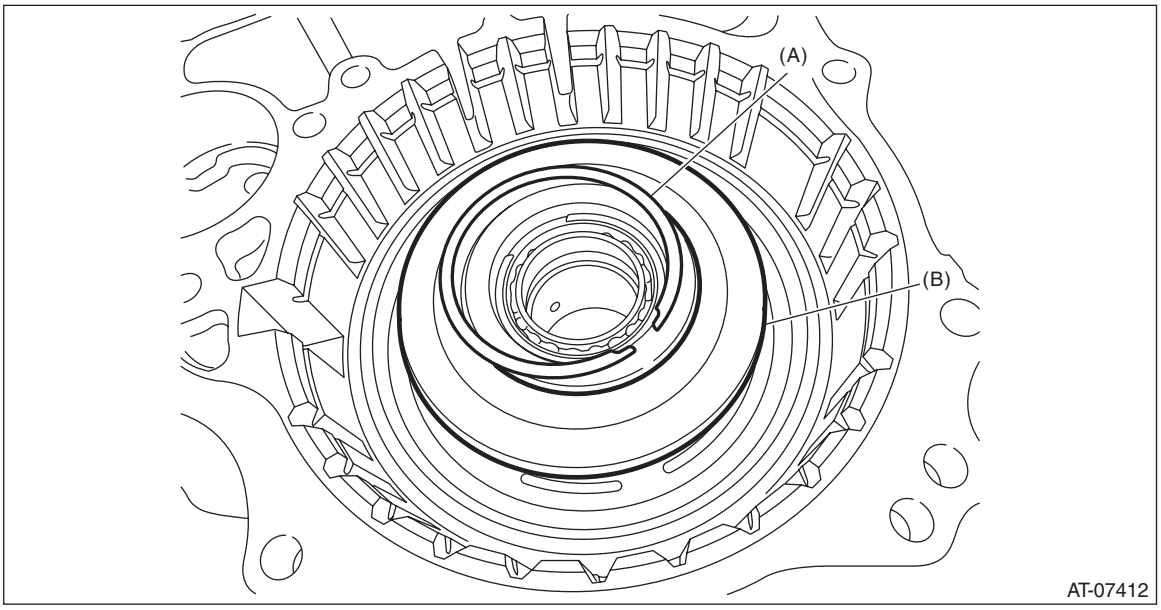
3) Set the ST1, ST2 and ST3 to intermediate case.
ST1 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL
ST2 18763AA000 COMPRESSOR SHAFT
ST3 18765AA000 COMPRESSOR SUPPORT



4) Compress the return spring using the set ST to remove the snap ring.

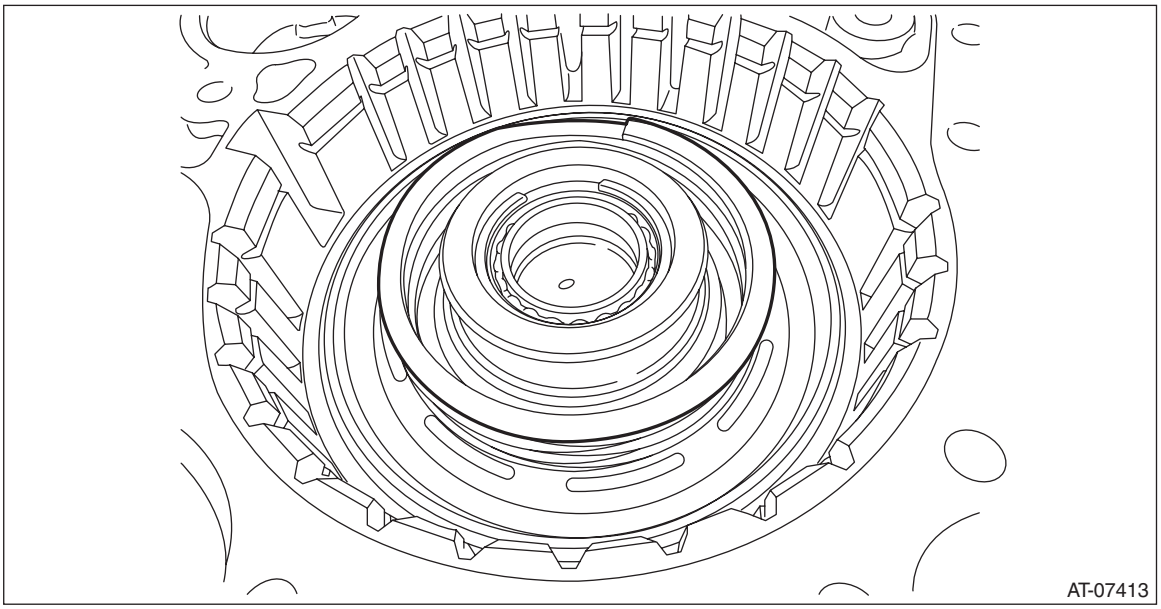


5) Using the ST, remove the snap ring and spring retainer.

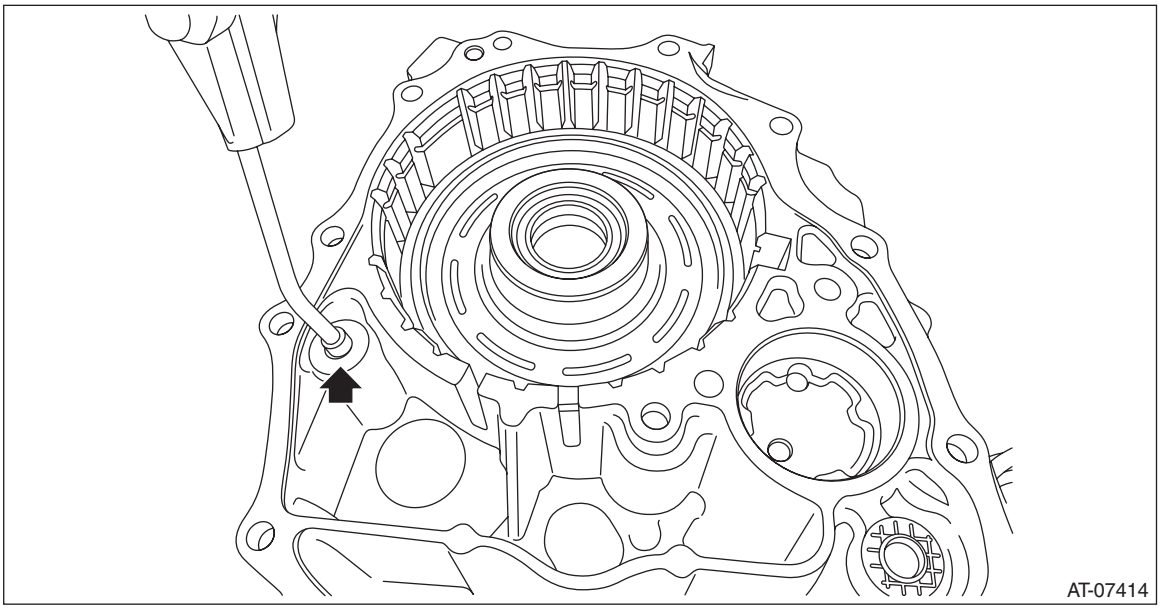


(A) Snap ring
(B) Spring retainer

6) Remove the return spring.

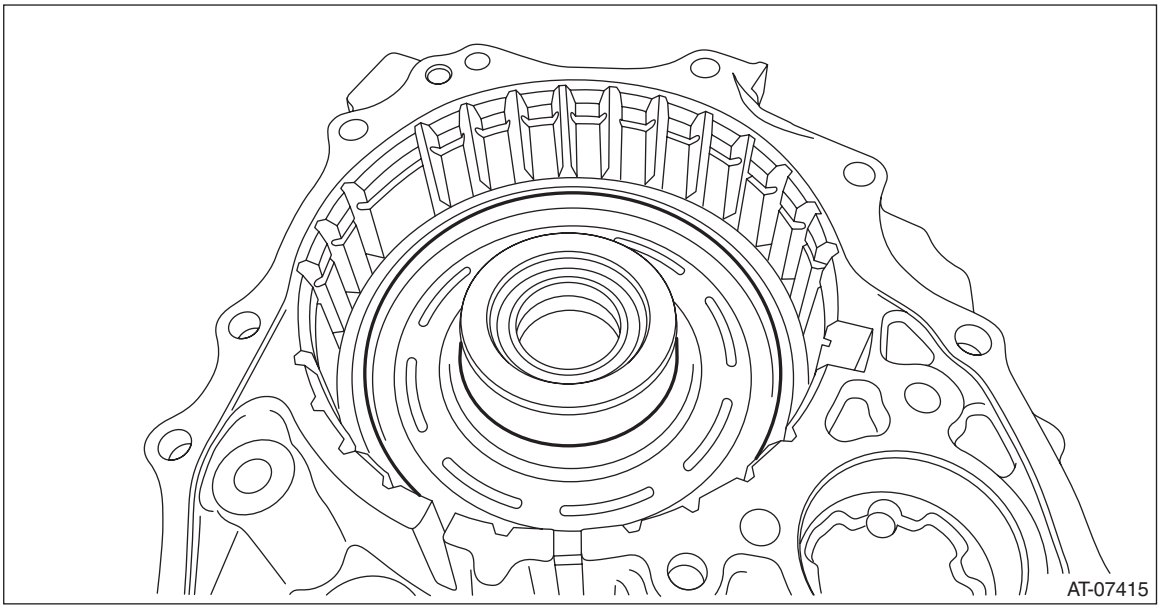


7) Remove the reverse brake piston by blowing compressed air intermittently from intermediate case hole.

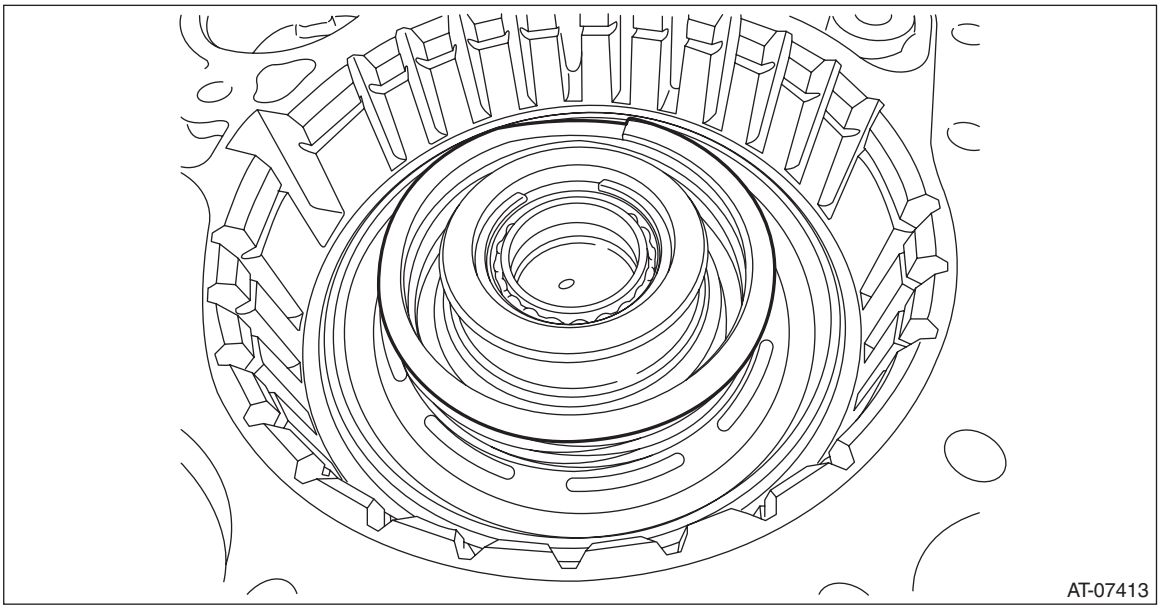


D: ASSEMBLY

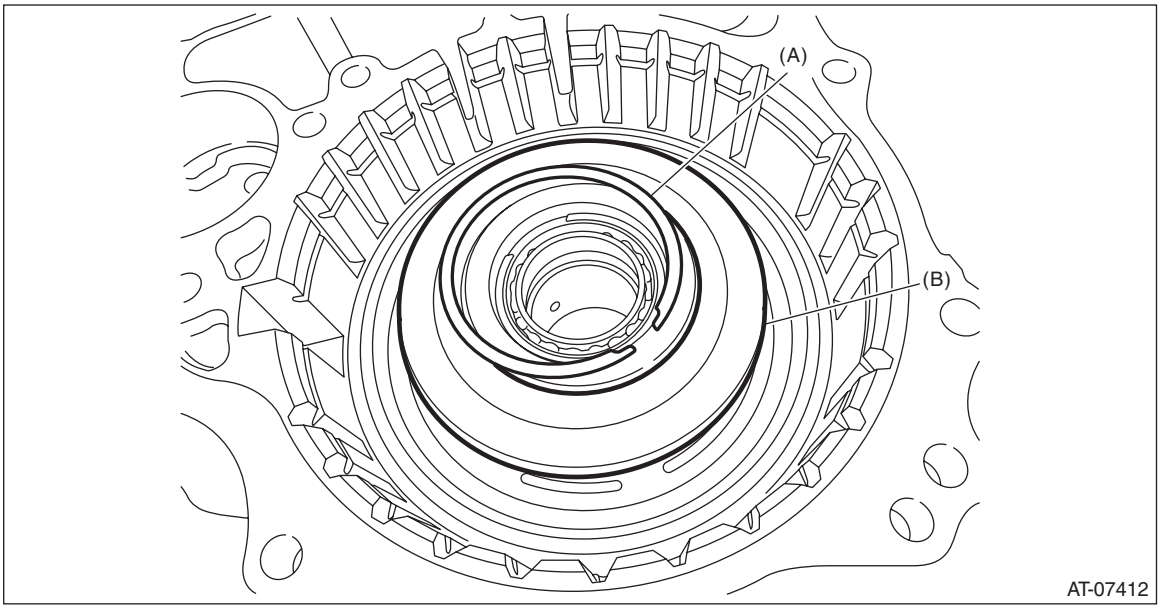
1) Apply CVTF to the seal of reverse brake piston and install it to intermediate case.



2) Install the return spring.

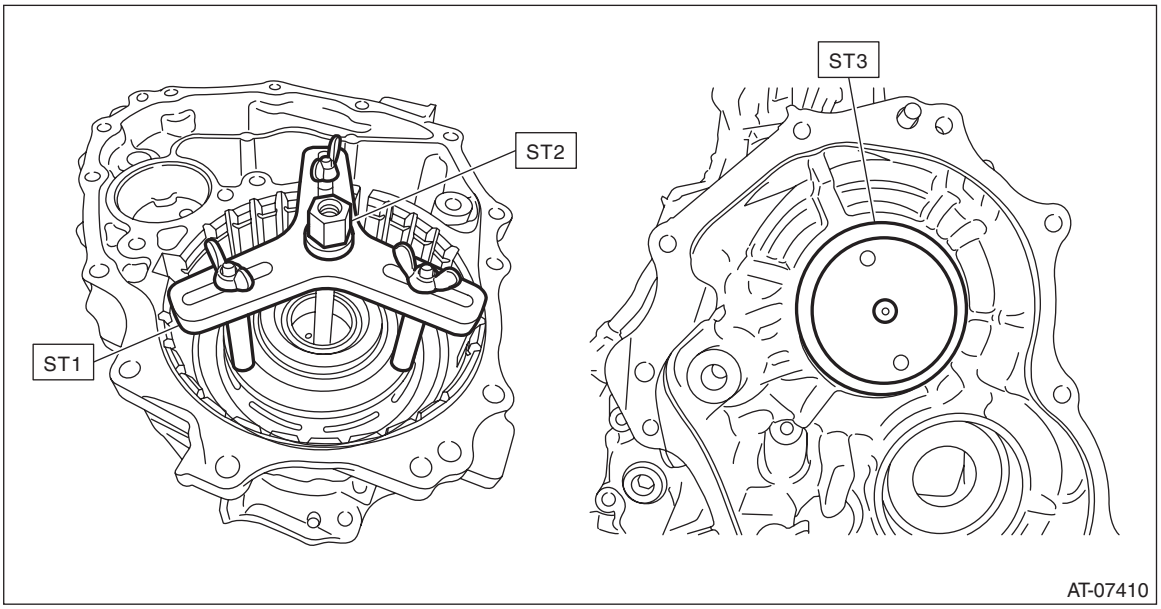


3) Set the spring retainer and snap ring.

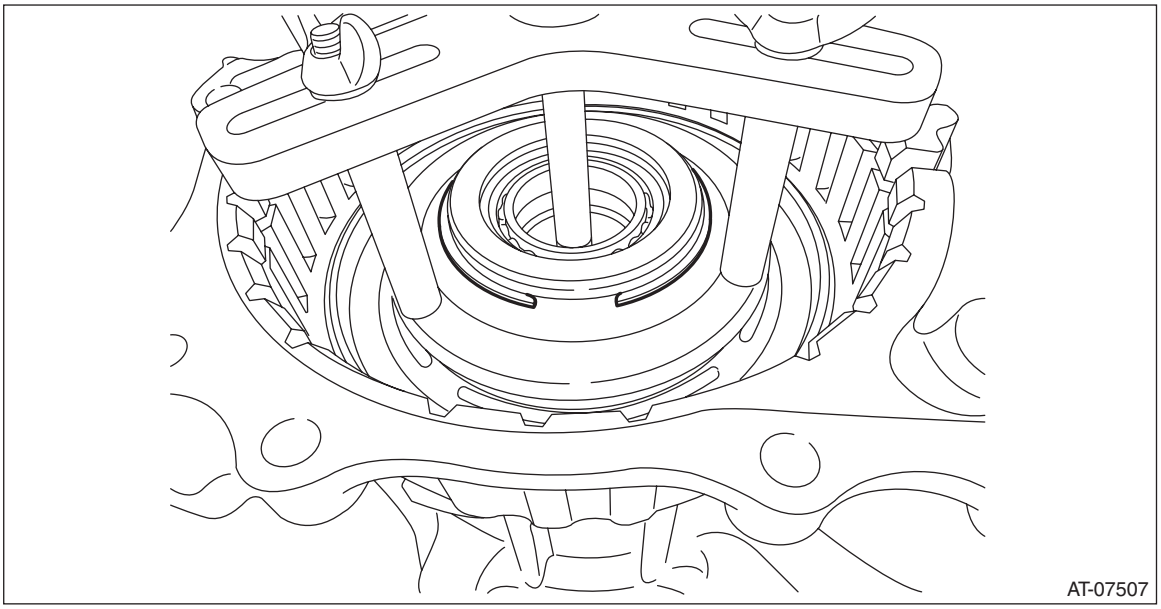


(A) Snap ring
(B) Spring retainer

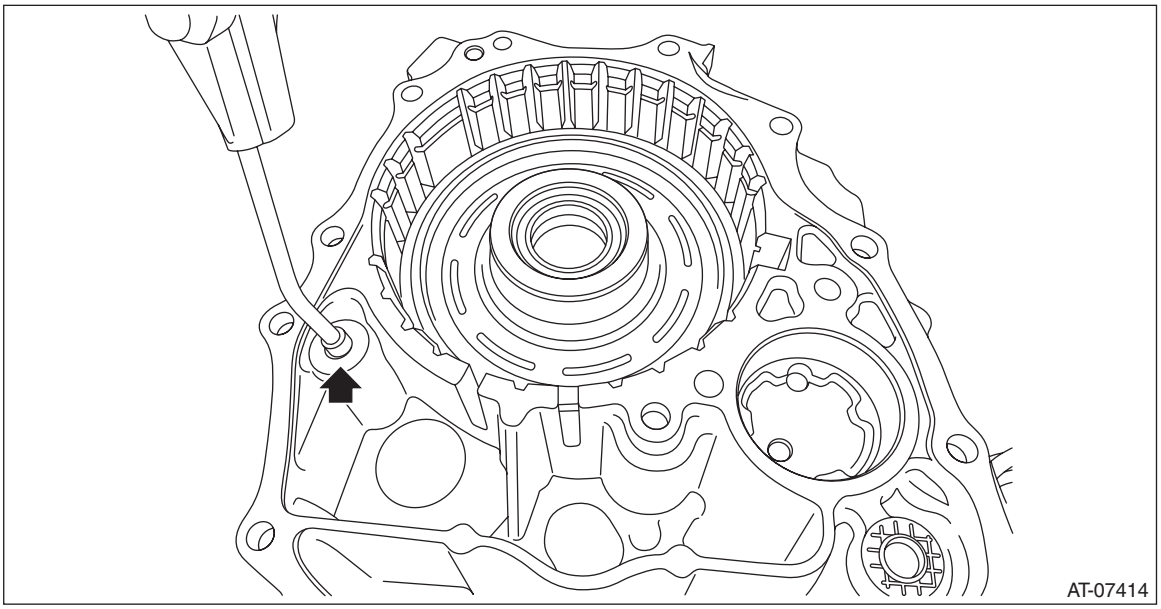
4) Set the ST1, ST2 and ST3 to intermediate case.
ST1 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL
ST2 18763AA000 COMPRESSOR SHAFT
ST3 18765AA000 COMPRESSOR SUPPORT



5) Compress the return spring using the ST attached, and install the snap ring.



6) Check the operation of reverse brake piston by blowing compressed air intermittently from intermediate case hole.

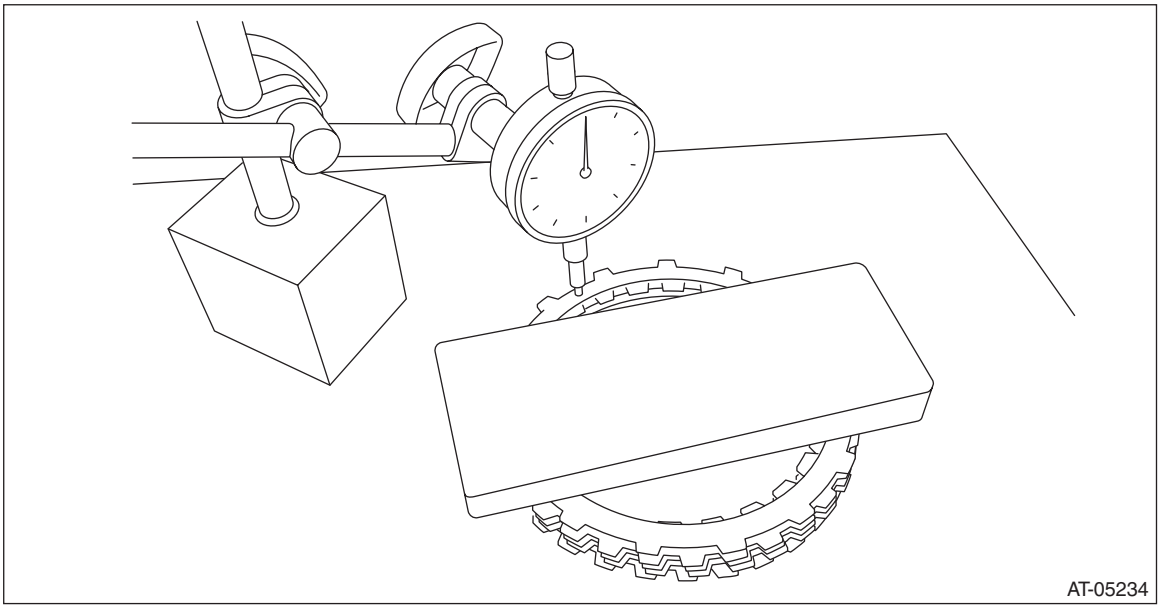


7) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
8) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
9) Scale and record the weight "Z" of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 84 N (8.6 kgf, 18.9 lb).

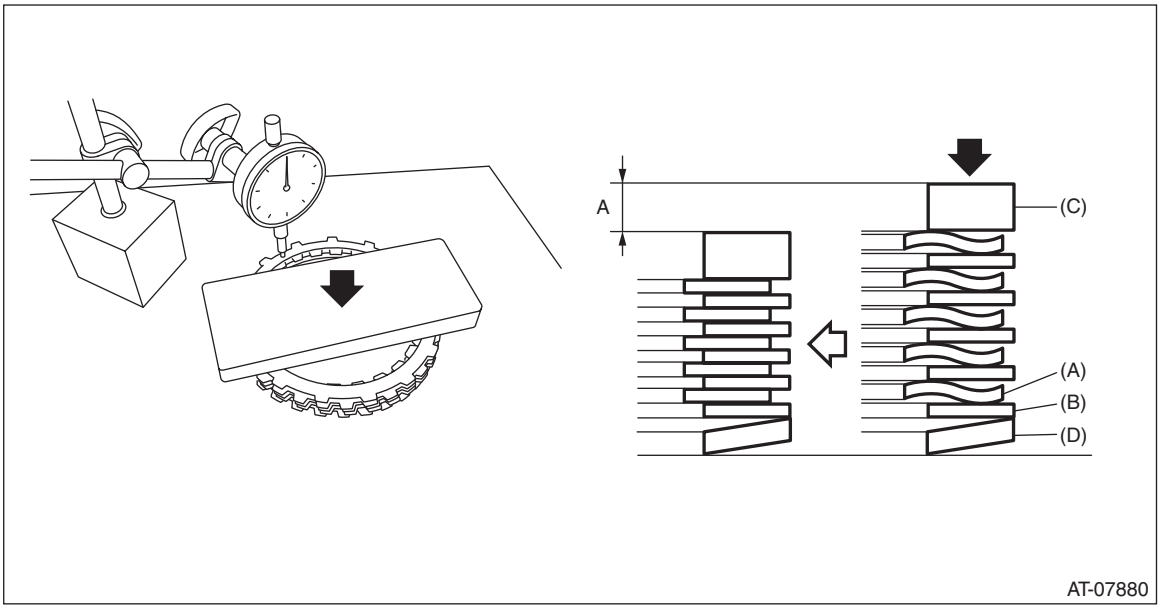
10) Put the flat board on retaining plate.



11) Using the following formula, read the push/pull gauge, and calculate "N".
N = 84 N (8.6 kgf, 18.9 lb) – Z
84 N (8.6 kgf, 18.9 lb) : Load applied to clutch plate
Z: Flat board weight

12) Press the center of retaining plate by applying a force of “N” or more using push/pull gauge, and then measure and record the compression amount “A”.

NOTE:
Measure at four points with a 90° interval and calculate the average.

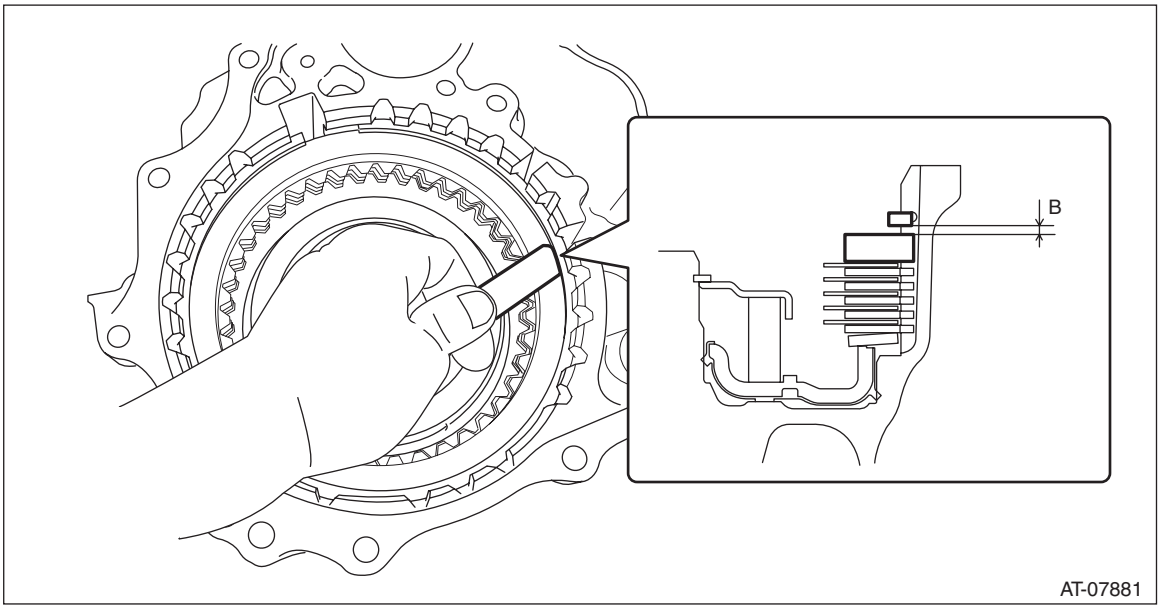


(A) Drive plate
(B) Driven plate
(C) Retaining plate
(D) Dish plate

13) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to intermediate case.

NOTE:
Install the dish plate in the correct direction.

14) Measure and record the clearance “B” between the retaining plate and snap ring.



15) Piston stroke calculation
Calculate with A and B dimensions recorded before. If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
2.88 — 3.18 mm (0.113 — 0.125 in)

Limit thickness:
3.38 mm (0.133 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AB680	5.6 (0.220)
31567AB690	5.8 (0.228)
31567AB700	6.0 (0.236)
31579AB710	6.2 (0.244)

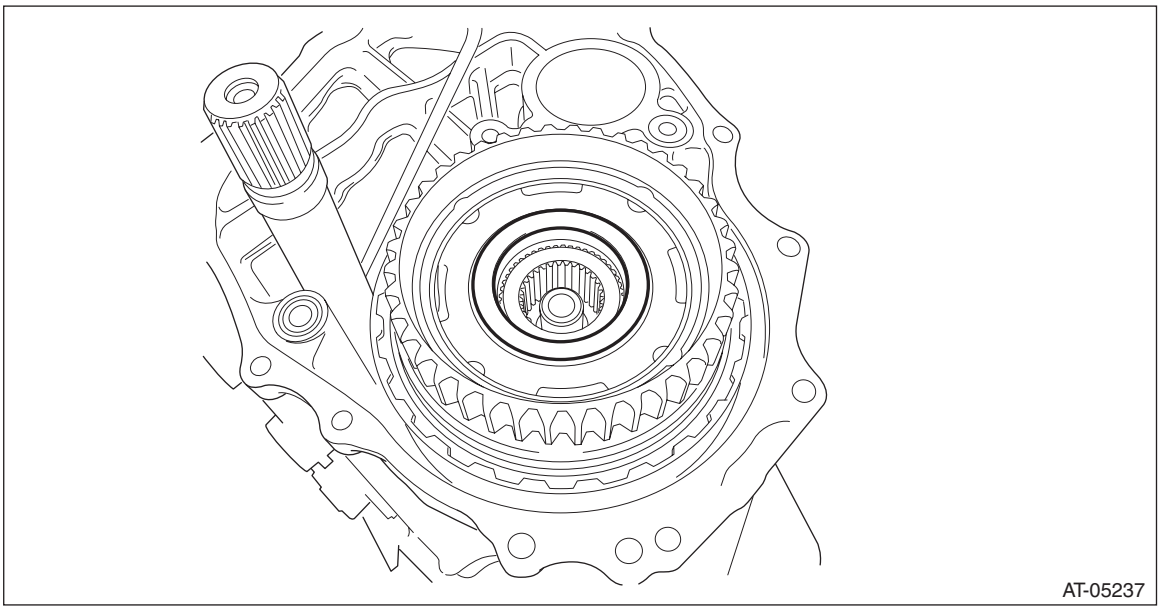
E: INSPECTION

- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and snap ring of reverse brake is within the limit. If it exceeds the limit, replace with a new drive plate and select and adjust the retaining plate within the initial standard value. <Ref. to CVT(TR690)-176, ASSEMBLY, Reverse Brake Assembly.>

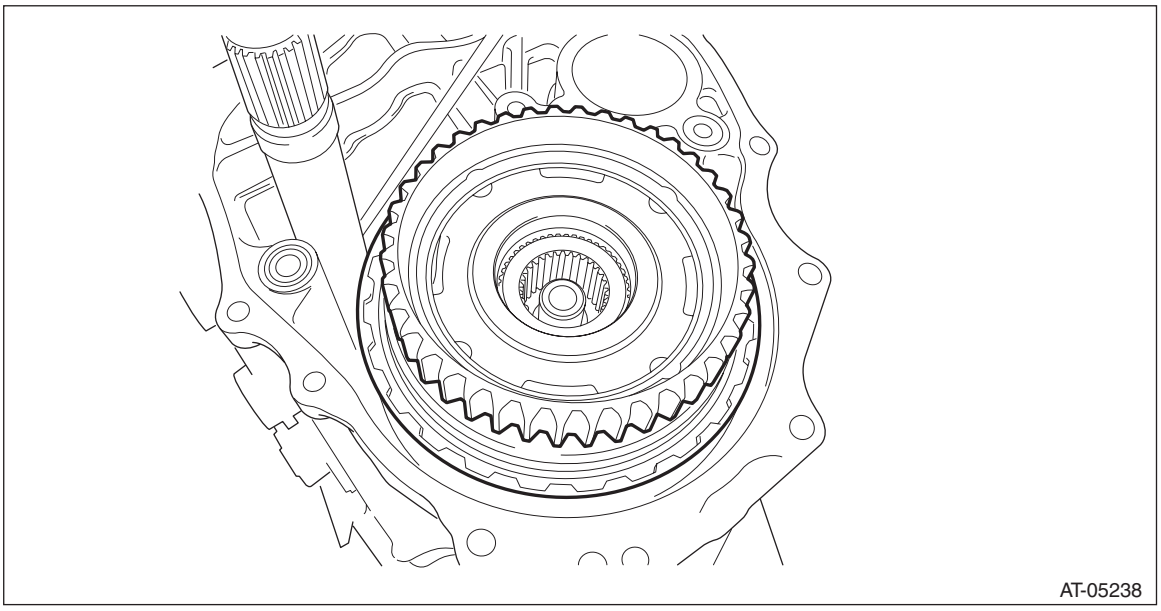
37.Forward Clutch Assembly

A: REMOVAL

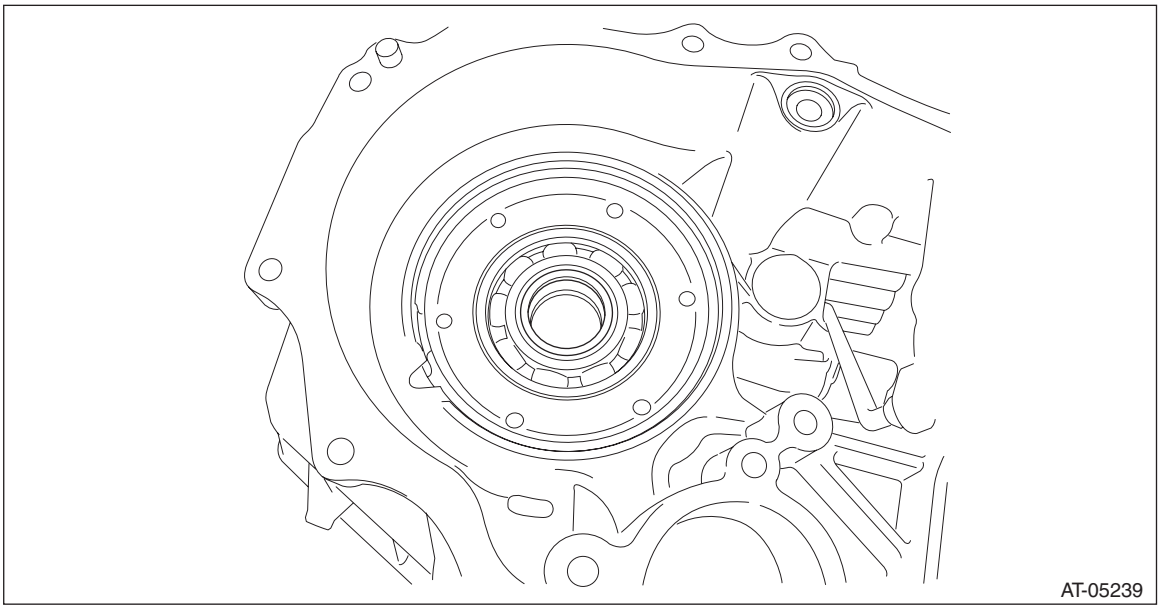
1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
6) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
7) Remove the thrust needle bearing.


AT-05237

8) Remove the forward clutch assembly.

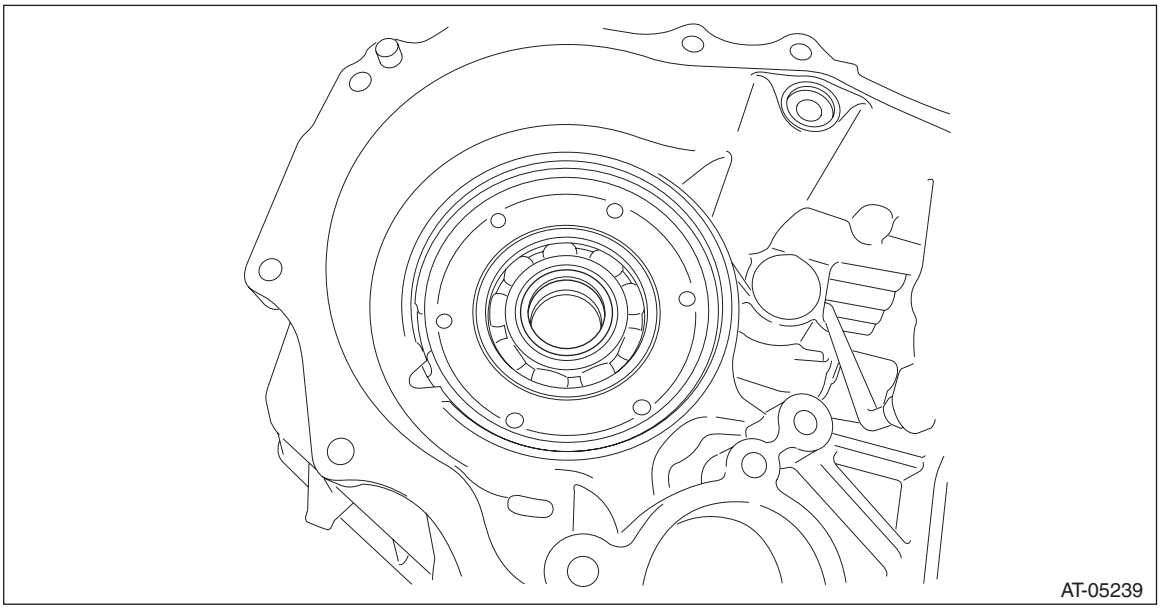

AT-05238

9) Remove the washer.

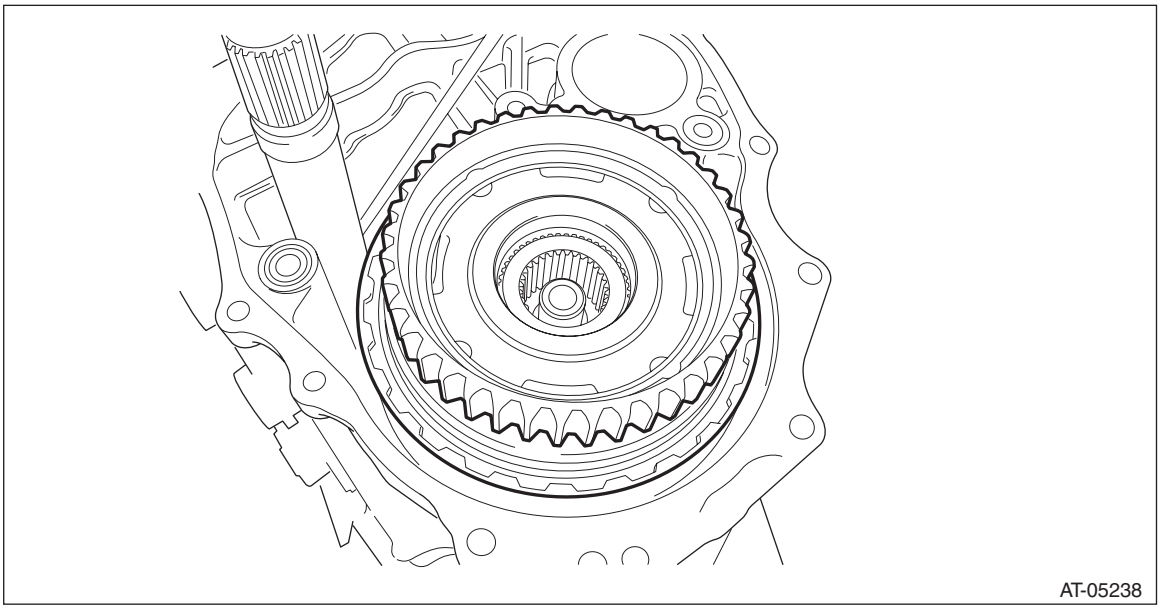


B: INSTALLATION

1) Select a washer. <Ref. to CVT(TR690)-200, ADJUSTMENT, Forward Clutch Assembly.>
2) Install the selected washer.

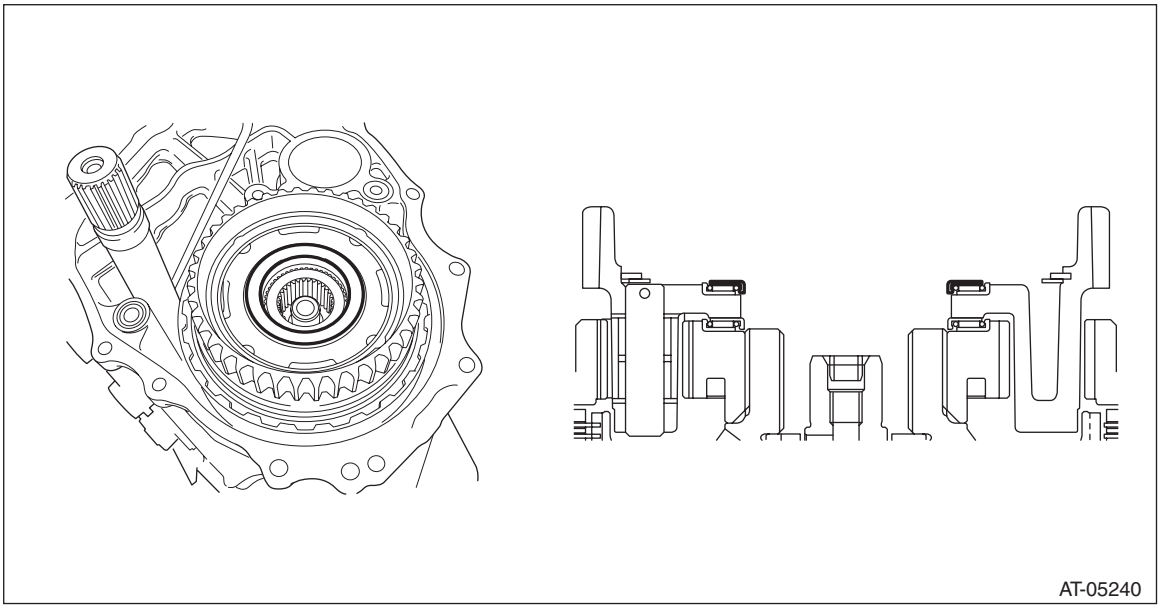


3) Install the forward clutch assembly.



4) Install the thrust needle bearing.

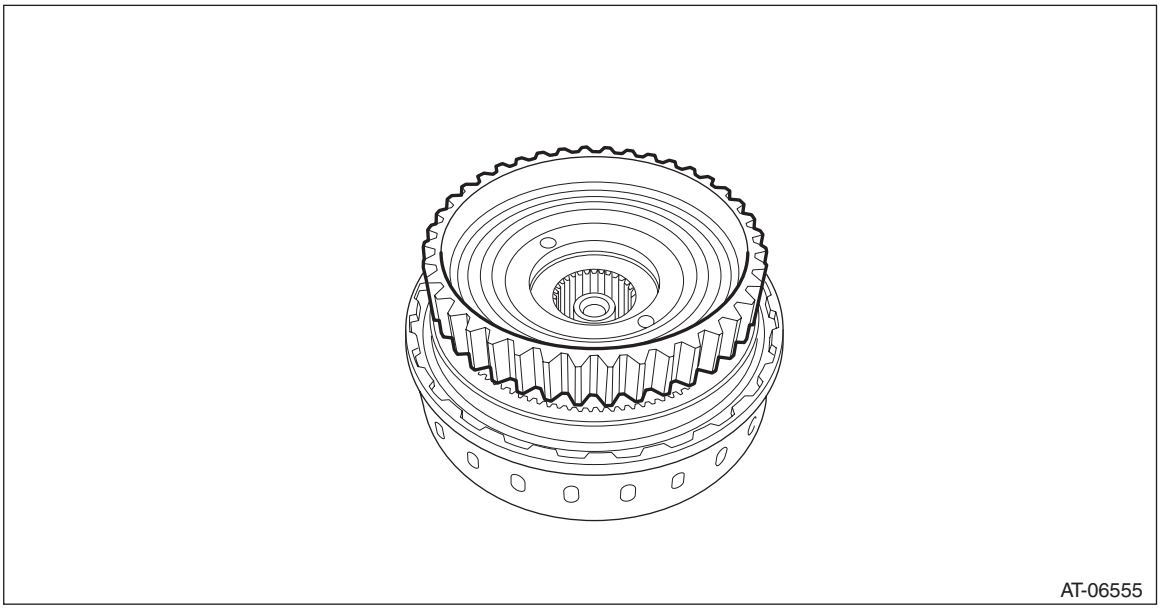
NOTE:
Install the thrust needle bearing in the correct direction.



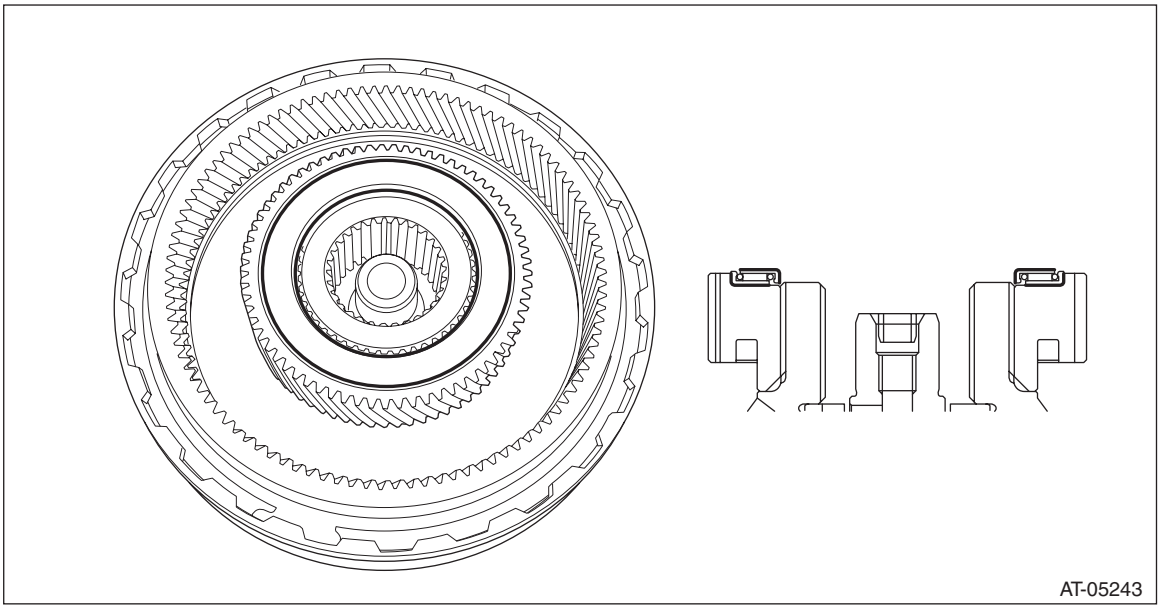
5) Install the intermediate case. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
6) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
7) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
8) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
9) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
10) Install the transmission to vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the planetary carrier assembly.

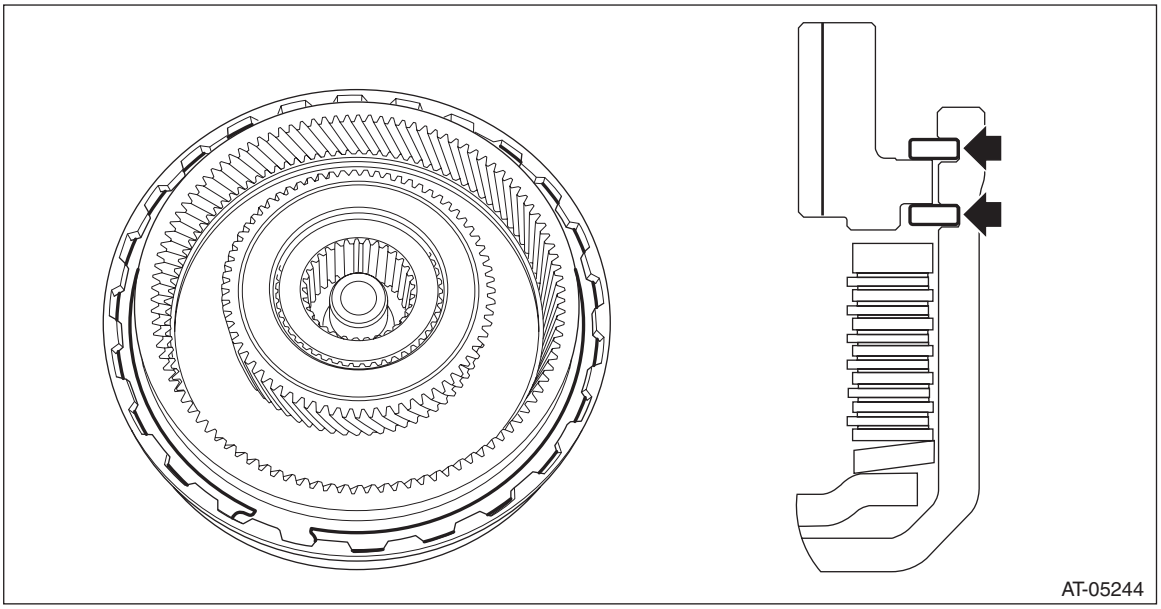


2) Remove the thrust needle bearing.

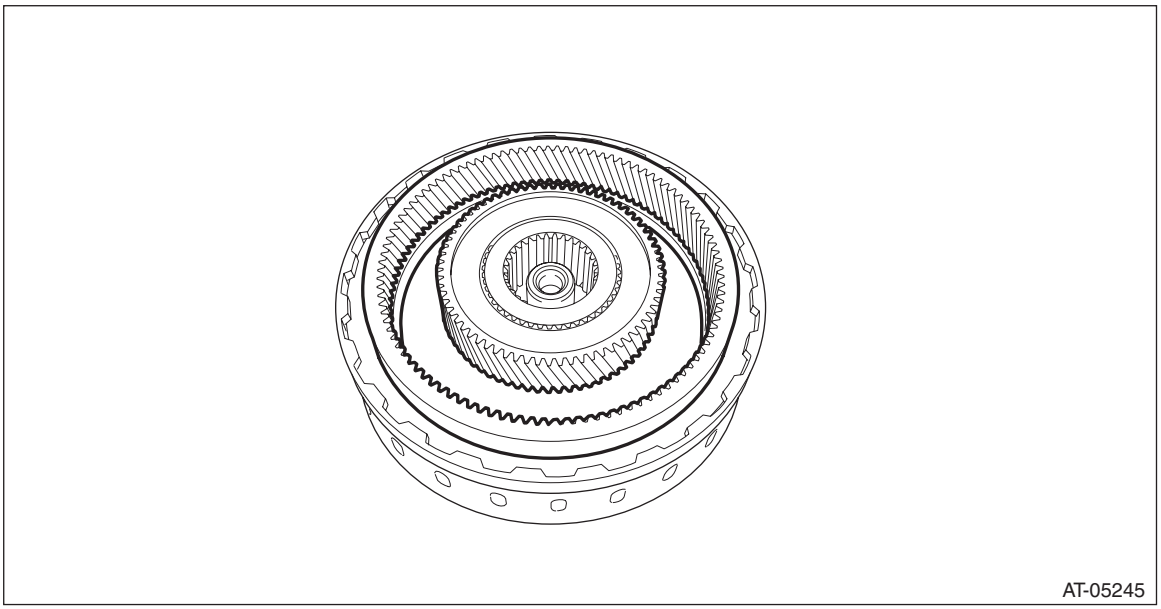


3) Remove the snap ring.

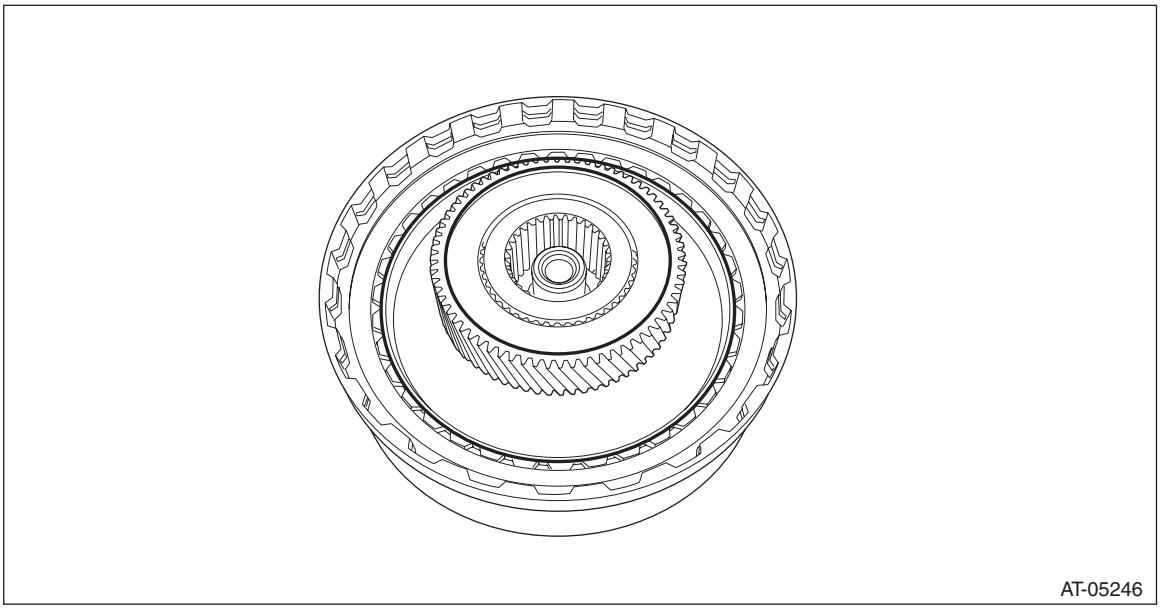
NOTE:
Use marking or labeling to the upper snap ring for measurement of the snap ring thickness when selecting the retaining plate.



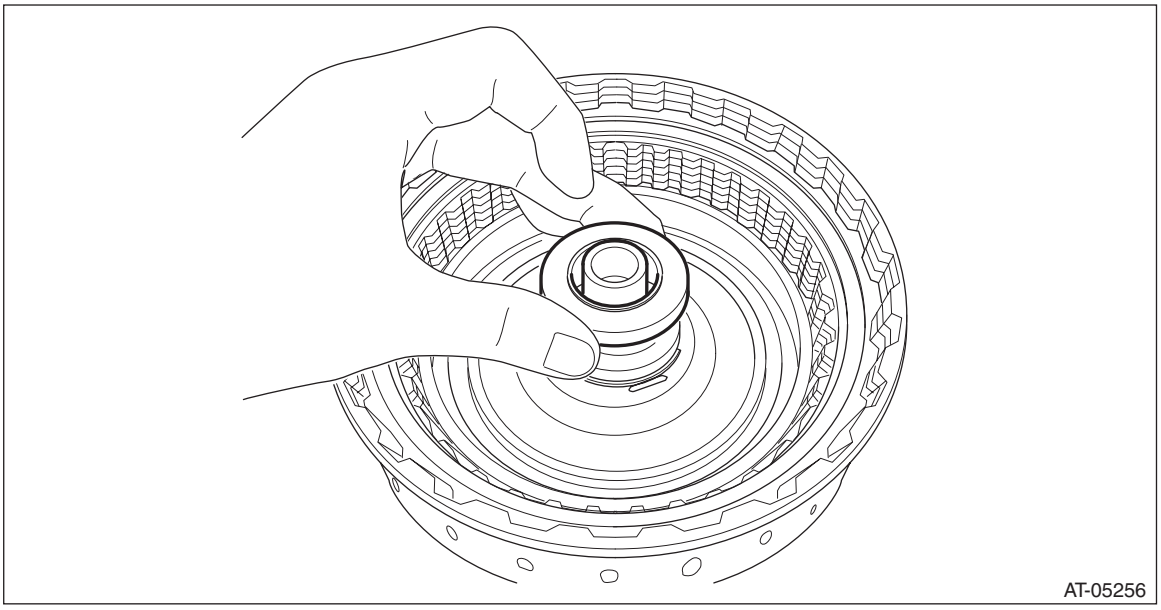
4) Remove the internal gear.



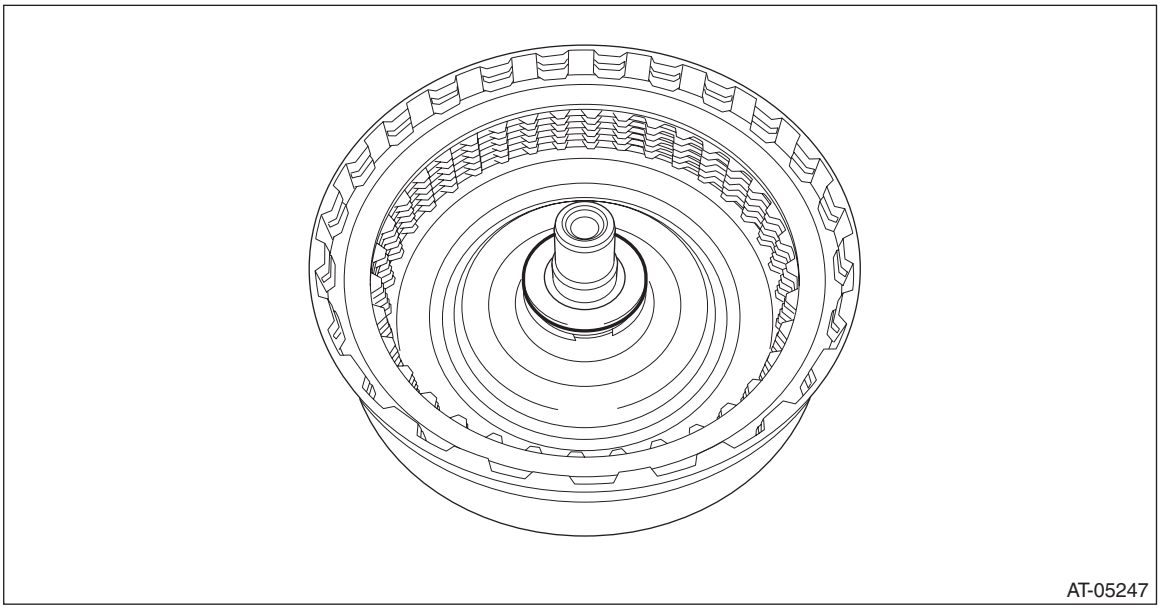
5) Remove the sun gear.



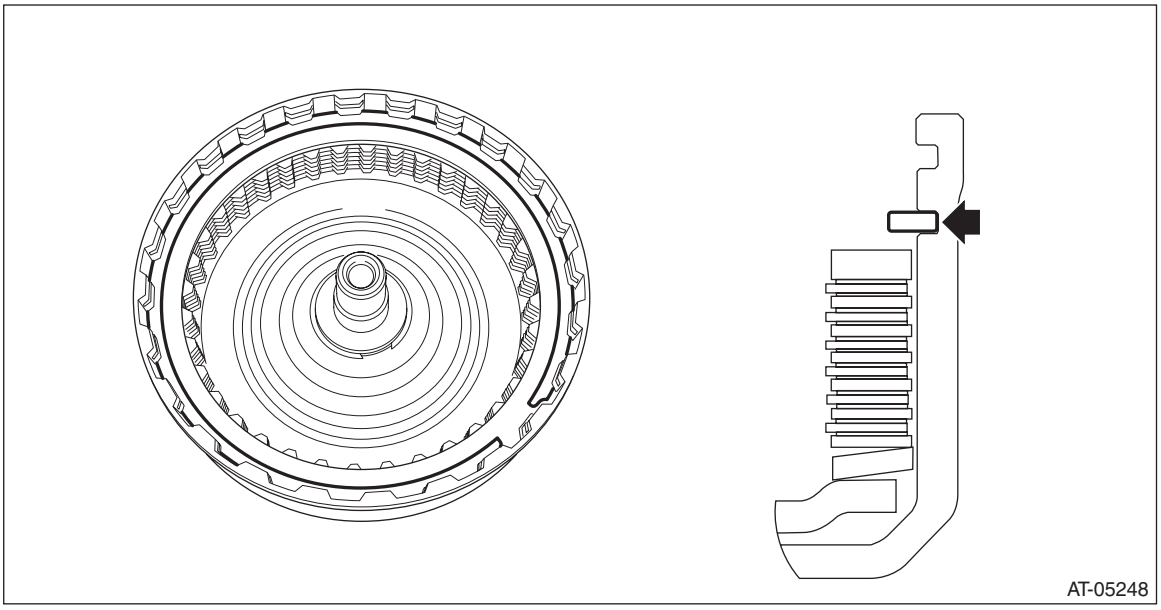
6) Remove the washer.



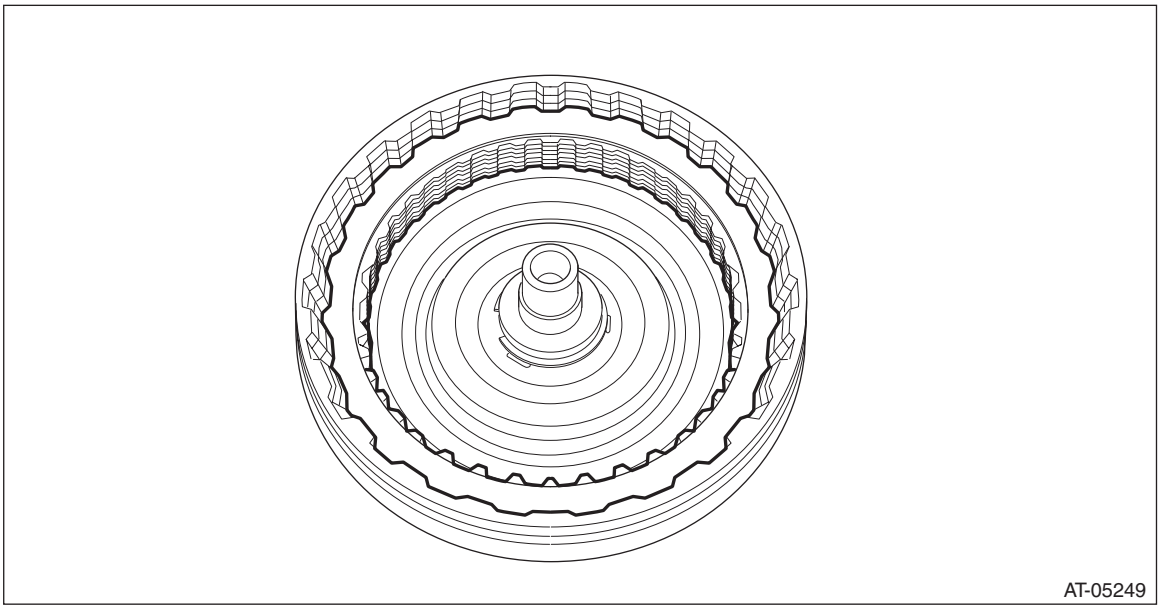
7) Remove the thrust needle bearing.



8) Remove the snap ring.

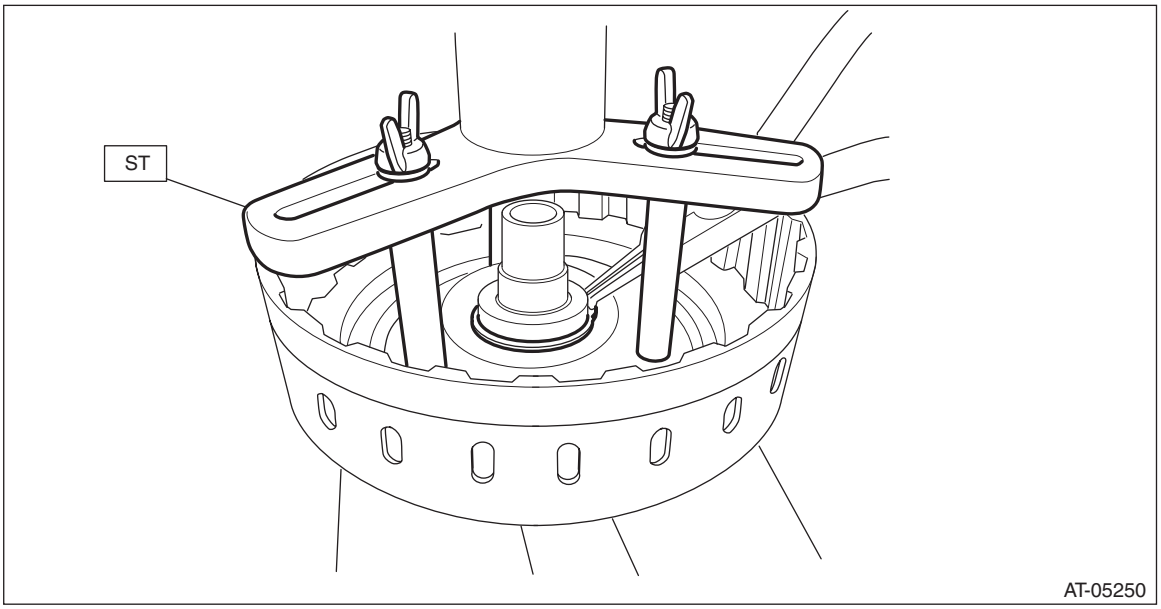


9) Remove the retaining plate, drive plate, driven plate and dish plate.

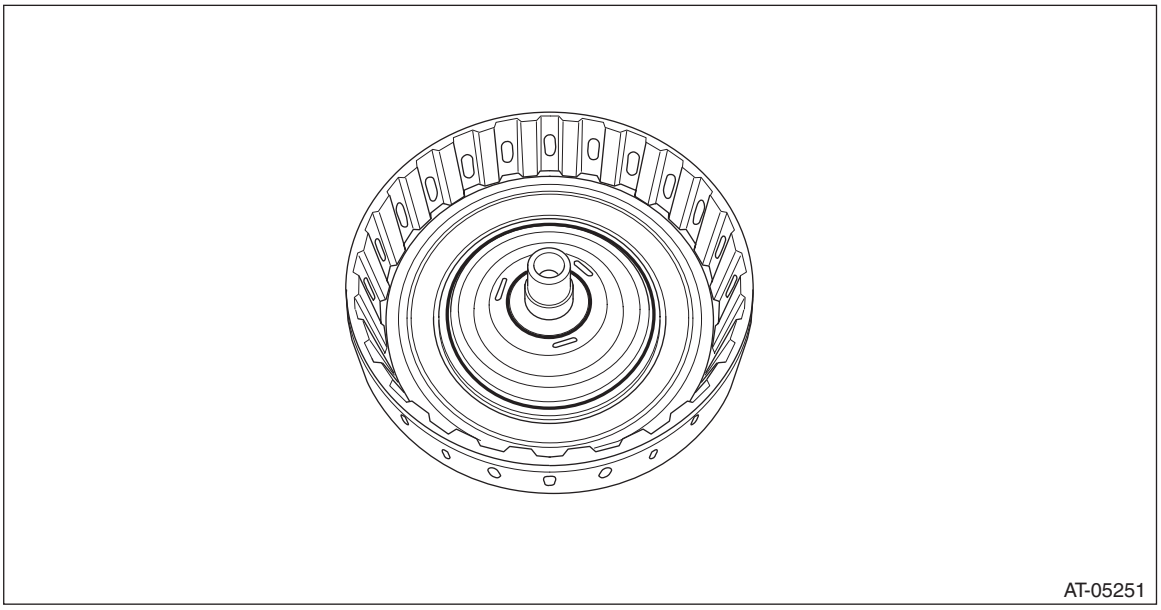


10) Using the ST, remove the snap ring.

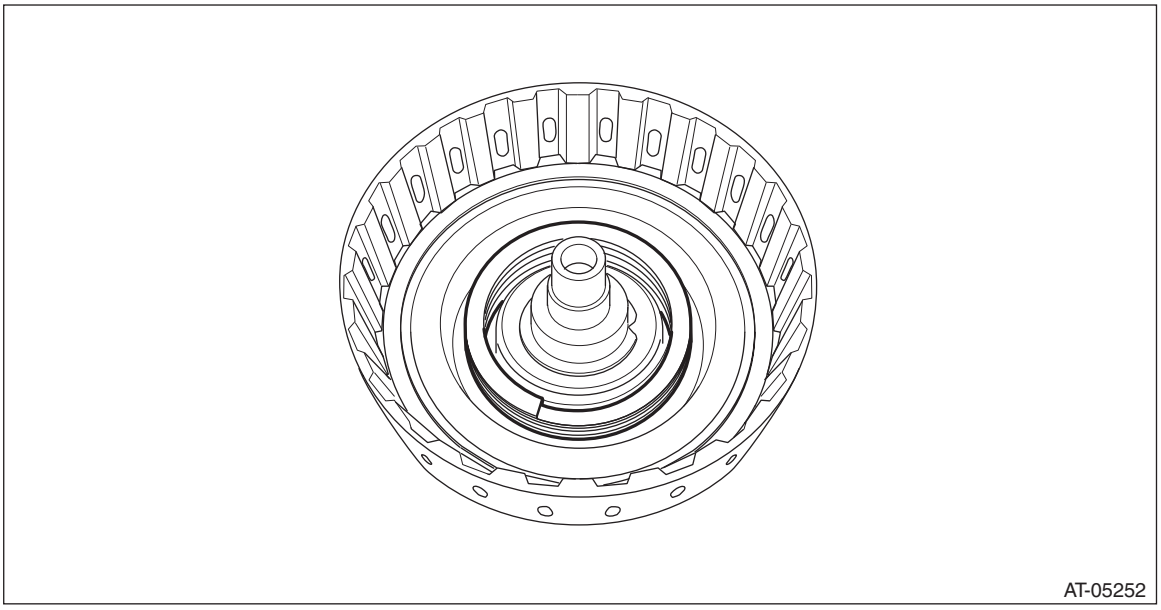
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



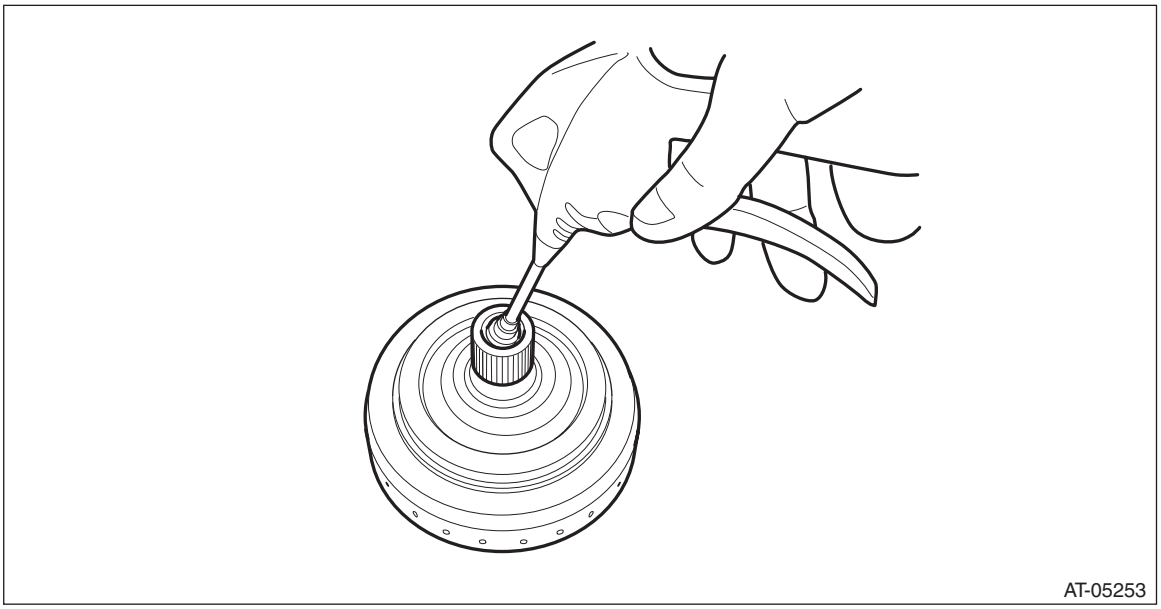
11) Remove the forward clutch piston retainer.



12) Remove the return spring.



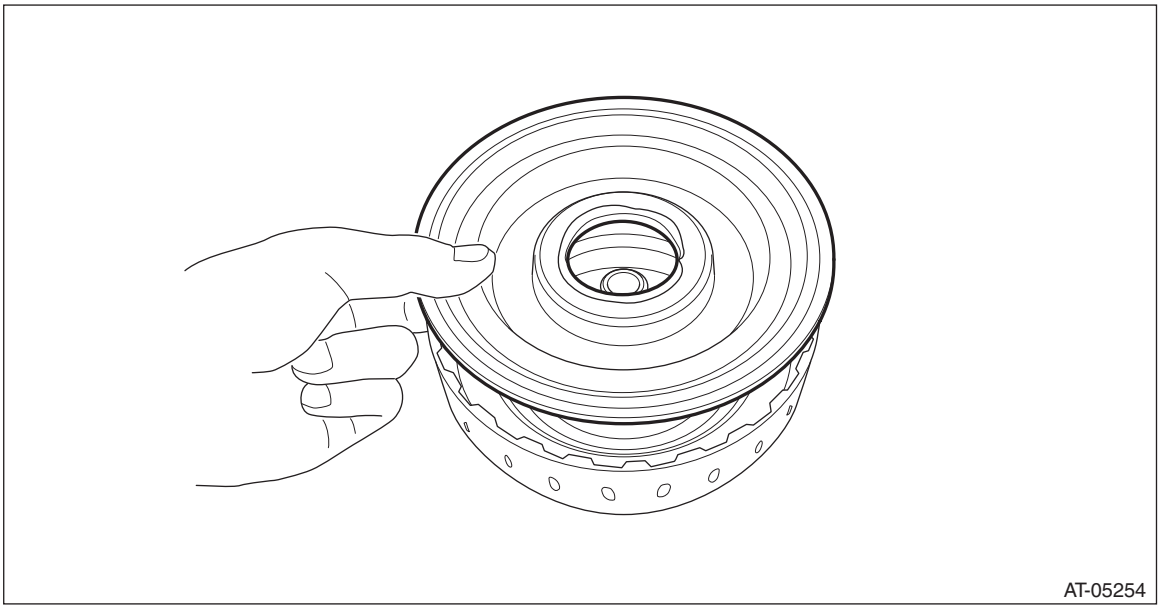
13) Remove the forward clutch piston by blowing compressed air intermittently from end of forward clutch drum.



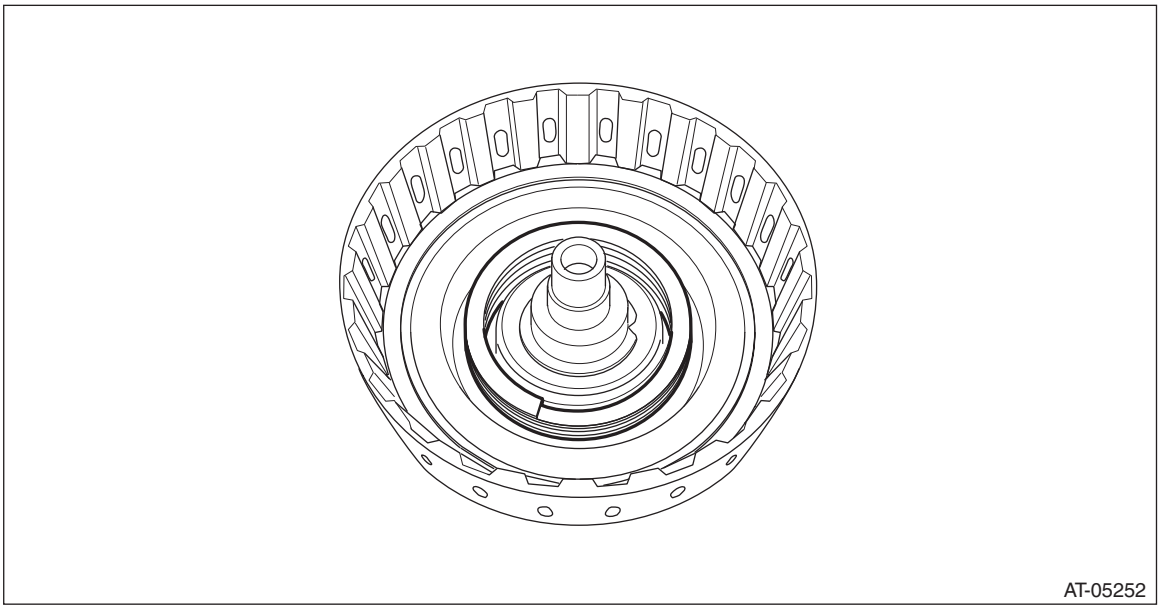
D: ASSEMBLY

1) Install the forward clutch piston to forward clutch drum.

NOTE:
- Apply CVTF to the seal of forward clutch piston.
- Insert it all the way to the end.

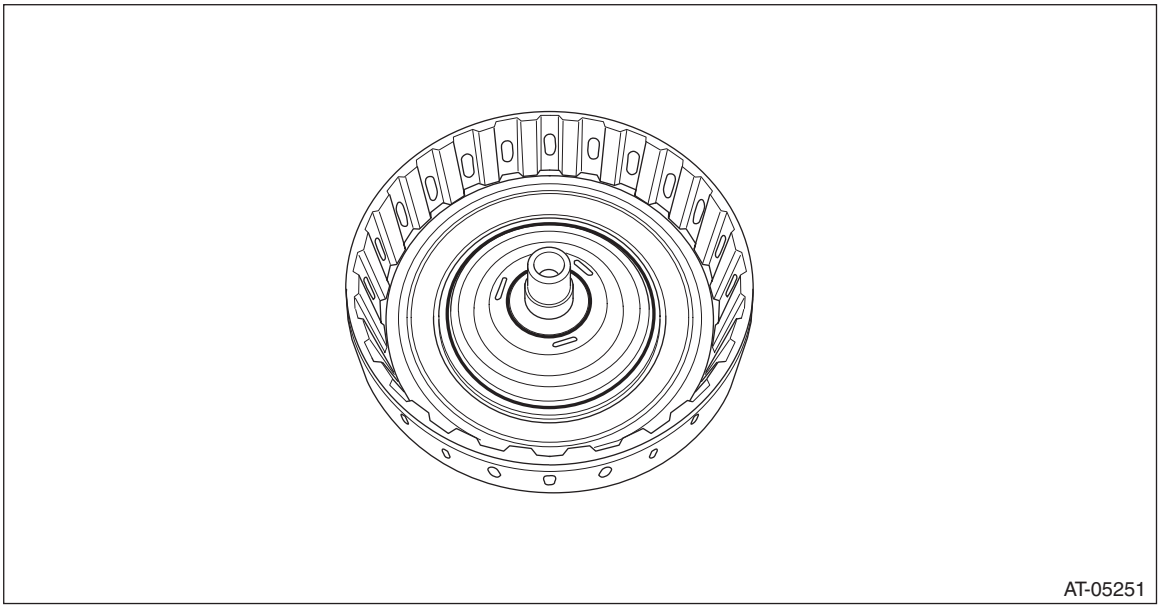


2) Install the return spring.

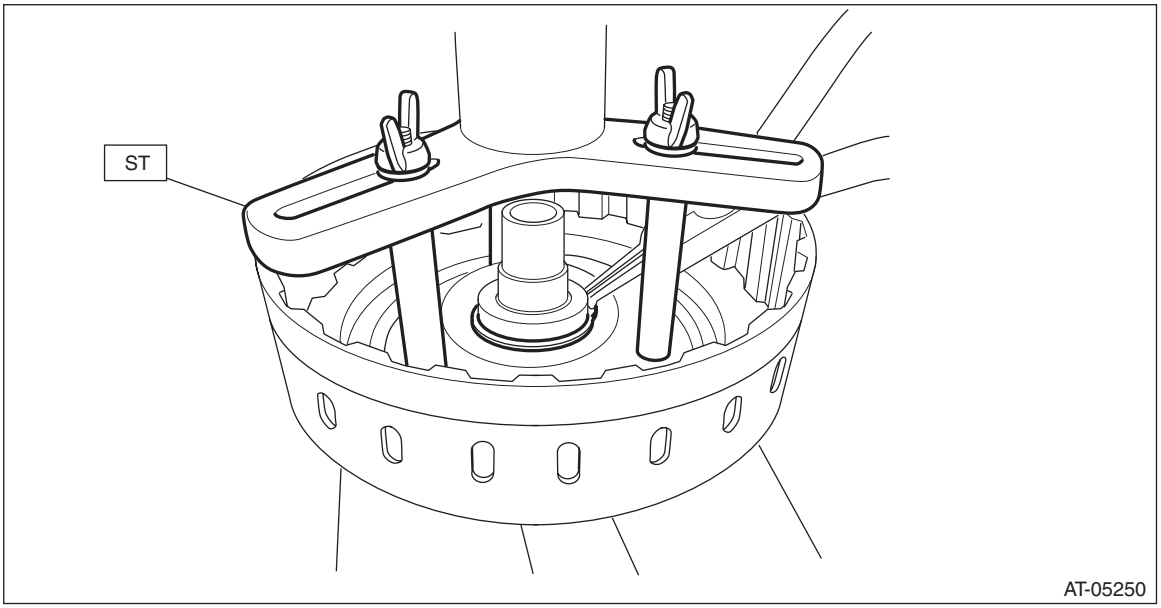


3) Install the forward clutch piston retainer.

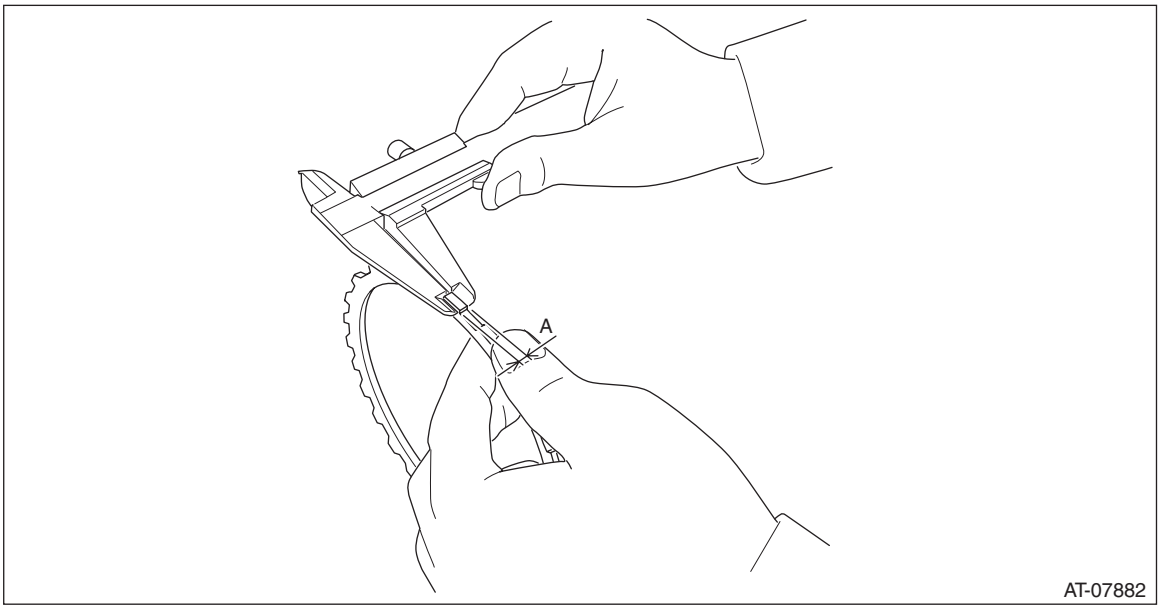
NOTE:
Apply CVTF to the sealing area of forward clutch piston retainer.



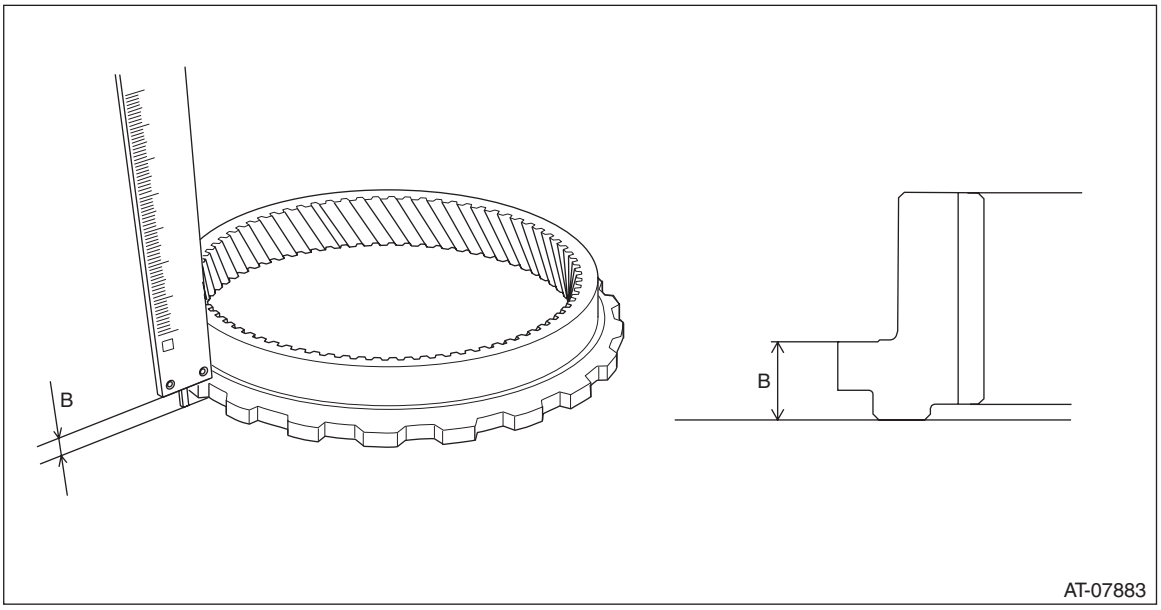
4) Compress the return spring using the ST to install the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



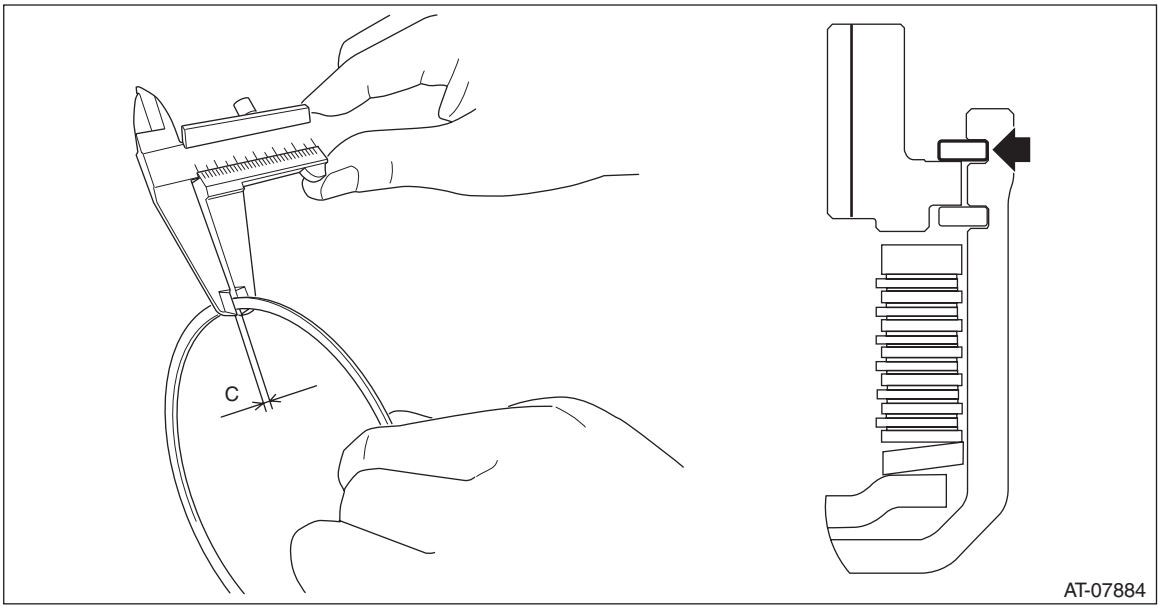
5) Measure thickness “A” of the retaining plate installed.



6) Measure thickness “B” of the internal gear on a surface plate.

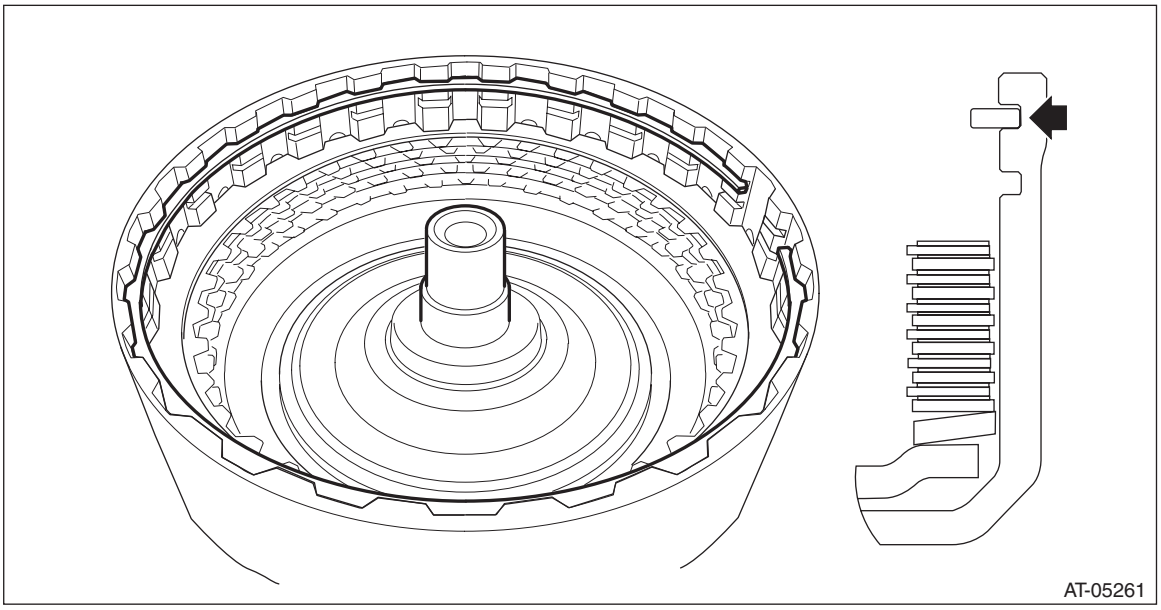


7) Measure thickness “C” of labelled or marked snap ring.

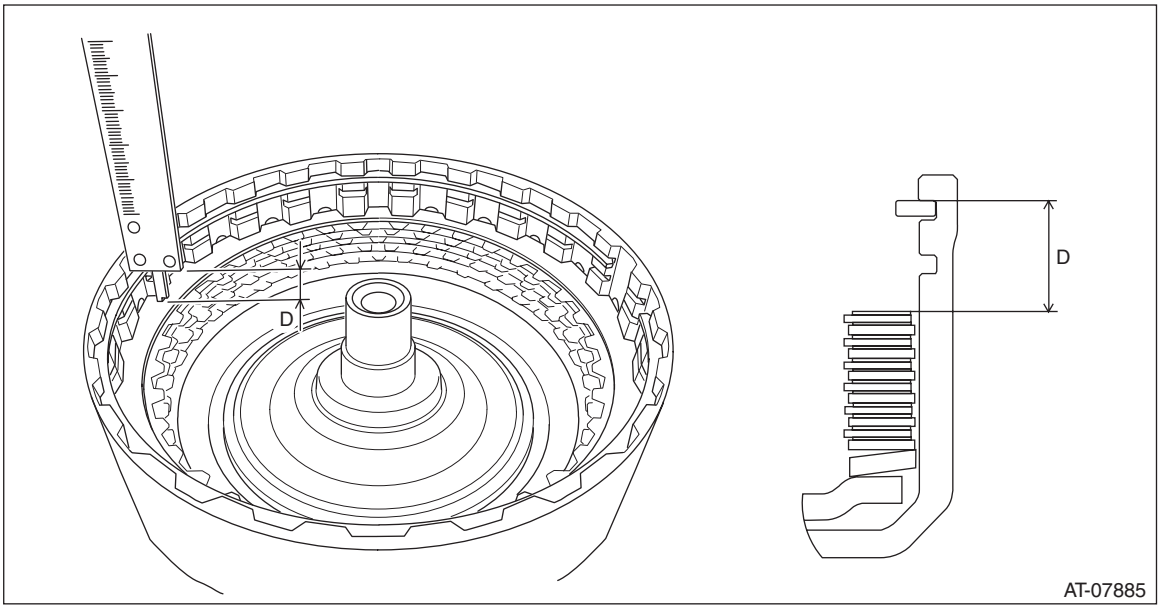


8) Install the dish plate, drive plate and driven plate.

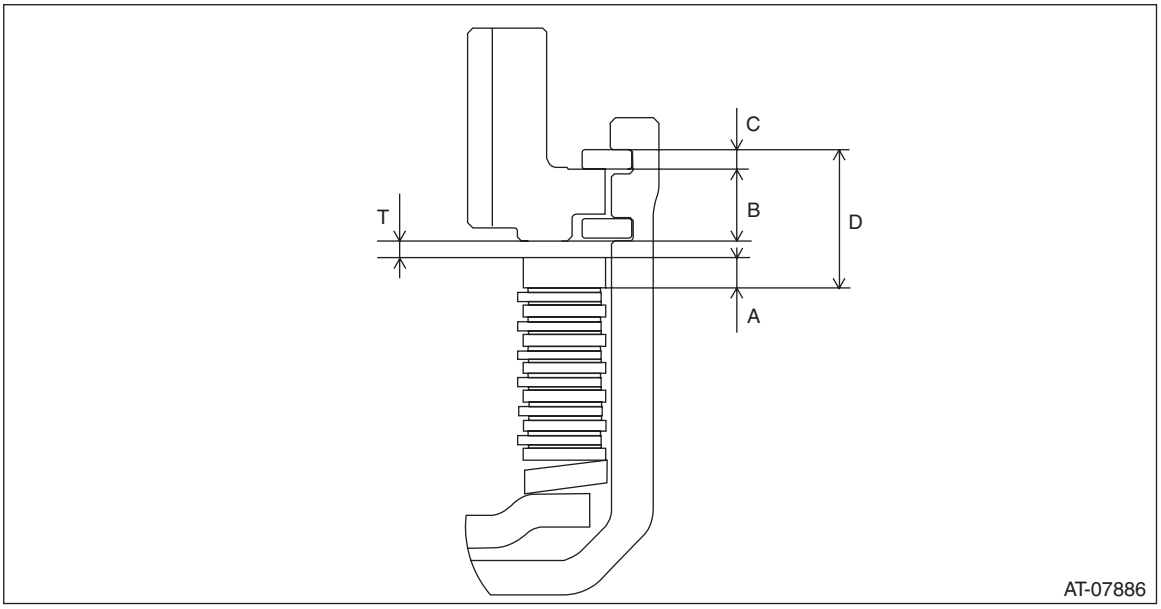
9) Install the snap ring at the location (upper groove) indicated in the figure.



10) Measure depth “D” of snap ring and driven plate while lifting the snap ring.



11) Calculate clearance “T” from internal gear to retaining plate with the obtained value from step 5) through step 10).
Formula: T mm (in) = D – A – B – C



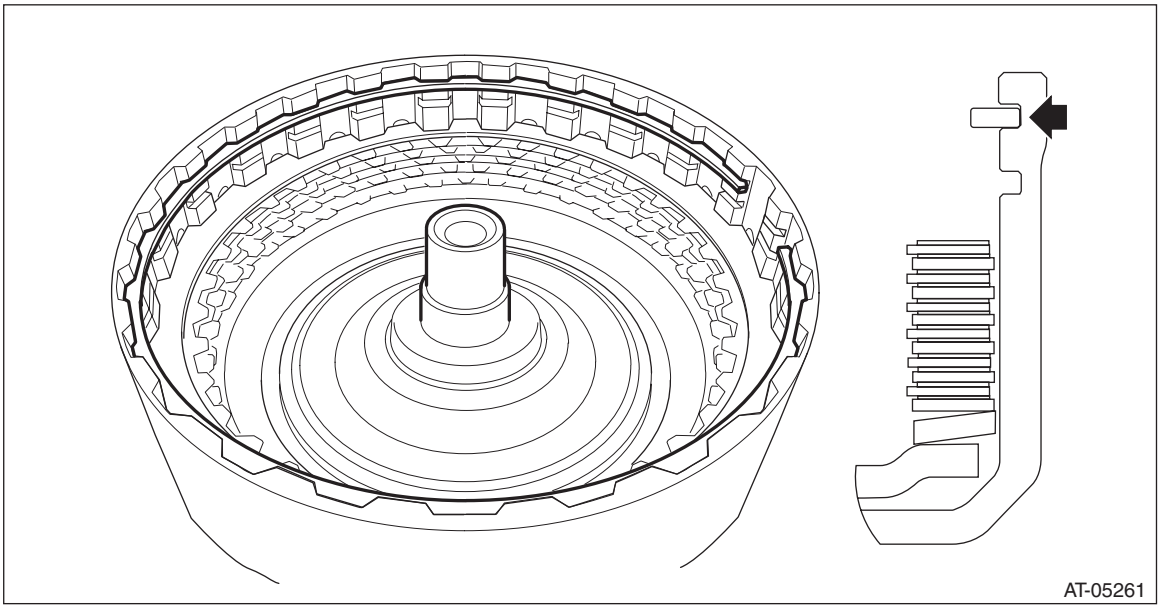
12) If the value “T” obtained from step 11) exceeds the limit for use, replace the drive plate and driven plate with new parts and select the retaining plate within the initial standard value.

Initial standard:
1.2 — 1.6 mm (0.047 — 0.063 in)

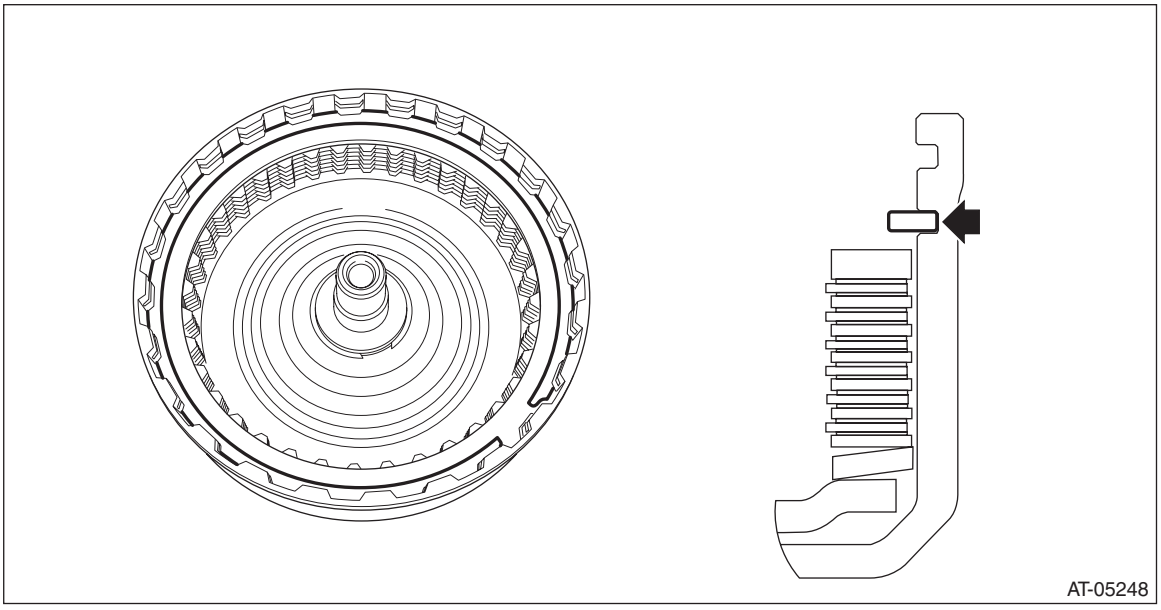
Limit thickness:
2.4 mm (0.09 in)

Retaining plate	
Item number	Thickness mm (in)
31567AB670	3.2 (0.126)
31567AB660	3.0 (0.118)
31567AB650	2.8 (0.110)
31567AB640	2.6 (0.102)

13) Remove the snap ring.

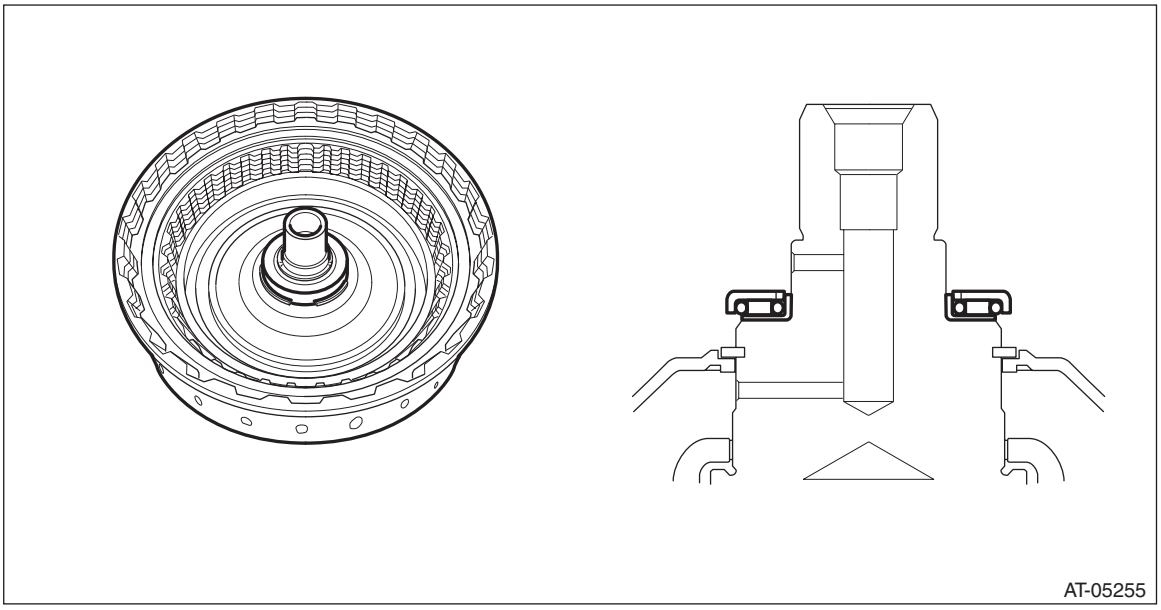


14) Replace with the selected retaining plate to install.
15) Install the snap ring to the lower groove.

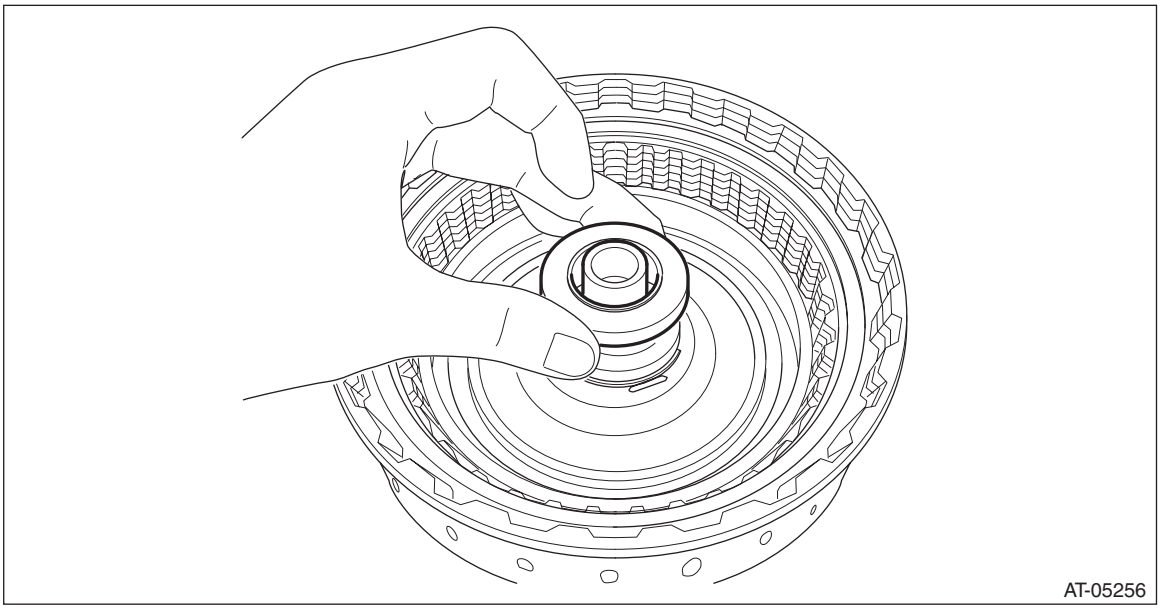


16) Install the thrust needle bearing.

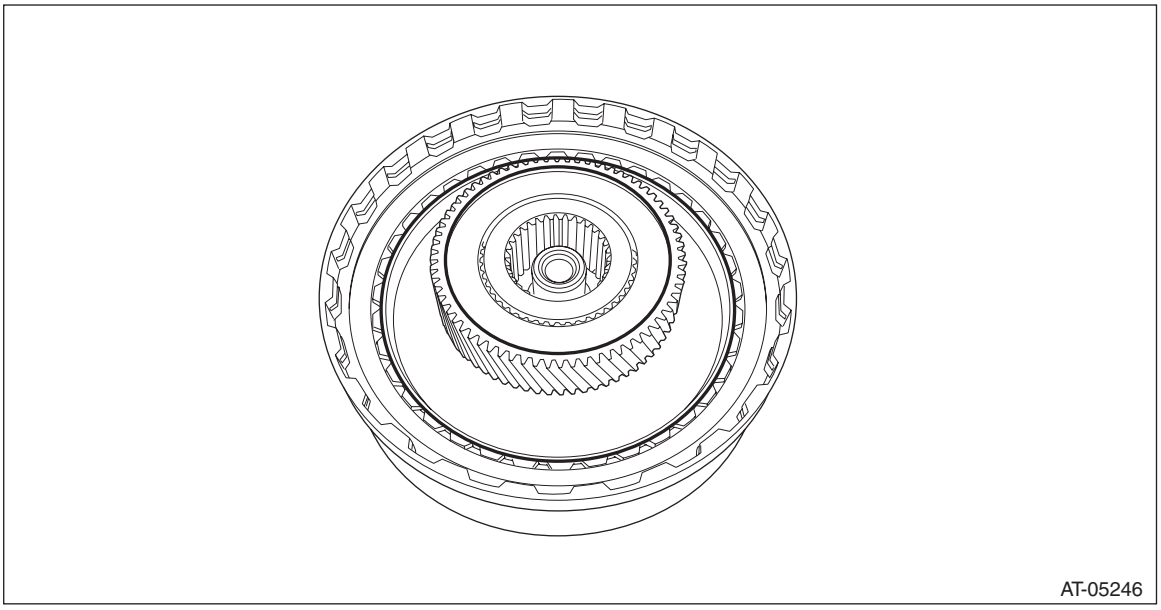
NOTE:
Install the thrust needle bearing in the correct direction.



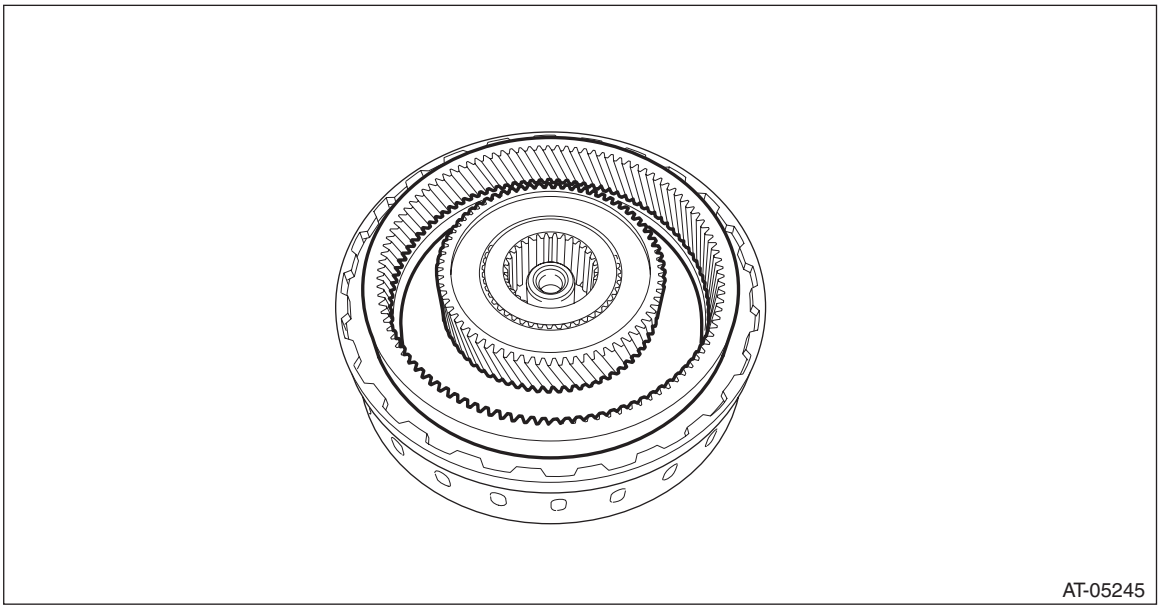
17) Install the washer.



18) Install the sun gear.

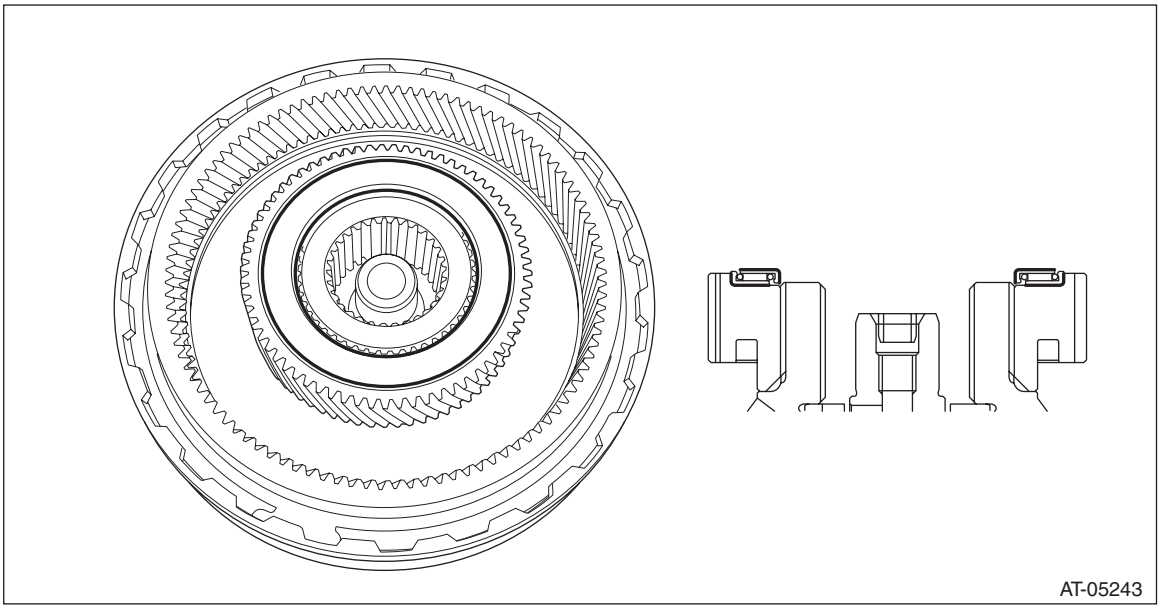


19) Install the internal gear.

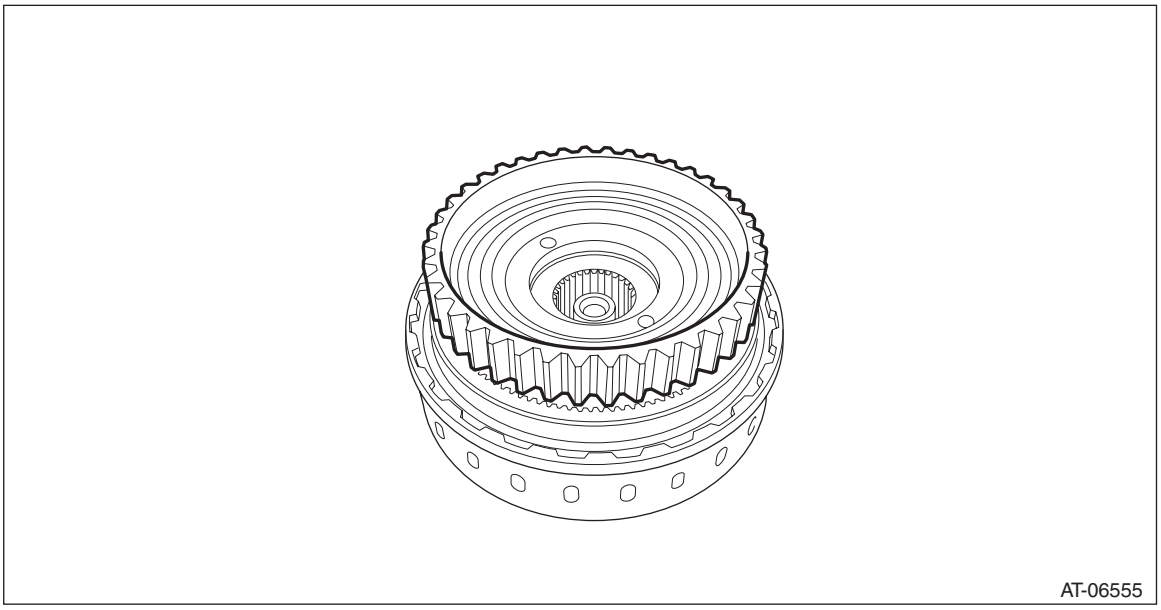


20) Install the snap ring.
21) Install the thrust needle bearing.

NOTE:
Make sure to install in the right direction.



22) Install the planetary carrier assembly.

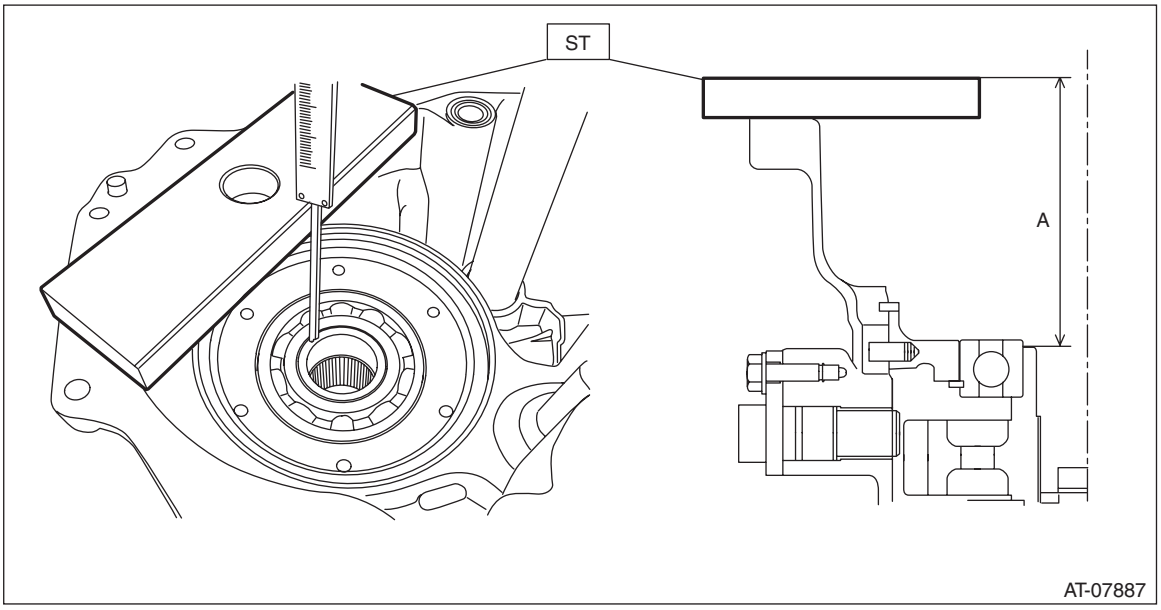


E: INSPECTION

- Check the forward clutch drum, internal gear, sun gear and forward clutch piston lip for wear or damage.
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and internal gear of forward clutch is within the limit. If it exceeds the standard, replace the forward clutch assembly. <Ref. to CVT(TR690)-191, ASSEMBLY, Forward Clutch Assembly.>

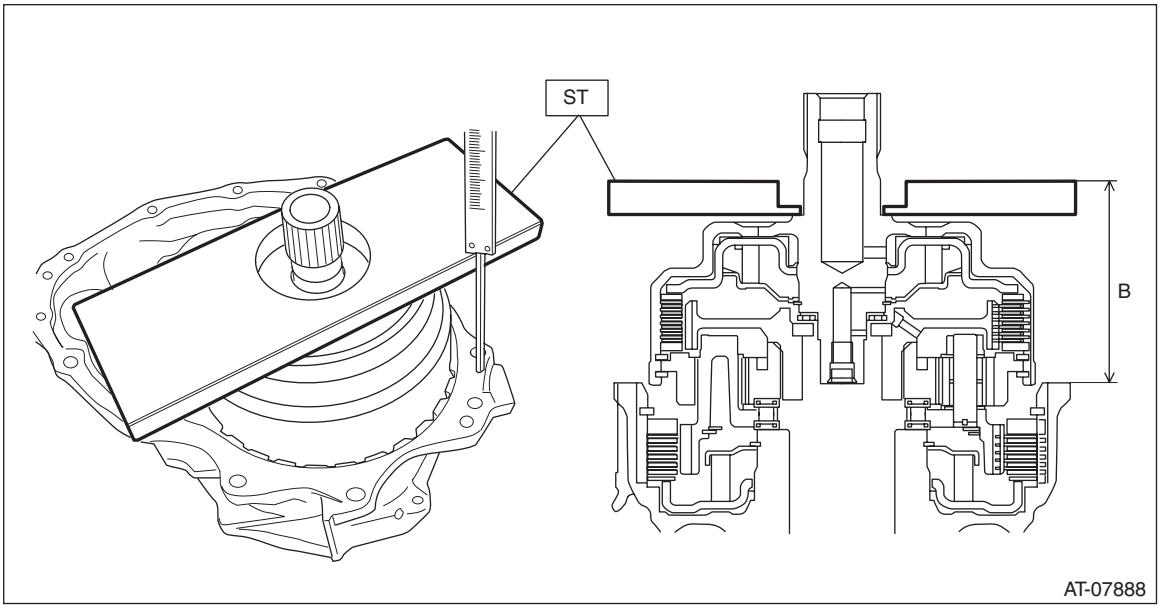
F: ADJUSTMENT

1) Measure depth “A” from the ST upper face to the washer catch surface.
ST 398643600 GAUGE



2) Install the forward clutch assembly to intermediate case.

3) Setting the ST, measure height “B” from the ST upper side to the intermediate case mating surface.
ST 499575600 GAUGE



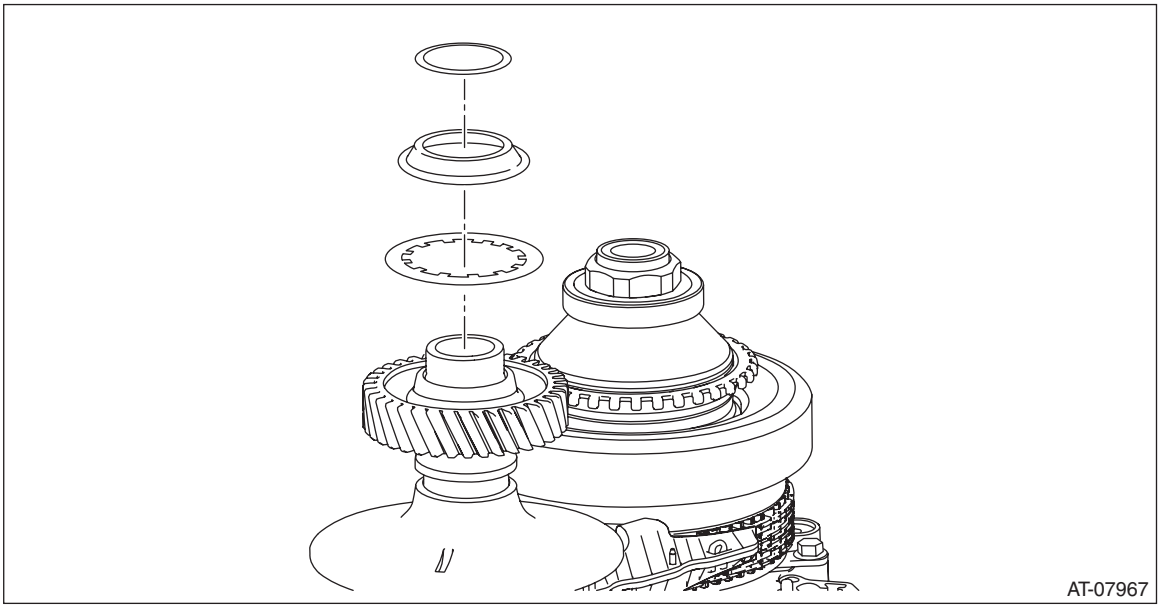
4) Obtain the thickness of washer using the following formula.
Calculation formula:
T (mm) = (A – 15) – (B – 15) – (0.35 — 0.70)
[T (in) = (A – 0.591) – (B – 0.591) – (0.014 — 0.028)]
T: Washer thickness
A: Depth from the ST upper face to the washer catch surface
B: Height from the upper surface of the ST to the mating surface of the intermediate case
15 mm (0.591 in): Thickness of ST
0.35 — 0.70 mm (0.014 — 0.028 in): Clearance
5) Select the washer to meet the value “T” obtained from step 4).

Washer	
Part No.	Washer thickness mm (in)
803034040	1.0 (0.039)
803034041	1.2 (0.047)
803034042	1.4 (0.055)
803034043	1.6 (0.063)

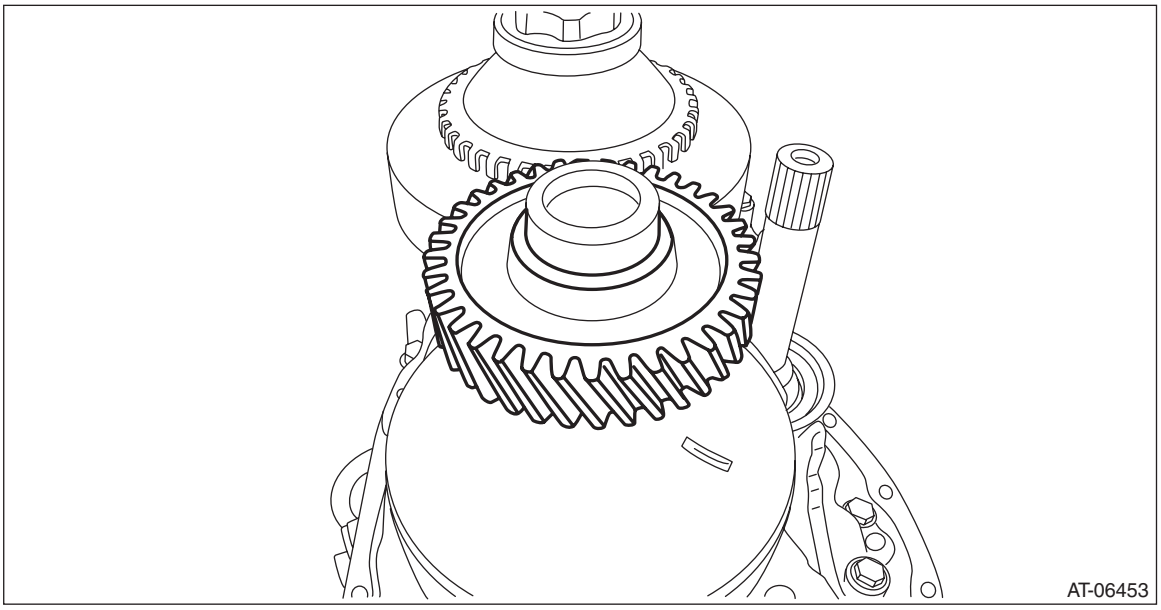
37.Reduction Drive Gear

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear shims, spring retainers, and dish plates.

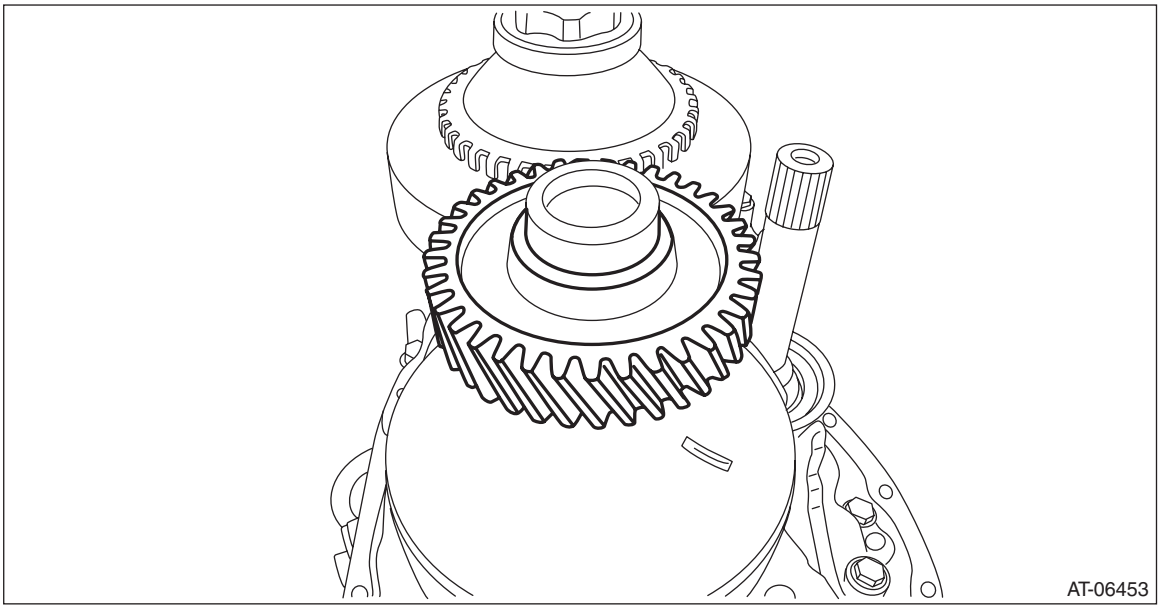


18) Remove the reduction drive gear.



B: INSTALLATION

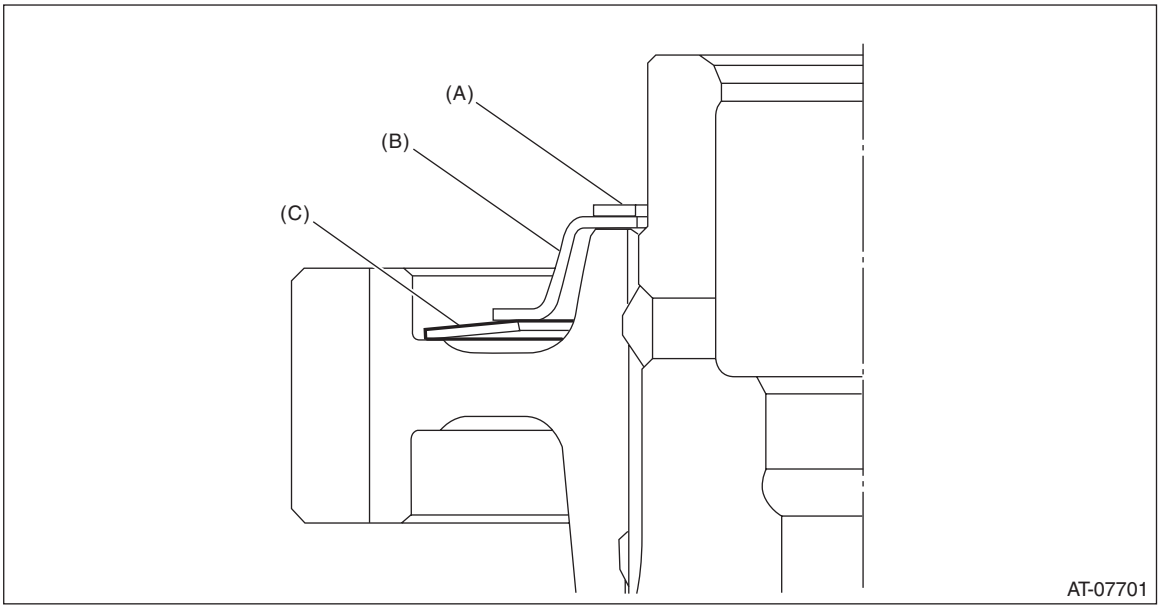
1) Install the reduction drive gear to secondary pulley.



2) Select the reduction drive gear shim. <Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>

3) Install the dish plates, spring retainers, and selected reduction drive gear shims.

NOTE:
Install the dish plate in the correct direction.



(A) Reduction drive gear shim
(B) Spring retainer
(C) Dish plate

4) Install the transmission case. <Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>
5) Install the transmission control device. <Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
6) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
7) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
8) Install the parking pawl. <Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
9) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
10) Install the transfer clutch assembly. <Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
11) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
12) Install the inhibitor switch. <Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
13) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
14) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
15) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
16) Install the transmission harness. <Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
17) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
18) Install the air breather hose. <Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
19) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

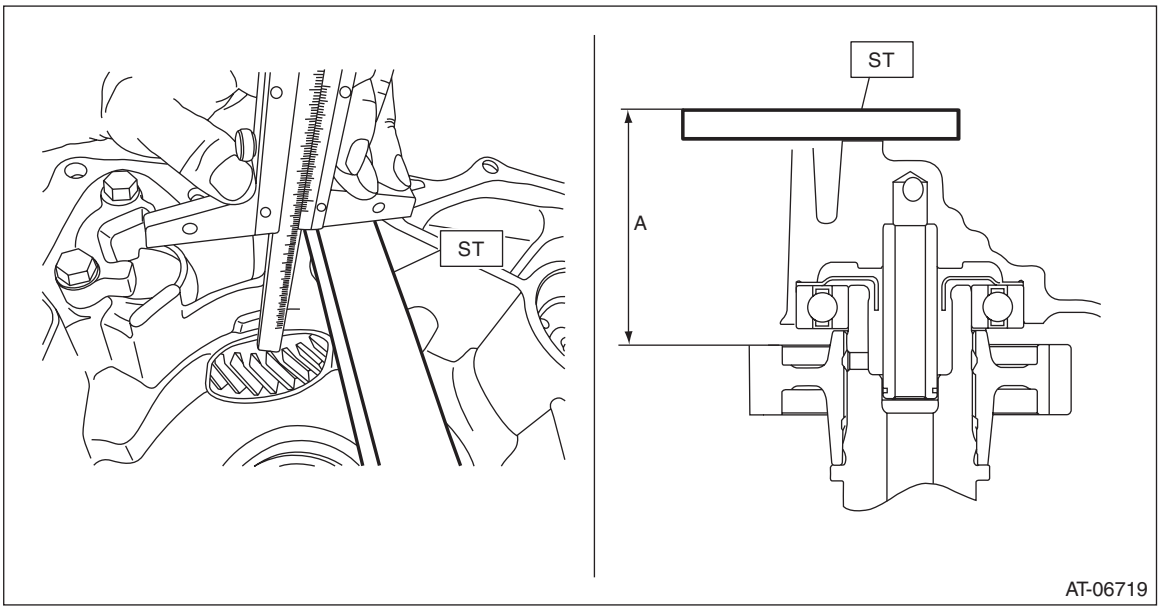
Check the reduction drive gear for breakage or damage.

D: ADJUSTMENT

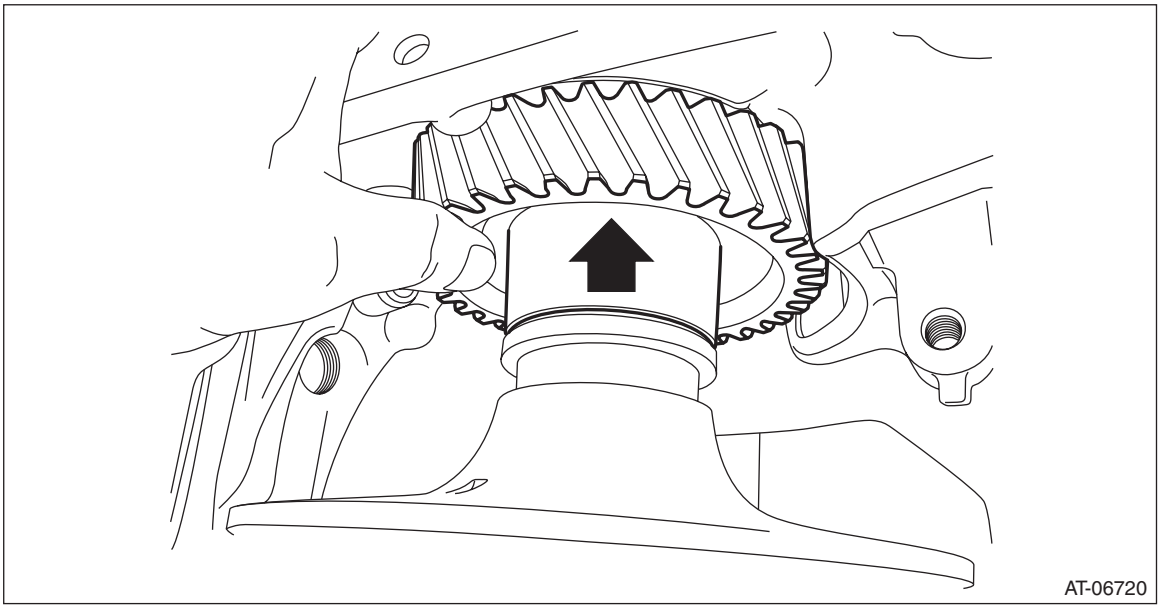
1) Remove the spring retainers and reduction drive gear shims.
2) Install the transmission case, and secure it with four or five bolts.

Tightening torque:
22 N·m (2.2 kgf-m, 16.2 ft-lb)

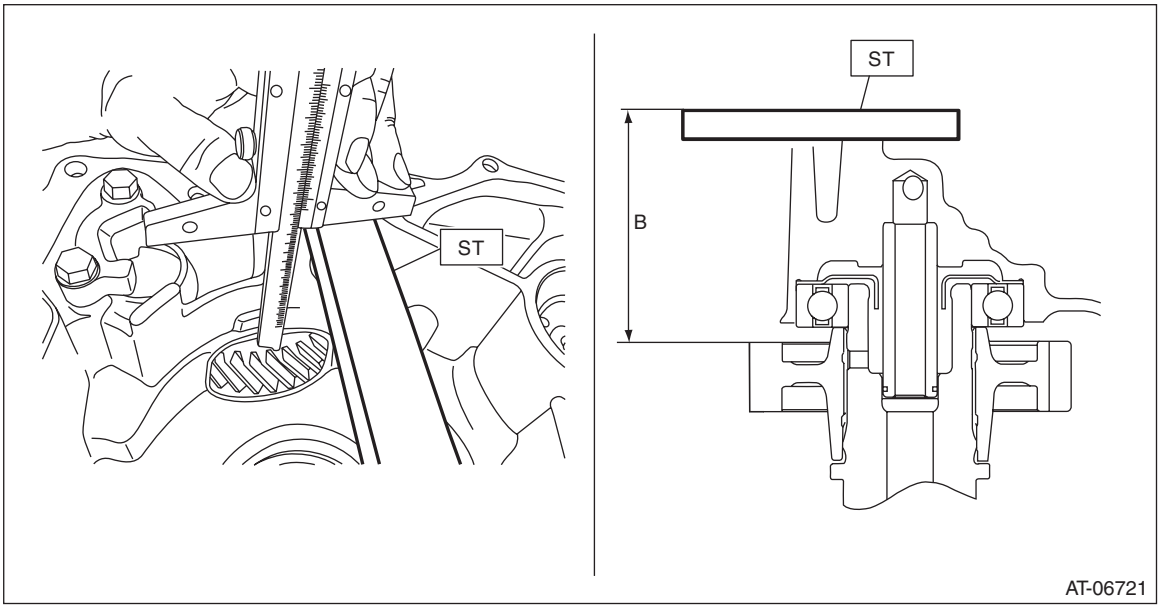
3) Measure depth “A” from the ST upper face to the reduction drive gear end face.
ST 499575400 GAUGE



4) Raise and hold the reduction drive gear.



5) Measure depth “B” from the ST upper face to the reduction drive gear end face.
ST 499575400 GAUGE



6) Calculate the following formula.
T mm = A – B – 1.0
[T in = A – B – 0.039]
T: Moving distance of reduction drive gear
A: Depth from the ST upper face to the reduction drive gear end surface
B: Depth from the ST upper face to the reduction drive gear end surface
1.0 mm (0.039 in): Thickness of spring retainer

Moving distance of transfer drive gear [T]	Total shim thickness mm (in)
0.420 — 0.519(0.0165 — 0.0204)	0.3 (0.012)
0.520 — 0.619(0.0205 — 0.0242)	0.4 (0.016)
0.620 — 0.719(0.0244 — 0.0283)	0.5 (0.020)
0.720 — 0.819(0.0283 — 0.0322)	0.6 (0.024)
0.820 — 0.919(0.0323 — 0.0362)	0.7 (0.028)
0.920 — 1.019(0.0362 — 0.0401)	0.8 (0.031)
1.020 — 1.119(0.0402 — 0.0441)	0.9 (0.035)
1.120 — 1.219(0.0441 — 0.0480)	1.0 (0.039)
1.220 — 1.319(0.0480 — 0.0519)	1.1 (0.043)
1.320 — 1.419(0.0520 — 0.0559)	1.2 (0.047)
1.420 — 1.519(0.0559 — 0.0598)	1.3 (0.051)
1.520 — 1.619(0.0598 — 0.0637)	1.4 (0.055)
1.620 — 1.719(0.0638 — 0.0677)	1.5 (0.059)
1.720 — 1.819(0.0677 — 0.0716)	1.6 (0.063)
1.820 — 1.920(0.0717 — 0.0756)	1.7 (0.067)

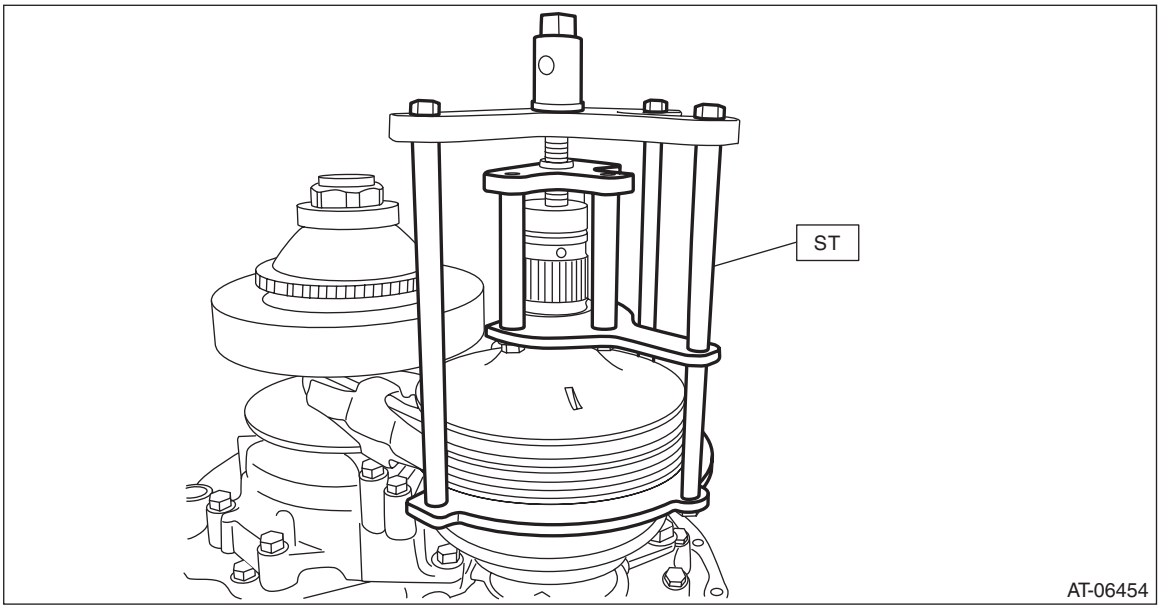
7) Select one to three reduction drive gear shims so that the total thickness meets the value obtained from step 6).

Part No.	Reduction drive gear shim thickness mm (in)
31288AA260	0.3 (0.012)
31288AA270	0.4 (0.016)
31288AA280	0.5 (0.020)
31288AA290	0.6 (0.024)

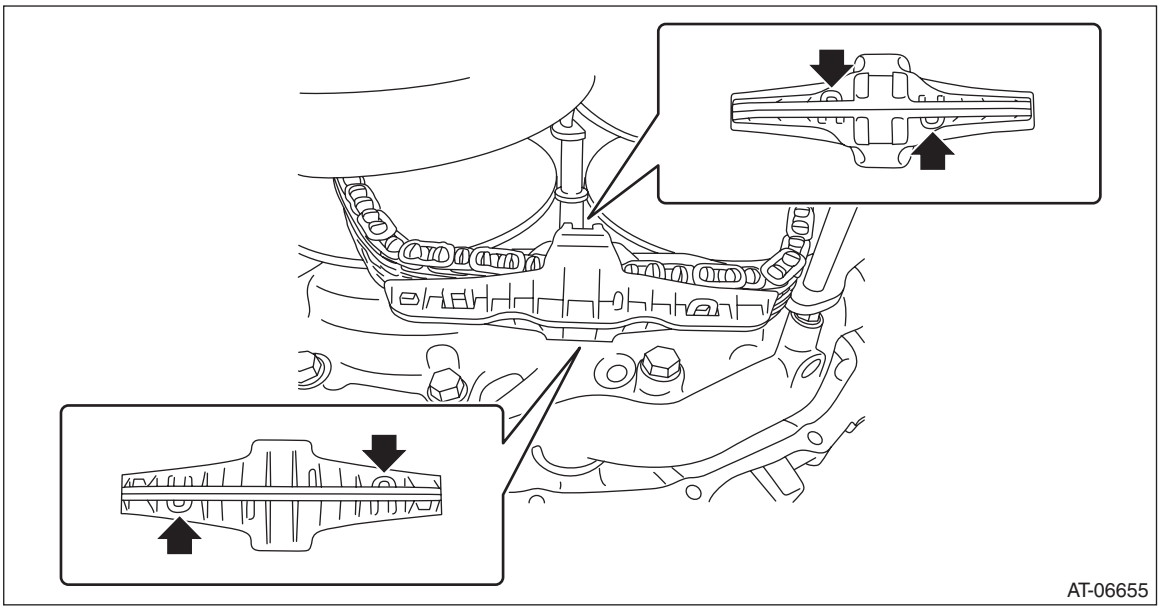
38.Primary Pulley and Secondary Pulley

A: REMOVAL

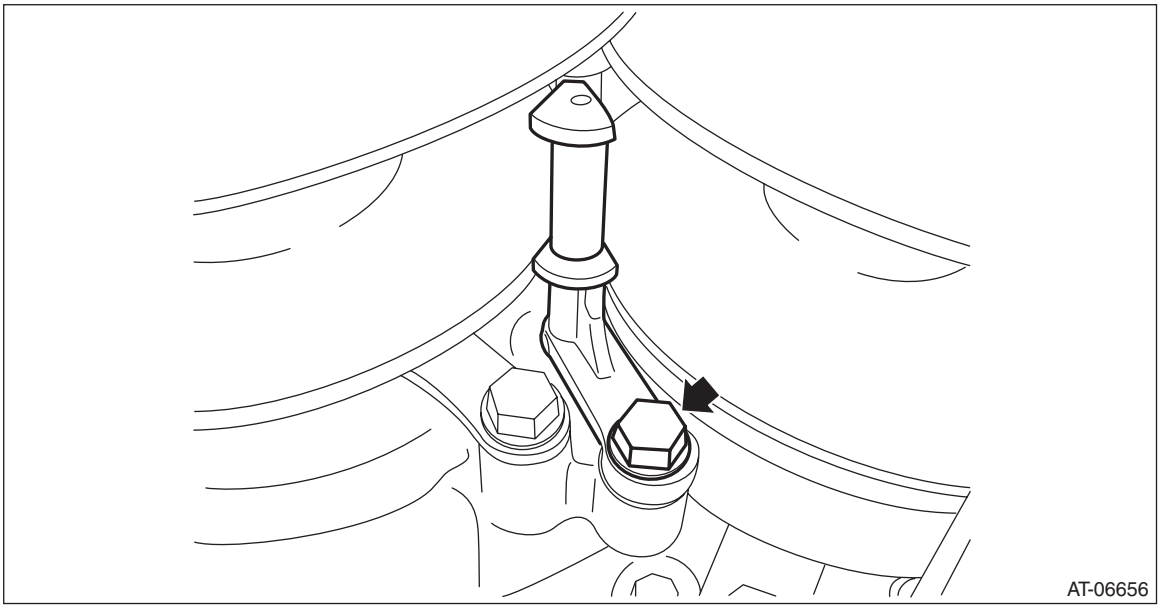
NOTE:
Always replace primary pulley and secondary pulley as an assembly because they are non-disassembled parts.
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Set the ST to secondary pulley, expand the V groove of pulley, and then completely loosen the variator chain.
ST 18769AA010 EXPANDER PULLEY



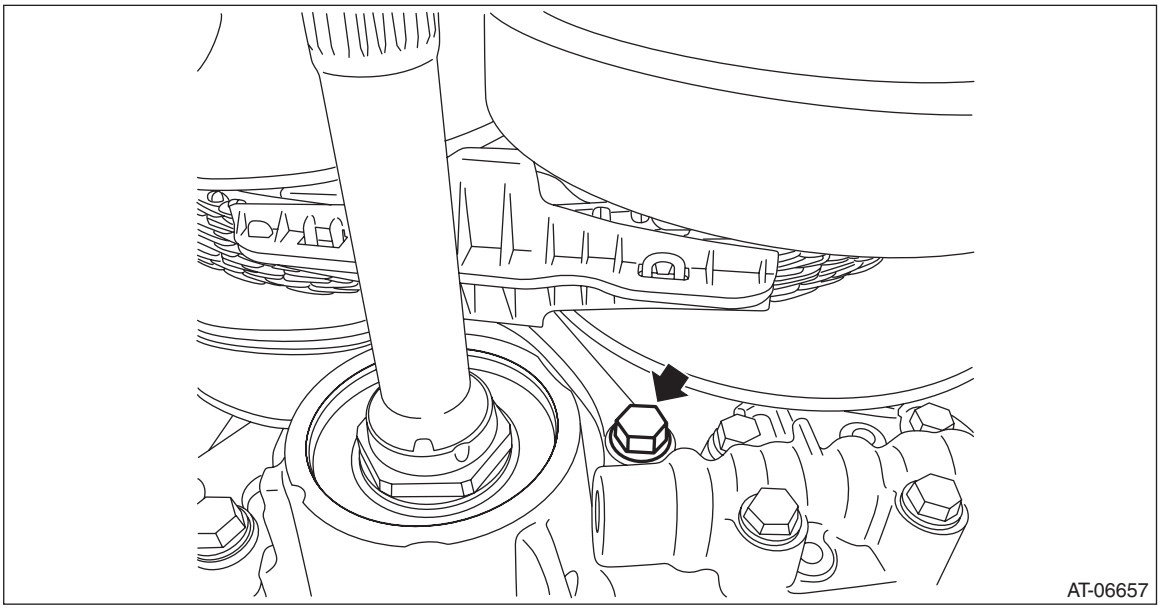
19) Remove the chain guide.
(1) Remove the chain guide from lubrication pipe.
(2) Detach the four claws to remove the chain guide.



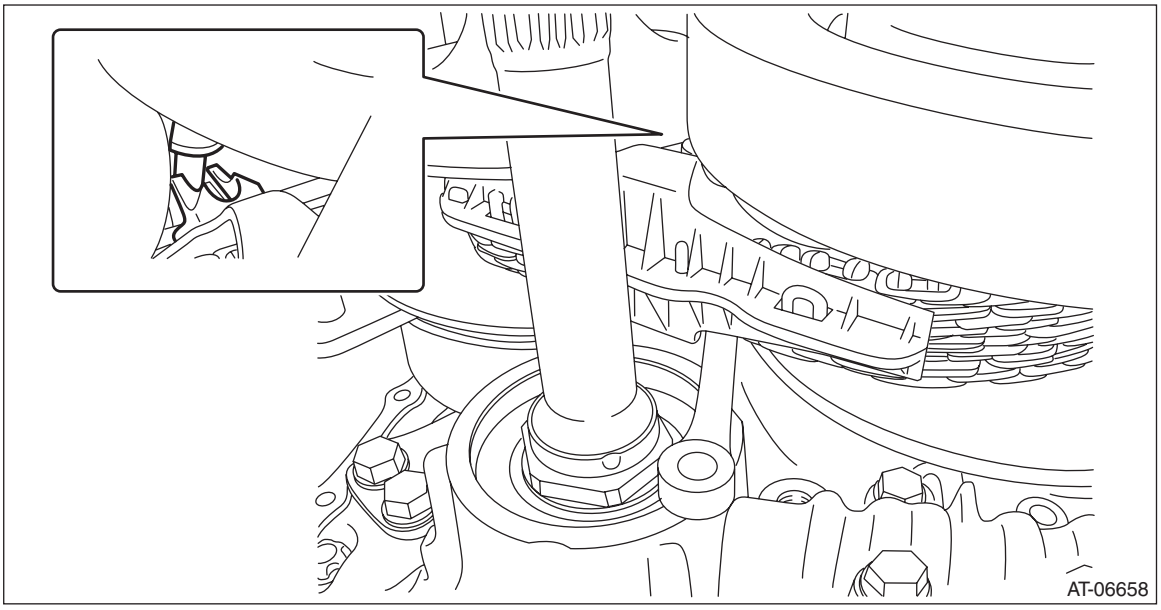
(3) Remove the lubrication pipe.



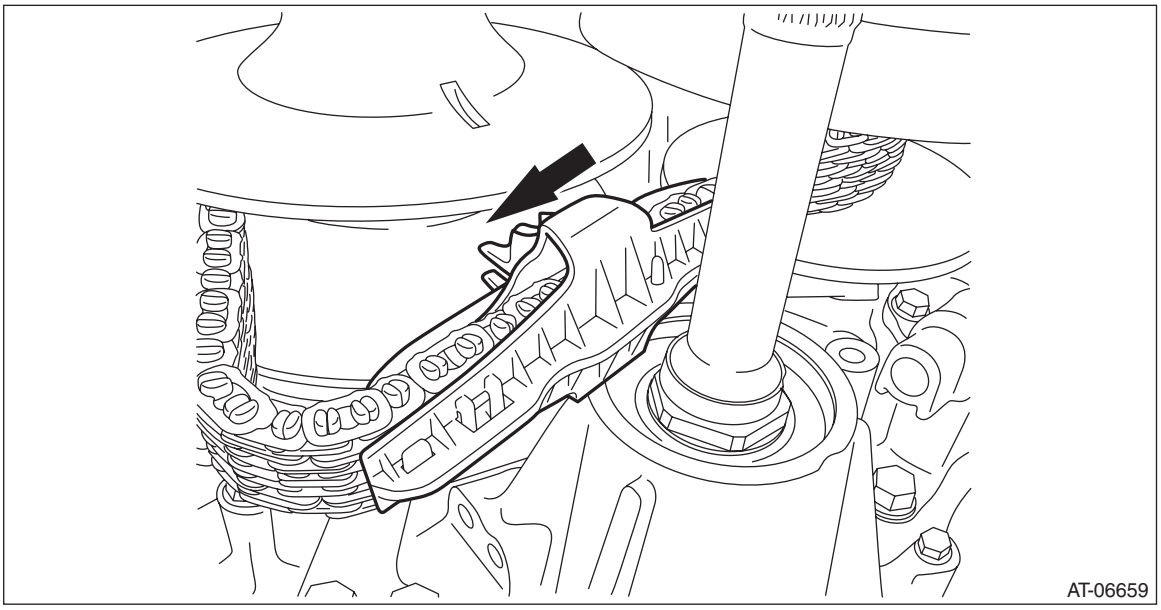
(4) Remove the support rod mounting bolts.



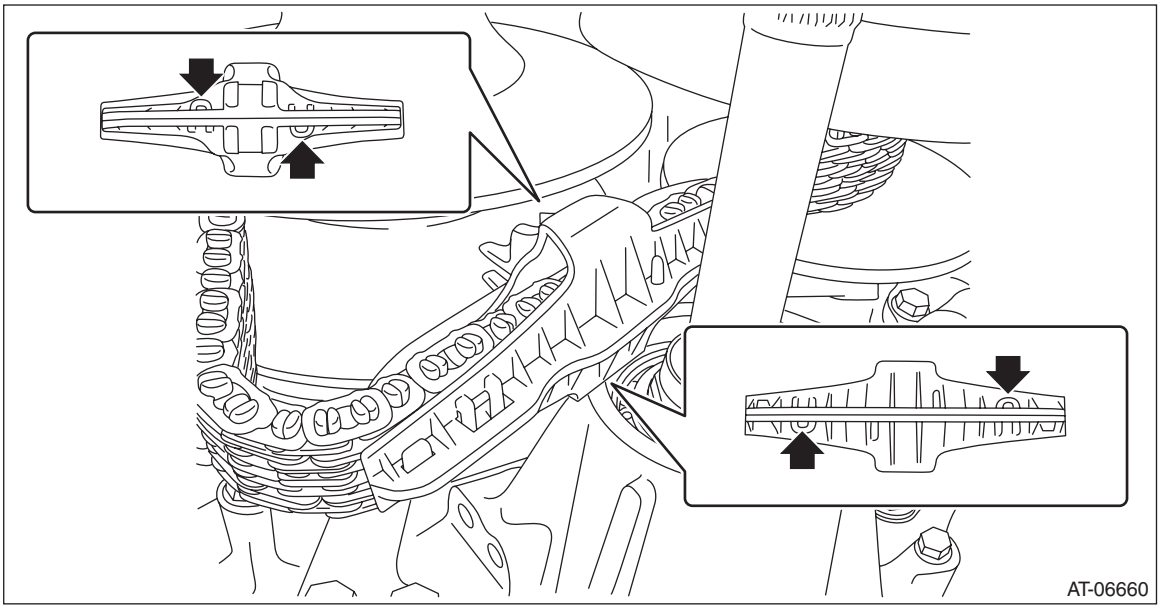
(5) Raise the support rod to remove the chain guide.



(6) Move the chain guide to the secondary pulley side.

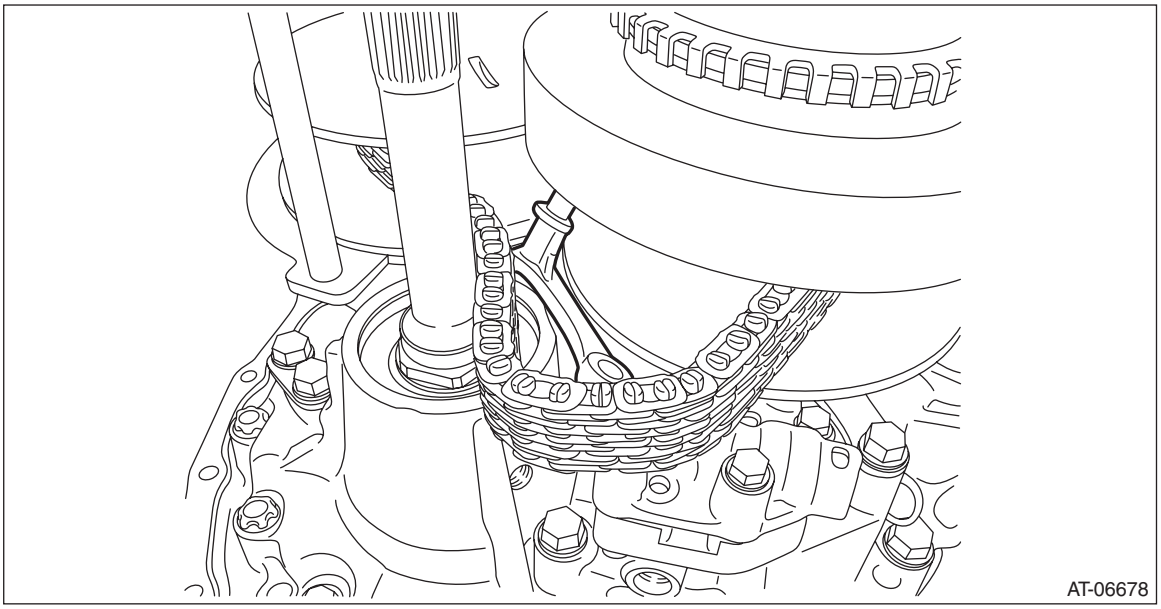


(7) Detach the four claws to remove the chain guide.

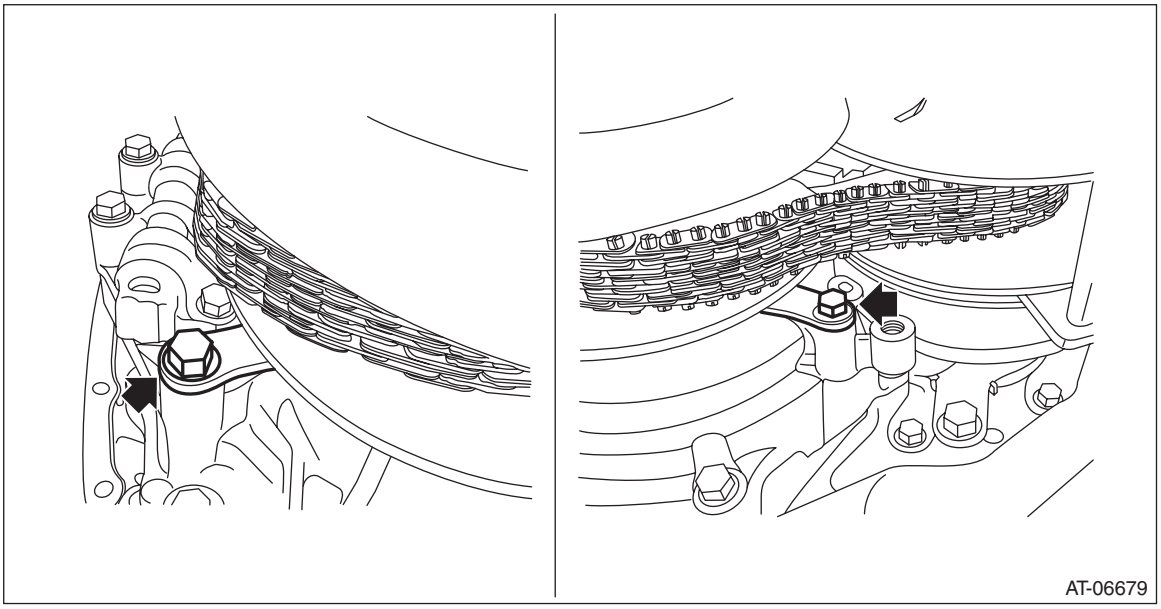


(8) Remove the support rod.

CAUTION:
Protect the both pulleys and variator chain from scratching.

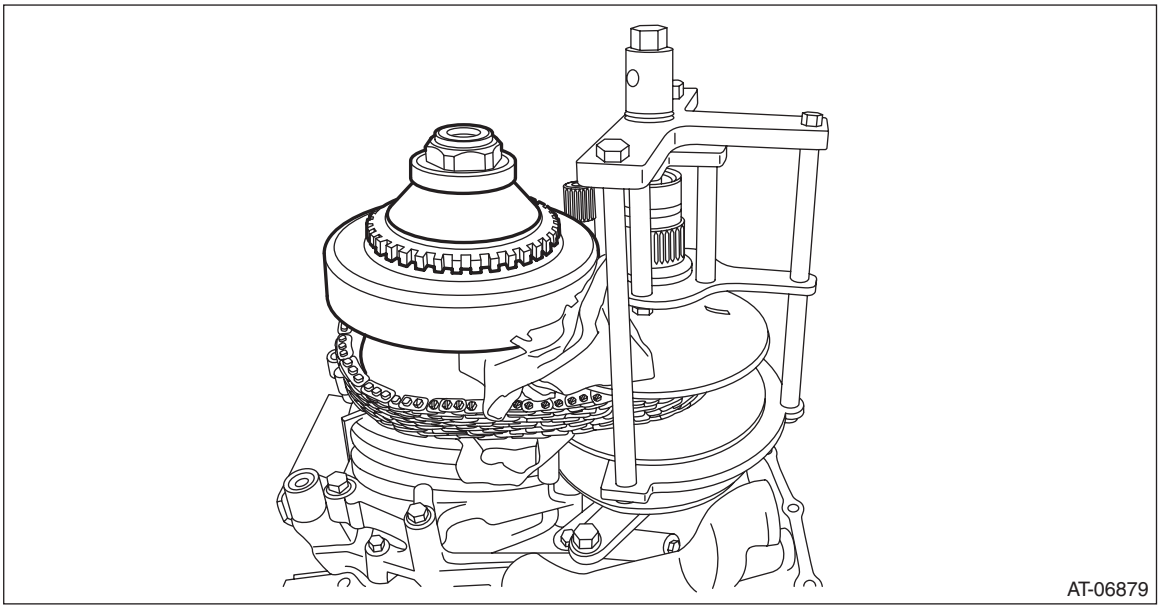


20) Remove the primary pulley mounting bolt.

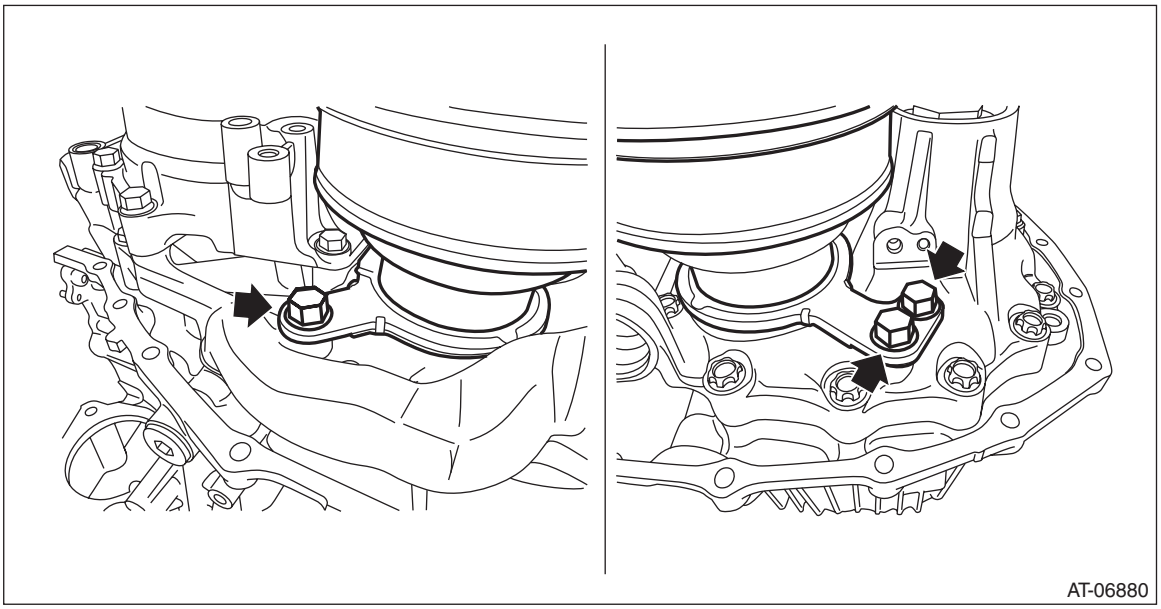


21) Remove the primary pulley from the reverse brake housing and intersect the V groove of secondary pulley and the V groove of primary pulley. Remove the variator chain from primary pulley, and remove the primary pulley.

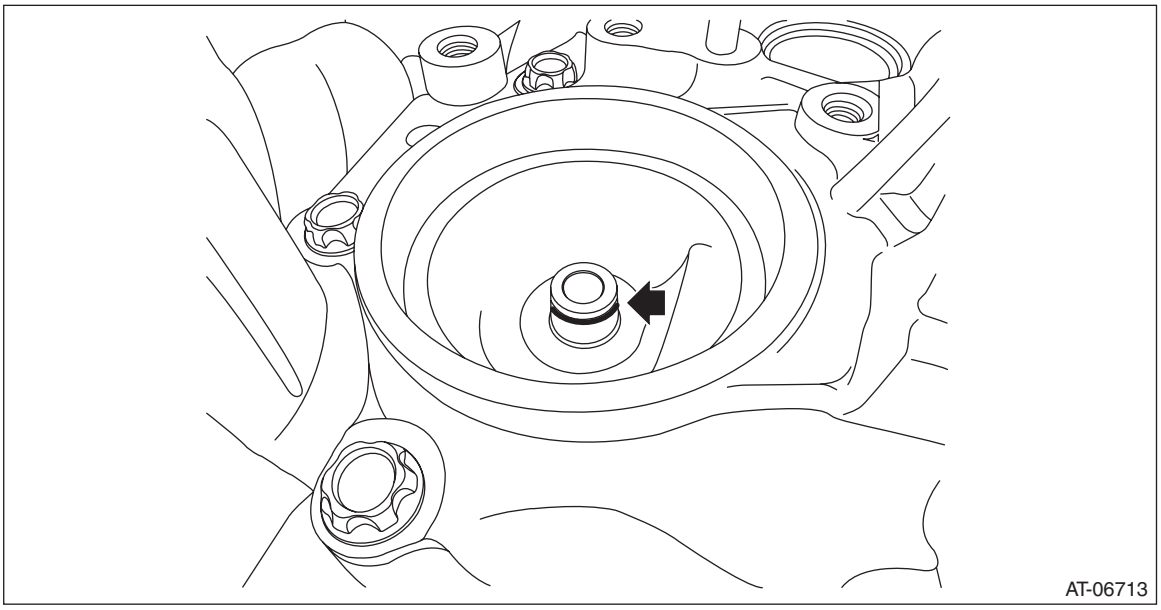
CAUTION:
Cover the V grooves of secondary pulley and primary pulley with cloth to protect the both pulleys and variator chain from scratching.



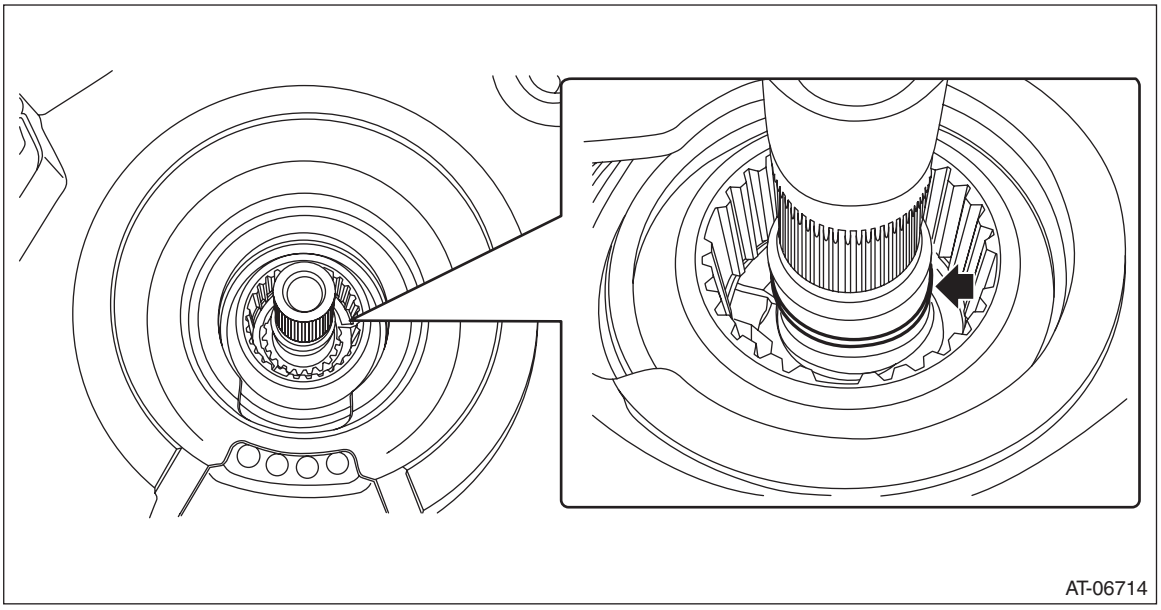
22) Remove the ST (EXPANDER PULLEY) from the secondary pulley.
23) Remove the variator chain from secondary pulley.
24) Remove the secondary pulley mounting bolts, and remove the secondary pulley.



25) Remove the seal ring from drive pinion retainer.



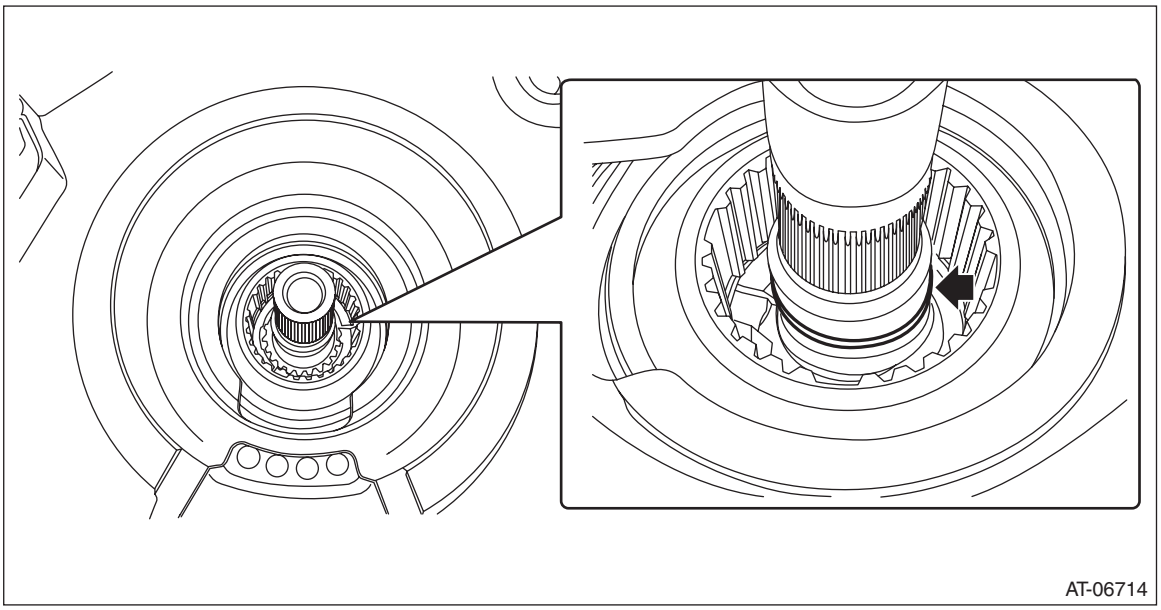
26) Remove the seal ring from the input shaft.



B: INSTALLATION

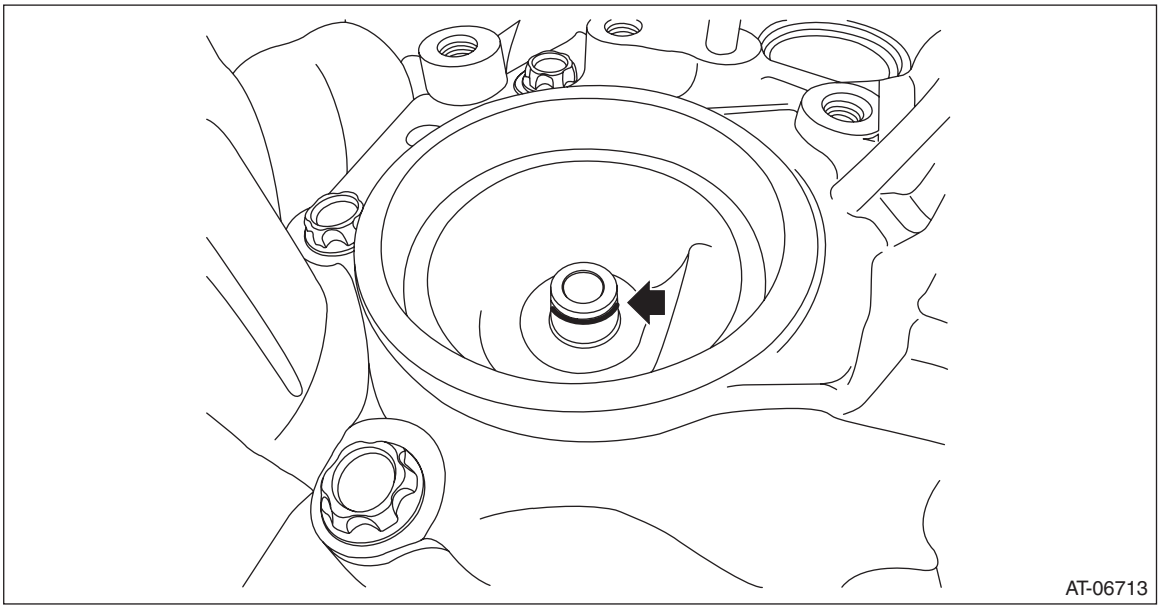
1) Select shims for pulley alignment.<Ref. to CVT(TR580)-235, ADJUSTMENT, Primary Pulley and Secondary Pulley.>
2) Install the seal ring to the input shaft.

NOTE:
- Use new seal rings.
- When installing the seal rings, do not expand the seal rings too much.
- Apply CVTF to the seal rings.



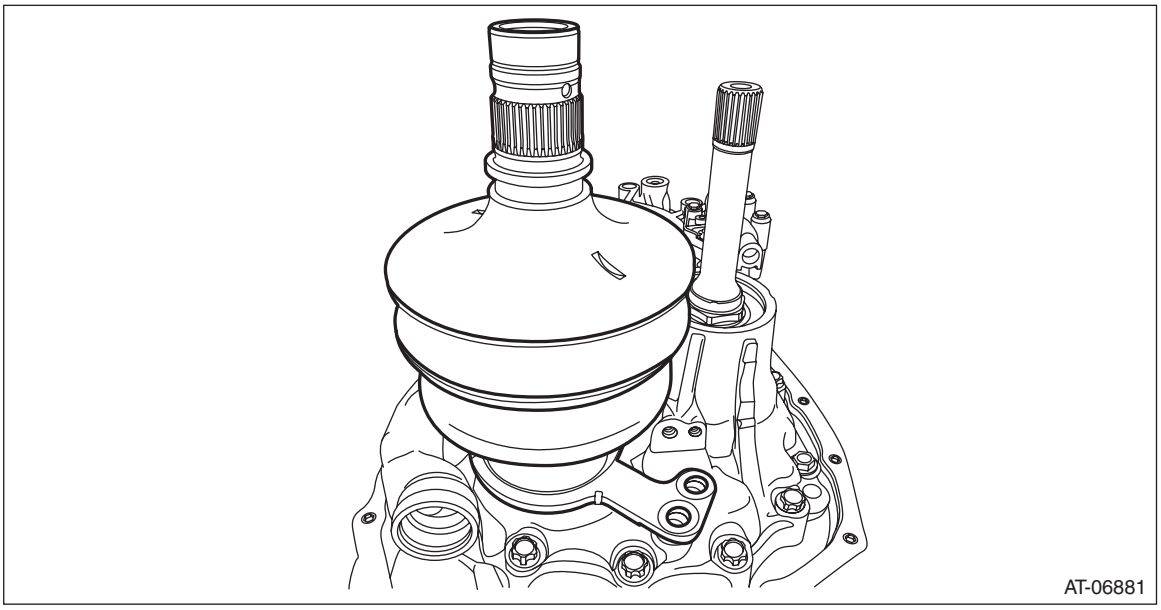
3) Install the seal ring to drive pinion retainer.

NOTE:
- Use new seal rings.
- When installing the seal rings, do not expand the seal rings too much.
- Apply CVTF to the seal rings.



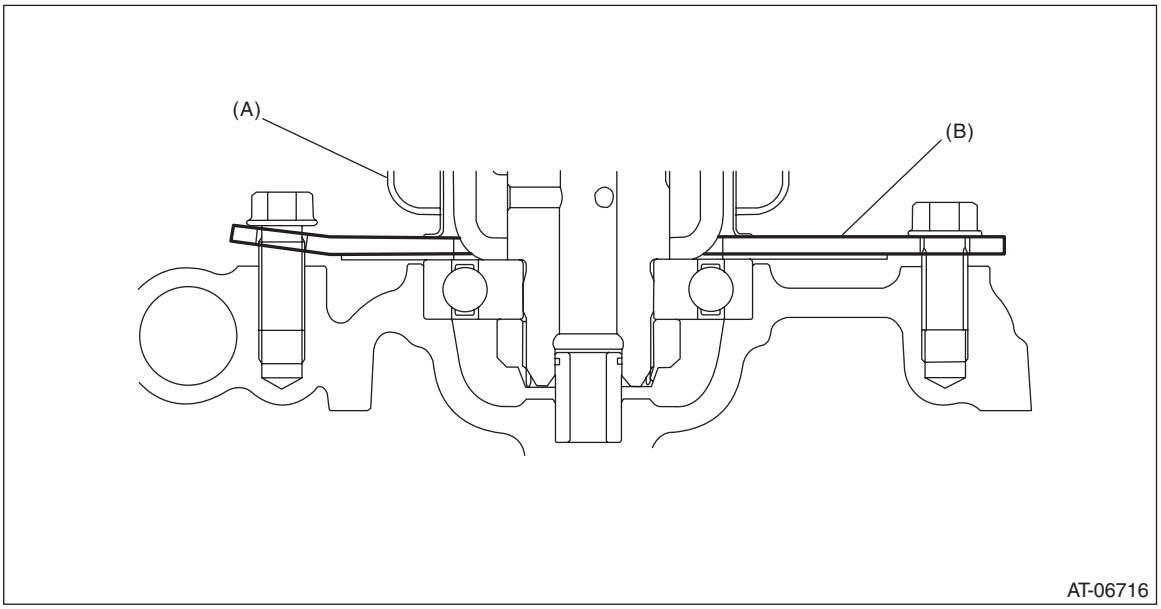
4) Install the selected shims to the primary pulley bearing catch surface.

5) Install the secondary pulley to the drive pinion retainer.



6) Install and tighten the secondary pulley securing bolts.
   (1) Tighten the three bolts until the seating surfaces contact the bearing retainer.

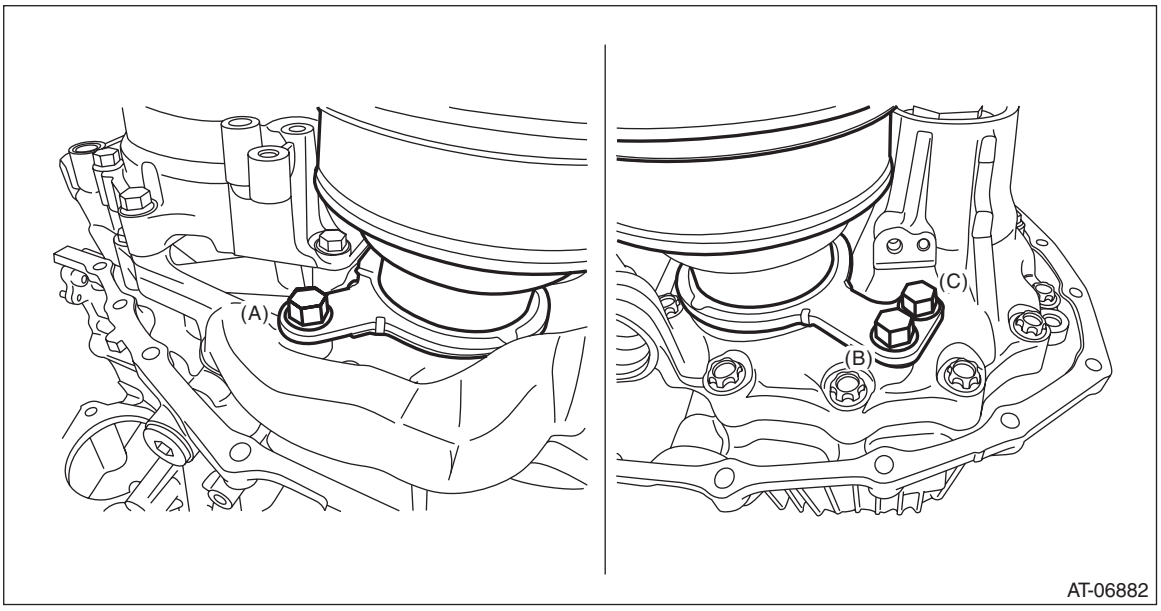
NOTE:
- Be careful not to tilt the bearing retainer of the secondary pulley.
- Apply CVTF to the bolt.



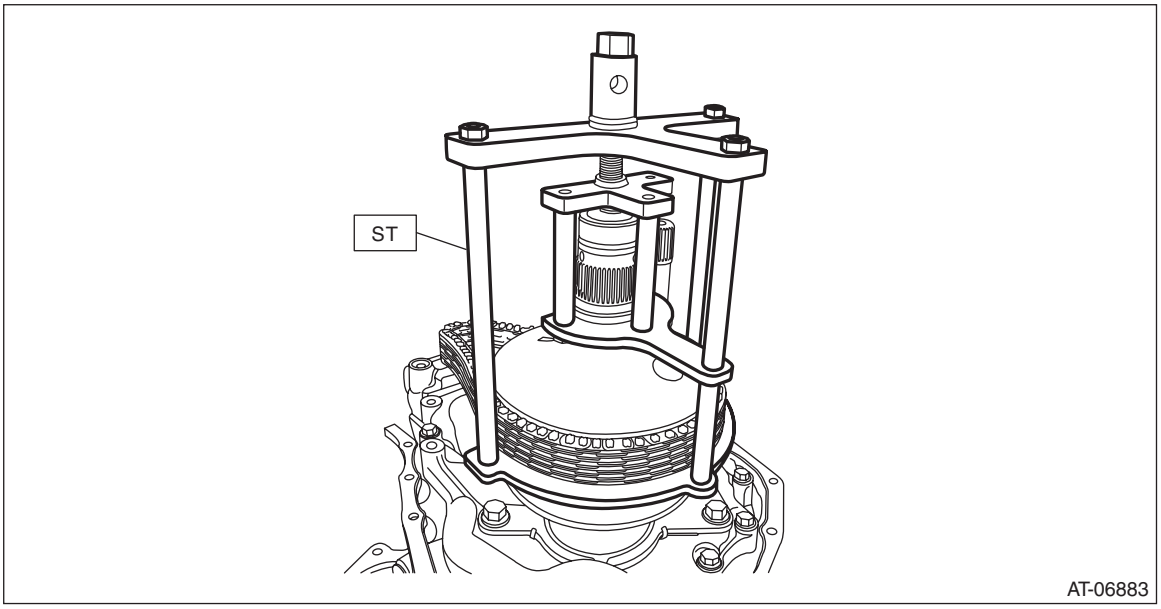
(A) Secondary pulley
(B) Bearing retainer

(2) Tighten the bolts in the order of (A) → (B) → (C) → (B).

Tightening torque:
67.5 N·m (6.9 kgf-m, 49.8 ft-lb)



7) Place the variator chain on the V groove of the secondary pulley, and set the ST.
ST 18769AA010 EXPANDER PULLEY

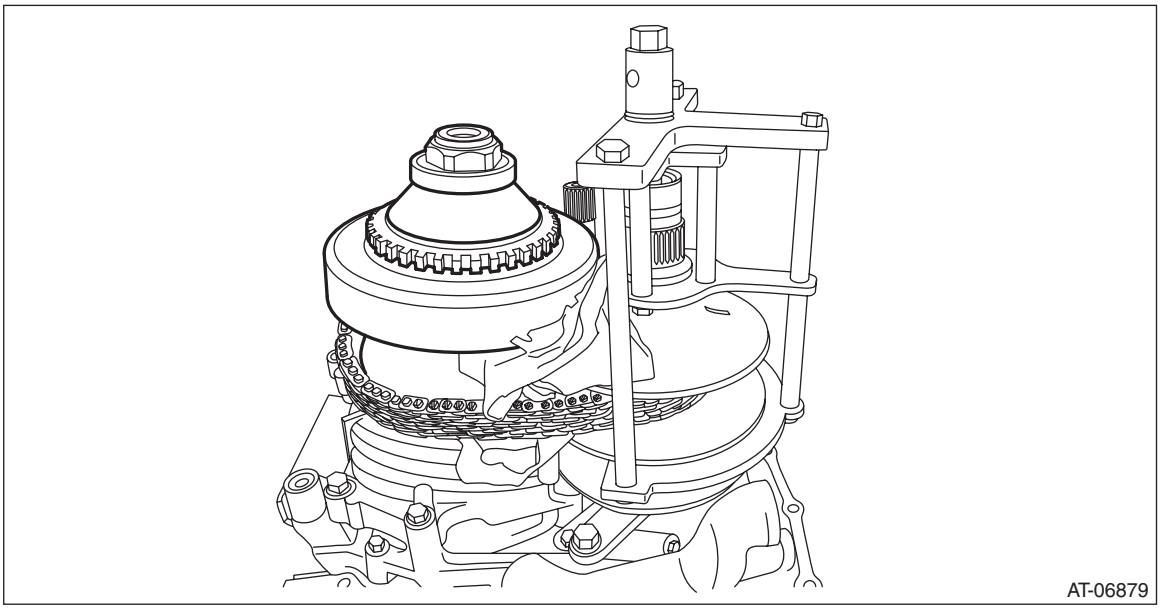


8) Expand the V groove of the secondary pulley.

9) Install the primary pulley to the reverse brake housing together with the variator chain.

CAUTION:
Cover the V grooves of primary pulley and secondary pulley with cloth to protect the both pulleys and variator chain from scratching.

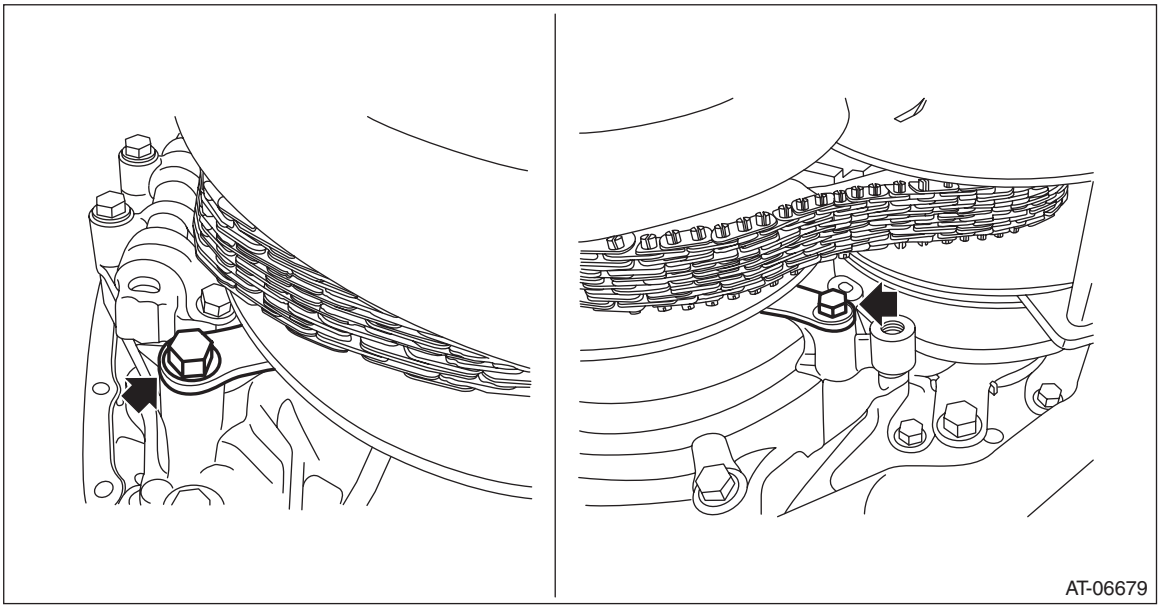
(1) Intersect the V groove of primary pulley and the V groove of secondary pulley and install the secondary pulley while placing the variator chain on secondary pulley.



(2) Install the primary pulley to the reverse brake housing so that the bolt hole of primary bearing retainer and the bolt hole of reverse brake housing are aligned.

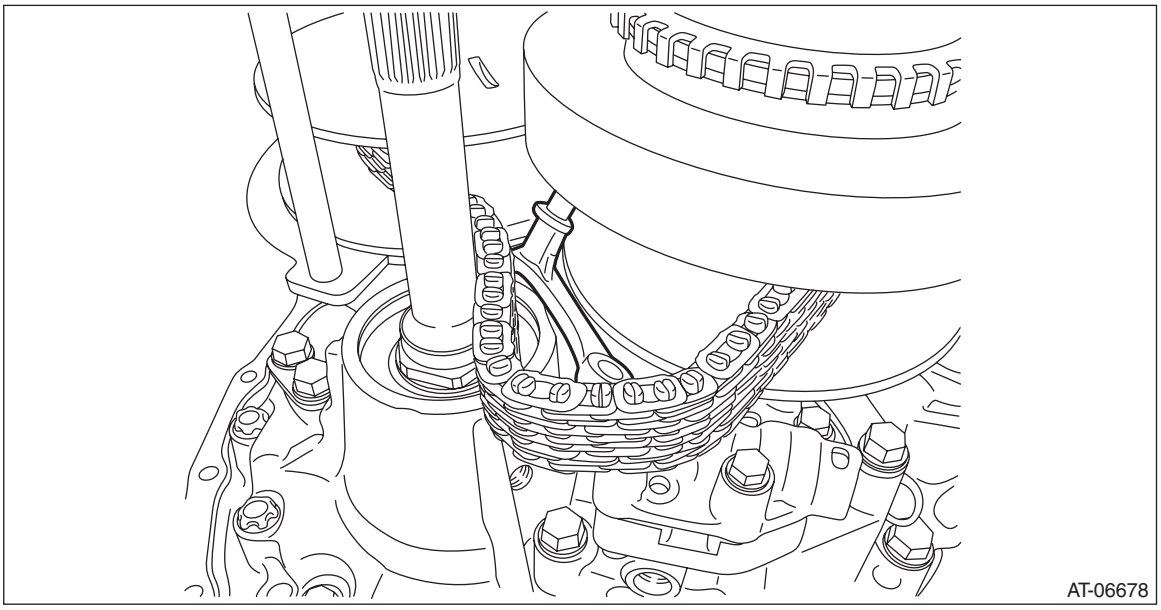
10) Install the primary pulley bolt.

Tightening torque:
21 N·m (2.1 kgf-m, 24.3 ft-lb)

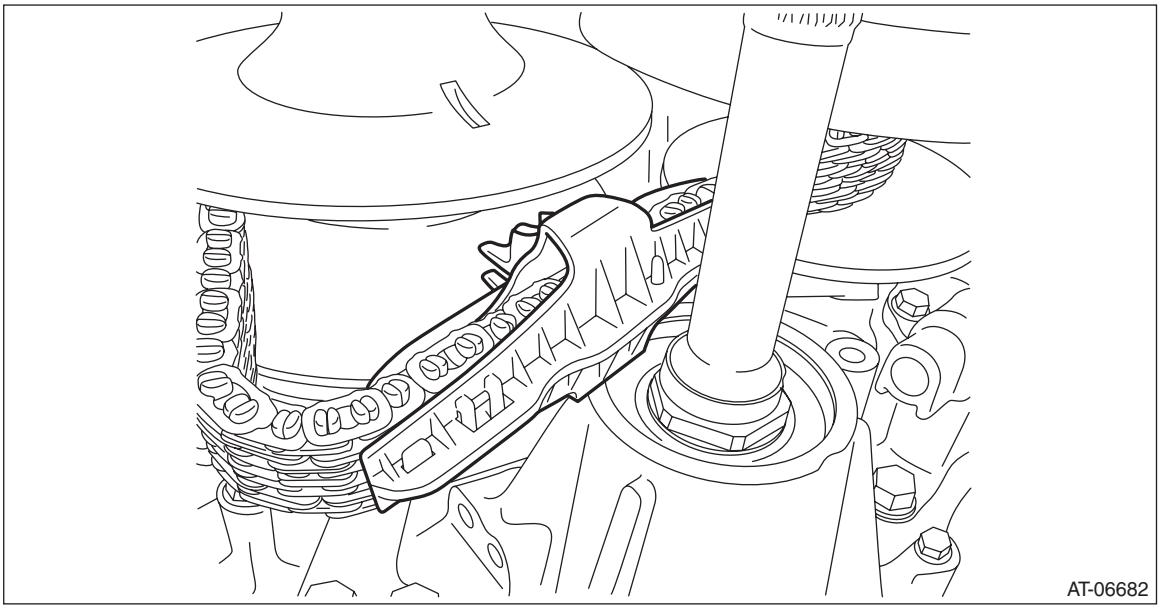


11) Install the chain guide.
(1) Place the support rod inside of the variator chain.

CAUTION:
Protect the both pulleys and variator chain from scratching.

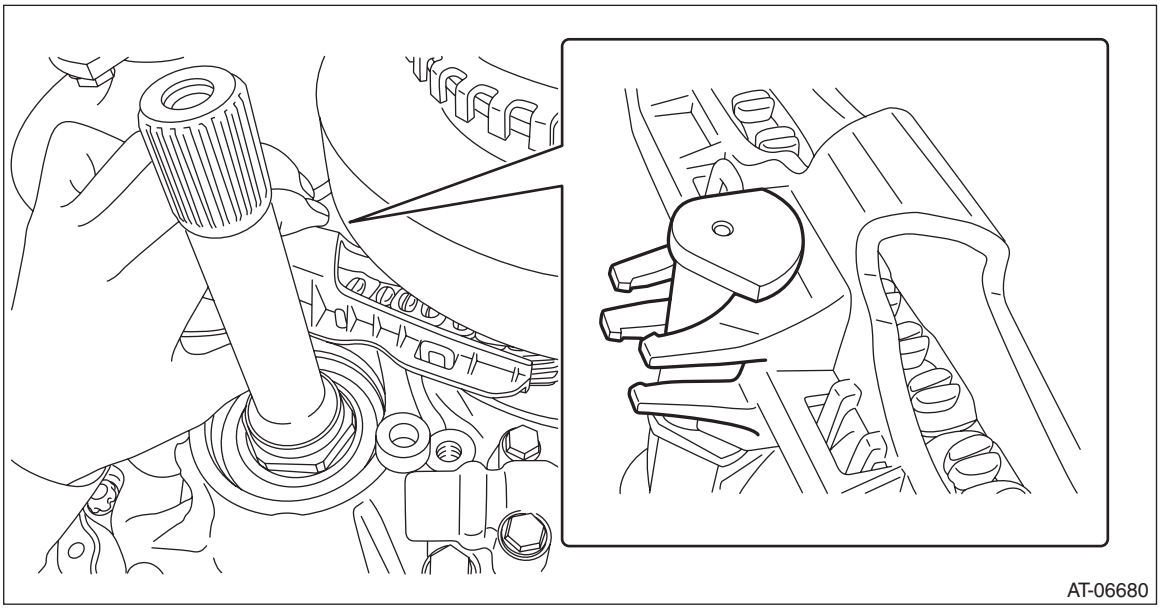

AT-06678

(2) Install the chain guide to the variator chain.


AT-06682

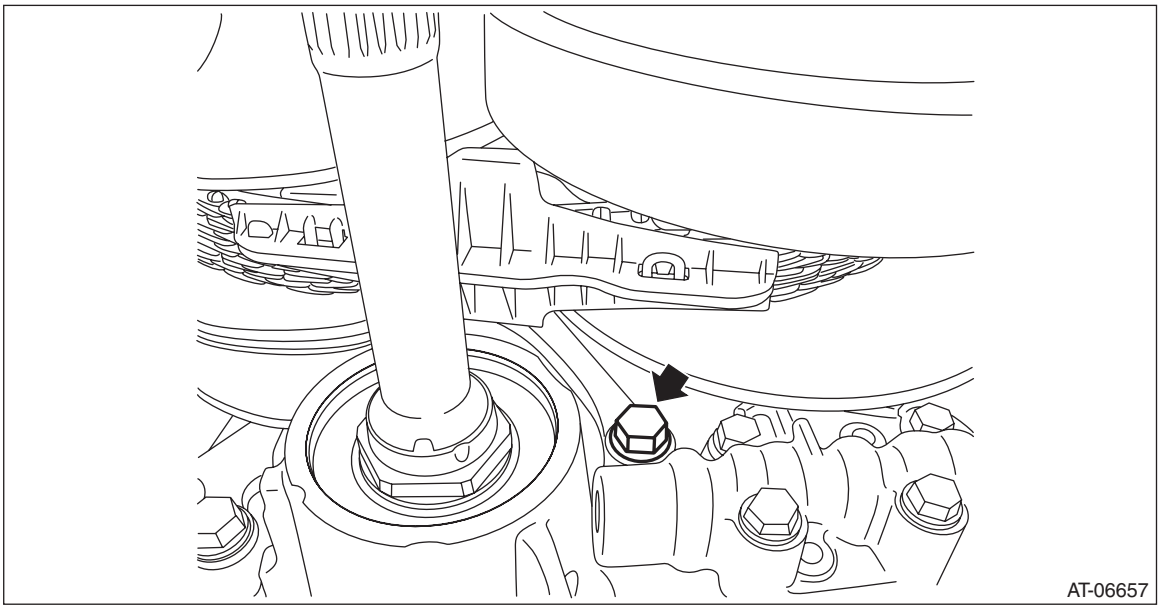
(3) Move the chain guide to the support rod side.

(4) While holding the support rod, press the chain guide so that the support rod runs through between the protrusions of chain guide and install the chain guide to the support rod.



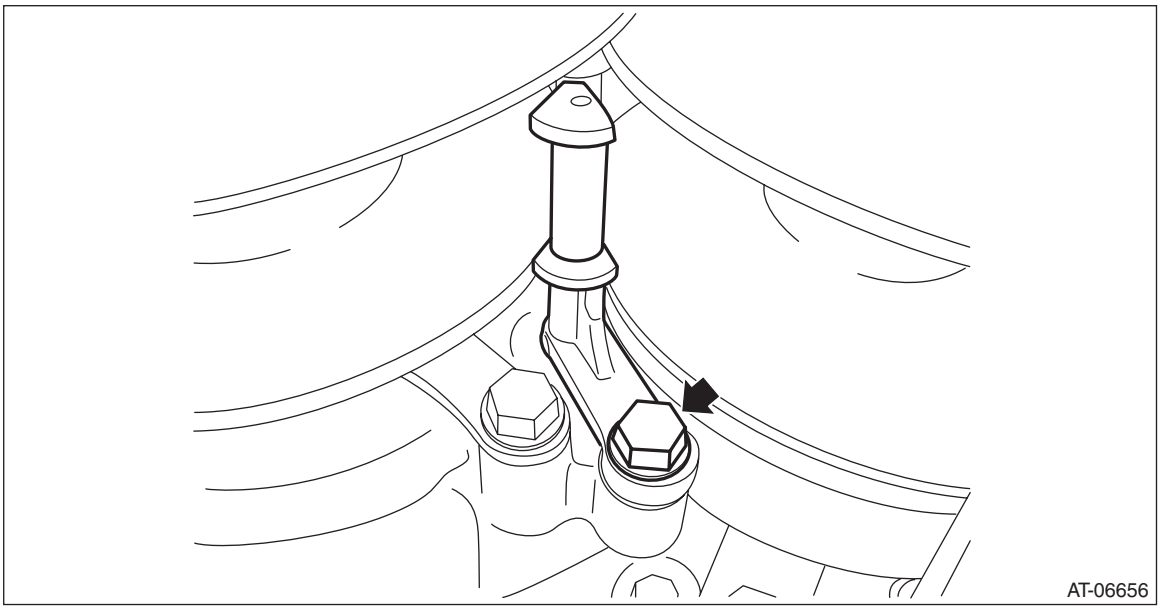
(5) Install the support rod.

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

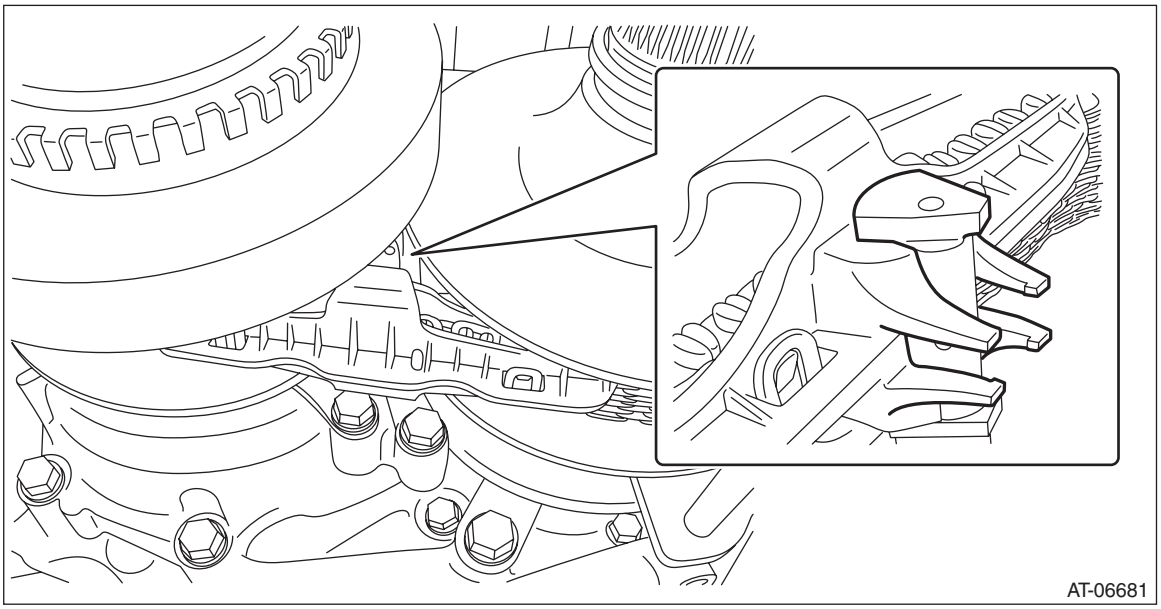


(6) Install the lubrication pipe.

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



(7) Install the chain guide so that the lubrication pipe runs through between the protrusions of each chain guide. Then remove the ST (PULLEY EXPANDER).



12) Install the reduction drive gear.<Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>
13) Select the reduction drive gear shim.<Ref. to CVT(TR580)-219, ADJUSTMENT, Reduction Drive Gear.>
14) Install the transmission case.<Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>
15) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
16) Install the oil strainer and oil pan.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
17) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
18) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
19) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
20) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
21) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>

22) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
23) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
24) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
25) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
26) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
27) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
28) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
29) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

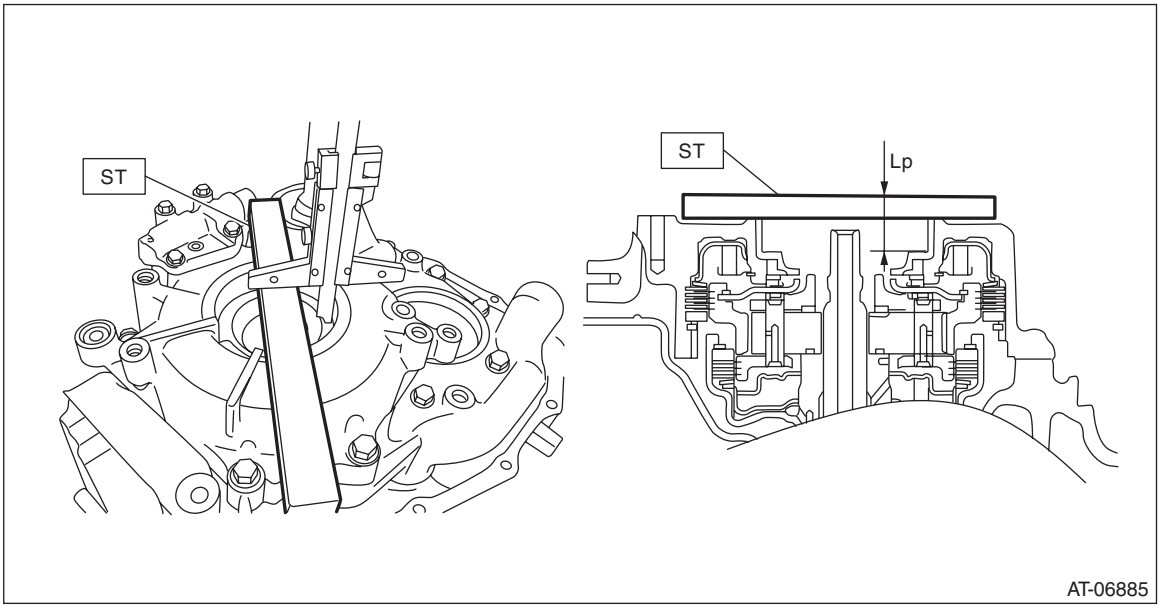
C: INSPECTION

- Check the surface of primary and secondary pulley cones for damage or wear.
- Check the primary and secondary pulley for damage.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

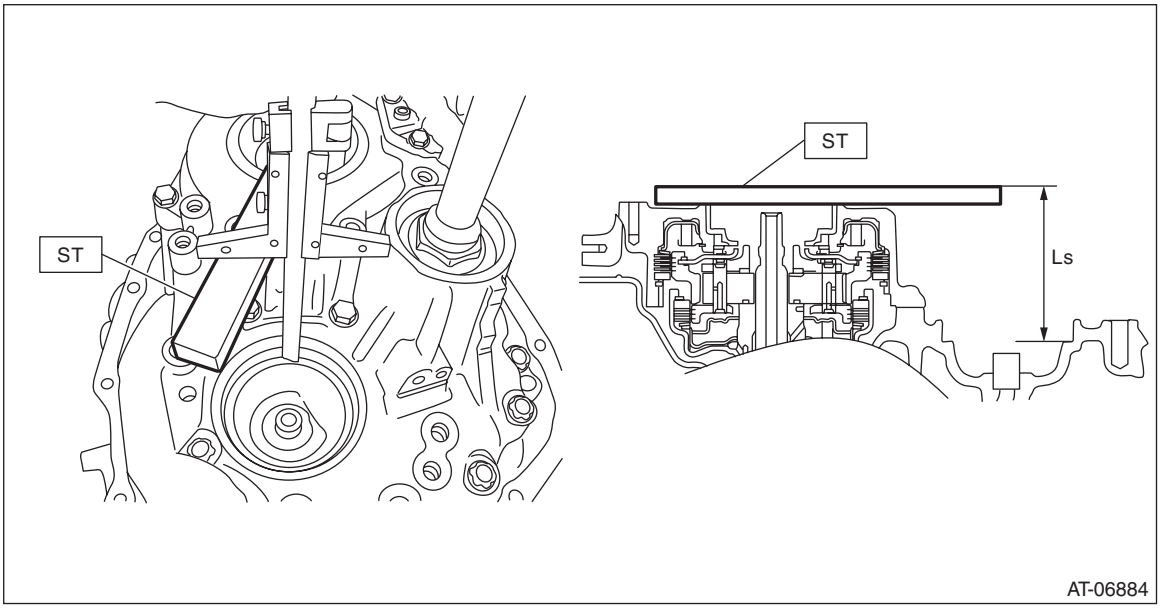
D: ADJUSTMENT

1. PROCEDURE IN REPLACEMENT OF PRIMARY AND SECONDARY PULLEY, OR IN REPLACEMENT OF PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN

1) Measure depth “Lp” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



2) Measure the depth “Ls” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



3) Calculate the following formula.
Calculation formula:
T (mm) = B – A + Lp – Ls – 28.602
[T (in) = B – A + Lp – Ls – 1.126]
T: Pulley alignment
A: Specified primary pulley dimension
B: Specified secondary pulley dimension
Lp: Depth from the ST upper face to the primary pulley bearing catch surface
Ls: Depth from the ST upper face to the secondary pulley bearing catch surface
28.602 mm (1.126 in): Constant

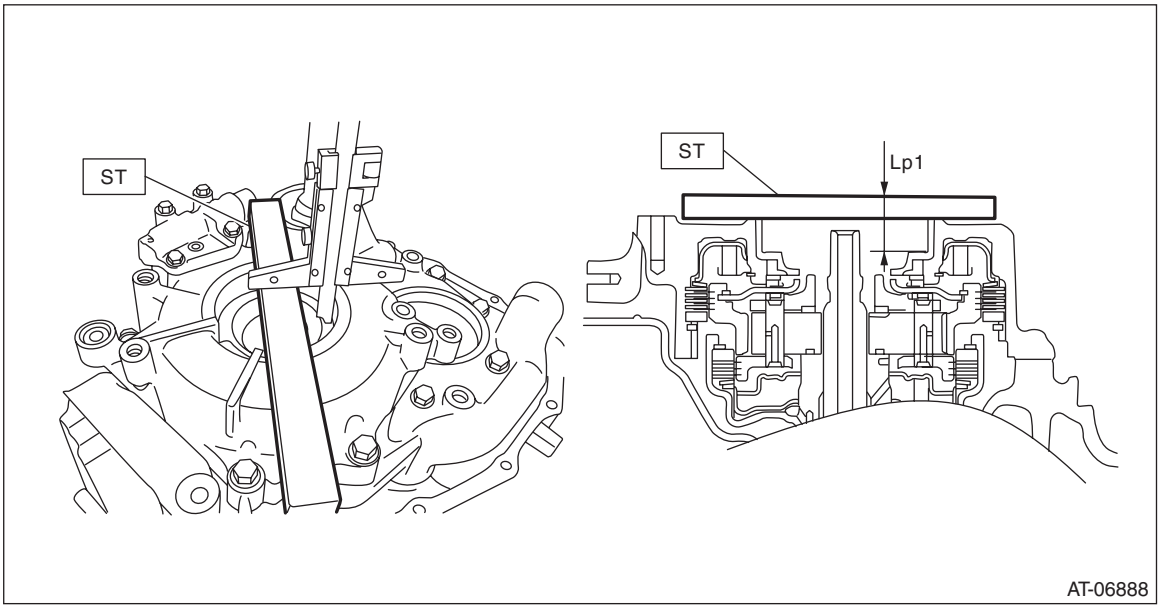
Pulley alignment T mm (in)	Thickness of shim mm (in)
-0.05 — 0.049(-0.002 — 0.002)	No shims
0.050 — 0.149(0.002 — 0.006)	0.1 (0.004)
0.150 — 0.249(0.006 — 0.010)	0.2 (0.008)
0.250 — 0.349(0.010 — 0.014)	0.3 (0.012)
0.350 — 0.449(0.014 — 0.018)	0.4 (0.016)
0.450 — 0.549(0.018 — 0.022)	0.5 (0.020)
0.550 — 0.649(0.022 — 0.026)	0.6 (0.024)
0.650 — 0.749(0.026 — 0.029)	0.7 (0.028)
0.750 — 0.849(0.029 — 0.033)	0.8 (0.031)
0.850 — 0.949(0.033 — 0.037)	0.9 (0.035)
0.950 — 1.049(0.037 — 0.041)	1.0 (0.039)
1.050 — 1.149(0.041 — 0.045)	1.1 (0.043)

4) Select one to two shims so that the total thickness meets the value obtained from step 3).

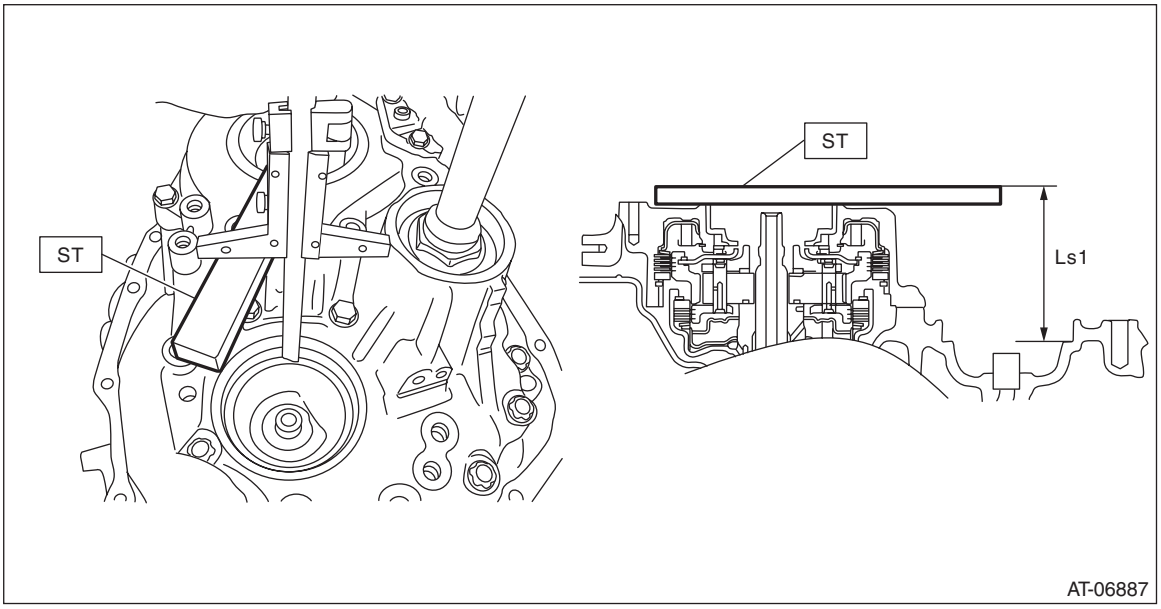
Part No.	Shim thickness mm (in)
32451AA050	0.1 (0.004)
32451AA060	0.2 (0.008)
32451AA070	0.3 (0.012)
32451AA080	0.4 (0.016)
32451AA090	0.5 (0.020)
32451AA100	0.6 (0.024)

2. PROCEDURE WHEN REPLACING ONLY DRIVE PINION RETAINER OR REVERSE BRAKE HOUSING

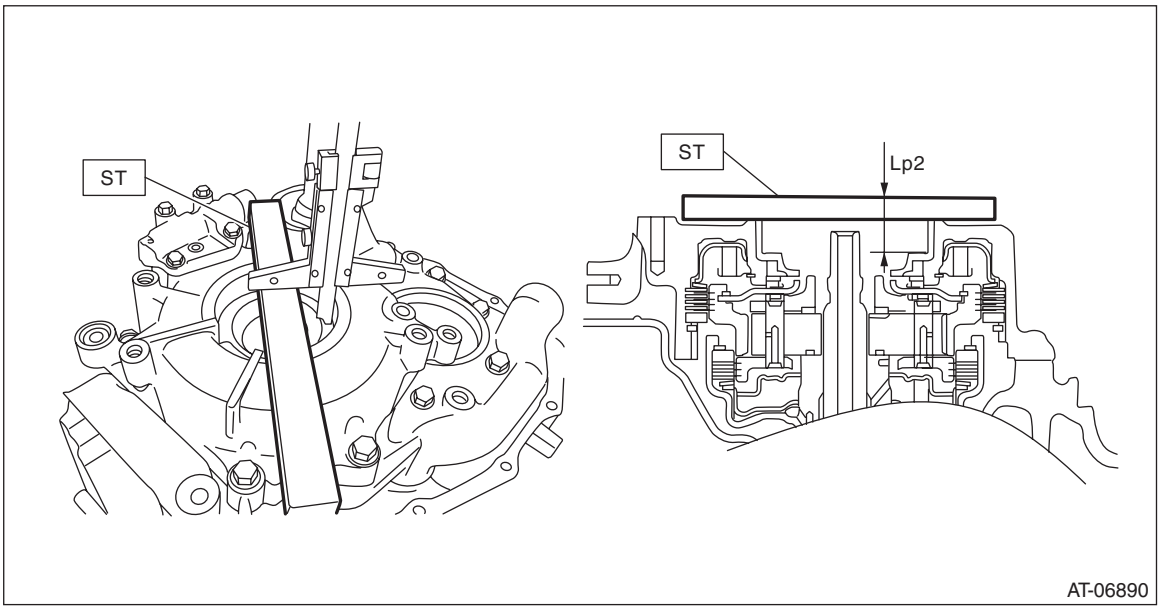
1) Clean the mating surface of current drive pinion retainer and converter case.
2) Measure and record the shim thickness that is attached on the current reverse brake housing.
3) Using the current drive pinion retainer, measure depth “Lp1” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



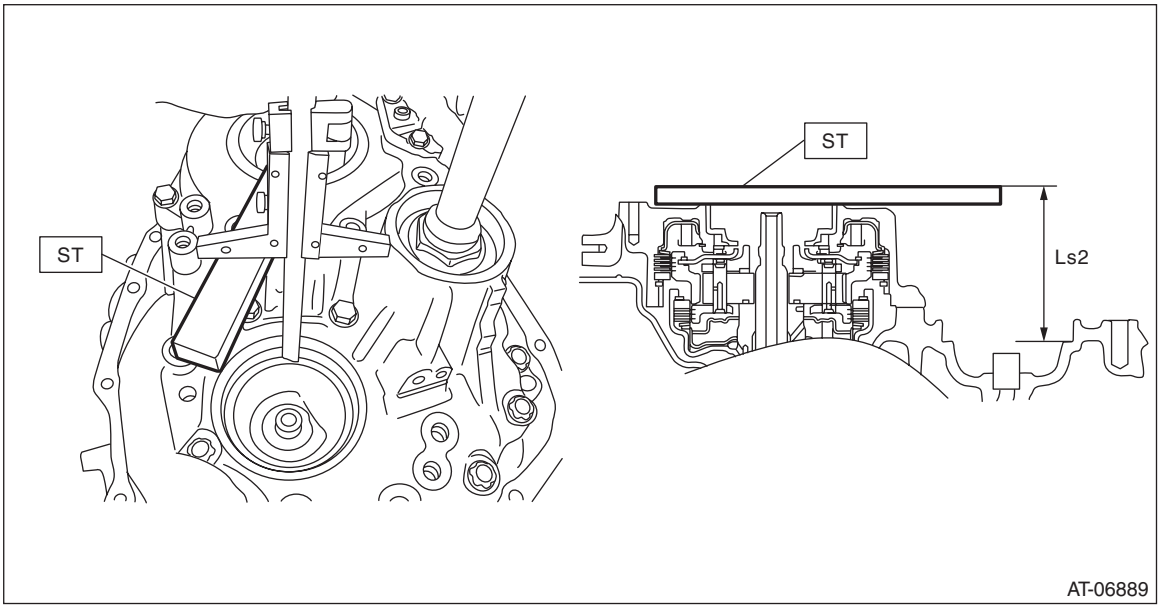
4) Using the current drive pinion retainer or current reverse brake housing, measure the depth “Ls1” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



5) Calculate the “LD1” using the following formula and record it.
Calculation formula:
LD1 mm (in) = Ls1 – Lp1
LD1: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp1: Depth from the ST upper face to the primary pulley bearing catch surface
Ls1: Depth from the ST upper face to the secondary pulley bearing catch surface
6) Using the new drive pinion retainer or new reverse brake housing, measure the depth “Lp2” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



7) Using the new drive pinion retainer or new reverse brake housing, measure the depth “Ls2” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



8) Calculate the “LD2” using the following formula and record it.
Calculation formula:
LD2 mm (in) = Ls2 – Lp2
LD2: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp2: Depth from the ST upper face to the primary pulley bearing catch surface
Ls2: Depth from the ST upper face to the secondary pulley bearing catch surface

9) Calculate the recorded values of “LD1” and “LD2” to obtain the positive number to select the shims.
Calculation formula: T1 mm (in) = LD1 – LD2 or T2 mm (in) = LD2 – LD1
T1, T2: Difference between new drive pinion retainer or new reverse brake housing and current drive pinion retainer or current reverse brake housing
LD1: Calculated value of current drive pinion retainer or current reverse brake housing
LD2: Calculated value of new drive pinion retainer or new reverse brake housing

Difference of the case (T1) mm (in)	Shim selection procedure
0 — 0.050 (0 — 0.00197)	Select a new shim of the same thickness with the shim that is used on the primary pulley side of the current reverse brake housing.
0.051 — 0.150 (0.00201 — 0.00591)	Select a shim which is 0.1 mm (0.004 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.151 — 0.250 (0.00594 — 0.00984)	Select a shim which is 0.2 mm (0.008 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.251 — 0.350 (0.00988 — 0.01378)	Select a shim which is 0.3 mm (0.012 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.351 — 0.450 (0.01382 — 0.01772)	Select a shim which is 0.4 mm (0.016 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.451 — 0.550 (0.01776 — 0.02165)	Select a shim which is 0.5 mm (0.020 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.
0.551 — 0.600 (0.02169 — 0.02362)	Select a shim which is 0.6 mm (0.024 in) thicker than the shim that is used on the primary pulley side of the current reverse brake housing.

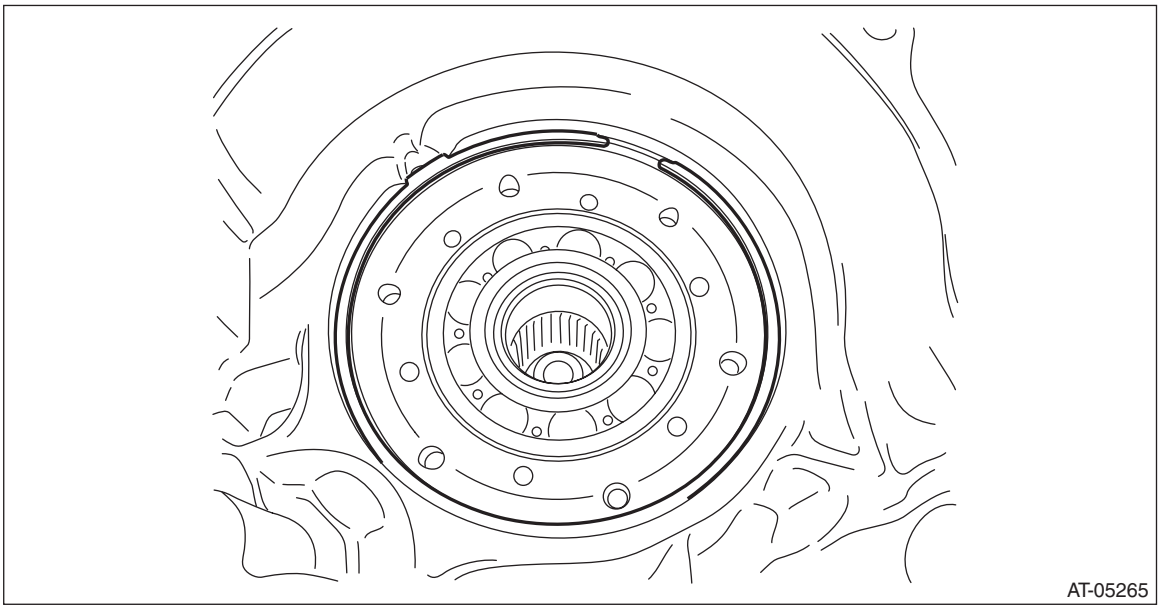
Difference of the case (T2) mm (in)	Shim selection procedure
0 — 0.050 (0 — 0.00197)	Select a new shim of the same thickness with the shim that is used on the primary pulley side of the current reverse brake housing.
0.051 — 0.150 (0.00201 — 0.00591)	Select a shim which is 0.1 mm (0.004 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.151 — 0.250 (0.00594 — 0.00984)	Select a shim which is 0.2 mm (0.008 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.251 — 0.350 (0.00988 — 0.01378)	Select a shim which is 0.3 mm (0.012 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.351 — 0.450 (0.01382 — 0.01772)	Select a shim which is 0.4 mm (0.016 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.451 — 0.550 (0.01776 — 0.02165)	Select a shim which is 0.5 mm (0.020 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.
0.551 — 0.600 (0.02169 — 0.02362)	Select a shim which is 0.6 mm (0.024 in) thinner than the shim that is used on the primary pulley side of the current reverse brake housing.

Part No.	Shim thickness mm (in)
32451AA050	0.1 (0.004)
32451AA060	0.2 (0.008)
32451AA070	0.3 (0.012)
32451AA080	0.4 (0.016)
32451AA090	0.5 (0.020)
32451AA100	0.6 (0.024)

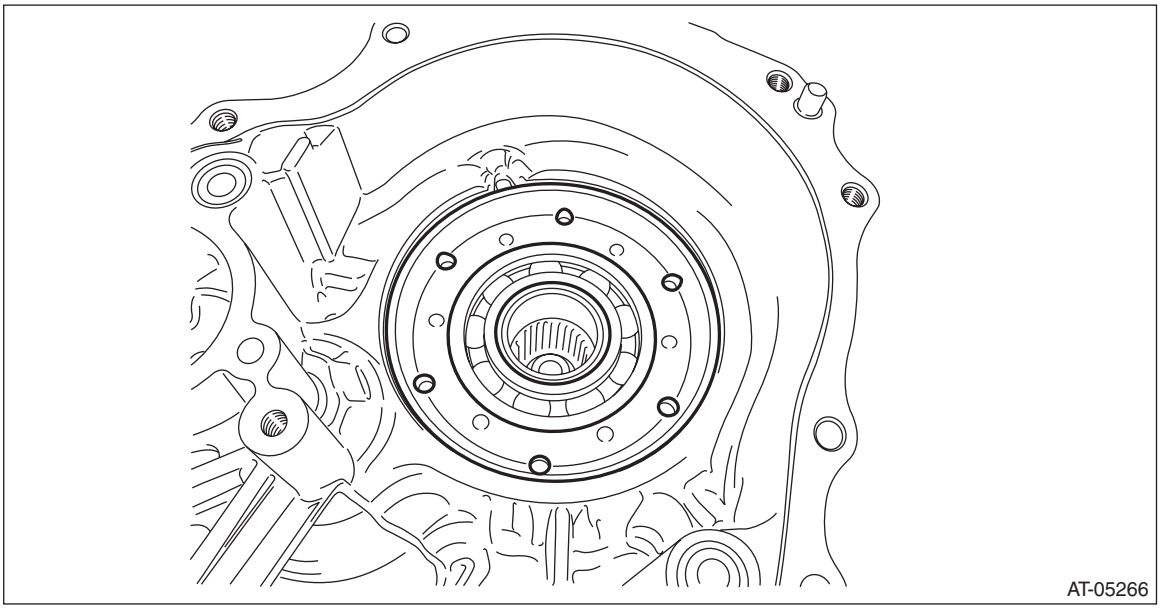
38.Reduction Driven Gear

A: REMOVAL

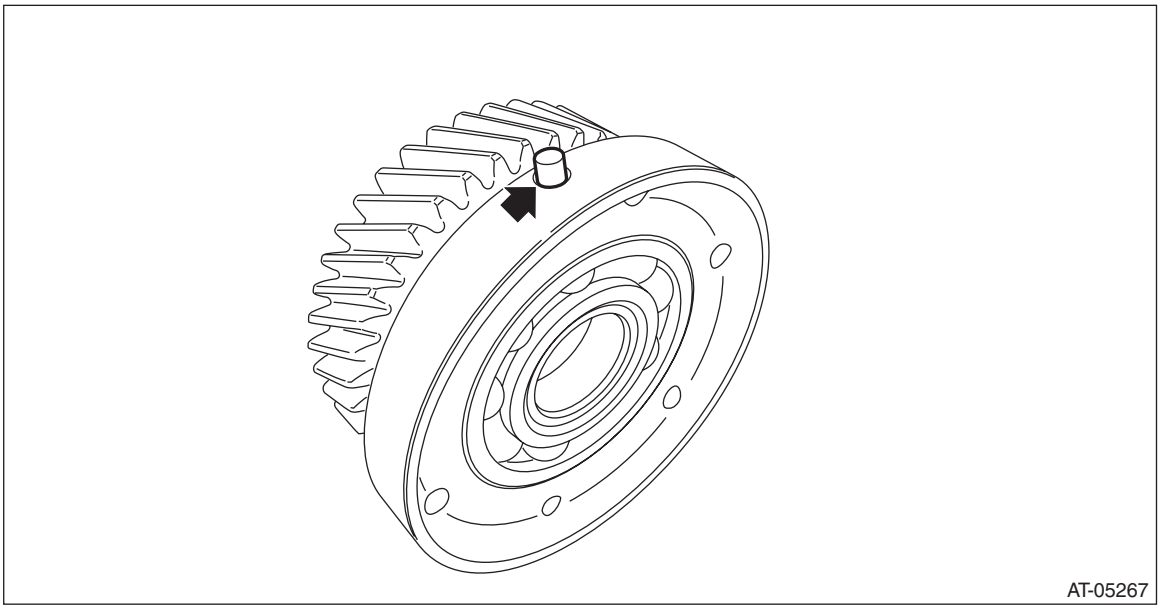
1) Remove the transmission from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
3) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
4) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
5) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
6) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
7) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
8) Remove the snap ring.


AT-05265

9) Remove the reduction driven gear assembly.

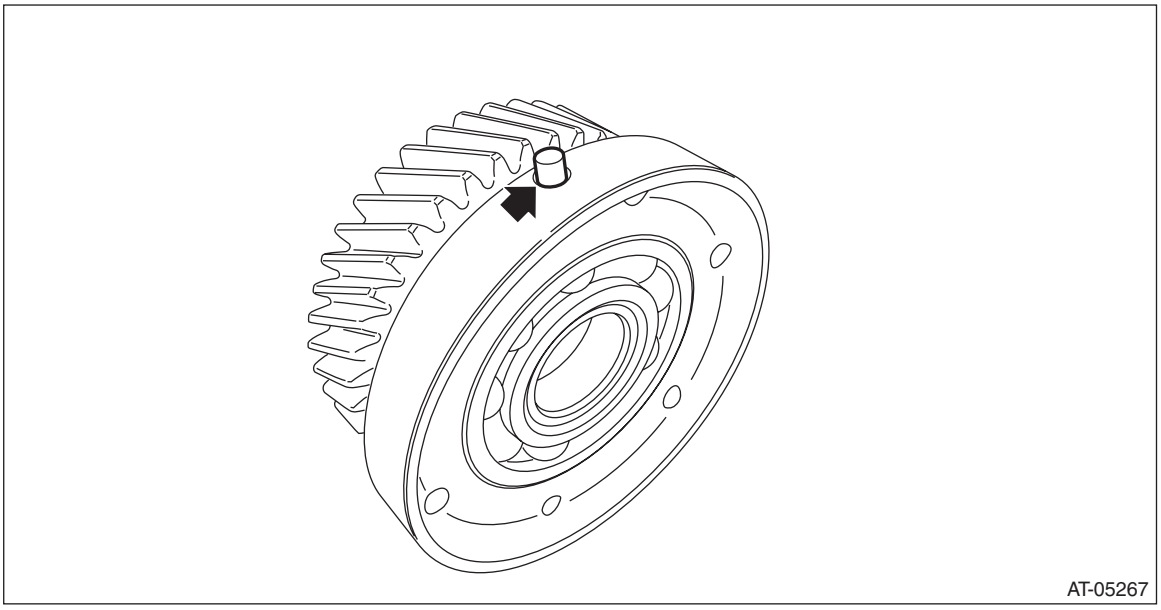

AT-05266

10) Remove the straight pin.

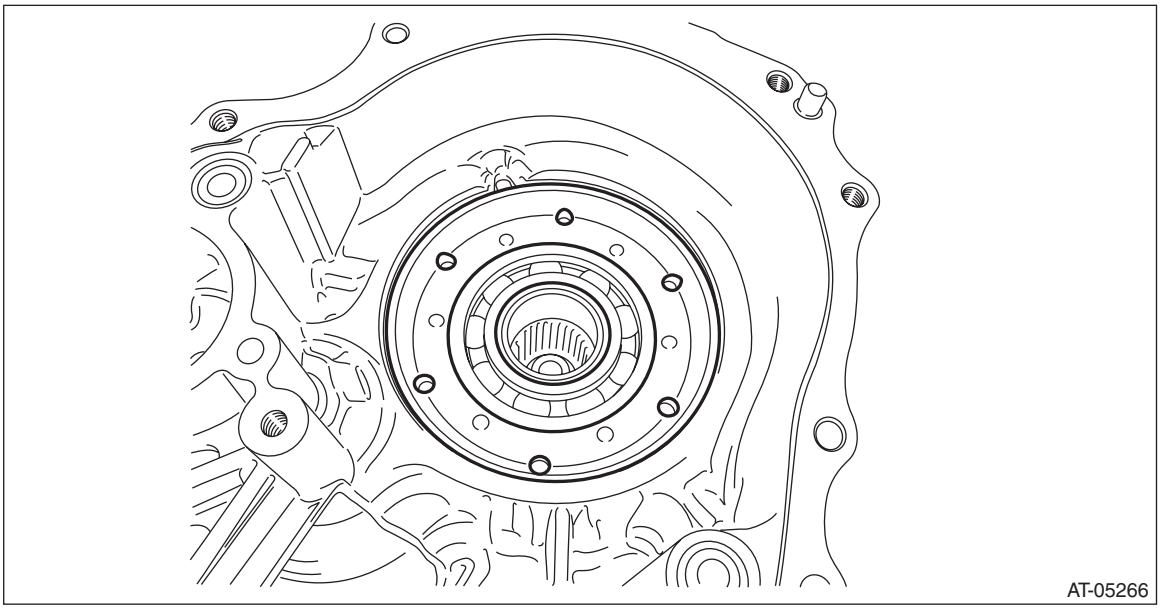


B: INSTALLATION

1) Install the straight pin to reduction driven gear assembly.



2) Fit the straight pin portion to the recess portion of transmission case and install the reduction driven gear and install the snap ring.

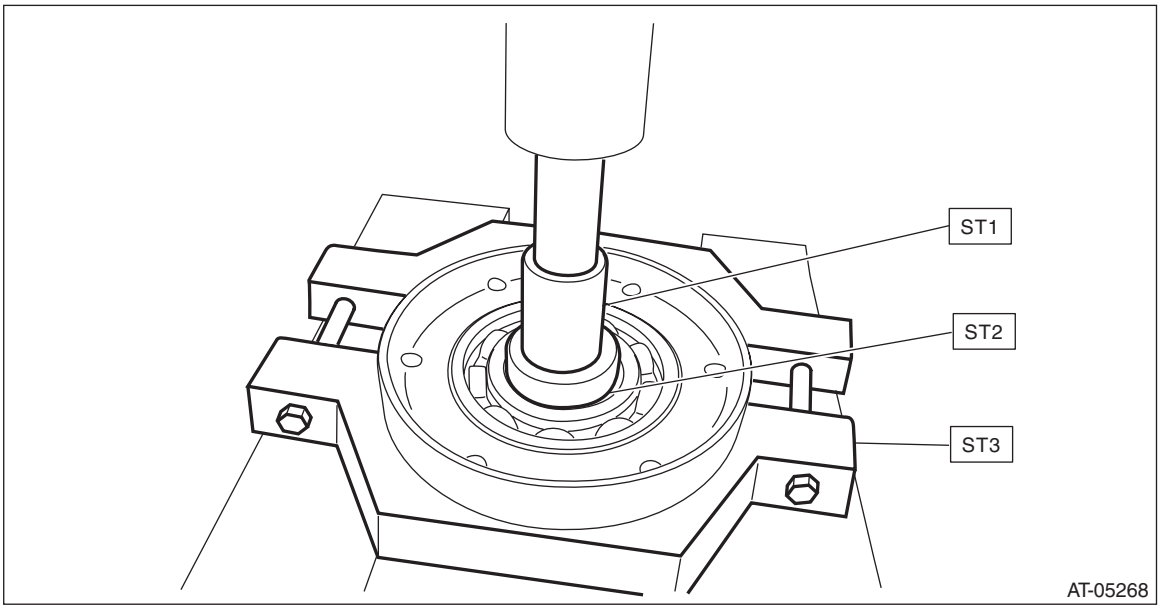


3) Select the snap ring. <Ref. to CVT(TR690)-208, ADJUSTMENT, Reduction Driven Gear.>
4) Replace with the selected snap ring.

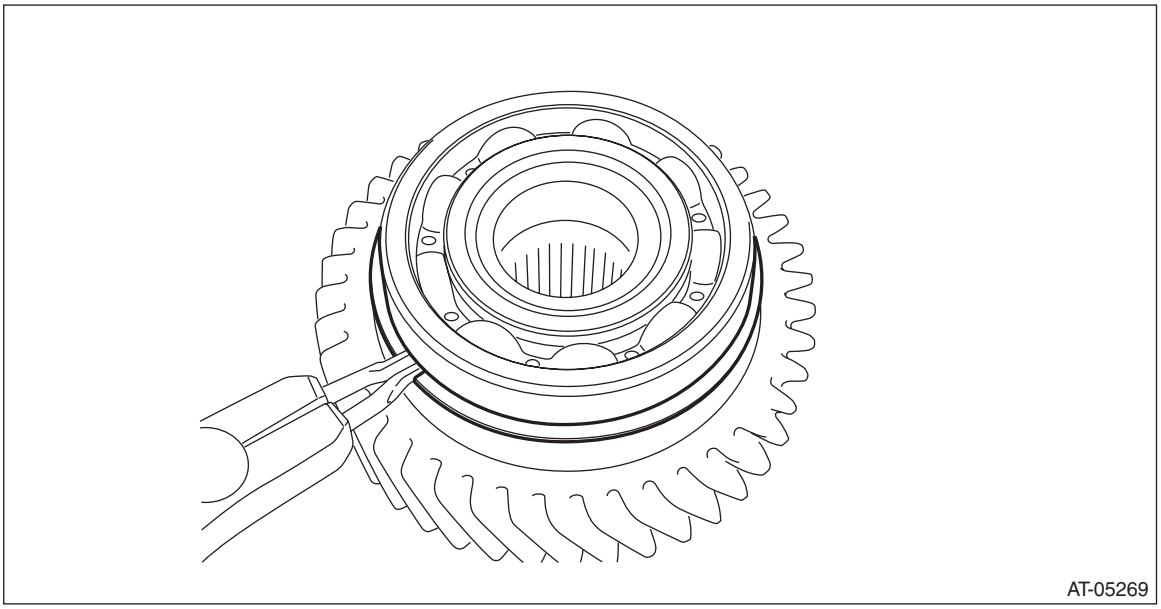
NOTE:
If the clearance measured in step 3) is within standard, the snap ring replacement is not necessary.
5) Install the forward clutch assembly. <Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
6) Install the intermediate case. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
7) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
8) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
9) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
10) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
11) Install the transmission to vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

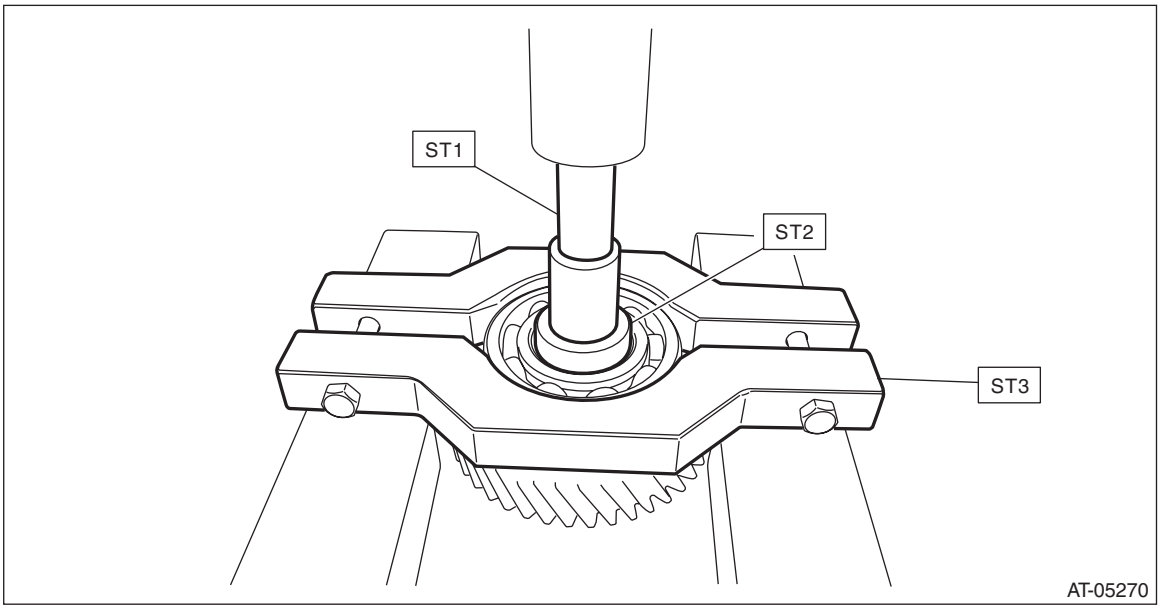
1) Remove the bearing retainer using ST1, ST2 and ST3.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 18767AA000 BEARING REMOVER



2) Remove the snap ring.



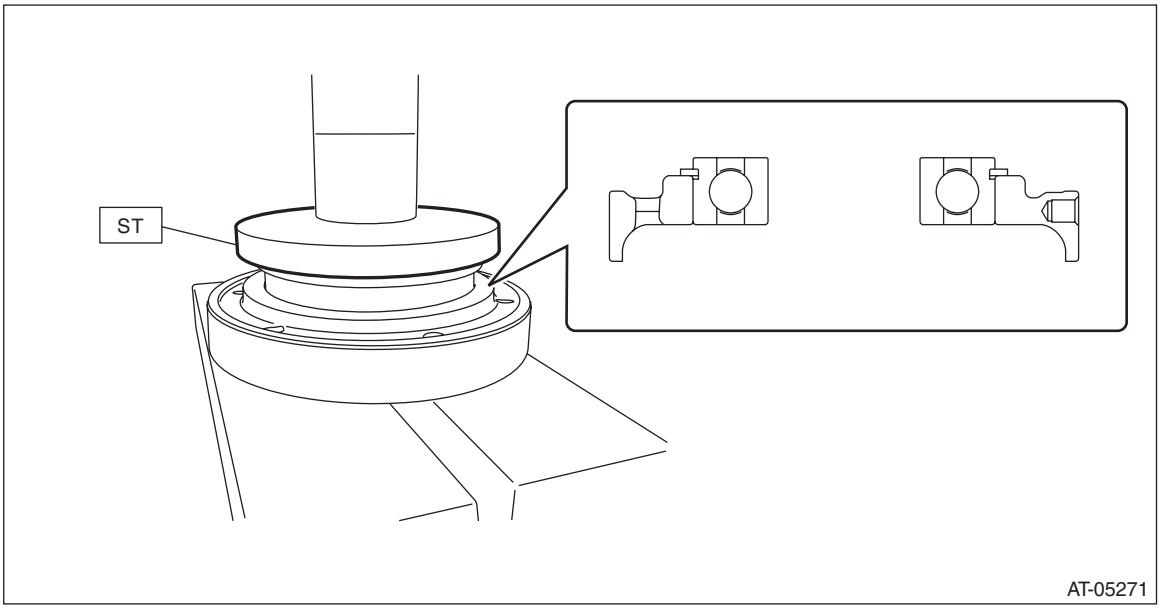
3) Remove the ball bearing using ST1, ST2 and ST3.
ST1 899864100 REMOVER
ST2 398497701 SEAT
ST3 498077600 REMOVER



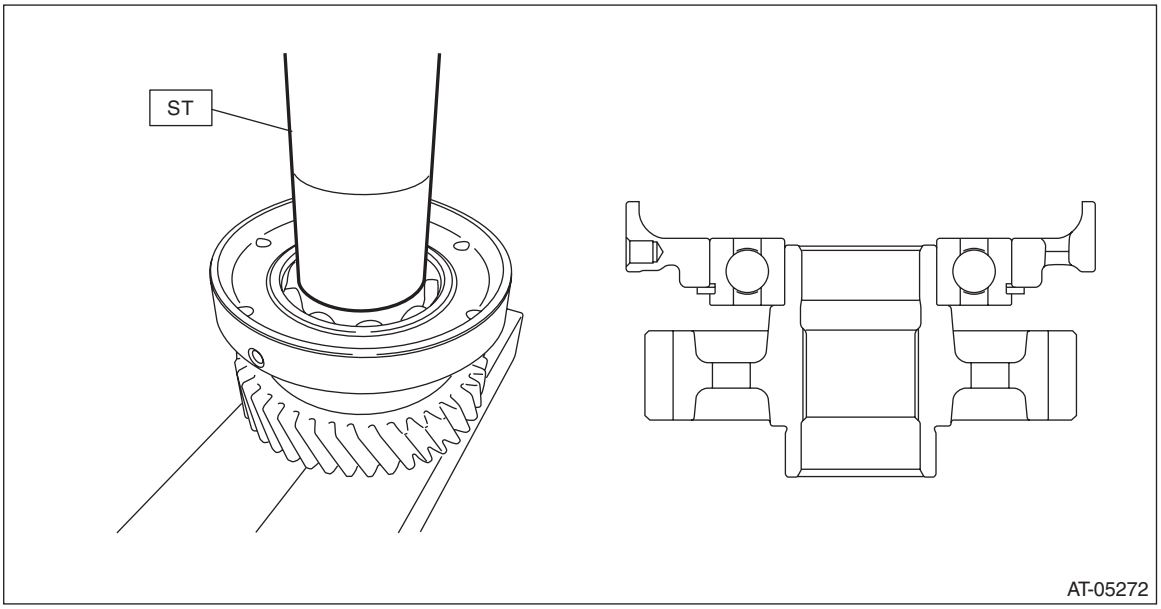
D: ASSEMBLY

1) Using the ST, install the ball bearing to bearing retainer.
ST 398177700 INSTALLER

NOTE:
- Use a new ball bearing.
- Make sure to install the ball bearing in the right direction.
- Apply CVTF to the press-fitting area.



2) Using the ST, install the reduction driven gear.
ST 499277200 INSTALLER



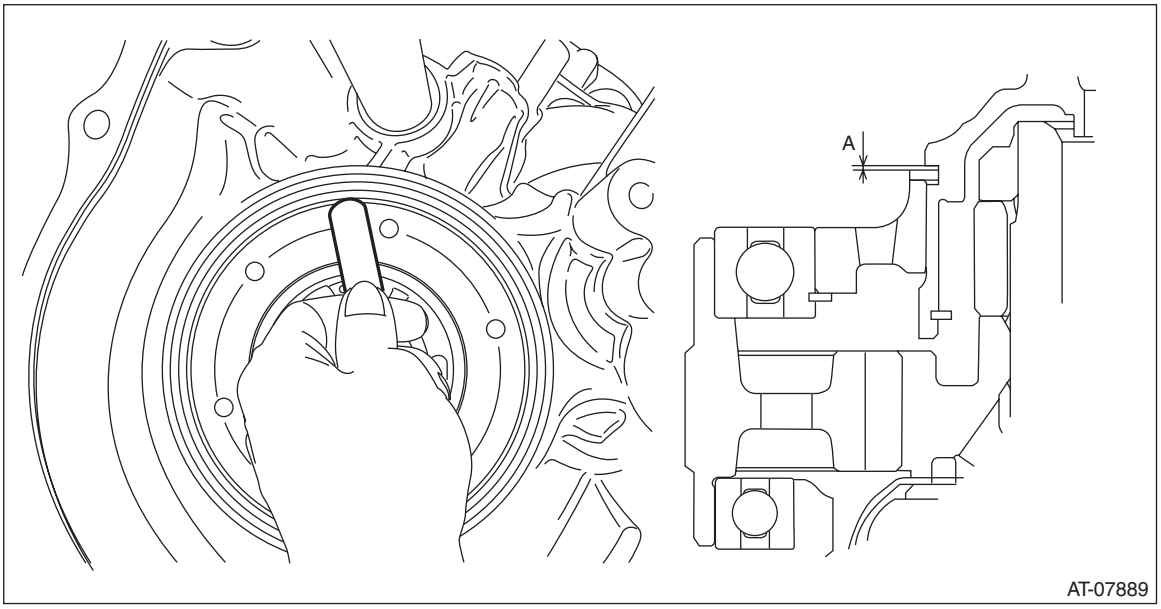
E: INSPECTION

- Check the ball bearing for smooth rotation.
- Check the ball bearing for excessive looseness.
- Check the reduction driven gear for breakage or damage.
- Check the clearance between snap ring and transmission case and replace the snap ring as necessary.

F: ADJUSTMENT

1) Measure clearance “A” between snap ring and transmission case.

Specification:
0.05 — 0.25 mm (0.002 — 0.01 in)



2) If clearance “A” is out of standard, select the snap ring within standard.

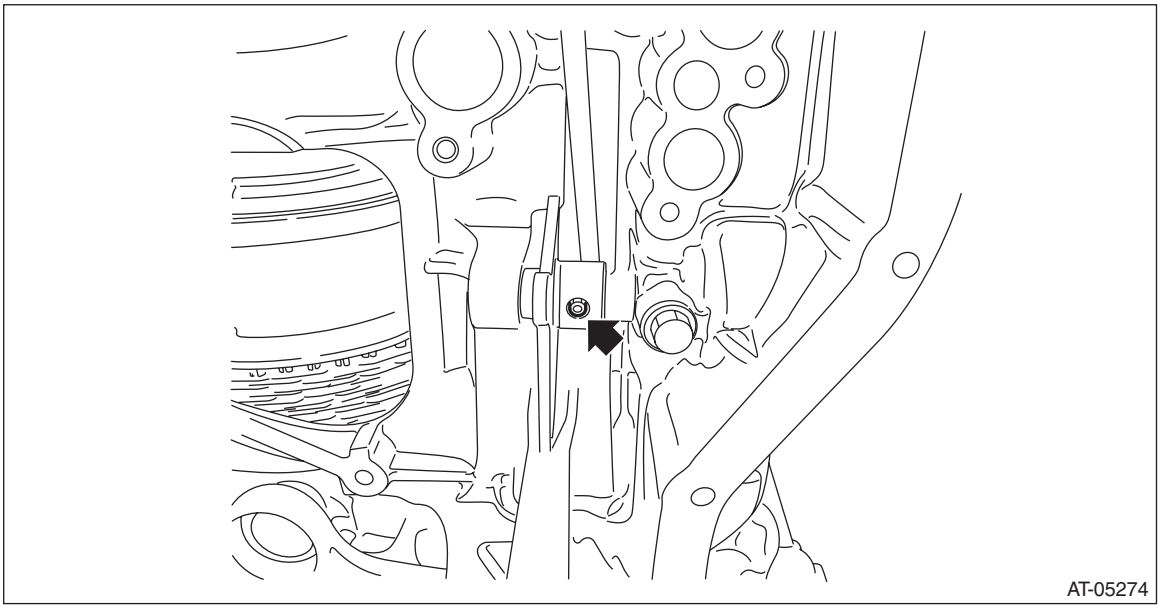
Snap ring	
Part No.	Thickness mm (in)
805100460	2.0 (0.079)
805100461	2.1 (0.083)
805100462	2.2 (0.087)
805100463	2.3 (0.091)
805100464	2.4 (0.094)

39.Transmission Control Device

A: REMOVAL

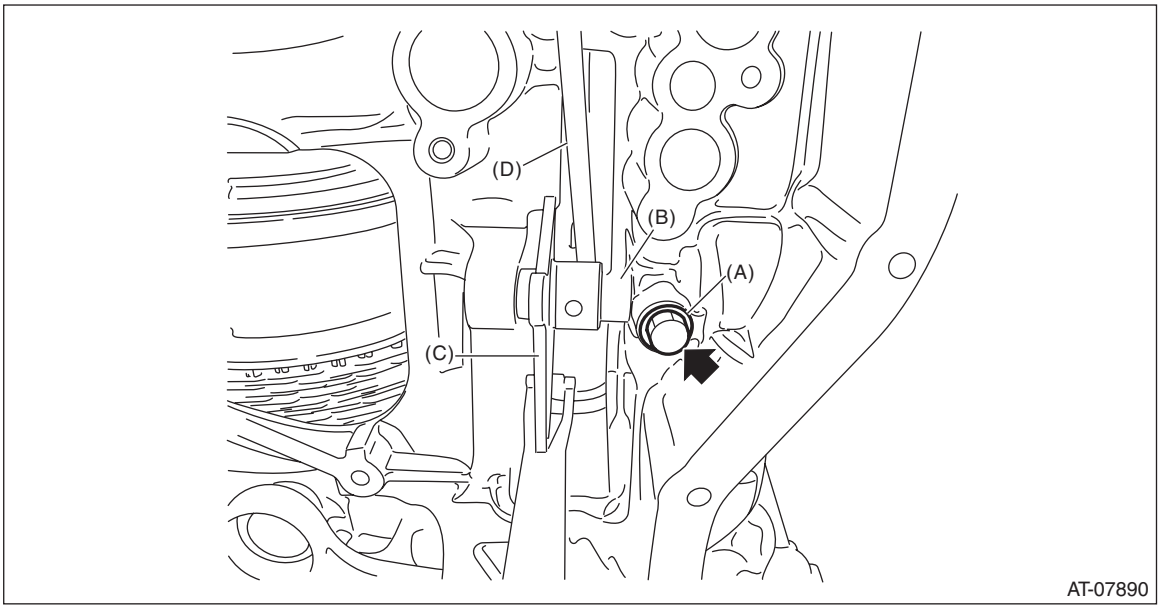
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
3) Remove the inhibitor switch. <Ref. to CVT(TR690)-95, REMOVAL, Inhibitor Switch.>
4) Remove the spring pin.

NOTE:
Prevent the spring pin from dropping in the transmission using paper towel etc.



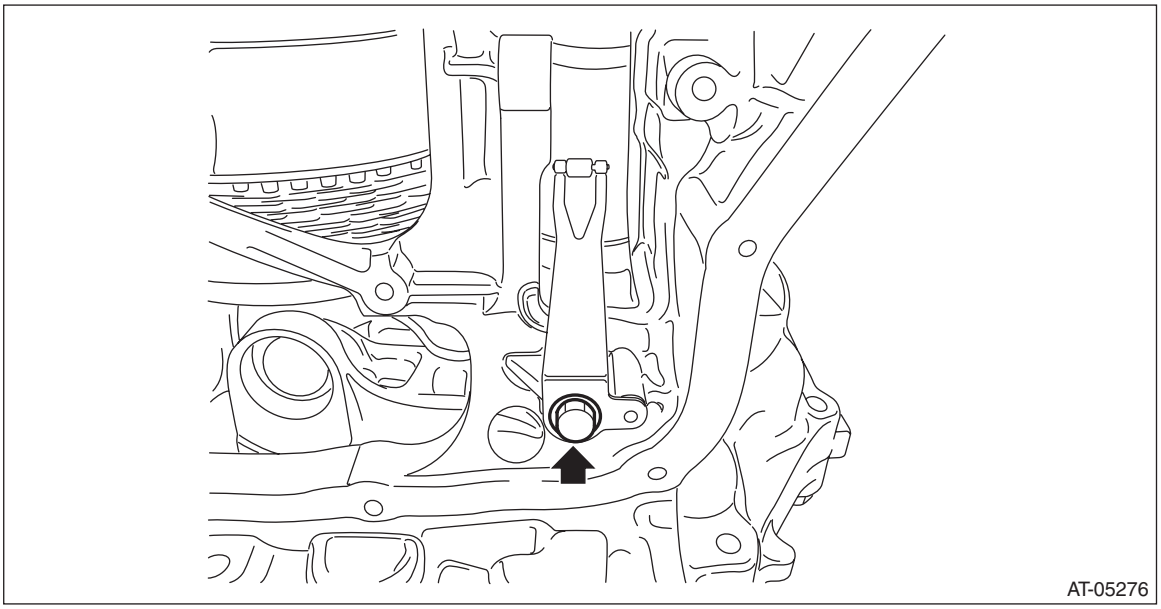
5) Remove the bolt and remove the range select lever, manual plate and parking rod.

NOTE:
Do not damage the lip of oil seal press-fitted in the case.



(A) Bolt
(B) Range select lever
(C) Manual plate
(D) Parking rod

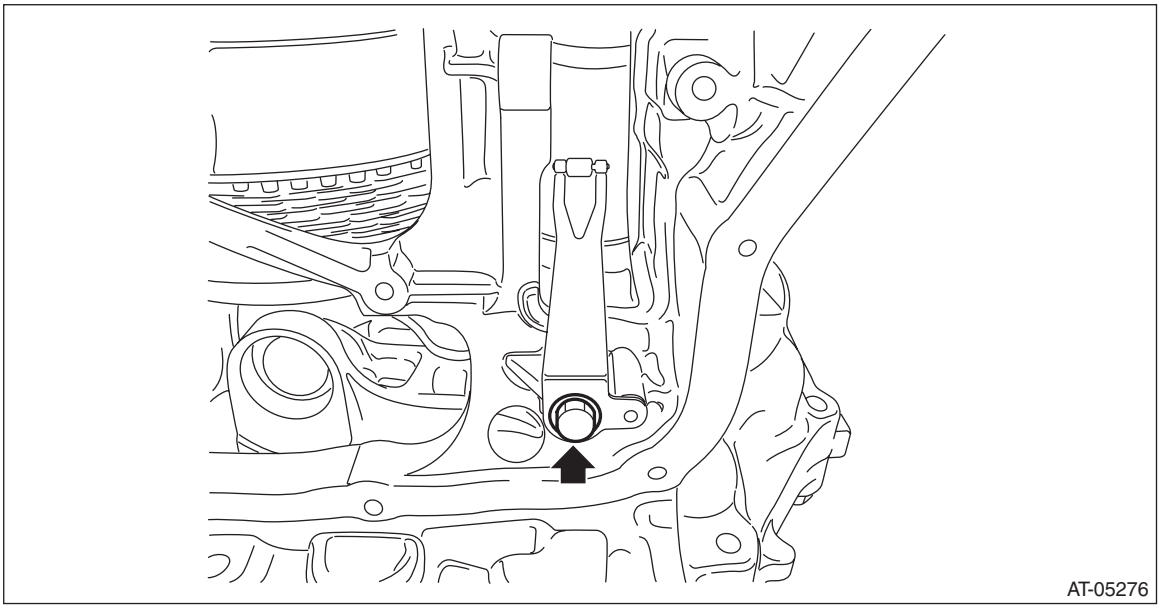
6) Remove the detent spring.



B: INSTALLATION

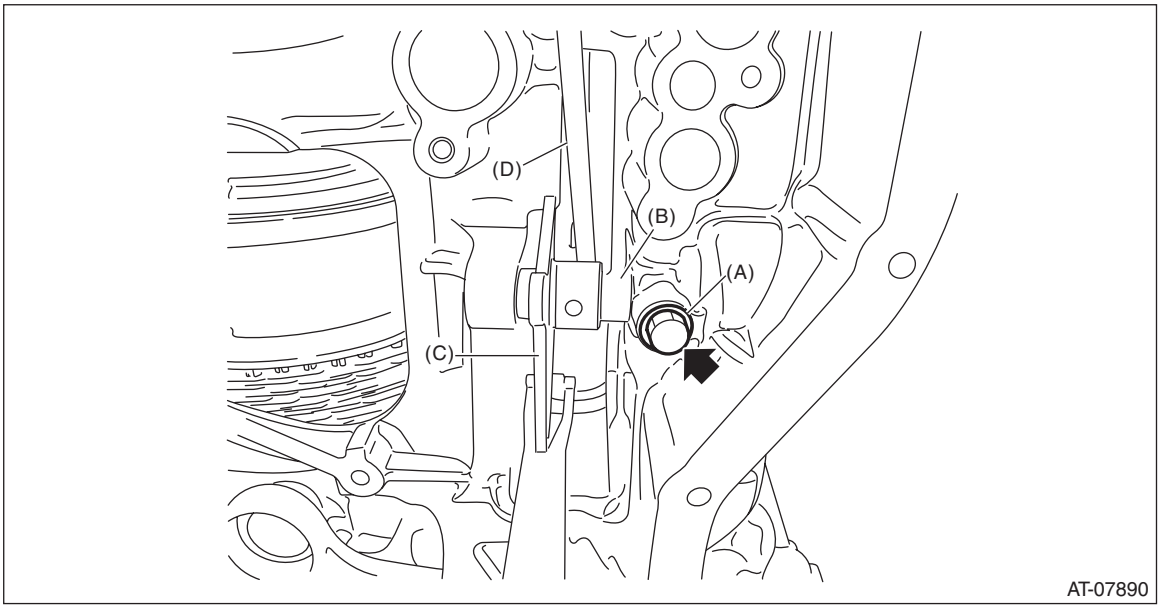
1) Install the detent spring to the transmission case.

Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



2) Install the manual plate, parking rod, range select lever and bolt.

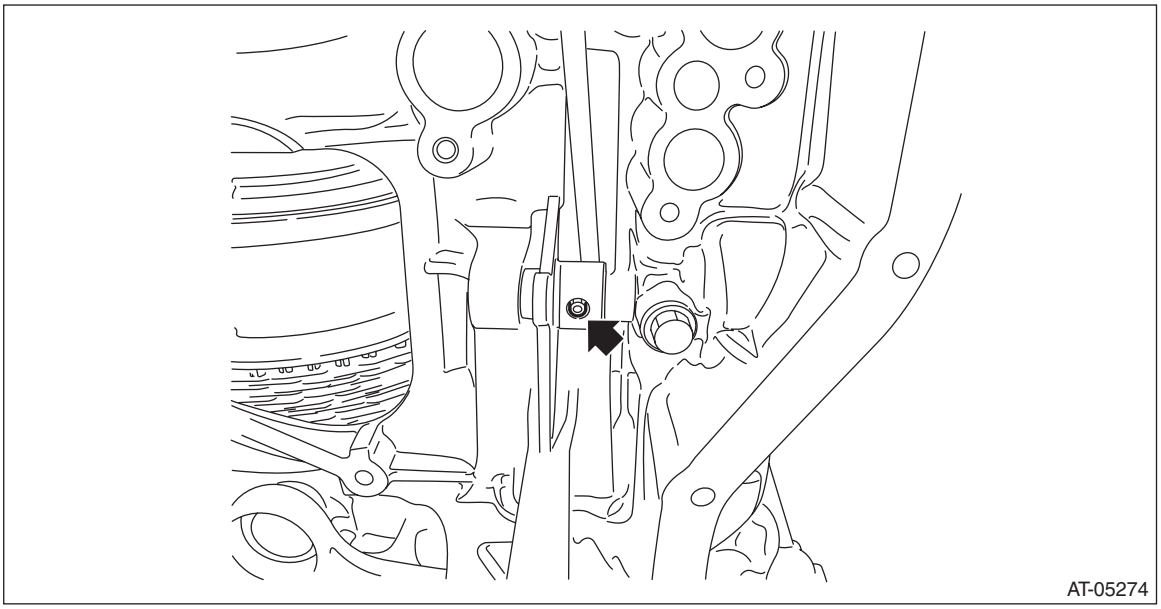
Tightening torque:
7 N·m (0.7 kgf-m, 5.2 ft-lb)



(A) Bolt
(B) Range select lever
(C) Manual plate
(D) Parking rod

3) Install the spring pin.

NOTE:
Use new spring pin.



4) Install the inhibitor switch. <Ref. to CVT(TR690)-92, Inhibitor Switch.>
5) Adjust the inhibitor switch. <Ref. to CVT(TR690)-92, Inhibitor Switch.>
6) Install the control valve body and oil pan. <Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
7) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Make sure that the manual lever and detent spring are not worn or otherwise damaged.

39.Variator Chain

A: REMOVAL

For removal of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>

B: INSTALLATION

For installation of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>

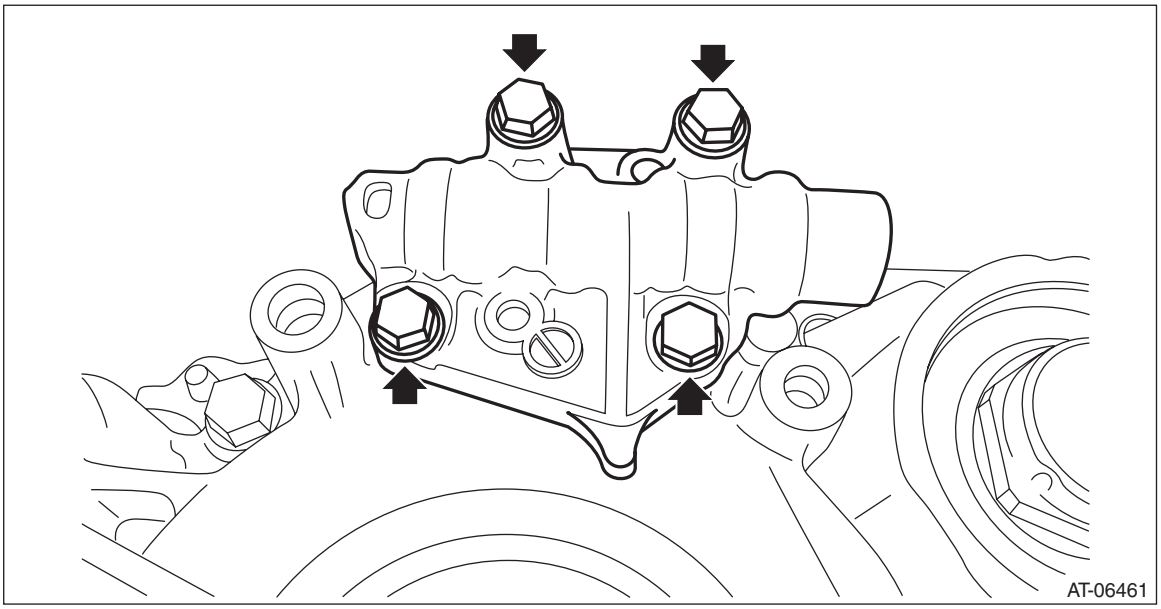
C: INSPECTION

Check the variator chain for damage and wear.

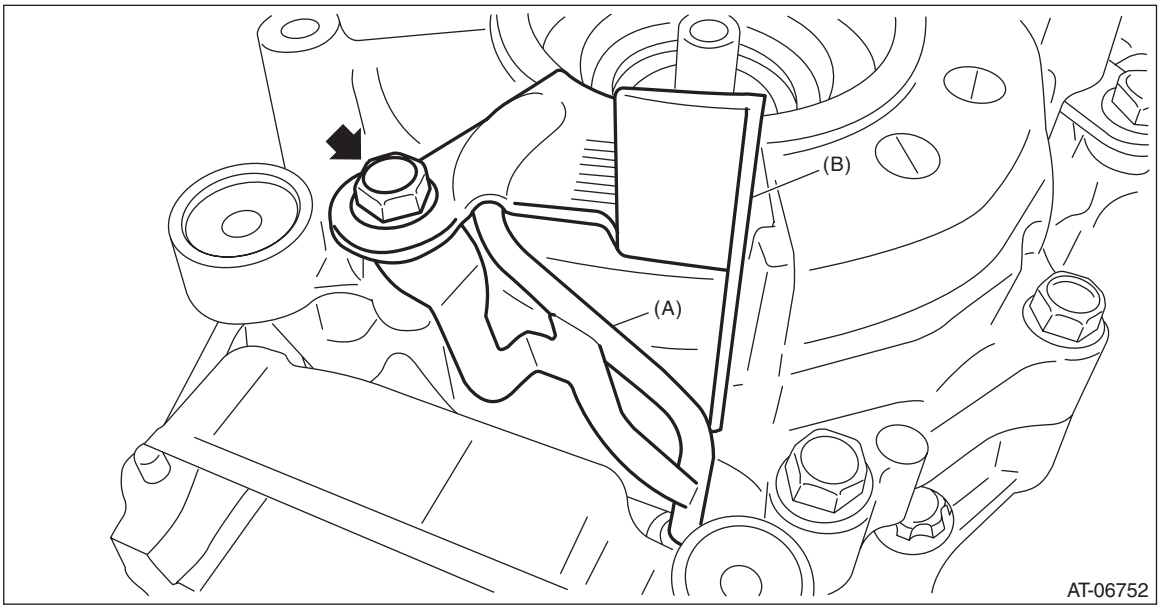
40.Reverse Brake Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the manual valve assembly.

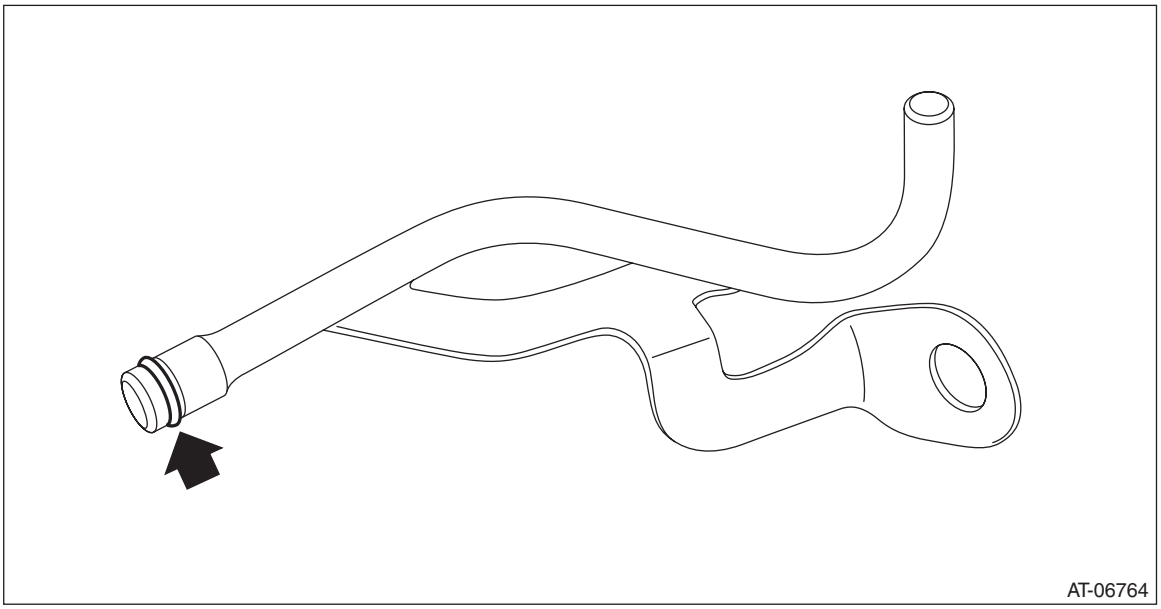


20) Remove the oil guide and lubrication pipe.

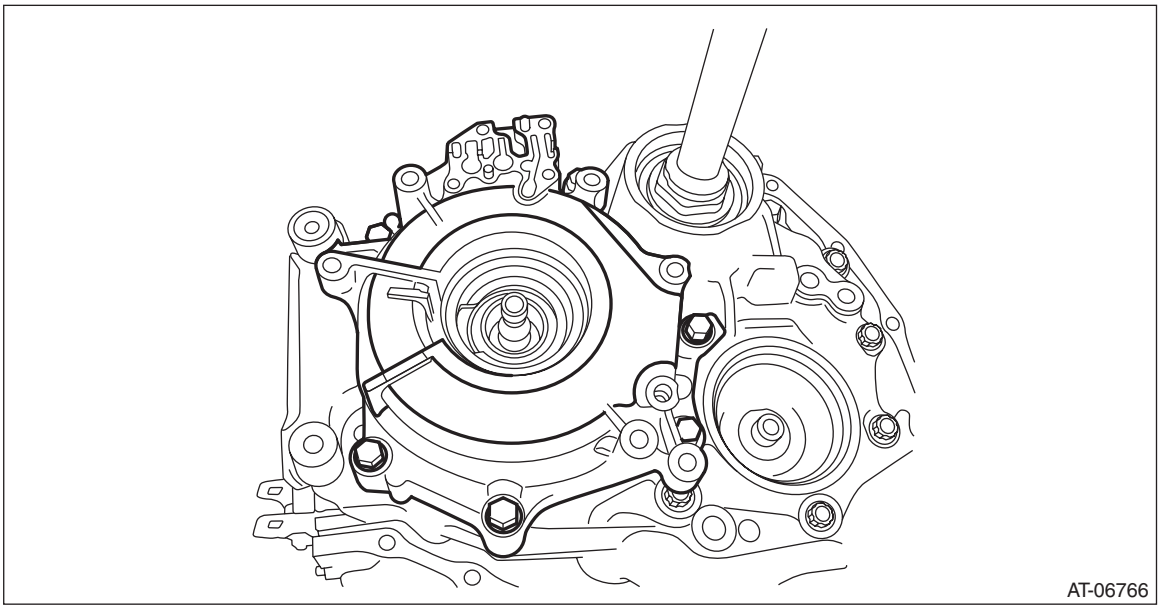


(A) Lubrication pipe
(B) Oil guide

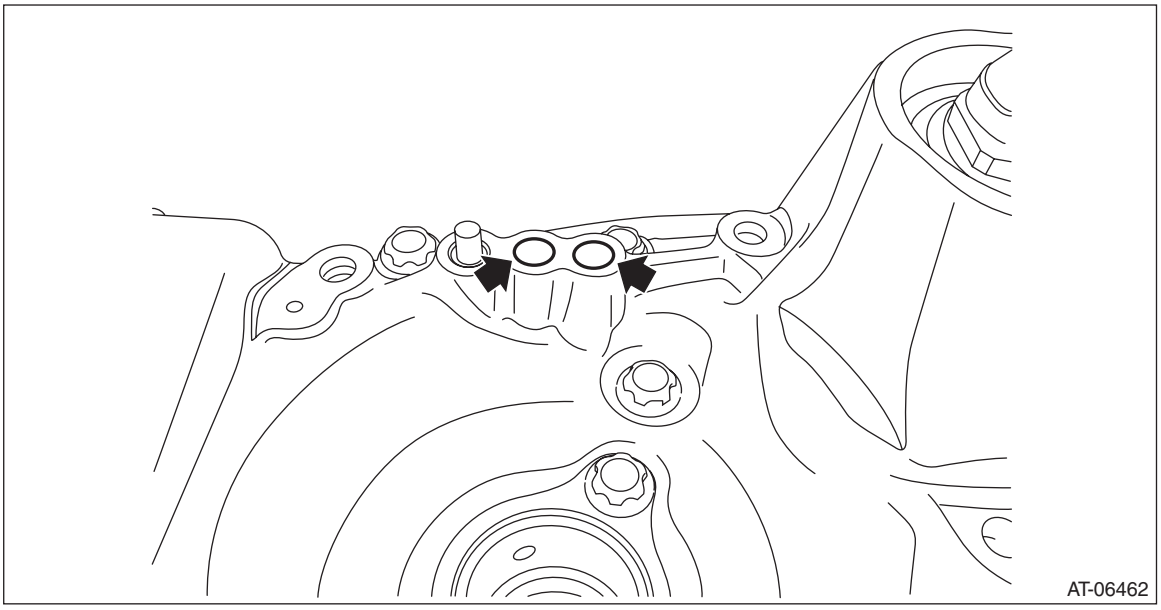
21) Remove the O-ring from lubrication pipe.



22) Remove the reverse brake assembly.

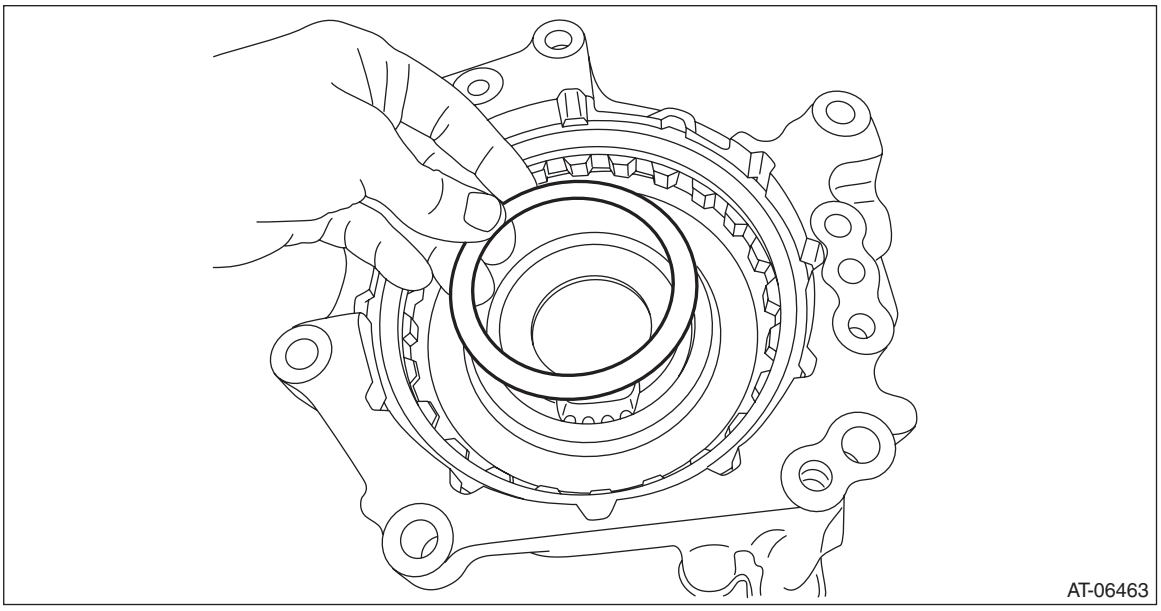


23) Remove the O-ring.



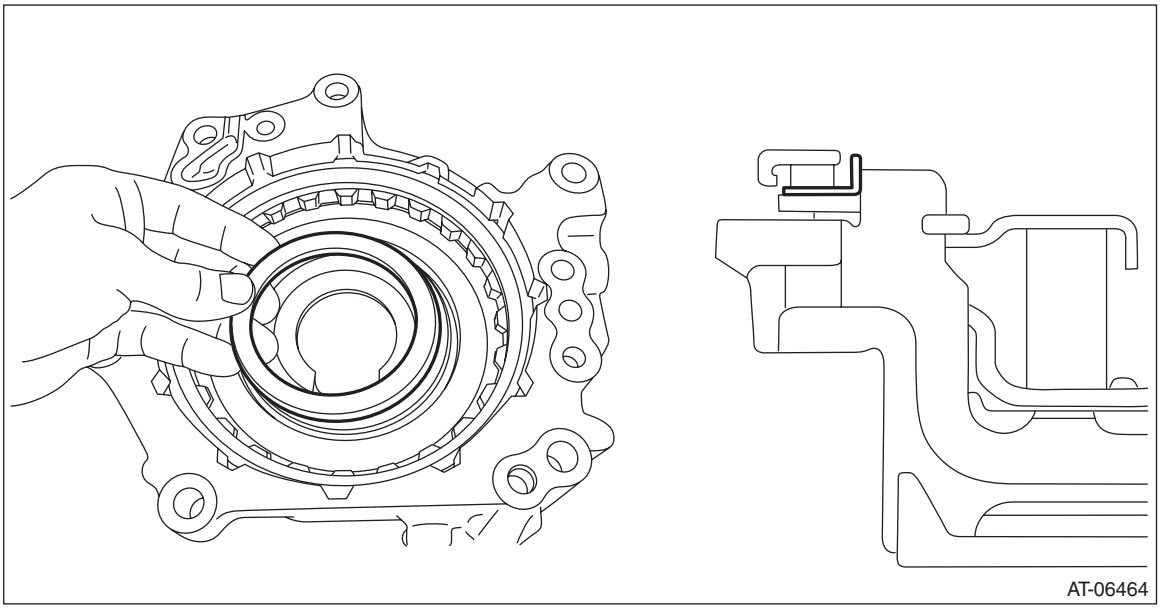
B: INSTALLATION

1) Select a washer.<Ref. to CVT(TR580)-275, ADJUSTMENT, Forward Clutch Assembly.>
2) Install the selected washer to the reverse brake housing.

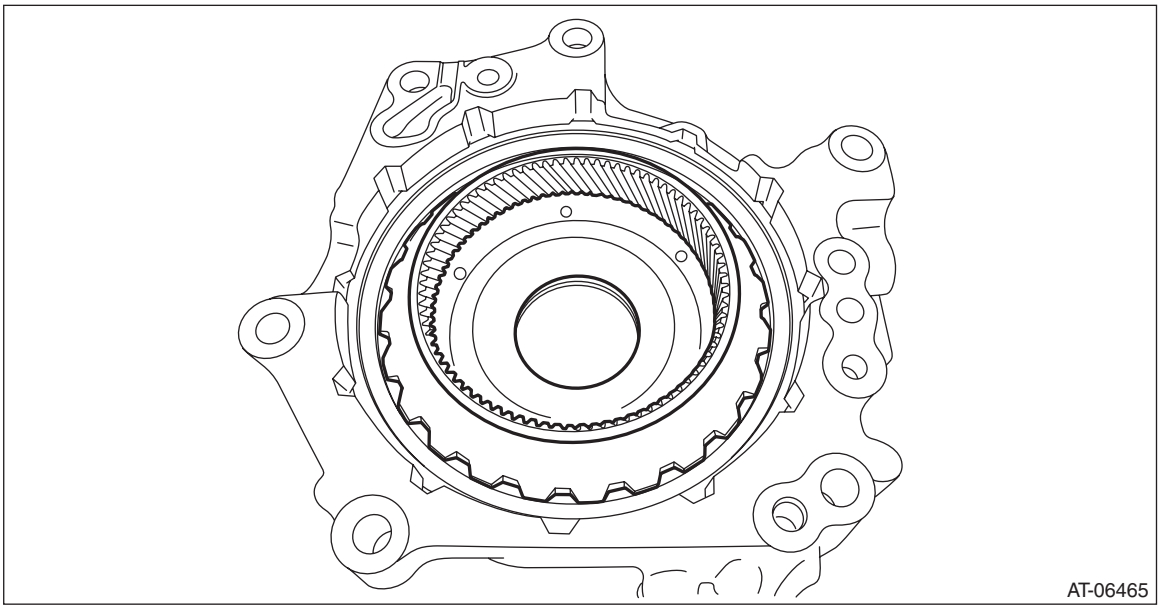


3) Install the thrust bearing to the reverse brake housing.

NOTE:
Face the temper color surface to the reverse brake side.

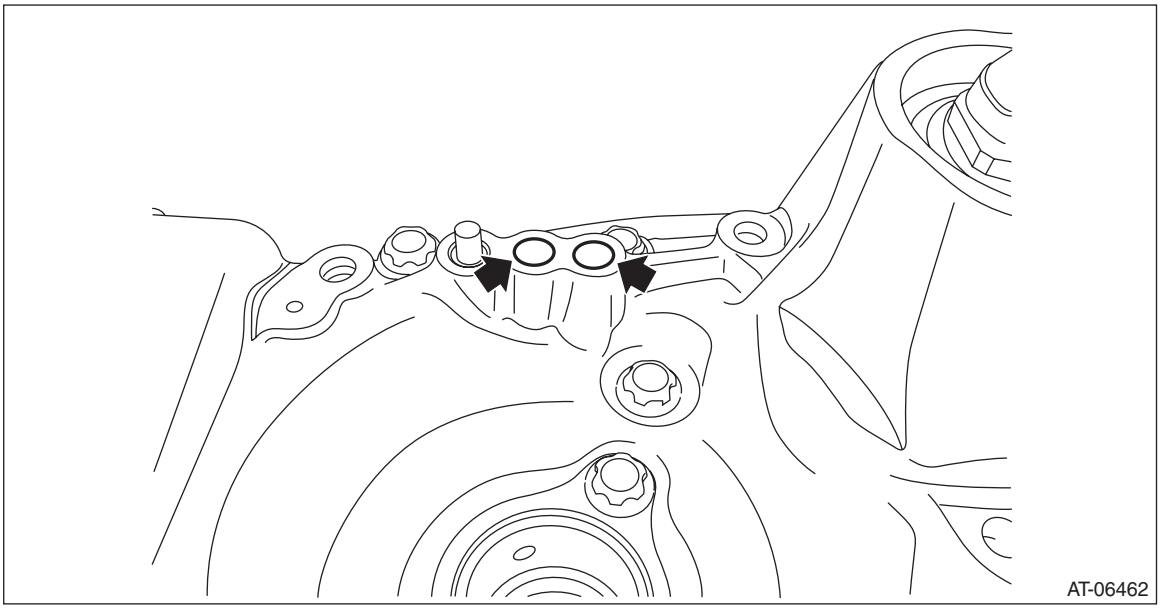


4) Remove the internal gear from the forward clutch assembly, and install it to the reverse brake housing.



5) Install the O-rings.

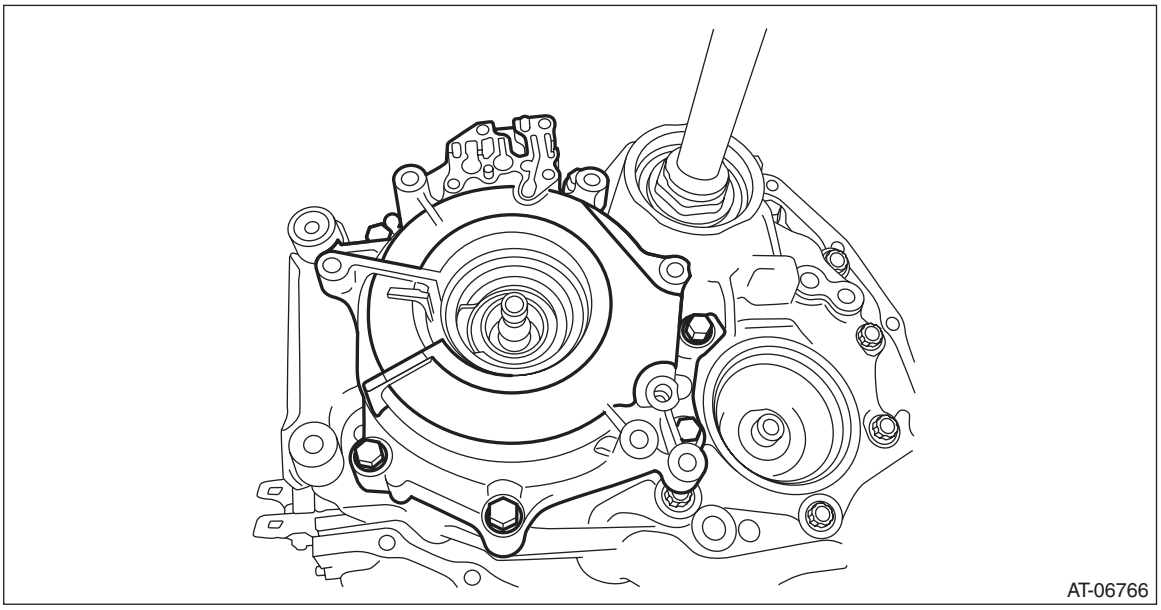
NOTE:
- Install a new O-ring.
- Apply CVTF to the O-rings.



6) Install the reverse brake assembly and internal gear as a unit to the drive pinion retainer.

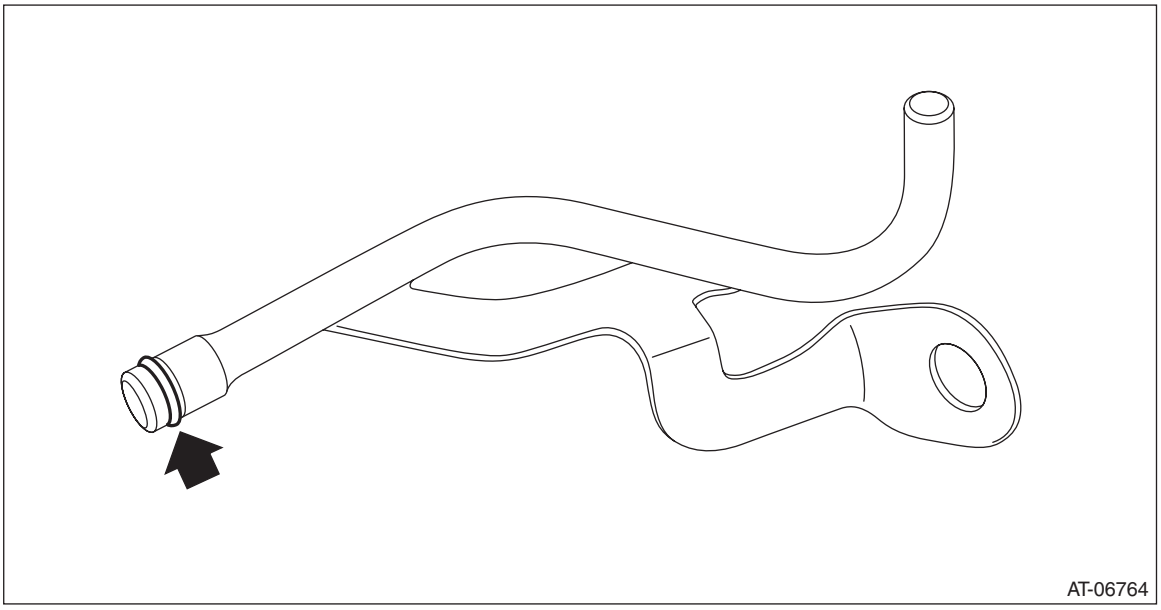
NOTE:
Slowly rotate the input shaft by hand to engage the internal gear and pinion gear of planetary carrier.

Tightening torque:
37 N·m (3.8 kgf-m, 27.3 ft-lb)



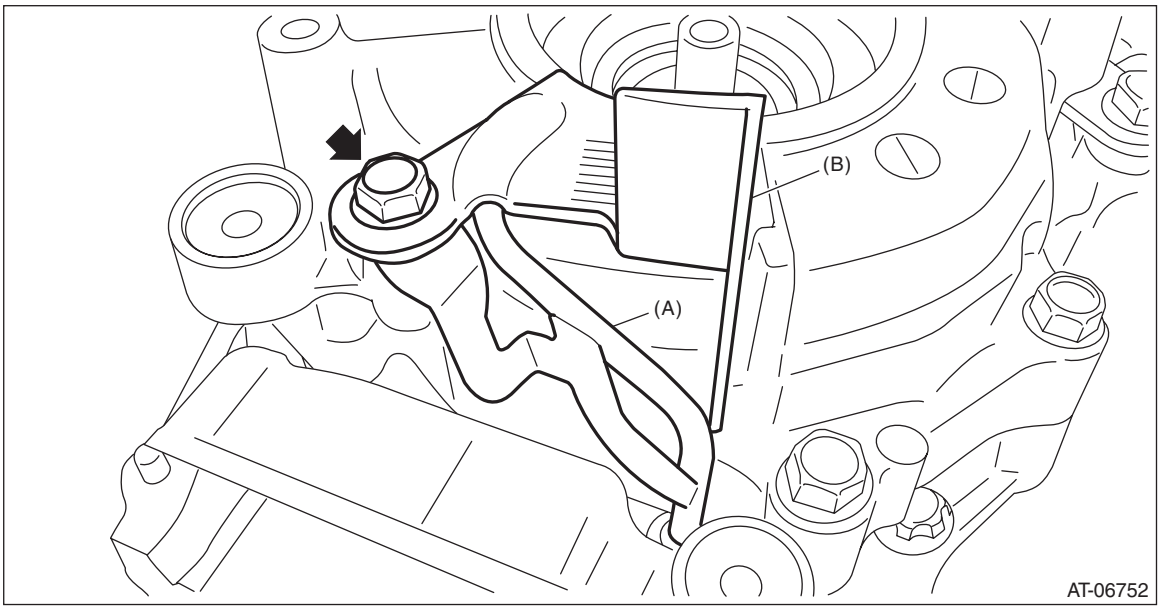
7) Install the O-ring to the lubrication pipe.

NOTE:
- Install a new O-ring.
- Apply CVTF to the O-rings.



8) Install the lubrication pipe and oil guide.

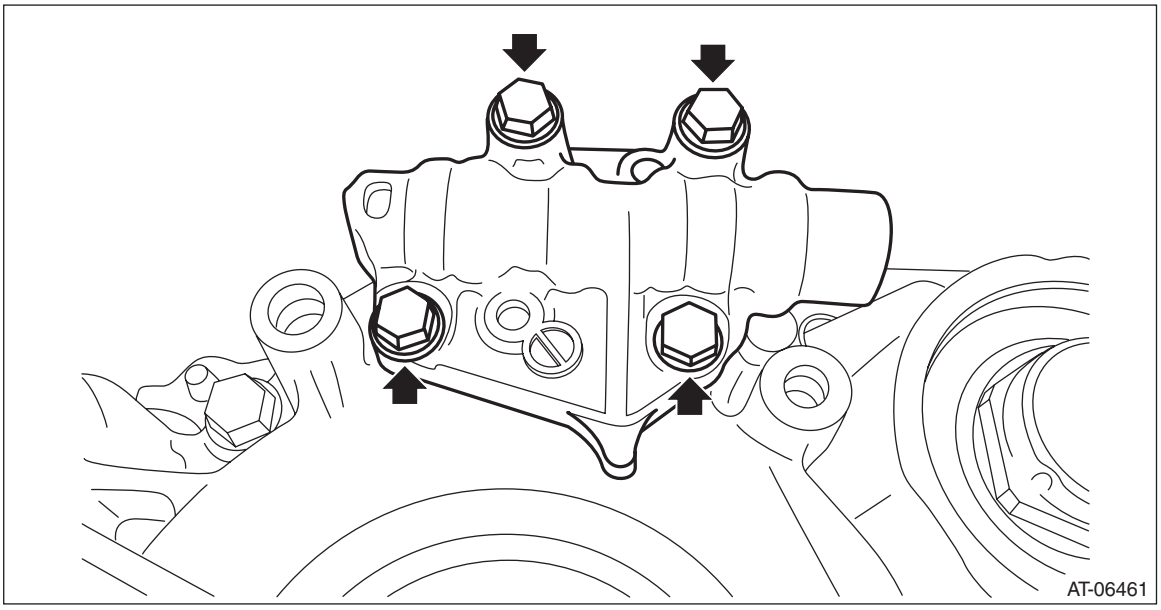
Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



(A) Lubrication pipe
(B) Oil guide

9) Install the manual valve assembly and separator plate.

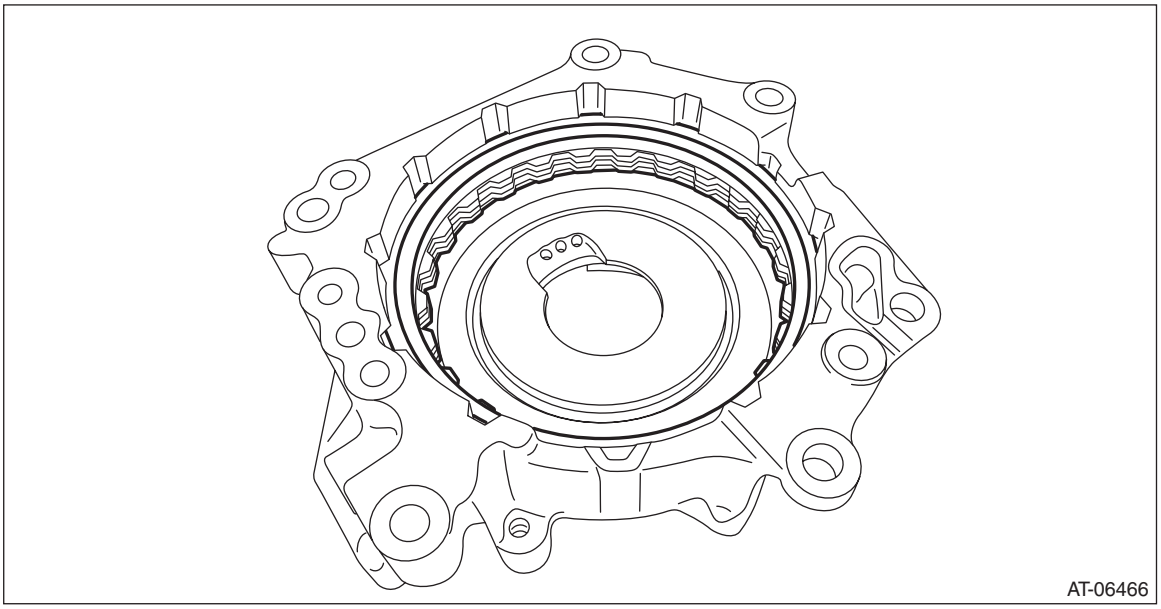
Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



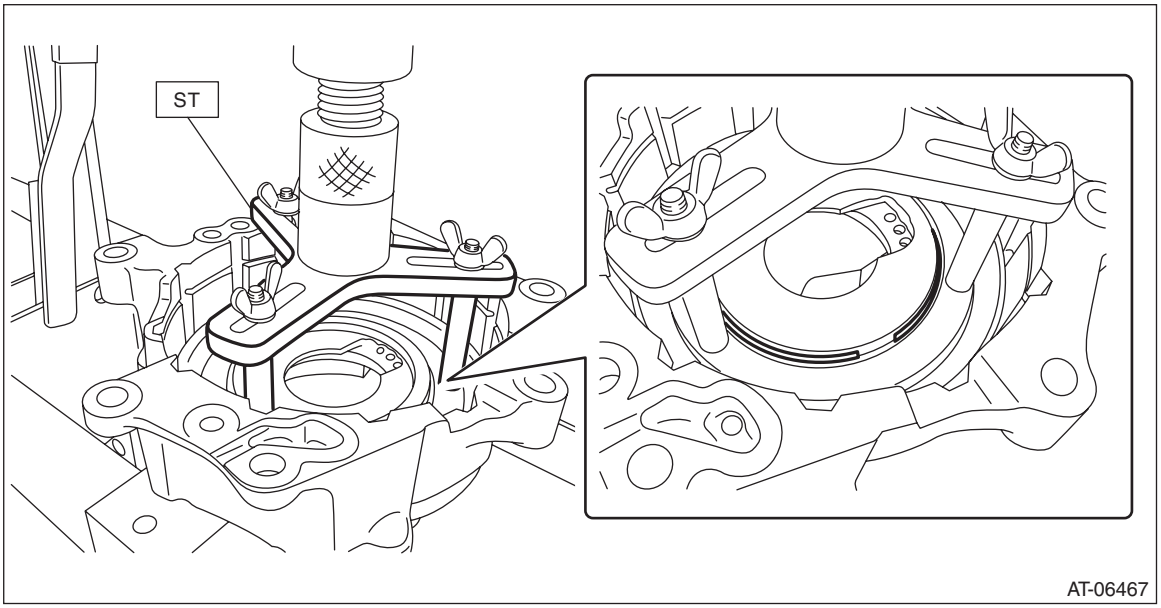
10) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>
11) Install the reduction drive gear.<Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>
12) Install the transmission case.<Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>
13) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
14) Install the oil strainer and oil pan.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
15) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
16) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
17) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
18) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
19) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
20) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
21) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
22) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
23) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
24) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
25) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
26) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
27) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

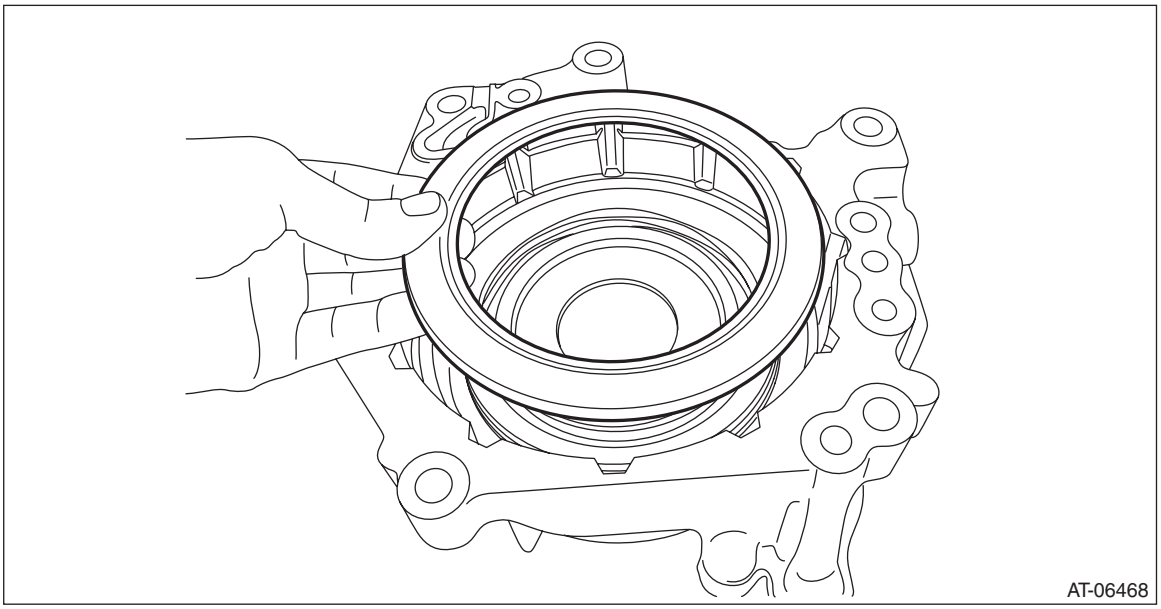
1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.



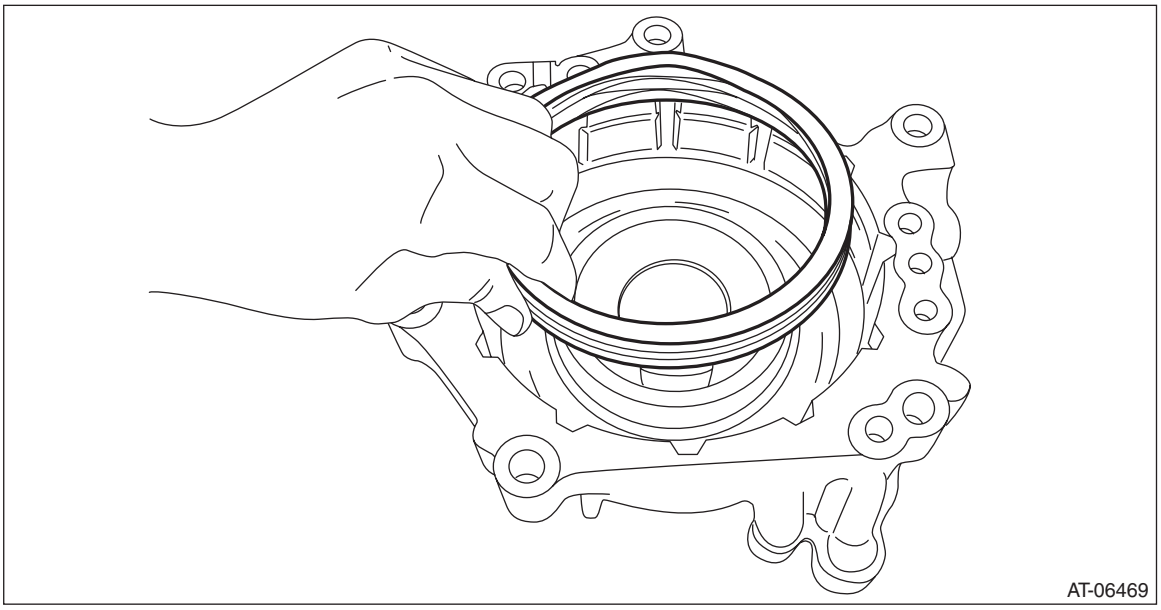
3) Compress the return spring using the ST to remove the snap ring.
ST 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



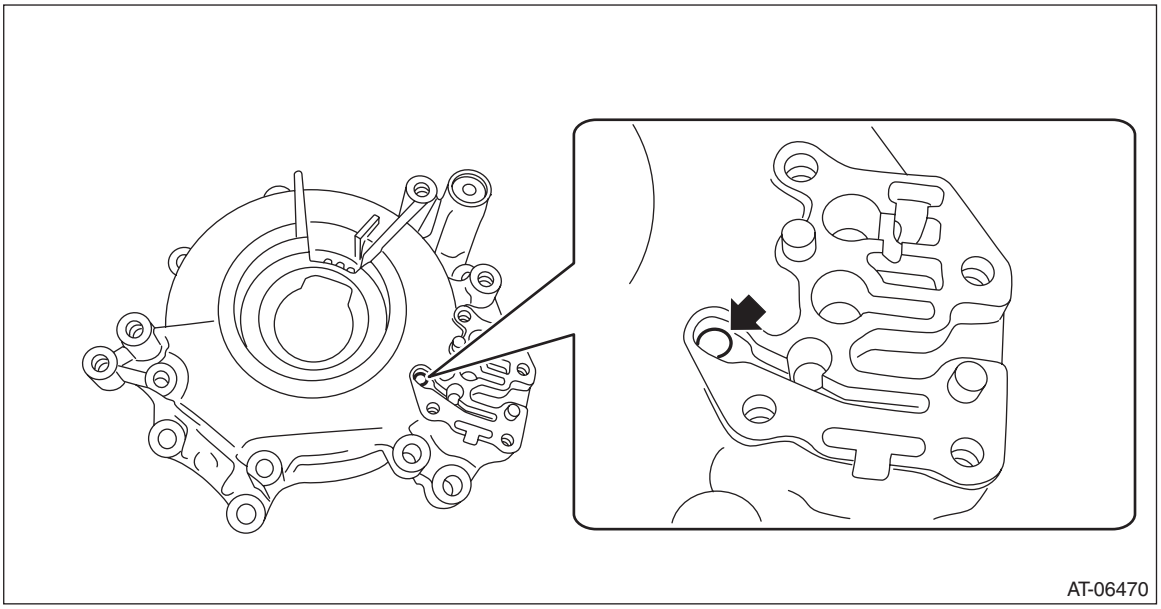
4) Using the ST, remove the snap ring and spring retainer.



5) Remove the return spring.



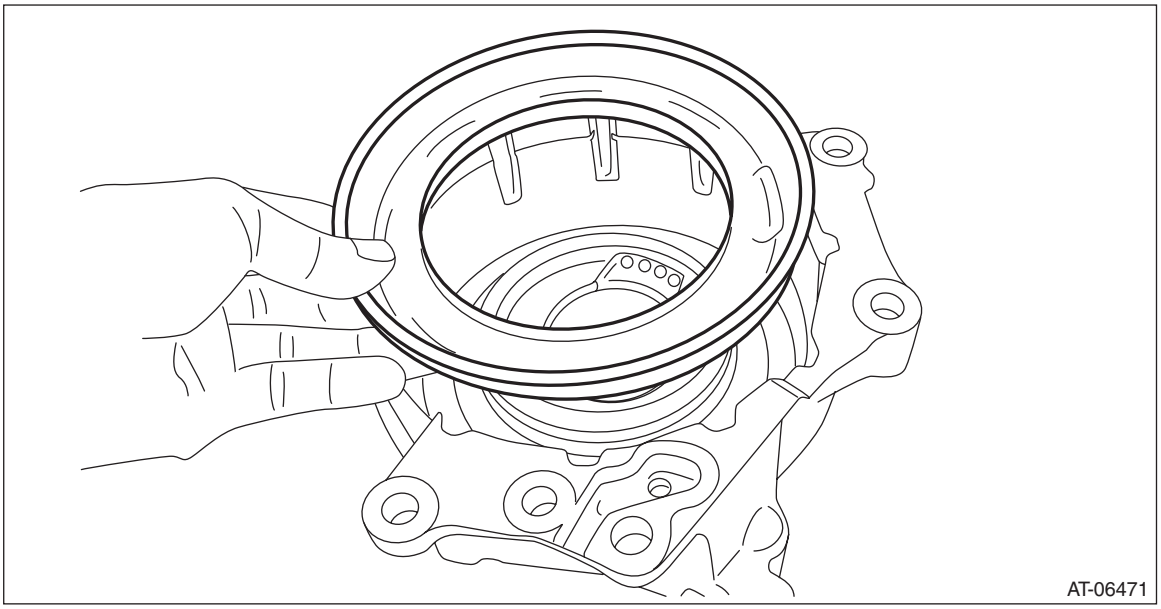
6) Remove the reverse brake piston by blowing compressed air intermittently from reverse brake housing hole.



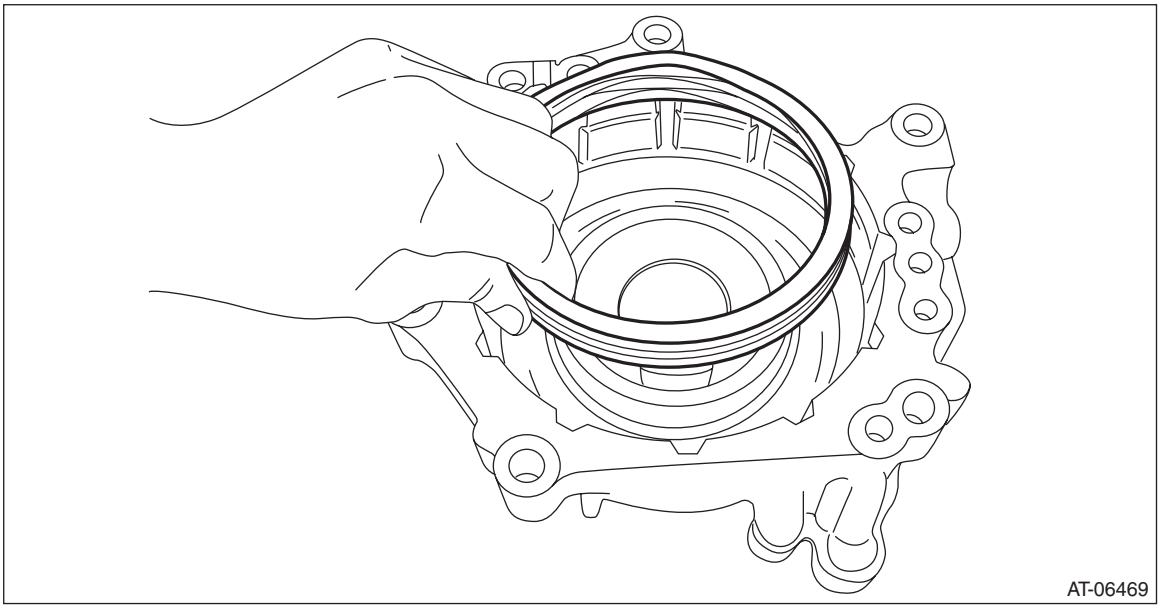
D: ASSEMBLY

1) Install the reverse brake piston.

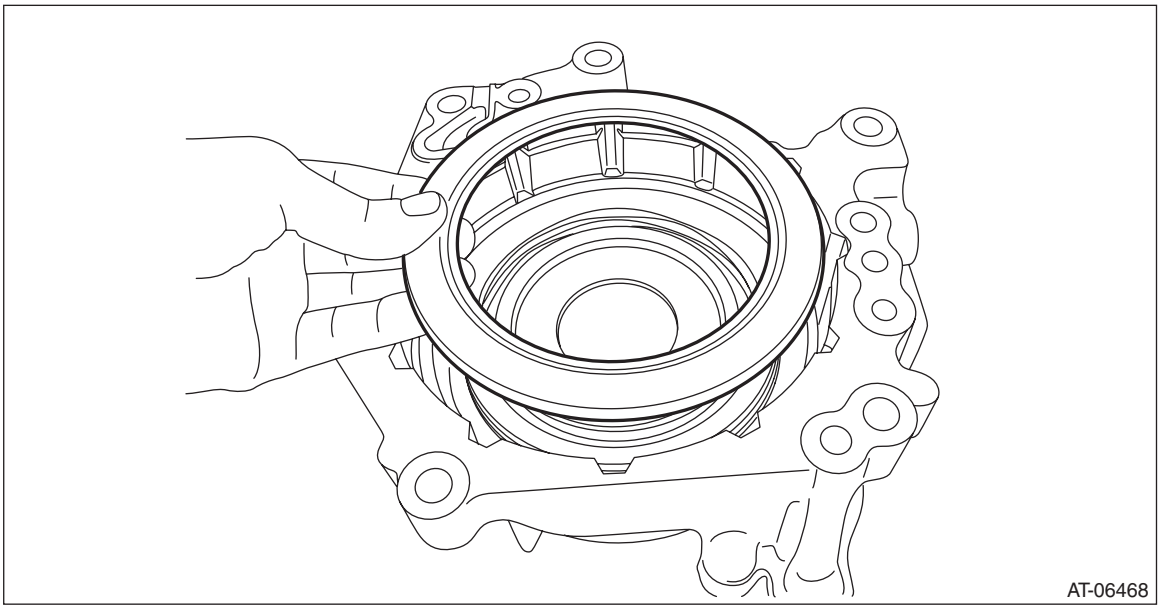
NOTE:
Apply CVTF to the sealing area of reverse brake piston.



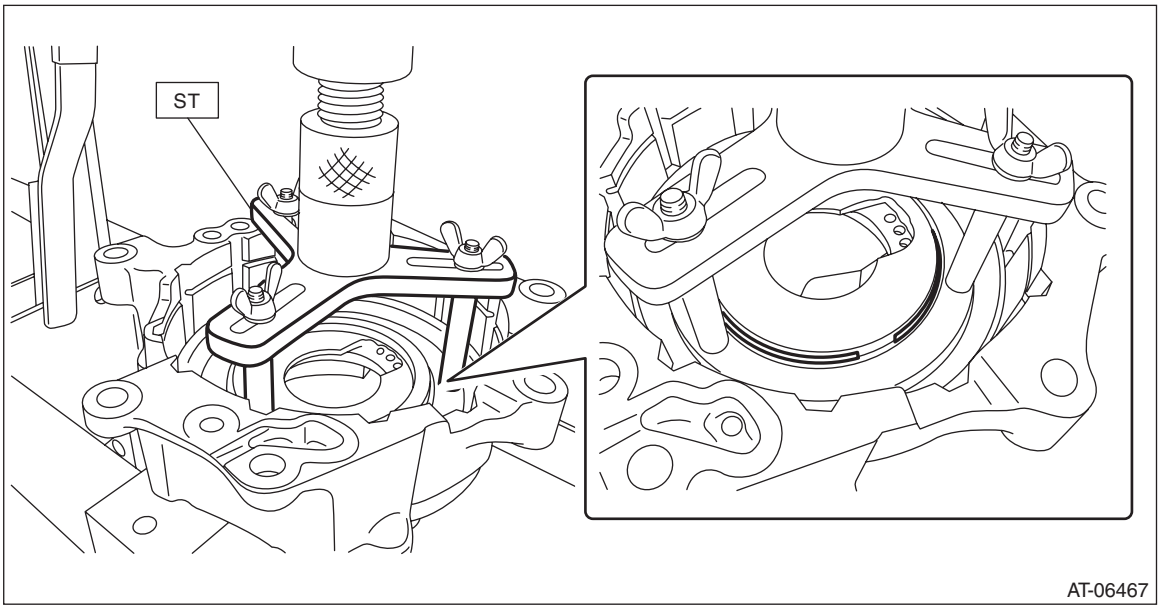
2) Install the return spring.



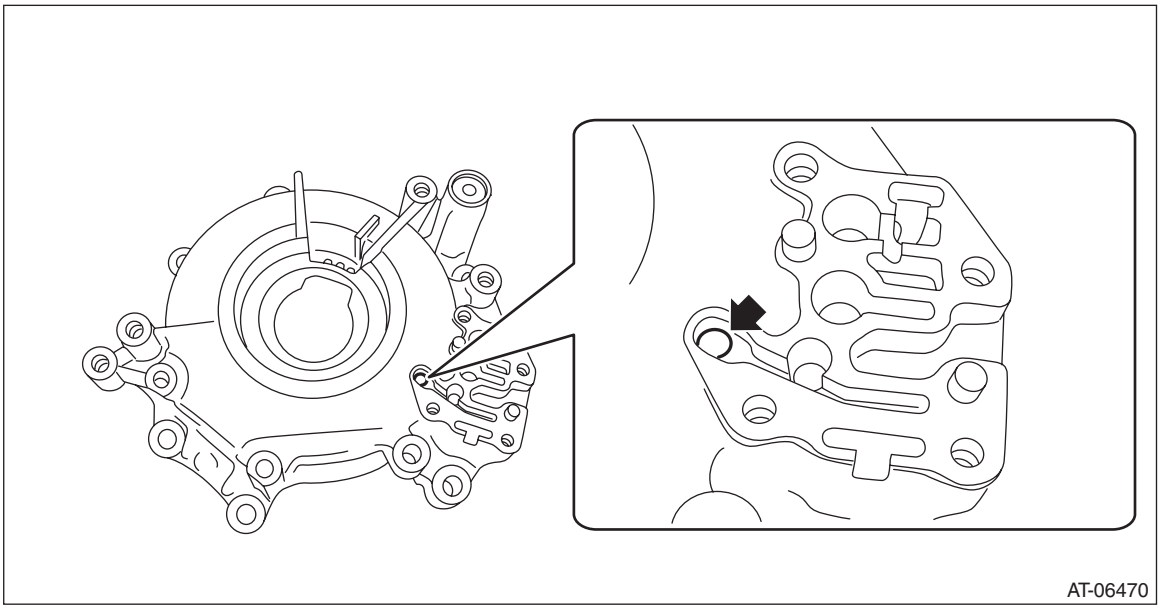
3) Install the spring retainer.



4) Compress the return spring using the ST to install the snap ring.
ST1 18762AA000 or 18762AA001 COMPRESSOR SPECIAL TOOL



5) Check the operation of reverse brake piston by blowing compressed air intermittently from reverse brake housing hole.

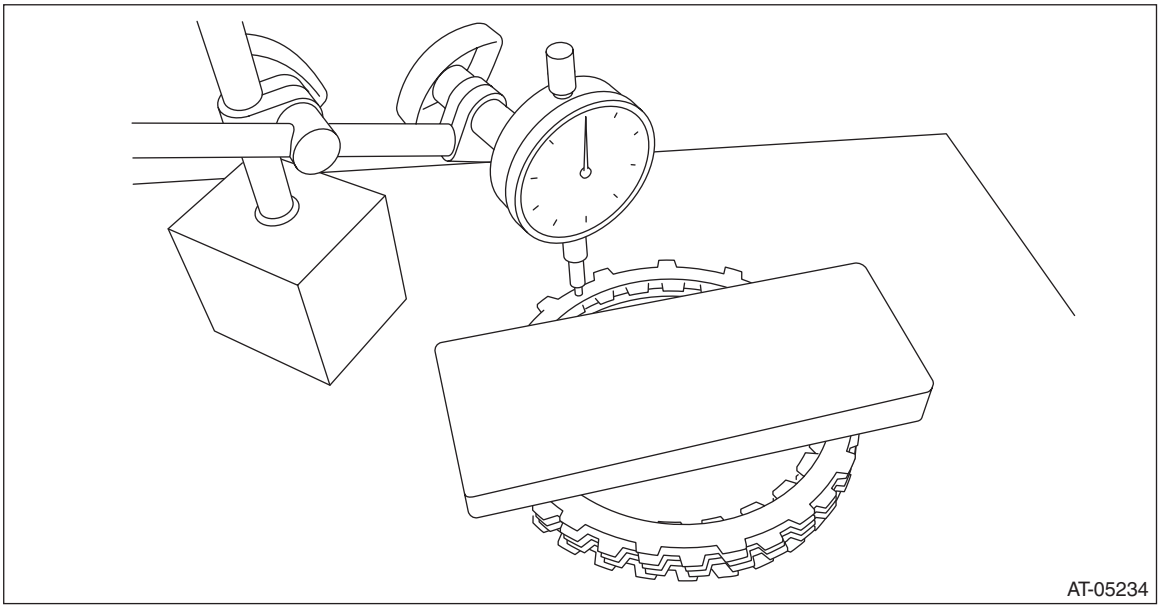


6) Place the driven plate, drive plate and retaining plate neatly in this order on surface table.
7) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
8) Scale and record the weight "Z" of a flat board which will be put on retaining plate.

NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 29 N (3.0 kgf, 6.5 lb).

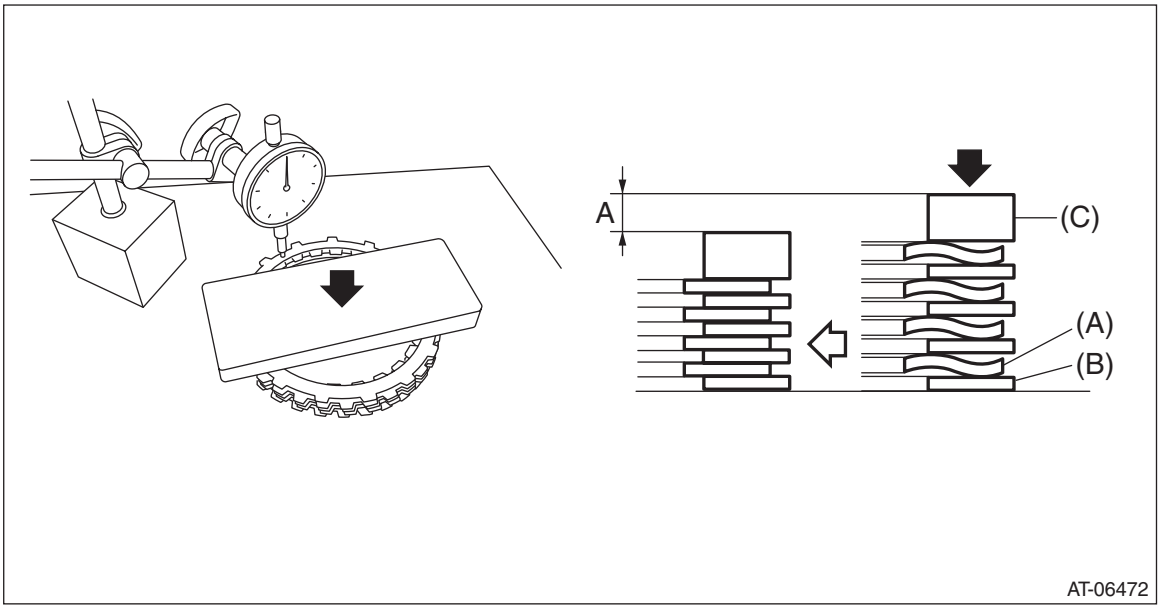
9) Put the flat board on retaining plate.



10) Using the following formula, read the push/pull gauge and calculate "N".
N = 29 N (3.0 kgf, 6.5 lb) – Z
29 N (3.0 kgf, 6.5 lb) : Load applied to clutch plate
Z: Flat board weight

11) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

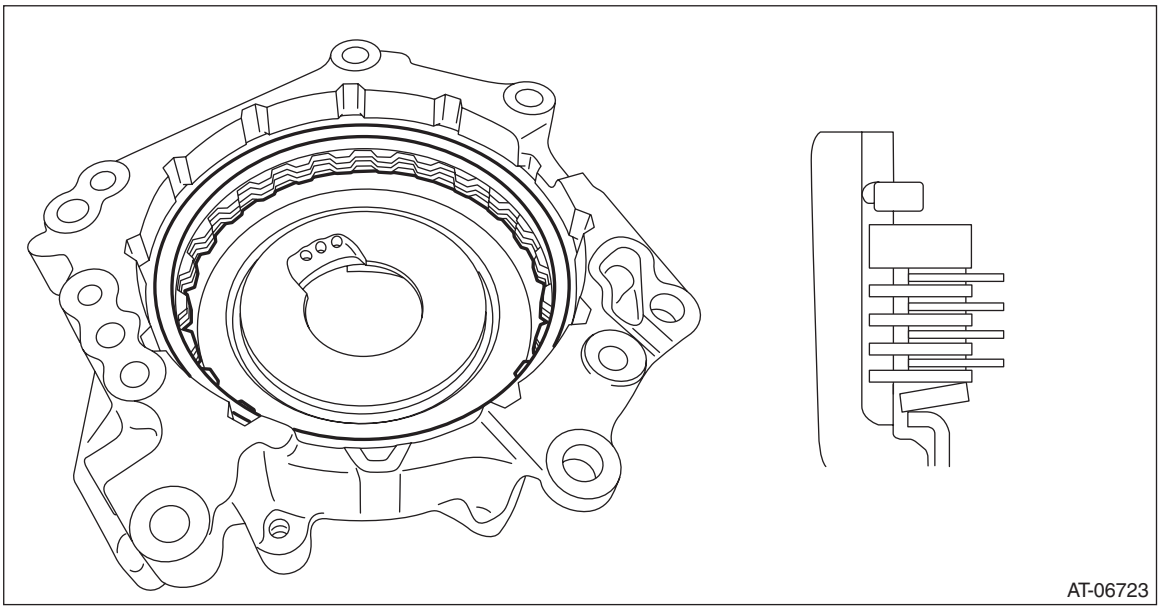
NOTE:
Measure at four points with a 90° interval and calculate the average.



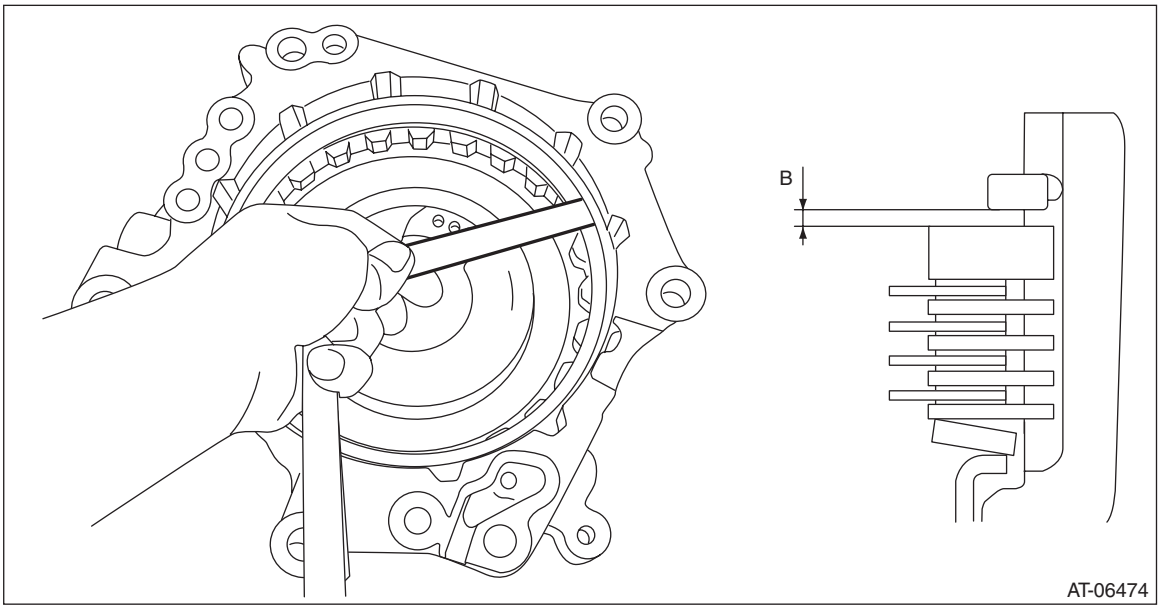
(A) Drive plate
(B) Driven plate
(C) Retaining plate

12) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to the reverse brake housing.

NOTE:
Install the dish plate in the correct direction.



13) Measure and record the clearance “B” between the retaining plate and snap ring.



14) Piston stroke calculation
Calculate with A and B dimensions recorded before. If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
2.3 — 2.7 mm (0.091 — 0.106 in)

Limit thickness:
2.9 mm (0.114 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AB750	4.2 (0.165)
31567AB800	4.4 (0.173)
31567AB810	4.6 (0.181)
31567AB820	4.8 (0.189)

E: INSPECTION

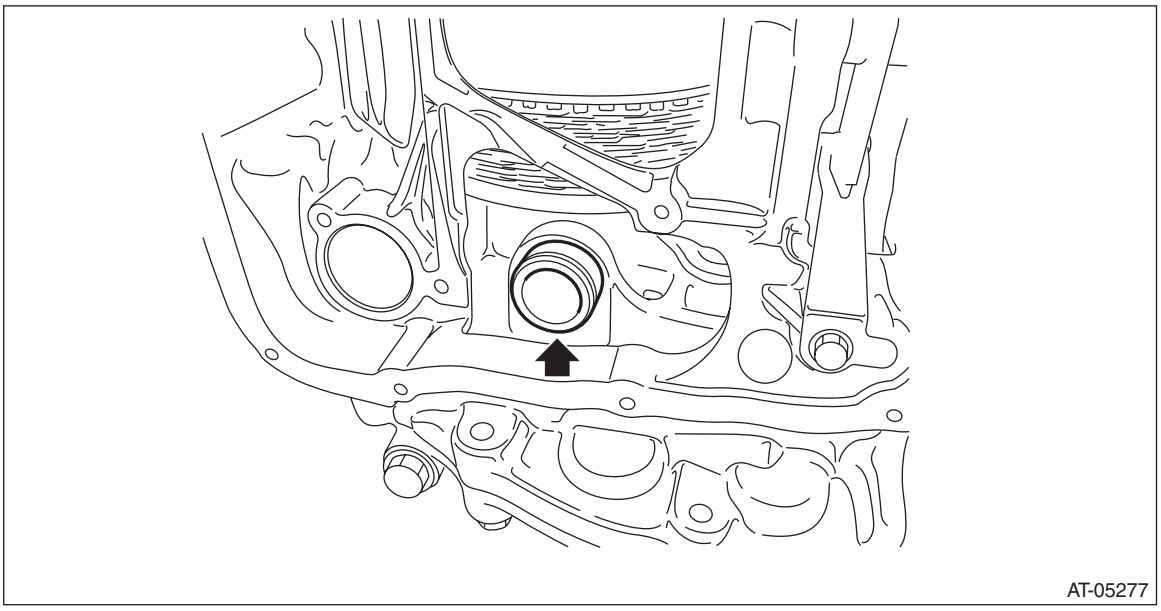
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and snap ring of reverse brake is within the limit. If it exceeds the limit, replace with a new drive plate and select and adjust the retaining plate within the initial standard value. <Ref. to CVT(TR580)-252, ASSEMBLY, Reverse Brake Assembly.>

40.Transmission Case

A: REMOVAL

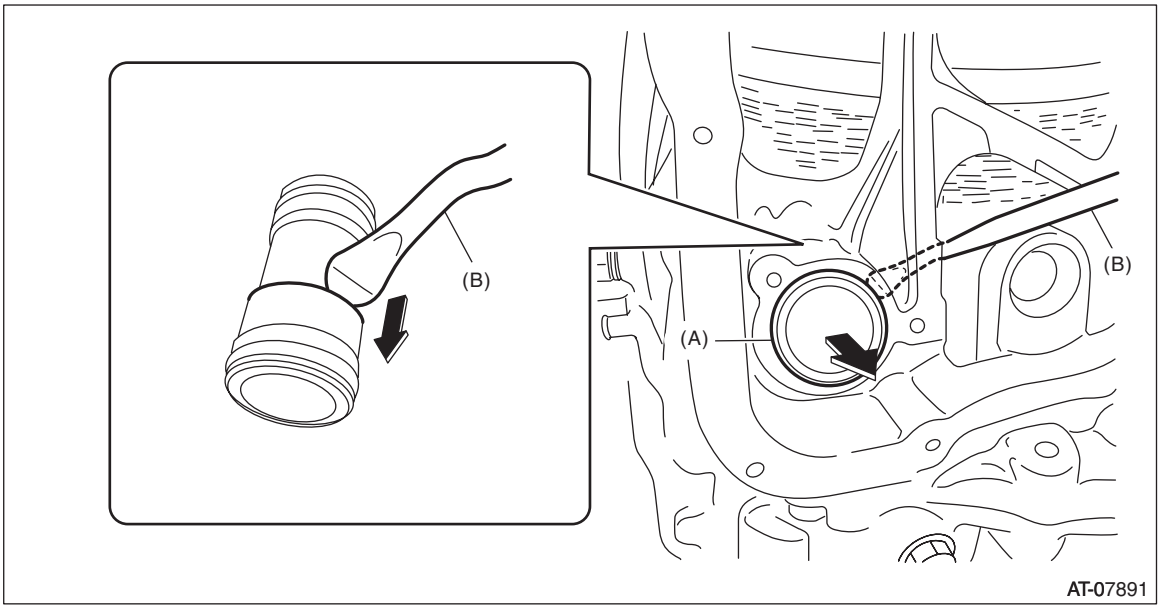
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
4) Remove the secondary speed sensor. <Ref. to CVT(TR690)-99, REMOVAL, Secondary Speed Sensor.>
5) Remove the inhibitor switch. <Ref. to CVT(TR690)-95, REMOVAL, Inhibitor Switch.>
6) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
7) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
8) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
9) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
10) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
11) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
12) Remove the reduction driven gear. <Ref. to CVT(TR690)-202, REMOVAL, Reduction Driven Gear.>
13) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>

NOTE:
When removing the control valve body, also remove the pressure pipe if it is attached on the case.



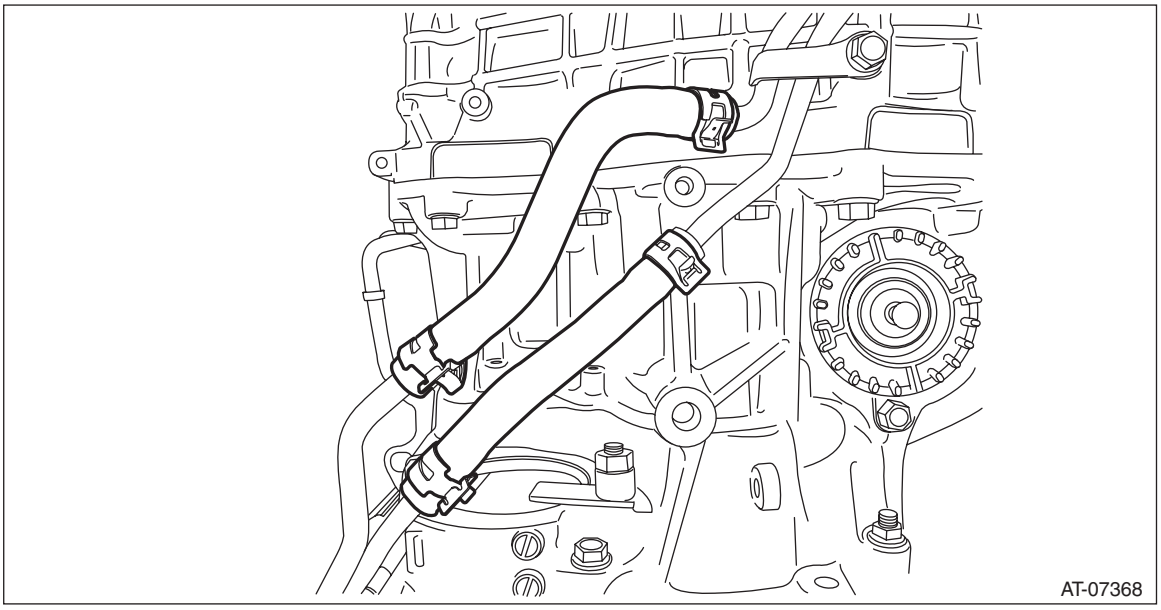
14) Remove the CVTF pipe using a tire lever etc.

NOTE:
Remove by hooking the stepped portion of CVTF pipe with a tire lever etc.



(A) CVTF pipe
(B) Tire lever

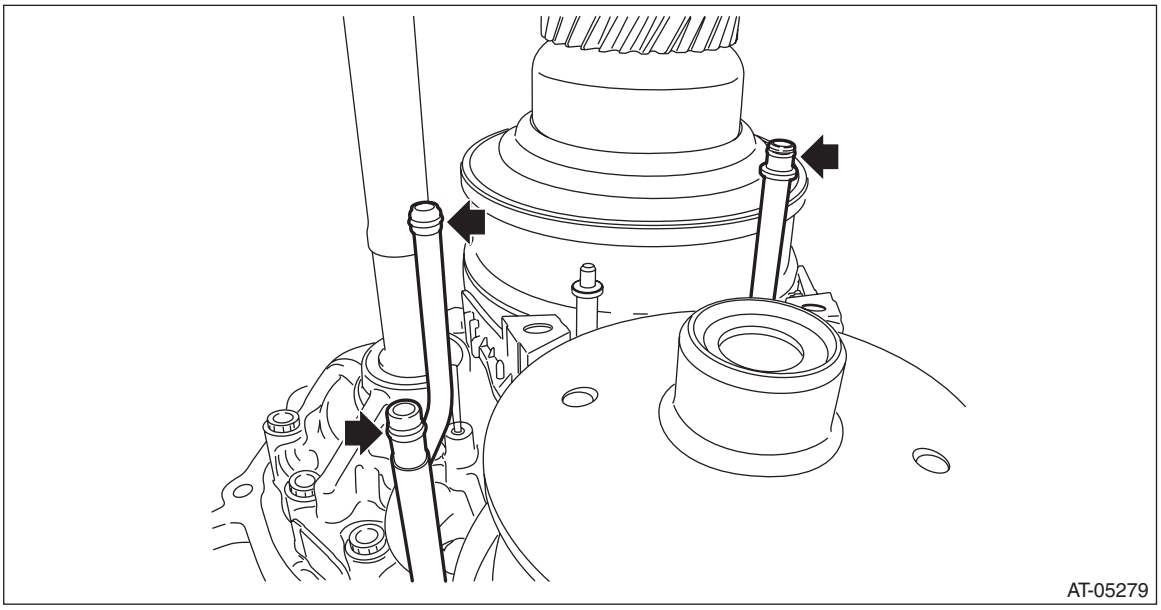
15) Remove the CVTF cooler hose.



16) Remove the transmission case.

NOTE:
The total number of transmission case mounting bolts is 15.

17) Remove the O-ring of lubrication pipe.

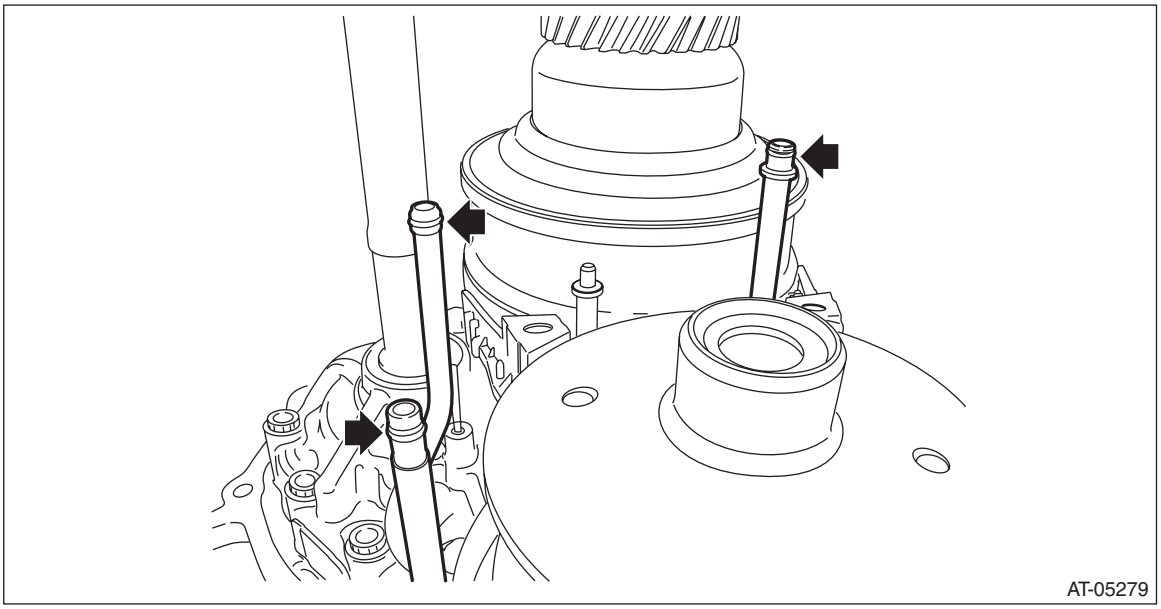


18) Remove the control device system. <Ref. to CVT(TR690)-209, REMOVAL, Transmission Control Device.>

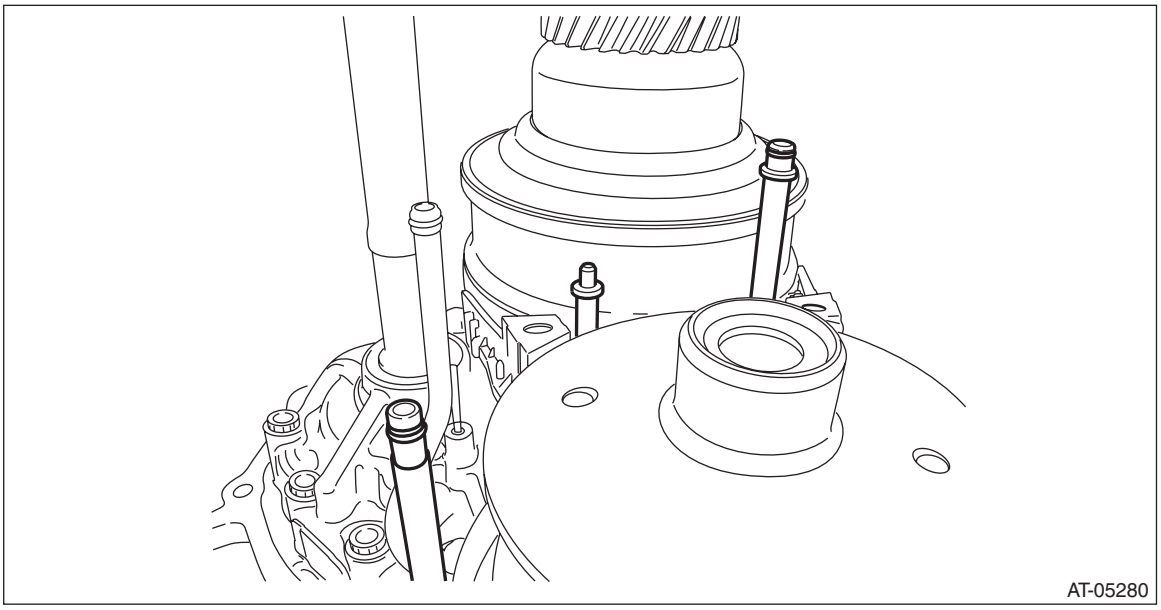
B: INSTALLATION

1) Clean the mating surface of transmission case and converter case.
2) Install the control device system.<Ref. to CVT(TR690)-211, INSTALLATION, Transmission Control Device.>
3) Install the O-ring to the lubrication pipe.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.

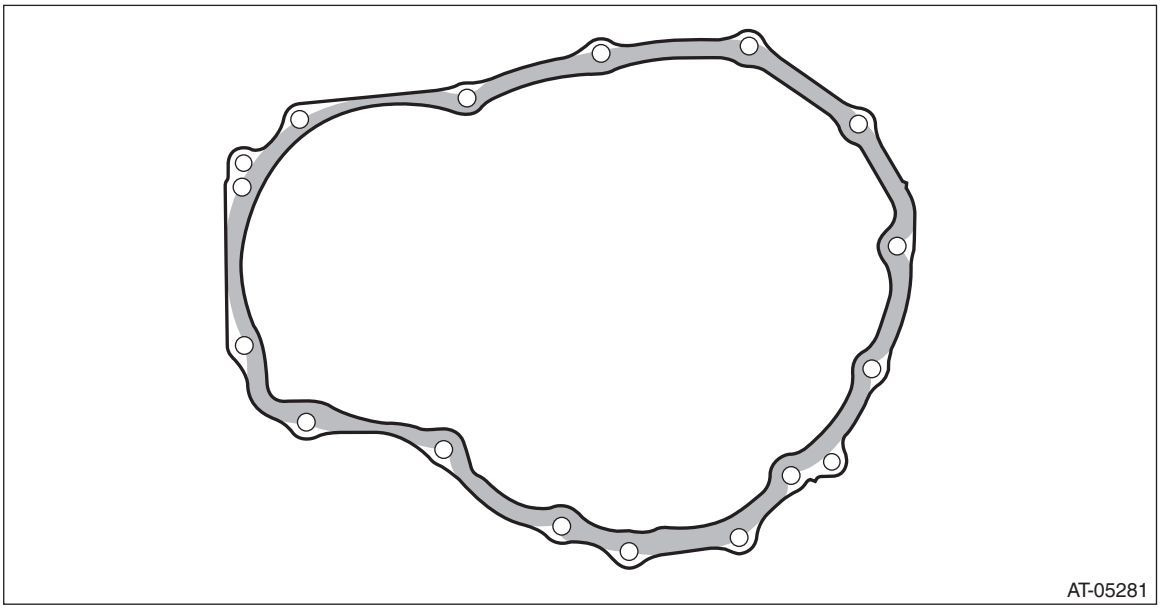


4) Make sure the lubrication pipe and support rod are in vertical position.



5) Apply liquid gasket seamlessly to the mating surface of transmission case.

Liquid gasket:
THREE BOND 1215B or equivalent



6) Install the transmission case.

CAUTION:
If the transmission case gets in contact with the lubrication pipe and support rod, do not install the transmission case forcibly.

NOTE:
• Install while checking the lubrication pipe and support rod is being inserted properly into transmission case.
• If installing the transmission is difficult, check if the lubrication pipe and support rod are bent.
• The total number of transmission case mounting bolts is 15.

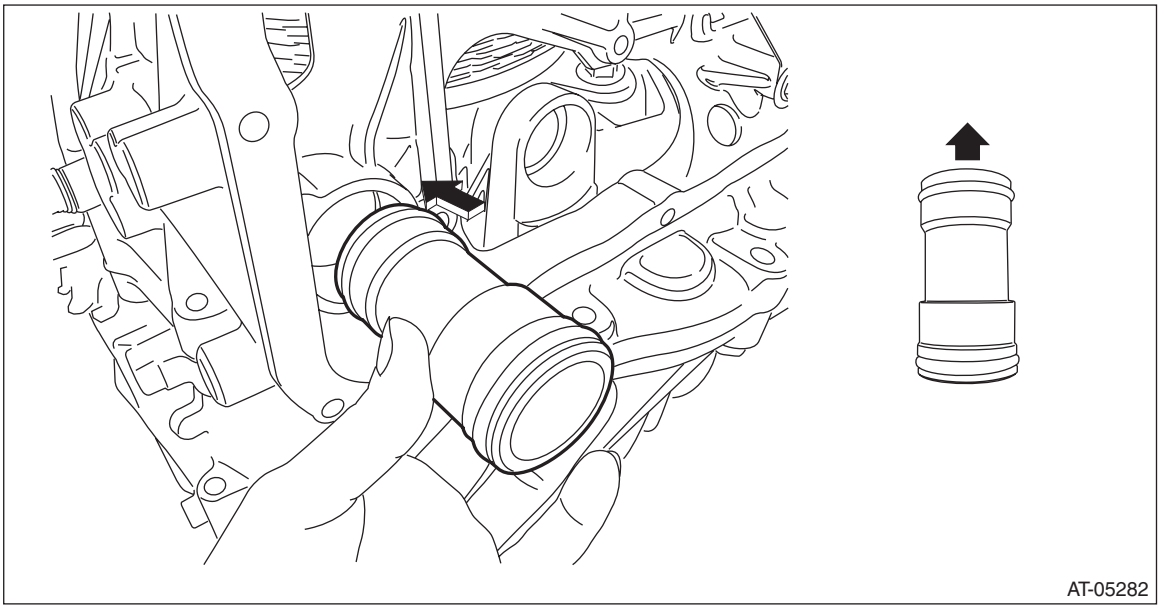
Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

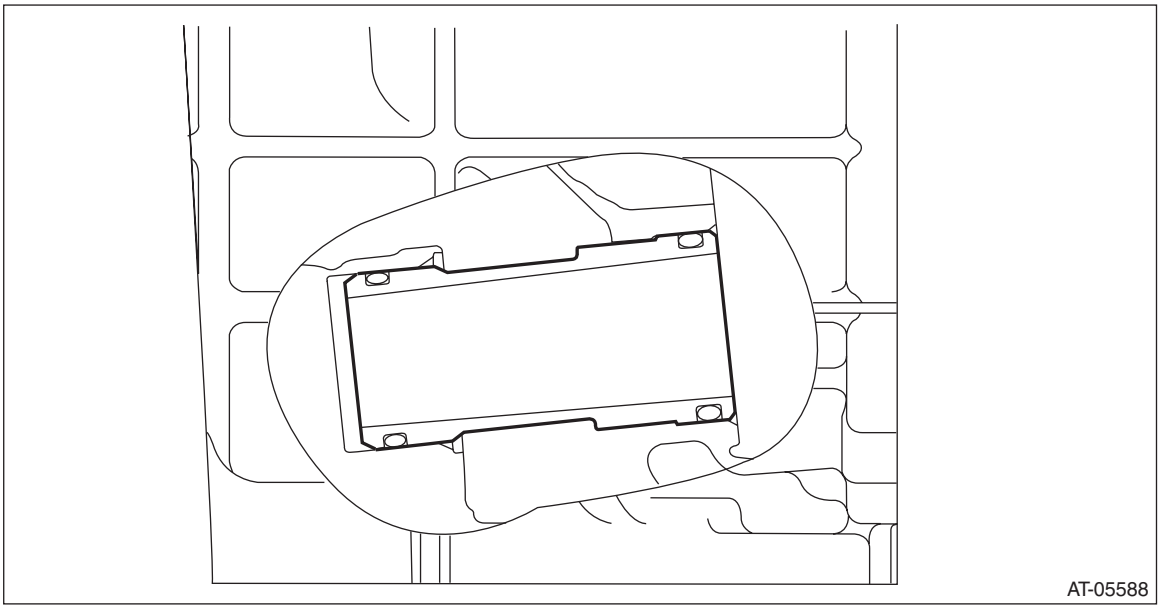
7) Install the O-ring to CVTF pipe.

NOTE:
Use new O-rings.

8) The smaller opening of CVTF pipe should be inserted to transmission.

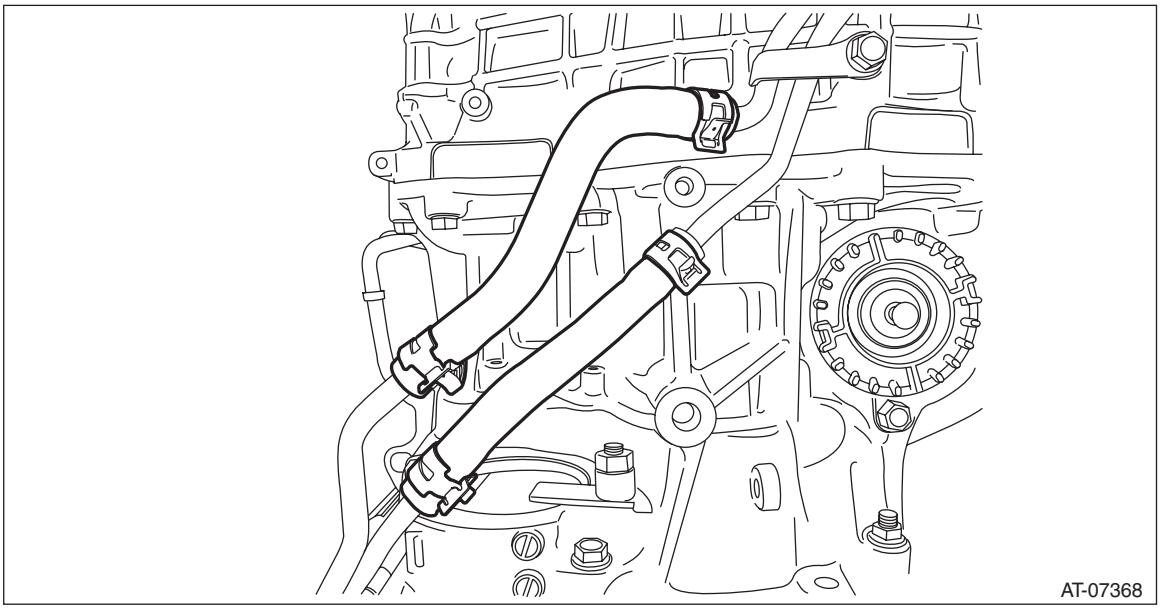
NOTE:
After installing, make sure the CVTF pipe does not stick out of transmission case.





9) Install the CVTF hose.

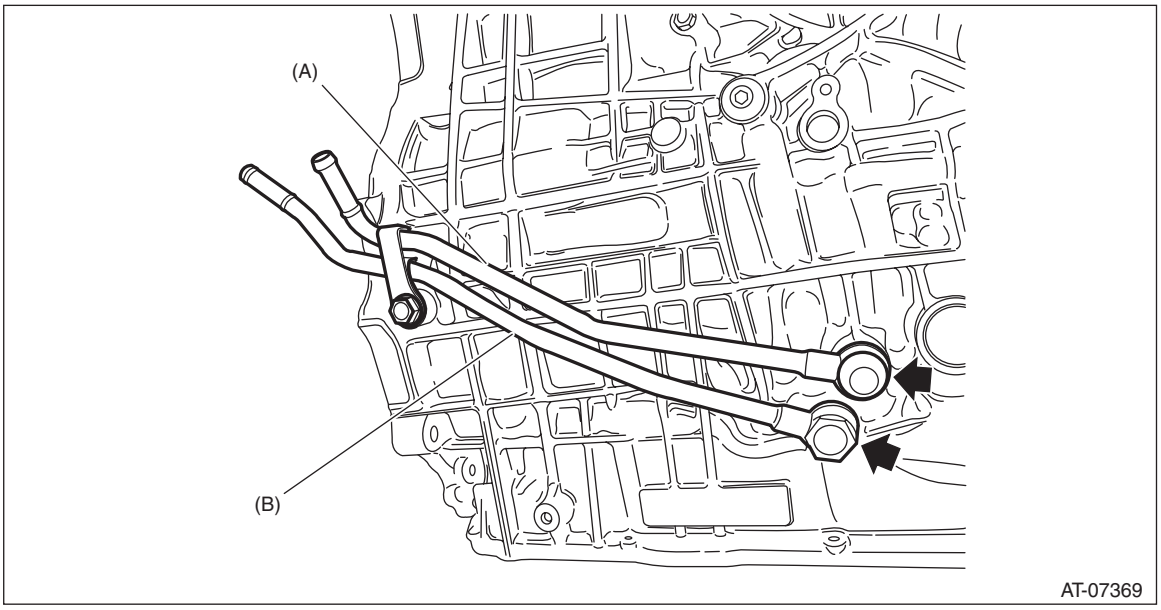
NOTE:
- Use new CVTF hoses.
- Install the CVTF hose with the painted position facing the rear side of transmission.



10) Install the reduction driven gear.<Ref. to CVT(TR690)-203, INSTALLATION, Reduction Driven Gear.>
11) Install the forward clutch assembly.<Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
12) Install the intermediate case.<Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
13) Install the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
14) Install the transfer clutch assembly.<Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
15) Install the rear drive shaft.<Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
16) Install the extension case.<Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
17) Install the inhibitor switch.<Ref. to CVT(TR690)-97, INSTALLATION, Inhibitor Switch.>
18) Install the secondary speed sensor.<Ref. to CVT(TR690)-100, INSTALLATION, Secondary Speed Sensor.>
19) Install the transmission harness.<Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
20) Install the control valve body and oil pan.<Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
21) Install the air breather hose.<Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
22) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

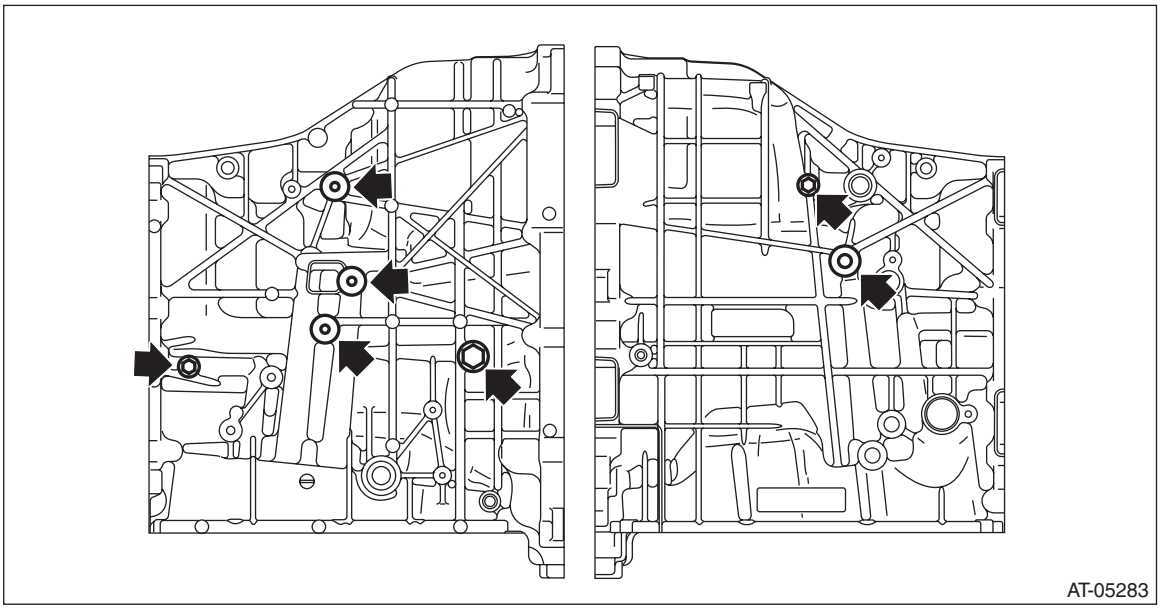
C: DISASSEMBLY

1) Remove the CVTF inlet pipe and CVTF outlet pipe.

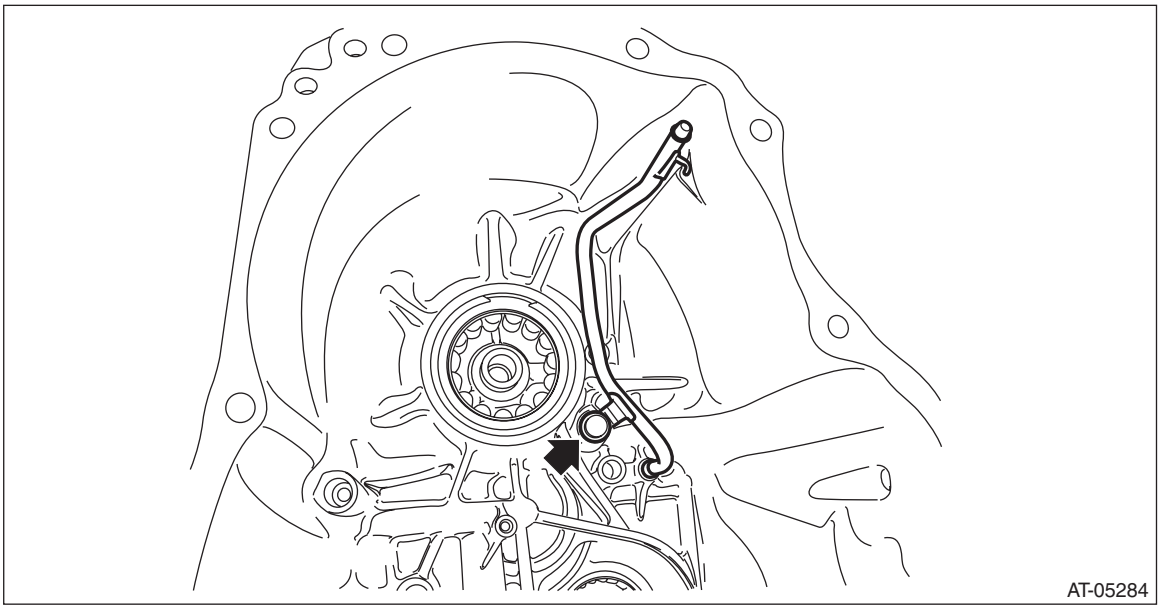


(A) CVTF outlet pipe
(B) CVTF inlet pipe

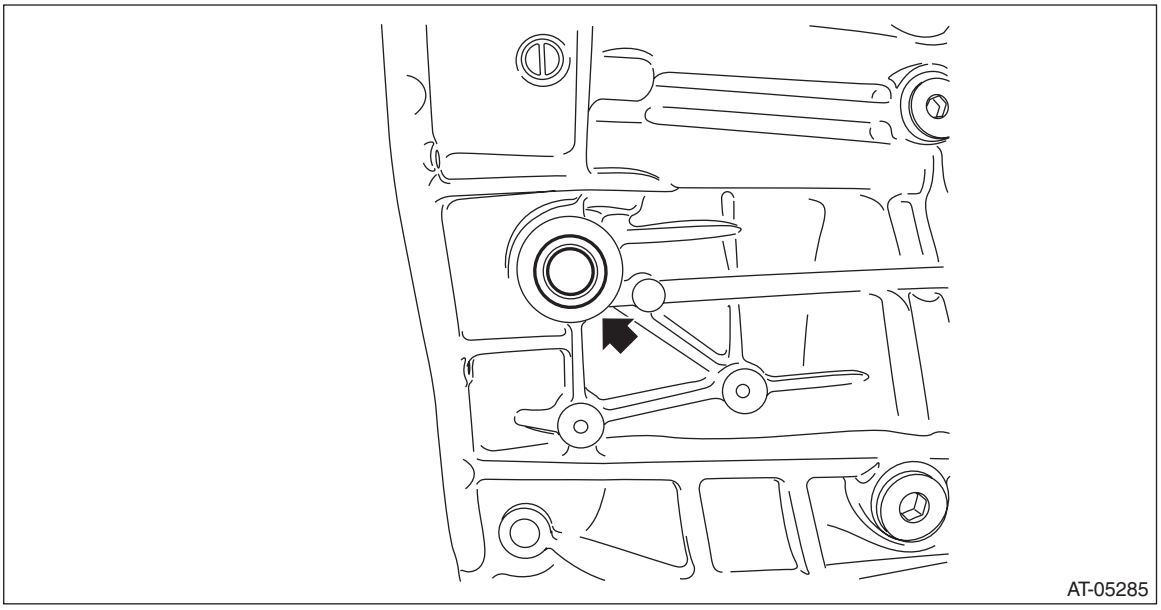
2) Remove all plugs from the transmission case.



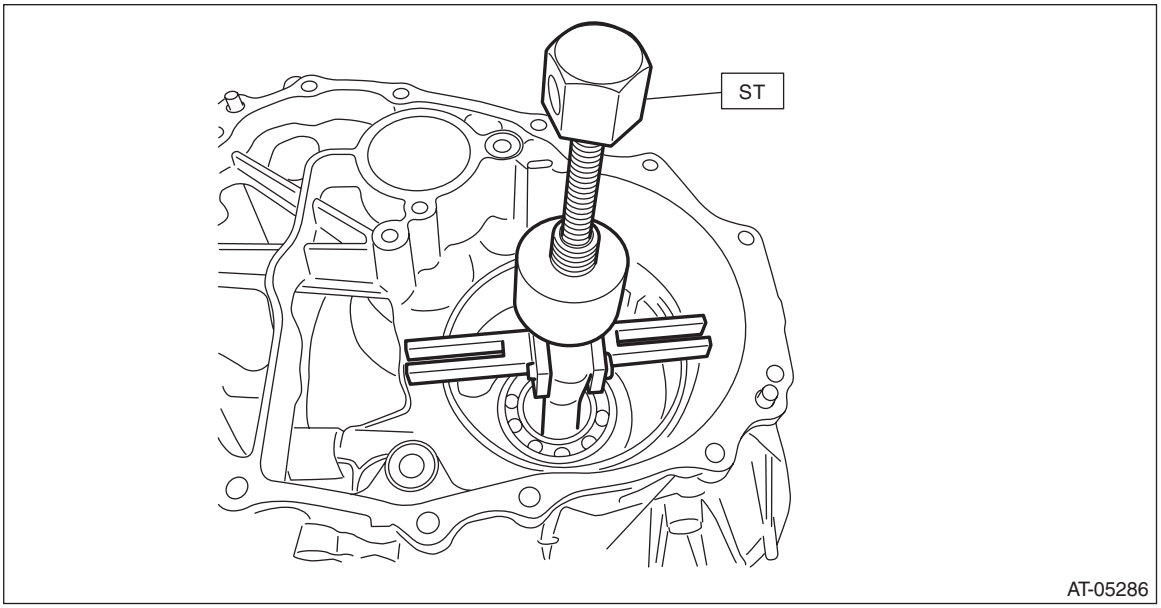
3) Remove the lubrication pipe.



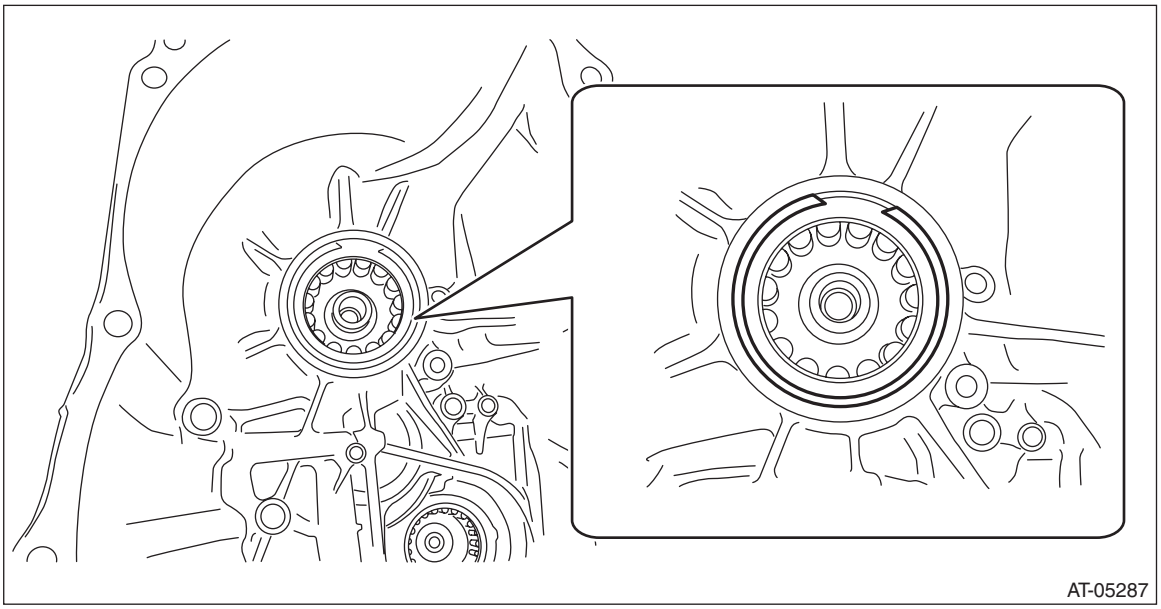
4) Remove the oil seal using a screwdriver wrapped with cloth etc.



5) Remove the ball bearing from reduction driven gear using ST.
ST 398527700 PULLER ASSY

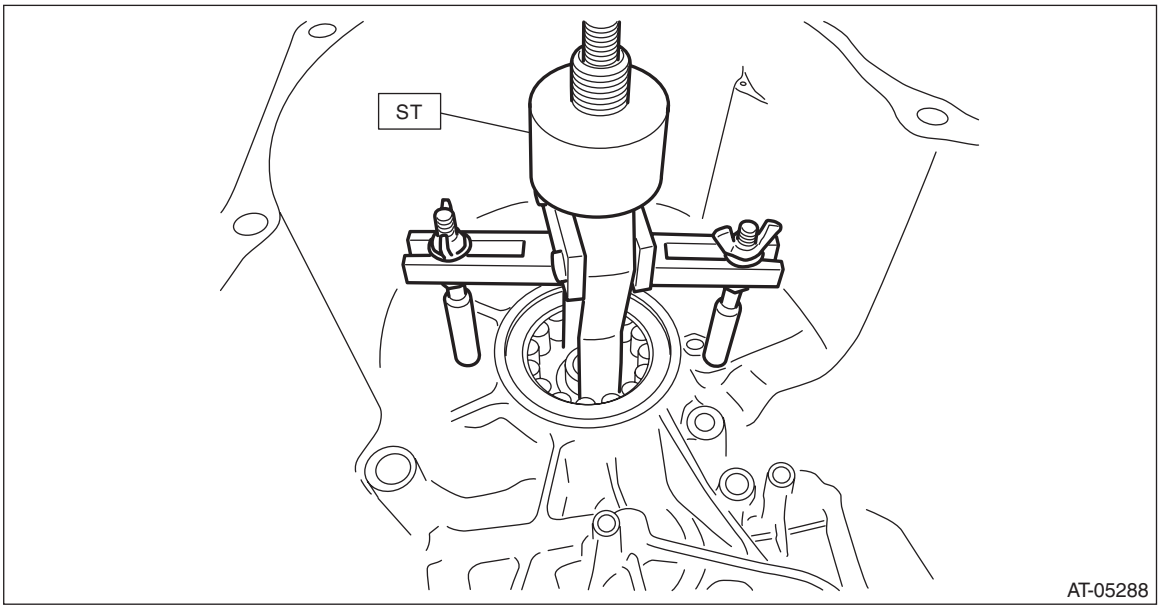


6) Remove the snap ring on primary pulley side.

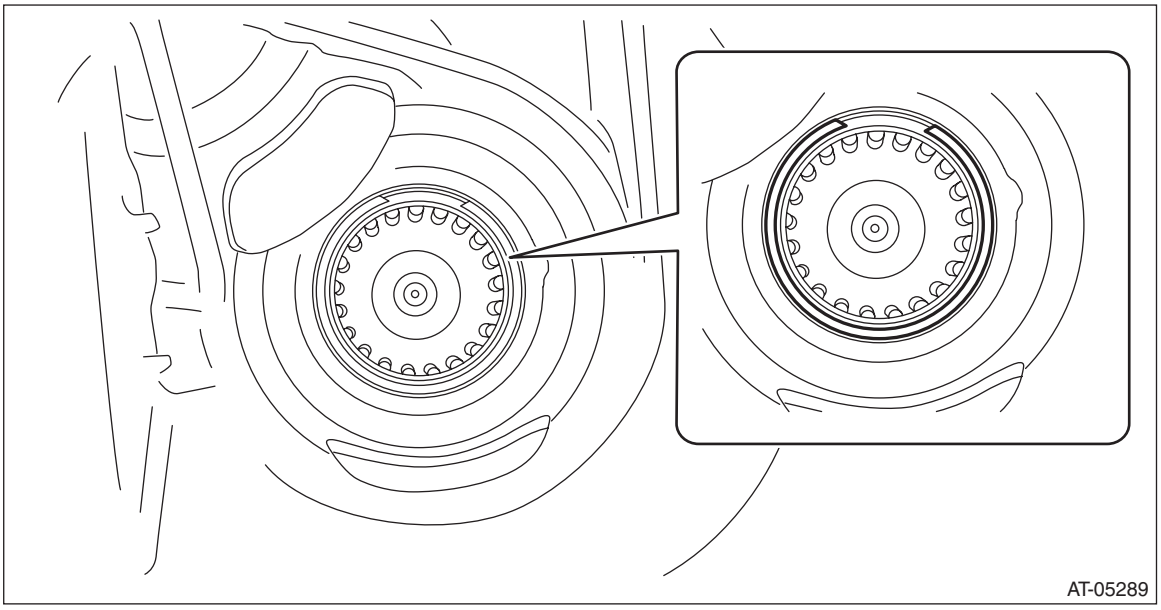


7) Using the ST, remove the roller bearing on primary pulley side.

NOTE:
Warm up the bearing area of transmission case using a drier or heat gun.
ST 398527700 PULLER ASSY

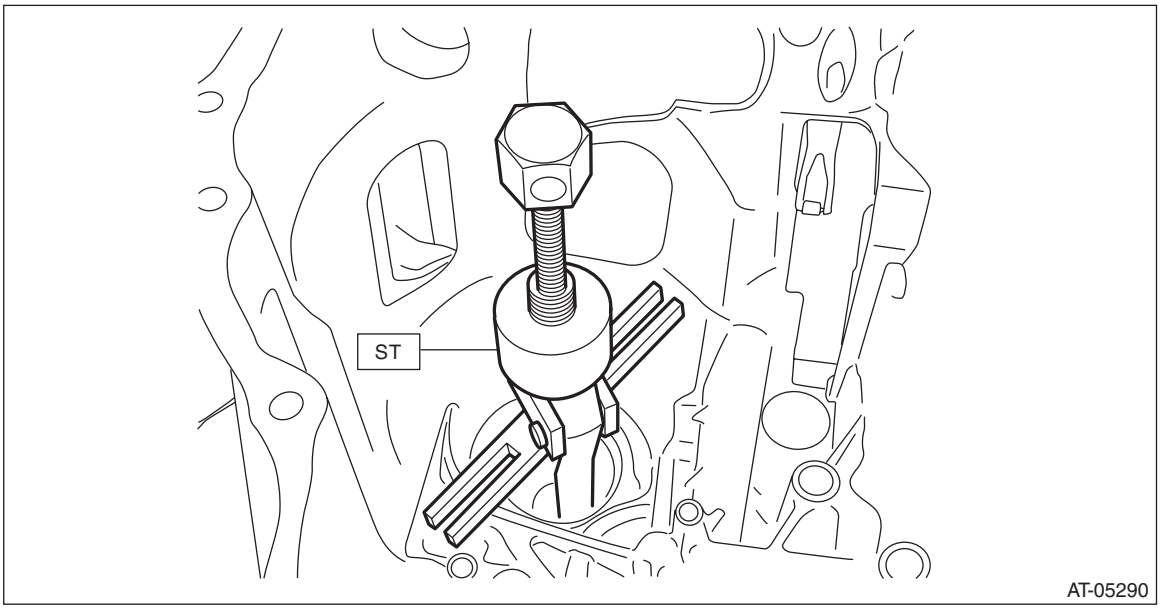


8) Remove the snap ring on secondary pulley side.



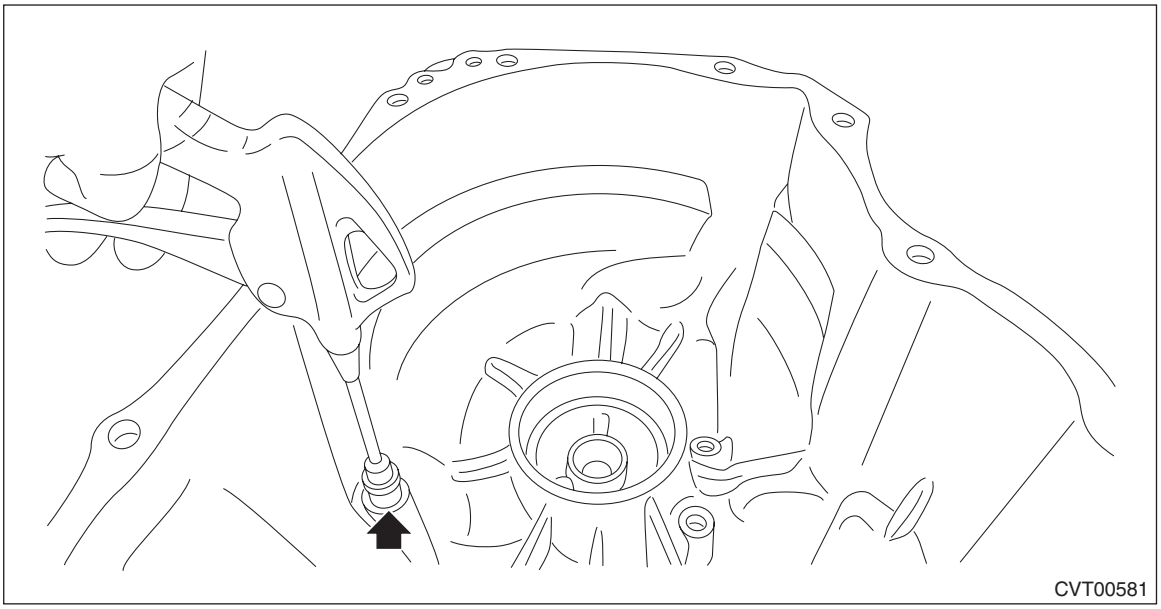
9) Using the ST, remove the roller bearing on secondary pulley side.

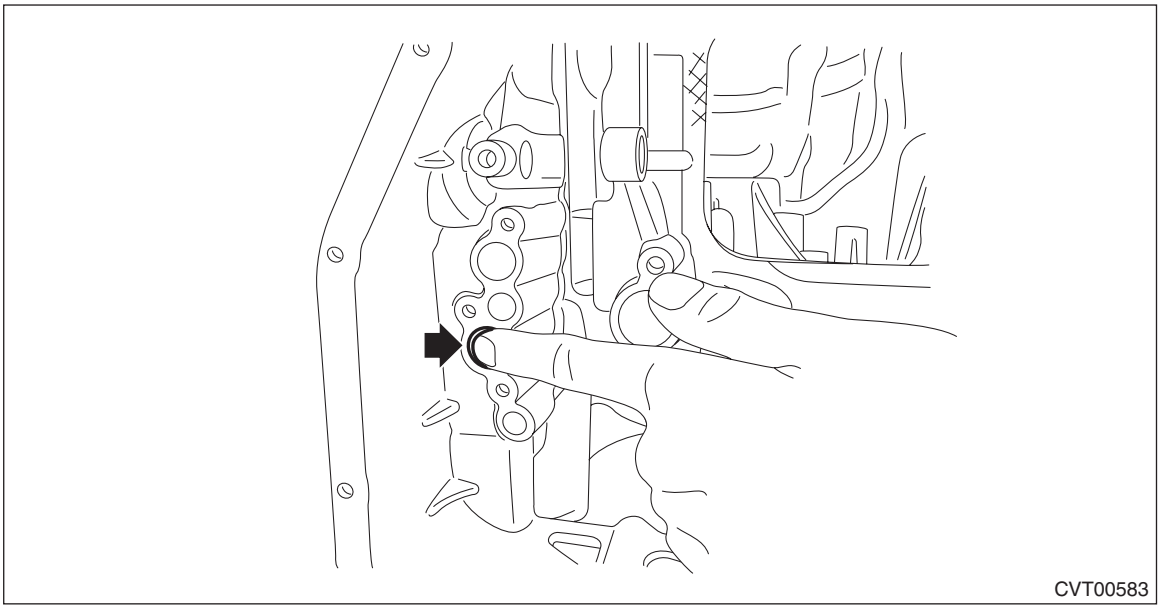
NOTE:
Warm up the bearing area of transmission case using a drier or heat gun.
ST 398527700 PULLER ASSY



10) Remove the CVTF filter by blowing compressed air through the transmission case hole.

NOTE:
Hold the CVTF filter with a finger to prevent compressed air from leaking.

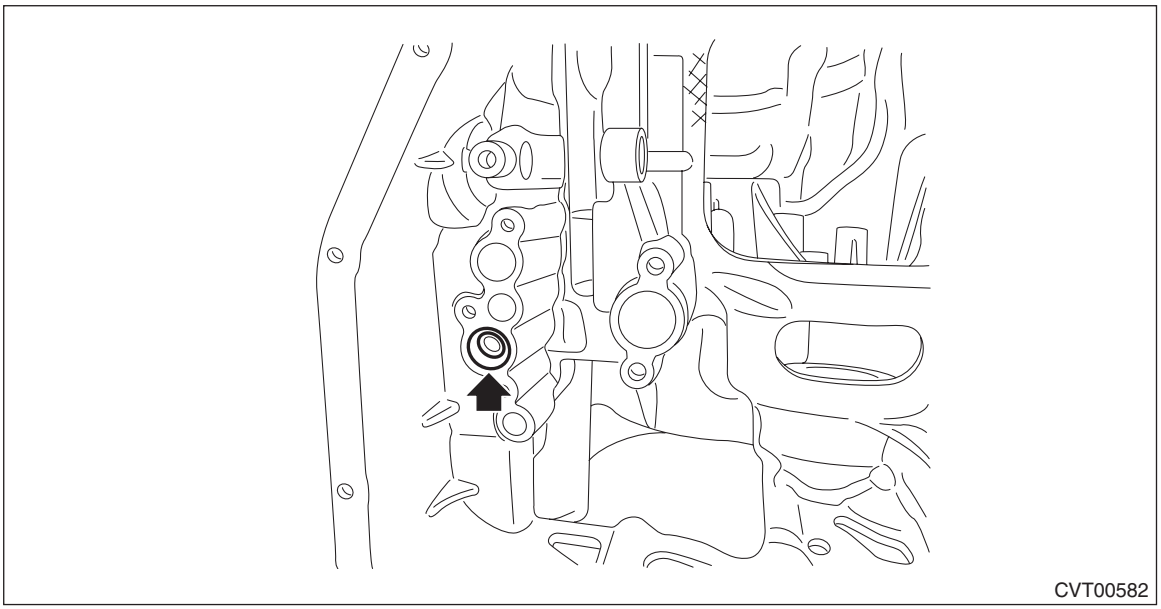

CVT00581


CVT00583

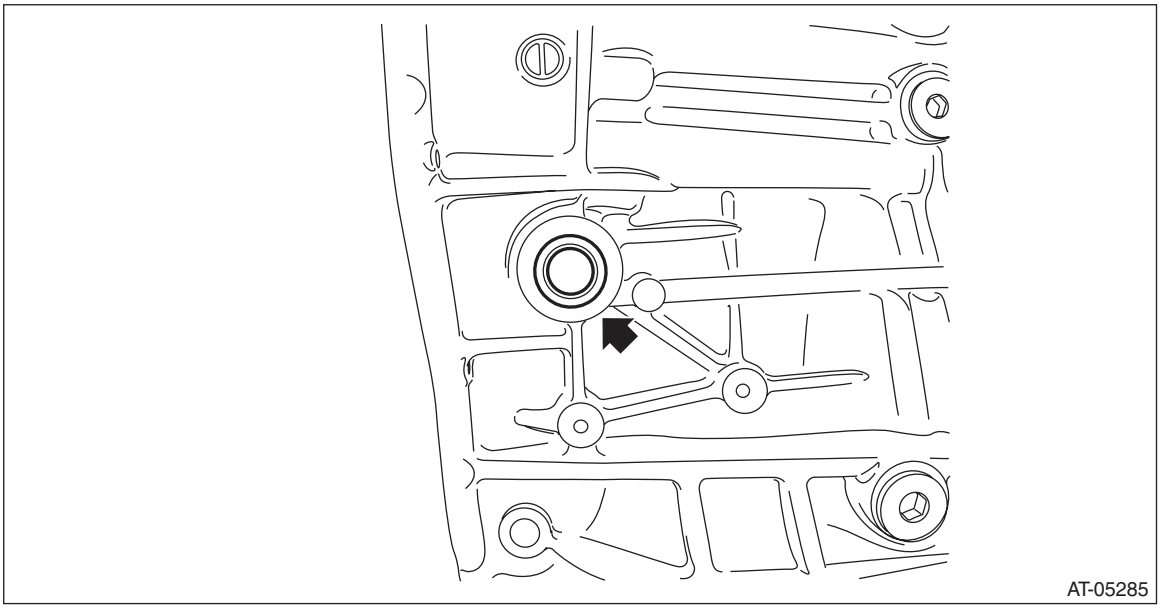
D: ASSEMBLY

1) Install the CVTF filter.

NOTE:
- Use a new CVTF filter.
- Apply CVTF to the CVTF filter.
- Make sure that the CVTF filter does not protrude from the transmission case.

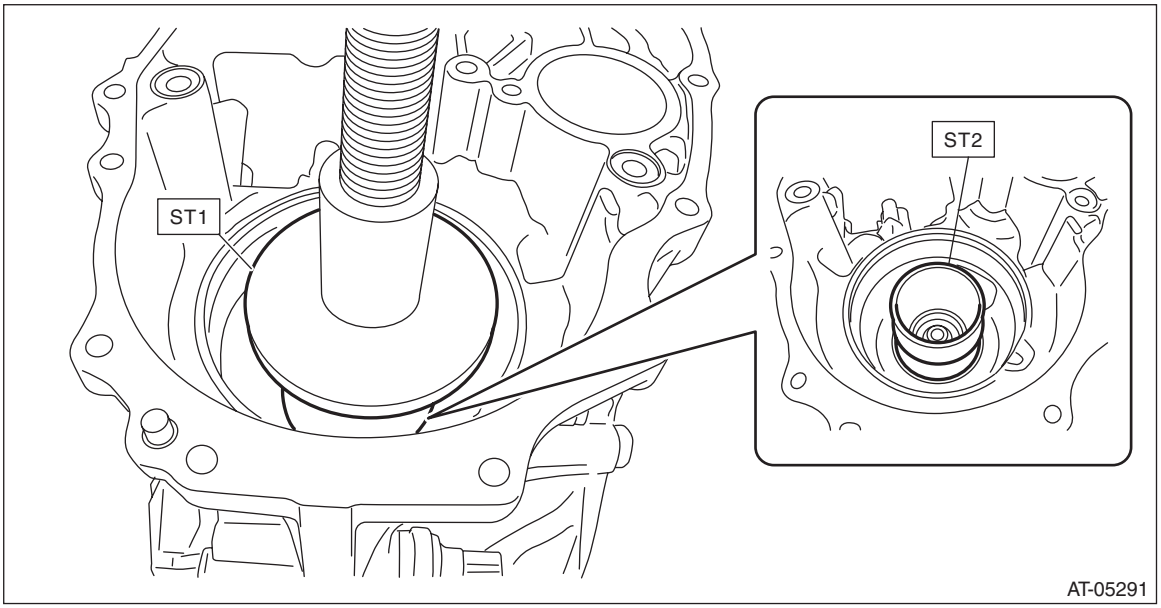


2) Using the ST, install the oil seal.
ST 18657AA000 INSTALLER



3) Using ST1 and ST2, install the ball bearing on the reduction gear side.

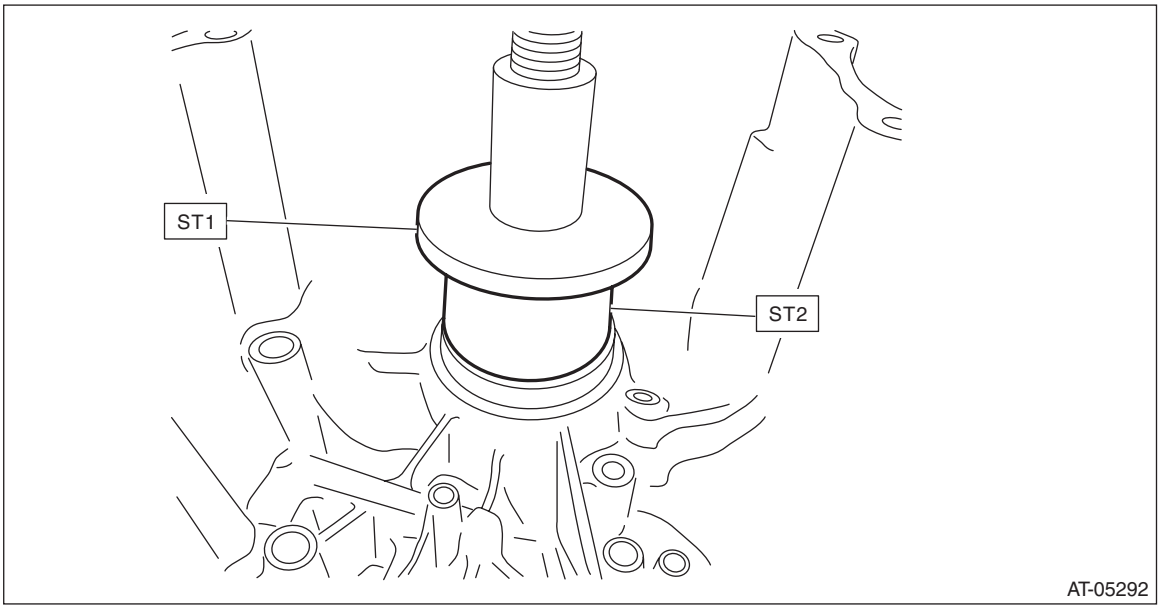
NOTE:
Use a new ball bearing.
ST1 398177700 INSTALLER
ST2 499755602 PRESS SNAP RING



4) Using ST1 and ST2, install the roller bearing on primary pulley side.

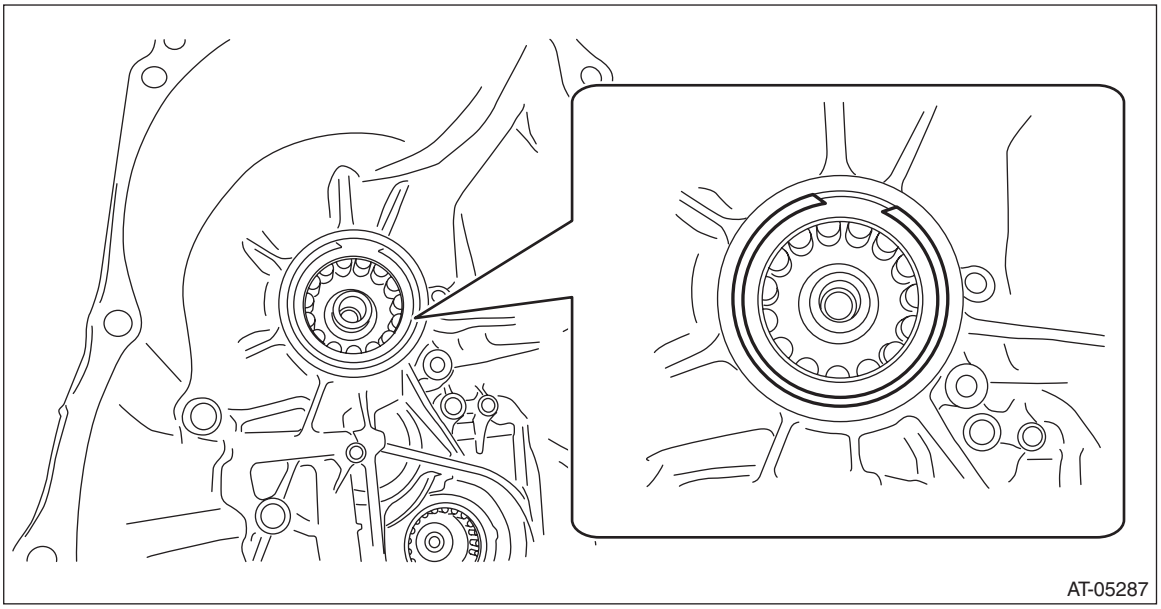
NOTE:
- Use a new roller bearing.
- Make adjustment so that the press gets in contact with the center of ST2.

ST1 398177700 INSTALLER
ST2 20299AG010 PRESS SNAP RING



5) Install the snap ring on primary pulley side.

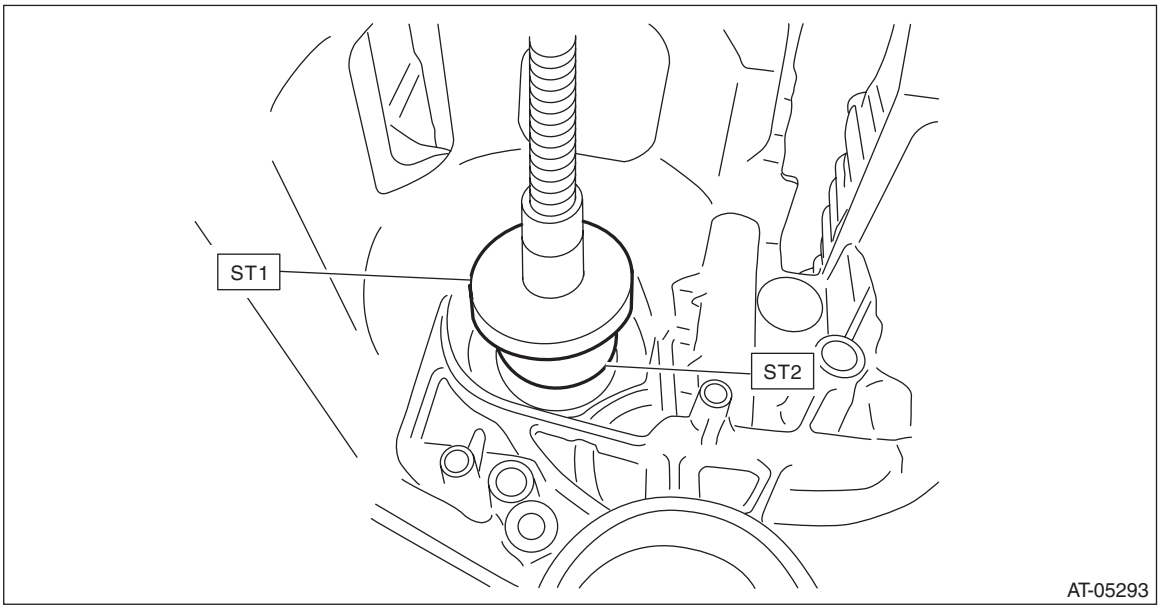
NOTE:
Use new snap rings.



6) Using ST1 and ST2, install the roller bearing on secondary pulley side.

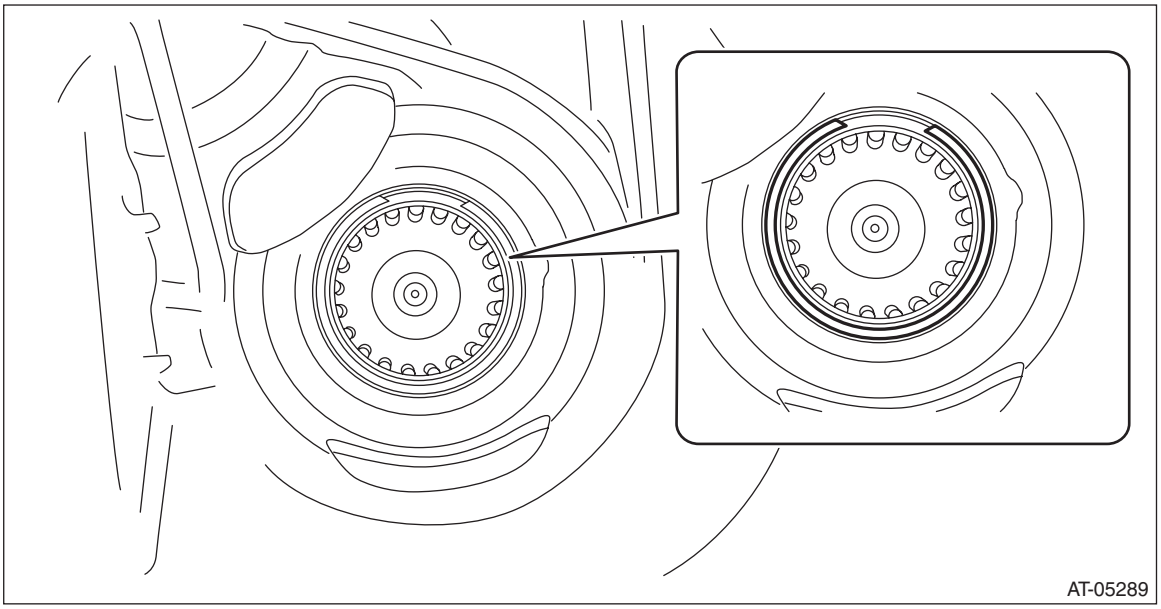
NOTE:
- Use a new roller bearing.
- Make adjustment so that the press gets in contact with the center of ST2.

ST1 398177700 INSTALLER
ST2 499755602 PRESS SNAP RING



7) Install the snap ring on secondary pulley side.

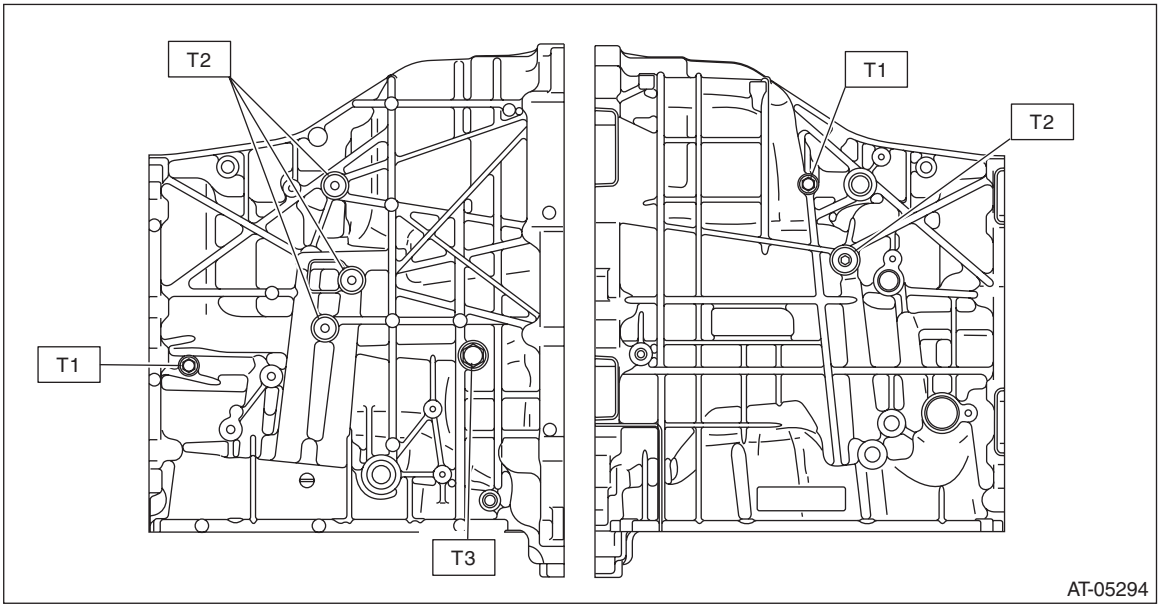
NOTE:
Use new snap rings.



8) Install all plugs.

NOTE:
Use new gaskets and O-rings.

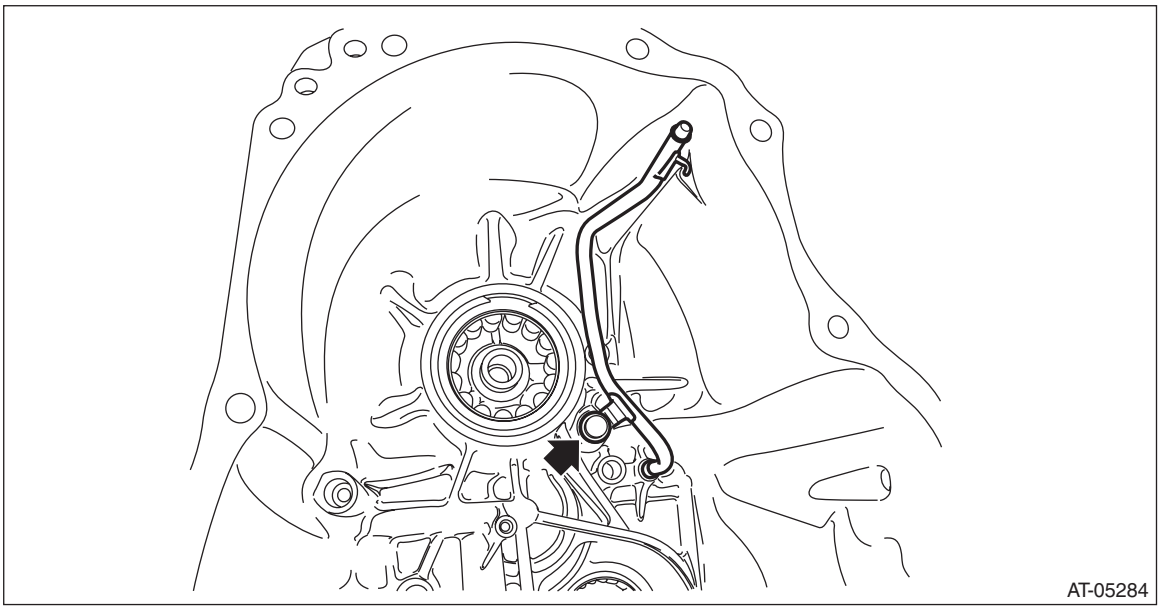
Tightening torque:
T1: 13 N·m (1.3 kgf-m, 9.6 ft-lb)
T2: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T3: 35 N·m (3.5 kgf-m, 25.8 ft-lb)



9) Install the lubrication pipe and O-ring.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.

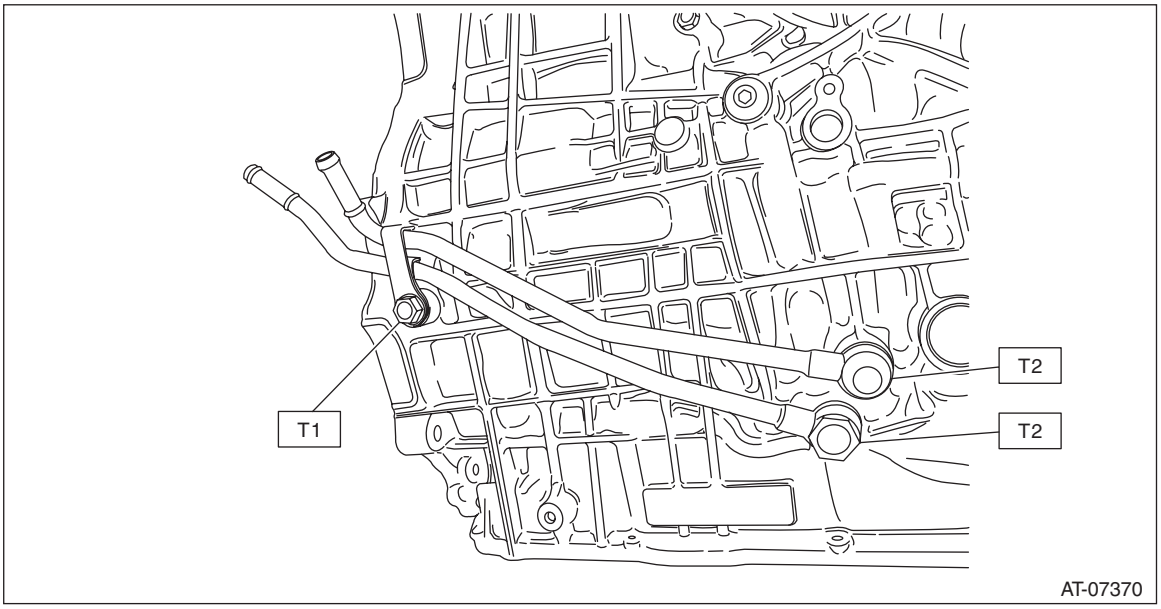
Tightening torque:
16 N·m (1.6 kgf-m, 11.8 ft-lb)



10) Install the CVTF inlet pipe and CVTF outlet pipe.

NOTE:
Use a new gasket.

Tightening torque:
T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)
T2: 40 N·m (4.1 kgf-m, 29.5 ft-lb)



E: INSPECTION

- Check the transmission case for damage.
- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check for leakage of CVTF from the connection between intermediate case and transmission case.
- Check the lubrication pipe for bend or damage.
- Check the bearing for smooth operation.
- Check the bearing for seizure or wear.

F: ADJUSTMENT

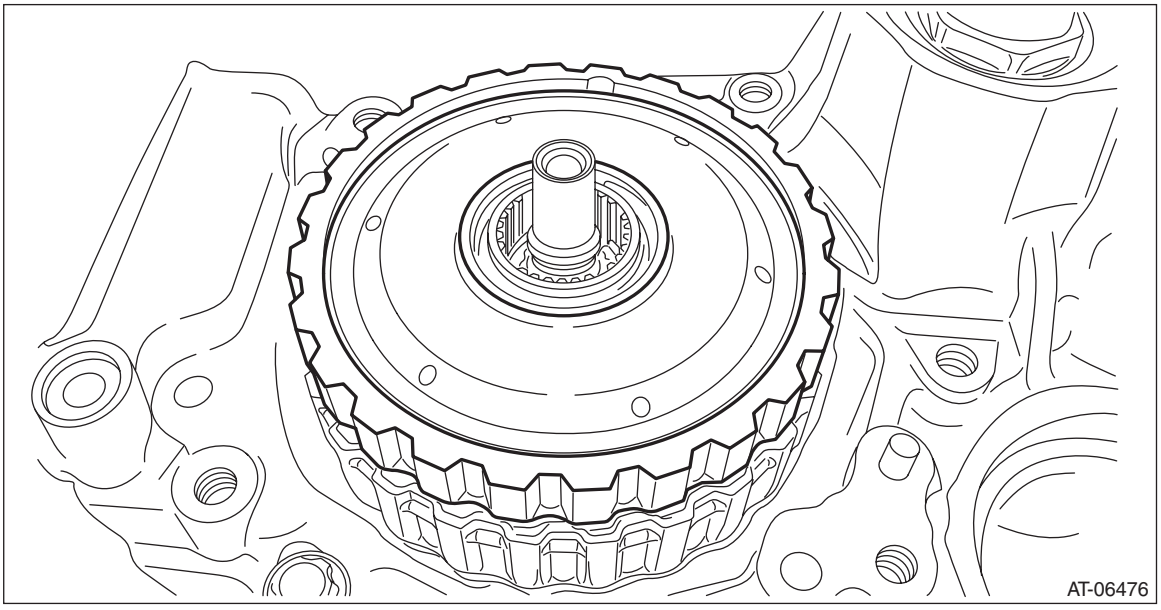
NOTE:
When replacing the transmission case with a new part, perform the following check and adjustment for the selection.

- Select the thrust bearing for the forward clutch assembly. <Ref. to CVT(TR690)-200, ADJUSTMENT, Forward Clutch Assembly.>
- Select the snap ring for the reduction gear. <Ref. to CVT(TR690)-208, ADJUSTMENT, Reduction Driven Gear.>

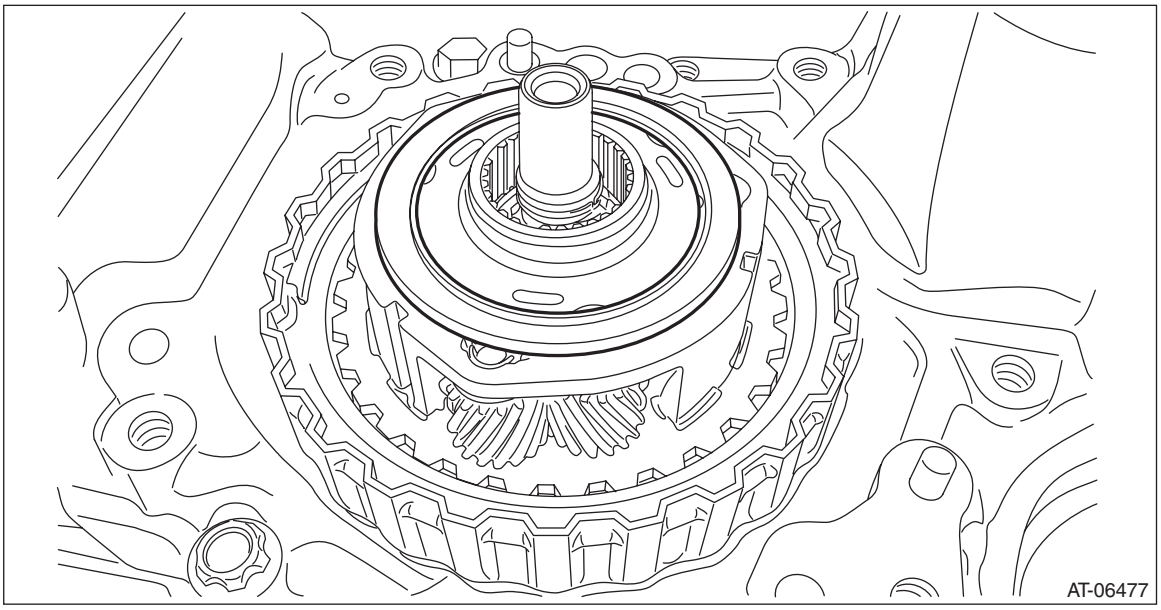
41.Forward Clutch Assembly

A: REMOVAL

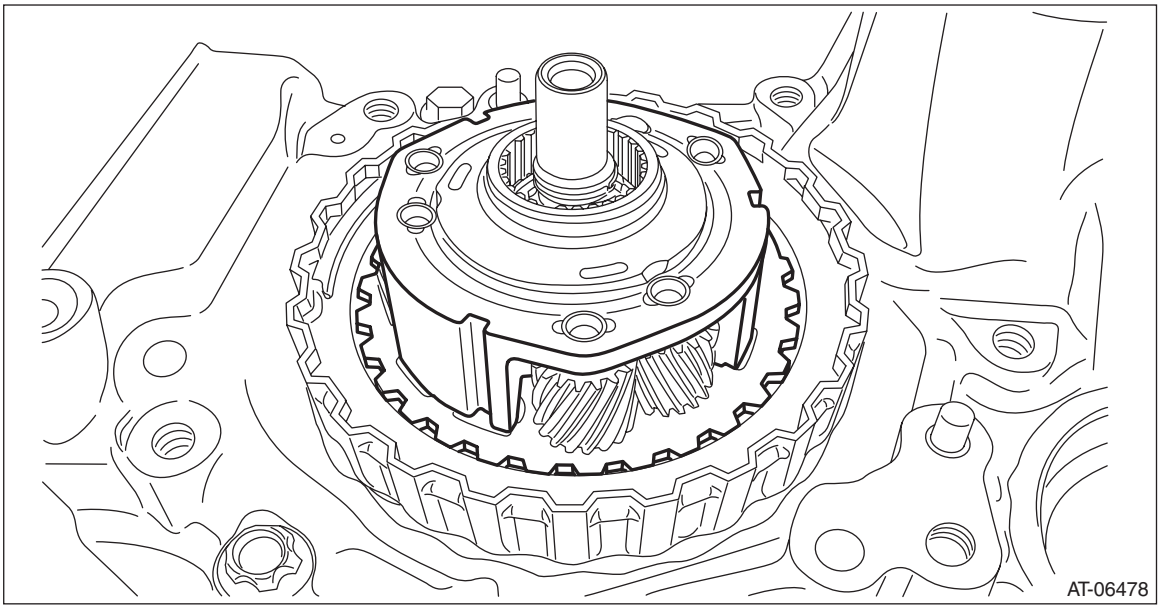
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-242, REMOVAL, Reverse Brake Assembly.>
20) Remove the internal gear.



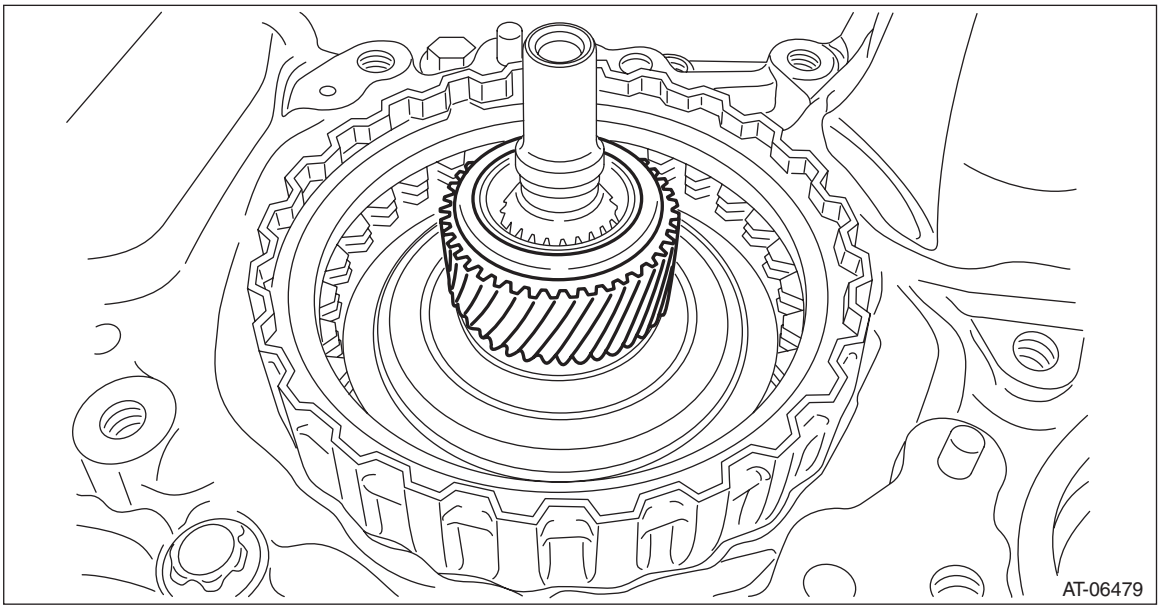
21) Remove the thrust bearing.



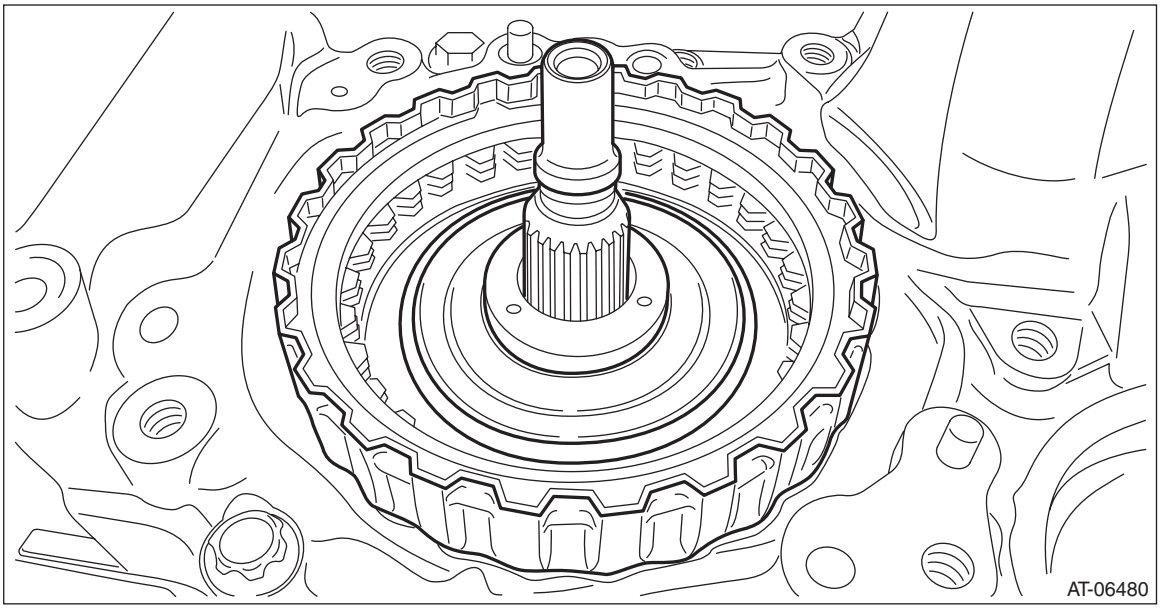
22) Remove the planetary carrier.



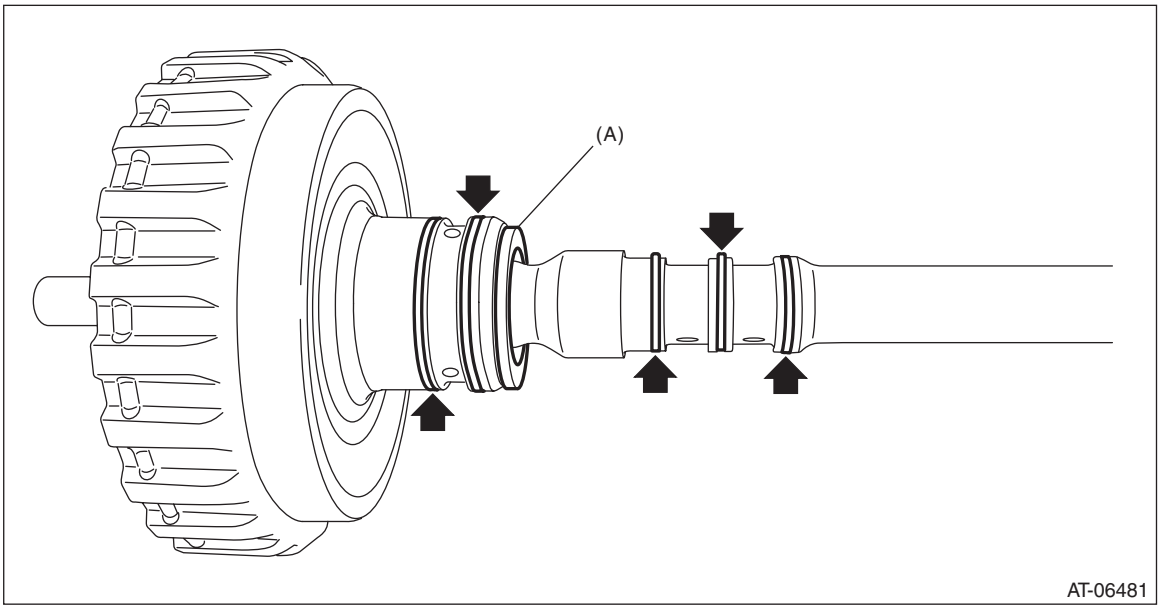
23) Remove the thrust bearing and sun gear.



24) Remove the forward clutch assembly.



25) Remove the thrust bearing and seal ring.

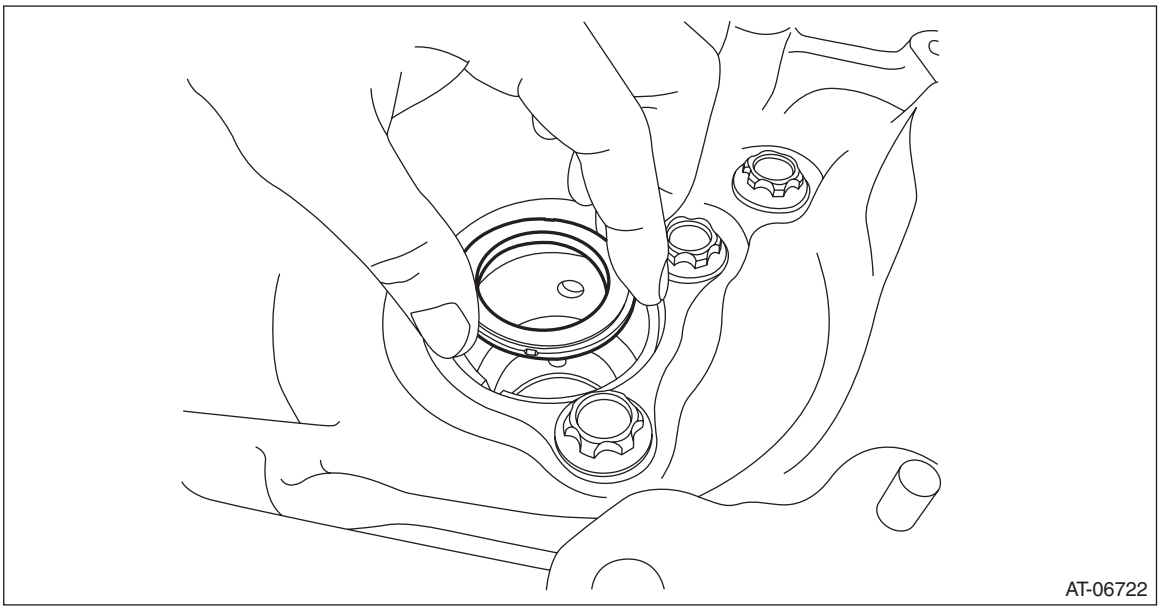


(A) Thrust bearing

B: INSTALLATION

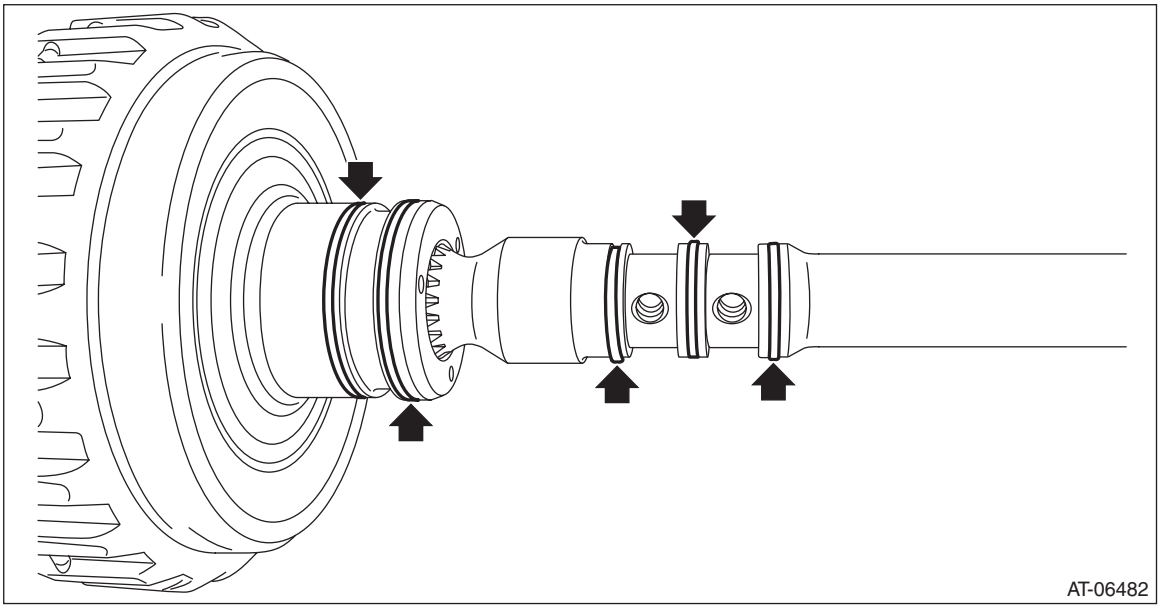
1) Install the thrust bearing to the converter case.

NOTE:
Face the temper color surface to the converter case side.

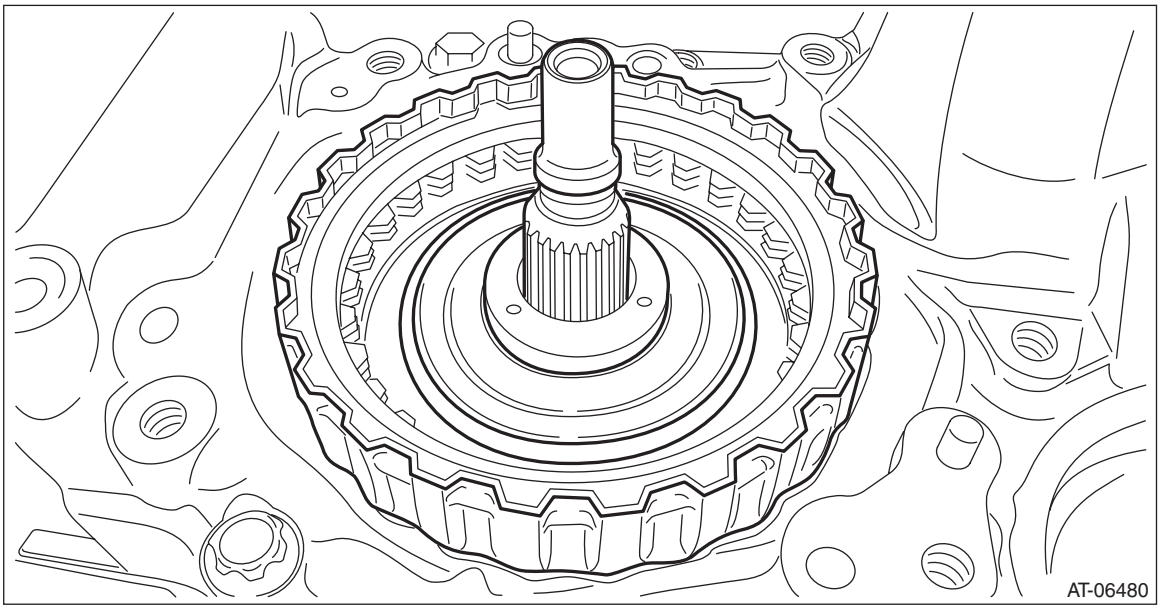


2) Install the seal ring to the input shaft.

NOTE:
- Use new seal rings.
- When installing the seal rings, do not expand the seal rings too much.
- Apply CVTF to the seal rings.

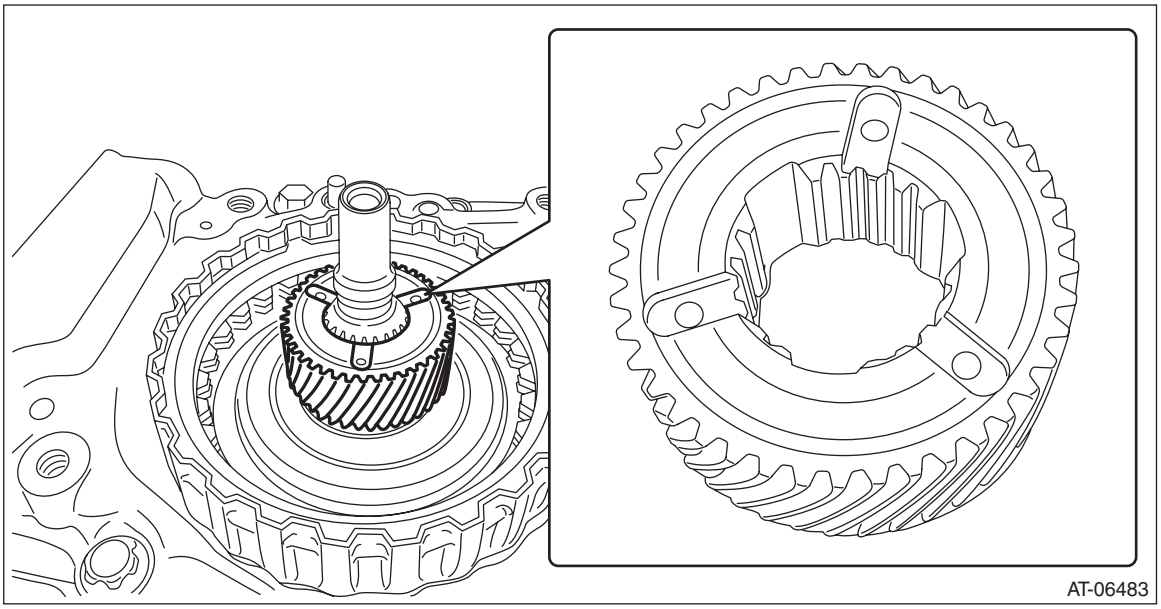


3) Install the forward clutch assembly to the converter case.



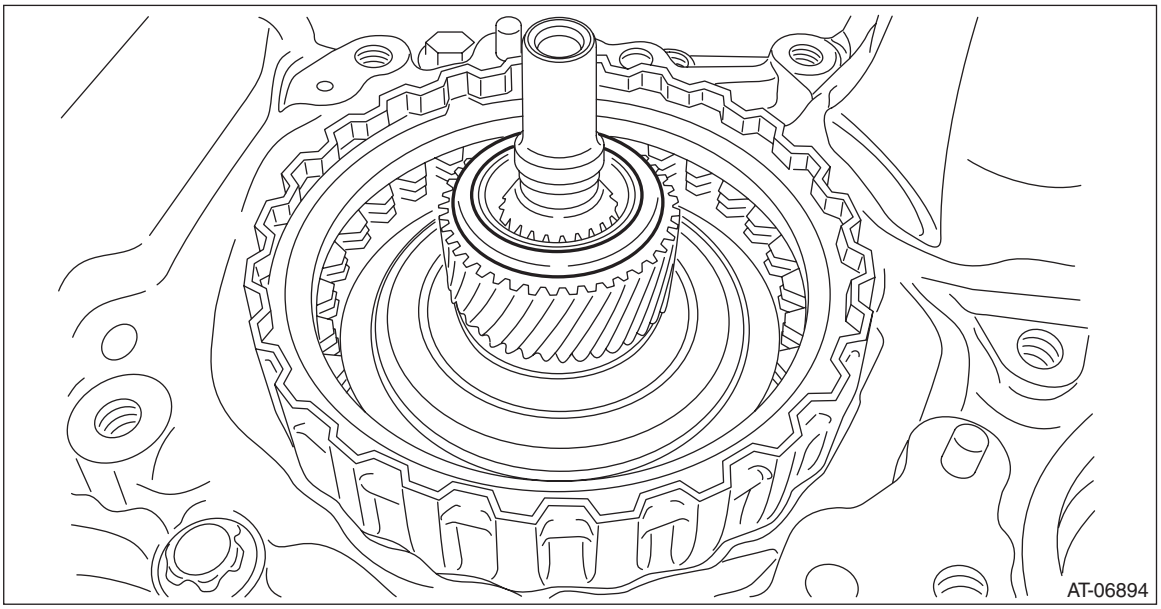
4) Install the sun gear.

NOTE:
Face the end face of the sun gear to the reverse brake side as shown in the figure.

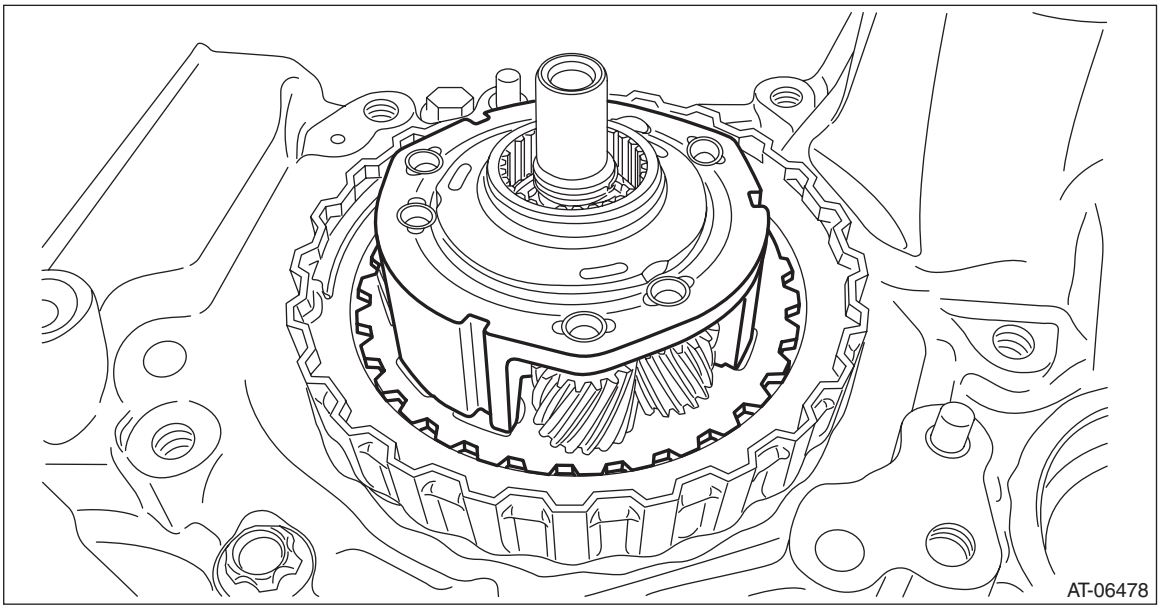


5) Install the thrust bearing to the sun gear.

NOTE:
Face the temper color surface to the reverse brake side.

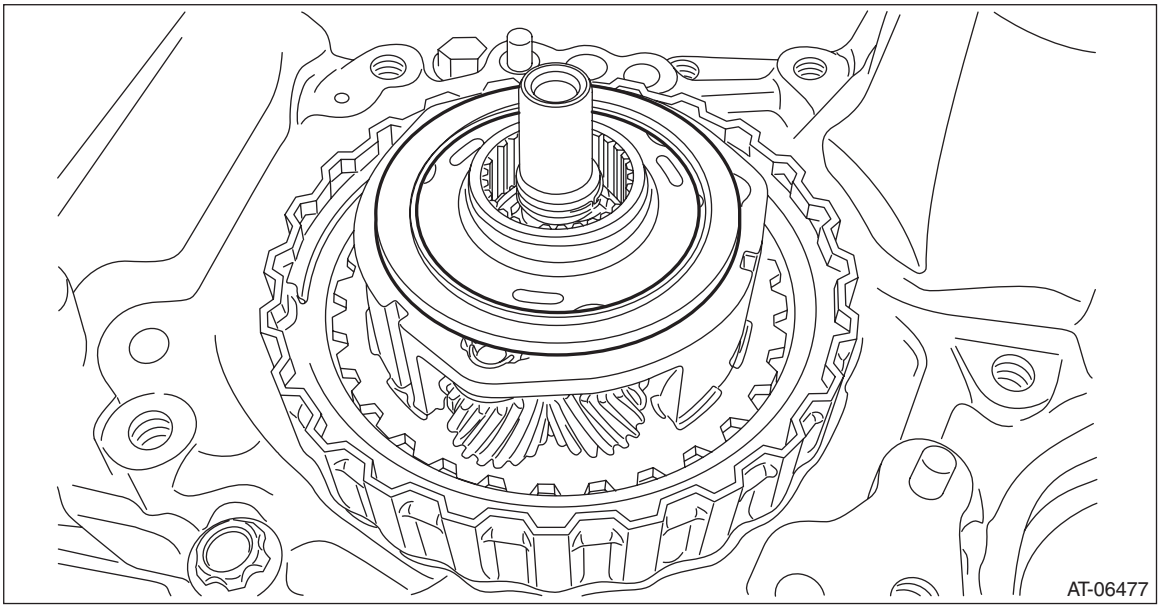


6) Install the planetary carrier.

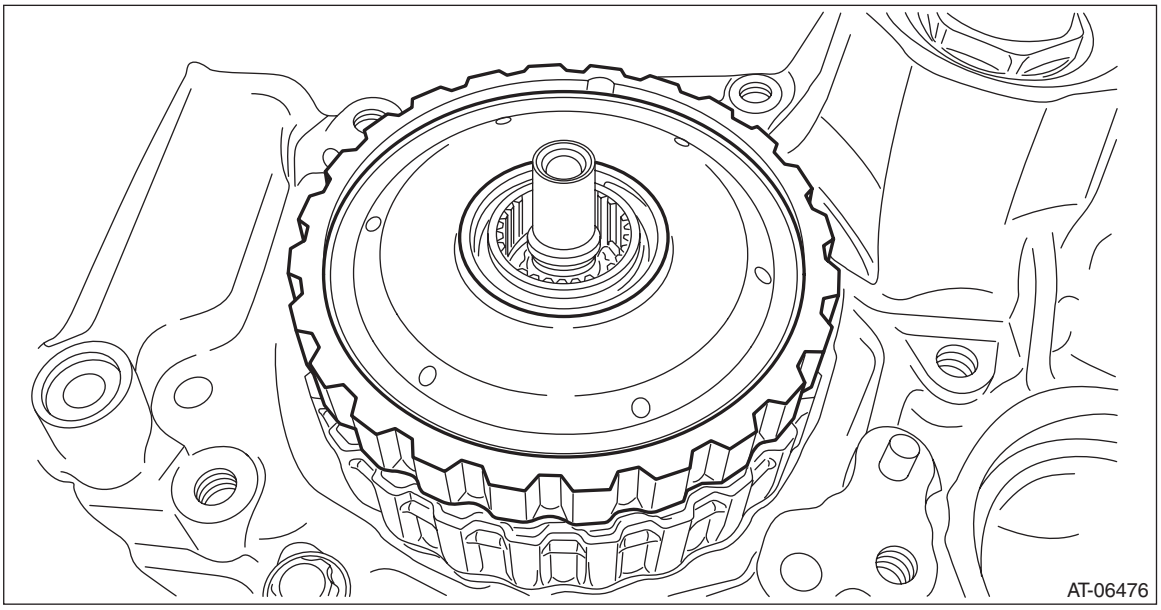


7) Install the thrust bearing.

NOTE:
Face the temper color surface to the reverse brake side.

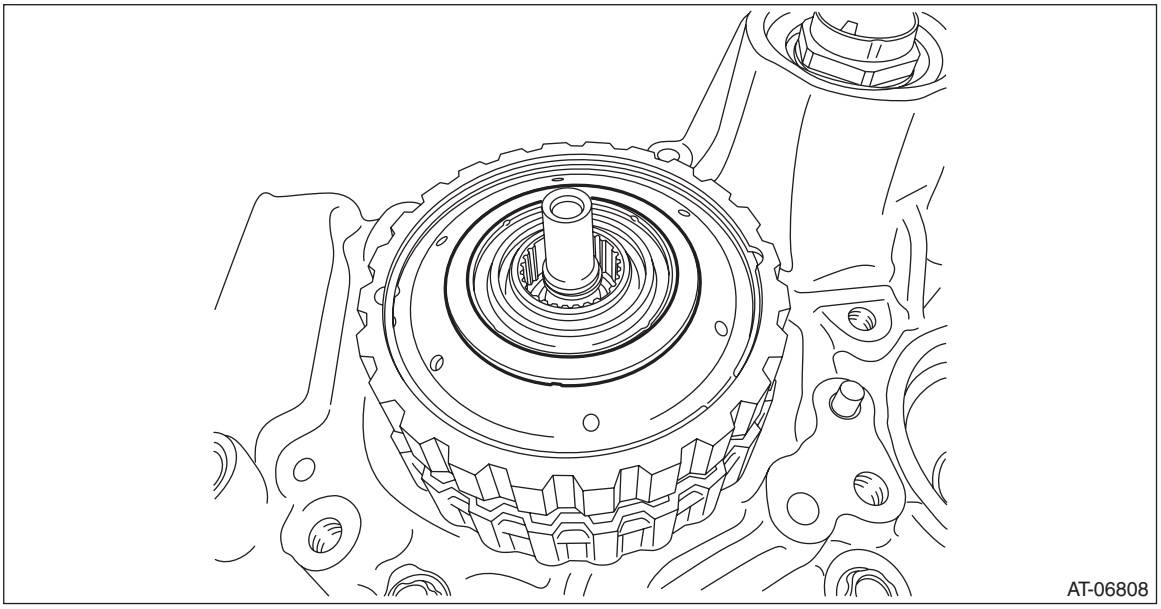


8) Install the internal gear.



9) Install the thrust bearing to the internal gear.

NOTE:
Face the temper color surface to the reverse brake side.

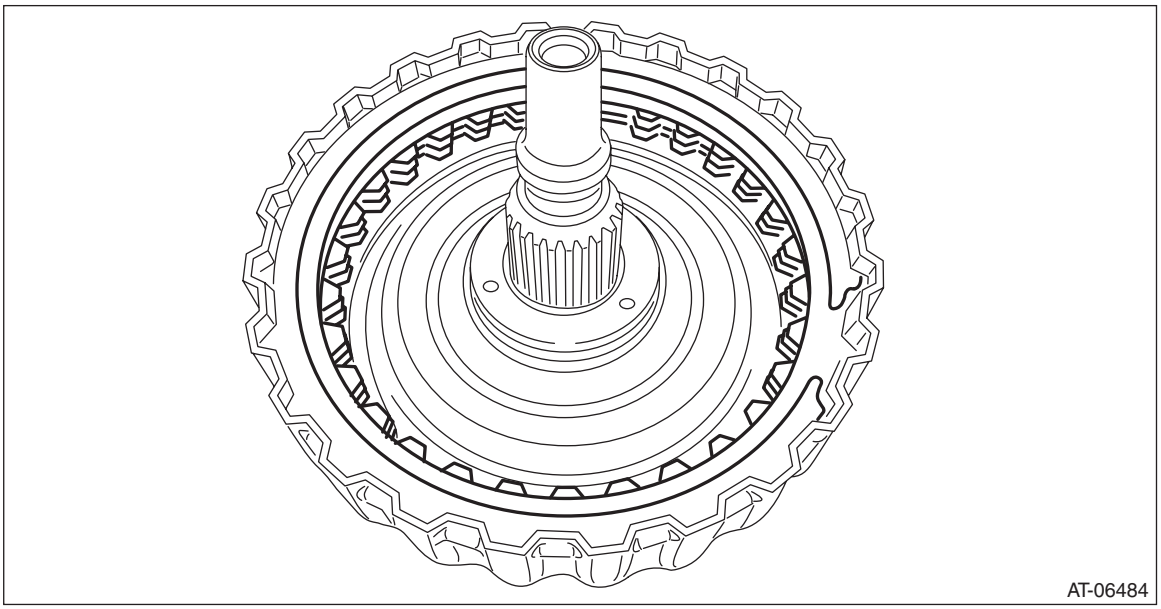


10) Select a washer.<Ref. to CVT(TR580)-275, ADJUSTMENT, Forward Clutch Assembly.>
11) Install the reverse brake assembly.<Ref. to CVT(TR580)-245, INSTALLATION, Reverse Brake Assembly.>
12) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>
13) Install the reduction drive gear.<Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>
14) Install the transmission case.<Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>
15) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
16) Install the oil strainer and oil pan.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
17) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
18) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
19) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
20) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
21) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
22) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
23) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
24) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
25) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
26) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
27) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
28) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
29) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

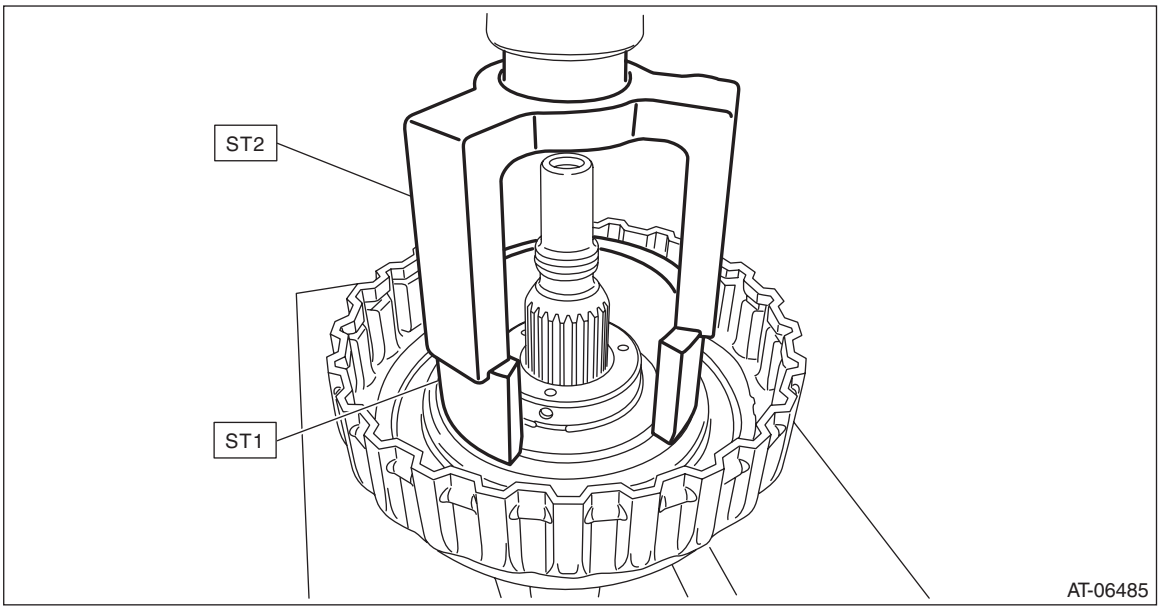
C: DISASSEMBLY

1. FORWARD CLUTCH ASSEMBLY

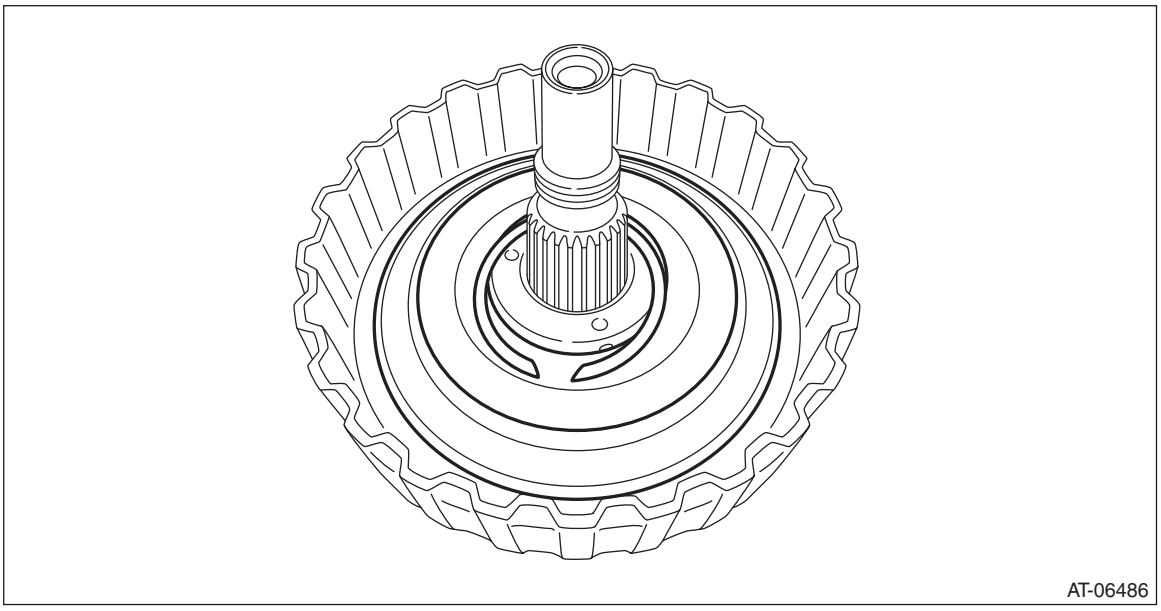
1) Remove the snap ring.
2) Remove the retaining plate, drive plate, driven plate and dish plate.



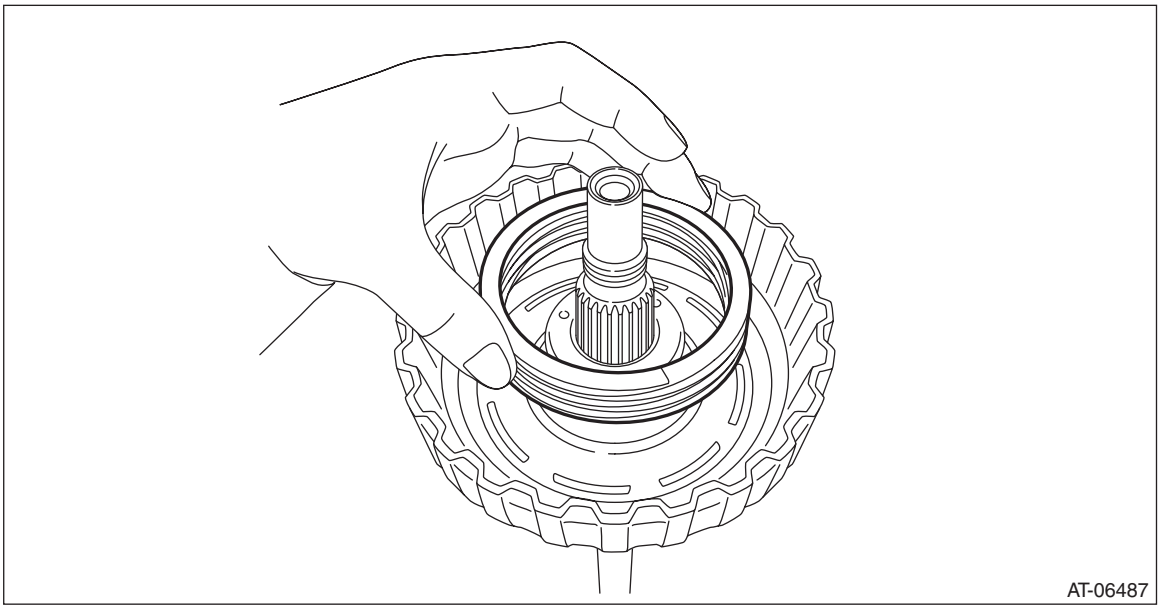
3) Compress the return spring using the ST to remove the snap ring.
ST1 18762AA010 COMPRESSOR SPECIAL TOOL
ST2 398673600 COMPRESSOR



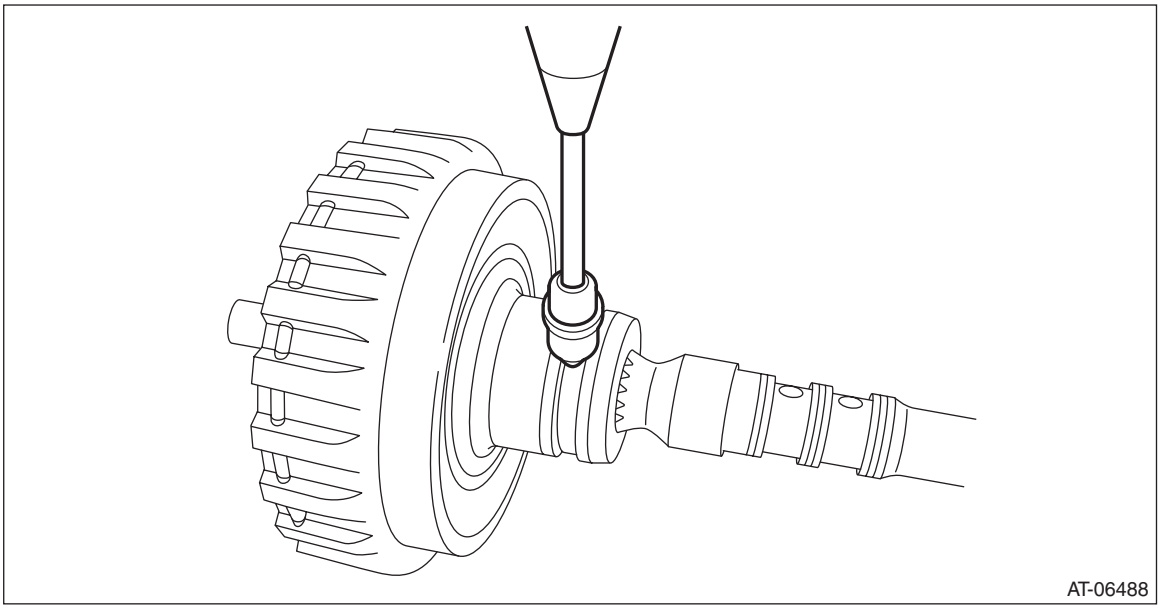
4) Remove the chamber COMPL and snap ring.



5) Remove the return spring.

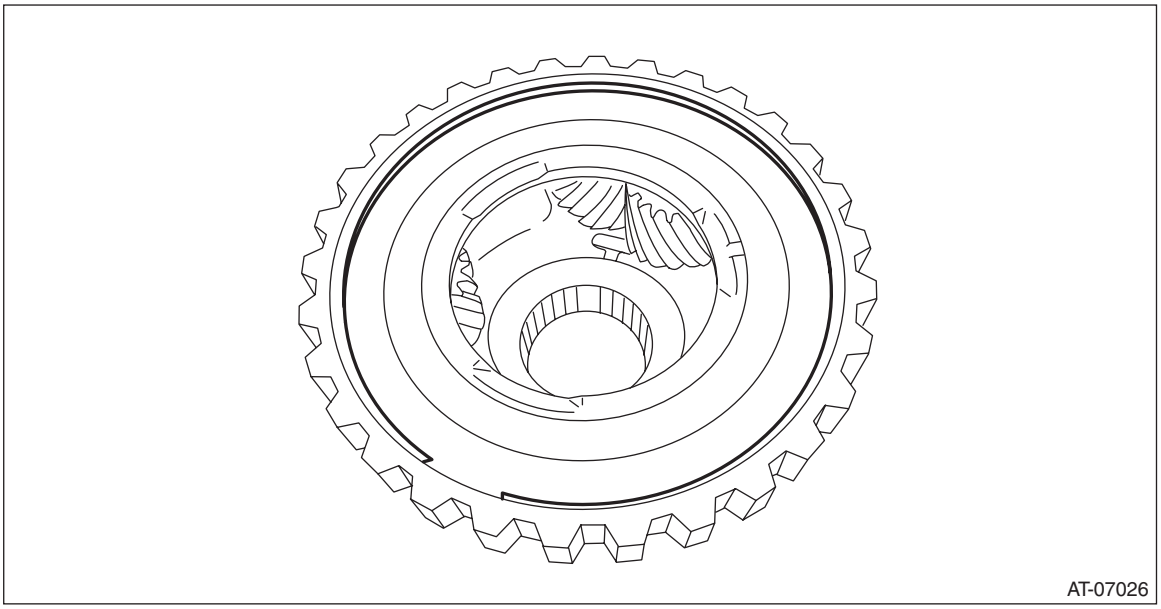


6) Remove the forward clutch piston by blowing compressed air intermittently from the forward clutch carrier hole.



2. PLANETARY CARRIER ASSY

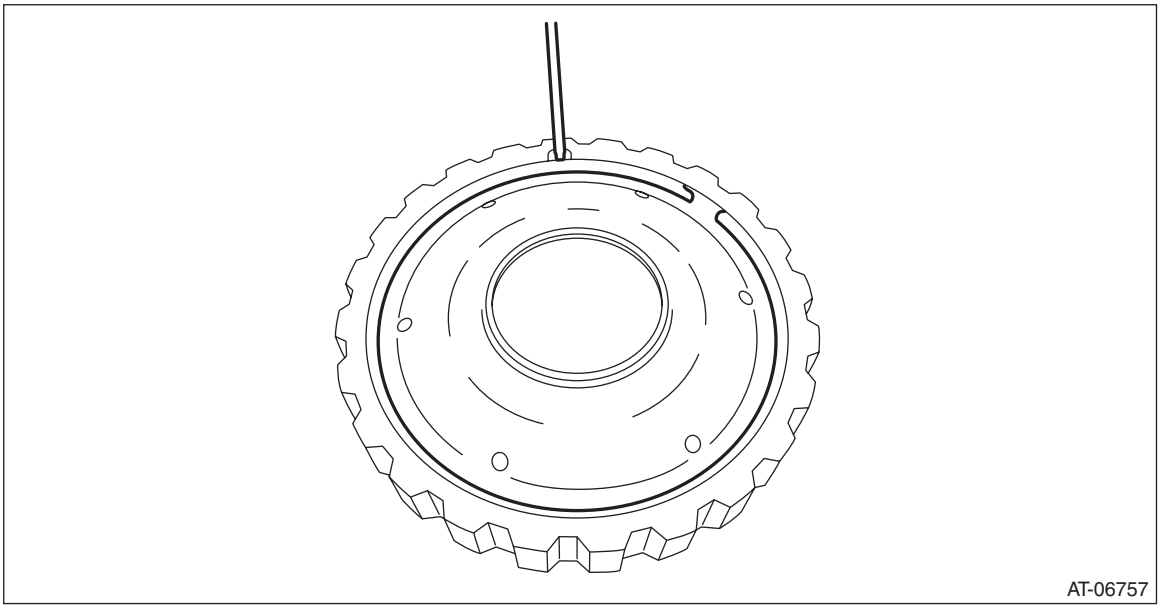
NOTE:
Disassemble the balance oil guide only.
1) Remove the snap ring.


AT-07026

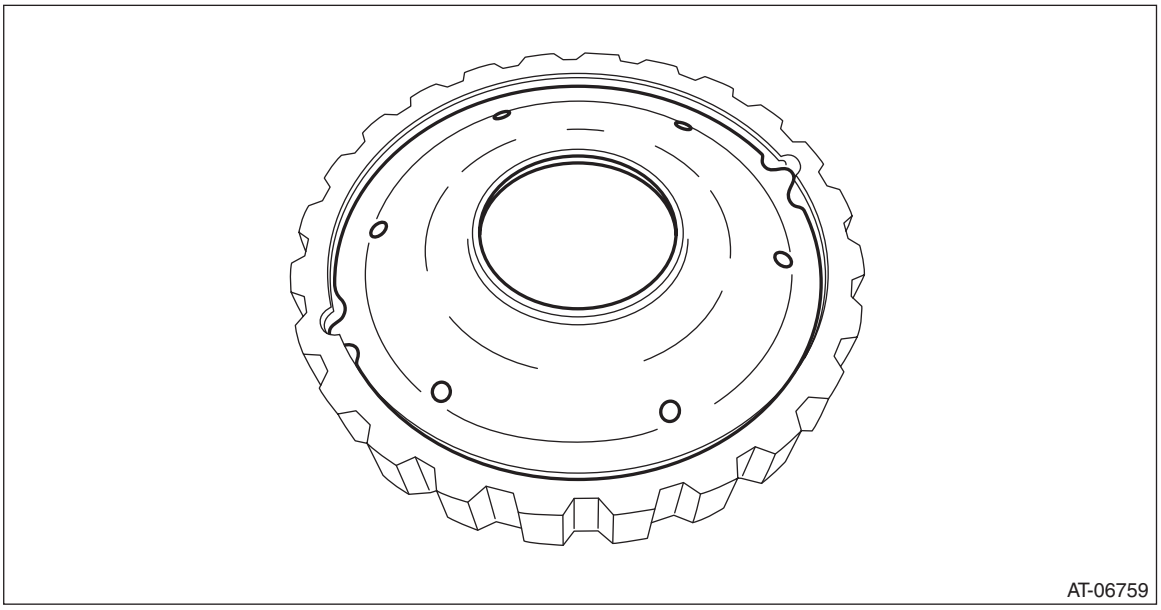
2) Remove the balance oil guide.

3. INTERNAL GEAR

1) Remove the snap ring.


AT-06757

2) Remove the thrust gear plate.

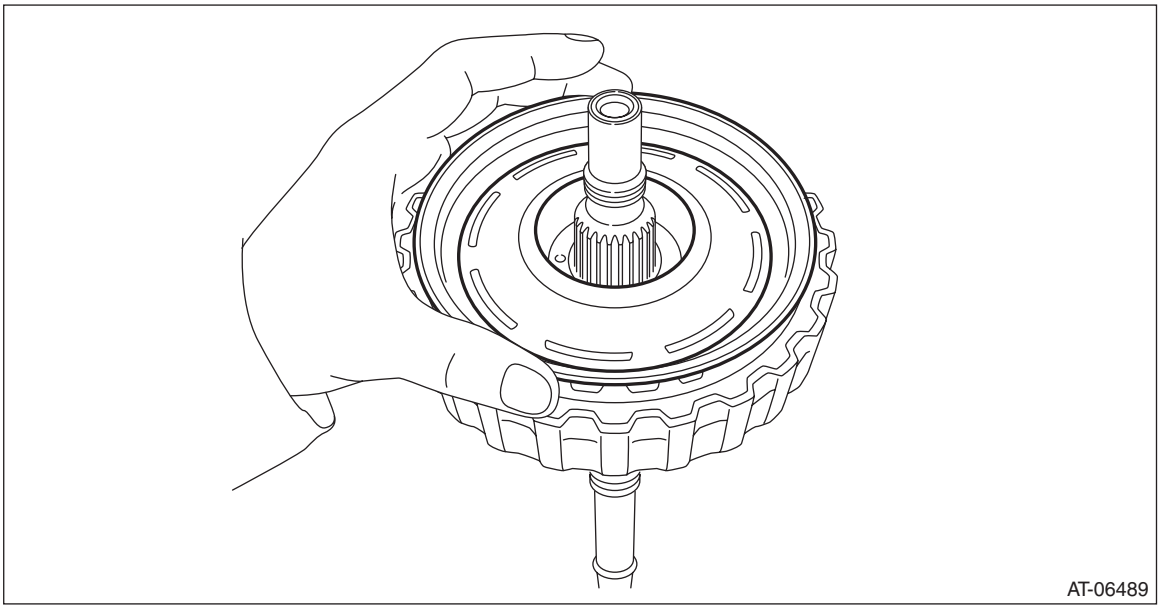


D: ASSEMBLY

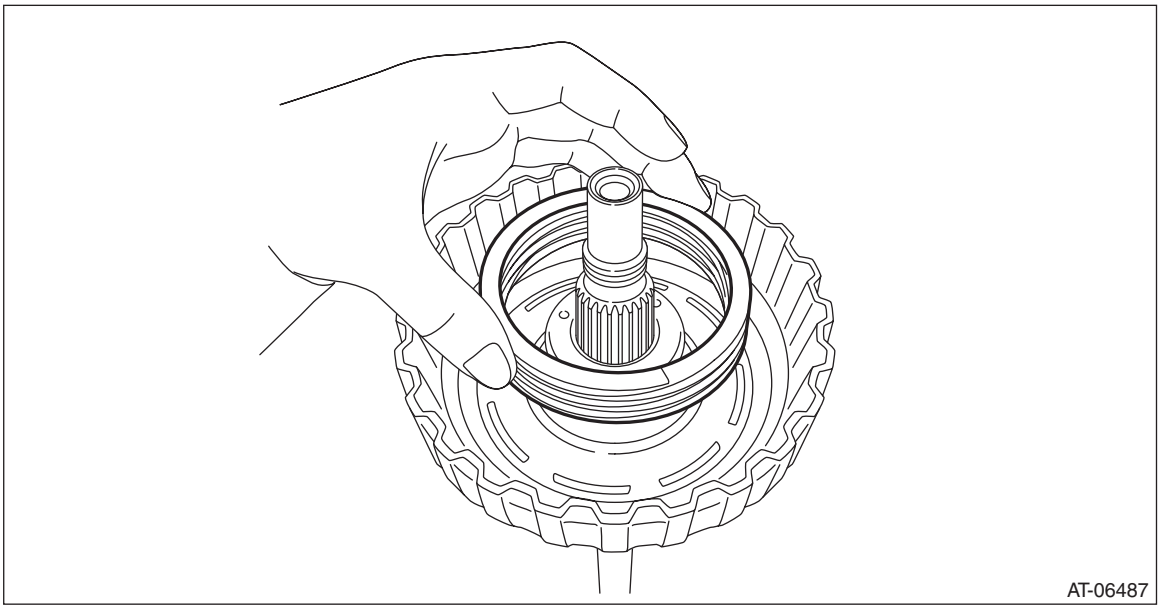
1. FORWARD CLUTCH ASSEMBLY

1) Install the forward clutch piston to forward clutch drum.

NOTE:
- Apply CVTF to the seal of forward clutch piston.
- Insert it all the way to the end.

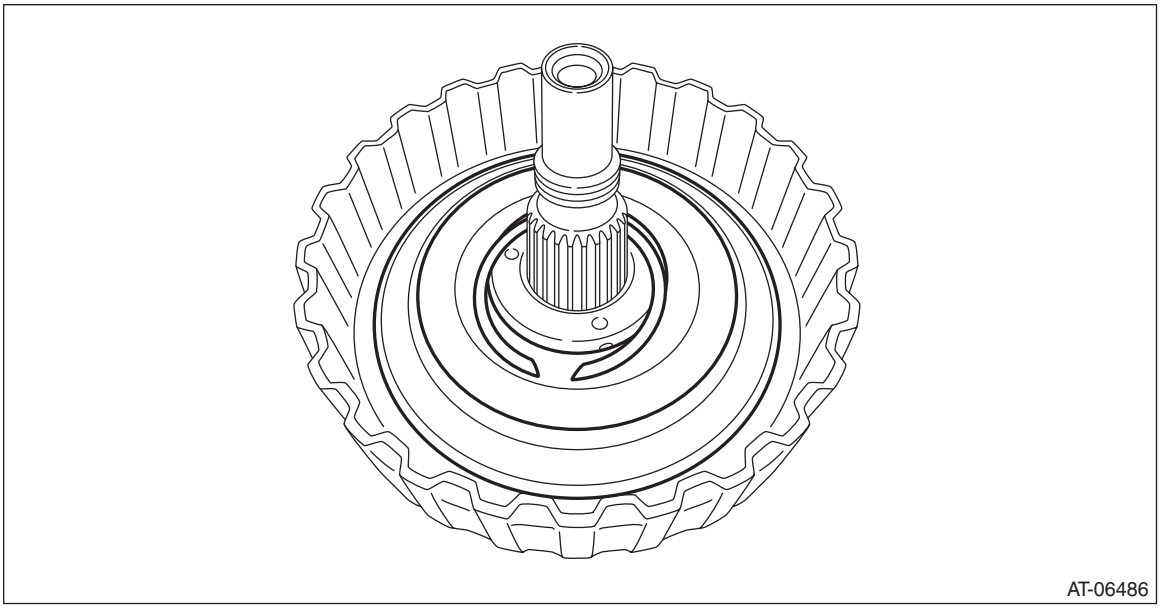


2) Install the return spring.

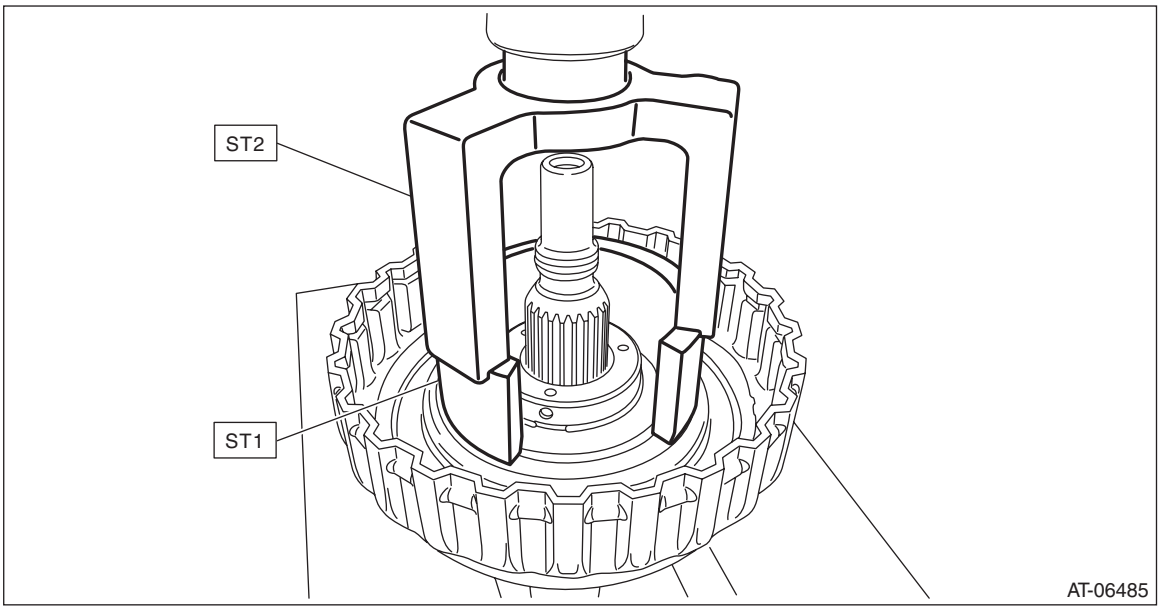


3) Install the chamber COMPL.

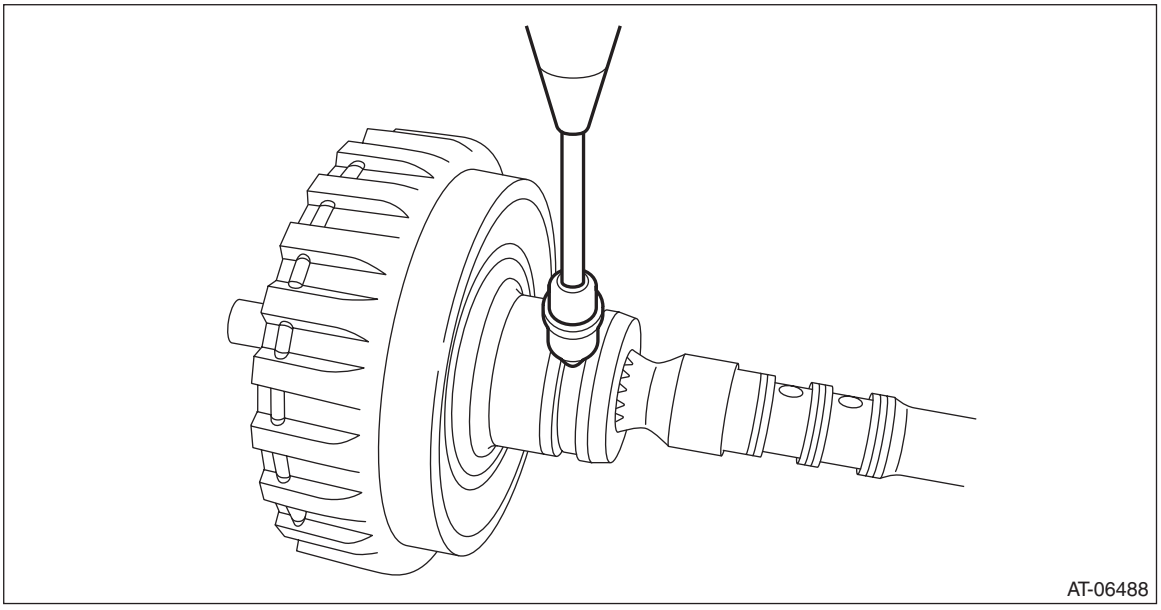
NOTE:
Apply CVTF to the sealing area of chamber COMPL.



4) Compress the return spring using the ST to install the snap ring.
ST1 18762AA010 COMPRESSOR SPECIAL TOOL
ST2 398673600 COMPRESSOR



5) Check the operation of forward clutch piston by blowing compressed air intermittently from forward clutch carrier hole.

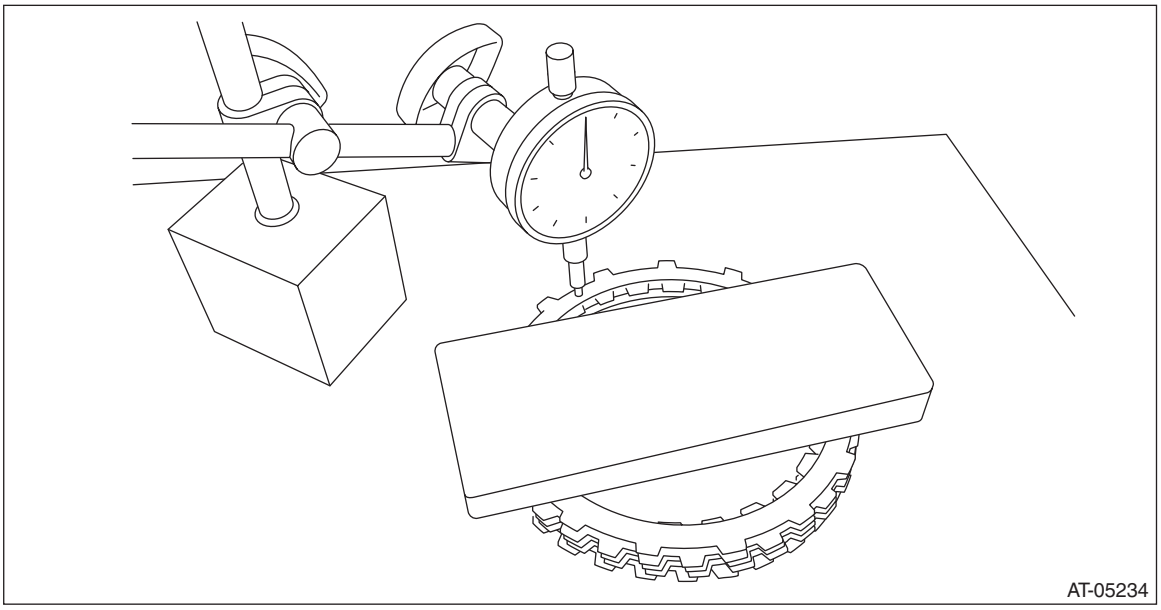


6) Place the driven plate, drive plate and retaining plate neatly in this order on surface table.
7) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.
8) Scale and record the weight “Z” of a flat board which will be put on retaining plate.

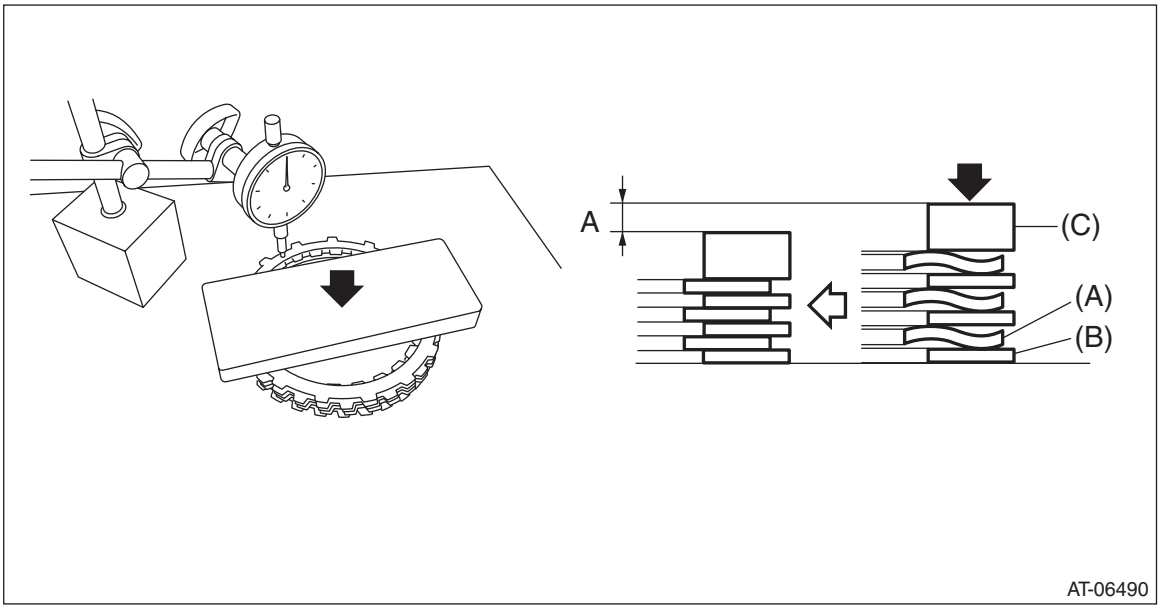
NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 52 N (5.3 kgf, 11.7 lb).

9) Put the flat board on retaining plate.



10) Using the following formula, read the push/pull gauge and calculate “N”.
N = 52 N (5.3 kgf, 11.7 lb) – Z
52 N (5.3 kgf, 11.7 lb) : Load applied to clutch plate
Z: Flat board weight
11) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

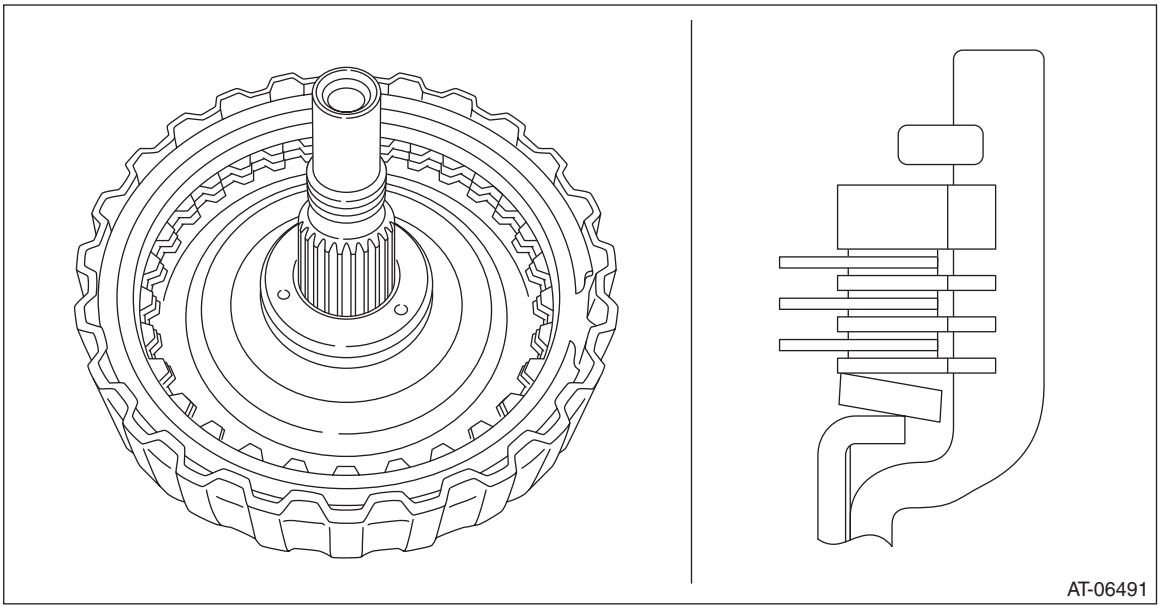
NOTE:
Measure at four points with a 90° interval and calculate the average.



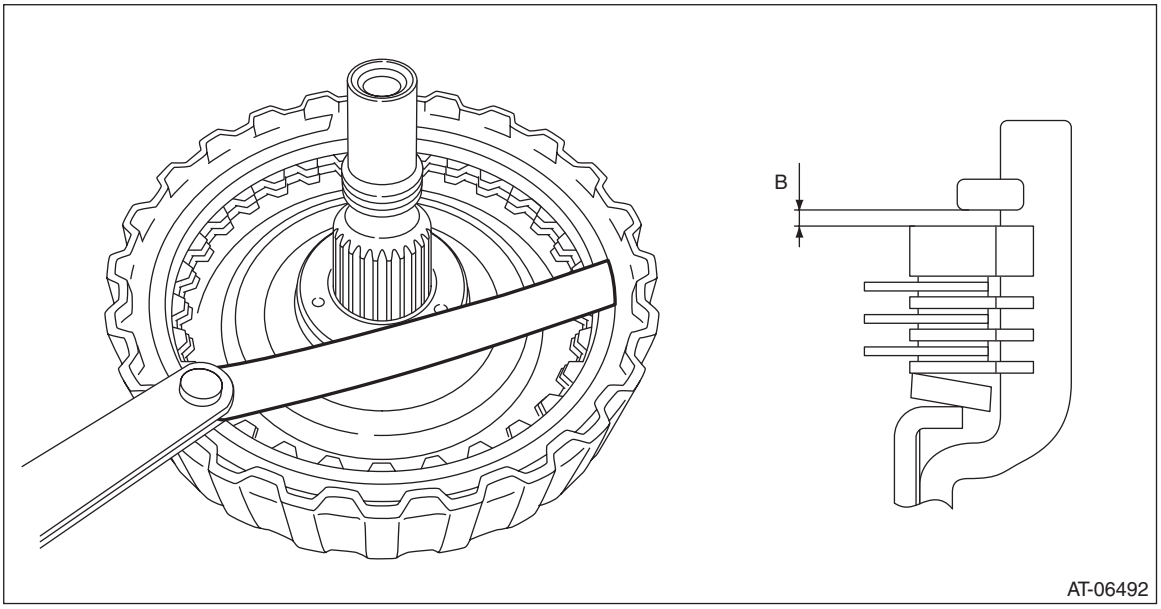
(A) Driven plate
(B) Drive plate
(C) Retaining plate

12) Install the dish plate, drive plate, driven plate, retaining plate and snap ring to the forward clutch carrier.

NOTE:
Install the dish plate in the correct direction.



13) Measure and record the clearance “B” between the retaining plate and snap ring.



14) Piston stroke calculation
Calculate with A and B dimensions recorded before.
If it exceeds the limit, replace with a new drive plate and adjust within the initial standard value.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Initial standard:
1.0 — 1.4 mm (0.040 — 0.055 in)

Limit thickness:
1.6 mm (0.063 in)

Retaining plate	
Item number	Thickness mm (in)
31567AB760	4.2 (0.165)
31567AB770	4.4 (0.173)
31567AB780	4.6 (0.181)
31567AB790	4.8 (0.189)
31567AB830	5.0 (0.197)

2. PLANETARY CARRIER ASSY

NOTE:
Assemble in the reverse order of disassembly.

3. INTERNAL GEAR

NOTE:
Assemble in the reverse order of disassembly.

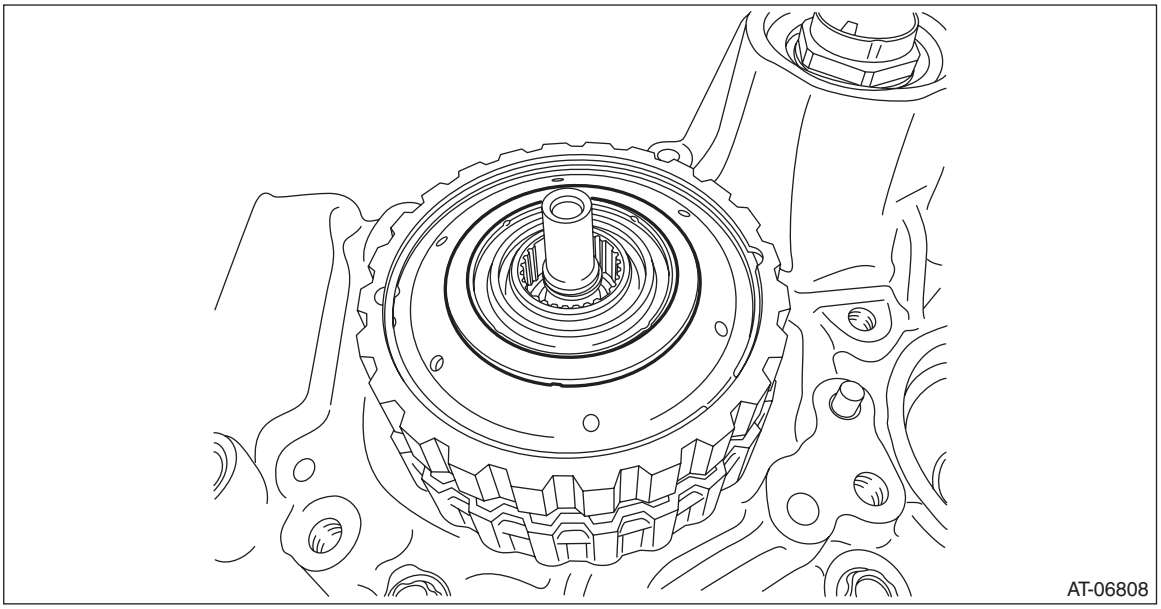
E: INSPECTION

- Check the forward clutch drum, internal gear, sun gear and forward clutch piston lip for wear or damage.
- Inspect the drive plate facing for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed spring retainer.
- Make sure the clearance between retaining plate and internal gear of forward clutch is within the limit. If it exceeds the standard, replace the forward clutch. <Ref. to CVT(TR580)-269, ASSEMBLY, Forward Clutch Assembly.>

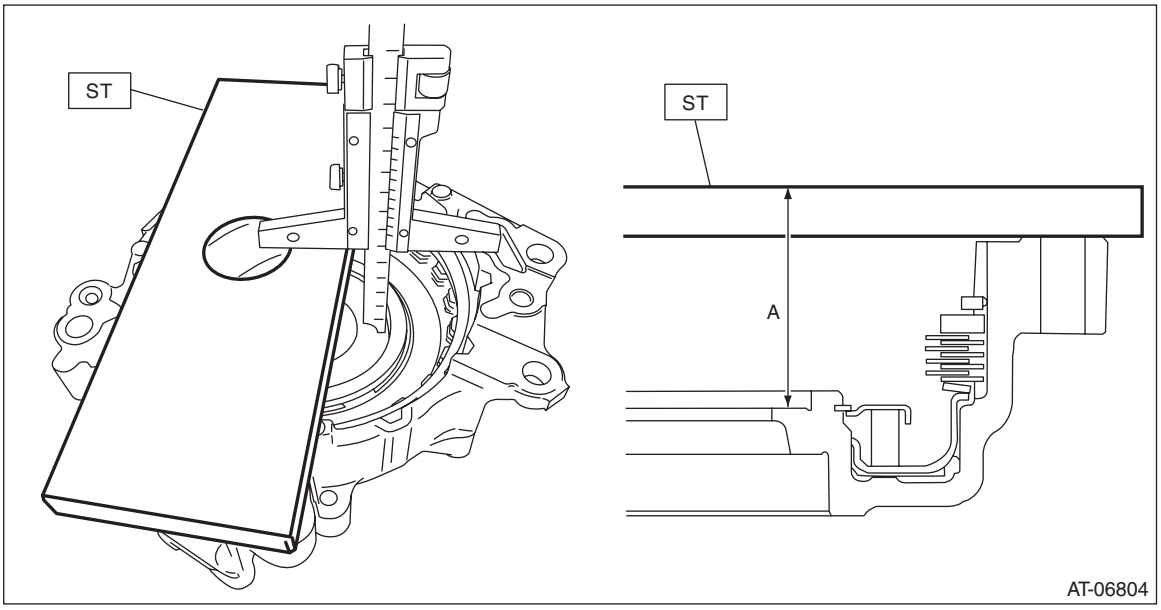
F: ADJUSTMENT

1) Install the thrust bearing to the internal gear.

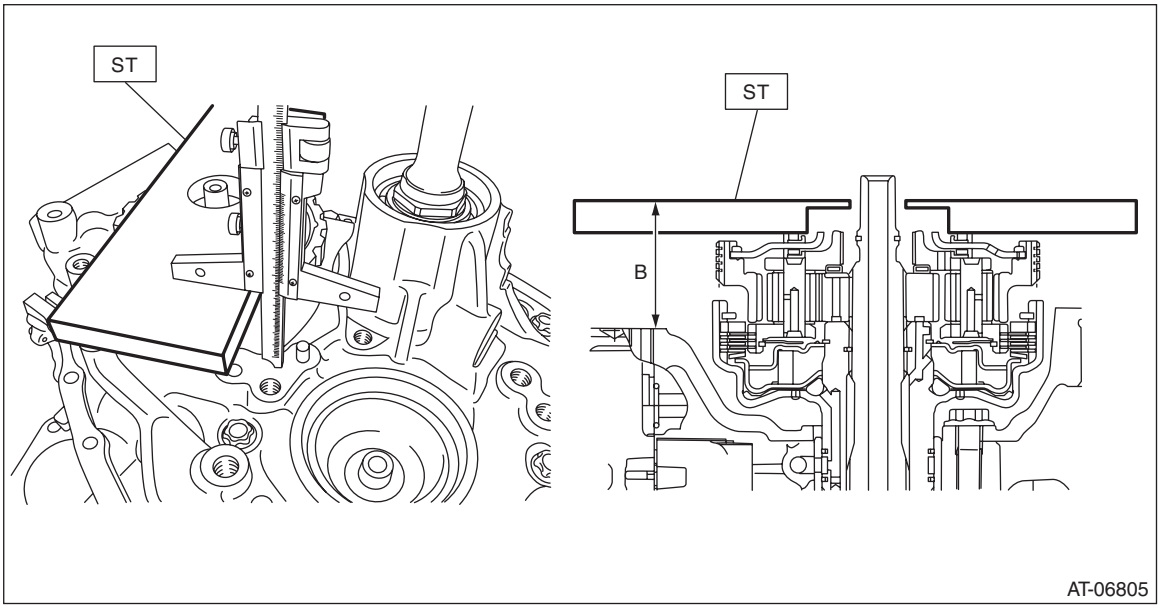
NOTE:
Face the temper color surface to the reverse brake side.



2) Measure depth “A” from the ST upper face to the washer mounting surface.
ST 499575600 GAUGE



3) Measure the height “B” from the ST upper face to the mating surface of the drive pinion retainer.
ST 499575600 GAUGE



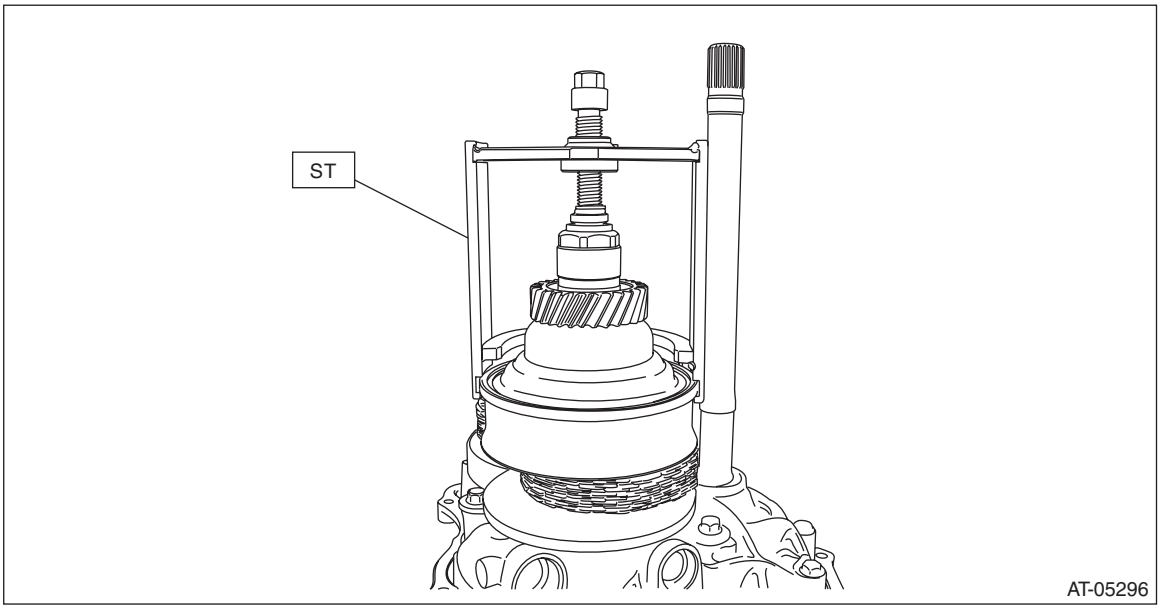
4) Obtain the thickness of washer using the following formula to select the washer.
T (mm) = A – B – (0.35 — 0.70)
[T (in) = A – B – (0.014 — 0.028)]
T: Shim thickness
A: Depth from the ST upper face to the washer mounting surface
B: Height from ST upper face to the drive pinion retainer mating surface
0.35 — 0.70 mm (0.014 — 0.028 in): Clearance

Washer	
Part No.	Thickness mm (in)
803064020	1.3 (0.051)
803064021	1.55 (0.061)
803064022	1.8 (0.071)
803064023	2.05 (0.081)
803064024	2.3 (0.091)
803064025	2.55 (0.100)

41.Primary Pulley and Secondary Pulley

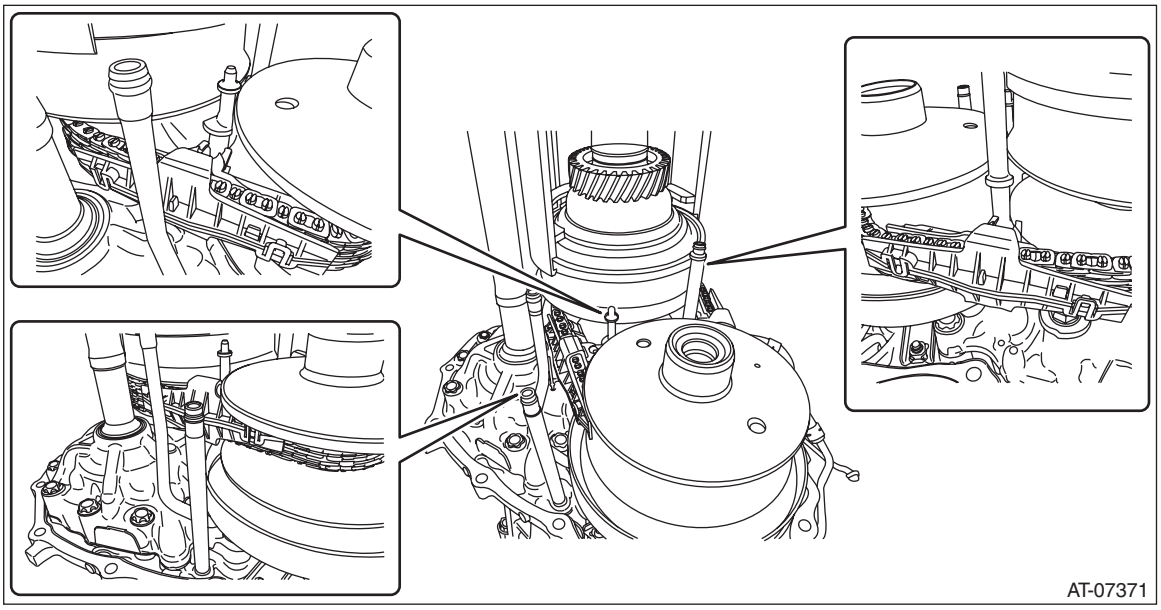
A: REMOVAL

NOTE:
Always replace primary pulley and secondary pulley as an assembly because they are non-disassembled parts.
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
12) Set the ST to the secondary pulley, and expand the V groove of pulley until the variator chain gets completely loose.
ST 18769AA000 EXPANDER PULLEY

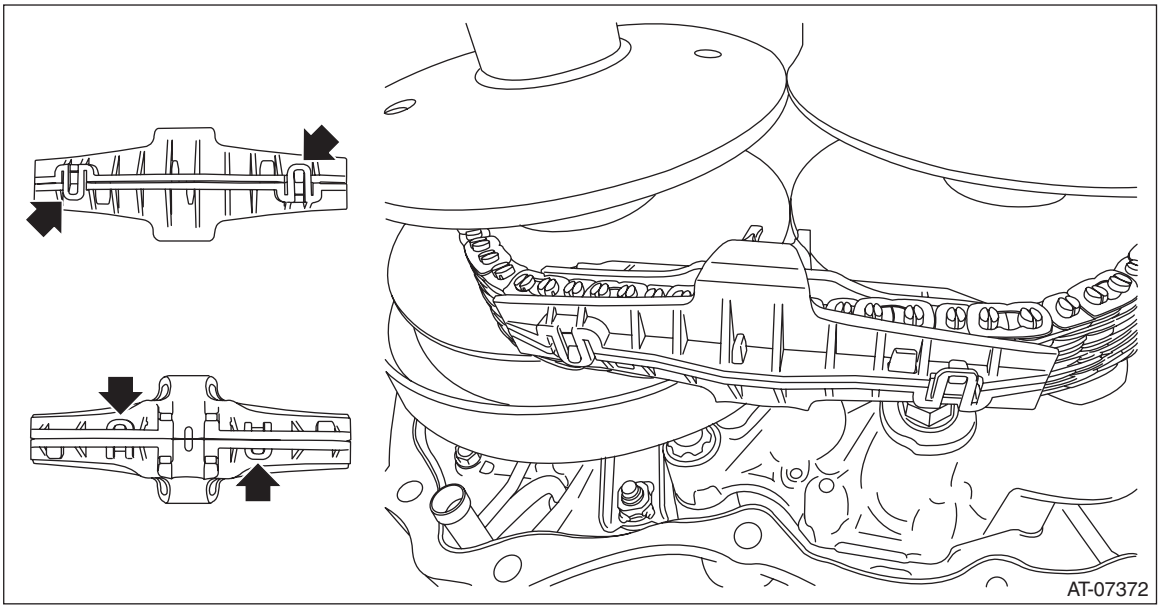


13) Remove the chain guide from lubrication pipe and support rod.

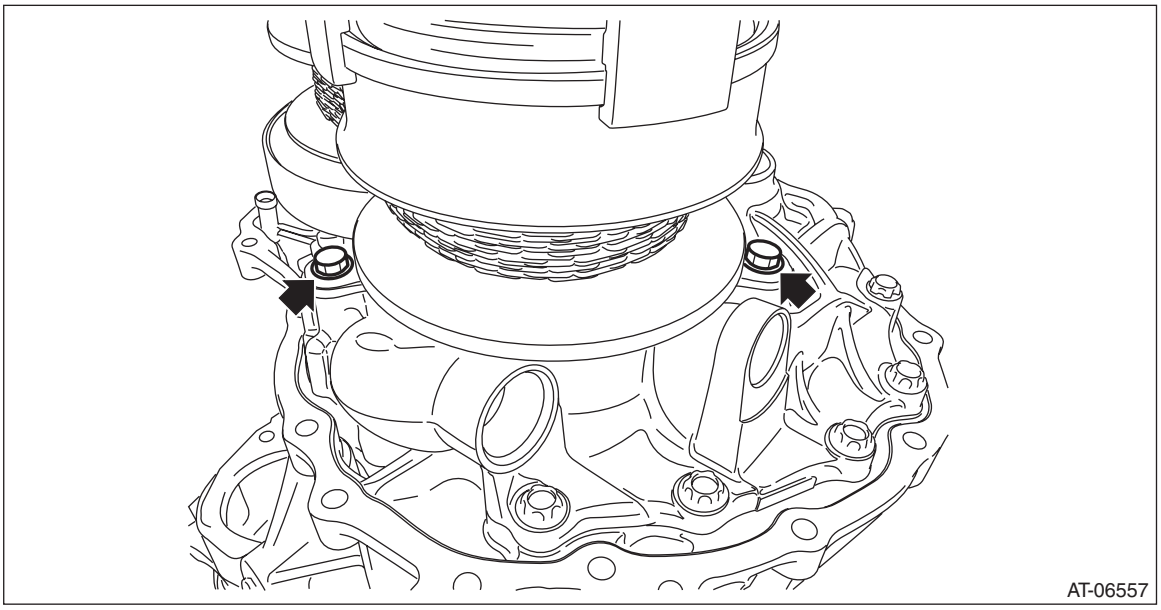
14) Remove the lubrication pipe and support rod.



15) Detach the four claws to remove the two chain guides.

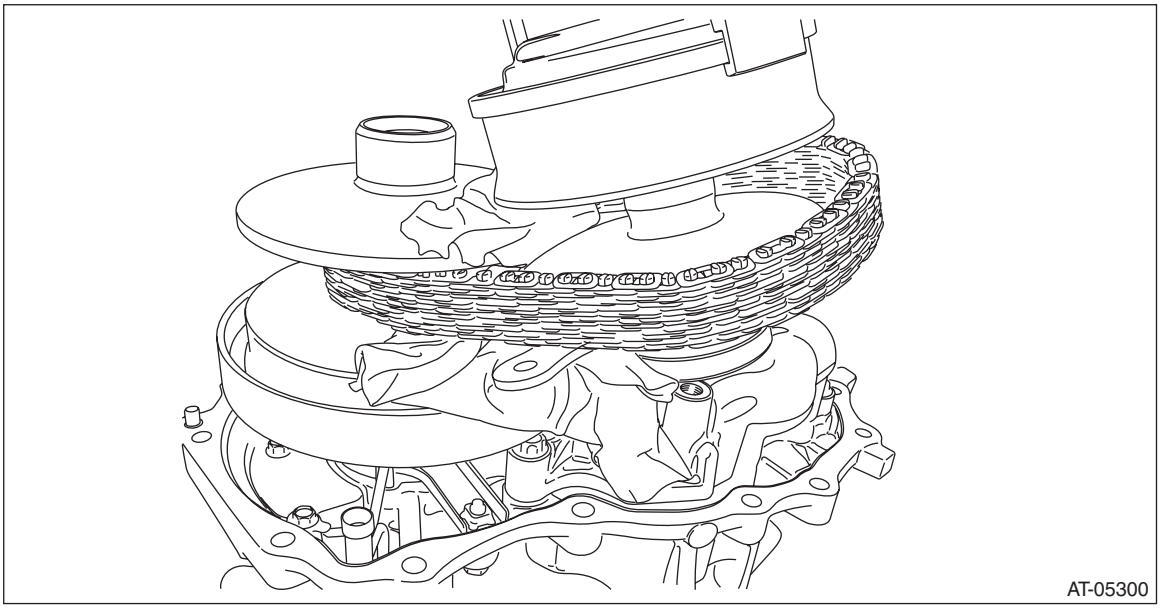


16) Remove the secondary pulley mounting bolt.



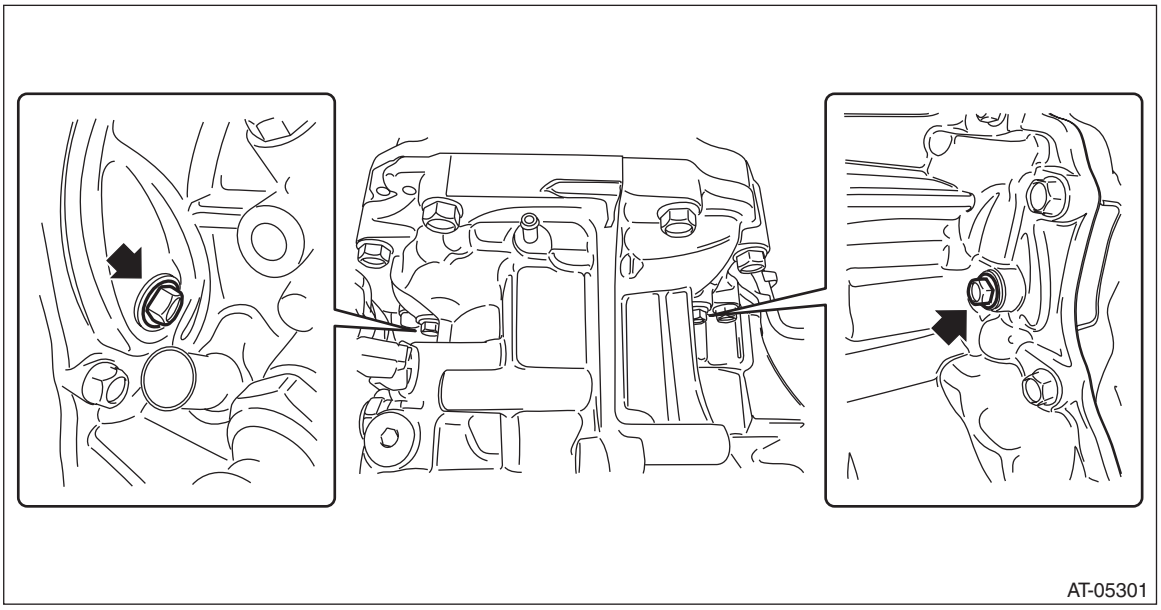
17) Remove the secondary pulley from drive pinion retainer and intersect the V groove of secondary pulley and V groove of primary pulley. Remove the variator chain from secondary pulley and remove the secondary pulley.

CAUTION:
Cover the V grooves of secondary pulley and primary pulley with cloth to protect the both pulleys and variator chain from scratching.

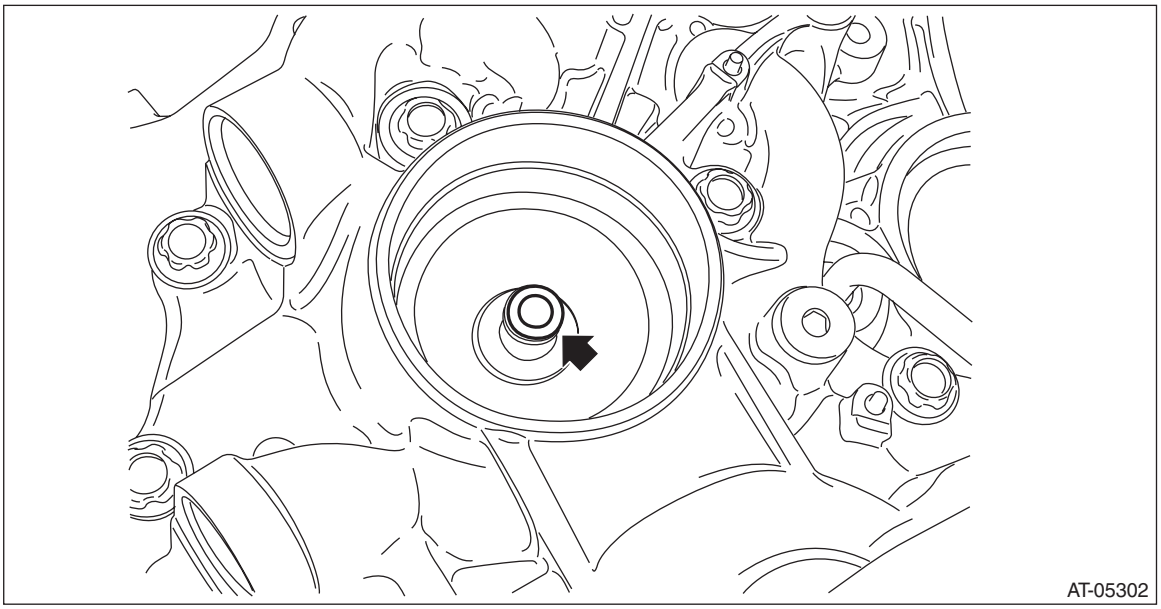


18) Remove the variator chain from primary pulley.

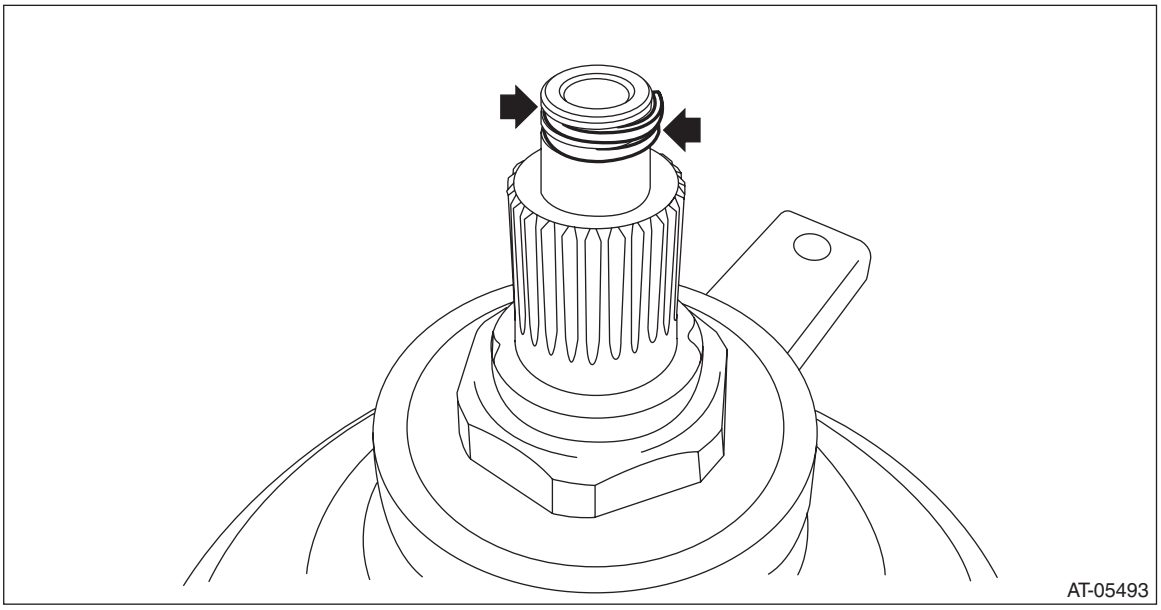
19) Remove the primary pulley mounting bolt.



20) Remove the primary pulley.
21) Remove the two seal rings from drive pinion retainer.



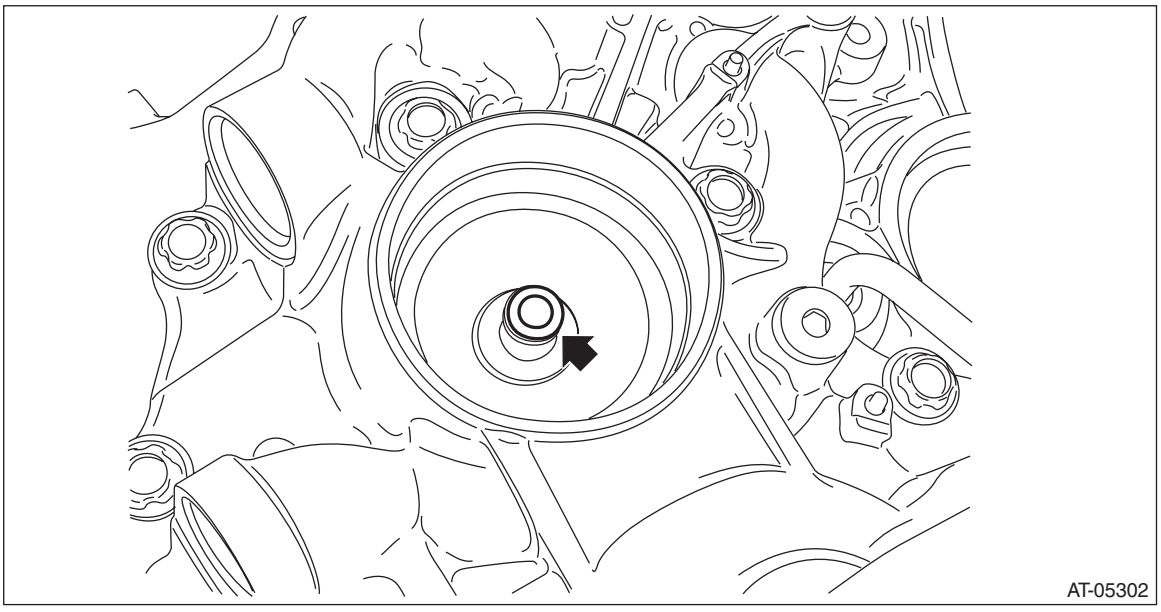
22) Remove the two seal rings from primary pulley.



B: INSTALLATION

1) Select shims for pulley alignment. <Ref. to CVT(TR690)-241, ADJUSTMENT, Primary Pulley and Secondary Pulley.>
2) Install the two seal rings to drive pinion retainer.

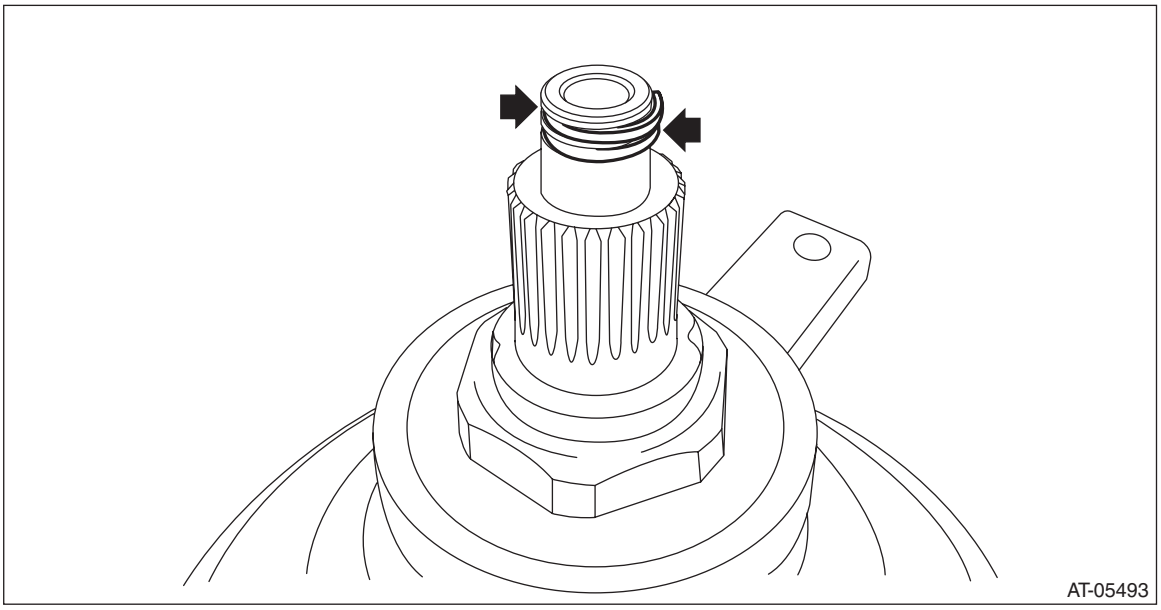
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.
- When installing the seal ring, do not expand the seal ring too much.



3) Install the selected shims to the primary pulley bearing catch surface.

4) Install the two seal rings to primary pulley.

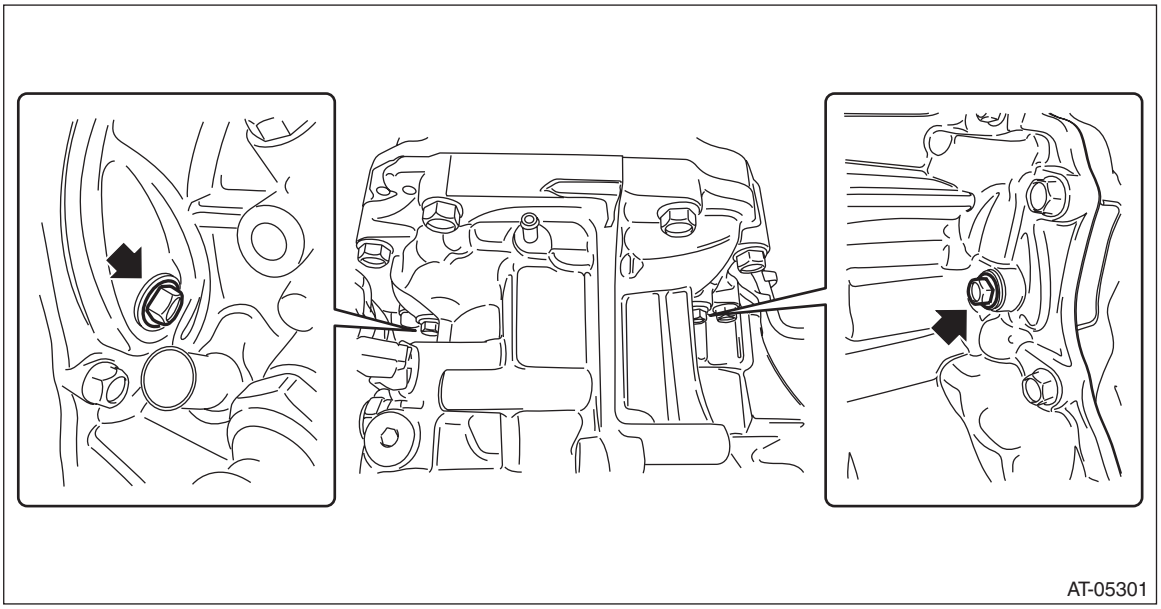
NOTE:
- Use a new seal ring.
- Apply CVTF to the seal rings.



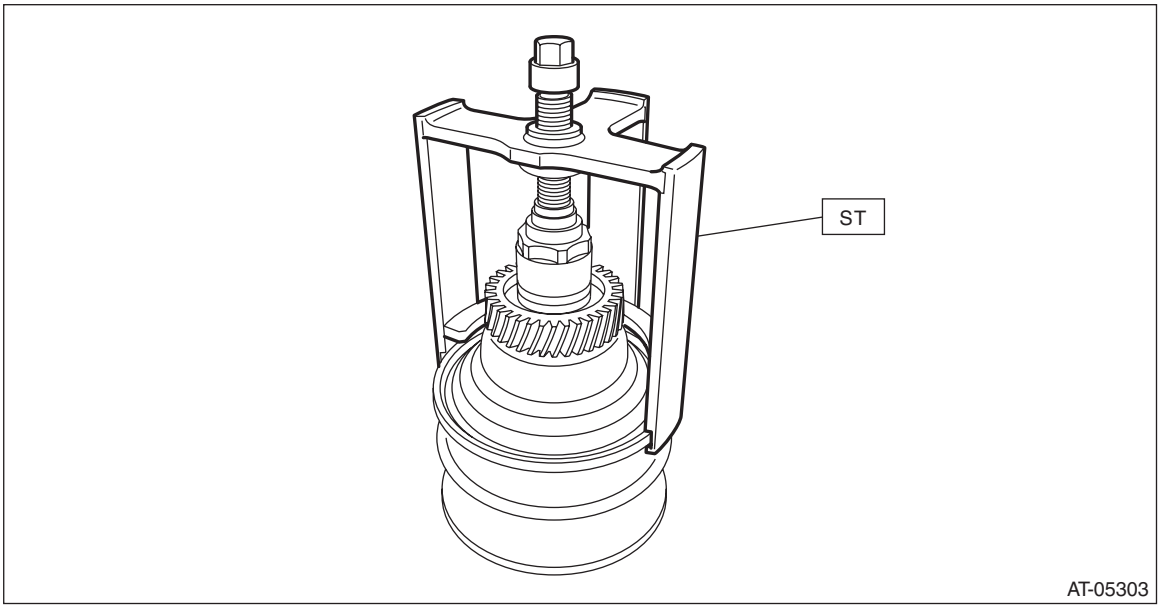
5) Install the primary pulley and adjust the position of bolt holes of primary bearing retainer and converter case to tighten the primary pulley bolt.

NOTE:
Use a new seal washer.

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



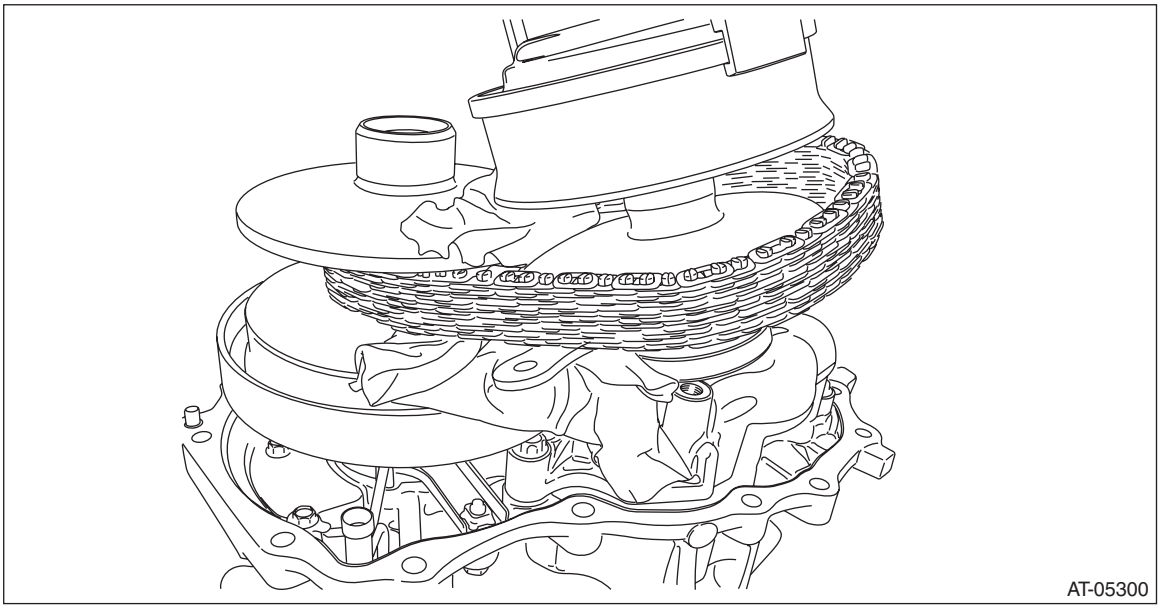
6) Set the ST to secondary pulley and expand the V groove of pulley.
ST 18769AA000 EXPANDER PULLEY



7) Place the variator chain on the primary pulley groove and attach the secondary pulley and variator chain together to the drive pinion retainer.

CAUTION:
Cover the V grooves of primary pulley and secondary pulley with cloth to protect the both pulleys and variator chain from scratching.

(1) Place the variator chain on primary pulley.
(2) Intersect the V groove of primary pulley and the V groove of secondary pulley and install the secondary pulley while placing the variator chain on secondary pulley.

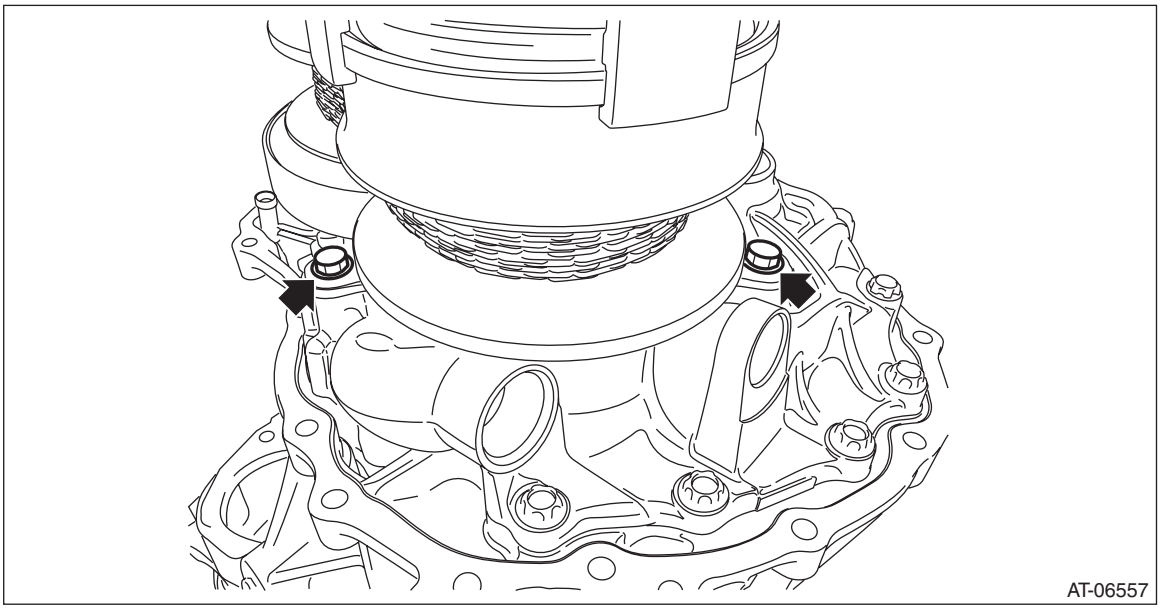


(3) While aligning the bolt hole of secondary bearing retainer and the bolt hole of driving pinion retainer, install the secondary pulley to drive pinion retainer.

8) Install the secondary pulley bolt.

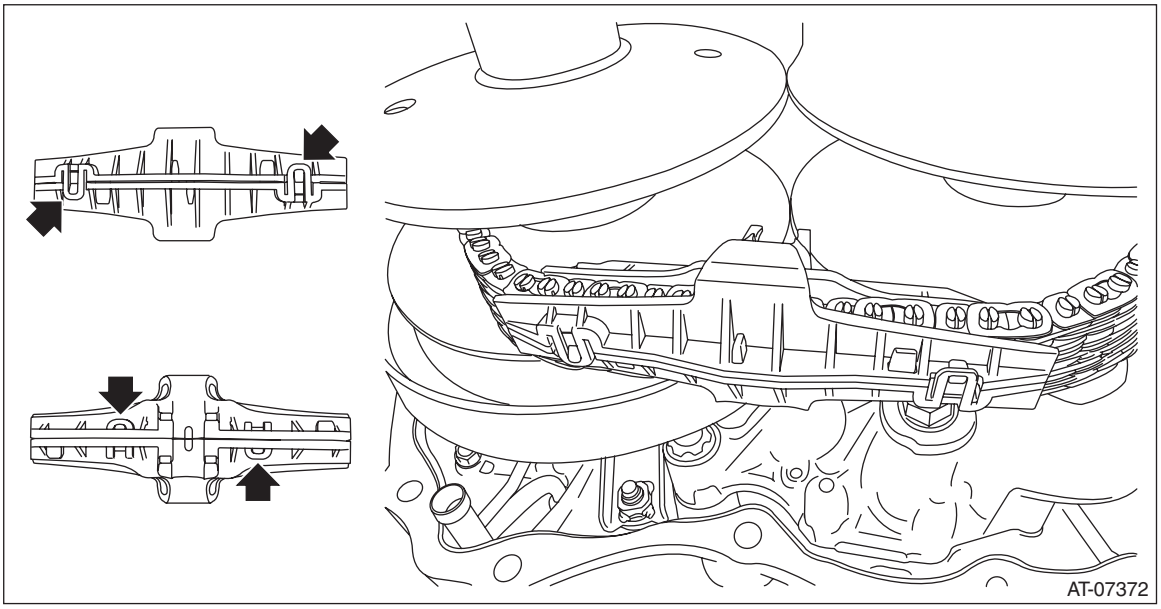
NOTE:
Apply CVTF to the bolt.

Tightening torque:
33 N·m (3.4 kgf-m, 24.3 ft-lb)

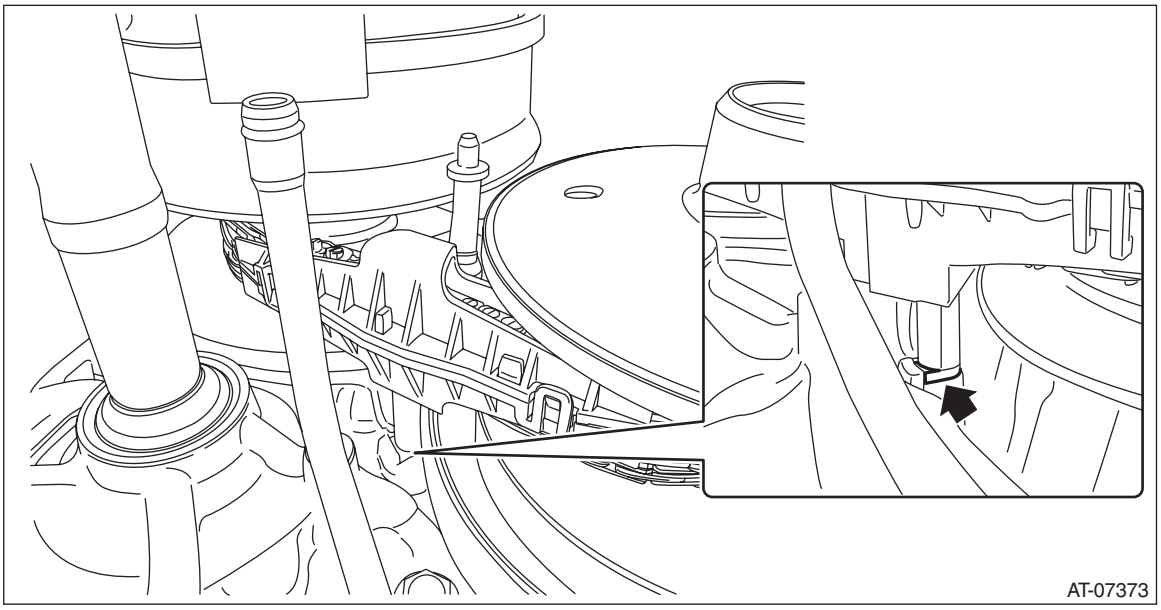


9) Install the chain guide.

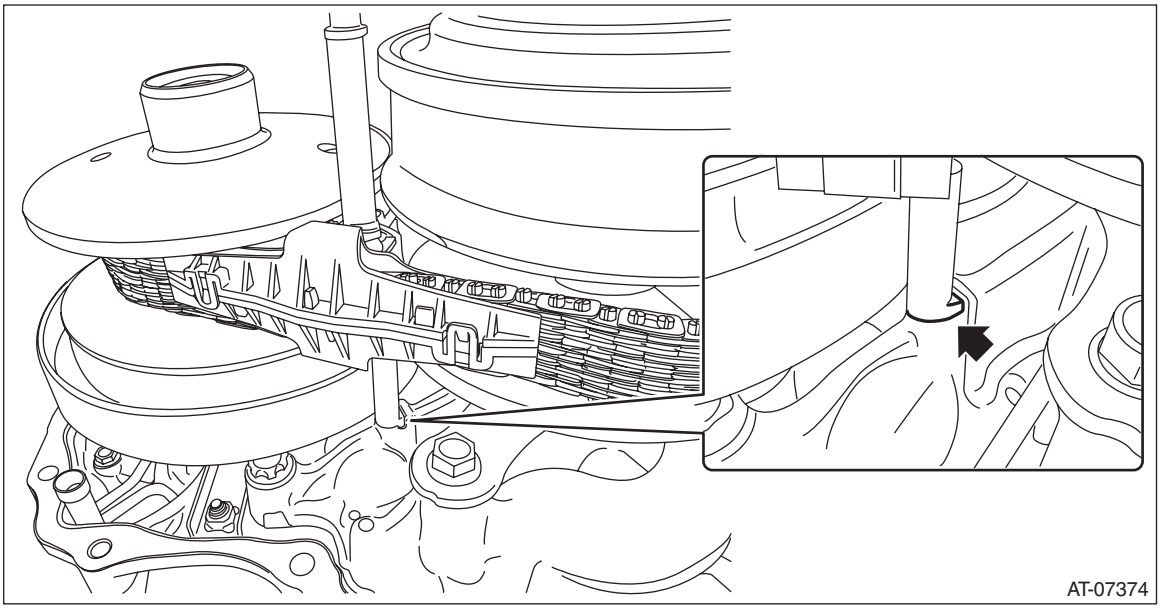
NOTE:
Install it with two claws facing outward and with two claws facing inward.



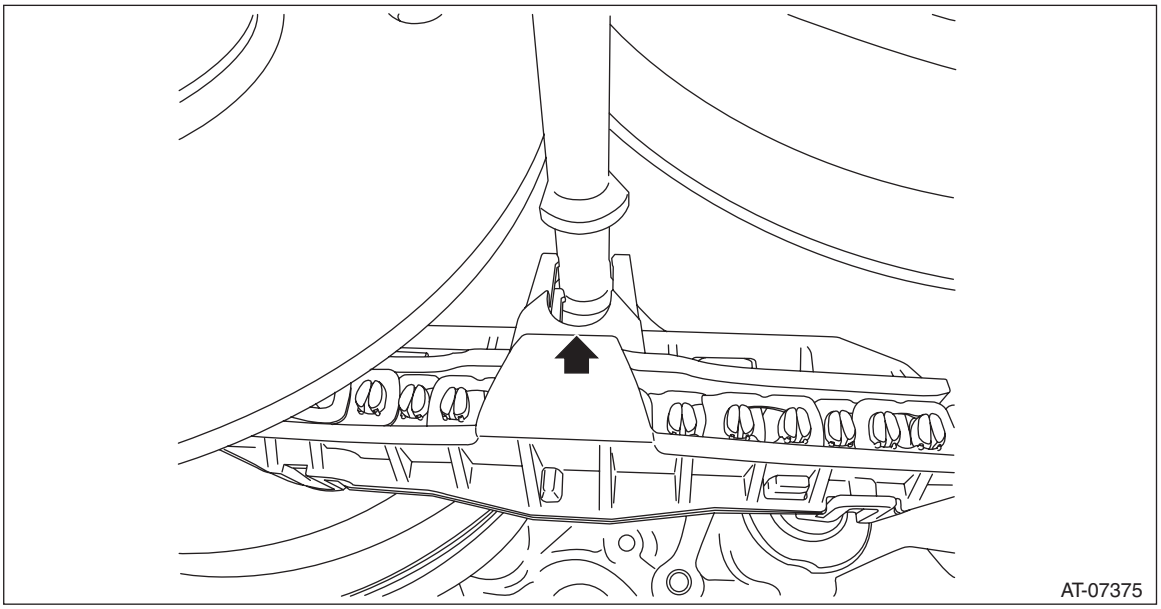
10) Engage the cutout portions of support rod and drive pinion retainer and install the support rod.



11) Engage the cutout portions of lubrication pipe and drive pinion retainer and install the lubrication pipe.



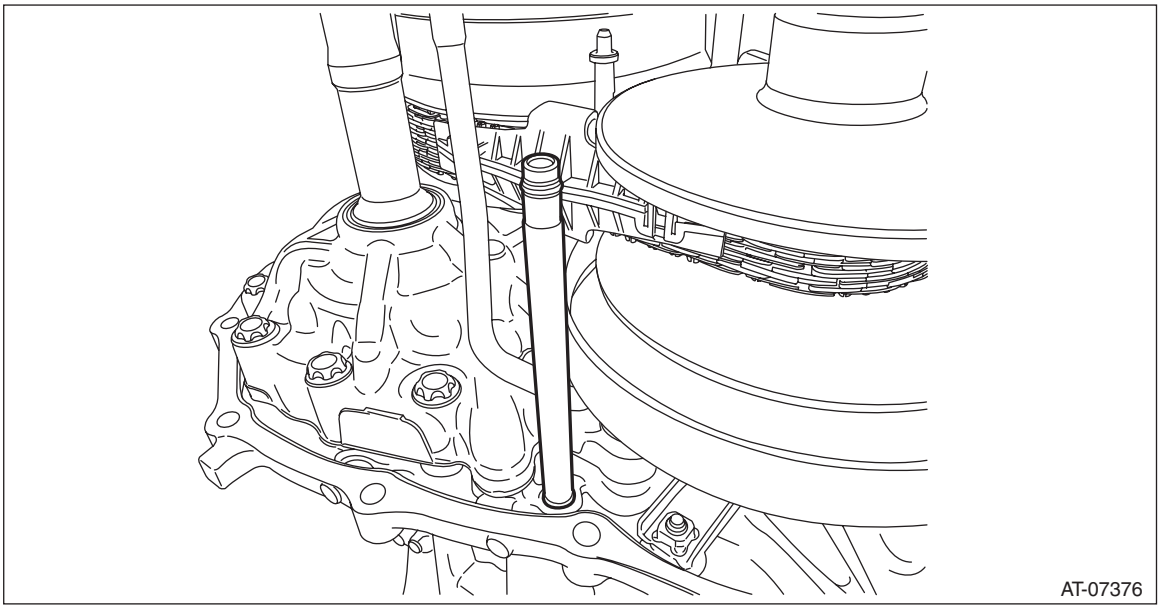
12) Install the chain guide so that the lubrication pipe and support rod run through between the protrusions of each chain guide. Then remove the ST (EXPANDER PULLEY).



13) Install the O-ring to the lubrication pipe.

NOTE:
Use new O-rings.

14) Install the lubrication pipe.



15) Install the transmission case. <Ref. to CVT(TR690)-215, INSTALLATION, Transmission Case.>
16) Install the forward clutch assembly. <Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
17) Install the intermediate case. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
18) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
19) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
20) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
21) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
22) Install the transmission harness. <Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
23) Install the control valve body and oil pan. <Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>

24) Install the air breather hose. <Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

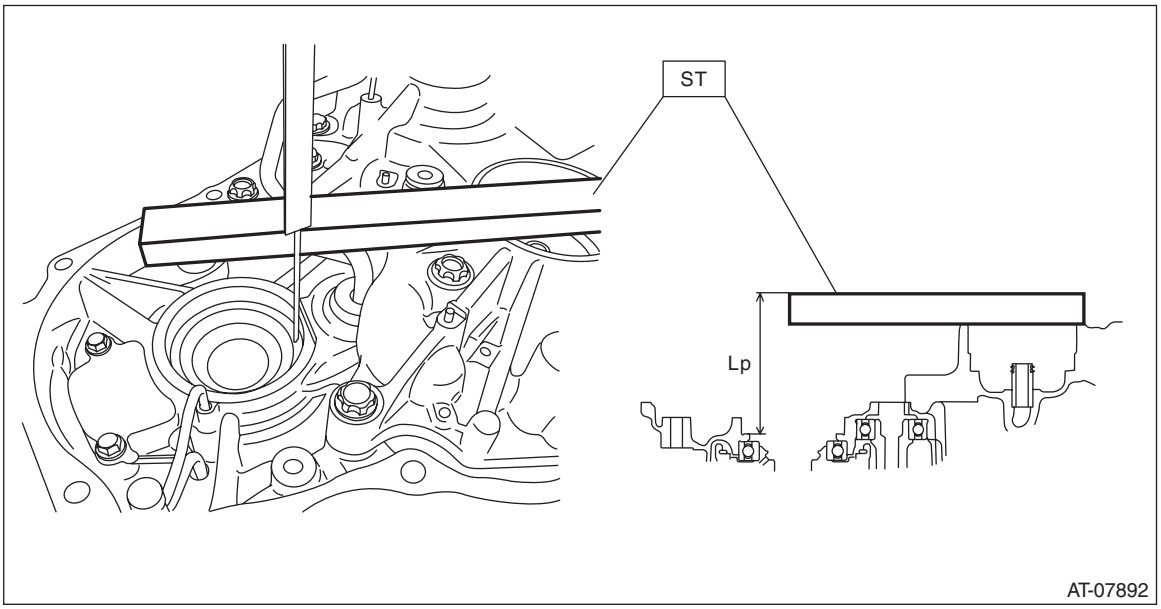
C: INSPECTION

- Check the surface of primary and secondary pulley cones for damage or wear.
- Check the primary and secondary pulley for damage.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

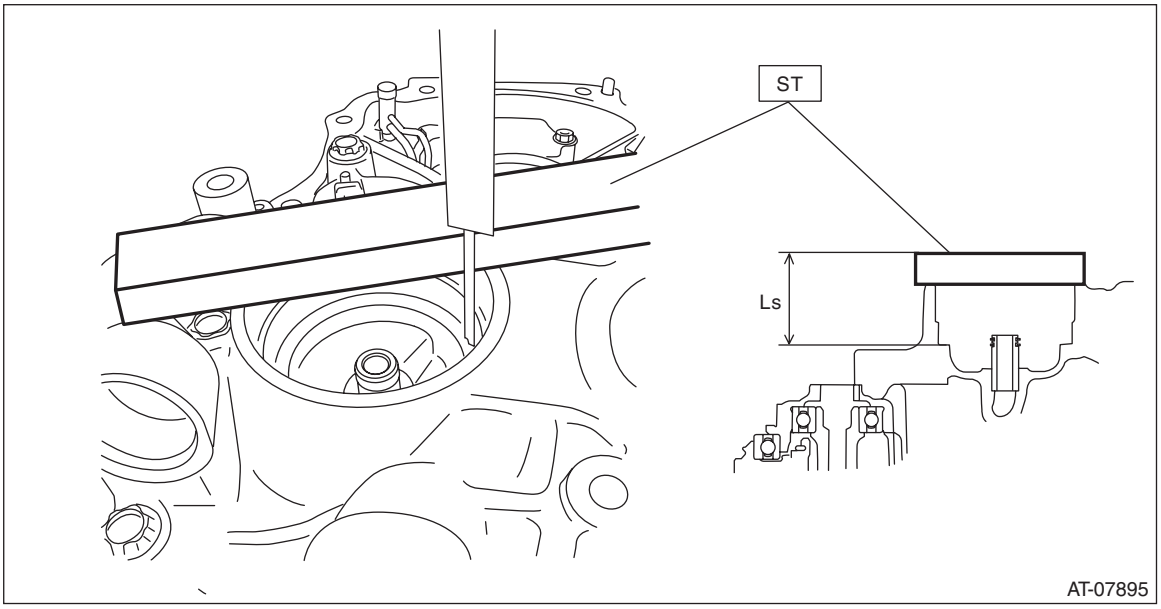
D: ADJUSTMENT

1. PROCEDURE IN REPLACEMENT OF PRIMARY AND SECONDARY PULLEY, OR IN REPLACEMENT OF PRIMARY PULLEY, SECONDARY PULLEY AND VARIATOR CHAIN

1) Measure depth “Lp” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



2) Measure height “Ls” from the drive pinion retainer upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



3) Calculate the following formula.
Calculation formula:
T (mm) = B + (Lp – Ls) + 31.601 – A
[T (in) = B + (Lp – Ls) + 1.224 – A]
T: Pulley alignment
A: Specified primary pulley dimension
B: Specified secondary pulley dimension
Lp: Depth from the ST upper face to the primary pulley bearing catch surface
Ls: Depth from the ST upper face to the secondary pulley bearing catch surface
31.601 mm (1.224 in): Constant

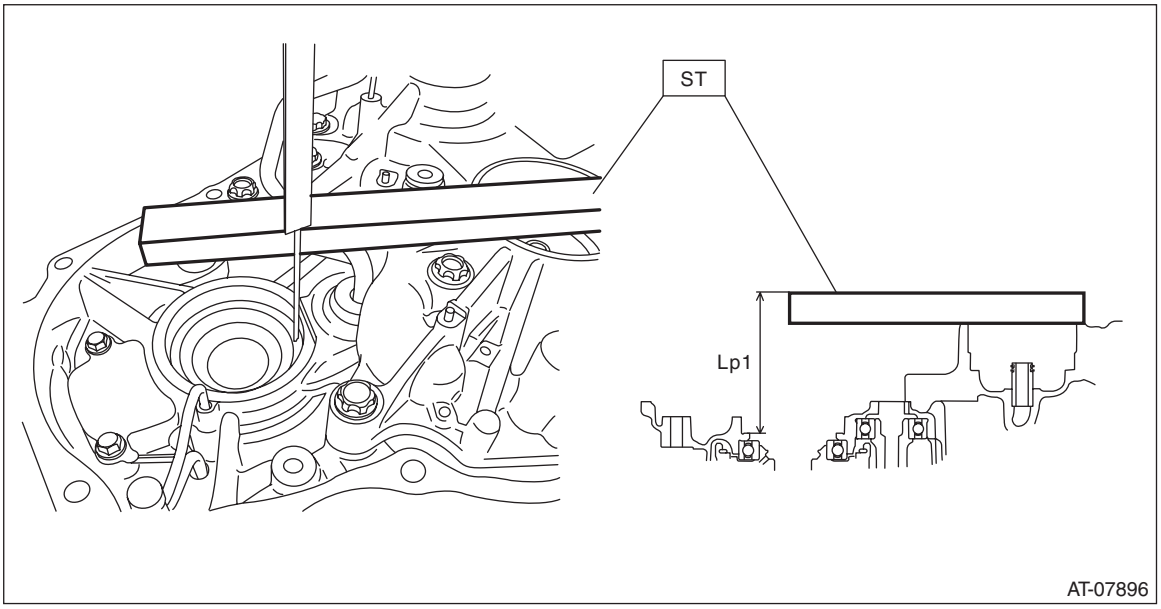
Pulley alignment T mm (in)	Shim thickness mm (in)
0.050 — 0.150 (0.002 — 0.006)	0.1 (0.004)
0.151 — 0.250 (0.006 — 0.01)	0.2 (0.008)
0.251 — 0.350 (0.01 — 0.014)	0.3 (0.012)
0.351 — 0.450 (0.014 — 0.018)	0.4 (0.016)
0.451 — 0.550 (0.018 — 0.022)	0.5 (0.020)
0.551 — 0.650 (0.022 — 0.026)	0.6 (0.024)
0.651 — 0.750 (0.026 — 0.030)	0.7 (0.028)
0.751 — 0.850 (0.030 — 0.033)	0.8 (0.031)
0.851 — 0.950 (0.033 — 0.037)	0.9 (0.035)

4) Select one to two shims so that the total thickness meets the value obtained from step 3).

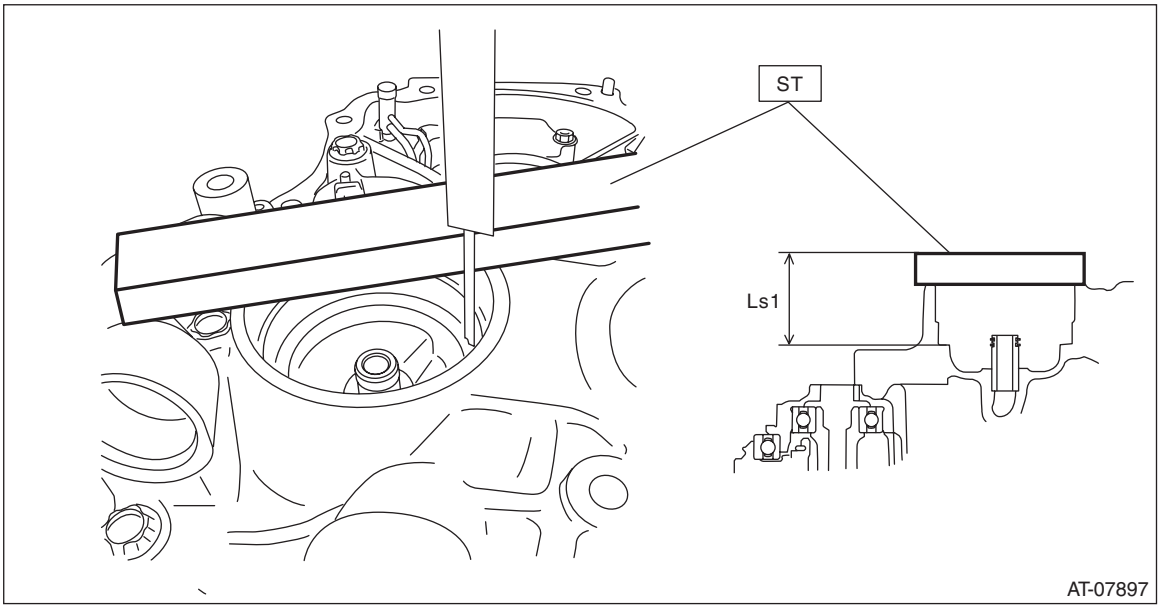
Part No.	Shim thickness mm (in)
32451AA000	0.1 (0.004)
32451AA010	0.2 (0.008)
32451AA020	0.3 (0.012)
32451AA030	0.4 (0.016)
32451AA040	0.5 (0.020)

2. PROCEDURE WHEN REPLACING ONLY DRIVE PINION RETAINER OR CONVERTER CASE

1) Clean the mating surface of current drive pinion retainer and converter case.
2) Measure and record the shim thickness that is attached on the current converter case.
3) Using the current drive pinion retainer, measure depth “Lp1” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE

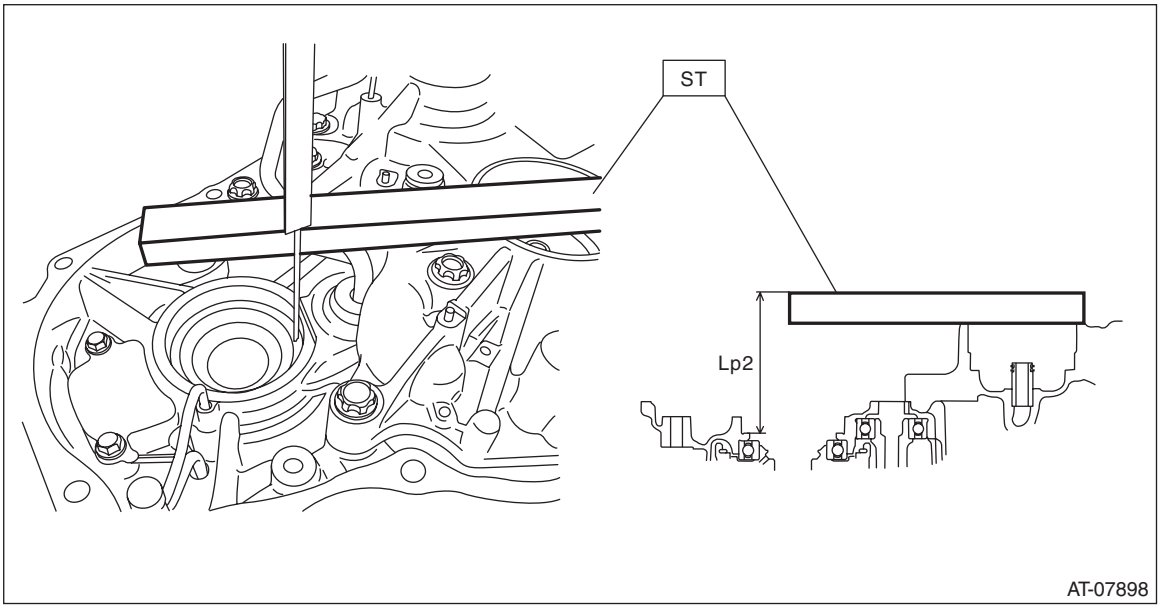


4) Using the current drive pinion retainer or current converter case, measure depth “Ls1” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE

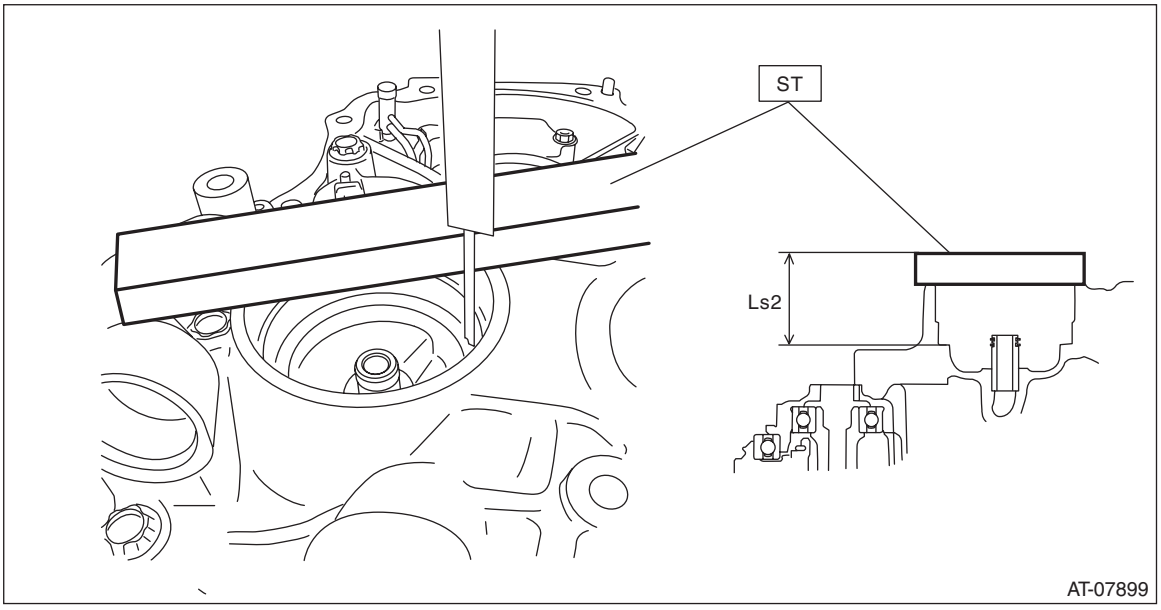


5) Calculate the “LD1” using the following formula and record it.
Calculation formula:
LD1 mm (in) = Lp1 – Ls1
LD1: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp1: Depth from the ST upper face to the primary pulley bearing catch surface
Ls1: Depth from the ST upper face to the secondary pulley bearing catch surface

6) Using the new drive pinion retainer or new converter case, measure depth “Lp2” from the ST upper face to the primary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



7) Using the new drive pinion retainer or new converter case, measure depth “Ls2” from the ST upper face to the secondary pulley bearing catch surface at several points and calculate the average.
ST 499575400 GAUGE



8) Calculate the “LD2” using the following formula and record it.
Calculation formula:
LD2 mm (in) = Lp2 – Ls2
LD2: Height from the primary pulley bearing catch surface to the secondary pulley bearing catch surface
Lp2: Depth from the ST upper face to the primary pulley bearing catch surface
Ls2: Depth from the ST upper face to the secondary pulley bearing catch surface

9) Calculate the recorded values of “LD1” and “LD2” to obtain the positive number to select the shims.
Calculation formula: T1 mm (in) = LD1 – LD2 or T2 mm (in) = LD2 – LD1
T1, T2: Difference between new drive pinion retainer or new converter case and current drive pinion retainer or current converter case
LD1: Calculated value of current drive pinion retainer or current converter case
LD2: Calculated value of new drive pinion retainer or new converter case

Difference of the case (T1) mm (in)	Shim selection procedure
0 — 0.020 (0 — 0.00078)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.021 — 0.070 (0.000827 — 0.00275)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.071 — 0.125 (0.00279 — 0.00492)	Select the shim 0.1 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.126 — 0.170 (0.00496 — 0.00669)	Select the shim 0.1 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.171 — 0.230 (0.00673 — 0.00905)	Select the shim 0.2 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.231 — 0.250 (0.00909 — 0.00984)	Select the shim 0.3 mm thinner than the shim that is used on primary pulley side of the current converter case.
0.251 — 0.300 (0.00988 — 0.01181)	Select the shim 0.3 mm thinner than the shim that is used on primary pulley side of the current converter case.

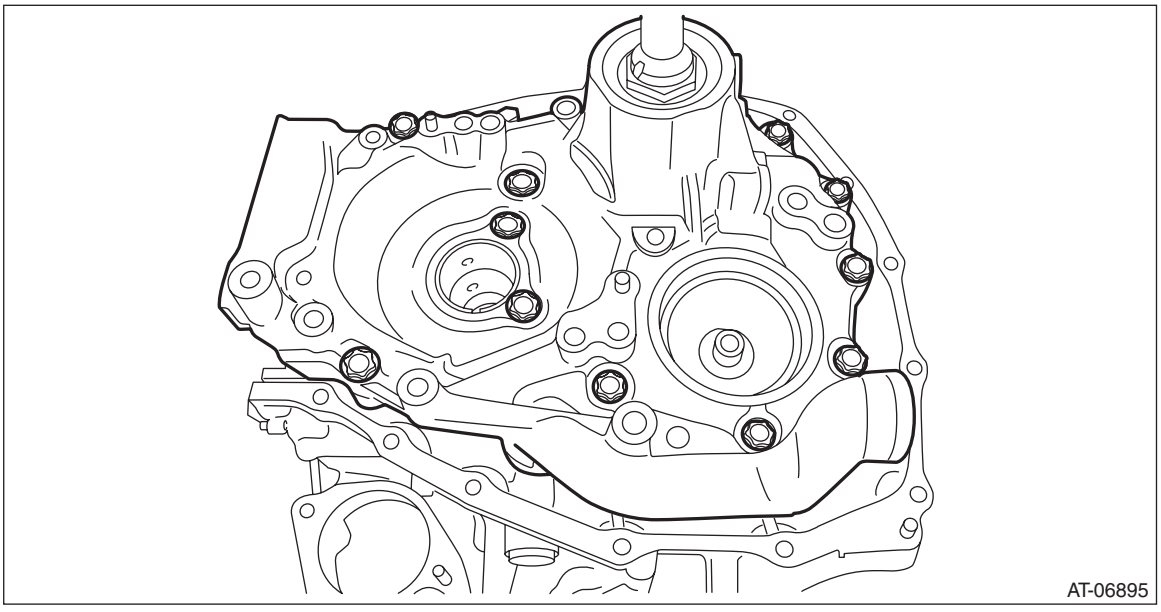
Difference of the case (T2) mm (in)	Shim selection procedure
0 — 0.020 (0 — 0.00078)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.021 — 0.080 (0.000827 — 0.00315)	Select new shim of same thickness with the shim that is used on primary pulley side of the current converter case.
0.081 — 0.100 (0.00318 — 0.00393)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.101 — 0.120 (0.00397 — 0.00472)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.121 — 0.180 (0.00476 — 0.00708)	Select the shim 0.1 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.181 — 0.220 (0.00712 — 0.00866)	Select the shim 0.2 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.221 — 0.280 (0.00870 — 0.01102)	Select the shim 0.2 mm thicker than the shim that is used on primary pulley side of the current converter case.
0.281 — 0.300 (0.01106 — 0.01181)	Select the shim 0.3 mm thicker than the shim that is used on primary pulley side of the current converter case.

Part No.	Shim thickness mm (in)
32451AA000	0.1 (0.004)
32451AA010	0.2 (0.008)
32451AA020	0.3 (0.012)
32451AA030	0.4 (0.016)
32451AA040	0.5 (0.020)

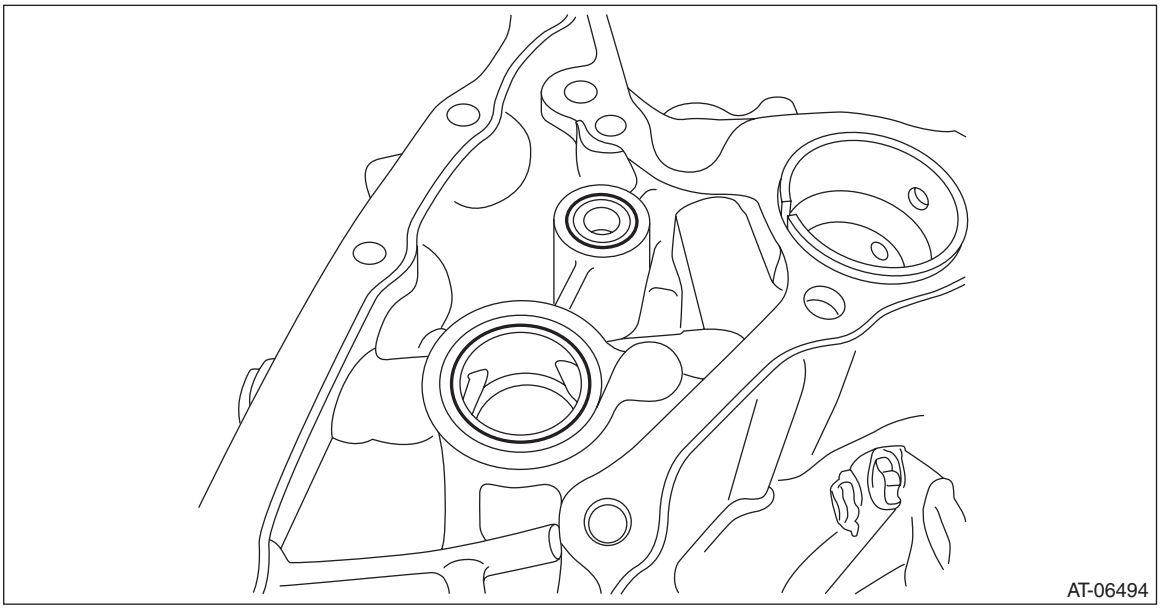
42.Drive Pinion Shaft Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-242, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-257, REMOVAL, Forward Clutch Assembly.>
21) Using the ST, remove the drive pinion retainer.
ST 18270KA020 SOCKET (E20)



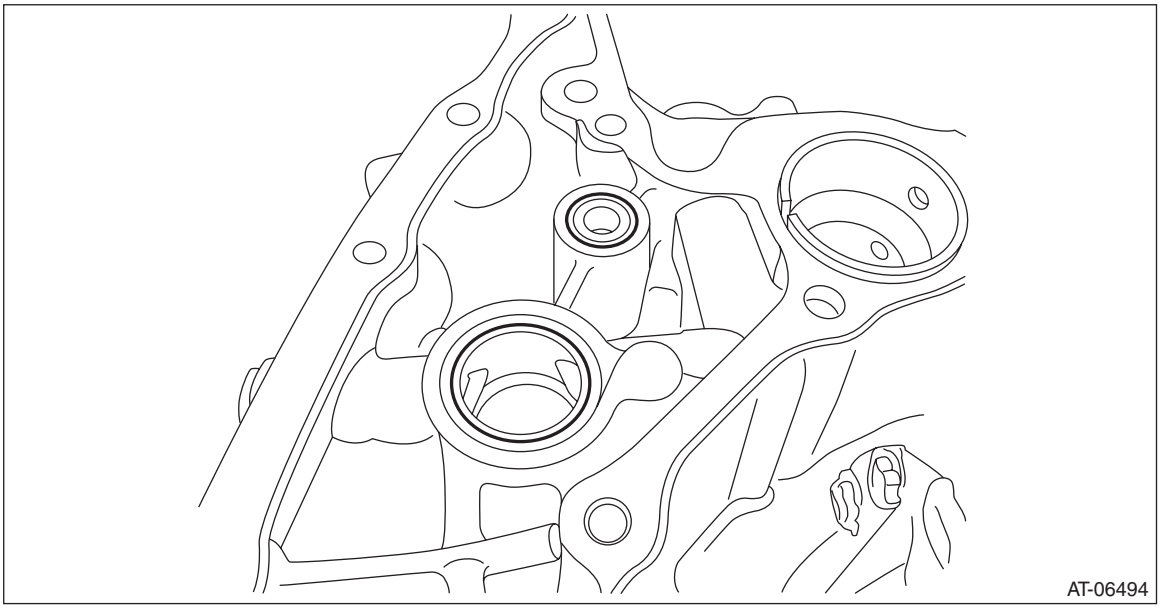
22) Remove the O-ring.



B: INSTALLATION

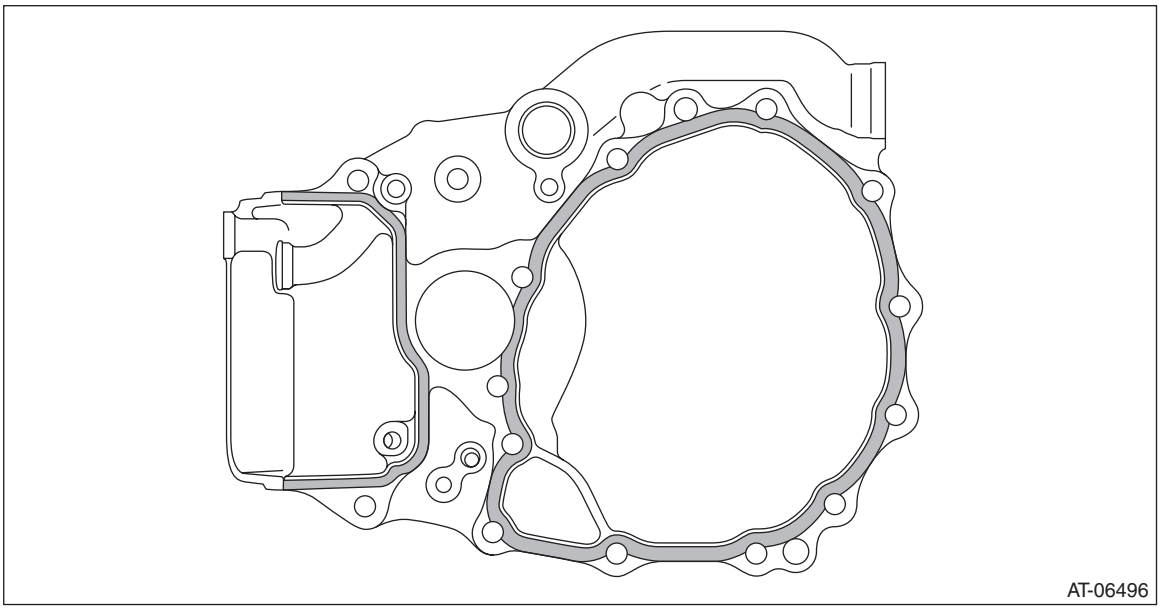
1) Clean the mating surface of drive pinion retainer and converter case.
2) Adjust the backlash and tooth contact between drive pinion shaft assembly and the front differential side gear.<Ref. to CVT(TR580)-299, ADJUSTMENT, Drive Pinion Shaft Assembly.>
3) Install O-rings in two locations to the converter case.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



4) Apply liquid gasket seamlessly to the mating surface of drive pinion retainer.

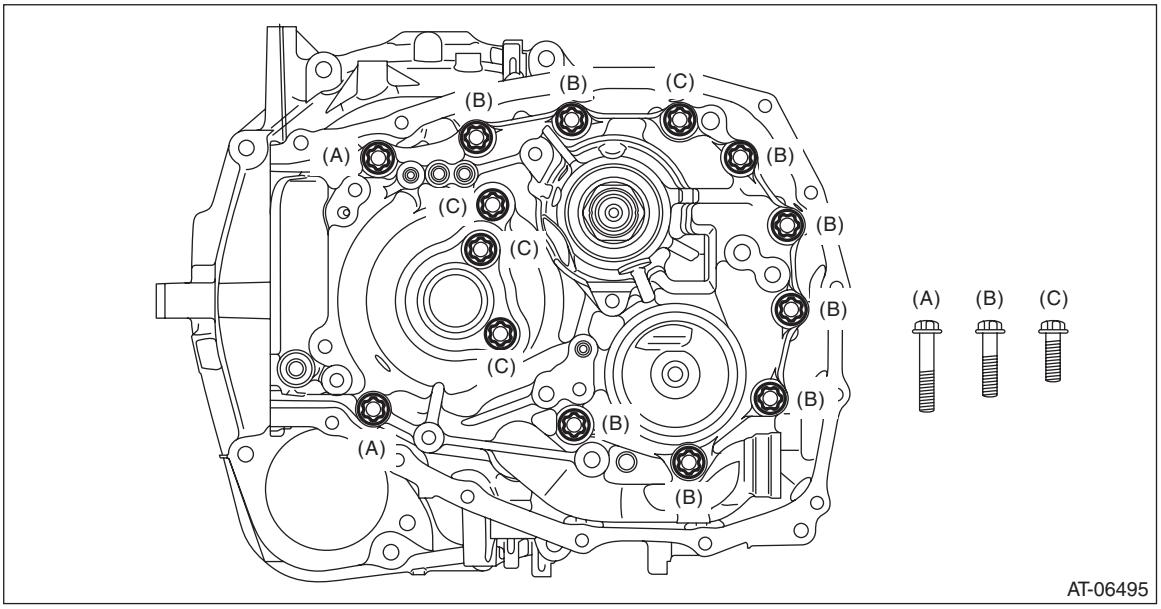
Liquid gasket:
THREE BOND 1215B or equivalent



5) Install the drive pinion retainer to converter case, and tighten the bolt using the ST.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



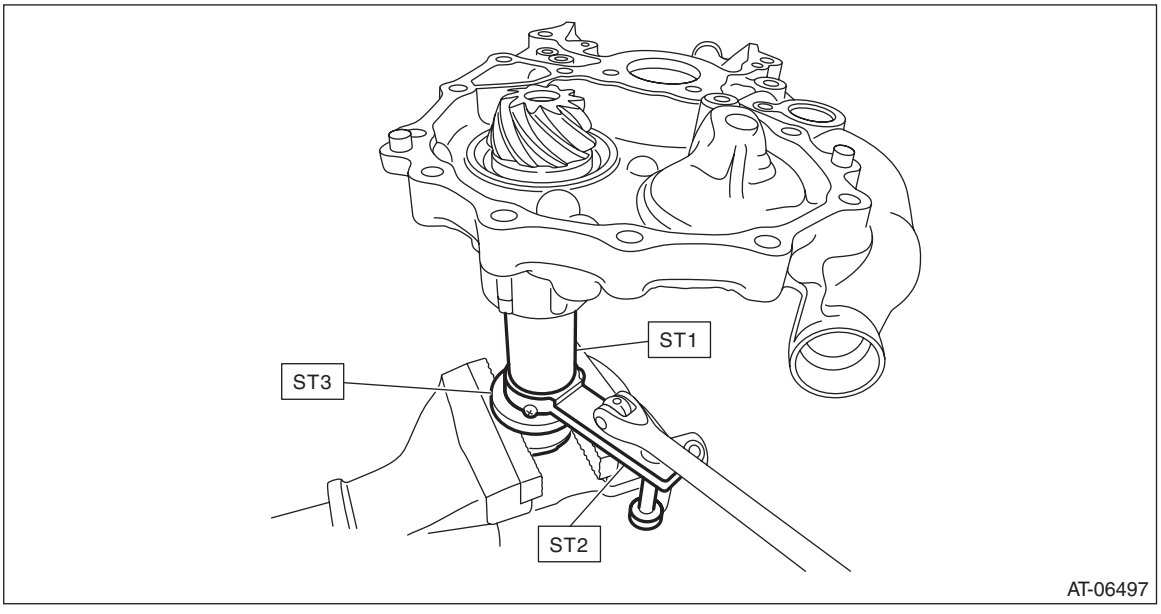
6) Install the forward clutch assembly.<Ref. to CVT(TR580)-260, INSTALLATION, Forward Clutch Assembly.>
7) Install the reverse brake assembly.<Ref. to CVT(TR580)-245, INSTALLATION, Reverse Brake Assembly.>
8) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the reduction drive gear.<Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>
10) Install the transmission case.<Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>

11) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
12) Install the oil strainer and oil pan.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>
13) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
14) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
15) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
16) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
17) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
18) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
19) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
20) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
21) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
22) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
23) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
24) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

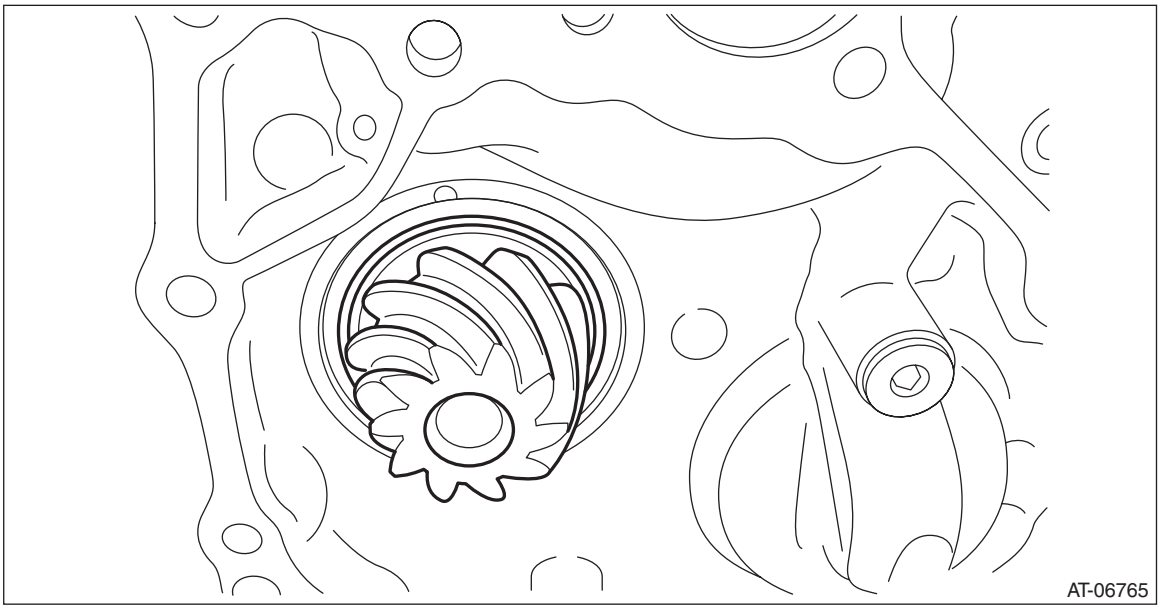
C: DISASSEMBLY

1) Flatten the tab of the lock nut.
2) Using ST1, ST2 and ST3, fix at the spline portion of drive pinion shaft to remove the lock nut.

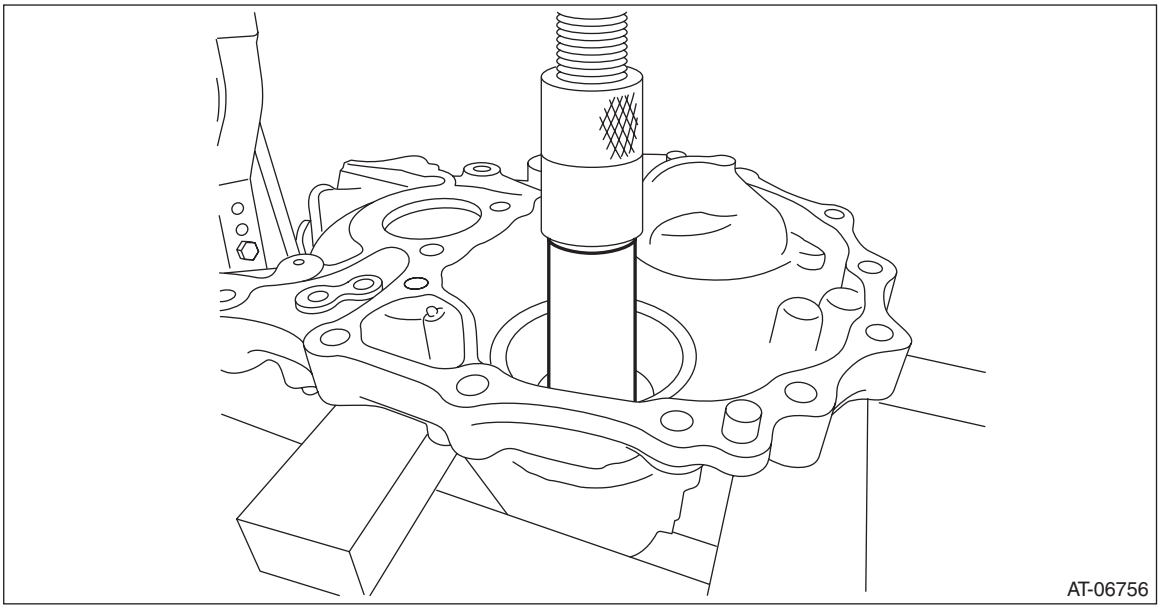
ST1 499787500 ADAPTER
ST2 499787700 WRENCH
ST3 498937110 HOLDER



3) Remove the drive pinion shaft from the drive pinion retainer.

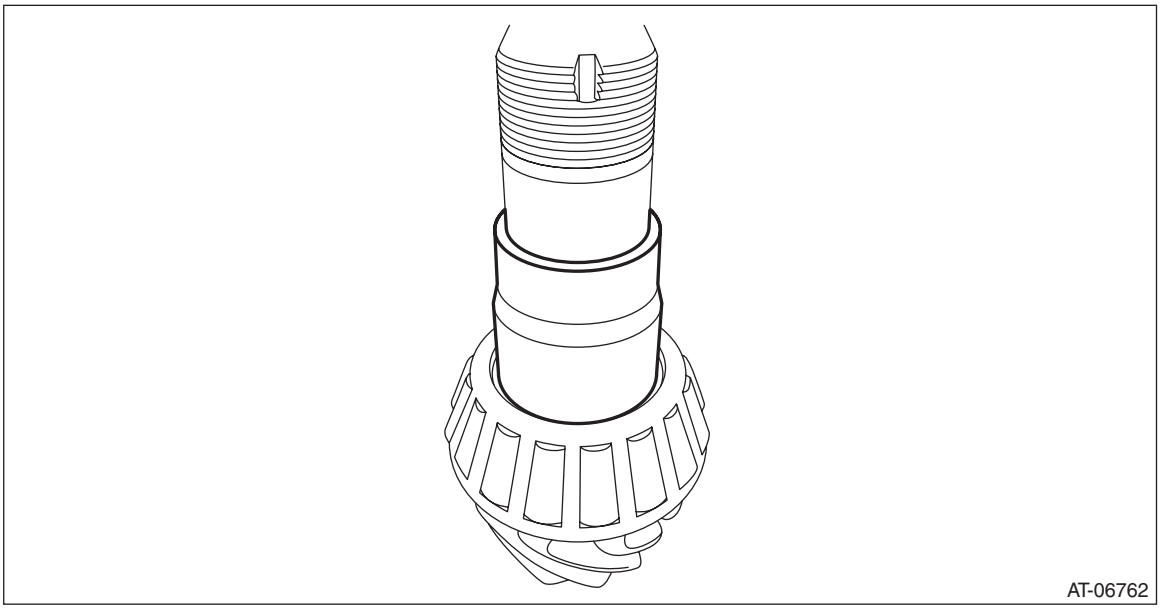


4) Using the round bar with diameter of 36 mm (1.42 in) or 37 mm (1.46 in), remove the bearing inner race and plug.

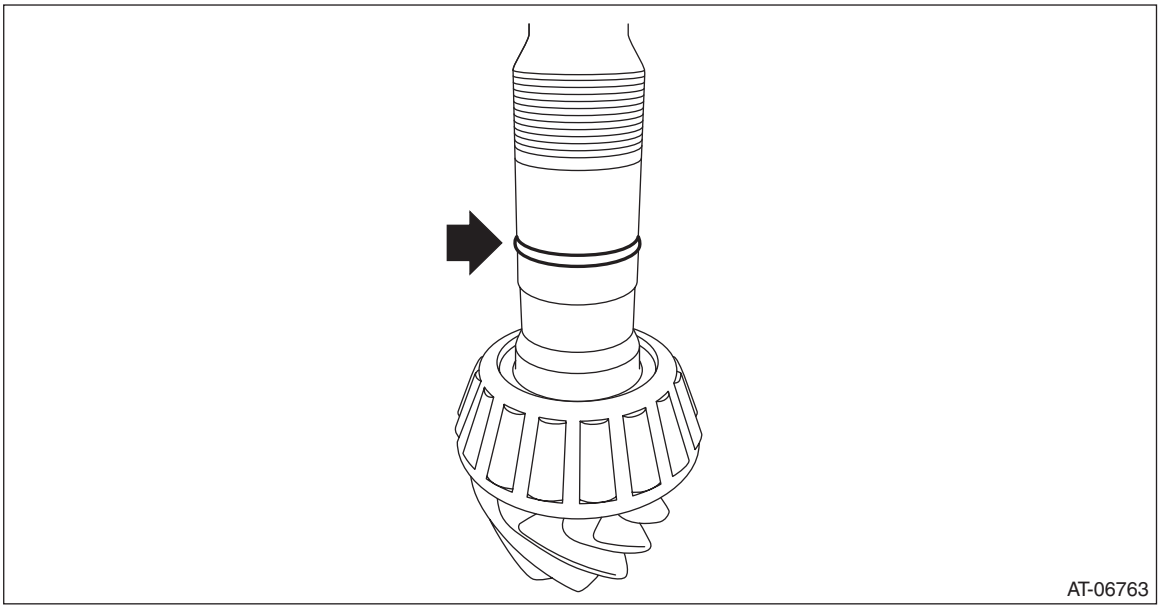


5) Remove the drive pinion washer.

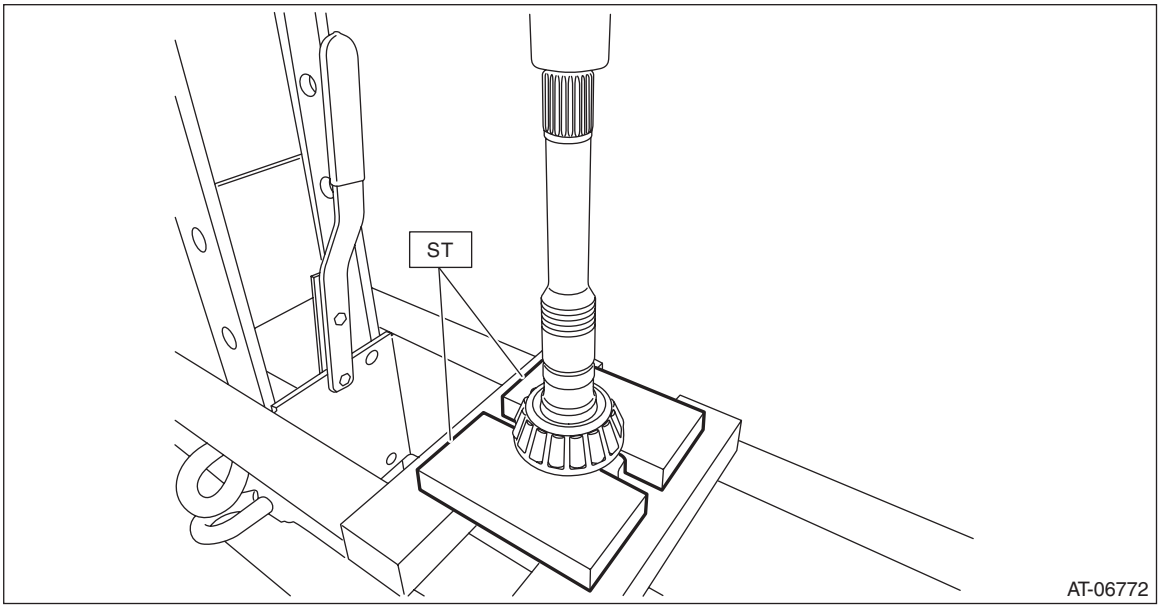
6) Remove the drive pinion spacer.



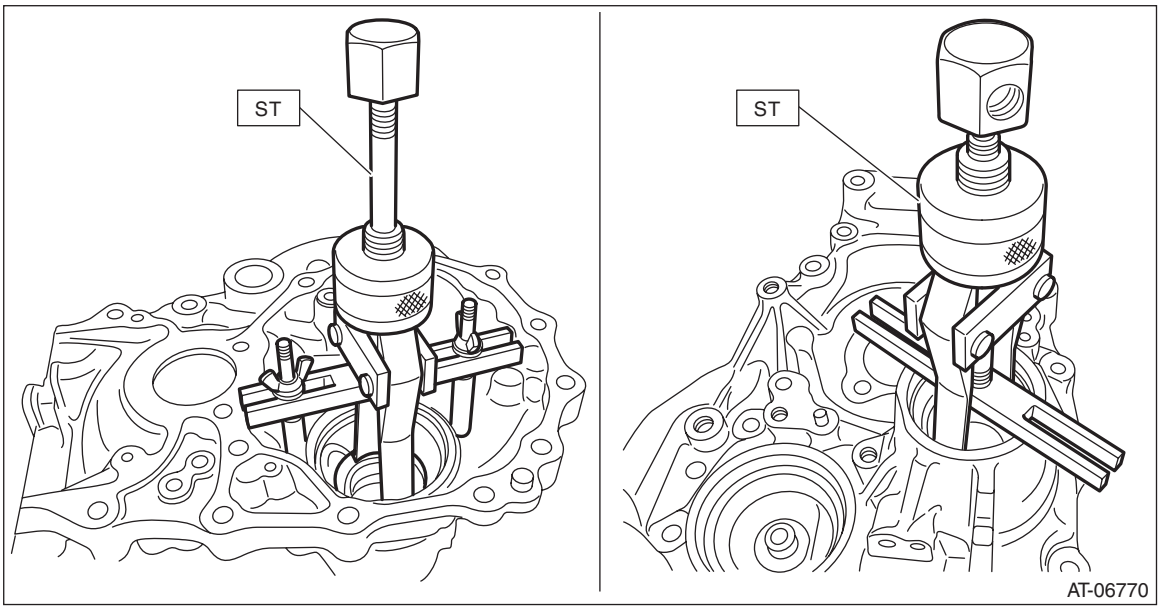
7) Remove the O-ring.



8) Remove the inner race and drive pinion shim from drive pinion shaft using ST.
ST 498515500 REMOVER

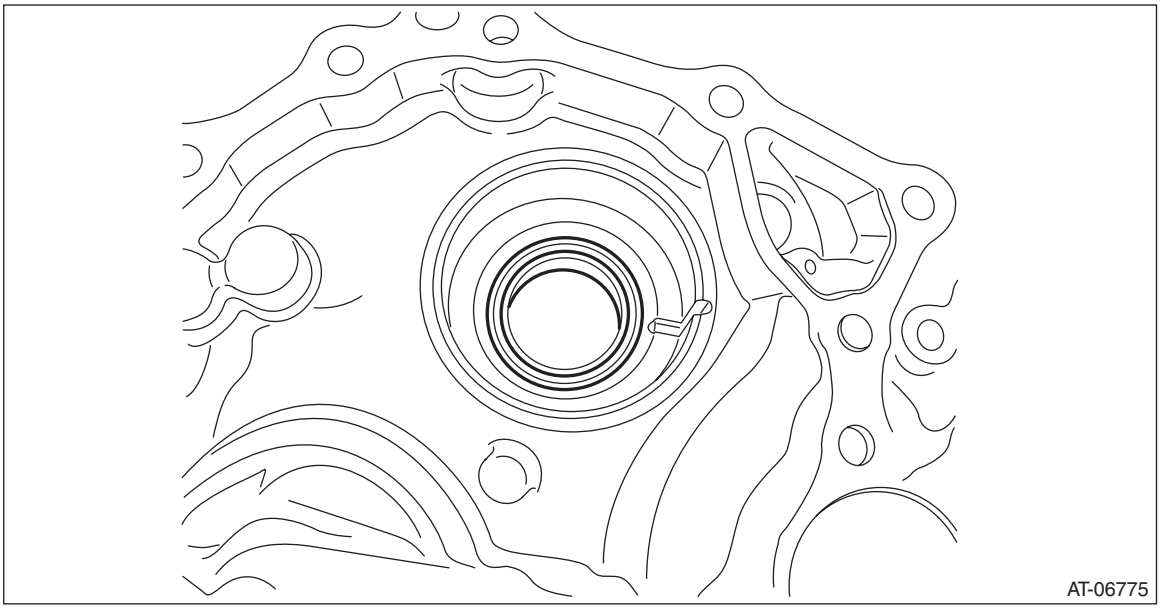


9) Using the ST, remove the outer race.
ST 398527700 PULLER ASSY

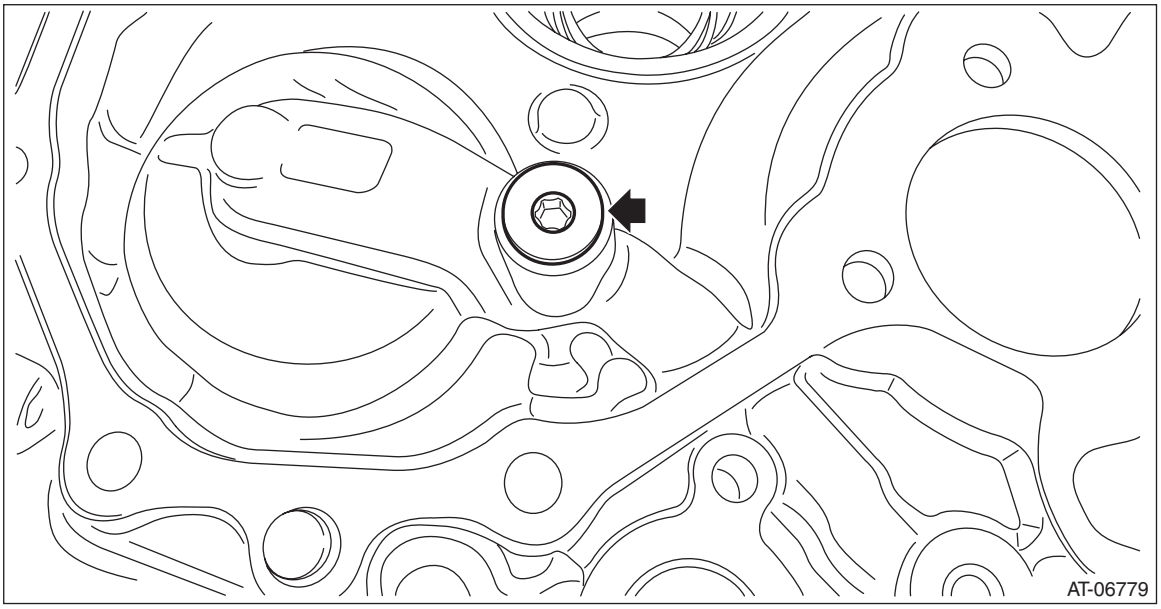


10) Remove the two oil seals using a screwdriver wrapped with cloth, etc.

CAUTION:
Do not damage the fitting surface of oil seal.



11) Remove the plug from drive pinion retainer.

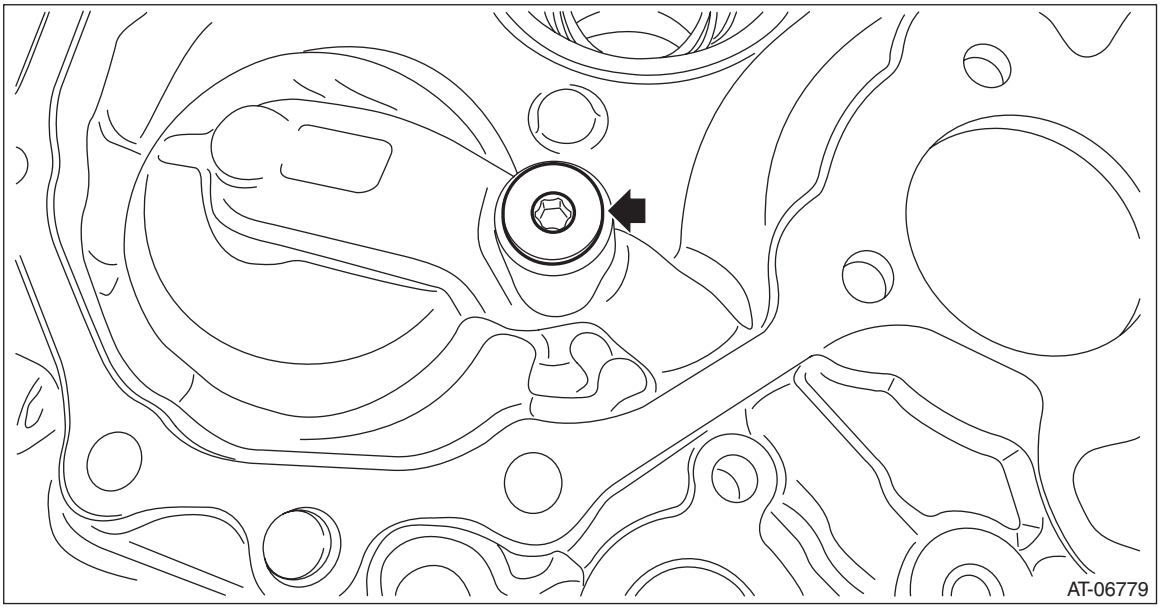


D: ASSEMBLY

1) Install the plug to drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

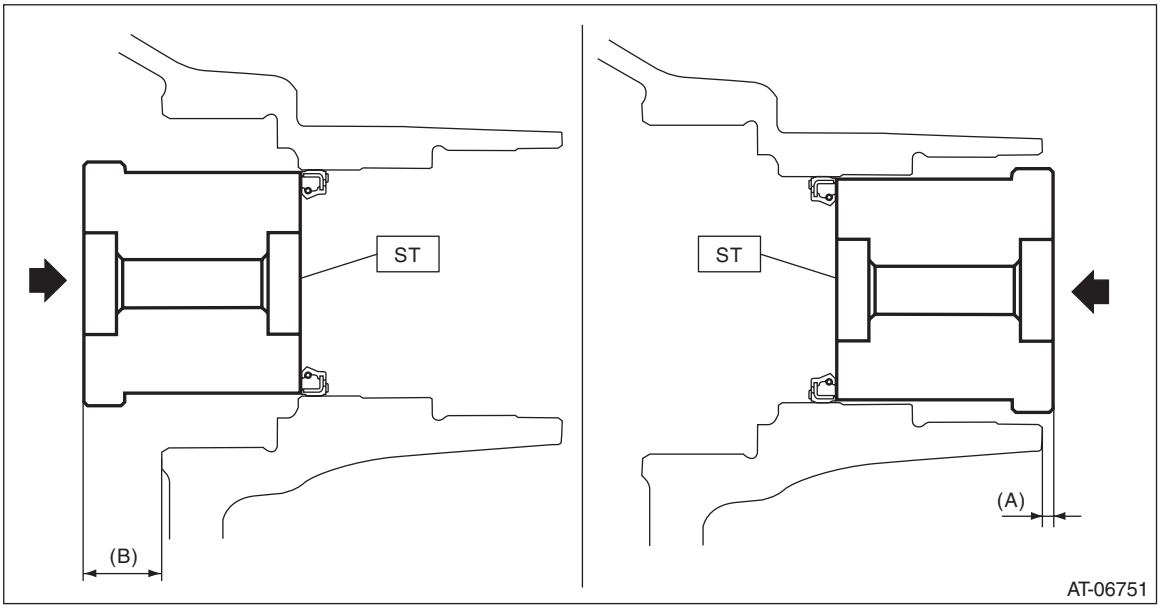
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



2) Using the ST, install the oil seal to drive pinion retainer.

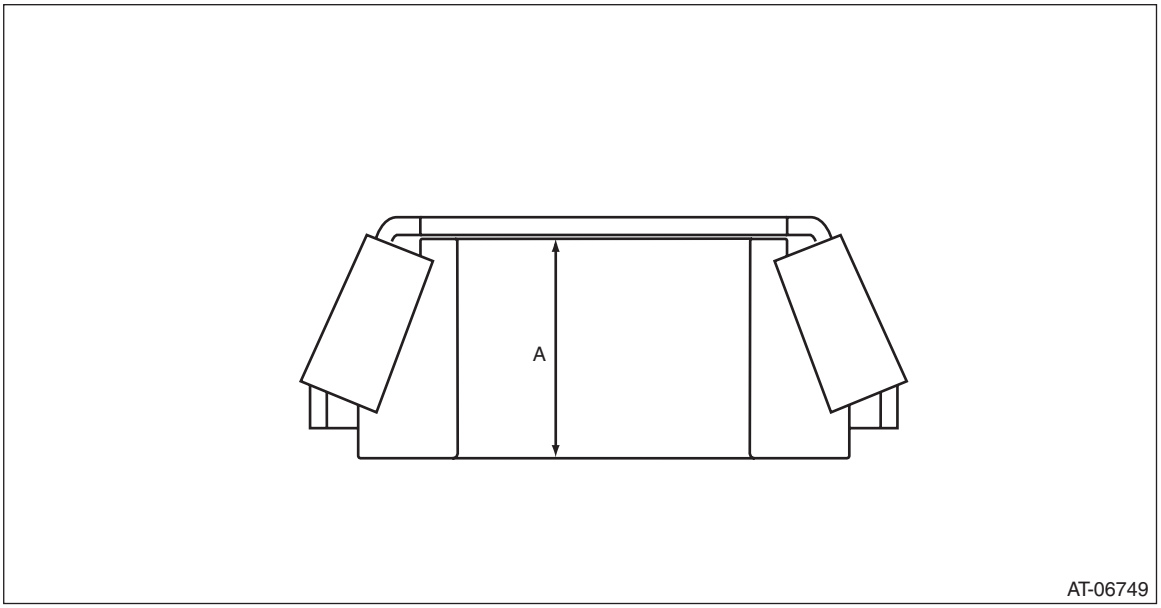
NOTE:
- Apply CVTF to the oil seal press-fitting surface and lip.
- Install the oil seal in the correct direction.

ST 927720000 HOUSING BUSHING INSTALLER AND REMOVER

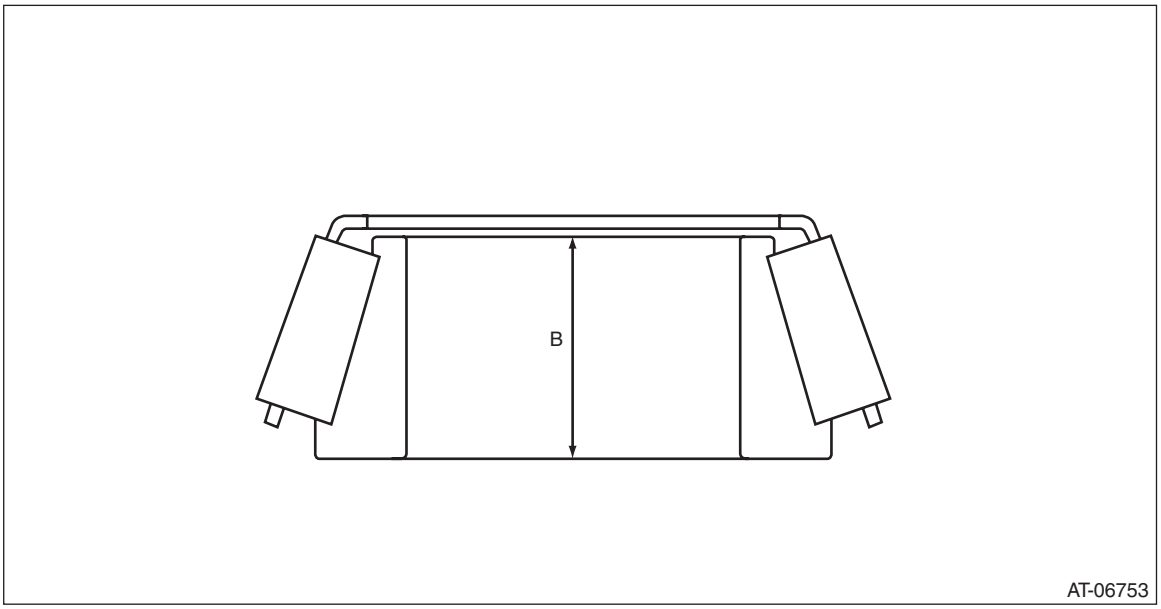


(A) 2.8 mm (0.11 in)
(B) 18.7 mm (0.74 in)

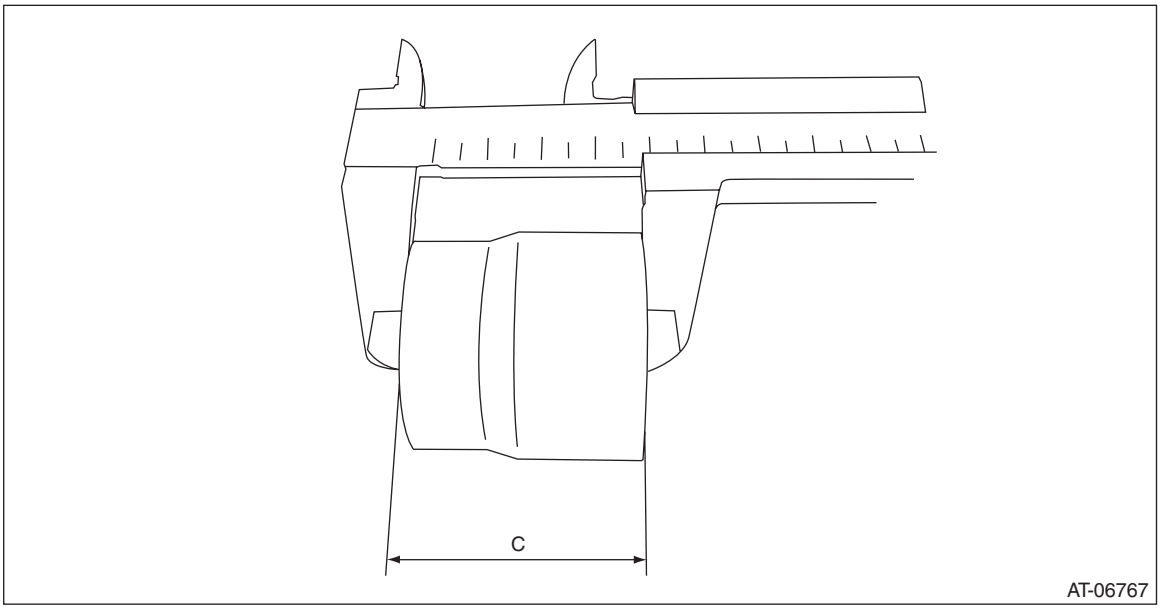
3) Select the drive pinion washer.
(1) Measure the roller bearing inner race width “A” on the front side.



(2) Measure the roller bearing inner race width “B” on the rear side.

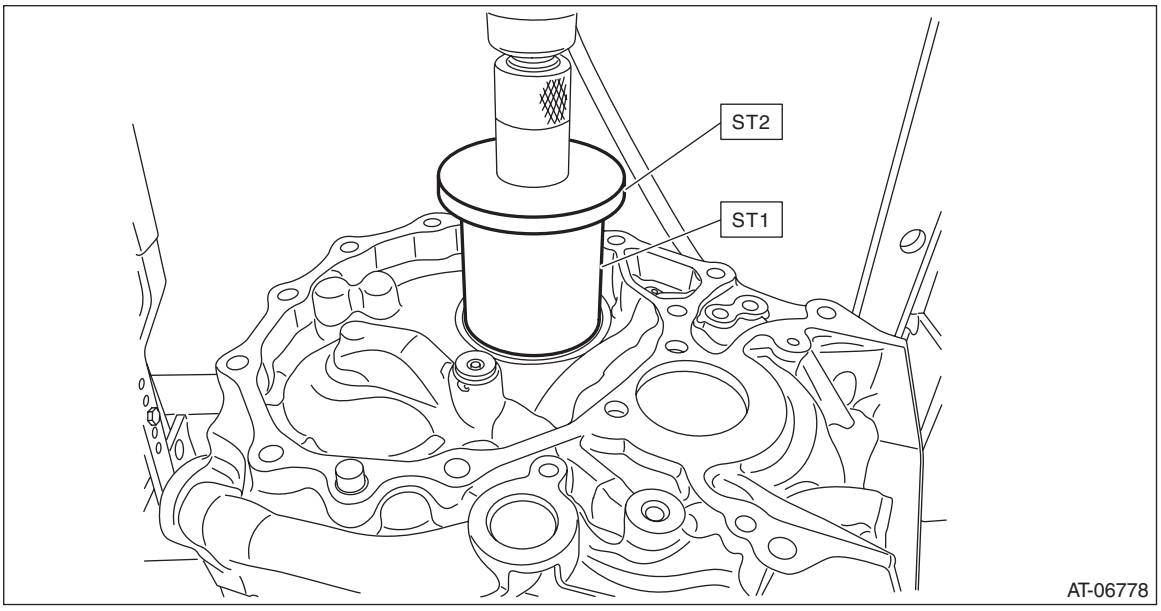


(3) Measure the spacer width “C”.

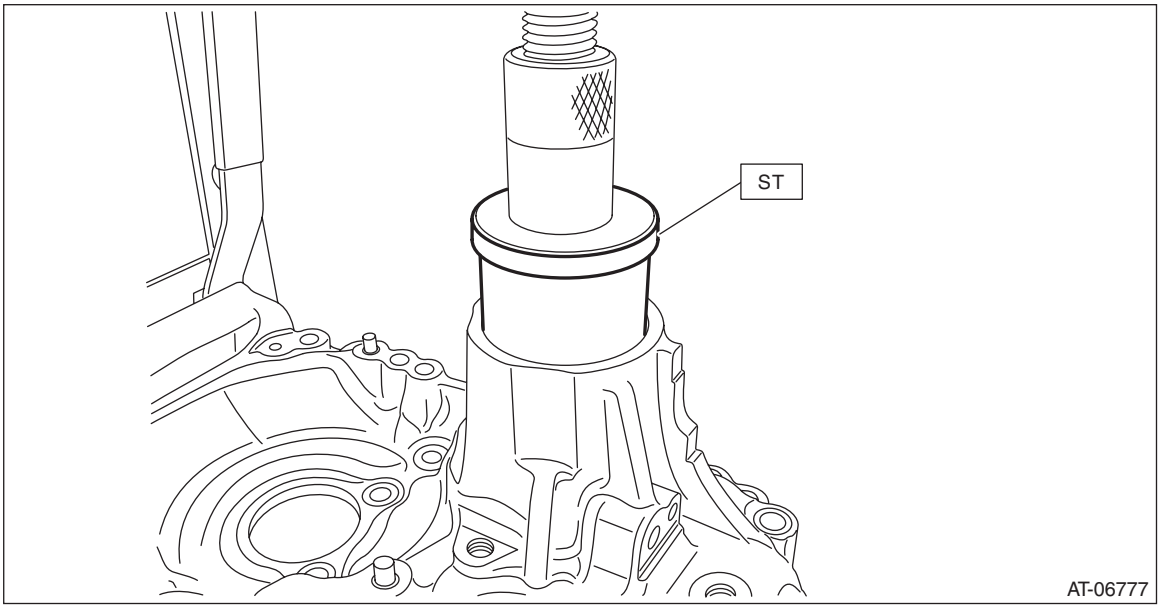


(4) Using the ST, install the front roller bearing outer race to the drive pinion retainer.

ST1 28499TC010 INSTALLER
ST2 398177700 INSTALLER



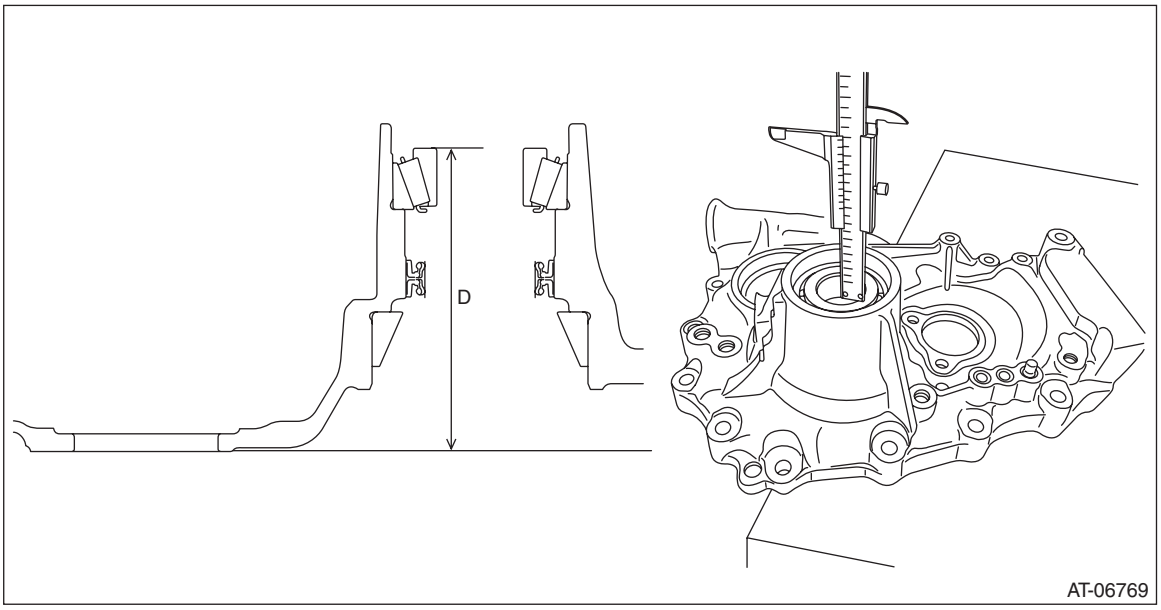
(5) Using the ST, install the rear roller bearing outer race to the drive pinion retainer.
ST 20099AE020 INSTALLER



(6) Place the drive pinion retainer on the surface plate, and install the inner race to the rear roller bearing outer race.

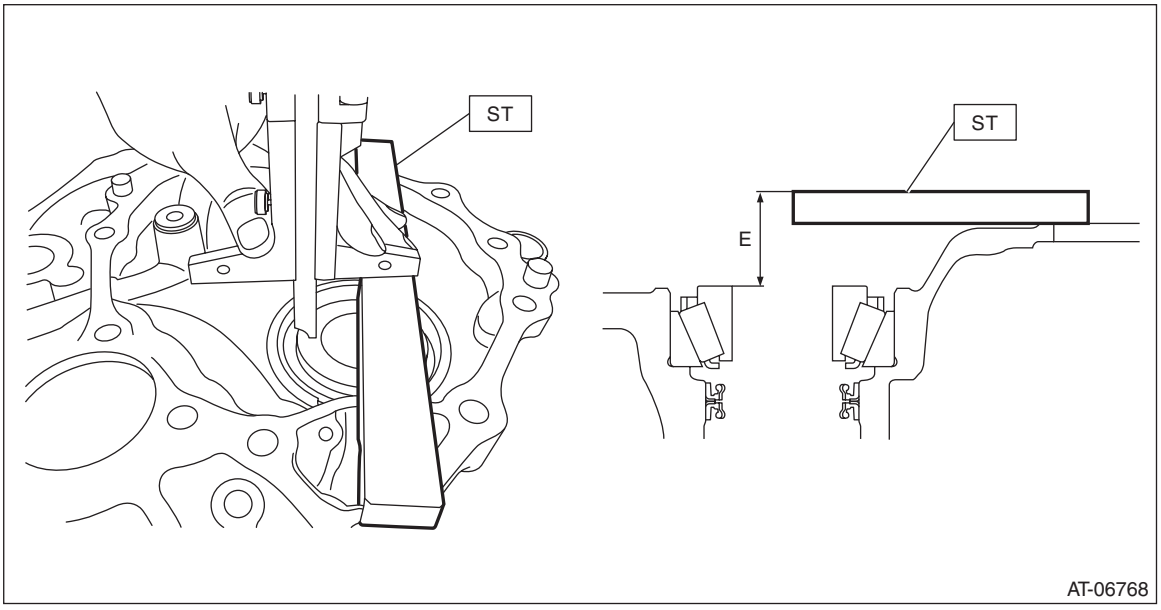
NOTE:
Place the drive pinion retainer so that the mating surface of the drive pinion retainer (mating surface with the converter case) contacts the surface plate.

(7) Measure the height “D” from the end face of the rear roller bearing inner race to the surface plate.



(8) Install the inner race to the front roller bearing outer race.

(9) Measure the depth “E” from the end face of the front roller bearing inner race to the end face of the ST.
ST 499575400 GAUGE

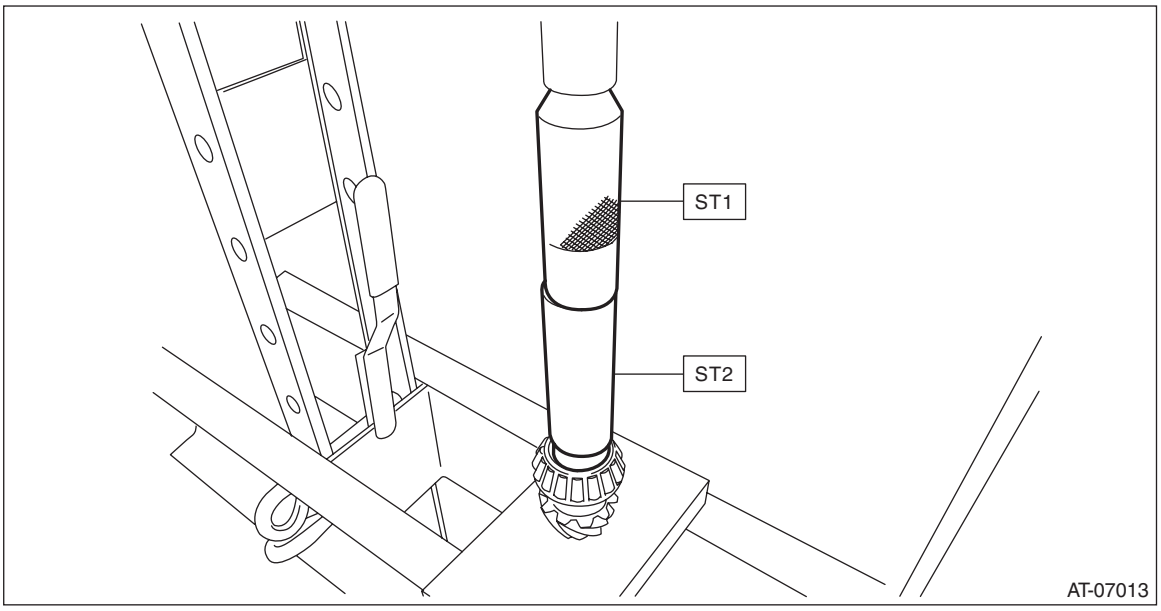


(10) Using following formula, select one to three drive pinion washers.
T (mm) = D – (A + B + C + E – 15) – (0±0.0125)
[T (in) = D – (A + B + C + E – 0.591) – (0±0.0005)]
A: Front roller bearing width
B: Rear roller bearing width
C: Spacer width
D: Height from end face of rear roller bearing inner race to surface plate
E: Depth from end face of front roller bearing inner race to end face of ST
15 mm (0.591 in): Thickness of ST
T: Drive pinion washer thickness
0±0.0125 mm (0±0.0005 in): Clearance

Drive pinion washer	
Part No.	Thickness mm (in)
38336AA750	0.150 (0.0059)
38336AA760	0.175 (0.0069)
38336AA770	0.200 (0.0079)
38336AA780	0.225 (0.0089)
38336AA790	0.250 (0.0098)
38336AA800	0.275 (0.0108)
38336AA810	0.300 (0.0118)
38336AA820	0.400 (0.0157)

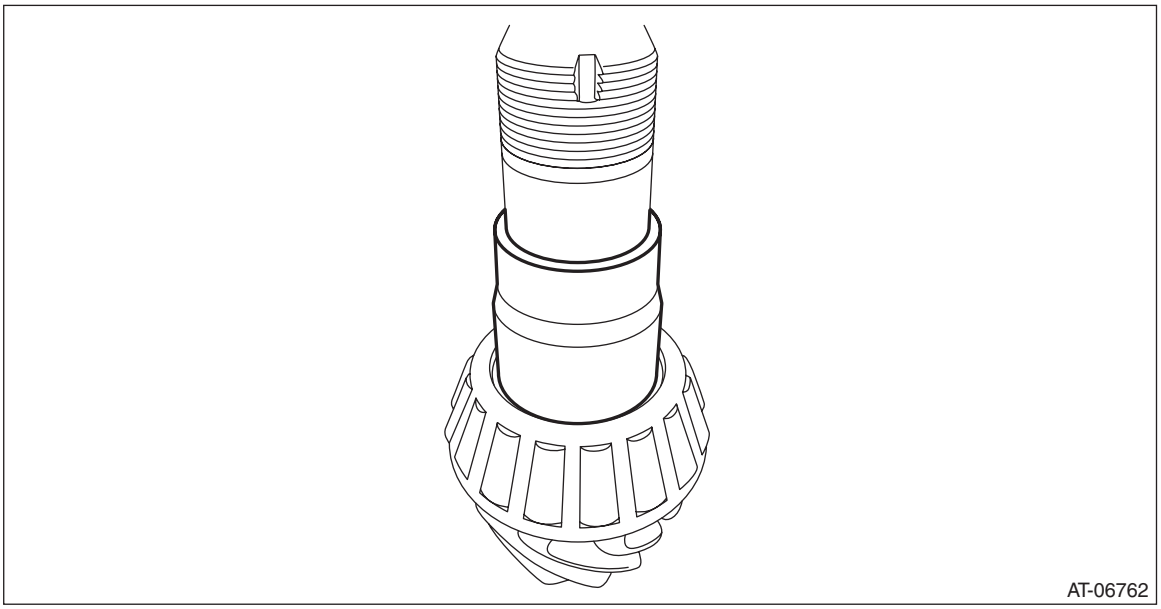
4) Measure and record the drive pinion shim thickness to be reused.
5) Install the drive pinion shim that is reused for the drive pinion shaft.

6) Using the ST1 and ST2, press-fit the inner race to the drive pinion shaft.
ST1 899580100 INSTALLER
ST2 927130000 EXTENSION DRIVE SHAFT

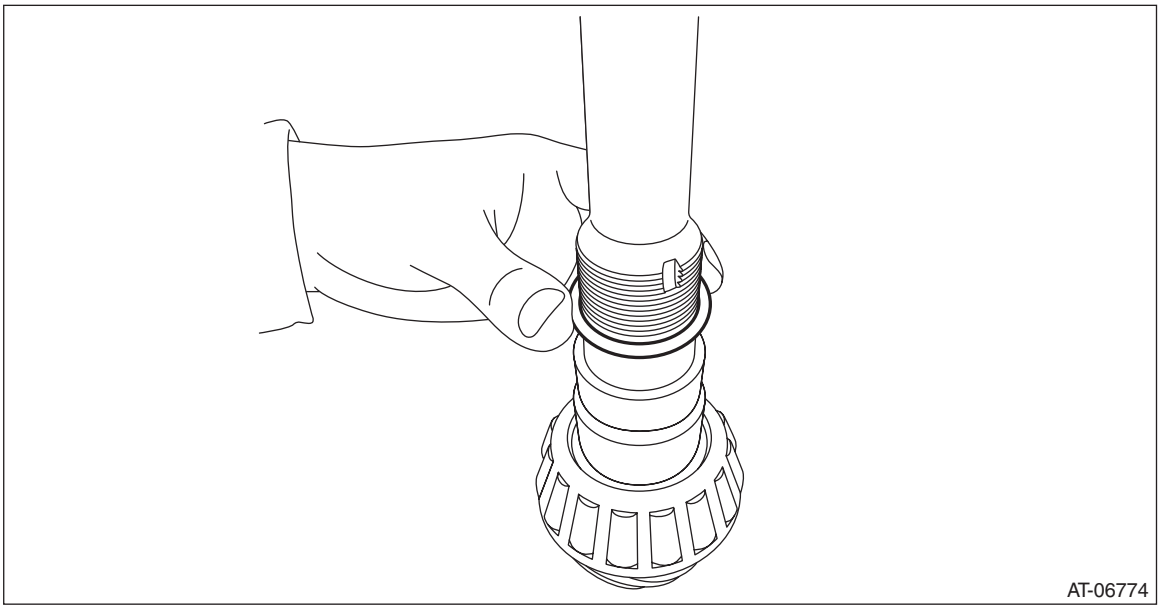


7) Install the drive pinion spacer.

NOTE:
Replace the O-ring with a new part after tooth contact inspection.



8) Install the selected drive pinion washer.

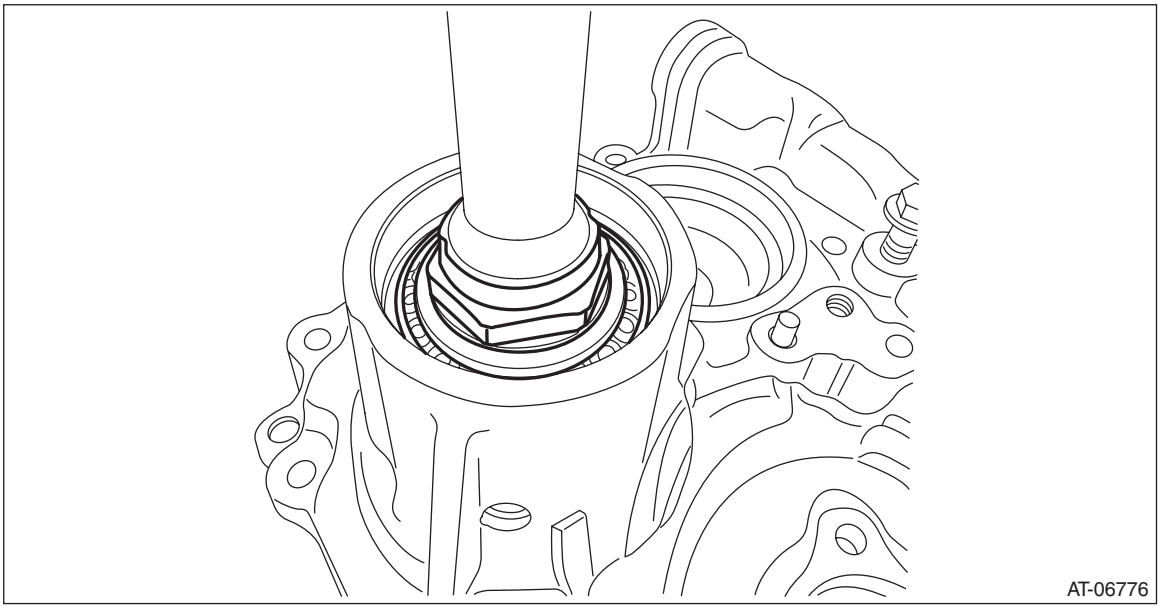


9) Insert the drive pinion shaft into the drive pinion retainer.

CAUTION:
Be careful not to damage the oil seal.

10) Install the inner bearing and lock nut.

NOTE:
Use a new lock nut.



11) Using the ST, tighten the lock nut to the specified torque so that the starting torque of the drive pinion shaft is within the specified range.

CAUTION:
Before inspecting the starting torque, apply differential gear oil to roller of bearing and rotate the bearing several times.

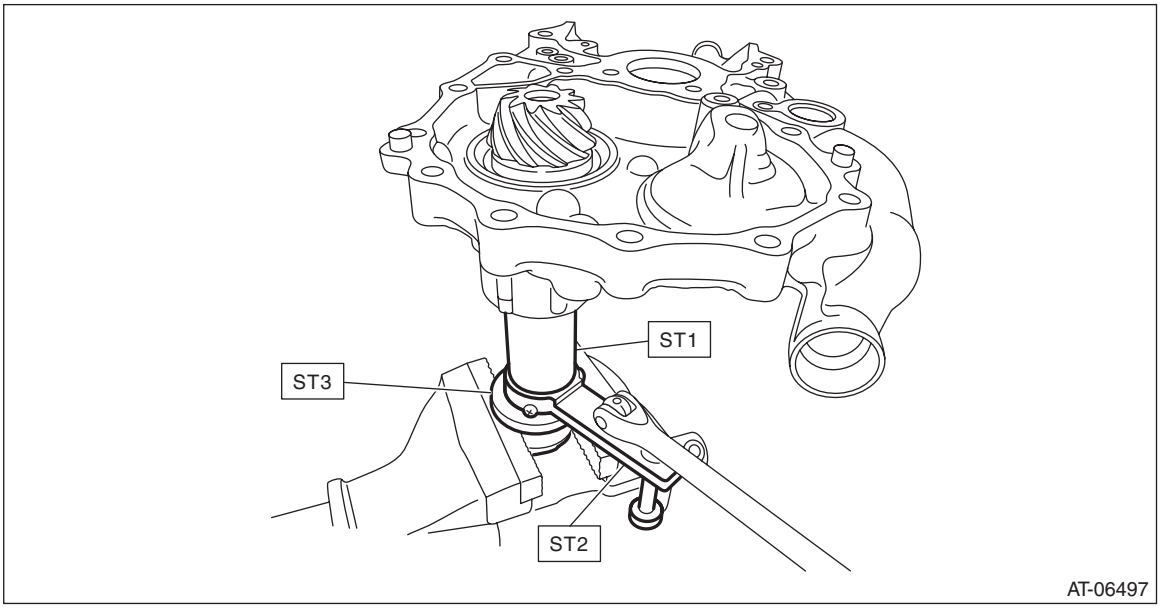
NOTE:
- Tighten the lock nut while directly aligning ST2 and torque wrench.
- If the starting torque is not within the specified range, select the drive pinion washer, and repeat the step until the starting torque is within the specified range.
- When a thicker drive pinion washer is selected, the starting torque decreases. When a thinner drive pinion washer is selected, the starting torque increases.

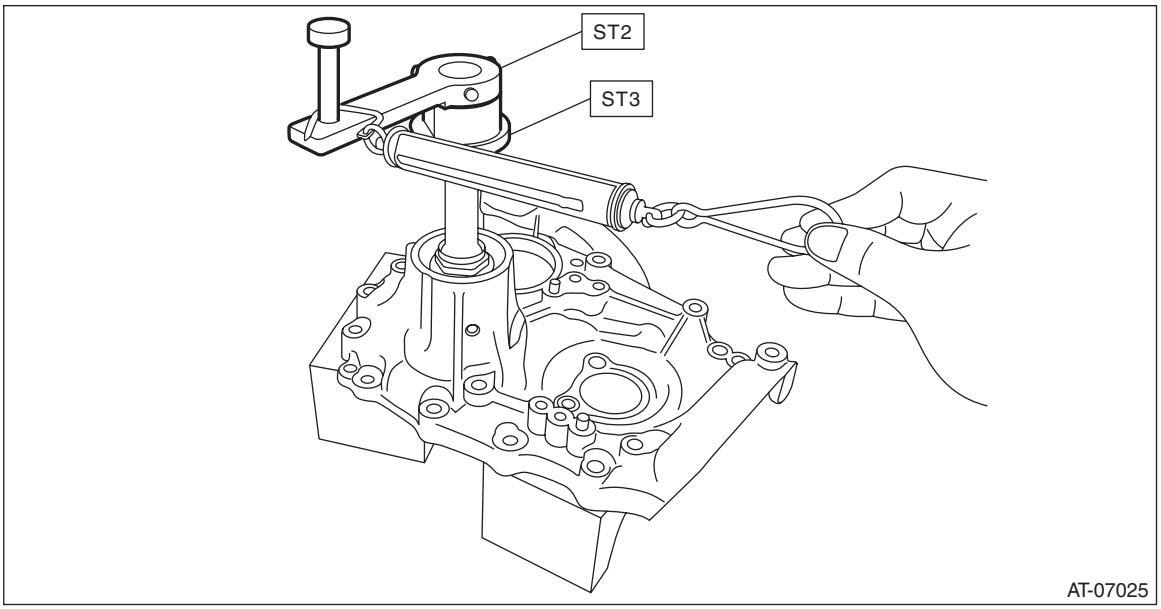
Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)

ST1 499787500 ADAPTER
ST2 499787700 WRENCH
ST3 498937110 HOLDER

Using the following formula, calculate the tightening torque for a torque wrench.
$T2 = L2/(L1 + L2) \times T1$
T1: 170 — 250 N·m (17.3 — 25.5 kgf-m, 125.4 — 184.4 ft-lb) [Specified tightening torque range]
T2: Tightening torque
L1: ST1 length 0.072 m (2.83 in)
L2: Torque wrench length
Example:

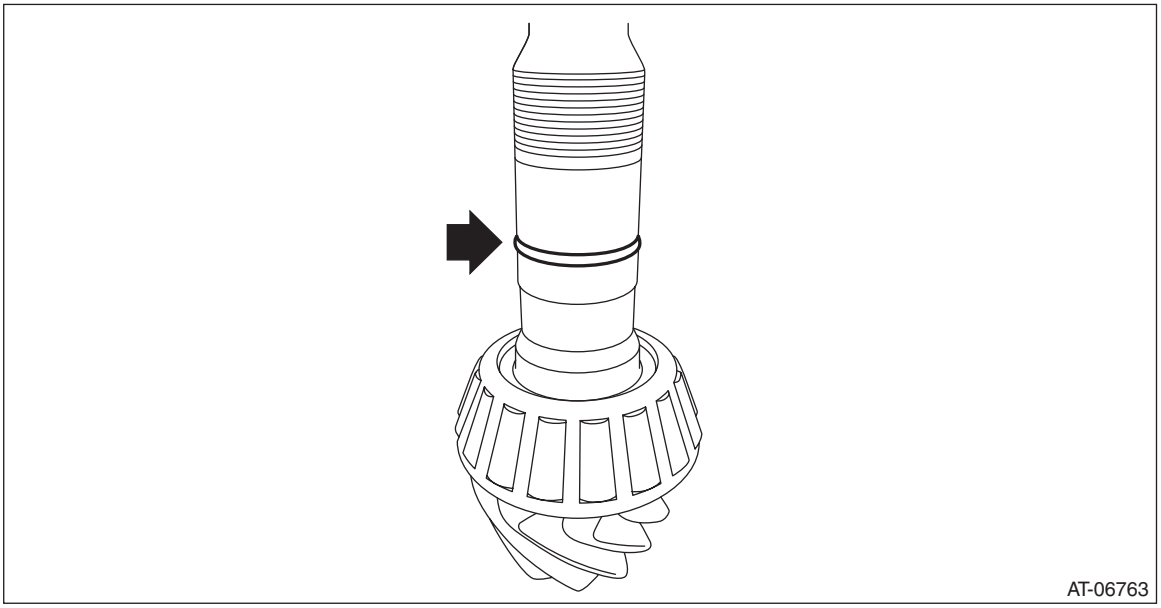
Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
0.4 (15.75)	144 — 211 (14.7 — 21.5, 106.2 — 155.6)
0.45 (17.72)	147 — 215 (15.0 — 21.9, 108.4 — 158.6)
0.5 (19.69)	149 — 218 (15.2 — 22.2, 109.9 — 160.8)
0.55 (21.65)	150 — 221 (15.3 — 22.5, 110.6 — 163.0)



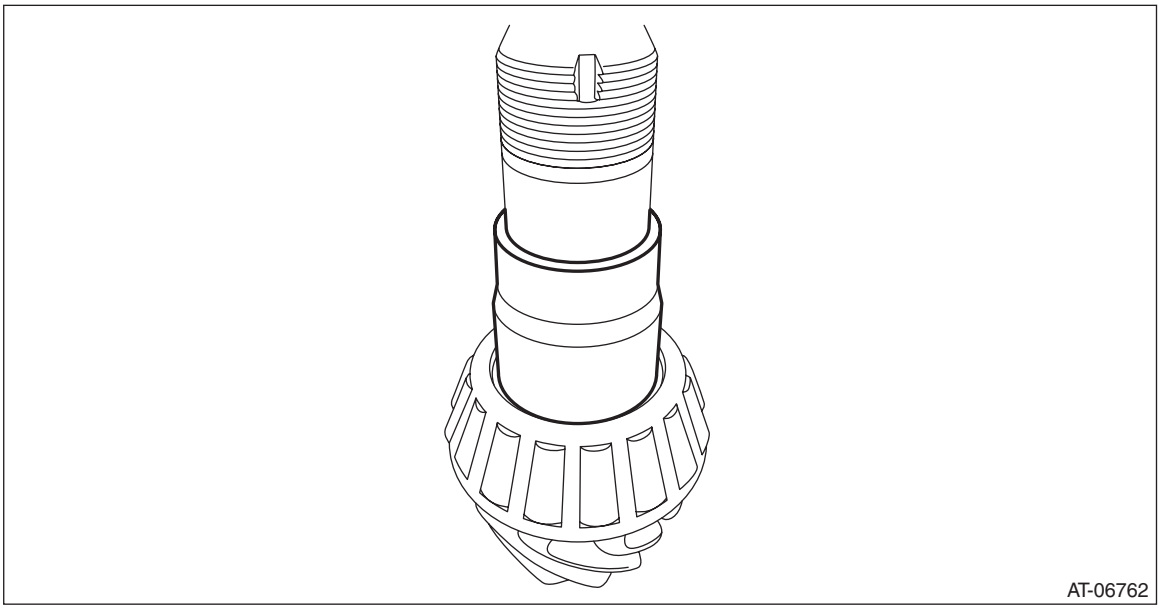


12) Install the drive pinion retainer to the converter case, and check the backlash and tooth contact. <Ref. to CVT(TR580)-299, ADJUSTMENT, Drive Pinion Shaft Assembly.> <Ref. to CVT(TR580)-321, ADJUSTMENT, Front Differential Assembly.>
13) Remove the drive pinion retainer from converter case. <Ref. to CVT(TR580)-277, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the drive pinion spacer from the drive pinion shaft. <Ref. to CVT(TR580)-280, DISASSEMBLY, Drive Pinion Shaft Assembly.>
15) Install the O-ring to the drive pinion shaft.

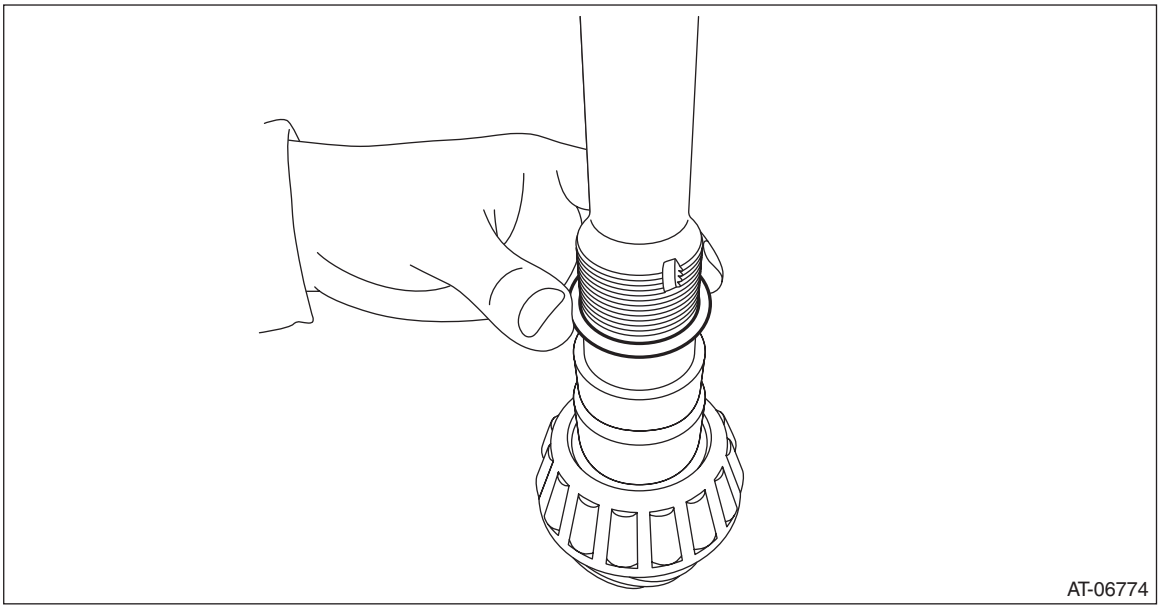
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



16) Install the drive pinion spacer to the drive pinion shaft.

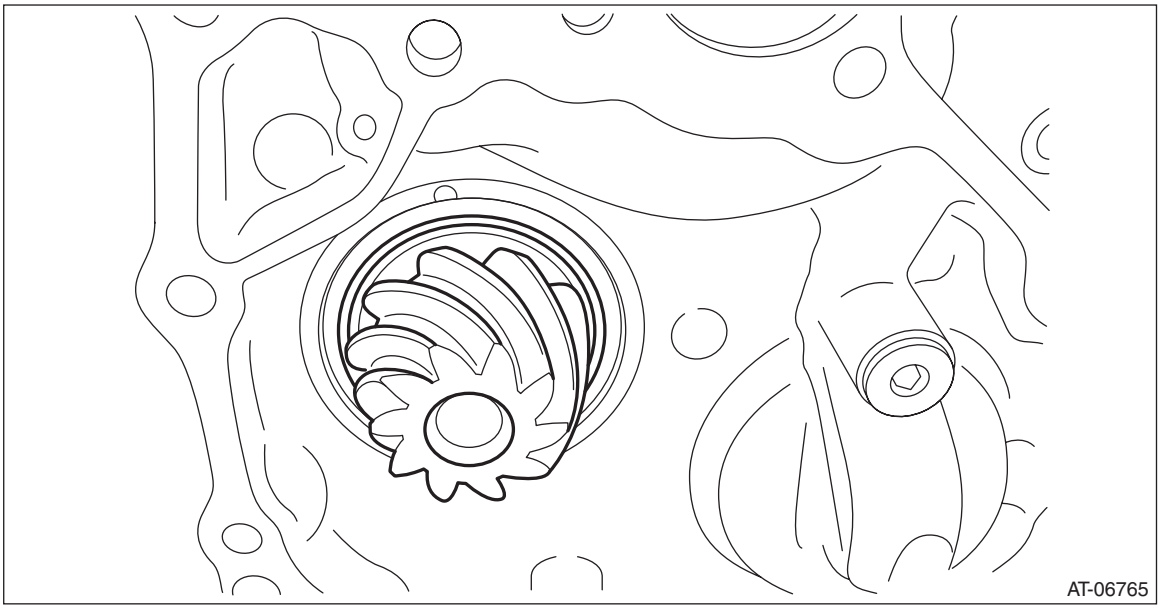


17) Install the drive pinion washer.

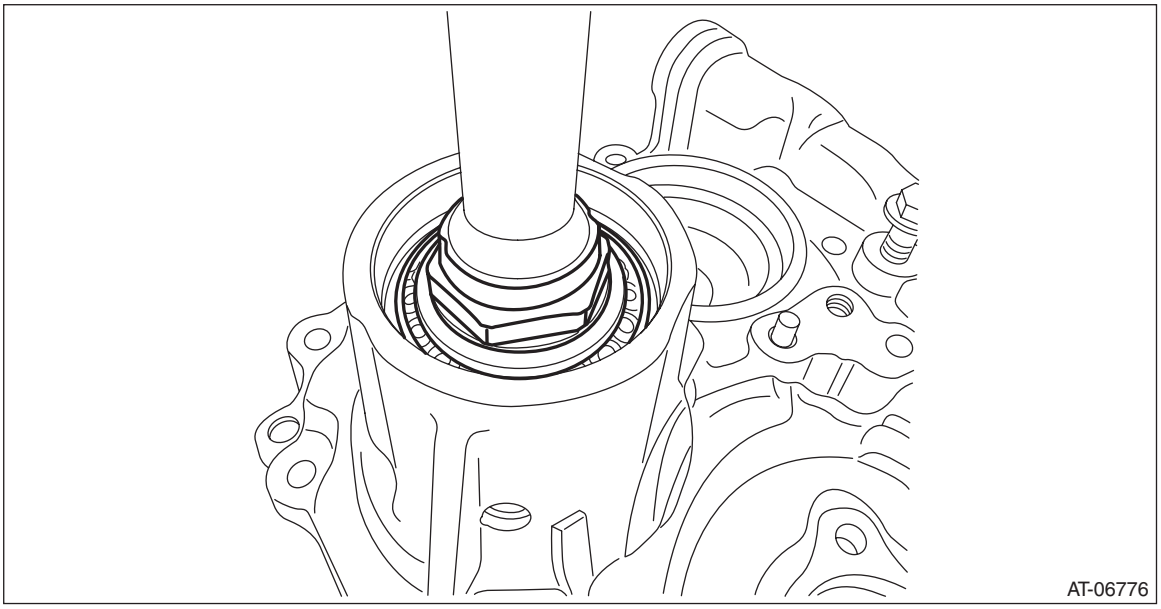


18) Insert the drive pinion shaft into the drive pinion retainer.

CAUTION:
Be careful not to damage the oil seal.



19) Install the inner bearing and lock nut.



20) Using the ST, tighten the lock nut to the specified torque so that the starting torque of the drive pinion shaft is within the specified range.

CAUTION:
Before inspecting the starting torque, apply differential gear oil to roller of bearing and rotate the bearing several times.

NOTE:
- Tighten the lock nut while directly aligning ST2 and torque wrench.
- If the starting torque is not within the specified range, select the drive pinion washer, and repeat the step until the starting torque is within the specified range.
- When a thicker drive pinion washer is selected, the starting torque decreases. When a thinner drive pinion washer is selected, the starting torque increases.

Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)

ST1 499787500 ADAPTER
ST2 499787700 WRENCH
ST3 498937110 HOLDER

Using the following formula, calculate the tightening torque for a torque wrench.
$T2 = L2/(L1 + L2) \times T1$
T1: 170 — 250 N·m (17.3 — 25.5 kgf-m, 125.4 — 184.4 ft-lb) [Specified tightening torque range]
T2: Tightening torque
L1: ST1 length 0.072 m (2.83 in)
L2: Torque wrench length
Example:

Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
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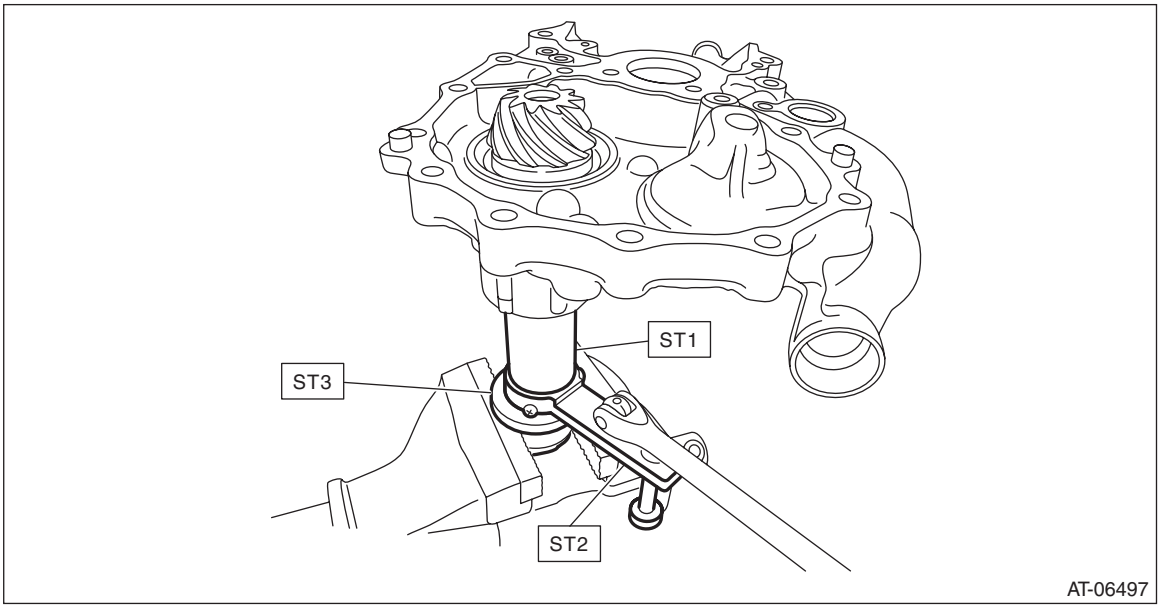
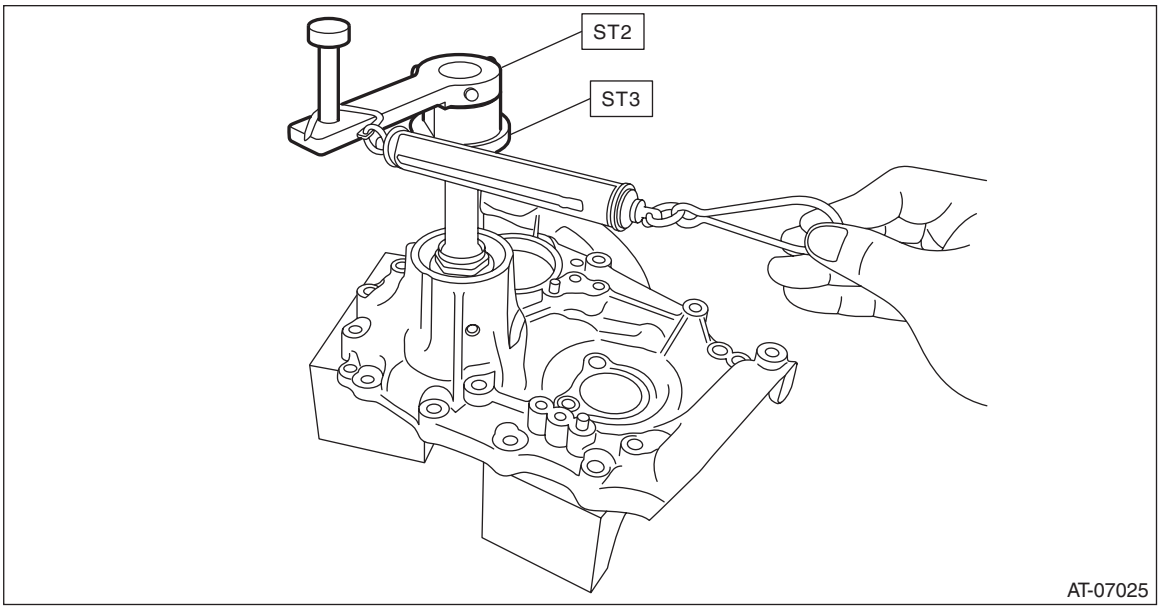
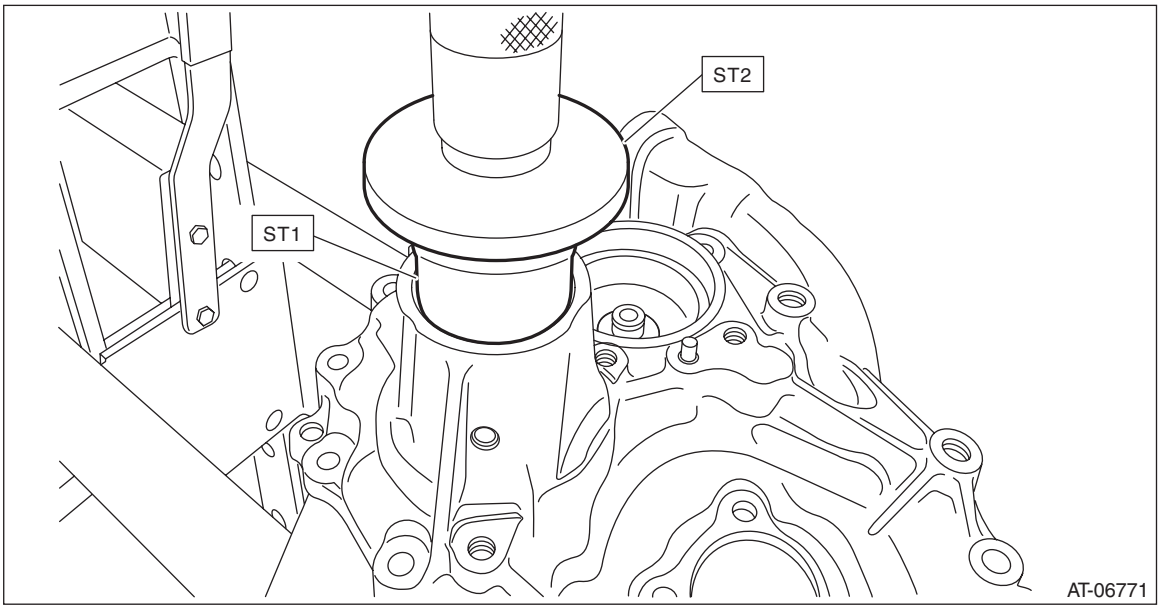




21) Crimp the lock nut in 2 locations.
22) Using the ST, install the plug.
ST1 499755602 PRESS SNAP RING
ST2 398177700 INSTALLER

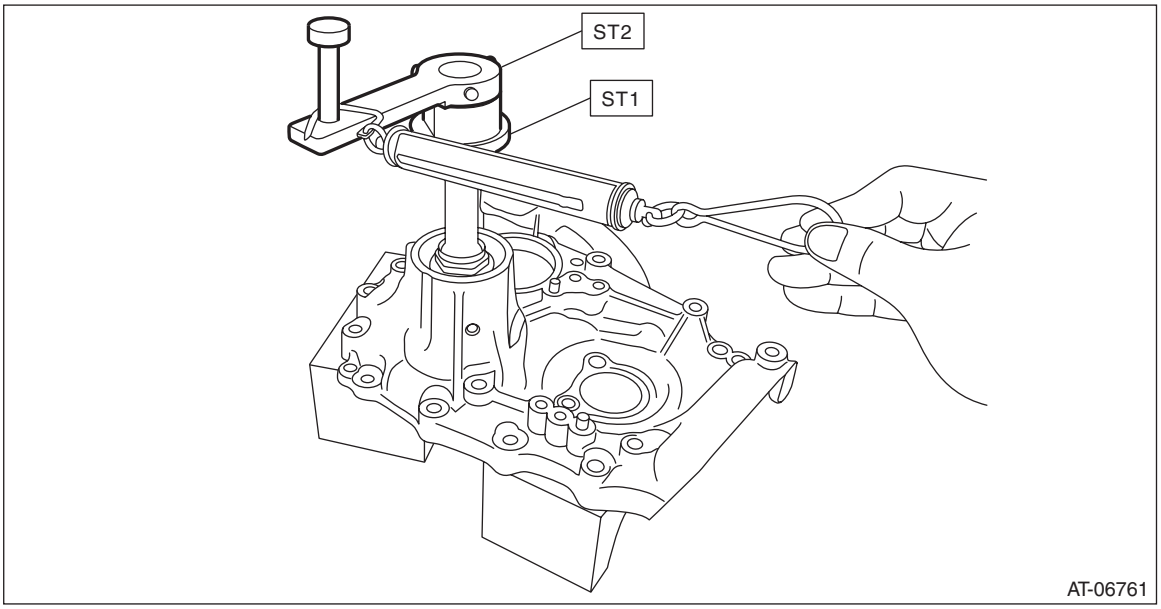


E: INSPECTION

- Make sure that all component parts are free of scratches, holes and other faults.
- Check the tooth contact. <Ref. to CVT(TR580)-299, ADJUSTMENT, Drive Pinion Shaft Assembly.>
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the starting torque of drive pinion shaft.

CAUTION:
Before measuring, apply differential gear oil to roller of bearing and rotate the bearing several times.
ST1 498937110 HOLDER
ST2 499787700 WRENCH

Starting torque:
5.1 — 17.1 N (0.5 — 1.7 kgf, 1.1 — 3.8 lbf)

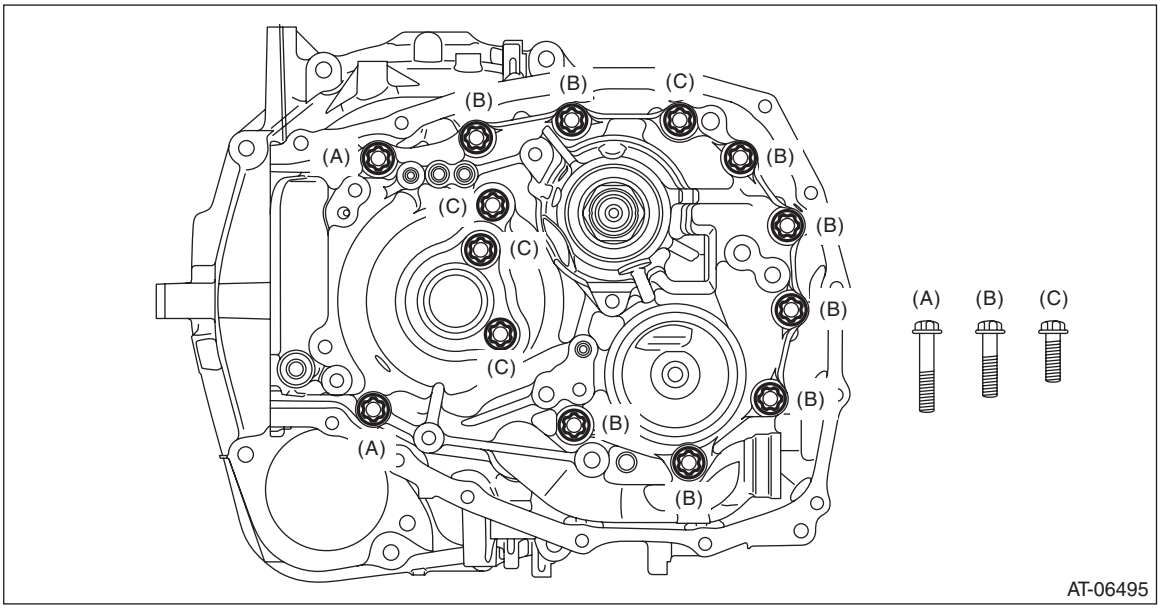


F: ADJUSTMENT

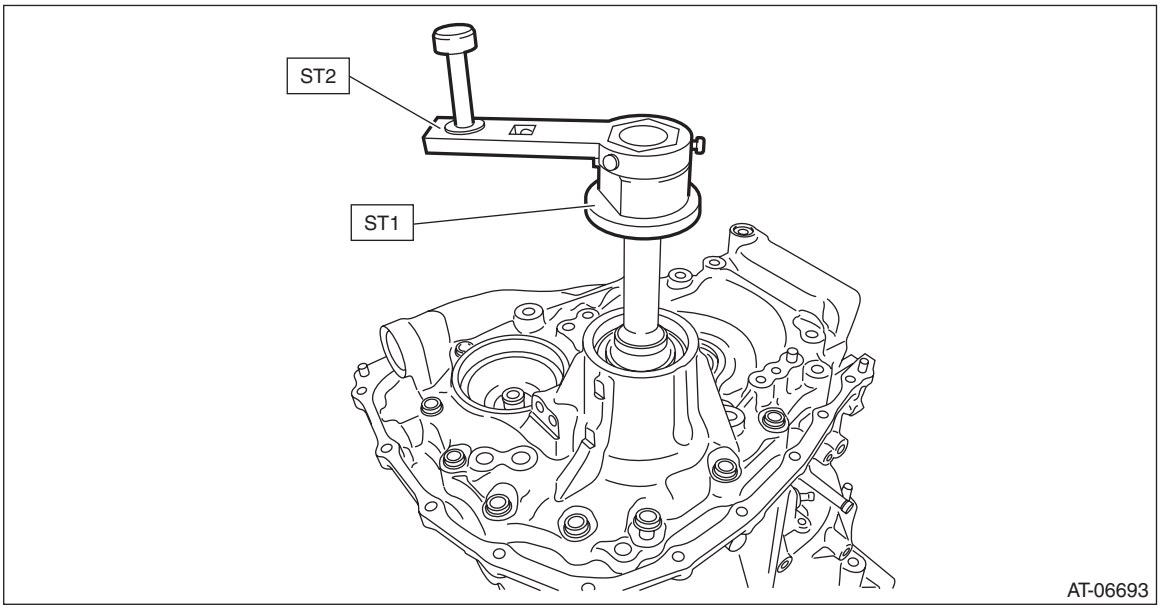
1) Remove the liquid gasket from the mating surface completely.
2) Using the ST, install the drive pinion retainer to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



3) Rotate the drive pinion several times using ST1 and ST2.
ST1 498937110 HOLDER
ST2 499787700 WRENCH



4) Adjust the drive pinion and hypoid driven gear backlash.<Ref. to CVT(TR580)-321, ADJUSTMENT, Front Differential Assembly.>
5) Using the ST, remove the drive pinion retainer from converter case.
ST 18270KA020 SOCKET (E20)

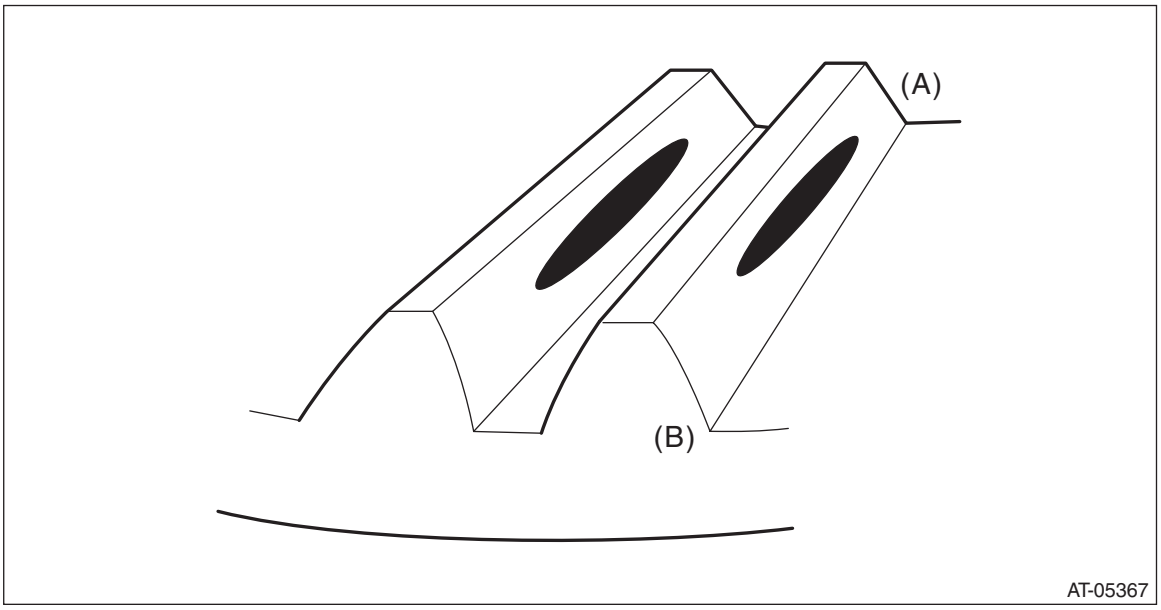
6) Apply lead-free red dye evenly on the both sides of three to four teeth of the hypoid driven gear. Then install the drive pinion retainer and rotate the drive pinion in both directions several times. Remove the drive pinion retainer and check the tooth contact pattern.
If the teeth contact is inappropriate, readjust the backlash and shim thickness (Select 1 — 3 shims.).<Ref. to CVT(TR580)-321, ADJUSTMENT, Front Differential Assembly.>

NOTE:
After correction, wipe off the lead-free red dye.

Drive pinion shim	
Part No.	Thickness mm (in)
31451AA320	0.150 (0.0059)
31451AA330	0.175 (0.0069)
31451AA340	0.200 (0.0079)
31451AA350	0.225 (0.0089)
31451AA360	0.250 (0.0098)
31451AA370	0.275 (0.0108)

- Correct tooth contact

Check item: Tooth contact surface is slightly shifted toward the toe side under a no-load condition. (When driving, it moves towards the heel side.)

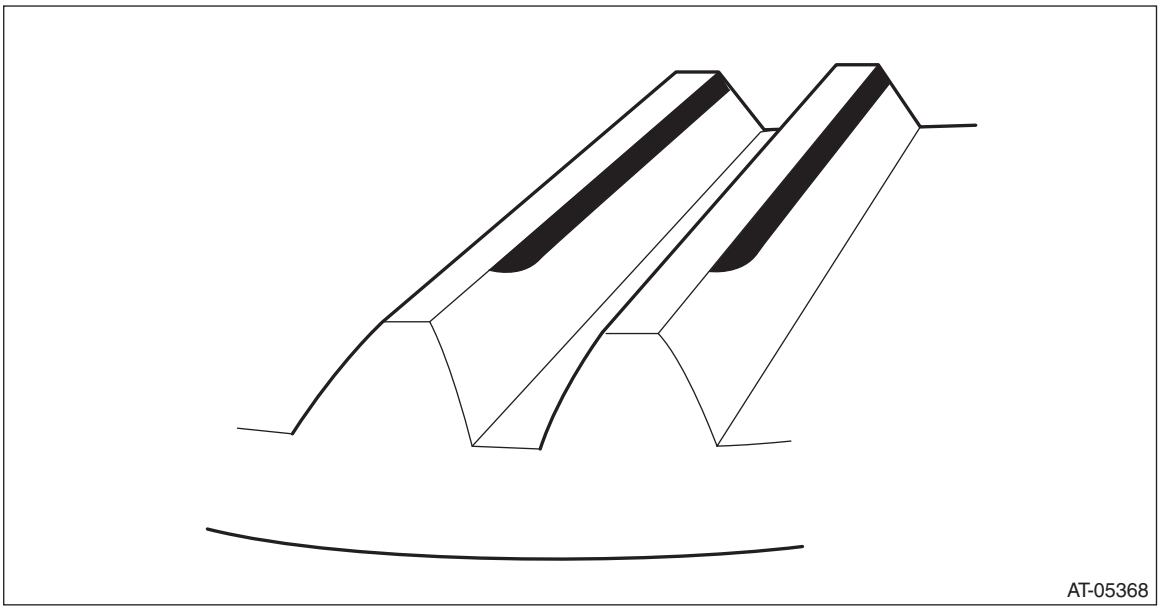


(A) Toe side
(B) Heel side

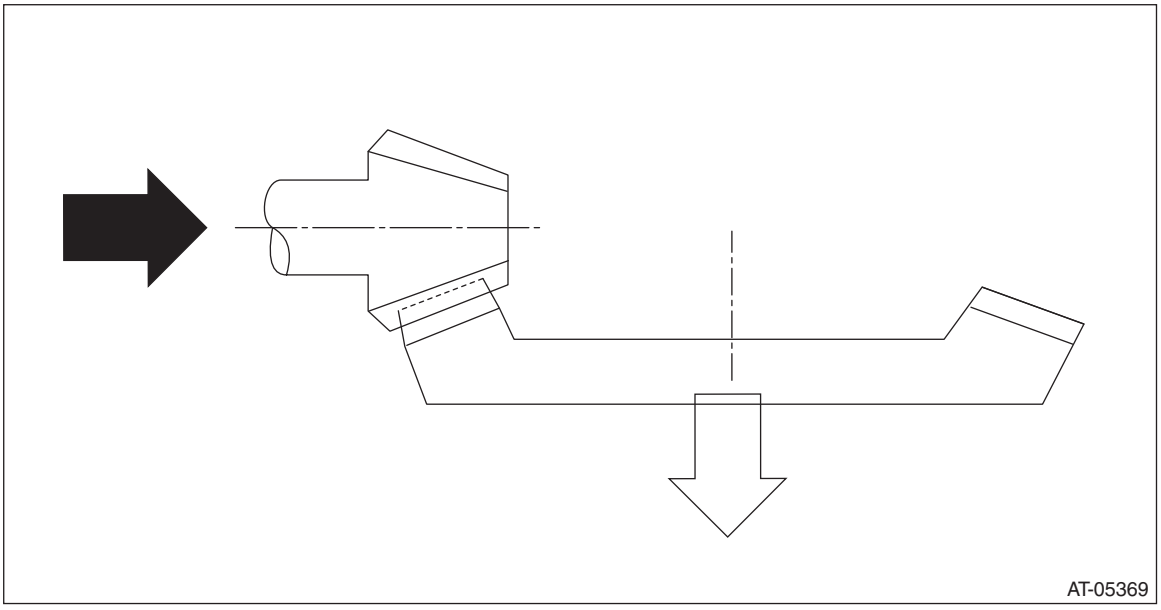
- Face contact

Check item: Backlash is too large.

Contact pattern



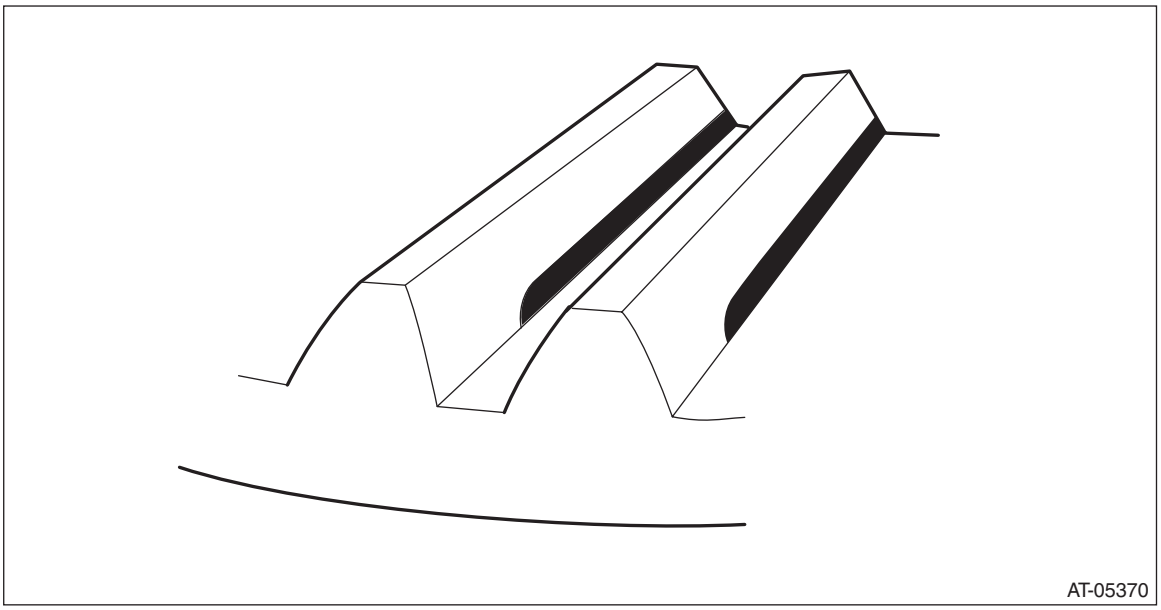
Corrective action: Increase thickness of drive pinion shim according to the procedures for moving the drive pinion close to hypoid driven gear.



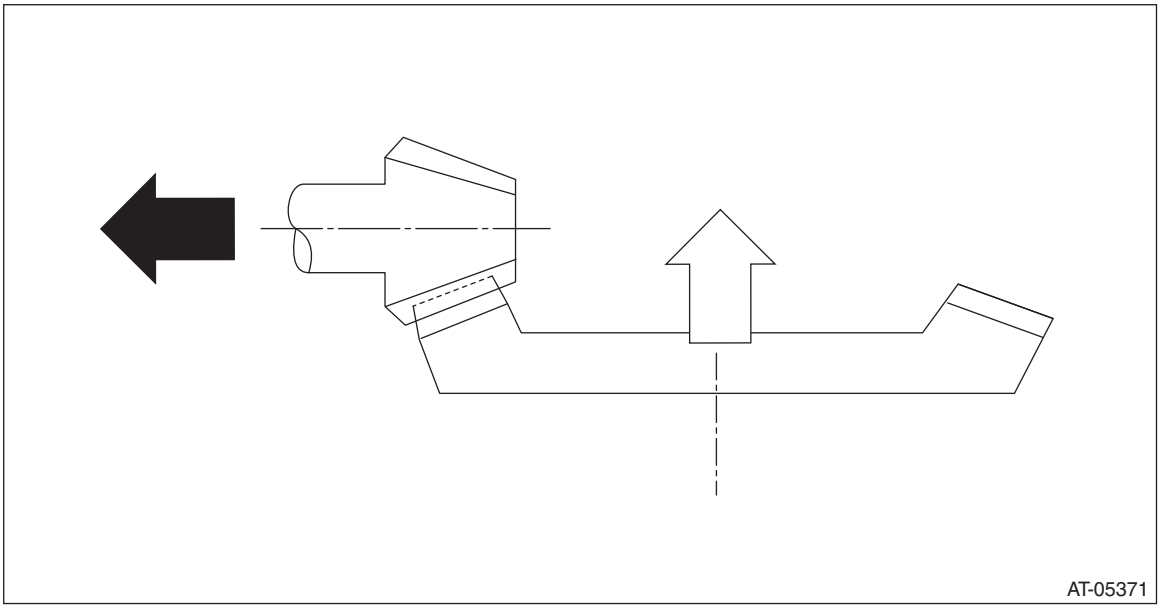
- Flank contact

Check item: Backlash is too small.

Contact pattern



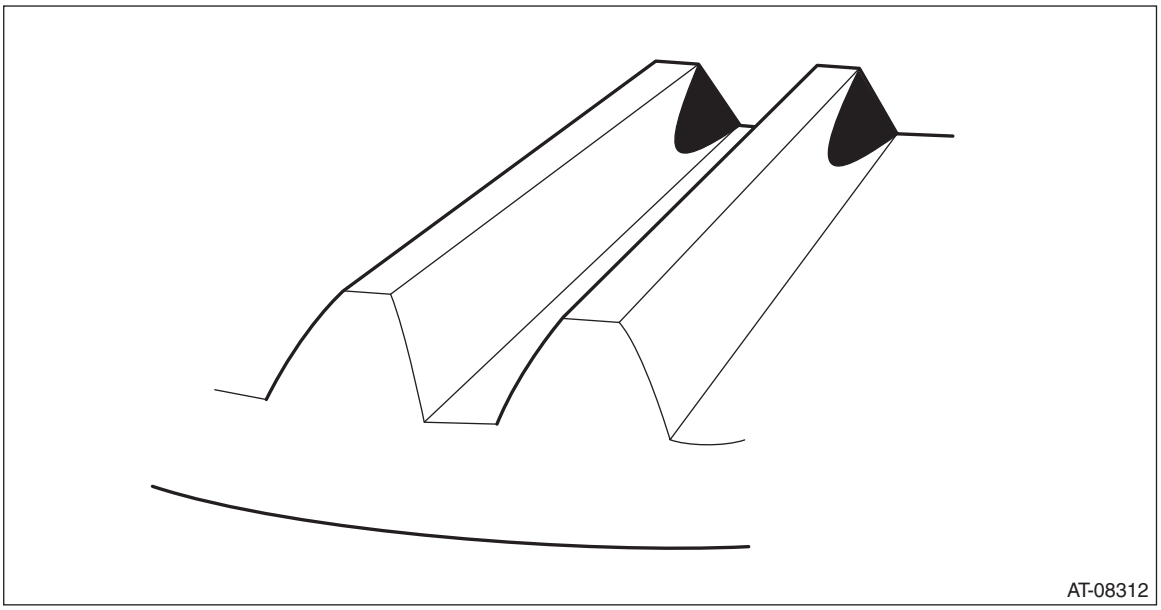
Corrective action: Reduce the thickness of the drive pinion shim according to the procedures for moving the drive pinion away from the hypoid driven gear.



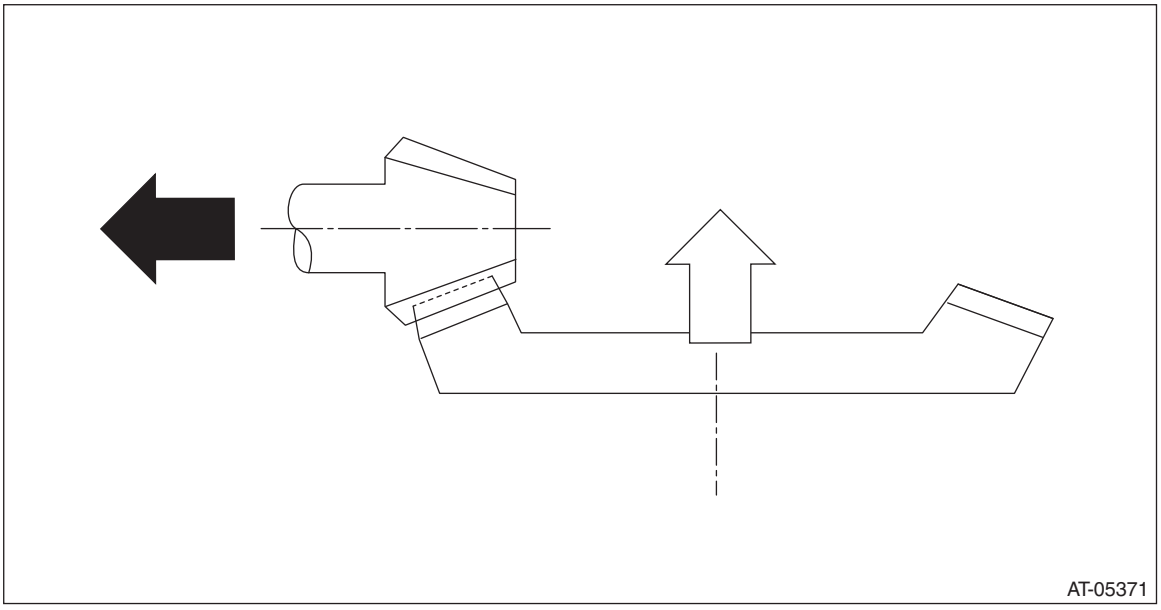
- Toe contact (inside contact)

Check item: Teeth contact area is too small.

Contact pattern



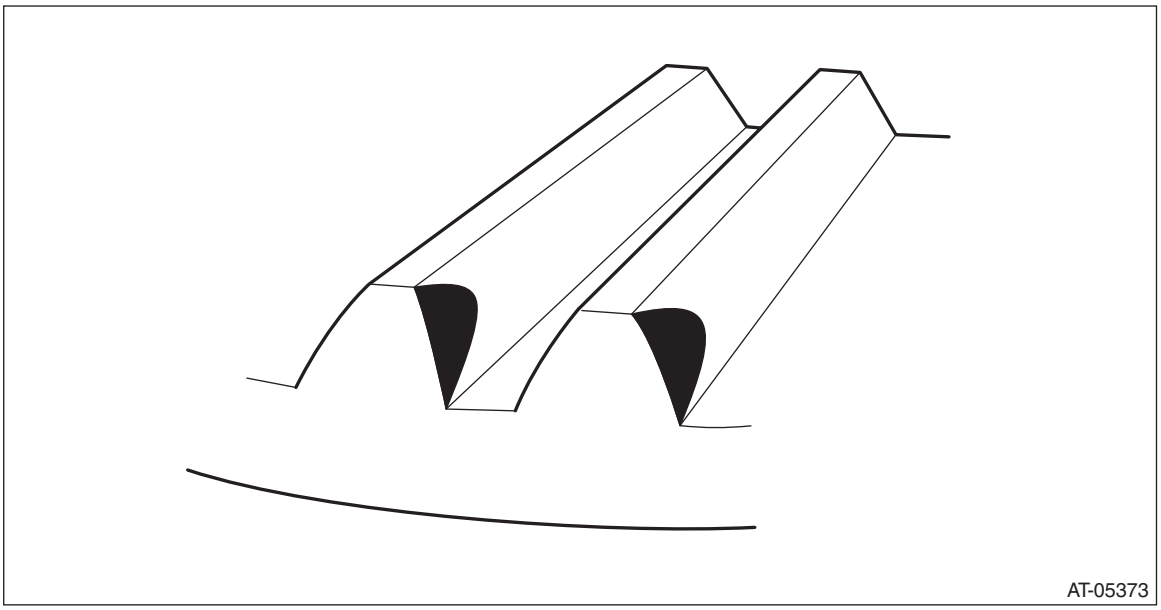
Corrective action: Reduce the thickness of the drive pinion shim according to the procedures for moving the drive pinion away from the hypoid driven gear side.



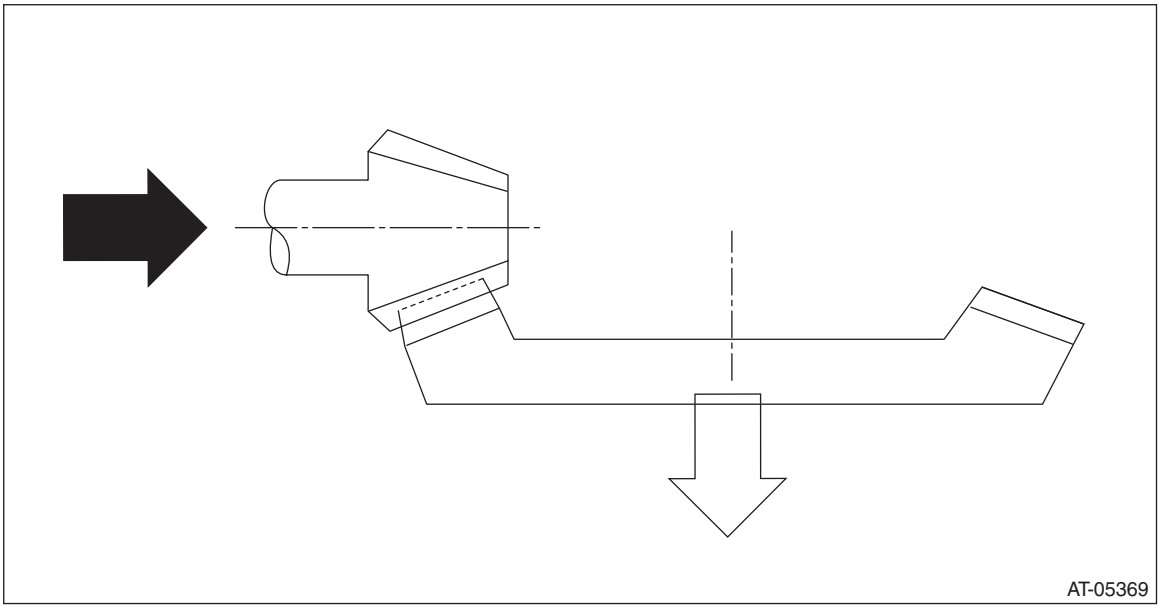
- Heel contact (outside end contact)

Check item: Teeth contact area is too small.

Contact pattern



Corrective action: Increase the thickness of the drive pinion shim according to the procedures for moving the drive pinion closer to the hypoid driven gear.



7) Using the ST, loosen the differential side retainer until the mounting groove of the O-ring appears, and then install the O-ring.

NOTE:
- When loosening the differential side retainer, record the number of the turns made.
- Perform this for both left and right differential side retainers.
- Use new O-rings.
- Apply the differential gear oil to O-ring.

ST 18658AA020 WRENCH COMPL RETAINER

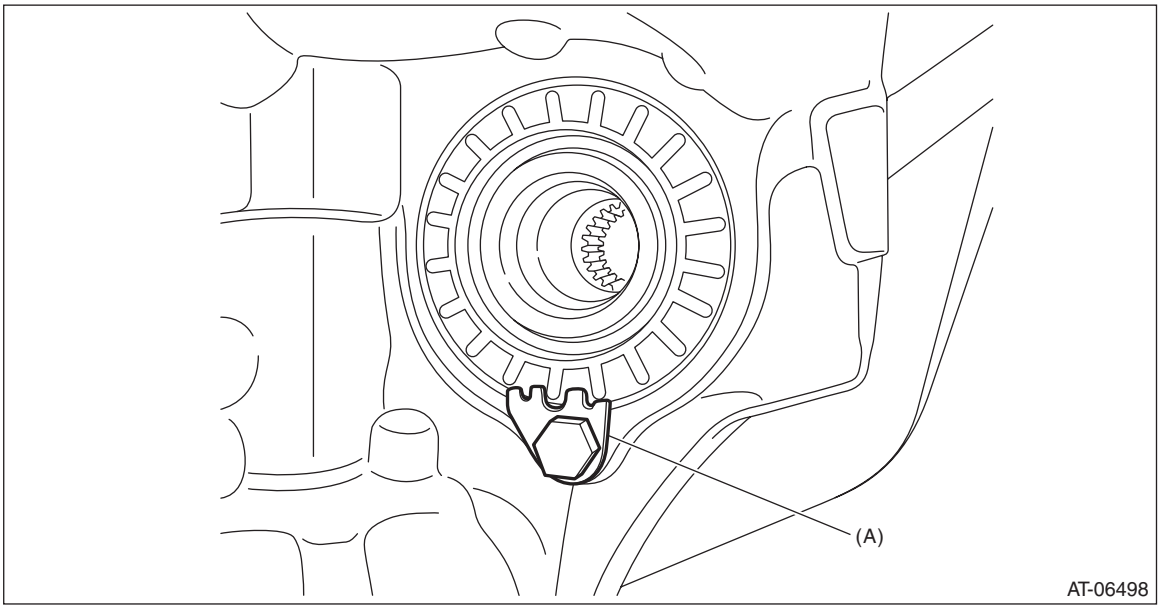
8) Using the ST, tighten the retainer to the position before it is loosened.

ST 18658AA020 WRENCH COMPL RETAINER

9) Replace the differential side retainer oil seal with a new part.<Ref. to CVT(TR580)-85, Differential Side Retainer Oil Seal.>

10) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Lock plate

42.Variator Chain

A: REMOVAL

For removal of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>

B: INSTALLATION

For installation of variator chain, refer to “Primary Pulley and Secondary Pulley”. <Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>

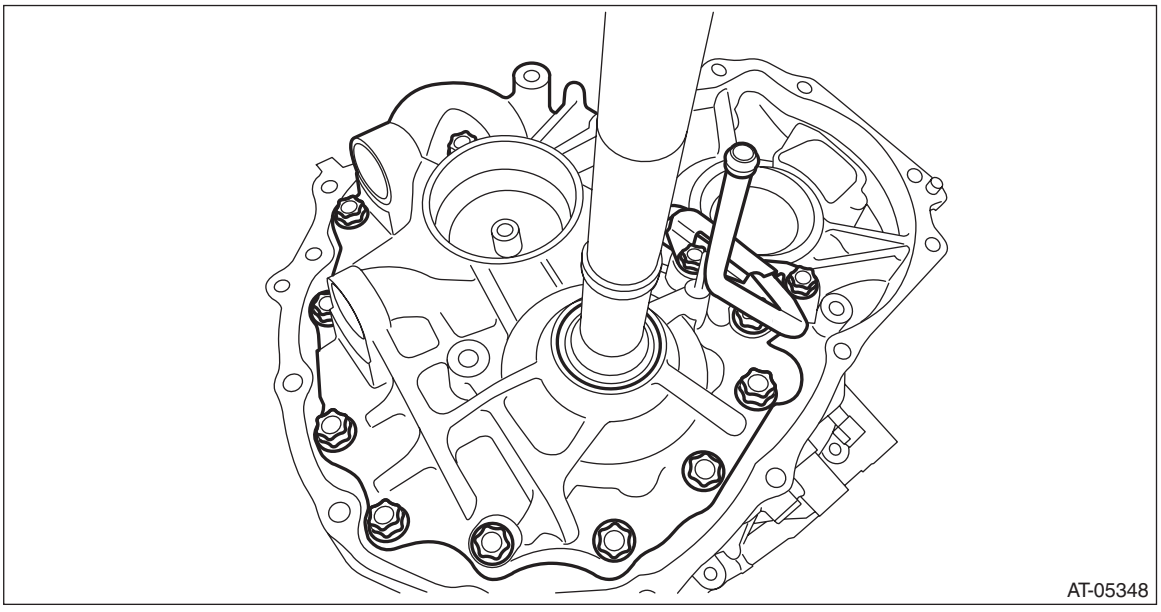
C: INSPECTION

Check the variator chain for damage and wear.

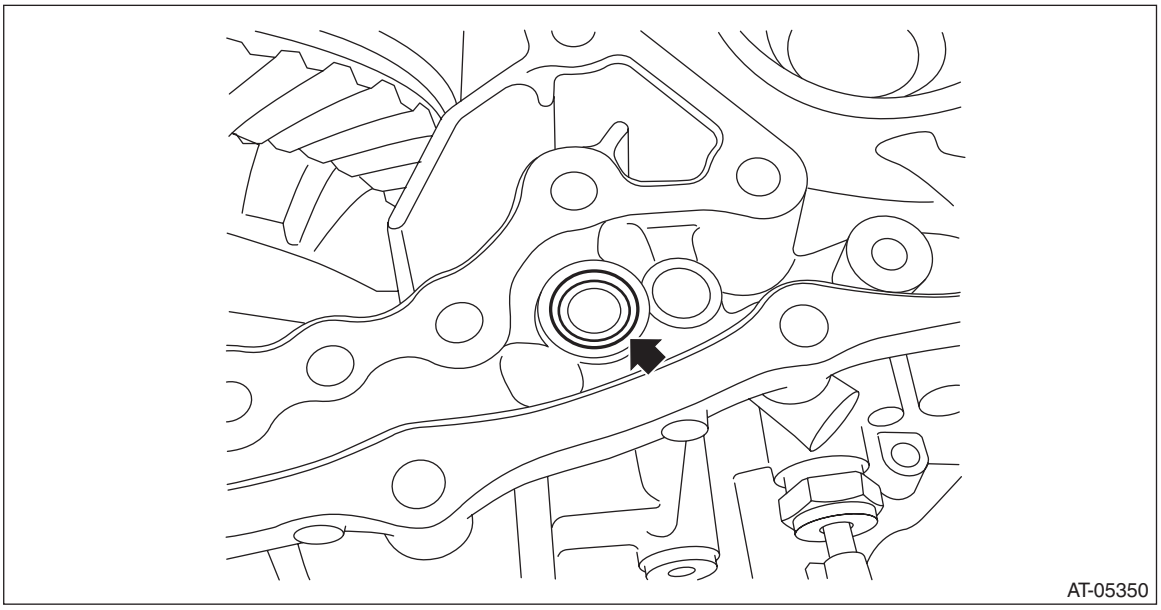
43.Drive Pinion Shaft Assembly

A: REMOVAL

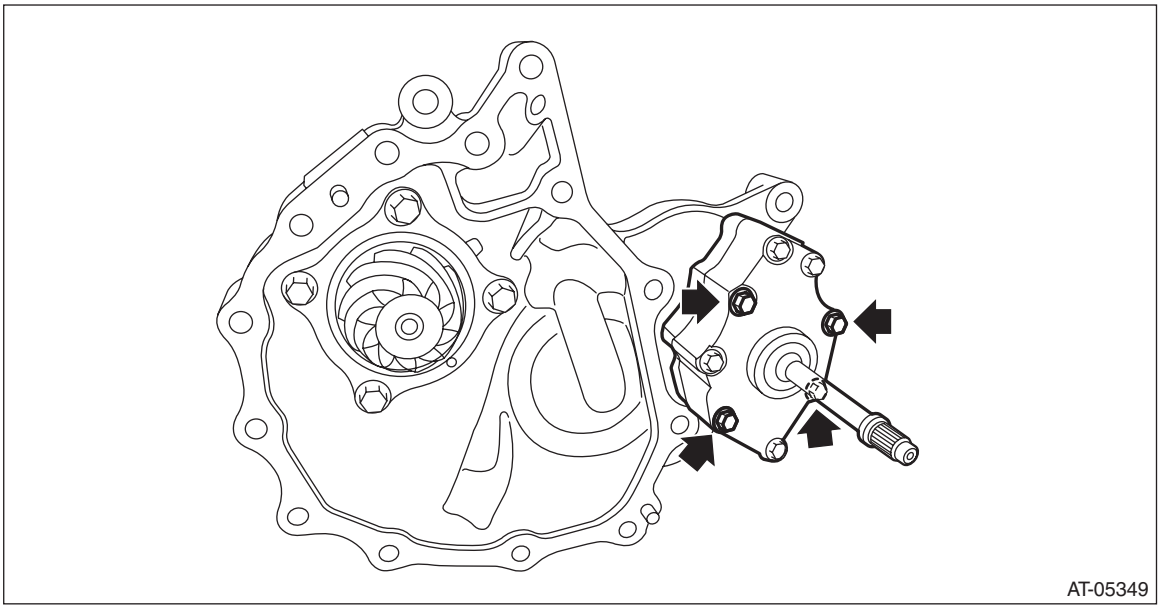
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Using the ST, remove the drive pinion retainer and lubrication pipe.
ST 18270KA020 SOCKET (E20)



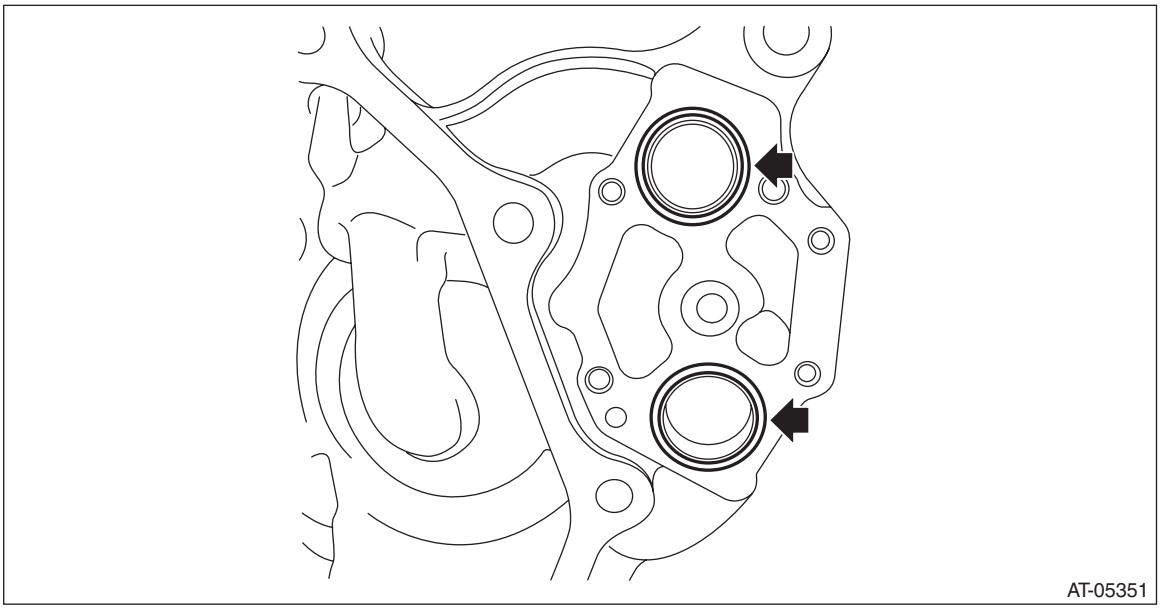
14) Remove the O-ring.



15) Remove the oil pump and the plate.



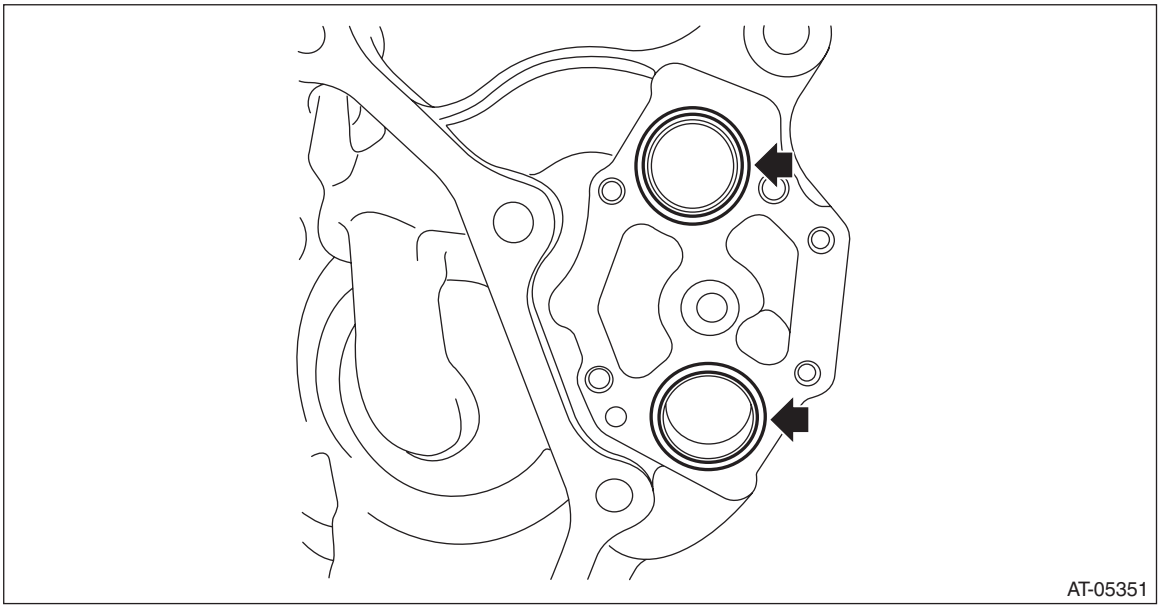
16) Remove the O-ring.



B: INSTALLATION

1) Clean the mating surface of drive pinion retainer and converter case.
2) Adjust the backlash and tooth contact between drive pinion shaft assembly and the front differential side gear.<Ref. to CVT(TR690)-262, ADJUSTMENT, Drive Pinion Shaft Assembly.>
3) Install the O-ring for oil pump to drive pinion retainer.

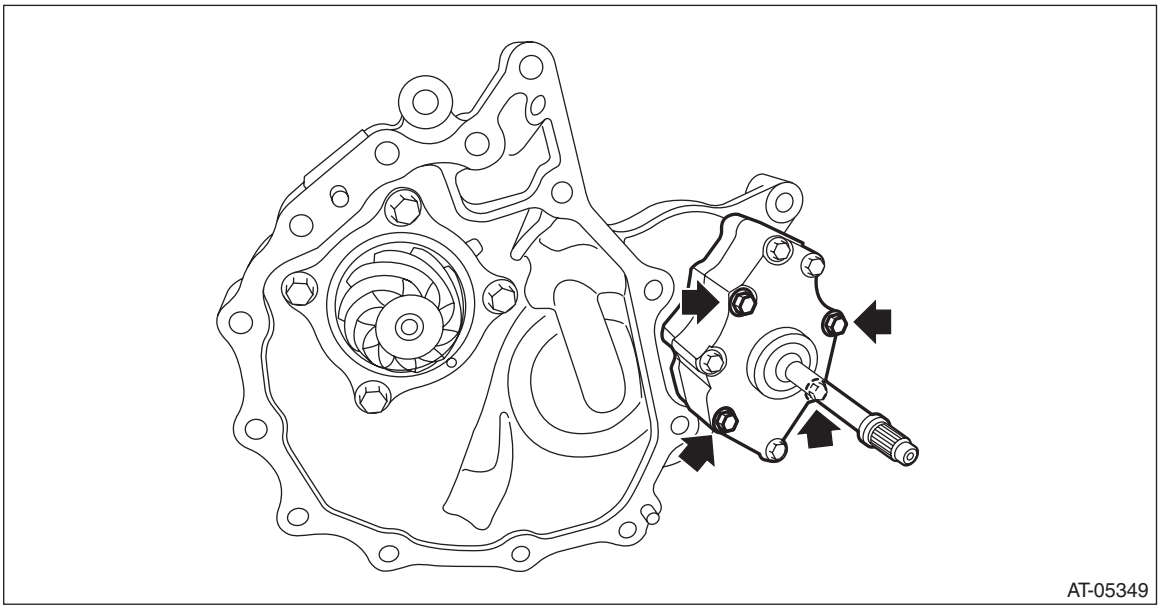
NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



4) Install the plate and the oil pump.

NOTE:
Apply CVTF to the bolt.

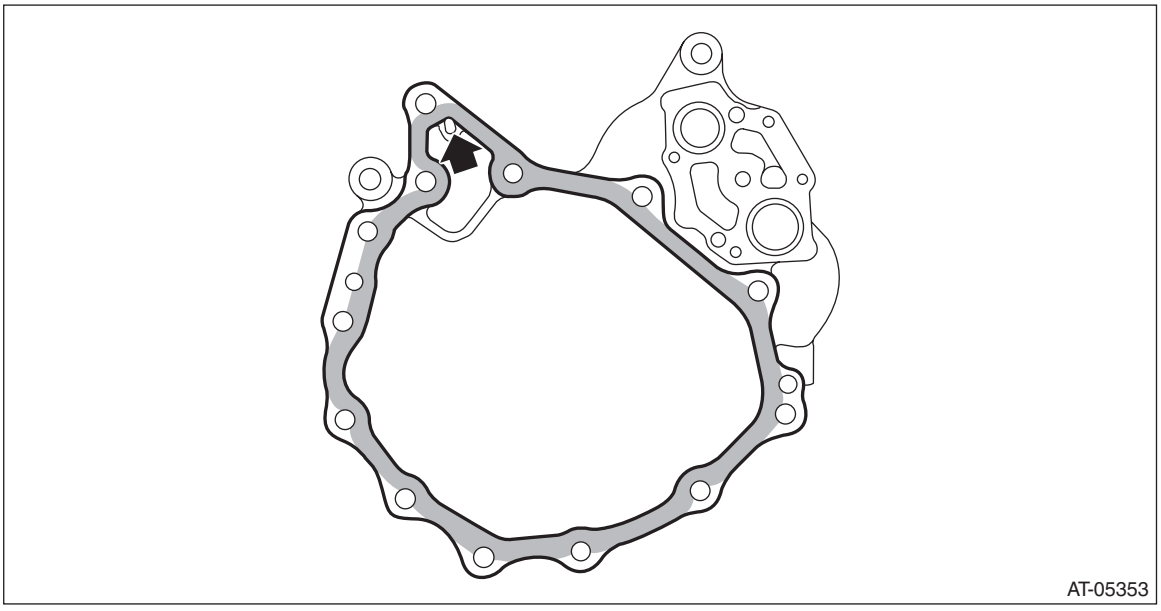
Tightening torque:
8.5 N·m (0.9 kgf-m, 6.3 ft-lb)



5) Apply liquid gasket seamlessly to the mating surface of drive pinion retainer.

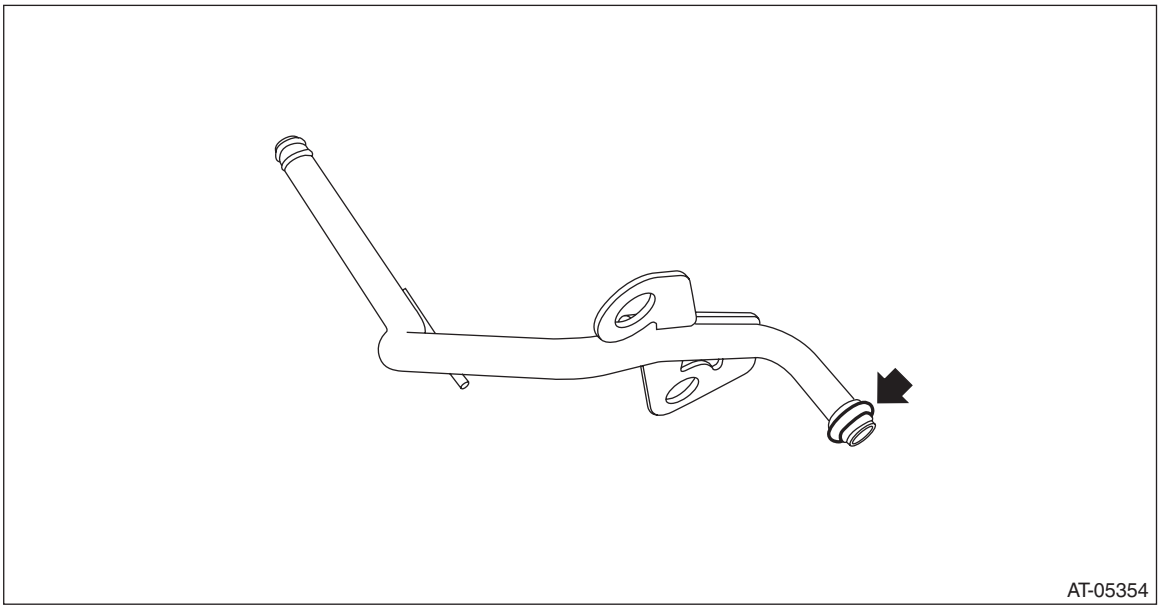
NOTE:
Be careful not to block the arrowed hole when applying liquid gasket.

Liquid gasket:
THREE BOND 1215B or equivalent



6) Install the O-ring to the lubrication pipe.

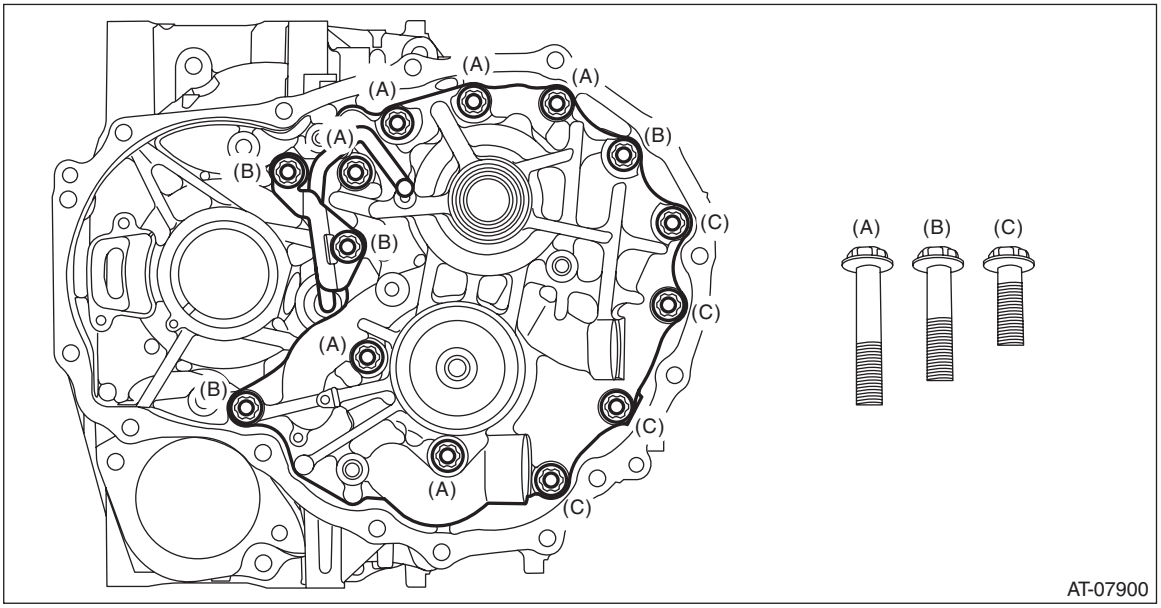
NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



7) Install the drive pinion retainer and lubrication pipe to converter case and tighten the bolt using the ST.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)

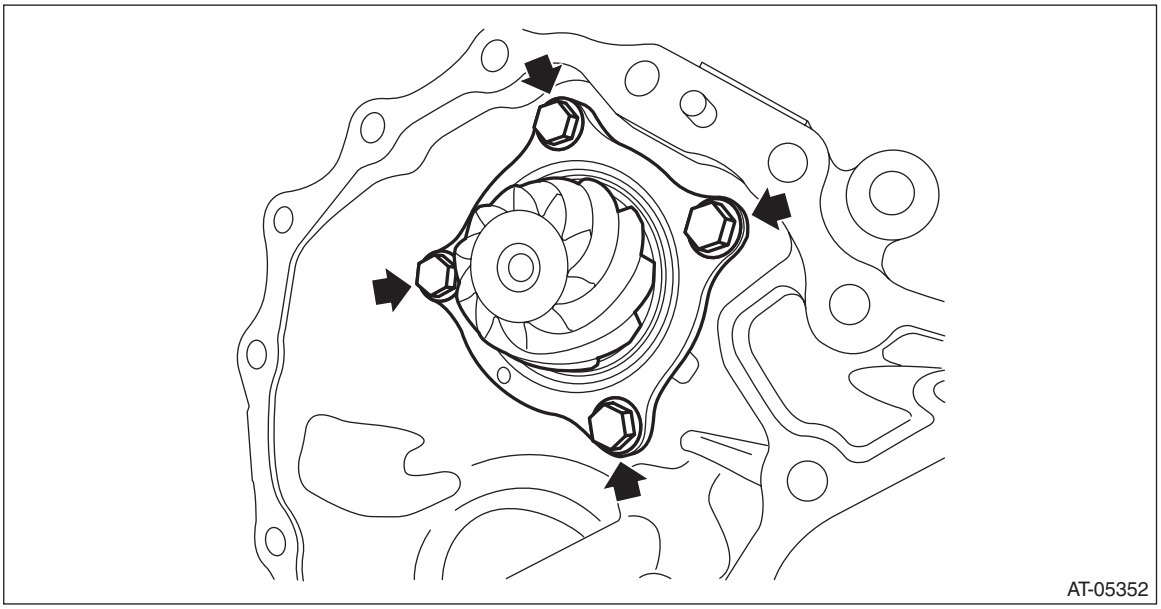


8) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the transmission case.<Ref. to CVT(TR690)-215, INSTALLATION, Transmission Case.>
10) Install the forward clutch assembly.<Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
11) Install the intermediate case.<Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>

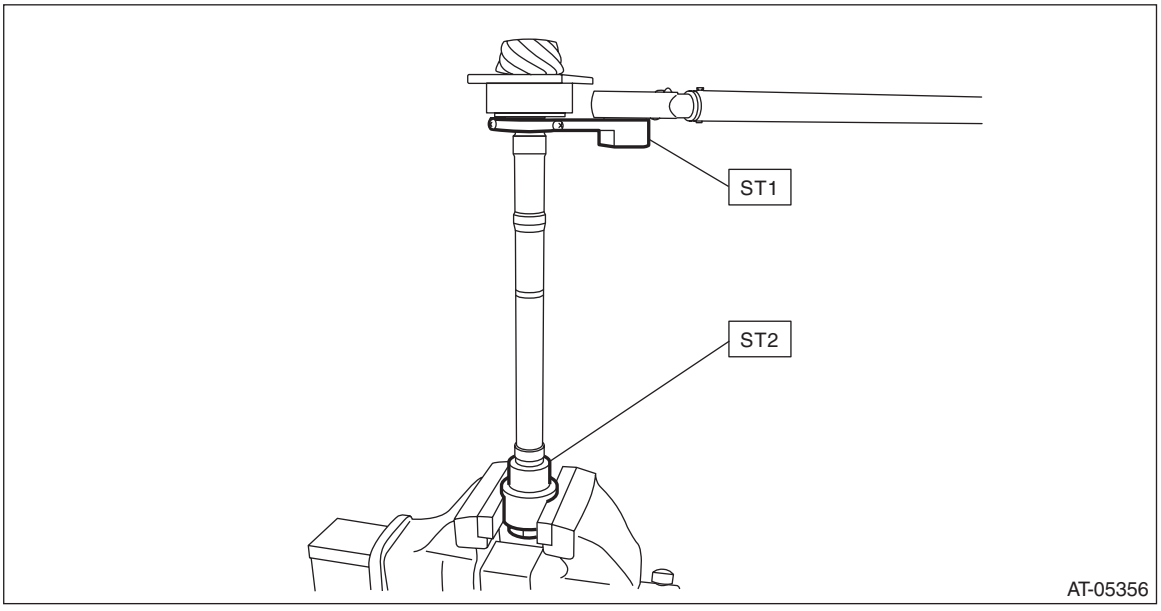
12) Install the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
13) Install the transfer clutch assembly.<Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
14) Install the rear drive shaft.<Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
15) Install the extension case.<Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
16) Install the transmission harness.<Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
17) Install the oil pan and control valve body.<Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
18) Install the air breather hose.<Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
19) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

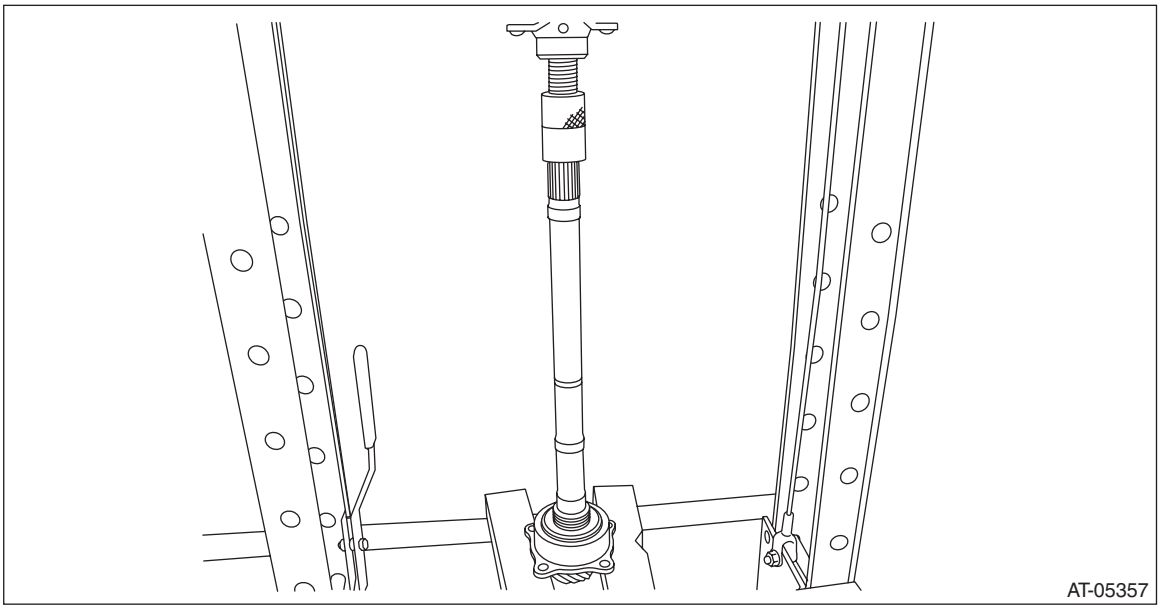
1) Remove the drive pinion assembly.



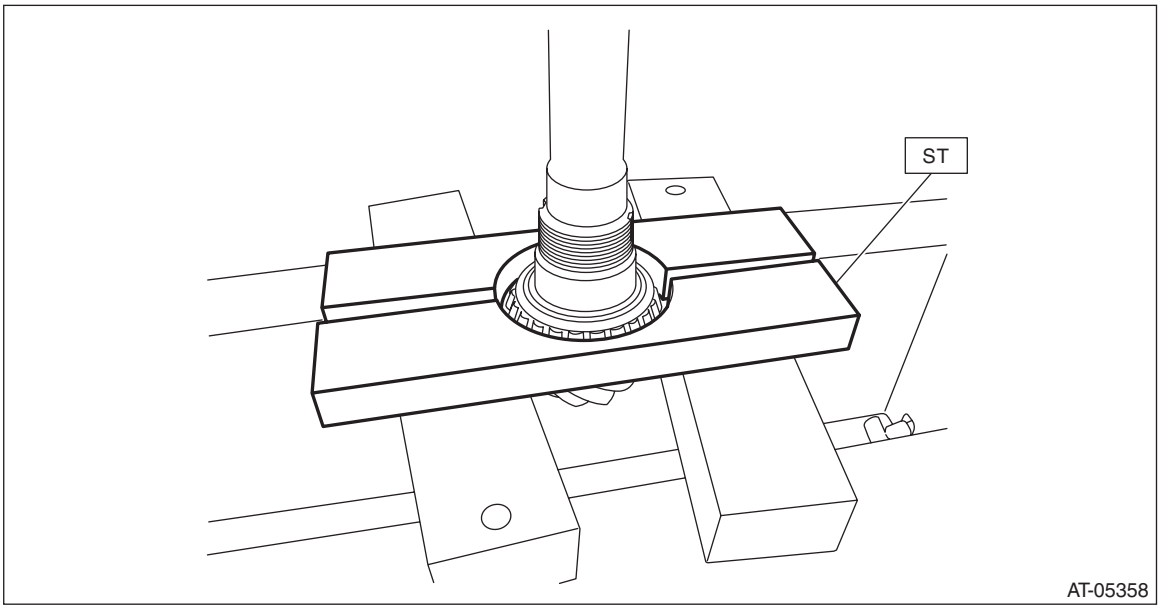
2) Flatten the tab of the lock nut.
3) Using ST1 and ST2, fix at the spline portion of drive pinion shaft to remove the lock nut.
ST1 18621AA000 WRENCH
ST2 18667AA010 HOLDER



4) Remove the taper roller bearing and outer race from drive pinion shaft.

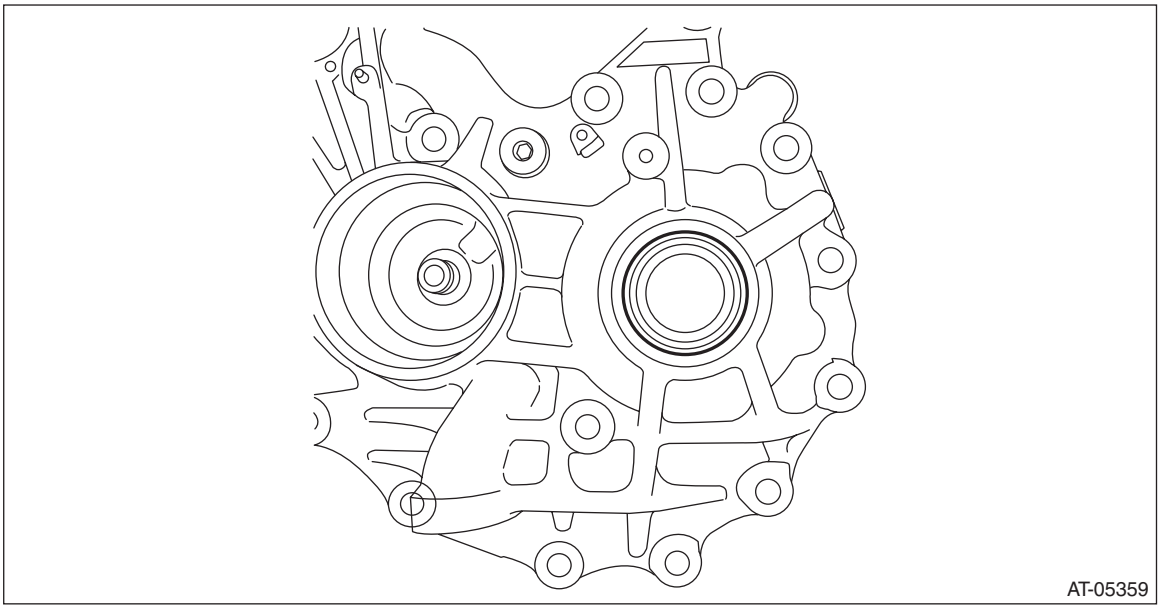


5) Remove the inner bearing inner race from the drive pinion shaft using ST.
ST 498077000 REMOVER



6) Remove the two oil seals using a screwdriver wrapped with cloth etc.

CAUTION:
Do not damage the fitting surface of drive pinion bearing.



7) Remove the plug from drive pinion retainer.

D: ASSEMBLY

1) Install the O-ring to plug and install the plug to drive pinion retainer.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

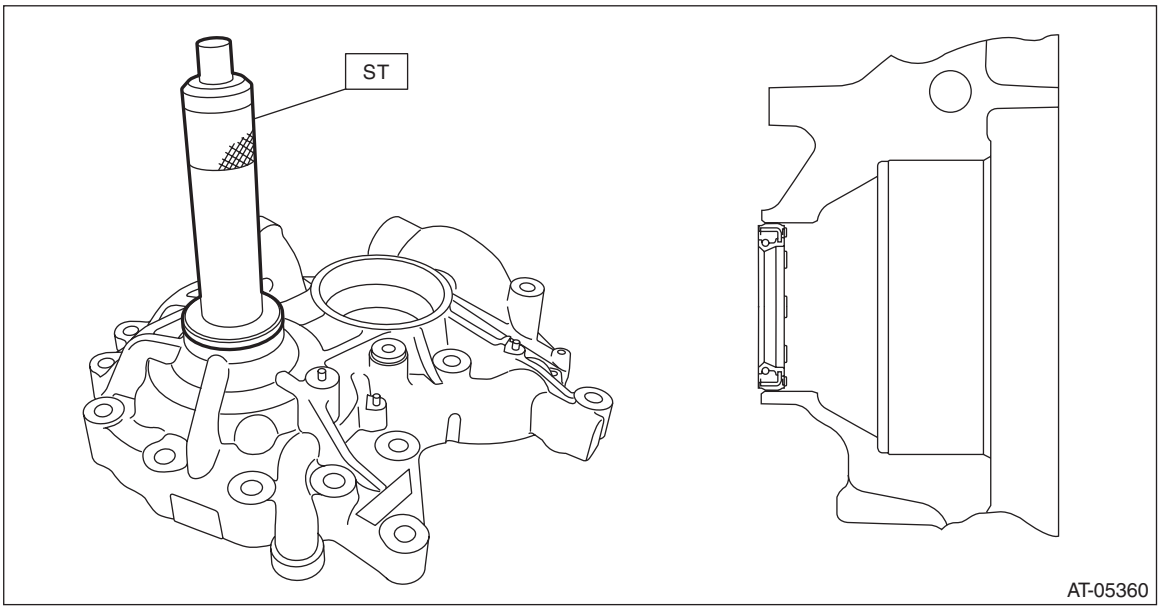
Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

2) Using the ST, install the oil seal to drive pinion retainer.

NOTE:
- Apply CVTF to the oil seal press-fitting surface and lip.
- Install the oil seal in the correct direction.

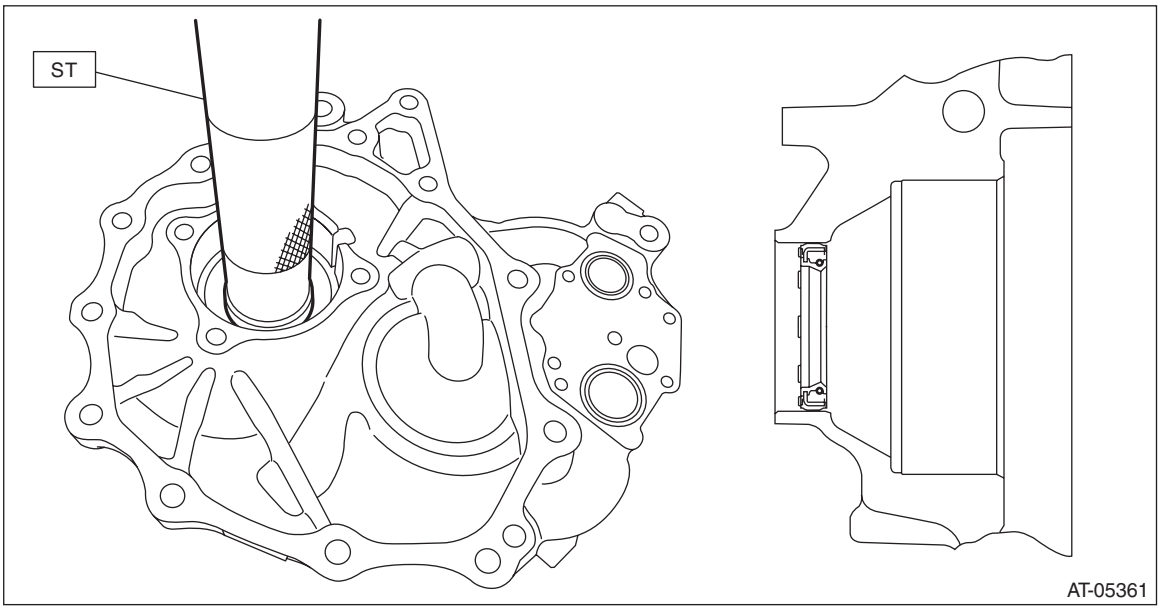
Pulley side

ST 18657AA020 OIL SEAL INSTALLER

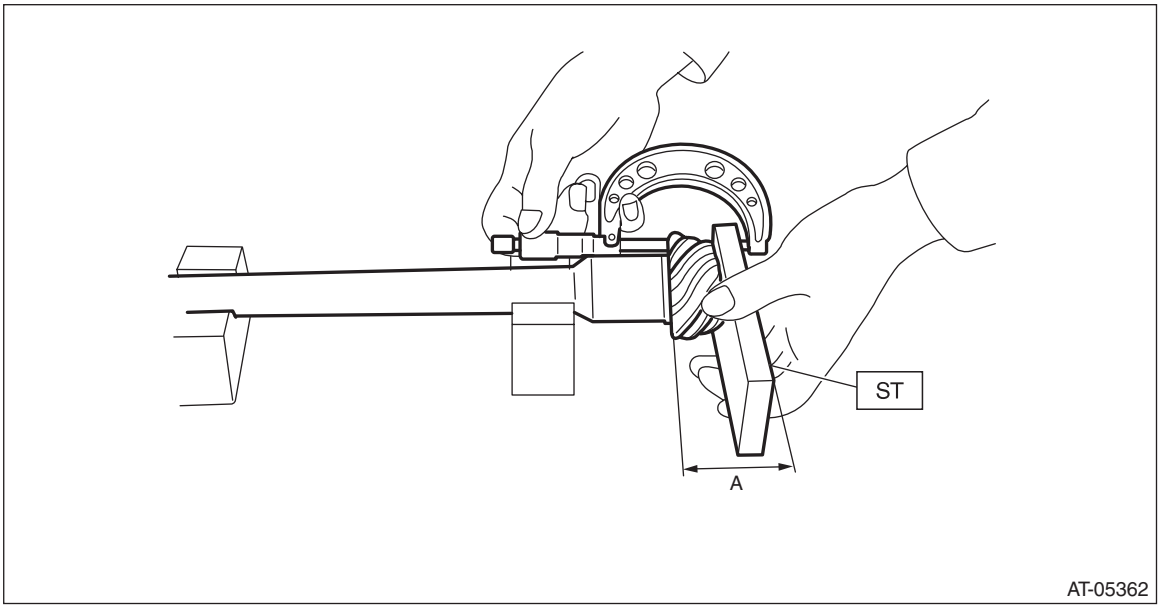


Front differential side

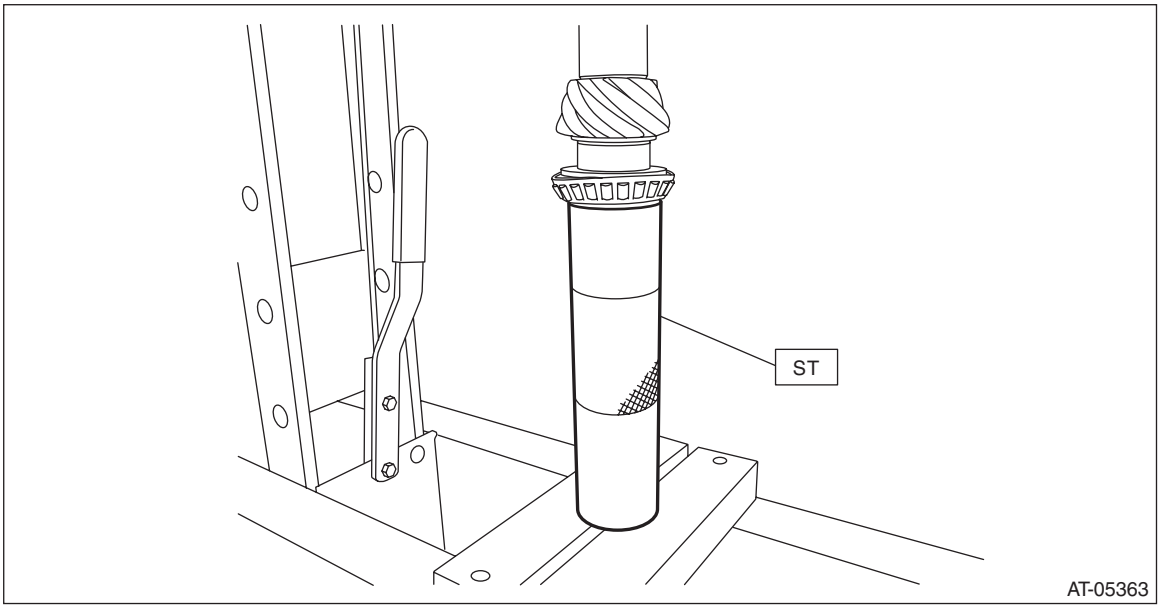
ST 499277100 INSTALLER



3) Measure the dimension “A” of drive pinion shaft.
ST 398643600 GAUGE



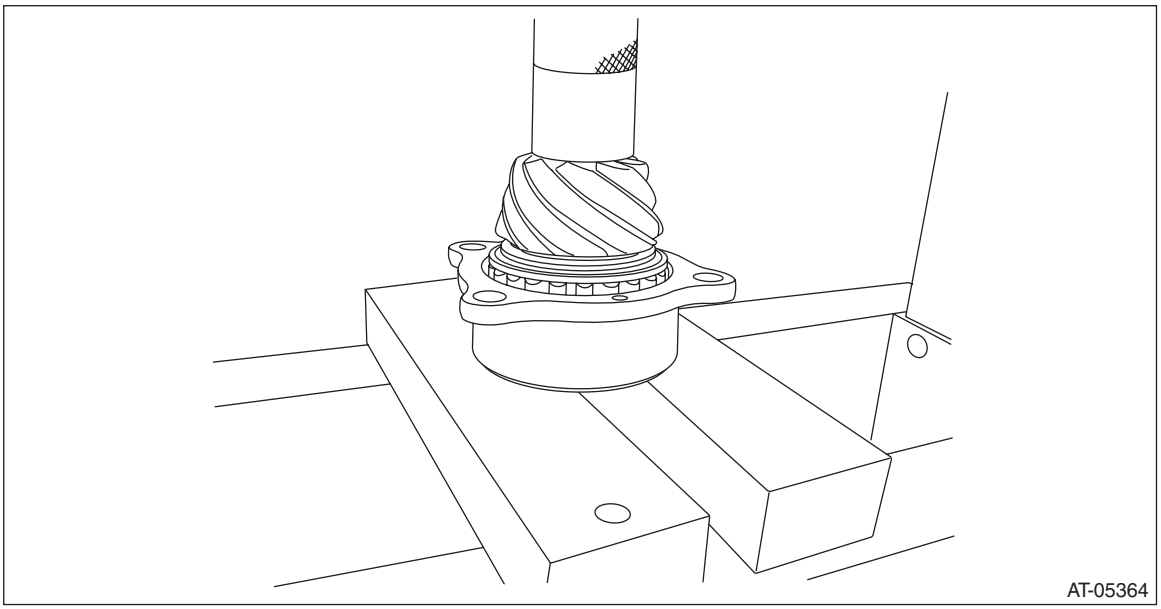
4) Press-fit the new taper roller bearing front side inner race using the ST.
ST 499277200 INSTALLER



5) Press-fit the new taper roller bearing rear side inner race and outer race together.

CAUTION:
Damage may result if too much force is applied to the roller bearing.

NOTE:
Press in to a position where the bearing rotates smoothly without play.

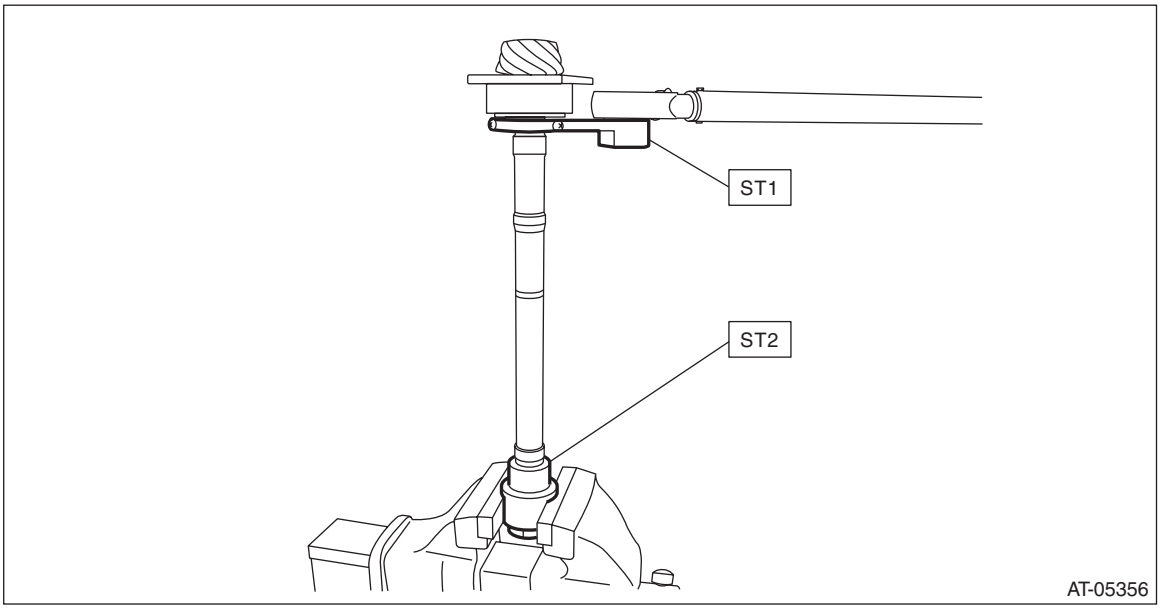


6) Tighten a new lock nut using the ST.
Using the following formula, calculate the torque for a torque wrench.
T2 = L2/(L1 + L2) × T1
T1: 130 N·m (13.3 kgf-m, 95.9 ft-lb)
[Required torque setting]
T2: Tightening torque
L1: ST1 length 0.1 m (3.94 in)
L2: Torque wrench length
Example:

Torque wrench length m (in)	Tightening torque N·m (kgf-m, ft-lb)
0.4 (15.75)	104 (10.6, 76.7)
0.45 (17.72)	106 (10.8, 78.2)
0.5 (19.69)	108 (11.0, 79.7)
0.55 (21.65)	110 (11.2, 81.1)

ST1 18621AA000 WRENCH
ST2 18667AA010 HOLDER

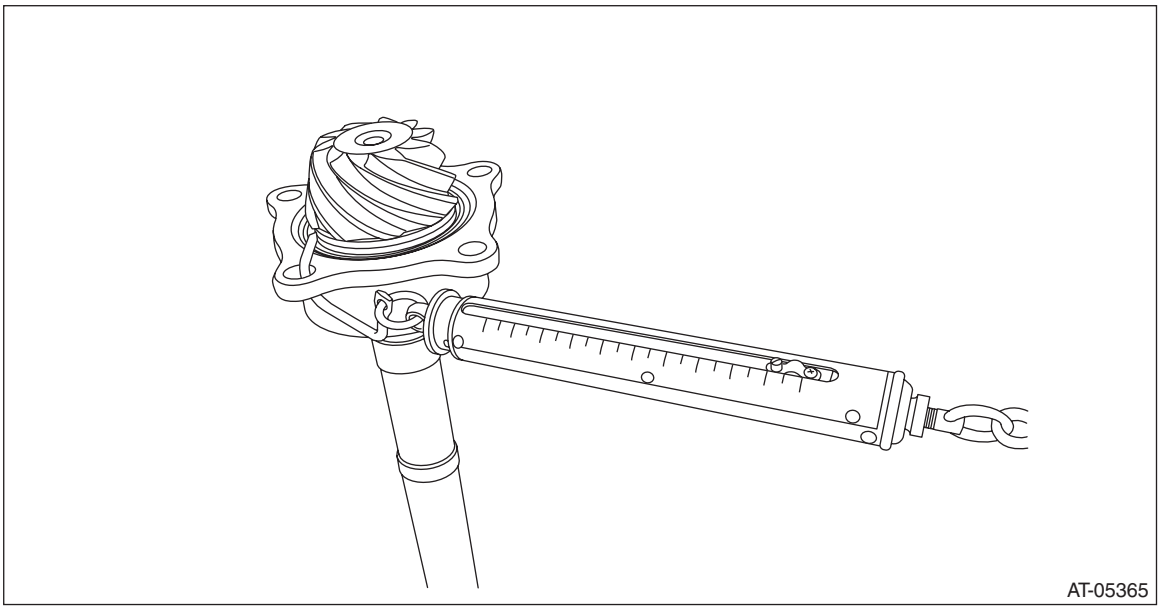
NOTE:
Tighten the lock nut while directly aligning ST1 and torque wrench.



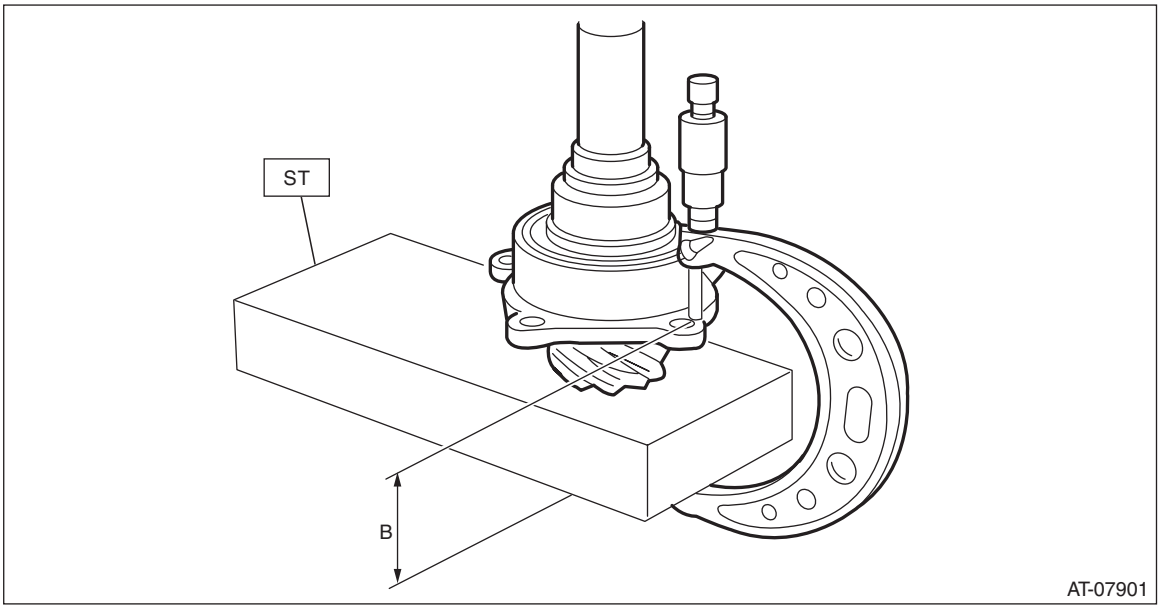
7) Apply differential gear oil to roller of bearing and rotate the bearing several times.

8) Measure the starting torque of the bearing. Make sure the starting torque is within the specified range. If the torque is not within specified range, replace the roller bearing.

Starting torque:
16.3 — 42.7 N (1.7 — 4.4 kgf, 4.4 — 9.6 lbf)



9) Crimp the lock nut in 2 locations.
10) Measure the dimension “B” of the drive pinion shaft.
ST 398643600 GAUGE



11) Obtain thickness “t” mm (in) of the drive pinion shim.
$t = 6.55 \pm 0.1225 – (B – A)$

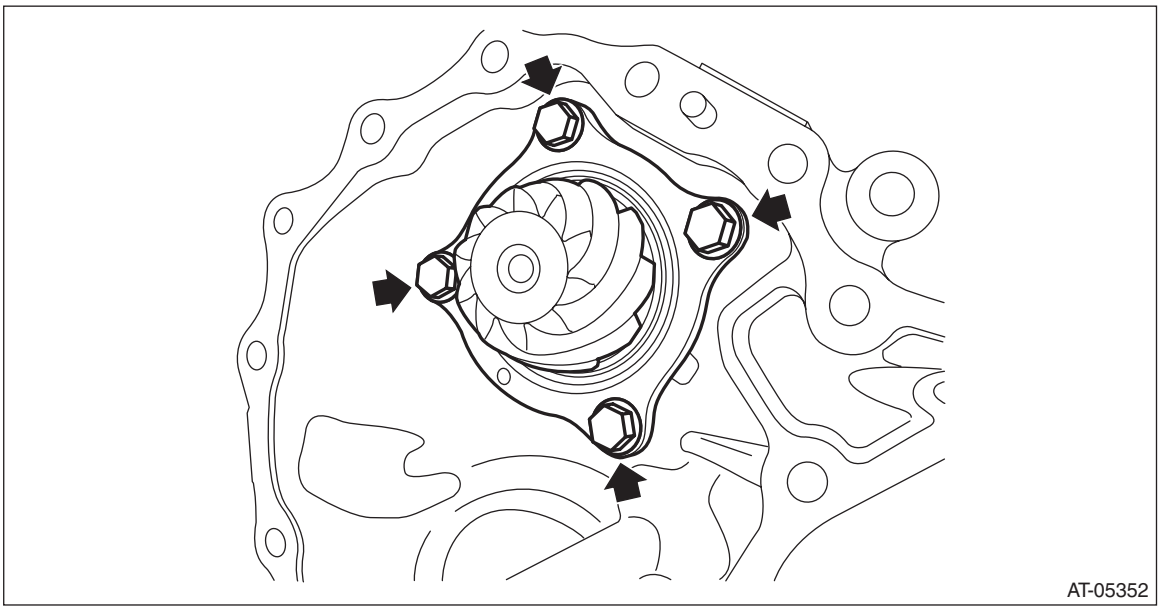
12) Select three or less shims from following table.

Drive pinion shim	
Part No.	Thickness mm (in)
31451AA050	0.150 (0.0059)
31451AA060	0.175 (0.0069)
31451AA070	0.200 (0.0079)
31451AA080	0.225 (0.0089)
31451AA090	0.250 (0.0098)
31451AA100	0.275 (0.0108)
31451AA240	0.300 (0.0118)

13) Install the shims selected for drive pinion retainer and drive pinion shaft assembly.

NOTE:
Be careful not to bend the shim.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

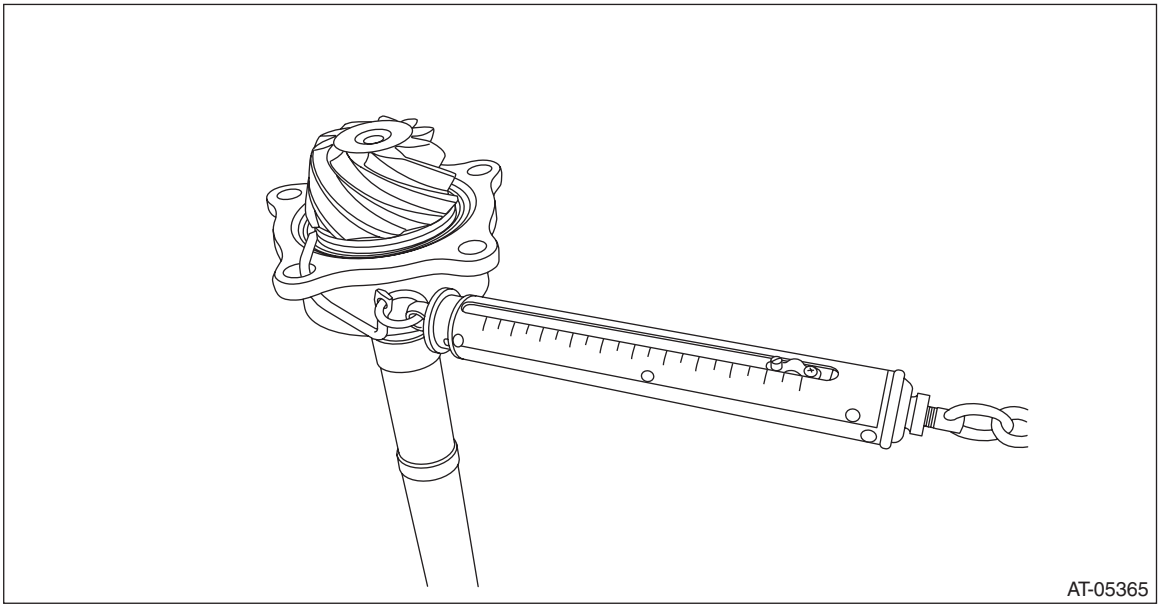


E: INSPECTION

- Make sure that all component parts are free of scratches, holes and other faults.
- Check the tooth contact. <Ref. to CVT(TR690)-262, ADJUSTMENT, Drive Pinion Shaft Assembly.>
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the bearing preload of drive pinion shaft.

CAUTION:
Before measuring, apply differential gear oil to roller of bearing and rotate the bearing several times.

Starting torque:
16.3 — 42.7 N (1.7 — 4.4 kgf, 4.4 — 9.6 lbf)

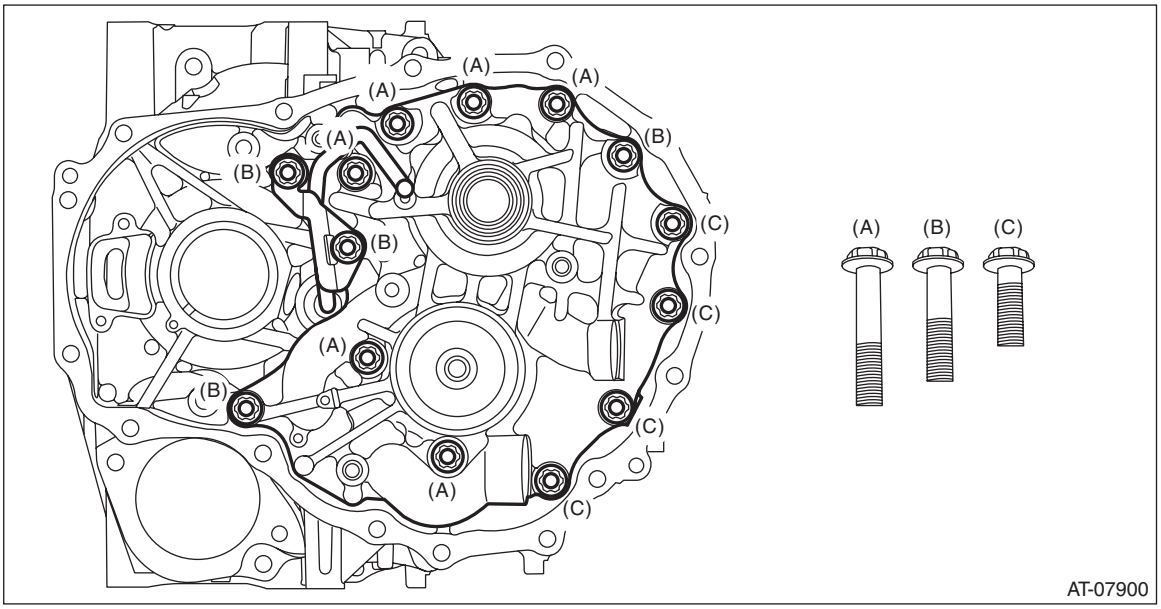


F: ADJUSTMENT

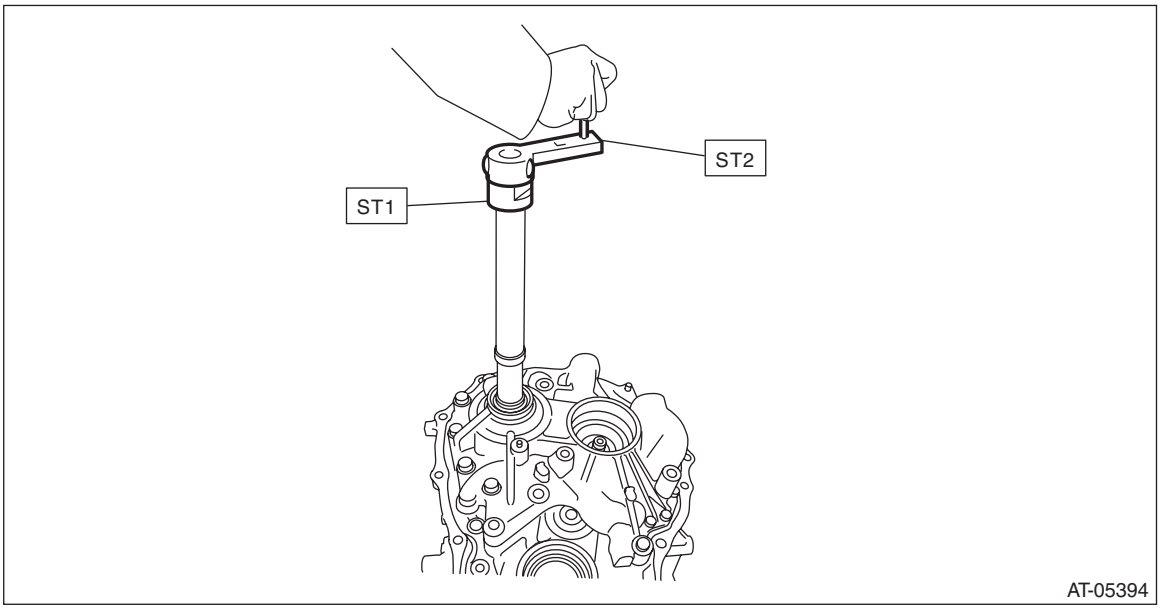
1) Remove the liquid gasket from the mating surface completely.
2) Using the ST, install the drive pinion retainer to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



3) Rotate the drive pinion several times using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH

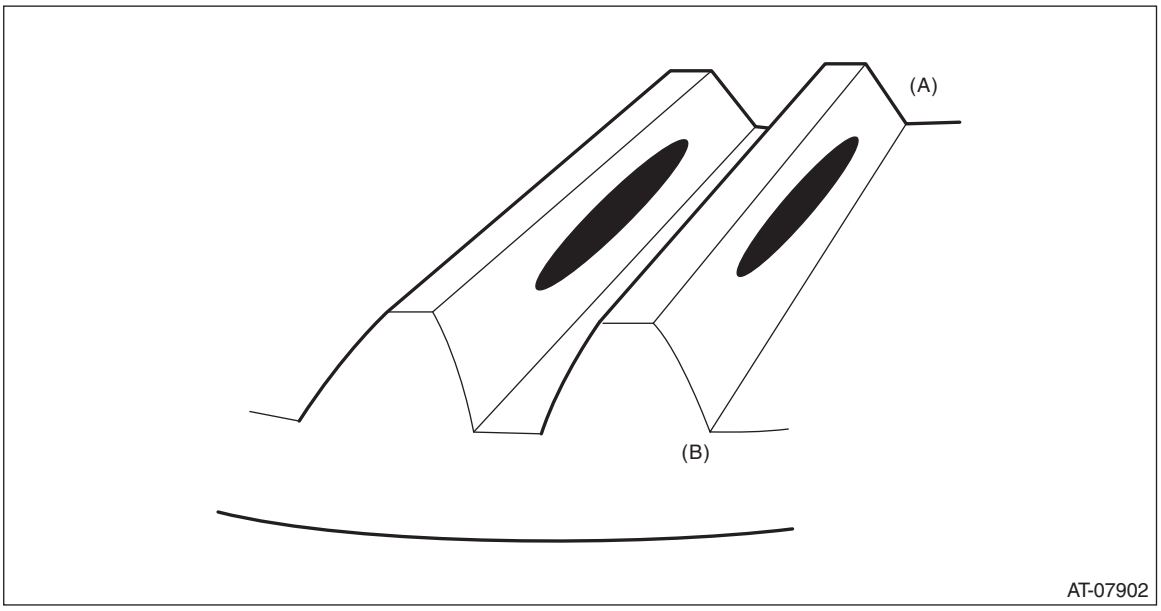


4) Adjust the drive pinion and hypoid driven gear backlash. <Ref. to CVT(TR690)-283, ADJUSTMENT, Front Differential Assembly.>
5) Using the ST, remove the drive pinion retainer from converter case.
ST 18270KA020 SOCKET (E20)
6) Apply lead-free red dye evenly on the both sides of three to four teeth of the hypoid driven gear. Then install the drive pinion retainer and rotate the drive pinion in both directions several times. Remove the drive pinion retainer and check the tooth contact pattern.
If the teeth contact is inappropriate, adjust the backlash or thickness of the shim. <Ref. to CVT(TR690)-283, ADJUSTMENT, Front Differential Assembly.>

NOTE:
After correction, wipe off the lead-free red dye.

- Correct tooth contact

Check item: Tooth contact surface is slightly shifted toward the toe side under a no-load condition. (When driving, it moves towards the heel side.)

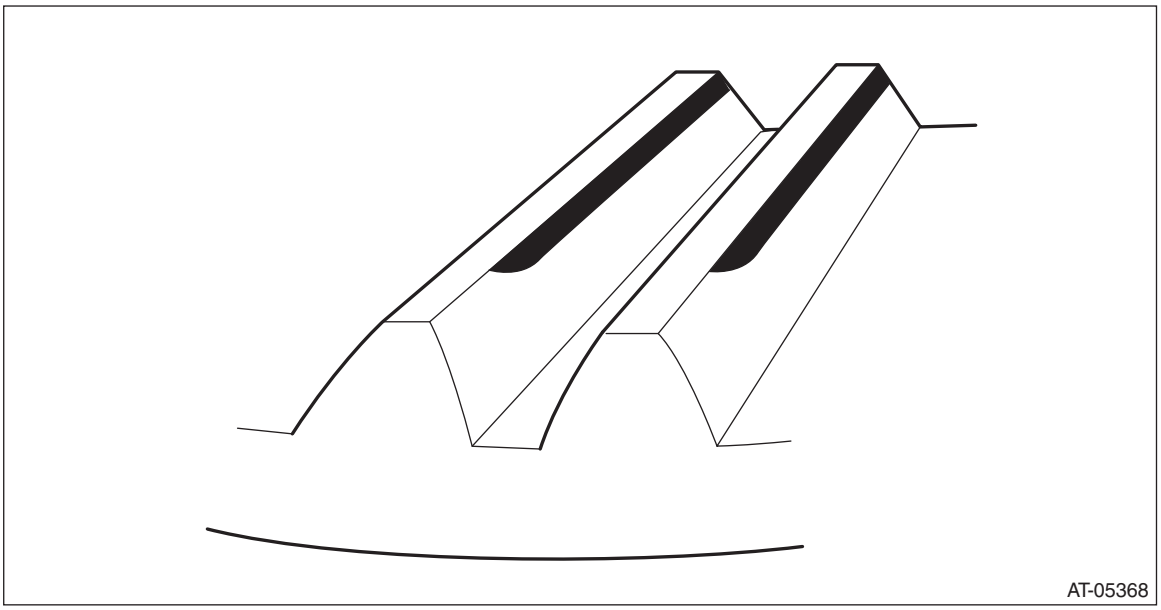


(A) Toe side
(B) Heel side

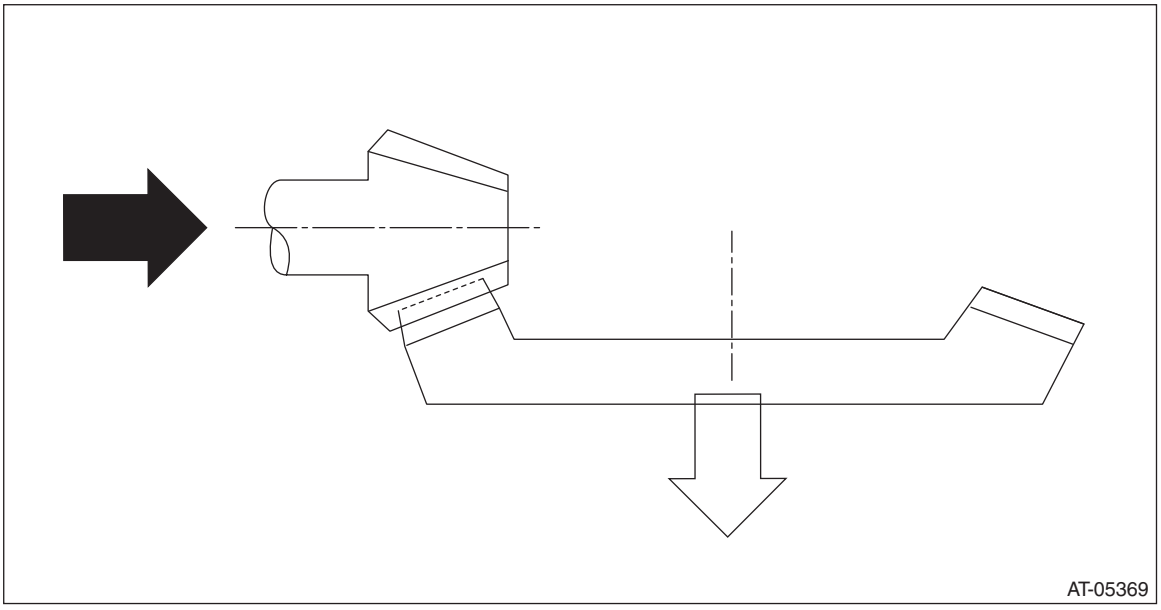
- Face contact

Check item: Backlash is too large.

Contact pattern



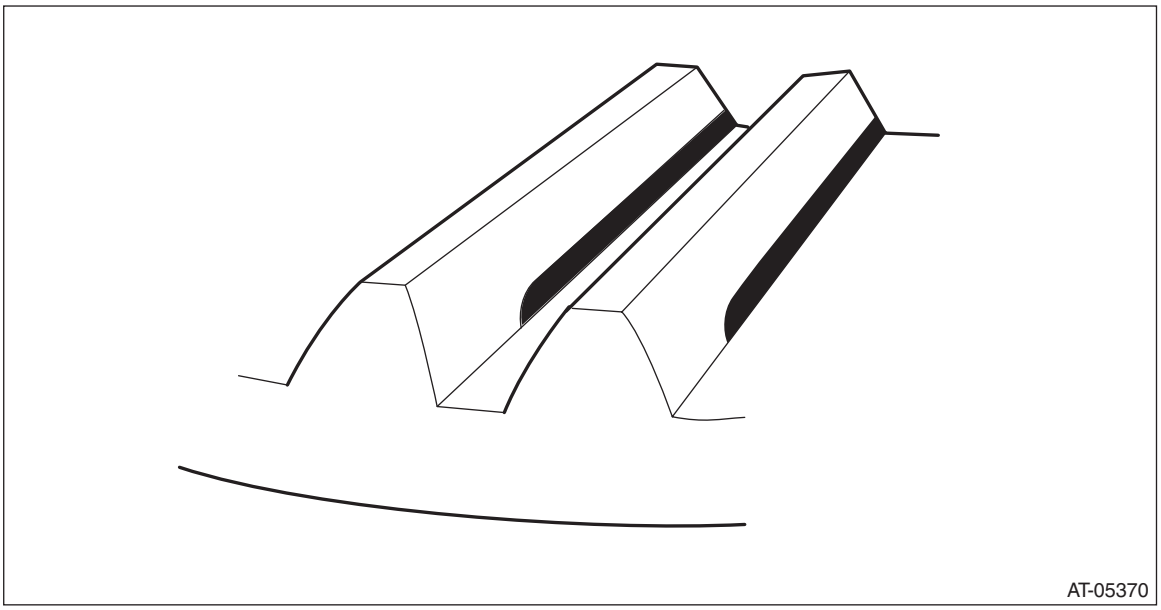
Corrective action: Increase thickness of pinion height adjusting washer according to the procedure for bringing drive pinion close to hypoid driven gear side.



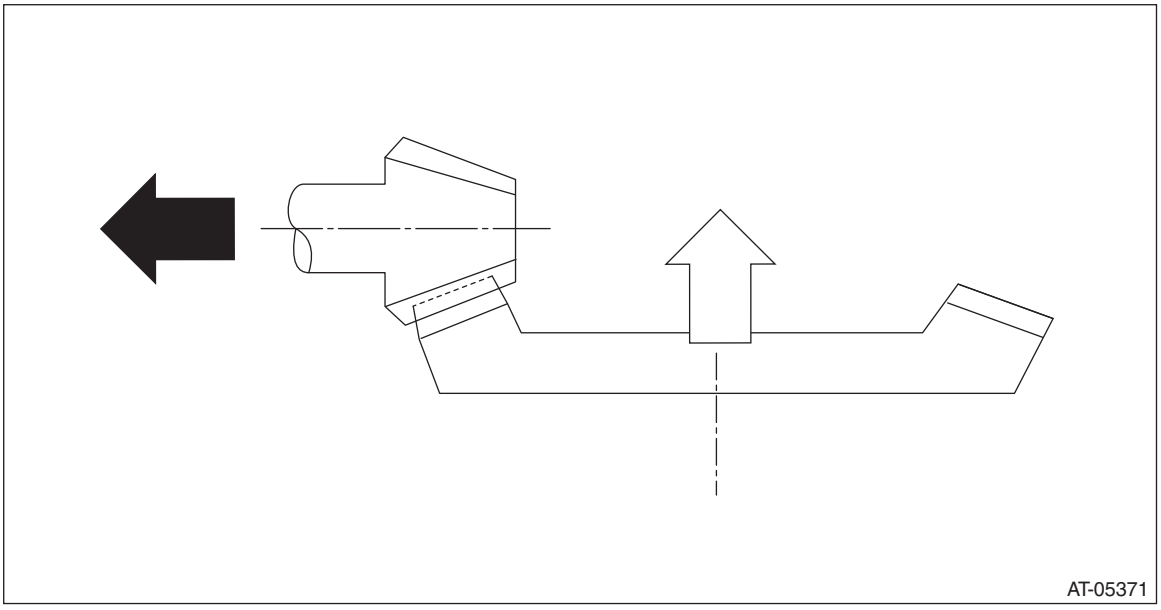
- Flank contact

Check item: Backlash is too small.

Contact pattern



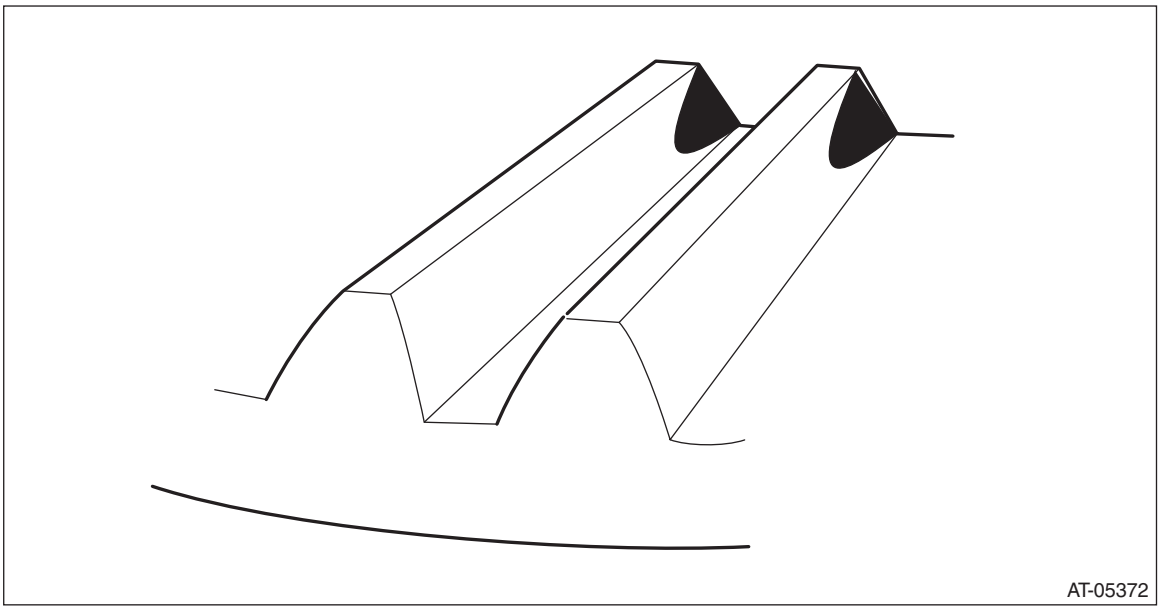
Corrective action: Reduce the thickness of pinion height adjusting washer according to the procedure for bringing drive pinion away from hypoid driven gear.



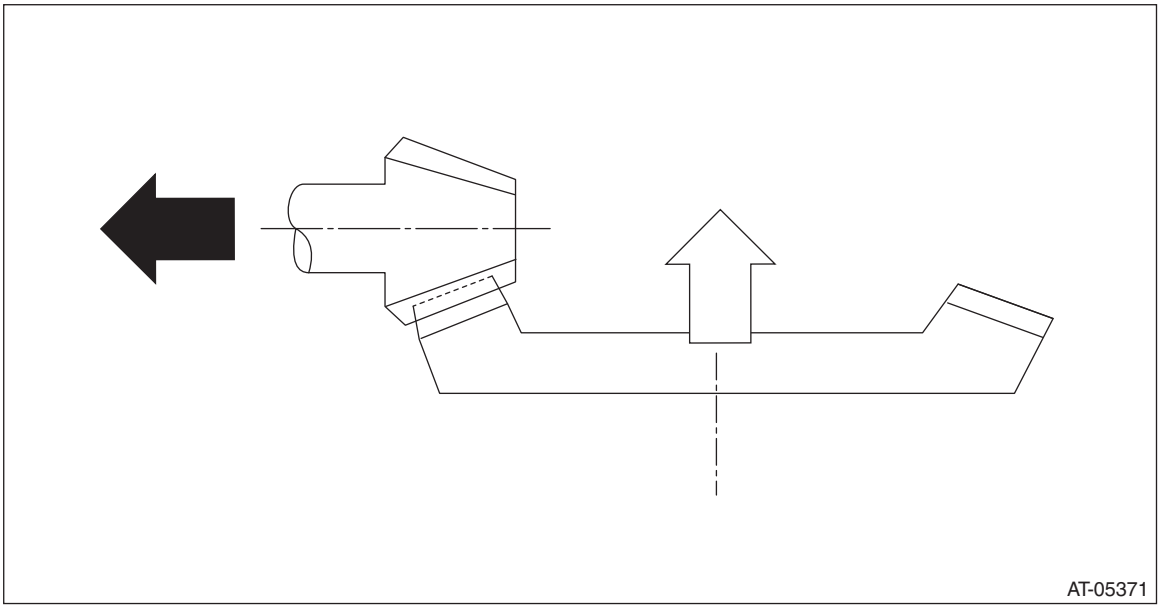
- Toe contact (inside contact)

Check item: Teeth contact area is too small.

Contact pattern



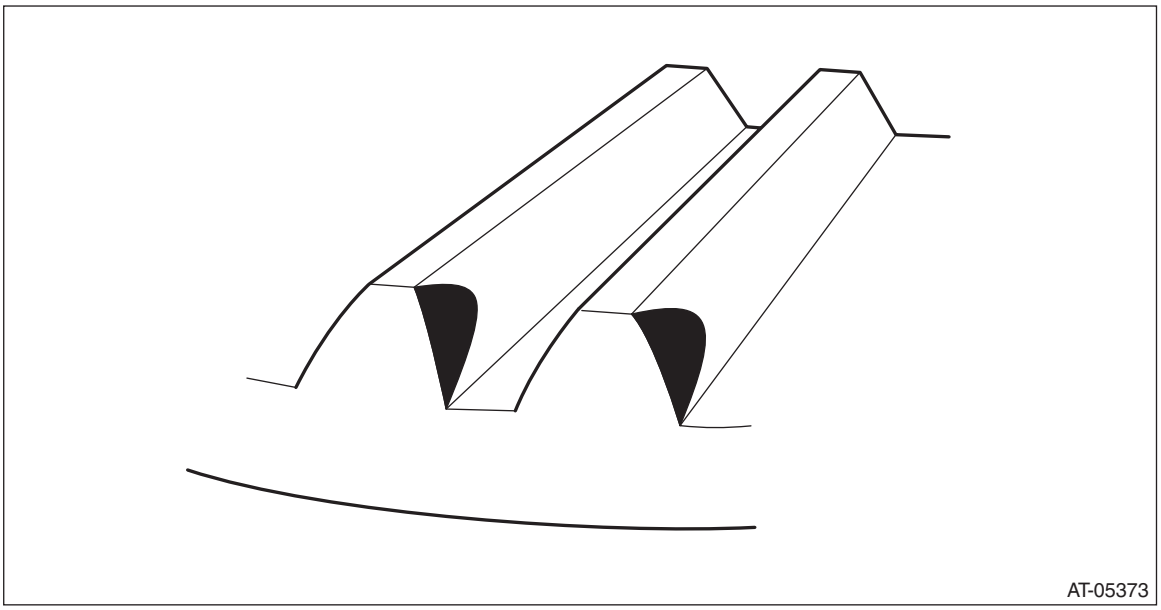
Corrective action: Reduce the thickness of pinion height adjusting washer according to the procedure for bringing drive pinion away from hypoid driven gear side.



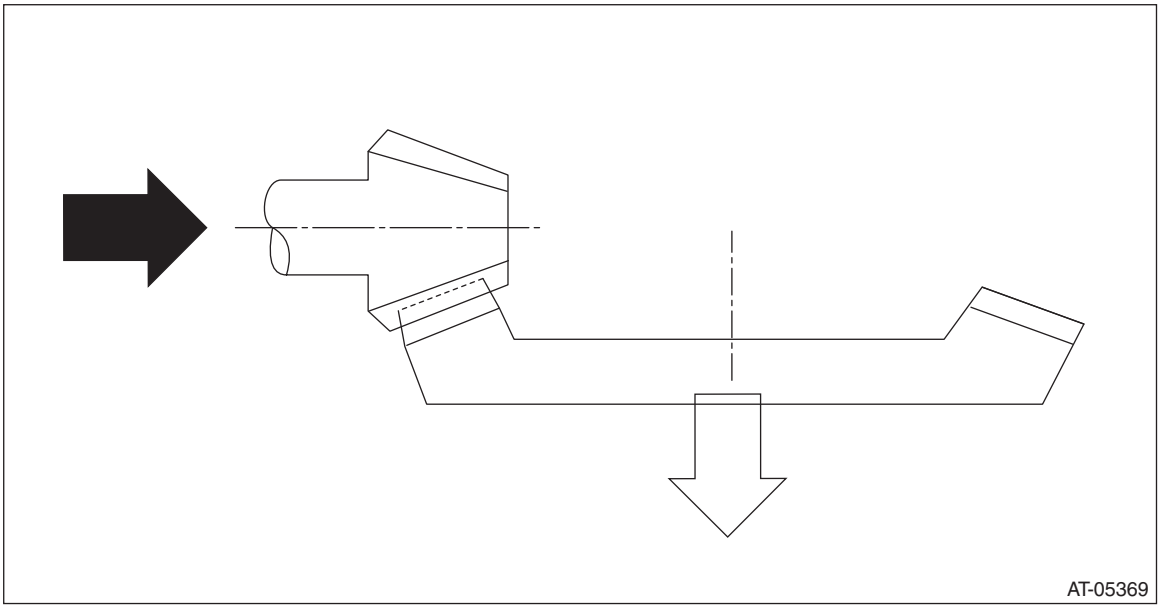
- Heel contact (outside end contact)

Check item: Teeth contact area is too small.

Contact pattern



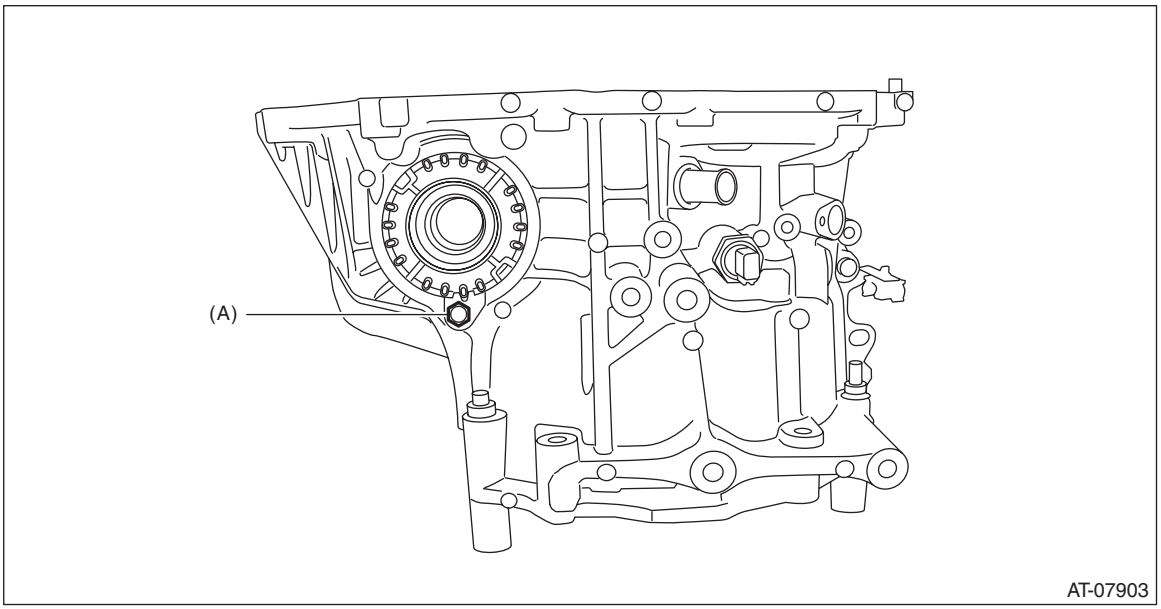
Corrective action: Increase the thickness of the pinion height adjusting washer according to the procedures for moving the drive pinion closer to the hypoid driven gear.



7) If tooth contact is correct, mark the differential side retainer position and loosen. After fitting a new O-ring and oil seal, screw in the differential side retainer to the marked position.

8) Tighten the lock plate with specified torque.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

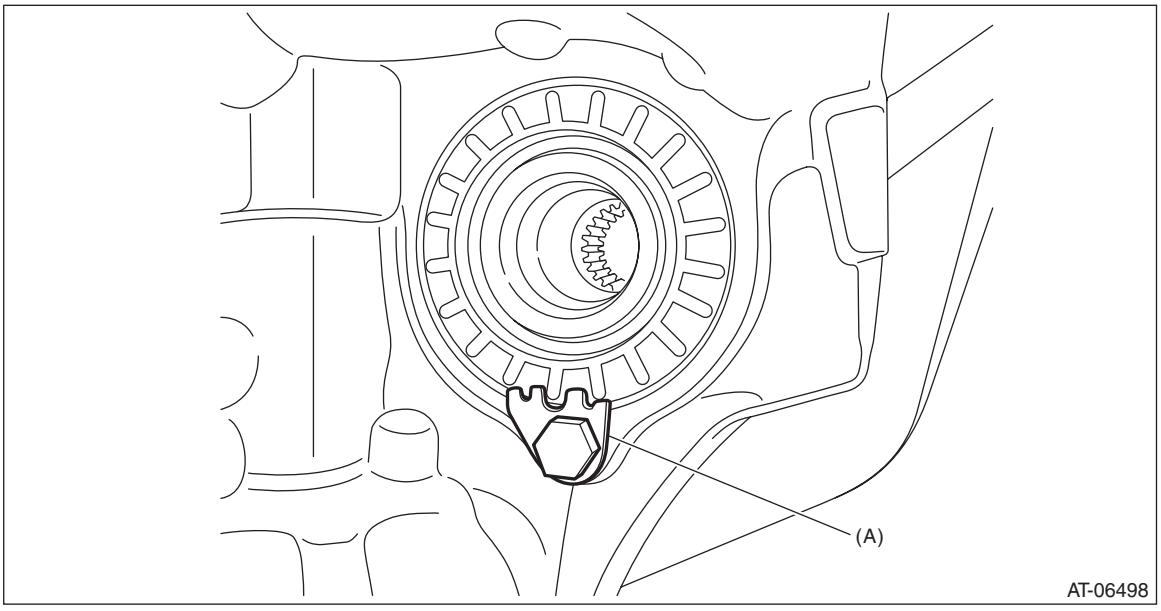


(A) Lock plate

43.Front Differential Assembly

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-242, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-257, REMOVAL, Forward Clutch Assembly.>
21) Remove the drive pinion shaft assembly. <Ref. to CVT(TR580)-277, REMOVAL, Drive Pinion Shaft Assembly.>
22) Remove the lock plates on both sides.

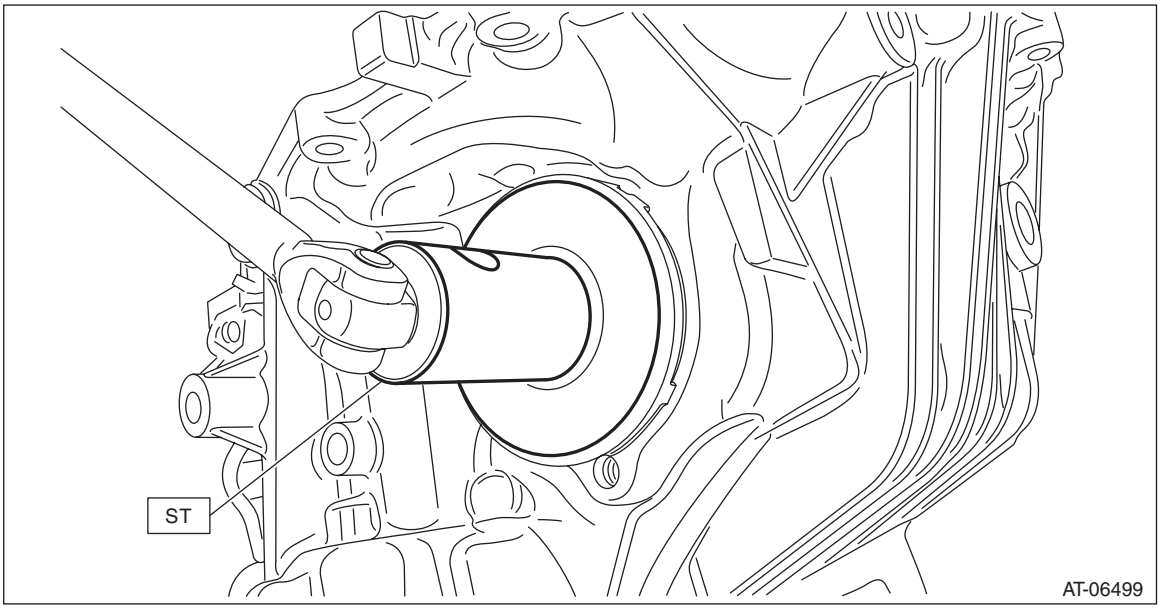


(A) Lock plate

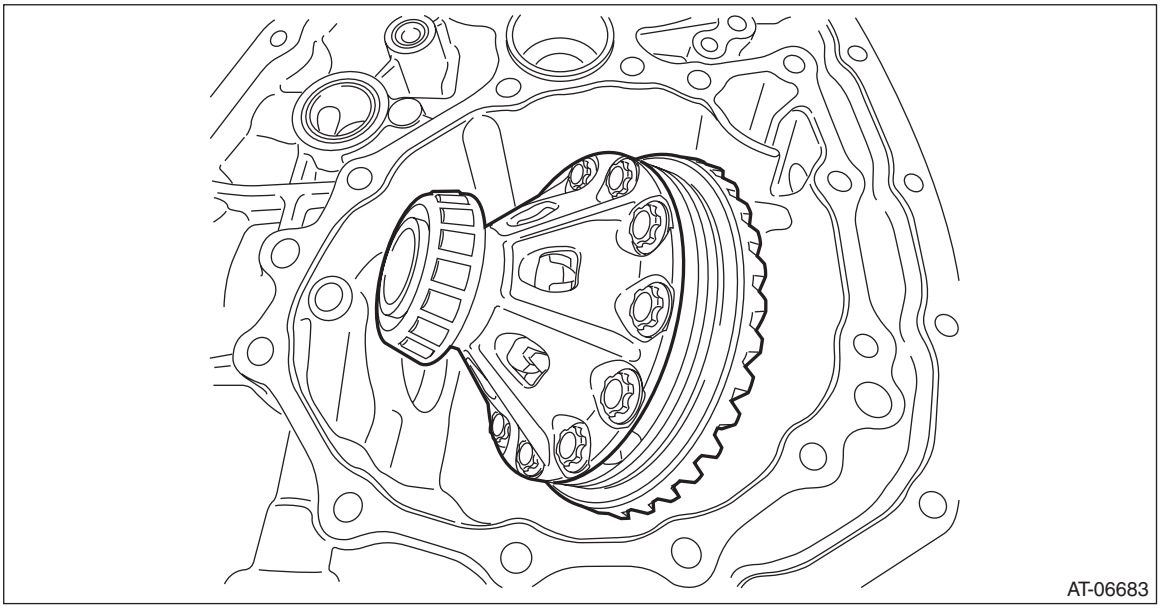
23) Remove the differential side retainers using ST.

NOTE:
• When the wrench COMPL retainer interferes with the converter case, align the cutout portion with the interference part.
• Support the differential case assembly by hand to avoid damaging the retainer mounting hole of the converter case.
• Keep the left and right differential side retainers and left and right bearing outer races by attaching tags or in similar ways to make it possible to identify RH and LH sides.

ST 18658AA020 WRENCH COMPL RETAINER



24) Remove the front differential assembly while being careful not to damage the attachment part of the retainer.

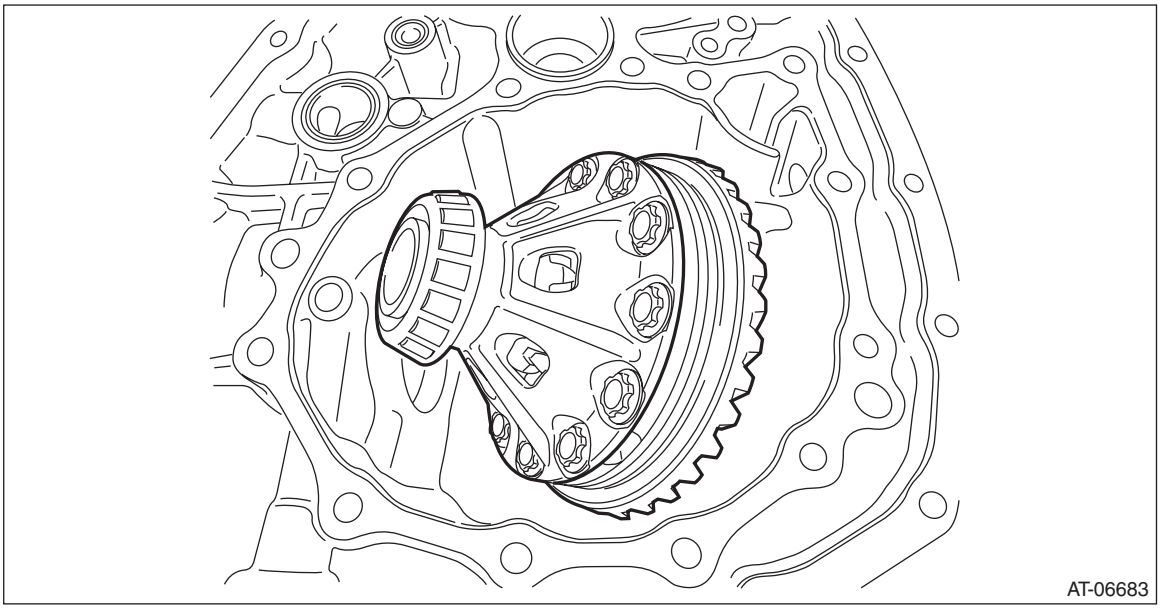


25) Remove the oil seals and O-rings from both differential side retainers. <Ref. to CVT(TR580)-313, SIDE RETAINER, DISASSEMBLY, Front Differential Assembly.>

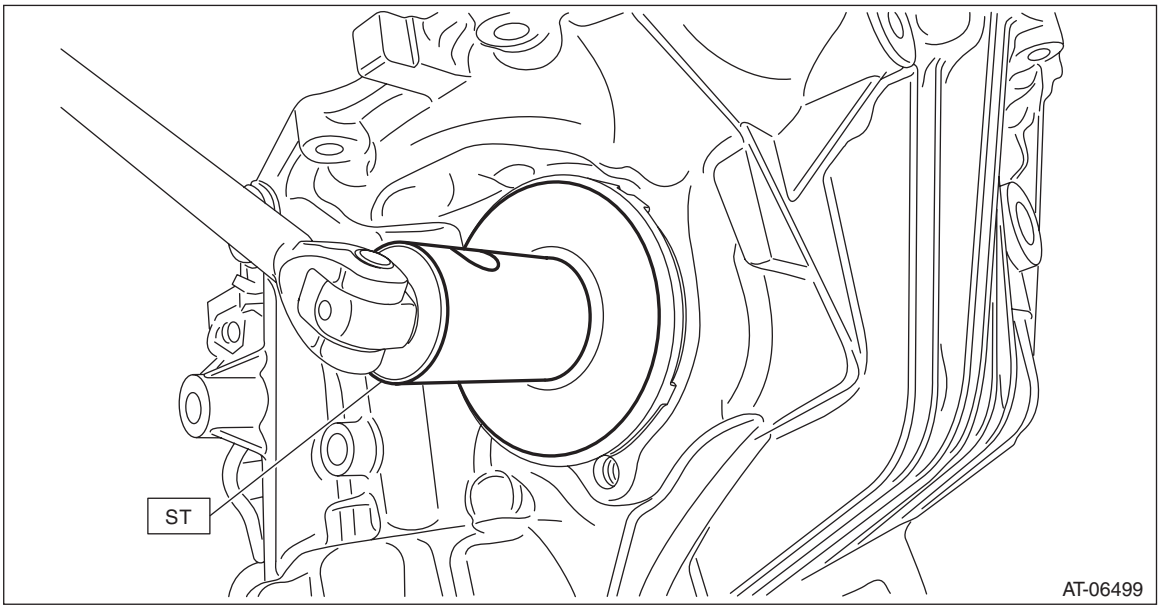
B: INSTALLATION

1) Install the front differential assembly to the converter case.

NOTE:
Be careful not to damage the inside of the case (especially the mounting surface of the differential side retainers).



2) Install the bearing outer race.
3) Temporarily install the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER



4) Adjust the backlash of the front differential. <Ref. to CVT(TR580)-321, ADJUSTMENT, Front Differential Assembly.>
5) Inspect and adjust the tooth contact. <Ref. to CVT(TR580)-299, ADJUSTMENT, Drive Pinion Shaft Assembly.>

6) Using the ST, loosen the differential side retainer until the mounting groove of the O-ring appears, and then install the O-ring.

NOTE:
- When loosening the differential side retainer, record the number of the turns made.
- Perform this for both left and right differential side retainers.
- Use new O-rings.
- Apply the differential gear oil to O-ring.

ST 18658AA020 WRENCH COMPL RETAINER

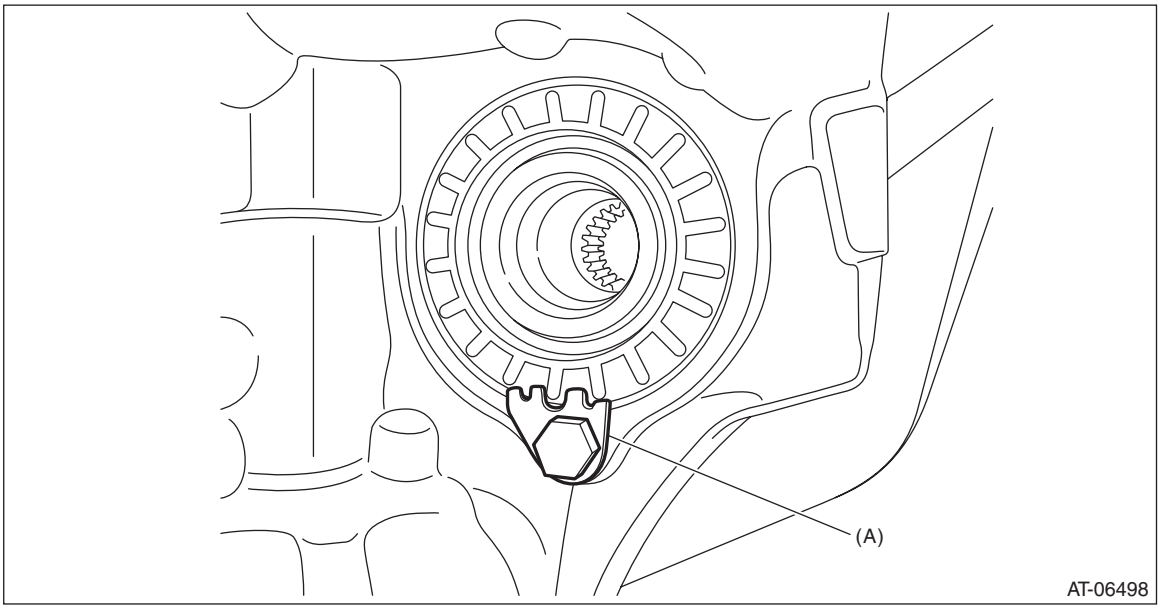
7) Using the ST, tighten the retainer to the position before it is loosened.

ST 18658AA020 WRENCH COMPL RETAINER

8) Install the oil seal to the differential side retainer. <Ref. to CVT(TR580)-85, Differential Side Retainer Oil Seal.>

9) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Lock plate

10) Install the drive pinion shaft assembly. <Ref. to CVT(TR580)-278, INSTALLATION, Drive Pinion Shaft Assembly.>

11) Install the forward clutch assembly. <Ref. to CVT(TR580)-260, INSTALLATION, Forward Clutch Assembly.>

12) Install the reverse brake assembly. <Ref. to CVT(TR580)-245, INSTALLATION, Reverse Brake Assembly.>

13) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>

14) Install the reduction drive gear. <Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>

15) Install the transmission case. <Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>

16) Install the transmission control device. <Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>

17) Install the oil strainer and oil pan. <Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>

18) Install the reduction driven gear assembly. <Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>

19) Install the parking pawl. <Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>

20) Install the transfer driven gear assembly. <Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>

21) Install the transfer clutch assembly. <Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>

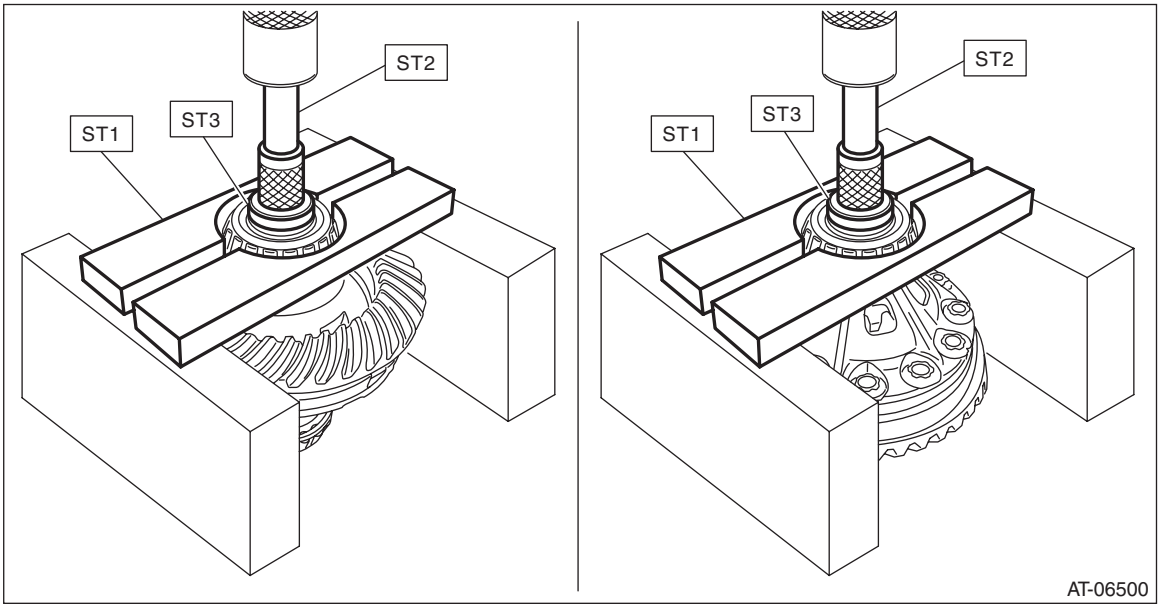
22) Install the extension case. <Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
23) Install the inhibitor switch. <Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
24) Install the secondary speed sensor. <Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
25) Install the primary speed sensor. <Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
26) Install the turbine speed sensor. <Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
27) Install the transmission harness. <Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
28) Install the control valve body. <Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
29) Install the air breather hose. <Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
30) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

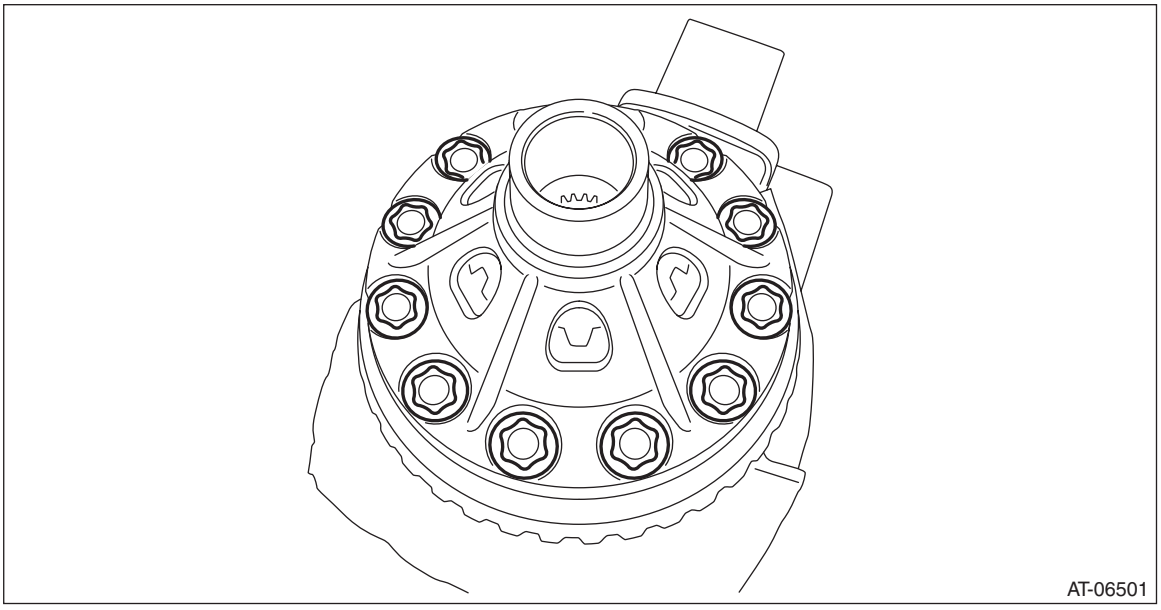
1. DIFFERENTIAL CASE ASSEMBLY

1) Remove the taper roller bearing using the ST.

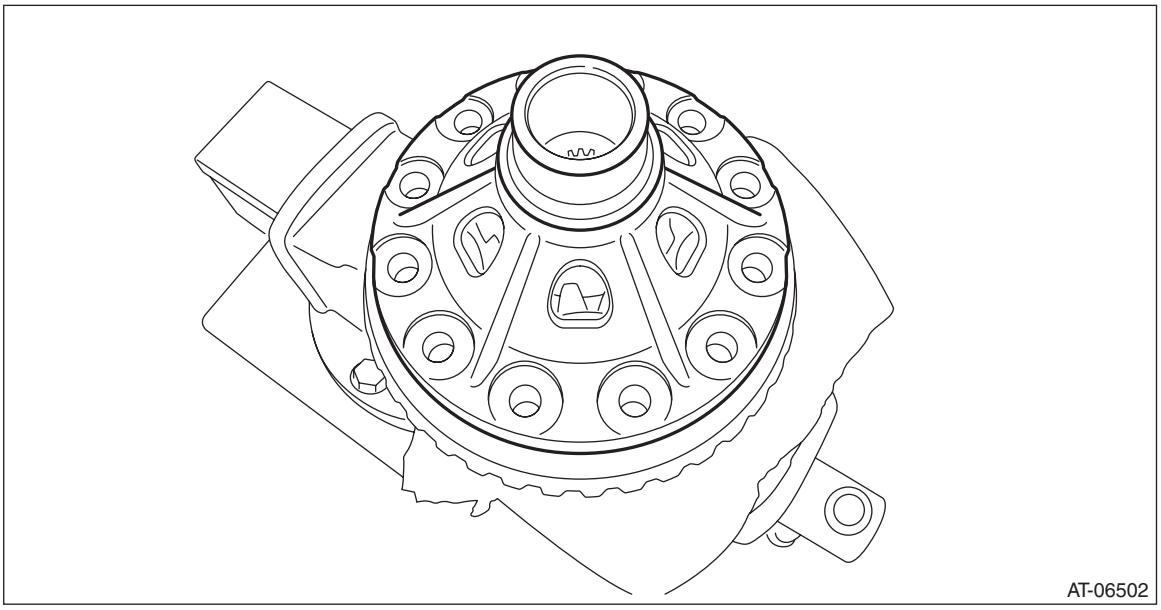
ST1	498077000	REMOVER
ST2	899864100	REMOVER
ST3	398497701	SEAT



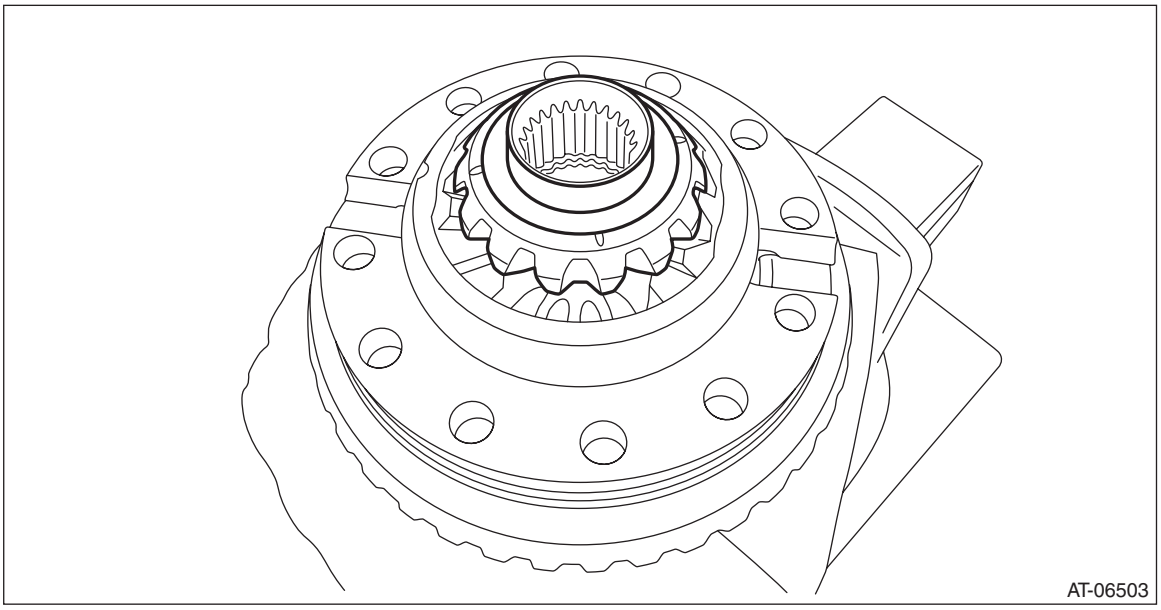
2) Remove the hypoid driven gear mounting bolt using the ST.
ST 18270KA020 SOCKET (E20)



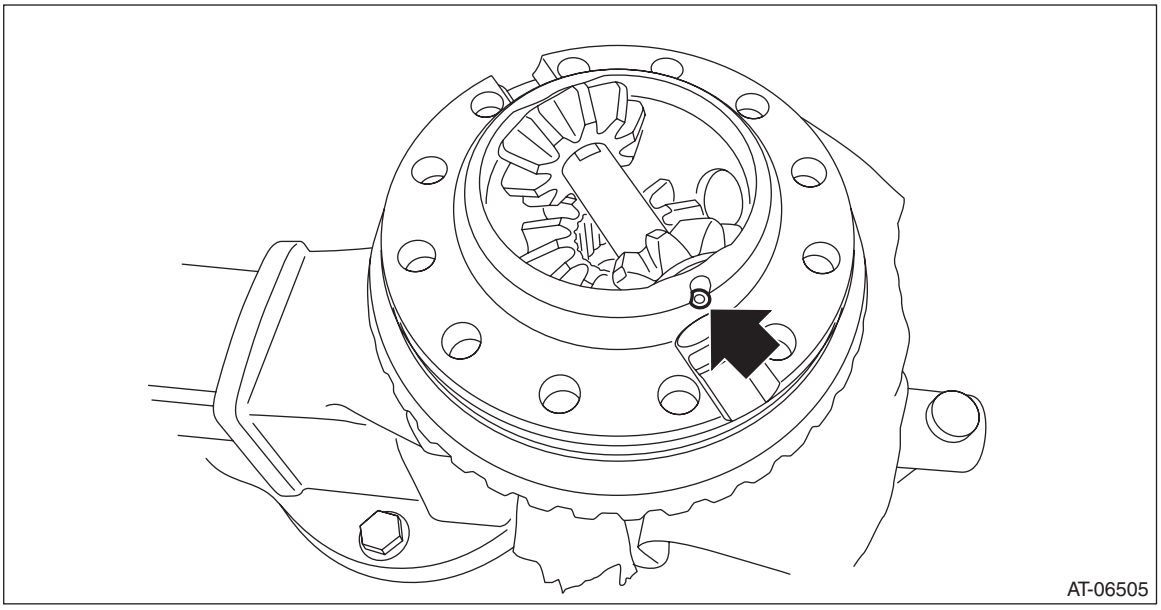
3) Remove the differential case (LH).



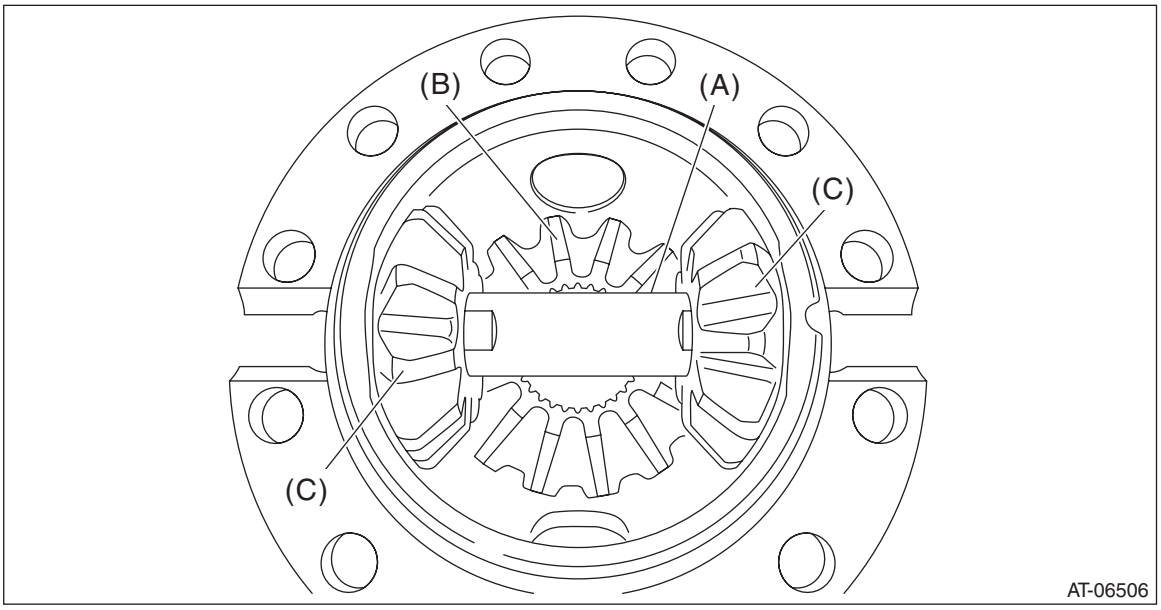
4) Remove the differential bevel gear and washer from differential case.



5) Remove the straight pin.



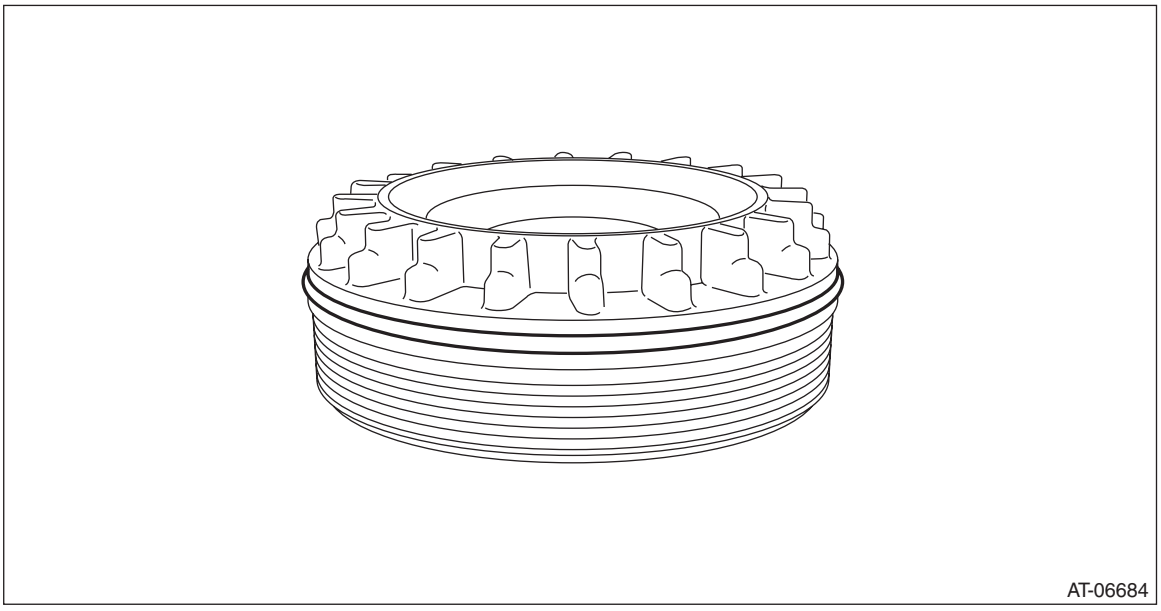
6) Remove the pinion shaft, then remove the differential bevel gear, washer and differential bevel pinion.



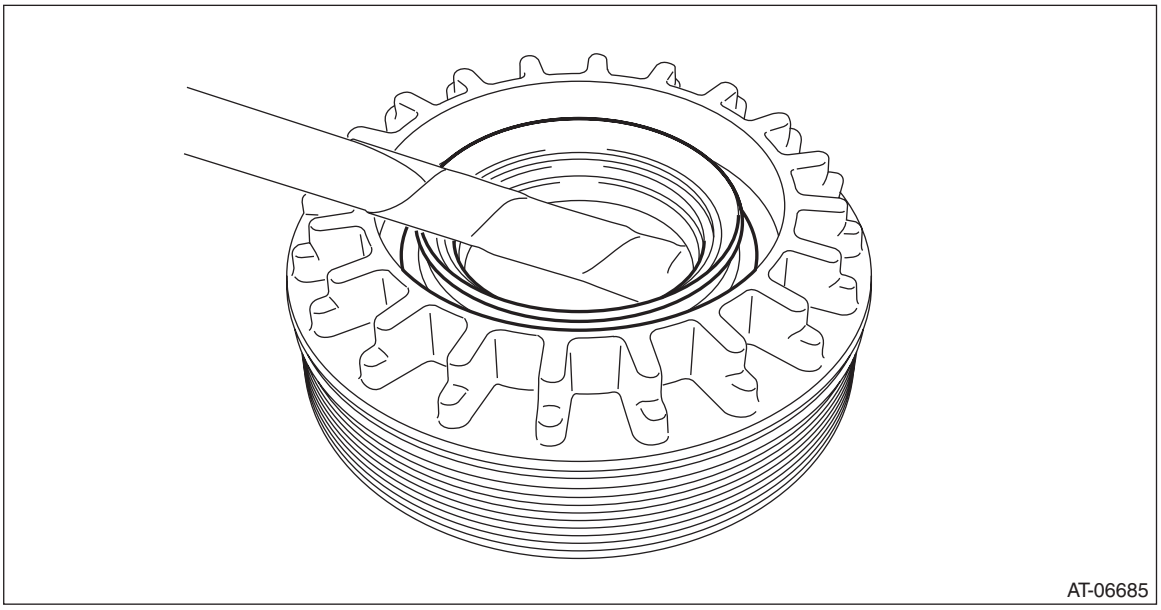
(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

2. SIDE RETAINER

NOTE:
After adjusting the drive pinion backlash and tooth contact, replace the oil seal and O-ring with new parts.
1) Remove the O-ring.



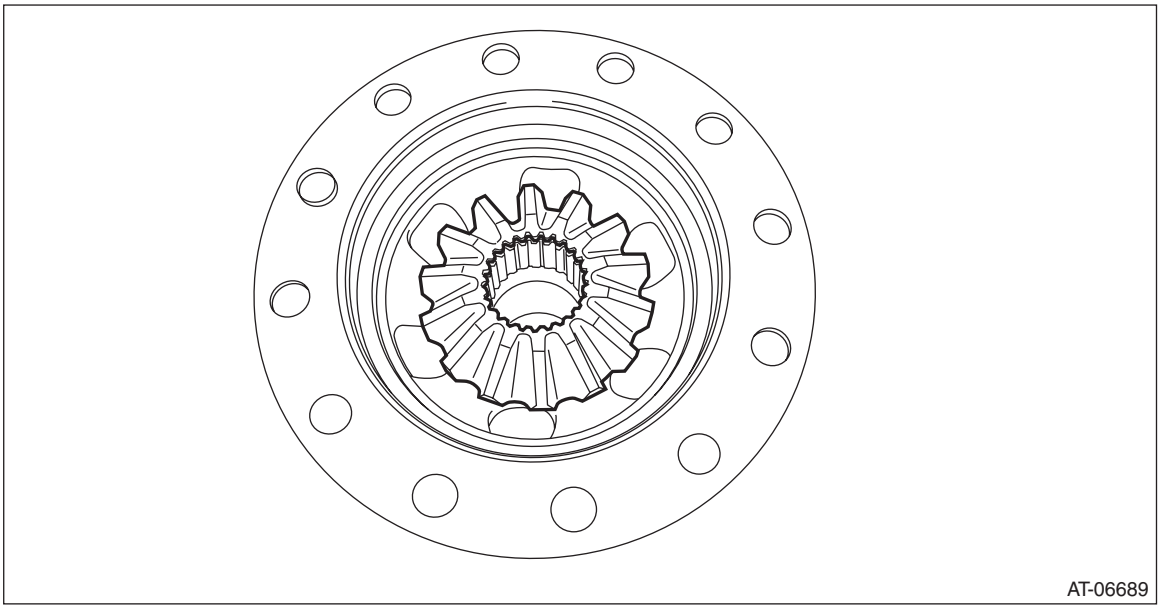
2) Remove the oil seal.



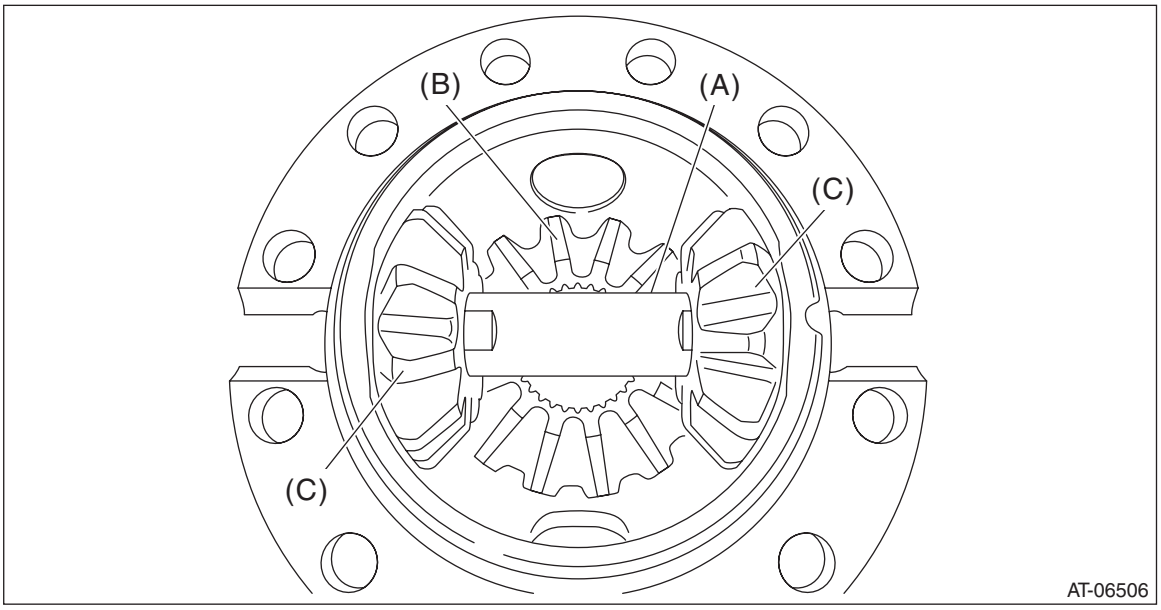
D: ASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

1) Install the washer and differential bevel gear into the differential case (RH).

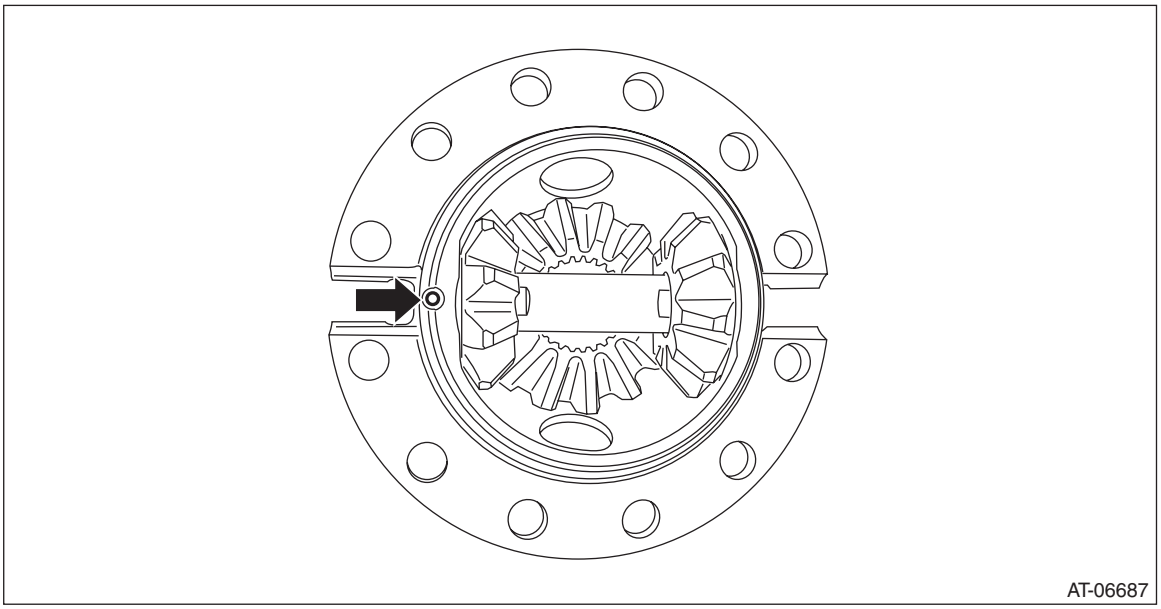


2) Install the differential bevel pinions into differential case (RH) and install the pinion shaft.

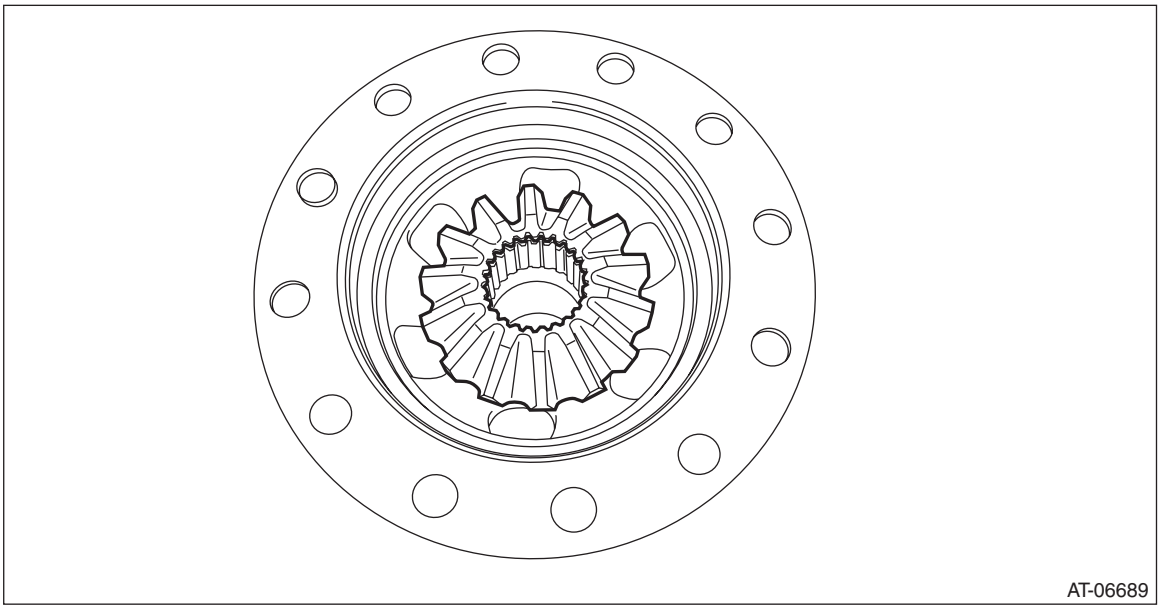


(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

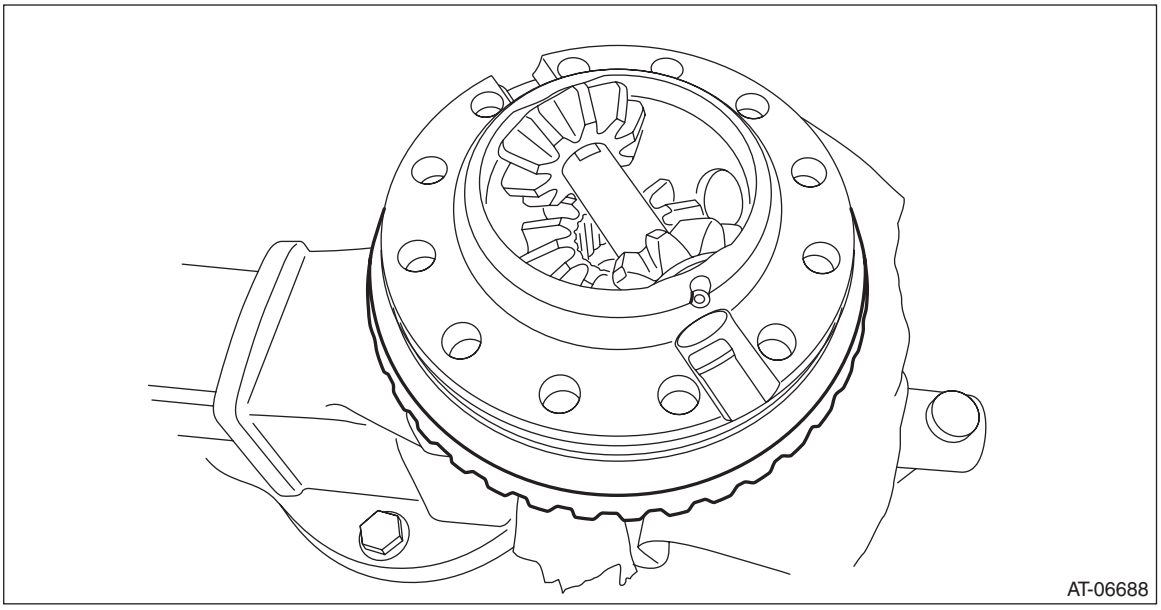
3) Install the straight pin.



4) Install the washer and differential bevel gear to the differential case (LH).



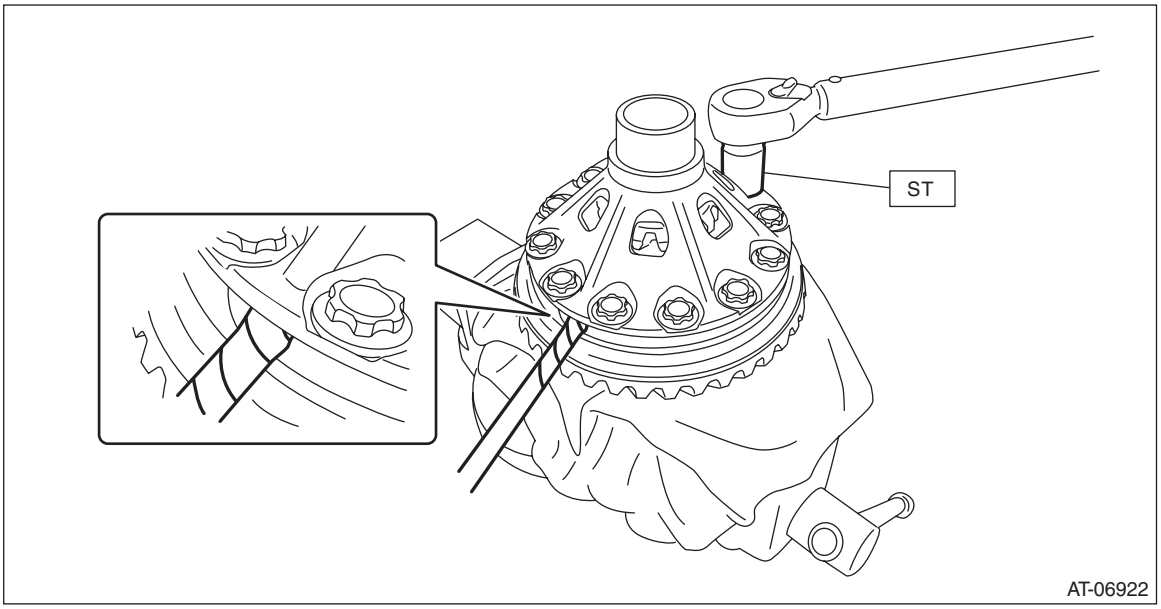
5) Install the differential case (RH) to the hypoid driven gear.



6) Install the differential case (LH) to the differential case (RH).

7) Using the ST, install the hypoid driven gear by tightening the installation bolt.
ST 18270KA020 SOCKET (E20)

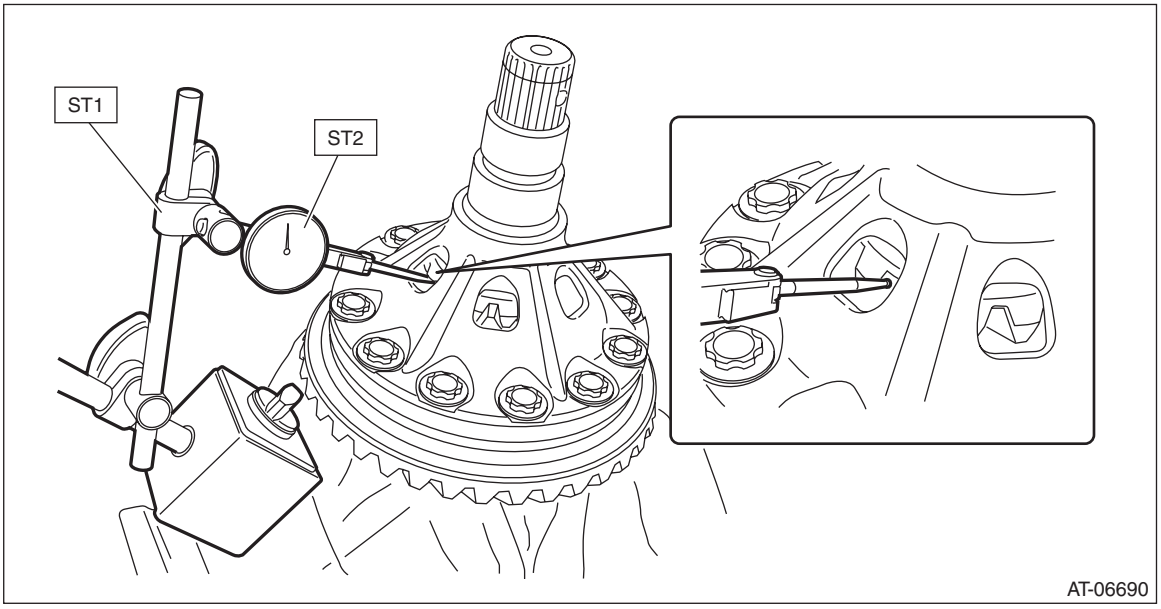
Tightening torque:
64 N·m (6.5 kgf-m, 47.2 ft-lb)



8) Measure the backlash, and select the washer.
(1) Install the SUBARU genuine axle shaft to differential case.
Part No. 38415AA070 Axle shaft
(2) Using ST1 and ST2, insert the ST2 through the window of differential case. Measure the backlash of the gear.

NOTE:
• Measure the backlash by applying a differential bevel pinion tooth between two differential bevel gear teeth.
• When measuring, fix the differential bevel pinion in place with a screwdriver covered with cloth, or a similar tool.
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

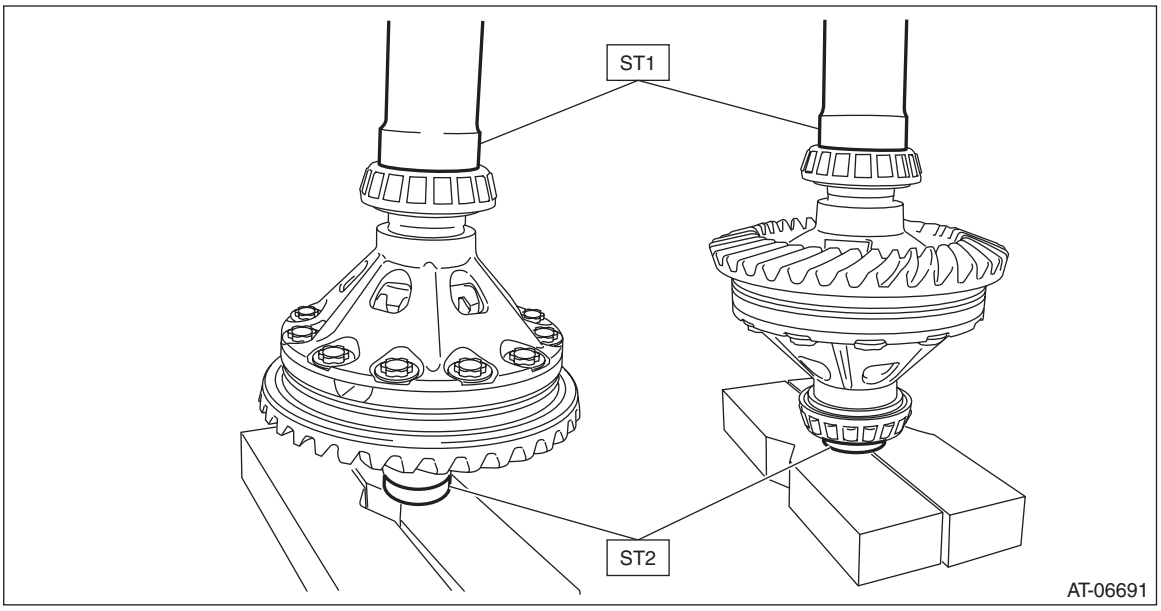
Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)



(3) If the backlash is not within specification, select a washer from the table below and replace.

Washer	
Part No.	Thickness mm (in)
803038021	0.95 (0.037)
803038022	1.00 (0.039)
803038023	1.05 (0.041)

9) Using the ST, install the left and right taper roller bearings.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 398497701 SEAT

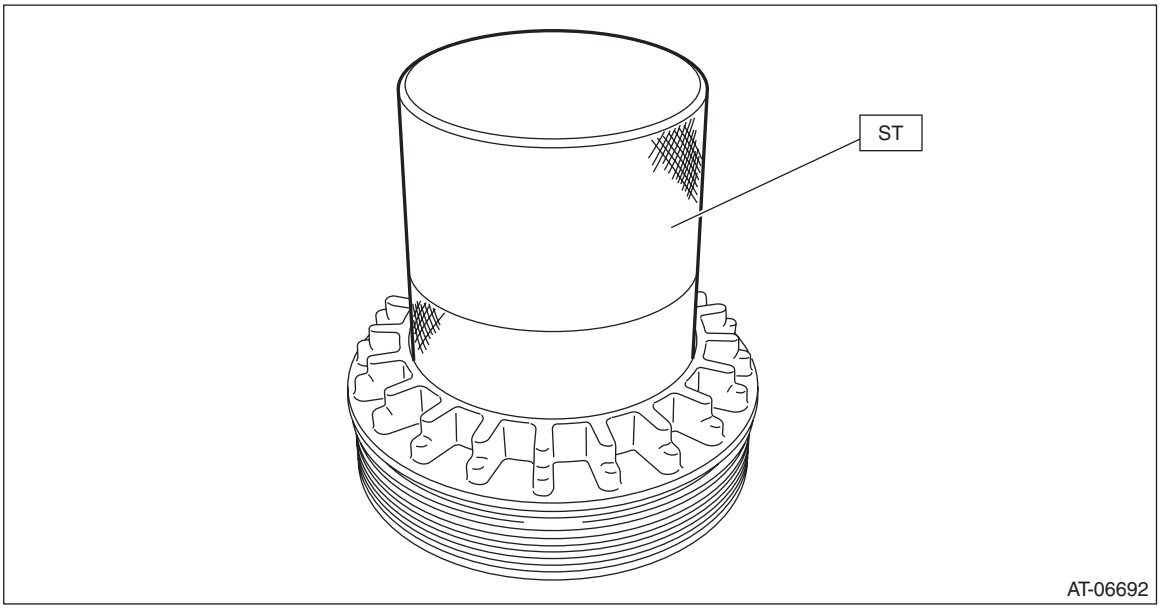


2. SIDE RETAINER

NOTE:
After adjusting the backlash and tooth contact, replace the oil seal and O-ring of side retainer with new parts.
1) Using the ST, install the oil seal.

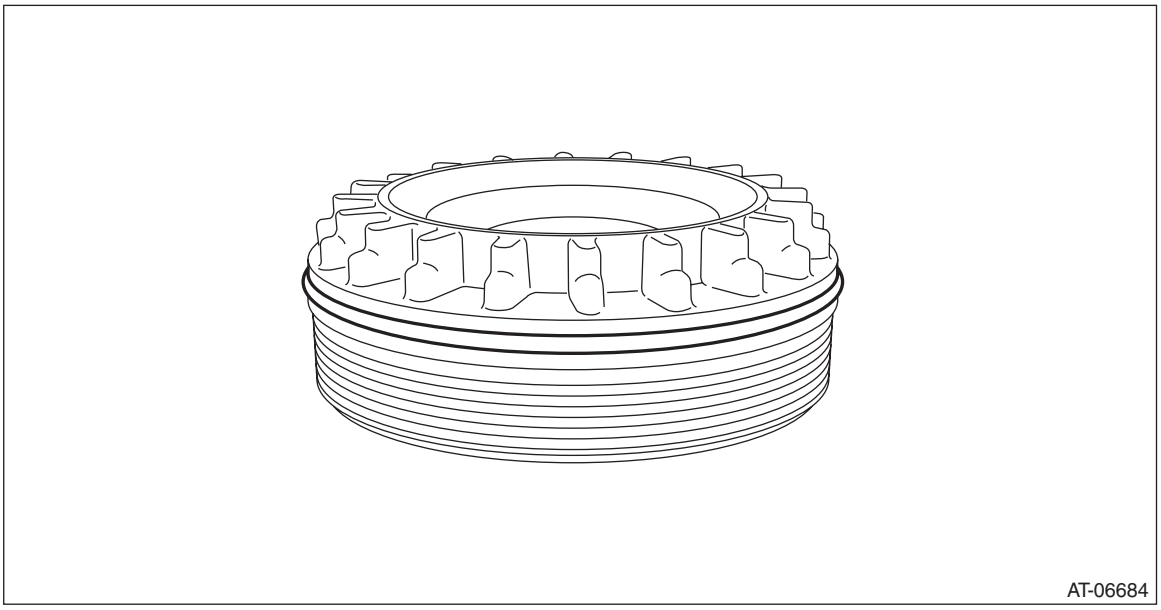
NOTE:
- Use a new oil seal.
- Apply differential gear oil to the oil seal lip and press-fitting surface.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



2) Install the O-ring.

NOTE:
- Use new O-rings.
- Apply the differential gear oil to O-ring.

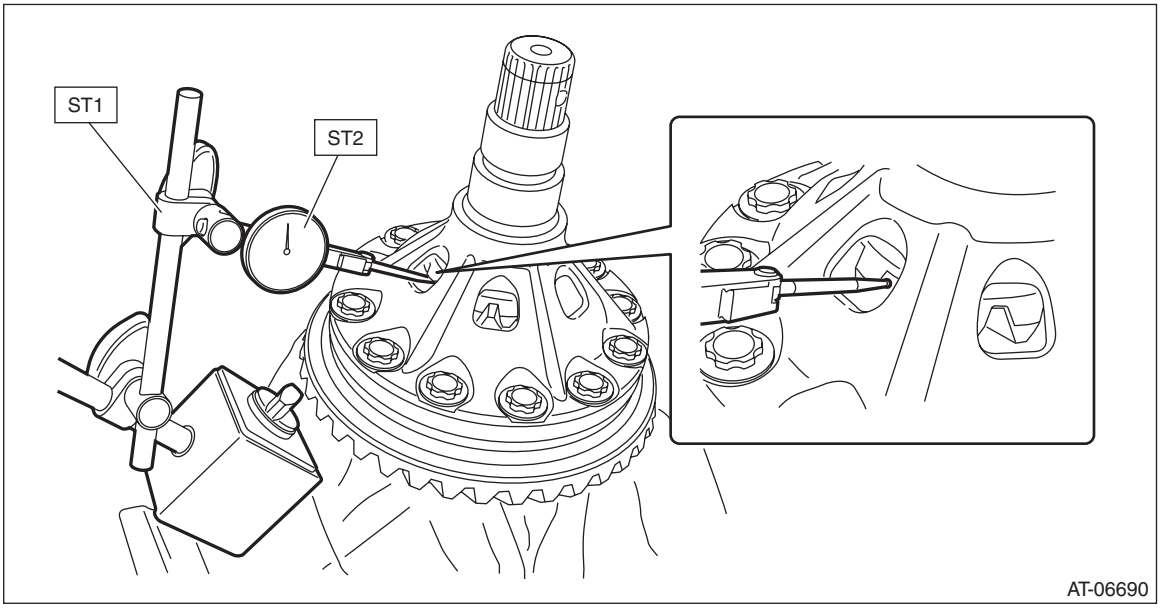

AT-06684

E: INSPECTION

- Check each component for scratches, damage or other faults.
- Using the ST, check the backlash of pinion gear.

ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)



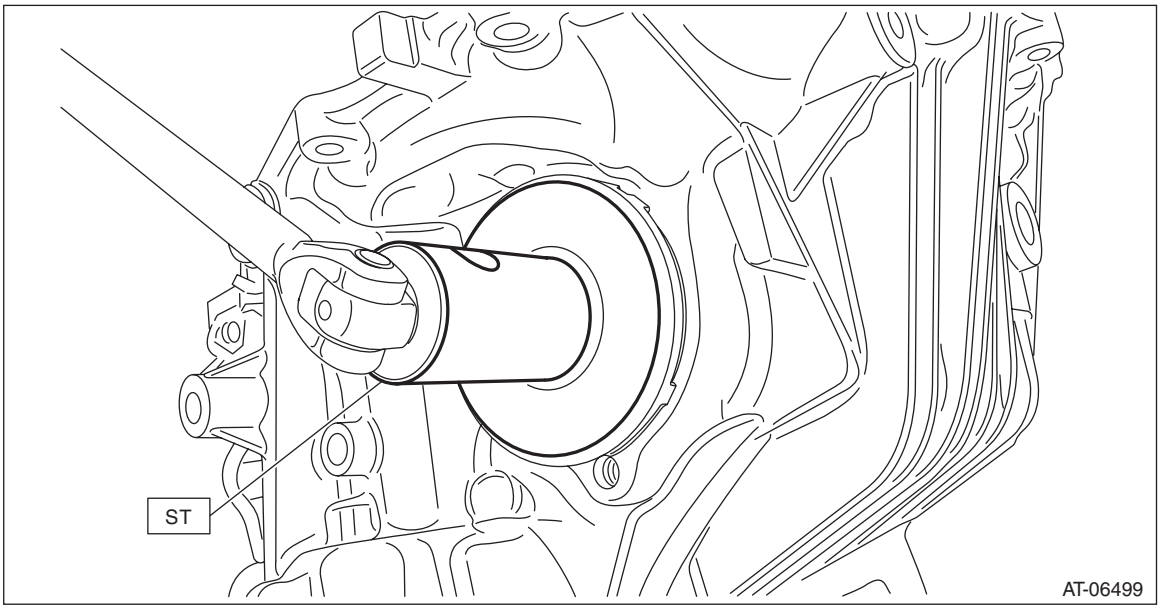
AT-06690

- Measure the hypoid gear backlash, and then adjust it to be within specification. <Ref. to CVT(TR580)-321, ADJUSTMENT, Front Differential Assembly.>

F: ADJUSTMENT

1) Using the ST, screw-in the retainer until resistance is felt.

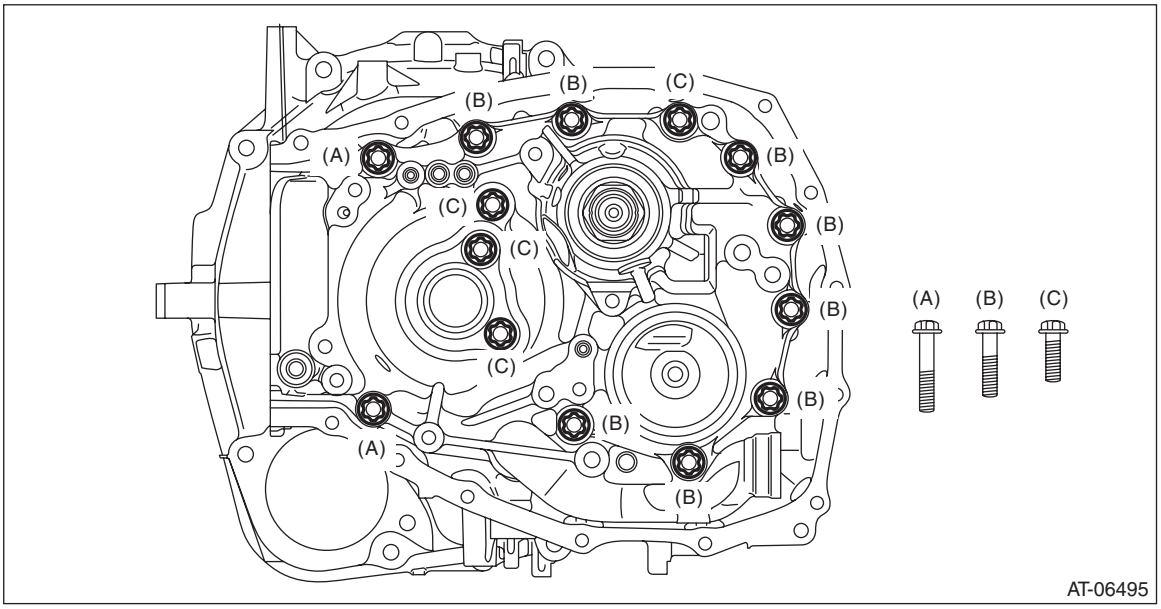
NOTE:
RH side should be screwed-in more than LH side.
ST 18658AA020 WRENCH COMPL RETAINER



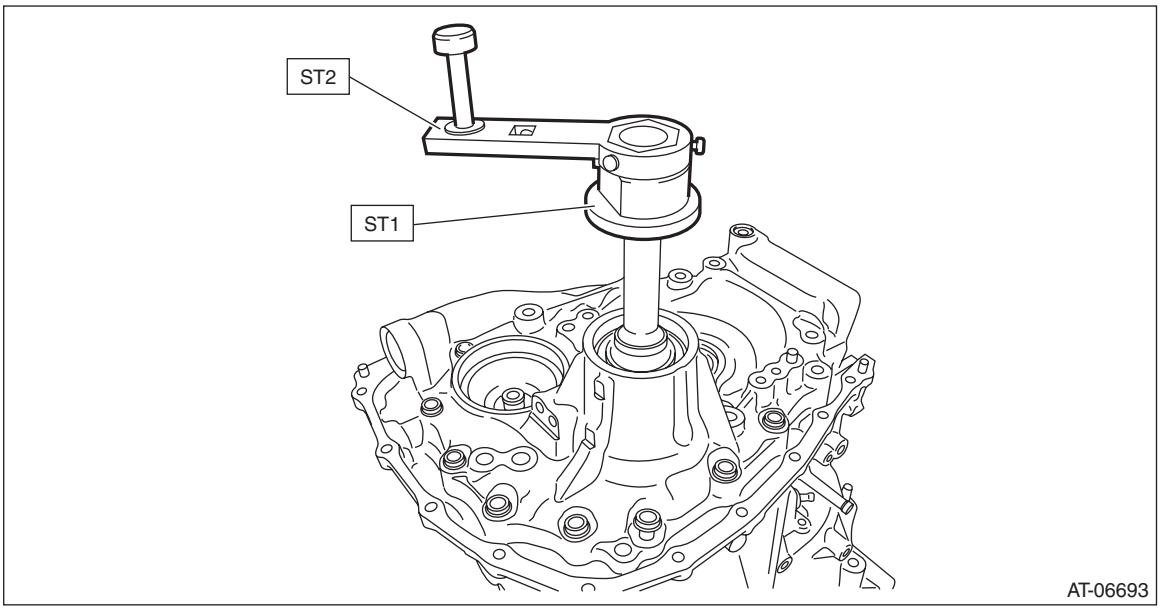
2) Remove the remaining liquid gasket from the mating surface completely.
3) Using the ST, install the drive pinion assembly to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

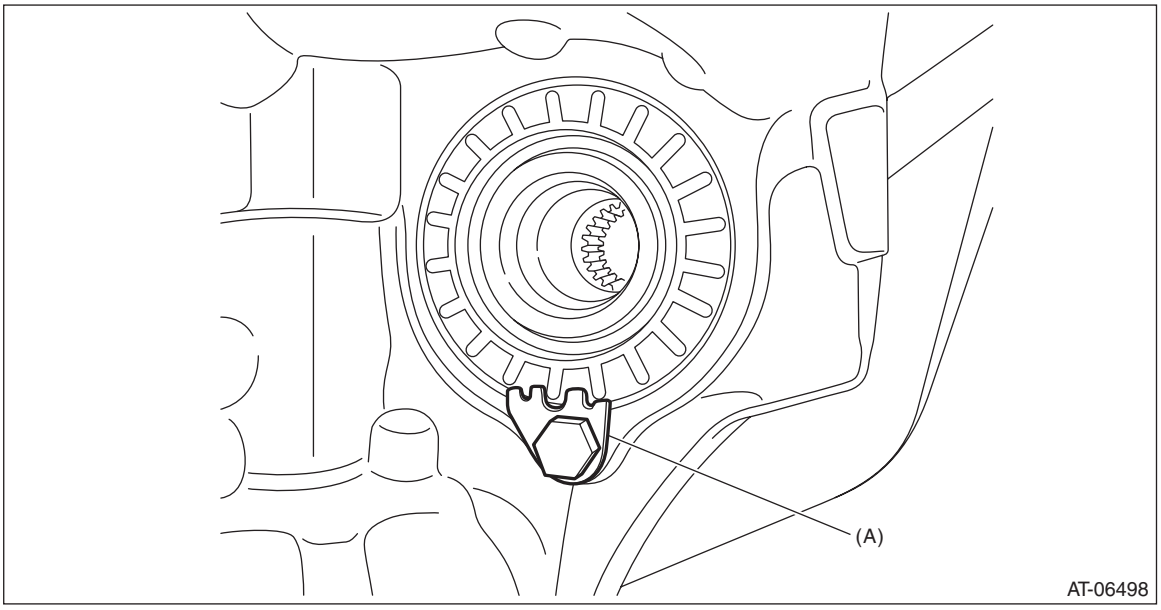
Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)



4) Rotate the drive pinion shaft ten times or more using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH

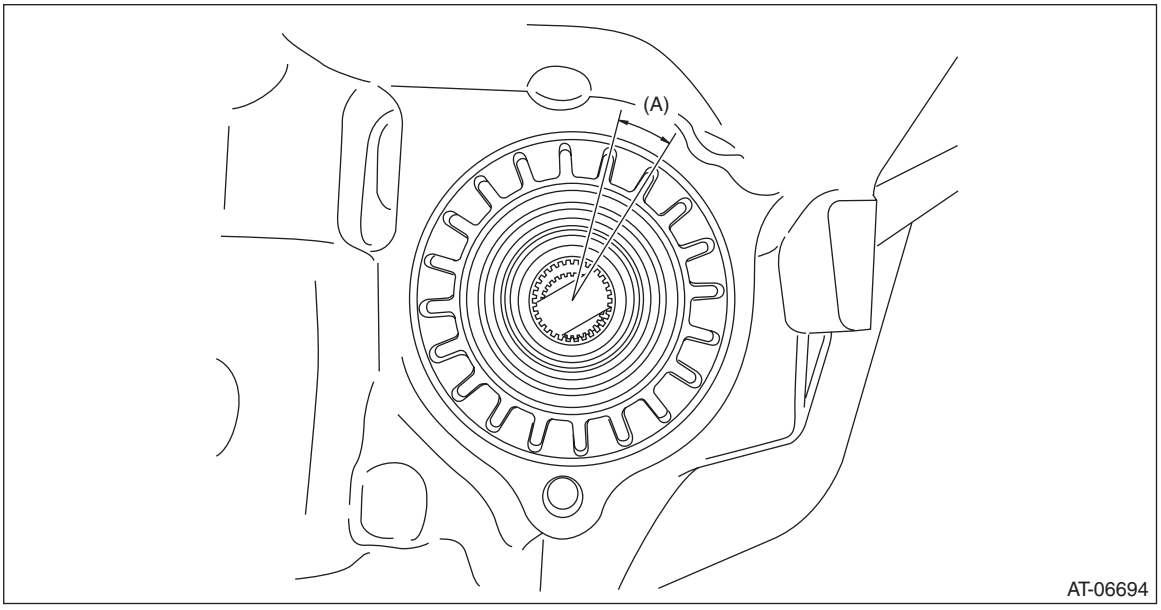


5) While rotating the pinion shaft, tighten the retainer LH and loosen the retainer RH until the shaft can't be turned anymore. The backlash is “zero” when the pinion shaft comes to the point where it doesn't rotate.
6) After the “zero” state is established, loosen the retainer LH by 3 notches and secure it with the lock plate. Retighten the retainer RH until it stops. Rotate the drive pinion 2 or 3 times. Tighten the retainer RH further 1-3/4 notches. This sets the preload. Finally, secure the retainer with its lock plate.



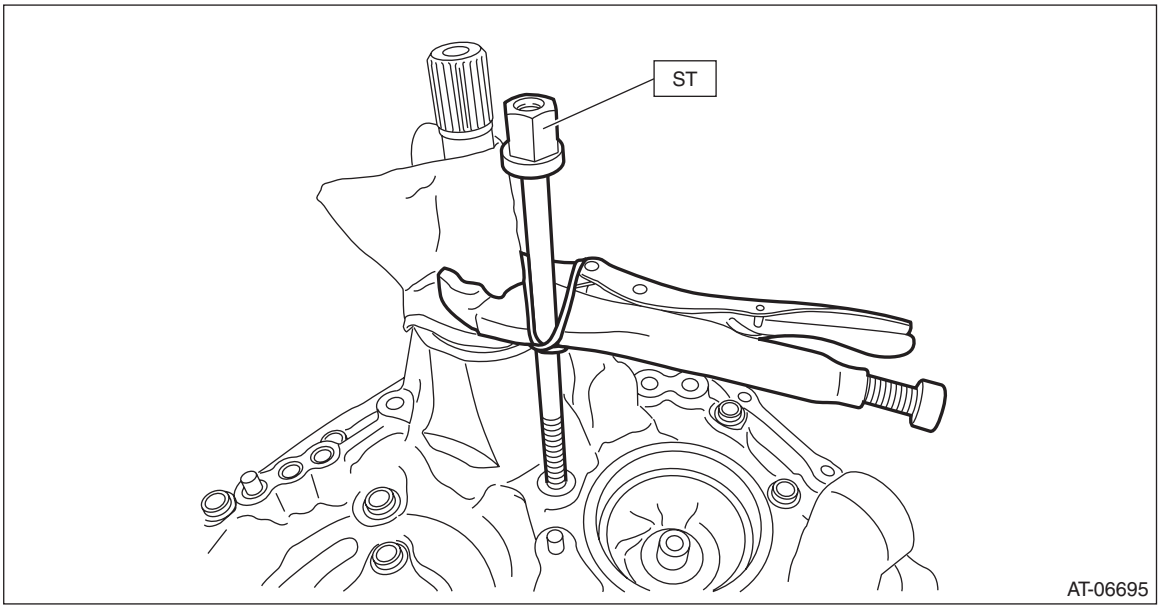
(A) Lock plate

NOTE:
Turning the retainer by every one tooth changes the backlash approx. 0.05 mm (0.0020 in).



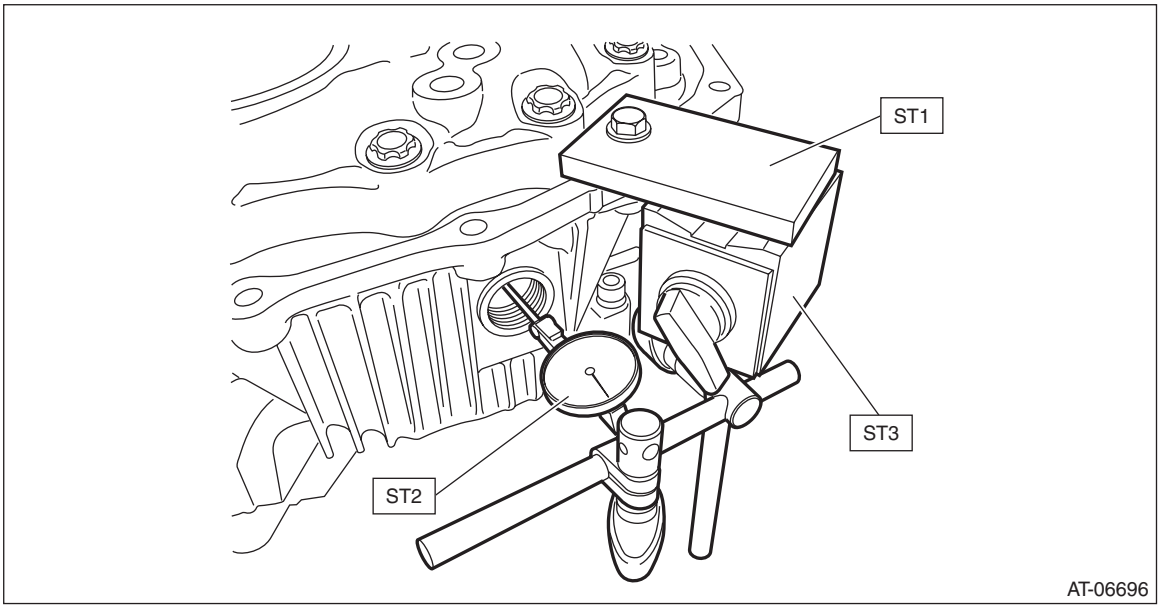
(A) 1 tooth

7) Insert the two SUBARU genuine axle shafts into differential case.
Part No. 38415AA070 Axle shaft
8) Install the ST to the drive pinion retainer, and wrap the drive pinion shaft with cloth and pinch with vise pliers. Using a tie-wrap or a wire, fix the vise pliers to the ST.
Make sure the drive pinion shaft does not move.
ST 18763AA000 COMPRESSOR SHAFT



9) Check the backlash is within specification using ST1, ST2 and ST3.
ST1 498255400 PLATE
ST2 498247100 DIAL GAUGE
ST3 498247001 MAGNET BASE

Backlash:
0.13 — 0.18 mm (0.005 — 0.007 in)

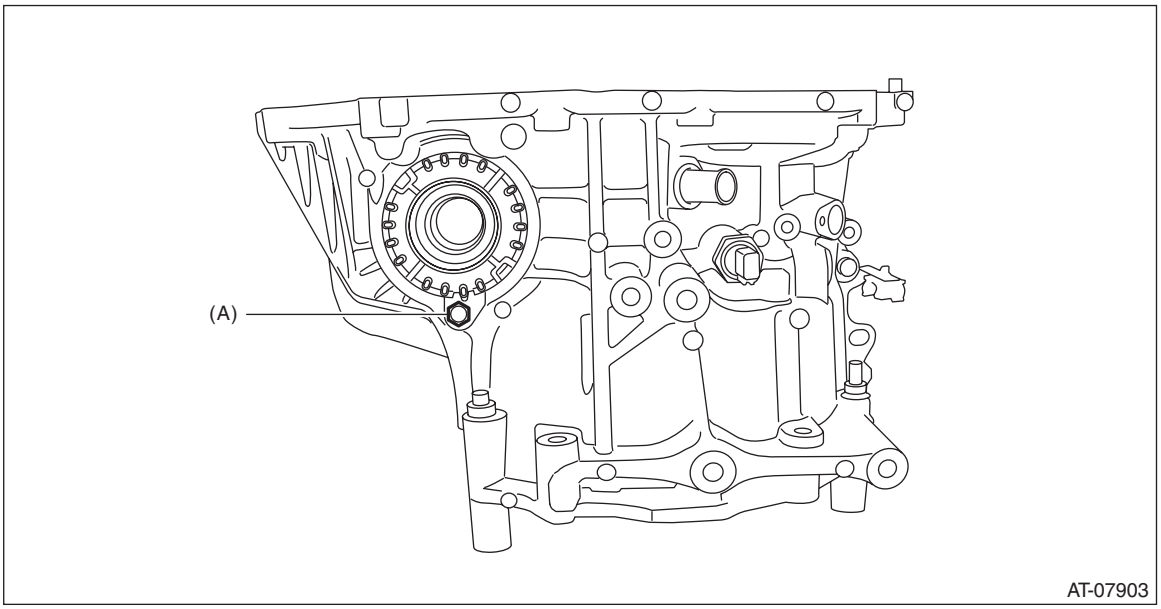


10) Adjust the teeth contact of the front differential and drive shaft. <Ref. to CVT(TR580)-299, ADJUSTMENT, Drive Pinion Shaft Assembly.>

44.Front Differential Assembly

A: REMOVAL

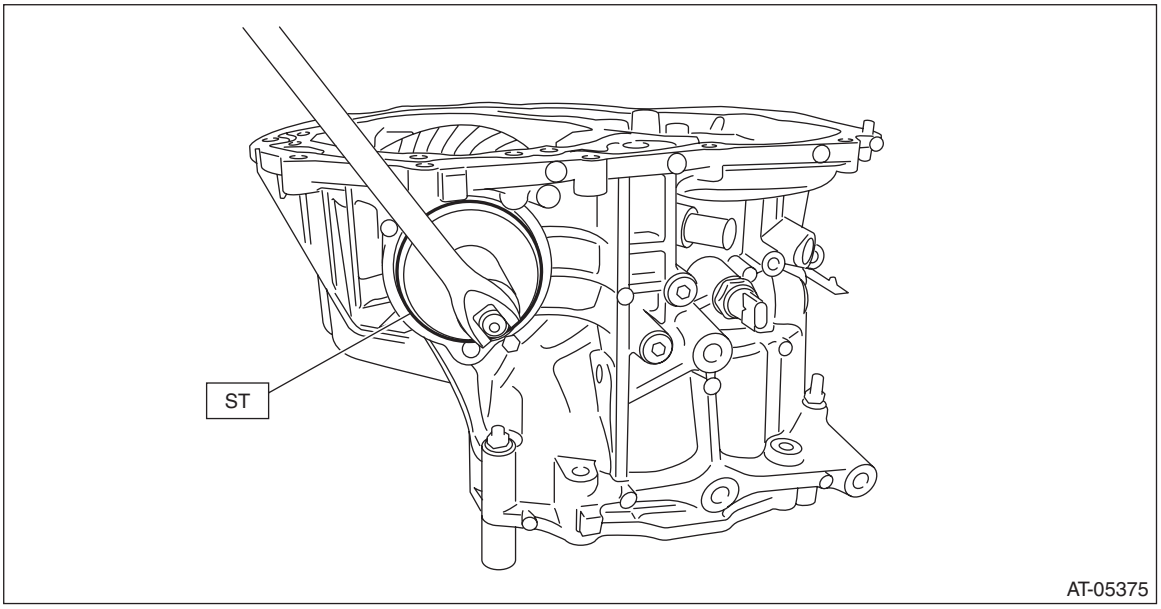
1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-247, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the lock plates on both sides.



(A) Lock plate

15) Remove the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER

NOTE:
• Support the differential case assembly by hand to avoid damaging the retainer mounting hole of the converter case.
• When keeping the retainers aside, use labels etc. to avoid confusing the left and right.

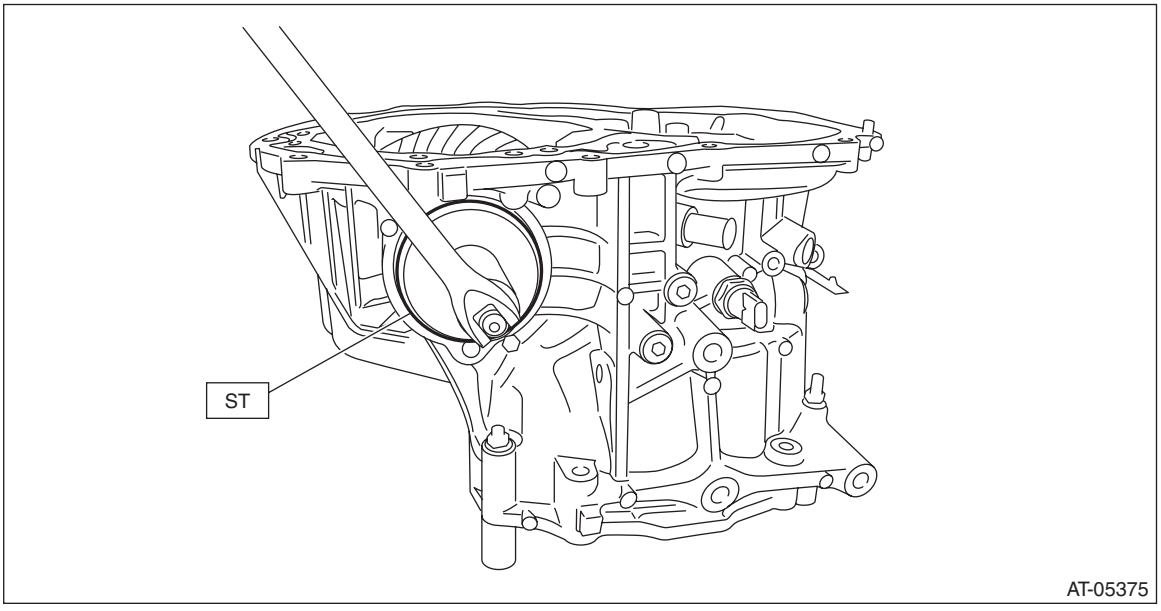


16) Remove the front differential assembly while being careful not to damage the attachment part of the retainer.
17) Remove the oil seals and O-rings from both differential side retainers. <Ref. to CVT(TR690)-275, SIDE RETAINER, DISASSEMBLY, Front Differential Assembly.>

B: INSTALLATION

1) Install the front differential assembly to the converter case.

NOTE:
Be careful not to damage the inside of the case (especially the mating surface of the differential side retainers).
2) Temporarily install the differential side retainers using ST.
ST 18658AA020 WRENCH COMPL RETAINER



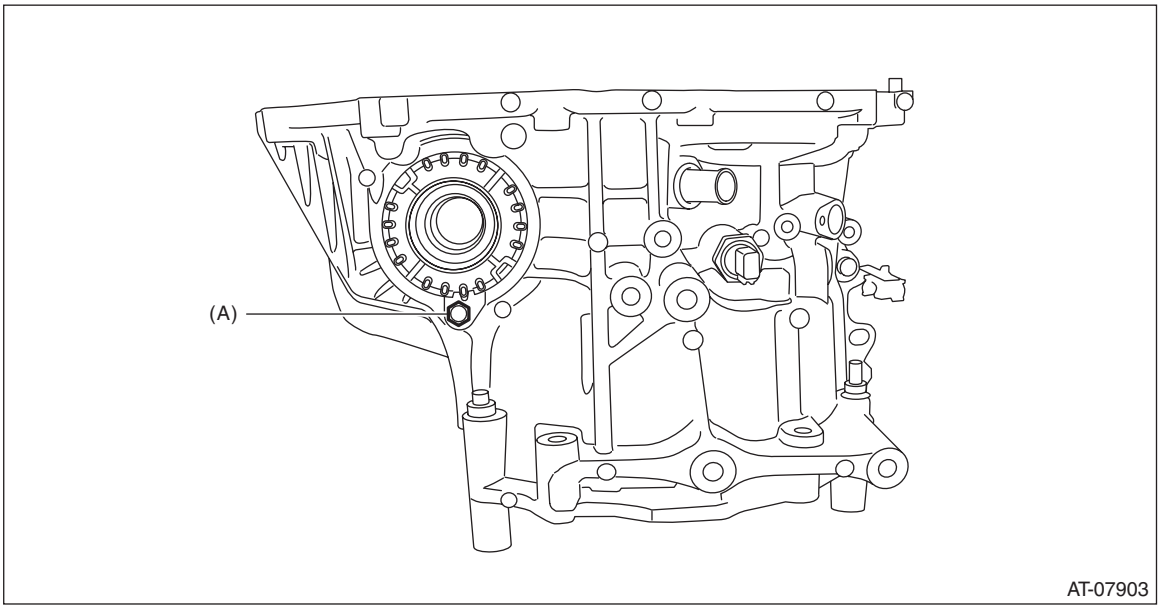
3) Adjust the backlash of the front differential. <Ref. to CVT(TR690)-283, ADJUSTMENT, Front Differential Assembly.>
4) Inspect and adjust the tooth contact. <Ref. to CVT(TR690)-262, ADJUSTMENT, Drive Pinion Shaft Assembly.>
5) Remove the differential side retainers and install the O-rings and oil seals. <Ref. to CVT(TR690)-282, SIDE RETAINER, ASSEMBLY, Front Differential Assembly.>

NOTE:
- Record how many turns were needed to remove.
- Use new O-rings and oil seals.

6) Install the differential side retainers using ST.

NOTE:
When attaching, turn the differential side retainer by the same number of turns it took to remove, and align the marks.
ST 18658AA020 WRENCH COMPL RETAINER
7) Install the lock plate.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(A) Lock plate

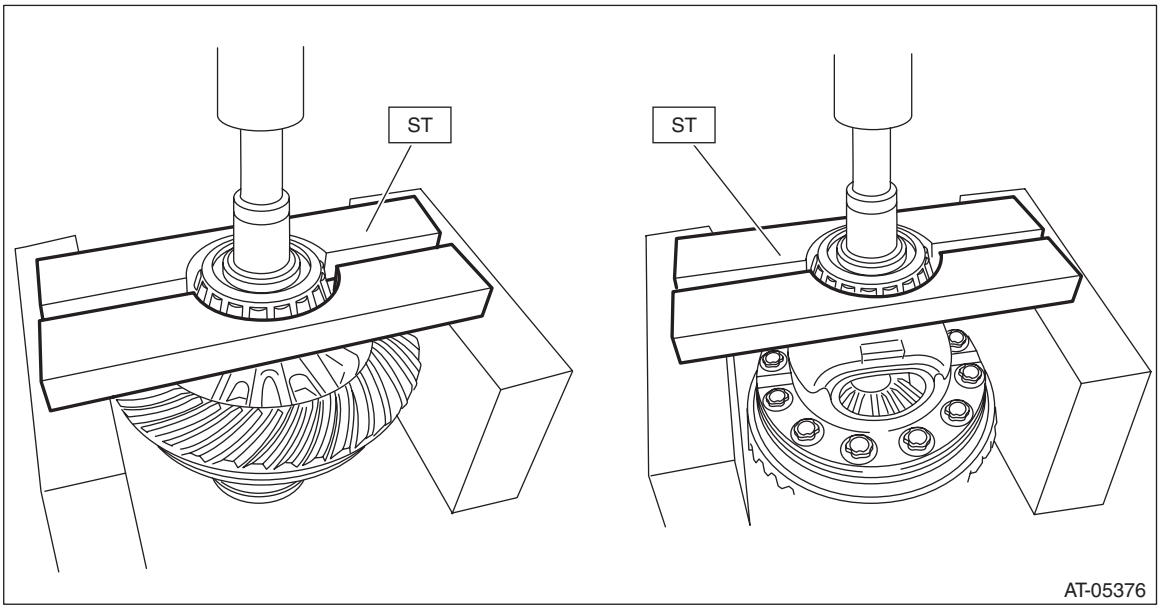
8) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-249, INSTALLATION, Drive Pinion Shaft Assembly.>
9) Install the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>
10) Install the transmission case. <Ref. to CVT(TR690)-215, INSTALLATION, Transmission Case.>
11) Install the forward clutch assembly. <Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
12) Install the intermediate case. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
13) Install the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
14) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
15) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
16) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
17) Install the transmission harness. <Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
18) Install the control valve body and oil pan. <Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>

19) Install the air breather hose. <Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
20) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

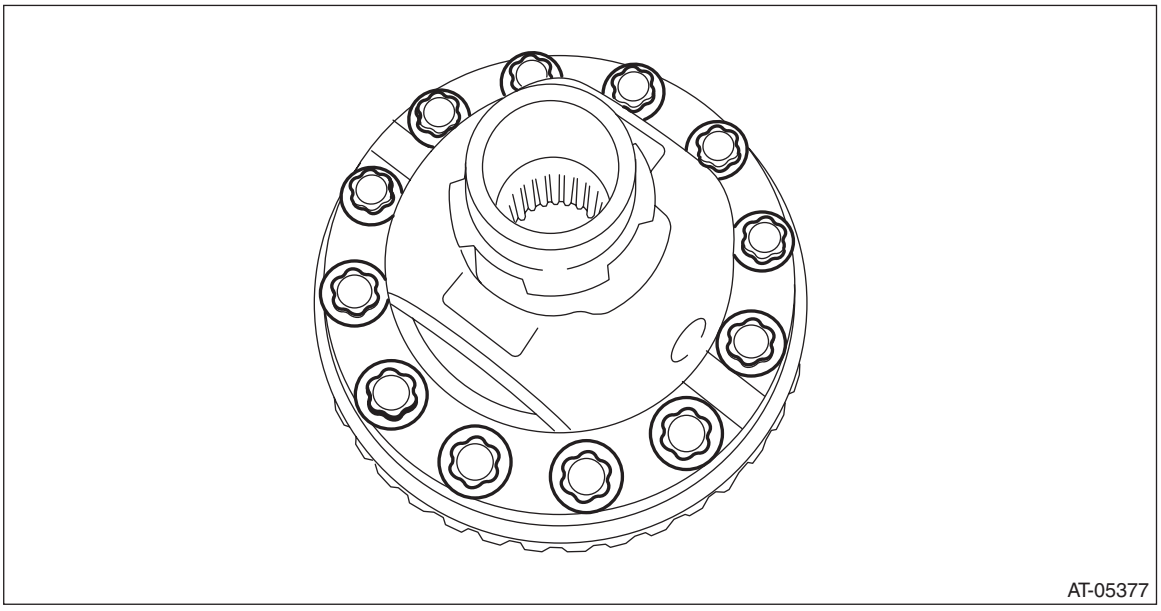
C: DISASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

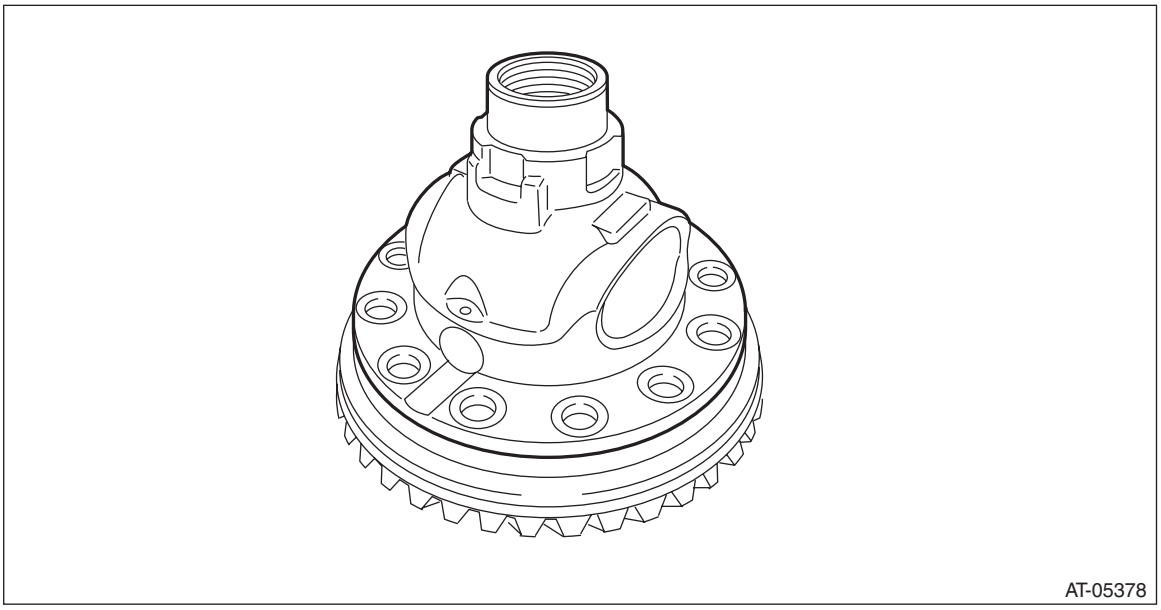
1) Remove the taper roller bearing using the ST.
ST 498077000 REMOVER



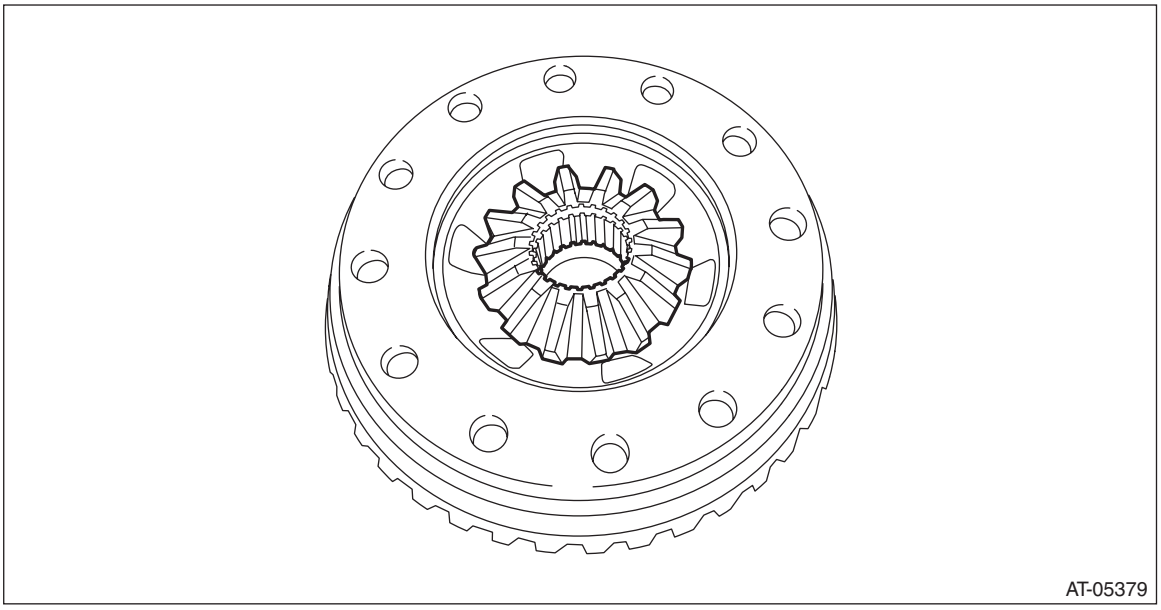
2) Remove the hypoid driven gear mounting bolt using the ST.
ST 18270KA020 SOCKET (E20)



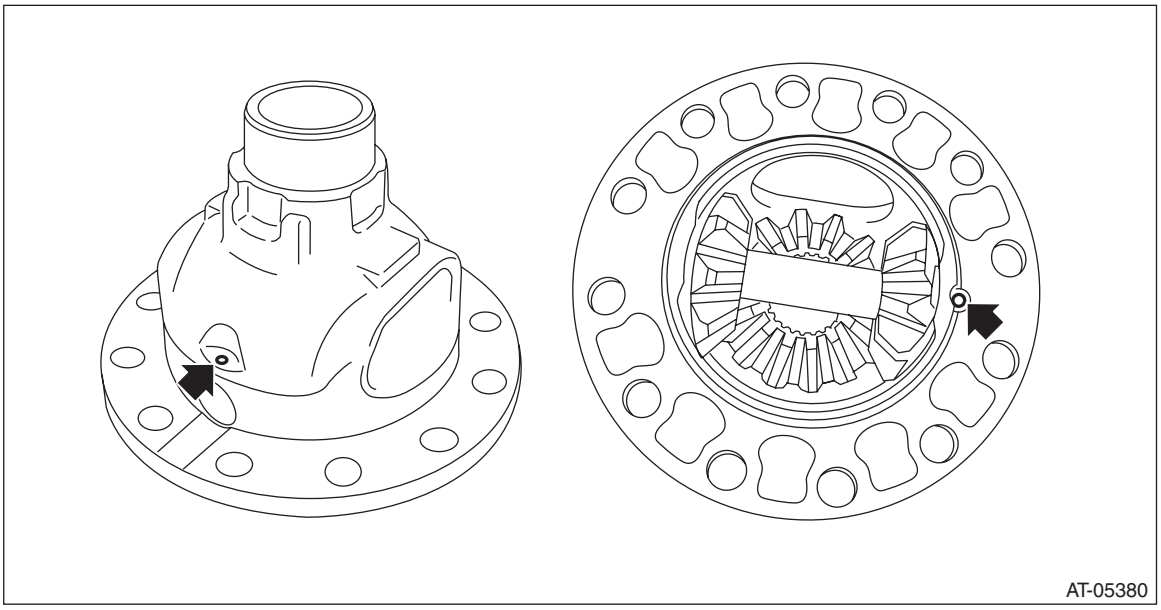
3) Remove the differential case (LH).



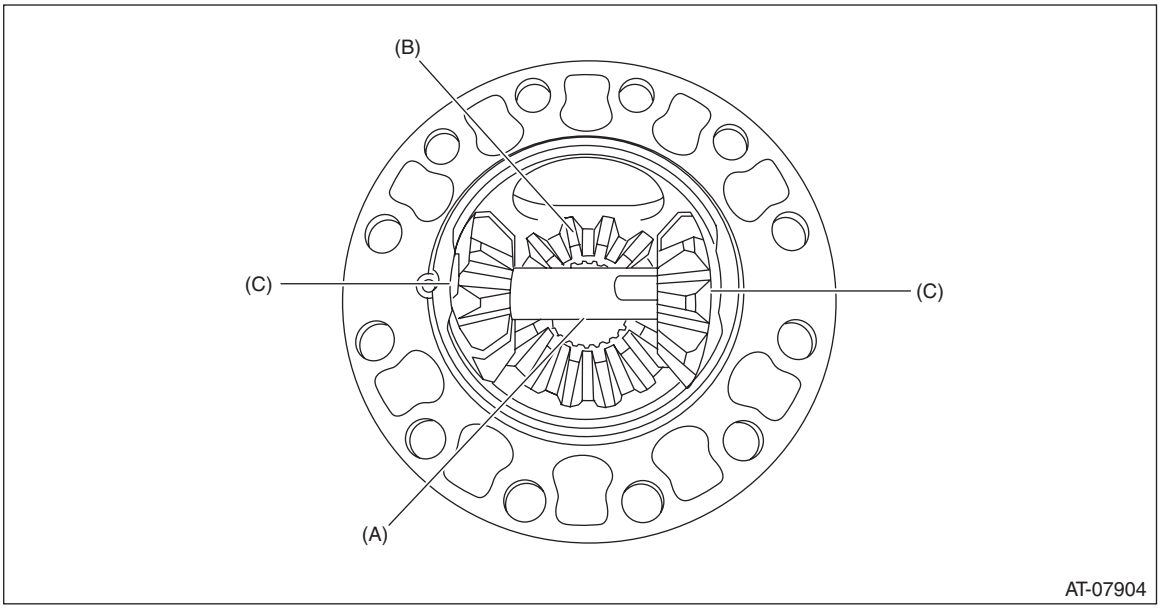
4) Remove the differential bevel gear and washer from differential case.



5) Remove the straight pin.



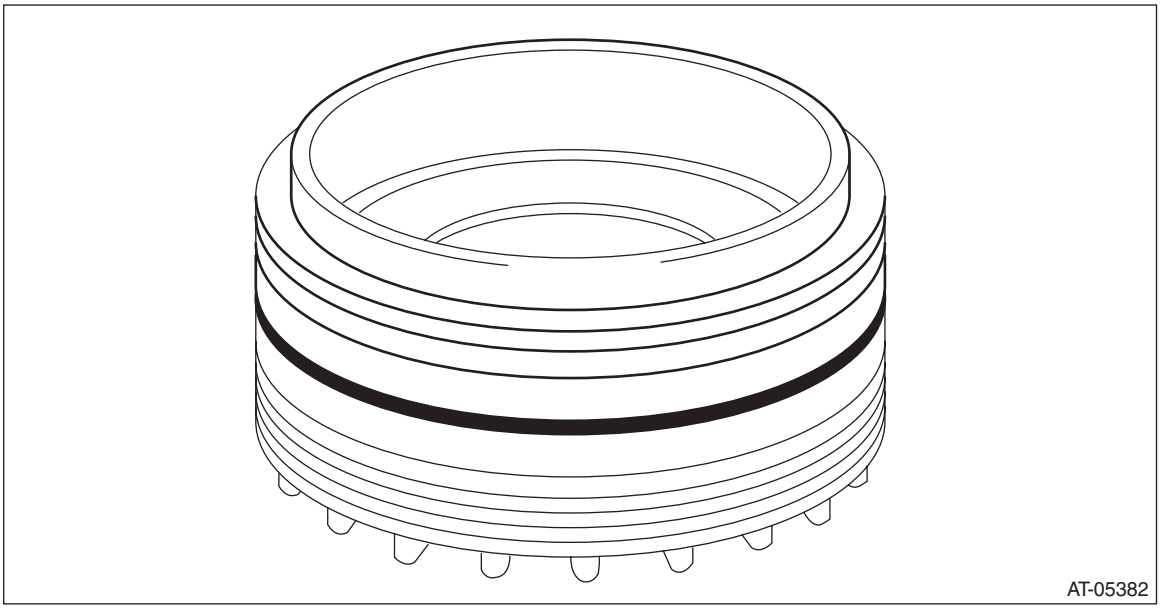
6) Remove the pinion shaft, then remove the differential bevel gear, washer and differential bevel pinion.



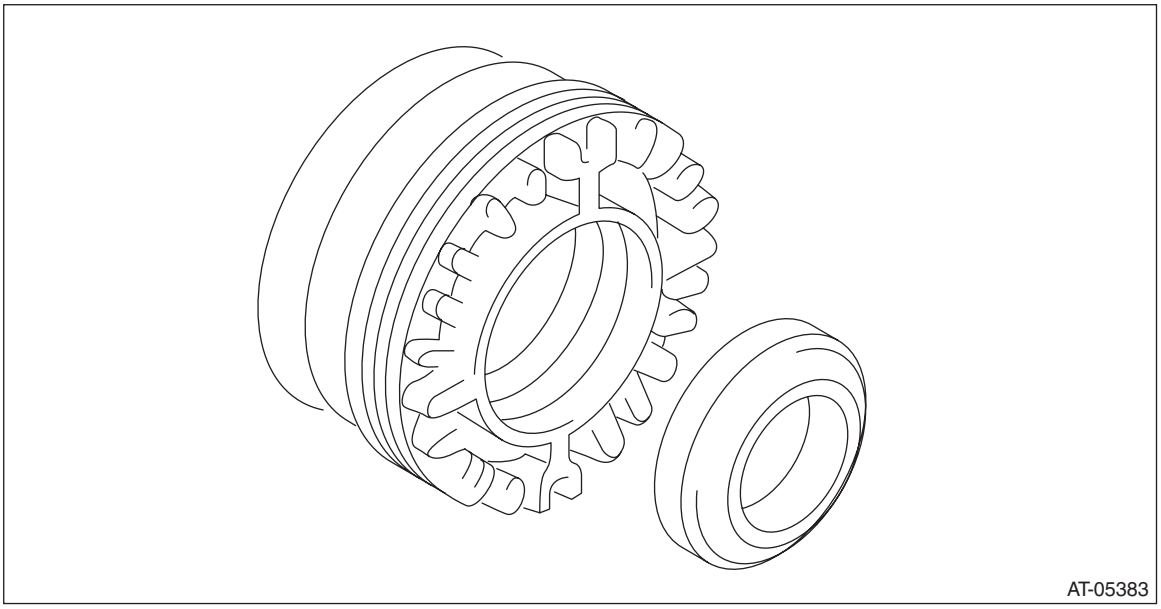
(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

2. SIDE RETAINER

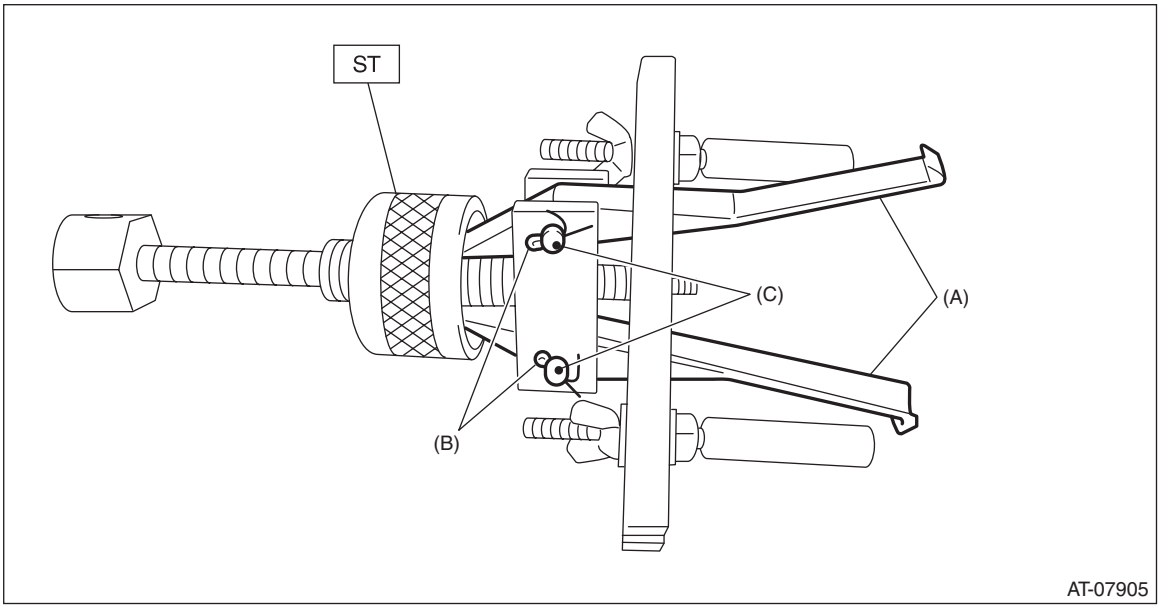
NOTE:
After adjusting the drive pinion backlash and tooth contact, replace the oil seal and O-ring with new parts.
1) Remove the O-ring.



2) Remove the oil seal.

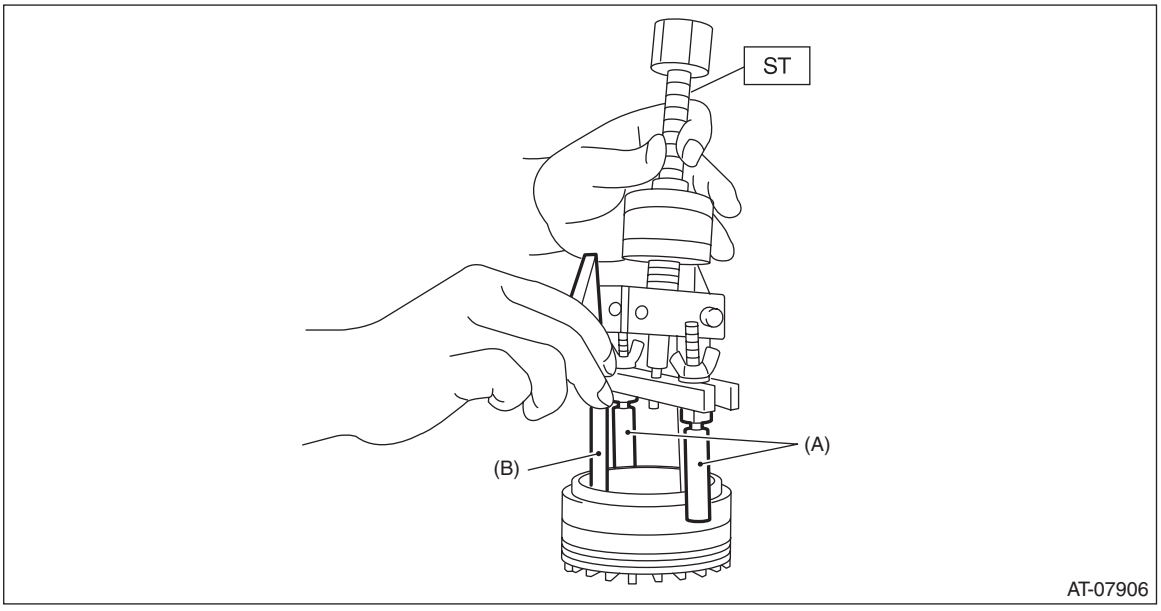


3) Remove the SPLIT PIN (ST), and then remove the claw.
ST 398527700 PULLER ASSY



(A) Claw
(B) Split pin
(C) Pin

4) Attach two claws to the outer race, and set the ST to side retainer.
ST 398527700 PULLER ASSY

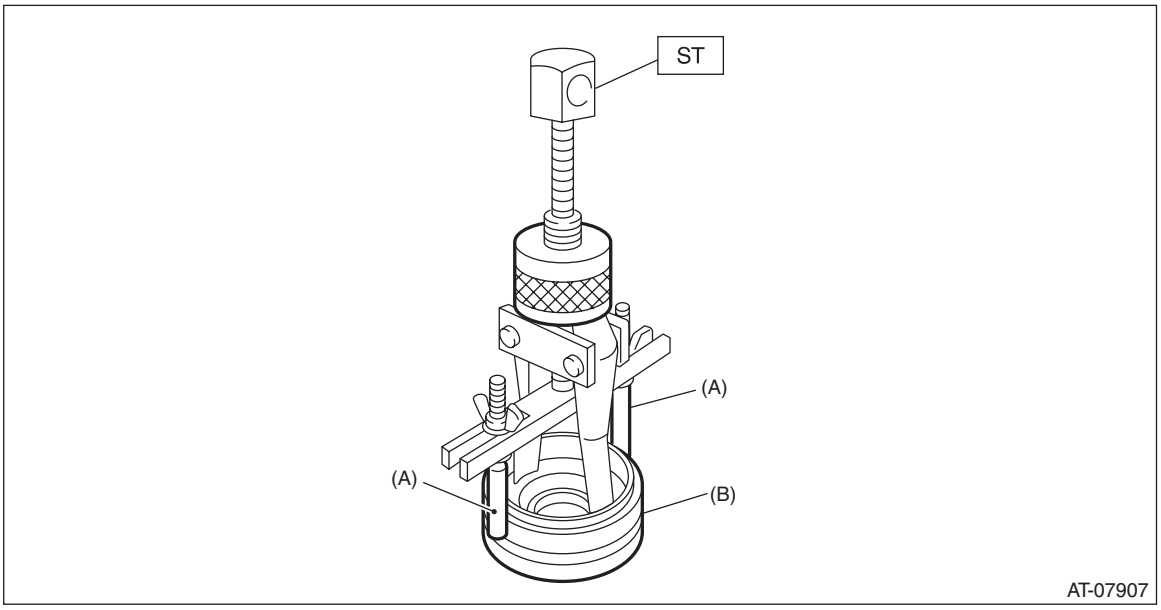


(A) Shaft
(B) Claw

5) Restore the removed claws to original position, and install the pin and split pin.

6) Hold the shaft of ST to avoid removing from side retainer, and then remove the bearing outer race.
ST 398527700 PULLER ASSY

NOTE:
Replace the bearing inner and outer races as a single unit.

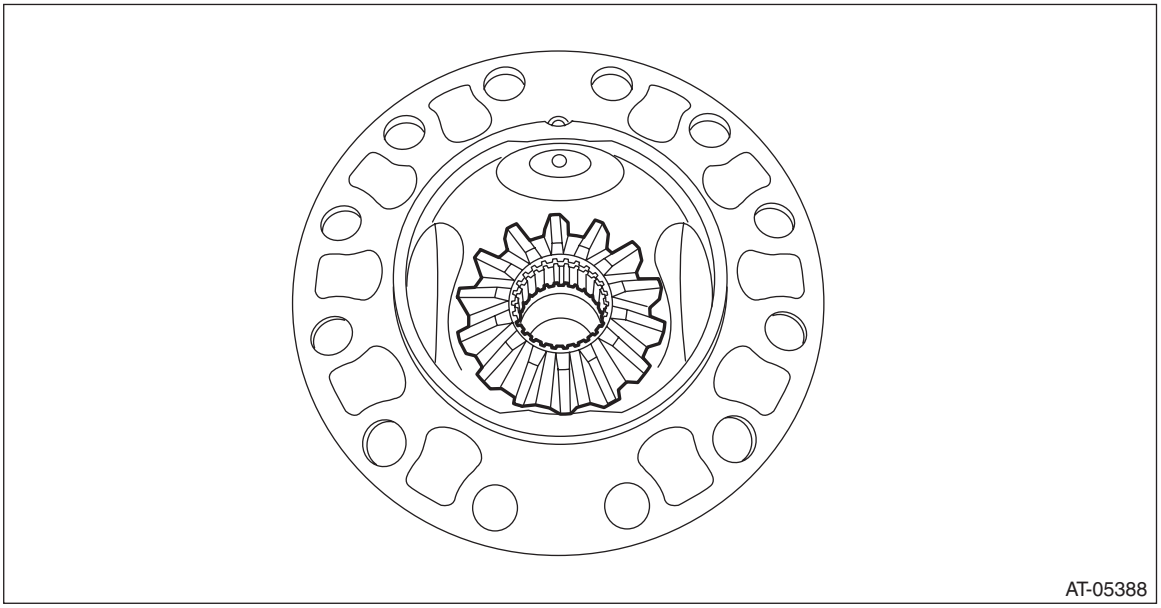


(A) Shaft
(B) Side retainer

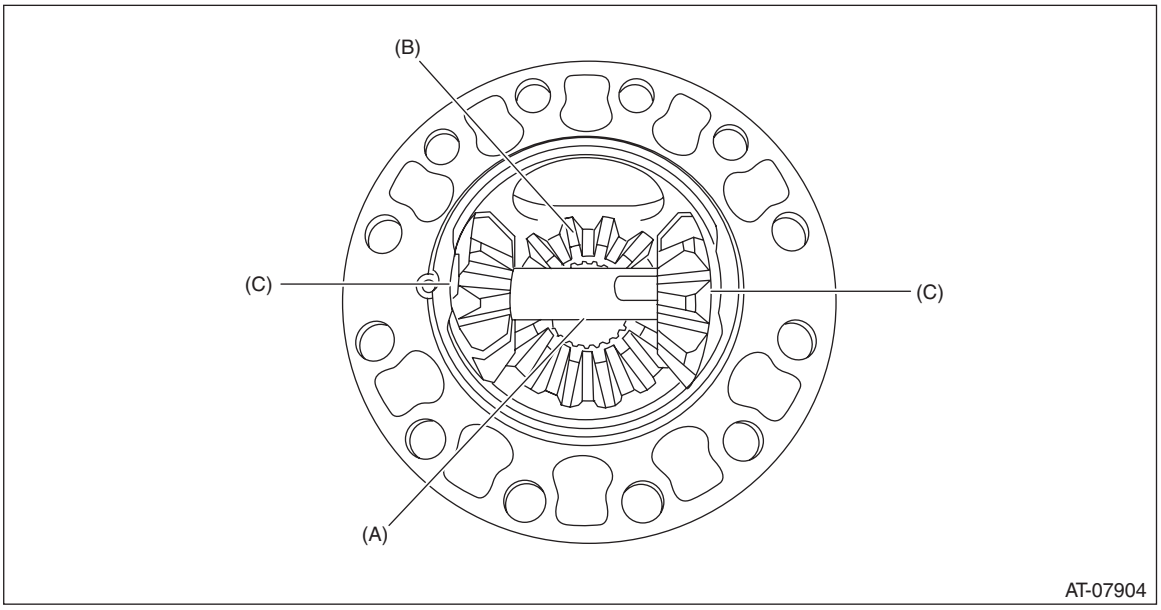
D: ASSEMBLY

1. DIFFERENTIAL CASE ASSEMBLY

1) Install the washer and differential bevel gear into differential case (LH).

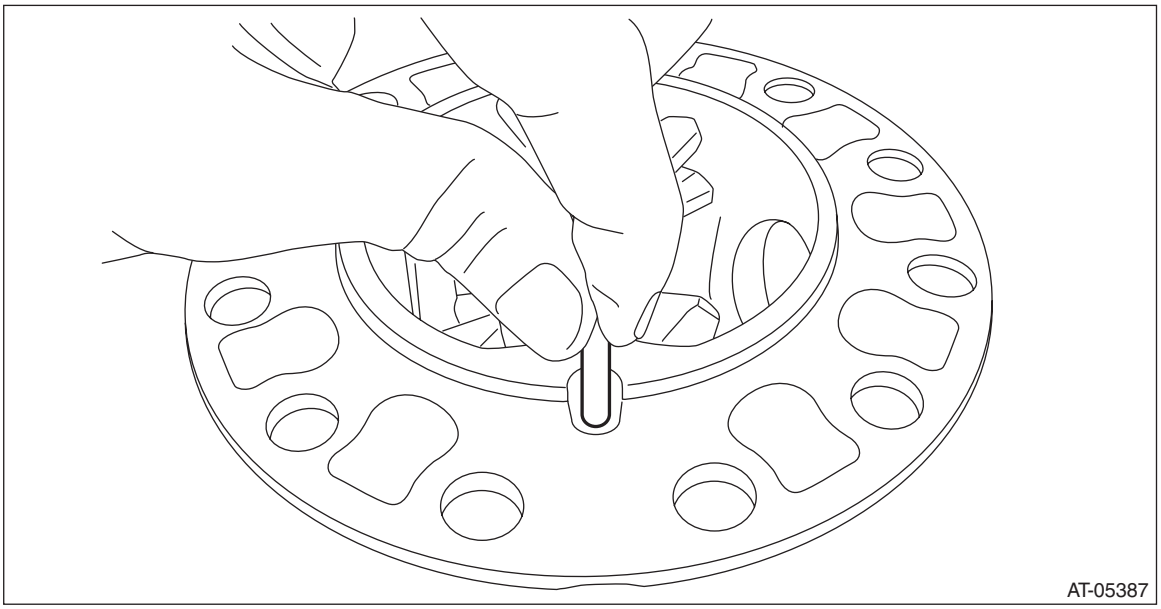


2) Install the differential bevel gear pinions into differential case (LH) and install the pinion shaft.

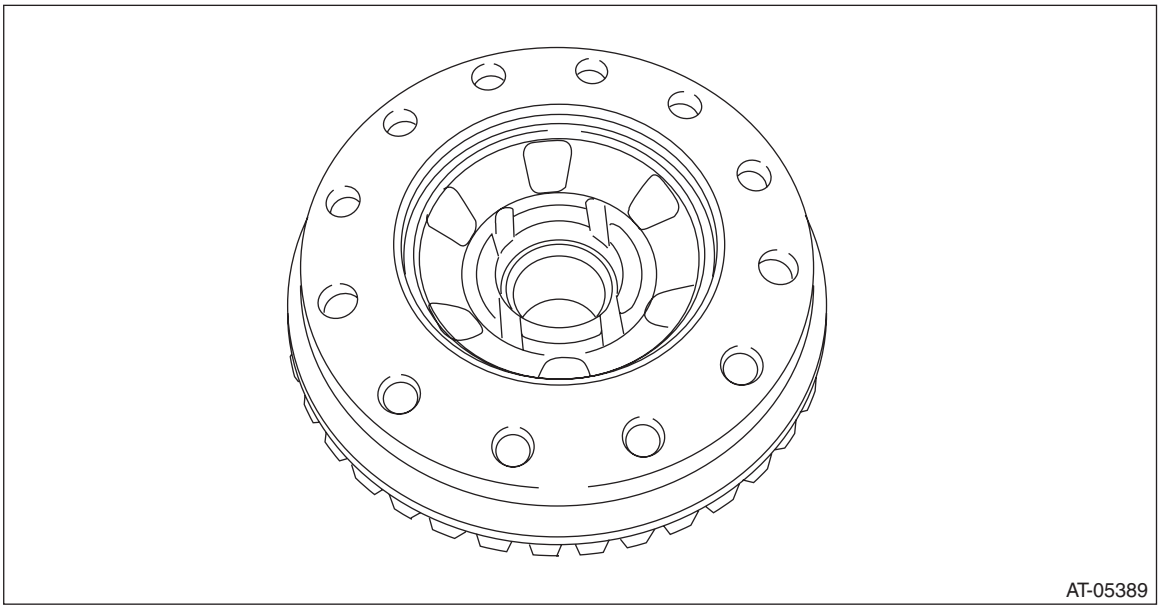


(A) Pinion shaft
(B) Differential bevel gear
(C) Differential bevel pinion

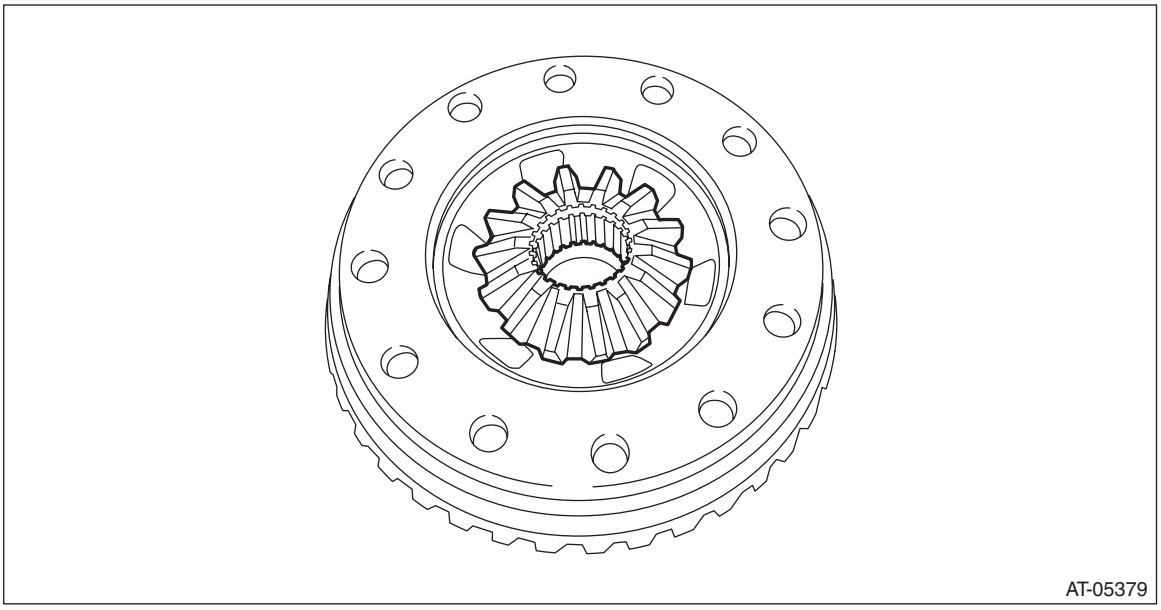
3) Install the straight pin.



4) Install the differential case (RH) to hypoid driven gear and secure with vise.

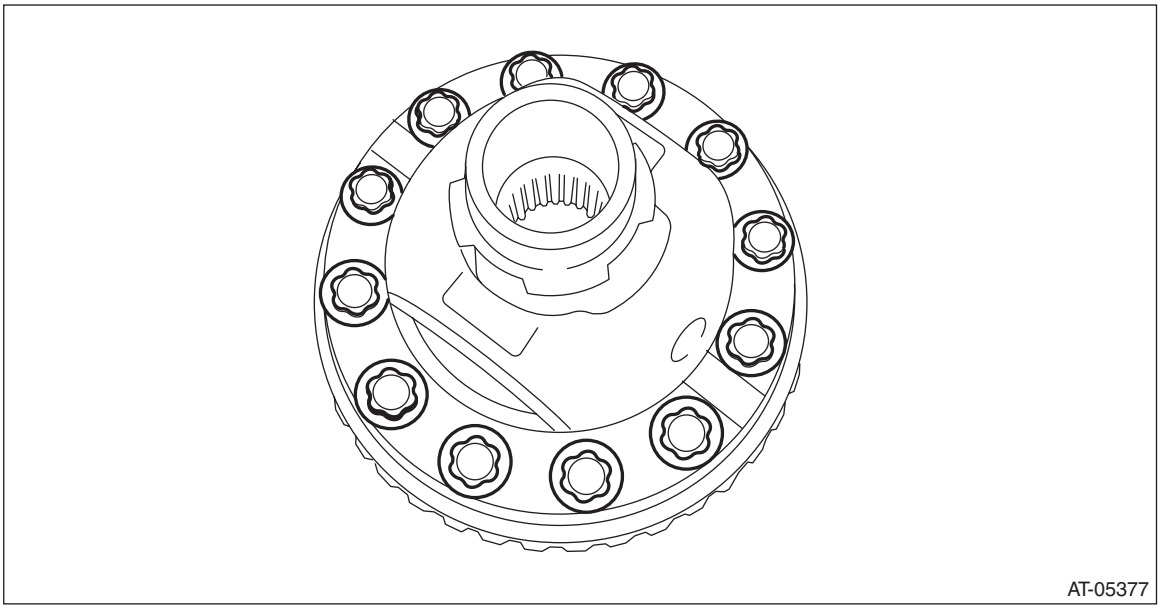


5) Install the washer and differential bevel gear to the differential case (RH).



6) Using the ST, install the hypoid driven gear by tightening the installation bolt.
ST 18270KA020 SOCKET (E20)

Tightening torque:
20 N·m (2.0 kgf-m, 14.8 ft-lb)



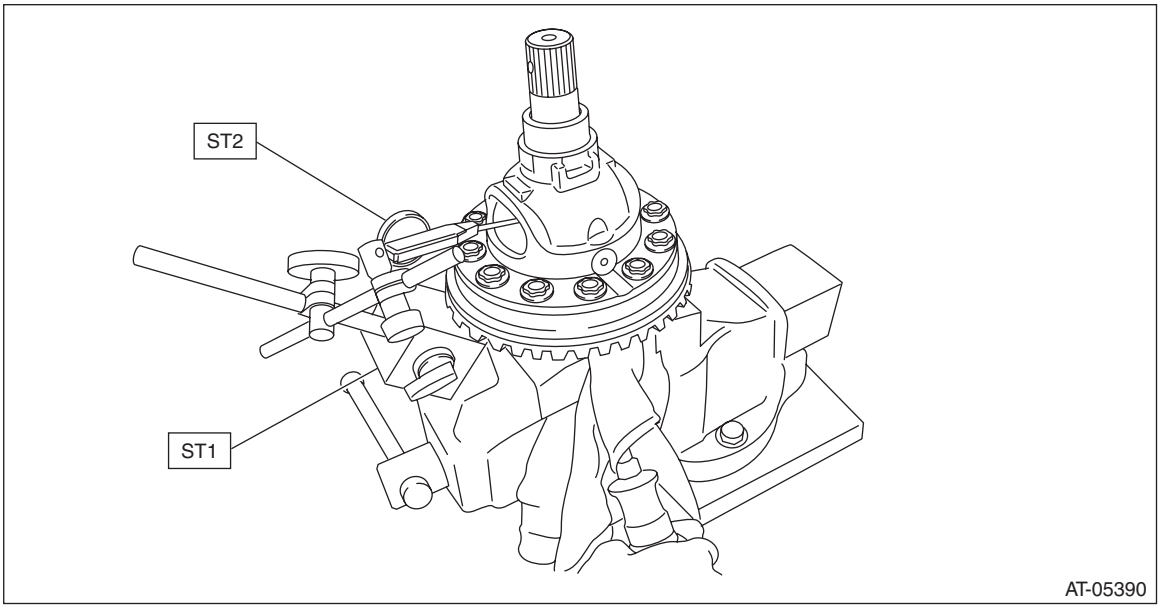
7) While checking the tightening angle with the angle gauge, further tighten the hypoid driven gear mounting bolts.

Tightening angle:
28°±2°

8) Measurement of backlash (selection of washer)
(1) Install the SUBARU genuine axle shaft to differential case.
Part No. 38415AA070 Axle shaft
(2) Measure the gear backlash using ST1 and ST2, and then insert the ST2 through the window of differential case.
ST1 498247001 MAGNET BASE
ST2 498247100 DIAL GAUGE

NOTE:
• Measure the backlash by applying a differential bevel pinion tooth between two differential bevel gear teeth.
• When measuring, fix the differential bevel pinion in place with a screwdriver covered with cloth, or a similar tool.

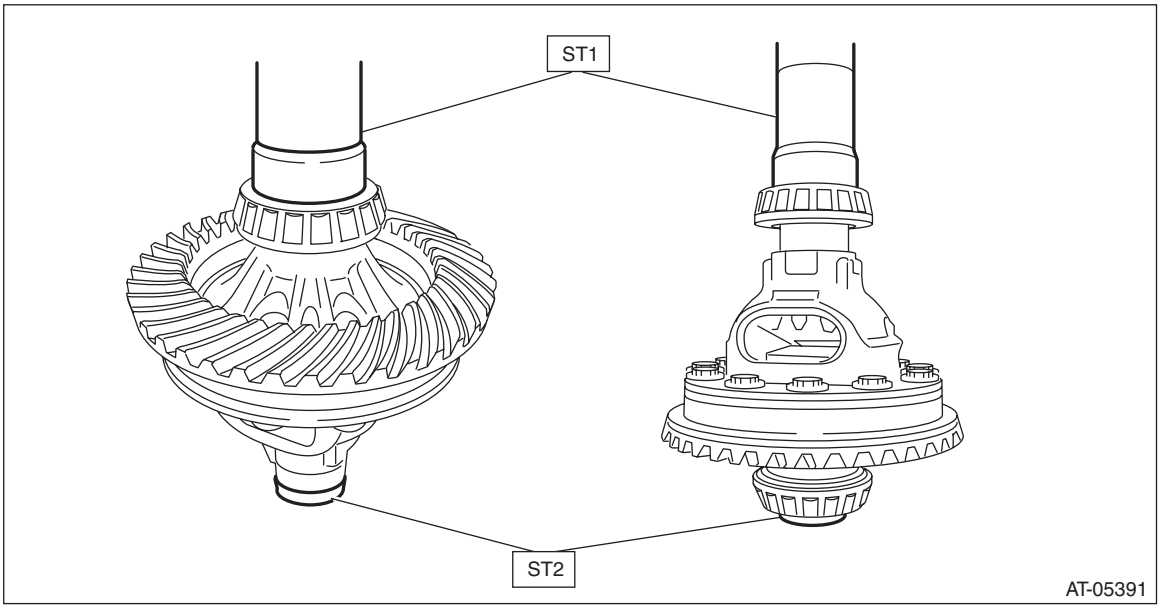
Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)



(3) If the backlash is not within specification, select a washer from the table below and replace.

Washer	
Part No.	Thickness mm (in)
803038021	0.95 (0.037)
803038022	1.00 (0.039)
803038023	1.05 (0.041)

9) Using the ST, install the left and right taper roller bearings.
ST1 499277100 BUSHING 1-2 INSTALLER
ST2 398497701 SEAT

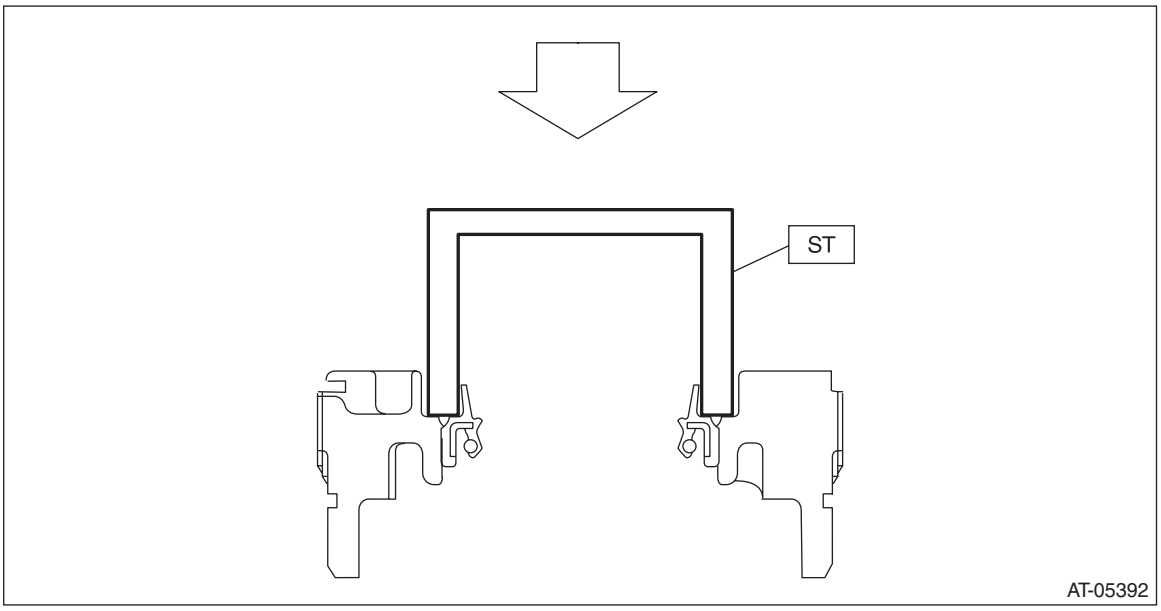


2. SIDE RETAINER

NOTE:
After adjusting the backlash and tooth contact, replace the oil seal and O-ring of side retainer with new parts.
1) Press-fit the bearing outer race to side retainer.
2) Using the ST, install the oil seal.

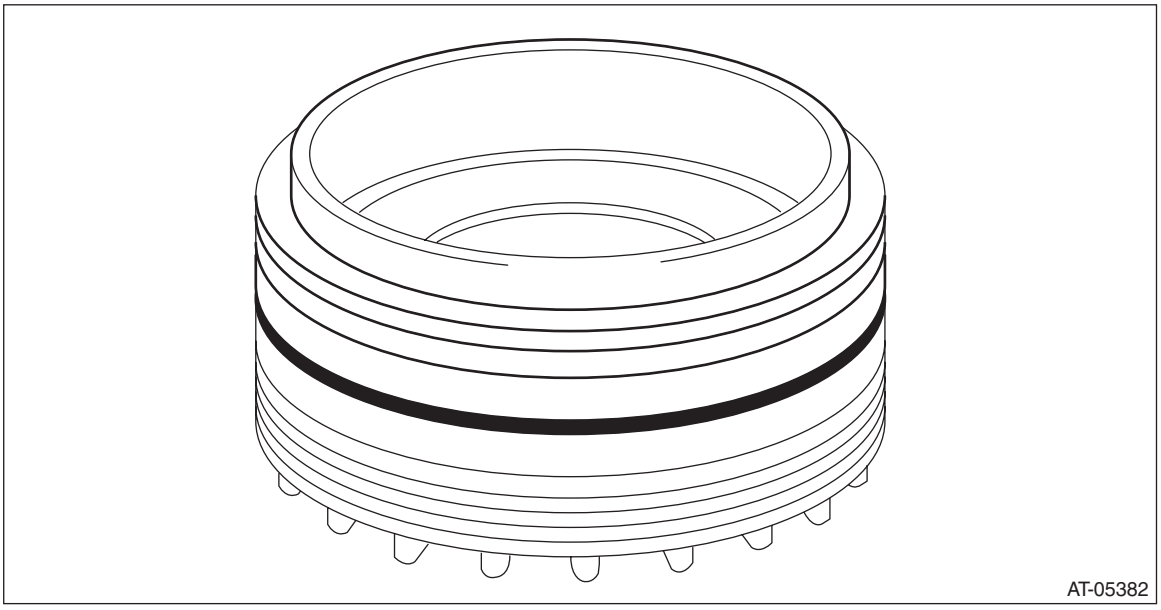
NOTE:
- Use a new oil seal.
- Apply differential oil to the oil seal lip.
- Oil seal has an identification mark (R, L). When installing oil seals, do not confuse the left and right.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



3) Install the O-ring.

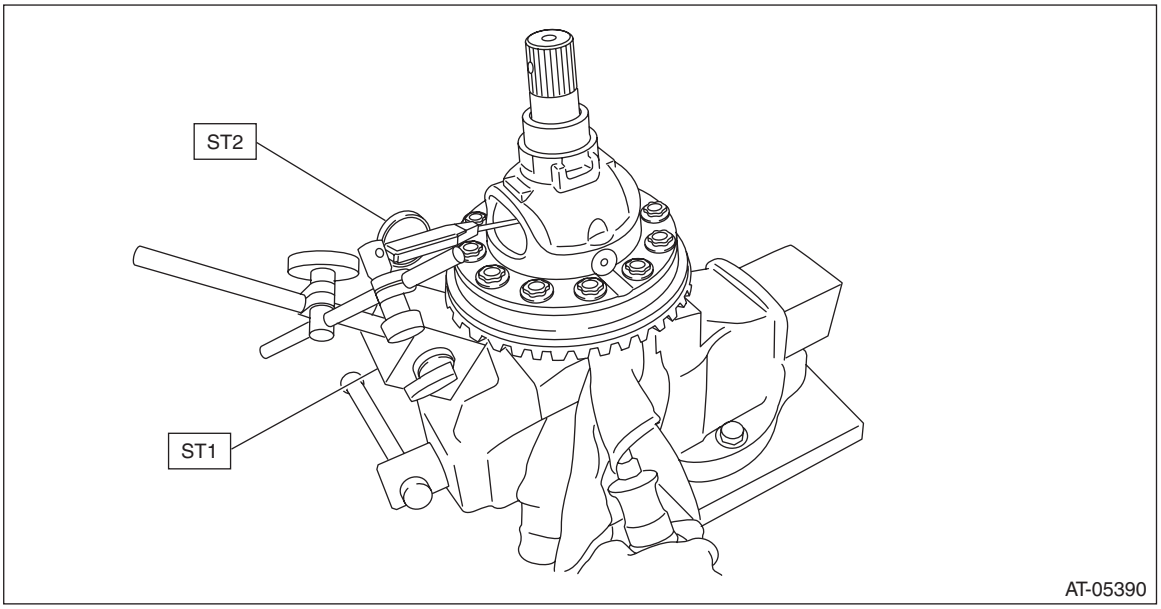
NOTE:
- Use new O-rings.
- Apply gear oil to O-ring.



E: INSPECTION

- Check each component for scratches, damage or other faults.
- Inspect the backlash of the pinion gear.

Specification:
0.13 — 0.18 mm (0.0051 — 0.0071 in)

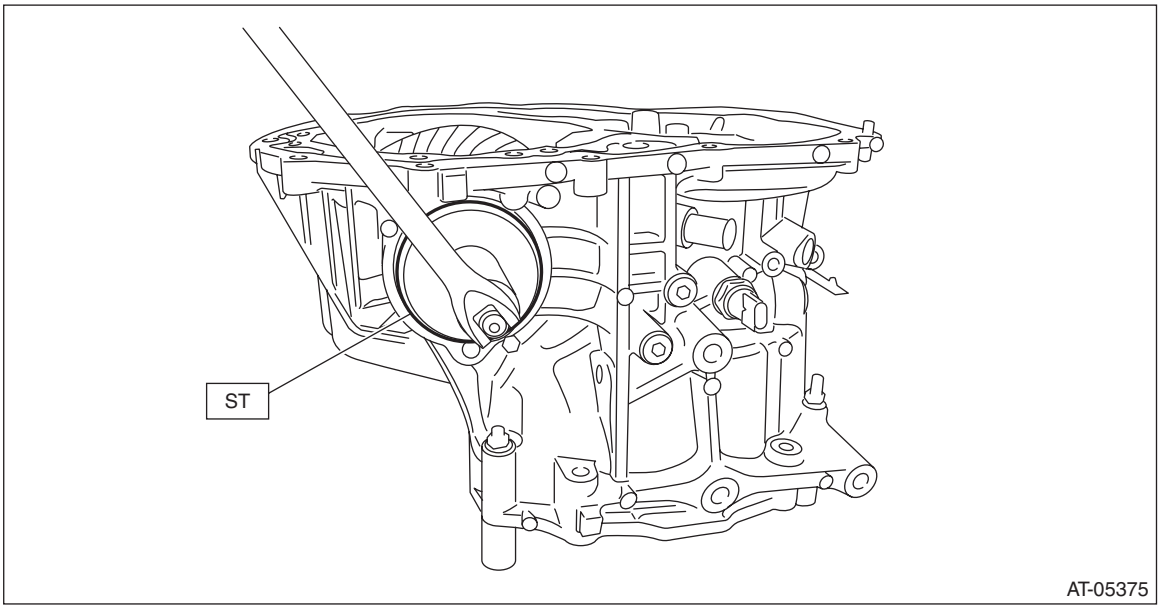


- Measure the hypoid gear backlash, and then adjust it to be within specification. <Ref. to CVT(TR690)-283, ADJUSTMENT, Front Differential Assembly.>

F: ADJUSTMENT

1) Using the ST, screw-in the retainer until resistance is felt.

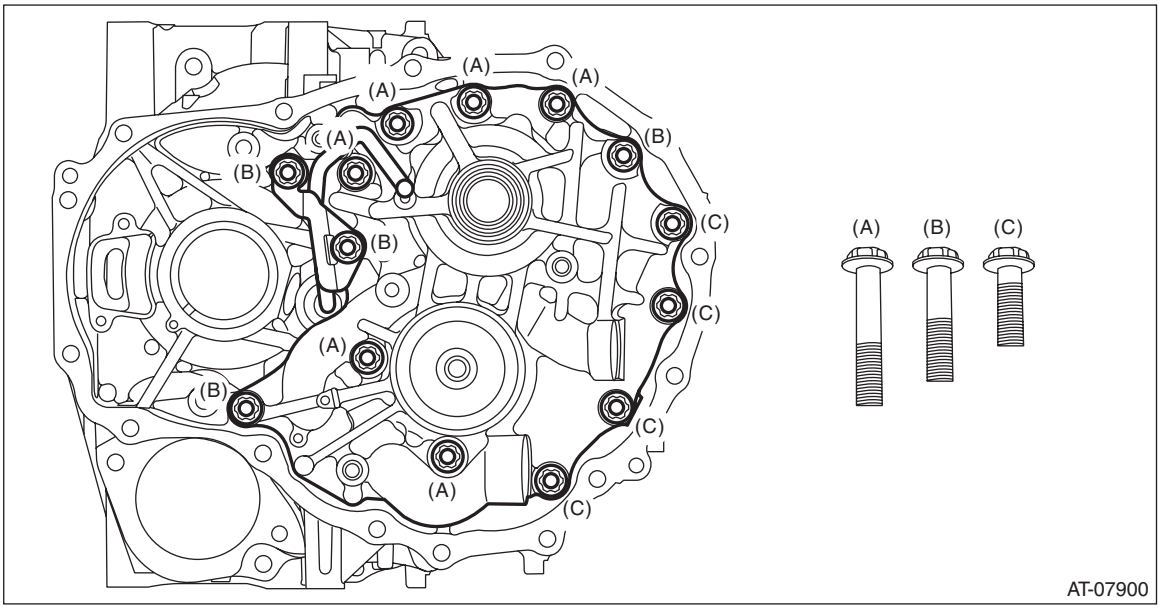
NOTE:
RH side should be screwed-in more than LH side.
ST 18658AA020 WRENCH COMPL RETAINER



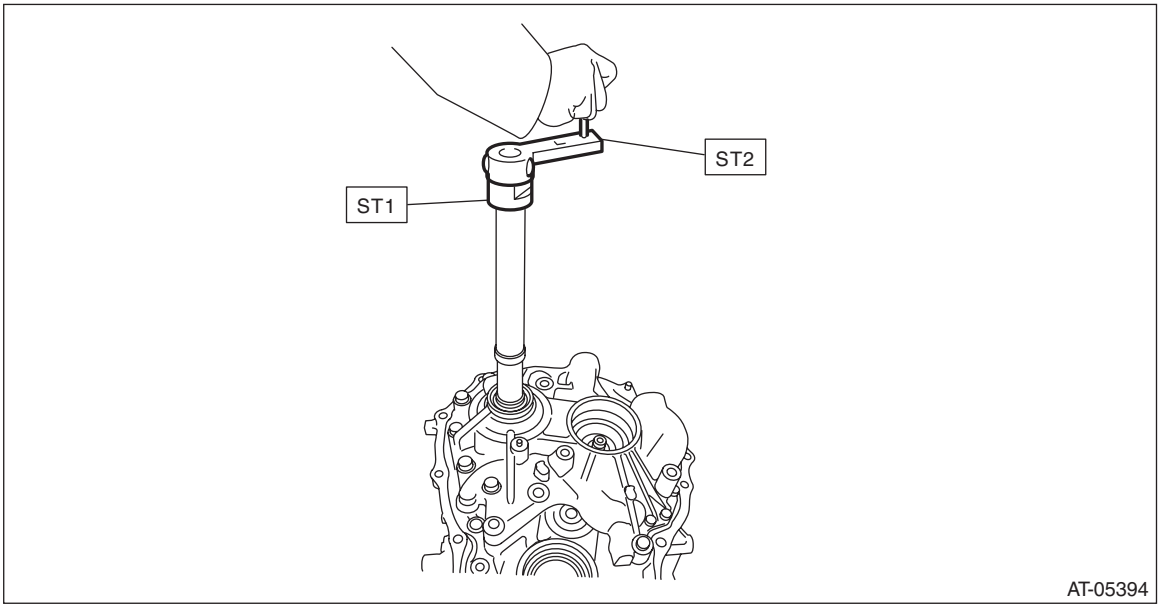
2) Remove the remaining liquid gasket from the mating surface completely.
3) Using the ST, install the drive pinion assembly to converter case.
ST 18270KA020 SOCKET (E20)

NOTE:
Do not confuse the three different-length bolts when installing.

Tightening torque:
43 N·m (4.4 kgf-m, 31.7 ft-lb)

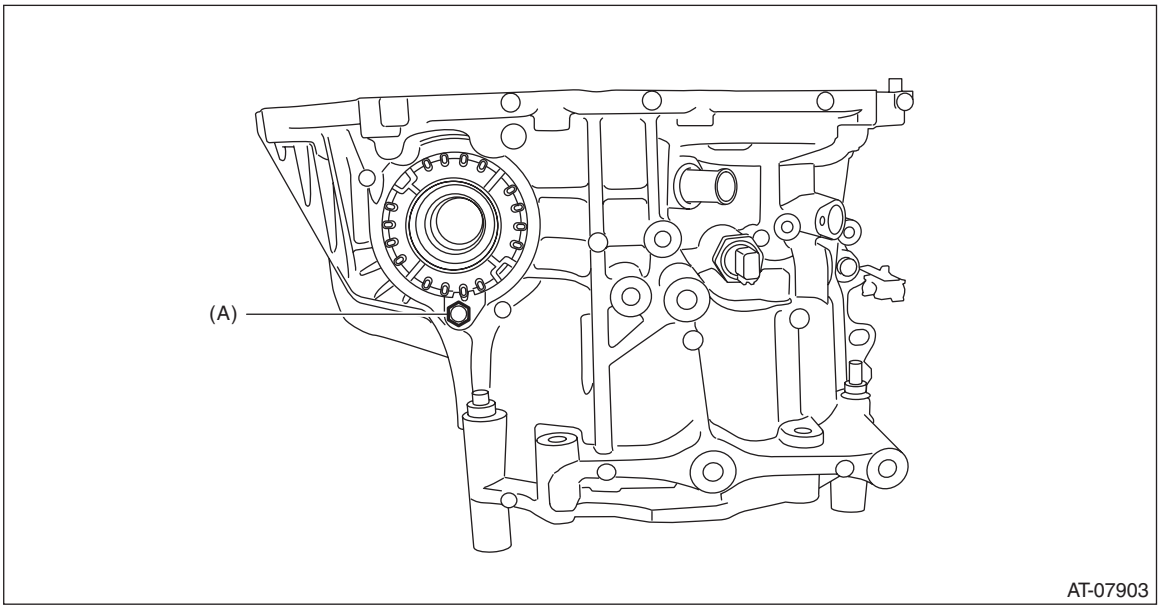


4) Rotate the drive pinion shaft ten times or more using ST1 and ST2.
ST1 18667AA010 HOLDER
ST2 499787700 WRENCH



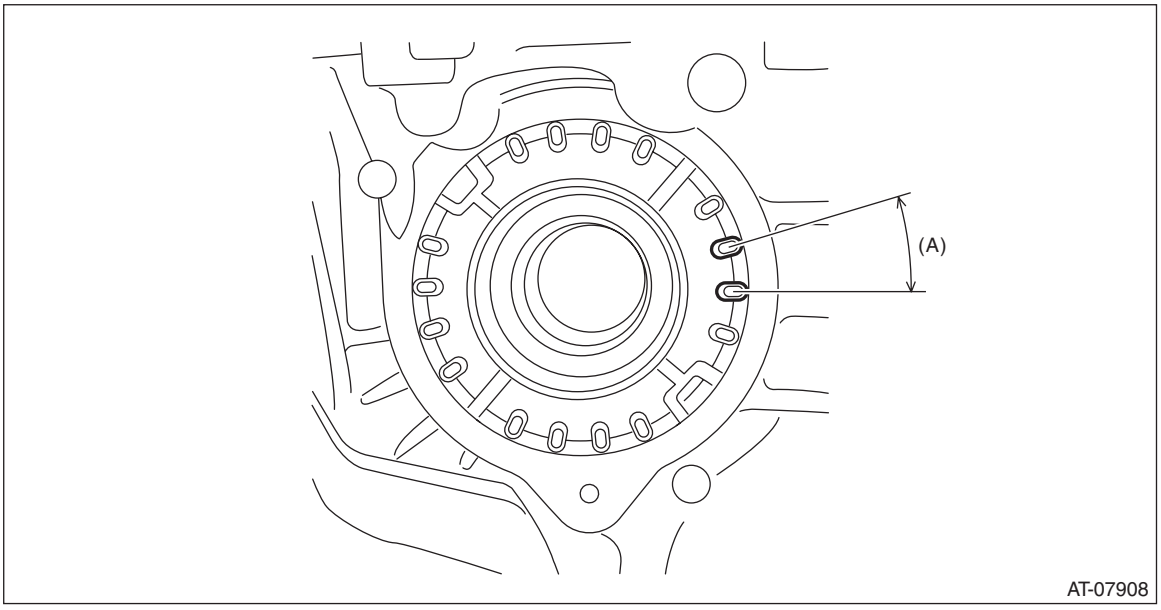
5) While rotating the pinion shaft, tighten the retainer LH and loosen the retainer RH until the shaft can't be turned anymore. The backlash is “zero” when the pinion shaft comes to the point where it doesn't rotate.

6) After the “zero” state is established, loosen the retainer LH by 3 notches and secure it with the lock plate. Loosen the retainer RH and retighten until it stops. Rotate the drive pinion 2 or 3 times. Tighten the retainer RH further 1-3/4 notches. This sets the preload. Finally, secure the retainer with its lock plate.



(A) Lock plate

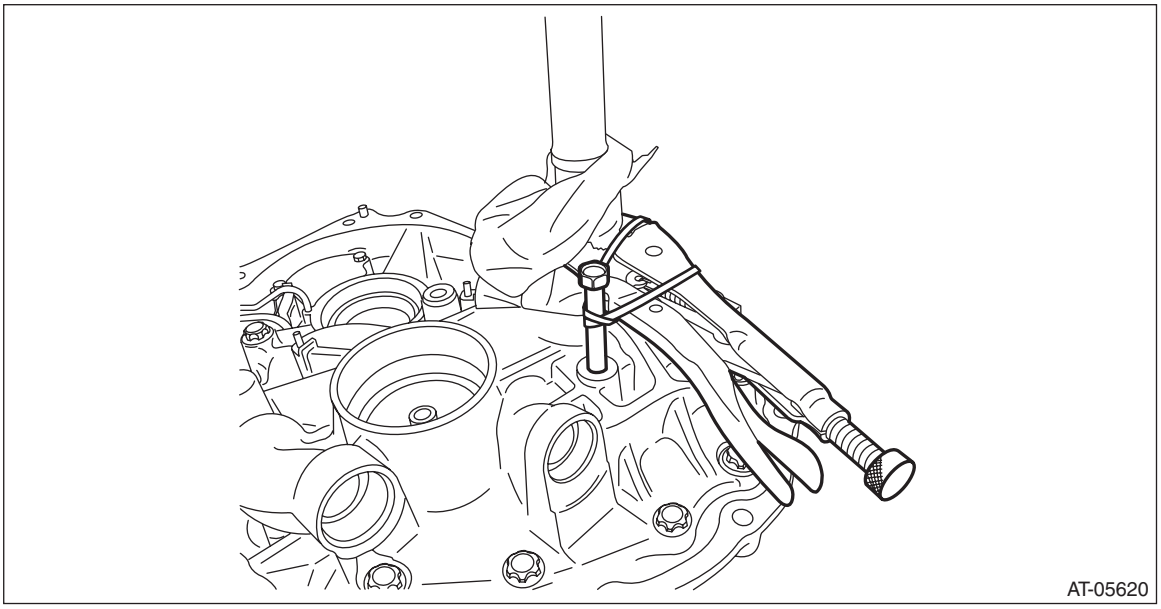
NOTE:
Turning the retainer by every one tooth changes the backlash approx. 0.05 mm (0.0020 in).



(A) 1 tooth

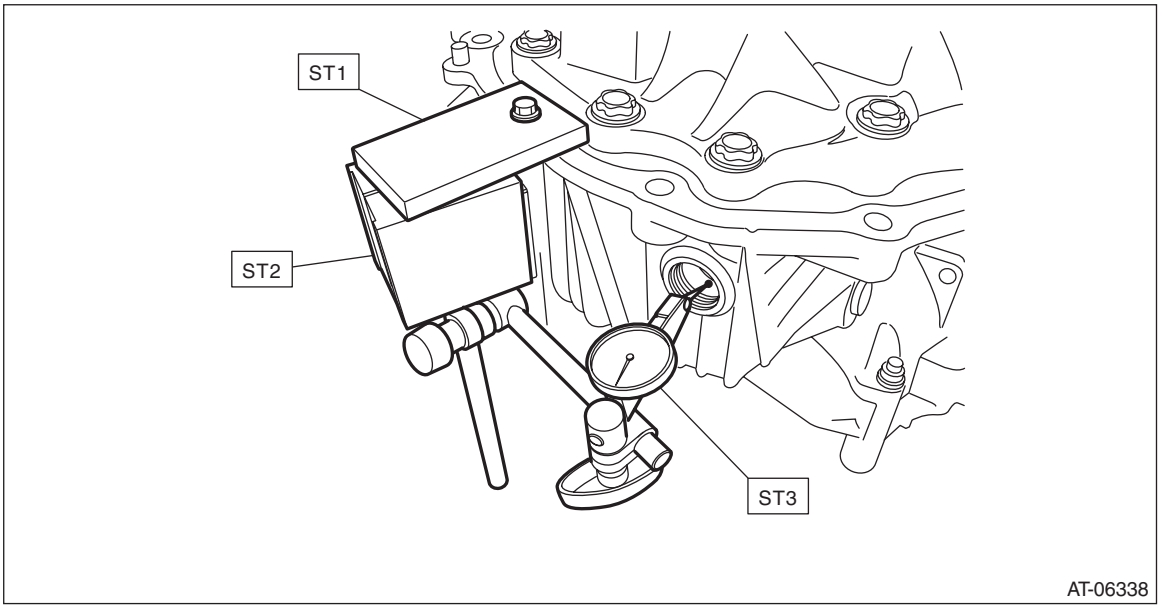
7) Insert the two SUBARU genuine axle shafts into differential case.
Part No. 38415AA070 AXLE SHAFT

8) Wrap the drive shaft pinion shaft with cloth and pinch with vise pliers. Install the installation bolt into the bolt hole of secondary pulley and secure the bolt and vise pliers using a band or wire.
Make sure the drive pinion shaft does not move.



9) Check the backlash is within specification using ST1, ST2 and ST3.
ST1 498255400 PLATE
ST2 498247001 MAGNET BASE
ST3 498247100 DIAL GAUGE

Backlash:
0.13 — 0.18 mm (0.005 — 0.007 in)



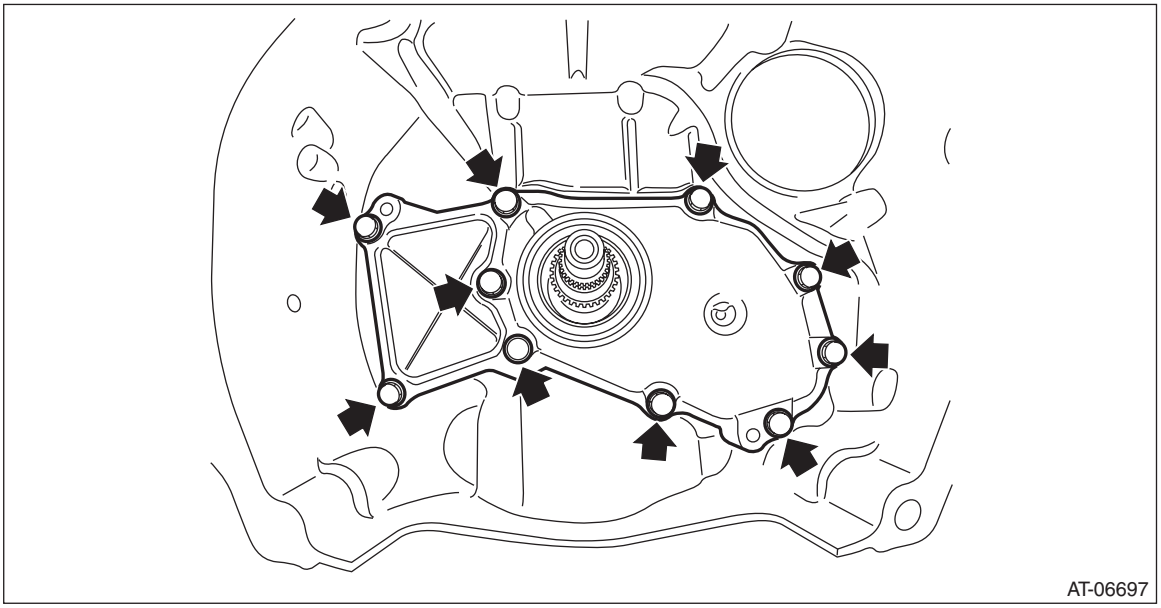
10) Adjust the teeth contact of the front differential and drive shaft.<Ref. to CVT(TR690)-262, ADJUSTMENT, Drive Pinion Shaft Assembly.>

44.Oil Pump Chain

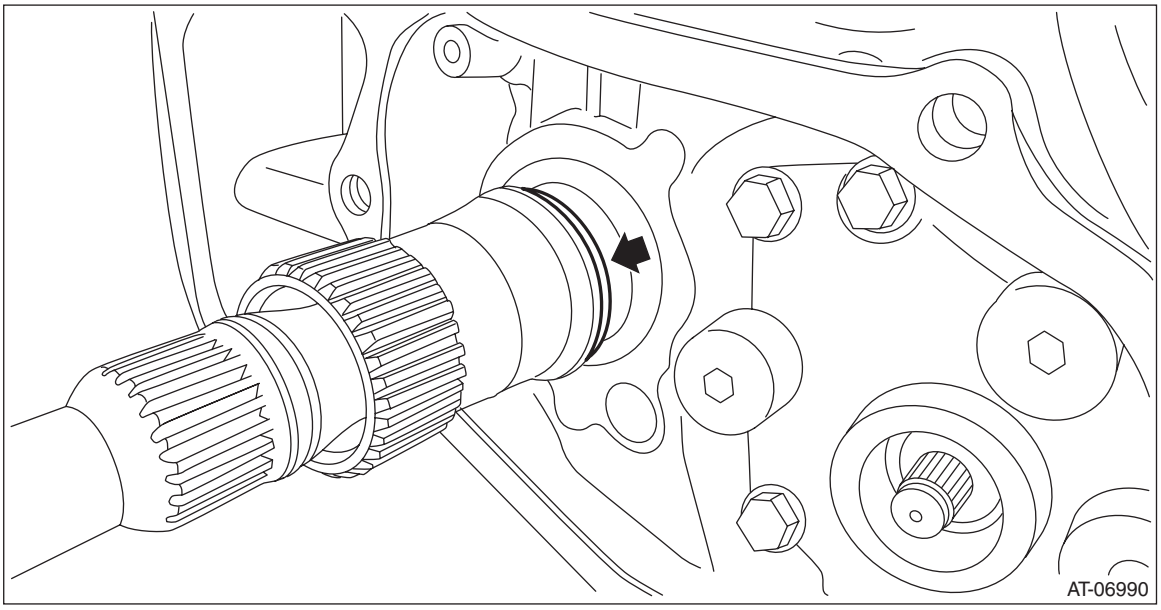
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-161, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover.

NOTE:
Oil pump chain cover may be hard to remove because the driven sprocket is installed to the shaft side of the oil pump. In this case, do not apply excessive force to remove it.

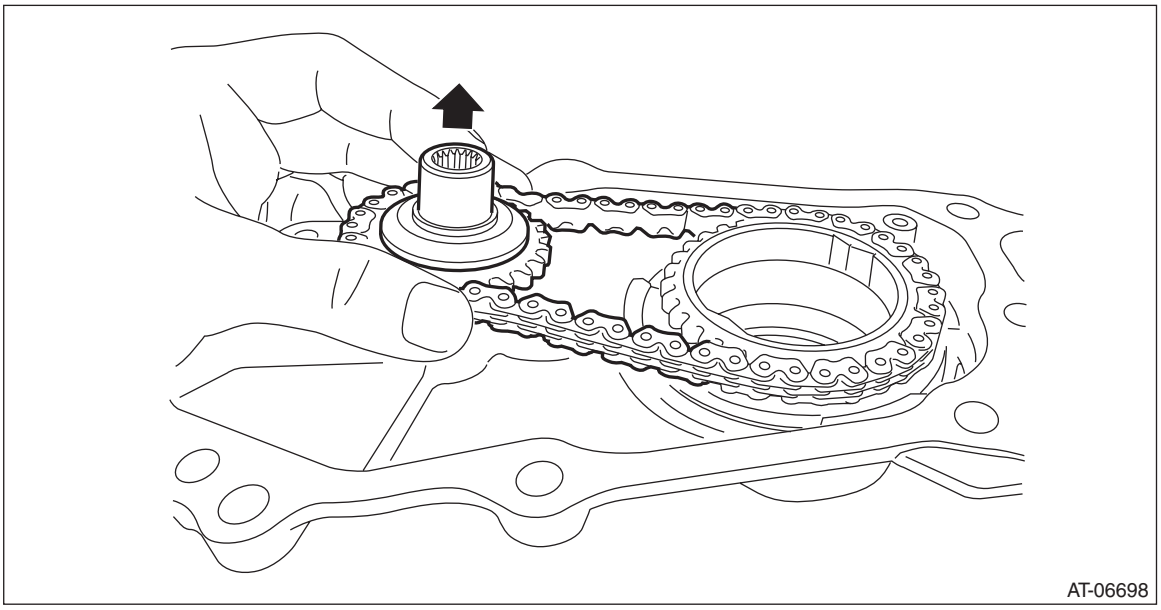


4) Remove the seal ring.

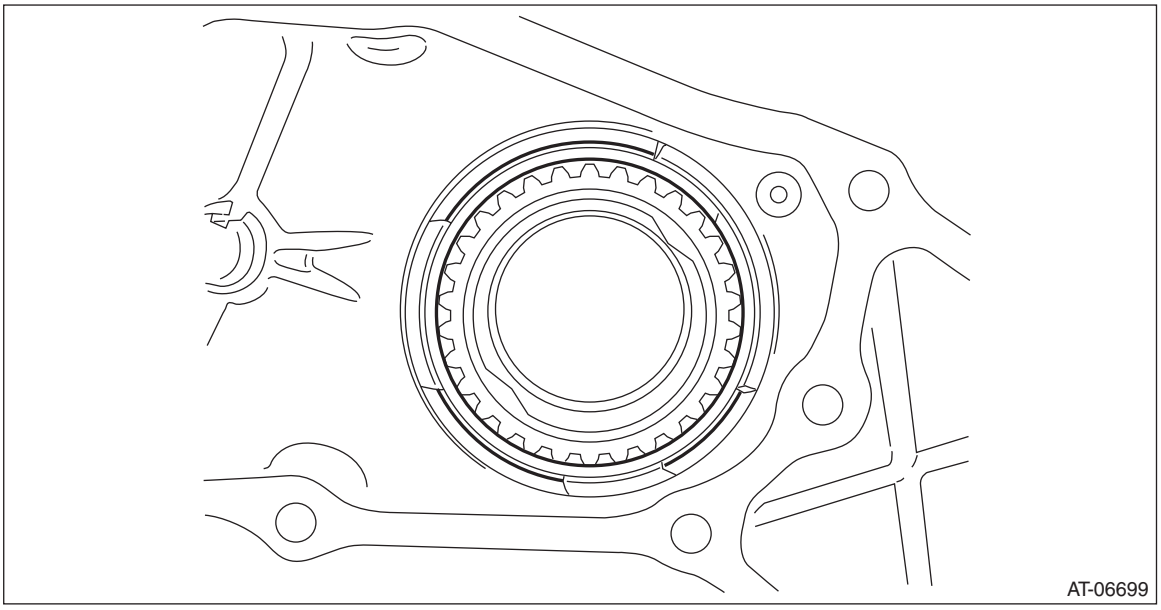


5) Remove the driven sprocket from oil pump chain cover to remove the oil pump chain.

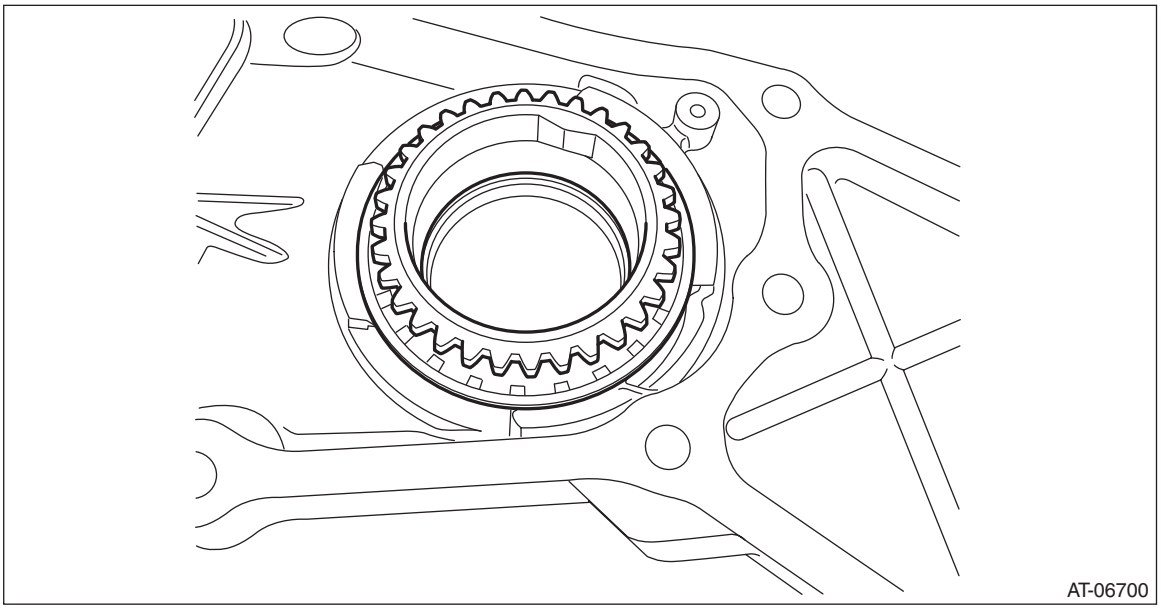
NOTE:
- The driven sprocket is replaced as an assembly only, because it is a non-disassembly part.
- If the ball bearing is removed from the driven sprocket, replace with a new part.



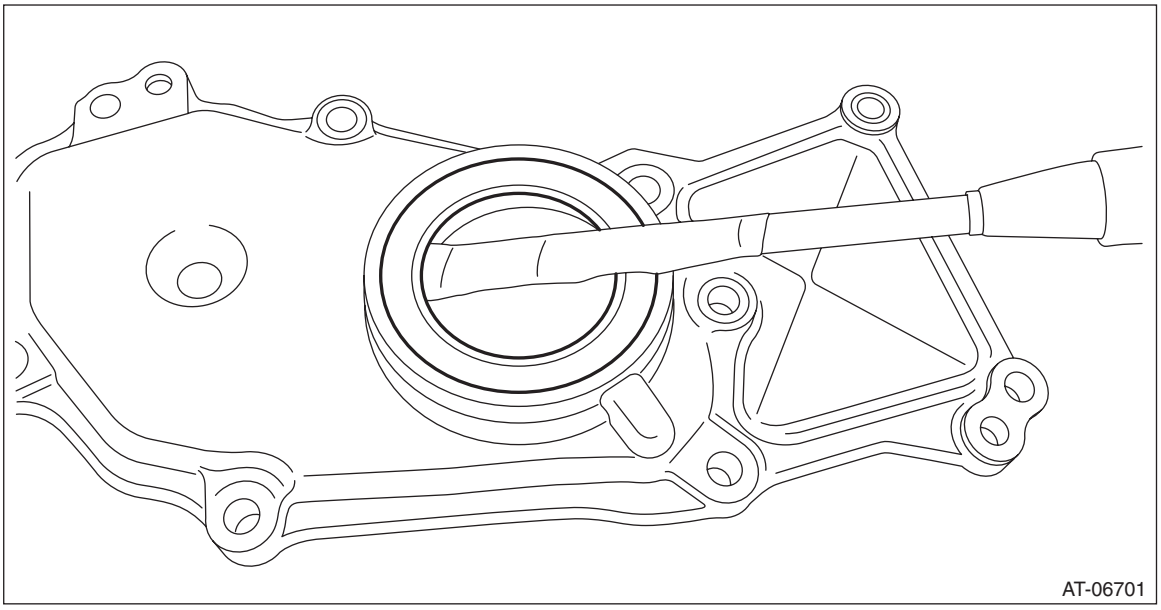
6) Remove the snap ring.



7) Remove the drive sprocket.



8) Remove the oil seal from the oil pump chain cover.

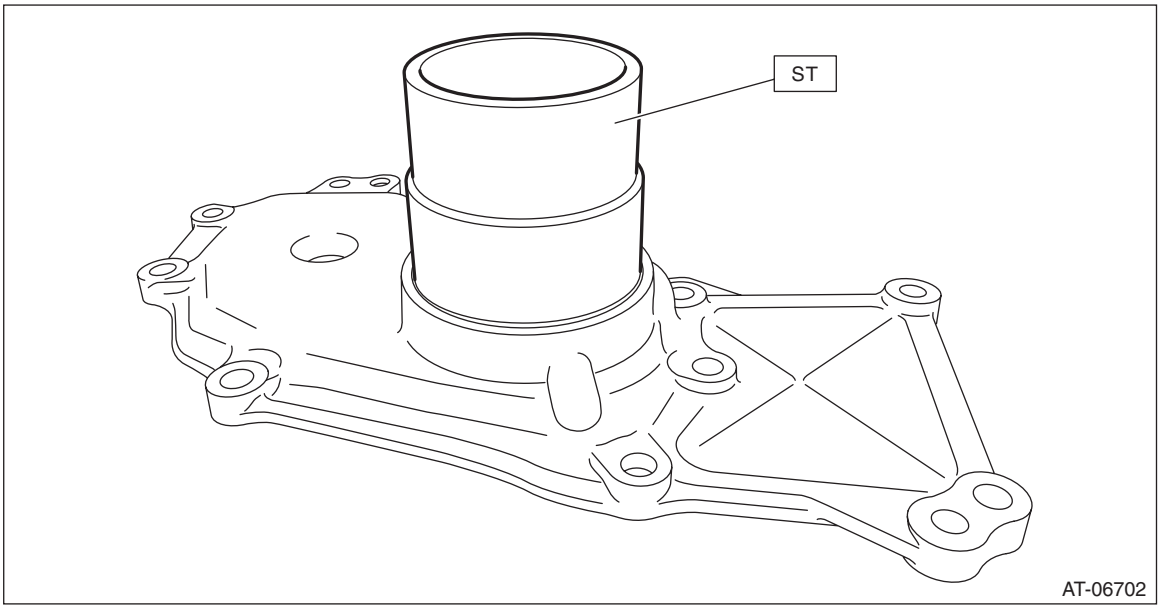


B: INSTALLATION

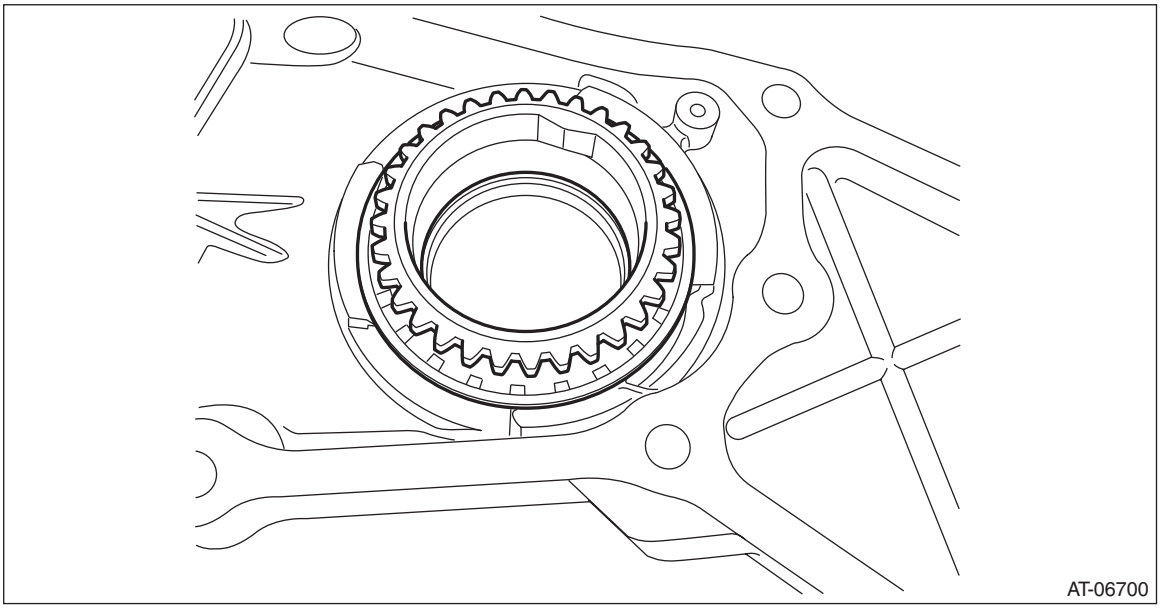
1) Clean the mating surface of oil pump chain cover and converter case.
2) Using the ST, install the oil seal.

NOTE:
- Use a new oil seal.
- Apply CVTF to the oil seal lip and press-fitting surface.

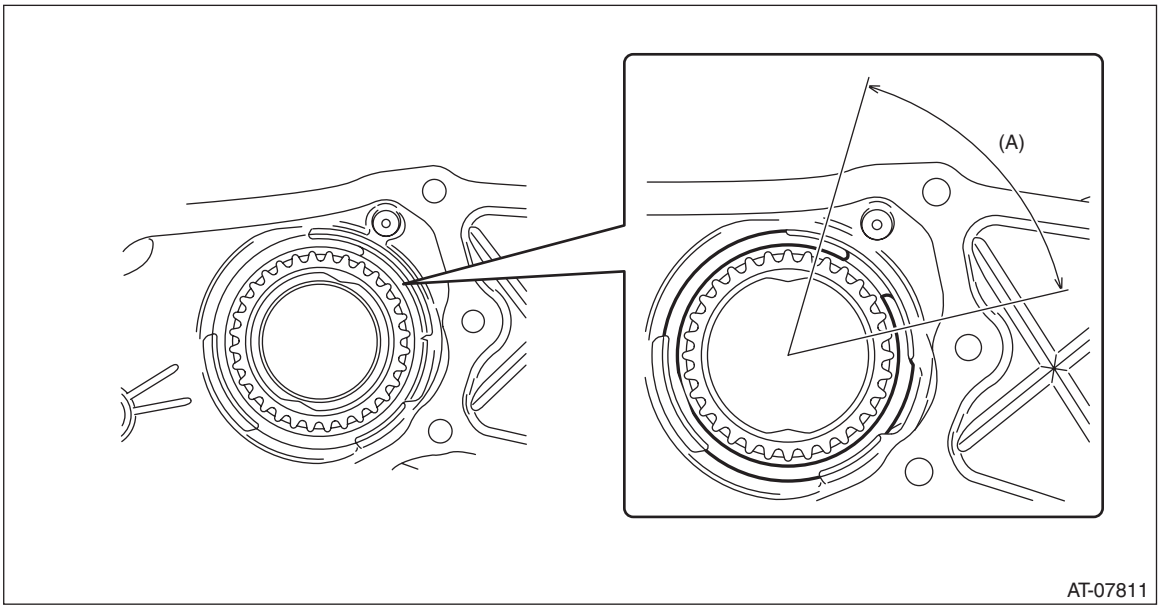
ST 499755602 PRESS SNAP RING



3) Install the drive sprocket.

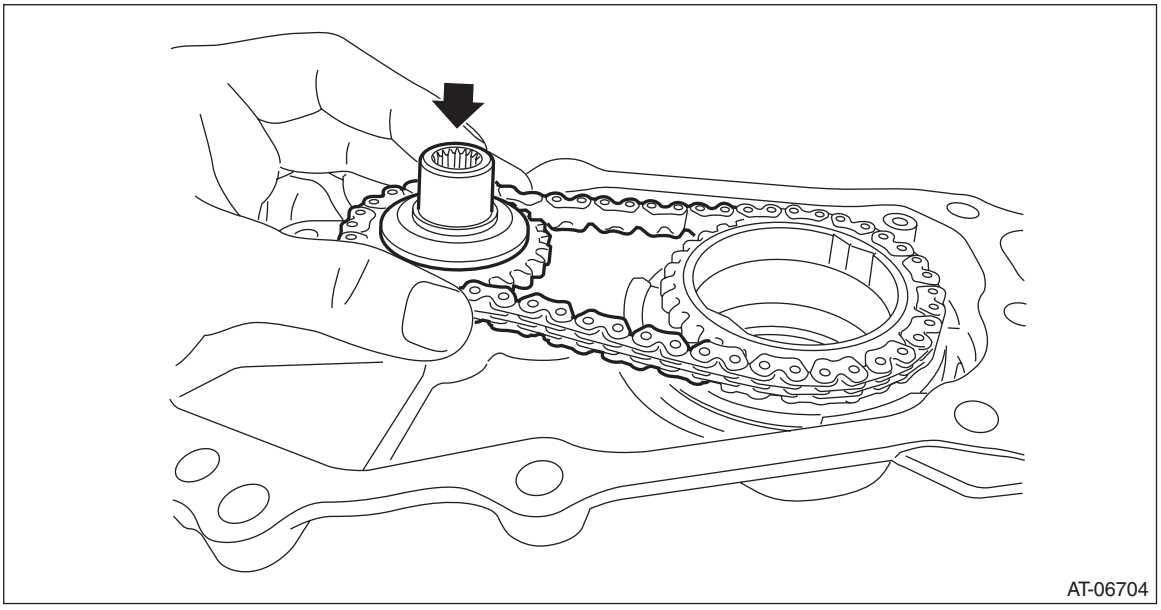


4) Install the snap ring so that its cutout portion is securely fitted into the snap ring groove of the oil pump chain cover.



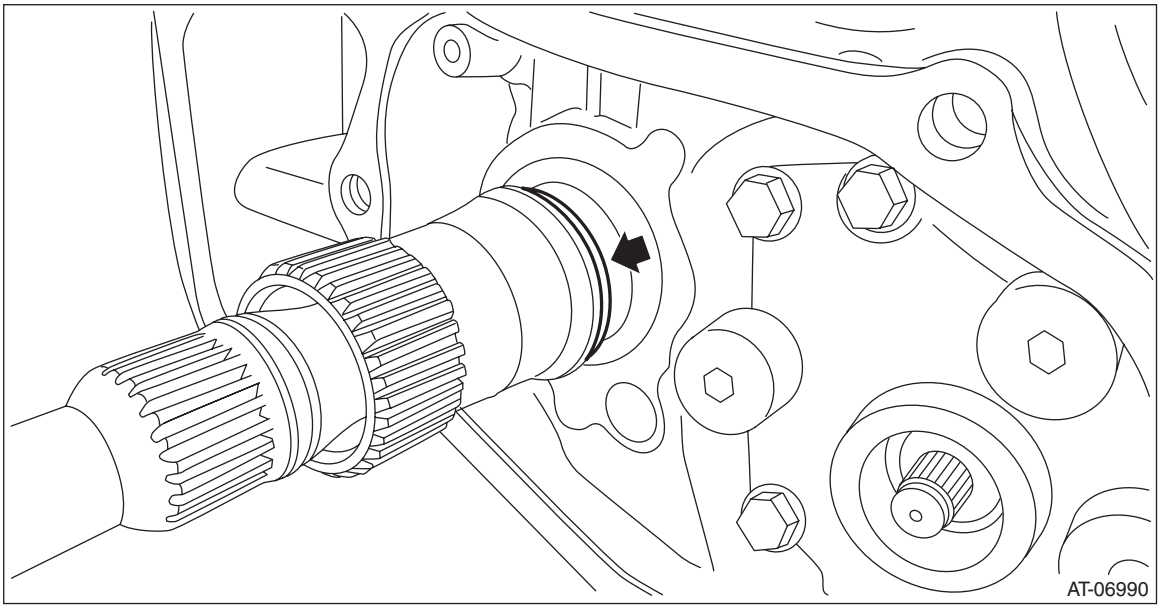
(A) Installation range of cutout portion for snap ring

5) Place the oil pump chain on drive sprocket.
6) Place the oil pump chain on driven sprocket and install the driven sprocket to oil pump chain cover.



7) Install the seal rings.

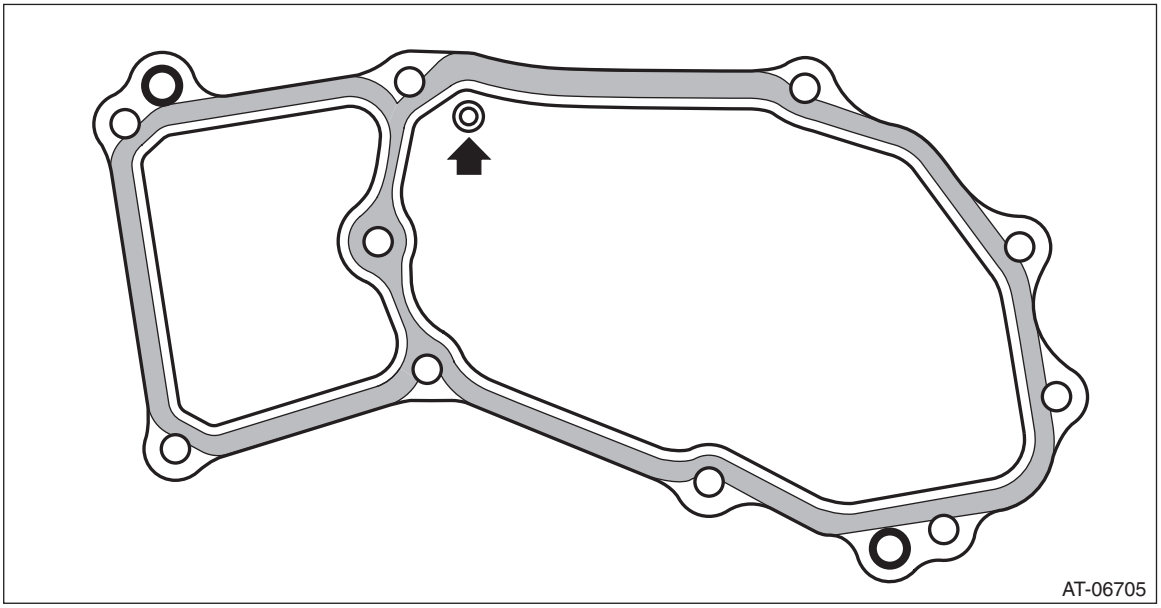
NOTE:
- Use new seal rings.
- Apply CVTF to the seal rings.
- When installing the seal rings, do not expand the seal rings too much.



8) Apply liquid gasket seamlessly to the mating surface of oil pump chain cover.

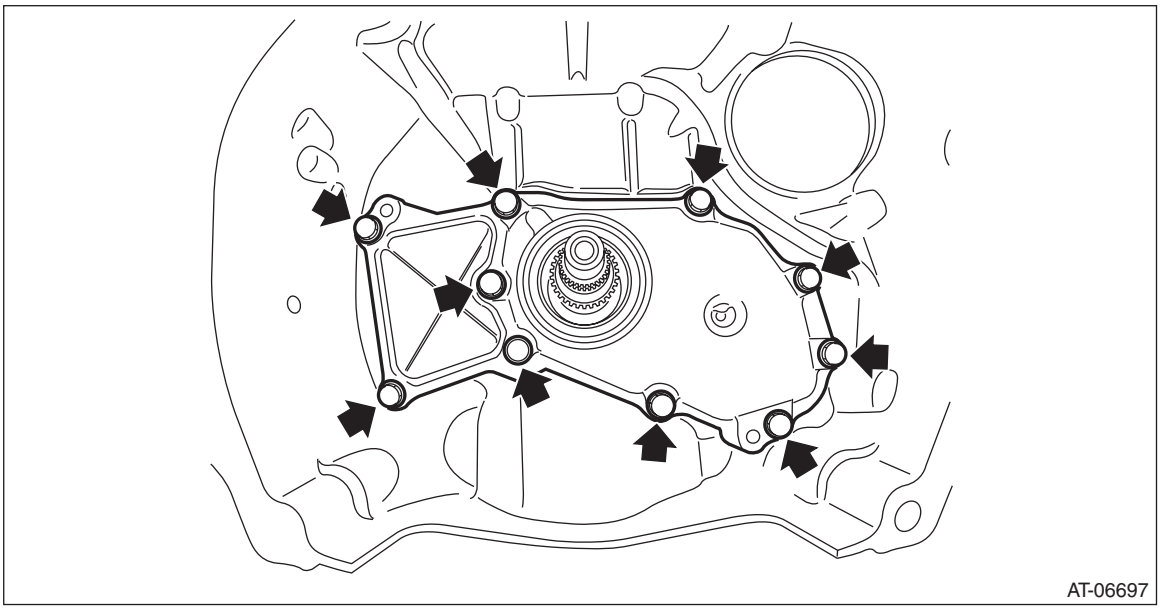
CAUTION:
Do not apply liquid gasket at the arrowed hole.

Liquid gasket:
THREE BOND 1215B or equivalent



9) Install the oil pump chain cover.

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

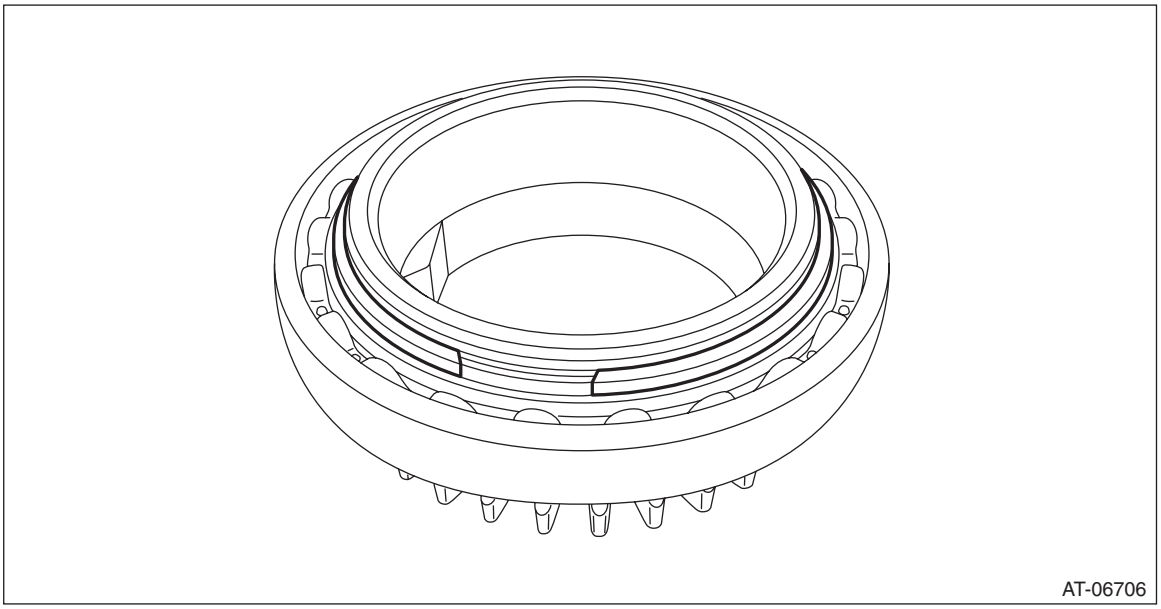


10) Install the torque converter assembly.<Ref. to CVT(TR580)-162, INSTALLATION, Torque Converter Assembly.>
11) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

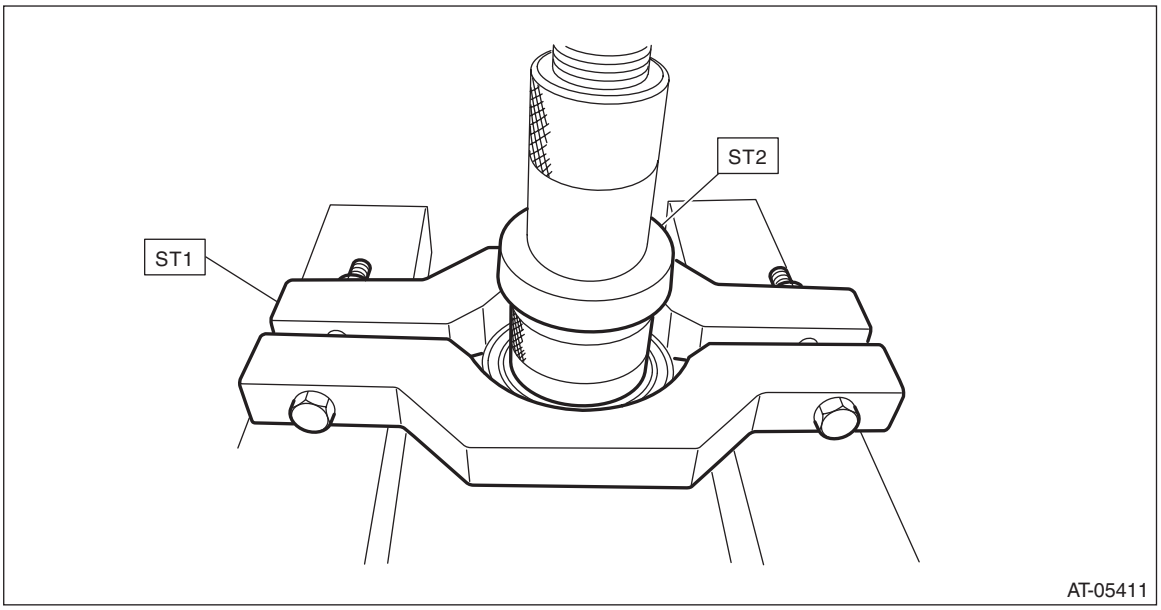
C: DISASSEMBLY

1. DRIVE SPROCKET

1) Remove the snap ring.



2) Remove the ball bearing using ST.
ST1 498077600 REMOVER
ST2 399513600 INSTALLER

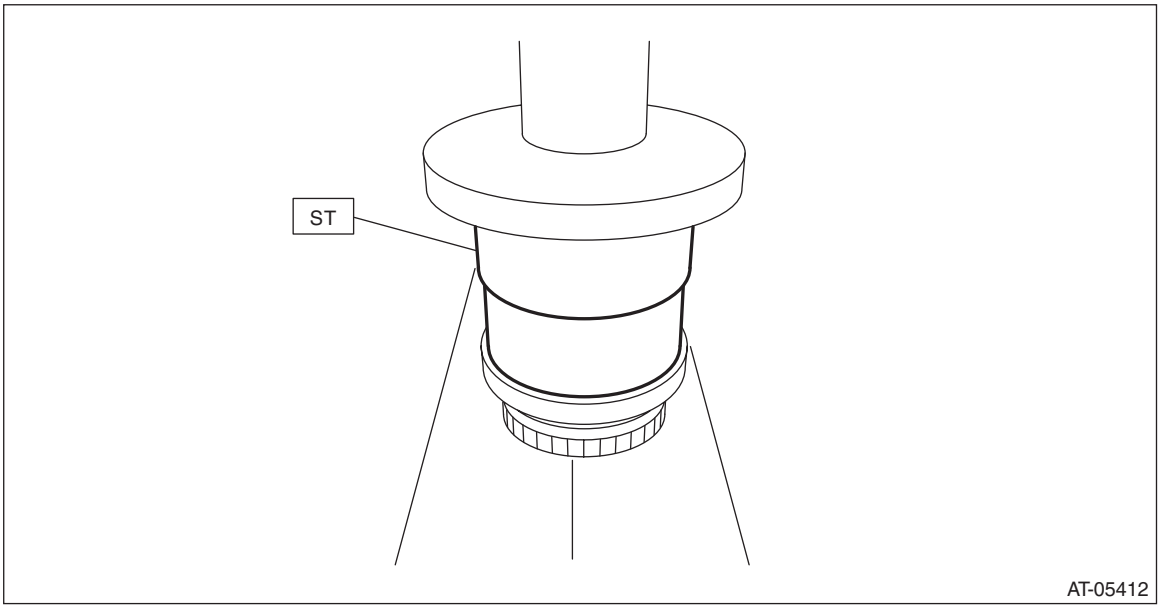


D: ASSEMBLY

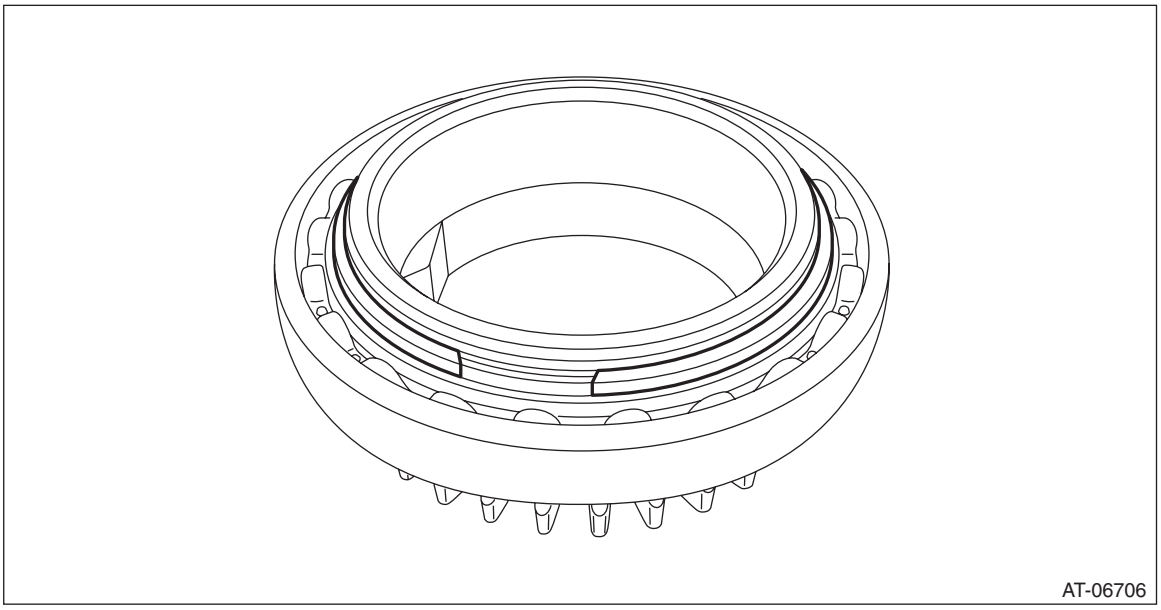
1. DRIVE SPROCKET

1) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST 499755502 PRESS SNAP RING



2) Install the snap ring.



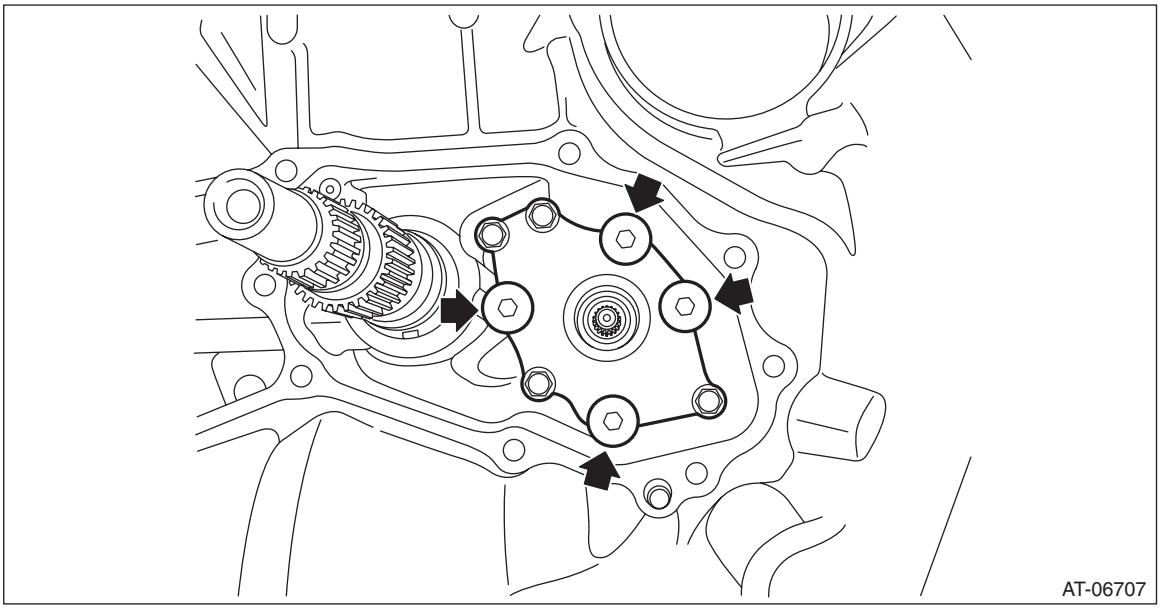
E: INSPECTION

- Check the oil pump chain for damage.
- Replace if gear teeth are broken, damaged, sharpen or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the oil pump chain cover for damage.
- Check for leakage of CVTF from the mating surface of oil pump chain cover.
- Check the oil seal for damage.

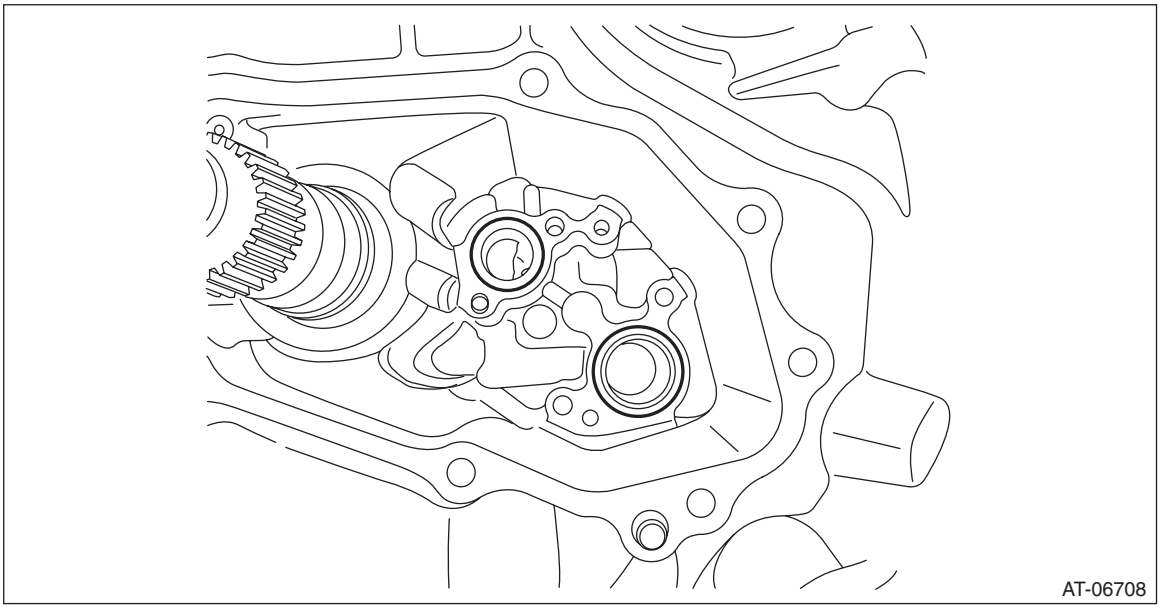
45.Oil Pump

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR580)-161, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover. <Ref. to CVT(TR580)-325, REMOVAL, Oil Pump Chain.>
4) Remove the oil pump and the plate.



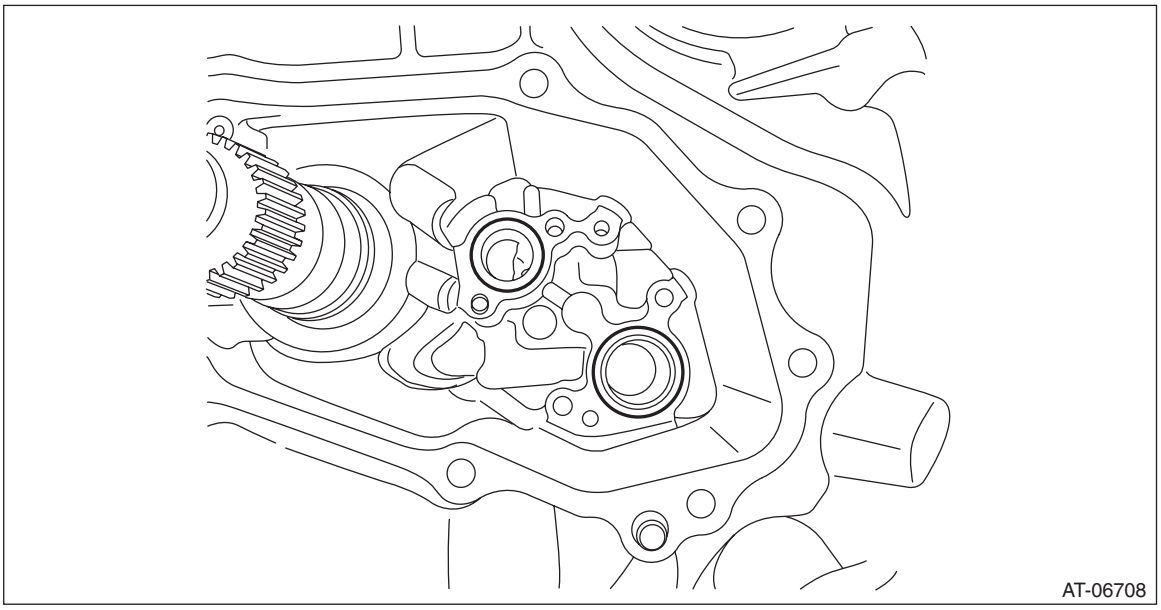
5) Remove the O-ring.



B: INSTALLATION

1) Install the O-ring.

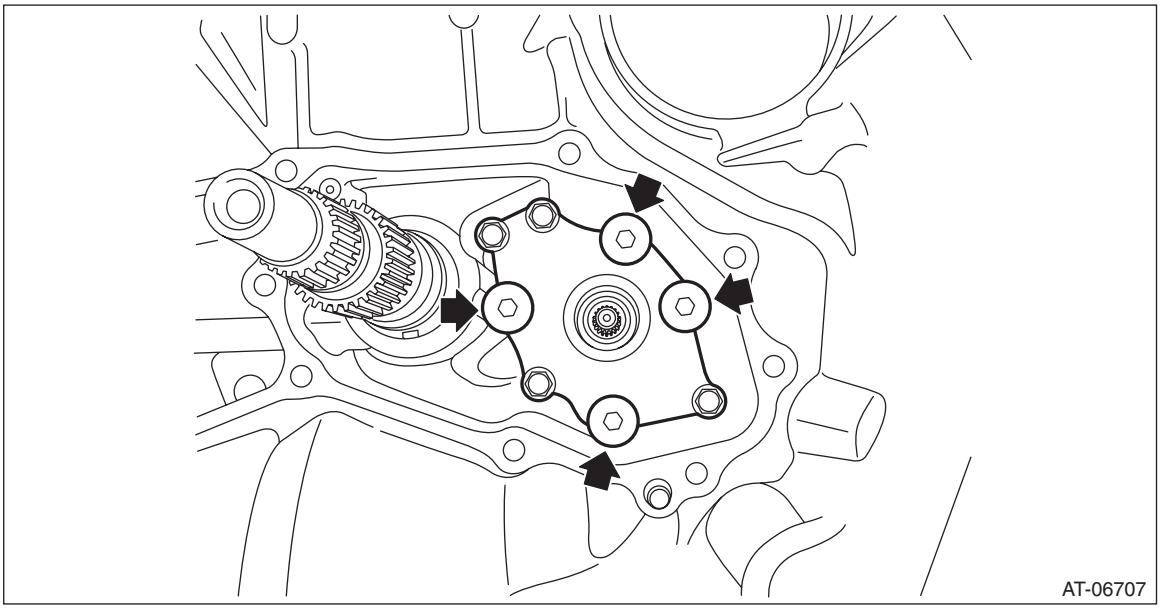
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.



2) Install the plate and the oil pump.

NOTE:
Apply CVTF to the bolt.

Tightening torque:
8.5 N·m (0.9 kgf-m, 6.3 ft-lb)



3) Install the oil pump chain cover. <Ref. to CVT(TR580)-328, INSTALLATION, Oil Pump Chain.>
4) Install the torque converter assembly. <Ref. to CVT(TR580)-162, INSTALLATION, Torque Converter Assembly.>
5) Install the transmission assembly to the vehicle. <Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: INSPECTION

Check the following items.
- Check the oil pump for damage and wear.
- Rotate the oil pump by hand, and check that it rotates smoothly.

1) Measure the secondary pressure. <Ref. to CVT(TR580)-48, INSPECTION, Secondary Pressure (Line Pressure) Test.>
2) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
3) Check oil strainer for clogging.
When oil strainer has no clogging, replace the oil pump.

45.Oil Pump

A: REMOVAL

NOTE:
Refer to “Drive Pinion Shaft” for removal procedures. <Ref. to CVT(TR690)-247, REMOVAL, Drive Pinion Shaft Assembly.>

B: INSTALLATION

NOTE:
Refer to “Drive Pinion Shaft” for installation procedures. <Ref. to CVT(TR690)-249, INSTALLATION, Drive Pinion Shaft Assembly.>

C: INSPECTION

Check the following items.
- Check the oil pump for damage and wear.
- Rotate the oil pump by hand, and check that it rotates smoothly.

1) Measure the secondary pressure. <Ref. to CVT(TR690)-51, INSPECTION, Secondary Pressure (Line Pressure) Test.>
2) Remove the oil pan and oil strainer. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
3) Check oil strainer for clogging.
When oil strainer has no clogging, replace the oil pump.

46.Converter Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR580)-57, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR580)-155, REMOVAL, Air Breather Hose.>
3) Remove the control valve body. <Ref. to CVT(TR580)-111, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR580)-125, REMOVAL, Transmission Harness.>
5) Remove the turbine speed sensor. <Ref. to CVT(TR580)-98, REMOVAL, Turbine Speed Sensor.>
6) Remove the secondary speed sensor. <Ref. to CVT(TR580)-100, REMOVAL, Secondary Speed Sensor.>
7) Remove the primary speed sensor. <Ref. to CVT(TR580)-102, REMOVAL, Primary Speed Sensor.>
8) Remove the inhibitor switch. <Ref. to CVT(TR580)-94, REMOVAL, Inhibitor Switch.>
9) Remove the extension case. <Ref. to CVT(TR580)-165, REMOVAL, Extension Case.>
10) Remove the transfer clutch assembly. <Ref. to CVT(TR580)-169, REMOVAL, Transfer Clutch.>
11) Remove the transfer driven gear assembly. <Ref. to CVT(TR580)-184, REMOVAL, Transfer Driven Gear.>
12) Remove the parking pawl. <Ref. to CVT(TR580)-187, REMOVAL, Parking Pawl.>
13) Remove the reduction driven gear assembly. <Ref. to CVT(TR580)-189, REMOVAL, Reduction Driven Gear.>
14) Remove the oil pan and oil strainer. <Ref. to CVT(TR580)-107, REMOVAL, Oil Pan and Strainer.>
15) Remove the transmission control device. <Ref. to CVT(TR580)-197, REMOVAL, Transmission Control Device.>
16) Remove the transmission case. <Ref. to CVT(TR580)-203, REMOVAL, Transmission Case.>
17) Remove the reduction drive gear. <Ref. to CVT(TR580)-216, REMOVAL, Reduction Drive Gear.>
18) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR580)-221, REMOVAL, Primary Pulley and Secondary Pulley.>
19) Remove the reverse brake assembly. <Ref. to CVT(TR580)-242, REMOVAL, Reverse Brake Assembly.>
20) Remove the forward clutch assembly. <Ref. to CVT(TR580)-257, REMOVAL, Forward Clutch Assembly.>
21) Remove the drive pinion shaft assembly. <Ref. to CVT(TR580)-277, REMOVAL, Drive Pinion Shaft Assembly.>
22) Remove the front differential assembly. <Ref. to CVT(TR580)-306, REMOVAL, Front Differential Assembly.>
23) Remove the oil pump chain cover. <Ref. to CVT(TR580)-325, REMOVAL, Oil Pump Chain.>
24) Remove the oil pump. <Ref. to CVT(TR580)-334, REMOVAL, Oil Pump.>

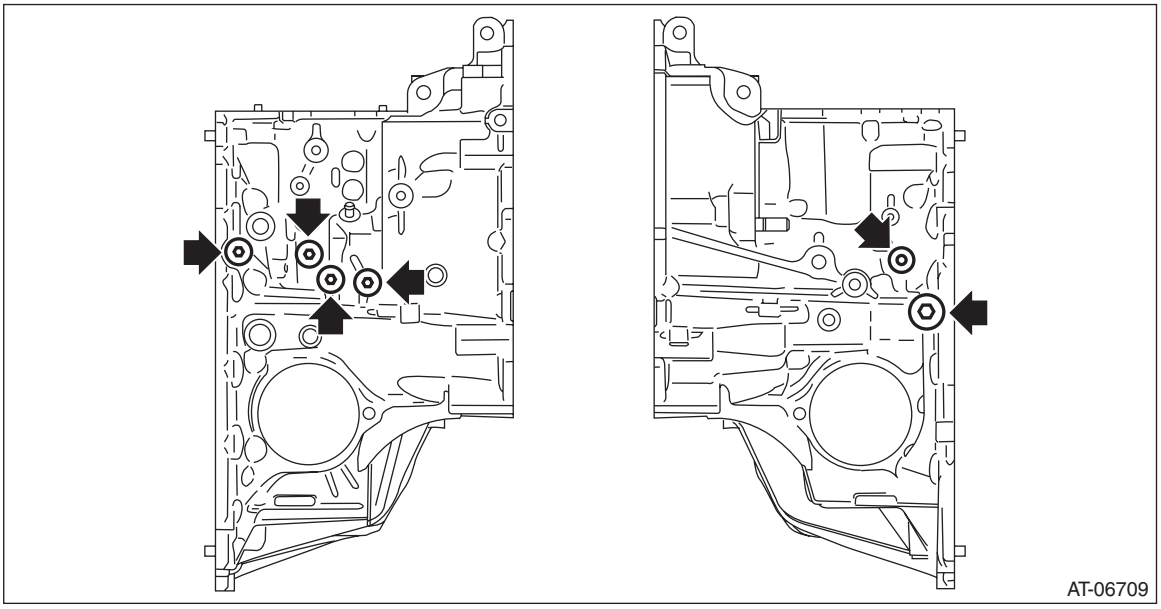
B: INSTALLATION

1) Install the oil pump.<Ref. to CVT(TR580)-335, INSTALLATION, Oil Pump.>
2) Install the oil pump chain cover.<Ref. to CVT(TR580)-328, INSTALLATION, Oil Pump Chain.>
3) Install the front differential assembly.<Ref. to CVT(TR580)-308, INSTALLATION, Front Differential Assembly.>
4) Install the drive pinion shaft assembly.<Ref. to CVT(TR580)-278, INSTALLATION, Drive Pinion Shaft Assembly.>
5) Install the forward clutch assembly.<Ref. to CVT(TR580)-260, INSTALLATION, Forward Clutch Assembly.>
6) Install the reverse brake assembly.<Ref. to CVT(TR580)-245, INSTALLATION, Reverse Brake Assembly.>
7) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR580)-228, INSTALLATION, Primary Pulley and Secondary Pulley.>
8) Install the reduction drive gear.<Ref. to CVT(TR580)-217, INSTALLATION, Reduction Drive Gear.>
9) Install the transmission case.<Ref. to CVT(TR580)-206, INSTALLATION, Transmission Case.>
10) Install the transmission control device.<Ref. to CVT(TR580)-200, INSTALLATION, Transmission Control Device.>
11) Install the oil strainer and oil pan.<Ref. to CVT(TR580)-108, INSTALLATION, Oil Pan and Strainer.>

12) Install the reduction driven gear assembly.<Ref. to CVT(TR580)-189, INSTALLATION, Reduction Driven Gear.>
13) Install the parking pawl.<Ref. to CVT(TR580)-188, INSTALLATION, Parking Pawl.>
14) Install the transfer driven gear assembly.<Ref. to CVT(TR580)-185, INSTALLATION, Transfer Driven Gear.>
15) Install the transfer clutch assembly.<Ref. to CVT(TR580)-171, INSTALLATION, Transfer Clutch.>
16) Install the extension case.<Ref. to CVT(TR580)-166, INSTALLATION, Extension Case.>
17) Install the inhibitor switch.<Ref. to CVT(TR580)-95, INSTALLATION, Inhibitor Switch.>
18) Install the secondary speed sensor.<Ref. to CVT(TR580)-100, INSTALLATION, Secondary Speed Sensor.>
19) Install the primary speed sensor.<Ref. to CVT(TR580)-103, INSTALLATION, Primary Speed Sensor.>
20) Install the turbine speed sensor.<Ref. to CVT(TR580)-98, INSTALLATION, Turbine Speed Sensor.>
21) Install the transmission harness.<Ref. to CVT(TR580)-131, INSTALLATION, Transmission Harness.>
22) Install the control valve body.<Ref. to CVT(TR580)-117, INSTALLATION, Control Valve Body.>
23) Install the air breather hose.<Ref. to CVT(TR580)-156, INSTALLATION, Air Breather Hose.>
24) Install the transmission assembly to the vehicle.<Ref. to CVT(TR580)-67, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the pitching stopper bracket and transmission radio ground cord, if mounted.
2) Remove the filler plug, oil drain plug and overflow drain plug.<Ref. to CVT(TR580)-42, REPLACEMENT, Differential Gear Oil.>
3) Remove all plugs.



D: ASSEMBLY

1) Install the oil drain plug.

Tightening torque:
70 N·m (7.1 kgf-m, 51.6 ft-lb)

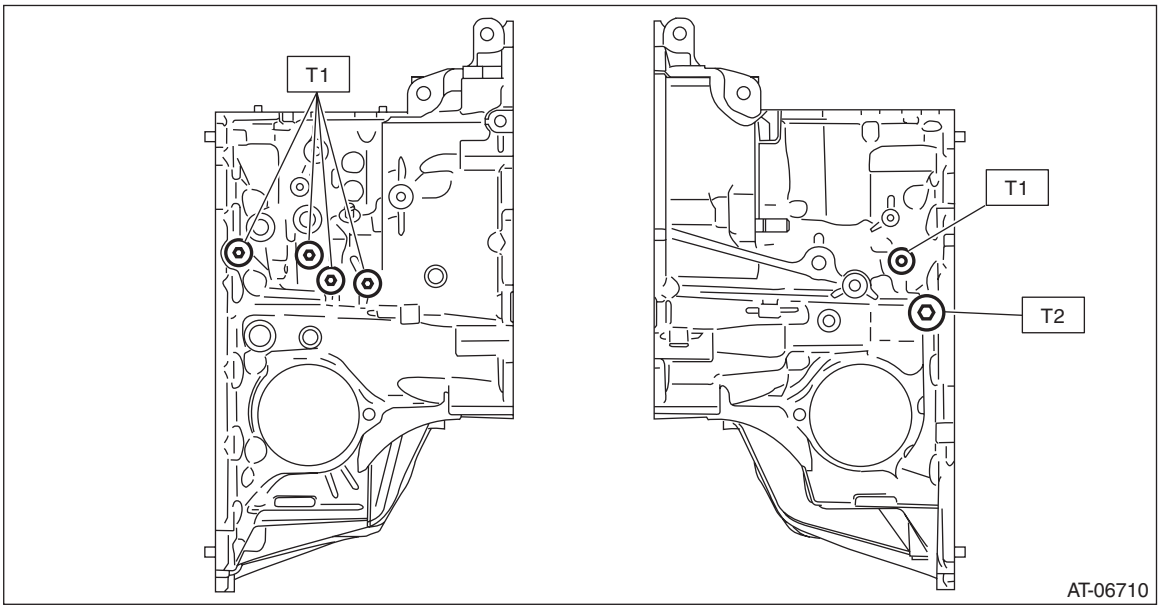
2) Install the overflow drain plug.

NOTE:
Overflow drain plug of differential gear oil is temporarily attached.

3) Install all plugs.

NOTE:
Use new O-rings.

Tightening torque:
T1: 25 N·m (2.5 kgf-m, 18.4 ft-lb)
T2: 22.5 N·m (2.3 kgf-m, 16.6 ft-lb)



4) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

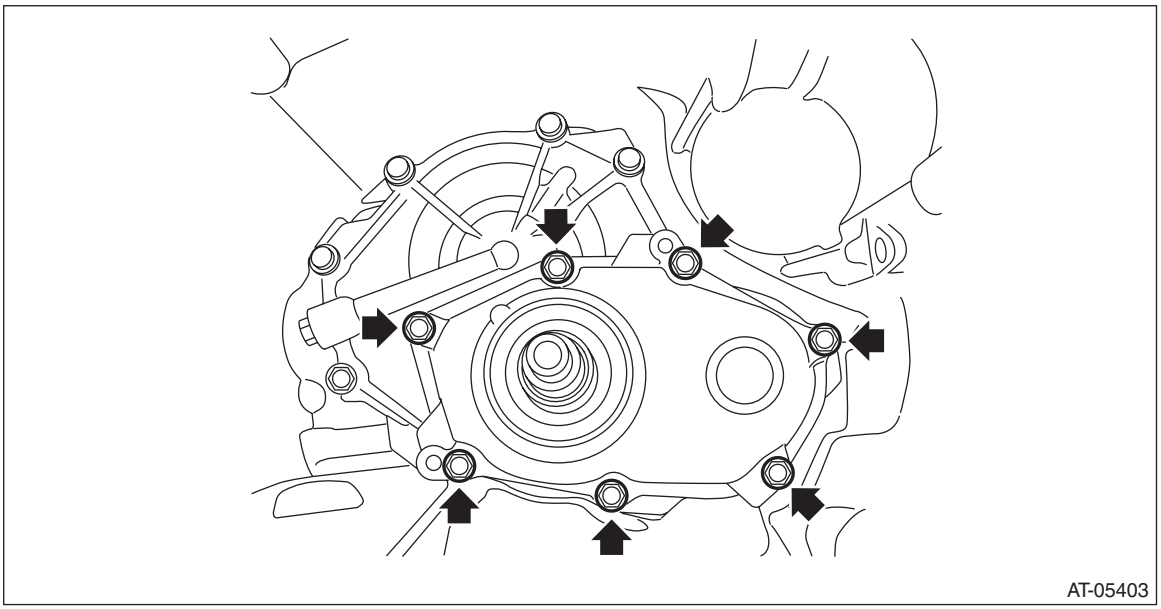
E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check there is no damage or cracks on the converter case.

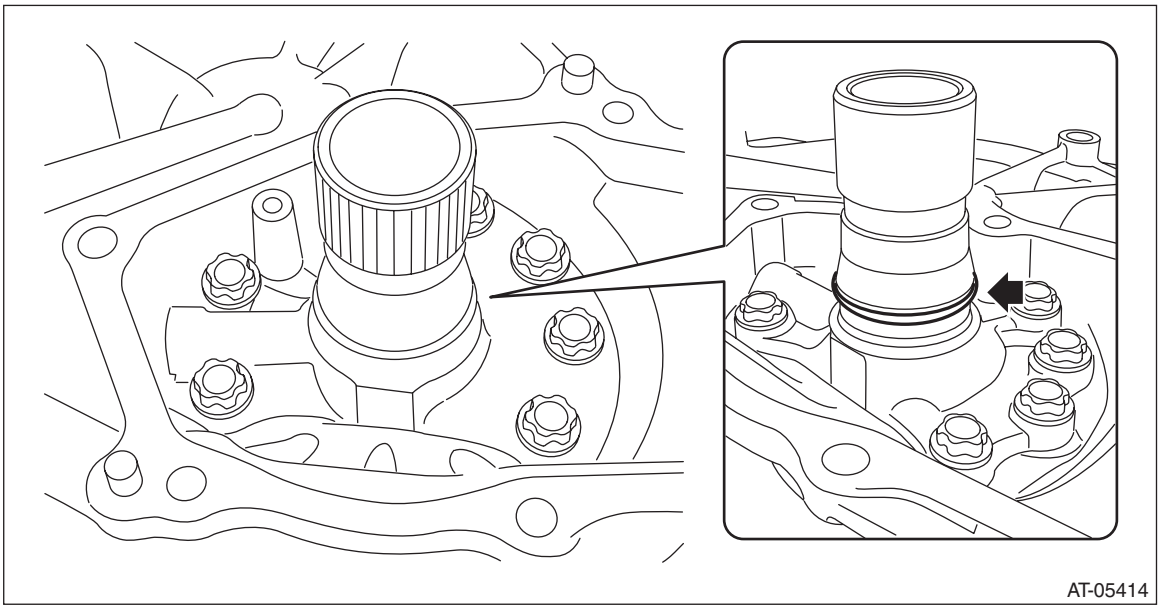
46.Oil Pump Chain

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the torque converter assembly. <Ref. to CVT(TR690)-138, REMOVAL, Torque Converter Assembly.>
3) Remove the oil pump chain cover.

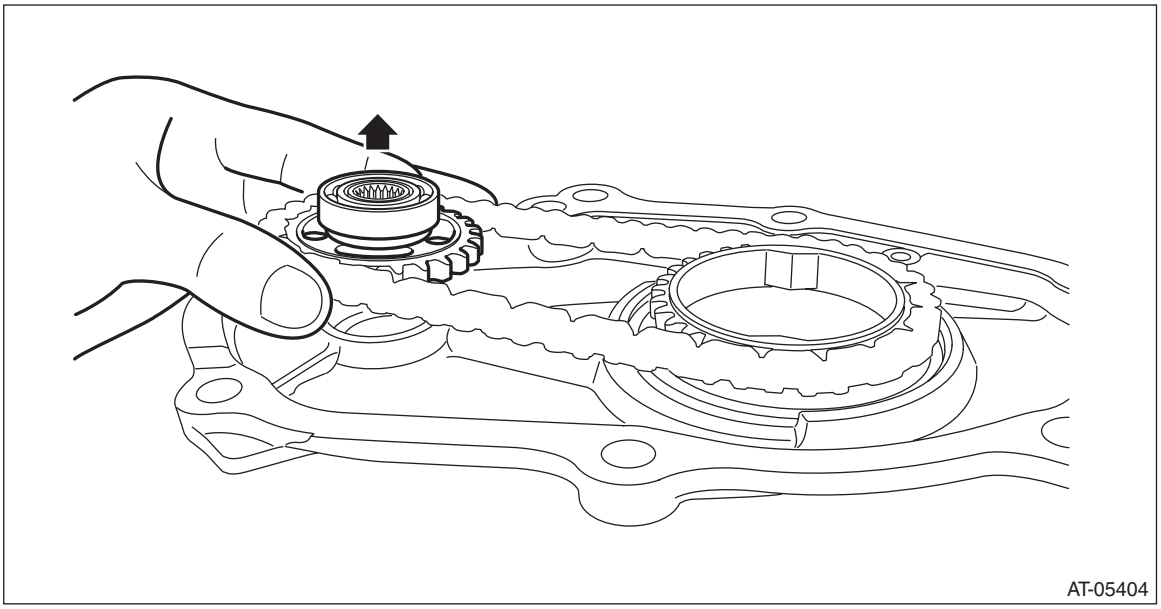


4) Remove the seal ring from center support COMPL.

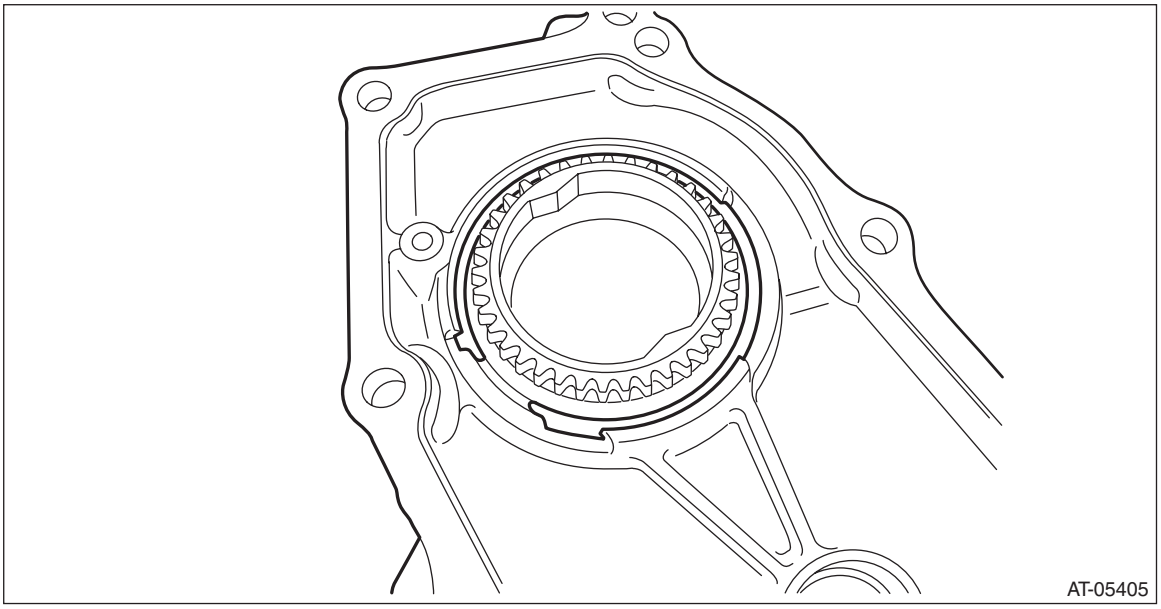


5) Remove the driven sprocket from oil pump chain cover to remove the oil pump chain.

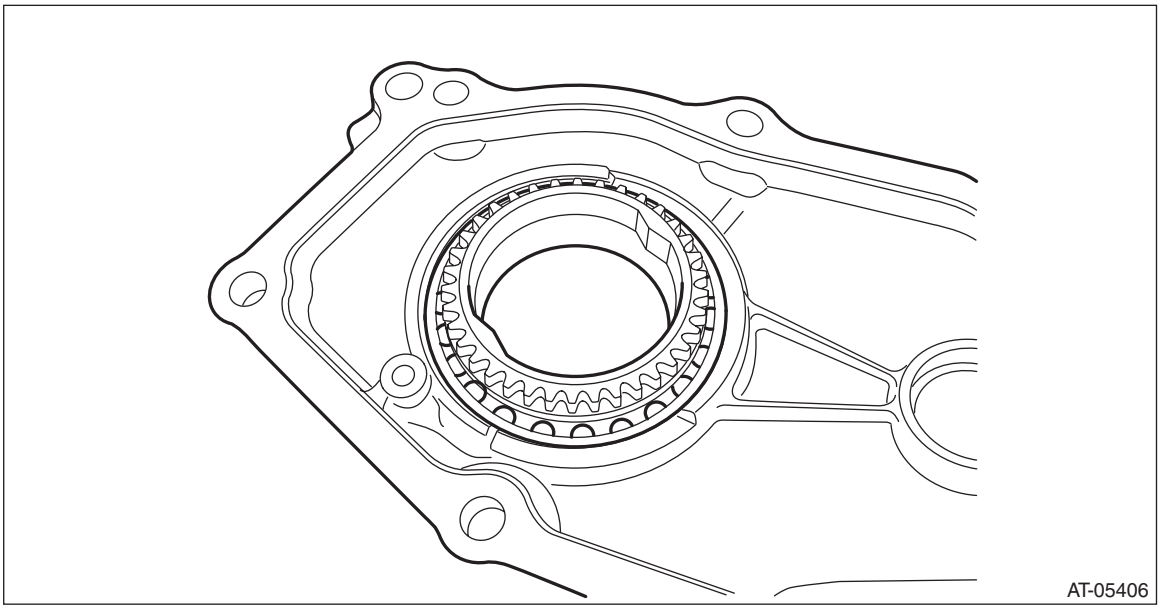
NOTE:
The driven sprocket is replaced as an assembly only, because it is a non-disassembly part.



6) Remove the snap ring.



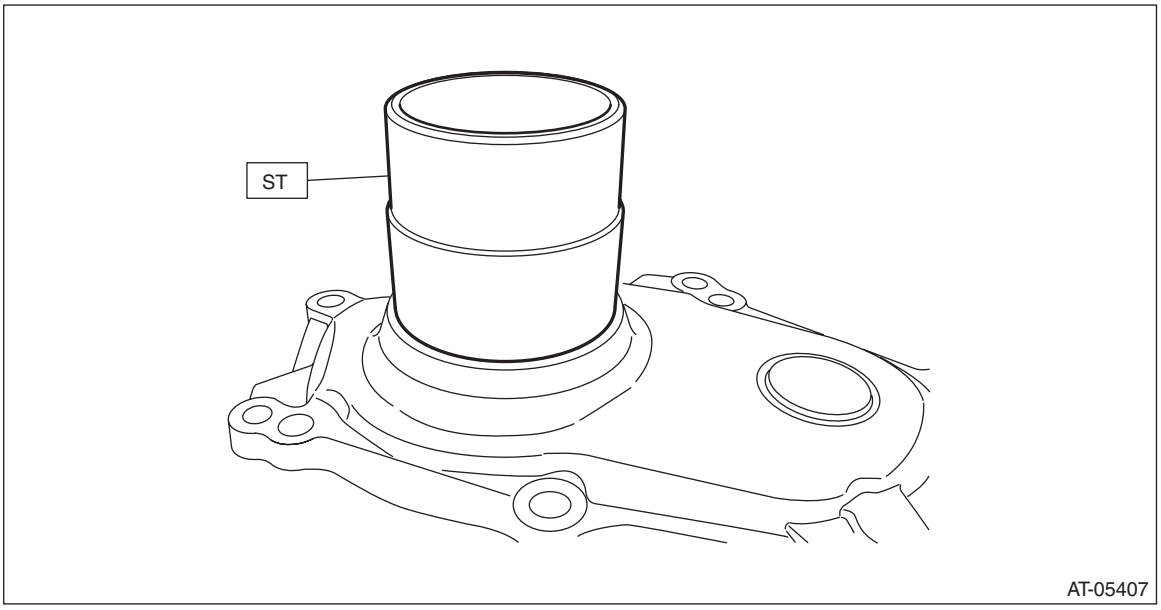
7) Remove the drive sprocket.



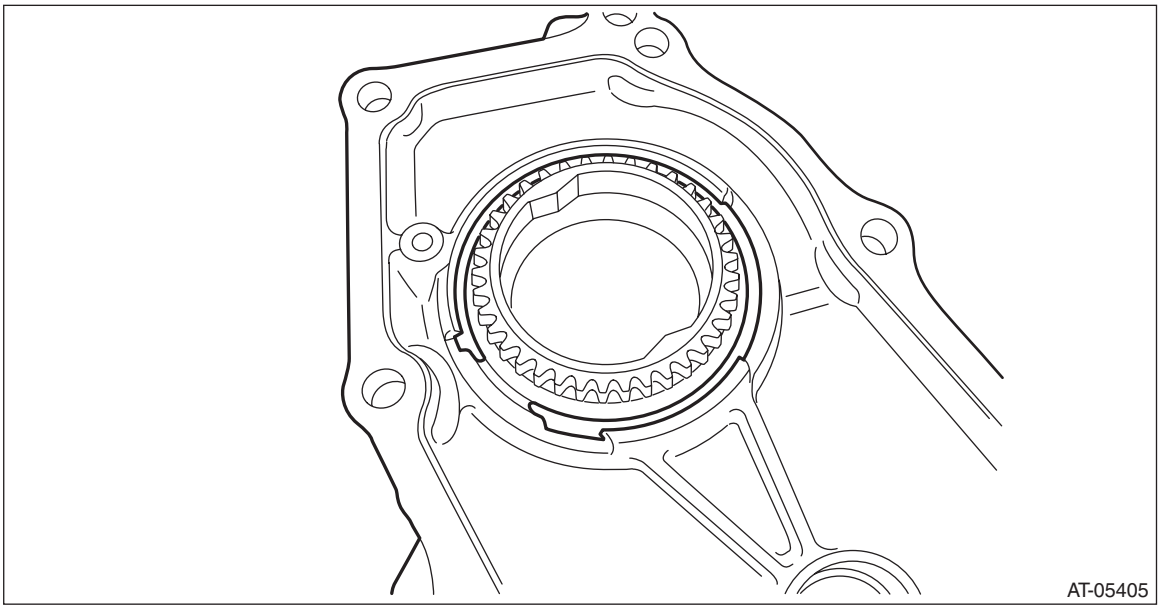
8) Remove the oil seal from the oil pump chain cover.

B: INSTALLATION

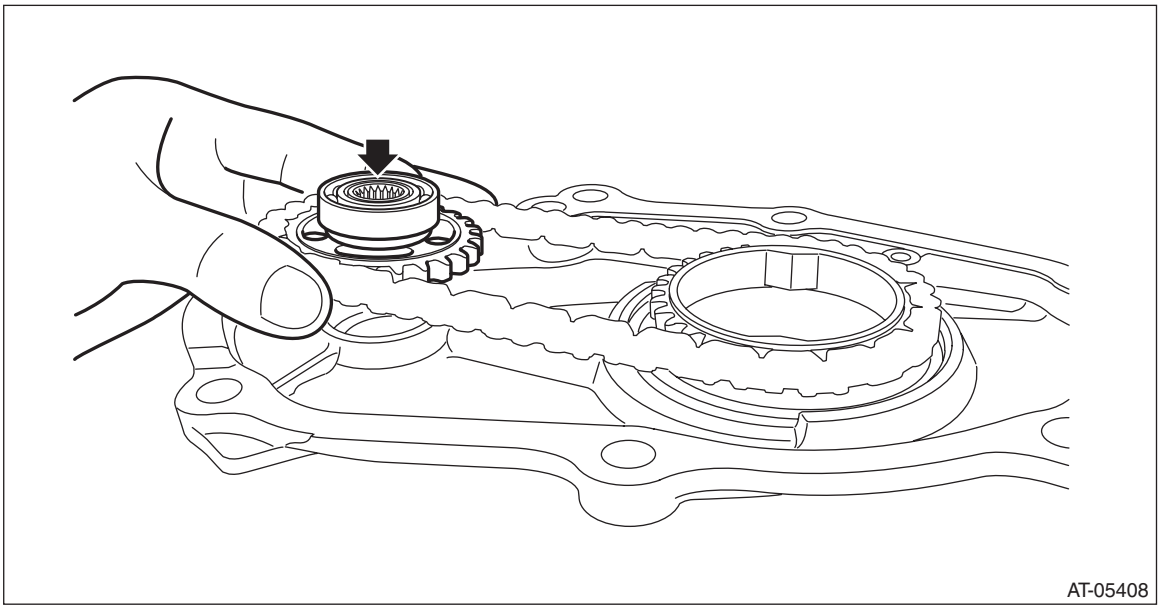
1) Clean the mating surface of oil pump chain cover and converter case cover.
2) Using the ST, install the oil seal.
ST 499755602 PRESS SNAP RING



3) Install the drive sprocket and install the snap ring.

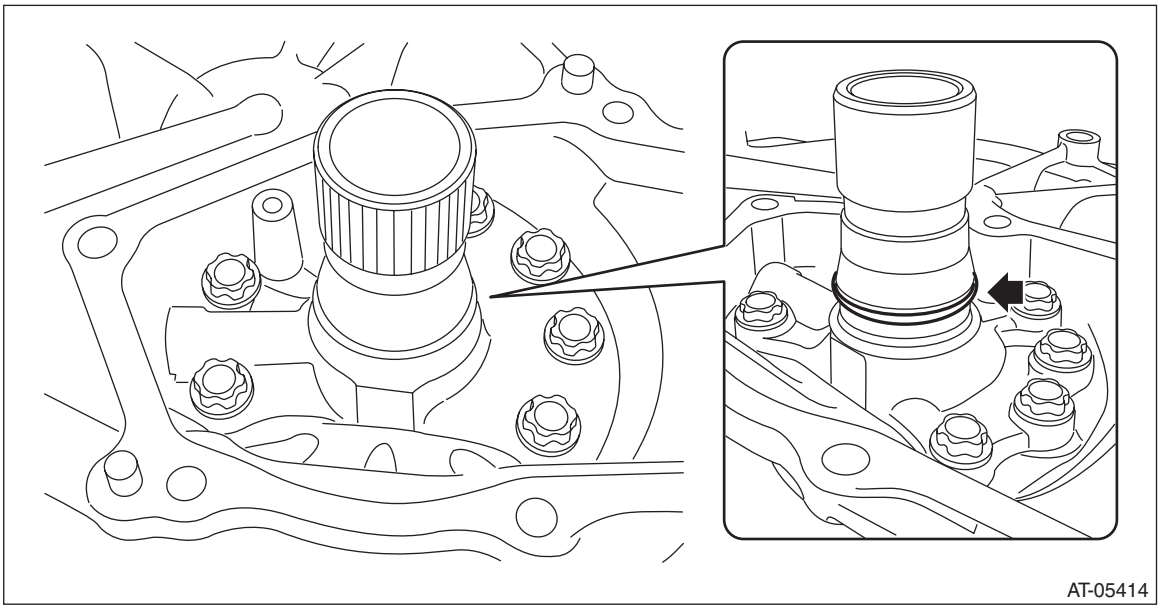


4) Place the oil pump chain on drive sprocket.
5) Place the oil pump chain on driven sprocket and install the driven sprocket to oil pump chain cover.



6) Install the seal ring to center support COMPL.

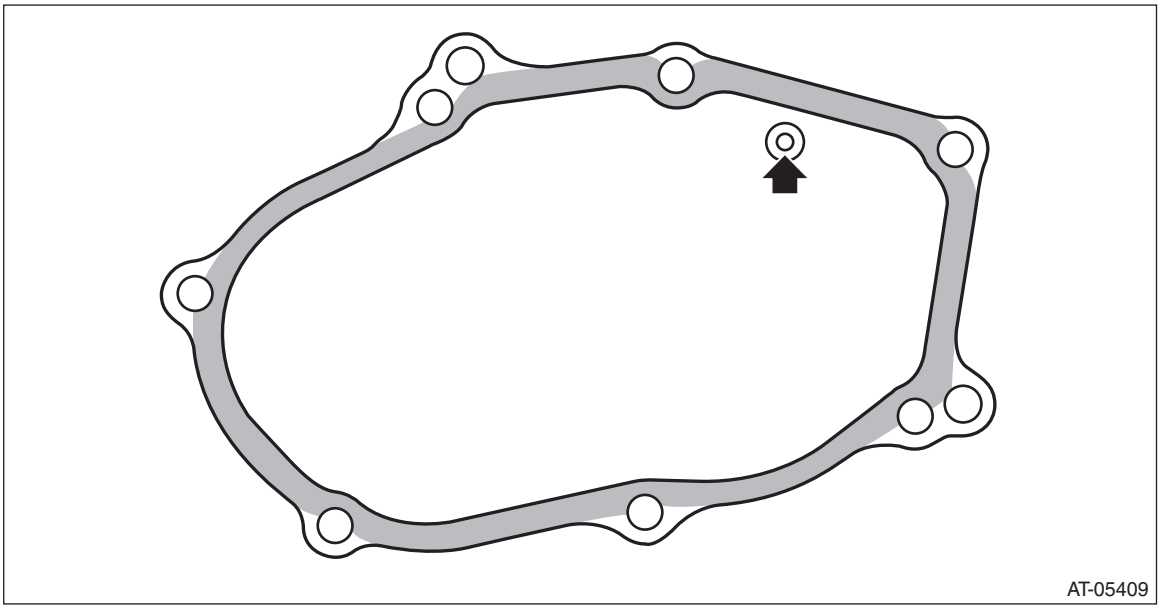
NOTE:
- Use new seal rings.
- Apply CVTF to the seal rings.



7) Apply liquid gasket seamlessly to the mating surface of oil pump chain cover.

CAUTION:
Do not apply liquid gasket at the arrowed hole.

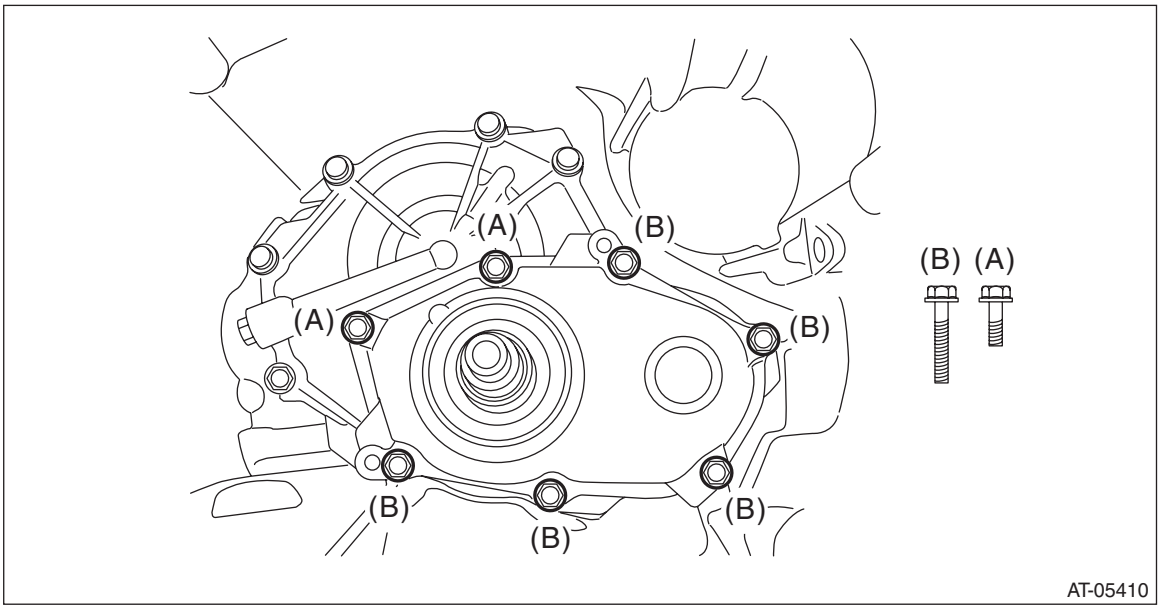
Liquid gasket:
THREE BOND 1215B or equivalent



8) Install the oil pump chain cover.

NOTE:
There are two types of bolt.

Tightening torque:
24 N·m (2.4 kgf-m, 17.7 ft-lb)

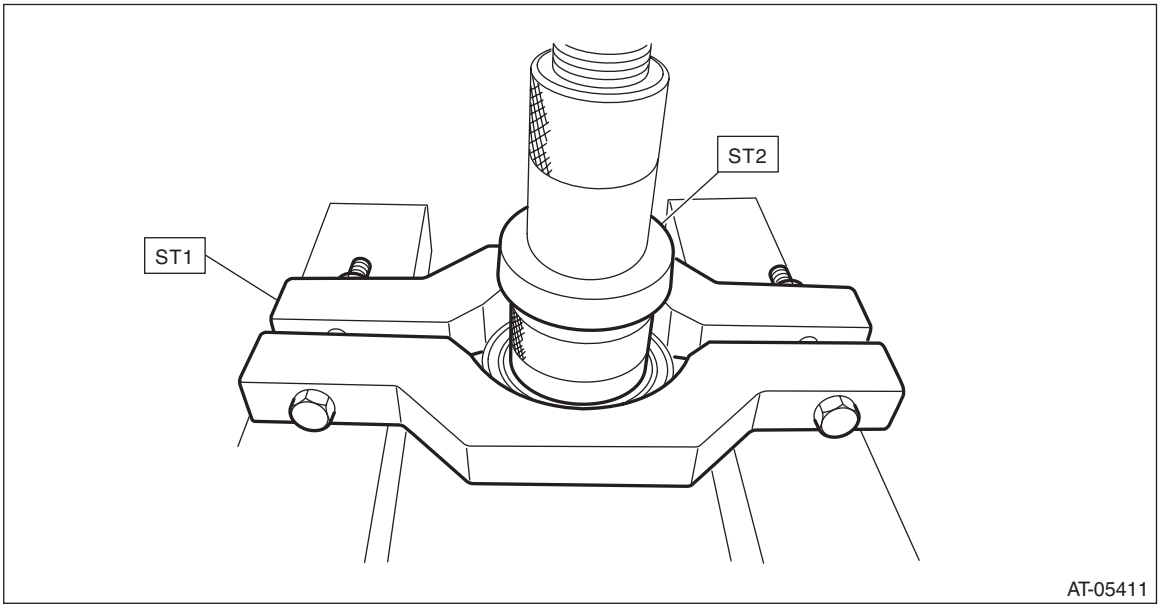


9) Install the torque converter assembly.<Ref. to CVT(TR690)-139, INSTALLATION, Torque Converter Assembly.>
10) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1. DRIVE SPROCKET

1) Remove the ball bearing using ST.
ST1 498077600 REMOVER
ST2 399513600 INSTALLER

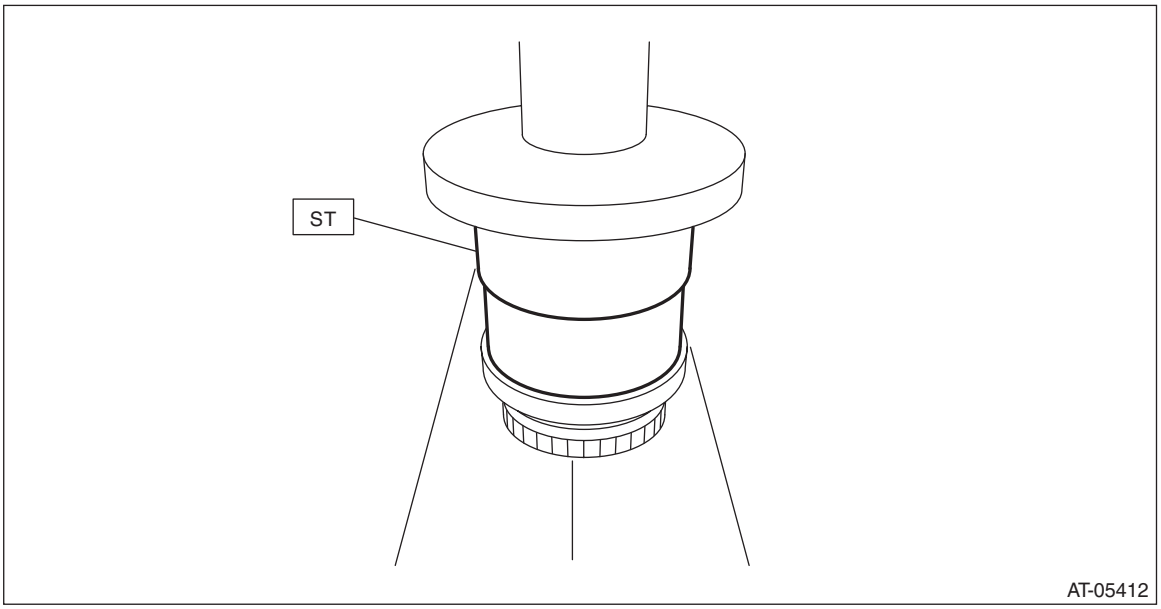


D: ASSEMBLY

1. DRIVE SPROCKET

1) Using the ST, install the ball bearing.

NOTE:
Use a new ball bearing.
ST 499755602 PRESS SNAP RING



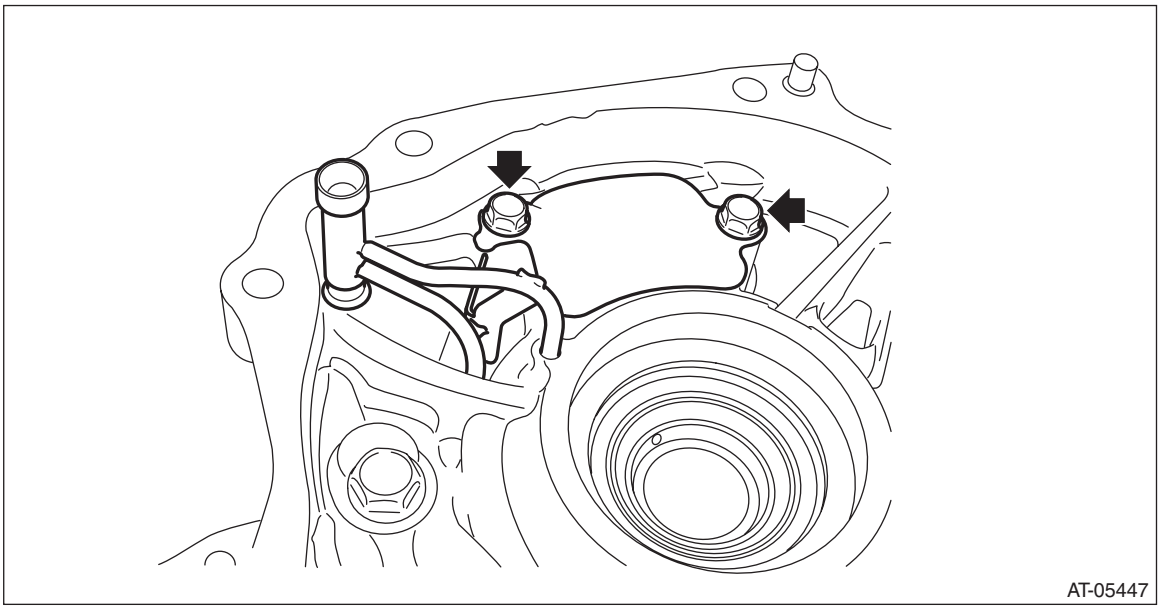
E: INSPECTION

- Check the oil pump chain for damage.
- Replace if gear teeth are broken, damaged, sharpen or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.
- Check the oil pump chain cover for damage.
- Check for leakage of CVTF from the mating surface of oil pump chain cover.
- Check the oil seal for damage.

47.Converter Case Cover

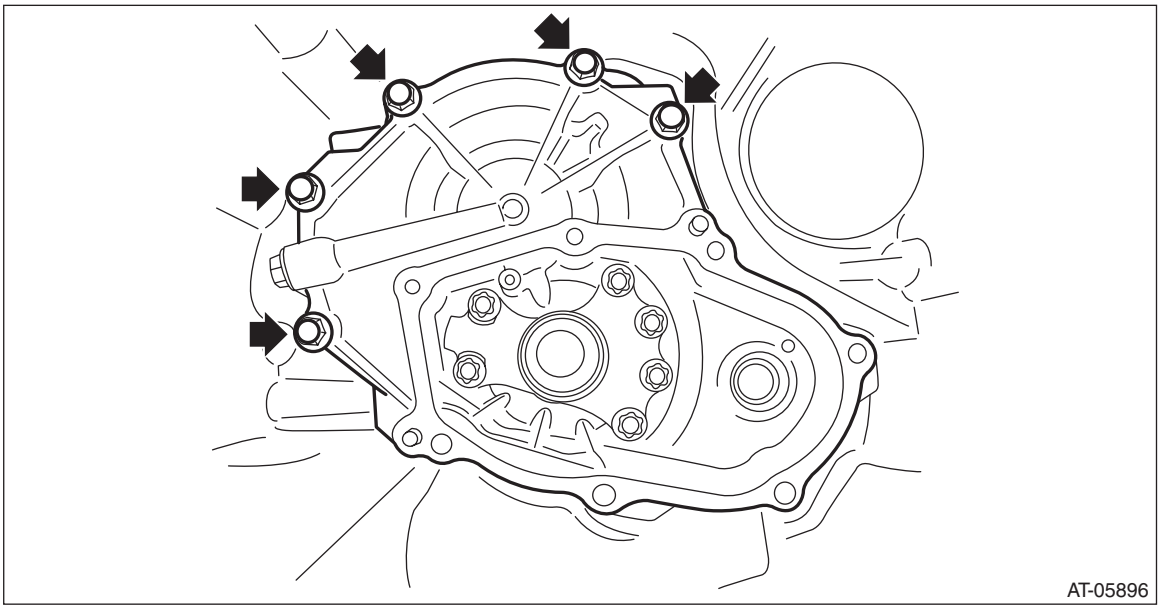
A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
6) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
7) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
8) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
9) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
10) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
11) Remove the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
12) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>
13) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-247, REMOVAL, Drive Pinion Shaft Assembly.>
14) Remove the oil stopper plate and lubrication pipe.

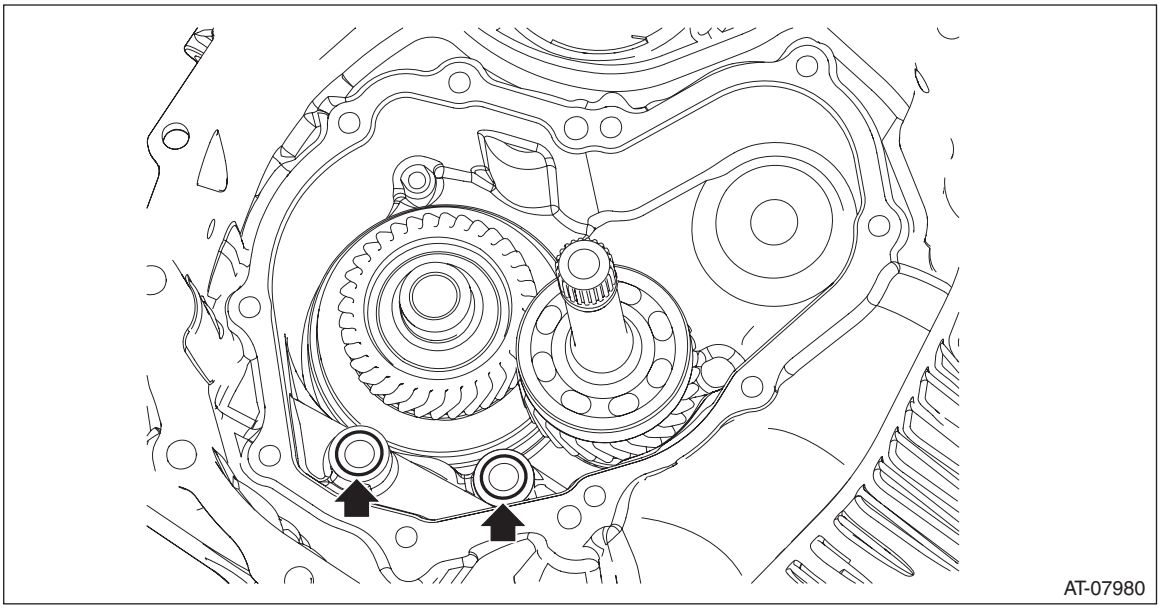


15) Flip over the converter case.
16) Remove the oil pump chain cover and the oil pump chain. <Ref. to CVT(TR690)-288, REMOVAL, Oil Pump Chain.>

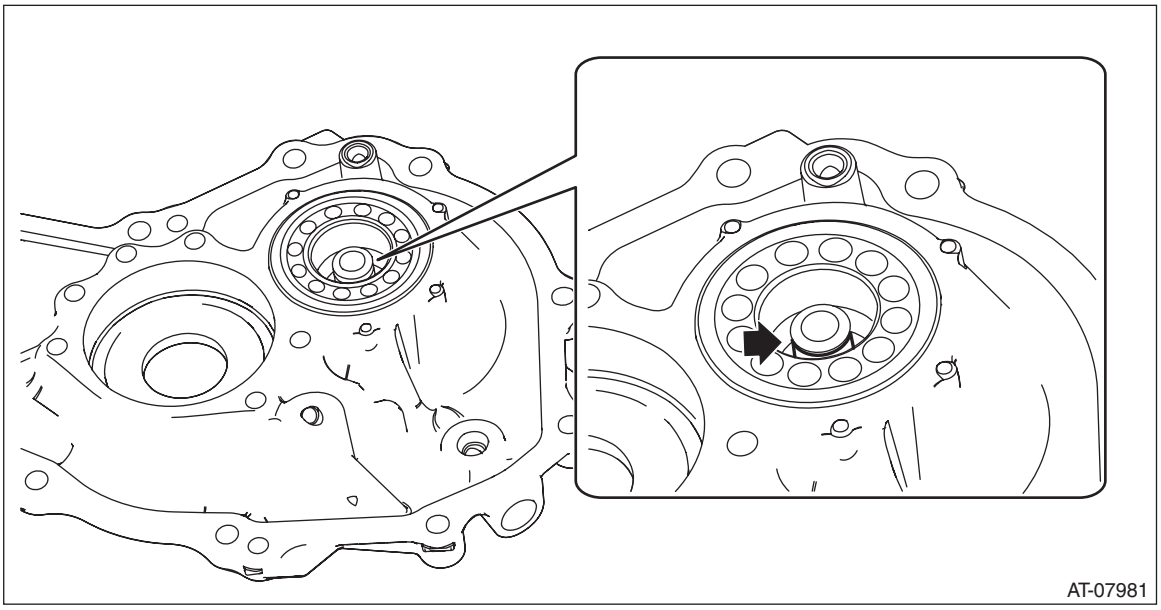
17) Remove the converter case cover.



18) Remove the O-ring.

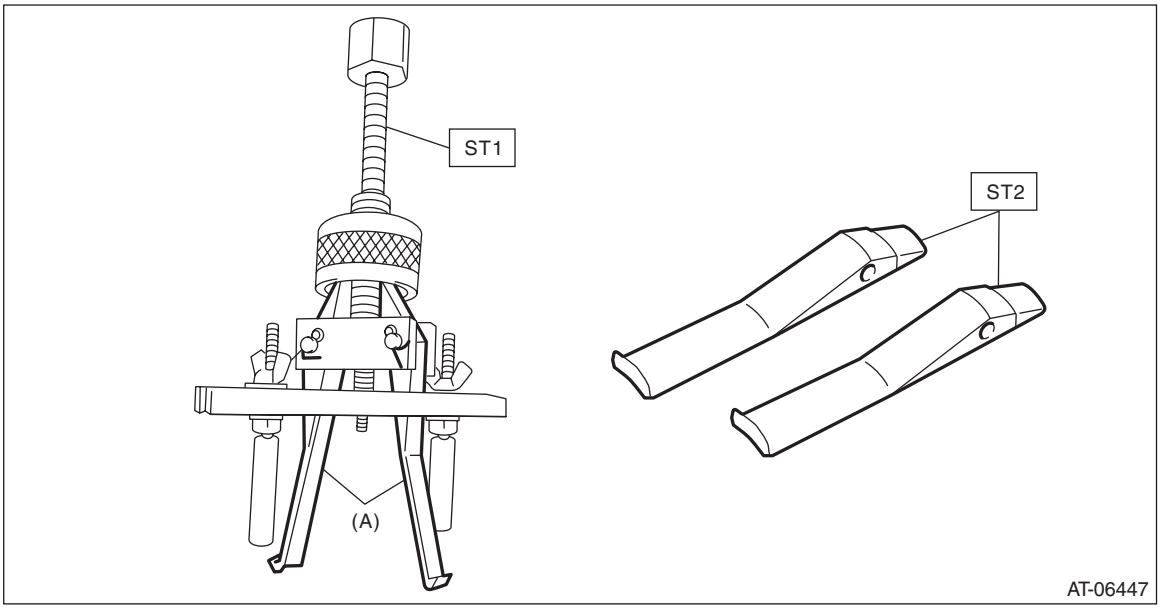


19) Remove the seal ring from converter case cover.



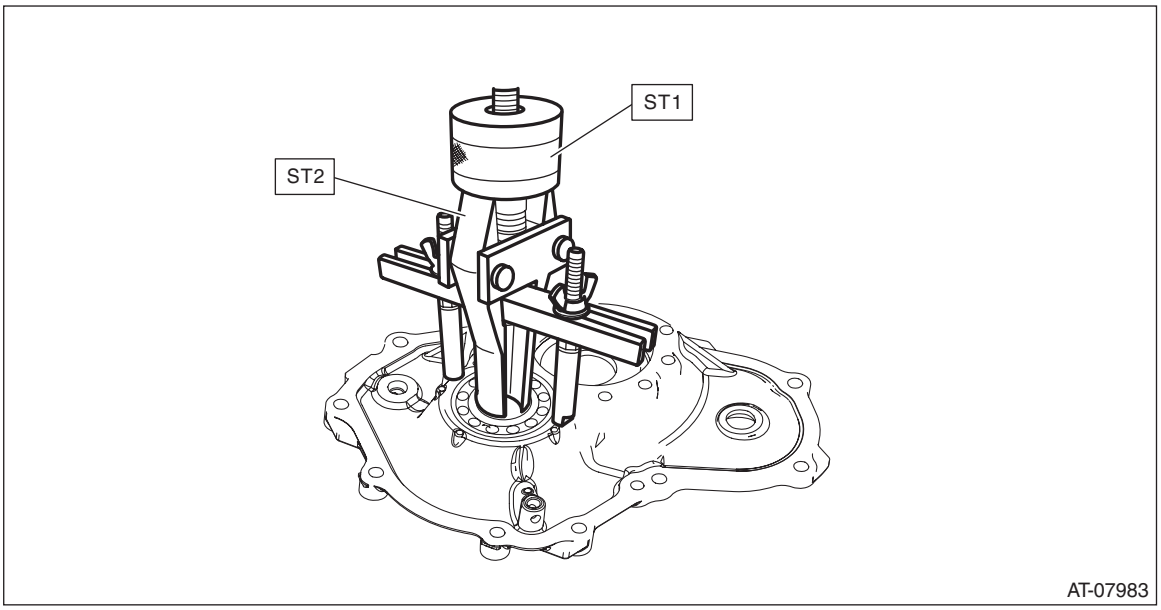
20) Using the ST, remove the ball bearing from the converter case cover.
(1) Remove the claw of ST1, and attach the claw of ST2.

ST1 398527700 PULLER ASSY
ST2 18760AA000 CLAW



(A) Claw

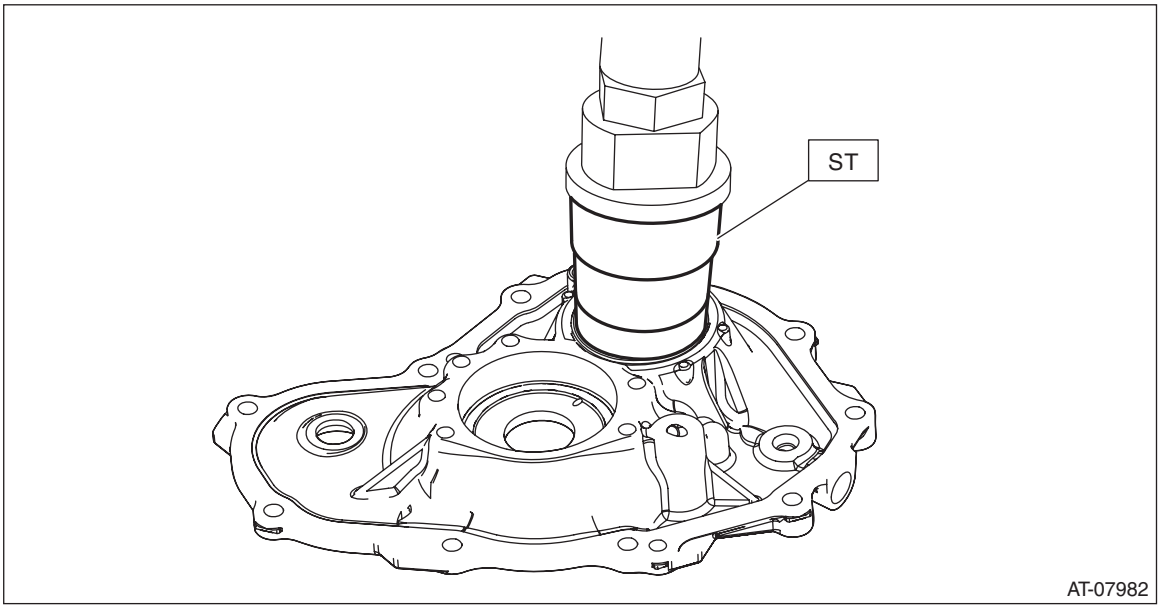
(2) Using the ST, remove the ball bearing from the converter case cover.
ST1 398527700 PULLER ASSY
ST2 18760AA000 CLAW



B: INSTALLATION

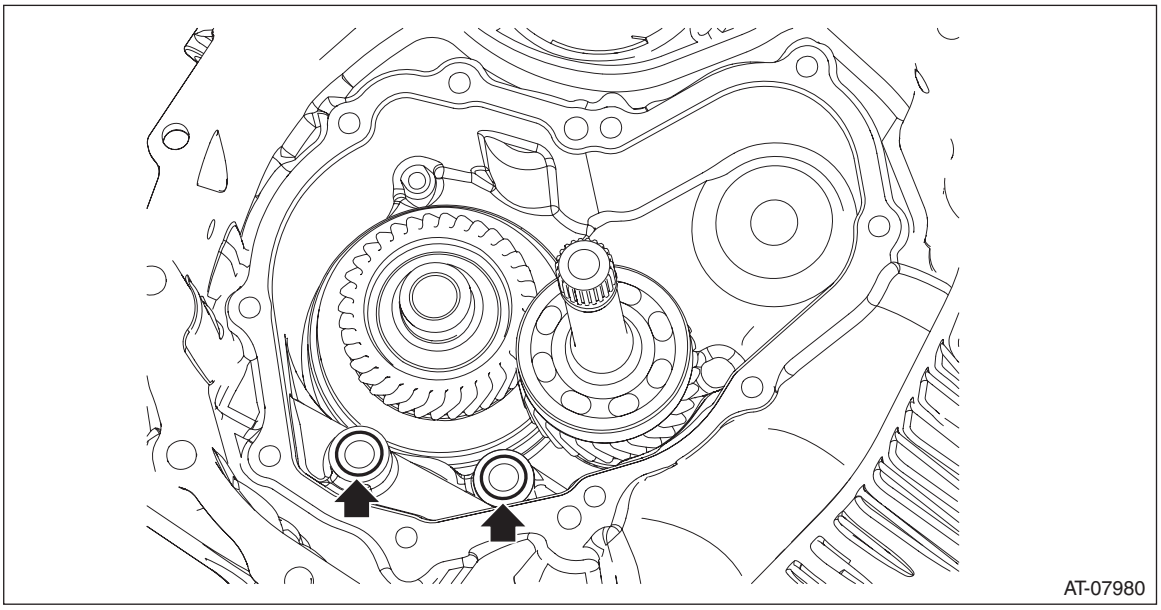
1) Clean the mating surface of converter case cover and converter case.
2) Adjust the shims of front reduction drive gear and front reduction driven gear.<Ref. to CVT(TR690)-310, ADJUSTMENT, Front Reduction Drive Gear.> <Ref. to CVT(TR690)-318, ADJUSTMENT, Front Reduction Driven Gear.>
3) Apply CVTF to the selected shims and install on the bearing catch surface of the front reduction driven gear.
4) Using the ST, install the ball bearing to the converter case cover.

NOTE:
Use a new ball bearing.
ST 499755602 PRESS SNAP RING



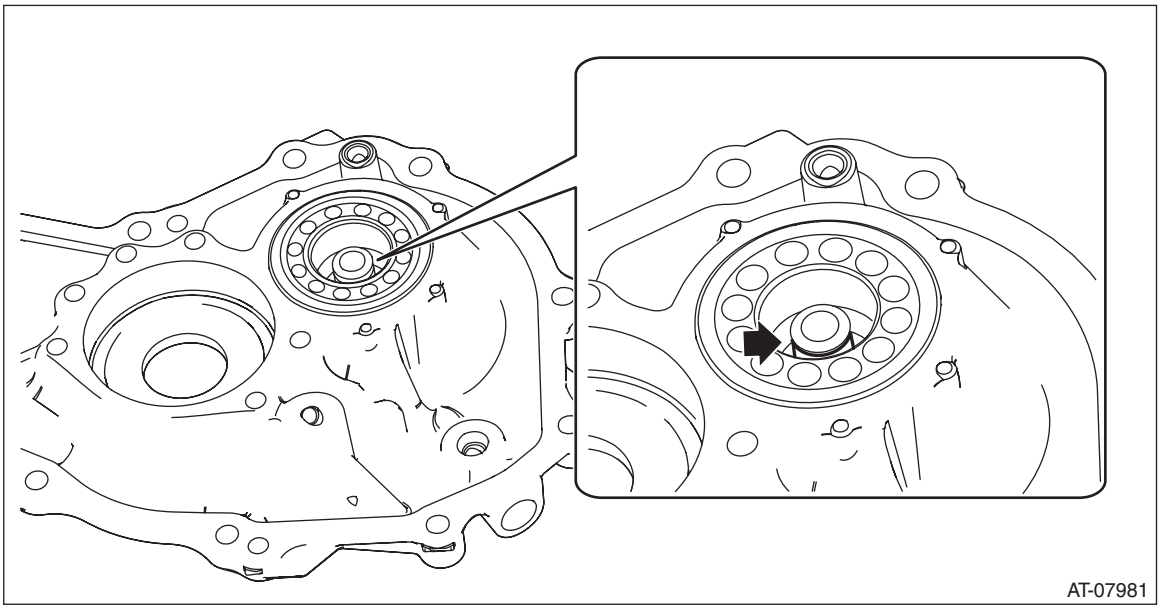
5) Install the O-rings.

NOTE:
- Use new O-rings.
- Apply CVTF to the O-rings.



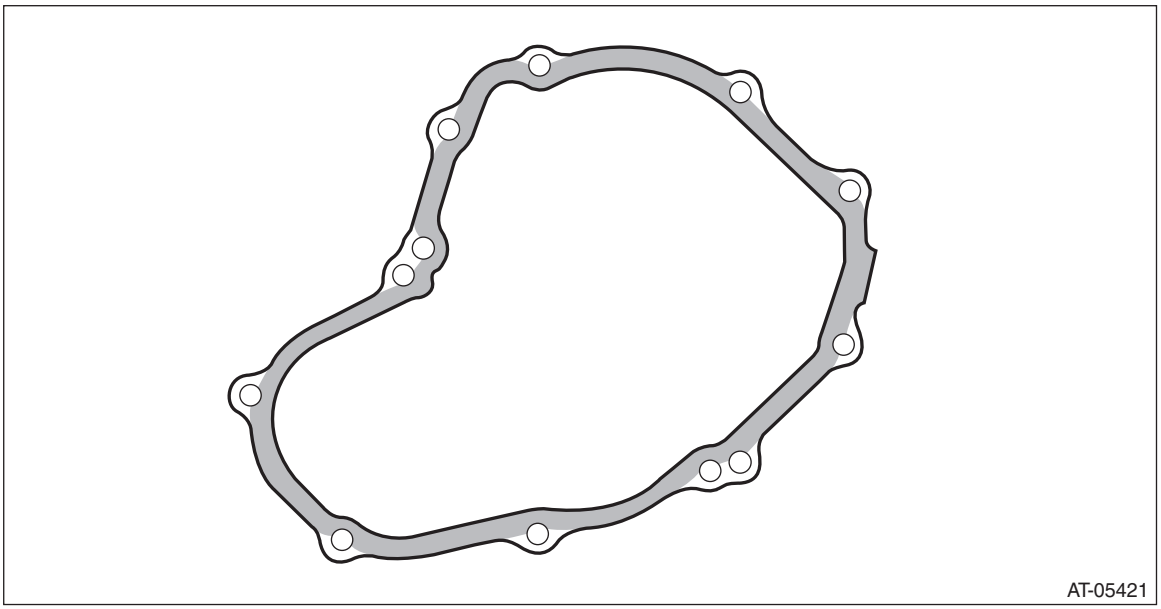
6) Apply CVTF to the selected shims and install on the bearing catch surface of the front reduction drive gear.
7) Install the seal ring to converter case cover.

NOTE:
- Use new seal rings.
- When installing the seal rings, do not expand the seal rings too much.



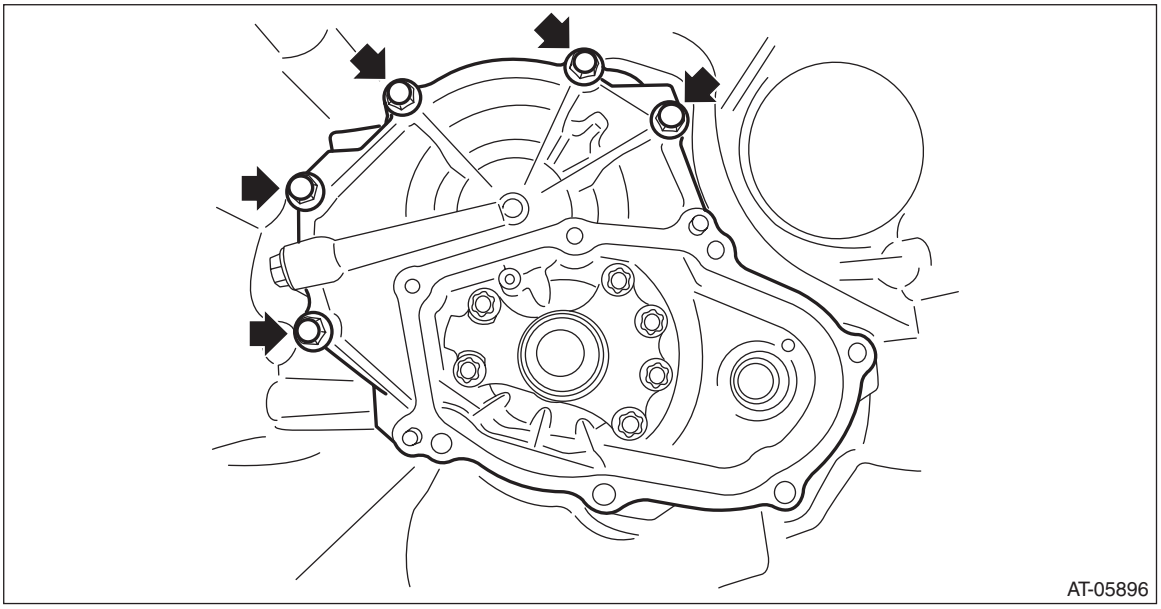
8) Apply liquid gasket seamlessly to the mating surface of converter case cover.

Liquid gasket:
THREE BOND 1215B or equivalent



9) Install the converter case cover.

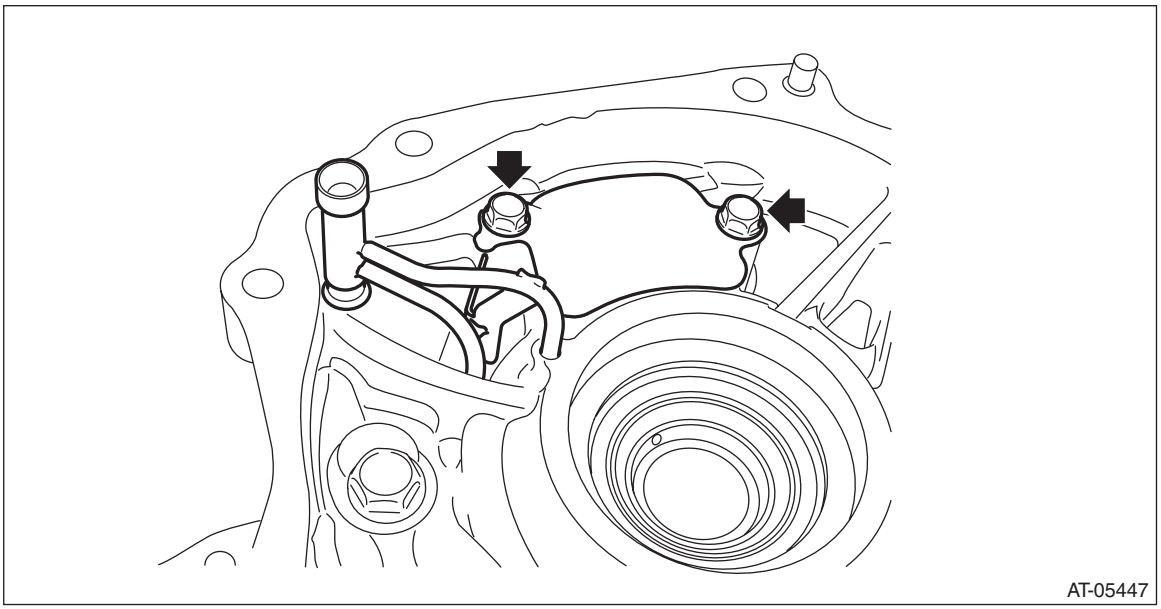
Tightening torque:
24 N·m (2.4 kgf-m, 17.7 ft-lb)



10) Install the oil pump chain cover and the oil pump chain.<Ref. to CVT(TR690)-290, INSTALLATION, Oil Pump Chain.>
11) Flip over the converter case cover.

12) Install the oil stopper plate and lubrication pipe.

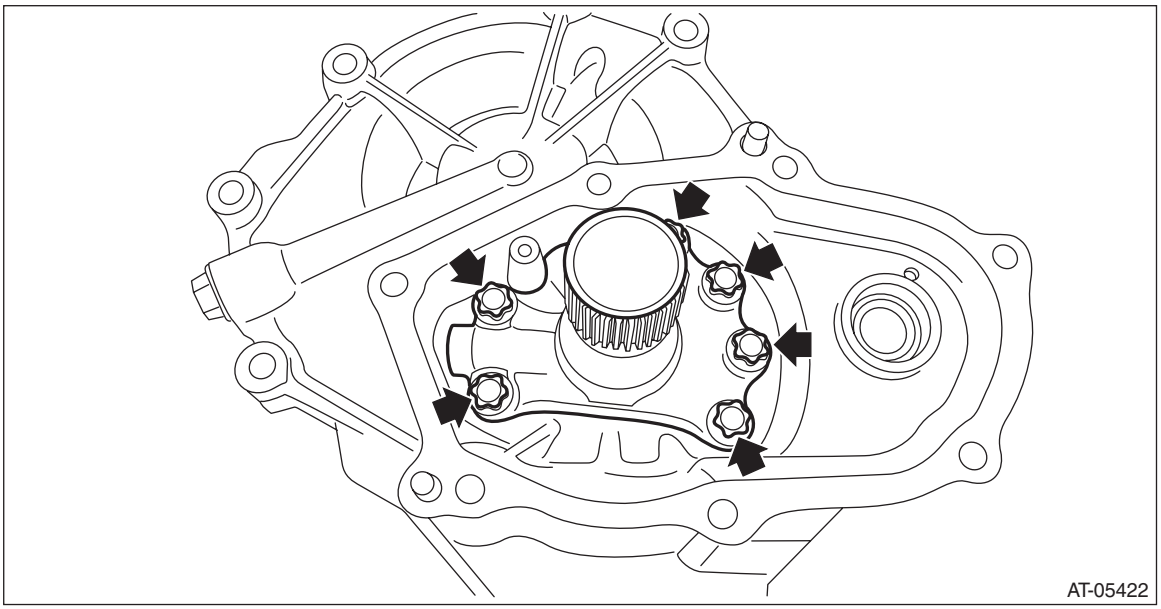
Tightening torque:
9 N·m (0.9 kgf-m, 6.6 ft-lb)



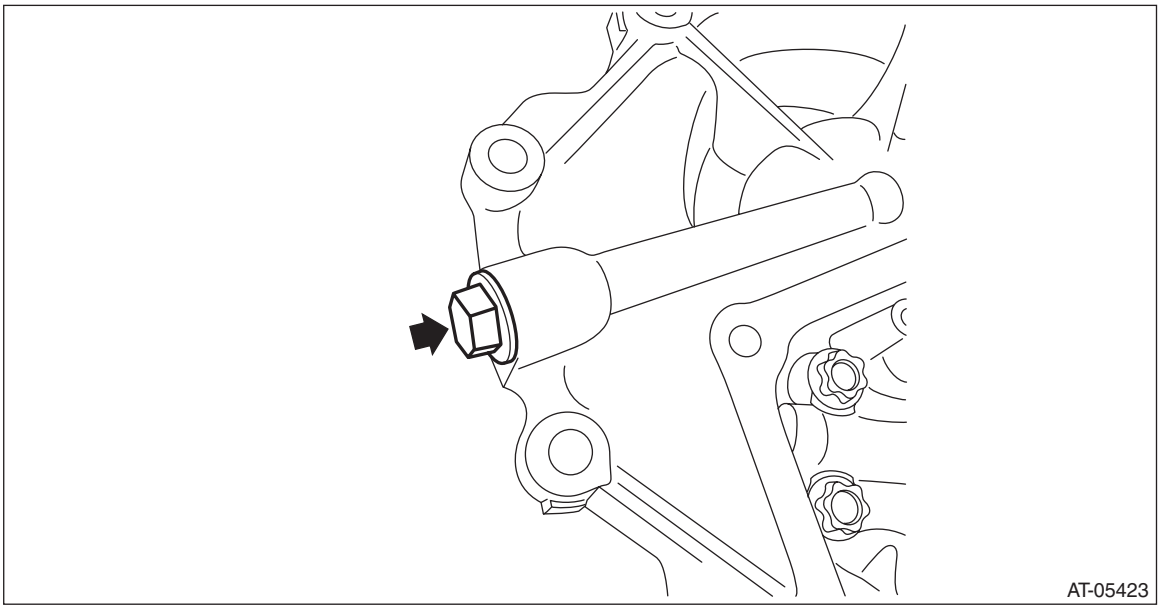
13) Install the drive pinion shaft assembly.<Ref. to CVT(TR690)-249, INSTALLATION, Drive Pinion Shaft Assembly.>
14) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>
15) Install the transmission case.<Ref. to CVT(TR690)-215, INSTALLATION, Transmission Case.>
16) Install the forward clutch assembly.<Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
17) Install the intermediate case.<Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
18) Install the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
19) Install the transfer clutch assembly.<Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
20) Install the rear drive shaft.<Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
21) Install the extension case.<Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
22) Install the transmission harness.<Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
23) Install the control valve body and oil pan.<Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
24) Install the air breather hose.<Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
25) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Using ST, remove the center support COMPL.
ST 18270KA010 SOCKET (E16)



2) Remove the plug and O-ring.

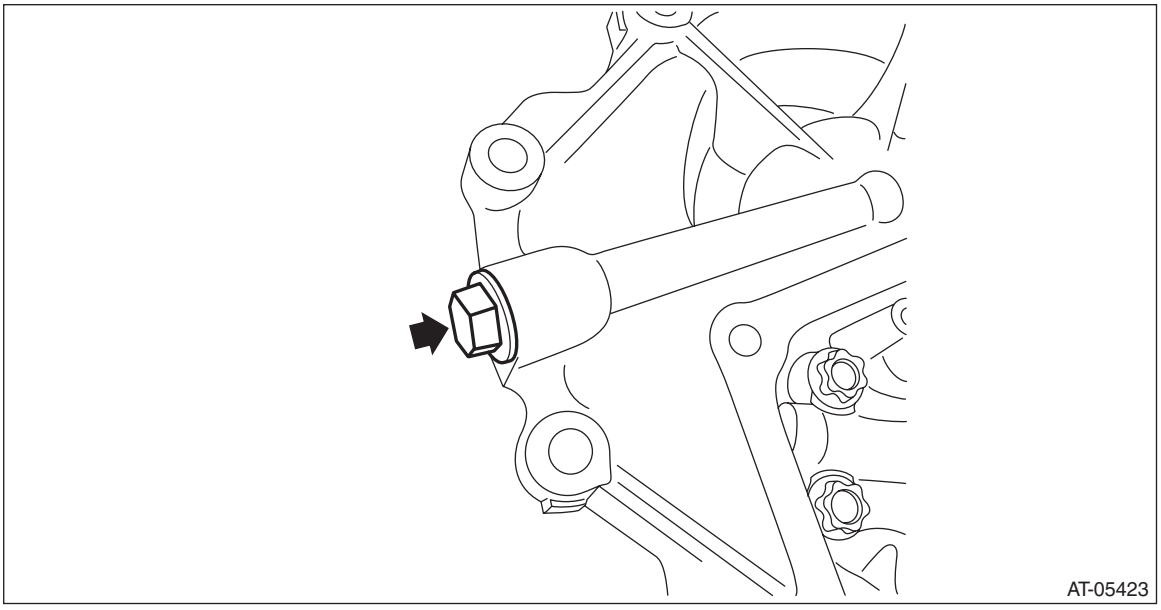


D: ASSEMBLY

1) Install the plugs.

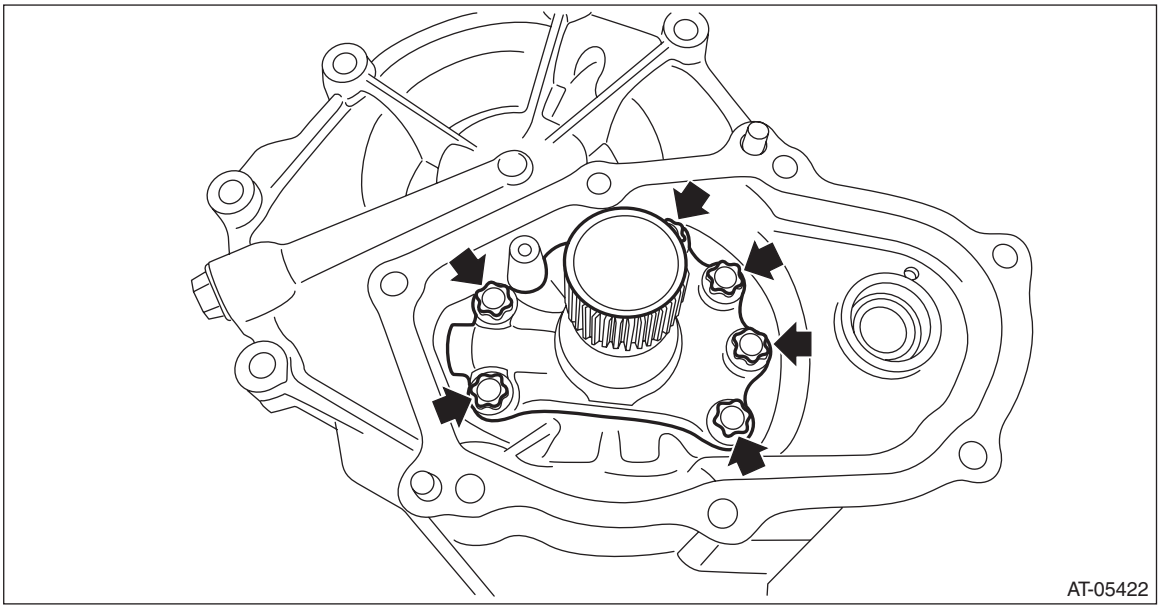
NOTE:
- Use new O-rings.
- Apply CVTF to the O-ring.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



2) Using ST, install the center support COMPL.
ST 18270KA010 SOCKET (E16)

Tightening torque:
21.5 N·m (2.2 kgf-m, 15.9 ft-lb)



E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and converter case cover.
- Check there is no damage or cracks on the converter case cover.

F: ADJUSTMENT

When replacing the converter case cover, select the following shims.

- Select the shim for front reduction drive gear. <Ref. to CVT(TR690)-310, ADJUSTMENT, Front Reduction Drive Gear.>
- Select the shim for front reduction driven gear. <Ref. to CVT(TR690)-318, ADJUSTMENT, Front Reduction Driven Gear.>

47.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Stall speed is low after warming-up, with select lever in “D” or “R” range.	Engine control system
Vehicle does not move despite engine speed rising up, with select lever in “D” or “R” range.	• Engine control system • Select cable • CVTF • Secondary pressure circuit • Pulley, gear and variator chain • Forward/reverse changeover section • TCM • Control valve body • Inhibitor switch
Vehicle does not move by engine stall, with select lever in “D” or “R” range.	• Parking mechanism • Select cable • Bearing • Forward/reverse changeover section
Excessive shock occurs at starting, with select lever in “D” or “R” range.	• Secondary pressure circuit • Pulley, gear and variator chain
Acceleration speed from standstill is insufficient, with select lever in “D” or “R” range.	• Control valve body • Forward/reverse changeover section
Engine speed suddenly rises up during driving, with select lever in “D” or “R” range.	• Control valve body • Secondary pressure circuit • Primary pressure circuit
Vibration occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Forward/reverse changeover section • Pulley and variator chain • Torque converter assembly • Hydraulic pressure circuit to torque converter • Control valve body
Sudden braking occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Control valve body
During deceleration, lockup clutch does not disengage until just before halting, with select lever in “D” or “R” range.	• Control valve body • Torque converter assembly
Engine stalls with vehicle at a standstill, with select lever in “D” or “R” range.	• Engine control system • Control valve body
Excessive lockup shock occurs during driving, with select lever in “D” range.	Control valve body
Slipping occurs at lockup, or lockup does not occur during driving, with select lever in “D” range.	• Control valve body • Lockup hydraulic line • Torque converter assembly
Excessive shift shock occurs when shifting the select lever from “N” range to “D” range, or from “N” range to “R” range.	• Inhibitor switch • Control valve body • Forward/reverse changeover section
Vehicle does not keep at standstill with select lever in “P” range, or parking cannot be released when shifting from “P” range to another range.	• Select cable • Parking mechanism
Select lever does not shift smoothly.	• Select cable • Inhibitor switch • Detent spring • Manual plate

CONTINUOUSLY VARIABLE TRANSMISSION

CVT(TR690)

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16.	Secondary Speed Sensor	99
17.	Primary Speed Sensor	102
18.	Front Wheel Speed Sensor	105
19.	Secondary Pressure Sensor	107
20.	Control Valve Body	109
21.	Transmission Harness	120
22.	X MODE Switch	123
23.	Transmission Control Module (TCM)	125
24.	CVTF Cooler (With Warmer Function)	127
25.	Air Breather Hose	134
26.	Drive Plate	135
27.	Preparation for Overhaul	137
28.	Torque Converter Assembly	138
29.	Extension Case	140
30.	Rear Drive Shaft	143
31.	Transfer Clutch	148
32.	Transfer Reduction Driven Gear	160
33.	Parking Pawl	165
34.	Intermediate Case	167
35.	CVTF Filter	172
36.	Reverse Brake Assembly	173
37.	Forward Clutch Assembly	182
38.	Reduction Driven Gear	202
39.	Transmission Control Device	209
40.	Transmission Case	213
41.	Primary Pulley and Secondary Pulley	231
42.	Variator Chain	246
43.	Drive Pinion Shaft Assembly	247

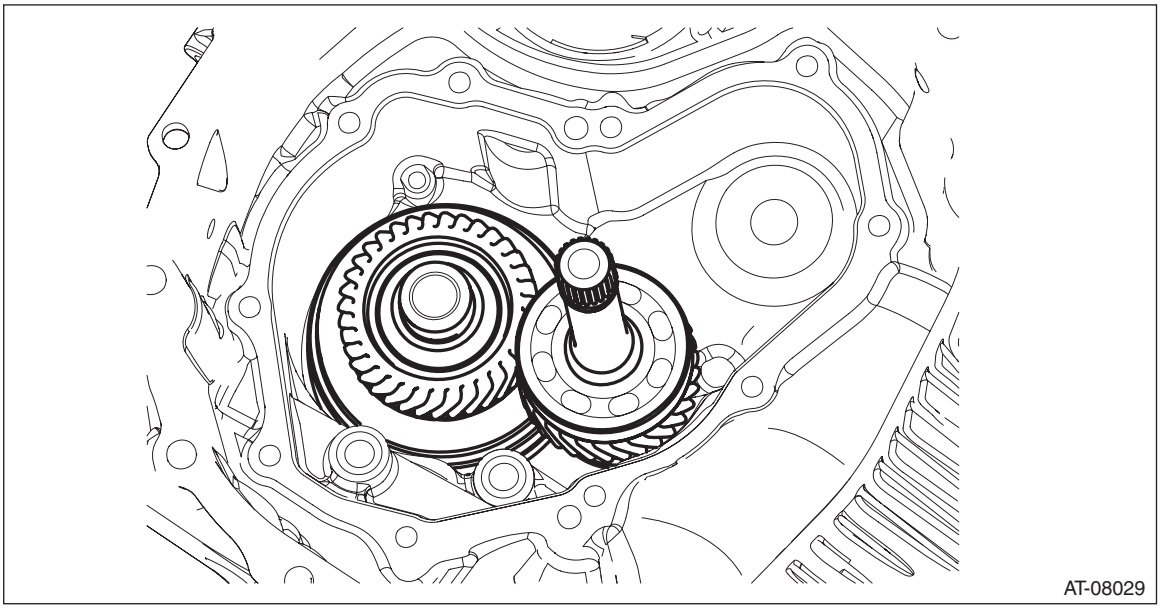
44. Front Differential Assembly 269
45. Oil Pump 287
46. Oil Pump Chain 288
47. Converter Case Cover 295
48. Front Reduction Drive Gear 304
49. Front Reduction Driven Gear 312
50. Converter Case 320
51. Diagnostics with Phenomenon 324

48.Front Reduction Drive Gear

A: REMOVAL

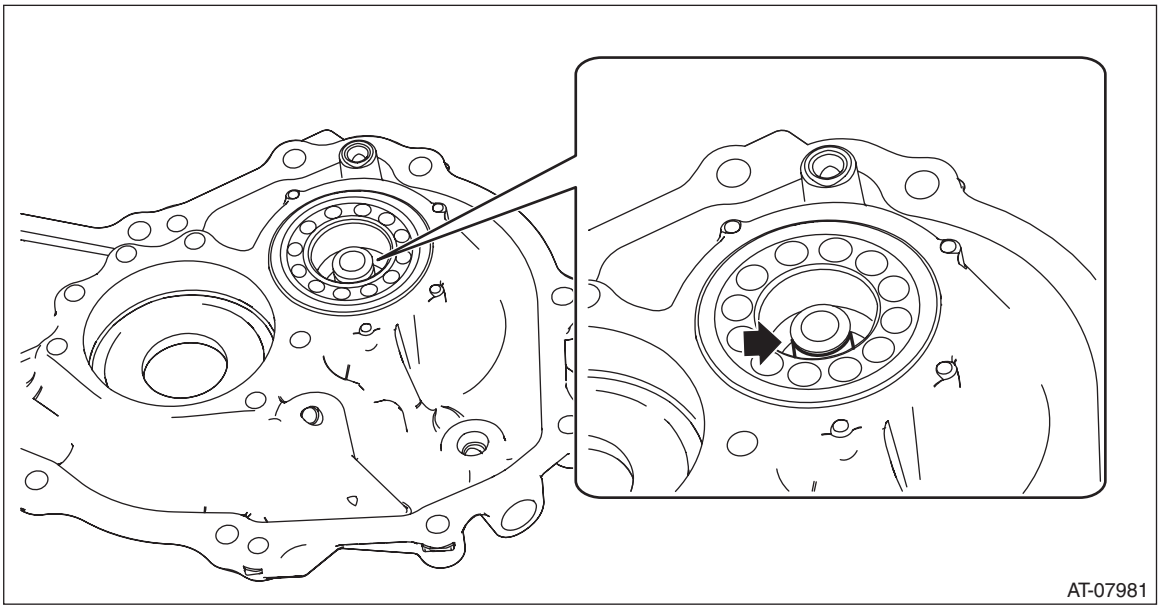
1) Remove the transmission assembly from the vehicle.<Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose.<Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body.<Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness.<Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the primary speed sensor.<Ref. to CVT(TR690)-102, REMOVAL, Primary Speed Sensor.>
6) Remove the extension case.<Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
7) Remove the rear drive shaft.<Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
8) Remove the transfer clutch assembly.<Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
9) Remove the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
10) Remove the intermediate case.<Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
11) Remove the forward clutch assembly.<Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
12) Remove the transmission case.<Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
13) Remove the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>
14) Remove the drive pinion shaft assembly.<Ref. to CVT(TR690)-247, REMOVAL, Drive Pinion Shaft Assembly.>
15) Remove the converter case cover.<Ref. to CVT(TR690)-295, REMOVAL, Converter Case Cover.>
16) Remove the front reduction drive gear and front reduction driven gear together.

NOTE:
Remove the front reduction driven shaft while holding it.



17) Remove the shims of the front reduction driven gear from the converter case.

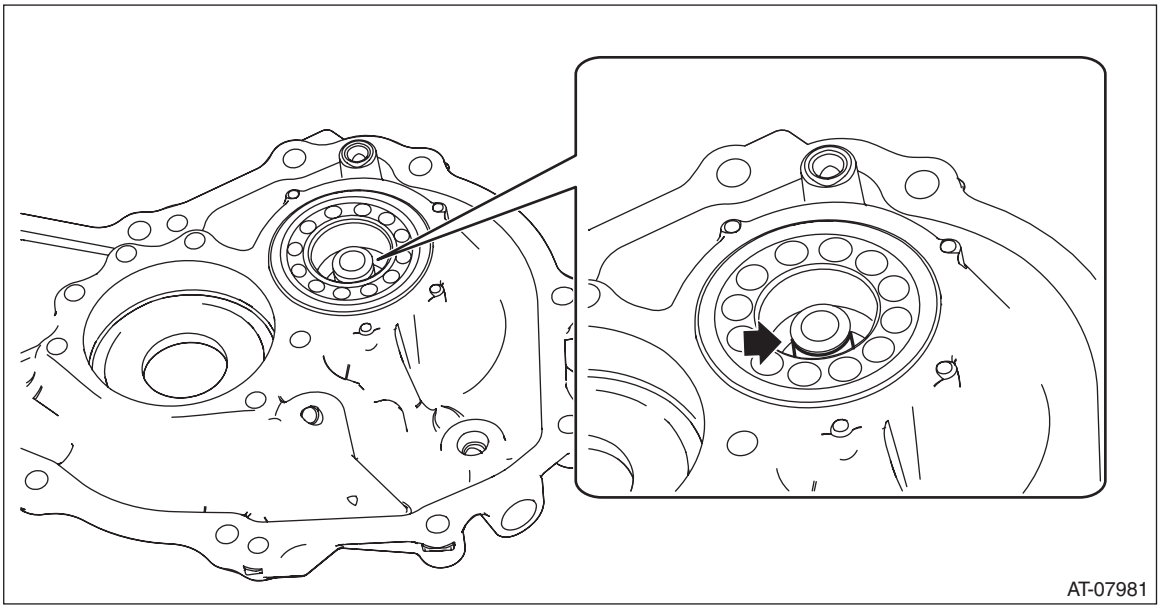
18) Remove the seal rings.



B: INSTALLATION

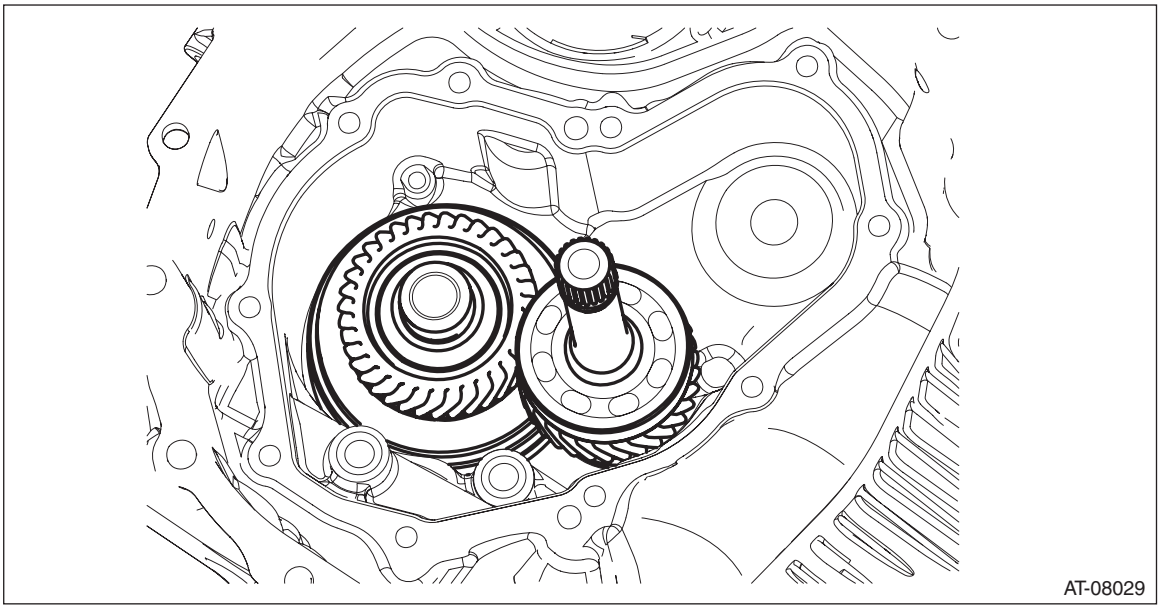
1) Clean the mating surface of converter case cover and converter case.
2) Select the shim for front reduction drive gear.<Ref. to CVT(TR690)-310, ADJUSTMENT, Front Reduction Drive Gear.>
3) Apply CVTF to the shims and install on the bearing catch surface of the front reduction driven gear.
4) Install the seal ring to converter case cover.

NOTE:
- Use new seal rings.
- When installing the seal rings, do not expand the seal rings too much.



5) Install the front reduction drive gear and front reduction driven gear together.

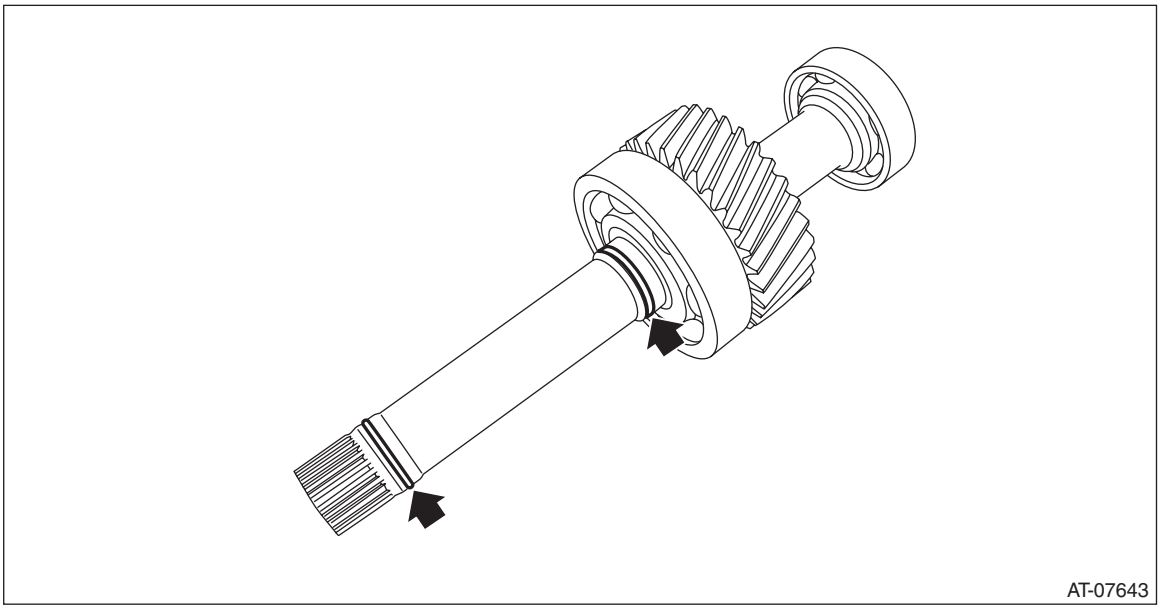
CAUTION:
Be careful not to detach the spline of input clutch and the spline of front reduction driven shaft.



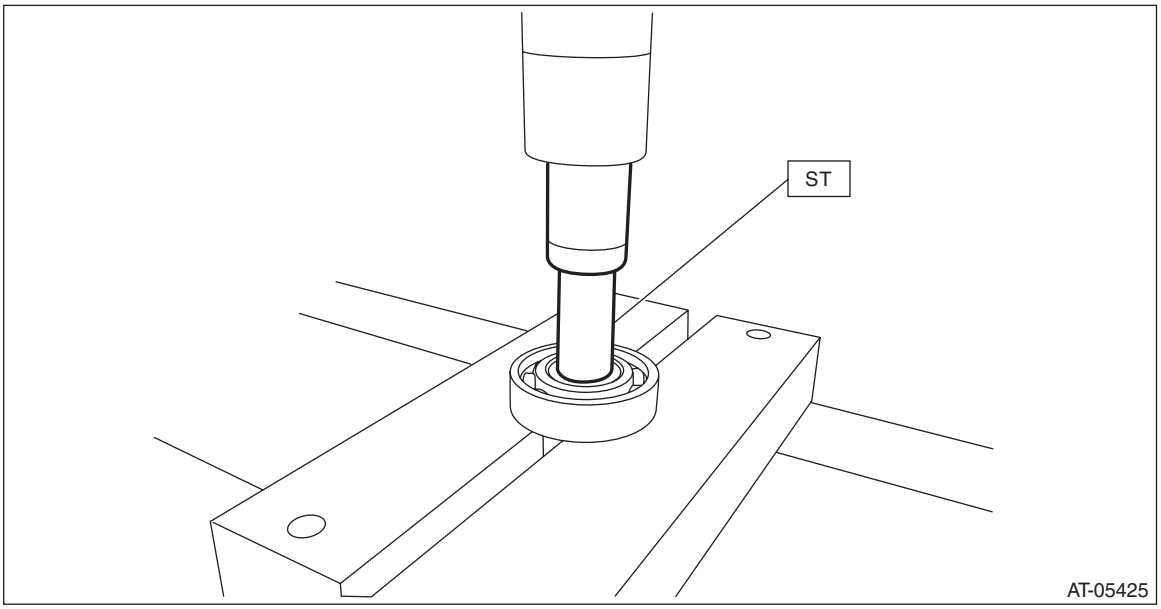
6) Install the converter case cover.<Ref. to CVT(TR690)-298, INSTALLATION, Converter Case Cover.>
7) Install the drive pinion shaft assembly.<Ref. to CVT(TR690)-249, INSTALLATION, Drive Pinion Shaft Assembly.>
8) Install the primary pulley, secondary pulley and variator chain.<Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>
9) Install the transmission case.<Ref. to CVT(TR690)-215, INSTALLATION, Transmission Case.>
10) Install the forward clutch assembly.<Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
11) Install the intermediate case.<Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
12) Install the transfer reduction driven gear assembly.<Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
13) Install the transfer clutch assembly.<Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
14) Install the rear drive shaft.<Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
15) Install the extension case.<Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
16) Install the primary speed sensor.<Ref. to CVT(TR690)-103, INSTALLATION, Primary Speed Sensor.>
17) Install the transmission harness.<Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
18) Install the control valve body and oil pan.<Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
19) Install the air breather hose.<Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>
20) Install the transmission assembly to the vehicle.<Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

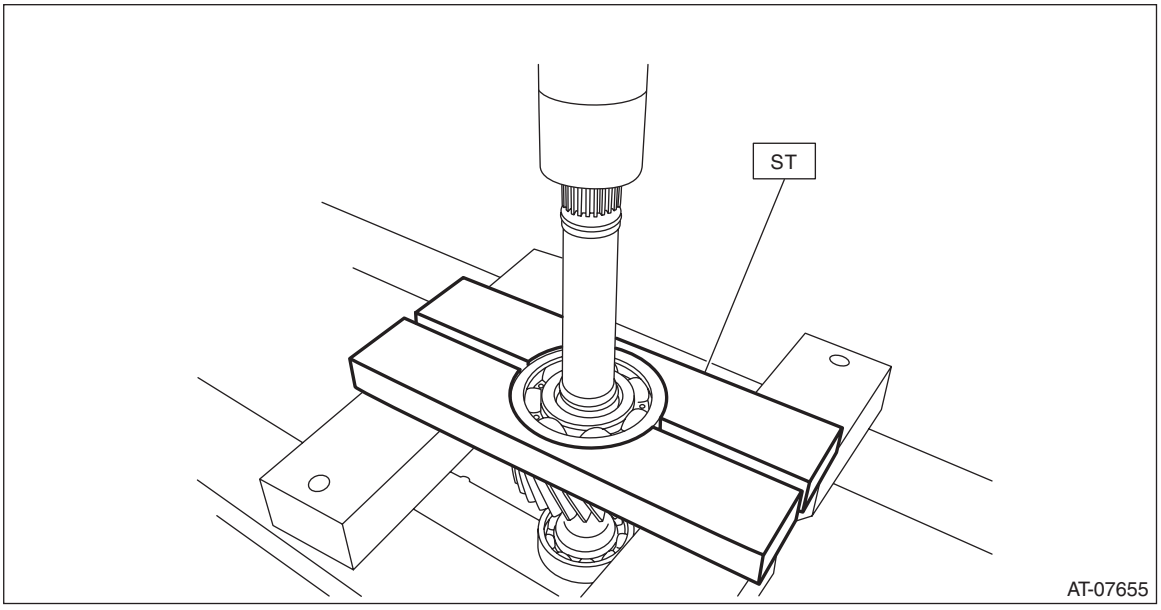
1) Remove the seal ring and O-ring.



2) Using the ST, remove the ball bearing from front reduction drive gear.
ST 899864100 REMOVER



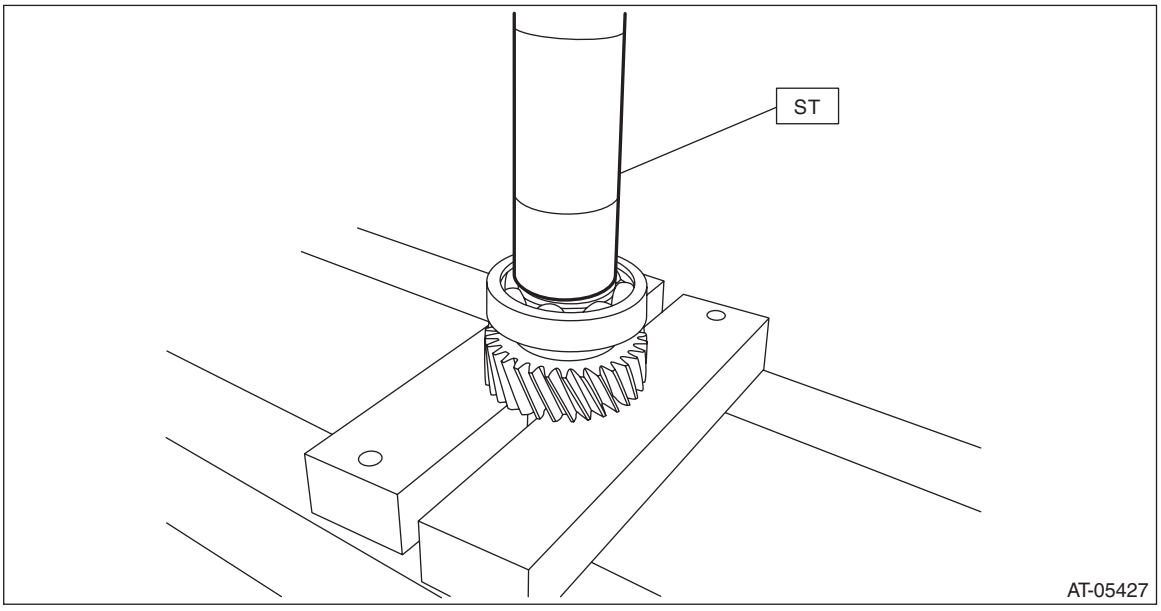
3) Using the ST, remove the ball bearing from front reduction drive gear.
ST 498077000 REMOVER



D: ASSEMBLY

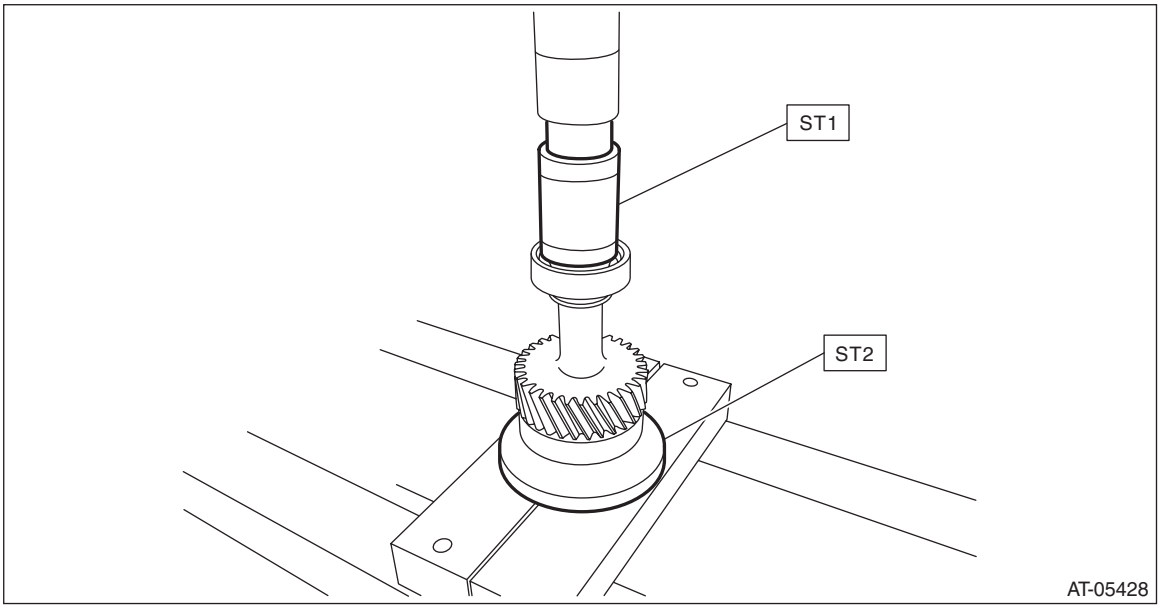
1) Using the ST, install the ball bearing to front reduction drive gear.

NOTE:
Use a new ball bearing.
ST 18651AA000 INSTALLER



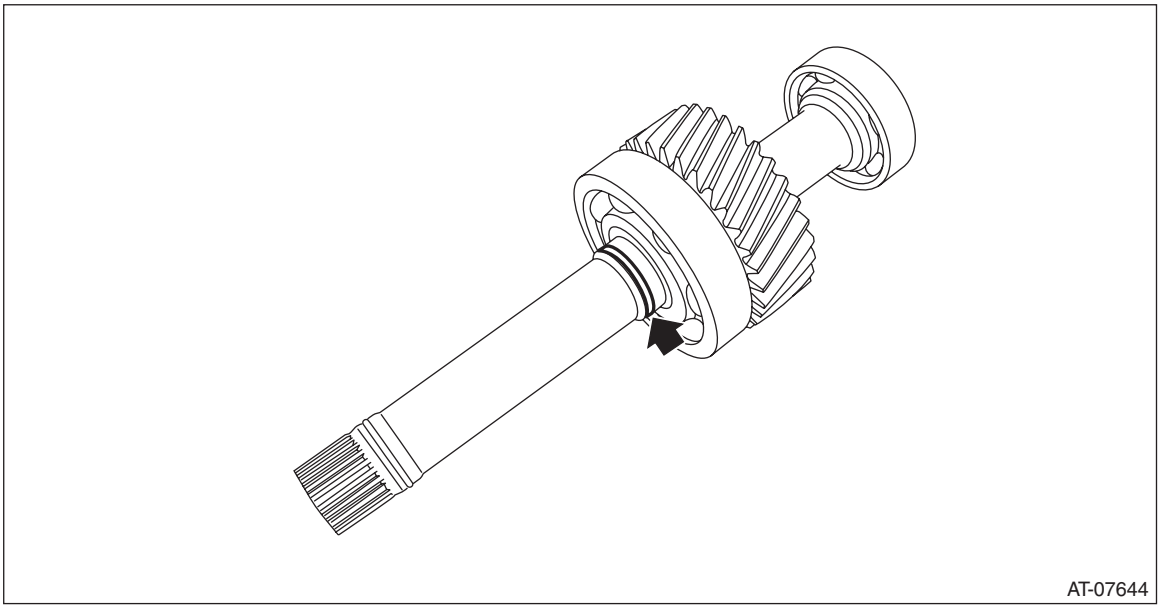
2) Using ST1 and ST2, install the ball bearing to front reduction drive gear.

NOTE:
Use a new ball bearing.
ST1 499757002 PRESS SNAP RING
ST2 398177700 INSTALLER



3) Install the seal ring.

NOTE:
- Use a new seal ring.
- When installing the seal ring, do not expand the seal ring too much.
- Install the O-ring when installing the torque converter assembly.

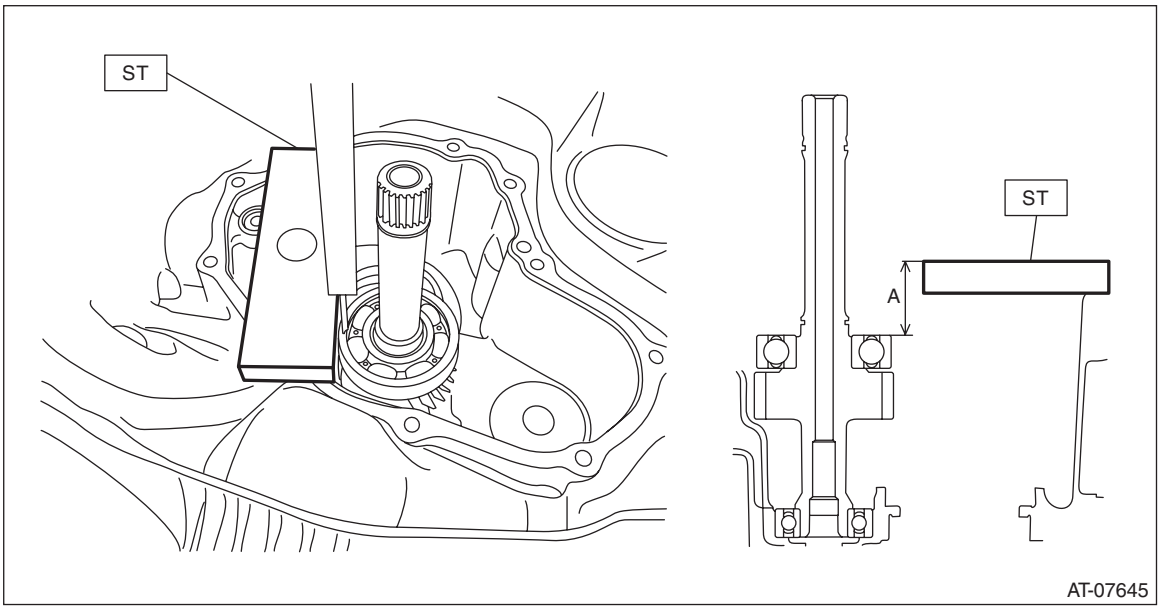


E: INSPECTION

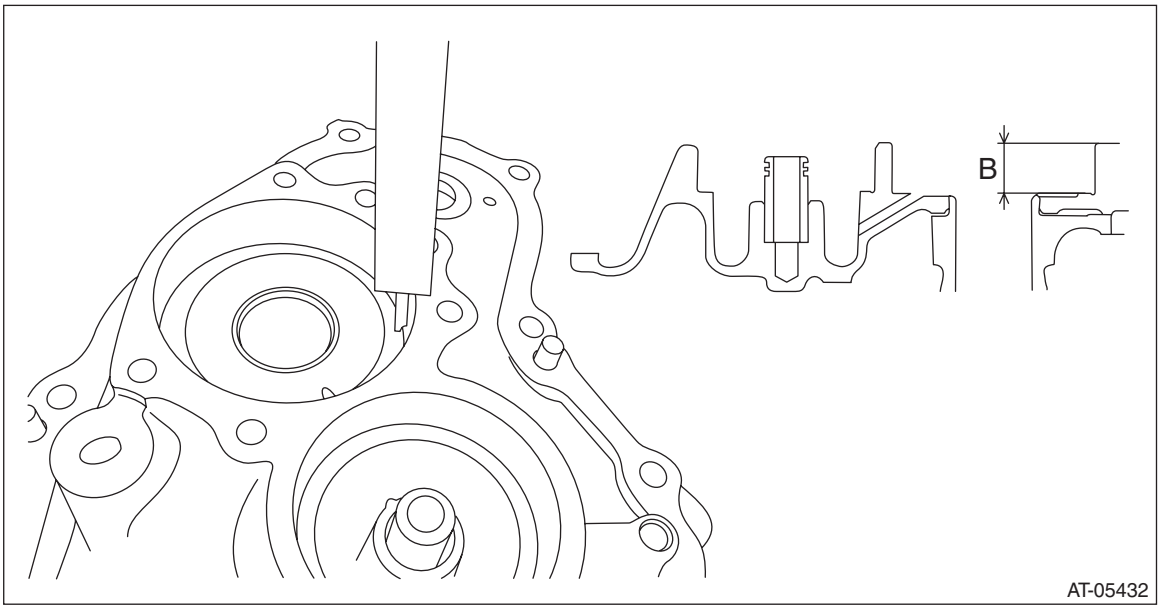
- Replace if its tooth surfaces are broken, damaged or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

F: ADJUSTMENT

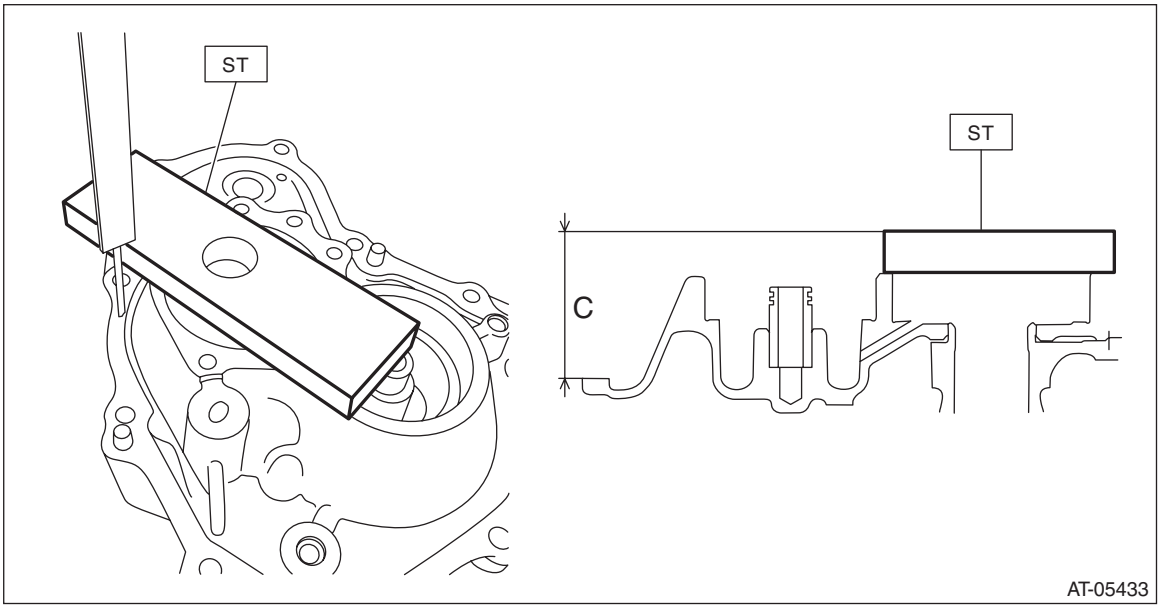
1) Measure height “A” from the ST upper face to the bearing end face using the ST.
ST 398643600 GAUGE



2) Measure depth “B” from the converter case cover upper face to the bearing catch surface.



3) Using the ST, measure height “C” from the ST upper face to the converter case cover mating surface.
ST 398643600 GAUGE



4) Using the following formula, calculate clearance “T” to select shims.
Calculation formula:
T mm = (A – 15) – ((C – 15) – B)
[T in = (A – 0.591) – ((C – 0.591) – B)]
T: Clearance
A: Depth from the ST upper face to the bearing end surface
B: Depth from the converter case cover upper face to the bearing catch surface
C: Height from the ST upper face to the converter case cover mating surface
15 mm (0.591 in): Thickness of ST

Clearance “T” mm (in)	Thickness of shim mm (in)	Part No.
1.070 — 1.174 (0.042 — 0.045)	1.0 (0.039)	31288AA160
1.175 — 1.274 (0.046 — 0.049)	1.1 (0.043)	31288AA170
1.275 — 1.374 (0.050 — 0.053)	1.2 (0.047)	31288AA180
1.375 — 1.474 (0.054 — 0.057)	1.3 (0.051)	31288AA220
1.475 — 1.580 (0.058 — 0.062)	1.4 (0.055)	31288AA230

49.Front Reduction Driven Gear

A: REMOVAL

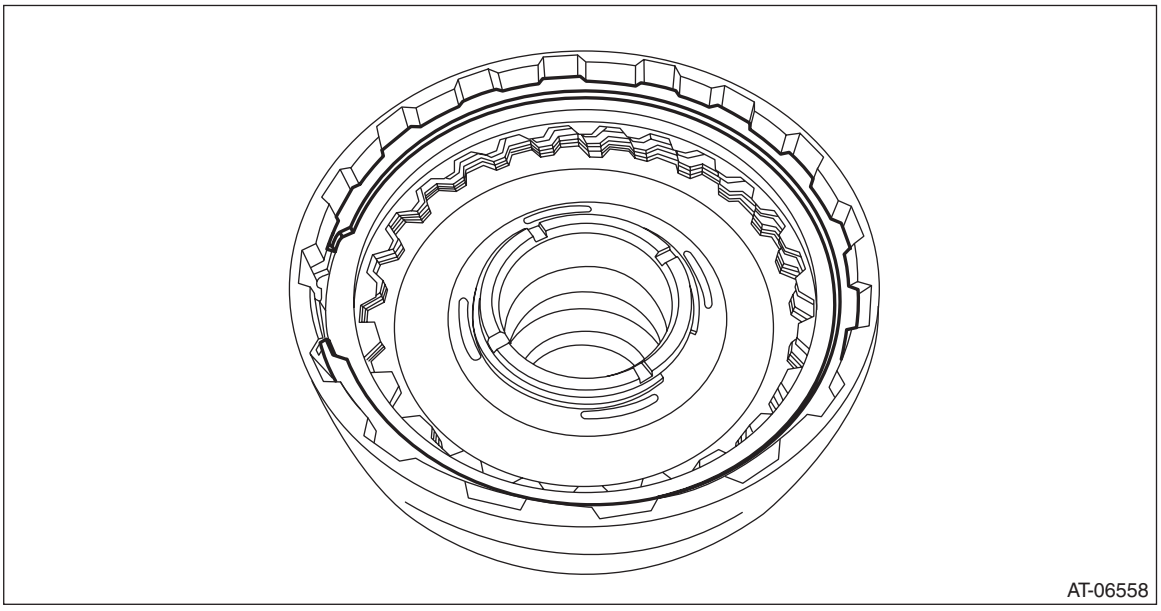
NOTE:
For removal of front reduction driven gear, refer to the “Front Reduction Drive Gear”. <Ref. to CVT(TR690)-304, REMOVAL, Front Reduction Drive Gear.>

B: INSTALLATION

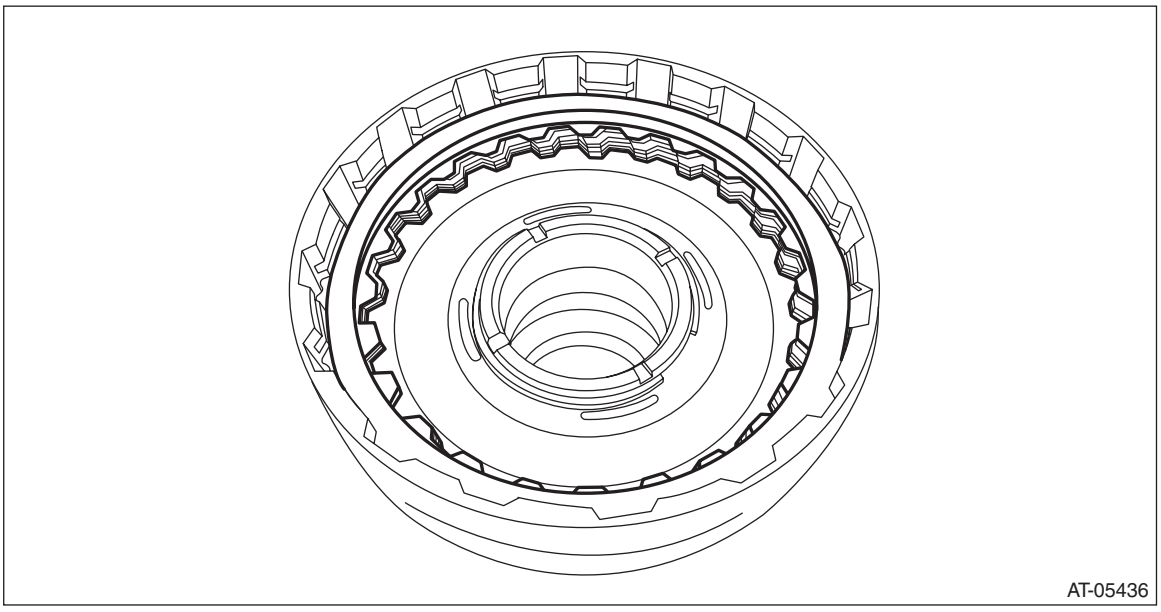
NOTE:
For installation of front reduction driven gear, refer to the “Front Reduction Drive Gear”. <Ref. to CVT(TR690)-305, INSTALLATION, Front Reduction Drive Gear.>

C: DISASSEMBLY

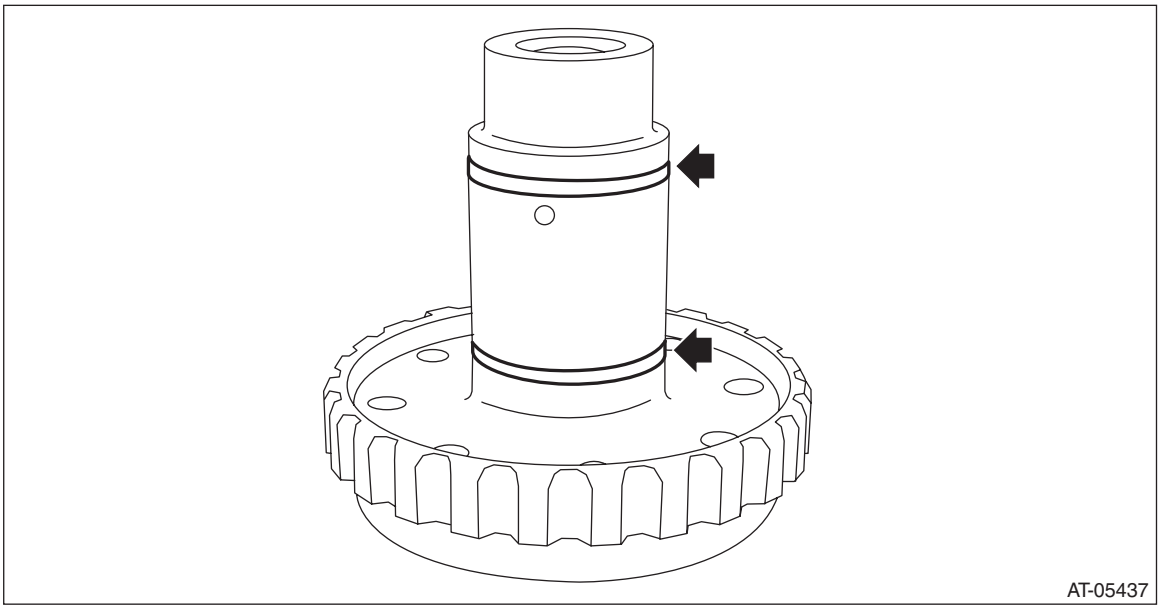
1) Remove the front reduction driven shaft from the front reduction driven gear.
2) Remove the snap ring.



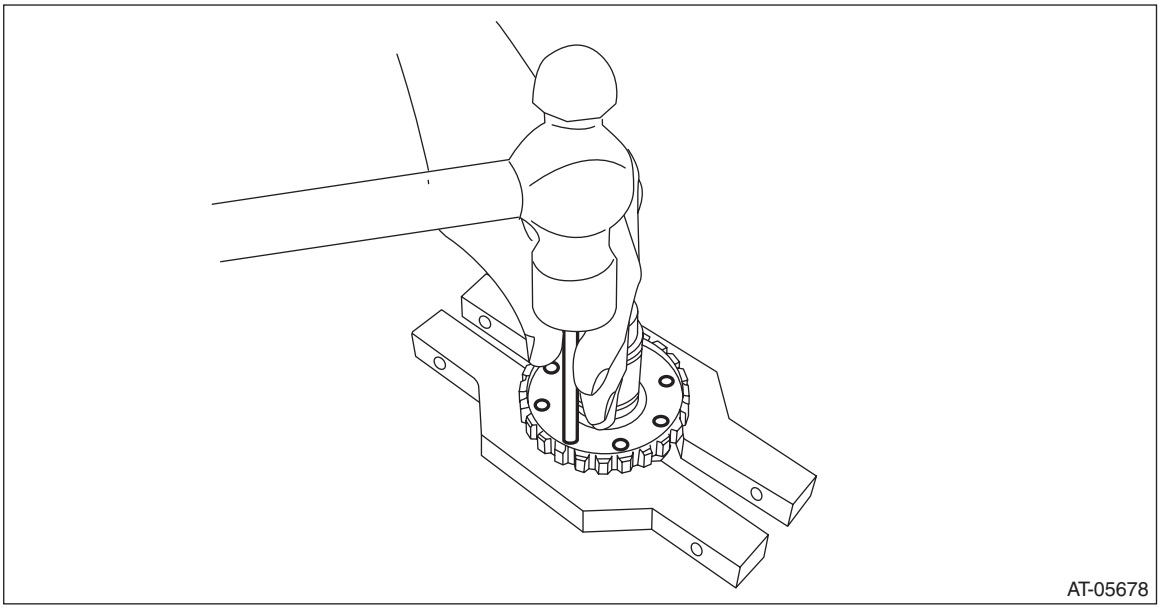
3) Remove the retaining plate, drive plate, driven plate and dish plate.



4) Remove the seal ring from front reduction driven shaft.



5) Remove the ball bearing, while tapping the entire circumference around the ball bearing outer race a little at a time through the front reduction driven shaft hole using the round bar with diameter of 7 mm (0.28 in).



D: ASSEMBLY

1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.

NOTE:
Make sure of the direction of dish plate.

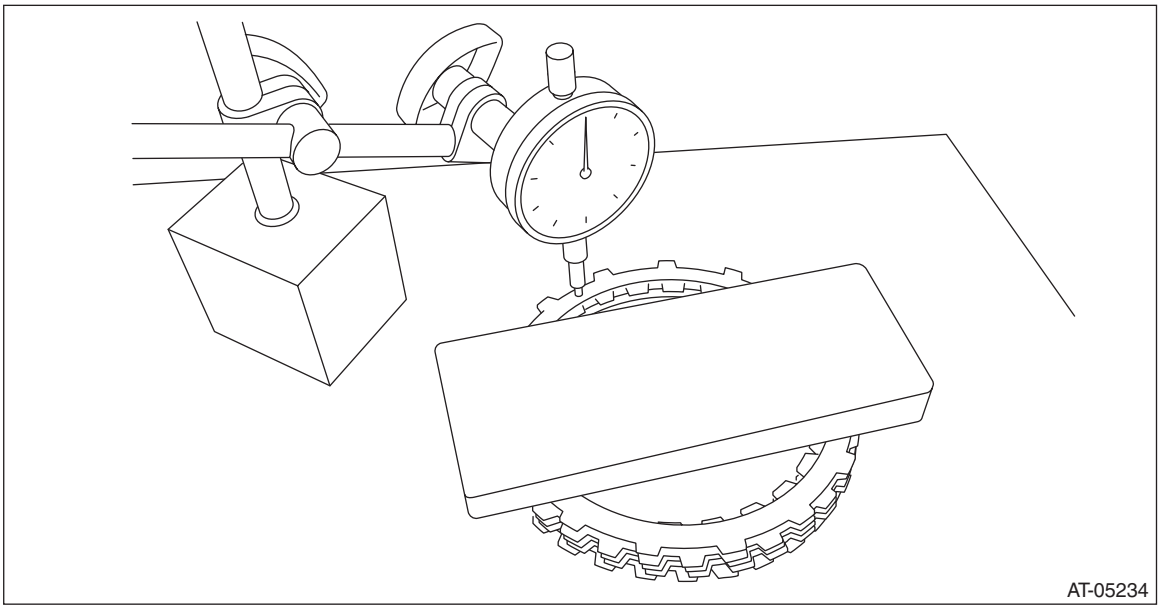
2) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.

3) Scale and record the weight "Z" of a flat board which will be put on retaining plate.

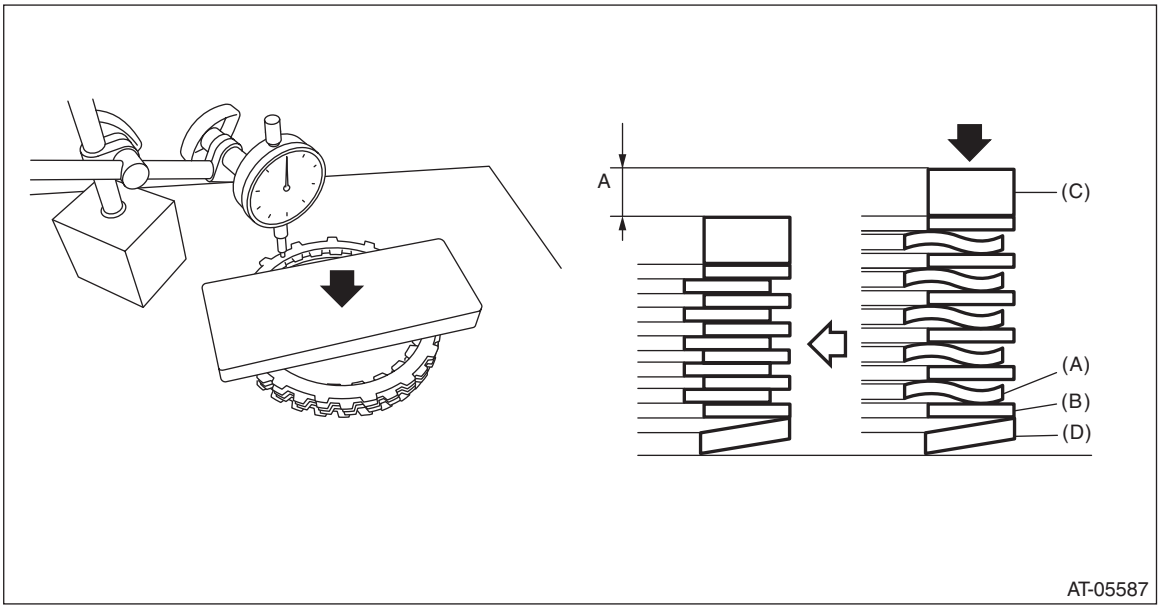
NOTE:
- Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
- Use a flat board weighing less than 130 N (13.3 kgf, 29.2 lb).

4) Put the flat board on retaining plate.



5) Using the following formula, calculate load “N”, a force of pressing with push/pull gauge.
N = 130N (13.3 kgf, 29.2 kg) – Z
130 N (13.3 kgf, 29.2 lb) : Load applied to clutch plate
Z: Flat board weight
6) Press the center of retaining plate by applying a force of “N” using push/pull gauge, and then measure and record the compression amount “A”.

NOTE:
Measure at four points with a 90° interval and calculate the average.



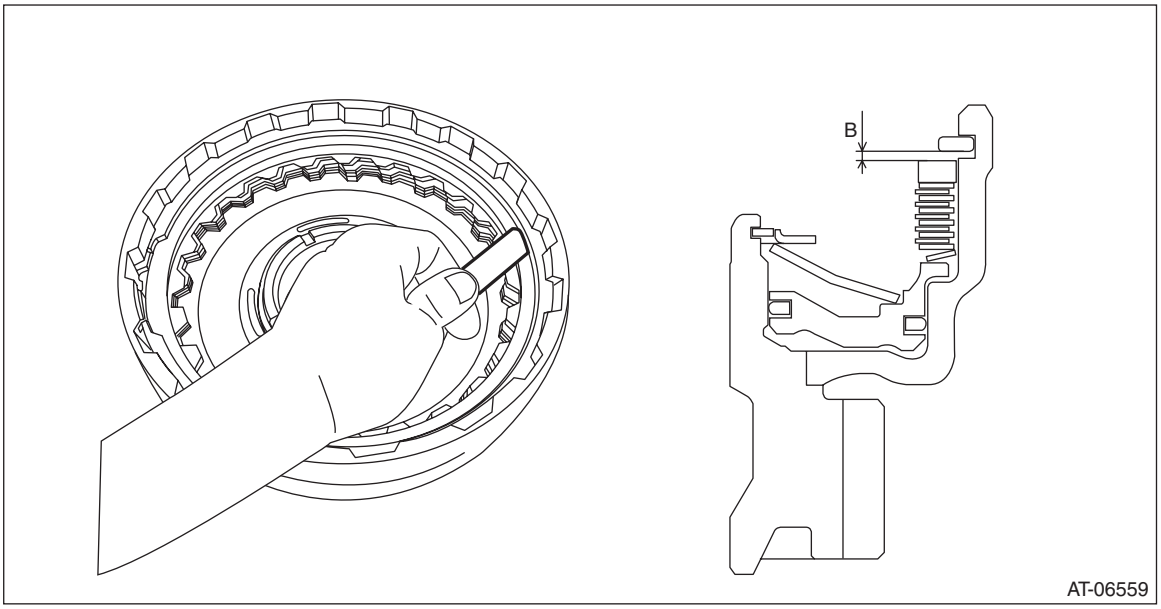
(A) Drive plate
(B) Driven plate
(C) Retaining plate
(D) Dish plate

7) Install the dish plate, driven plate, drive plate, retaining plate and snap ring.

NOTE:
Make sure of the direction of dish plate.

8) Measure and record the clearance “B” between the retaining plate and snap ring.

NOTE:
Before measuring, press down the whole circumference of retaining plate using your finger.



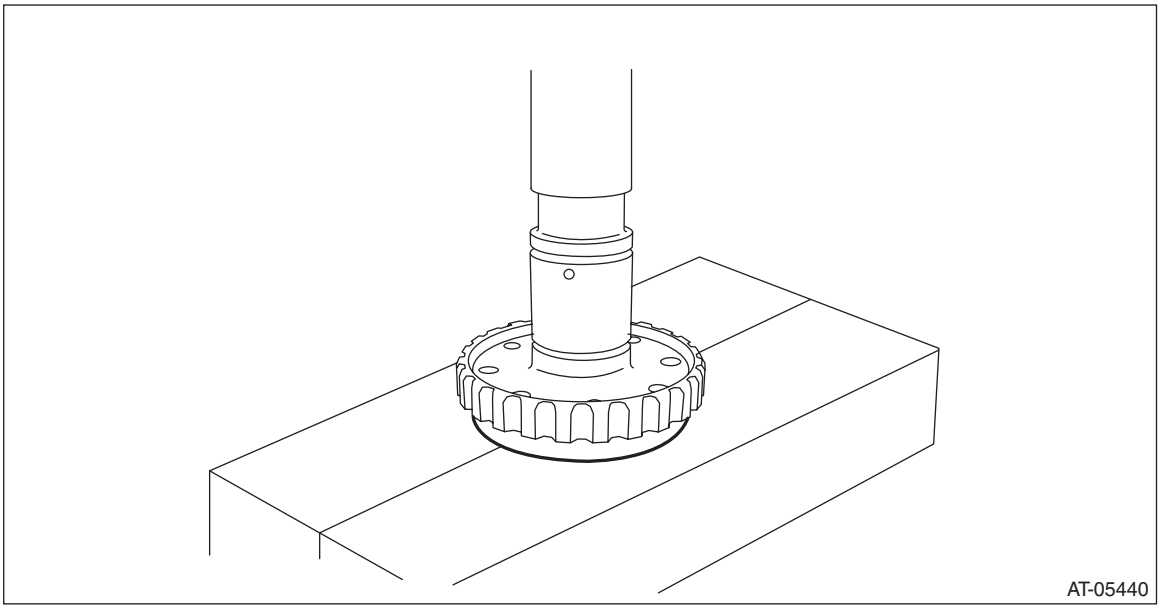
9) Piston stroke calculation
Calculate with A and B dimensions recorded before.
If out of standard, replace with a new drive plate and adjust it within standard.
S mm (in) = A + B
S: Piston stroke
A: Compression amount of drive plate and dish plate
B: Clearance between retaining plate and snap ring

Specification:
2.4 — 2.8 mm (0.094 — 0.11 in)

Retaining plate	
Part No.	Thickness mm (in)
31667AB430	3.1 (0.122)
31667AB440	3.3 (0.130)
31667AB450	3.5 (0.138)

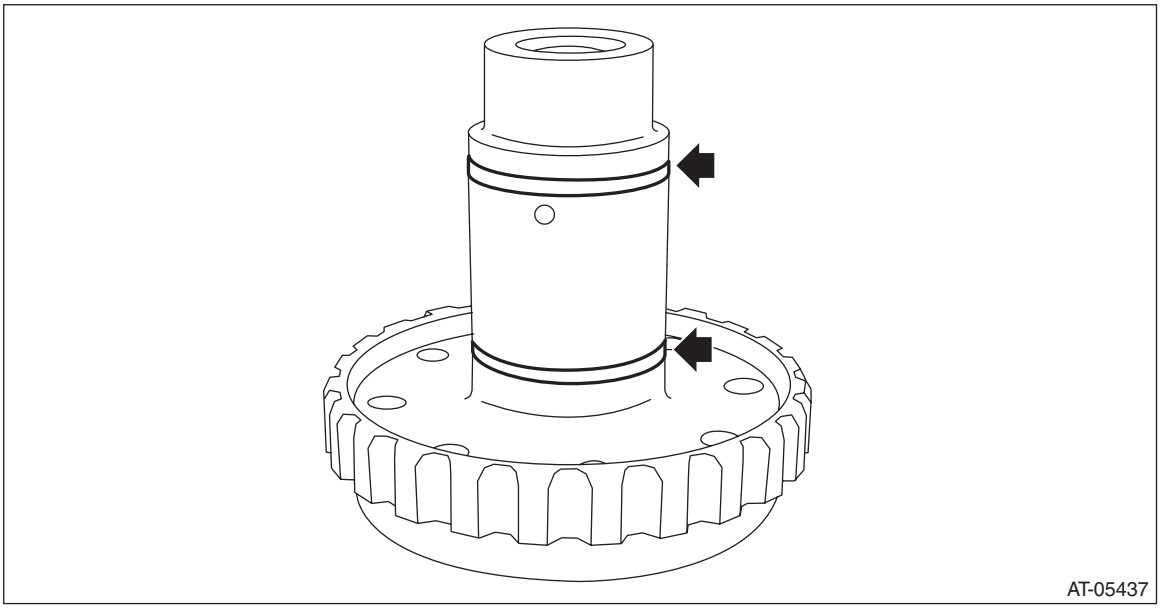
10) Press-fit the ball bearing into front driven shaft.

NOTE:
Use a new ball bearing.



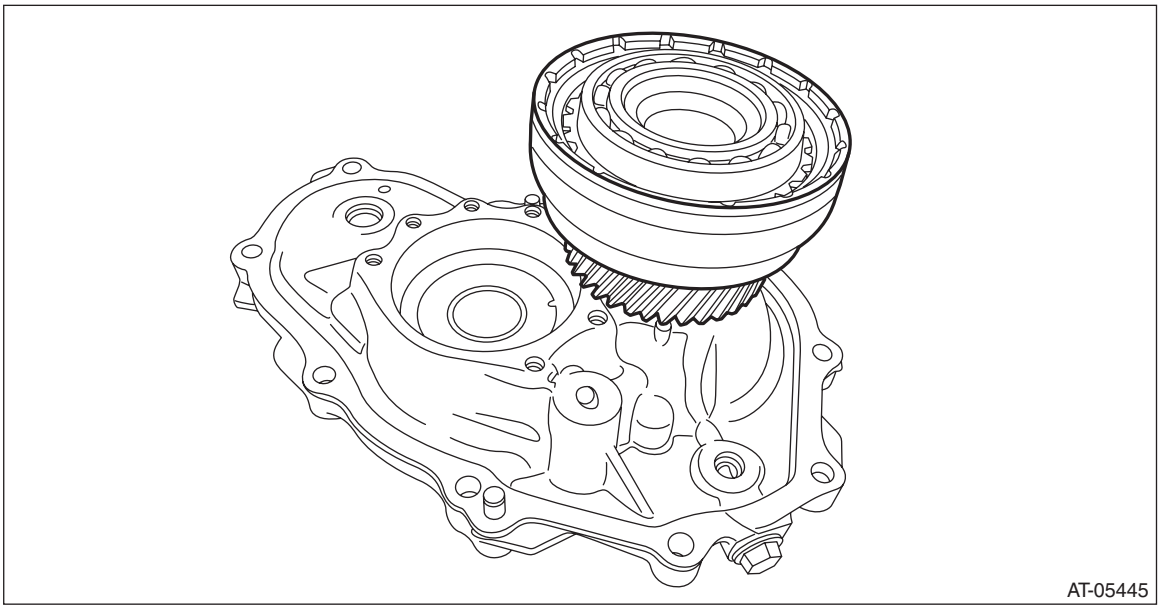
11) Install the seal ring to the front driven shaft.

NOTE:
- Install a new seal ring.
- Apply CVTF to the seal rings.



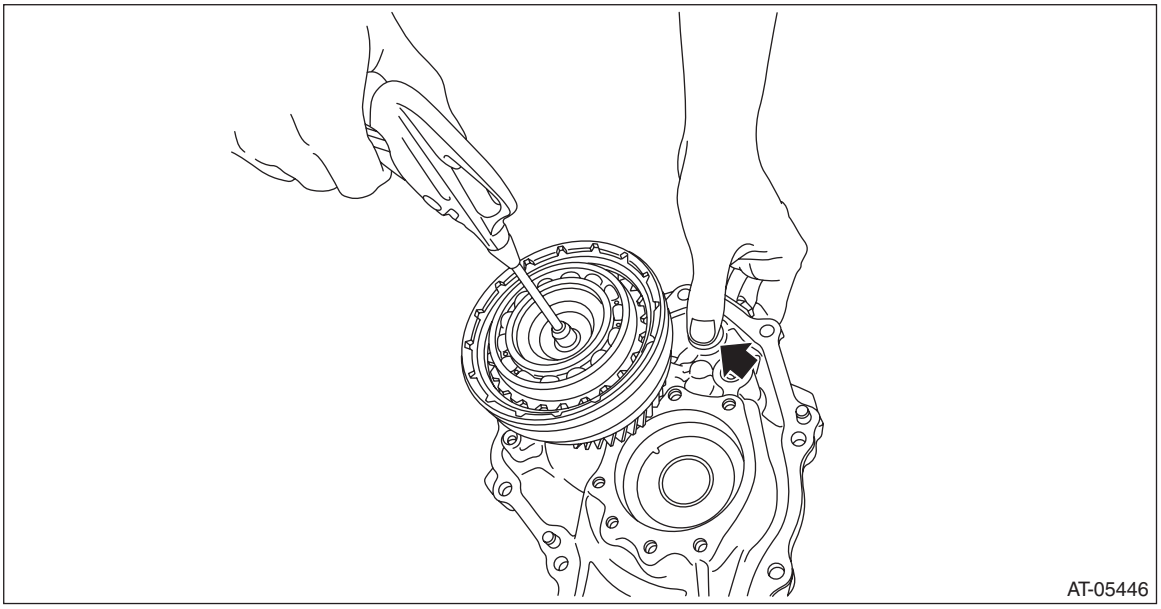
12) Install the front reduction driven shaft to the front reduction driven gear.

13) Install the front reduction driven gear assembly to converter case cover.



14) Apply compressed air intermittently to check the piston operation.

NOTE:
Hold the arrowed area with a finger.

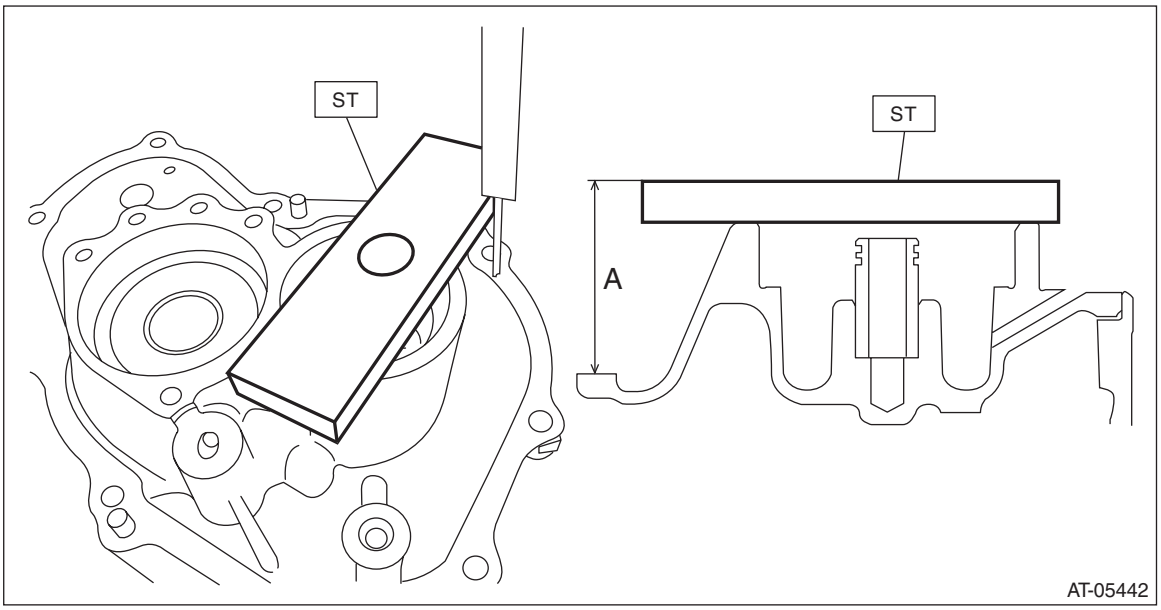


E: INSPECTION

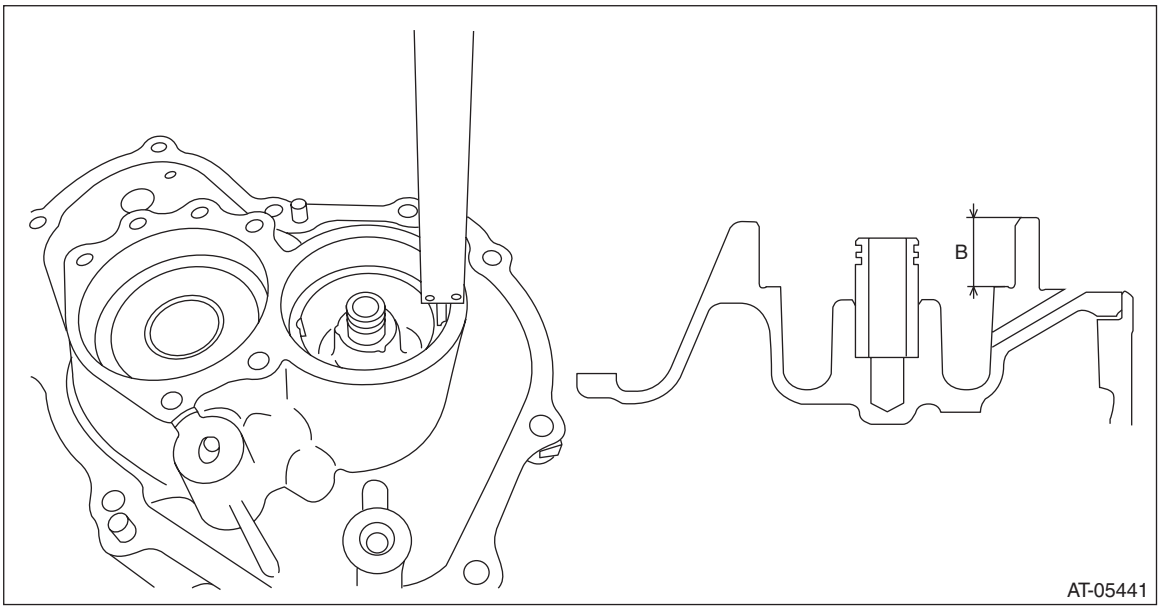
- Check the drive plate for wear and damage.
- Check the driven plate for discoloration (burnt color).
- Check for worn snap ring, fatigue or damaged return spring or deformed piston retainer.
- Replace if its tooth surfaces are broken, damaged or excessively worn.
- Check the bearing for seizure or wear.
- Apply CVTF to bearing and rotate the bearing to check for noise or dragging etc.

F: ADJUSTMENT

1) If the ball bearing is attached, remove the bearing and shims. <Ref. to CVT(TR690)-295, REMOVAL, Converter Case Cover.>
2) Using the ST, measure height “A” from the ST upper face to the mating surface of the case.
ST 398643600 GAUGE



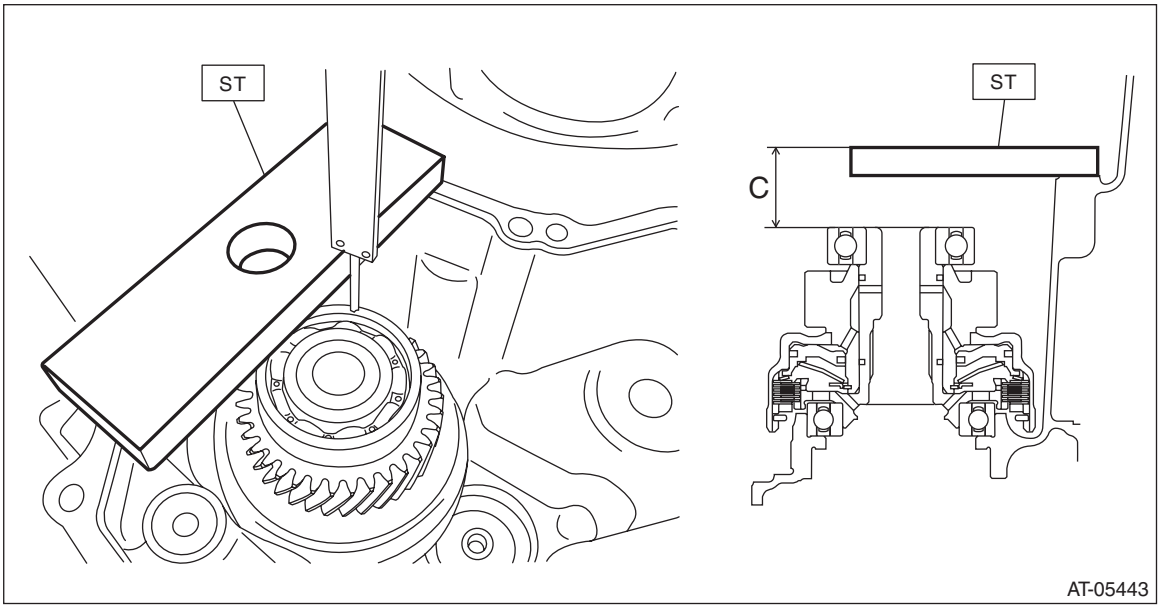
3) Measure depth “B” from the converter case cover upper face to the bearing catch surface.



4) Install the ball bearing to the reduction driven gear.

NOTE:
Use a new ball bearing.

5) Measure depth “C” from the ST upper face to the bearing end face using the ST.
ST 398643600 GAUGE



6) Calculate clearance “T” using the following formula.
Formula: T mm = (C – 15) – ((A – 15) – B)
[T in = (C – 0.591) – ((A – 0.591) – B)]
T: Clearance
A: Height from the ST upper face to the converter case mating surface
B: Depth from the converter case cover upper face to the bearing catch surface
C: Depth from the ST upper face to the bearing end face
15 mm (0.591 in): Thickness of ST

Clearance “T” mm (in)	Thickness of shim mm (in)
0.470 — 0.569 (0.019 — 0.021)	0.4 (0.016)
0.570 — 0.669 (0.022 — 0.025)	0.5 (0.020)
0.670 — 0.769 (0.026 — 0.029)	0.6 (0.024)
0.770 — 0.869 (0.030 — 0.033)	0.7 (0.028)
0.870 — 0.980 (0.034 — 0.039)	0.8 (0.031)

7) Select one to two shims so that the total thickness meets the value obtained from above.

Part No.	Thickness of shim mm (in)
31288AA130	0.2 (0.008)
31288AA140	0.3 (0.012)
31288AA150	0.5 (0.020)

50.Converter Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to CVT(TR690)-56, REMOVAL, Automatic Transmission Assembly.>
2) Remove the air breather hose. <Ref. to CVT(TR690)-134, REMOVAL, Air Breather Hose.>
3) Remove the oil pan and control valve body. <Ref. to CVT(TR690)-109, REMOVAL, Control Valve Body.>
4) Remove the transmission harness. <Ref. to CVT(TR690)-120, REMOVAL, Transmission Harness.>
5) Remove the secondary pressure sensor. <Ref. to CVT(TR690)-107, REMOVAL, Secondary Pressure Sensor.>
6) Remove the primary speed sensor. <Ref. to CVT(TR690)-102, REMOVAL, Primary Speed Sensor.>
7) Remove the extension case. <Ref. to CVT(TR690)-140, REMOVAL, Extension Case.>
8) Remove the rear drive shaft. <Ref. to CVT(TR690)-143, REMOVAL, Rear Drive Shaft.>
9) Remove the transfer clutch assembly. <Ref. to CVT(TR690)-148, REMOVAL, Transfer Clutch.>
10) Remove the transfer reduction driven gear assembly. <Ref. to CVT(TR690)-160, REMOVAL, Transfer Reduction Driven Gear.>
11) Remove the intermediate case. <Ref. to CVT(TR690)-167, REMOVAL, Intermediate Case.>
12) Remove the forward clutch assembly. <Ref. to CVT(TR690)-182, REMOVAL, Forward Clutch Assembly.>
13) Remove the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
14) Remove the primary pulley, secondary pulley and variator chain. <Ref. to CVT(TR690)-231, REMOVAL, Primary Pulley and Secondary Pulley.>
15) Remove the drive pinion shaft assembly. <Ref. to CVT(TR690)-247, REMOVAL, Drive Pinion Shaft Assembly.>
16) Remove the front differential assembly. <Ref. to CVT(TR690)-269, REMOVAL, Front Differential Assembly.>
17) Remove the converter case cover. <Ref. to CVT(TR690)-295, REMOVAL, Converter Case Cover.>
18) Remove the front reduction drive gear and front reduction driven gear. <Ref. to CVT(TR690)-304, REMOVAL, Front Reduction Drive Gear.>

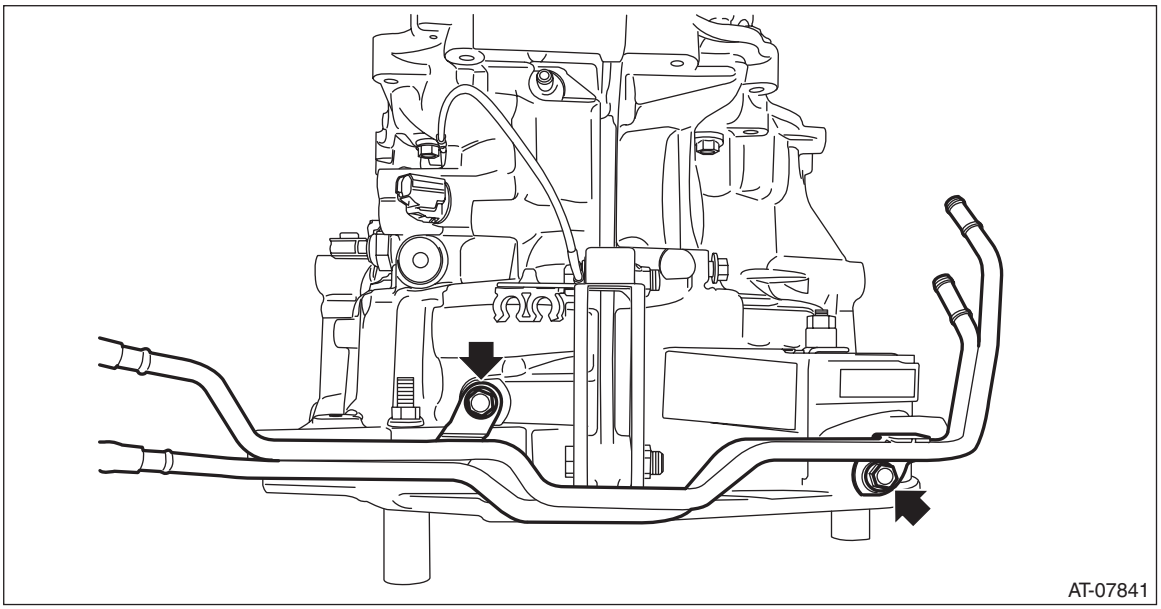
B: INSTALLATION

1) Install the front reduction drive gear and front reduction driven gear. <Ref. to CVT(TR690)-305, INSTALLATION, Front Reduction Drive Gear.>
2) Install the converter case cover. <Ref. to CVT(TR690)-298, INSTALLATION, Converter Case Cover.>
3) Install the front differential assembly. <Ref. to CVT(TR690)-270, INSTALLATION, Front Differential Assembly.>
4) Install the drive pinion shaft assembly. <Ref. to CVT(TR690)-249, INSTALLATION, Drive Pinion Shaft Assembly.>
5) Install the primary pulley, secondary pulley and steel chain. <Ref. to CVT(TR690)-235, INSTALLATION, Primary Pulley and Secondary Pulley.>
6) Install the transmission case. <Ref. to CVT(TR690)-213, REMOVAL, Transmission Case.>
7) Install the forward clutch assembly. <Ref. to CVT(TR690)-183, INSTALLATION, Forward Clutch Assembly.>
8) Install the intermediate case. <Ref. to CVT(TR690)-168, INSTALLATION, Intermediate Case.>
9) Install the transfer reduction driven gear. <Ref. to CVT(TR690)-160, INSTALLATION, Transfer Reduction Driven Gear.>
10) Install the transfer clutch assembly. <Ref. to CVT(TR690)-149, INSTALLATION, Transfer Clutch.>
11) Install the rear drive shaft. <Ref. to CVT(TR690)-143, INSTALLATION, Rear Drive Shaft.>
12) Install the extension case. <Ref. to CVT(TR690)-141, INSTALLATION, Extension Case.>
13) Install the primary speed sensor. <Ref. to CVT(TR690)-103, INSTALLATION, Primary Speed Sensor.>
14) Install the secondary pressure sensor. <Ref. to CVT(TR690)-107, INSTALLATION, Secondary Pressure Sensor.>
15) Install the transmission harness. <Ref. to CVT(TR690)-122, INSTALLATION, Transmission Harness.>
16) Install the control valve body and oil pan. <Ref. to CVT(TR690)-113, INSTALLATION, Control Valve Body.>
17) Install the air breather hose. <Ref. to CVT(TR690)-134, INSTALLATION, Air Breather Hose.>

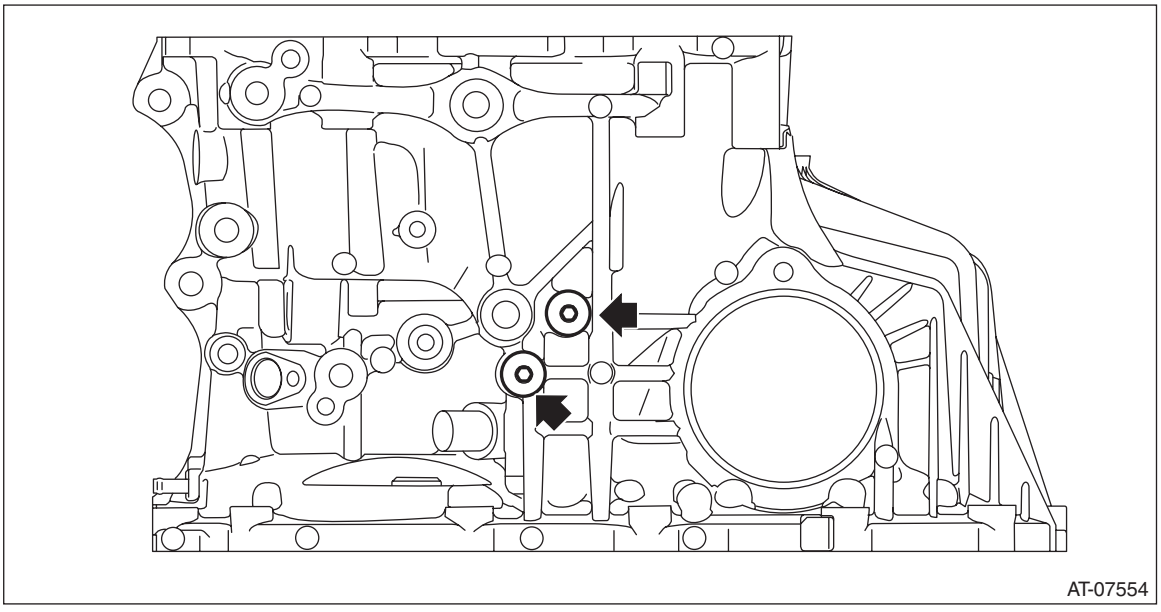
18) Install the transmission assembly to the vehicle. <Ref. to CVT(TR690)-69, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

1) Remove the CVTF cooler pipe COMPL.



2) Remove the pitching stopper bracket and transmission radio ground cord, if mounted.
3) Remove the oil drain plug and overflow drain plug. <Ref. to CVT(TR690)-43, REPLACEMENT, Differential Gear Oil.>
4) Remove all plugs.



D: ASSEMBLY

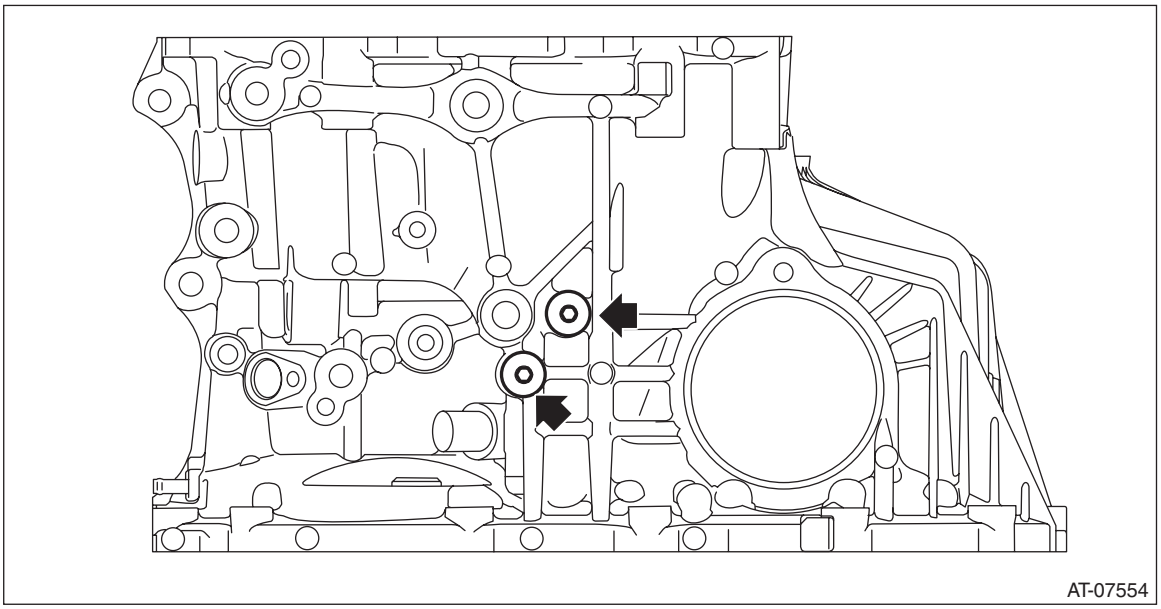
1) Install the oil drain plug and overflow drain plug.

NOTE:
Overflow plug of differential gear oil is temporarily attached.

2) Install all plugs.

NOTE:
Use new O-rings.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)

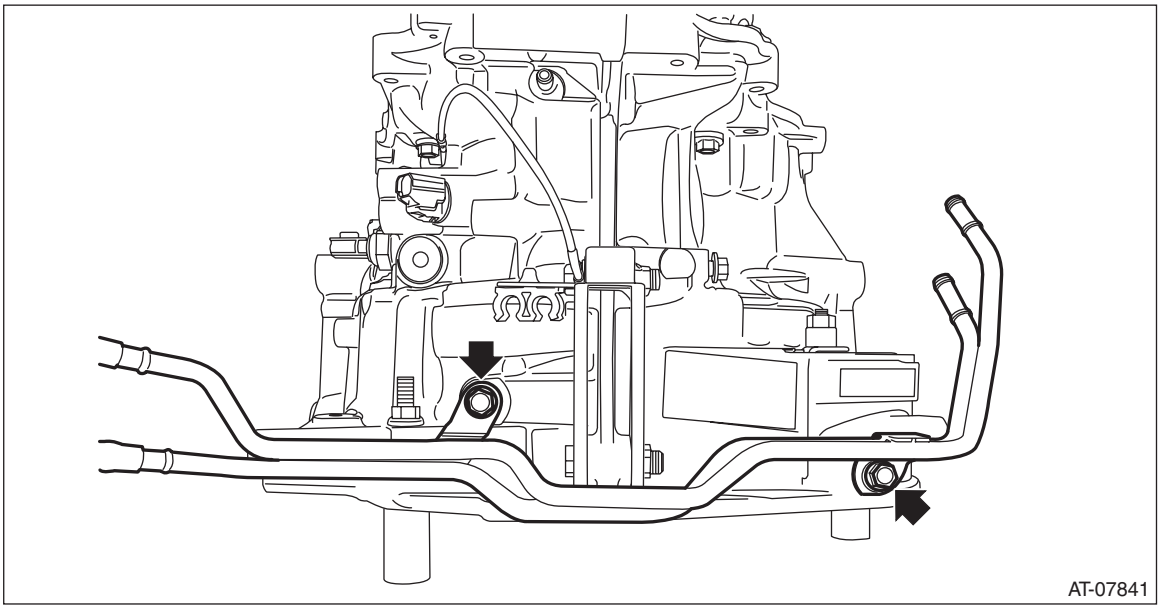


3) Install the pitching stopper bracket and transmission radio ground cord.

Tightening torque:
41 N·m (4.2 kgf-m, 30.2 ft-lb)

4) Install the CVTF cooler pipe COMPL.

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



E: INSPECTION

- Check for leakage of CVTF from the connection between converter case and transmission case.
- Check there is no damage or cracks on the converter case.

F: ADJUSTMENT

When replacing the converter case cover, select the following shims.

- Select the shim for front reduction drive gear. <Ref. to CVT(TR690)-310, ADJUSTMENT, Front Reduction Drive Gear.>
- Select the shim for front reduction driven gear. <Ref. to CVT(TR690)-318, ADJUSTMENT, Front Reduction Driven Gear.>
- Select shims for primary pulley. <Ref. to CVT(TR690)-241, ADJUSTMENT, Primary Pulley and Secondary Pulley.>

51.Diagnostics with Phenomenon

A: INSPECTION

Symptoms	Faulty parts
Stall speed is low after warming-up, with select lever in “D” or “R” range.	Engine control system
Vehicle does not move despite engine speed rising up, with select lever in “D” or “R” range.	• Engine control system • Select cable • CVTF • Secondary pressure circuit • Pulley, gear and variator chain • Forward/reverse changeover section • TCM • Control valve body • Inhibitor switch
Vehicle does not move by engine stall, with select lever in “D” or “R” range.	• Parking mechanism • Select cable • Bearing • Forward/reverse changeover section
Excessive shock occurs at starting, with select lever in “D” or “R” range.	• Secondary pressure circuit • Pulley, gear and variator chain
Acceleration speed from standstill is insufficient, with select lever in “D” or “R” range.	• Control valve body • Forward/reverse changeover section
Engine speed suddenly rises up during driving, with select lever in “D” or “R” range.	• Control valve body • Secondary pressure circuit • Primary pressure circuit
Vibration occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Forward/reverse changeover section • Pulley and variator chain • Torque converter assembly • Hydraulic pressure circuit to torque converter • Control valve body
Sudden braking occurs during driving, with select lever in “D” or “R” range.	• Secondary pressure circuit • Primary pressure circuit • Control valve body
During deceleration, lockup clutch does not disengage until just before halting, with select lever in “D” or “R” range.	• Control valve body • Torque converter assembly
Engine stalls with vehicle at a standstill, with select lever in “D” or “R” range.	• Engine control system • Control valve body
Excessive lockup shock occurs during driving, with select lever in “D” range.	Control valve body
Slipping occurs at lockup, or lockup does not occur during driving, with select lever in “D” range.	• Control valve body • Lockup hydraulic line • Torque converter assembly
Excessive shift shock occurs when shifting the select lever from “N” range to “D” range, or from “N” range to “R” range.	• Inhibitor switch • Control valve body • Forward/reverse changeover section
Vehicle does not keep at standstill with select lever in “P” range, or parking cannot be released when shifting from “P” range to another range.	• Select cable • Parking mechanism
Select lever does not shift smoothly.	• Select cable • Inhibitor switch • Detent spring • Manual plate

CONTINUOUSLY VARIABLE TRANSMISSION (DIAGNOSTICS)

CVT(diag)

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