

12. General Diagnostic Table

A: INSPECTION

1. CLUTCH

Symptom	Possible cause	Corrective action
<p>1. Clutch slippage. It is hard to perceive clutch slippage in the early stage, but pay attention to the following symptoms.</p> <ul style="list-style-type: none"> • 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. 	<p>(a) Oil on the clutch face</p> <p>(b) Worn clutch face</p> <p>(c) Deteriorated diaphragm spring</p> <p>(d) Warped pressure plate or flywheel</p> <p>(e) Defective release bearing holder</p>	<p>Replace.</p> <p>Replace.</p> <p>Replace.</p> <p>Correct or replace.</p> <p>Correct or replace.</p>
<p>2. Clutch drags.</p> <p>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.</p> <p>Method of testing: <Ref. to CL-38, DIAGNOSTIC DIAGRAM OF CLUTCH DRAG, INSPECTION, General Diagnostic Table.></p> <p>The problem is caused by insufficient disengagement of the clutch if an abnormal noise occurs during this test.</p>	<p>(a) Worn or rusty clutch disc hub spline</p> <p>(b) Excessive deflection of clutch disc face</p> <p>(c) Crankshaft pilot needle bearing sticking</p> <p>(d) Cracked clutch disc face</p> <p>(e) Stuck clutch disc (smeared by oil or water)</p>	<p>Replace the clutch disc.</p> <p>Correct or replace.</p> <p>Replace.</p> <p>Replace.</p> <p>Replace.</p>
<p>3. Clutch chatters.</p> <p>Clutch chattering is an unpleasant vibration to the whole vehicle when the vehicle is just started with clutch partially engaged.</p>	<p>(a) Adhesion of oil on the clutch face</p> <p>(b) Weak or broken damper spring</p> <p>(c) Poor contact of the disc surface or excessively worn disc</p> <p>(d) Warped pressure plate or flywheel</p> <p>(e) Loose disc rivets</p> <p>(f) Loose engine mounting</p> <p>(g) Improper adjustment of the pitching stopper</p>	<p>Replace the clutch disc.</p> <p>Replace the clutch disc.</p> <p>Replace the faulty clutch disc.</p> <p>Correct or replace.</p> <p>Replace the clutch disc.</p> <p>Retighten or replace mounting.</p> <p>Adjust.</p>

General Diagnostic Table

CLUTCH SYSTEM

Symptom	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 (b) Insufficient lubrication of the pilot bearing (c) Loose clutch disc hub (d) Loose damper spring retainer (e) Deteriorated or broken damper spring	Replace the release bearing. Replace the pilot bearing. Replace the clutch disc. Replace the clutch disc. 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 (b) Deteriorated cushioning spring (c) Worn or rusted spline of clutch disc or main shaft (d) Deteriorated or broken damper spring (e) Loose engine mounting (f) Deteriorated diaphragm spring	Replace the clutch disc. Replace the clutch disc. Take off rust, apply grease or replace clutch disc or main shaft. Replace the clutch disc. Retighten or replace mounting. Replace.

2. CLUTCH PEDAL

Symptom	Corrective action
Insufficient pedal play	Adjust the free play of the pedal.
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) Disengage the clutch and shift quickly from neutral to reverse in idling condition.	Is there any abnormal noise from the transmission gear?	Go to step 2.	Clutch is normal.
2 CHECK GEAR NOISE. Disengage the clutch at idle and shift from neutral to reverse within 0.5 — 1.0 seconds.	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) Disengage the clutch at idle and shift from neutral to reverse within 0.5 — 1.0 seconds. 2) With the clutch disengaged, 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 fly-wheel 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.

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
ABS	ABS
ABS (DIAGNOSTICS)	ABS(diag)
VEHICLE DYNAMICS CONTROL (VDC)	VDC
VEHICLE DYNAMICS CONTROL (VDC) (DIAGNOSTICS)	VDC(diag)
BRAKE	BR
PARKING BRAKE	PB
POWER ASSISTED SYSTEM (POWER STEERING)	PS

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

	Page
1. General Description	2
2. Wheel Alignment	7
3. Front Crossmember Support Plate	14
4. Front Stabilizer	15
5. Front Ball Joint	16
6. Front Arm	18
7. Front Strut	21
8. Front Crossmember	25
9. General Diagnostic Table	26