

3. Steel Wheel

A: REMOVAL

- 1) Apply the parking brake, and position select lever to "P" or "LOW".
- 2) Set the shop jacks or a lift to the specified points, and support the vehicle with its wheels slightly contacting the floor.
- 3) Loosen the wheel nuts.
- 4) Raise the vehicle until its wheels are off the ground using the jack or a lift.
- 5) Remove the wheel nuts and wheels.

NOTE:

- When removing the wheels, be careful not to damage the hub bolts.
- Place the wheels with their outer sides facing upward to prevent wheels from being damaged.

B: INSTALLATION

- 1) Remove dirt from the mating surface of the wheel and brake rotor.
- 2) Attach the wheel to the hub by aligning the wheel bolt holes with the hub bolts.
- 3) Temporarily attach the wheel nuts to the hub bolts. (In the case of aluminum wheels, use SUBARU genuine wheel nuts for aluminum wheels.)
- 4) Tighten the nuts by hand, making sure the wheel hub hole is aligned correctly to the guide portion of hub.
- 5) Tighten the wheel nuts in a diagonal selection to the specified torque. Use a wheel nut wrench.

Wheel nut tightening torque:

120 N·m (12.2 kgf·m, 88.5 ft-lb)

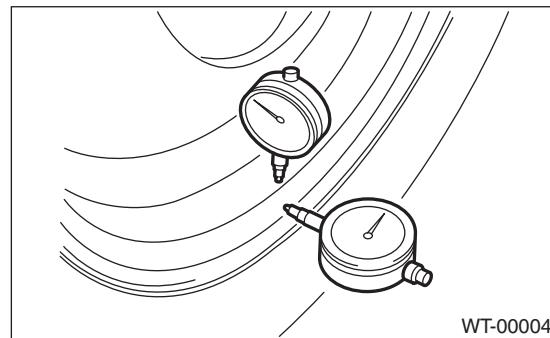
CAUTION:

- **Tighten the wheel nuts in two or three steps by gradually increasing the torque on opposing nuts, until they reach the specified torque.**
- **Do not push the wrench by foot. Always use both hands when tightening the nuts.**
- **Make sure the bolt, nut and the nut seating surface of the wheel are free from oil.**

- 6) If a wheel is removed for replacement or for repair of a puncture, retighten the wheel nuts to the specified torque after driving 1,000 km (600 miles).

C: INSPECTION

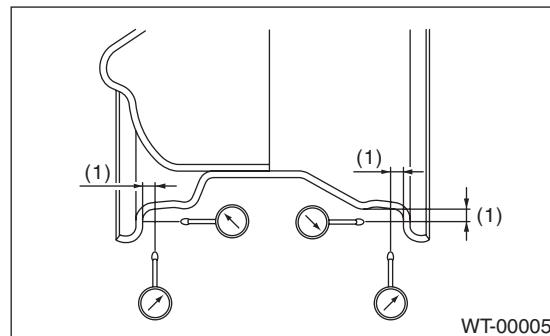
- 1) Deformation or damage to the rim may cause air leakage. Check the rim flange for deformation, cracks or damage, and repair or replace as necessary.
- 2) Jack-up the vehicle until wheels clear the floor.
- 3) Slowly rotate the wheel to check rim "runout" using a dial gauge.



Rim runout:

Axial runout limit	Vertical run out limit
1.5 mm (0.059 in)	

- 4) If the rim runout exceeds specifications, remove the tire from the wheel and check runout with the dial gauge attached to positions shown in the figure.



(1) Approx. 7 mm (0.28 in)

- 5) If the measured runout still exceeds specifications, replace the wheel.