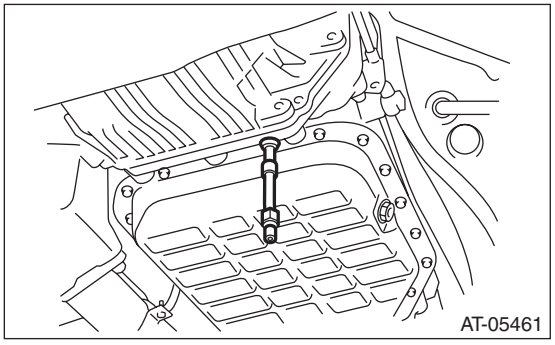
7. Line Pressure Test

A: MEASUREMENT

NOTE:
If the clutch or brake shows a sign of slippage, or shifting interval is not correct, check the line pressure.
- Excessive shock during up-shift may be due to the line pressure being too high.
- 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 test plug and install the ST.
ST 498897200 OIL PRESSURE ADAPTER



3) Set the ST1 and ST2.
ST1 498897200 OIL PRESSURE ADAPTER
ST2 498575400 OIL PRESSURE GAUGE ASSY
4) Lower the vehicle, and pull ST2, which were set in step 3), into the vehicle.
5) Connect the Subaru Select Monitor to the data link connector and read the current data. <Ref. to 5AT(diag)-18, Read Current Data.>
6) Perform line pressure test in the same manner as the stall test.

NOTE:
- Do not perform the line pressure test for 5 seconds or more at a time. Doing so will make the engine oil and ATF deteriorate and the clutch and brake to be adversely affected.
- After performing the 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.

Range of the select lever	Accelerator pedal opening angle	ATF temperature condition	“P/L Solenoid Pressure” displayed on the Subaru Select Monitor kPa	Standard line pressure kPa (kg/cm^2, psi)
2nd gear of manual mode	Full closed	45 — 55°C (113 — 131°F)	350 — 500	Target pressure (displayed on Subaru Select Monitor) –10 — +190 (Target pressure –0.10 — +1.94, Target pressure –1.45 — +27.5)
	Full open		2,000 or more	1,320 — 1,520 (13.46 — 15.50, 191.4 — 220.4)
R	Full open		1,600 or more	1,660 — 1,860 (16.93 — 18.97, 240.7 — 269.7)

7) Remove the ST and install the test plug.

NOTE:
Use a new gasket.

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