

1. 2-door Coupe

A: DIMENSIONS

Model				2200	2500
				AWD	AWD
				L	RS
Overall length		mm (in)		4,375 (172.2)	
Overall width		mm (in)		1,705 (67.1)	
Overall height		mm (in)		1,410 (55.5)	
Compartment	Leg room	Front Max.	mm (in)	1,094 (43.1)	
		Rear Min.	mm (in)	825 (32.5)	
	Head room	Front	mm (in)	995 (39.2)	
		Rear	mm (in)	933 (36.7)	
	Shoulder room	Front	mm (in)	1,335 (52.6)	
		Rear	mm (in)	1,325 (52.2)	
Wheelbase		mm (in)		2,520 (99.2)	
Tread	Front	mm (in)	1,460 (57.5)	1,470 (57.9)	
	Rear	mm (in)	1,450 (57.1)	1,460 (57.5)	
Minimum road clearance		mm (in)		145 (5.7)	

B: ENGINE

Model		2200	2500
Engine type		Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine	
Valve arrangement		Overhead camshaft type	
Bore x Stroke	mm (in)	96.9 x 75.0 (3.815 x 2.953)	99.5 x 79.0 (3.917 x 3.110)
Displacement	cm ³ (cu in)	2,212 (135.0)	2,457 (149.9)
Compression ratio		10.0	9.7
Firing order		1 — 3 — 2 — 4	
Idle speed at Park/Neutral position		rpm 700 ± 100	
Maximum output	kW (HP)/rpm	106 (142)/5,600	123 (165)/5,600
Maximum torque	N.m (kg-m, ft-lb)/rpm	202 (20.6, 149)/3,600	225 (22.9, 166)/4,000

C: ELECTRICAL

Model		2200	2500
Ignition timing at idling speed		Except California spec.: 10°/700 (MT), 15°/700 (AT) California spec.: 15°/700 (MT), 15°/700 (AT)	10°/700 (MT) 15°/700 (AT)
	BTDC/rpm		
Spark plug	Type and manufacturer	CHAMPION: RC10YC4 (Standard) NGK: BKR5E-11	
Generator		12V — 75A	
Battery	Type	MT model: 55D23L, AT model: 75D23L	
	Reserve capacity	min	MT model: 99, AT model: 118
	Cold cranking amperes	amp.	MT model: 356, AT model: 520

D: TRANSMISSION

Model		AWD	
Transmission type		5MT*	4AT*
Clutch type		DSPD	TCC
Gear ratio	1st	3.545	2.785 (2200 cc model) 3.027 (2500 cc model)
	2nd	2.111	1.545 (2200 cc model) 1.619 (2500 cc model)
	3rd	1.448	1.000
	4th	1.088	0.694
	5th	0.780	—
	Reverse	3.333	2.272
Reduction gear (Front drive)	1st reduction	Type of gear	—
		Gear ratio	—
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900 (2200 cc model) 4.111 (2500 cc model)
Reduction gear (Rear drive)	Transfer reduction	Type of gear	Helical
		Gear ratio	1.000
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900 (2200 cc model) 4.111 (2500 cc model)

5MT*: 5-forward speeds with synchromesh and 1-reverse – with center differential and viscous coupling

4AT*: Electronically controlled fully-automatic, 4-forward speeds and 1-reverse – with hydraulically controlled transfer clutch

DSPD: Dry Single Plate Diaphragm

TCC: Torque Converter Clutch

E: STEERING

Type	Rack and Pinion
Turns, lock to lock	3.2
Minimum turning circle	m (ft) Curb to curb: 10.2 (33.5), Wall to wall: 11.0 (36.1)

F: SUSPENSION

Front	Macpherson strut type, Independent, Coil spring
Rear	Dual link strut type, Independent, Coil spring

G: BRAKE

Model	2200	2500
Service brake system	Dual circuit hydraulic with vacuum suspended power unit	
Front	Ventilated disc brake	
Rear	Drum brakes	Disc brakes
Parking brake	Mechanical on rear brakes	

H: TIRE

Model	2200	2500
	AWD	AWD
	L	RS
Size	P195/60R15 87H	P205/55R16 87V
Type	Steel belted radial, Tubeless	

I: CAPACITY

Model	AWD	
	5MT	4AT
Fuel tank	ℓ (US gal, Imp gal)	
Engine oil	Upper level	ℓ (US qt, Imp qt)
	Lower level	ℓ (US qt, Imp qt)
Transmission gear oil	ℓ (US qt, Imp qt)	
Automatic transmission fluid	ℓ (US qt, Imp qt)	
AT differential gear oil	ℓ (US qt, Imp qt)	
AWD rear differential gear oil	ℓ (US qt, Imp qt)	
Power steering fluid	ℓ (US qt, Imp qt)	
Engine coolant	ℓ (US qt, Imp qt)	

J: WEIGHT

1. AMERICA SPEC. VEHICLES

Model	2200		2500			
	AWD					
	L		RS			
	5MT	4AT	5MT*	4AT*		
Curb weight (C.W.)	Front	kg (lb)	717 (1,580)	739 (1,630)	751 (1,655)	771 (1,700)
	Rear	kg (lb)	521 (1,150)	531 (1,170)	526 (1,160)	529 (1,165)
	Total	kg (lb)	1,238 (2,730)	1,270 (2,800)	1,277 (2,815)	1,300 (2,865)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)			
	Rear	kg (lb)	816 (1,800)			
	Total	kg (lb)	1,701 (3,750)			

*: The weight of a vehicle with sunroof is 5 kg (10 lb) larger at the front, 7 kg (15 lb) larger at the rear and 12 kg (25 lb) larger in total.

2. CANADA SPEC. VEHICLES

Model			2500	
			AWD	
			RS	
			5MT*	4AT*
Curb weight (C.W.)	Front	kg (lb)	751 (1,655)	771 (1,700)
	Rear	kg (lb)	526 (1,160)	529 (1,165)
	Total	kg (lb)	1,277 (2,815)	1,300 (2,865)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)	
	Rear	kg (lb)	816 (1,800)	
	Total	kg (lb)	1,701 (3,750)	

*: The weight of a vehicle with sunroof is 5 kg (10 lb) larger at the front, 7 kg (15 lb) larger at the rear and 12 kg (25 lb) larger in total.

2. 4-door Sedan

A: DIMENSIONS

Model				2200	
				AWD	
				L	
Overall length		mm (in)	4,375 (172.2)		
Overall width		mm (in)	1,705 (67.1)		
Overall height		mm (in)	1,410 (55.5)		
Compartment	Leg room	Front Max.	mm (in)	1,094 (43.1)	
		Rear Min.	mm (in)	825 (32.5)	
	Head room	Front	mm (in)	995 (39.2)	
		Rear	mm (in)	933 (36.7)	
	Shoulder room	Front	mm (in)	1,335 (52.6)	
		Rear	mm (in)	1,315 (51.8)	
Wheelbase		mm (in)	2,520 (99.2)		
Tread		Front	mm (in)	1,460 (57.5)	
		Rear	mm (in)	1,450 (57.1)	
Minimum road clearance		mm (in)	145 (5.7)		

B: ENGINE

Model		2200	
Engine type		Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine	
Valve arrangement		Overhead camshaft type	
Bore x Stroke	mm (in)	96.9 x 75.0 (3.815 x 2.953)	
Displacement	cm ³ (cu in)	2,212 (135.0)	
Compression ratio		10.0	
Firing order		1 — 3 — 2 — 4	
Idle speed at Park/Neutral position		rpm	700 ± 100
Maximum output		kW (HP)/rpm	106 (142)/5,600
Maximum torque		N.m (kg-m, ft-lb)/rpm	202 (20.6, 149)/3,600

C: ELECTRICAL

Model		2200
Ignition timing at idling speed BTDC/rpm		Except California spec.: 10°/700 (MT), 15°/700 (AT) California spec.: 15°/700 (MT), 15°/700 (AT)
Spark plug	Type and manufacturer	CHAMPION: RC10YC4 (Standard) NGK: BKR5E-11
Generator		12V — 75A
Battery	Type	MT model: 55D23L, AT model: 75D23L
	Reserve capacity min	MT model: 99, AT model: 118
	Cold cranking amperes amp.	MT model: 356, AT model: 520

D: TRANSMISSION

Model		AWD	
Transmission type		5MT*	4AT*
Clutch type		DSPD	TCC
Gear ratio	1st	3.545	2.785
	2nd	2.111	1.545
	3rd	1.448	1.000
	4th	1.088	0.694
	5th	0.780	—
	Reverse	3.333	2.272
Reduction gear (Front drive)	1st reduction	Type of gear	—
		Gear ratio	—
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900
Reduction gear (Rear drive)	Transfer reduction	Type of gear	Helical
		Gear ratio	1.000
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900

5MT*: 5-forward speeds with synchromesh and 1-reverse – with center differential and viscous coupling

4AT*: Electronically controlled fully-automatic, 4-forward speeds and 1-reverse – with hydraulically controlled transfer clutch

DSPD: Dry Single Plate Diaphragm

TCC: Torque Converter Clutch

E: STEERING

Type	Rack and Pinion
Turns, lock to lock	3.2
Minimum turning circle	m (ft) Curb to curb: 10.2 (33.5), Wall to wall: 11.0 (36.1)

F: SUSPENSION

Front	Macpherson strut type, Independent, Coil spring
Rear	Dual link strut type, Independent, Coil spring

G: BRAKE

Model	2200
Service brake system	Dual circuit hydraulic with vacuum suspended power unit
Front	Ventilated disc brake
Rear	Drum brake
Parking brake	Mechanical on rear brakes

H: TIRE

Model	2200
	AWD
	L
Size	P195/60R15 87H
Type	Steel belted radial, Tubeless

I: CAPACITY

Model		AWD	
		5MT	4AT
Fuel tank	ℓ (US gal, Imp gal)	60 (15.9, 13.2)	
Engine oil	Upper level ℓ (US qt, Imp qt)	4.0 (4.2, 3.5)	
	Lower level ℓ (US qt, Imp qt)	3.0 (3.2, 2.6)	
Transmission gear oil	ℓ (US qt, Imp qt)	3.5 (3.7, 3.1)	—
Automatic transmission fluid	ℓ (US qt, Imp qt)	—	8.4 (8.9, 7.4)
AT differential gear oil	ℓ (US qt, Imp qt)	—	1.2 (1.3, 1.1)
AWD rear differential gear oil	ℓ (US qt, Imp qt)	0.8 (0.8, 0.6)	
Power steering fluid	ℓ (US qt, Imp qt)	0.7 (0.7, 0.6)	
Engine coolant	ℓ (US qt, Imp qt)	5.8 (6.1, 5.1)	

J: WEIGHT

1. AMERICA SPEC.VEHICLES

Model		2200		
		AWD		
		L		
		5MT	4AT	
Curb weight (C.W.)	Front	kg (lb)	719 (1,585)	744 (1,640)
	Rear	kg (lb)	521 (1,150)	528 (1,165)
	Total	kg (lb)	1,240 (2,735)	1,272 (2,805)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)	
	Rear	kg (lb)	816 (1,800)	
	Total	kg (lb)	1,701 (3,750)	

2. CANADA SPEC.VEHICLES

Model		2200		
		AWD		
		L		
		5MT	4AT	
Curb weight (C.W.)	Front	kg (lb)	719 (1,585)	744 (1,640)
	Rear	kg (lb)	521 (1,150)	528 (1,165)
	Total	kg (lb)	1,240 (2,735)	1,272 (2,805)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)	
	Rear	kg (lb)	816 (1,800)	
	Total	kg (lb)	1,701 (3,750)	

3. Sport Wagon

A: DIMENSIONS

Model				2200		
				AWD		
		Brighton		L		OUTBACK
Overall length		mm (in)		4,375 (172.2)		
Overall width		mm (in)		1,705 (67.1)		
Overall height		mm (in)		1,410 (55.5)		1,430 (56.3)
Compartment	Leg room	Front Max.	mm (in)	1,094 (43.1)		
		Rear Min.	mm (in)	825 (32.5)		
	Head room	Front	mm (in)	995 (39.2)		
		Rear	mm (in)	950 (37.4)		
	Shoulder room	Front	mm (in)	1,335 (52.6)		
		Rear	mm (in)	1,315 (51.8)		
Wheelbase		mm (in)		2,520 (99.2)		
Tread	Front	mm (in)		1,460 (57.5)		
	Rear	mm (in)		1,450 (57.1)		
Minimum road clearance		mm (in)		145 (5.7)		165 (6.5)

B: ENGINE

Model		2200	
Engine type		Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine	
Valve arrangement		Overhead camshaft type	
Bore x Stroke	mm (in)	96.9 x 75.0 (3.815 x 2.953)	
Displacement	cm ³ (cu in)	2,212 (135.0)	
Compression ratio		10.0	
Firing order		1 — 3 — 2 — 4	
Idle speed at Park/Neutral position	rpm	700 ± 100	
Maximum output	kW (HP)/rpm	106 (142)/5,600	
Maximum torque	N.m (kg-m, ft-lb)/rpm	202 (20.6, 149)/3,600	

C: ELECTRICAL

Model		2200
Ignition timing at idling speed BTDC/rpm		Except California spec.: 10°/700 (MT), 15°/700 (AT) California spec.: 15°/700 (MT), 15°/700 (AT)
Spark plug	Type and manufacturer	CHAMPION: RC10YC4 (Standard) NGK: BKR5E-11
Generator		12V — 75A
Battery	Type	MT model: 55D23L, AT model: 75D23L
	Reserve capacity min	MT model: 99, AT model: 118
	Cold cranking amperes amp.	MT model: 356, AT model: 520

D: TRANSMISSION

Model		AWD	
Transmission type		5MT*	4AT*
Clutch type		DSPD	TCC
Gear ratio	1st	3.545	2.785
	2nd	2.111	1.545
	3rd	1.448	1.000
	4th	1.088	0.694
	5th	0.780	—
	Reverse	3.333	2.272
Reduction gear (Front drive)	1st reduction	Type of gear	—
		Gear ratio	—
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900
Reduction gear (Rear drive)	Transfer reduction	Type of gear	Helical
		Gear ratio	1.000
	Final reduction	Type of gear	Hypoid
		Gear ratio	3.900

5MT*: 5-forward speeds with synchromesh and 1-reverse – with center differential and viscous coupling

4AT*: Electronically controlled fully-automatic, 4-forward speeds and 1-reverse – with hydraulically controlled transfer clutch

DSPD: Dry Single Plate Diaphragm

TCC: Torque Converter Clutch

E: STEERING

Type	Rack and Pinion	
Turns, lock to lock	3.2	
Minimum turning circle	m (ft)	Curb to curb: 10.2 (33.5), Wall to wall: 11.0 (36.1)

F: SUSPENSION

Front	Macpherson strut type, Independent, Coil spring
Rear	Dual link strut type, Independent, Coil spring

G: BRAKE

Model	2200
Service brake system	Dual circuit hydraulic with vacuum suspended power unit
Front	Ventilated disc brake
Rear	Drum brake
Parking brake	Mechanical on rear brakes

H: TIRE

Model	2200		
	AWD		
	Brighton	L	OUTBACK
Size	P195/60R15 87H		P205/60R15 90S P205/60R15 90H
Type	Steel belted radial, Tubeless		

I: CAPACITY

Model		AWD	
		5MT	4AT
Fuel tank	ℓ (US gal, Imp gal)	60 (15.9, 13.2)	
Engine oil	Upper level ℓ (US qt, Imp qt)	4.0 (4.2, 3.5)	
	Lower level ℓ (US qt, Imp qt)	3.0 (3.2, 2.6)	
Transmission gear oil	ℓ (US qt, Imp qt)	3.5 (3.7, 3.1)	—
Automatic transmission fluid	ℓ (US qt, Imp qt)	—	8.4 (8.9, 7.4)
AT differential gear oil	ℓ (US qt, Imp qt)	—	1.2 (1.3, 1.1)
AWD rear differential gear oil	ℓ (US qt, Imp qt)	0.8 (0.8, 0.6)	
Power steering fluid	ℓ (US qt, Imp qt)	0.7 (0.7, 0.6)	
Engine coolant	ℓ (US qt, Imp qt)	5.8 (6.1, 5.1)	

J: WEIGHT

1. AMERICA SPEC. VEHICLES

Model			2200			
			AWD			
			L		OUTBACK	
			5MT	4AT	5MT	4AT
Curb weight (C.W.)	Front	kg (lb)	721 (1,590)	741 (1,635)	730 (1,610)	751 (1,655)
	Rear	kg (lb)	565 (1,245)	565 (1,245)	567 (1,250)	576 (1,270)
	Total	kg (lb)	1,286 (2,835)	1,306 (2,880)	1,297 (2,860)	1,327 (2,925)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)			
	Rear	kg (lb)	907 (2,000)			
	Total	kg (lb)	1,792 (3,950)			

2. CANADA SPEC. VEHICLES

Model			2200			
			AWD			
			Brighton		OUTBACK	
			5MT	4AT	5MT	4AT
Curb weight (C.W.)	Front	kg (lb)	703 (1,550)	723 (1,595)	730 (1,610)	753 (1,660)
	Rear	kg (lb)	558 (1,230)	561 (1,235)	567 (1,250)	571 (1,260)
	Total	kg (lb)	1,261 (2,735)	1,284 (2,830)	1,297 (2,860)	1,324 (2,920)
Gross vehicle weight (G.V.W.)	Front	kg (lb)	885 (1,950)			
	Rear	kg (lb)	907 (2,000)			
	Total	kg (lb)	1,792 (3,950)			

3. Vehicle Identification Numbers (V.I.N.)

A: APPLICABLE V.I.N. IN THIS MANUAL

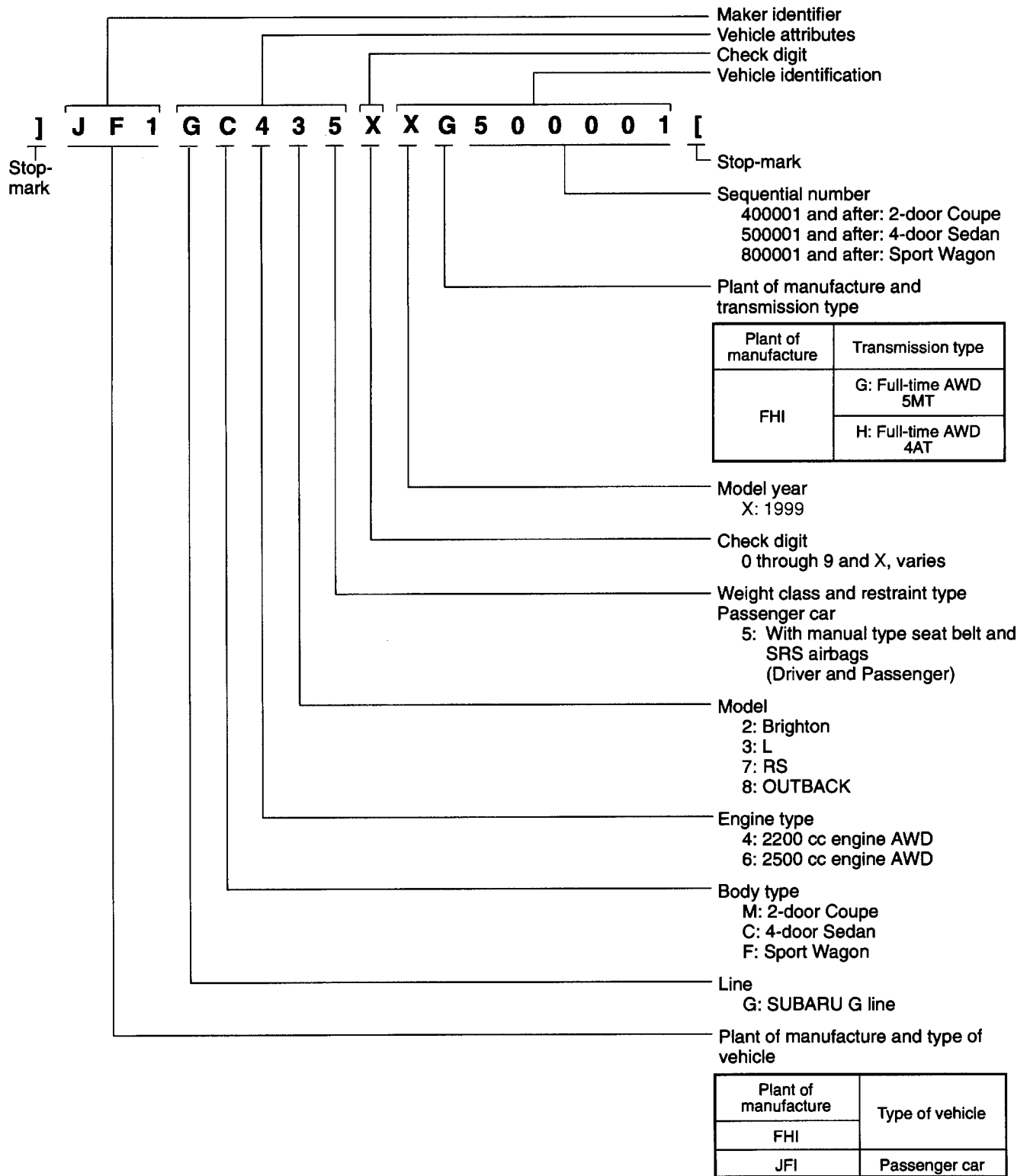
1. AMERICA SPEC. VEHICLES

2-door Sedan	2200 cc engine	AWD L	5MT	J	F	1	G	M	4	3	5	X	X	G	4	0	0	0	0	1	and after
			4AT	J	F	1	G	M	4	3	5	X	X	H	4	0	0	0	0	1	and after
	2500 cc engine	AWD RS	5MT	J	F	1	G	M	6	7	5	X	X	G	4	0	0	0	0	1	and after
			4AT	J	F	1	G	M	6	7	5	X	X	H	4	0	0	0	0	1	and after
4-door Sedan	2200 cc engine	AWD L	5MT	J	F	1	G	C	4	3	5	X	X	G	5	0	0	0	0	1	and after
			4AT	J	F	1	G	C	4	3	5	X	X	H	5	0	0	0	0	1	and after
Sport Wagon	2200 cc engine	AWD L	5MT	J	F	1	G	F	4	3	5	X	X	G	8	0	0	0	0	1	and after
			4AT	J	F	1	G	F	4	3	5	X	X	H	8	0	0	0	0	1	and after
		AWD OUTBACK	5MT	J	F	1	G	F	4	8	5	X	X	G	8	0	0	0	0	1	and after
			4AT	J	F	1	G	F	4	8	5	X	X	H	8	0	0	0	0	1	and after

2. CANADA SPEC. VEHICLES

2-door Sedan	2500 cc engine	AWD RS	5MT	J	F	1	G	M	6	7	5	X	X	G	4	0	0	0	0	1	and after
			4AT	J	F	1	G	M	6	7	5	X	X	H	4	0	0	0	0	1	and after
4-door Sedan	2200 cc engine	AWD L	5MT	J	F	1	G	C	4	3	5	X	X	G	5	0	0	0	0	1	and after
			4AT	J	F	1	G	C	4	3	5	X	X	H	5	0	0	0	0	1	and after
Sport Wagon	2200 cc engine	AWD Blighton	5MT	J	F	1	G	F	4	2	5	X	X	G	8	0	0	0	0	1	and after
			4AT	J	F	1	G	F	4	2	5	X	X	H	8	0	0	0	0	1	and after
		AWD OUTBACK	5MT	J	F	1	G	F	4	8	5	X	X	G	8	0	0	0	0	1	and after
			4AT	J	F	1	G	F	4	8	5	X	X	H	8	0	0	0	0	1	and after

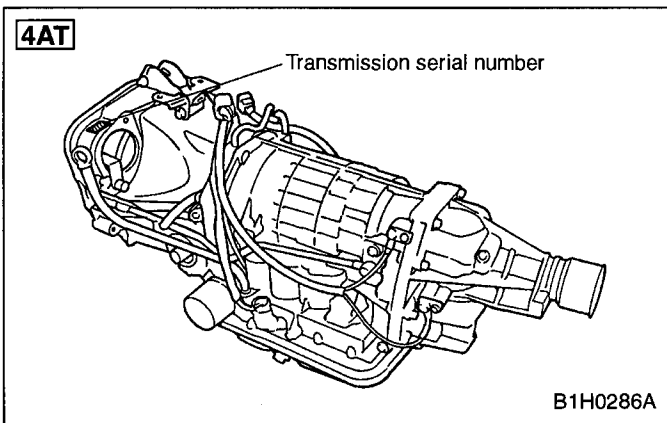
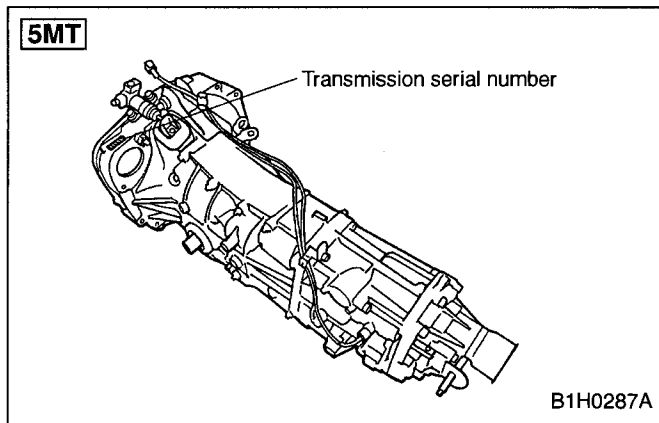
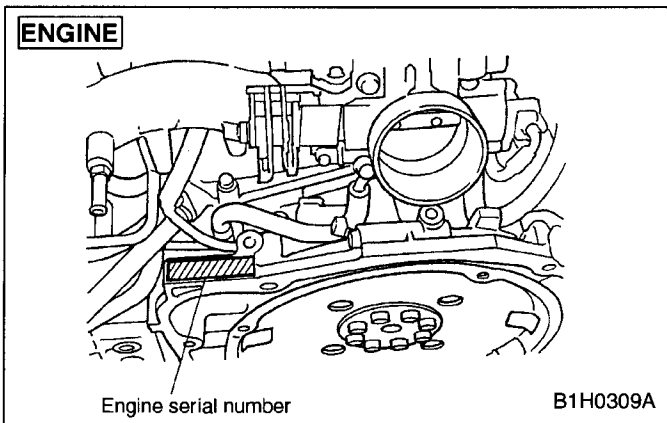
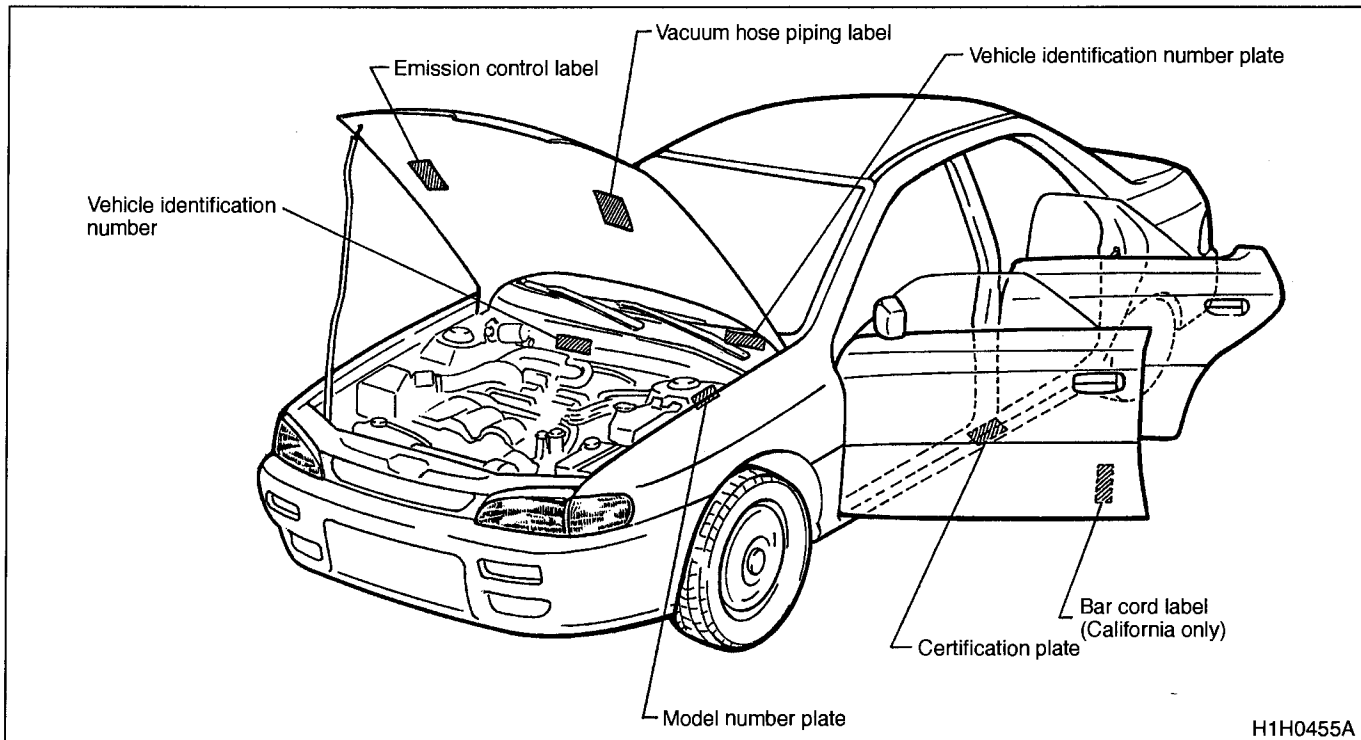
B: THE MEANING OF V.I.N.



H1H0493B

4. Identification Number and Label Locations

Engine, transmission and vehicle identification numbers are used for factory communications such as Technical Information, Service Bulletins and other information.



5. Recommended Fuel, Lubricants, Sealants and Adhesives

A: FUEL

1. FUEL OCTANE RATING

SUBARU engines are designed to use only unleaded gasoline with an octane rating of 87 AKI or higher. [This octane rating is the average of the Research Octane and Motor Octane numbers and is commonly referred to as the Anti-Knock Index (AKI).] Using a gasoline with a lower octane rating can cause persistent and heavy knocking, which can damage the engine. Do not be concerned if SUBARU vehicle sometimes knocks lightly when you drive up a hill or when you accelerate. See your dealer or a qualified service technician if you use a gasoline with the specified octane rating and SUBARU vehicle knocks heavily or persistently.

2. UNLEADED GASOLINE

The neck of the fuel filler pipe is designed to accept only an unleaded gasoline filler nozzle. Under no circumstances should leaded gasoline be used since it will damage the emission control system and may impair driveability and fuel economy.

3. GASOLINE FOR CALIFORNIA-CERTIFIED LEV AND TLEV

If SUBARU vehicle is a California-certified Low Emission Vehicle (LEV) and Transitional Low Emission Vehicle (TLEV) as indicated on the underhood tune-up label, it is designed to optimize engine and emission control system performance with gasolines that meet California specifications. SUBARU vehicle will operate on gasoline meeting federal specifications.

B: FUELS CONTAINING ALCOHOL

Your use of gasoline with detergent additives will help prevent deposits from forming in your engine and fuel system. This helps keep your engine in tune and your emission control system working properly, and is a way of doing your part for cleaner air.

Many gasolines are now blended with materials called oxygenates. Use of these fuels can also help keep the air cleaner. SUBARU approves the use of oxygenated blend fuels, such as MTBE (Methyl Tertiary Butyl Ether) or ethanol (ethyl or grain alcohol). These blended fuels should contain no more than 15% MTBE or 10% ethanol for the proper operation of your SUBARU.

In addition, some gasoline suppliers are now producing reformulated gasolines, which are designed to reduce vehicle emissions. SUBARU approves the use of reformulated gasoline.

If you are not sure what the fuel contains, you should ask your service station operators if their gasolines contain detergents and oxygenates and if they have been reformulated to reduce vehicle emissions.

As additional guidance, only use fuels suited for your vehicle as explained below.

- Fuel should be unleaded and have an octane rating no lower than that specified in this manual.
- Methanol (methyl or wood alcohol) is sometimes mixed with unleaded gasoline. Methanol can be used in your vehicle **ONLY** if it does not exceed 5% of the fuel mixture **AND** if it is accompanied by sufficient quantities of the proper cosolvents and corrosion inhibitors required to prevent damage to the fuel system. Do not use fuel containing methanol **EXCEPT** under these conditions.
- If undesirable driveability problems are experienced and you suspect they may be fuel related, try a different brand of gasoline before seeking service at your SUBARU dealer.
- Fuel system damage or driveability problems which result from the use of improper fuel are not covered under the SUBARU Limited Warranty.

CAUTION:

Take care not to spill fuel during refueling. Fuels containing alcohol may cause paint damage.

C: LUBRICANTS

Lubricants	Specifications	Remarks
<ul style="list-style-type: none"> Engine oil 	<ul style="list-style-type: none"> API Classification: SJ or SH with the words "Energy Conserving or Energy Conserving II" New API Certified CCMC Specification: G4 or G5 ACEA Specification: A1 or A2 or A3 	<ul style="list-style-type: none"> For SAE viscosity number, refer to the following table. If it is impossible to get SH or SG grade, you may use SF grade.
<ul style="list-style-type: none"> Transmission and differential gear oil AWD rear differential gear oil 	<ul style="list-style-type: none"> API Classification: GL-5 	<ul style="list-style-type: none"> For SAE viscosity number, refer to the following table.
<ul style="list-style-type: none"> Automatic transmission 	<ul style="list-style-type: none"> "DEXRON IIE" or "DEXRON III" type 	—
<ul style="list-style-type: none"> Power steering fluid 	<ul style="list-style-type: none"> "DEXRON IIE" or "DEXRON III" type 	—
<ul style="list-style-type: none"> Coolant 	<ul style="list-style-type: none"> Genuine SUBARU Coolant (Part No. 000016218) (Anti-freeze, anti-corrosive ethylene glycol base) 	<ul style="list-style-type: none"> For further coolant specifications, refer to the following table.
<ul style="list-style-type: none"> Brake fluid 	<ul style="list-style-type: none"> DOT3 or DOT4 	<ul style="list-style-type: none"> FMVSS NO. 116 Avoid mixing brake fluid of different brands to prevent the fluid performance from degrading. When brake fluid is added, be careful not to allow any dust into the reservoir.
<ul style="list-style-type: none"> Clutch fluid 	<ul style="list-style-type: none"> DOT3 or DOT4 	<ul style="list-style-type: none"> FMVSS NO. 116 Avoid mixing brake fluid of different brands to prevent the fluid performance from degrading. When brake fluid is added, be careful not to allow any dust into the reservoir.

Lubricants	Recommended	Application	Equivalent
<ul style="list-style-type: none"> Spray lubricants 	SUBARU CRC (P/N 004301003)	O ₂ sensor	—
<ul style="list-style-type: none"> Grease 	SUNLIGHT 2 N: glube R (P/N 003602010)	Steering shaft bearing, bushing for manual transmission gear shift system	—
	Valiant grease M-2 (P/N 003608001)	Steering gearbox	—
	Niglube RX-2 (P/N 003606000 or 725191040)	Piston boot of disc brake and sliding pin	—
	Molykote No. 7439 (P/N 725191460)	Contacting surfaces of drum brake shoes and shoe clearance adjuster	—
	Molylex No.2 (P/N 723223010)	BJ of rear axle shafts	—
	VU-3A702 (P/N 23223GA050)	DOJ of rear axle shafts	—
	NTG2218 (CP/N 28093AA020)	BJ of front axle shafts	—
	SSG-6003 (P/N 28093TA000)	SFJ of front axle shaft	—
	FX clutch grease (P/N 000040901)	Splines of transmission main shaft	—
	Slicolube G-30M (P/N 004404002)	Control cables and throttle linkages subject to cold weather, water-pump impeller, door latch, striker, battery terminals, etc.	—
Slicolube G-40M (P/N 004404003)	Clutch master cylinder push rod end	—	

D: FLUID

CAUTION:

- Each oil manufacturer has its base oil and additives. Thus, do not mix two or more brands (Except engine oil).
- When replenishing oil, it does not matter if the oil to be added is a different brand from that in the engine; however, use oil having the API classification and SAE viscosity No. designated by SUBARU.


NOTE:

If vehicle is used in desert areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used:

API classification: SJ

SAE Viscosity No: 30, 40, 10W-50, 20W-40, 20W-50

* For differential gear oil (AT)

ITEM	API Classification	New API Certification Mark (Star burst mark)	CCMC Specification	ACEA Specification	SAE Viscosity No. and Applicable Temperature										
					(°C) -30	-20	-15	0	15	30	40				
Engine oil	SJ or SH with the words "Energy Conserving or Energy Conserving II"		G4 or G5	A1 or A2 or A3	(°F) -22	-4	5	32	59	86	104				
												10W-30, 10W-40			
												5W-30 PREFERRED			
•Transmission gear oil	GL-5	—	—	—								90			
												85W			
												80W			
												75W-90			
•AWD rear differential gear oil	GL-5	—	—	—								90			
															85W
•Front differential gear oil for automatic transmission															80W
					(°F)	15		23		77					
					(°C)	-26		-5		25		B1H0183A			

E: COOLANT

CAUTION:

- Avoid using any coolant or only water other than this designated type to prevent corrosion.
- SUBARU's engine is aluminum alloy, and so special care is necessary.

Coolant Specifications							
Lowest anticipated atmospheric temperature	SUBARU coolant-to-water ratio (Volume) %	Specification gravity					Freezing point
		at 10°C (50°F)	at 20°C (68°F)	at 30°C (86°F)	at 40°C (104°F)	at 50°C (122°F)	
Above -30°C (-22°F)	50 — 50	1.084	1.079	1.074	1.068	1.062	-36°C (-33°F)
Above -15°C (5°F)	30 — 70	1.053	1.049	1.044	1.039	1.034	-16°C (-3°F)

*: It is recommended that distilled water be used.

F: SEALANTS

	Recommended	Application	Equivalent
Sealant	Three Bond 1105 (P/N 004403010)	Rear differential oil drain plug, retainer bolt, etc.	Dow Corning's No. 7038
	Three Bond 1215 (P/N 004403007)	Matching surface of oil pump, transmission case, etc. Flywheel and drive plate tightening bolts, etc.	Dow Corning's No. 7038
	Starcalking B-33A (P/N 000018901)	Sealing against water and dust entry through weatherstrips, grommets, etc.	Butyl Rubber Sealant
	Three Bond 1102 (P/N 004403006)	Steering gear box adjust screw	—

G: ADHESIVES

Adhesive	Cemedine 5430L	Weatherstrips and other rubber parts, plastics and textiles except soft vinyl parts.	3M's EC-1770 EC-1368
	Cemedine 540	Soft vinyl parts, and other parts subject to gasoline, grease or oil, e.g. trim leather, door inner remote cover, etc.	3M's EC-776 EC-847 EC-1022 (Spray Type)
	Cemedine 3000	Bonding metals, glass, plastic and rubber parts. Repairing slightly torn weatherstrips, etc.	Armstrong's Eastman 910
	Essex Chemical Crop's Urethane E	Windshield to body panel.	Sunstar 580

2. Pre-road Test Inspection

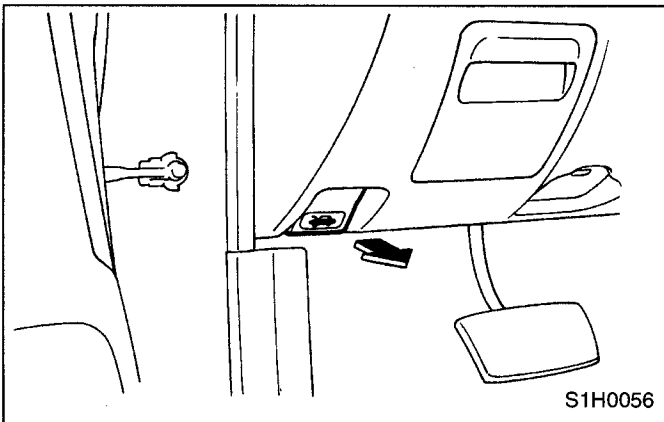
A: HOOD OPERATION

CHECK POINTS

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

1. CHECK THE OPENING, CLOSING AND LOCKING OF HOOD.

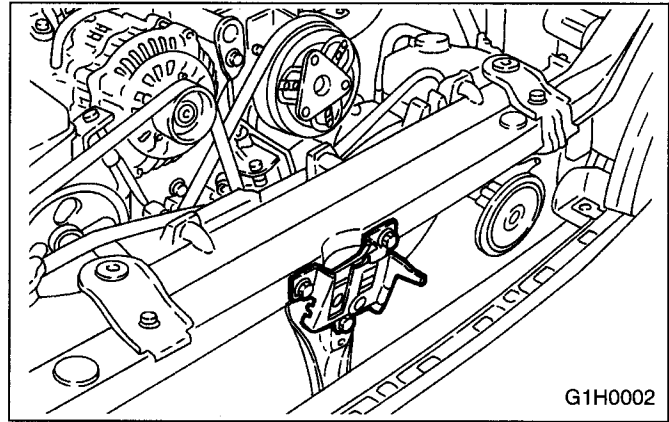
1) Make sure the wiper arms are folded down properly. Pull the hood lock release knob under the instrument panel. (The hood will lift a step.) Check if the cable moves easily and lightly without dragging.



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

Hold the hood open with the stay.

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

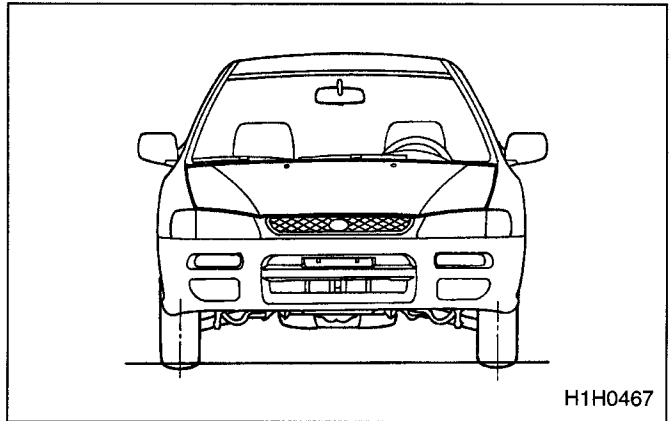


3) Remove the stay and lower the hood slowly. Rest the hood near the body and push down the front end of the hood to see if the lock functions properly.

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

2. CHECK THE INSTALLATION OF HOOD.

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



NOTE:

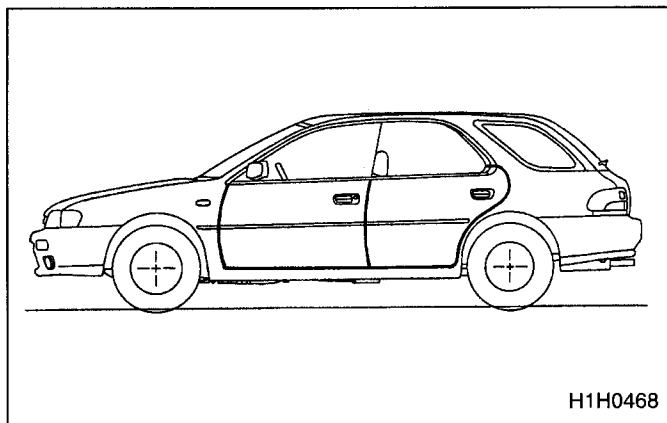
- The clearance between the hood and front fender is uniform.
- The hood's front end is parallel with the front fender.
- The slope of hood is the same as the parts of body surrounding it.
- The hood and weatherstrip stick fast to each other.

B: DOOR OPERATION, DOOR LOCK AND REGULATOR

CHECK POINTS

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

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



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

NOTE:

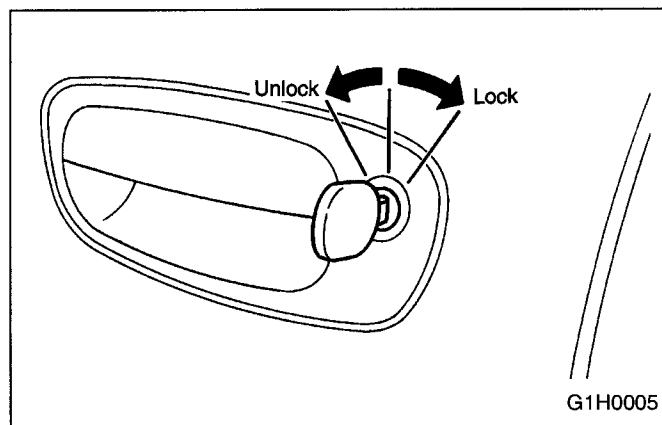
- To examine the closed state and sinking of the door, observe from the front right-hand door.
- If the striker drags during opening when the outer handle is pulled, adjust by relocating the striker.

2. CHECK THE OPERATION OF DOOR LOCKS.

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

NOTE:

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

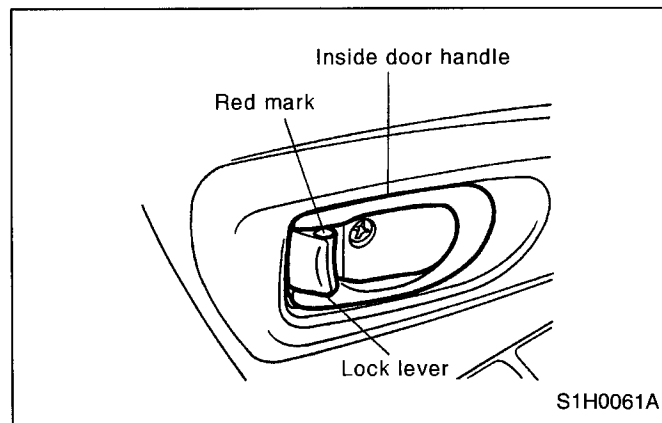


- 2) Again operate the key plate to ensure the door unlocks.

NOTE:

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

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



3. CHECK THE LOOSENESS OF DOORS.

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

4. CHECK THE OPERATION OF REGULATOR HANDLE AND POSITION OF DOOR WINDOW GLASS.

- 1) Operate the regulator handle to see if the window rises and lowers smoothly.
- 2) Make sure that the front of the glass stopper is simultaneously in contact with the glass when the glass is completely raised.
- 3) Also ensure the side windows and locks operate normally.

5. CHECK THE OPERATION OF POWER WINDOW.

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

6. CHECK THE OPERATION OF POWER DOOR LOCK.

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

C: TRUNK LID, REAR GATE AND FUEL LID OPERATION**CHECK POINTS**

1. *Trunk lid, rear gate and fuel lid "open-close" operation*
2. *Operation of trunk lid and rear gate (release and lock)*
3. *Fitting of trunk lid, rear gate and fuel lid*
4. *Operation of trunk lid opener cancel lever*

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

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

1. CHECK FLUID LEVELLER OPERATION WHILE PUSHING IT DOWN WITH A SCREWDRIVER.**CAUTION:**

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