

- ATTENTION:**
- GENERAL MANAGER
 - PARTS MANAGER
 - CLAIMS PERSONNEL
 - SERVICE MANAGER

IMPORTANT - All Service Personnel Should Read and Initial in the boxes provided, right.

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QUALITY DRIVEN® SERVICE

SERVICE BULLETIN

APPLICABILITY: 2010-12MY Legacy and Outback 2.5L NA Models
 2013-2017 Legacy and Outback 3.6L Models
 2014-17MY Forester Turbo Models
 2015-17MY WRX
 All Above Models Equipped with TR690 CVT

NUMBER: 16-103-16
DATE: 12/14/16

SUBJECT: Transmission Fluid Seepage

INTRODUCTION:

This bulletin has been developed in response to a small number of customer concerns regarding fluid seepage found coming from the CVT assembly. Investigation has identified a likely source of the seepage to be the sealant used on the CVT’s oil pump chain cover. The repair involves removal, a thorough cleaning and inspection of the sealing surfaces followed by re-sealing the cover.

PART INFORMATION:

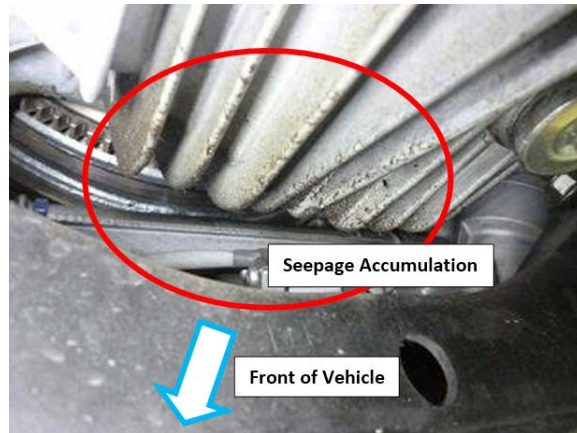
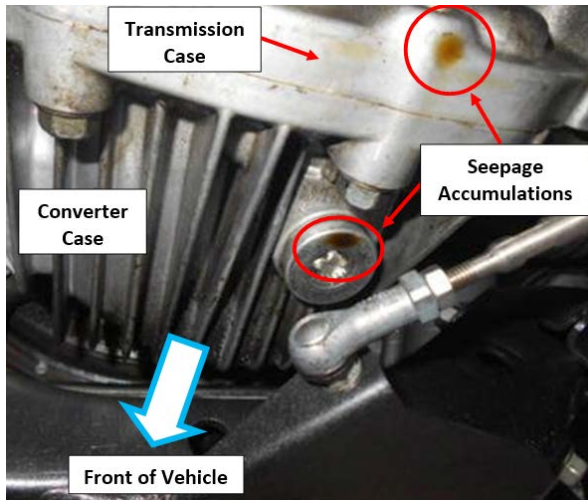
Description	Part Number
THREE BOND 1215	SOA868V9600
RING SEAL	31377AA510

SERVICE PROCEDURE / INFORMATION:

As a first step, during inspection of the customer’s concern, confirm the fluid found to be seeping is CVT fluid (CVTF) and not engine oil. The photos below are examples of where CVTF seepage may be evident.

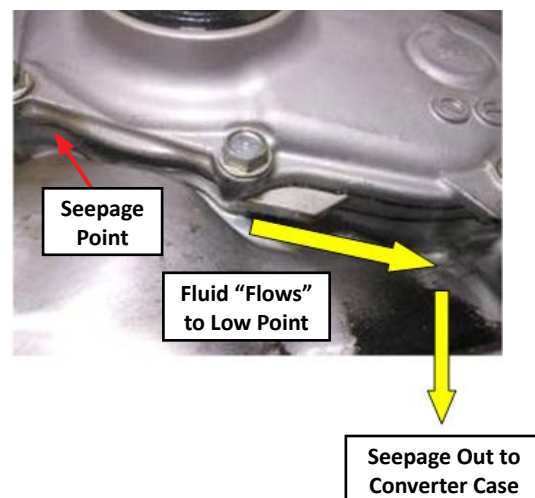
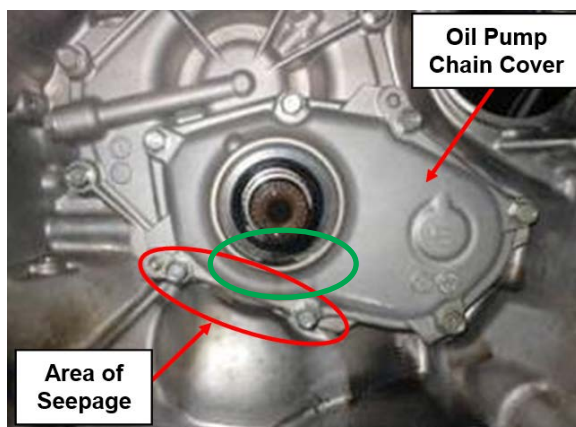
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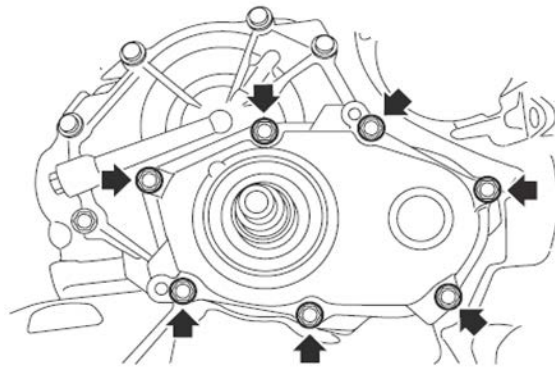
- Once the inspection has confirmed the seepage is CVTF, remove the CVT assembly following the procedure outlined in the applicable Service Manual.
- Remove the torque converter from the CVT and inspect the area of the oil pump chain cover as indicated in the photo below for any accumulation of CVTF and road dirt which may also have collected in the area.

NOTE: A small amount of fresh CVT fluid may appear near the 6:00 position of the seal area during removal of the torque converter (GREEN circle).

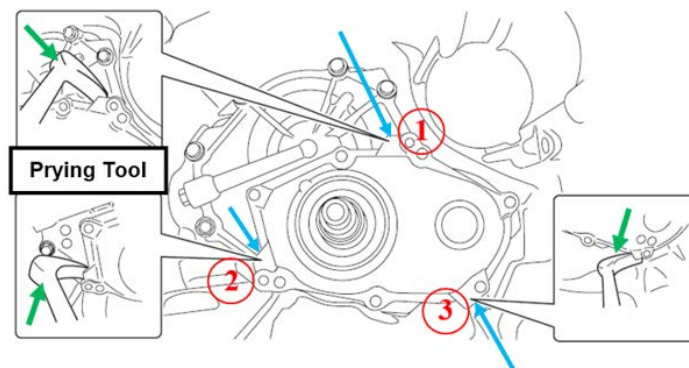


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- Remove the 7- 12mm hex bolts securing the oil pump chain cover.



- Using a prying tool and in the proper order as shown in RED below, **CAREFULLY** pry (GREEN arrows) the cover loose from the housing. Pry **ONLY** on the specific areas or “tabs” of the pump cover indicated by the BLUE arrows. When the cover starts to come loose, continue to pry **ONLY** on the tabs and not the machined sealing surface of the cover.

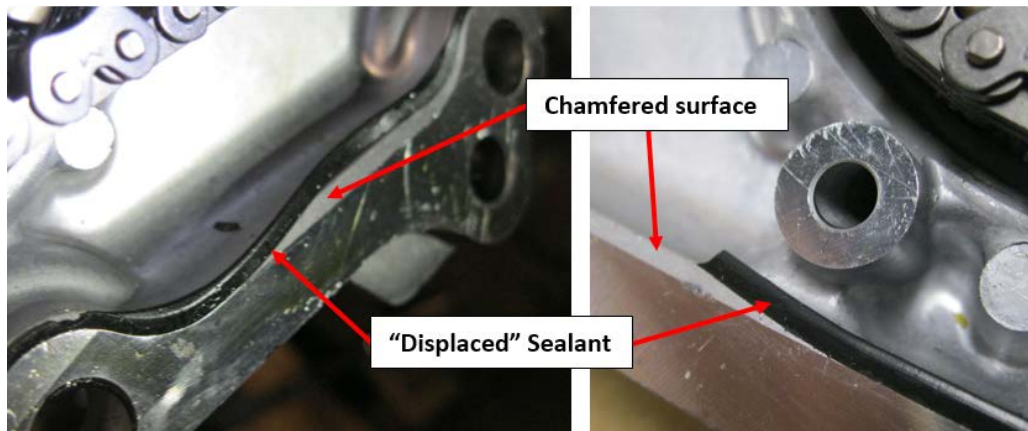


- CAREFULLY** remove all residual sealant completely from the cover and mating surface of the housing. **DO NOT** use any abrasive or gasket removal / cleaning discs. Use the adhesive side of a piece of duct tape (or equivalent) to pick up any loose pieces of sealant which may be found in the cavity around the stator support. **DO NOT** use compressed air.

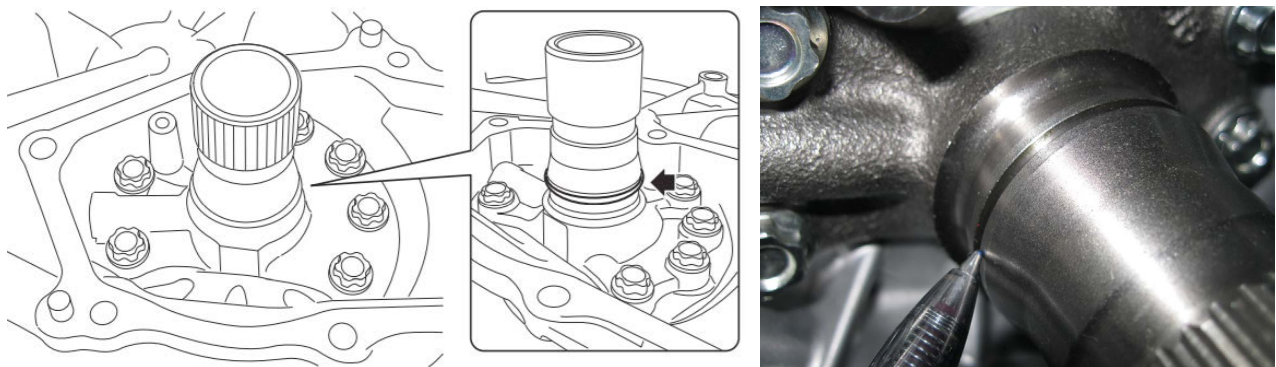


- Take note of how the sealant on the removed cover forms an additional “seal” when it becomes displaced into the chamfer around the inside edge of the case’s machined surface at assembly.

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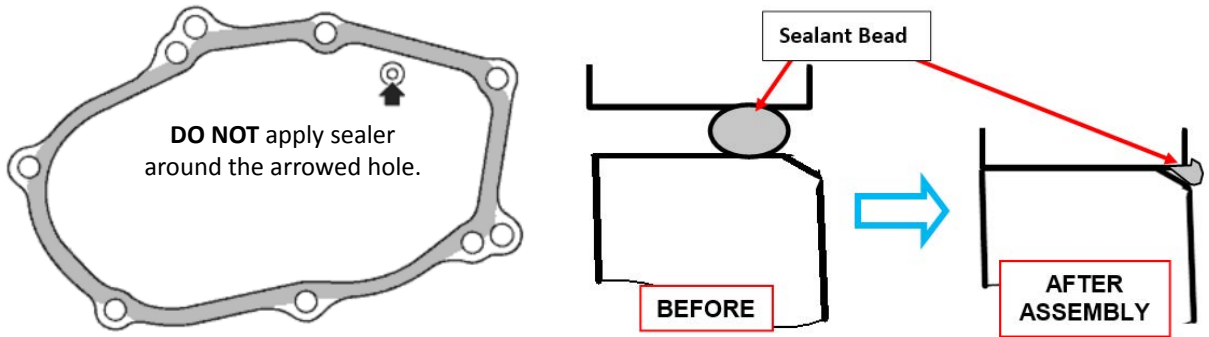
- Inspect both of the machined sealing surfaces closely for irregularities. If necessary, replace following the applicable Service Manual procedures.
- **IMPORTANT:** Before reassembly, always replace the ONE TIME USE plastic sealing ring on the center support and thoroughly lubricate it with CVT fluid.



- Once both surfaces and the area surrounding the cover are completely clean and dry, **CAREFULLY** apply the new sealant bead to the cover along the edge of the chamfer as shown below.

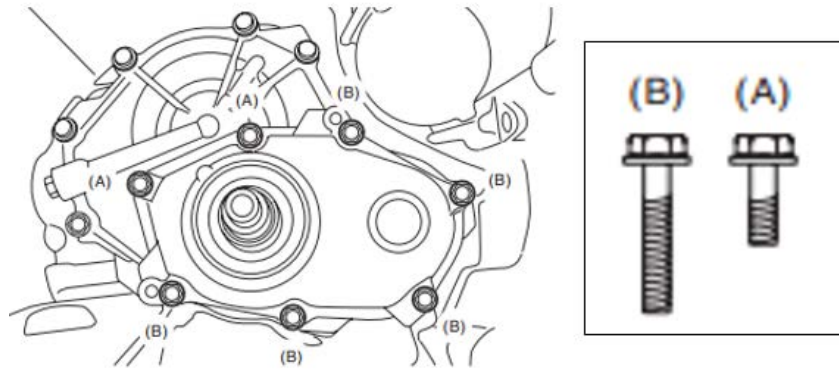


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NOTE: As shown above, a properly applied, small bead of sealant will fill in the chamfered portion after the cover is installed. Do not use an excessive amount of sealant.

- There are 2 different length bolts for the pump cover. Make sure the proper length bolts (A and B) are in their respective holes as shown below. Torque to 24 Nm (17.7 ft. lbs).



- Reinstall the torque converter and the CVT assembly in reverse order of removal following the service procedure in the applicable Service Manual.
- Road test to confirm the repair and proper vehicle operation.

WARRANTY / CLAIM INFORMATION:

For vehicles within the Basic New Car Limited or Powertrain Limited Warranty period or covered by an active Subaru Added Security Powertrain, Classic or Gold plan, this repair may be submitted using the following claim information:

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Labor Description	Labor Operation #	Applicability	Labor Time	Fail Code
CVT R&R to RESEAL OIL PUMP CHAIN COVER Includes: CVT assy. R&R, Chain Cover R&R, cleaning and re-seal and center support seal ring replacement.	B303-135	2010-12MY Legacy / Outback	3.8	MTZ-34
		2014-17MY Legacy / Outback	4.2	
		2014-17MY Forester	4.5	
		2015-17MY WRX	3.5	
CHAIN COVER REPLACE (only if determined necessary after cleaning and inspection)	C303-136	All	0.1	

IMPORTANT REMINDERS:

- SOA strongly discourages the printing and/or local storage of service information as previously released information and electronic publications may be updated at any time.
- Always check for any open recalls or campaigns anytime a vehicle is in for servicing.
- Always refer to STIS for the latest service information before performing any repairs.