

**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:** 2009-13MY Forester Turbo Models  
2008-14MY WRX and STI Models

**NUMBER:** 15-202-16  
**DATE:** 06/24/16

**SUBJECT:** Turbo Boost Gauge Removal Procedure

### INTRODUCTION:

This bulletin provides a procedure for removal of the accessory Turbo Boost Gauge and restoration of the vehicle to pre-installation (OEM) condition. Due to circumstances beyond the control of Subaru of America, Inc. (SOA), the accessory Turbo Boost Gauge, p.n. H501SFG500 is no longer available. In the interest of customer satisfaction, SOA will address customer concerns involving a failure of the gauge by returning the vehicle to it's OEM configuration.

It is important to read through this procedure in its entirety and understand it before starting repairs.

### PART INFORMATION:

DESCRIPTION	PART NUMBER	APPLICABILITY
Bulkhead Plug	690302520	All
Vacuum Hose	99071AC580	WRX and Forester
	99071AB140	STI
Recirculation Valve Gasket	21896AA072	STI Only
Combination Meter Hood	Order applicable part number by VIN	

### TOOLS REQUIRED:

- Wire Cutters
- #2 Phillips Screw Driver
- Flat Head Screw Driver
- 10, 12 and 14mm Sockets, Ratchet and 6" Extension
- Torque Wrench
- Pliers
- Plastic Trim Removal Tool
- Tweezers (optional)

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**CAUTION: VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD  
RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS.**

Subaru Service Bulletins are intended for use by professional technicians ONLY. They are written to inform those technicians of conditions that may occur in some vehicles, or to provide information that could assist in the proper servicing of the vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do the job correctly and safely. If a condition is described, DO NOT assume that this Service Bulletin applies to your vehicle, or that your vehicle will have that condition.

**SUBARU OF AMERICA, INC. IS  
ISO 14001 COMPLIANT**

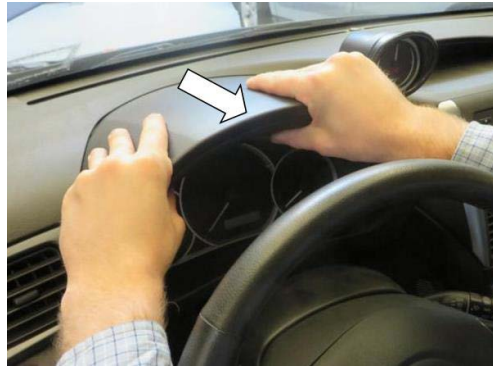
ISO 14001 is the international standard for excellence in Environmental Management Systems. Please recycle or dispose of automotive products in a manner that is friendly to our environment and in accordance with all local, state and federal laws and regulations.

## SERVICE PROCEDURE / INFORMATION:

**Step 1:** Record the customer's radio station presets and (Navigation system favorites if applicable).

**Step 2:** Disconnect the Negative (-) battery cable.

**Step 3:** **CAREFULLY** remove the combination meter hood by pulling it toward the driver.



**Step 4:** After removing the combination meter hood, disconnect the boost gauge wiring connectors.

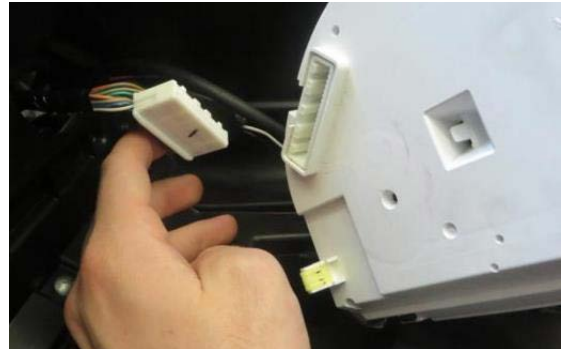
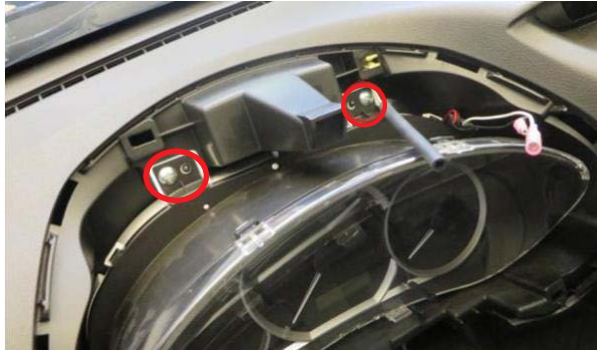


**Step 5:** Remove the vacuum hose from the elbow and pull it through the bottom of the combination meter hood. The hood can now be completely removed.



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**Step 6:** Remove the 2 screws securing the combination meter to the instrument panel. **CAREFULLY** remove the combination meter enough to access the wiring harness connector. Disconnect it, remove the meter and set aside in a safe place.



**Step 7:** Using a plastic trim tool, remove the instrument panel end cover trim panel to access and remove the dimmer switch assembly and unplug the related harness connectors.



**Step 8:** Using a plastic trim tool, **CAREFULLY** remove the audio unit trim and then the 4 screws securing the unit to the instrument panel. Slide the unit out, disconnect the harness connectors and set the audio unit aside. If equipped, once the audio is removed, also remove the satellite radio receiver.



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**Step 9:** Remove the clock unit by reaching in and up from the radio opening. Push the two outer retaining tabs apart while pushing the clock inward from the outside.



**Step 10:** Remove the boost gauge jumper harness from original clock connector and reconnect original vehicle harness back into the clock. Reinstall the clock (and satellite radio receiver).



**Step 11:** Feed the boost gauge harness back through the dash. Disconnect the dimmer switch jumper from the dimmer switch, reconnect the original vehicle harness to the switch and refit the switch assembly to the instrument panel. Reinstall the instrument panel end cover trim panel.



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**IMPORTANT: STEPS 12-23 ARE FOR FORESTER XT AND WRX ONLY. SKIP TO STEP 24 FOR WRX/STI.**

**Step 12:** Disconnect the hose clamp, tube, and vacuum hose from recirculation valve.



**Step 13:** Remove the 3 bolts securing intercooler support bracket and remove bracket.



**Step 14:** Remove the 2 bolts securing the intercooler to the turbocharger, loosen the hose clamp and remove the intercooler assembly.



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**Step 15:** Follow the vacuum hose coming from recirculation valve and disconnect it from the port where it connects to the engine. **\*\*Note the routing of this hose as it will be used for installation of the new vacuum hose in Step 20.**



**Step 16:** Remove the hose clip from the existing hose as shown below.



**Step 17:** Follow the boost gauge vacuum hose coming from the t-fitting to the bulkhead. Remove the bulkhead grommet and gently feed the hose through firewall into the engine compartment while ensuring nothing gets caught by the hose on the inside of the vehicle. Install the new bulkhead plug.



**Step 18:** Cut any wire ties used to secure the boost gauge vacuum hose then remove all hoses connected to the t-fitting.



***Continued...***

**Step 19:** Release the tab on the hose clip and remove it from the original hose. Reinstall this clip in the same position on the new hose.



**Step 20:** Connect the new vacuum hose to the port on back side of the engine. Route the hose the same way as referenced in **Step 15**.



**Step 21:** Reinstall intercooler, tighten the hose clamp to 26.4 inch-pounds and torque the 2 bolts on the turbocharger to 11.8 foot-pounds.

**Step 22:** Reinstall the intercooler support bracket and torque the 3 bolts to 11.8 foot-pounds.

**Step 23:** Connect the new vacuum hose to the recirculation valve and reinstall the tube and its (spring) clamp.



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**IMPORTANT: STEPS 24-36 ARE FOR WRX STI ONLY. SKIP TO STEP 37 FOR FORESTER XT AND/OR WRX.**

**Step 24:** Remove the hose from the recirculation valve then separate the valve from the intercooler.



**Step 25:** Remove the 2 bolts securing the PCV pipe to the intercooler. Loosen the 2 hose clamps securing the intercooler to the turbocharger and intercooler to throttle body.



**Step 26:** Remove the hose from the clip on the intercooler. Remove the bolt securing the intercooler to the bracket and the 2 bolts securing the bracket to the engine. The bracket should now be free.



*Continued...*



**Step 27:** After removing the bolt securing the passenger side of the intercooler, it should be free. **CAREFULLY** slide the intercooler out from the 2 hose clamps previously loosened while ensuring it does not get caught on PCV piping or recirculation valve.



**Step 28:** Release the retaining clip securing the vacuum hose.



**Step 29:** Pull on the vacuum hose to remove it from the connection on the intake manifold. **\*\*Note** the routing of this vacuum hose as it will be used for installation of the new hose in **Step 31**.



**Step 30:** Follow the boost gauge vacuum hose coming from the t-fitting to the bulkhead. Remove the bulkhead grommet and gently feed the hose through firewall into the engine compartment while ensuring nothing gets caught by the hose on the inside of the vehicle. After removing the old vacuum hose assembly, install the new bulkhead plug.

**Step 31:** Install the new vacuum hose, connecting one end to the port mentioned in **Step 29** and the other end to the recirculation valve. Re-close the hose clip previously released in **Step 28**.

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**Step 32:** Remove the old gasket from the recirculation valve and the intercooler making sure both sealing surfaces are completely clean.

**Step 33:** Reinstall the intercooler, sliding both ports into the appropriate turbocharger and throttle body clamps. Tighten both clamps to 26.4 inch-pounds once intercooler is fully seated.

**Step 34:** Reinstall the intercooler bracket by securing with 2 lower bolts and 1 intercooler bolt. Torque the bracket bolts to 11.8 foot-lbs. Secure the vacuum hose back into the clip on the intercooler. Tighten the passenger side intercooler bolt to 11.8 foot-pounds.

**Step 35:** Tighten the 2 bolts securing the PCV pipe to the intercooler to 4.1 foot-pounds.

**Step 36:** Install the recirculation valve using the new gasket and tighten the 2 bolts to 11.8 foot-pounds.

#### **ALL MODELS:**

**Step 37:** Proceed back inside the car and reinstall the combination meter, audio unit and the related trim items in reverse order of removal.

**NOTE:** Confirm the new instrument panel hood has the retaining clips pre-installed. If any clips remain in the instrument panel from the old hood, they must be removed before installing the new part so they don't fall into the dash and potentially cause a rattling condition. (**TIP:** tweezers work well for this.)

**Step 38:** Reconnect the battery and start the vehicle. Using a helper, confirm there are no vacuum leaks around the new hoses or related connections.

**Step 39:** Confirm the clock, dimmer switch, power mirrors along with the combination meter functions and lighting all operate normally. Reset the customer's radio station presets (and Navigation system favorites if applicable) to complete the repair.

#### **WARRANTY / CLAIM INFORMATION:**

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

Labor Description	Labor Operation #	Labor Time	Fail Code
TURBO BOOST GAUGE REMOVAL	A063-906	1.5	ZRD-48

- For vehicles **OUTSIDE** the 3 year / 36,000-mile Basic New Car Limited Warranty period or active Subaru Added Security (SAS) Classic or Gold plan coverage, Retailers can contact the Subaru of America, Inc. Customer Retailer Services (CRS) department at: **(800) 782-2783** for instruction on how to obtain reimbursement.
- SOA's CRS Department will process a ONE TIME customer reimbursement of \$373.00 for the accessory boost gauge and installation. Customers can submit for this reimbursement via e-mail by forwarding a copy of the Repair Order showing removal of the Turbo Boost Gauge along with their correct mailing address and contact information to:

[customer@subaru.com](mailto:customer@subaru.com).

**IMPORTANT: A copy of the Repair Order from an authorized Subaru retailer for removal of the Turbo Boost Gauge is required to process this reimbursement.**

- This program is only applicable to repairs performed by an Authorized Subaru Retailer.

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**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