

- 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:** 2013-2016MY Legacy/Outback  
 2011-2016MY Forester  
 2012-2016MY Impreza  
 2013-2017MY Crosstrek

**NUMBER:** 02-177-18

**DATE:** 08/01/18

**SUBJECT:** Remanufactured FB Engine Short Block Program –  
 Removal & Handling

### INTRODUCTION:

In conjunction with the launch of our new Remanufactured FB Engine Short Block Program, SOA would like to reinforce Core Return Policy (**See Parts Policy & Procedures Manual – Section 12.3 Core Returns – Reman**) and provide suggestions for removal and handling of the short block.

### PART INFORMATION:

Part Number	Applicability
SOA402F100R1	2015-2016MY Legacy/Outback
SOA402F200R1	2013-2014MY Legacy/Outback, 2014-2016MY Forester
SOA402F300R1	2011-2013MY Forester
SOA402F400R1	2015-2016MY Impreza, 2015MY XV Crosstrek and 2016-2017MY Crosstrek
SOA402F500R1	2012-2014MY Impreza
SOA402F600R1	2013-2014MY XV Crosstrek

### SERVICE PROCEDURE / INFORMATION:

#### Relevant Guides and Bulletins:

- **MSA5P1105C:** Technician Reference Booklet – Chain Driven Valve Train Boxer Engine
- **02-157-14R:** Technical Service Bulletin – Engine Oil Consumption
- **SNLG\_01:** Engine, Transmission & Turbocharger Serial Number Location Guide
- **Parts Quick Reference Guide:** [subarunet.com](http://subarunet.com) > Parts Operations > Parts Quick Reference Guide > Page 46 Short Blocks
- **STIS-Subaru Tech Info Sys:** [subarunet.com](http://subarunet.com) > Service Operations & Technical

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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.

Follow the Service Manuals available on STIS and use the proper Engine Gasket and Seal Kit where needed.

Do not damage the sealing surfaces and threaded holes during removal and disassembly of the short block. In addition, handle the core with care and place it in the proper container after it is fully drained of all fluids. Below are some guidelines on how to remove and disassemble the short block:

### **Separating the Engine Assembly from the CVT Transmission Assembly:**

- Utilize the pry relief point near the Short Block Serial Number location on the driver side.
- Be cautious not to apply too much pressure and avoid twisting the tool to prevent damage to the mating surfaces.



*Image: Pry Relief Point*

### **Separating the Engine Assembly from the Manual Transmission Assembly:**

- There is no pry relief point on manual transmissions.
- Carefully rock the engine assembly in a sideways motion as you pull it away from the transmission assembly.
- When there is a sufficient space, use an adequate plastic pry tool to pry the engine away from the transmission.

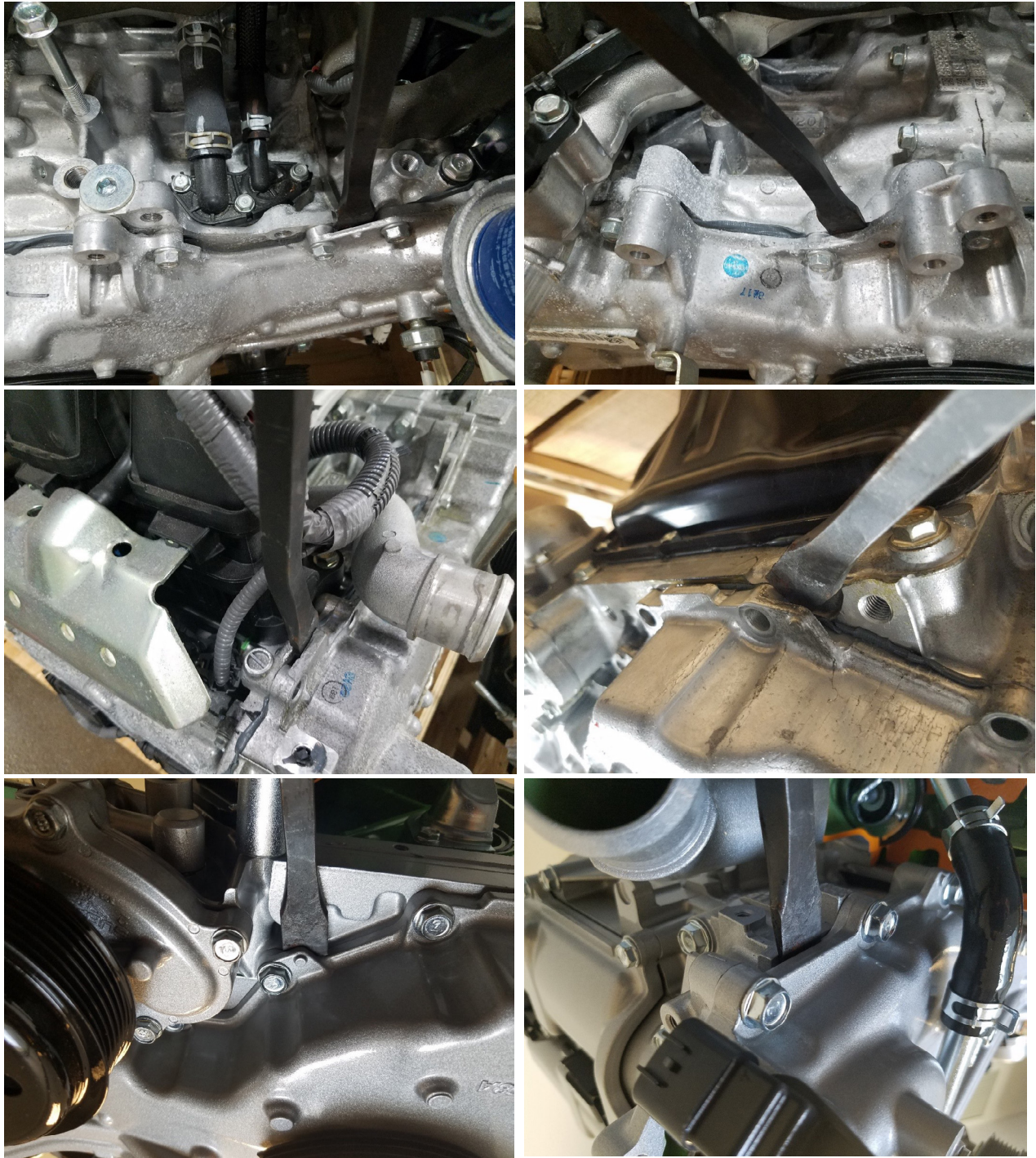


*Image: Plastic Pry Tool Set*

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### Separating the Front / Timing Chain Cover from the Engine Assembly:

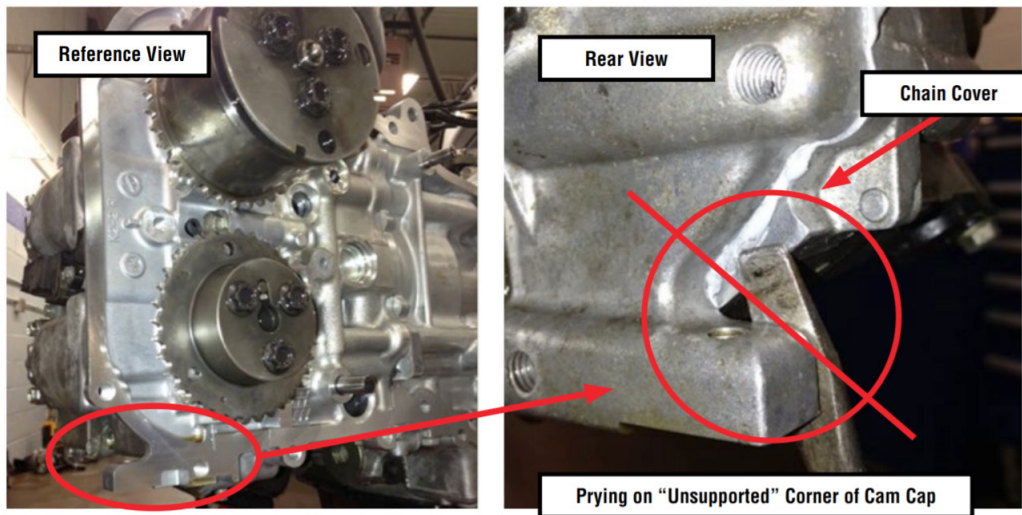
- After all bolts securing the chain cover are removed, be **EXTREMELY** careful not to damage the sealant surfaces.
- Do not pry on the sealant contact surfaces. Use plastic pry tools if necessary.
- Gently pry on several available locations to gradually break the silicone sealant's bond. It may be helpful to install timing cover guide pins, PN **J-51972** to prevent dropping the timing cover.
- Below are some examples of pry locations:



*Image: Examples of Chain Cover Pry Locations*

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Be **EXTREMELY** careful **NOT** to pry on the lower corner of cam carrier as this area is not supported and very prone to getting damaged. In the case below, the cam cap cracked, requiring a complete cam carrier replacement.



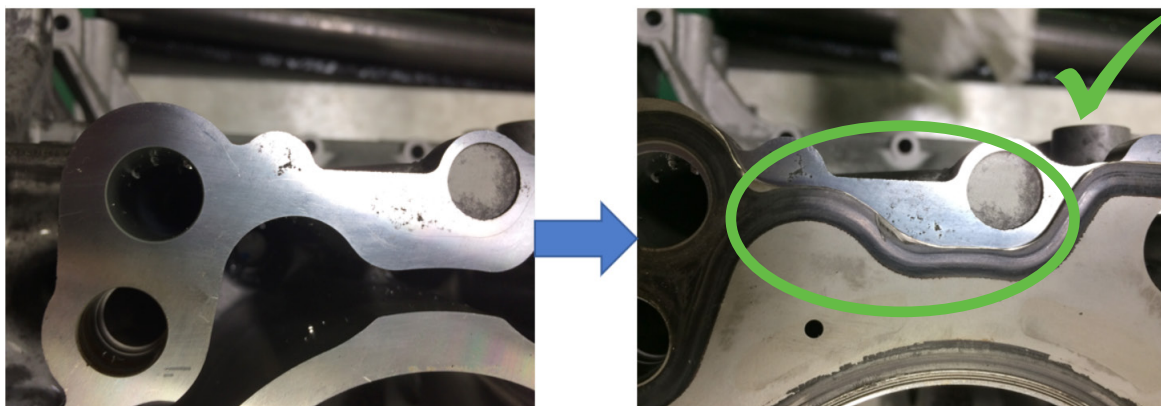
*Image: Examples of WRONG Chain Cover Pry Location*

### **Handling and Packaging of the Short Block:**

- Do not lift the short block by the crankshaft snout.
- Ensure all the fluids have been drained.
- Place the short block in the proper container.
- Strap it down with the built-in straps.
- Follow the steps in the Parts Policy & Procedures Manual – Section 12.3 Core Returns – Reman to ship the core
- Poorly handled short block cores may result in loss of core credit.

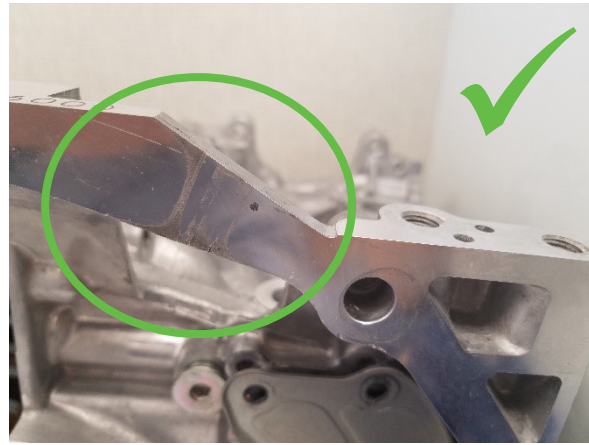
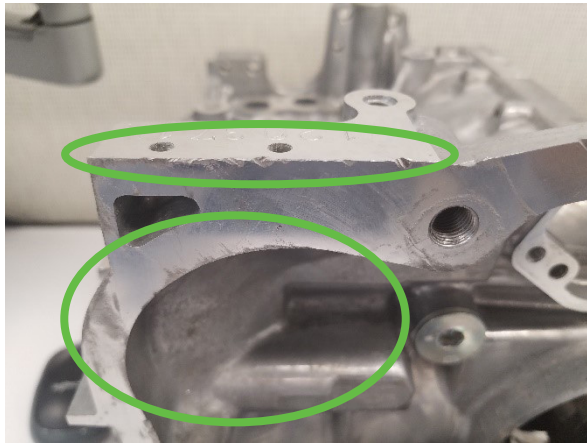
### **Visual Imperfections:**

- Visual imperfections that do not affect function or performance are considered acceptable.
- Image: Examples of Acceptable Visual Imperfections – The imperfections are outside of the sealing surface



*Image: Examples of Acceptable Visual Imperfections- The imperfections are on non-sealing mating surfaces*

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*Image: Examples of Acceptable Visual Imperfections- The imperfections are on non-sealing mating surfaces*

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

- Assembly installation or replacement claims must include the serial number of the unit installed (as shown on the remanufactured short block tag). The serial number must be placed in the “**Misc Detail**” field of the claim entry.
- The Credit Request and Diagnosis Form will need to be completed when the core is being returned for a part warranty claim. Technicians must record the required information on the form.

### **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.