

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 INFORMATION BULLETIN

APPLICABILITY: All Models with FA and FB Series Engines **NUMBER:** 14-26-20
SUBJECT: FA / FB Front Timing Chain Cover Removal Tool Announcement **DATE:** 10/07/20

INTRODUCTION:

This Service Information Bulletin announces availability of a newly developed special tool kit to facilitate removal of the front timing chain cover on FA and FB engines. Using this new tool will help reduce the possibility of damaging the chain cover when separating the extensive sealer bead between it and the crankcase and camshaft carriers.

PART INFORMATION:

This essential tool kit will be shipped directly to all Subaru retailers as p.n. SOA321131. Additional quantities of this tool (using number **J-53038**) are available to order through the Service Tools & Equipment page on Subarunet: Subarunet > Service Operations & Technical > Service Tools & Equipment > Subaru Essential & Special Tools OR, go to: <https://www.subaruretailersolutions.com/tools> directly. Ordering instruction tabs are located at the top of the homepage.

The kit consists of two “Adapters” and three M8-1.25 x 100 removal bolts which when installed into the adapters, will press against specific areas to separate / “push” the timing chain cover away from it’s mating surfaces on the crankcase and camshaft carriers. A photo of the kit contents is supplied below.



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| <p>CAUTION: VEHICLE SERVICING PERFORMED BY UNTRAINED PERSONS COULD RESULT IN SERIOUS INJURY TO THOSE PERSONS OR TO OTHERS.</p> <p>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.</p> | <p style="text-align: center;">Subaru of America, Inc. is ISO 14001 Compliant</p> <p>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.</p> |
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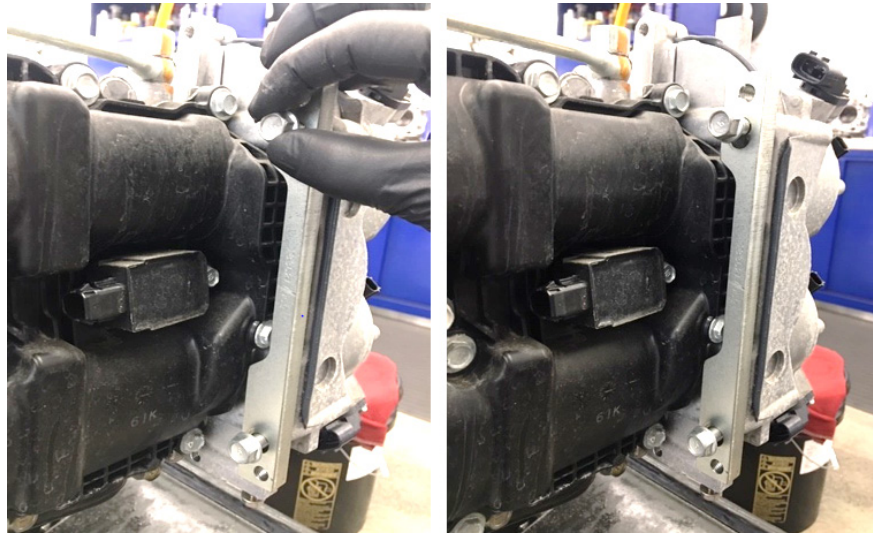
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SERVICE PROCEDURE / INFORMATION:

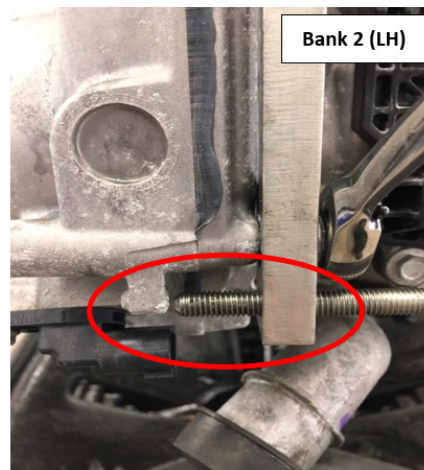
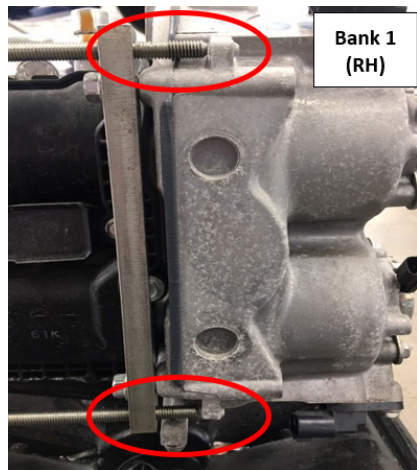
REMINDER: Customer satisfaction and retention starts with performing quality repairs.

The procedure for using this new tool is provided below. When performing the related operations, always refer to the applicable Service Manual and review the full requirements of the repair. The Service Manual procedures contain information critical to performing an effective repair the first time, every time. This includes but is not limited to important SAFETY precautions, proper inspection criteria, necessary special tools, required processes and related one-time-use parts needed for a complete and lasting repair.

- 1) Install both adapters to the back (rocker cover) sides of the cam carriers using 4 of the previously removed M8-1.25 x 25mm chain cover bolts as shown. **Hand tighten** only at this point.

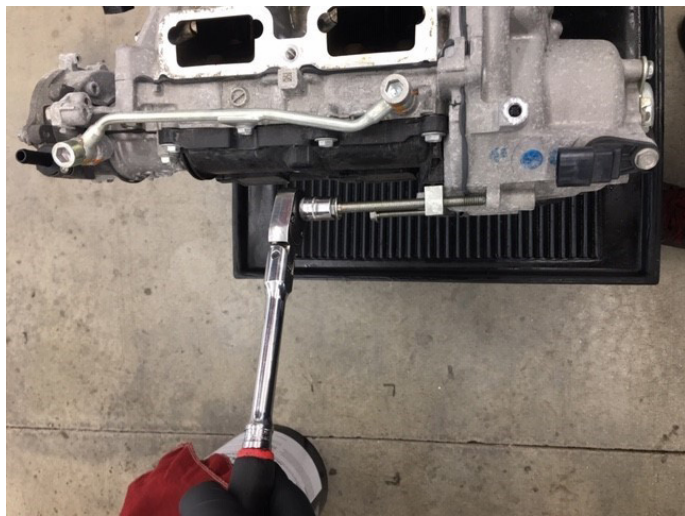


- 2) After applying a drop or two of oil to them for lubrication, thread the 3 long removal bolts into the adapters as shown. **NOTE:** 2 of the removal bolts are used on the Bank 1 (RH) side but, only 1 on the Bank 2 (LH) side (lower) due to engine design. The adapters may need to be re-positioned slightly to achieve proper alignment between the removal bolts and chain cover bosses. That is the reason for only hand-tightening the adapter mounting bolts as instructed in Step 1. Once the 3 removal bolts are properly aligned as shown below, torque the 4 adapter mounting bolts to 25 Nm (18.4 ft. lbs.) while making sure proper removal bolt alignment is maintained.

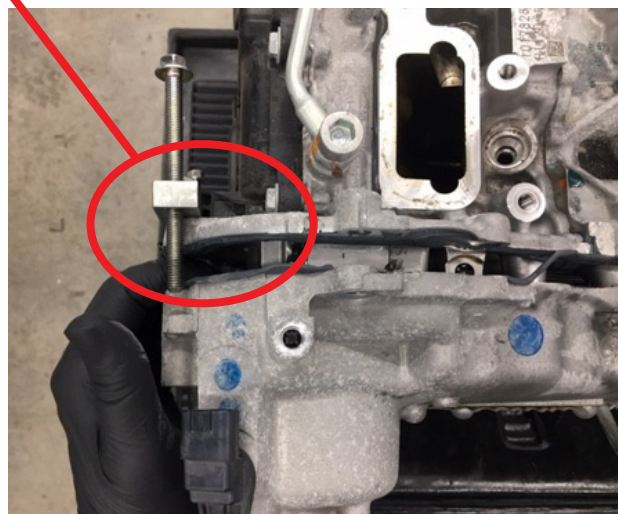
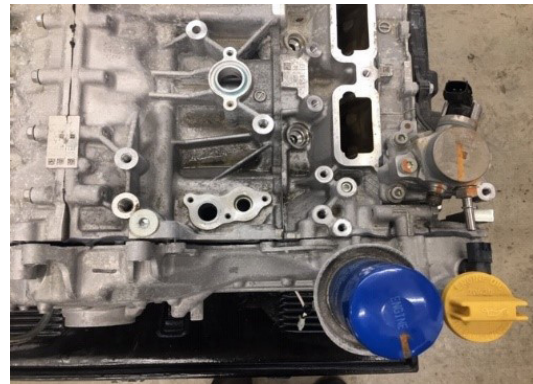
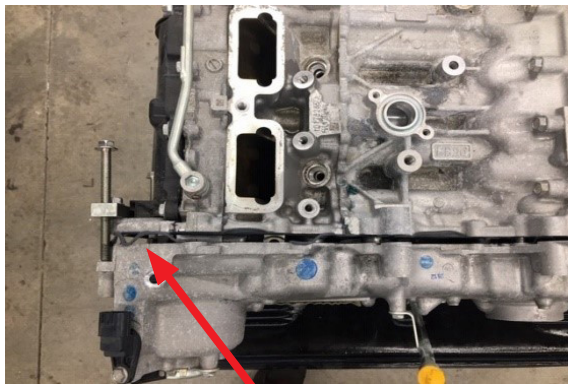


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3) **USING HAND TOOLS ONLY**, begin to **SLOWLY** turn the removal bolts **ONE HALF A TURN AT A TIME** while alternating from left to right, upper and lower until the chain cover begins to separate from the engine. **NEVER** use any power tools when performing this procedure.



4) **CAREFULLY** proceed with repeating the Step 3 tightening procedure until there is enough of a gap between the chain cover and the engine for finger access to help with removal. A **PLASTIC** trim removal tool can also be used (especially on the B2 (LH) side as only 1 removal bolt is used). **NEVER** use any metal tools as they can easily scratch / damage the machined mating surfaces.



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5) Once the timing chain cover has been removed, follow the normal procedures for removing the remaining sealer to ensure a leak-free repair during reassembly. Additional helpful repair TIPS are provided below.

HELPFUL TIPS:

- **IMPORTANT REMINDER:** The front crankshaft oil seal, the o-ring on the crankshaft pulley adapter and all the o-rings between the chain cover and the engine are ONE-TIME use items and must **ALWAYS** be replaced at reassembly.
- Use of aerosol Subaru Silicone Gasket Remover (p.n. **SOA868V9175**) along with WHITE plastic razor blades and / or a sharpened plastic trim removal stick to use as a non-marring scraper make sealer removal easier. Applying the Gasket Remover spray and allowing it to “soak” also helps. **NEVER** use steel razor blades or abrasive discs as they can easily damage the machined aluminum sealing surfaces.
- Whenever re-installing the chain cover assembly, be very careful to not allow it to contact the timing sprockets. If contact does occur, it is almost a guarantee the fresh sealant beads applied to the chain cover will be disturbed and can potentially cause a post-repair oil leak. To minimize the possibility of this, **ALWAYS** use the alignment pins shown below to “guide” the chain cover into proper position without disturbing the freshly applied sealer. The Subaru Special Tool Kit number is **J-51972**. Each kit includes 2 alignment pins.



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.