

01 QUICK TIPS: IMPORTANT ITEMS TO NOTE

- Be advised that after March 2006 production, the fuel tank drain plug has been discontinued on all models of Impreza and Forester.
- The correct (and verified) part number to order for NOX Rust is SOA868V9180.
- The service procedure for the SPT Cold Air Intake Air Filter Element is to replace it at 30K. **Do not clean or inspect it**, just replace it.
- Time Saver: Don't overlook the vehicle's Owner's Manual as a valuable resource for information about how to operate the ever-expanding list of equipment and accessories found on today's new cars. All of us on the Techline have an extensive library of Owner's Manuals that we use regularly to answer your inquiries but quite often, you can find the answer you're looking for in a lot less time than it takes to call and get it from us (e.g., instructions for programming keyless remotes). Don't forget, Owner's Manuals are also available on STIS by clicking on the "Reference Publications" tab then "Owner's Manual" under the "Publication Type" menu.

02 TURBOCHARGER OIL SUPPLY FILTER

Scenario: You're replacing a short block or other major engine component(s) on a turbocharged engine. Maybe, the cause was a crankshaft bearing failure or a lack of maintenance with a build-up of sludge or other contaminants circulating through the engine's lubrication system. An easy step to overlook during re-assembly is taking a minute to inspect the little filter which can be found inside the banjo-type bolt that secures the turbocharger oil supply pipe to the back of the r/side cylinder head. The pictures will illustrate how small this filter is and how easily it can become clogged or restricted and forgotten about. Obviously, if neglected, it won't be long before the customer is back with either a noisy or even failed turbo. So, take the extra time to pull it out and clean or replace it. This would also be a good time to make sure the supply pipe is clean and un-restricted. Think of it as insurance to prevent a come-back and a potentially unhappy customer at your Service counter.

Many thanks to Dave Underwood, FSM, Mid-Atlantic Region, for the information and the pictures.



11 CLEARING DTC'S ON 2005~2007MY SIA BUILT VEHICLES

Here's some important information to keep in mind: The ECM-TCM-HCU are all on the same side of the BIU (high speed CAN). Information from those three control units goes through the BIU to the low-speed CAN (combination meter, Navigation system, etc...).

Because the DTCs are cleared "downstream" (so to speak) of the BIU, the BIU still "remembers" the code, and keeps the MIL on after the code has been cleared. Therefore, the memory of the BIU must be cleared **LAST** to turn off the MIL.

Clearing the BIU *first* will result in the code being transferred back to the BIU from the ECM, TCM and HCU.

We understand that there may be some confusion in the field regarding this "order", as the Techline has been telling you to clear the ECU last and not the BIU. We apologize for any problems this may have caused.