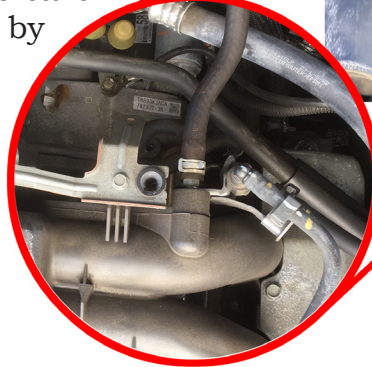
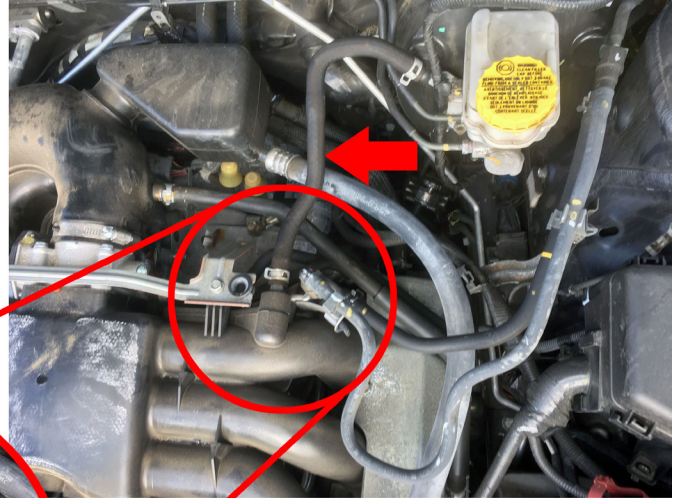


Never Connect Fuel and Induction Service Hose to the Brake Booster Vacuum Line on a Subaru

We've said it time and time again: Always connect the fuel and induction system service hose to a *centrally located, manifold vacuum hose*, preferably near the throttle body. But somehow technicians still try to save time by



This brake booster vacuum hose connects to a single rail on the intake manifold, so the cleaning detergent won't reach the rest of the cylinders. The result is improper cleaning, and possible engine damage.

choosing an easier source, such as the brake booster vacuum hose on this Subaru engine.

Don't.

Here's why: The brake booster hose on this Subaru connects to a single rail on the intake manifold, right near one cylinder. That means all of the fuel system detergent enters one intake manifold rail and one cylinder. That can cause two problems:

1. Only one cylinder gets cleaned properly; the rest remain untouched, causing a rough idle and poor performance.

continued...



Technical Service Bulletin (continued)

2. The excessive detergent entering one cylinder can pool, which could damage the engine.

Either way, you won't get the Run-Rite performance that you were looking for.

So, when you're performing a fuel and induction system service on a Subaru, or for that matter, any engine, always look for a mani-

fold vacuum source that's located near — or better yet, on — the throttle body. No throttle body vacuum source available? Use the S-nozzle to feed the detergent directly through the throttle body.



Or, if even that becomes too difficult to perform, offer the customer the two-step service using kit 1501. This service eliminates the intake cleaning portion, focusing on the injectors and lubrication system.

And never use the brake vacuum hose on a Subaru.