

SUBARU 5EAT VALVE BODY ASSEMBLY

Subaru began using a version of the RE5R05A transmission with select Legacy vehicles in 2005 called the 5EAT (TG5C) transmission. Since then it has been used in select Forester, Outlook and Tribeca vehicles here in the United States. The valve body is similar yet very different when compared to the RE5R05A transmission. A few very obvious changes was the elimination of a Reverse Brake Control Valve and the inclusion of a Transfer Clutch Control Valve and a Transfer Clutch Solenoid. The Reverse Brake and the Forward Brake are not engaged by a dedicated solenoid. They are engaged from the Manual Valve using a series of check balls and accumulators in conjunction with main line pressure to control their engagement. Refer to the following figures for first generation valve body information. *Complete hydraulics are available from ATSG.*

- Refer to Figure 1 for solenoid identification and location
- Refer to Figures 2 and 3 for valve body small parts location (check balls, filters and retainers)
- Refer to Figure 4 for a partial hydraulic and explanation of a Reverse engagement
- Refer to Figure 5 for a partial hydraulic and explanation of a Drive engagement
- Refer to Figures 6 and 7 for valve and spring identification and location
- Refer to Figure 8 for case passage identification

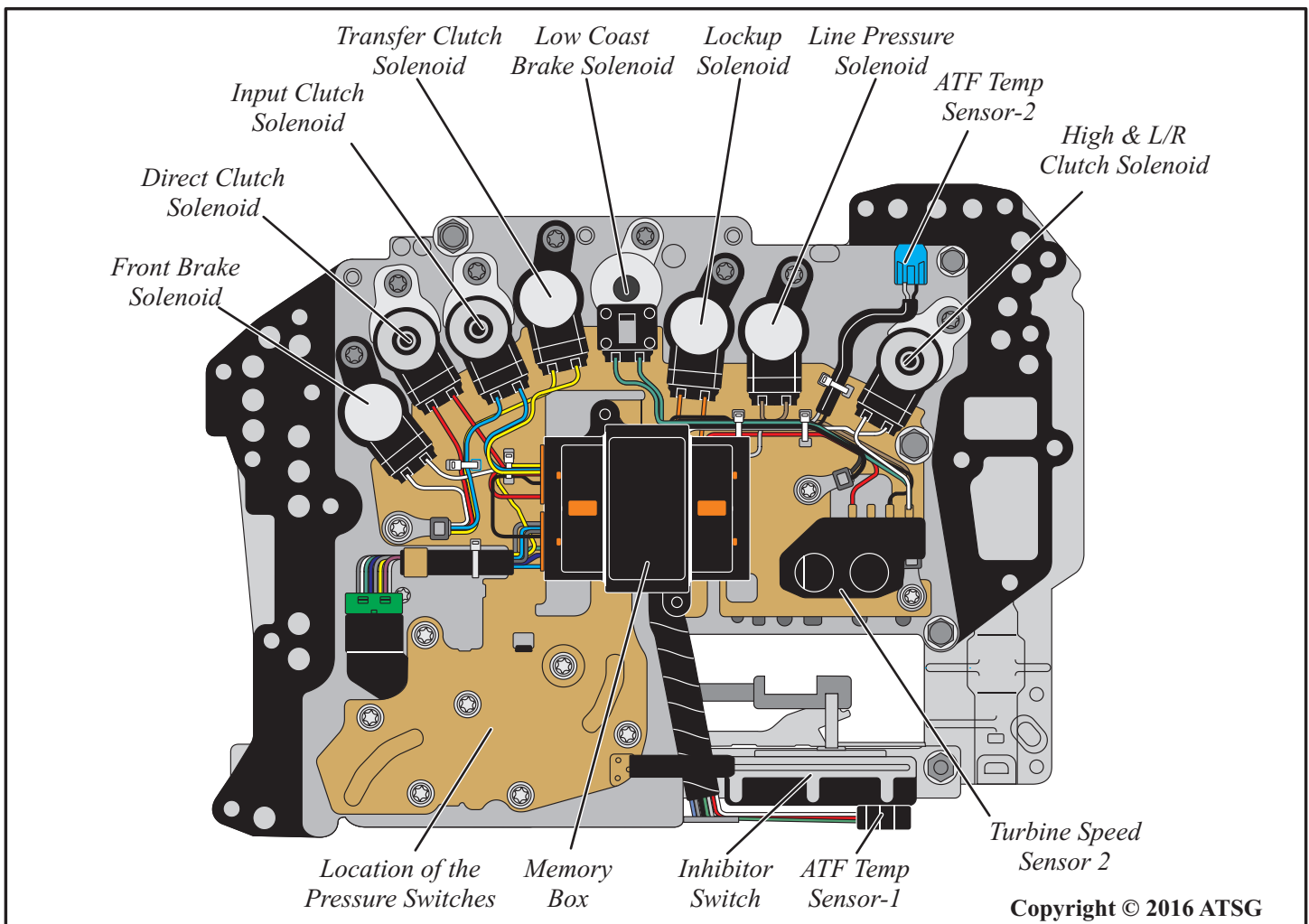


Figure 1