

Important Service Bulletin for the 2007 Subaru WRX and 2007 Subaru STi Potential Overboost Issues When Operating the Vehicle With a Catless Exhaust System v1.00

We wanted to educate you about the potential consequences when operating a 2007 WRX or 2007 STi with a catless exhaust system. Subaru has developed a new boost control system on the 2007 Subaru turbocharged vehicles. The major change is the size of the hole in the restrictor pill located in the vacuum line connecting the compressor housing nipple to the vacuum T fitting in the boost control plumbing (see below pictures). Subaru has greatly reduced the size of the restrictor pills on the 2007 WRX and STi from the previous model years. These changes allow for a greater potential for the boost control system to over-run...in other words this is a mechanical function which can promote boost creep when the vehicle is operated with a free-flowing, catless exhaust system.

Is my car effected by this change?

If you are operating the vehicle with a turbo-back exhaust that has at least one high-flow catalytic converter, then most likely not. If you are operating your vehicle with the appropriate Stage2 calibration and your engine hits a boost cut and your MIL or Check Engine Light has turned on reporting that P0244 has occurred; then this means that your vehicle was over boosting and the engine management system jolted the car and turned on your MIL to let you know the turbo has over-run. You are welcome to read through the Map Notes for the particular calibration you are running to make sure the vehicle is performing as it should; [2007 STi Map Notes Link](#) or [2007 WRX Map Notes Link](#).

How can I test for this with my AccessPORT?

You can flash a Realtime Economy Mode calibration which turns your boost control system off so it will run the minimum mechanical boost pressure, which should be 5-7psi for the 2007 WRX and 8-12 psi for the 2007 STi. Using the boost measurement feature of your new AccessPORT, you can see if you exceed the mechanical wastegate spring pressure. If you operate your vehicle while under wide open throttle conditions with the Economy Mode calibration and you notice your boost levels greatly exceed these mechanical pressure levels then you *will have to mechanically revise* your boost control system, see below.

If my car suffers from this, can it be “tuned out”?

Since this over-run condition is created by a *mechanical* set-up, you would need to *mechanically* change the system and thus it cannot be tuned out.

What are my options?

If you purchased a new AccessPORT from Cobb Tuning or an Authorized Cobb Tuning Dealer, please contact the Dealer you purchased your AccessPORT from. Be sure to provide them with your original purchase receipt so they can provide you with a complimentary replacement vacuum line containing a larger restrictor pill. If you purchased your AccessPORT directly from Cobb Tuning, the please e-mail chris@cobbtuning.com with “2007 WRX (or STi) Replacement Vacuum Line” in the subject line so he can properly take care of you. This e-mail to Chris will need to contain your full name, shipping address, and invoice # so we can properly ship and track this item.

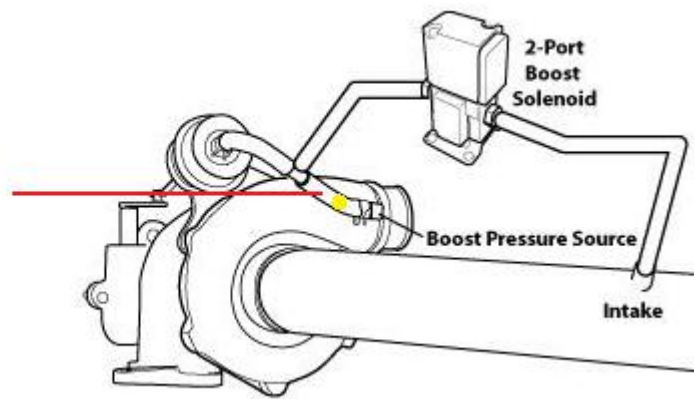
We highly suggest that you do not operate your 2007 WRX or 2007 STi with a catless exhaust system. If you have a catless exhaust system, we highly suggest you install at least one, post turbocharger high-flow catalytic converter to maintain some exhaust gas back-pressure after the turbocharger. If you choose to not follow our suggestions then you can purchase and

install two items from your local Subaru dealership. The first item is Subaru OEM part # 09535A060, which is a replacement vacuum line where the restrictor pill will be located. The second item is Subaru OEM part # 22326KA120, which is a new restrictor pill that has a center hole machined to 1.20mm or .047". The total retail cost for both of these items should be less than \$6 USD. The restrictor pill will need to be carefully inserted in the middle of the vacuum line so the air can pass through the restrictor pill. It does not matter which way the restrictor pill faces as long as the machined hole is perpendicular to the hose and air can pass through the pill.

How do I replace these vacuum lines?

We suggest you replace these vacuum lines only after the engine and turbocharger system has sufficiently cooled down so you do not burn yourself on the hot engine components. Your engine can take up to 6 hours to fully cool down. The below diagram goes over the specific line you are supposed to remove and replace. The replacement vacuum line w/ restrictor from Cobb Tuning pill will have an orange paint mark. Please be sure to re-use all factory hose clamps.

Carefully remove and replace this vacuum line with the provided replacement vacuum line containing the larger restrictor pill. Be sure to re-use all factory hose clamps.



You can read [the document on this link](#) for more specific details about How Subaru's Factory Boost Control System Works if you are interested.



Line 1 plumbs the compressor housing to one end of the T-fitting. This line contains the brass restrictor pill.

Line 2 plumbs the wastegate actuator to the opposite end of the T-fitting.

Line 3 plumbs the middle of the T-fitting to the wastegate solenoid valve.

Line 4 plumbs the other side of the wastegate solenoid valve to the turbo-inlet pipe.

NOTE: You will notice your factory boost control system has more than four vacuum lines, because the factory uses couplers to connect the different size nipples to one section of line. For all intensive purposes you still only have four sections of line.

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