2010 Subaru Forester P0026 Fault - RH Oil Switching Solenoid Valve and RH Oil Pressure Switch Replacement

This guide is a fix for a P0026 Fault code, which causes a engine and stability control light to come on. Also causes flashing cruise control light.

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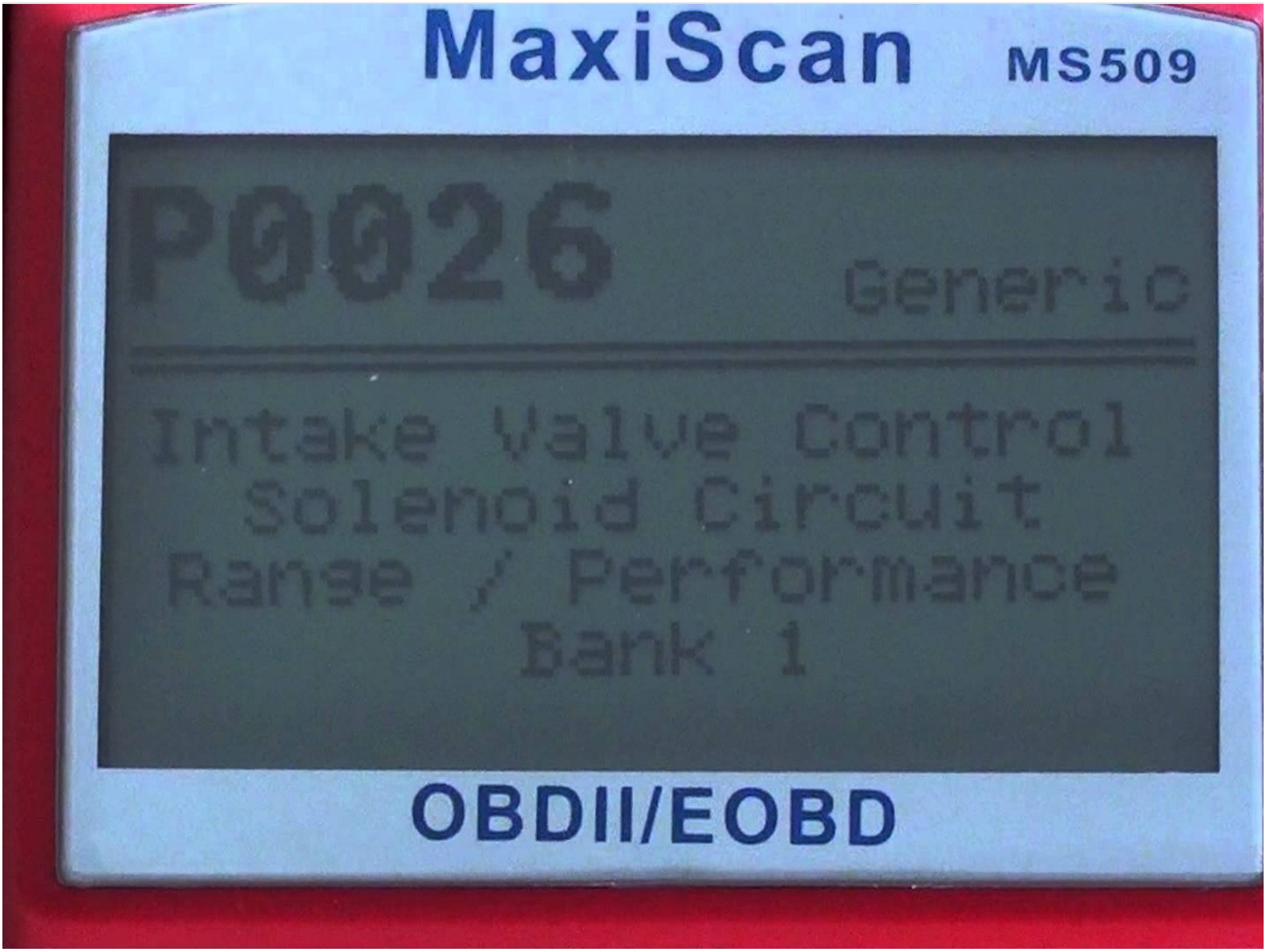


INTRODUCTION

The two components that are being replaced in this guide are the RH Oil Switching Valve Solenoid and the Variable Valve lift Diagnosis Oil Pressure Switch to fix a P0026 fault code (Intake Valve Control Solenoid Circuit Range/Performance Bank 1).

The fault is associated with Subaru's Continuously Variable Valve Timing (CVVT) system which changes the intake camshaft angle using oil pressure to improve engine torque fuel economy etc.

Web searches indicate that other causes of the P0026 fault code include dirty oil and filters. Also, a wiring fault could also be a cause, you may like to inspect and test the wiring before replacing components.

I didn't bother with wiring checks as my wiring looked alright, and from my experience in maintenance the component with the moving part is the most likely cause (solenoid/switch).

It is recommended that you start by changing the Oil Pressure Switch first only because it is significantly cheaper than the solenoid and then test driving the car. If you don’t want to take any chances or didn’t have time to fault find like me, I just replaced both (that’s what my local Subaru mechanic does as well, as they don’t want call backs).

From all reports, the same part number solenoid and switch are located on the left hand bank 2 of the engine. So you have the option of swapping the parts over and seeing if the fault transfers over causing a different fault code.

Naturally the OEM solenoid costs a small fortune in Australia about $230.00 and the switch costs about $70.00.

Buy them online if you can! Amazon has them.

***Check the Part Numbers against your cars VIN number to make sure they fit your model Subaru. There are plenty of websites that can tell you this information.

Solenoid OEM part number 10921AA040

Oil Pressure Switch OEM part number 25240AA060

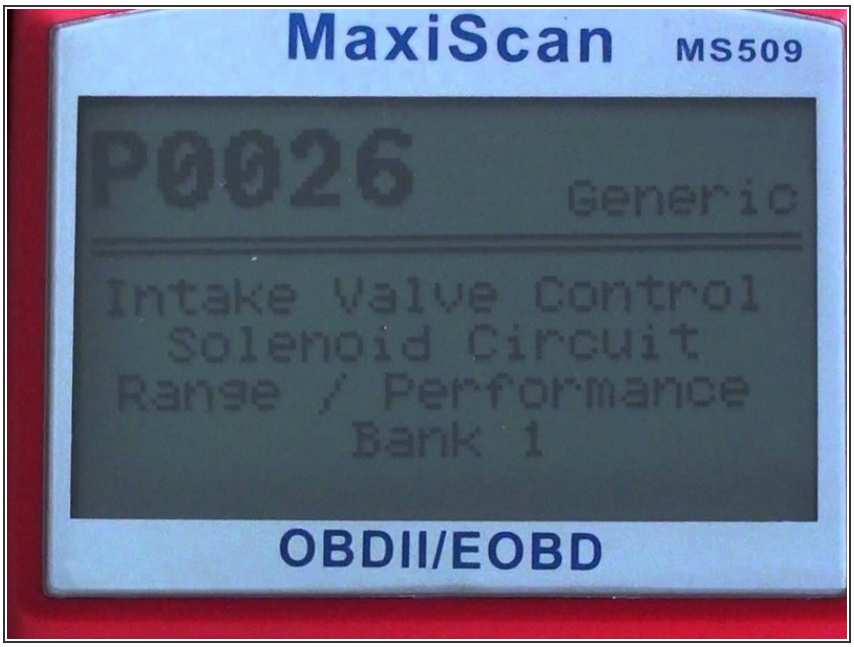
TOOLS:

- 24mm 1/2" Drive Deep Socket (1)
- 10mm Deep Socket (1)

PARTS:

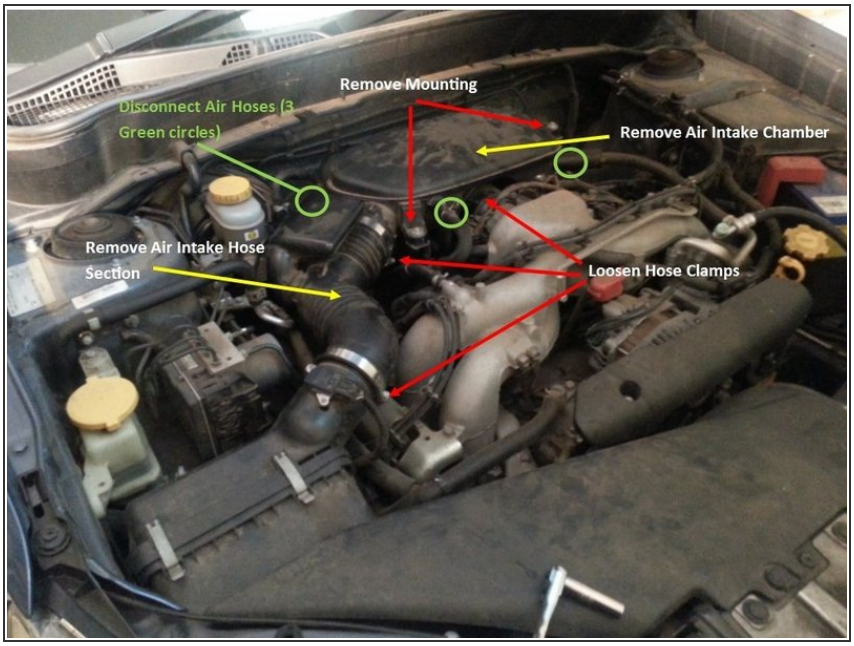
- Oil Switching Solenoid Valve RH (1)
  10921AA040
- Variable Valve Lift Diagnosis Oil Pressure Switch (1)
  25240AA060

Step 1 — Check the fault code



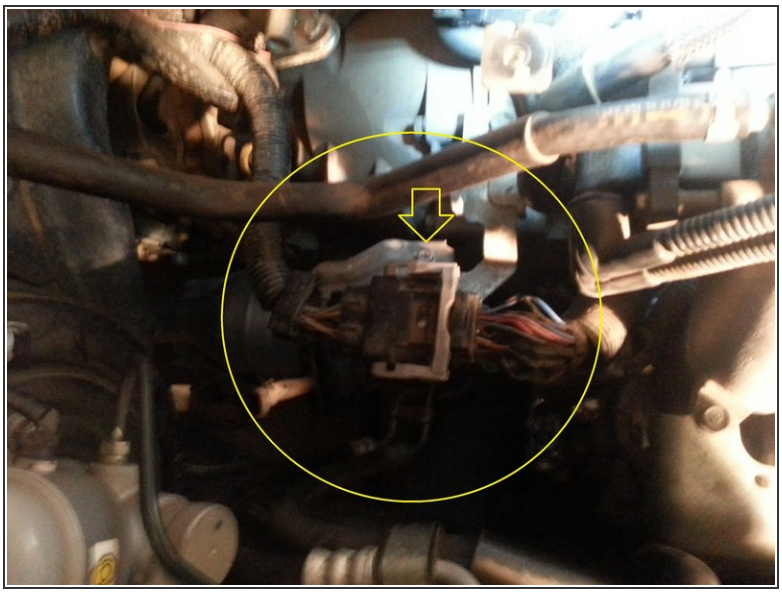
- Firstly, you will need an On Board Diagnostics (OBD) scanner to verify the fault code P0026. Follow your scanners instructions to verify the fault. My scanner advised me that I had a Intake Valve Control Solenoid Circuit Range/Performance (Bank1) Fault.
- I recommend doing some web searches of the fault code to get an understanding of what the fault affects and also other possible causes. If you are satisfied that the fault is being caused by solenoid or switch then proceed with this guide.

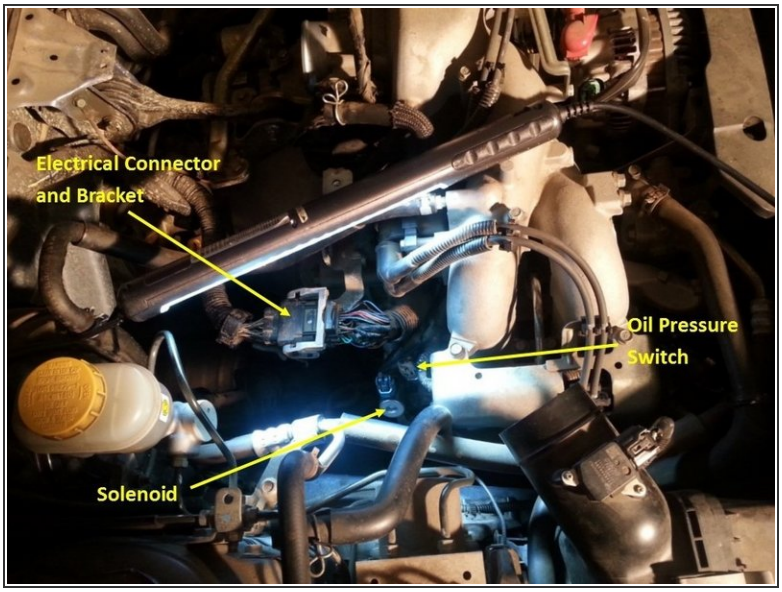
Step 2 — Remove Air Intake Chamber



- Disconnect the Negative (Black) Terminal of the battery.
- Remove the Air Intake Chamber by removing the two mounting bolts. Loosen the three air hose clamps and remove air hose section. Disconnect the three vacuum hoses and lift the chamber out of the engine compartment.

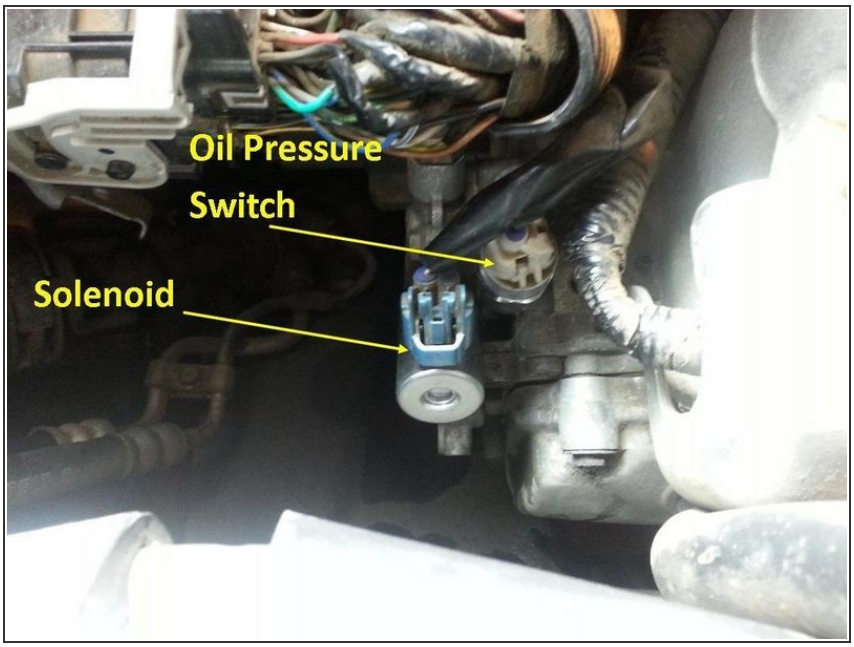
Step 3 — Disconnect electrical connector bracket





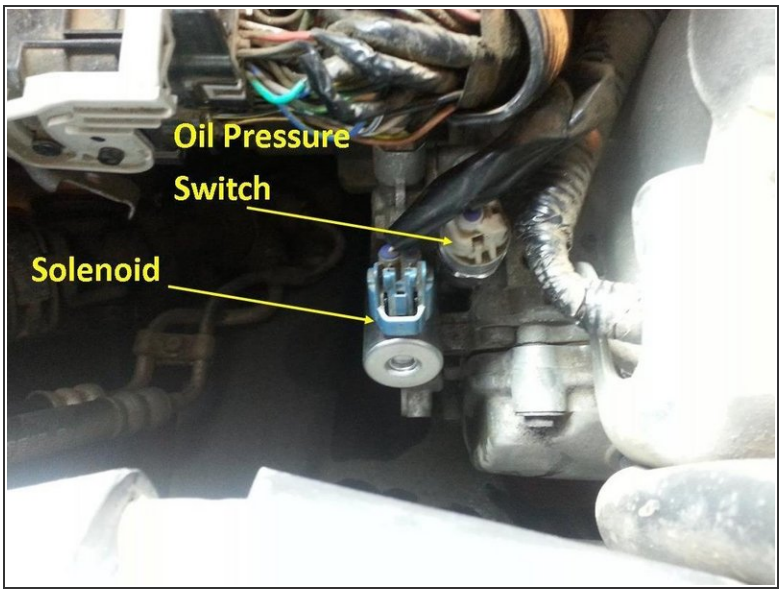
- If required, undo the screw and loosen bracket to provide access to the switch and solenoid (I didn't need to)
- The bracket and electrical connector is located directly under the section of air intake hose removed in the previous step.

Step 4 — Disconnect solenoid and Oil switch plugs



- Disconnect the electrical plugs from the solenoid and oil pressure switch.

Step 5 — Remove Oil Pressure Switch



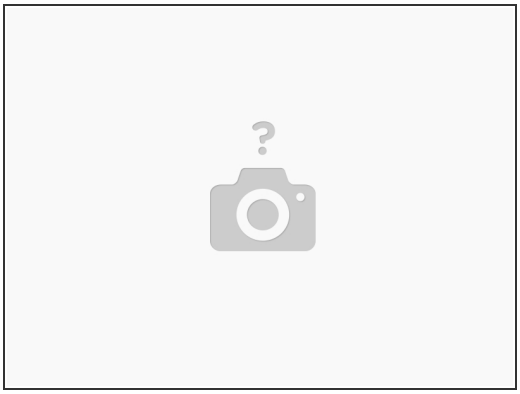
- Use a size 24 socket with extension bar to remove the Oil Pressure Switch.

Step 6 — Remove Solenoid

- The bolt is located under the solenoid out of view. Use a size 10 socket to undo the bolt. Then

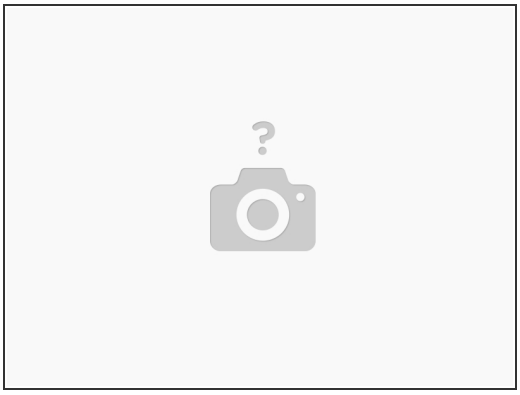
remove the solenoid. You may need to use some force or multi grips to remove the solenoid.

Step 7 — Install new Oil Pressure Switch & Solenoid



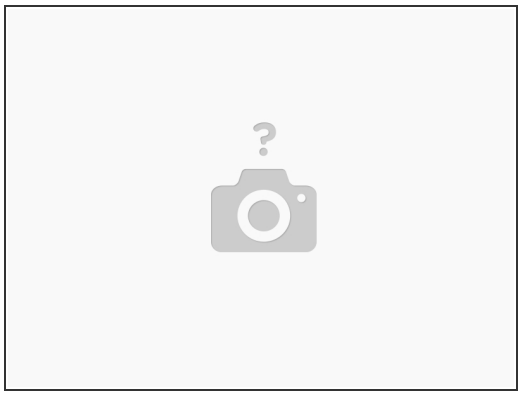
- Apply liquid gasket to the Oil Pressure Switch threads. If you have a torque wrench, torque the switch to 17 Nm (12.5 ft-lb). The switch goes in tight, and it is easy to under torque it which I'm guessing would cause oil leaks.
- There is a small rubber gasket on the solenoid which needs to be oiled before Installed. Install the solenoid and tighten the size 10 bolt.

Step 8 — Reinstall All Components



- Reinstall the electrical plug bracket, solenoid and oil switch plugs and air Intake Chamber and associated parts.

Step 9 — Clear the Fault code



- Make sure the battery is reconnected. The fault code will stay latched unless you clear the fault using an obd scanner. Clear the fault.
- *when you clear the fault you will also be clearing vehicle performance data. The vehicle might be slightly more difficult to start and may idol rough until it automatically retunes it self.
- Hopefully this guide fixed your problem at a fraction of the cost of paying someone else to do it.

To reassemble your device, follow these instructions in reverse order.