

SUBARU

<u>Year</u>	<u>Model</u>	<u>Engine</u>	<u>TPS</u> <u>Color</u>	<u>TPS</u> <u>Location</u>	<u>MAP/</u> <u>MAF Wire</u> <u>Color</u>	<u>MAP/</u> <u>MAF</u> <u>Location</u>	<u>Footnotes</u>
2004-2005	Impreza	2.0L Turbo	Yel/Green	1	Pink/Blue	E	(**)
2004-2005	Impreza	2.5L Non Turbo	Wht/Red	1	Red	B	
2004-2005	Impreza	2.5L Turbo	White	1	Pink/Blue	E	(**)
2006-2011	Impreza	2.5L Non Turbo	Yel/Green	1	Blue/Yellow	C	
2006-2007	Impreza	2.5L Turbo	Yel/Green	1	Pink/Blue	E	(**)
2008-2011	Impreza	2.5L Turbo	Green	1	Blue/Red	E	(**)
2000-2001	LegacyForester	2.5L Non Turbo	White	1	White	A	
2002-2004	Legacy/Forester	2.5L Non Turbo	White	1	Red	B	
2006-2011	Legacy	2.5L Non Turbo	White	1	Blue/Yellow	C	
2006-2011	Legacy	2.5L Turbo	White	1	Red/Blue	D	(**)
2009-2010	Legacy	3.0L	White	1	Red/Blue	D	(**)
2010-2011	Legacy	3.6L	White	1	White	E	(**)
2005-2011	Outback	2.5L Non Turbo	White	1	Blue/Yellow	C	
2005-2011	Outback	2.5L Turbo	White	1	Red/Blue	E	(**)

Footnotes

(**) = Indicates that you will be connecting to the (MAF) Mass Air Flow Sensor, all others connect to the (MAP) Manifold Absolute Pressure Sensor

TPS Locations

1 = The (TPS) Throttle position sensor is located on the throttle body

MAP/MAF Sensor Locations

A = MAP is located on the throttle body

B = Top rear of engine

C= Right rear of engine

D= Front of engine in air intake assembly.

E= MAF is located in air Intake duct

Note: Wiring diagrams and photos are available from <http://techinfo.subaru.com> (factory service website) if you need additional help with locations, etc.

Optional 02 Sensor Signal connections (all vehicles)

<u>Vehicle/Connector type</u>	<u>Wire Color</u>
Acura/Honda 4 Wire Connector	Black
Alfa Romeo 3 Wires	Black
Audi 3 Wires	Black
BMW 3 Wires	Black
BMW 4 Wires	Black
Chrysler 3 Wires	Black
Chrysler 4 Wires	Black
Chrysler Import 4 Wires	Black,Blue or Yellow
Ford 3 Wires	Black
Ford 4 Wires	Black
Geo 4 Wires	Black
GM 2 Wires	Black
GM 3 Wires	Black orPurple
GM 4 Wires	Black orPurple
Hyundai (All)	Black
Isuzu 3 Wires	Blue
Isuzu 4 Wires	Blue
Kia 3 Wires	Black
Lancia 3 Wires	Black
Mazda 3 Wires	Black
Mazda 4 Wires	Black
Mercury 3 Wires	Black
Mercury 4 Wires	Black
Mitsubishi 4 Wires	Black,Blue or Yellow
Nissan 3 Wires	Black
Nissan 4 Wires	Black
Subaru 3 Wires	Black
Suzuki 4 wires	Black
Volkswagon	White



AP020 Disc
(ø 90 mm)



AP013 Disc
(ø 80 mm)



AP036 Disc
(ø 70 mm)

Package Contents:
(1) Self-adhesive dash or console pedestal mounting disc
(1) Alcohol cleaning pad

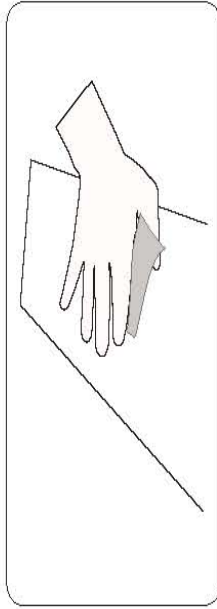
No Tools Required for installation.

***No te:** Adhesive disc is intended for semi-permanent installation and one time application. If disc needs to be removed, please see the removal instructions below.

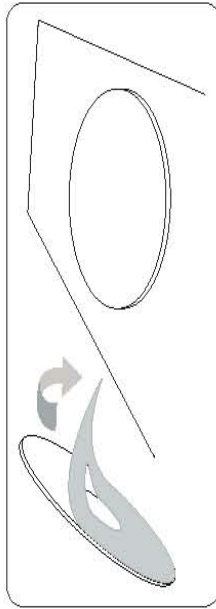
Dash or Console Mounting Instructions

Step 1. Choose a suitable location for disc (and pedestal) installation. **Do not place mount in or near an air bag deployment zone or where it will obstruct view of the road or hinder vehicle operation.**

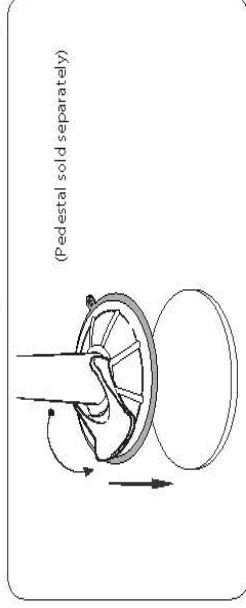
Step 2. Clean the dash or console surface area thoroughly with the included alcohol pad. Allow the area dry before applying the mounting disc.



Step 3. Remove the paper backing of the disc and place on the cleaned surface. Press the top of the disc down firmly to allow the adhesive to stick to the surface. Allow 24 hours for the adhesive to cure to the surface before applying any pressure.



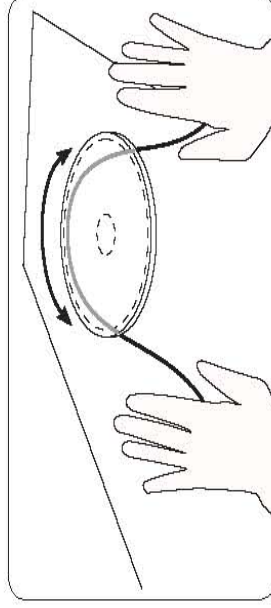
Step 4. Place the suction cup of the pedestal (sold separately) firmly down on the center of the mounting disc and lower the securing lever.



Disc Removal Instructions

Step 1. Prepare the surface around the disc by applying a generous amount of rubbing alcohol or similar adhesive removal product to the area with a cotton swab. Let the liquid saturate the adhesive area for about a minute.

Step 2. Take a long piece of dental floss in each hand and slowly work back and forth at the base of the adhesive disc. Gently use the dental floss to cut the adhesive from the dash or console until the black plastic disc is removed.



Step 3. If the sticky adhesive area breaks apart or does not come off completely, re-apply a small amount of alcohol (or adhesive removal liquid) and carefully lift off the remaining area by hand.





GN014-SBH
Windshield Mount with
Swivel Ball Head Assembly

Patent Pending

Package Contents:
(I) GN014 - Mini windshield mount
(J) Swivel ball head assembly with dual T-tab pattern adapter plate and tightening ring.

Compatible with:

- All Arkon dual T-tab pattern phone cradles and adapter plates
- Most Garmin 17mm ball connections. (See website for full list.)

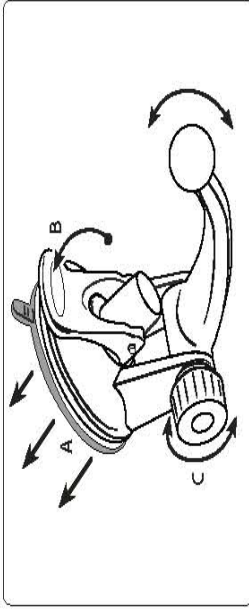


Do not place mount in or near an air bag deployment zone or where it will obstruct view of the road.

Windshield Mounting

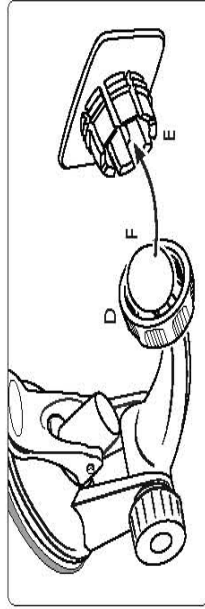
Step 1. Find a safe location on the interior of the vehicle's windshield to mount the pedestal. Firmly push the suction base (A) against the windshield and flip the base lever down (B) to the locked position. See diagram below.

Step 2. Adjust the angle of the pedestal arm by tightening the angle adjustment knob (C) at the base to the desired angle.



Swivel Ball Head Assembly Attachment

Step 1. Slip the tightening ring (D) over the pedestal ball. Snap the dual-T head adapter plate (E) on to the pedestal ball (F). Screw the tightening ring over the adapter plate until securely holding the plate. Adjust the angle as needed.

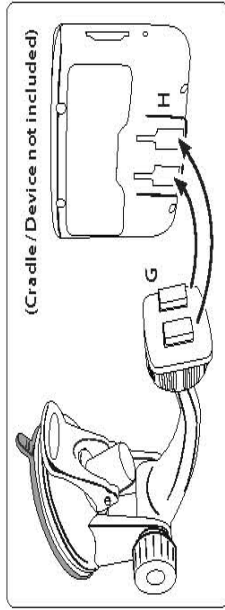


Safety Precautions

Follow all manufacturer safety guidelines for operating your device. Failure to practice safe usage of GPS device while driving may result in damage, injury, or death. Arkon is not responsible for any damages caused to your car, your device, or yourself due to the installation or use of this pedestal mount.

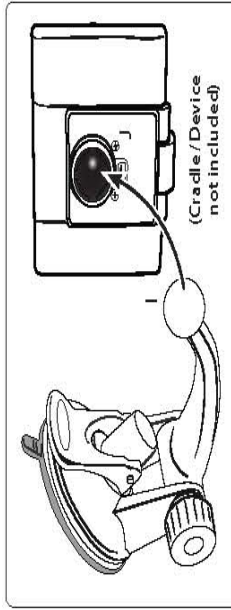
Attach Cradle or Device to Pedestal

Step 1. To attach your cradle or device (not included, sold separately) to the dual T-head, insert the dual T-tabs (G) into the dual T-slots (H) on the back of the cradle or device.



Attaching a Garmin Device to Pedestal

Step 1. Do not attach the swivel ball head assembly. Attach your Garmin device (not included, sold separately) to the ball head by firmly inserting the ball head (I) into the cavity (J) in the back of the device.



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ARKON
RESOURCES INC.

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Consumer Hotline:

USA (800) 841-0884

INT'L (626) 254-9005

Monday - Friday 9am - 5pm, PST

www.arkon.com

Aradia, CA 91006 USA

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