
AUTOMATIC TRANSAXLE (A246E)

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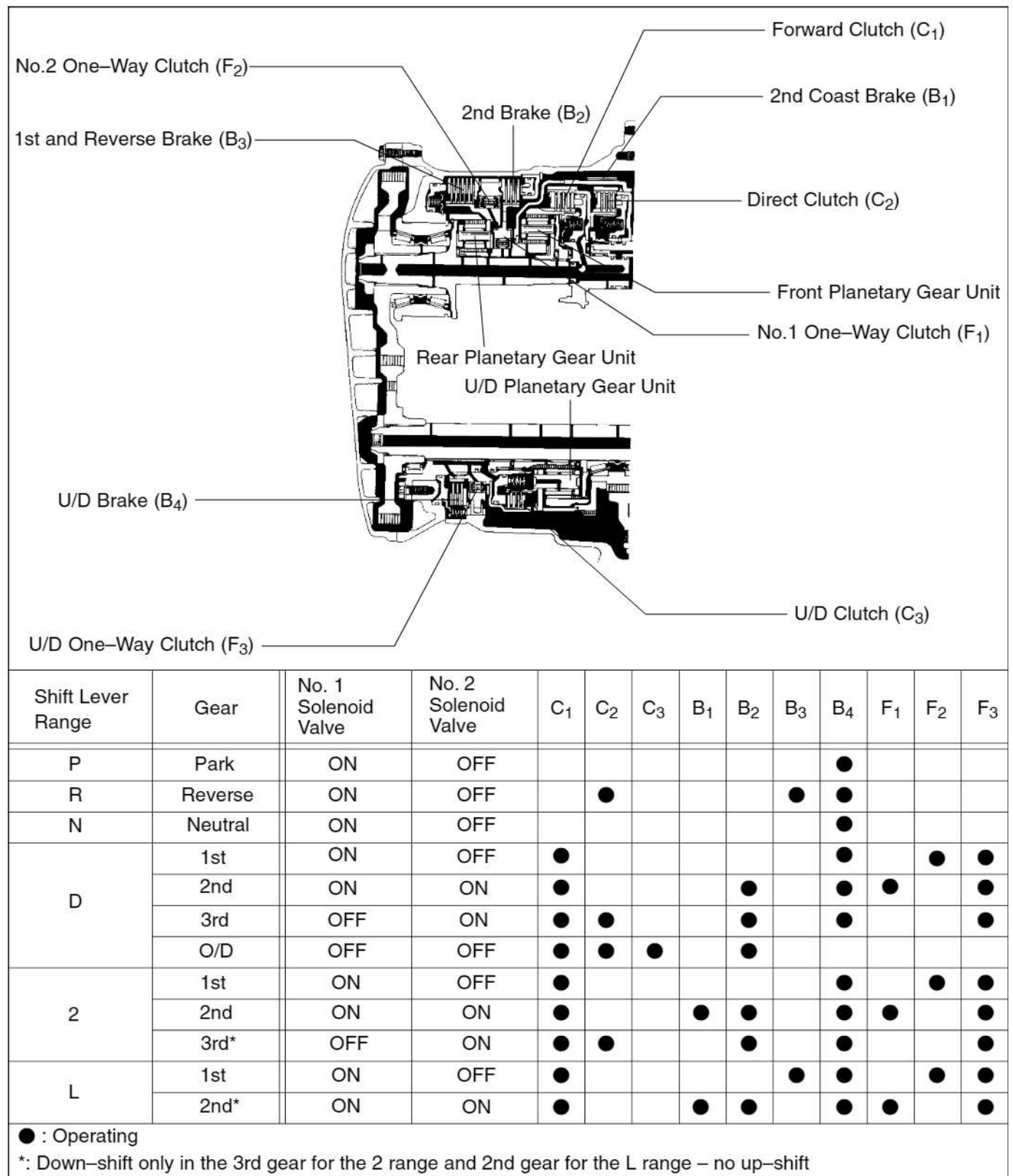
AUTOMATIC TRANSAXLE SYSTEM

AX02L-04

PRECAUTION

If the vehicle is equipped with a mobile communication system, refer to the precautions in the IN section.

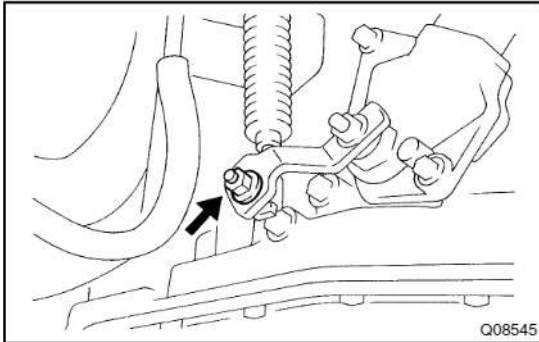
OPERATION



NEUTRAL START SWITCH ON-VEHICLE REPAIR

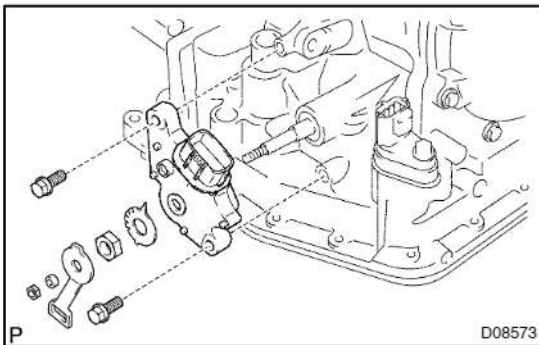
AX0PK-02

1. REMOVE LH ENGINE UNDER COVER



2. DISCONNECT SHIFT CABLE FROM CONTROL SHIFT LEVER

3. DISCONNECT NEUTRAL START SWITCH CONNECTOR



4. REMOVE NEUTRAL START SWITCH

- Remove the nut, washer and control shaft lever.
- Pry out the lock washer and remove the manual valve shaft nut.
- Remove the 2 bolts and pull out the neutral start switch.

5. INSTALL AND ADJUST NEUTRAL START SWITCH

- Install the neutral start switch with 2 bolts.
Torque: 5.4 N·m (55 kgf·cm, 48 in·lbf)
- Install a new lock plate and tighten the nut.
Torque: 6.9 N·m (70 kgf·cm, 61 in·lbf)
- Stake the nut with lock plate.
- Install the control shift lever, washer and nut.
Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)

6. CONNECT NEUTRAL START SWITCH CONNECTOR

7. CONNECT SHIFT CABLE TO CONTROL SHIFT LEVER **Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)**

8. CHECK NEUTRAL START SWITCH OPERATION

Check that the engine can be started with the shift lever only in the N or P range, but not in other ranges.

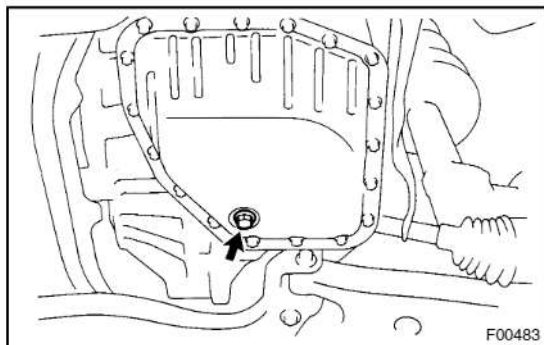
If not as started above, carry out the adjustment procedure (See page DI-3).

9. INSTALL LH ENGINE UNDER COVER

10. TEST DRIVE VEHICLE

VALVE BODY ASSEMBLY ON-VEHICLE REPAIR

1. REMOVE LH ENGINE UNDER COVER



2. REMOVE DRAIN PLUG AND DRAIN ATF

3. REMOVE OIL PAN AND GASKET

Remove the 18 bolts.

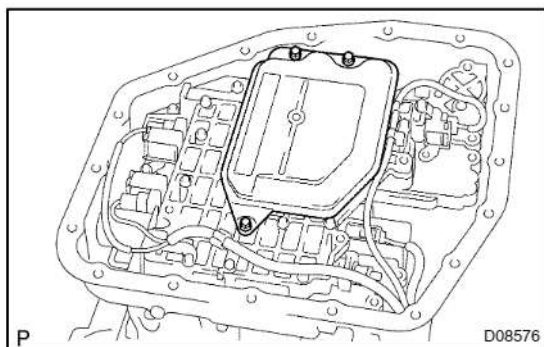
NOTICE:

- Some fluid will remain in the oil pan.
- Remove all pan bolts, and carefully remove the oil pan assembly.
- Discard the gasket.

4. REMOVE 2 MAGNETS FROM OIL PAN

5. EXAMINE PARTICLES IN PAN

Remove the magnets and use them to collect any steel chips. Look carefully at the chips and particles in the pan and the magnet to anticipate what type of wear you will find in the transaxle. Steel (magnetic): bearing, gear and plate wear
Brass (non-magnetic): bushing wear

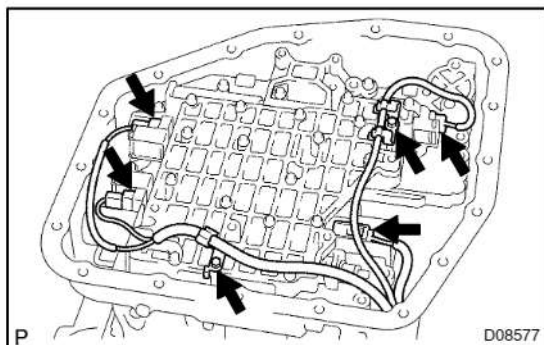


6. REMOVE OIL STRAINER

Remove the 3 bolts and oil strainer.

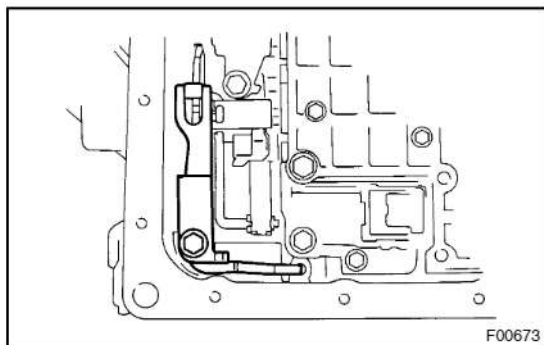
NOTICE:

Be careful as some fluid will come out with the oil strainer.



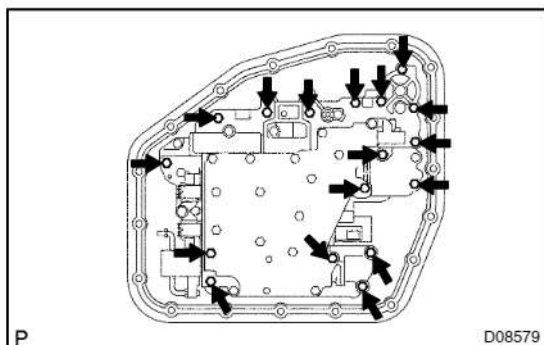
7. DISCONNECT SOLENOID CONNECTOR

- Remove the 2 bolts and wire retainers.
- Disconnect the 4 solenoid connectors.



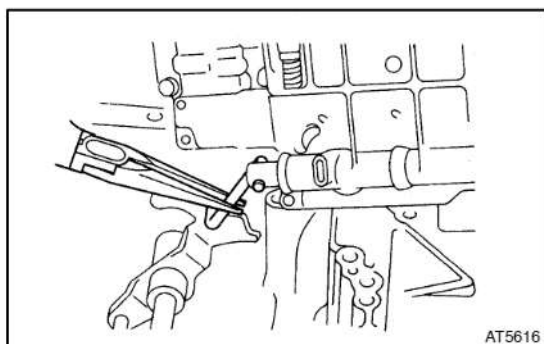
8. REMOVE MANUAL DETENT SPRING

Remove the bolt and manual detent spring.



9. REMOVE VALVE BODY

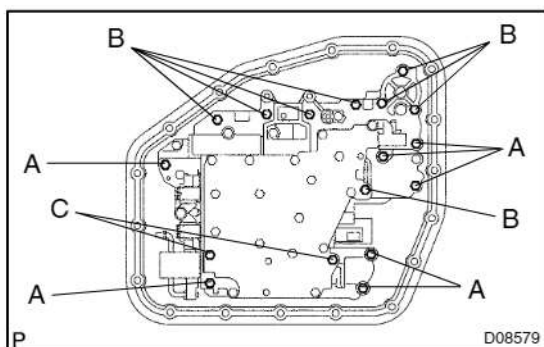
(a) Remove the 17 bolts.



(b) While disconnecting the manual valve connecting rod from the manual valve lever, remove the valve body with the manual valve together.

10. INSTALL VALVE BODY

(a) While connecting the manual valve connecting rod to the manual valve lever, install the valve body with the manual valve together.



(b) Install the 17 bolts.

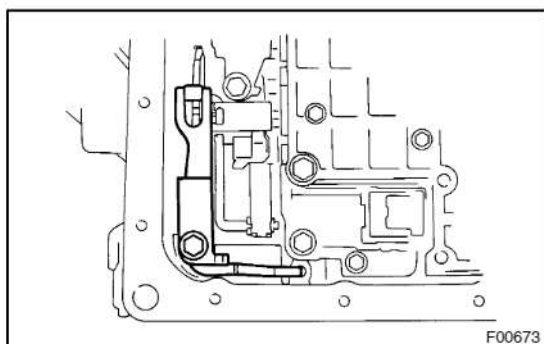
Bolt length:

A: 20 mm (0.79 in.)

B: 28 mm (1.10 in.)

C: 50 mm (1.97 in.)

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



11. INSTALL MANUAL DETENT SPRING

Install the manual detent spring and bolt.

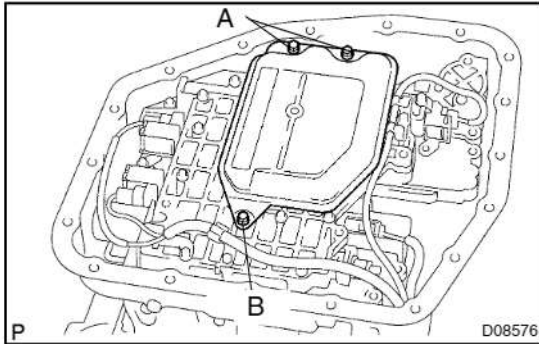
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

12. CONNECT 4 SOLENOID CONNECTORS

(a) Connect the 4 solenoid connectors.

(b) Install the wire retainer and bolt.

Torque: 6.4 N·m (65 kgf·cm, 56 in·lbf)

**13. INSTALL OIL STRAINER**

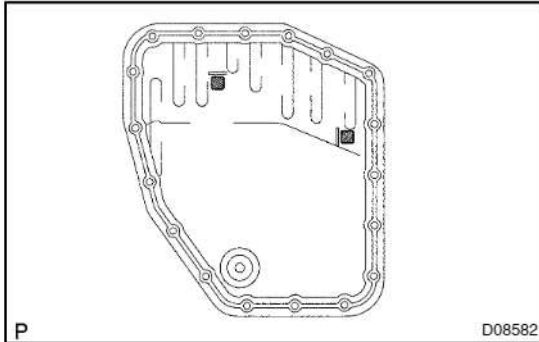
Install the oil strainer with the 3 bolts.

Bolt length:

A bolt: 12 mm (0.47 in.)

B bolt: 20 mm (0.79 in.)

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

**14. INSTALL MAGNETS IN OIL PAN****15. INSTALL OIL PAN AND GASKET**

(a) Install a new gasket to the oil pan and install them to the transaxle.

(b) Install the 18 bolts.

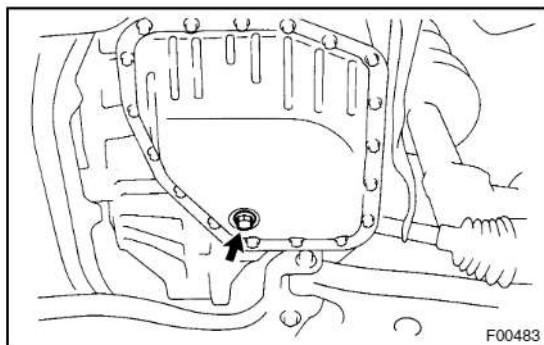
Torque: 5.3 N·m (55 kgf·cm, 48 in·lbf)

16. INSTALL DRAIN PLUG

Torque: 17 N·m (175 kgf·cm, 13 ft·lbf)

17. INSTALL LH ENGINE UNDER COVER

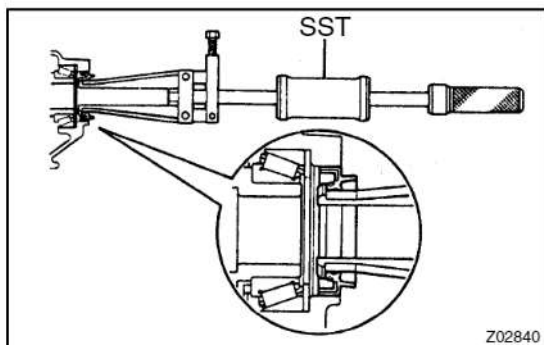
18. FILL ATF AND CHECK FLUID LEVEL (See page DI-3)



DIFFERENTIAL OIL SEAL ON-VEHICLE REPAIR

AX02R-06

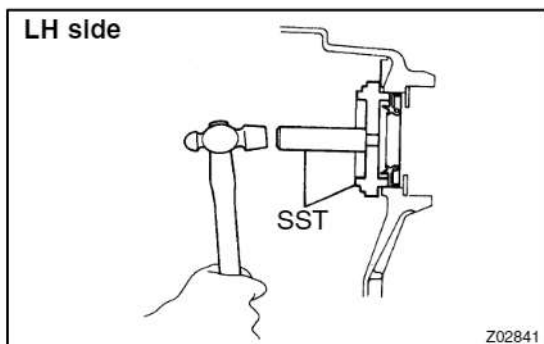
1. DRAIN ATF
2. REMOVE LH AND RH ENGINE UNDER COVERS
3. REMOVE LH AND RH DRIVE SHAFTS (See page SA-3)



4. REMOVE LH AND RH OIL SEAL

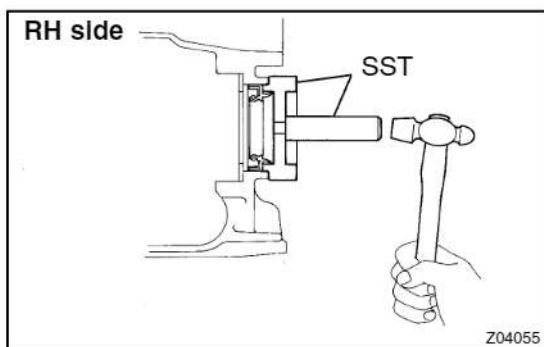
Using SST, drive out the oil seal.

SST 09308-00010



5. INSTALL LH SIDE OIL SEAL

- (a) Using SST, drive in a new oil seal.
SST 09350-32014 (09351-32111, 09351-32130)
Oil seal drive in depth:
 $5.3 \pm 0.5 \text{ mm}$ ($0.209 \pm 0.020 \text{ in.}$)
- (b) Coat the lip of oil seal with MP grease.

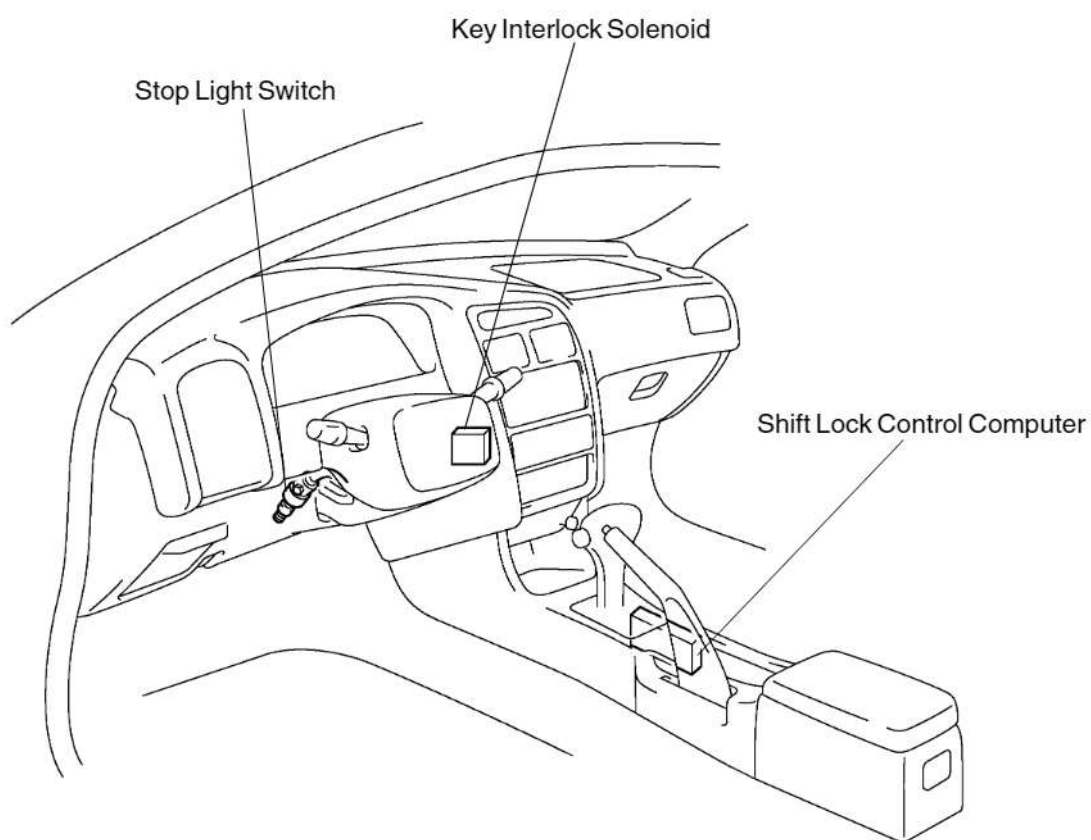


6. INSTALL RH SIDE OIL SEAL

- (a) Using SST, drive in a new oil seal until SST makes contact with the case surface.
SST 09350-32014 (09351-32130, 09351-32150)
Oil seal drive in depth:
 $3.1 \pm 0.5 \text{ mm}$ ($0.122 \pm 0.020 \text{ in.}$)
- (b) Coat the lip of the oil seal with MP grease.
7. INSTALL LH AND RH DRIVE SHAFTS (See page SA-12)
8. FILL AND CHECK FLUID LEVEL (See page DI-3)
9. INSTALL LH AND RH ENGINE UNDER COVERS

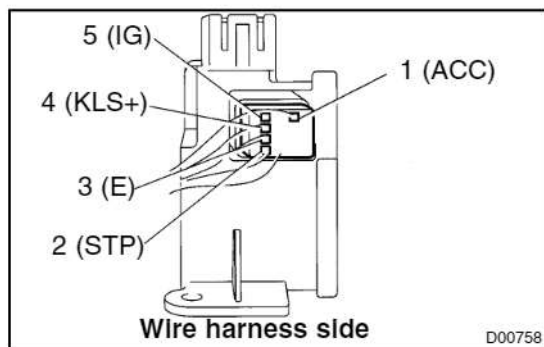
SHIFT LOCK SYSTEM LOCATION

AX10R-01



Y

D10026



INSPECTION

1. LHD:

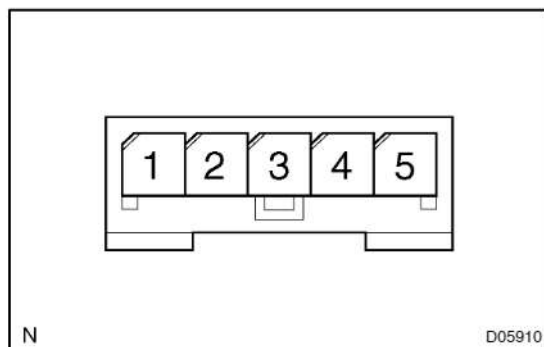
INSPECT SHIFT LOCK CONTROL COMPUTER

Using a voltmeter, measure the voltage at each terminal.

HINT:

Do not disconnect the shift lock control computer connector.

Terminal	MeasuringCondition	Voltage (V)
1 – 3 (ACC – E)	Ignition switch ACC	10 – 14
5 – 3 (IG – E)	Ignition switch ON	10 – 14
2 – 3 (STP – E)	Depressing brake pedal	10 – 14
4 – 3 (KLS+ – E)	(1) Ignition switch ACC and P range	0
	(2) Ignition switch ACC and except P range	7.5 – 11
	(3) Ignition switch ACC and except P range (After approx. 1 second)	6 – 9.5



2. RHD:

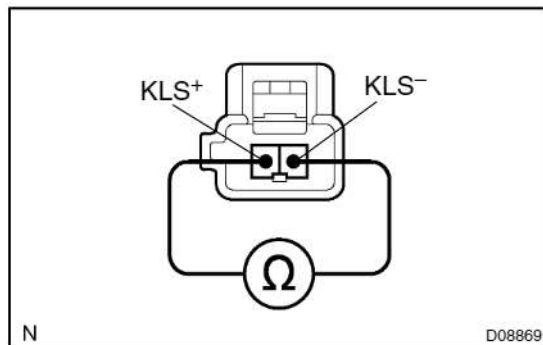
INSPECT SHIFT LOCK CONTROL COMPUTER

Using a voltmeter, measure the voltage at each terminal.

HINT:

Do not disconnect the shift control computer connector.

Terminal	MeasuringCondition	Voltage (V)
2 – 3 (ACC – E)	Ignition switch ACC	10 – 14
4 – 3 (IG – E)	Ignition switch ON	10 – 14
5 – 3 (STP – E)	Depressing brake pedal	10 – 14
1 – 3 (KLS+ – E)	(1) Ignition switch ACC and P range	0
	(2) Ignition switch ACC and except P range	7.5 – 11
	(3) Ignition switch ACC and except P range (After approx. 1 second)	6 – 9.5

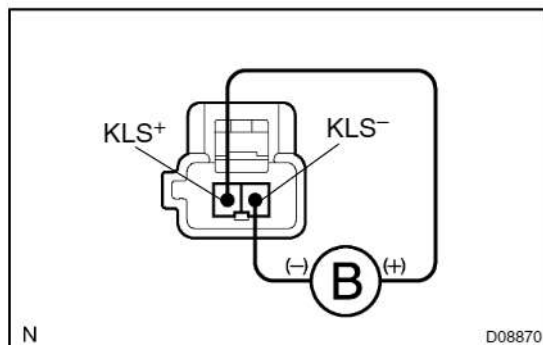


3. INSPECT KEY INTERLOCK SOLENOID

- (a) Disconnect the solenoid connector.
- (b) Using an ohmmeter, measure the resistance between the terminals.

Standard resistance: 12.5 – 16.5 Ω

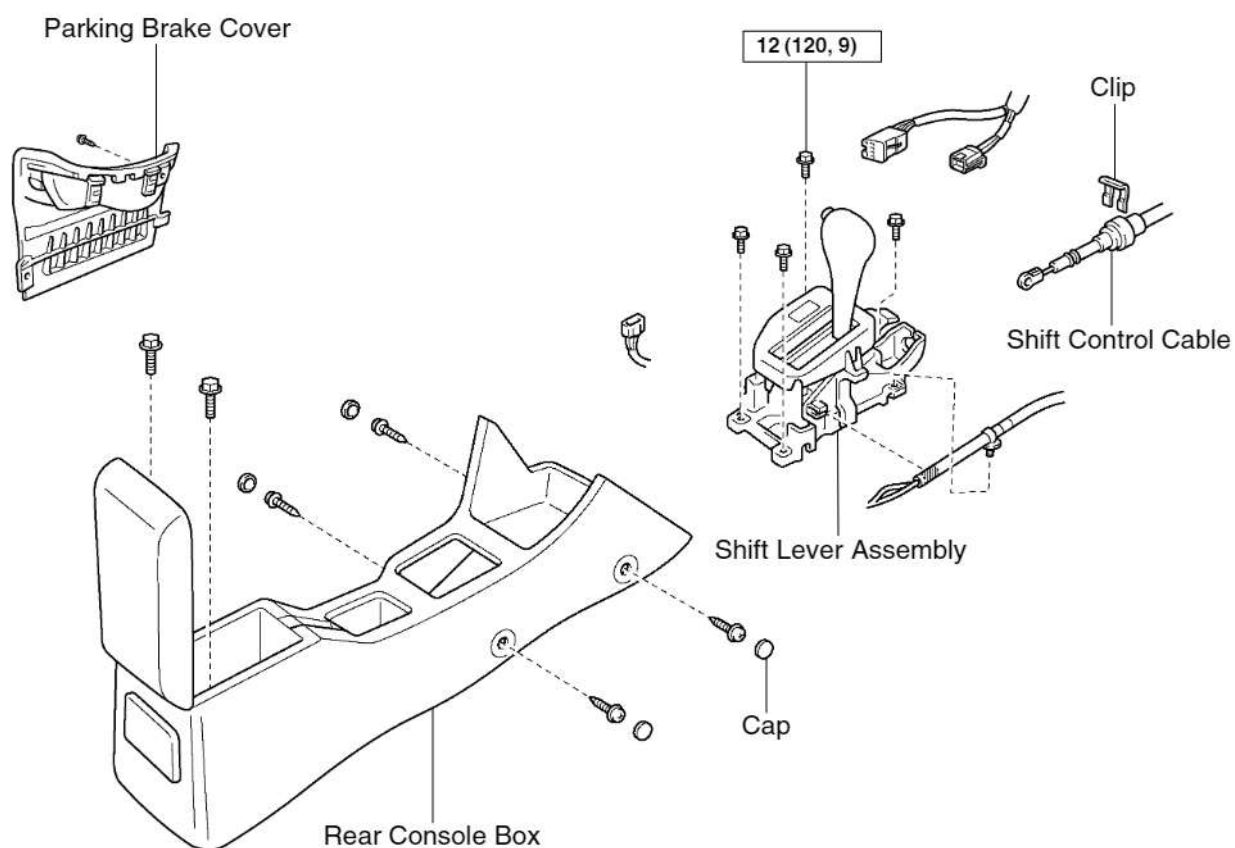
If the resistance value is not as specified, replace the solenoid.



- (c) Provide the battery voltage between the terminals.
Check that the solenoid can be heard its operating.
- If the operation is not as specified, replace the solenoid.

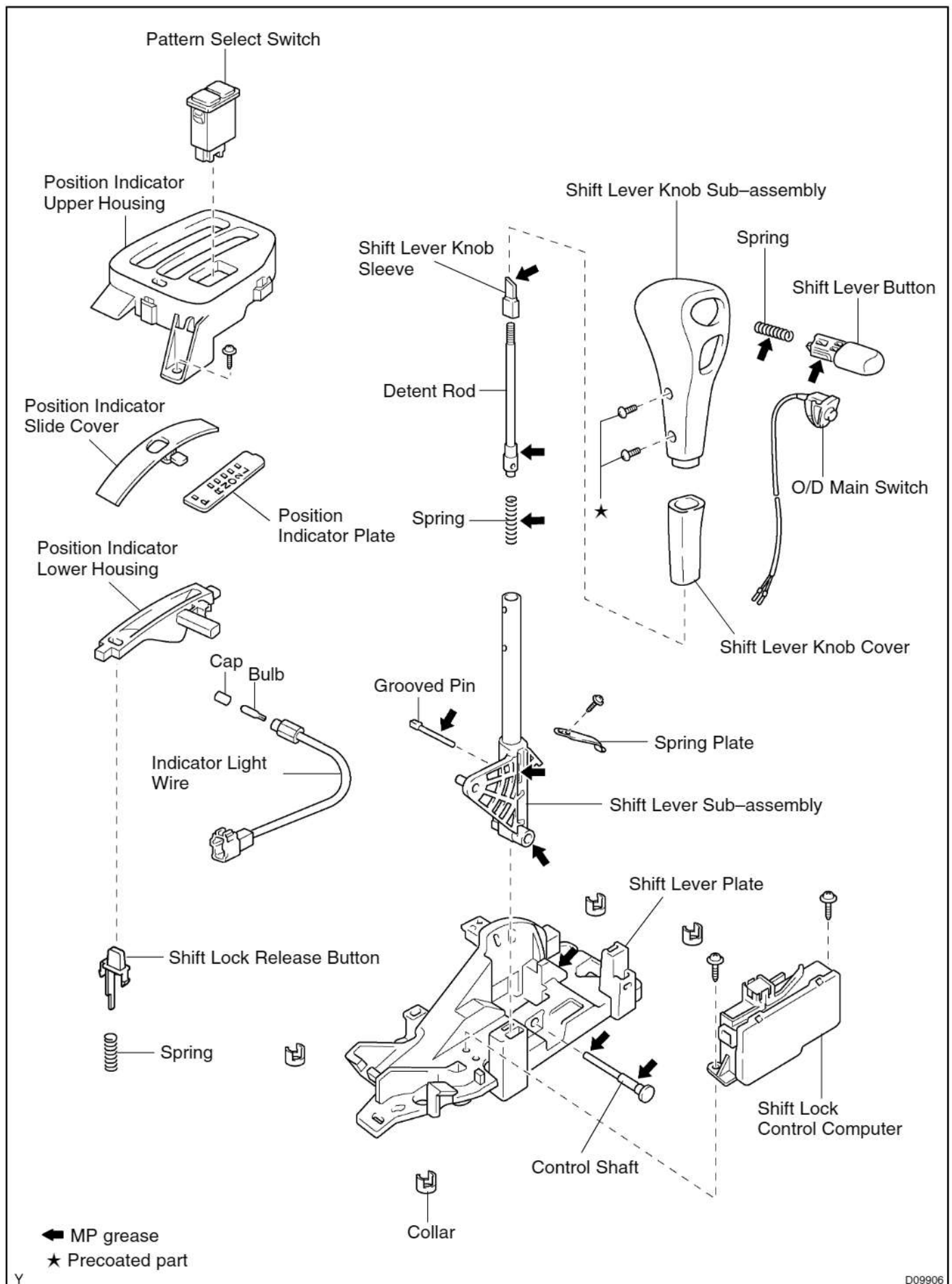
FLOOR SHIFT ASSEMBLY (LHD) COMPONENTS

AX02U-07



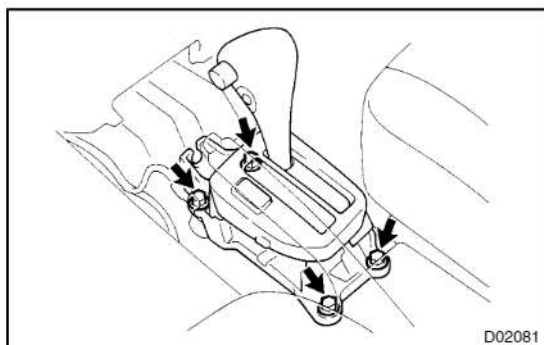
N·m (kgf·cm, ft·lbf) : Specified torque

D10190



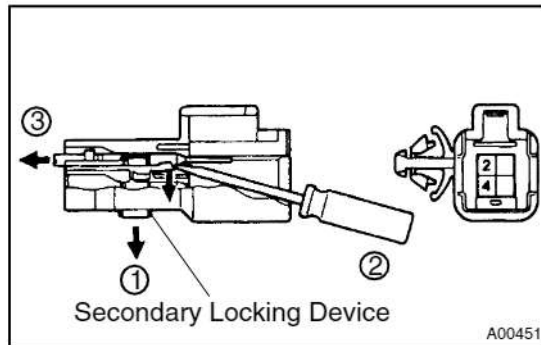
REMOVAL

1. REMOVE REAR CONSOLE (See page BO-8)
2. REMOVE SHIFT LEVER ASSEMBLY
 - (a) Disconnect the 3 connectors and wire harness.
 - (b) Remove the clip and disconnect the shift control cable.



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-
- (c) Remove the 4 bolts and floor shift assembly.

Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)



DISASSEMBLY

1. REMOVE O/D MAIN SWITCH TERMINAL

- Remove the O/D main switch connector from the shift lever plate.
- Disengage the secondary locking device.
- Release the locking lug of the terminals 2 and 4, and pull the terminals out from the rear.

2. REMOVE SHIFT LEVER KNOB SUB-ASSEMBLY

- Remove the 2 screws and shift lever knob sub-assembly.

NOTICE:

Pay attention not to put unnatural load onto O/D main switch wire harness.

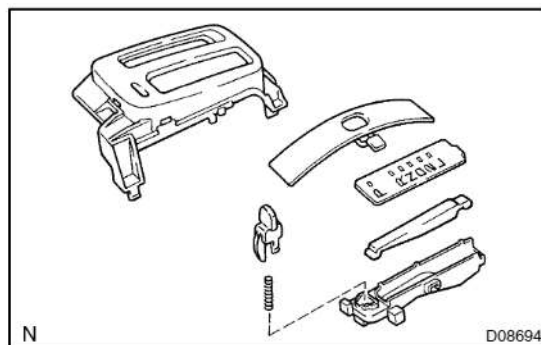
- Remove the shift lever knob cover.
- Remove the shift lever button and spring.
- Remove the O/D main switch.

3. REMOVE INDICATOR LIGHT WIRE

4. REMOVE CAP AND BULB FROM INDICATOR LIGHT WIRE

5. REMOVE INDICATOR HOUSING

Remove the screws and an indicator housing.



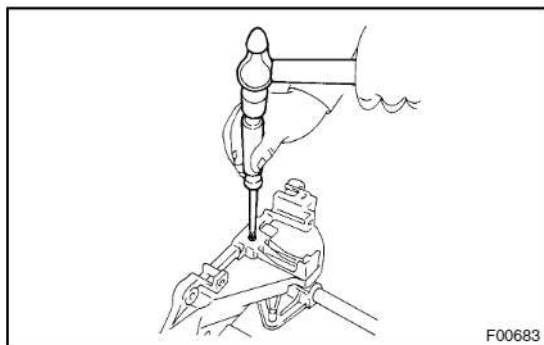
6. DISASSEMBLE INDICATOR HOUSING

- Remove the pattern select switch.
- Remove the position indicator lower housing.
- Remove the shift lock release button and spring.
- Remove the position indicator slide cover.
- Remove the position indicator plate.

7. REMOVE SHIFT LOCK CONTROL COMPUTER

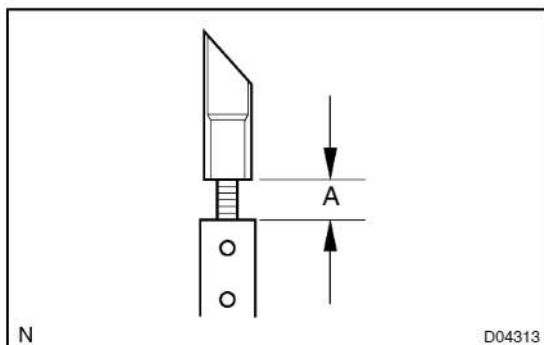
Remove the 2 screws and shift lock control computer.

8. REMOVE SPRING PLATE



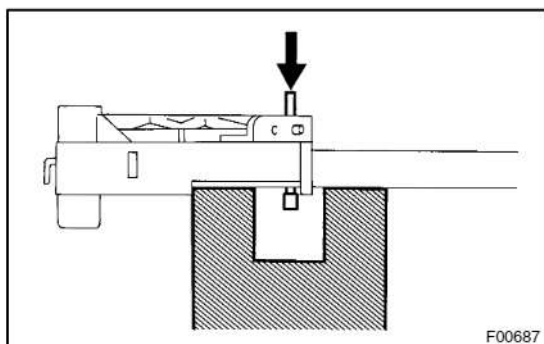
9. REMOVE SHIFT LEVER SUB-ASSEMBLY

- (a) Using a screwdriver and a hammer, remove the control shaft.
- (b) Remove the shift lever sub-assembly.



10. DISASSEMBLE SHIFT LEVER SUB-ASSEMBLY

- (a) Measure the distance "A" between the lower edge of the shift lever knob sleeve and the upper edge of the shift lever sub-assembly.

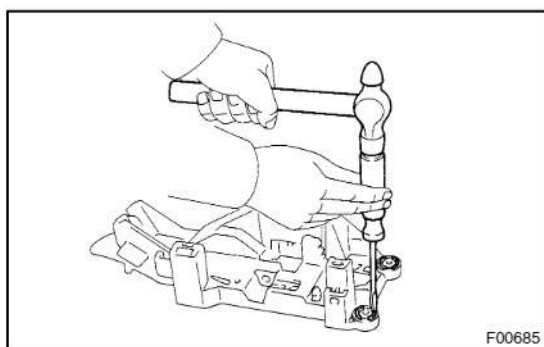


- (b) Using a hammer, remove the grooved pin.

NOTICE:

When pressing down the grooved pin, if doing it at the place other than the notch, there may be fear of damaging the shift lever sub-assembly.

- (c) Remove the detent rod and spring.
- (d) Remove the shift lever knob sleeve from the detent rod.

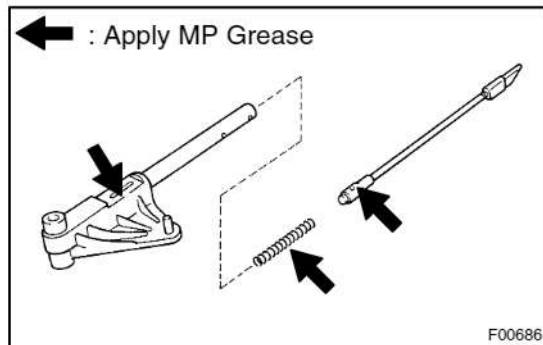


11. REMOVE COLLARS

Using a screwdriver and a hammer, remove the 4 collars.

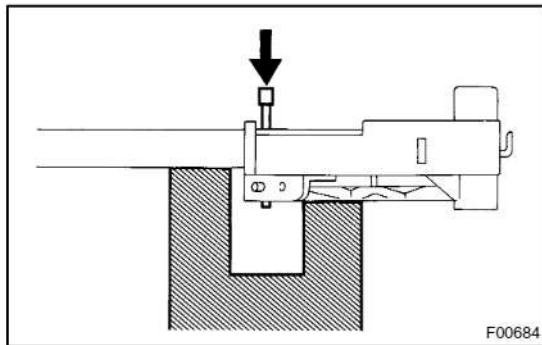
REASSEMBLY

1. INSTALL COLLARS
2. INSTALL SHIFT LEVER KNOB SLEEVE TO DETENT ROD

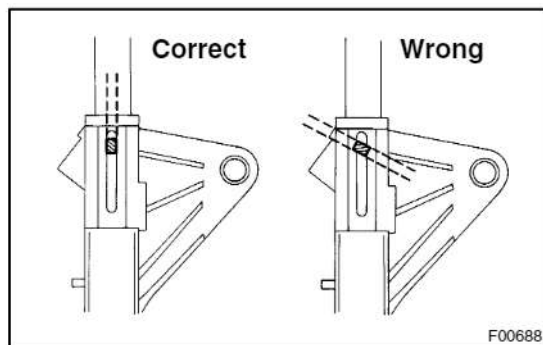


3. ASSEMBLE SHIFT LEVER SUB-ASSEMBLY

- (a) Apply MP grease on the compression spring, the detent rod and the shift lever sub-assembly.
- (b) Install the spring and the detent rod to shift lever sub-assembly.



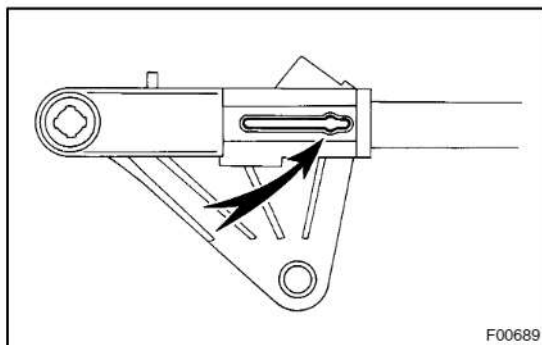
- (c) Place the shift lever sub-assembly as shown in the illustration.



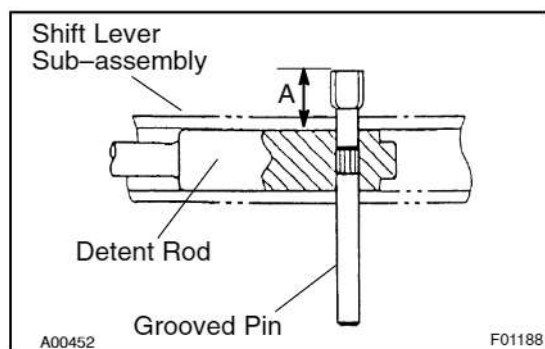
- (d) Insert the grooved pin in the detent rod pin hole.

NOTICE:

- Assemble the grooved pin to ensure that it fits into the guide hole of the shift lever sub-assembly in parallel.
- Take care not to insert the pin in the wrong direction of the detent rod.



- (e) Meet the grooved pin with the notch of the guide hole.

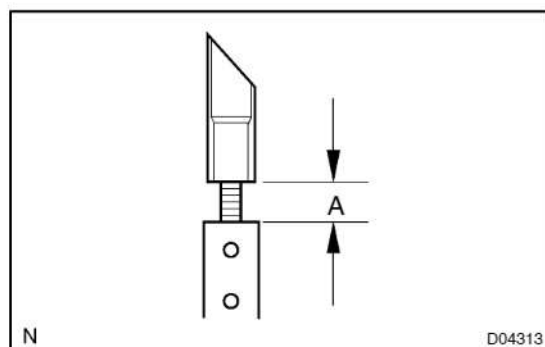


- (f) Press the pin with a hammer.
A: 10.0 – 10.4 mm (0.39 – 0.41 in.)

NOTICE:

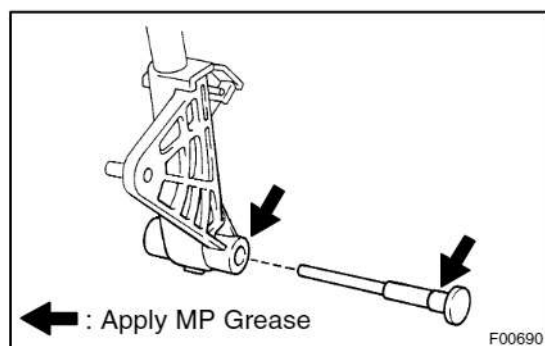
When pressing in the grooved pin, if doing it at the place other than the notch, the shift lever sub-assembly might be damaged.

4. CHECK DETENT ROD OPERATION



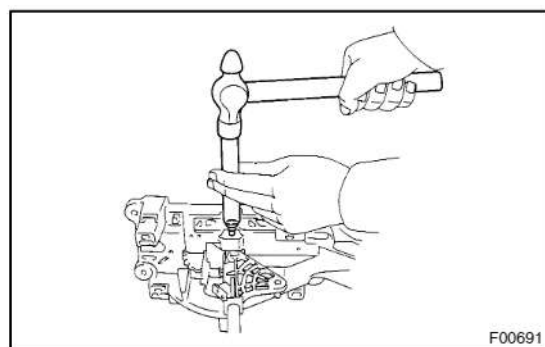
5. INSTALL SHIFT LEVER KNOB SLEEVE DETENT ROD

Drive the shift lever knob sleeve to the distance A measured before removal.



6. INSTALL SHIFT LEVER SUB-ASSEMBLY

- (a) Apply MP grease.

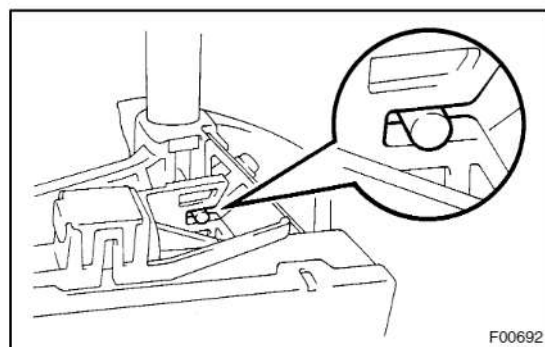


- (b) Using a brass bar and a hammer, install the control shaft and the shift lever sub-assembly to the shift lever plate.

NOTICE:

Take care not to install them in the wrong direction of the shift lever sub-assembly.

7. INSTALL SPRING PLATE



8. INSTALL SHIFT LOCK CONTROL COMPUTER

Install the shift control control computer and 2 screws.

NOTICE:

Install the grooved pin into the groove of the shift lock unit as shown in the illustration.

9. ASSEMBLE INDICATOR HOUSING

- (a) Install the position indicator plate.
- (b) Install the position indicator slide cover.
- (c) Install the spring and shift lock release button.
- (d) Install the position indicator lower housing.
- (e) Install the pattern select switch.

NOTICE:

Do not make indicator housing dirty with MP grease.

10. INSTALL INDICATOR HOUSING

Install the screws and an indicator housing.

11. INSTALL CAP AND BULB TO INDICATOR LIGHT WIRE**12. INSTALL INDICATOR LIGHT WIRE****13. INSTALL SHIFT LEVER KNOB SUB-ASSEMBLY**

- (a) Install the O/D main switch.
- (b) Install the spring and shift lever button.
- (c) Install the shift lever knob cover.

HINT:

Apply MP grease to shift lever knob button.

- (d) Install the shift lever sub-assembly and 2 screws.

HINT:

Coat the threads of the screws with sealant.

Sealant:

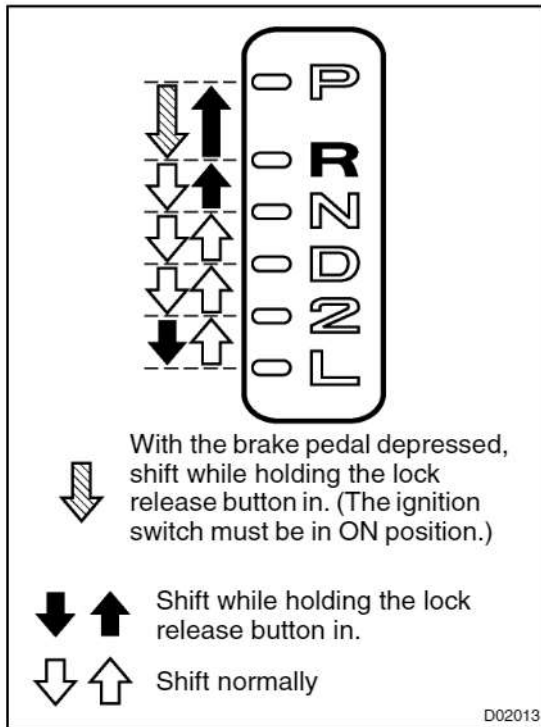
Part No. 08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

NOTICE:

Make sure not to catch O/D main switch wire harness.

- (e) Install the O/D main switch wire harness securely to hung on the hook of the shift lever sub-assembly.

14. INSTALL O/D MAIN SWITCH TERMINAL



INSTALLATION

INSTALL FLOOR SHIFT ASSEMBLY

Installation is in the reverse order of removal (See page AX-13).

HINT:

After installation, adjust shift lever ranges (See page DI-3) and inspect shift lever operation.

- When shifting it to each range, make sure that the shifting lever moves smoothly, can be moderately operated and the range indicator displays correctly.

Ranges which can be operated without pressing the shift lever nob button

R → N → D → 2

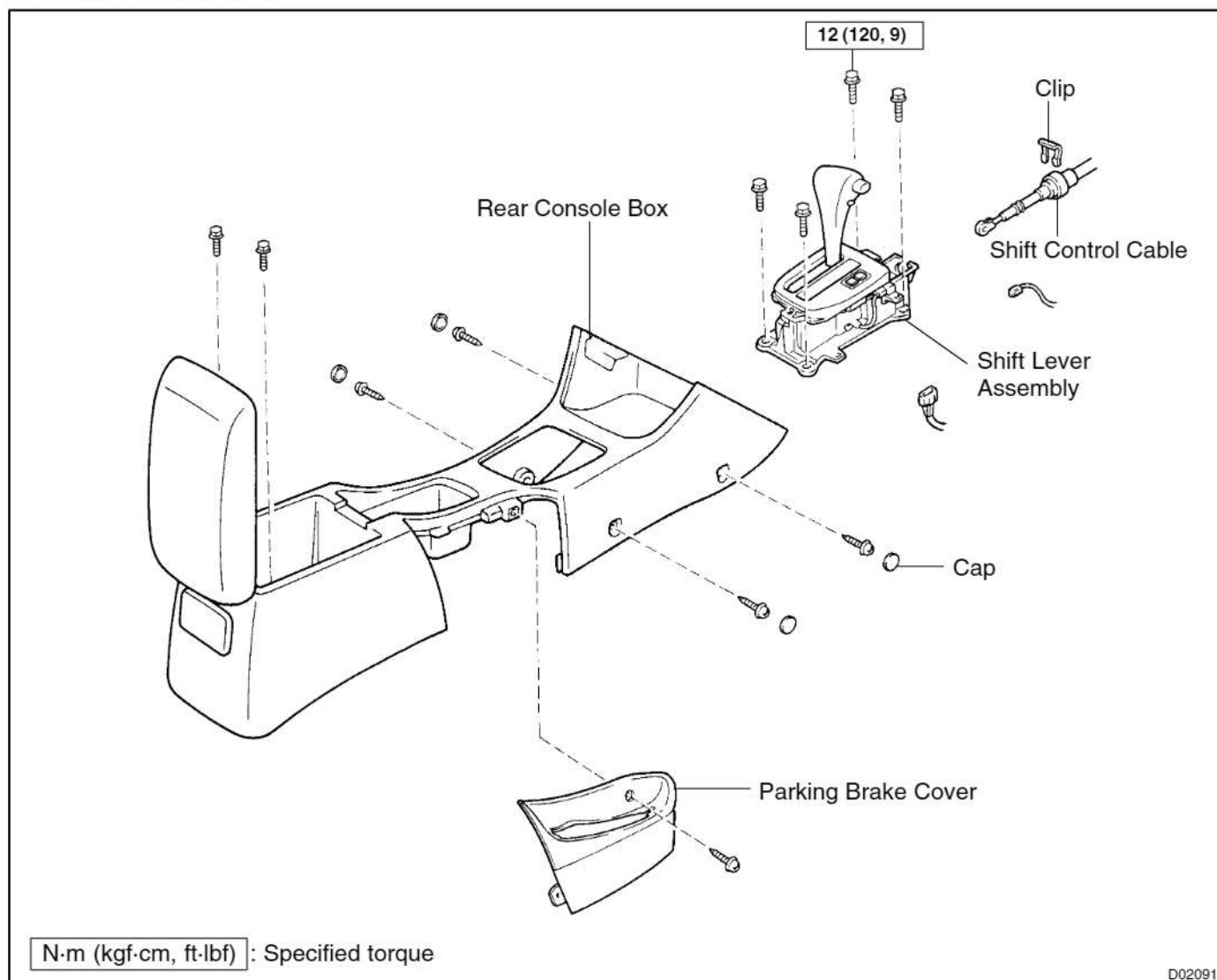
Ranges which can be operated only with pressing the shift lever nob button

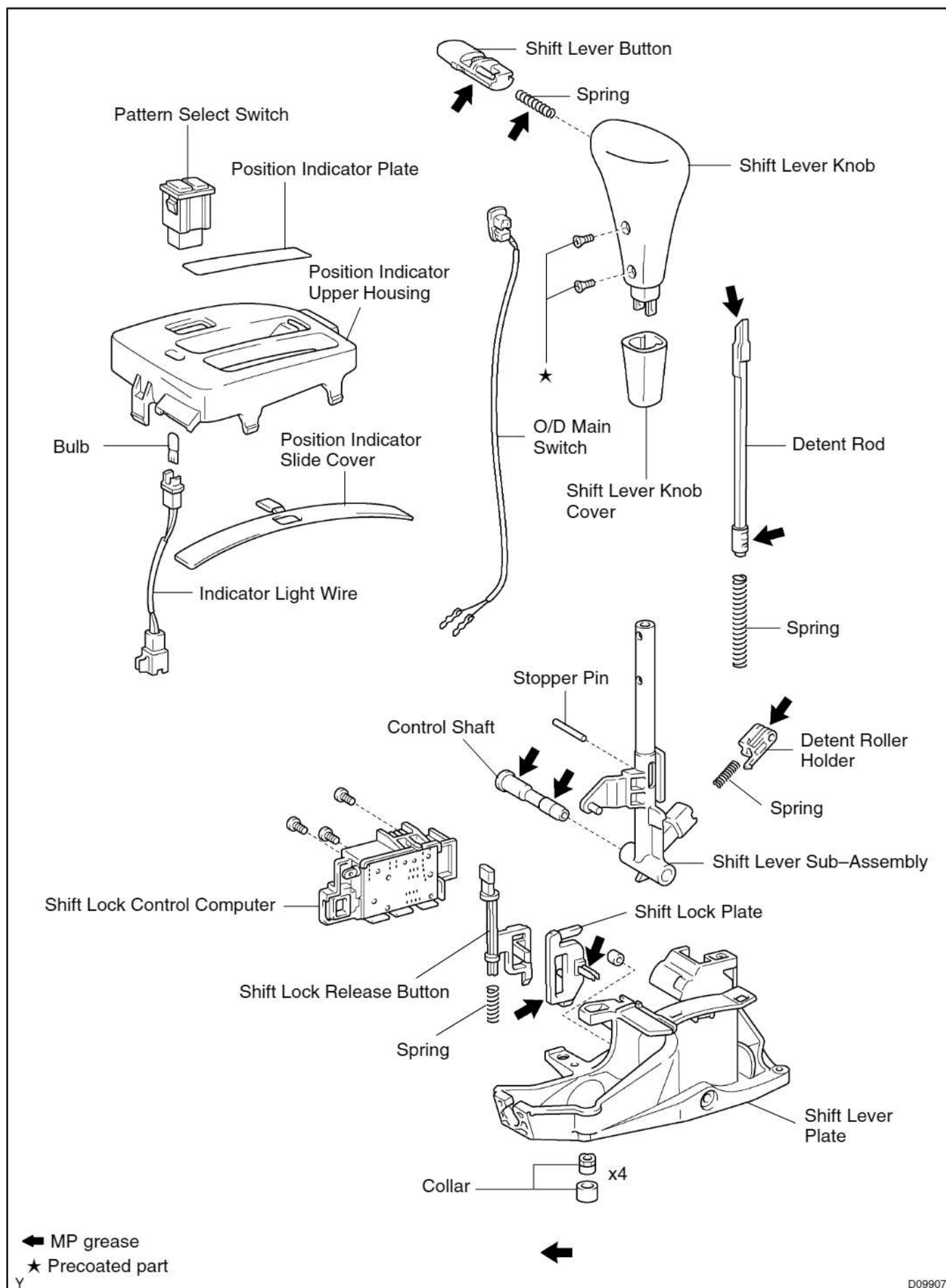
P → R, 2 → L, N → R → P

- When starting the engine, make sure that the vehicle moves forward when shifting from N to D range, and moves rearward when shifting to R range.

FLOOR SHIFT ASSEMBLY (RHD) COMPONENTS

AX01B-03

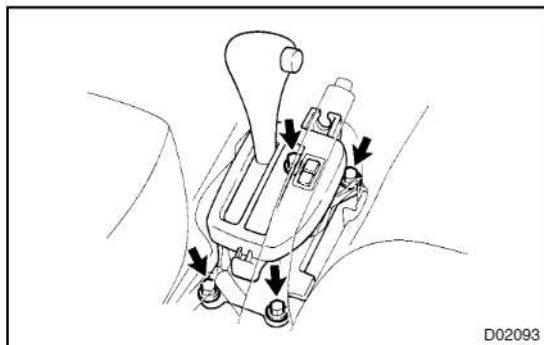




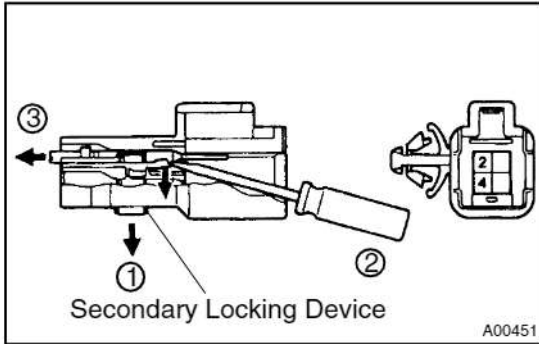
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REMOVAL

1. REMOVE REAR CONSOLE (See page BO-8)
2. REMOVE FLOOR SHIFT ASSEMBLY
 - (a) Disconnect the connectors.
 - (b) Remove the clip and disconnect the shift control cable.



- (c) Remove the 4 bolts and shift lever assembly.
Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)



DISASSEMBLY

1. REMOVE O/D MAIN SWITCH TERMINAL

- Remove O/D main switch connector from the shift lever plate.
- Disengage the secondary locking device.
- Disengage the locking lug of the terminals 2 and 4, and pull the terminals out from the rear.

2. REMOVE SHIFT LEVER KNOB SUB-ASSEMBLY

- Remove the 2 screws and shift lever knob sub-assembly.

NOTICE:

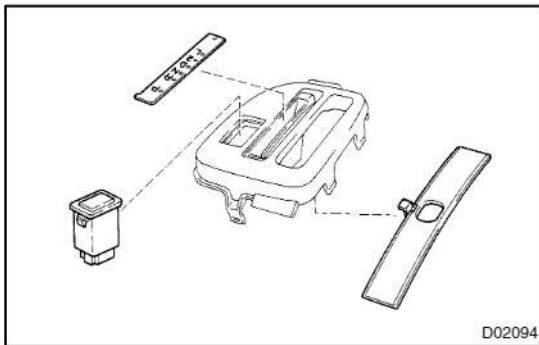
Pay attention not to apply unnatural load onto O/D main switch wire harness.

- Remove the Shift lever knob cover.
- Remove the Shift lever button and spring.
- Remove the O/D main switch.

3. REMOVE INDICATOR LIGHT WIRE

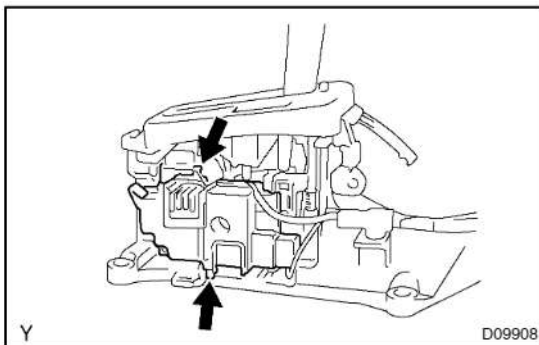
4. REMOVE BULB FROM INDICATOR LIGHT WIRE

5. REMOVE INDICATOR HOUSING SUB-ASSEMBLY



6. DISASSEMBLE INDICATOR HOUSING SUB-ASSEMBLY

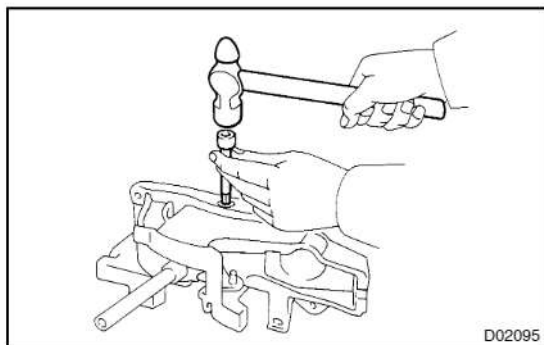
- Remove the position indicator side cover.
- Remove the position indicator plate.
- Remove the pattern select switch.



7. REMOVE SHIFT LOCK CONTROL COMPUTER

Remove the 3 screws and shift lock control computer.

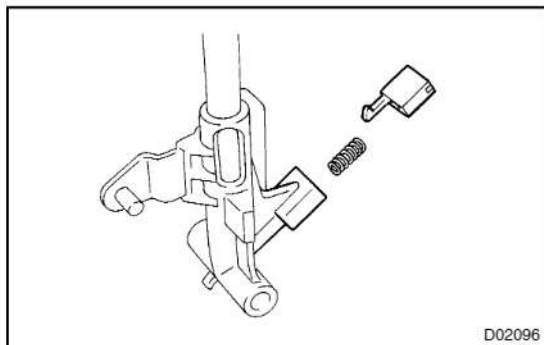
8. REMOVE STOPPER PIN, DETENT ROD AND SPRING



D02095

9. REMOVE SHIFT LEVER SUB-ASSEMBLY

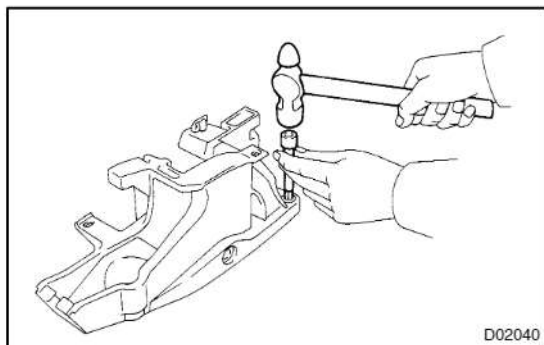
- (a) Using an extension bar and hammer, remove the control shaft.
- (b) Remove the shift lever sub-assembly.



D02096

10. DISASSEMBLE SHIFT LEVER SUB-ASSEMBLY

- (a) Remove the Detent roller holder.
- (b) Remove the Compression spring.



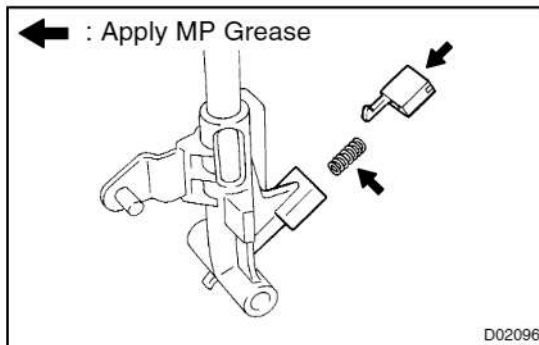
D02040

11. REMOVE COLLARS

Using an extension bar and hammer, remove the 4 collars.

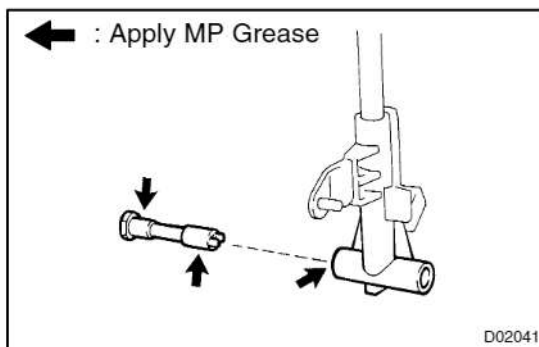
REASSEMBLY

1. INSTALL COLLARS



2. ASSEMBLE SHIFT LEVER SUB-ASSEMBLY

- Apply the MP grease to the detent roller holder, compression spring and shift lever sub-assembly.
- Install the compression spring to the detent roller holder.
- Install the detent roller holder with the compression spring to the shift lever sub-assembly.



3. INSTALL SHIFT LEVER SUB-ASSEMBLY

- Apply the MP grease to the control shaft and shift lever sub-assembly.
- Using an extension bar and hammer, install the control shaft and shift lever sub-assembly to the shift lever plate.

4. INSTALL SPRING, DETENT ROD AND STOPPER PIN

- Apply the MP grease to the detent rod and stopper pin.
- Install the compression spring and detent rod to the shift lever sub-assembly.
- Insert the stopper pin in the stopper pin hole.

NOTICE:

Take care not to insert the pin in the wrong direction against the detent rod.

5. INSTALL SHIFT LOCK CONTROL COMPUTER

Install the shift lock control computer with 3 screws.

6. CHECK SHIFT LEVER OPERATION

7. ASSEMBLE INDICATOR HOUSING SUB-ASSEMBLY

- Install the pattern select switch.
- Install the position indicator plate.
- Install the position indicator slide plate.

8. INSTALL INDICATOR HOUSING SUB-ASSEMBLY

9. INSTALL BULB TO INDICATOR LIGHT WIRE

10. INSTALL INDICATOR LIGHT WIRE

11. INSTALL SHIFT LEVER KNOB SUB-ASSEMBLY**HINT:**

Apply MP grease to the shift lever knob button.

- (a) Install the O/D main switch.
- (b) Install the shift lever button and spring.
- (c) Install the shift lever knob cover.
- (d) Install the shift lever knob sub-assembly and 2 screws.

HINT:

Coat the threads of the screws with sealant.

Sealant:

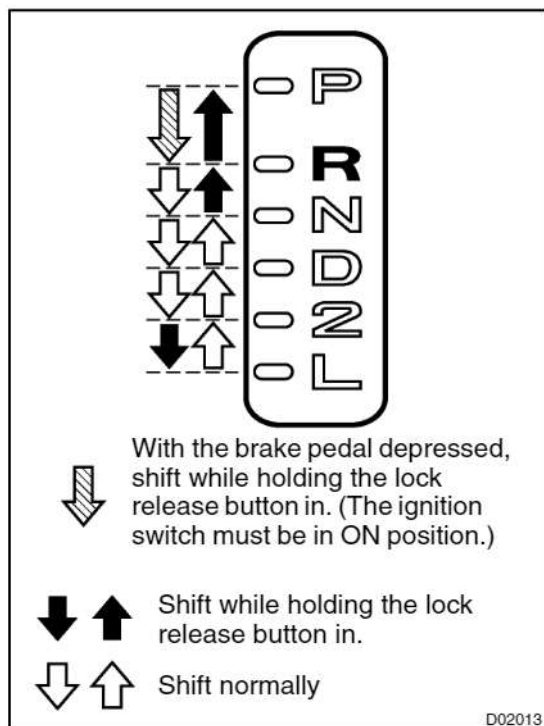
Part No. 08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

NOTICE:

Make sure not to catch O/D main switch wire harness.

- (e) Install the O/D main switch wire harness securely and hang it on the hook of the shift lever sub-assembly.

12. INSTALL O/D MAIN SWITCH TERMINAL



INSTALLATION

INSTALL FLOOR SHIFT ASSEMBLY

Installation is in the reverse order of removal (See page AX-22).

HINT:

After installation, adjust shift lever ranges (See page DI-3) and inspect shift lever operation.

- When shifting it to each range, make sure that the shifting lever moves smoothly, can be moderately operated and the range indicator displays correctly.

Ranges which can be operated without pressing the shift lever nob button

R → N → D → 2

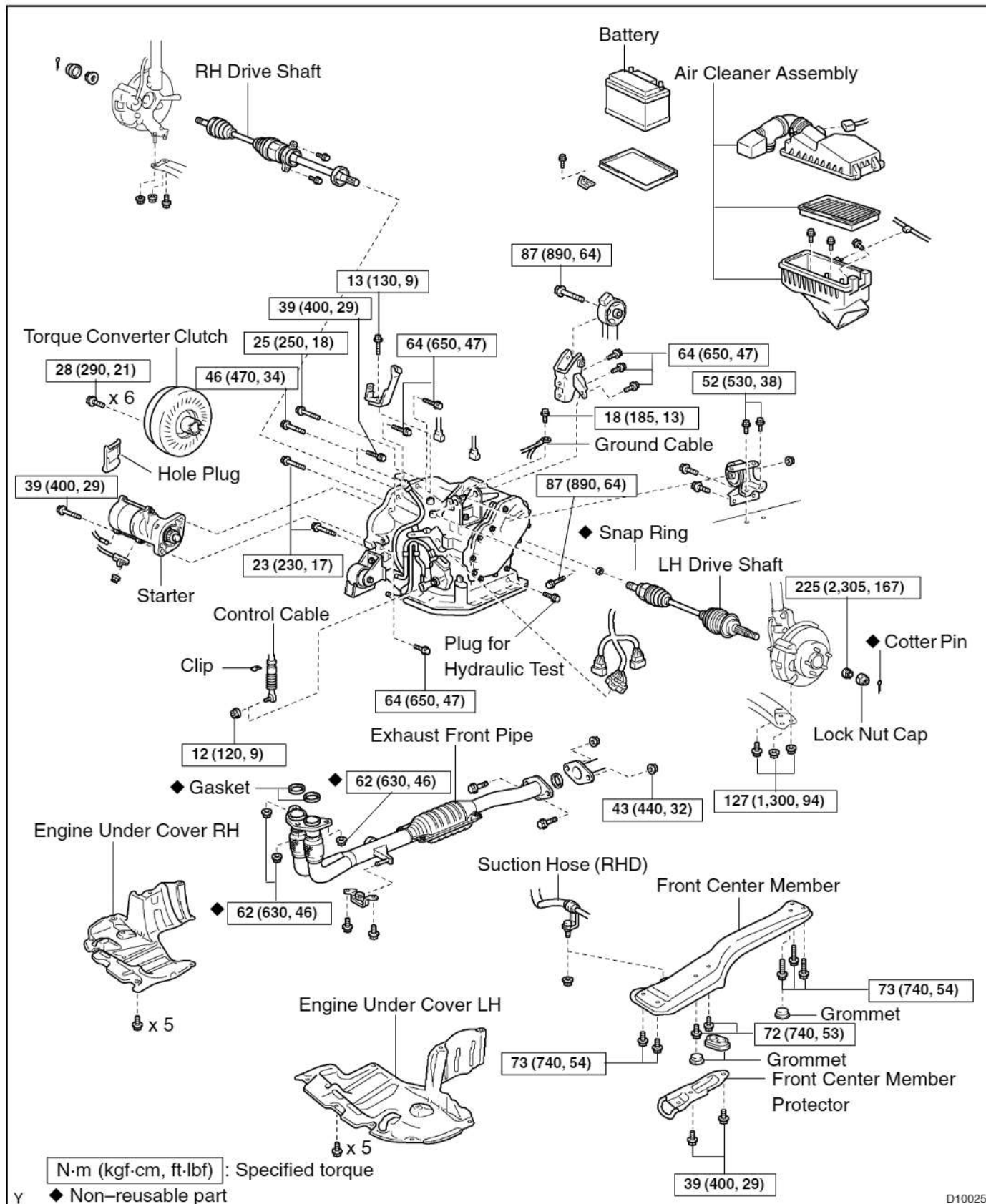
Ranges which can be operated only with pressing the shift lever nob button

P → R, 2 → L, N → R → P

- When starting the engine, make sure that the vehicle moves forward when shifting from N to D range, and moves rearward when shifting to R range.

AUTOMATIC TRANSAXLE UNIT COMPONENTS

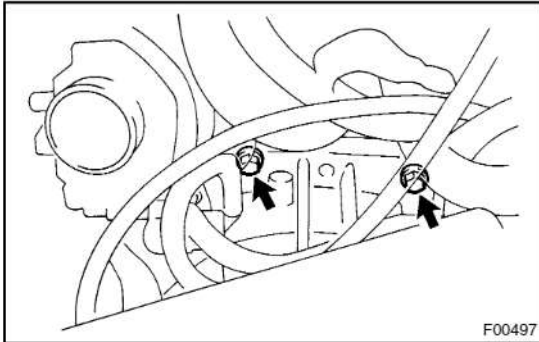
AX02Z-04



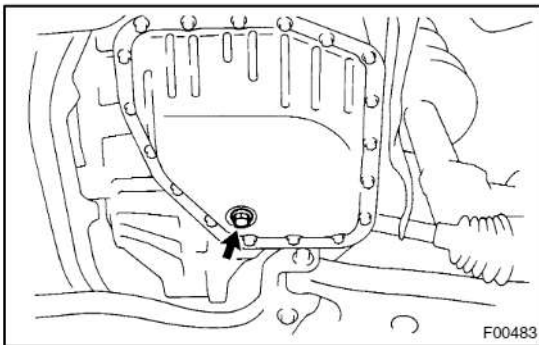
D10025

REMOVAL

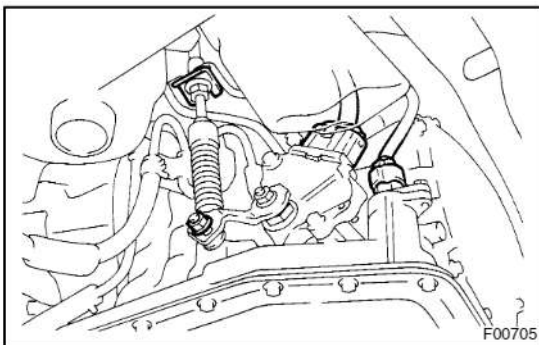
1. REMOVE BATTERY
2. REMOVE AIR CLEANER
3. REMOVE GROUND CABLE
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)



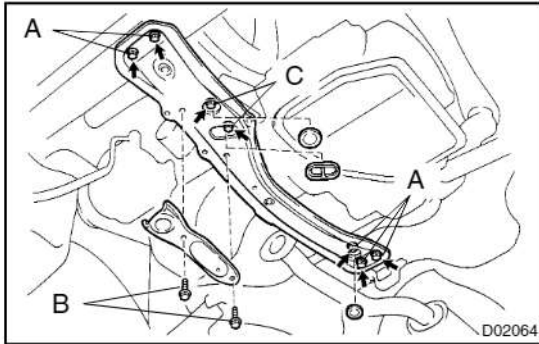
4. REMOVE 2 UPPER SIDE TRANSAXLE MOUNTING BOLTS FROM TRANSAXLE SIDE
Torque: 64 N·m (650 kgf·cm, 47 ft·lbf)
5. REMOVE UPPER SIDE STARTER MOUNTING BOLT
Torque: 39 N·m (400 kgf·cm, 29 ft·lbf)
6. DISCONNECT VEHICLE SPEED SENSOR CONNECTOR
7. REMOVE LH AND RH ENGINE UNDER COVERS



8. REMOVE DRAIN PLUG AND DRAIN ATF
Torque: 17 N·m (175 kgf·cm, 13 ft·lbf)
9. REMOVE LH AND RH DRIVE SHAFTS (See page SA-3)



10. DISCONNECT SOLENOID CONNECTOR AND NEUTRAL START SWITCH CONNECTOR
 - (a) Disconnect the solenoid connector and the neutral start switch connector.
 - (b) Remove the wire harness clamps.
11. REMOVE SHIFT CONTROL CABLE
 - (a) Remove the nut from the control shift lever.
Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)
 - (b) Remove the clip and disconnect the control cable.
12. REMOVE FRONT CENTER MEMBER
 - (a) RHD:
Remove the nut and disconnect the suction hose from the front center member.



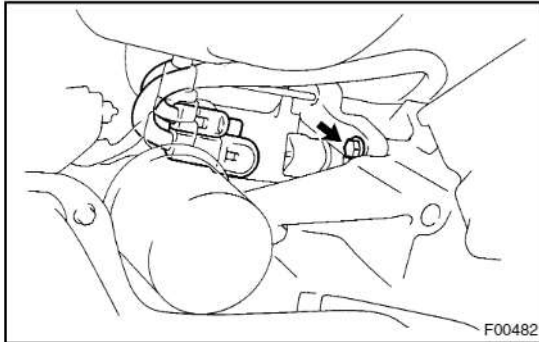
- (b) Remove the 9 bolts, 3 grommets, front center member protector and front center member.

Torque:

A: 73 N·m (740 kgf·cm, 54 ft·lbf)

B: 39 N·m (400 kgf·cm, 29 ft·lbf)

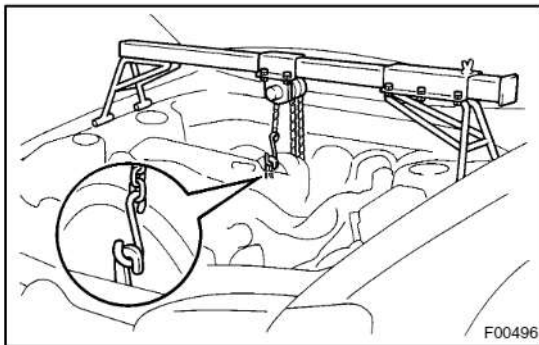
C: 72 N·m (740 kgf·cm, 53 ft·lbf)



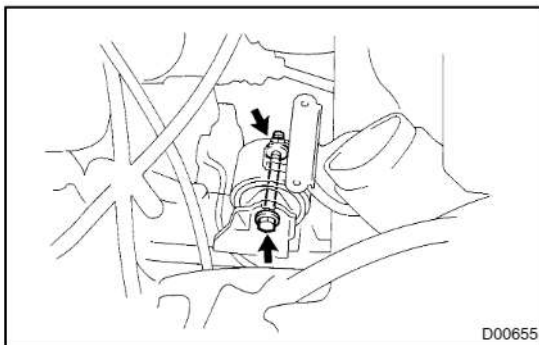
13. REMOVE STARTER

- (a) Remove the nut and cable, and disconnect the connector.
(b) Remove the bolt and the starter.

Torque: 39 N·m (400 kgf·cm, 29 ft·lbf)



14. INSTALL ENGINE SUPPORT FIXTURE

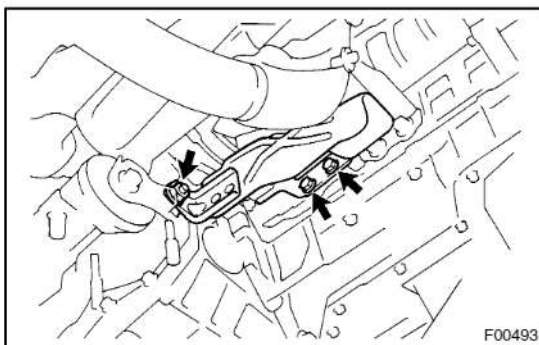


15. REMOVE UPPER SIDE ENGINE LEFT MOUNTING BOLT

Torque: 87 N·m (890 kgf·cm, 64 ft·lbf)

16. REMOVE OIL COOLER HOSE

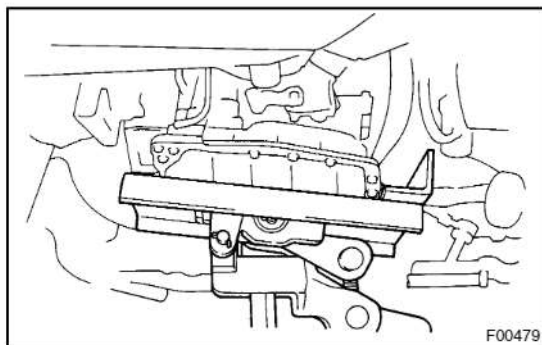
Loosen the 2 clips and disconnect the 2 oil cooler hoses.



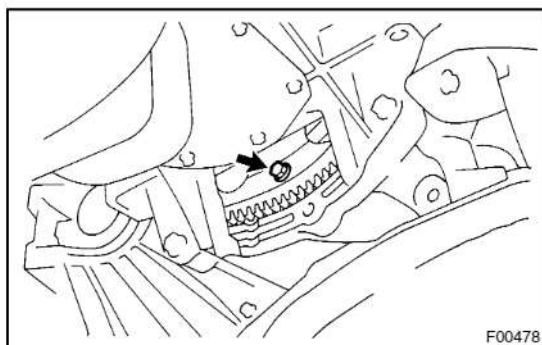
17. REMOVE HEAT INSULATOR

Remove the 2 bolts and a nut.

Torque: 18 N·m (180 kgf·cm, 13 ft·lbf)



18. JACK UP TRANSAXLE



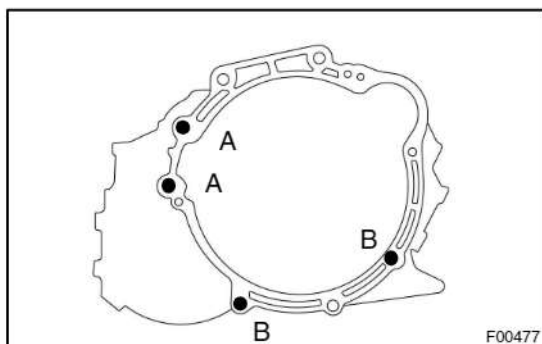
19. REMOVE TRANSAXLE

- (a) Remove the hole plug.
- (b) Turn the crankshaft to gain access and remove the 6 bolts holding the crankshaft pulley set bolt with a wrench.

Torque: 28 N·m (290 kgf·cm, 21 ft·lbf)

HINT:

At the time of installation, please refer to the following item.
First install green colored bolt and then 5 other bolts.



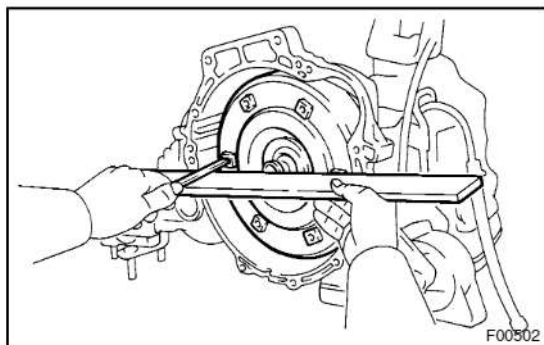
- (c) Remove the 4 bolts.

Torque:

Bolt A: 46 N·m (470 kgf·cm, 34 ft·lbf)

Bolt B: 23 N·m (230 kgf·cm, 17 ft·lbf)

- (d) Lower the engine to move it to the left side and remove the transaxle from the engine.



INSTALLATION

1. CHECK TORQUE CONVERTER INSTALLATION

Using calipers and a straight edge, measure the distance between the installed surface and the front surface of the transaxle housing.

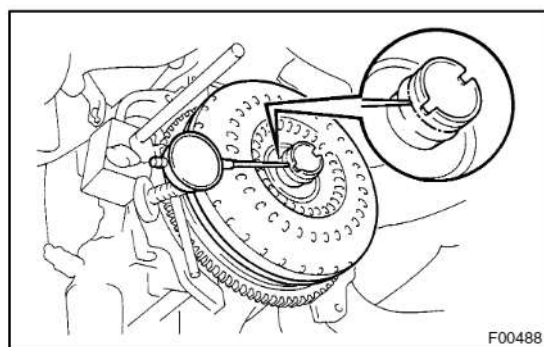
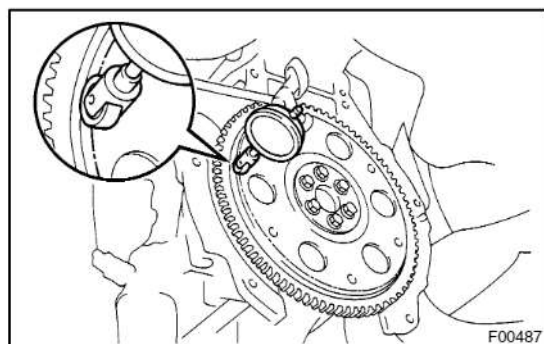
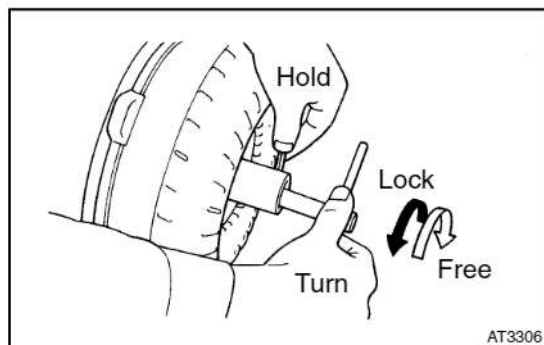
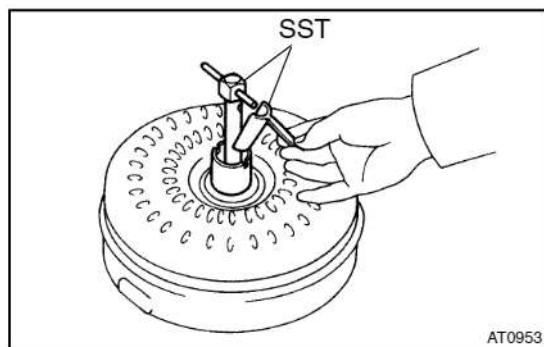
Correct distance: More than 15.5 mm (0.610 in.)

2. TRANSAXLE INSTALLATION

Installation is in the reverse order of removal (See page AX-29).

HINT:

- After installation, adjust the shift control cable and neutral start switch (See page DI-3).
- Fill ATF and check fluid level (See page DI-3).
- Perform the test drive of the vehicle (See page DI-3).



TORQUE CONVERTER AND DRIVE PLATE INSPECTION

AX032-04

1. INSPECT ONE-WAY CLUTCH

- Install SST into the inner race of the one-way clutch.
SST 09350-32014 (09351-32010)
- Install SST so that it fits in the notch of the converter hub and outer race of the one-way clutch.
SST 09350-32014 (09351-32020)
- With the torque converter setting up on its side, check that the one-way clutch locks when it is turned counterclockwise, and rotates smoothly clockwise.

If necessary, clean the converter and retest the one-way clutch.

Replace the converter if the one-way clutch still fails the test.

2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

- Set up a dial indicator and measure the drive plate runout.
- Check the damage of the ring gear.

Maximum runout: 0.20 mm (0.0079 in.)

If the runout is not within the specification or ring gear is damaged, replace the drive plate.

Torque: 64 N·m (650 kgf·cm 47 ft·lbf)

3. MEASURE TORQUE CONVERTER SLEEVE RUNOUT

Temporarily mount the torque converter to the drive plate. Set up a dial indicator and measure the torque converter sleeve runout.

Maximum runout: 0.30 mm (0.0118 in.)

If the runout is not within the specification, try to correct by reorienting the installation of the converter.

HINT:

Mark the position of the converter to ensure the correct installation.

