

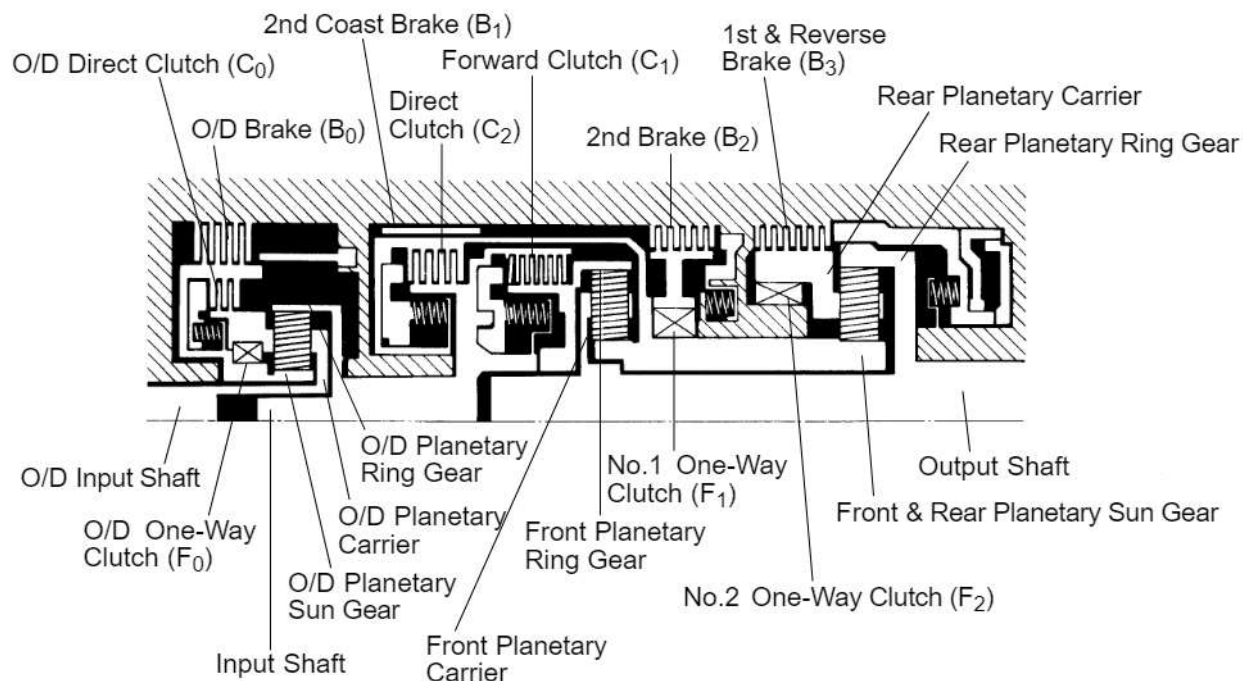
AUTOMATIC TRANSMISSION SYSTEM

PRECAUTION

AT01P-01

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

OPERATION



AT2157

○ ... Operating

Shift lever position	Gear position	C_0	C_1	C_2	B_0	B_1	B_2	B_3	F_0	F_1	F_2
P	Parking	○									
R	Reverse	○		○				○	○		
N	Neutral	○									
D	1st	○	○						○		○
	2nd	○	○				○		○	○	
	3rd	○	○	○			○		○		
	O/D		○	○	○		○				
2	1st	○	○						○		○
	2nd	○	○			○	○		○	○	
	*1 3rd	○	○	○			○		○		
L	1st	○	○					○	○		○
	*2 2nd	○	○			○	○		○	○	

*1: Down-shift only in the 2 position and 3rd gear — no up-shift.

*2: Down-shift only in the L position and 2nd gear — no up-shift.

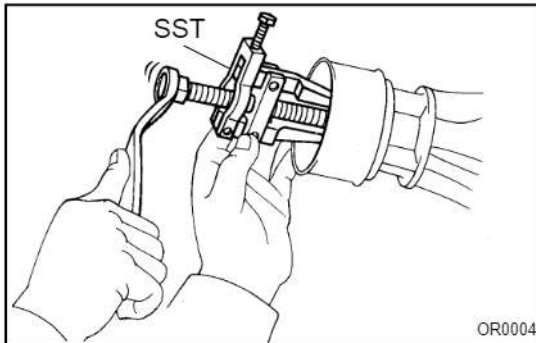
V07130

EXTENSION HOUSING OIL SEAL (A340E)

AT008-06

ON-VEHICLE REPAIR

1. REMOVE PROPELLER SHAFT (See page [PR-4](#))



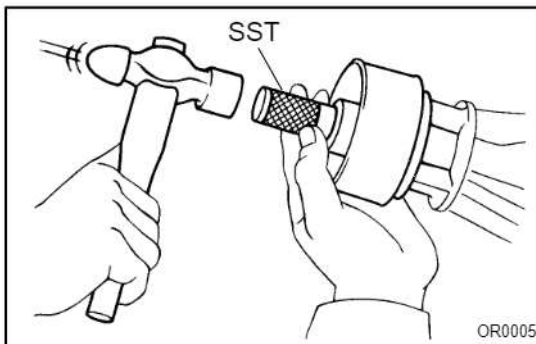
2. REMOVE REAR OIL SEAL

NOTICE:

Clean the extension housing before removing the oil seal.

Using SST, remove the oil seal.

SST 09308-10010



3. INSTALL NEW OIL SEAL

(a) Using SST and a hammer, carefully drive in the oil seal as far as it will go.

(b) Coat the lip of a new oil seal with MP grease.

SST 09325-40010

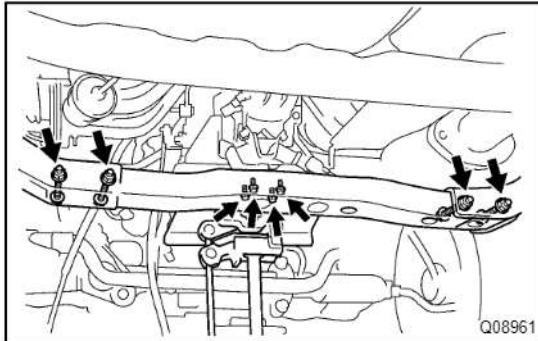
4. INSTALL PROPELLER SHAFT (See page [PR-6](#))

5. CHECK FLUID LEVEL (See page [DI-159](#))

SENSOR ROTOR (A340E) ON-VEHICLE REPAIR

AT0YM-01

1. REMOVE PROPELLER SHAFT (See page [PR-4](#))
2. REMOVE NO.2 VEHICLE SPEED SENSOR
(See page [AT-7](#))

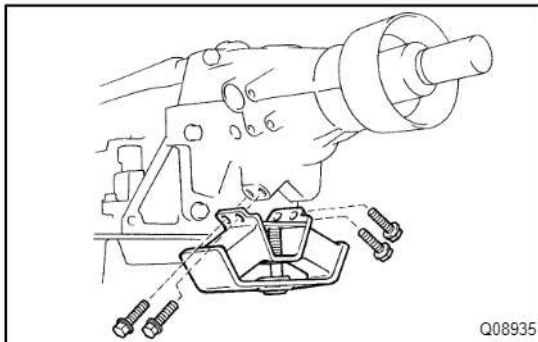


3. JACK UP TRANSMISSION SLIGHTLY

Securely support the transmission on a transmission jack. Lift the transmission slightly from the crossmember.

4. REMOVE CROSSMEMBER

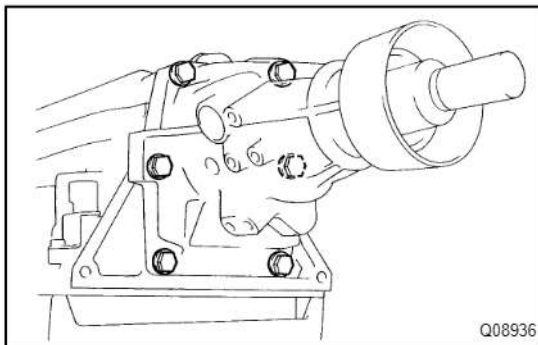
- (a) Remove the 4 bolts on the rear mounting side from the rear mounting bracket.
- (b) Remove the 4 nuts, bolts and crossmember.



5. REMOVE ENGINE REAR MOUNTING

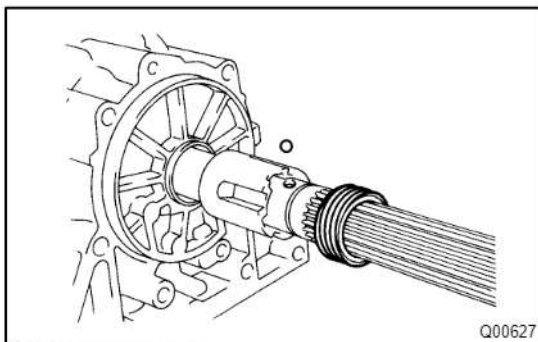
Remove the 4 bolts and engine rear mounting from the transmission.

Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)



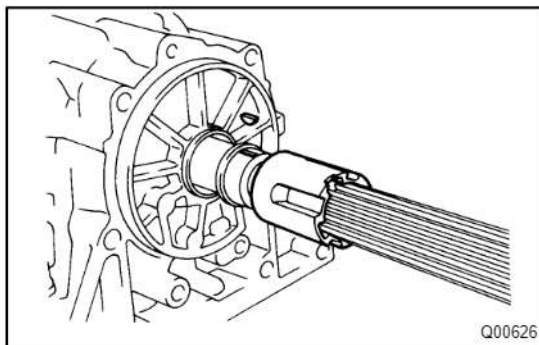
6. REMOVE EXTENSION HOUSING AND GASKET

Remove the 6 bolts and extension housing. If necessary, tap the extension housing with a plastic hammer or a block of wood to loosen it.

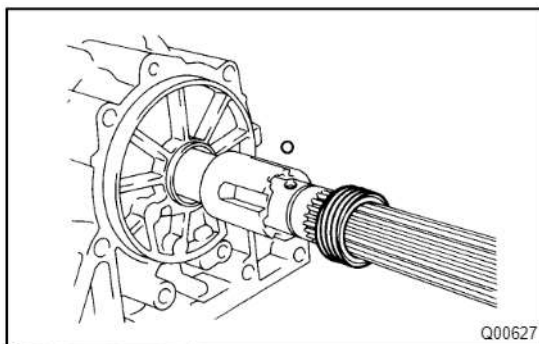


7. REMOVE SPEEDOMETER DRIVE GEAR AND BALL

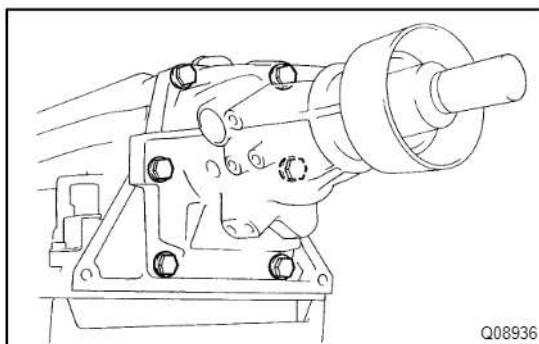
- (a) Using a snap ring expander, remove the snap ring.
- (b) Remove the speedometer drive gear and ball.



8. REMOVE SENSOR ROTOR AND KEY
9. INSTALL SENSOR ROTOR AND KEY



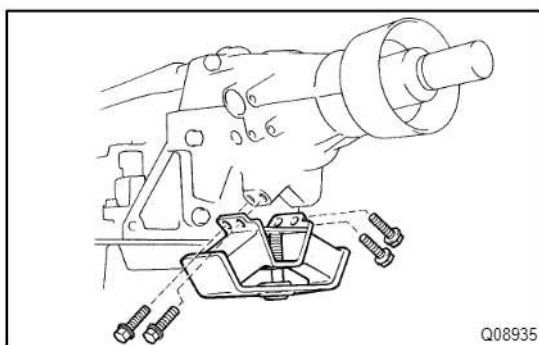
10. INSTALL SPEEDOMETER DRIVE GEAR AND BALL
 - (a) Install the speedometer drive gear and ball.
 - (b) Using a snap ring expander, install the snap ring.



11. INSTALL EXTENSION HOUSING AND GASKET
 - (a) Apply sealant or equivalent to the 6 bolts.
Sealant:
Part No. 08833 - 00080, THREE BOND 1344, LOCTITE 242 or equivalent
 - (b) Install the extension housing with a new gasket to the case.
 - (c) Install the 6 bolts.
Torque: 36 N·m (370 kgf·cm, 27 ft·lbf)

HINT:

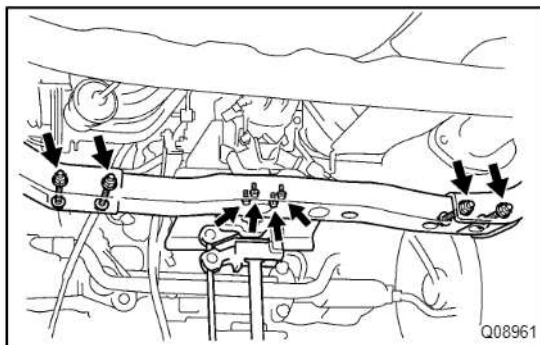
The 2 lower bolts are shorter.



12. INSTALL ENGINE REAR MOUNTING

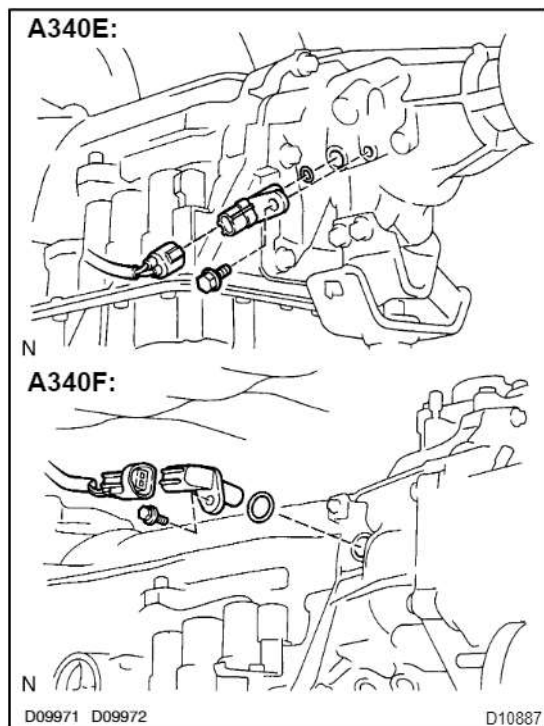
Install the 4 bolts of the engine rear mounting to the transmission.

Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)

**13. INSTALL CROSSMEMBER**

- (a) Install the 4 nuts, bolts and crossmember.
Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)
- (b) Install the 4 bolts on the rear mounting side to the rear mounting bracket.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)

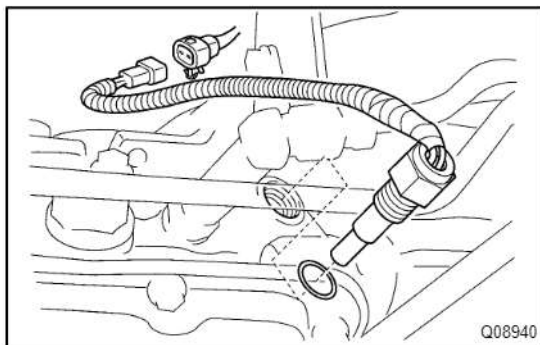
14. INSTALL NO.1 AND NO.2 VEHICLE SPEED SENSORS
(See page [AT-7](#))**15. INSTALL PROPELLER SHAFT** (See page [PR-4](#))



VEHICLE SPEED SENSOR ON-VEHICLE REPAIR

AT0YN-01

1. **DISCONNECT NO.2 VEHICLE SPEED SENSOR CONNECTOR**
2. **REMOVE NO.2 VEHICLE SPEED SENSOR**
 - (a) Remove the bolt and No.2 vehicle speed sensor.
 - (b) Remove the O-ring from the No.2 vehicle speed sensor.
3. **INSTALL NO.2 VEHICLE SPEED SENSOR**
 - (a) Coat a new O-ring with ATF and install it to the No.2 vehicle speed sensor.
 - (b) Install the No.2 vehicle speed sensor and torque the bolt.
Torque: 5.4 N·m (55 kgf·cm, 48 in.·lbf)
4. **CONNECT NO.2 VEHICLE SPEED SENSOR CONNECTOR**



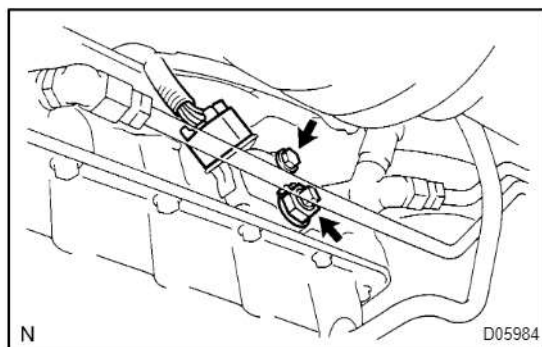
ATF TEMPERATURE SENSOR ON-VEHICLE REPAIR

AT00B-05

1. **DISCONNECT ATF TEMPERATURE SENSOR CONNECTOR**
2. **REMOVE ATF TEMPERATURE SENSOR**
 - (a) Remove the ATF temperature sensor.
 - (b) Remove the O-ring from the ATF temperature sensor.
3. **INSTALL ATF TEMPERATURE SENSOR**
 - (a) Coat a new O-ring with ATF and install it to the ATF temperature sensor.
 - (b) Install the ATF temperature sensor.
Torque: 15 N·m (150 kgf·cm, 11 ft·lbf)
4. **CONNECT ATF TEMPERATURE SENSOR CONNECTOR**

NOTICE:

Be careful not to twist the wire harness.



PARK/NEUTRAL POSITION (PNP) SWITCH

AT00C-04

ON-VEHICLE REPAIR

1. **DISCONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR**
2. **REMOVE PARK/NEUTRAL POSITION SWITCH**
 - (a) Pry off the lock washer and remove the nut.
 - (b) Remove the bolt and park/neutral position switch.
3. **INSTALL PARK/NEUTRAL POSITION SWITCH**
 - (a) Install the park/neutral position switch with bolt.
Torque: 13 N·m (130 kgf·cm, 10 ft·lbf)
 - (b) Install a new lock plate and the nut.
Torque: 3.9 N·m (40 kgf·cm, 35 in·lbf)
 - (c) Bend the claws on the lock plate to fix the nut.
 - (d) Adjust the park/neutral position switch.
(See page [DI-159](#))
4. **CONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR**

VALVE BODY ASSEMBLY ON-VEHICLE REPAIR

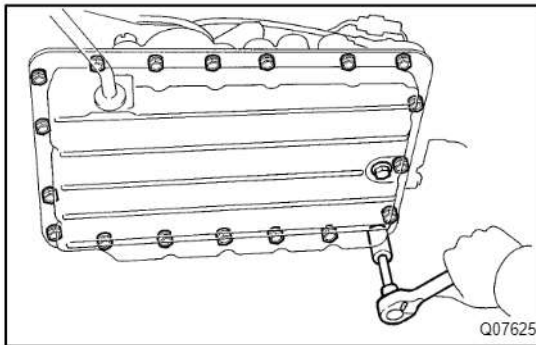
AT0Y0-01

CAUTION:

When working with FIPG material, you must observe the following items.

- Using a razor blade and a gasket scraper, remove all old FIPG material from the gasket surfaces.
- Thoroughly clean all components to remove all loose material.
- Clean both sealing surfaces with a non-residue solvent.
- Apply FIPG in an approx. 1 mm (0.04 in.) wide bead along the sealing surface.
- Parts must be assembled within 10 minutes of application. Otherwise, the FIPG material must be removed and reapplied.

1. REMOVE DRAIN PLUG AND DRAIN ATF

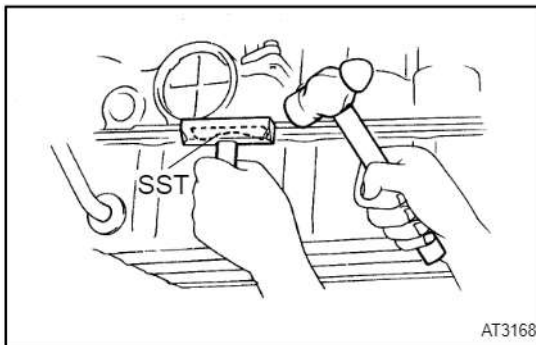


2. REMOVE OIL PAN

NOTICE:

Some fluid will remain in the oil pan.

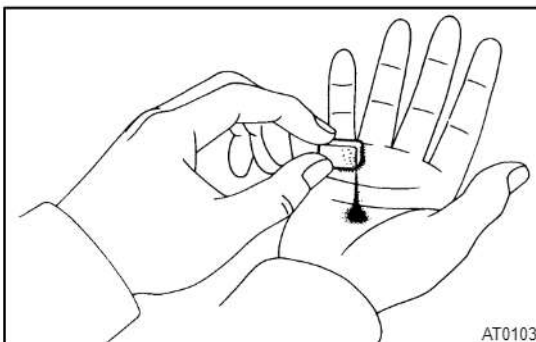
- (a) Remove the 19 bolts.



- (b) Install the blade of SST between the transmission case and oil pan, cut off applied sealer, and remove the oil pan.
SST 09032-00100

NOTICE:

When removing the oil pan, be careful not to damage the oil pan flange.

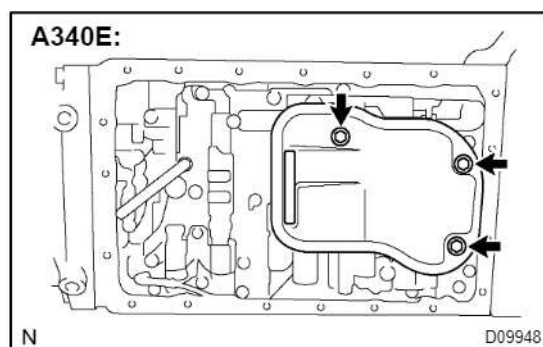


3. EXAMINE PARTICLES IN PAN

Remove the magnets and use them to collect steel particles. Carefully look at the foreign matter and particles in the pan and on the magnets to anticipate the type of wear you will find in the transmission.

Steel (magnetic) ... bearing, gear and clutch plate wear

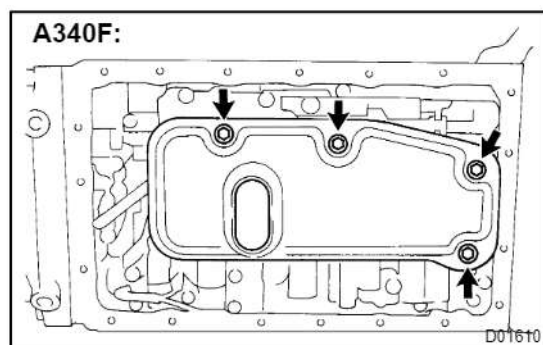
Brass (non-magnetic) ... bushing wear



**4. A340E:
REMOVE OIL STRAINER**

NOTICE:

Be careful as some fluid will come out of the oil strainer. Remove the 3 bolts, oil strainer and gaskets.

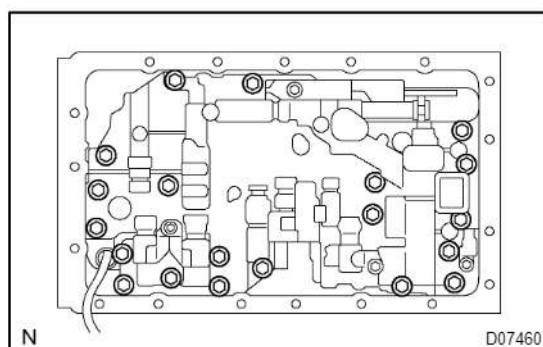


**5. A340F:
REMOVE OIL STRAINER**

NOTICE:

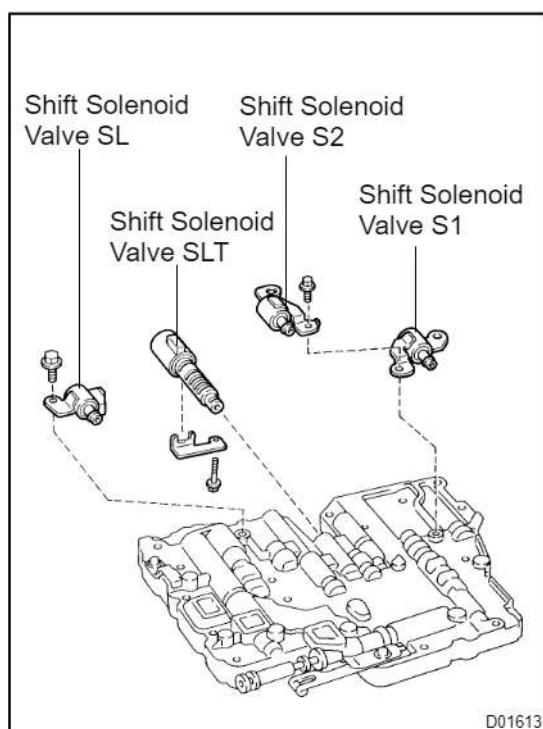
Be careful as some fluid will come out of the oil strainer. Remove the 4 bolts, oil strainer and gaskets.

6. DISCONNECT 4 CONNECTORS FROM EACH SHIFT SOLENOID VALVE



7. REMOVE VALVE BODY

Remove the 20 bolts and valve body.



8. REMOVE SHIFT SOLENOID VALVE

- Remove the 2 bolts and 3 shift solenoid valves.
- Turn the valve body, remove the bolt, lock plate and shift solenoid valve.
- Remove the 3 O-rings from the 3 solenoid valves.

9. REMOVE DETENT SPRING

10. REMOVE MANUAL VALVE

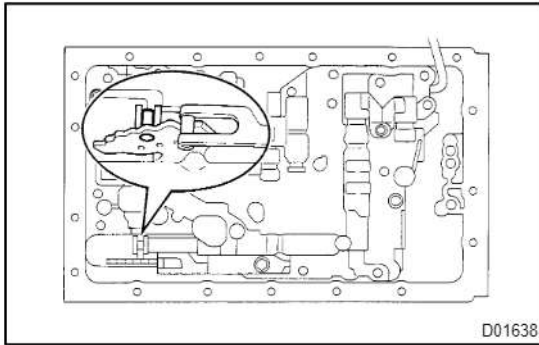
11. INSTALL MANUAL VALVE

12. INSTALL DETENT SPRING

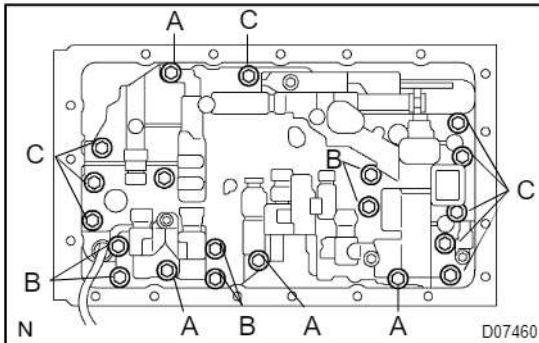
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

13. INSTALL SOLENOID VALVE

- Install 3 new O-rings to 3 shift solenoid valves.
- Install the shift solenoid valve and lock plate with the bolt.
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)
- Install the 3 shift solenoid valves with the 2 bolts.
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

**14. INSTALL VALVE BODY**

- (a) Align the groove of the manual valve with the pin of the lever.



- (b) Install the valve body with the 20 bolts.

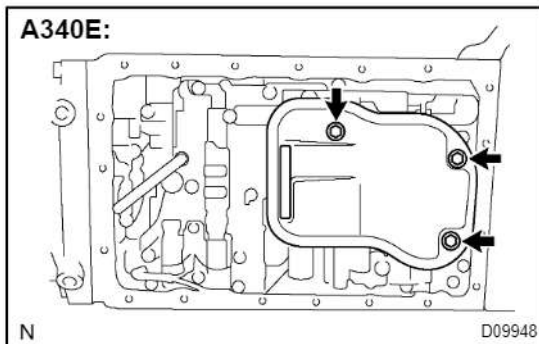
Torque: 11 N·m (110 kgf·cm, 8 ft·lbf)

Bolt length:

Bolt A: 23 mm (0.91 in.)

Bolt B: 28 mm (1.10 in.)

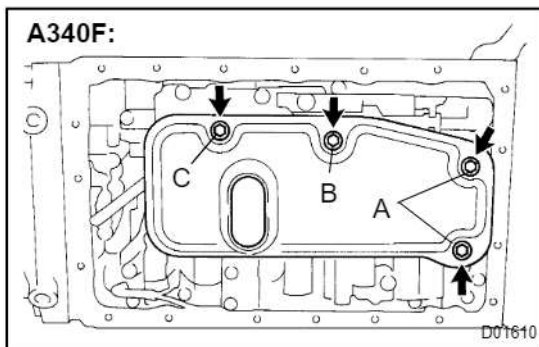
Bolt C: 36 mm (1.42 in.)

15. CONNECT 4 CONNECTORS TO SHIFT SOLENOID VALVES**16. A340E:****INSTALL OIL STRAINER**

- (a) Install the oil strainer with the 3 bolts.

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

- (b) Clamp the solenoid wire.

**17. A340F:****INSTALL OIL STRAINER**

Install the oil strainer with the 4 bolts.

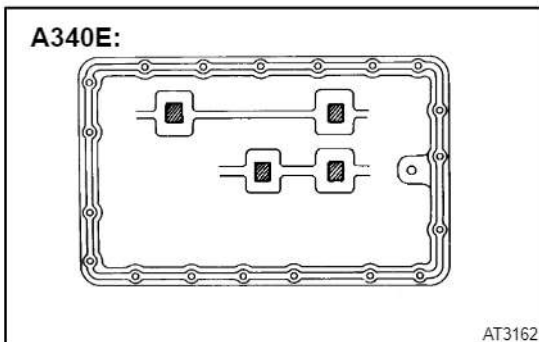
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

BOLT length:

Bolt A: 14 mm (0.55 in.)

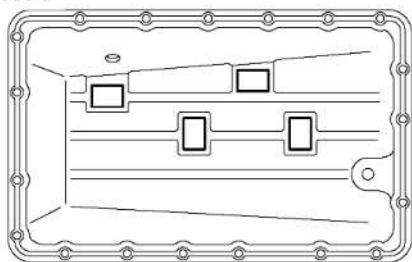
Bolt B: 20 mm (0.79 in.)

Bolt C: 23 mm (0.91 in.)

**18. INSTALL OIL PAN**

- (a) A340E:

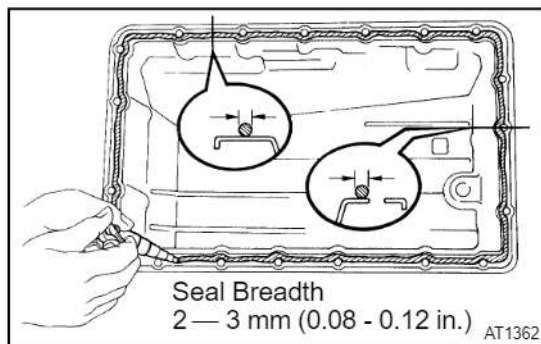
Install the 4 magnets in the indications of the oil pan.

A340F:

N

D09947

- (b) A340F:
Install the 4 magnets in the indications of the oil pan.

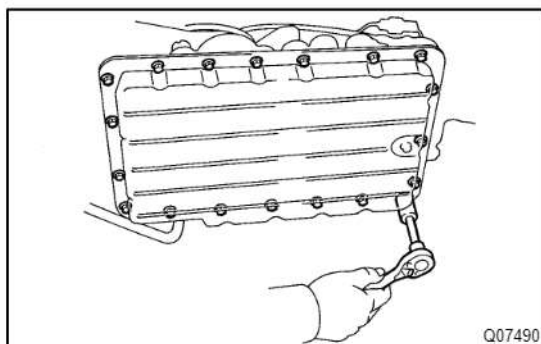


AT1362

- (c) Remove any FIPG material and be careful not to drop oil on the contacting surfaces of the transmission case and oil pan.
(d) Apply FIPG to the oil pan.

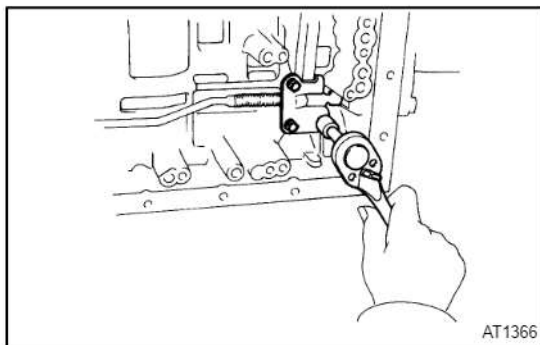
FIPG:

Part No. 08826 - 00090, THREE BOND 1281 or equivalent



Q07490

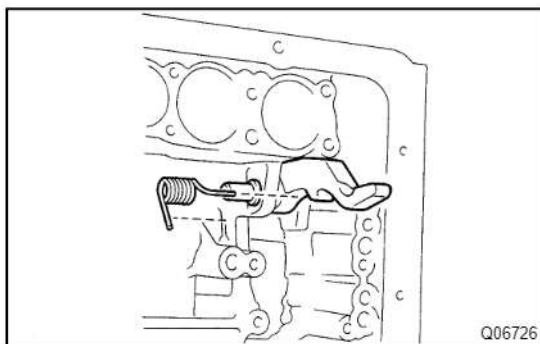
- (e) Install the oil pan with the 19 bolts.
Torque: 7.4 N·m (75 kgf·cm, 65 ft·lbf)
19. INSTALL DRAIN PLUG
Torque: 20 N·m (205 kgf·cm, 15 ft·lbf)
20. FILL AND CHECK ATF (See page [DI-159](#))



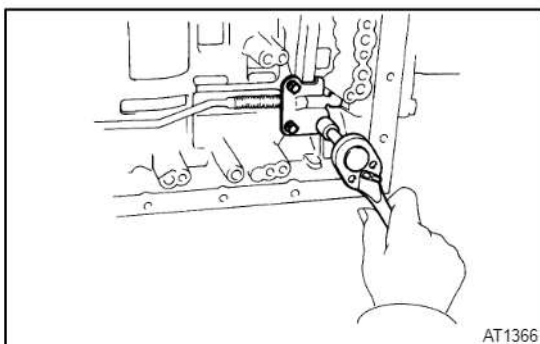
PARKING LOCK PAWL ON-VEHICLE REPAIR

AT01S-03

1. REMOVE VALVE BODY (See page [AT-10](#))
2. REMOVE PARKING LOCK PAWL BRACKET



3. REMOVE SPRING FROM PARKING LOCK PAWL SHAFT
4. REMOVE PARKING LOCK PAWL AND SHAFT
5. INSTALL PARKING LOCK PAWL AND SHAFT
6. INSTALL SPRING TO PARKING LOCK PAWL SHAFT



7. INSTALL PARKING LOCK PAWL BRACKET

HINT:

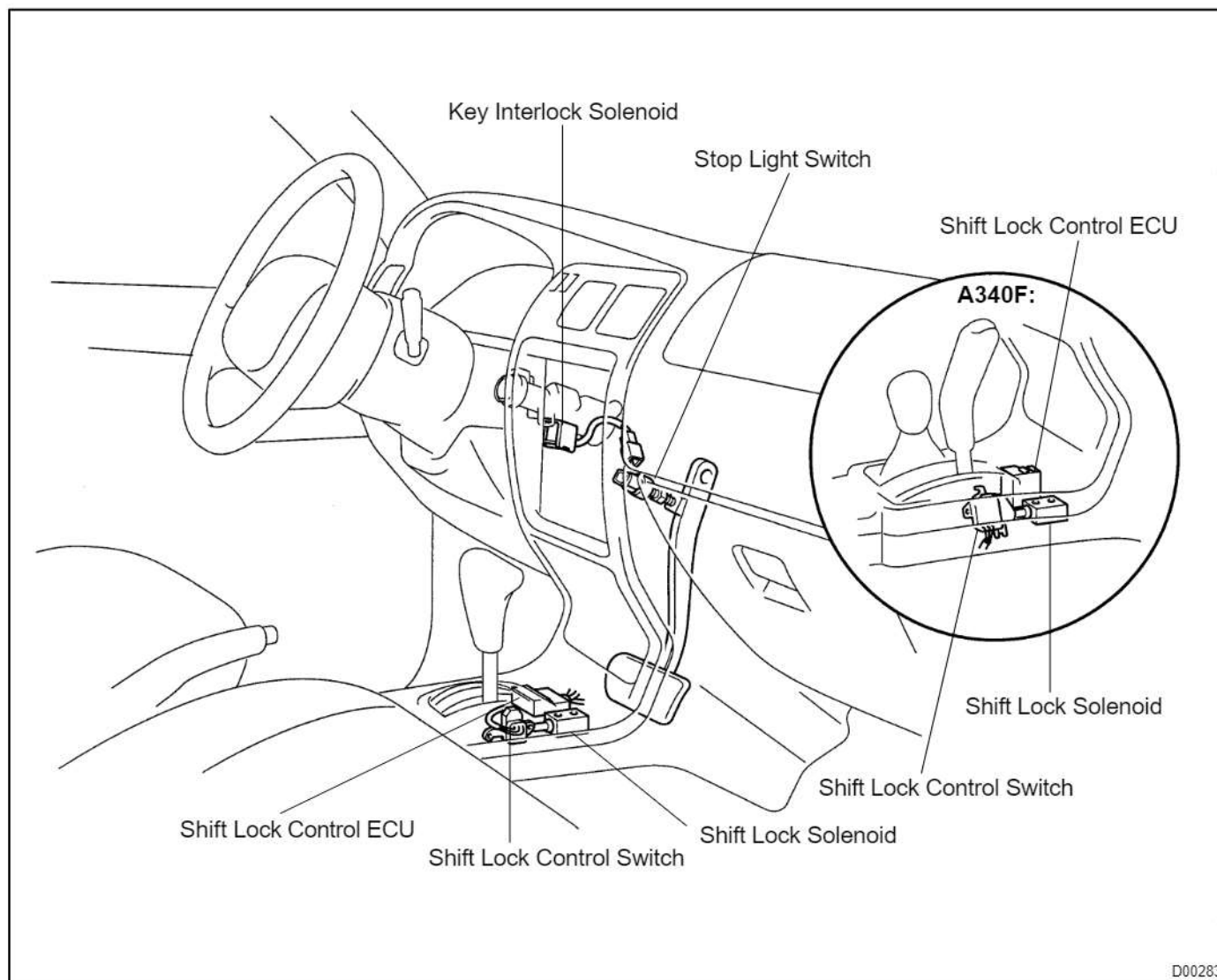
- Pushing the lock rod fully forward.
- Check that the parking lock pawl operates smoothly.

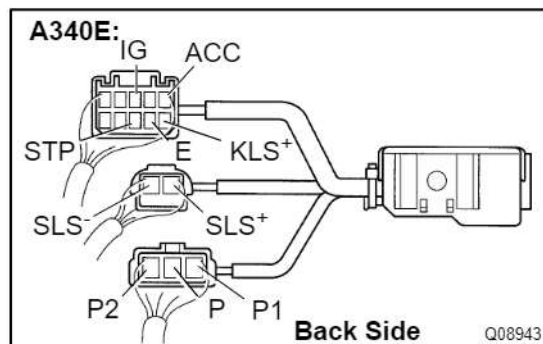
Torque: 7.4 N·m (75 kgf·cm, 65 in·lbf)

8. INSTALL VALVE BODY
(See page [AT-10](#))

SHIFT LOCK SYSTEM LOCATION

AT00G-07





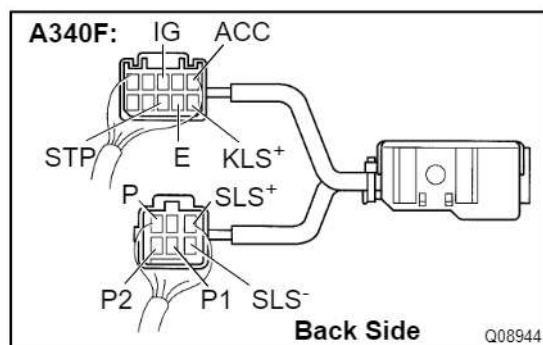
INSPECTION

1. INSPECT SHIFT LOCK CONTROL ECU

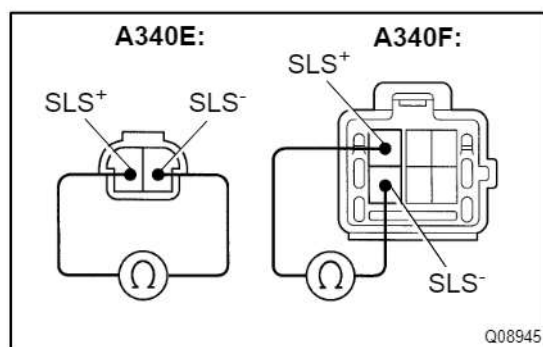
Using a voltmeter, measure voltage at each terminal.

HINT:

Do not disconnect the ECU connector.



Terminal	Measuring Condition	Voltage (V)
ACC - E	Ignition switch ACC	10 - 14
IG - E	Ignition switch ON	10 - 14
STP - E	Depressing brake pedal	10 - 14
KLS ⁺ - E	(1) Ignition switch ACC and P position	0
	(2) Ignition switch ACC and except P position	7.5 - 11
	(3) (After approx. 1 second)	6 - 9.5
SLS ⁺ - SLS ⁻	(1) Ignition switch ON and P position	0
	(2) Depress brake pedal	8 - 13.5
	(3) (After approx. 20 seconds)	6 - 8.5
	(4) Shift except P position	0
P1 - P	(1) Ignition switch ON, P position and depress brake pedal	0
	(2) Shift except P position under conditions above	9 - 13.5
P2 - P	(1) Ignition switch ACC and P position	9 - 13.5
	(2) Shift except P position under conditions above	0

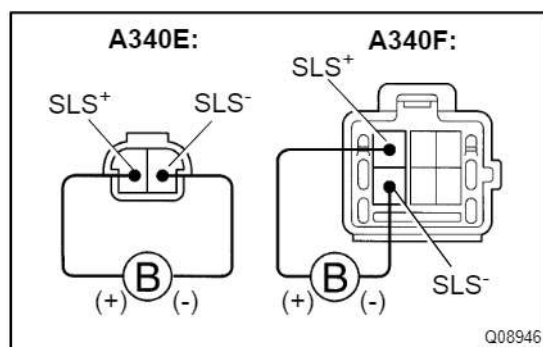


2. INSPECT SHIFT LOCK SOLENOID

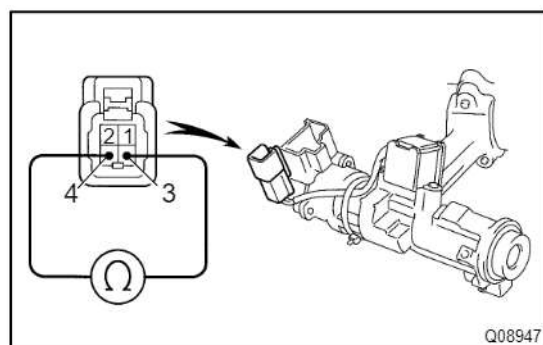
- Disconnect the solenoid connector.
- Using an ohmmeter, measure resistance between terminals.

Standard resistance: 21 - 27 Ω

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



- (c) Apply battery positive voltage between terminals. Check that operation noise can be heard from the solenoid. If the solenoid dose not operate, replace the solenoid.

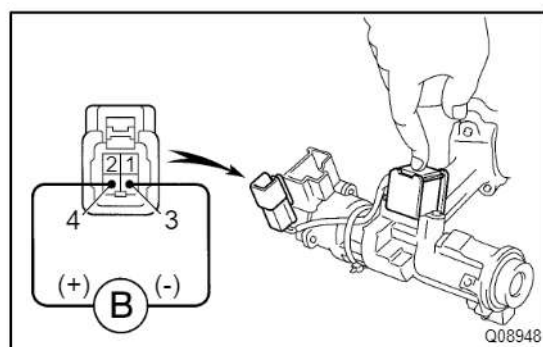


3. INSPECT KEY INTERLOCK SOLENOID

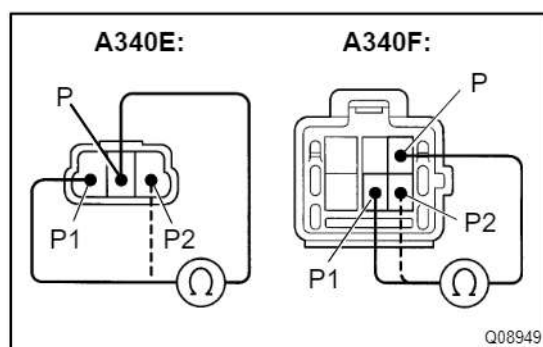
- (a) Disconnect the solenoid connector.
(b) Using an ohmmeter, measure resistance between terminals.

Standard resistance: 12.5 - 16.5 Ω

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



- (c) Apply battery positive voltage between terminals. Check that an operation noise can be heard from the solenoid. If the solenoid dose not operate, replace the solenoid.



4. INSPECT SHIFT LOCK CONTROL SWITCH

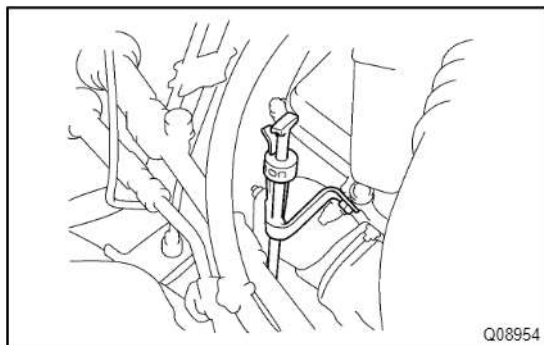
Inspect that continuity exists between at each terminal.

Shift position	Tester condition to terminal number	Specified value
P position (Release button is not pushed)	P - P1	Continuity
P position (Release button is pushed)	P - P1 P - P2	Continuity
R, N, D, 2, L position	P - P2	Continuity

If continuity is not as specified, replace the switch.

AT0YB-01





REMOVAL

1. REMOVE ATF LEVEL GAUGE

2. REMOVE OIL FILLER PIPE

Remove the bolt and oil filler pipe with O-ring.

Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)

HINT:

At the time of installation, please refer to the following item.

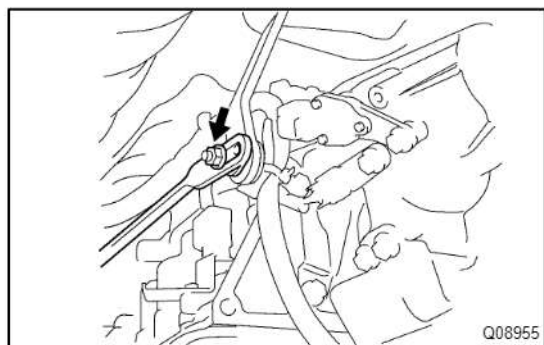
Replace the used O-ring with a new one.

3. REMOVE 2 ENGINE UNDER COVERS

4. REMOVE PROPELLER SHAFT (See page [PR-4](#))

5. REMOVE FRONT EXHAUST PIPE

(See page [EM-105](#))



6. DISCONNECT TRANSMISSION CONTROL ROD FROM SHIFT LEVER

Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)

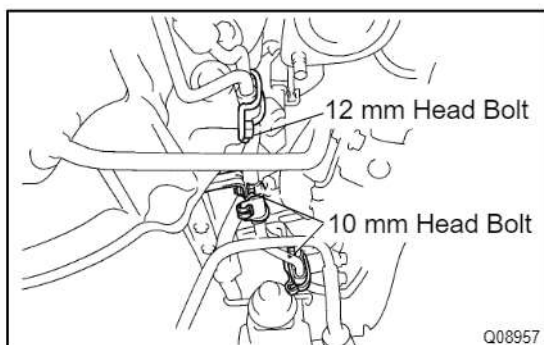
7. DISCONNECT NO. 2 VEHICLE SPEED SENSOR CONNECTOR FROM TRANSMISSION

8. DISCONNECT SOLENOID WIRE CONNECTOR FROM TRANSMISSION

9. DISCONNECT ATF TEMPERATURE SENSOR CONNECTOR FROM TRANSMISSION

10. DISCONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR FROM TRANSMISSION

11. SEPARATE WIRE HARNESS FROM TRANSMISSION



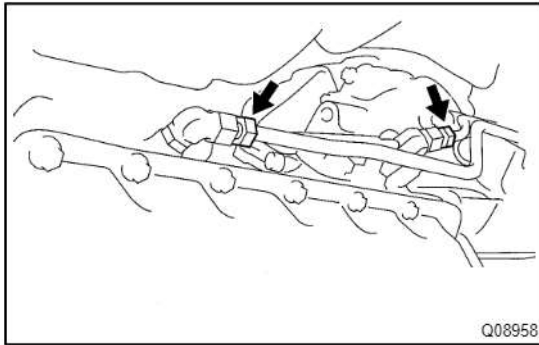
12. DISCONNECT OIL COOLER PIPE

(a) Remove the 3 bolts and oil cooler pipe clamps.

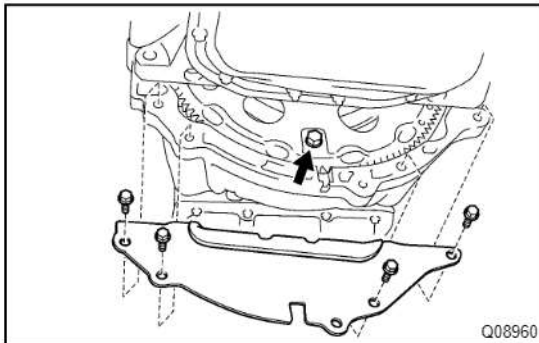
Torque:

10 mm head bolt: 5.0 N·m (51 kgf·cm, 44 in·lbf)

12 mm head bolt: 12 N·m (120 kgf·cm, 9 ft·lbf)



- (b) Disconnect the 2 oil cooler pipes.
Torque: 34 N·m (350 kgf·cm, 25 ft·lbf)



13. REMOVE REAR END PLATE AND TORQUE CONVERTER CLUTCH MOUNTING BOLT

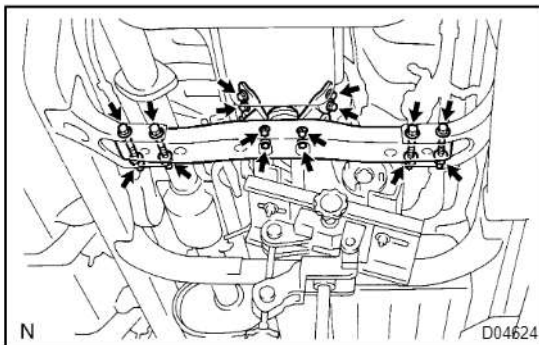
- (a) Remove the 4 bolts and rear end plate.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)
 (b) Turn the crankshaft to gain access and remove the 6 bolts with holding the crankshaft pulley set bolt by a wrench.
Torque: 41 N·m (420 kgf·cm, 30 ft·lbf)

HINT:

At the time of installation, first install green colored bolt and then 5 other bolts.

14. JACK UP TRANSMISSION SLIGHTLY

Using a transmission jack, support the transmission.



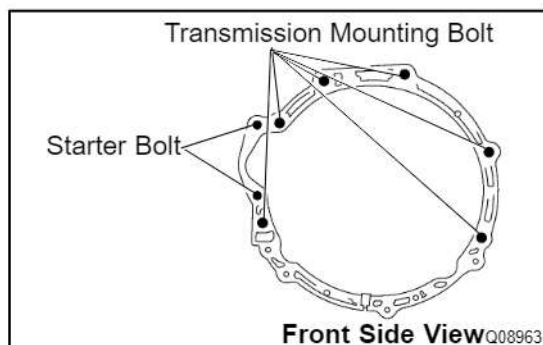
15. REMOVE NO. 3 CROSSMEMBER

- (a) Remove the 4 set bolts of the engine rear mounting.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)
 (b) Remove the 4 bolts, nuts and No. 3 crossmember.
Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)

16. REMOVE ENGINE REAR MOUNTING

Remove the 4 bolts and engine rear mounting from the transmission.

Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)



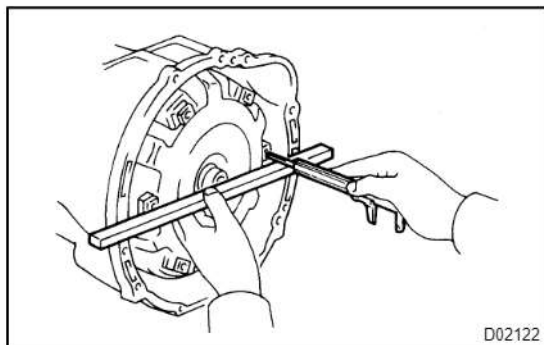
17. REMOVE STARTER

- (a) Remove the nut and disconnect the starter wire and connector.
 (b) Remove the 2 bolts and starter.
Torque: 39 N·m (400 kgf·cm, 29 ft·lbf)

18. REMOVE TRANSMISSION

Remove the 6 bolts and transmission.

Torque: 71 N·m (730 kgf·cm, 53 ft·lbf)



D02122

INSTALLATION

1. CHECK TORQUE CONVERTER CLUTCH INSTALLATION

Using calipers and a straight edge, measure the distance from the installed surface of the transmission housing to the installed surface of the torque converter clutch.

Correct distance: More than 17.95 mm (0.7067 in.)

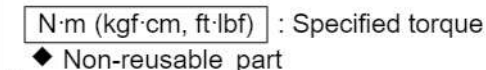
2. INSTALL TRANSMISSION

Installation is in the reverse order of removal (See page [AT-19](#)).

HINT:

- After installation, adjust the shift lever position (See page [DI-159](#)).
- Fill and check fluid level (See page [DI-159](#)).

AT0YB-01

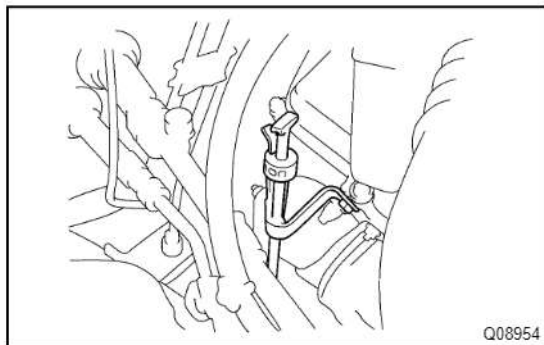


Engine Under Cover

D09951

REMOVAL

1. REMOVE ATF LEVEL GAUGE



Q08954

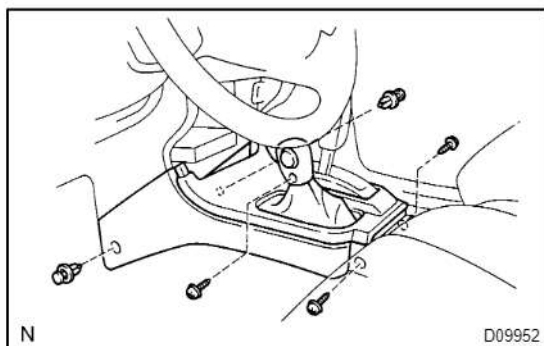
2. REMOVE OIL FILLER PIPE

Remove the bolt and oil filler pipe with O-ring.

Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)

HINT:

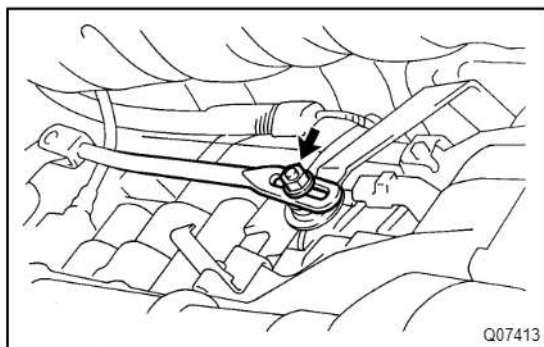
At the time of installation, please refer to the following item.
Replace the used O-ring with a new one.



D09952

3. REMOVE TRANSMISSION SHIFT LEVER ASSEMBLY AND TRANSFER SHIFT LEVER

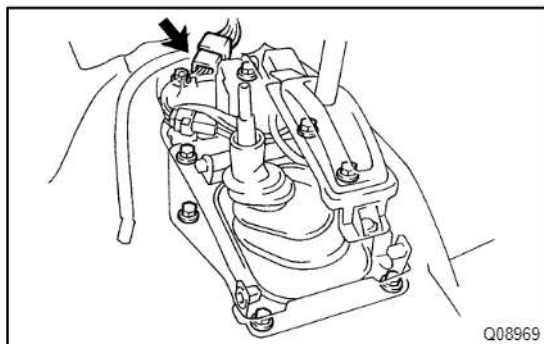
- Remove the screw and disconnect the transfer shift lever knob.
- Remove the front console upper panel.
- Disconnect the 2-4 selector connector and remove the transfer shift lever knob.
- Remove the 2 clips, screws and front console box.



Q07413

- Remove the nut and washer and disconnect the shift control rod.

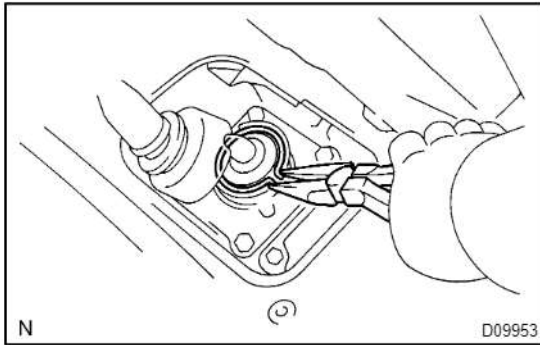
Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)



Q08969

- Disconnect the connector and remove the 8 bolts and transmission shift lever assembly.

Torque: 5.9 N·m (60 kgf·cm, 52 in·lbf)

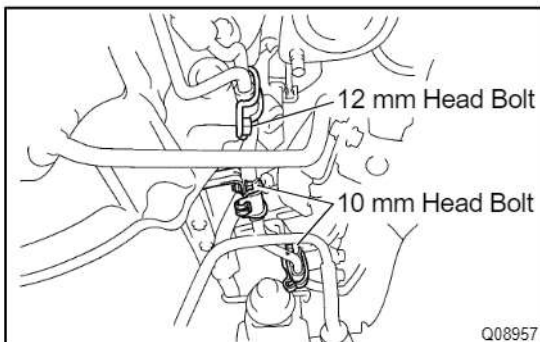


- (g) Using pliers, remove the snap ring and pull out the transfer shift lever from the transfer.

HINT:

At the time of installation, please refer to the following item.
Apply MP grease to the transfer shift lever.

4. **REMOVE 2 ENGINE UNDER COVERS**
5. **REMOVE FRONT AND REAR PROPELLER SHAFT**
(See page [PR-8](#))
6. **REMOVE FRONT EXHAUST PIPE**
(See page [EM-105](#))
7. **DISCONNECT NO. 2 VEHICLE SPEED SENSOR CONNECTOR FROM TRANSMISSION**
8. **DISCONNECT SOLENOID CONNECTOR FROM TRANSMISSION**
9. **DISCONNECT ATF TEMPERATURE SENSOR CONNECTOR FROM TRANSMISSION**
10. **DISCONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR FROM TRANSMISSION**
11. **DISCONNECT NO. 1 VEHICLE SPEED SENSOR CONNECTOR FROM TRANSFER**
12. **DISCONNECT TRANSFER NEUTRAL POSITION SWITCH CONNECTOR FROM TRANSFER**
13. **DISCONNECT TRANSFER L4 POSITION SWITCH CONNECTOR FROM TRANSFER**
14. **DISCONNECT TRANSFER 4WD POSITION SWITCH CONNECTOR FROM TRANSFER**
15. **DISCONNECT ACTUATOR CONNECTOR FROM TRANSFER**
16. **SEPARATE WIRE HARNESS FROM TRANSMISSION AND TRANSFER**



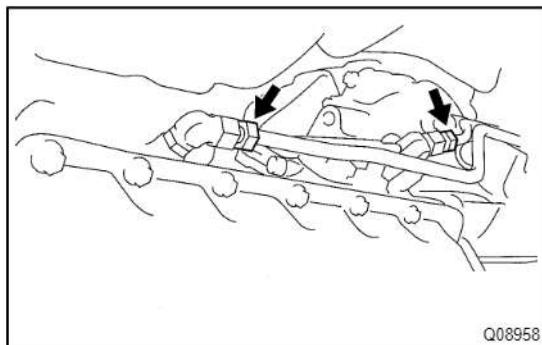
17. DISCONNECT OIL COOLER PIPE

- (a) Remove the 3 bolts and oil cooler pipe clamps.

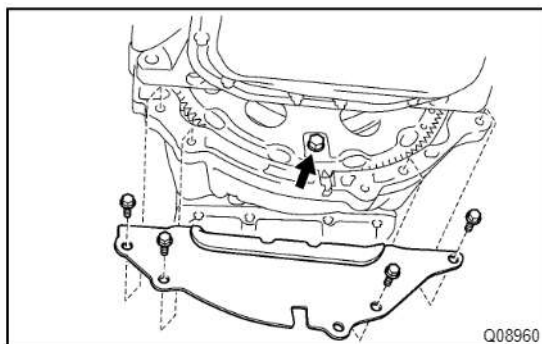
Torque:

10 mm head bolt: 5.0 N·m (51 kgf·cm, 44 in·lbf)

12 mm head bolt: 12 N·m (120 kgf·cm, 9 ft·lbf)



- (b) Disconnect the 2 oil cooler pipes.
Torque: 34 N·m (350 kgf·cm, 25 ft·lbf)

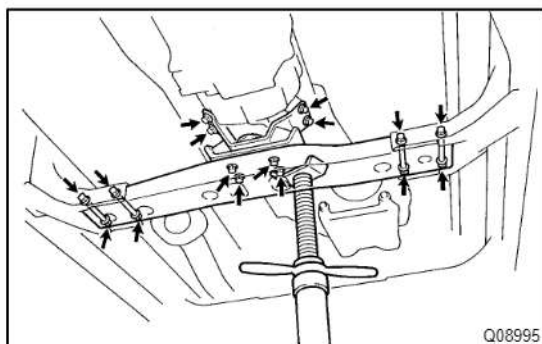


18. REMOVE REAR END PLATE AND TORQUE CONVERTER CLUTCH MOUNTING BOLT

- (a) Remove the 4 bolts and rear end plate.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)
 (b) Turn the crankshaft to gain access and remove the 6 bolts with holding the crankshaft pulley set bolt by a wrench.
Torque: 41 N·m (420 kgf·cm, 30 ft·lbf)

HINT:

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

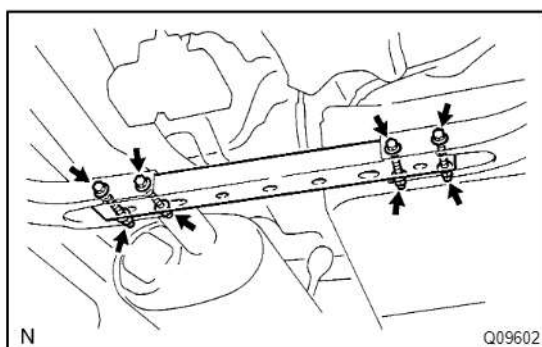


19. REMOVE NO. 3 CROSSMEMBER

- (a) Support the transmission rear side with a support stand.
 (b) Remove the 4 set bolts of the engine rear mounting.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)
 (c) Remove the 4 bolts, nuts and No. 3 crossmember.
Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)

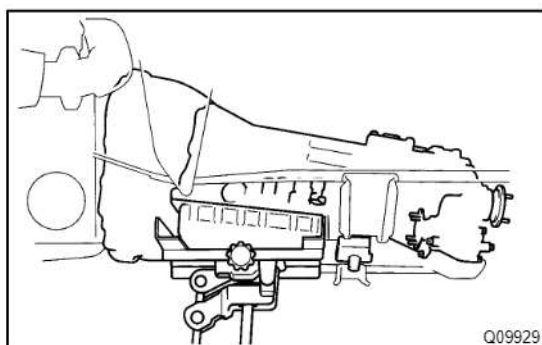
20. REMOVE ENGINE REAR MOUNTING

Remove the 4 bolts and engine rear mounting from the transmission.



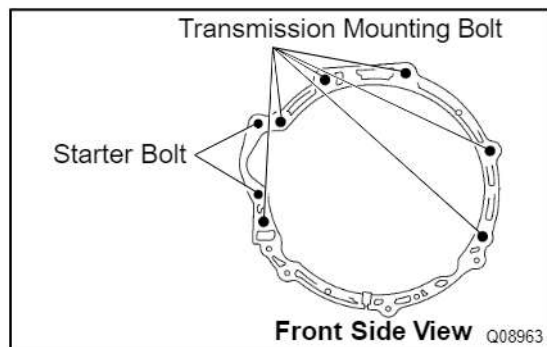
21. REMOVE NO. 4 CROSSMEMBER

Remove the 4 bolts, nuts and No. 4 crossmember.
Torque: 65 N·m (660 kgf·cm, 48 ft·lbf)



22. JACK UP TRANSMISSION

- (a) Support the transmission with a transmission jack.
 (b) Remove a support stand from the transmission rear side.

**23. REMOVE STARTER**

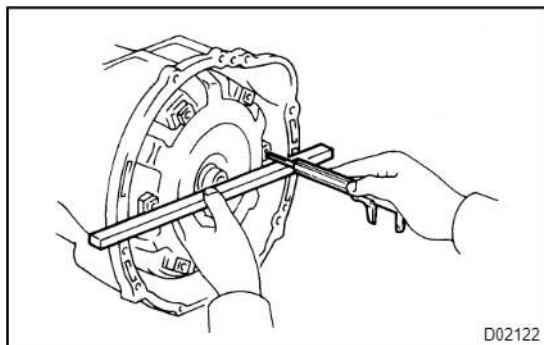
- (a) Remove the nut and disconnect the starter wire and connector.
- (b) Remove the 2 bolts and starter.

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

24. REMOVE TRANSMISSION

- (a) Disconnect the stabilizer bar (See page [SA-77](#)).
- (b) Remove the 6 bolts and transmission.

Torque: 71 N·m (730 kgf·cm, 53 ft·lbf)



INSTALLATION

1. CHECK TORQUE CONVERTER CLUTCH INSTALLATION

Using calipers and a straight edge, measure the distance from the installed surface of the transmission housing to the installed surface of the torque converter clutch.

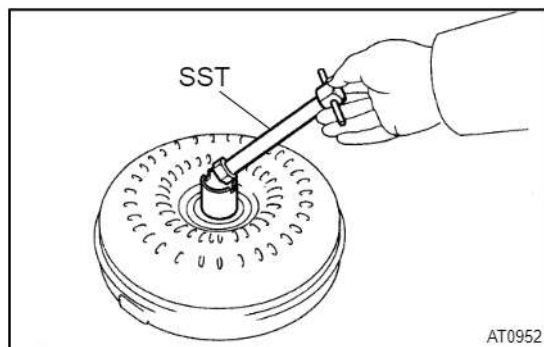
Correct distance: More than 17.95 mm (0.7067 in.)

2. INSTALL TRANSMISSION

Installation is in the reverse order of removal (See page [AT-23](#)).

HINT:

- After installation, adjust the shift lever position (See page [DI-159](#)).
- Fill and check fluid level (See page [DI-159](#)).

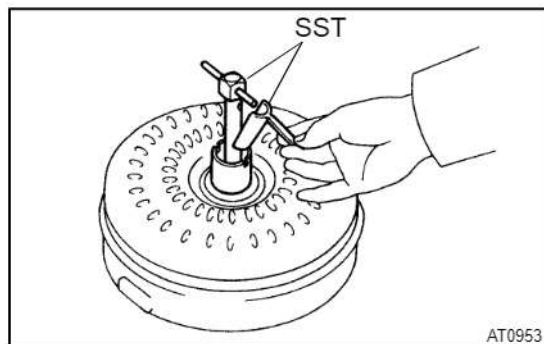


TORQUE CONVERTER CLUTCH AND DRIVE PLATE INSPECTION

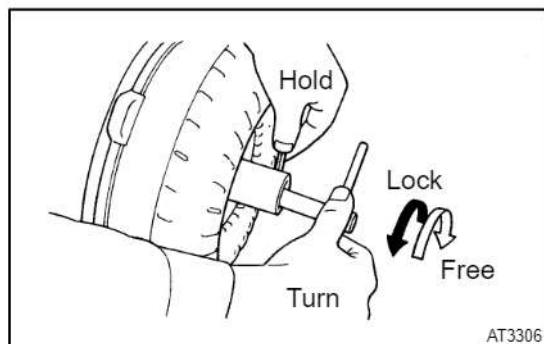
AT000-08

1. INSPECT ONE-WAY CLUTCH

- (a) Install SST in the inner race of one-way clutch.
SST 09350-30020 (09351-32010)

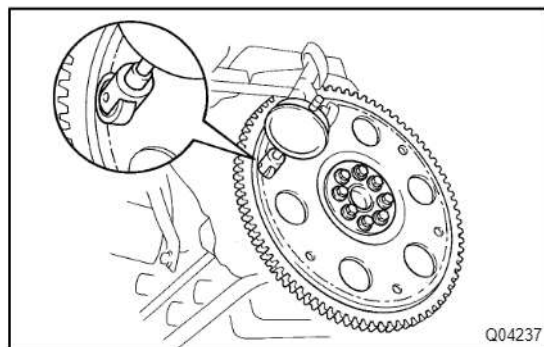


- (b) Install SST so that it fits in the notch of the converter hub and outer race of the one-way clutch.
SST 09350-30020 (09351-32010)



- (c) With the torque converter clutch standing on its side, the clutch locks when turned counterclockwise, and rotates freely and smoothly clockwise.

If necessary, clean the converter clutch and retest it. Replace the converter clutch if it still fails the test.



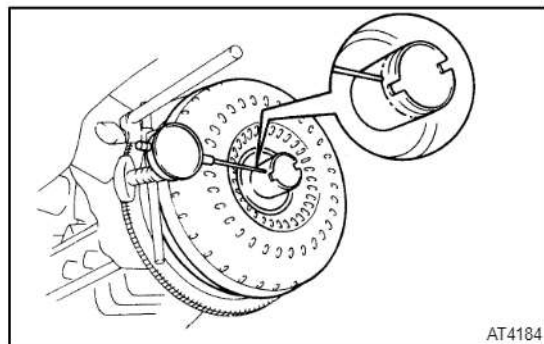
2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator, measure drive plate runout.

Maximum runout: 0.20 mm (0.0079 in.)

If runout is not within the specification, replace the drive plate. If installing a new drive plate, note the orientation of spacers and tight the bolts.

Torque: 83 N·m (850 kgf·cm, 61 ft·lbf)



3. MEASURE TORQUE CONVERTER CLUTCH SLEEVE RUNOUT

Temporarily mount the torque converter clutch to the drive plate. Set up a dial indicator.

Maximum runout: 0.30 mm (0.0118 in.)

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

HINT:

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