

Transmission

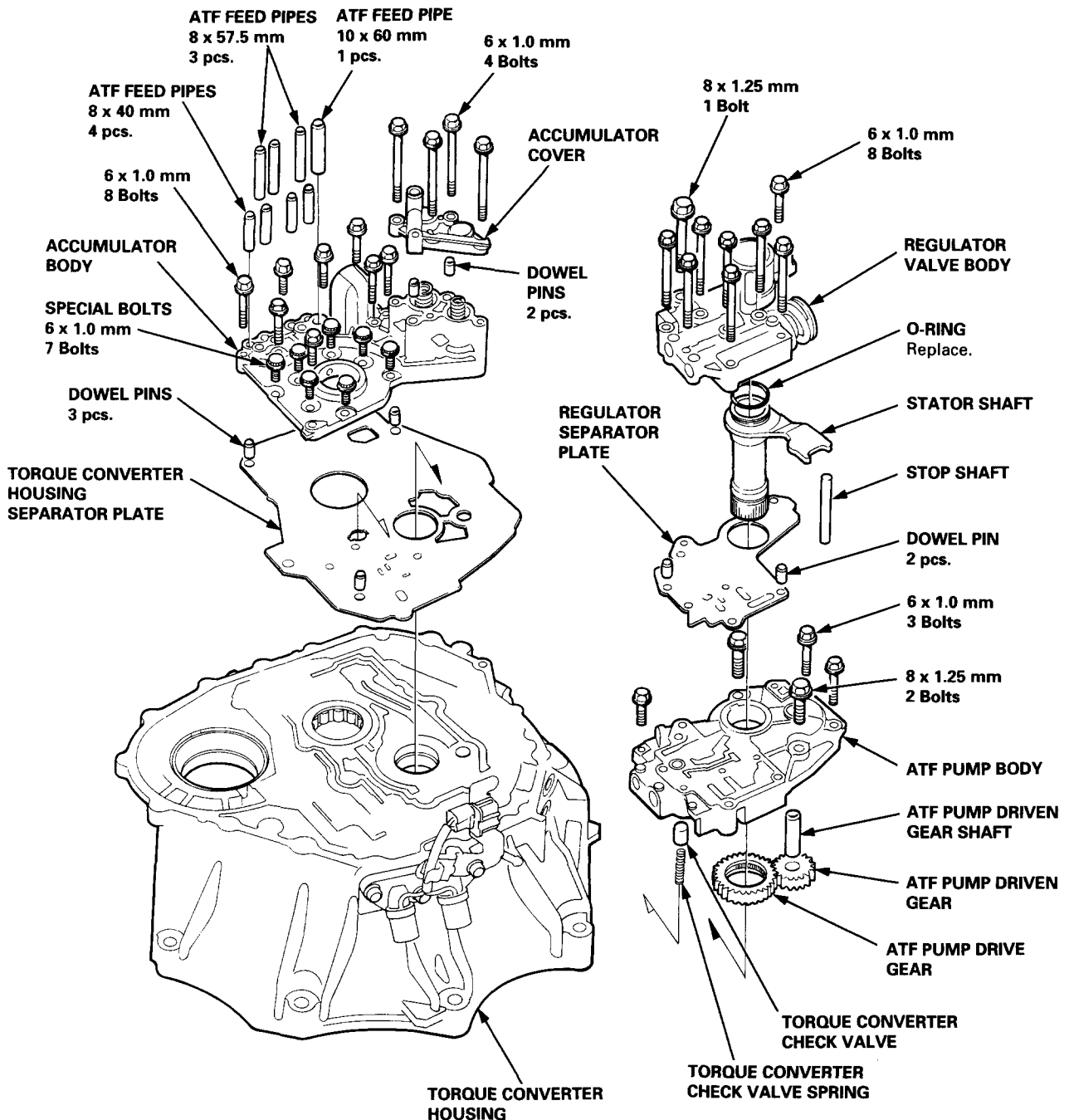
Reassembly

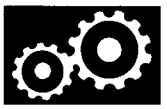
NOTE:

- Coat all parts with ATF.
- Replace the following parts:
 - O-rings
 - Lock washers
 - Gaskets
 - Mainshaft and countershaft locknuts and conical disc springs
 - Sealing washers

TORQUE:

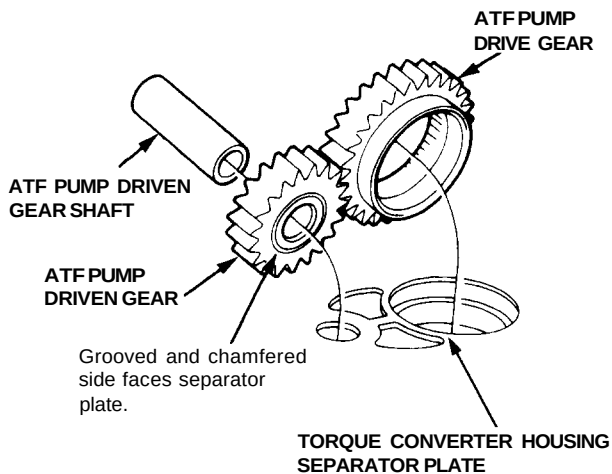
- 6 x 1.0 mm Bolts: 12 N-m (1.2 kgf-m, 8.7 lbf-ft)
- 8 x 1.25 mm Bolts: 18 N-m (1.8 kgf-m, 13 lbf-ft)



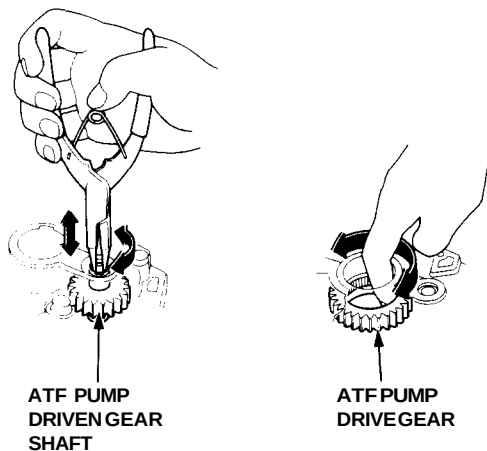


1. Install the torque converter housing separator plate and three dowel pins on the torque converter housing.
2. Install the ATF pump drive gear, ATF pump driven gear, ATF driven gear shaft, torque converter check valve, and spring on the torque converter housing.

NOTE: Install the ATF pump driven gear with its grooved and chamfered side faces separator plate.



3. Loosely install the ATF pump body with two 8 mm bolts and three 6 mm bolts. Make sure the ATF pump drive gear rotates smoothly in the normal operating direction, and the ATF pump driven gear shaft moves smoothly in the axial and normal operating directions.



4. Install the accumulator body (seven bolts and eight special bolts).
5. Install the two dowel pins on the accumulator body, then install the accumulator cover while pressing it down (four bolts).
6. Tighten the bolts on the ATF pump body to the specified torque. Make sure the ATF drive gear and the ATF driven gear shaft move smoothly.
7. If the ATF pump drive gear and ATF driven gear shaft do not move freely, loosen the bolts on the ATF pump body, and remove the accumulator cover and accumulator body.
8. Realign the ATF pump driven gear shaft, reinstall the accumulator body and the accumulator cover, then retighten the bolts on the ATF pump body to the specified torque. Recheck the ATF drive gear and the ATF driven gear shaft movement.

CAUTION: Failure to align the ATF pump driven gear shaft correctly will result in seized ATF pump gears or a seized ATF pump driven gear shaft.

9. Install the regulator separator plate and two dowel pins on the ATF pump body.
10. Install the Stator shaft with a new O-ring and stop shaft.
11. Install the regulator valve body (eight 6 mm bolts and one 8 mm bolt).
12. Install the ATF feed pipes on the accumulator body.
13. Install the park rod assembly with the detent lever on the control shaft, and install the detent spring on the transmission housing, if necessary (see page [14-179](#)).
14. Assemble the mainshaft sub-assembly (see page [14-154](#)).
15. Assemble the countershaft sub-assembly (see page [14-158](#)).
16. Install the secondary driven gear shaft in the torque converter housing.

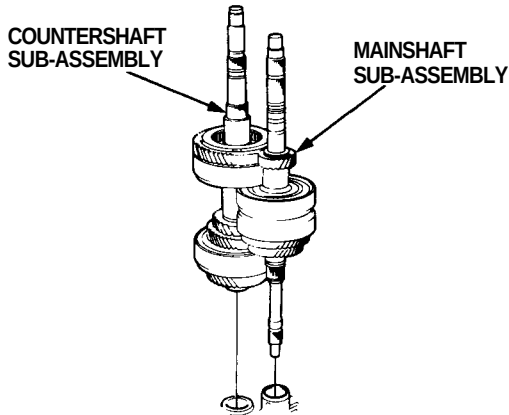
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Transmission

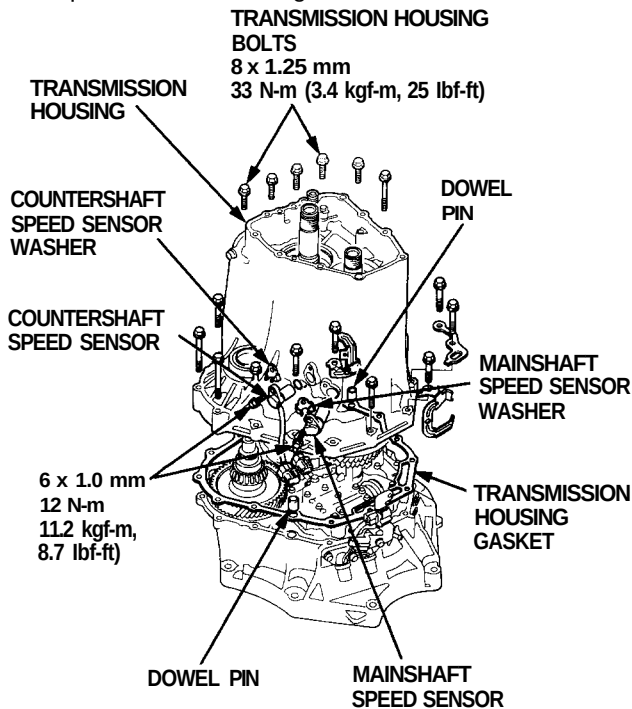
Reassembly(cont'd)

17. Install the mainshaft sub-assembly and the countershaft sub-assembly together in the torque converter housing.

NOTE: Do not damage the regulator valve body when installing the shafts.



18. Install the two dowel pins and a new gasket on the torque converter housing.

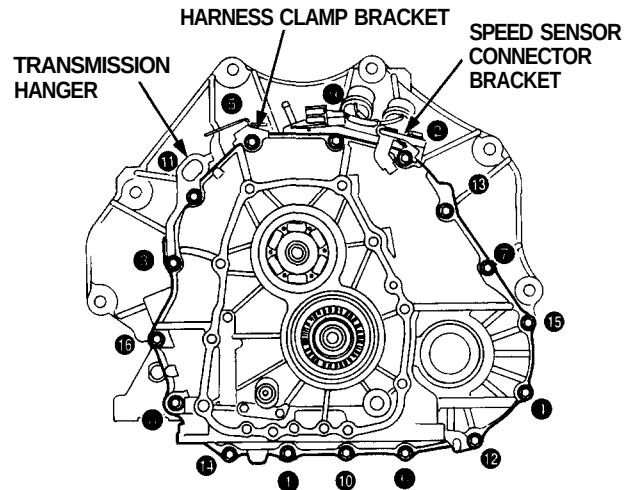


19. Place the transmission housing on the torque converter housing.

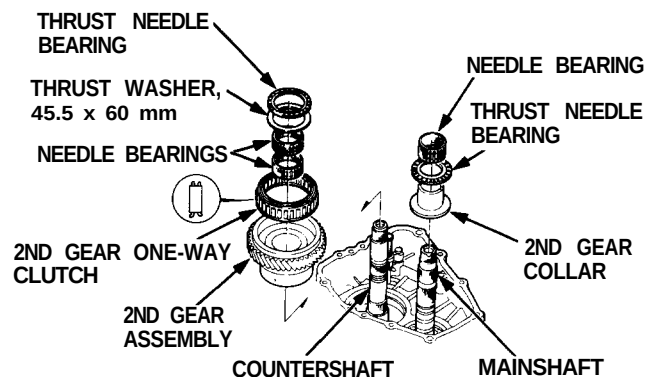
CAUTION: Do not install the mainshaft and countershaft speed sensors before installing the transmission housing on the torque converter housing.

20. Install the transmission housing mounting bolts with the transmission hanger, harness clamp bracket, and speed sensor connector bracket, then tighten them in two or more steps in the sequence shown.

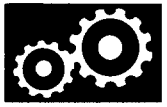
TORQUE: 33 N-m (3.4 kgf-m, 25 lbf-ft)



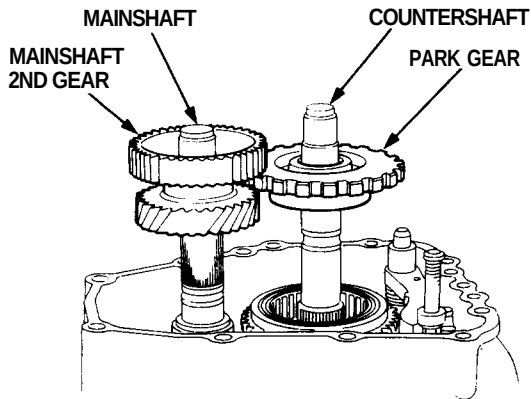
21. Install the mainshaft and countershaft speed sensors with the washers on the transmission housing.
22. Install the countershaft 2nd gear assembly, 2nd gear one-way clutch, needle bearings, thrust washer, and thrust needle bearing on the countershaft.



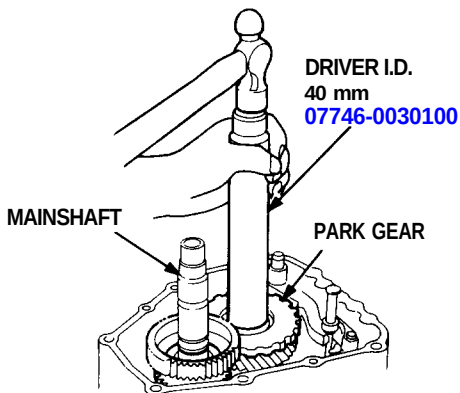
23. Install the 2nd gear collar, thrust needle bearing, and needle bearing on the mainshaft.



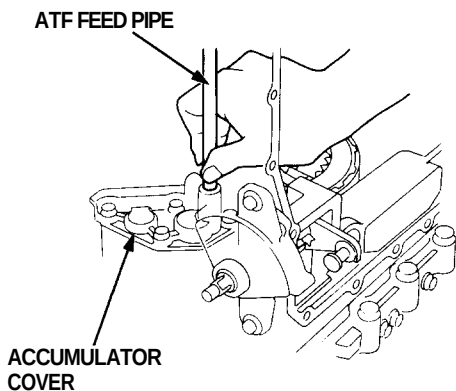
4. Combine the mainshaft 2nd gear with the park gear, then install them on their respective shafts.



25. Using the special tool as shown, tap the park gear very lightly to install it in the 2nd gear one-way clutch.

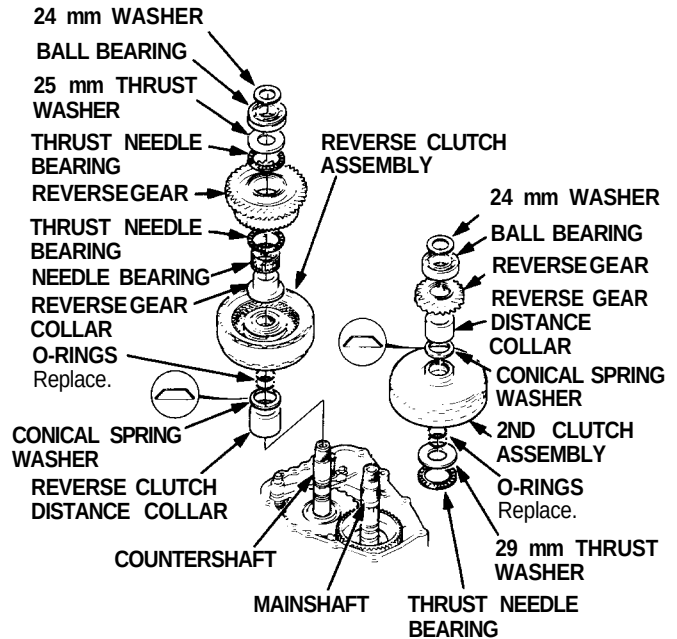


26. Install the park pawl shaft, spring, pawl, and sleeve in the transmission housing (see page 14-179).
27. Install the ATF feed pipe in the accumulator cover.



28. Install the reverse clutch distance collar and a new countershaft conical spring washer on the countershaft.

NOTE: Install the conical spring washers in the direction shown.



29. Install the thrust needle bearing and 29 mm thrust washer on the mainshaft.
30. Install new O-rings on the countershaft and mainshaft.

NOTE: Before installing the O-rings, wrap the shaft splines with tape to prevent damage to the O-rings.

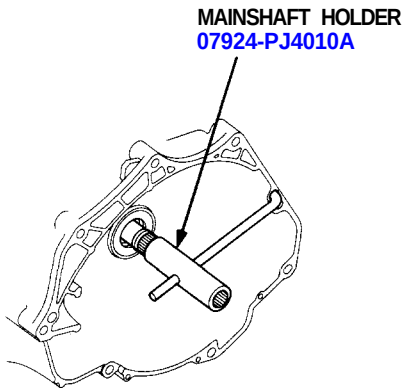
31. Install the 2nd clutch assembly on the mainshaft, then install the reverse clutch assembly, reverse gear collar, needle bearing, thrust needle bearing, reverse gear, thrust needle bearing, 25 mm thrust washer and ball bearing on the countershaft.
32. Install a new mainshaft conical spring washer, reverse gear distance collar, reverse gear and ball bearing on the mainshaft.

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Transmission

Reassembly (cont'd)

33. Install the special tool onto the mainshaft as shown.

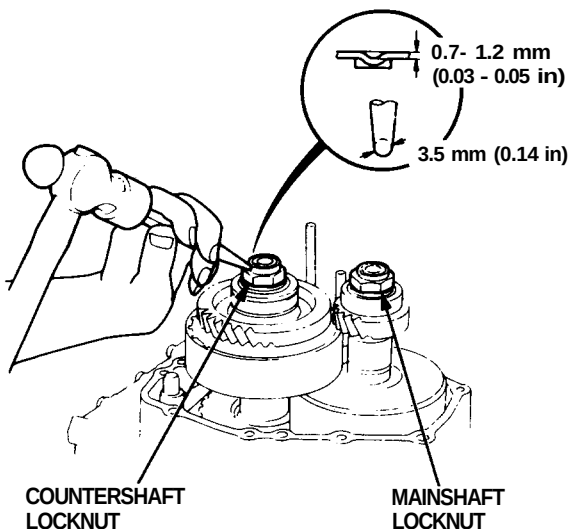


34. Engage the park pawl with the park gear by moving the detent lever to the **P** position.
35. Coat the 24 mm washers with ATF, then install them and the new locknuts on each shaft.
36. Tighten the locknuts to the specified torque using a torque wrench.

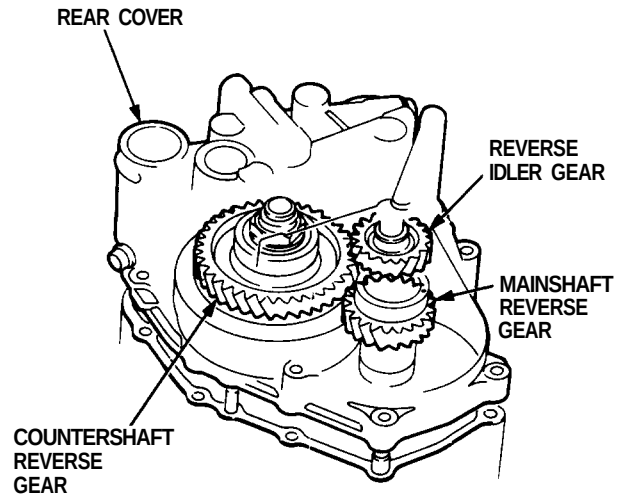
TORQUE: 127 N-m (13.0 kgf-m, 94 lbf-ft)

NOTE: Countershaft locknut has left-hand threads.

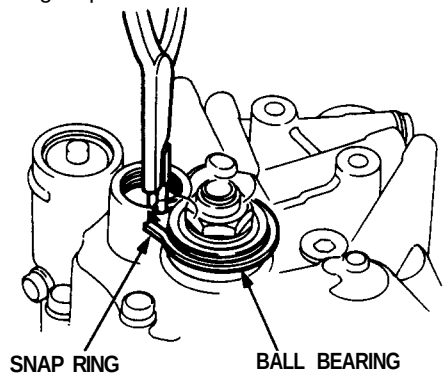
37. Stake each locknut into its shaft using a 3.5 mm (0.14 in) punch as shown.



38. Install two dowel pins, four ATF feed pipes with new O-rings, and a new rear cover gasket on the transmission housing.
39. Install the rear cover, and engage the reverse gears while rotating the mainshaft.



40. Push on the rear cover while expanding the snap ring with the snap ring pliers until the ring snaps in place around the bearing.
- NOTE: Make sure the snap ring fits in place around the bearing. If not, raise the countershaft to fit the snap ring in place.



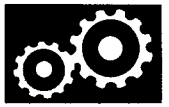
41. Install the transmission range switch harness bracket and the bolts, then tighten the bolts on the rear cover (ten bolts).

TORQUE: 26 N-m (2.7 kgf-m, 20 lbf-ft)

42. Apply liquid gasket (P/N 08718-0001) to the sealing bolt threads, and install the sealing bolt and the 34 mm washer ('96 (M5DA - 1026239 ~) - 01 models) on the rear cover.

TORQUE:

- '96 model (~ M5DA - 1026238)
78 N-m (8.0 kgf-m, 58 lbf-ft)
- '96 (M5DA - 1026239~) - 01 models
98 N-m (10.0 kgf-m, 72 lbf-ft)



43. Assemble the lower valve body assembly (see page [14-113](#)).
44. Pass the shift solenoid valve/A/T clutch pressure control solenoid valve harness through the transmission housing, and put the manual valve and the detent lever together. Then install the lower valve body assembly (six bolts) with two dowel pins in the transmission housing.
45. Install the ATF strainer (three bolts).
46. Position the connector stop in the groove on the shift solenoid valve/A/T clutch pressure control solenoid valve harness connector, then tighten the bolt.
47. Install the ATF pan with two dowel pins and a new gasket (14 bolts).
48. Install the ATF cooler lines with new sealing washers, then tighten the line bolts.
49. Connect the transmission sub-harness connector to speed sensor connectors and solenoid connectors.
50. Install the transmission range switch harness clamp to the bracket on the rear cover.

