

HOW TO USE THIS MANUAL

To assist you in finding your way through the manual, the Section Title and major heading are given at the top of every page. IN092-0W

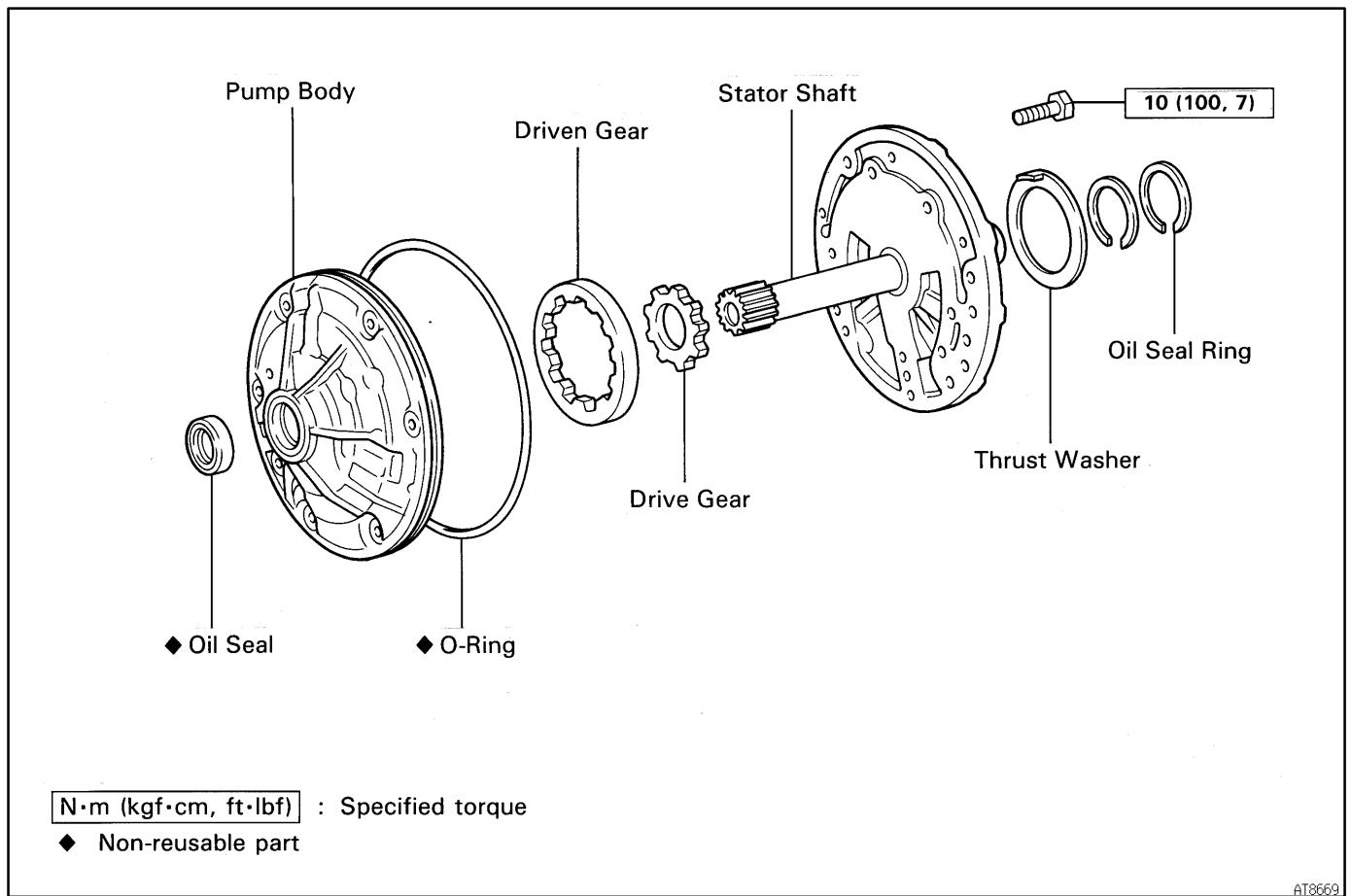
PREPARATION

Preparation lists the SST (Special Service Tools), recommended tools, equipment, lubricant and SSM (Special Service Materials) which should be prepared before beginning the operation and explains the purpose of each one.

REPAIR PROCEDURES

Most repair operations begin with an overview illustration. It identifies the components and shows how the parts fit together.

Example:



The procedures are presented in a step-by-step format:

- The illustration shows what to do and where to do it.
- The task heading tells what to do.
- The detailed text tells how to perform the task and gives other information such as specifications and warnings.

Example:

*Illustration:
what to do and where*

Task heading : what to do

21. CHECK PISTON STROKE OF OVERDRIVE BRAKE

(a) Place SST and a dial indicator onto the overdrive brake piston as shown in the illustration.

SST 09350-30020 (09350-06120)

Set part No.

Component part No.

Detailed text: how to do task

(b) Measure the stroke applying and releasing the compressed air (392 – 785 kPa, 4 – 8 kgf/cm² or 57 – 114 psi) as shown in the illustration.

Piston stroke: 1.40 – 1.70 mm (0.0551 – 0.0669 in.)

Specification

V00081

This format provides the experienced technician with a FAST TRACK to the information needed. The upper case task heading can be read at a glance when necessary, and the text below it provides detailed information. Important specifications and warnings always stand out in bold type.

REFERENCES

References have been kept to a minimum. However, when they are required you are given the page to refer to.

SPECIFICATIONS

Specifications are presented in bold type throughout the text where needed. You never have to leave the procedure to look up your specifications. They are also found at the back of AX section, for quick reference.

CAUTIONS, NOTICES, HINTS:

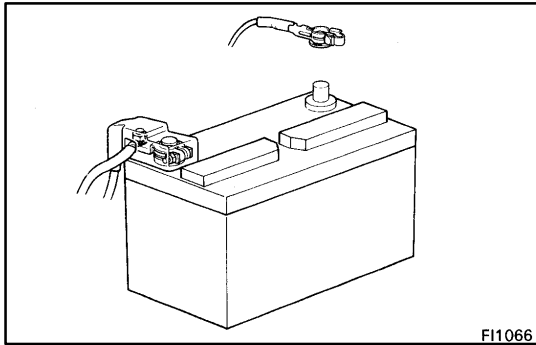
- CAUTIONS are presented in bold type, and indicate there is a possibility of injury to you or other people.
- NOTICES are also presented in bold type, and indicate the possibility of damage to the components being repaired.
- HINTS are separated from the text but do not appear in bold. They provide additional information to help you perform the repair efficiently.

SI UNIT

The UNITS given in this manual are primarily expressed according to the SI UNIT (International System of Unit), and alternately expressed in the metric system and in the English system.

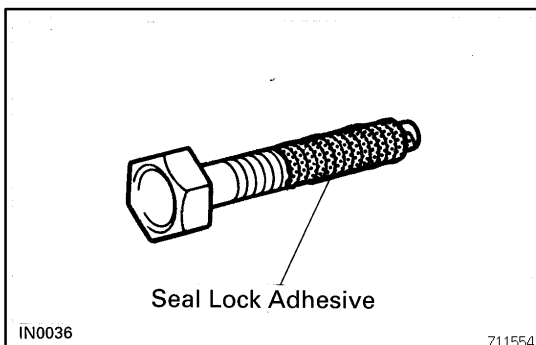
Example:

Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)



GENERAL REPAIR INSTRUCTIONS

1. Use fender, seat and floor covers to keep the vehicle clean and prevent damage.
2. During disassembly, keep parts in the appropriate order to facilitate reassembly.
3. Observe the following:
 - (a) Before performing electrical work, disconnect the negative (-) terminal cable from the battery.
 - (b) If it is necessary to disconnect the battery for inspection or repair, always disconnect the cable from the negative (-) terminal which is grounded to the vehicle body.
 - (c) To prevent damage to the battery terminal post, loosen the terminal nut and raise the cable straight up without twisting or prying it.
 - (d) Clean the battery terminal posts and cable terminals with a clean shop rag. Do not scrape them with a file or other abrasive objects.
 - (e) Install the cable terminal to the battery post with the nut loose, and tighten the nut after installation. Do not use a hammer to tap the terminal onto the post.
 - (f) Be sure the cover for the positive (+) terminal is properly in place.
4. Check hose and wiring connectors to make sure that they are secure and correct.
5. Non-reusable parts
 - (a) Always replace cotter pins, gaskets, O-rings and oil seals etc. with new ones.
 - (b) Non-reusable parts are indicated in the component illustrations by the "◆" symbol.



6. Precoated parts

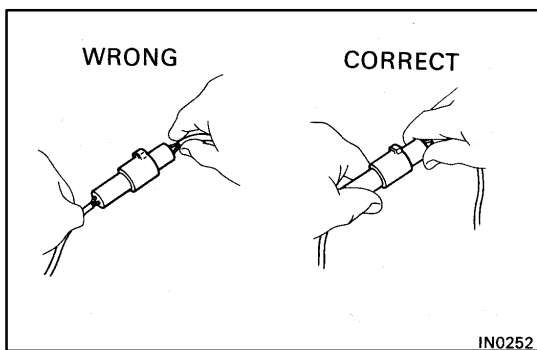
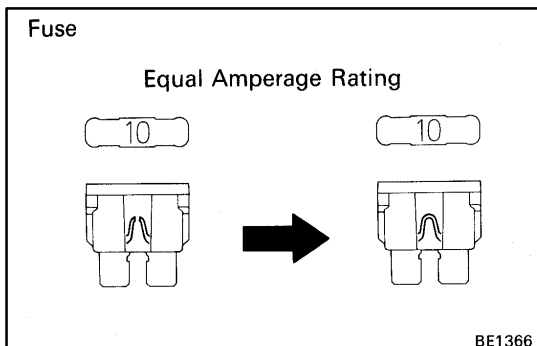
Precoated parts are bolts and nuts, etc. that are coated with a seal lock adhesive at the factory.

 - (a) If a precoated part is retightened, loosened or caused to move in any way, it must be recoated with the specified adhesive.
 - (b) When reusing precoated parts, clean off the old adhesive and dry with compressed air. Then apply

the specified seal lock adhesive to the bolt, nut or threads.

(c) Precoated parts are indicated in the component illustrations by the "•" symbol.

7. When necessary, use a sealer on gaskets to prevent leaks.
8. Carefully observe all specifications for bolt tightening torques. Always use a torque wrench.
9. Use of special service tools (SST) and special service materials (SSM) may be required, depending on the nature of the repair. Be sure to use SST and SSM where specified and follow the proper work procedure. A list of SST and SSM can be found at the preparation of AX section.



10. When replacing fuses, be sure the new fuse has the correct amperage rating. **DO NOT** exceed the rating or use one with a lower rating.
11. To pull apart electrical connectors, pull on the connector itself, not the wires.
12. Care must be taken when jacking up and supporting the vehicle. Be sure to lift and support the vehicle at the proper locations.
 - (a) If the vehicle is to be jacked up only at the front or rear end, be sure to block the wheels at the opposite end in order to ensure safety.
 - (b) After the vehicle is jacked up, be sure to support it on stands. It is extremely dangerous to do any work on a vehicle raised on a jack alone, even for a small job that can be finished quickly.

GLOSSARY OF SAE AND TOYOTA TERMS

This glossary lists all SAE–J1930 terms and abbreviations used in this manual in compliance with SAE^{IND16-02} recommendations, as well as their Toyota equivalents.

SAE ABBREVIATIONS	SAE TERMS	TOYOTA TERMS ()—ABBREVIATIONS
A/C	Air Conditioning	Air Conditioner
ACL	Air Cleaner	Air Cleaner
AIR	Secondary Air Injection	Air Injection (AI)
AP	Accelerator Pedal	—
B+	Battery Positive Voltage	+B, Battery Voltage
BARO	Barometric Pressure	—
CAC	Charge Air Cooler	Intercooler
CARB	Carburetor	Carburetor
CFI	Continuous Fuel Injection	—
CKP	Crankshaft Position	Crank Angle
CL	Closed Loop	Closed Loop
CMP	Camshaft Position	Cam Angle
CPP	Clutch Pedal Position	—
CTOX	Continuous Trap Oxidizer	—
CTP	Closed Throttle Position	—
DFI	Direct Fuel Injection (Diesel)	Direct Injection (DI)
DI	Distributor Ignition	—
DLC1	Data Link Connector 1	1: Check Connector
DLC2	Data Link Connector 2	2: Toyota Diagnosis Communication Link (TDCL)
DLC3	Data Link Connector 3	3: OBD@ @ @ @ @: [g 2] Diagnostic Connector
DTC	Diagnostic Trouble Code	Diagnostic Code
DTM	Diagnostic Test Mode	—
ECL	Engine Control Level	—
ECM	Engine Control Module	Engine ECU (Electronic Control Unit)
ECT	Engine Coolant Temperature	Coolant Temperature, Water Temperature (THW)
EEPROM	Electrically Erasable Programmable Read Only Memory	Electrically Erasable Programmable Read Only Memory (EEPROM), Erasable Programmable Read Only Memory (EPROM)
EFE	Early Fuel Evaporation	Cold Mixture Heater (CMH), Heat Control Valve (HCV)
EGR	Exhaust Gas Recirculation	Exhaust Gas Recirculation (EGR)
EI	Electronic Ignition	Toyota Distributorless Ignition (TDI)
EM	Engine Modification	Engine Modification (EM)
EPROM	Erasable Programmable Read Only Memory	Programmable Read Only Memory (PROM)
EVAP	Evaporative Emission	Evaporative Emission Control (EVAP)
FC	Fan Control	—
FEEPROM	Flash Electrically Erasable Programmable Read Only Memory	—
FEPROM	Flash Erasable Programmable Read Only Memory	—
FF	Flexible Fuel	—
FP	Fuel Pump	Fuel Pump
GEN	Generator	Alternator
GND	Ground	Ground (GND)
HO2S	Heated Oxygen Sensor	Heated Oxygen Sensor (HO2S)

INTRODUCTION – GLOSSARY OF SAE AND TOYOTA TERMS

IAC	Idle Air Control	Idle Speed Control (ISC)
IAT	Intake Air Temperature	Intake or Inlet Air Temperature
ICM	Ignition Control Module	–
IFI	Indirect Fuel Injection	Indirect Injection
IFS	Inertia Fuel–Shutoff	–
ISC	Idle Speed Control	–
KS	Knock Sensor	Knock Sensor
MAF	Mass Air Flow	Air Flow Meter
MAP	Manifold Absolute Pressure	Manifold Pressure Intake Vacuum
MC	Mixture Control	Electric Bleed Air Control Valve (EBCV) Mixture Control Valve (MCV) Electric Air Control Valve (EACV)
MDP	Manifold Differential Pressure	–
MFI	Multiport Fuel Injection	Electronic Fuel Injection (EFI)
MIL	Malfunction Indicator Lamp	Check Engine Light
MST	Manifold Surface Temperature	–
MVZ	Manifold Vacuum Zone	–
NVRAM	Non–Volatile Random Access Memory	–
O2S	Oxygen Sensor	Oxygen Sensor, O ₂ Sensor (O ₂ S)
OBD	On–Board Diagnostic	On–Board Diagnostic (OBD)
OC	Oxidation Catalytic Converter	Oxidation Catalyst Converter (OC), CCo
OP	Open Loop	Open Loop
PAIR	Pulsed Secondary Air Injection	Air Suction (AS)
PCM	Powertrain Control Module	–
PNP	Park/Neutral Position	–
PROM	Programmable Read Only Memory	–
PSP	Power Steering Pressure	–
PTOX	Periodic Trap Oxidizer	Diesel Particulate Filter (DPF) Diesel Particulate Trap (DPT)
RAM	Random Access Memory	Random Access Memory (RAM)
RM	Relay Module	–
ROM	Read Only Memory	Read Only Memory (ROM)
RPM	Engine Speed	Engine Speed
SC	Supercharger	Supercharger
SCB	Supercharger Bypass	–
SFI	Sequential Multiport Fuel Injection	Electronic Fuel Injection (EFI), Sequential Injection
SPL	Smoke Puff Limiter	–
SRI	Service Reminder Indicator	–
SRT	System Readiness Test	–
ST	Scan Tool	–
TB	Throttle Body	Throttle Body
TBI	Throttle Body Fuel Injection	Single Point Injection Central Fuel Injection (Ci)
TC	Turbocharger	Turbocharger
TCC	Torque Converter Clutch	Torque Converter
TCM	Transmission Control Module	Transmission ECU (Electronic Control Unit)
TP	Throttle Position	Throttle Position
TR	Transmission Range	–

TVV	Thermal Vacuum Valve	Bimetallic Vacuum Switching Valve (BVSV) Thermostatic Vacuum Switching Valve (TVSV)
TWC	Three-Way Catalytic Converter	Three-Way Catalyst (TWC) CC _{RO}
TWC+OC	Three-Way + Oxidation Catalytic Converter	CC _R + CC _o
VAF	Volume Air Flow	Air Flow Meter
VR	Voltage Regulator	Voltage Regulator
VSS	Vehicle Speed Sensor	Vehicle Speed Sensor (Reed Switch Type)
WOT	Wide Open Throttle	Full Throttle
WU-OC	Warm Up Oxidation Catalytic Converter	–
WU-TWC	Warm Up Three-Way Catalytic Converter	Manifold Converter
3GR	Third Gear	–
4GR	Fourth Gear	–

ABBREVIATIONS USED IN THIS MANUAL






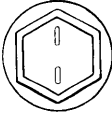
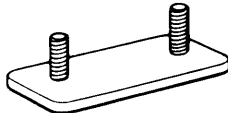


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ATF	Automatic Transaxle Fluid
B ₀	Overdrive Brake
B ₁	Second coast Brake
B ₂	Second Brake
B ₃	First and Reverse Brake
C ₀	Overdrive Direct Clutch
C ₁	Forward Clutch
C ₂	Direct Clutch
D	Disc
F	Flange
F ₀	O/D One-way Clutch
F ₁	No.1 One-way Clutch
F ₂	No.2 One-way Clutch
MP	Multipurpose
O/D	Overdrive
P	Plate
SSM	Special Service Materials
SST	Special Service Tools

STANDARD BOLT TORQUE SPECIFICATIONS

IN008-02

HOW TO DETERMINE BOLT STRENGTH

	Mark	Class		Mark	Class
Hexagon head bolt	4— 5— 6— Bolt head No. 7— 8— 9— 10— 11—	4T 5T 6T 7T 8T 9T 10T 11T	Stud bolt	 No mark	4T
		4T			
Hexagon flange bolt w/ washer hexagon bolt	 No mark	4T	Welded bolt	 Grooved	6T
Hexagon head bolt	 2 protruding lines	5T			
Hexagon flange bolt w/ washer hexagon bolt	 2 protruding lines	6T		4T	
Hexagon head bolt	 3 protruding lines	7T			
Hexagon head bolt	 4 protruding lines	8T			

SPECIFIED TORQUE FOR STANDARD BOLTS

Class	Diameter mm	Pitch mm	Specified torque					
			Hexagon head bolt			Hexagon flange bolt		
			N·m	kgf·cm	ft·lbf	N·m	kgf·cm	ft·lbf
4T	6	1	5	55	48 in.·lbf	6	60	52 in.·lbf
	8	1.25	12.5	130	9	14	145	10
	10	1.25	26	260	19	29	290	21
	12	1.25	47	480	35	53	540	39
	14	1.5	74	760	55	84	850	61
	16	1.5	115	1,150	83	—	—	—
5T	6	1	6.5	65	56 in.·lbf	7.5	75	65 in.·lbf
	8	1.25	15.5	160	12	17.5	175	13
	10	1.25	32	330	24	36	360	26
	12	1.25	59	600	43	65	670	48
	14	1.5	91	930	67	100	1,050	76
	16	1.5	140	1,400	101	—	—	—
6T	6	1	8	80	69 in.·lbf	9	90	78 in.·lbf
	8	1.25	19	195	14	21	210	15
	10	1.25	39	400	29	44	440	32
	12	1.25	71	730	53	80	810	59
	14	1.5	110	1,100	80	125	1,250	90
	16	1.5	170	1,750	127	—	—	—
7T	6	1	10.5	110	8	12	120	9
	8	1.25	25	260	19	28	290	21
	10	1.25	52	530	38	58	590	43
	12	1.25	95	970	70	105	1,050	76
	14	1.5	145	1,500	108	165	1,700	123
	16	1.5	230	2,300	166	—	—	—
8T	8	1.25	29	300	22	33	330	24
	10	1.25	61	620	45	68	690	50
	12	1.25	110	1,100	80	120	1,250	90
9T	8	1.25	34	340	25	37	380	27
	10	1.25	70	710	51	78	790	57
	12	1.25	125	1,300	94	140	1,450	105
10T	8	1.25	38	390	28	42	430	31
	10	1.25	78	800	58	88	890	64
	12	1.25	140	1,450	105	155	1,600	116
11T	8	1.25	42	430	31	47	480	35
	10	1.25	87	890	64	97	990	72
	12	1.25	155	1,600	116	175	1,800	130

SERVICE SPECIFICATIONS

AT06P-0C

SERVICE DATE

Oil Pump

Body clearance	STD	0.0028 – 0.0059 in.	0.07 – 0.15 mm
	Maximum	0.012 in.	0.3 mm
Tip clearance	STD	0.0043 – 0.0055 in.	0.11 – 0.14 mm
	Maximum	0.012 in.	0.3 mm
Side clearance	STD	0.0008 – 0.0020 in.	0.02 – 0.05 mm
	Maximum	0.004 in.	0.1 mm
Pump body bushing inside diameter	Maximum	1.5031 in.	38.18 mm
Stator shaft bushing inside diameter			
	Front side	0.8492 in.	21.57 mm
Maximum			
	Rear side	1.0657 in.	27.07 mm
Maximum			

Direct Clutch

Clutch drum bushing inside diameter	Maximum	1.8531 in.	47.07 mm
Direct clutch piston stroke		0.0437 – 0.0567 in.	1.11 – 1.44 mm
Flange thickness		0.1024 in.	2.60 mm
		0.1181 in.	3.00 mm

Forward Clutch

Piston stroke		0.0555 – 0.0717 in.	1.41 – 1.82 mm
Flange thickness		0.110 in.	2.8 mm
		0.118 in.	3.0 mm
		0.126 in.	3.2 mm
		0.134 in.	3.4 mm
		0.142 in.	3.6 mm

Front Planetary Gear

AUTOMATIC TRANSAXLE – SERVICE SPECIFICATIONS

Ring gear bushing inside diameter	Standard	0.7490 – 0.7500 in.	19.025 – 19.050 mm
Planetary pinion gear thrust clearance	Standard	0.0079 – 0.0197 in.	0.20 – 0.50 mm

Rear Planetary Gear

Planetary pinion gear thrust clearance	Standard	0.0079 – 0.0197 in.	0.20 – 0.50 mm
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Overdrive Unit

Overdrive direct clutch piston stroke		0.0476 – 0.0752 in.	1.21 – 1.91 mm
Overdrive direct clutch bushing inside diameter	Maximum	0.8697 in.	22.09 mm
Counter drive gear preload		920 – 1,530 gf	9 – 15 N 2.0 – 3.4 lbf
Planetary pinion gear thrust clearance	Standard	0.0079 – 0.0197 in.	0.20 – 0.50 mm

Valve Body Spring

Spring	Free length and Coil outer diameter mm (in.)	Total No. of coils and Color
Upper valve body		
Throttle modulator valve	9.5 (0.374) 21.7 (0.854)	9.5 None
Accumulator control valve	10.6 (0.417) 28.1 (0.105)	13.0 Yellow
Low coast modulator valve	7.9 (0.311) 21.6 (0.850)	11.5 None
Down shift plug	8.7 (0.344) 29.8 (1.172)	13.5 Yellow
Throttle valve	9.2 (0.362) 30.7 (1.209)	9.5 None
Second coast modulator valve	8.5 (0.336) 20.9 (0.824)	10.0 Light Green
Cut-back valve	6.0 (0.236) 21.8 (0.858)	13.5 None
Lock-up relay valve	10.2 (0.402) 26.6 (1.046)	11.5 Green
Lower valve body		
Pressure relief valve	6.4 (0.252) 11.2 (0.441)	7.5 None
1 – 2 shift valve	9.7 (0.382) 29.3 (1.152)	10.5 None
2 – 3 shift valve	9.7 (0.382) 29.3 (1.152)	10.5 None
3 – 4 shift valve	9.7 (0.382) 29.3 (1.152)	10.5 None
Primary regulator valve	18.6 (0.732) 66.7 (2.453)	12.5 None
Secondary regulator valve	10.9 (0.429) 43.6 (1.717)	11.5 None
Lock-up signal valve	8.2 (0.323) 30.0 (1.181)	11.5 None
Cooler By-pass valve	11.0 (0.433) 19.9 (0.784)	8.5 None

Valve Body Retainer

Retainer	Height mm (in.)	Width mm (in.)	Thickness mm (in.)
Upper valve body			
Throttle Modulator valve	9.2 (0.362)	5.0 (0.197)	3.2 (0.126)
Accumulator control valve	11.5 (0.453)	5.0 (0.197)	3.2 (0.126)
Cut-back valve	9.2 (0.591)	5.0 (0.197)	3.2 (0.126)
Lock-up relay valve	15.0 (0.591)	5.0 (0.197)	3.2 (0.126)
Second coast modulator valve	15.0 (0.591)	5.0 (0.197)	3.2 (0.126)
Lower valve body			
Primary regulator valve	9.2 (0.362)	5.0 (0.197)	3.2 (0.126)

AUTOMATIC TRANSAXLE – SERVICE SPECIFICATIONS

1 – 2 shift valve	9.2 (0.362)	5.0 (0.197)	3.2 (0.126)
2 – 3 shift valve	8.0 (0.315)	5.0 (0.197)	3.2 (0.126)
3 – 4 shift valve	8.0 (0.315)	5.0 (0.197)	3.2 (0.126)
Lock-up signal valve	15.0 (0.591)	5.0 (0.197)	3.2 (0.126)

Accumulator Spring

Spring	Free length mm (in.)	Color
C ₁	57.64 (2.2693)	Red, Purple
B ₂	69.39 (2.7323)	Green, White
C ₂	70.21 (2.7641)	Purple

Differential

Drive pinion preload (at starting)	New bearing	10 – 16 kgf-cm	1.0 – 1.6 N·m 8.7 – 13.9 in.-lbf
	Reused bearing	5 – 8 kgf-cm	0.5 – 0.8 N·m 4.3 – 6.9 in.-lbf
Total preload (at starting)	Add drive pinion preload		
	New bearing	2.9 – 4.0 kgf-cm	0.3 – 0.4 N·m 2.5 – 3.5 in.-lbf
	Reused bearing	1.5 – 2.0 kgf-cm	0.1 – 0.2 N·m 1.3 – 1.7 in.-lbf
Pinion to side gear backlash	0.0020 – 0.0079 in.		0.05 – 0.20 mm
Side gear thrust washer thickness	0.0374 in.		0.95 mm
	0.0394 in.		1.00 mm
	0.0413 in.		1.05 mm
	0.0433 in.		1.10 mm
	0.0427 in.		1.20 mm
	0.0427 in.		1.20 mm

AUTOMATIC TRANSAXLE – SERVICE SPECIFICATIONS

Side bearing adjusting shim thickness	0.0748 in.	1.90 mm
		1.95 mm
	0.0768 in.	2.00 mm
	0.0787 in.	2.05 mm
	0.0807 in.	2.10 mm
	0.0827 in.	2.15 mm
	0.0846 in.	2.20 mm
	0.0866 in.	2.25 mm
	0.0886 in.	2.30 mm
	0.0906 in.	2.35 mm
	0.0925 in.	2.40 mm
	0.0945 in.	2.45 mm
	0.0965 in.	2.50 mm
	0.0984 in.	2.55 mm
	0.1004 in.	2.60 mm
	0.1024 in.	2.65 mm
	0.1043 in.	2.70 mm
	0.1063 in.	2.75 mm
	0.1083 in.	2.80 mm
	0.1103 in.	

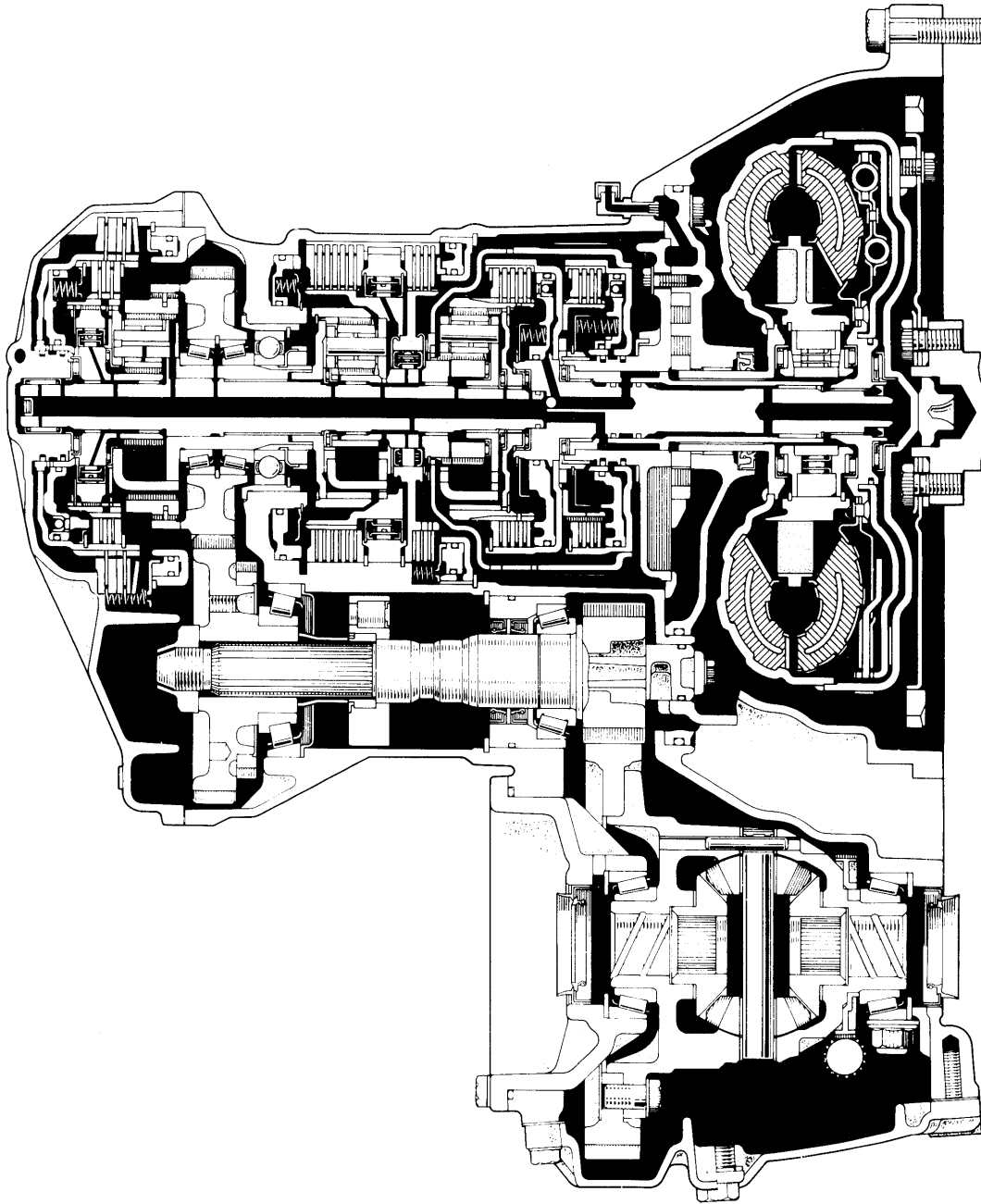
TORQUE SPECIFICATION

Part tightened	N-m	kgf-cm	ft-lbf
Stator shaft x Oil pump body	10	100	7
Upper valve body x Lower valve body	5.4	55	48 <in.lbf>
Ring gear x Differential case	97	985	71
Side bearing cap x Transaxle case	72	730	53
Bearing retainer x Transaxle case	19	195	14
Counter drive gear x Drive pinion	172	1,750	127
Carrier cover x Transaxle case	25	250	18
Parking lock pawl bracket	7.4	75	65 in.·lbf
Overdrive case x Transaxle case	25	260	19
Oil pump x Transaxle case	22	220	16
Valve body x Transaxle case	10	100	7
Manual valve body x Transaxle case	10	100	7
Detent spring x Valve body	10	100	7
Oil tube bracket x Transaxle case	10	100	7
Oil strainer x Valve body	10	100	7
Oil pan x Transaxle case	4.9	50	43 in.·lbf
Park/Neutral position switch	6.9	70	61 in.·lbf
Park/Neutral position switch adjusting bolt	5.4	55	48 in.·lbf
Union	27	275	20

GENERAL DESCRIPTION

The A140E automatic transaxle described in this AX section is a 4-speed lock-up automatic transaxle developed exclusively for use with a transversely-mounted engine. AX0EP-02

Sectional View

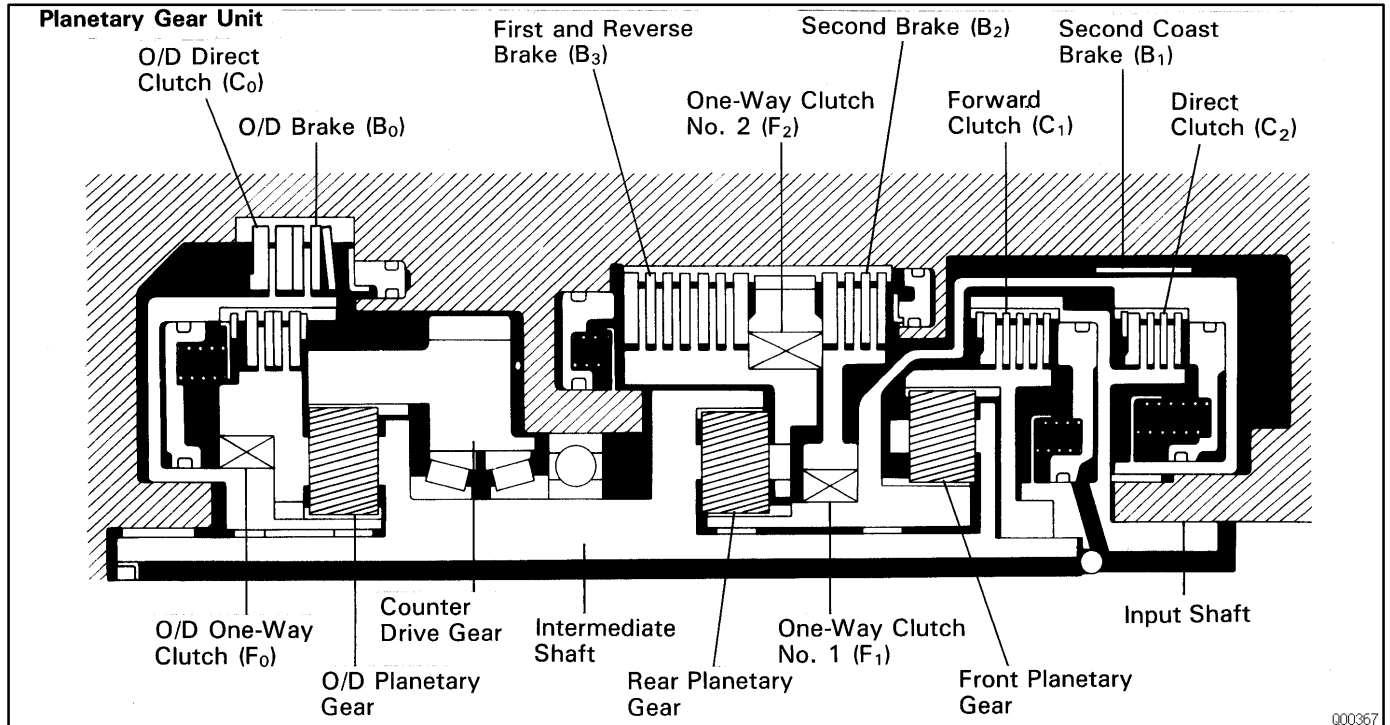


General Specifications

Type of Transaxle		A140E
Type of Engine		5S-FE
Torque Converter Clutch Stall Torque Ratio		2.0 : 1
Lock-up Mechanism		Equipped
Gear Ratio	1st Gear	2.810
	2nd Gear	1.549
	3rd Gear	1.000
	O/D Gear	0.706
	Reverse Gear	2.296
Number of Discs and Plates	O/D Direct Clutch (C ₀)	2/1
	Forward Clutch (C ₁)	4/4
	Direct Clutch (C ₂)	3/3
	Second Brake (B ₂)	3/3
	First and Reverse Brake (B ₃)	6/5
	O/D Brake (B ₀)	2/3
B ₁ Band Width	mm (in.)	25 mm (0.98 in.)
ATF Type		ATF DEXRON® @@@@: [g 2]
Capacity	liter (US qts, Imp. qts)	
	Transaxle	5.6 (5.9, 4.9)
	Differential	1.6 (1.7, 1.4)

OPERATION OPERATION

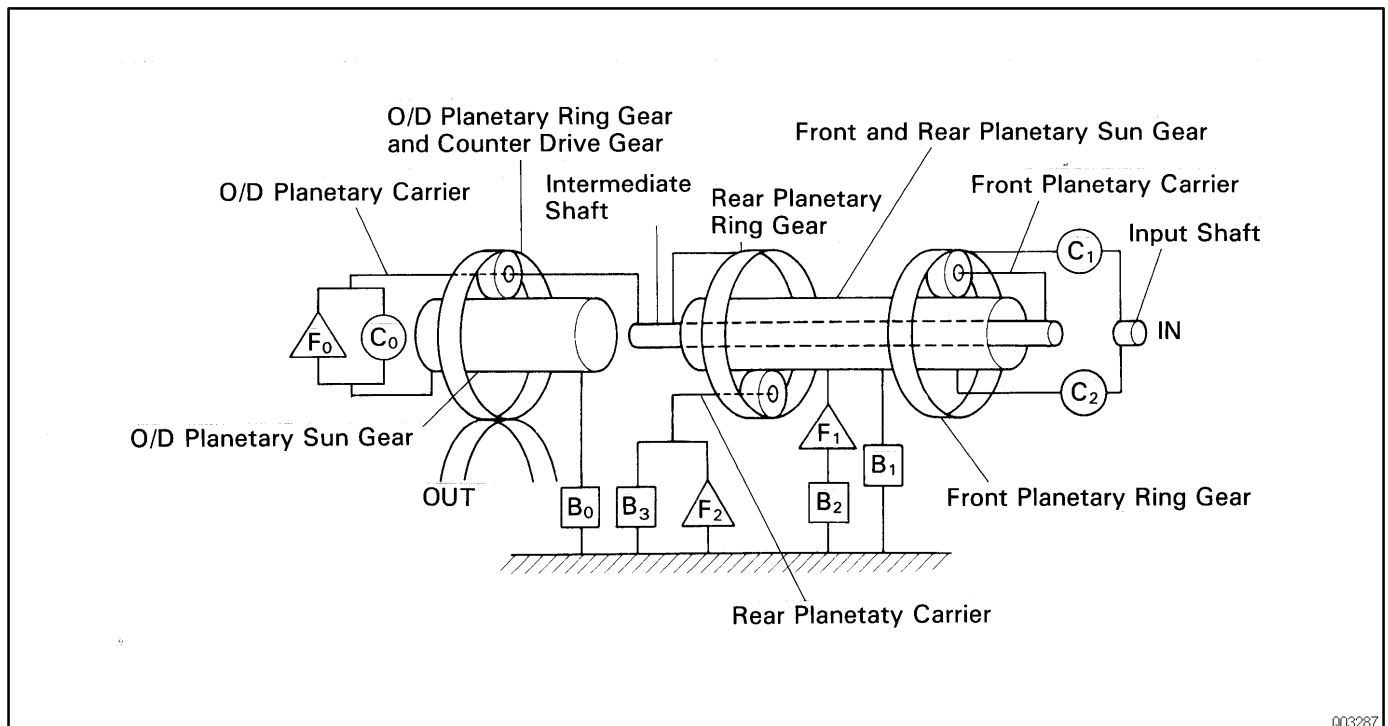
AX05W-01



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	○	○			○	○		○	○	
	*3rd	○	○	○			○		○		
L	1st	○	○					○	○		○
	*2nd	○	○			○	○		○	○	

1. FUNCTION OF COMPONENTS

FUNCTION	OPERATION
O/D Direct Clutch (C ₀)	Connects overdrive sun gear and overdrive carrier
O/D Brake (B ₀)	Prevents overdrive sun gear from turning either clockwise or counterclockwise
O/D One-way Clutch (F ₀)	When transmission is being driven by engine, connects overdrive sun gear and overdrive carrier.
Front Clutch (C ₁)	Connects input shaft and intermediate shaft
Rear Clutch (C ₂)	Connects input shaft and front and rear planetary sun gears
No.1 Brake (B ₁)	Prevents front and rear planetary sun gears from turning either clockwise or counterclockwise
No.2 Brake (B ₂)	Prevents outer race of F ₁ from turning either clockwise or counterclockwise, thus preventing front and rear planetary sun gears from turning counterclockwise
No.3 Brake (B ₃)	Prevents front planetary carrier from turning either clockwise or counterclockwise
No.1 One-way Clutch (F ₁)	When B ₂ is operating prevents front and rear planetary sun gears from turning counterclockwise
No.2 One-way Clutch (F ₂)	Prevents front planetary carrier from turning counterclockwise



2. HYDRAULIC CONTROL SYSTEM

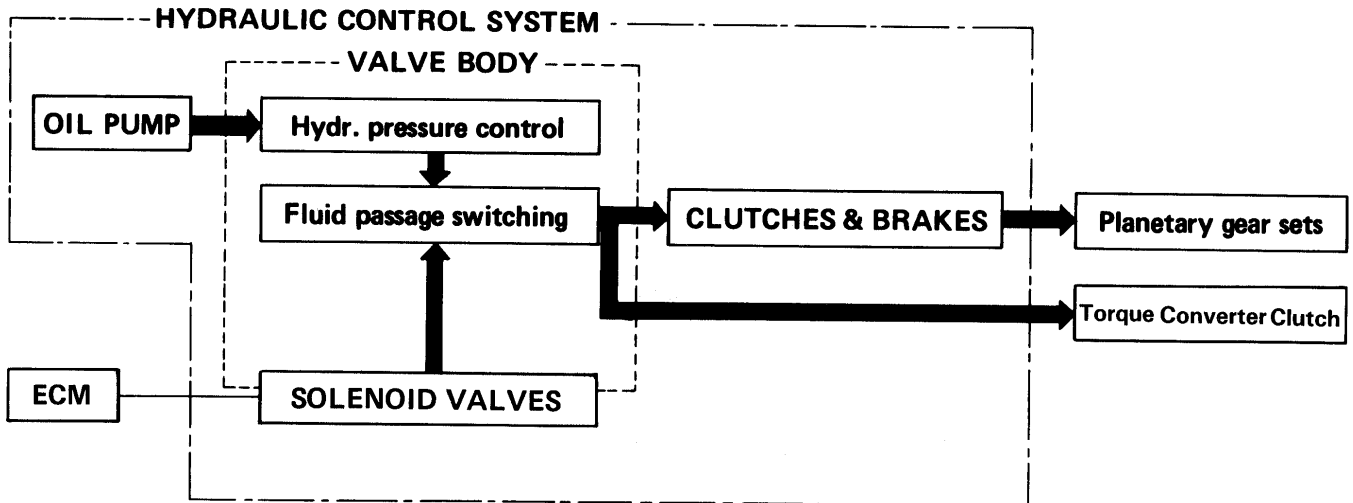
The hydraulic control system is composed of the oil pump, the valve body, the solenoid valves, the accumulators, the clutches and brakes, and the governor valve as well as the fluid passages which connect all of these components.

Based on the hydraulic pressure created by the oil pump, the hydraulic control system governs the hydraulic pressure acting on the torque converter clutch, clutches and brakes in accordance with the vehicle driving conditions.

There are three solenoid valves on the valve body.

The No.1 and No.2 solenoid valves are turned on and off by signals from the ECM to operate the shift valves and change the gear shift position.

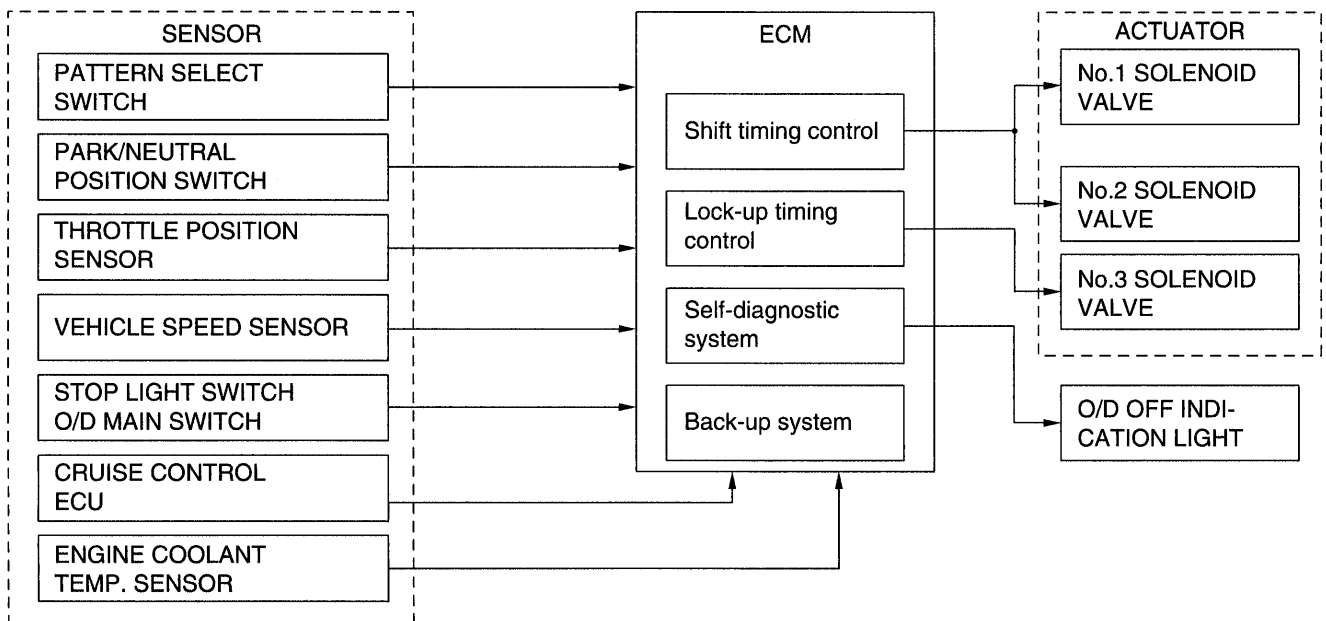
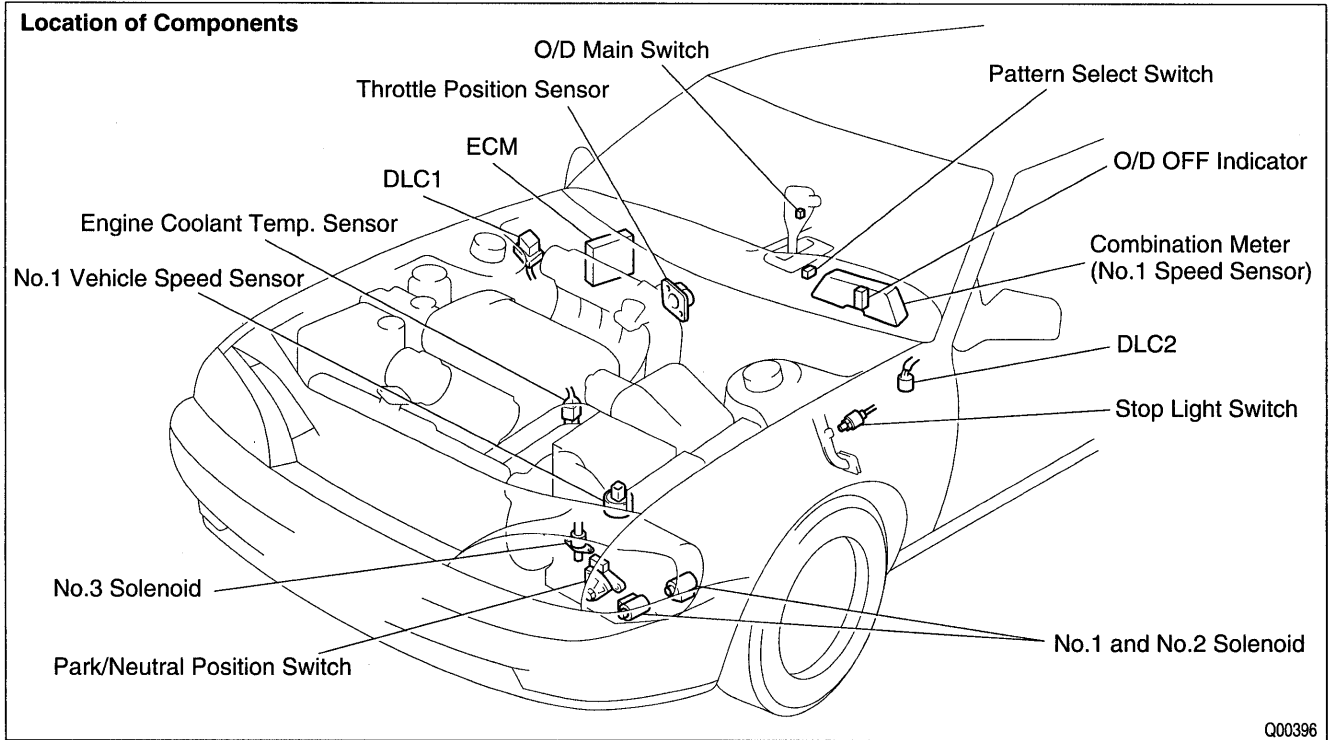
The No.3 solenoid valve is operated by signals from the ECM to engage or disengage the lock-up clutch of the torque converter.



2. ELECTRONIC CONTROL SYSTEM

The electronic control system for controlling the shift timing and the operation of the lock-up clutch is composed of the following 3 parts:

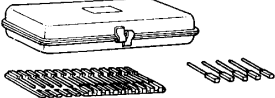

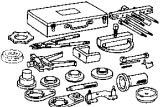
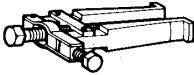
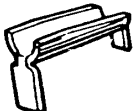
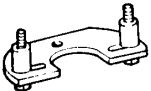
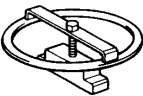

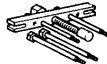
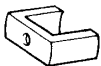



- (a) **Sensors:** These sense the vehicle speed and throttle position and send this data to the ECM in the form of electronic signals.
- (b) **ECM:** This determines the shift and lock-up timing based upon the signals from the sensors.
- (c) **Actuators:** Solenoid valves divert hydraulic pressure from one circuit of the hydraulic control unit to another, thus controlling shifting and lock-up timing.





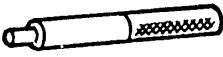
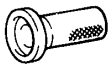



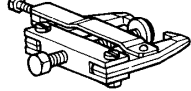
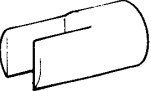
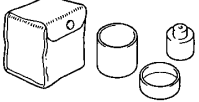
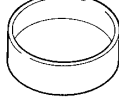
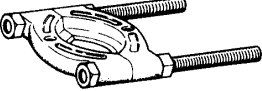
PREPARATION

SST (SPECIAL SERVICE TOOLS)

AX0EG-02

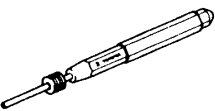
	<p>09240-00020 Wire Gauge Set</p>	
	<p>09330-00021 Companion Flange Holding Tool</p>	
	<p>09350-32014 TOYOTA Automatic Transmission Tool Set</p>	
	<p>09308-10010 Oil Seal Puller</p>	
	<p>(09351-32020) Stator Stopper</p>	
	<p>(09351-32032) Counter Driven Gear Holding Tool</p>	
	<p>(09351-32040) No.1 Piston Spring Compressor</p>	
	<p>(09351-32050) Snap Ring Expander</p>	
	<p>(09351-32061) Oil Pump Puller</p>	
	<p>(09351-32070) No.2 Piston Spring Compressor</p>	
	<p>(09351-32080) Lock Nut Wrench</p>	
	<p>(09351-32090) Oil Seal Remover & Replacer</p>	
	<p>(09351-32100) Drive Pinion Bearing Replacer</p>	

AUTOMATIC TRANSAXLE – PREPARATION

	<p>(09351-32111) Side Bearing Race Replacer</p>	
	<p>(09351-32120) Overdrive Bearing Replacer</p>	
	<p>(09351-32130) Handle</p>	
	<p>(09351-32140) Oil Seal Replacer</p>	
	<p>(09351-32150) Oil Seal Replacer</p>	
	<p>(09351-32190) Measure Terminal</p>	
	<p>(09351-32200) No.3 Piston Spring Compressor</p>	
	<p>09502-10012 Differential Side Bearing Puller •</p>	
	<p>09564-32011 Differential Preload Adaptor</p>	
	<p>09710-28020 Front Suspension Bushing Tool Set•</p>	
	<p>(09710-08040) Bushing Replacer•</p>	
	<p>09950-00020 Bearing Remover</p>	

RECOMMENDED TOOL

AX0ER-02

	<p>09031-00030 Pin Punch .</p>	
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EQUIPMENT

Feeler gauge	
Vernier calipers	
Dial indicator or dial indicator with magnetic base	
Straight edge	
Torque wrench	

LUBRICANT

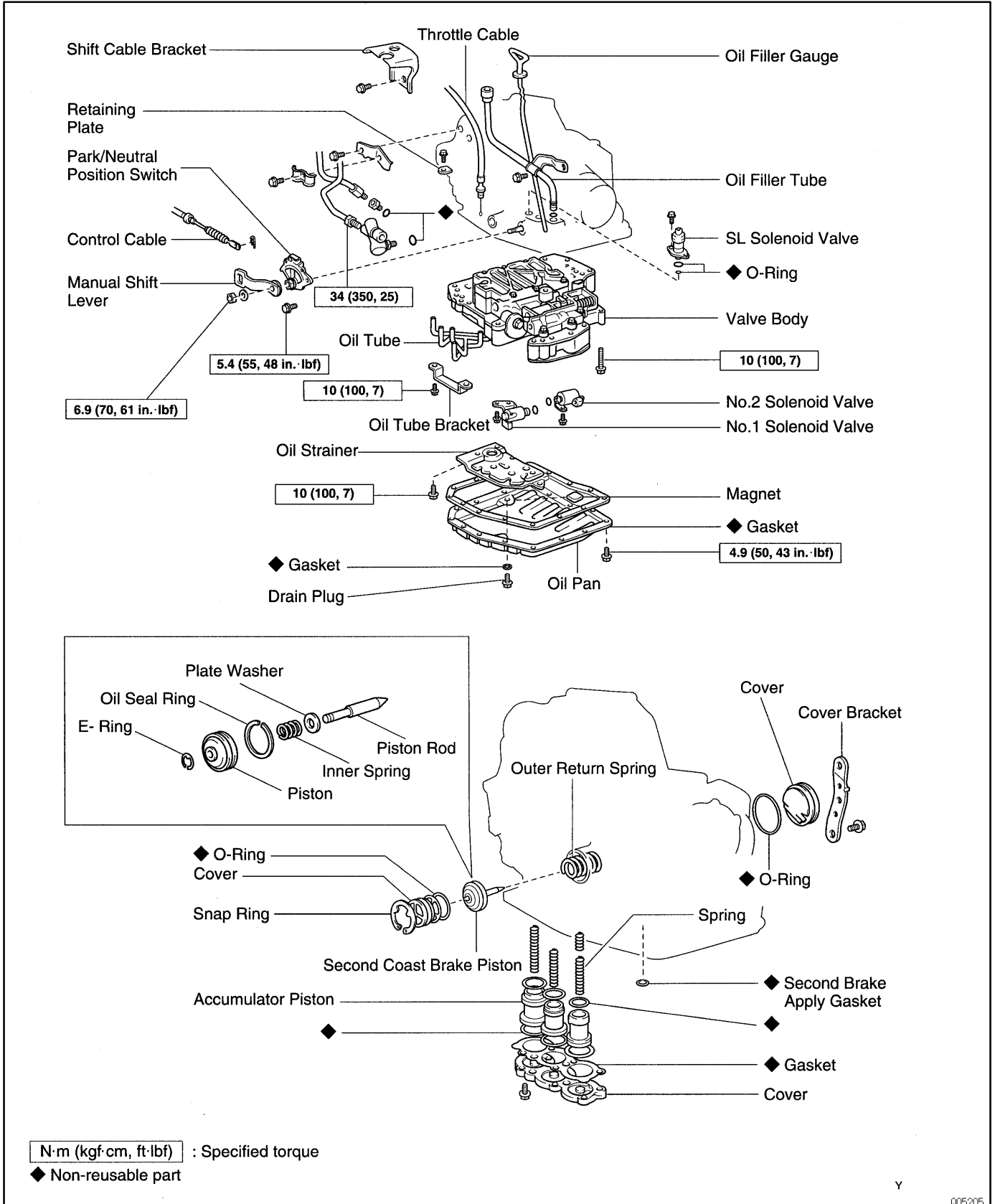
Item	Liters		Clacification
	US qts	Imp qts	
Automatic Transaxle Fluid		5.6	ATF DEXRON® @@@@: [g 2]
(w/o Differential Fluid) Dry Fill	5.9	4.9	
Drain and Refill		2.5	
	2.6	2.2	
Differential Fluid		1.6	ATF DEXRON® @@@@: [g 2]
	1.7	1.4	

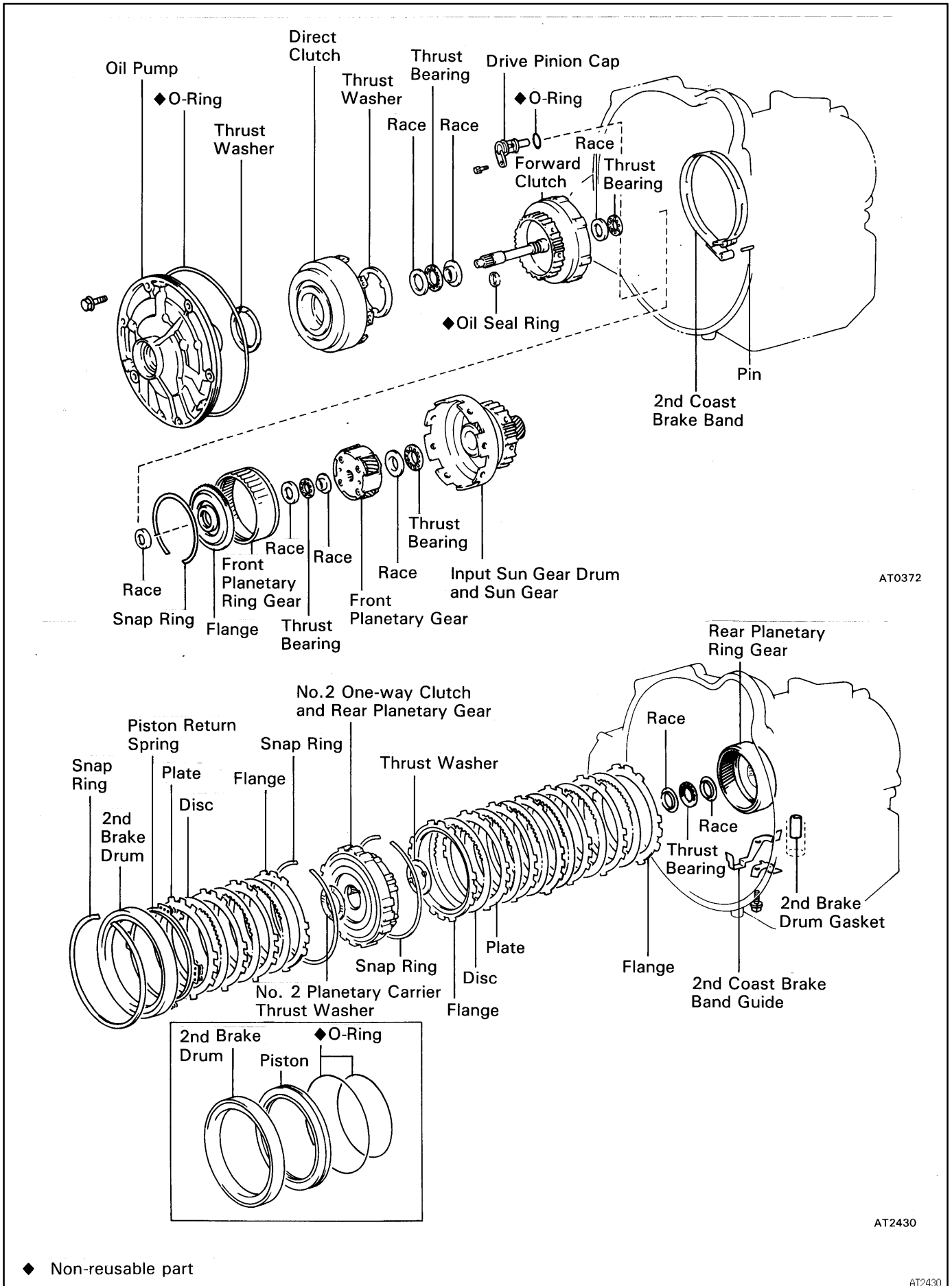
SSM (SPECIAL SERVICE MATERIALS)

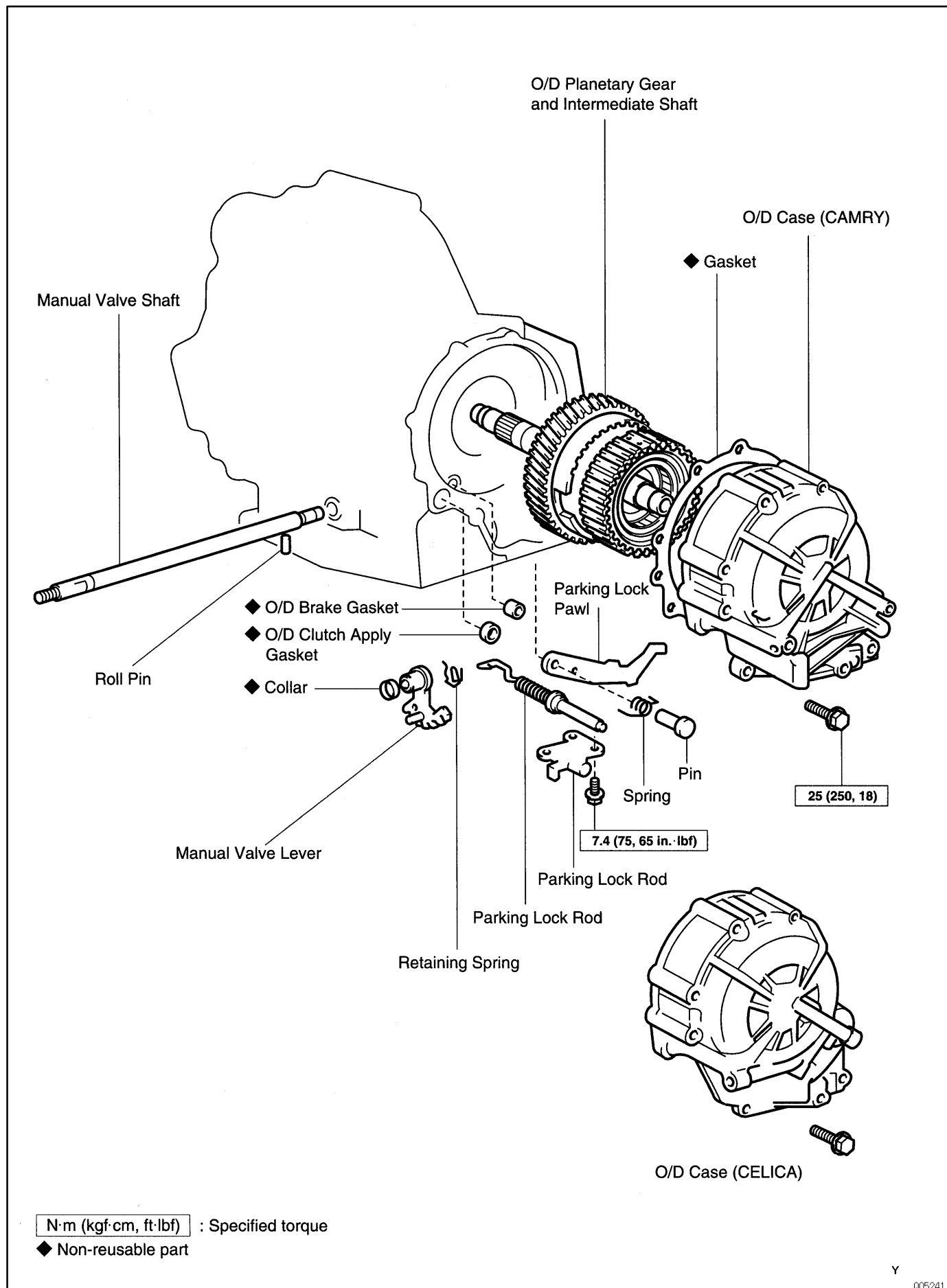
08826-00090	Seal Packing 1281, THREE BOND 1281 or equivalent (FIPG)	
08833-00070	Adhesive 1324, THREE BOND 1324 or equivalent	

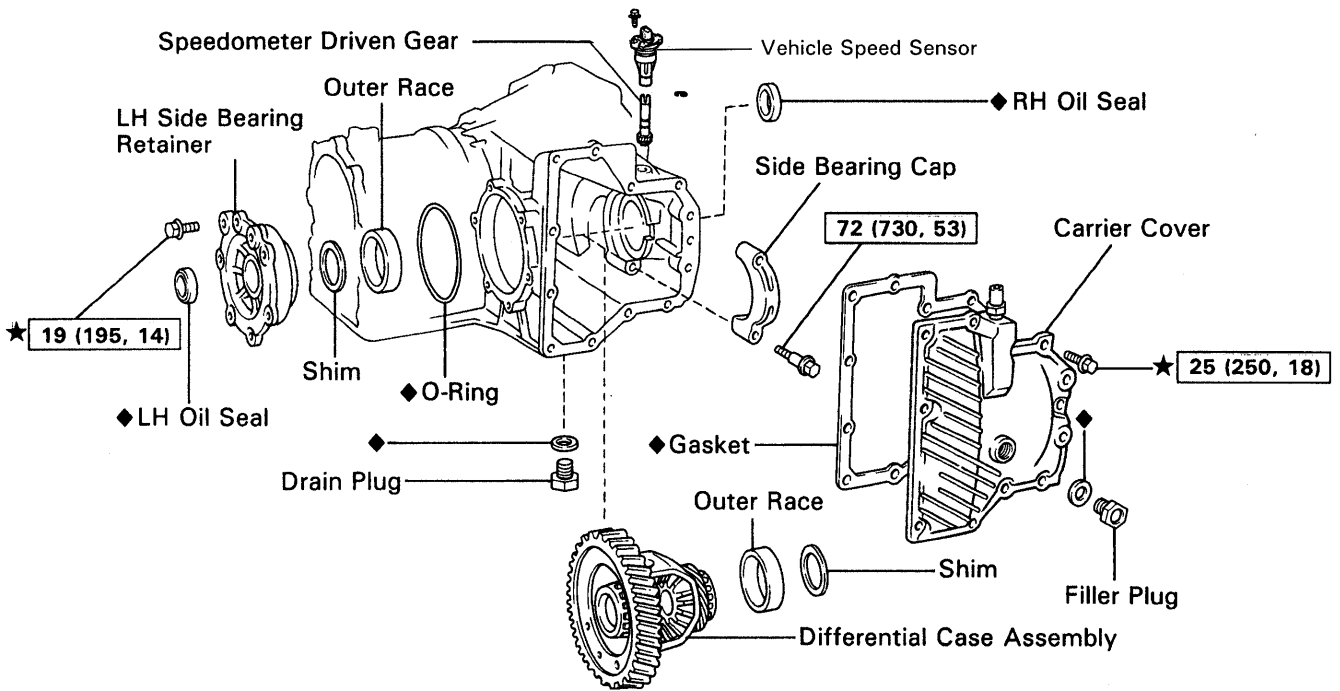
COMPONENT PARTS REMOVAL COMPONENTS

AX0GS-02

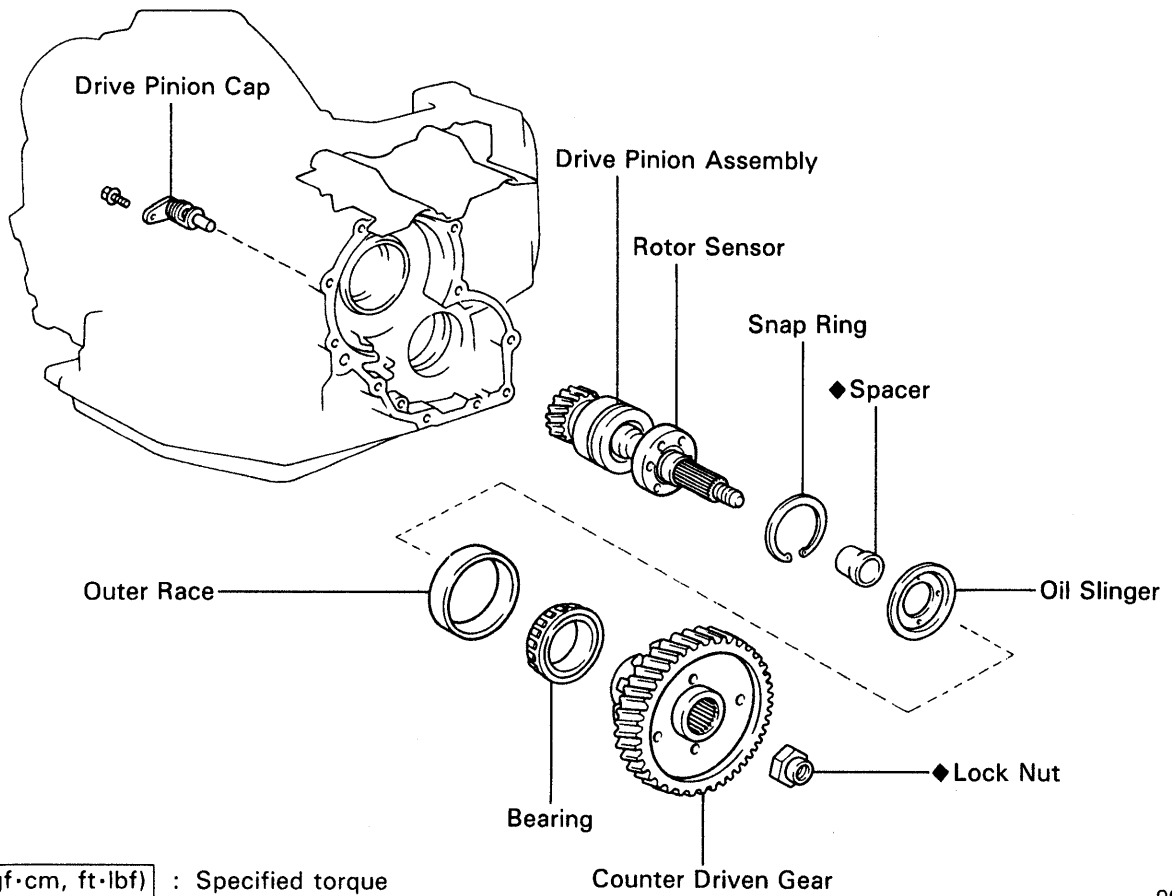








Q00389

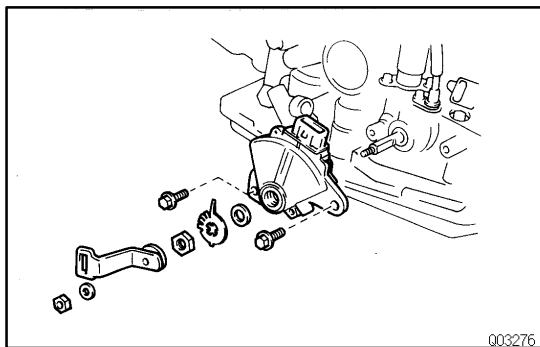


Q00047

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

◆ Non-reusable part

★ Precoated part

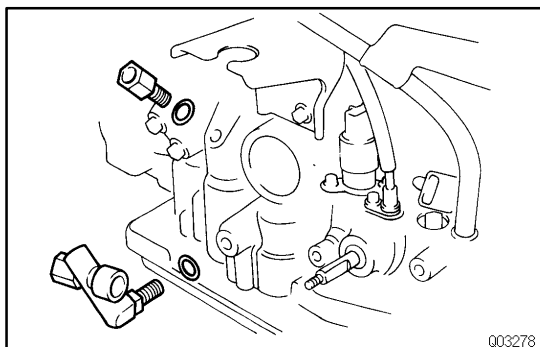


003276

SEPARATE BASIC SUBASSEMBLY

1. REMOVE PARK/NEUTRAL POSITION SWITCH

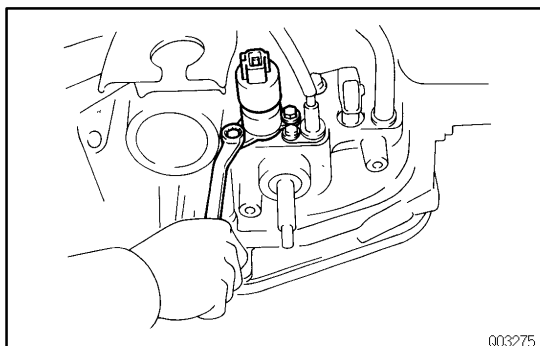
- (a) Remove the manual shift lever.
- (b) Pry off the lock washer and remove the manual valve shaft nut.
- (c) Remove the 2 bolts and pull out the park/neutral position switch.



003278

2. REMOVE UNION AND ELBOW

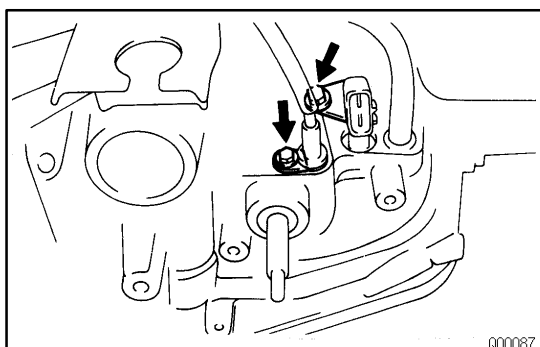
- (a) Using the open end wrench, remove the union and elbow.
- (b) Remove the O-rings from the union and elbow.



003275

3. REMOVE SL SOLENOID

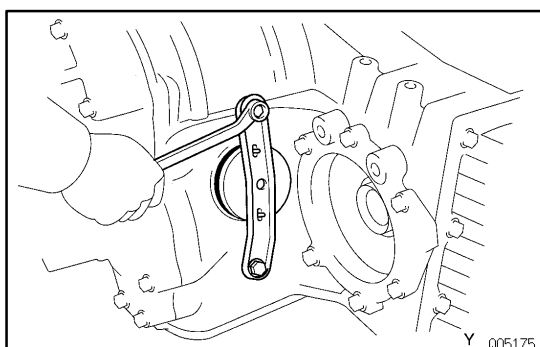
- (a) Disconnect the connector.
- (b) Remove the 2 bolts and SL solenoid.



000087

4. REMOVE THROTTLE CABLE RETAINING PLATE

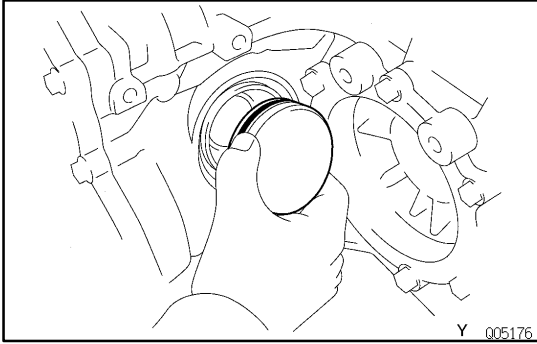
5. REMOVE SOLENOID WIRE RETAINING BOLT



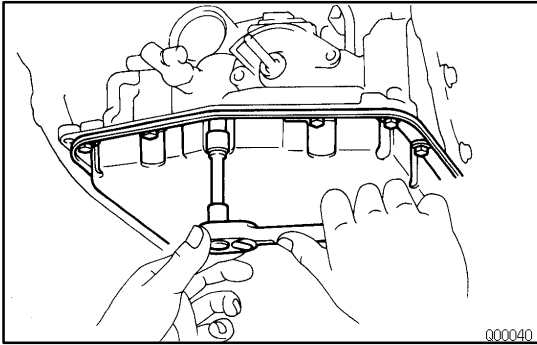
005175

6. REMOVE COVER

- (a) Remove the 2 bolts and cover bracket.



(b) Remove the cover.



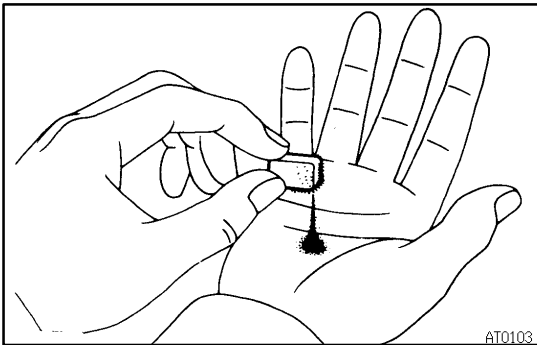
7. REMOVE OIL PAN AND GASKET

(a) Remove the 15 bolts.

(b) Remove the oil pan by lifting transaxle case.

NOTICE: Do not turn the transaxle over as this will contaminate the valve body with the foreign materials in the bottom of the oil pan.

(c) Place the transaxle on wooden blocks to prevent damage to the tube bracket.

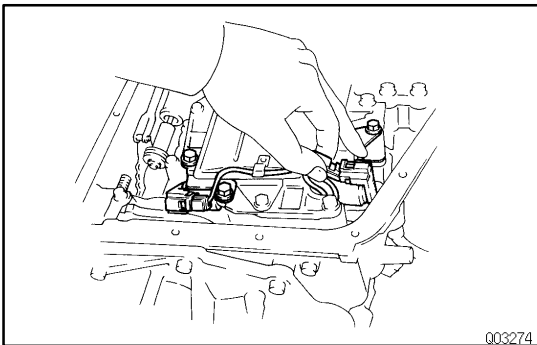


8. EXAMINE PARTICLES IN PAN

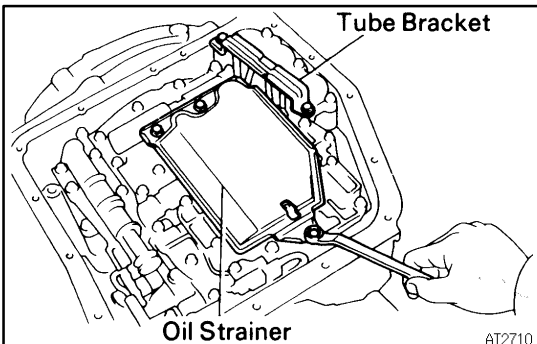
Remove the magnets and use them to collect any steel chips. Look carefully at the chips and particles in the oil pan and on the magnets to anticipate what type of wear you will find in the transmission:

Steel (magnetic): bearing, gear and plate wear

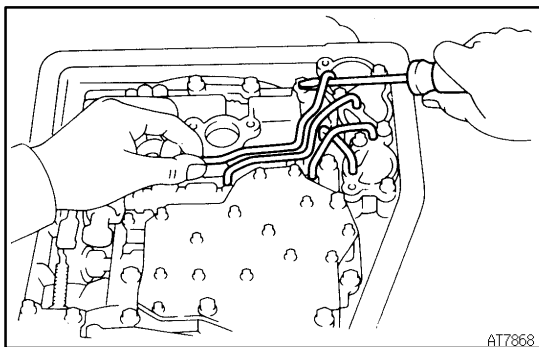
Brass (non-magnetic): bushing wear



9. DISCONNECT NO.1 AND NO.2 SOLENOID CONNECTORS

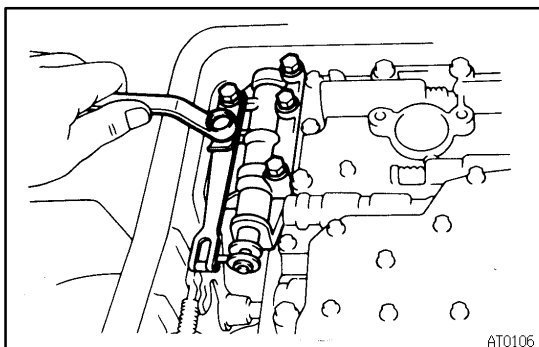


10. REMOVE TUBE BRACKET AND OIL STRAINER



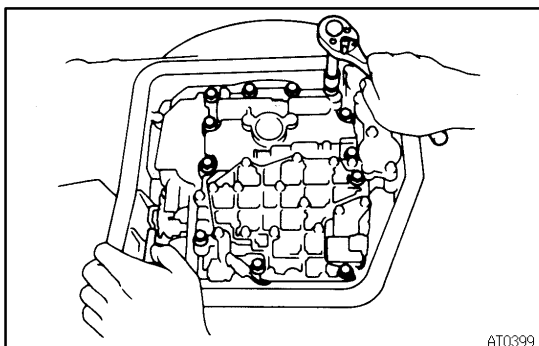
11. REMOVE OIL TUBES

Pry up both tube ends with a large screwdriver and remove the 4 tubes.



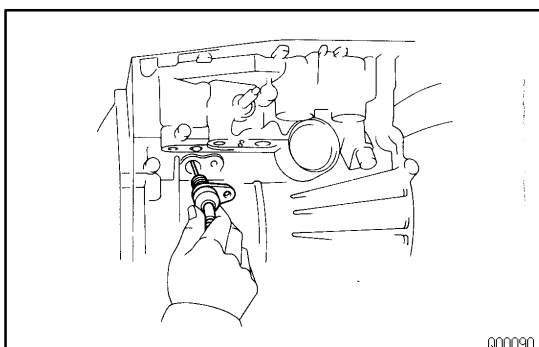
12. REMOVE MANUAL DETENT SPRING

13. REMOVE MANUAL VALVE AND MANUAL VALVE BODY

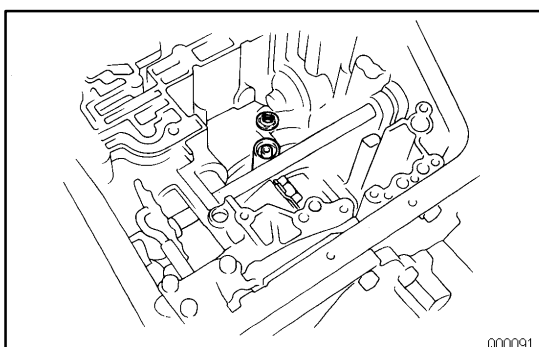


14. REMOVE VALVE BODY

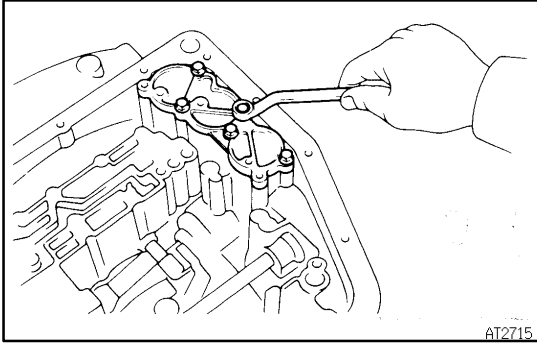
(a) Remove the 12 bolts.



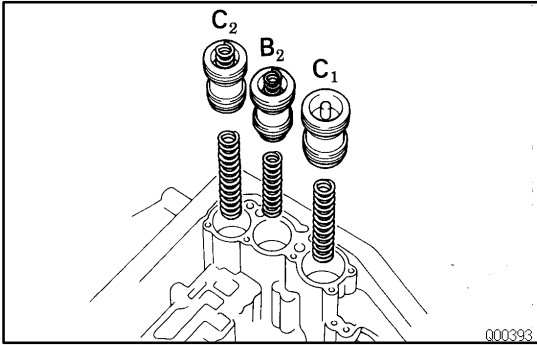
15. REMOVE THROTTLE CABLE AND SOLENOID WIRING FROM CASE



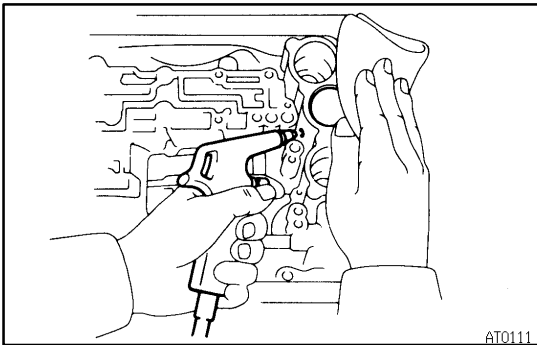
16. REMOVE SECOND BRAKE APPLY GASKET



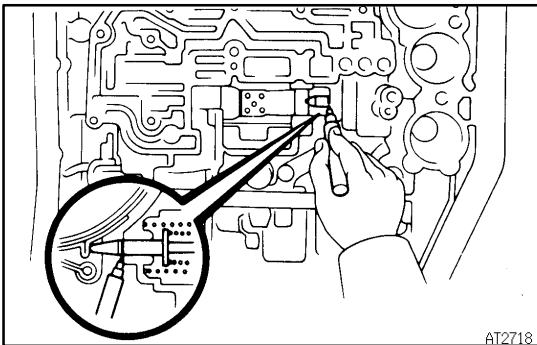
- 17. REMOVE ACCUMULATOR PISTON AND SPRINGS**
- (a) Loosen the 5 bolts one turn at a time until the spring tension is released.
 - (b) Remove the cover and gasket.



- (c) Remove the piston and spring for C₁ and C₂.
- (d) Remove the O-rings.

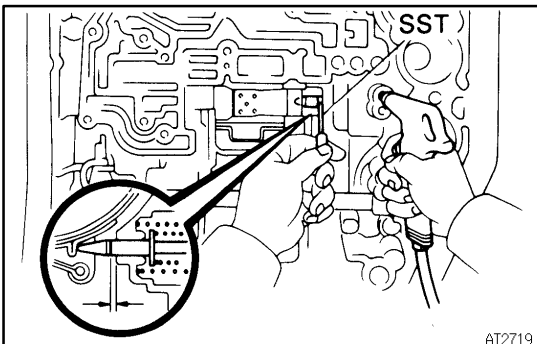


- (e) Pop out piston C₁ into a rag, using low-pressure compressed air 98 kPa (1 kgf/cm², 14 psi).
- (f) Remove the 2 O-rings from the B₂ piston.



18. MEASURE PISTON STROKE OF SECOND COAST BRAKE

- (a) Apply a small amount of paint to the piston rod at the point it meets the case.



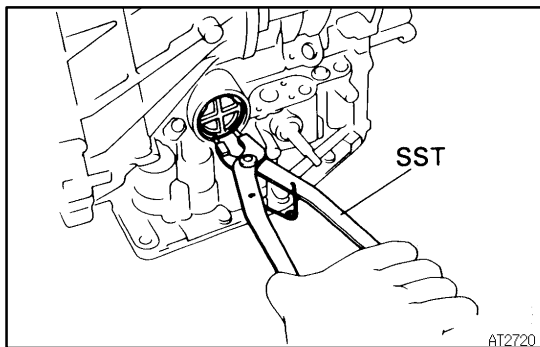
- (b) Using SST, measure the piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57 – 114 psi).

SST 09240-00020

Piston stroke:

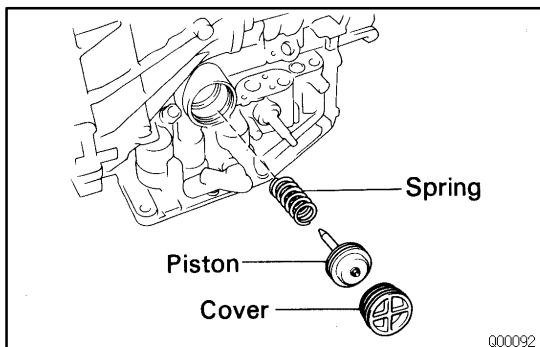
1.5 – 3.0 mm (0.059 – 0.118 in.)

If the piston stroke exceeds the limit, replace the piston rod or brake band.

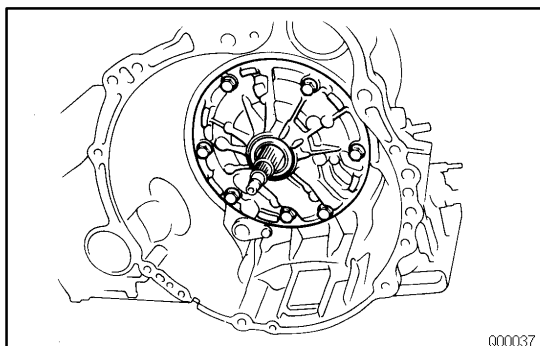


19. REMOVE SECOND COAST BRAKE PISTON

- (a) Using SST, remove the snap ring.
SST 09350-32014 (09351-32050)



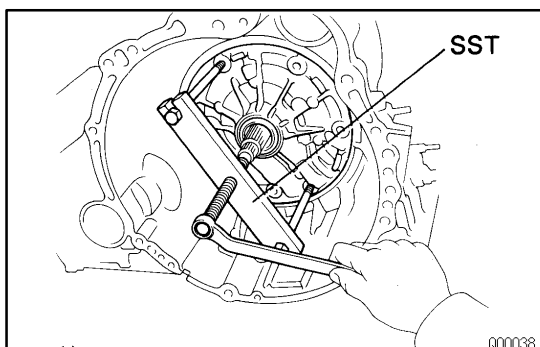
- (b) Remove the cover.
- (c) Remove the piston and outer return spring.
- (d) Remove the O-ring from the cover.



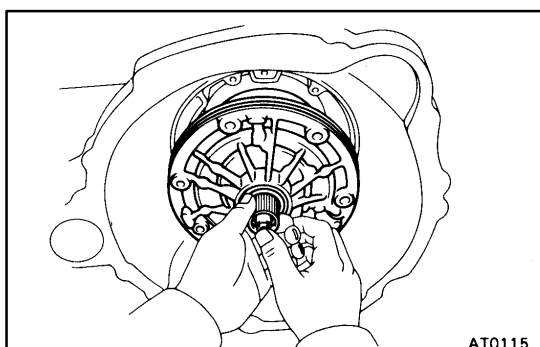
20. REMOVE OIL PUMP AND DIRECT CLUTCH

NOTICE: Before removing the oil pump, remove the second coast brake piston.

- (a) Remove the 7 bolts.



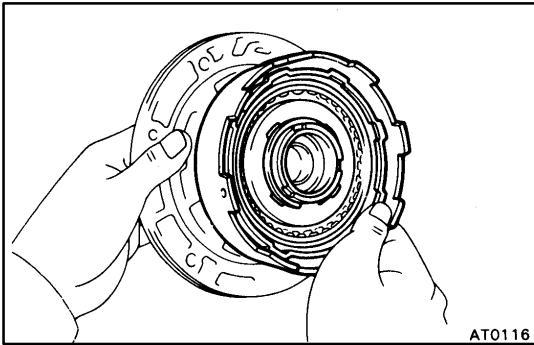
- (b) Using SST, pull out the oil pump from the transaxle case.
SST 09350-32014 (09351-32061)



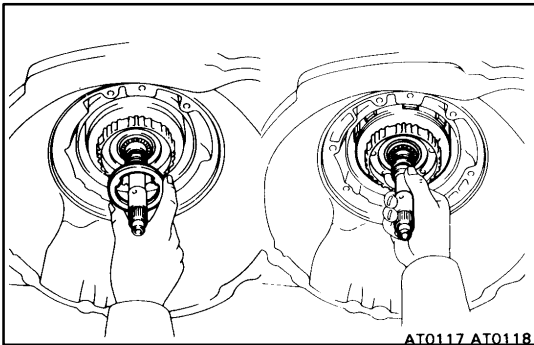
21. REMOVE OIL PUMP AND DIRECT CLUTCH

While holding the input shaft, grasp the pump stator shaft and pull the oil pump and direct clutch together out of the transaxle case.

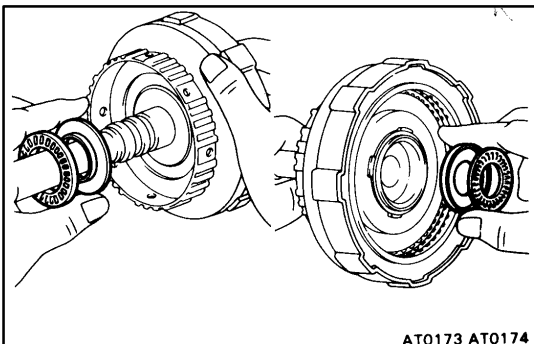
NOTICE: Push the second coast brake band into the case, being careful not to catch it on the direct clutch drum.



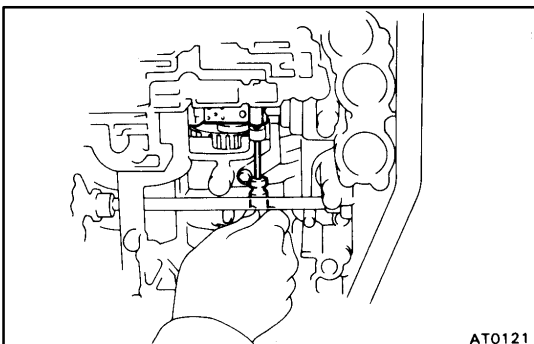
- 22. REMOVE DIRECT CLUTCH FROM OIL PUMP
- 23. BE CAREFUL WHEN REMOVING RACE BEHIND OIL PUMP



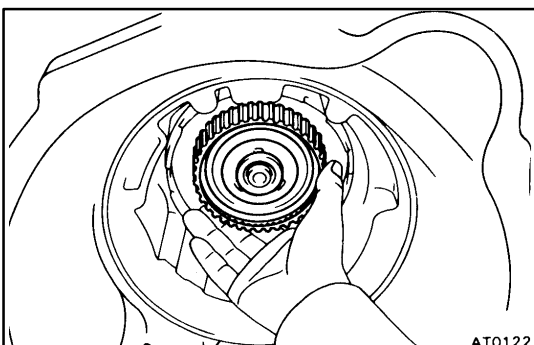
- 24. REMOVE CLUTCH DRUM THRUST WASHER
- 25. REMOVE FORWARD CLUTCH



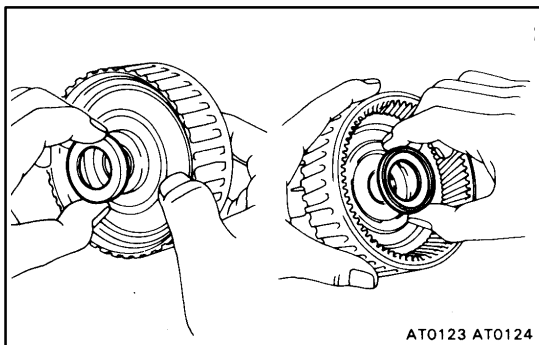
- 26. REMOVE BEARINGS AND RACES FROM FORWARD CLUTCH



- 27. REMOVE SECOND COAST BRAKE BAND
 - (a) Push the pin with a small screwdriver and remove it from the bolt hole of the oil pump mounting.
 - (b) Remove the brake band.

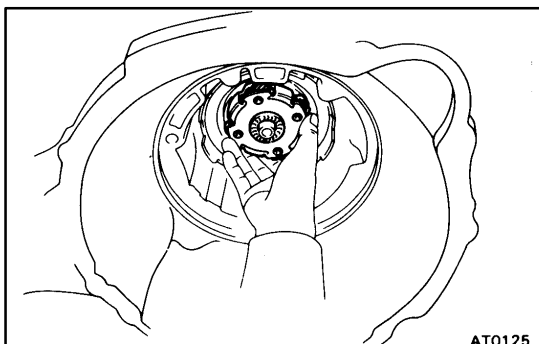


- 28. REMOVE FRONT PLANETARY RING GEAR



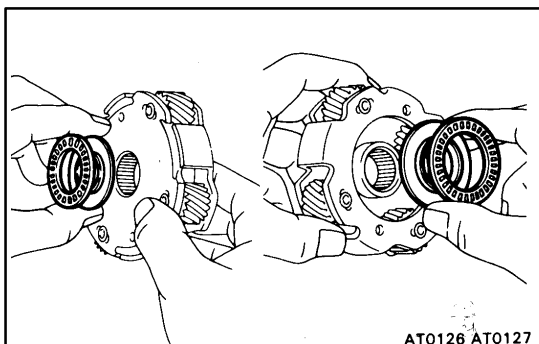
AT0123 AT0124

29. REMOVE BEARING RACES FROM FRONT PLANETARY RING GEAR



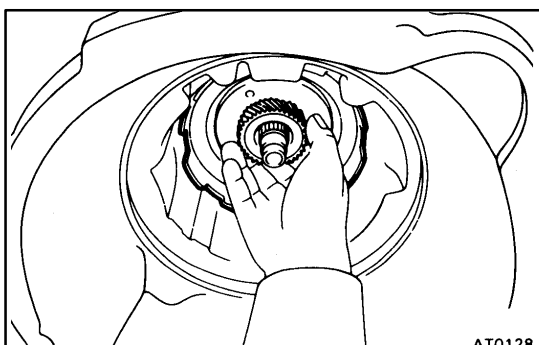
AT0125

30. REMOVE PLANETARY GEAR



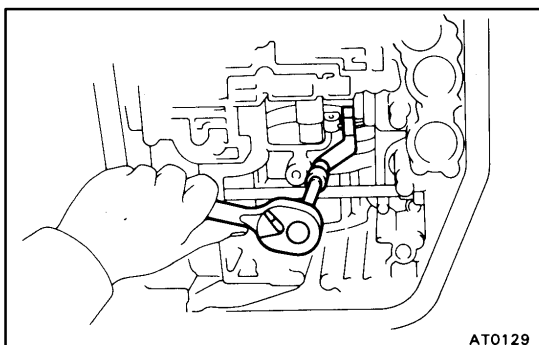
AT0126 AT0127

31. REMOVE RACES AND BEARINGS FROM PLANETARY GEAR



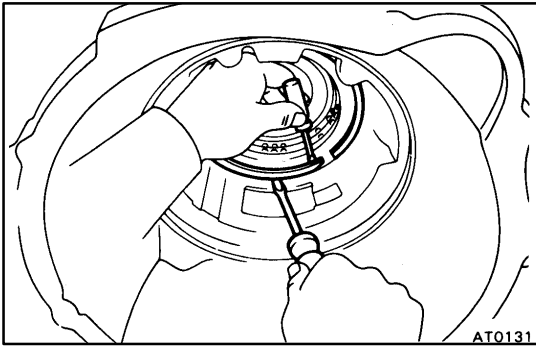
AT0128

32. REMOVE SUN GEAR, SUN GEAR INPUT DRUM, SECOND BRAKE HUB AND NO.1 ONE-WAY CLUTCH

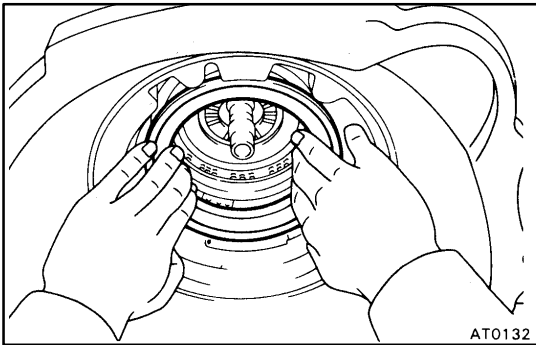


AT0129

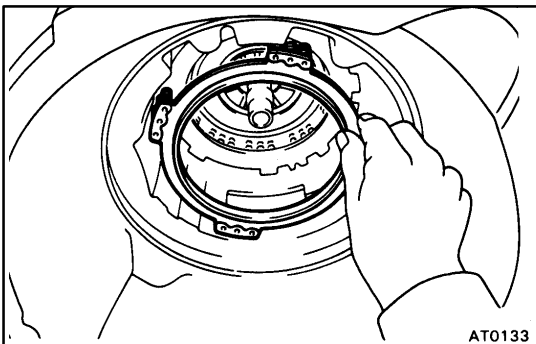
33. STAND TRANSMISSION CASE UP AND REMOVE SECOND COAST BRAKE BAND GUIDE



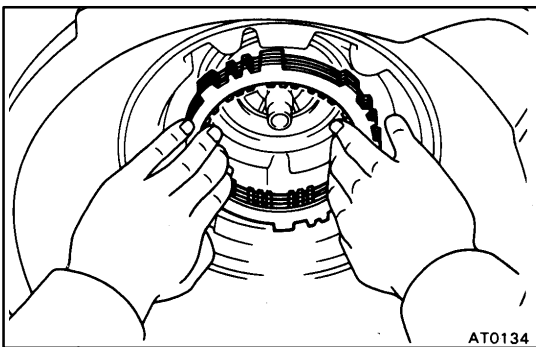
- 34. REMOVE SNAP RING HOLDING SECOND BRAKE DRUM TO CASE**



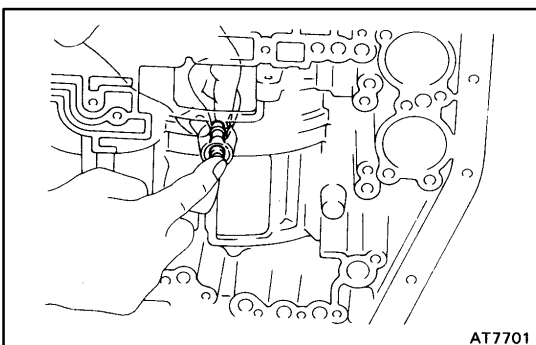
- 35. REMOVE SECOND BRAKE DRUM**
If the brake drum is difficult to remove, lightly tap it with a wooden block.



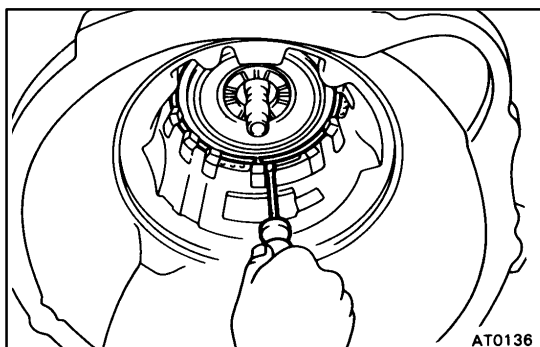
- 36. REMOVE SECOND BRAKE PISTON RETURN SPRING**



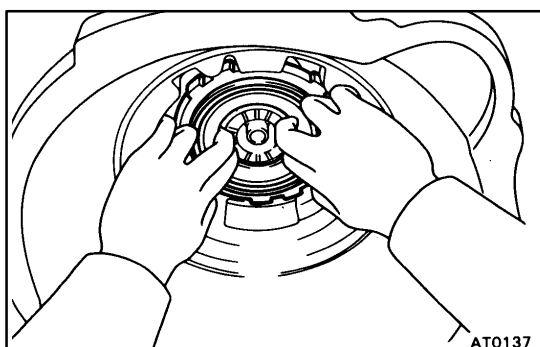
- 37. REMOVE PLATES, DISCS AND FLANGE**



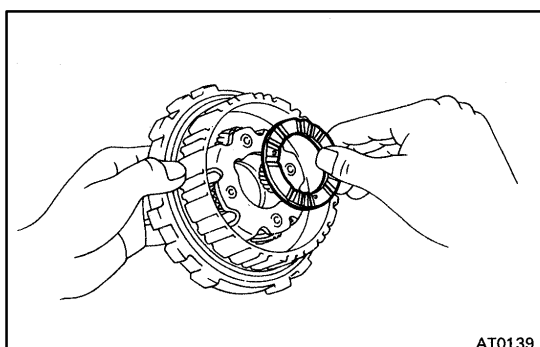
- 38. REMOVE SECOND BRAKE DRUM GASKET**



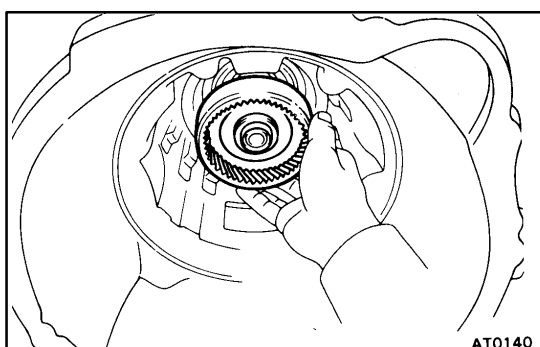
39. REMOVE SNAP RING HOLDING NO.2 ONE-WAY CLUTCH OUTER RACE TO CASE



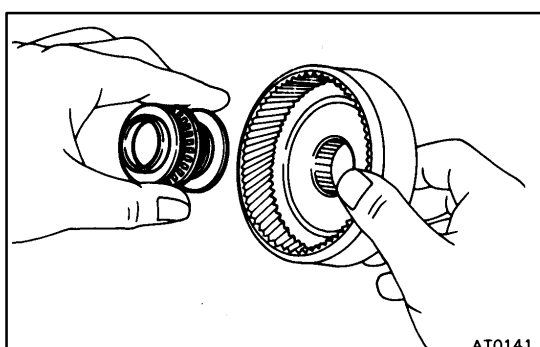
40. REMOVE NO.2 ONE-WAY CLUTCH AND REAR PLANETARY GEAR



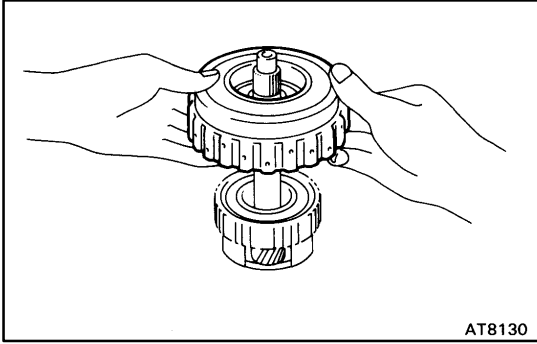
41. BE CAREFUL WHEN REMOVING THRUST WASHERS FROM BOTH SIDES OF PLANETARY CARRIER



42. REMOVE REAR PLANETARY RING GEAR



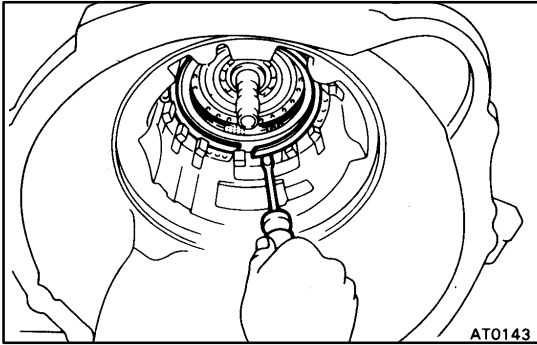
43. REMOVE BEARINGS AND RACES



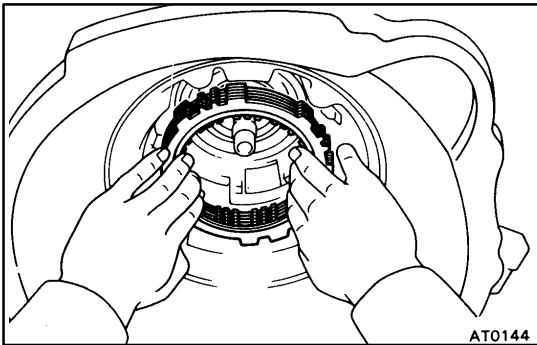
44. CHECK OPERATION OF FIRST AND REVERSE BRAKE PISTON

Apply compressed air into the case passage and confirm that the piston moves.

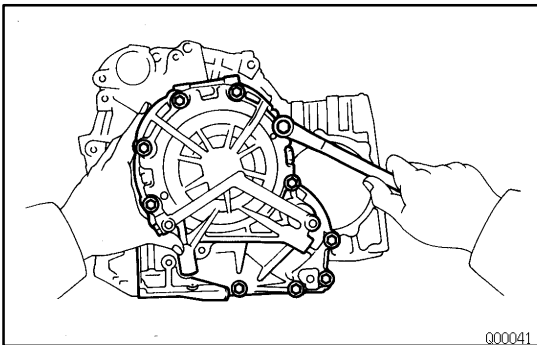
If the piston does not move, disassemble and inspect.



45. REMOVE SNAP RING HOLDING FLANGE TO CASE

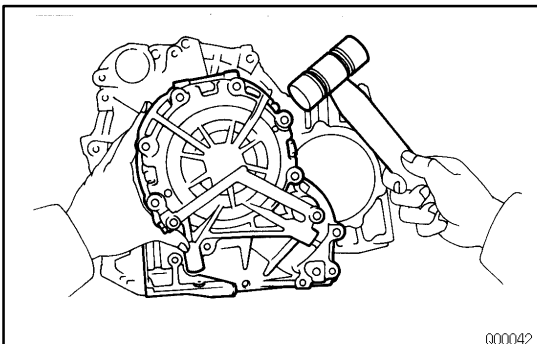


46. REMOVE FLANGES, PLATES AND DISCS



47. TURN TRANSAXLE CASE AROUND

48. REMOVE 11 BOLTS HOLDING OVERDRIVE UNIT TO TRANSAXLE CASE

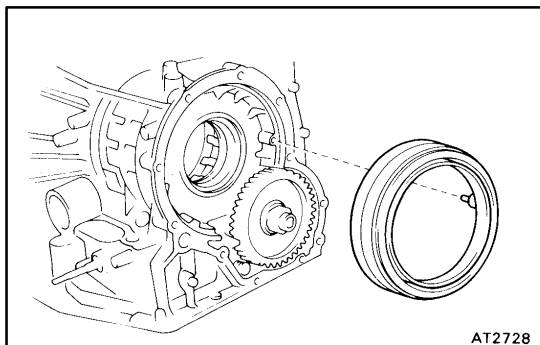


49. REMOVE OVERDRIVE UNIT WITH ALL PARTS

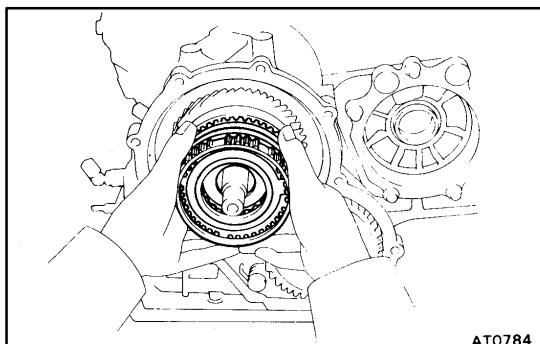
(a) Tap on the overdrive case circumference with a plastic hammer to remove the unit from the transaxle case.

(b) Remove the overdrive planetary gear and counter gear if they remained in the transaxle.

HINT: The overdrive unit is heavy, so be careful not to drop it.

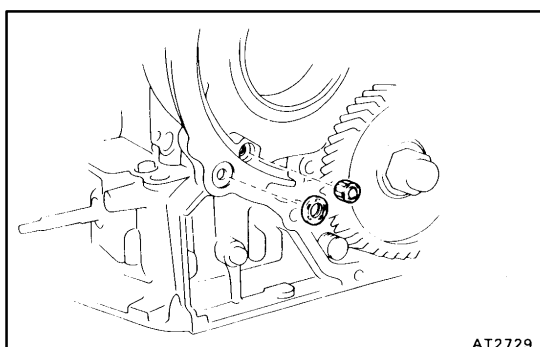


- (c) Remove the overdrive brake drum from the transaxle case.

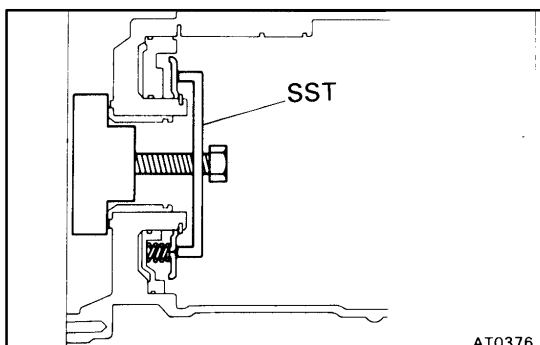


- (d) Remove the overdrive planetary gear and counter gear if they remain in the transaxle.

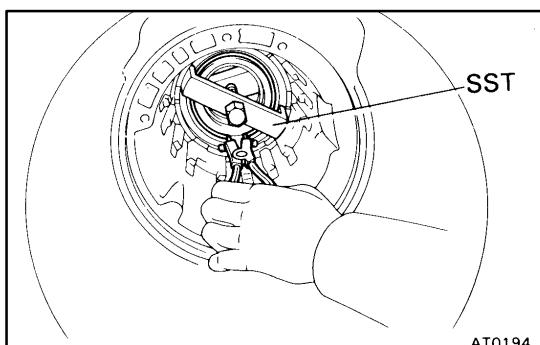
50. REMOVE OVERDRIVE CLUTCH APPLY GASKET AND OVERDRIVE BRAKEAPPLY GASKET



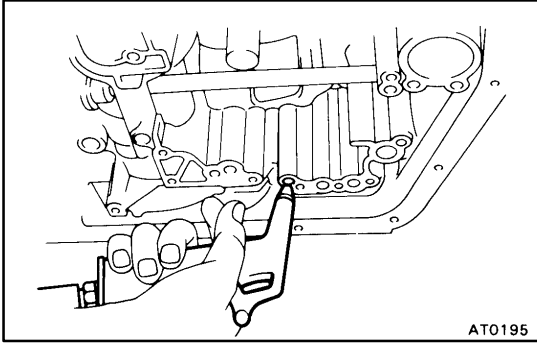
51. REMOVE PISTON RETURN SPRING



- (a) Place SST, and compress the return springs evenly by tightening the bolt gradually.
SST 09350-32014 (09351-32040)



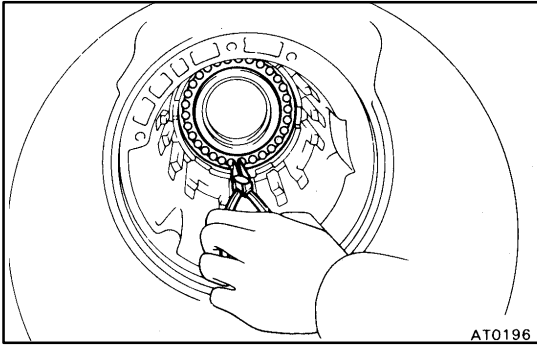
- (b) Using snap ring pliers, remove the snap ring.
- (c) Remove SST.
- (d) Remove the return spring from the case.



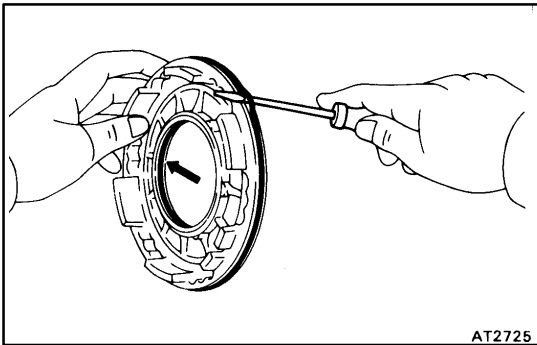
52. REMOVE FIRST AND REVERSE BRAKE PISTON

(a) Apply compressed air into the passage of the case to remove the piston.

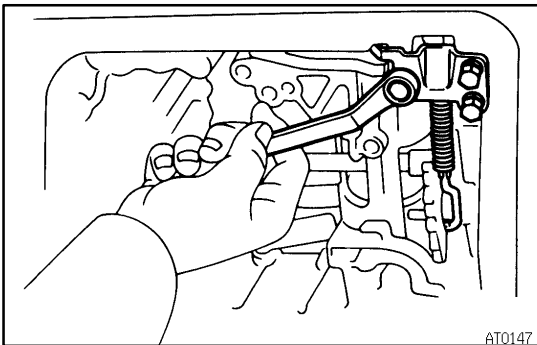
HINT: Hold the piston so it is not slanted and blow with the gun slightly away from the oil hole.



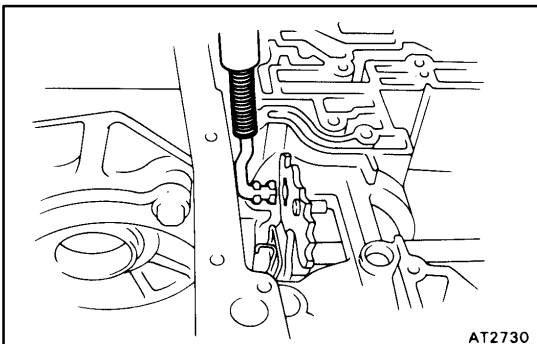
(b) If the piston does not pop out with compressed air, use needle-nose pliers to remove it.



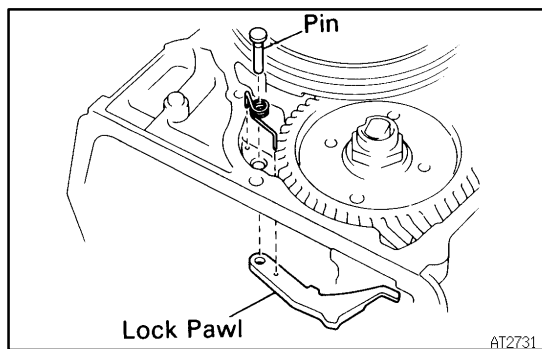
(c) Remove the 2 O-rings from the piston.



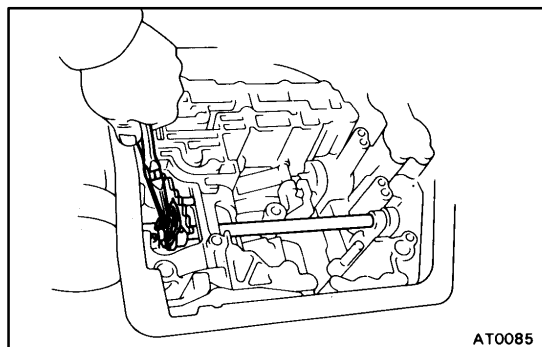
53. REMOVE PARKING LOCK PAWL BRACKET



54. REMOVE PARKING LOCK ROD

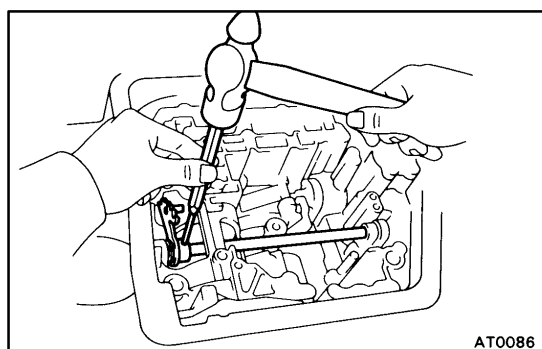


55. REMOVE PIN, SPRING AND PARKING LOCK PAWL



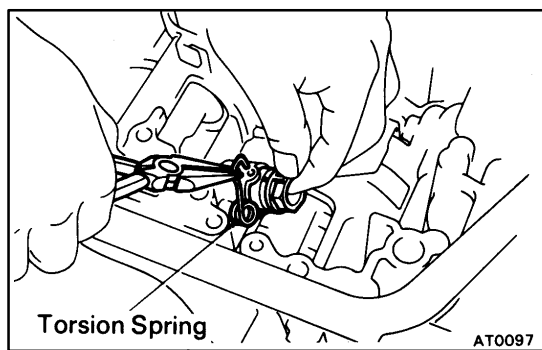
56. REMOVE MANUAL VALVE SHAFT

(a) Remove the retaining spring.

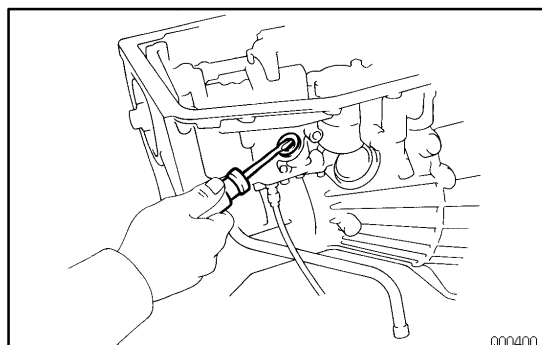


(b) Using a hammer and chisel, pry and turn the collar.

(c) Using a hammer and punch, drive out the pin.

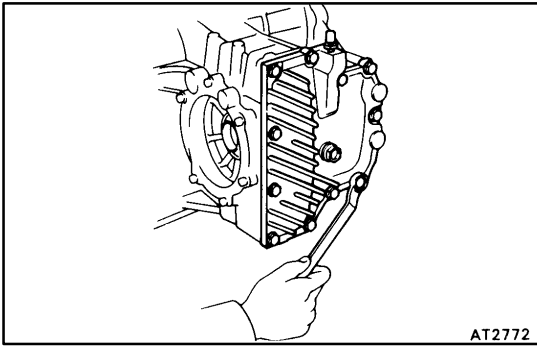


(d) Slide out the shaft and remove the manual valve lever from the case.



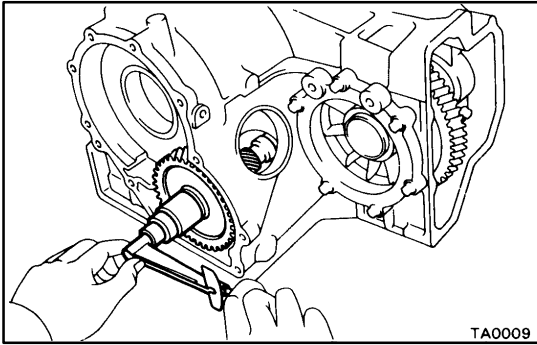
57. REMOVE MANUAL SHAFT OIL SEAL

Remove the oil seal with a screwdriver.



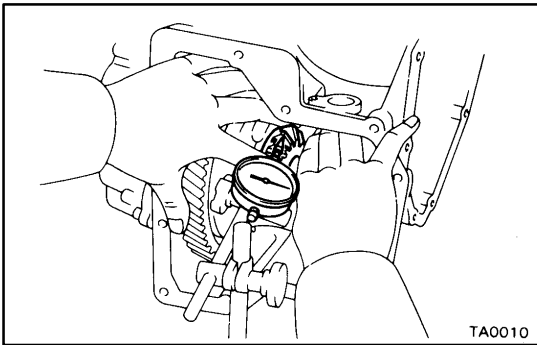
DISASSEMBLY OF DIFFERENTIAL

1. REMOVE CARRIER COVER



2. MEASURE TOTAL PRELOAD

Using a torque meter, measure the total preload, and note the measurement value.

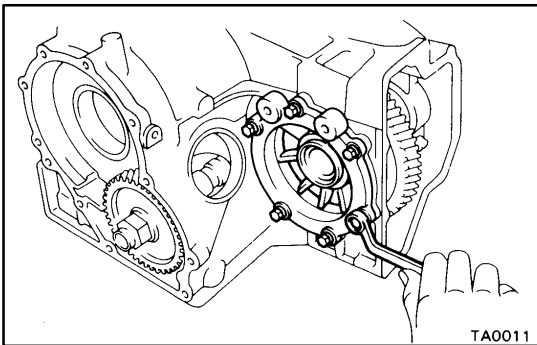


3. MEASURE BACKLASH OF SIDE GEAR

Measure each side gear backlash while holding one pinion toward the case.

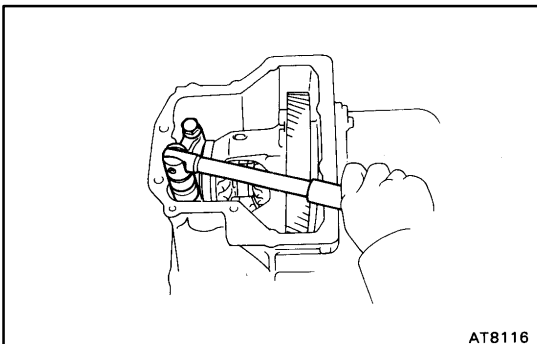
Standard backlash:

0.05 – 0.20 mm (0.0020 – 0.0079 in.)



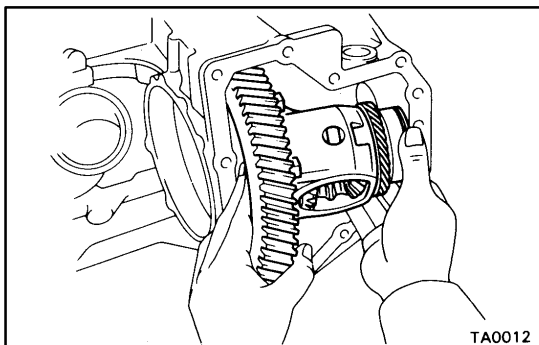
4. REMOVE LH BEARING RETAINER

- (a) Remove the 6 bolts.
- (b) Tap the retainer with a plastic hammer to remove it.
- (c) Remove the O-ring from the retainer.



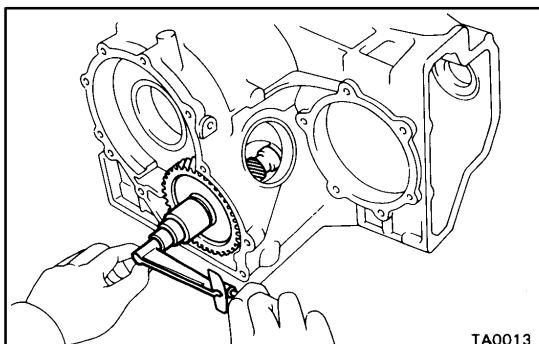
5. REMOVE RH SIDE BEARING CAP

Remove the 2 bolts and the side bearing cap.



6. REMOVE DIFFERENTIAL CASE, OUTER RACE AND ADJUSTING SHIM

Remove the differential case, the outer race and the adjusting shim from the case.



7. MEASURE DRIVE PINION PRELOAD

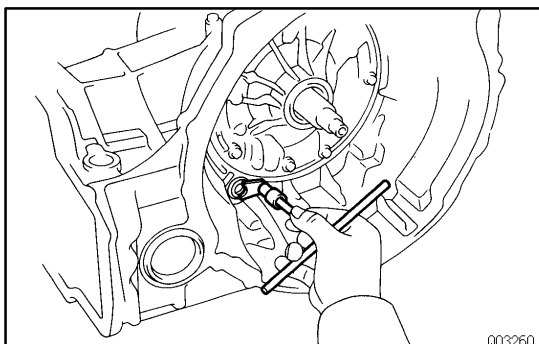
Using a torque meter, measure the drive pinion preload.
Preload (at starting):

Reused bearing

0.5 – 0.8 N·m (5 – 8 kgf·cm, 4.3 – 6.9 in.·lbf)

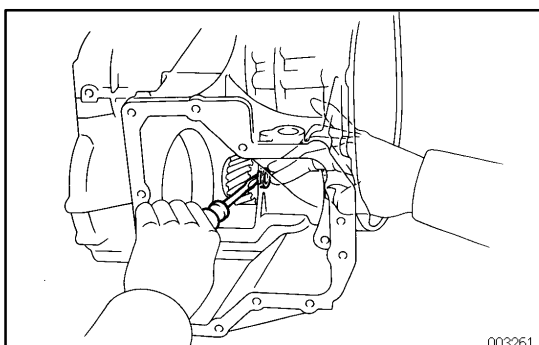
The total preload measured in step 2 minus the drive pinion preload equals 0.1 – 0.2 N·m (1.5 – 2.0 kgf·cm, 1.3 – 1.7 in.·lbf).

If the result is not within this specification, the side bearing preload is bad.

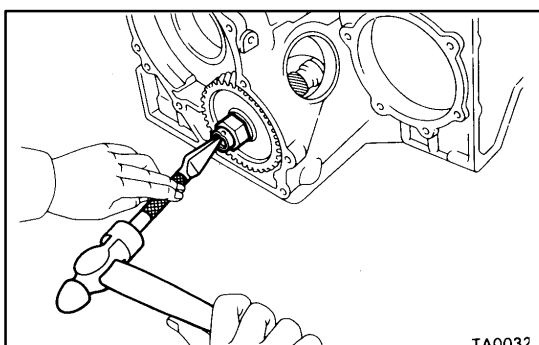


8. REMOVE DRIVE PINION CAP

(a) Remove the drive pinion cap installation bolt.

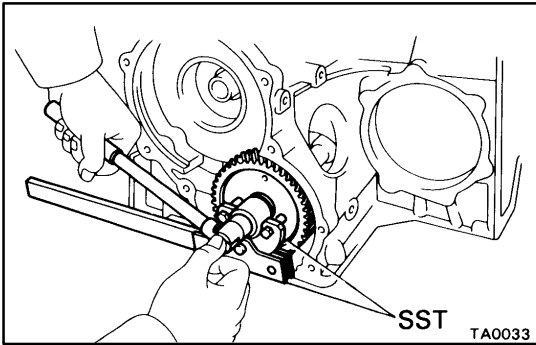


(b) Using a screwdriver, push out the drive pinion cap.

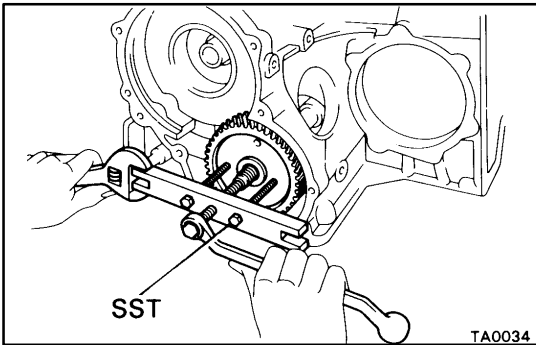


9. REMOVE COUNTER DRIVEN GEAR

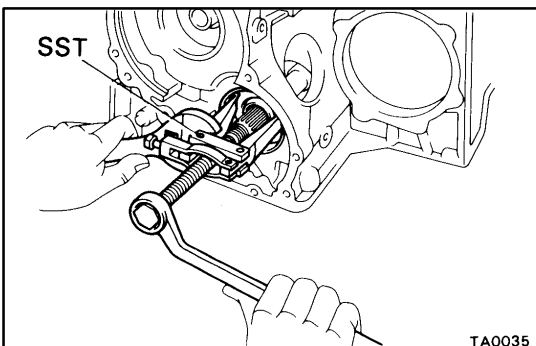
(a) Using a chisel, loosen the staked part of the nut.



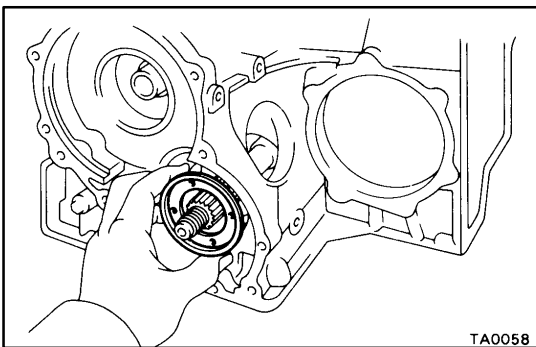
- (b) Install SST onto the gear.
SST 09350-32014 (09351-32032)
- (c) Using SST to hold the gear, remove the nut.
SST 09330-00021



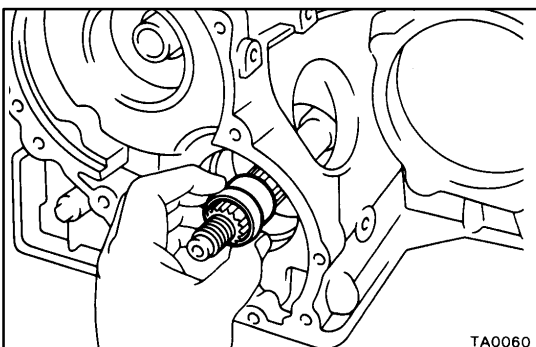
- (d) Using SST, remove the gear and bearing.
SST 09350-32014 (09351-32061)



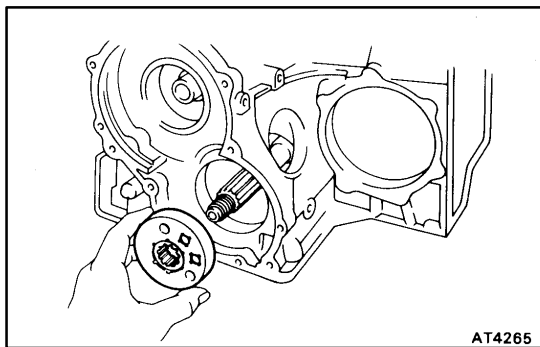
- 10. REMOVE OUTER RACE FROM CASE**
Using SST, remove the outer race.
SST 09350-32014 (09308-10010)



- 11. REMOVE OIL SLINGER**

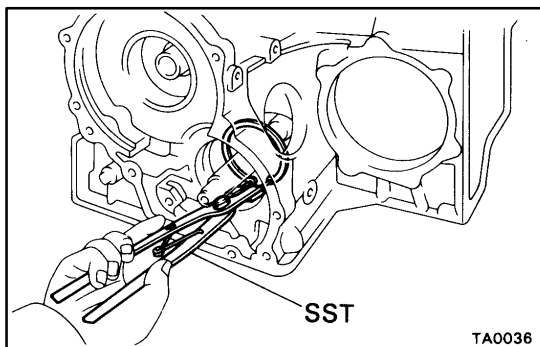


- 12. REMOVE SPACER**



AT4265

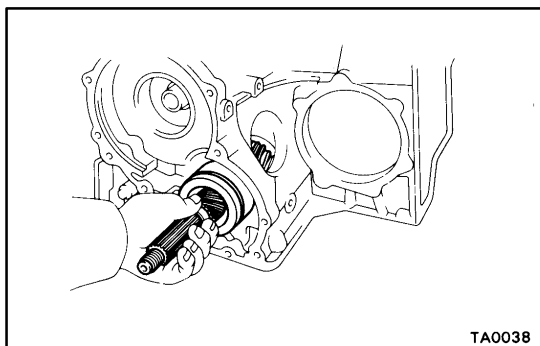
13. REMOVE ROTOR SENSOR



TA0036

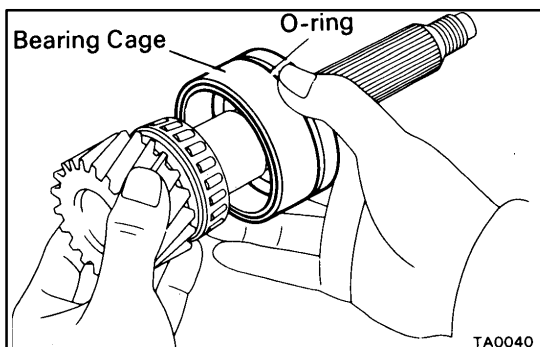
14. REMOVE DRIVE PINION

- (a) Using SST, remove the snap ring.
SST 09350-32014 (09351-32050)



TA0038

- (b) Install a brass bar into case hole to tap out the drive pinion.
- (c) Tap the drive pinion and remove the bearing cage from the bore.



TA0040

15. REMOVE BEARING CAGE FROM DRIVE PINION

16. REMOVE O-RING FROM BEARING CAGE

COMPONENT PARTS

AX0EY-02

GENERAL NOTES

The instructions here are organized so that you work on only one component group at a time. This will help avoid confusion from similar-looking parts of different subassemblies being on your workbench at the same time.

The component groups are inspected and repaired from the converter housing side.

As much as possible, complete the inspection, repair and assembly before proceeding to the next component group. If a component group cannot be assembled because parts are being ordered, be sure to keep all parts of that group in a separate container while proceeding with disassembly, inspection, repair and assembly of other component groups.

Recommended fluid for the automatic transaxle:

DEXRON® @@@@: [g 2]

GENERAL CLEANING NOTES:

1. All disassembled parts should be washed clean and any fluid passages and holes blown through with compressed air.
2. When using compressed air to dry parts, always aim away from yourself to prevent accidentally spraying automatic transmission fluid or kerosene in your face.
3. The recommended automatic transaxle fluid or kerosene should be used for cleaning.

PARTS ARRANGEMENT:

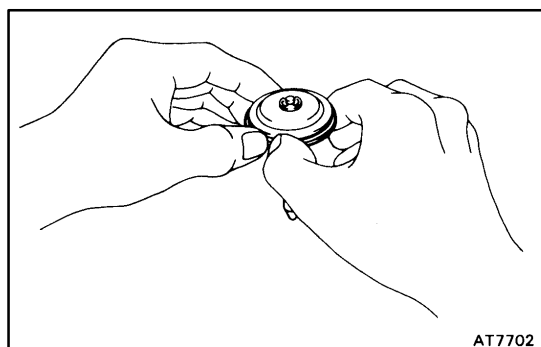
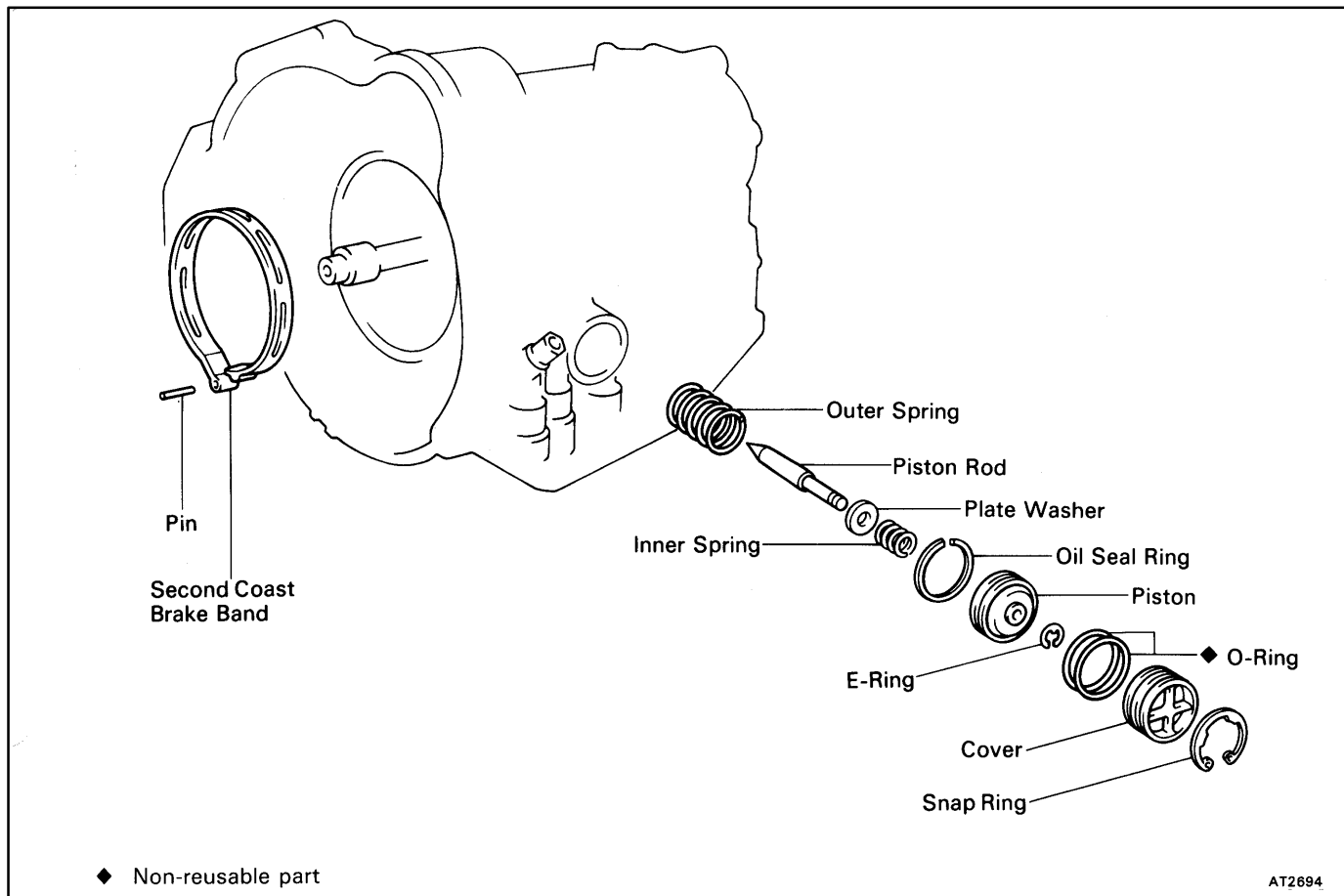
1. After cleaning, the parts should be arranged in the correct order to allow efficient inspection, repairs, and reassembly.
2. When disassembling a valve body, be sure to keep each valve together with the corresponding spring.
3. New brakes and clutches that are to be used for replacement must be soaked in transaxle fluid for at least 15 minutes before assembly.

GENERAL ASSEMBLY:

1. All oil seal rings, clutch discs, clutch plates, rotating parts, and sliding surfaces should be coated with transmission fluid prior to reassembly.
2. All gaskets and rubber O-rings should be replaced.
3. Make sure that the ends of a snap ring are not aligned with one of the cutouts and are installed in the groove correctly.
4. If a worn bushing is to be replaced, the subassembly containing that bushing must be replaced.
5. Check thrust bearings and races for wear or damage. Replace if necessary.
6. Use petroleum jelly to keep parts in place.

SECOND COAST BRAKE COMPONENTS

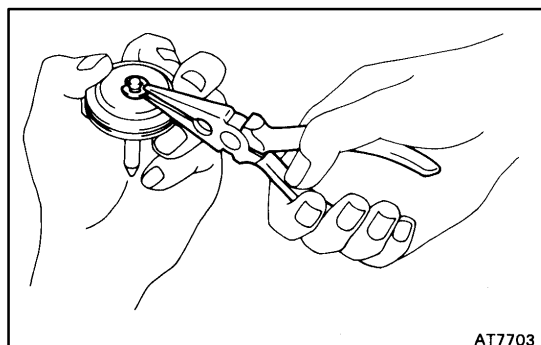
AX0EZ-02



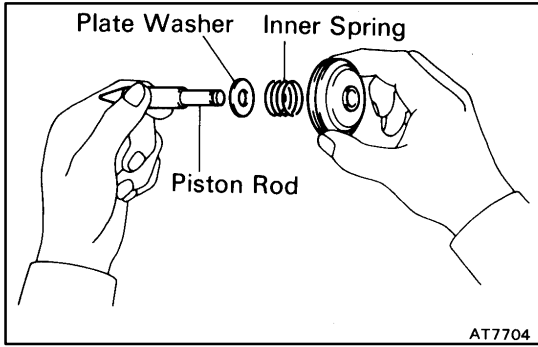
SECOND COAST BRAKE PISTON DISASSEMBLY

AX0F0-02

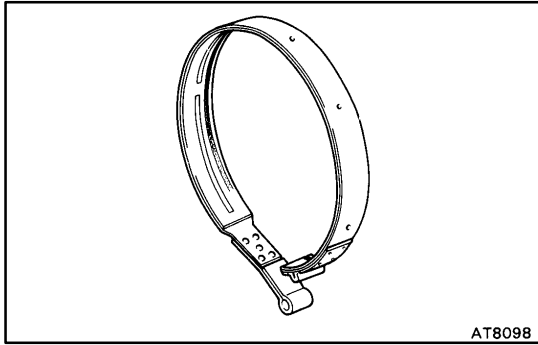
1. REMOVE OIL SEAL RING
Remove the oil seal ring from the piston.



2. REMOVE PISTON ROD
 - (a) Remove the E-ring while pushing the piston with needle-nose pliers.



(b) Remove the spring, washer and piston rod.

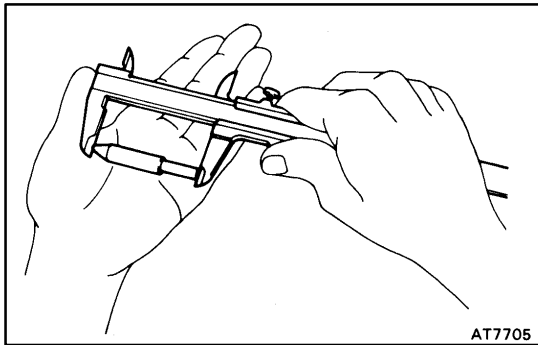


SECOND COAST BRAKE INSPECTION

AX0F1-02

INSPECT BRAKE BAND

If the lining of the brake band is peeling off or discolored, or even if a part of the printed numbers are defaced, replace the brake band.



SECOND COAST BRAKE PISTON ASSEMBLY

AX0F2-02

1. SELECT PISTON ROD

If the band is OK, but the piston stroke is not within the standard value, select a new piston rod.

Piston stroke:

1.5 – 3.0 mm (0.059 – 0.118 in.)

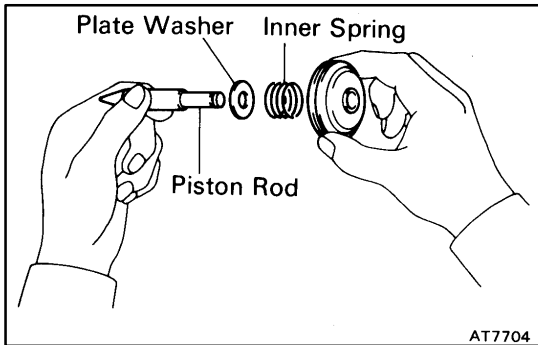
There are 2 lengths of piston rod.

Piston rod length:

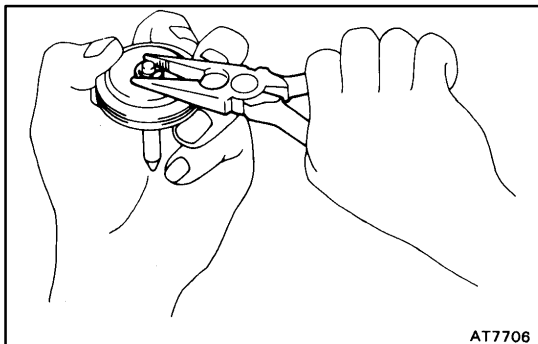
72.9 mm (2.870 in.)

71.4 mm (2.811 in.)

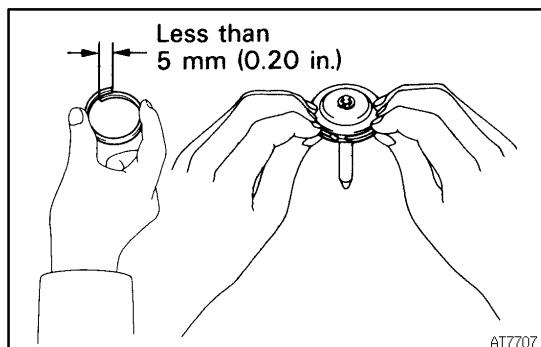
2. INSTALL PISTON ROD



(a) Install the washer and spring to the piston rod.



(b) Install an E-ring while pushing the piston.



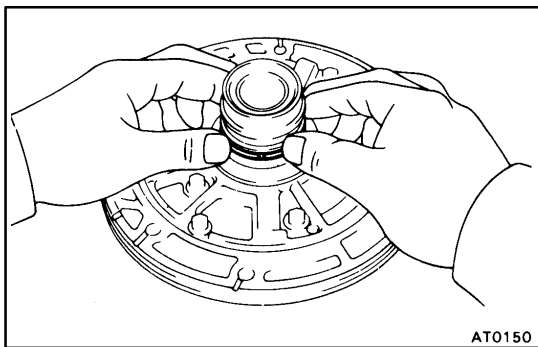
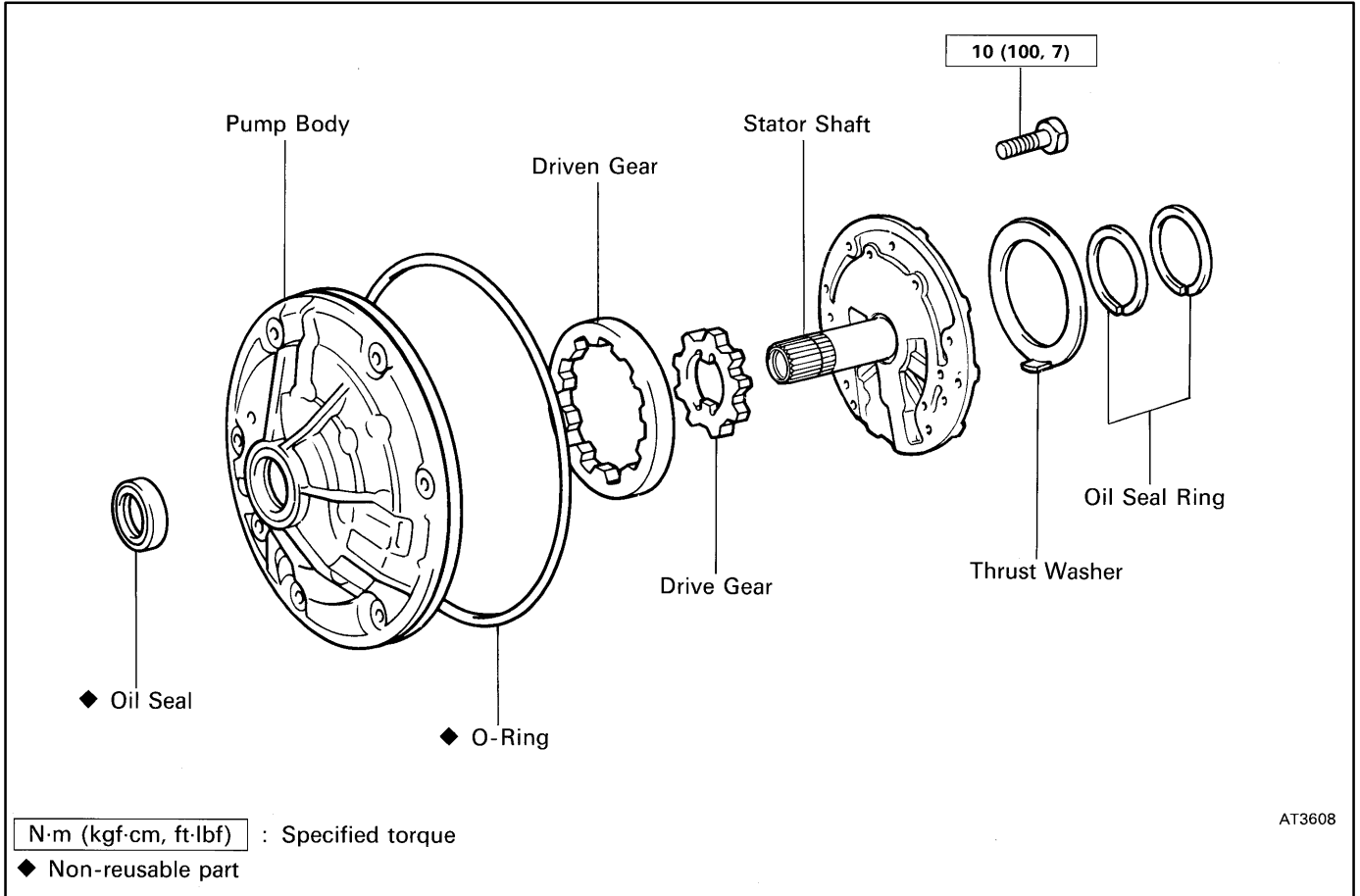
3. INSTALL OIL SEAL RING

- (a) Apply ATF to the oil seal ring.
- (b) Install the oil seal ring to the piston.

NOTICE: Do not spread the ring ends more than necessary.

OIL PUMP COMPONENTS

AX0F3-02

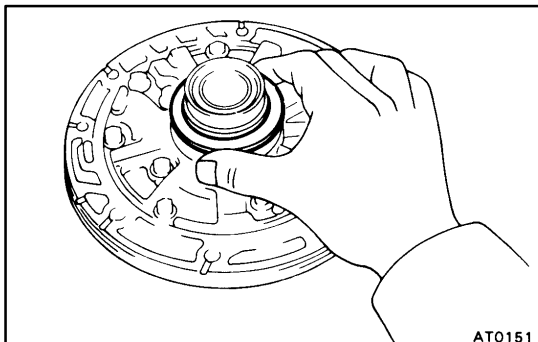


OIL PUMP DISASSEMBLY

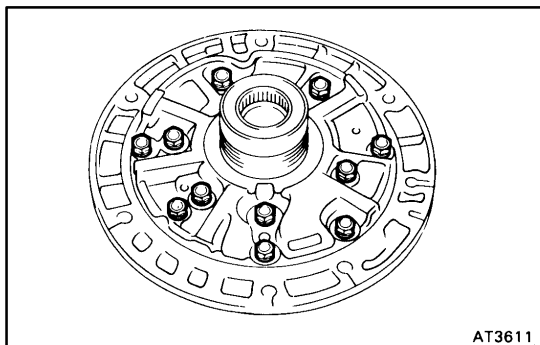
AX0F4-02

1. REMOVE OIL SEAL RINGS

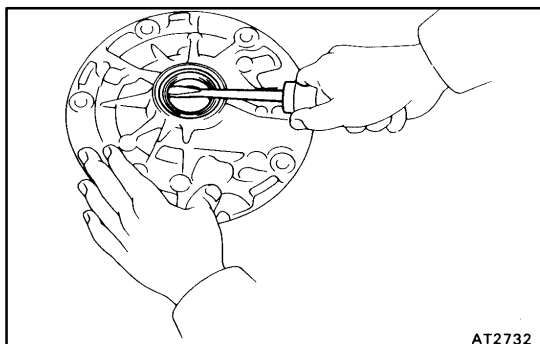
Remove the 2 oil seal rings from the stator shaft back side.



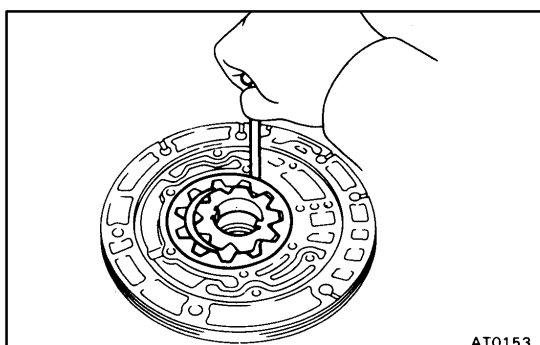
2. REMOVE THRUST WASHER FROM STATOR SHAFT BACK SIDE



- 3. REMOVE STATOR SHAFT**
Remove the 11 bolts and stator shaft.
Keep the gears in assembly order.



- 4. REMOVE FRONT OIL SEAL**
Pry off the oil seal with a screwdriver.



OIL PUMP BUSHING INSPECTION

AX0F5-02

- 1. CHECK BODY CLEARANCE OF DRIVEN GEAR**

Push the driven gear to one side of the body.
Using a feeler gauge, measure the clearance.

Standard body clearance:

0.07 – 0.15 mm (0.0028 – 0.0059 in.)

Maximum body clearance:

0.3 mm (0.012 in.)

If the body clearance is greater than the maximum, replace the oil pump body subassembly.

- 2. CHECK TIP CLEARANCE OF DRIVEN GEAR**

Measure between the driven gear teeth and the crescent-shaped part of the pump body.

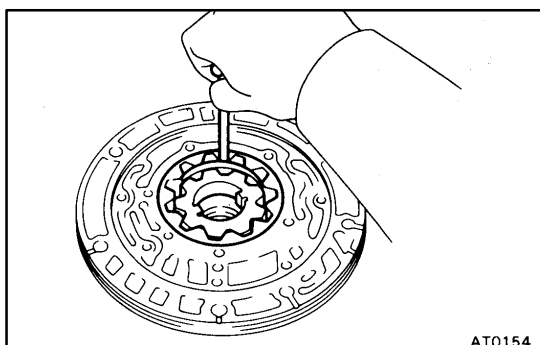
Standard tip clearance:

0.11 – 0.14 mm (0.0043 – 0.0055 in.)

Maximum tip clearance:

0.3 mm (0.012 in.)

If the tip clearance is greater than the maximum, replace the oil pump body subassembly.



- 3. CHECK SIDE CLEARANCE OF BOTH GEARS**

Using a steel straightedge and a feeler gauge, measure the side clearance of both gears.

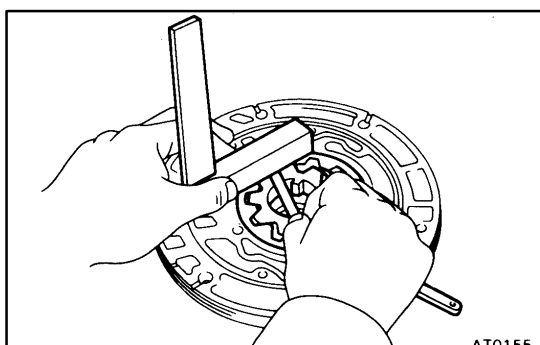
Standard side clearance:

0.02 – 0.05 mm (0.0008 – 0.0020 in.)

Maximum side clearance:

0.1 mm (0.004 in.)

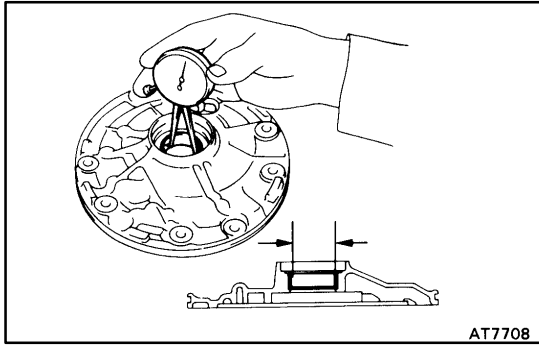
There are 3 different thicknesses for drive and driven gears.



Drive and driven gear thickness

Mark	Thickness	
	mm (in.)	
A	9.440 - 9.456 (0.3717 - 0.3723)	
B	9.456 - 9.474 (0.3723 - 0.3730)	
C	9.474 - 9.490 (0.3730 - 0.3736)	

If the thickest gear cannot make the side clearance within standard specification, replace the oil pump body subassembly.



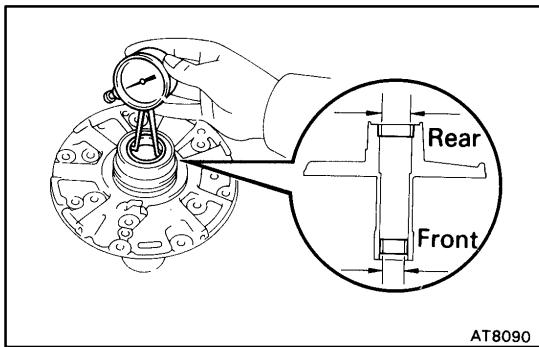
4. CHECK OIL PUMP BODY BUSHING

Using a dial indicator, measure the inside diameter of the oil pump body bushing.

Maximum inside diameter:

38.18 mm (1.5031 in.)

If the inside diameter is greater than the maximum, replace the oil pump body subassembly.



5. CHECK STATOR SHAFT BUSHINGS

Using a dial indicator, measure the inside diameter of the stator shaft bushings.

Maximum inside diameter:

Front side

21.57 mm (0.8492 in.)

Rear side

27.07 mm (1.0657 in.)

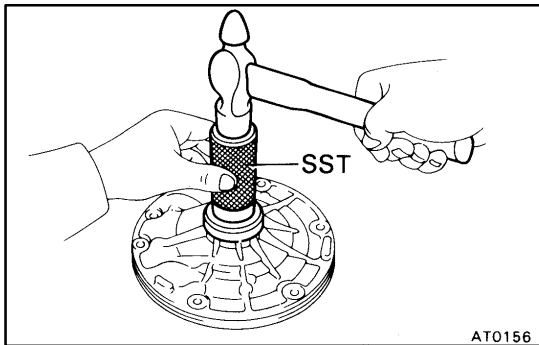
If the inside diameter is greater than the maximum, replace the stator shaft.

AX0F6-02

OIL PUMP ASSEMBLY

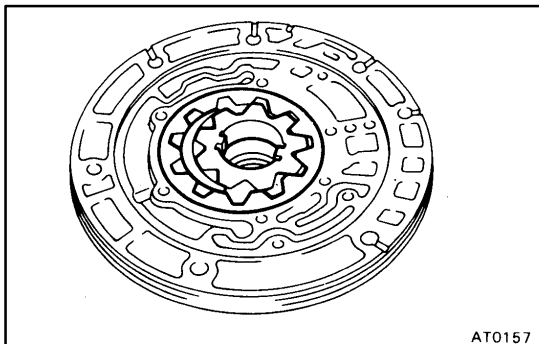
1. INSTALL FRONT OIL SEAL

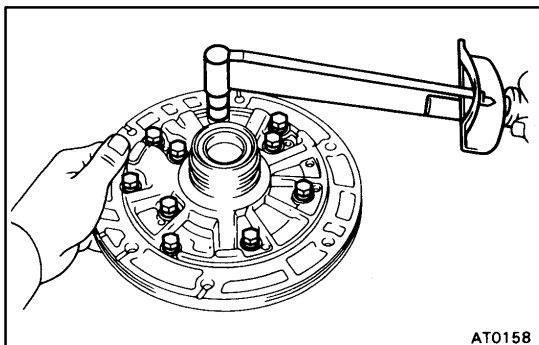
Using SST and a hammer, install a new oil seal. The seal end should be flush with the outer edge of the pump body. SST 09350-32014 (09351-32140)



2. INSTALL DRIVEN GEAR AND DRIVE GEAR

Make sure the top of the gears are facing upward.



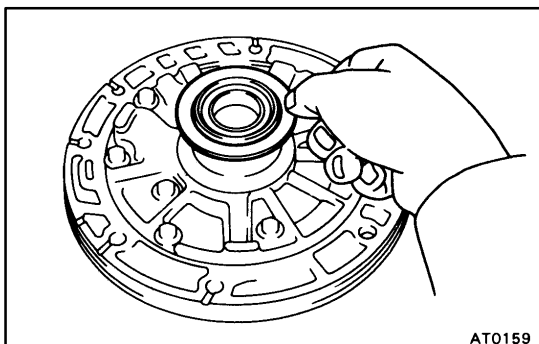


3. INSTALL STATOR SHAFT ONTO PUMP BODY

Align the stator shaft with each bolt hole.

4. TIGHTEN 11 STATOR SHAFT BOLTS

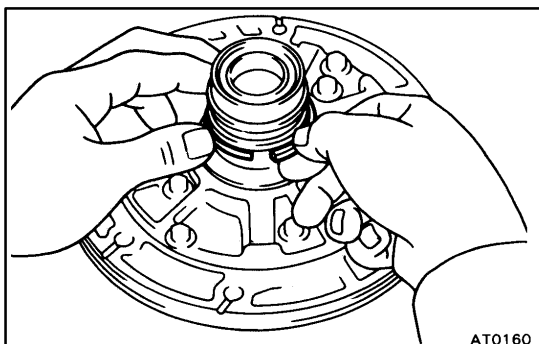
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



5. INSTALL THRUST WASHER

(a) Coat the thrust washer with petroleum jelly.

(b) Align the tab of the washer with the hollow of the pump body.

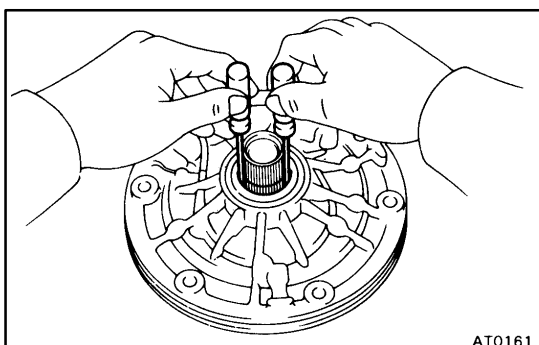


6. INSTALL 2 OIL SEAL RINGS ON OIL PUMP

Install 2 oil seal rings to the stator shaft groove, then snug them down by squeezing their ends together.

NOTICE: Do not spread the ring ends too much.

HINT: After installing the oil seal rings, check that they move smoothly.



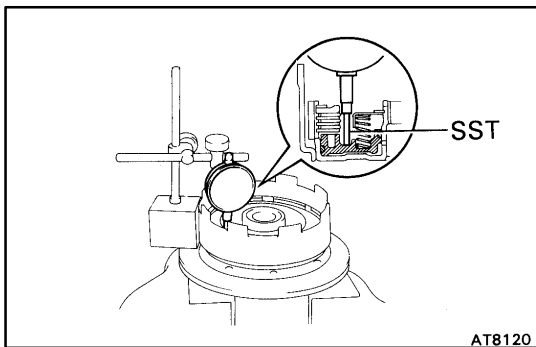
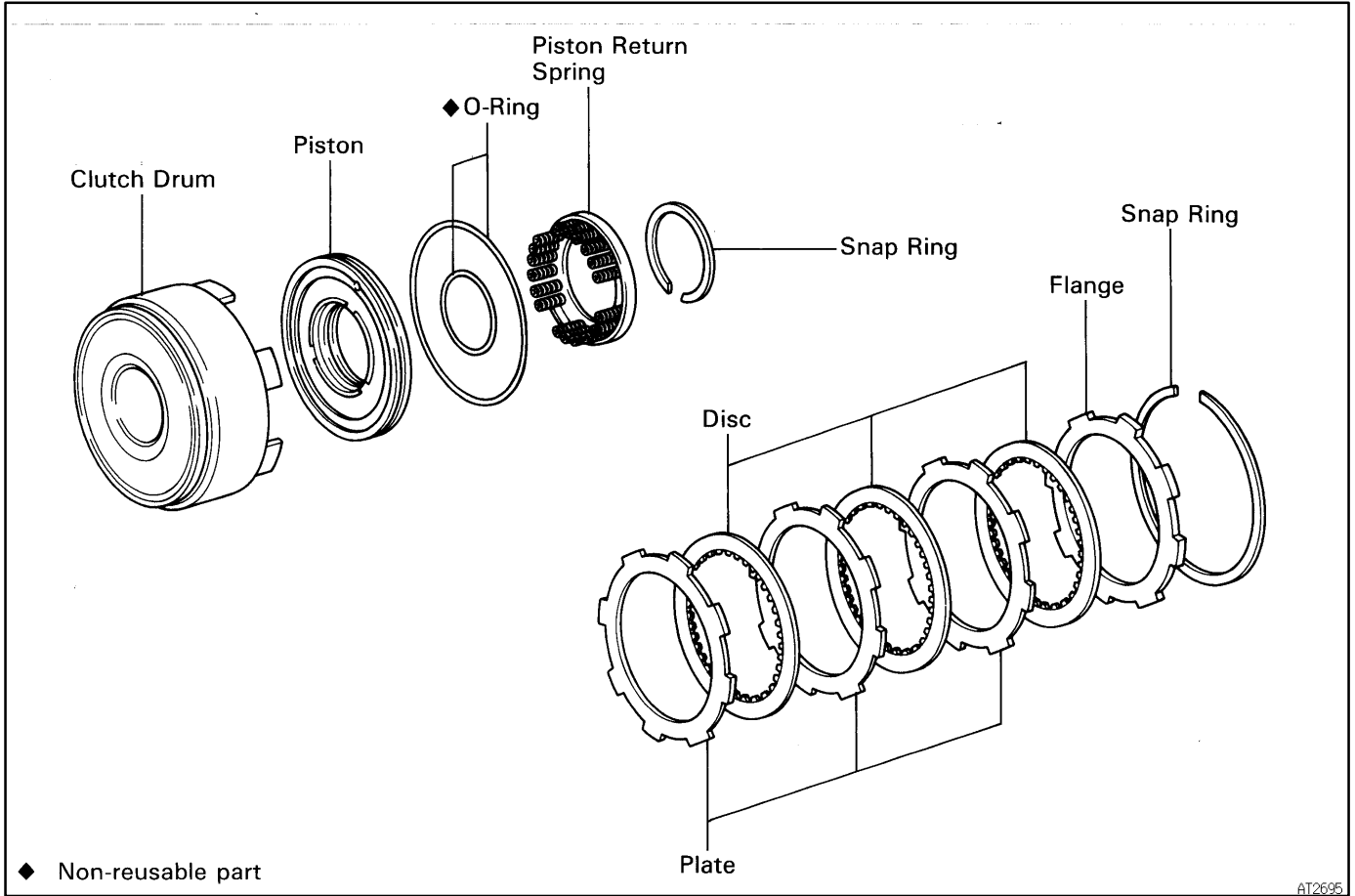
7. CHECK PUMP DRIVE GEAR ROTATION

Turn the drive gear with screwdrivers and make sure that it rotates smoothly.

NOTICE: Be careful not to damage the oil seal lip.

DIRECT CLUTCH COMPONENTS

AX0GT-02



DIRECT CLUTCH DISASSEMBLY

AX0FT-02

1. CHECK PISTON STROKE OF DIRECT CLUTCH

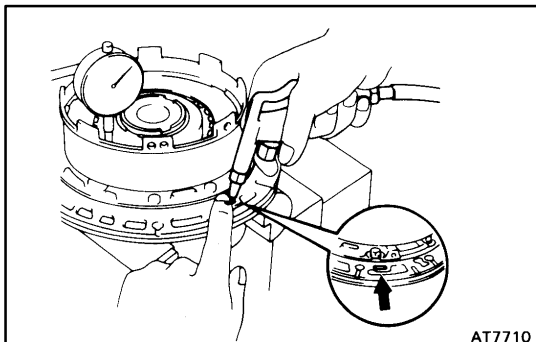
- (a) Install the direct clutch on the oil pump.
- (b) Set a dial indicator and measuring terminal (SST) together, measure the direct clutch piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57 – 114 psi).

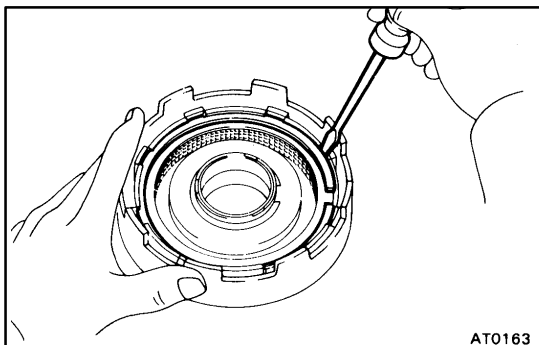
SST 09350-32014 (09351-32190)

Piston stroke:

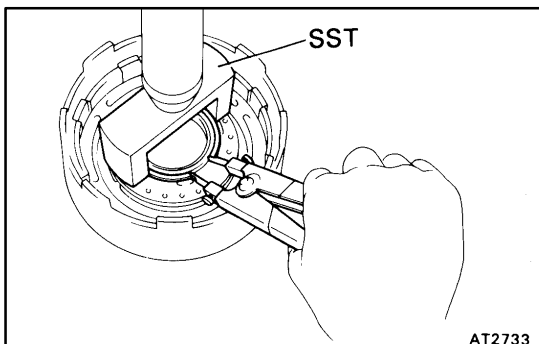
1.11 – 1.44 mm (0.0437 – 0.0567 in.)

If the piston stroke is greater than the maximum inspect each component.



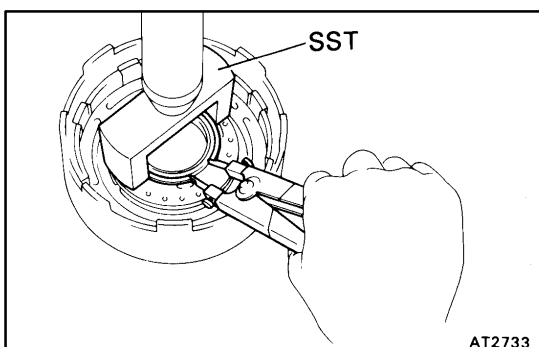


- 2. REMOVE SNAP RING FROM CLUTCH DRUM
- 3. REMOVE FLANGE, DISCS AND PLATES

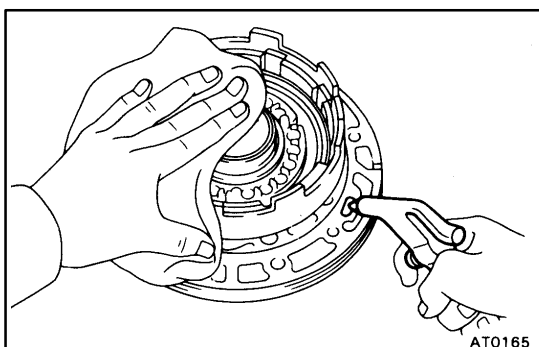


4. REMOVE PISTON RETURN SPRING

- (a) Place SST on the spring retainer and compress the springs with a shop press.
SST 09350-32014 (09351-32070)
- (b) Remove the snap ring with the snap ring pliers.

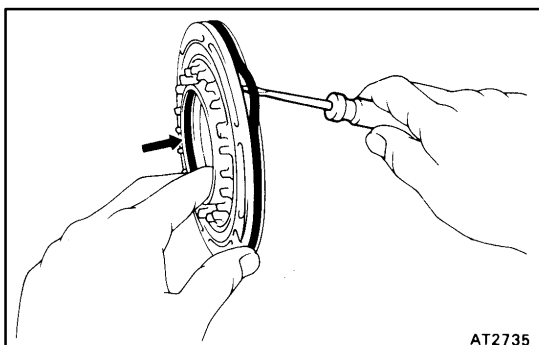


- (c) Remove the piston return spring.

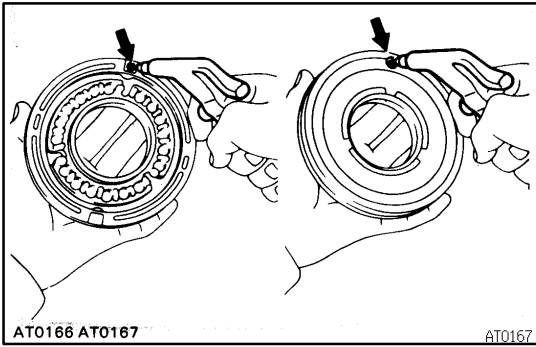


5. REMOVE CLUTCH PISTON

- (a) Install the direct clutch onto the oil pump.
- (b) Apply compressed air to the oil pump to remove the piston. (if the piston does not come out completely, use needle-nose pliers to remove it).
- (c) Remove the direct clutch from the oil pump.



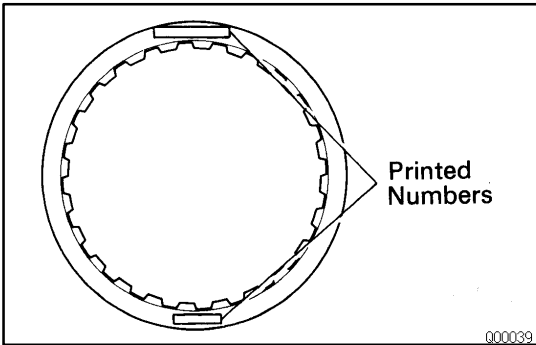
- (d) Remove the 2 O-rings from the piston.



DIRECT CLUTCH INSPECTION

1. INSPECT CLUTCH PISTON

- (a) Check that the check ball is free by shaking the piston.
- (b) Check that the valve does not leak by applying low-pressure compressed air.

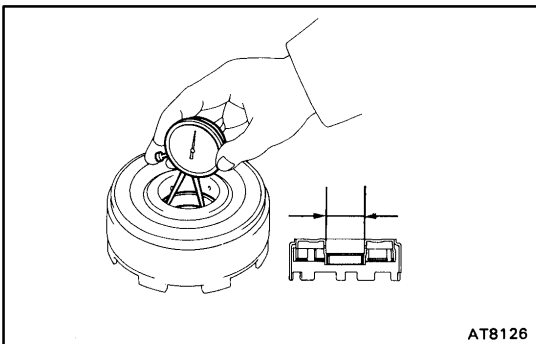


2. INSPECT DISCS, PLATES AND FLANGE

Check if the sliding surfaces of the discs, plates and flange are worn or burnt. If necessary, replace them.

HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



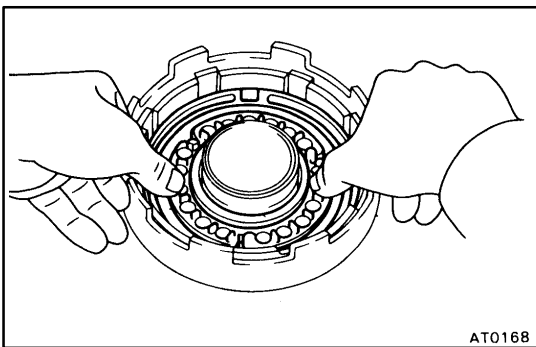
3. CHECK DIRECT CLUTCH BUSHING

Using a dial indicator, measure the inside diameter of the direct clutch bushing.

Maximum inside diameter:

47.07 mm (1.8531 in.)

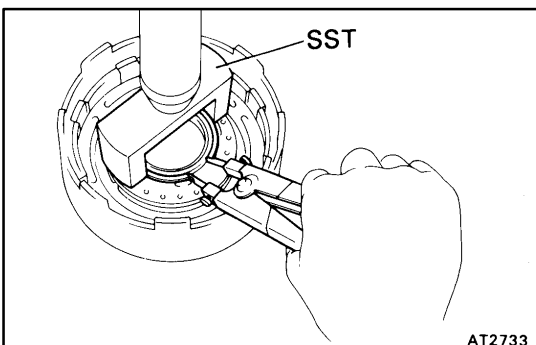
If the inside diameter is greater than the maximum, replace the direct clutch.



DIRECT CLUTCH ASSEMBLY

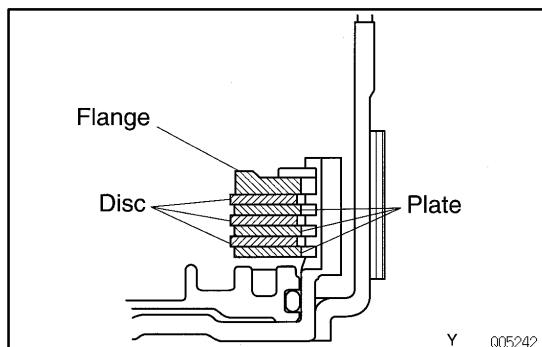
1. INSTALL CLUTCH PISTON IN DIRECT CLUTCH DRUM

- (a) Install new O-rings to the piston. Coat the O-rings with ATF.
- (b) Being careful not to damage the O-rings, press the piston into the drum with the cup side up.



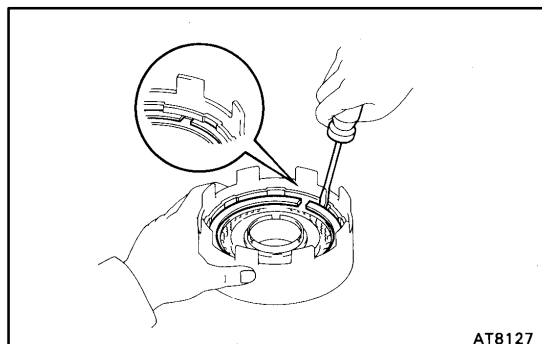
2. INSTALL PISTON RETURN SPRING

- (a) Place the return spring and snap ring onto the piston.
- (b) Place SST on the spring retainer, and compress the return spring with a shop press.
SST 09350-32014 (09351-32070)
- (c) Install the snap ring with the snap ring pliers. Be sure the end gap of snap ring is not aligned with the spring retainer claw.



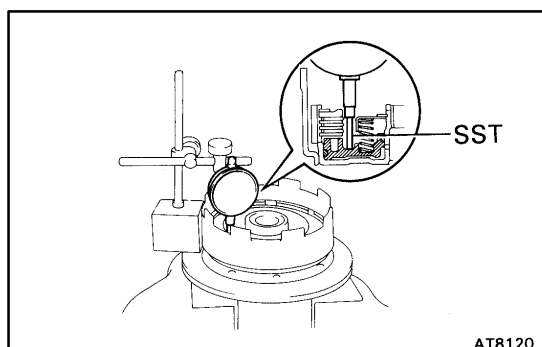
3. INSTALL PLATES, DISCS AND FLANGE

- (a) Install plates and discs.
Install in order: P=Plate D=Disc
P - D - P - D - P - D
- (b) Install the flange with the flat end facing downward.



4. INSTALL SNAP RING

Check that the end gap of the snap ring is not aligned with one of the cutouts.



5. RECHECK PISTON STROKE OF DIRECT CLUTCH

- (a) Install the direct clutch on the oil pump.
- (b) Set a dial indicator and measuring terminal (SST) together, measure the direct clutch piston stroke while applying and releasing compressed air (392 - 785 kPa, 4 - 8 kgf/cm², 57 - 114 psi).

SST 09350-32014 (09351-32190)

Piston stroke:

1.11 - 1.44 mm (0.0437 - 0.0567 in.)

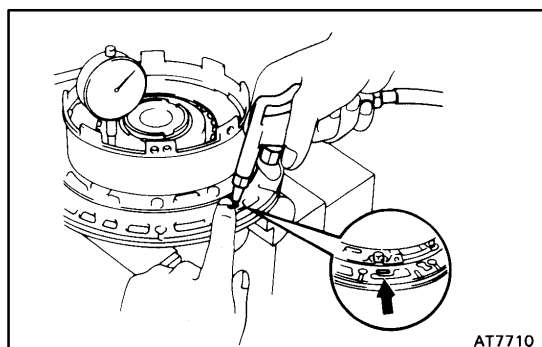
If the piston stroke is non-standard, select another flange.

HINT: There are 2 different flange thickness.

Flange thickness:

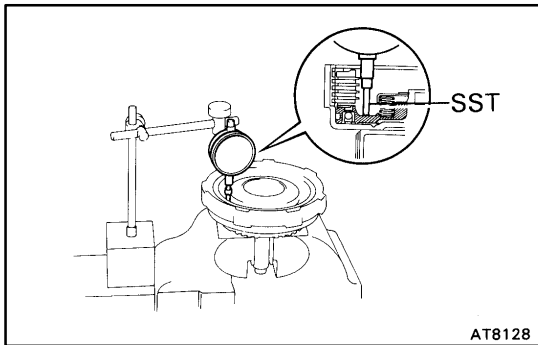
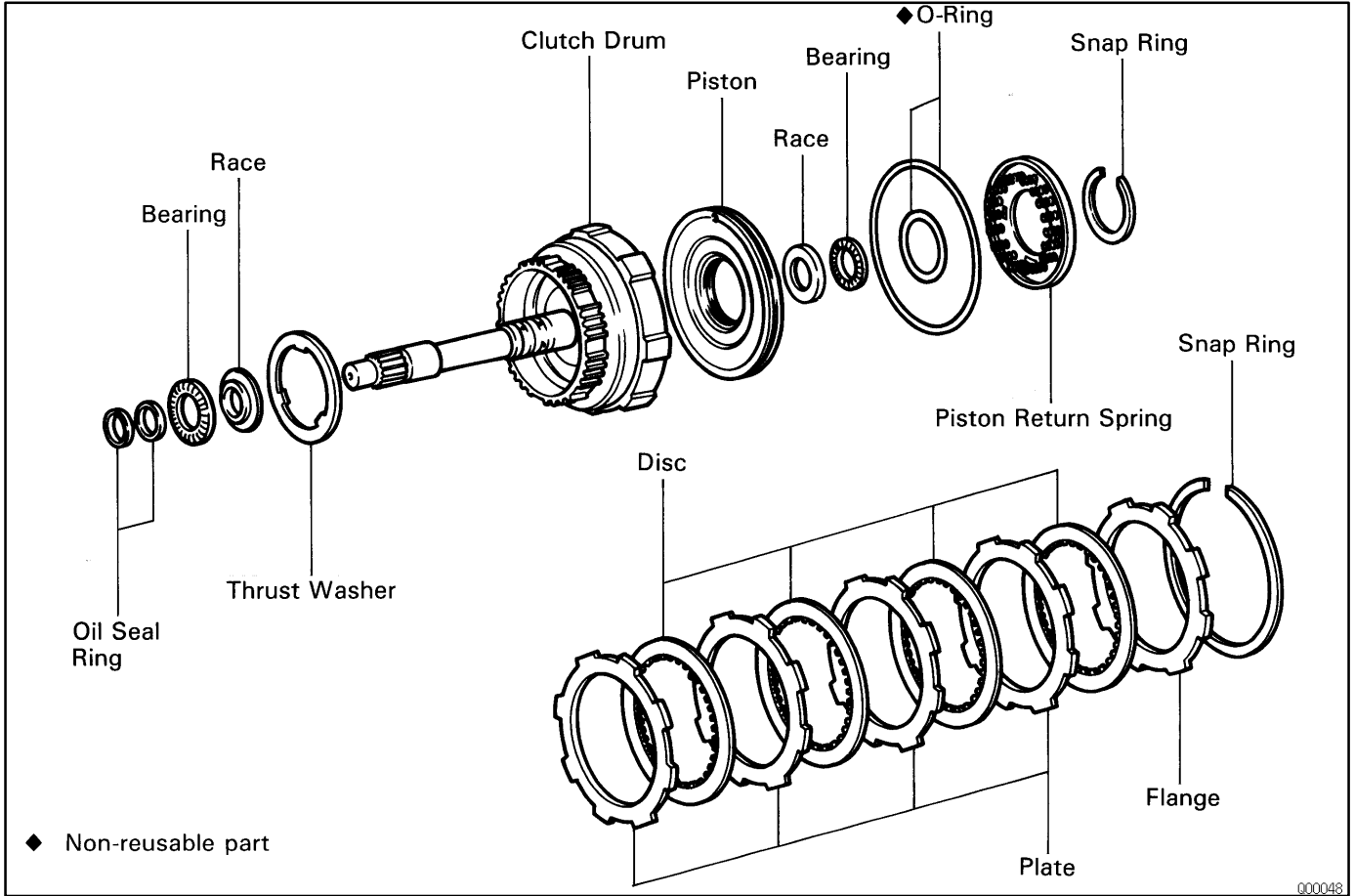
2.60 mm (0.1024 in.)

3.00 mm (0.1181 in.)



FORWARD CLUTCH COMPONENTS

AX0FA-02



FORWARD CLUTCH DISASSEMBLY

AX0FB-02

1. CHECK PISTON STROKE OF FORWARD CLUTCH

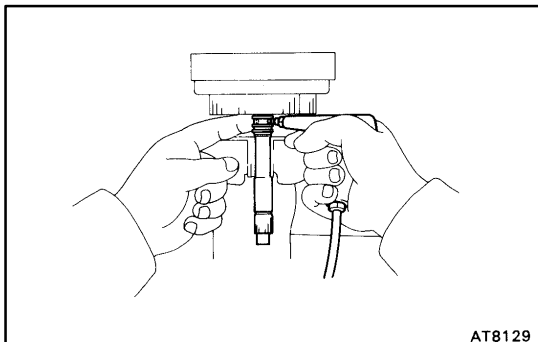
Set a dial indicator and measuring terminal (SST) together, measure the forward clutch piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57 – 114 psi).

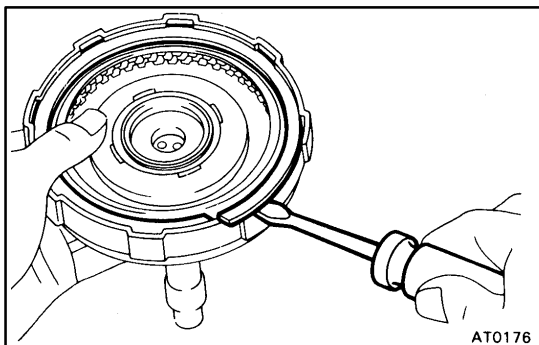
SST 09350-32014 (09351-32190)

Piston stroke:

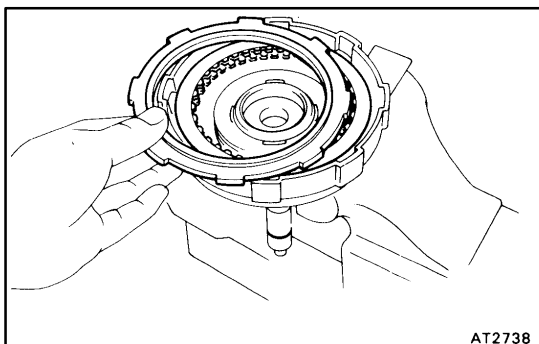
1.41 – 1.82 mm (0.0555 – 0.0717 in.)

If the piston stroke is greater than the maximum inspect the each component.

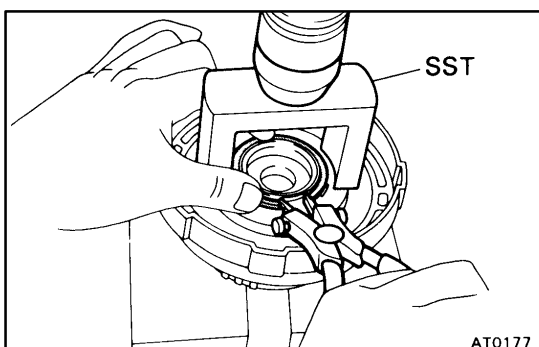




2. REMOVE SNAP RING FROM CLUTCH DRUM

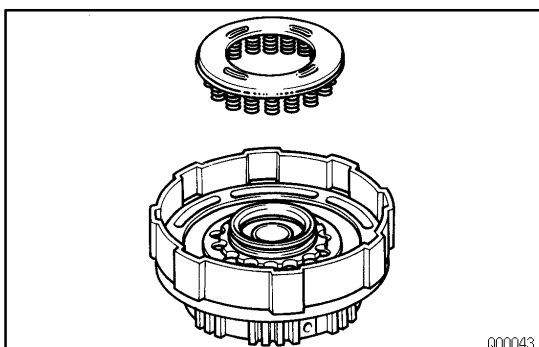


3. REMOVE FLANGE, DISCS AND PLATES

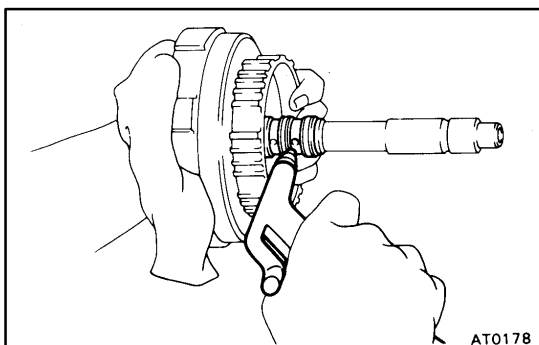


4. REMOVE RETURN SPRINGS

- (a) Place SST on the spring retainer and compress the springs with a shop press.
SST 09350-32014 (09351-32070)
- (b) Remove the snap ring with the snap ring pliers.

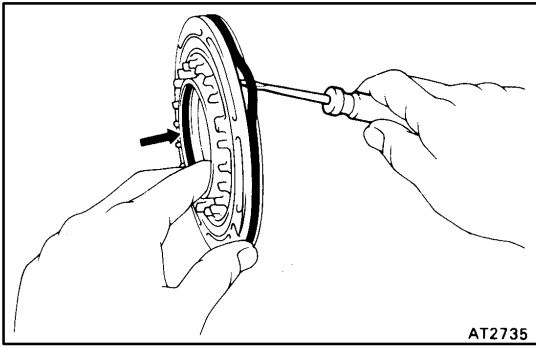


- (c) Remove the piston return spring.

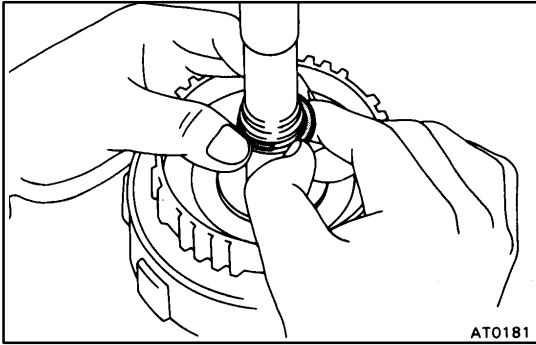


5. REMOVE CLUTCH PISTON

- (a) Apply compressed air into the oil passage to remove the piston.
If the piston does not come out, use needle-nose pliers to remove it.

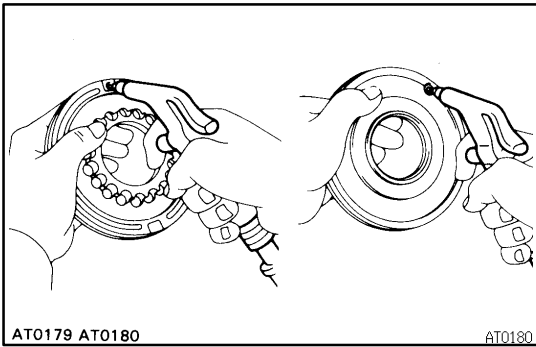


(b) Remove the 2 O-rings from the piston.



6. IF NECESSARY, REMOVE OIL SEAL RINGS

Remove the 2 oil seal rings from the shaft.

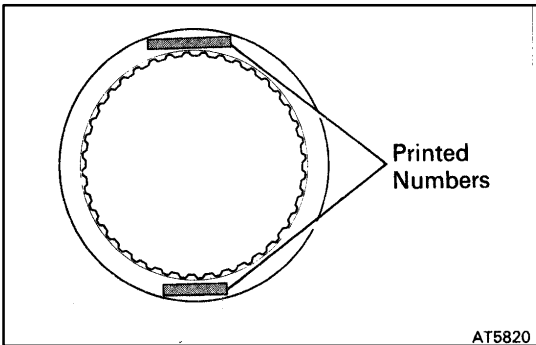


FORWARD CLUTCH INSPECTION

AX0FC-02

1. INSPECT CLUTCH PISTON

- (a) Check that the check ball is free by shaking the piston.
- (b) Check that the valve does not leak by applying low-pressure compressed air.

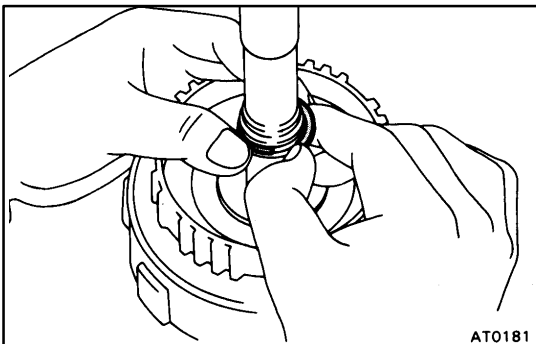


2. INSPECT DISCS, PLATES AND FLANGE

Check if the sliding surfaces of the discs, plates and flange are worn or burnt. If necessary, replace them.

HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



FORWARD CLUTCH ASSEMBLY

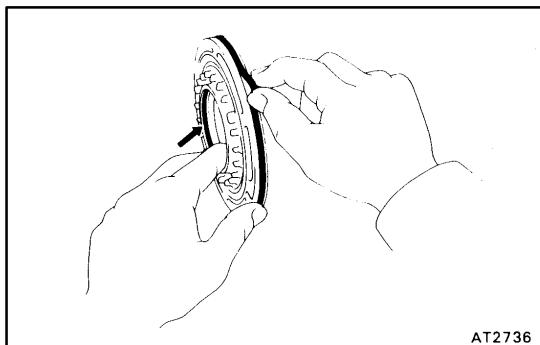
AX0FD-02

1. INSTALL OIL SEAL RINGS

Install the 2 oil seal rings to the shaft.

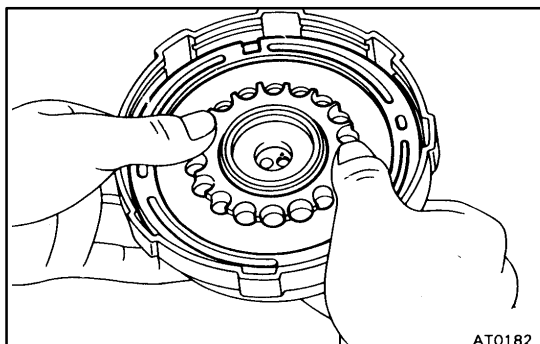
NOTICE: Do not spread the ring ends more than necessary.

HINT: After installing the oil seal rings, check that they move smoothly.



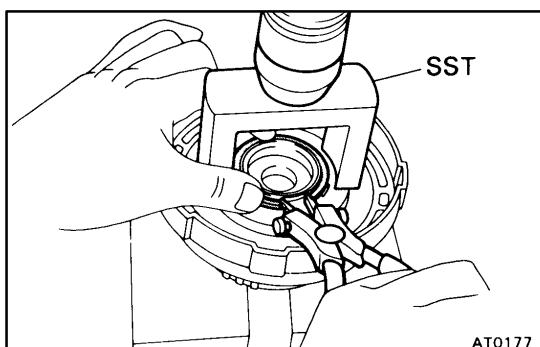
2. INSTALL CLUTCH PISTON TO CLUTCH DRUM

(a) Install the 2 new O-rings to the piston.



(b) Coat the O-rings with ATF.

(c) Press the piston into the drum with the cup side up, being careful not to damage the O-rings.



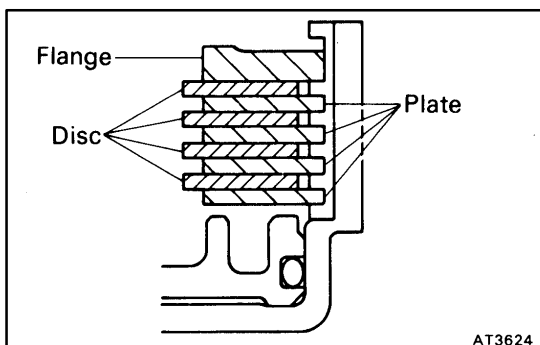
3. INSTALL PISTON RETURN SPRINGS

(a) Place the piston return spring and snap ring onto the piston.

(b) Place SST on the piston return spring, and compress the springs with a shop press.

SST 09350-32014 (09351-32070)

(c) Install the snap ring with snap ring pliers. Be sure the end gap of the snap ring is not aligned with the spring retainer claw.



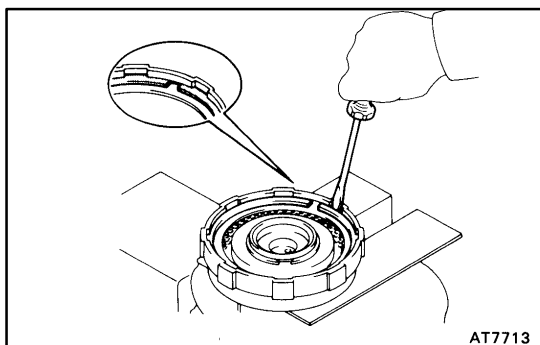
4. INSTALL PLATES, DISCS AND FLANGE

(a) Install the plates and discs.

Install in order: P=Plate D=Disc

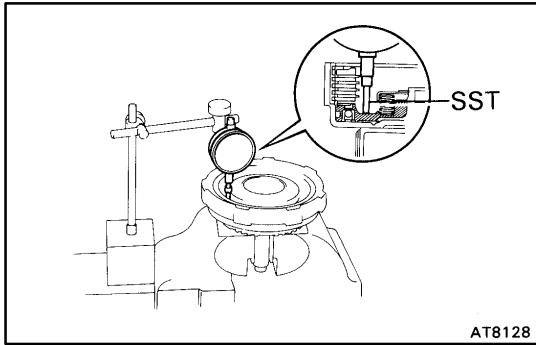
P - D - P - D - P - D - P - D

(b) Install the flange with the flat end facing downward.



5. INSTALL SNAP RING

Check that the end gap of snap ring is not aligned with one of the cutouts.



6. RECHECK PISTON STROKE OF FORWARD CLUTCH

Set a dial indicator and measuring terminal (SST) together, measure the forward clutch piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57 – 114 psi).

SST 09350–32014 (09351–32190)

Piston stroke:

1.41 – 1.82 mm (0.0555 – 0.0717 in.)

If the piston stroke is less than the limit, parts may be misassembled and reinstall them.

If the piston stroke is non-standard, select another flange.

HINT: There are 5 different flange thickness.

Flange thickness:

2.8 mm (0.110 in.)

3.0 mm (0.118 in.)

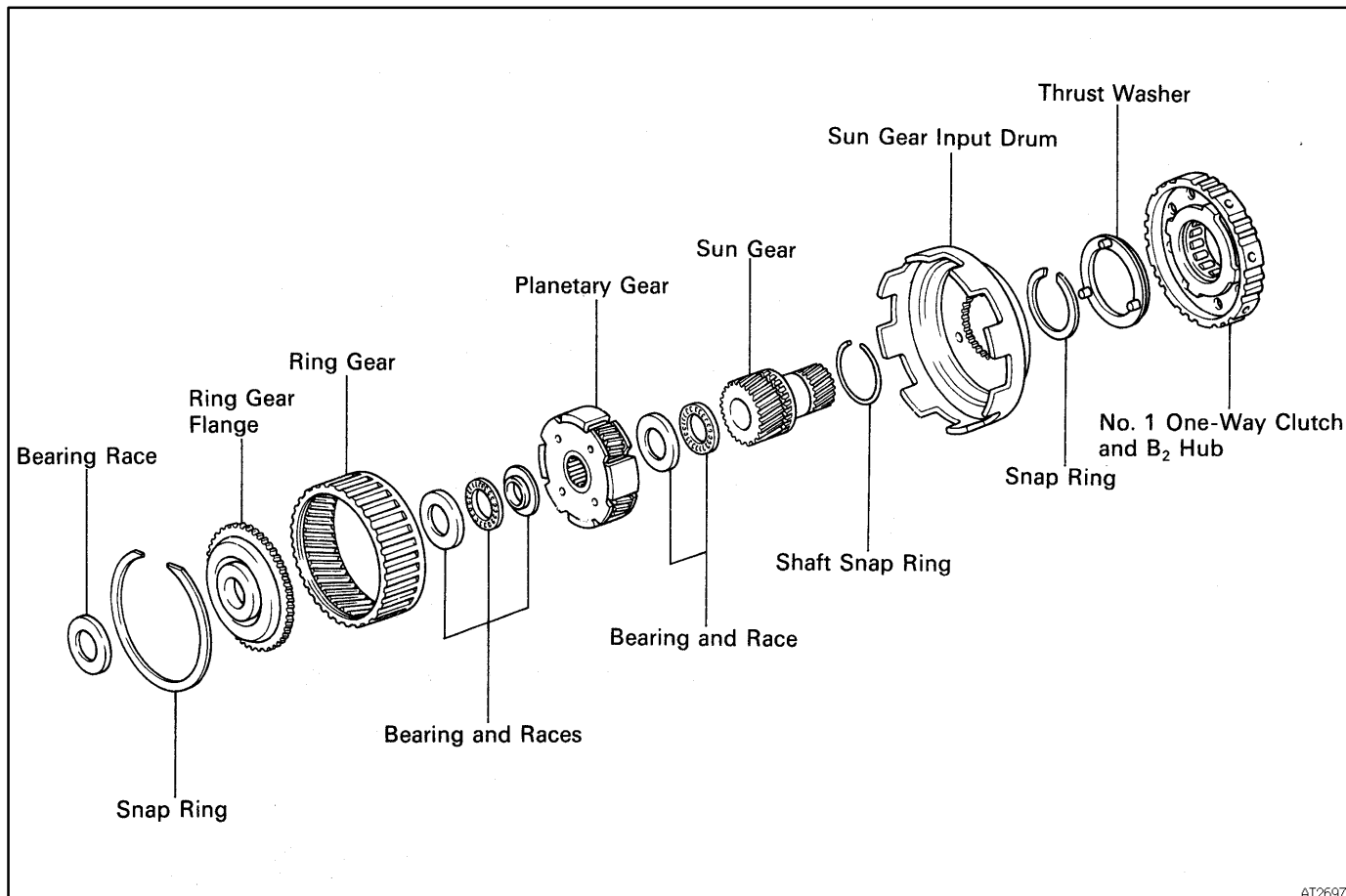
3.2 mm (0.126 in.)

3.4 mm (0.134 in.)

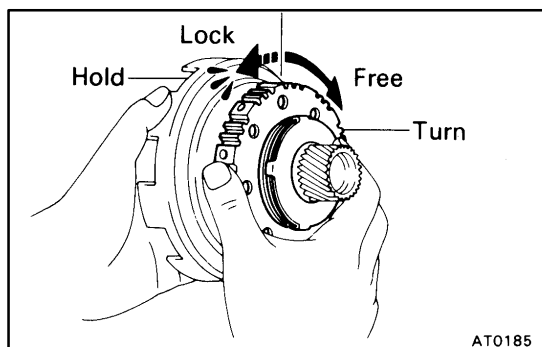
3.6 mm (0.142 in.)

FRONT PLANETARY GEAR COMPONENTS

AX0FE-02



AT2697

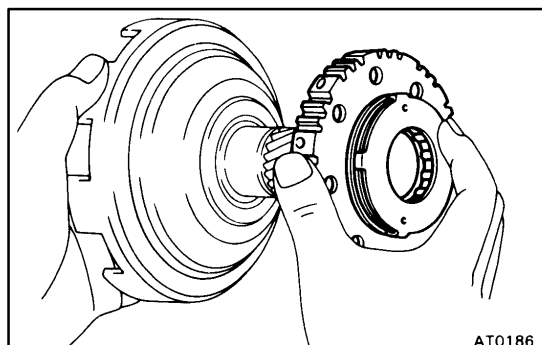


AT0185

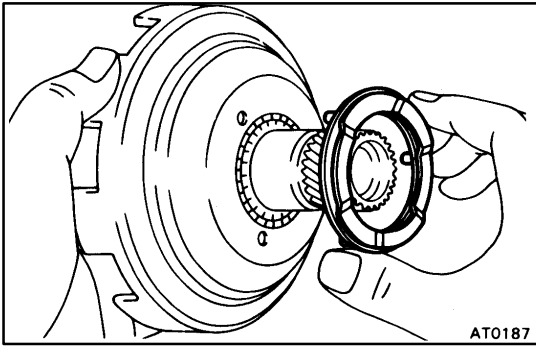
ONE-WAY CLUTCH AND SUN GEAR DISASSEMBLY

AX0FF-02

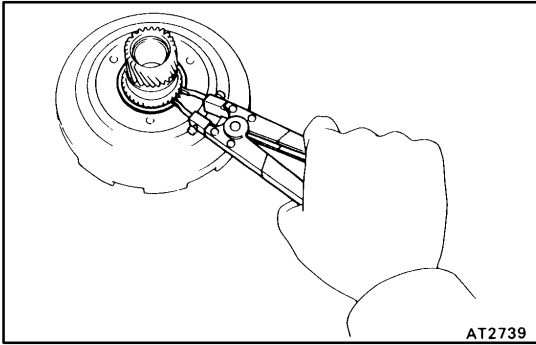
1. **CHECK OPERATION OF ONE-WAY CLUTCH**
Hold the sun gear and turn the hub. The hub should turn freely clockwise and should lock counterclockwise.
2. **REMOVE SECOND BRAKE HUB AND ONE-WAY CLUTCH FRONT SUN GEAR**
While turning the hub clockwise, remove the one-way clutch from the sun gear.



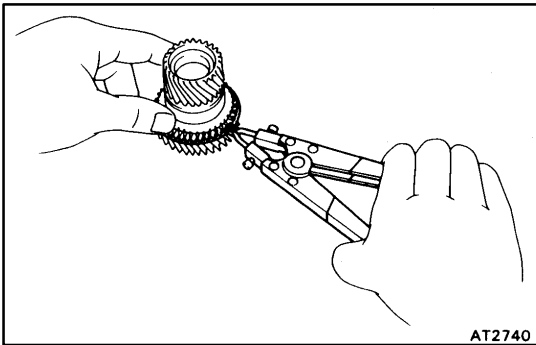
AT0186



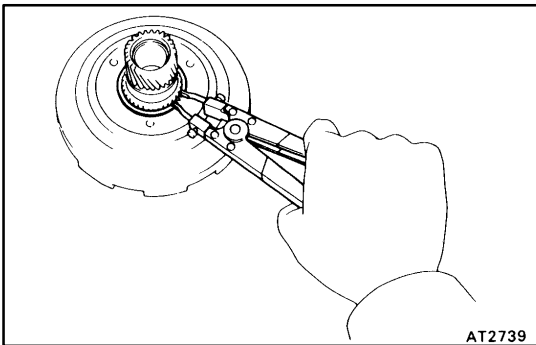
3. **REMOVE THRUST WASHER FROM SUN GEAR INPUT DRUM**



4. **REMOVE SUN GEAR FROM DRUM**
 - (a) Using snap ring pliers, remove the snap ring from the drum.
 - (b) Remove the sun gear from the drum.



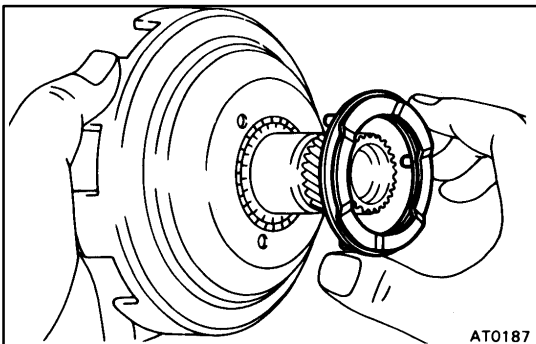
5. **REMOVE SHAFT SNAP RING**
Using snap ring pliers, remove the shaft snap ring from the sun gear.



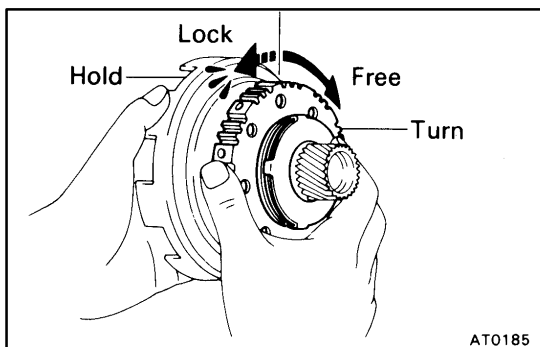
ONE-WAY CLUTCH AND SUN GEAR ASSEMBLY

AX0FG-02

1. **INSTALL SHAFT SNAP RING TO SUN GEAR**
2. **INSTALL SUN GEAR TO DRUM**
 - (a) Install the sun gear to the drum.
 - (b) Using snap ring pliers, install the snap ring to the drum.



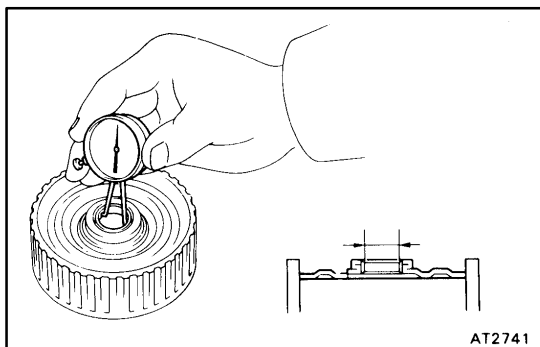
3. **INSTALL THRUST WASHER TO SUN GEAR INPUT DRUM**



4. INSTALL ONE-WAY CLUTCH AND SECOND BRAKE HUB ON SUN GEAR

While turning the hub clockwise, slide the one-way clutch onto the sun gear.

5. RECHECK OPERATION OF ONE-WAY CLUTCH



PLANETARY RING GEAR INSPECTION

AX0FH-02

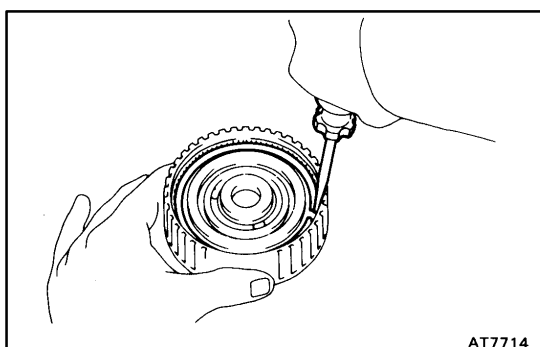
1. INSPECT RING GEAR FLANGE BUSHING

Using a dial indicator, measure the inside diameter of the flange bushing.

Standard inside diameter:

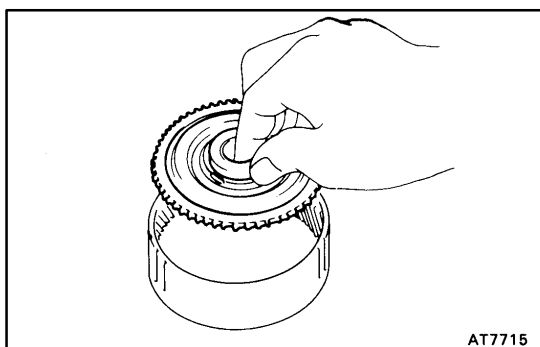
19.025 – 19.050 mm (0.7490 – 0.7500 in.)

If the inside diameter is greater than the maximum, replace the flange.



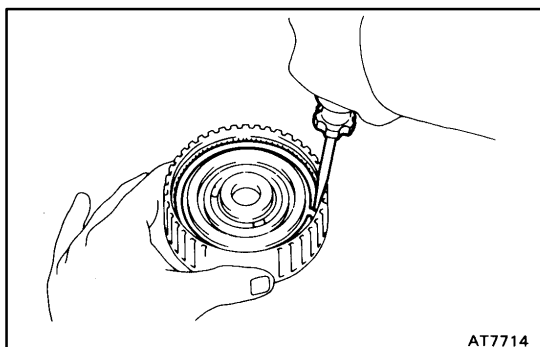
2. REMOVE RING GEAR FLANGE

- (a) Using a screwdriver, remove the snap ring.
- (b) Remove the flange from the ring gear.

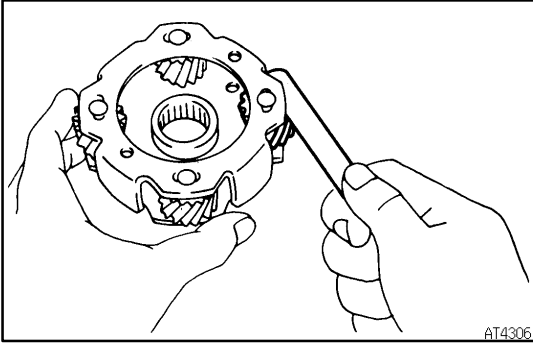


3. INSTALL RING GEAR FLANGE

- (a) Position the flange into the ring gear.



- (b) Using a screwdriver, install the snap ring.



FRONT PLANETARY GEAR INSPECTION

MEASURE PLANETARY PINION GEAR THRUST CLEARANCE

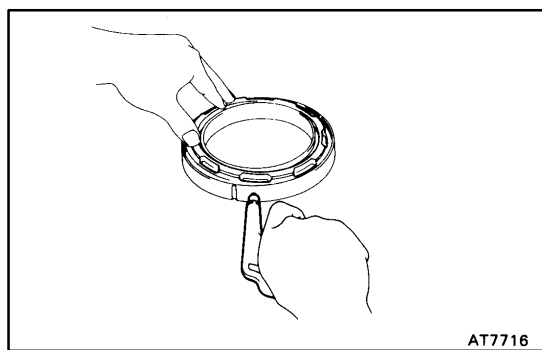
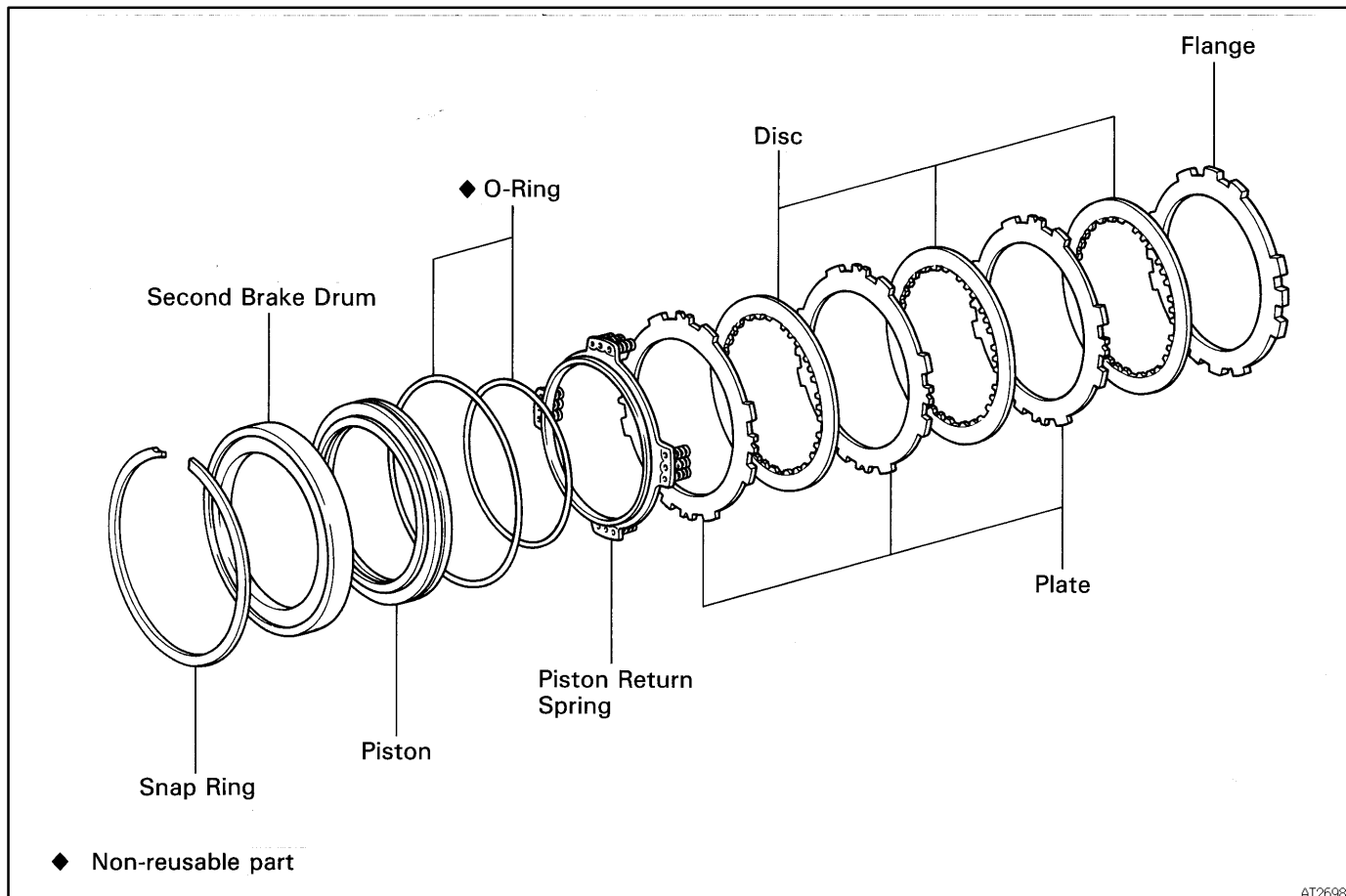
Using a feeler gauge, measure the planetary pinion gear thrust clearance.

Standard clearance:

0.20 – 0.50 mm (0.0079 – 0.0197 in.)

SECOND BRAKE COMPONENTS

AX0FK-02

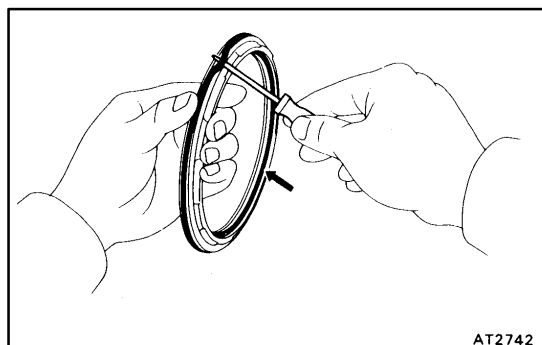


SECOND BRAKE PISTON DISASSEMBLY

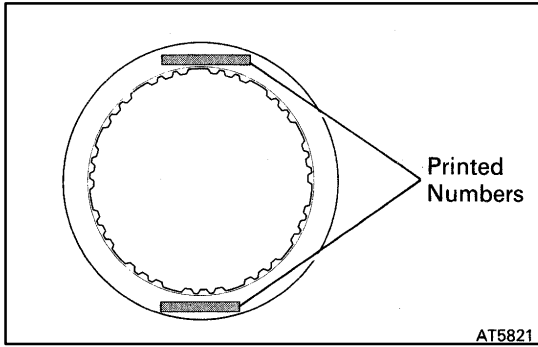
AX0FL-02

REMOVE SECOND BRAKE PISTON

(a) Apply compressed air to the oil hole to remove the piston.



(b) Remove the 2 O-rings from the piston.



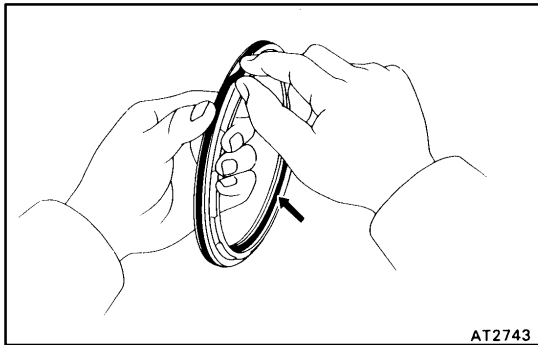
SECOND BRAKE INSPECTION

INSPECT DISCS, PLATES AND FLANGE

Check if the sliding surface of the discs, plates and flange are worn or burnt. If necessary, replace them.

HINT:

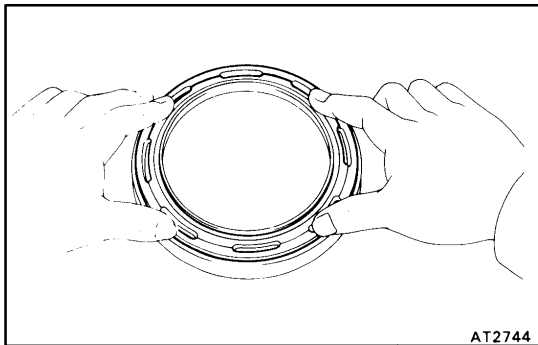
- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



SECOND BRAKE PISTON ASSEMBLY

INSTALL PISTON

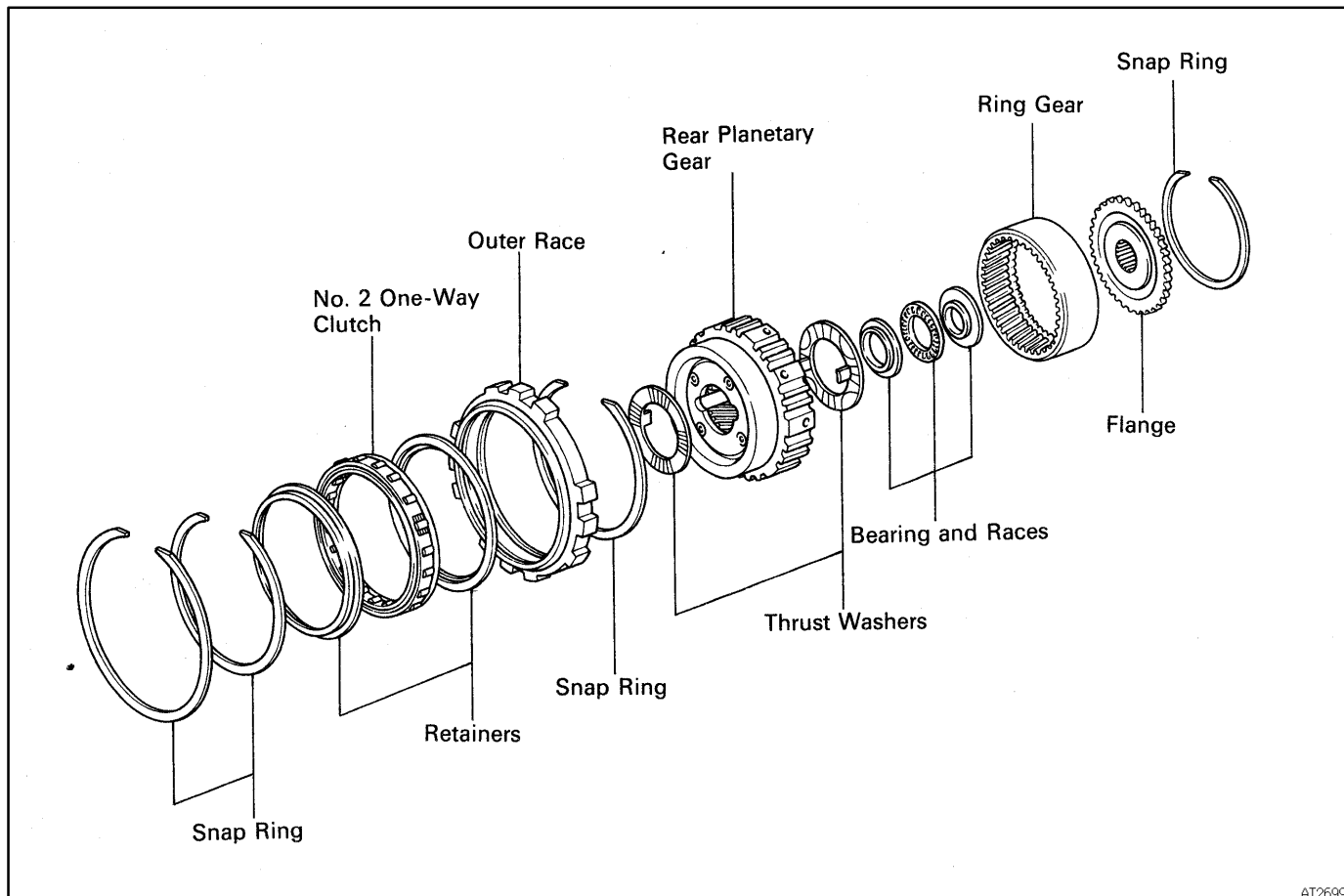
- Coat a new O-ring with ATF.
- Install the 2 O-rings on the piston.



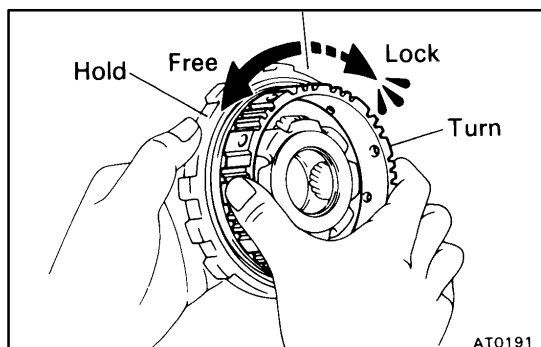
- Press the piston into the drum, being careful not to damage the O-rings.

REAR PLANETARY GEAR COMPONENTS

AX0FP-02



AT2699



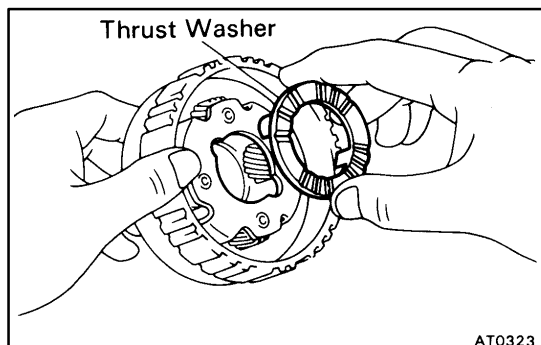
AT0191

ONE-WAY CLUTCH DISASSEMBLY

AX0FG-02

1. CHECK OPERATION OF ONE-WAY CLUTCH

Hold the outer race and turn the hub. The hub should turn freely counterclockwise and should lock clockwise.

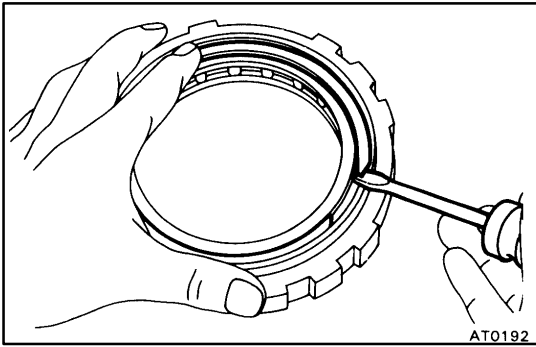


AT0323

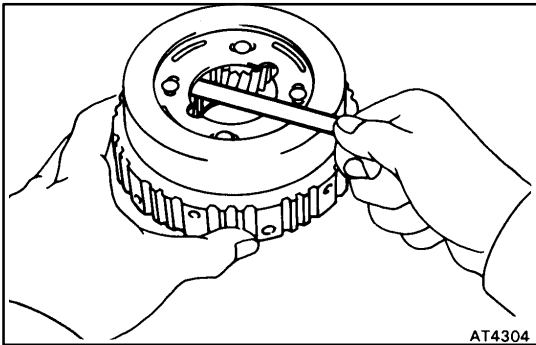
2. SEPARATE ONE-WAY CLUTCH AND PLANETARY GEAR

3. REMOVE THRUST WASHERS

Remove the 2 thrust washers from both sides of the planetary gear.



- 4. REMOVE ONE-WAY CLUTCH FROM OUTER RACE**
- (a) Remove the 2 snap rings and retainers from both sides.
 - (b) Remove the one-way clutch from the outer race.



REAR PLANETARY GEAR INSPECTION

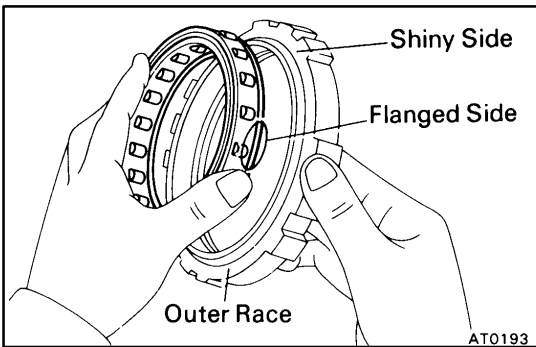
AX0FR-02

MEASURE PLANETARY PINION GEAR THRUST CLEARANCE

Using a feeler gauge, measure the planetary pinion gear thrust clearance.

Standard clearance:

0.20 – 0.50 mm (0.0079 – 0.0197 in.)

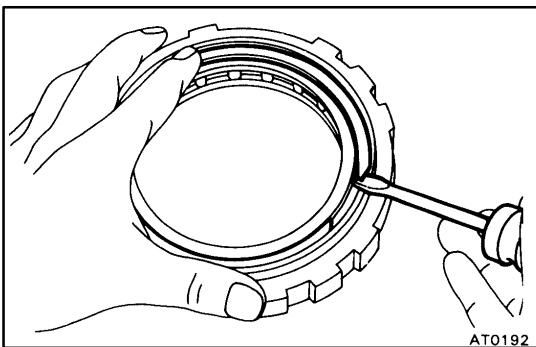


ONE-WAY CLUTCH ASSEMBLY

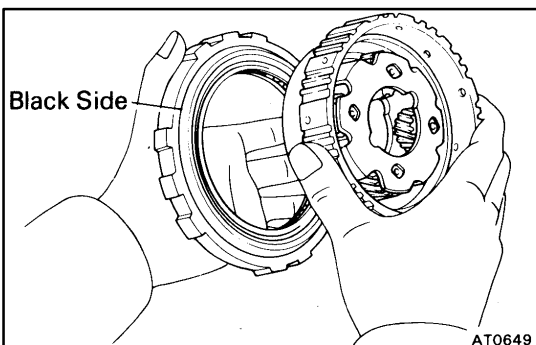
AX0FS-02

1. INSTALL ONE-WAY CLUTCH

- (a) Install the one-way clutch into the outer race, facing the flanged side of the one-way clutch toward the shiny side of the outer race.

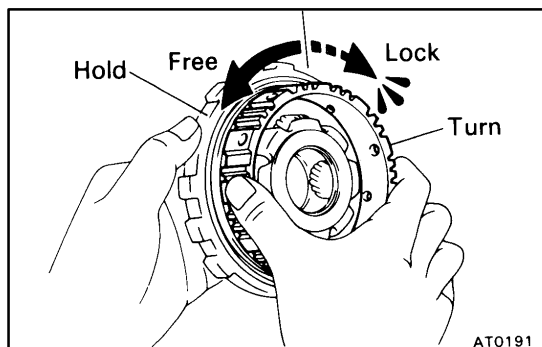


- (b) Install the 2 retainers and snap rings to both sides.

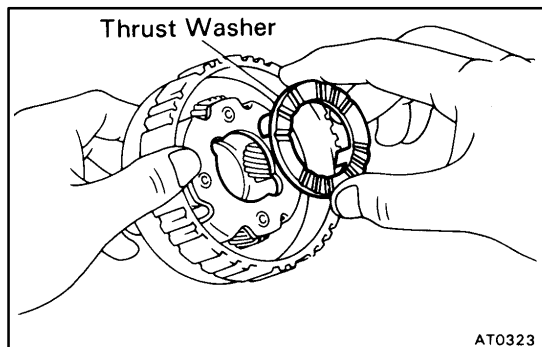


2. INSTALL PLANETARY GEAR INTO ONE-WAY CLUTCH

Install the planetary gear into the one-way clutch, facing the inner race of the planetary gear toward the black side of the one-way clutch outer race.

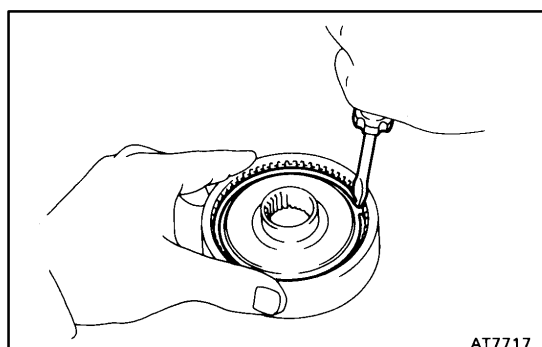


3. CHECK OPERATION OF ONE-WAY CLUTCH



4. INSTALL THRUST WASHERS

- (a) Coat the 2 thrust washers with petroleum jelly.
- (b) Align the tab of the washers with the hollow of the carrier.

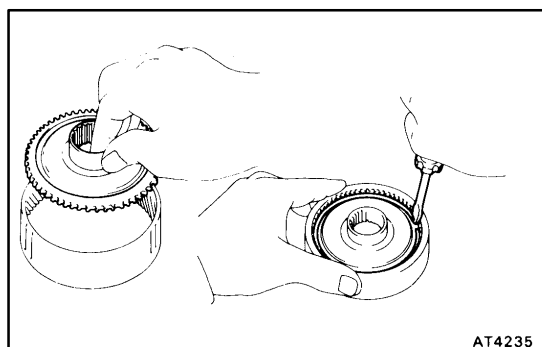


RING GEAR FLANGE REPLACEMENT

AX0FT-02

1. REMOVE RING GEAR FLANGE

- (a) Using a screwdriver, remove the snap ring.
- (b) Remove the flange from the ring gear.

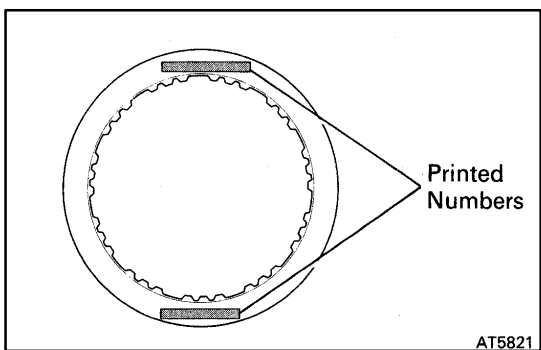
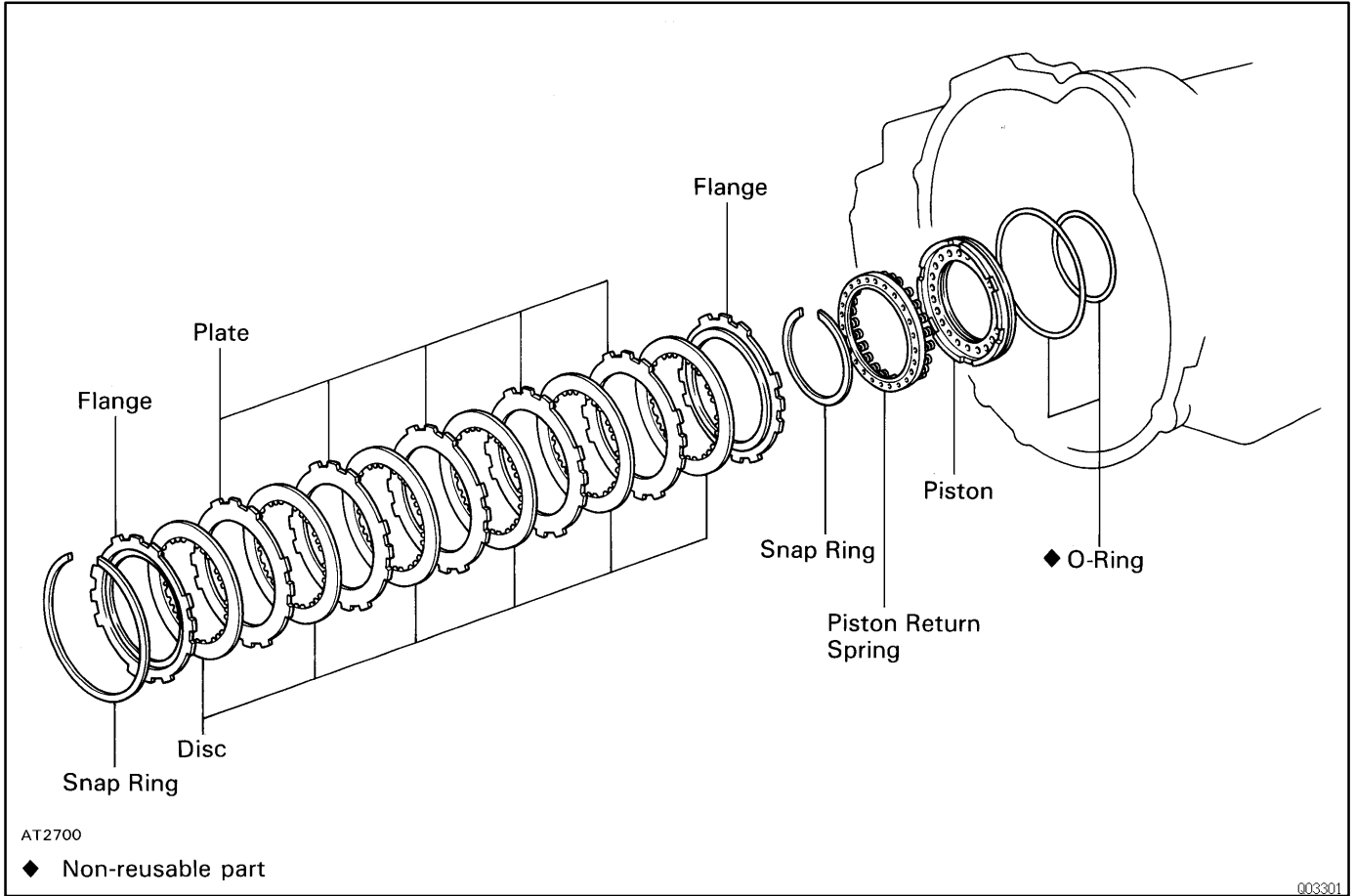


2. INSTALL RING GEAR FLANGE

- (a) Position the flange into the ring gear.
- (b) Using a screwdriver, install the snap ring.

FIRST AND REVERSE BRAKE COMPONENTS

AX0FU-02



FIRST AND REVERSE BRAKE INSPECTION INSPECT DISCS, PLATES AND FLANGES

Check if the sliding surfaces of the discs, plates and flanges are worn or burnt. If necessary, replace them.

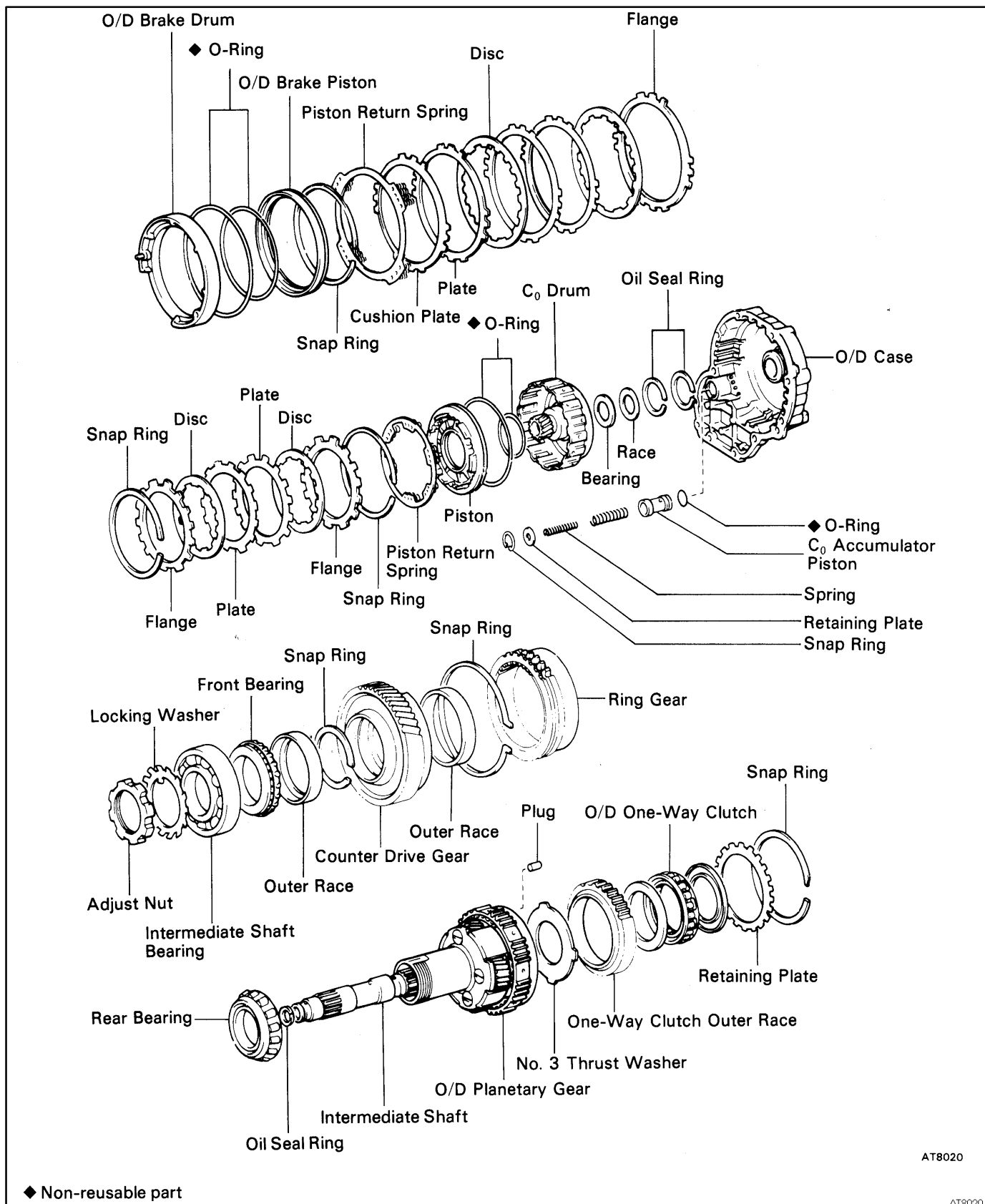
HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembly new discs, soak them in ATF for at least 15 minutes.

AX0FY-02

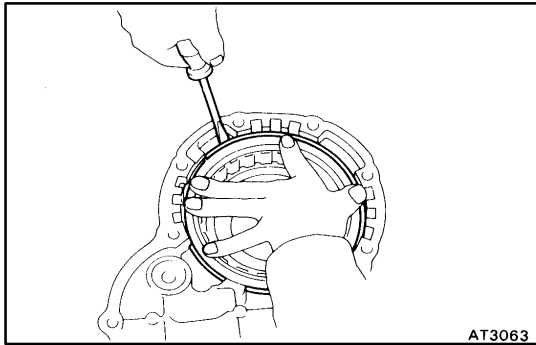
OVERDRIVE UNIT COMPONENTS

AX0FW-02



AT8020

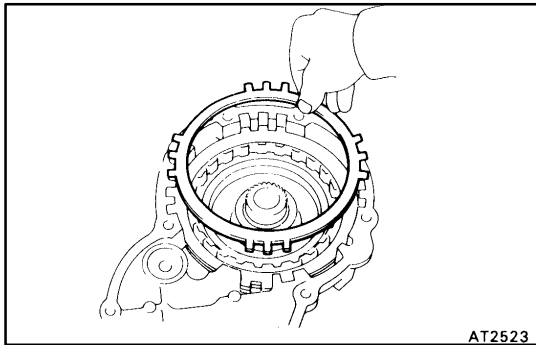
AT8020



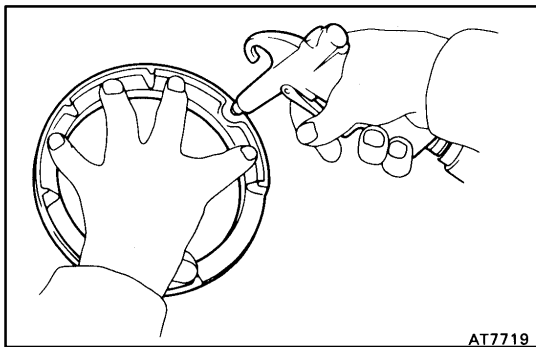
OVERDRIVE BRAKE DISASSEMBLY

1. REMOVE PISTON RETURN SPRING

- (a) While pushing the return spring, remove the snap ring with a screwdriver.
- (b) Remove the piston return spring.

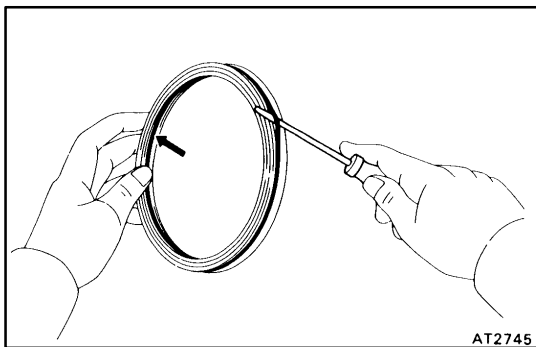


2. REMOVE CUSHION PLATE, PLATES, DISCS AND FLANGE



3. REMOVE PISTON FROM DRUM

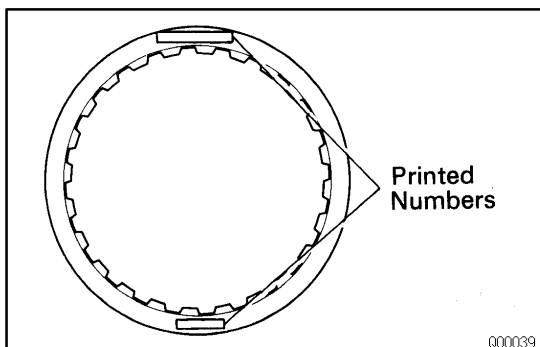
- Apply compressed air to oil hole to remove the piston.
 HINT: Blow with the gun slightly away from the oil hole, and be careful that the piston does not tilt.



4. REMOVE O-RINGS

- Remove the inner and outer O-rings from the piston.

AX0FY-02



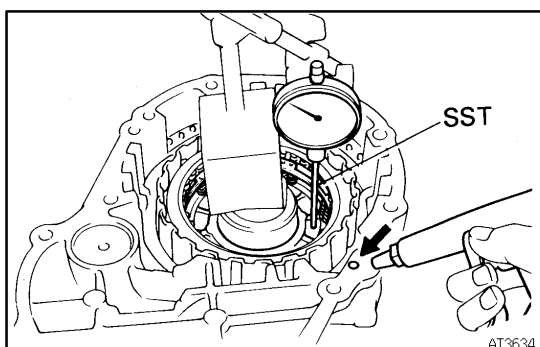
OVERDRIVE BRAKE INSPECTION

INSPECT DISCS, PLATES AND FLANGE

Check if the sliding surfaces of the discs, plates and flange are worn or burnt. If necessary, replace them.

HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



AX0FZ-02

OVERDRIVE DIRECT CLUTCH DISASSEMBLY

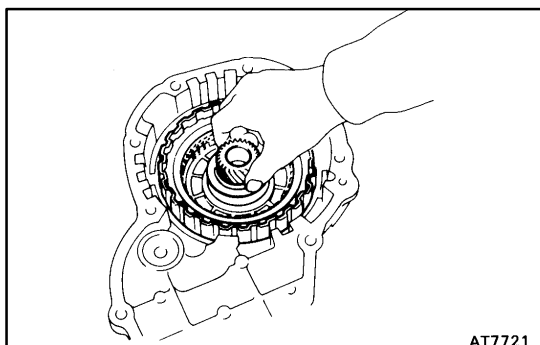
1. CHECK PISTON STROKE OF DIRECT CLUTCH

Using a dial indicator, measure the piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57– 114 psi).

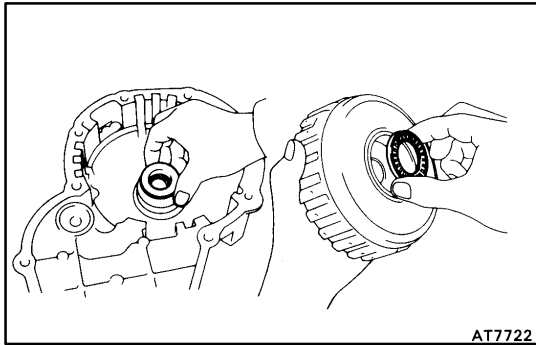
Piston stroke:

1.21 – 1.91 mm (0.0476 – 0.0752 in.)

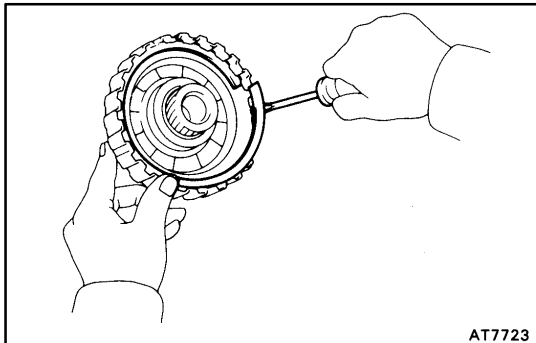
If the piston stroke is greater than the maximum, inspect the each component.



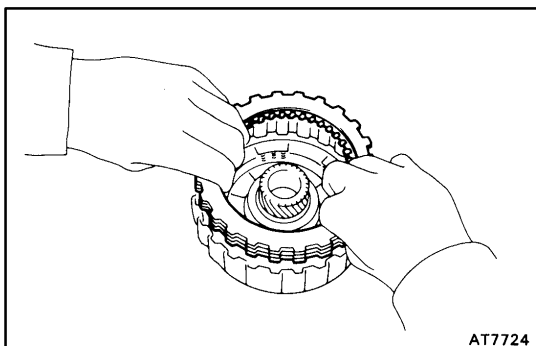
2. REMOVE OVERDRIVE DIRECT CLUTCH FROM CASE



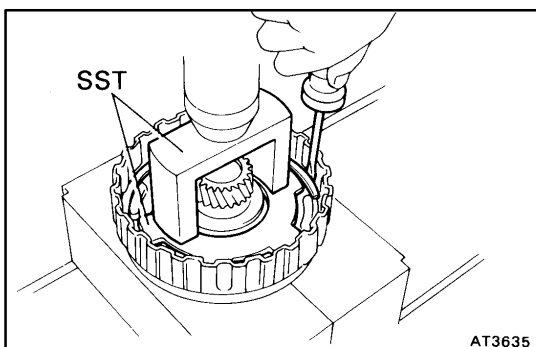
3. REMOVE BEARING AND RACE FROM CLUTCH DRUM AND CASE



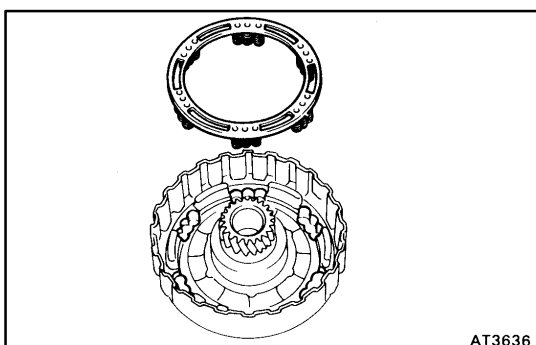
4. REMOVE SNAP RING WITH SCREWDRIVER



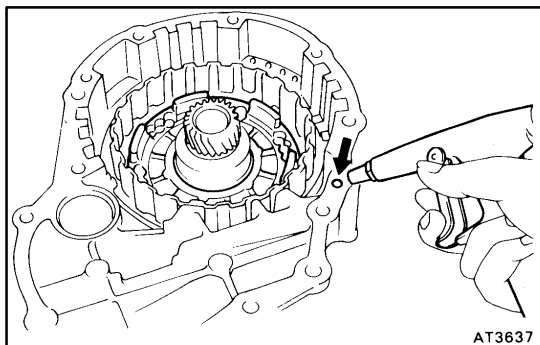
5. REMOVE FLANGES, DISCS AND PLATES



6. REMOVE PISTON RETURN SPRING
- (a) Place SST on the spring retainer and compress the spring with a shop press.
SST 09350-32014 (09351-32070, 09351-32200)
 - (b) Remove the snap ring.

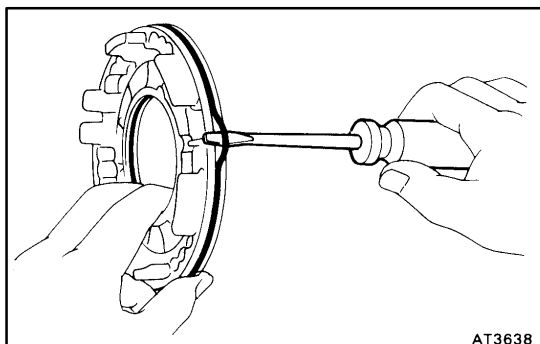


- (c) Remove the piston return spring.



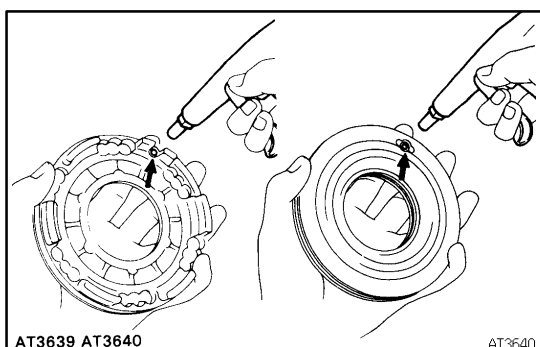
7. REMOVE PISTON FROM CLUTCH DRUM

- (a) Install the clutch drum of the case.
- (b) Apply compressed air to the pressure apply hole of the case.
- (c) Remove the piston from the clutch drum.
If the piston does not come out completely, use needle-nose pliers to remove it.
- (d) Remove the clutch drum from the case.



8. REMOVE O-RINGS

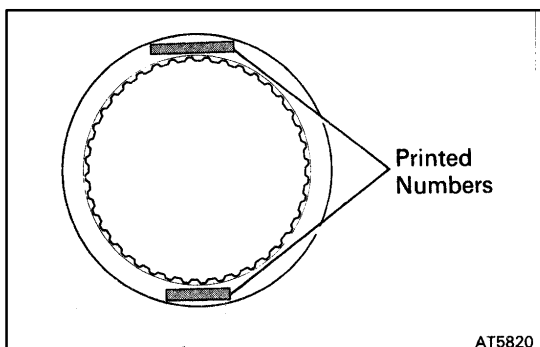
Remove the 2 O-rings from the piston.



OVERDRIVE DIRECT CLUTCH INSPECTION

1. INSPECT OVERDRIVE DIRECT CLUTCH

- (a) Check that the check ball is free by shaking the piston.
- (b) Check that the valve does not leak by applying low-pressure compressed air.

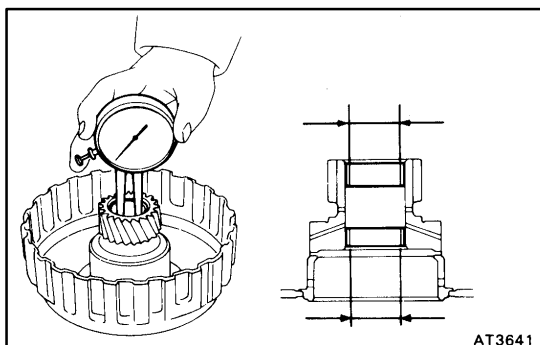


2. INSPECT DISCS, PLATES AND FLANGES

Check that the sliding surfaces of discs, plates and flanges are worn or burnt. If necessary, replace them.

HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers are defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



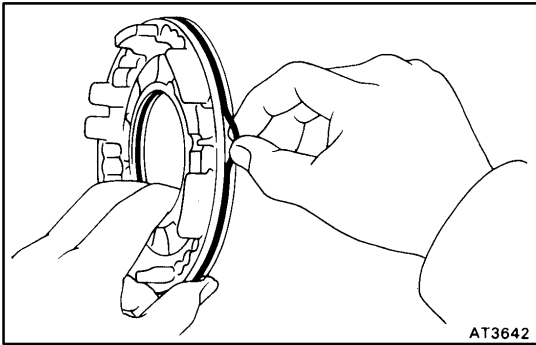
3. CHECK DIRECT CLUTCH BUSHING

Using a dial indicator, measure the inside diameter of the two direct clutch bushings.

Maximum inside diameter:

22.09 mm (0.8697 in.)

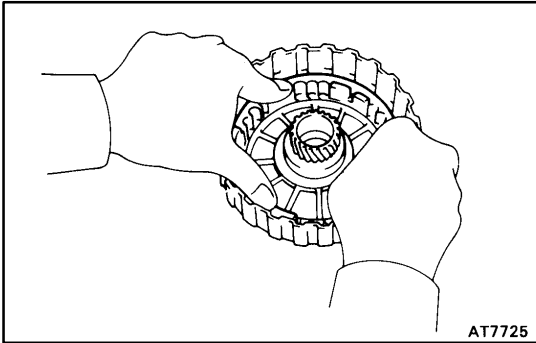
If the inside diameter is greater than the maximum, replace the direct clutch drum.



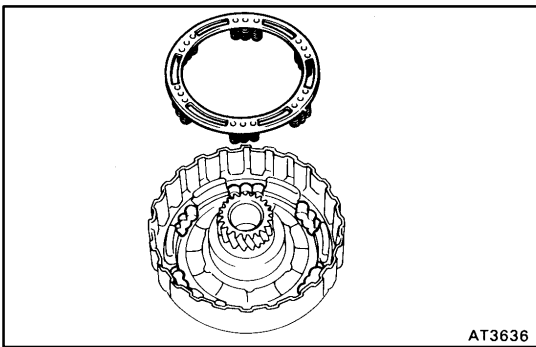
OVERDRIVE DIRECT CLUTCH ASSEMBLY

1. INSTALL CLUTCH PISTON

- (a) Install new O-rings to the piston. Coat the O-rings with ATF.

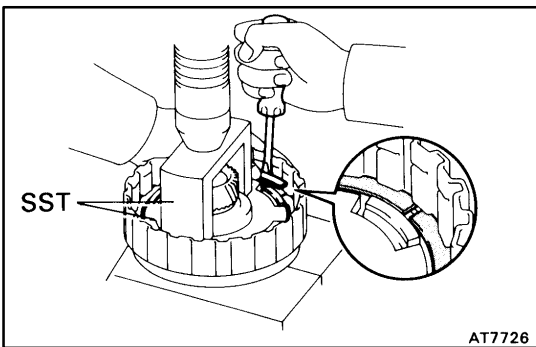


- (b) Press the piston into the drum with the cup side up, being careful not to damage the O-ring.



2. INSTALL PISTON RETURN SPRING

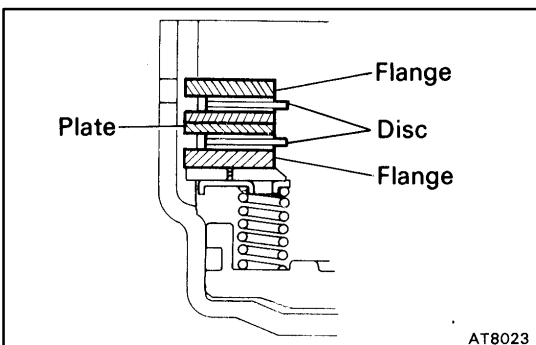
- (a) Install the return spring and set snap ring in place.



- (b) Place SST on the spring retainer, and compress the spring with a shop press.

SST 09350-32014 (09351-32070, 09351-32200)

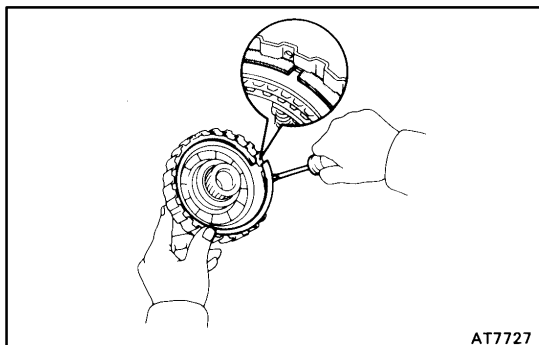
- (c) Install the snap ring with a screwdriver. Be sure end gap of snap ring is aligned with the groove of the clutch drum.



3. INSTALL PLATES, DISCS AND FLANGE

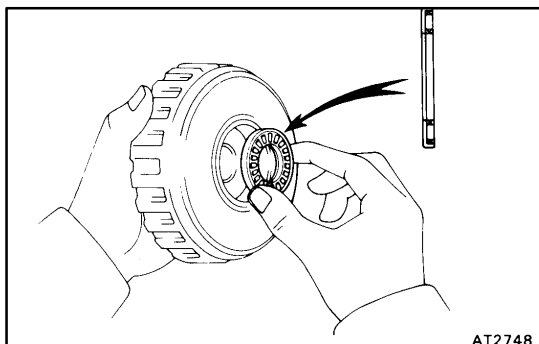
Install in order: P=Plate D=Disc

Flange – D – P – D – Flange



4. INSTALL SNAP RING

Be sure end gap of the snap ring is not aligned with the groove of the clutch drum.

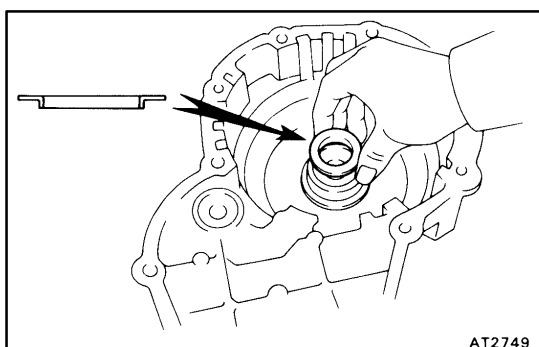


5. INSTALL BEARING AND RACE

- (a) Coat the bearing with petroleum jelly and install it facing the race side downward to the clutch drum.

Bearing:

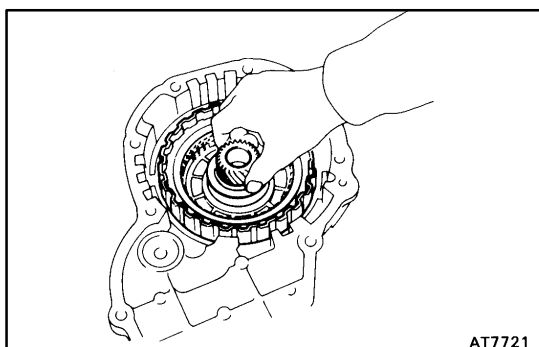
Outer diameter
46.3 mm (1.823 in.)
Inner diameter
26.2 mm (1.031 in.)



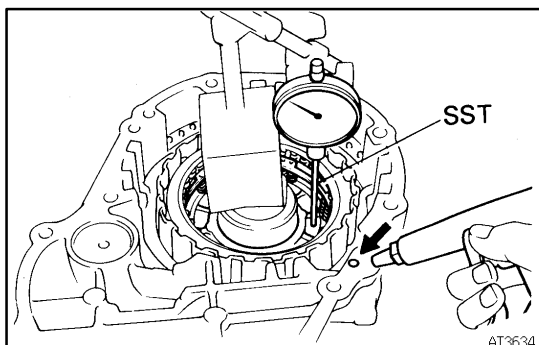
- (b) Coat the race with petroleum jelly and install it to the case.

Race:

Outer diameter
43.0 mm (1.693 in.)
Inner diameter
24.5 mm (0.965 in.)



6. INSTALL DIRECT CLUTCH ON CASE

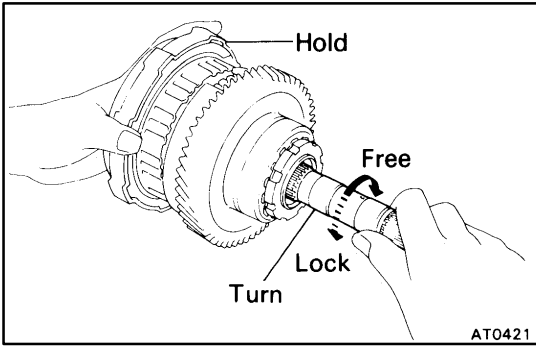


7. RECHECK PISTON STROKE OF DIRECT CLUTCH

Using a dial indicator, measure the piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf/cm², 57– 114 psi).

Piston stroke:

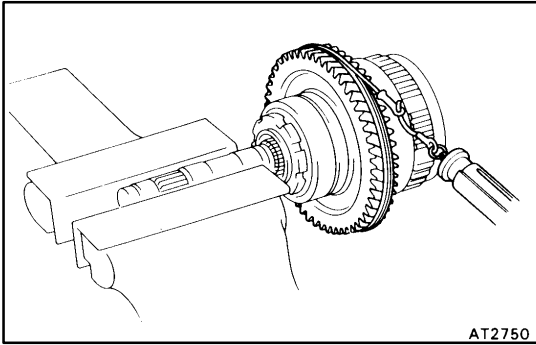
1.21 – 1.91 mm (0.0476 – 0.0752 in.)



COUNTER DRIVE GEAR DISASSEMBLY

1. CHECK OPERATION OF ONE-WAY CLUTCH

- (a) While turning the overdrive gear clockwise, install the overdrive direct clutch into the one-way clutch.
- (b) Hold the overdrive direct clutch and turn the intermediate shaft. The shaft should turn freely clockwise and should lock counterclockwise.
- (c) Remove the overdrive direct clutch.



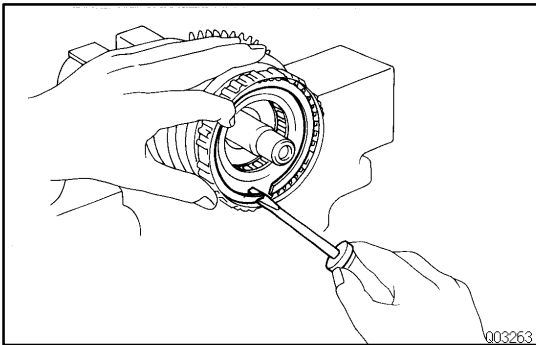
2. CHECK COUNTER DRIVE GEAR PRELOAD

- (a) Hold the intermediate shaft in a vise with soft jaws.
- (b) Using a tension gauge, measure the preload.

Preload (at starting):

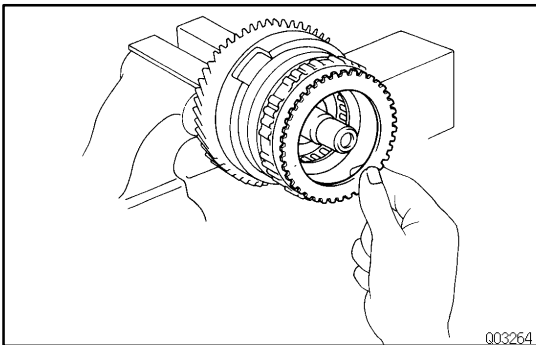
9 – 15 N (920 – 1,530 gf, 2.0 – 3.4 lbf)

HINT: Turn the counter drive gear right and left several times before measuring the preload.

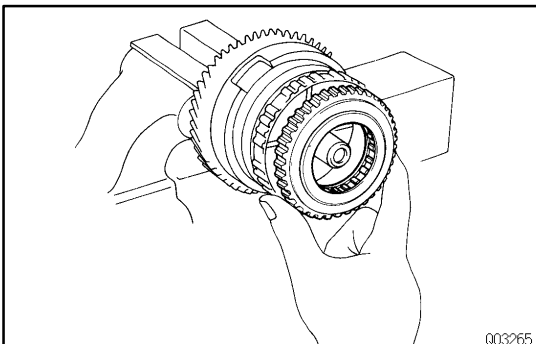


3. REMOVE RETAINING PLATE

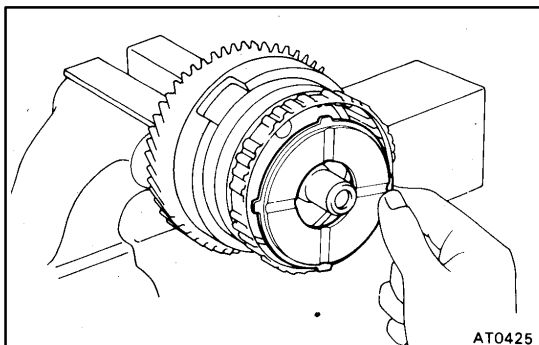
- (a) Remove the snap ring with a screwdriver.



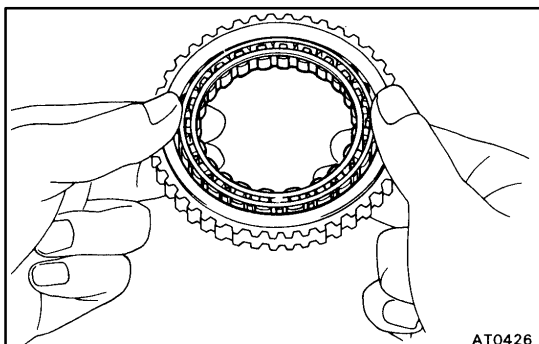
- (b) Remove the retaining plate.



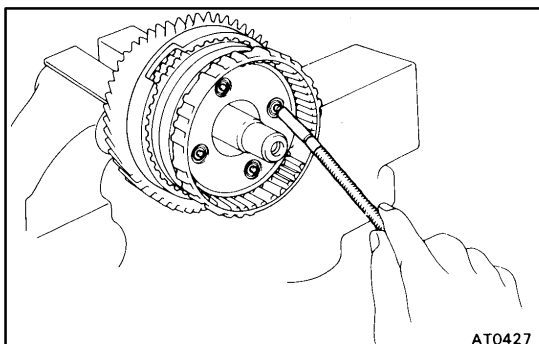
4. REMOVE ONE-WAY CLUTCH AND OUTER RACE



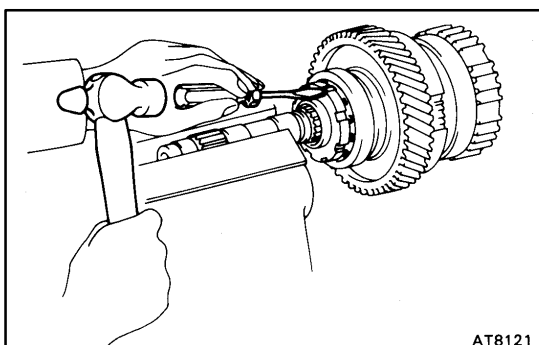
5. **REMOVE NO.3 OVERDRIVE PLANETARY THRUST WASHER**



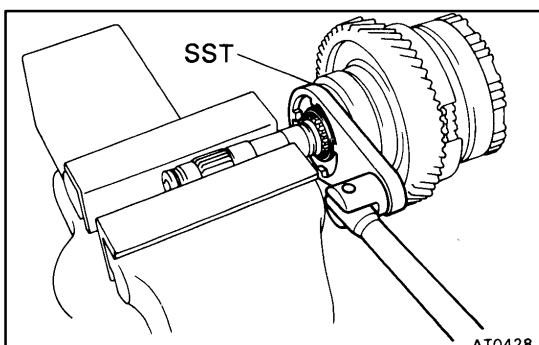
6. **REMOVE ONE-WAY CLUTCH FROM OUTER RACE**
Note the direction of the one-way clutch.



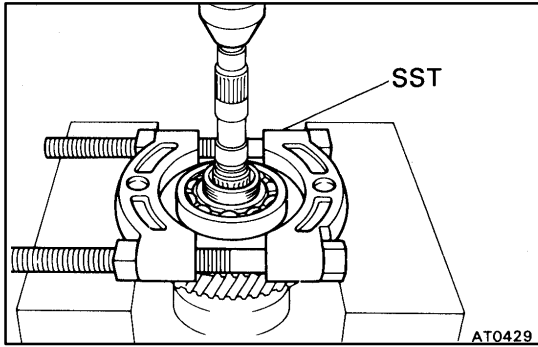
7. **REMOVE PLUGS FROM PLANETARY GEAR**
Remove the 4 plugs with a magnetic finger.
HINT: Be careful not to lose them.



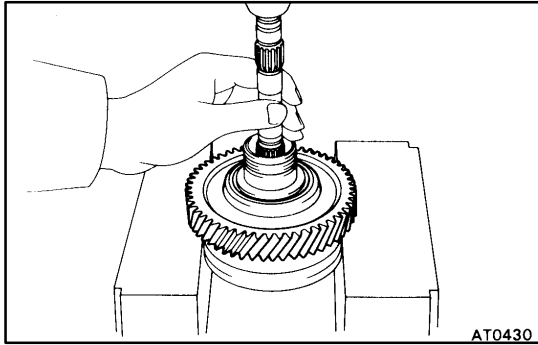
8. **REMOVE ADJUSTING NUT AND WASHER**
(a) Pry off the locking washer with chisel.



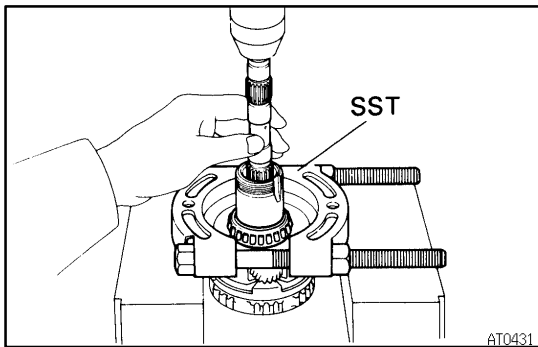
- (b) Using SST, loosen the adjusting nut.
SST 09350-32014 (09351-32080)
(c) Remove the adjusting nut and washer.



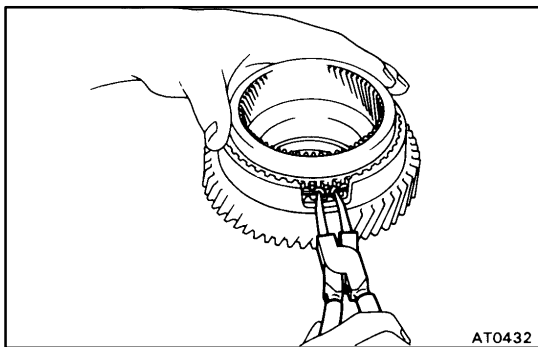
- 9. REMOVE INTERMEDIATE SHAFT BEARING**
Using SST, press out the bearing from the shaft.
SST 09950-00020



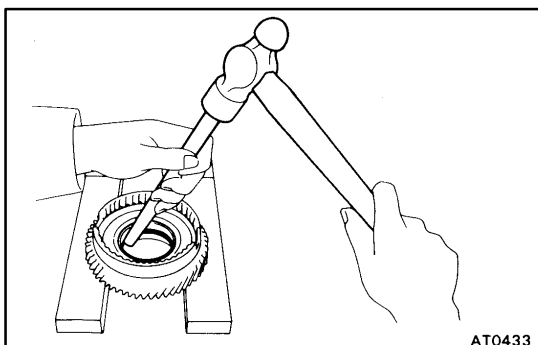
- 10. REMOVE COUNTER DRIVE GEAR AND FRONT BEARING**
Press out the gear and bearing together.



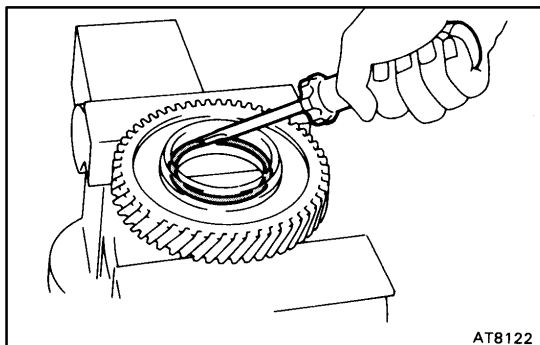
- 11. REMOVE REAR BEARING**
Using SST, press out the bearing.
SST 09950-00020



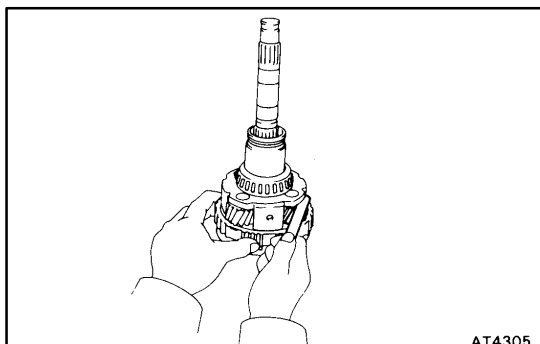
- 12. REMOVE OVERDRIVE PLANETARY RING GEAR FROM COUNTER DRIVE GEAR**
- (a) While pulling up the ring gear, compress the snap ring with needle-nose pliers and remove it from the groove.
 - (b) Remove the ring gear from the counter drive gear.



- 13. REMOVE OUTER RACES FROM COUNTER DRIVE GEAR**
Drive out the 2 races with a brass bar and hammer.



- 14. REMOVE SNAP RING FROM COUNTER DRIVE GEAR**
Using a screwdriver, remove the snap ring.



OVERDRIVE PLANETARY GEAR INSPECTION

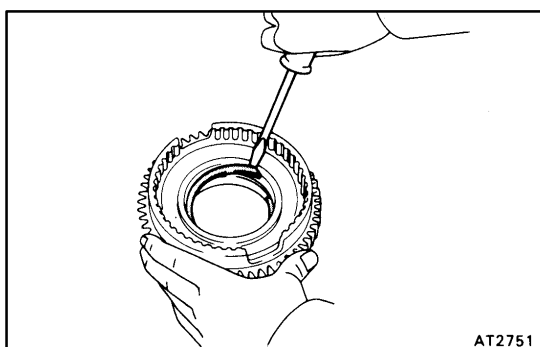
AX0G3-02

MEASURE PLANETARY PINION GEAR THRUST CLEARANCE

Using a feeler gauge, measure the planetary pinion gear thrust clearance.

Standard clearance:

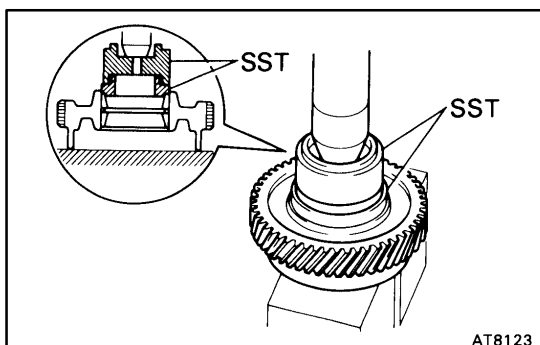
0.20 – 0.50 mm (0.0079 – 0.0197 in.)



COUNTER DRIVE GEAR ASSEMBLY

AX0GU-02

- 1. INSTALL SNAP RING INTO COUNTER GEAR**
Install the snap ring with a screwdriver.

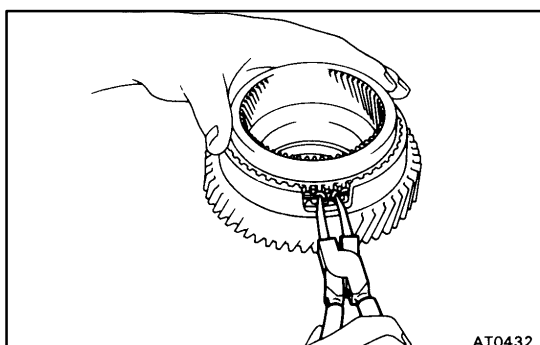


- 2. INSTALL OUTER RACES INTO COUNTER DRIVE GEAR**

Using SST, press in the 2 outer races to the gear both side.

SST 09350-32014 (09351-32120, 09351-32150)

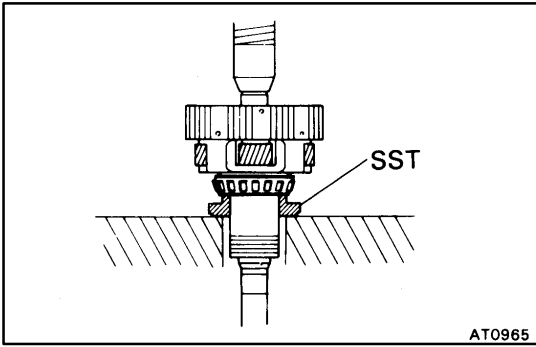
HINT: Press in the 2 outer races until they touch the snap ring. Tap the races in straight, so that they do not tilt.



- 3. INSTALL OVERDRIVE PLANETARY RING GEAR INTO COUNTER DRIVE GEAR**

While pushing down the ring gear, squeeze the snap ring end with a needle-nose pliers, and install it into the groove.

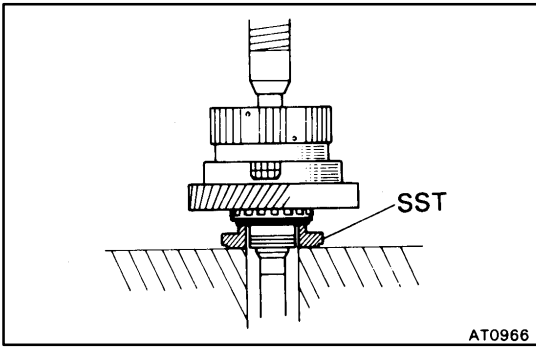
HINT: When the snap ring is fully seated, the end will be free.



4. INSTALL REAR BEARING

Using SST, press in the bearing onto the shaft.
SST 09350-32014 (09351-32120)

HINT: Press in the bearing until the side surface of the inner race touches the shaft.

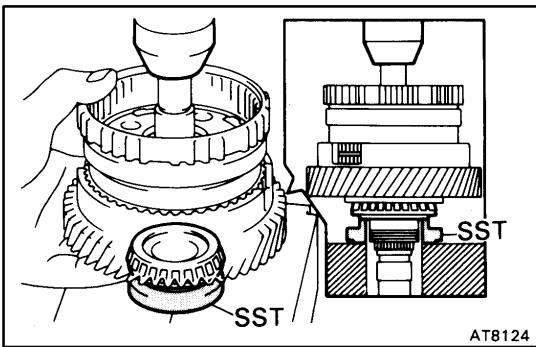


5. INSTALL COUNTER DRIVE GEAR AND FRONT BEARING

(a) Install the gear onto the shaft, and mesh the ring gear with the planetary pinions.

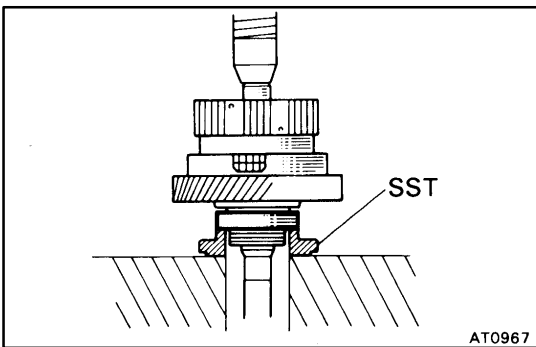
(b) Place the front bearing onto the shaft.

HINT: Hold the ring gear to prevent it from falling.



(c) Using SST, press in the bearing until there is slight play between the bearings.

SST 09350-32014 (09351-32120)

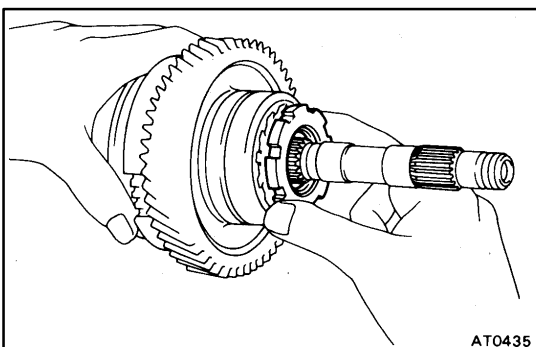


6. INSTALL INTERMEDIATE SHAFT BEARING

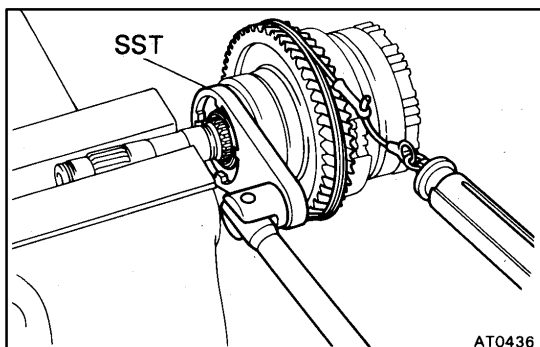
Using SST, press in the bearing until it slightly touches the front bearing of the counter drive gear.

SST 09350-32014 (09351-32120)

HINT: The counter drive gear can be turned lightly.



7. PLACE NEW LOCKING WASHER AND ADJUSTING NUT ONTO INTERMEDIATE SHAFT



8. ADJUST PRELOAD OF COUNTER DRIVE GEAR

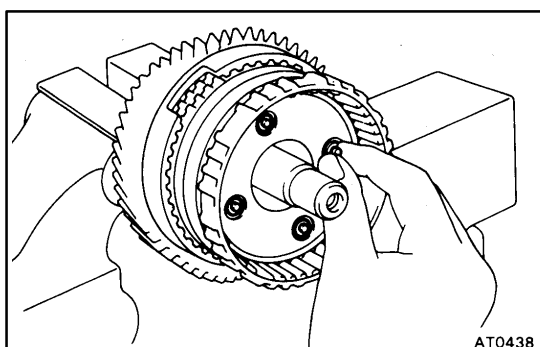
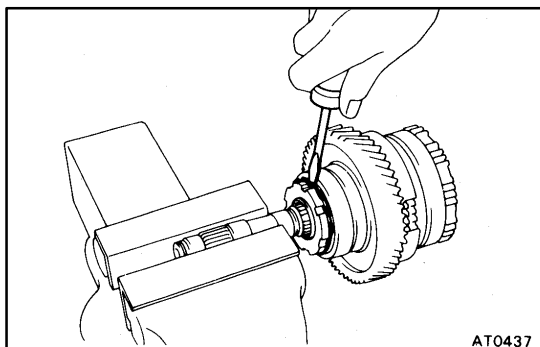
- (a) Place SST onto the adjusting nut and hold the shaft in a vise with soft jaws.
SST 09350-32014 (09351-32080)
- (b) Tighten the adjusting nut until the following gear starting load occurs with a tension gauge.

Preload (at starting):

9 – 15 N (920 – 1,530 gf, 2.0 – 3.4 lbf)

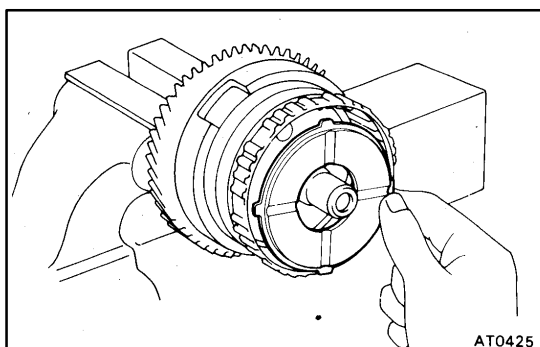
HINT: Turn the counter drive gear right and left several times before measuring the preload.

- (c) Lock the adjusting nut with one tab on locking washer. Bend the locking washer tab until it is even with the adjusting nut groove.



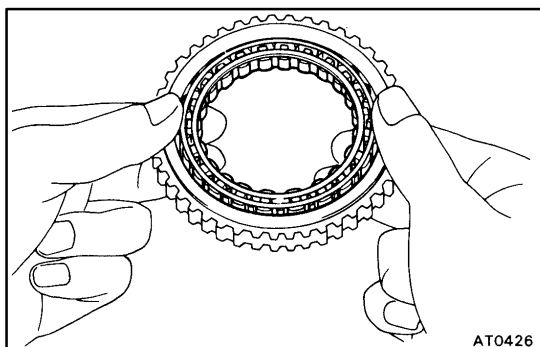
9. INSTALL PINION SHAFT PLUGS

Install the 4 plugs into the pinion shaft.



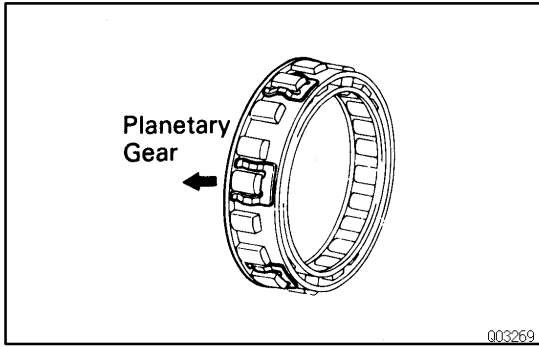
10. INSTALL NO.3 OVERDRIVE PLANETARY THRUST WASHER

Install the thrust washer, facing the groove toward the overdrive case.

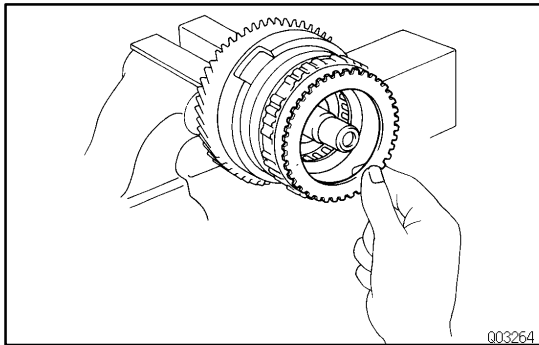
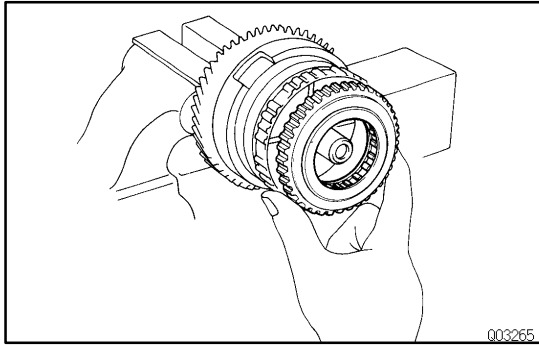


11. ASSEMBLE OVERDRIVE ONE-WAY CLUTCH

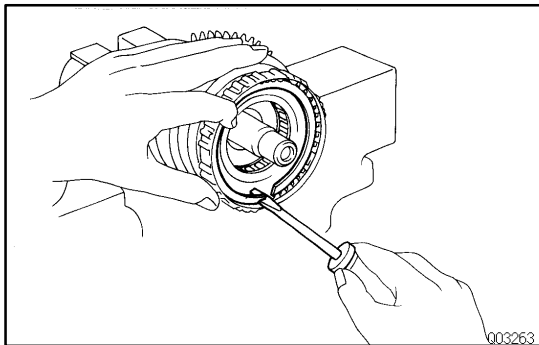
- (a) Install the one-way clutch into the outer race.
- (b) Install a retainer on both sides of the one-way clutch.



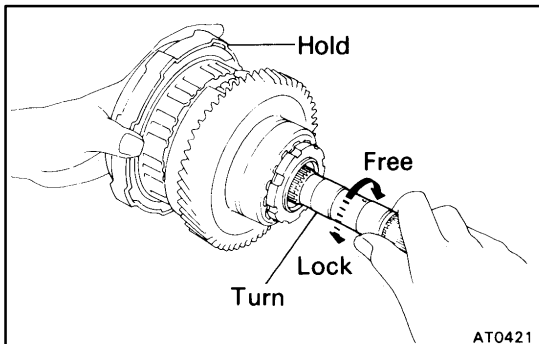
- 12. INSTALL OVERDRIVE ONE-WAY CLUTCH INTO HUB**
 Be sure that the one-way clutch is installed in the correct direction.



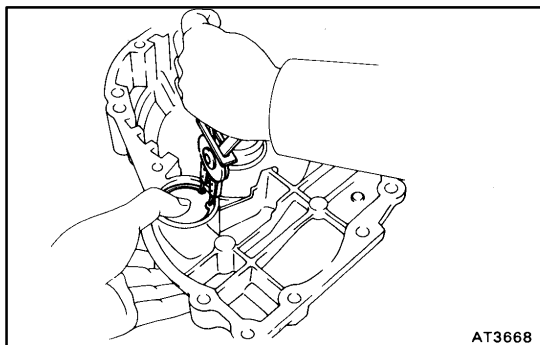
- 13. INSTALL RETAINING PLATE**
 (a) Place the retaining plate into the hub.



- (b) Install the snap ring with a screwdriver.



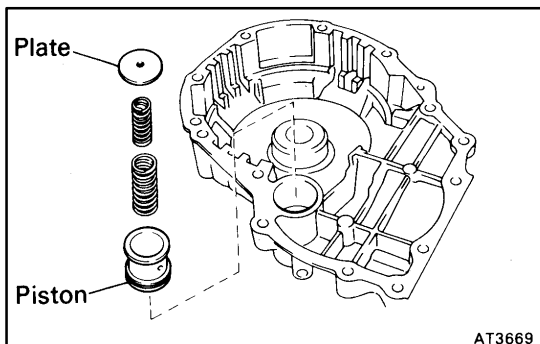
- 14. CHECK OPERATION OF ONE-WAY CLUTCH**
 (a) While turning the overdrive gear clockwise, install the overdrive direct clutch into the one-way clutch.
 (b) Hold the overdrive direct clutch and turn the intermediate shaft. The shafts should turn freely clockwise and should lock counterclockwise.
 (c) Remove the overdrive direct clutch.



OVERDRIVE CASE DISASSEMBLY

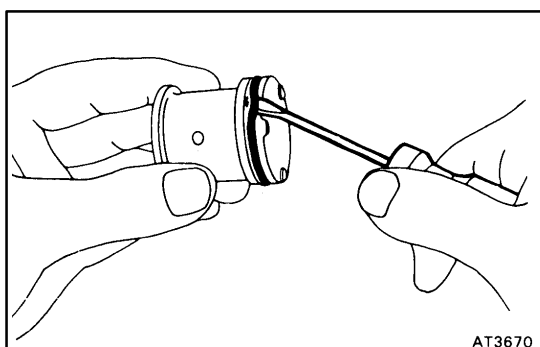
1. REMOVE C₀ ACCUMULATOR PISTON FROM OVERDRIVE CASE

(a) Using snap ring pliers, remove the snap ring.

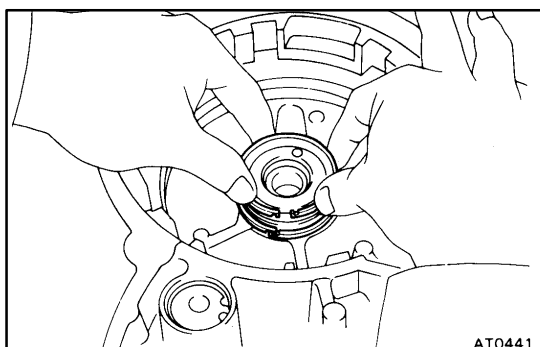


(b) Remove the retaining plate and two springs.

(c) Remove the accumulator piston.

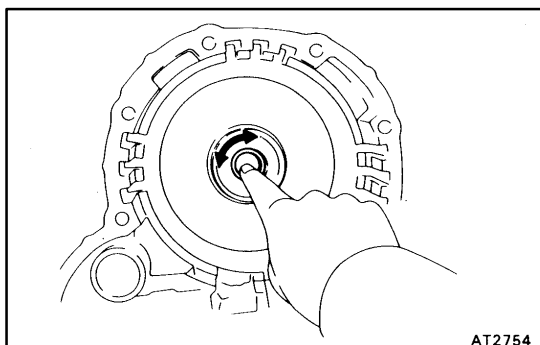


(d) Remove the O-ring from the piston.



2. REMOVE OIL SEAL RINGS

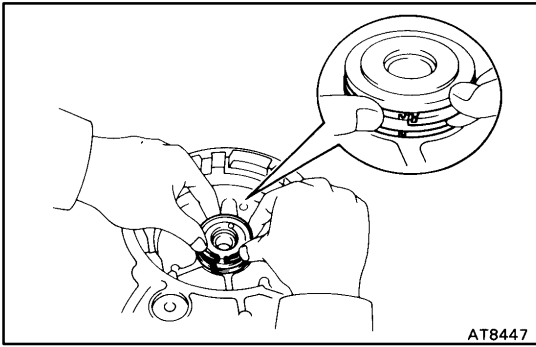
Spread the 2 rings apart and remove them.



OVERDRIVE CASE INSPECTION

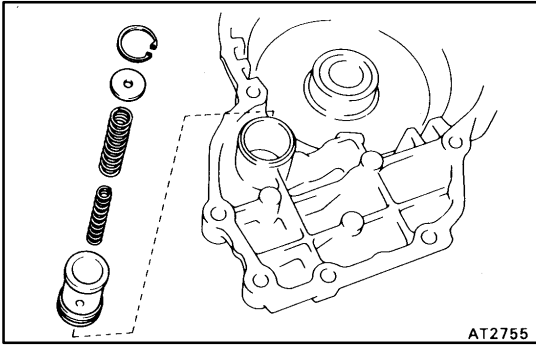
INSPECT OVERDRIVE CASE BEARING

Check that the bearing turns smoothly with your finger.

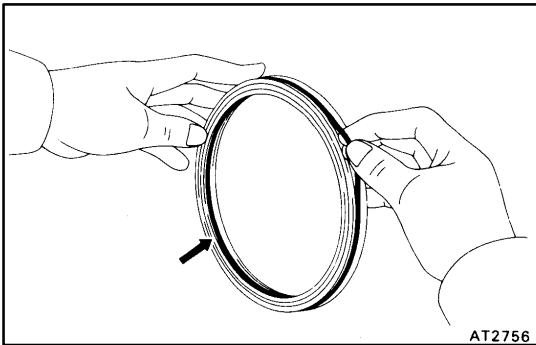


OVERDRIVE CASE ASSEMBLY

1. **INSTALL OIL SEAL RINGS ON OVERDRIVE CASE**
 Install the oil seal rings to the O/D case groove, then snug them down by squeezing their ends together.
 HINT: After installing the oil seal rings, check that they move smoothly.

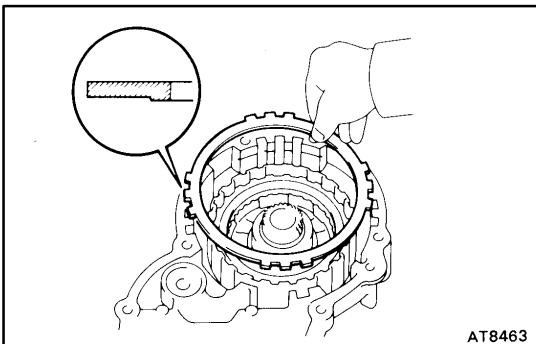
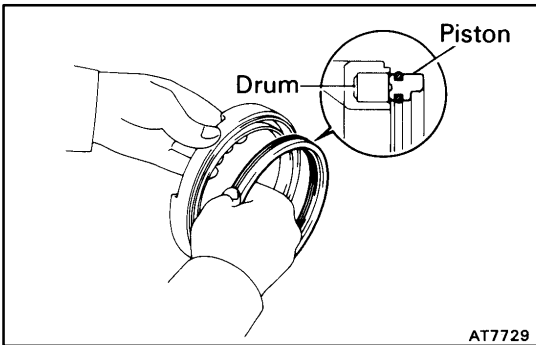


2. **INSTALL C₀ ACCUMULATOR PISTON OF OVERDRIVE CLUTCH**
 - (a) Install a new O-ring to the accumulator piston. Coat the O-ring with ATF.
 - (b) Install the accumulator piston, 2 springs and plate.
 - (c) Install the snap ring with snap ring pliers.

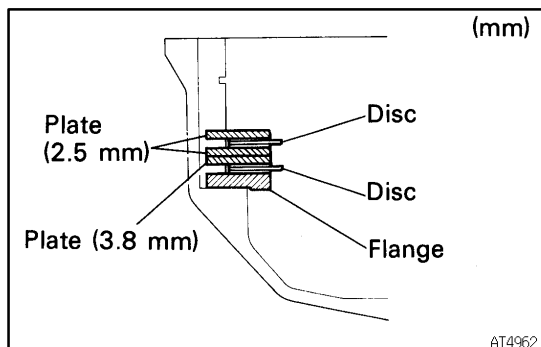


OVERDRIVE BRAKE ASSEMBLY

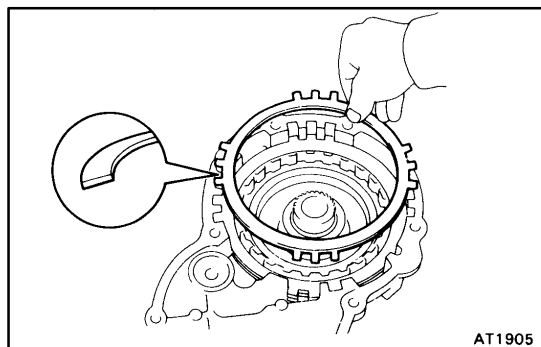
1. **INSTALL PISTON INTO DRUM**
 - (a) Install the new O-rings to the piston. Coat the O-rings with ATF.
 - (b) Press the piston into the drum, being careful not to damage the O-rings.



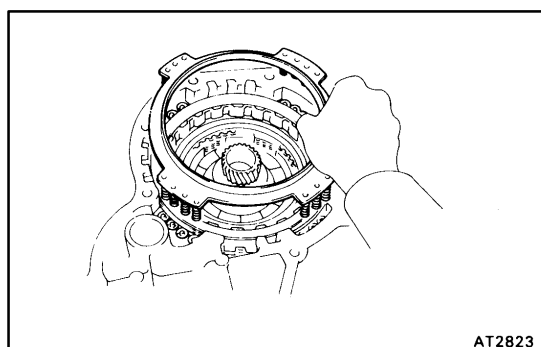
2. **INSTALL FLANGE, DISCS AND PLATES**
 - (a) Install the flange, facing the flat end upward.



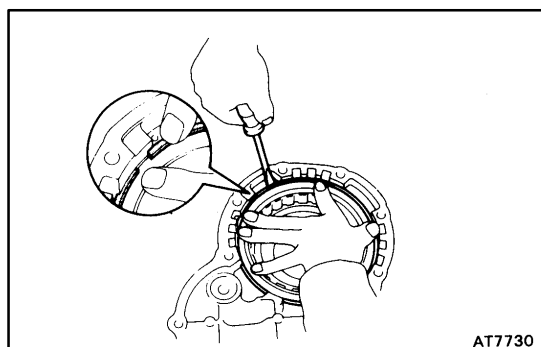
- (b) Install the discs and plates.
 Install in order: P=Plate D=Disc
 Flange – D – P – P – D – P
 HINT: There are 2 different thickness plates, as shown in the illustration.



- (c) Install the cushion plate facing the rounded end upward.

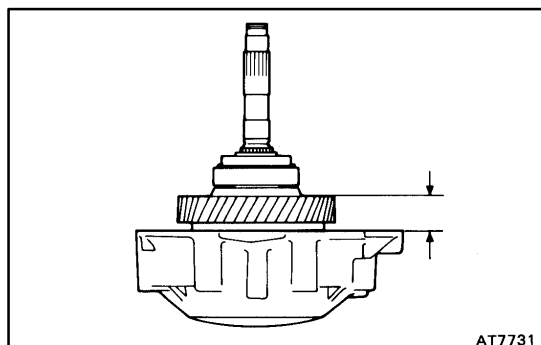


3. INSTALL PISTON RETURN SPRING



4. INSTALL SNAP RING INTO CASE

Be sure the end gap of the snap ring is not aligned with one of the cutouts.



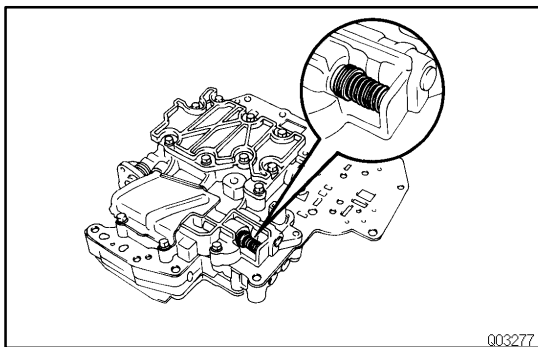
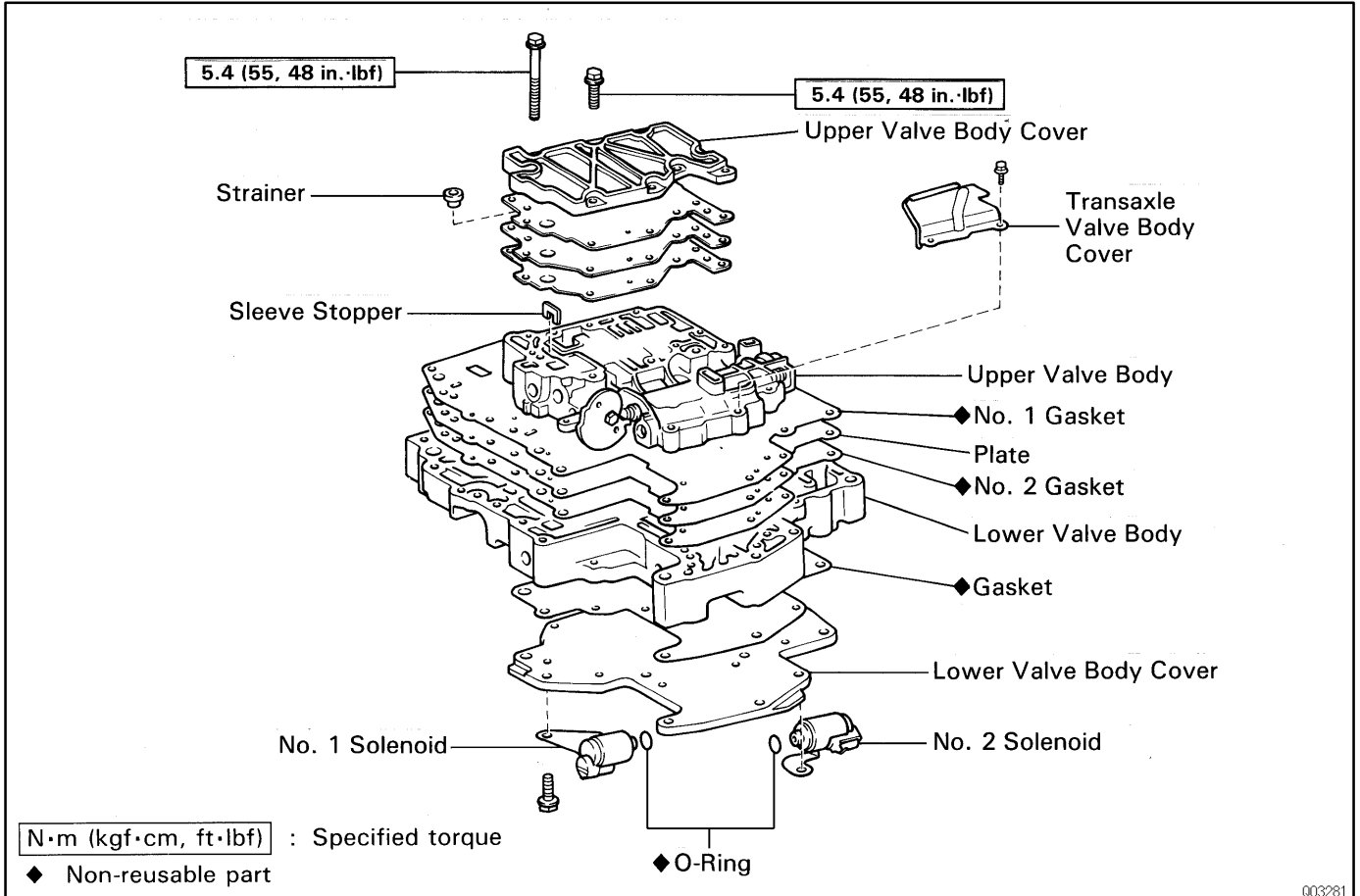
5. INSTALL OVERDRIVE GEAR ASSEMBLY ONTO CASE

While turning the overdrive gear clockwise, install the overdrive gear assembly to the case.

If the overdrive gear assembly is properly installed to the overdrive case, the clearance between them will be about 24 mm (0.94 in.).

VALVE BODY COMPONENTS

AX067-02

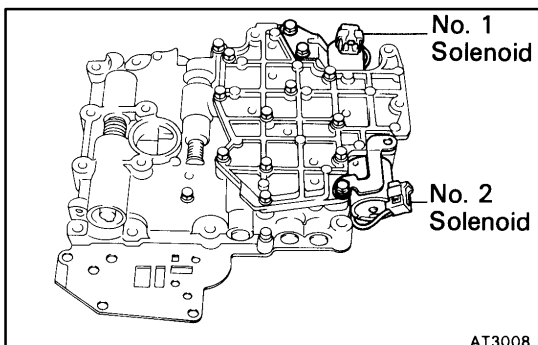


VALVE BODY DISASSEMBLY

AX068-02

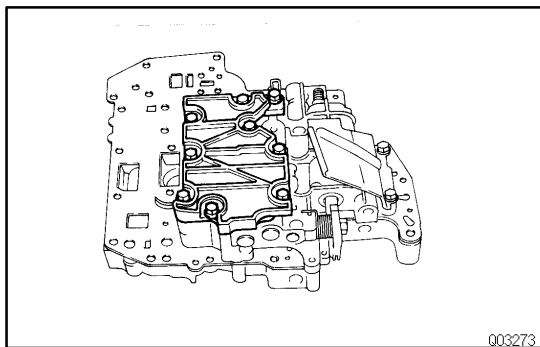
1. NOTE THE NUMBERS OF ADJUSTING RINGS

HINT: Count the number of adjusting rings before disassembly of the valve body because the throttle pressure is changed according to the number. (Some of the valve bodies do not have any adjusting rings).

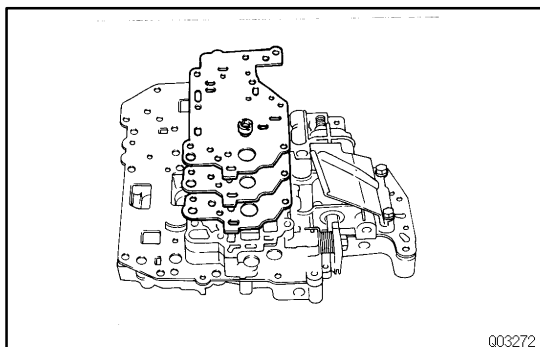


2. REMOVE SOLENOIDS

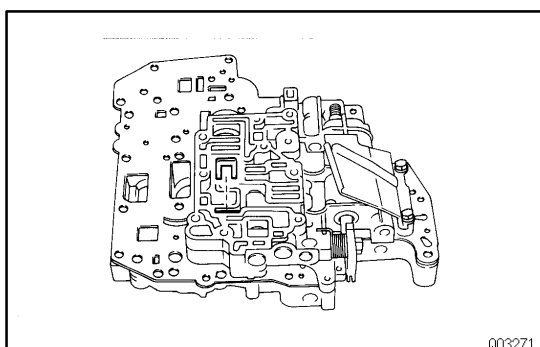
- (a) Remove the No.1 and No.2 solenoids.
- (b) Remove the O-rings from the solenoids.



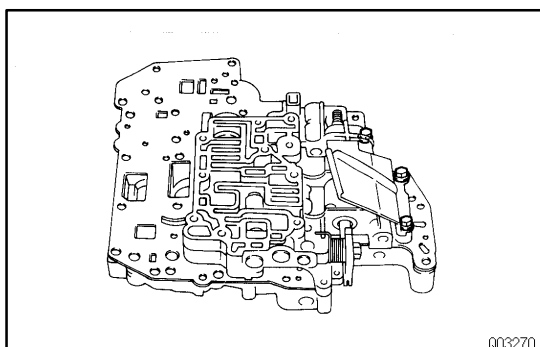
- 3. REMOVE UPPER VALVE BODY COVER**
Remove the 9 bolts and upper valve body cover.



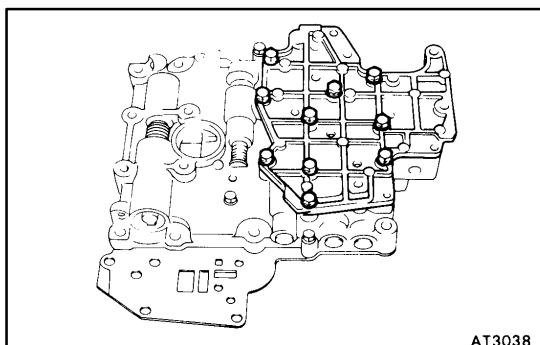
- 4. REMOVE STRAINER GASKETS, PLATE AND SLEEVE STOPPER FROM UPPER VALVE BODY**
(a) Remove the strainer, 2 gaskets and plate.



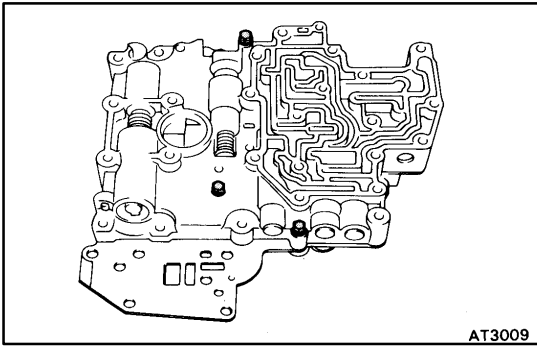
- (b) Remove the sleeve stopper.



- 5. REMOVE BOLTS FROM UPPER VALVE BODY**
Remove the 3 bolts from the upper valve body.

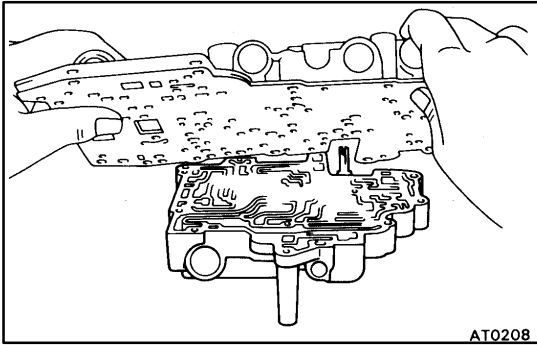


- 6. REMOVE LOWER VALVE BODY COVER**
(a) Remove the 10 bolts.
(b) Remove the lower valve body cover and gasket.



7. REMOVE BOLTS FROM LOWER VALVE BODY

Remove the 3 bolts from lower valve body.

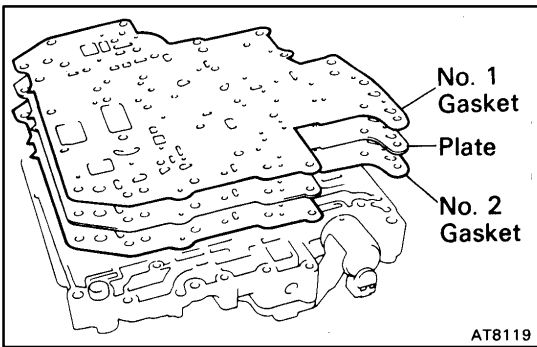


8. LIFT OFF LOWER VALVE BODY AND PLATE AS SINGLE UNIT

Hold the plate to the lower valve body and lift off the lower valve body.

HINT: Be careful that the check balls do not fall out.

9. REMOVE PLATE AND GASKETS



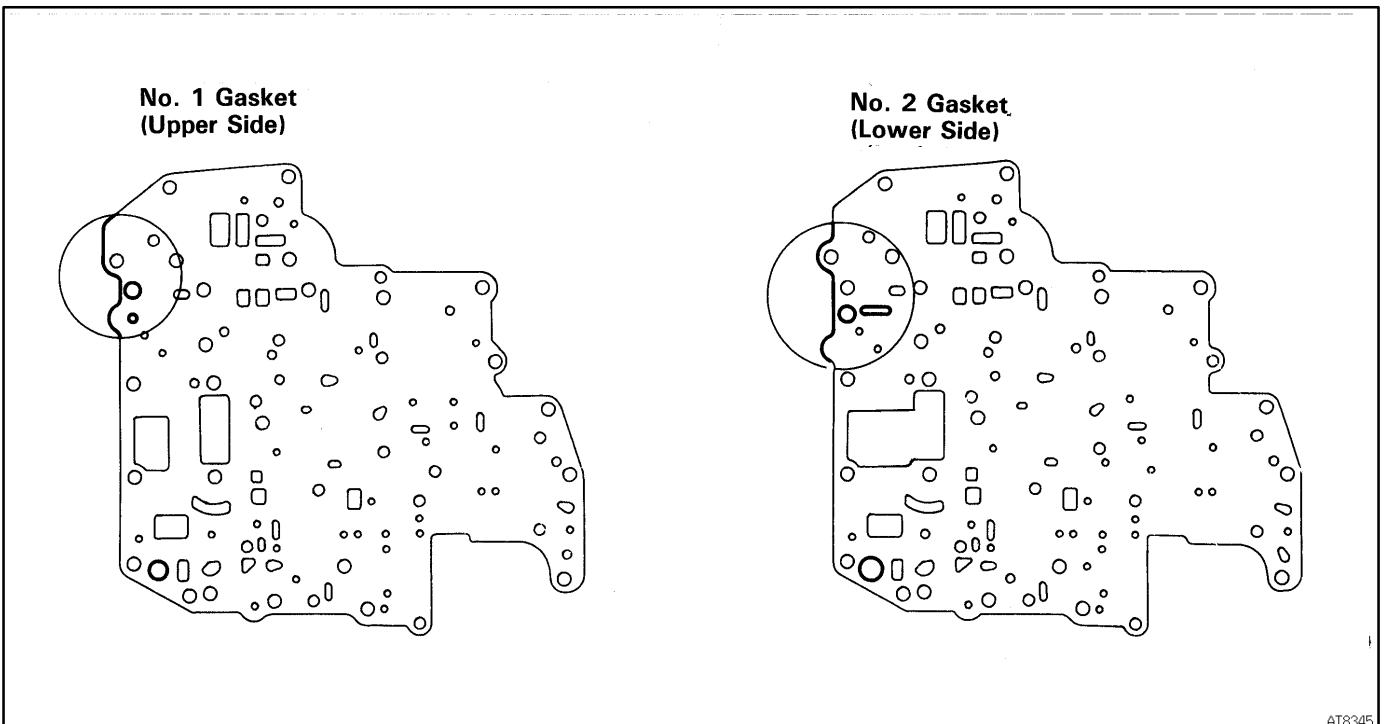
VALVE BODY ASSEMBLY

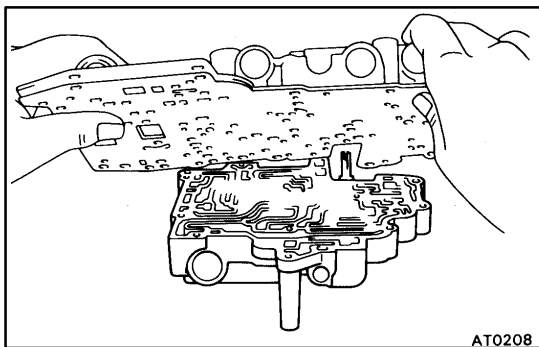
AX0G9-02

1. POSITION PLATE AND NEW GASKETS ON LOWER VALVE BODY

Position the new No.2 gasket, the plate and then the new No.1 gasket on the lower valve body.

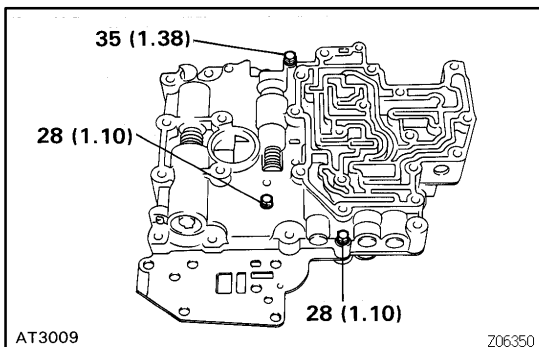
HINT: Since No.1 gasket and No.2 gasket are similar use the illustration below to discriminate between them.





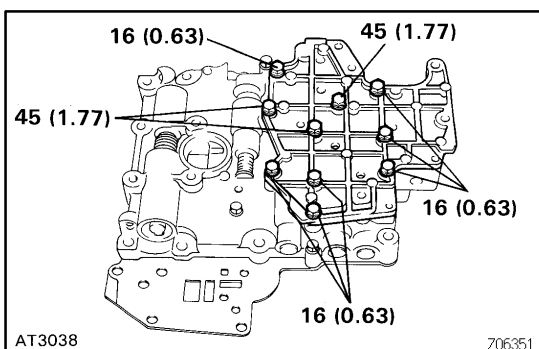
2. PLACE LOWER VALVE BODY WITH PLATE AND GASKETS ON UPPER VALVE BODY

HINT: Hold the lower valve body, gaskets and plate securely so they do not separate.
Align each bolt hole in the valve bodies with the gaskets and plate.



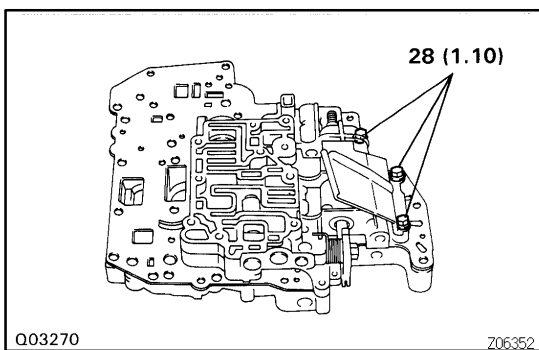
3. INSTALL AND FINGER TIGHTEN BOLTS IN LOWER VALVE BODY TO SECURE UPPER VALVE BODY

Install and finger tighten the 3 bolts.
HINT: Each bolt length (mm, in.) is indicated in the illustration.



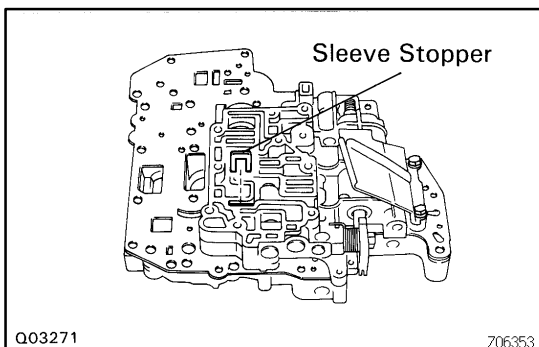
4. INSTALL LOWER VALVE BODY COVER

- (a) Install the lower valve body cover over the new gasket.
 - (b) Install and finger tighten the 10 bolts.
- HINT: Each bolt length (mm, in.) is indicated in the illustration.

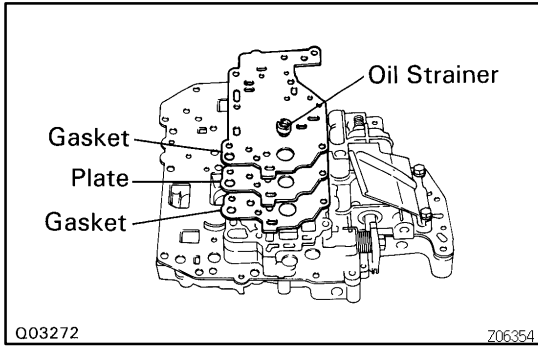


5. INSTALL AND FINGER TIGHTEN BOLTS IN UPPER VALVE BODY

Install and finger tighten the 3 bolts.
HINT: Each bolt length (mm, in.) is indicated in the illustration.

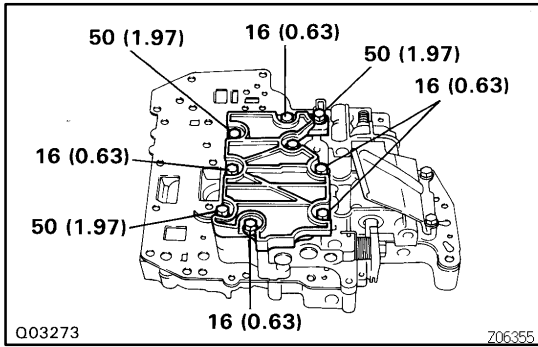


6. INSTALL SLEEVE STOPPER



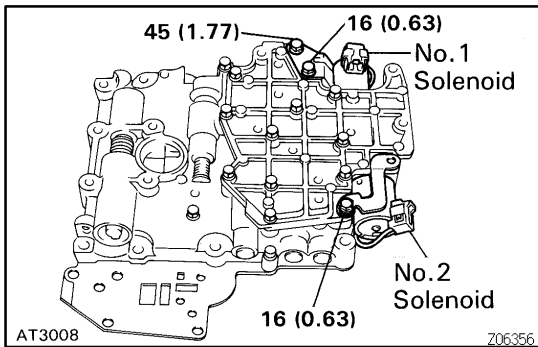
7. INSTALL UPPER VALVE BODY COVER GASKETS, PLATE AND THROTTLE MODULATOR OIL STRAINER

- (a) Position a new gasket and plate and then another new gasket.
HINT: The gaskets are not identical, but can be installed in any order.
- (b) Install the oil strainer onto the gasket.



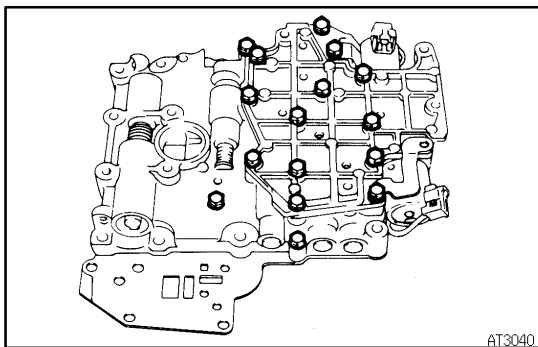
8. INSTALL UPPER VALVE BODY COVER

- (a) Position the upper valve body cover.
- (b) Install and finger tighten the 9 bolts.
HINT: Each bolt length (mm, in.) is indicated in the illustration.



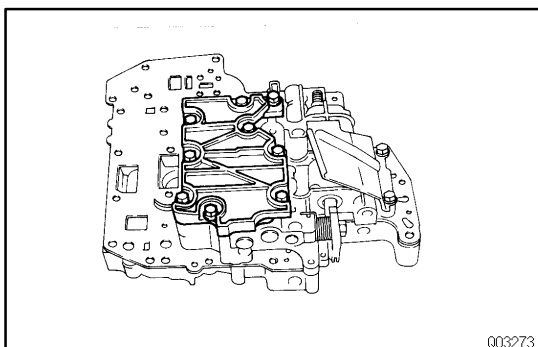
9. INSTALL SOLENOIDS

- (a) Install the new O-rings on the solenoids.
- (b) Install the No.1 and No.2 solenoids.
- (c) Install and finger tighten the 3 bolts.
HINT: Each bolt length (mm, in.) is indicated in the illustration.



10. TIGHTEN BOLTS OF UPPER AND LOWER VALVE BODIES

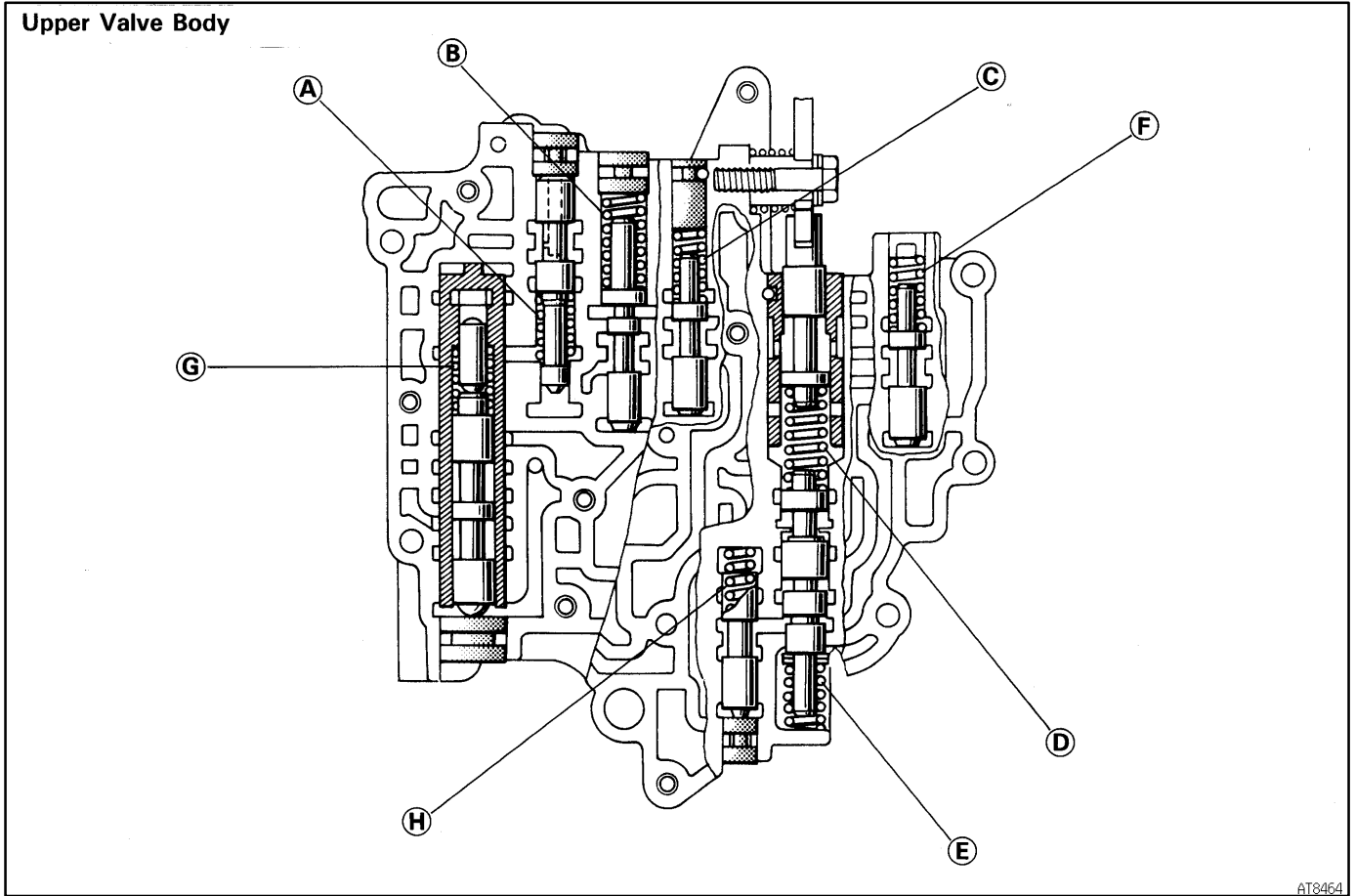
- (a) Tighten the 16 bolts in the lower valve body.
Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)



- (b) Tighten the 12 bolts in the upper valve body.
Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)

VALVE BODY SPRINGS SPECIFICATIONS

HINT: During re-assembly please refer to the spring specifications below to help you to discriminate between the different springs.



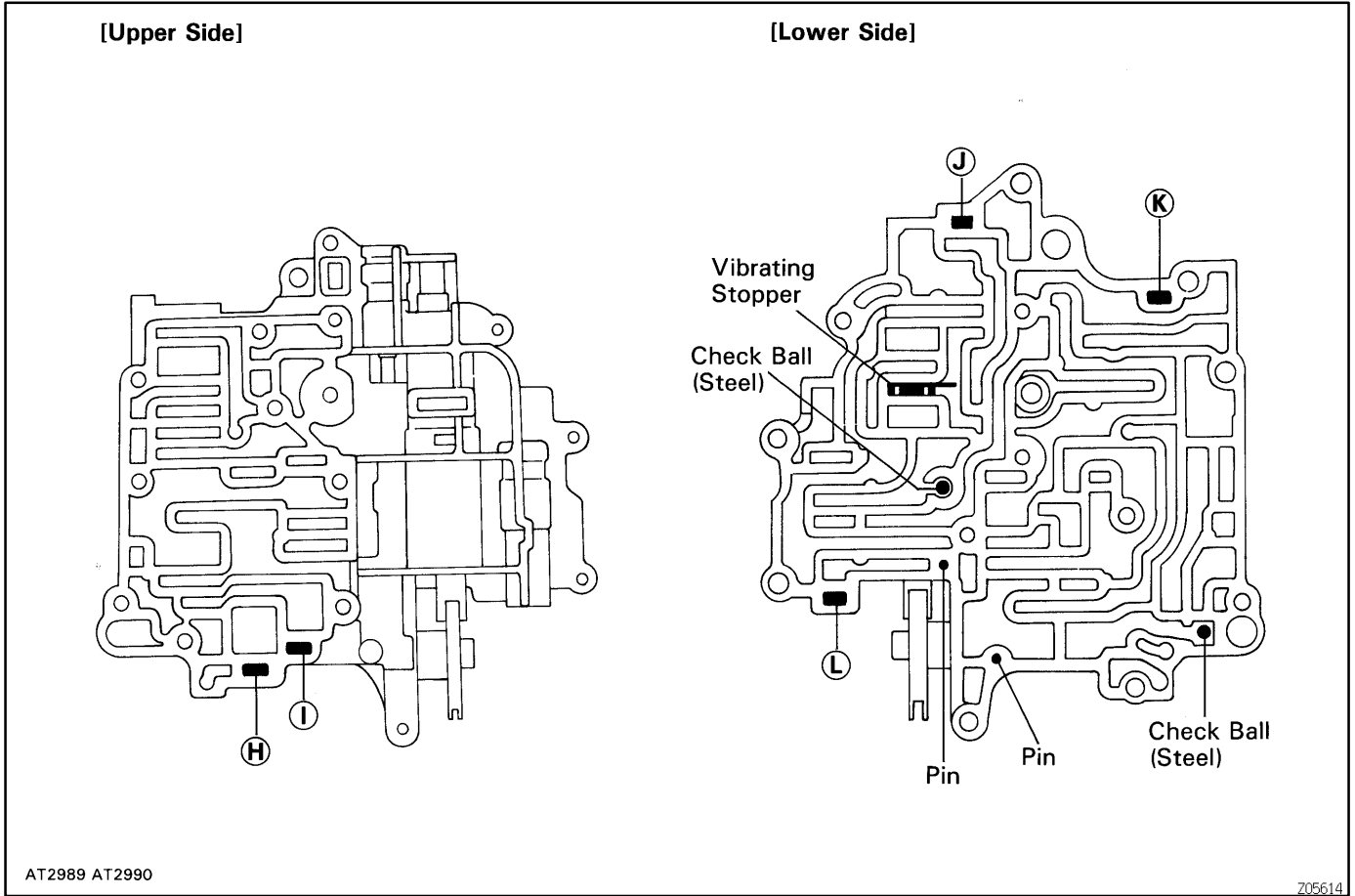
AT8454

	Spring (Color)	Free Length / Coil Outer Diameter mm (in.)	Number of Coils
@@ @@ @: [c A]	Throttle Modulator Spring (None)	21.70 / 9.50 (0.8543 / 0.3740)	9.5
@@ @@ @: [c B]	Accumulator Control Spring (Yellow)	28.06 / 10.60 (1.1047 / 0.4173)	13.0
@@ @@ @: [c C]	Low Coast Modulator Spring (None)	21.60 / 7.90 (0.8504 / 0.3110)	11.5
@@ @@ @: [c D]	Down Shift Valve Spring (Yellow)	29.76 / 8.73 (1.1717 / 0.3437)	13.5

AUTOMATIC TRANSAXLE - UPPER VALVE BODY

@@ @@ @: [c E]	Throttle Valve Spring (None)	30.70 / 9.20 (1.2087 / 0.3622)	9.5
@@ @@ @: [c F]	Second Coast Modulator Valve Spring (Light Green)	20.93 / 8.50 (0.8240 / 0.3364)	10.0
@@ @@ @: [c G]	Lock-up Relay Valve spring (Green)	26.56 / 10.20 (1.0457 / 0.4016)	11.5
@@ @@ @: [c H]	Cut-back Valve Spring (None)	21.80 / 6.00 (0.8583 / 0.2362)	13.5

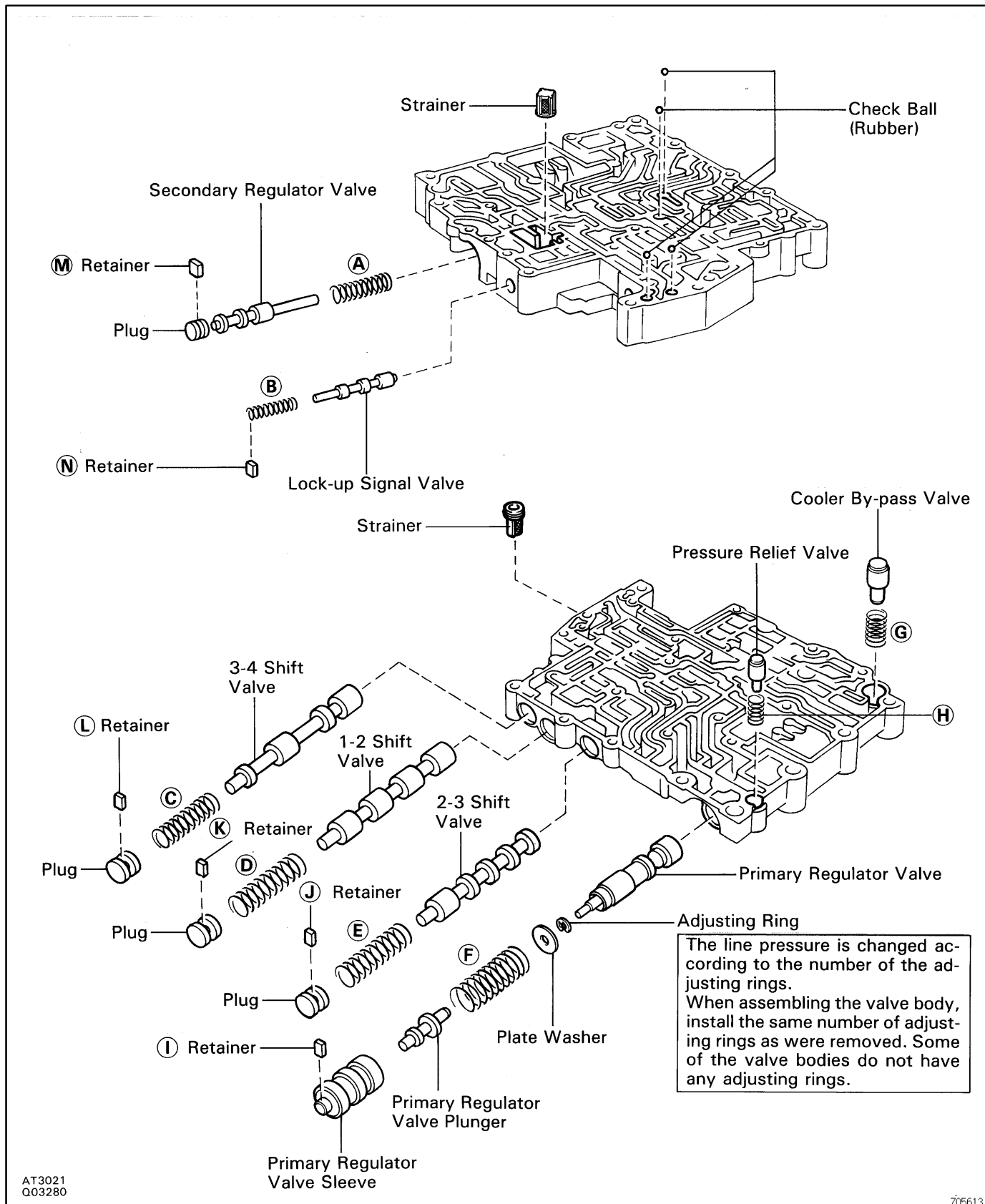
RETAINERS, PINS, VIBRATING STOPPER AND CHECK BALLS LOCATION



	Retainer	Height / Width / Thickness mm (in.)
@@@@@: [c H]	Throttle Modulator Valve	9.2 / 5.0 / 3.2 (0.362 / 0.197 / 0.126)
@@@@@: [c I]	Accumulator Control Valve	11.5 / 5.0 / 3.2 (0.453 / 0.197 / 0.126)
@@@@@: [c J]	Cut-back Valve	9.2 / 5.0 / 3.2 (0.362 / 0.197 / 0.126)
@@@@@: [c K]	Lock-up Relay Valve	15.0 / 5.0 / 3.2 (0.591 / 0.197 / 0.126)
@@@@@: [c L]	2nd Coast Modulator Valve	15.0 / 5.0 / 3.2 (0.591 / 0.197 / 0.126)

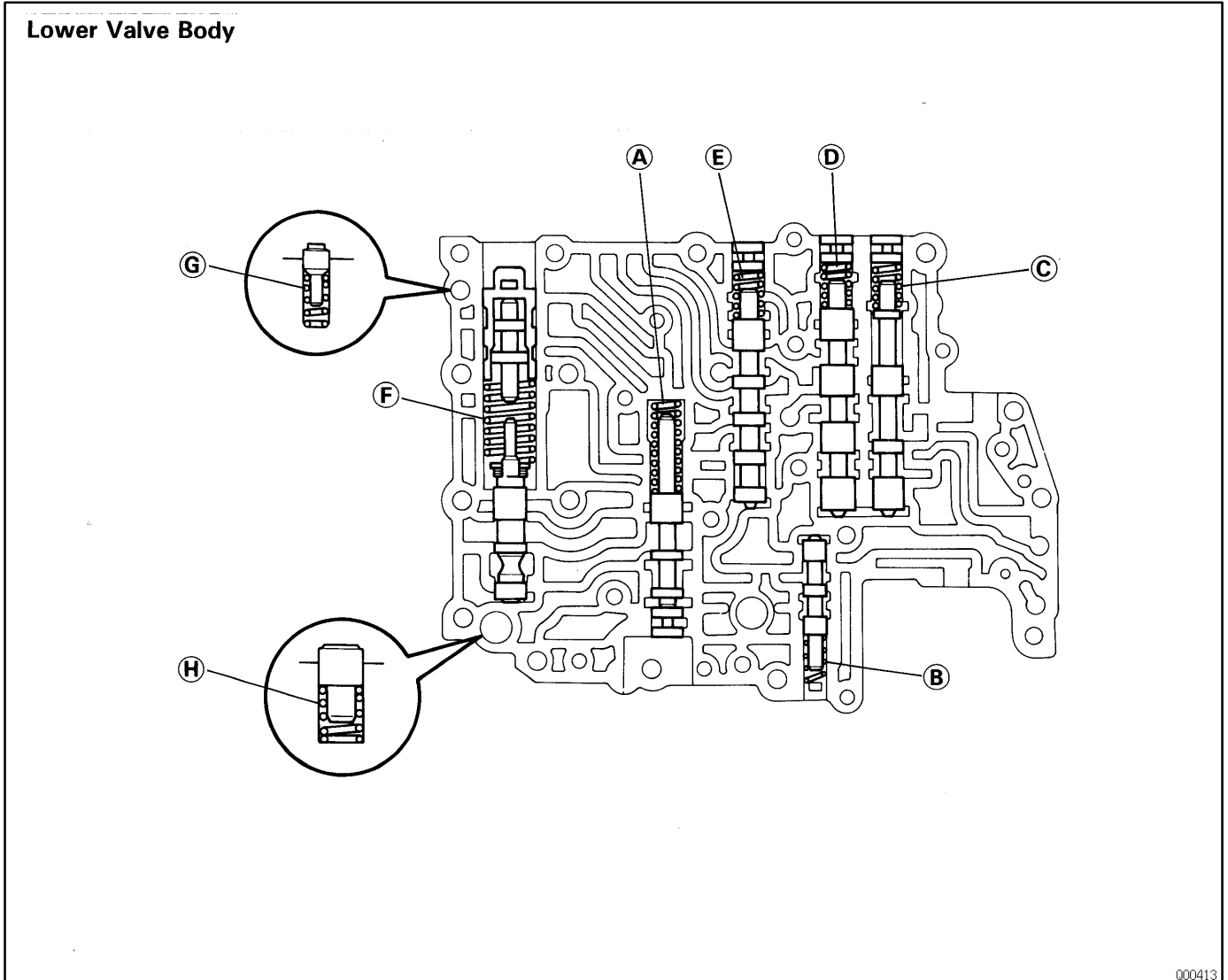
LOWER VALVE BODY COMPONENTS

AX0GV-02



VALVE BODY SPRINGS SPECIFICATIONS

HINT: During re-assembly please refer to the spring specifications below to help you to discriminate between the different springs.

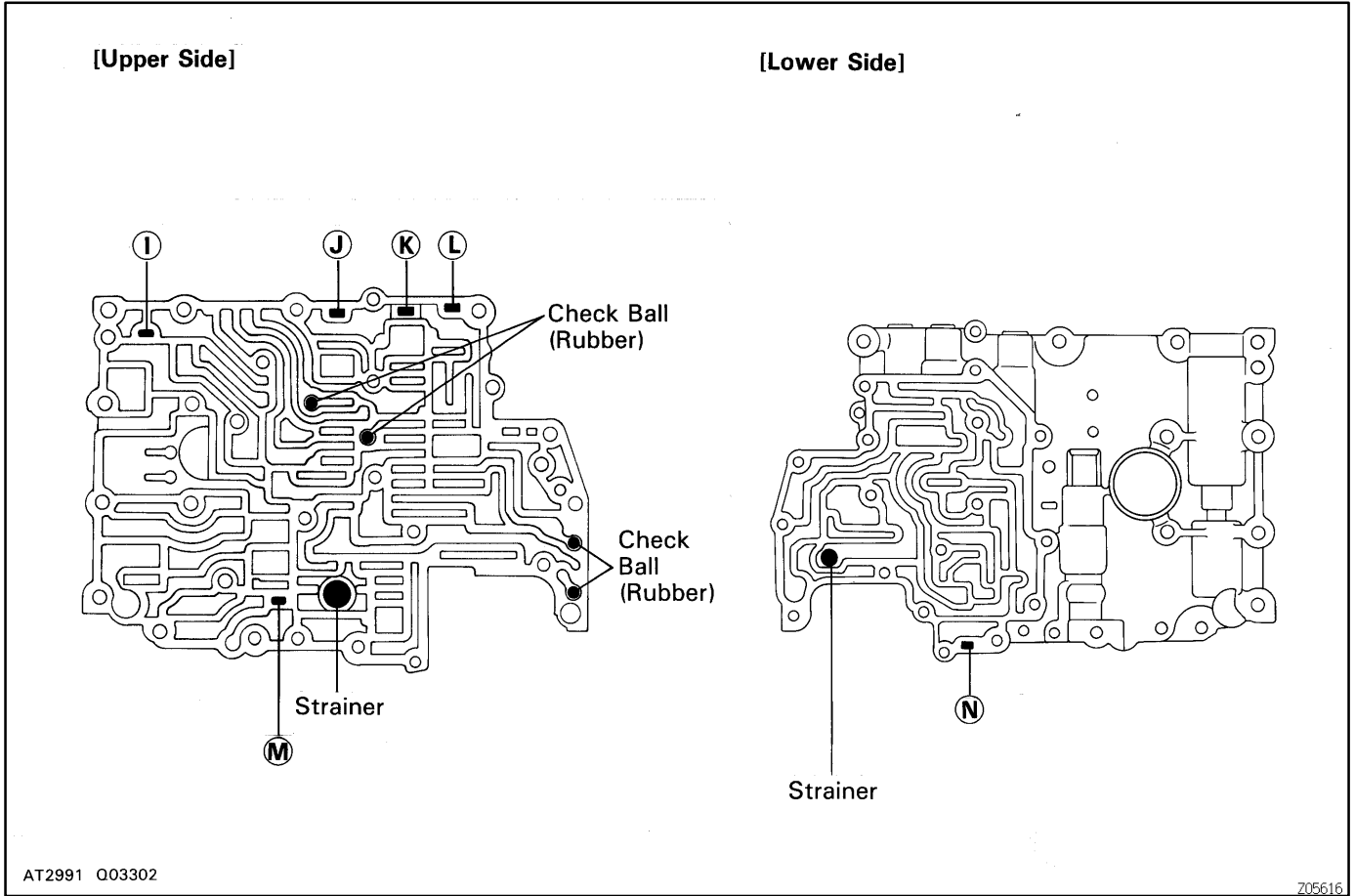


	Spring (Color)	Free length / Outer diameter mm (in.)	Number of Coils
@@ @@ @: [c A]	Secondary Regulator Valve Spring (None)	43.60 / 10.90 (1.7165 / 0.4291)	11.5
@@ @@ @: [c B]	Lock-up Signal Valve Spring (None)	30.00 / 8.20 (1.1811 / 0.3228)	11.5
@@ @@ @: [c C]	3-4 Shift Valve Spring (None)	29.27 / 9.70 (1.1524 / 0.3819)	10.5

AUTOMATIC TRANSAXLE - LOWER VALVE BODY

@@ @@ @: [c D]	1-2 Shift Valve Spring (None)	29.27 / 9.70 (1.1524 / 0.3819)	10.5
@@ @@ @: [c E]	2-3 Shift Valve Spring (None)	29.27 / 9.70 (1.1524 / 0.3819)	10.5
@@ @@ @: [c F]	Primary Regulator Valve Spring (None)	66.65 / 18.60 (2.6240 / 0.7323)	12.5
@@ @@ @: [c G]	Cooler By-pass Valve Spring (None)	19.90 / 11.00 (0.7835 / 0.4331)	8.5
@@ @@ @: [c H]	Pressure Relief Valve Spring (None)	11.20 / 6.40 (0.4409 / 0.2520)	7.5

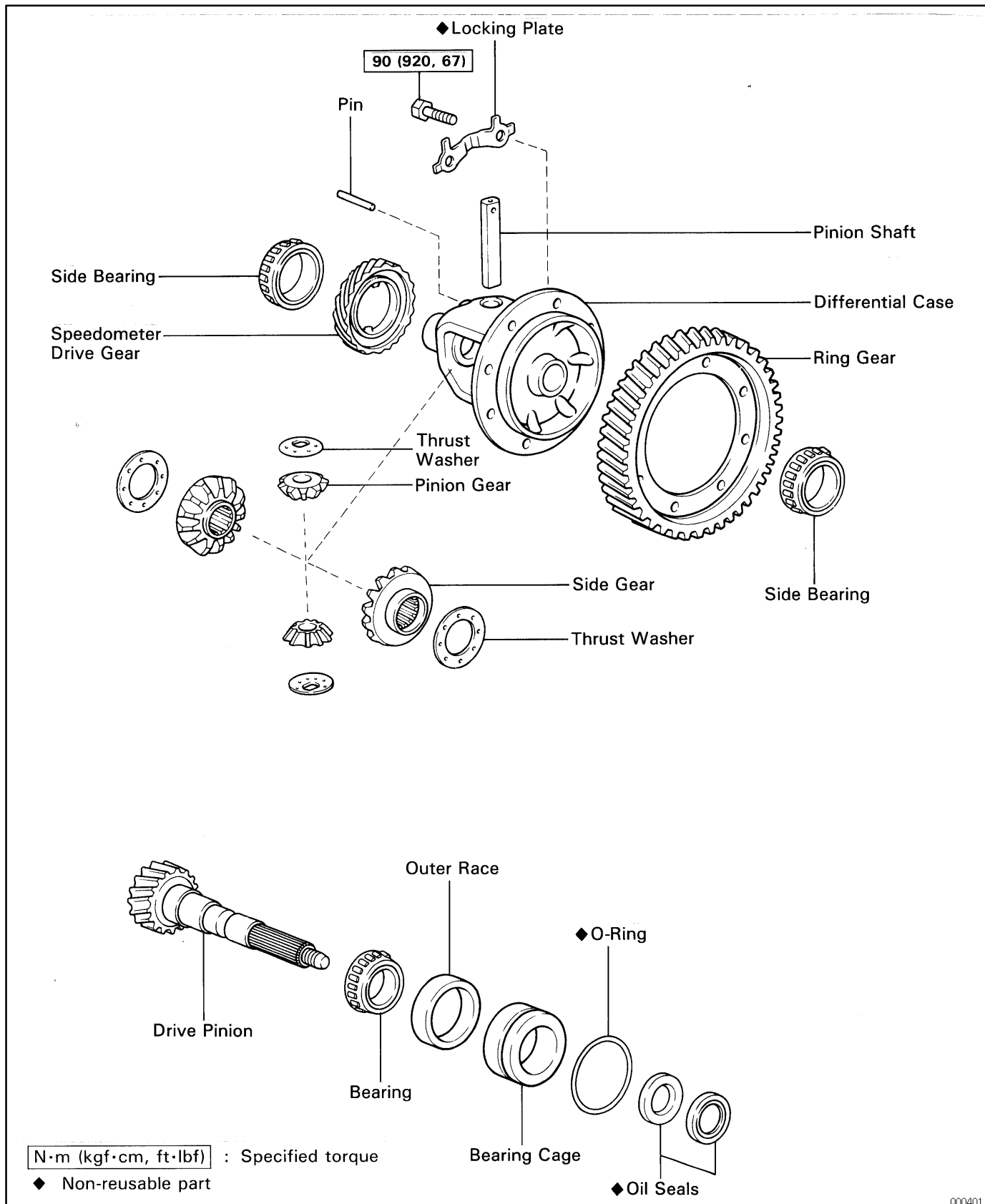
RETAINER, STRAINER AND CHECK BALLS LOCATION



	Retainer	Height / Width / Thickness mm (in.)
@@@@@: [c I]	Primary Regulator Valve	9.2 / 5.0 / 3.2 (0.362 / 0.197 / 0.128)
@@@@@: [c J]	2-3 Shift Valve	8.0 / 6.0 / 3.2 (0.315 / 0.236 / 0.126)
@@@@@: [c K]	1-2 Shift Valve	9.2 / 5.0 / 3.2 (0.362 / 0.197 / 0.126)
@@@@@: [c L]	3-4 Shift Valve	8.0 / 6.0 / 3.2 (0.315 / 0.236 / 0.126)
@@@@@: [c M]	Secondary Regulator Valve	13.0 / 6.0 / 3.2 (0.512 / 0.236 / 0.126)
@@@@@: [c N]	Lock-up Signal Vave	15.0 / 5.0 / 3.2 (0.591 / 0.197 / 0.126)

DIFFERENTIAL ASSEMBLY COMPONENTS

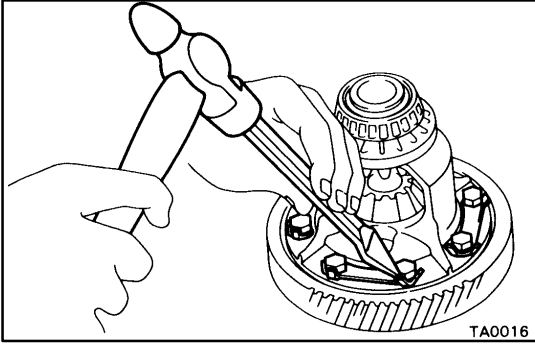
AX0GF-02



DIFFERENTIAL CASE DISASSEMBLY

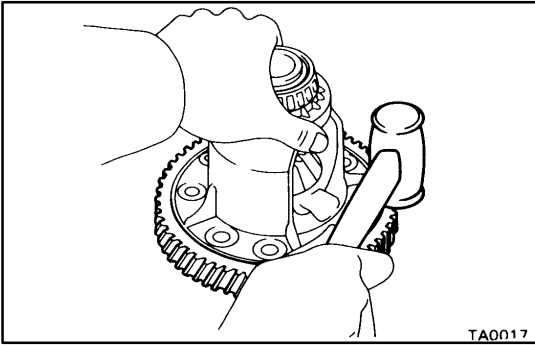
1. REMOVE RING GEAR

(a) Loosen the staked part of the lock plate.



(b) Remove the 8 bolts and locking plates.

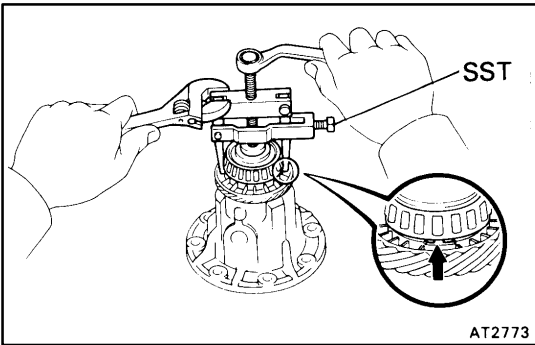
(c) Using a copper hammer, tap on the ring gear to remove it from the case.



2. REMOVE SIDE BEARINGS

Fasten SST under the bearing above the cutouts on the speedometer drive gear. Remove the bearing from the case.

SST 09502-10012

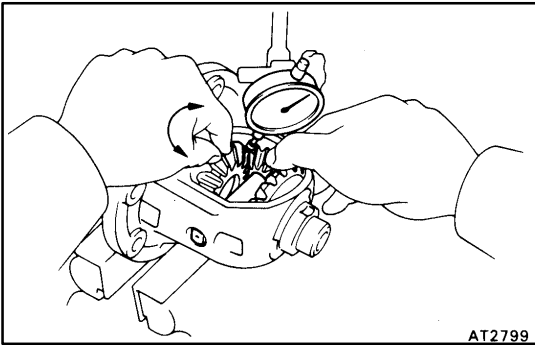


3. CHECK SIDE GEAR BACKLASH

Using a dial gauge, measure the backlash of each side gear while holding one pinion toward the case.

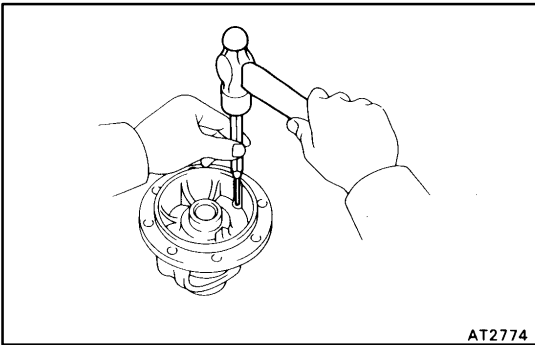
Standard backlash:

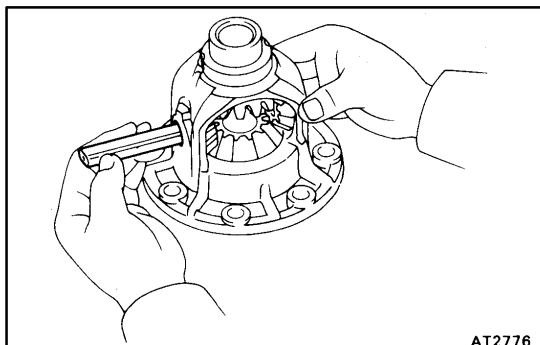
0.05 – 0.20 mm (0.0020 – 0.0079 in.)



4. DISASSEMBLE DIFFERENTIAL CASE

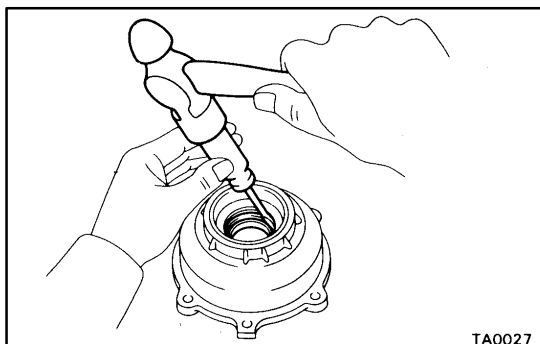
(a) Drive out the pinion shaft lock pin from the side on which the ring gear is installed.





AT2776

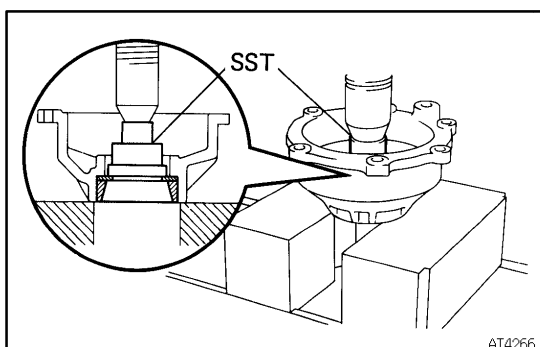
- (b) Remove the pinion shaft from the case.
- (c) Remove the 2 pinions and 2 side gears with the 4 thrust washers.



TA0027

5. REMOVE LH OIL SEAL

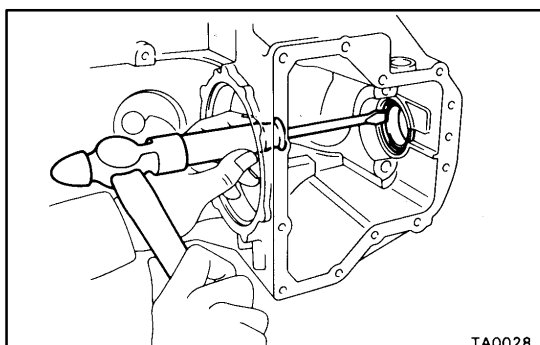
Using a hammer and screwdriver, remove the oil seal.



AT4266

6. REMOVE BEARING OUTER RACE FROM LH SIDE BEARING RETAINER

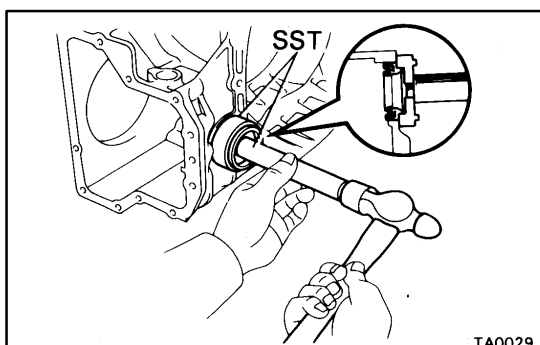
Using SST, press out the outer race and shim.
SST 09350-32014 (09351-32090)



TA0028

7. REMOVE RH OIL SEAL

Using a hammer and screwdriver, remove the oil seal.

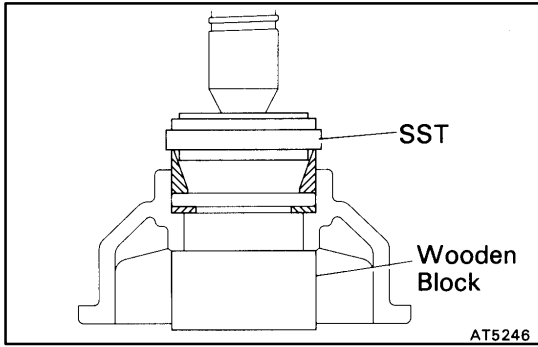


TA0029

DIFFERENTIAL CASE ASSEMBLY

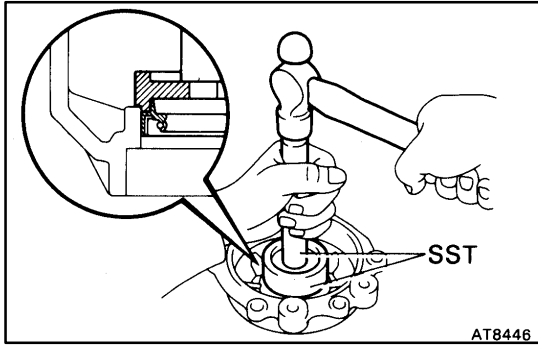
1. INSTALL RH OIL SEAL

- (a) Using SST, drive in a new oil seal until its surface is flush with the surface of the case.
SST 09350-32014 (09351-32130, 09351-32150)
- (b) Coat the oil seal lip with MP grease.



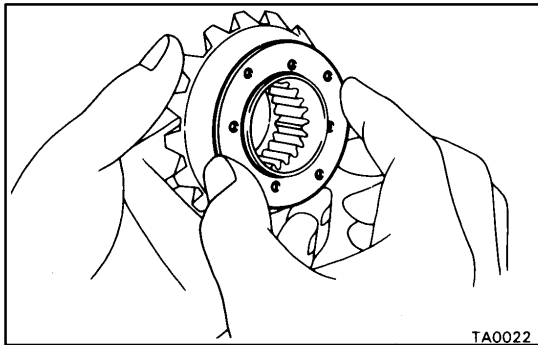
2. INSTALL BEARING OUTER RACE TO LH SIDE BEARING RETAINER

- (a) Place the shim onto the retainer.
- (b) Using SST, press a new outer race into the retainer.
SST 09350-32014 (09351-32111, 09351-32130)
HINT: Use the 2.60 mm (0.1024 in.) thick shim.



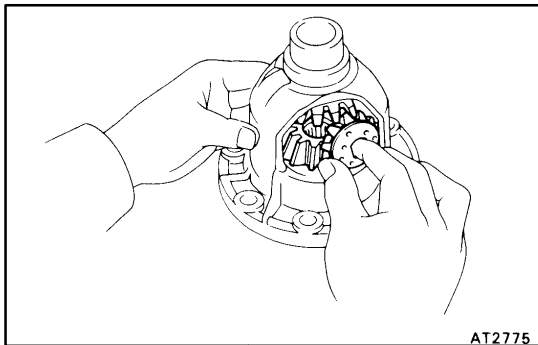
3. INSTALL LH OIL SEAL

- (a) Using SST, drive in a new oil seal.
SST 09350-32014 (09351-32130, 09351-32150)
Oil seal drive in depth:
2.7 mm (0.106 in.)
- (b) Coat the oil seal lip with MP grease.

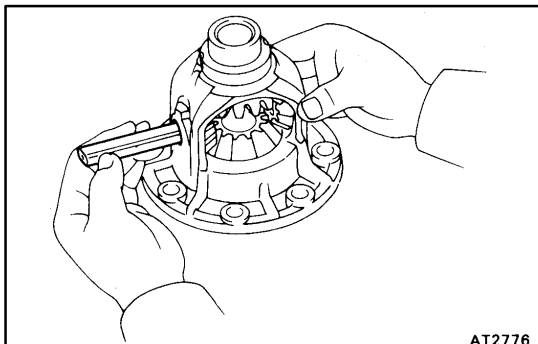


4. ASSEMBLE DIFFERENTIAL CASE

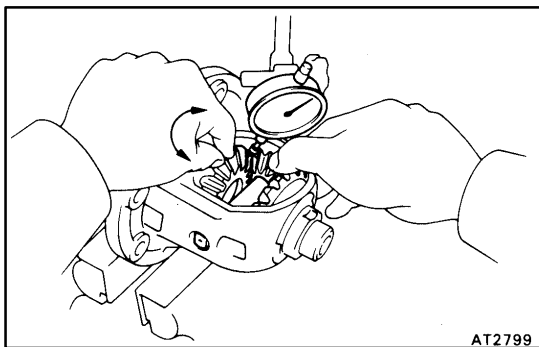
- (a) Install the removed thrust washers to the side gears.



- (b) Install the side gears with thrust washers, pinion thrust washers and pinion gears.



- (c) Install the pinion shaft.



- (d) Check the side gear backlash.
Measure the side gear backlash while holding one pinion gear toward the case.

Standard backlash:

0.05 – 0.20 mm (0.0020 – 0.0079 in.)

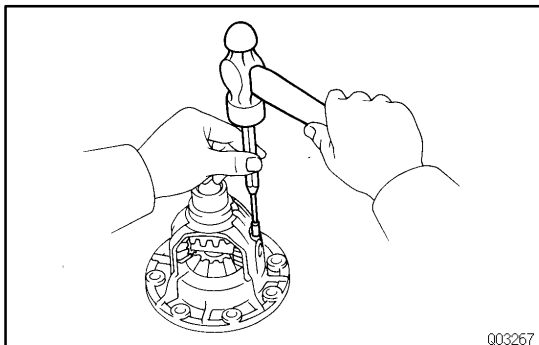
Referring to the table below, select thrust washers which will ensure that the backlash is within specification. Try to select washers of the same size for both sides.

Thrust washer thickness

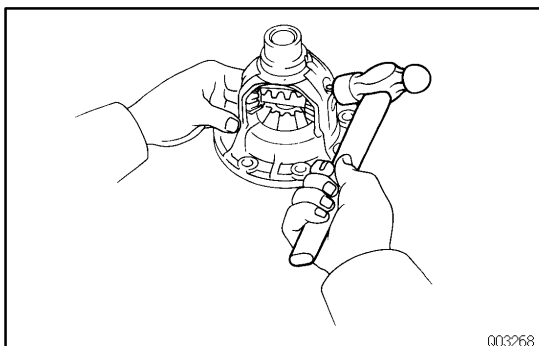
mm (in.)

Thickness	Thickness
0.95 (0.0374)	1.10 (0.0433)
1.00 (0.0394)	1.15 (0.0453)
1.05 (0.0413)	1.20 (0.0472)

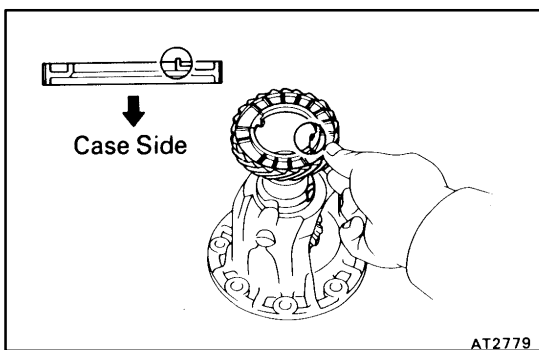
If the backlash is not within specification, install a thrust washer of a different thickness.



- (e) Using a hammer and punch, drive the lock pin through the case and hole in the pinion shaft.

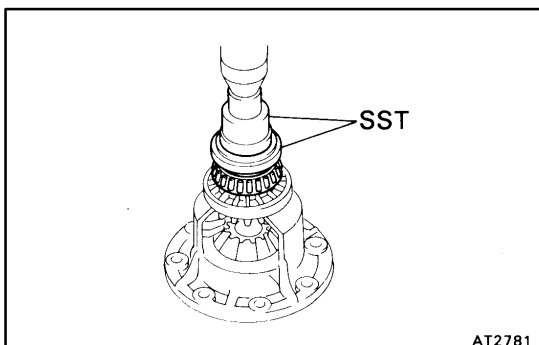


- (f) Stake the differential case.

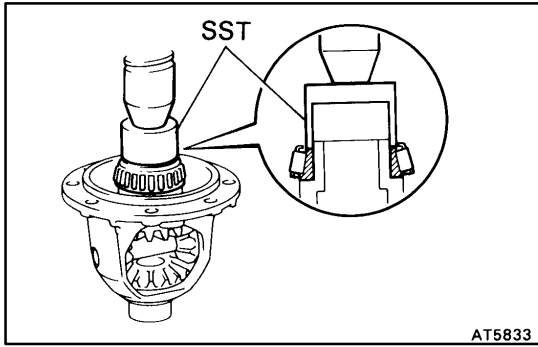


5. INSTALL SIDE BEARINGS

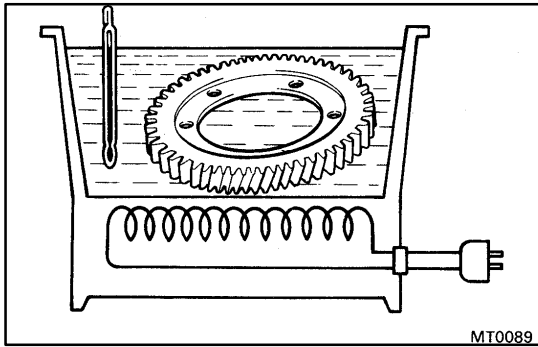
- (a) Install the speedometer drive gear onto the differential case.



- (b) Using SST and a press, press in the RH side bearing onto the differential case.
SST 09350-32014 (09351-32090, 09351-32120)

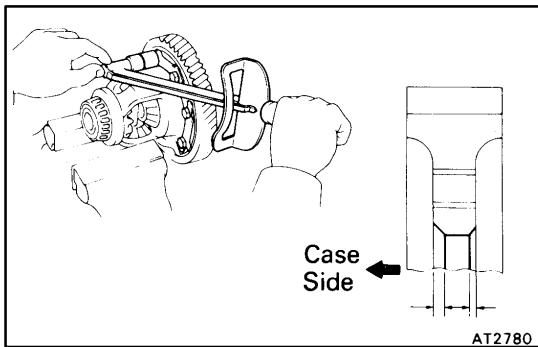


- (c) Using SST and a press, press in the LH side bearing onto the differential case.
SST 09710-28020 (09710-08040)

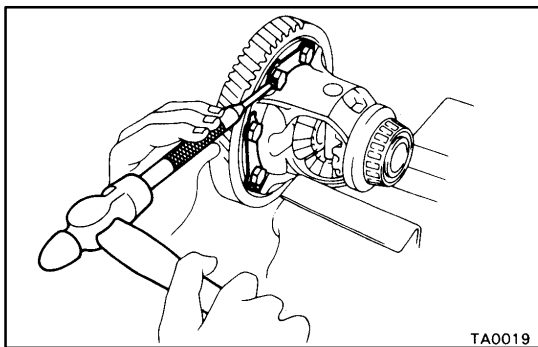


6. INSTALL RING GEAR

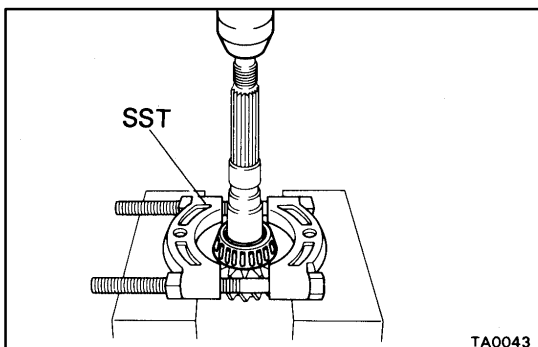
- (a) Clean the contact surface of the differential case.
- (b) Heat the ring gear to about 100 °C (212 °F) in an oil bath.
- (c) Carefully remove the ring gear from the water.
NOTICE: Do not heat the ring gear above 110 °C (230 °F).
- (d) Clean the contact surface of the ring gear with cleaning solvent.



- (e) Quickly install the ring gear on the differential case.
- (f) Install new locking plates and set bolts. When the ring gear has cooled sufficiently, tighten the set bolts uniformly a little at a time. Torque the bolts.
Torque: 97 N·m (985 kgf·cm, 71 ft·lbf)



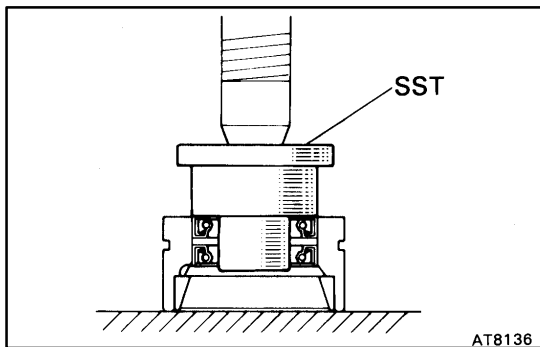
- (g) Using a hammer and drift punch, stake the locking plates.
HINT: Stake one claw flush with the flat surface of the nut. For the claw contacting the protruding portion of the nut, stake only the half on the tightening side.



DRIVE PINION DISASSEMBLY

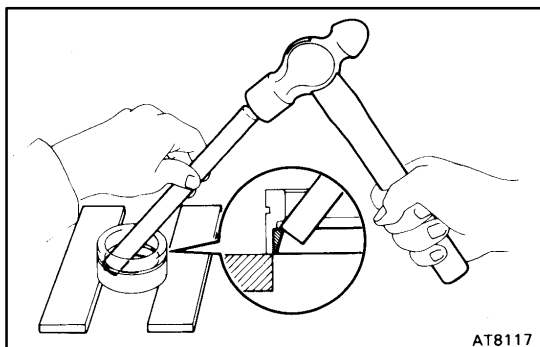
1. REMOVE DRIVE PINION SHAFT BEARING

- Using SST, press out the bearing.
SST 09950-00020



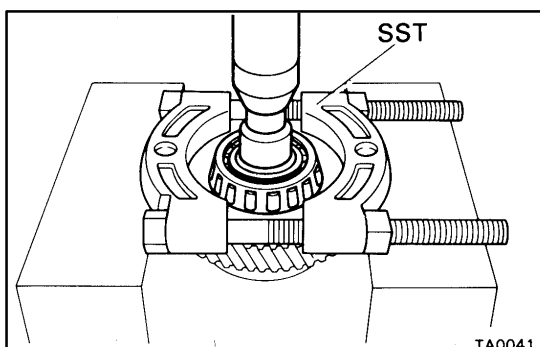
2. REMOVE OIL SEALS FROM CAGE

Using SST, press out the two oil seals together.
SST 09350-32014 (09351-32090)



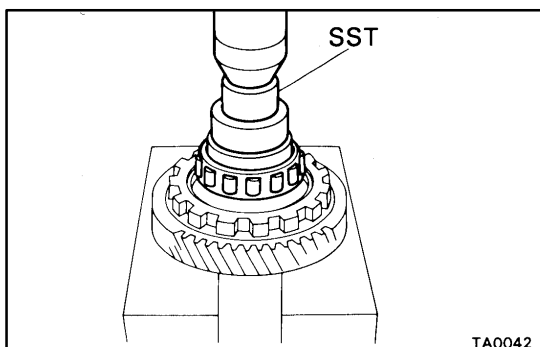
3. REMOVE SHAFT BEARING OUTER RACE FROM CAGE

Using a hammer and brass bar, drive out the outer race from the cage.



4. REMOVE COUNTER DRIVEN GEAR BEARING

Using SST, press out the bearing.
SST 09950-00020

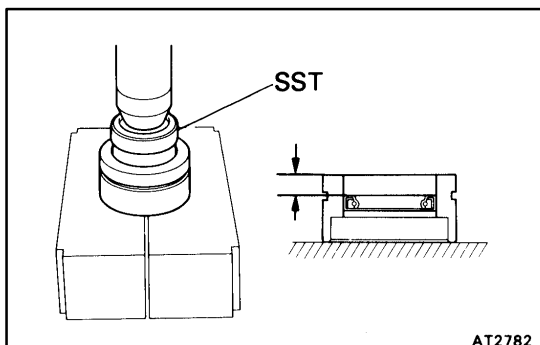


DRIVE PINION SHAFT ASSEMBLY

AX0GK-02

1. INSTALL COUNTER DRIVEN GEAR BEARING

Using SST, press in a new bearing.
SST 09350-32014 (09351-32090)



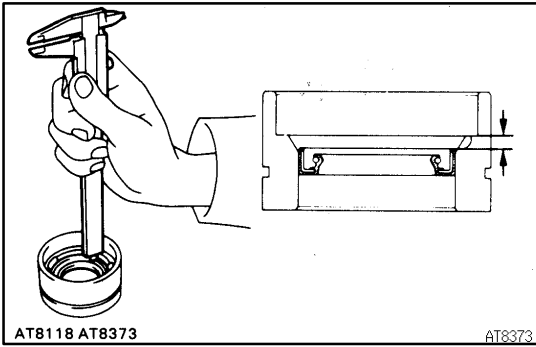
2. INSTALL OIL SEALS TO CAGE

(a) Using SST, press in a new oil seal with the lip facing downward.

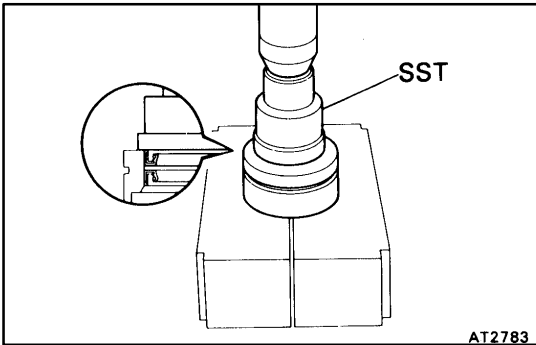
SST 09350-32014 (09351-32090)

Oil seal press in depth (from flat end):

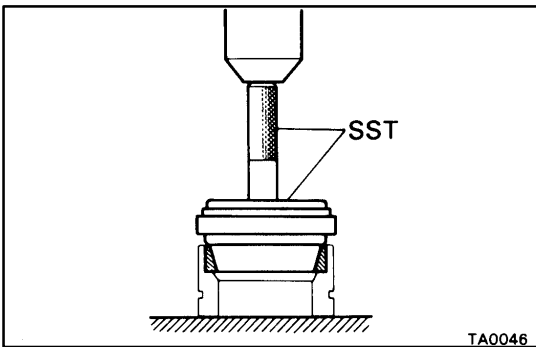
9.5 mm (0.374 in.)



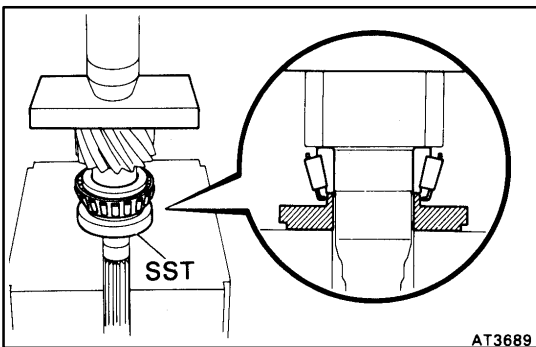
- (b) Measure the oil seal press in depth.
Oil seal press in depth:
4 mm (0.16 in.)



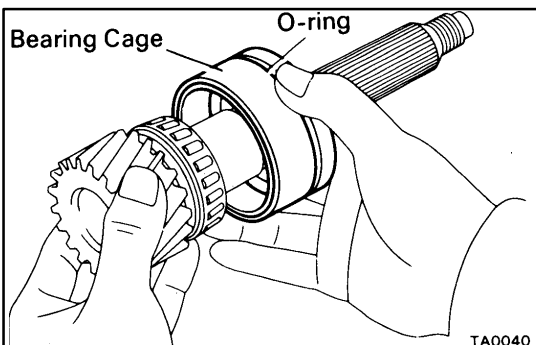
- (c) With the oil seal lip facing upward, use SST to press in a new oil seal until its end is flush with the surface of the cage.
 SST 09350-32014 (09351-32090)
- (d) Coat the oil seal lip with MP grease.



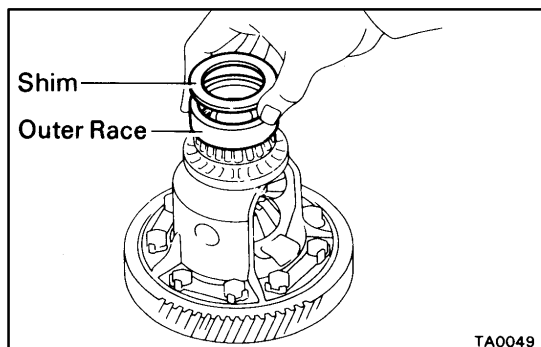
- 3. INSTALL SHAFT BEARING OUTER RACE TO CAGE**
 Using SST, press a new outer race into the cage.
 SST 09350-32014 (09351-32111, 09351-32130)



- 4. INSTALL DRIVE PINION SHAFT BEARING**
 Using SST, press in the bearing.
 SST 09350-32014 (09351-32100)



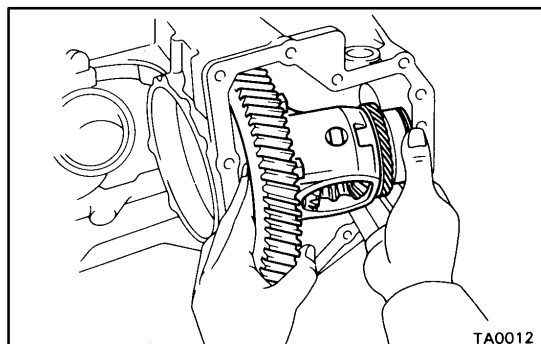
- 5. PLACE BEARING CAGE ONTO DRIVE PINION SHAFT**
 Be careful not to damage the oil seal with the splines.



DIFFERENTIAL SIDE BEARING PRELOAD ADJUSTMENT

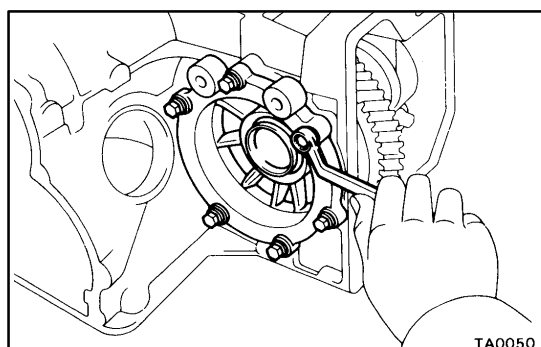
1. PLACE OUTER RACE AND ADJUSTING SHIM ONTO RH SIDE BEARING

Use the adjusting shim which was removed or one 2.40 mm (0.0945 in.) thick.



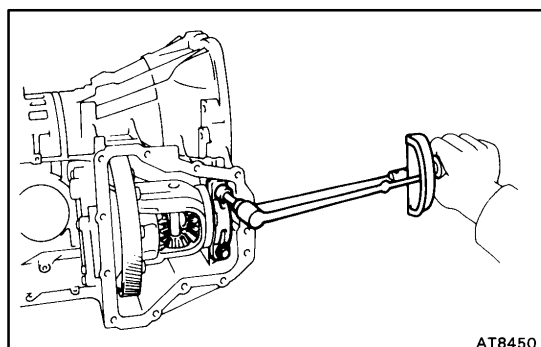
2. PLACE DIFFERENTIAL CASE INTO TRANSAXLE CASE

Be sure to install the adjusting shim.



3. INSTALL LH BEARING RETAINER

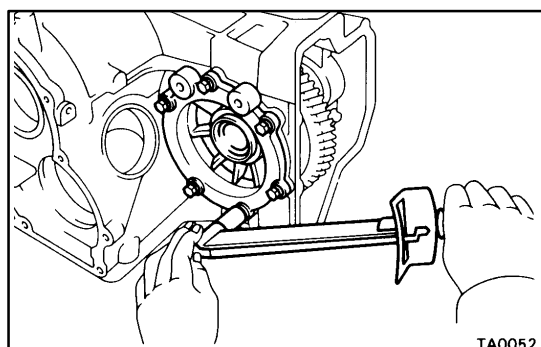
- (a) Do not install the O-ring yet.
- (b) Do not coat the bolt threads with sealant yet.
- (c) Temporarily tighten the bolts evenly and gradually while turning the ring gear.



4. INSTALL RH SIDE BEARING CAP

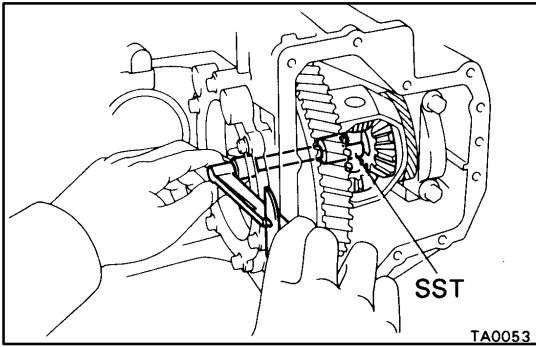
Tighten the bolts evenly and gradually while turning the ring gear.

Torque: 72 N·m (730 kgf·cm, 53 ft·lbf)



5. TIGHTEN LH BEARING RETAINER

Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)



6. ADJUST SIDE BEARING PRELOAD

Using SST and a torque meter, measure the preload of the ring gear.

SST 09564-32011

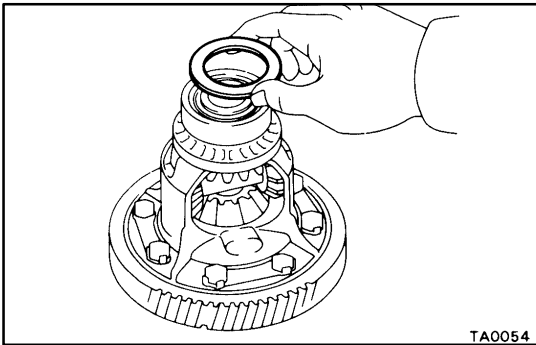
Preload (at starting):

New bearing

1.0 – 1.6 N·m (10 – 16 kgf·cm, 8.7 – 13.9 in.-lbf)

Reused bearing

0.5 – 0.8 N·m (5 – 8 kgf·cm, 4.3 – 6.9 in.-lbf)



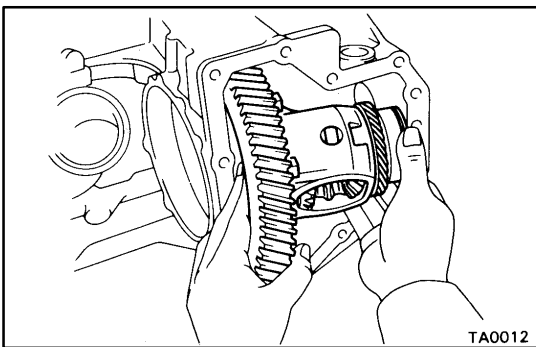
If the preload is not within specification, remove the differential case assembly.

Reselect the RH adjusting shim.

mm (in.)

Thickness	Thickness
1.90 (0.0748)	2.40 (0.0945)
1.95 (0.0786)	2.45 (0.0965)
2.00 (0.0787)	2.50 (0.0984)
2.05 (0.0807)	2.55 (0.1004)
2.10 (0.0827)	2.60 (0.1024)
2.15 (0.0846)	2.65 (0.1043)
2.20 (0.0866)	2.70 (0.1063)
2.25 (0.0886)	2.75 (0.1083)
2.30 (0.0906)	2.80 (0.1103)

HINT: The preload will change by about 0.3 – 0.4 N·m (3 – 4kgf·cm, 2.6 – 3.5 in.-lbf) with a change in shim thickness of 0.05 mm (0.0020 in.).



7. REMOVE DIFFERENTIAL CASE AND COMPONENT PARTS

If the preload is adjusted within specification, remove the bearing retainer, differential case, RH side bearing and shim.

Be careful not to lose the adjusting shim.

COMPONENT PARTS INSTALLATION

COMPONENT PARTS INSTALLATION

AX0GW-02

Disassembly, inspection and assembly of each component group have been indicated in the preceding chapter. Before assembly, make sure, again, that all component groups are assembled correctly.

If something wrong is found in a certain component group during assembly, inspect and repair this group immediately.

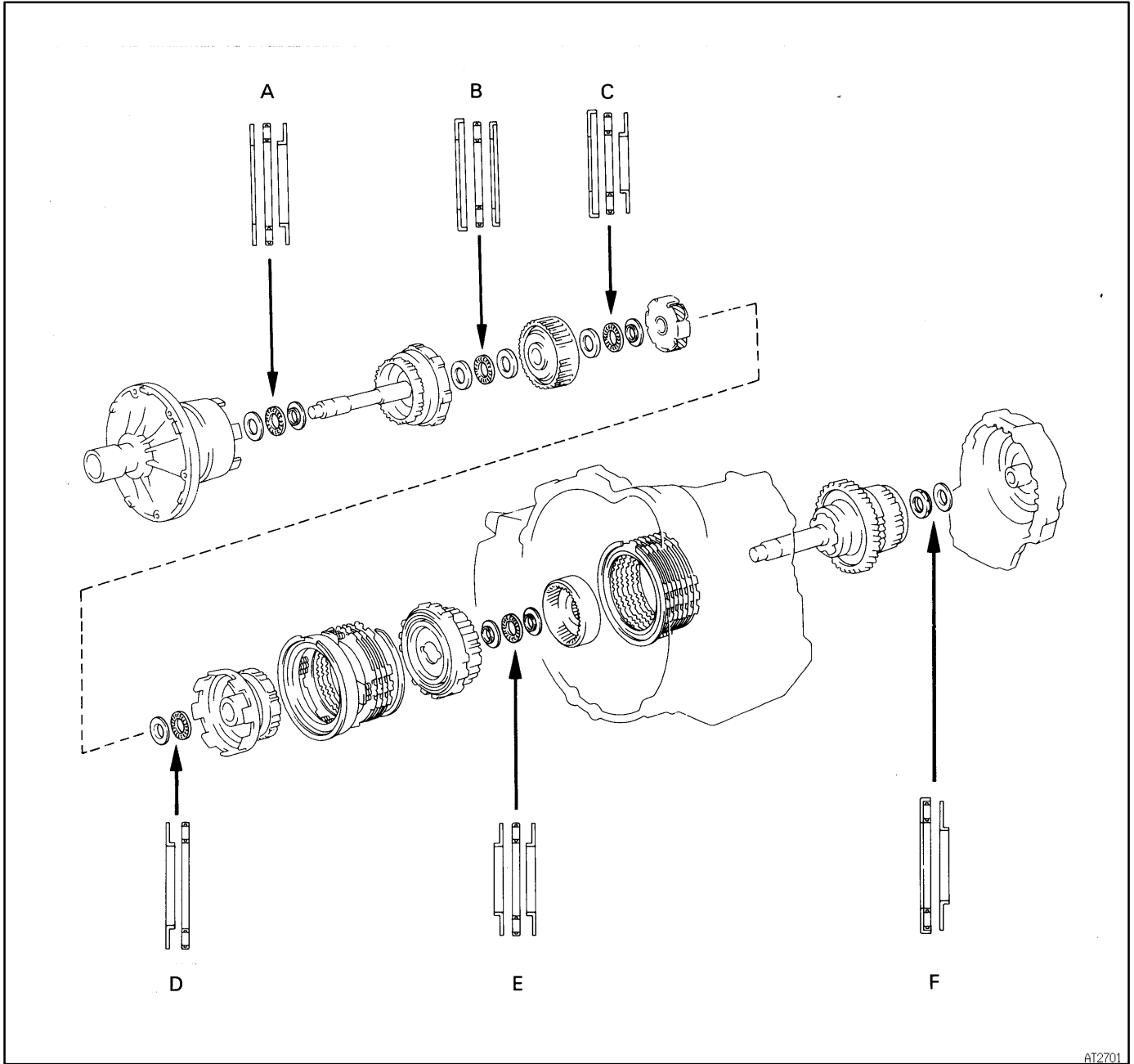
Recommended ATF:

DEXRON® @@@@: [g 2]

GENERAL INSTALLATION NOTES:

1. The automatic transaxle is composed of highly precision-finished parts, necessitating careful inspection before assembly because even a small nick could cause fluid leakage and affect performance.
2. Before assembling new clutch discs, soak them in automatic transaxle fluid for at least 15 minutes.
3. Apply automatic transaxle fluid on the sliding or rotating surfaces of parts before assembly.
4. Use petroleum jelly to keep small parts in their places.
5. Do not use adhesive cements on gaskets and similar parts.
6. When assembling the transaxle, be sure to use new gaskets and O-rings.
7. Dry all parts with compressed air—never use shop rags.
8. Be sure to install the thrust bearings and races in the correct direction and position.

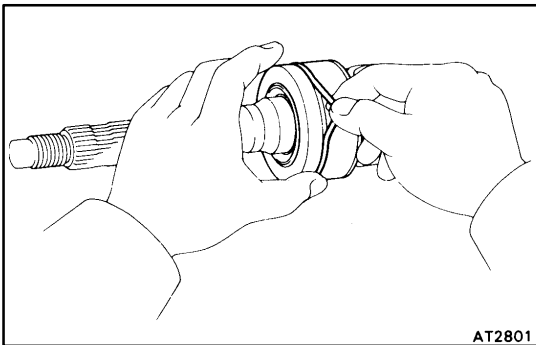
BEARING AND RACE DIAMETERS



AT2701

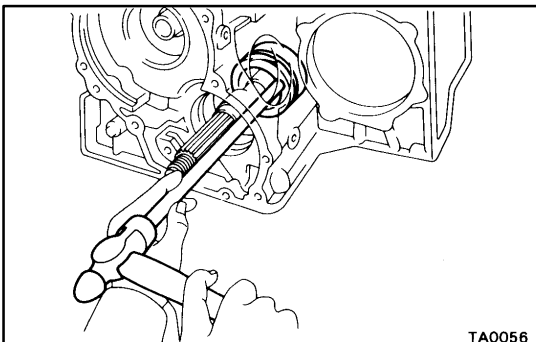
mm (in.)	Front Bearing Race Outer / Inner Diameter	Thrust Bearing Race Outer / Inner Diameter	Rear Bearing Race Outer / Inner Diameter
@@ @@ @: [c A]	43.0 / 30.5 (1.693 / 1.201)	42.0 / 28.9 (1.654 / 1.138)	42.0 / 27.1 (1.654 / 1.067)

@@ @@ @: [c B]	37.9 / 22.0 (1.492 / 0.866)	36.1 / 22.2 (1.421 / 0.874)	35.7 / 23.0 (1.406 / 0.906)
@@ @@ @: [c C]	37.9 / 22.0 (1.492 / 0.866)	36.1 / 22.2 (1.421 / 0.874)	35.0 / 19.0 (1.378 / 0.748)
@@ @@ @: [c D]	45.0 / 28.0 (1.772 / 1.102)	45.0 / 30.0 (1.772 / 1.181)	–
@@ @@ @: [c E]	37.3 / 24.1 (1.469 / 0.949)	37.6 / 24.0 (1.480 / 0.945)	37.6 / 22.2 (1.480 / 0.874)
@@ @@ @: [c F]	–	46.3 / 26.2 (1.823 / 1.031)	43.0 / 24.5 (1.693 / 0.965)



DRIVE PINION ASSEMBLY INSTALLATION AX0GM-02

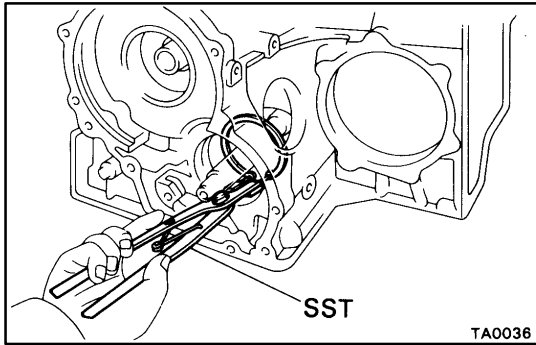
1. INSTALL NEW O-RING ONTO BEARING CAGE



2. INSTALL DRIVE PINION SHAFT INTO CASE

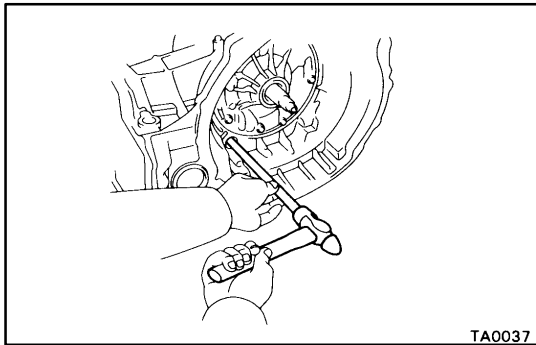
Slightly tap the cage into the case until the groove with the bore can be see.

HINT: Drive in the bearing cage until the surface of the bearing cage passes through the groove with the bore.

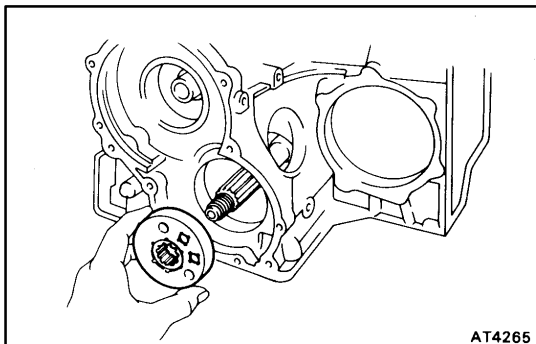


3. INSTALL SNAP RING INTO CASE

- (a) Using SST, install the snap ring into the groove.
SST 09350-32014 (09351-32050)

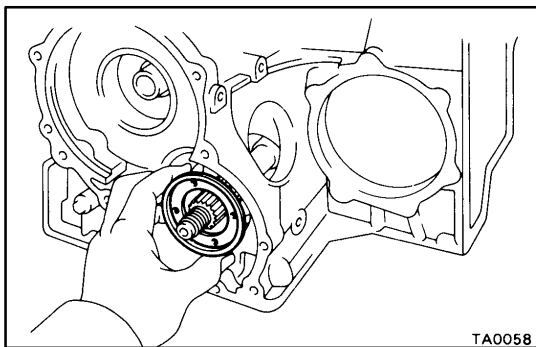


- (b) Slightly tap the drive pinion to fit the snap ring into the groove.



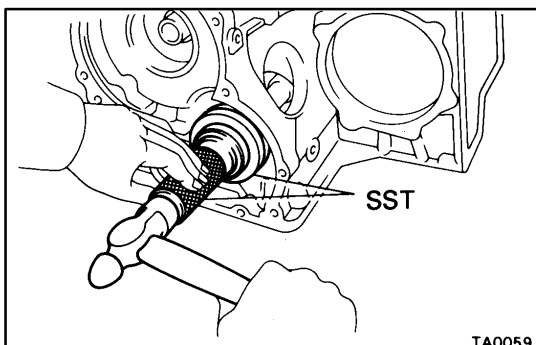
4. INSTALL ROTOR SENSOR

Install the rotor sensor, facing the magnet outward.



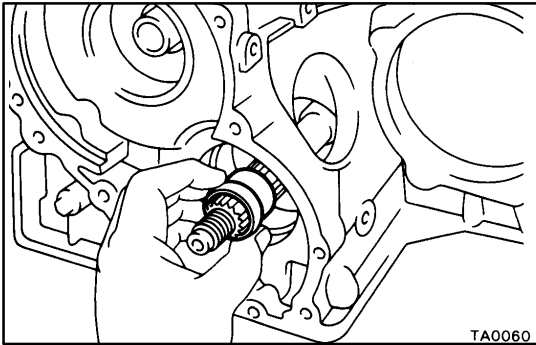
5. INSTALL OIL SLINGER

Install the oil slinger, facing the lip outward.



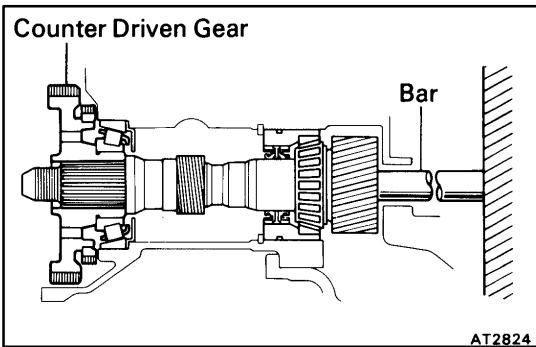
6. INSTALL OUTER RACE

Using SST, drive the outer race into the case.
SST 09350-32014 (09351-32100, 09351-32140)



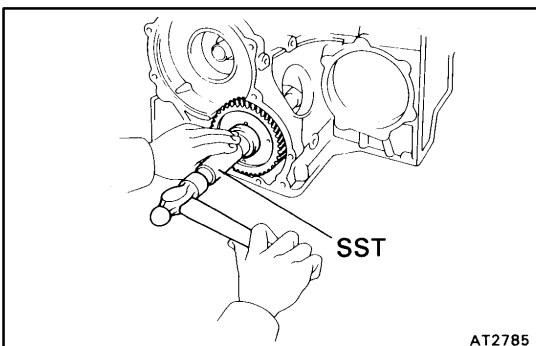
7. INSTALL NEW SPACER

Always use new spacer.
Install the spacer with the small end first.



8. INSTALL COUNTER DRIVEN GEAR ONTO SHAFT

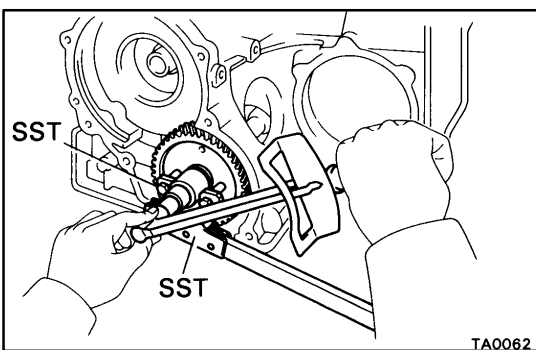
(a) Place a bar at the drive pinion side and position the outer end of the bar against a vise or similar.



(b) Using SST, driven in gear onto the shaft until the nut can be installed on the threads of the shaft.

NOTICE: Be careful not to cause an impact to the transaxle case.

SST 09350-32014 (09351-32140)



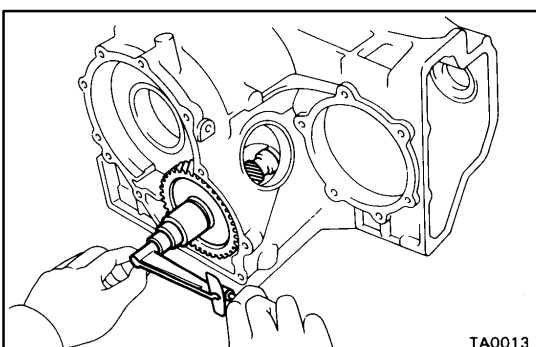
9. ADJUST DRIVE PINION PRELOAD

(a) Coat the threads and surface of the nut with MP grease.

(b) Using SST to hold the gear, tighten the nut.

Torque: 172 N·m (1,750 kgf·cm, 127 ft·lbf)

SST 09330-00021, 09350-32014 (09351-32032)



(c) Turn the gear counterclockwise and clockwise several times.

(d) Using a torque meter, measure the preload of the drive pinion.

Preload (at starting):

New bearing

1.0 – 1.6 N·m (10 – 16 kgf·cm, 8.7 – 13.9 in·lbf)

Reused bearing

0.5 – 0.8 N·m (5 – 8 kgf·cm, 4.3 – 6.9 in·lbf)

- If the preload is greater than specified, replace the bearing spacer.
- If the preload is less than specified, retighten the nut 13 N·m (130 kgf·cm, 9 ft·lbf) at a time until the specified preload is reached.

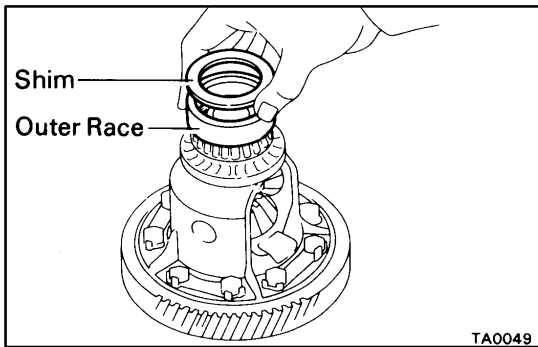
If the maximum torque is exceeded while retightening the nut, replace the bearing spacer and repeat the preload procedure.

Do not back off the nut to reduce the preload.

Maximum torque:

289 N·m (2,950 kgf·cm, 213 ft·lbf)

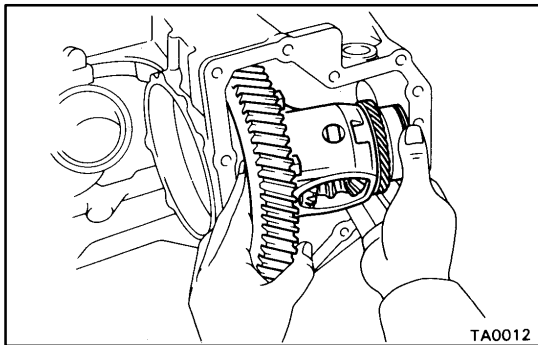
- (e) If the preload is adjusted within specification, make a note of it.



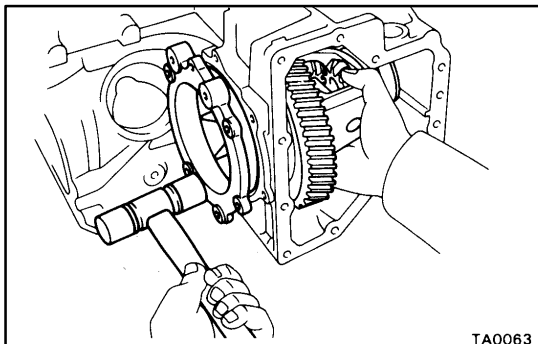
DIFFERENTIAL INSTALLATION

AX0SX-01

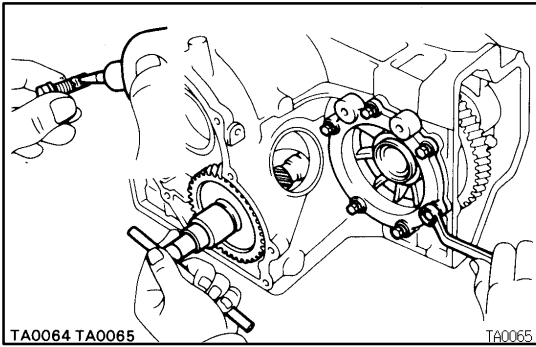
1. PLACE OUTER RACE AND SELECTED ADJUSTING SHIM ONTO RH SIDE BEARING



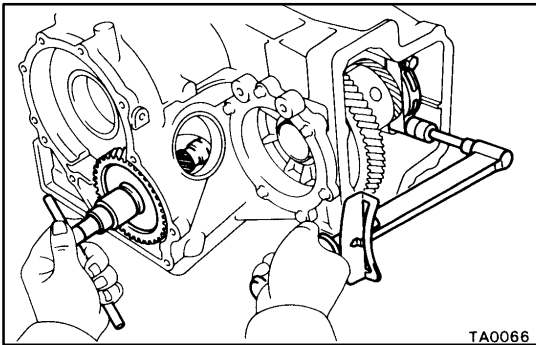
2. PLACE DIFFERENTIAL CASE INTO CASE
Be sure to install the adjusting shim into place.



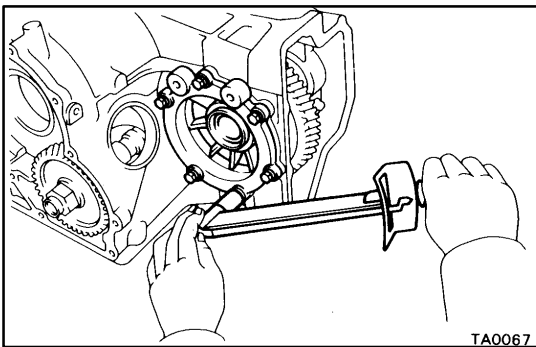
3. INSTALL LH BEARING RETAINER
 - (a) Install a new O-ring.
 - (b) Position the retainer by tapping it while holding the differential case center with the retainer.
 - (c) Clean the threads of the bolts and case with white gasoline.



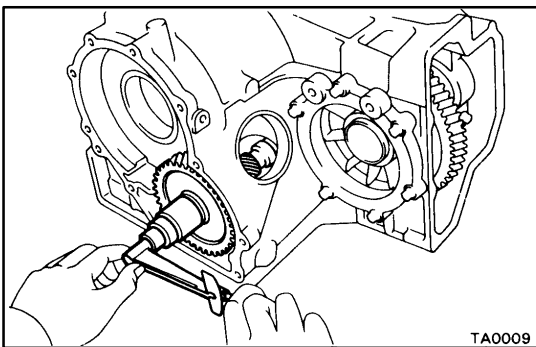
- (d) Coat the threads of the bolts with sealer.
Sealer:
Part No.08833-00070, THREE BOND 1324 or equivalent
- (e) Temporarily tighten the bolts evenly and gradually while turning the ring gear.



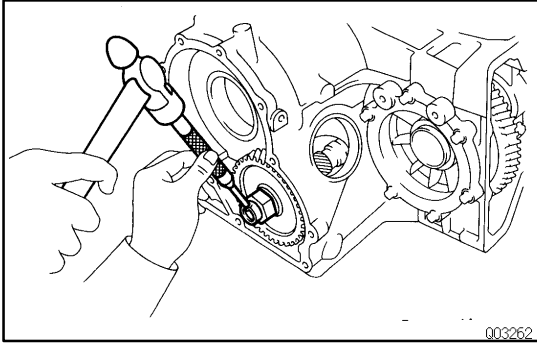
- 4. INSTALL RH SIDE BEARING CAP**
 Tighten the bolts evenly and gradually while turning the ring gear.
Torque: 72 N·m (730 kgf·cm, 53 ft·lbf)



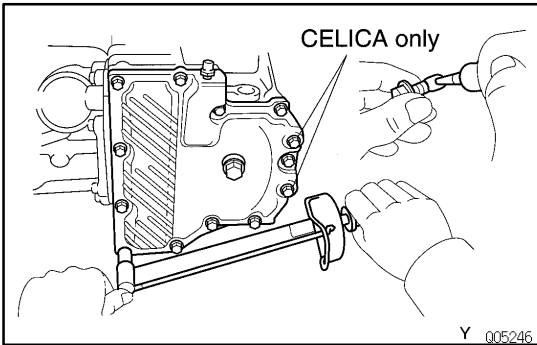
- 5. TIGHTEN LH BEARING RETAINER**
Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)



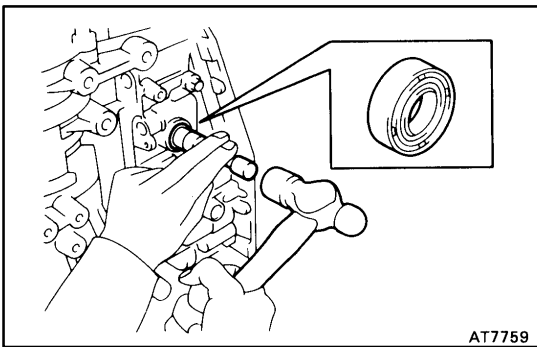
- 6. MEASURE TOTAL PRELOAD**
 Using a torque meter, measure the total preload of the drive pinion shaft.
Total preload (at starting):
Add drive pinion preload (See page AX-xx)
New Bearing
0.3 – 0.4 N·m (2.9 – 4.0 kgf·cm, 2.5 – 3.5 in·lbf)
Reused bearing
0.1 – 0.2 N·m (1.5 – 2.0 kgf·cm, 1.3 – 1.7 in·lbf)
 If the preload is not within specification, reassemble and readjust.



- 7. STAKE COUNTER DRIVEN GEAR NUT
- 8. INSTALL DRIVE PINION CAP



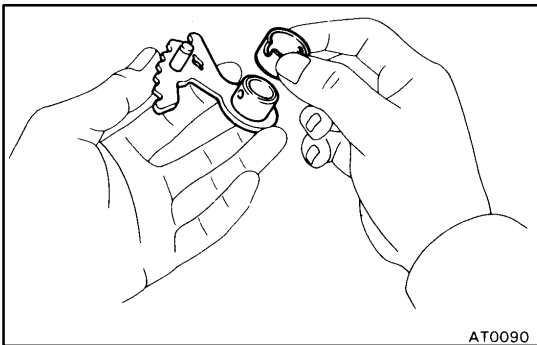
- 9. INSTALL CARRIER COVER
 - (a) Clean the threads of the bolts and case with white gasoline.
 - (b) Coat the threads of the bolts with sealer.
 - Sealer:
Part No.08833-00070, THREE BOND 1324 or equivalent
 - (c) Install the carrier cover over the gasket.
 - Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)



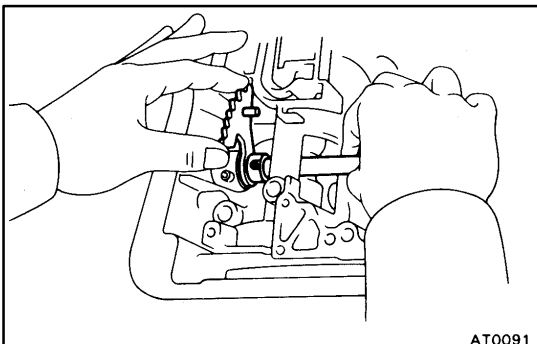
4-SPEED GEAR UNIT INSTALLATION

AX0SY-01

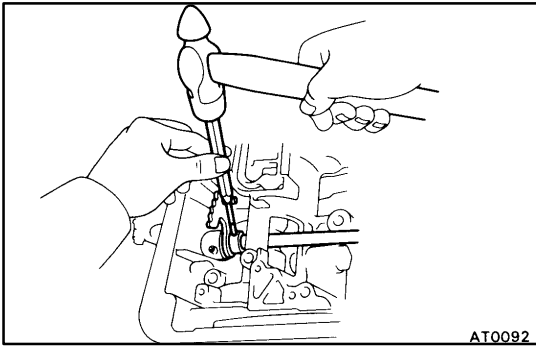
- 1. INSTALL MANUAL VALVE SHAFT
 - (a) Coat the oil seal lip with MP grease.
 - (b) Using a socket wrench and hammer, drive in a new manual valve shaft oil seal to the case.



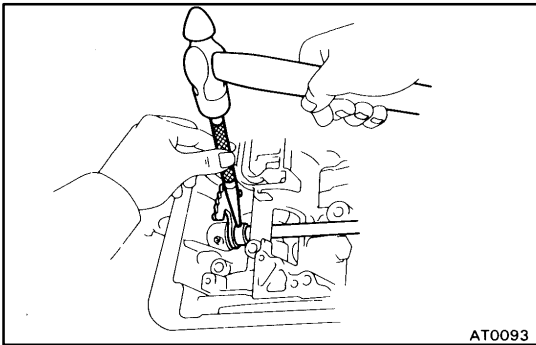
- (c) Assemble a new collar to the manual valve lever.



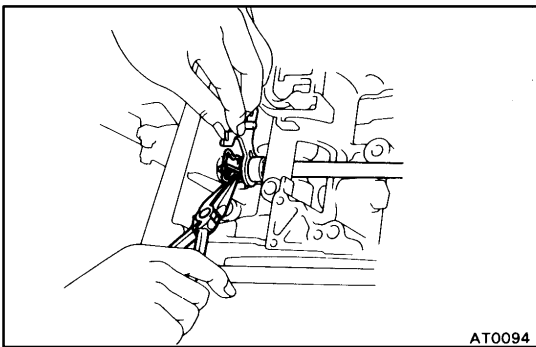
- (d) Install the manual valve lever shaft to the transaxle case through the manual valve lever.



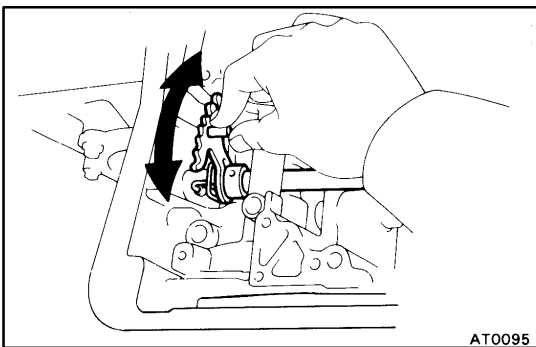
- (e) Using a pin punch, drive in the roll pin until its surface is flush with the manual valve lever surface.



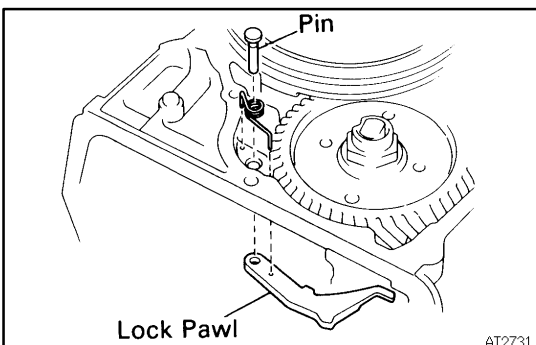
- (f) Match the collar hole to the lever calking hollow and calk the collar to the lever.



- (g) Install the retaining spring.

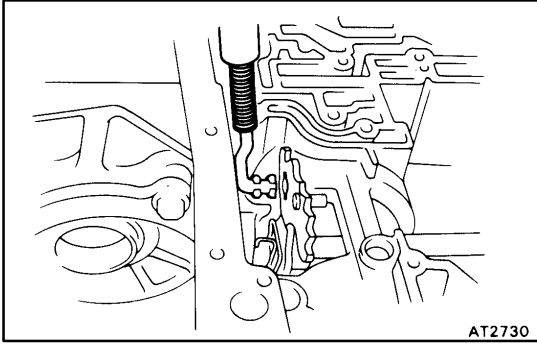


- (h) Make sure that the lever moves smoothly.

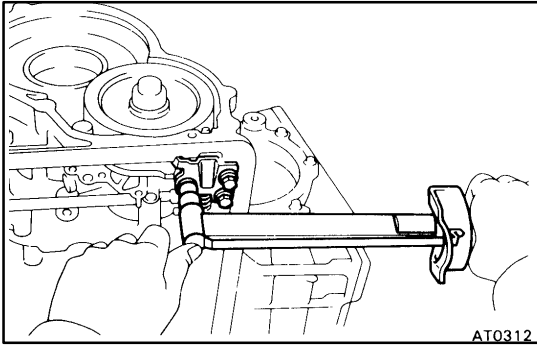


2. INSTALL PARKING LOCK PAWL

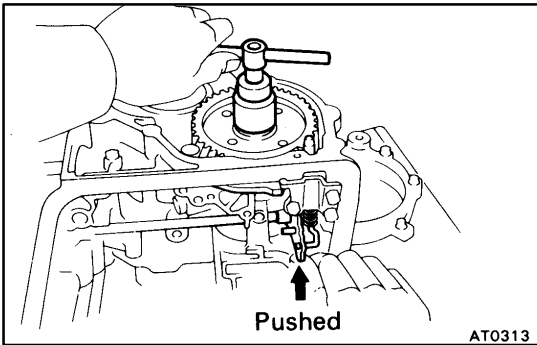
- (a) Place the parking lock pawl onto the case. Hook the spring ends to the case and pawl.
- (b) Install the pin into the hole of the case through the spring and pawl.



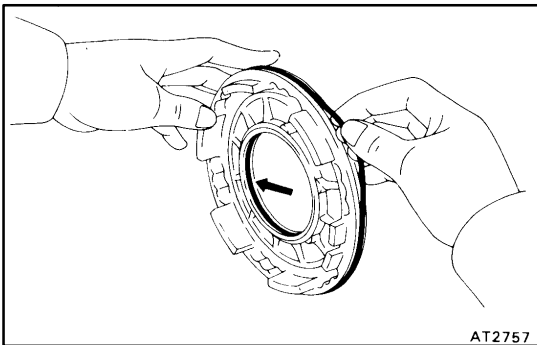
3. INSTALL PARKING LOCK ROD



4. INSTALL PARKING LOCK PAWL BRACKET
Torque: 7.4 N·m (75 kgf·cm, 65 in.-lbf)

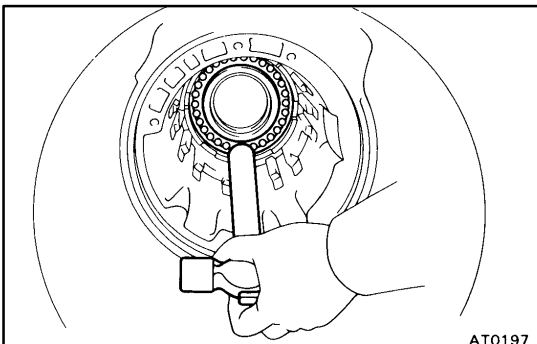


5. CHECK OPERATION OF PARKING LOCK PAWL
Make sure the counter driven gear is locked when the manual valve lever is in the P position.

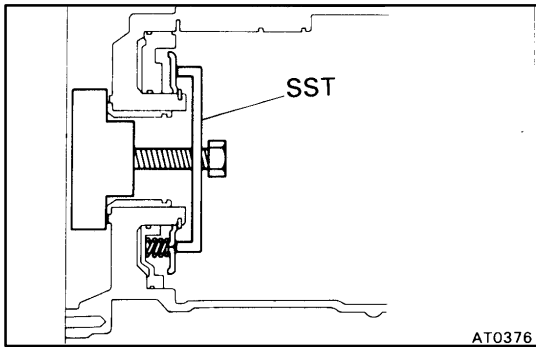


6. INSTALL FIRST AND REVERSE BRAKE PISTON TO TRANSMISSION CASE

- (a) Coat a new O-rings with ATF.
- (b) Install the 2 O-rings on the piston.

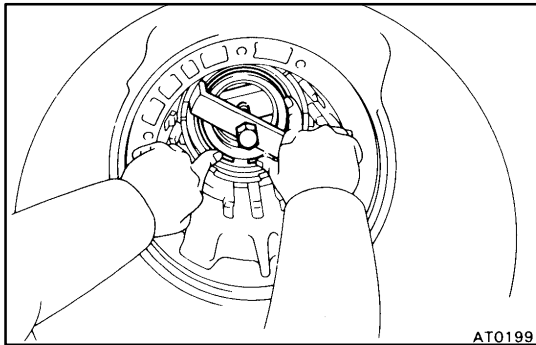


- (c) Push the piston into the bore of the case, facing the spring seat upward.

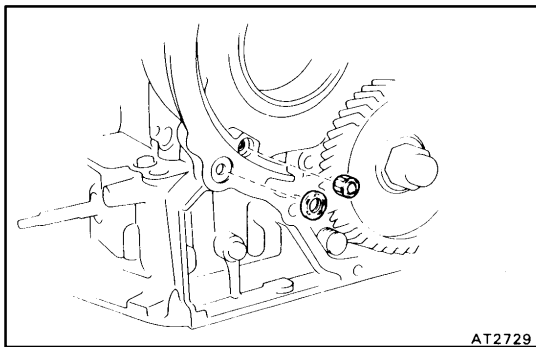


7. INSTALL PISTON RETURN SPRING

- (a) Place the return spring and snap ring on the piston.
- (b) Place SST, and compress the return spring evenly by tightening the bolt gradually.
SST 09350-32014 (09351-32040)

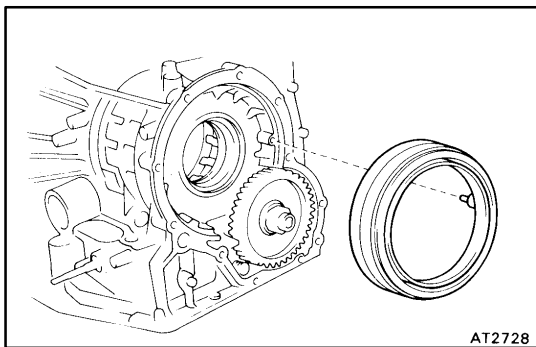


- (c) Install snap ring. Visually check to make sure it is fully seated and centered by the 3 lugs on the spring retainer. Be sure the end gap of snap ring is not aligned with the spring retainer claw.
- (d) Remove SST.

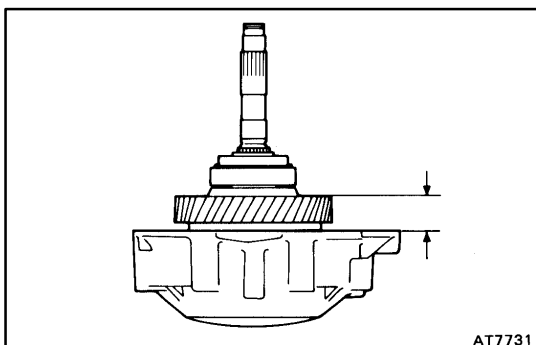


8. INSTALL OVERDRIVE UNIT

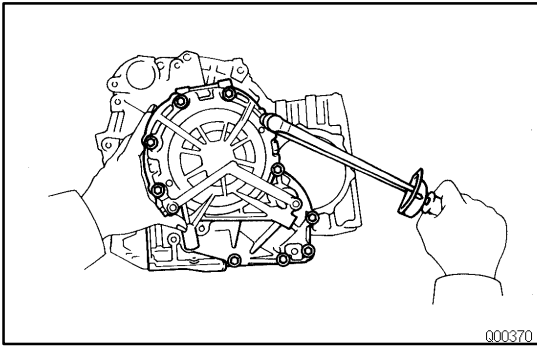
- (a) Install the overdrive brake apply gasket and overdrive clutch apply gasket.



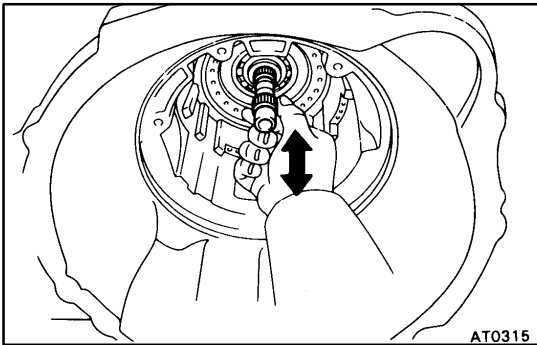
- (b) Install the overdrive brake drum to the case.
- (c) Install a new case gasket to the case.



- (d) Make sure that the length from the top surface of the case to the counter driven gear top surface should be about 24 mm (0.94 in.).

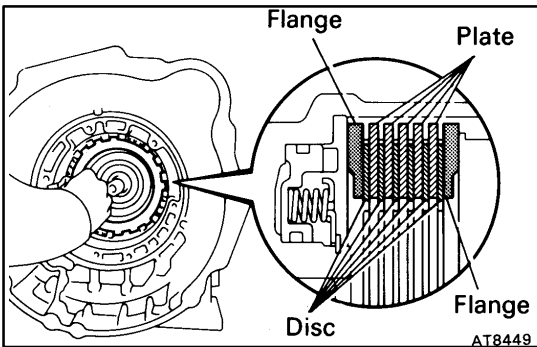


- (e) Install the overdrive unit with overdrive case to the transaxle case.
- (f) Install and tighten the bolts.
Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)



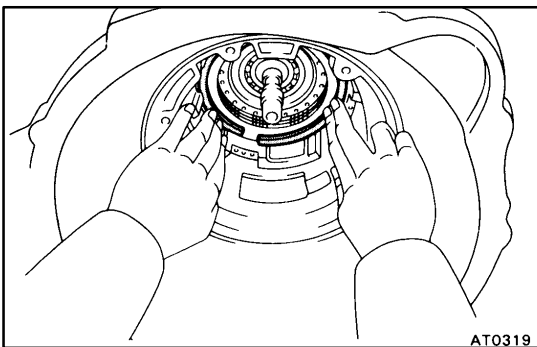
9. CHECK INTERMEDIATE SHAFT END PLAY

- (a) Make sure that the intermediate shaft has thrust play.
Thrust play:
0.49 – 1.51 mm (0.0193 – 0.0594 in.)
If the thrust play is not within specification, check the installation of intermediate shaft.
- (b) Make sure that the intermediate shaft turns smoothly.



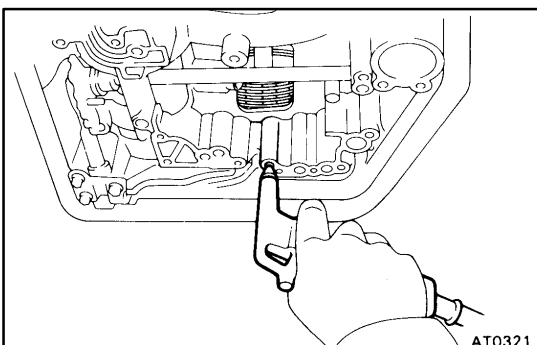
10. INSTALL FIRST AND REVERSE BRAKE IN CASE

- (a) Install the inner flange facing the flat end toward the oil pump side.
- (b) Install the discs and plates.
Install in order: P=Plate D=Disc
D – P – D – P – D – P – D – P – D – P – D
- (c) Install the outer flange, facing the flat end toward the piston side.



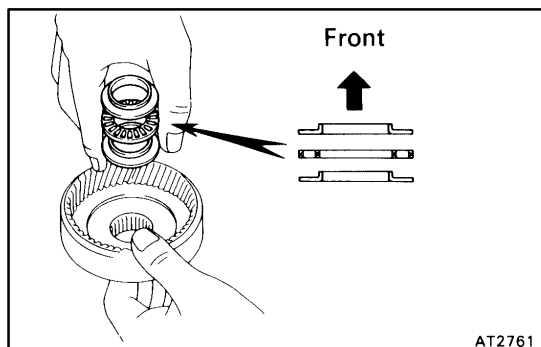
11. INSTALL SNAP RING

Be sure the end gap of the snap ring is not aligned with one of the cutouts.



12. CHECK OPERATION OF FIRST AND REVERSE BRAKE

Apply compressed air into the oil passage with the case and be sure that the piston moves.



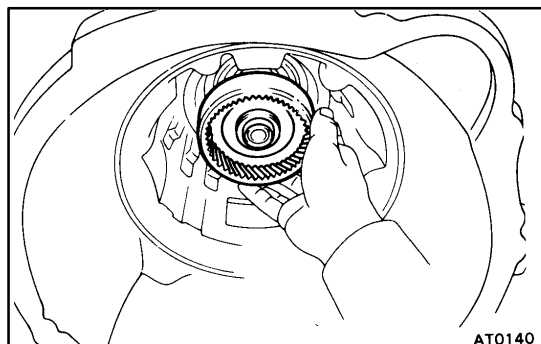
13. INSTALL RING GEAR INTO CASE

- (a) Coat the races and bearing with petroleum jelly and install them onto the ring gear.

Bearing and races
mm (in.)

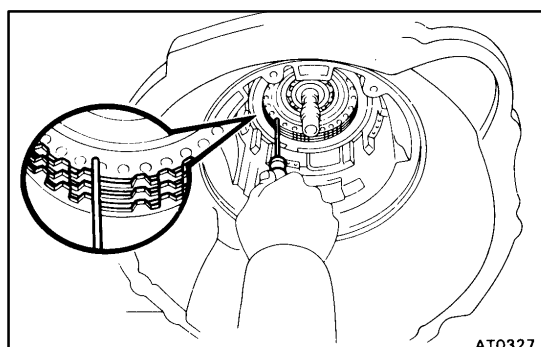
	Outer Diameter	Inner Diameter
Front Race	37.3 (1.469)	24.1 (0.949)
Bearing	37.6 (1.480)	24.0 (0.945)
Rear Race	37.6 (1.480)	22.2 (0.874)

- (b) Install the ring gear into the case.

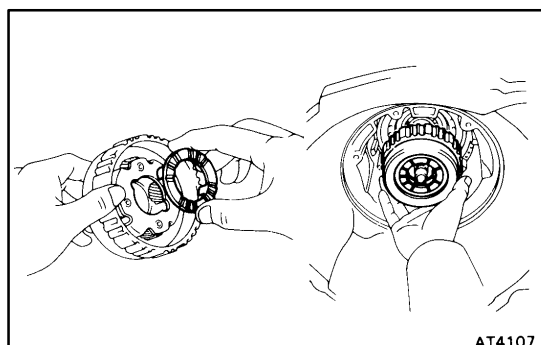


14. INSTALL REAR PLANETARY GEAR INTO CASE

- (a) Align the flukes of the discs in the first and reverse brake.

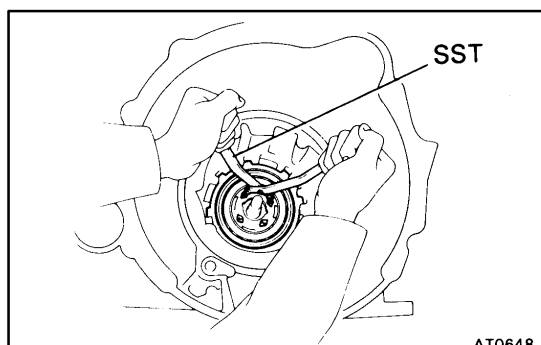


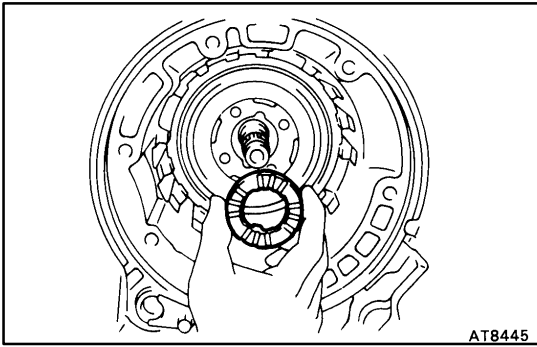
- (b) Coat the thrust washer with petroleum jelly.
Align the tab of the washer with the hollow of the carrier.
- (c) Align the spline of the planetary carrier with either of the flukes of the discs, and install the planetary gear into the first and reverse brake discs.



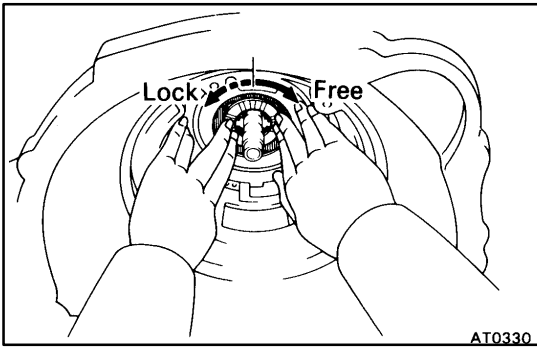
15. INSTALL NO.2 ONE-WAY CLUTCH INTO CASE WITH SHINY SIDE UPWARD

- (a) Place the one-way clutch with the shiny side upward.
- (b) Install the one-way clutch onto the inner race while turning the planetary gear clockwise with SST.
SST 09350-32014 (09351-32050)

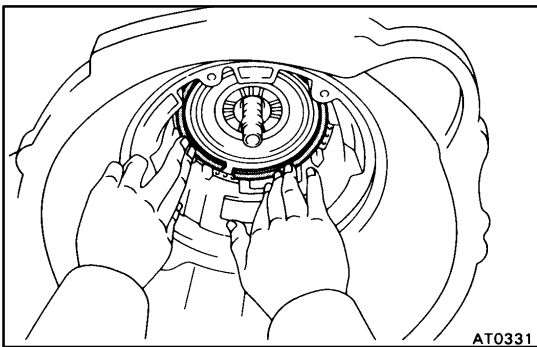




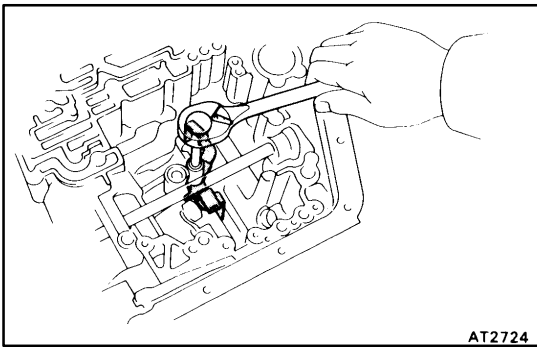
- (c) Coat the thrust washer with petroleum jelly and install it onto the planetary gear.



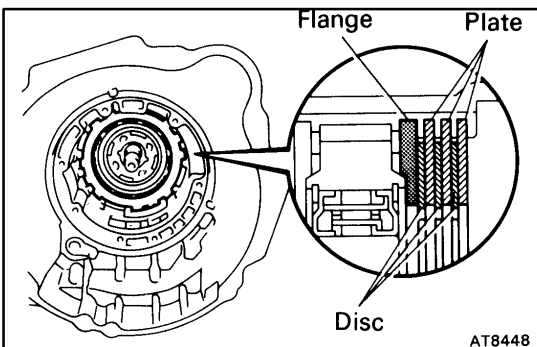
- 16. CHECK OPERATION OF NO.2 ONE-WAY CLUTCH**
Turn the planetary carrier. The carrier should turn freely clockwise and lock counterclockwise.



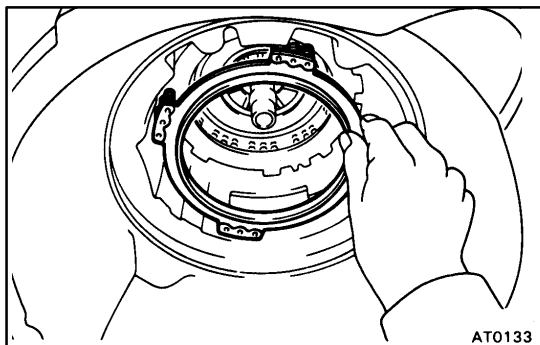
- 17. INSTALL SNAP RING**
Be sure the end gap of the snap ring is not aligned with one of cutouts.



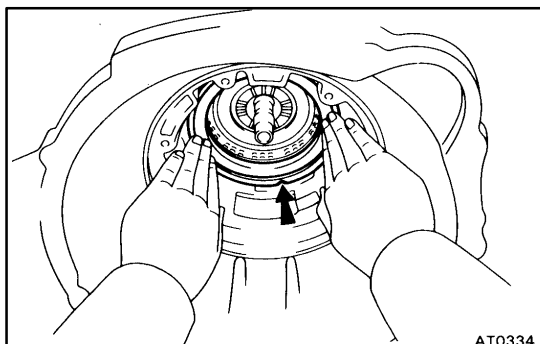
- 18. INSTALL SECOND COAST BRAKE BAND GUIDE**
Install the 2 band guides so that its tip touches the case.



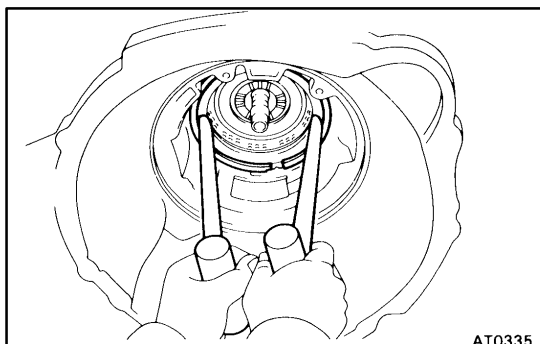
- 19. INSTALL SECOND BRAKE INTO CASE**
 - (a) Install the flange, facing the flat end toward the oil pump side.
 - (b) Install the discs and plates.
Install in order: P=Plate D=Disc
Flange – D – P – D – P – D – P

**20. INSTALL PISTON RETURN SPRING**

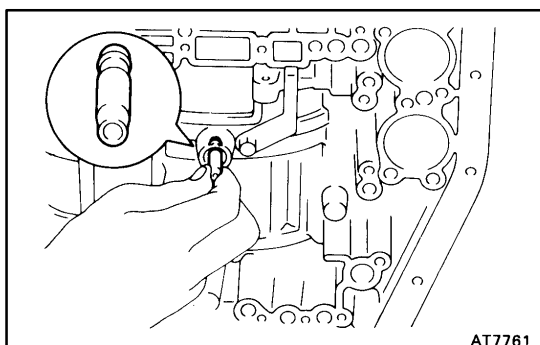
Each spring end is installed onto the protrusion with the case.

**21. INSTALL SECOND BRAKE DRUM INTO CASE**

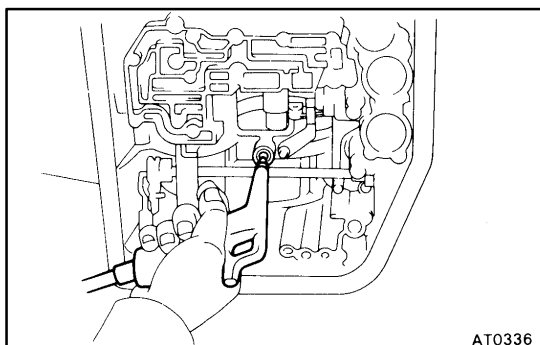
Align the groove of the drum with the bolt and place it into the case.

**22. INSTALL SNAP RING**

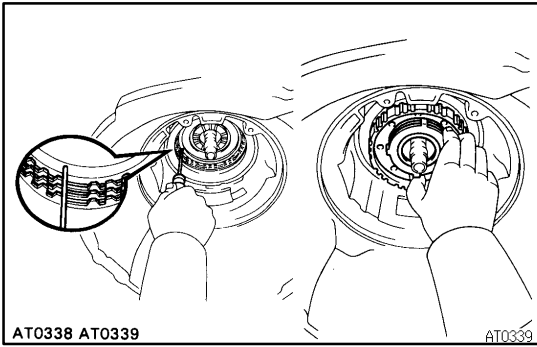
- (a) Place the snap ring into the case so that the end gap is installed into the groove.
- (b) While compressing the piston return springs over the drum with hammer handles, install the snap ring into the groove.
- (c) Be sure the end gap of the snap ring is not aligned with one of the cutouts.

**23. INSTALL SECOND BRAKE DRUM GASKET**

Install a new gasket until it makes contact with the second brake drum.

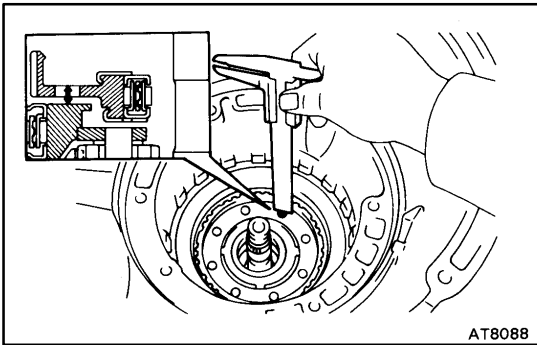
**24. CHECK OPERATION OF SECOND BRAKE**

Blow compressed air into the oil passage with the case, and be sure that the piston moves.



25. INSTALL NO.1 ONE-WAY CLUTCH AND SECOND BRAKE HUB

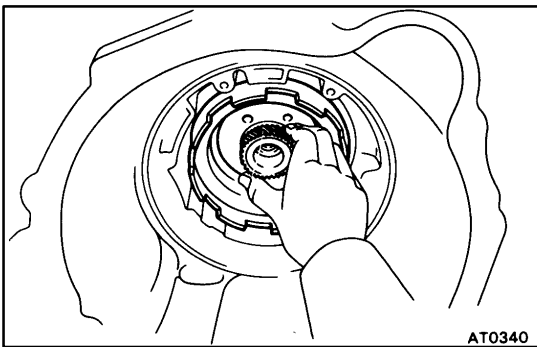
- (a) Align the flukes of the discs in the second brake.
- (b) Align the spline of the hub with the flukes of the discs and install the hub to the second brake discs.



- (c) Check the distance between the surfaces of the second brake hub and rear planetary gear.

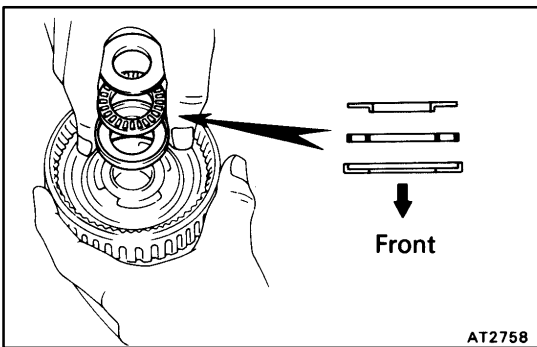
Distance:

Approx. 5 mm (0.20 in.)



26. INSTALL SUN GEAR AND SUN GEAR INPUT DRUM

While turning the sun gear clockwise, install it into the one-way clutch.



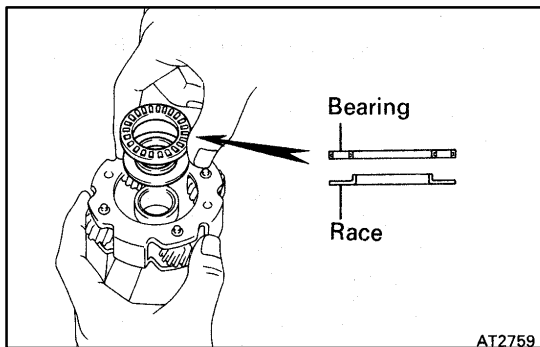
27. INSTALL FRONT PLANETARY GEAR ONTO RING GEAR

- (a) Coat the races and bearing with petroleum jelly, and install them onto the ring gear.

Bearing and race

mm (in.)

	Outer Diameter	Inner Diameter
Front Race	37.9 (1.492)	22.0 (0.866)
Bearing	36.1 (1.421)	22.2 (0.874)
Rear Bearing	35.0 (1.378)	19.0 (1.102)

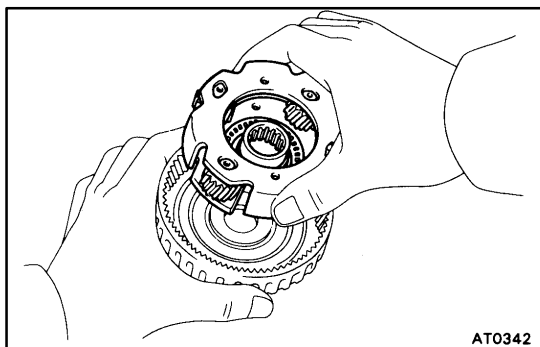


- (b) Coat the race and bearing with petroleum jelly, and install them onto the planetary gear.

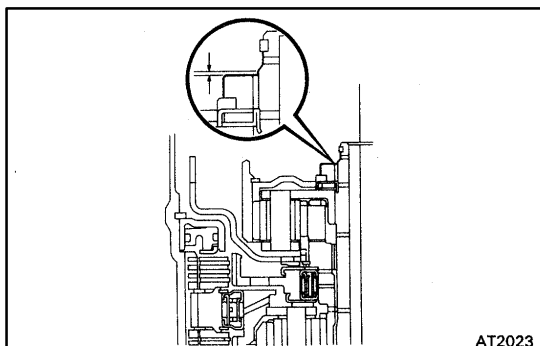
Bearing and race

mm (in.)

	Outer Diameter	Inner Diameter
Bearing	45.0 (1.772)	30.0 (1.181)
Race	45.0 (1.772)	28.0 (1.102)

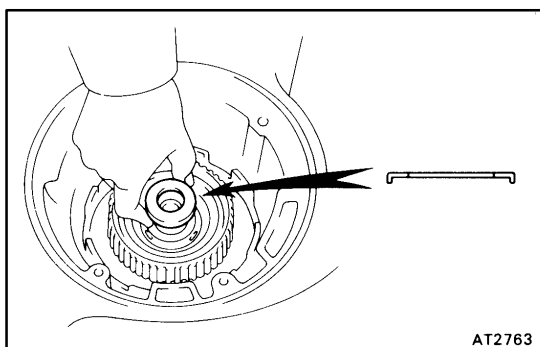


- (c) Install the planetary gear onto the ring gear.



28. INSTALL FRONT PLANETARY GEAR ASSEMBLY ONTO SUN GEAR

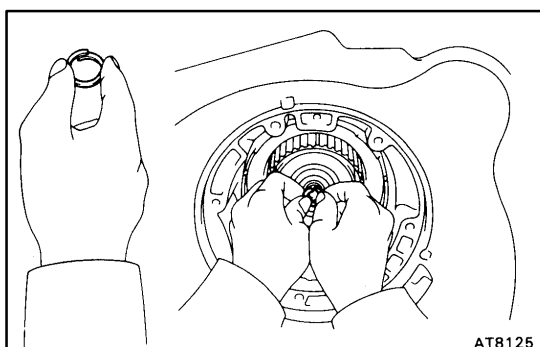
- (a) If the planetary gear and other parts are installed correctly into the case, the end of the bushing with the ring gear flange will be flush with a shoulder of the intermediate shaft or under.



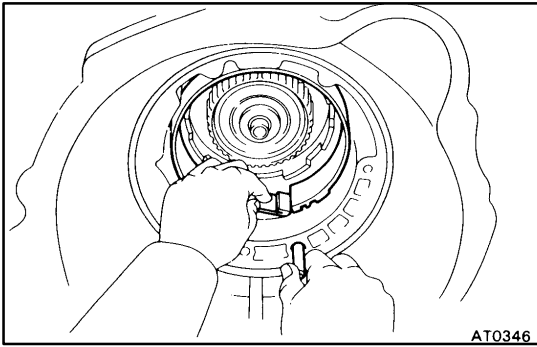
- (b) Coat the race with petroleum jelly and install it onto the tip of ring gear flange.

Race:

Outer diameter
35.7 mm (1.406 in.)
Inner diameter
23.0 mm (0.906 in.)

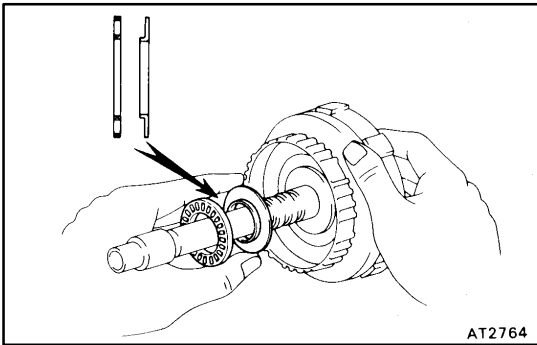


29. INSTALL INTERMEDIATE SHAFT OIL SEAL RING



30. INSTALL SECOND COAST BRAKE BAND

- (a) Place the band into the case.
- (b) Install the pin through the oil pump mounting bolt hole.



31. INSTALL FORWARD CLUTCH AND DIRECT CLUTCH

- (a) Coat the races and bearing with petroleum jelly, and install them onto both sides of the clutch drum.

Bearing and race (Front side)

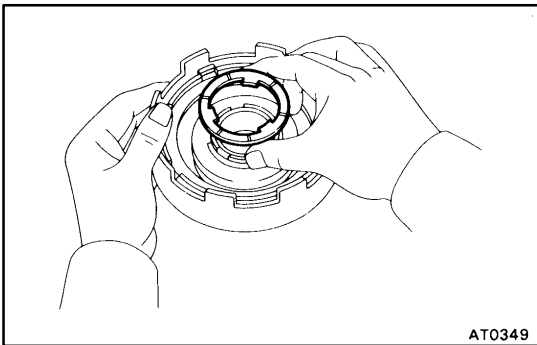
mm (in.)

	Outer Diameter	Inner Diameter
Bearing	42.0 (1.645)	28.9 (1.138)
Race	42.0 (1.654)	27.1 (1.067)

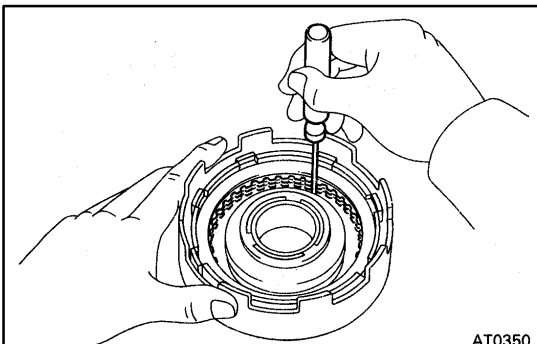
AT2765: Bearing and race (Rear side)

mm (in.)

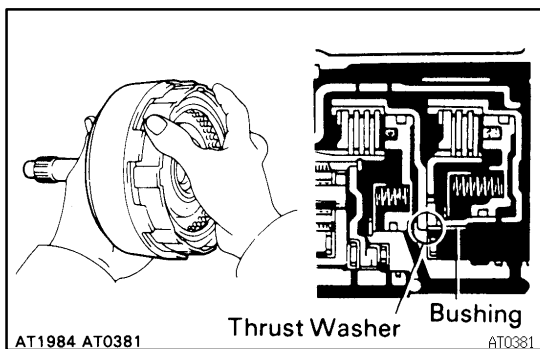
	Outer Diameter	Inner Diameter
Bearing	36.1 (1.421)	22.2 (0.874)
Race	37.9 (1.492)	22.0 (0.866)



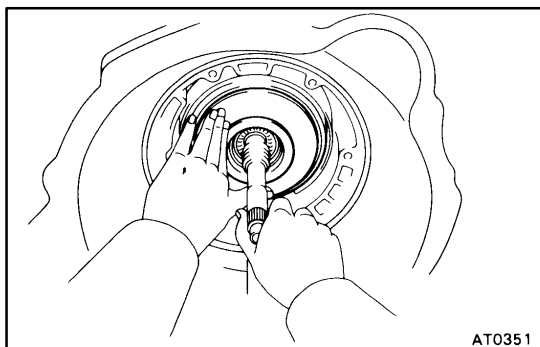
- (b) Coat the clutch drum thrust washer with petroleum jelly and install it with the oil groove facing upward onto the direct clutch drum.



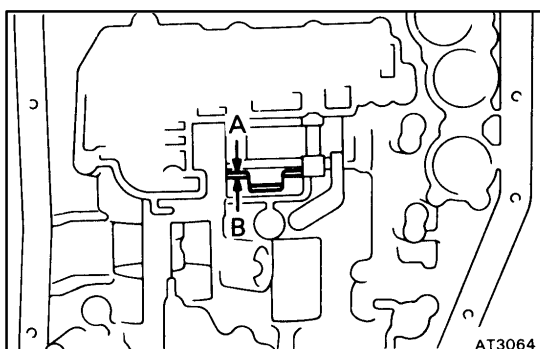
- (c) Align the flukes of discs in the direct clutch.



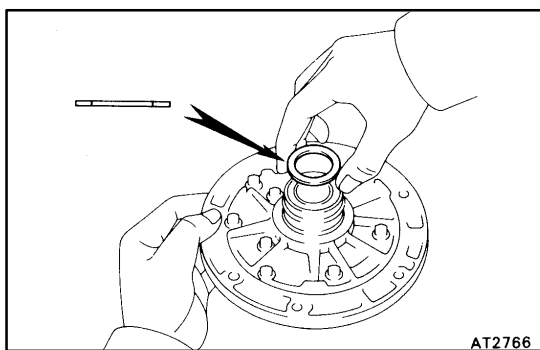
- (d) Mesh the hub with the flukes of the direct clutch while turning the clutch drum or forward clutch.
- (e) If the flukes of the discs are meshed with the hub correctly, the end of the bushing with the direct clutch drum will be flush with the surface of the forward clutch.



- (f) Place the direct clutch and forward clutch into the case.
- (g) Rotate the forward clutch to mesh the front planetary ring gear and discs.

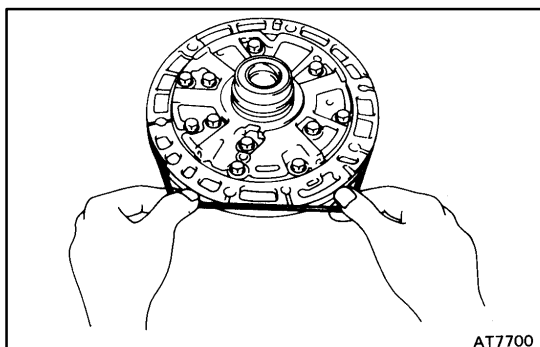


- (h) Check the distance between the A and B.
Distance:
Approx. 3 mm (0.118 in.)

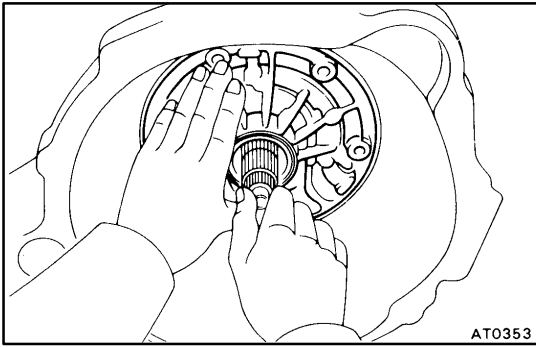


32. INSTALL OIL PUMP INTO CASE

- (a) Coat the race with petroleum jelly and install it onto stator shaft.

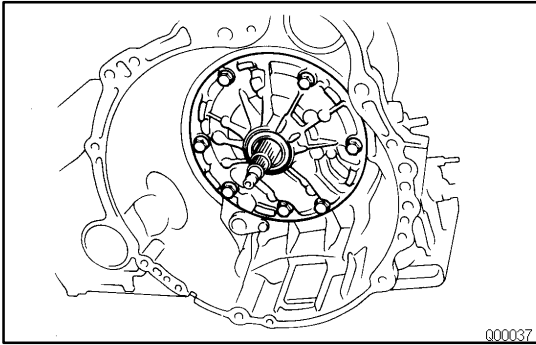


- (b) Coat a new O-ring with ATF and install it to oil pump.

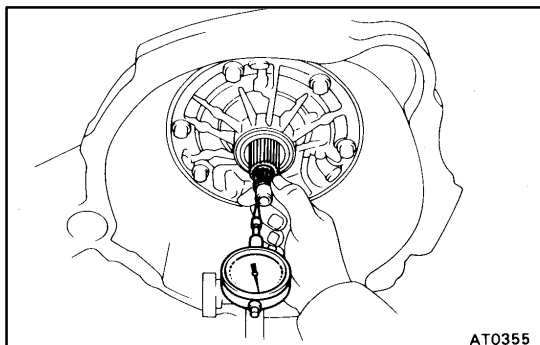


- (c) Place the oil pump through the input shaft, and align the bolt holes of the pump body with the transaxle case.
- (d) Hold the input shaft, and lightly press the oil pump body to slide the oil seal rings on the stator shaft through the direct clutch drum.

NOTICE: Do not push on the oil pump strongly or the oil seal ring will stick to the direct clutch drum.



- (e) Install and tighten the 7 bolts.
Torque: 22 N·m (225 kgf·cm, 16 ft·lbf)



33. MEASURE THRUST PLAY OF INPUT SHAFT

Measure the thrust play with a dial gauge.

Thrust play:

0.3 – 0.9 mm (0.012 – 0.035 in.)

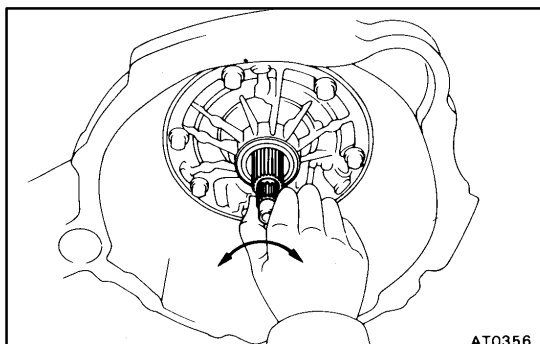
HINT: There are 2 thickness of races for the end of stator shaft.

If the thrust play is in excess of standard, select one of them.

Race thicknesses:

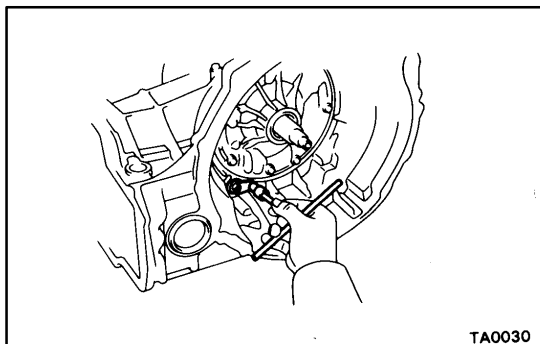
0.8 mm (0.031 in.)

1.4 mm (0.055 in.)

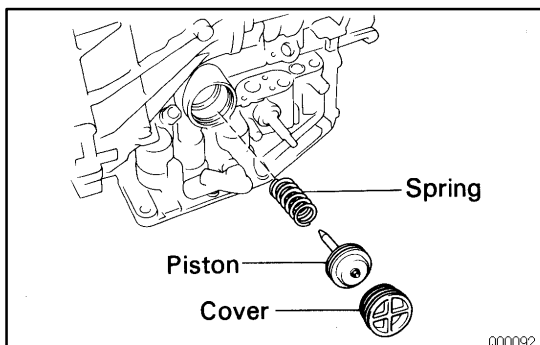


34. CHECK INPUT SHAFT ROTATION

Make sure that the input shaft rotates smoothly.

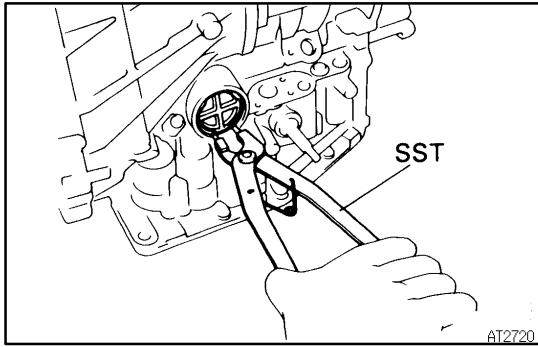


35. INSTALL DRIVE PINION CAP

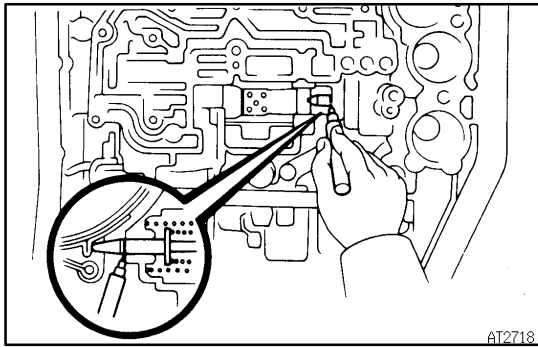


36. INSTALL SECOND COAST BRAKE PISTON

- (a) Coat a new O-rings with ATF and install them on the cover.
- (b) Install the outer spring with the piston.
- (c) Place the cover into the bore.



- (d) Using SST, install the snap ring while pressing the cover. SST 09350-32014 (09351-32050)
- (e) Check that the front end of the piston rod contacts the center of the second brake band depression.



- 37. CHECK SECOND COAST BRAKE PISTON STROKE**
- (a) Apply a small amount of paint to the piston rod at the point it meets the case.
 - (b) Using SST, measure the piston stroke while applying and releasing compressed air (392 – 785 kPa, 4 – 8 kgf-cm, 57 – 114 psi).
SST 09240-00020

Piston stroke:

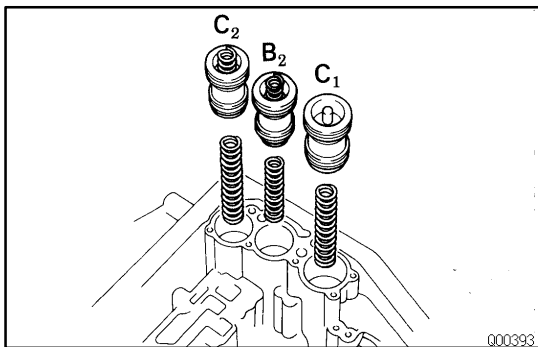
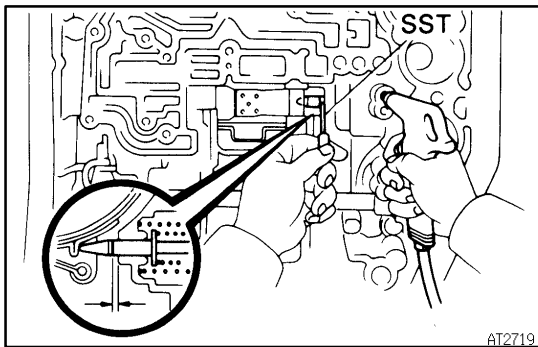
1.5 – 3.0 mm (0.059 – 0.118 in)

If the stroke is more than standard value, replace the piston rod with a longer one.

Piston rod length:

72.9 mm (2.870 in)

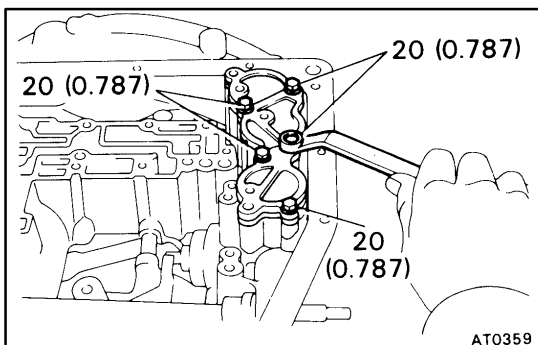
71.4 mm (2.811 in)



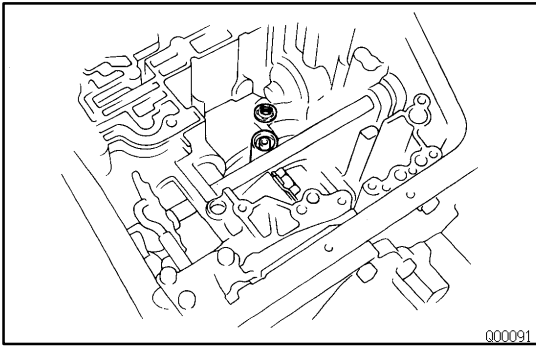
38. INSTALL ACCUMULATOR PISTONS AND SPRINGS

- (a) Install the springs and pistons into the bore.

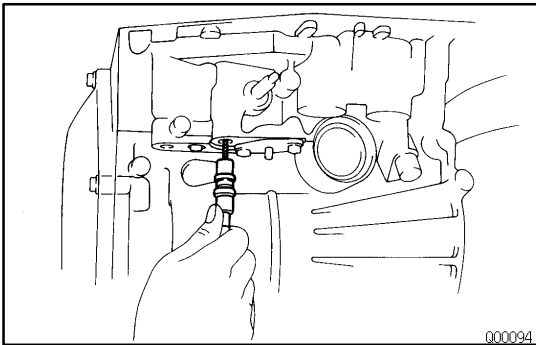
Spring	Free length mm (in.)	Color
C ₁	57.64 (2.2693)	Red, Purple
B ₂	69.39 (2.7323)	Green, White
C ₂	70.21 (2.7641)	Purple



- (b) Place the cover with the gasket and tighten the bolts gradually in sequence.
HINT: Each bolt length (mm, in.) is indicated in the illustration.



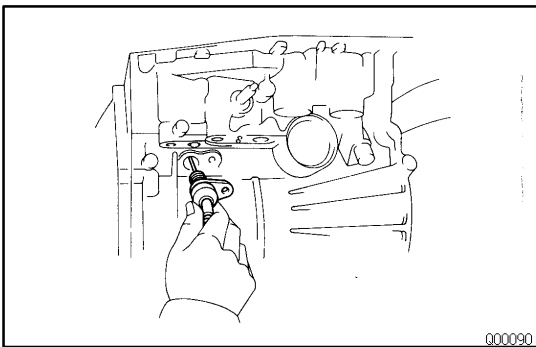
39. INSTALL NEW SECOND BRAKE APPLY GASKET



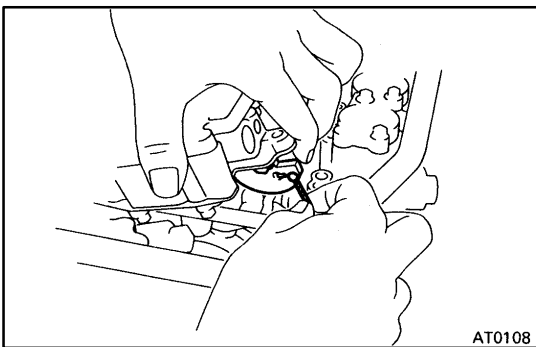
40. INSTALL THROTTLE CABLE IN CASE

Push the cable through the case, being careful not to damage the O-ring. Check for full seating.

NOTICE: In subsequent work, to avoid breaking the cable fitting do not roll the case over the cable.



41. INSTALL SOLENOID WIRING

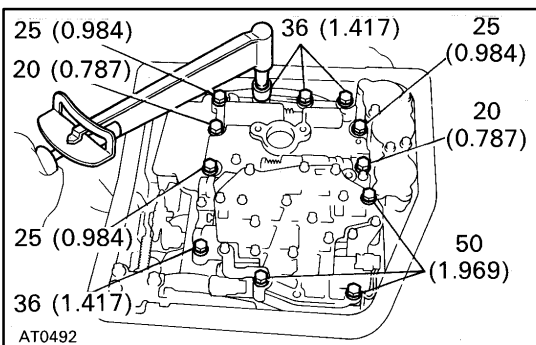


42. PLACE VALVE BODY ON TRANSAXLE

(a) While holding the cam down by your hand, slip the cable end into the slot.

(b) Lower the valve body into place.

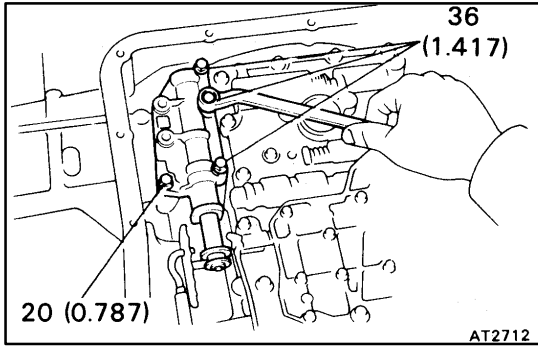
NOTICE: Do not entangle the kick-down switch wire or solenoid wire.



43. INSTALL BOLTS IN VALVE BODY

HINT: Each bolt length (mm, in.) is indicated in the illustration. Hand tighten the 12 bolts first, then torque with a torque wrench.

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



44. INSTALL MANUAL VALVE BODY AND DETENT SPRING

HINT: Each bolt length (mm, in.) is indicated in the illustration.

- (a) Align the manual valve with the pin on the manual shaft lever.
- (b) Lower the manual valve body into place.
- (c) Hand tighten the 4 bolts first. Then, tighten them with a torque wrench.

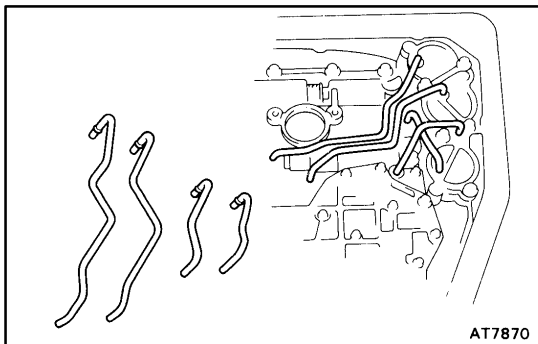
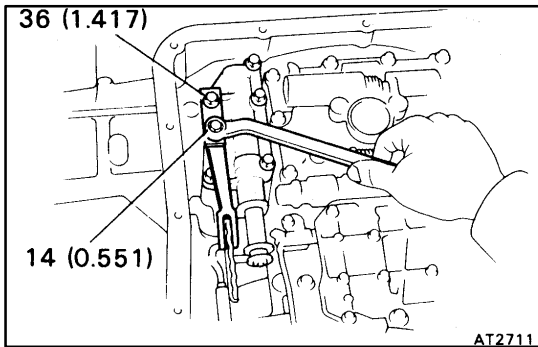
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

- (d) Place the detent spring on the manual valve body and hand tighten the 2 bolts first.

Then, tighten them with a torque wrench.

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)

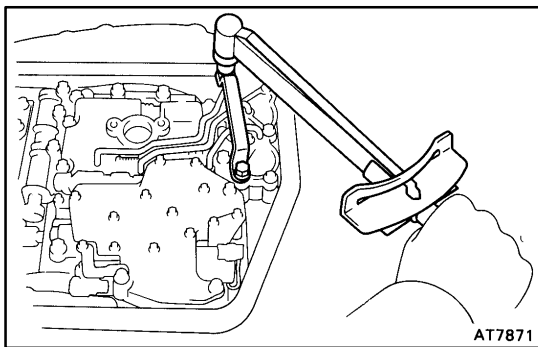
- (e) Check that the manual valve lever is touching the center of the detent spring tip roller.



45. INSTALL OIL TUBES

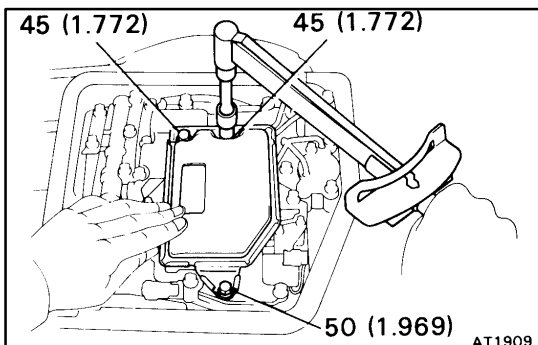
Using a plastic hammer, install the 4 tubes into the positions indicated in the illustration.

NOTICE: Be careful not to bend or damage the tubes.



46. INSTALL TUBE BRACKET

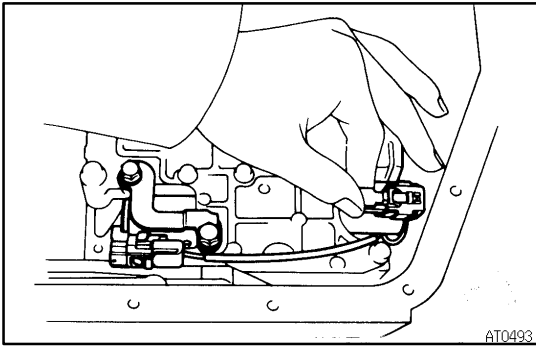
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



47. INSTALL OIL STRAINER

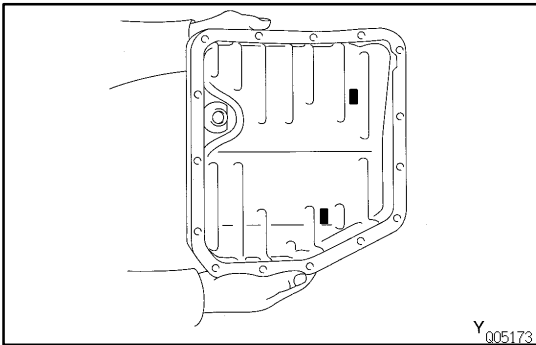
Each bolt length (mm, in.) is indicated in the figure.

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



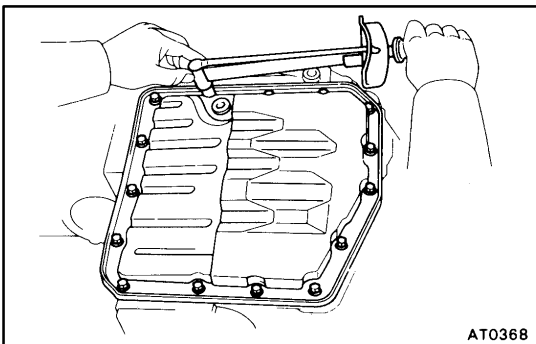
48. CONNECT SOLENOID WIRING

- (a) Connect the No.1 solenoid connector. (white and shorter wire)
- (b) Connect the No.2 solenoid connector. (black and longer wire)



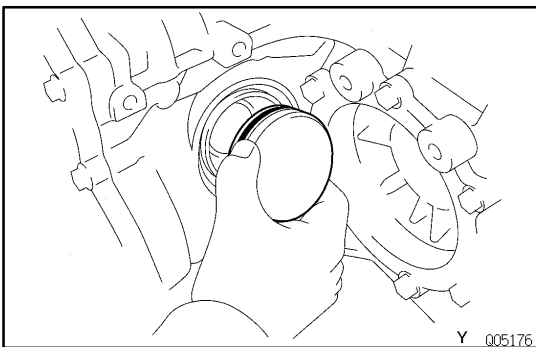
49. INSTALL 3 MAGNETS IN PLACE

NOTICE: Make sure that the magnets do not interfere with the oil tubes.

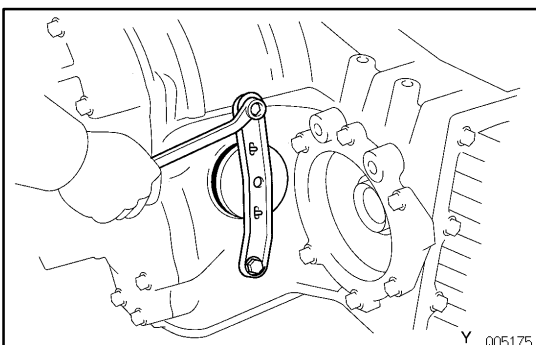


50. INSTALL OIL PAN WITH NEW GASKET

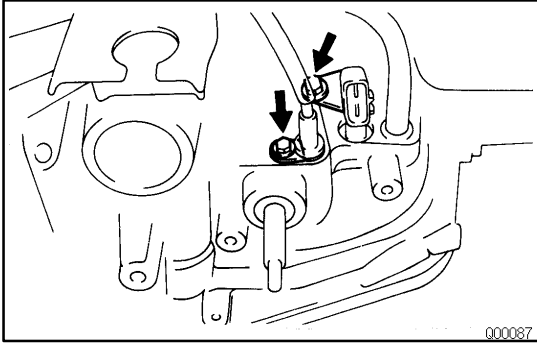
Torque: 4.9 N·m (50 kgf·cm, 43 in.-lbf)



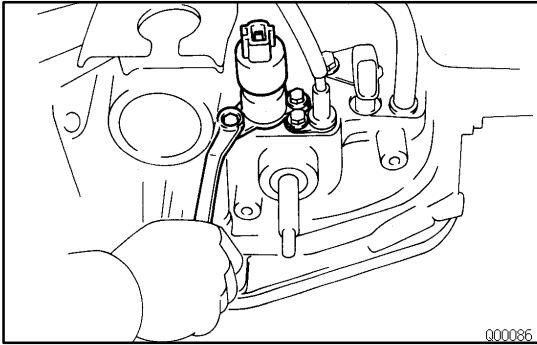
51. INSTALL COVER



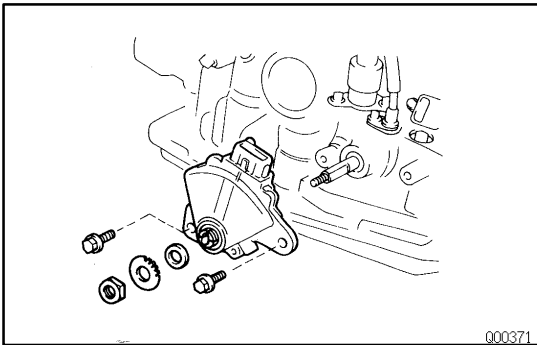
52. INSTALL COVER BRACKET



- 53. INSTALL SOLENOID WIRING RETAINING PLATE
- 54. INSTALL THROTTLE CABLE RETAINING PLATE
- 55. INSTALL FILLER TUBE AND BRACKET

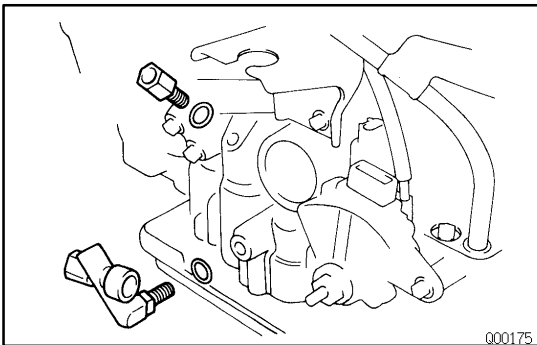


- 56. INSTALL SL SOLENOID
 - (a) Coat the O-ring with ATF and push the tip of SL solenoid into the hole.
 - (b) Tighten the 2 bolts evenly and gradually.

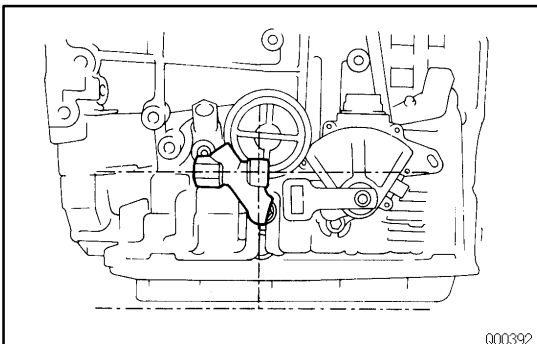


- 57. INSTALL PARK/NEUTRAL POSITION SWITCH
 - (a) Install the park/neutral position switch to the manual valve shaft.
 - (b) Install the seal gasket and locking plate.
 - (c) Tighten the nut and stake it with the locking plate.
Torque: 6.9 N-m (70 kgf-cm, 61 in.-lbf)

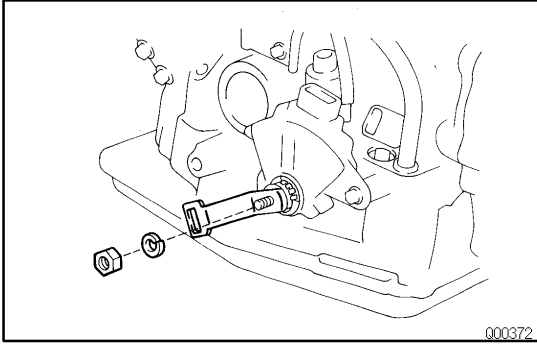
- 58. ADJUST PARK/NEUTRAL POSITION SWITCH
 - (a) Align the groove and return neutral basic line.
 - (b) Lock the switch with 2 bolts.
Torque: 5.4 N-m (55 kgf-cm, 48 in.-lbf)



- 59. INSTALL UNION AND ELBOW
 - (a) Coat a new O-rings with ATF.
 - (b) Install the O-rings to the union and elbow.
 - (c) Install the union and elbow to the transaxle case.
Torque: 27 N-m (275 kgf-cm, 20 ft-lbf)



HINT: Install the elbow as shown in the illustration.



60. INSTALL MANUAL SHIFT LEVER

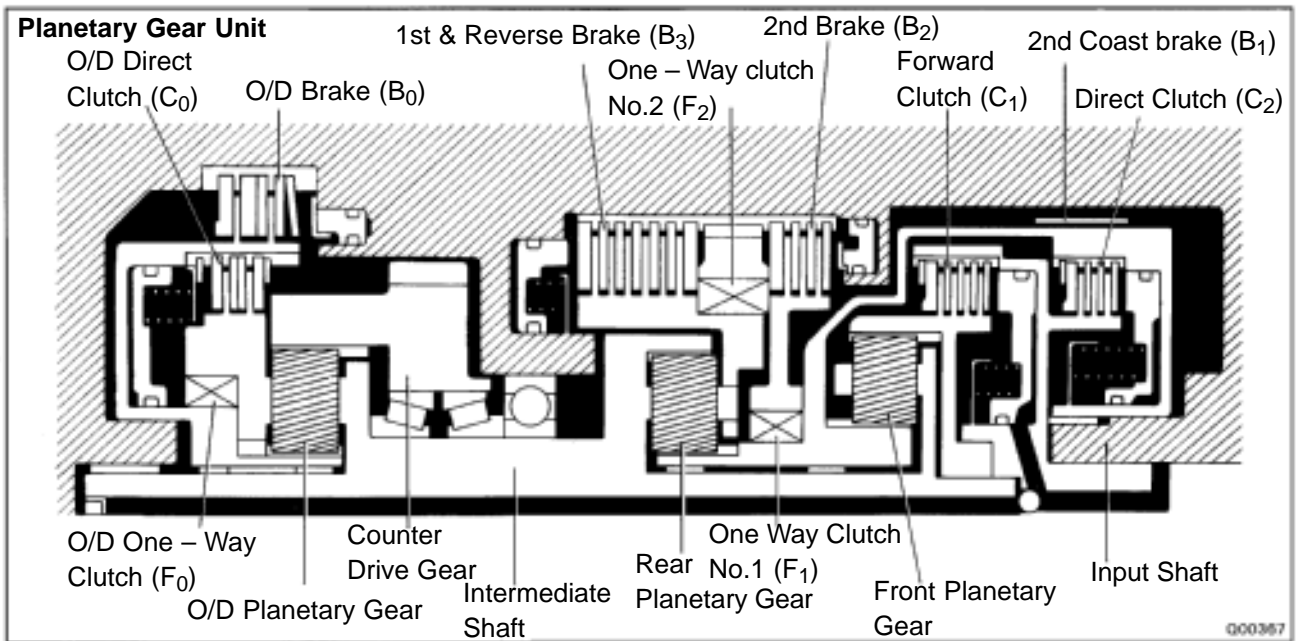
AUTOMATIC TRANSAXLE SYSTEM

PRECAUTION

AX034-01

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

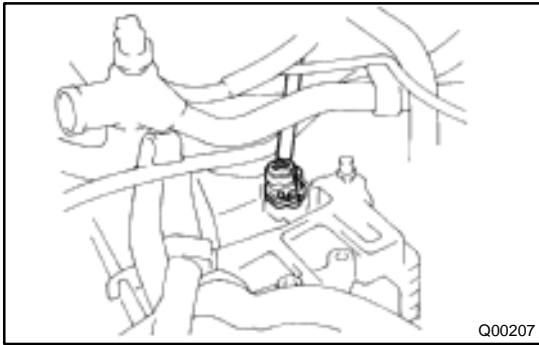
OPERATION



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	•	•			•	•		•	•	
	*3rd	•	•	•			•		•		
L	1st	•	•					•	•		•
	*2nd	•	•			•	•		•	•	

• : Operating

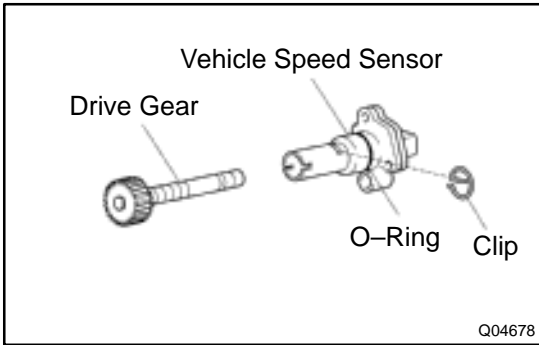
*: Down-shift only in the 3rd gear for the 2 position and 2nd gear for the L position no up-shift.



VEHICLE SPEED SENSOR ON-VEHICLE REPAIR

AX036-01

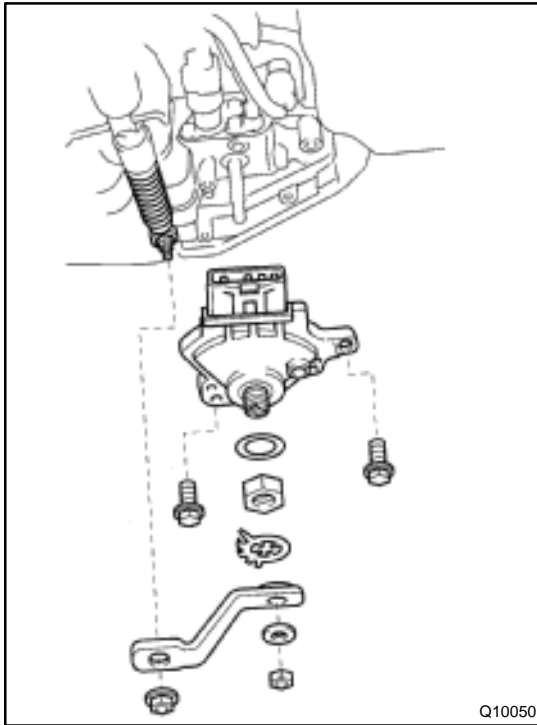
1. REMOVE AIR CLEANER ASSEMBLY
2. DISCONNECT VEHICLE SPEED SENSOR CONNECTOR
3. REMOVE VEHICLE SPEED SENSOR ASSEMBLY
 - (a) Remove the bolt and vehicle speed sensor assembly.



- (b) Remove the clip and speedometer driven gear from vehicle speed sensor.
 - (c) Remove the O-ring from vehicle speed sensor.
4. INSTALL VEHICLE SPEED SENSOR ASSEMBLY
 - (a) Coat a new O-ring with ATF and install it to the vehicle speed sensor.
 - (b) Install the speedometer driven gear to the vehicle speed sensor and clip.
 - (c) Install the vehicle speed sensor assembly and torque the bolts.

Torque: 16 N·m (160 kgf-cm, 12 ft-lbf)

5. CONNECT VEHICLE SPEED SENSOR CONNECTOR
6. INSTALL AIR CLEANER ASSEMBLY



PARK/NEUTRAL POSITION (PNP) SWITCH

AX037-01

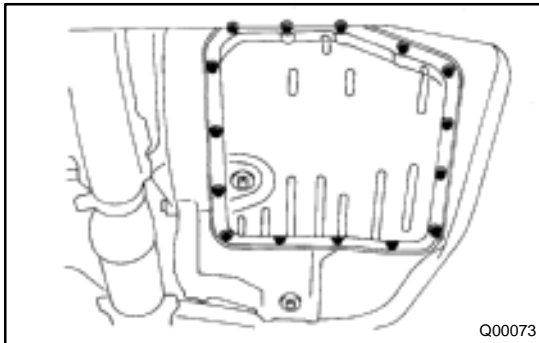
ON-VEHICLE REPAIR

- 1. REMOVE CONTROL SHAFT LEVER**
 - (a) Remove the nut and control cable.
 - (b) Remove the nut, washer and control shaft lever.
- 2. DISCONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR**
- 3. REMOVE PARK/NEUTRAL POSITION SWITCH**
 - (a) Pry off the lock washer and remove the nut.
 - (b) Remove the 2 bolts and park/neutral position switch.
- 4. INSTALL PARK/NEUTRAL POSITION SWITCH**
 - (a) Install the park/neutral position switch with 2 bolts.
Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)
 - (b) Install a new lock plate and the nut.
Torque: 6.9 N·m (70 kgf·cm, 61 in.-lbf)
 - (c) Bend claws on the lock plate to fix the nut.
 - (d) Adjust the park/neutral position switch.
(See page [DI-389](#))
- 5. CONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR**
- 6. INSTALL CONTROL SHAFT LEVER**
 - (a) Install the control shaft lever, washer and nut.
Torque: 13 N·m (130 kgf·cm, 9 ft-lbf)
 - (b) Install the control cable and nut.
Torque: 15 N·m (150 kgf·cm, 11 ft-lbf)

VALVE BODY ASSEMBLY ON-VEHICLE REPAIR

AX038-01

1. DRAIN TRANSAXLE FLUID

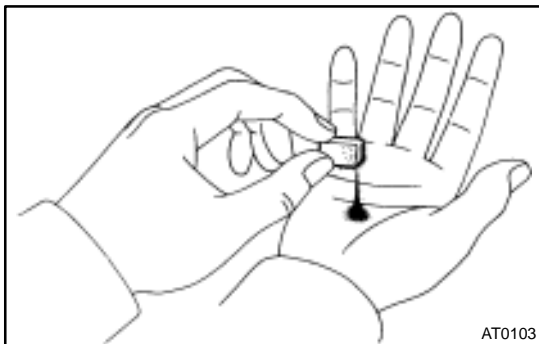


2. REMOVE OIL PAN AND GASKET

NOTICE:

Some fluid will remain in the oil pan.

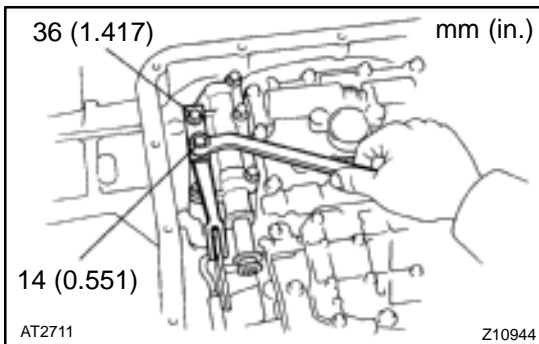
Remove the oil pan bolts, and carefully remove the oil pan assembly. Discard the gasket.



3. EXAMINE PARTICLES IN PAN

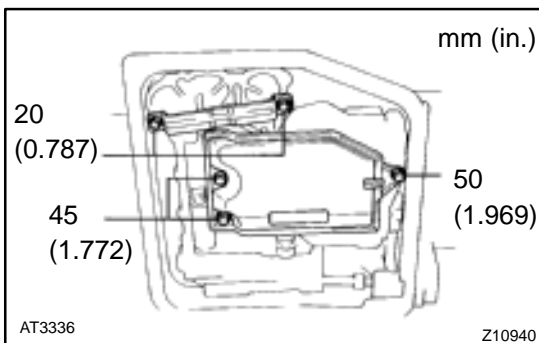
Remove the magnets and use them to collect any steel chips. Look carefully at the chips and particles in the pan and on the magnet to anticipate what type of wear you will find in the trans-axle.

- Steel (magnetic): bearing, gear and plate wear
- Brass (non-magnetic): bushing wear



4. REMOVE MANUAL VALVE BODY DETENT SPRING AND MANUAL VALVE BODY

- (a) Remove the detent spring on the manual valve body.
- (b) Remove the manual valve body.

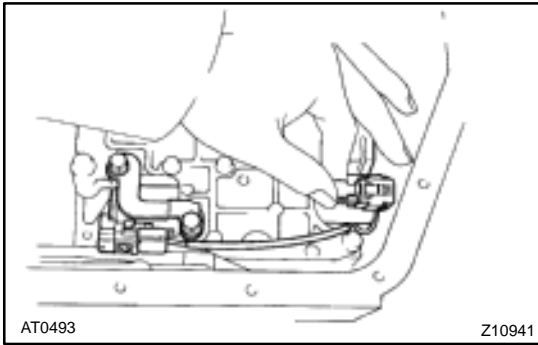


5. REMOVE OIL STRAINER AND OIL PIPE BRACKET

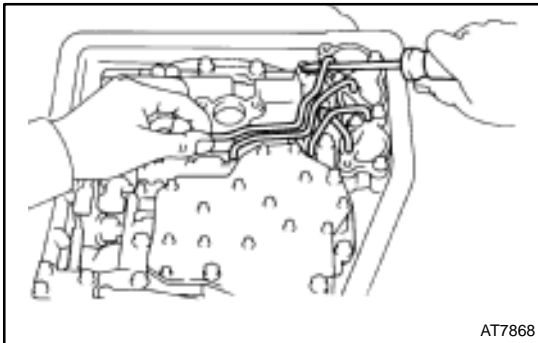
- (a) Remove the 3 bolts and the oil strainer.
- (b) Remove the 2 bolts and oil pipe bracket.

NOTICE:

Be careful as oil will come out of the strainer when it is removed.



6. DISCONNECT SOLENOID CONNECTORS

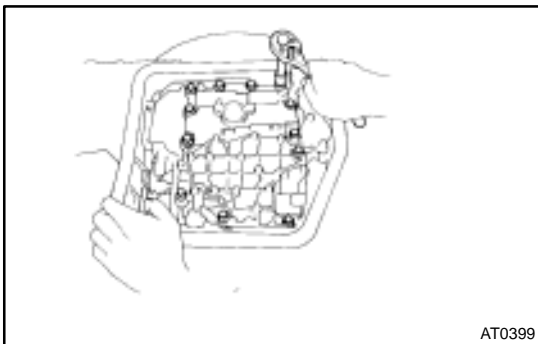


7. REMOVE OIL PIPES

Pry up the both pipe ends with a large screwdriver and remove the 4 pipes.

NOTICE:

Be careful not to bend or damage the pipe.



8. REMOVE VALVE BODY

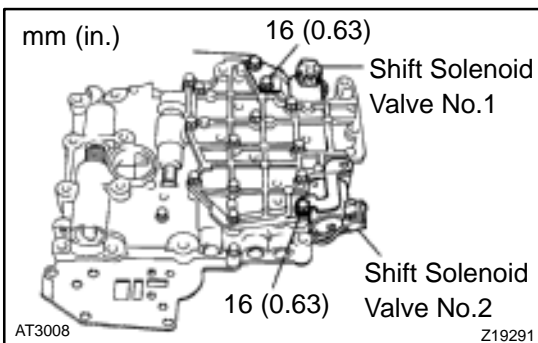
Remove the 12 bolts.



9. REMOVE THROTTLE CABLE

- (a) Disconnect the throttle cable.
- (b) Remove the valve body.

10. REMOVE 2ND BRAKE APPLY GASKET



11. REMOVE SHIFT SOLENOID VALVE NO.1 AND NO.2

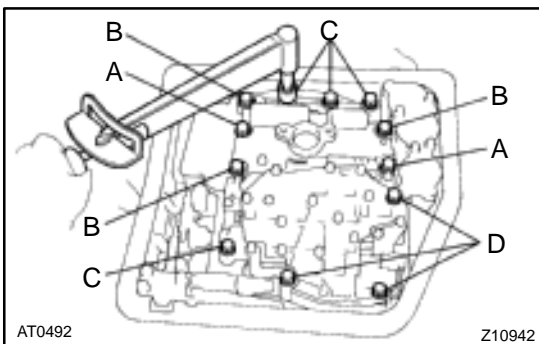
- (a) Remove the 2 bolts and shift solenoid valve No.1.
- (b) Remove the bolt and shift solenoid valve No.2.
- (c) Remove the 2 O-rings from the shift solenoid valve No.1 and No.2.

- 12. INSTALL SHIFT SOLENOID VALVE NO.1 AND NO.2**
 - (a) Coat 2 new O-rings with ATF.
 - (b) Install the 2 O-rings to the shift solenoid valve No.1 and No.2.
 - (c) Install the shift valve No.1 with the 2 bolts.
Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)
 - (d) Install the shift valve No.2 with the bolt.
Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)
- 13. INSTALL NEW 2ND BRAKE APPLY GASKET**



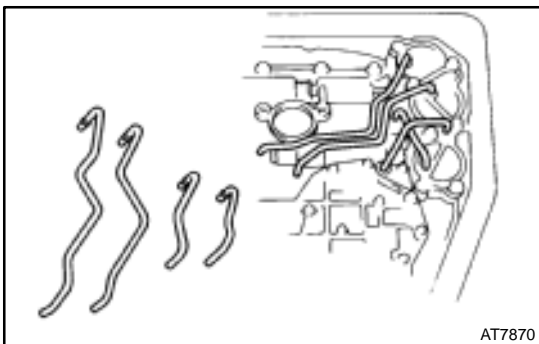
- 14. INSTALL VALVE BODY**
 - (a) While holding the cam down by your hand, slip the cable end into the slot.

NOTICE:
Do not entangle the solenoid wire.



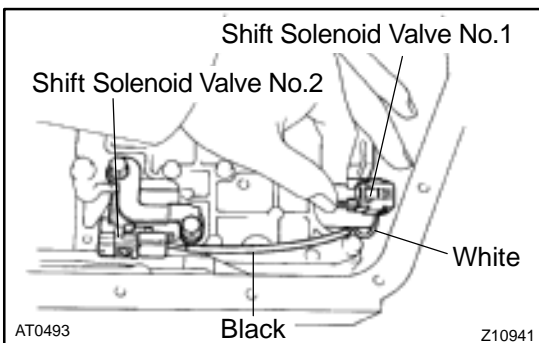
- (b) Install the valve body with the 12 bolts.
- HINT:**
Temporarily install the 12 bolts first, then tighten the 12 bolts.

Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)
Bolt length:
Bolt A: 20 mm (0.79 in.)
Bolt B: 25 mm (0.98 in.)
Bolt C: 36 mm (1.42 in.)
Bolt D: 50 mm (1.97 in.)

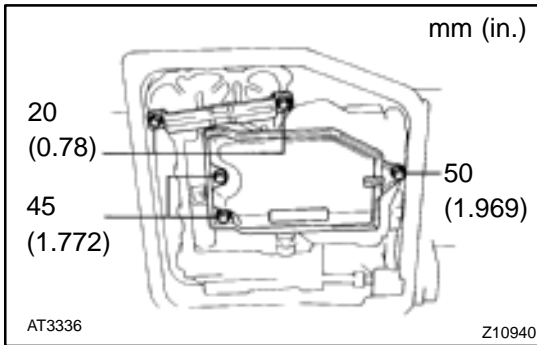


- 15. INSTALL OIL PIPES**
Using a plastic hammer, install the 4 pipes into the positions indicated in the illustration.

NOTICE:
Be careful not to bend or damage the pipes.

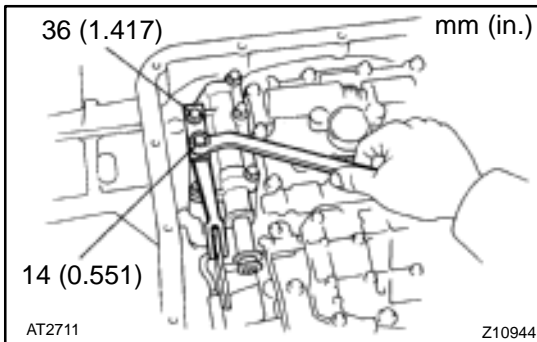


- 16. CONNECT SOLENOID CONNECTORS**
Connect the black wire harness to shift solenoid valve No.2 and white wire harness to shift solenoid valve No.1.



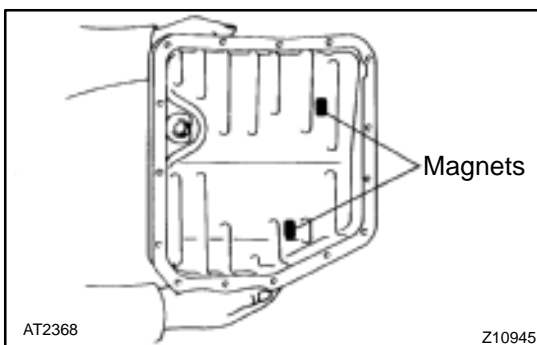
17. INSTALL OIL STRAINER AND OIL PIPE BRACKET

- (a) Install the 2 bolts and oil pipe bracket.
Torque: 10 N·m (100 kgf-cm, 7 ft-lbf)
- (b) Install the 3 bolts and oil strainer.
Torque: 10 N·m (100 kgf-cm, 7 ft-lbf)



18. INSTALL MANUAL VALVE BODY DETENT SPRING AND MANUAL VALVE BODY

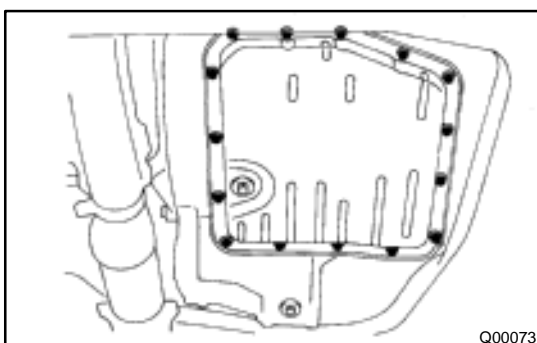
- (a) Align the manual valve with the pin on the manual shaft lever.
- (b) Lower the manual valve body into place.
- (c) Temporarily install the 4 bolts first. Then, tighten them with a torque wrench.
Torque: 10 N·m (100 kgf-cm, 7 ft-lbf)
- (d) Place the detent spring on the manual valve body and temporarily install the 2 bolts first.
Torque: 10 N·m (100 kgf-cm, 7 ft-lbf)
- (e) Check that the manual valve lever is touching the center of the detent spring tip roller.



19. INSTALL MAGNETS IN OIL PAN

NOTICE:

Make sure that the magnets do not interfere with the oil pipes.



20. INSTALL OIL PAN AND GASKET

Install a new gasket and oil pan with the 15 bolts.

Torque: 4.9 N·m (50 kgf-cm, 43 in.-lbf)

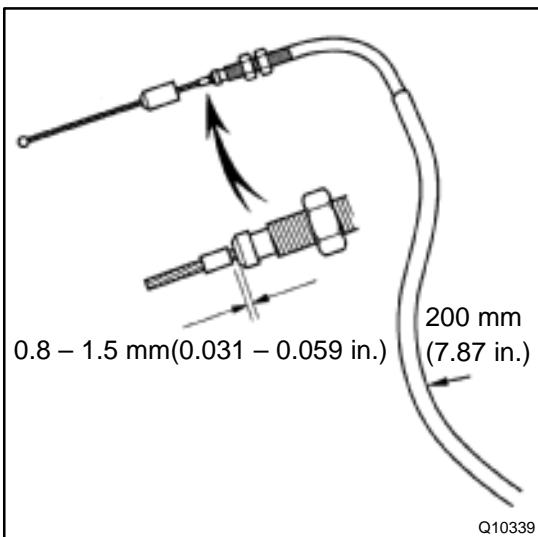
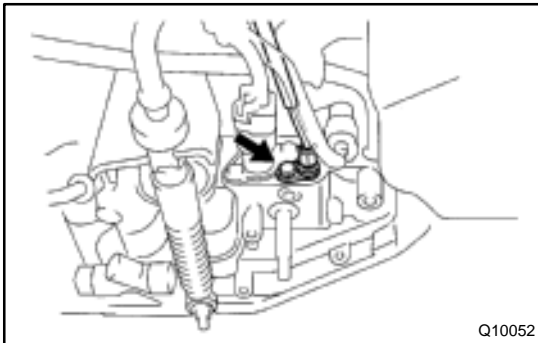
21. FILL FLUID AND CHECK FLUID LEVEL

(See page [DI-389](#))

THROTTLE CABLE ON-VEHICLE REPAIR

AX039-01

1. **DISCONNECT THROTTLE CABLE**
 - (a) Disconnect the cable from the throttle linkage.
 - (b) Disconnect the cable from the cable clamps in the engine compartment.
2. **REMOVE PARK/NEUTRAL POSITION SWITCH**
(See page AX-4)
3. **REMOVE VALVE BODY** (See page AX-5)
4. **REMOVE THROTTLE CABLE**
 - (a) Remove the retaining bolt and plate.
 - (b) Pull out the cable from the transaxle case.



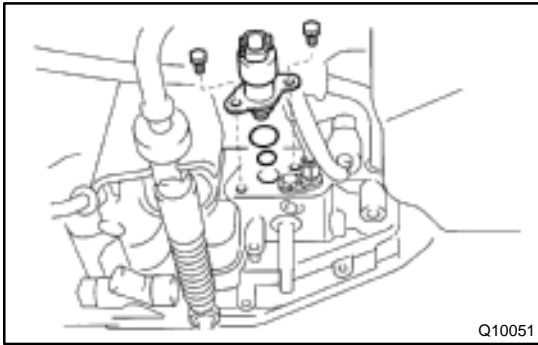
5. **IF THROTTLE CABLE IS NEW, STAKE STOPPER OR PAINT MARK ON INNER CABLE**

HINT:

New cable does not have a staked cable stopper.

- (a) Bend the cable to ensure a radius of about 200 mm (7.87 in.).
- (b) Pull the inner cable lightly until a slight resistance is felt, and hold it there.
- (c) Stake the stopper, 0.8 – 1.5 mm (0.031 – 0.059 in.) from the end of the outer cable.
- (d) Install a new O-ring to the throttle cable.
- (e) Push in the throttle cable and install the retaining bolt.

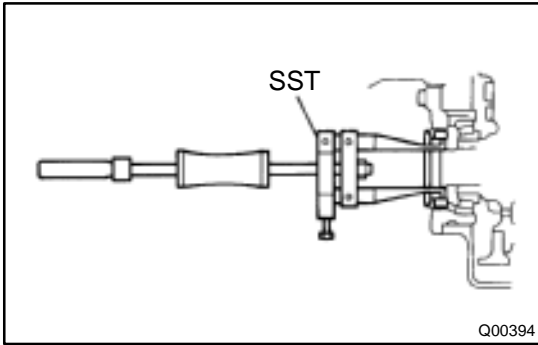
6. **INSTALL VALVE BODY** (See page AX-5)
7. **INSTALL PARK/NEUTRAL POSITION SWITCH**
(See page AX-4)
8. **CONNECT THROTTLE CABLE**
9. **FILL FLUID AND CHECK FLUID LEVEL**
(See page DI-389)
10. **ADJUST THROTTLE CABLE** (See page DI-389)



SHIFT SOLENOID VALVE SL ON-VEHICLE REPAIR

AX03A-01

1. **REMOVE PARK/NEUTRAL POSITION SWITCH**
(See page AX-4)
2. **DISCONNECT SHIFT SOLENOID VALVE SL CONNECTOR**
3. **REMOVE SHIFT SOLENOID VALVE SL**
 - (a) Remove the 2 bolts and shift solenoid valve SL.
 - (b) Remove the 2 O-rings from the shift solenoid valve SL.
4. **INSTALL SHIFT SOLENOID VALVE SL**
 - (a) Coat 2 new O-rings with ATF and install them to the shift solenoid valve SL.
 - (b) Install the shift solenoid valve SL and 2 bolts.
5. **CONNECT SHIFT SOLENOID VALVE SL CONNECTOR**
6. **INSTALL PARK/NEUTRAL POSITION SWITCH**
(See page AX-4)



DIFFERENTIAL OIL SEAL ON-VEHICLE REPAIR

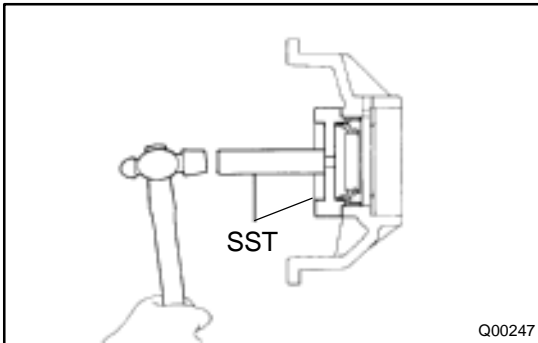
AX03B-01

1. REMOVE LH AND RH DRIVE SHAFTS
(See page [SA-17](#))

2. REMOVE SIDE GEAR SHAFT OIL SEAL

Using SST, drive out the oil seals on both sides.

SST 09308-00010



3. INSTALL SIDE GEAR SHAFT OIL SEAL

(a) Using SST, drive in a new oil seal.

SST 09350-32014 (09351-32130, 09351-32150)

Oil seal depth:

LH: 2.7 ± 0.5 mm (0.106 ± 0.020 in.)

RH: 0 ± 0.5 mm (0 ± 0.020 in.)

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

4. INSTALL LH AND RH DRIVE SHAFTS

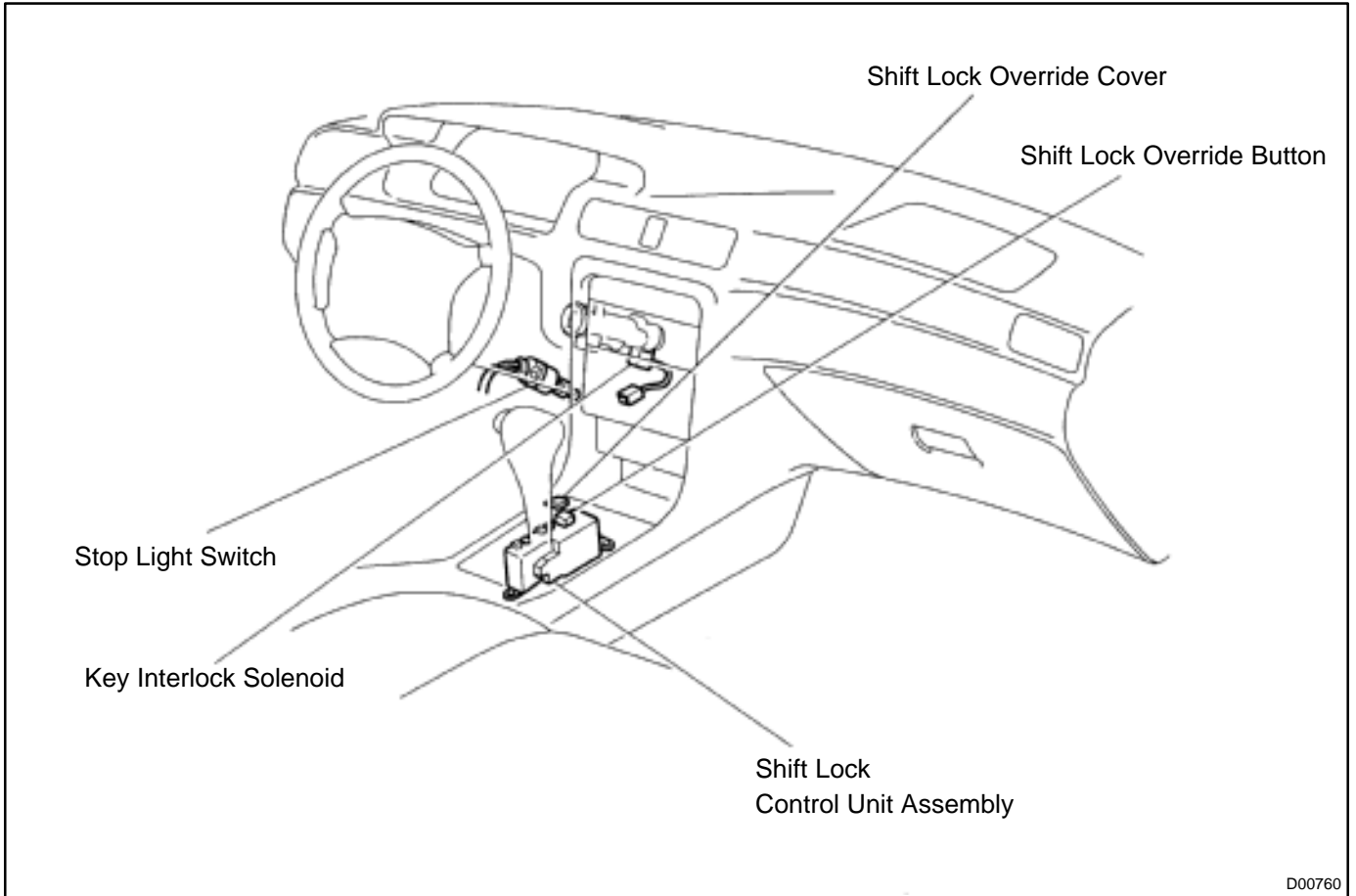
(See page [SA-24](#))

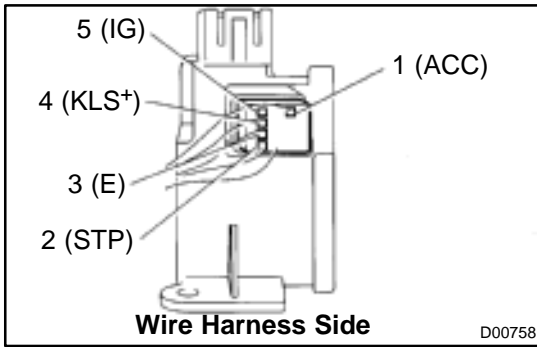
5. CHECK TRANSAXLE FLUID LEVEL

(See page [DI-389](#))

SHIFT LOCK SYSTEM (TMC Made) LOCATION

AX03C-01

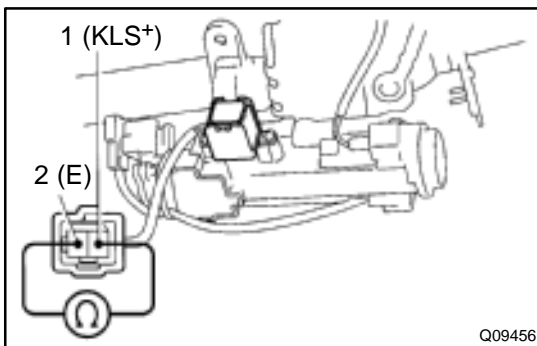




INSPECTION

- 1. INSPECT SHIFT LOCK CONTROL UNIT ASSEMBLY**
Using a voltmeter, measure the voltage at each terminal.
HINT:
Do not disconnect the shift lock control unit assembly connector.

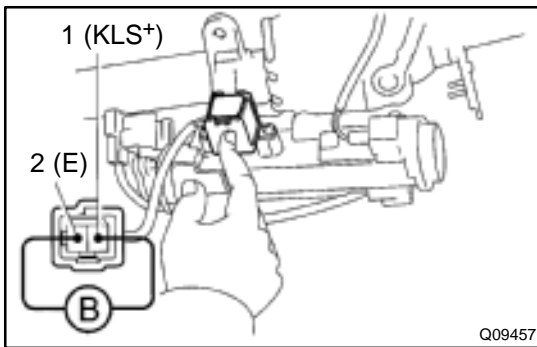
Terminal	Measuring Condition	Voltage (V)
1 – 3 (ACC – E)	Ignition switch ACC	10 – 14
5 – 3 (IG – E)	Ignition switch ON	10 – 14
2 – 3 (STP – E)	Depressing brake pedal	10 – 14
4 – 3 (KLS+ – E)	(1) Ignition switch ACC and P position	0
	(2) Ignition switch ACC and except P position	7.5 – 11
	(3) Ignition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



- 2. 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 value is not as specified, replace the solenoid.

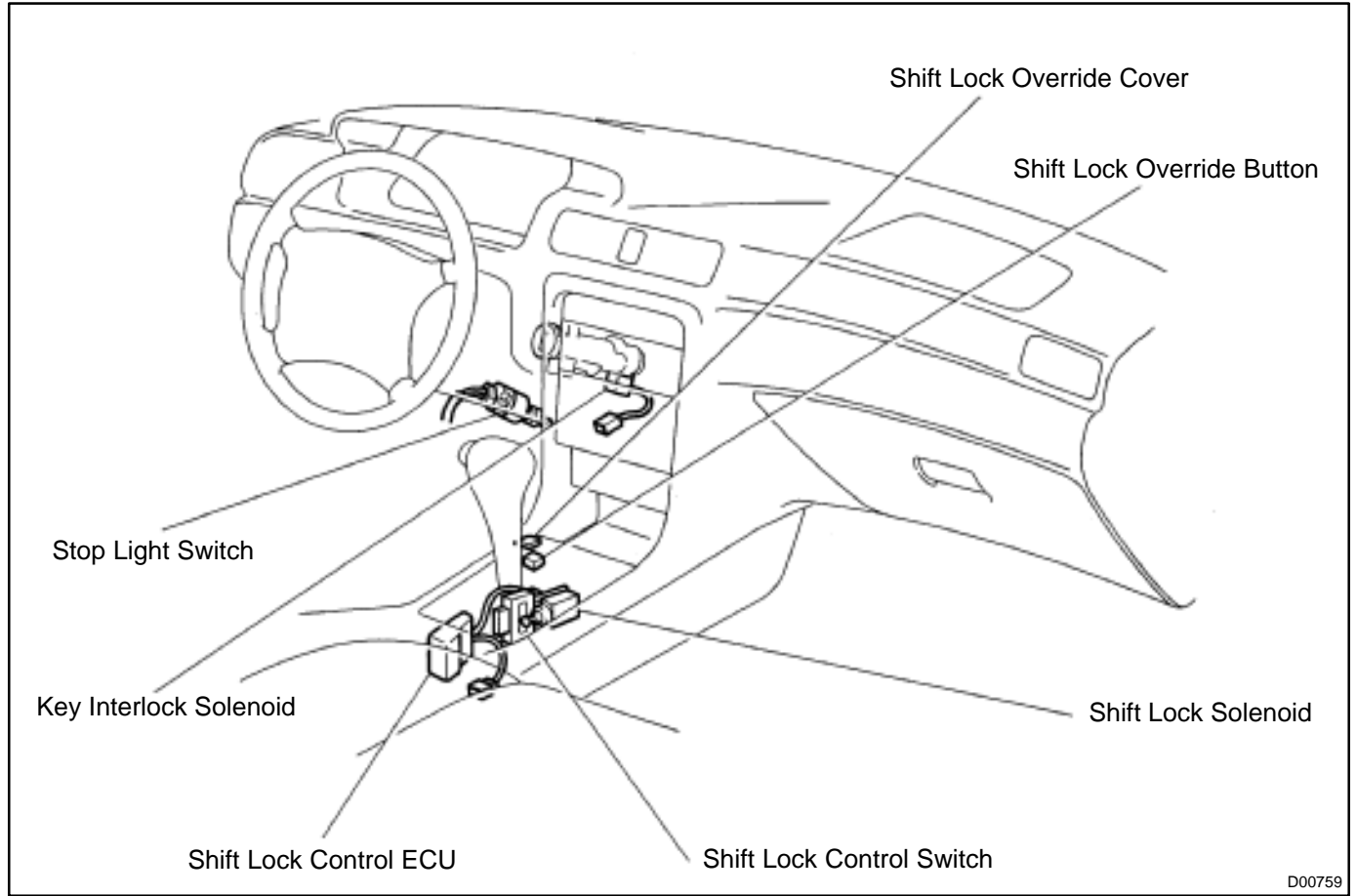


- (c) Apply battery positive voltage between terminals. Check that an operation noise can be heard from the solenoid. If the solenoid does not operate, replace the solenoid.

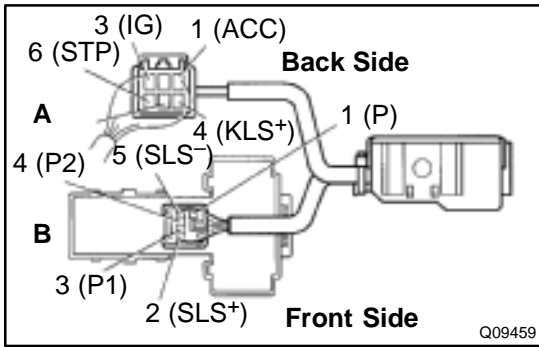
SHIFT LOCK SYSTEM (TMMK Made)

LOCATION

AX03E-01



D00759



INSPECTION

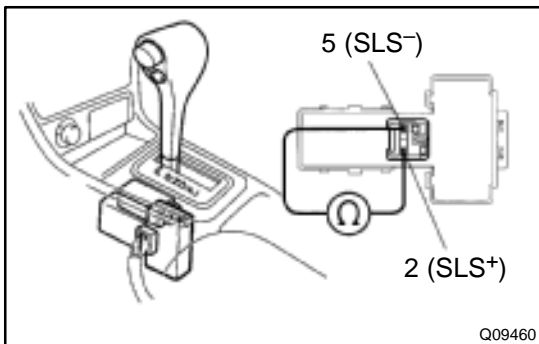
1. INSPECT SHIFT LOCK CONTROL ECU

Using a voltmeter, measure voltage at each terminal.

HINT:

Do not disconnect the ECU connector.

Terminal	Measuring Condition	Voltage (V)
A, 1 – A, 5 (ACC – E)	Ignition switch ACC	10 – 14
A, 3 – A, 5 (IG – E)	Ignition switch ON	10 – 14
A, 6 – A, 5 (STP – E)	Depressing brake pedal	10 – 14
A, 4 – A, 5 (KLS+ – E)	(1) Ignition switch ACC and P position	0
	(2) Ignition switch ACC and except P position	7.5 – 11
	(3) Ignition switch ACC and except P position (After approx. 1 second)	6 – 9.5
B, 2 – B, 5 (SLS+ – SLS-)	(1) Ignition switch ON and P position	0
	(2) Depress brake pedal	8 – 13.5
	(3) Except P position	0
B, 3 – B, 1 (P1 – P)	(1) Ignition switch ON, P position and depressing brake pedal	0
	(2) Shift except P position under conditions above	9 – 13.5
B, 4 – B, 1 (P2 – P)	(1) Ignition switch ACC, P position	9 – 13.5
	(2) Shift except P position under conditions above	0

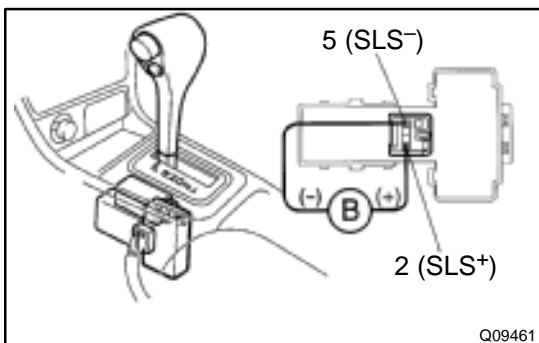


2. INSPECT SHIFT LOCK SOLENOID

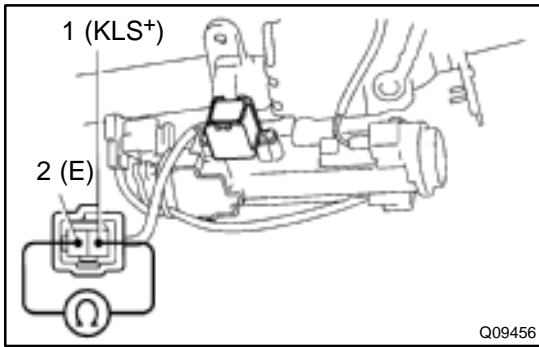
- (a) Disconnect the solenoid connector.
- (b) Using an ohmmeter, measure resistance between terminals.

Standard resistance: 29 – 35 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 does not operate, replace the solenoid.

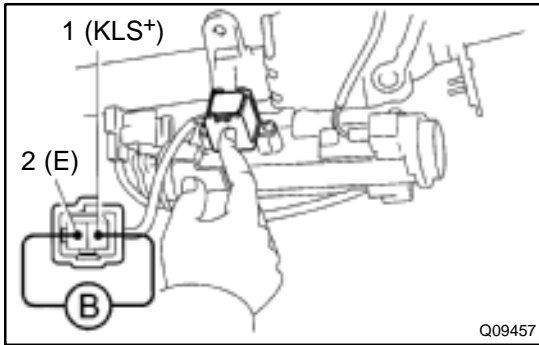


3. INSPECT KEY INTERLOCK SOLENOID

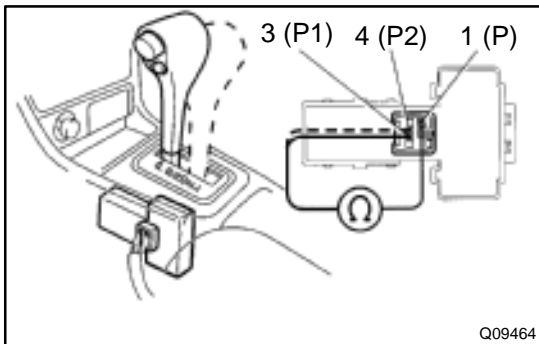
- (a) Disconnect the solenoid connector.
- (b) Using an ohmmeter, measure resistance between terminals.

Standard resistance: 12.5 – 16.5 Ω

If resistance value 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 does not operate, replace the solenoid.



4. INSPECT SHIFT LOCK CONTROL SWITCH

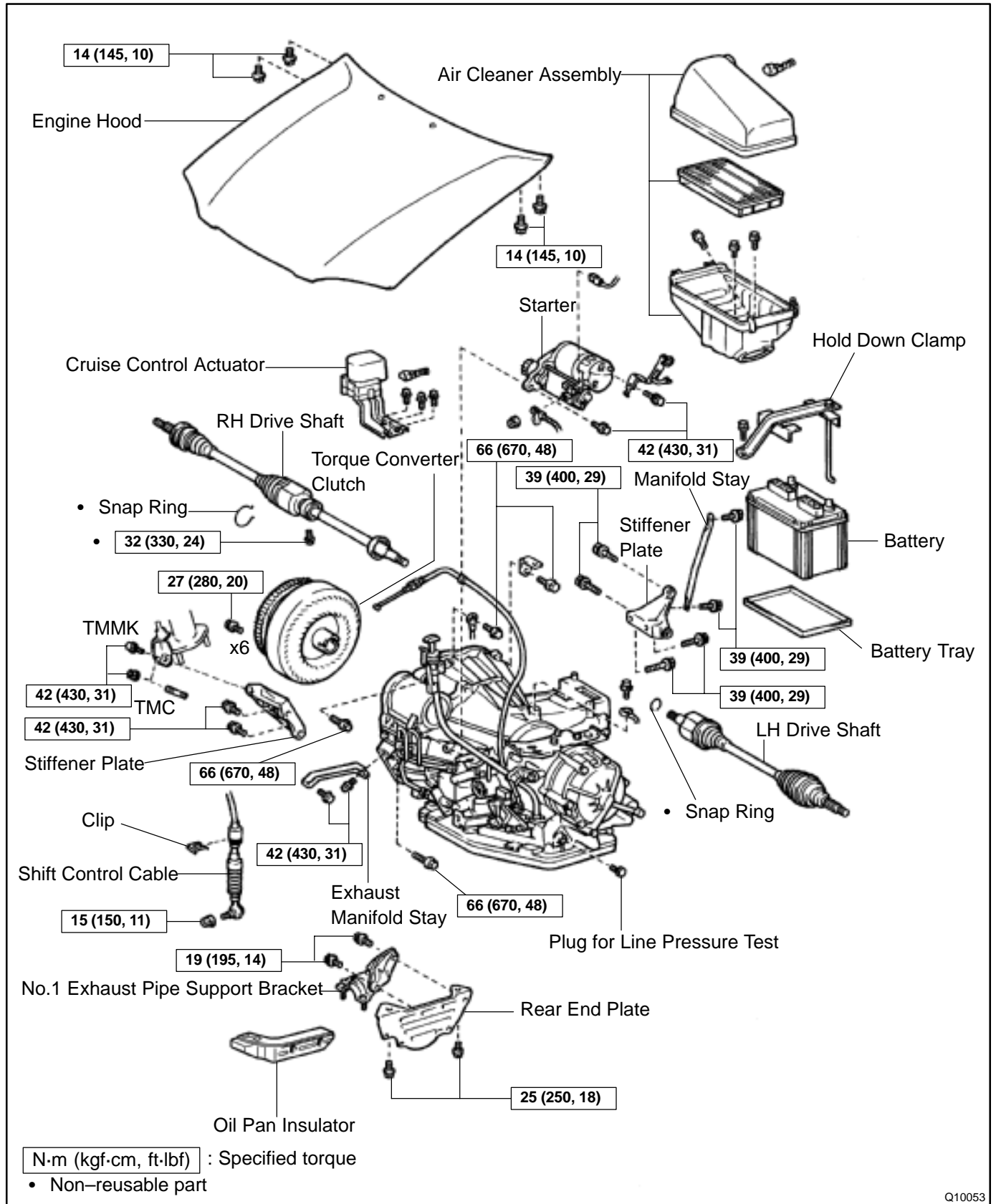
Inspect that there is continuity between each terminal.

Shift position	Tester connection	Specified value
P position (Release button is not pushed)	1 – 3 (P – P1)	Continuity
P position (Release button is pushed)	1 – 3 (P – P1) 1 – 4 (P – P2)	Continuity
R, N, D, 2, L position	1 – 4 (P – P2)	Continuity

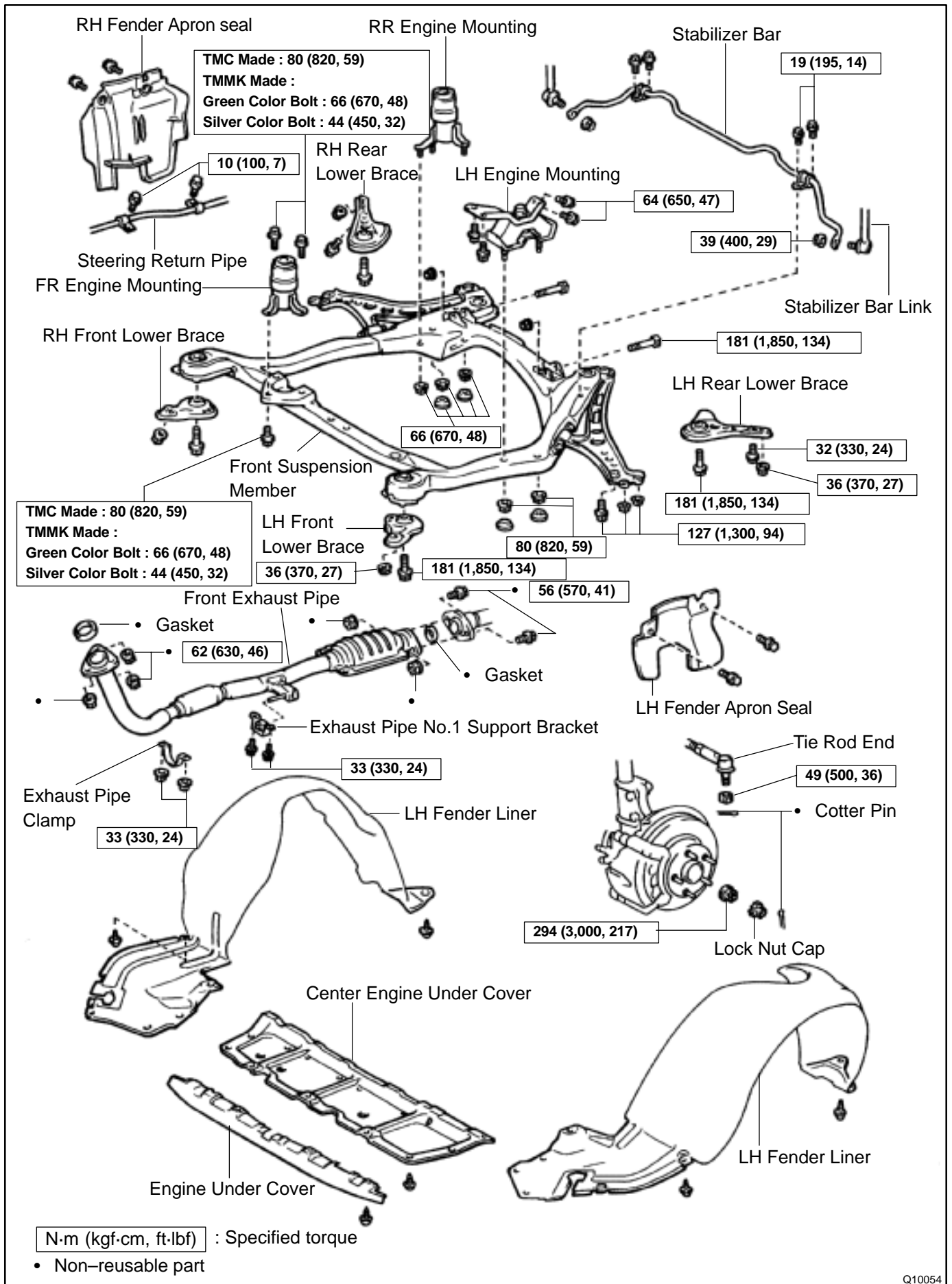
If continuity is not as specified, replace the switch.

AUTOMATIC TRANSAXLE UNIT COMPONENTS

AX03G-01

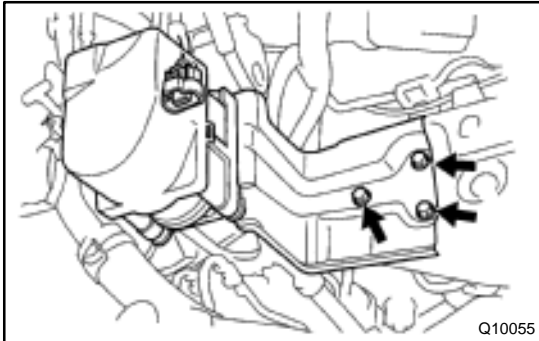


Q10053

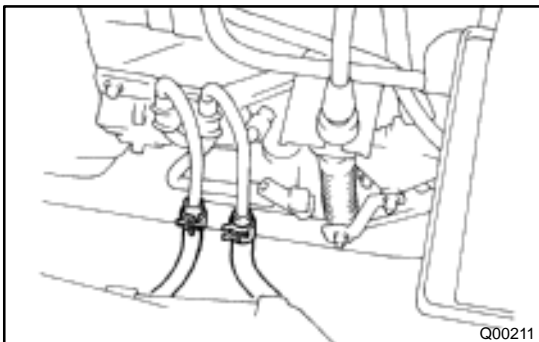


REMOVAL

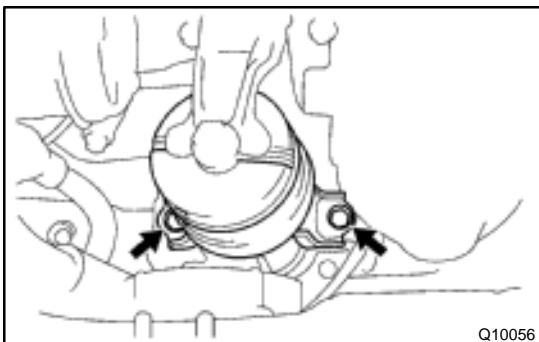
1. REMOVE BATTERY
2. REMOVE AIR CLEANER ASSEMBLY
3. DISCONNECT THROTTLE CABLE



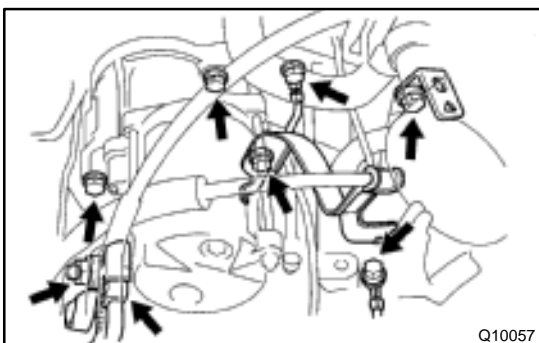
4. **w/ CRUISE CONTROL:**
REMOVE CRUISE CONTROL ACTUATOR
 - (a) Disconnect the connector.
 - (b) Remove the 3 bolts and disconnect cruise control actuator with the bracket.



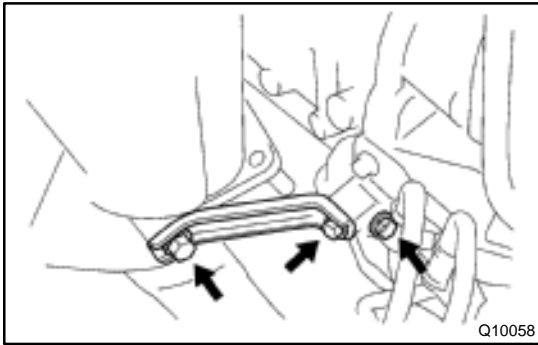
5. DISCONNECT OIL COOLER HOSE
6. DISCONNECT VEHICLE SPEED SENSOR CONNECTOR
7. DISCONNECT PARK/NEUTRAL POSITION SWITCH CONNECTOR
8. DISCONNECT SHIFT SOLENOID VALVE NO.1 AND NO.2 CONNECTOR
9. DISCONNECT SHIFT SOLENOID VALVE SL CONNECTOR



10. REMOVE 2 FRONT SIDE ENGINE MOUNTING BOLTS
Torque:
TMC made: 80 N-m (820 kgf-cm, 59 ft-lbf)
TMMK made:
Green color bolt: 66 N-m (670 kgf-cm, 48 ft-lbf)
Silver color bolt: 44 N-m (450 kgf-cm, 32 ft-lbf)



11. DISCONNECT 2 GROUND CABLES
12. REMOVE STARTER
 - (a) Disconnect the connector and remove the nut.
 - (b) Remove the 2 bolts, shift cable clamp and starter.
Torque: 39 N-m (400 kgf-cm, 29 ft-lbf)
13. REMOVE 3 TRANSAXLE-TO-ENGINE BOLTS
Torque: 66 N-m (670 kgf-cm, 48 ft-lbf)

**14. REMOVE EXHAUST MANIFOLD STAY**

Remove the 2 bolts and exhaust manifold stay.

Torque: 42 N·m (430 kgf·cm, 31 ft·lbf)

15. REMOVE TRANSAXLE-TO-ENGINE BOLT

Torque: 66 N·m (670 kgf·cm, 48 ft·lbf)

16. REMOVE ENGINE HOOD

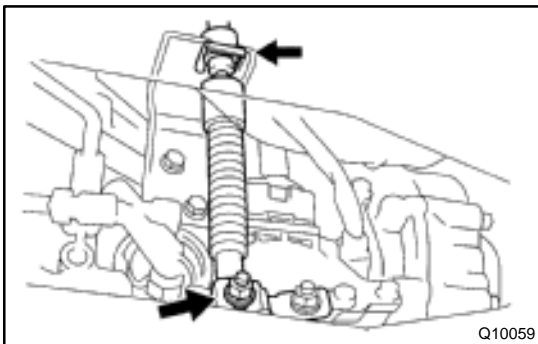
(a) Disconnect the washer pipe.

(b) Remove the 4 bolts and engine hood.

Torque: 14 N·m (145 kgf·cm, 10 ft·lbf)

17. RAISE AND SUPPORT VEHICLE SECURELY**18. REMOVE FRONT WHEELS**

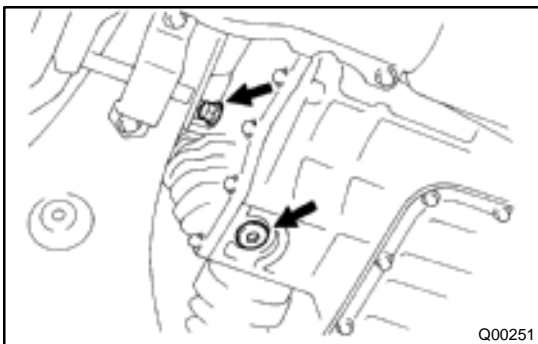
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

19. REMOVE ENGINE UNDER COVER AND CENTER ENGINE UNDER COVER**20. DISCONNECT SHIFT CONTROL CABLE**

(a) Remove the nut and disconnect the shift control cable from the park/neutral position switch.

Torque: 15 N·m (150 kgf·cm, 11 ft·lbf)

(b) Remove the clip and disconnect the shift control cable from the bracket.

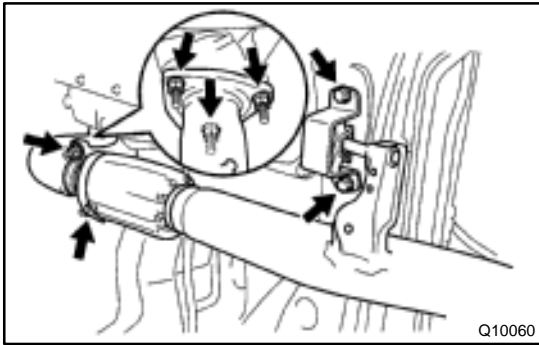
**21. REMOVE DIFFERENTIAL FLUID DRAIN PLUG AND GASKET****HINT:**

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

Replace the used gasket with a new gasket.

22. DRAIN DIFFERENTIAL FLUID**23. REMOVE LH AND RH FENDER APRON SEALS****24. REMOVE LH AND RH DRIVE SHAFTS**

(See page [SA-17](#))



25. REMOVE EXHAUST FRONT PIPE

- (a) Remove the 2 nuts and exhaust front pipe clamp.
Torque: 33 N·m (330 kgf·cm, 24 ft·lbf)
- (b) Remove the 2 bolts and exhaust pipe No.1 support bracket.
Torque: 33 N·m (330 kgf·cm, 24 ft·lbf)
- (c) Remove the 3 nuts.
Torque: 62 N·m (630 kgf·cm, 46 ft·lbf)

HINT:

At the time of installation, please refer to the following item.
Replace the used nuts with new ones.

- (d) Remove the 2 bolts, nuts and front exhaust pipe.
Torque: 56 N·m (570 kgf·cm, 41 ft·lbf)

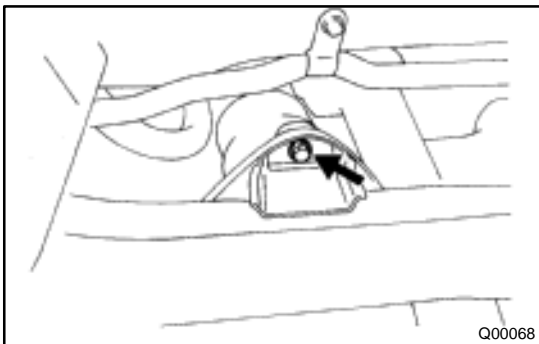
HINT:

At the time of installation, please refer to the following item.
Replace the used nuts with new ones.

- (e) Remove the 2 gaskets.

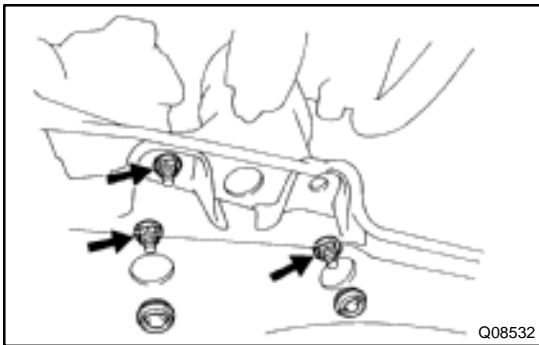
HINT:

At the time of installation, please refer to the following item.
Replace the used gaskets with new ones.



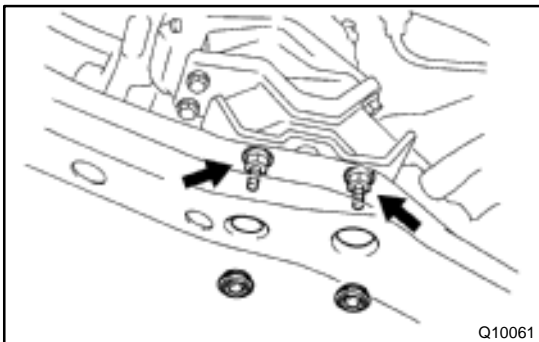
26. REMOVE FRONT SIDE ENGINE MOUNTING INSULATOR BOLT

- Torque:**
TMC made: 80 N·m (820 kgf·cm, 59 ft·lbf)
TMMK made:
Green color bolt: 66 N·m (670 kgf·cm, 48 ft·lbf)
Silver color bolt: 44 N·m (450 kgf·cm, 32 ft·lbf)



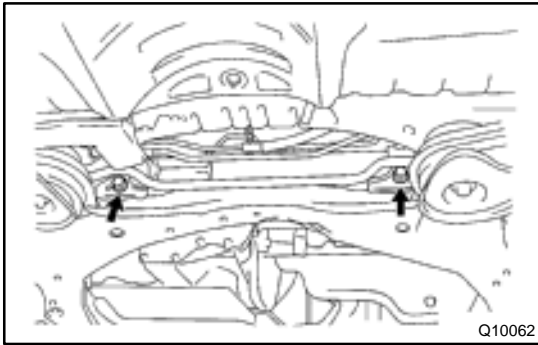
27. REMOVE REAR SIDE ENGINE MOUNTING NUT

- (a) Remove the 2 grommets.
- (b) Remove the 3 nuts.
Torque: 66 N·m (670 kgf·cm, 48 ft·lbf)



28. REMOVE LEFT SIDE TRANSAXLE MOUNTING NUT

- (a) Remove the 2 grommets.
- (b) Remove the 2 nuts.
Torque: 80 N·m (820 kgf·cm, 59 ft·lbf)



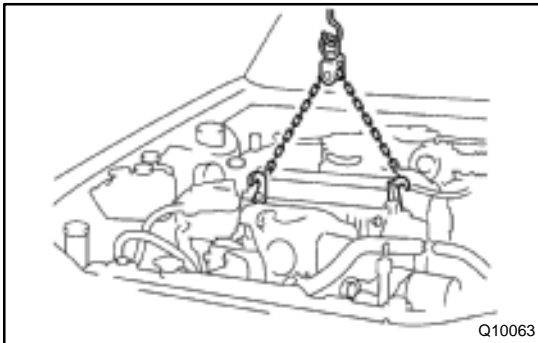
29. REMOVE STEERING GEAR HOUSING

- (a) Remove the 4 bolts, LH and RH stabilizer bar brackets and bushings.

Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)

- (b) Remove the front stabilizer bar. (See page SA-48)
- (c) Remove the 2 steering gear housing mounting bolts and nuts.

Torque: 181 N·m (1,850 kgf·cm, 134 ft·lbf)

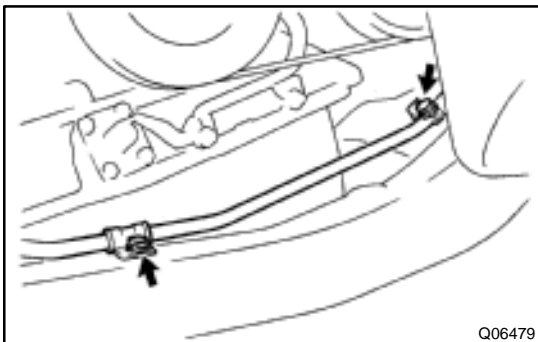


30. TIE STEERING GEAR HOUSING TO REAR ENGINE MOUNTING BRACKET BY CORD OR EQUIVALENT

31. ATTACH ENGINE SLING DEVICE TO ENGINE HANGERS

CAUTION:

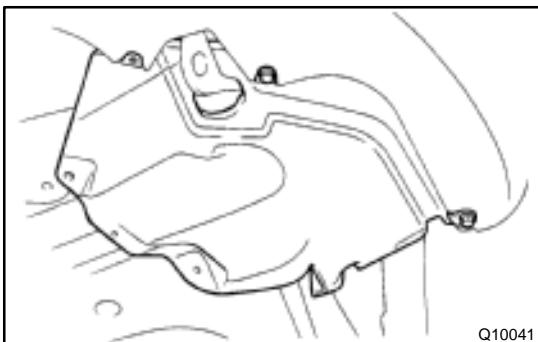
Do not attempt to hang the engine by hooking the chain to any other part.



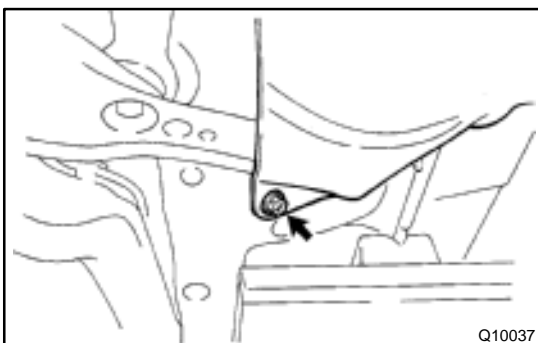
32. REMOVE FRONT FRAME ASSEMBLY

- (a) Remove the 2 bolts and steering return pipe mounting brackets.

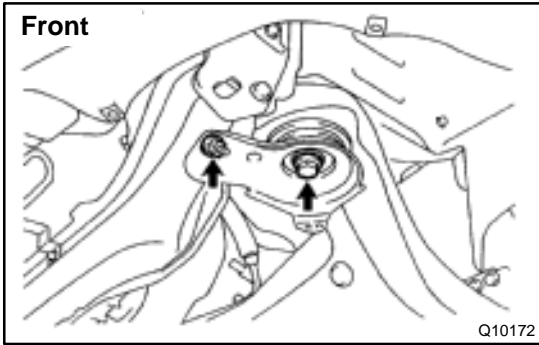
Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)



- (b) Remove the screws and turn over the front side of the LH and RH fender liners.



- (c) Remove the screws and turn over the rear side of LH and RH fender liners.



(d) Remove the 6 bolts and 4 nuts.

Torque:

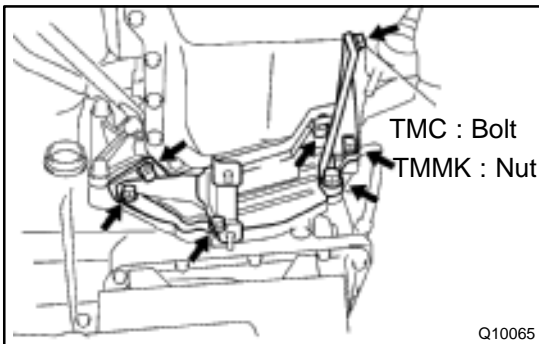
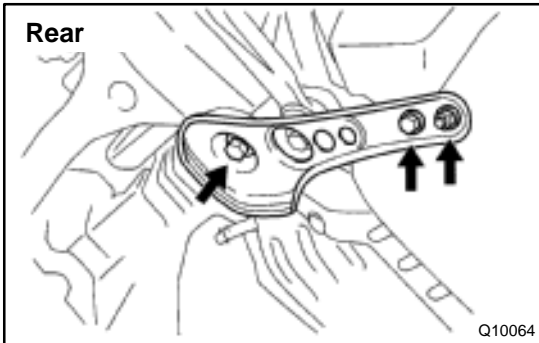
19 mm head bolt: 181 N·m (1,850 kgf·cm, 134 ft·lbf)

14 mm head bolt: 32 N·m (330 kgf·cm, 24 ft·lbf)

Nut: 36 N·m (370 kgf·cm, 27 ft·lbf)

(e) Remove the front frame assembly.

33. SUPPORT TRANSAXLE WITH A TRANSMISSION JACK



34. REMOVE FRONT SIDE STIFFENER PLATE

TMMK made:

Remove the nut, 2 bolts and stiffener plate.

Torque: 42 N·m (430 kgf·cm, 31 ft·lbf)

TMC made:

Remove the 3 bolts and stiffener plate.

Torque: 42 N·m (430 kgf·cm, 31 ft·lbf)

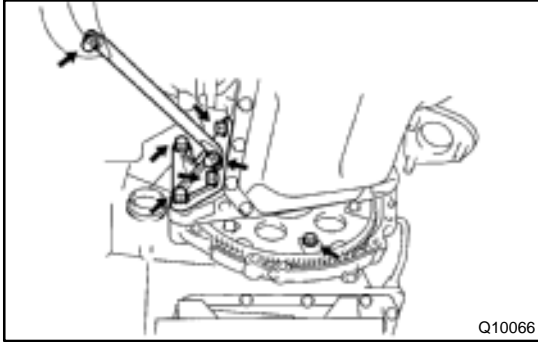
35. REMOVE REAR END PLATE

(a) Remove the 2 bolts and No.1 exhaust pipe support bracket.

Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)

(b) Remove the 2 bolts and rear end plate with oil pan insulator.

Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)



36. REMOVE TORQUE CONVERTER CLUTCH MOUNTING BOLT

Turn the crankshaft to gain access to each bolt, remove the 6 bolts with holding the crankshaft pulley set bolt by a wrench.

Torque: 27 N·m (280 kgf-cm, 20 ft-lbf)

HINT:

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

37. REMOVE REAR SIDE STIFFENER PLATE

(a) Remove the 2 bolts and manifold stay.

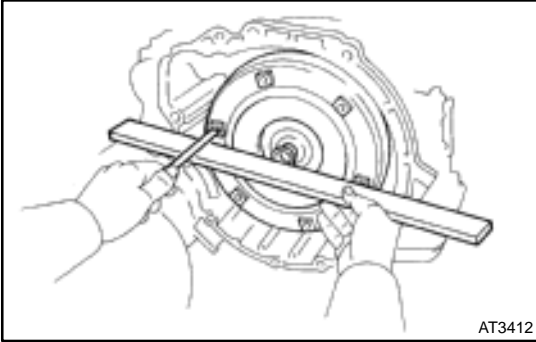
Torque: 39 N·m (400 kgf-cm, 29 ft-lbf)

(b) Remove the 4 bolts and stiffener plate.

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

38. REMOVE TRANSAXLE ASSEMBLY

Separate the transaxle and engine, and lower the transaxle.



INSTALLATION

1. CHECK TORQUE CONVERTER CLUTCH INSTALLATION

Using a scale and a straight edge, measure to the distance from the installed surface to the transaxle housing.

Correct distance: 13.0 mm (0.512 in.) or more

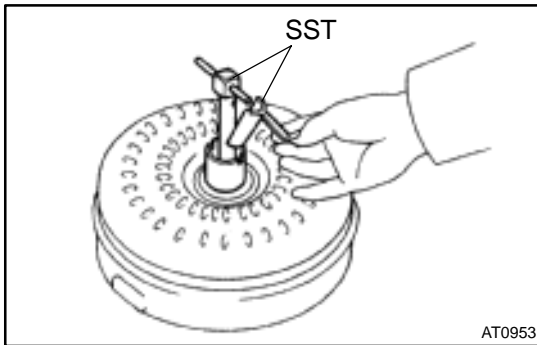
2. TRANSAXLE INSTALLATION

Installation is in the reverse order of removal (See page **AX-19**).

HINT:

After installation, check and inspect items as follows.

- Fluid level (See page [DI-389](#))
- Front wheel alignment (See page [SA-4](#))
- Road test of the vehicle
- Engine hood (See page [BO-10](#))

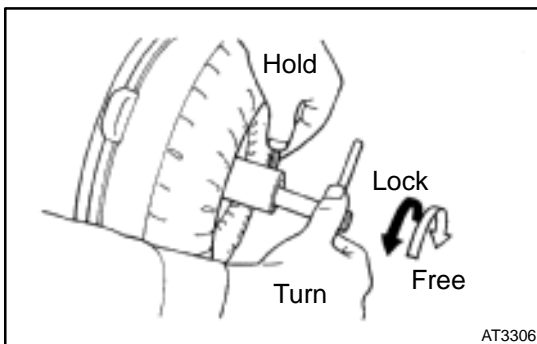


TORQUE CONVERTER CLUTCH AND DRIVE PLATE INSPECTION

AX03J-01

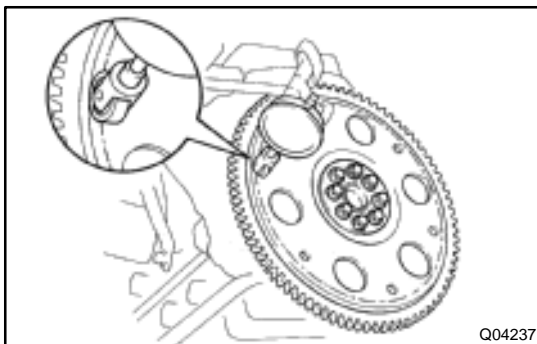
1. INSPECT ONE-WAY CLUTCH

- (a) Install SST into the inner race of the one-way clutch.
SST 09350-32014 (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 09350-32014 (09351-32020)



- (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 and retest the clutch. Replace the converter clutch if the clutch still fails the test.



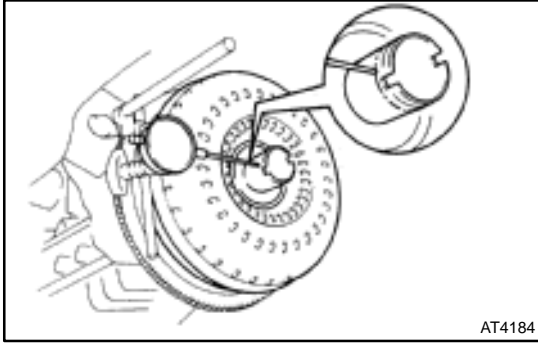
2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator and measure the drive plate runout.

Maximum runout: 0.20 mm (0.0079 in.)

If the runout is not within the specification or if the ring gear is damaged, replace the drive plate. If installing a new drive plate, note the orientation of spacers and tighten the bolts.

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



3. MEASURE TORQUE CONVERTER CLUTCH SLEEVE RUNOUT

- (a) Temporarily mount the torque converter clutch to the drive plate.

Set up a dial indicator and measure the torque converter clutch 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 torque converter clutch. If excessive runout cannot be corrected, replace the torque converter clutch.

HINT:

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

- (b) Remove the torque converter clutch.