

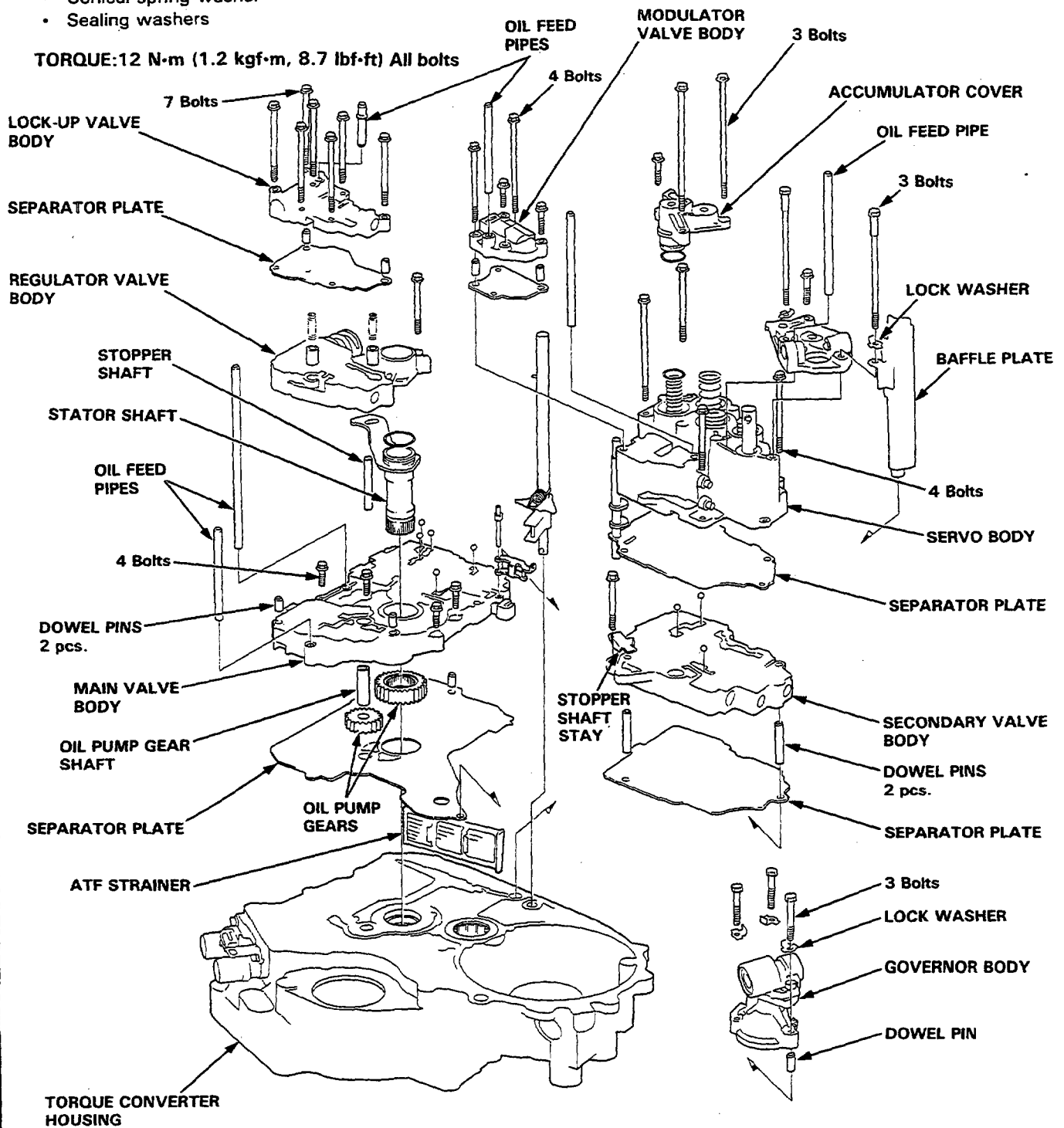
Transmission

Reassembly

NOTE:

- Coat all parts with ATF.
- Replace the parts below:
 - O-rings
 - Lock washers
 - Gaskets
 - Locknuts
 - Conical spring washer
 - Sealing washers

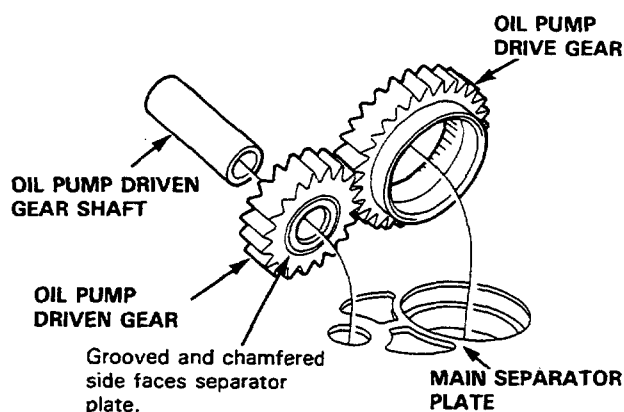
TORQUE: 12 N·m (1.2 kgf·m, 8.7 lbf·ft) All bolts



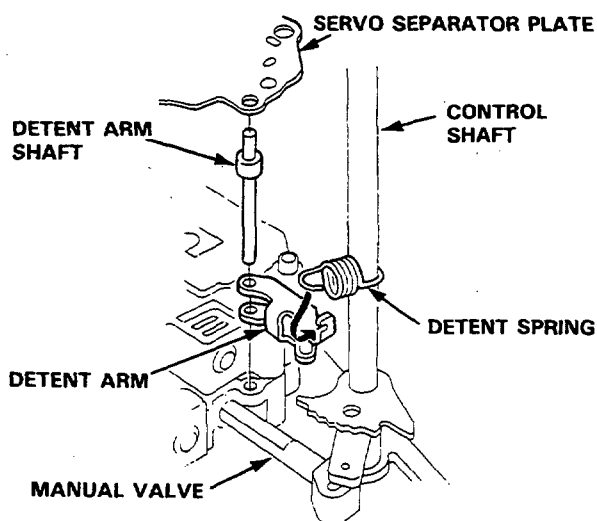


1. Install the ATF strainer in the torque converter housing.
2. Install the main separator plate with two dowel pins on the torque converter housing. Then install the oil pump drive gear, driven gear and driven gear shaft.

NOTE: Install the oil pump driven gear with its grooved and chamfered side facing down.

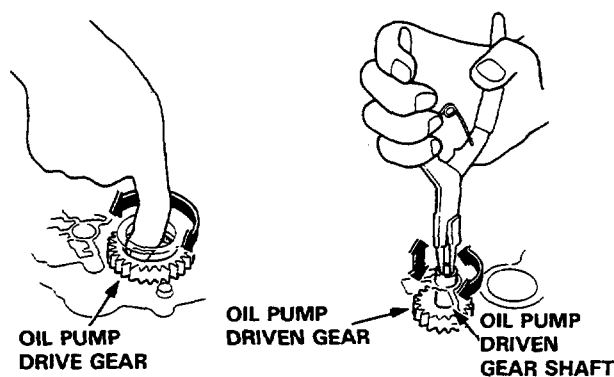


3. Install the main valve body and loosely tighten the bolts. Make sure the oil pump drive gear rotates smoothly in the normal operating direction and the oil pump driven gear shaft moves smoothly in the axial and normal operating directions.
4. Install the secondary valve body, separator plate and two dowel pins on the main valve body.
5. Install the control shaft in the housing, with the control shaft and manual valve together.
6. Install the detent arm and arm shaft in the main valve body, then hook the detent spring to the detent arm.



7. Install the servo body and separator plate with four bolts.
8. Install the modulator valve body, separator plate and two dowel pins with four bolts.
9. Install the accumulator cover with three bolts.
10. Install the servo detent base and baffle plate with three bolts and new lock washers.
11. Install the governor body with three bolts and new lock washers.
12. Tighten the four bolts to 12 N·m (1.2 kgf·m, 8.7 lbf·ft) on the main valve body. Make sure the oil pump drive gear and oil pump driven gear shaft move smoothly.
13. If the oil pump drive gear and oil pump driven gear shaft do not move freely, loosen the four bolts on the main valve body and disassemble the valve bodies. Realign the oil pump driven gear shaft and reassemble the valve bodies, then retighten the bolts to the specified torque.

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

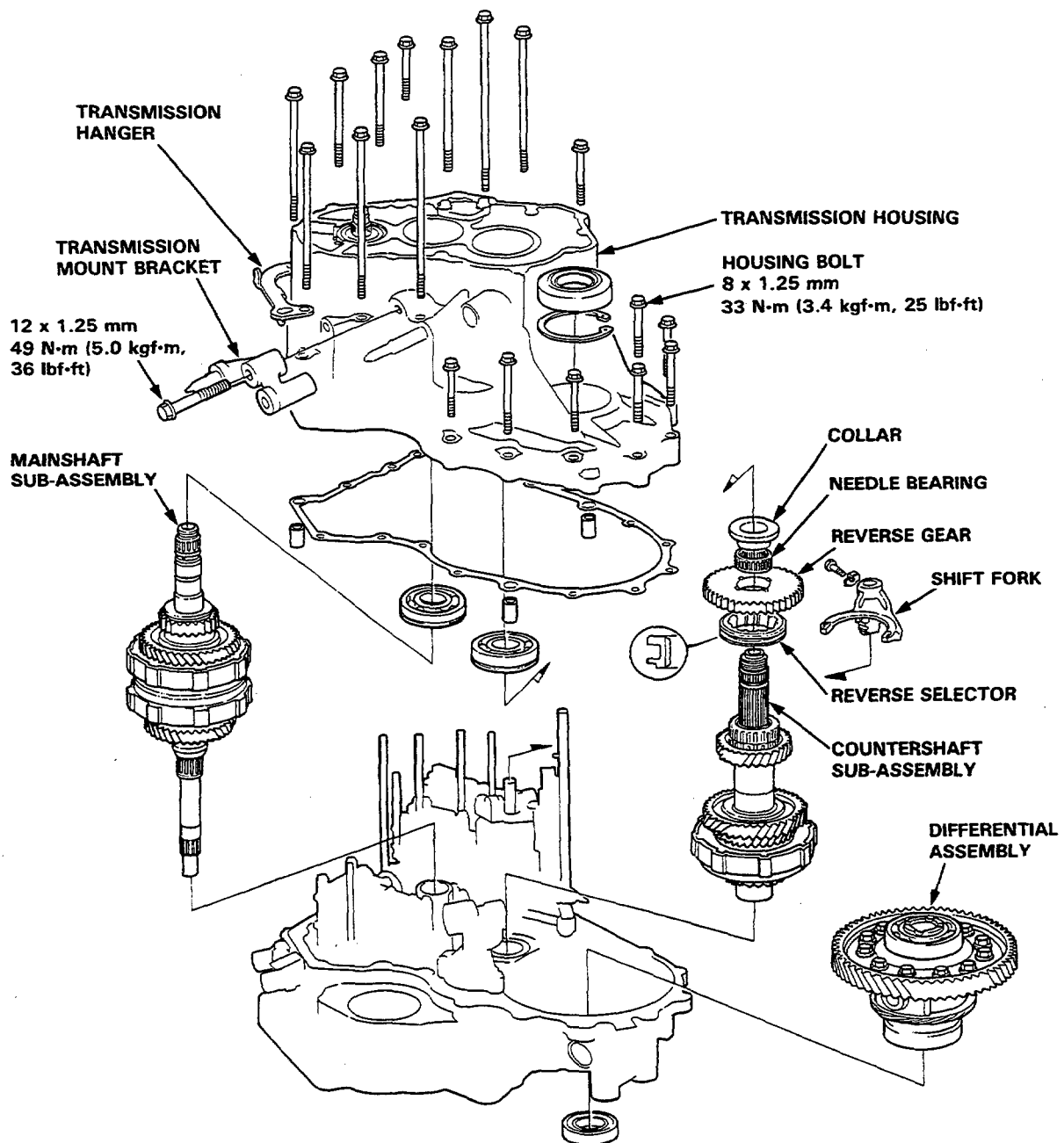


14. Install the stator shaft and stopper shaft.
15. Install the stopper shaft stay on the secondary valve body with one bolt.
16. Install the regulator valve body with one bolt.
17. Install the torque converter check valve, cooler check valve and valve springs in the regulator valve body.
18. Install the lock-up valve body, separator plate and two dowel pins with seven bolts.
19. Install the oil feed pipes.

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Transmission

Reassembly (cont'd)





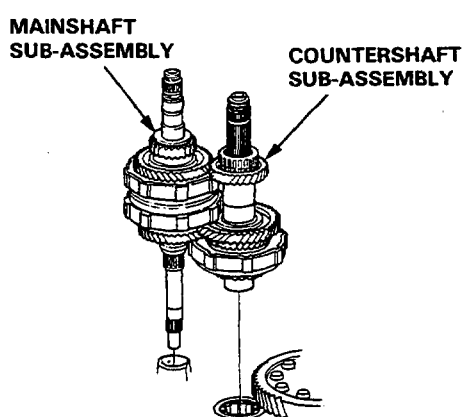
20. Install the sub-shaft assembly in the transmission housing (see pages 14-98 and 99).

21. Install the reverse idler gear and gear shaft holder (see page 14-120).

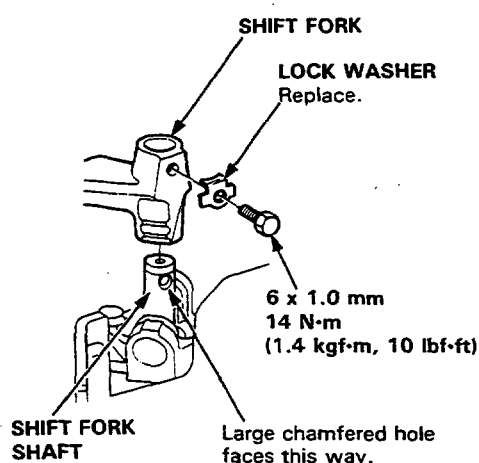
22. Install the differential assembly in the torque converter housing.

CAUTION: Take care not to damage the governor body.

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



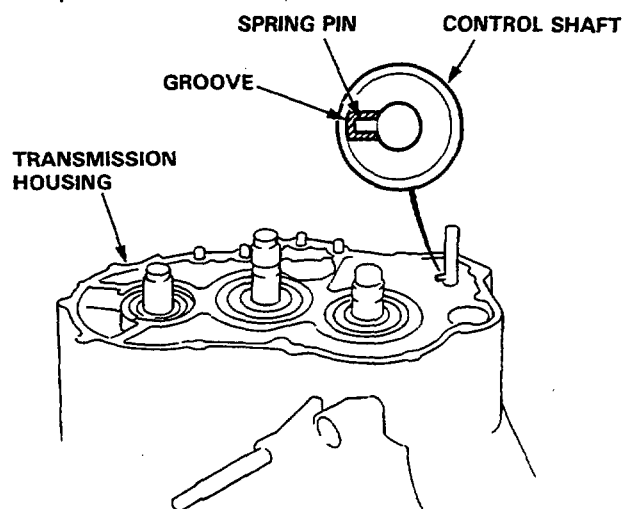
24. Turn the shift fork shaft so the large chamfered hole is facing the fork bolt hole, then install the shift fork with the reverse selector and torque the lock bolt. Bend the lock tab against the bolt head.



25. Install the reverse gear with the collar and needle bearing on the countershaft.

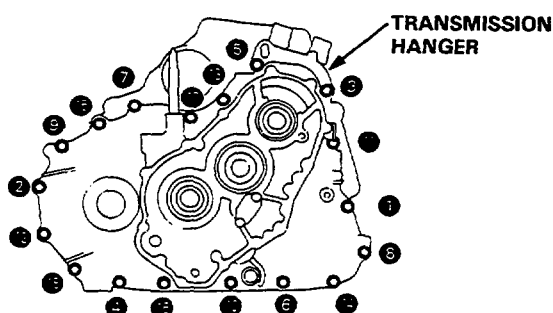
26. Align the spring pin of the control shaft with the transmission housing groove by turning the control shaft.

27. Place the transmission housing on the torque converter housing with a new gasket and the dowel pins.



28. Install the transmission housing bolts along with the transmission hanger, then torque the bolts in two or more steps in the sequence shown.

TORQUE: 33 N·m (3.4 kgf-m, 25 lbf-ft)

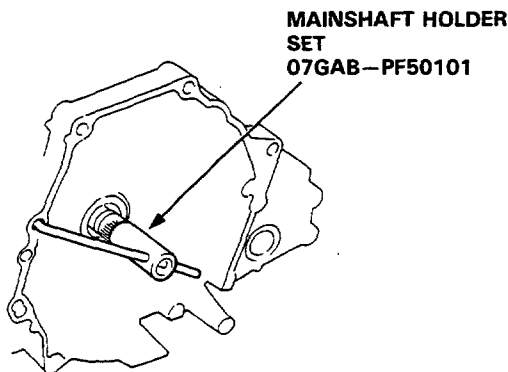


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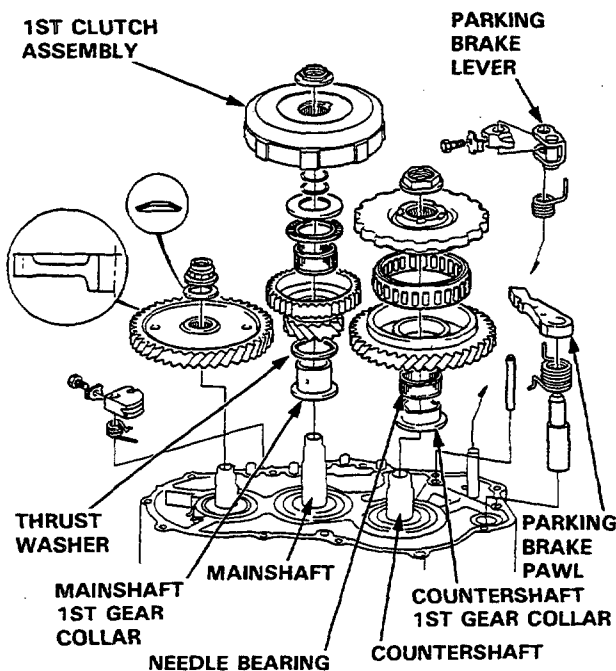
Transmission

Reassembly (cont'd)

29. Slip the special tool onto the mainshaft as shown.

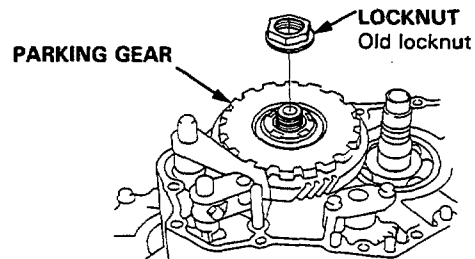


30. Install the parking brake lever on the control shaft.
31. Install the mainshaft 1st gear collar and thrust washer on the mainshaft.
32. Install the countershaft 1st gear collar and needle bearing on the countershaft.
33. Install the parking gear, countershaft 1st gear and one-way clutch assembly on the countershaft.
34. Install the parking brake pawl in the transmission housing, then engage it with the parking gear.



35. Use the old locknut to tighten the parking gear to the specified torque, then loosen it.

TORQUE: 137 N·m (14.0 kgf·m, 101 lbf·ft)



36. Install new O-rings on the mainshaft.

NOTE: Wrap the splines with tape to prevent damaging O-rings.

37. Install mainshaft 1st gear and 1st clutch assembly on the mainshaft. Then install sub-shaft 1st gear on the sub-shaft.
38. Align the hole of the sub-shaft 1st gear with the hole of the transmission housing, then insert a pin to hold the sub-shaft while tightening the sub-shaft locknut.
39. Install the conical spring washer on the sub-shaft, and new locknuts on each shaft.

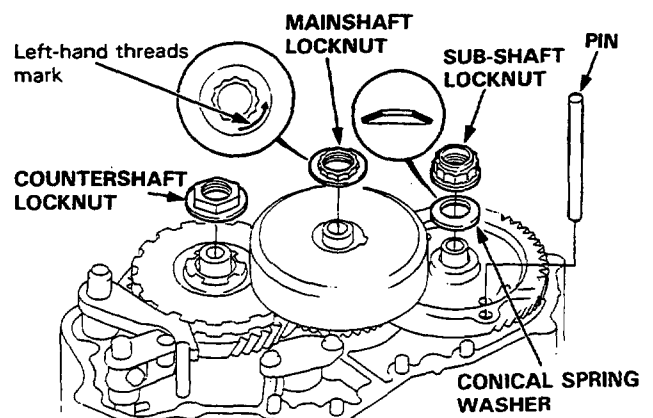
CAUTION: Install the conical spring washer in the direction shown.

40. Tighten the locknuts to their specified torque.

TORQUE:

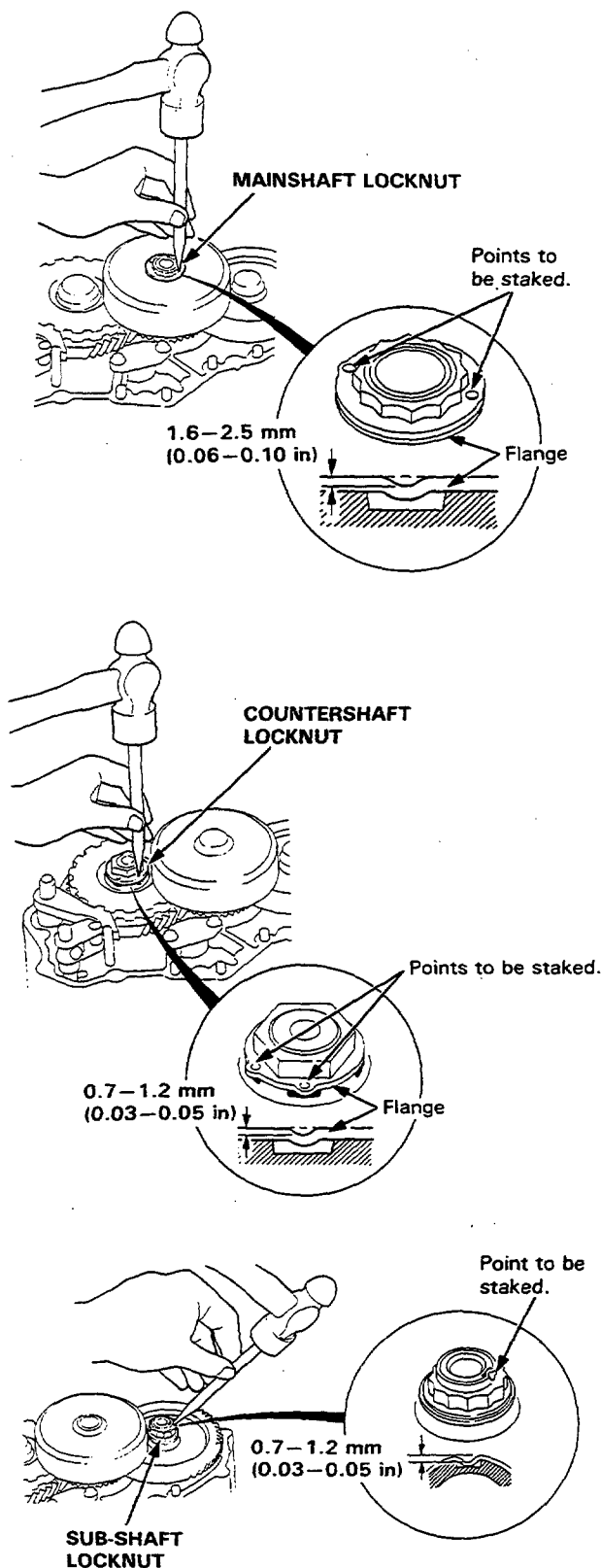
- MAINSHAFT 93 N·m (9.5 kgf·m, 69 lbf·ft)
- COUNTERSHAFT 137 N·m (14.0 kgf·m, 101 lbf·ft)
- SUB-SHAFT 93 N·m (9.5 kgf·m, 69 lbf·ft)

NOTE: Mainshaft locknut has left-hand threads.

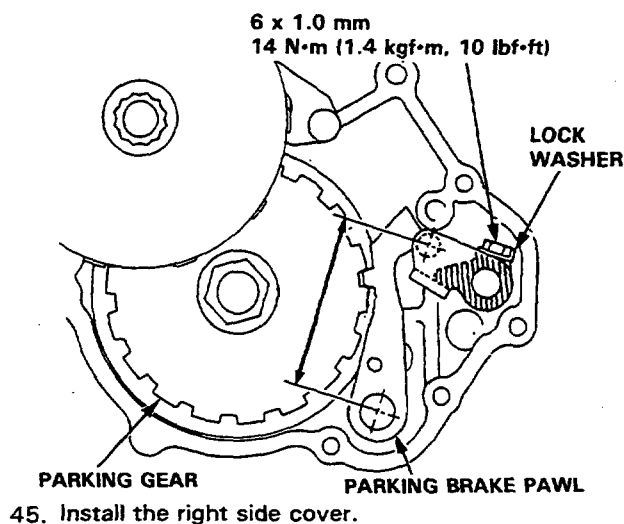




41. Stake each locknut using a 3.5 mm punch.

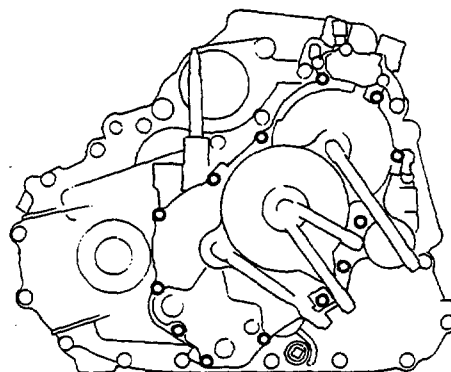


42. Set the parking brake lever in the Park position, then verify that the parking brake pawl engages to the parking gear.
43. If the pawl does not engage fully, check the parking brake pawl stopper clearance as described on page 14-120.
44. Tighten the lock bolt and bend the lock tab.



45. Install the right side cover.

TORQUE: 12 N·m (1.2 kgf·m, 8.7 lbf·ft)



46. Install the throttle control drum with the drum spring on the throttle control shaft.

TORQUE: 8 N·m (0.8 kgf·m, 6 lbf·ft)

47. Install the ATF cooler pipes with the joint bolts and new sealing washers.

TORQUE: 28 N·m (2.9 kgf·m, 21 lbf·ft)

48. Install the transmission mount bracket.

TORQUE: 49 N·m (5.0 kgf·m, 36 lbf·ft)

49. Install the ATF dipstick.