

# AUTOMATIC TRANSAXLE

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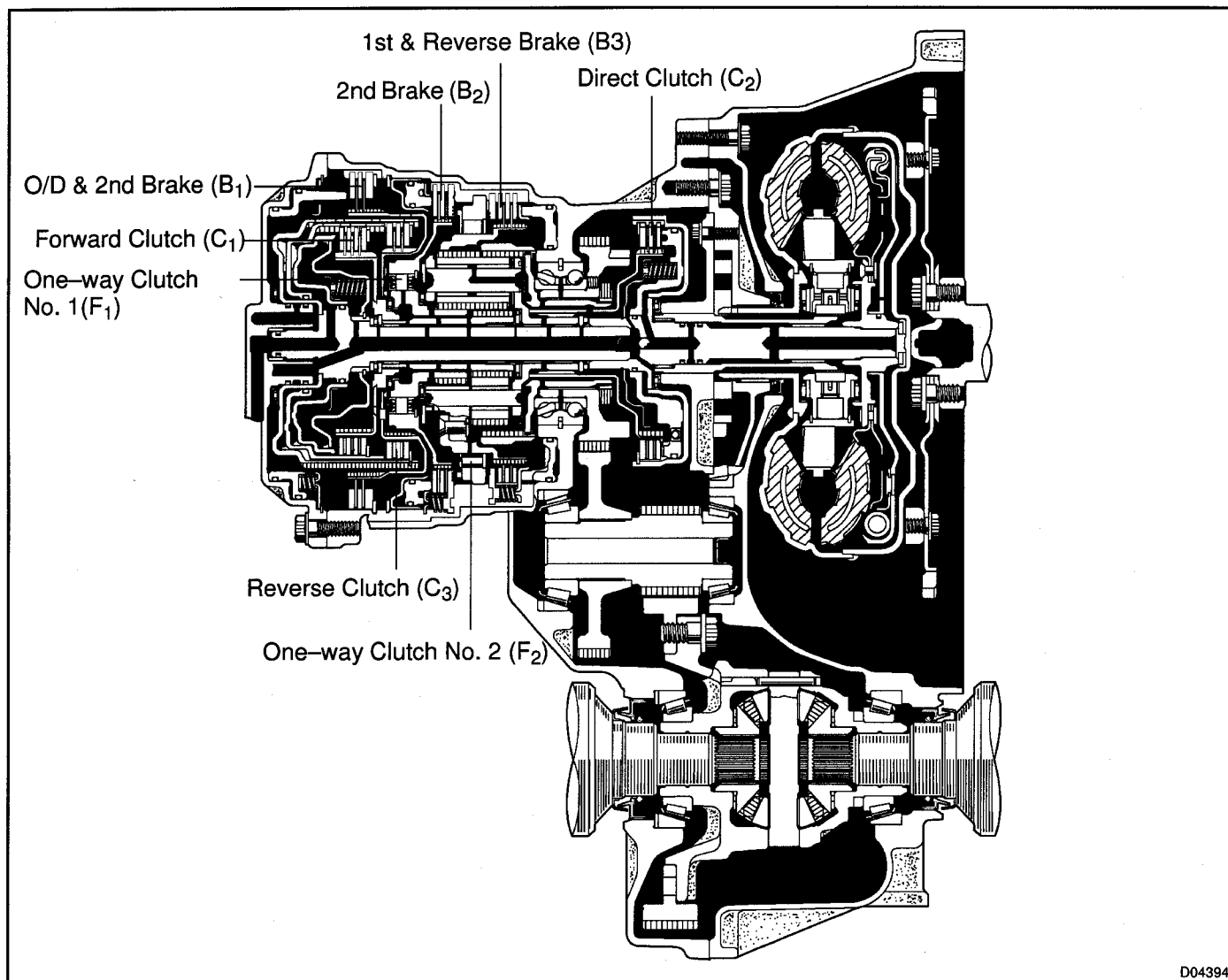
# AUTOMATIC TRANSAXLE SYSTEM

AX03L-04

## PRECAUTION

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

# OPERATION



D04394

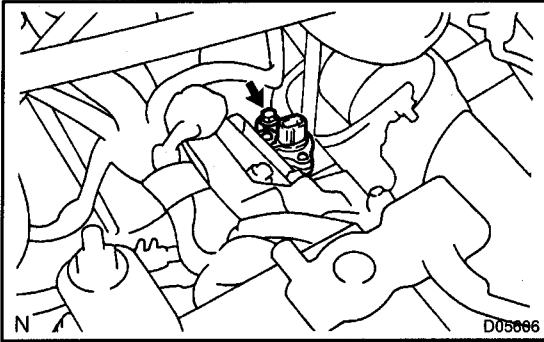
Shift Lever Range	Gear Range	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	B <sub>1</sub>	B <sub>2</sub>	B <sub>3</sub>	F <sub>1</sub>	F <sub>2</sub>
P	Parking								
R	Reverse			○			○		
N	Neutral								
D	1st	○							○
	2nd	○				○		○	
	3rd	○	○			○			
	O/D		○		○	○			
2	1st	○							○
	2nd	○			○	○		○	
L	1st	○					○		○

○ : Operating

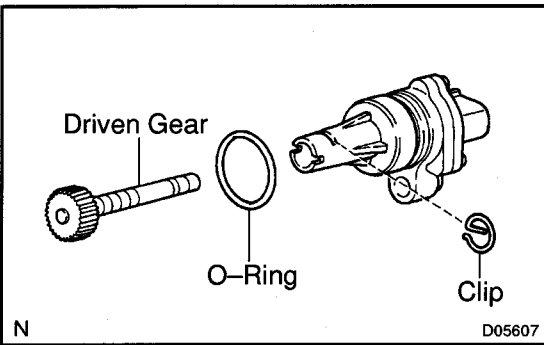
## VEHICLE SPEED SENSOR ON-VEHICLE REPAIR

AX03N-06

1. REMOVE AIR CLEANER ASSEMBLY
2. DISCONNECT VEHICLE SPEED SENSOR CONNECTOR

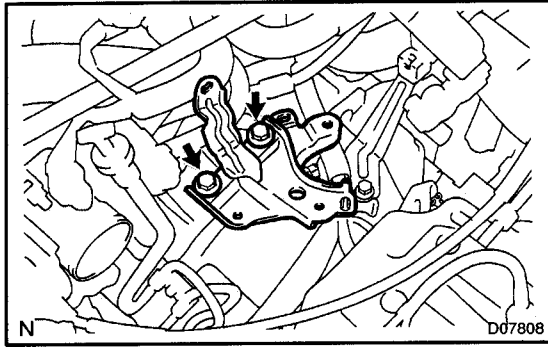


3. REMOVE VEHICLE SPEED SENSOR ASSEMBLY
  - (a) Remove the bolt and vehicle speed sensor assembly.



- (b) Remove the clip and driven gear from the vehicle speed sensor.
  - (c) Remove the O-ring from the 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 driven gear to the vehicle speed sensor with the clip.
  - (c) Install the vehicle speed sensor assembly with the bolt.  
**Torque: 11.3 N·m (115 kgf·cm, 8 ft·lbf)**
5. CONNECT VEHICLE SPEED SENSOR CONNECTOR
6. INSTALL AIR CLEANER ASSEMBLY

AX

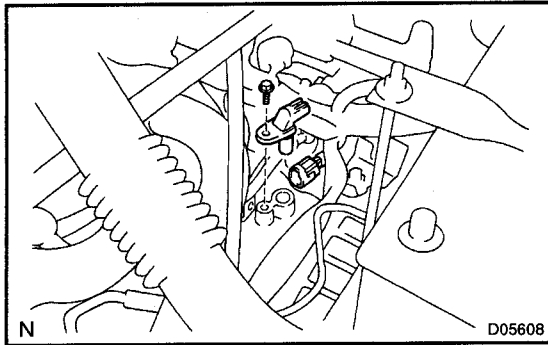


## DIRECT CLUTCH SPEED SENSOR ON-VEHICLE REPAIR

AX0KR-01

1. **REMOVE AIR CLEANER ASSEMBLY**
2. **REMOVE AIR CLEANER BRACKET**

Remove the 2 bolts and bracket.



3. **REMOVE DIRECT CLUTCH SPEED SENSOR**

- (a) Disconnect the connector.
- (b) Remove the bolt and direct clutch speed sensor.
- (c) Remove the O-ring from the direct clutch speed sensor.

4. **INSTALL DIRECT CLUTCH SPEED SENSOR**

- (a) Coat a new O-ring with ATF and install it to the direct clutch speed sensor.

- (b) Install the direct clutch speed sensor with the bolt.

**Torque: 5.4 N·m (55 kgf·cm, 48 in.-lbf)**

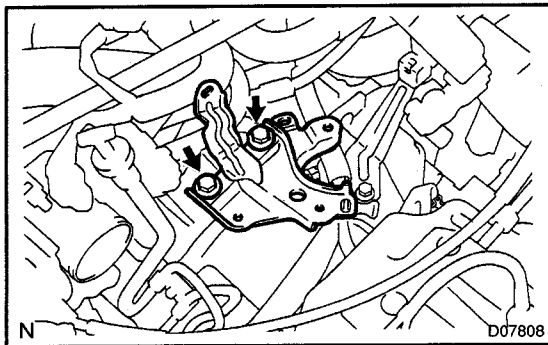
- (c) Connect the connector.

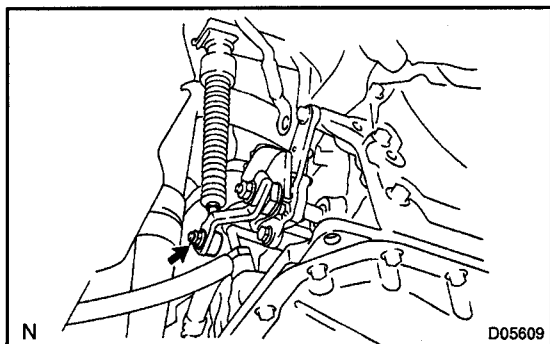
5. **INSTALL AIR CLEANER BRACKET**

Install the bracket with the 2 bolts.

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

6. **INSTALL AIR CLEANER ASSEMBLY**





## NEUTRAL START SWITCH ON-VEHICLE REPAIR

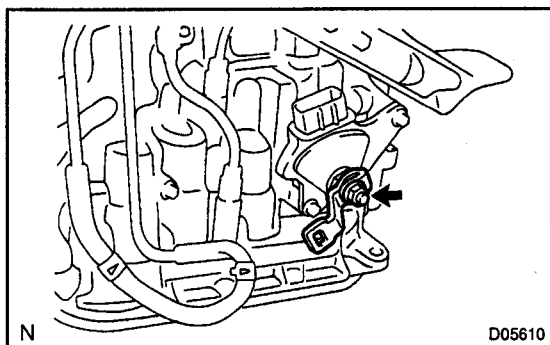
AX0D1-02

1. **REMOVE LH ENGINE UNDER COVER**
2. **DISCONNECT TRANSAXLE CONTROL CABLE**

Remove the nut and disconnect the transaxle control cable.

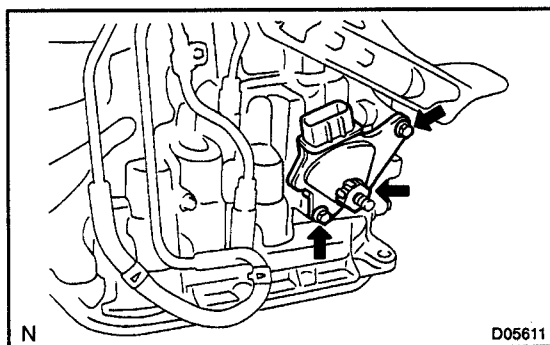
3. **REMOVE NEUTRAL START SWITCH**

- (a) Disconnect the neutral start switch connector.



- (b) Remove the nut, washer and control shaft.
- (c) Using a screwdriver, unstake the washer.

AX



- (d) Remove the 2 bolts, nut, washer and neutral start switch.

4. **INSTALL NEUTRAL START SWITCH**

- (a) Install the neutral start switch and washer with the 2 bolts and nut.

### Torque:

**Bolt:** 5.4 N·m (55 kgf·cm, 48 in.-lbf)

**Nut:** 6.9 N·m (70 kgf·cm, 61 in.-lbf)

- (b) Using a screwdriver, stake a new washer.
- (c) Install the control shaft and washer with the nut.

**Torque:** 12 N·m (120 kgf·cm, 9 ft-lbf)

- (d) Connect the neutral start switch connector.

5. **CONNECT TRANSAXLE CONTROL CABLE**

Connect the transaxle control cable, and install the nut.

**Torque:** 12 N·m (120 kgf·cm, 9 ft-lbf)

6. **ADJUST NEUTRAL START SWITCH**

(See page DI-4)

7. **INSTALL LH ENGINE UNDER COVER**

## VALVE BODY ASSEMBLY ON-VEHICLE REPAIR

AX0D2-02

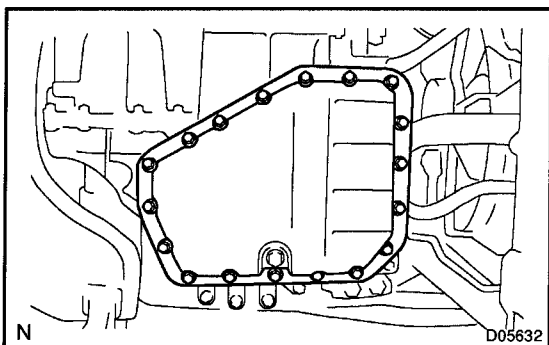
1. REMOVE LH ENGINE UNDER COVER
2. REMOVE DRAIN PLUG AND DRAIN ATF

### 3. REMOVE OIL PAN AND GASKET

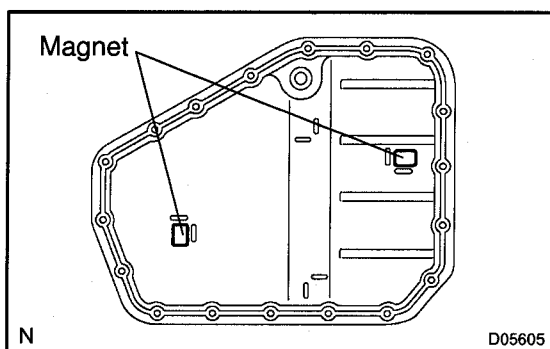
Remove the 18 bolts, oil pan and gasket.

#### NOTICE:

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

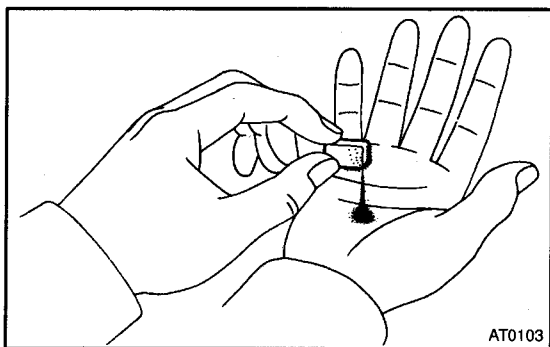


### 4. REMOVE 2 MAGNETS FROM OIL PAN



### 5. EXAMINE PARTICLES IN PAN

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

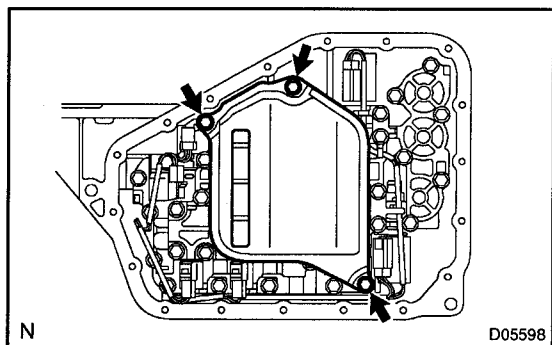


### 6. REMOVE OIL STRAINER

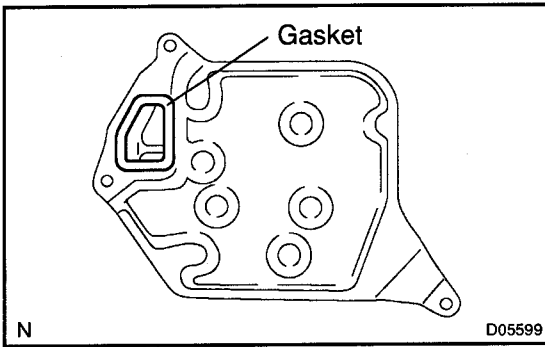
#### NOTICE:

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

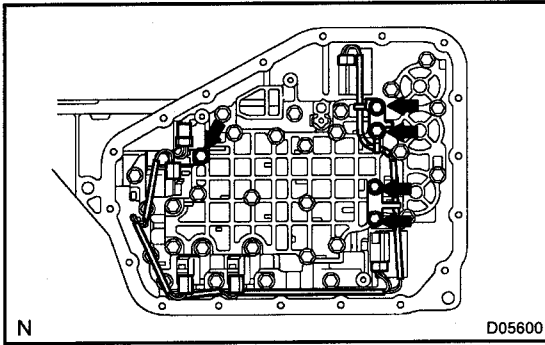
- (a) Remove the 3 bolts and oil strainer.







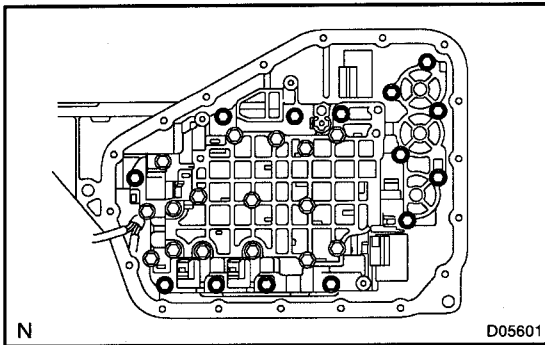
- (b) Remove the gasket from the oil strainer.



**7. DISCONNECT CONNECTOR AND ATF TEMPERATURE SENSOR**

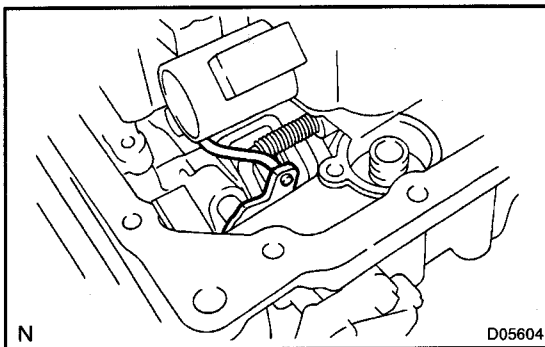
- (a) Remove the 5 bolts, ATF temperature sensor and clamp.  
(b) Disconnect the 5 connectors.

AX

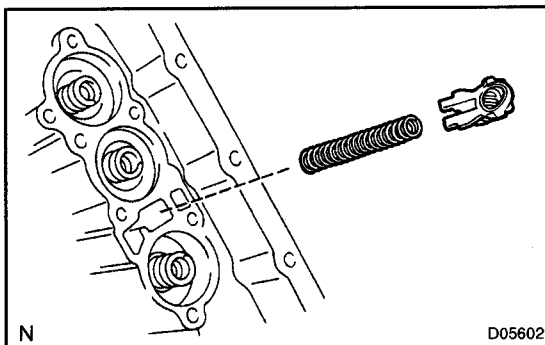


**8. REMOVE VALVE BODY**

- (a) Remove the 14 bolts.

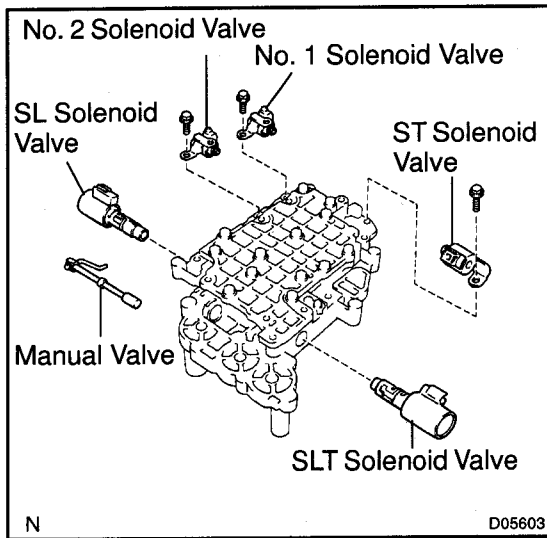


- (b) While disconnecting the manual valve connecting rod from the manual valve lever, remove the valve body.



**9. REMOVE CHECK BALL BODY**

- Remove the check ball body and spring.

**10. REMOVE SOLENOID VALVE**

- (a) Remove the 3 bolts and 5 solenoid valves.
- (b) Remove the O-rings from each of the solenoid valve.
- (c) Remove the manual valve.

**11. INSTALL SOLENOID VALVE**

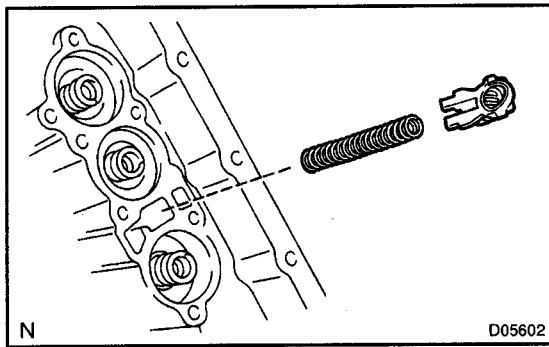
- (a) Coat new O-rings with ATF and install them to each of the solenoid valve.

- (b) Install the 5 solenoid valves with the 3 bolts.

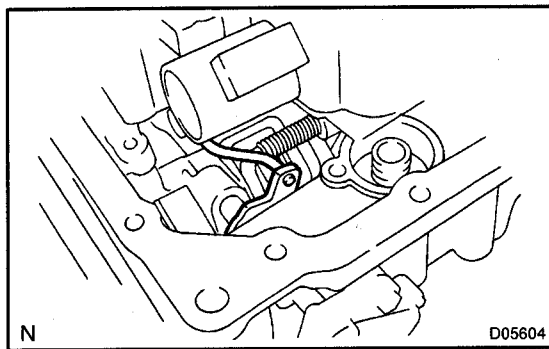
**Torque: 11 N·m (110 kgf·cm, 8 ft·lbf)**

- (c) Install the manual valve.

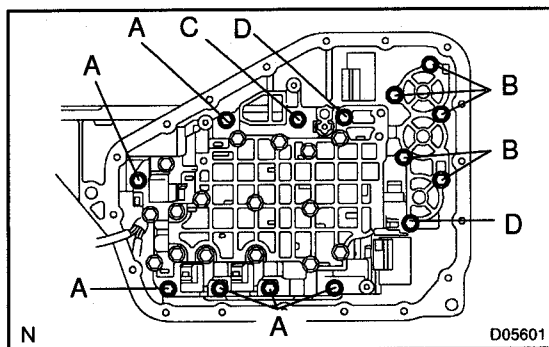
AX

**12. INSTALL CHECK BALL BODY**

Install the spring and check ball body.

**13. INSTALL VALVE BODY**

- (a) Connect the connecting rod to the manual valve lever.



- (b) Install the valve body with the 14 bolts.

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

**Bolt length:**

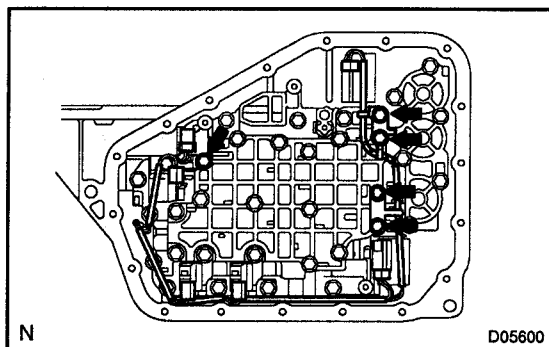
**Bolt A: 20 mm (0.79 in.)**

**Bolt B: 28 mm (1.10 in.)**

**Bolt C: 36 mm (1.42 in.)**

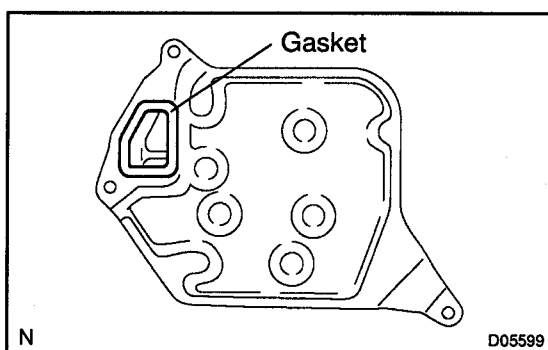
**Bolt D: 40 mm (1.57 in.)**

**Bolt E: 49 mm (1.93 in.)**



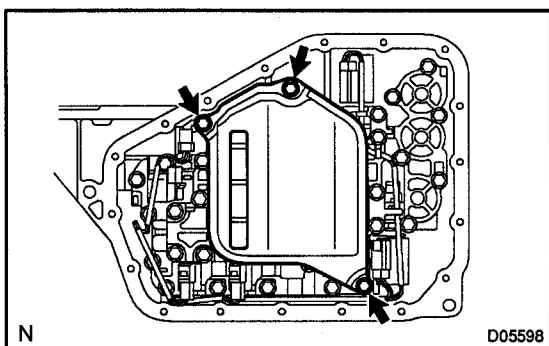
#### 14. CONNECT CONNECTOR AND ATF TEMPERATURE SENSOR

- (a) Connect the 5 connectors.
- (b) Install the ATF temperature sensor with the valve body.  
**Torque: 11 N·m (110 kgf·cm, 8 ft·lbf)**
- (c) Install the 2 clamps with the 4 bolts.  
**Torque: 11 N·m (110 kgf·cm, 8 ft·lbf)**

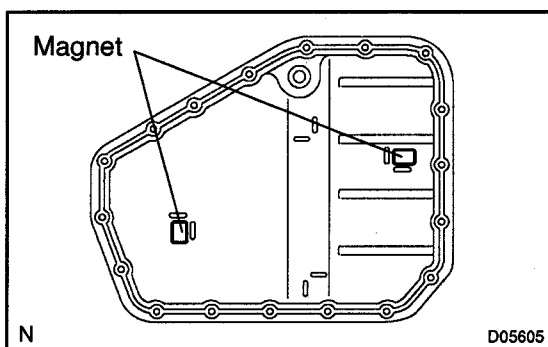


#### 15. INSTALL OIL STRAINER

- (a) Install a new gasket to the oil strainer.



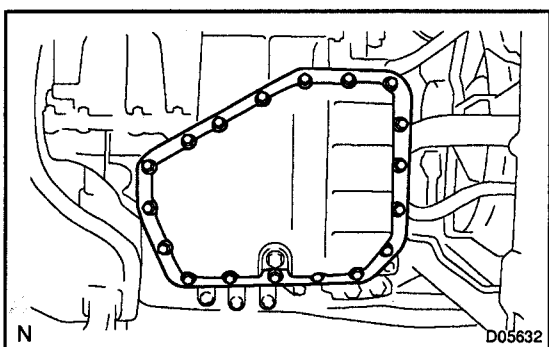
- (b) Install the oil strainer with the 3 bolts.  
**Torque: 10 N·m (100 kgf·cm, 7 ft·lbf)**



#### 16. INSTALL 2 MAGNETS IN OIL PAN

#### 17. INSTALL OIL PAN AND GASKET

- (a) Install a new gasket to the oil pan.



- (b) Install the oil pan with the 18 bolts.  
**Torque: 9.0 N·m (91 kgf·cm, 80 in·lbf)**

#### 18. INSTALL DRAIN PLUG

Install a new gasket with the drain plug.

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

#### 19. FILL ATF AND CHECK ATF LEVEL (See page DI-4)

#### 20. INSTALL LH ENGINE UNDER COVER

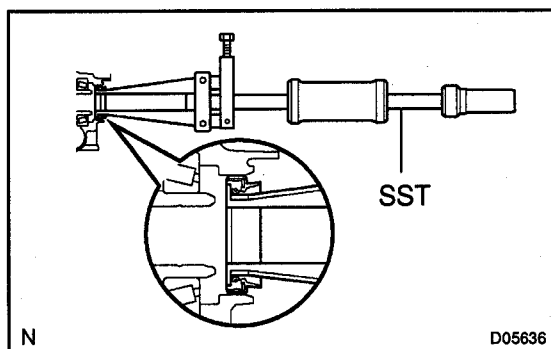
## DIFFERENTIAL OIL SEAL ON-VEHICLE REPAIR

### 1. REMOVE FRONT DRIVE SHAFT (See page SA-17)

### 2. REMOVE SIDE GEAR SHAFT OIL SEAL

Using SST, pull out the oil seal.

SST 09308-00010



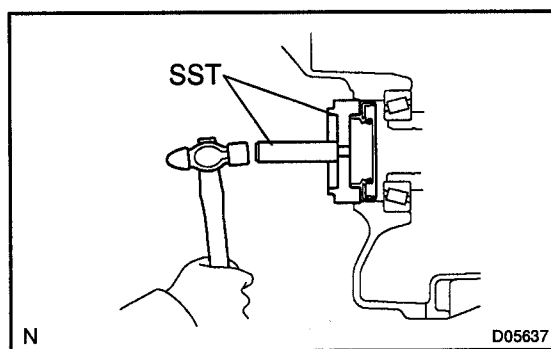
### 3. INSTALL LEFT SIDE GEAR SHAFT OIL SEAL

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

SST 09350-32014 (09351-32150), 09950-70010  
(09951-07150)

**Oil seal depth:  $4.3 \pm 0.5$  mm ( $0.169 \pm 0.02$  in.)**

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



### 4. INSTALL RIGHT SIDE GEAR SHAFT OIL SEAL

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

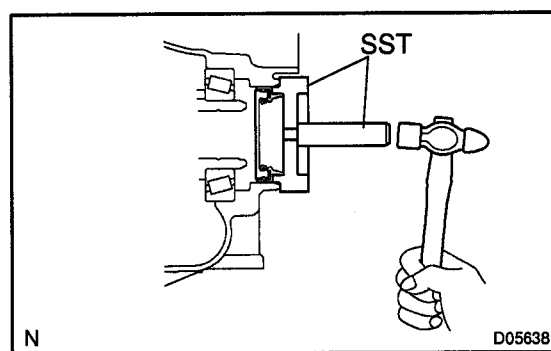
SST 09350-32014 (09351-32150), 09950-70010  
(09951-07150)

**Oil seal depth:  $3.1 \pm 0.5$  mm ( $0.122 \pm 0.02$  in.)**

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

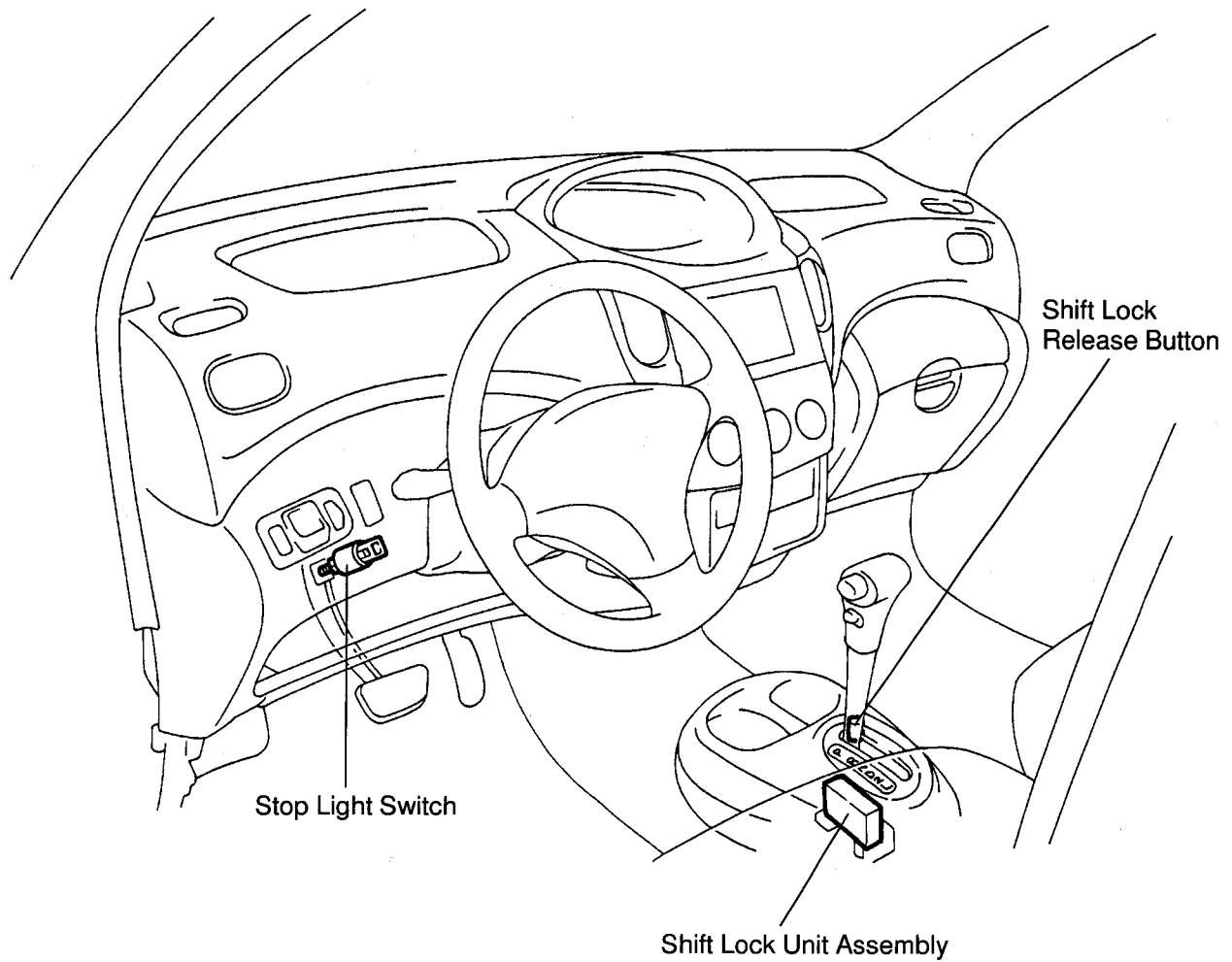
### 5. INSTALL FRONT DRIVE SHAFT (See page SA-23)

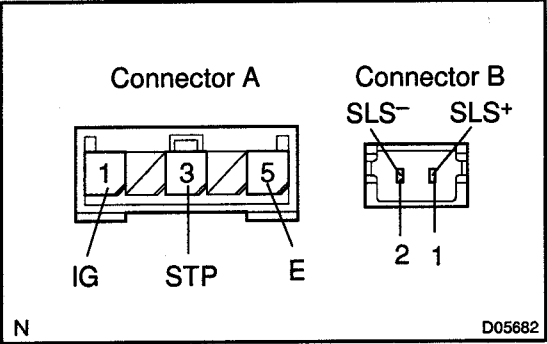
### 6. CHECK ATF LEVEL (See page DI-4)



# SHIFT LOCK SYSTEM LOCATION

AX0D3-02





**INSPECTION**

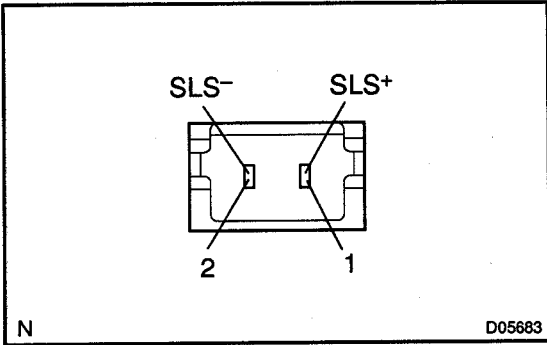
**1. INSPECT SHIFT LOCK CONTROL UNIT ASSEMBLY**

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)
A1 (IG) – A5 (E)	Ignition switch ON	10 – 14
A3 (STP) – A5 (E)	Depressing brake pedal	10 – 14
B1 (SLS+) – B2 (SLS-)	(1) Ignition switch ON and P range	0
	(2) Depressing brake pedal	10 – 14
	(3) Except P range	0



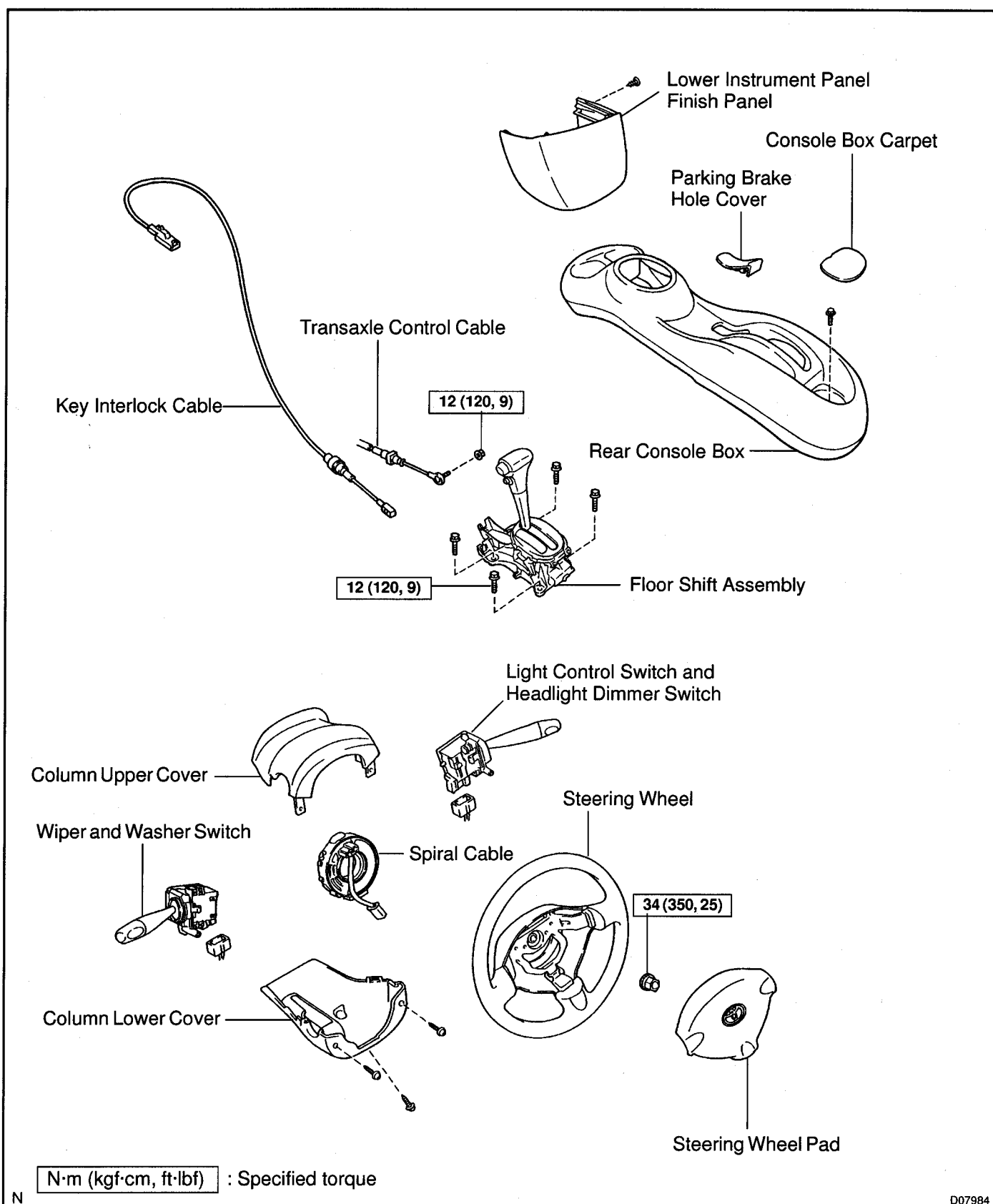
**2. INSPECT SHIFT LOCK SOLENOID**

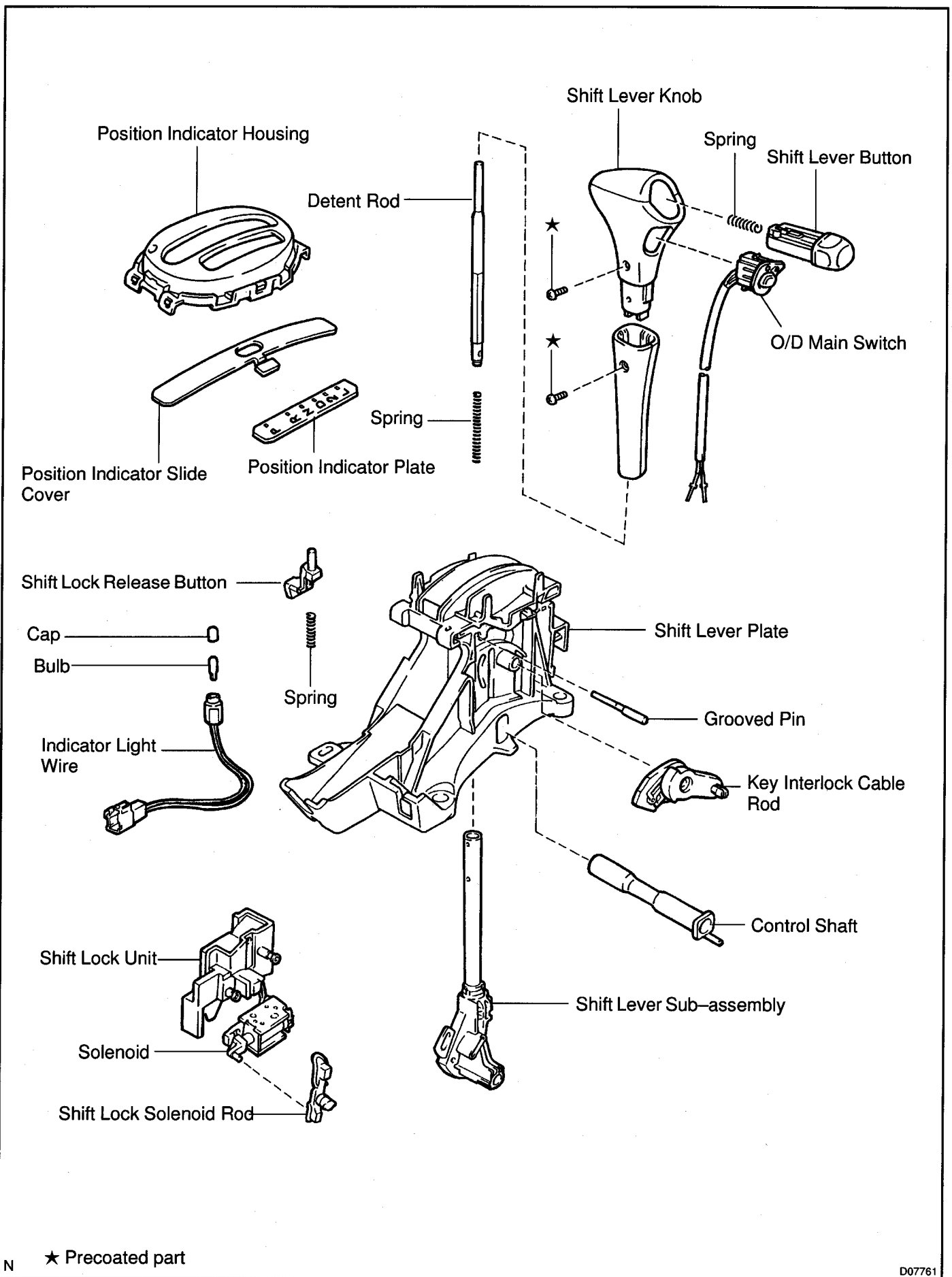
- (a) Disconnect the solenoid connector.
- (b) Apply battery positive voltage between terminals 1 and 2. Check that operation noise can be heard from the solenoid.

If the solenoid does not operate, replace the solenoid.

# FLOOR SHIFT ASSEMBLY COMPONENTS

AX005-02

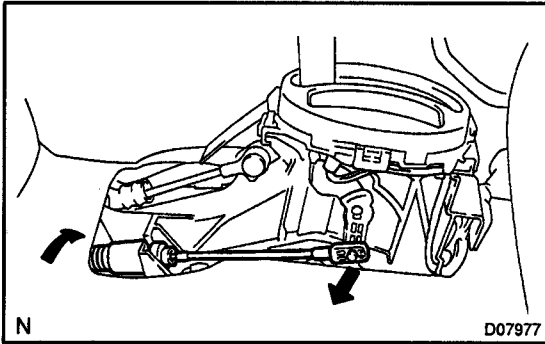






**REMOVAL**

1. **REMOVE REAR CONSOLE BOX** (See page BO-86)
2. **REMOVE COLUMN COVER** (See page BO-86)

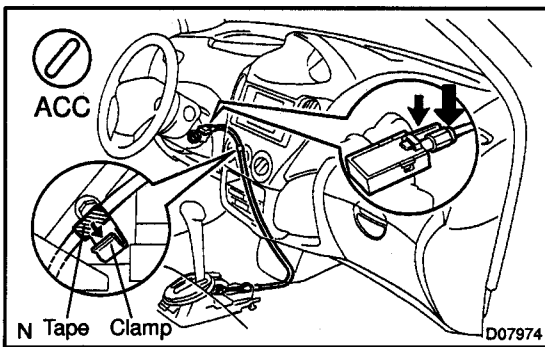
**3. REMOVE KEY INTERLOCK CABLE**

- (a) Release the adjust lock cap.

**HINT:**

Rotate it clockwise by 90° facing to the front of the vehicle.

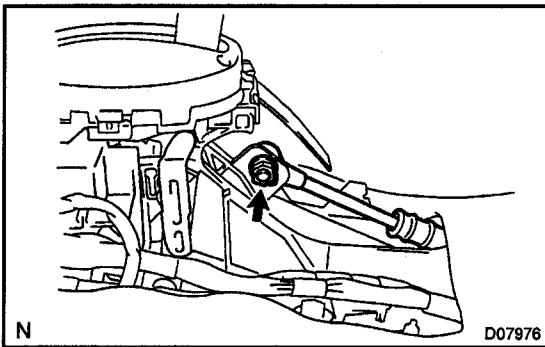
- (b) Remove the cable end from the rod on the shift lever side.
- (c) Remove the cable on the shift lever side.



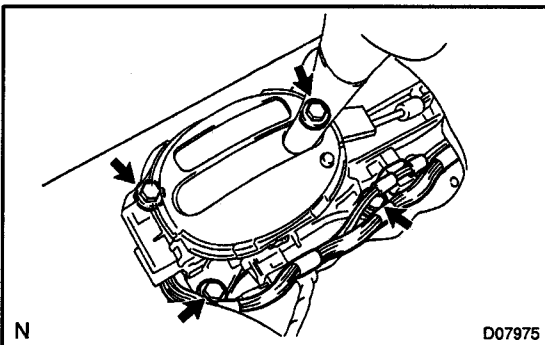
- (d) Remove the cable from the clamp for No. 1 instrument panel box.
- (e) With the key in ACC, remove the cable cap claw from the key interlock and pull it.

**4. REMOVE FLOOR SHIFT ASSEMBLY**

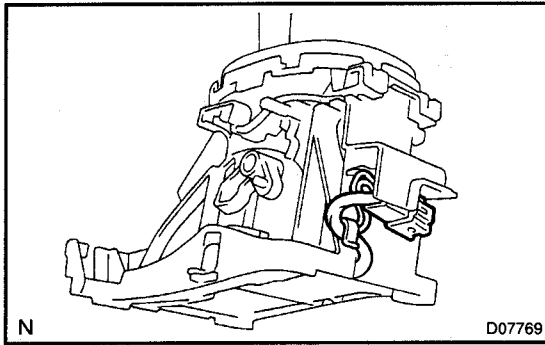
- (a) Disconnect the 2 connectors.



- (b) Remove the nut and disconnect the transaxle control cable.



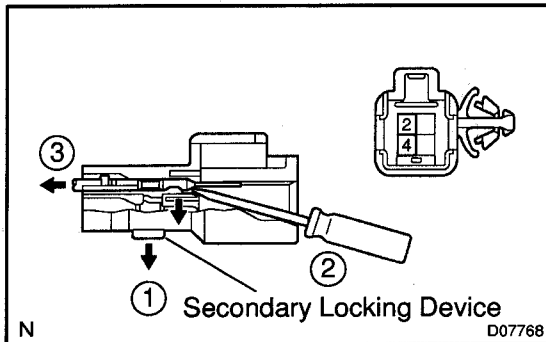
- (c) Remove the 2 wire harness clamps from the shift lever assembly.
- (d) Remove the 4 bolts and floor shift lever assembly.



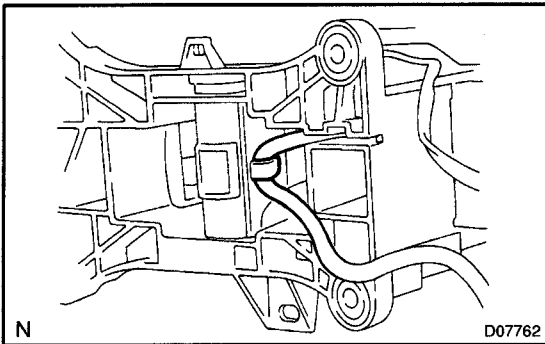
## DISASSEMBLY

### 1. REMOVE O/D MAIN SWITCH TERMINAL

- (a) Remove the connector from the shift lever plate.

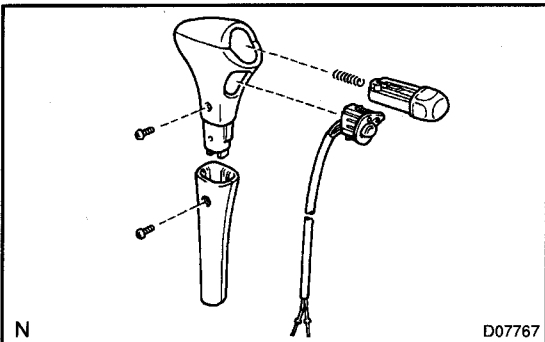


- (b) Remove the O/D main switch connector from the shift lever plate.
- (c) Disengage the secondary locking device.
- (d) Release the locking lug of the terminals 2 and 4, and pull the terminals out from the rearward.



### 2. REMOVE SHIFT LEVER KNOB SUB-ASSEMBLY

- (a) Remove the wire harness of the O/D main switch from the shift lever plate.

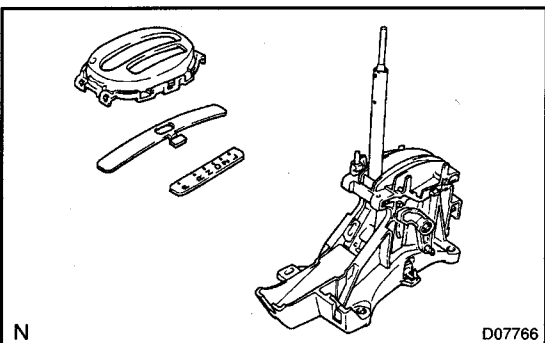


- (b) Remove the 2 screws and shift lever knob sub-assembly.

#### NOTICE:

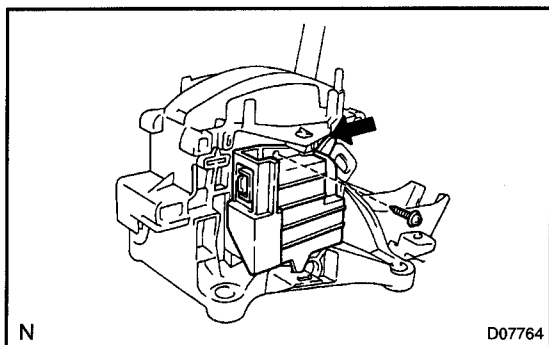
**Pay attention not to apply unnatural load to O/D main switch wire harness.**

- (c) Remove the shift lever knob cover.
- (d) Remove the shift lever button and spring.
- (e) Remove the O/D main switch.

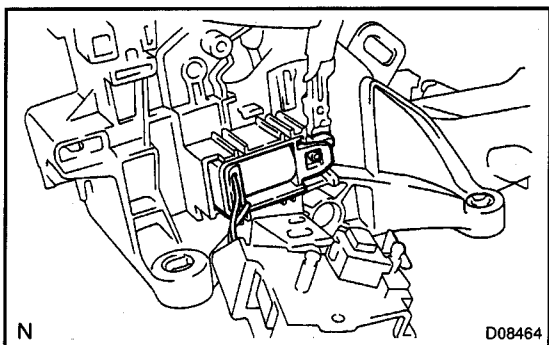


### 3. REMOVE POSITION INDICATOR HOUSING

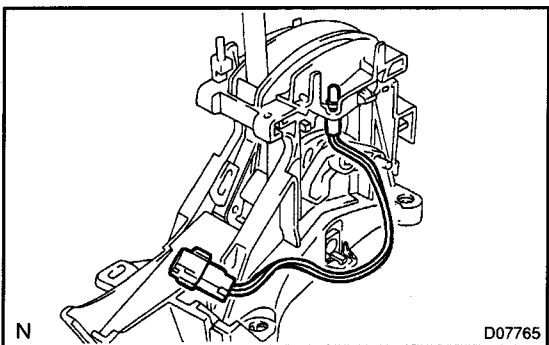
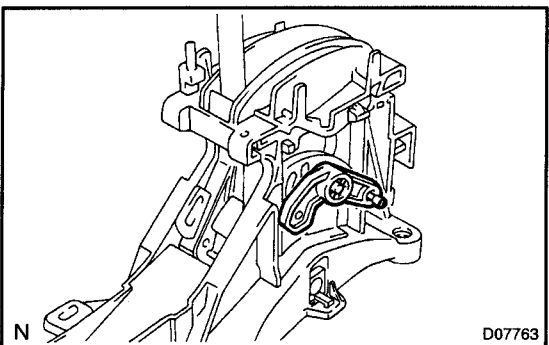
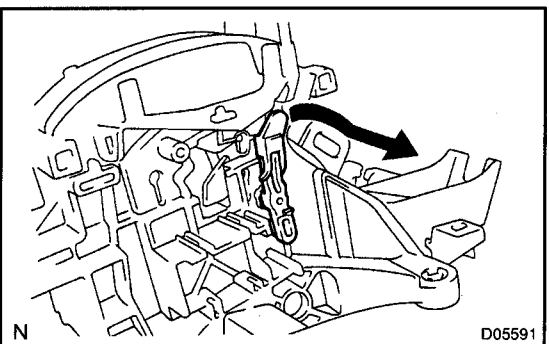
- (a) Remove the position indicator housing from the shift lever plate.
- (b) Remove the position indicator slide cover from the shift lever plate.
- (c) Remove the position indicator plate from the position indicator housing.

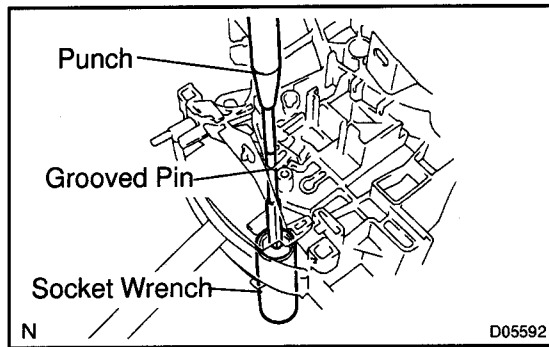
**4. REMOVE SHIFT LOCK UNIT**

(a) Remove the screw and shift lock unit.

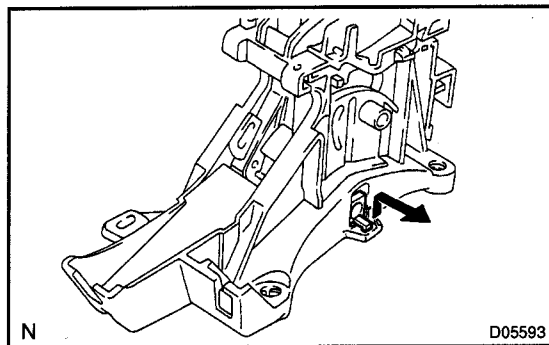


(b) Remove the solenoid from the shift lever plate.

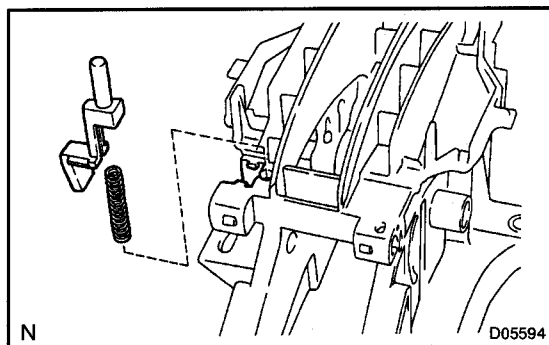
**5. REMOVE INDICATOR LIGHT WIRE****6. REMOVE KEY INTERLOCK CABLE ROD****7. REMOVE SHIFT LOCK SOLENOID ROD**

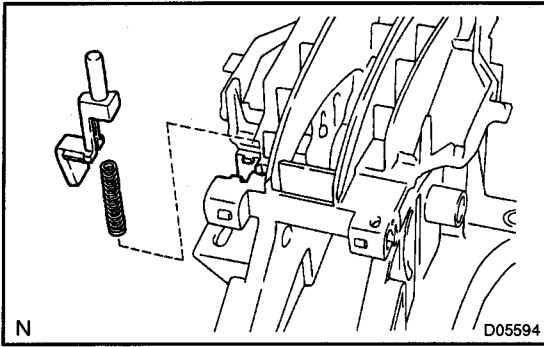
**8. REMOVE SHIFT LEVER SUB-ASSEMBLY**

- (a) Set a 14 mm deep socket wrench.
- (b) Using a punch and hammer, remove the grooved pin.
- (c) Remove the detent rod and spring.



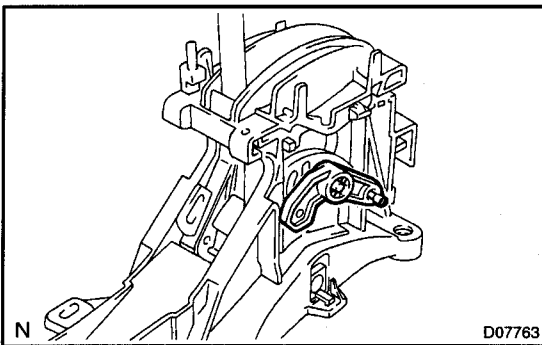
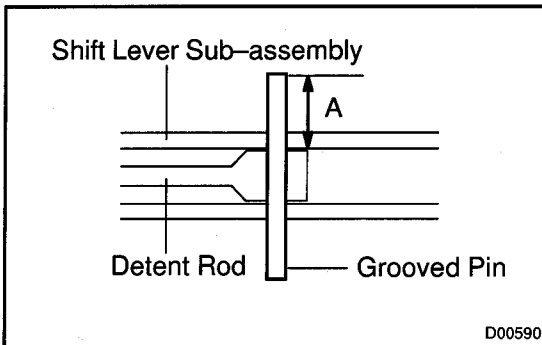
- (d) Using a screwdriver, remove the control shaft and shift lever sub-assembly.

**9. REMOVE SHIFT LOCK RELEASE BUTTON AND SPRING**

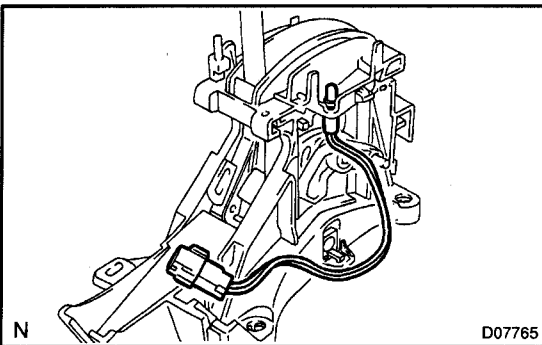


## REASSEMBLY

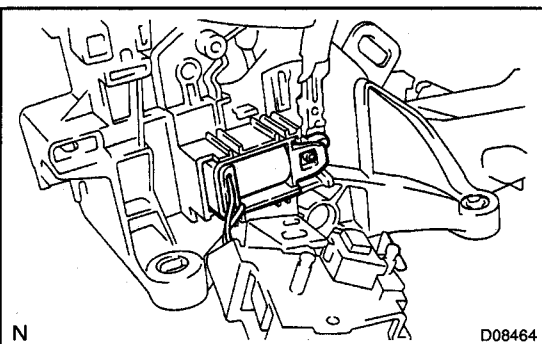
1. **INSTALL SPRING AND SHIFT LOCK RELEASE BUTTON**
2. **INSTALL SHIFT LEVER SUB-ASSEMBLY**
  - (a) Apply MP grease on the control shaft, shift lever sub-assembly, grooved pin, spring and detent rod.
  - (b) Install the shift lever sub-assembly and control shaft to the shift lever plate.
  - (c) Install the spring and detent rod.
  - (d) Using a punch and hammer, install the grooved pin to the detent rod pin hole.  
**A:  $29.5 \pm 0.5$  mm ( $1.161 \pm 0.020$  in.)**
  - (e) Check the detent rod operation.
3. **INSTALL SHIFT LOCK SOLENOID ROD**



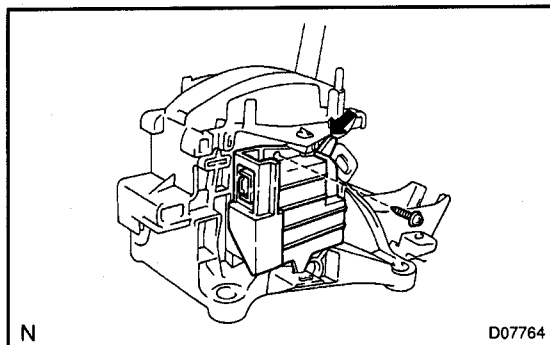
4. **INSTALL KEY INTERLOCK CABLE ROD**



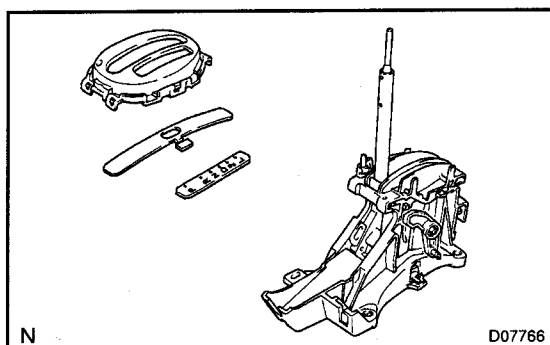
5. **INSTALL INDICATOR LIGHT WIRE**



6. **INSTALL SHIFT LOCK UNIT**
  - (a) Install the solenoid.

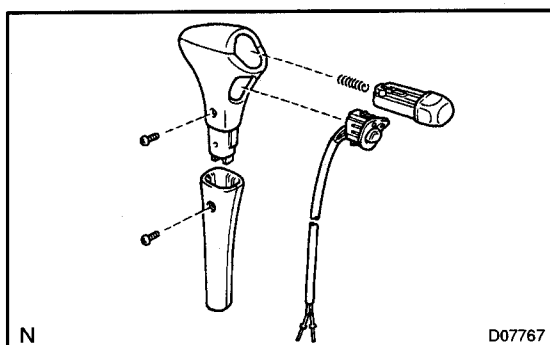


- (b) Install the shift lock unit with the screw.



## 7. INSTALL POSITION INDICATOR HOUSING

- (a) Install the position indicator plate to the position indicator housing.
- (b) Install the position indicator slide cover to the shift lever plate.
- (c) Install the position indicator housing to the shift lever plate.



## 8. INSTALL SHIFT LEVER KNOB SUB-ASSEMBLY

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

HINT:

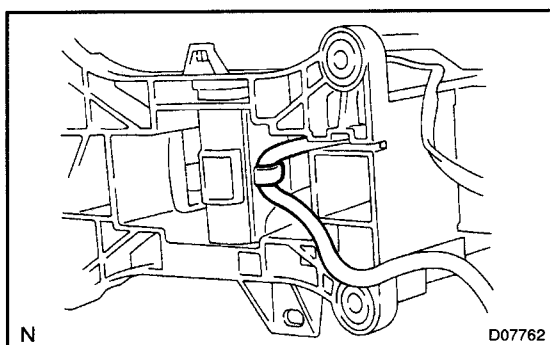
Coat the threads of screws with sealant.

**Sealant:**

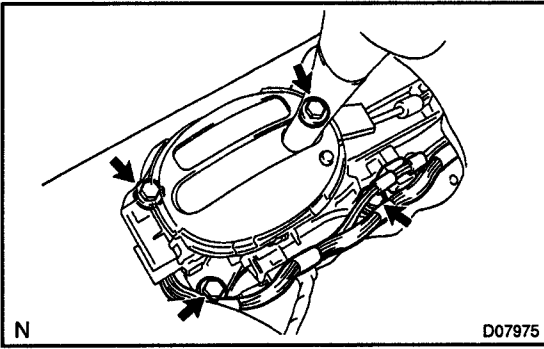
**Part No. 08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent**

**NOTICE:**

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



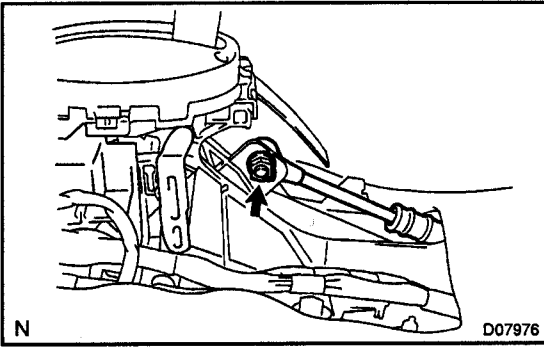
- (f) Clamp the wire harness to the shift lever plate.
9. **INSTALL O/D MAIN SWITCH TERMINAL**



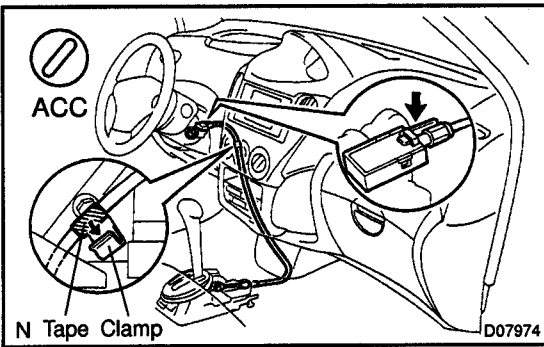
## INSTALLATION

### 1. INSTALL FLOOR SHIFT ASSEMBLY

- (a) Install the floor shift assembly with the 4 bolts.  
**Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)**
- (b) Install the 2 wire harness clamps to the shift lever plate.



- (c) Shift the shift lever in N range, push the lever to the R range side and hold it there.
- (d) While pulling the cable, install the cable with the nut.  
**Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)**
- (e) Connect the 2 connectors.



### 2. INSTALL KEY INTERLOCK CABLE

- (a) With the key in ACC, install the cable cap claw to the key interlock.
- (b) Install the cable to the clamp for No.1 instrument panel box.
- (c) Insert the cable end rod (ø4) from the slit of the shift lever plate.
- (d) Insert the slide cap into the through hole and install.
- (e) Insert the lever pin into the hole in the cable end.

#### HINT:

- At this time, ensure that the shift lever is in N range.
  - After installation, make sure that the lever pin is pulled by the cable and is stopped with a stopper.
- (f) To check that the spring for automatic adjustment works properly, hold the slide cap and move it back and forth.
  - (g) Lock the adjust lock cap.

#### HINT:

Rotate it counterclockwise by 90° facing to the front of the vehicle.

#### HINT:

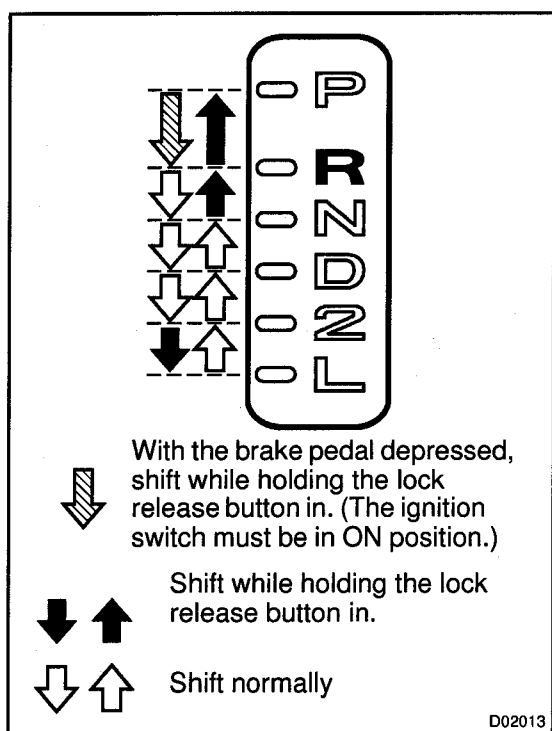
- Install the cable on the shift lever side with the key in ACC.
- Make sure the slide amount for the spring for automatic adjustment is 8 mm (0.31 in.).

### 3. INSTALL REAR CONSOLE BOX, INSTRUMENT CLUSTER PANEL AND COLUMN COVER

(See page BO-95)

#### 4. INSPECT KEY INTERLOCK AND SHIFT LOCK OPERATION

- (a) Check that the starter operates when the shift lever is in only P and N range and does not operate in the other ranges.
- (b) Operate the shift lever and check that the reading on the indicator conforms to the actual range.
- (c) Check that the ignition key can be pulled out in P range.
- (d) Check that the ignition key does not turn to LOCK position in any other range than P range.
- (e) Check that the shift lever can be shifted from P range to another range when the shift release button is pressed.



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

**Ranges which can be operated without pressing the shift lever knob button**

**R → N → D → 2, L → 2 → D → N**

**Ranges which can be operated only while pressing the shift lever knob button**

**2 → L, N → R → P**

**Ranges which can be operated only while pressing the shift lever knob button, ignition switch ON and brake pedal depressed**

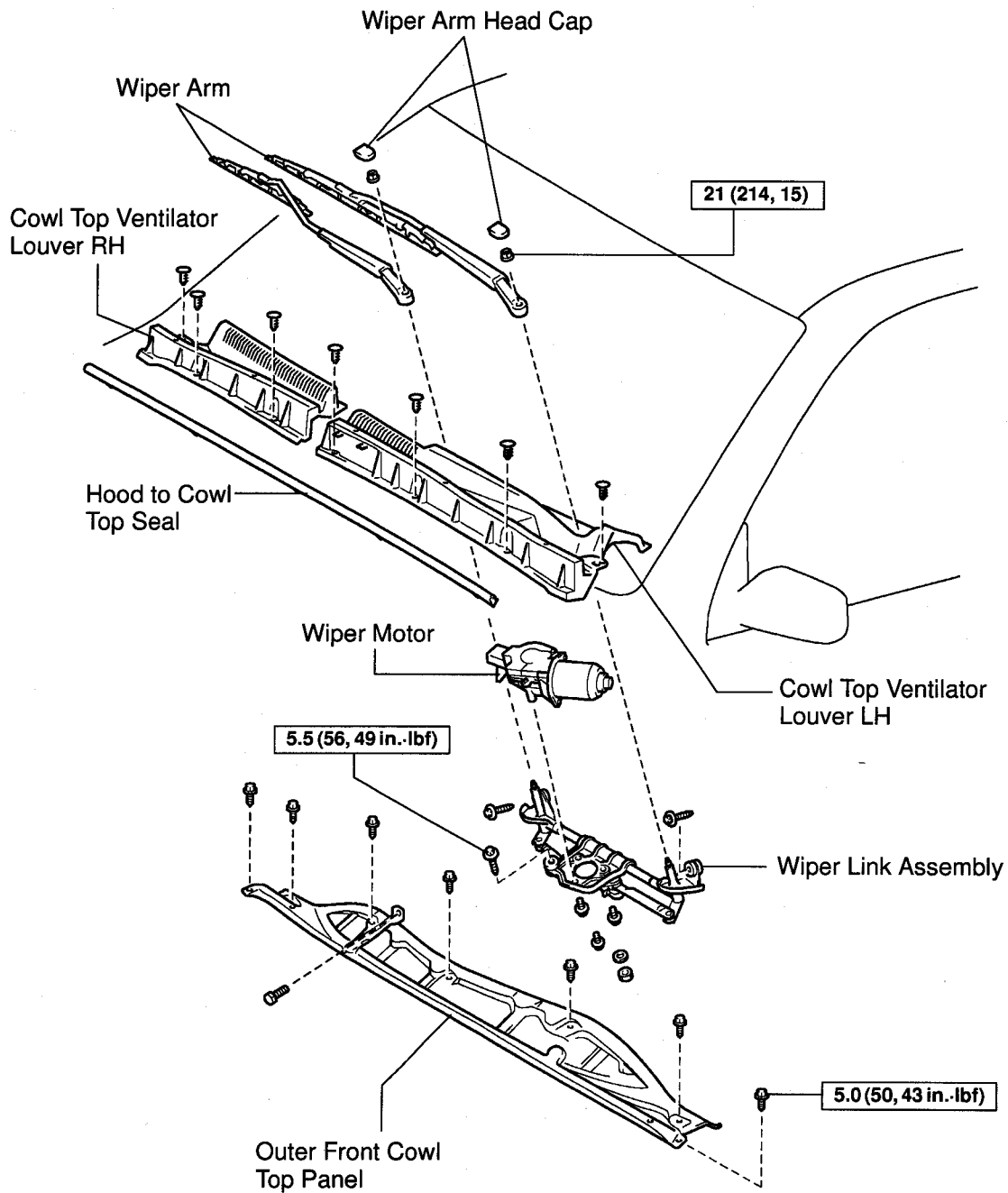
**P → R**

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



# AUTOMATIC TRANSAXLE UNIT COMPONENTS

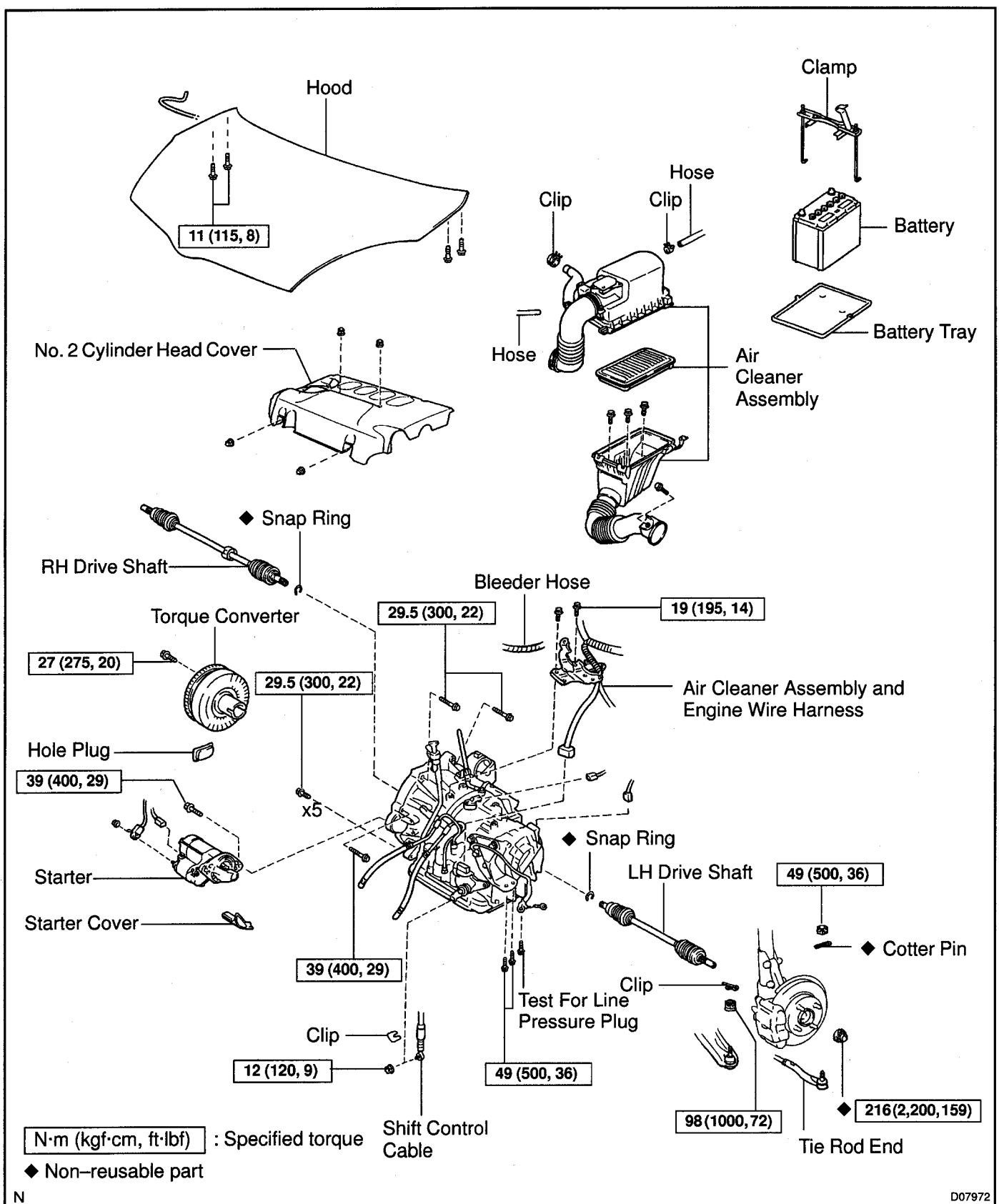
AX0KT-01

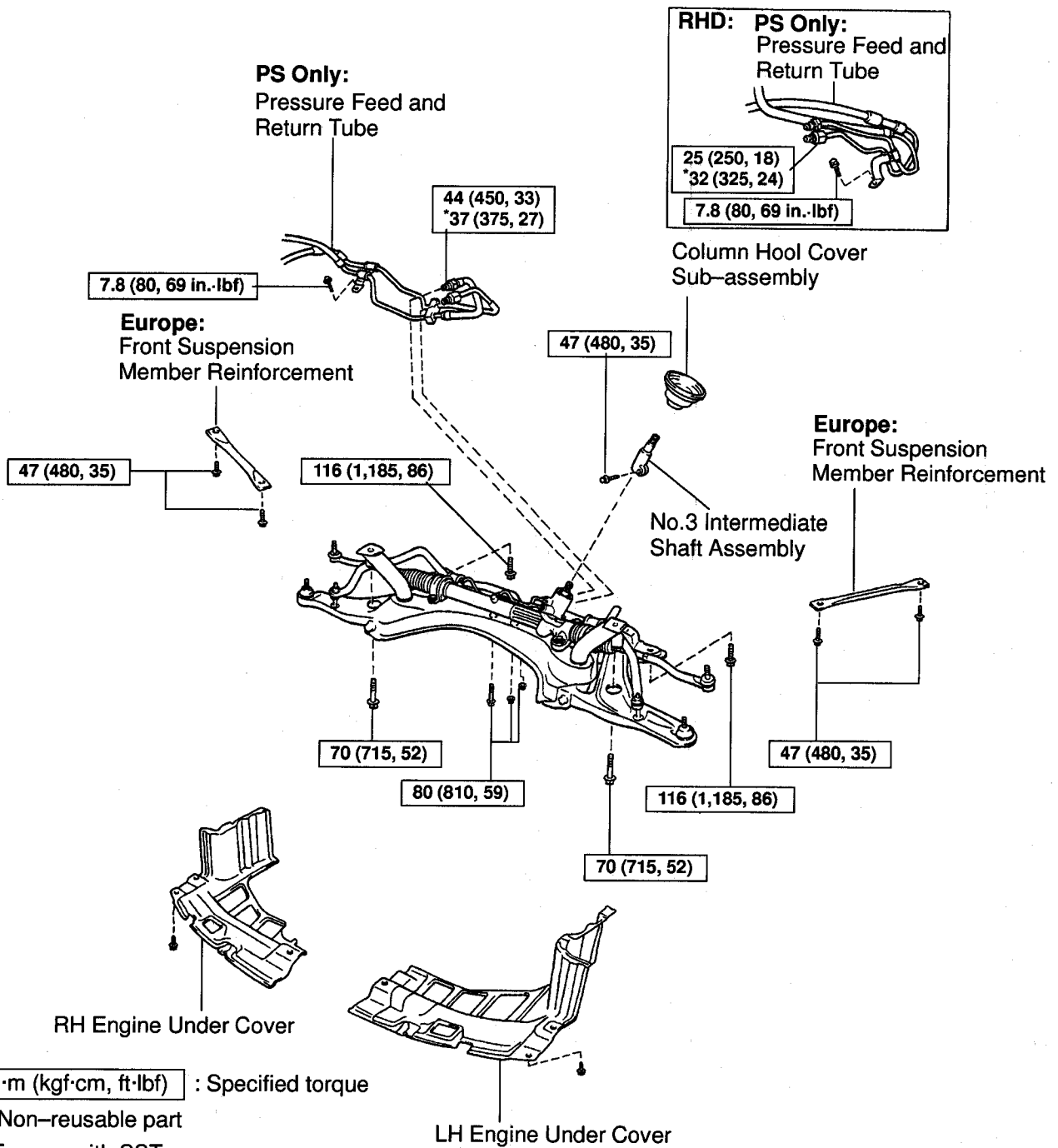


T

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

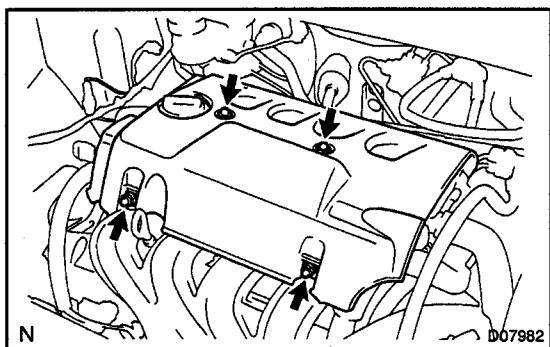
D08532



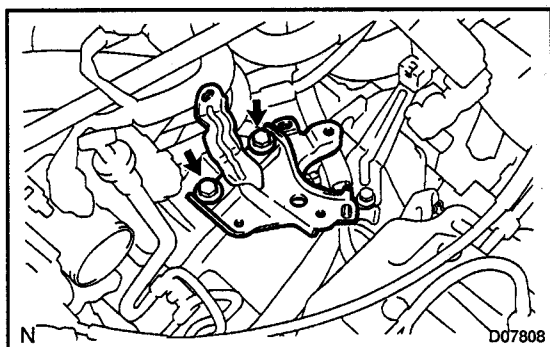


## REMOVAL

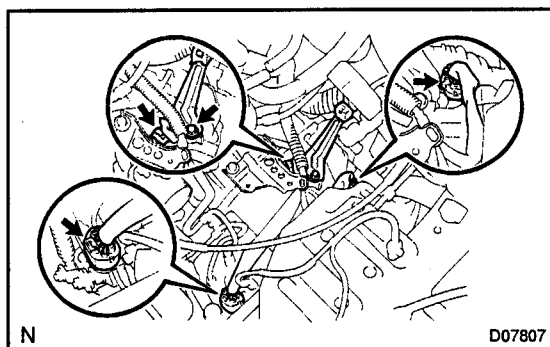
1. **REMOVE ENGINE HOOD**  
Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)
2. **REMOVE BATTERY**
3. **REMOVE FRONT WIPER, COWL TOP VENTILATOR LOUVER LH AND RH, AND OUTER FRONT COWL TOP PANEL** (See page BO-33)



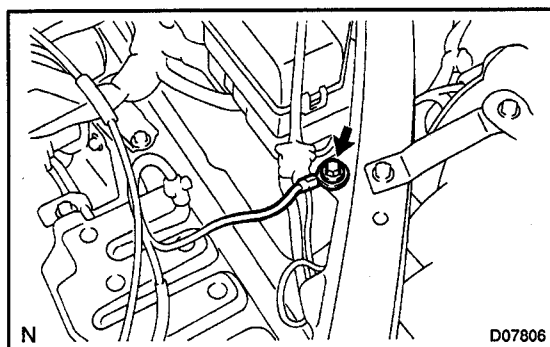
4. **REMOVE NO. 2 CYLINDER HEAD COVER**  
Remove the 4 nuts and No. 2 cylinder head cover.



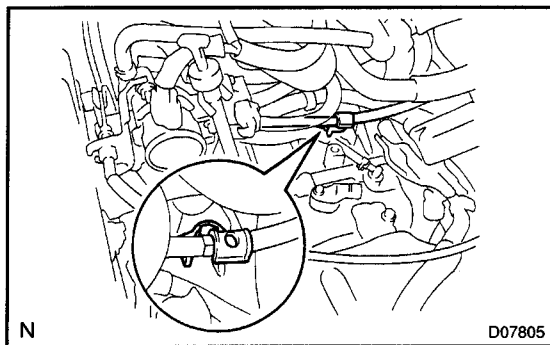
5. **REMOVE AIR CLEANER BRACKET**  
Remove the 2 bolts and air cleaner bracket.  
Torque: 19 N·m (195 kgf·cm, 14 ft·lbf)



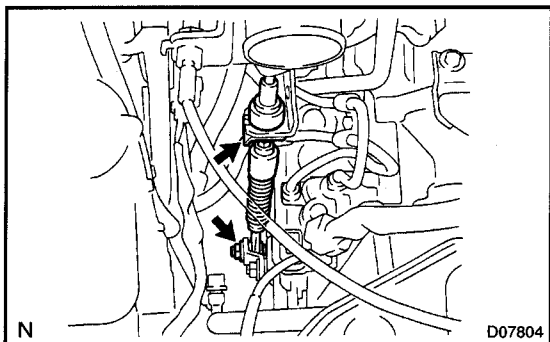
6. **SEPARATE ENGINE WIRE HARNESS FROM TRANS-AXLE**  
Remove the bolt and engine wire harness bracket.
7. **DISCONNECT NEUTRAL START SWITCH, SOLENOID WIRE, DIRECT CLUTCH SPEED SENSOR CONNecTOR**



8. **DISCONNECT GROUND TERMINAL**  
Remove the bolt and ground terminal.

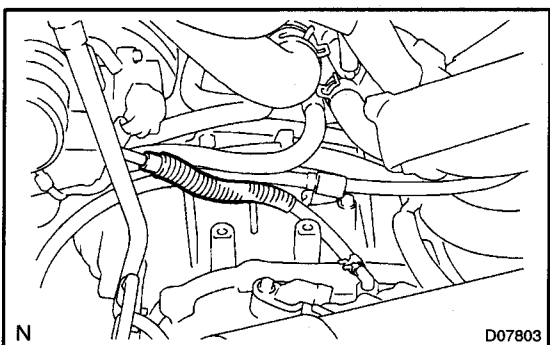


**9. DISCONNECT SHIFT CONTROL CABLE FROM CLAMP**

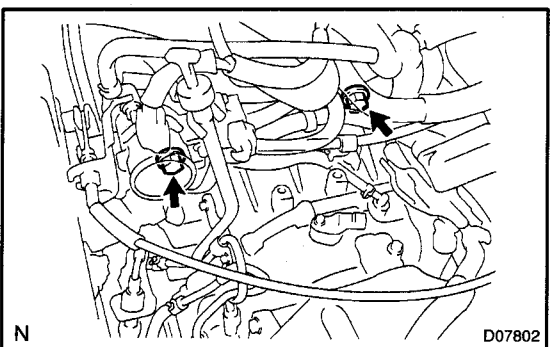


**10. DISCONNECT SHIFT CONTROL CABLE FROM BRACKET AND CONTROL SHAFT LEVER**

- (a) Remove the nut and disconnect the shift control cable from the control shaft lever.
- (b) Remove the clip and disconnect the shift control cable from the bracket.



**11. DISCONNECT HOSE FROM FILLER PIPE**



**12. REMOVE 2 TRANSAXLE TO ENGINE UPPER SIDE BOLTS**

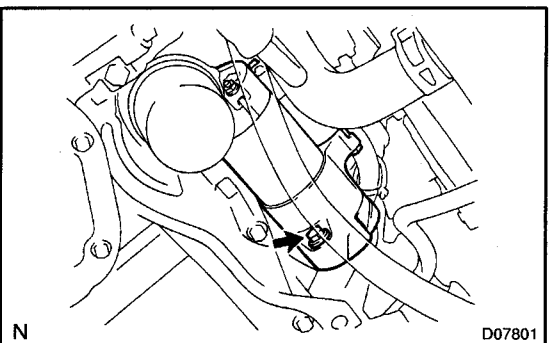
Torque: 29.5 N·m (300 kgf·cm, 22 ft·lbf)

**13. REMOVE STARTER UPPER SIDE BOLT**

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

**14. RAISE VEHICLE**

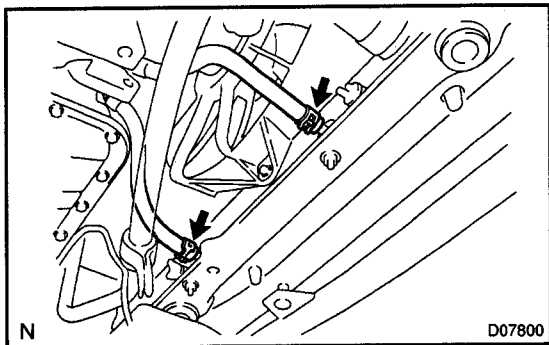
**15. REMOVE LH AND RH ENGINE UNDER COVER**



**16. REMOVE STARTER**

- (a) Remove the nut and disconnect the starter wire.
- (b) Disconnect the connector.
- (c) Remove the bolt and starter.
- (d) Remove the starter cover.

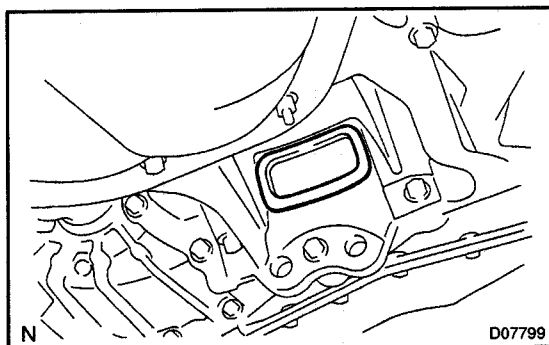
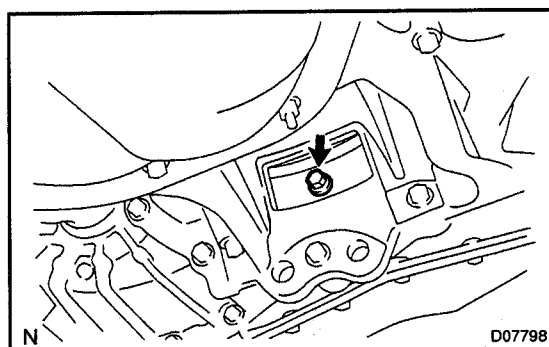
Torque: 39 N·m (400 kgf·cm, 29 ft·lbf)

**17. REMOVE OIL COOLER HOSE**

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

**18. REMOVE LH AND RH DRIVE SHAFTS**

(See page SA-17)

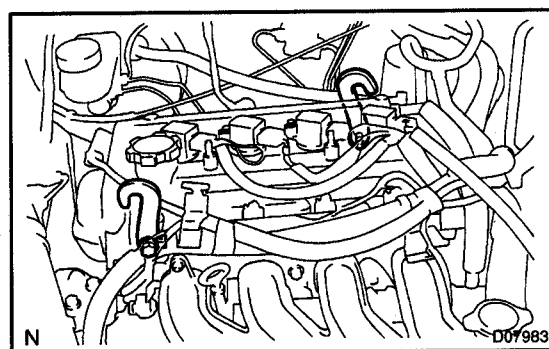
**19. REMOVE HOLE PLUG****20. REMOVE TORQUE CONVERTER MOUNTING BOLT**

Turn the crankshaft to gain access and remove the 6 bolts while holding the crankshaft pulley bolt with a wrench.

**Torque: 27 N·m (275 kgf·cm, 20 ft·lbf)**

**HINT:**

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

**21. ATTACH ENGINE SLING DEVICE TO ENGINE HANGERS**

- (a) Install the 2 No. 1 engine hangers with the bolt in the correct direction.

**Parts No.:**

**No. 1 engine hanger: 12281-21010**

**Bolt: 91511-60818**

**Torque: 40 N·m (400 kgf·cm, 29 ft·lbf)**

- (b) Attach the engine chain hoist to the engine hangers.

**CAUTION:**

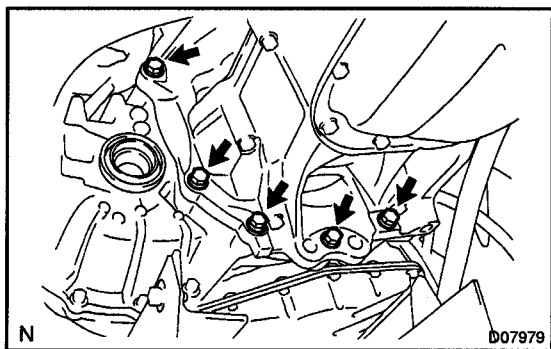
**Do not attempt to hang the engine by hooking the chain to any other part.**

**22. REMOVE FRONT SUSPENSION MEMBER REINFORCEMENT**

Remove the 4 bolts and LH and RH front suspension member reinforcement.

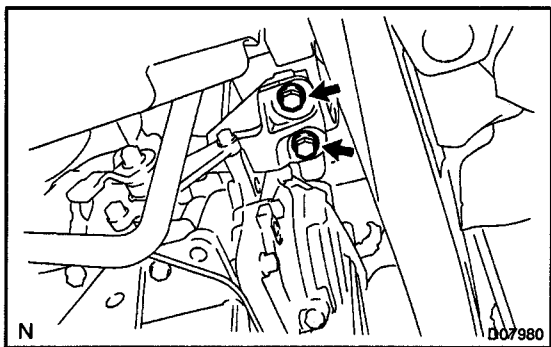
**Torque: 47 N·m (480 kgf·cm, 35 ft·lbf)**

- 23. REMOVE FRONT SUSPENSION MEMBER WITH LOWER SUSPENSION ARM, FRONT STABILIZER BAR AND STEERING GEAR ASSEMBLY**  
(MS: See page SR-36, PS: See page SR-52)

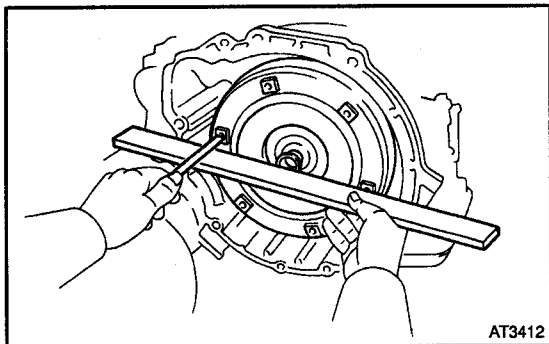


**24. REMOVE TRANSAXLE**

- (a) Remove the 5 bolts.  
**Torque: 64 N·m (653 kgf·cm, 47 ft·lbf)**



- (b) Remove the 2 bolts, and disconnect the LH engine mounting.  
**Torque: 49 N·m (500 kgf·cm, 36 ft·lbf)**
- (c) Separate and remove the transaxle.



## INSTALLATION

### 1. CHECK TORQUE CONVERTER INSTALLATION

Using calipers and a straight edge, measure the distance from the installed surfaced of the transaxle housing to the torque converter.

**Correct distance: 9.3 mm (0.366 in.)**

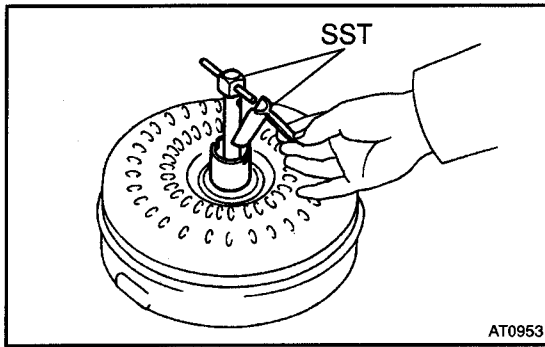
### 2. TRANSAXLE INSTALLATION

Installation is in the reverse order of removal (See page AX-26).

#### HINT:

- After installation, adjust the throttle cable and neutral start switch (See page DI-4).
- Fill ATF and check fluid level (See page DI-4).
- Do test to drive the vehicle (See page DI-4).
- Adjust the hood (See page BO-10).



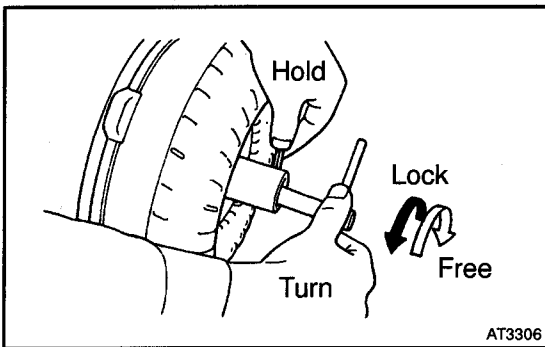


## TORQUE CONVERTER AND DRIVE PLATE INSPECTION

AX00C-02

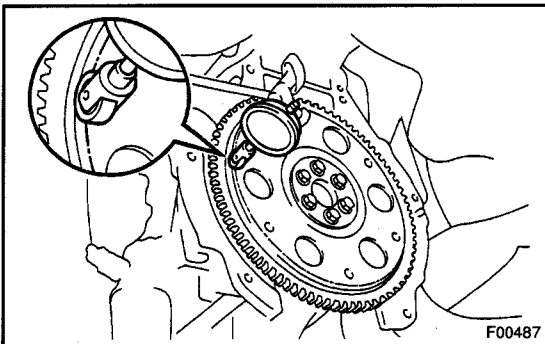
### 1. INSPECT ONE-WAY CLUTCH

- (a) Install SST into the inner race of the one-way clutch.  
SST 09350-32014 (09351-32020)
- (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 (09351-32010)



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

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

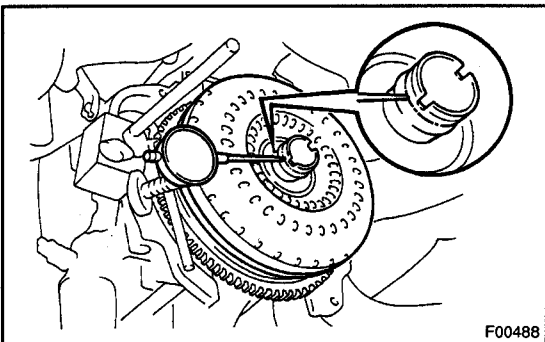


### 2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

- (a) Set up a dial indicator, and measure the drive plate runout.
- (b) Check the damage of the ring gear.  
**Maximum runout: 0.20 mm (0.0079 in.)**

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

**Torque: 88 N·m (900 kgf·cm, 65 ft·lbf)**



### 3. MEASURE TORQUE CONVERTER SLEEVE RUNOUT

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

**Maximum runout: 0.30 mm (0.0118 in.)**

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

**HINT:**

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

- (b) Remove the torque converter.



