

AUTOMATIC TRANSAXLE DISASSEMBLY

A6E561401030A01

Precaution

General notes

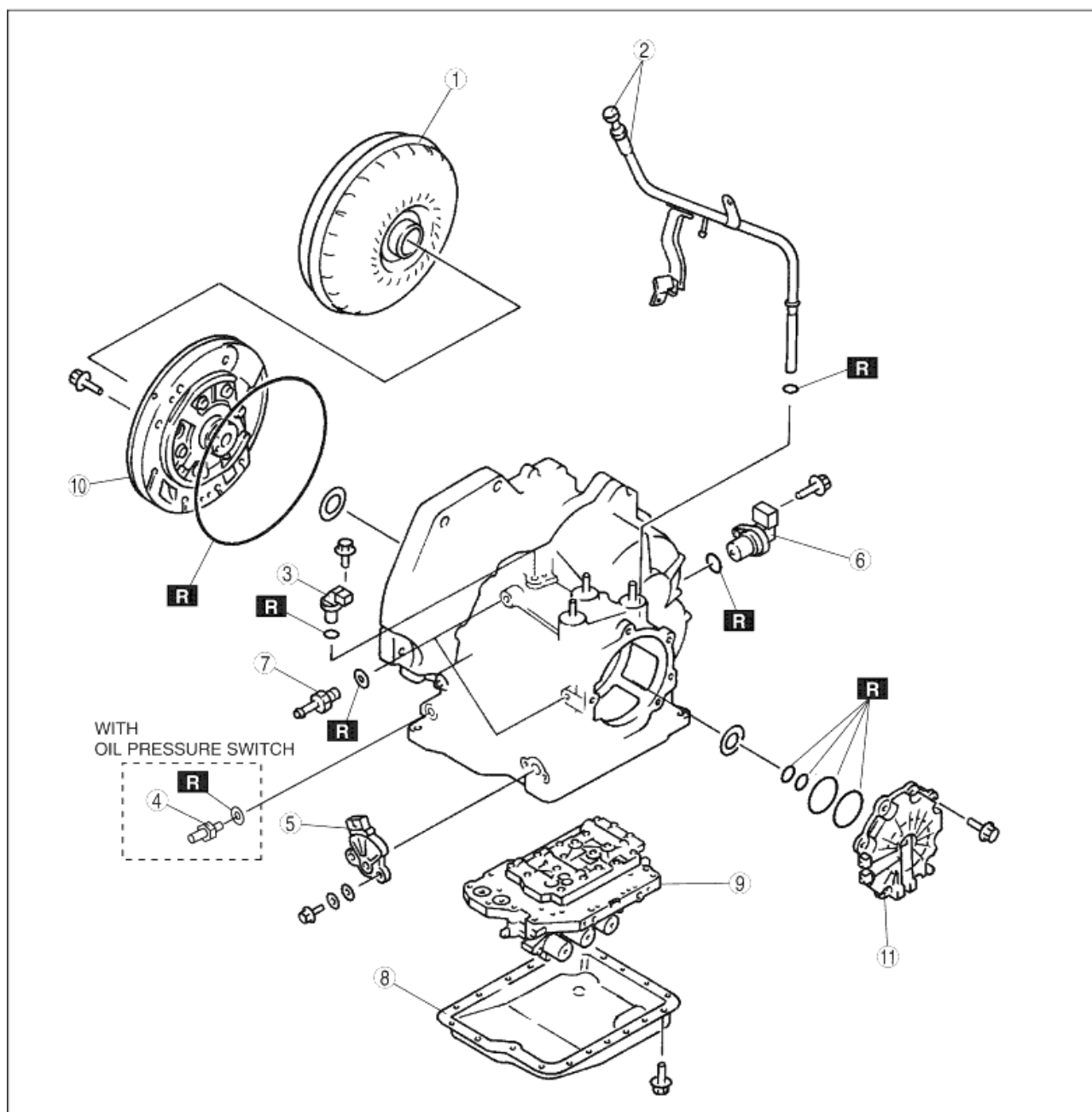
- The oil pan could contain small chips, shavings, and other particles which may be helpful in inspecting the condition of the transaxle and diagnosing certain problems.
To ensure that all foreign particles stay in the oil pan, make sure that the transaxle is never tipped completely over while the oil pan is still installed.
- 1. Disassemble the transaxle in a clean area (dustproof work space) to prevent entry of dust into the mechanisms.
- 2. Inspect the individual transaxle components in accordance with the QUICK DIAGNOSIS CHART during disassembly.
- 3. Use only plastic hammers when applying force to separate the light alloy case joints.
- 4. Never use rags during disassembly; they may leave particles that can clog fluid passage.
- 5. Several parts resemble one another; arrange them so that they do not get mixed up.
- 6. Disassemble the control valve component and thoroughly clean it when the clutch or brake band has burned or when the ATF has degenerated.

Warning

- Although the stand has a self-locking brake system, there is a possibility that the brake may not hold when the transaxle is held in a lopsided position on the stand. This would cause the transaxle to turn suddenly, causing serious injury. Never keep the transaxle tilted to one side. Always hold the rotating handle firmly when turning the transaxle.

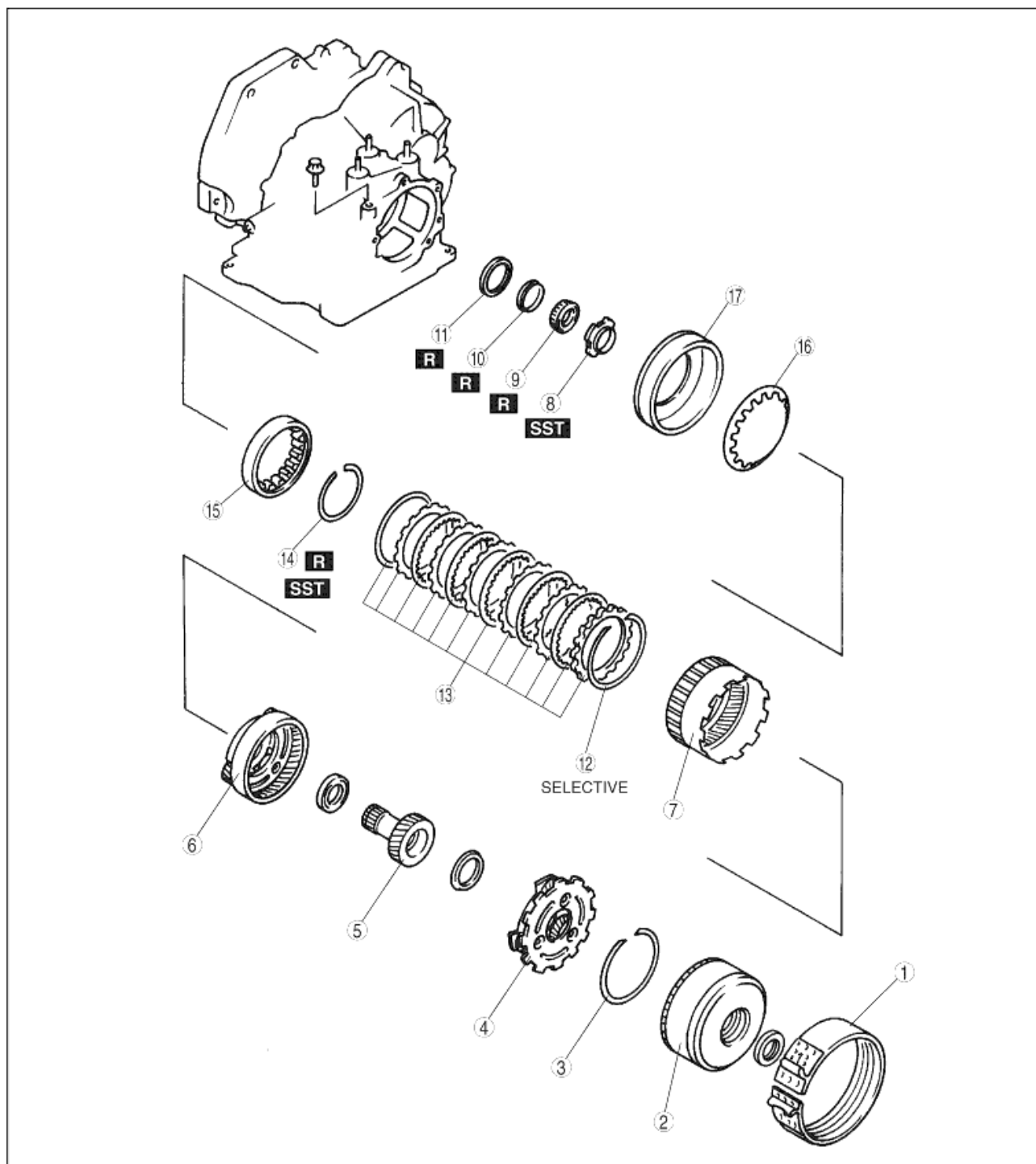
Disassembly

Components



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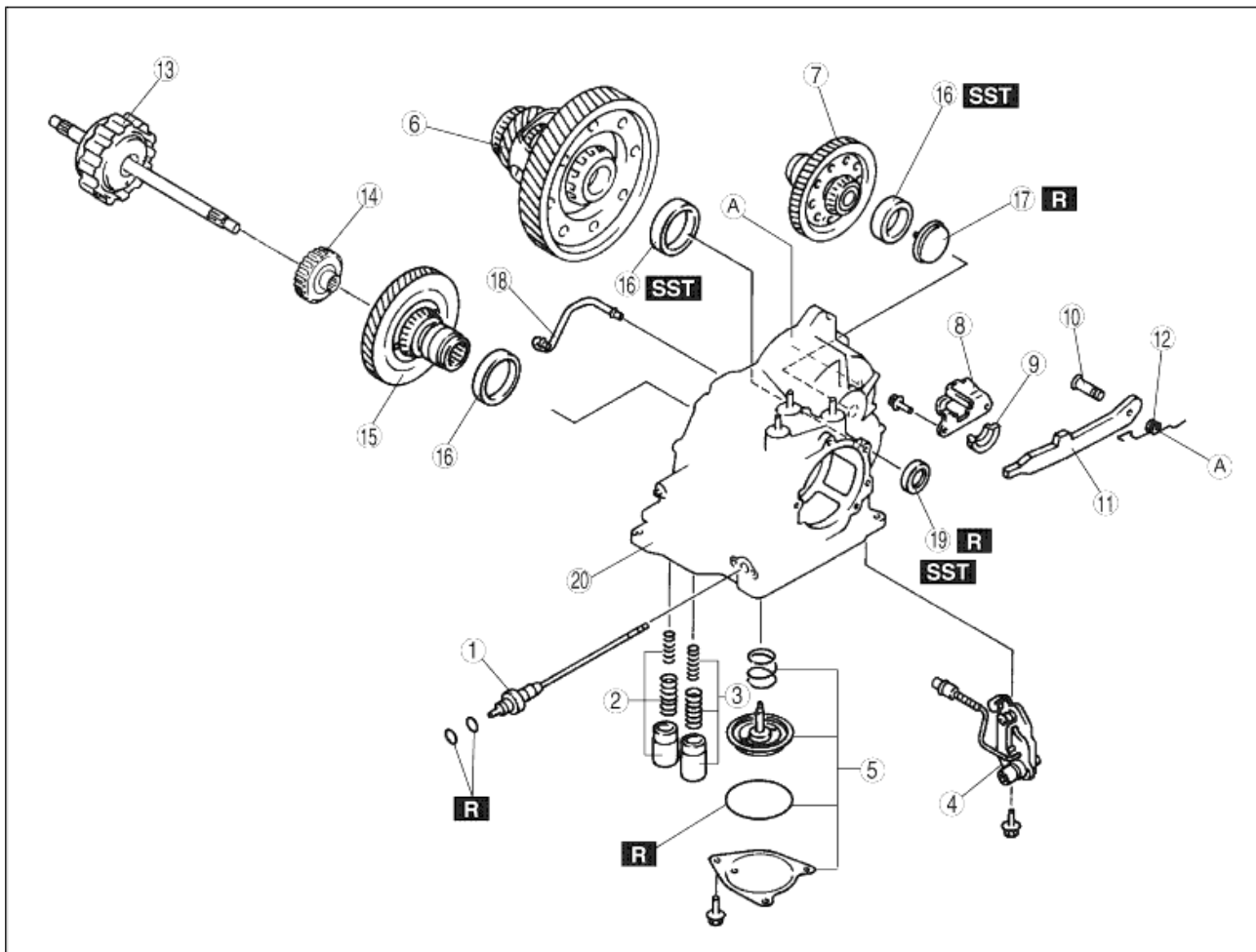
1	Torque converter
2	Oil dipstick and oil filler tube
3	Input/turbine speed sensor
4	Oil pressure switch
5	Transaxle range switch
6	Vehicle speed sensor
7	Connector pipe
8	Oil pan
9	Control valve body component
10	Oil pump
11	End cover



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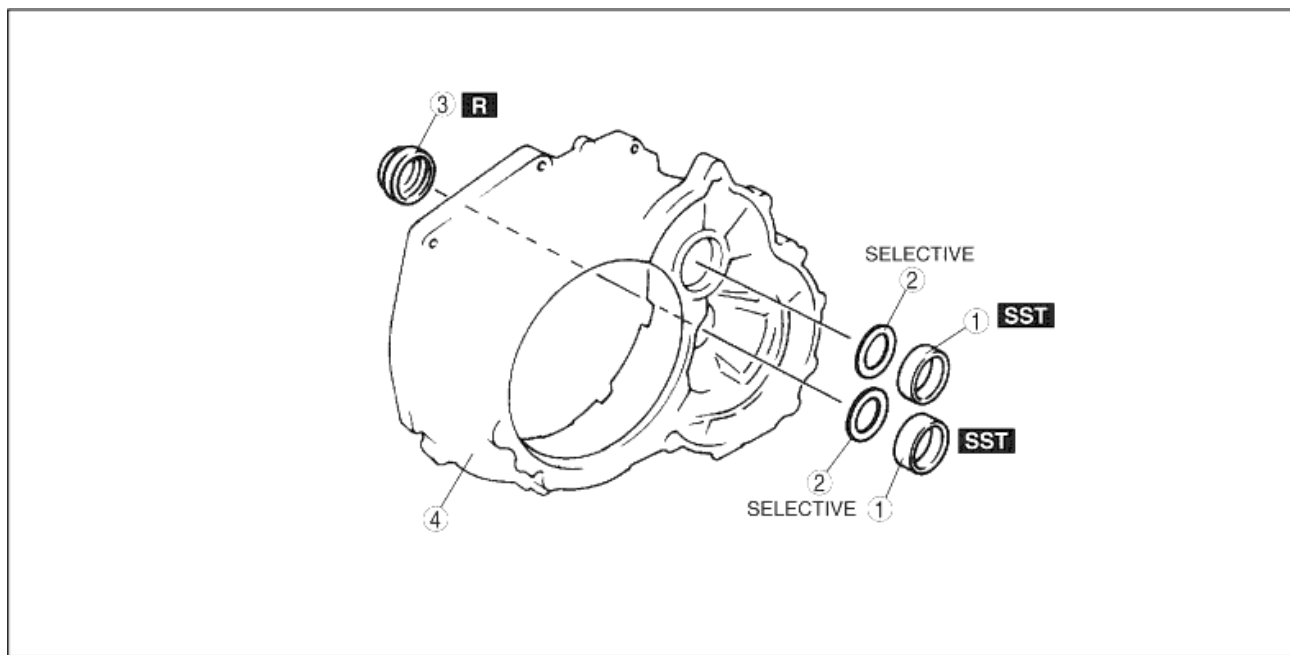
1	2-4 brake band
2	Clutch component
3	Snap ring
4	Rear planetary gear component
5	Front sun gear
6	Front planetary gear component
7	Front internal gear and one-way clutch
8	Lock nut
9	Bearing
10	Distance piece
11	Bearing race
12	Snap ring

13	Low and reverse brake
14	Snap ring
15	One-way clutch inner race
16	Piston return spring
17	Low and reverse brake piston



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1	Manual shaft
2	Servo apply accumulator
3	Forward accumulator
4	Parking rod lever component
5	Band servo
6	Differential
7	Secondary gear and output gear
8	Actuator plate
9	Support actuator
10	Parking pawl shaft
11	Parking pawl
12	Pawl return spring
13	Forward clutch
14	Forward clutch hub
15	Primary gear
16	Bearing race
17	Funnel
18	Oil pipe
19	Oil seal
20	Transaxle case



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1	Bearing race
2	Adjustment shim
3	Oil seal
4	Converter housing

Disassembly procedure

1. Remove the torque converter, and immediately turn it so that the hole faces upward.

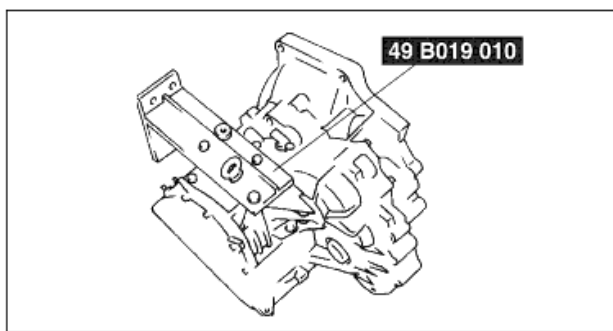
This will help to keep any remaining fluid from spilling.

2. Remove the ATF dipstick and oil filler tube.

3. Remove the O-ring from the oil filler tube.

4. Remove the breather hose.

5. Assemble the **SST**.



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6. Lift the transaxle and mount it on the **SST**.

7. Remove the input/turbine speed sensor.
8. Remove the O-ring from the input/turbine speed sensor.
9. Remove the oil pressure switch. (with oil pressure switch)
10. Remove the transaxle range switch.
11. Remove the vehicle speed sensor.
12. Remove the O-ring from the vehicle speedometer sensor.
13. Remove the connector pipe.

Warning

- Using compressed air can cause dirt and other particles to fly, out, causing injury to the eyes. Wear protective eye wear whenever using compressed air.

Caution

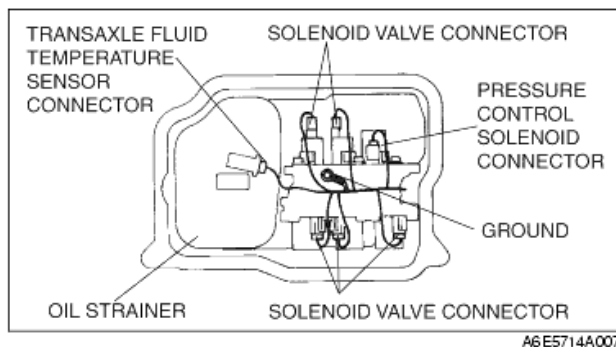
- Clean the transaxle exterior thoroughly with a steam cleaner or cleaning solvents before removal.
- If any old sealant gets into the transaxle during installation of the oil pan, trouble may occur in the transaxle. Remove any old sealant from the transaxle case and oil pan, and clean with cleaning fluids.

14. Remove the oil pan.

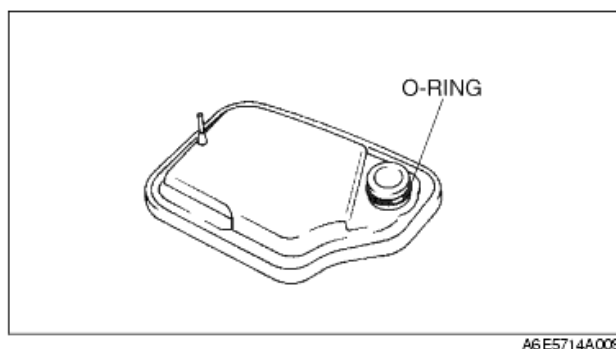
Examine any material found in the pan or on the magnet to determine the condition of the transaxle. If large amounts of material are found, replace the torque converter and carefully inspect the transaxle for the cause.

- (1) Clutch facing material
 - Drive plate and brake band wear
- (2) Steel (magnetic)
 - Bearing, gear, and driven plate wear
- (3) Aluminum (nonmagnetic)
 - Aluminum part wear

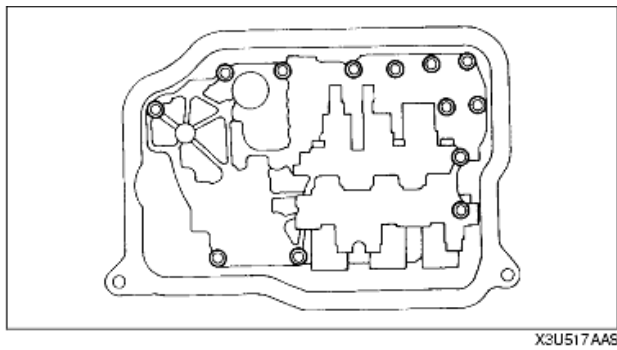
15. Disconnect the solenoid valve connector, ground, and transaxle fluid temperature sensor connector.



16. Remove the oil strainer.
17. Remove the O-ring from the oil strainer.



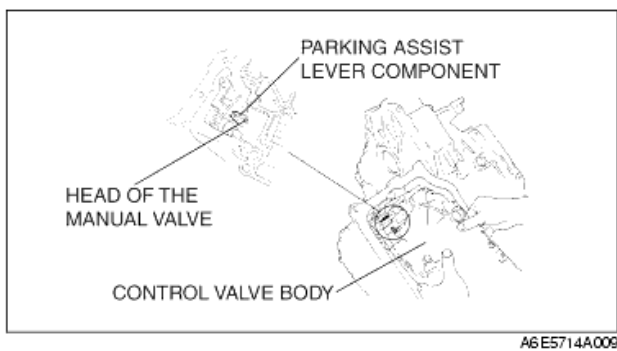
18. Remove the bolts as shown in the figure.



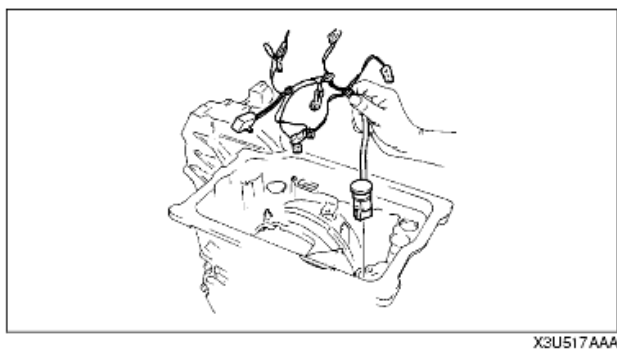
Note

- Remove the control valve body by removing the head of the manual valve from the port of the parking assist lever component.

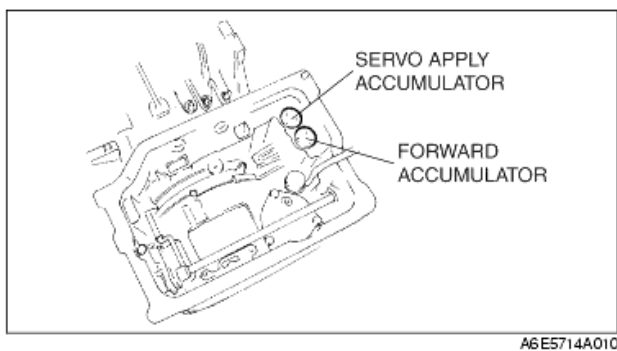
19. Remove the control valve body.



20. Remove the coupler component.

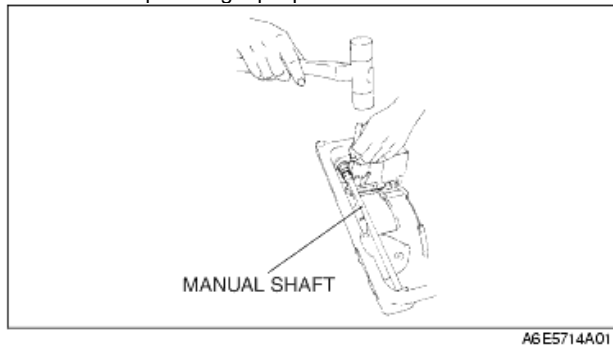


21. Remove the accumulator component.

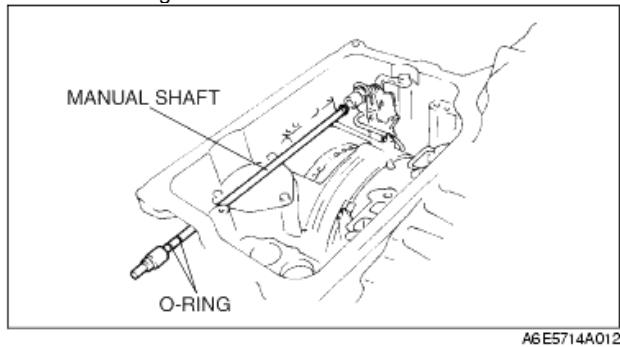


22. Remove the manual shaft.

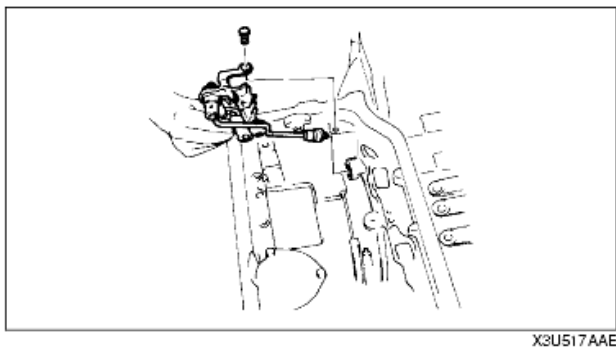
- (1) Remove the roll pin using a pin punch.



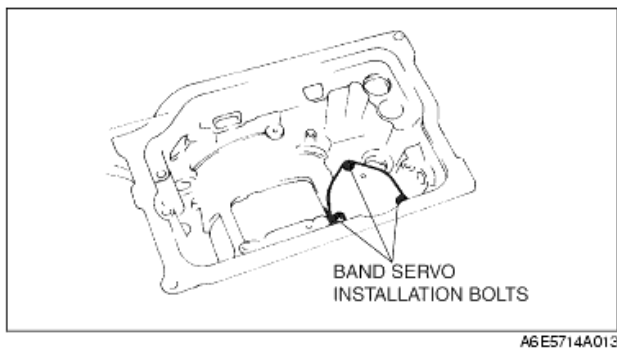
- (2) Remove the manual shaft.
(3) Remove the O-ring from the manual shaft.



23. Remove the parking rod lever component.

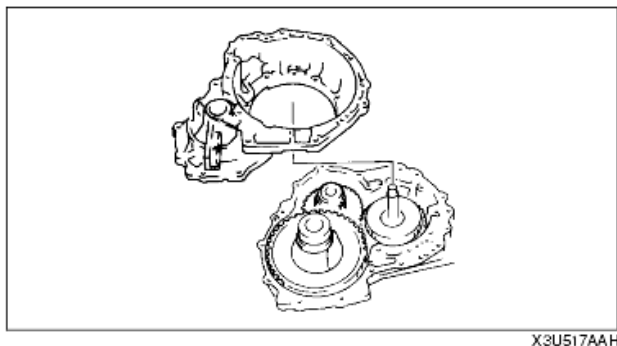


24. Remove the band servo component.

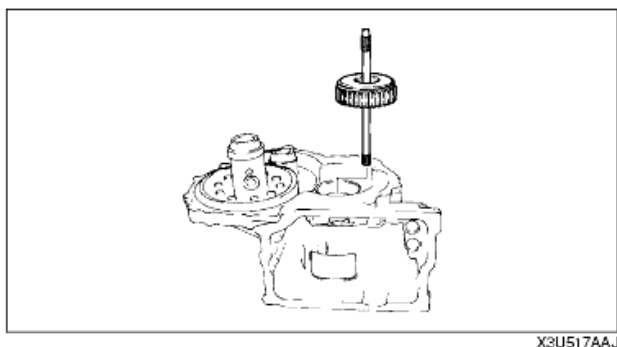


25. Remove the oil pump using the SST.

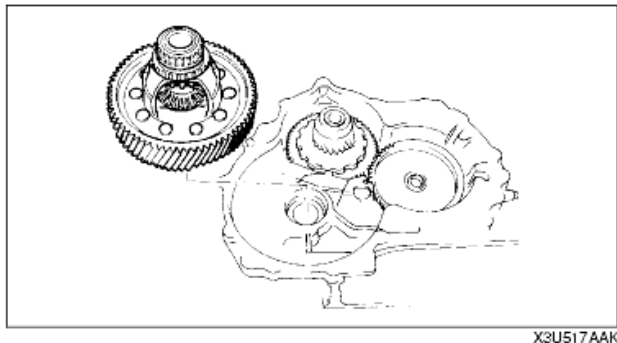
26. Remove the converter housing by tapping lightly with a plastic hammer.



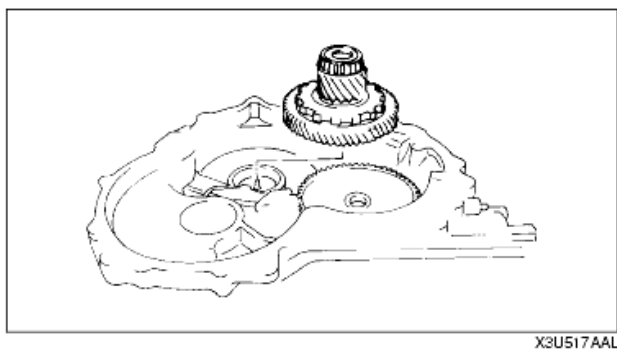
27. Remove the forward clutch component.



28. Remove the differential.

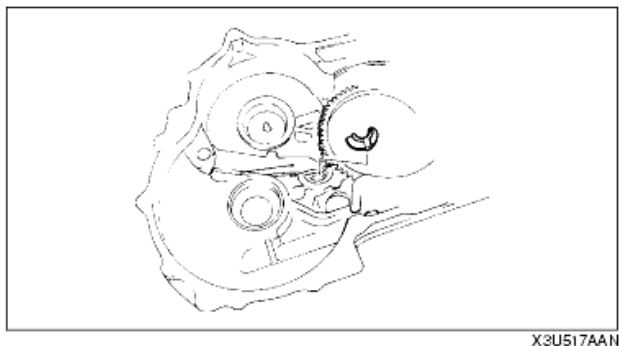


29. Remove the secondary gear and output gear.

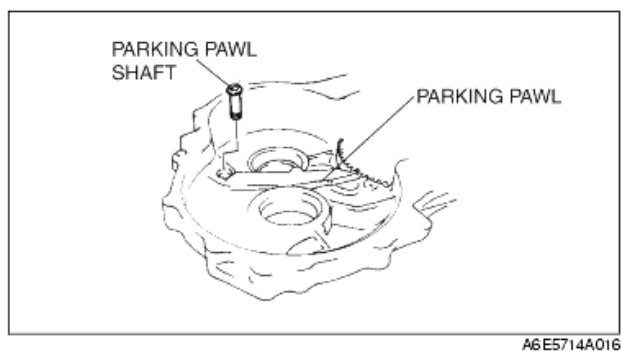


30. Remove the actuator plate.

31. Remove the support actuator.

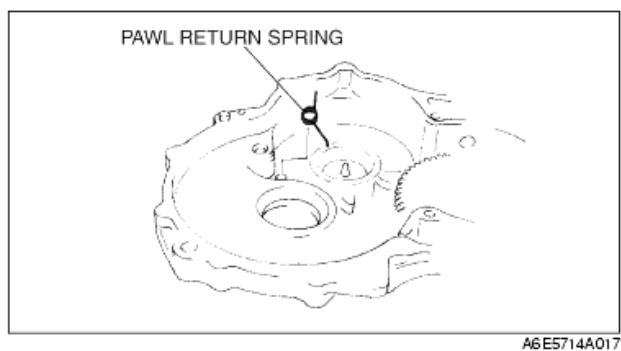


32. Pull out the parking pawl shaft.



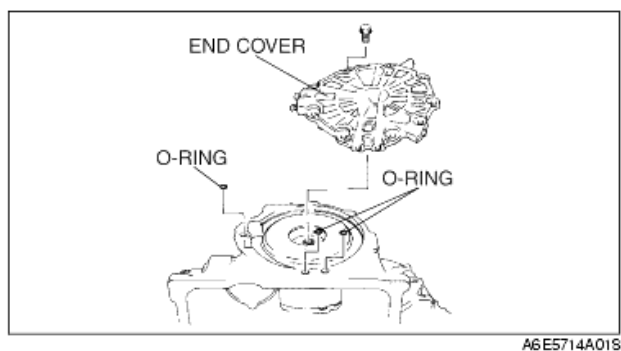
33. Remove the parking pawl.

34. Remove the pawl return spring.

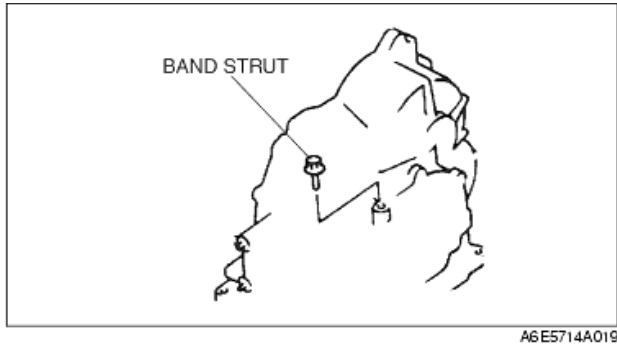


35. Remove the end cover.

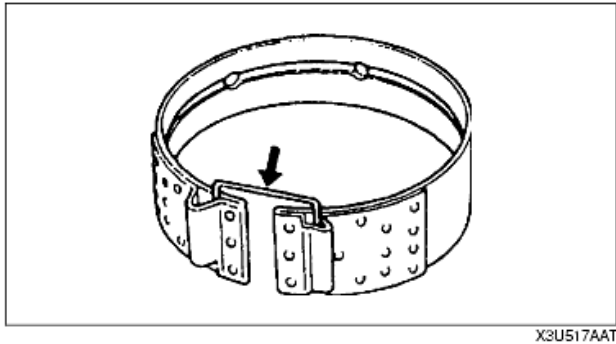
36. Remove the O-ring from the transaxle case.



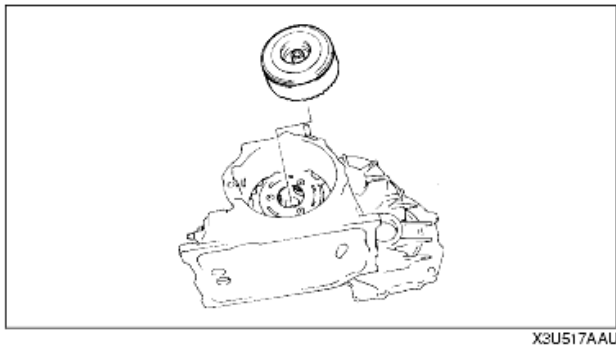
37. Remove the band strut.



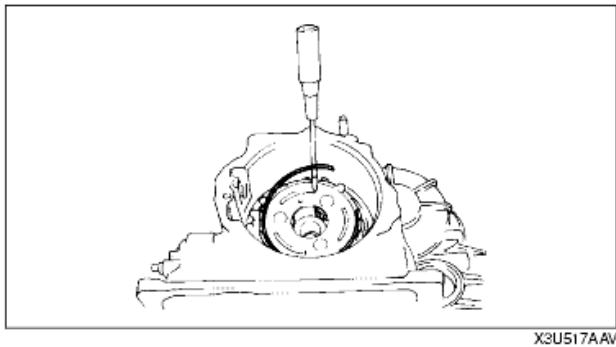
38. Remove the 2-4 brake band, and hold it together using a piece of wire as shown in the figure.



39. Remove the clutch component.

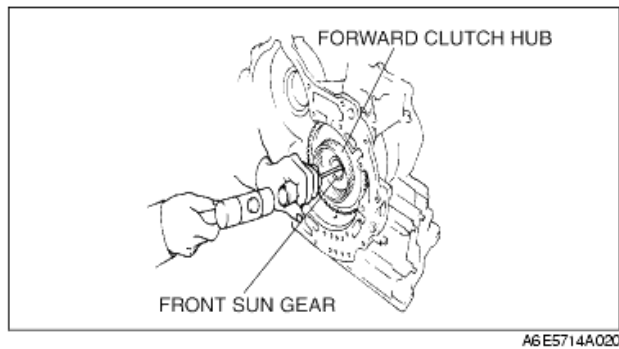


40. Remove the snap ring.



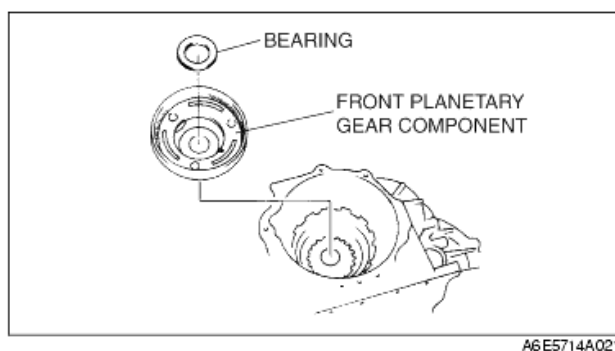
41. Remove the rear planetary gear component.

42. Remove the front sun gear by tapping its end with a flathead screwdriver, etc. as shown in the figure.

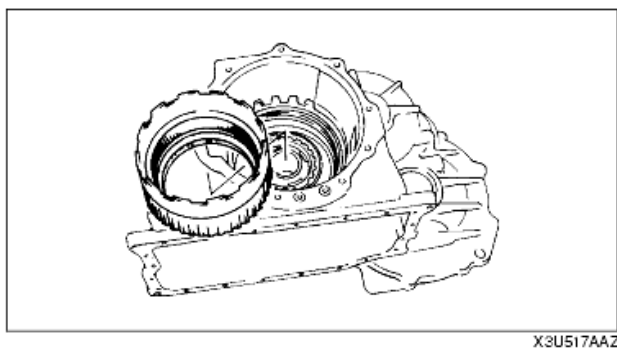


43. Remove the forward clutch hub.

44. Remove the front planetary gear component.

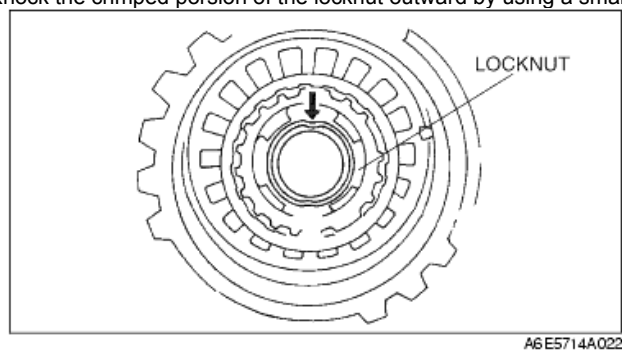


45. Remove the front internal gear and one-way clutch component.

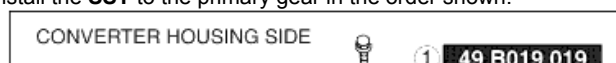


46. Remove the locknut.

(1) Knock the crimped portion of the locknut outward by using a small chisel and a hammer.

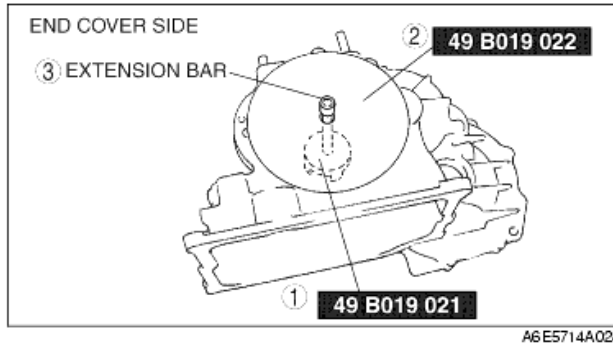


(2) Install the **SST** to the primary gear in the order shown.

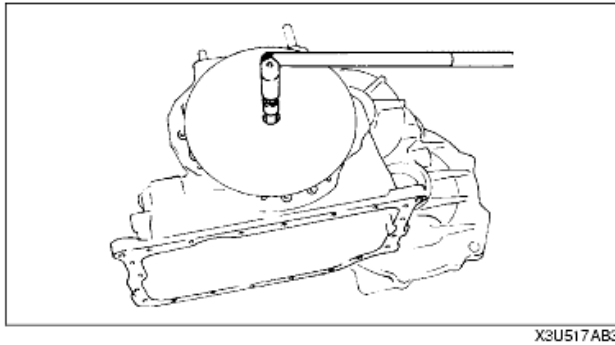


Tightening torque
19-25 N·m {1.9-2.6 kgf·m, 14-18 ft·lb}

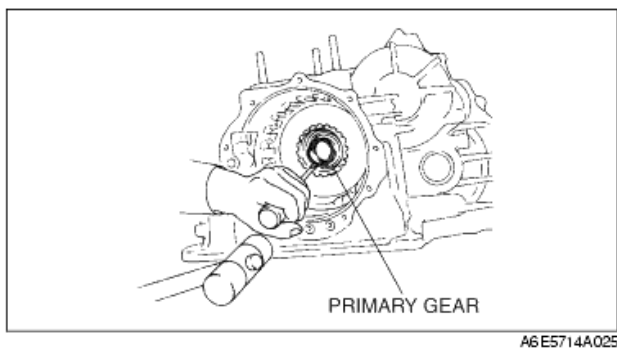
- (3) Install the **SST** to the locknut in the order shown.



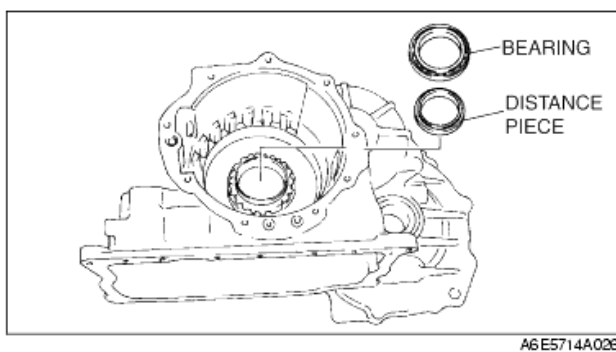
- (4) Remove the locknut.



47. Remove the primary gear by tapping it with a flathead screwdriver, etc. as shown in the figure.



48. Remove the bearing and distance piece.

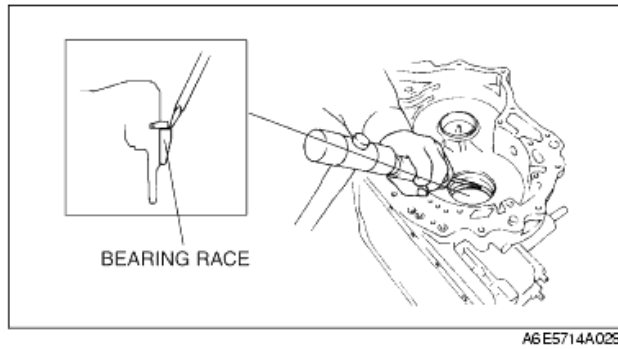


Caution

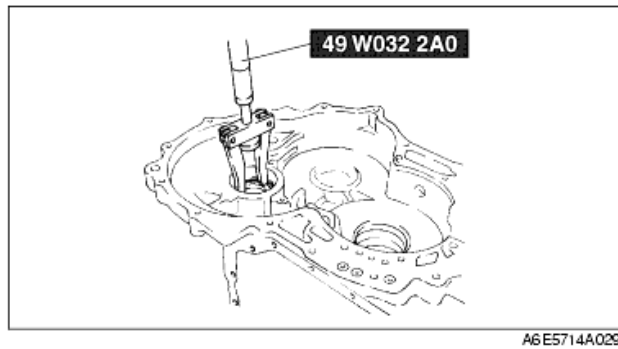
- Removing the bearing race using a flathead screwdriver can damage the inside of the bearing race. Handle the flathead screwdriver carefully.

49. Remove the bearing race indicated in the figure from the end cover side using a flathead screwdriver, etc.

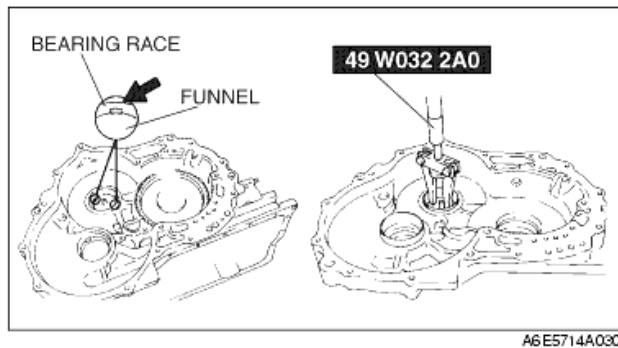
50. Remove the bearing race indicated in the figure from the converter housing side using a flathead screwdriver, etc.



51. Remove the bearing race using the **SST** as shown in the figure.



52. Tap the funnel at the areas indicated in the figure using a flathead screwdriver, etc. to make gaps big enough to installing the **SST**. Then remove the bearing race.



53. Remove the funnel

Caution

- Removing the oil pipe using a flathead screwdriver can damage the oil pipe. Handle the flathead screwdriver carefully.

54. Remove the oil pipe.

