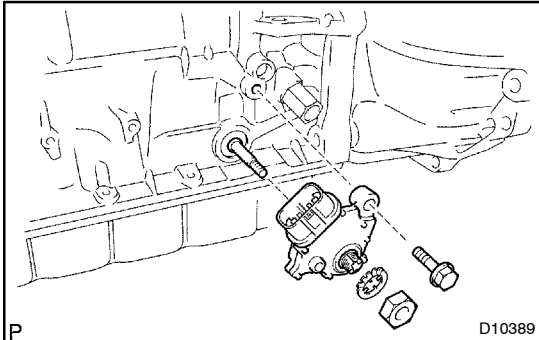


## DISASSEMBLY

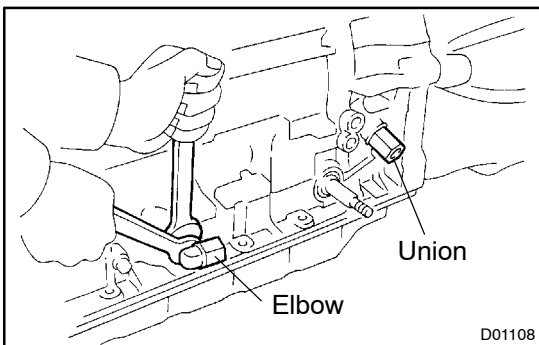
### 1. REMOVE CONTROL SHAFT LEVER

Remove the nut, washer and control shaft lever.



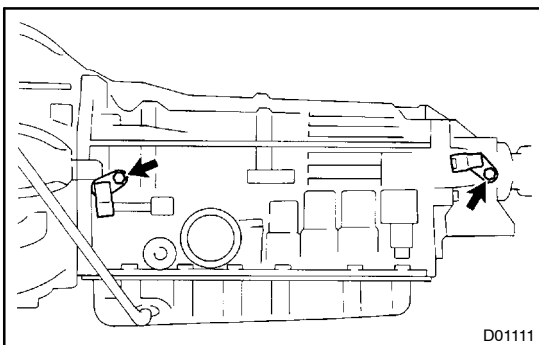
### 2. REMOVE PARK/NEUTRAL POSITION SWITCH

- Using a screwdriver, unstake the lock washer.
- Remove the lock washer, nut and bolt.
- Remove the park/neutral position switch.



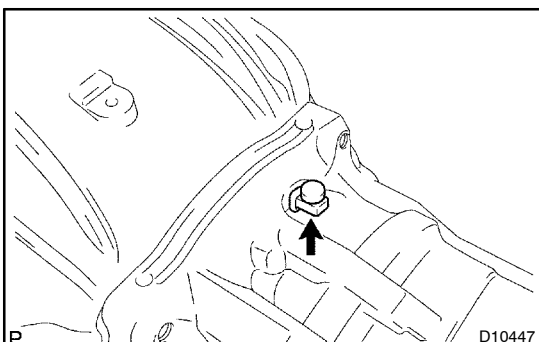
### 3. REMOVE UNION AND ELBOW

- Remove the union and elbow.
- Remove the 2 O-rings from the union and elbow.



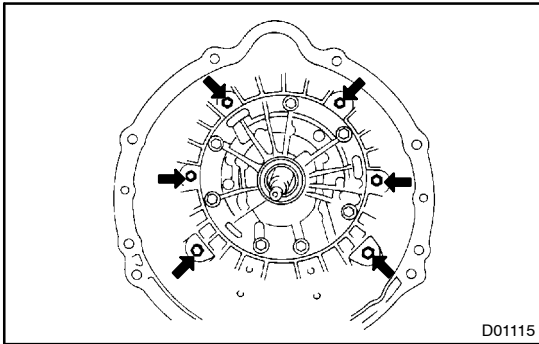
### 4. REMOVE SPEED SENSOR

- Remove the 2 bolts and 2 speed sensors.
- Remove the O-ring from each one.

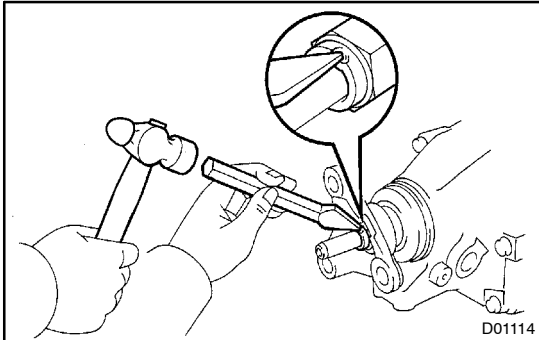


### 5. REMOVE TRANSMISSION HOUSING

- Remove the breather plug.



- (b) Remove the 6 bolts.
- (c) Remove the transmission housing.

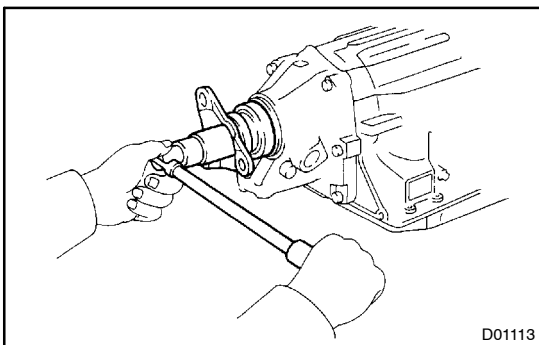


## 6. REMOVE TRANSMISSION OUTPUT FLANGE

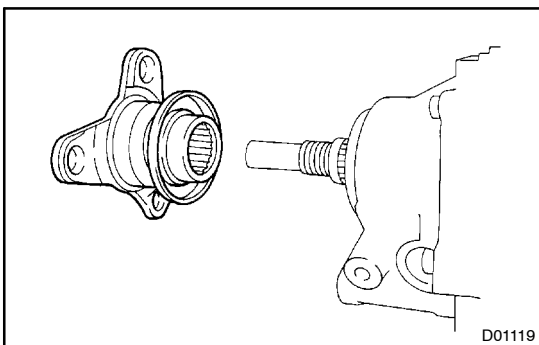
- (a) Using a hammer and chisel, loosen the staked part of the nut.

HINT:

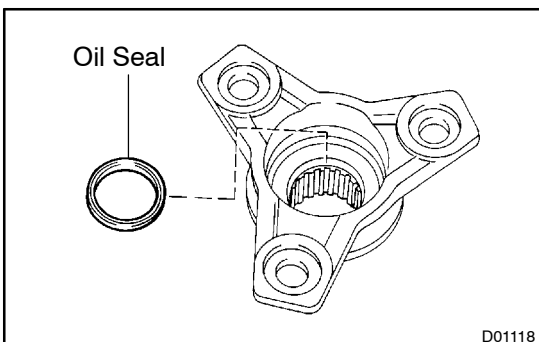
Shift the manual valve lever to the P position.



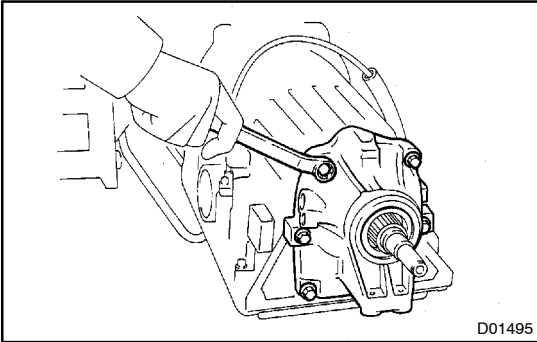
- (b) Using a deeper socket wrench of 30 mm, remove the nut.



- (c) Remove the output flange.



- (d) Remove the oil seal from the output flange.



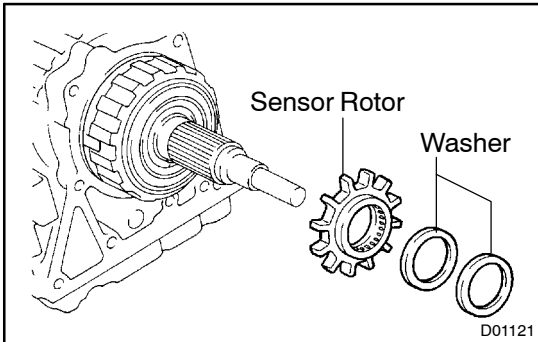
## 7. REMOVE EXTENSION HOUSING

- (a) Remove the 6 bolts.
- (b) Remove the extension housing.

### HINT:

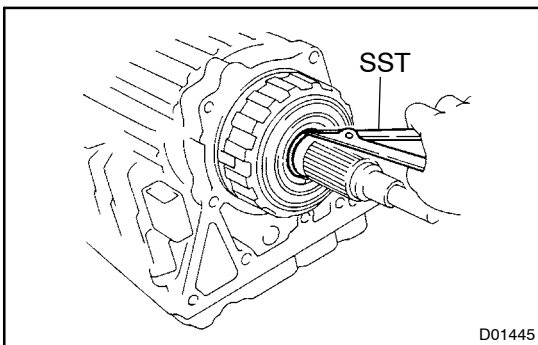
Using a brass bar and hammer.

- (c) Remove the gasket from the extension housing.



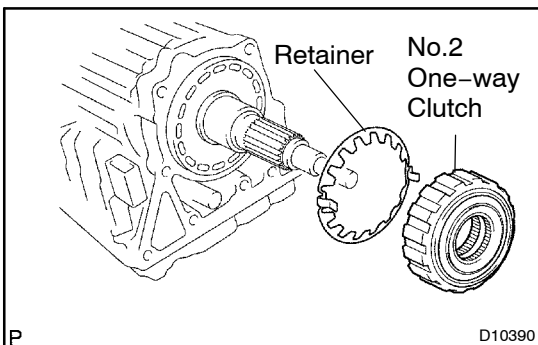
## 8. REMOVE VEHICLE SPEED SENSOR ROTOR

Remove the 2 washers and vehicle speed sensor rotor from the output shaft.

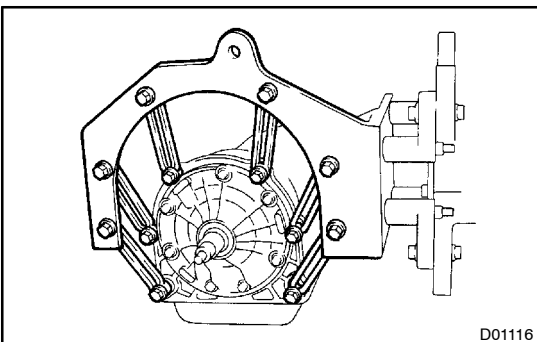


## 9. REMOVE ONE-WAY CLUTCH

- (a) Using SST, remove the snap ring.  
SST 09350-30020 (09350-07070)



- (b) Remove the No.2 one-way clutch and the retainer.



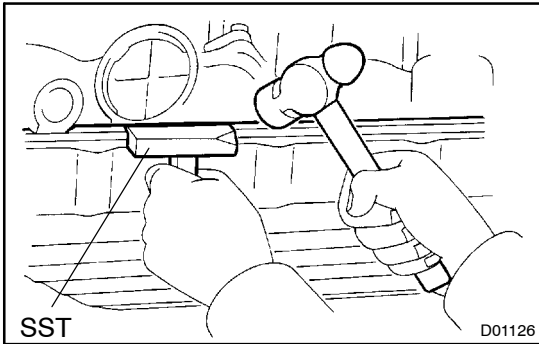
## 10. INSTALL TRANSMISSION CASE ON OVERHAUL ATTACHMENT

## 11. REMOVE OIL PAN

### NOTICE:

Do not turn the transmission over as this will contaminate the valve body with any foreign matter at the bottom of the pan.

- (a) Remove the 19 bolts.

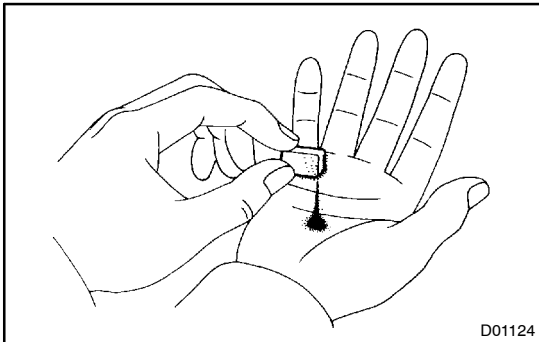


- (b) Insert the blade of SST between the transmission case and oil pan, cut off applied sealer.

SST 09032-00100

**NOTICE:**

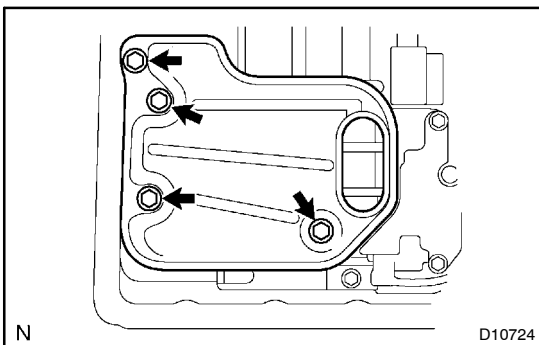
**Be careful not to damage the oil pan flange.**



**12. EXAMINE PARTICLES IN PAN**

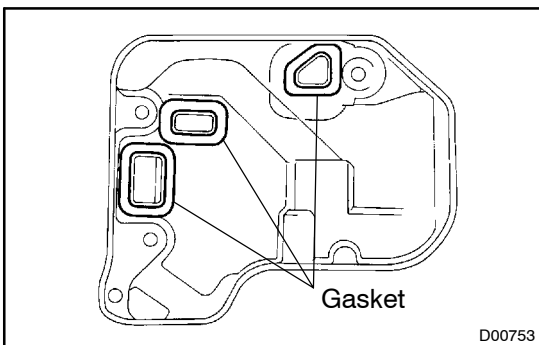
Remove the magnets and use them to collect steel particles. Carefully look at the foreign matter and particles in the pan and on the magnets to anticipate the type of wear you will find in the transmission.

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

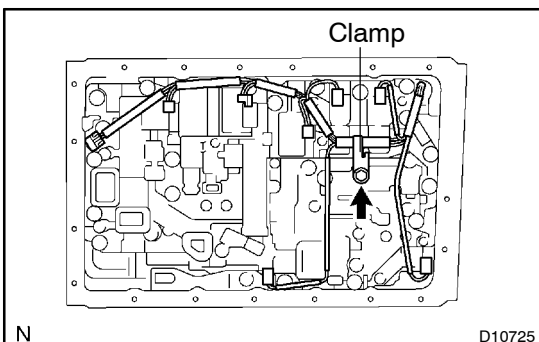


**13. REMOVE OIL STRAINER**

- (a) Turn over the transmission.
- (b) Remove the 4 bolts holding the oil strainer to the valve body.

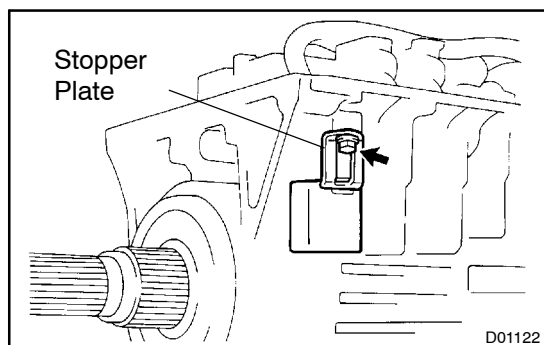


- (c) Remove the 3 gaskets from the oil strainer.

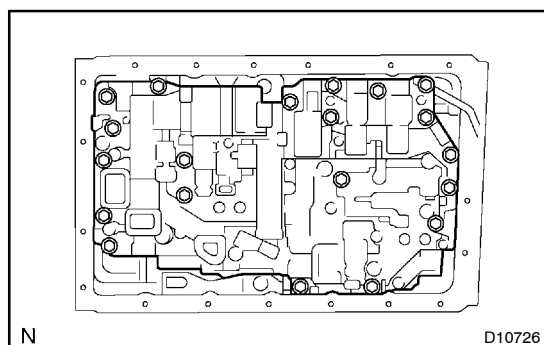


**14. REMOVE TRANSMISSION WIRE**

- (a) Remove the ATF temperature sensor.
- (b) Remove the bolt and clamp.
- (c) Disconnect the 7 connectors from the shift solenoid valves.

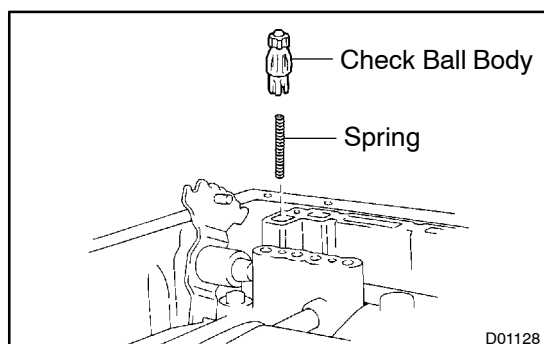


- (d) Remove the bolt and stopper plate from the case.
- (e) Pull the transmission wire out of the transmission case.
- (f) Remove the O-ring from the grommet.



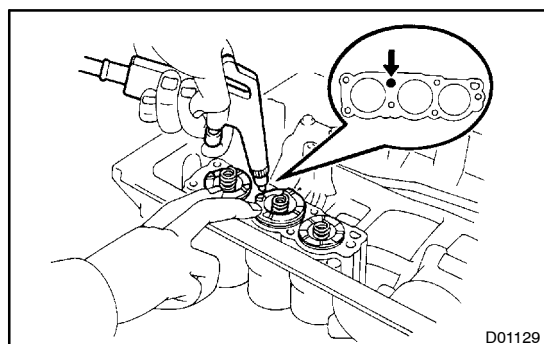
### 15. REMOVE VALVE BODY

- (a) Remove the 20 bolts.
- (b) Remove the valve body.



### 16. REMOVE CHECK BALL BODY

Remove the check ball body and spring.

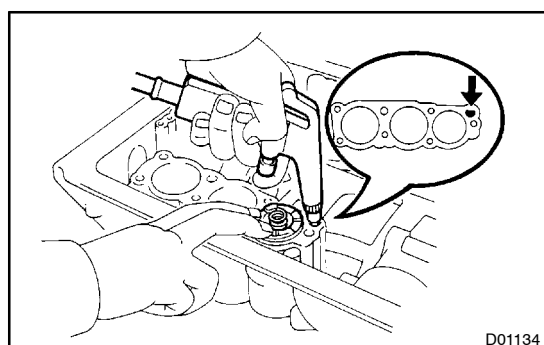


### 17. REMOVE ACCUMULATOR SPRING AND PISTON

- (a) Applying compressed air to the oil hole, remove the  $B_2$  and  $C_2$  accumulator pistons and springs.
- (b) Remove the O-rings from each pistons.

#### NOTICE:

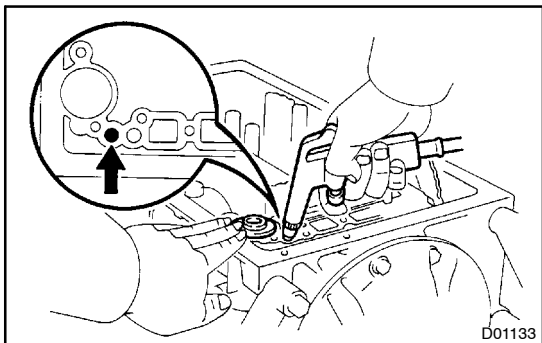
Take care as the  $B_0$  and  $C_0$  accumulator piston may jump out.



- (c) Applying compressed air to the oil hole, remove the  $B_0$  accumulator piston and spring.
- (d) Remove the O-rings from the piston.

#### NOTICE:

Take care as the  $C_0$  accumulator piston may jump out.

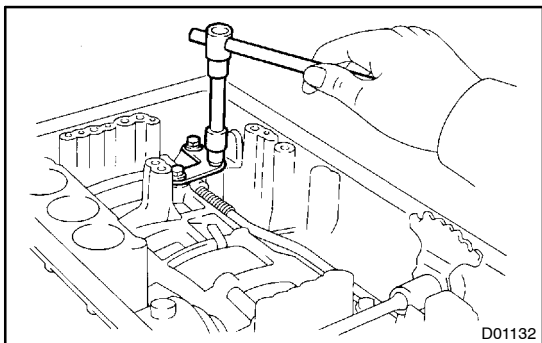


- (e) Applying compressed air to the oil hole, remove the C<sub>0</sub> accumulator piston and spring.

**HINT:**

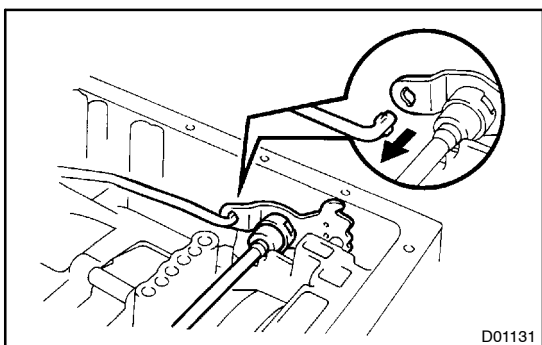
The C<sub>0</sub> accumulator piston is deviated in 2 parts, so if only the top part is removed, after removing the spring reapply compressed air to remove the bottom part.

- (f) Remove the O-rings from the piston.

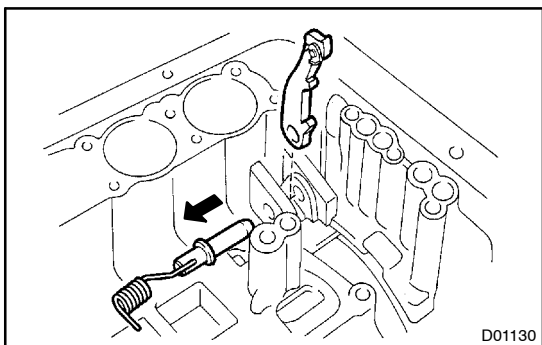


**18. REMOVE PARKING LOCK ROD AND PAWL**

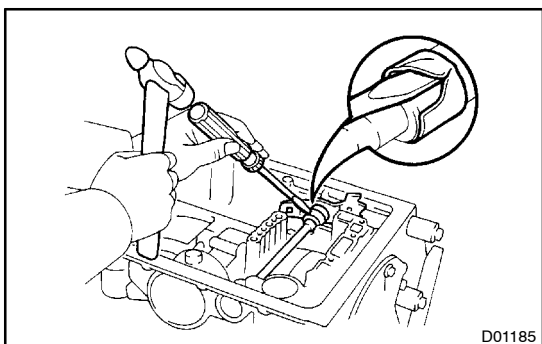
- (a) Remove the 3 bolts and parking lock pawl bracket.



- (b) Disconnect the parking lock rod from the manual valve lever.



- (c) Pull out the parking lock pawl shaft from the front side, then remove the lock pawl and spring.
- (d) Remove the E-ring from the shaft.



**19. REMOVE MANUAL VALVE LEVER SHAFT**

- (a) Using a hammer and screwdriver, cut off the spacer and remove it from the shaft.