

MANUAL SELECTOR

REMOVAL

- 1) Remove selector knob screws and then selector knob.
- 2) Remove parking brake lever cover and then console box.
- 3) Remove select indicator assembly.
- 4) Remove illumination lamp coupler.
- 5) Remove select cable from selector lever. (if equipped)
- 6) Remove interlock cable. (if equipped)
- 7) Remove shift lock solenoid coupler. (if equipped)
- 8) Raise vehicle.
- 9) Remove 4 housing nuts.
- 10) Remove lever housing with selector lever from floor.

NOTE:

- Knob and push button must not be disassembled.
- Do not drive out detent pin.

INSTALLATION

Assemble selector by reversing removal procedure, replacing parts with new ones as necessary.

Apply grease to portions indicated as "A" in left figure.

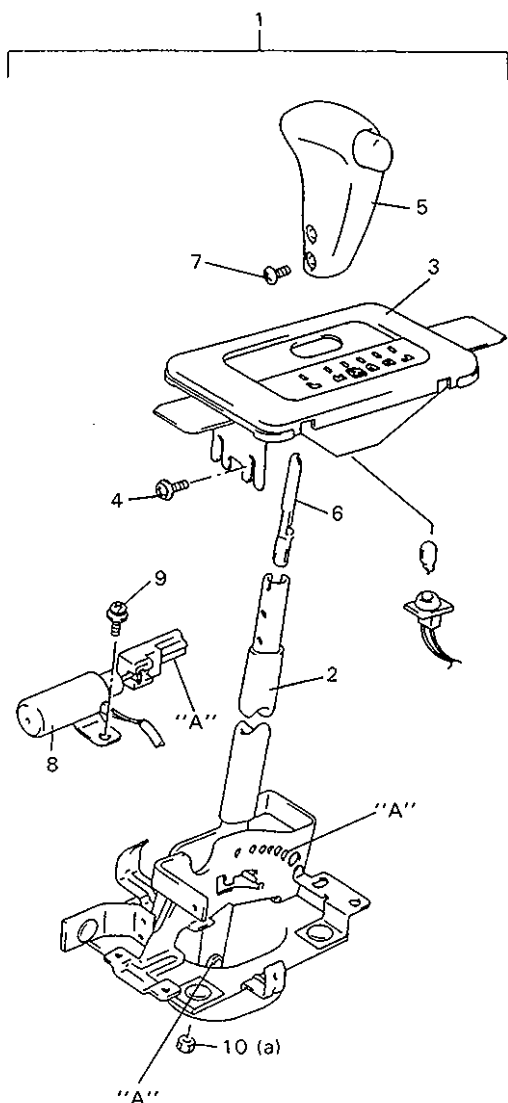
"A": SUZUKI SUPER GREASE A (99000-25010)

NOTE:

- When installing knob, make sure that there is a slight clearance between detent pin and cam bottom when knob button is pushed in all the way.
- Check selector for proper operation as follows.
 1. With knob button pushed half way, N to R and D to 2 shifts are available (but not any other shift).
 2. With knob button pushed all the way in, 2 to L and R to P shifts are available.
- For adjustment of interlock cable, refer to p. 7B-59.
- Check that illumination lamp lights when light switch is turned ON.

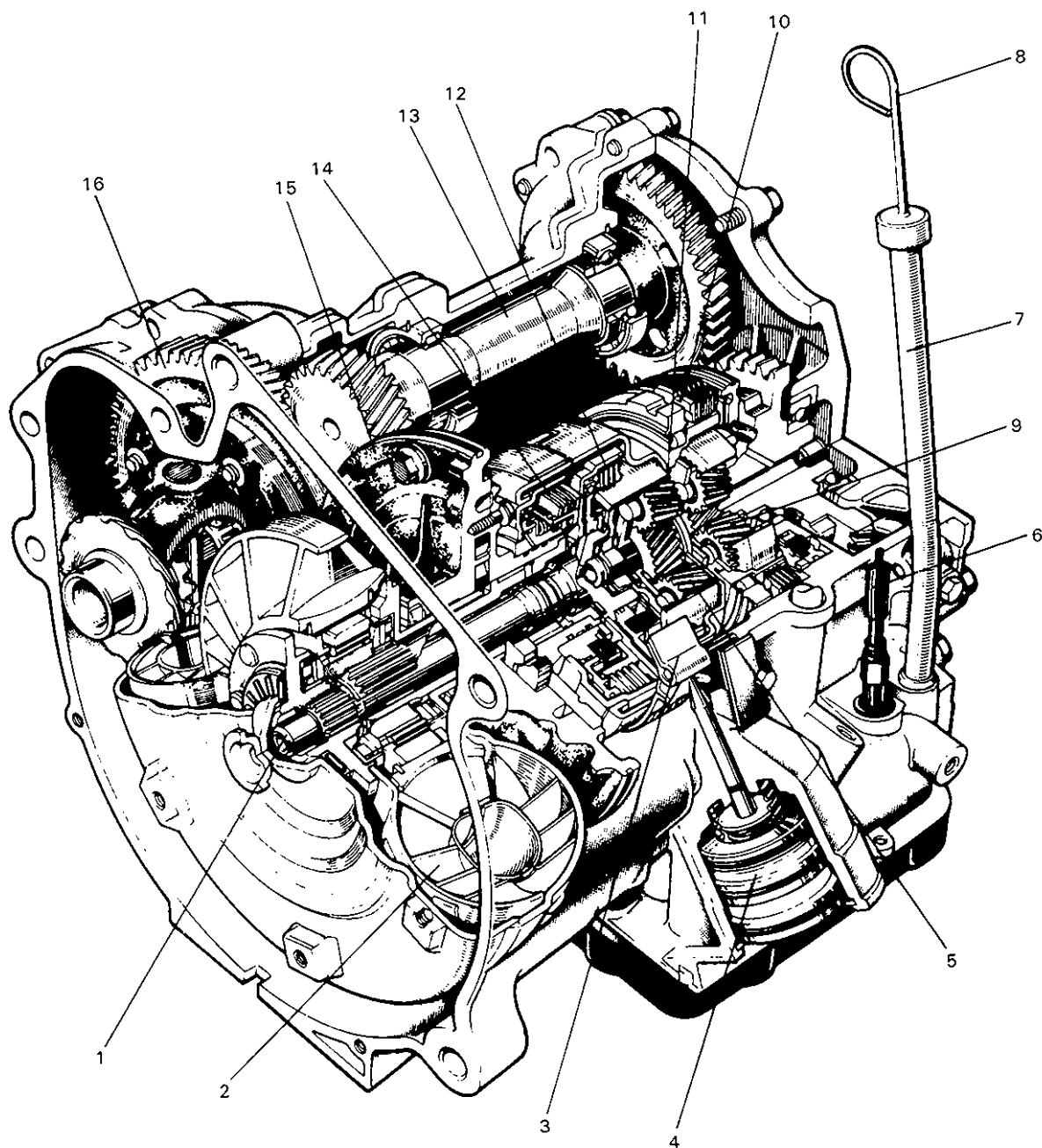
Tightening Torque

(a): 20 N·m (2.0 kg-m, 14.5 lb-ft)

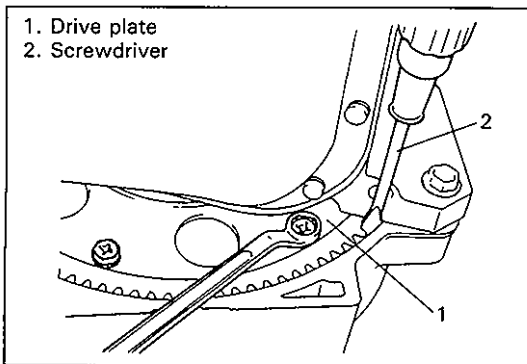


1. Selector assembly
2. Selector lever assembly
3. Indicator assembly
4. Screw
5. Knob assembly
6. Detent release guide
7. Screw
8. Solenoid (if equipped)
9. Screw (if equipped)
10. Housing nut

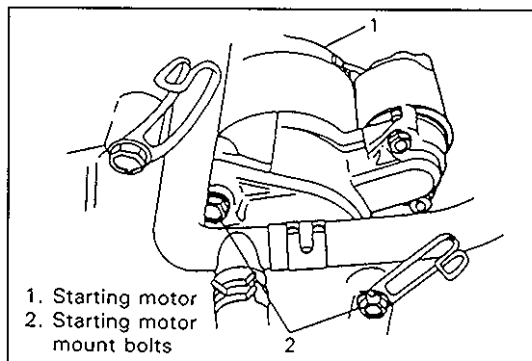
TRANSMISSION UNIT REPAIR OVERHAUL



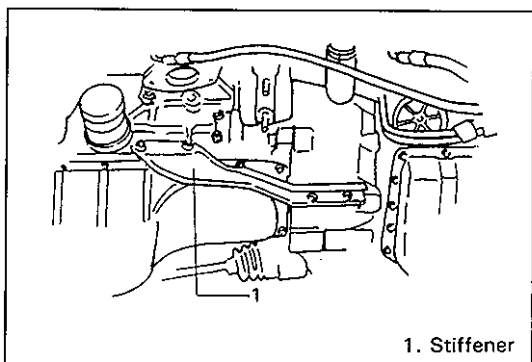
- | | |
|-------------------------------|------------------------|
| 1. Input shaft | 9. Rear planetary gear |
| 2. Torque converter | 10. 1st-reverse brake |
| 3. Second brake band | 11. One-way clutch |
| 4. Second brake piston cover | 12. Forward clutch |
| 5. Front planetary gear | 13. Countershaft |
| 6. Oil pressure control cable | 14. Direct clutch |
| 7. Oil filler tube | 15. Oil pump |
| 8. Oil level gauge | 16. Differential |



61G00-7B-71-1



61G00-7B-67-2



61G00-7B-67-3

DISMOUNTING

- 1) Take down engine with transmission. (Refer to Section 6A1.)
- 2) Remove torque converter housing lower plate.
- 3) Remove drive plate bolts.
To lock drive plate, engage a minus screwdriver with the drive plate gear.

- 4) Remove starter motor.

- 5) Remove transmission stiffener.

- 6) Remove bolts and nuts fastening engine and transmission, and remove transmission from engine. (Refer to Section 6A1.)

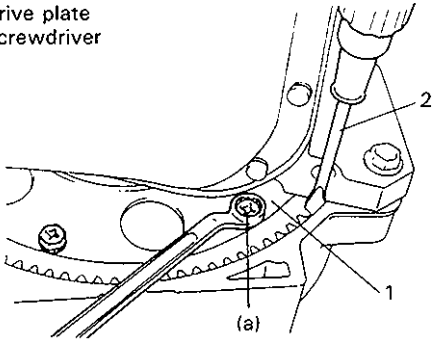
NOTE:

When removing transmission from engine, move it in parallel with crankshaft and use care so as not to apply excessive force to drive plate and torque converter.

WARNING:

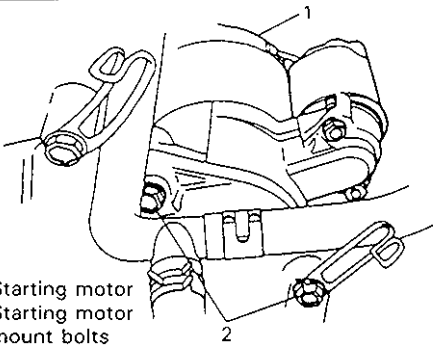
Be sure to keep transmission with torque converter horizontal or facing up throughout the work. Should it be tilted with torque converter down, converter may fall off and cause personal injury .

1. Drive plate
2. Screwdriver



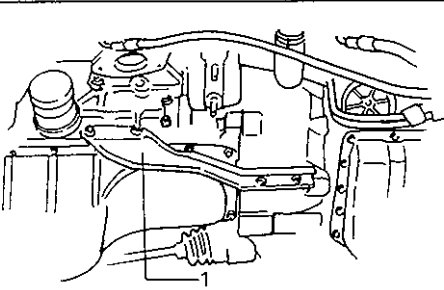
61G00-7B-68-1

1. Starting motor
2. Starting motor mount bolts



61G00-7B-68-2

1. Stiffener



61G00-7B-68-3

REMOUNTING

Reverse dismounting procedure.

The important steps in installation are as follows.

- Tighten drive plate bolts to specified torque.

Tightening Torque

(a): 18.5 N·m (1.85 kg-m, 13.5 lb-ft)

- Tighten starting motor mounting bolts.

- Tighten transmission stiffener mounting bolts.
- Remount engine with transmission according to procedure described in Section 6A1.

- Set each clamp for wiring securely.
- Adjust oil pressure control cable.
- Adjust select cable.
- Refill fluid and adjust its level at normal operating temperature.
- Check to confirm engine and transmission function acceptably.
- Make sure that there is no evidence of fluid leakage.

COOLER LINE FLUSHING

In a major transmission failure, where particles of metal have been carried with the fluid throughout transmission, it will be necessary to flush out oil cooled and connecting lines thoroughly.

61G00-7B-68-4