

GROUP 23C

AUTOMATIC TRANSAXLE OVERHAUL <F5A5A>

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GENERAL DESCRIPTION

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This automatic transaxle is made up of the following main parts.

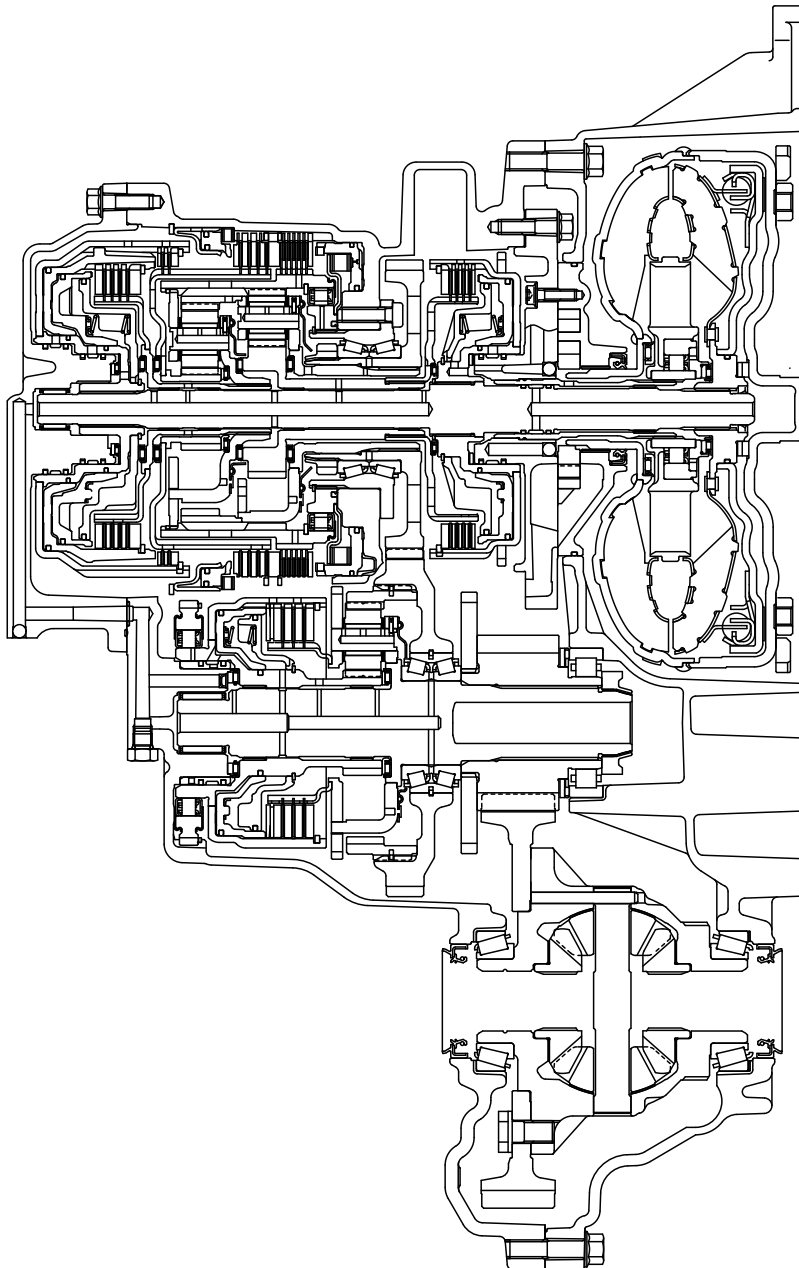
The torque converter employs a 3 element, 1 step, 2 phase lock-up clutch.

The gear train is made up of 4 multi-plate clutches, 2 multi-plate brakes, 2 planetary gears, band type brake and 2 one-way clutch made up of a sun gear, carrier, pinion gear and annulus gear.

The cases consist of a converter housing, transaxle case, rear cover and a valve body cover.

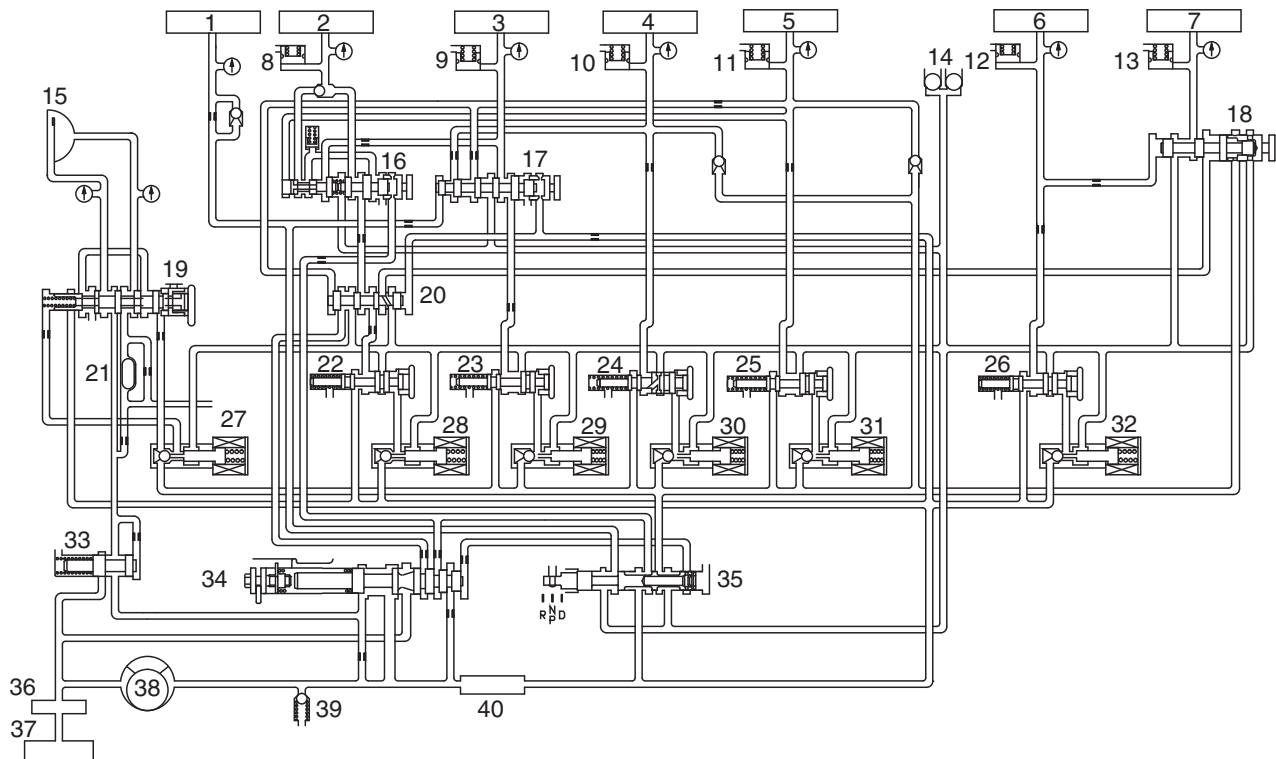
Parts related to oil pressure regulation are the oil pump, which pressurizes the oil; the regulator, which controls the pressure setting; the solenoid valves, which change the oil pressure with electrical signals; the pressure control valve, which controls the oil pressure coming from the solenoid valve that affects each clutch and brake; each kind OD valve, which carry out the retention of the oil pressure through the lines; and finally the valve body, which houses all the valves.

SECTIONAL VIEW



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HYDRAULIC CIRCUIT

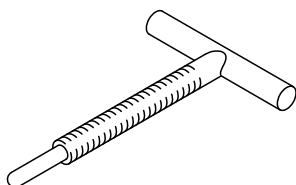
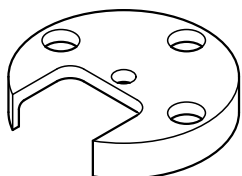
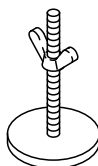
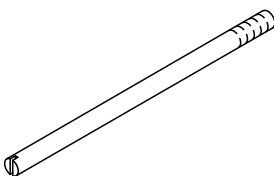
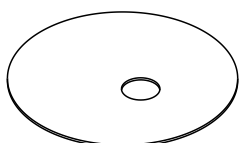
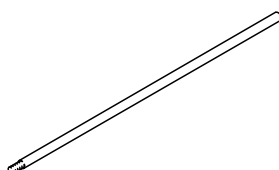
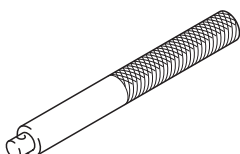


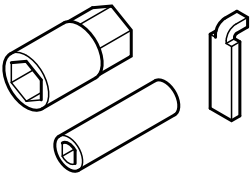
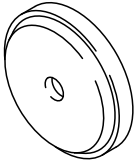
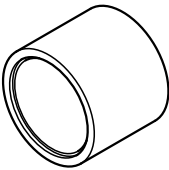
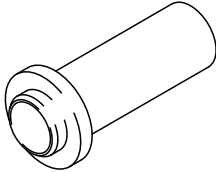
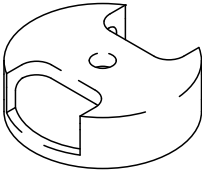
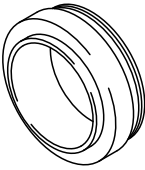
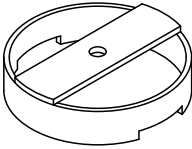
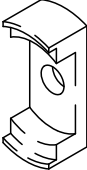
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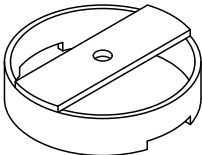
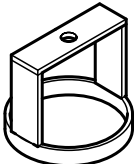
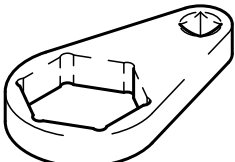
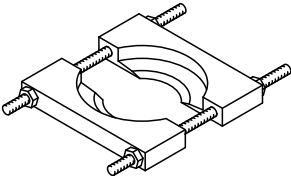
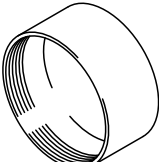
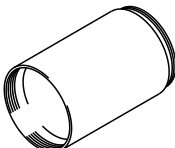
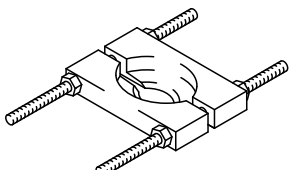
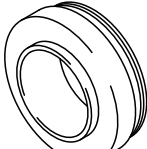
- | | |
|---------------------------------|---|
| 1. REVERSE CLUTCH | 22. LOW-REVERSE PRESSURE CONTROL VALVE |
| 2. LOW-REVERSE BRAKE | 23. SECOND PRESSURE CONTROL VALVE |
| 3. SECOND BRAKE | 24. UNDERDRIVE PRESSURE CONTROL VALVE |
| 4. UNDERDRIVE CLUTCH | 25. OVERDRIVE PRESSURE CONTROL VALVE |
| 5. OVERDRIVE CLUTCH | 26. REDUCTION PRESSURE CONTROL VALVE |
| 6. REDUCTION BRAKE | 27. DAMPER CLUTCH CONTROL SOLENOID VALVE |
| 7. DIRECT CLUTCH | 28. LOW-REVERSE SOLENOID VALVE |
| 8. LOW-REVERSE ACCUMULATOR | 29. SECOND SOLENOID VALVE |
| 9. SECOND ACCUMULATOR | 30. UNDERDRIVE SOLENOID VALVE |
| 10. UNDERDRIVE ACCUMULATOR | 31. OVERDRIVE SOLENOID VALVE |
| 11. OVERDRIVE ACCUMULATOR | 32. REDUCTION SOLENOID VALVE |
| 12. REDUCTION ACCUMULATOR | 33. TORQUE CONVERTER PRESSURE CONTROL VALVE |
| 13. DIRECT CLUTCH ACCUMULATOR | 34. REGULATOR VALVE |
| 14. CHECK BALL | 35. MANUAL VALVE |
| 15. DAMPER CLUTCH | 36. OIL FILTER |
| 16. FAIL-SAFE VALVE A | 37. OIL PAN |
| 17. FAIL-SAFE VALVE B | 38. OIL PUMP |
| 18. FAIL-SAFE VALVE C | 39. RELIEF VALVE |
| 19. DAMPER CLUTCH CONTROL VALVE | 40. OIL STRAINER |
| 20. SWITCHING VALVE | |
| 21. COOLER | |

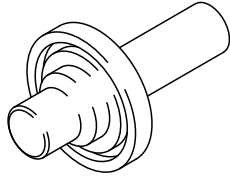
SPECIAL TOOLS

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TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
	MD998333 Oil pump remover	MD998333-01	Removal of oil pump
	MD999577 Spring compressor	MD999577	Removal and installation of one-way clutch inner race snap ring
	MD998924 Spring compressor retainer	MD998924-01	Use with spring compressor
	MD998412 Guide	MD998412	Installation of transfer drive gear and oil pump
	MB991632 Clearance dummy plate	MB991632-01	Measurement of reaction plate low-reverse brake and second brake end play
	MD998913 Dial gauge extension	MD998913-01	Measurement of low-reverse brake end play
	MB990938 Handle	MB990938-01	<ul style="list-style-type: none"> • Installation of input shaft rear bearing • Use with installer adapter

TOOL	TOOL NUMBER AND NAME	SUPERSESION	APPLICATION
	MB991633 Reduction brake set	MB991633-01	Adjustment of reduction brake piston
	MB990936 Installer adapter	MB990936-01 or General service tool	Installation of differential taper roller bearing outer race
	MB991445 Bushing remover and installer base	–	Installation of differential taper roller bearing outer race
	MD998334 Oil seal installer	MD998334-01	Installation of oil pump oil seal
	MD998907 Spring compressor	MD998907-01	Removal and installation of underdrive clutch snap ring
	MD998824 Installer adapter (50)	MD998824-01	Installation of direct clutch snap ring and transfer driven gear
	MB991629 Spring compressor	MB991629-01	Measurement of underdrive clutch and overdrive clutch end play
	MD999590 Spring compressor	MIT305039	Removal and installation of overdrive clutch snap ring

TOOL	TOOL NUMBER AND NAME	SUPERSESION	APPLICATION
	MB991789 Spring compressor	MB991789-01	Measurement of reverse clutch end play
	MB991630 Spring compressor	MB991630-01	Measurement of underdrive clutch and overdrive clutch end play
	MD998834 Special spanner	–	Removal and installation of direct planetary carrier lock nut
	MD998917 Bearing remover	General service tool or MD998348-01	Removal of transfer driven gear, output gear and parking gear
	MD998812 Installer cap	General service tool	Use with installer and installer adapter
	MD998813 Installer 100	General service tool	Use with installer cap and installer adapter
	MD998801 Bearing remover	General service tool or MD998348-01	Removal of each bearing
	MD998820 Installer adapter (42)	MD998820-01	Installation of differential taper roller bearing

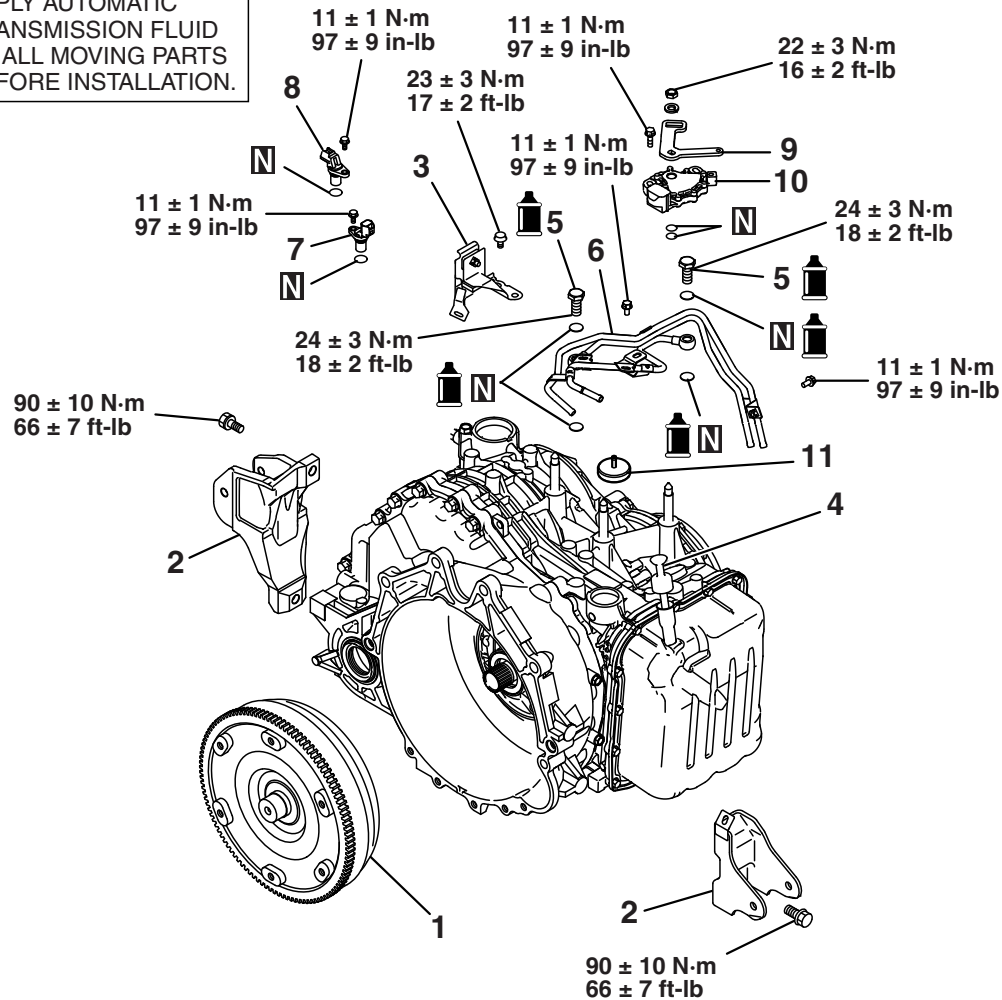
TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
	MD998800 Oil seal installer	General service tool	Installation of drive shaft oil seal

TRANSAXLE

DISASSEMBLY AND ASSEMBLY

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APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.

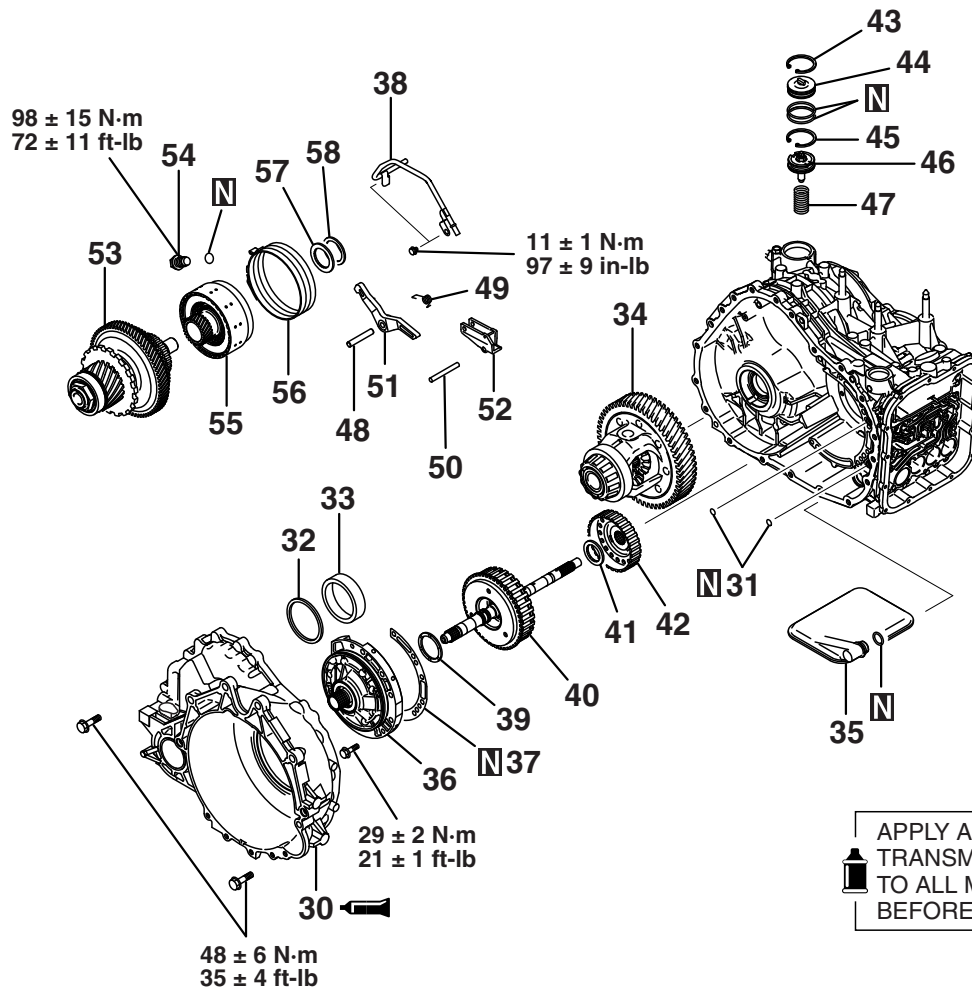


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|----------------------------------|----------------------------------|
| 1. TORQUE CONVERTER | 7. INPUT SHAFT SPEED SENSOR |
| 2. ROLL STOPPER BRACKET | 8. OUTPUT SHAFT SPEED SENSOR |
| 3. CONTROL CABLE SUPPORT BRACKET | 9. MANUAL CONTROL LEVER |
| 4. OIL DIPSTICK | 10. PARK/NEUTRAL POSITION SWITCH |
| 5. EYE BOLT | 11. AIR BREATHER |
| 6. OIL COOLER FEED TUBE | |



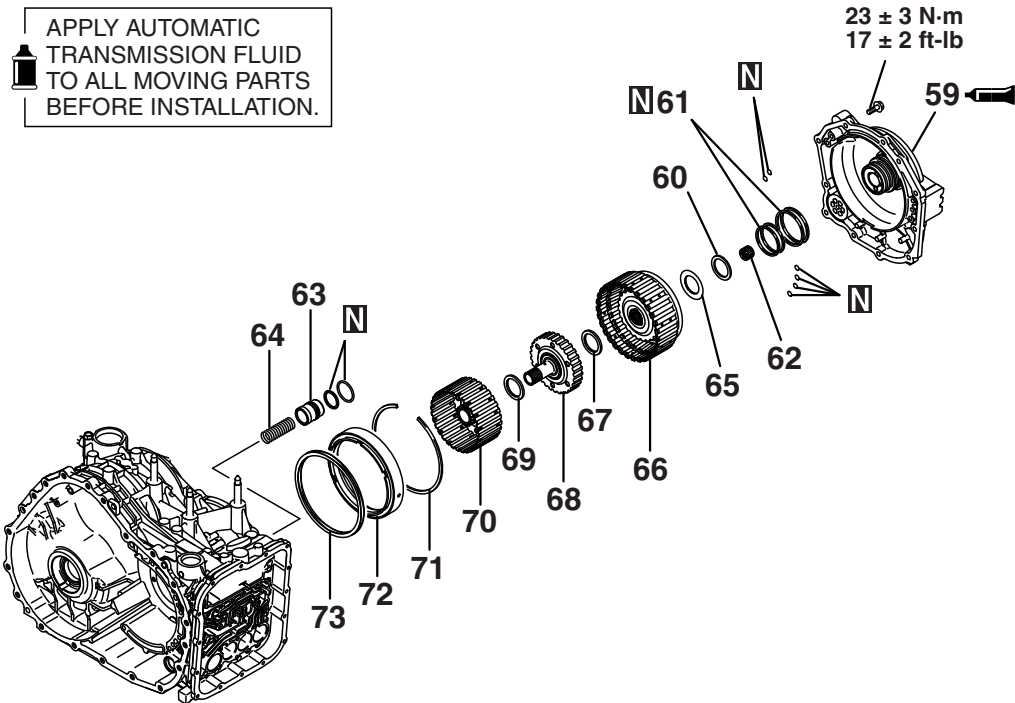
- ## TSB Revision



- 30. TORQUE CONVERTER HOUSING
- 31. O-RING
- 32. SPACER
- 33. OUTER RACE
- 34. DIFFERENTIAL
- 35. OIL FILTER
- 36. OIL PUMP
- 37. GASKET
- 38. PIPE
- 39. THRUST WASHER NO.1
- 40. UNDERDRIVE CLUTCH AND INPUT SHAFT
- 41. THRUST BEARING NO.2
- 42. UNDERDRIVE CLUTCH HUB
- 43. SNAP RING
- 44. REDUCTION BRAKE PISTON COVER

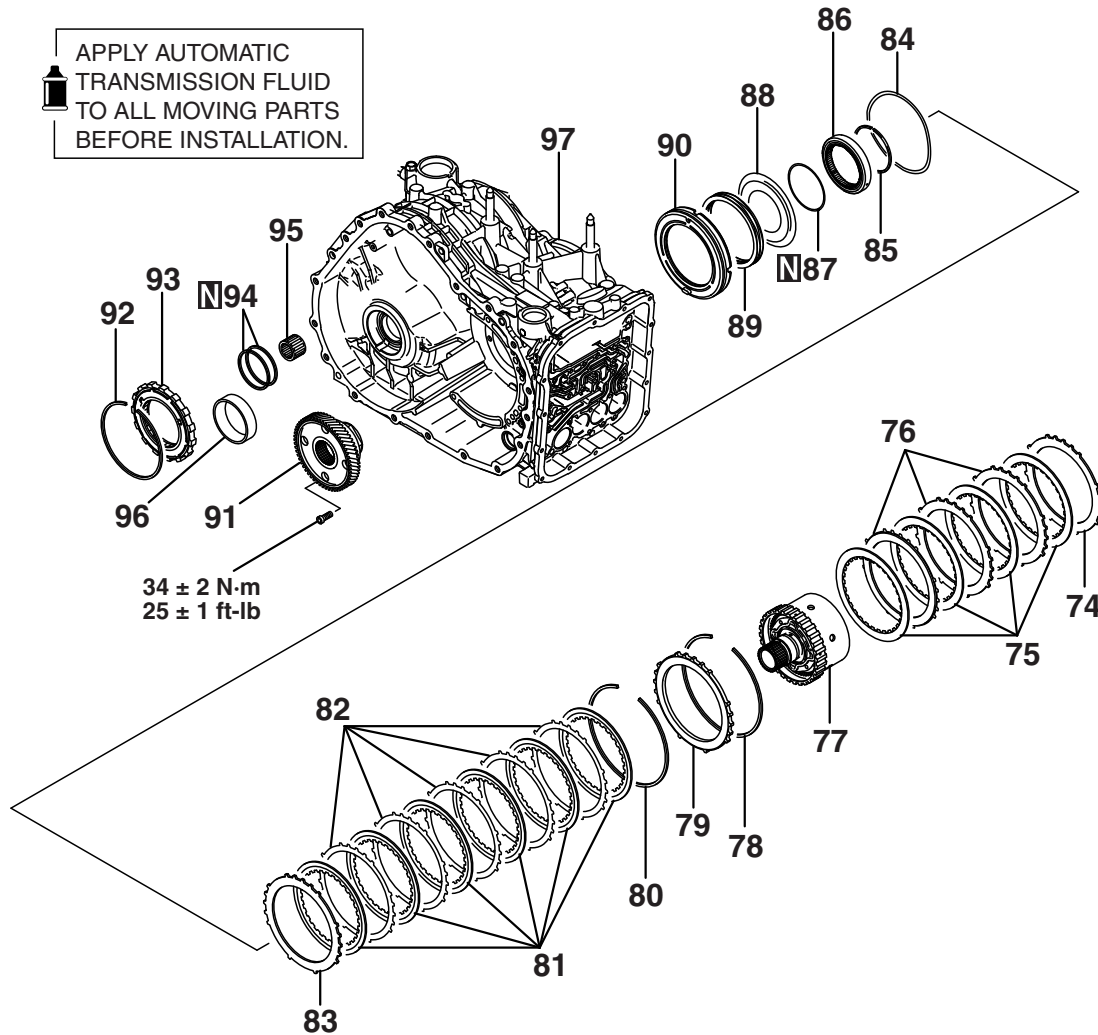
- 45. SNAP RING
- 46. REDUCTION BRAKE PISTON
- 47. REDUCTION BRAKE SPRING
- 48. PARKING PAWL SHAFT
- 49. PARKING PAWL SPRING
- 50. PARKING ROLLER SUPPORT SHAFT
- 51. PARKING PAWL
- 52. PARKING ROLLER SUPPORT
- 53. DIRECT PLANETARY CARRIER ASSEMBLY
- 54. ANCHOR PLUG
- 55. DIRECT CLUTCH
- 56. REDUCTION BRAKE BAND
- 57. THRUST BEARING NO.11
- 58. THRUST RACE NO.12

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|----------------------------------|--------------------------------|
| 59. REAR COVER | 67. THRUST BEARING NO.6 |
| 60. THRUST RACE NO.8 | 68. OVERDRIVE CLUTCH HUB |
| 61. SEAL RING | 69. THRUST BEARING NO.5 |
| 62. INPUT SHAFT REAR BEARING | 70. PLANETARY REVERSE SUN GEAR |
| 63. ACCUMULATOR PISTON | 71. SNAP RING |
| 64. ACCUMULATOR SPRING | 72. SECOND BRAKE PISTON |
| 65. THRUST BEARING NO.7 | 73. RETURN SPRING |
| 66. REVERSE AND OVERDRIVE CLUTCH | |



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- 74. PRESSURE PLATE
- 75. SECOND BRAKE DISC
- 76. SECOND BRAKE PLATE
- 77. PLANETARY CARRIER ASSEMBLY
- 78. SNAP RING
- 79. REACTION PLATE
- 80. SNAP RING
- 81. LOW-REVERSE BRAKE DISK
- 82. LOW-REVERSE BRAKE PLATE
- 83. PRESSURE PLATE
- 84. WAVE SPRING
- 85. SNAP RING

- 86. ONE-WAY CLUTCH INNER RACE
- 87. O-RING
- 88. SPRING RETURN
- 89. RETURN SPRING
- 90. LOW-REVERSE BRAKE PISTON
- 91. TRANSFER DRIVE GEAR
- 92. SNAP RING
- 93. ONE-WAY CLUTCH
- 94. SEAL RING
- 95. NEEDLE BEARING
- 96. OUTER RACE
- 97. TRANSAXLE CASE

Required Special Tools:

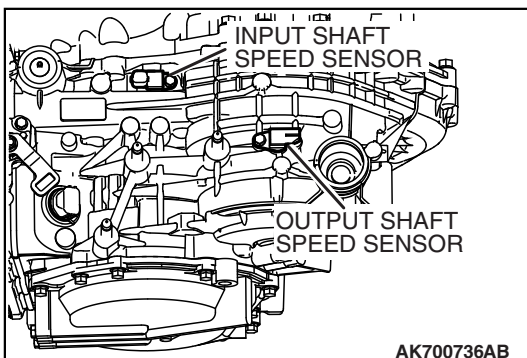
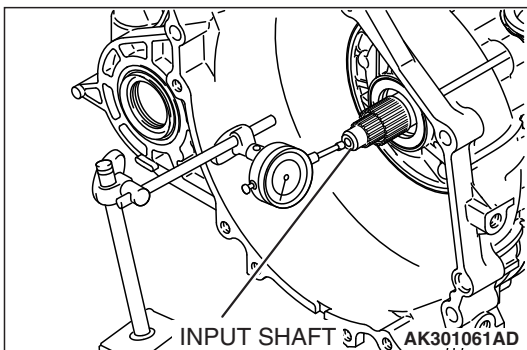
- MD998333: Oil Pump Remover
- MD999577: Spring Compressor
- MD998924: Spring Compressor Retainer
- MD998412: Guide
- MB991632: Clearance Dummy Plate
- MD998913: Dial Gauge Extension
- MB990938: Handle
- MB991633: Reduction brake wrench set
- MB990936: Installer Adapter
- MB991445: Bushing remover and installer base

DISASSEMBLY

CAUTION

- Because the automatic transaxle is manufactured from high-precision parts, care must be taken not to scratch or damage these parts during disassembly and assembly.
- The working area should be covered with a rubber mat to keep it clean at all times.
- Do not wear any cloth gloves and do not use any shop towels during disassembly. Use only nylon cloth, paper towels or any other lint-free material.
- Parts which have been disassembled should all be cleaned. Metal parts can be cleaned with normal detergent, but they should be dried completely using compressed air.
- Clutch discs, plastic thrust plates and rubber parts should be cleaned with automatic transmission fluid (ATF).
- If the transaxle body has been damaged, disassemble and clean the cooler system.

1. Remove the torque converter.
2. Use a dial gauge to measure the input shaft end play.
3. Remove control cable support bracket.
4. Remove the dipstick.
5. Remove the eye bolt, gaskets and the oil cooler feed tube.

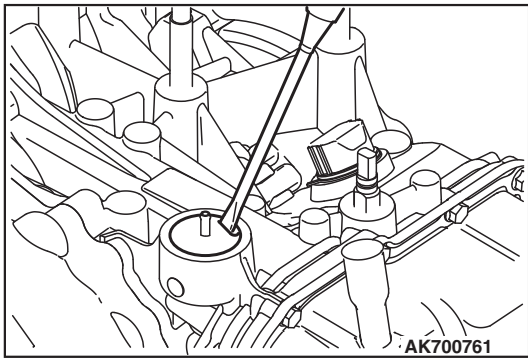
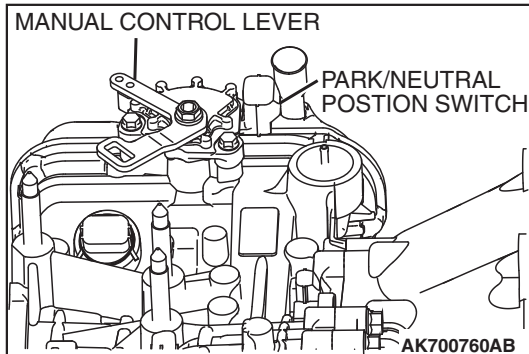


6. Remove the input shaft speed sensor and output shaft speed sensor.

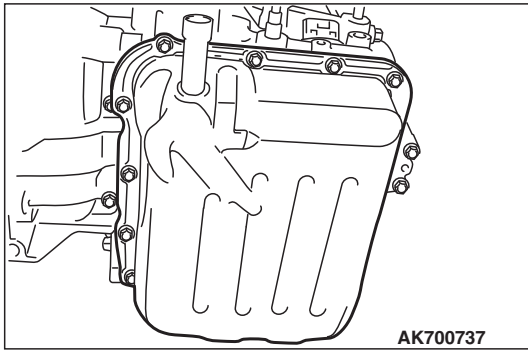
⚠ CAUTION

The manual control lever tightening nut must be removed before removing the valve body. If the valve body is removed before the nut, the park/neutral position switch will be damaged.

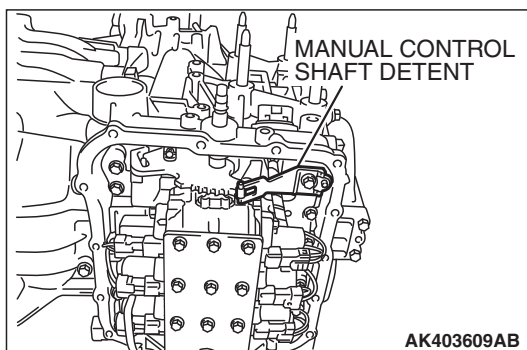
7. Loosen the manual control lever tightening nut, and then remove the manual control lever and the park/neutral position switch.



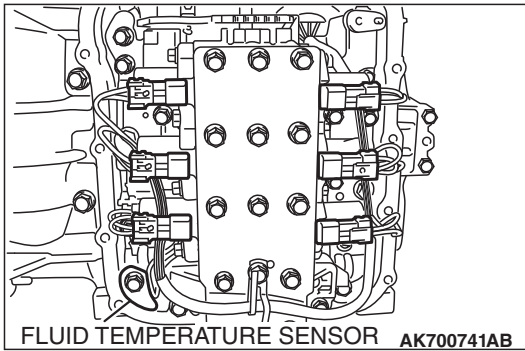
8. Remove the air breather by inserting a screwdriver into the air breather and prying it up.



9. Remove the valve body cover.



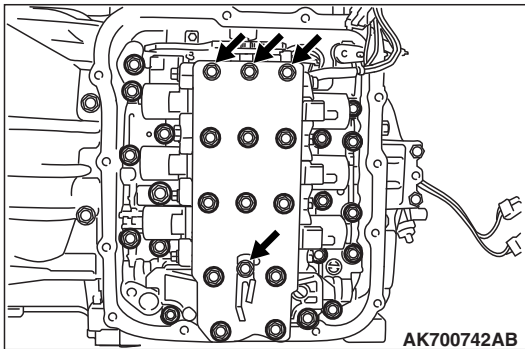
10. Remove the manual control shaft detent.



11. Disconnect the solenoid valve harness from the valve body by disconnecting the fluid temperature sensor and all the connectors.

CAUTION

- Make sure that the manual control lever and the park/neutral position switch are removed. See step 7.
- Do not remove the bolts (four pieces) shown in the illustration.

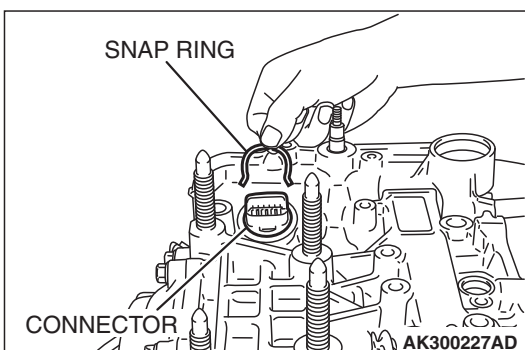
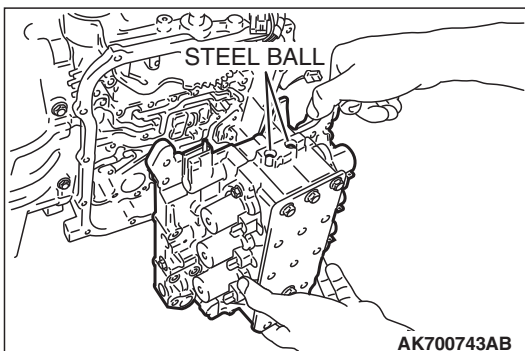


12. Remove the valve body mounting bolts (twenty seven pieces).

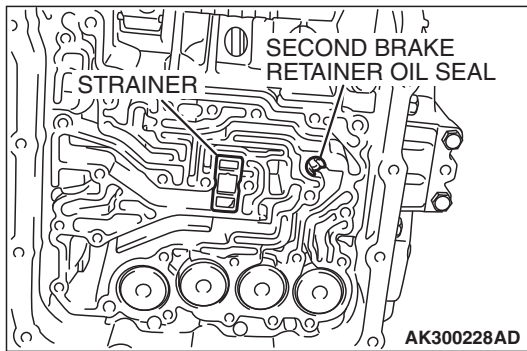
CAUTION

Do not lose the two steel balls.

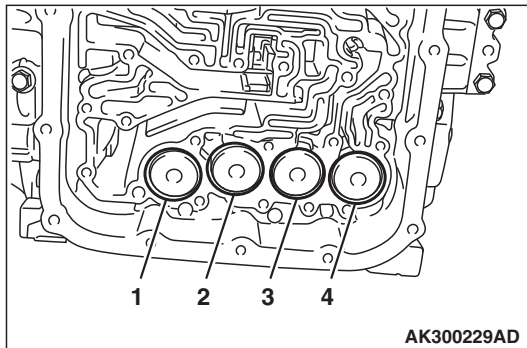
13. Remove the valve body and the steel balls (two pieces).



14. Remove the snap ring from the connector. Push the connector into the transaxle case and remove the solenoid valve harness.

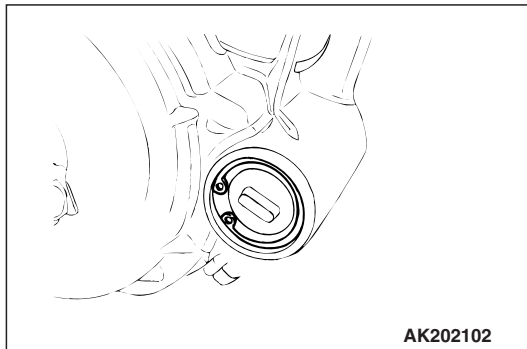


15. Remove the strainer and the second brake retainer oil seal.

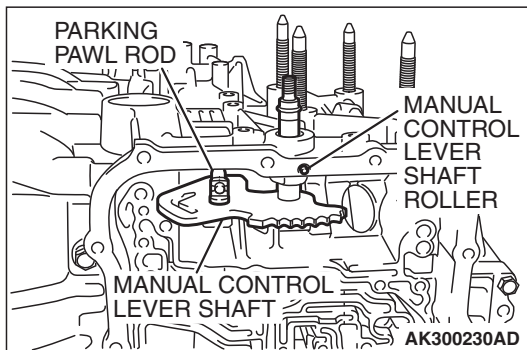


16. Remove each accumulator piston and spring.

NUMBER	NAME
1	For low-reverse brake
2	For underdrive clutch
3	For second brake
4	For overdrive clutch

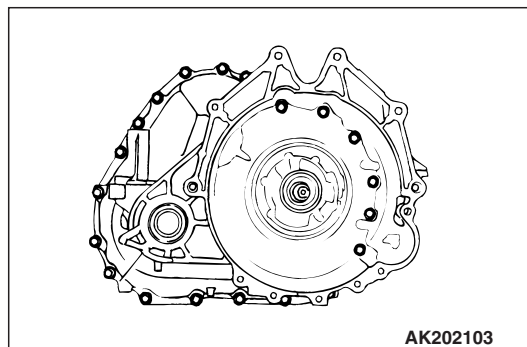


17. Remove the reduction brake accumulator cover after removing the snap ring, then remove the spring and piston.

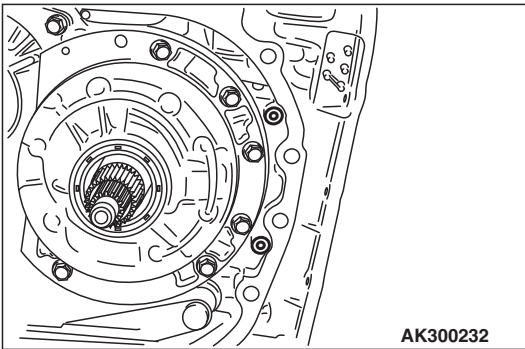


18. Remove the manual control lever shaft roller.

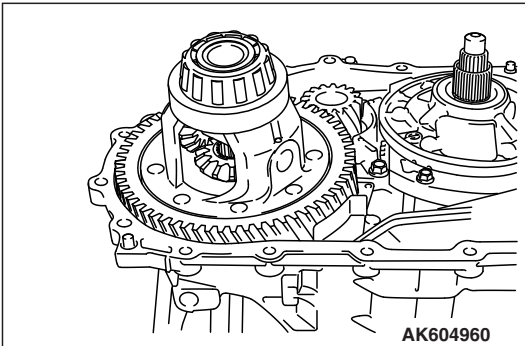
19. Remove the manual control lever shaft and the parking pawl rod.



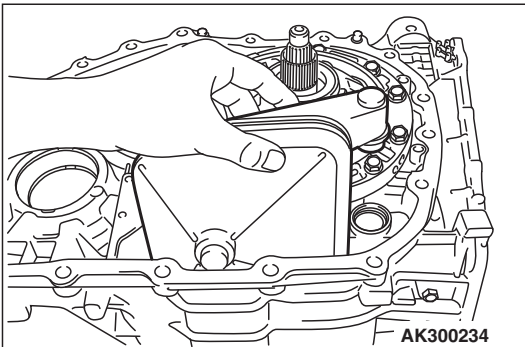
20. Remove the torque converter housing mounting bolts (twenty pieces), and then remove the torque converter housing.



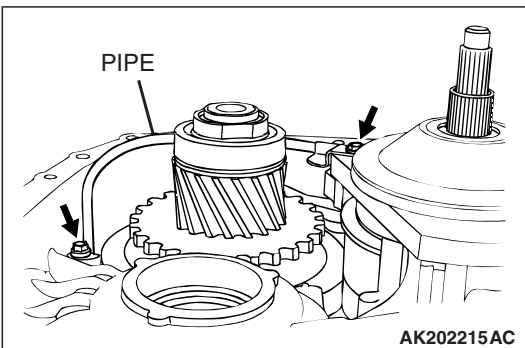
21. Remove the O-rings (two pieces).
22. Remove the differential bearing outer race and spacer from the converter housing.



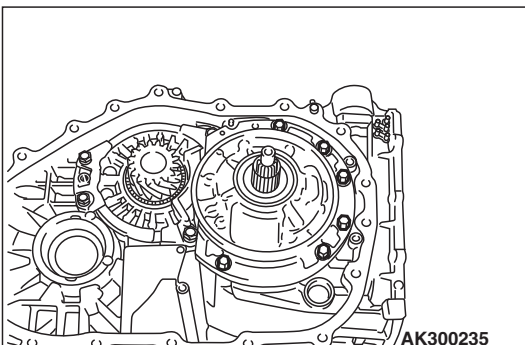
23. Remove the differential.



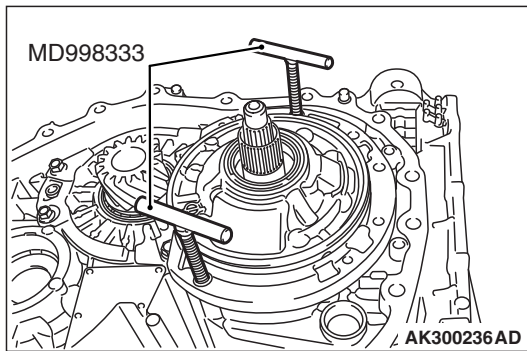
24. Remove the oil filter.



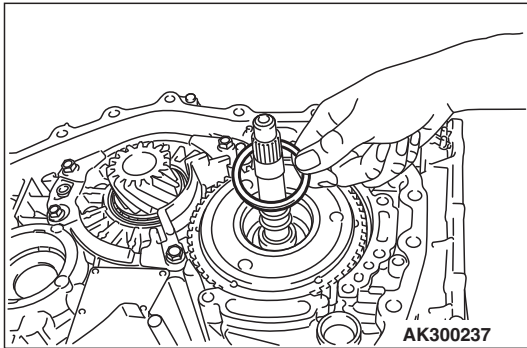
25. Remove the pipe clamp bolts (two places).



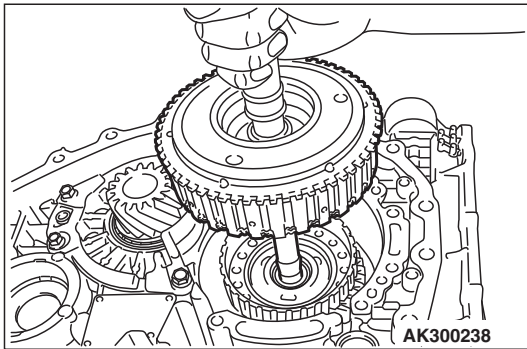
26. Remove the oil pump mounting bolts (six pieces).



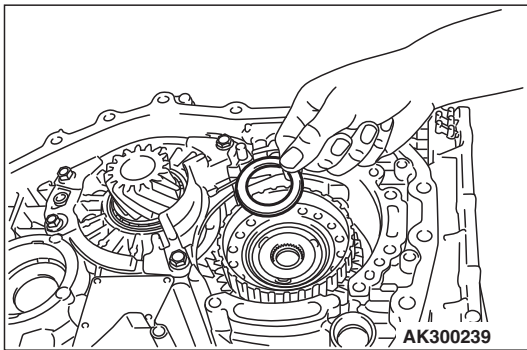
27. Place special tool MD998333 as shown in the drawing.
28. Turn special tool MD998333 to remove the oil pump.
29. Remove the oil pump gasket.



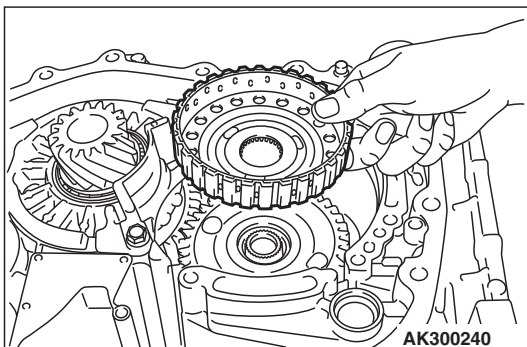
30. Remove thrust washer number 1.



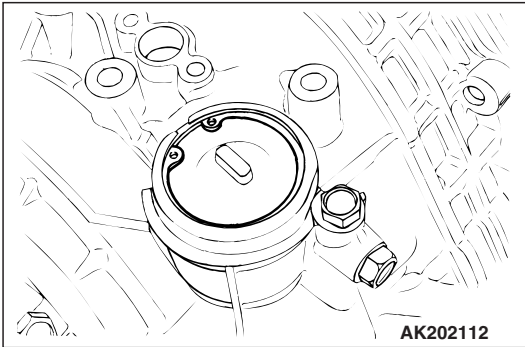
31. Holding the input shaft, remove the underdrive clutch and input shaft.



32. Remove thrust bearing number 2.

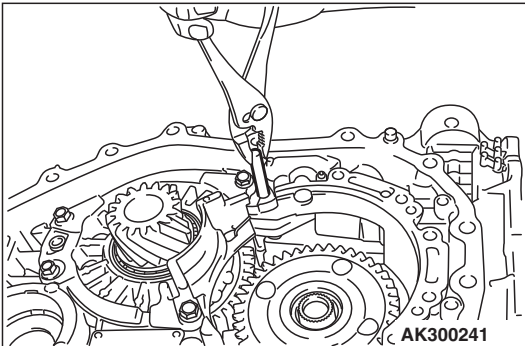


33. Remove the underdrive clutch hub.

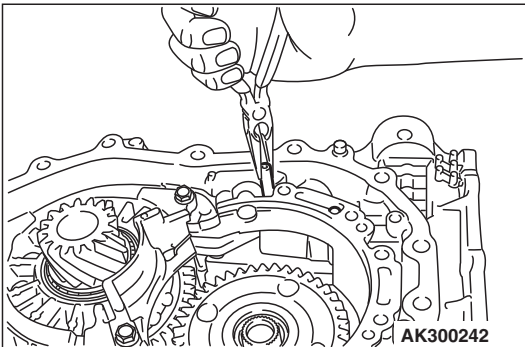


34.Remove the reduction brake piston cover after removing the snap ring.

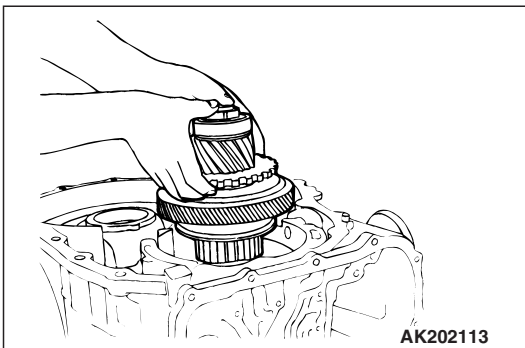
35.Remove the reduction brake piston and spring after removing the snap ring.



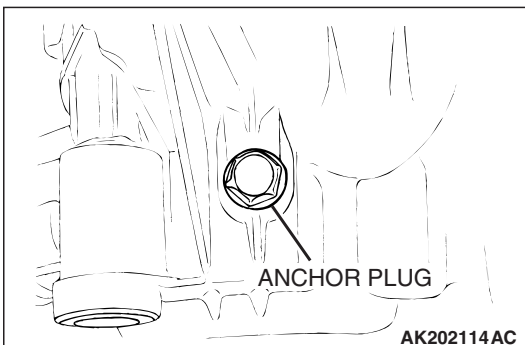
36.Remove the parking pawl shaft, and then remove the spacer and spring.



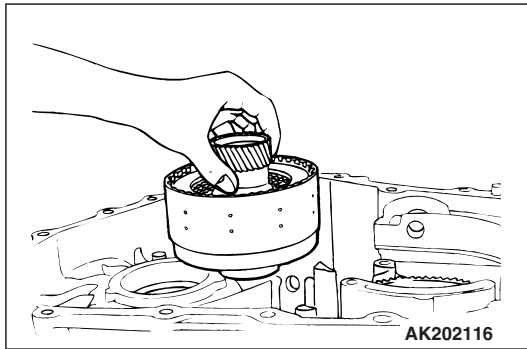
37.Remove the parking roller support shafts (two pieces), and then remove the parking pawl and parking roller support.



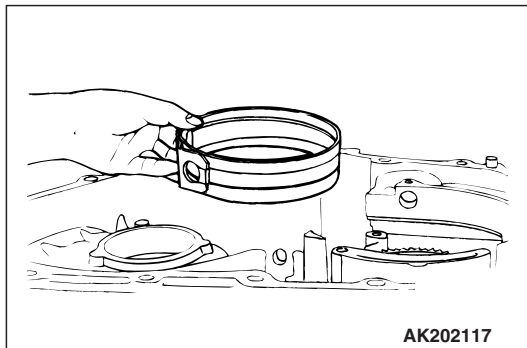
38.Remove the direct planetary carrier assembly.



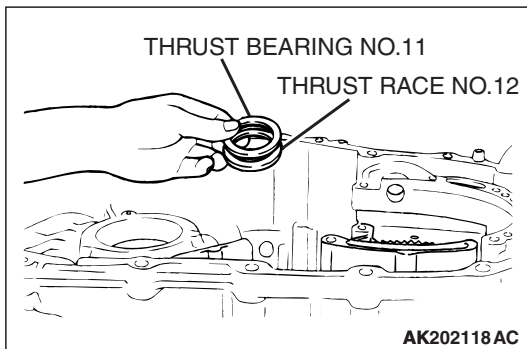
39.Remove the anchor plug and O-ring.



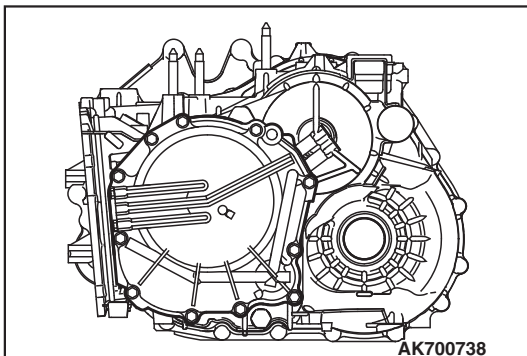
40.Remove the direct clutch.



41.Remove the reduction brake band.



42.Remove the thrust bearing number 11 and thrust race number 12.

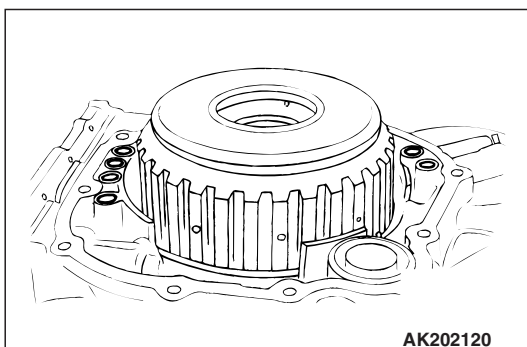


43.Remove the rear cover.

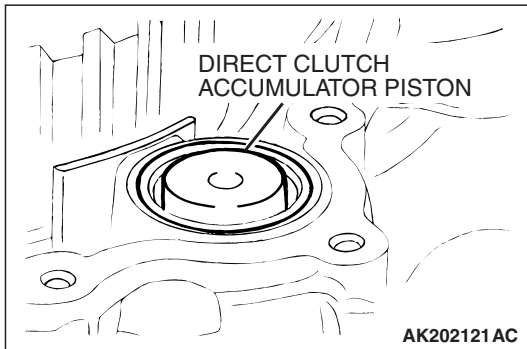
44.Remove the thrust race number 8.

45.Remove the seal rings (four pieces).

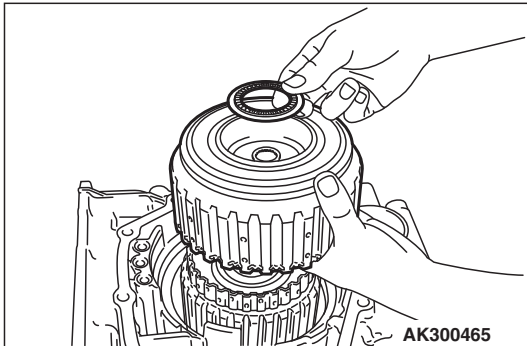
46.Remove the input shaft rear bearing.



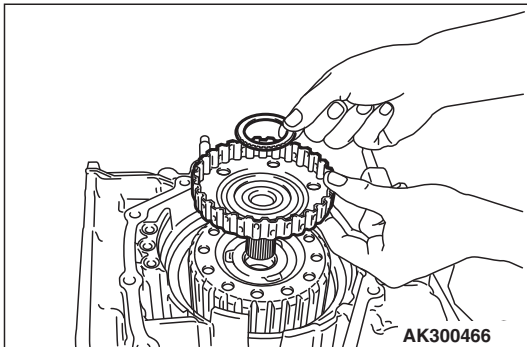
47.Remove the O-rings (six pieces).



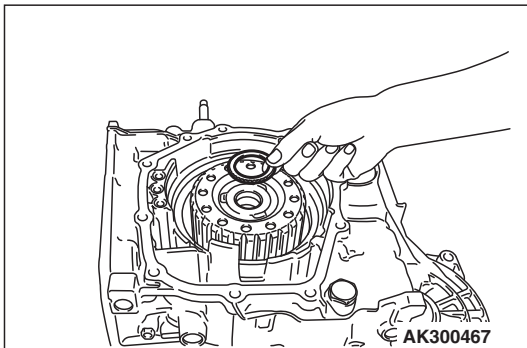
48.Remove the direct clutch accumulator piston and spring after removing the O-ring.



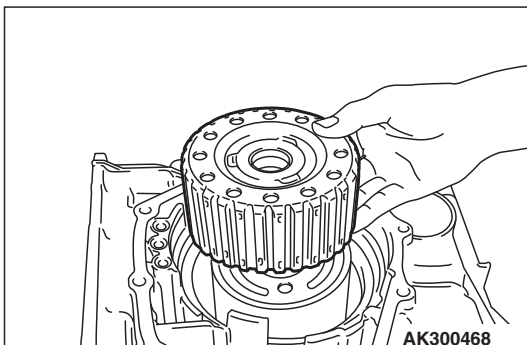
49.Remove the reverse and overdrive clutch and thrust bearing number 7.



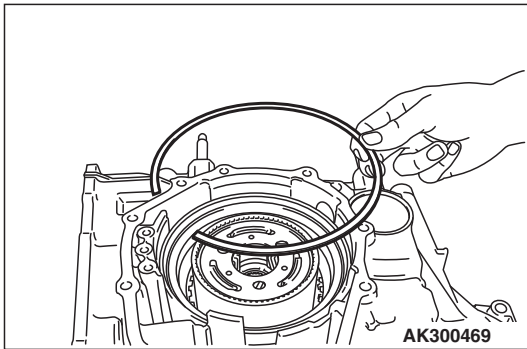
50.Remove overdrive clutch hub and thrust bearing number 6.



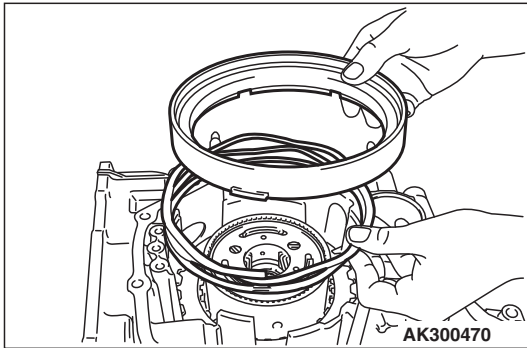
51.Remove thrust bearing number 5.



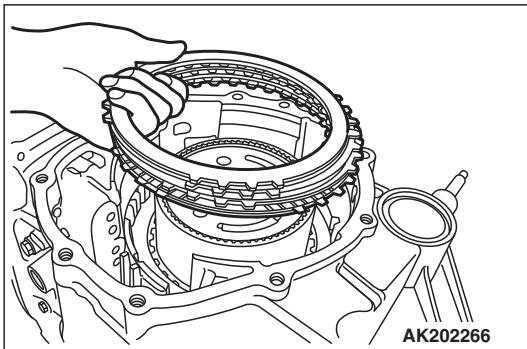
52.Remove the planetary reverse sun gear.



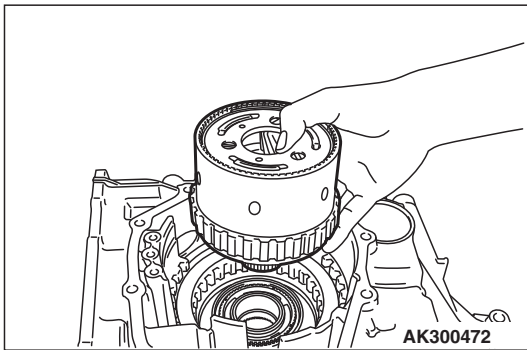
53.Remove the snap ring.



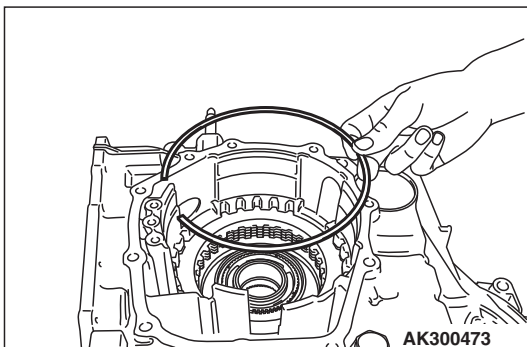
54.Remove the second brake piston and the return spring.



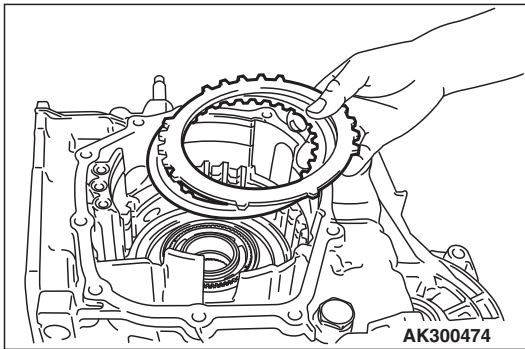
55.Remove the pressure plate, second brake discs (four pieces) and second brake plates (three pieces).



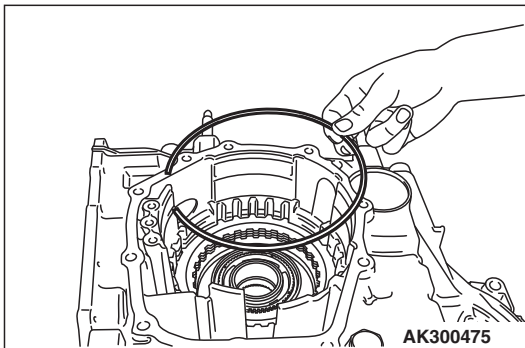
56.Remove the planetary carrier assembly.



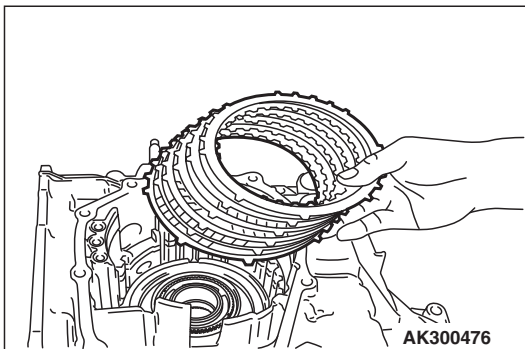
57.Remove the snap ring.



58.Remove the reaction plate and the brake disc.

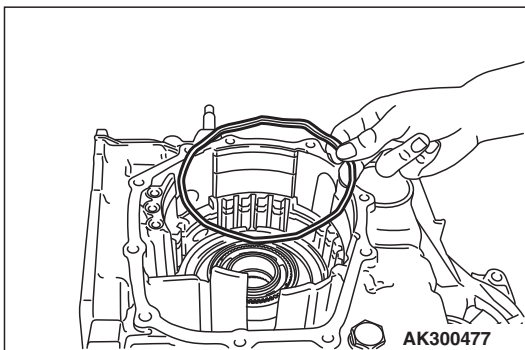


59.Remove the snap ring.

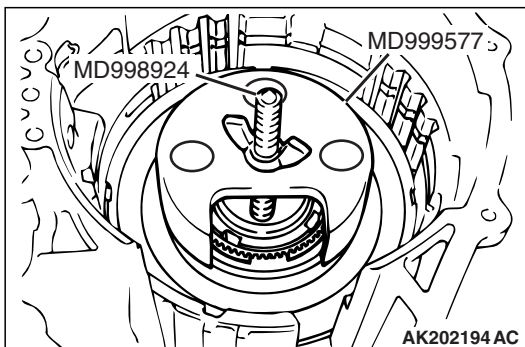


60.Remove the brake plates (five pieces), brake discs (six pieces) and pressure plate.

*NOTE: *Includes the brake discs removed in step 57.*

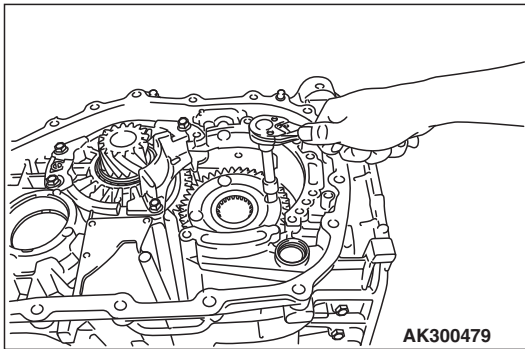


61.Remove the wave spring.

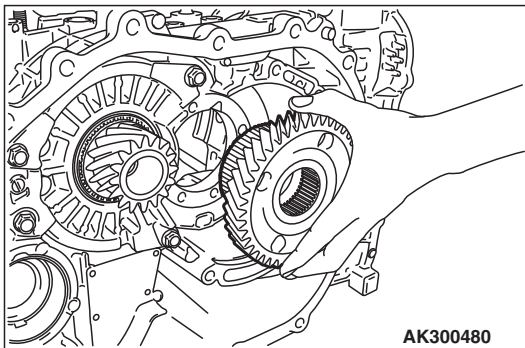
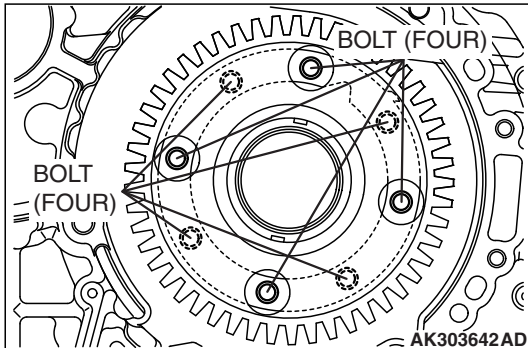


62.Remove the one-way clutch inner race and low-reverse brake piston as follows:

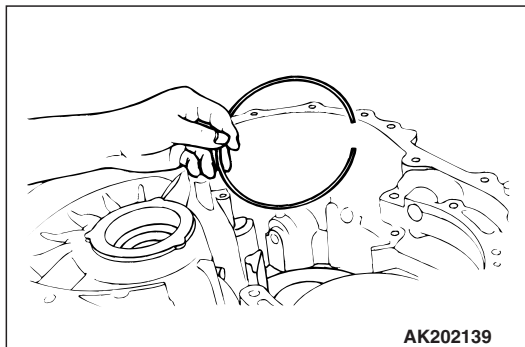
- (1) Using special tools MD999577 and MD998924, compress the one-way clutch inner race.
- (2) Remove the snap ring.
- (3) Remove the special tools.
- (4) Remove the one-way clutch inner race, O-ring, spring retainer, return spring and low-reverse brake piston.



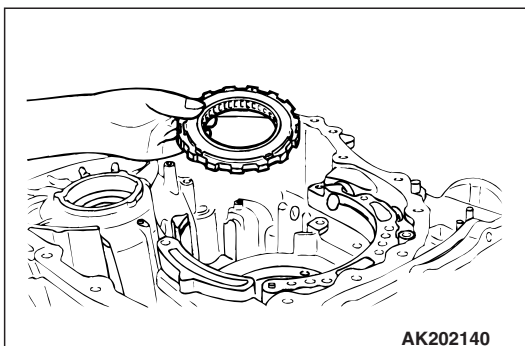
63. Remove the transfer drive gear bearing mounting bolts (four pieces). Then, turn the gear 1/8 turn (45 degrees) and remove the remaining bolts (four pieces).



64. Remove the transfer drive gear.



65. Remove the snap ring.



66. Remove the one-way clutch.

67. Remove the seal rings (two pieces).

68. Remove the needle bearing.

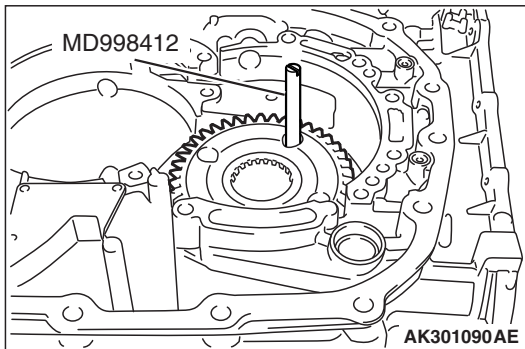
69. Remove the differential bearing outer race from the transaxle case.

ASSEMBLY

CAUTION

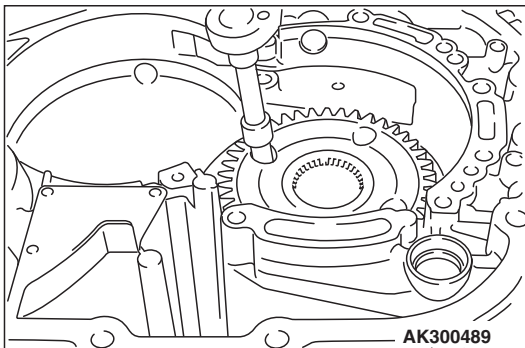
- Do not reuse the gasket, O-ring, oil seal. Always replace with a new one when assembling.
- Do not use grease. Use petroleum jelly (i.e. Vaseline).
- Apply ATF to friction components, rotating parts, and sliding parts before installation. Immerse new clutch discs or brake discs in ATF for at least two hours before assembling them.
- When replacing a bushing, replace the assembly which it belongs to.
- Do not use cloth gloves or shop towels during assembly. Use nylon cloth or other lint-free material.

1. Install special tool MD998412 in the installation screw hole of the transfer drive gear bearing located in the transaxle case. Using this as a guide, install the transfer drive gear bearing and gear in the transaxle case.

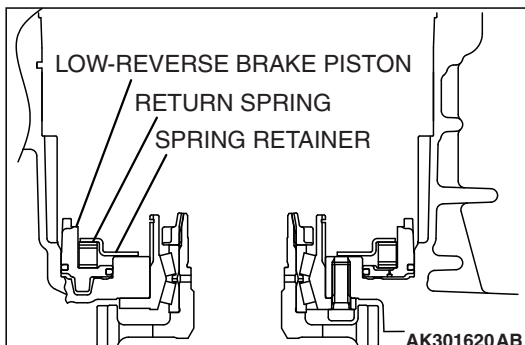


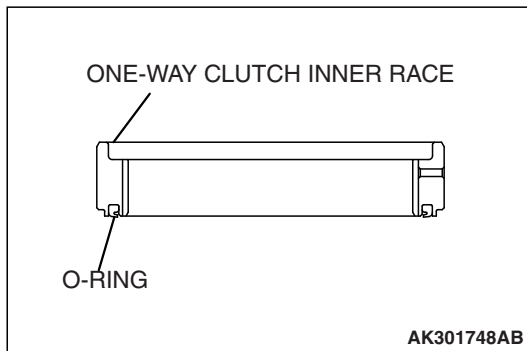
2. Tighten the mounting bolts (eight pieces) of the transfer drive gear bearing to the specified torque.

Tightening torque: 34 ± 2 N·m (25 ± 1 ft-lb)

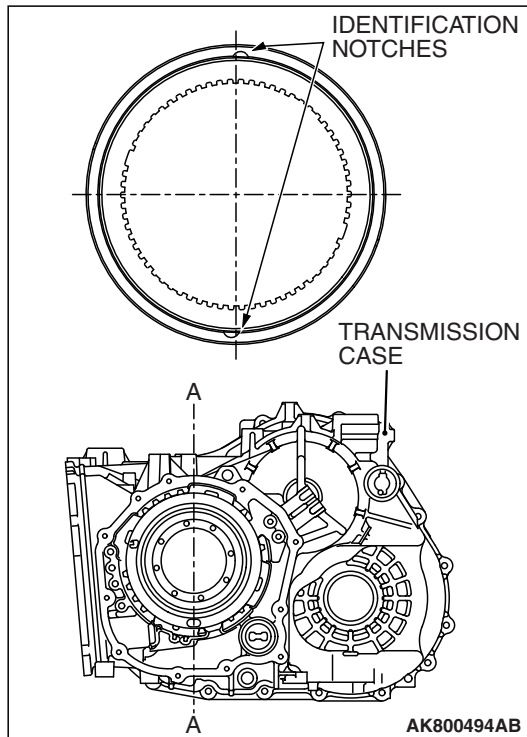


3. Install the low-reverse brake piston, return spring, and spring retainer into the transaxle case.

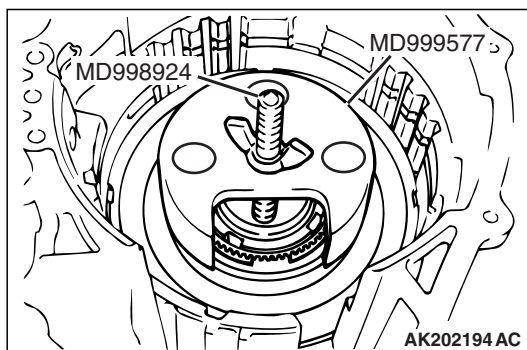




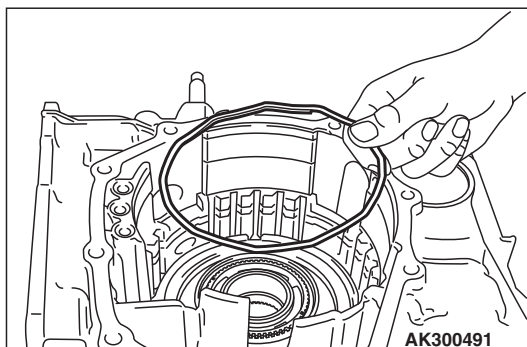
4. Fit a new O-ring into the groove of one-way clutch inner race.



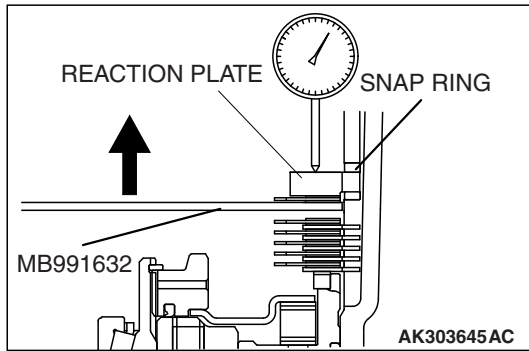
5. Check the placement of the identification notches in the one-way clutch inner race. Install the one-way clutch inner race to the transfer drive gear bearing so that the notches fall along the A – A line.



6. Put the snap ring on the inner race.
7. Set special tools MD999577 and MD998924 as shown, and then compress the one-way clutch inner race and install the snap ring.



8. Install the wave spring onto the low-reverse brake piston.

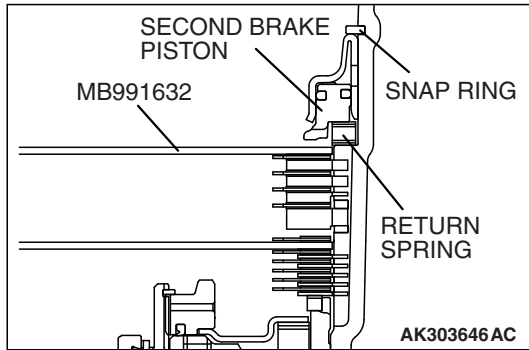


9. Install the brake discs (six pieces), brake plates (five pieces) and snap ring as shown in the figure.

NOTE: Do not install the pressure plate at this time.

10. Install special tool MB991632 on the brake disc.
11. Install the reaction plate and the used snap ring.
12. Move special tool MB991632 to measure the end play of reaction plate. Then replace the snap ring installed in step 11 to adjust the end play to standard value.

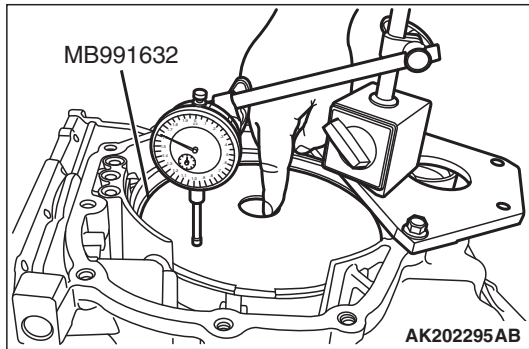
**Standard value of end play:
0 – 0.16 mm (0 – 0.006 inch)**



13. Install the brake discs (four pieces) and brake plates (three pieces) as shown in the figure.

NOTE: Do not install the pressure plate at this time.

14. Place special tool MB991632 on top of the brake disc in place of the pressure plate.
15. Install the return spring, second brake piston and snap ring.



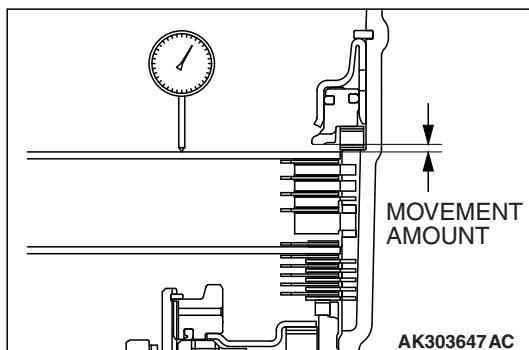
16. Move special tool MB991632 and measure its movement.

**Standard value of end play (Reference):
1.09 – 1.55 mm (0.043 – 0.061 inch)**

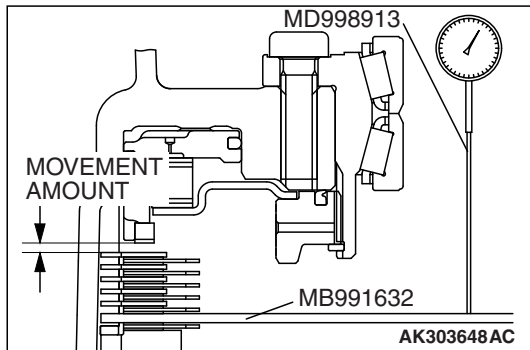
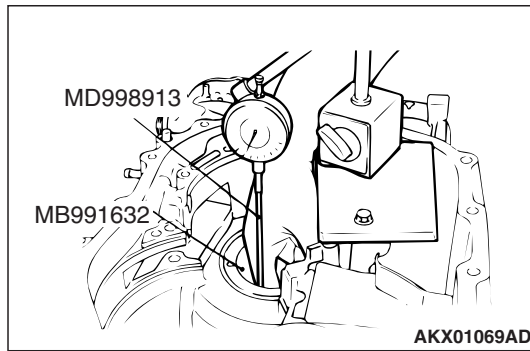
17. Select a pressure plate whose thickness corresponds to the measured amount of movement from the following table.

PRESSURE PLATE FOR SECOND BRAKE

MOVEMENT AMOUNT mm (in)	THICKNESS mm (in)	ID SYMBOL
1.1 – 1.3 (0.043 – 0.051)	1.8 (0.071)	E
1.3 – 1.5 (0.051 – 0.059)	2.0 (0.079)	D
1.5 – 1.7 (0.059 – 0.067)	2.2 (0.087)	C
1.7 – 1.9 (0.067 – 0.075)	2.4 (0.094)	B
1.9 – 2.1 (0.075 – 0.083)	2.6 (0.102)	A
2.1 – 2.3 (0.083 – 0.091)	2.8 (0.110)	0



18. Turn the transaxle over so that the installation surface of the torque converter housing is facing up.



19. Install special tool MD998913 in a dial gauge, and then move special tool MB991632 and measure its movement.

Standard value of end play (Reference):
1.65 – 2.11 mm (0.065 – 0.083 inch)

20. Select a pressure plate whose thickness corresponds to the measured amount of movement from the table below.

PRESSURE PLATE FOR LOW-REVERSE BRAKE

MOVEMENT AMOUNT mm (in)	THICKNESS mm (in)	ID SYMBOL
1.0 – 1.2 (0.039 – 0.047)	1.6 (0.063)	F
1.2 – 1.4 (0.047 – 0.055)	1.8 (0.071)	E
1.4 – 1.6 (0.055 – 0.063)	2.0 (0.079)	D
1.6 – 1.8 (0.063 – 0.071)	2.2 (0.087)	C
1.8 – 2.0 (0.071 – 0.079)	2.4 (0.094)	B
2.0 – 2.2 (0.079 – 0.087)	2.6 (0.102)	A
2.2 – 2.4 (0.087 – 0.094)	2.8 (0.110)	0
2.4 – 2.6 (0.094 – 0.102)	3.0 (0.118)	1

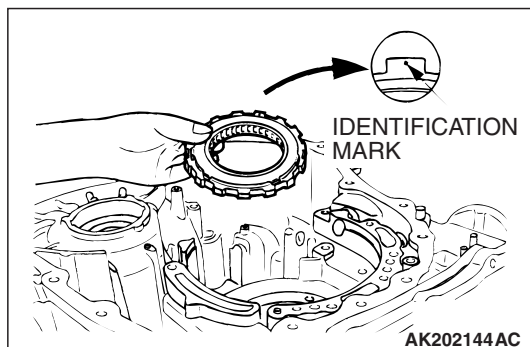
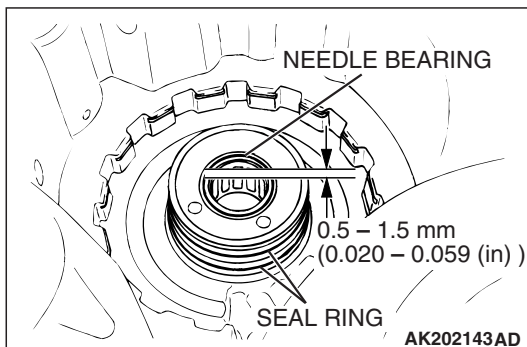
⚠ CAUTION

If necessary, take the measurements in steps 9 to 18 after replacing the pressure plate, brake plate and brake disc.

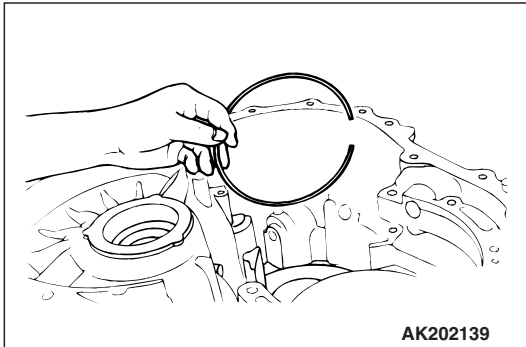
21. Remove all parts and special tools that were installed to take the measurements in steps 9 to 18. Remove and separate the pressure plate and snap ring chosen in steps 12, 16 and 18.

22. Install the needle bearing as shown in the illustration.

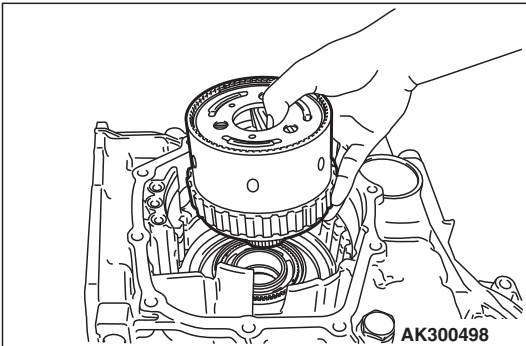
23. Install the two seal rings.



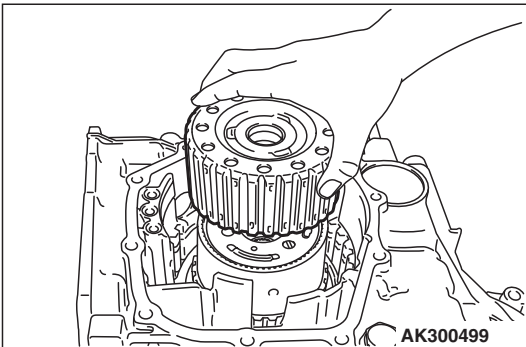
24. Install the snap ring into the groove of transaxle case output shaft bore.



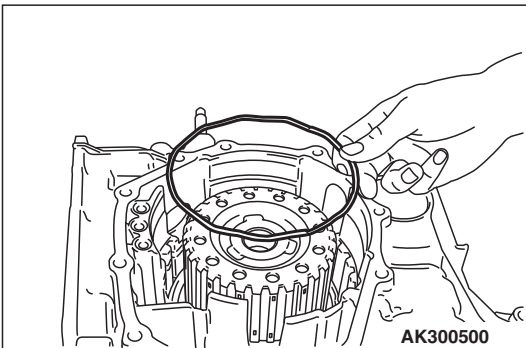
25. Install the snap ring.



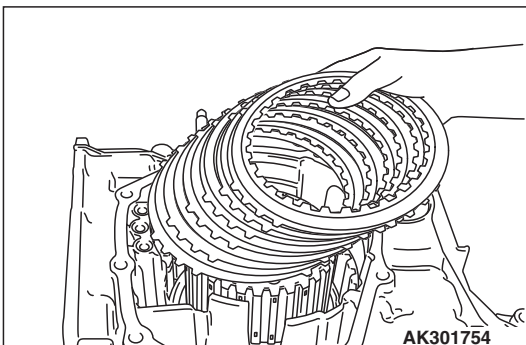
26. Install the planetary carrier assembly.



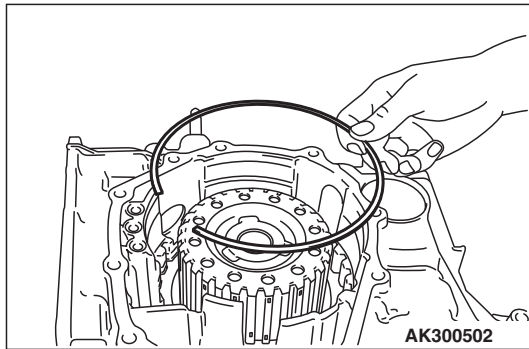
27. Install the planetary reverse sun gear.



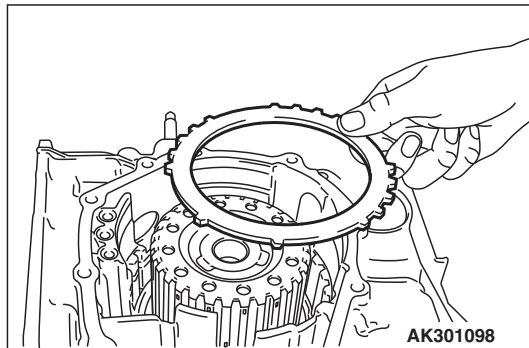
28. Install the wave spring on the low-reverse brake piston.



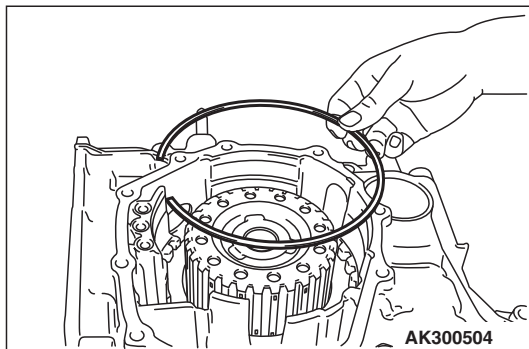
29. Install the pressure plate that was selected in step 19. Next, install brake discs (six pieces) and brake plates (five pieces), one on top of the other.



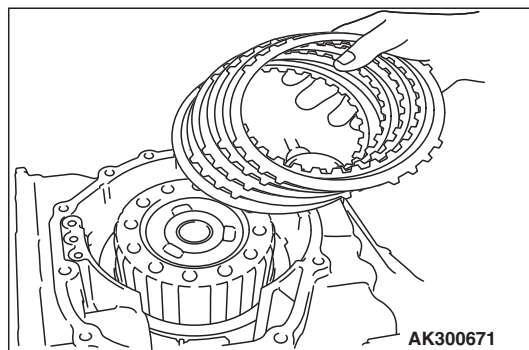
30. Install the snap ring.



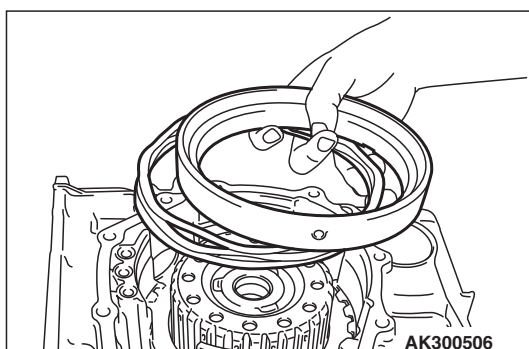
31. Install the reaction plate.



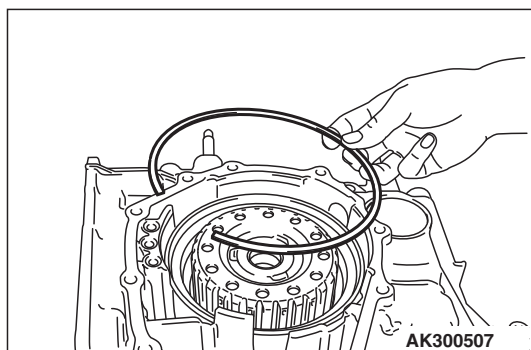
32. Install the snap ring that was selected in step 12.



33. Install second brake discs (four pieces) and second brake plates (three pieces), one on top of the other. Next, install the pressure plate that was selected in step 17.

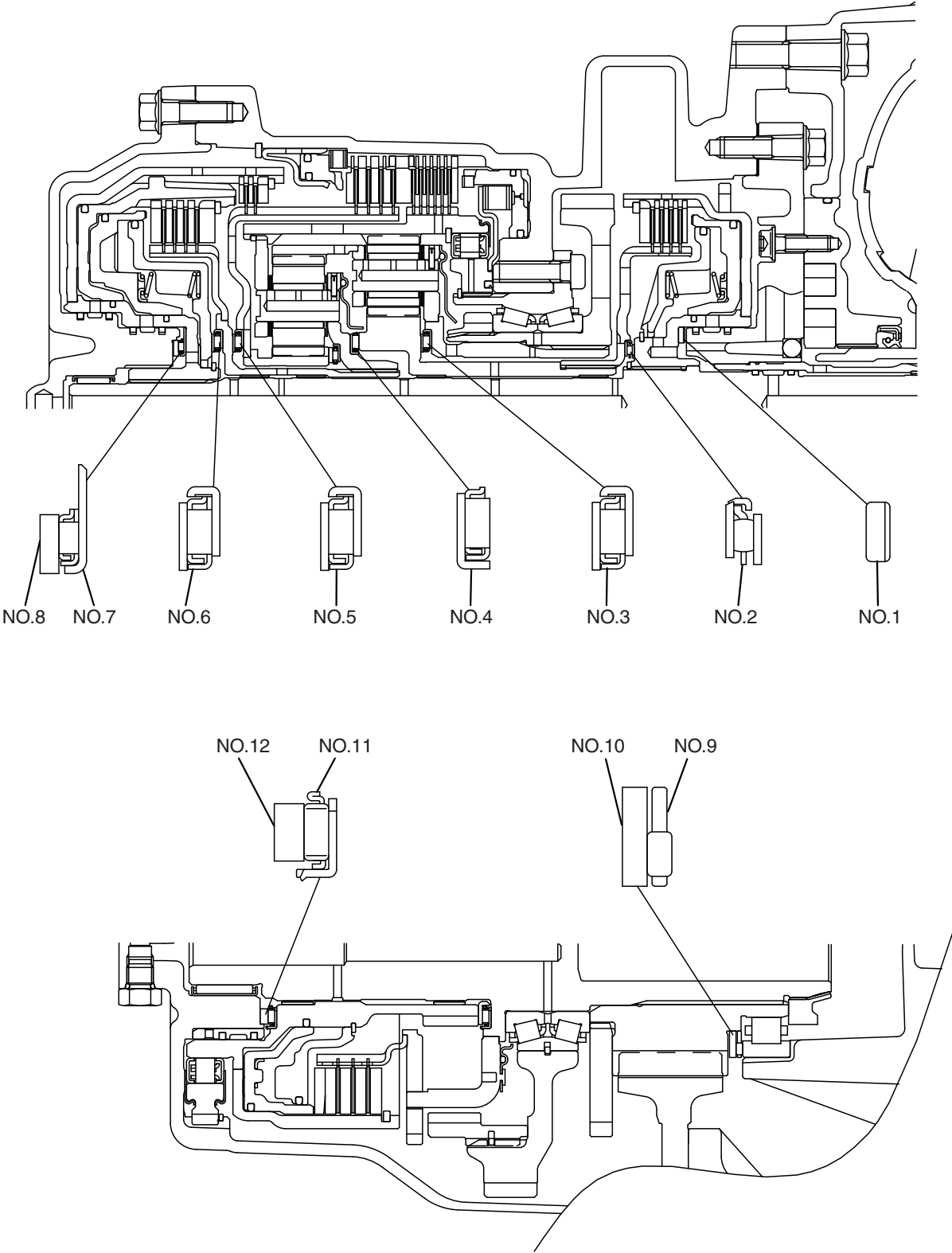


34. Install the return spring and second brake piston.



35. Install the snap ring.

IDENTIFICATION OF THRUST BEARING, THRUST RACES, AND THRUST WASHERS



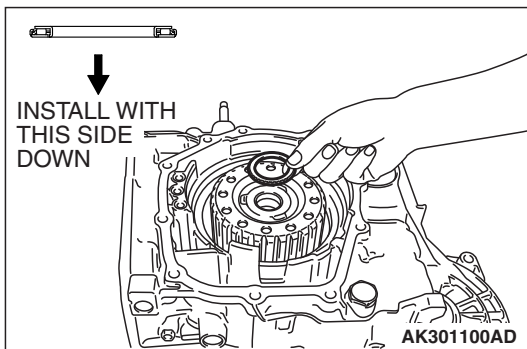
AK403273AE

SYMBOL	OD mm (in)	ID mm (in)	THICKNESS mm (in)	SYMBOL	OD mm (in)	ID mm (in)	THICKNESS mm (in)
NO.1	59 (2.32)	47 (1.85)	1.8 (0.071)	NO.8	48.9 (1.925)	37 (1.46)	1.8 (0.071)
	59 (2.32)	47 (1.85)	2.0 (0.079)		48.9 (1.925)	37 (1.46)	1.9 (0.075)
	59 (2.32)	47 (1.85)	2.2 (0.087)		48.9 (1.925)	37 (1.46)	2.0 (0.079)
	59 (2.32)	47 (1.85)	2.4 (0.094)		48.9 (1.925)	37 (1.46)	2.1 (0.083)
	59 (2.32)	47 (1.85)	2.6 (0.102)		48.9 (1.925)	37 (1.46)	2.2 (0.087)
	59 (2.32)	47 (1.85)	2.8 (0.110)		48.9 (1.925)	37 (1.46)	2.3 (0.091)
NO.2	49 (1.93)	34 (1.34)	3.6 (0.142)		48.9 (1.925)	37 (1.46)	2.4 (0.094)
NO.3	57 (2.24)	38.5 (1.52)	4.1 (0.161)		48.9 (1.925)	37 (1.46)	2.5 (0.098)
NO.4	55.4 (2.18)	38.5 (1.52)	3.3 (0.130)		48.9 (1.925)	37 (1.46)	2.6 (0.102)
NO.5	57 (2.24)	38.5 (1.52)	4.1 (0.161)	NO.9	80 (3.15)	60 (2.36)	2.5 (0.098)
NO.6	57 (2.24)	38.5 (1.52)	4.1 (0.161)	NO.10	80 (3.15)	60 (2.36)	2.5 (0.098)
NO.7	59 (2.32)	37 (1.46)	2.8 (0.110)	NO.11	58 (2.28)	40.7 (1.60)	4.2 (0.165)
NO.8	48.9 (1.925)	37 (1.46)	1.6 (0.063)	NO.12	54.6 (2.15)	43(1.69)	3.0 (0.118)
	48.9 (1.925)	37 (1.46)	1.7 (0.067)				

⚠ CAUTION

Be sure to install the thrust bearing in the correct direction as shown.

36. Check the installation direction of the thrust bearing number 5, and install it on the hub of the planetary reverse sun gear.

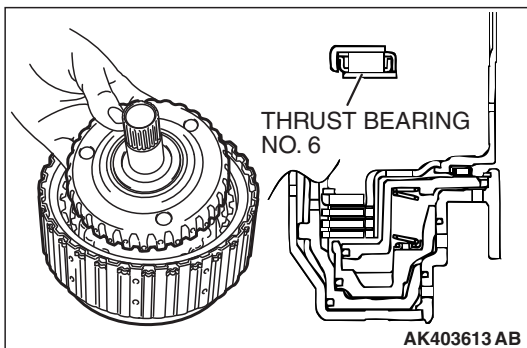


⚠ CAUTION

Use care to install the thrust bearing in the proper direction.

37. Attach thrust bearing number 6 to the inside of the overdrive clutch hub using petroleum jelly (Vaseline). Then install the assembly in the reverse and overdrive clutch.

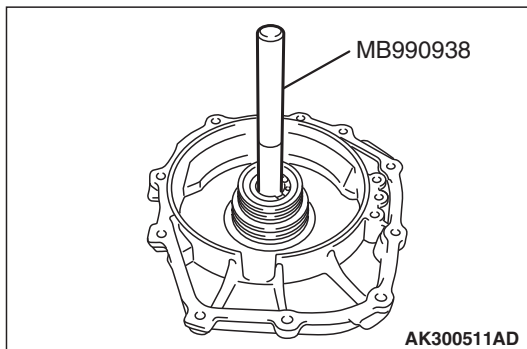
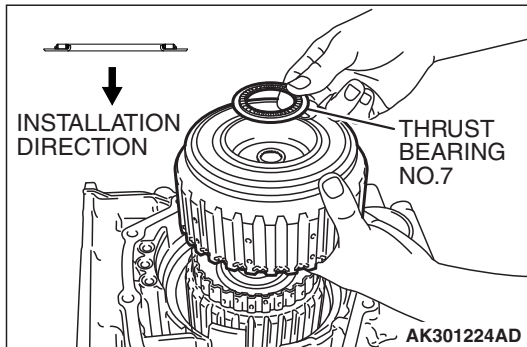
38. Install the reverse and overdrive clutch.



⚠ CAUTION

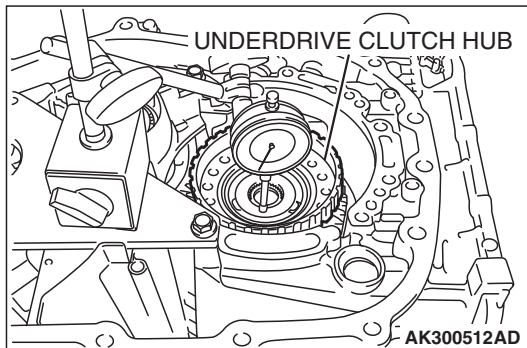
Be sure to install the thrust bearing in the correct direction as shown.

39. Check the installation direction of thrust bearing number 7, and install it on the reverse clutch retainer.



40. Use special tool MB990938 to tap the input shaft rear bearing in the rear cover.

41. Install the seal rings (four pieces) in the grooves of the rear cover.



42. Measure the end play of the under drive sun gear by the following procedures:

(1) Install the thinnest thrust race number 8 [thickness 1.6 mm (0.063 inch); part number MD707267] on thrust bearing number 7.

(2) Install the rear cover on the transaxle case and tighten the bolts to the specified torque.

Tightening torque: 23 ± 3 N·m (17 ± 2 ft-lb)

(3) Turn over the transaxle case so that the installation surface of the torque converter housing is facing up.

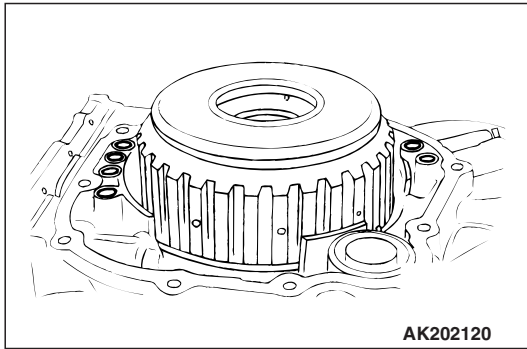
(4) Install the under drive clutch hub on the under drive sun gear.

(5) Measure end play of the underdrive sun gear and record the measurement value.

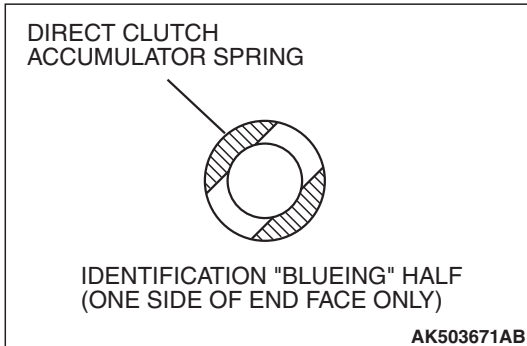
Standard value of end play (Reference):

0.25 – 0.45 mm (0.010 – 0.017 inch)

(6) After taking the measurement in steps (5), take out the installed parts in steps (1) through (4).



43. Install the O-rings (six pieces).



44. Install the direct clutch accumulator piston and spring and then install the O-ring.

NOTE: Accumulator spring is identified as shown in the illustration.

45. Select a thrust race number 8 whose thickness corresponds to the measured values taken in step 40 from the table below. Install it on thrust bearing number 7.

MEASUREMENT VALUE mm (in)	THICKNESS mm (in)
0.3 – 0.4 (0.012 – 0.016)	1.6 (0.063)
0.4 – 0.5 (0.016 – 0.020)	1.7 (0.067)
0.5 – 0.6 (0.020 – 0.024)	1.8 (0.071)
0.6 – 0.7 (0.024 – 0.028)	1.9 (0.075)
0.7 – 0.8 (0.028 – 0.031)	2.0 (0.079)
0.8 – 0.9 (0.031 – 0.035)	2.1 (0.083)
0.9 – 1.0 (0.035 – 0.039)	2.2 (0.087)
1.0 – 1.1 (0.039 – 0.043)	2.3 (0.091)
1.1 – 1.2 (0.043 – 0.047)	2.4 (0.094)
1.2 – 1.3 (0.047 – 0.051)	2.5 (0.098)
1.3 – 1.4 (0.051 – 0.055)	2.6 (0.102)

⚠ CAUTION

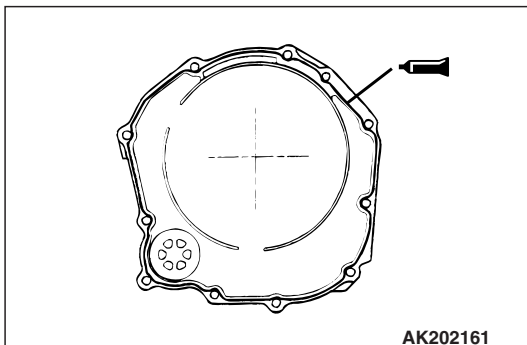
- Completely degrease the FIPG-applied surface so that water and oil including the old sealant cannot adhere to the surface coated with the sealant. Never touch the degreased surface by hand.
- Make sure the starting point and the ending point are about the middle between the bolts.

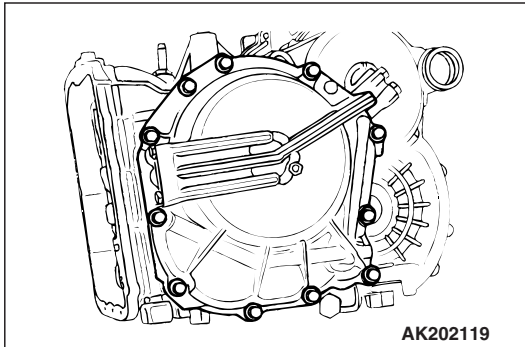
46. Apply a 1.6 mm (0.06 inch) diameter bead of sealant to the illustrated position of the rear cover.

Specified sealant:

Mitsubishi Part No. MD974421 or equivalent

NOTE: Be sure to install the case quickly while the sealant is wet (within 15 minutes). Leaks will occur if the rear cover is installed after the sealant dries.





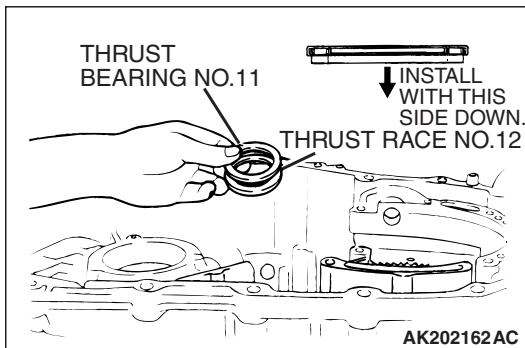
47. Install the rear cover, and tighten its mounting bolts to the specified torque.

Tightening torque: 23 ± 3 N·m (17 ± 2 ft-lb)

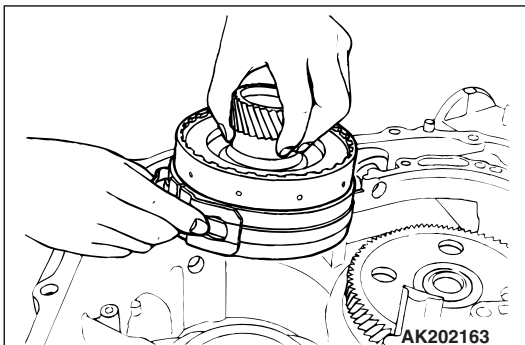
NOTE: After installation, keep the sealed area away from ATF for approximately one hour.

⚠ CAUTION

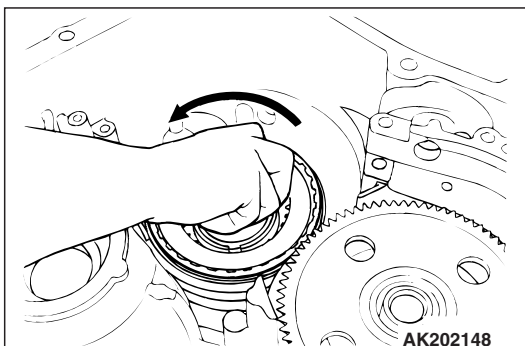
Install the thrust bearing with the indicated side facing down.



48. Install the thrust race number 12 and thrust bearing number 11.

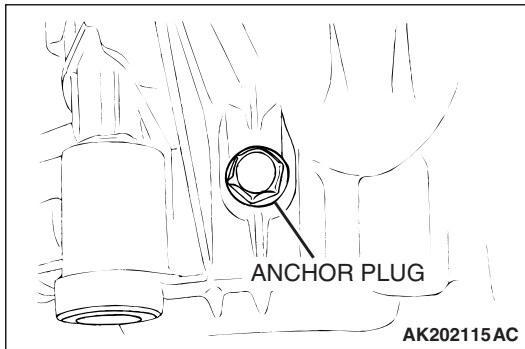


49. Finger-tighten the anchor plug and a new O-ring, then install the reduction brake band and direct clutch simultaneously.

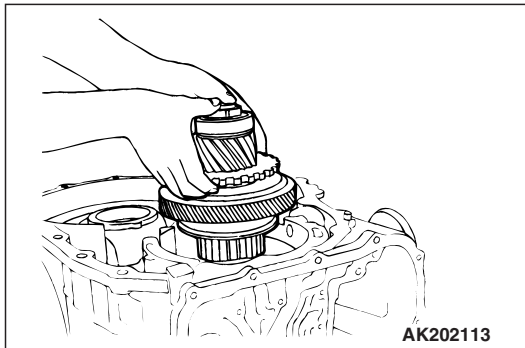


50. Make sure that the direct clutch can be rotated only in the direction indicated in the illustration.

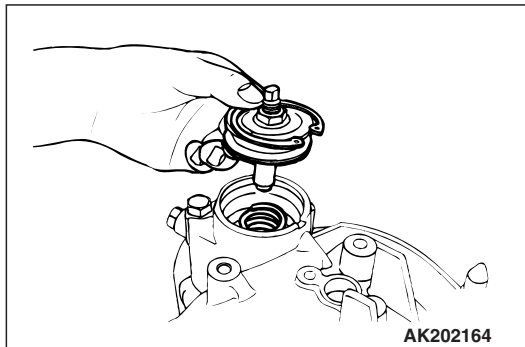
NOTE: If the clutch can be rotated in the other direction, remove and reinstall it correctly.



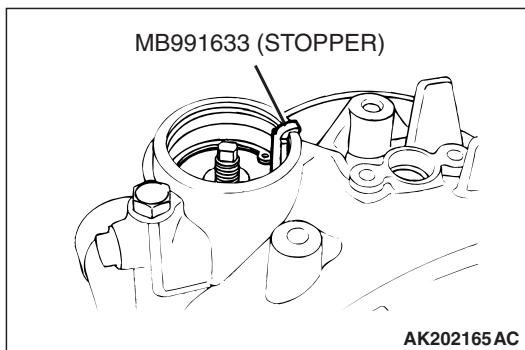
51. Tighten the anchor plug to the specified torque.
Tightening torque: 98 ± 15 N·m (72 ± 11 ft-lb)



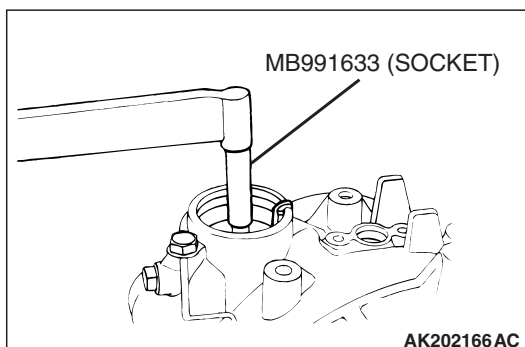
52. Install the direct planetary carrier assembly.



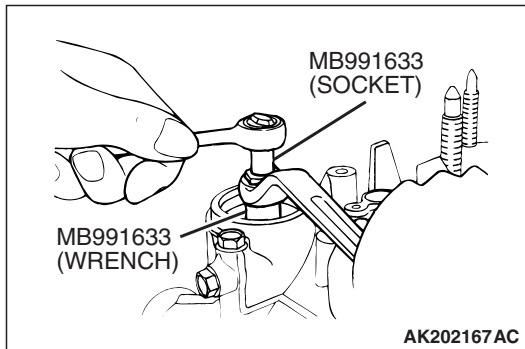
53. Install the reduction brake spring and piston in position in the transmission case, then install the snap ring.



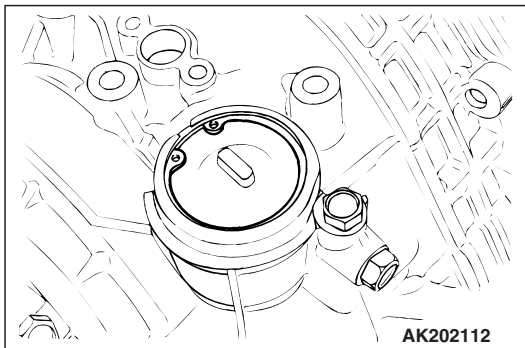
54. Adjust the reduction brake piston using the following procedure:
- (1) Remove the nut from the reduction brake piston.
 - (2) Install the stopper of the special tool MB991633 to hold the reduction brake piston against rotation.



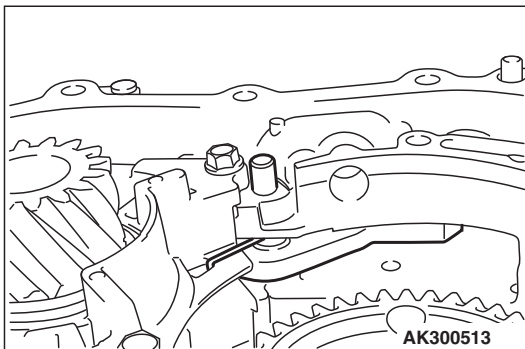
- (3) Using a torque wrench fitted with the socket of the special tool MB991633, tighten the adjusting rod to 10 N·m (89 in-lb), then loosen it. Repeat this operation twice. Tighten the adjusting rod to 5 N·m (43 in-lb), then turn it back 5-1/2 (180 degrees) to 5-3/4 (270 degrees) turns.



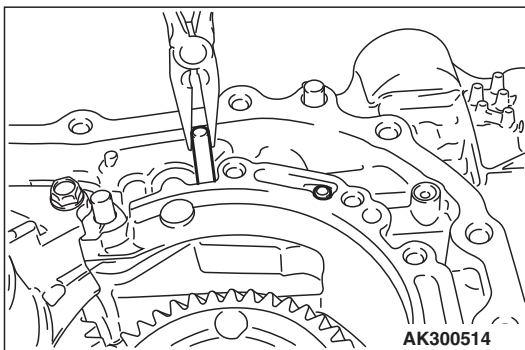
- (4) Install the nut on the adjusting rod and tighten the nut to 19 ± 3 N·m (14 ± 2 ft-lb) using the wrench of the special tool MB991633.



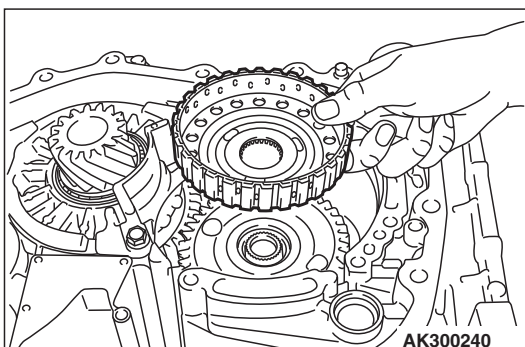
55. Install the reduction brake piston cover and snap ring.



56. Install the parking pawl, spacer, and spring. Then insert the parking pawl shaft.



57. Install the parking roller support, and then insert the parking roller support shafts (two pieces).

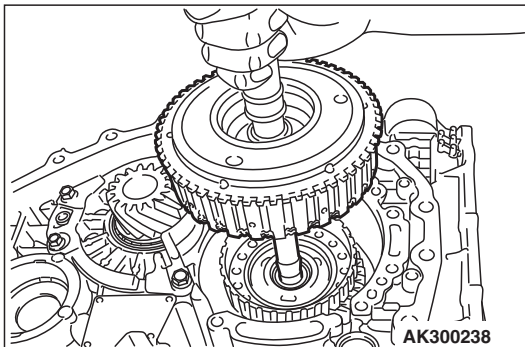
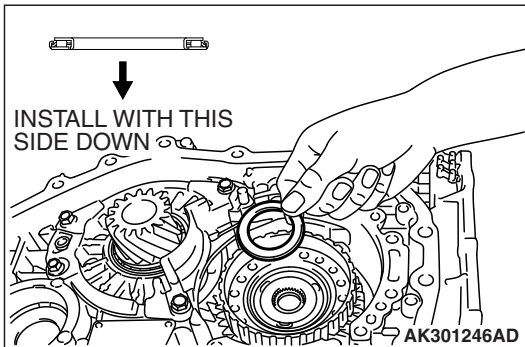


58. Install the underdrive clutch hub to the underdrive sun gear.

⚠ CAUTION

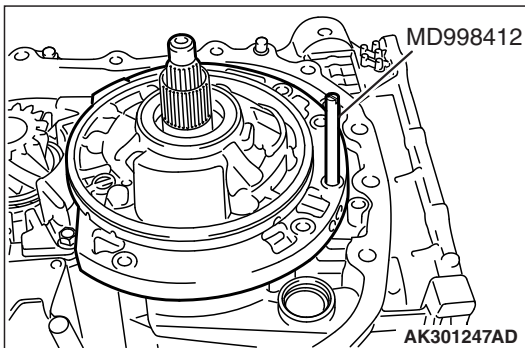
Be sure to install the thrust bearing in the correct direction as shown.

59. Check the installation direction of thrust bearing number 2, and install it on the underdrive clutch hub.



60. Hold the input shaft, and install the underdrive clutch.

61. Adjustment of input shaft end play and select the thrust washer number 1. (Refer to adjustment of transaxle - thrust washer selection for adjustment of input shaft end play [P.23C-46.](#))

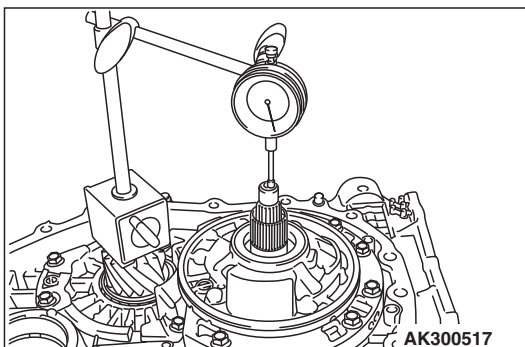


62. Install special tool MD998412 as shown.

63. Install the new oil pump gasket on the transaxle case.

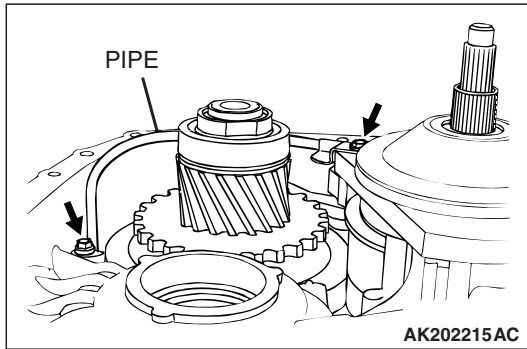
64. Install the oil pump and tighten the six mounting bolts to the specified torque.

Tightening torque: 29 ± 2 N·m (21 ± 1 ft-lb)



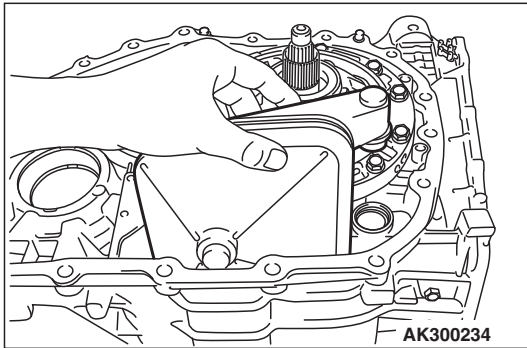
65. Make sure that the input shaft end play meets the standard value.

Standard value of end play:
0.70 – 1.45 mm (0.028 – 0.057 inch)

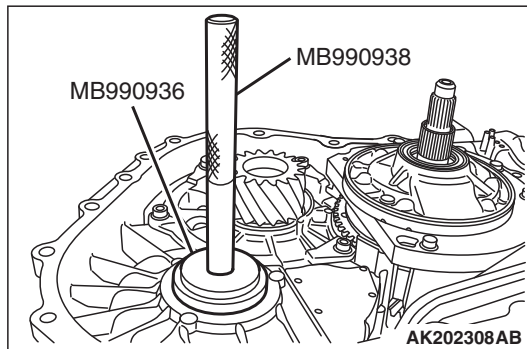


66. Install the pipe clamp bolts (two places), and tighten to the specified torque.

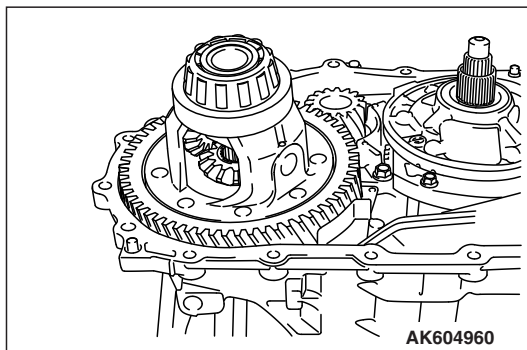
Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)



67. Install the oil filter.

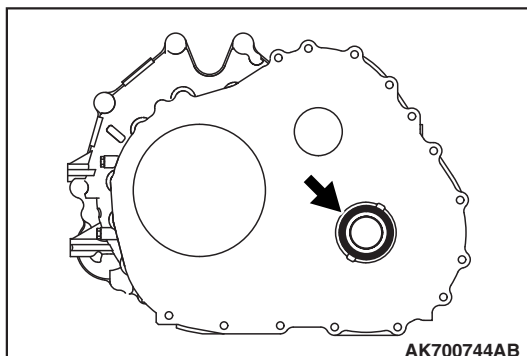


68. Use special tools MB990936 and MB990938 to tap the differential bearing outer race in the transaxle case.

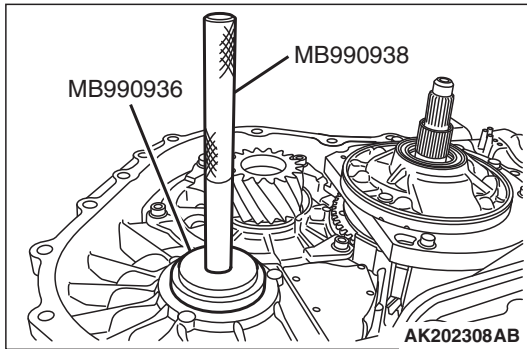


69. Install the differential.

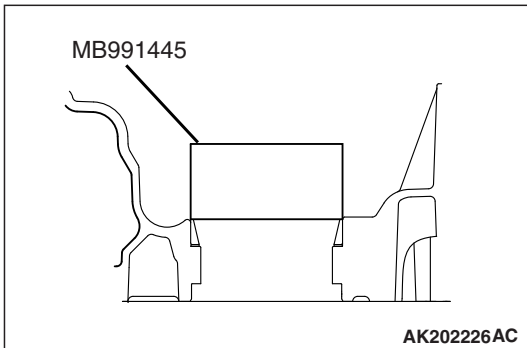
70. Adjustment of differential case preload and select the spacer. (Refer to adjustment of transaxle - spacer selection for adjustment of differential case preload [P.23C-46.](#))



71. Install the selected spacer to the torque converter housing.



72. Use special tools MB990936 and MB990938 to tap the differential bearing outer race in the transaxle case.



73. Use special tools MB991445 to press the outer race into housing.

⚠ CAUTION

- Completely degrease the FIPG-applied surface so that water and oil including the old sealant cannot adhere to the surface coated with the sealant. Never touch the degreased surface by hand.
- Make sure the starting point and the ending point are about the middle between the bolts.

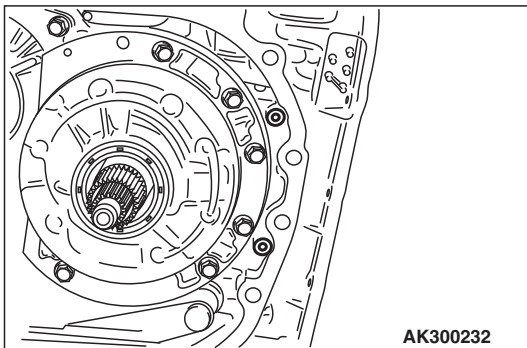
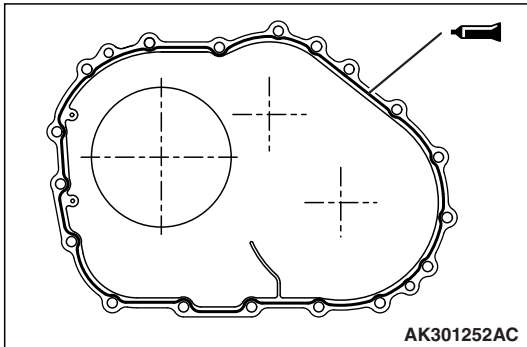
74. Apply a 1.6 mm (0.06 inch) diameter bead of sealant to the torque converter housing in the area shown.

Specified sealant:

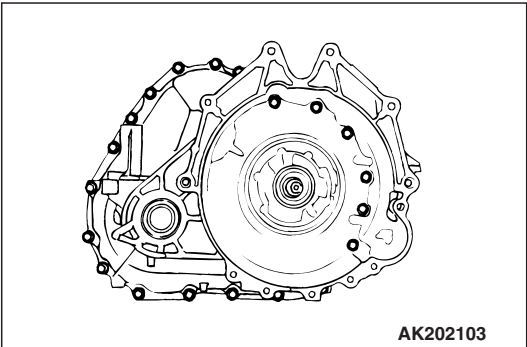
Mitsubishi Part No. MD974421 or equivalent

NOTE: Be sure to install the case quickly while the sealant is wet (with 15 minutes). Leaks will occur if the rear cover is installed after the sealant dries.

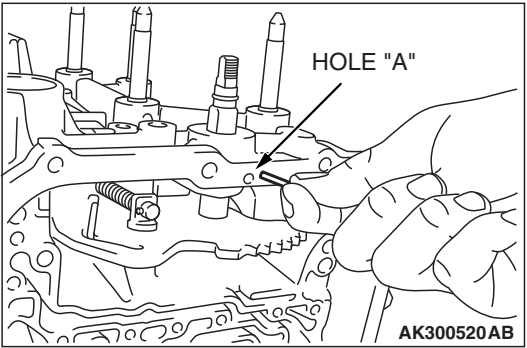
NOTE: After installation, keep the sealed area away from ATF for approximately one hour.



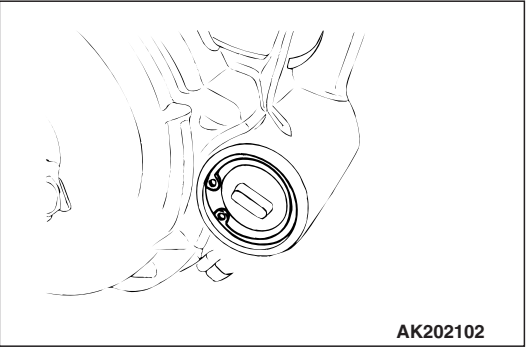
75. Install the O-rings (two pieces).



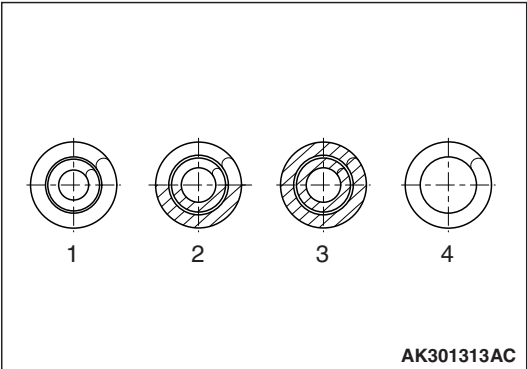
76. Install the torque converter housing and then tighten its mounting bolts (twenty pieces) to the specified torque.
- Tightening torque: 48 ± 6 N·m (35 ± 4 ft-lb)**
77. Insert the O-rings (two pieces) into the grooves of the manual control lever shaft.
78. Install the manual control lever shaft and parking pawl rod.



79. Align hole "A" with the groove in the manual control lever shaft. Insert the manual control lever shaft roller into hole "A".
80. Insert the new seal rings in the grooves of the accumulator pistons.
- NOTE: The piston and seal ring are common parts.*

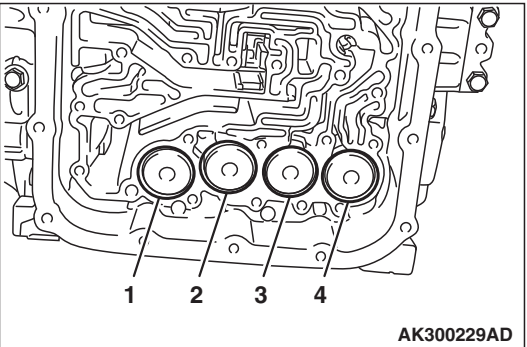


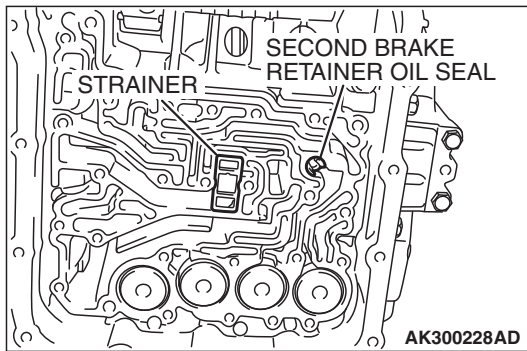
81. Install the piston and spring of the reduction brake accumulator, then install the accumulator cover.



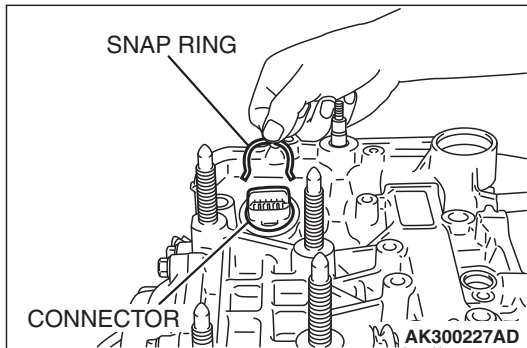
82. Identify the accumulator spring and insert it and the accumulator piston into each hole of the transaxle case.
- NOTE: Accumulator springs are identified as shown in the illustration.*

NO.	NAME	IDENTIFICATION "BLUEING"
1	For low-reverse brake	None
2	For underdrive clutch	Half
3	For second brake	Whole surface
4	For overdrive clutch	None



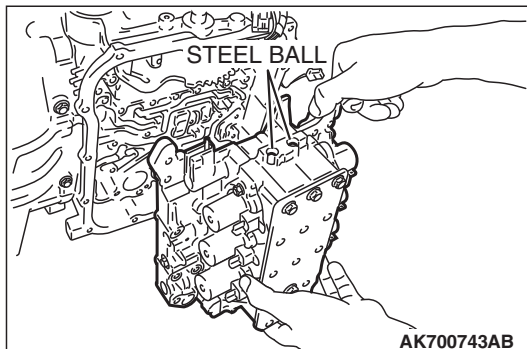


83. Install the strainer and second brake retainer oil seal.



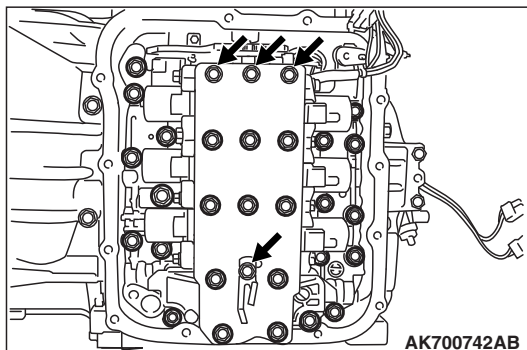
84. Insert a new O-ring to the groove of the solenoid valve harness connector.

85. Insert the solenoid valve harness connector into the hole from the inside of the transaxle case so it is oriented as shown in the illustration. Then secure the snap ring to the connector groove.



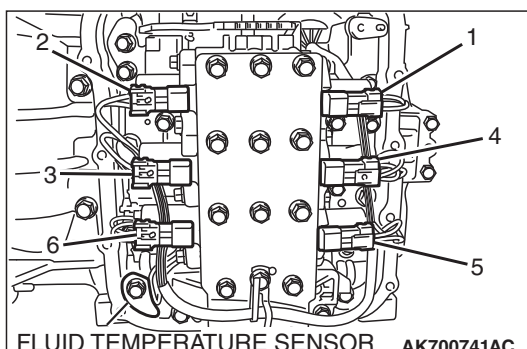
86. Install the steel balls into each of the two holes in the top face of the valve body (outside valve body).

87. Install the valve body to the transaxle case. Make sure that the manual valve's pin is in the groove in the detent plate of the manual control lever.



88. Install the valve body mounting bolts (twenty seven pieces), and tighten to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)

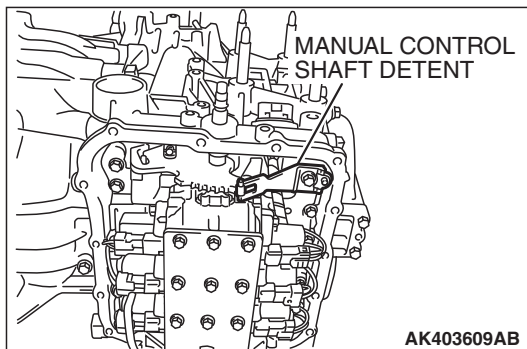


89. Attach the solenoid valve harness to the valve body by connecting all the connectors.

90. Install the fluid temperature sensor to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)

NO.	PARTS TO BE CONNECTED	SOLENOID VALVE HARNESS	
		CABLE COLOR	CONNECTOR HOUSING COLOR
1	Underdrive solenoid valve	White, Red, Red	Black
2	Overdrive solenoid valve	Orange, Red	Black
3	Low-reverse solenoid valve	Brown, Yellow	Milky white
4	Second solenoid valve	Blue, Red, Red	Milky white
5	Damper clutch control solenoid valve	Blue, Yellow, Yellow	Black
6	Reduction solenoid valve	Green, Yellow, Yellow	Black



91. Install the manual control shaft detent and tighten the bolt to the specified torque.

Tightening torque: 6.0 ± 1.0 N·m (53 ± 9 in-lb)

⚠ CAUTION

- Completely degrease the FIPG-applied surface so that water and oil including the old sealant cannot adhere to the surface coated with the sealant. Never touch the degreased surface by hand.
- Make sure the starting point and the ending point are about the middle between the bolts.

92. Apply a 2.4 – 2.6 mm (0.09 – 0.10 inch) diameter bead of sealant or equivalent to the valve body cover in the area shown.

Specified sealant:

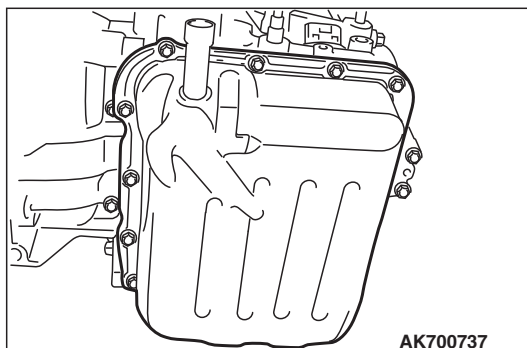
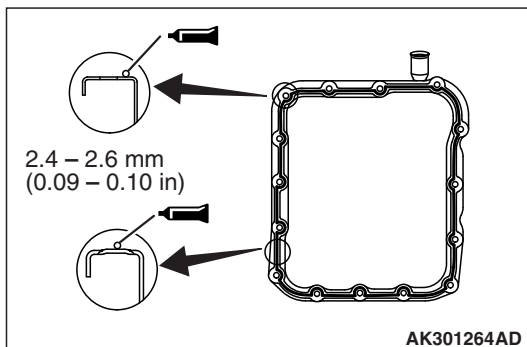
Mitsubishi Part No. MD974421 or equivalent

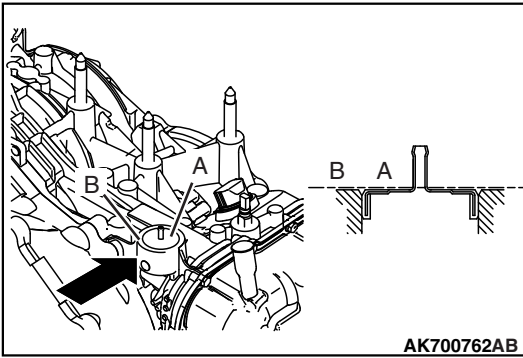
NOTE: Be sure to install the case quickly while the sealant is wet (with 15 minutes) or leaks will occur if the rear cover is installed after the sealant dries.

NOTE: After installation, keep the sealed area away from ATF for approximately one hour.

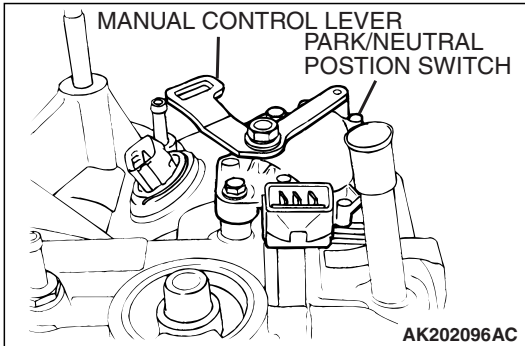
93. Install the valve body cover, and then tighten its mounting bolts to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)





94. Press Face "A" of the air breather to be on the same plane as the Face "B" of the transaxle case as shown in the illustration.

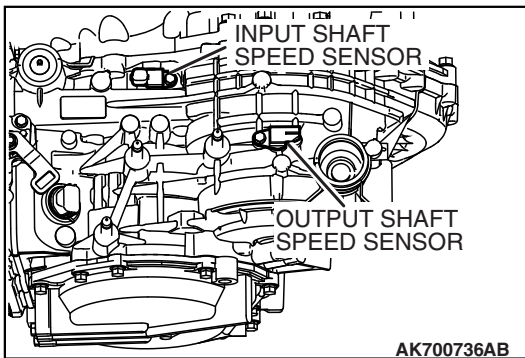


95. Install the park/neutral position switch and tighten the bolt to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)

96. Install the manual control lever and tighten the nut to the specified torque.

Tightening torque: 22 ± 3 N·m (16 ± 2 ft-lb)



97. Install the input shaft speed sensor and output shaft speed sensor and tighten the bolt to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)

98. Apply ATF on the both sides of the new gasket and threads of the eyebolts, and then tighten to the specified torque.

Tightening torque: 24 ± 3 N·m (18 ± 2 ft-lb)

99. Tighten the oil cooler feed tube clamp bolt to the specified torque.

Tightening torque: 11 ± 1 N·m (97 ± 9 in-lb)

100. Install the oil dipstick.

101. Install the control cable support brackets to the specified torque.

Tightening torque: 23 ± 3 N·m (17 ± 2 ft-lb)

102. Install the roll stopper brackets.

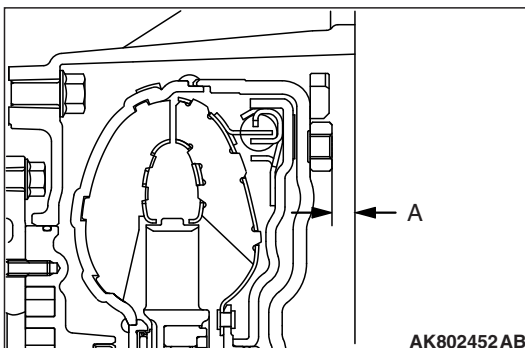
Tightening torque: 90 ± 10 N·m (66 ± 7 ft-lb)

⚠ CAUTION

Apply ATF to the oil pump drive hub before installing the torque converter. Be careful not to damage the oil seal lip when installing the torque converter.

103. Install the torque converter, and align it with the oil pump so that the shown dimension "A" meets the reference value.

Reference value: Approximately 9.4 mm (0.37 inch)



ADJUSTMENT OF TRANSAXLE

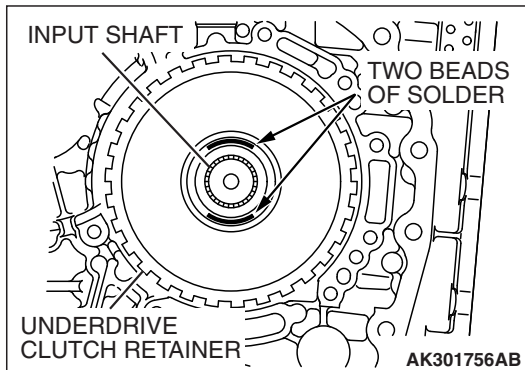
THRUST WASHER SELECTION FOR
ADJUSTMENT OF INPUT SHAFT END PLAY

<Measurement using a Solder>

⚠ CAUTION

- If solder is not available, select the thrust washer in accordance with Plastigage method.
- If the thrust washer appropriate for the standard value cannot be selected using solder, select the thrust washer in accordance with Plastigage method.

1. Put solders (1.0 mm (0.039 inch) diameter, about 10 mm (0.39 inch) long) in the illustrated positions of the underdrive clutch retainer.
2. Install the adjusting thrust washer having minimum thickness.

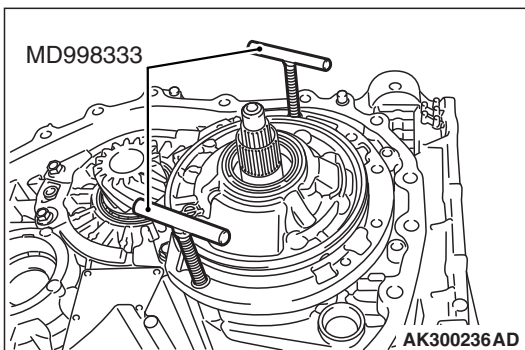
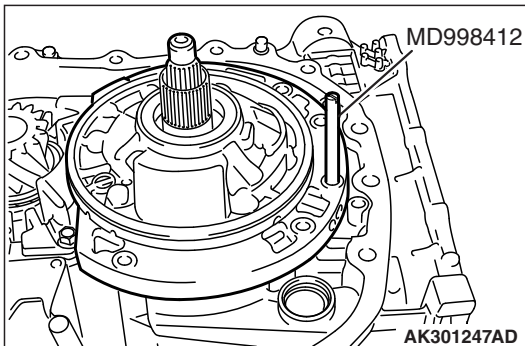
**⚠ CAUTION**

Never use a gasket that has been tightened.

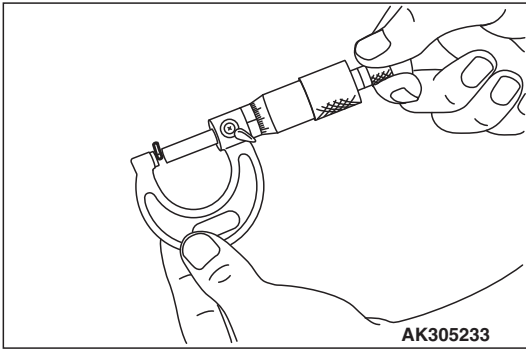
3. Use the special tool MD998412 to install a new oil pump gasket and the oil pump. Tighten the oil pump mounting bolts to the specified torque.

Tightening torque: 29 ± 2 N·m (21 ± 2 in-lb)

4. Remove the oil pump mounting bolts.



5. Using special tools MD998333, remove the oil pump and then take out crushed solders.
6. If the solders have not crushed, use thicker thrust washer and repeat steps 3 to 5.



7. Use a micrometer to measure the thickness of the crushed solder beads and record the measured value.
8. Select the thrust washer, calculated by the following formula, in the table.

$$T = T1 + T2$$

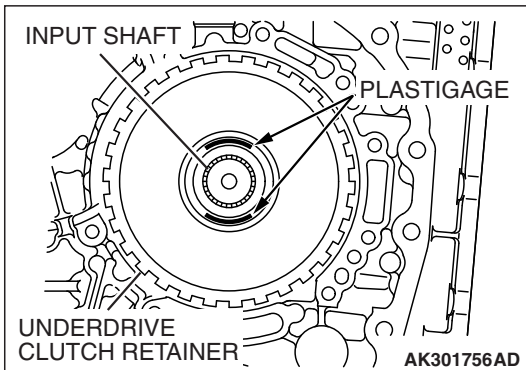
T: Clearance mm

T1: The crushed solder thickness mm

T2: The thrust washer thickness used for measurement mm

Available thrust washer

MEASUREMENT VALUE mm (in)	THICKNESS mm (in)	ID SYMBOL
2.25 – 2.45 (0.089 – 0.096)	1.8 (0.071)	18
2.45 – 2.65 (0.096 – 0.104)	2.0 (0.079)	20
2.65 – 2.85 (0.104 – 0.112)	2.2 (0.087)	22
2.85 – 3.05 (0.112 – 0.120)	2.4 (0.094)	24
3.05 – 3.25 (0.120 – 0.128)	2.6 (0.102)	26
3.25 – 3.45 (0.128 – 0.136)	2.8 (0.110)	28

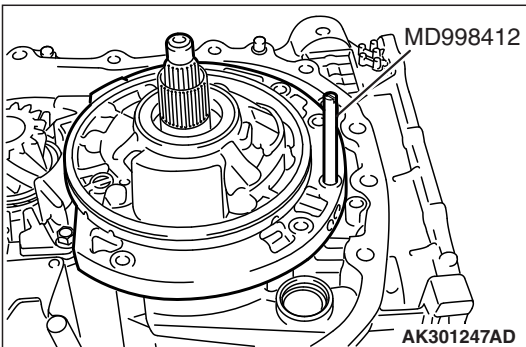


<Measurement using Plastigage>

1. Put plastigage (about 10 mm (0.039 inch) long) in the illustrated positions of the underdrive clutch retainer.
2. Install the adjusting thrust washer having the minimum thickness.

⚠ CAUTION

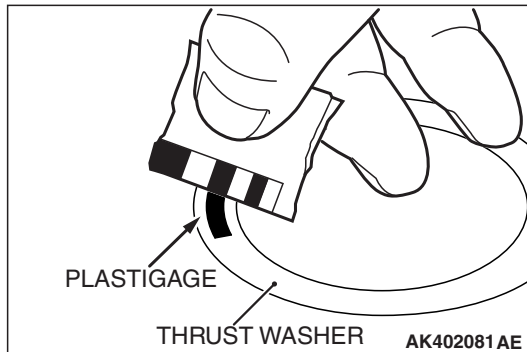
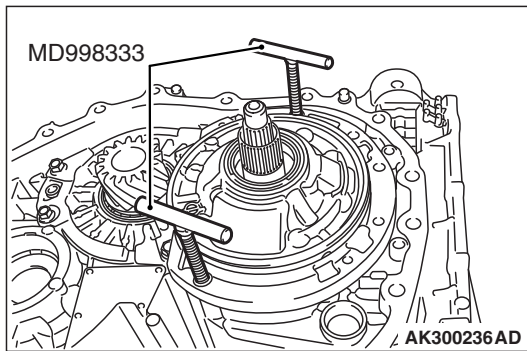
Never use a gasket that has been tightened.



3. Use the special tool MD998412 to install a new oil pump gasket and the oil pump. Tighten the oil pump mounting bolts to the specified torque.

Tightening torque: 29 ± 2 N·m (21 ± 1 ft·lb)

4. Remove the oil pump mounting bolts.



5. Using special tools MD998333, remove the oil pump and then take out crushed Plastigages.

6. If the plastigages have not crushed, use thicker adjusting thrust washer and repeat steps 3 to 5.

7. Measure the width of the crushed plastigage at its widest part using a scale printed on the plastigage package.

8. Select the thrust washer, calculated by the following formula, in the table.

$$T = T3 + T2$$

T: Clearance mm

T3: The crushed plastigage thickness mm

T2: The thrust washer thickness used for measurement mm

Available thrust washer

MEASUREMENT VALUE mm (in)	THICKNESS mm (in)	ID SYMBOL
2.25 – 2.45 (0.089 – 0.096)	1.8 (0.071)	18
2.45 – 2.65 (0.096 – 0.104)	2.0 (0.079)	20
2.65 – 2.85 (0.104 – 0.112)	2.2 (0.087)	22
2.85 – 3.05 (0.112 – 0.120)	2.4 (0.094)	24
3.05 – 3.25 (0.120 – 0.128)	2.6 (0.102)	26
3.25 – 3.45 (0.128 – 0.136)	2.8 (0.110)	28

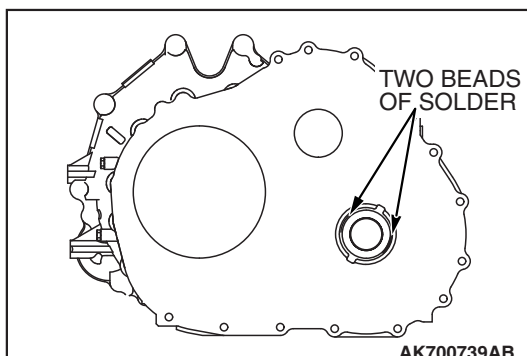
SPACER SELECTION FOR ADJUSTMENT OF DIFFERENTIAL CASE PRELOAD

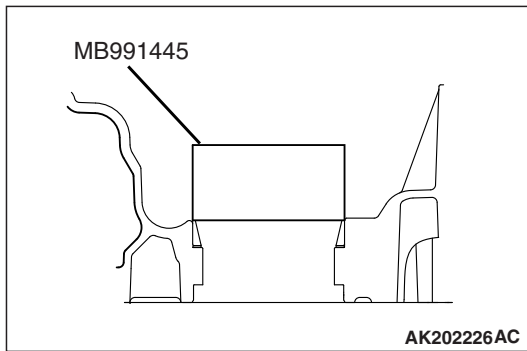
<Measurement using a Solder>

⚠ CAUTION

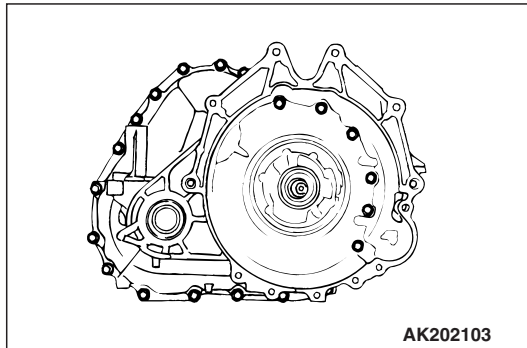
- If solder is not available, select the spacer in accordance with Plastigage method.
- If the spacer appropriate for the standard value cannot be selected using solder, select the spacer in accordance with Plastigage method.

1. Put solders (1.0 mm (0.039 inch) diameter, about 10 mm (0.39 inch) long) in the illustrated positions of the converter housing.





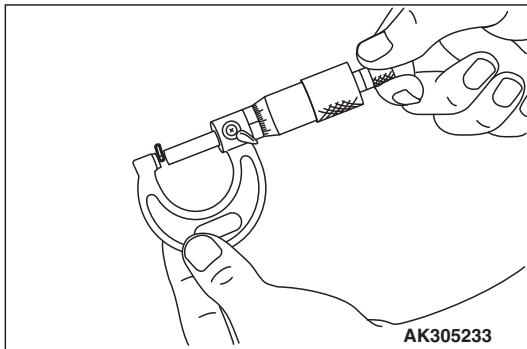
2. Use special tools MB991445 to press the outer race into housing.



3. Install the torque converter housing to the transaxle case without applying sealant. Tighten its mounting bolts to the specified torque.

Tightening torque: 48 ± 6 N·m (35 ± 4 ft-lb)

4. Remove the bolts and converter housing, and take out the solder pieces.
5. If the solders have not crushed, use thicker solders (1.6 mm (0.063 inch) diameter, about 10 mm (0.39 inch) long) and repeat steps 2 to 4.



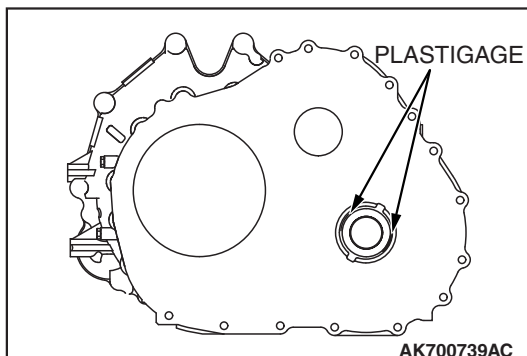
6. Measure the thickness of the crushed solder with a micrometer, and then select a spacer that will provide the standard value.

Spacer thickness: (T1 – 0.045 mm (0.0018 inch) to (T1 – 0.105 mm (0.0041 inch)

T1: The crushed solder thickness mm (inch)

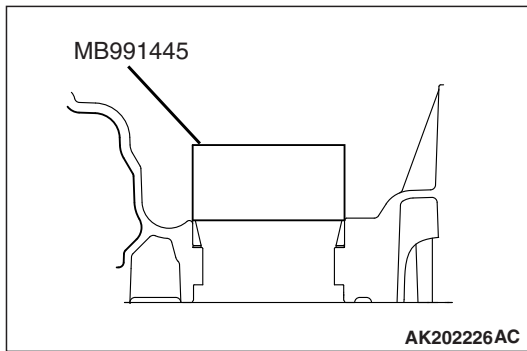
Standard value of preload:

0.045 – 0.105 mm (0.0018 – 0.0041 inch)

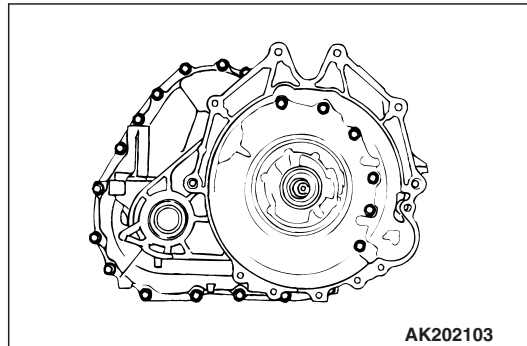


<Measurement using Plastigage>

1. Put plastigage (about 10 mm (0.39 inch) long) in the illustrated positions of the converter housing.
2. Install the adjusting spacer having the minimum thickness.



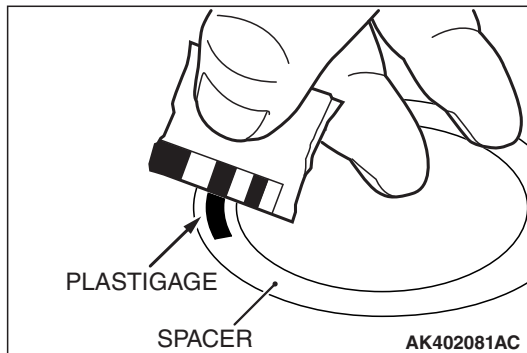
3. Use special tools MB991445 to press the outer race into housing.



4. Install the torque converter housing to the transaxle case without applying sealant. Tighten its mounting bolts to the specified torque.

Tightening torque: 48 ± 6 N·m (35 ± 4 ft-lb)

5. Remove the bolts and converter housing, and take out crushed plastigage.
6. If the plastigages have not crushed, replace the spacer with a thicker one and repeat steps 3 to 5.



7. Measure the width of the crushed plastigage at its widest part using a scale printed on the plastigage package, and then select a spacer that will provide the standard value.

Spacer thickness: (T3 – 0.045 mm (0.0018 inch) to (T3 – 0.105 mm (0.0041 inch)

T3: The crushed plastigage thickness mm (inch)

Standard value of preload:

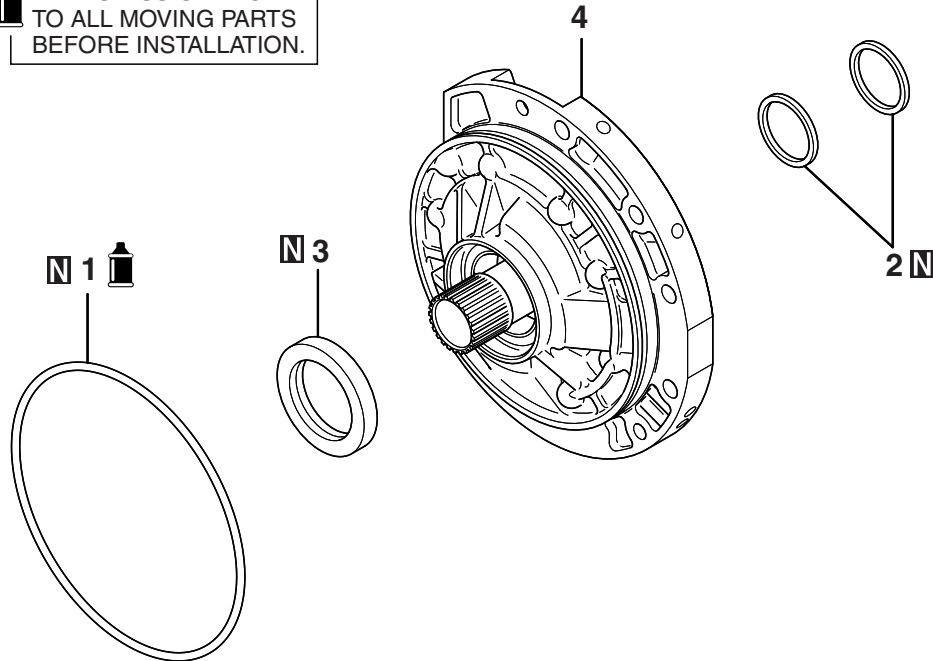
0.045 – 0.105 mm (0.0018 – 0.0041 inch)

OIL PUMP

DISASSEMBLY AND ASSEMBLY

M1233001300206

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK301599 AB

- DISASSEMBLY STEPS**
- >>B<< 1. O-RING
2. SEAL RING

- DISASSEMBLY STEPS**
- >>A<< 3. OIL SEAL
4. OIL PUMP ASSEMBLY

Required Special Tool:

- MD998334: Oil Seal Installer

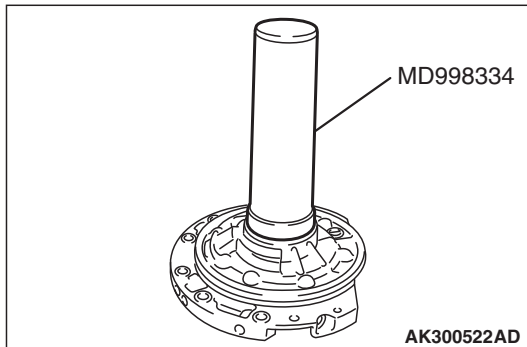
ASSEMBLY SERVICE POINTS

>>A<< OIL SEAL INSTALLATION

1. Apply a small amount of ATF to the oil seal lip.
2. Use special tool MD998334 to tap the oil seal in the oil pump body.

>>B<< O-RING INSTALLATION

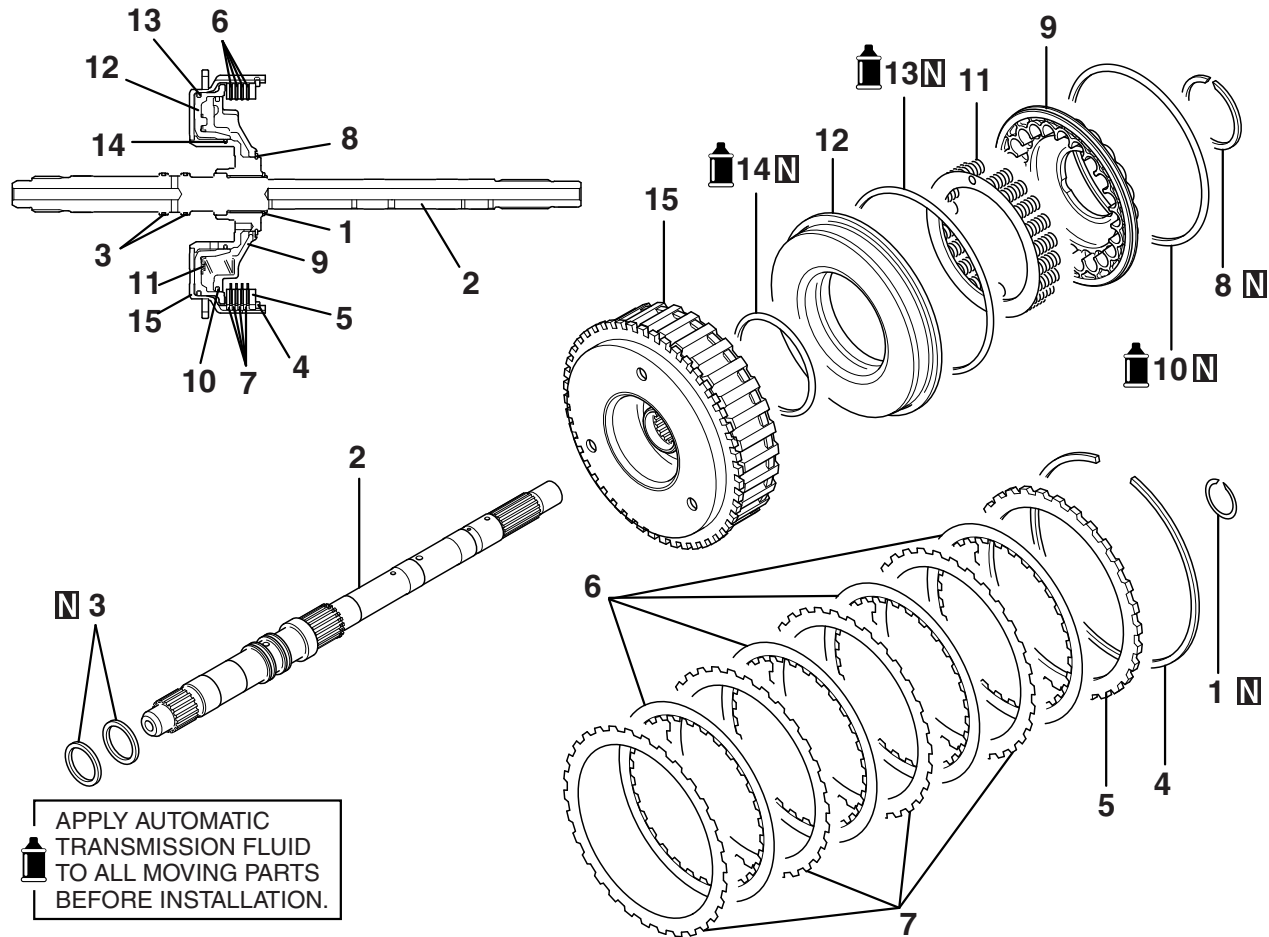
Install a new O-ring to the outer groove of the oil pump, and apply ATF or petroleum jelly (Vaseline) to the O-ring.



UNDERDRIVE CLUTCH AND INPUT SHAFT

DISASSEMBLY AND ASSEMBLY

M1233024500212



AK301600 AB

DISASSEMBLY STEPS

1. SNAP RING
2. INPUT SHAFT
3. SEAL RING
- >>D<< 4. SNAP RING
- >>C<< 5. CLUTCH REACTION PLATE
- >>C<< 6. CLUTCH DISC
- <<A>> >>C<< 7. CLUTCH PLATE
- >>B<< 8. SNAP RING

DISASSEMBLY STEPS

9. SPRING RETAINER
- >>A<< 10. D-RING
11. RETURN SPRING
- >>A<< 12. UNDERDRIVE CLUTCH PISTON
- >>A<< 13. D-RING
14. D-RING
15. UNDERDRIVE CLUTCH RETAINER

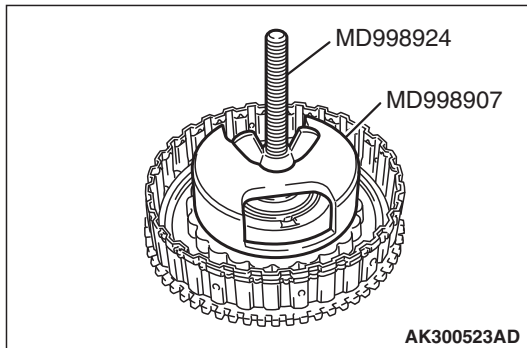
Required Special Tools:

- MD998907: Spring Compressor
- MD998924: Spring Compressor Retainer
- MB991629: Spring Compressor

DISASSEMBLY SERVICE POINT

<<A>> SNAP RING REMOVAL

1. Set special tools MD998907 and MD998924 as shown in the illustration.
2. Compress the return spring and remove the snap ring.



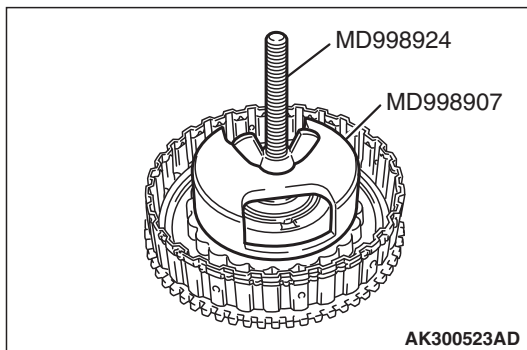
ASSEMBLY SERVICE POINTS

>>A<< D-RING INSTALLATION

1. Install a D-ring in the groove in the underdrive clutch retainer and piston, and in the groove in the outside of the spring retainer. Be careful not to twist or damage the D-rings.
2. Apply ATF or petroleum jelly (Vaseline) to the D-rings.

>>B<< SNAP RING INSTALLATION

1. Place the snap ring on top of the spring retainer, and then set special tool MD998907 and MD998924 as shown in the illustration.
2. Compress the return spring and install the snap ring.

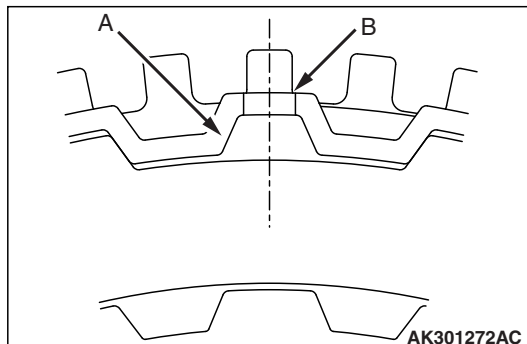


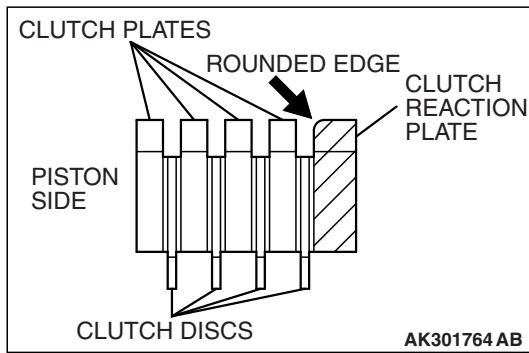
>>C<< CLUTCH PLATE / CLUTCH DISC / CLUTCH REACTION PLATE INSTALLATION

CAUTION

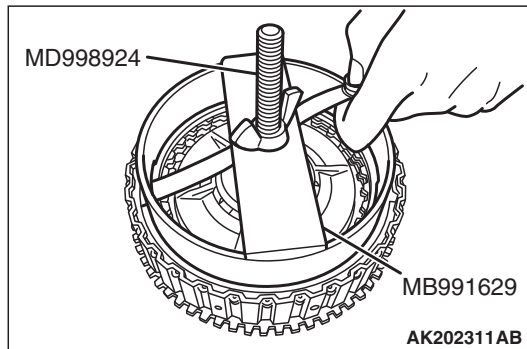
Immerse the clutch disc in ATF before assembling it. If the clutch disc is new, soak it in ATF for at least two hours.

1. Assemble the four clutch plates and four clutch discs one on top of the other inside the underdrive clutch retainer. All four clutch plates should be assembled so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B").





2. Install the clutch reaction plate in the direction shown. Install it the same as the clutch plates, so that the areas with no teeth (marked "A") are aligned with the retainer (marked "B").



>>D<< SNAP RING INSTALLATION

1. Install the snap ring into the groove of clutch retainer.
2. Set special tools MB991629 and MD998924 as shown in the illustration, and then compress the clutch element.
3. Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. If not within the standard value, select a snap ring to achieve the standard value clearance.

Standard value of clearance:

1.6 – 1.8 mm (0.063 – 0.070 inch)


REVERSE AND OVERDRIVE CLUTCH

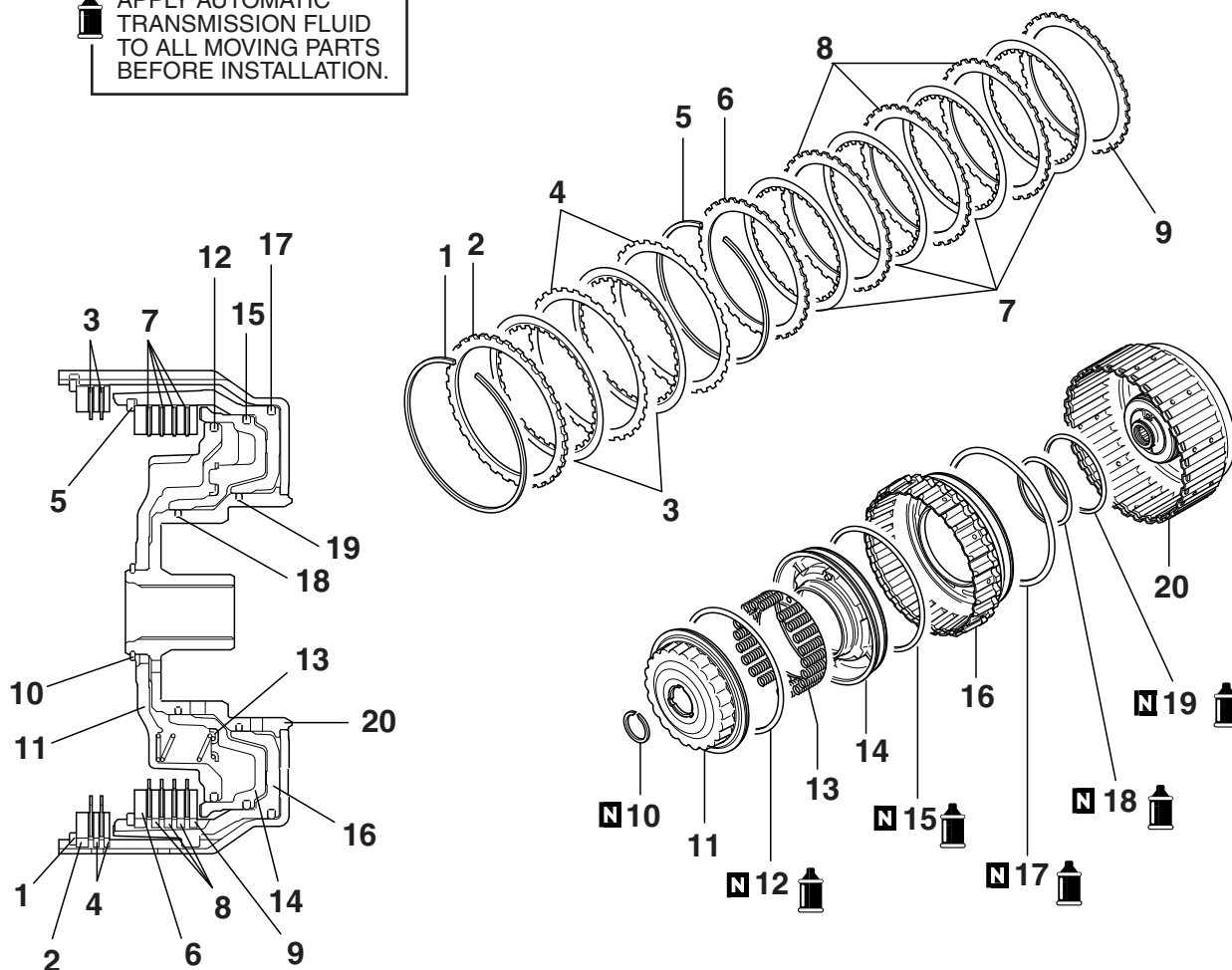
DISASSEMBLY AND ASSEMBLY

M1233024800321

NUMBER OF CLUTCH DISCS AND PLATES

	PRESSURE PLATE	CLUTCH DISC	CLUTCH PLATE	CLUTCH REACTION PLATE
Over drive clutch	1	4	3	1
Reverse clutch	–	2	2	1

 APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



AKX01127AC

DISASSEMBLY STEPS

- >>G<< 1. SNAP RING
- >>F<< 2. CLUTCH REACTION PLATE
- >>F<< 3. CLUTCH DISC
- >>F<< 4. CLUTCH PLATE
- >>E<< 5. SNAP RING
- >>D<< 6. CLUTCH REACTION PLATE
- >>D<< 7. CLUTCH DISC
- >>D<< 8. CLUTCH PLATE
- >>D<< 9. PRESSURE PLATE
- <<A>> >>C<< 10. SNAP RING

DISASSEMBLY STEPS

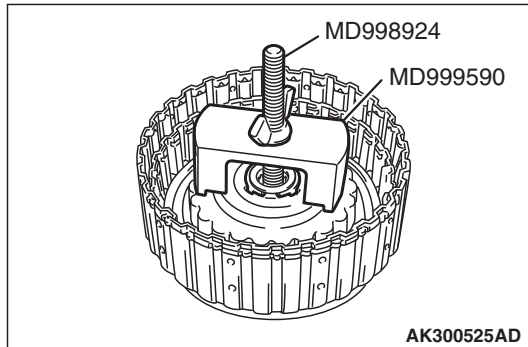
- 11. SPRING RETAINER
- >>A<< 12. D-RING
- 13. RETURN SPRING
- 14. OVERDRIVE CLUTCH PISTON
- >>A<< 15. D-RING
- >>B<< 16. REVERSE CLUTCH PISTON
- >>A<< 17. D-RING
- >>A<< 18. D-RING
- >>A<< 19. D-RING
- 20. REVERSE CLUTCH RETAINER

Required Special Tools:

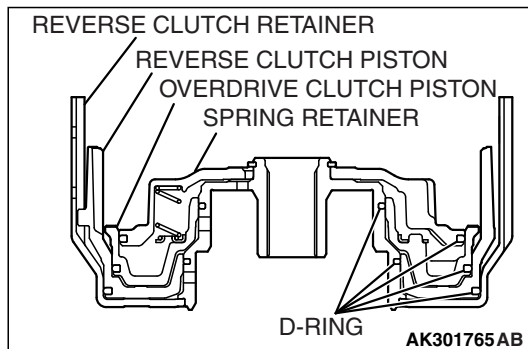
- MD999590: Spring Compressor
- MD998924: Spring Compressor Retainer
- MB991629: Spring Compressor
- MB991789: Spring Compressor

DISASSEMBLY SERVICE POINT**<<A>> SNAP RING REMOVAL**

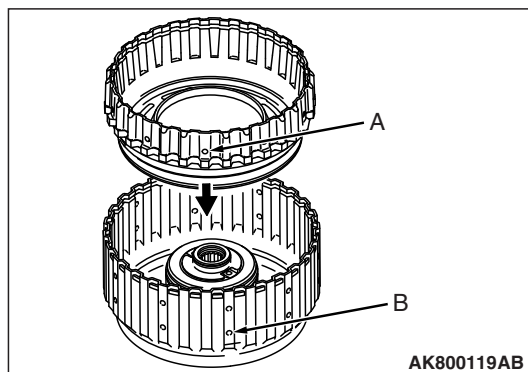
1. Set special tools MD999590 and MD998924 as shown in the illustration.
2. Compress the return spring and remove the snap ring.

**ASSEMBLY SERVICE POINTS****>>A<< D-RING INSTALLATION**

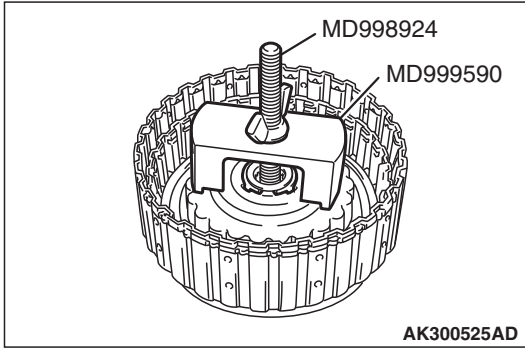
1. Install D-rings in the grooves on the reverse clutch retainer, piston, overdrive clutch piston and spring retainer. Be careful not to twist or damage the D-rings.
2. Apply transmission fluid or petroleum jelly (vaseline) to D-rings.

**>>B<< REVERSE CLUTCH PISTON INSTALLATION**

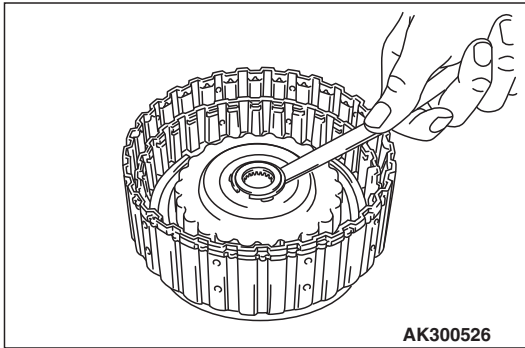
Align the outer circumference holes ("A" and "B") of the reverse clutch piston and the reverse clutch retainer to assemble them.



>>C<< SNAP RING INSTALLATION



1. Set special tools MD999590 and MD998924 as shown in the illustration.
2. Tighten the nut on the special tool to press down on the spring retainer and reverse clutch retainer, and then install the snap ring.



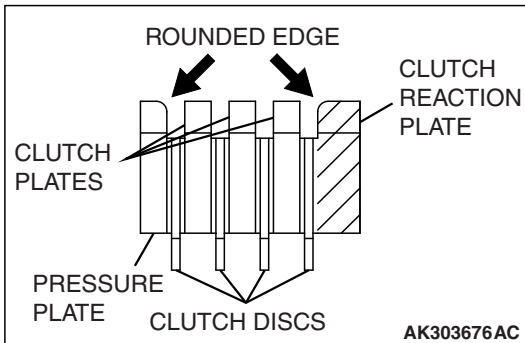
3. Check that the clearance between the snap ring and the return spring retainer is within the standard value. If not within the standard value, select a snap ring to achieve the standard value clearance.

Standard value: 0 – 0.09 mm (0 – 0.0035 inch)
(For reverse and overdrive clutch return spring retainer end play)

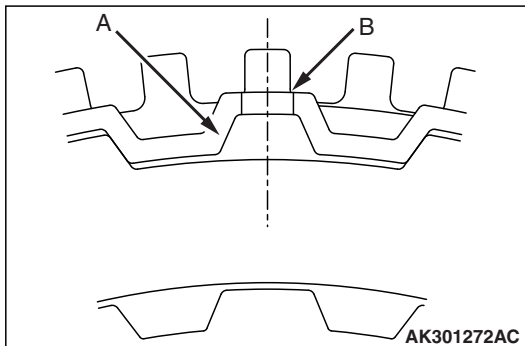
>>D<< PRESSURE PLATE / CLUTCH PLATE / CLUTCH DISC / CLUTCH REACTION PLATE INSTALLATION

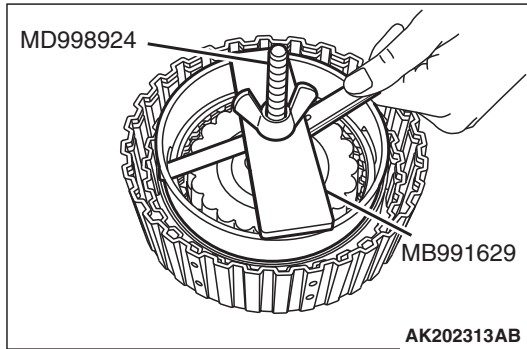
⚠ CAUTION

Immerse the clutch disc in transmission fluid before assembling it. If the clutch disc is new, soak it in transmission fluid for more than two hours.



1. Install the pressure plate in the direction shown
2. Assemble the clutch discs and clutch plates, one on top of the other, inside the reverse clutch piston. Assemble both clutch plates so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B").
3. Install the clutch reaction plate in the direction shown.

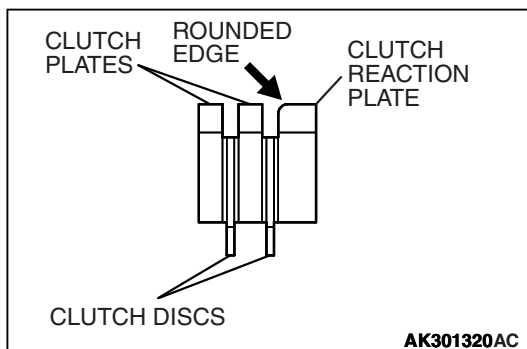
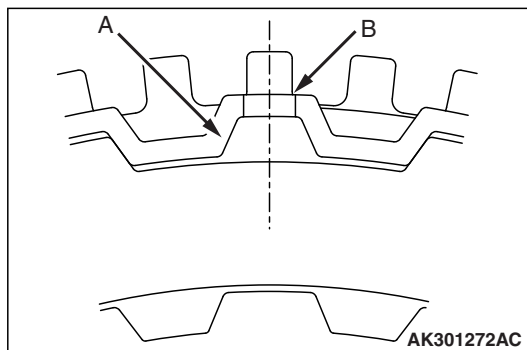


**>>E<< SNAP RING INSTALLATION**

1. Install the snap ring into the groove in the reverse clutch piston.
2. Set special tools MB991629 and MD998924 as shown in the illustration, and compress the clutch element.
3. Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. If not within the standard value, select a snap ring to achieve the standard value clearance.

Standard value:**1.6 – 1.8 mm (0.0630 – 0.0709 inch)****(For reverse clutch end play)****>>F<< CLUTCH PLATE / CLUTCH DISC / CLUTCH REACTION PLATE INSTALLATION****⚠ CAUTION**

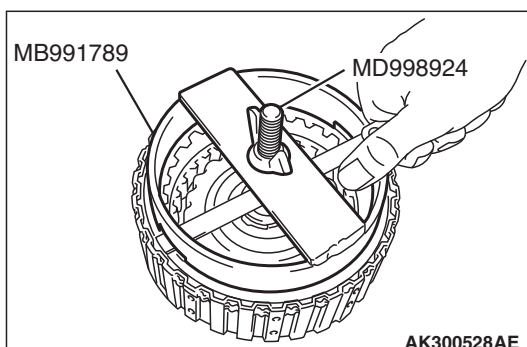
Immerse the clutch disc in transmission fluid before assembling it. If the clutch disc is new, soak it in transmission fluid for at least two hours.



1. Assemble two clutch discs and two clutch plates, one on top of the other, inside the reverse clutch retainer. Assemble both clutch plates so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B").
2. Install the clutch reaction plate in the direction shown. Install it the same as the clutch plate, so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B").

>>G<< SNAP RING INSTALLATION


1. Install the snap ring into the groove of reverse clutch retainer.
2. Set special tools MB991789 and MD998924 as shown in the illustration, and compress the clutch element.
3. Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. If not within the standard value, select a snap ring to achieve the standard value clearance.

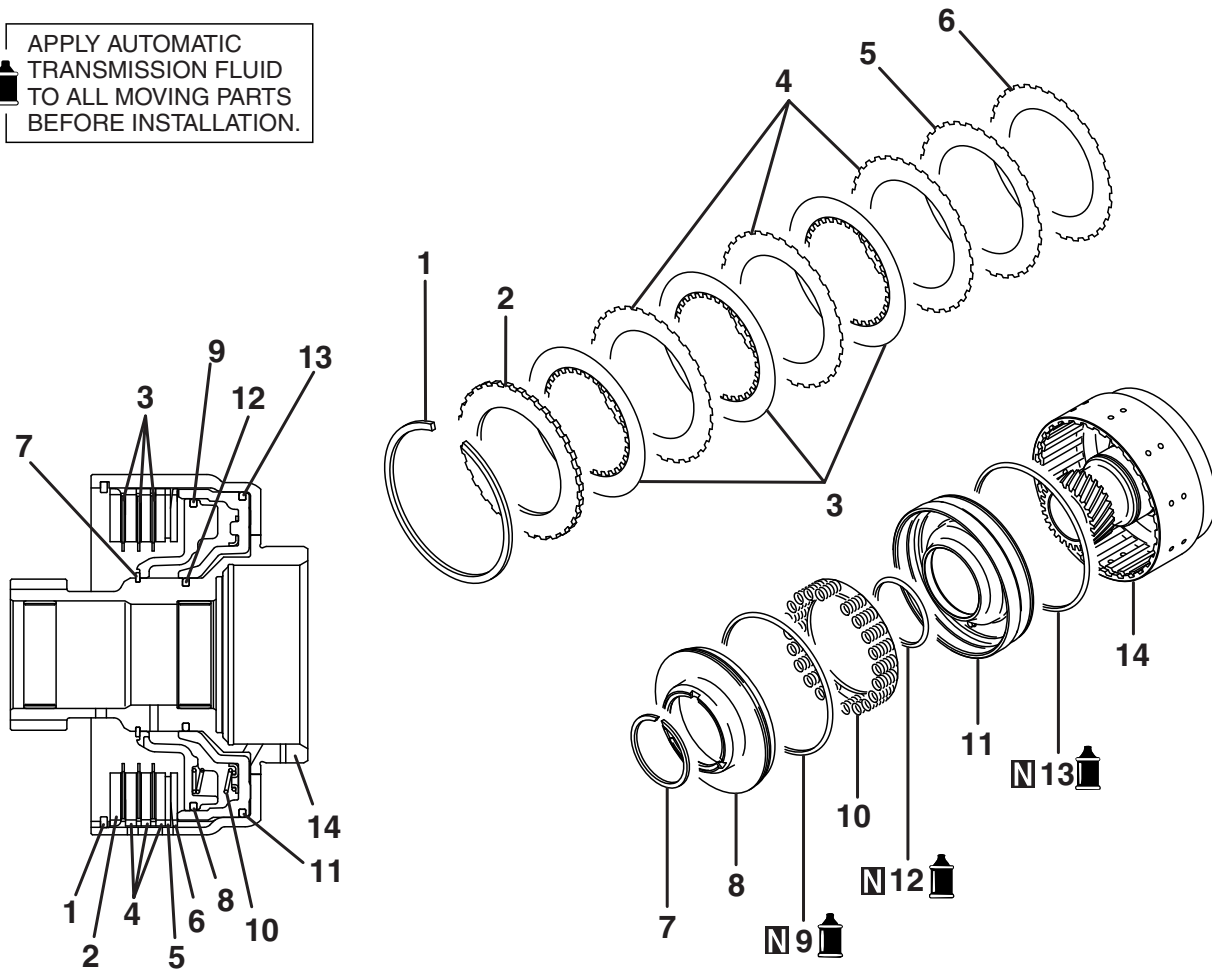
Standard value:**1.5 – 1.7 mm (0.0591 – 0.0669 inch)****(For overdrive clutch end play)**

DIRECT CLUTCH

DISASSEMBLY AND ASSEMBLY

M1233019400134

 APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK503677 AB

DISASSEMBLY STEPS

- >>D<< 1. SNAP RING
>>C<< 2. CLUTCH REACTION PLATE
>>C<< 3. CLUTCH DISC
>>C<< 4. CLUTCH PLATE
>>C<< 5. CUSHION PLATE
>>C<< 6. INTERMEDIATE PLATE
<<A>> >>B<< 7. SNAP RING

DISASSEMBLY STEPS

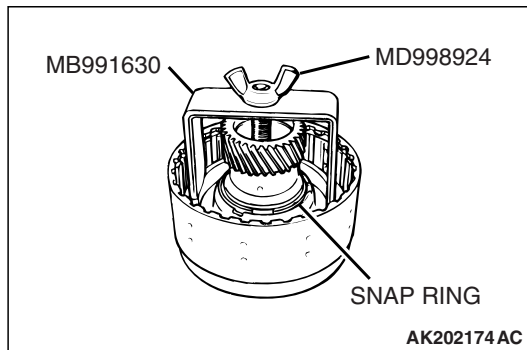
8. SPRING RETAINER
>>A<< 9. D-RING
10. RETURN SPRING
>>A<< 11. UNDERDRIVE CLUTCH PISTON
>>A<< 12. D-RING
>>A<< 13. D-RING
14. DIRECT CLUTCH RETAINER

Required Special Tools:

- MB991630: Spring Compressor
- MD998924: Spring compressor retainer

DISASSEMBLY SERVICE POINT**<<A>> SNAP RING REMOVAL**

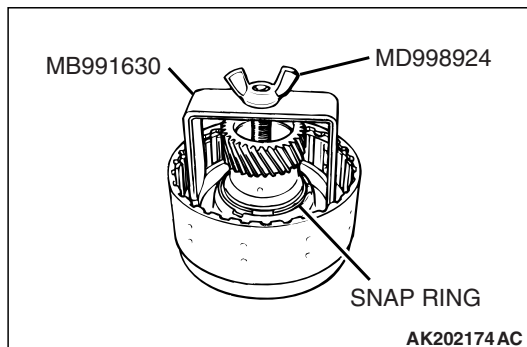
1. Set special tools MB991630 and MD998924 as shown in the illustration.
2. Compress the return spring and remove the snap ring.

**ASSEMBLY SERVICE POINTS****>>A<< D-RING INSTALLATION**

Apply ATF, blue petrolatum jelly or white vaseline to the D-rings and handle them carefully not to damage them during installation.

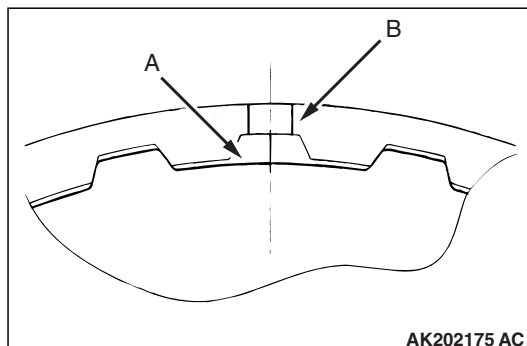
>>B<< SNAP RING INSTALLATION

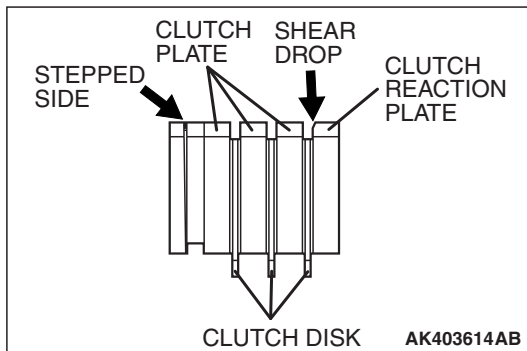
1. Set special tools MB991630 and MD998924 as shown in the illustration.
2. Using special tool to press down on the spring retainer, and then install the snap ring.

**>>C<< INTERMEDIATE PLATE / CUSHION PLATE / CLUTCH PLATE / CLUTCH DISC / CLUTCH REACTION PLATE INSTALLATION****⚠ CAUTION**

Immerse the clutch disc in ATF before assembling it. If the clutch disc is new, soak it in ATF for at least two hours.

1. Assemble the intermediate plate, cushion plate, clutch plates, clutch discs, and clutch reaction plates with their non-toothed portions (A in the illustration) aligned with the hole (B in the illustration) formed in a crest of the direct clutch retainer.





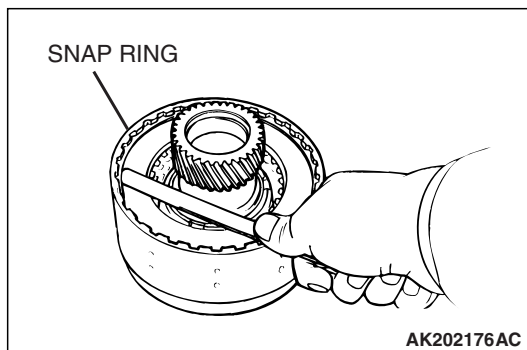
2. Orient the clutch reaction plate and intermediate plate as shown in the illustration when it is installed.

>>D<< SNAP RING INSTALLATION

1. Install the snap ring.
2. Press down the clutch reaction plate with a force of 49 N (11 lb) on its entire circumference.
3. Check the clearance between the snap ring and clutch reaction plate. If the clearance is not within the standard value range, make adjustment by selecting a snap ring of an appropriate thickness.

Standard value of clearance:

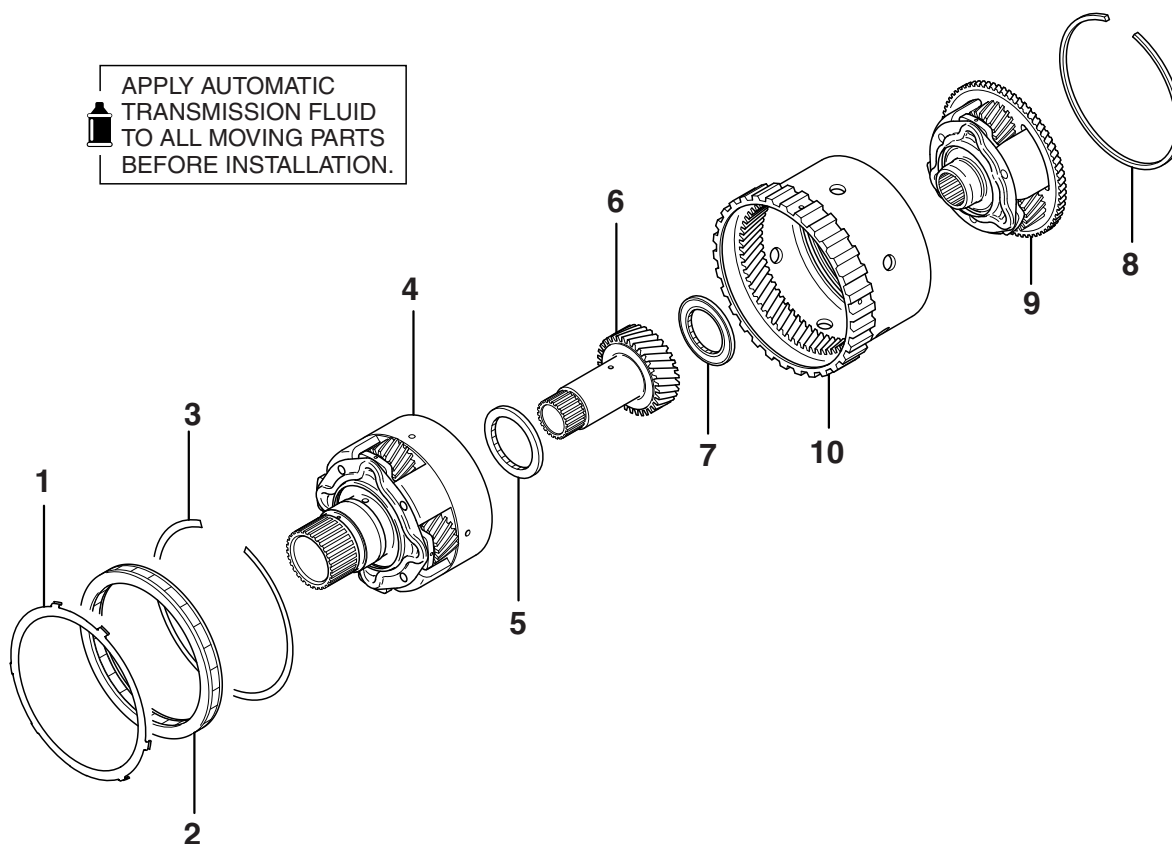
0.6 – 0.8 mm (0.024 – 0.031 inch)



PLANETARY GEAR

DISASSEMBLY AND ASSEMBLY

M1233002500269



APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.

AK301602AB

DISASSEMBLY STEPS

- >>B<<
1. STOPPER PLATE
 2. ONE-WAY CLUTCH
 3. SNAP RING
 4. OUTPUT PLANETARY CARRIER
- >>A<<
5. THRUST BEARING NO.3
 6. UNDERDRIVE SUN GEAR

DISASSEMBLY STEPS

- >>A<<
7. THRUST BEARING NO.4
 8. SNAP RING
 9. OVERDRIVE PLANETARY CARRIER
 10. LOW AND REVERSE ANNULUS GEAR

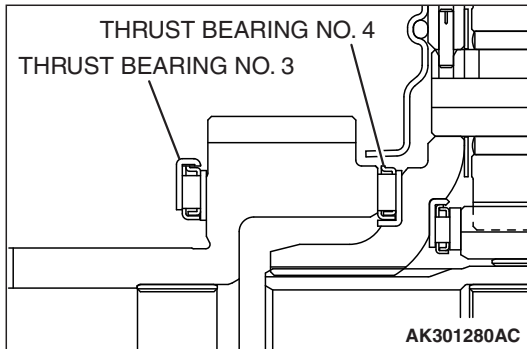
ASSEMBLY SERVICE POINTS

>>A<< THRUST BEARING NUMBER 3 AND THRUST BEARING NUMBER 4 INSTALLATION

CAUTION

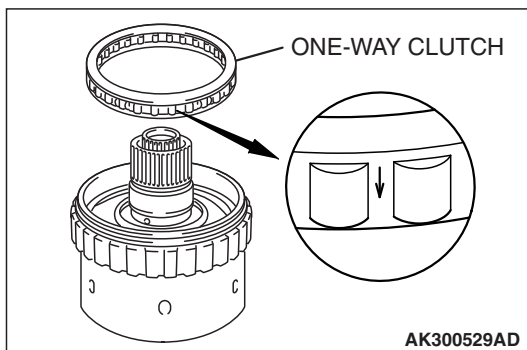
Use care to install the thrust bearings in the correct direction.

Check the installation direction of thrust bearings number 3 and 4, and install them as shown.



>>B<< ONE-WAY CLUTCH INSTALLATION

Insert the one-way clutch into the low and reverse annulus gear so that the arrow points towards the output planetary carrier.

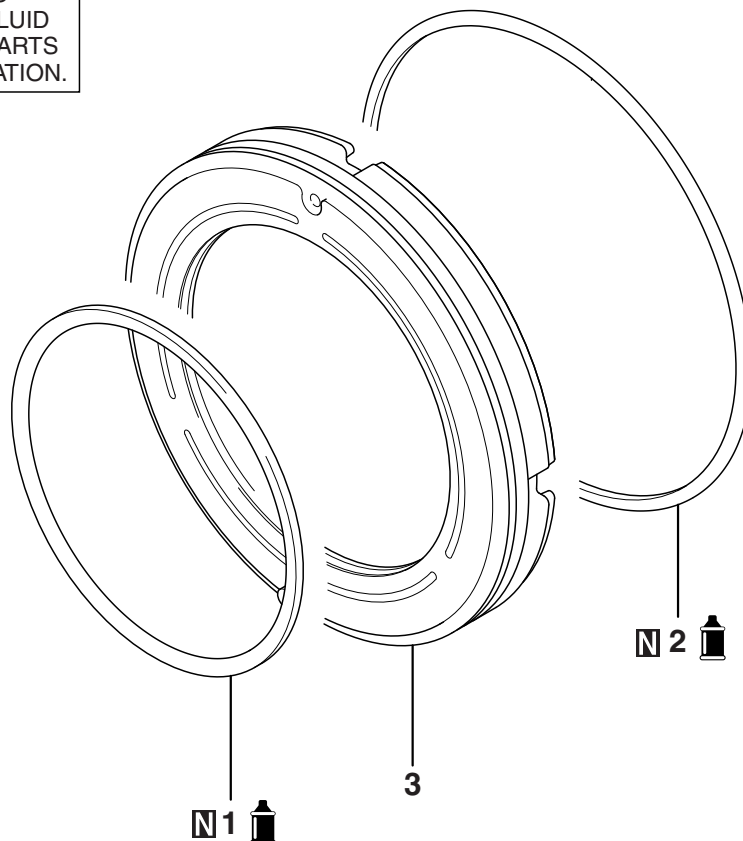


LOW-REVERSE BRAKE

DISASSEMBLY AND ASSEMBLY

M1233003700211

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK301603AB

DISASSEMBLY STEPS

- >>A<< 1. D-RING
>>A<< 2. D-RING

DISASSEMBLY STEPS

3. LOW-REVERSE BRAKE PISTON

ASSEMBLY SERVICE POINT

>>A<< D-RING INSTALLATION

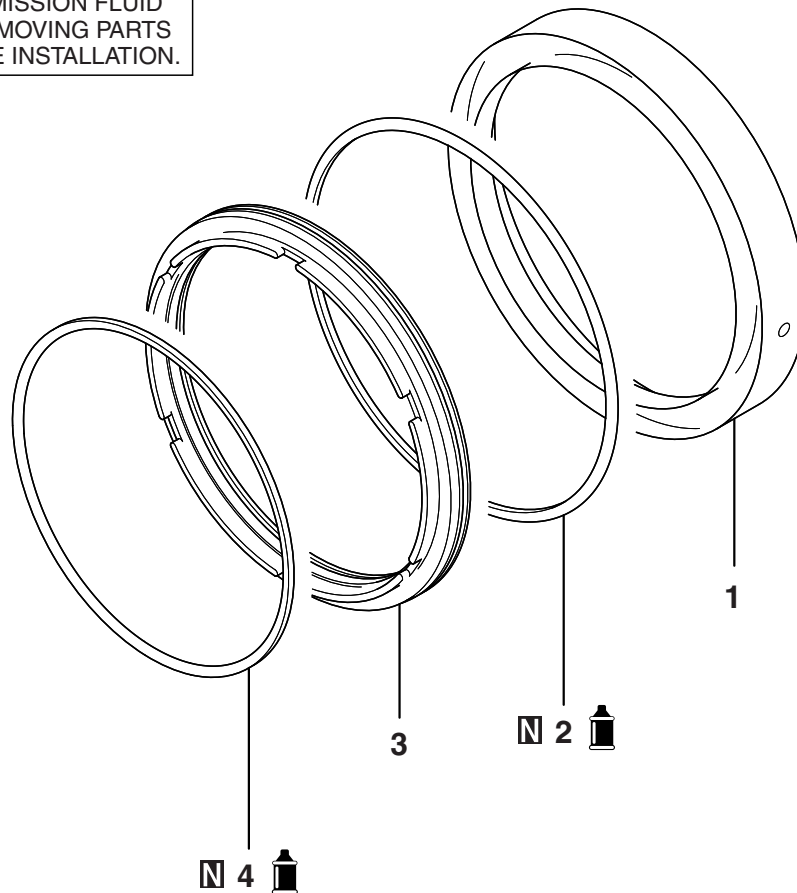
Apply ATF or petroleum jelly (Vaseline) to the D-ring, and install carefully.

SECOND BRAKE

DISASSEMBLY AND ASSEMBLY

M1233025400122

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK301604 AB

DISASSEMBLY STEPS

- >>A<< 1. SECOND BRAKE RETAINER
2. D-RING

DISASSEMBLY STEPS

- >>A<< 3. SECOND BRAKE PISTON
4. D-RING

ASSEMBLY SERVICE POINT

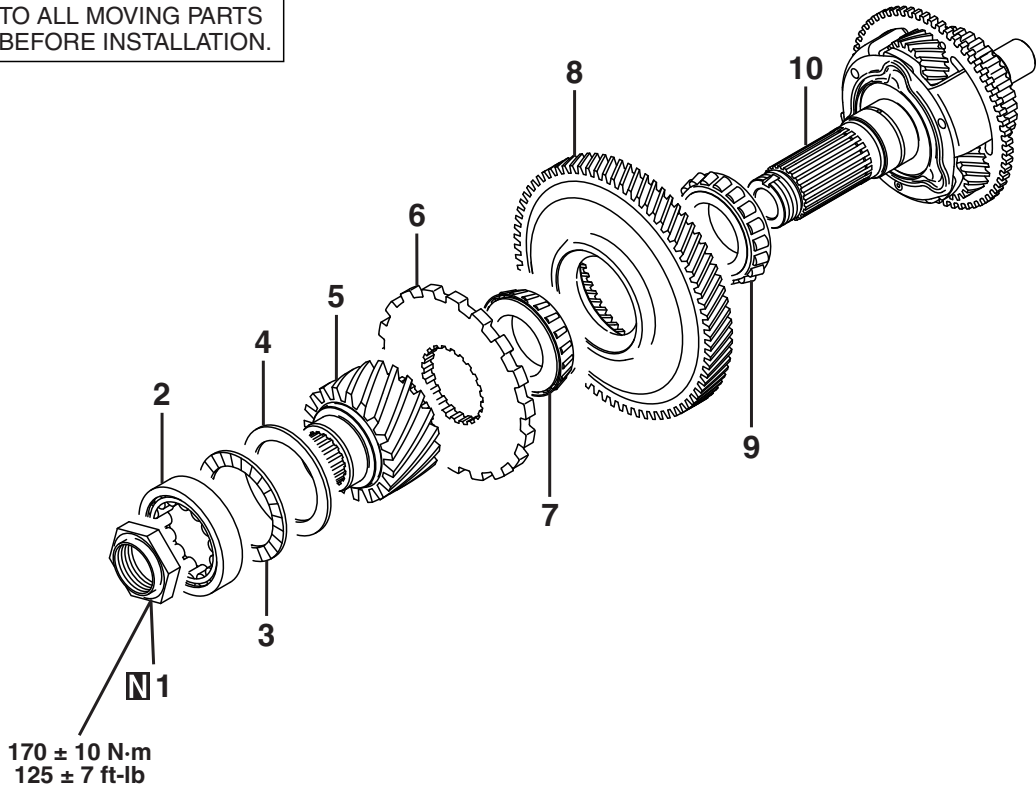
>>A<< D-RING INSTALLATION

Apply ATF or petroleum jelly (Vaseline) to the D-ring, and install carefully.

DIRECT PLANETARY CARRIER
DISASSEMBLY AND ASSEMBLY

M1233026300106

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK403295AB

- | | | | |
|-------|-------|----|---------------------|
| <<A>> | >>D<< | 1. | LOCK NUT |
| | | 2. | ROLLER BEARING |
| | | 3. | THRUST BEARING NO.9 |
| | | 4. | THRUST RACE NO.10 |
| <> | >>C<< | 5. | OUTPUT GEAR |
| <> | >>C<< | 6. | PARKING GEAR |

- | | | | |
|-------|-------|-----|---|
| <<C>> | >>B<< | 7. | TAPER ROLLER BEARING |
| | | 8. | TRANSFER DRIVEN GEAR AND
DIRECT ANNULUS GEAR |
| <<D>> | >>A<< | 9. | TAPER ROLLER BEARING |
| | | 10. | DIRECT PLANETARY CARRIER |

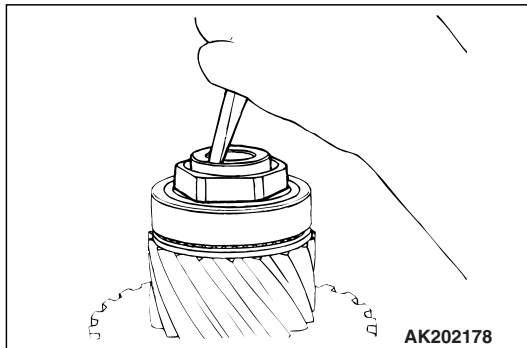
Required Special Tools:

- | | |
|-----------------------------|------------------------------------|
| • MD998834: Special Spanner | • MD998813: Installer 100 |
| • MD998917: Bearing remover | • MD998824: Installer Adapter (50) |
| • MD998812: Installer Cap | |

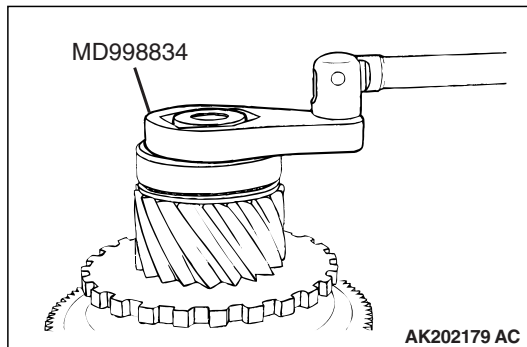
DISASSEMBLY SERVICE POINTS

<<A>> LOCK NUT REMOVAL

1. Use a punch to unstake the lock nut at two places.

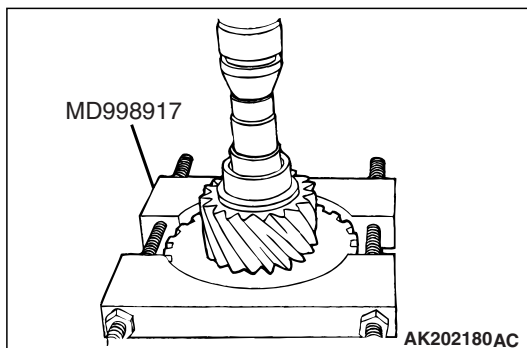


2. Using special tool MD998834 to remove the lock nut.



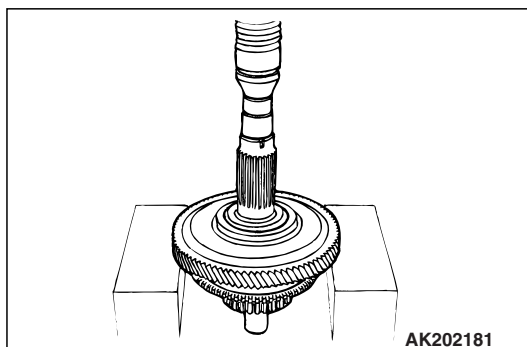
<> OUTPUT GEAR / PARKING GEAR REMOVAL

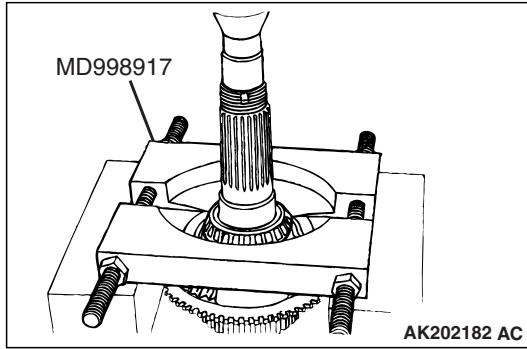
Using special tool MD998917 to remove the output gear and parking gear.



<<C>> TAPER ROLLER BEARING REMOVAL

1. Support the transfer driven gear as shown in the illustration.
2. Push the shaft of the direct planetary carrier to remove the taper roller bearing and gear.

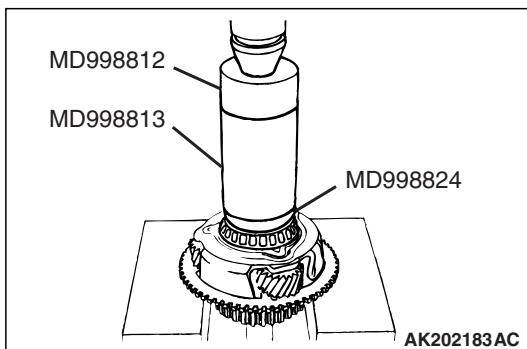


**<<D>> TAPER ROLLER BEARING REMOVAL**

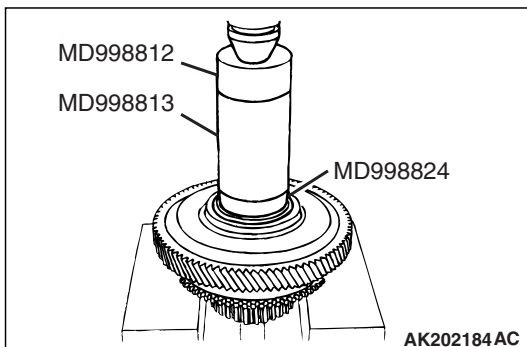
1. Support the transfer driven gear as shown in the illustration.
2. Using special tool MD998917 to remove the taper roller bearing.

ASSEMBLY SERVICE POINTS**>>A<< TAPER ROLLER BEARING INSTALLATION**

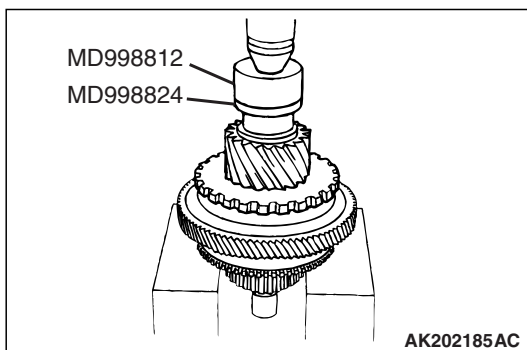
1. Set the transfer driven gear as shown in the illustration.
2. Using special tools MD998812, MD998813 and MD998824, press in the taper roller bearing.

**>>B<< TAPER ROLLER BEARING INSTALLATION**

1. Set the transfer driven gear as shown in the illustration.
2. Using special tools MD998812, MD998813 and MD998824, press in the taper roller bearing.

**>>C<< OUTPUT GEAR / PARKING GEAR
INSTALLATION**

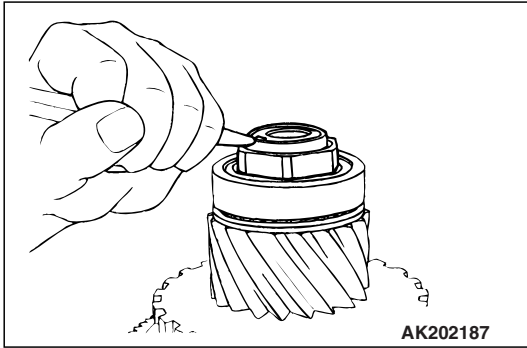
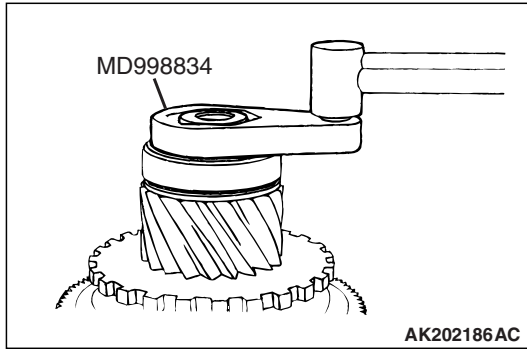
1. Using special tools MD998812 and MD998824, press in the parking gear.



>>D<< LOCK NUT INSTALLATION

1. Apply ATF on a new locknut, and use special tool MD998834 to tighten the specified torque. Then turn back on turn, and tighten to the specified torque.

Tightening torque: 170 ± 10 N·m (125 ± 7 ft-lb)



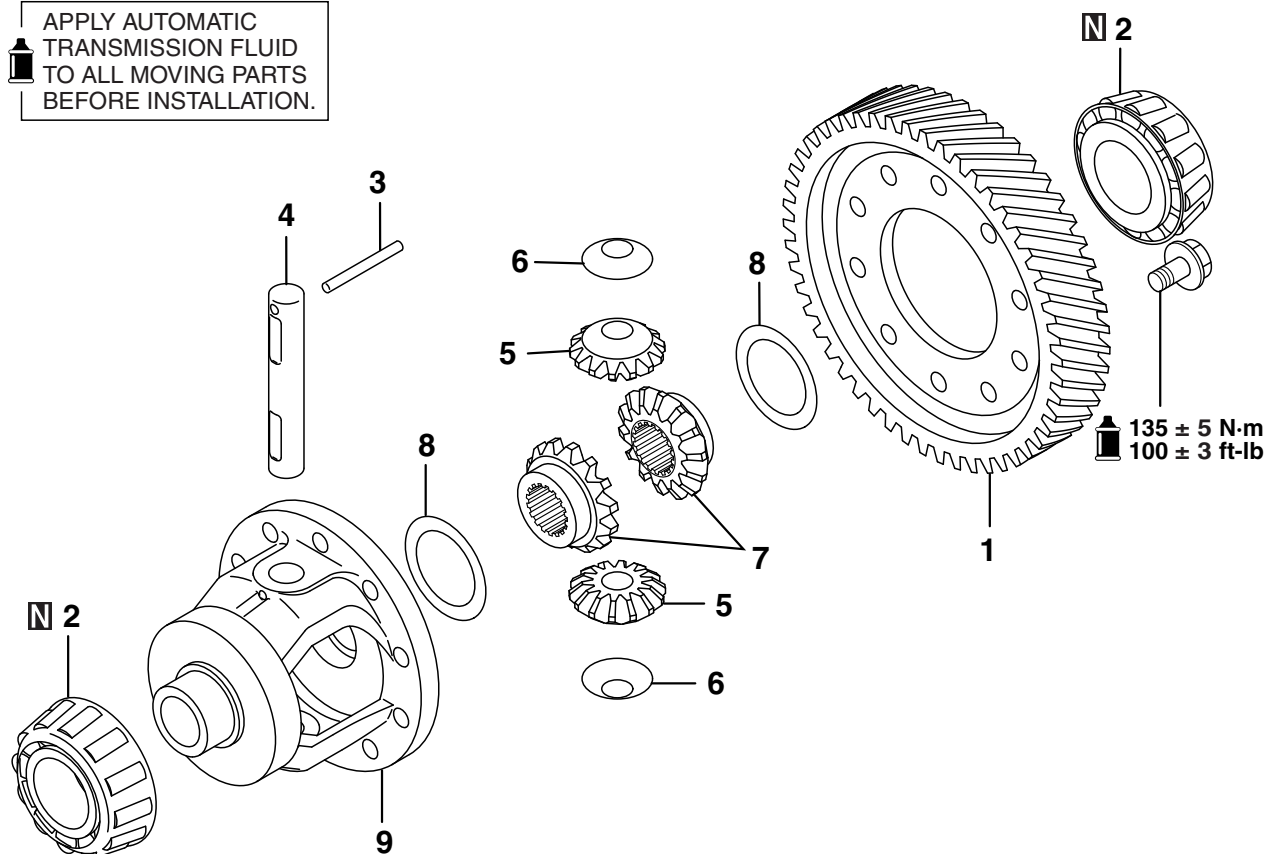
2. Use a punch to stake the lock nut at two places.

DIFFERENTIAL

DISASSEMBLY AND ASSEMBLY

M1233003100662

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK503674 AB

DISASSEMBLY STEPS

- <<A>> >>D<< 1. DIFFERENTIAL DRIVE GEAR
 >>C<< 2. TAPER ROLLER BEARINGS
 >>B<< 3. LOCK PIN
 >>A<< 4. PINION SHAFT
 >>A<< 5. PINIONS

DISASSEMBLY STEPS

- >>A<< 6. WASHERS
 >>A<< 7. SIDE GEARS
 >>A<< 8. SPACERS
 9. DIFFERENTIAL CASE

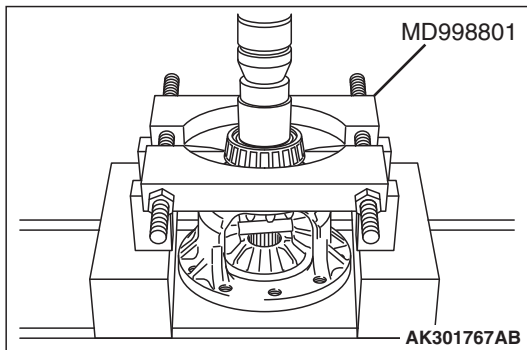
Required Special Tools:

- MD998801: Bearing Remover
- MD998812: Installer Cap
- MD998820: Installer Adapter (42)

DISASSEMBLY SERVICE POINT

<<A>> TAPER ROLLER BEARING REMOVAL

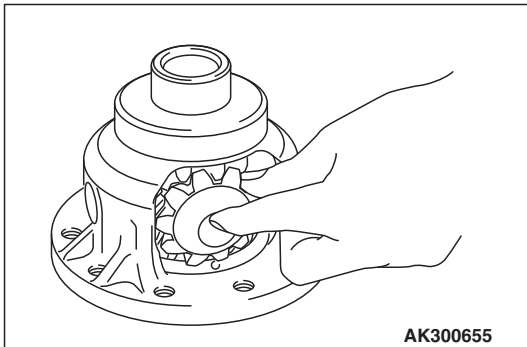
1. Support the taper roller bearing with special tool MD998801, and then set them on the press.
2. Push down on the differential case with the press to remove the bearing.



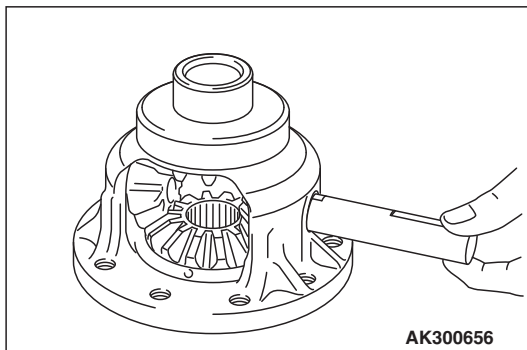
ASSEMBLY SERVICE POINTS

>>A<< SPACER / SIDE GEAR / WASHER / PINION / PINION SHAFT INSTALLATION

1. Mount a spacer on the back surface of the side gear, and then install the side gear in the differential case.
NOTE: When a new side gear is to be installed, use a medium thickness spacer [0.76 to 0.84 mm (0.0299 to 0.0331 inch)].
2. Set the washer on the back of each pinion, and put both pinions simultaneously in mesh with the side gears. While rotating them, install them into position.



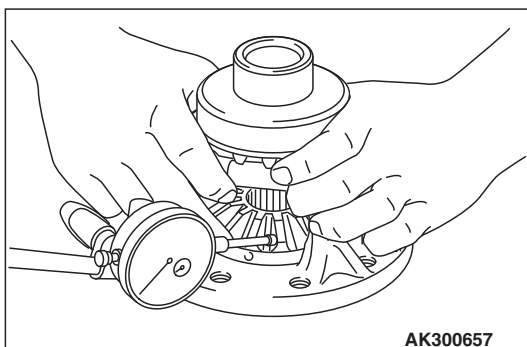
3. Insert the pinion shaft.

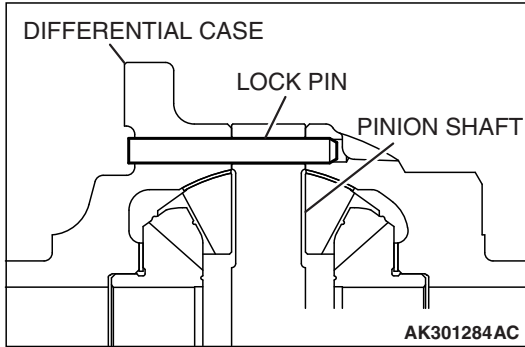


4. Measure the backlash between the side gear and pinion.
Standard value:
0.025 – 0.150 mm (0.0010 – 0.0059 inch)
(For backlash between differential side gear and pinion)

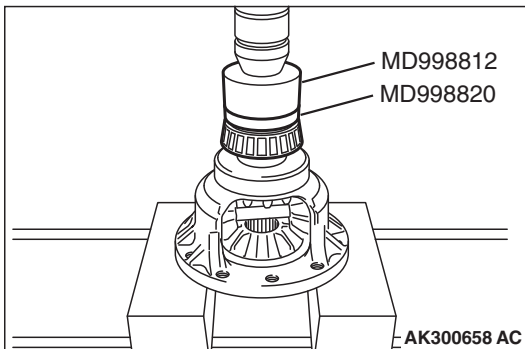
5. If the backlash is out of the standard value, select a spacer and re-measure the backlash.

NOTE: Adjust until the backlash on both sides are equal.

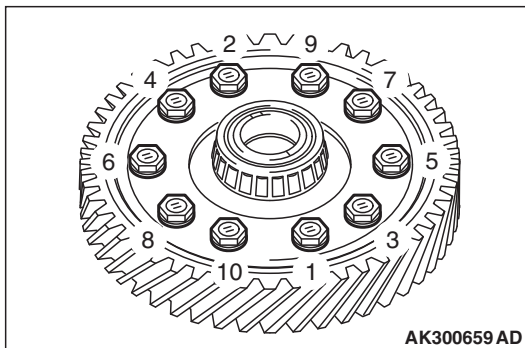


**>>B<< LOCK PIN INSTALLATION**

Install the lock pin so that it will be oriented in the direction shown.

**>>C<< TAPER ROLLER BEARING INSTALLATION**

Using special tools MD998812 and MD998820, press in the taper roller bearing.

**>>D<< DIFFERENTIAL DRIVE GEAR INSTALLATION**

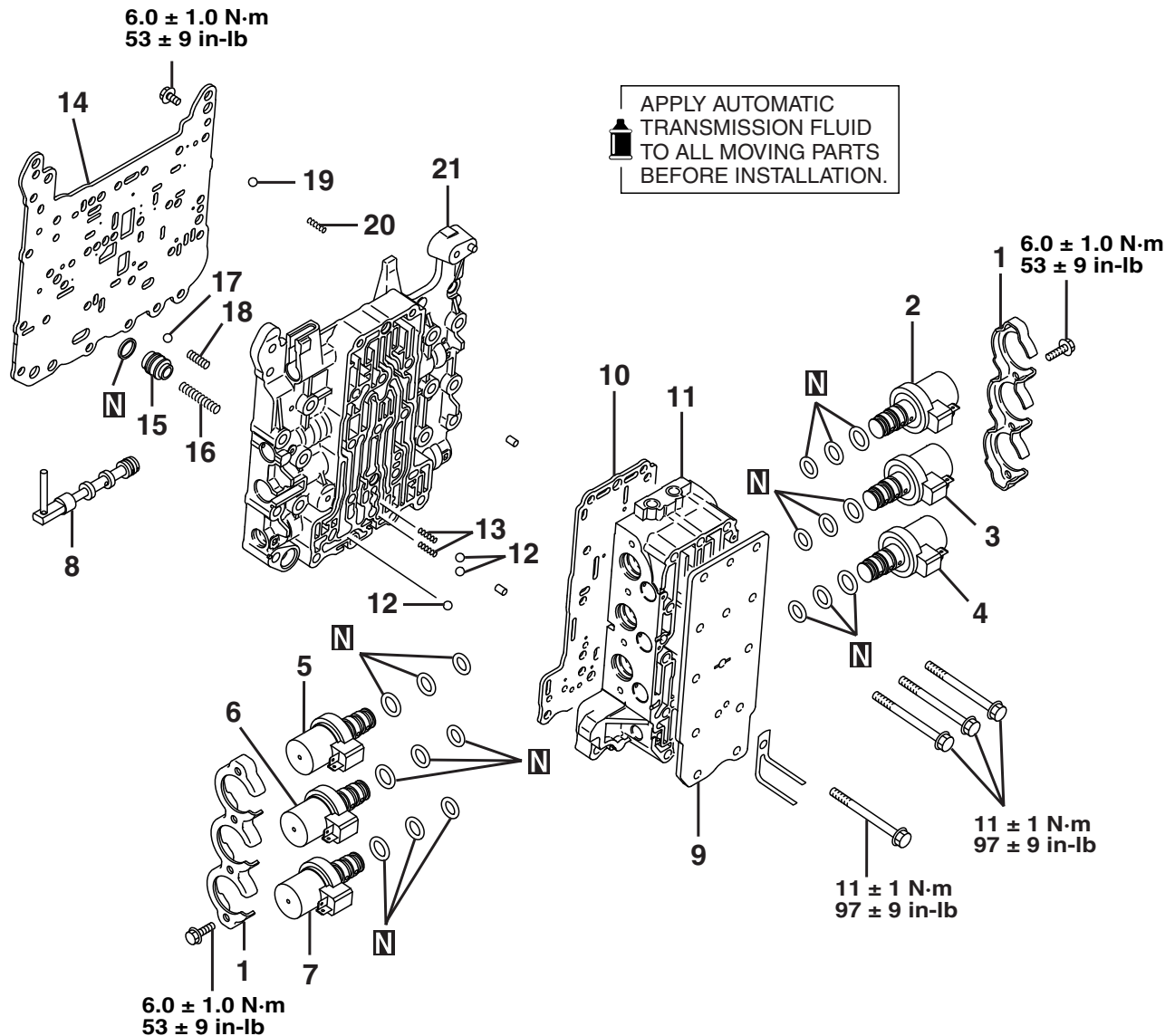
Apply transmission fluid to the bolt, and then tighten the bolts to the specified torque in the sequence shown.

Tightening torque: 135 ± 5 N·m (100 ± 3 ft-lb)

VALVE BODY

DISASSEMBLY AND ASSEMBLY

M1233005500622



AK503675 AB

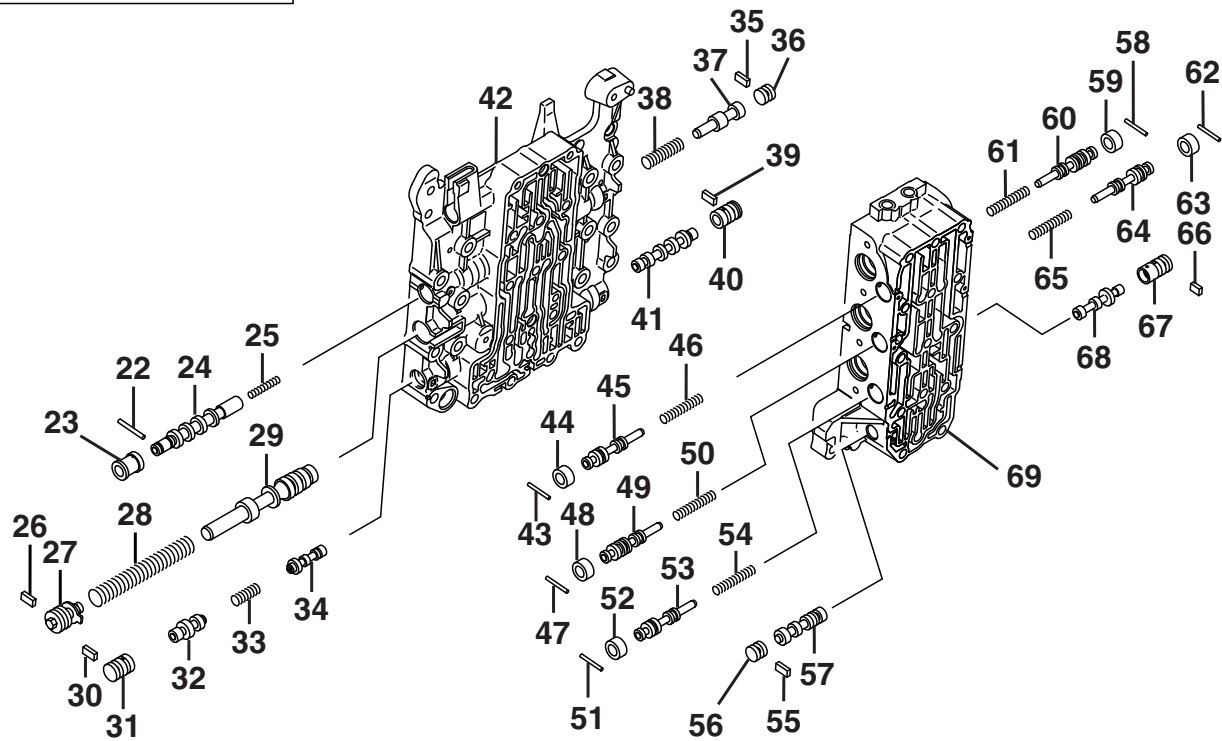
DISASSEMBLY STEPS

- | | | | |
|-------|-------|-----|--------------------------------------|
| <<A>> | >>C<< | 1. | SOLENOID VALVE SUPPORT |
| <<A>> | >>C<< | 2. | UNDERDRIVE SOLENOID VALVE |
| <<A>> | >>C<< | 3. | SECOND SOLENOID VALVE |
| <<A>> | >>C<< | 4. | DAMPER CLUTCH CONTROL SOLENOID VALVE |
| <<A>> | >>C<< | 5. | OVERDRIVE SOLENOID VALVE |
| <<A>> | >>C<< | 6. | LOW-REVERSE SOLENOID VALVE |
| <<A>> | >>C<< | 7. | REDUCTION SOLENOID VALVE |
| | | 8. | MANUAL VALVE |
| | | 9. | COVER |
| | | 10. | PLATE (SEPARATING, OUTSIDE) |
| | | 11. | OUTSIDE VALVE BODY ASSEMBLY |

DISASSEMBLY STEPS

- | | | |
|-------|-----|---------------------------------|
| >>B<< | 12. | STEEL BALL (ORIFICE CHECK BALL) |
| >>B<< | 13. | SPRING |
| >>A<< | 14. | PLATE (SEPARATING, INSIDE) |
| >>A<< | 15. | DAMPING VALVE |
| >>A<< | 16. | DAMPING VALVE SPRING |
| >>A<< | 17. | STEEL BALL (LINE RELIEF) |
| >>A<< | 18. | SPRING |
| >>A<< | 19. | STEEL BALL (ORIFICE CHECK BALL) |
| >>A<< | 20. | SPRING |
| | 21. | INSIDE VALVE BODY ASSEMBLY |

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK403293AB

DISASSEMBLY STEPS

- 22. ROLLER
- 23. DAMPER CLUTCH CONTROL VALVE SLEEVE
- 24. DAMPER CLUTCH CONTROL VALVE
- 25. DAMPER CLUTCH CONTROL VALVE SPRING
- 26. PLATE
- 27. SCREW
- 28. REGULATOR VALVE SPRING
- 29. REGULATOR VALVE
- 30. PLATE
- 31. FAIL-SAFE VALVE A SLEEVE
- 32. FAIL-SAFE VALVE A2
- 33. FAIL-SAFE VALVE A SPRING
- 34. FAIL-SAFE VALVE A1
- 35. PLATE
- 36. PLUG
- 37. TORQUE CONVERTER VALVE
- 38. TORQUE CONVERTER VALVE SPRING
- 39. PLATE

DISASSEMBLY STEPS

- 40. FAIL-SAFE VALVE B SLEEVE
- 41. FAIL-SAFE VALVE B
- 42. INSIDE VALVE BODY
- 43. ROLLER
- 44. OVERDRIVE PRESSURE CONTROL VALVE SLEEVE
- 45. OVERDRIVE PRESSURE CONTROL VALVE
- 46. OVERDRIVE PRESSURE CONTROL VALVE SPRING
- 47. ROLLER
- 48. LOW-REVERSE PRESSURE CONTROL VALVE SLEEVE
- 49. LOW-REVERSE PRESSURE CONTROL VALVE
- 50. LOW-REVERSE PRESSURE CONTROL VALVE SPRING
- 51. ROLLER
- 52. REDUCTION PRESSURE CONTROL VALVE SLEEVE
- 53. REDUCTION PRESSURE CONTROL VALVE

DISASSEMBLY STEPS

- 54. REDUCTION PRESSURE
CONTROL VALVE SPRING
- 55. PLATE
- 56. PLUG
- 57. SWITCHING VALVE
- 58. ROLLER
- 59. UNDERDRIVE PRESSURE
CONTROL VALVE SLEEVE
- 60. UNDERDRIVE PRESSURE
CONTROL VALVE
- 61. UNDERDRIVE PRESSURE
CONTROL VALVE SPRING

DISASSEMBLY STEPS

- 62. ROLLER
- 63. SECOND PRESSURE CONTROL
VALVE SLEEVE
- 64. SECOND PRESSURE CONTROL
VALVE
- 65. SECOND PRESSURE CONTROL
VALVE SPRING
- 66. PLATE
- 67. FAIL-SAFE VALVE C SLEEVE
- 68. FAIL-SAFE VALVE C
- 69. OUTSIDE VALVE BODY

DISASSEMBLY SERVICE POINT

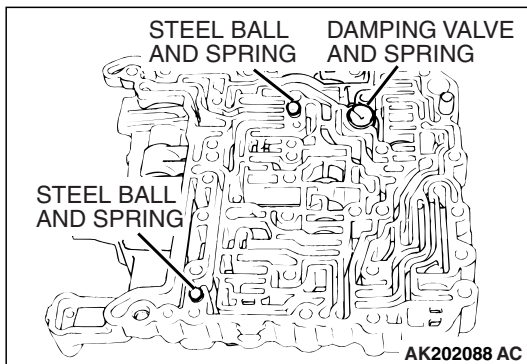
<<A>> SOLENOID VALVES REMOVAL

Mark the solenoid valves with white paint to make assembly easier.

ASSEMBLY SERVICE POINTS

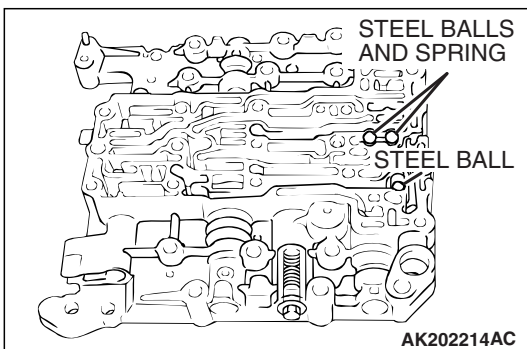
**>>A<< SPRING / STEEL BALL / DAMPING VALVE
AND DAMPING VALVE SPRING INSTALLATION**

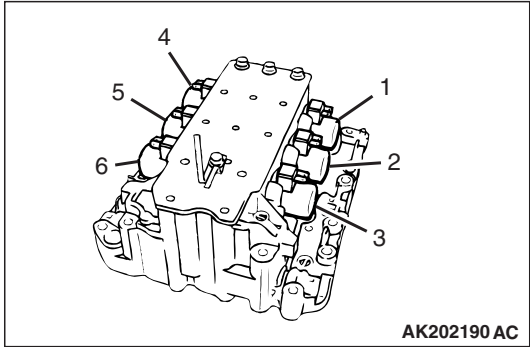
1. Install the steel balls (two pieces) and springs (two pieces) to the inside valve body as shown.
2. Install the damping valve and spring to the inside valve body as shown.



>>B<< SPRING AND STEEL BALL INSTALLATION

Install the steel balls (three pieces) and springs (two pieces) to the inside valve body as shown.





>>C<< SOLENOID VALVES INSTALLATION

- 1. Apply ATF or petroleum jelly (Vaseline) to the O-ring and install carefully.
- 2. Install the solenoid valves by referring to the marks applied during disassembly.

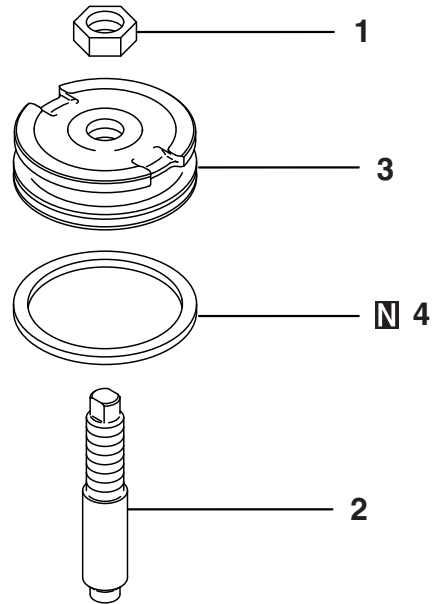
NO.	NAME
1	Underdrive solenoid valve
2	Second solenoid valve
3	Damper clutch control solenoid valve
4	Overdrive solenoid valve
5	Low-reverse solenoid valve
6	Reduction solenoid valve

REDUCTION BRAKE PISTON

DISASSEMBLY AND ASSEMBLY

M1233026600055

 APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK403296AB

DISASSEMBLY STEPS

1. NUT
2. ADJUSTING ROD

DISASSEMBLY STEPS

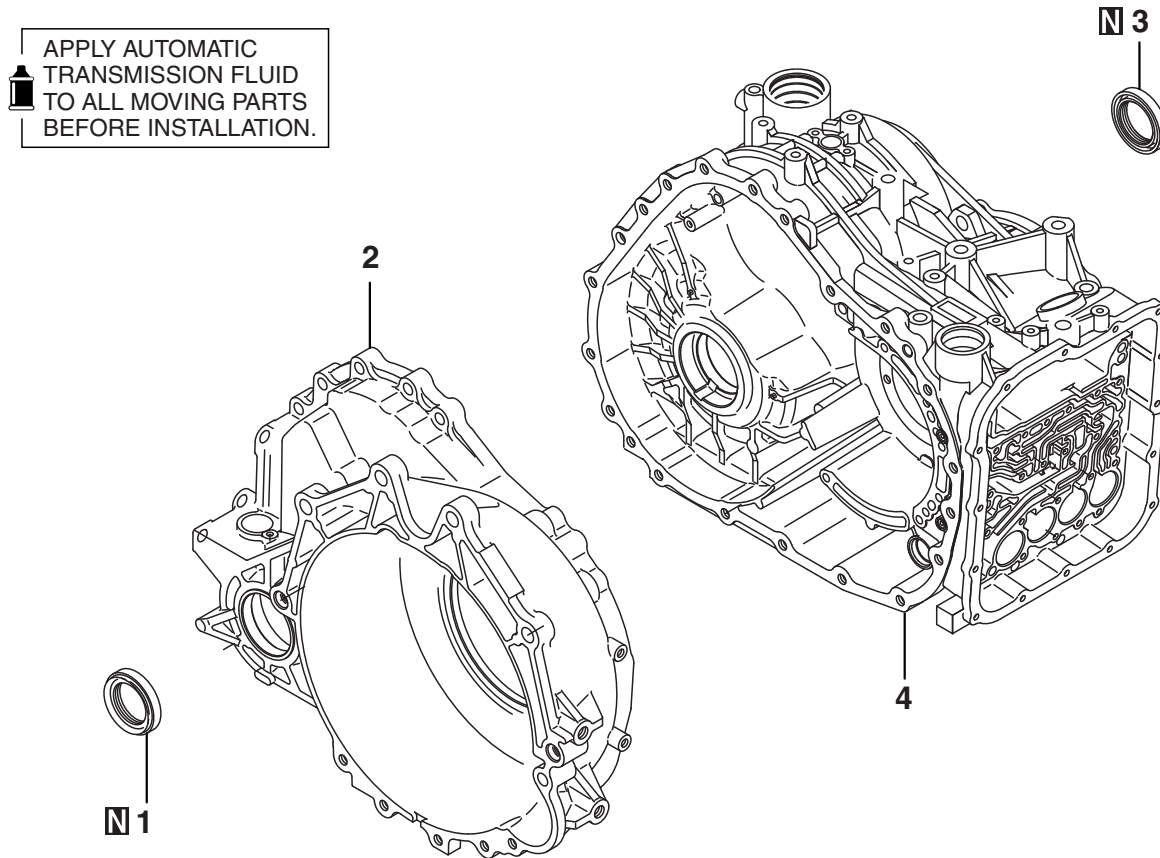
3. REDUCTION BRAKE PISTON
4. SEAL RING

DRIVE SHAFT OIL SEAL

DISASSEMBLY AND ASSEMBLY

M1233004300250

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



AK700740AB

DISASSEMBLY STEPS

- >>A<< 1. OIL SEAL
2. TORQUE CONVERTER HOUSING

DISASSEMBLY STEPS

- >>B<< 3. OIL SEAL
4. TRANSAXLE CASE

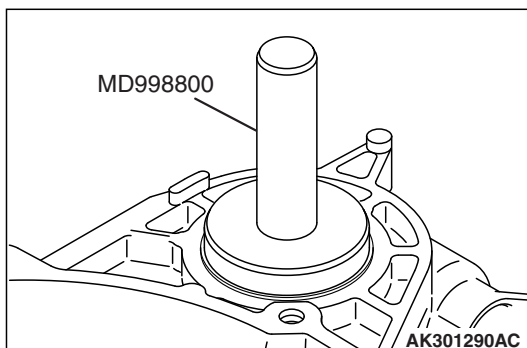
Required Special Tool:

- MD998800: Oil Seal Installer

ASSEMBLY SERVICE POINTS

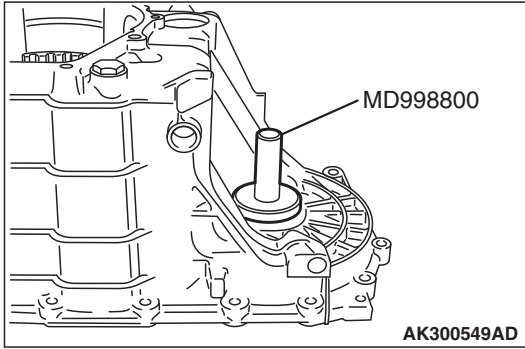
>>A<< OIL SEAL INSTALLATION

Use special tool MD998800 to tap the oil seal into the torque converter housing.



>>B<< OIL SEAL INSTALLATION

Use special tool MD998800 to tap the oil seal in the transaxle case.



SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

M1233023101560

ITEM	N·m
Transfer drive gear mounting bolt	34 ± 2 N·m (25 ± 1 ft-lb)
Rear cover mounting bolt	23 ± 3 N·m (17 ± 2 ft-lb)
Anchor plug	98 ± 15 N·m (72 ± 11 ft-lb)
Oil pump mounting bolt	29 ± 2 N·m (21 ± 1 ft-lb)
Pipe mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Torque converter housing mounting bolt	48 ± 6 N·m (35 ± 4 ft-lb)
Valve body mounting bolt mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Fluid temperature sensor mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Manual control shaft detente mounting bolt	6.0 ± 1.0 N·m (53 ± 9 in-lb)
Valve body cover mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Park/neutral position switch (PNP switch) mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Manual control lever mounting bolt	22 ± 3 N·m (16 ± 2 ft-lb)
Input shaft speed sensor mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Output shaft speed sensor mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Eye bolt	24 ± 3 N·m (18 ± 2 ft-lb)
Oil cooler feed tube mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Control cable support bracket mounting bolt	23 ± 3 N·m (17 ± 2 ft-lb)
Roll stopper bracket mounting bolt	90 ± 10 N·m (66 ± 7 ft-lb)
Direct planetary carrier lock nut	170 ± 10 N·m (125 ± 7 ft-lb)
Differential drive gear mounting bolt	135 ± 5 N·m (100 ± 3 ft-lb)
Solenoid valve support mounting bolt	6.0 ± 1.0 N·m (53 ± 9 in-lb)
Valve body mounting bolt	11 ± 1 N·m (97 ± 9 in-lb)
Plate mounting bolt	6.0 ± 1.0 N·m (53 ± 9 in-lb)

GENERAL SPECIFICATIONS

M1233000201168

ITEM		SPECIFICATIONS
Transaxle model		F5A5A
Torque converter	Type	3-element with torque converter clutch
	Stall torque ratio	1.7
Transaxle type		Electronically controlled 5-speed full-automatic
Transaxle gear ratio	1st	3.789
	2nd	2.162
	3rd	1.421
	4th	1.000
	5th	0.686
	Reverse	3.117
Final gear ratio		3.325

SERVICE SPECIFICATIONS

M1233000300902

ITEM	STANDARD VALUE
Brake reaction plate end play mm (in)	0 – 0.16 (0 – 0.006)
Second brake end play mm (in)	1.09 – 1.55 (0.043 – 0.061)
Low-reverse brake end play mm (in)	1.65 – 2.11 (0.065 – 0.083)
Underdrive sun gear end play mm (in)	0.25 – 0.45 (0.010 – 0.017)
Input shaft end play mm (in)	0.70 – 1.45 (0.028 – 0.057)
Differential case preload mm (in)	0.045 – 0.105 (0.0018 – 0.0041)
Underdrive clutch clearance mm (in)	1.6 – 1.8 (0.063 – 0.070)
Reverse and overdrive clutch return spring retainer clearance mm (in)	0 – 0.09 (0 – 0.003)
Reverse clutch clearance mm (in)	1.6 – 1.8 (0.063 – 0.070)
Overdrive clutch clearance mm (in)	1.5 – 1.7 (0.060 – 0.066)
Direct clutch clearance (in)	0.6 – 0.8 (0.024 – 0.031)
Backlash between differential side gear and pinion mm (in)	0.025 – 0.150 (0.0010 – 0.0059)

VALVE BODY SPRING IDENTIFICATION TABLE

M1233022900195

SPRING	WIRE DIAMETER mm (in)	OUTSIDE DIAMETER mm (in)	FREE LENGTH mm (in)	NUMBER OF LOOPS
Regulator valve spring	1.8 (0.071)	15.7 (0.618)	86.7 (3.413)	24
Underdrive pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Overdrive pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Low-reverse pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Second pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25

SPRING	WIRE DIAMETER mm (in)	OUTSIDE DIAMETER mm (in)	FREE LENGTH mm (in)	NUMBER OF LOOPS
Torque converter spring	1.6 (0.063)	11.2 (0.441)	34.4 (1.354)	12.5
Damper clutch control valve spring	0.7 (0.028)	5.9 (0.232)	28.1 (1.106)	19
Fail-safe valve spring	0.7 (0.028)	8.9 (0.350)	21.9 (0.862)	9.5
Damping valve spring	1.0 (0.039)	7.7 (0.303)	35.8 (1.409)	17
Line relief valve spring	1.0 (0.039)	7.0 (0.276)	17.3 (0.681)	10
Orifice check ball spring	0.5 (0.020)	4.5 (0.177)	17.2 (0.677)	15

ADJUSTING PLATE, SNAP RING AND SPACERS

M1233023000430

Thrust race (For adjustment of input shaft end play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
1.8 (0.071)	18	2.4 (0.094)	24
2.0 (0.079)	20	2.6 (0.102)	26
2.2 (0.087)	22	2.8 (0.110)	28

Snap ring (For adjustment of underdrive clutch and overdrive clutch end play)

THICKNESS mm (in)	IDENTIFICATION COLOR	THICKNESS mm (in)	IDENTIFICATION COLOR
1.6 (0.063)	Brown	2.4 (0.094)	Blue
1.7 (0.067)	None	2.5 (0.098)	Brown
1.8 (0.071)	Blue	2.6 (0.102)	None
1.9 (0.075)	Brown	2.7 (0.106)	Blue
2.0 (0.079)	None	2.8 (0.110)	Brown
2.1 (0.083)	Blue	2.9 (0.114)	None
2.2 (0.087)	Brown	3.0 (0.118)	Blue
2.3 (0.091)	None		

Snap ring (For adjustment of low-reverse brake and second brake reaction plates end play)

THICKNESS mm (in)	IDENTIFICATION COLOR	THICKNESS mm (in)	IDENTIFICATION COLOR
2.2 (0.087)	None	2.4 (0.094)	Brown
2.3 (0.091)	Blue	2.5 (0.098)	None

Pressure plate (For adjustment of low-reverse brake and second brake end play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
1.6 (0.063)	F	2.4 (0.094)	B
1.8 (0.071)	E	2.6 (0.102)	A
2.0 (0.079)	D	2.8 (0.110)	0
2.2 (0.087)	C	3.0 (0.118)	1

Snap ring (For adjustment of reverse clutch end play)

THICKNESS mm (in)	IDENTIFICATION COLOR	THICKNESS mm (in)	IDENTIFICATION COLOR
1.6 (0.063)	None	2.3 (0.091)	Blue
1.7 (0.067)	Blue	2.4 (0.094)	Brown
1.8 (0.071)	Brown	2.5 (0.098)	None
1.9 (0.075)	None	2.6 (0.102)	Blue
2.0 (0.079)	Blue	2.7 (0.106)	Brown
2.1 (0.083)	Brown	2.8 (0.110)	None
2.2 (0.087)	None		

Snap ring (For adjustment of reverse clutch and overdrive clutch spring retainer end plays)

THICKNESS mm (in)	IDENTIFICATION COLOR	THICKNESS mm (in)	IDENTIFICATION COLOR
1.48 (0.0583)	Brown	1.58 (0.0622)	Blue
1.53 (0.0602)	None	1.63 (0.0642)	Brown

Thrust race (For adjustment of underdrive sun gear end play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
1.6 (0.063)	–	2.2 (0.087)	–
1.7 (0.067)	–	2.3 (0.091)	–
1.8 (0.071)	–	2.4 (0.094)	–
1.9 (0.075)	–	2.5 (0.098)	–
2.0 (0.079)	–	2.6 (0.102)	–
2.1 (0.083)	–		

Spacer (For adjustment of direct clutch end play)

THICKNESS mm (in)	IDENTIFICATION COLOR	THICKNESS mm (in)	IDENTIFICATION COLOR
1.9 (0.075)	Brown	2.5 (0.098)	Brown
2.0 (0.079)	None	2.6 (0.102)	None
2.1 (0.083)	Blue	2.7 (0.106)	Blue
2.2 (0.087)	Brown	2.8 (0.110)	Brown
2.3 (0.091)	None	2.9 (0.114)	None
2.4 (0.094)	Blue	3.0 (0.118)	Blue

Spacer (For adjustment of differential case preload)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
0.65 (0.0256)	65	1.01 (0.0398)	01
0.68 (0.0268)	68	1.04 (0.0409)	04
0.71 (0.0280)	71	1.07 (0.0421)	07
0.74 (0.0291)	74	1.10 (0.0433)	10
0.77 (0.0303)	77	1.13 (0.0445)	13
0.80 (0.0315)	80	1.16 (0.0457)	16
0.83 (0.0327)	83	1.19 (0.0469)	19

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
0.86 (0.0339)	86	1.22 (0.0480)	22
0.89 (0.0350)	89	1.25 (0.0492)	25
0.92 (0.0362)	92	1.28 (0.0504)	28
0.95 (0.0374)	95	1.31 (0.0516)	31
0.98 (0.0386)	98	1.34 (0.0528)	34

Spacer (For adjustment of backlash between differential side gear and pinion)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	THICKNESS mm (in)	IDENTIFICATION SYMBOL
0.56 – 0.64 (0.0220 – 0.0252)	–	0.86 – 0.94 (0.0339 – 0.0370)	–
0.66 – 0.74 (0.0260 – 0.0291)	–	0.96 – 1.04 (0.0378 – 0.0409)	–
0.76 – 0.84 (0.0299 – 0.0331)	–	1.06 – 1.14 (0.0417 – 0.0449)	–

SEALANTS

M1233000501028

ITEM	SPECIFIED SEALANT
Rear cover	Mitsubishi Part No. MD974421 or equivalent
Torque converter housing	Mitsubishi Part No. MD974421 or equivalent
Valve body cover	Mitsubishi Part No. MD974421 or equivalent

FORM-IN-PLACE GASKET (FIPG)

This transaxle has several areas where the form-in-place gasket (FIPG) is used for sealing. To ensure that the FIPG fully serves its purpose, it is necessary to observe some precautions when applying it. Bead size, continuity and location are of paramount importance.

Too thin a bead could cause leaks. Too thick a bead, on the other hand, could be squeezed out of location, causing blocking or narrowing of fluid passages. To prevent leaks or blocking of passages, therefore, it is absolutely necessary to apply the FIPG evenly without a break, while observing the correct bead size. FIPG hardens as it reacts with the moisture in the atmospheric air, and it is usually used for sealing metallic flange areas.

⚠ CAUTION

When re-applying liquid gasket (FIPG), be sure that:

1. **Residues of FIPG are cleared from all the ins and outs of parts;**
2. **Use Mitsubishi genuine parts cleaner (MZ100387) or equivalent to well degrease the FIPG-applied surface.**
3. **FIPG is correctly applied in accordance with FIPG Application.**

Disassembly

Parts sealed with a FIPG can be easily removed without need for the use of a special method. In some cases, however, the FIPG in joints may have to be broken by tapping parts with a mallet or similar tool.

Surface Preparation

Thoroughly remove all substances deposited on the FIPG application surface, using a gasket scraper. Make sure that the FIPG application surfaces is flat and smooth. Also make sure that the surface is free from oils, greases and foreign substances. Do not fail to remove old FIPG that may remain in the fastener fitting holes.

FIPG Application

Applied FIPG bead should be of the specified size and free of any break. FIPG can be wiped away unless it has completely hardened. Install the mating parts in position while the FIPG is still wet. Do not allow FIPG to spread beyond the sealing areas during installation. Avoid operating the transaxle or letting oils or water come in contact with the sealed area before a time sufficient for FIPG to harden (approximately one hour) has passed. FIPG application method may vary from location to location. Follow the instruction for each particular case described later in this manual.

NOTES