

GENERAL INFORMATION

1. The combination of highest-precision electronic and mechanical technology heralds a new era in automatic transmission performance.
2. The gear shifting clutches use a hydraulic balancing mechanism to enable gear shifting at extra-high engine speeds.
3. The number of shafts has been decreased to two and increased use has been made of metal plates which all contributes to reduce the weight.
4. Increased meshing ratios and improved rigidity of the gear supports and casing result in less noise.
5. In addition, adoption of a newly-developed automatic transmission fluid (ATF) increases the service life of the fluid.
6. The number of oil cooler feed tubes is increased to two.

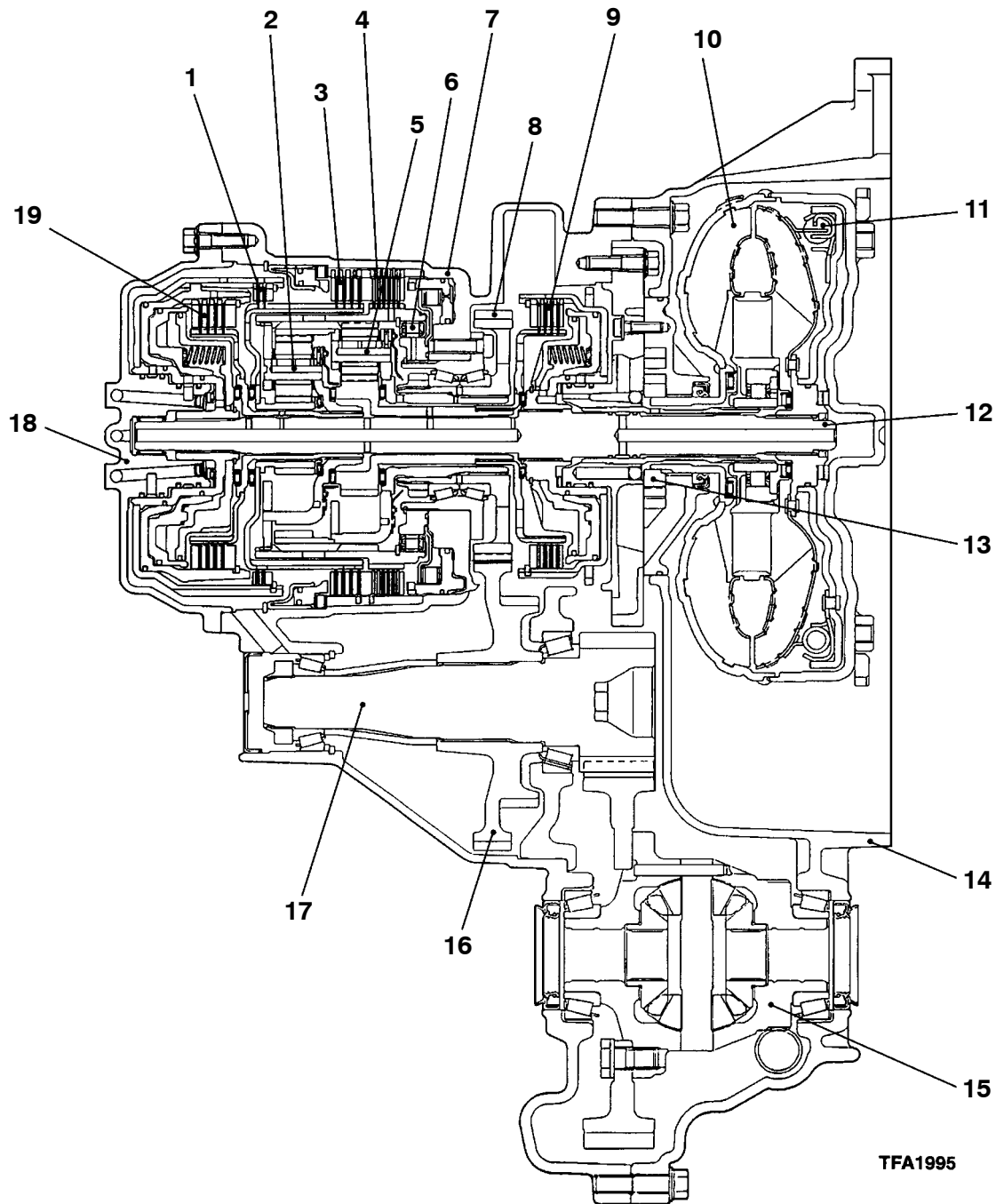
**Main
Index**

**23
Index**

**23B
Index**

SECTIONAL VIEW

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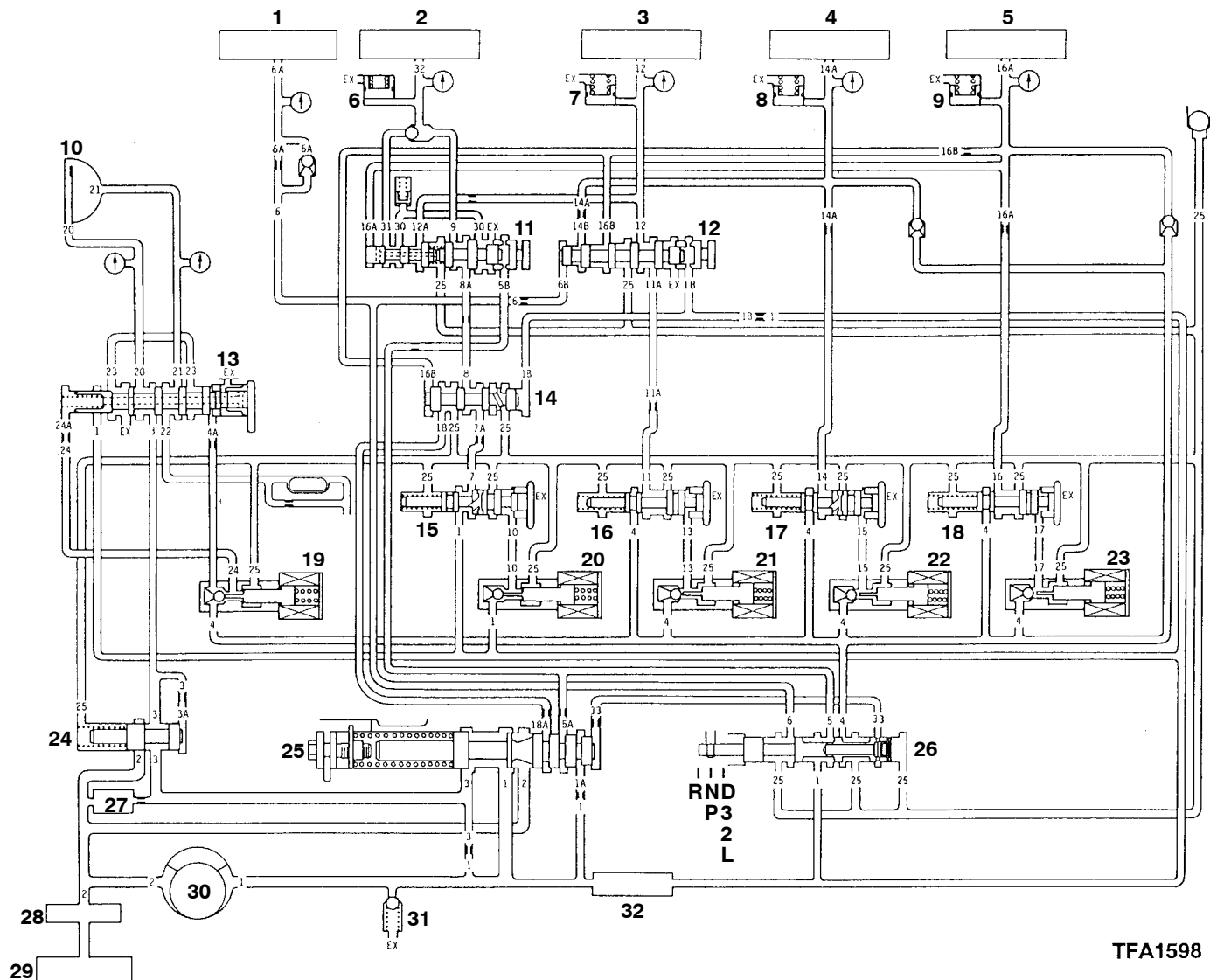
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|-------------------------------|-----------------------------|
| 1. Reverse clutch | 11. Torque converter clutch |
| 2. Planetary carrier assembly | 12. Input shaft |
| 3. Second brake | 13. Oil pump |
| 4. Low-reverse brake | 14. Converter housing |
| 5. Output planetary carrier | 15. Differential |
| 6. One-way clutch | 16. Transfer driven gear |
| 7. Transmission case | 17. Output shaft |
| 8. Transfer drive gear | 18. Rear cover |
| 9. Underdrive clutch | 19. Overdrive clutch |
| 10. Torque converter | |

Main
Index

23
Index

23B
Index

HYDRAULIC CIRCUIT



1. Reverse clutch
2. Low-reverse brake
3. Second brake
4. Underdrive clutch
5. Overdrive clutch
6. Low-reverse accumulator
7. Second accumulator
8. Underdrive accumulator
9. Overdrive accumulator
10. Torque converter clutch
11. Fail-safe valve A
12. Fail-safe valve B
13. Torque converter clutch control valve
14. Switching valve
15. Low-reverse pressure control valve
16. Second pressure control valve
17. Underdrive pressure control valve

18. Overdrive pressure control valve
19. Torque converter clutch control solenoid valve
20. Low-reverse solenoid valve
21. Second solenoid valve
22. Underdrive solenoid valve
23. Overdrive solenoid valve
24. Torque converter pressure control valve
25. Regulator valve
26. Manual valve
27. Oil filter
28. Oil filter
29. Oil pan
30. Oil pump
31. Relief valve
32. Oil strainer

Main
Index23
Index23B
Index

TFA1598

SPECIFICATIONS**GENERAL SPECIFICATIONS**

| Items | | Specifications |
|------------------|--------------------|--|
| Model | | F4A51-2-BZB<6G74> |
| Type | | Electronically controlled 4-speed full-automatic |
| Torque converter | Type | 3-element with torque converter clutch |
| | Engine stall speed | 2100 – 2600 r/min. |
| | Stall torque ratio | 2.0 |
| Gear ratio | | 6G74 |
| | 1st | 2.842 |
| | 2nd | 1.495 |
| | 3rd | 1.000 |
| | 4th | 0.731 |
| | Reverse | 2.72 |
| Final gear ratio | | 3.274 |

SERVICE SPECIFICATIONS

| Items | Standard value |
|--|----------------|
| Output shaft preload mm | 0.01 – 0.09 |
| Brake reaction plate end play mm | 0 – 0.16 |
| Low-reverse brake end play mm | 1.65 – 2.11 |
| Second brake end play mm | 1.09 – 1.55 |
| Underdrive sun gear end play mm | 0.25 – 0.45 |
| Input shaft end play mm | 0.70 – 1.45 |
| Differential case preload mm | 0.045 – 0.105 |
| Underdrive clutch end play mm | 1.60 – 1.80 |
| Reverse and overdrive clutch return spring end play mm | 0 – 0.09 |
| Overdrive clutch end play mm | 1.6 – 1.8 |
| Reverse clutch end play mm | 1.5 – 1.6 |
| Backlash between differential side gear and pinion mm | 0.025 – 0.150 |

VALVE BODY SPRING IDENTIFICATION TABLE

| Spring | Wire diameter mm | Outside diameter mm | Free length mm | Number of loops |
|--|---------------------|------------------------|-------------------|-----------------|
| Regulator valve spring | 1.8 | 15.7 | 86.7 | 24 |
| Underdrive pressure control valve spring | 0.7 | 7.6 | 37.7 | 25 |
| Overdrive pressure control valve spring | 0.7 | 7.6 | 37.7 | 25 |
| Low-reverse pressure control valve spring | 0.7 | 7.6 | 37.7 | 25 |
| Second pressure control valve spring | 0.7 | 7.6 | 37.7 | 25 |
| Torque converter spring | 1.6 | 11.2 | 34.4 | 12.5 |
| Torque converter clutch control valve spring | 0.7 | 5.9 | 28.1 | 19 |
| Fail-safe valve A spring | 0.7 | 8.9 | 21.9 | 9.5 |
| Damping valve spring | 1.0 | 7.7 | 35.8 | 17 |
| Line relief valve spring | 1.0 | 7.0 | 17.3 | 10 |
| Orifice check ball spring | 0.5 | 4.5 | 17.2 | 15 |

**Main
Index****23
Index****23B
Index**

**SNAP RING, SPACER, THRUST WASHER, THRUST RACE AND PRESSURE PLATE
FOR ADJUSTMENT****Thrust washer (For adjustment of input shaft end play)**

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.8 | 18 | MD754509 | 2.4 | 24 | MD753793 |
| 2.0 | 20 | MD754508 | 2.6 | 26 | MD753794 |
| 2.2 | 22 | MD754507 | 2.8 | 28 | MD753795 |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.6 | None | MD759660 | 2.4 | Brown | MD750845 |
| 1.7 | Blue | MD759661 | 2.5 | None | MD750846 |
| 1.8 | Brown | MD759662 | 2.6 | Blue | MD750847 |
| 1.9 | None | MD758892 | 2.7 | Brown | MD750848 |
| 2.0 | Blue | MD750841 | 2.8 | None | MD750849 |
| 2.1 | Brown | MD750842 | 2.9 | Blue | MD750850 |
| 2.2 | None | MD750843 | 3.0 | Brown | MD750851 |
| 2.3 | Blue | MD750844 | | | |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 2.2 | Blue | MD756784 | 2.4 | None | MD758552 |
| 2.3 | Brown | MD756785 | 2.5 | Blue | MD758553 |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.6 | F | MD759568 | 2.4 | B | MD759428 |
| 1.8 | E | MD759425 | 2.6 | A | MD759429 |
| 2.0 | D | MD759426 | 2.8 | 0 | MD759430 |
| 2.2 | C | MD759427 | 3.0 | 1 | MD759431 |

Pressure plate (For adjustment of second brake end play)

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.8 | E | MD759425 | 2.4 | B | MD759428 |
| 2.0 | D | MD759426 | 2.6 | A | MD759429 |
| 2.2 | C | MD759427 | 2.8 | 0 | MD759430 |

23B AUTOMATIC TRANSMISSION – Specifications

**Main
Index**

**23
Index**

**23B
Index**

Snap ring (For adjustment of reverse clutch end play)

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.6 | None | MD761088 | 2.3 | Blue | MD756693 |
| 1.7 | Blue | MD761089 | 2.4 | Brown | MD756694 |
| 1.8 | Brown | MD761090 | 2.5 | None | MD756695 |
| 1.9 | None | MD758947 | 2.6 | Blue | MD756696 |
| 2.0 | Blue | MD756690 | 2.7 | Brown | MD756697 |
| 2.1 | Brown | MD756691 | 2.8 | None | MD756698 |
| 2.2 | None | MD756692 | | | |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.48 | Brown | MD755600 | 1.58 | Blue | MD755602 |
| 1.53 | None | MD755601 | 1.63 | Brown | MD755603 |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.6 | – | MD707267 | 2.2 | – | MD723065 |
| 1.7 | – | MD759681 | 2.3 | – | MD754796 |
| 1.8 | – | MD723064 | 2.4 | – | MD724358 |
| 1.9 | – | MD754794 | 2.5 | – | MD754797 |
| 2.0 | – | MD707268 | 2.6 | – | MD754798 |
| 2.1 | – | MD754795 | | | |

Spacer (For adjustment of output shaft preload)

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 1.88 | 88 | MD756579 | 2.36 | 36 | MD756591 |
| 1.92 | 92 | MD756580 | 2.40 | 40 | MD756592 |
| 1.96 | 96 | MD756581 | 2.44 | 44 | MD756593 |
| 2.00 | 00 | MD756582 | 2.48 | 48 | MD756594 |
| 2.04 | 04 | MD756583 | 2.52 | 52 | MD756595 |
| 2.08 | 08 | MD756584 | 2.56 | 56 | MD756596 |
| 2.12 | 12 | MD756585 | 2.60 | 60 | MD756597 |
| 2.16 | 16 | MD756586 | 2.64 | 64 | MD756598 |
| 2.20 | 20 | MD756587 | 2.68 | 68 | MD756599 |
| 2.24 | 24 | MD756588 | 2.72 | 72 | MD760685 |
| 2.28 | 28 | MD756589 | 2.76 | 76 | MD760686 |
| 2.32 | 32 | MD756590 | | | |

Spacer (For adjustment of differential case preload)

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 0.71 | 71 | MD754475 | 1.07 | 07 | MD720945 |
| 0.74 | 74 | MD727660 | 1.10 | J | MD710454 |
| 0.77 | 77 | MD754476 | 1.13 | D | MD700270 |
| 0.80 | 80 | MD727661 | 1.16 | K | MD710455 |
| 0.83 | 83 | MD720937 | 1.19 | L | MD710456 |
| 0.86 | 86 | MD720938 | 1.22 | G | MD700271 |
| 0.89 | 89 | MD720939 | 1.25 | M | MD710457 |
| 0.92 | 92 | MD720940 | 1.28 | N | MD710458 |
| 0.95 | 95 | MD720941 | 1.31 | E | MD706574 |
| 0.98 | 98 | MD720942 | 1.34 | O | MD710459 |
| 1.01 | 01 | MD720943 | 1.37 | P | MD710460 |
| 1.04 | 04 | MD720944 | | | |

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

| Thickness mm | Identification symbol | Part No. | Thickness mm | Identification symbol | Part No. |
|-----------------|--------------------------|----------|-----------------|--------------------------|----------|
| 0.75 – 0.82 | – | MD722986 | 1.01 – 1.08 | – | MD722982 |
| 0.83 – 0.92 | – | MD722985 | 1.09 – 1.16 | – | |
| 0.93 – 1.00 | – | MD722984 | | | MD722983 |

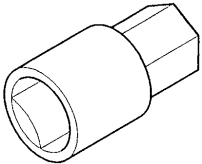

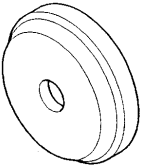
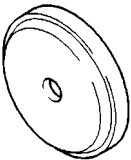
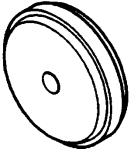
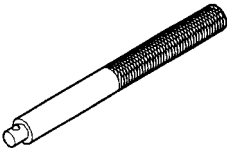
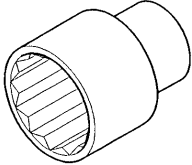
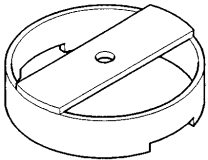
TORQUE SPECIFICATIONS

| Items | | Nm |
|--------------|---|-----|
| Transmission | Roll stopper bracket | 69 |
| | Wiring harness bracket | 23 |
| | Control cable bracket | 23 |
| | Eye bolt | 30 |
| | Oil cooler feed tube | 9.8 |
| | Oil filter | 12 |
| | Input shaft speed sensor | 11 |
| | Output shaft speed sensor | 11 |
| | Manual control lever | 22 |
| | Park/neutral position switch (PNP switch) | 11 |
| | Speedometer gear | 4.9 |
| | Valve body cover | 11 |
| | Valve body mounting bolt | 11 |
| | Fluid temperature sensor | 11 |
| | Manual control shaft detent | 5.9 |
| | Rear cover | 23 |
| | Torque converter housing | 47 |
| | Oil pump | 23 |
| | Transfer drive gear | 34 |
| | Output shaft lock nut | 167 |
| | Output shaft bearing retainer | 23 |
| Components | Differential drive gear | 132 |
| | Valve body | 11 |
| | Solenoid valve support | 5.9 |
| | Plate | 5.9 |

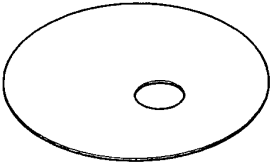
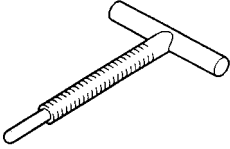
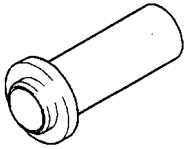

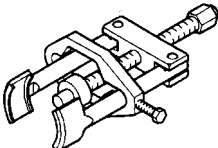
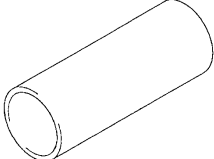
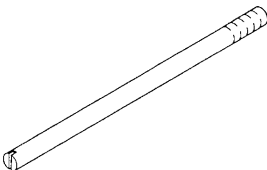
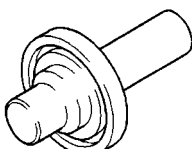
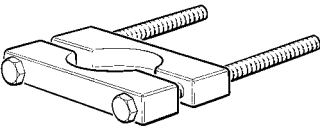
SEALANTS

| Items | Specified sealant |
|--------------------------|--|
| Rear cover | Mitsubishi genuine sealant Part No. MD974421 or equivalent |
| Torque converter housing | Mitsubishi genuine sealant Part No. MD974421 or equivalent |
| Valve body cover | Mitsubishi genuine sealant Part No. MD974421 or equivalent |

SPECIAL TOOLS**Main
Index****23
Index****23B
Index**

| Tool | Tool number and name | Supersession | Application |
|---|----------------------------------|--------------|--|
|  | MB990607 Torque wrench socket | E19M50–6 | Removal and installation of output shaft lock nut |
|  | MB990930 Installer adaptor | – | Installation of output shaft bearing outer race |
|  | MB990931 Installer adaptor | – | Installation of cap |
|  | MB990936 Installer adaptor | – | Installation of differential taper roller bearing outer race |
|  | MB990937 Installer adaptor | – | Installation of output shaft taper roller bearing outer race |
|  | MB990938 Handle | – | <ul style="list-style-type: none"> • Installation of input shaft rear bearing • Use with installer adaptor |
|  | MB991625 Special socket (41) | – | Removal and installation of output shaft lock nut |
|  | MB991629 Spring compressor | EMB991629 | Measurement of underdrive clutch and overdrive clutch end plays |

23B AUTOMATIC TRANSMISSION – Special Tools

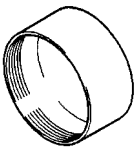
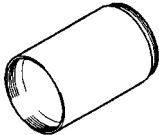
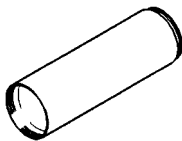
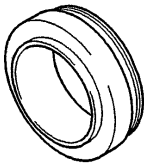


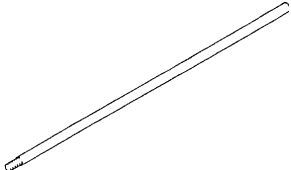
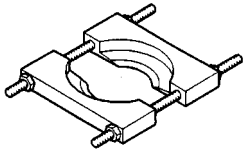
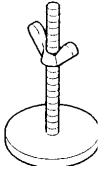
| Tool | Tool number and name | Supersession | Application |
|---|-------------------------------------|-----------------|--|
|  | MB991632 Clearance dummy plate | – | Measurement of low-reverse brake and second brake end play |
|  | MD998333 Oil pump remover | – | Removal of oil pump |
|  | MD998334 Oil seal installer | E9055 (17-010A) | Installation of oil pump oil seal |
|  | MD998338 Spring compressor | EMD998338 | Removal and installation of low-reverse brake snap ring |
|  | MD998348 Bearing and gear puller | E21M16D | Removal of transfer drive gear bearing |
|  | MD998350 Bearing installer | E7513A | Installation of output shaft |
|  | MD998412 Guide | – | Installation of oil pump and transfer drive gear |
|  | MD998800 Oil seal installer | E21M14A | Installation of drive shaft oil seal |
|  | MD998801 Bearing remover | – | Removal of each bearing |

**Main
Index**

**23
Index**

**23B
Index**

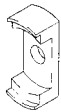
23B AUTOMATIC TRANSMISSION – Special Tools

| Tool | Tool number and name | Supersession | Application |
|---|--|--------------|--|
|  | MD998812 Installer cap | – | Use with installer and installer adaptor |
|  | MD998813 Installer – 100 | – | Use with installer cap and installer adaptor |
|  | MD998814 Installer – 200 | – | Use with installer cap and installer adaptor |
|  | MD998824 Installer adaptor (50) | – | <ul style="list-style-type: none"> • Installation of transfer drive gear • Installation of output shaft taper roller bearing |
|  | MD998827 Installer adaptor | – | Installation of output shaft taper roller bearing |
|  | MD998907 Spring compressor | E21M43 | Removal and installation of underdrive clutch snap ring |
|  | MD998913 Dial gauge extension | E21M44 | Measurement of low-reverse brake and second brake end plays |
|  | MD998917 Bearing remover | – | Removal of output shaft taper roller bearing |
|  | MD998924 Spring compressor retainer | – | <ul style="list-style-type: none"> • Removal and installation of low-reverse brake snap ring • Measurement of underdrive clutch and overdrive clutch end plays |

**Main
Index**

**23
Index**

**23B
Index**

| Tool | Tool number and name | Supersession | Application |
|---|-------------------------------|--------------|--|
|  | MD999590 Spring compressor | EMD999590 | Removal and installation of overdrive clutch snap ring |

FORM-IN-PLACE GASKET

The transmission has several areas where the form-in-place gasket (FIPG) is in use. To ensure that the gasket fully serves its purpose, it is necessary to observe some precautions when applying the gasket. 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 the fluid feed line. To eliminate the possibility of leaks from a joint, therefore, it is absolutely necessary to apply the gasket evenly without a break, while observing the correct bead size.

DISASSEMBLY

The parts assembled with the FIPG can be easily disassembled without use of a special method. In some cases, however, the sealant between the joined surfaces may have to be broken by lightly striking with a mallet or similar tool. A flat and thin gasket scraper may be lightly hammered in between the joined surfaces. In this case, however, care must be taken to prevent damage to the joined surfaces.

SURFACE PREPARATION

Thoroughly remove all substances deposited on the gasket application surfaces, using a gasket scraper or wire brush. Check to ensure that the surfaces to which the FIPG is to be applied is flat. Make sure that there are no oils, greases and foreign substances deposited on the application surfaces. Do not forget to remove the old sealant remaining in the bolt holes.

FORM-IN-PLACE GASKET APPLICATION (FIPG)

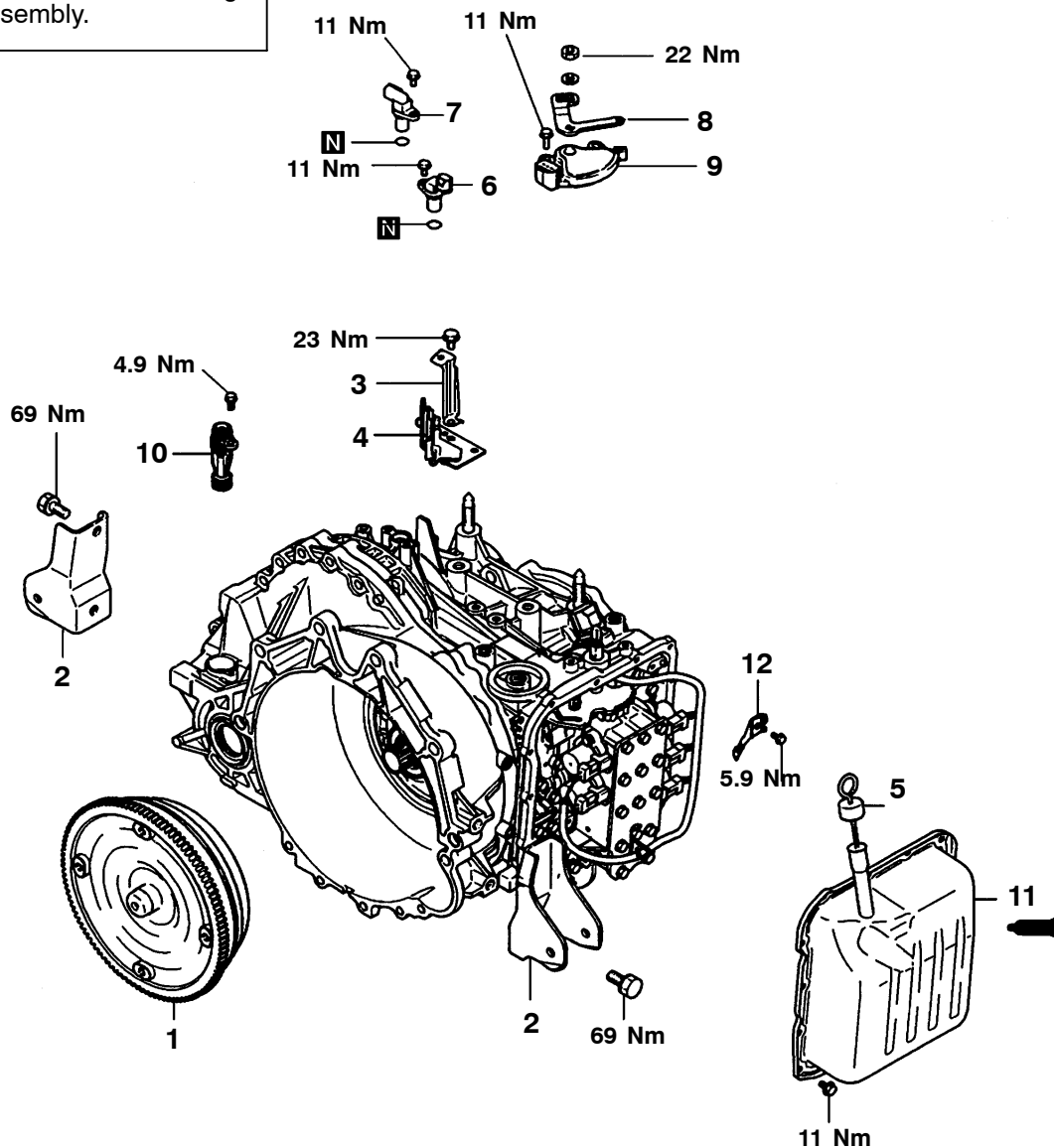
When assembling parts with the FIPG, you must observe some precautions, but the procedure is very simple as in the case of a conventional pre-cut gasket. Applied FIPG bead should be of the specified size and without breaks. Also be sure to encircle the bolt hole circumference with a completely continuous bead. The FIPG can be wiped away unless it is hardened. While the FIPG is still moist (in less than 15 minutes), mount the parts in position. When the parts are mounted, make sure that the gasket is applied to the required area only. In addition, do not apply any oil to the sealing locations or start the engine until a sufficient amount of time (about one hour) has passed after installation is completed. The FIPG application procedure may vary on different areas. Observe the procedure described in the text when applying the FIPG.

TRANSMISSION

DISASSEMBLY AND REASSEMBLY



Lubricate all internal parts with automatic transmission fluid during reassembly.

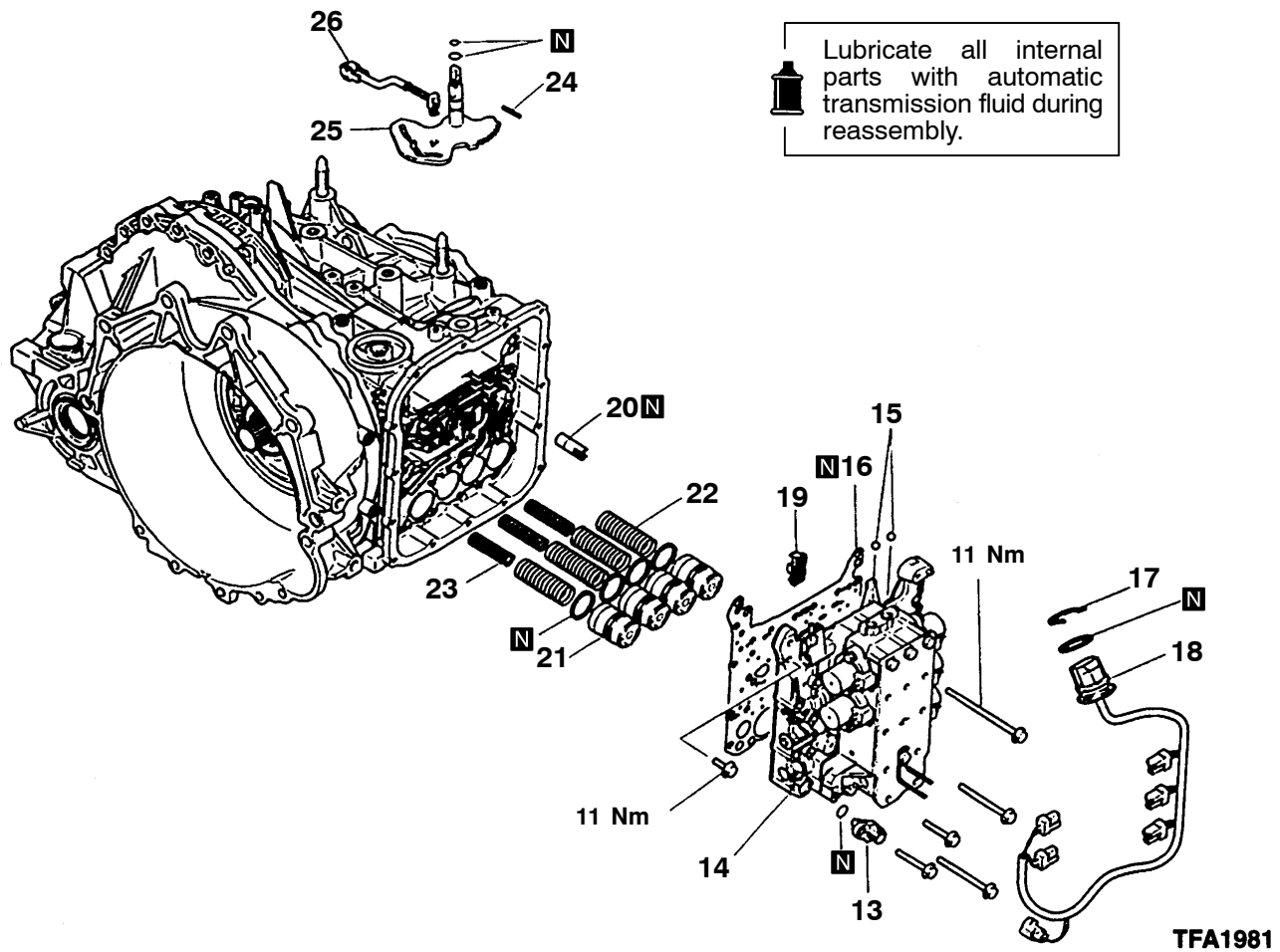


1. Torque converter
2. Roll stopper bracket
3. Harness bracket
4. Control cable support bracket
5. Oil level gauge
6. Input shaft speed sensor

7. Output shaft speed sensor
8. Manual control lever
9. Park/neutral position switch
10. Speedometer gear
11. Valve body cover
12. Manual control shaft detent

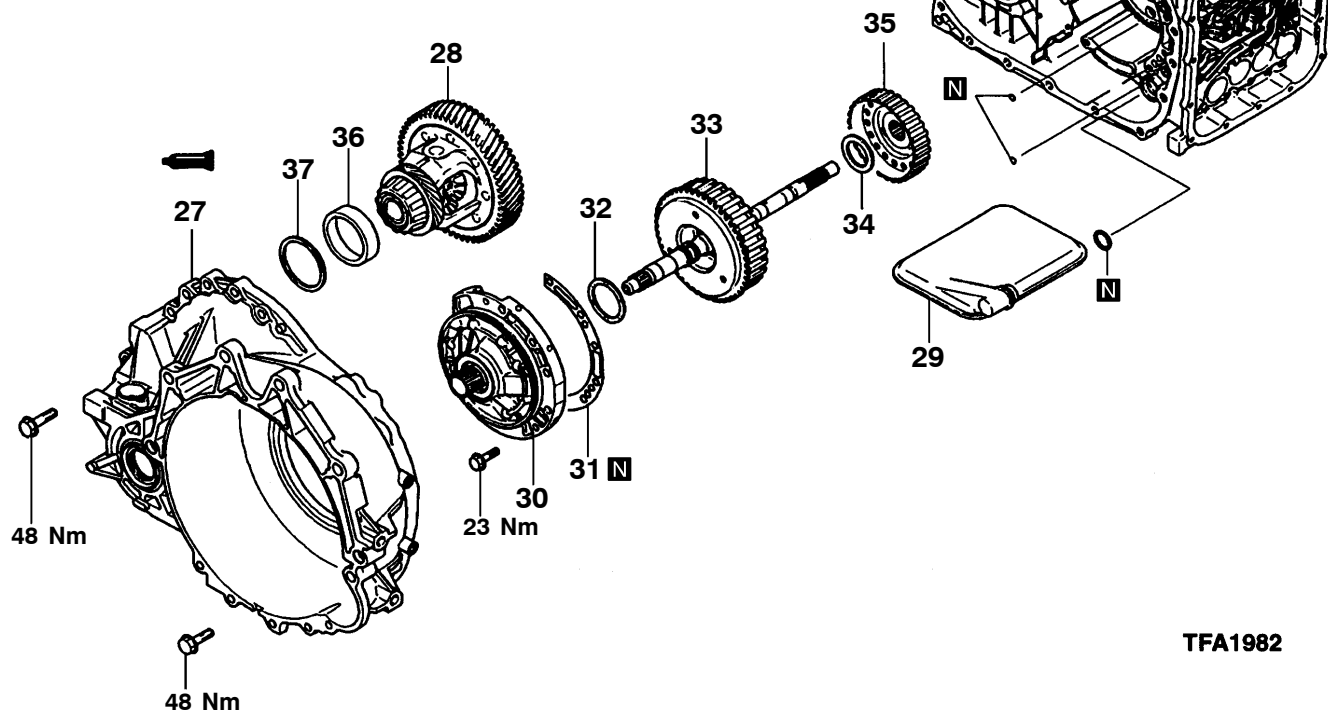
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Main
Index23
Index23B
Index





Lubricate all internal parts with automatic transmission fluid during reassembly.




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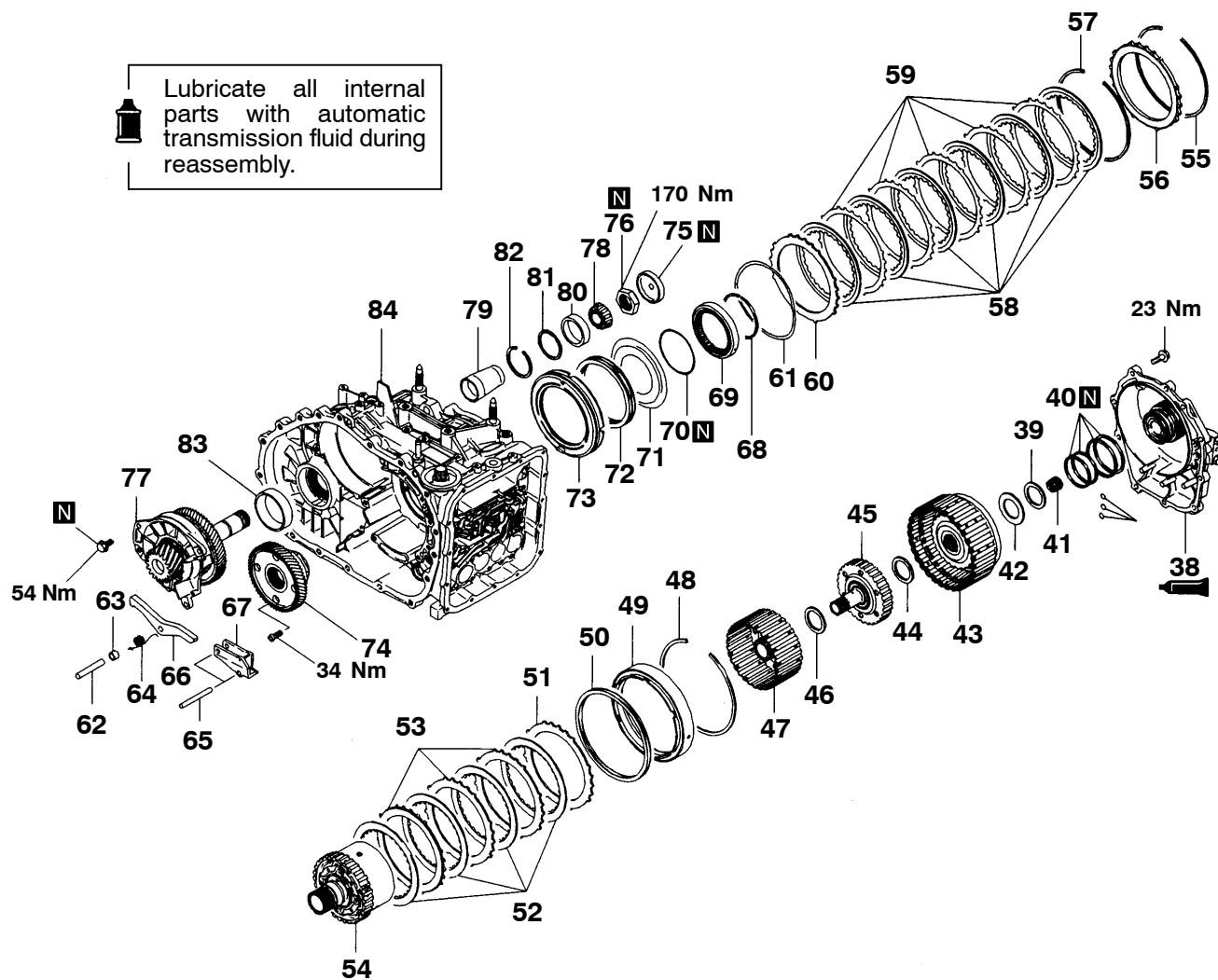
- 27. Torque converter housing
- 28. Differential
- 29. Oil filter
- 30. Oil pump
- 31. Gasket
- 32. Thrust washer #1

- 33. Underdrive clutch and input shaft
- 34. Thrust bearing #2
- 35. Underdrive clutch hub
- 36. Outer race
- 37. Spacer

No. of Brake Discs and Plates

| Brake | Brake Disc | Brake Plate |
|-------------------|------------|-------------|
| Low-reverse brake | 6 | 5 |
| Second brake | 4 | 3 |

 Lubricate all internal parts with automatic transmission fluid during reassembly.

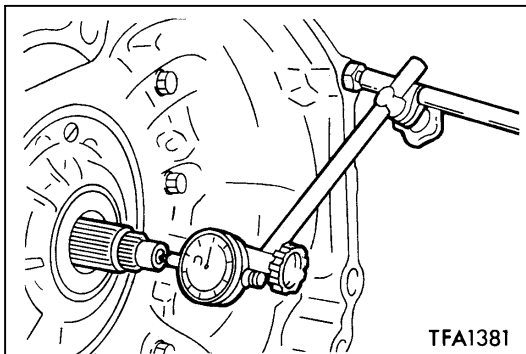


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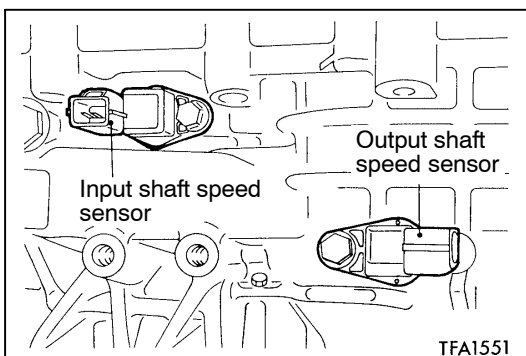
- | | |
|----------------------------------|----------------------------------|
| 38. Rear cover | 62. Parking pawl shaft |
| 39. Thrust race #8 | 63. Spacer |
| 40. Seal ring | 64. Parking pawl spring |
| 41. Input shaft rear bearing | 65. Parking roller support shaft |
| 42. Thrust bearing #7 | 66. Parking pawl |
| 43. Reverse and overdrive clutch | 67. Parking roller support |
| 44. Thrust bearing #6 | 68. Snap ring |
| 45. Overdrive clutch hub | 69. One-way clutch inner race |
| 46. Thrust bearing #5 | 70. O-ring |
| 47. Planetary reverse sun gear | 71. Spring retainer |
| 48. Snap ring | 72. Return spring |
| 49. Second brake piston | 73. Low-reverse brake piston |
| 50. Return spring | 74. Transfer drive gear |
| 51. Pressure plate | 75. Cap |
| 52. Second brake disc | 76. Lock nut |
| 53. Second brake plate | 77. Output shaft |
| 54. Overdrive planetary carrier | 78. Taper roller bearing |
| 55. Snap ring | 79. Collar |
| 56. Reaction plate | 80. Outer race |
| 57. Snap ring | 81. Spacer |
| 58. Low-reverse brake disc | 82. Snap ring |
| 59. Low-reverse brake plate | 83. Outer race |
| 60. Pressure plate | 84. Transmission case |
| 61. Wave spring | |

DISASSEMBLY**Caution**

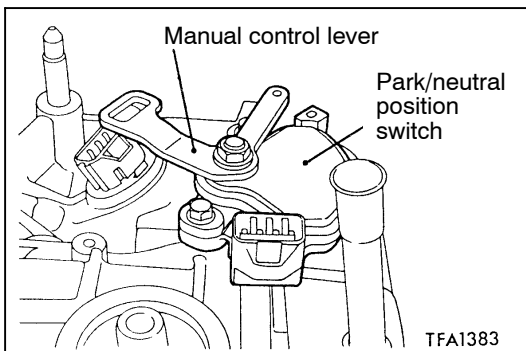
1. Because the automatic transmission is manufactured from high-precision parts, sufficient care must be taken not to scratch or damage these parts during disassembly and reassembly.
2. The working area should be covered with a rubber mat to keep it clean at all times.
3. Do not wear any cloth gloves and do not use any rags during disassembly. Use nylon cloth if you need to use something.
4. 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.
5. Clutch discs, plastic thrust plates and rubber parts should be cleaned with automatic transmission fluid (ATF) so that they do not become dirty.
6. If the transmission body has been damaged, disassemble and clean the cooler system also.



1. Remove the torque converter.
2. Use the dial gauge to measure the input shaft end play.
3. Remove each bracket.
4. Remove the oil level gauge.
5. Remove the eye bolt, gasket and the oil cooler feed tube.
6. Remove the oil filter and oil filter gasket.



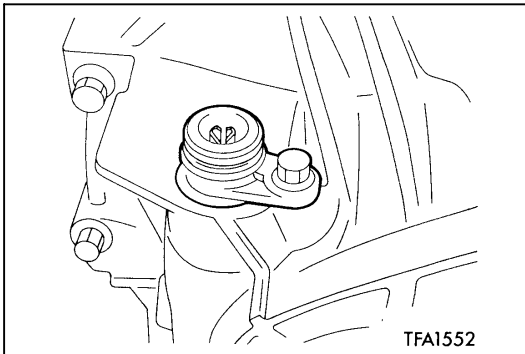
7. Remove the input shaft speed sensor and output shaft speed sensor.



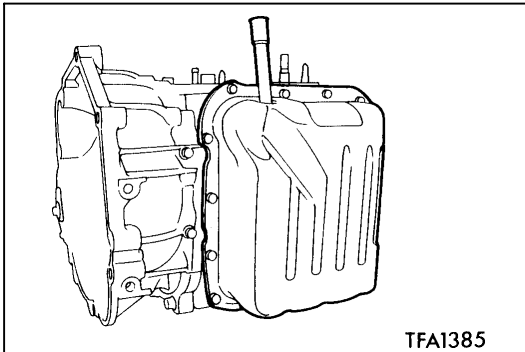
8. Remove the manual control lever, and then remove the park/neutral position switch.

Caution

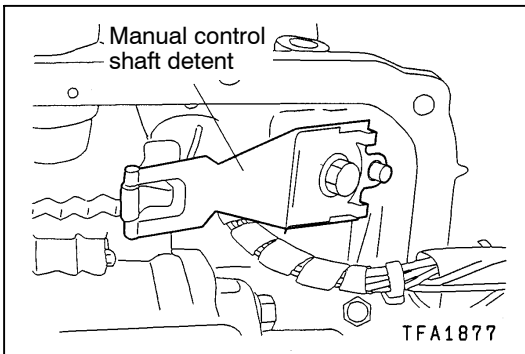
Make sure that the manual control lever installation nut is removed before removing the valve body.



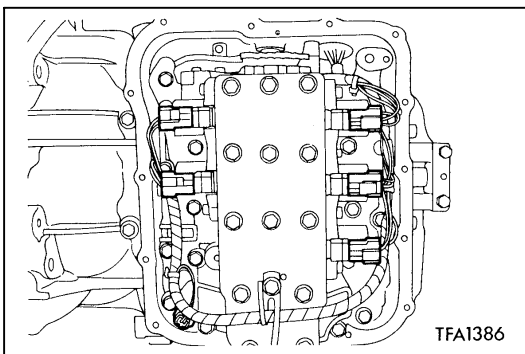
9. Remove the speedometer gear.



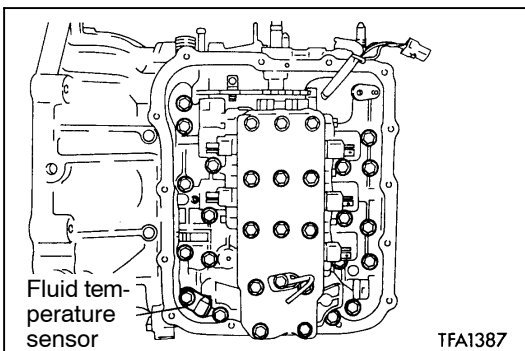
10. Remove the valve body cover.



11. Remove the manual control shaft detent.



12. Disconnect the harness connectors of the valve body.

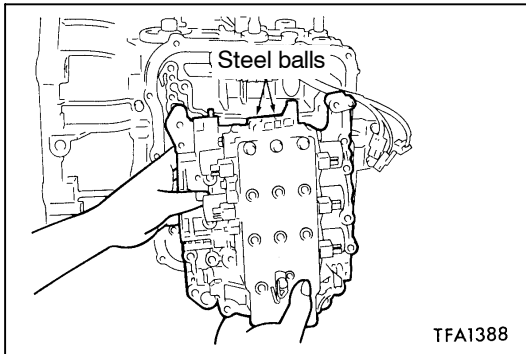


13. Remove the valve body mounting bolts (28 pieces).

14. Remove the fluid temperature sensor.

Caution

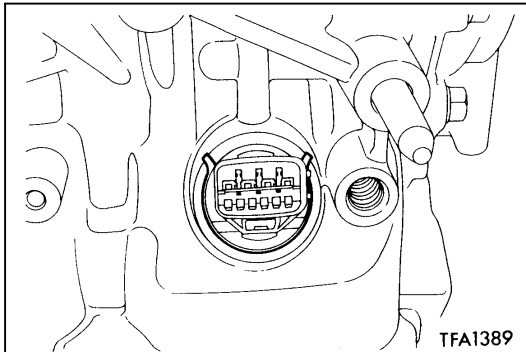
Make sure that the manual control lever and the park/neutral position switch are removed.



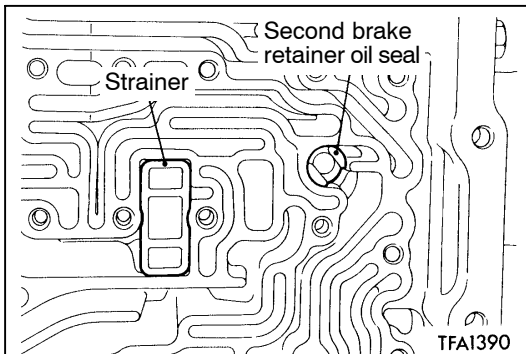
15. Remove the valve body, gasket and the steel balls (2 pieces).

Caution

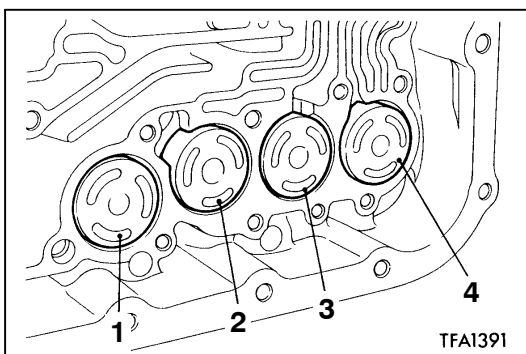
Do not lose the steel balls (2 pieces).



16. Remove the snap ring, and then remove the solenoid valve harness.

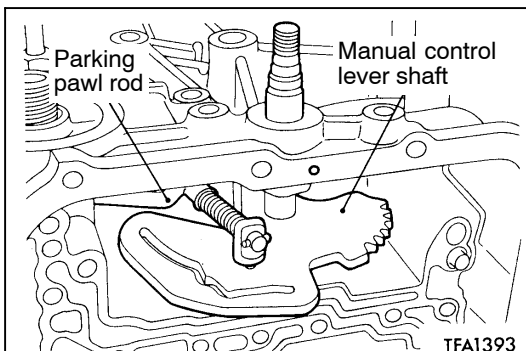


17. Remove the strainer and the second brake retainer oil seal.

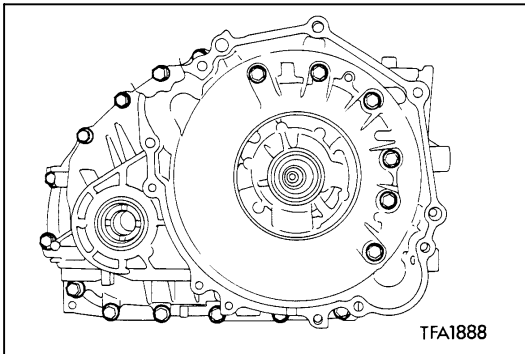


18. Remove each accumulator piston and spring.

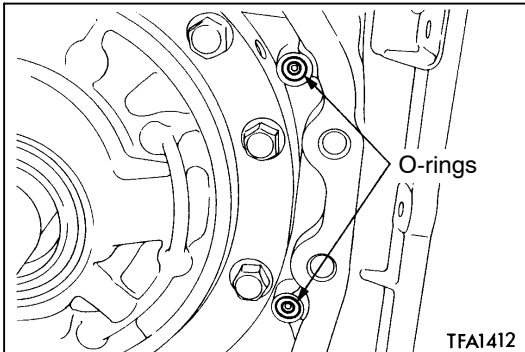
| No. | Name |
|-----|-----------------------|
| 1 | For low-reverse brake |
| 2 | For underdrive clutch |
| 3 | For second brake |
| 4 | For overdrive clutch |



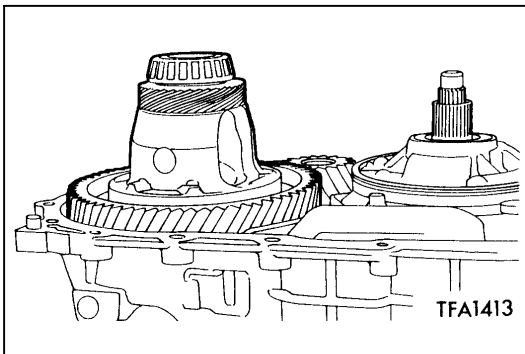
19. Remove the manual control lever shaft roller.
20. Remove the manual control lever shaft and the parking pawl rod.



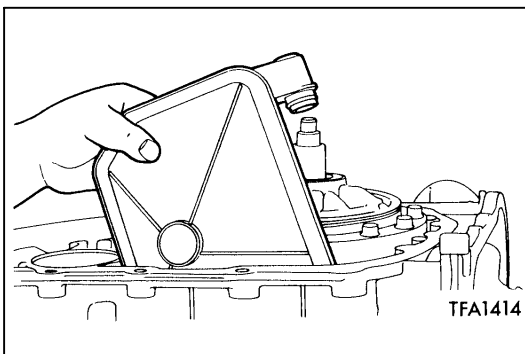
21. Remove the torque converter housing mounting bolts (18 pieces), and then remove the torque converter housing.



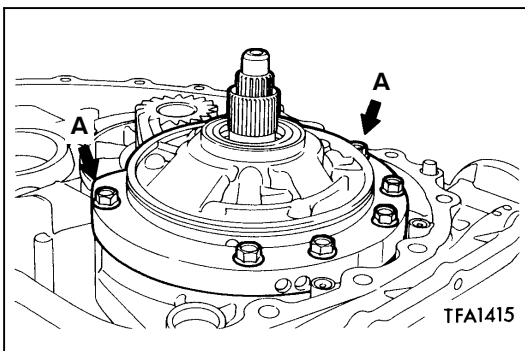
22. Remove the O-rings (2 pieces).



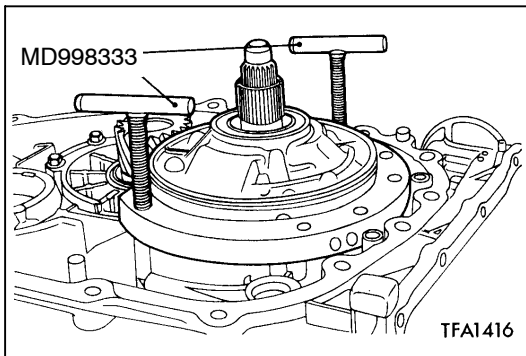
23. Remove the differential.



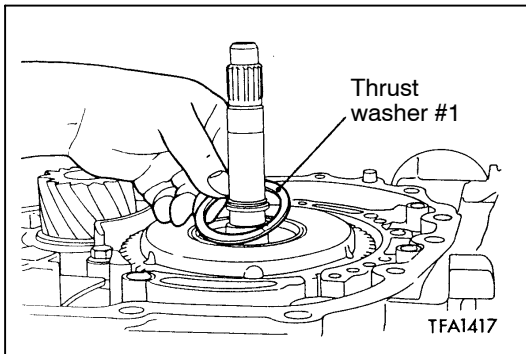
24. Remove the oil filter.



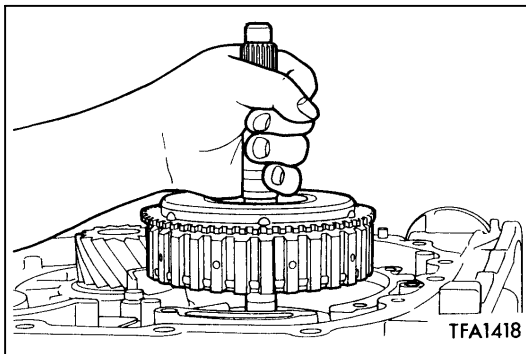
25. Remove the oil pump mounting bolts (6 pieces).
26. Install the special tool (MD998333) in the hole A.



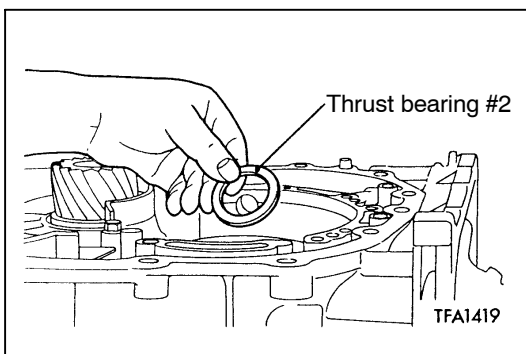
27. Screw the special tool to remove the oil pump.
28. Remove the oil pump gasket.



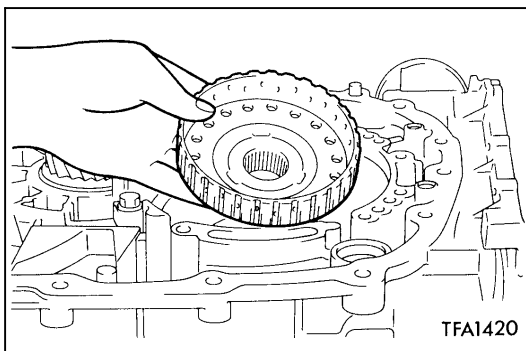
29. Remove thrust washer #1.



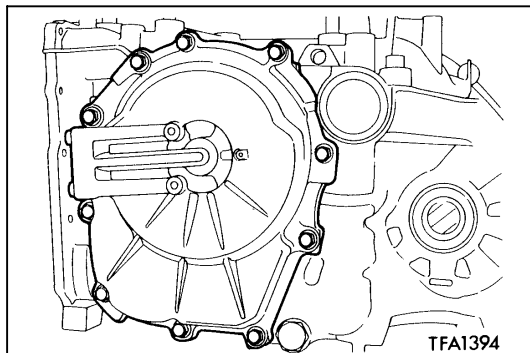
30. Hold the input shaft, and then remove the underdrive clutch.



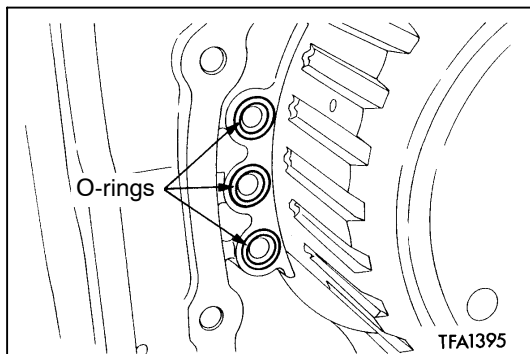
31. Remove thrust bearing #2.



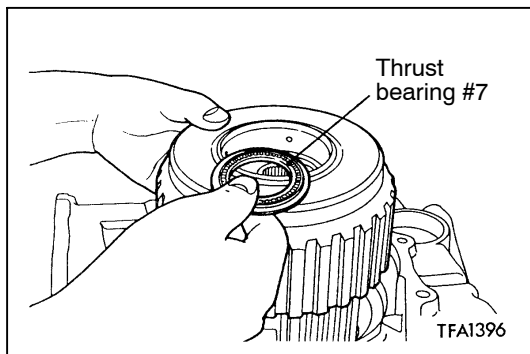
32. Remove the underdrive clutch hub.



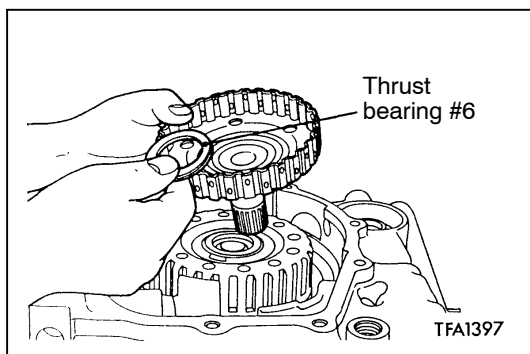
33. Remove the rear cover.
34. Remove the thrust race #8.
35. Remove the seal rings (4 pieces).
36. Remove the input shaft rear bearing.



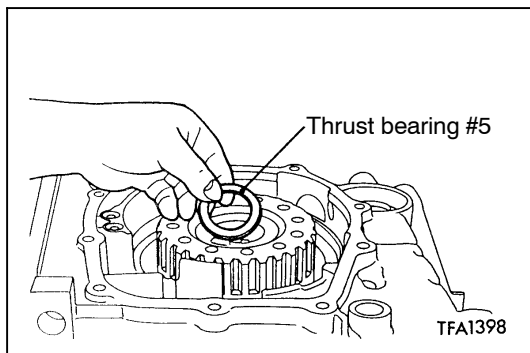
37. Remove the O-rings (3 pieces).



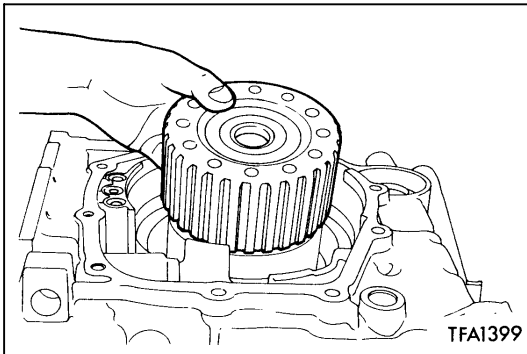
38. Remove the reverse and overdrive clutch and the thrust bearing #7.



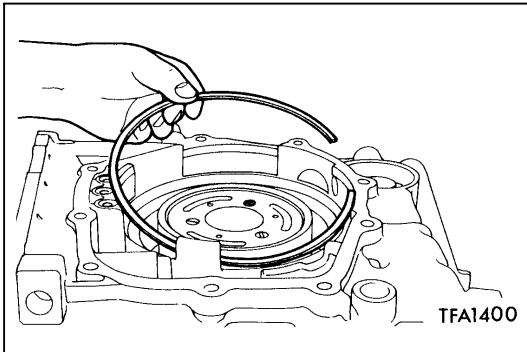
39. Remove the overdrive clutch hub and the thrust bearing #6.



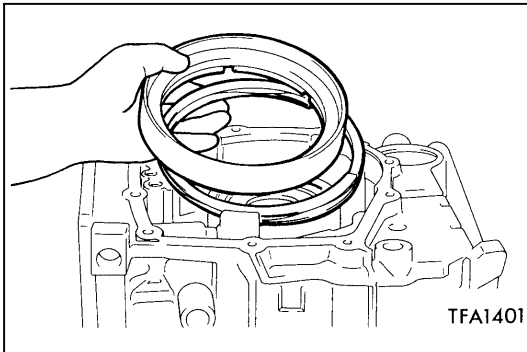
40. Remove thrust bearing #5.



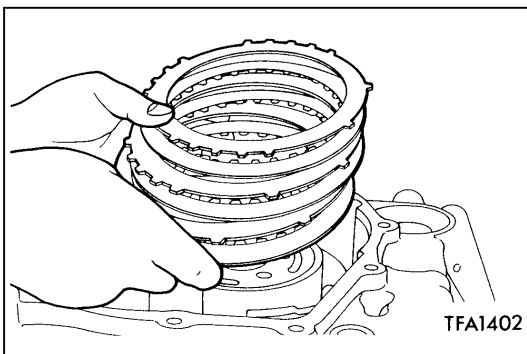
41. Remove the planetary reverse sun gear.



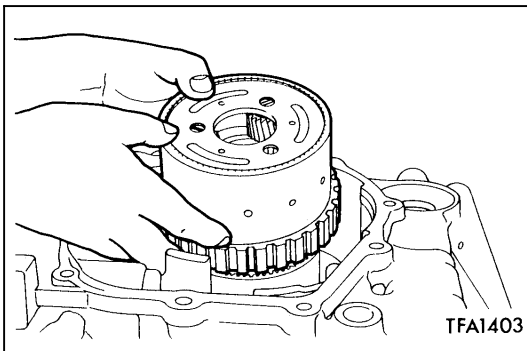
42. Remove the snap ring.



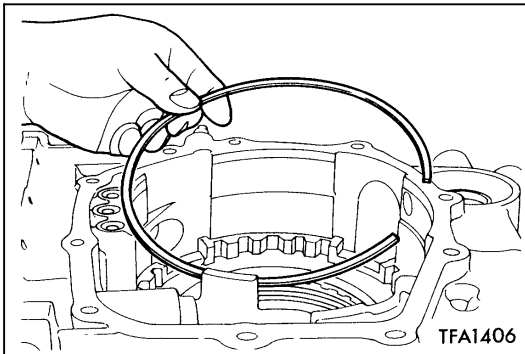
43. Remove the second brake piston and the return spring.



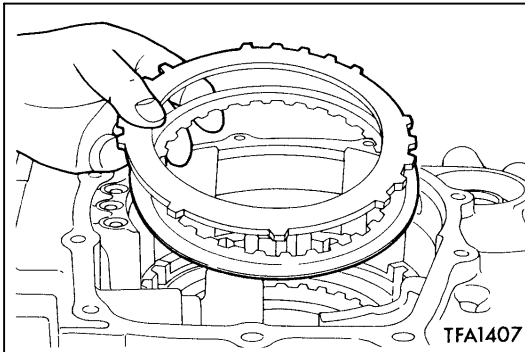
44. Remove the pressure plate, brake discs and brake plates.



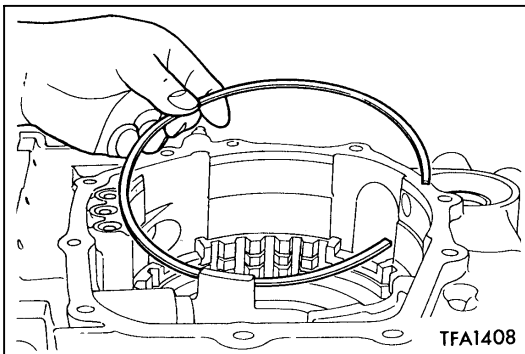
45. Remove the planetary carrier assembly.



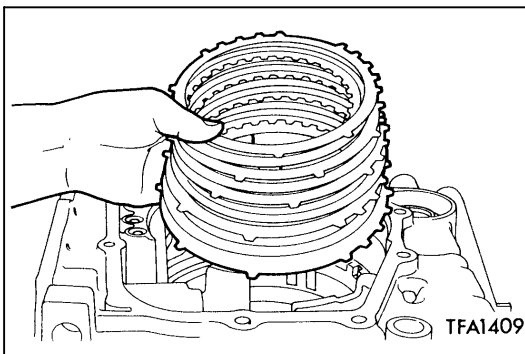
46. Remove the snap ring.



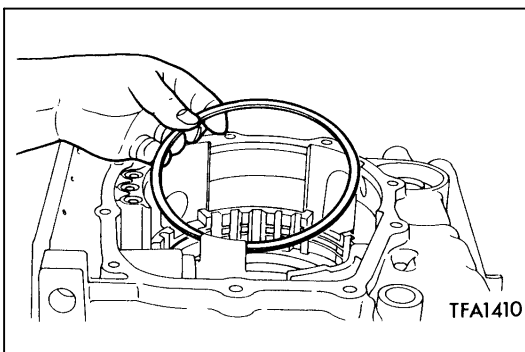
47. Remove the reaction plate and the brake disc.



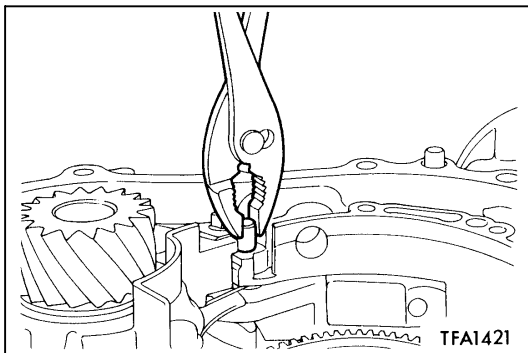
48. Remove the snap ring.



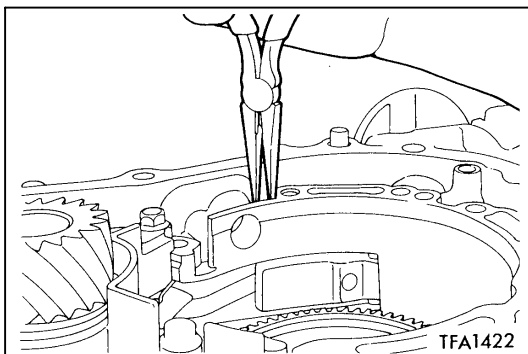
49. Remove the brake plates, brake discs and pressure plate.



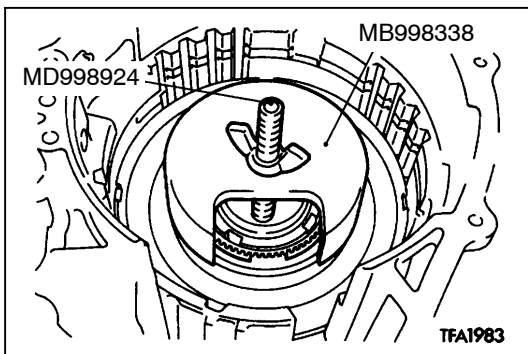
50. Remove the wave spring.



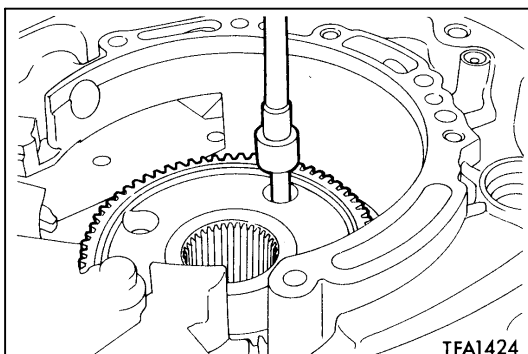
51. Remove the parking pawl shaft, and then remove the spacer and spring.



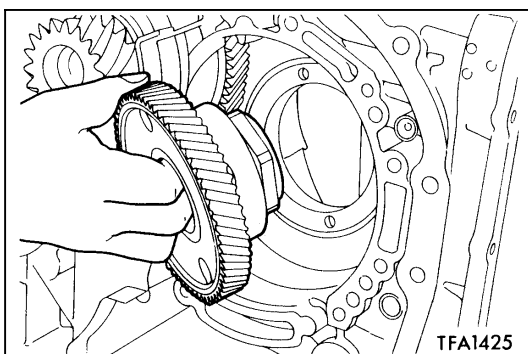
52. Remove the two parking roller support shafts, and then remove the parking pawl case and parking roller support.



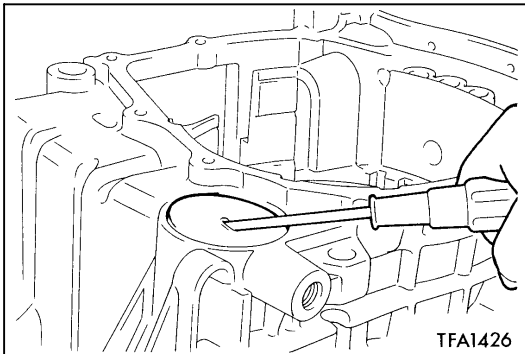
53. Use the special tool to remove the snap ring.
54. Remove the one-way clutch inner race and O-ring, spring retainer, return spring and the low-reverse brake piston.



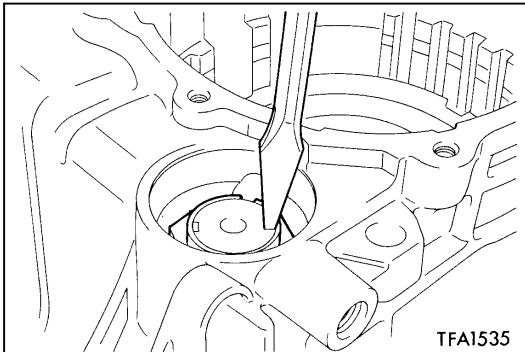
55. Remove the transfer drive gear mounting bolts (8 pieces).



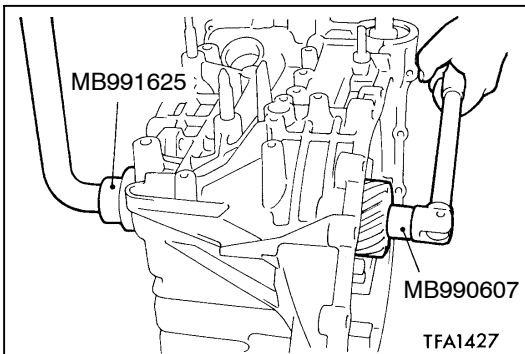
56. Remove the transfer drive gear.



57. Remove the cap.

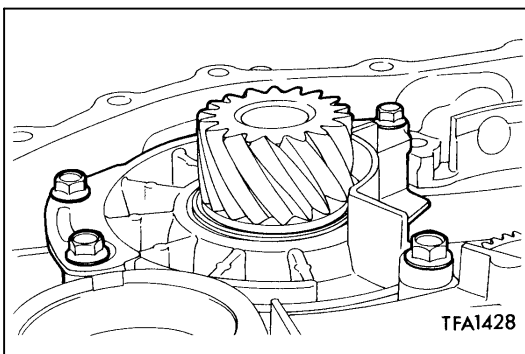


58. Straighten the locking tab of the output shaft lock nut.

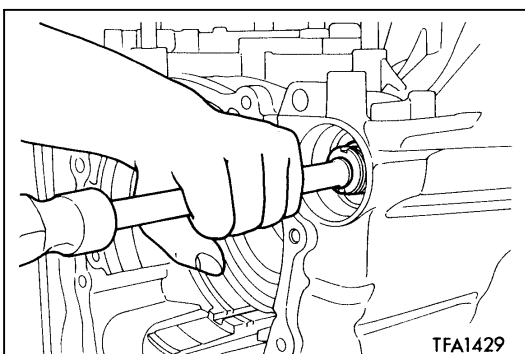


59. Use the special tool to remove the output shaft lock nut.

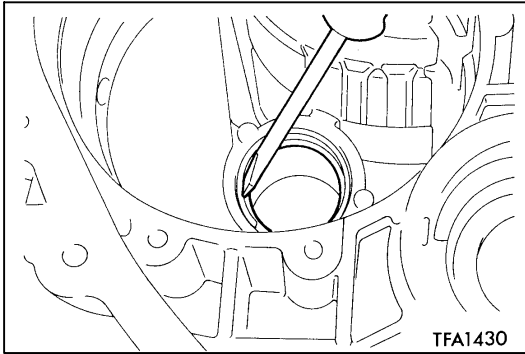
Caution
The lock has left-handed threads.



60. Remove the bearing retainer mounting bolt.



61. Tap on the rear of the output shaft to remove the output shaft, taper roller bearing and the collar.



62. Remove the spacer and the outer race.
63. Remove the snap ring.

**Main
Index**

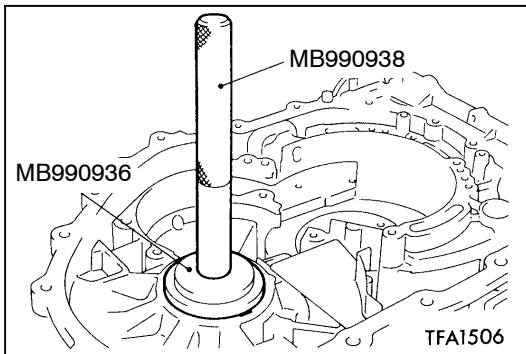
**23
Index**

**23B
Index**

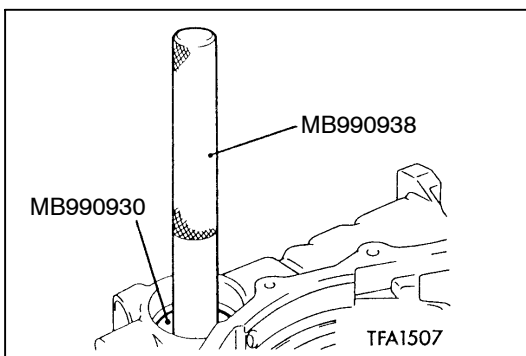
64. Remove the differential bearing outer race and spacer from the torque converter housing.
65. Remove the differential bearing outer race from the transmission case.

REASSEMBLY**Caution**

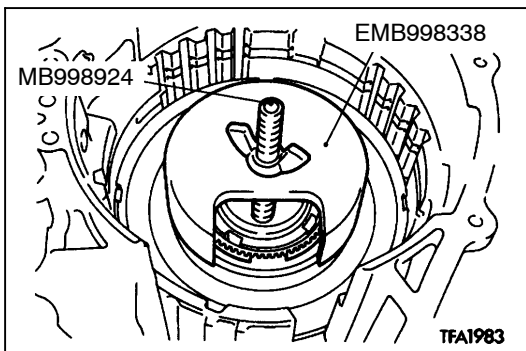
1. Never reuse the gasket, O-ring, oil seal, etc. Always replace with a new one when reassembling.
2. Never use grease other than blue petrolatum jelly and white Vaseline.
3. Apply ATF to friction components, rotating parts, and sliding parts before installation. Immerse a new clutch disc or brake disc in ATF for at least two hours before assembling them.
4. Never apply sealant or adhesive to gaskets.
5. When replacing a bushing, replace the assembly which it belongs to.
6. Never use any cloth gloves or any rags during reassembly. Use nylon cloth or paper towels if you need to use something.
7. Change the oil in the cooler system.



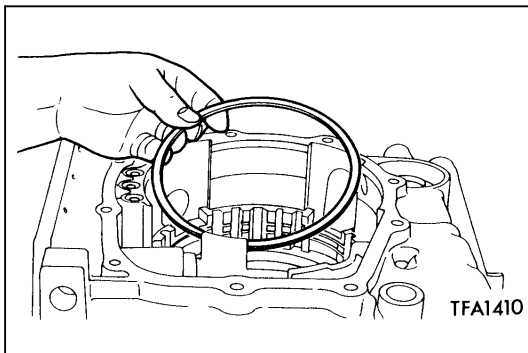
1. Use the special tools to tap the differential bearing outer race in the transmission case.



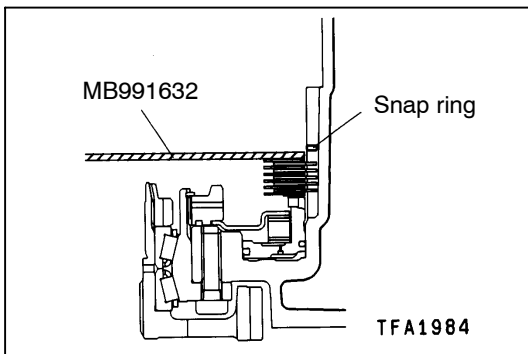
2. Use the special tools to tap the output shaft bearing outer race in the transmission case.
3. Install the used spacer and snap ring.



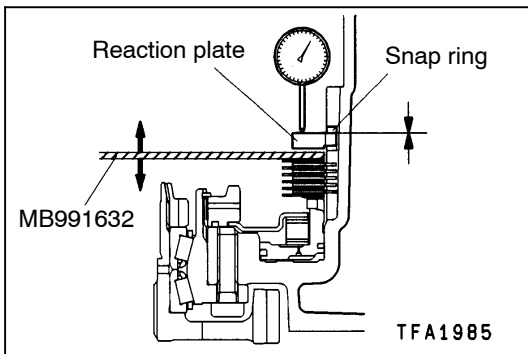
4. Install the transfer gear, low-reverse brake piston, return spring, and spring retainer, one-way clutch and O-ring.
5. Use the special tools to install the snap ring.



6. Install the wave spring.

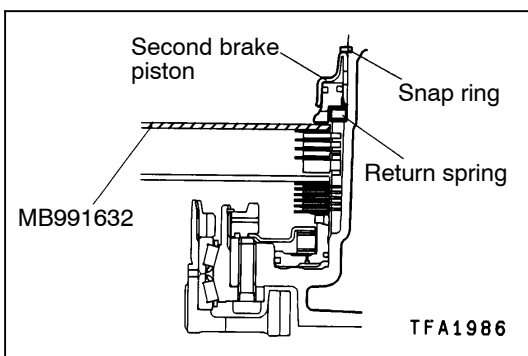


7. Replace the pressure plate of the low-reverse brake with the special tool, and then install the (6) brake discs, (5) brake plates and snap ring as shown in the figure.



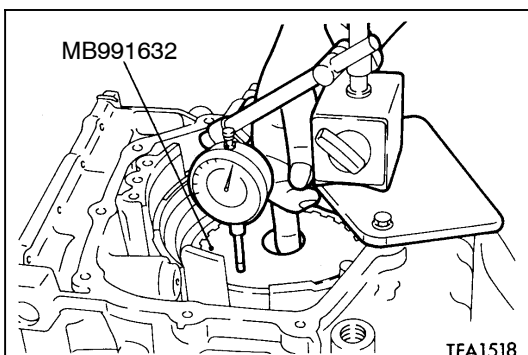
8. Install the reaction plate and the used snap ring.
9. Move the special tool to measure the end play, and then replace the snap ring installed in step (8) to adjust the end play to standard value.

Standard value: 0 – 0.16 mm



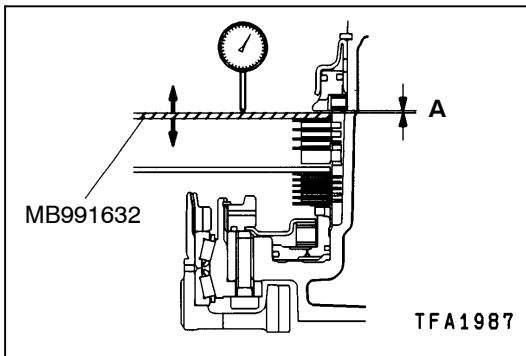
10. Replace the pressure plate of the second brake with the special tool, and then install the brake disc and brake plate as shown in the figure.

11. Install the return spring, second brake piston and snap ring.



12. Move the special tool (MB991632) to measure the end play.

Standard value:
1.09 – 1.55 mm



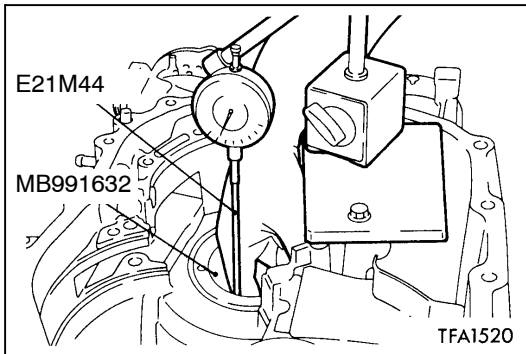
Remove the special tool. Use the following formula to determine the proper thickness range for the pressure plate. Install the correct size pressure plate based on your calculations.

Reference: Pressure Plate Thickness

A=Special tool end play measurement determined earlier in this step.

Metric values: $[(A+2.0 \text{ mm}) - 1.55 \text{ mm}]$ to $[(A+2.0 \text{ mm}) - 1.09 \text{ mm}]$

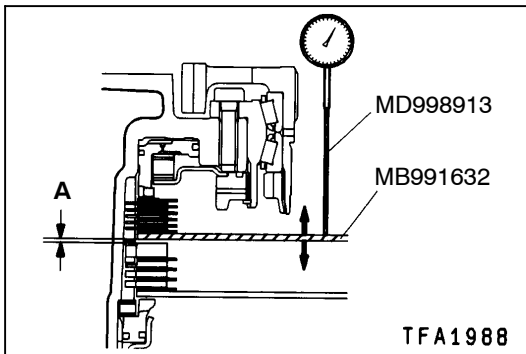
13. Turn the transmission over.



14. Install the special tool (E21M44) in a dial gauge, and then move the special tool (MB991632) to measure the axial play.

Standard value:

1.65 – 2.11 mm

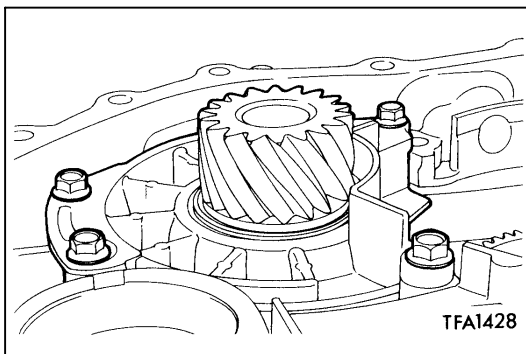


Reference: Pressure Plate Thickness

A=Special tool end play measurement determined earlier in this step.

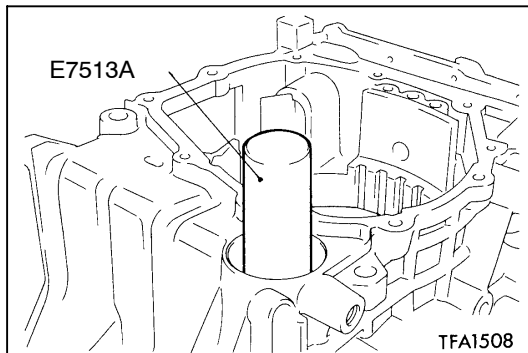
Metric values: $[(A+2.0 \text{ mm}) - 2.11 \text{ mm}]$ to $[(A+2.0 \text{ mm}) - 1.65 \text{ mm}]$

15. Remove the parts installed from steps (6) to (14).

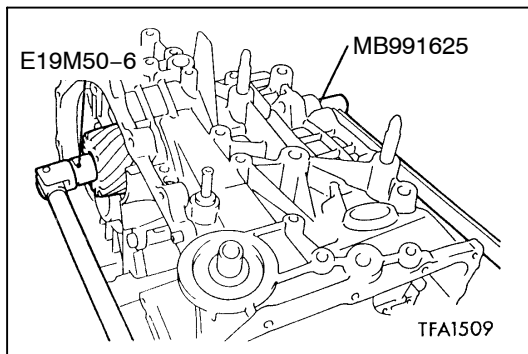


16. Tighten the mounting bolts of the output shaft bearing retainer to the specified torque.

Standard value: 23 Nm



17. Install the output shaft in the transmission case, and then use the special tool to install the collar and taper roller bearing in the output shaft.

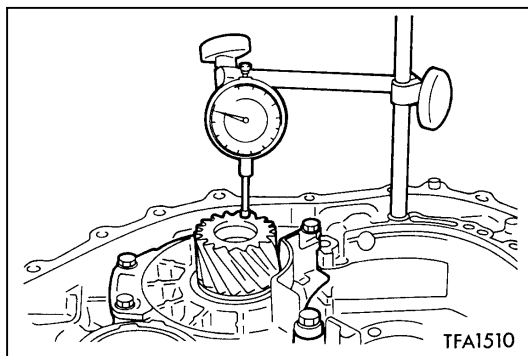


18. Apply ATF to a new lock nut, and use the special tool to tighten the lock nut to the specified torque. Then turn back one turn, and tighten to the specified torque again.

Standard value: 167 Nm

Caution

The lock nut has left-handed threads.

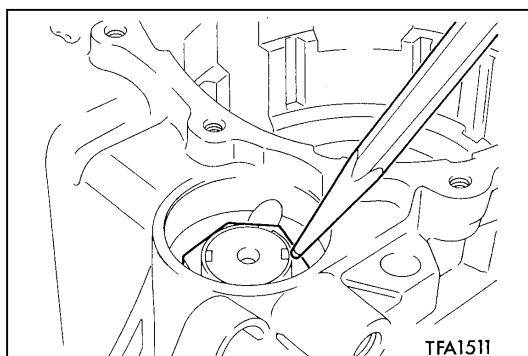


19. Move the output shaft to measure operating amount (A), and then replace the spacer installed in step (3) with a new one which thickness is within the following value.

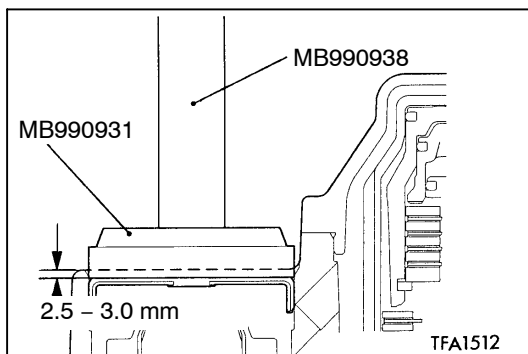
A=Operating amount

B=Thickness of the old spacer

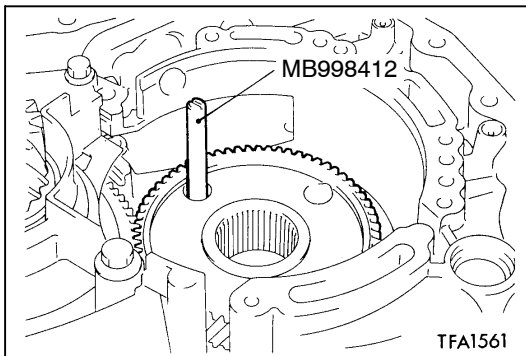
Metric values: $[A+B+0.015 \text{ mm}]$ to $[A+B+0.075 \text{ mm}]$



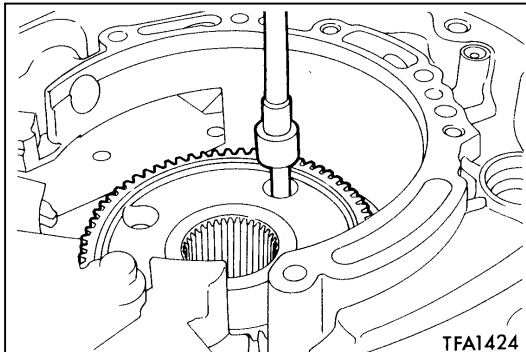
20. Prevent the lock nut from turning by staking it in two places.



21. Install the cap as shown in the figure.

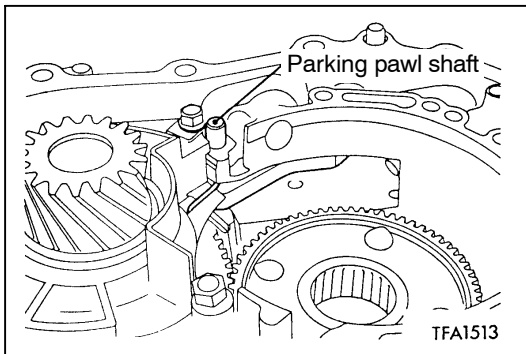


22. Use the special tool to install the transfer drive gear.

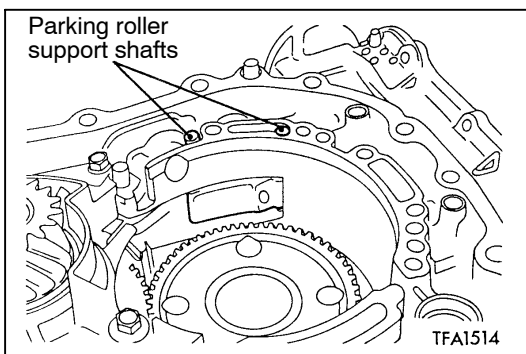


23. Tighten the eight mounting bolts of the transfer drive gear to the specified torque.

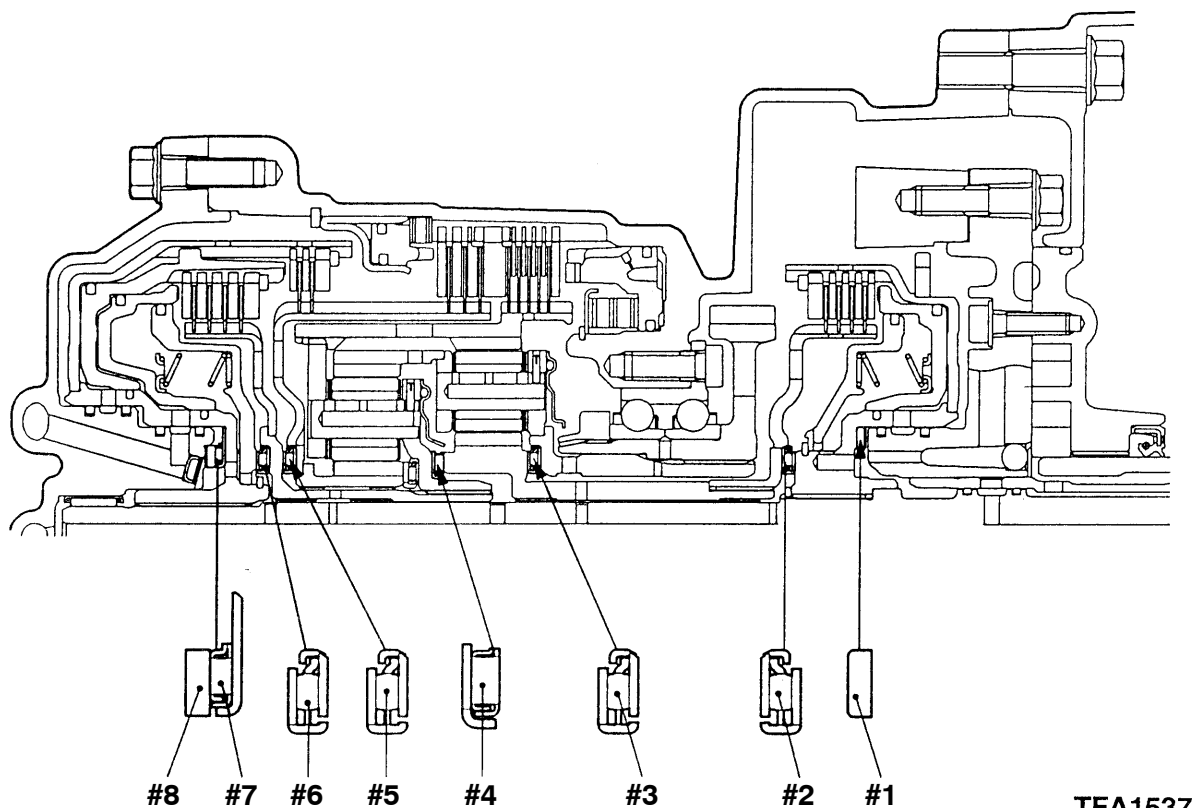
Standard value: 34 Nm



24. Install the parking pawl, spacer, and spring. Then install the parking pawl shaft.



25. Install the parking roller support, and then the two parking roller support shafts.



TFA1537

IDENTIFICATION OF THRUST BEARINGS, THRUST RACES, AND THRUST WASHERS

mm

| Symbol | O.D. | I.D. | Thickness | Part number |
|--------|------|------|-----------|-------------|
| #1 | 59 | 47 | 1.8 | MD754509 |
| #1 | 59 | 47 | 2.0 | MD754508 |
| #1 | 59 | 47 | 2.2 | MD754507 |
| #1 | 59 | 47 | 2.4 | MD753793 |
| #1 | 59 | 47 | 2.6 | MD753794 |
| #1 | 59 | 47 | 2.8 | MD753795 |
| #2 | 49 | 36 | 3.6 | MD756846 |
| #3 | 49 | 36 | 3.6 | MD756846 |

| Symbol | O.D. | I.D. | Thickness | Part number |
|--------|------|------|-----------|-------------|
| #4 | 55.4 | 38.5 | 3.3 | MD757847 |
| #5 | 57 | 38.5 | 4.1 | MD756846 |
| #6 | 57 | 38.5 | 4.1 | MD756846 |
| #7 | 59 | 37 | 2.8 | MD754595 |
| #8 | 48.9 | 37 | 1.6 | MD707267 |
| #8 | 48.9 | 37 | 1.7 | MD759681 |

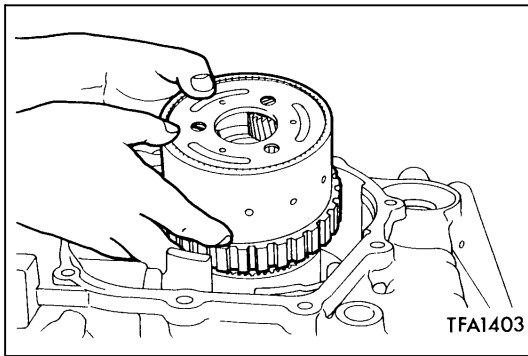
23B AUTOMATIC TRANSMISSION – Transmission

| Symbol | O.D. | I.D. | Thickness | Part number |
|--------|------|------|-----------|-------------|
| #8 | 48.9 | 37 | 1.8 | MD723064 |
| #8 | 48.9 | 37 | 1.9 | MD754794 |
| #8 | 48.9 | 37 | 2.0 | MD707268 |
| #8 | 48.9 | 37 | 2.1 | MD754795 |
| #8 | 48.9 | 37 | 2.2 | MD723065 |
| #8 | 48.9 | 37 | 2.3 | MD754796 |
| #8 | 48.9 | 37 | 2.4 | MD724358 |
| #8 | 48.9 | 37 | 2.5 | MD754797 |
| #8 | 48.9 | 37 | 2.6 | MD754798 |

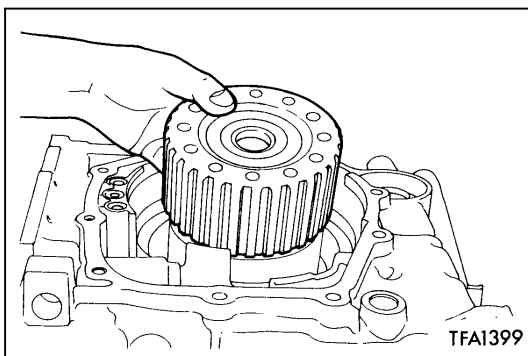
Main
Index

23
Index

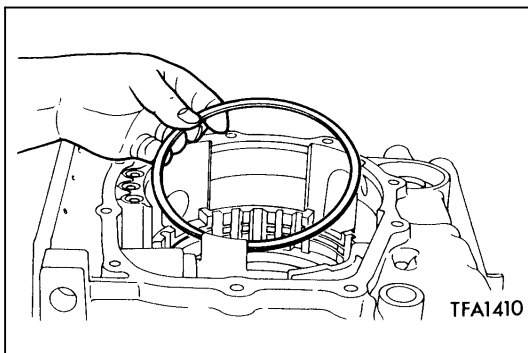
23B
Index



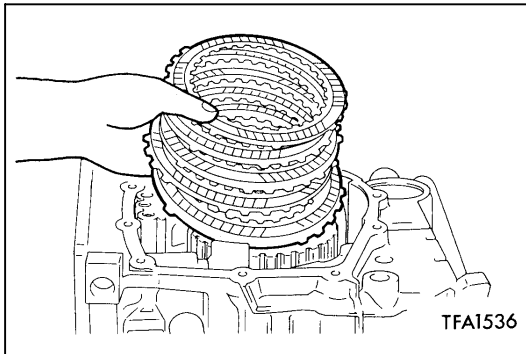
26. Install the planetary carrier assembly.



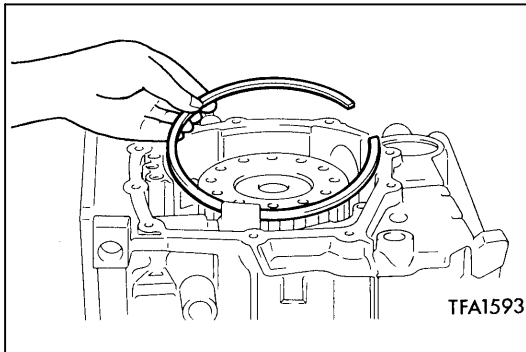
27. Install the planetary reverse sun gear.



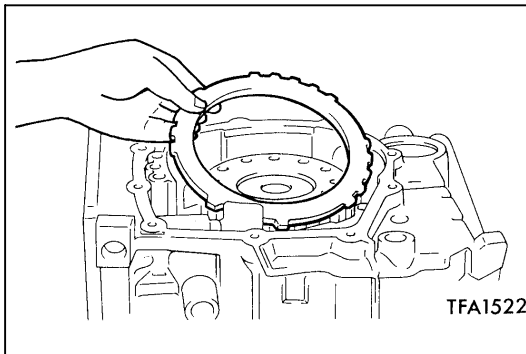
28. Install the wave spring.



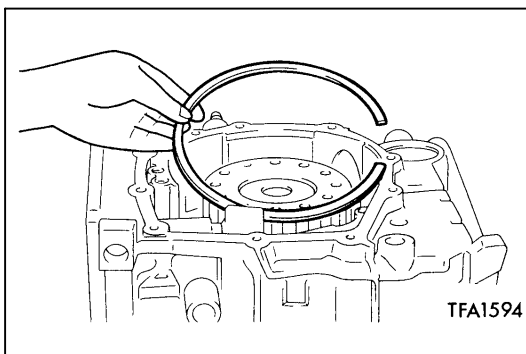
29. Install the pressure plate, brake disc, and brake plate.



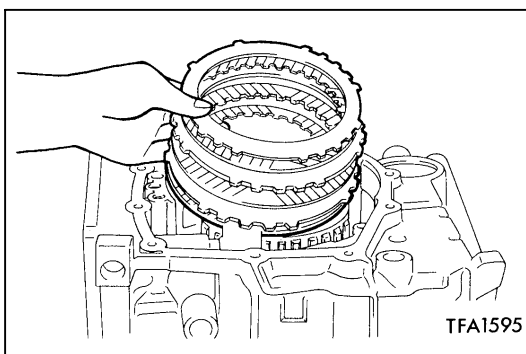
30. Install the snap ring.



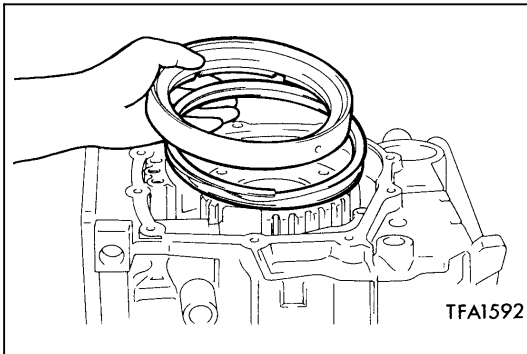
31. Install the reaction plate.



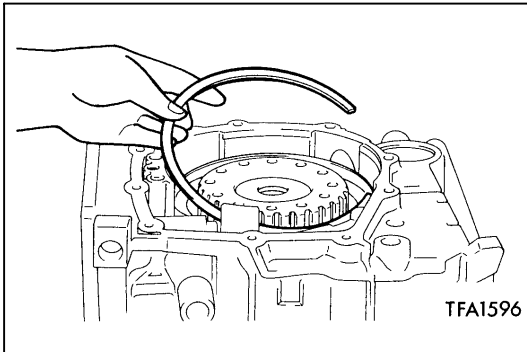
32. Install the snap ring.



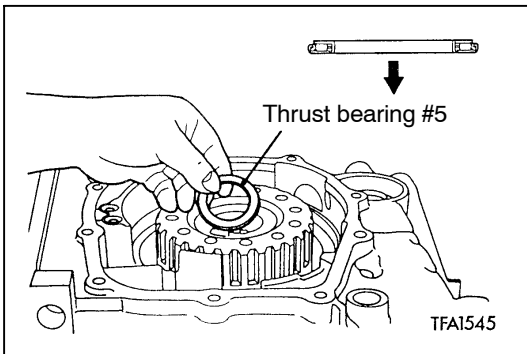
33. Install the brake disc, brake plate, and pressure plate.



34. Install the return spring and second brake piston.



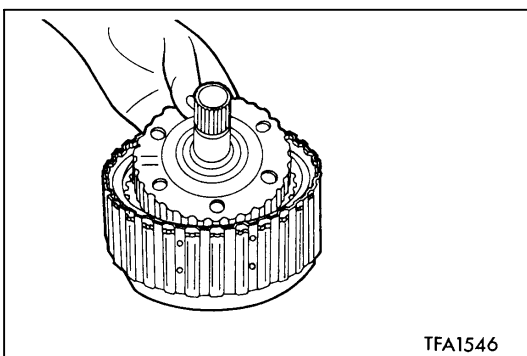
35. Install the snap ring.



36. Install thrust bearing #5.

Caution

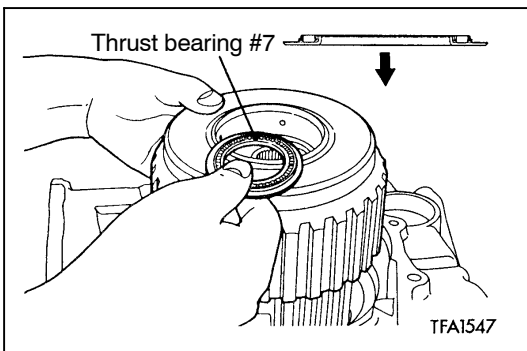
Be sure to install the thrust bearing in the correct direction.



37. Install the overdrive clutch hub and thrust bearing #6 to the reverse and overdrive clutch.

Caution

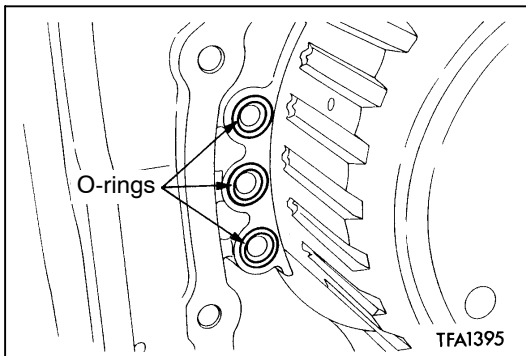
Be careful about the installation direction of the thrust bearing.



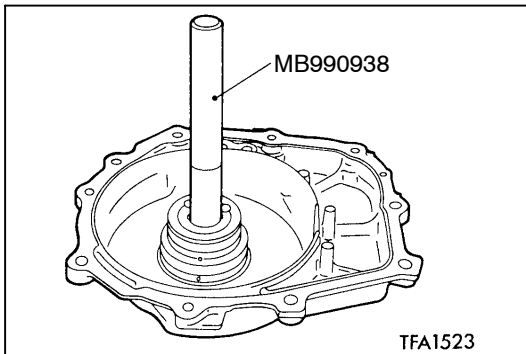
38. Install the reverse and overdrive clutch, and thrust bearing #7.

Caution

Be careful about the installation direction of the thrust bearing.



39. Install the three O-rings.

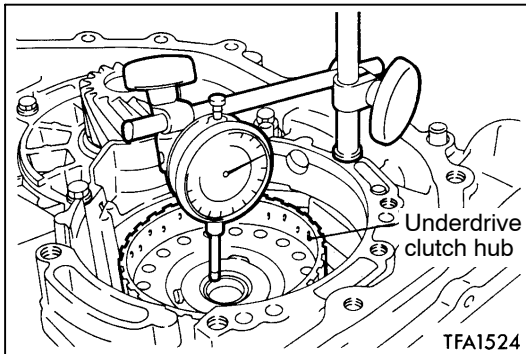
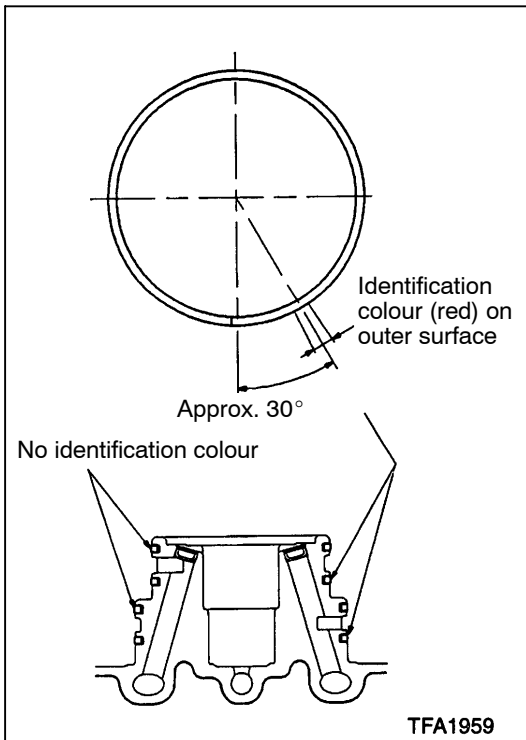


40. Install the input shaft bearing.

41. Install the four seal rings.

Caution

There are two types of seal rings, with and without identification colour. Be sure to install them to their correct positions.

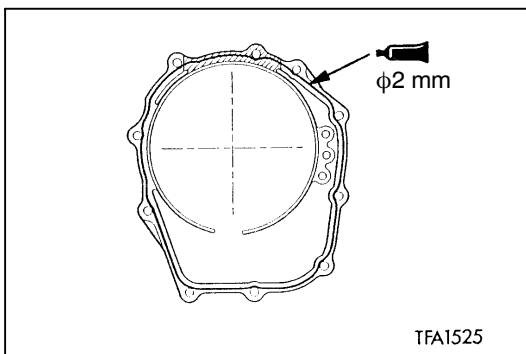


42. Install used thrust race #8, and then the rear cover.
43. Measure end play of the underdrive sun gear. Replace the thrust race installed in step (44) to adjust the play to the standard value. Refer to the [Specification chart](#) for the appropriate parts number.

Standard value: 0.25 – 0.45 mm

NOTE

Installing the underdrive clutch hub makes it easy to measure the end play of the underdrive sun gear.



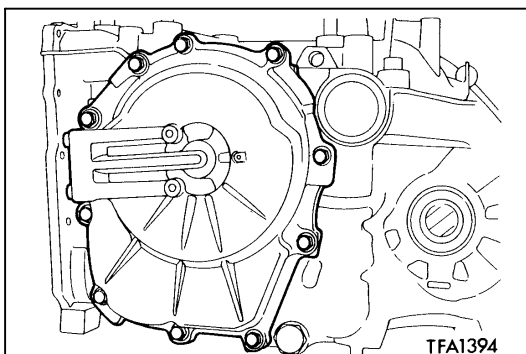
44. Squeeze out the liquid gasket and apply it to the shown points of the rear cover.

Liquid gasket:

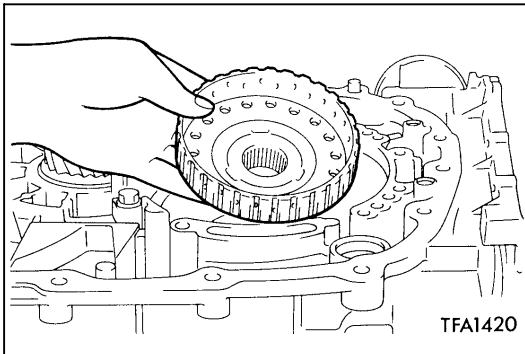
mitsubishi genuine sealant Part No. MD974421 or equivalent

NOTE

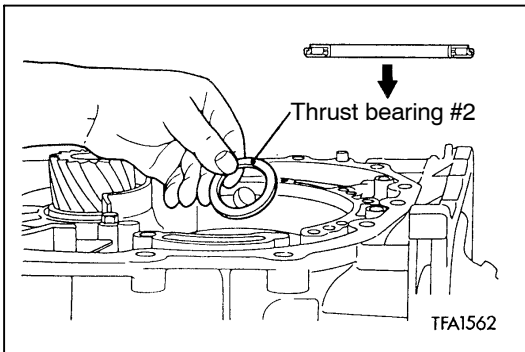
1. Be sure to install the case quickly while the sealant is wet (with 15 minutes).
2. After installation, keep the sealed area away from the oil for approx. 1 hour.



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



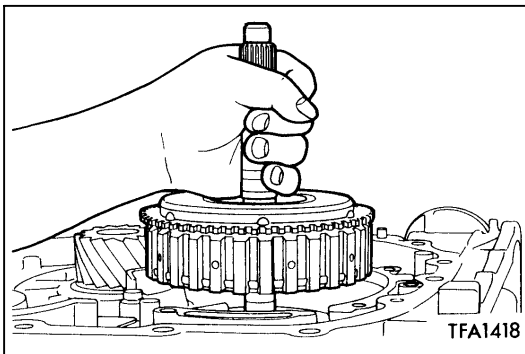
46. Install the underdrive clutch hub.



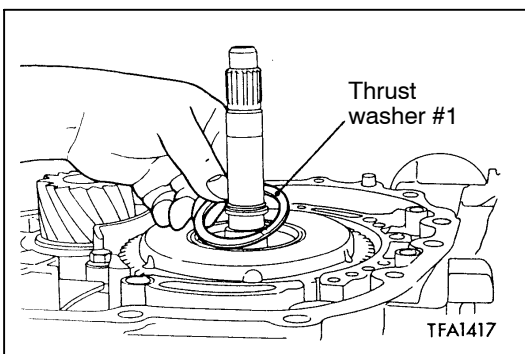
47. Install thrust bearing #2.

Caution

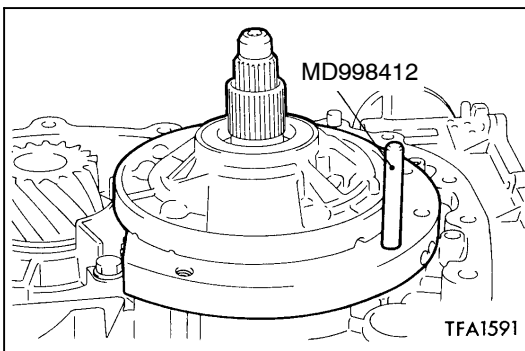
Be sure to install the thrust bearing in the correct direction.



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



49. Install the used thrust washer #1.



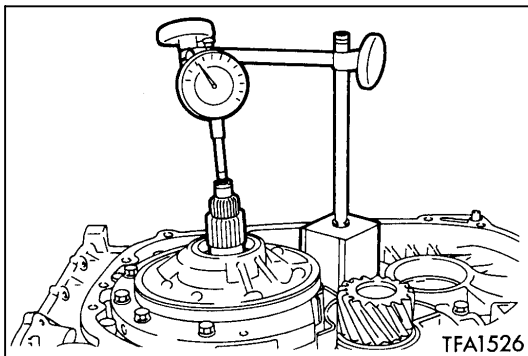
50. Use the special tool to install a new oil pump gasket and oil pump.

Caution

Never reuse the old gasket.

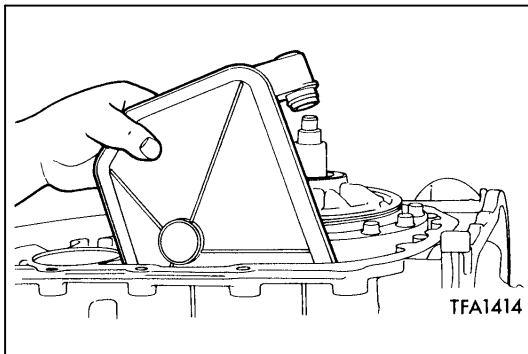
51. Tighten the oil pump mounting bolts to the specified torque.

Standard value: 23 Nm

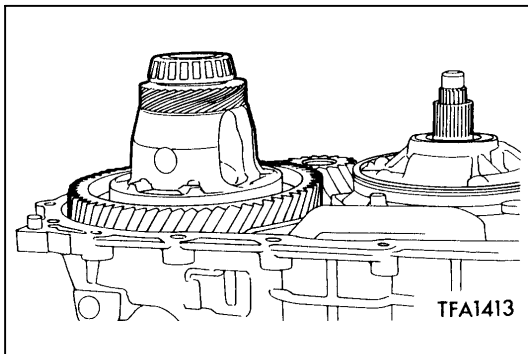


52. Measure end play of the input shaft. Replace the thrust washer installed in step (51) to adjust the play to the standard value. Refer to the [Specification chart](#) on for the appropriate parts number.

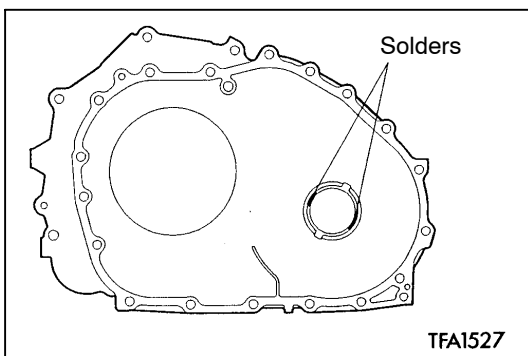
Standard value: 0.70 – 1.45 mm



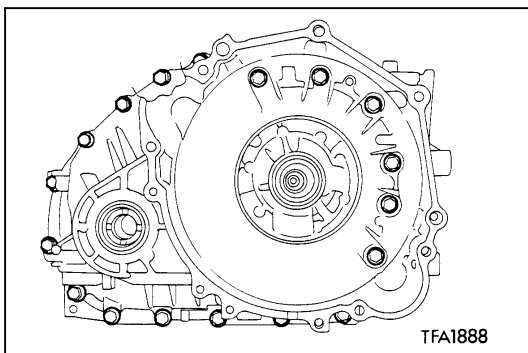
53. Install the oil filter.



54. Install the differential.



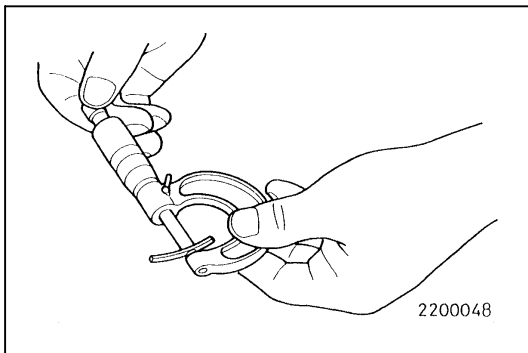
55. Place a solder (approx. 10 mm in length, 3 mm in diameter) on the torque converter housing as shown in the figure.



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

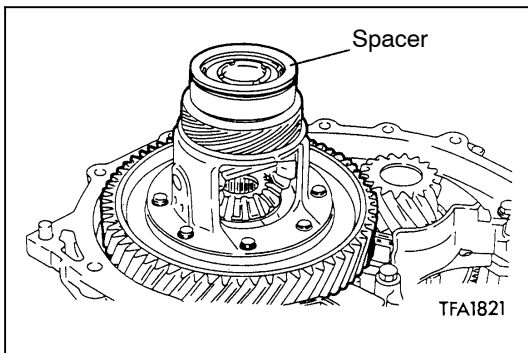
Standard value: 47 Nm

57. Loosen the bolts, and remove the solder.

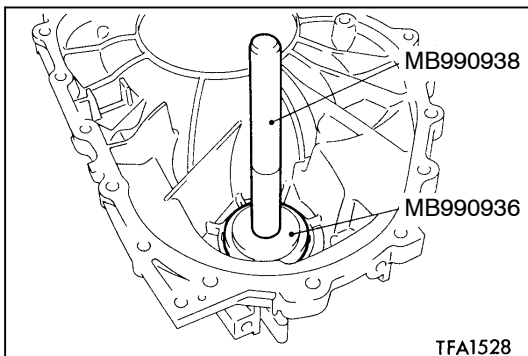


58. Use a micrometer to measure the thickness of the pressed solder. Select a spacer which thickness is within the following value. Refer to the [Spacer chart](#) for the appropriate parts number.

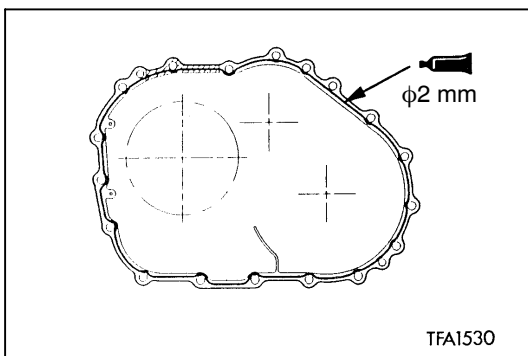
[T + 0.045 mm] to [T + 0.105 mm]



59. Install the spacer selected in the above step.



60. Assemble the spacer selected in step (60) to the torque converter housing. Use the special tool to press in the outer race.



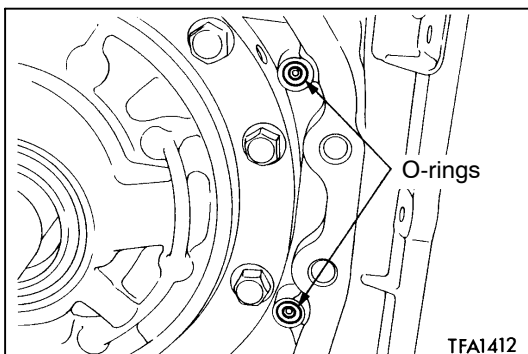
61. Squeeze out the liquid gasket and apply it to the shown area of torque converter housing.

Liquid gasket:

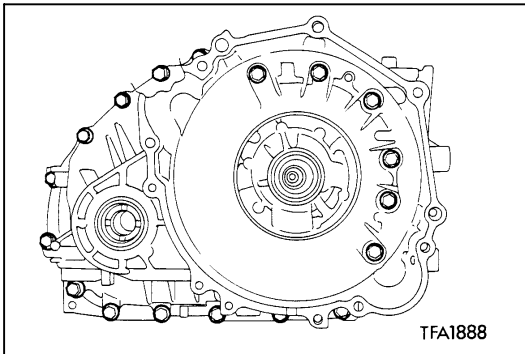
mitsubishi genuine sealant Part No. MD974421 or equivalent

NOTE

1. Be sure to install the case quickly while the sealant is wet (with 15 minutes).
2. After installation, keep the sealed area away from the oil for approx. 1 hour.

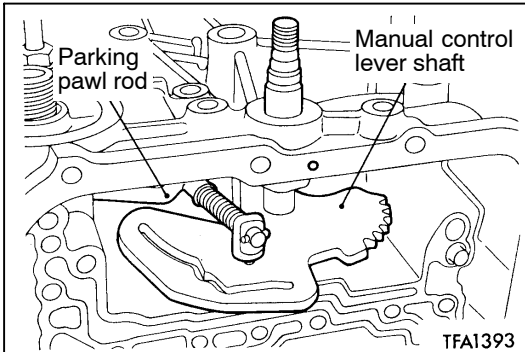


62. Install the two O-rings.



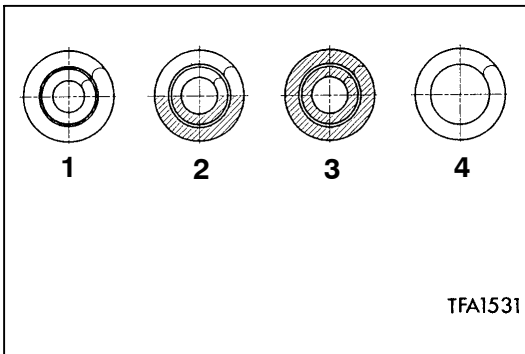
63. Install the torque converter, and then tighten its 18 mounting bolts to the specified torque.

Standard value: 47 Nm



64. Install the manual control lever shaft and parking pawl rod.

65. Install the manual control lever shaft roller.

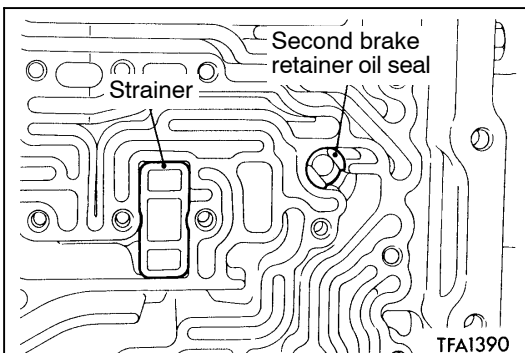
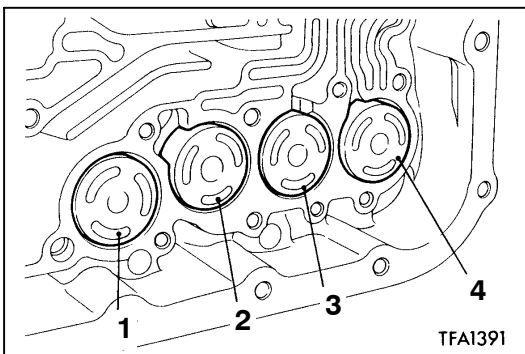


66. Install the accumulator pistons, new seal rings, and springs.

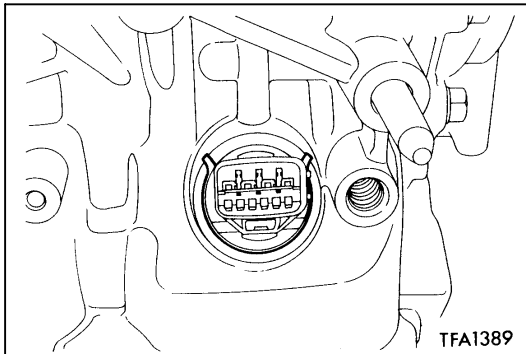
NOTE

The accumulator springs are identified as shown in the figure.

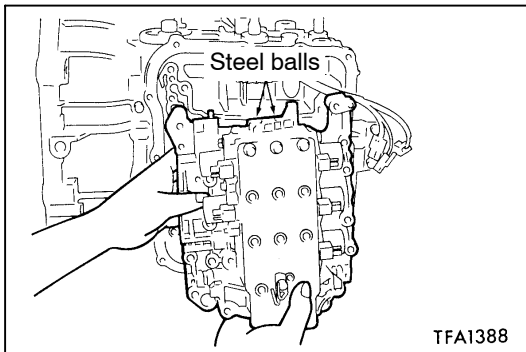
| No. | Name |
|-----|-----------------------|
| 1 | For low-reverse brake |
| 2 | For underdrive clutch |
| 3 | For second brake |
| 4 | For overdrive clutch |



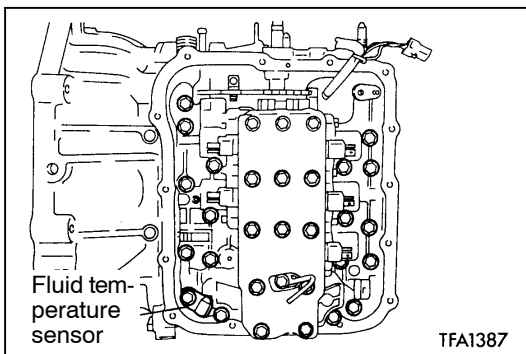
67. Install the strainer and second brake retainer oil seal.



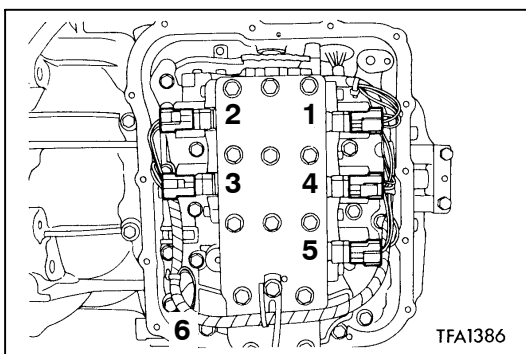
68. Install the solenoid valve harness, and then secure the snap ring to the connector groove.



69. Install the valve body, gasket, and two steel balls.

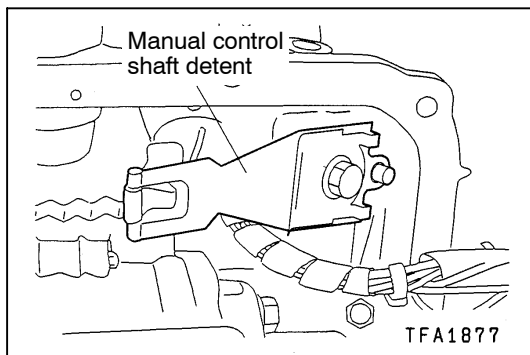


70. Install the fluid temperature sensor.
71. Install the 28 valve body mounting bolts.

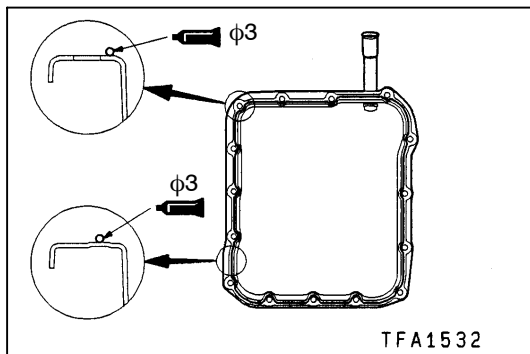


72. Connect the valve body connectors.

| No. | Parts to be connected | Cable colour | Connector housing colour |
|-----|--------------------------------------|----------------------|--------------------------|
| 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 | Green, red, red | Milky white |
| 5 | Damper clutch control solenoid valve | Blue, yellow, yellow | Black |
| 6 | Fluid temperature sensor | Black, red | Black |



73. Install the manual control shaft detent.



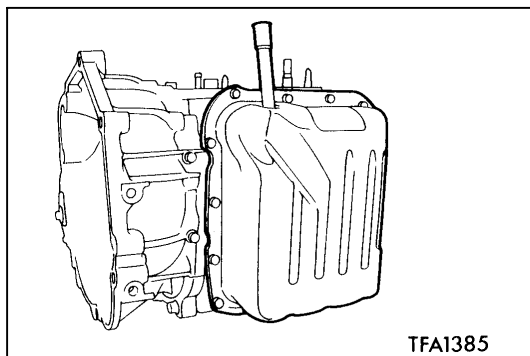
74. Apply the liquid gasket to the valve body cover.

Liquid gasket:

MITSUBISHI genuine sealant Part No. MD974421 or equivalent

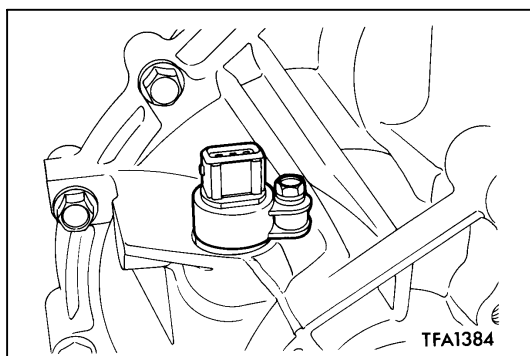
NOTE

1. Be sure to install the case quickly while the sealant is wet (with 15 minutes).
2. After installation, keep the sealed area away from the oil for approx. 1 hour.

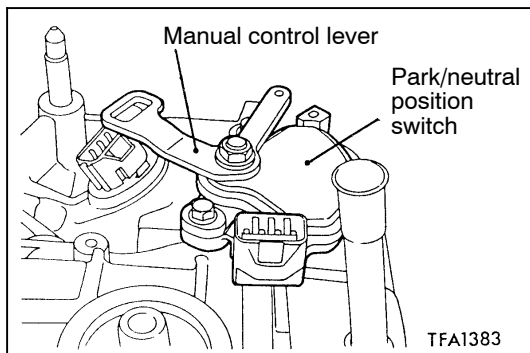


75. Install the valve body cover, and then tighten its mounting bolts to the specified torque.

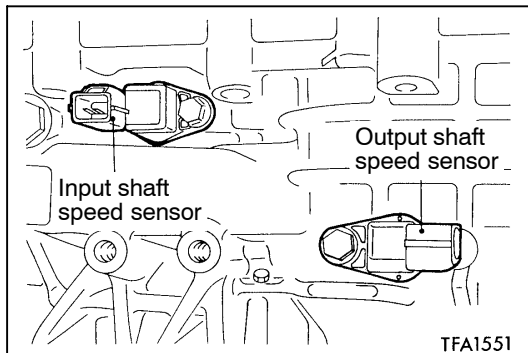
Standard value: 11 Nm



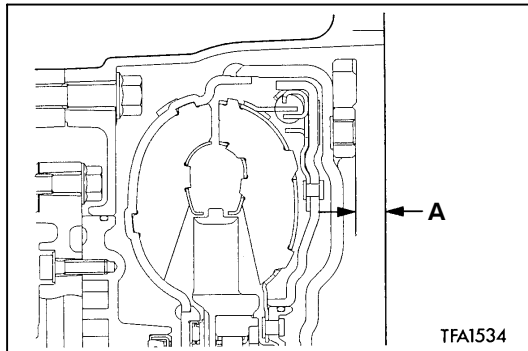
76. Install the speedometer gear.



77. Install the park/neutral position switch and manual control lever.



78. Install the input shaft speed sensor and output shaft speed sensor.
79. Install the eye bolt, a new gasket, and the oil cooler feed tube.
80. Install the oil dipstick.
81. Install the brackets.



82. Install the torque converter, and secure it so that the shown dimension (A) meets the reference value.


Reference value: approx. 9.4 mm

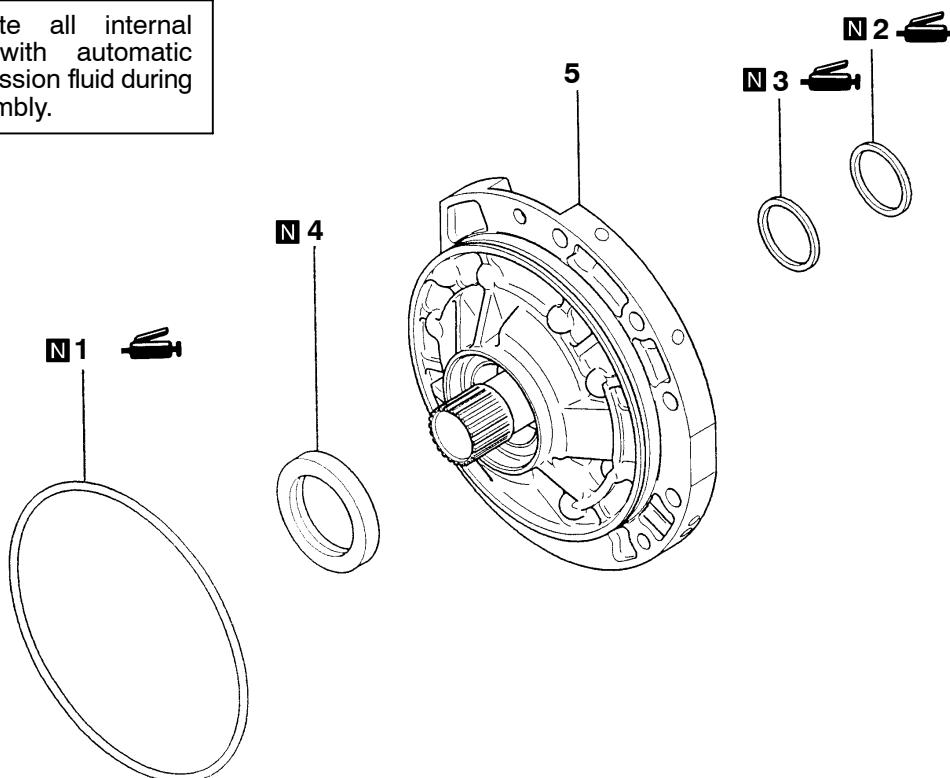
Caution

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.

OIL PUMP

DISASSEMBLY AND REASSEMBLY

 Lubricate all internal parts with automatic transmission fluid during reassembly.

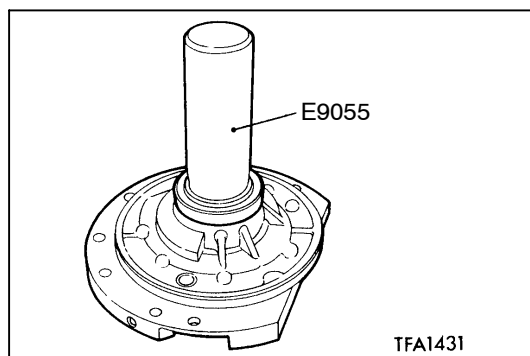


TFA1369

Disassembly steps



1. O-ring
2. Seal ring
3. Seal ring
4. Oil seal
5. Oil pump assembly

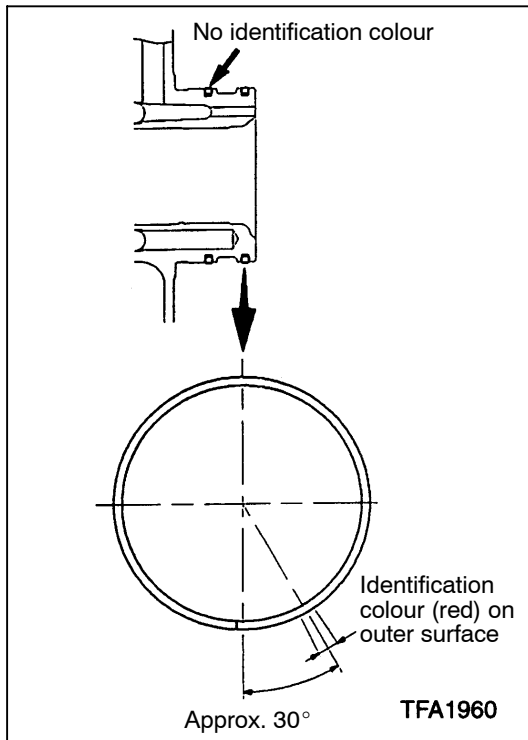


TFA1431

DISASSEMBLY SERVICE POINTS

►A◄ OIL SEAL INSTALLATION

Main
Index23
Index23B
Index

**►B◄ SEAL RING INSTALLATION****Caution**

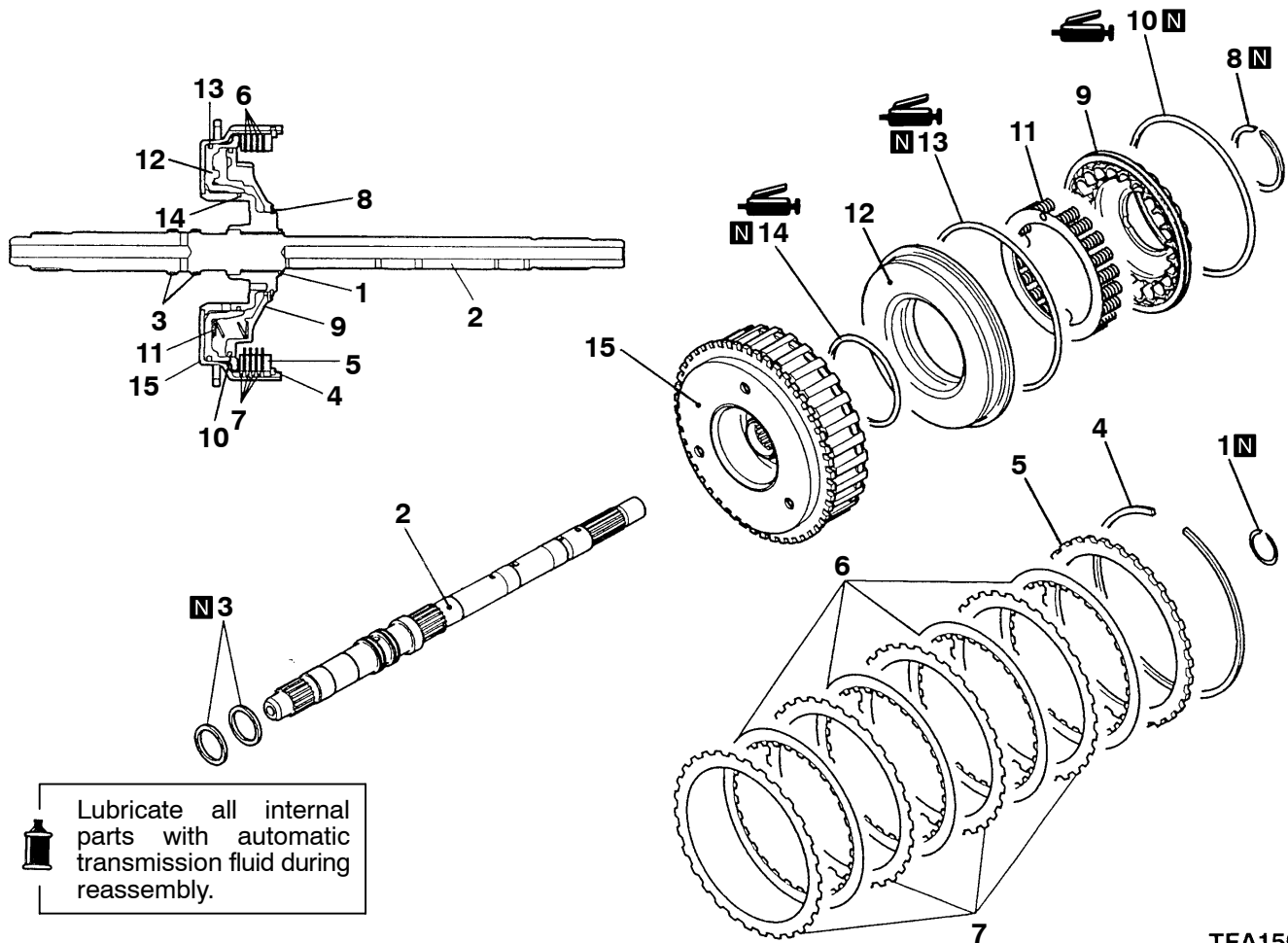
There are two types of seal rings, with and without identification colour. Be sure to install them to their correct positions.

►C◄ O-RING INSTALLATION

Install a new O-ring to the outer groove of the oil pump, and apply ATF, blue petrolatum jelly or white Vaseline to the outer inside diameter of the O-ring.

UNDERDRIVE CLUTCH AND INPUT SHAFT

DISASSEMBLY AND REASSEMBLY

Main
Index23
Index23B
Index

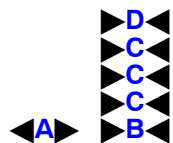
TFA1564

Number of clutch discs and plates

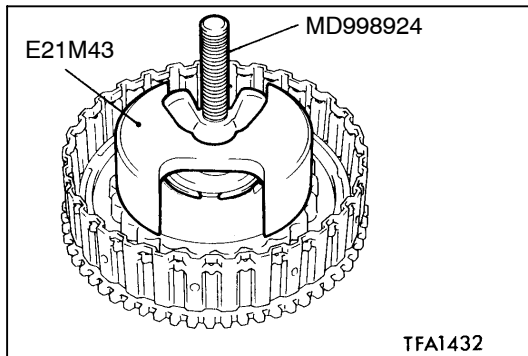
| Clutch disc | Clutch plate | Clutch reaction plate |
|-------------|--------------|-----------------------|
| 4 | 4 | 1 |

Disassembly steps

1. Snap ring
2. Input shaft
3. Seal ring
4. Snap ring
5. Clutch reaction plate
6. Clutch disc
7. Clutch plate
8. Snap ring



9. Spring retainer
10. D-ring
11. Return spring
12. Underdrive clutch piston
13. D-ring
14. D-ring
15. Underdrive clutch retainer



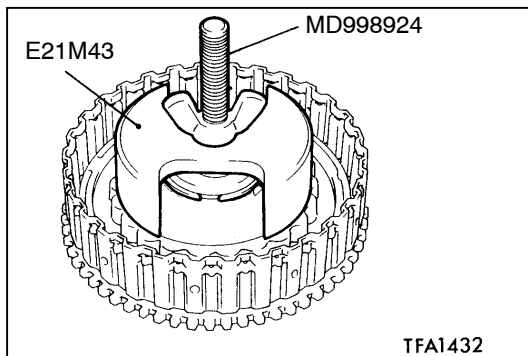
DISASSEMBLY SERVICE POINT

◀A▶ SNAP RING REMOVAL

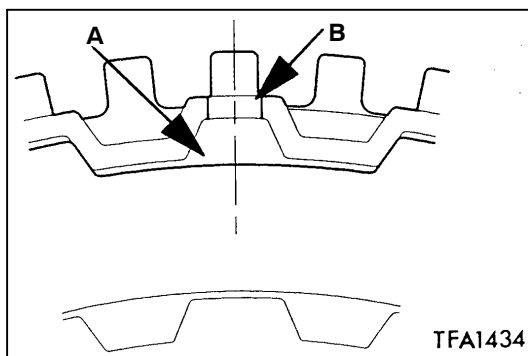
REASSEMBLY SERVICE POINTS

▶A◀ D-RING INSTALLATION

Apply ATF, blue petrolatum jelly or white Vaseline to the D-ring, and install it carefully.



▶B◀ SNAP RING INSTALLATION



▶C◀ CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

- Align the space between the teeth (part A) of the clutch plate, clutch disc and clutch reaction plate to the outer circumference hole (part B) of the underdrive clutch retainer.

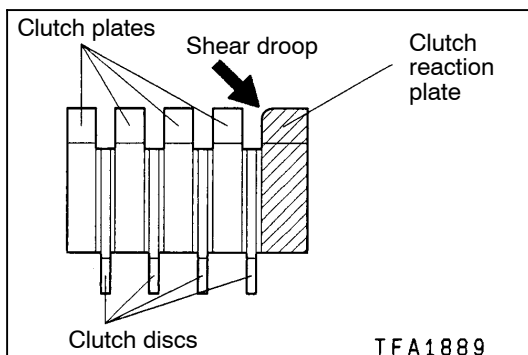
Caution

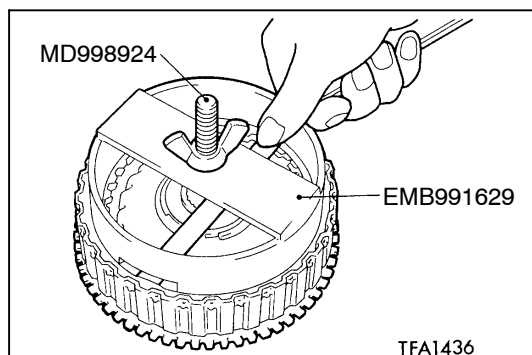
Immerse the clutch disc in ATF before assembling it.

- Install the clutch reaction plate in the shown direction.

Number of clutch discs and plates

| Clutch disc | Clutch plate | Clutch reaction plate |
|-------------|--------------|-----------------------|
| 4 | 4 | 1 |





▶D◀ SNAP RING INSTALLATION

Check that the clearance between the snap ring and the clutch reaction plate is within the standard value.

Standard value:

1.65 – 1.85 mm

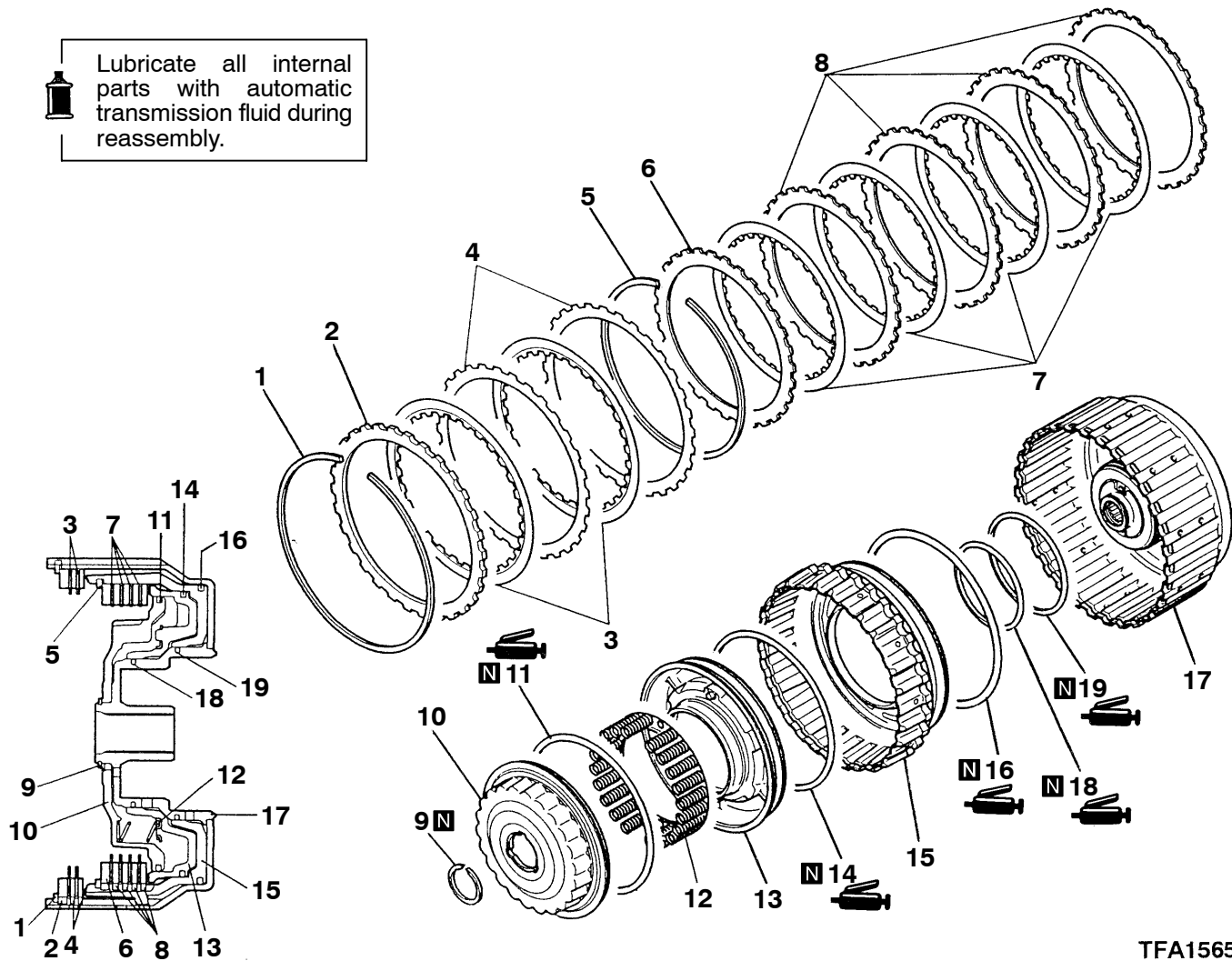
When measuring the clearance, use the special tool to press the clutch reaction plate evenly. If not within the standard value, select a snap ring to adjust.

REVERSE AND OVERDRIVE CLUTCH

DISASSEMBLY AND REASSEMBLY

Main
Index23
Index23B
Index

Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA1565

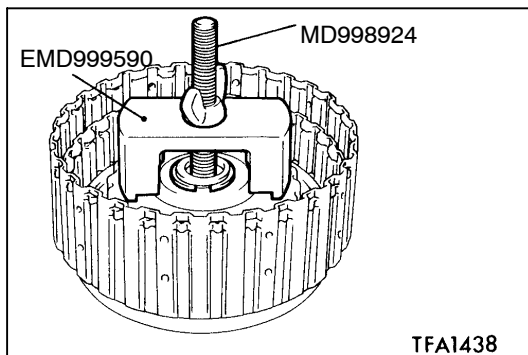
Number of clutch discs and plates

| Clutch disc | Clutch plate | Clutch reaction plate |
|-------------|--------------|-----------------------|
| 4 | 4 | 1 |

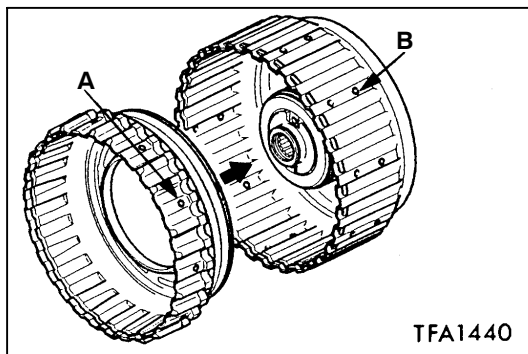
Disassembly steps

- ▶ **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
- ▶ **C** 9. Snap ring
- ▶ **A** 10. Spring retainer

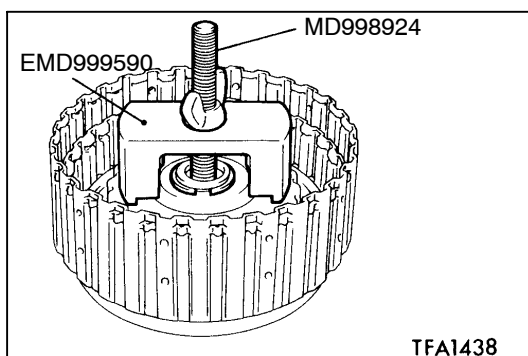
- ▶ **A** 11. D-ring
- ▶ 12. Return spring
- ▶ 13. Overdrive clutch piston
- ▶ **A** 14. D-ring
- ▶ **B** 15. Reverse clutch piston
- ▶ **A** 16. D-ring
- ▶ 17. Reverse clutch retainer
- ▶ **A** 18. D-ring
- ▶ **A** 19. D-ring

**DISASSEMBLY SERVICE POINT****◀A▶ SNAP RING REMOVAL****REASSEMBLY SERVICE POINTS****▶A◀ D-RING INSTALLATION**

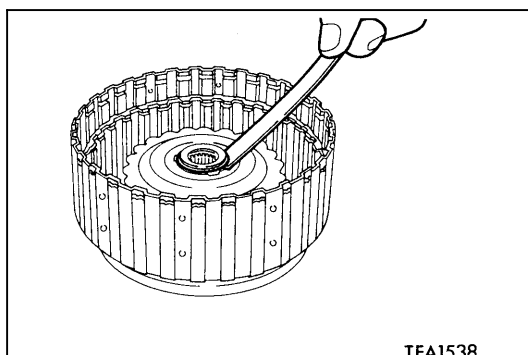
Apply ATF, blue petroleum jelly or white Vaseline to D-ring, and install carefully.

**▶B◀ REVERSE CLUTCH PISTON INSTALLATION**

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

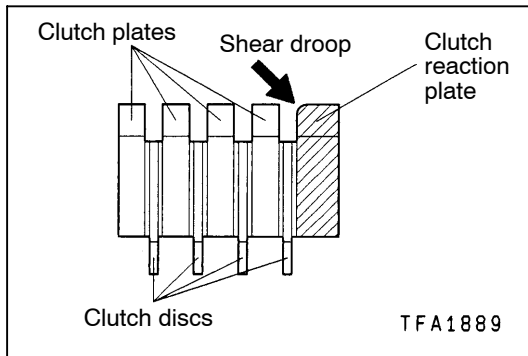
**▶C◀ SNAP RING INSTALLATION**

1. Use the special tool to install the snap ring.



2. Check that the clearance between the snap ring and the return spring retainer is within the standard value. When measuring the clearance, press the return spring retainer by the weight of 49 N evenly. If not within the standard value, select a snap ring to adjust.

Standard value: 0 – 0.09 mm



►D◄ CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

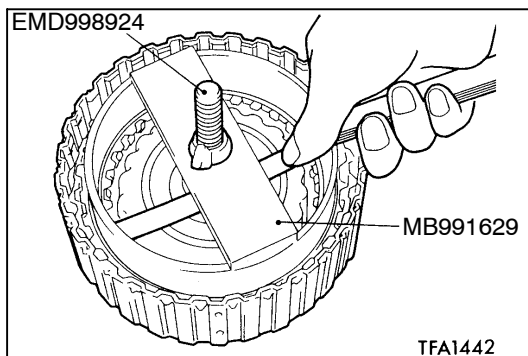
Install the clutch reaction plate in the shown direction.

Caution

Immerse the clutch disc in ATF before assembling the clutch disc.

Number of clutch discs and plates

| Clutch disc | Clutch plate | Clutch reaction plate |
|-------------|--------------|-----------------------|
| 4 | 4 | 1 |

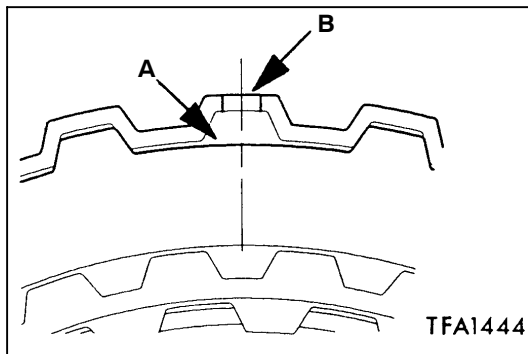


►E◄ SNAP RING INSTALLATION

Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. When measuring the clearance, use the special tool to press the clutch reaction plate evenly. If not within the standard value, select a snap ring to adjust.

Standard value:

1.6 – 1.8 mm

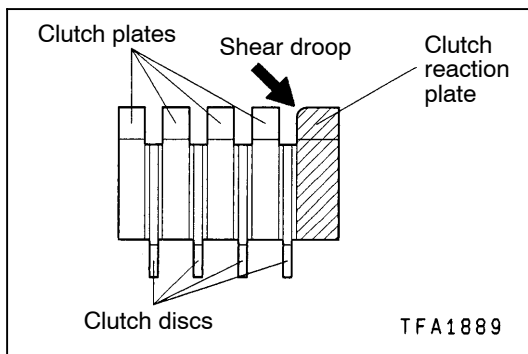


►F◄ CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

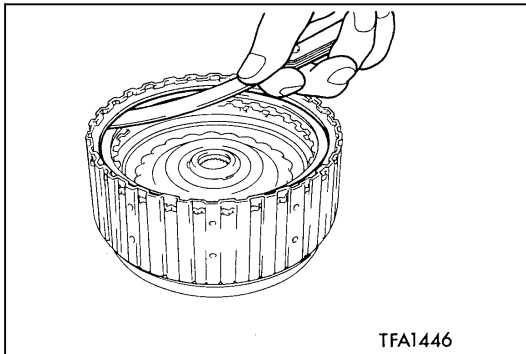
1. Align the space between the teeth (part A) of the clutch plate, clutch disc and clutch reaction plate to the outer circumference hole (part B) of the reverse clutch retainer.

Caution

Immerse the clutch disc in ATF.



2. Install the clutch reaction plate in the shown direction.




▶G◀ SNAP RING INSTALLATION

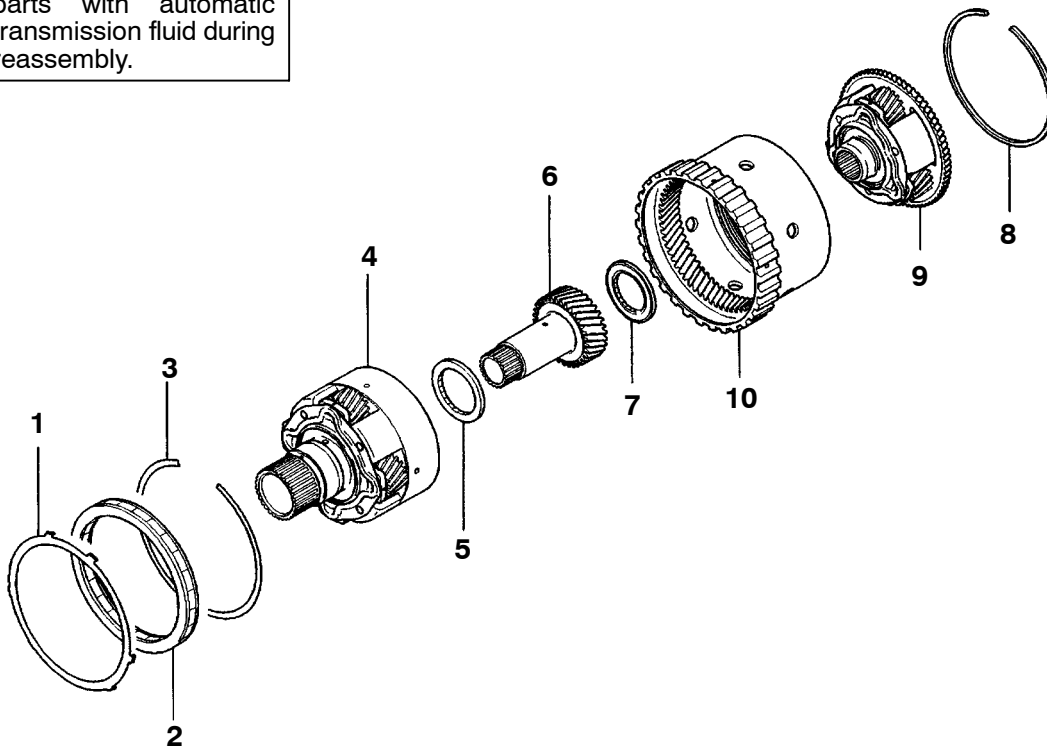
Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. When measuring the clearance, press the clutch reaction plate by the weight of 49 N evenly. If not within the standard value, select a snap ring to adjust.

Standard value: 1.5 – 1.6 mm

PLANETARY CARRIER ASSEMBLY

DISASSEMBLY AND REASSEMBLY

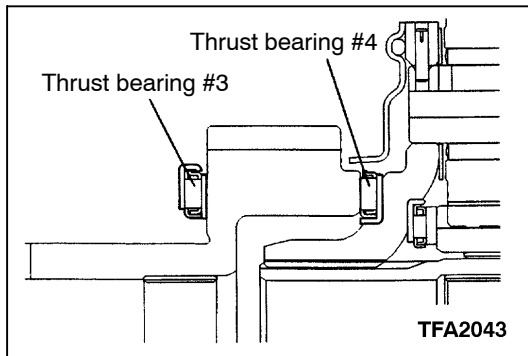
 Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA2042

Disassembly steps

- ▶B◀ 1. Stopper plate
- ▶B◀ 2. One-way clutch
- ▶B◀ 3. Snap ring
- ▶A◀ 4. Output planetary carrier
- ▶A◀ 5. Thrust bearing #3
- ▶A◀ 6. Under drive sun gear
- ▶A◀ 7. Thrust bearing #4
- ▶A◀ 8. Snap ring
- ▶A◀ 9. Over drive planetary carrier
- ▶A◀ 10. Over drive annulus gear



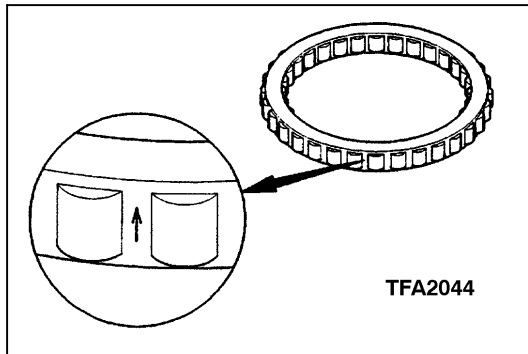
REASSEMBLY SERVICE POINTS

►A◄ THRUST BEARINGS #3 & #4 INSTALLATION

1. Install thrust bearing #3 and #4 in the position shown in the diagram.

Reference:

Install thrust bearings in the correct direction.



►B◄ ONE WAY CLUTCH INSTALLATION

1. Insert one way clutch into over drive annulus gear as the arrow points to output planetary carrier side.

Caution:

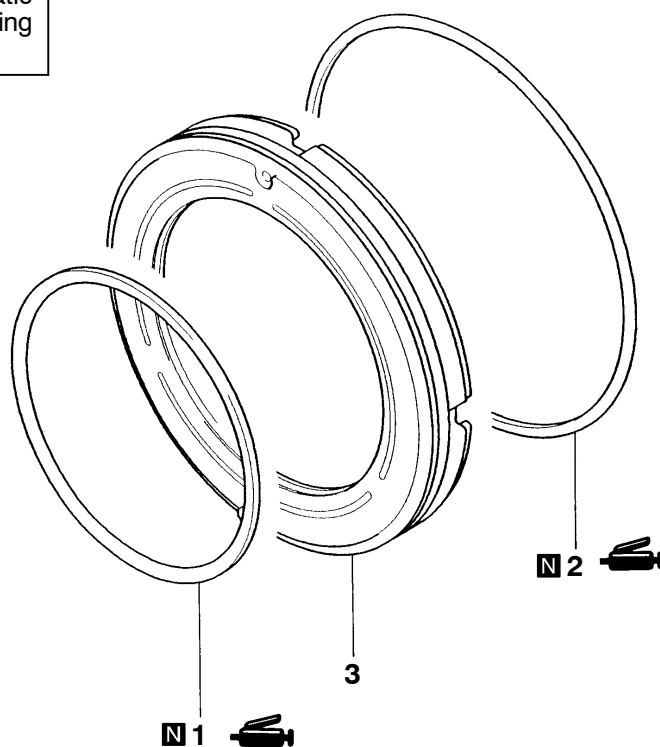
Install one way clutch in the correct direction.

LOW-REVERSE BRAKE

DISASSEMBLY AND REASSEMBLY

Main
Index23
Index23B
Index

Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA1373

Disassembly steps



1. D-ring
2. D-ring
3. Low-reverse brake piston

REASSEMBLY SERVICE POINT

►A◄ D-RING INSTALLATION

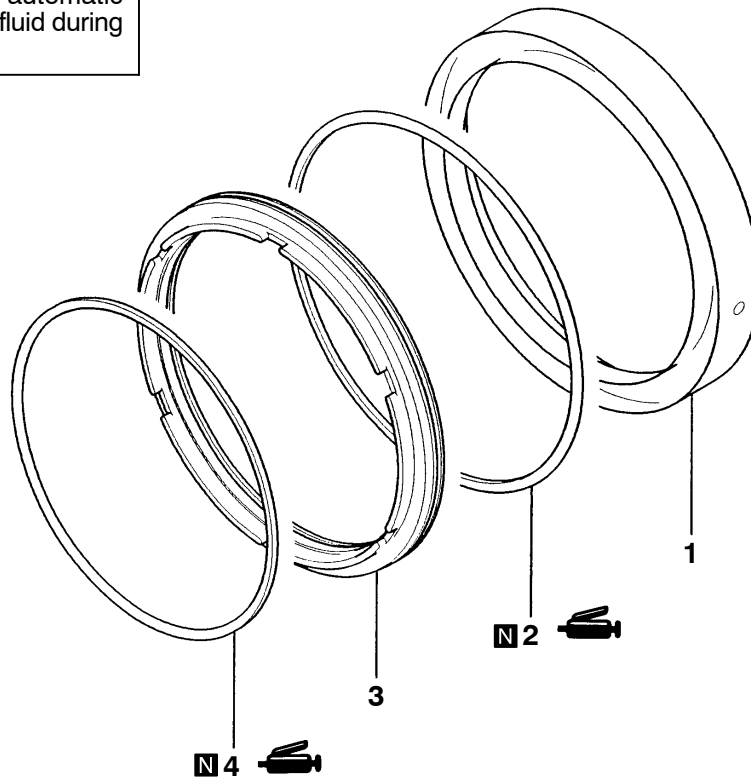
Apply ATF, blue petrolatum jelly or white Vaseline to D-ring, and install carefully.

SECOND BRAKE

DISASSEMBLY AND REASSEMBLY



Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA1374

Disassembly steps

- ▶A◀ 1. Second brake retainer
- 2. D-ring
- 3. Second brake piston
- ▶A◀ 4. D-ring


REASSEMBLY SERVICE POINT

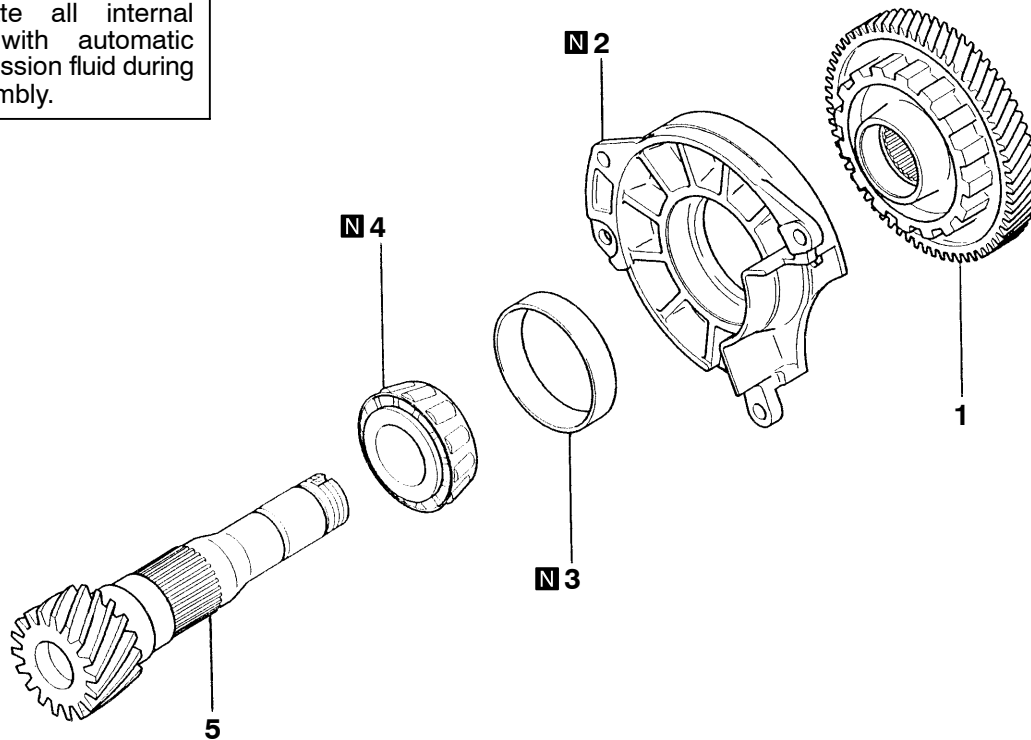
▶A◀ D-RING INSTALLATION

Apply ATF, blue petrolatum jelly or white Vaseline to D-ring, and install carefully.

OUTPUT SHAFT

DISASSEMBLY AND REASSEMBLY

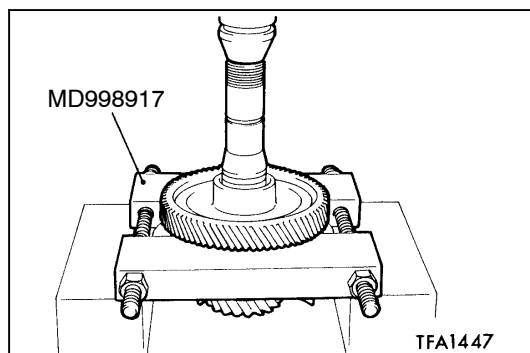
 Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA1375

Disassembly steps

- | | | |
|-----|-----|-------------------------|
| ◀A▶ | ▶C▶ | 1. Transfer driven gear |
| | | 2. Bearing retainer |
| | ▶B▶ | 3. Outer race |
| ▶B▶ | ▶A▶ | 4. Taper roller bearing |
| | | 5. Output shaft |

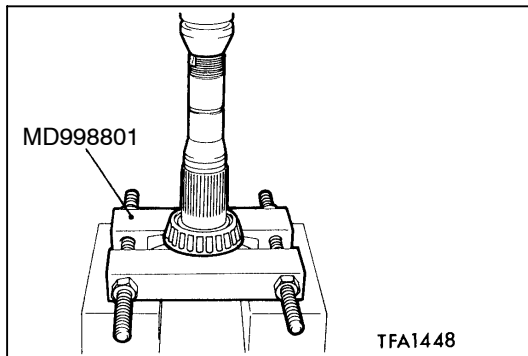


TFA1447

DISASSEMBLY SERVICE POINTS

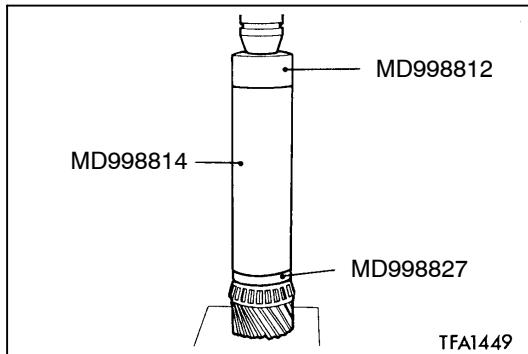
◀A▶ TRANSFER DRIVEN GEAR REMOVAL

◀B▶ TAPER ROLLER BEARING REMOVAL

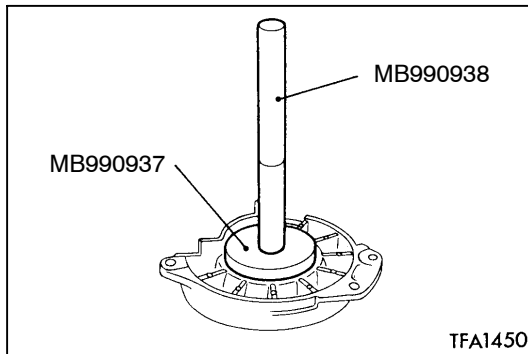


REASSEMBLY SERVICE POINTS

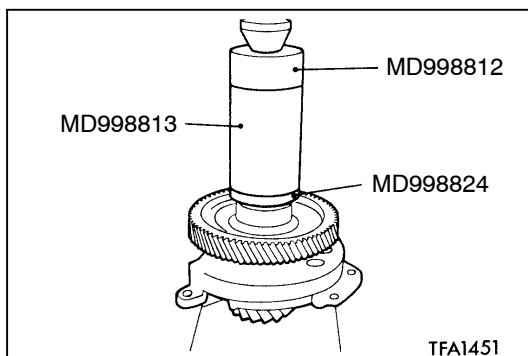
▶A▶ TAPER ROLLER BEARING INSTALLATION



▶B▶ OUTER RACE INSTALLATION




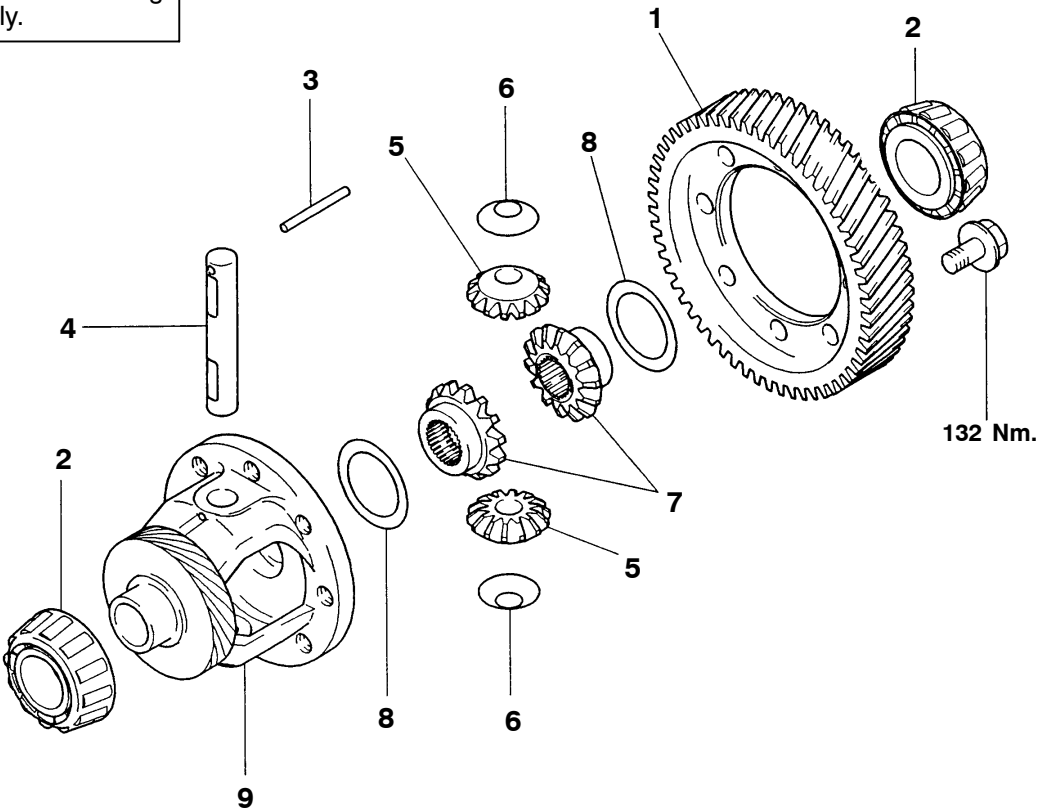
▶C▶ TRANSFER DRIVEN GEAR INSTALLATION



DIFFERENTIAL






DISASSEMBLY AND REASSEMBLY






 Lubricate all internal parts with automatic transmission fluid during reassembly.

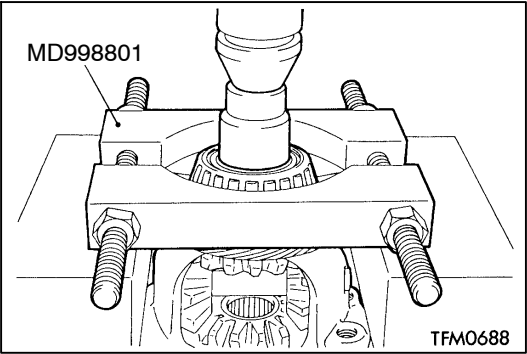


10AE006N

Disassembly steps

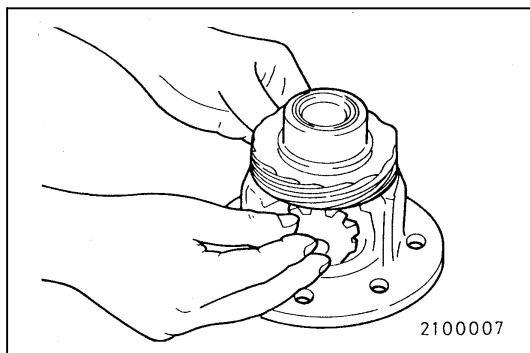
-   1. Differential drive gear
-  2. Taper roller bearings
-  3. Lock pin
-  4. Pinion shaft

-  5. Pinions
-  6. Washers
-  7. Side gears
-  8. Spacers
-  9. Differential case



DISASSEMBLY SERVICE POINTS

 TAPER ROLLER BEARING REMOVAL



REASSEMBLY SERVICE POINTS

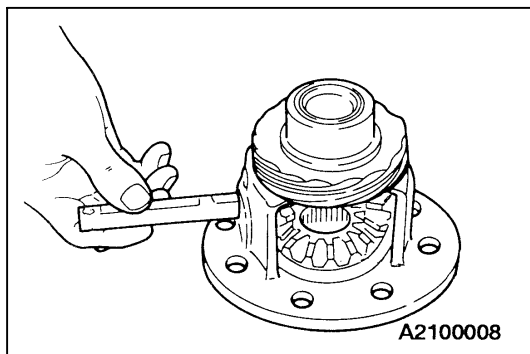
►A◄ SPACER, SIDE GEAR, WASHER, PINION, PINION SHAFT INSTALLATION

1. Install the spacers to the back side of the side gears, and then assemble the side gears into the differential case.

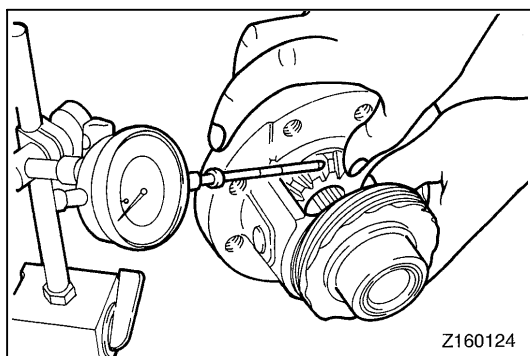
NOTE

Select the medium size spacer [0.93 – 1.00 mm] when assembling a new side gear.

2. Attach the washers to the back side of the pinions, engage the pinions simultaneously to the side gears, and settle the gears by turning.



3. Insert the pinion shaft.



4. Measure the backlash between the side gears and pinions.

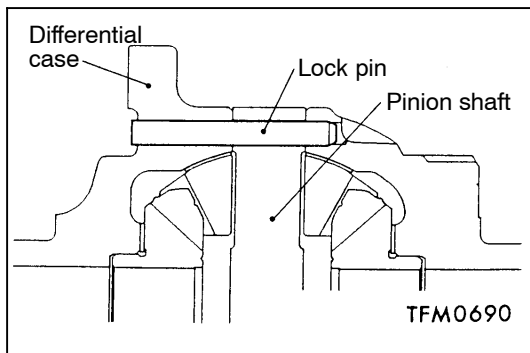
Standard value:

0.025 – 0.150 mm

5. If not within the standard value, change a spacer and measure the backlash again.

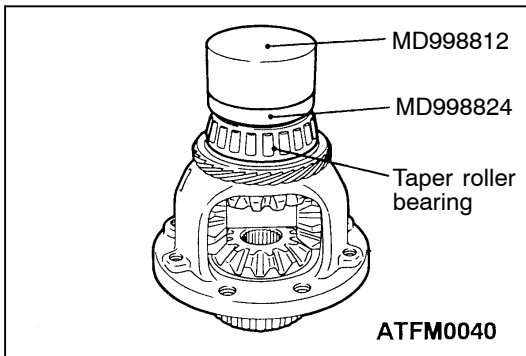
NOTE

Adjust so that both backlashes are equal.

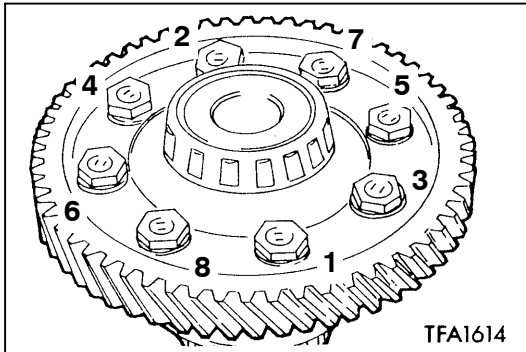


►B◄ LOCK PIN INSTALLATION

1. Install the chamfered side of the lock pin first.



►C◄ TAPER ROLLER BEARING INSTALLATION



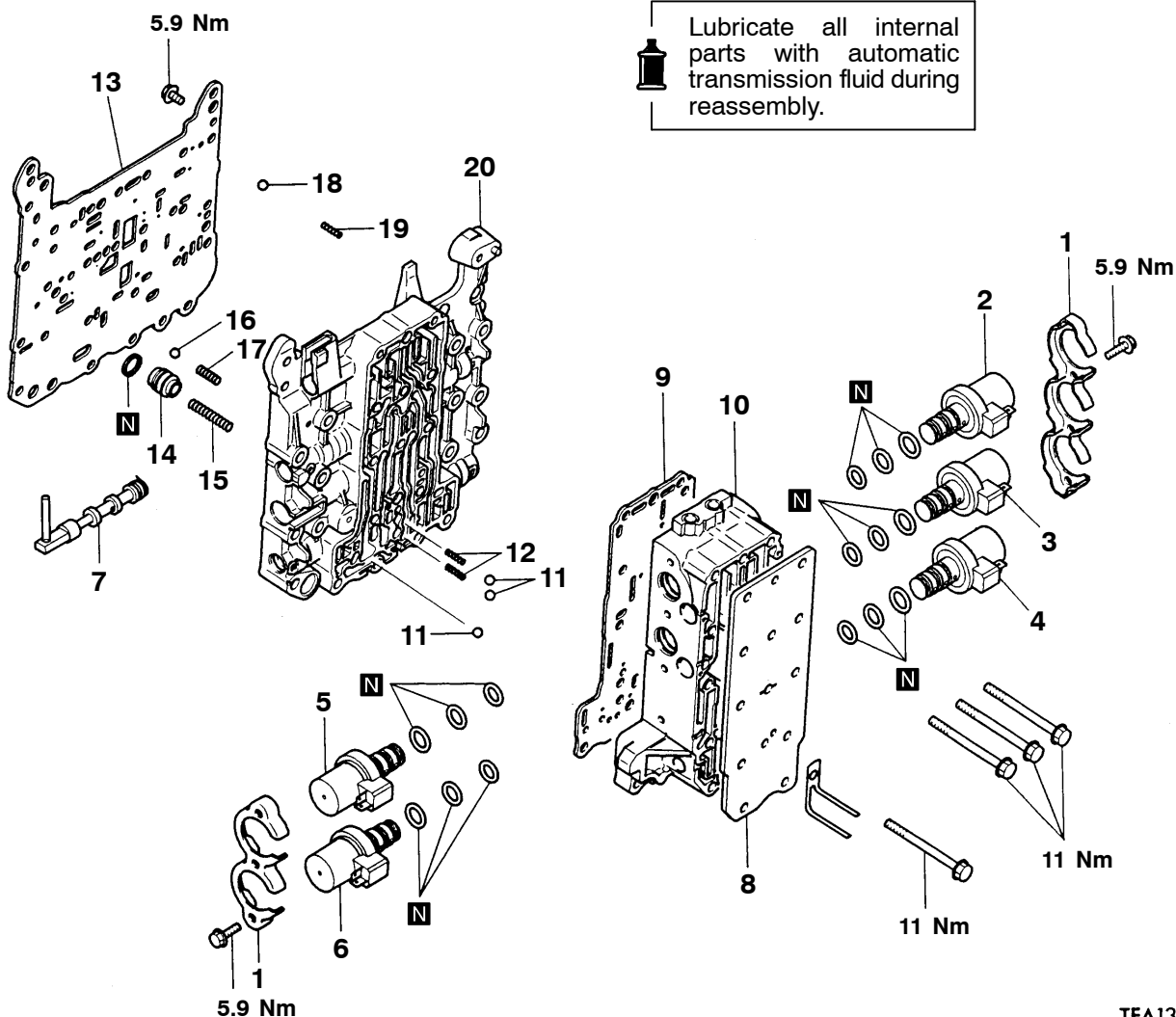
►D◄ DIFFERENTIAL DRIVE GEAR INSTALLATION

Apply ATF to the bolt, tighten the bolts to the specified torque in the shown sequence.

Standard value: 132 Nm

VALVE BODY

DISASSEMBLY AND REASSEMBLY


Main
Index23
Index23B
Index

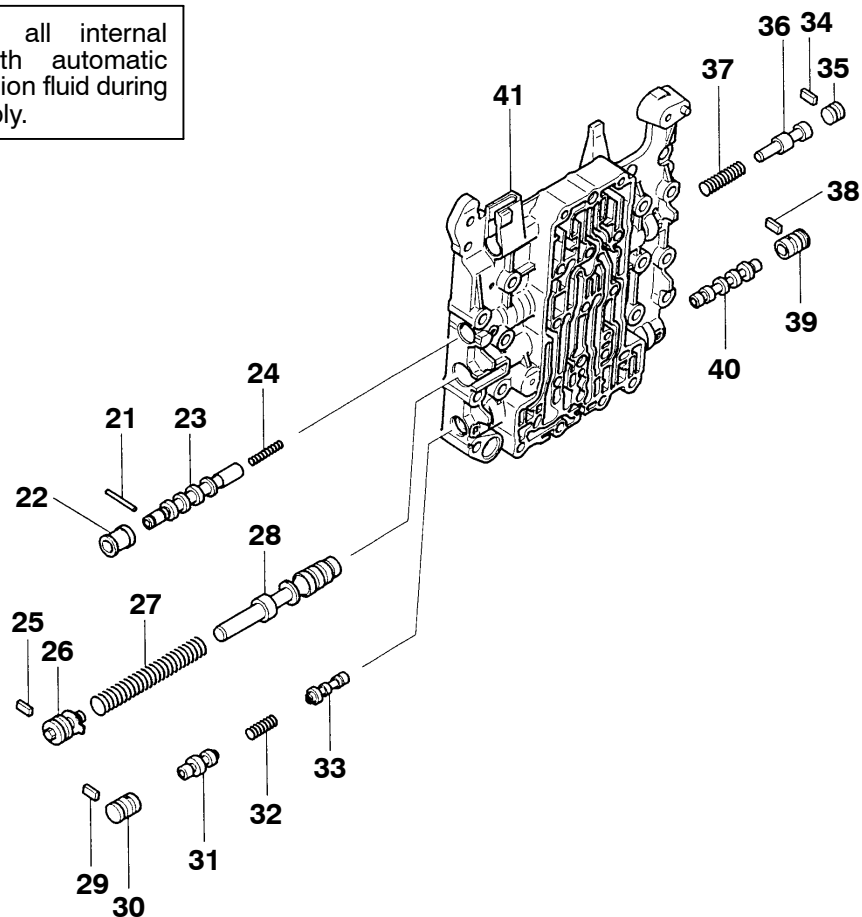
TFA1378

Disassembly steps

- | | | |
|-----|-----|---|
| ▶A▶ | ▶C▶ | 1. Solenoid valve support |
| ▶A▶ | ▶C▶ | 2. Underdrive solenoid valve |
| ▶A▶ | ▶C▶ | 3. Second solenoid valve |
| ▶A▶ | ▶C▶ | 4. Torque converter clutch control solenoid valve |
| ▶A▶ | ▶C▶ | 5. Overdrive solenoid valve |
| ▶A▶ | ▶C▶ | 6. Low-reverse solenoid valve |
| | | 7. Manual valve |
| | | 8. Cover |
| | | 9. Plate |
| | | 10. Outside valve body assembly |

- | | |
|-----|-------------------------------------|
| ▶B▶ | 11. Steel ball (orifice check ball) |
| ▶B▶ | 12. Spring |
| | 13. Plate |
| ▶A▶ | 14. Damping valve |
| ▶A▶ | 15. Damping valve spring |
| ▶A▶ | 16. Steel ball (line relief) |
| ▶A▶ | 17. Spring |
| ▶A▶ | 18. Steel ball (orifice check ball) |
| ▶A▶ | 19. Spring |
| | 20. Inside valve body assembly |

 Lubricate all internal parts with automatic transmission fluid during reassembly.



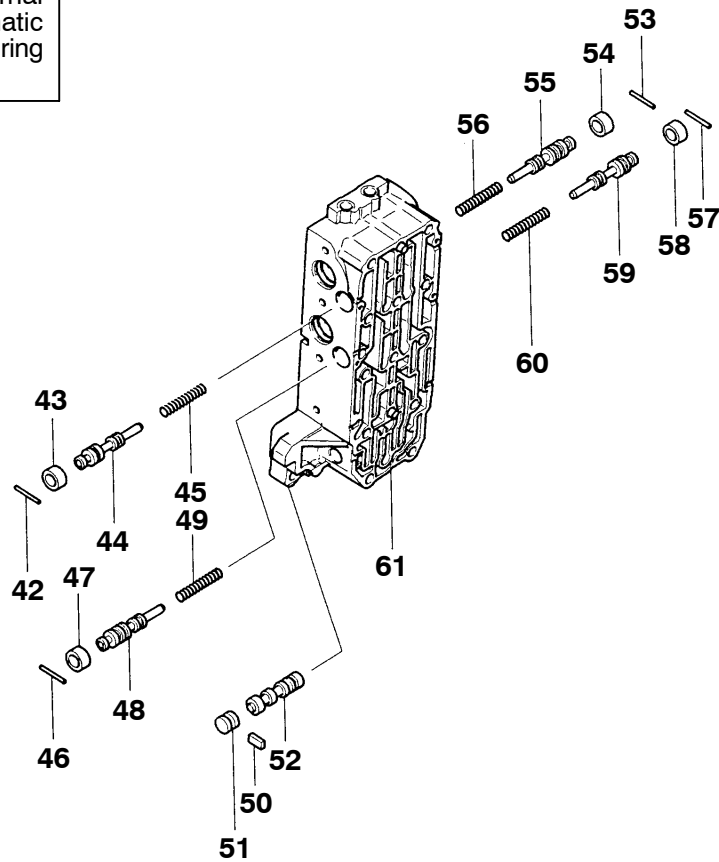
TFA1589

- 21. Roller
- 22. Torque converter clutch control valve sleeve
- 23. Torque converter clutch control valve
- 24. Torque converter clutch control valve spring
- 25. Plate
- 26. Screw
- 27. Regulator valve spring
- 28. Regulator valve
- 29. Plate

- 30. Fail-safe valve A sleeve
- 31. Fail-safe valve A2
- 32. Fail-safe valve A spring
- 33. Fail-safe valve A1
- 34. Plate
- 35. Plug
- 36. Torque converter valve
- 37. Torque converter valve spring
- 38. Plate
- 39. Fail-safe valve B sleeve
- 40. Fail-safe valve B
- 41. Inside valve body



Lubricate all internal parts with automatic transmission fluid during reassembly.



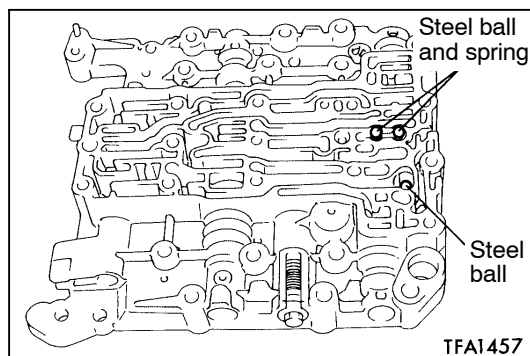
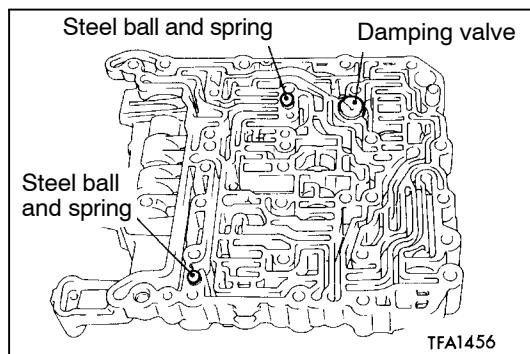
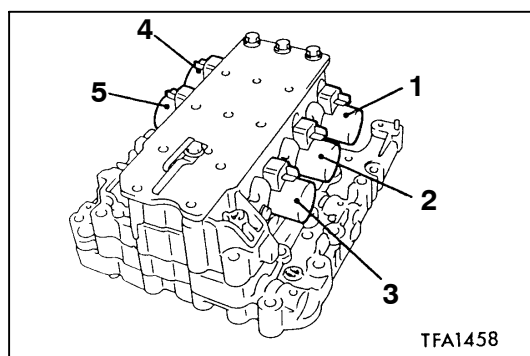
TFA1590

- 42. Roller
- 43. Overdrive pressure control valve sleeve
- 44. Overdrive pressure control valve
- 45. Overdrive pressure control valve spring
- 46. Roller
- 47. Low-reverse pressure control valve sleeve
- 48. Low-reverse pressure control valve
- 49. Low-reverse pressure control valve spring
- 50. Plate
- 51. Plug

- 52. Switching valve
- 53. Roller
- 54. Underdrive pressure control valve sleeve
- 55. Underdrive pressure control valve
- 56. Underdrive pressure control valve spring
- 57. Roller
- 58. Second pressure control valve sleeve
- 59. Second pressure control valve
- 60. Second pressure control valve spring
- 61. Outside valve body

DISASSEMBLY SERVICE POINT**◀A▶ SOLENOID VALVES REMOVAL****NOTE**

1. Before removing the solenoid valves, identify each solenoid valve with white paint or similar to facilitate reassembly.
2. Store each solenoid valve separately, according to its location, to avoid incorrect reassembly.


REASSEMBLY SERVICE POINTS**▶A◀ SPRING/STEEL BALL/DAMPING VALVE/DAMPING VALVE SPRING INSTALLATION****▶B◀ SPRING/STEEL BALL INSTALLATION****▶C◀ SOLENOID VALVES INSTALLATION**

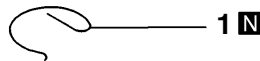
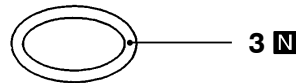
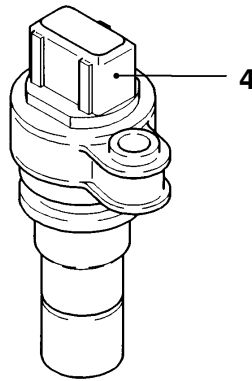
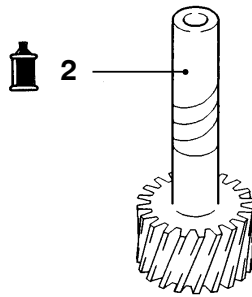
1. Apply ATF, blue petroleum jelly or white Vaseline to O-ring, and install carefully.
2. Install the solenoid valves by referring to the marks made during disassembly.

| No. | Name |
|-----|--|
| 1 | Underdrive solenoid valve |
| 2 | Second solenoid valve |
| 3 | Torque converter clutch control solenoid valve |
| 4 | Overdrive solenoid valve |
| 5 | Low–reverse solenoid valve |

SPEEDOMETER GEAR

DISASSEMBLY AND REASSEMBLY

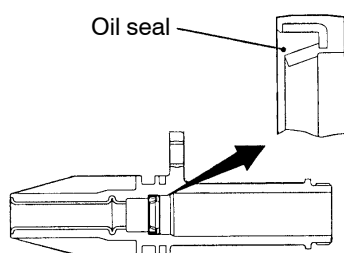
 Lubricate all internal parts with automatic transmission fluid during reassembly.



TFM0593

Disassembly steps

- A◄
1. E-clip
 2. Speedometer driven gear
 3. O-ring
 4. Sleeve



ZTFM0372


REASSEMBLY SERVICE POINT

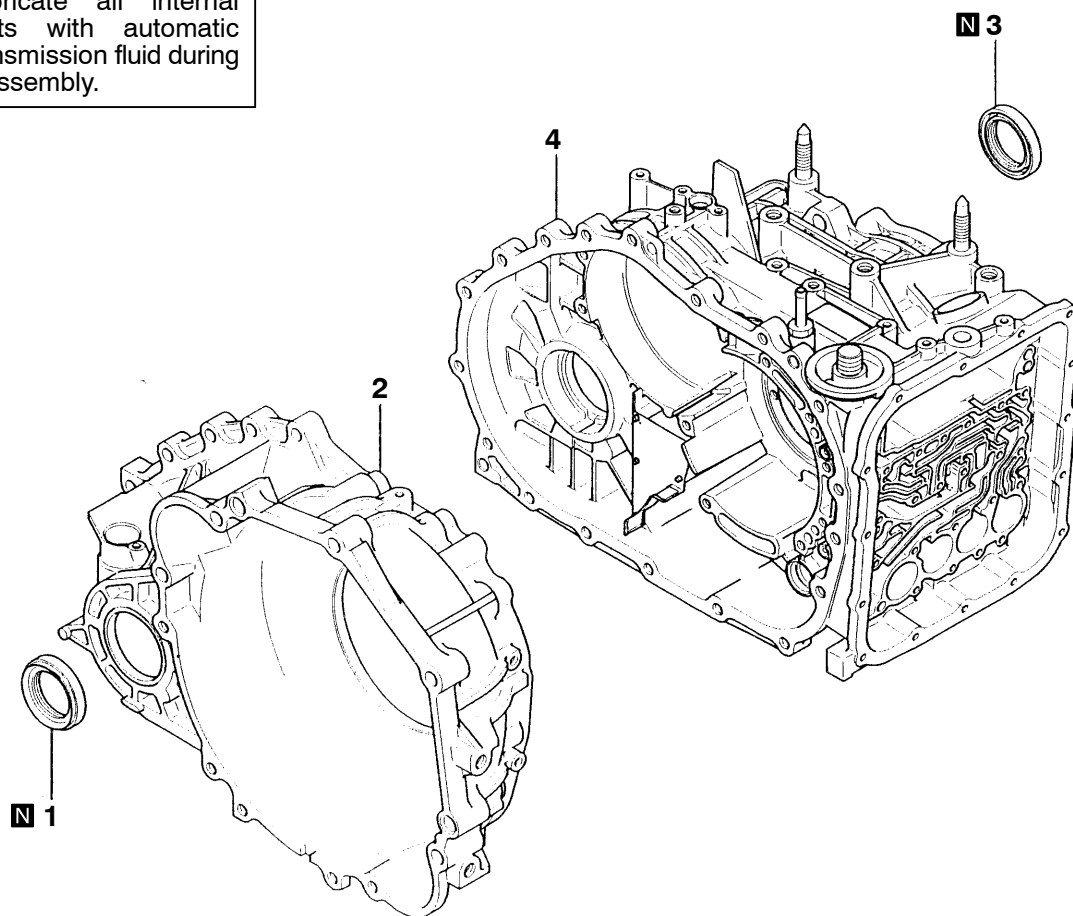
►A◄ OIL SEAL INSTALLATION

Insert the oil seal in the position and direction shown in the figure.

DRIVE SHAFT OIL SEAL

DISASSEMBLY AND REASSEMBLY

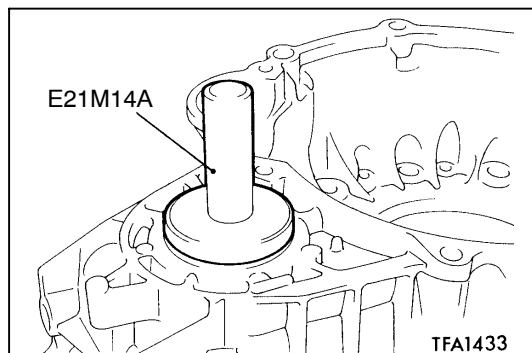
 Lubricate all internal parts with automatic transmission fluid during reassembly.



TFA1380

Disassembly steps

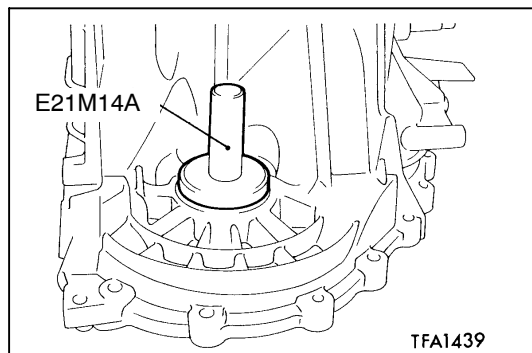
- ▶ **A** 1. Oil seal
- 2. Torque converter housing
- ▶ **B** 3. Oil seal
- 4. Transmission case



REASSEMBLY SERVICE POINT

▶ **A** OIL SEAL INSTALLATION

Main
Index23
Index23B
Index



►B◄ OIL SEAL INSTALLATION

Main
Index

23
Index

23B
Index