

Transmission

Removal

⚠ WARNING

- Make sure jacks and safety stands are placed properly, and hoist brackets are attached to correct positions on the engine.
- Apply parking brake and block rear wheels, so car will not roll off stands and fall on you while working under it.

CAUTION :

- Use the fender covers to avoid damaging the painted surfaces.
- Disconnect the wires and harnesses by holding the connectors.
- Reconnect the wires, harnesses and hoses properly. Be sure that the hoses and harnesses are not pinched or interfered with any parts.

1. Disconnect the battery negative (-) and positive (+) cables from the battery, and remove the battery.

CAUTION :

- Disconnect the battery negative (-) cable first, then the positive (+) cable from the battery.

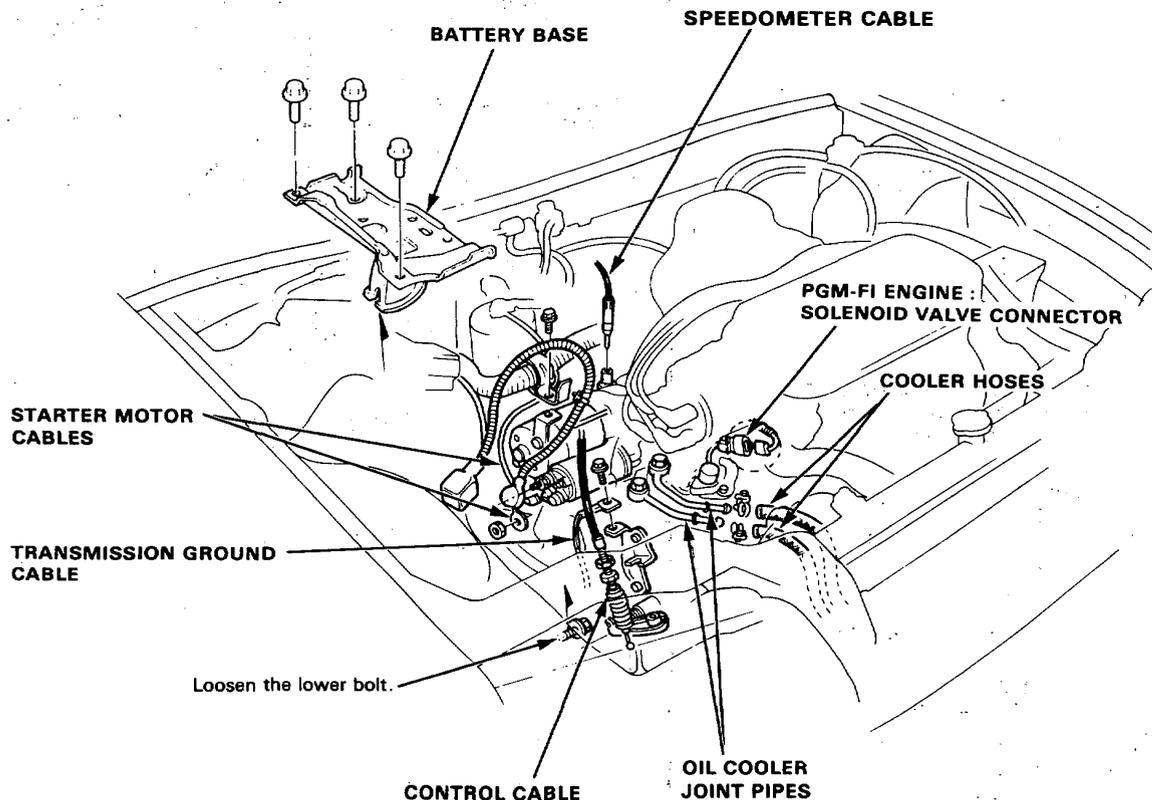
NOTE: Clean the battery terminals with an emery paper and coat with grease before reconnection.

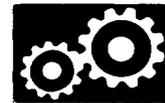
2. Remove the 3 mount bolts and loosen the 1 bolt located at the side of the battery base, and intake hose band of the throttle body.
3. Remove the air cleaner case complete with the intake hose (see Section 6).
4. Disconnect the starter motor and transmission ground cables.
5. Disconnect the speedometer cable (See Section 5).

NOTE: Do not disassemble speedometer gear holder.

6. **PGM-FI engine :**
Disconnect the lock-up control solenoid valve wire connector.
7. Disconnect the control cable at the control lever.
8. Drain transmission oil/fluid. Use a socket wrench to remove the drain plug. Remove the oil filler plug to speed draining. Reinstall the drain plug with a new washer.
9. Disconnect the cooler hoses at the joint pipes.
Turn the ends up to prevent ATF from flowing out.

NOTE: Check for any signs of leak at the hose joints.





10. Disconnect the vacuum hoses and connectors and remove the mount bolts, then remove the distributor from the cylinder head.

NOTE: Adjust the ignition timing on reinstallation.

11. Remove the right front splash shield.

12. Remove the exhaust pipe A.

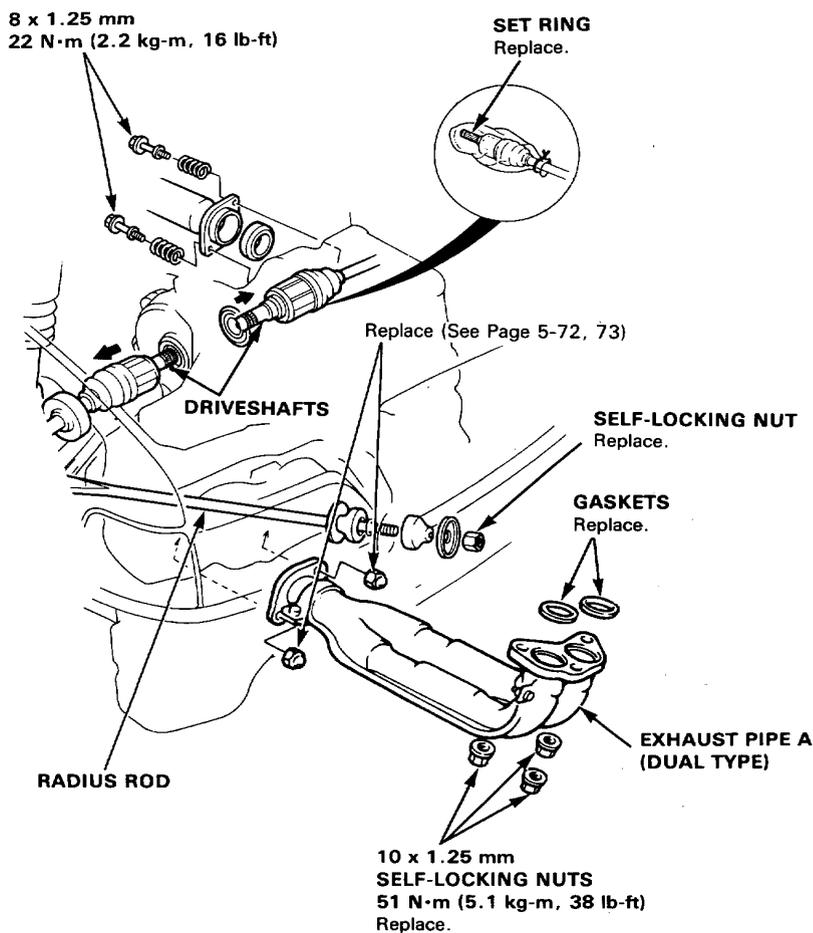
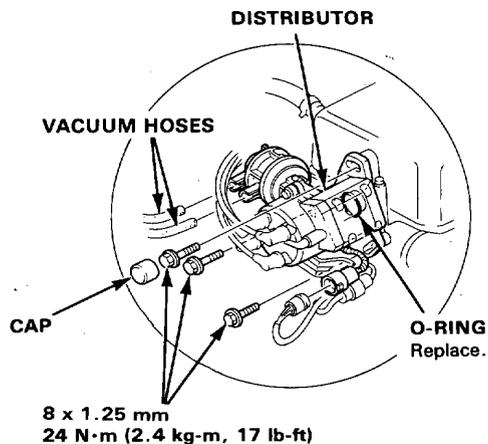
13. Remove the cotter pin and front lower arm ball joint nut. Separate the lower arm and ball joint. (page 12-11)

14. Remove the self-locking nut and damper fork bolt. (page 12-12)

15. Remove the two bolts and front side self-locking nut, then remove the right radius rod. (page 12-8, 9)

16. Remove the right and left driveshafts (See section 10).

NOTE: Coat all precision finished surfaces of the driveshaft with clean engine oil or grease. Tie the plastic bags over the driveshaft ends.

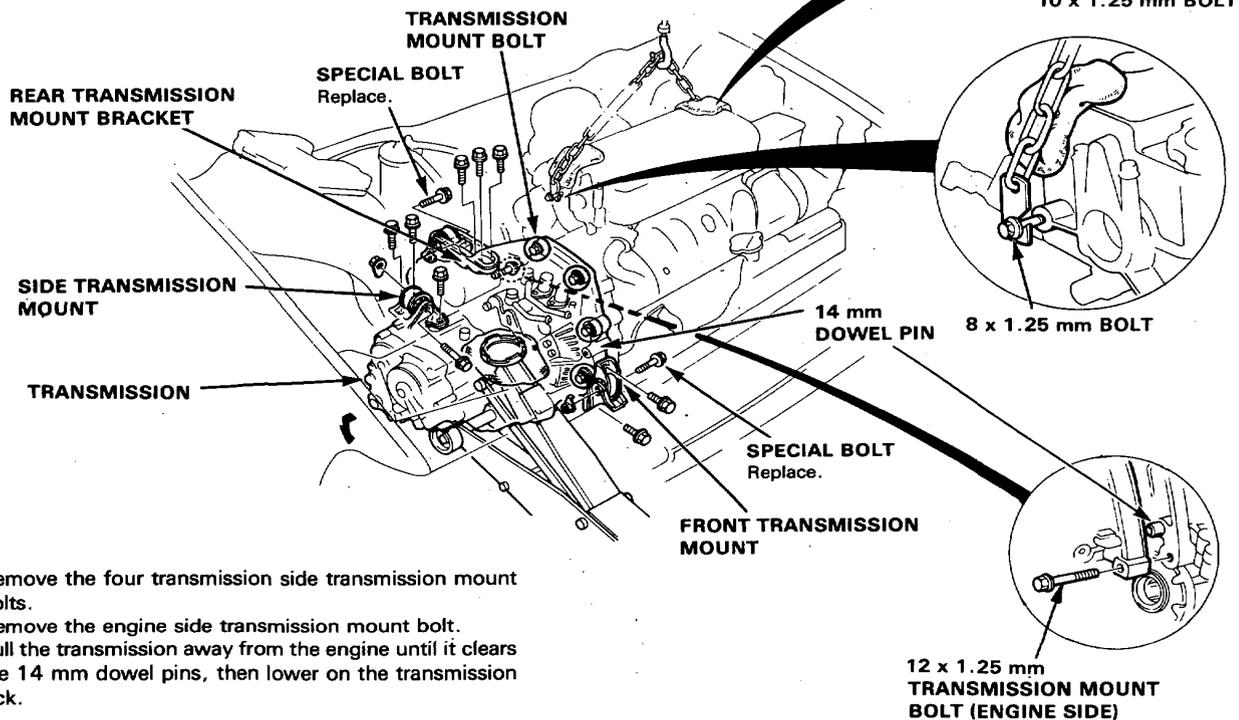
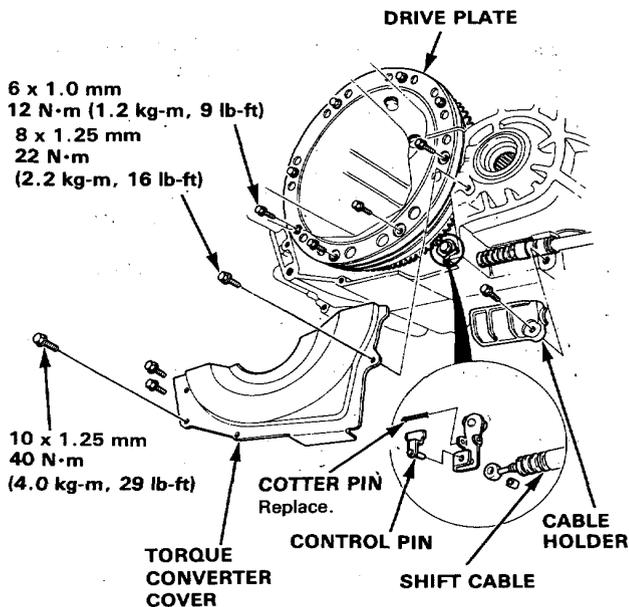


(cont'd)

Transmission

Removal (cont'd)

17. Remove the header pipe bracket and torque converter cover.
18. Remove the cable holder.
19. Remove the shift control cable by removing the cotter pin, control pin and control lever roller from the control lever.
20. Remove the drive plate bolts one at a time while rotating the crankshaft pulley counterclockwise.
CAUTION: The pulley mount bolt has the right hand threads and it might come loose while rotating the pulley. Check the bolt for tightness.
21. Set the 8 mm bolt in the hole at the right side of the cylinder head and 10 mm bolt in the hole at the left side of the cylinder head. Attach the hoist chain to the bolts and lift the engine slightly to unload the mounts.
NOTE: Be sure to set the bolts securely. Protect the cylinder head and cover with a shop towel while lifting.
22. Place a jack under the transmission and raise the transmission just enough to take weights off the mounts.
23. Remove the side transmission mount and bracket by removing the four bolts.
24. Remove the front transmission mount by removing the three bolts.
25. Remove the rear transmission mount bracket by removing the four bolts.



26. Remove the four transmission side transmission mount bolts.
27. Remove the engine side transmission mount bolt.
28. Pull the transmission away from the engine until it clears the 14 mm dowel pins, then lower on the transmission jack.