

AUTOMATIC TRANSMISSION

CONTENTS

23109000576

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WARNING REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to driver and passenger (from rendering the SRS inoperative).
- (2) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- (3) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B - Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.

NOTE

The SRS includes the following components: SRS-ECU, SRS warning lamp, air bag module, clock spring, side impact sensors and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

SERVICE SPECIFICATIONS

23100030284

Items		Standard value
Oil temperature sensor k Ω	at 0°C	16.5 - 20.5
	at 100°C	0.57 - 0.69
Resistance of damper clutch control solenoid valve coil (at 20°C) Ω		2.7 - 3.4
Resistance of Low-Reverse solenoid valve coil (at 20°C) Ω		2.7 - 3.4
Resistance of second solenoid valve coil (at 20°C) Ω		2.7 - 3.4
Resistance of underdrive solenoid valve coil (at 20°C) Ω		2.7 - 3.4
Resistance of overdrive solenoid valve coil (at 20°C) Ω		2.7 - 3.4
Stall speed r/min	4G93	2,200 - 2,700
	4G64	2,300 - 2,800

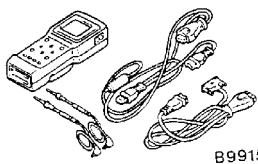
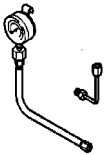
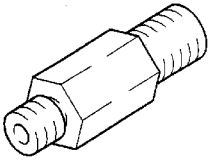
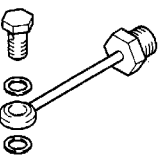
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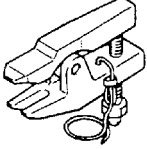
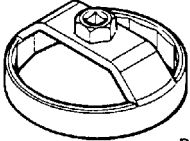
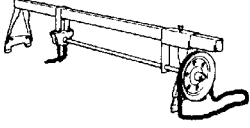
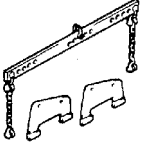
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Items	Specified lubricant	Quantity L
Transmission fluid	DIA QUEEN ATF SPII, ATF SPII M or equivalent	7.8

SPECIAL TOOLS

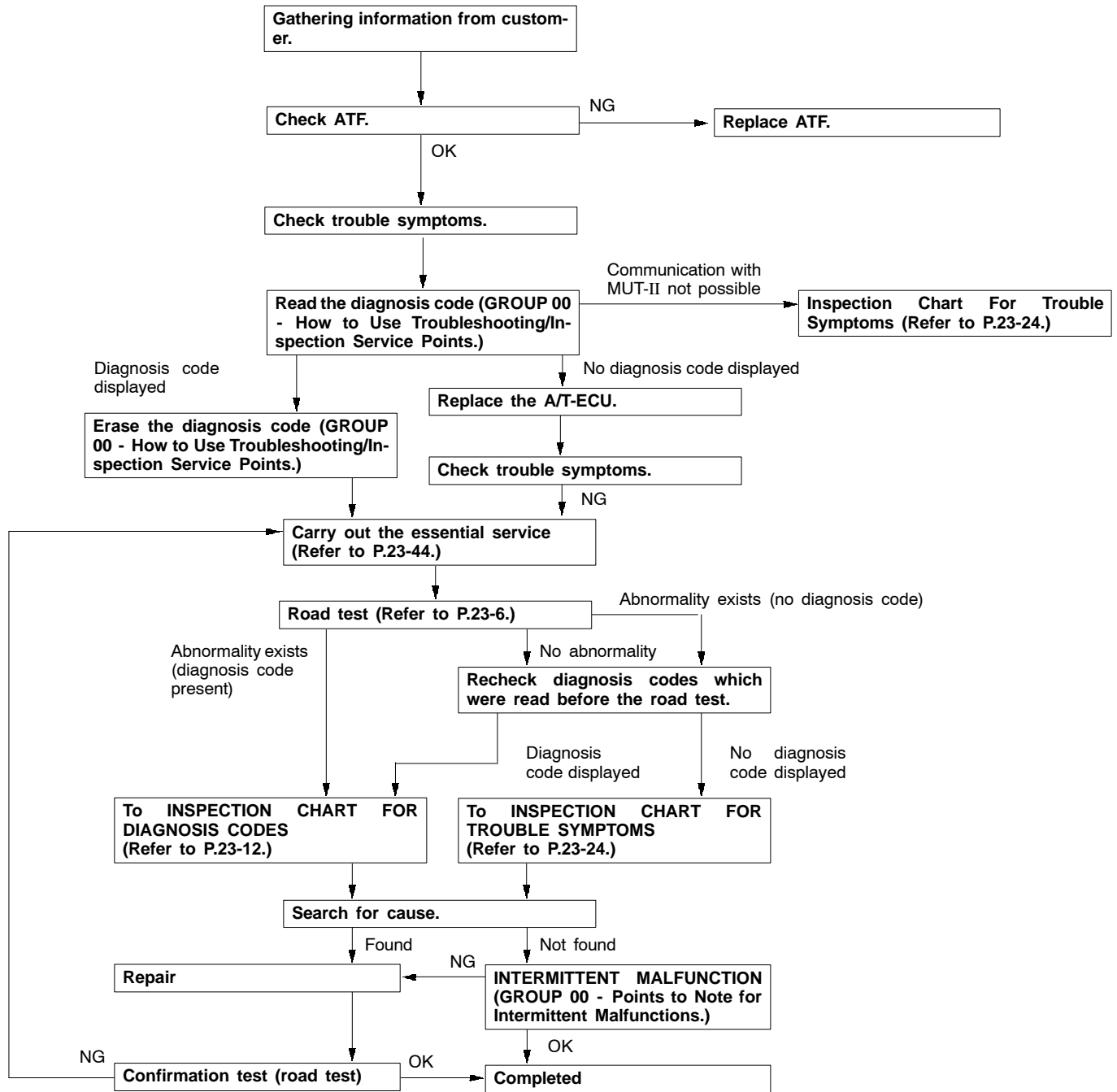
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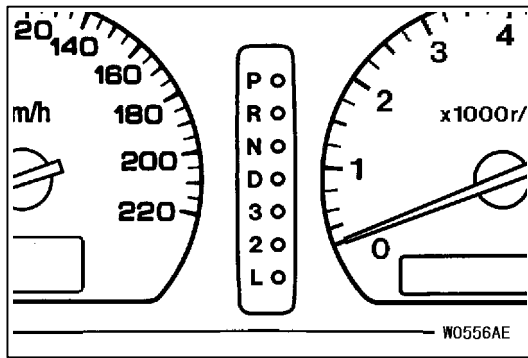
Tool	Number	Name	Use
 B991502	MB991502	MUT-II sub assembly	Checking of the diagnosis code
	MD998330 (including MD998331)	Oil pressure gauge (2,942 kPa)	Measurement of oil pressure
	MD998332	Adapter	
	MD998900	Adapter	

Tool	Number	Name	Use
 <p>B991113</p>	<p>MB990635 or MB991113</p>	<p>Steering linkage puller</p>	<p>Ball joint disconnection</p>
 <p>B991610</p>	<p>MB991610</p>	<p>Oil filter wrench</p>	<p>Removal and installation of automatic trans- mission oil filter</p>
 <p>Z203827</p>	<p>GENERAL SERVICE TOOL MZ203827</p>	<p>Engine lifter</p>	<p>Supporting the engine assembly during removal and installation of the transmission</p>
 <p>B991453</p>	<p>MB991453</p>	<p>Engine hanger assembly</p>	<p>Supporting the engine assembly during removal and installation of the transmission</p>

TROUBLESHOOTING

STANDARD FLOW OF DIAGNOSIS TROUBLESHOOTING





DIAGNOSIS FUNCTION

23100770292

1. N range lamp

The N range lamp flashes at a frequency of approximately 1 Hz if there is an abnormality in any of the items in the table below which are related to the A/T system. Check the diagnosis code output if the N range lamp is flashing at a frequency of approximately 1 Hz.

N range lamp flashing items

Crank angle sensor
Input shaft speed sensor
Output shaft speed sensor
Each solenoid valve
Out of phase at each shift point

Caution

If the N range lamp is flashing at a frequency of approximately 2 Hz (faster than at 1 Hz), it means that the automatic transmission fluid temperature is too high. Stop the vehicle in a safe place and wait until the N range lamp switches off.

2. Method of reading the diagnosis code

Use the MUT-II or the N range lamp to take a reading of the diagnosis codes. (Refer to GROUP 00 - How to Use Troubleshooting/Inspection Service Points.)

ROAD TEST

23100780622

Check by the following procedure.

No.	State prior to test and operation	Test and operation	Judgement value	Check item	Diagnosis code No.	Inspection procedure page if there is an abnormality
1	Ignition switch: OFF	Ignition switch (1) ON	Data list No. 54 Battery voltage [V]	Control relay	54	A/T Control relay system (23-23)
2	Ignition switch: ON Engine: Stopped Selector lever position: P	Selector lever position (1) P, (2) R, (3) N, (4) D, (5) 3, (6) 2, (7) L	Data list No. 61 (1) P, (2) R, (3)N, (4) D, (5) 3, (6) 2, (7) L	Inhibitor switch	-	Inhibitor switch system (23-35)
		Accelerator pedal (1) Released (2) Half depressed (3) Depressed	Data list No. 11 (1) 300 - 1,000 mV (2) Gradually rises from (1) (3) 4,500 - 5,500 mV	Throttle position sensor <4G93> Accelerator pedal position sensor <4G64>	11 12 14	Throttle position sensor system (23-13) Accelerator pedal position sensor system (23-13)
			Data list No. 25 (1) OFF (2) ON	Wide open throttle switch	25	Wide open throttle switch system (23-15)
		Brake pedal (1) Depressed (2) Released	Data list No. 26 (1) ON (2) OFF	Stop lamp switch	26	Stop lamp switch system (23-16)
3	Ignition switch: ST Engine: Stopped	Starting test with lever P or N range	Starting should be possible	Starting possible or impossible	-	Starting impossible (23-27)
4	Warming up	Drive for 15 minutes or more so that the automatic fluid temperature becomes 70 - 90°C.	Data list No. 15 Gradually rises to 70 - 90°C	Oil temperature sensor	15	Oil temperature sensor system (23-13)

No.	State prior to test and operation	Test and operation	Judgement value	Check item	Diagnosis code No.	Inspection procedure page if there is an abnormality
5	Engine: Idling Selector lever position: N	Brake pedal (Retest) (1) Depressed (2) Released	Data list No. 26 (1) ON (2) OFF	Stop lamp switch	26	Stop lamp switch system (23-16)
		A/C switch (1) ON (2) OFF	Data list No. 65 (1) ON (2) OFF	Dual pressure switch	-	Dual pressure switch system (23-35)
		Accelerator pedal (1) Released (2) Half depressed	Data list No. 21 (1) 550 - 850 r/min Gradually rises from (1)	Crank angle sensor	21	Crank angle sensor system (23-14)
			Data list No. 57 (2) Data changes	Communication with engine-ECU	51	Serial communication system (23-23)
		Selector lever position (1) N → D (2) N → R	Should be no abnormal shifting shocks Time lag should be within 2 seconds	Malfunction when starting	-	Engine stalling during shifting (23-29)
					-	Shocks when changing from N to D and large time lag (23-29)
					-	Shocks when changing from N to R and large time lag (23-30)
					-	Shocks when changing from N to D,N to R and large time lag (23-31)
				Driving impossible	-	Does not move forward (23-27)
					-	Does not reverse (23-28)
-	Does not move (forward or reverse) (23-28)					

No.	State prior to test and operation	Test and operation	Judgement value	Check item	Diagnosis code No.	Inspection procedure page if there is an abnormality
6	Selector lever position: N (Carry out on a flat and straight road.)	Selector lever position and vehicle speed	Data list No. 63 (2) 1st, (4) 3rd, (3) 2nd, (5) 4th	Shift condition	-	-
		(1) Idling in L range (Vehicle stopped)	Data list No. 31 (2) 0 %, (4) 100 %, (3) 100 %, (5) 100 %	Low and reverse solenoid valve	31	Low and reverse solenoid valve system (23-16)
		(2) Driving at constant speed of 10 km/h in L position	Data list No. 32 (2) 0 %, (4) 0 %, (3) 0 %, (5) 100 %	Underdrive solenoid valve	32	Underdrive solenoid valve system (23-16)
		(3) Driving at constant speed of 30 km/h in 2 position	Data list No. 33 (2) 100 %, (4) 100 %, (3) 0 %, (5) 0 %	Second solenoid valve	33	Second solenoid valve system (23-16)
		(4) Driving at 50 km/h in 3 position with accelerator fully closed	Data list No. 34 (2) 100 %, (4) 0 %, (3) 100 %, (5) 0 %	Overdrive solenoid valve	34	Overdrive solenoid valve system (23-16)
		(5) Driving at constant speed of 50 km/h in D position	Data list No. 29 (1) 0 km/h (4) 50 km/h	Vehicle speed sensor	-	Vehicle speed sensor system (23-36)
		(Each condition should be maintained for 10 seconds or more.)	Data list No. 22 (4) 1,800 - 2,100 r/min	Input shaft speed sensor	22	Input shaft speed sensor system (23-14)
			Data list No. 23 (4) 1,800 - 2,100 r/min	Output shaft speed sensor	23	Output shaft speed sensor system (23-15)
7	Selector lever position: 3 (Carry out on a flat and straight road.)	Selector lever position and vehicle speed	Data list No. 36 (1) 0 % (2) Approx. 70 - 90 %	Damper clutch control solenoid valve	36 52	Damper clutch control solenoid valve system (23-17)
		(1) Release the accelerator pedal fully while driving at 50 km/h in 3rd gear. (2) Driving at constant speed of 50 km/h in 3rd gear.	Data list No. 52 (1) Approx. 100 - 300 r/min (2) Approx. 0 - 10 r/min			

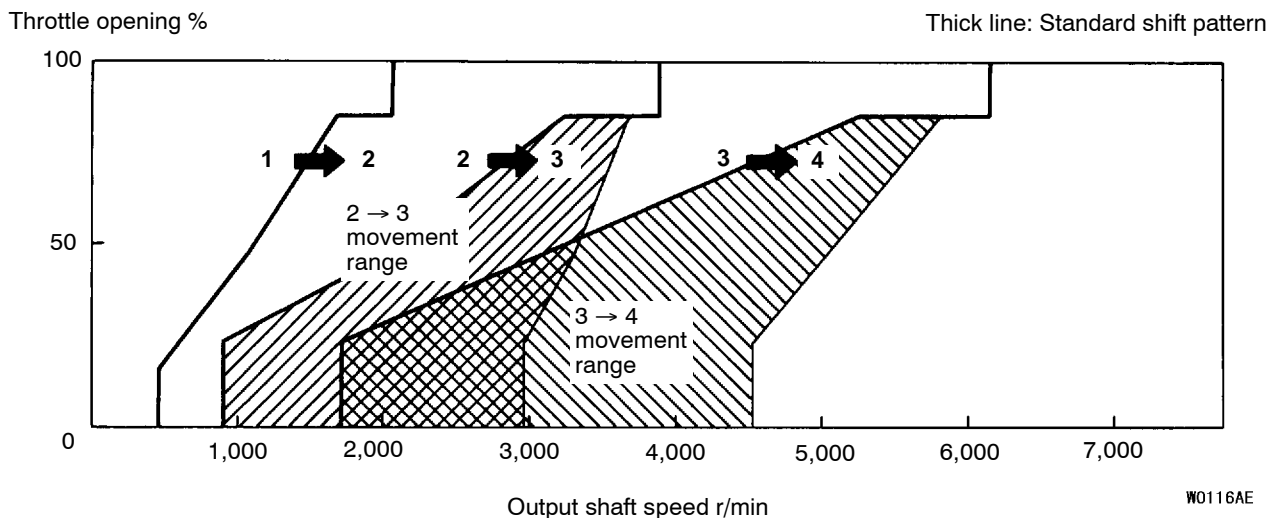
No.	State prior to test and operation	Test and operation	Judgement value	Check item	Diagnosis code No.	Inspection procedure page if there is an abnormality
8	Use the MUT-II to stop the INVECS-II function. Selector lever position: D (Carry out on a flat and straight road.)	Monitor data list No. 11, 23, and 63 with the MUT-II. (1) Accelerate to 4th gear at a throttle position sensor output of 1.5V (accelerator opening angle of 30 %). (2) Gently decelerate to a standstill. (3) Accelerate to 4th gear at a throttle position sensor output of 2.5 V (accelerator opening angle of 50%). (4) While driving at 60 km/h in 4th gear, shift down to 3 range. (5) While driving at 40 km/h in 3rd gear, shift down to 2 range. (6) While driving at 20 km/h in 2nd gear, shift down to L range.	For (1), (2) and (3), the reading should be the same as the specified output shaft speed and no abnormal shocks should occur. For (4), (5) and (6), downshifting should occur immediately after the shifting operation is made.	Malfunction when shifting	-	Shocks and running up (23-31)
				Displaced shifting points	-	All points (23-32)
				Does not shift	-	Some points (23-33)
					22	Input shaft speed sensor system (23-14)
					23	Output shaft speed sensor system (23-15)
				Does not shift from 1 to 2 or 2 to 1	31	Low and reverse solenoid valve system (23-16)
					33	Second solenoid valve system (23-16)
					41	1st gear ratio is not specified (23-18)
					42	2nd gear ratio is not specified (23-19)
				Does not shift from 2 to 3 or 3 to 2	33	Second solenoid valve system (23-16)
					34	Overdrive solenoid valve system (23-16)
					42	2nd gear ratio is not specified (23-19)
					43	3rd gear ratio is not specified (23-20)
				Does not shift from 3 to 4 or 4 to 3	32	Underdrive solenoid valve system (23-16)
					33	Second solenoid valve system (23-16)
					43	3rd gear ratio is not specified (23-20)
44	4th gear ratio is not specified (23-21)					

No.	State prior to test and operation	Test and operation	Judgement value	Check item	Diagnosis code No.	Inspection procedure page if there is an abnormality
9	Selector lever position: N (Carry out on a flat and straight road.)	Monitor data list No. 22 and No. 23 with the MUT-II. (1) Move selector lever to R range, drive at constant speed of 10 km/h.	The ratio between data list No. 22 and No. 23 should be the same as the gear ratio when reversing.	Does not shift	22	Input shaft speed sensor system (23-14)
					23	Output shaft speed sensor system (23-15)
					46	Reverse gear ratio is not specified (23-22)

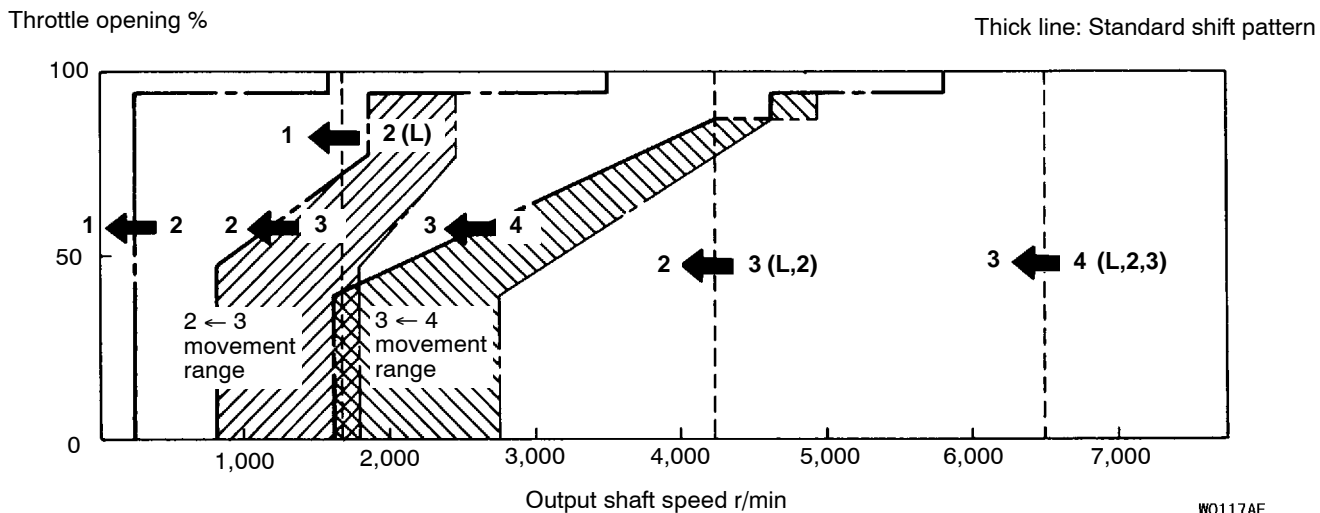
SHIFT PATTERN

<4G93>

UPSHIFT PATTERN

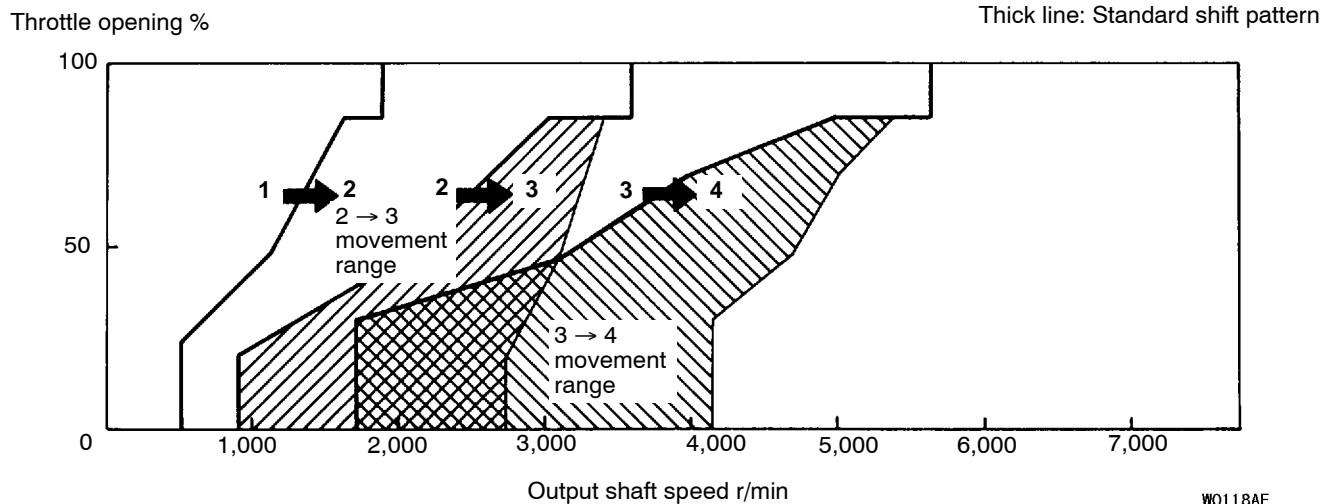


DOWNSHIFT PATTERN

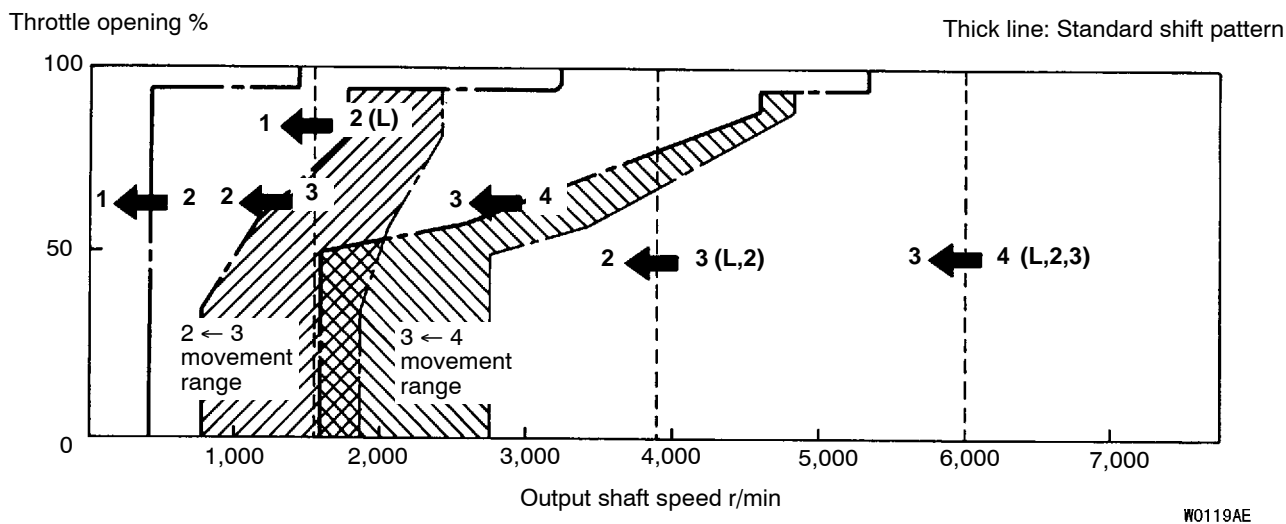


<4G64>

UPSHIFT PATTERN



DOWNSHIFT PATTERN



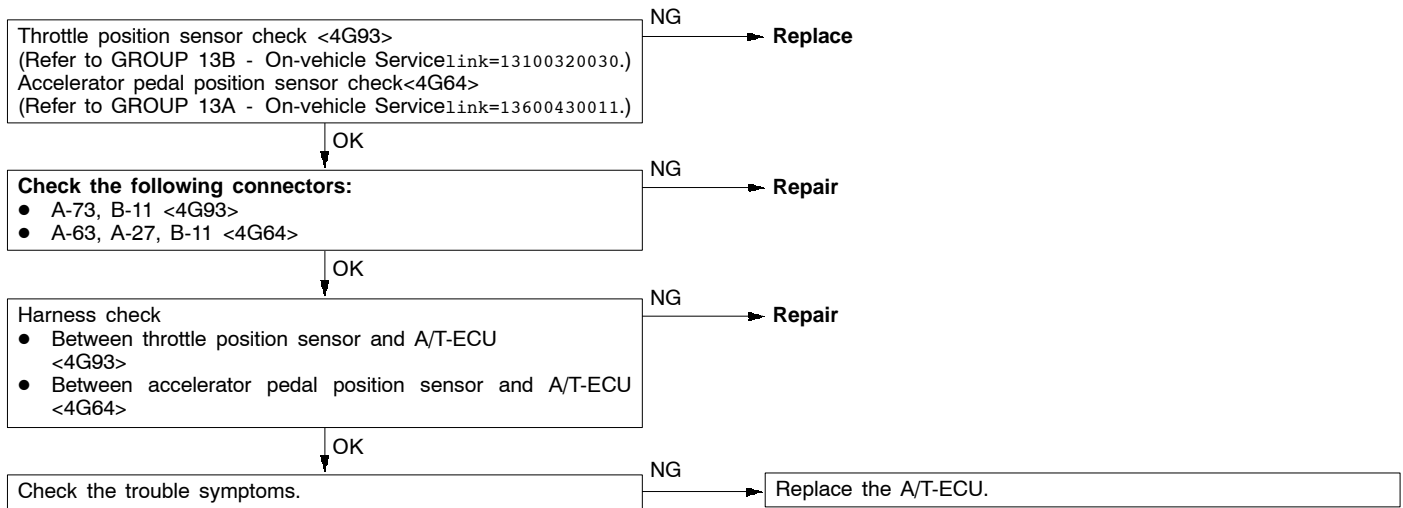
INSPECTION CHART FOR DIAGNOSIS CODE

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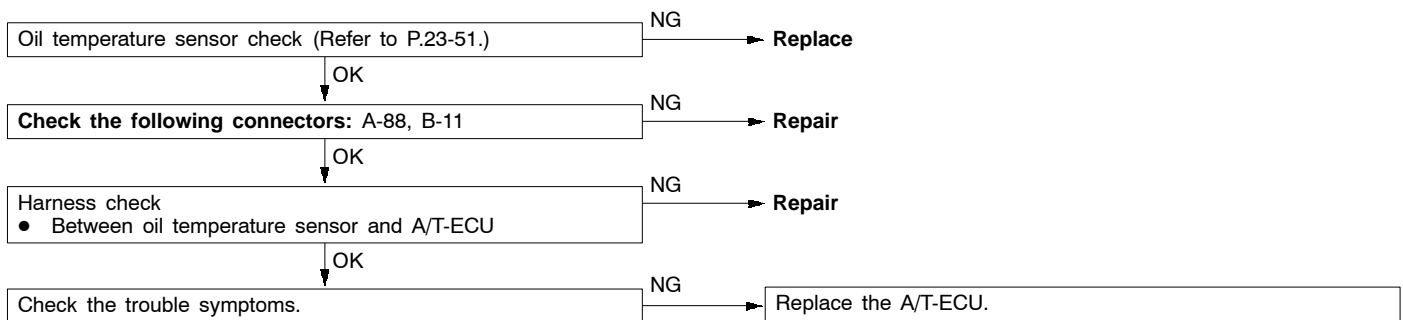
Code	Diagnosis item	Reference page
11	Throttle position sensor system	Short circuit
12	<4G93>	Open circuit
14	Accelerator pedal position sensor system	Sensor maladjustment
	<4G64>	
15	Oil temperature sensor system	Open circuit
21	Crank angle sensor system	Open circuit
22	Input shaft speed sensor system	Short circuit/open circuit
23	Output shaft speed sensor system	Short circuit/open circuit
25	Wide open throttle switch system	Short circuit
26	Stop lamp switch system	Short circuit/open circuit
31	Low and reverse solenoid valve system	Short circuit/open circuit
32	Underdrive solenoid valve system	Short circuit/open circuit
33	Second solenoid valve system	Short circuit/open circuit
34	Overdrive solenoid valve system	Short circuit/open circuit
36	Damper control clutch solenoid valve system	Short circuit/open circuit
41	1st gear ratio does not meet the specification	23-18
42	2st gear ratio does not meet the specification	23-19
43	3rd gear ratio does not meet the specification	23-20
44	4th gear ratio does not meet the specification	23-21
46	Reverse gear ratio does not meet the specification	23-22
51	Abnormal communication with engine-ECU	23-23
52	Damper control clutch solenoid valve system	Defective system
54	A/T Control relay system	Short circuit to earth/ open circuit
56	N range lamp system	Short circuit to earth

INSPECTION PROCEDURES FOR DIAGNOSIS CODES

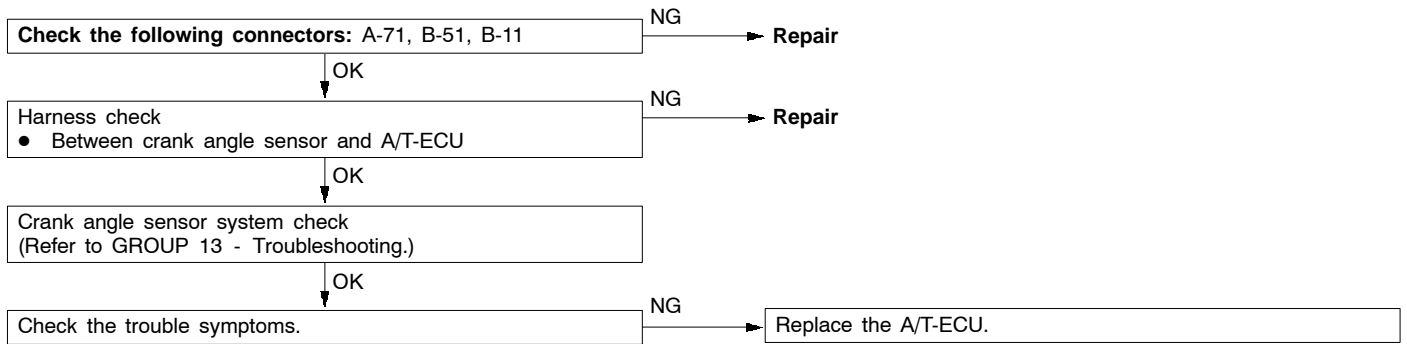
Code No. 11, 12, 14 Throttle position sensor system <4G93>, accelerator pedal position sensor system <4G64>	Probable cause
<p>If the TPS or APS output voltage is 4.8 V or higher when the engine is idling, the output is judged to be too high and diagnosis code No. 11 is output. If the TPS or APS output voltage is 0.2 V or lower at times other than when the engine is idling, the output is judged to be too low and diagnosis code No. 12 is output. If the TPS or APS output voltage is 0.2 V or lower or if it is 1.2 V or higher when the engine is idling, the TPS or APS adjustment is judged to be incorrect and diagnosis code No. 14 is output.</p>	<ul style="list-style-type: none"> ● Malfunction of the throttle position sensor <4G93> ● Malfunction of the accelerator pedal position sensor <4G64> ● Malfunction of connector ● Malfunction of the A/T-ECU



Code No. 15 Oil temperature sensor system	Probable cause
<p>If the oil temperature sensor output voltage is 2.6 V or more even after driving for 10 minutes or more (if the oil temperature does not increase), it is judged that there is an open circuit in the oil temperature sensor and diagnosis code No. 15 is output.</p>	<ul style="list-style-type: none"> ● Malfunction of the oil temperature sensor ● Malfunction of connector ● Malfunction of the A/T-ECU

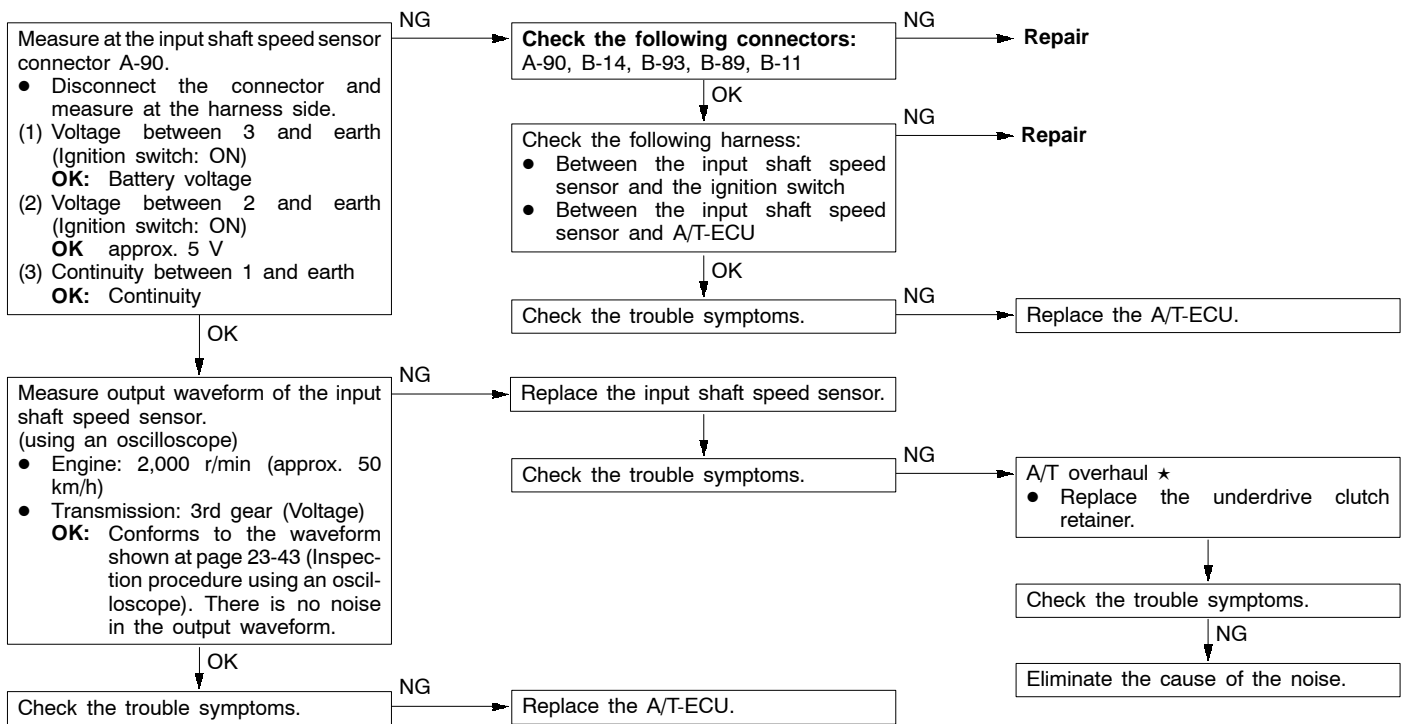


Code No. 21 Crank angle sensor system	Probable cause
If no output pulse is detected from the crank angle sensor for 5 seconds or more while driving at 25 km/h or more, it is judged that there is an open circuit in the crank angle sensor and diagnosis code No. 21 is output.	<ul style="list-style-type: none"> ● Malfunction of the crank angle sensor ● Malfunction of connector ● Malfunction of the A/T-ECU



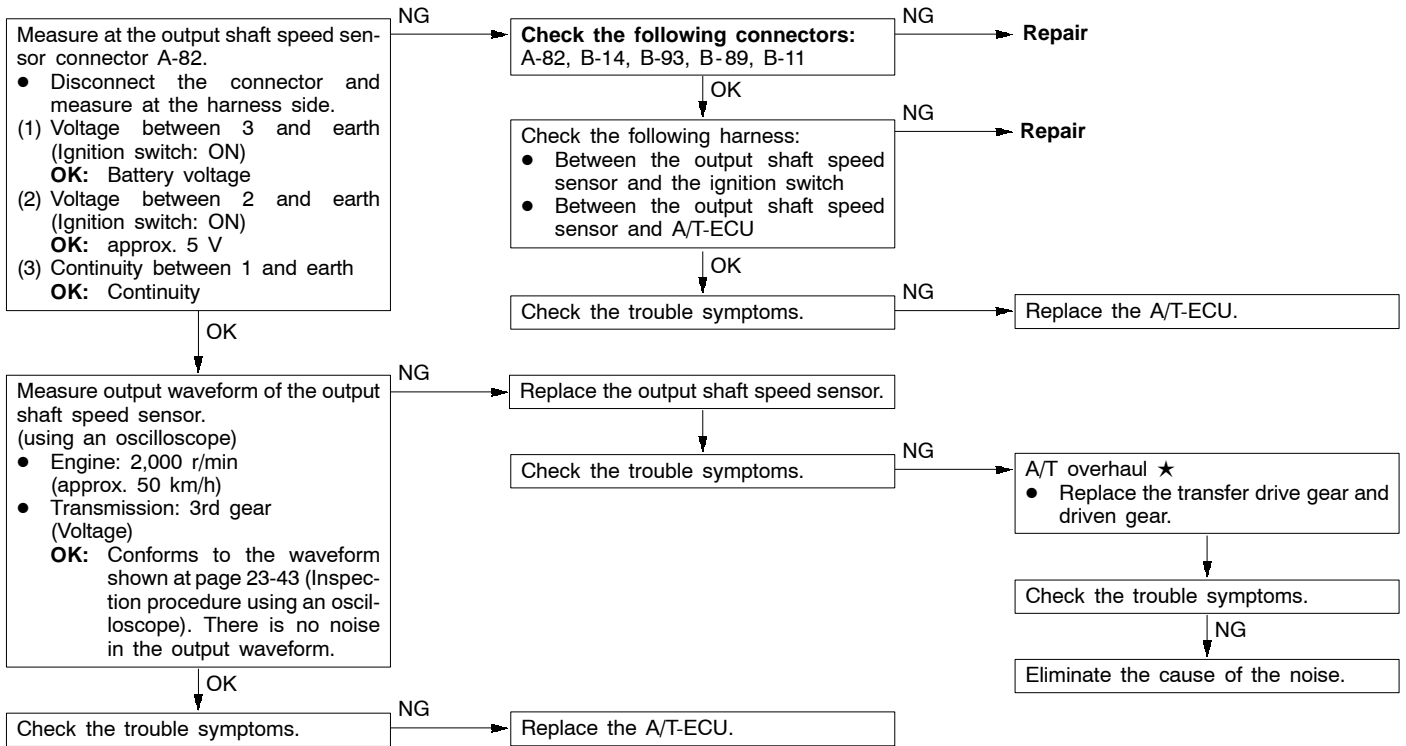
Code No. 22 Input shaft speed sensor system	Probable cause
If no output pulse is detected from the input shaft speed sensor for 1 second or more while driving in 3rd or 4th gear at a speed of 30 km/h or more, there is judged to be an open circuit or short-circuit in the input shaft speed sensor and diagnosis code No. 22 is output. If diagnosis code No. 22 is output four times, the transmission is locked into 3rd gear (D range) or 2nd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of connector ● Malfunction of A/T-ECU

★: Refer to the Transmission Workshop Manual.

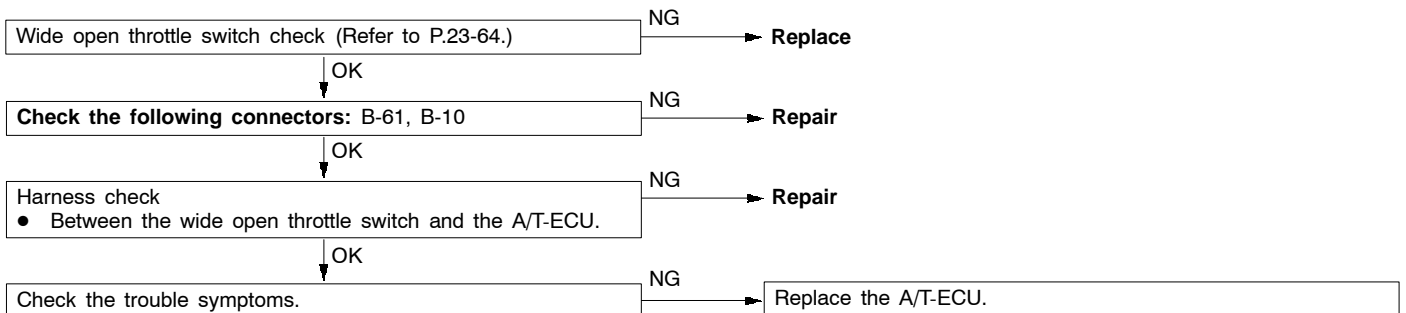


Code No. 23 Output shaft speed sensor system	Probable cause
<p>If the output from the output shaft speed sensor is continuously 50% lower than the vehicle speed for 1 second or more while driving in 3rd or 4th gear at a speed of 30 km/h or more, there is judged to be an open circuit or short-circuit in the output shaft speed sensor and diagnosis code No. 23 is output.</p> <p>If diagnosis code No. 23 is output four times, the transmission is locked into 3rd gear (D range) or 2nd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the output shaft speed sensor ● Malfunction of the transfer drive gear or driven gear ● Malfunction of connector ● Malfunction of the A/T-ECU

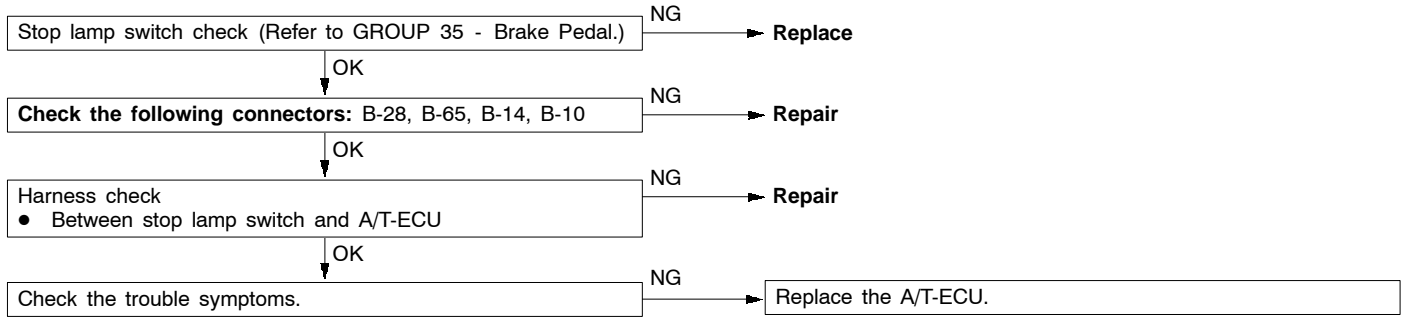
★: Refer to the Transmission Workshop Manual.



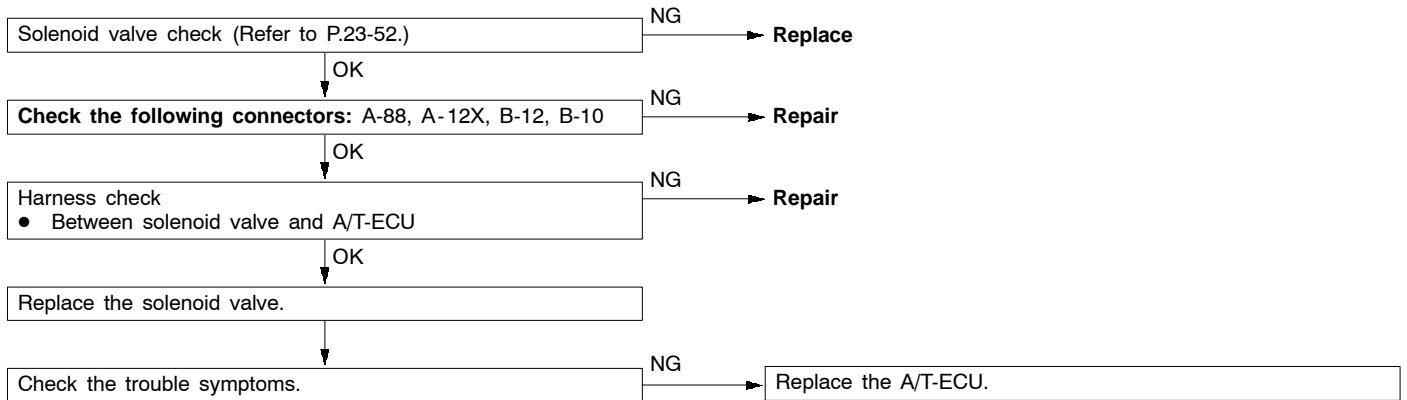
Code No. 25 Wide open throttle switch system	Probable cause
<p>If the wide open throttle switch is on for 1 second or more with the throttle valve opening angle at 70% or less, it is judged that there is a short circuit in the wide open throttle switch and diagnosis code No. 25 is output.</p>	<ul style="list-style-type: none"> ● Malfunction of the wide open throttle switch ● Malfunction of connector ● Malfunction of A/T-ECU



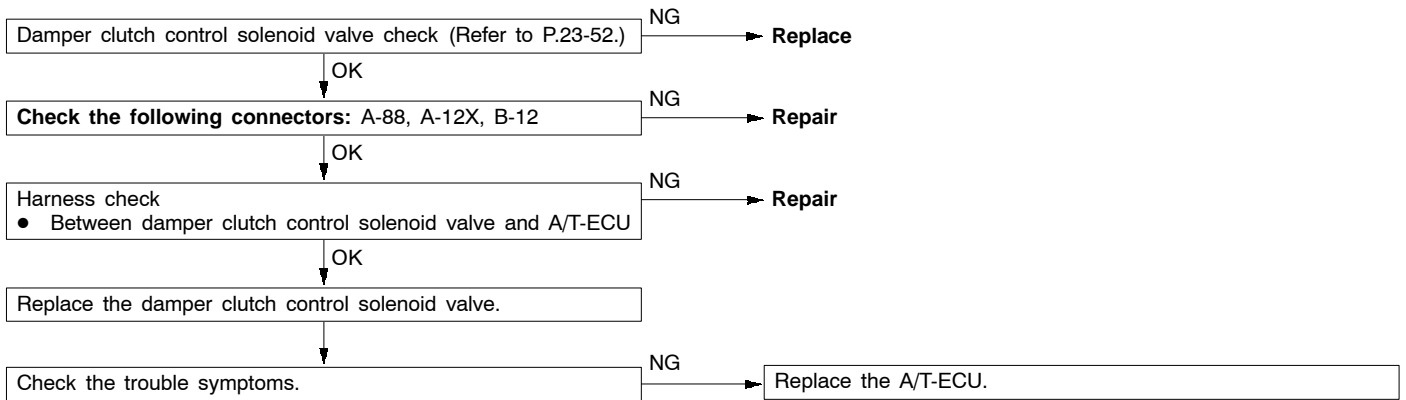
Code No. 26 Stop lamp switch system	Probable cause
If the stop lamp switch is on for 5 minutes or more while driving, it is judged that there is a short circuit in the stop lamp switch and diagnosis code No. 26 is output.	<ul style="list-style-type: none"> ● Malfunction of the stop lamp switch ● Malfunction of connector ● Malfunction of the A/T-ECU



Code No. 31 Low and reverse solenoid valve system	Probable cause
Code No. 32 Underdrive solenoid valve system	
Code No. 33 Second solenoid valve system	
Code No. 34 Overdrive solenoid valve system	
If the resistance value for a solenoid valve is too large or too small, it is judged that there is a short-circuit or an open circuit in the solenoid valve and the respective diagnosis code is output. The transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.	<ul style="list-style-type: none"> ● Malfunction of solenoid valve ● Malfunction of connector ● Malfunction of the A/T-ECU

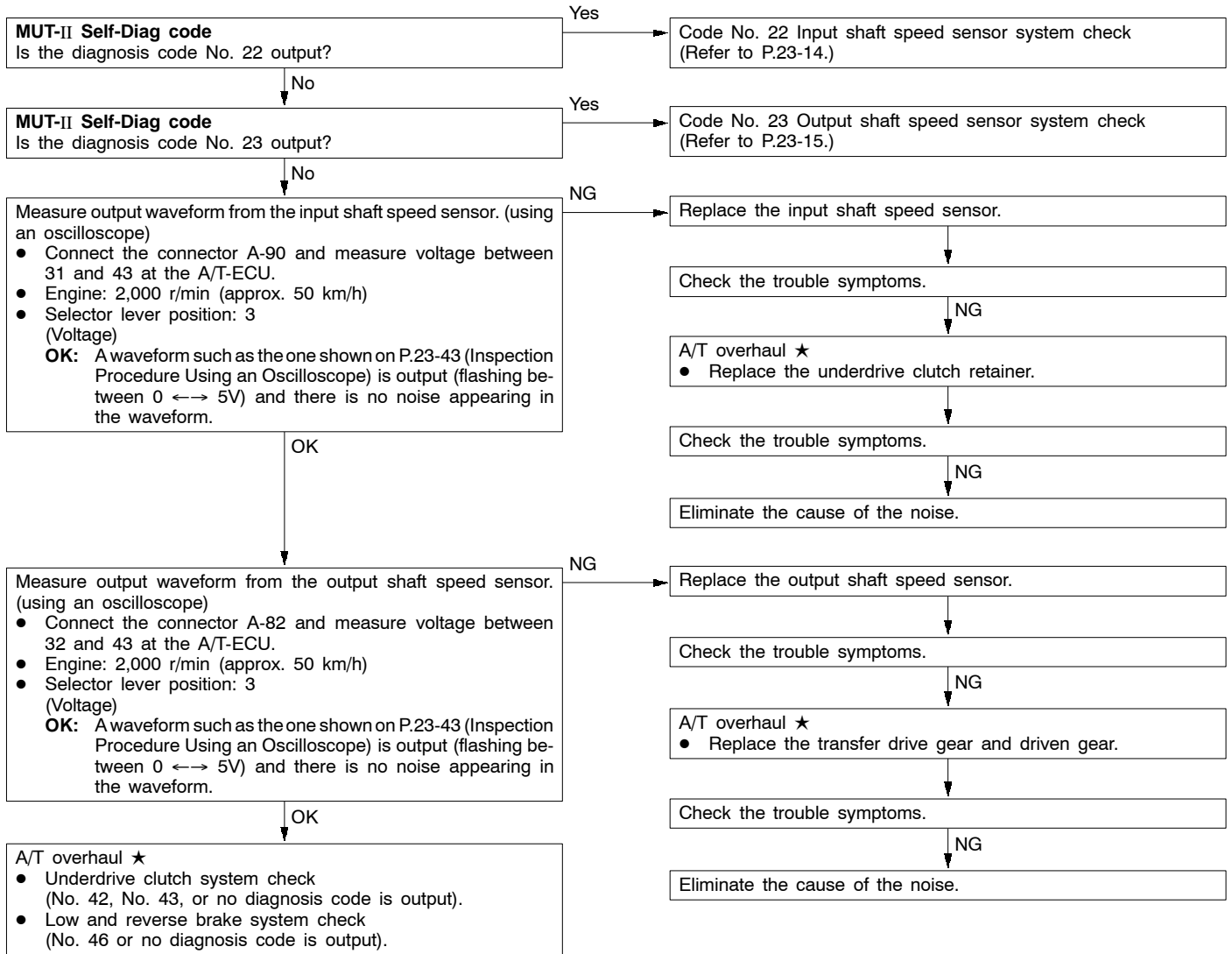


Code No. 36, 52 Damper clutch control solenoid valve system	Probable cause
<p>If the resistance value for the damper clutch control solenoid valve is too large or too small, it is judged that there is a short-circuit or an open circuit in the damper clutch control solenoid valve and diagnosis code No. 36 is output. If the drive duty rate for the damper clutch control solenoid valve is 100 % for a continuous period of 4 seconds or more, it is judged that there is an abnormality in the damper clutch control system and diagnosis code No. 52 is output. When diagnosis code No. 36 is output, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the damper clutch control solenoid valve ● Malfunction of connector ● Malfunction of the A/T-ECU



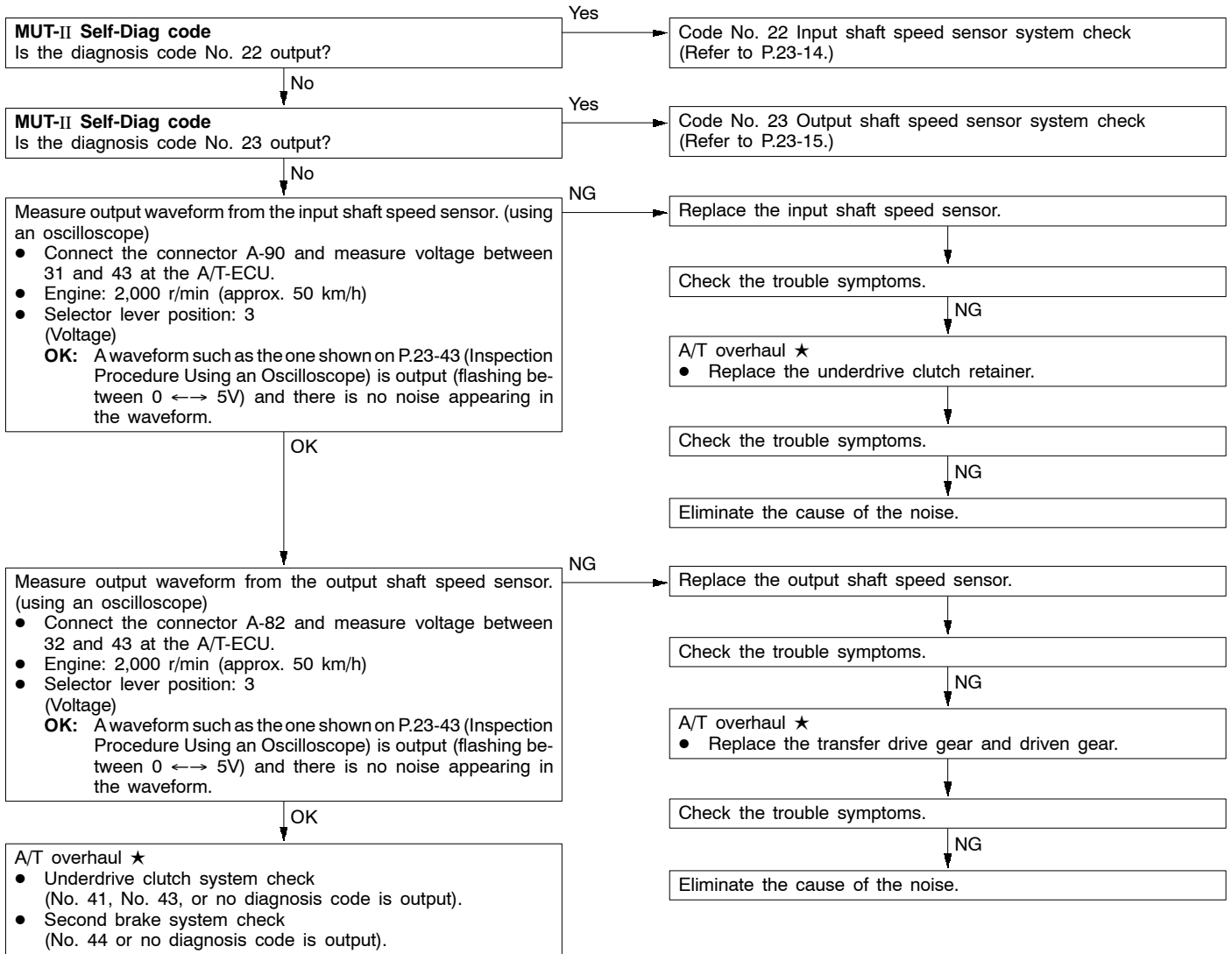
Code No. 41 1st gear ratio does not meet the specification	Probable cause
<p>If the output from the output shaft speed sensor multiplied by the 1st gear ratio is not the same as the output from the input shaft speed sensor after shifting to 1st gear has been completed, diagnosis code No. 41 is output. If diagnosis code No. 41 is output four times, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the output shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of the transfer drive gear or driven gear ● Malfunction of the low and reverse brake system ● Malfunction of the underdrive clutch system ● Noise generated

★: Refer to the Transmission Workshop Manual.



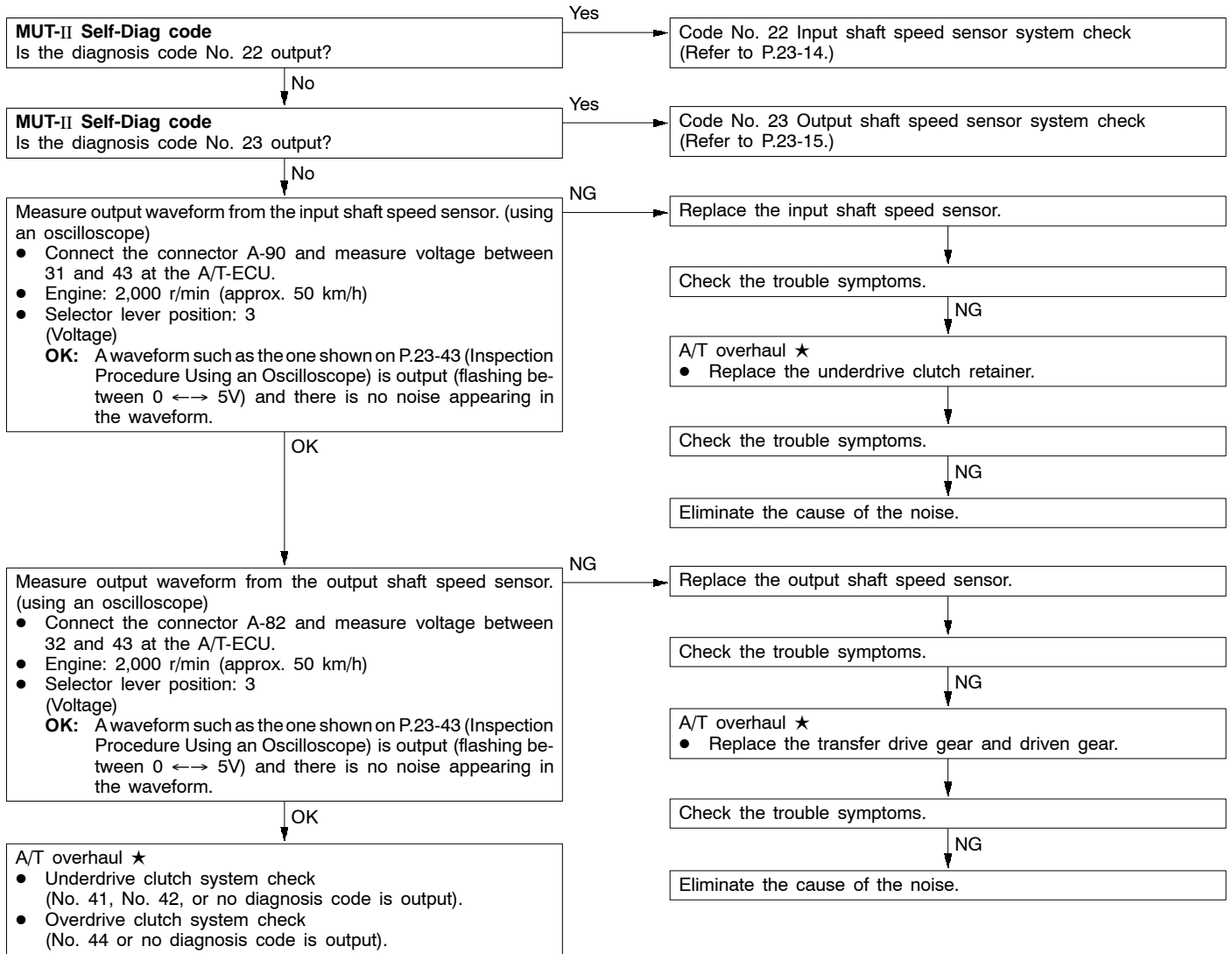
Code No. 42 2nd gear ratio does not meet the specification	Probable cause
<p>If the output from the output shaft speed sensor multiplied by the 2nd gear ratio is not the same as the output from the input shaft speed sensor after shifting to 2nd gear has been completed, diagnosis code No. 42 is output. If diagnosis code No. 42 is output four times, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the output shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of the transfer drive gear or driven gear ● Malfunction of the second brake system ● Malfunction of the underdrive clutch system ● Noise generated

★: Refer to the Transmission Workshop Manual.



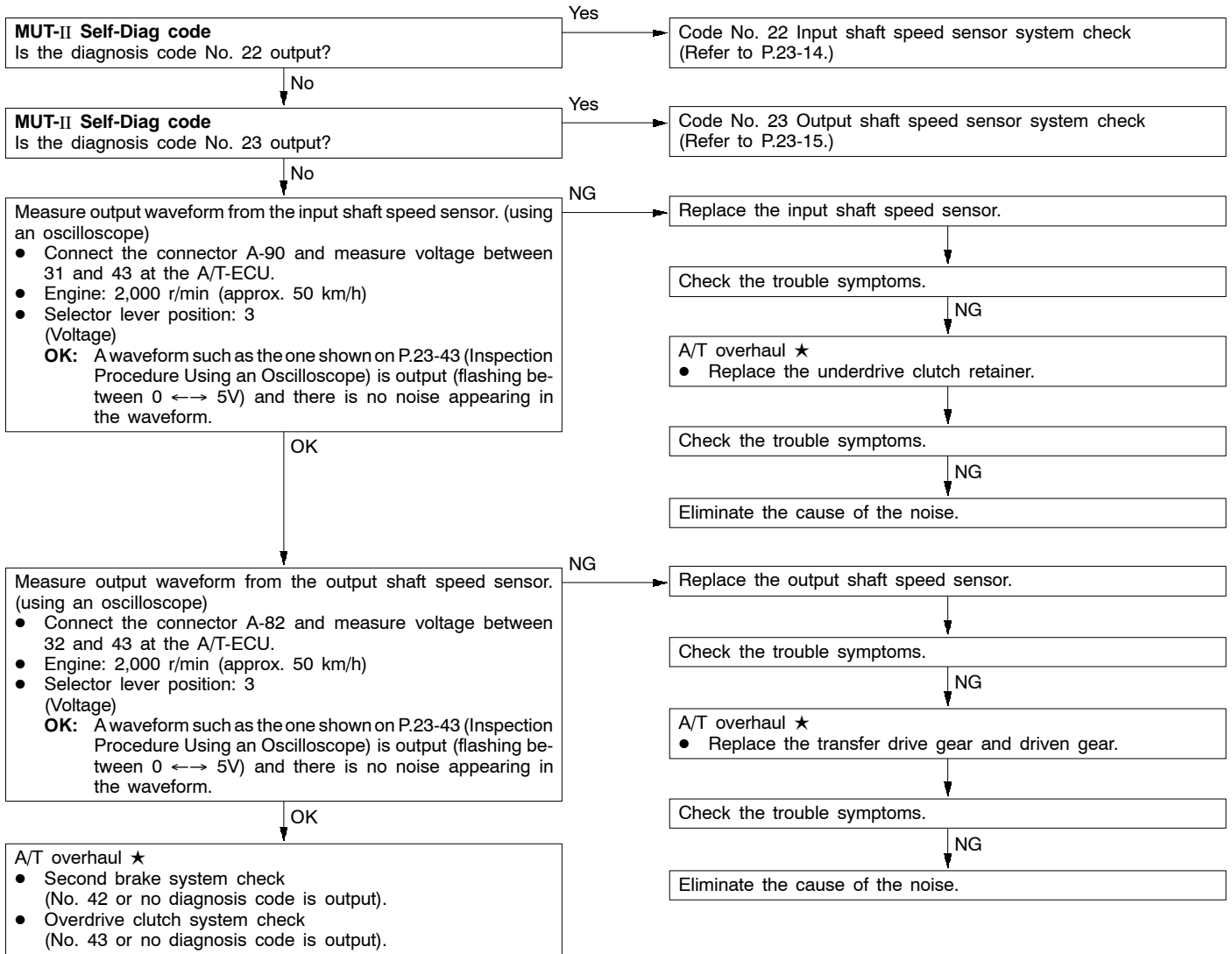
Code No. 43 3rd gear ratio does not meet the specification	Probable cause
<p>If the output from the output shaft speed sensor multiplied by the 3rd gear ratio is not the same as the output from the input shaft speed sensor after shifting to 3rd gear has been completed, diagnosis code No. 43 is output. If diagnosis code No. 43 is output four times, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the output shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of the transfer drive gear or driven gear ● Malfunction of the underdrive clutch system ● Malfunction of the overdrive clutch system ● Noise generated

★: Refer to the Transmission Workshop Manual.



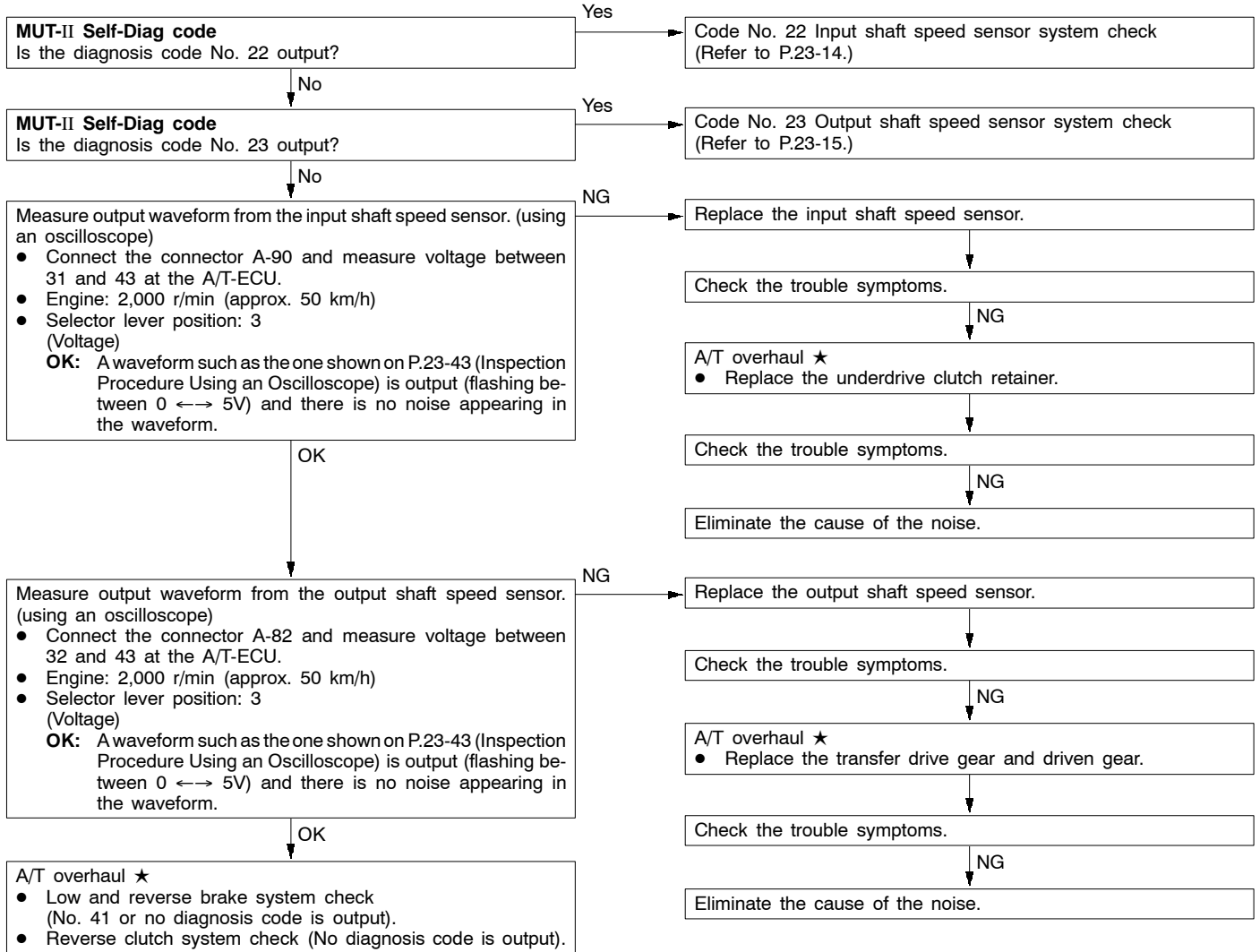
Code No. 44 4th gear ratio does not meet the specification	Probable cause
<p>If the output from the output shaft speed sensor multiplied by the 4th gear ratio is not the same as the output from the input shaft speed sensor after shifting to 4th gear has been completed, diagnosis code No. 44 is output. If diagnosis code No. 44 is output four times, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the output shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of the transfer drive gear or driven gear ● Malfunction of the second brake system ● Malfunction of the overdrive clutch system ● Noise generated

★: Refer to the Transmission Workshop Manual.

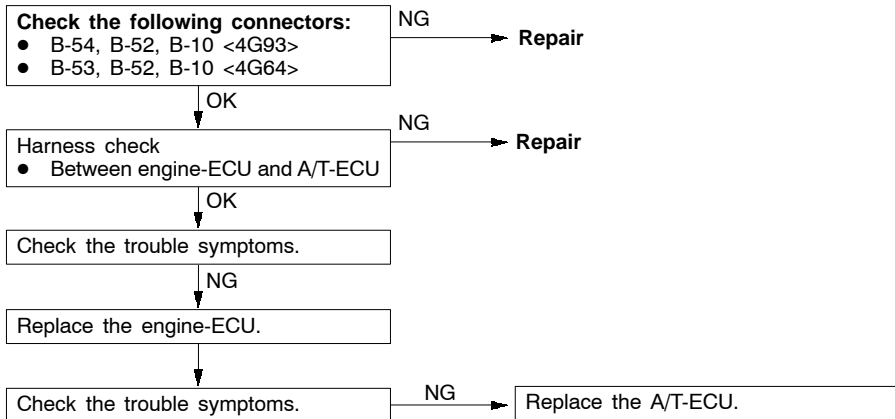


Code No. 46 Reverse gear ratio does not meet the specification	Probable cause
<p>If the output from the output shaft speed sensor multiplied by the reverse gear ratio is not the same as the output from the input shaft speed sensor after shifting to reverse gear has been completed, diagnosis code No. 46 is output. If diagnosis code No. 46 is output four times, the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.</p>	<ul style="list-style-type: none"> ● Malfunction of the input shaft speed sensor ● Malfunction of the output shaft speed sensor ● Malfunction of the underdrive clutch retainer ● Malfunction of the transfer drive gear or driven gear ● Malfunction of the low and reverse brake system ● Malfunction of the reverse clutch system ● Noise generated

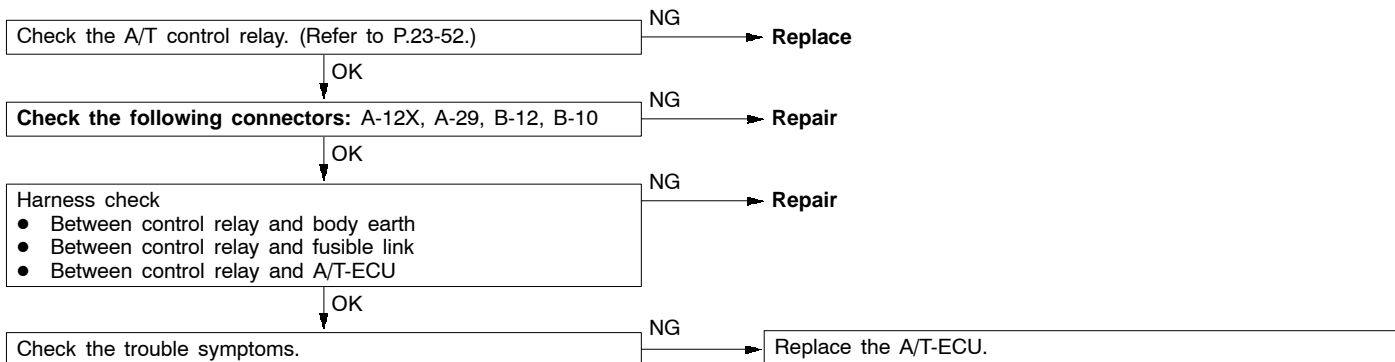
★: Refer to the Transmission Workshop Manual.



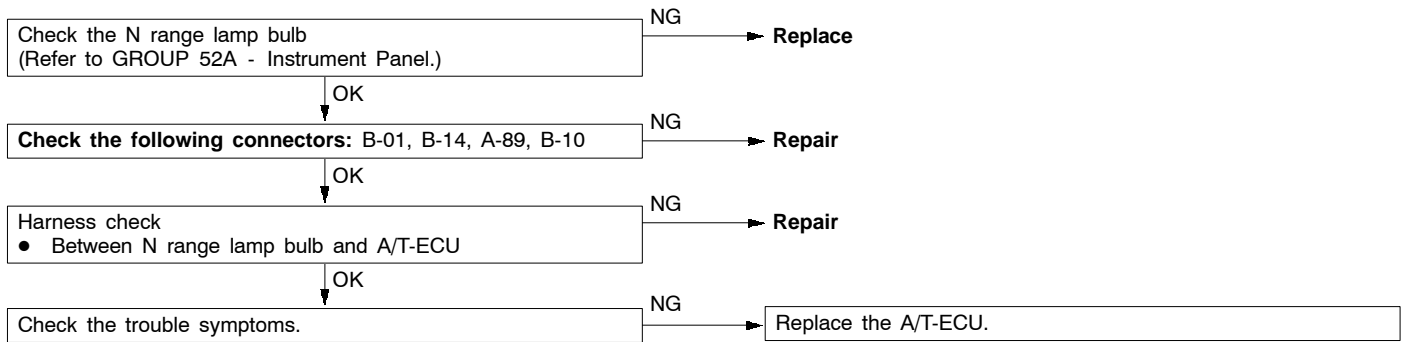
Code No. 51 Abnormal communication with engine-ECU	Probable cause
If normal communication is not possible for a continuous period of 1 second or more when the ignition switch is at the ON position, the battery voltage is 10 V or more and the engine speed is 450 r/min or more, diagnosis code No. 51 is output. Diagnosis code No. 51 is also output if the data being received is abnormal for a continuous period of 4 seconds under the same conditions.	<ul style="list-style-type: none"> ● Malfunction of connector ● Malfunction of the engine-ECU ● Malfunction of the A/T-ECU



Code No. 54 A/T control relay system	Probable cause
If the A/T control relay voltage is less than 7 V after the ignition switch has been turned ON, it is judged that there is an open circuit or a short-circuit in the A/T control relay circuit and diagnosis code No. 54 is output. Then the transmission is locked into 3rd gear as a fail-safe measure, and the N range lamp flashes at a frequency of 1 Hz.	<ul style="list-style-type: none"> ● Malfunction of the A/T control relay ● Malfunction of connector ● Malfunction of the A/T-ECU



Code No. 56 N range lamp system	Probable cause
If the N range signal is off after an N range lamp illumination instruction (ON instruction) has been given, it is judged that there is a short-circuit in the N range lamp earth and diagnosis code No. 56 is output.	<ul style="list-style-type: none"> ● Malfunction of the N range lamp bulb ● Malfunction of connector ● Malfunction of the A/T-ECU



INSPECTION CHART FOR TROUBLE SYMPTOMS

23100800588

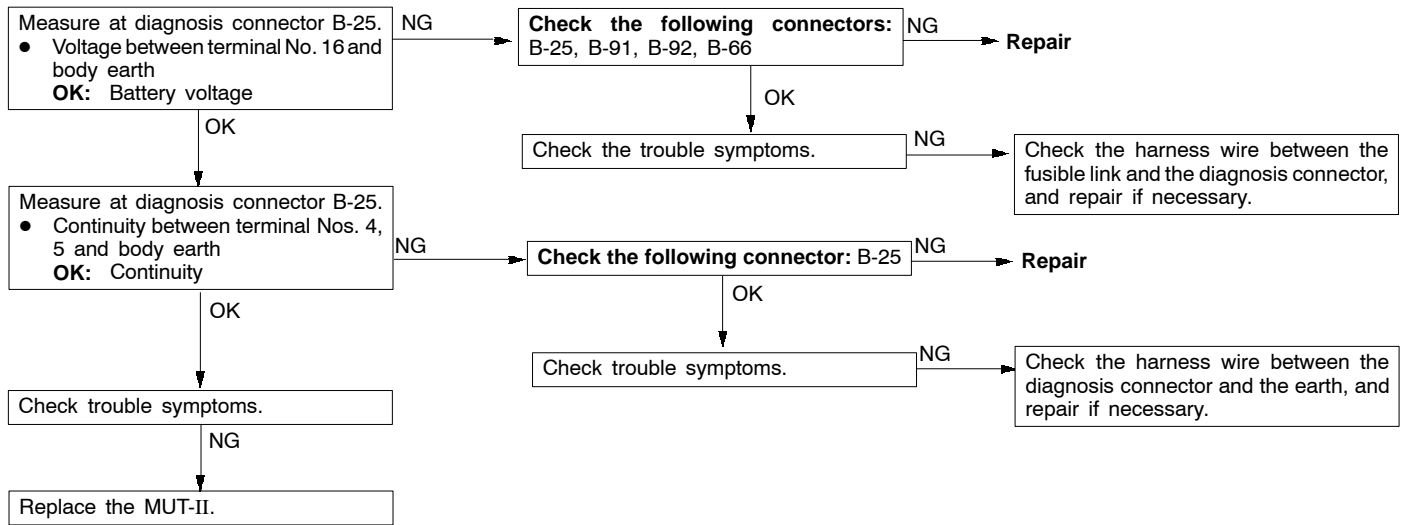
Trouble symptom		Inspection procedure No.	Reference page
MUT-II can not communicate with any systems.		1	23-25
MUT-II can not communicate with the A/T-ECU.		2	23-26
Driving impossible	Starting impossible	3	23-27
	Does not move forward	4	23-27
	Does not reverse	5	23-28
	Does not move (forward or reverse)	6	23-28
Malfunction when starting	Engine stalling when shifting	7	23-29
	Shocks when changing from N to D and large time lag	8	23-29
	Shocks when changing from N to R and large time lag	9	23-30
	Shocks when changing from N to D, N to R and large time lag	10	23-31
Malfunction when shifting	Shocks and running up	11	23-31

Trouble symptom		Inspection procedure No.	Reference page
Displaced shifting points	All points	12	23-32
	Some points	13	23-33
Does not shift	No diagnosis codes	14	23-33
Malfunction while driving	Poor acceleration	15	23-34
	Vibration	16	23-34
Inhibitor switch system		17	23-35
Dual pressure switch system		18	23-35
Vehicle speed sensor system		19	23-36

INSPECTION PROCEDURE FOR TROUBLE SYMPTOMS

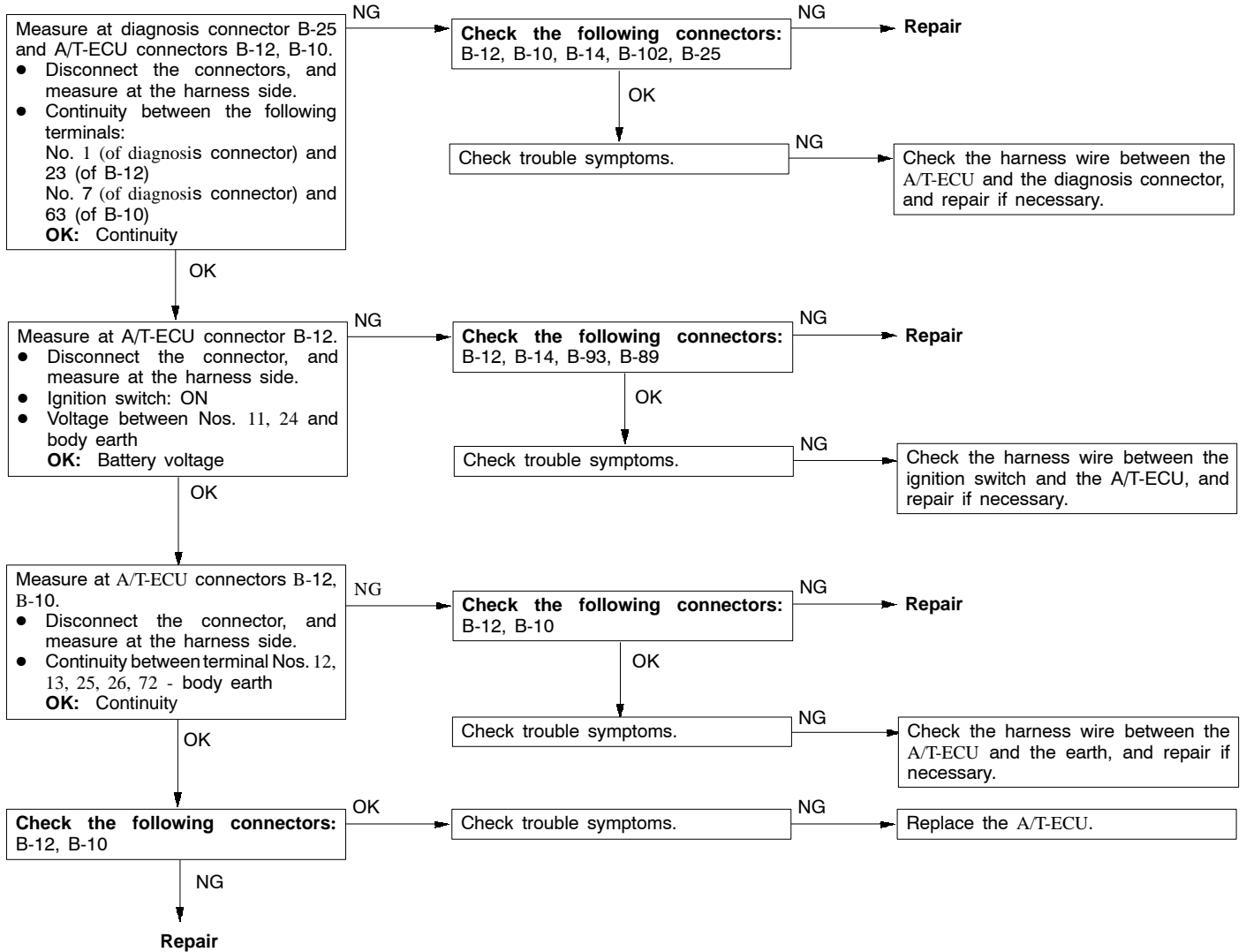
INSPECTION PROCEDURE 1

MUT-II can not communicate with any systems.	Probable cause
It is suspected that this malfunction is caused by a defective power supply and earth circuits of the diagnosis connector.	<ul style="list-style-type: none"> • Malfunction of diagnosis connector • Malfunction of harness or connector



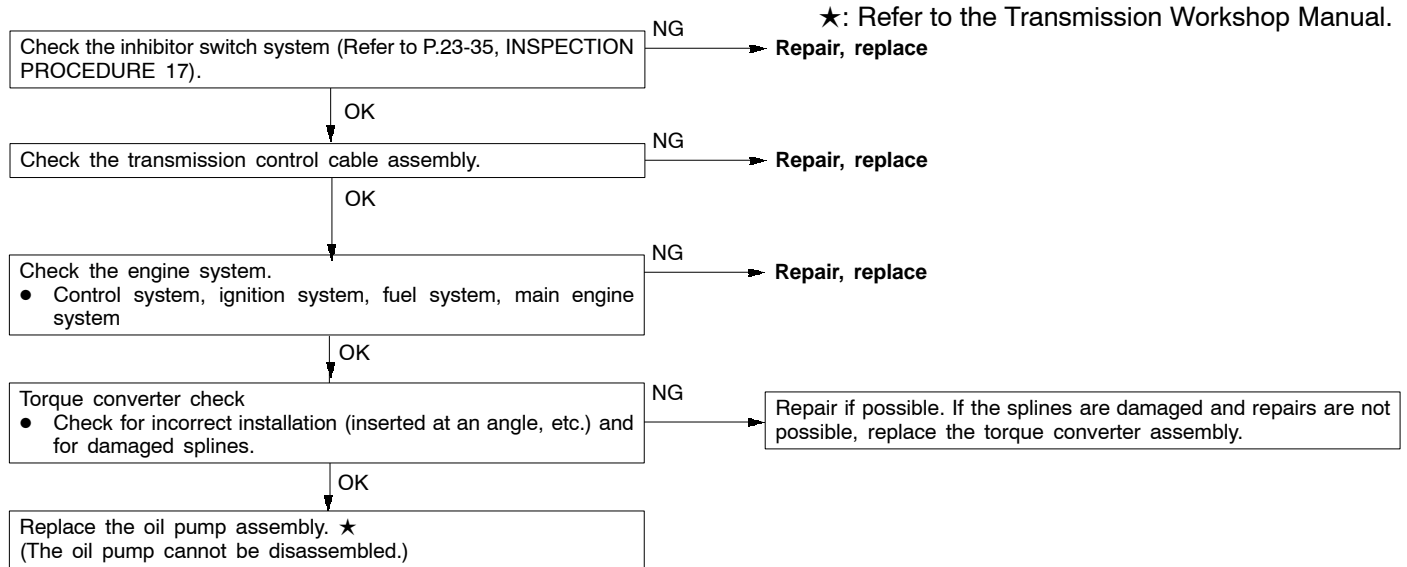
INSPECTION PROCEDURE 2

MUT-II can not communicate with the A/T-ECU.	Probable cause
It is suspected that this malfunction is caused by an open circuit in A/T-ECU power supply circuit or diagnosis output circuit.	<ul style="list-style-type: none"> ● Malfunction of harness or connector ● Malfunction of A/T-ECU



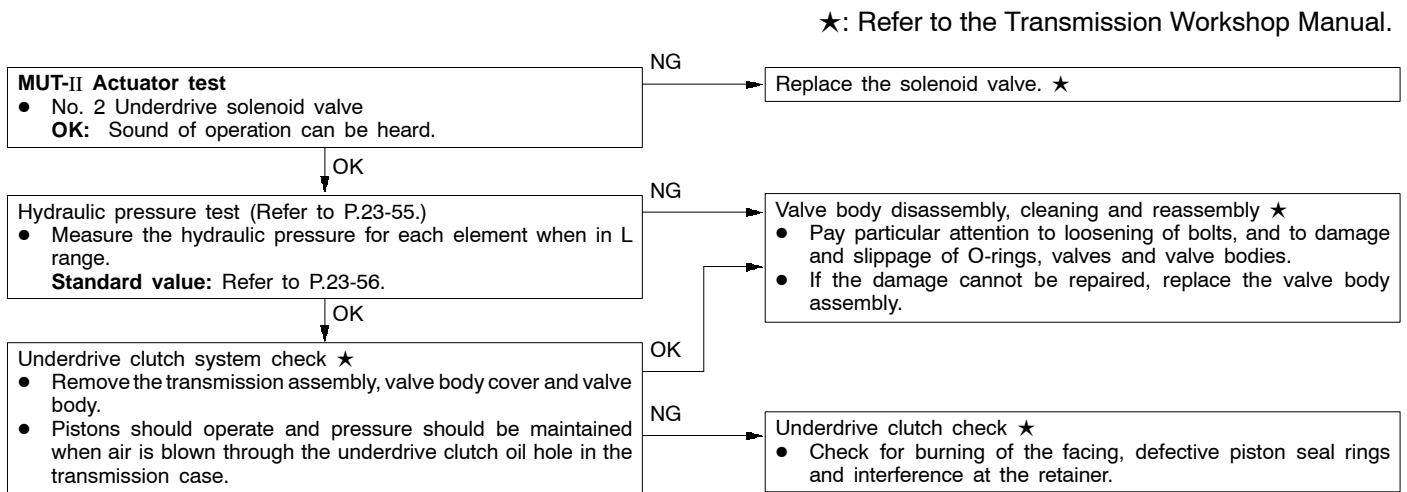
INSPECTION PROCEDURE 3

Starting impossible	Probable cause
Starting is not possible when the selector lever is in P or N range. In such cases, the cause is probably a defective inhibitor switch system, transmission control cable assembly, engine system, torque converter or oil pump.	<ul style="list-style-type: none"> ● Malfunction of the inhibitor switch system ● Malfunction of the transmission control cable assembly ● Malfunction of the engine system ● Malfunction of the torque converter ● Malfunction of the oil pump



INSPECTION PROCEDURE 4

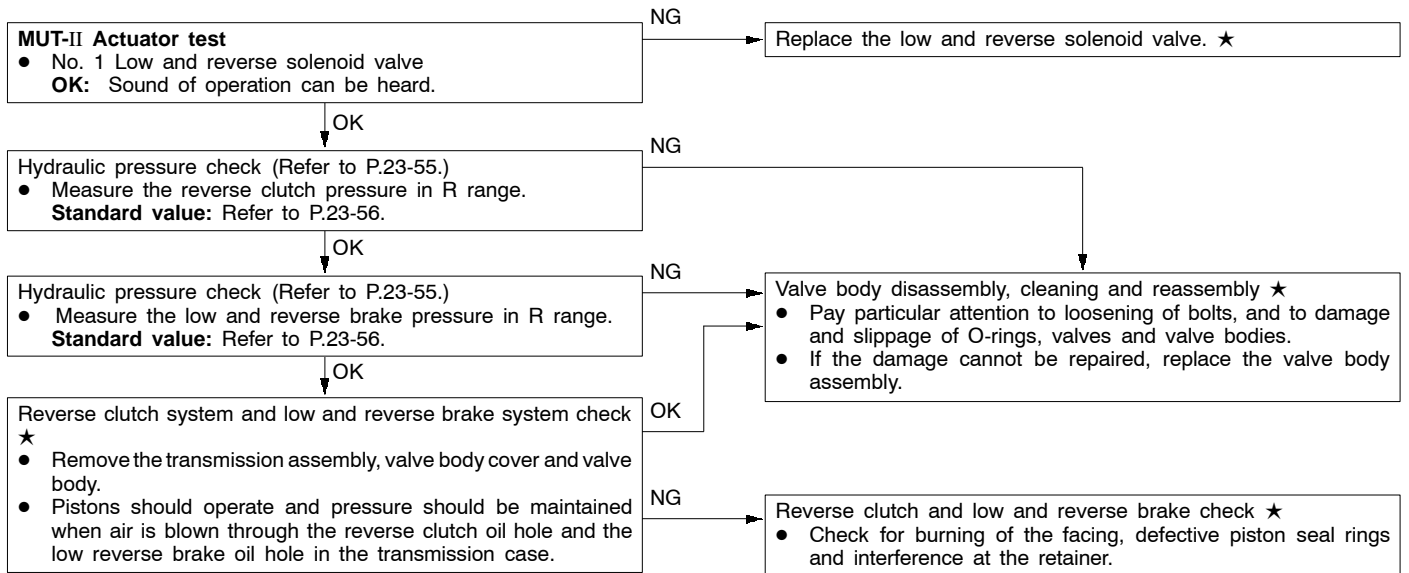
Does not move (forward)	Probable cause
If the vehicle does not move forward when the selector lever is shifted from N to D, 3, 2 or L range while the engine is idling, the cause is probably abnormal line pressure or a malfunction of the underdrive clutch or valve body.	<ul style="list-style-type: none"> ● Abnormal line pressure ● Malfunction of the underdrive solenoid valve ● Malfunction of the underdrive clutch ● Malfunction of the valve body



INSPECTION PROCEDURE 5

Does not reverse	Probable cause
If the vehicle does not reverse when the selector lever is shifted from N to R range while the engine is idling, the cause is probably abnormal pressure in the reverse clutch or low and reverse brake or a malfunction of the reverse clutch, low and reverse brake or valve body.	<ul style="list-style-type: none"> ● Abnormal reverse clutch pressure ● Abnormal low and reverse brake pressure ● Malfunction of the low and reverse solenoid valve ● Malfunction of the reverse clutch ● Malfunction of the low and reverse brake ● Malfunction of the valve body

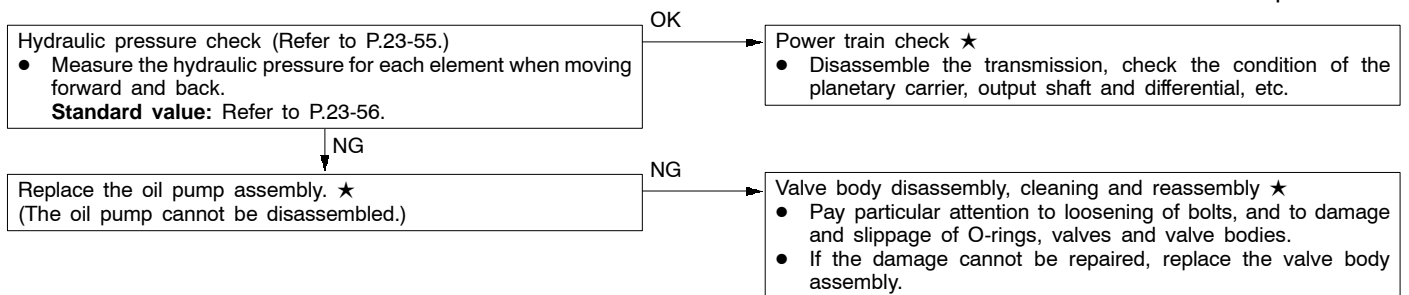
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 6

Does not move (forward or reverse)	Probable cause
If the vehicle does not move forward or reverse when the selector lever is shifted to any position while the engine is idling, the cause is probably abnormal line pressure, or a malfunction of the power train, oil pump or valve body.	<ul style="list-style-type: none"> ● Abnormal line pressure ● Malfunction of power train ● Malfunction of the oil pump ● Malfunction of the valve body

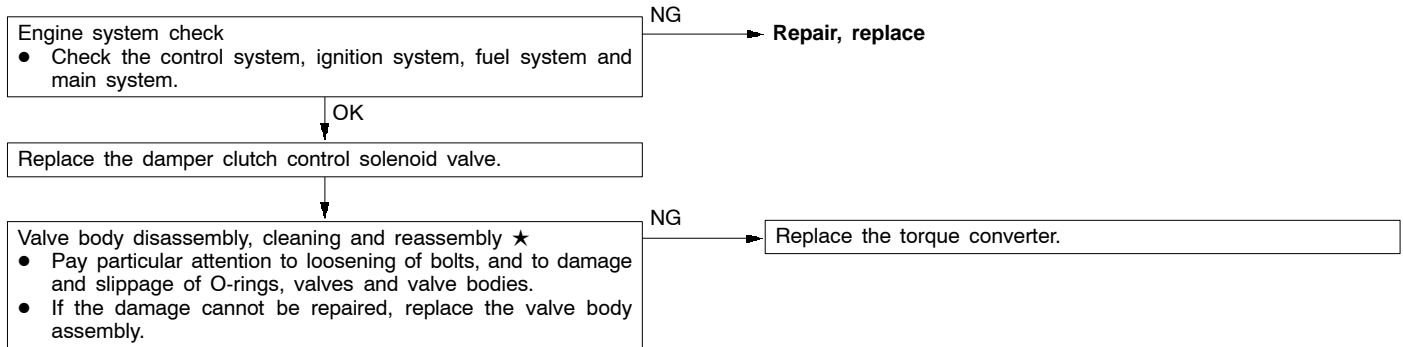
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 7

Engine stalling when shifting	Probable cause
If the engine stalls when the selector lever is shifted from N to D or R range while the engine is idling, the cause is probably a malfunction of the engine system, damper clutch solenoid valve, valve body or torque converter (damper clutch malfunction).	<ul style="list-style-type: none"> ● Malfunction of the engine system ● Malfunction of the damper clutch control solenoid valve ● Malfunction of the valve body ● Malfunction of the torque converter (Malfunction of the damper clutch)

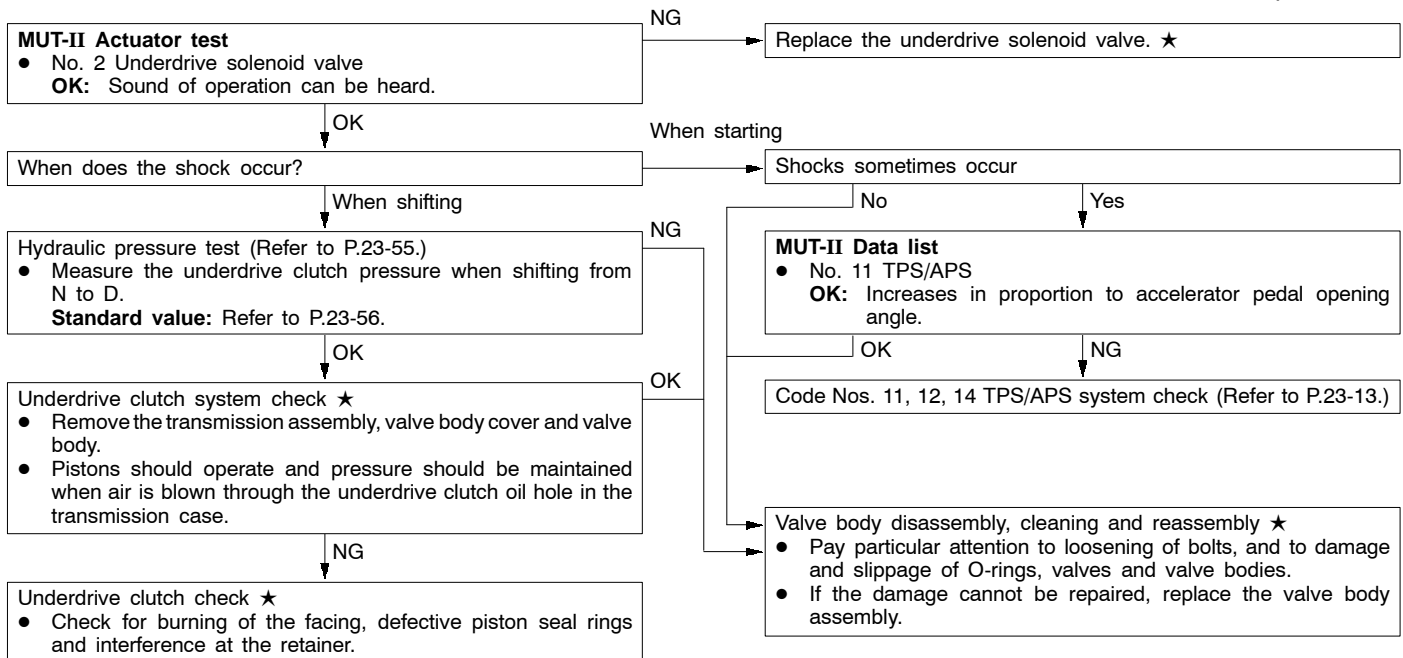
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 8

Shocks when changing from N to D and large time lag	Probable cause
If abnormal shocks or a time lag of 2 seconds or more occur when the selector lever is shifted from N to D range while the engine is idling, the cause is probably abnormal underdrive clutch pressure or a malfunction of the underdrive clutch, valve body, TPS <4G93> or APS <4G64>.	<ul style="list-style-type: none"> ● Abnormal underdrive clutch pressure ● Malfunction of the underdrive solenoid valve ● Malfunction of the underdrive clutch ● Malfunction of the valve body ● Malfunction of the idle position switch ● Malfunction of the TPS <4G93> ● Malfunction of the APS <4G64>

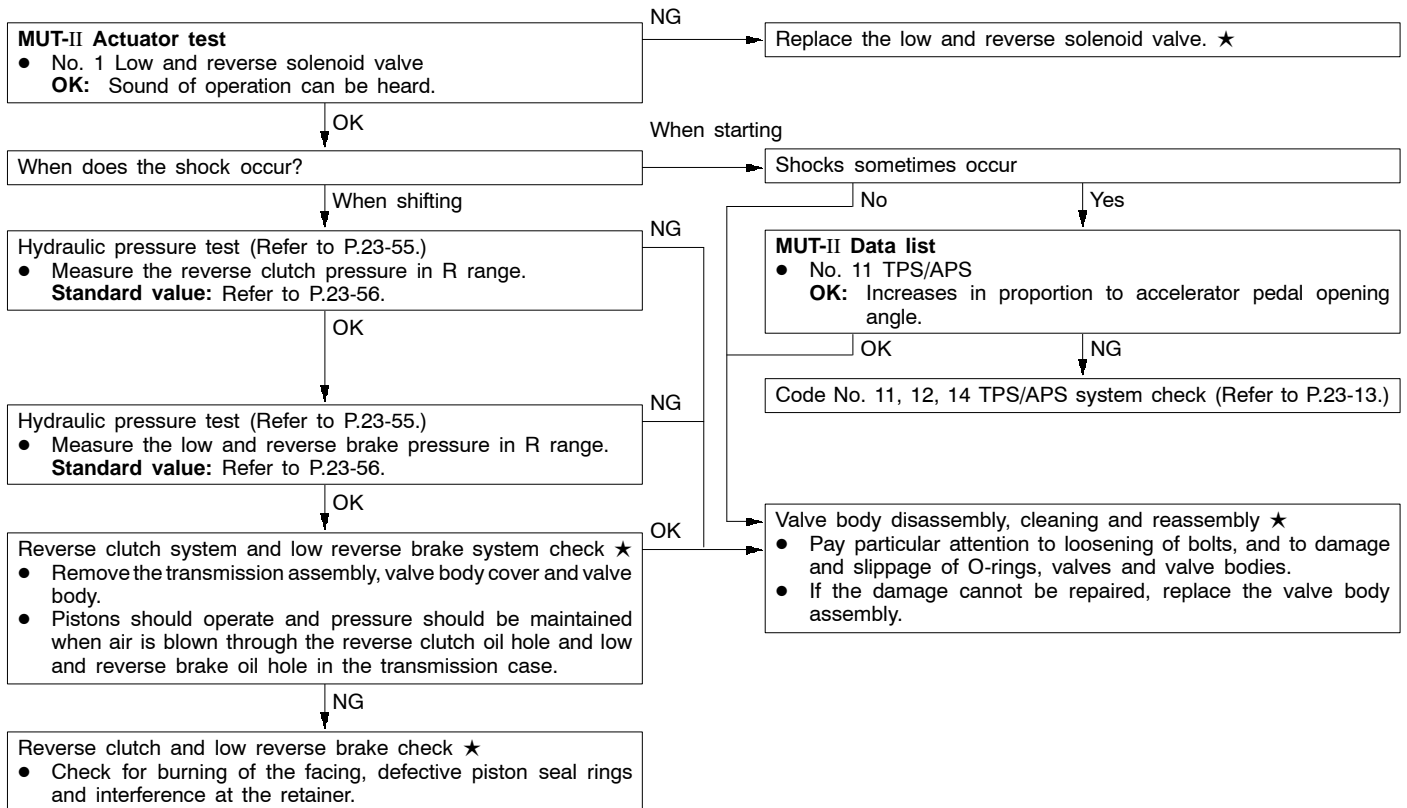
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 9

Shocks when changing from N to R and large time lag	Probable cause
If abnormal shocks or a time lag of 2 seconds or more occurs when the selector lever is shifted from N to R range while the engine is idling, the cause is probably abnormal reverse clutch pressure or low and reverse brake pressure, or a malfunction of the reverse clutch, low and reverse brake, valve body, TPS <4G93> or APS <4G64>.	<ul style="list-style-type: none"> ● Abnormal reverse clutch pressure ● Abnormal low and reverse brake pressure ● Malfunction of the low and reverse solenoid valve ● Malfunction of the reverse clutch ● Malfunction of the low and reverse brake ● Malfunction of the valve body ● Malfunction of the idle position switch ● Malfunction of the TPS <4G93> ● Malfunction of the APS <4G64>

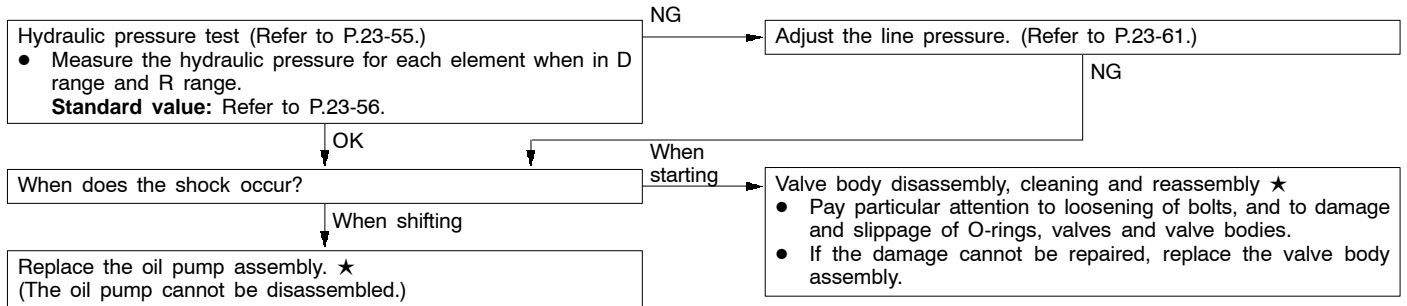
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 10

Shocks when changing from N to D, N to R and large time lag	Probable cause
If abnormal shocks or a time lag of 2 seconds or more occur when the selector lever is shifted from N to D range and from N to R range while the engine is idling, the cause is probably abnormal line pressure or a malfunction of the oil pump or valve body.	<ul style="list-style-type: none"> ● Abnormal line pressure ● Malfunction of the oil pump ● Malfunction of the valve body

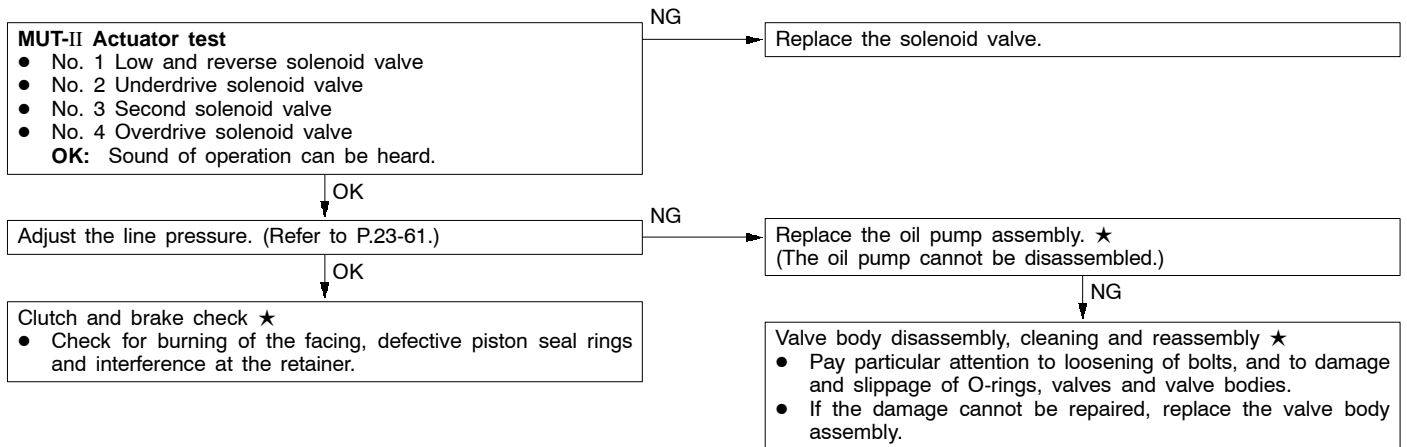
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 11

Shocks and running up	Probable cause
If shocks occur when driving due to upshifting or downshifting and the transmission speed becomes higher than the engine speed, the cause is probably abnormal line pressure or a malfunction of a solenoid valve, oil pump, valve body or of a brake or clutch.	<ul style="list-style-type: none"> ● Abnormal line pressure ● Malfunction of each solenoid valve ● Malfunction of the oil pump ● Malfunction of the valve body ● Malfunction of each brake or each clutch

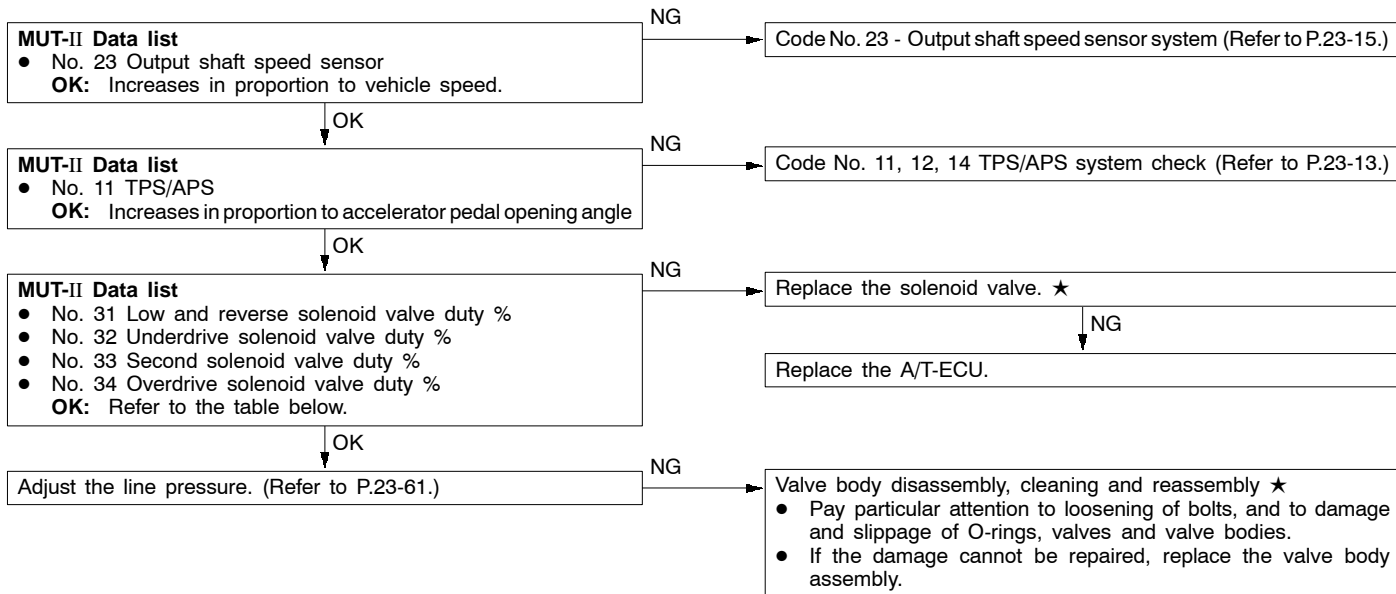
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 12

All points (Displaced shifting points)	Probable cause
If all shift points are displaced while driving, the cause is probably a malfunction of the output shaft speed sensor, TPS or of a solenoid valve.	<ul style="list-style-type: none"> ● Malfunction of the output shaft speed sensor ● Malfunction of the throttle position sensor ● Malfunction of each solenoid valve ● Abnormal line pressure ● Malfunction of the valve body ● Malfunction of the A/T-ECU

★: Refer to the Transmission Workshop Manual.

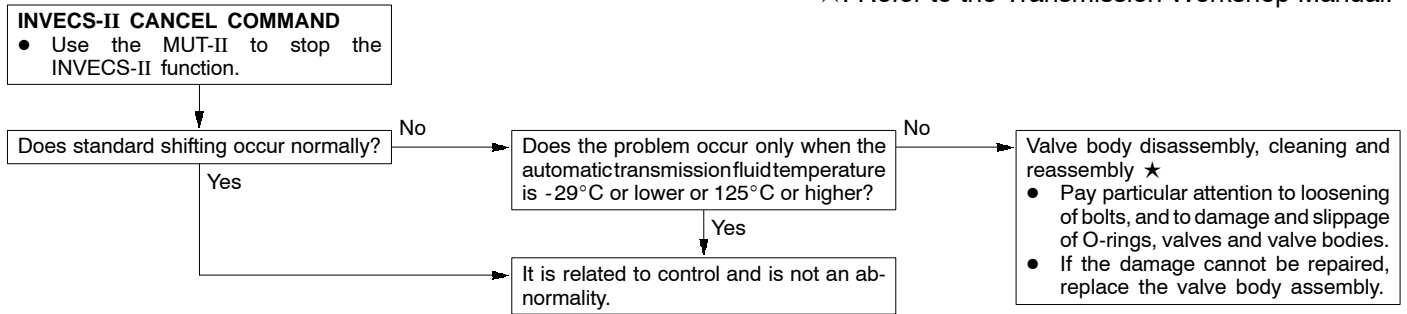


	No. 31	No. 32	No. 33	No. 34
Driving at constant speed in 1st gear	0 %	0 %	100 %	100 %
Driving at constant speed in 2nd gear	100 %	0 %	0 %	100 %
Driving at constant speed in 3rd gear	100 %	0 %	100 %	0 %
Driving at constant speed in 4th gear	100 %	100 %	0 %	0 %

INSPECTION PROCEDURE 13

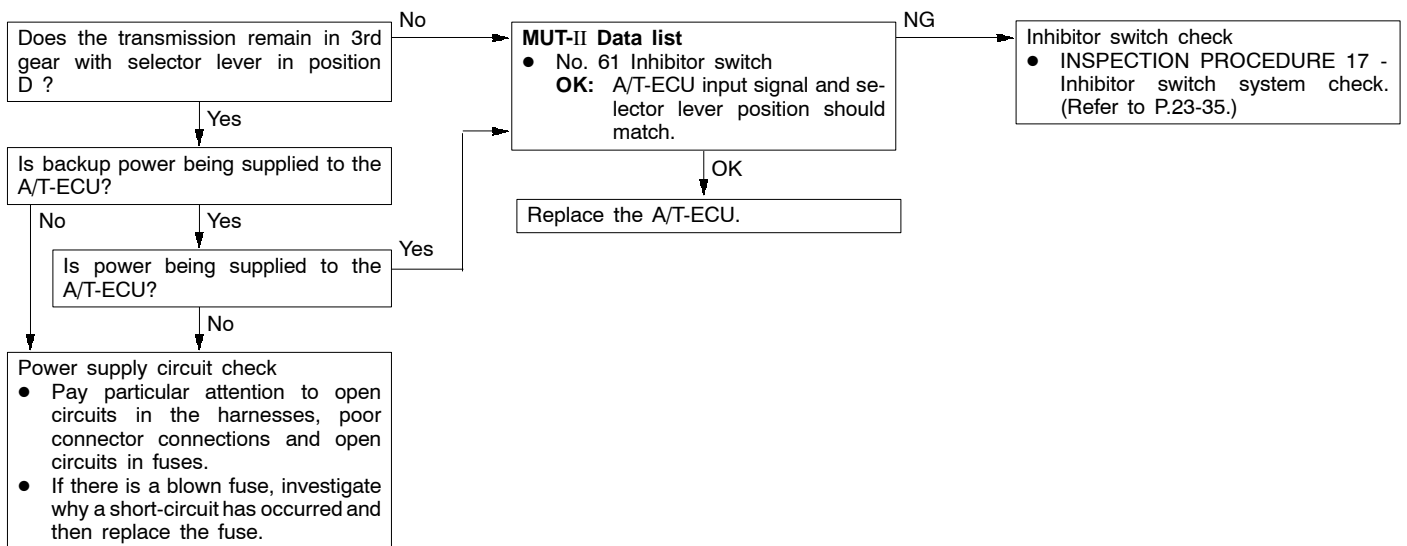
Some points (Displaced shifting points)	Probable cause
If some of the shift points are displaced while driving, the cause is probably a malfunction of the valve body, or it is related to control and is not an abnormality.	<ul style="list-style-type: none"> • Malfunction of the valve body

★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 14

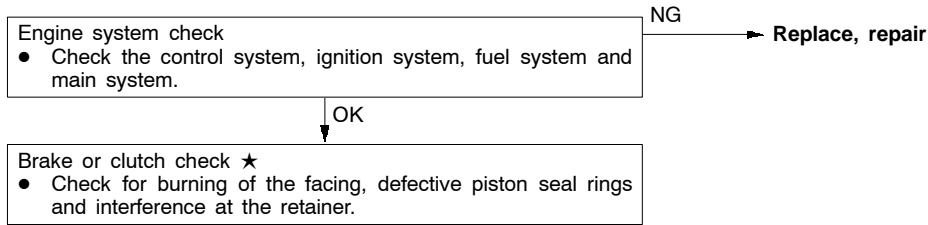
No diagnosis codes (Does not shift)	Probable cause
If shifting does not occur while driving and no diagnosis codes are output, the cause is probably a malfunction of the inhibitor switch, or A/T-ECU.	<ul style="list-style-type: none"> • Malfunction of the inhibitor switch • Malfunction of the A/T-ECU



INSPECTION PROCEDURE 15

Poor acceleration	Probable cause
If acceleration is poor even if downshifting occurs while driving, the cause is probably a malfunction of the engine system or of a brake or clutch.	<ul style="list-style-type: none"> ● Malfunction of the engine system ● Malfunction of the brake or clutch

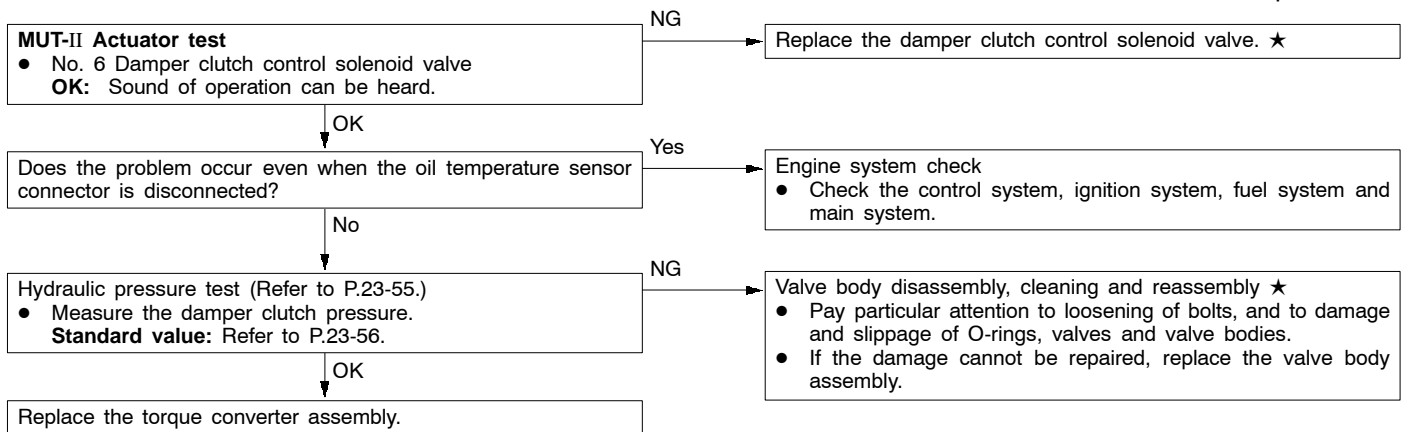
★: Refer to the Transmission Workshop Manual.



INSPECTION PROCEDURE 16

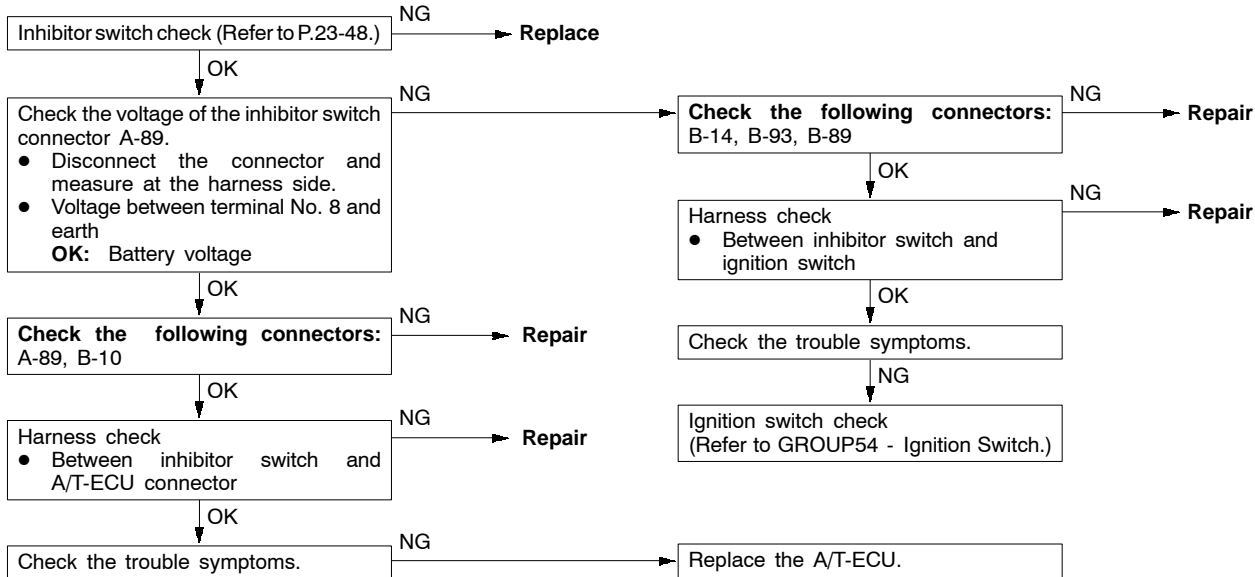
Vibration	Probable cause
If vibration occurs when driving at constant speed or when accelerating and deceleration in top range, the cause is probably abnormal damper clutch pressure or a malfunction of the engine system, damper clutch control solenoid valve, torque converter or valve body.	<ul style="list-style-type: none"> ● Abnormal damper clutch pressure ● Malfunction of the engine system ● Malfunction of the damper clutch control solenoid valve ● Malfunction of the torque converter ● Malfunction of the valve body

★: Refer to the Transmission Workshop Manual.



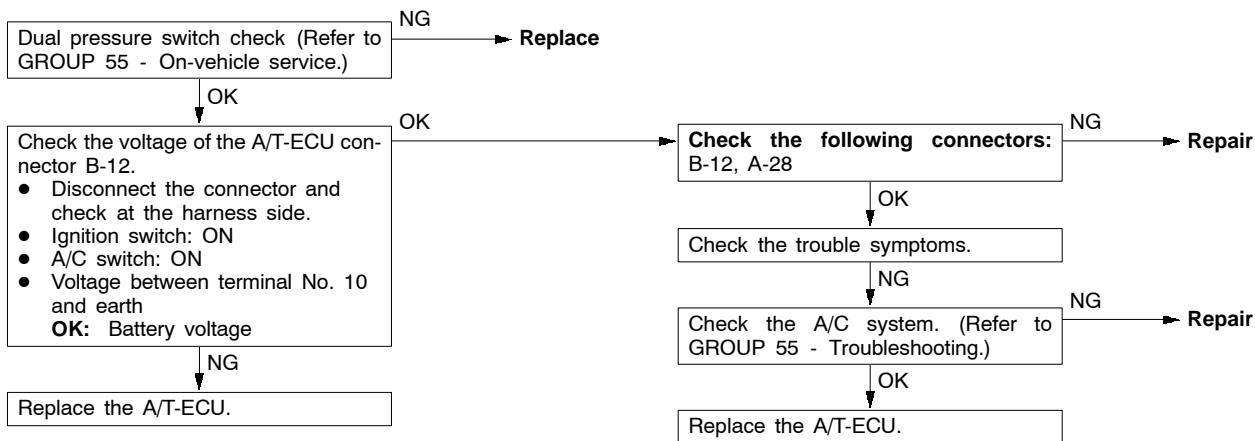
INSPECTION PROCEDURE 17

Inhibitor switch system	Probable cause
The cause is probably a malfunction of the inhibitor switch circuit, ignition switch circuit or a defective A/T-ECU.	<ul style="list-style-type: none"> ● Malfunction of the inhibitor switch ● Malfunction of the ignition switch ● Malfunction of connector ● Malfunction of the A/T-ECU



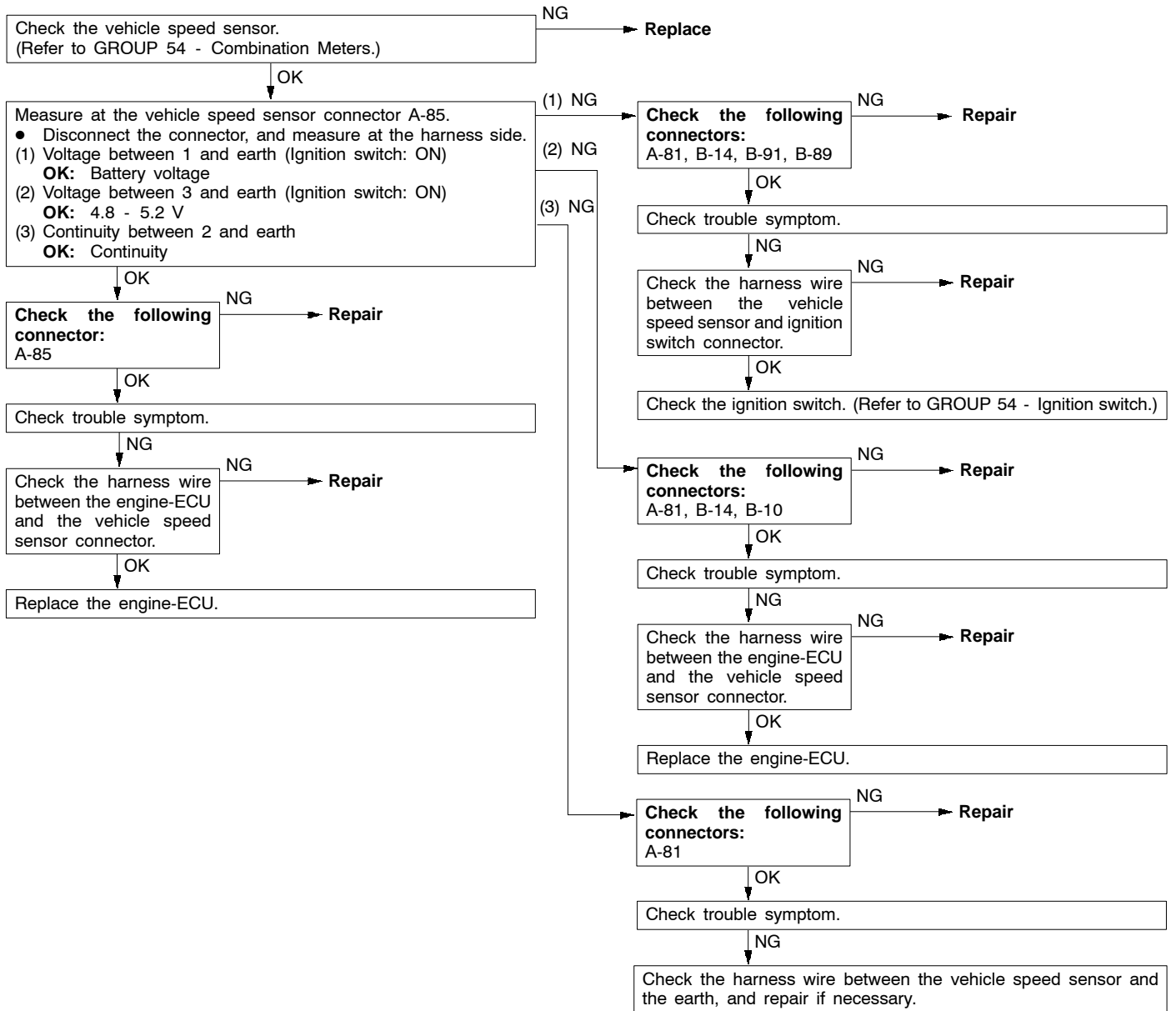
INSPECTION PROCEDURE 18

Dual pressure switch system	Probable cause
The cause is probably a defective dual pressure switch circuit or a defective A/T-ECU.	<ul style="list-style-type: none"> ● Malfunction of the dual pressure switch ● Malfunction of connector ● Malfunction of A/C system ● Malfunction of the A/T-ECU



INSPECTION PROCEDURE 19

Vehicle speed sensor system	Probable cause
The cause is probably a defective vehicle speed sensor circuit or a defective A/T-ECU.	<ul style="list-style-type: none"> ● Malfunction of the vehicle speed sensor ● Malfunction of connector ● Malfunction of the A/T-ECU



DATA LIST REFERENCE TABLE

23100810284

Item No.	Check item	Check requirement	Normal value	
11	Throttle position sensor <4G93> Accelerator pedal position sensor <4G64>	Engine: Stopped Selector lever position: P	Accelerator pedal: Released	300 - 1,000 mV
			Accelerator pedal: Half depressed	Gradually rises from the above value
			Accelerator pedal: Depressed	4,500 - 5,500 mV
15	Oil temperature sensor	Warming up	Drive for 15 minutes or more so that the automatic transmission fluid temperature becomes 70 - 90 °C.	Gradually rises to 70 - 90 °C
21	Crank angle sensor	Engine: Idling Selector lever position: P	Accelerator pedal: Released	550 - 900 r/min
			Accelerator pedal: Half depressed	Gradually rises from the above value
22	Input shaft speed sensor	Selector lever position: 3	Driving at constant speed of 50 km/h in 3rd gear	1,800 - 2,100 r/min
23	Output shaft speed sensor	Selector lever position: 3	Driving at constant speed of 50 km/h in 3rd gear	1,800 - 2,100 r/min
25	Wide open throttle switch	Accelerator pedal position	Released	OFF
			Depressed	ON
26	Stop lamp switch	Ignition switch: ON Engine: Stopped	Brake pedal: Depressed	ON
			Brake pedal: Released	OFF
29	Vehicle speed sensor	Selector lever position: 3	Idling with 1st gear (Vehicle stopped)	0 km/h
			Driving at constant speed of 50 km/h in 3rd gear	50 km/h
31	Low and reverse solenoid valve duty %	Selector lever position: L, 2, 3, D	10 km/h in 1st gear	No. 31: 0 %, No. 32: 0 %, No. 33: 100 %, No. 34: 100%
32	Underdrive solenoid valve duty %		30 km/h in 2nd gear	No. 31: 100 %, No. 32: 0 %, No. 33: 0 %, No. 34: 100%
33	Second solenoid valve duty %		50 km/h in 3rd gear	No. 31: 100 %, No. 32: 0 %, No. 33: 100 %, No. 34: 0%
34	Overdrive solenoid valve duty %		70 km/h in 4th gear	No. 31: 100 %, No. 32: 100 %, No. 33: 0 %, No. 34: 0%

Item No.	Check item	Check requirement		Normal value
36	Damper clutch control solenoid valve duty %	Selector lever position: 3	Driving at 50 km/h in 3rd gear with accelerator released	0 %
			Driving at constant speed of 70 km/h in 3rd gear	Approx. 70 - 90 %
52	Amount of damper clutch slippage	Selector lever position: 3	Driving at 50 km/h in 3rd gear with accelerator fully closed	Approx. 100 - 300 r/min
			Driving at constant speed of 70 km/h in 3rd gear	Approx. 0 - 10 r/min
54	Control relay output voltage	Ignition switch : OFF	Ignition switch: ON → OFF	Battery voltage (V) → 0 V
57	Engine volumetric efficiency	Selector lever position: N	N range with accelerator pedal released → depressed.	Data changes
61	Inhibitor switch	Ignition switch: ON Engine: Stopped	Selector lever position: P	P
			Selector lever position: R	R
			Selector lever position: N	N
			Selector lever position: D	D
			Selector lever position: 3	3
			Selector lever position: 2	2
			Selector lever position: L	L
63	Shift position	Selector lever position: L, 2, 3, D	Driving at constant speed of 10 km/h in 1st gear	1st
			Driving at constant speed of 30 km/h in 2nd gear	2nd
			Driving at constant speed of 50 km/h in 3rd gear	3rd
			Driving at constant speed of 70 km/h in 4th gear	4th
65	Dual pressure switch	Engine: Idling Selector lever position: N	A/C switch: ON	ON
			A/C switch: OFF	OFF

ACTUATOR TEST JUDGEMENT VALUE

23100820157

Item No.	Check item	Test content	Check requirement	Normal value
1	Low reverse solenoid valve	Drive the solenoid valve specified by the MUT-II at 50 % duty for 5 seconds. No other solenoid valve should be energized.	Ignition switch: ON Selector lever position: P Engine: 0 r/min Vehicle speed: 0 km/h (Vehicle stopped) Throttle (Accelerator) opening voltage: Less than 0 V	The operation sound should be audible when the solenoid valve is driven.
2	Underdrive solenoid valve			
3	Second solenoid valve			
4	Overdrive solenoid valve			
6	Damper clutch control solenoid valve			
12	A/T control relay	Control relay is OFF for 3 seconds.		Data list No. 54 (1) During test: 0 V (2) Normal: Battery voltage [V]

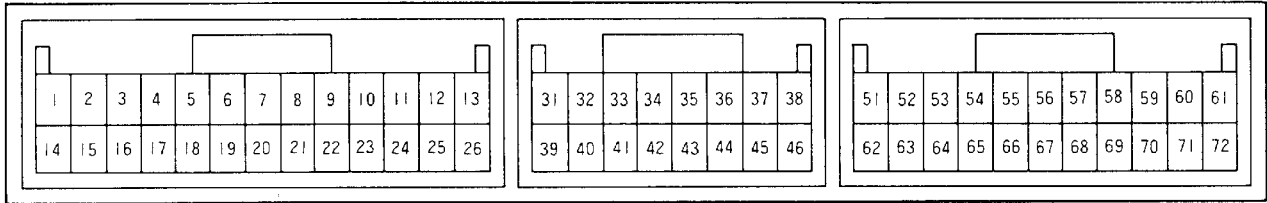
INVECS-II CANCEL COMMAND

23100950122

Item No.	Item	Content	Remarks
14	INVECS-II	Stop the INVECS-II control and change gears according to the standard shift pattern.	Use this function when carrying out procedure 8 in the road tests.

CHECK AT A/T-ECU TERMINALS

23100840252



A9FA0133

Terminal No.	Check item	Check requirement	Standard value
1	Underdrive solenoid valve	Selector lever position: D (1st gear)	Battery voltage
		Selector lever position: P	Approx. 7 - 9 V
2	Solenoid valve power supply	Ignition switch: OFF	0 V
		Ignition switch: ON	Battery voltage
3	Solenoid valve power supply	Ignition switch: OFF	0 V
		Ignition switch: ON	Battery voltage
10	A/C compressor load signal	A/C switch: OFF	0 V
		A/C switch: ON	Battery voltage
11	Power supply	Ignition switch: OFF	0 V
		Ignition switch: ON	Battery voltage
12	Earth	Always	0 V
13	Earth	Always	0 V
14	Overdrive solenoid valve	Selector lever position: D (3rd gear)	Battery voltage
		Selector lever position: P	Approx. 7 - 9 V
15	Damper clutch control solenoid valve	Selector lever position: L (1st gear)	Battery voltage
		Selector lever position: 3 (50 km/h in 3rd gear)	Other than battery voltage
16	Second solenoid valve	Selector lever position: 2 (2nd gear)	Battery voltage
		Selector lever position: P	Approx. 7 - 9 V
23	Diagnosis control	-	-
24	Power supply	Ignition switch: OFF	0 V
		Ignition switch: ON	Battery voltage
25	Earth	Always	0 V

Terminal No.	Check item	Check requirement	Standard value
26	Earth	Always	0 V
31	Input shaft speed sensor	Measure between terminal No. 31 and No. 43 by an oscilloscope. Engine: 2,000 r/min Selector lever position: 3	Refer to P.23-43, Oscilloscope inspection procedure.
32	Output shaft speed sensor	Measure between terminal No. 32 and No. 43 by an oscilloscope. Engine: 2,000 r/min Selector lever position: 3	Refer to P.23-43, Oscilloscope inspection procedure.
33	Crank angle sensor	Engine: Idling	2.0 - 2.4 V
38	Back up power supply	Ignition switch: OFF	Battery voltage
43	Sensor earth	Always	0 V
44	Oil temperature sensor	ATF temperature: 25 °C	3.8 - 4.0 V
		ATF temperature: 80 °C	2.3 - 2.5 V
45	Throttle position sensor (TPS) <4G93> Accelerator pedal position sensor (APS) <4G64>	Accelerator pedal: Released (Engine stopped)	0.5 - 1.0 V
		Accelerator pedal: Depressed (Engine stopped)	4.5 - 5.0 V
53	Communication with engine-ECU	Engine: Idling Selector lever position: D	Other than 0 V
54	Communication with engine-ECU	Engine: Idling Selector lever position: D	Other than 0 V
55	Inhibitor switch P	Selector lever position: P	Battery voltage
		Selector lever position: Other than above	0 V
56	Inhibitor switch N	Selector lever position: N	Battery voltage
		Selector lever position: Other than above	0 V
57	Inhibitor switch 3	Selector lever position: 3	Battery voltage
		Selector lever position: Other than above	0 V
58	Inhibitor switch L	Selector lever position: L	Battery voltage
		Selector lever position: Other than above	0 V
59	Stop lamp switch	Brake pedal: Depressed	Battery voltage
		Brake pedal: Released	0 V
62	Low and reverse solenoid valve	Selector lever position: D (1st gear)	Battery voltage
		Selector lever position: D (2nd gear)	Approx. 7 - 9 V
63	Diagnosis output	Normal (No diagnosis code output)	0 → 5 V flashing

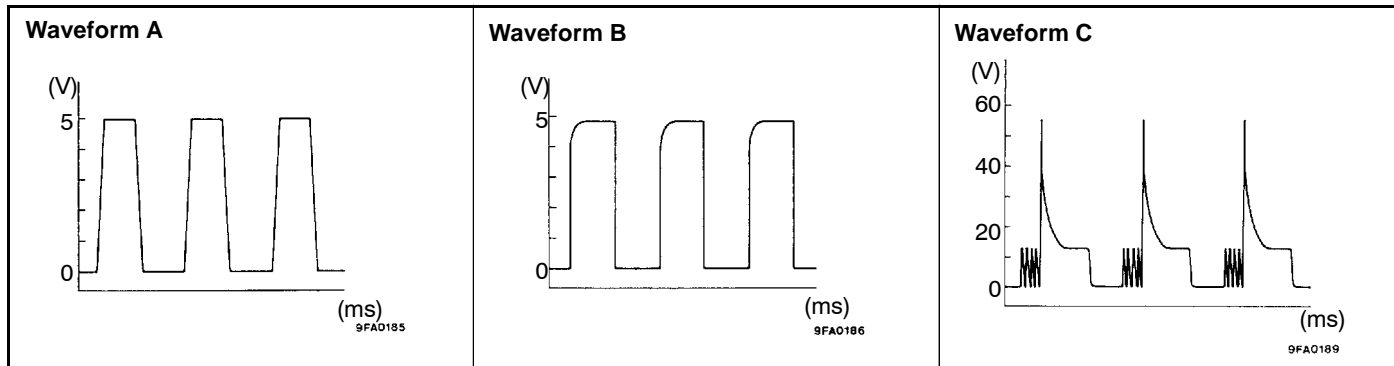
Terminal No.	Check item	Check requirement	Standard value
65	Wide open throttle switch	Accelerator pedal: Released	4.5 - 5.5 V
		Accelerator pedal: Depressed	Less than 0.4 V
66	Inhibitor switch R	Selector lever position: R	Battery voltage
		Selector lever position: Other than above	0 V
67	Inhibitor switch D	Selector lever position: D	Battery voltage
		Selector lever position: Other than above	0 V
68	Inhibitor switch 2	Selector lever position: 2	Battery voltage
		Selector lever position: Other than above	0 V
69	Vehicle speed sensor	When stopped	0 V
		Move forward slowly	0 → 5 V flashing
71	A/T control relay	Ignition switch: OFF	0 V
		Ignition switch: ON	Battery voltage
72	Earth	Ignition switch: ON	0 V

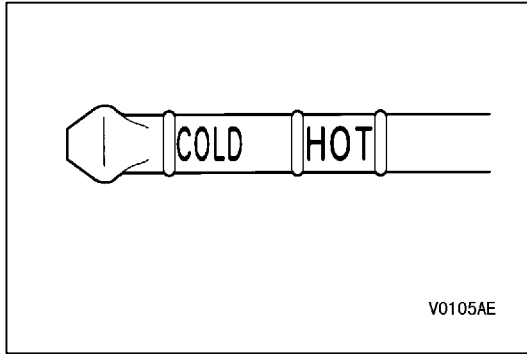
OSCILLOSCOPE INSPECTION PROCEDURE

23100850132

Check item	Check requirement		Normal condition (Waveform sample)
Crank angle sensor	Selector lever position: N	Idling (Vehicle stopped)	Waveform A
Input shaft speed sensor	Selector lever position: 3	Driving at constant speed of 50 km/h in 3rd gear (Engine: 1,800 - 2,100 r/min)	Waveform B
Output shaft speed sensor			
Vehicle speed sensor			
Low reverse solenoid valve	Ignition switch: ON Selector lever position: P Engine: 0 r/min Vehicle speed: 0 km/h (Vehicle stopped) Throttle (Accelerator) opening angle: Less than 1 V	Force drive each solenoid valve (Actuator test)	Waveform C
Underdrive solenoid valve			
Second solenoid valve			
Overdrive solenoid valve			
Damper clutch control solenoid valve			

Waveform sample





ON-VEHICLE SERVICE

23100090374

ESSENTIAL SERVICE

AUTOMATIC TRANSMISSION FLUID CHECK

Caution

When the transmission has been replaced or overhauled, or driving has been carried out under the severe condition, the transmission fluid cooler line flushing should always be carried out and also, the transmission fluid and oil filters (special filters for transmission only) should always be replaced.

1. Drive the vehicle until the fluid temperature rises to the normal temperature (70 - 80°C).
2. Park the vehicle on a level surface.
3. Move the selector lever through all positions to fill the torque converter and the hydraulic circuits with fluid, and then move the selector lever to the N position.
4. After wiping off any dirt around the oil level gauge, remove the oil level gauge and check the condition of the fluid.

NOTE

If the fluid smells as if it is burning, it means that the fluid has been contaminated by the particles from the bushes and friction materials, a transmission overhaul and flushing the cooler line may be necessary.

5. Check that the fluid level is at the HOT mark on the oil level gauge. If the fluid level is lower than this, pour in more fluid until the level reaches the HOT mark.

Automatic transmission fluid:

Dia Queen ATF SP II, ATF SP II M or equivalent

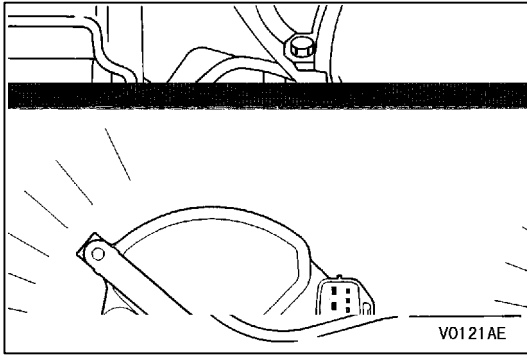
NOTE

If the fluid level is low, the oil pump will draw in air along with the fluid, which will cause bubbles to form inside the hydraulic circuit. This will in turn cause the hydraulic pressure to drop, which will result in late shifting and slipping of the clutches and brakes.

If there is too much fluid, the gears can churn it up into foam and cause the same conditions that can occur with low fluid levels.

In either case, air bubbles can cause overheating and oxidation of the fluid which can interfere with normal valve, clutch, and brake operation. Foaming can also result in fluid escaping from the transmission vent, in which case it may be mistaken for a leak.

6. Securely insert the oil level gauge.



AUTOMATIC TRANSMISSION FLUID REPLACEMENT

23100100411

Caution

When the transmission has been replaced or overhauled, the transmission fluid cooler line flushing should always be carried out before installing the transmission fluid cooler hose.

If you have a fluid changer, use this changer to replace the fluid. If you do not have a fluid changer, replace the fluid by the following procedure.

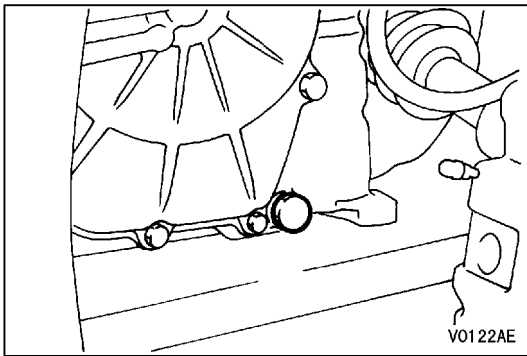
1. Disconnect the hose shown in the illustration which connects the transmission and the oil cooler (inside the radiator).
2. Start the engine and let the fluid drain out.

Running conditions: N range with engine idling

Caution

The engine should be stopped within one minute after it is started. If the fluid has all drained out before then, the engine should be stopped at that point.

Discharge volume: Approx. 3.5 L



3. Remove the drain plug from the bottom of the transmission case to drain the fluid.

Discharge volume: Approx. 2.0 L

4. Replace the oil filters. (Refer to P.23-47.)
5. Install the drain plug via a new gasket, and tighten it to the specified torque.

Tightening torque: 32 Nm

6. Pour the new fluid in through the oil filler tube.

Adding volume: Approx. 5.5 L

Caution

Stop pouring if the full volume of fluid cannot be poured in.

7. Repeat the procedure in step 2.

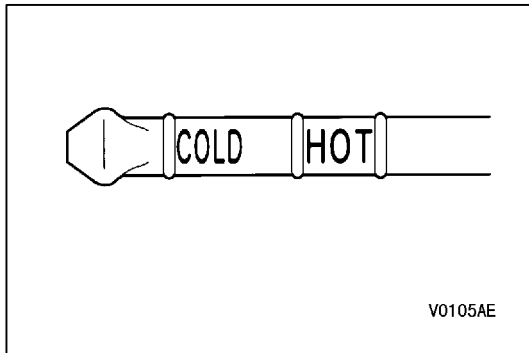
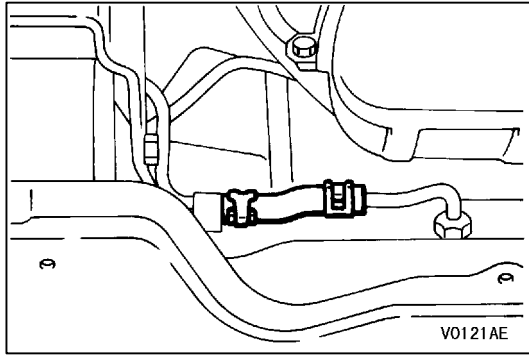
NOTE

Drain the fluid from the cooler hose 7 lit. at least. Then drain the fluid a little and check the fluid for dirt.

If it has been contaminated, repeat the steps 6 and 7.

8. Pour the new fluid in through the oil filler tube.

Adding volume: Approx. 3.5 L



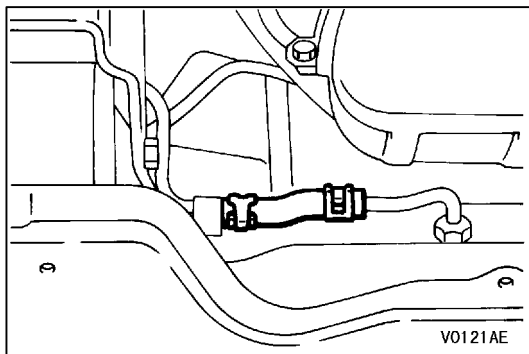
9. Reconnect the hose which was disconnected in step 1 above, and firmly replace the oil level gauge.
10. Start the engine and run it at idle for 1 - 2 minutes.
11. Move the selector lever through all positions, and then move it to the N position.

12. Check that the fluid level is at the COLD mark on the oil level gauge. If the level is lower than this, pour in more fluid.
13. Drive the vehicle until the fluid temperature rises to the normal temperature (70 - 80°C), and then check the fluid level again.
The fluid level must be at the HOT mark.

NOTE

The COLD level is for reference only; the HOT level should be regarded as the standard level.

14. Firmly insert the oil level gauge into the oil filler tube.



AUTOMATIC TRANSMISSION FLUID COOLER LINE FLUSHING

23101300070

Caution

When the transmission has been replaced or overhauled, or automatic transmission fluid is contaminated, the transmission fluid cooler line flushing should always be carried out.

1. Disconnect the hose shown in the illustration which connects the transmission and the oil cooler (inside the radiator).
2. Start the engine and let the fluid drain out.

Caution

The engine should be stopped within one minute after it is started. If the fluid has all drained out before then, the engine should be stopped at that point.

Discharge volume: Approx. 3.5 L

3. Pour the new fluid in through the oil filler tube.

Adding volume: Approx. 3.5 L

Caution

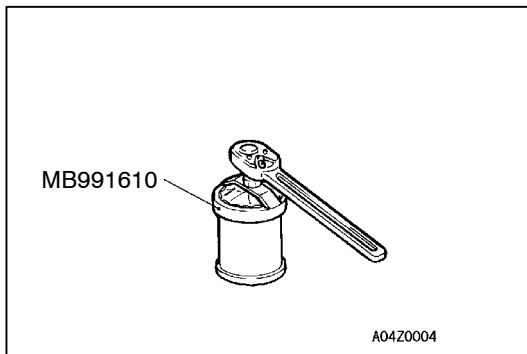
Stop pouring if the 3.5 lit. of fluid cannot be poured in.

4. Repeat the procedure in step 2.

NOTE

Drain the fluid from the cooler hose 7.0 lit. at least i step 2. Then drain the fluid a little and check the fluid for dirt. If it has been contaminated, repeat steps 3 and 4.

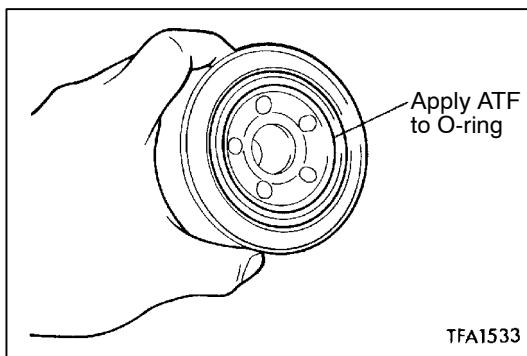
5. Follow the automatic transmission fluid replacement procedure from step 3.



OIL FILTER REPLACEMENT

23101050111

1. Use the special tool (MB991610) to remove the automatic transmission oil filter.
2. Clean the filter bracket side mounting surface.



3. Apply a small amount of automatic transmission fluid to the O-ring of the new oil filter.
4. Use the special tool (MB991610) to install the automatic transmission oil filter.

NOTE

Tightening torque: 12 Nm

5. Check the quantity of the automatic transmission fluid. (Refer to P.23-44.)

THROTTLE POSITION SENSOR ADJUSTMENT <4G93>

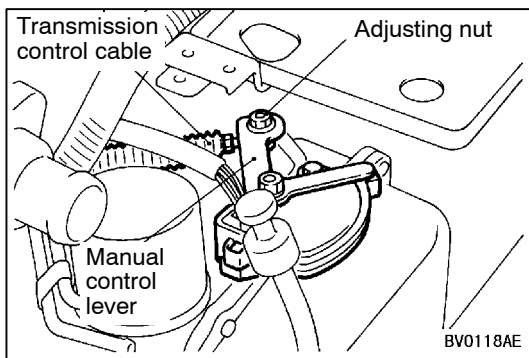
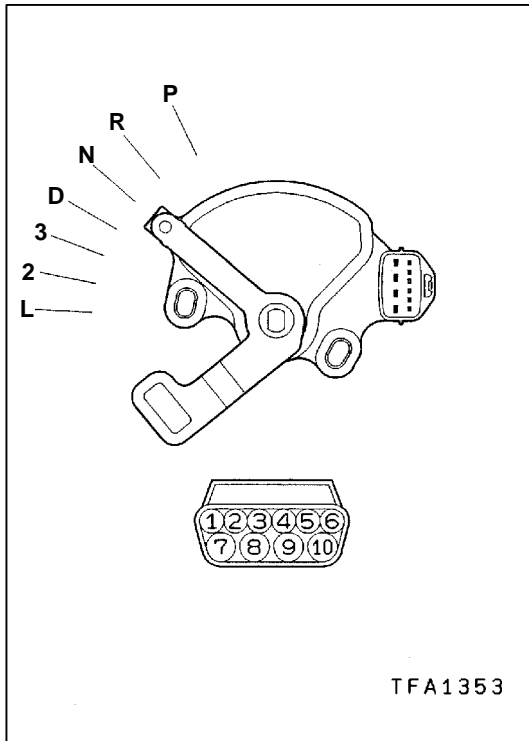
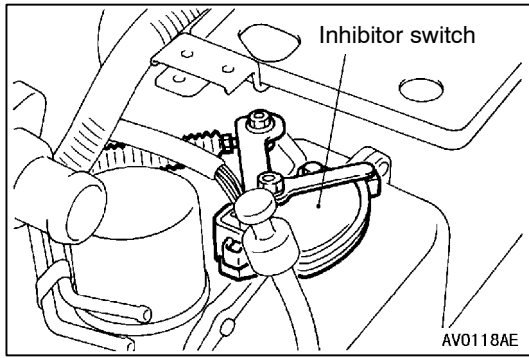
23100190210

Refer to GROUP 13B - On-vehicle Service.

ACCELERATOR PEDAL POSITION SENSOR ADJUSTMENT <4G64>

23100250062

Refer to GROUP 13A - On-vehicle Service.



INHIBITOR SWITCH CONTINUITY CHECK

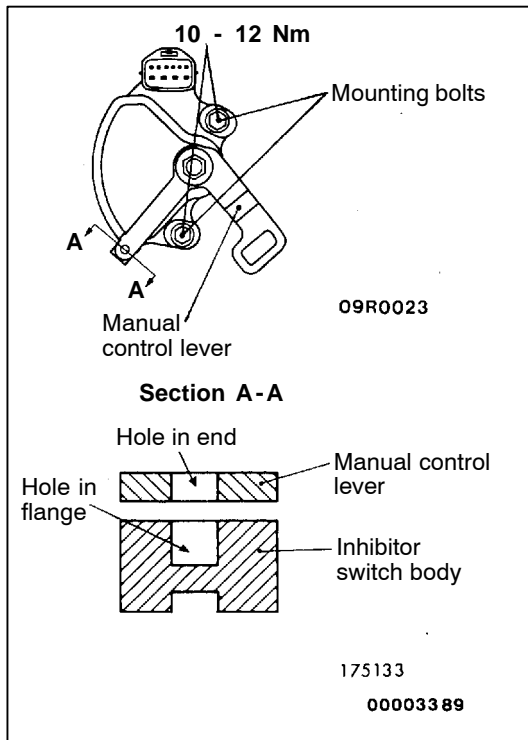
23100140475

Items	Terminal No.									
	1	2	3	4	5	6	7	8	9	10
P			○					○	○	○
R							○	○		
N				○				○	○	○
D	○							○		
3					○			○		
2		○						○		
L						○		○		

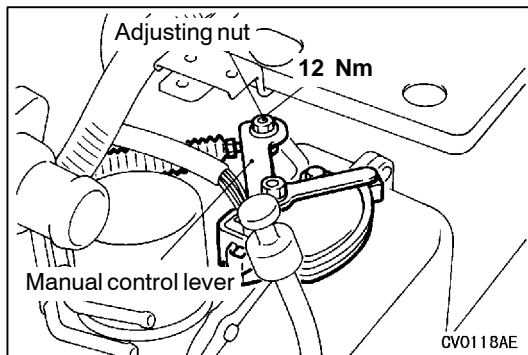
INHIBITOR SWITCH AND CONTROL CABLE ADJUSTMENT

23100150201

1. Set the selector lever to the "N" position.
2. Loosen the control cable to manual control lever coupling nut to free the cable and lever.
3. Set the manual control lever to the neutral position.



4. Loosen the inhibitor switch body mounting bolts and the turn the inhibitor switch body so the hole in the end of the manual control lever and the hole (cross section A-A in the figure on the left) in the flange of the inhibitor switch body are aligned.
5. Tighten the inhibitor switch body mounting bolts to the specified torque. Be careful at this time that the position of the switch body is not changed.



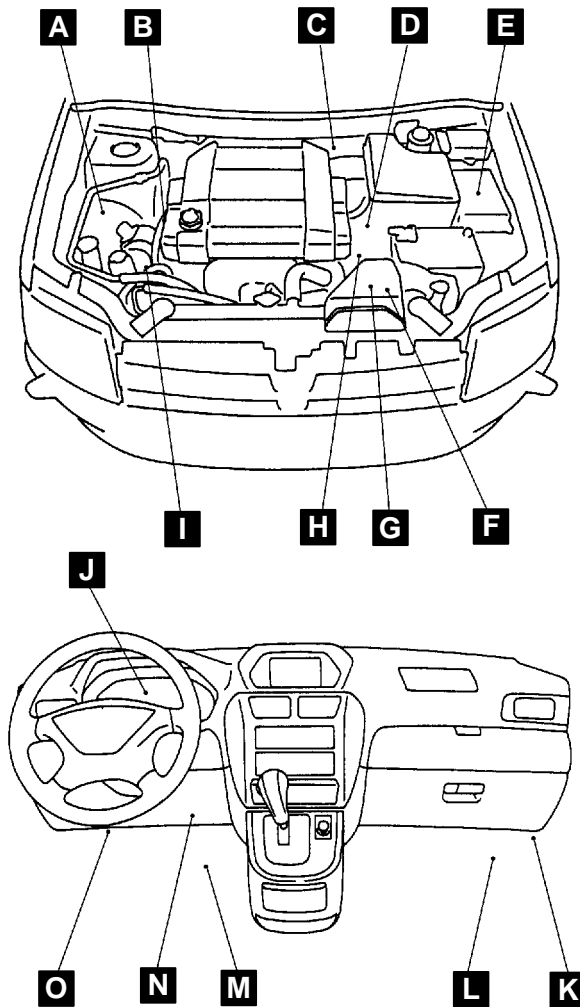
6. Gently pull the transmission control cable in the direction of the arrow, and then tighten the adjusting nut.
7. Check that the selector lever is in the "N" position.
8. Check that each range on the transmission side operates and functions correctly for each position of the selector lever.

A/T CONTROL COMPONENT LOCATION

23100860319

Name	Symbol	Name	Symbol
Accelerator position sensor <4G64>	A	Oil temperature sensor	F
A/T control relay	E	Output shaft speed sensor	H
A/T-ECU	K	Shift indicator lamp	J
Crank angle sensor	B	Solenoid valve	F
Diagnosis connector	N	Stop lamp switch	O
Dual pressure switch	I	Throttle position sensor <4G93>	C
Engine-ECU	L	Vehicle speed sensor	D
Inhibitor switch	G	Wide open throttle switch	M
Input shaft speed sensor	H		

spot=GA



W0160AE

W0145AE
00009528

A/T CONTROL COMPONENT CHECK

23100900134

CRANK ANGLE SENSOR CHECK

Refer to GROUP 13 - Troubleshooting [link=13100850034](#).

THROTTLE POSITION SENSOR CHECK

<4G93>

23100390337

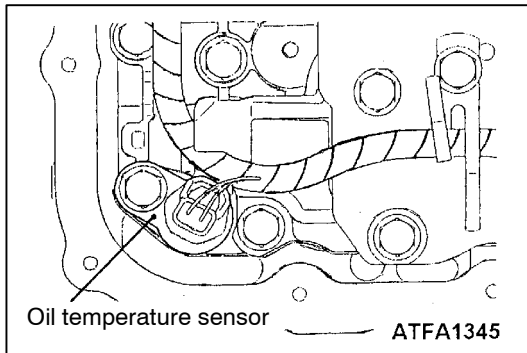
Refer to GROUP 13B - On-vehicle Service [link=13100320030](#).

ACCELERATOR PEDAL POSITION SENSOR CHECK

<4G64>

23100420067

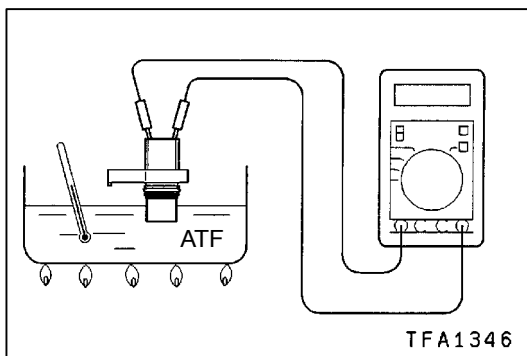
Refer to GROUP 13A - On-vehicle Service [link=13600430011](#).



OIL TEMPERATURE SENSOR CHECK

23100450196

1. Remove the oil temperature sensor.



2. Measure the resistance between terminals No. 1 and No. 2 of the oil temperature sensor connector.

Standard value:

Oil temperature (°C)	Resistance (kΩ)
0	16.7 - 20.5
100	0.57 - 0.69

INHIBITOR SWITCH CHECK

23100140482

Refer to P.23A-48.

STOP LAMP SWITCH CHECK

23100910113

Refer to GROUP 35 - Brake Pedal [link=35100890045](#).

VEHICLE SPEED SENSOR CHECK

23100460229

Refer to GROUP 54 - On-vehicle Service [link=54300300019](#).

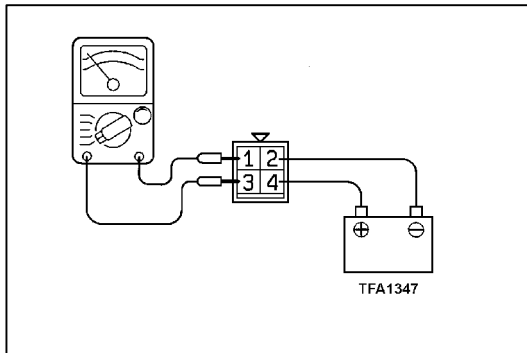
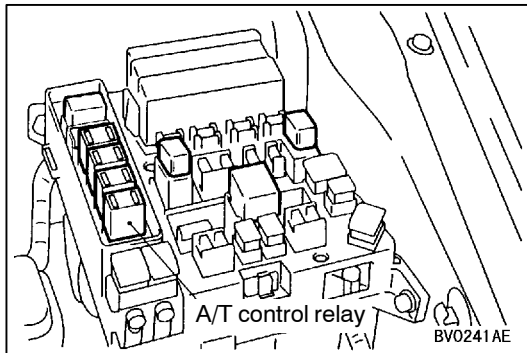
DUAL PRESSURE SWITCH CHECK

23100470185

Refer to GROUP 55 - On-vehicle Service^{link=55201040068}.**WIDE OPEN THROTTLE SWITCH CHECK**

23100890080

Refer to P.23-64.

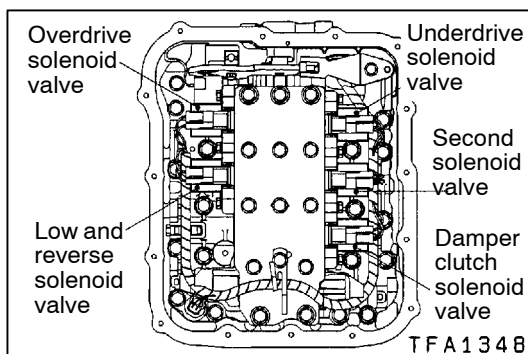
**A/T CONTROL RELAY CHECK**

23100930119

1. Remove the A/T control relay.
2. Use jumper wires to connect A/T control relay terminal 2 to the battery (-) terminal and terminal 4 to the battery (+) terminal.
3. Check the continuity between terminal 1 and terminal 3 of the A/T control relay when the jumper wires are connected to and disconnected from the battery.

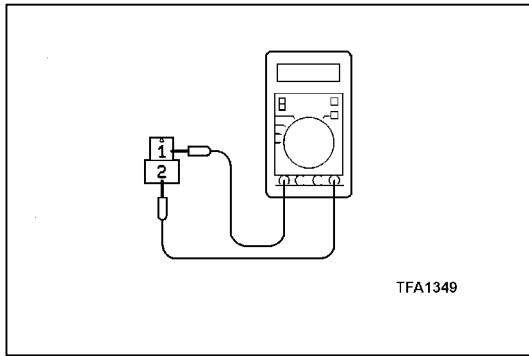
Jumper wire	Continuity between terminals No. 1 and No. 3
Connected	Continuity
Disconnected	No continuity

4. If there is a problem, replace the A/T control relay.

**SOLENOID VALVE CHECK**

23100940105

1. Remove the valve body cover.
2. Disconnect the connectors of each solenoid valve.

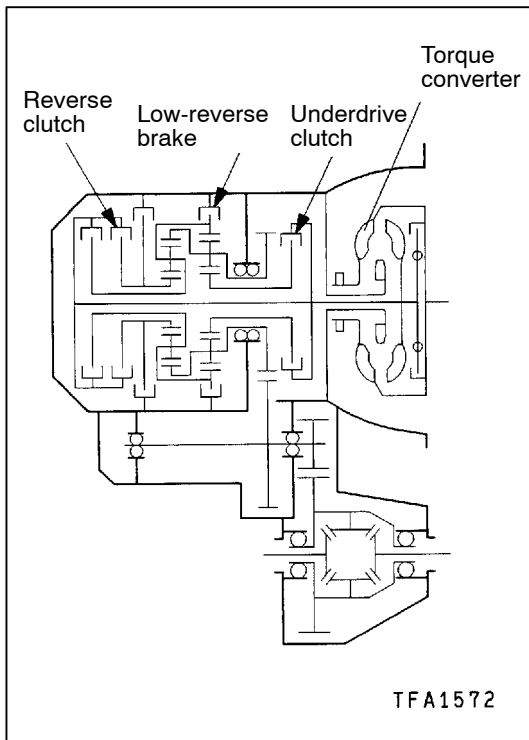


3. Measure the resistance between terminals 1 and 2 of each solenoid valve.

Standard value:

Name	Resistance
Damper clutch solenoid valve	2.7 - 3.4 Ω (at 20°C)
Low and reverse solenoid valve	
Second solenoid valve	
Underdrive solenoid valve	
Overdrive solenoid valve	

4. If the resistance is outside the standard value, replace the solenoid valve.



TORQUE CONVERTER STALL TEST

23100540275

This test measures the maximum engine speed when the selector lever is at the D or R position and the torque converter stalls to test the operation of the torque converter, starter motor and one-way clutch operation and the holding performance of the clutches and brakes in the transmission.

Caution

Do not let anybody stand in front of or behind the vehicle while this test is being carried out.

1. Check the automatic transmission fluid level and temperature and the engine coolant temperature.
 - Fluid level: At the HOT mark on the oil level gauge
 - Fluid temperature: 80 - 100°C
 - Engine coolant temperature: 80 - 100°C

2. Check both rear wheels (left and right).
3. Pull the parking brake lever on, with the brake pedal fully depressed.
4. Start the engine.
5. Move the selector lever to the D position, fully depress the accelerator pedal and take a reading of the maximum engine speed at this time.

Caution

1. The throttle should not be left fully open for any more than eight seconds.
2. If carrying out the stall test two or more times, move the selector lever to the N position and run the engine at 1,000 r/min to let the automatic transmission fluid cool down before carrying out subsequent tests.

Standard value**Stall speed:**

<4G93> 2,200 - 2,700 r/min

<4G64> 2,300 - 2,800 r/min

6. Move the selector lever to the R position and carry out the same test again.

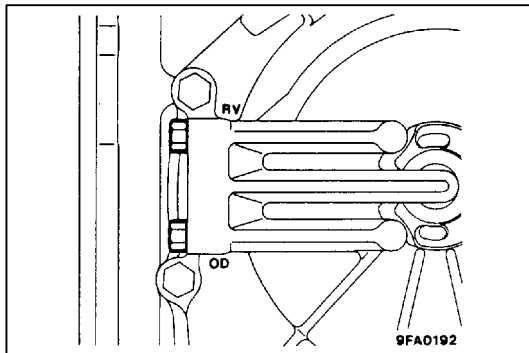
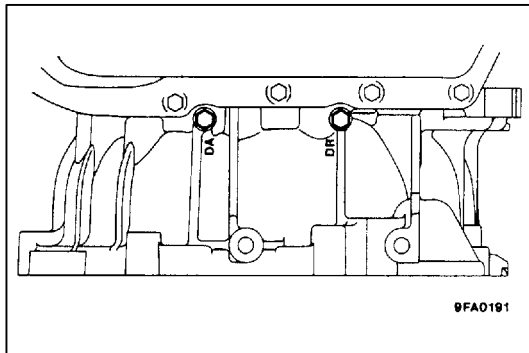
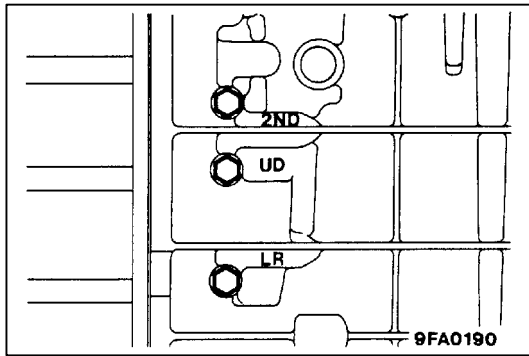
Standard value**Stall speed:**

<4G93> 2,200 - 2,700 r/min

<4G64> 2,300 - 2,800 r/min

TORQUE CONVERTER STALL TEST JUDGEMENT RESULTS

1. Stall speed is too high in both D and R ranges
 - Low line pressure
 - Low & reverse brake slippage
2. Stall speed is too high in D range only
 - Underdrive clutch slippage
3. Stall speed is too high in R range only
 - Reverse clutch slippage
4. Stall speed too low in both D and R ranges
 - Malfunction of torque converter
 - Insufficient engine output



HYDRAULIC PRESSURE TEST

23100550285

sub=01

1. Warm up the engine until the automatic transmission fluid temperature is 80 - 100°C.
2. Jack up the vehicle so that the wheels are free to turn.
3. Connect the special tools (2,942 kPa oil pressure gauge [MD998330] and joints [MD998332, MD998900]) to each pressure discharge port.
4. Measure the hydraulic pressure at each port under the conditions given in the standard hydraulic pressure table, and check that the measured values are within the standard value ranges.
5. If a value is outside the standard range, correct the problem while referring to the hydraulic pressure test diagnosis table.

STANDARD HYDRAULIC PRESSURE TEST_{sub=02}

<4G93>

Measurement condition			Standard hydraulic pressure kPa					
Selector lever position	Shift position	Engine speed (r/min)	Under-drive clutch pressure	Reverse clutch pressure	Overdrive clutch pressure	Low and reverse brake pressure	Second brake pressure	Torque converter pressure
P	-	2,500	-	-	-	310 - 390	-	500 - 700
R	Reverse	2,500	-	1,320 - 1,720	-	1,320 - 1,720	-	500 - 700
N	-	2,500	-	-	-	310 - 390	-	500 - 700
D	1st gear	2,500	1,010 - 1,050	-	-	1,010 - 1,050	-	500 - 700
	2nd gear	2,500	1,010 - 1,050	-	-	-	1,010 - 1,050	500 - 700
	3rd gear	2,500	590 - 690	-	590 - 690	-	-	450 - 650
	4th gear	2,500	-	-	590 - 690	-	590 - 690	450 - 650

<4G64>

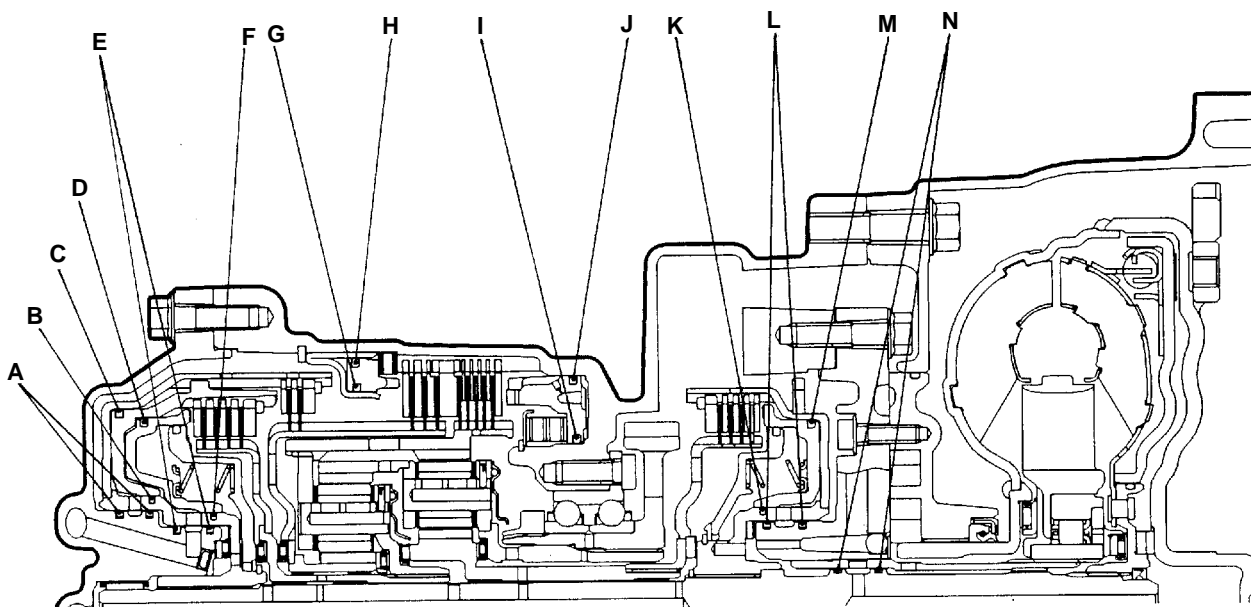
Measurement condition			Standard hydraulic pressure kPa					
Selector lever position	Shift position	Engine speed (r/min)	Under-drive clutch pressure	Reverse clutch pressure	Overdrive clutch pressure	Low and reverse brake pressure	Second brake pressure	Torque converter pressure
P	-	2,500	-	-	-	260 - 340	-	500 - 700
R	Reverse	2,500	-	1,320 - 1,720	-	1,320 - 1,720	-	500 - 700
N	-	2,500	-	-	-	260 - 340	-	500 - 700
D	1st gear	2,500	1,010 - 1,050	-	-	1,010 - 1,050	-	500 - 700
	2nd gear	2,500	1,010 - 1,050	-	-	-	1,010 - 1,050	500 - 700
	3rd gear	2,500	780 - 880	-	780 - 880	-	-	450 - 650
	4th gear	2,500	-	-	780 - 880	-	780 - 880	450 - 650

HYDRAULIC PRESSURE TEST DIAGNOSIS TABLE_{sub=03}

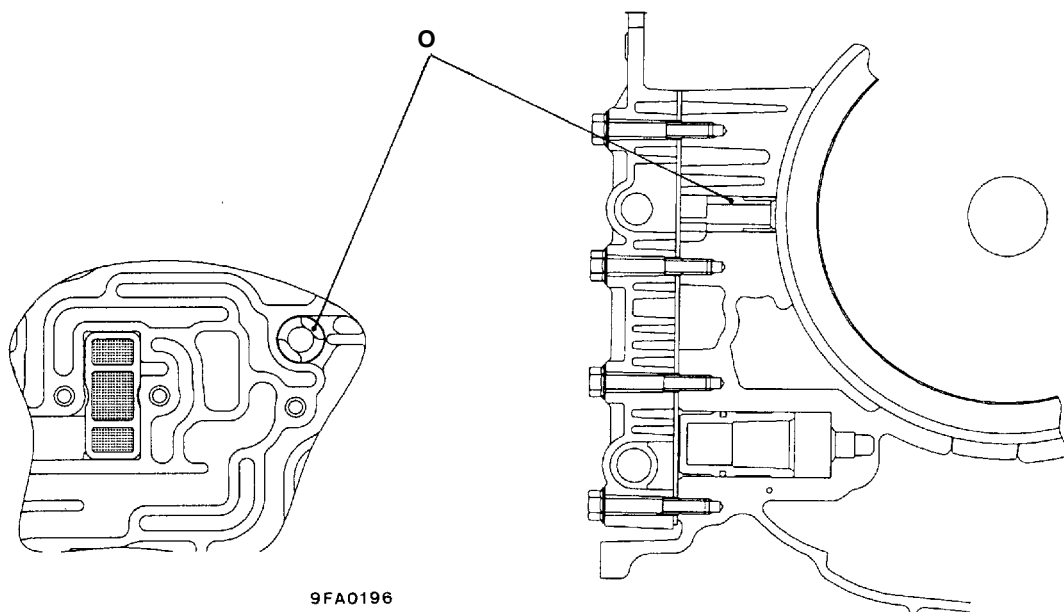
Trouble symptom	Probable cause
All hydraulic pressures are high.	Incorrect transmission control cable adjustment
	Malfunction of the regulator valve
All hydraulic pressures are low.	Incorrect transmission control cable adjustment
	Malfunction of the oil pump
	Clogged internal oil filter
	Clogged external oil filter
	Clogged oil cooler
	Malfunction of the regulator valve
	Malfunction of the relief valve
	Incorrect valve body installation
Hydraulic pressure is abnormal in "R" range only.	Malfunction of the regulator valve
	Clogged orifice
	Incorrect valve body installation
Hydraulic pressure is abnormal in "3" or "4" range only.	Malfunction of the overdrive solenoid valve
	Malfunction of the overdrive pressure control valve
	Malfunction of the regulator valve
	Malfunction of the switch valve
	Clogged orifice
	Incorrect valve body installation
Only underdrive hydraulic pressure is abnormal.	Malfunction of the oil seal K
	Malfunction of the oil seal L
	Malfunction of the oil seal M
	Malfunction of the underdrive solenoid valve
	Malfunction of the underdrive pressure control valve
	Malfunction of check ball
	Clogged orifice
	Incorrect valve body installation
Only reverse clutch hydraulic pressure is abnormal.	Malfunction of the oil seal A
	Malfunction of the oil seal B
	Malfunction of the oil seal C
	Clogged orifice
	Incorrect valve body installation

Trouble symptom	Probable cause
Only overdrive hydraulic pressure is abnormal.	Malfunction of the oil seal D
	Malfunction of the oil seal E
	Malfunction of the oil seal F
	Malfunction of the overdrive solenoid valve
	Malfunction of the overdrive pressure control valve
	Malfunction check ball
	Clogged orifice
	Incorrect valve body installation
Only low and reverse hydraulic pressure is abnormal.	Malfunction of the oil seal I
	Malfunction of the oil seal J
	Malfunction of the low and reverse solenoid valve
	Malfunction of the low and reverse pressure control valve
	Malfunction of the switch valve
	Malfunction of the fail safe valve A
	Malfunction of check ball
	Clogged orifice
Incorrect valve body installation	
Only second hydraulic pressure is abnormal.	Malfunction of the oil seal G
	Malfunction of the oil seal H
	Malfunction of the oil seal O
	Malfunction of the second solenoid valve
	Malfunction of the second pressure control valve
	Malfunction of the fail safe valve B
	Clogged orifice
	Incorrect valve body installation
Only torque converter pressure is abnormal.	Malfunction of the oil cooler
	Malfunction of the oil seal N
	Malfunction of the damper clutch control solenoid valve
	Malfunction of the damper clutch control valve
	Malfunction of the torque converter pressure control valve
	Clogged orifice
	Incorrect valve body installation
Pressure applied to non operating element.	Incorrect transmission control cable adjustment
	Malfunction of the manual valve
	Malfunction of check ball
	Incorrect valve body installation

OIL SEAL LAYOUT_{sub=04}



9FA0281

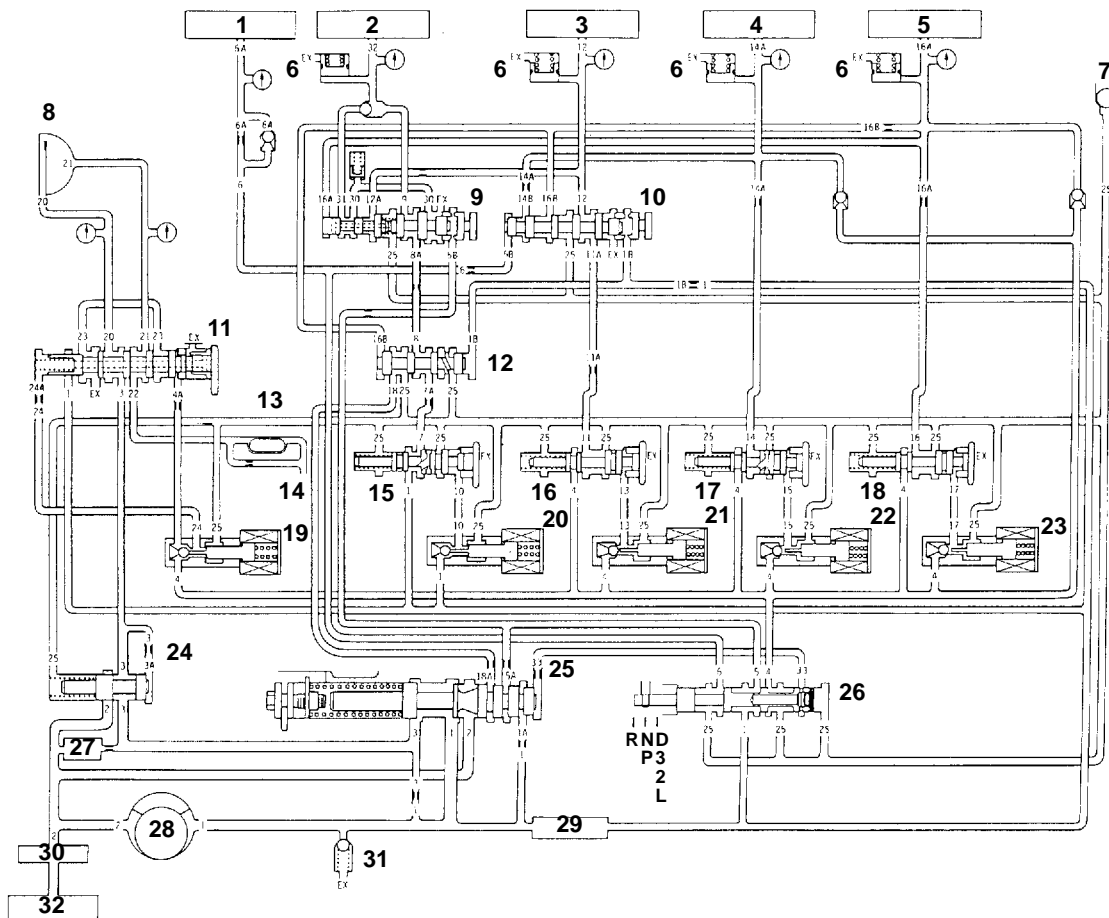


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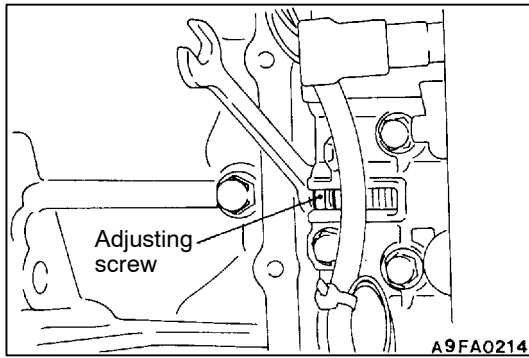
HYDRAULIC CIRCUIT PARKING AND NEUTRAL

23100880193



TFA1598

- | | |
|---|---|
| 1. Reverse clutch | 18. Overdrive pressure control valve |
| 2. Low-reverse brake | 19. Damper clutch control solenoid valve |
| 3. Second brake | 20. Low-reverse solenoid valve |
| 4. Underdrive clutch | 21. Second solenoid valve |
| 5. Overdrive clutch | 22. Underdrive solenoid valve |
| 6. Accumulator | 23. Overdrive solenoid valve |
| 7. Check ball | 24. Torque converter pressure control valve |
| 8. Damper clutch | 25. Regulator valve |
| 9. Fail safe valve A | 26. Manual valve |
| 10. Fail safe valve B | 27. Oil filter |
| 11. Damper clutch control valve | 28. Oil pump |
| 12. Switch valve | 29. Oil strainer |
| 13. Automatic transmission fluid cooler | 30. Oil filter (Built in type) |
| 14. Lubrication | 31. Relief valve |
| 15. Low-reverse pressure control valve | 32. Oil pan |
| 16. Second pressure control valve | |
| 17. Underdrive pressure control valve | |



LINE PRESSURE ADJUSTMENT

23100170177

1. Discharge the automatic transmission fluid, and then remove the valve body cover.
2. Turn the adjusting screw shown in the illustration at left to adjust the underdrive pressure to the standard value. The pressure increases when the screw is turned to the left.

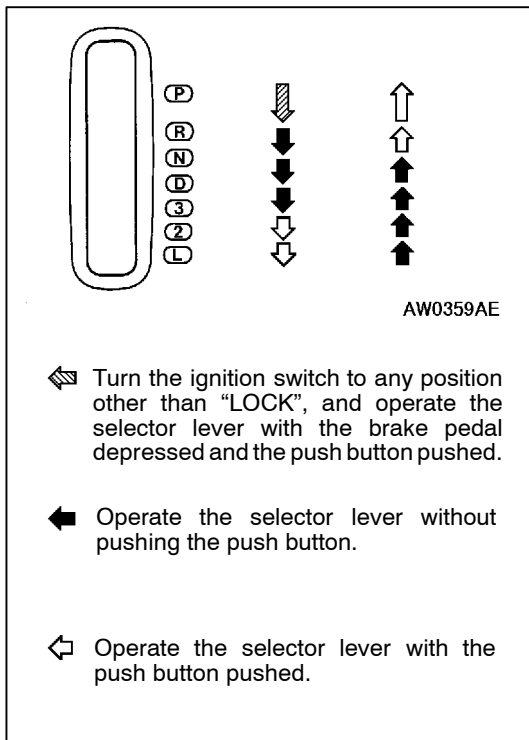
NOTE

When adjusting the underdrive pressure, adjust to the middle of the standard value range.

Standard value: 1,010 - 1,050 kPa

Change in pressure for each turn of the adjusting screw:
35 kPa

3. Install the valve body cover, and pour in the standard volume of automatic transmission fluid.
4. Carry out a hydraulic pressure test. (Refer to P.23-55.) Readjust the line pressure if necessary.



SELECTOR LEVER OPERATION CHECK

23100130243

1. Shift selector lever to each range and check that lever moves smoothly and is controlled. Check that position indicator is correct.
2. Check the selector lever can be moved to each position (by button operation as shown in the illustration).
3. Start the engine and check if the vehicle moves forward when the selector lever is moved from N or D, and moves backward when moved to R.
4. When the shift lever malfunctions, adjust control cable and selector lever sleeve. Check for worm shift lever assembly sliding parts.

KEY INTERLOCK AND SHIFT LOCK SYSTEM CHECK

1. Carry out the following inspection:

<Key interlock>

Inspection procedure	Requirements		Normal condition
1	Brake pedal: Depressed	Turn the ignition key to "LOCK", or remove it.	The selector lever push button can not be pushed, and the selector lever should not be moved from "P" position.
2		Turn the ignition key to "ACC."	The selector lever push button can be pushed, and the selector lever can be moved from "P" position.
3	Brake pedal: Not depressed	Selector lever: Other than "P"	The ignition key can not be turned to "LOCK" position.
4		Selector lever: "P"	The ignition key can be turned to "LOCK."

<Shift lock>

Inspection procedure	Requirements		Normal condition
1	Brake pedal: Not depressed	Turn the ignition key to "ACC."	The selector lever push button can not be pushed, and the selector lever should not be moved from "P" position.
2	Brake pedal: Depressed		The selector lever push button can be pushed, and the selector lever can be moved from "P" position.
3	Brake pedal: Not depressed		The selector lever push button can be pushed, and the selector lever can be moved from "R" position to "P" position.

2. If there is a problem on the inspection above, replace the key interlock and shift lock cable assembly.

TRANSMISSION CONTROL

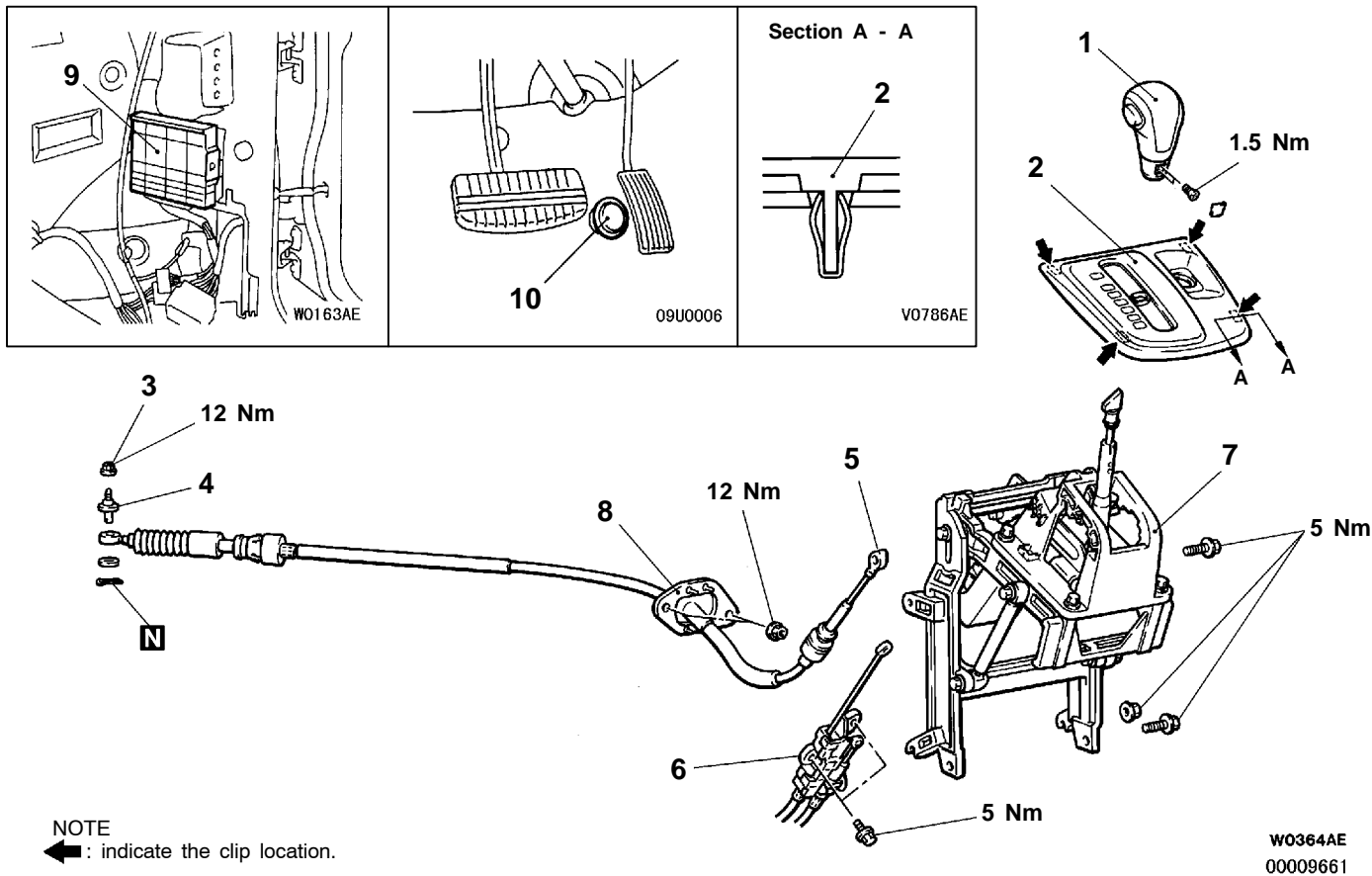
REMOVAL AND INSTALLATION

Caution: SRS

Be careful not to subject the SRS-ECU to any shocks during removal and installation of the transmission control cable, the key interlock cable, the selector lever assembly or the A/T-ECU.

Pre-removal and Post-installation Operation

- Air Cleaner Assembly Removal and Installation (Refer to GROUP 15).
- Battery and Battery Tray Removal and Installation
- Operation Check of Instruments <after installation only>



Transmission control cable removal steps

1. Shift knob
2. Indicator panel
 - Centre console removal and installation (Refer to GROUP 52A.)
- ▶ ◀ 3. Nut
4. Adjuster
5. Transmission control cable connection
6. Key interlock and shift lock cable
7. Selector lever assembly
8. Transmission control cable assembly

Selector lever assembly removal steps

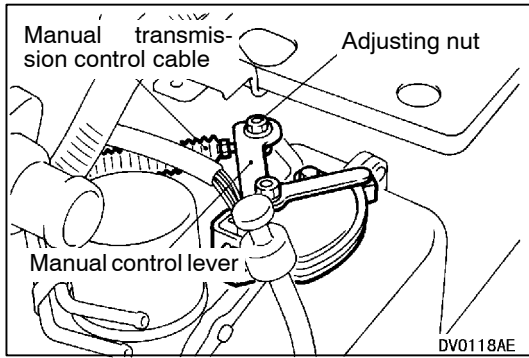
1. Shift knob
2. Indicator panel
 - Centre console removal and installation (Refer to GROUP 52A.)
5. Transmission control cable connection
6. Key interlock and shift lock cable
7. Selector lever assembly

A/T-ECU removal

9. A/T-ECU

Wide open throttle switch removal

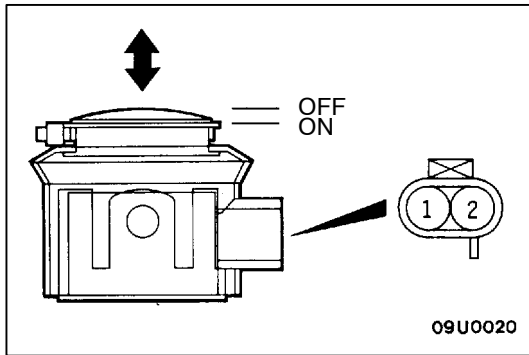
10. Wide open throttle switch



INSTALLATION SERVICE POINT

▶A◀ NUT INSTALLATION

1. Put the selector lever in the "N" position and the manual control lever in neutral position.
2. Install the transmission control cable, and tighten the adjusting nut.



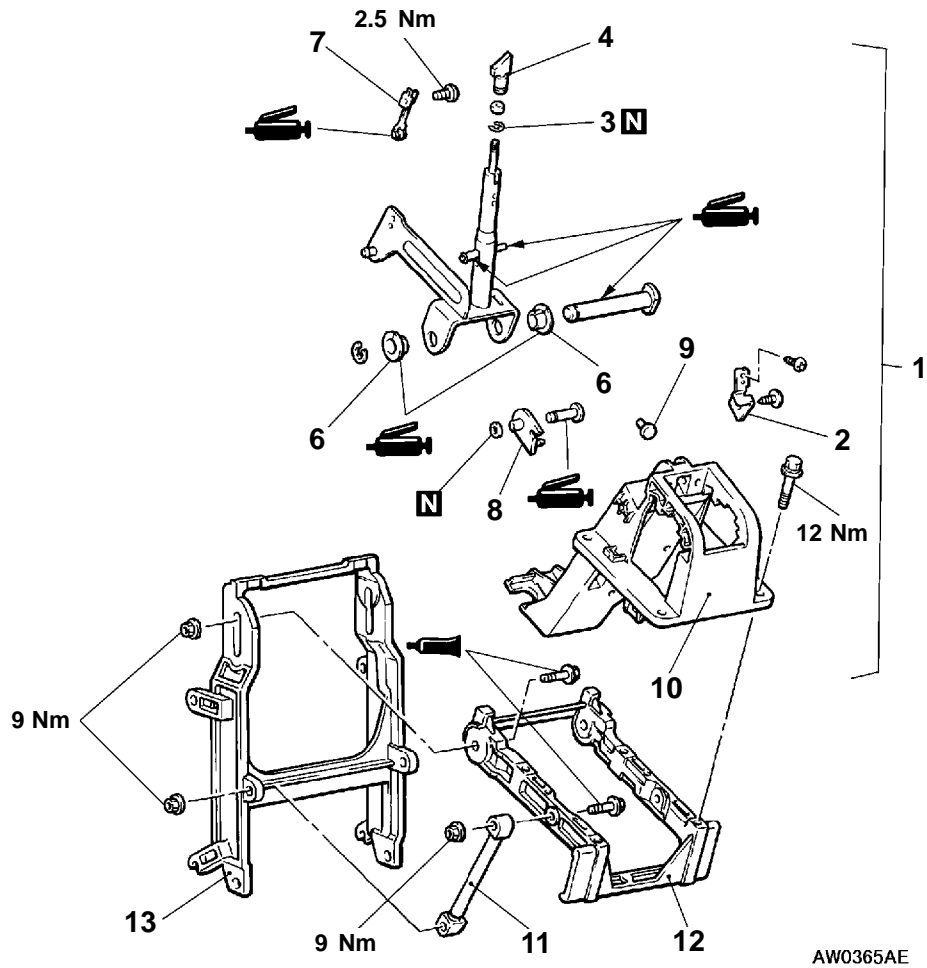
INSPECTION

23100890097

WIDE OPEN THROTTLE SWITCH CHECK

Switch position	Terminal No.	
	1	2
OFF		
ON	○	○

**SELECTOR LEVER ASSEMBLY
DISASSEMBLY AND REASSEMBLY**



AW0365AE

Disassembly steps

- | | |
|-----------------------|-------------------------|
| 1. Lever assembly | 8. Lock cam |
| 2. Bracket | 9. Stopper |
| 3. Snap ring | 10. Base bracket |
| 4. Sleeve | 11. Stay |
| 5. Lever sub-assembly | 12. Lever mount bracket |
| 6. Bushing | 13. Base bracket |
| 7. Detent spring | |

SHIFT LOCK AND KEY INTERLOCK MECHANISMS

23100660247

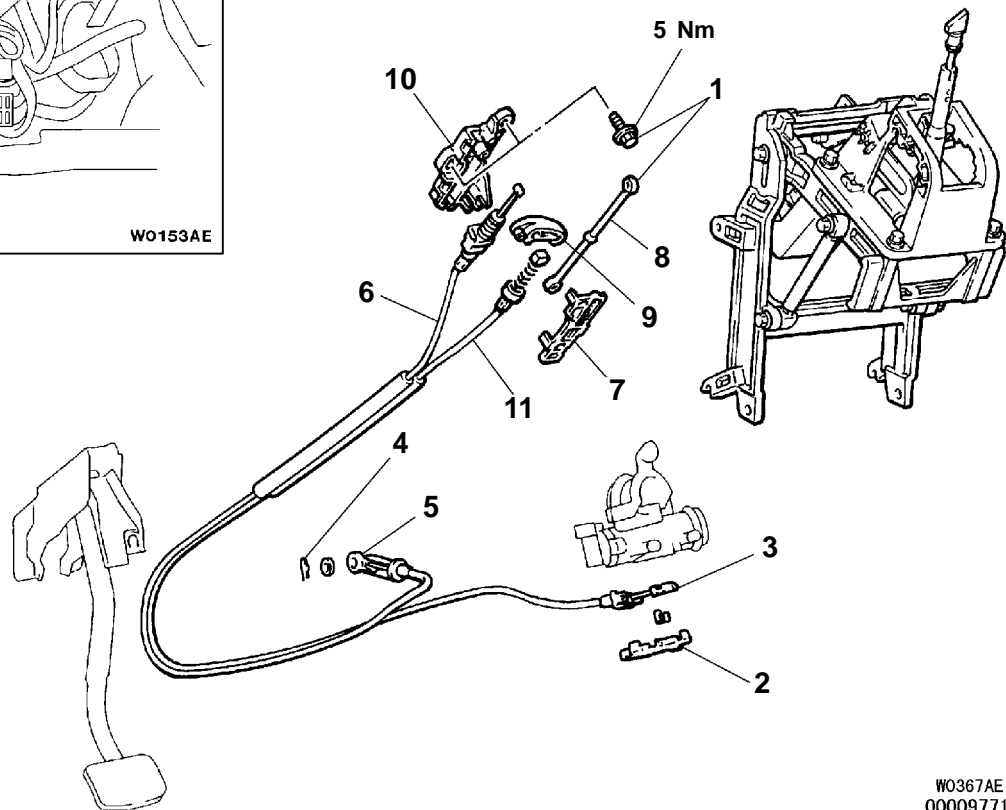
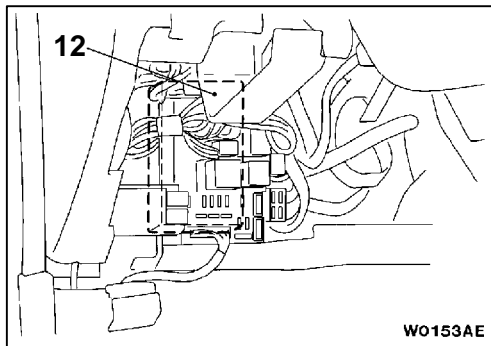
REMOVAL AND INSTALLATION

Caution: SRS

Be careful not to subject the SRS-ECU to any shocks during removal and installation of the key interlock cable or shift lock cable.

Pre-removal and Post-installation Operation

- Shift Knob, Indicator Panel Removal and Installation (Refer to P.23-63.)
- Center Console Removal and Installation (Refer to GROUP 52A.)



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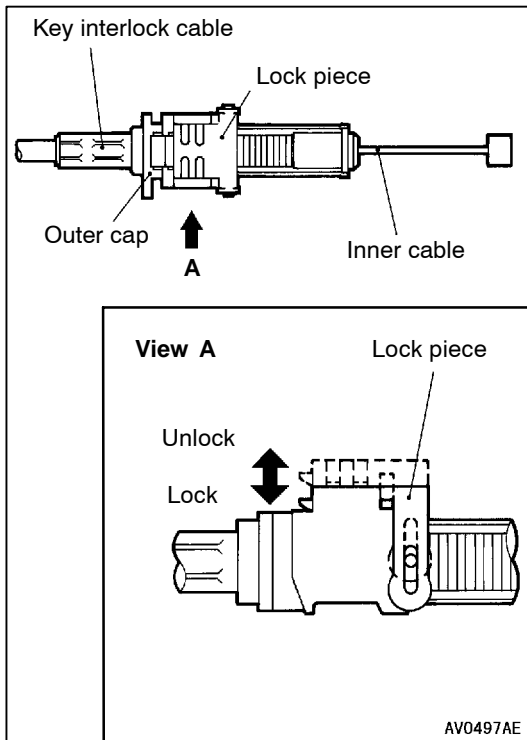
Removal steps

- ▶B◀
1. Key interlock and shift lock cable connection <Selector lever side>
 - Lower column cover (Refer to GROUP 37A - Steering Wheel and Shaft.)
 2. Cover
 3. Key interlock cable connection <Steering lock cylinder side>
 4. Snap pin
 5. Shift lock cable connection <Brake pedal side>

- ▶A◀
6. Key interlock cable
 7. Upper case
 8. Rod
 9. Lever
 10. Lower case
 11. Shift lock cable

ETACS-ECU removal

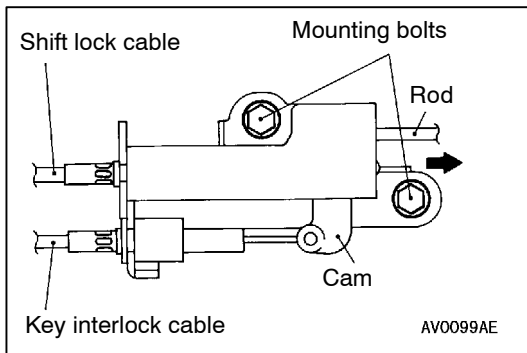
12. ETACS-ECU



INSTALLATION SERVICE POINTS

▶A◀ KEY INTERLOCK CABLE INSTALLATION

1. After assembling the shift lock cable to the lever, pull up the key interlock cable lock piece to unlock. Then install the interlock cable end to the cam, and then install the outer cap to the lower case.
2. Push in the lock piece to lock while the key interlock inner cable is straightened.



▶B◀ KEY INTERLOCK AND SHIFT LOCK CABLE INSTALLATION

Engage the rod end into the lever lock cam, and then check that the selector lever is at "P" position. Then tighten the key interlock and shift lock cable with mounting bolts while pulling the rod towards the arrow direction gently.

TRANSMISSION ASSEMBLY

23100570274

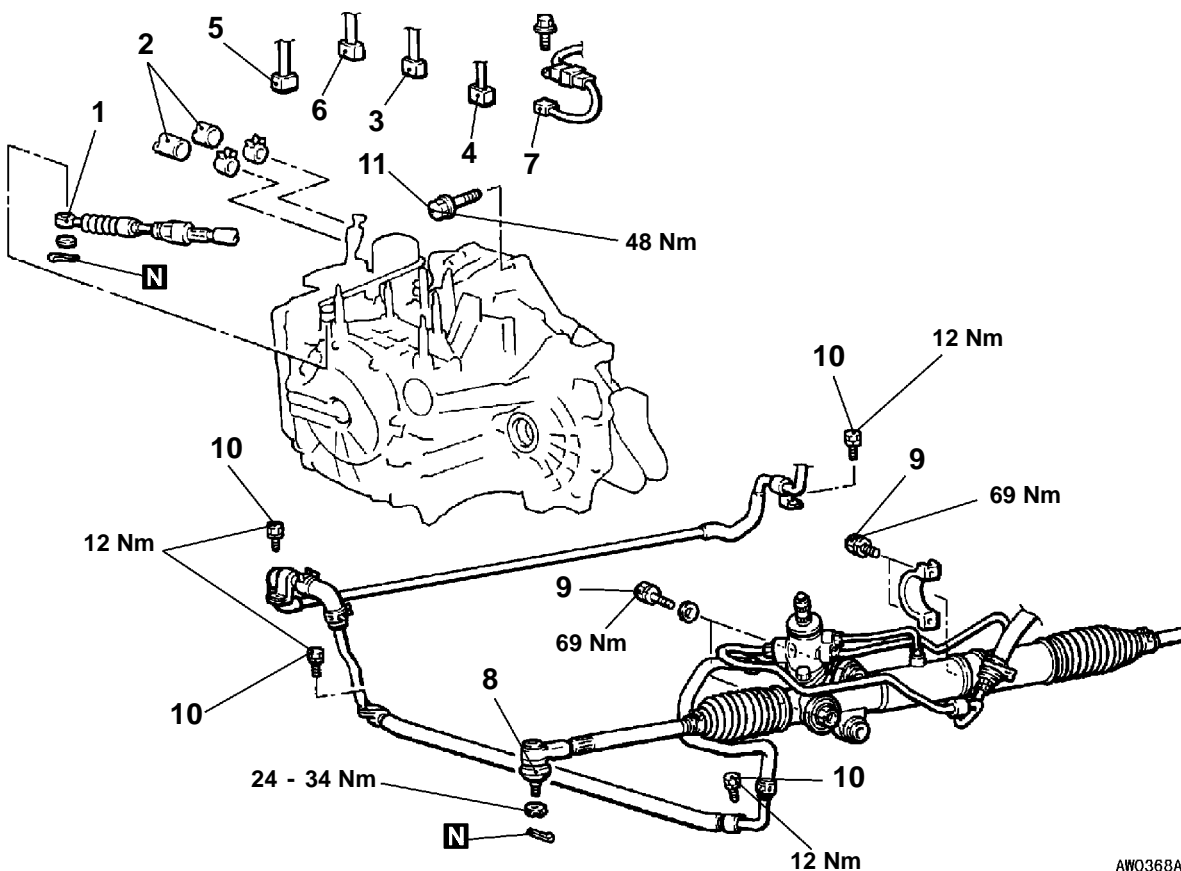
REMOVAL AND INSTALLATION

Caution

The fasteners indicated by * should be tightened to the specified torque after the engine weight is applied to the vehicle body.

Pre-removal Operation

- Carry out the essential service for the troubleshooting <before removal only> (Refer to P.23-44.)
- Transmission Fluid Draining and Refilling <Refill the Fluid before Starting the Engine> (Refer to P.23-45.)
- Engine Cover Removal and Installation
- Air Cleaner Assembly Removal and Installation
- Battery and Battery Tray Removal and Installation
- Radiator and Reservoir Removal and Installation (Refer to GROUP 14.)
- Starter Removal and Installation (Refer to GROUP 16.)
- Under Cover Removal and Installation
- Front exhaust pipe Removal and Installation (Refer to GROUP 15.)
- Check the Dust Cover for Cracks or Damage by Pushing it with Finger. <after installation only>
- Selector Lever Operation Check <after installation only>
- Operation Check of Instruments <after installation only>
- Wheel Alignment Check and Adjustment (Refer to GROUP 33A - On-vehicle Service.)



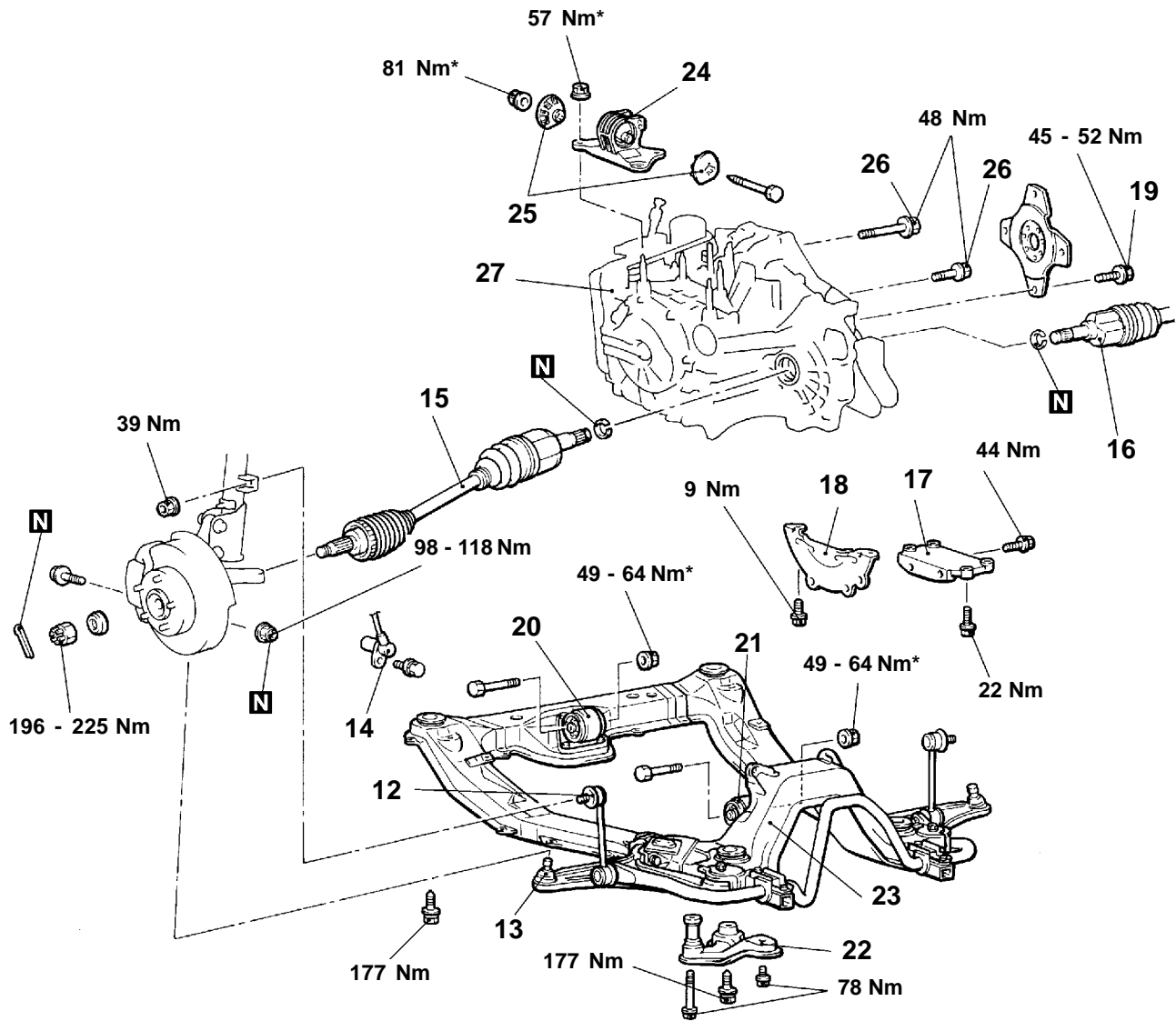
AW0368AE

Removal steps

1. Transmission control cable connection
2. Transmission fluid cooler hose connection
3. Bolt
4. Input shaft speed sensor connector
5. Output shaft speed sensor connector
6. A/T control solenoid valve assembly connector

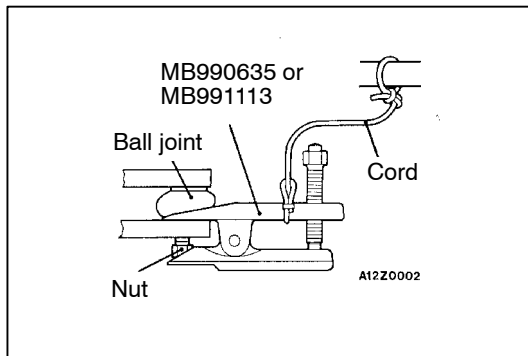


7. Vehicle speed sensor connector
8. Tie rod end connection
9. Steering gear and linkage mounting bolts
10. Oil line connecting bolt
11. Transmission assembly upper connecting bolt



AV0426AE

- | | | | |
|-----------------------|---|--|--|
| <p>▶C◀</p> <p>◀C▶</p> | <p>12. Stabilizer link connection</p> <p>13. Lower arm connection</p> <p>14. Vehicle speed sensor connection
<Vehicles with ABS></p> <p>15. Drive shaft connection <LH></p> <p>16. Drive shaft connection <RH></p> <p>17. Transmission stay</p> <p>18. Bell housing cover</p> <p>19. Drive plate mounting bolt</p> <p>20. Front roll stopper connection</p> <p>21. Rear roll stopper connection</p> | <p>◀D▶</p> <p>▶B▶</p> <p>◀E▶</p> <p>◀F▶</p> <p>◀F▶ ▶A▶</p> | <p>22. Stay</p> <p>23. Front member assembly</p> <p>24. Transmission mount bracket</p> <p>25. Transmission mount stopper</p> <ul style="list-style-type: none"> • Engine and transmission assembly supporting <p>26. Transmission assembly lower part coupling bolts</p> <p>27. Transmission assembly</p> |
|-----------------------|---|--|--|



REMOVAL SERVICE POINTS

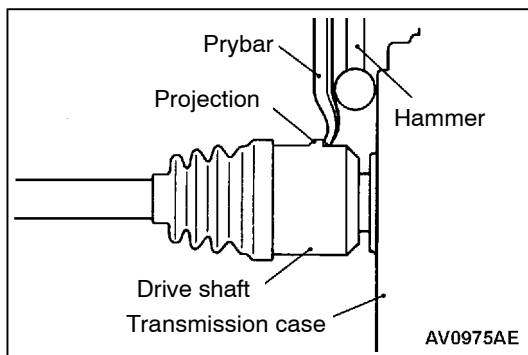
◀A▶ TIE ROD END DISCONNECTION

Caution

1. Use the special tool to loosen the tie rod end mounting nut. Only loosen the nut; do not remove it from the ball joint.
2. Support the special tool with a cord, etc. not to let it come off.

◀B▶ STEERING GEAR AND LINKAGE MOUNTING BOLT REMOVAL

Remove the steering gear and linkage mounting bolts, and then support the steering gear box to the vehicle body with a wire.



◀C▶ DRIVE SHAFT DISCONNECTION

1. Position a hammer under the projection, and then use a prybar to pry the drive shaft from the transfer case.

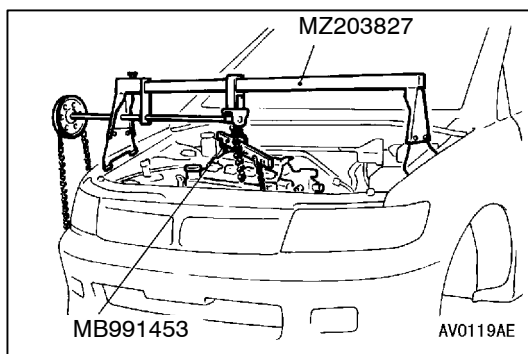
Caution

- (1) Always use a pry bar to withdraw the drive shaft. Pulling out the drive shaft forcibly from the B.J. assembly may damage the T.J. assembly.
- (2) Be careful not to damage the oil seal of the transmission or transfer by the spline of the drive shaft.

2. Suspend the removed drive shaft with a wire to a nearby part so that there are no sharp bends in any of the joints.
3. Use a shop towel to cover the transmission case not to let foreign material get into it.

◀D▶ TRANSMISSION MOUNT BRACKET REMOVAL

Carefully lower the transmission assembly with a garage jack, and remove the transmission mount bracket.

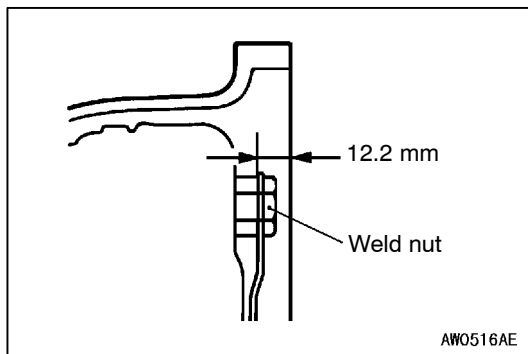


◀E▶ ENGINE AND TRANSMISSION ASSEMBLY SUPPORTING

Set the special tool to the vehicle to support the engine and transmission assembly.

◀F▶ TRANSMISSION ASSEMBLY LOWER PART COUPLING BOLTS/TRANSMISSION ASSEMBLY REMOVAL

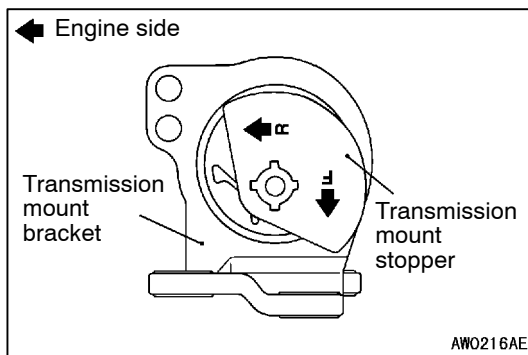
1. Support the transmission assembly with a transmission jack.
2. Push the torque converter into the transmission case until the torque converter does not remain at the engine side.
3. Remove the transmission assembly lower part coupling bolts, and lower the transmission assembly to remove.



INSTALLATION SERVICE POINTS

▶A▶ TRANSMISSION ASSEMBLY INSTALLATION

Push the torque converter into the transmission case as shown, and then install the engine to the transmission assembly.

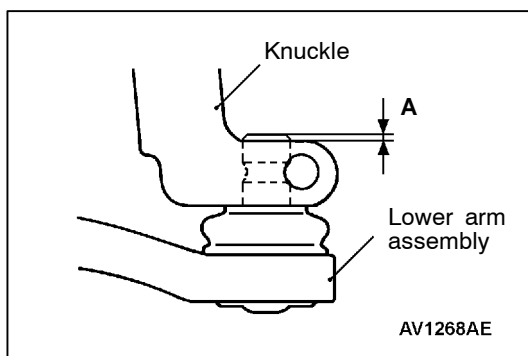


▶B▶ TRANSMISSION MOUNT STOPPER INSTALLATION

Install the transmission mount stopper so that the arrow points as shown in the illustration.

NOTE

Disregard F and R stamped as a shared part.



▶C▶ LOWER ARM INSTALLATION

1. Install the lower arm assembly to the knuckle.

Caution

The lower arm should not protrude 4 mm or more from the knuckle end (A shown), otherwise grease may pour out from the dust cover.

2. If grease has poured out due to the excessive arm protrusion, the dust cover must be replaced (Refer to GROUP 33A - Lower Arm).
3. There should be not clearance between the knuckle and the dust cover.

NOTES