

24. Transmission Control Device

S510214

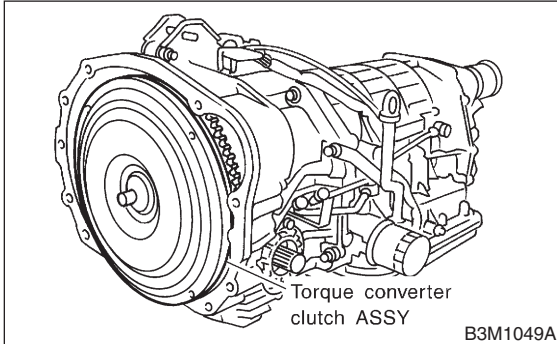
A: REMOVAL

S510214A18

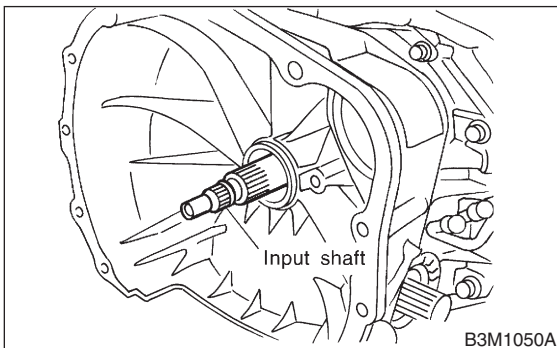
1) Extract the torque converter clutch assembly.

NOTE:

- Extract the torque converter clutch horizontally. Be careful not to scratch the bushing inside the oil pump shaft.
- Note that oil pump shaft also comes out.



2) Remove the input shaft.



3) Disconnect transmission harness connector from stay.

NOTE:

Lift-up lever behind the connector and disconnect it from stay.

- 4) Disconnect inhibitor switch connector from stay.
- 5) Disconnect the air breather hose. <Ref. to AT-23 REMOVAL, Air Breather Hose.>
- 6) Remove the oil charger pipe, and remove the O-ring from the flange face. Attach the O-ring to the pipe. <Ref. to AT-24 REMOVAL, Oil Charger Pipe.>
- 7) Remove the oil cooler inlet and outlet pipes. <Ref. to AT-25 REMOVAL, Oil Cooler Pipes.>

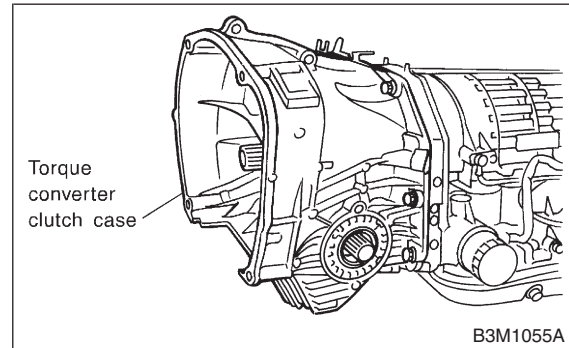
8) Separation of torque converter clutch case and transmission case sections

CAUTION:

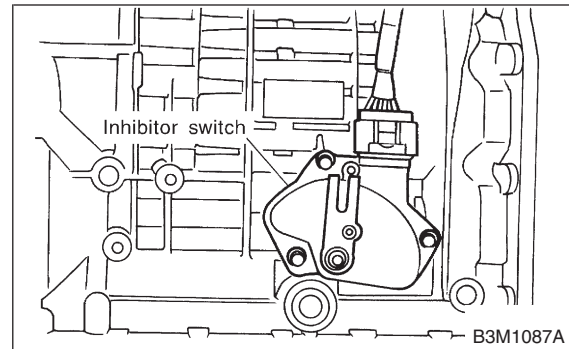
- Be careful not to damage the oil seal and bushing inside the torque converter clutch case by the oil pump cover.
- Be careful not to lose the rubber seal.

NOTE:

Separate these cases while tapping lightly on the housing.



9) Remove the inhibitor switch.



10) Prepare a block of wood. Turn the transmission case over, and support it with the block of wood.

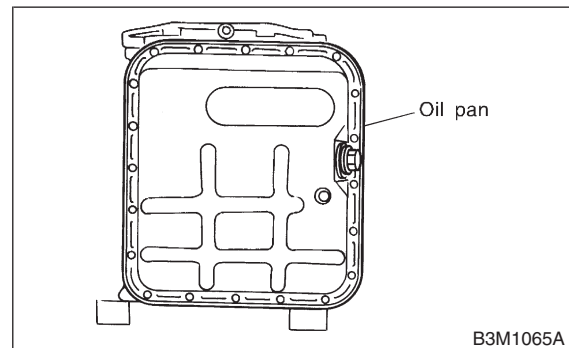
NOTE:

Turn the transmission case in the direction the inhibitor switch was installed.

11) Remove the oil pan.

NOTE:

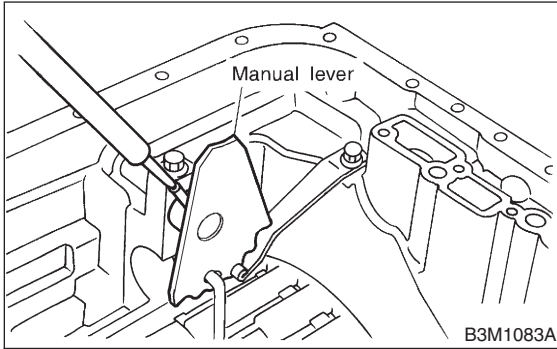
Use a scraper to remove oil pan.



TRANSMISSION CONTROL DEVICE

Automatic Transmission

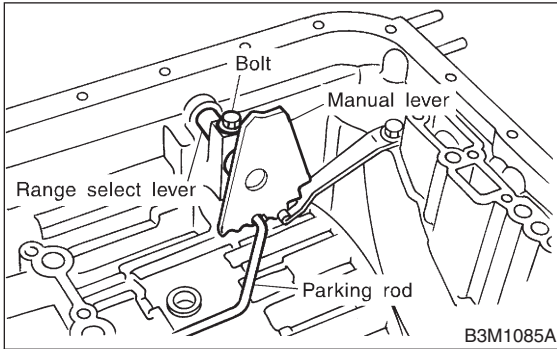
- 12) Remove control valve body assembly. <Ref. to AT-68 REMOVAL, Control Valve Body Assembly.>
- 13) Pull off the straight pin of manual lever.



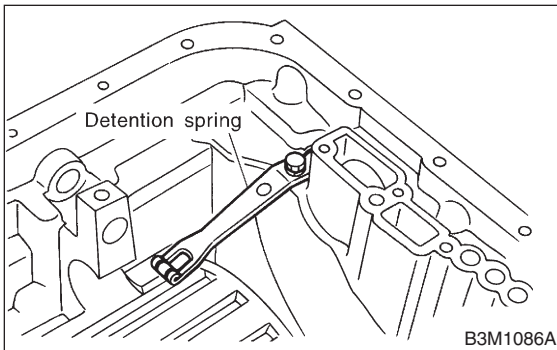
- 14) Remove bolts securing select lever, then remove select lever, manual lever and parking rod.

CAUTION:

Be careful not to damage the lips of the press-fitted oil seal in the case.



- 15) Remove the detention spring.

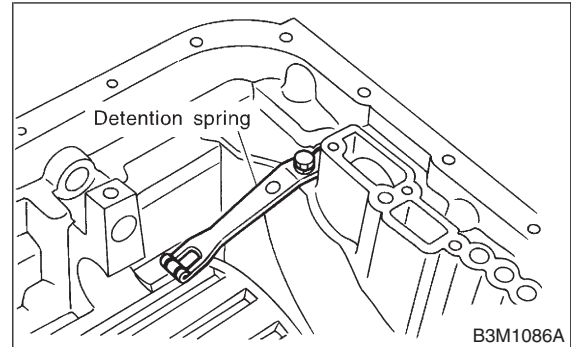


B: INSTALLATION S510214A11

- 1) Install detention spring to transmission case.

Tightening torque:

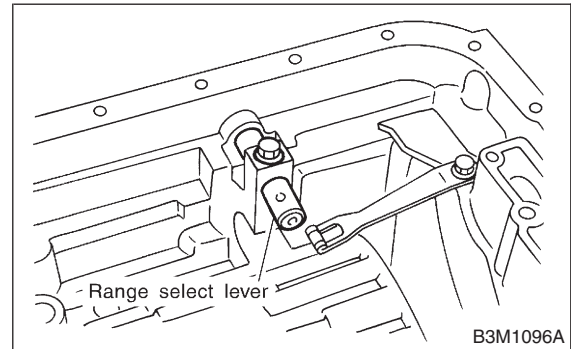
6 N·m (0.6 kgf-m, 4.3 ft-lb)



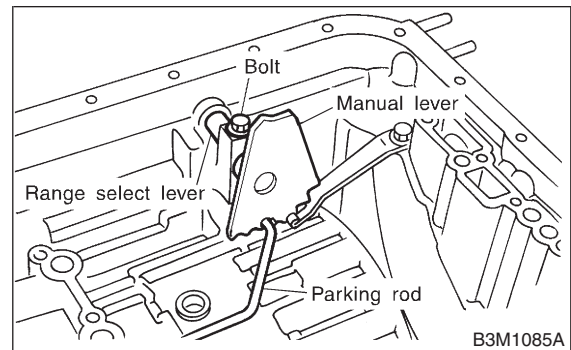
- 2) Insert range select lever, and tighten bolt.

Tightening torque:

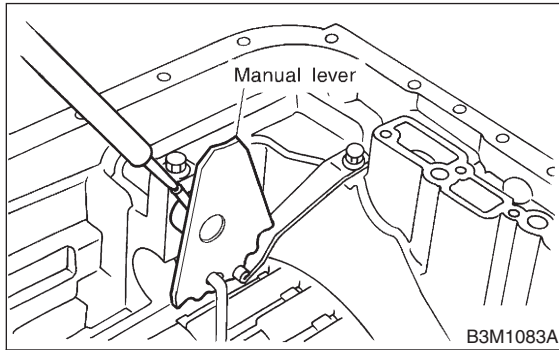
6 N·m (0.6 kgf-m, 4.3 ft-lb)



- 3) Insert manual lever and parking rod.

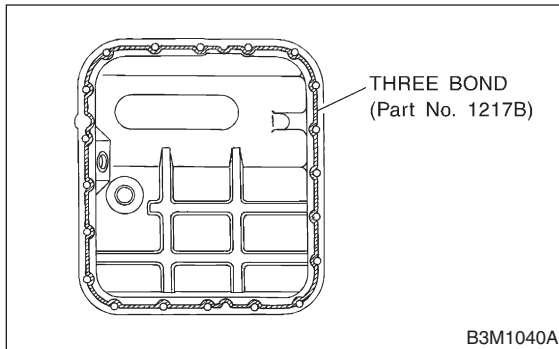


4) Insert spring pin to manual lever.



5) Install control valve assembly. <Ref. to AT-69 INSTALLATION, Control Valve Body Assembly.>

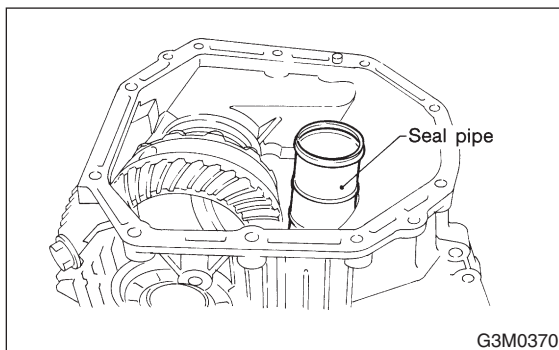
6) Apply proper amount of liquid gasket (THREE BOND Part No. 1217B) to the entire oil pan mating surface.



7) Turn over the transmission case to its original position.

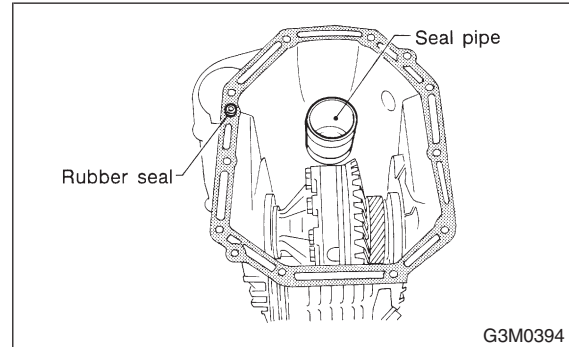
8) Install the seal pipe to the torque converter clutch case.

CAUTION:
Be sure to use a new seal pipe.



9) Apply proper amount of liquid gasket (THREE BOND Part No. 1215) to the entire torque converter clutch case mating surface.

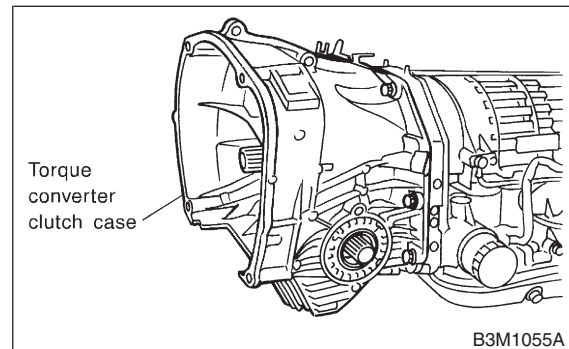
NOTE:
Make sure that the rubber seal and seal pipe are fitted in position.



10) Install the torque converter clutch case assembly to the transmission case assembly, and secure with six bolts and four nuts.

CAUTION:
When installing, be careful not to damage the torque converter clutch case bushing and oil seal.

Tightening torque:
41 N·m (4.2 kgf·m, 30.4 ft·lb)

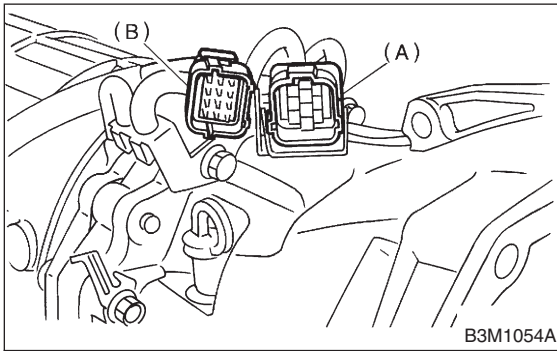


11) Install air breather hose. <Ref. to AT-23 INSTALLATION, Air Breather Hose.>

TRANSMISSION CONTROL DEVICE

Automatic Transmission

12) Insert inhibitor switch and transmission connector into stay.



- (A) Transmission harness
- (B) Inhibitor switch harness

13) Install the oil cooler pipes. <Ref. to AT-25 INSTALLATION, Oil Cooler Pipes.>

14) Install the oil charge pipe with O-ring. <Ref. to AT-24 INSTALLATION, Oil Charger Pipe.>

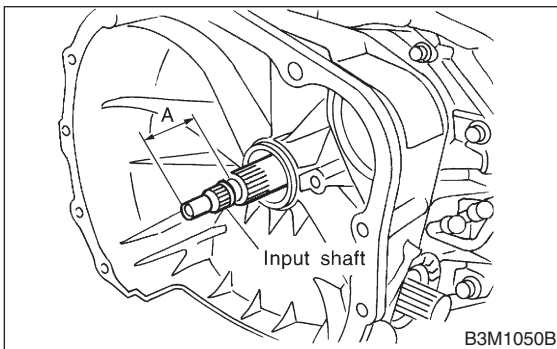
15) Insert the input shaft while turning lightly by hand.

CAUTION:

Be careful not to damage the bushing.

Normal protrusion A:

50 — 55 mm (1.97 — 2.17 in)



16) Install the torque converter clutch assembly. <Ref. to AT-30 INSTALLATION, Troque Converter Clutch Assembly.>

C: INSPECTION SS10214A10

Make sure the manual lever and detention spring are not worn or otherwise damaged.