1995 Toyota Estima Emina Automatic Gearbox Oil Change

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1 Prerequisites

1 x pliers

1 x socket set

1 x Oil filler funnel

1 x clear / transparent 5 liter container

16 litres of automatic gearbox oil – meets Dexron II

2 Locate gearbox oil filler

Locate the gearbox oil filler under the front passenger seat. To gain access tilt the seat back, or remove it if you require. Lift the carpet trim and unlock and remove the engine bay access panel. The gearbox oil filler has a red cap. The yellow 'handle' is the engine oil dipstick.

Fig1. ***Gearbox oil filler / level dipstick***

You will need to make up a suitable device which will enable you to fill the gearbox via the filler/dipstick neck. Remove the gearbox level dipstick and insert the oil filler device you have adapted.

3 Locate oil cooler feed

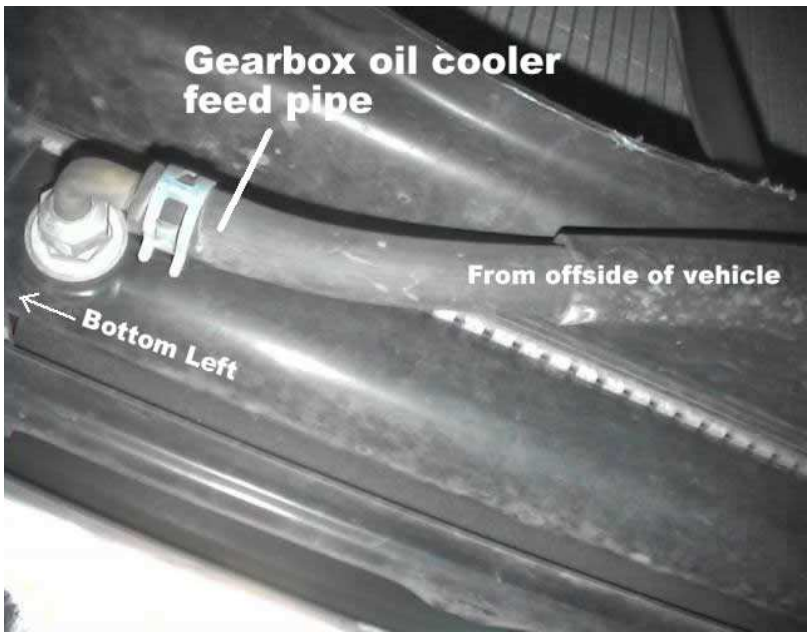
Move to the front of the vehicle. Remove the splash tray from underneath the front of the vehicle to give you clear access to the rear, and bottom edge of the engine coolant radiator.

Fig 2. ***Splash guard removed***

From underneath the vehicle, look back towards the front of the vehicle. From here you will be able to see the rear of the engine coolant radiator. At the bottom edge of the radiator, looking from left to right, there are three hoses affixed to the radiator. These are;

1. A single large bore hose to the immediate left. This is the engine coolant hose leading from the radiator to the engine. Leave this alone.

2. A single smaller bore hose coming from the offside of the vehicle. This is the gearbox oil cooler feed pipe and the one we are interested in.



3. A further small bore hose, again coming from the offside of the vehicle. This is the oil cooler return pipe and should be left alone.

To verify that the pipes are correctly orientated you will need to check where they connect to the two rigid pipes that are fixed to the offside inner chassis leg. The **oil feed pipe** is the one we require and should be connected to the metal pipe as shown.

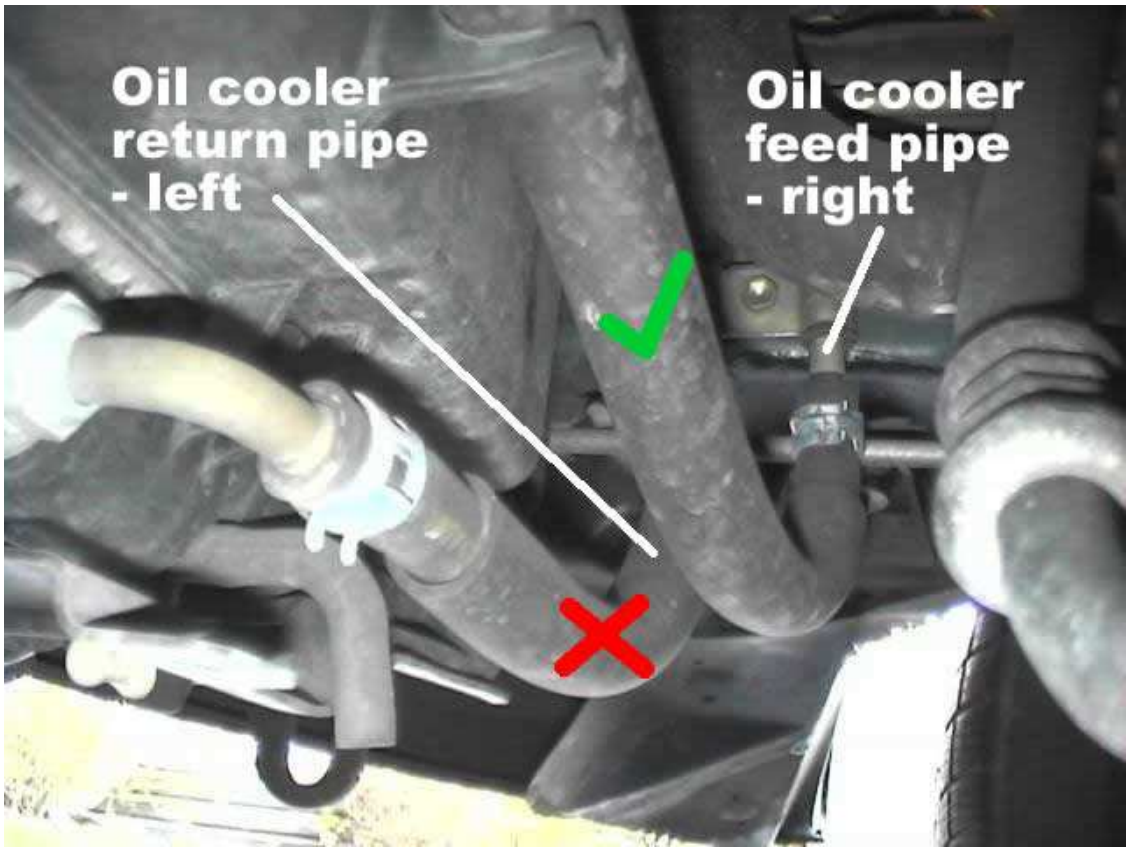


Fig 3 . ***Oil cooler metal to rubber hose connections***

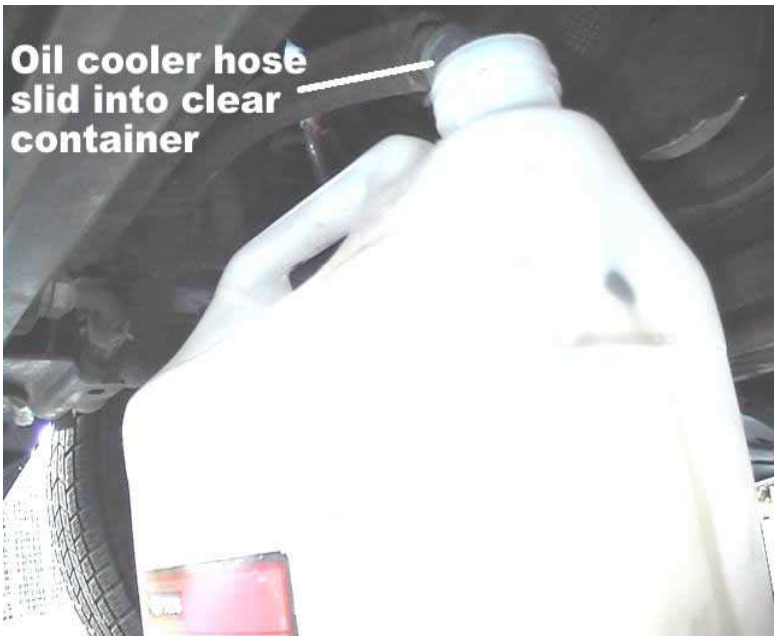
Having correctly identified the feed hose, disconnect it from the radiator. In this example a spring clip is used to fasten the hose. The spring clip is compressed and slid back. Thereafter the hose is pulled off its hose connection. Have a small container handy to capture any spilt oil as you disconnect and pull the hose away.

4 Preparing to flush / drain oil

Moving back to the front of the vehicle, and looking back, you will see the oil cooler hose hanging down.

Fig 4. ***Disconnected Oil cooler feed hose***

Slide the oil cooler feed hose into a clear and/or transparent 5 litre container.



5 Draining / Flushing oil

Firstly double check that any turbo timers, or similar devices are disconnected and / or are bypassed. **ON NO ACCOUNT** should such a device be allowed to keep the engine running after you turn the ignition off – **SERIOUS DAMAGE** can be caused to your auto box so be warned! When you turn the ignition off, the engine should STOP immediately. If it does not, investigate before proceeding further.

1. Start the engine and allow it to run for such a time that it deposits approximately two litres of oil into the catch container as shown below. This should be approximately 6 – 10 seconds.

2. Stop the engine immediately.

3. Pour two litres of new automatic gearbox oil into the gearbox via the filler neck.

4. Restart engine and repeat steps 1 – 3 for a further 5 times, or until the oil that is collected turns red in colour. Obviously you will need to empty or replace the catch container after every two cycles.

5. Temporarily reconnect the oil cooler feed pipe and run the engine for a couple of minutes. With the handbrake applied, and the foot on the brake, move the gear selector up and down the box to engage the different options. Finally stop the engine. Disconnect the oil feeder hose and insert again into the oil catch container.

6. Repeat steps 1 – 3 a further two times. Finally the gearbox oil should flow a nice red colour.

7. Reconnect the oil cooler feed hose and relocate the sprung clip to secure the hose.

8. Start engine and check the gearbox oil level with its dipstick. Top up with oil as required.

9. Stop engine.

10. Replace and secure gearbox oil level dipstick. Replace inspection panel, carpet, and drop / affix seat.

11. Test drive vehicle for approximately 15 – 20 miles. On return stop vehicle but keep engine running. Check auto box oil level to ensure it is between low and max levels on the HOT scale. If not, top up accordingly. When complete stop engine.