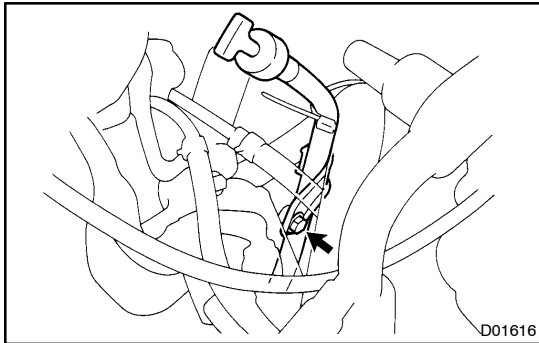


REMOVAL

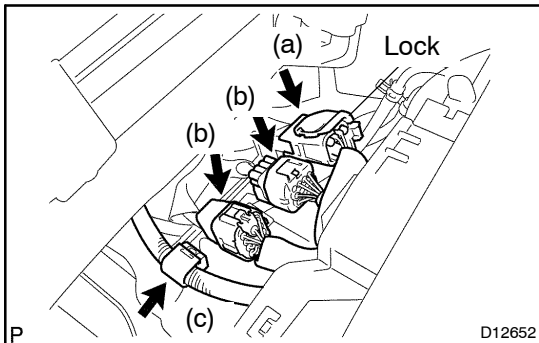
1. REMOVE BATTERY
2. REMOVE AIR CLEANER CAP DRIVE BELT, FAN AND FLUID COUPLING ASSEMBLY, FAN SHROUD AND RADIATOR RESERVOIR

(See page [CO-17](#))



3. REMOVE OIL FILLER PIPE UPPER SIDE MOUNTING BOLT

- (a) Remove the level gauge.
- (b) Remove the upper side mounting bolt.
Torque: 12 N·m (122 kgf·cm, 9 ft·lbf)
- (c) Disconnect the 2 bleeder hoses.

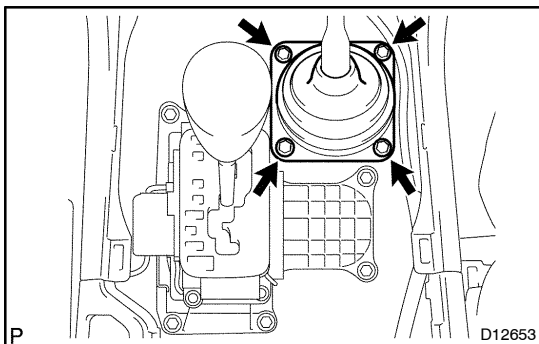


4. DISCONNECT CONNECTORS

- (a) Release the lock and disconnect the transmission wire connector.
- (b) Disconnect the 2 transmission wire connectors.
- (c) Separate the connector clamp.

5. REMOVE TRANSFER SHIFT LEVER BOOT

- (a) Remove the transfer shift lever knob.
- (b) Remove upper console panel (See page [BO-104](#)).



- (c) Remove the 4 bolts and the transfer shift lever boot.

Torque: 5.4 N·m (55 kgf·cm, 48 in·lbf)

6. REMOVE ENGINE NO. 1 AND NO. 2 UNDER COVERS

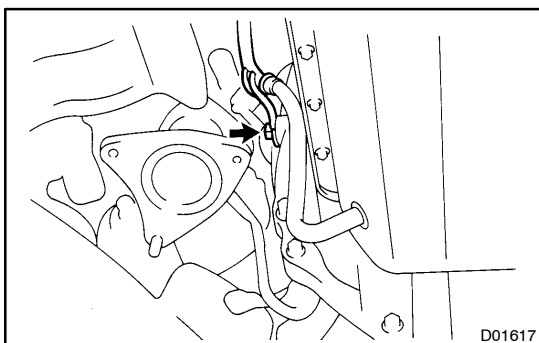
Torque: 29 N·m (296 kgf·cm, 21 ft·lbf)

7. REMOVE LH AND RH FRONT EXHAUST PIPES

(See page [EM-114](#))

8. REMOVE FRONT AND REAR PROPELLER SHAFTS

(See page [PR-4](#))

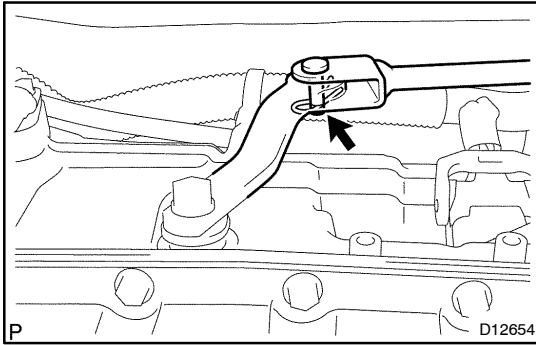


9. REMOVE OIL FILLER PIPE

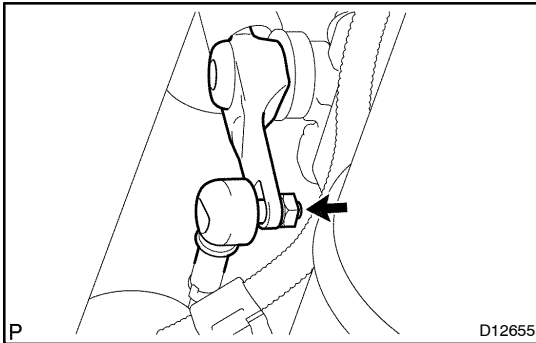
- (a) Remove the bolt and the filler pipe.
Torque: 12 N·m (122 kgf·cm, 9 ft·lbf)
- (b) Remove the O-ring from the filler pipe.

HINT:

At the time of installation, replace the used O-ring with a new one.

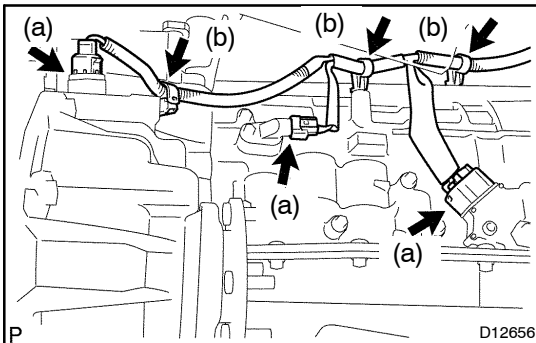
**10. SEPARATE TRANSMISSION SHIFT CONTROL ROD**

Remove the clip and pin and separate the shift control rod.

**11. SEPARATE TRANSFER SHIFT LEVER**

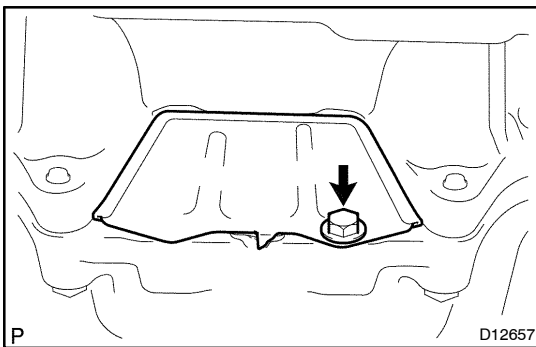
Remove the nut and separate the transfer shift lever rod assembly.

Torque: 12 N·m (122 kgf·cm, 9 ft·lbf)

**12. SEPARATE WIRE HARNESS**

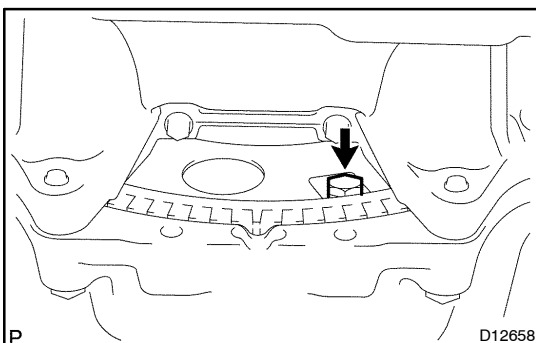
(a) Disconnect 3 connectors.

(b) Remove the 3 clamps from the transmission unit and separate the transmission wire.

**13. REMOVE TORQUE CONVERTER CLUTCH MOUNTING BOLT**

(a) Remove the bolt and the hole plug.

Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)



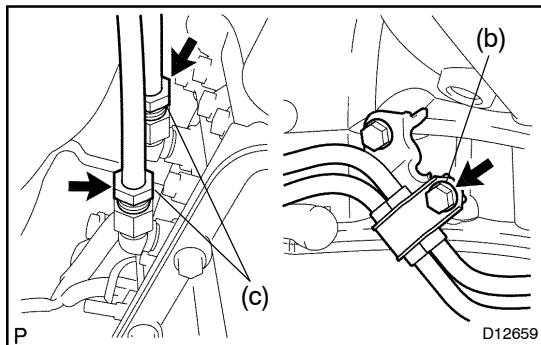
(b) Turn the crankshaft to gain access to each bolt.

(c) Hold the crankshaft pulley nut with a wrench, and remove the 6 bolts.

Torque: 48 N·m (490 kgf·cm, 35 ft·lbf)

HINT:

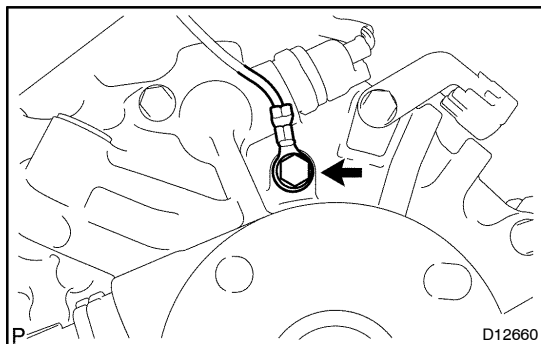
At the time of installation, first install the green colored bolt. And then install the other 5 bolts.

**14. DISCONNECT OIL COOLER PIPES**

- (a) Loosen the 2 union nuts.
- (b) Remove the bolt and the clamp.
- (c) Remove the 2 union nuts and disconnect the 2 oil cooler pipes.

Torque: 12 N·m (122 kgf·cm, 9 ft·lbf)

Torque: 34 N·m (347 kgf·cm, 25 ft·lbf)

**15. SEPARATE GROUND CABLE**

Remove the bolt and separate the ground cable.

Torque: 20 N·m (204 kgf·cm, 15 ft·lbf)

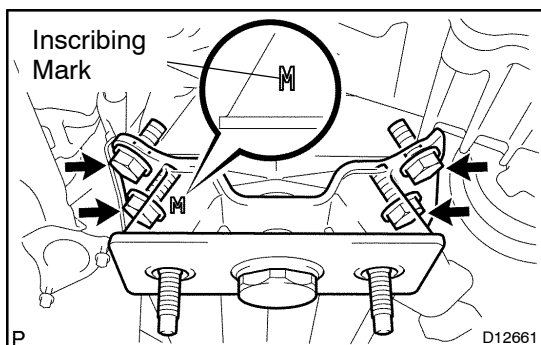
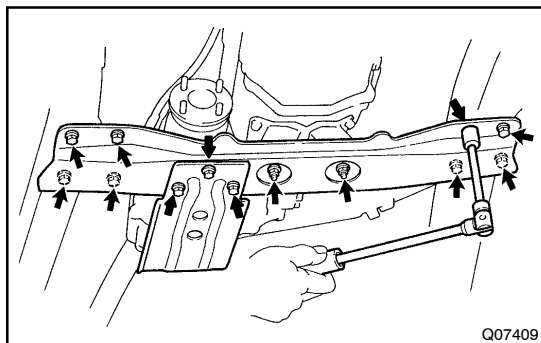
16. REMOVE CROSSMEMBER AND TRANSFER CASE PROTECTOR

- (a) Support the transmission with a jack.
- (b) Remove the 3 bolts and the transfer case protector.
- (c) Remove the 8 bolts, the 2 nuts and the crossmember.

Torque:

Bolt: 50 N·m (510 kgf·cm, 37 ft·lbf)

Nut: 74 N·m (750 kgf·cm, 54 ft·lbf)

**17. REMOVE ENGINE MOUNTING INSULATOR RR**

Remove the 4 bolts and the engine mounting insulator RR.

Torque: 59 N·m (600 kgf·cm, 43 ft·lbf)

HINT:

At the time of installation, install the insulator rear with the inscribing mark facing backward.

18. REMOVE TRANSMISSION

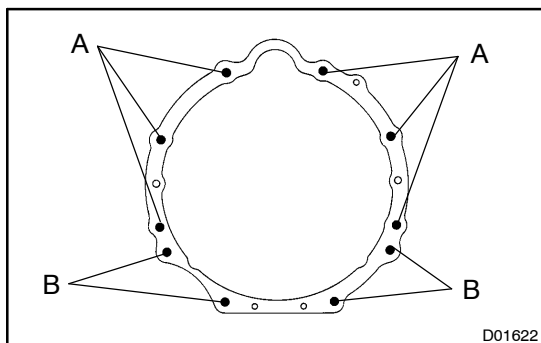
- (a) Lower the rear end of the transmission unit.
- (b) Remove the transmission wire clamp bolt.

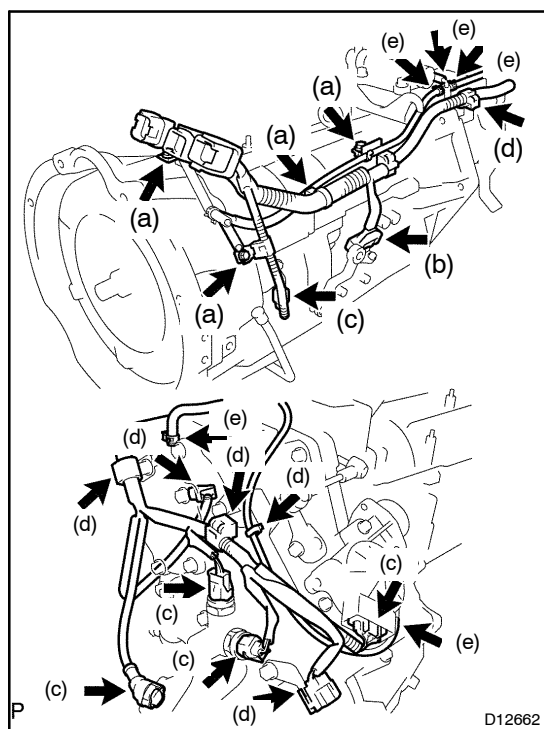
- (c) Remove the 10 bolts and the transmission unit.

Torque:

Bolt A: 71 N·m (724 kgf·cm, 52 ft·lbf)

Bolt B: 37 N·m (377 kgf·cm, 27 ft·lbf)



**19. REMOVE WIRE HARNESS AND HOSE**

(a) Remove the 4 bolts.

Torque: 8.0 N·m (82 kgf·cm, 71 in·lbf)

(b) Release the lock and disconnect the connector.

(c) Disconnect the 5 connectors.

(d) Separate the 6 connector clamps.

(e) Disconnect the 5 hoses and remove the wire harness and the hose.