

# AUTOMATIC TRANSMISSION

# 4AT

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# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

### 1. General Description

#### A: SPECIFICATIONS

##### 1. TORQUE CONVERTER CLUTCH

Model	2.5 L Non-TURBO model	2.5 L TURBO model
Type	Symmetric, 3 element, single stage, 2 phase torque converter	
Stall torque ratio	2.05 — 2.35	
Nominal diameter	246 mm (9.69 in)	
Stall speed (at sea level)	2,200 — 2,700 rpm	2,700 — 3,400 rpm
One-way clutch	Sprague type one-way clutch	

##### 2. OIL PUMP

Type	Paracoid constant-displacement pump	
Driving method	Driven by engine	
Number of teeth	Inner rotor	9
	Outer rotor	10

##### 3. TRANSMISSION CONTROL ELEMENT

Type	4-forward, 1-reverse, double-row planetary gears
Multi-plate clutch	3 sets
Multi-plate brake	2 sets
One-way clutch (sprague type)	1 sets

##### 4. TRANSMISSION GEAR RATIO

Model	TURBO model	Non-TURBO model
1st	2.785	3.027
2nd	1.545	1.619
3rd	1.000	
4th	0.694	
Rev	2.272	

##### 5. PLANETARY GEAR AND PLATE

	Non-TURBO model	TURBO model
Tooth number of front sun gear	33	
Tooth number of front pinion	21	
Tooth number of front internal gear	75	
Tooth number of rear sun gear	37	42
Tooth number of rear pinion	19	17
Tooth number of rear internal gear	75	
Drive plate number of high clutch	4	5
Drive plate number of low clutch	6	7
Drive plate number of reverse clutch	2	
Drive plate number of 2-4 brake	3	4
Drive plate number of low & reverse brake	6	7

##### 6. SELECTOR POSITION

P (Park)	Transmission in neutral, output member immovable, and engine start possible
R (Reverse)	Transmission in reverse for backing
N (Neutral)	Transmission in neutral and engine start possible
D (Drive)	Automatic gear change 1st $\leftarrow$ $\rightarrow$ 2nd $\leftarrow$ $\rightarrow$ 3rd $\leftarrow$ $\rightarrow$ 4th
3 (3rd)	Automatic gear change 1st $\leftarrow$ $\rightarrow$ 2nd $\leftarrow$ $\rightarrow$ 3rd $\leftarrow$ 4th
2 (2nd)	2nd gear locked (Deceleration possible 2nd $\leftarrow$ 3rd $\leftarrow$ 4th)
1 (1st)	1st gear locked (Deceleration possible 1st $\leftarrow$ 2nd $\leftarrow$ 3rd $\leftarrow$ 4th)
Control method	Select cable

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

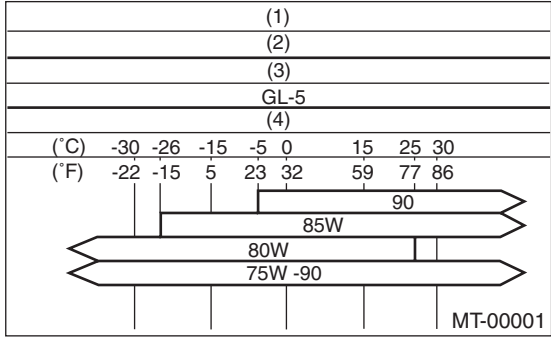
## 7. HYDRAULIC CONTROL AND LUBRICATION

Type	Electronic/hydraulic control [Four forward speed changes by electrical signals of vehicle speed and accelerator (throttle) opening]
Fluid	Dexron III type
Fluid capacity	9.3 — 9.6 ℓ (9.8 — 10.1 US qt, 8.2 — 8.4 Imp qt)
Lubrication system	Forced feed lubrication with oil pump
Oil	Automatic transmission fluid (above mentioned)

## 8. COOLING AND HARNESS

Cooling system	Liquid-cooled cooler incorporated in radiator
Inhibitor switch	12 poles
Transmission harness	20 poles

## 10.FINAL REDUCTION

Model	TURBO model	Non-TURBO model
Front final gear ratio	4.444 (40/9)	4.444 (40/9)
Lubrication oil	 <p>(1) Item</p> <p>(2) Front differential gear oil</p> <p>(3) API classification</p> <p>(4) SAE viscosity No. and applicable temperature</p>	
Front differential oil capacity	1.1 — 1.3 ℓ (1.2 — 1.4 US qt, 1.0 — 1.1 Imp qt)	

## 9. TRANSFER

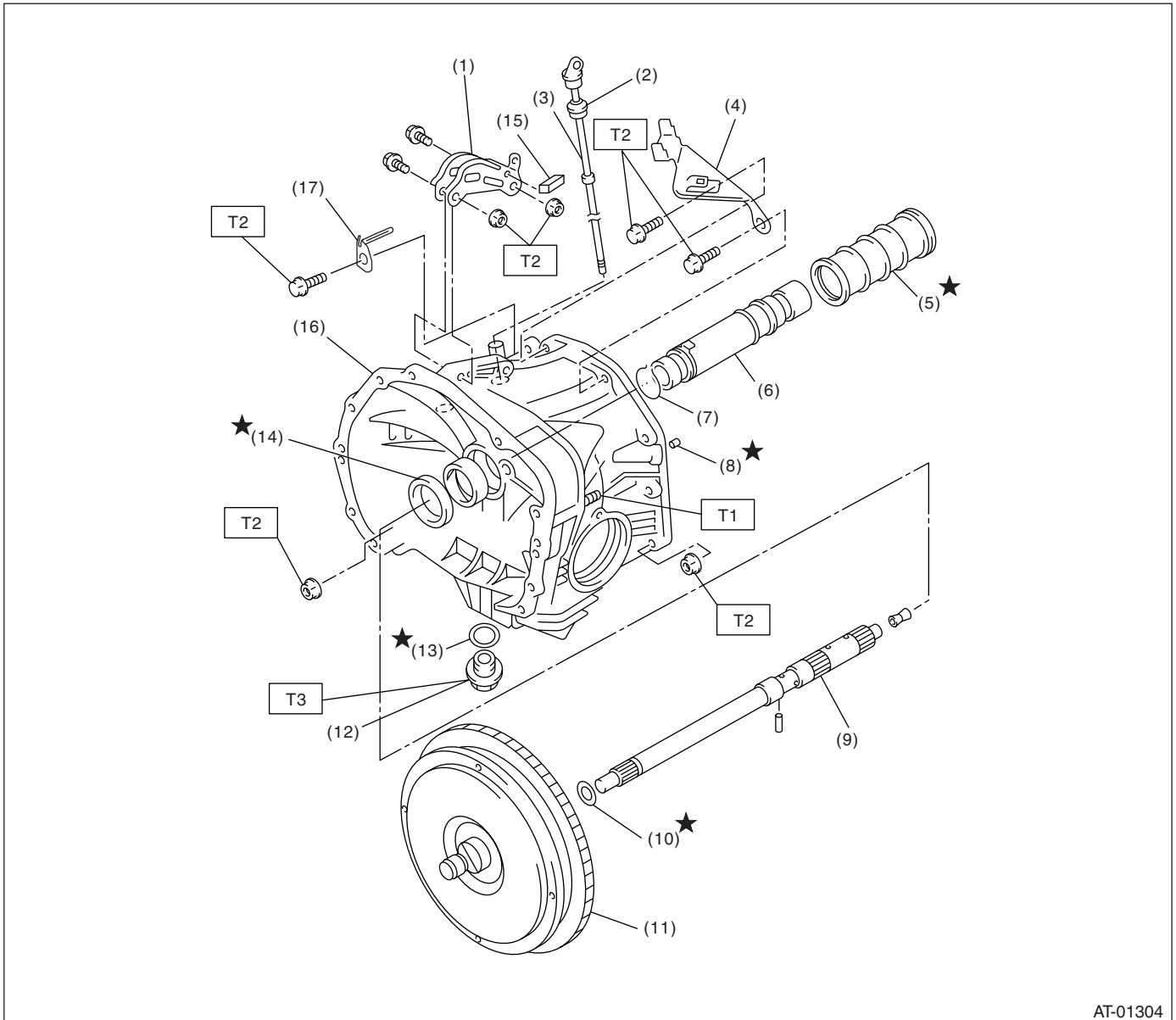
Model	MPT model	Turbo VTD model
Transfer type	Multi-plate transfer (MPT)	Variable torque distribution (VTD)
Drive & driven plate number of transfer clutch	5	3
Control method	Electronic, hydraulic type	
Lubricant	The same Automatic transmission fluid used in automatic transmission	
1st reduction gear ratio	1.000 (53/53)	

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

## B: COMPONENT

### 1. TORQUE CONVERTER CLUTCH AND CASE



AT-01304

- |                                  |                                     |
|----------------------------------|-------------------------------------|
| (1) Pitching stopper bracket     | (10) O-ring                         |
| (2) O-ring                       | (11) Torque converter clutch ASSY   |
| (3) Differential oil level gauge | (12) Drain plug                     |
| (4) Stay                         | (13) Gasket                         |
| (5) Seal pipe                    | (14) Oil seal                       |
| (6) Oil pump shaft               | (15) Clip (TURBO model)             |
| (7) Clip                         | (16) Torque converter clutch case   |
| (8) Oil drain pipe               | (17) Harness stay (Non-TURBO model) |
| (9) Input shaft                  |                                     |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 18 (1.8, 13.0)**

**T2: 41 (4.2, 30.4)**

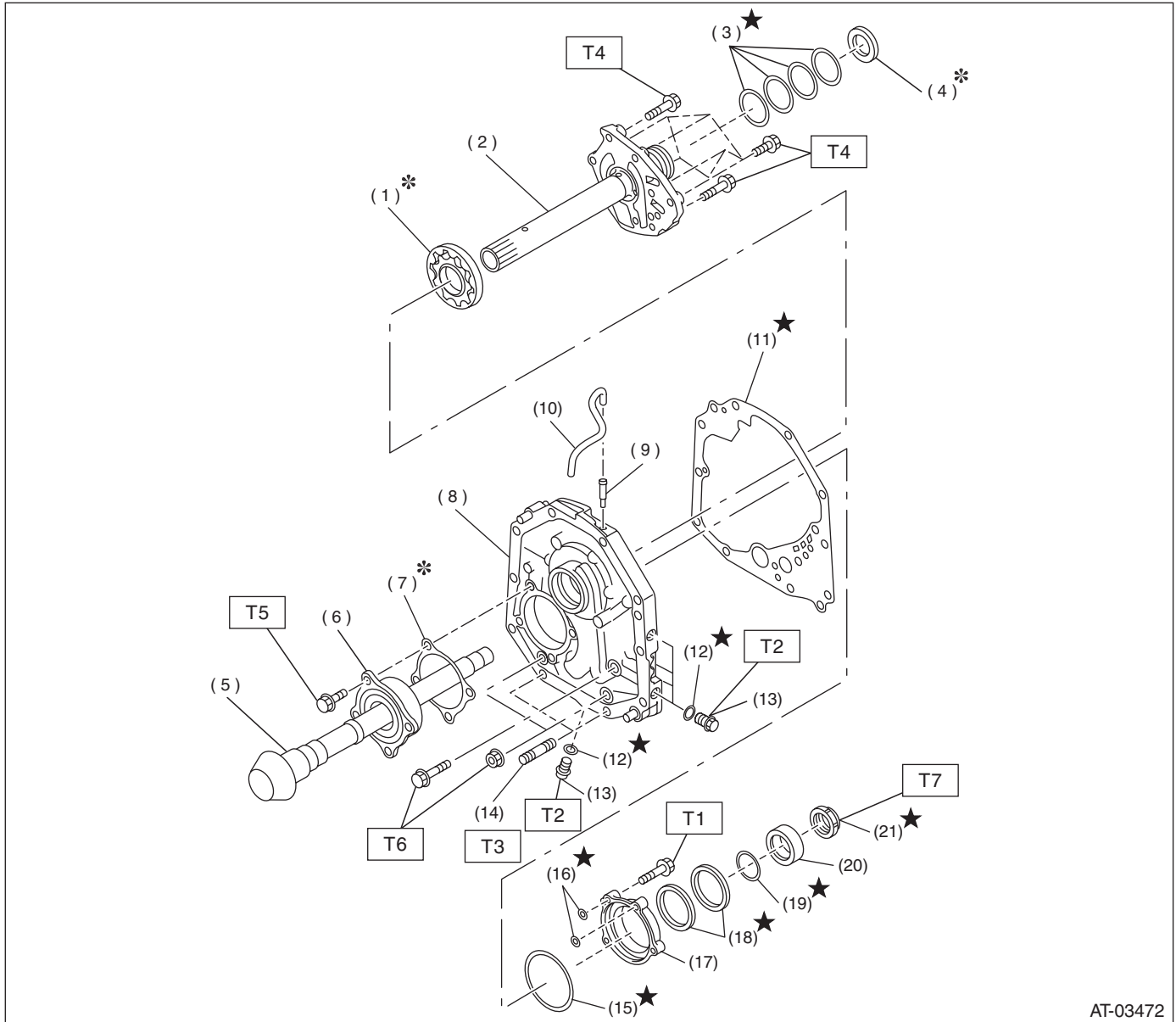
**T3: Copper gasket**

**70 (7.1, 51.4)**

**Aluminum gasket**

**44 (4.5, 32.5)**

### 2. OIL PUMP



AT-03472

- |                           |                          |
|---------------------------|--------------------------|
| (1) Oil pump rotor        | (12) O-ring              |
| (2) Oil pump cover        | (13) Test plug           |
| (3) Seal ring             | (14) Stud bolt           |
| (4) Thrust needle bearing | (15) O-ring              |
| (5) Drive pinion shaft    | (16) O-ring              |
| (6) Roller bearing        | (17) Oil seal retainer   |
| (7) Shim                  | (18) Oil seal            |
| (8) Oil pump housing      | (19) O-ring              |
| (9) Nipple                | (20) Drive pinion collar |
| (10) Air breather hose    | (21) Lock nut            |
| (11) Gasket               |                          |

**Tightening torque: N-m (kgf-m, ft-lb)**

**T1: 7 (0.7, 5.1)**

**T2: 13 (1.3, 9.4)**

**T3: 18 (1.8, 13.0)**

**T4: 25 (2.5, 18.1)**

**T5: 40 (4.1, 30)**

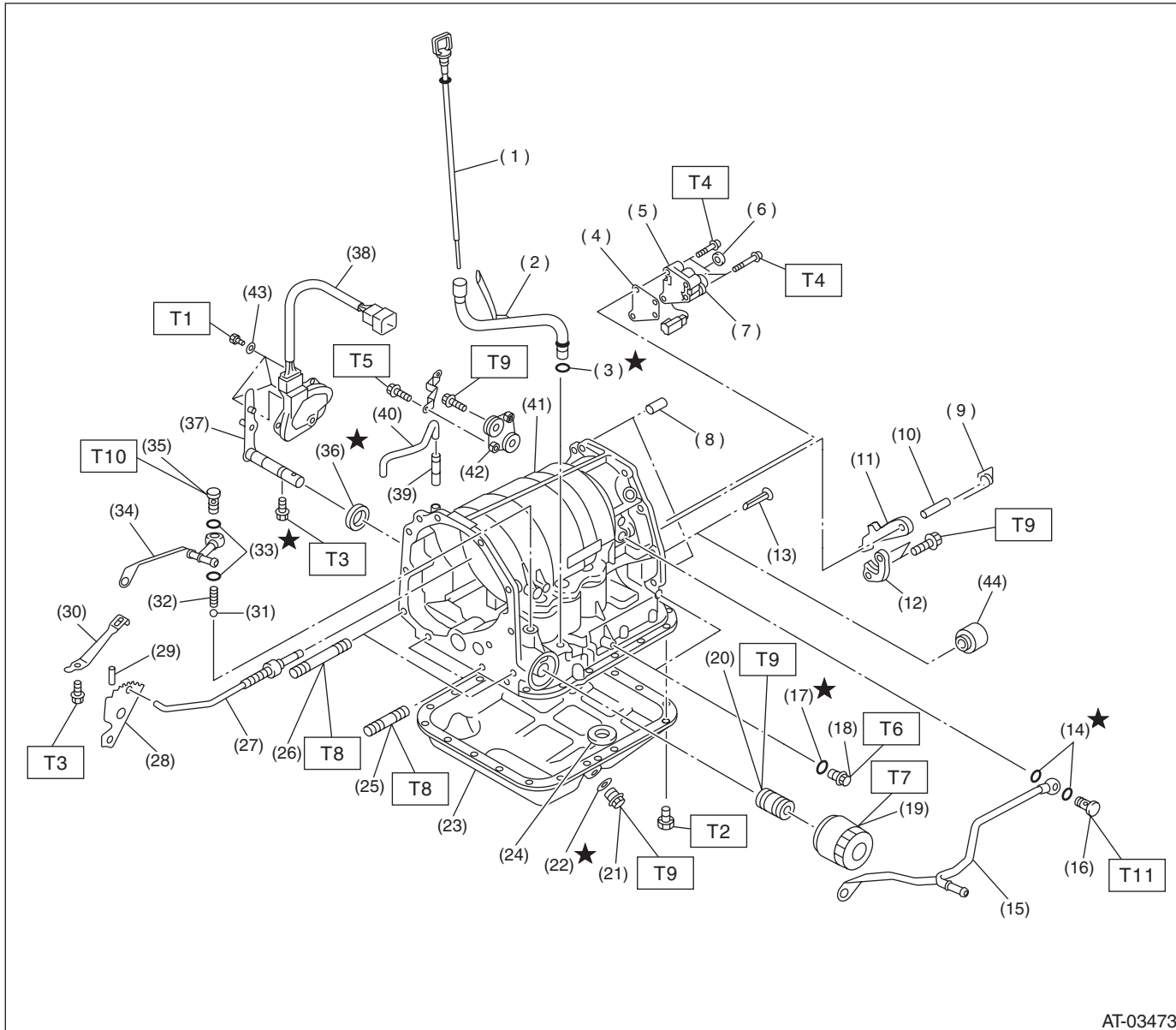
**T6: 42 (4.3, 31)**

**T7: 116 (11.8, 85)**

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

## 3. TRANSMISSION CASE AND CONTROL DEVICE



AT-03473

# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

(1) ATF level gauge	(21) Drain plug	(44) Transfer clutch seal (TURBO model)
(2) ATF charger pipe	(22) Gasket	
(3) O-ring	(23) Oil pan	
(4) Transfer valve plate (Non-TURBO model)	(24) Magnet	
(5) Transfer valve ASSY (Non-TURBO model)	(25) Stud bolt (Short)	
(6) Transfer clutch seal (Non-TURBO model)	(26) Stud bolt (Long)	
(7) Transfer duty solenoid (Non-TURBO model)	(27) Parking rod	
(8) Straight pin	(28) Manual plate	
(9) Return spring	(29) Spring pin	
(10) Shaft	(30) Detention spring	
(11) Parking pawl	(31) Ball	
(12) Parking support	(32) Spring	
(13) Inlet filter	(33) Gasket	
(14) Gasket	(34) Outlet pipe	
(15) Inlet pipe	(35) Union screw	
(16) Union screw	(22) Gasket	
(17) O-ring	(36) Oil seal	
(18) Test plug	(37) Select lever	
(19) Oil filter	(38) Inhibitor switch ASSY	
(20) Oil filter stud bolt	(39) Nipple	
	(40) Air breather hose	
	(41) Transmission case	
	(42) Plate ASSY	
	(43) Washer	

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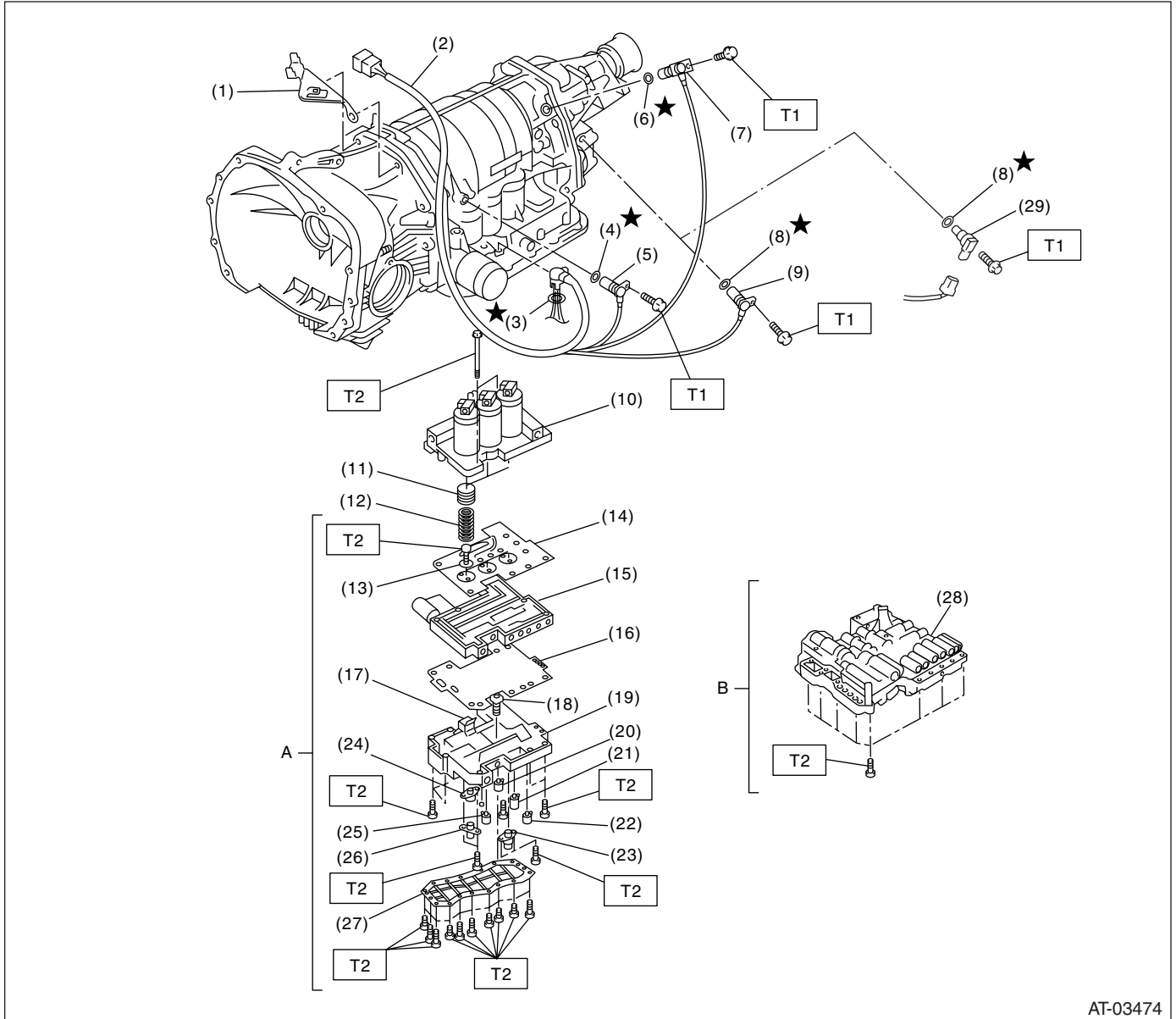
**Tightening torque: N·m (kgf·m, ft·lb)****T1: 3.4 (0.35, 2.5)****T2: 5 (0.5, 3.6)****T3: 6 (0.6, 4)****T4: 8 (0.8, 6)****T5: 12 (1.2, 8.7)****T6: 13 (1.3, 10)****T7: 14 (1.4, 10)****T8: 18 (1.8, 13)****T9: 25 (2.6, 18)****T10: 44 (4.5, 32)****T11: 40 (4.1, 30)**

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# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

### 4. CONTROL VALVE AND HARNESS ROUTING



AT-03474

A: Non-TURBO model

B: TURBO model

- |                                                 |                                |                                              |
|-------------------------------------------------|--------------------------------|----------------------------------------------|
| (1) Stay                                        | (11) Accumulator piston        | (23) 2-4 brake duty solenoid                 |
| (2) Transmission harness                        | (12) Accumulator spring        | (24) Line pressure duty solenoid             |
| (3) O-ring                                      | (13) Side plate                | (25) Low clutch timing solenoid              |
| (4) O-ring                                      | (14) Separate plate            | (26) Lock-up duty solenoid                   |
| (5) Torque converter turbine speed sensor       | (15) Middle valve body         | (27) Oil strainer                            |
| (6) O-ring                                      | (16) Separate plate            | (28) Control valve ASSY                      |
| (7) Front vehicle speed sensor                  | (17) Fluid filter              | (29) Rear vehicle speed sensor (TURBO model) |
| (8) O-ring                                      | (18) Fluid filter              |                                              |
| (9) Rear vehicle speed sensor (Non-TURBO model) | (19) Lower valve body          |                                              |
| (10) Upper valve body                           | (20) Shift solenoid 2          |                                              |
|                                                 | (21) Shift solenoid 1          |                                              |
|                                                 | (22) 2-4 brake timing solenoid |                                              |

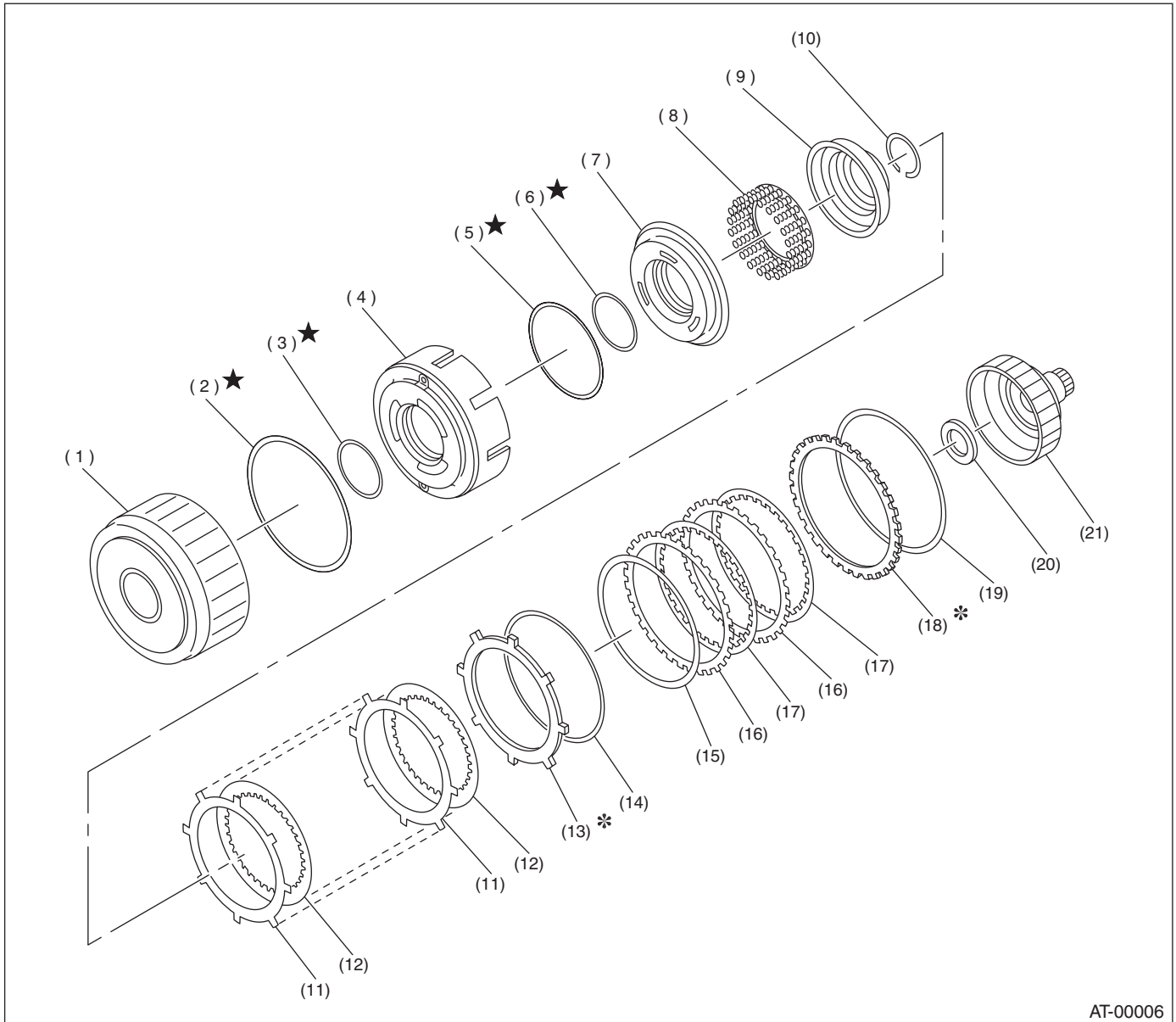
**Tightening torque: N-m (kgf-m, ft-lb)**

**T1: 7 (0.7, 5.1)**

**T2: 8 (0.8, 5.8)**



### 5. HIGH CLUTCH AND REVERSE CLUTCH



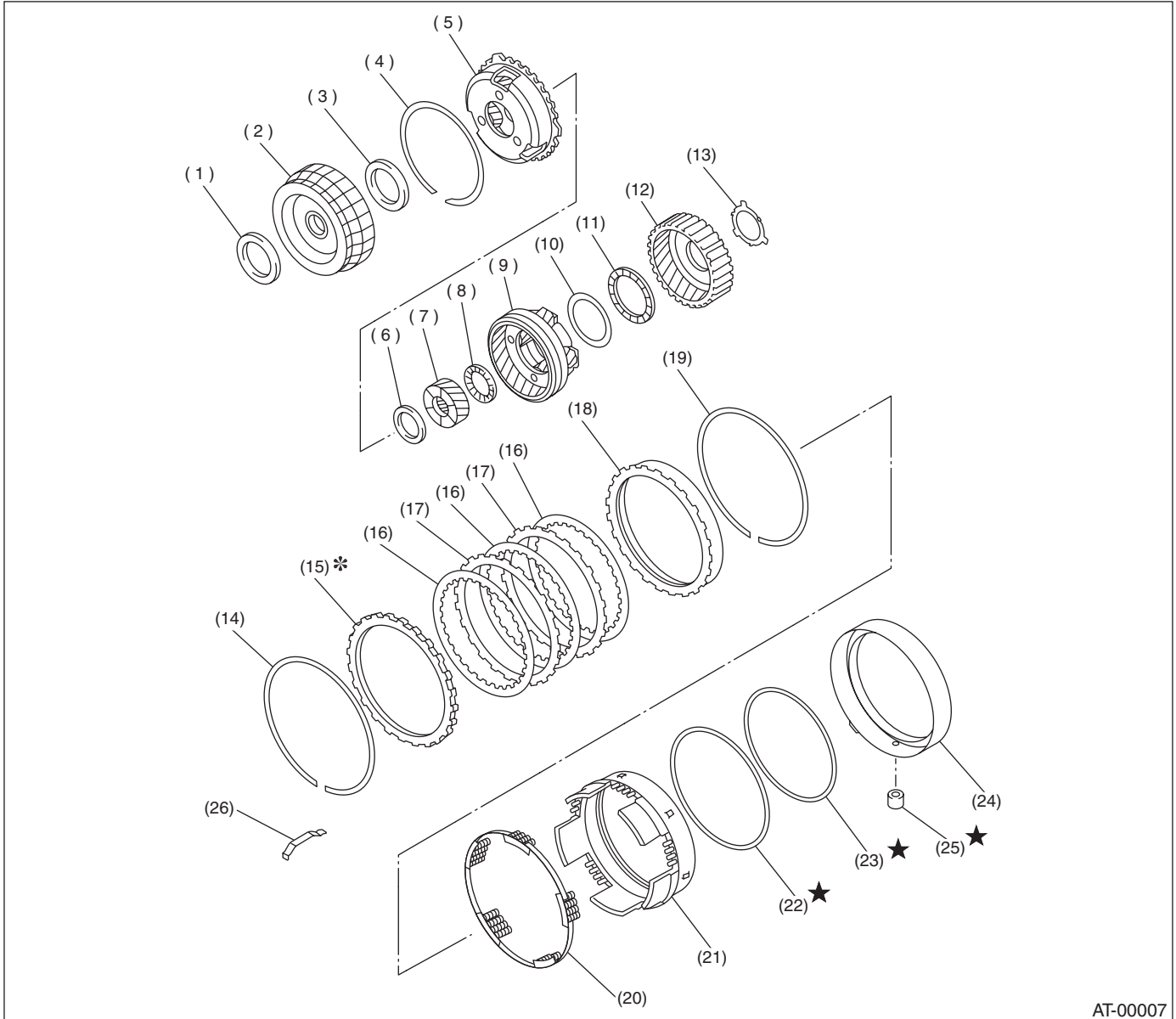
AT-00006

- |                           |                      |                            |
|---------------------------|----------------------|----------------------------|
| (1) High clutch drum      | (8) Spring retainer  | (15) Dish plate            |
| (2) Lip seal              | (9) Cover            | (16) Driven plate          |
| (3) D-ring                | (10) Snap ring       | (17) Drive plate           |
| (4) Reverse clutch piston | (11) Driven plate    | (18) Retaining plate       |
| (5) D-ring                | (12) Drive plate     | (19) Snap ring             |
| (6) D-ring                | (13) Retaining plate | (20) Thrust needle bearing |
| (7) High clutch piston    | (14) Snap ring       | (21) High clutch hub       |

# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

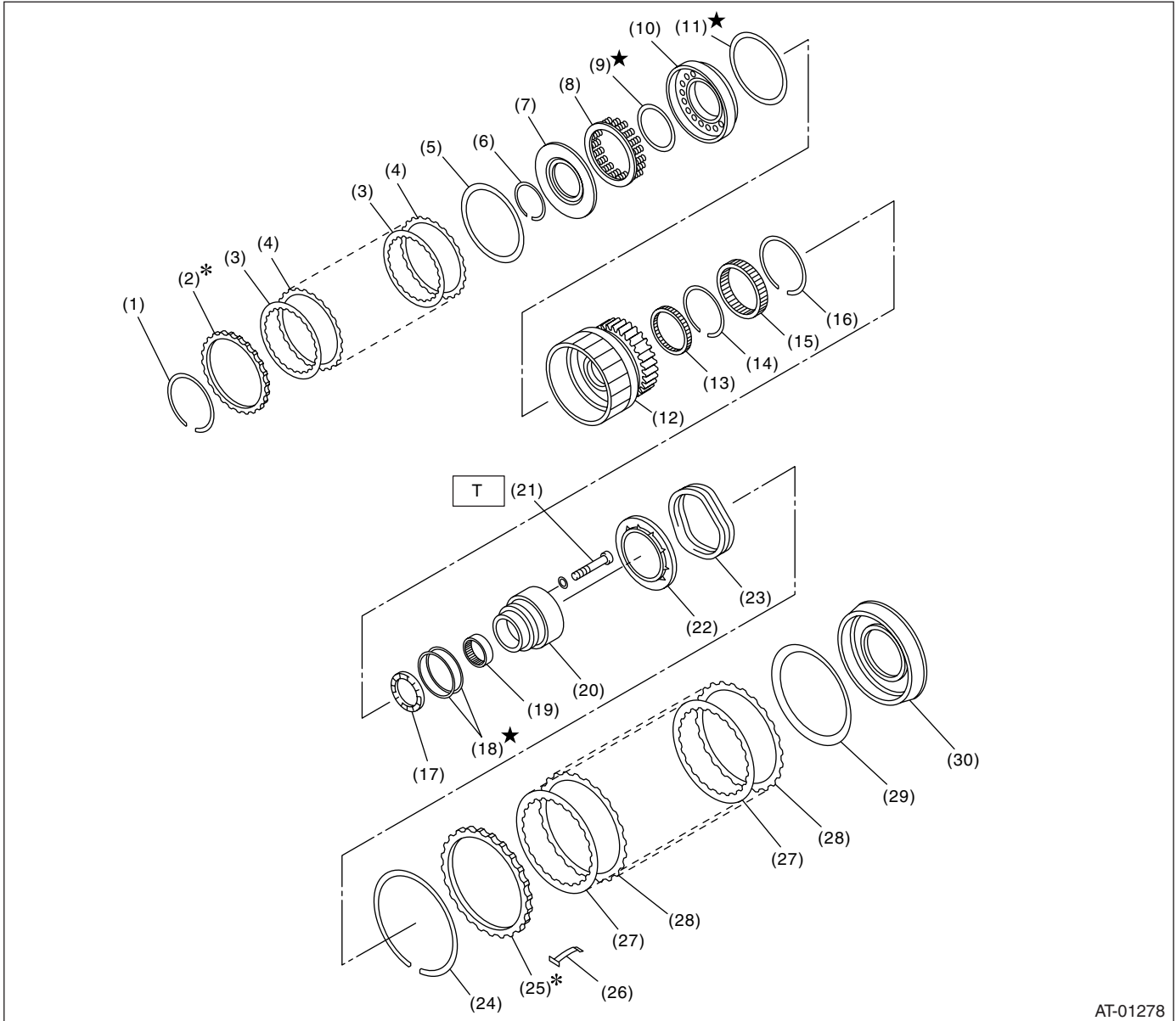
### 6. PLANETARY GEAR AND 2-4 BRAKE



AT-00007

- |                             |                            |                                |
|-----------------------------|----------------------------|--------------------------------|
| (1) Thrust needle bearing   | (10) Washer                | (19) Snap ring                 |
| (2) Front sun gear          | (11) Thrust needle bearing | (20) Spring retainer           |
| (3) Thrust needle bearing   | (12) Rear internal gear    | (21) 2-4 brake piston          |
| (4) Snap ring               | (13) Washer                | (22) D-ring                    |
| (5) Front planetary carrier | (14) Snap ring             | (23) D-ring                    |
| (6) Thrust needle bearing   | (15) Retaining plate       | (24) 2-4 brake piston retainer |
| (7) Rear sun gear           | (16) Drive plate           | (25) 2-4 brake seal            |
| (8) Thrust needle bearing   | (17) Driven plate          | (26) Leaf spring               |
| (9) Rear planetary carrier  | (18) Pressure rear plate   |                                |

## 7. LOW CLUTCH AND LOW & REVERSE BRAKE



AT-01278

- |                        |                                |                                 |
|------------------------|--------------------------------|---------------------------------|
| (1) Snap ring          | (12) Low clutch drum           | (23) Return spring              |
| (2) Retaining plate    | (13) Needle bearing            | (24) Snap ring                  |
| (3) Drive plate        | (14) Snap ring                 | (25) Retaining plate            |
| (4) Driven plate       | (15) One-way clutch            | (26) Leaf spring                |
| (5) Dish plate         | (16) Snap ring                 | (27) Drive plate                |
| (6) Snap ring          | (17) Thrust needle bearing     | (28) Driven plate               |
| (7) Cover              | (18) Seal ring                 | (29) Dish plate                 |
| (8) Spring retainer    | (19) Needle bearing            | (30) Low & reverse brake piston |
| (9) D-ring             | (20) One-way clutch inner race |                                 |
| (10) Low clutch piston | (21) Socket bolt               |                                 |
| (11) D-ring            | (22) Spring retainer           |                                 |

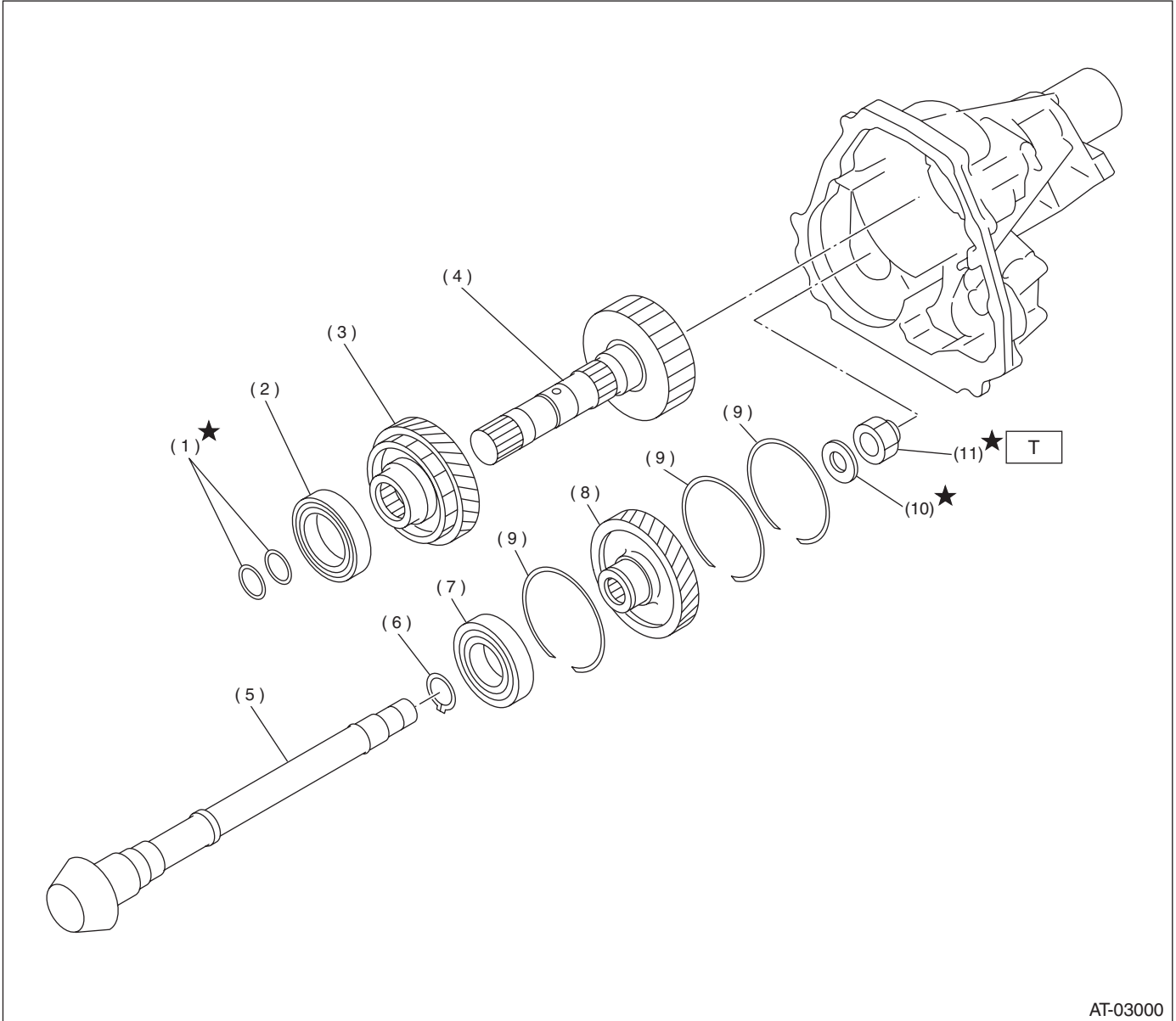
**Tightening torque: N·m (kgf·m, ft·lb)**

**T: 25 (2.5, 18.1)**

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

## 8. REDUCTION GEAR WITH MPT



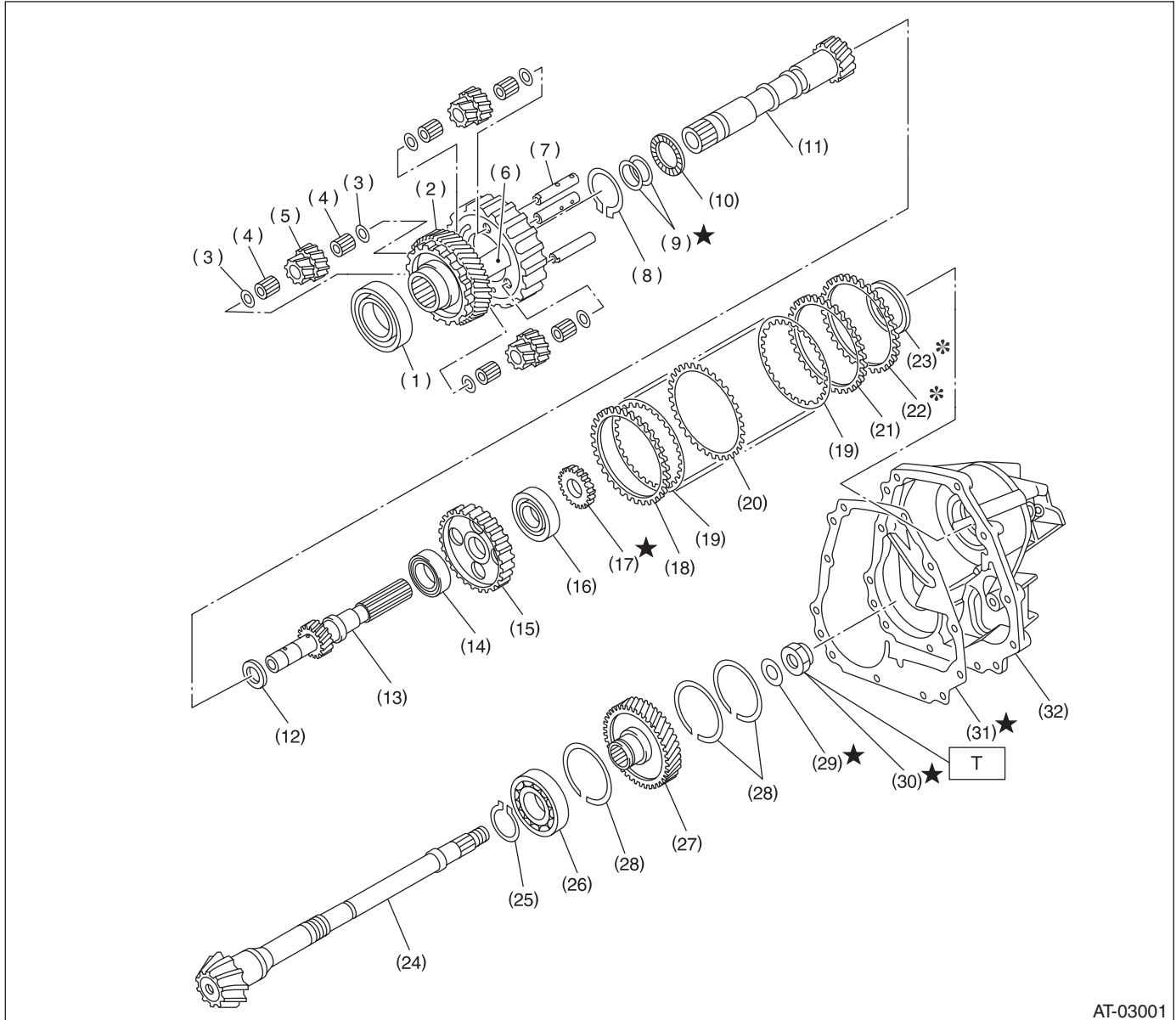
- (1) Seal ring
- (2) Ball bearing
- (3) Reduction drive gear
- (4) Reduction drive shaft
- (5) Drive pinion shaft

- (6) Snap ring
- (7) Ball bearing
- (8) Reduction driven gear
- (9) Snap ring
- (10) Lock washer

- (11) Lock nut

**Tightening torque: N·m (kgf·m, ft·lb)**  
**T: 100 (10.2, 73.8)**

### 9. REDUCTION GEAR WITH VTD



AT-03001

- |                            |                                   |                            |
|----------------------------|-----------------------------------|----------------------------|
| (1) Ball bearing           | (13) Rear drive shaft             | (25) Snap ring             |
| (2) Reduction drive gear   | (14) Ball bearing                 | (26) Ball bearing          |
| (3) Washer                 | (15) Multi-plate clutch (LSD) hub | (27) Reduction driven gear |
| (4) Needle bearing         | (16) Ball bearing                 | (28) Snap ring             |
| (5) Pinion gear            | (17) Revolution gear              | (29) Lock washer           |
| (6) Carrier                | (18) Driven plate (Thick)         | (30) Lock nut              |
| (7) Planetary pinion shaft | (19) Driven plate                 | (31) Gasket                |
| (8) Snap ring              | (20) Driven plate (Thin)          | (32) Extension case        |
| (9) Seal ring              | (21) Driven plate (Thick)         |                            |
| (10) Thrust needle bearing | (22) Retaining plate              |                            |
| (11) Intermediate shaft    | (23) Rear drive shaft shim        |                            |
| (12) Thrust washer         | (24) Drive pinion shaft           |                            |

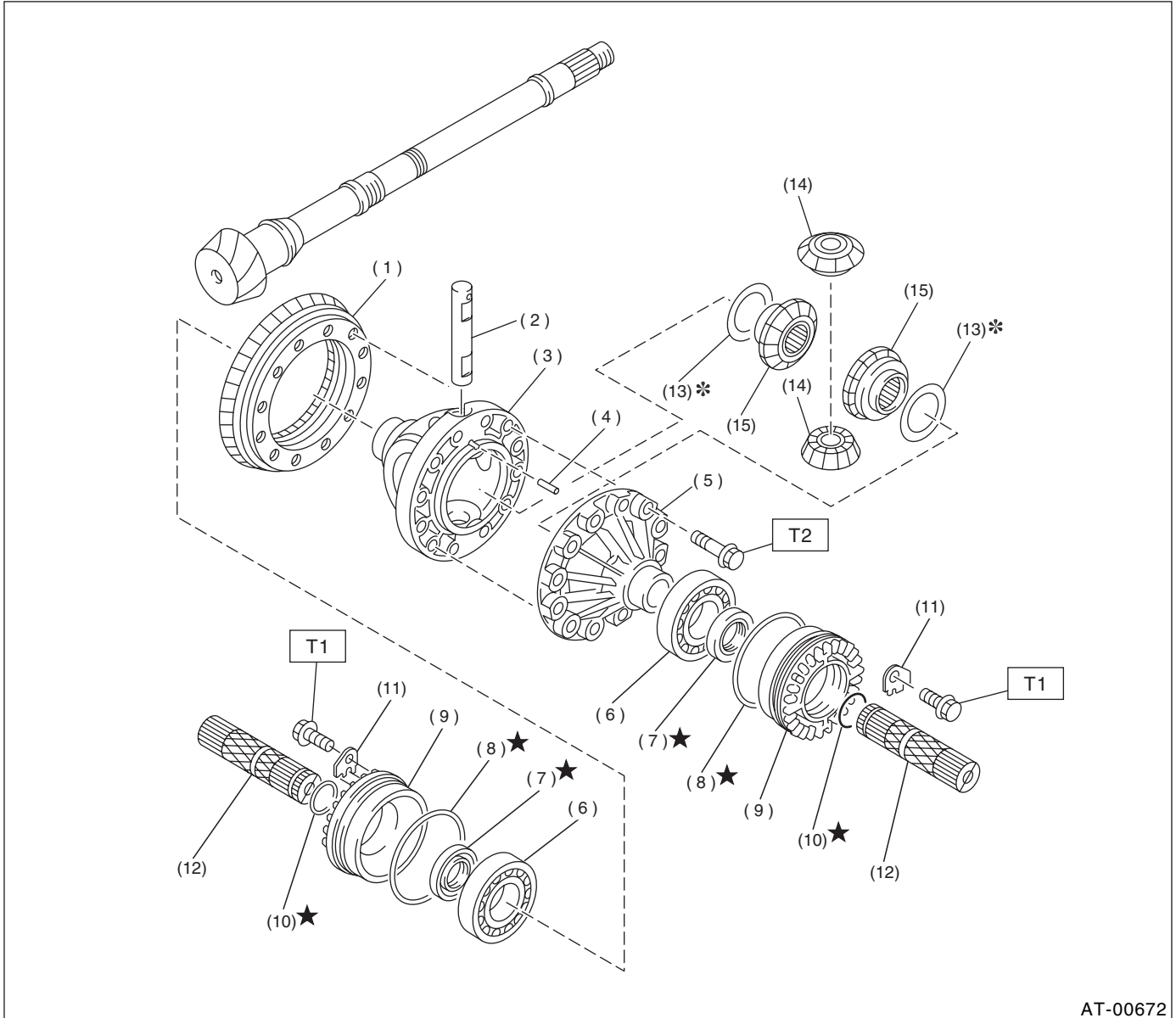
**Tightening torque: N·m (kgf·m, ft·lb)**

**T: 100 (10.2, 73.8)**

# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

### 10.DIFFERENTIAL GEAR



AT-00672

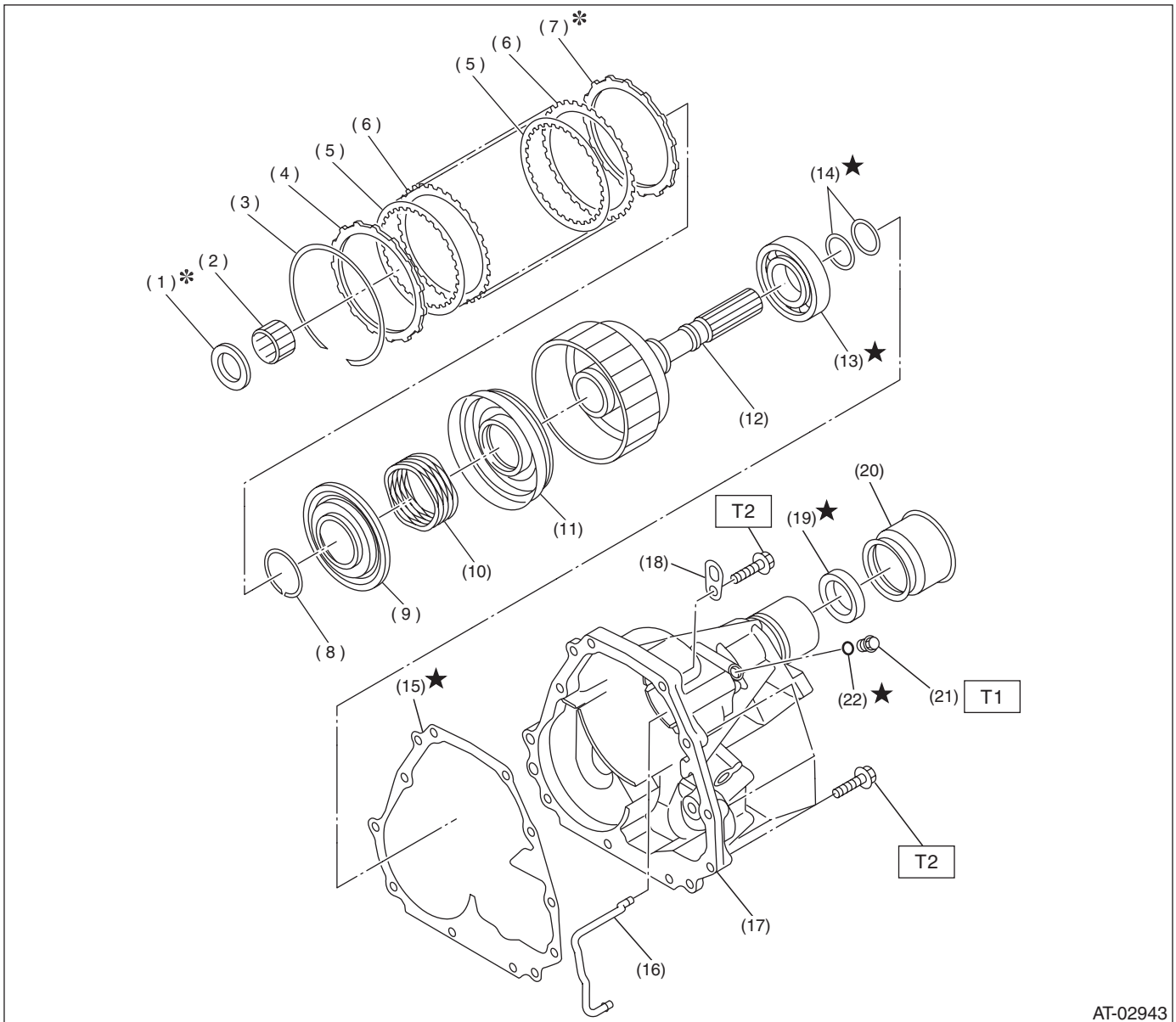
- |                            |                                   |                              |
|----------------------------|-----------------------------------|------------------------------|
| (1) Crown gear             | (8) O-ring                        | (15) Differential bevel gear |
| (2) Pinion shaft           | (9) Differential side retainer    |                              |
| (3) Differential case (RH) | (10) Circlip (Non-TURBO model)    |                              |
| (4) Straight pin           | (11) Lock plate                   |                              |
| (5) Differential case (LH) | (12) Axle shaft (Non-TURBO model) |                              |
| (6) Taper roller bearing   | (13) Washer                       |                              |
| (7) Oil seal               | (14) Differential bevel pinion    |                              |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 25 (2.5, 18.1)**

**T2: 62 (6.3, 45.6)**

### 11. TRANSFER AND EXTENSION CASE WITH MPT



AT-02943

- |                                 |                             |                 |
|---------------------------------|-----------------------------|-----------------|
| (1) Thrust needle bearing       | (10) Return spring          | (19) Oil seal   |
| (2) Needle bearing              | (11) Transfer clutch piston | (20) Dust cover |
| (3) Snap ring                   | (12) Rear drive shaft       | (21) Test plug  |
| (4) Driven plate (Thick)        | (13) Ball bearing           | (22) O-ring     |
| (5) Drive plate                 | (14) Seal ring              |                 |
| (6) Driven plate (Thin)         | (15) Gasket                 |                 |
| (7) Retaining plate             | (16) Transfer clutch pipe   |                 |
| (8) Snap ring                   | (17) Extension case         |                 |
| (9) Transfer clutch piston seal | (18) Transmission hanger    |                 |

**Tightening torque: N-m (kgf-m, ft-lb)**

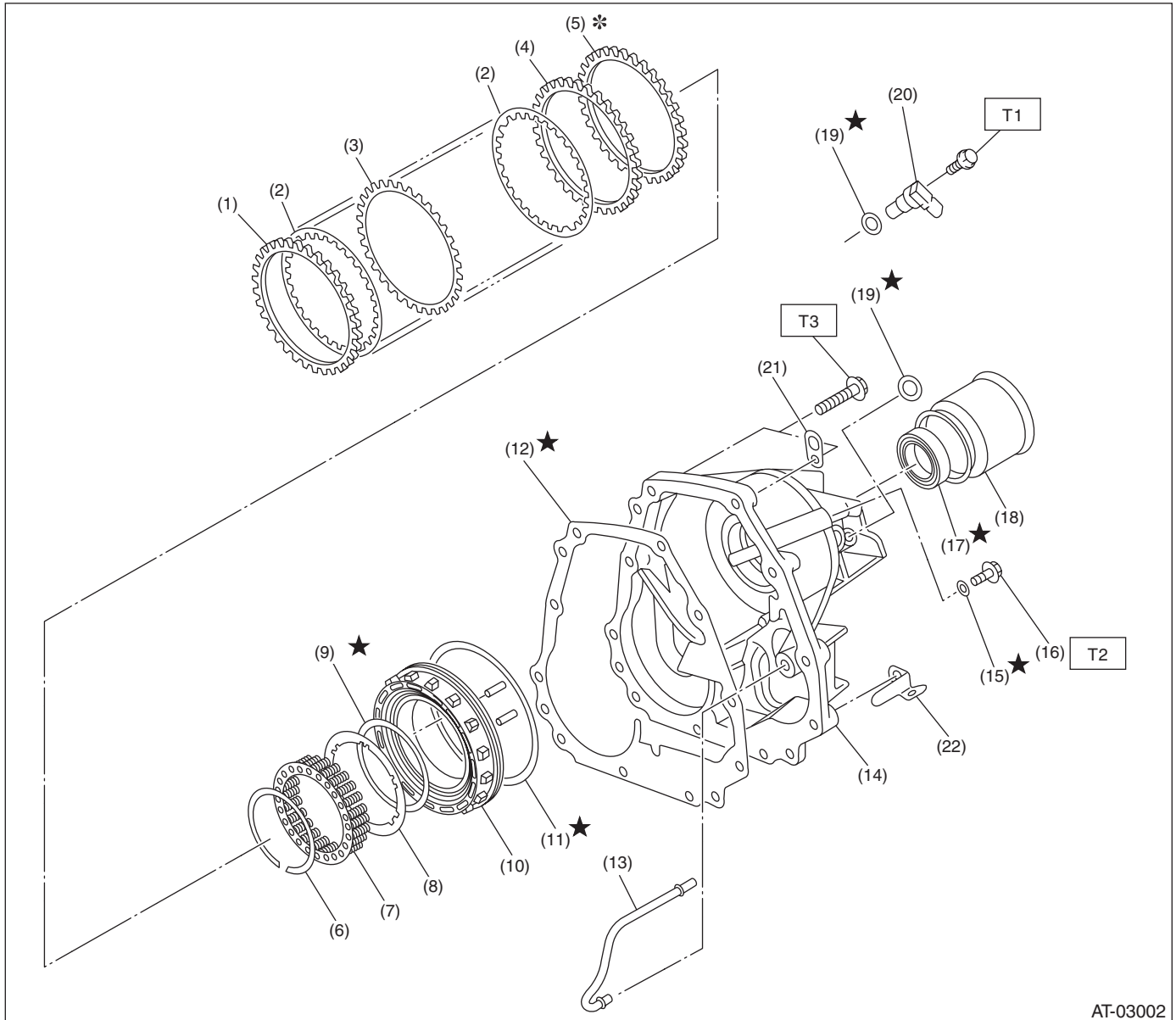
**T1: 13 (1.3, 9.4)**

**T2: 25 (2.5, 18.1)**

# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

### 12. TRANSFER AND EXTENSION CASE WITH VTD



AT-03002

- |                                      |                                    |                                              |
|--------------------------------------|------------------------------------|----------------------------------------------|
| (1) Driven plate (Thick)             | (11) D-ring                        | (20) Rear vehicle speed sensor (TURBO model) |
| (2) Driven plate                     | (12) Gasket                        | (21) Transmission hanger                     |
| (3) Driven plate (Thin)              | (13) Multi-plate clutch (LSD) pipe | (22) Clip (TURBO model)                      |
| (4) Driven plate (Thick)             | (14) Extension case                |                                              |
| (5) Retaining plate                  | (15) O-ring                        |                                              |
| (6) Snap ring                        | (16) Test plug                     |                                              |
| (7) Spring retainer                  | (17) Oil seal                      |                                              |
| (8) Plate                            | (18) Dust cover                    |                                              |
| (9) O-ring                           | (19) O-ring                        |                                              |
| (10) Multi-plate clutch (LSD) piston |                                    |                                              |

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**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 7 (0.7, 5.1)**

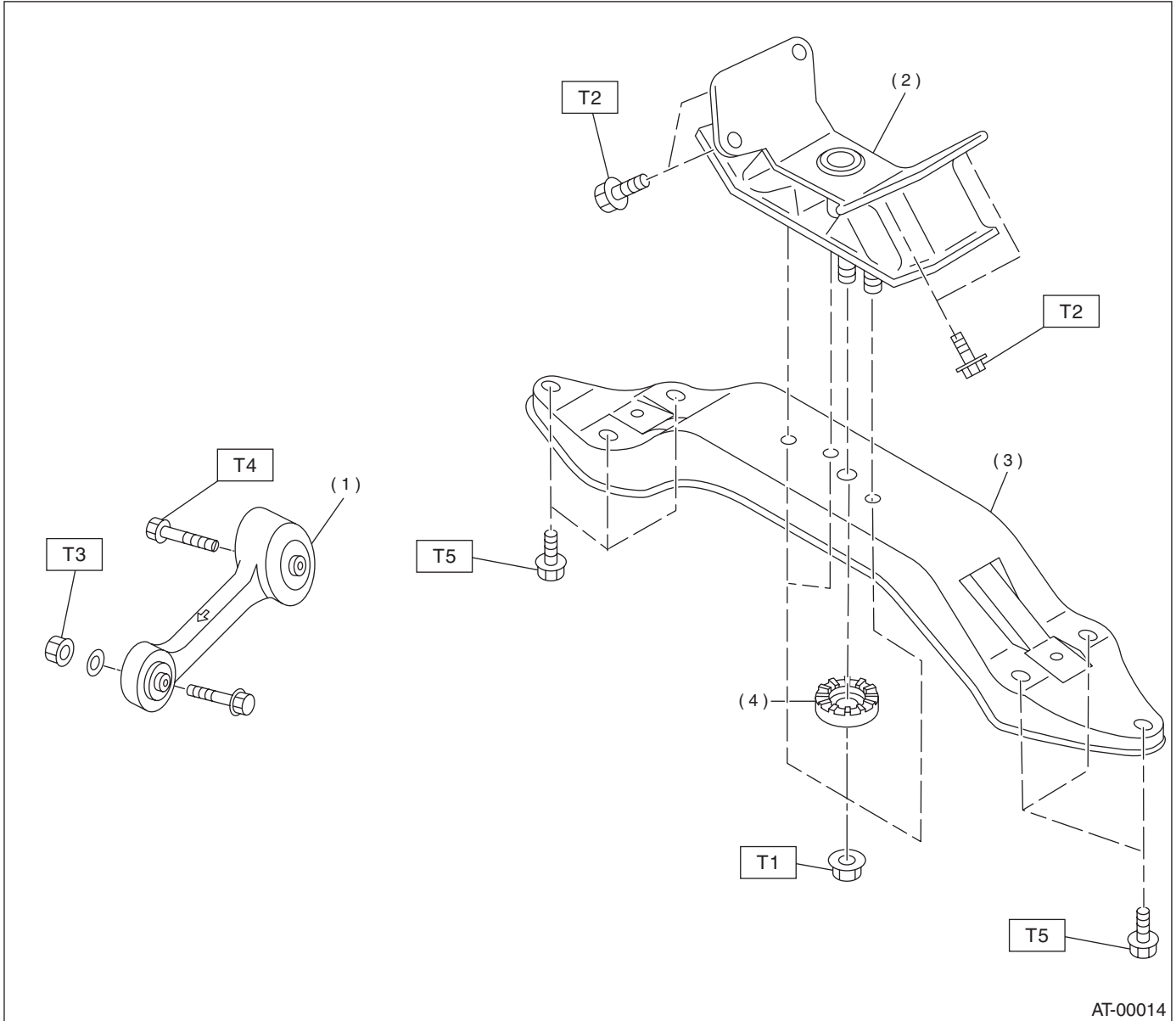
**T2: 13 (1.3, 9.4)**

**T3: 25 (2.5, 18.1)**

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## 13. TRANSMISSION MOUNTING



AT-00014

- |                         |                 |
|-------------------------|-----------------|
| (1) Pitching stopper    | (3) Crossmember |
| (2) Rear cushion rubber | (4) Stopper     |

**Tightening torque: N-m (kgf-m, ft-lb)**

**T1: 35 (3.6, 26)**

**T2: 39 (4.0, 29)**

**T3: 50 (5.1, 37)**

**T4: 58 (5.9, 43)**

**T5: 75 (7.7, 55)**

## GENERAL DESCRIPTION

### AUTOMATIC TRANSMISSION

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#### **C: CAUTION**

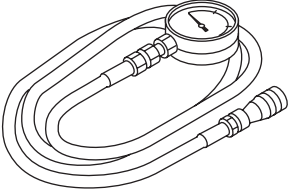
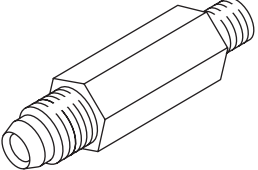
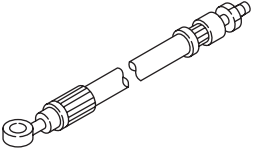
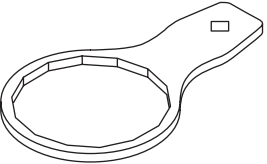
- Wear working clothing, including a cap, protective goggles, and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation, and disassembly.
- Keep the disassembled parts in order and protect them from dust or dirt.
- Until the oil pan is installed, do not place with the oil pan inside facing up to prevent foreign matter from entering the valve body.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- When disassembling the case and other light alloy parts, use a plastic hammer to open the case. Do not pry it apart with a screwdriver or other tool.
- Be careful not to burn your hands, because each part on the vehicle is hot after running.
- Use SUBARU genuine gear oil, grease etc. or the equivalent. Do not mix gear oil, grease etc. with that of another grade or from other manufacturers.
- Be sure to tighten bolts and nuts to the specified torque.
- Place shop jacks or safety stands at the specified points.
- Apply appropriate gear oil or ATF onto sliding or revolving surfaces before installation.
- Replace deformed or otherwise damaged snap rings with new ones.
- Before installing O-rings or oil seals, apply sufficient amount of ATF fluid to avoid damage and deformation.
- Be careful not to incorrectly install or fail to install O-rings, snap rings and other such parts.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or shop cloth between the part and the vise.
- Avoid damaging the mating surface of the case.
- Before applying sealant, completely remove the old seal.

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

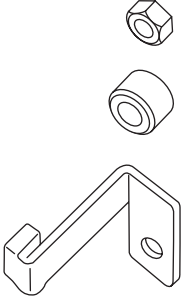
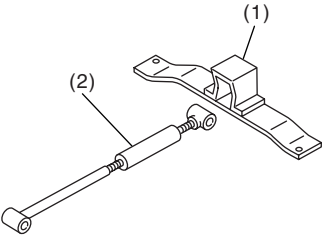
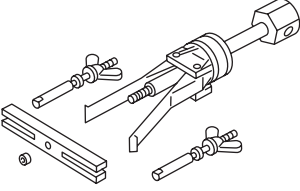
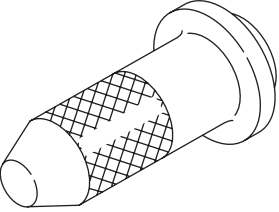
## D: PREPARATION TOOL

### 1. SPECIAL TOOLS

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-498575400</p>	498575400	OIL PRESSURE GAUGE ASSY	Used for measuring oil pressure.
 <p style="text-align: center;">ST-498897200</p>	498897200	ADAPTER	Used oil pump housing when measuring reverse clutch pressure and line pressure.
 <p style="text-align: center;">ST-498897700</p>	498897700	ADAPTER SET	Used for measuring transfer clutch pressure.
 <p style="text-align: center;">ST-498545400</p>	498545400	FILTER WRENCH	Used for removing and installing ATF filter.

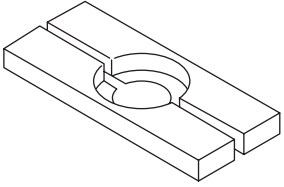
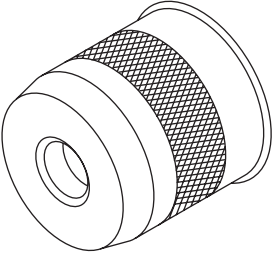
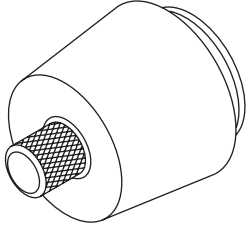
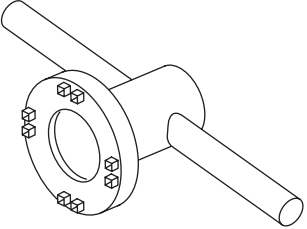
# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-498277200</p>	498277200	STOPPER SET	Used for removing and installing automatic transmission assembly to engine.
 <p style="text-align: center;">ST41099AA000</p>	41099AA000	ENGINE SUPPORT ASSY	Used for supporting engine. (1) ENGINE SUPPORT BRACKET (41099AA010) (2) ENGINE SUPPORT (41099AA020)
 <p style="text-align: center;">ST-398527700</p>	398527700	PULLER ASSY	<ul style="list-style-type: none"> <li>• Used for removing extension case roller bearing.</li> <li>• Used for removing extension oil seal.</li> <li>• Used for removing front differential side retainer bearing outer race.</li> <li>• Used for removing front differential side retainer bearing outer ball race.</li> </ul>
 <p style="text-align: center;">ST-498057300</p>	498057300	INSTALLER	Used for installing extension oil seal.

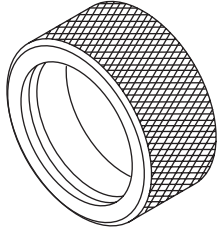
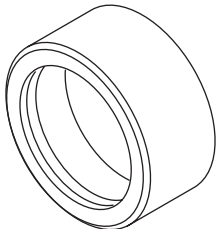
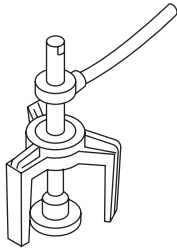
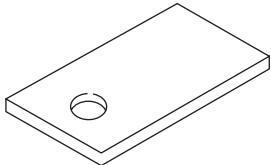
# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p data-bbox="321 533 459 558">ST-498077000</p>	498077000	REMOVER	Used for removing differential taper roller bearing.
 <p data-bbox="321 953 459 978">ST-499247400</p>	499247400	INSTALLER	<ul style="list-style-type: none"> <li>• Used for installing transfer outer snap ring.</li> <li>• Used with GUIDE (499257300).</li> </ul>
 <p data-bbox="321 1373 459 1398">ST-499257300</p>	499257300	SNAP RING OUTER GUIDE	<ul style="list-style-type: none"> <li>• Used for installing transfer outer snap ring.</li> <li>• Used with INSTALLER (499247400).</li> </ul>
 <p data-bbox="321 1793 459 1818">ST-499787000</p>	499787000	WRENCH ASSY	Used for removing and installing differential side retainer.

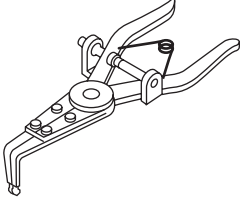
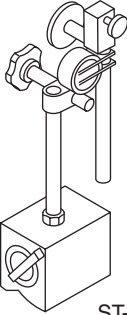
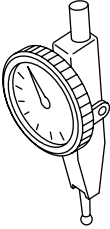
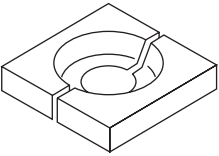
# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-398437700</p>	398437700	DRIFT	Used for installing converter case oil seal.
 <p style="text-align: center;">ST-398487700</p>	398487700	INSTALLER	Used for installing taper roller bearing of front differential.
 <p style="text-align: center;">ST-398673600</p>	398673600	COMPRESSOR	Used for removing and installing clutch spring.
 <p style="text-align: center;">ST-498255400</p>	498255400	PLATE	Used for measuring backlash of hypoid gear.

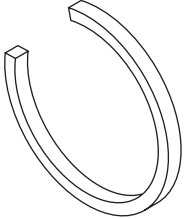
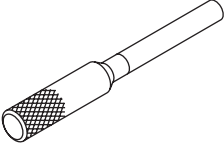
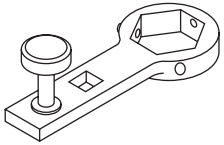
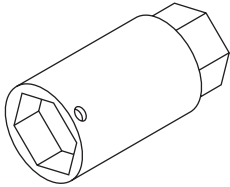
# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-399893600</p>	<p style="text-align: center;">399893600</p>	<p>PLIERS</p>	<p>Used for removing and installing clutch spring.</p>
 <p style="text-align: center;">ST-498247001</p>	<p style="text-align: center;">498247001</p>	<p>MAGNET BASE</p>	<ul style="list-style-type: none"> <li>• Used for measuring gear backlash.</li> <li>• Used with DIAL GAUGE (498247100).</li> </ul>
 <p style="text-align: center;">ST-498247100</p>	<p style="text-align: center;">498247100</p>	<p>DIAL GAUGE</p>	<ul style="list-style-type: none"> <li>• Used for measuring gear backlash.</li> <li>• Used with MAGNET BASE (498247001).</li> </ul>
 <p style="text-align: center;">ST-498517000</p>	<p style="text-align: center;">498517000</p>	<p>REPLACER</p>	<p>Used for removing front roller bearing.</p>

# GENERAL DESCRIPTION

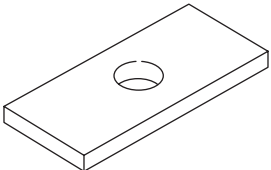
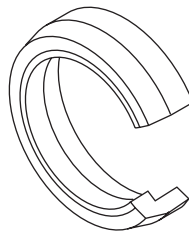
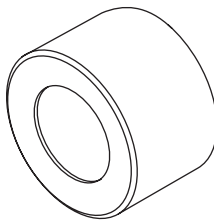
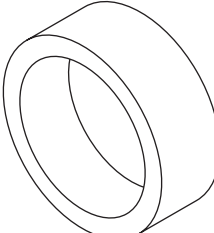
## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-398623600</p>	398623600	SEAT	Used for removing spring of transfer clutch piston.
 <p style="text-align: center;">ST-499267300</p>	499267300	STOPPER PIN	Used for installing inhibitor switch.
 <p style="text-align: center;">ST-499787700</p>	499787700	WRENCH	Used for removing and installing drive pinion lock nut.
 <p style="text-align: center;">ST-499787500</p>	499787500	ADAPTER	Used for removing and installing drive pinion lock nut.



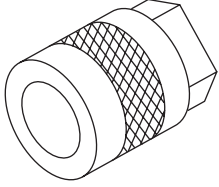
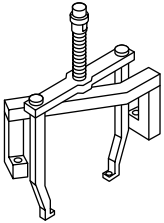
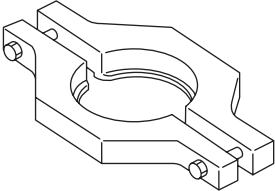
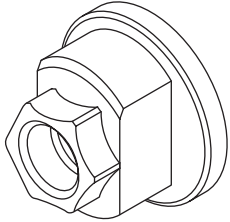
# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-398643600</p>	398643600	GAUGE	Used for measuring total end play, extension end play and drive pinion height.
 <p style="text-align: center;">ST-498627100</p>	498627100	SEAT	Used for holding low clutch piston retainer spring when installing snap ring.
 <p style="text-align: center;">ST-499577000</p>	499577000	GAUGE	<ul style="list-style-type: none"> <li>• Used for measuring the transmission case mating surface to the reduction gear end surface.</li> <li>• For MPT model.</li> </ul>
 <p style="text-align: center;">ST-398744300</p>	398744300	GAUGE	<ul style="list-style-type: none"> <li>• Use for measuring contact face between multi-plate clutch end and transmission.</li> <li>• For VTD model.</li> </ul>

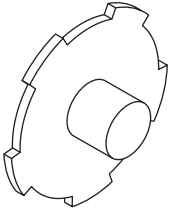
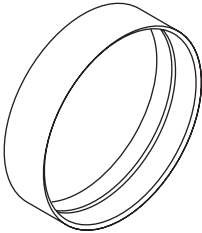
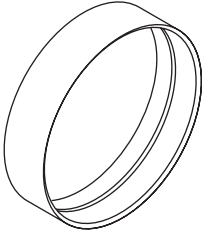
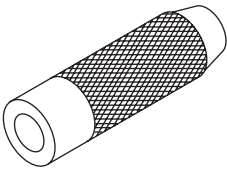
# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-499737000</p>	499737000	PULLER	Used for removing reduction driven gear assembly.
 <p style="text-align: center;">ST-499737100</p>	499737100	PULLER SET	Used for removing reduction drive gear assembly.
 <p style="text-align: center;">ST-498077600</p>	498077600	REMOVER	Used for removing ball bearing.
 <p style="text-align: center;">ST-498937110</p>	498937110	HOLDER	Used for removing and installing drive pinion lock nut.

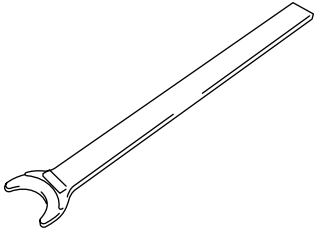
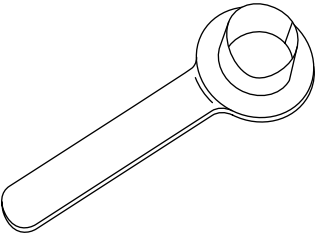
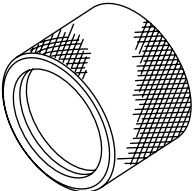
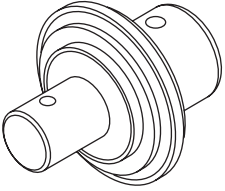
# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST-498677100</p>	498677100	COMPRESSOR	Used for installing 2-4 brake snap ring.
 <p>ST-498437000</p>	498437000	HIGH CLUTCH PISTON GUIDE	Used for installing high clutch piston.
 <p>ST-498437100</p>	498437100	LOW CLUTCH PISTON GUIDE	Used for installing low clutch piston.
 <p>ST-899580100</p>	899580100	INSTALLER	Used for press-fitting the ball bearing for transfer clutch.

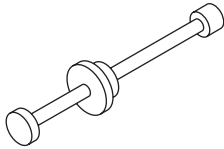
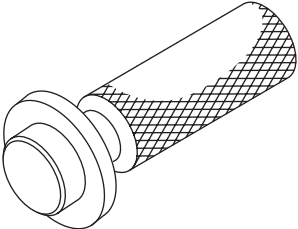
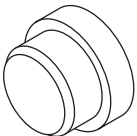
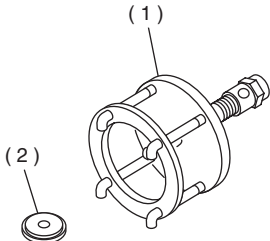
# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST28399SA000</p>	28399SA000	REMOVER	<ul style="list-style-type: none"> <li>• Used for removing axle shaft.</li> <li>• TURBO model</li> </ul>
 <p style="text-align: center;">ST28399SA010</p>	28399SA010	PROTECTOR	<ul style="list-style-type: none"> <li>• Used for installing axle shaft.</li> <li>• TURBO model</li> </ul>
 <p style="text-align: center;">ST18675AA000</p>	18675AA000	DIFFERENTIAL OIL SEAL INSTALLER	<ul style="list-style-type: none"> <li>• Used for installing differential side retainer oil seal.</li> <li>• TURBO model</li> </ul>
 <p style="text-align: center;">ST-499247300</p>	499247300	INSTALLER	<ul style="list-style-type: none"> <li>• Used for removing axle shaft.</li> <li>• Used with REMOVER (499095500).</li> <li>• Non-TURBO model</li> </ul>

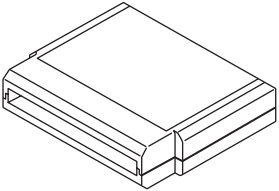

# GENERAL DESCRIPTION

AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p style="text-align: center;">ST-499095500</p>	499095500	REMOVER	<ul style="list-style-type: none"> <li>• Used for removing axle shaft.</li> <li>• Non-TURBO model</li> </ul>
 <p style="text-align: center;">ST-499797000</p>	499797000	INSTALLER	<ul style="list-style-type: none"> <li>• Used for installing differential side retainer oil seal.</li> <li>• Non-TURBO model</li> </ul>
 <p style="text-align: center;">ST-398497701</p>	398497701	SEAT	Used for installing needle bearing.
 <p style="text-align: center;">ST-899524100</p>	899524100	PULLER SET	<ul style="list-style-type: none"> <li>• Using the bolt only.</li> <li>(1) Bolt</li> <li>• Used with PULLER SET (499737100).</li> <li>• Used with PULLER (499737000).</li> <li>(1) Puller</li> <li>(2) Cap</li> </ul>

# GENERAL DESCRIPTION

## AUTOMATIC TRANSMISSION

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18482AA010	18482AA010	CARTRIDGE	Troubleshooting for electrical systems.
 ST22771AA030	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical systems.

## 2. GENERAL PURPOSE TOOLS

TOOL NAME	REMARKS
Depth gauge	Used for measuring transmission end play.
Thickness gauge	Used for measuring clearances of clutch, brake and oil pump.
Micro meter	Used for measuring thickness of drive pinion.
Spring balance	Used for measuring starting torque of drive pinion.
Circuit tester	Used for measuring resistance and voltage.
TORX® T70	Used for removing and installing differential gear oil drain plug.

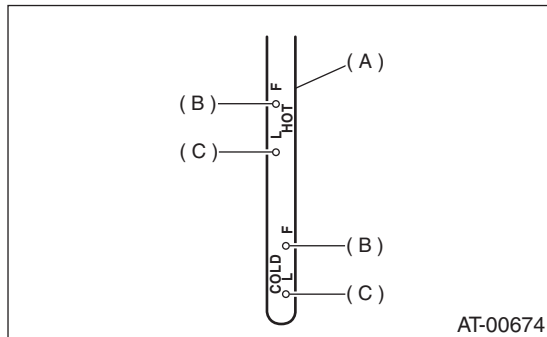
## 2. Automatic Transmission Fluid

### A: INSPECTION

**CAUTION:**

The level of ATF varies with fluid temperature. Pay attention to the fluid temperature when checking ATF level.

- 1) Raise the ATF temperature by driving a distance of 5 to 10 km (3 to 6 miles). Otherwise, idle the engine to raise ATF temperature to 70 — 80°C (158 — 176°F) on SUBARU Select Monitor. <Ref. to 4AT-18, OPERATION, Subaru Select Monitor.>
- 2) Make sure the vehicle is level.
- 3) After selecting all positions (P, R, N, D, 3, 2, 1), set the select lever in “P” range. Measure the ATF level with the engine idling for one or two minutes.



- (A) ATF level gauge
- (B) Upper level
- (C) Lower level

- 4) Make sure that ATF level is above the center of upper and lower marks at HOT side.
- 5) If the ATF level is below the center between upper and lower marks, add the recommended ATF until the ATF level is found above the center between upper and lower marks.

**CAUTION:**

- Use care not to exceed the upper limit level.
- When ATF temperature is 70°C (158°F) or less, remember that the addition of ATF to the upper limit mark of “HOT” side will result in overfilling of ATF, causing a transmission failure.

- 6) Check ATF level after raising ATF temperature to 70 — 80°C (158 — 176°F) by running the vehicle or by idling the engine again.
- 7) If the ATF level is below the halfway point between upper and lower mark, check for leaks of the transmission. If there are leaks, it is necessary to repair or replace gasket, oil seals, plugs or other parts.

### B: REPLACEMENT

- 1) Lift-up the vehicle.
- 2) Drain the ATF completely.

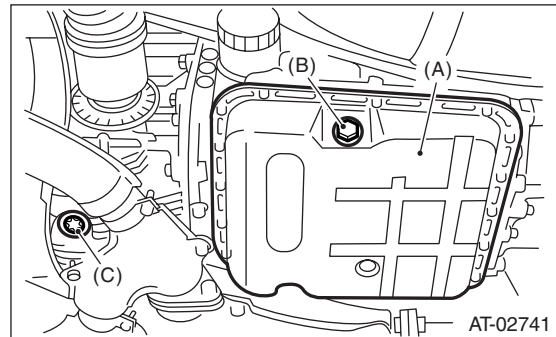
**CAUTION:**

Directly after the engine has been running, the ATF is hot. Be careful not to burn yourself.

- 3) Replace with a new gasket, and then tighten the ATF drain plug.

**Tightening torque:**

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**



- (A) Oil pan
- (B) Drain plug (ATF)
- (C) Differential oil drain plug

- 4) Lower the vehicle.
- 5) Pour ATF into the oil charge pipe.

**Recommended fluid:**

**Dexron III type automatic transmission fluid**

**Capacity:**

**Fill the same amount of ATF drained from drain plug hole.**

**Capacity when transmission is overhauled:**

**9.3 — 9.6 l (9.8 — 10.1 US qt, 8.2 — 8.4 Imp qt)**

- 6) Check the level and leaks of ATF. <Ref. to 4AT-31, INSPECTION.>

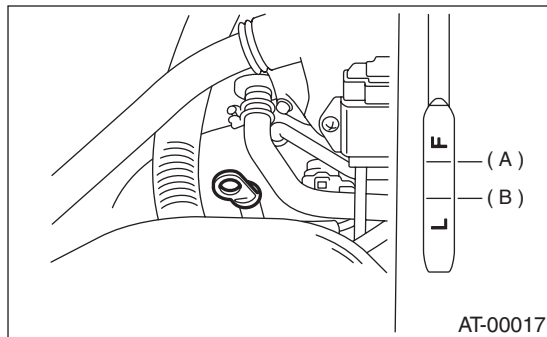
# DIFFERENTIAL GEAR OIL

## AUTOMATIC TRANSMISSION

### 3. Differential Gear Oil

#### A: INSPECTION

- 1) Park the vehicle on a level surface.
- 2) Remove the oil level gauge and wipe it clean.
- 3) Reinsert the level gauge all the way. Be sure that the level gauge is correctly inserted and in the proper orientation.
- 4) Remove it again and note the reading. If the differential gear oil level is below the “L” line, add oil to bring the level up to the “F” line.
- 5) To prevent overfilling the differential gear oil, do not add oil above the “F” line.



- (A) Upper level  
(B) Lower level

#### B: REPLACEMENT

- 1) Lift-up the vehicle.
- 2) Remove the differential gear oil drain plug using TORX® T70, and then drain the differential gear oil completely.

#### CAUTION:

- Directly after the engine has been running, the differential gear oil is hot. Be careful not to burn yourself.
- Be careful not to spill the differential gear oil on exhaust pipe to prevent it from emitting smoke or fire. When the differential gear oil is spilled on exhaust pipe, wipe it away completely.

- 3) Replace the gasket with a new one, and then tighten the differential gear oil drain plug using TORX® T70.

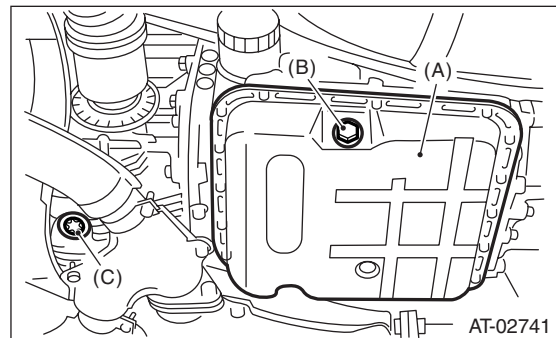
#### Tightening torque:

##### Copper gasket

70 N·m (7.1 kgf-m, 51.4 ft-lb)

##### Aluminum gasket

44 N·m (4.5 kgf-m, 32.5 ft-lb)



- (A) Oil pan  
(B) Drain plug  
(C) Differential oil drain plug

- 4) Lower the vehicle.
- 5) Pour gear oil into the gauge hole.

#### Recommended fluid:

Use GL-5 (SAE: 75W — 90) or equivalent.

#### Gear oil capacity:

1.1 — 1.3 ℓ (1.2 — 1.4 US qt, 1.0 — 1.1 Imp qt)

- 6) Check the level of differential gear oil.  
<Ref. to 4AT-32, INSPECTION.>



## 4. Road Test

### A: INSPECTION

#### 1. GENERAL PRECAUTION

Road tests should be conducted to properly diagnose the condition of the automatic transmission.

NOTE:

When performing the test, do not exceed posted speed limit.

#### 2. D RANGE SHIFT FUNCTION

Check shifting between 1st  $\longleftrightarrow$  2nd  $\longleftrightarrow$  3rd  $\longleftrightarrow$  4th while driving on normal city streets.

#### 3. D RANGE SHIFT SHOCK

Check the shock level when shifting up during normal driving.

#### 4. KICK-DOWN FUNCTION

Check kick-down for each gear. Also check the kick-down shock level.

#### 5. ENGINE BRAKE OPERATION

- Check the 3rd gear engine brake when shifting between D  $\longleftrightarrow$  3rd range while driving in 4th gear of D range [50 to 60 km/h (31 to 37 MPH)].
- Check the 2nd gear engine brake when shifting between 3  $\longleftrightarrow$  2 range while driving in the 3 range 3rd gear [40 to 50 km/h (25 to 31 MPH)].
- Check the 1st gear engine brake when shifting between 2  $\longleftrightarrow$  1 range while driving in the 2 range 2nd gear [20 to 30 km/h (12 to 19 MPH)].

#### 6. LOCK-UP FUNCTION

Check that engine speed does not change sharply when the accelerator pedal is lightly depressed when driving on flat roads at normal speed in the lock-up range.

#### 7. P RANGE OPERATION

Stop the vehicle on an uphill grade of 5% or more and shift to "P" range. Check that the vehicle does not move when the parking brake is released.

#### 8. UNUSUAL SOUNDS AND VIBRATION

Check for unusual sounds and vibration while driving and during shifting.

#### 9. CLIMBING CONTROL FUNCTION

- Check that the gear remains in 3rd when going up a grade.
- Check that the gear remains in 3rd when applying the brakes while going down a grade.

#### 10. TRANSFER CLUTCH

Check if the tight corner braking occurs when the vehicle is started with steering wheel held at fully turned position. (MPT model)

#### 11. OIL LEAKS

After the driving test, inspect for oil leaks.

# STALL TEST

## AUTOMATIC TRANSMISSION

### 5. Stall Test

#### A: INSPECTION

**NOTE:**

The stall test is of extreme importance in diagnosing the condition of the automatic transmission and the engine. It should be conducted to measure the engine stall speeds in “R” and “2” ranges.

Purposes of the stall test:

- To check the operation of the automatic transmission clutch.
  - To check the operation of the torque converter clutch.
  - To check engine performance.
- 1) Check that throttle valve opens fully.
  - 2) Check that engine oil level is correct.
  - 3) Check that coolant level is correct.
  - 4) Check that ATF level is correct.
  - 5) Check that differential gear oil level is correct.
  - 6) Increase ATF temperature to 70 to 80°C (158 to 176°F) by idling the engine for approx. 30 minutes (with select lever set to “N” or “P”).
  - 7) Place the wheel chocks at the front and rear of all wheels and engage the parking brake.
  - 8) Move the manual linkage to ensure it operates properly, and shift the select lever to the “2” range.
  - 9) While forcibly depressing the foot brake pedal, gradually depress the accelerator pedal until the engine operates at full throttle.

10) When the engine speed is stabilized, record that speed quickly and release the accelerator pedal.

11) Shift the select lever to “N” range, and cool down the engine by idling it for more than one minute.

12) If the stall speed in “2” range is higher than specifications, low clutch slipping and 2-4 brake slipping may occur. To identify it, conduct the same test as above in “R” range.

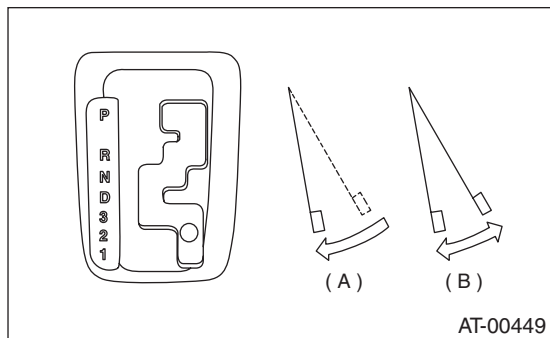
13) Perform the stall tests with the select lever in “D” range.

**NOTE:**

- Do not continue the stall test for MORE THAN 5 SECONDS at a time (from closed throttle, fully open throttle to stall speed reading). Failure to follow this instruction causes the engine oil and ATF to deteriorate and the clutch and brake to be adversely affected.
- Be sure to cool down the engine for at least 1 minute after each stall test with the select lever set in the “P” or “N” range and with the idle speed lower than 1,200 rpm.
- If the stall speed is higher than the specified range, attempt to finish the stall test in as short a time as possible, in order to prevent the automatic transmission from sustaining damage.

**Stall speed (at sea level):**

- NON-TURBO model:**  
2,200 — 2,700 rpm
- TURBO model:**  
2,700 — 3,200 rpm



(A) Brake pedal  
(B) Accelerator pedal

Stall speed (at sea level)	Position	Cause
Less than specifications	2, R	<ul style="list-style-type: none"> <li>• Throttle valve not fully open</li> <li>• Erroneous engine operation</li> <li>• Torque converter clutch's one-way clutch slipping</li> </ul>
Greater than specifications	D	<ul style="list-style-type: none"> <li>• Line pressure too low</li> <li>• Low clutch slipping</li> <li>• One-way clutch malfunction</li> </ul>
	R	<ul style="list-style-type: none"> <li>• Line pressure too low</li> <li>• Reverse clutch slipping</li> <li>• Low &amp; reverse brake slipping</li> </ul>
	2	<ul style="list-style-type: none"> <li>• Line pressure too low</li> <li>• Low clutch slipping</li> <li>• 2-4 brake slipping</li> </ul>

## 6. Time Lag Test

### A: INSPECTION

#### NOTE:

If the select lever is shifted while the engine is idling, there will be a certain time elapse or lag before the shock can be felt. This is used for checking the condition of the low clutch, reverse clutch, low & reverse brake and one-way clutch.

- Perform the test at normal operating fluid temperature 70 to 80°C (158 to 176°F).
- Be sure to allow a 1 minute interval between tests.
- Make three measurements and take the average value.

1) Fully apply the parking brake.

2) Start the engine.

Check the idling speed (A/C OFF).

3) Shift the select lever from "N" to "D" range.

Using a stop watch, measure the time it takes from shifting the lever until the shock is felt.

Time lag: Less than 1.2 seconds

If "N" → "D" time lag is longer than specified:

- Line pressure too low
- Low clutch worn
- One-way clutch not operating properly

4) In the same manner, measure the time lag for "N" → "R".

Time lag: Less than 1.5 seconds

If "N" → "R" time lag is longer than specified:

- Line pressure too low
- Reverse clutch worn
- Low & reverse brake worn
- Wear of D-ring

# LINE PRESSURE TEST

## AUTOMATIC TRANSMISSION

### 7. Line Pressure Test

#### A: MEASUREMENT

##### NOTE:

If the clutch or the brake shows a sign of slippage or shifting sensation is not correct, the line pressure should be checked.

- Excessive shocks during upshifting or shifting takes place at a higher point than under normal circumstances, may be due to the line pressure being too high.
- Slippage or inability to operate the vehicle may, in most cases, be due to loss of oil pressure for the operation of the clutch, brake or control valve.

##### 1) Line pressure measurement (under no load)

- (1) Before measuring the line pressure, jack-up all wheels.
- (2) Maintain the temperature of ATF at approx. 70 — 80°C (158 — 176°F) during measurement. (ATF will reach the above temperature after idling the engine for approx. 30 minutes with select lever in “N” or “P”.)

##### 2) Line pressure measurement (under heavy load)

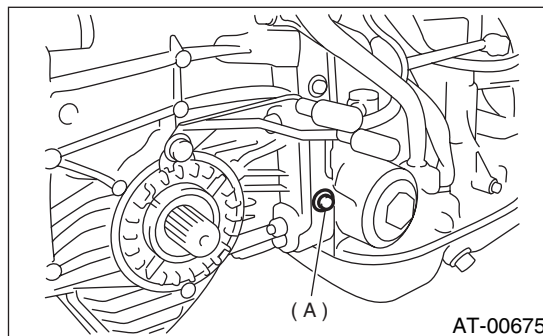
- (1) Before measuring the line pressure, apply both foot and parking brakes with all wheels chocked (Same as for “stall” test conditions).
- (2) Measure the line pressure when select lever is in “R”, “2” with engine under stall conditions.
- (3) Measure the line pressure within 5 seconds after shifting the select lever to each position. (If line pressure needs to be measured again, allow the engine to idle, and then stop it to cool down for at least one minute.)
- (4) Maintain the temperature of ATF at approx. 70 — 80°C (158 — 176°F) during measurement (ATF will reach the above temperature after idling the engine for approx. 30 minutes with the select lever in “N” or “P”.)

3) Temporarily attach the ST to a suitable place in the driver’s compartment, remove the blind plug located in front of the toe board and pass the hose of the ST to engine compartment.

ST 498575400 OIL PRESSURE GAUGE ASSY

4) Remove the test plug and install the ST instead.

ST 498897200 OIL PRESSURE GAUGE ADAPTER



(A) Test plug

5) Connect the ST1 with ST2.

ST1 498897200 OIL PRESSURE GAUGE ADAPTER

ST2 498575400 OIL PRESSURE GAUGE ASSY

# LINE PRESSURE TEST

AUTOMATIC TRANSMISSION

6) Check for duty ratio changes by opening and closing the throttle valve using SUBARU Select Monitor.

- Non-TURBO model

Standard line pressure			
Range position	Line pressure duty ratio (%)	Throttle position	Line pressure kPa (kg/cm <sup>2</sup> , psi)
2	5	Fully open	1,130 — 1,275 (11.53 — 13.01, 163.9 — 184.9)
R	5	Fully open	1,520 — 1,716 (15.5 — 17.5, 220 — 249)
D	9.5	Fully closed	300 — 410 (3.06 — 4.18, 43.5 — 59.5)

- TURBO model

Standard line pressure			
Range position	Line pressure duty ratio (%)	Accelerator pedal opening	Line pressure kPa (kg/cm <sup>2</sup> , psi)
2	25 — 35	Fully open	1,000 — 1,300 (10.20 — 13.26, 145.0 — 188.5)
R	15 — 25	Fully open	1,500 — 1,850 (15.30 — 18.87, 217.5 — 268.3)
D	35 — 43	Fully closed	500 — 800 (5.10 — 8.16, 72.5 — 116.0)

# TRANSFER CLUTCH PRESSURE TEST

AUTOMATIC TRANSMISSION

## 8. Transfer Clutch Pressure Test

### A: INSPECTION

• MPT MODEL

Check the transfer clutch pressure in accordance with the following chart in the same manner as with line pressure. <Ref. to 4AT-36, Line Pressure Test.>

ST 498897700 OIL PRESSURE ADAPTER SET

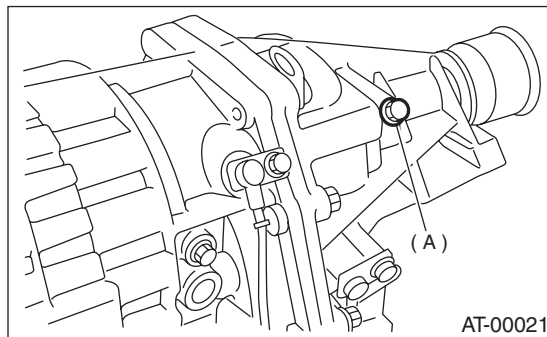
ST 498575400 OIL PRESSURE GAUGE ASSY

AWD mode: "D" range

FWD mode: "P" range, engine speed 2,000 rpm

**NOTE:**

Before setting in FWD mode, install the spare fuse on FWD mode switch.



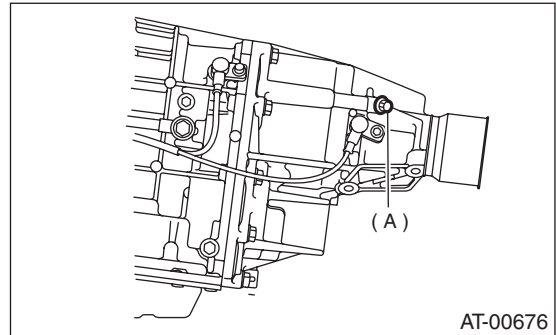
(A) Test plug

• VTD MODEL

Check transfer clutch pressure using the following chart. <Ref. to 4AT-36, Line Pressure Test.>

ST 498897700 OIL PRESSURE ADAPTER SET

ST 498575400 OIL PRESSURE GAUGE ASSY



(A) Test plug

Range position	ON Duty ratio (%)	Accelerator pedal opening	Standard of transfer clutch pressure kPa (kg/cm <sup>2</sup> , psi)
2	95	Fully open	1,000 — 1,200 (10.20 — 13.26, 145.0 — 188.5)
2	60	Adjusts so that an ON duty ratio may become 60%.	500 — 700 (5.10 — 7.14, 72.5 — 101.5)
N or P	5	Fully closed	0 (0, 0)

**NOTE:**

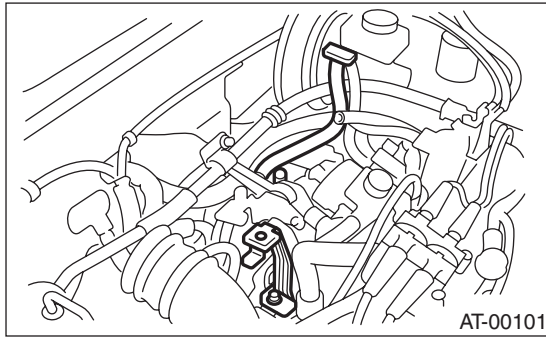
If oil pressure is not produced or if it does not change in the AWD mode, the transfer duty solenoid or transfer valve assembly may be malfunctioning. If oil pressure is produced in the FWD mode, the problem is similar to that in the AWD mode.

Standard transfer clutch pressure kPa (kg/cm <sup>2</sup> , psi)				
Range position	ON Duty ratio (%)	Throttle position	AWD mode	FWD mode
2	95	Fully open	910 — 1,070 (9.28 — 10.91, 132.0 — 155.2)	—
2	60	Adjusts so that an ON duty ratio may become 60%.	410 — 490 (4.18 — 5.00, 59.5 — 71.1)	—
2	5	Fully closed	—	0 (0, 0)
N or P	5	Fully closed	0 (0, 0)	—

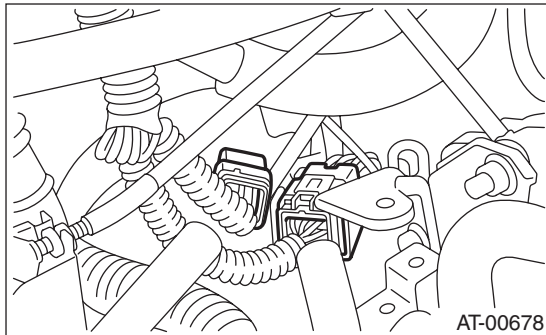
## 9. Automatic Transmission Assembly

### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Open the front hood fully, and support it with stay.
- 3) Disconnect the battery ground cable.
- 4) Remove the air intake duct. (Non-TURBO model)  
<Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.>
- 5) Remove the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 6) Remove the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>
- 7) Remove the air cleaner case stay. (Non-TURBO model)

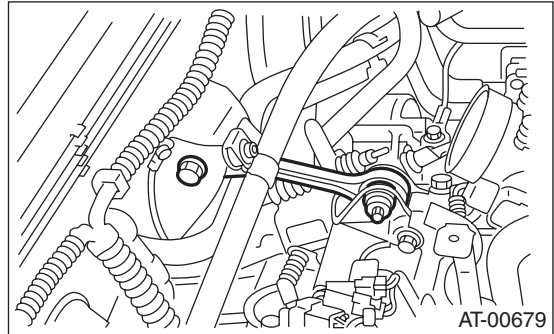


- 8) Disconnect the following connectors.
  - (1) Transmission harness connector



- (2) Transmission ground terminal

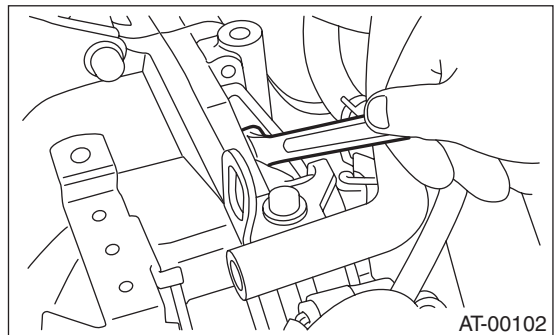
- 9) Remove the starter.  
<Ref. to SC(H4SO)-7, REMOVAL, Starter.>
- 10) Remove the pitching stopper.



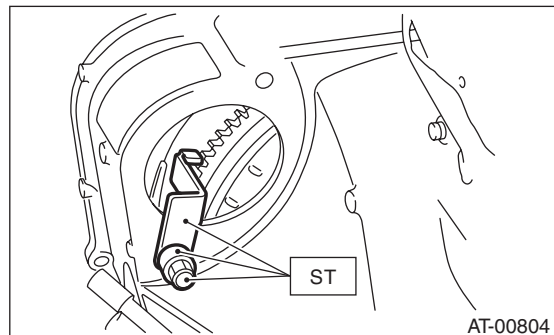
- 11) Separate the torque converter clutch from drive plate.
  - (1) Remove the V-belt cover.
  - (2) Remove the service hole plug.
  - (3) Remove the bolts which hold torque converter clutch to drive plate.
  - (4) Insert the wrench in the crankshaft pulley bolts, and remove all the bolts by slowly rotating the crankshaft pulley.

**CAUTION:**

**Be careful not to drop the bolts into torque converter clutch housing.**



- 12) Install the ST to torque converter clutch case.  
ST 498277200 STOPPER SET



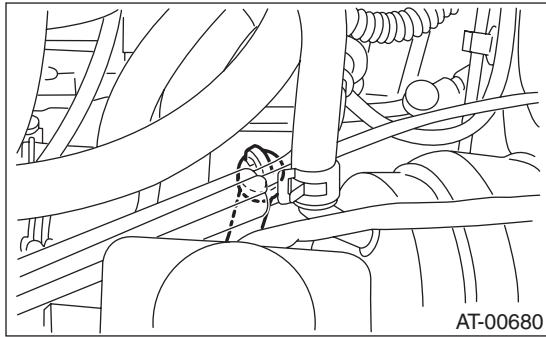
# AUTOMATIC TRANSMISSION ASSEMBLY

## AUTOMATIC TRANSMISSION

13) Remove the ATF level gauge.

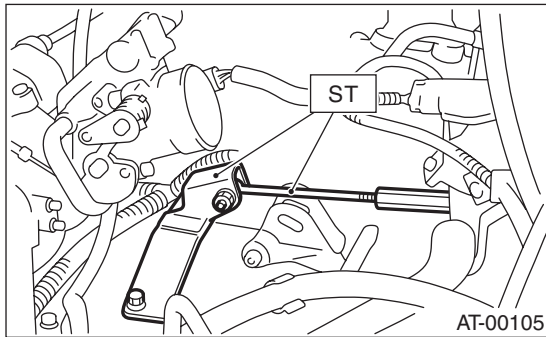
### NOTE:

Plug the opening to prevent an entry of foreign particles into transmission fluid.

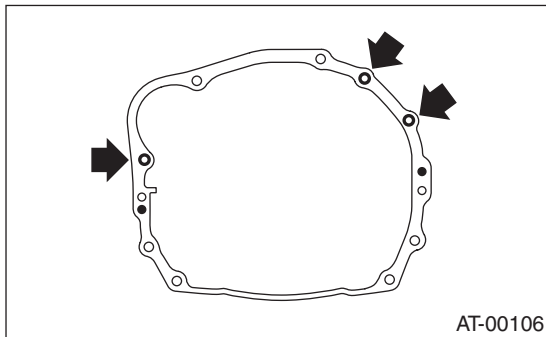


14) Set the ST.

ST 41099AA000 ENGINE SUPPORT ASSY



15) Remove the bolts which hold the right upper side of transmission to engine.



16) Lift-up the vehicle.

17) Remove the under cover.

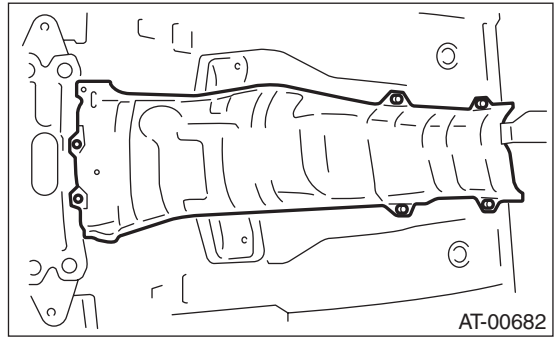
18) Remove the front, center and rear exhaust pipe, and muffler. (Non-TURBO model)

<Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.>, <Ref. to EX(H4SO)-9, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, REMOVAL, Muffler.>

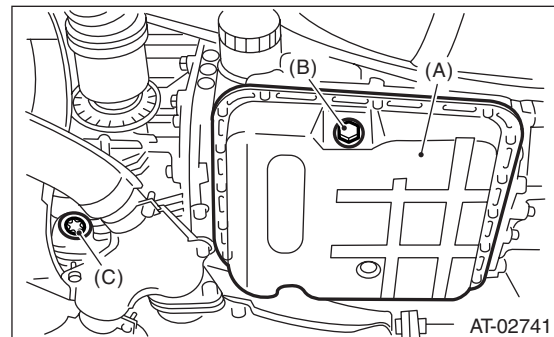
19) Remove the center and rear exhaust pipes, and muffler. (TURBO model)

<Ref. to EX(H4DOTC)-9, REMOVAL, Center Exhaust Pipe.>, <Ref. to EX(H4DOTC)-14, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, REMOVAL, Muffler.>

20) Remove the heat shield cover. (If equipped)



21) Drain ATF to remove the ATF drain plug.

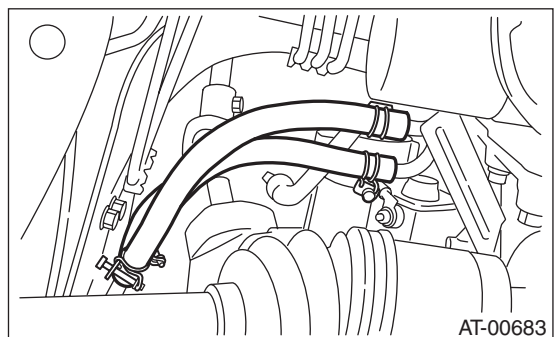


(A) Oil pan

(B) Drain plug (ATF)

(C) Differential oil drain plug

22) Disconnect the ATF cooler hoses from pipes of transmission side, and remove the ATF level gauge guide.



23) Remove the propeller shaft.

<Ref. to DS-15, REMOVAL, Propeller Shaft.>

24) Remove the shift select cable. <Ref. to CS-31, REMOVAL, Select Cable.>

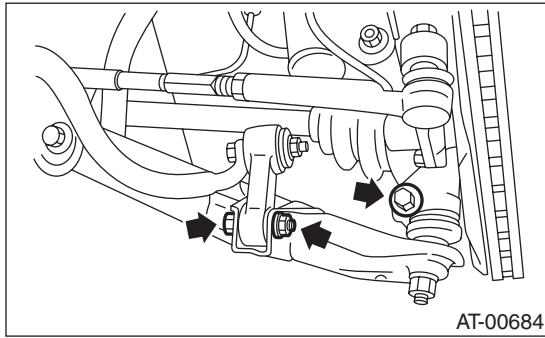
25) Disconnect the stabilizer link from transverse link.



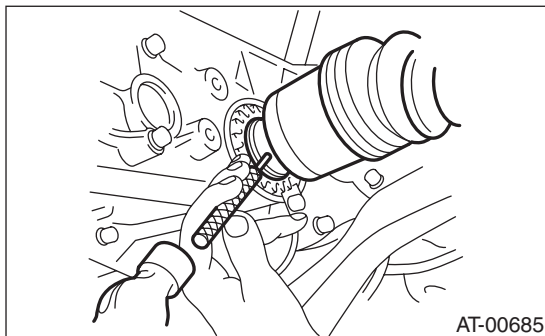
# AUTOMATIC TRANSMISSION ASSEMBLY

AUTOMATIC TRANSMISSION

26) Remove the bolt securing ball joint of transverse link to housing.

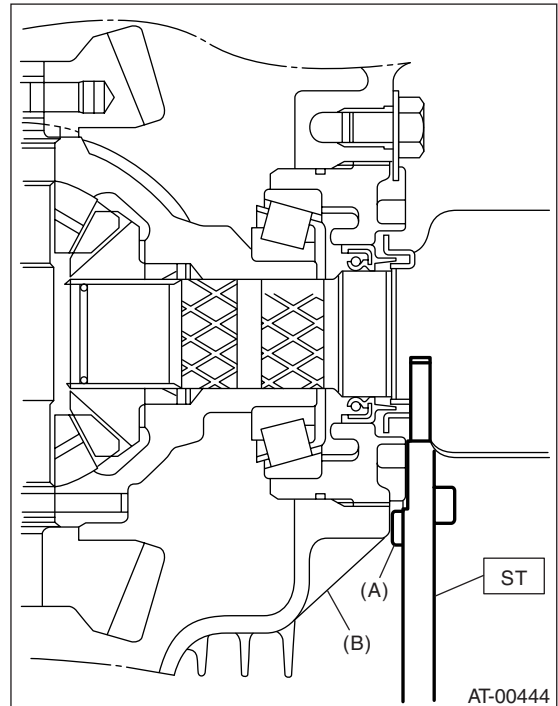


27) Remove the spring pins and separate the front drive shafts from each side of transmission. (Non-TURBO model)



28) Pull the front drive shaft out of transmission. (TURBO model) <Ref. to DS-29, REMOVAL, Front Drive Shaft.>

ST 28399SA000 DRIVE SHAFT REMOVER

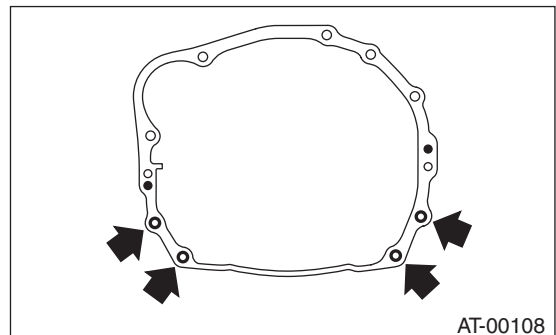


- (A) ST projection
- (B) Torque converter clutch housing

(1) While holding the joint portion of front drive shaft with your hand, push the housing outside to prevent AAR side of boot from stretching, and then remove the front drive shaft from transmission.

29) Remove the securing bolt of clutch housing cover.

30) Remove the nuts which hold the lower side of transmission to engine.



31) Place the transmission jack under transmission.

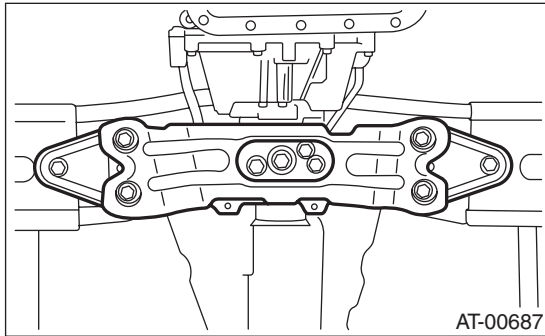
NOTE:

Put cloth between the support plates of transmission jack and the oil pan.

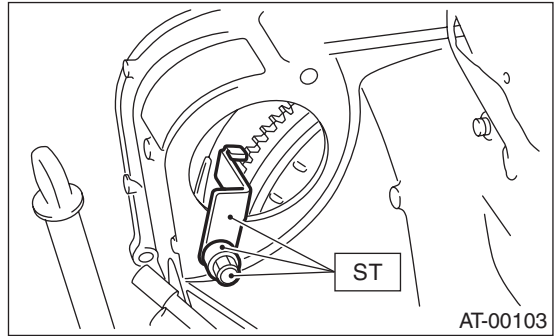
# AUTOMATIC TRANSMISSION ASSEMBLY

## AUTOMATIC TRANSMISSION

32) Remove the transmission rear crossmember from vehicle.



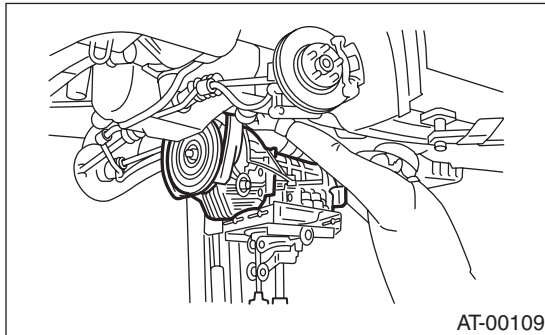
3) Install the ST to torque converter clutch case.  
ST 498277200 STOPPER SET



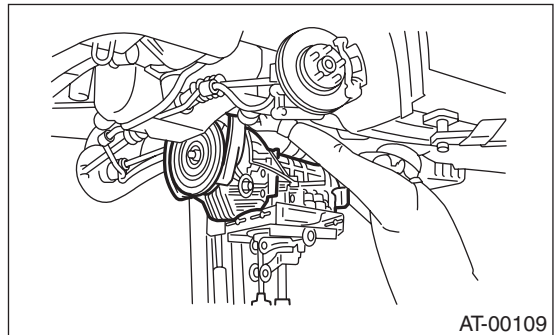
33) While lowering transmission gradually, tighten engine support fully and tilt the engine backward.  
34) Remove the transmission.

### CAUTION:

Move the transmission and torque converter as a unit away from engine.



4) Install the transmission onto engine.  
(1) Gradually raise the transmission with transmission jack.



(2) Engage transmission.  
(3) While lifting transmission gradually, turn the screw of engine support and tilt the engine forward.

5) Install the transmission rear crossmember.

### Tightening torque:

**T1: 35 N·m (3.6 kgf-m, 26 ft-lb)**

**T2: 75 N·m (7.7 kgf-m, 55 ft-lb)**

35) Separate the transmission assembly and rear cushion rubber.

## B: INSTALLATION

1) Replace rear differential side oil seal with new one. (TURBO model)

<Ref. to 4AT-50, REPLACEMENT, Differential Side Retainer Oil Seal.>

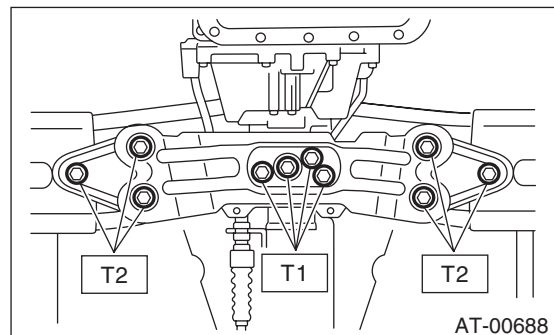
### NOTE:

If new oil seal is installed, it is not necessary to replace it.

2) Install the rear cushion rubber to transmission assembly.

### Tightening torque:

**39 N·m (4.0 kgf-m, 29 ft-lb)**



6) Take off the transmission jack.

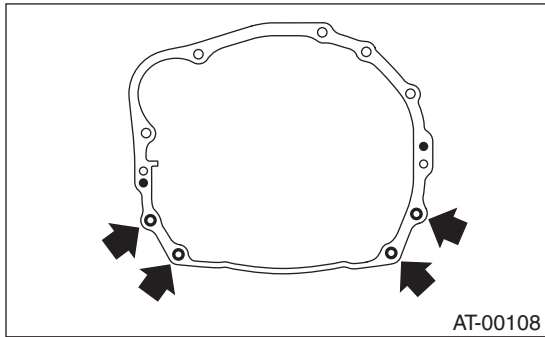
# AUTOMATIC TRANSMISSION ASSEMBLY

AUTOMATIC TRANSMISSION

7) Tighten the nuts and bolts which hold the lower side of transmission to engine.

**Tightening torque:**

**50 N·m (5.1 kgf-m, 36.9 ft-lb)**



8) Install clutch housing cover.

9) Lower the vehicle.

10) Connect the engine and transmission.

(1) Remove the ST from torque converter clutch case.

**NOTE:**

Be careful not to drop the ST into torque converter clutch case when removing ST.

ST 498277200 STOPPER SET

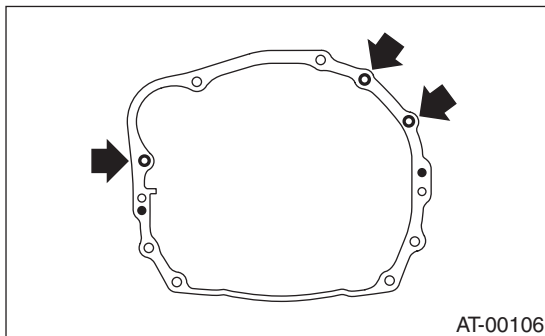
(2) Install the starter.

<Ref. to SC(H4SO)-7, INSTALLATION, Starter.>

(3) Tighten the bolts which hold the right upper side of transmission to engine.

**Tightening torque:**

**50 N·m (5.1 kgf-m, 36.9 ft-lb)**



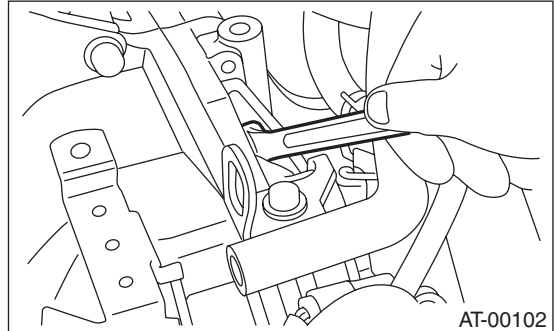
11) Install the torque converter clutch to drive plate.

(1) Tighten the bolts which hold the torque converter clutch to drive plate.

(2) Insert the wrench in the crankshaft pulley bolts, and tighten all the bolts by slowly rotating the crankshaft pulley.

**Tightening torque:**

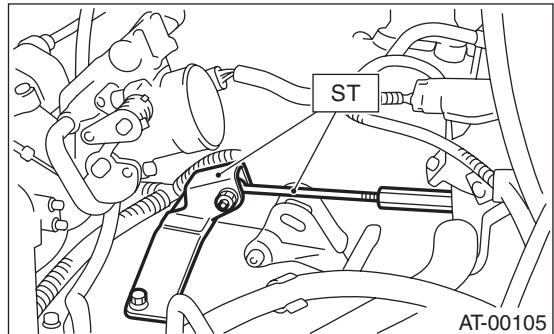
**25 N·m (2.5 kgf-m, 18.1 ft-lb)**



(3) Clog the plug onto service hole.

(4) Install the V-belt cover.

12) Remove the ST.

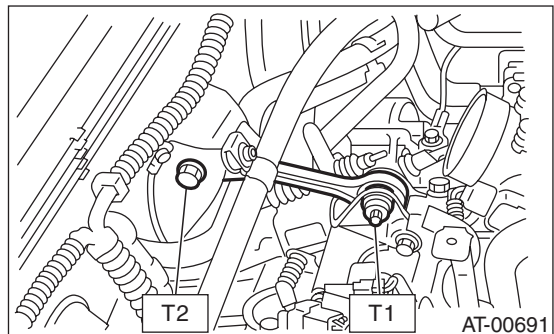


13) Install the pitching stopper.

**Tightening torque:**

**T1: 50 N·m (5.1 kgf-m, 37 ft-lb)**

**T2: 58 N·m (5.9 kgf-m, 43 ft-lb)**

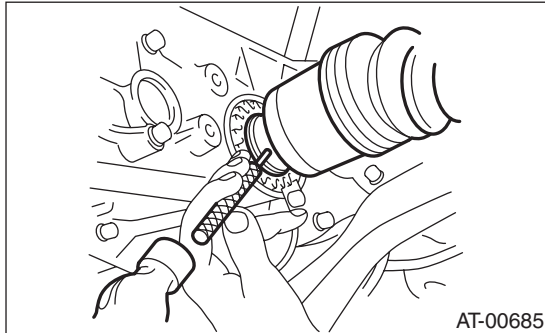


# AUTOMATIC TRANSMISSION ASSEMBLY

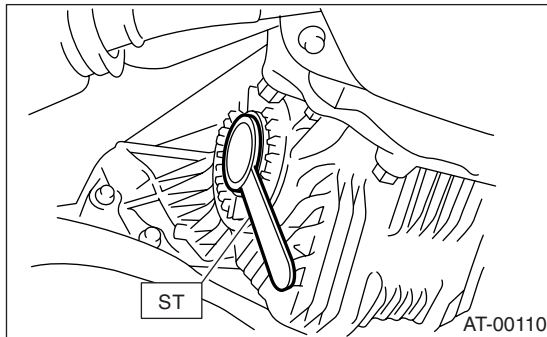
## AUTOMATIC TRANSMISSION

- 14) Lift-up the vehicle.  
15) Install the front drive shaft into transmission.  
(Non-TURBO model)

- (1) Lift-up the vehicle.  
(2) Install the front drive shaft into transmission.  
(3) Drive a new spring pin into chamfered hole of drive shaft.



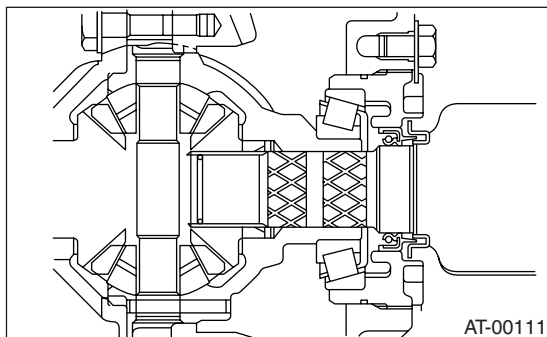
- 16) Set ST to side retainer. (TURBO model)  
ST 28399SA010 OIL SEAL PROTECTOR



- 17) Align front drive shaft splines with differential bevel gear splines, insert drive shaft, and remove the ST. (TURBO model)

ST 28399SA010 OIL SEAL PROTECTOR

- 18) Push the front housing to securely insert the front drive shaft into the transmission. (TURBO model)



- 19) Insert the ball joint into housing.  
20) Connect the stabilizer link to transverse link, and tighten the bolts.

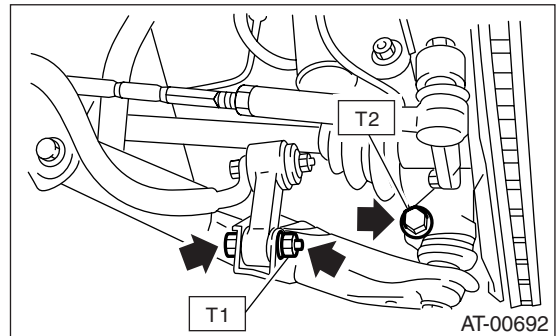
### NOTE:

Discard the loosened self-locking nut and replace with a new one.

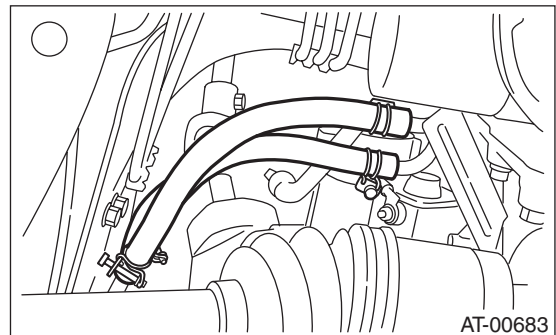
### Tightening torque:

**T1: 30 N·m (3.1 kgf-m, 22.4 ft-lb)**

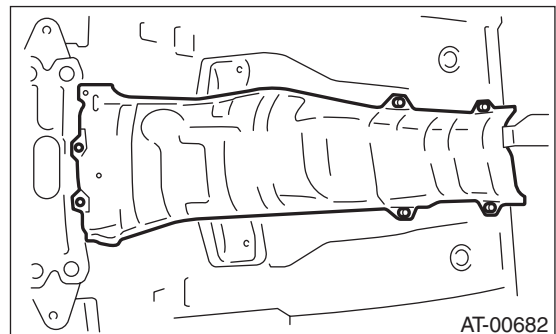
**T2: 50 N·m (5.1 kgf-m, 37 ft-lb)**



- 21) Install the shift select cable onto select lever.  
<Ref. to CS-31, INSTALLATION, Select Cable.>  
22) Install the ATF level gauge guide, and connect the ATF cooler hoses to pipe.



- 23) Install the propeller shaft.  
<Ref. to DS-16, INSTALLATION, Propeller Shaft.>  
24) Install the heat shield cover. (If equipped)



25) Install the rear exhaust pipe and muffler assembly.

NON-TURBO model

<Ref. to EX(H4SO)-9, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, INSTALLATION, Muffler.>

TURBO model

<Ref. to EX(H4DOTC)-14, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, INSTALLATION, Muffler.>

26) Install the front and center exhaust pipe. (Non-TURBO model)

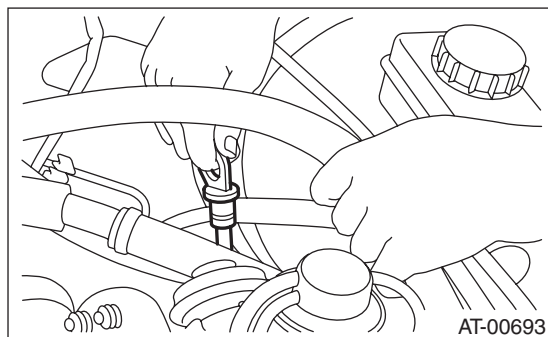
<Ref. to EX(H4SO)-6, INSTALLATION, Front Exhaust Pipe.>

27) Install the center exhaust pipe. (TURBO model)  
<Ref. to EX(H4DOTC)-10, INSTALLATION, Center Exhaust Pipe.>

28) Install the under cover.

29) Lower the vehicle.

30) Install the ATF level gauge.



31) Connect the following connectors.

(1) Transmission harness connectors

(2) Transmission ground terminal

32) Connect the cruise control cable.

33) Install the air cleaner case stay.

### **Tightening torque:**

**16 N·m (1.6 kgf·m, 11.6 ft·lb)**

34) Install the air cleaner case or air intake chamber. (Non-TURBO model)

<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>

35) Install the air intake duct. (Non-TURBO model)  
<Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.>

36) Install the intercooler. (TURBO model)

<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

37) Connect the battery ground cable.

38) Fill ATF by using the gauge hole. <Ref. to 4AT-31, Automatic Transmission Fluid.>

39) Take off the vehicle from lift arms.

40) Check select lever operation.

<Ref. to 4AT-51, INSPECTION.>

41) Check the ATF level. <Ref. to 4AT-31, Automatic Transmission Fluid.>

42) Perform the advance operation of learning control. (TURBO model)

(1) Set select lever to “P” range and apply parking brake, then lift up the vehicle.

(2) Connect Subaru Select Monitor to vehicle and turn on the switch.

(3) Select “Clear Memory — 2” on the SUBARU Select Monitor. <Ref. to 4AT(D)-16, CLEAR MEMORY MODE, OPERATION, Subaru Select Monitor.>

(4) Using Subaru Select Monitor, check that the DTC is not output. <Ref. to 4AT(D)-14, READ DIAGNOSTIC TROUBLE CODE, OPERATION, Subaru Select Monitor.>

(5) Using Subaru Select Monitor, warm up the engine until the ATF temperature becomes within 60 to 90°C (140 to 194°F). <Ref. to 4AT(D)-15, READ CURRENT DATA, OPERATION, Subaru Select Monitor.>

(6) Shift the select lever to the “R” range.

(7) Set the switches for headlights, air conditioner, rear defogger, etc. to OFF.

(8) Turn the ignition switch OFF and then wait for more than 30 seconds.

(9) If the message “communication impossible” is displayed on SUBARU Select Monitor, depress the brake pedal deeply with left foot until the learning promotion task is completed, and then turn the ignition switch to ON.

(10) Check that Subaru Select Monitor is operating properly now.

(11) Set the select lever to “P” range, and then wait for more than three seconds.

(12) Set the select lever to “R” range, and then wait for more than three seconds.

(13) Set the select lever to “N” range, and then wait for more than three seconds.

(14) Set the select lever to “D” range, and then wait for more than three seconds.

(15) Set the select lever to “N” range, and then wait for more than three seconds.

(16) Slowly depress the accelerator pedal to the fully open position.

(17) Slowly release the accelerator pedal to the fully closed position.

(18) Start and idle the engine.

(19) Set the select lever to “D” range.

# AUTOMATIC TRANSMISSION ASSEMBLY

## AUTOMATIC TRANSMISSION

---

(20) Learning promotion task starts. ATF temperature warning light in the combination meter blinks at 2 Hz. If ATF temperature does not blink, turn the ignition switch OFF and repeat the procedure from step (4).

Learning promotion task is completed when blinking of ATF temperature warning light in the combination meter changes from 2 to 0.5 Hz.

### NOTE:

Repeat the procedure from step (4) if blinking of ATF temperature warning light changes from 2 to 4 Hz.

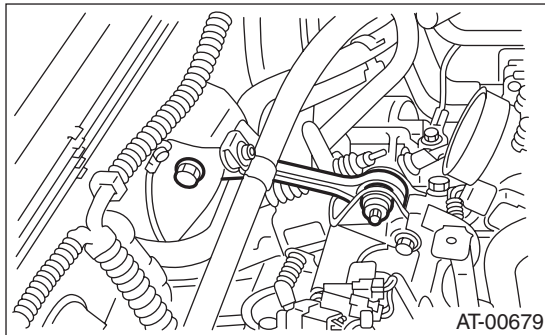
(21) Set the select lever to "N" range, and turn the ignition switch to OFF.

## 10. Transmission Mounting System

### A: REMOVAL

#### 1. PITCHING STOPPER

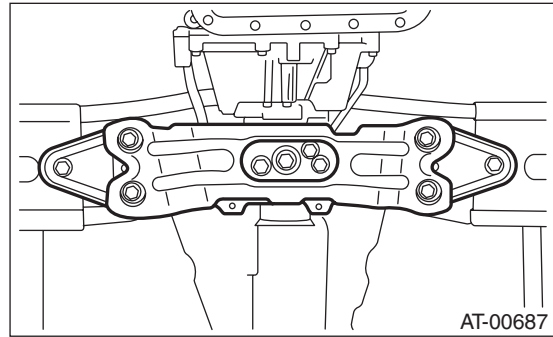
- 1) Remove the air cleaner case or intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 2) Remove the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>
- 3) Remove the pitching stopper.



#### 2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

- 1) Disconnect the ground cable from battery.
- 2) Jack-up the vehicle and support it with sturdy racks.
- 3) Remove the front, center, rear exhaust pipes and muffler. (Non-TURBO model)  
<Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.> , <Ref. to EX(H4SO)-9, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, REMOVAL, Muffler.>
- 4) Remove the center and rear exhaust pipes, and muffler. (TURBO model)  
<Ref. to EX(H4DOTC)-9, REMOVAL, Center Exhaust Pipe.>, <Ref. to EX(H4DOTC)-14, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, REMOVAL, Muffler.>
- 5) Remove the heat shield cover. (If equipped)
- 6) Set the transmission jack under the transmission. Make sure that the support plates of transmission jack don't touch the oil pan.

- 7) Remove the transmission rear crossmember.



- 8) Remove the rear cushion rubber.

### B: INSTALLATION

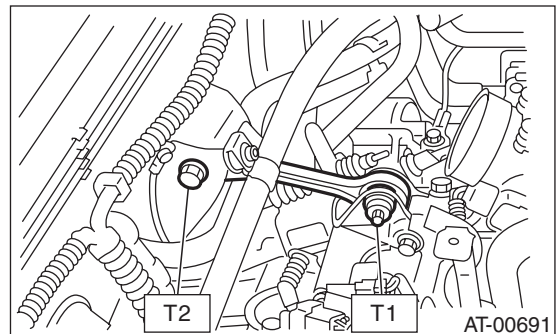
#### 1. PITCHING STOPPER

- 1) Install the pitching stopper.

#### Tightening torque:

**T1: 50 N·m (5.1 kgf-m, 37 ft-lb)**

**T2: 58 N·m (5.9 kgf-m, 43 ft-lb)**



- 2) Install the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>
- 3) Remove the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

# TRANSMISSION MOUNTING SYSTEM

## AUTOMATIC TRANSMISSION

### 2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

1) Install the rear cushion rubber.

**Tightening torque:**

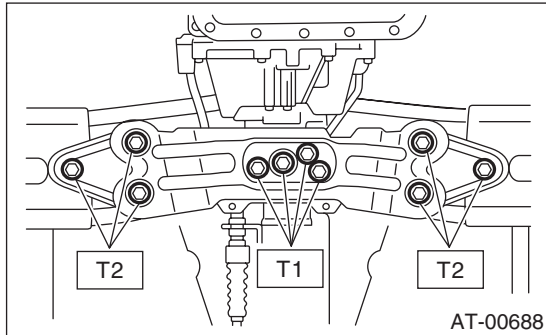
**39 N·m (4.0 kgf-m, 29 ft-lb)**

2) Install the crossmember.

**Tightening torque:**

**T1: 35 N·m (3.6 kgf-m, 26 ft-lb)**

**T2: 75 N·m (7.7 kgf-m, 55 ft-lb)**



3) Remove the transmission jack.

4) Install the heat shield cover. (If equipped)

5) Install the front, center, rear exhaust pipes and the muffler. (Non-TURBO model)

<Ref. to EX(H4SO)-6, INSTALLATION, Front Exhaust Pipe.>, <Ref. to EX(H4SO)-9, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, INSTALLATION, Muffler.>

6) Install center and rear exhaust pipes, and muffler. (TURBO model)

<Ref. to EX(H4DOTC)-10, INSTALLATION, Center Exhaust Pipe.>, <Ref. to EX(H4DOTC)-14, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, INSTALLATION, Muffler.>

### C: INSPECTION

Repair or replace parts if the results of the inspection below are not satisfactory.

#### 1. PITCHING STOPPER

Make sure that the pitching stopper is not bent or damaged. Make sure that the rubber is not stiff, cracked, or otherwise damaged.

#### 2. TRANSMISSION REAR CROSSMEMBER AND REAR CUSHION RUBBER

Make sure that the crossmember is not bent or damaged. Make sure that the cushion rubber is not stiff, cracked, or otherwise damaged.



## 11. Extension Case Oil Seal

### A: INSPECTION

Make sure the ATF does not leak from the joint of transmission and propeller shaft. If so, replace the oil seal. <Ref. to 4AT-49, REPLACEMENT.>

### B: REPLACEMENT

#### NOTE:

Replace it only for TURBO model.

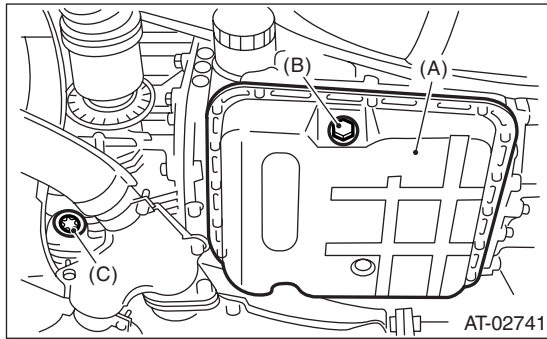
- 1) Clean the transmission exterior.
- 2) Drain the ATF completely.

#### NOTE:

Tighten the ATF drain plug after draining the ATF.

#### Tightening torque:

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**



- (A) Oil pan
- (B) Drain plug
- (C) Differential oil drain plug

- 3) Remove the rear exhaust pipe and muffler.

NON-TURBO model

<Ref. to EX(H4SO)-9, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, REMOVAL, Muffler.>

TURBO model

<Ref. to EX(H4DOTC)-14, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, REMOVAL, Muffler.>

- 4) Remove the heat shield cover. (If equipped)
- 5) Remove the propeller shaft. <Ref. to DS-15, REMOVAL, Propeller Shaft.>
- 6) Using the ST, remove the oil seal.  
ST 398527700 PULLER ASSY
- 7) Using the ST, install the oil seal.  
ST 498057300 INSTALLER
- 8) Install the propeller shaft. <Ref. to DS-16, INSTALLATION, Propeller Shaft.>
- 9) Install the heat shield cover. (If equipped)

- 10) Install the rear exhaust pipe and muffler.

NON-TURBO model

<Ref. to EX(H4SO)-9, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, INSTALLATION, Muffler.>

TURBO model

<Ref. to EX(H4DOTC)-14, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, INSTALLATION, Muffler.>

- 11) Pour ATF and check the ATF level. <Ref. to 4AT-31, Automatic Transmission Fluid.>

# DIFFERENTIAL SIDE RETAINER OIL SEAL

AUTOMATIC TRANSMISSION

## 12. Differential Side Retainer Oil Seal

### A: INSPECTION

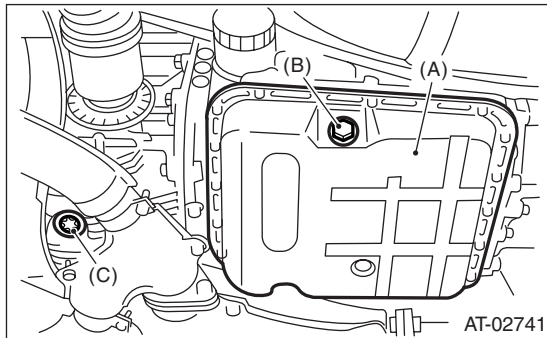
Inspect if gear oil leaks from differential side retainer oil seal. Replace oil seal if leakage is detected.

### B: REPLACEMENT

NOTE:

Replace it only for TURBO model.

- 1) Lift up the vehicle.
- 2) Remove front exhaust pipe and center exhaust pipe. <Ref. to EX(H4DOTC)-9, REMOVAL, Center Exhaust Pipe.>
- 3) Remove the differential oil drain plug, and drain the differential gear oil.



- (A) Oil pan
- (B) ATF drain plug
- (C) Differential gear oil drain plug

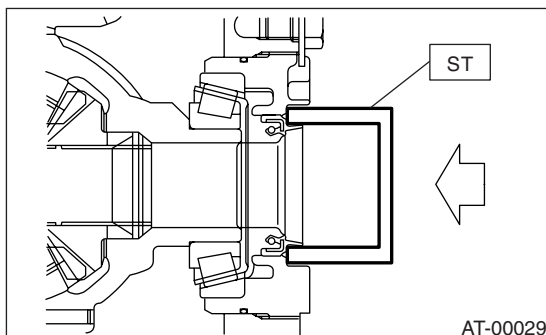
- 4) Replace with a new gasket, and then tighten the differential oil drain plug.

### Tightening torque:

**44 N·m (4.5 kgf·m, 32.5 ft·lb)**

- 5) Separate the front drive shaft from the transmission. <Ref. to DS-29, REMOVAL, Front Drive Shaft.>
- 6) Remove the differential side retainer oil seal using a screwdriver wrapped with vinyl tape.
- 7) Install differential side retainer oil seal using the ST by tapping with a hammer little by little.

ST 18675AA000 DIFFERENTIAL SIDE OIL SEAL INSTALLER



- 8) Apply oil to the sealing lip of oil seal.
- 9) Install the front drive shaft. <Ref. to DS-30, INSTALLATION, Front Drive Shaft.>
- 10) Install the front exhaust pipe and the center exhaust pipe. <Ref. to EX(H4DOTC)-10, INSTALLATION, Center Exhaust Pipe.>
- 11) Lower the vehicle.
- 12) Fill gear oil from gauge hole.

### Recommended gear oil:

**GL-5 (SAE: 75W — 90) or equivalent**

### Gear oil capacity:

**1.1 — 1.3 ℓ (1.3 — 1.4 US qt, 1.0 — 1.1 Imp qt)**

- 13) Check for the amount of gear oil. <Ref. to 4AT-32, INSPECTION, Differential Gear Oil.>

## 13. Inhibitor Switch

### A: INSPECTION

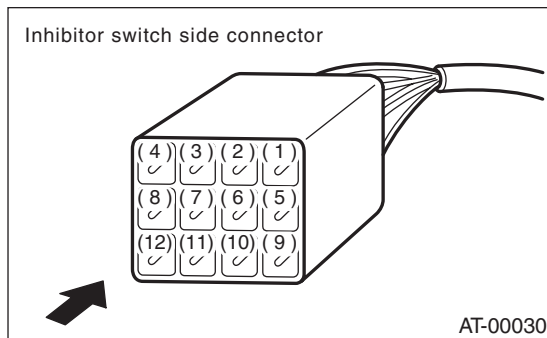
When the driving condition or starter motor operation is erroneous, first check the shift linkage for improper operation. If the shift linkage is functioning properly, check the inhibitor switch.

- 1) Disconnect the inhibitor switch connector.
- 2) Check continuity in inhibitor switch circuits with the select lever moved to each position.

**NOTE:**

- Also check that continuity in ignition circuit does not exist when the select lever is in “R”, “D”, “3”, “2” and “1” ranges.
- If the inhibitor switch is inoperative, check for poor contact of connector on transmission side.

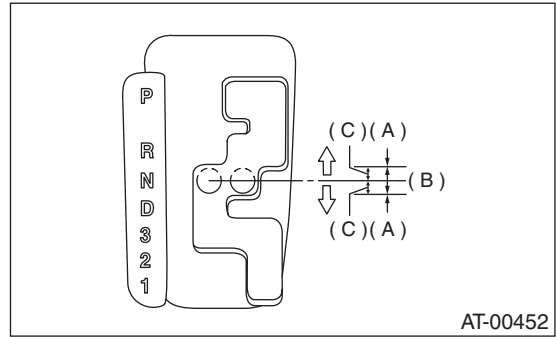
	Position	Pin No.
Signal sent to TCM	P	4 — 3
	R	4 — 2
	N	4 — 1
	D	4 — 8
	3	4 — 7
	2	4 — 6
	1	4 — 5
Ignition circuit	P/N	12 — 11
Back-up light circuit	R	10 — 9



3) Check if there is continuity at equal points when the select lever is turned 1.5° in both directions from “N” range.

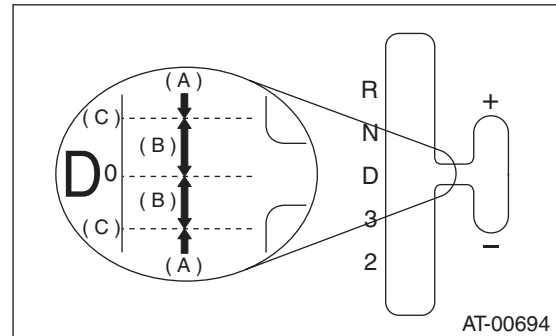
If there is continuity in one direction and the continuity in the other or if there is continuity at unequal points, adjust the inhibitor switch. <Ref. to 4AT-51, ADJUSTMENT.>

Except model with SPORTS shift



- (A) Continuity does not exist.
- (B) Continuity exists.
- (C) 1.5°

Model with SPORT shift

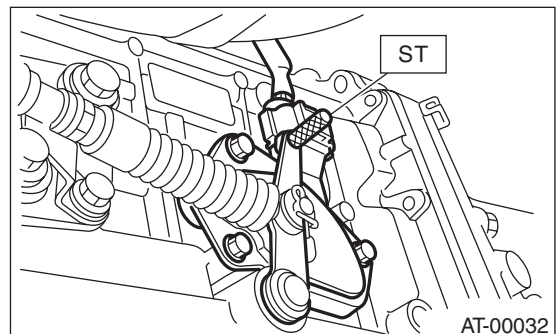


- (A) Continuity does not exist.
- (B) Continuity exists.
- (C) 1.5°

4) Repeat the above checks. If there are abnormalities, adjust the select cable. <Ref. to CS-32, ADJUSTMENT, Select Cable.>

### B: ADJUSTMENT

- 1) Shift the select lever to “N” range.
  - 2) Loosen the three inhibitor switch securing bolts.
  - 3) Insert the ST as vertical as possible into the holes in inhibitor switch lever and switch body.
- ST 499267300 STOPPER PIN



# INHIBITOR SWITCH

## AUTOMATIC TRANSMISSION

4) Tighten the three inhibitor switch bolts.

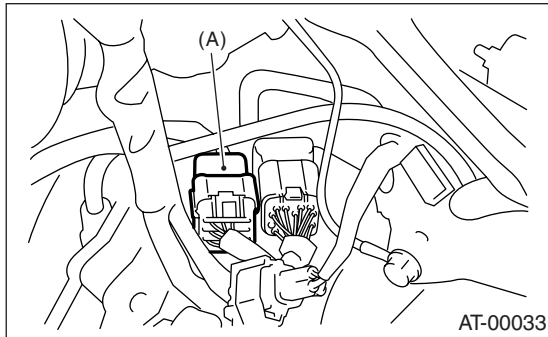
### **Tightening torque:**

**3.5 N·m (0.36 kgf-m, 2.6 ft-lb)**

5) Repeat the above checks. If the inhibitor switch is determined to be "faulty", replace it.

## **C: REMOVAL**

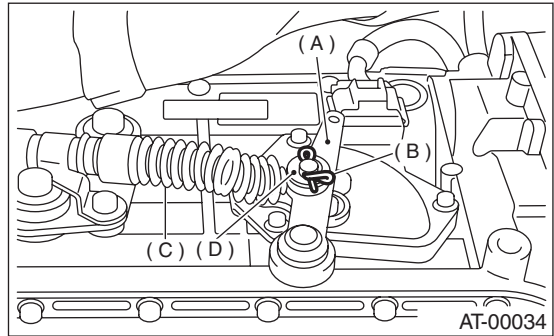
- 1) Set up the vehicle on a lift.
- 2) Move the select lever to "N" range.
- 3) Remove the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 4) Remove the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>
- 5) Disconnect the inhibitor switch connector.



(A) Inhibitor switch connector

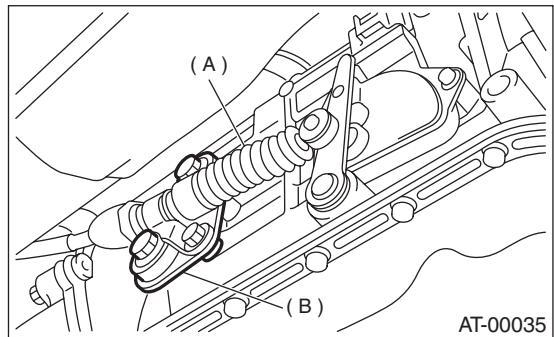
- 6) Remove the inhibitor switch connector from stay.
- 7) Lift-up the vehicle.
- 8) Remove the front and center exhaust pipes.  
NON-TURBO model  
<Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.>  
TURBO model  
<Ref. to EX(H4DOTC)-9, REMOVAL, Center Exhaust Pipe.>

9) Remove the snap pin and washer from range select lever.



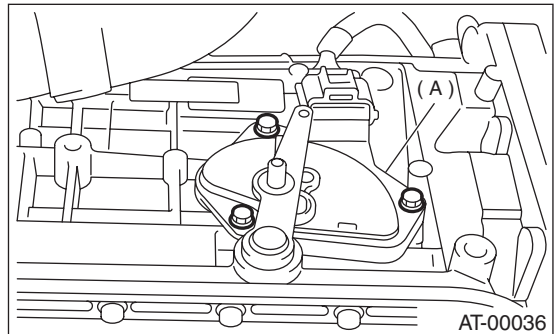
- (A) Range select lever
- (B) Snap pin
- (C) Select cable
- (D) Washer

10) Remove the plate assembly from transmission case.



- (A) Select cable
- (B) Plate ASSY

11) Remove the bolts.

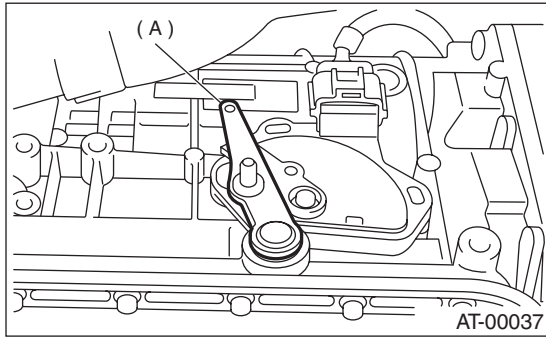


- (A) Inhibitor switch

# INHIBITOR SWITCH

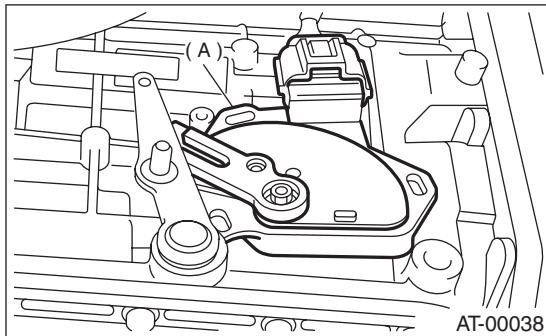
AUTOMATIC TRANSMISSION

12) Move the range select lever to parking position (left side).



(A) Range select lever

13) Remove the inhibitor switch from transmission.



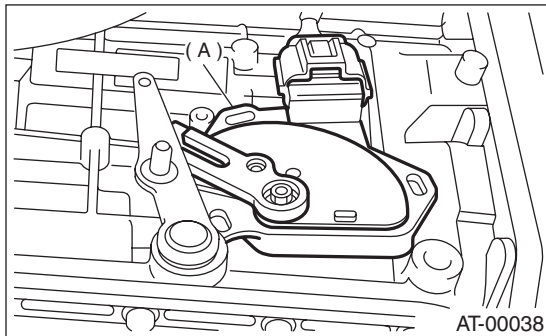
(A) Inhibitor switch

14) Disconnect the inhibitor switch harness connector from inhibitor switch.

## D: INSTALLATION

1) Connect the inhibitor switch harness connector to inhibitor switch.

2) Install the inhibitor switch to transmission case.



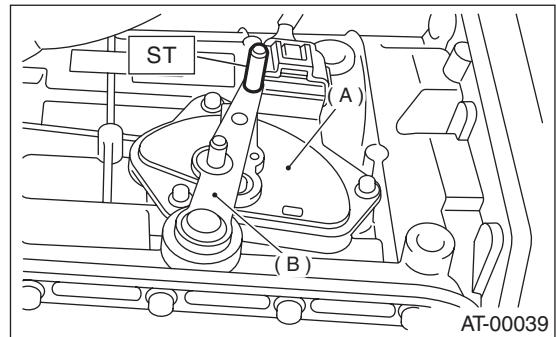
(A) Inhibitor switch

3) Move the range select lever to neutral position.

4) Using the ST, tighten the bolts of inhibitor switch.  
ST 499267300 STOPPER PIN

**Tightening torque:**

**3.5 N·m (0.36 kgf-m, 2.6 ft-lb)**



(A) Inhibitor switch

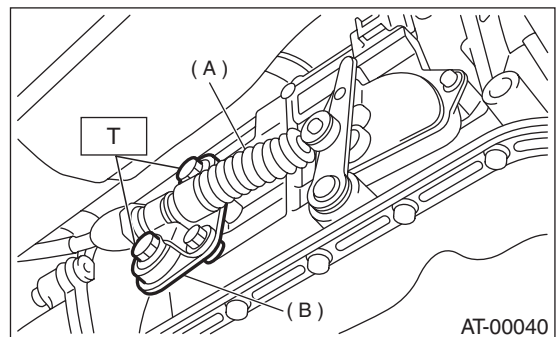
(B) Range select lever

5) Install the select cable to range select lever.

6) Install the plate assembly to transmission.

**Tightening torque:**

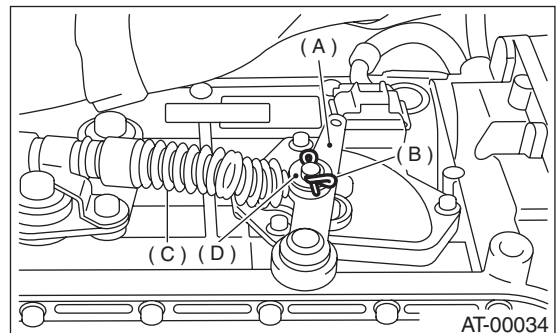
**T: 25 N·m (2.5 kgf-m, 18.1 ft-lb)**



(A) Select cable

(B) Plate ASSY

7) Install the washer and snap pin to range select lever.



(A) Range select lever

(B) Snap pin

(C) Select cable

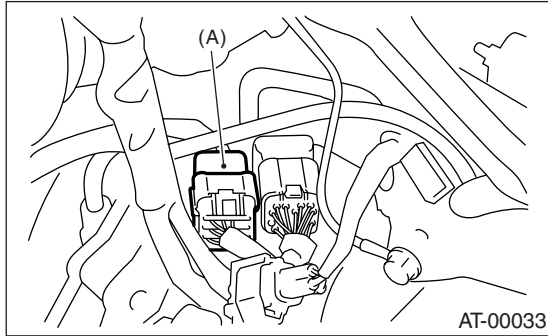
(D) Washer

# INHIBITOR SWITCH

## AUTOMATIC TRANSMISSION

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- 8) Install the front and center exhaust pipes. (Non-TURBO model)  
<Ref. to EX(H4SO)-6, INSTALLATION, Front Exhaust Pipe.>
- 9) Install the center exhaust pipe. (TURBO model)  
<Ref. to EX(H4DOTC)-10, INSTALLATION, Center Exhaust Pipe.>
- 10) Lower the vehicle.
- 11) Install the inhibitor switch connector from stay.
- 12) Connect the inhibitor switch connector.



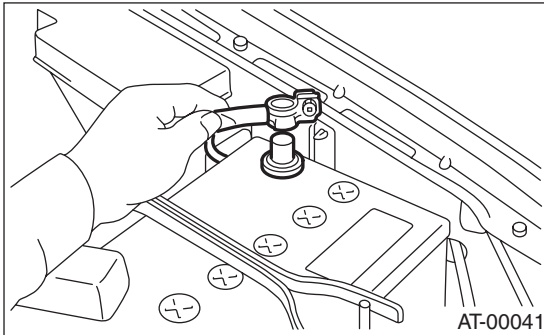
(A) Inhibitor switch connector

- 13) Install the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>
- 14) Install the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>
- 15) Inspect the inhibitor switch. <Ref. to 4AT-51, INSPECTION.>

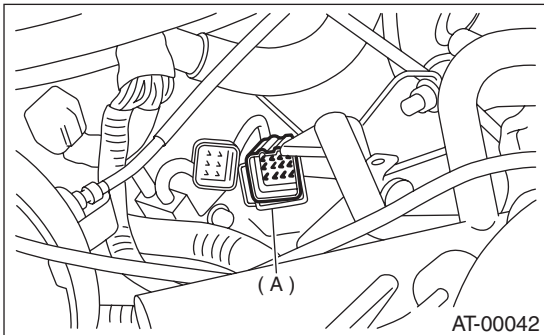
## 14. Front Vehicle Speed Sensor

### A: REMOVAL

- 1) Set up the vehicle on a lift.
- 2) Disconnect the ground cable from battery.



- 3) Remove the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 4) Remove the intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>
- 5) Disconnect the transmission connector.



(A) Transmission connector

- 6) Remove the pitching stopper. <Ref. to 4AT-47, REMOVAL.>
- 7) Remove the transmission connector from stay.
- 8) Lift-up the vehicle.
- 9) Clean the transmission exterior.

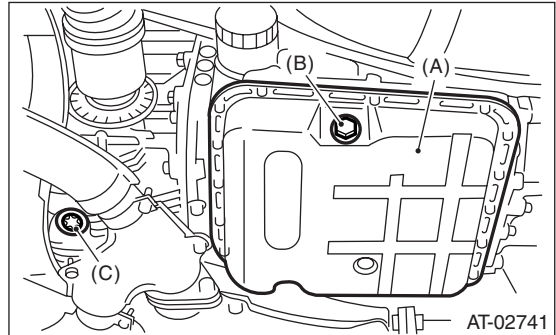
- 10) Drain the ATF completely.

**NOTE:**

Tighten the ATF drain plug after draining the ATF.

**Tightening torque:**

**25 N·m (2.5 kgf-m, 18.1 ft-lb)**



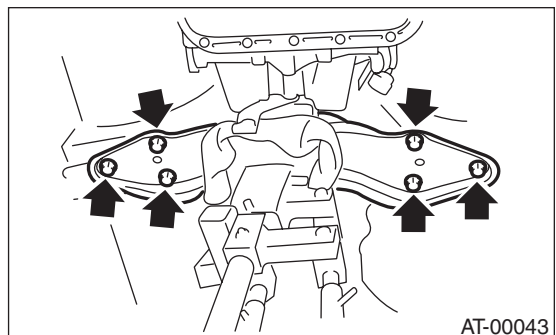
- (A) Oil pan
- (B) Drain plug
- (C) Differential oil drain plug

- 11) Remove the front, center, exhaust pipes and muffler. (Non-TURBO model)  
<Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.>, <Ref. to EX(H4SO)-9, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, REMOVAL, Muffler.>
- 12) Remove the center, rear exhaust pipe and muffler. (TURBO model)  
<Ref. to EX(H4DOTC)-9, REMOVAL, Center Exhaust Pipe.>, <Ref. to EX(H4DOTC)-14, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, REMOVAL, Muffler.>
- 13) Remove the shield cover. (If equipped)
- 14) Remove the propeller shaft. <Ref. to DS-15, REMOVAL, Propeller Shaft.>
- 15) Place the transmission jack under transmission.

**NOTE:**

Make sure that the support plates of transmission jack don't touch the crossmember.

- 16) Remove the transmission rear crossmember bolts.



# FRONT VEHICLE SPEED SENSOR

## AUTOMATIC TRANSMISSION

17) Lower the AT jack.

**NOTE:**

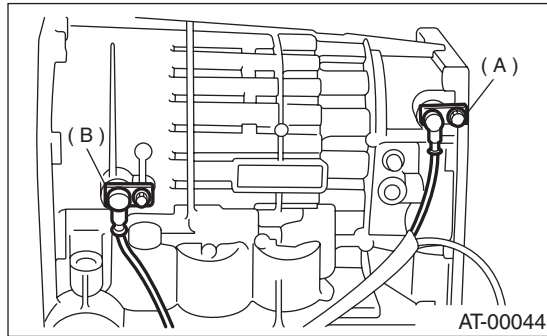
Do not separate the AT jack and transmission.

18) Remove the oil cooler inlet and outlet pipe.

**NOTE:**

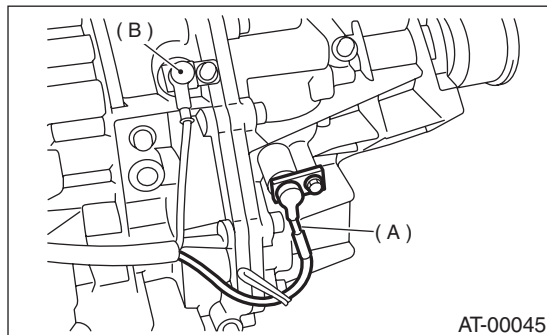
When removing the outlet pipe, be careful not to lose balls and springs used with retaining screws.

19) Remove the front vehicle speed sensor and torque converter turbine speed sensor.



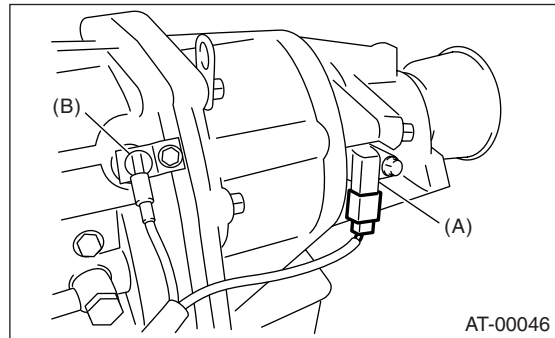
- (A) Front vehicle speed sensor
- (B) Torque converter turbine speed sensor

20) Remove the rear vehicle speed sensor. (Non-TURBO model)



- (A) Rear vehicle speed sensor
- (B) Front vehicle speed sensor

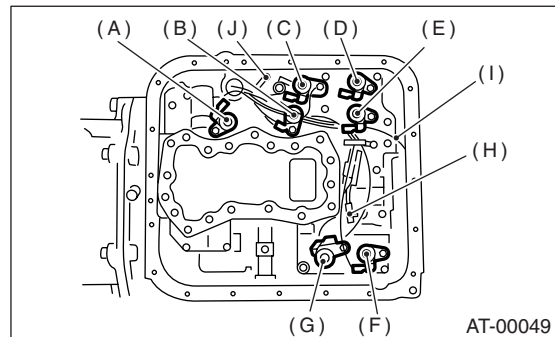
21) Disconnect rear vehicle speed sensor connector. (TURBO model)



- (A) Rear vehicle speed sensor
- (B) Front vehicle speed sensor

22) Remove the oil pan.

23) Disconnect the duty solenoid connectors, and then disconnect the ATF temperature sensor from control valve body. (Non-TURBO model)



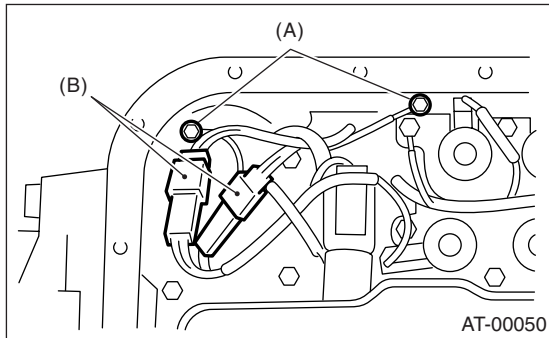
- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor
- (I) Transfer duty solenoid (Brown)
- (J) Transmission ground



# FRONT VEHICLE SPEED SENSOR

AUTOMATIC TRANSMISSION

24) Disconnect control valve connector and transmission ground. (TURBO model)

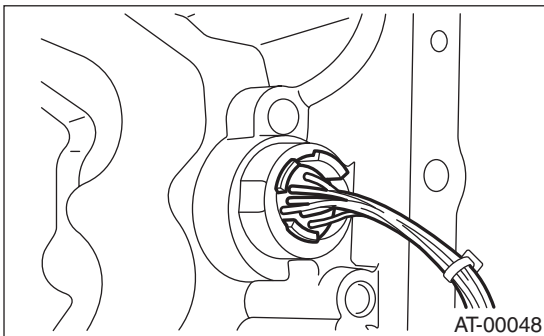


- (A) Transmission ground cable
- (B) Connector

25) Remove the harness assembly.

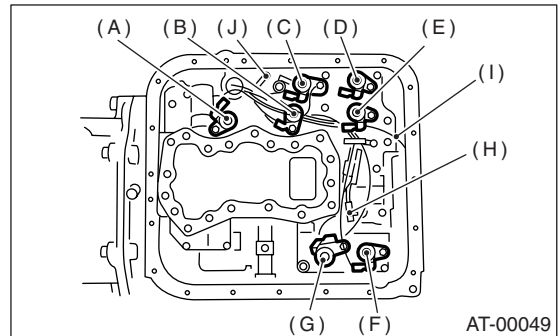
## B: INSTALLATION

1) Pass the harness assembly through the hole in the transmission case.



2) Connect the harness connectors and ATF temperature sensor. (Non-TURBO model)  
Connect the connectors of same color, and secure the harness to valve body using clips.

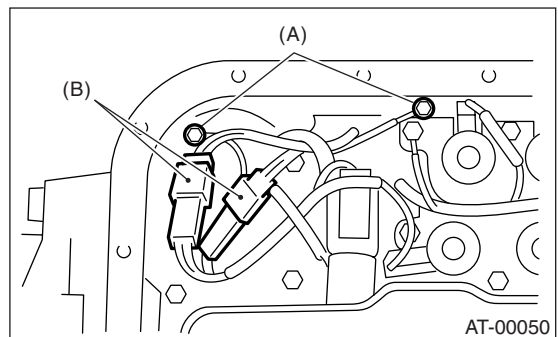
**Tightening torque (Transmission ground cable  
ATF temperature sensor)**  
**8 N·m (0.8 kgf·m, 5.8 ft·lb)**



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor
- (I) Transfer duty solenoid (Brown)
- (J) Transmission ground

3) Connect control valve connector, and install transmission ground. (TURBO model)

**Tightening torque Transmission ground cable:**  
**8 N·m (0.8 kgf·m, 5.8 ft·lb)**



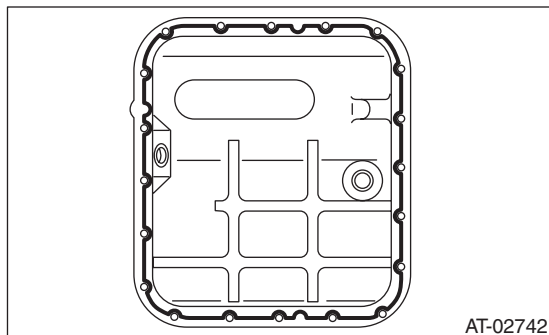
# FRONT VEHICLE SPEED SENSOR

## AUTOMATIC TRANSMISSION

4) Apply proper amount of liquid gasket to the entire oil pan mating surface.

### Fluid packing:

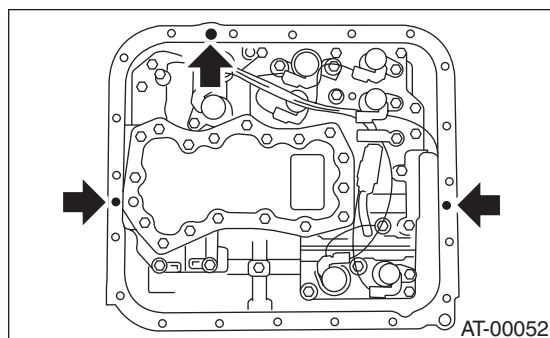
**THREE BOND 1217B (Part No. K0877YA020)**



5) Apply liquid gasket fully to three holes other than screw holes on transmission case.

### Fluid packing:

**THREE BOND 1217B (Part No. K0877YA020)**



6) Install the oil pan.

### Tightening torque:

**5 N·m (0.5 kgf-m, 3.6 ft-lb)**

7) Install the front and rear vehicle speed sensor, and also the torque converter turbine speed sensor, and then fasten the harness.

### Tightening torque:

**7 N·m (0.7 kgf-m, 5.1 ft-lb)**

8) Install the oil cooler pipes.

### NOTE:

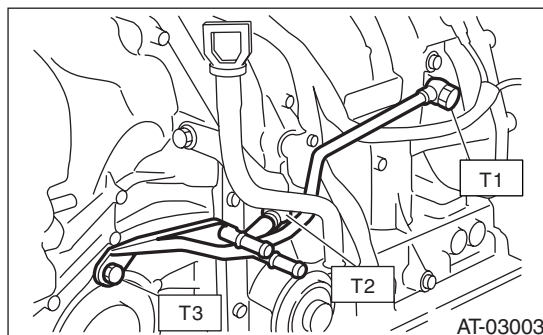
Be sure to use a new copper washer.

### Tightening torque:

**T1: 40 N·m (4.1 kgf-m, 30 ft-lb)**

**T2: 44 N·m (4.5 kgf-m, 32.5 ft-lb)**

**T3: 25 N·m (2.5 kgf-m, 18.1 ft-lb)**



9) Install the transmission rear crossmember bolts.

### Tightening torque:

**75 N·m (7.6 kgf-m, 55 ft-lb)**

10) Install the propeller shaft. <Ref. to DS-16, INSTALLATION, Propeller Shaft.>

11) Install the shield cover. (If equipped)

12) Install the front, center, rear exhaust pipes and muffler. (Non-TURBO model)

<Ref. to EX(H4SO)-6, INSTALLATION, Front Exhaust Pipe.>, <Ref. to EX(H4SO)-9, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, INSTALLATION, Muffler.>

13) Install the center, rear exhaust pipes and muffler. (TURBO model)

<Ref. to EX(H4DOTC)-10, INSTALLATION, Center Exhaust Pipe.>, <Ref. to EX(H4DOTC)-14, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4DOTC)-15, INSTALLATION, Muffler.>

14) Lower the vehicle.

15) Install the transmission connector to the stay.

16) Install the pitching stopper. <Ref. to 4AT-47, INSTALLATION.>

17) Install the air cleaner case. (Non-TURBO model)

<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>

18) Install the intercooler. (TURBO model)

<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

19) Bleeding air from control valve body. (TURBO model) <Ref. to 4AT-71, Air Bleeding of Control Valve.>

20) Perform the advance operation of learning control. (TURBO model)

(1) Set select lever to "P" range and apply parking brake, then lift up the vehicle.

(2) Connect Subaru Select Monitor to vehicle and turn on the switch.

(3) Select "Clear Memory — 2" on the SUBARU Select Monitor. <Ref. to 4AT(D)-16, CLEAR MEMORY MODE, OPERATION, Subaru Select Monitor.>

(4) Using Subaru Select Monitor, check that the DTC is not output. <Ref. to 4AT(D)-14, READ DIAGNOSTIC TROUBLE CODE, OPERATION, Subaru Select Monitor.>

(5) Using Subaru Select Monitor, warm up the engine until the ATF temperature becomes within 60 to 90°C (140 to 194°F). <Ref. to 4AT(D)-15, READ CURRENT DATA, OPERATION, Subaru Select Monitor.>

(6) Shift the select lever to the "R" range.

(7) Set the switches for headlights, air conditioner, rear defogger, etc. to OFF.

(8) Turn the ignition switch OFF and then wait for more than 30 seconds.

(9) If the message "communication impossible" is displayed on SUBARU Select Monitor, depress the brake pedal deeply with left foot until the learning promotion task is completed, and then turn the ignition switch to ON.

(10) Check that Subaru Select Monitor is operating properly now.

(11) Set the select lever to "P" range, and then wait for more than three seconds.

(12) Set the select lever to "R" range, and then wait for more than three seconds.

(13) Set the select lever to "N" range, and then wait for more than three seconds.

(14) Set the select lever to "D" range, and then wait for more than three seconds.

(15) Set the select lever to "N" range, and then wait for more than three seconds.

(16) Slowly depress the accelerator pedal to the fully open position.

(17) Slowly release the accelerator pedal to the fully closed position.

(18) Start and idle the engine.

(19) Set the select lever to "D" range.

(20) Learning promotion task starts. ATF temperature warning light in the combination meter blinks at 2 Hz. If ATF temperature does not blink, turn the ignition switch OFF and repeat the procedure from step (4).

Learning promotion task is completed when blinking of ATF temperature warning light in the combination meter changes from 2 to 0.5 Hz.

(21) Set the select lever to "N" range, and turn the ignition switch to OFF.

### NOTE:

Repeat the procedure from step (4) if blinking of ATF temperature warning light changes from 2 to 4 Hz.

# REAR VEHICLE SPEED SENSOR

AUTOMATIC TRANSMISSION

## 15.Rear Vehicle Speed Sensor

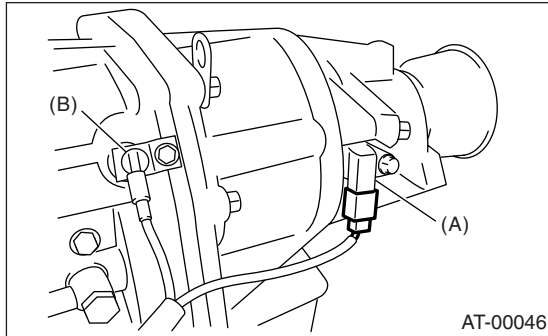
### A: REMOVAL

#### 1. NON-TURBO MODEL

When removing the rear vehicle speed sensor, refer to "Front Vehicle Speed Sensor". <Ref. to 4AT-55, REMOVAL, Front Vehicle Speed Sensor.>

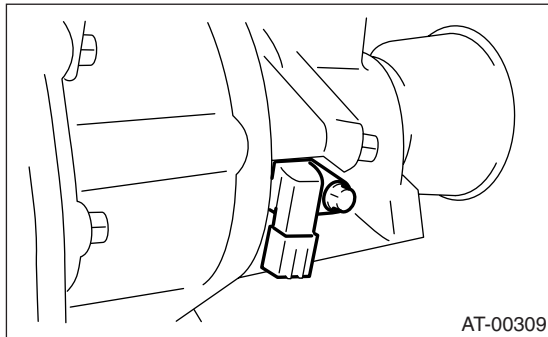
#### 2. TURBO MODEL

- 1) Set vehicle on a lift.
- 2) Disconnect ground cable from battery.
- 3) Lift up the vehicle.
- 4) Disconnect rear vehicle speed sensor connector.



- (A) Rear vehicle speed sensor  
(B) Front vehicle speed sensor

- 5) Remove rear vehicle speed sensor.



### B: INSTALLATION

#### 1. NON-TURBO MODEL

When installing the rear vehicle speed sensor, refer to "Front Vehicle Speed Sensor". <Ref. to 4AT-57, INSTALLATION, Front Vehicle Speed Sensor.>

#### 2. TURBO MODEL

Install in the reverse order of removal.

#### NOTE:

Replace O-ring with a new one.

#### **Tightening torque:**

**7 N·m (0.7 kgf-m, 5.1 ft-lb)**

## 16. Torque Converter Turbine Speed Sensor

### A: REMOVAL

When removing the torque converter turbine speed sensor, refer to "Front Vehicle Speed Sensor."  
<Ref. to 4AT-55, REMOVAL.>

### B: INSTALLATION

When installing the torque converter turbine speed sensor, refer to "Front Vehicle Speed Sensor."  
<Ref. to 4AT-57, INSTALLATION.>

# CONTROL VALVE BODY

## AUTOMATIC TRANSMISSION

### 17. Control Valve Body

#### A: REMOVAL

##### 1. NON-TURBO MODEL

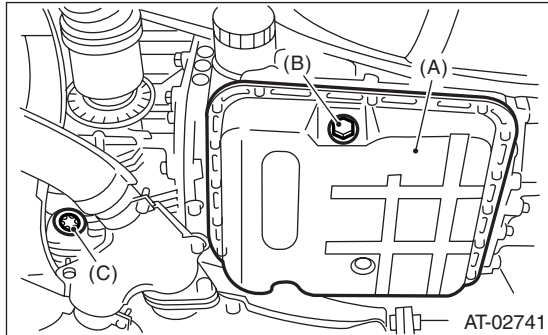
- 1) Lift-up the vehicle.
- 2) Clean the transmission exterior.
- 3) Drain the ATF completely.

##### NOTE:

- Tighten the ATF drain plug after draining the ATF.
- Replace the gasket with a new one.

##### Tightening torque:

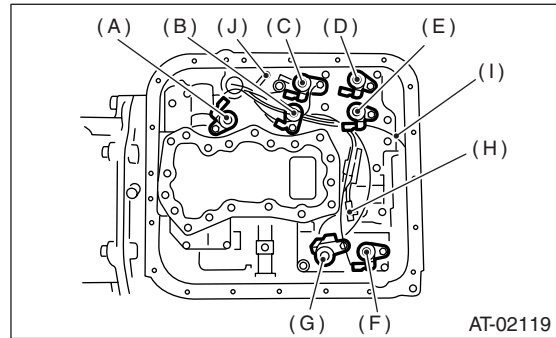
**25 N·m (2.5 kgf·m, 18.1 ft·lb)**



- (A) Oil pan
- (B) Drain plug
- (C) Differential oil drain plug

- 4) Remove the oil pan.
- 5) Remove and clean the magnet.
- 6) Remove the old gasket on the oil pan and transmission case completely.

- 7) Disconnect each solenoid connector and remove ATF temperature sensor from control valve.

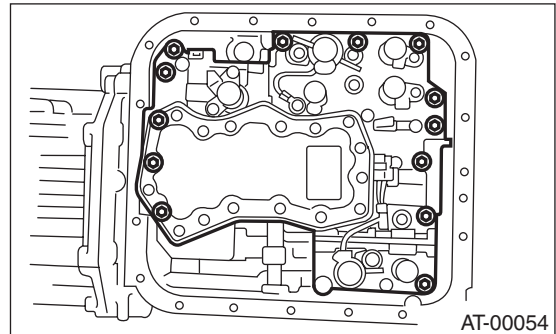


- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor
- (I) Transfer duty solenoid (Brown)
- (J) Transmission ground

- 8) Remove the control valve.

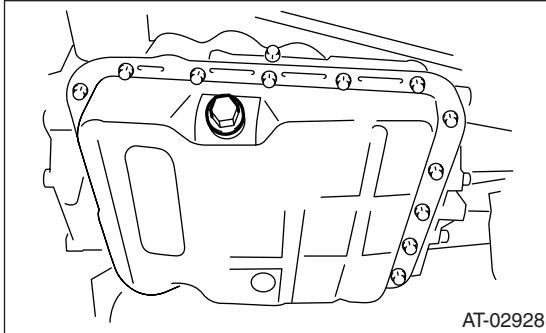
##### NOTE:

When removing the control valve body, be careful not to interfere with transfer duty solenoid wiring.



## 2. TURBO MODEL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift-up the vehicle.
- 4) Clean the transmission exterior.
- 5) Remove the drain plug and gasket, and then drain ATF.

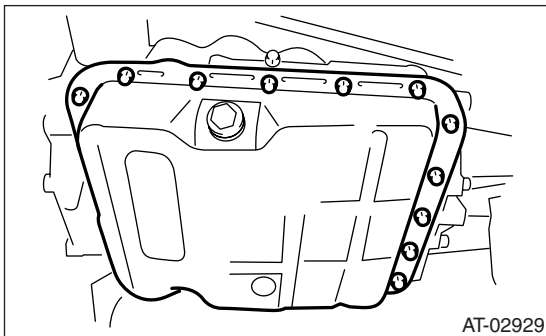


- 6) Replace the gasket with a new one, and then tighten the drain plug.

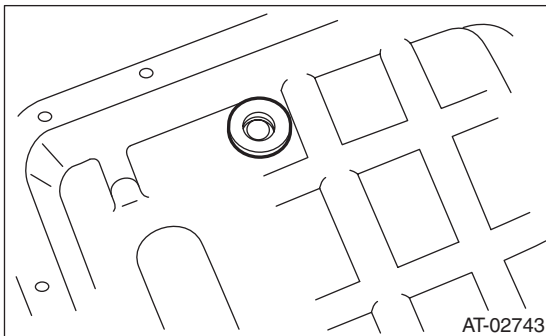
**Tightening torque:**  
**25 N·m (2.5 kgf-m, 18.1 ft-lb)**

- 7) Remove the oil pan.

**CAUTION:**  
**Be careful not to allow dirt or dust to get into the oil pan.**

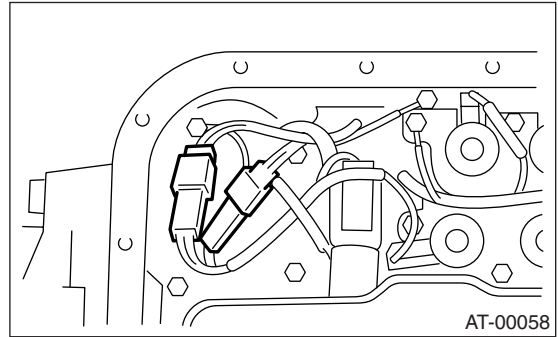


- 8) Remove the magnet.

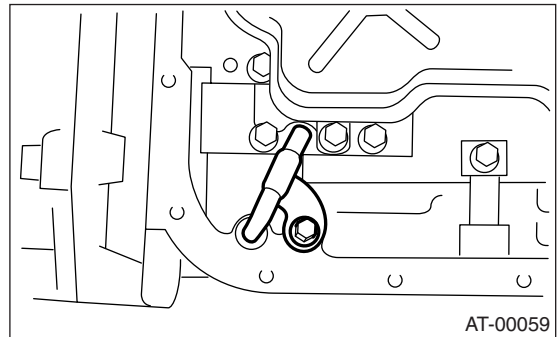


- 9) Clean the magnet.
- 10) Remove the liquid gasket completely from oil pan and transmission case.

- 11) Remove the control valve connector.

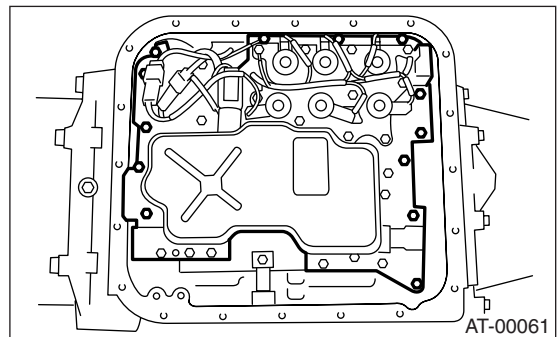


- 12) Remove the oil cooler pipe.



- 13) Remove the control valve body.

**NOTE:**  
 Replace the control valve body as assembly, because the control valve body can not be disassembled.



# CONTROL VALVE BODY

## AUTOMATIC TRANSMISSION

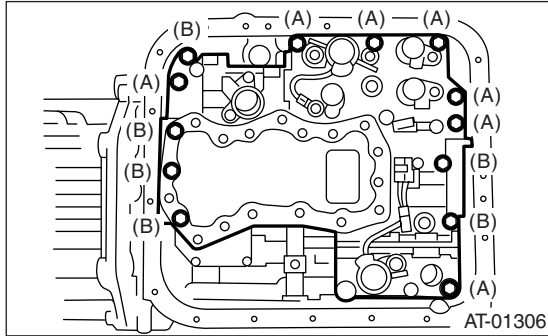
### B: INSTALLATION

#### 1. NON-TURBO MODEL

- 1) Set the range select lever in "N" range.
- 2) Install the control valve, ATF temperature sensor and ground connectors.

**Tightening torque:**

**8 N·m (0.8 kgf-m, 5.8 ft-lb)**

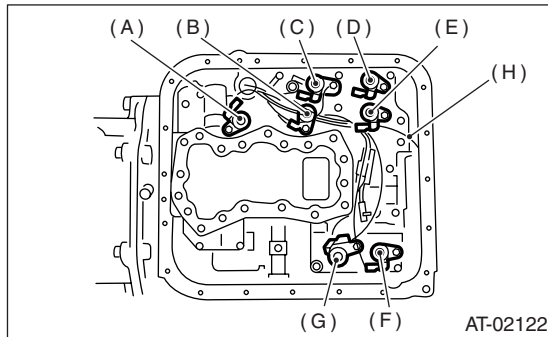


Bolt length mm (in)

(A) 30 (1.18)

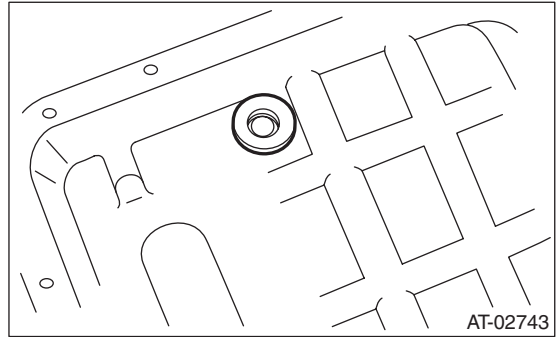
(B) 55 (2.17)

- 3) Connect all connectors.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) Transfer duty solenoid (Brown)

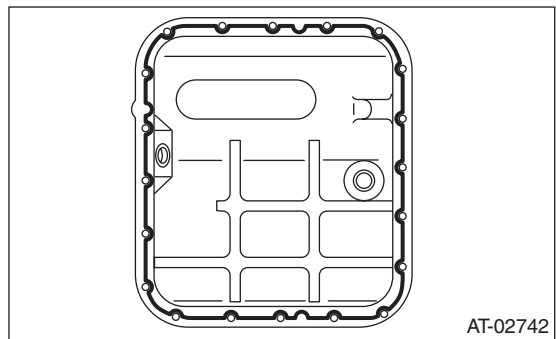
- 4) Attach the magnet at specified position.



- 5) Apply proper amount of liquid gasket to the entire oil pan mating surface.

**Liquid gasket:**

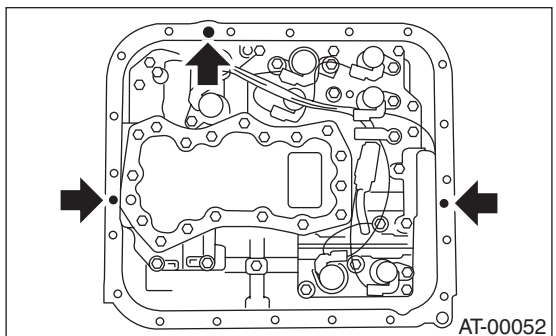
**THREE BOND 1217B (Part No. K0877YA020)**



- 6) Apply liquid gasket fully to three holes other than screw holes on transmission case.

**Liquid gasket:**

**THREE BOND 1217B (Part No. K0877YA020)**



- 7) Install the oil pan by equally tightening the bolts.

**Tightening torque:**

**5 N·m (0.5 kgf-m, 3.6 ft-lb)**



8) Pour ATF from the oil charge pipe.

**Recommended fluid:**  
**Dexron III**

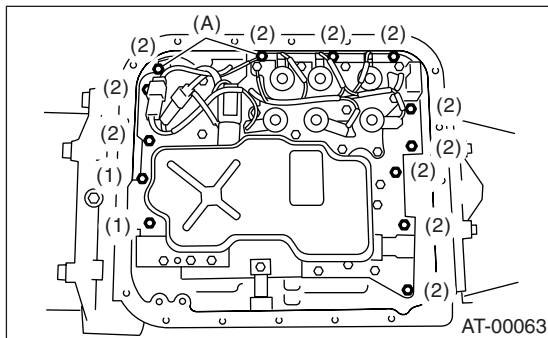
**Fluid capacity:**  
**Fill the same amount of fluid drained from drain plug hole.**

9) Check the level of ATF.  
<Ref. to 4AT-31, Automatic Transmission Fluid.>

## 2. TURBO MODEL

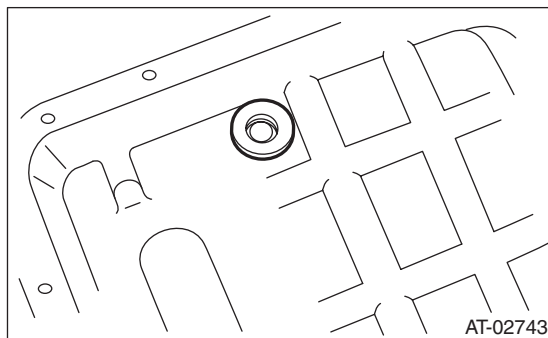
- 1) Check the control valve body for dirt and dust.
- 2) Install the control valve body and ground cable to transmission by tightening bolts evenly.

**Tightening torque:**  
**8 N·m (0.8 kgf-m, 5.8 ft-lb)**



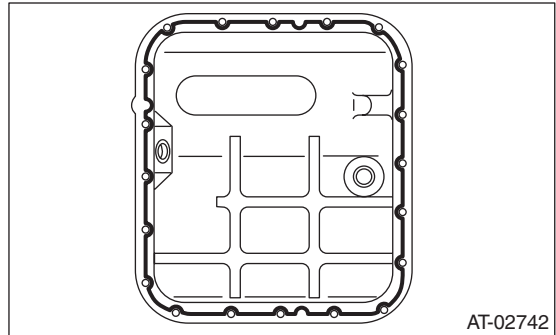
- (A) Transmission ground  
Bolt length mm (in)
- |     |           |
|-----|-----------|
| (1) | 30 (1.18) |
| (2) | 35 (1.38) |

3) Attach the magnet at specified position of oil pan.



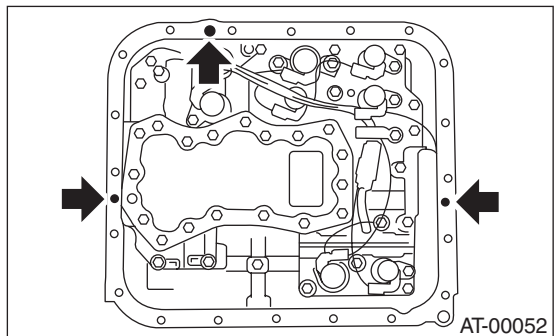
4) Apply proper amount of liquid gasket to the entire oil pan mating surface.

**Liquid gasket:**  
**THREE BOND 1217B (Part No. K0877YA020)**



5) Apply liquid gasket fully to three holes other than screw holes on transmission case.

**Liquid gasket:**  
**THREE BOND 1217B (Part No. K0877YA020)**



6) Install the oil pan with tightening bolts evenly.

**Tightening torque:**  
**5 N·m (0.5 kgf-m, 3.6 ft-lb)**

7) Pour ATF into the oil charge pipe.

**Recommended fluid:**  
**DEXRON III TYPE AUTOMATIC TRANSMISSION FLUID**

**Fluid capacity:**  
**Fill the same amount of fluid drained from drain plug hole.**

8) Bleed the air from control valve. <Ref. to 4AT-71, Air Bleeding of Control Valve.>

9) Check the level of ATF. <Ref. to 4AT-31, Automatic Transmission Fluid.>

10) Perform the advance operation of learning control. (TURBO model)

- (1) Set the select lever to "P" range and apply parking brake, then lift-up the vehicle.
- (2) Connect the SUBARU Select Monitor to vehicle.

# CONTROL VALVE BODY

## AUTOMATIC TRANSMISSION

(3) Using SUBARU Select Monitor, check that the DTC is not output.

(4) Select "Clear Memory - 2" on the Select Monitor. <Ref. to 4AT(D)-14, OPERATION, Subaru Select Monitor.>

(5) Using SUBARU Select Monitor, warm up the engine until the ATF temperature becomes within 60 to 90°C (140 to 194° F). <Ref. to 4AT(D)-14, OPERATION, Subaru Select Monitor.>

(6) Set the select lever to "R" range.

(7) Set the switches for headlights, air conditioner, rear defogger, etc. to OFF.

(8) Turn ignition switch to OFF, and wait for 30 seconds or more.

(9) Depress the brake pedal fully with left foot until learning promotion task is completed.

(10) Turn the ignition switch to ON.

(11) Confirm that the Select Monitor screen returns to normal.

(12) Set the select lever to "P" range, and then wait for more than three seconds.

(13) Set the select lever to "R" range, and then wait for more than three seconds.

(14) Set the select lever to "N" range, and then wait for more than three seconds.

(15) Set the select lever to "D" range, and then wait for more than three seconds.

(16) Set the select lever to "N" range, and then wait for more than three seconds.

(17) Slightly depress the accelerator pedal to full open.

(18) Slightly release the accelerator pedal to close.

(19) Start the engine.

(20) Set the select lever to "D" range.

(21) ATF temperature warning light in the combination meter blinks at 2 Hz. If ATF temperature warning light does not blink, repeat the procedure from step (4).

(22) Learning promotion task is completed when blinking of ATF temperature warning light in the combination meter changes from 2 to 0.5 Hz.

### NOTE:

Repeat the procedure from step (4) if blinking of ATF temperature warning light changes from 2 Hz to 4 Hz.

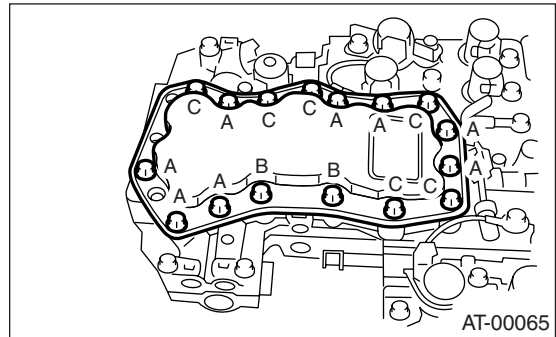
(23) Set the select lever to "N" range, and turn the ignition switch to OFF.

## C: DISASSEMBLY

1) Remove oil strainer from lower control valve body.

### NOTE:

Arrange the removed bolts in good order to assemble in the same place as disassembly, because the bolt lengths are different.

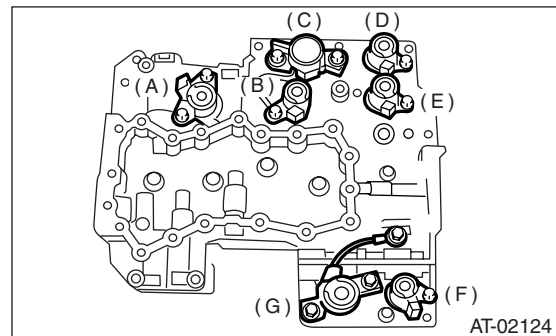


- (A) Short bolt
- (B) Middle bolt
- (C) Long bolt

2) Remove the duty solenoids, solenoids and sensor from the lower valve body.

### NOTE:

Arrange the removed bolts in good order to assemble in the same place as disassembly, because the bolt lengths are different.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)

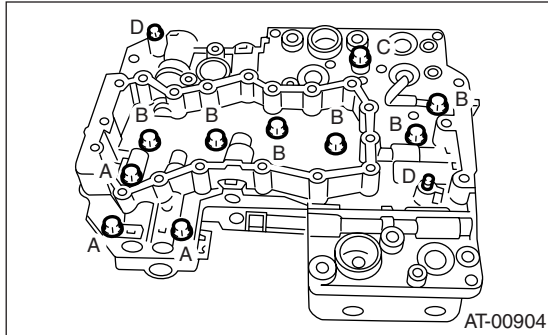
# CONTROL VALVE BODY

AUTOMATIC TRANSMISSION

3) Remove the upper-lower valve body tightening bolts.

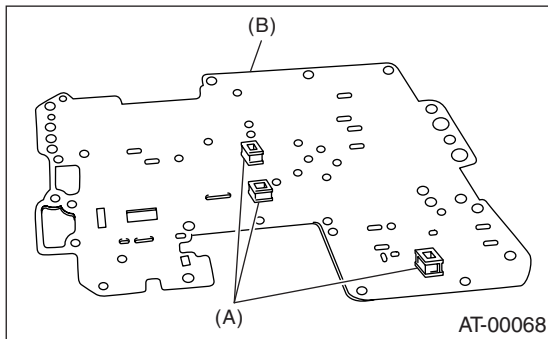
**NOTE:**

Arrange the removed bolts in good order to assemble in the same place as disassembly, because the bolt lengths are different.



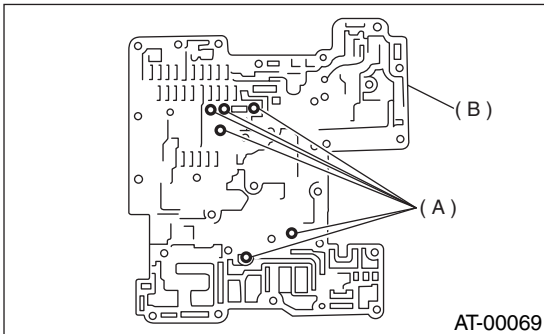
- Bolt length mm (in)
- (A) 40 (1.57)
  - (B) 62 (2.44)
  - (C) 73 (2.87)
  - (D) 79 (3.11)

4) Remove the lower valve body.  
5) Remove the oil filter and plate.



- (A) Oil filter
- (B) Plate

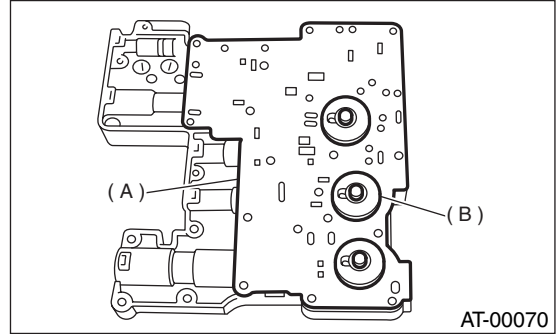
6) Remove six steel balls from middle valve body.



- (A) Steel ball
- (B) Middle valve body

7) Remove the middle valve body.

8) Remove upper separator plate from middle valve body.

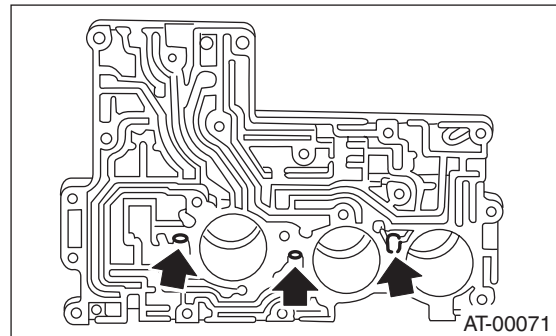


- (A) Upper separator plate
- (B) Side plate

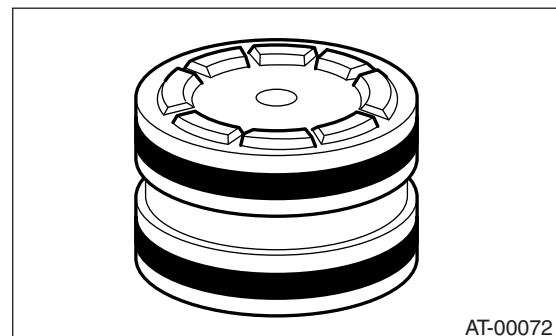
9) Remove valve springs and four steel balls from upper valve body.

10) Place a shop cloth to the piston removal hole.

11) Using an air compressor, apply air slowly to each piston hole and remove the pistons.



12) Remove the seal ring from piston.

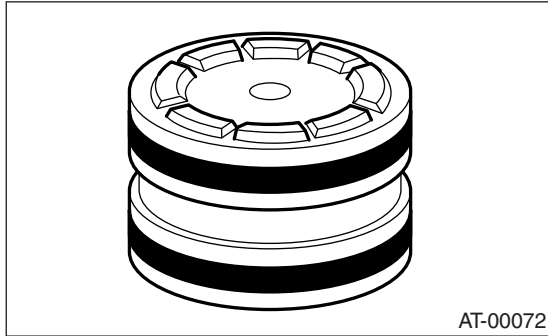


# CONTROL VALVE BODY

## AUTOMATIC TRANSMISSION

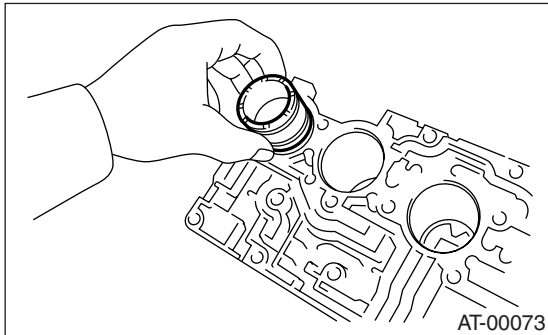
### D: ASSEMBLY

1) Install a new seal ring to piston.

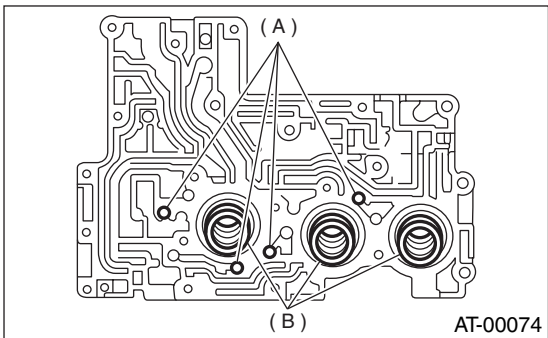


2) Apply ATF to the seal ring.

3) Insert the piston fully into upper valve body.



4) Install the spring and four steel balls to specified positions of upper valve body.

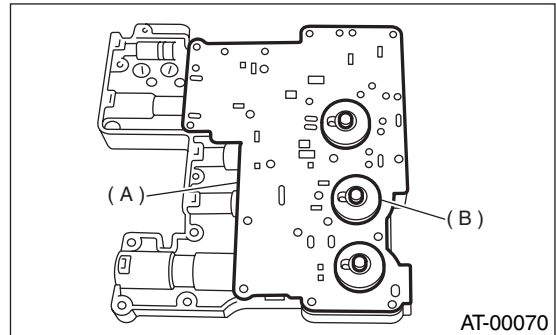


- (A) Steel ball
- (B) Spring

5) Align the hole in side plate with the hole in separator plate, and then install support plate and upper separator plate to middle valve body.

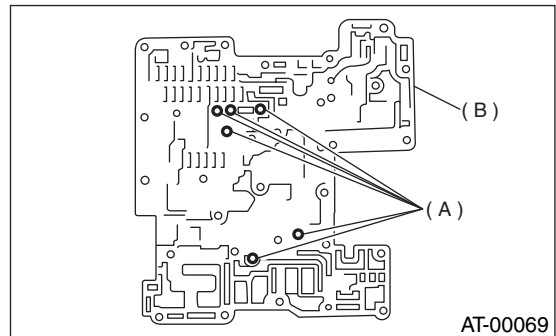
**Tightening torque:**

**8 N·m (0.8 kgf·m, 5.8 ft·lb)**



- (A) Upper separator plate
- (B) Side plate

6) Insert six steel balls in their proper positions to middle valve body.



- (A) Steel ball
- (B) Middle valve body

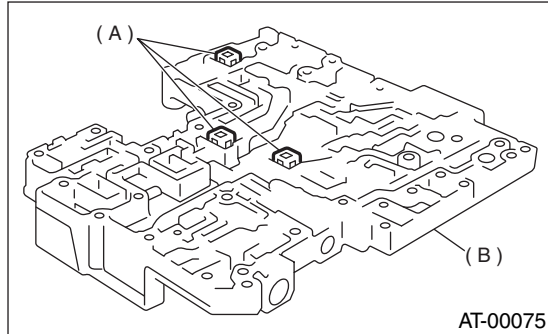
# CONTROL VALVE BODY

AUTOMATIC TRANSMISSION

7) Install three filters to lower valve body.

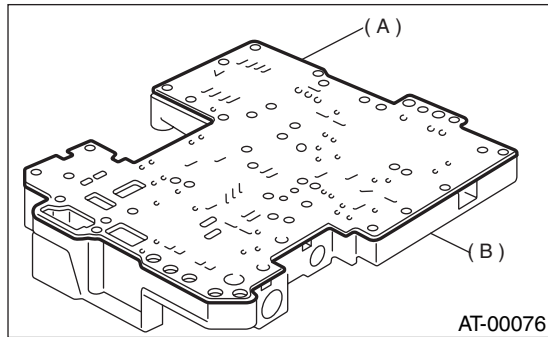
**NOTE:**

Pay attention to the location of filters.



- (A) Strainer
- (B) Lower valve body

8) Install the lower separate plate to lower valve body.

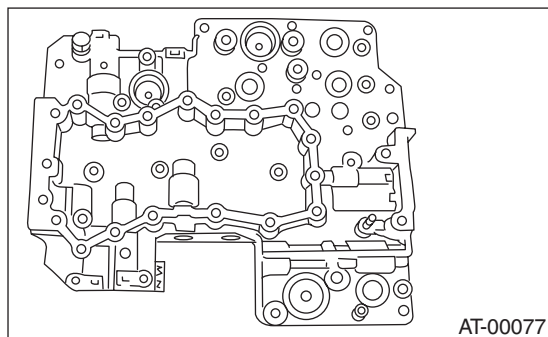


- (A) Lower separator plate
- (B) Lower valve body

9) Temporarily assemble the valve body.

**NOTE:**

Be careful not to drop the middle valve body and upper body interior steel ball, or the lower body filter.



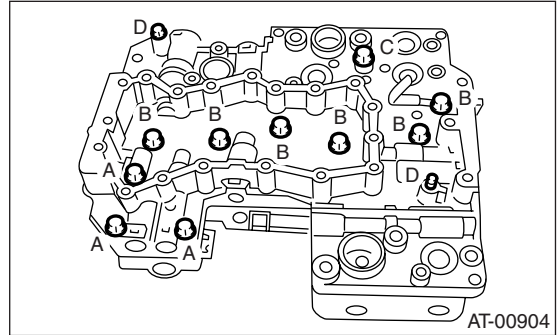
10) Tighten the bolts and nuts.

**NOTE:**

Install the bolts (D) from upper valve body side.

**Tightening torque:**

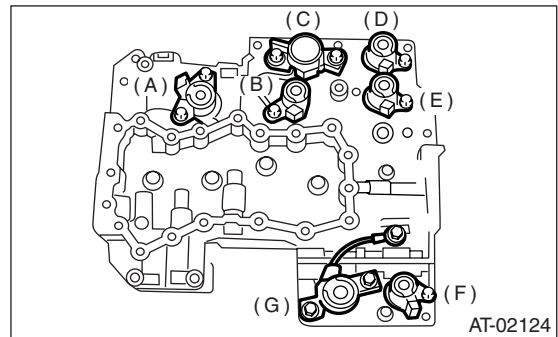
**8 N·m (0.8 kgf-m, 5.8 ft-lb)**



Bolt length mm (in)

- (A) 40 (1.57)
- (B) 62 (2.44)
- (C) 73 (2.87)
- (D) 79 (3.11)

11) Install the sensor, solenoids and duty solenoids to specified positions.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)

# CONTROL VALVE BODY

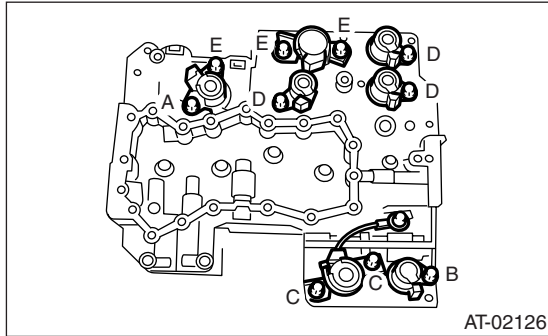
## AUTOMATIC TRANSMISSION

---

12) Tighten the bolts.

**Tightening torque:**

**8 N·m (0.8 kgf-m, 5.8 ft-lb)**



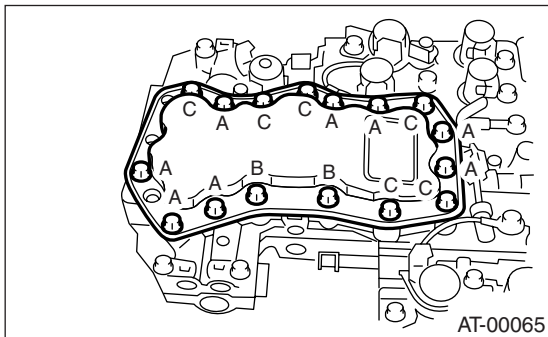
Bolt length mm (in)

- (A) 12 (0.47)
- (B) 40 (1.57)
- (C) 45 (1.77)
- (D) 62 (2.44)
- (E) 73 (2.87)

13) Install oil strainer to lower valve body.

**Tightening torque:**

**8 N·m (0.8 kgf-m, 5.8 ft-lb)**



Bolt length mm (in)

- (A) 12 (0.47)
- (B) 62 (2.44)
- (C) 81 (3.19)

## **E: INSPECTION**

Make sure that each component is free of harmful gouges, cuts, or dust.

## 18. Air Bleeding of Control Valve

### A: PROCEDURE

- 1) Set the select lever to "P" range and apply parking brake, then lift-up the vehicle.
- 2) Connect the SUBARU Select Monitor to vehicle.
- 3) Using SUBARU Select Monitor, check that the DTC is not output. <Ref. to 4AT(D)-14, OPERATION, Subaru Select Monitor.>
- 4) Using SUBARU Select Monitor, check that ATF temperature is less than 60°C (140° F). <Ref. to 4AT(D)-14, OPERATION, Subaru Select Monitor.>
- 5) Set the SUBARU Select Monitor to OFF.
- 6) Set the ignition switch to OFF.
- 7) With pressing shift lock release button, set the select lever to "R" range.
- 8) Depress the brake pedal fully with left foot until air bleeding is complete.
- 9) Turn the ignition switch to ON.
- 10) Set the select lever to "P" range, and then wait for more than three seconds.
- 11) Set the select lever to "R" range, and then wait for more than three seconds.
- 12) Set the select lever to "N" range, and then wait for more than three seconds.
- 13) Set the select lever to "D" range, and then wait for more than three seconds.
- 14) Set the select lever to "N" range, and then wait for more than three seconds.
- 15) Slightly depress the accelerator pedal to full open.
- 16) Slightly release the accelerator pedal to close.
- 17) Start the engine.
- 18) Set the select lever to "D" range.
- 19) Turn the SUBARU Select Monitor power to ON.
- 20) On the SUBARU Select Monitor, select the "individual system inspection" of main menu.
- 21) On the "individual system inspection" selection menu, select the "individual system inspection" and air bleeding of control valve will start in transmission. At this time, ATF temperature warning light in the combination meter blinks at 2Hz. If ATF temperature warning light does not blink, repeat the procedure from step 4).
- 22) Air bleeding of control valve is completed when blinking of ATF temperature warning light in the combination meter changes from 2Hz to 0.5Hz.

#### NOTE:

Repeat the procedure from step 4) if blinking of ATF temperature warning light changes from 2Hz to 4Hz during air bleeding.

- 23) Set the select lever to "N" range, and turn the ignition switch to OFF.
- 24) Set the select lever to "P" range to finish air bleeding.

## 19. Shift Solenoids, Duty Solenoids and ATF Temperature Sensor

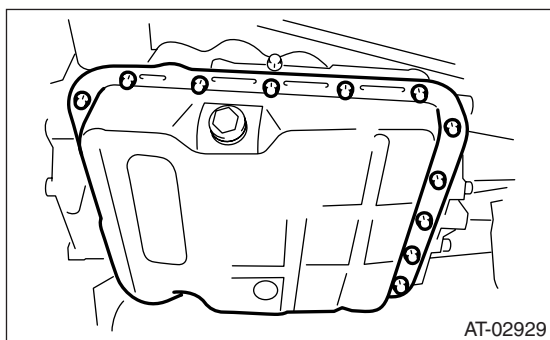
### A: REMOVAL

#### 1. SHIFT SOLENOIDS AND DUTY SOLENOIDS

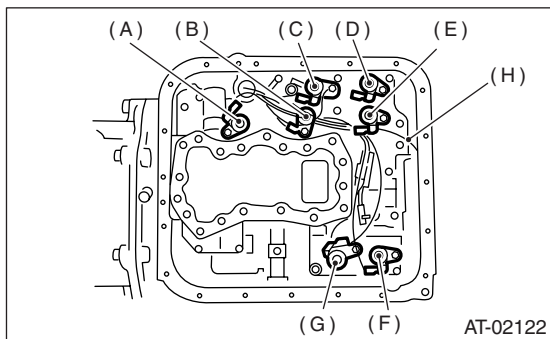
- 1) Lift-up the vehicle.
- 2) Clean the transmission exterior.
- 3) Replace the gasket with a new one, and tighten the drain plug.
- 4) Drain the ATF completely.

#### Tightening torque:

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**

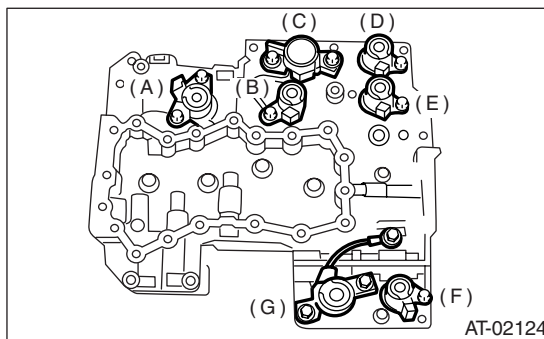


- 5) Remove the oil pan.
- 6) Disconnect the solenoid and duty solenoid connectors.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) Transfer duty solenoid (Brown)

- 7) Remove the solenoids and duty solenoids.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)

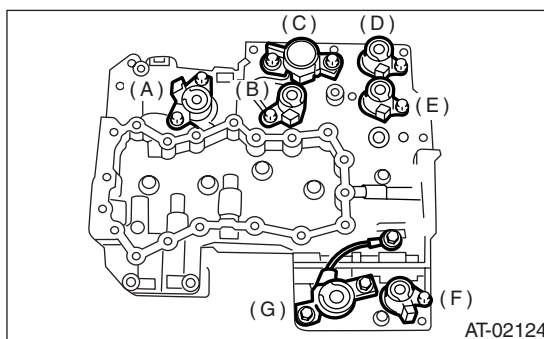
#### 2. ATF TEMPERATURE SENSOR

For removal of ATF temperature sensor, refer to "Front Vehicle Speed Sensor." <Ref. to 4AT-55, REMOVAL.>

### B: INSTALLATION

#### 1. SHIFT SOLENOIDS AND DUTY SOLENOIDS

- 1) Insert solenoid and duty solenoid to specified position.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)



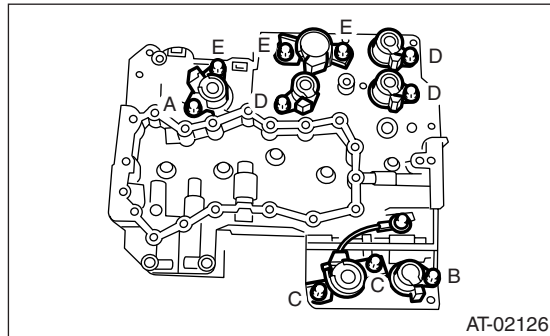
# SHIFT SOLENOIDS, DUTY SOLENOIDS AND ATF TEMPERATURE SENSOR

AUTOMATIC TRANSMISSION

2) Tighten the bolts and nuts.

### Tightening torque:

**8 N·m (0.8 kgf·m, 5.8 ft·lb)**

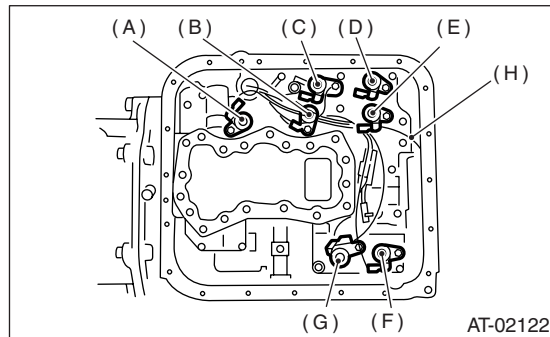


Bolt length mm (in)

- (A) 12 (0.47)
- (B) 40 (1.57)
- (C) 45 (1.77)
- (D) 62 (2.44)
- (E) 73 (2.87)

3) Connect the harness connectors.

Connect the connectors of same color, and secure the harness to valve body using clips.

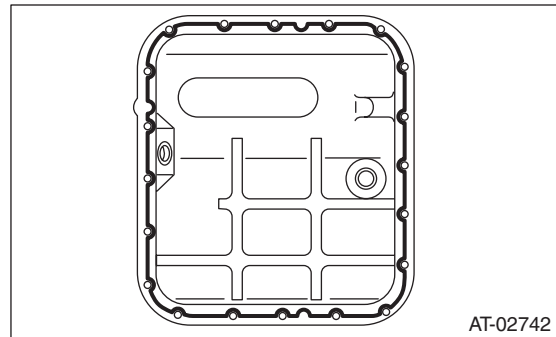


- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) Transfer duty solenoid (Brown)

4) Apply proper amount of liquid gasket to the entire oil pan mating surface.

### Fluid packing:

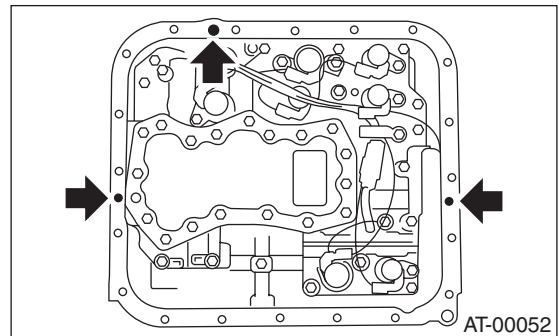
**THREE BOND 1217B (Part No. K0877YA020)**



5) Apply liquid gasket fully to three holes other than screw holes on transmission case.

### Fluid packing:

**THREE BOND 1217B (Part No. K0877YA020)**



6) Tighten bolts evenly and install the oil pan.

### Tightening torque:

**5 N·m (0.5 kgf·m, 3.6 ft·lb)**

7) Refill with the same amount of ATF that was drained.

8) Check the ATF level. <Ref. to 4AT-31, Automatic Transmission Fluid.>

## 2. ATF TEMPERATURE SENSOR

For installation of ATF temperature sensor, refer to "Front Vehicle Speed Sensor." <Ref. to 4AT-57, INSTALLATION.>

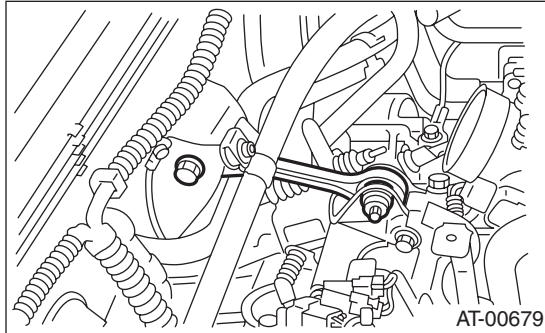
# TRANSFER DUTY SOLENOID AND VALVE BODY

## AUTOMATIC TRANSMISSION

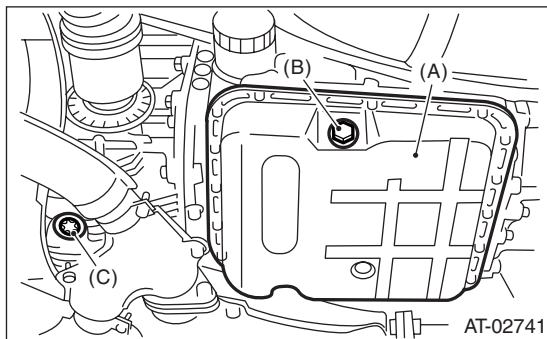
### 20. Transfer Duty Solenoid and Valve Body

#### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Remove the air cleaner case or air intake chamber.  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 4) Remove the pitching stopper.



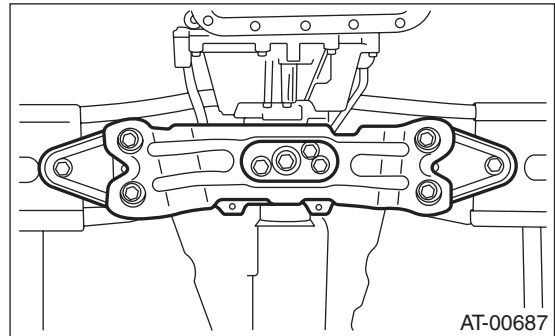
- 5) Remove the front exhaust pipe with center exhaust pipe. (Non-TURBO model)  
<Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.>
- 6) Remove the rear exhaust pipe and muffler.  
<Ref. to EX(H4SO)-9, REMOVAL, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, REMOVAL, Muffler.>
- 7) Raise the vehicle and drain the ATF.



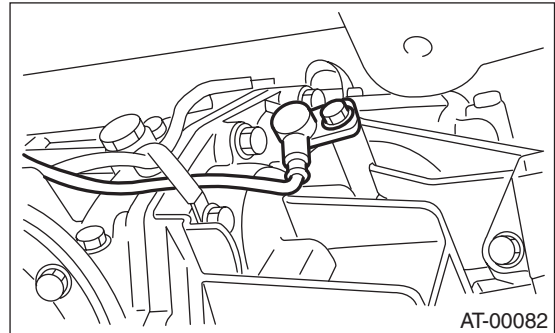
- (A) Oil pan
- (B) Drain plug
- (C) Deferential oil drain plug

- 8) Remove the heat shield cover. (If equipped)
- 9) Remove the propeller shaft. <Ref. to DS-15, REMOVAL, Propeller Shaft.>
- 10) Remove the transmission rear crossmember.
  - (1) Support the transmission using a transmission jack and raise it slightly.

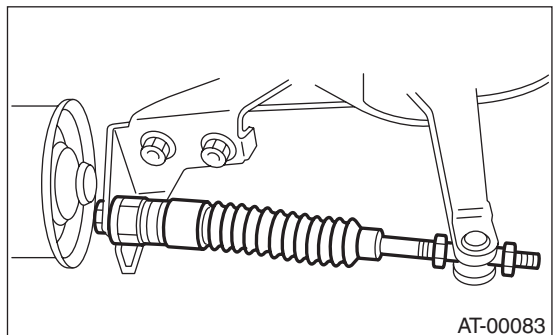
- (2) Remove the bolts and nuts as shown in the figure.



- 11) Remove the rear vehicle speed sensor.



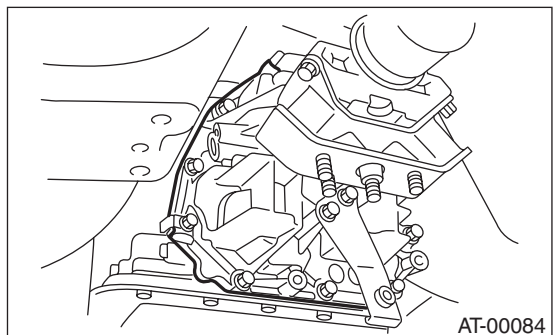
- 12) Remove the select cable nut.



- 13) Move the gear select cable so that extension bolts can be removed.
- 14) Remove the bolts.
- 15) Remove the extension case.

#### NOTE:

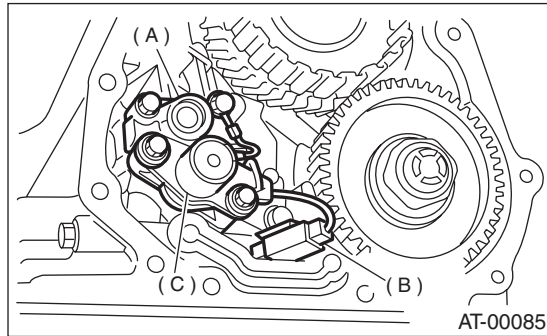
Use a container to catch oil flowing from extension.



# TRANSFER DUTY SOLENOID AND VALVE BODY

AUTOMATIC TRANSMISSION

- 16) Disconnect the transfer duty solenoid connector.
- 17) Remove the transfer duty solenoid and transfer valve body.



- (A) Transfer valve body
- (B) Transfer duty solenoid connector
- (C) Transfer duty solenoid

## B: INSTALLATION

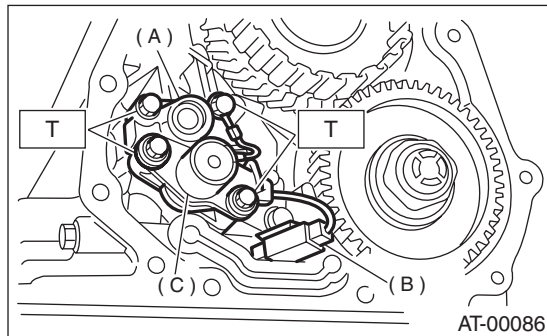
- 1) Install the transfer duty solenoid and transfer valve body.

- (1) Install the transfer duty solenoid and transfer valve body.

### Tightening torque:

**T: 8 N·m (0.8 kgf-m, 5.8 ft-lb)**

- (2) Connect the transfer duty solenoid connector.



- (A) Transfer valve body
- (B) Transfer duty solenoid connector
- (C) Transfer duty solenoid

- 2) Install a new gasket and the extension case to transmission case.

- (1) Tighten eleven bolts.

### Tightening torque:

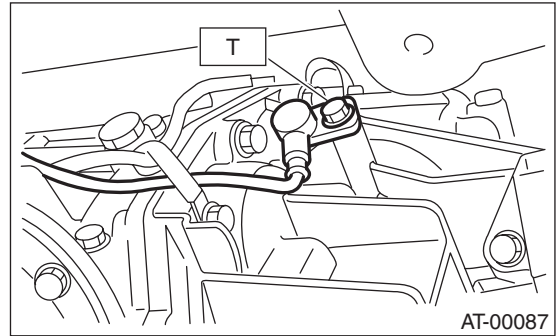
**25 N·m (2.5 kgf-m, 18.1 ft-lb)**

- (2) Adjust the select cable. <Ref. to CS-32, ADJUSTMENT, Select Cable.>

- 3) Install the rear vehicle speed sensor.

### Tightening torque:

**T: 7 N·m (0.7 kgf-m, 5.1 ft-lb)**

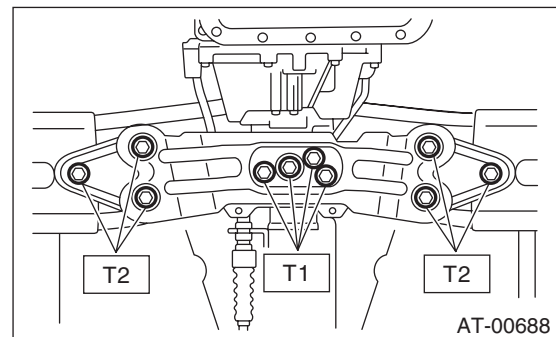


- 4) Install the transmission rear crossmember.
  - (1) Tighten the bolts.

### Tightening torque:

**T1: 35 N·m (3.6 kgf-m, 26 ft-lb)**

**T2: 75 N·m (7.7 kgf-m, 55 ft-lb)**



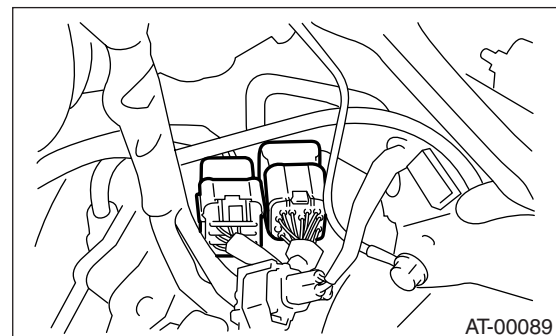
- (2) Remove the transmission jack.

- 5) Install the propeller shaft. <Ref. to DS-16, INSTALLATION, Propeller Shaft.>

- 6) Install the front, center rear exhaust pipe and muffler.

<Ref. to EX(H4SO)-6, INSTALLATION, Front Exhaust Pipe.>, <Ref. to EX(H4SO)-9, INSTALLATION, Rear Exhaust Pipe.> and <Ref. to EX(H4SO)-10, INSTALLATION, Muffler.>

- 7) Connect the transmission harness connector.



## TRANSFER DUTY SOLENOID AND VALVE BODY

### AUTOMATIC TRANSMISSION

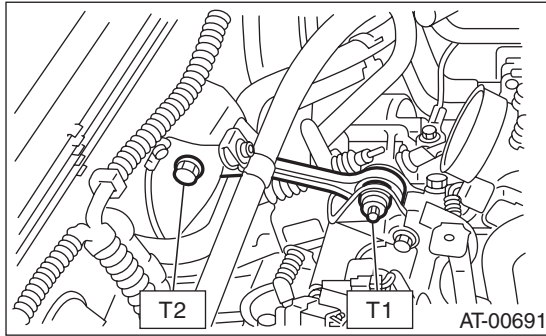
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8) Install the pitching stopper.

**Tightening torque:**

**T1: 50 N·m (5.1 kgf-m, 37 ft-lb)**

**T2: 58 N·m (5.9 kgf-m, 43 ft-lb)**



9) Install the air cleaner case or air intake chamber.  
(Non-TURBO model)

<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>

10) Fill with the same amount of ATF that was drained.

11) Check the ATF level. <Ref. to 4AT-31, Automatic Transmission Fluid.>

## 21.ATF Filter

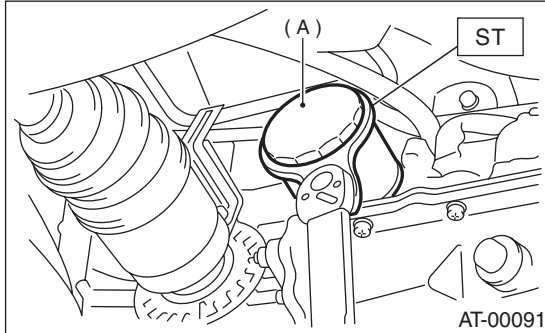
### A: REMOVAL

**NOTE:**

The ATF filter is maintenance free.

- 1) Lift-up the vehicle.
- 2) Using ST, remove ATF filter.

ST 498545400 OIL FILTER WRENCH



(A) ATF filter

### B: INSTALLATION

- 1) Get new ATF filter and apply a thin coat of ATF to the oil seal.
- 2) Install ATF filter. Turn it by hand, being careful not to damage oil seal.
- 3) Using ST, tighten ATF filter to transmission case.

Calculate ATF filter torque specifications using the following formula.

$$T2 = L2 / (L1 + L2) \times T1$$

T1: 14 N·m (1.4 kgf·m, 10.1 ft·lb)

[Required torque setting]

T2: Tightening torque

L1: ST length 0.078 m (3.07 in)

L2: Torque wrench length

Example:

Torque wrench length mm (in)	Tightening torque N·m (kgf·m, ft·lb)
100 (3.94)	7.7 (0.79, 5.7)
150 (5.91)	9.0 (0.92, 6.7)
200 (7.87)	10 (1.0, 7.2)

**NOTE:**

Align ST with torque wrench while tightening ATF filter.

ST 498545400 OIL FILTER WRENCH

- 4) Add ATF.
- 5) Inspect level of ATF. <Ref. to 4AT-31, Automatic Transmission Fluid.>

### C: INSPECTION

Replace the part if any defect is found from the inspection.

Check for rust, hole, ATF leaks, and other damage.

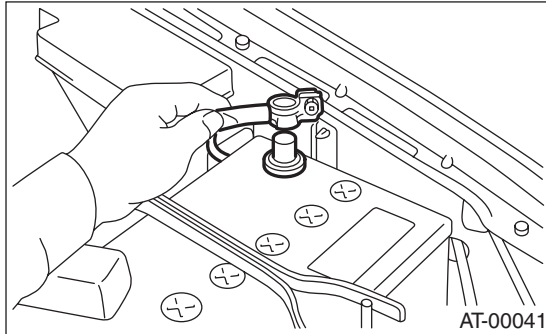
# TRANSMISSION CONTROL MODULE (TCM)

## AUTOMATIC TRANSMISSION

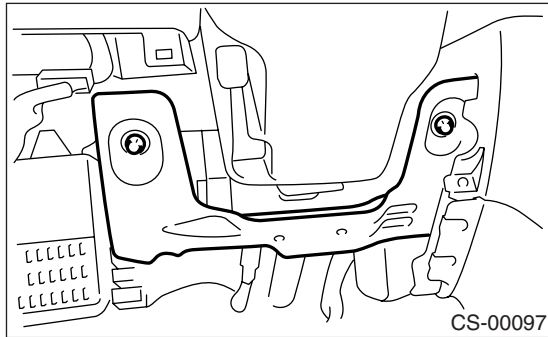
### 22. Transmission Control Module (TCM)

#### A: REMOVAL

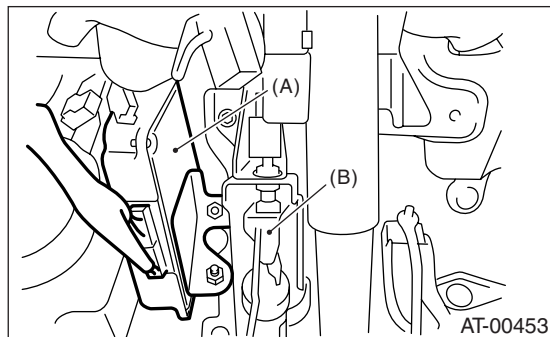
- 1) Disconnect the ground cable from battery.



- 2) Remove the lower cover and then disconnect the connector.
- 3) Remove the knee bolster.



- 4) Disconnect the connectors from TCM.



- (A) Transmission control module (TCM)
- (B) Brake pedal

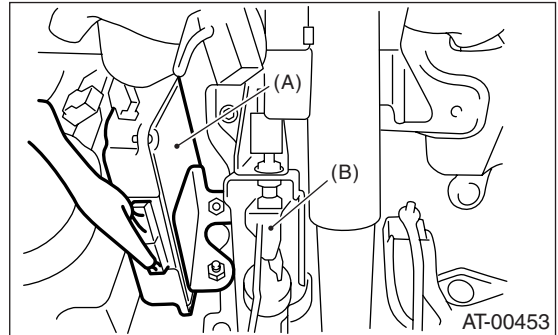
- 5) Remove the TCM.

#### B: INSTALLATION

- 1) Install the TCM.

#### Tightening torque:

**7.5 N·m (0.76 kgf·m, 5.5 ft·lb)**



- (A) Transmission control module (TCM)
- (B) Brake pedal

- 2) Connect the connectors to TCM.
- 3) Install in the reverse order of removal.
- 4) Perform learning control promotion task. (TURBO model)

- (1) Set select lever to "P" range and apply parking brake, then lift up the vehicle.

- (2) Connect Subaru Select Monitor to vehicle and turn on the switch.

- (3) Select "Clear Memory — 2" on the SUBARU Select Monitor. <Ref. to 4AT(D)-16, CLEAR MEMORY MODE, OPERATION, Subaru Select Monitor.>

- (4) Using Subaru Select Monitor, check that the DTC is not output. <Ref. to 4AT(D)-14, READ DIAGNOSTIC TROUBLE CODE, OPERATION, Subaru Select Monitor.>

- (5) Using Subaru Select Monitor, warm up the engine until the ATF temperature becomes within 60 to 90°C (140 to 194°F). <Ref. to 4AT(D)-15, READ CURRENT DATA, OPERATION, Subaru Select Monitor.>

- (6) Shift the select lever to the "R" range.

- (7) Set the switches for headlights, air conditioner, rear defogger, etc. to OFF.

- (8) Turn the ignition switch OFF and then wait for more than 30 seconds.

- (9) If the message "communication impossible" is displayed on SUBARU Select Monitor, depress the brake pedal deeply with left foot until the learning promotion task is completed, and then turn the ignition switch to ON.

- (10) Check that Subaru Select Monitor is operating properly now.

- (11) Set the select lever to "P" range, and then wait for more than three seconds.

- (12) Set the select lever to "R" range, and then wait for more than three seconds.

(13) Set the select lever to “N” range, and then wait for more than three seconds.

(14) Set the select lever to “D” range, and then wait for more than three seconds.

(15) Set the select lever to “N” range, and then wait for more than three seconds.

(16) Slowly depress the accelerator pedal to the fully open position.

(17) Slowly release the accelerator pedal to the fully closed position.

(18) Start and idle the engine.

(19) Set the select lever to “D” range.

(20) Learning promotion task starts. ATF temperature warning light in the combination meter blinks at 2 Hz. If ATF temperature does not blink, turn the ignition switch OFF and repeat the procedure from step (4).

Learning promotion task is completed when blinking of ATF temperature warning light in the combination meter changes from 2 to 0.5 Hz.

### NOTE:

Repeat the procedure from step (4) if blinking of ATF temperature warning light changes from 2 to 4 Hz.

(21) Set the select lever to “N” range, and turn the ignition switch to OFF.

# DROPPING RESISTOR

AUTOMATIC TRANSMISSION

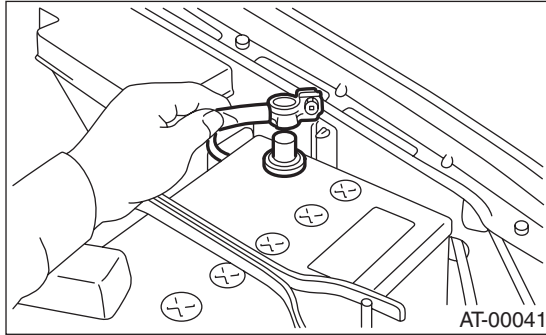
## 23. Dropping Resistor

### A: REMOVAL

NOTE:

Dropping resistor is installed only for NON-TURBO model.

1) Disconnect the ground cable from battery.

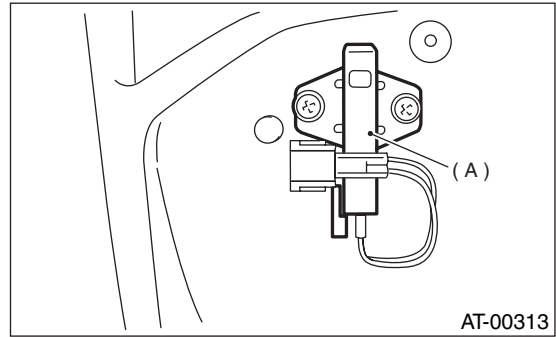


2) Remove the air intake duct.

<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>

3) Disconnect the connector from dropping resistor.

4) Remove the dropping resistor.



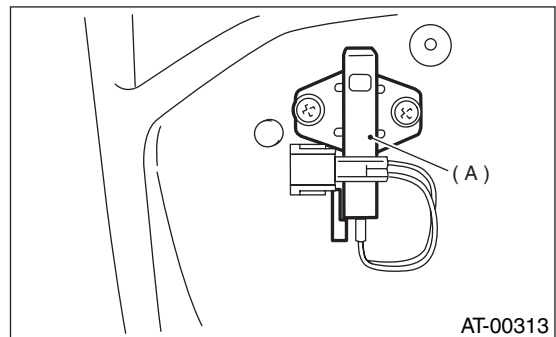
(A) Dropping resistor

### B: INSTALLATION

Install in the reverse order of removal.

**Tightening torque:**

**13 N·m (1.3 kgf-m, 10 ft-lb)**



(A) Dropping resistor

### C: INSPECTION

Step	Check	Yes	No
<b>1 CHECK RESISTOR.</b> 1) Turn ignition switch to OFF. 2) Disconnect the connector from dropping resistor. 3) Measure the resistance between dropping resistor terminals. <b>Terminals</b> <b>No. 1 — No. 2:</b>	Is the resistance 9 — 15 Ω?	Go to step 2.	Replace the dropping resistor. <Ref. to 4AT-80, Dropping Resistor.>
<b>2 CHECK RESISTOR.</b> Measure the resistance between dropping resistor terminals. <b>Terminals</b> <b>No. 3 — No. 4:</b>	Is the resistance 9 — 15 Ω?	Dropping resistor is normal.	Replace the dropping resistor. <Ref. to 4AT-80, Dropping Resistor.>



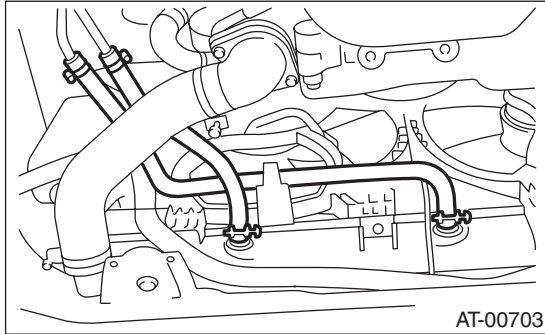
## 24.ATF Cooler Pipe and Hose

### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Remove battery and washer tank.
- 3) Lift-up the vehicle.
- 4) Remove the under cover.
- 5) Disconnect ATF cooler hose from radiator.

**NOTE:**

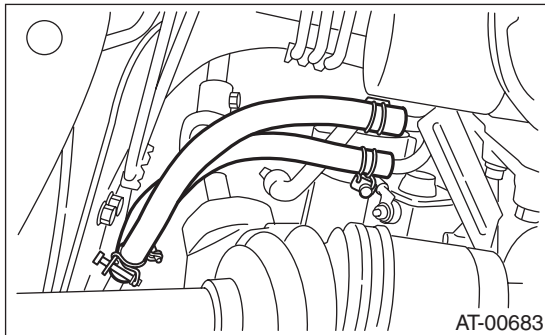
- Do not remove with a screwdriver or other pointed tools.
- When the hose is difficult to remove, wrap a shop cloth around the hose to protect it. Turn it with pliers, and then pull directly out with your hand.



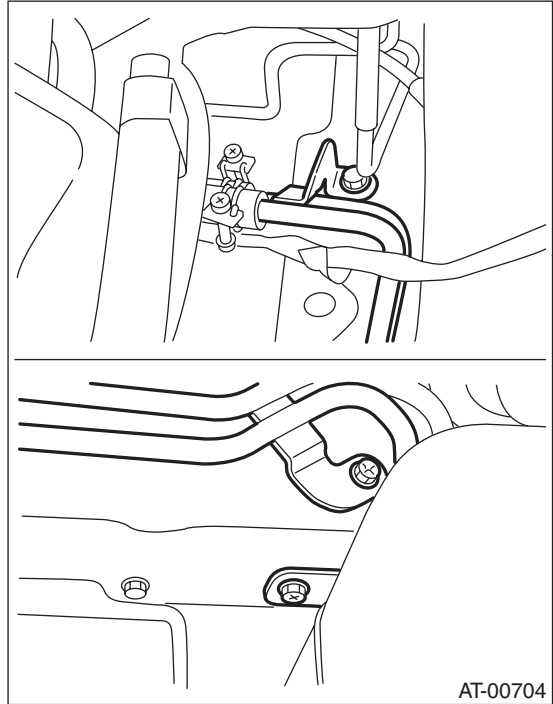
- 6) Disconnect ATF cooler hoses from pipes.

**NOTE:**

- Do not remove with a screwdriver or other pointed tools.
- When the hose is difficult to remove, wrap a shop cloth around the hose to protect it. Turn it with pliers, and then pull directly out with your hand.



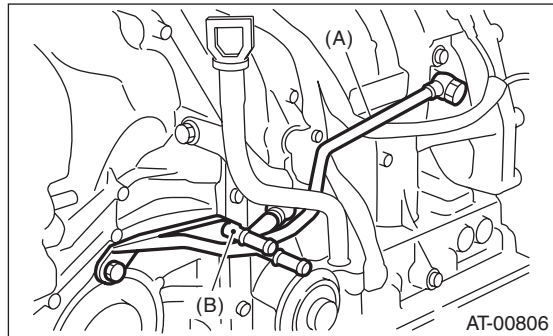
- 7) Remove ATF cooler pipe from frame.



- 8) Remove the oil cooler inlet and outlet pipes.

**NOTE:**

When removing outlet pipe, be careful not to lose ball and spring used with retaining screw.



- (A) Inlet pipe
- (B) Outlet pipe

# ATF COOLER PIPE AND HOSE

## AUTOMATIC TRANSMISSION

### B: INSTALLATION

1) Install the oil cooler outlet and inlet pipes.

#### NOTE:

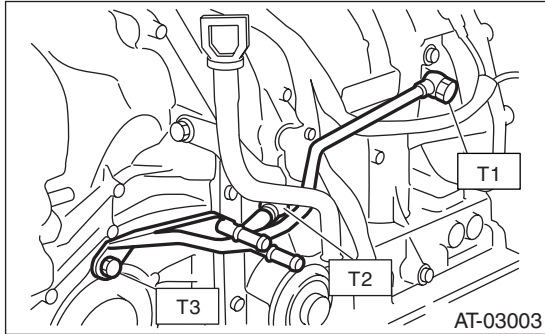
Be sure to use a new aluminum washer.

#### Tightening torque:

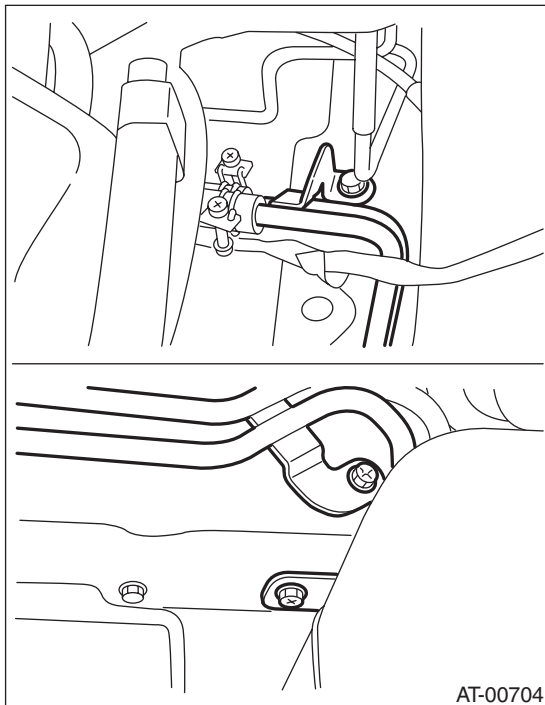
**T1: 40 N·m (4.1 kgf-m, 30 ft-lb)**

**T2: 44 N·m (4.5 kgf-m, 32.5 ft-lb)**

**T3: 25 N·m (2.5 kgf-m, 18.1 ft-lb)**



2) Install ATF cooler pipe to frame.

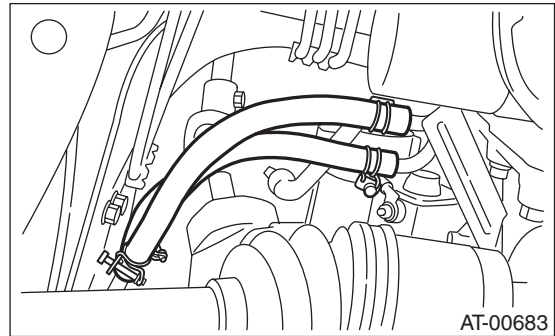


3) Connect ATF cooler hose to pipe transmission side.

#### NOTE:

- Install so that the hose is not folded over, excessively bent, or twisted.

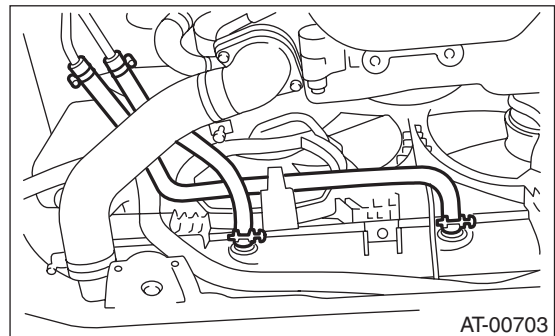
- Be careful to insert the hose to the specified position.



4) Connect ATF cooler hose to pipe of radiator side.

#### NOTE:

- Install so that the hose is not folded over, excessively bent, or twisted.
- Be careful to insert the hose to the specified position.



5) Install the under cover.

6) Install battery and washer tank.

7) Fill ATF. <Ref. to 4AT-31, Automatic Transmission Fluid.>

#### NOTE:

Make sure there are no ATF leaks in joints between the transmission, radiator, pipes, and hoses.

### C: INSPECTION

Repair or replace any defective hoses, pipes, clamps, and washers found from the inspection below.

- 1) Check for ATF leaks in joints between the transmission, radiator, pipes, and hoses.
- 2) Check for deformed clamps.
- 3) Lightly bend the hose and check for cracks in the surface and other damage.
- 4) Pinch the hose with your fingers and check for poor elasticity. Also check for poor elasticity in the parts where the clamp was by pressing with your fingernail.
- 5) Check for peeling, cracks, and deformation at the tip of the hose.

## 25. Air Breather Hose

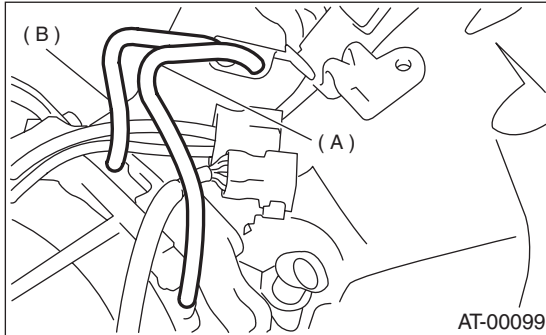
### A: REMOVAL

1) Remove the air cleaner case or air intake chamber. (Non-TURBO model)  
 <Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>

2) Remove intercooler. (TURBO model)  
 <Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>

3) Disconnect the air breather hoses.

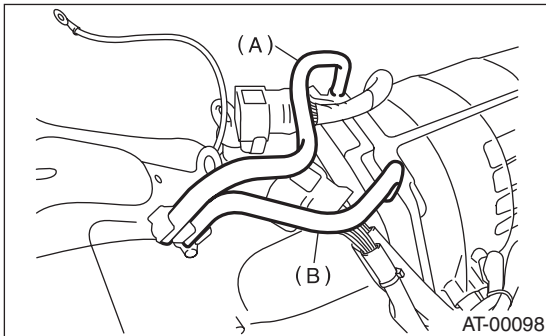
• NON-TURBO MODEL



(A) Air breather hose (Transmission case)

(B) Air breather hose (Oil pump housing)

• TURBO MODEL



(A) Air breather hose (Transmission case)

(B) Air breather hose (Oil pump housing)

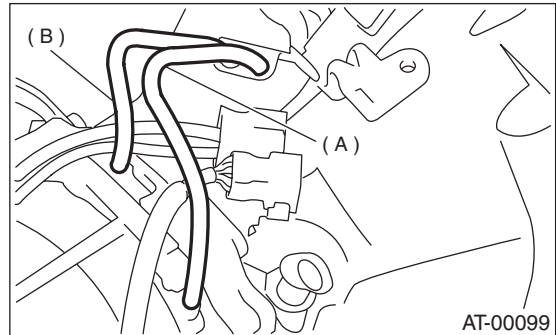
### B: INSTALLATION

1) Install air breather hoses.

NOTE:

Be careful not to twist and bend hose.

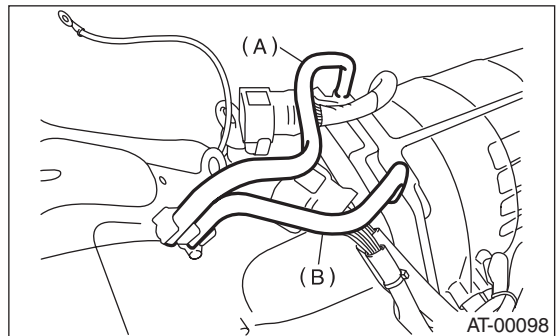
• NON-TURBO MODEL



(A) Air breather hose (Transmission case)

(B) Air breather hose (Oil pump housing)

• TURBO MODEL



(A) Air breather hose (Transmission case)

(B) Air breather hose (Oil pump housing)

2) Install the air cleaner case or air intake chamber. (Non-TURBO model)

<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>

3) Install intercooler. (TURBO model)

<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

### C: INSPECTION

Make sure the hose is not cracked or clogged.

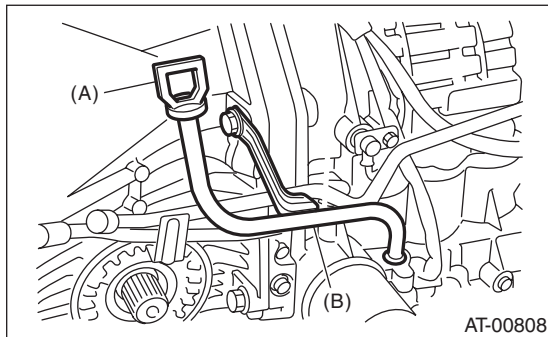
# OIL CHARGER PIPE

AUTOMATIC TRANSMISSION

## 26. Oil Charger Pipe

### A: REMOVAL

- 1) Remove the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, REMOVAL, Air Cleaner Case.>
- 2) Remove intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-10, REMOVAL, Intercooler.>
- 3) Remove starter motor.  
<Ref. to SC(H4SO)-7, REMOVAL, Starter.>
- 4) Remove the oil charger pipe, and remove the O-ring from the flange face.



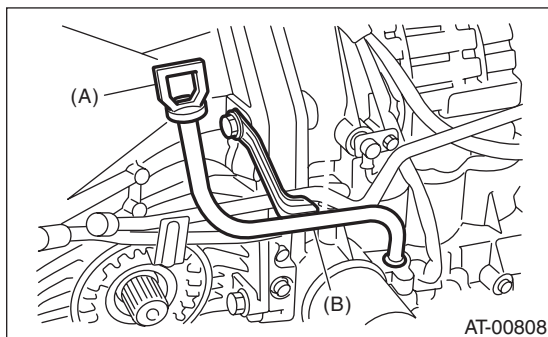
- (A) Oil level gauge  
(B) Oil charger pipe

### B: INSTALLATION

- 1) Install the oil charger pipe with new O-ring.

#### **Tightening torque:**

**41 N·m (4.2 kgf·m, 30.4 ft·lb)**



- (A) Oil level gauge  
(B) Oil charger pipe

- 2) Install starter motor.  
<Ref. to SC(H4SO)-7, INSTALLATION, Starter.>
- 3) Install the air cleaner case or air intake chamber. (Non-TURBO model)  
<Ref. to IN(H4SO)-6, INSTALLATION, Air Cleaner Case.>

- 4) Install intercooler. (TURBO model)  
<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

### C: INSPECTION

Make sure the oil charger pipe is not deformed or otherwise damaged.

# TORQUE CONVERTER CLUTCH ASSEMBLY

AUTOMATIC TRANSMISSION

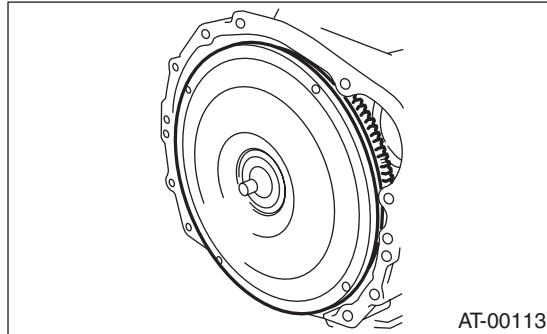
## 27. Torque Converter Clutch Assembly

### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch and oil pump shaft horizontally.

#### NOTE:

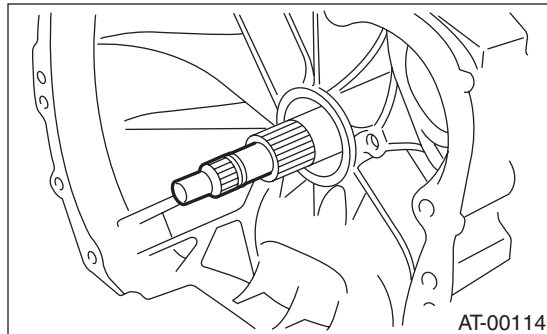
Be careful not to scratch the bushing inside the oil pump shaft.



- 3) Remove the input shaft.

#### NOTE:

When the torque converter clutch assembly is removed, the input shaft will come out.



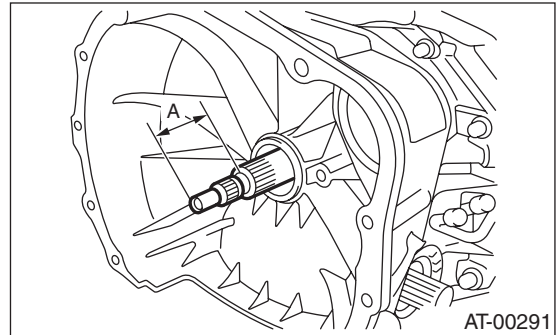
- 4) Remove the oil pump shaft from torque converter clutch as necessary.

### B: INSTALLATION

- 1) Install the oil pump shaft to torque converter clutch if it is removed.
- 2) Install the oil pump shaft to the torque converter clutch, and then check the clip fits securely in its groove.
- 3) Insert the input shaft while turning lightly by hand.

#### Normal protrusion A:

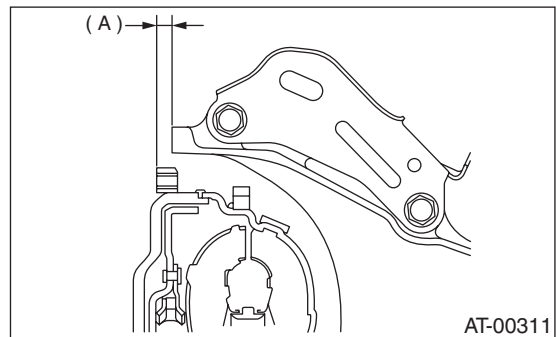
**50 — 55 mm (1.97 — 2.17 in)**



- 4) Holding the torque converter clutch assembly by hand, carefully install it to the torque converter clutch case. Be careful not to damage the bushing. Also avoid undue contact between the oil pump shaft bushing and stator shaft portion of the oil pump cover.
- 5) Rotate the shaft lightly by hand to engage the splines securely.

#### Dimension A:

**2.7 — 2.9 mm (0.106 — 0.114 in)**



(A) Dimension A

- 6) Install the transmission assembly to vehicle. <Ref. to 4AT-42, INSTALLATION.>

### C: INSPECTION

Make sure the ring gear is not damaged and that the protrusion on the edge of the torque converter clutch is not deformed or otherwise damaged.

# EXTENSION CASE

## AUTOMATIC TRANSMISSION

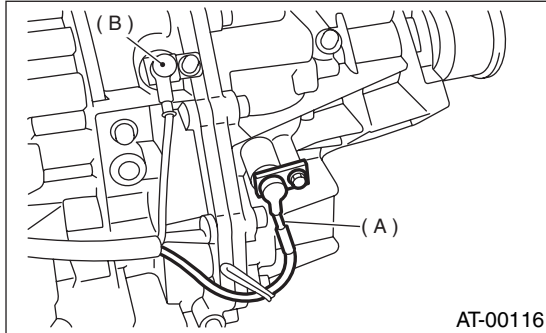
### 28.Extension Case

#### A: REMOVAL

1) Remove the transmission assembly. <Ref. to 4AT-39, REMOVAL.>

2) Remove rear vehicle speed sensor.

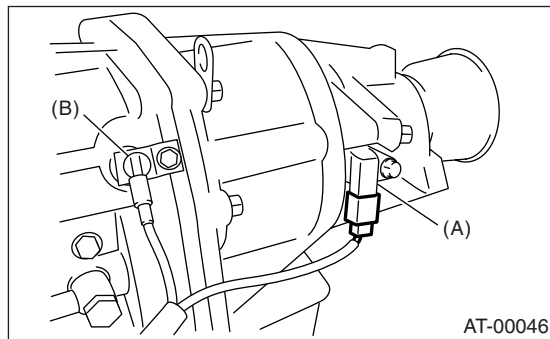
- MPT MODEL



- (A) Rear vehicle speed sensor
- (B) Front vehicle speed sensor

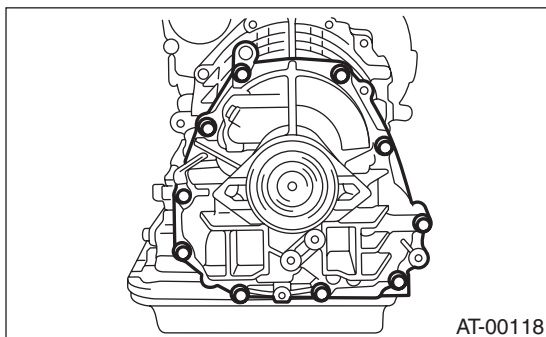
3) Remove rear vehicle speed sensor connector.

- VTD MODEL



- (A) Rear vehicle speed sensor
- (B) Front vehicle speed sensor

4) Separate transmission case and extension case sections.



#### B: INSTALLATION

1) Attach the selected thrust needle bearing to the end surface of reduction drive gear with vaseline.

#### NOTE:

Install thrust needle bearing in the correct direction.

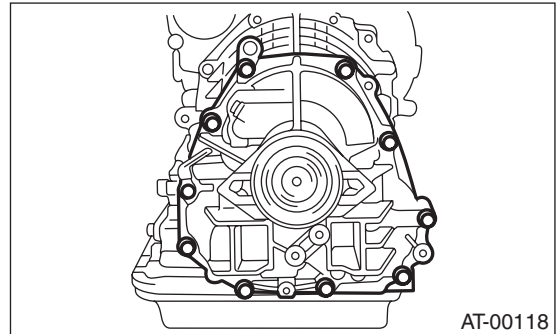
2) Install new gasket.

3) Install the extension case to the transmission case.

4) Tighten bolts to secure the case.

#### Tightening torque:

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**

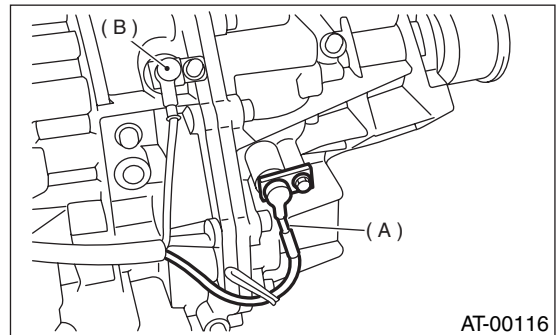


5) Install the rear vehicle speed sensor.

#### Tightening torque:

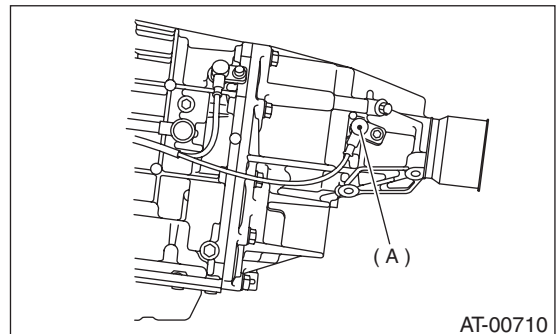
**7 N·m (0.7 kgf·m, 5.1 ft·lb)**

- MPT MODEL



- (A) Rear vehicle speed sensor
- (B) Front vehicle speed sensor

- VTD MODEL



- (A) Rear vehicle speed sensor

6) Install the transmission assembly. <Ref. to 4AT-42, INSTALLATION.>

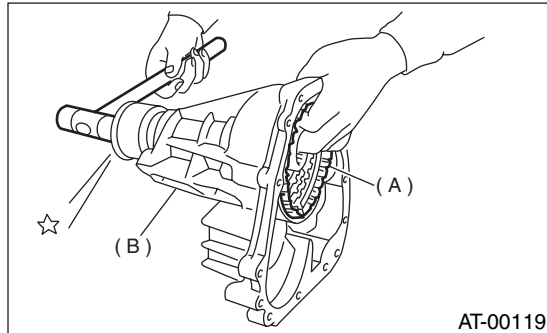
## C: DISASSEMBLY

### 1. MPT MODEL

1) Take out the transfer clutch by lightly tapping the end of the rear drive shaft.

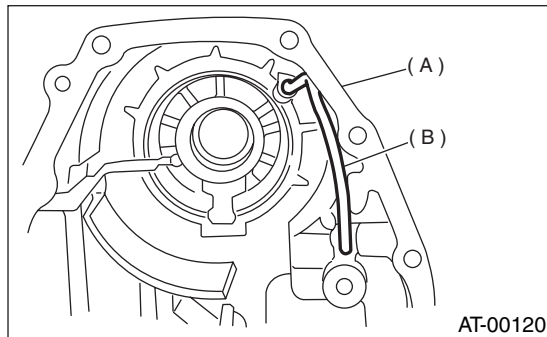
**NOTE:**

Be careful not to damage the oil seal in the extension.



- (A) Transfer clutch
- (B) Extension case

2) Remove the transmission clutch pipe without bending pipe.

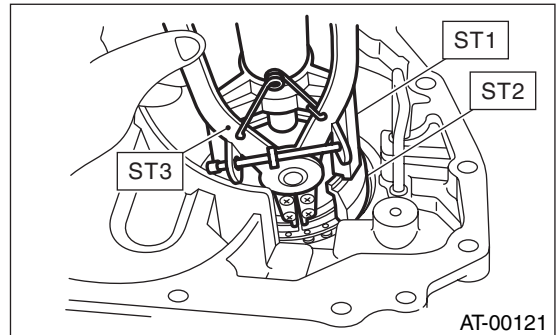


- (A) Transfer clutch pipe
- (B) Extension case

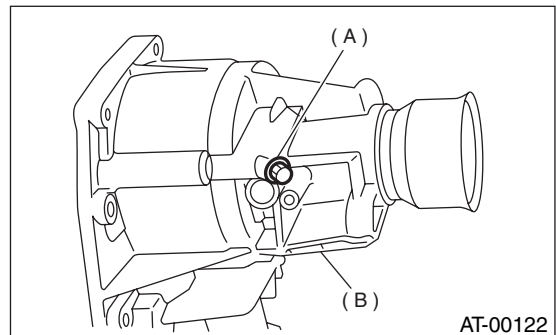
### 2. VTD MODEL

1) Remove snap ring using ST1, ST2, ST3 and a press.

- ST1 398673600 COMPRESSOR
- ST2 498627100 SHEAT
- ST3 398663600 PLIERS

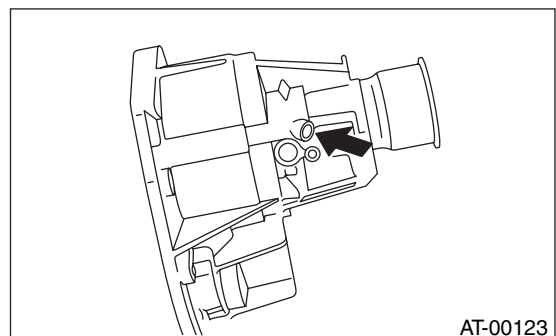


2) Remove test plug.



- (A) Test plug
- (B) Extension case

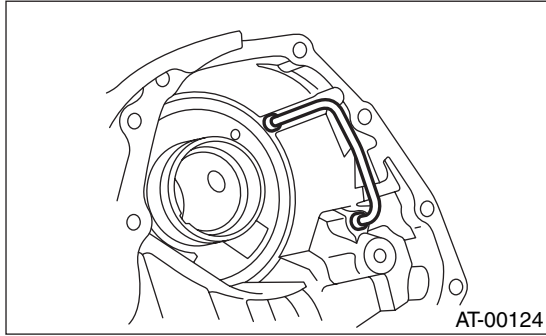
3) Remove clutch piston using compressed air.



# EXTENSION CASE

## AUTOMATIC TRANSMISSION

4) Pay attention, not to bend pipe, and remove transfer clutch pipe.



5) Remove the dust cover from the extension case.  
6) Remove the oil seal from the extension case.

## D: ASSEMBLY

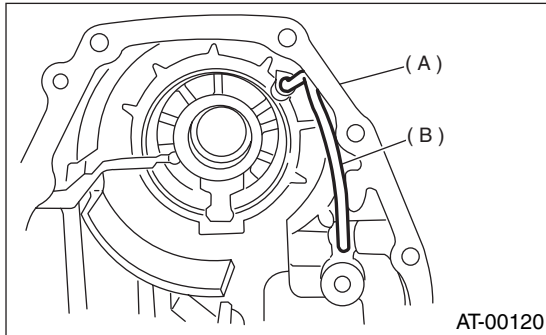
### 1. MPT MODEL

1) Using the ST and a press, press in a new oil seal.

ST 498057300 INSTALLER

2) Press in the dust cover.

3) Install the transfer clutch pipe to extension case without bending pipe.

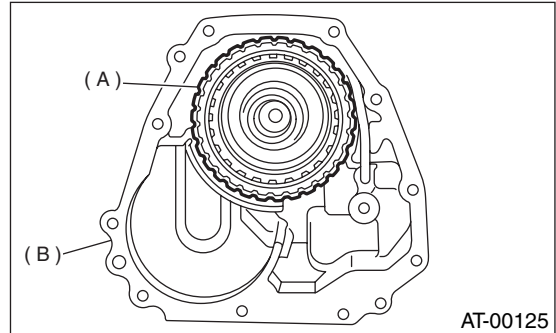


- (A) Extension case
- (B) Transfer clutch pipe

4) Install the transfer clutch assembly to the case.

### NOTE:

- Be careful not to damage the seal rings.
- Insert the clutch assembly fully into position until the bearing shoulder bottoms.



- (A) Transfer clutch
- (B) Extension case

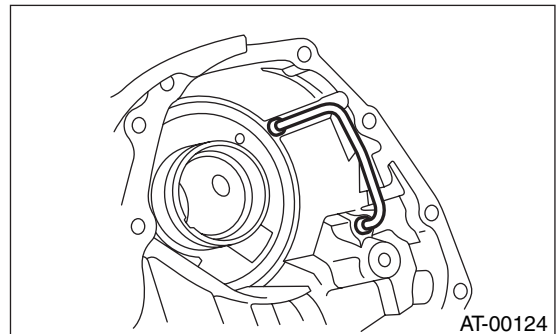
### 2. VTD MODEL

1) Press new oil seal using ST and a press.

ST 498057300 INSTALLER

2) Press dust cover.

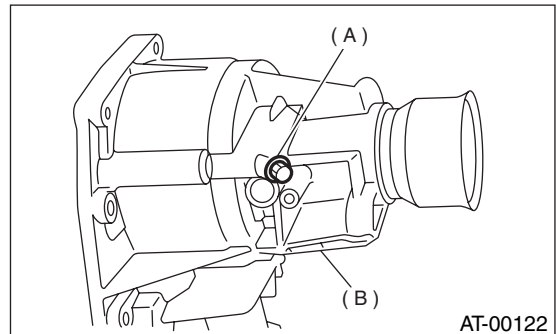
3) Install the transfer clutch pipe onto the extension case, taking care not to bend the pipe.



4) Install the test plug.

### Tightening torque:

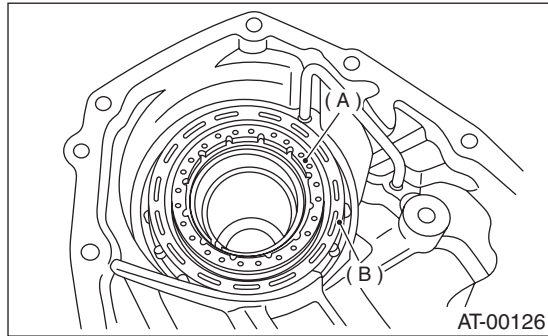
**13 N·m (1.3 kgf·m, 9.4 ft·lb)**



- (A) Test plug
- (B) Extension case



5) Insert the multi-plate clutch, drive plates, driven plates, and spring retainer.



(A) Spring retainer

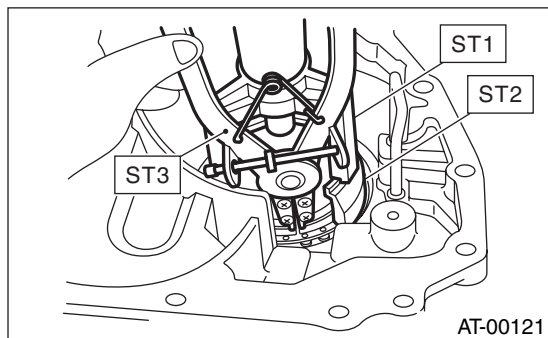
(B) Multi-plate clutch (LSD) piston assembly

6) Install the snap ring using special tools 1, 2, and 3.

ST1 398673600 COMPRESSOR

ST2 498627100 SEAT

ST3 398663600 PLIERS



## E: INSPECTION

- Use forced air to make sure the transfer pipe and extension case routes are not clogged and do not leak.

- Measure the extension end play and adjust it to within specifications.

MPT model

<Ref. to 4AT-93, MPT MODEL.>

VTD model

<Ref. to 4AT-94, VTD MODEL.>

# TRANSFER CLUTCH

AUTOMATIC TRANSMISSION

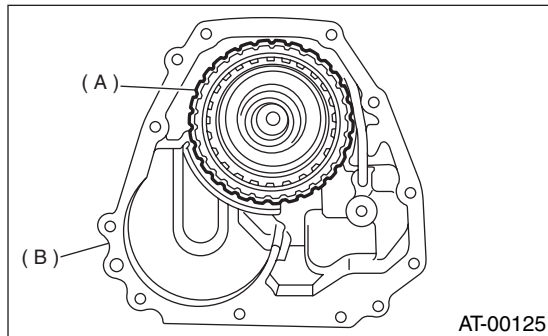
## 29. Transfer Clutch

### A: REMOVAL

- 1) Remove the transmission assembly from vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove the extension case and remove the transfer clutch. <Ref. to 4AT-86, REMOVAL.> and <Ref. to 4AT-86, REMOVAL.>

### B: INSTALLATION

- 1) Select the thrust needle bearing. <Ref. to 4AT-93, ADJUSTMENT.>
- 2) Install the transfer clutch assembly to the case.

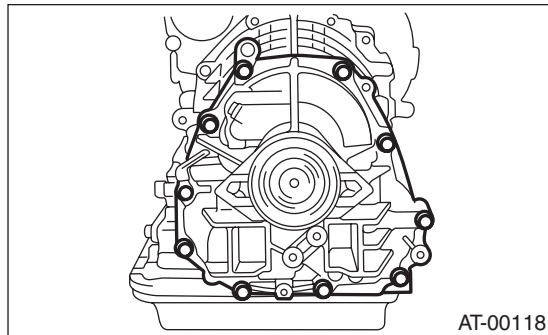


- (A) Transfer clutch
- (B) Extension case

- 3) Tighten bolts to secure the case.

#### Tightening torque:

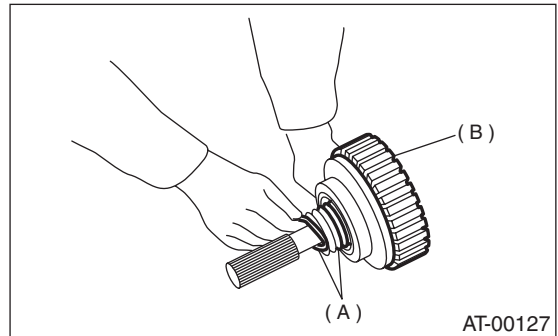
**25 N·m (2.5 kgf-m, 18.1 ft-lb)**



- 4) Install the transmission assembly to vehicle. <Ref. to 4AT-42, INSTALLATION.>

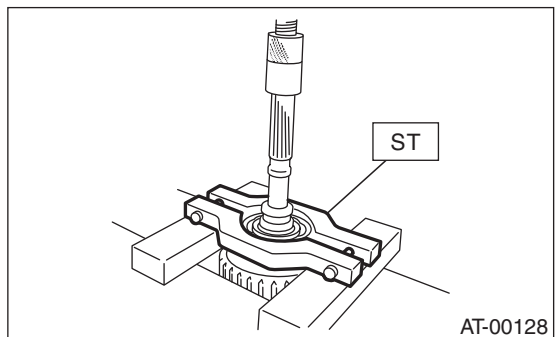
### C: DISASSEMBLY

- 1) Remove the seal ring.

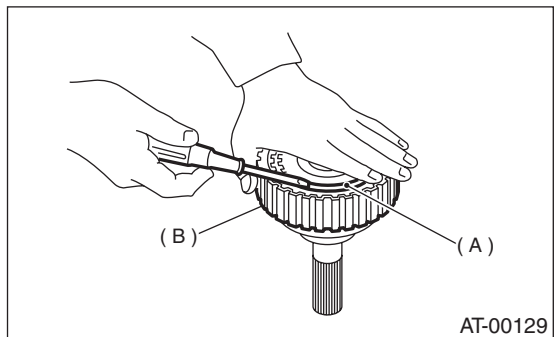


- (A) Seal ring
- (B) Transfer clutch

- 2) Using a press and ST, remove the ball bearing.  
ST 498077600 REMOVER



- 3) Remove the snap ring, and take out the pressure plate, drive plates, and driven plates.



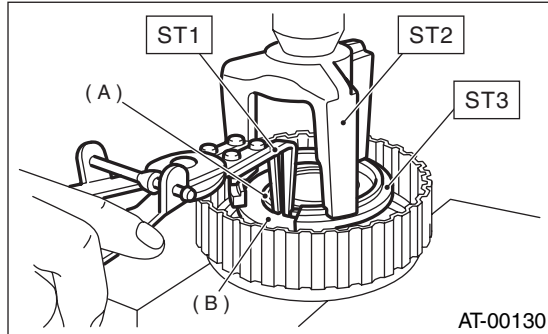
- (A) Snap ring
- (B) Transfer clutch

# TRANSFER CLUTCH

AUTOMATIC TRANSMISSION

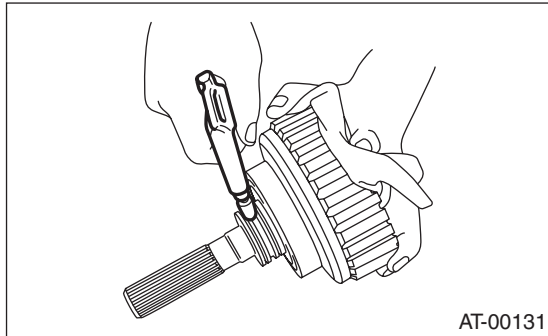
4) Remove the snap ring with ST1, ST2 and ST3, and take out the return spring and transfer clutch piston seal.

ST1 399893600 PLIERS  
ST2 398673600 COMPRESSOR  
ST3 398623600 SEAT



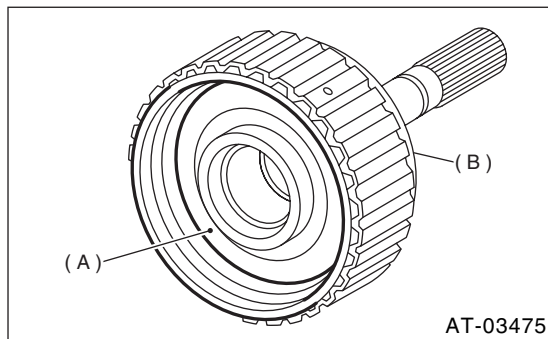
(A) Snap ring  
(B) Transfer piston seal

5) Apply compressed air to the rear drive shaft to remove the piston.



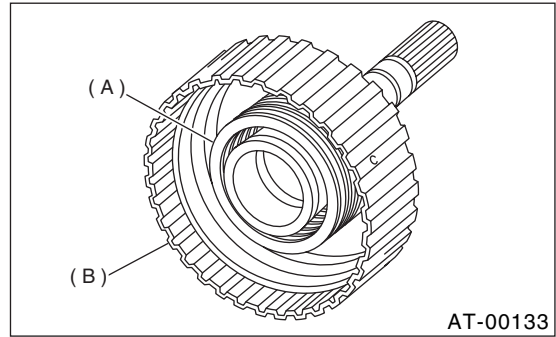
## D: ASSEMBLY

1) Install the transfer clutch piston to the rear drive shaft.



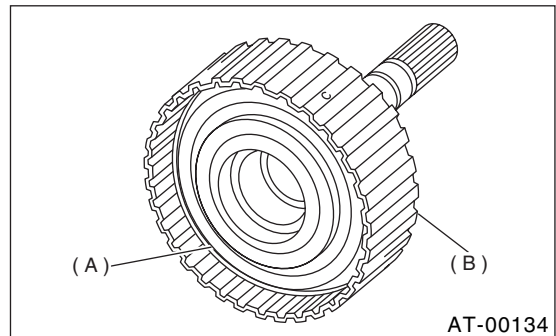
(A) Transfer clutch piston  
(B) Rear drive shaft

2) Install return spring to transfer clutch piston.



(A) Return spring  
(B) Rear drive shaft

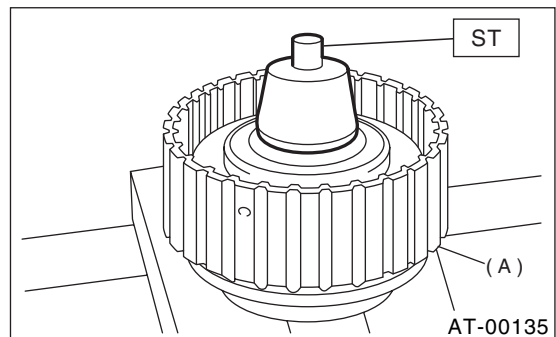
3) Install transfer clutch piston seal.



(A) Transfer clutch piston seal  
(B) Rear drive shaft

4) Install ST to rear drive shaft.

ST 499257300 SNAP RING OUTER GUIDE



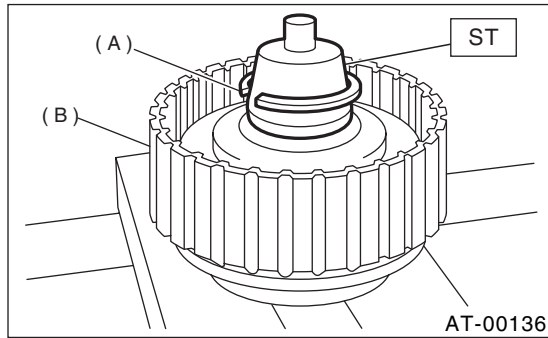
(A) Transfer clutch

# TRANSFER CLUTCH

## AUTOMATIC TRANSMISSION

5) Install snap ring to ST.

ST 499257300 SNAP RING OUTER GUIDE

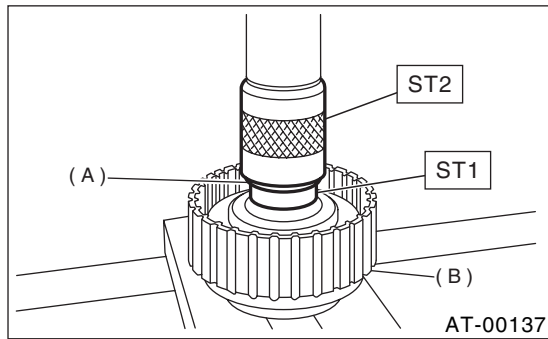


- (A) Snap ring
- (B) Transfer clutch

6) Using ST1 and ST2, install snap ring to rear drive shaft.

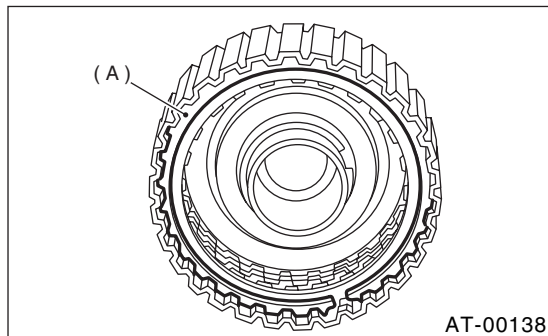
ST1 499257300 SNAP RING OUTER GUIDE

ST2 499247400 INSTALLER



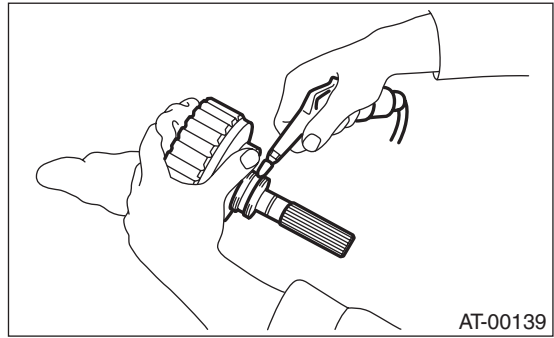
- (A) Snap ring
- (B) Transfer clutch

7) Install the driven plates, drive plates, pressure plate and snap ring.



- (A) Snap ring

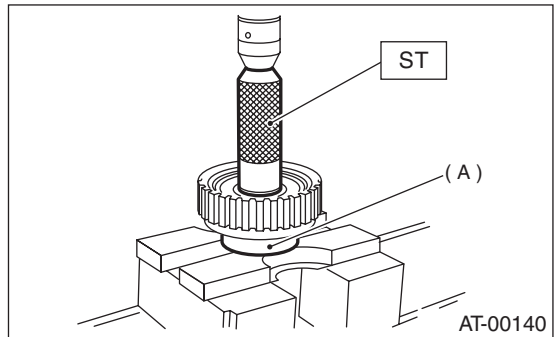
8) Apply compressed air to see if the assembled parts move smoothly.



9) Check clearance between snap ring and pressure plate. <Ref. to 4AT-93, INSPECTION.>

10) Press-fit a new ball bearing with ST.

ST 899580100 INSTALLER

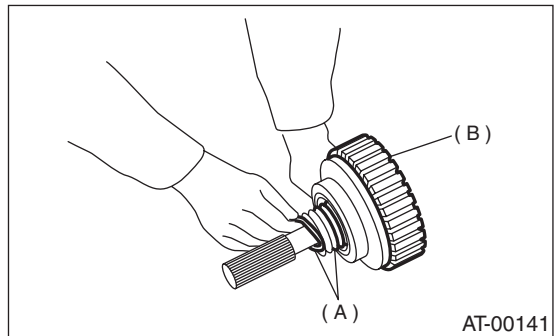


- (A) Ball bearing

11) Coat a new seal ring with vaseline, and install it in the seal ring groove of the shaft.

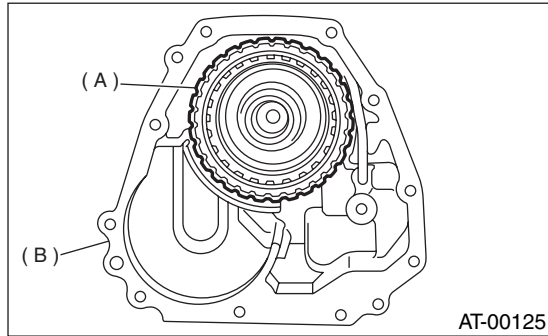
NOTE:

Do not expand the seal ring excessively when installing.



- (A) Snap ring
- (B) Transfer clutch

12) Install the transfer clutch assembly without damaging seal ring.



- (A) Transfer clutch
- (B) Extension case

### E: INSPECTION

- Check the drive plate facing for wear and damage.
- Check the snap ring for wear, return spring for permanent set and breakage, and return spring for deformation.
- Check the lathe cut seal ring for damage.
- Measure the extension end play and adjust it to within specifications.

<Ref. to 4AT-93, ADJUSTMENT.>

1) Inspect clearance between snap ring and pressure plate.

2) Before measuring clearance, place the same thickness of shim on both sides to prevent pressure plate from tilting.

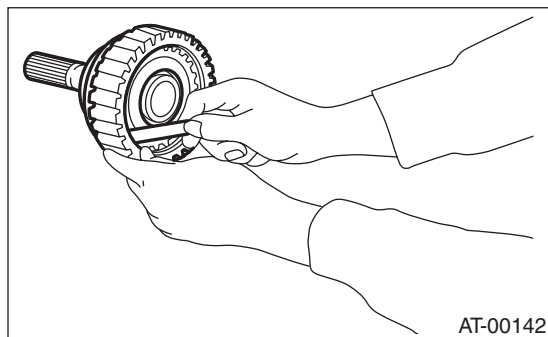
If the clearance is above the limit, replace the drive plate with new one and adjust so that the clearance is within specification.

#### Standard value:

**0.7 — 1.1 mm (0.028 — 0.043 in)**

#### Allowable limit:

**1.6 mm (0.063 in)**



Pressure plates	
Part No.	Thickness mm (in)
31593AA151	3.3 (0.130)
31593AA161	3.7 (0.146)
31593AA171	4.1 (0.161)
31593AA181	4.5 (0.177)

3) Check if the tight corner braking does not occur when the vehicle is started with steering wheel held at fully turned position. If tight corner braking occurs, perform the following procedures.

(1) With the steering wheel held at fully turned position, drive the vehicle in "D" range and with vehicle speed at approx. 5 km/h (3 MPH) in both clockwise and counterclockwise directions for approx. ten times each, while repeating acceleration and braking intermittently.

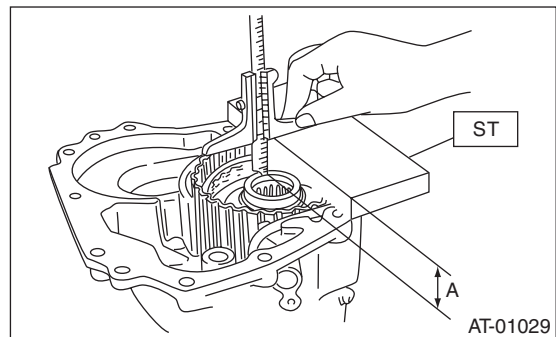
(2) If the tight corner braking still persists, drive the vehicle again in a circle for several laps.

### F: ADJUSTMENT

#### 1. MPT MODEL

1) Measure distance "A" from end of extension case and rear drive shaft with ST.

ST 398643600 GAUGE



A: Measured value

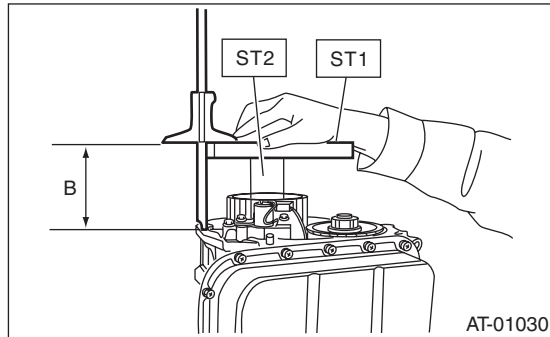
# TRANSFER CLUTCH

## AUTOMATIC TRANSMISSION

2) Measure the distance “B” from the transmission case mating surface to the reduction drive gear end surface with ST1 and ST2.

ST1 398643600 GAUGE

ST2 499577000 GAUGE



B: Measured value

3) Calculation formula:

NOTE:

- Calculate “T”:

$$T = A - B + 35.4 \text{ mm}$$

$$[T = A - B + 1.3937 \text{ in}]$$

T: Thrust needle bearing thickness

A: Distance from end of extension case to end of rear drive shaft

B: Distance from end of transmission case to end of reduction drive gear

Example:

When, A = 33.6 mm (1.3228 in), B = 65.05 mm (2.5610 in)

$$T = 33.6 - 65.05 + 35.4 = 3.95$$

$$[T = 1.3228 - 2.5610 + 1.3937 = 0.1555]$$

After calculation, the value of “H” becomes 3.95, therefore select bearing thickness of 3.8.

- Calculation formula for “T” is applied when measuring using ST (398643600 GAUGE, 499577000 GAUGE). When not using ST, apply

$$T = (A - \alpha + 0.45 \text{ mm}) - (B - \beta) - H$$

$$[T = (A - \alpha + 0.0177 \text{ in}) - (B - \beta) - H].$$

T: Thrust needle bearing thickness

A: Distance from end of extension case to end of reduction drive shaft

B: Distance from end of transmission case to end of rear drive shaft

$\alpha$ : Collar thickness used when measuring “A”

$\beta$ : Collar thickness used when measuring “B”

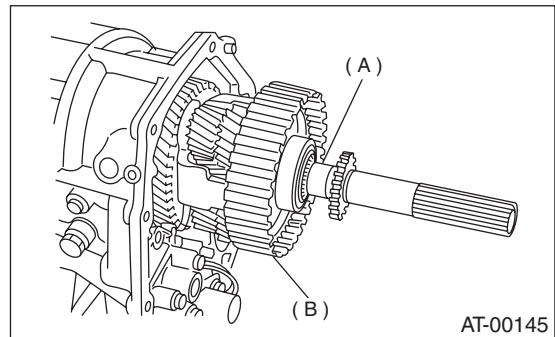
0.45: Gasket thickness (mm)

H: Shim clearance

Thrust needle bearing	
Part No.	Thickness mm (in)
806536020	3.8 (0.150)
806535030	4.0 (0.157)
806535040	4.2 (0.165)
806535050	4.4 (0.173)
806535060	4.6 (0.181)
806535070	4.8 (0.189)
806535090	5.0 (0.197)

## 2. VTD MODEL

1) Insert the rear driveshaft into the reduction drive gear and center differential assembly.

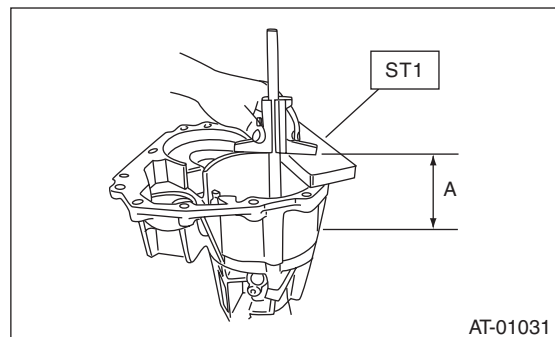


(A) Rear drive shaft

(B) Center differential carrier

2) Using the special tool, measure the distance “A” between the mating surface of extension case and multi-plate clutch (LSD) piston.

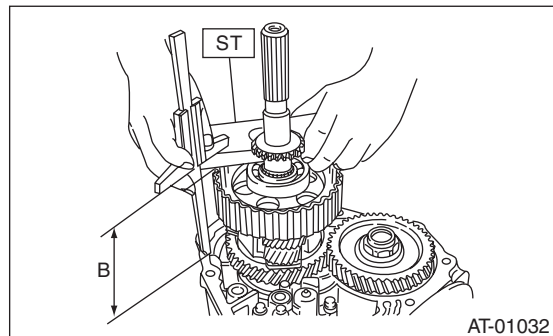
ST 398643600 GAUGE



A: Measured value

3) Using the special tool, measure the distance “B” between the mating surface of transmission case and reduction drive gear edge.

ST 398643600 GAUGE



B: Measured value

4) Formula:

NOTE:

- Calculation of “T”:

When clearances are 0.05 mm (0.0020 in), select up to four adjusting shims from the table, suitable for clearance value.

When clearances are 0.05 mm (0.0020 in)

$$T = A - B + 0.40 \text{ mm}$$

$$[T = A - B + 0.0157 \text{ in}]$$

When clearances are 0.25 mm (0.0098 in)

$$T = A - B + 0.20 \text{ mm}$$

$$[T = A - B + 0.0079 \text{ in}]$$

T: Shim clearance

A: Distance between extension case edge and rear driveshaft edge

B: Distance between transmission case edge and reduction drive gear edge

T: Shim thickness

0.05 — 0.25 mm (0.0020 — 0.0098 in)

Example:

When, A = 90.50 mm (3.5630 in), B = 90.35 mm (3.5571 in)

Calculation for 0.05 mm (0.0020 in) of clearance

$$T = 90.50 - 90.35 + 0.4 = 0.55$$

$$[T = 3.5630 - 3.5571 + 0.0157 = 0.0216]$$

Calculation when clearance is 0.25 mm (0.0098 in)

$$T = 90.50 - 90.35 + 0.2 = 0.35$$

$$[T = 3.5630 - 3.5571 + 0.0079 = 0.0138]$$

- Calculation formula for “T” is applied when measuring using ST (398643600 GAUGE). When not using ST, apply

$$T = (A - \alpha + 0.45 \text{ mm}) - (B - \beta) - H$$

$$[T = (A - \alpha + 0.0177 \text{ in}) - (B - \beta) - H]$$

T: Thrust needle bearing thickness

A: Distance from end of extension case to end of reduction drive shaft

B: Distance from end of transmission case to end of rear drive shaft

$\alpha$ : Collar thickness used when measuring “A”

$\beta$ : Collar thickness used when measuring “B”

0.45: Gasket thickness (mm)

H: Shim clearance

After calculation, the value of “T” becomes between 0.35 mm (0.0138 in) and 0.55 mm (0.0216 in), therefore select two shims with thickness of 0.2 mm (0.010 in) or one shim with thickness of 0.5 mm (0.020 in).

Adjusting shim	
Part No.	Thickness mm (in)
33281AA001	0.2 (0.008)
33281AA011	0.5 (0.020)

## 30. Multi-plate Clutch

### A: REMOVAL

Remove multi-plate clutch following the same instructions as for the extension case. <Ref. to 4AT-86, REMOVAL.>

### B: INSTALLATION

Install multi-plate clutch following the same instructions as for the extension case. <Ref. to 4AT-86, INSTALLATION.>

### C: INSPECTION

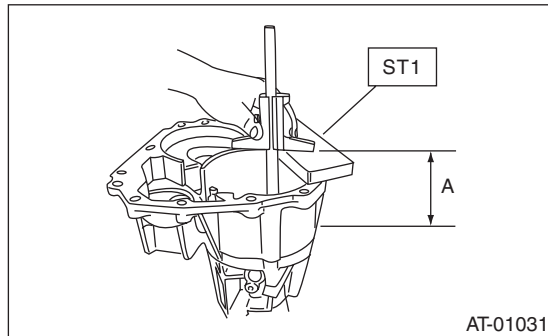
- Inspect drive plate facing for wear and damage.
- Make sure snap ring is not worn and return spring has no permanent distortion, damage, or deformation.
- Inspect D-ring for damage.
- Measure multi-plate clutch clearance and adjust it to within the specification range. <Ref. to 4AT-96, ADJUSTMENT.>

### D: ADJUSTMENT

1) Remove drive plate and driven plate from center differential carrier.

2) Using the special tool, measure distance “A” from extension case joining surface to multi-plate clutch (LSD) piston.

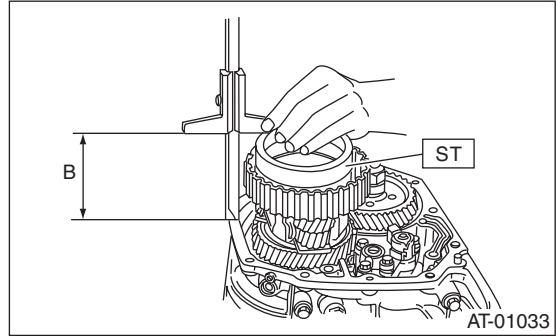
ST 398643600 GAUGE



A: Measured value

3) Using ST, measure height “B” from transmission case joining edge to center differential clutch drum edge.

ST 398744300 GAUGE



B: Measured value

4) Calculation formula

$$T = A - B + 0.45 \text{ mm}$$

$$[T = A - B + 0.0177 \text{ in}]$$

NOTE:

- Calculation formula for “T” is applied when measuring using ST (398643600 GAUGE, 398744300 GAUGE). When not using ST, apply

$$T = (A - \alpha + 0.45 \text{ mm}) - (B - \beta)$$

$$[T = (A - \alpha + 0.0177 \text{ in}) - (B - \beta)].$$

T: Thrust needle bearing thickness

A: Distance from end of extension case to end of reduction drive shaft

B: Distance from end of transmission case to end of rear drive shaft

$\alpha$ : Collar thickness used when measuring “A”

$\beta$ : Collar thickness used when measuring “B”

0.45: Gasket thickness (mm)

- Measure multi-plate clutch (LSD) driven and drive plate thickness to find the clearance between measurement value and “T”.

**Standard value:**

$$0.2 - 0.6 \text{ mm } (0.008 - 0.024 \text{ in})$$

**Limit value:**

$$0.9 \text{ mm } (0.035 \text{ in})$$

If outside the standard value, select a pressure plate that will bring clearance within the standard value.

If the clearance is above the limit, replace the drive plate with new one and adjust so that the clearance becomes within the standard value.

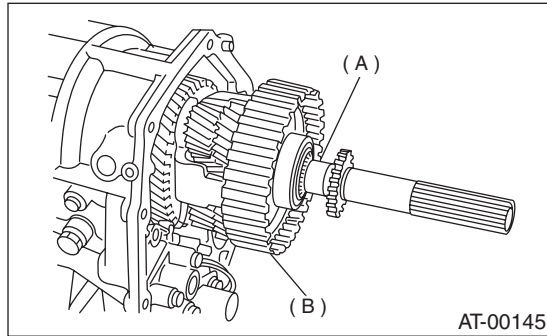
Pressure plates	
Part No.	Thickness mm (in)
31589AA041	1.6 (0.063)
31589AA050	2.0 (0.079)
31589AA060	2.4 (0.094)
31589AA070	2.8 (0.110)



### 31.Rear Drive Shaft

#### A: REMOVAL

- 1) Remove transmission assembly. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove rear wheel speed sensor and separate extension case from transmission case. <Ref. to 4AT-86, REMOVAL.>
- 3) Pull out the rear driveshaft from the center differential assembly.



- (A) Rear driveshaft
- (B) Center differential carrier

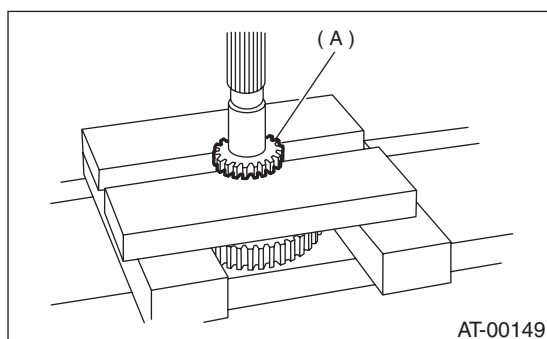
- 4) Remove drive plate and driven plate.

#### B: INSTALLATION

- 1) Select the appropriate shim. <Ref. to 4AT-94, VTD MODEL.>
- 2) Install drive plate and driven plate.
- 3) Insert rear driveshaft into the center differential assembly.
- 4) Join transmission case and extension case. Install rear wheel speed sensor. <Ref. to 4AT-86, INSTALLATION.>
- 5) Install transmission assembly. <Ref. to 4AT-42, INSTALLATION.>

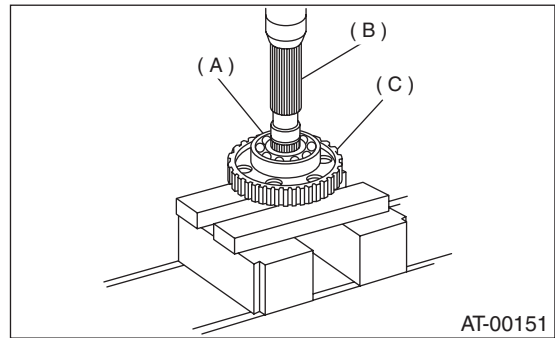
#### C: DISASSEMBLY

- 1) Using a press, remove revolution gear.



- (A) Revolution gear

- 2) Using a press, remove the front and rear side ball bearings and clutch hub.



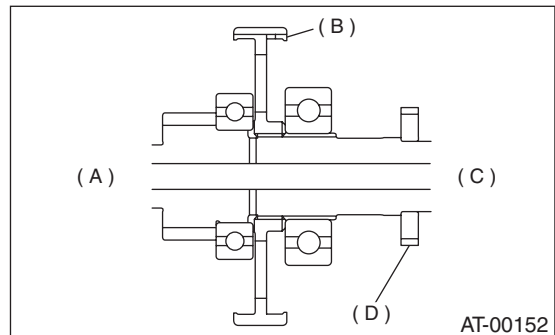
- (A) Rear ball bearing
- (B) Rear driveshaft
- (C) Clutch hub

#### D: ASSEMBLY

Assemble in the reverse order of disassembly.

#### NOTE:

- Use a new revolution gear and ball bearings.
- Make sure the clutch hub is oriented in the correct direction.



- (A) Front side
- (B) Clutch hub
- (C) Rear side
- (D) Revolution gear

#### E: INSPECTION

- Inspect parts to make sure there are no holes, cuts, and that they are not dusty.
- Inspect extension end play and adjust it to within the standard value. <Ref. to 4AT-94, VTD MODEL.>

# REDUCTION DRIVEN GEAR

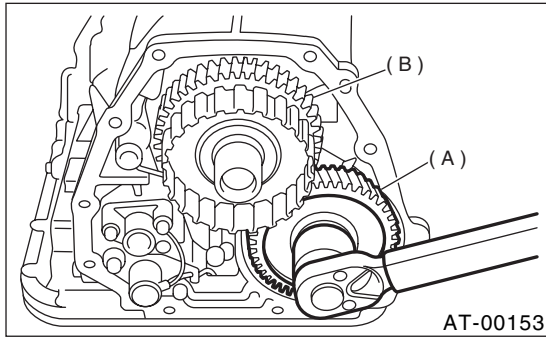
## AUTOMATIC TRANSMISSION

### 32.Reduction Driven Gear

#### A: REMOVAL

##### 1. MPT MODEL

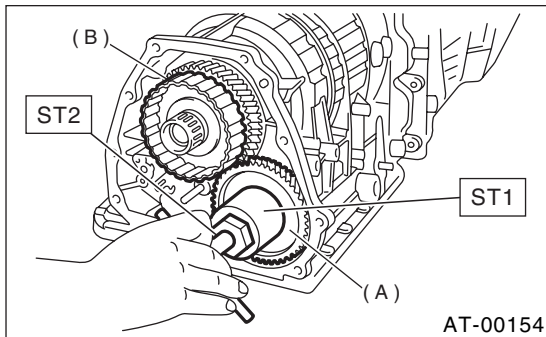
- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove rear vehicle speed sensor, and separate the transmission case and extension case. <Ref. to 4AT-86, REMOVAL.>
- 3) Set the range select lever to "P".
- 4) Straighten the staked portion, and remove the lock nut.



- (A) Reduction driven gear
- (B) Reduction drive gear

- 5) Using the ST1 and ST2, extract the reduction driven gear.

ST1 499737000 PULLER  
ST2 899524100 PULLER SET

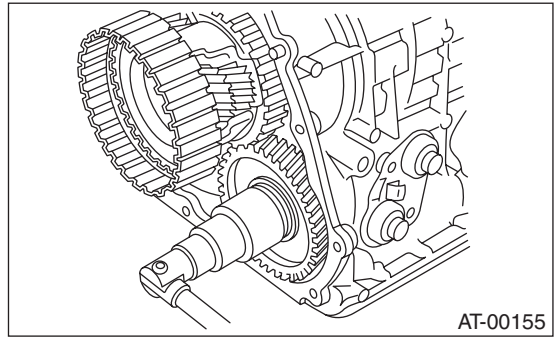


- (A) Reduction driven gear
- (B) Reduction drive gear

##### 2. VTD MODEL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove rear vehicle speed sensor, and separate the transmission case and extension case. <Ref. to 4AT-86, REMOVAL.>
- 3) Remove the rear drive shaft. <Ref. to 4AT-97, REMOVAL.>
- 4) Set the range select lever to "P".

- 5) Straighten the staked portion, and remove the lock nut.



- 6) Using the ST1 and ST2, extract the reduction driven gear.

ST1 499737000 PULLER  
ST2 899524100 PULLER SET

- 7) Pull out the center differential assembly. <Ref. to 4AT-102, REMOVAL.>

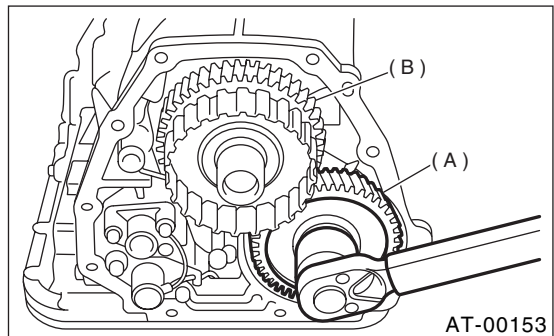
#### B: INSTALLATION

##### 1. MPT MODEL

- 1) Set the select lever to "P" range.
- 2) Using a plastic hammer, install reduction driven gear assembly and new washer, and tighten new drive pinion lock nut.

#### Tightening torque:

**100 N·m (10.2 kgf·m, 73.8 ft·lb)**



- (A) Reduction driven gear
- (B) Reduction drive gear

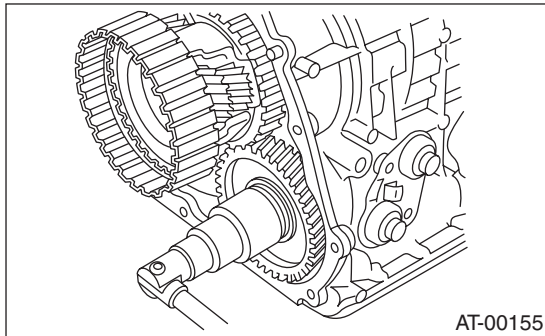
- 3) After tightening, stake the lock nut securely.
- 4) Combine the transmission case with the extension case, and install rear vehicle speed sensor. <Ref. to 4AT-86, INSTALLATION.>
- 5) Install the transmission assembly to vehicle. <Ref. to 4AT-42, INSTALLATION.>

## 2. VTD MODEL

- 1) Set the select lever to "P" range.
- 2) Using a plastic hammer, install reduction driven gear assembly.
- 3) Using a plastic hammer, install the center differential assembly.
- 4) Install a new self-lock nut and a washer.

### Tightening torque:

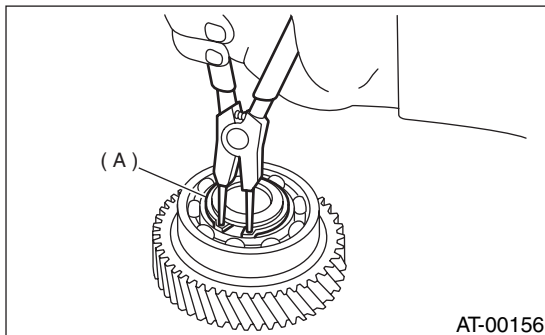
**100 N·m (10.2 kgf-m, 73.8 ft-lb)**



- 5) After tightening, stake the lock nut securely.
- 6) Insert the rear drive shaft assembly. <Ref. to 4AT-97, INSTALLATION.>
- 7) Combine the transmission case with the extension case, and install rear vehicle speed sensor. <Ref. to 4AT-86, INSTALLATION.>
- 8) Install the transmission assembly to vehicle. <Ref. to 4AT-42, INSTALLATION.>

## C: DISASSEMBLY

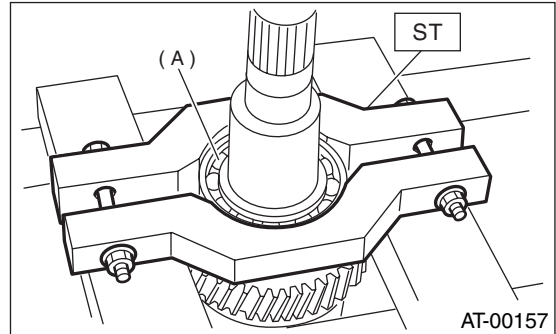
- 1) Remove snap ring from reduction driven gear.



(A) Snap ring

- 2) Using ST, remove ball bearing from reduction driven gear.

ST 498077600 REMOVER

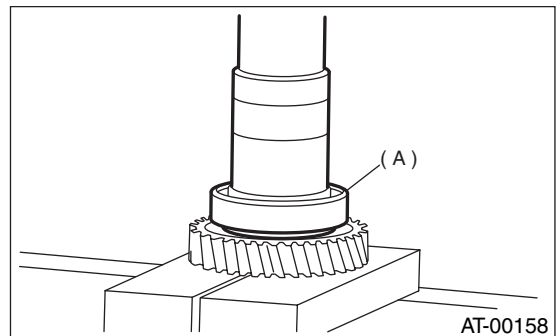


(A) Ball bearing

- 3) Remove snap ring reduction driven gear.

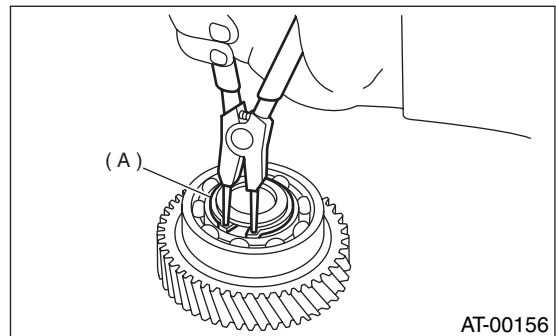
## D: ASSEMBLY

- 1) Install snap ring to reduction driven gear.
- 2) Using a press, install a new ball bearing to reduction driven gear.



(A) Ball bearing

- 3) Install snap ring to reduction driven gear.



(A) Snap ring

## E: INSPECTION

Check ball bearing and gear for dents or damage.

# REDUCTION DRIVE GEAR

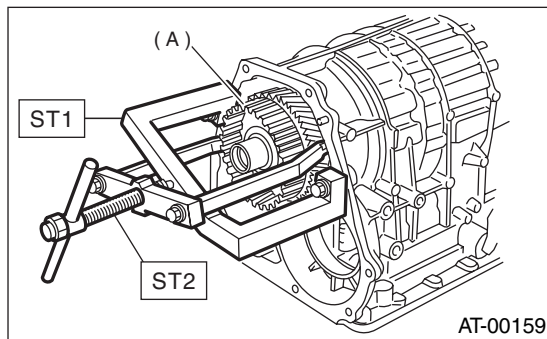
AUTOMATIC TRANSMISSION

## 33.Reduction Drive Gear

### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove rear vehicle speed sensor, and separate the transmission case and extension case. <Ref. to 4AT-86, REMOVAL.>
- 3) Remove the reduction driven gear. <Ref. to 4AT-98, REMOVAL.>
- 4) Using ST, extract the reduction drive gear.

ST1 499737000 PULLER  
ST2 899524100 PULLER SET



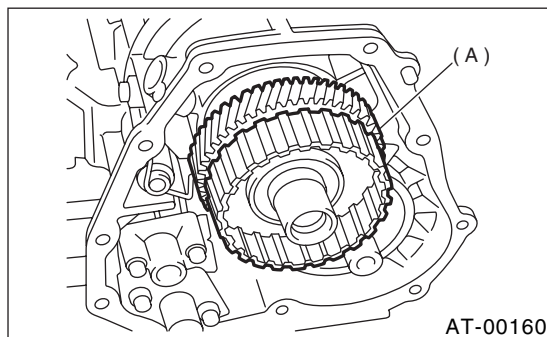
(A) Reduction drive gear

### B: INSTALLATION

- 1) Install the reduction drive gear assembly.

#### NOTE:

Insert it fully into position until the bearing shoulder bottoms.

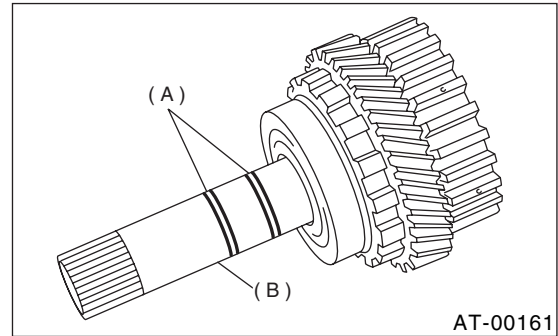


(A) Reduction drive gear

- 2) Install the reduction driven gear. <Ref. to 4AT-98, INSTALLATION.>
- 3) Combine the transmission case with the extension case, and install rear vehicle speed sensor. <Ref. to 4AT-86, INSTALLATION.>
- 4) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

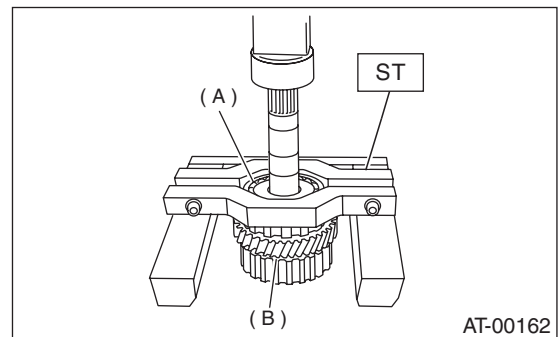
### C: DISASSEMBLY

- 1) Take out the seal rings.



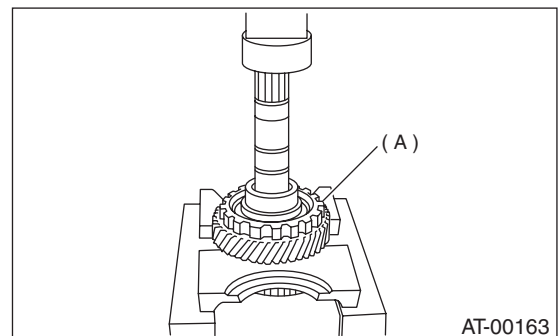
(A) Seal rings  
(B) Reduction drive shaft

- 2) Using ST, remove the ball bearing.  
ST 498077600 REMOVER



(A) Ball bearing  
(B) Reduction drive gear

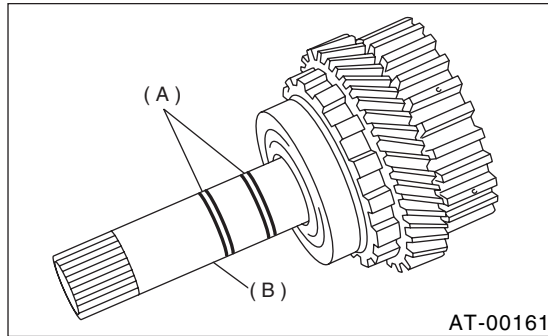
- 3) Using a press, remove the reduction drive gear.



(A) Reduction drive gear

## D: ASSEMBLY

- 1) Press-fit the reduction drive gear to the shaft.
- 2) Press-fit a new ball bearing to the reduction drive gear.
- 3) Apply vaseline to the outer surface of seal ring and shaft groove.
- 4) Attach a new seal rings.



- (A) Seal rings  
(B) Reduction drive shaft

## E: INSPECTION

- Rotate the bearing by hand, make sure it rotates smoothly.
- Make sure that each component is free of harmful gouges, cuts, or dust.
- Measure the extension end play and adjust it to within specifications.<Ref. to 4AT-93, ADJUSTMENT.>

# CENTER DIFFERENTIAL CARRIER

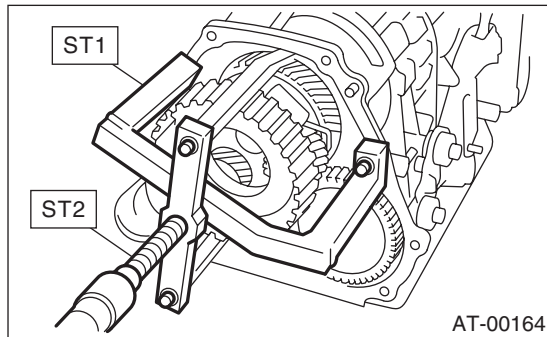
AUTOMATIC TRANSMISSION

## 34.Center Differential Carrier

### A: REMOVAL

- 1) Remove the transmission assembly from vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove the rear wheel speed sensor, and separate the extension case from the transmission case. <Ref. to 4AT-86, REMOVAL.>
- 3) Pull out the rear driveshaft. <Ref. to 4AT-97, REMOVAL.>
- 4) Using the special tools, pull out the center differential carrier assembly.

ST1 499737000 PULLER  
ST2 899524100 PULLER SET

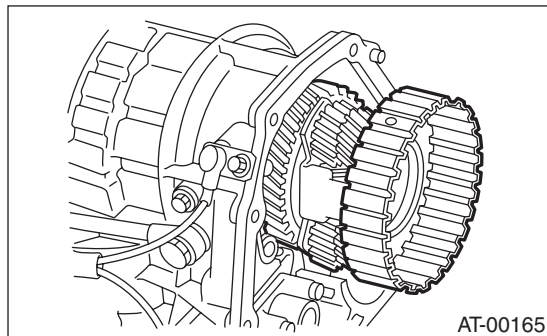


- 5) Pull out the shim(s) from transmission case.

### B: INSTALLATION

- 1) Install the center differential assembly with the shim(s).

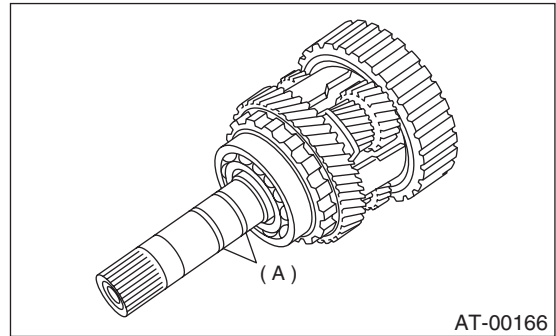
**NOTE:**  
Insert the center differential assembly and shim(s) completely into the bearing shoulder bottom.



- 2) Insert the rear driveshaft. <Ref. to 4AT-97, INSTALLATION.>
- 3) Connect the transmission case and extension case, and install the rear wheel speed sensor. <Ref. to 4AT-86, INSTALLATION.>
- 4) Install the transmission assembly onto vehicle. <Ref. to 4AT-42, INSTALLATION.>

### C: DISASSEMBLY

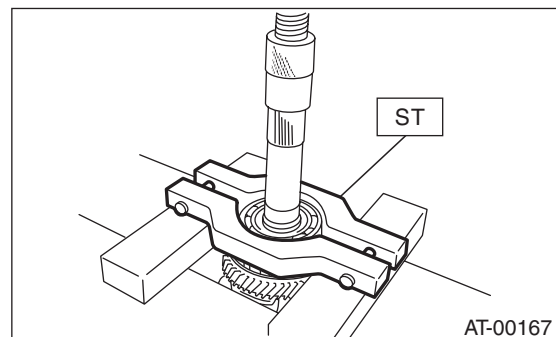
- 1) Remove the seal rings.



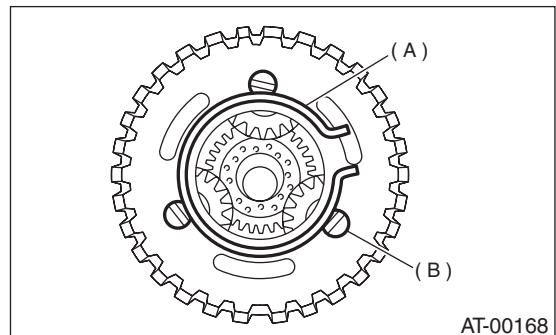
(A) Seal ring

- 2) Using a press and the ST, remove the ball bearing.

ST 498077600 REMOVER



- 3) Remove the snap ring, and pull out the shaft from the center differential assembly.

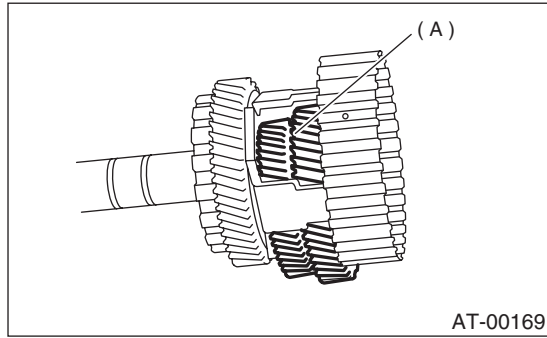


(A) Snap ring  
(B) Shaft

# CENTER DIFFERENTIAL CARRIER

AUTOMATIC TRANSMISSION

- 4) Remove the thrust washers, pinion gears, and washers from the center differential assembly.



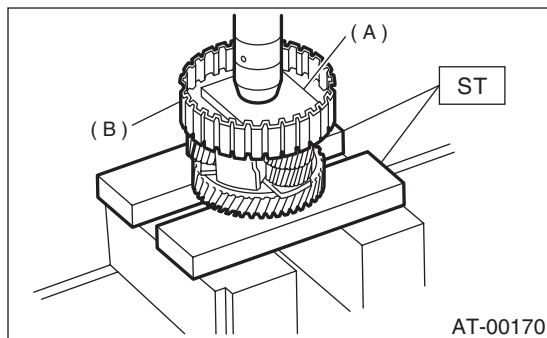
(A) Pinion gear

- 5) Pull out the intermediate shaft and thrust bearing.

## D: ASSEMBLY

- 1) Install the thrust washer onto the intermediate shaft.
- 2) Install thrust bearing onto the intermediate shaft.
- 3) Install the pinion gears and washers.
- 4) Insert the shaft into the center differential assembly.
- 5) Install the snap ring.
- 6) Using a press, install a new ball bearing into the center differential assembly.

ST 498077000 REMOVER



(A) Plate

(B) Center differential carrier

- 7) Apply Vaseline onto the seal ring outer surface and shaft grooves.
- 8) Install new seal rings.

## E: INSPECTION

- Check all parts for hole, score, or dirt.
- Check the play of the extension end, and if necessary, adjust it. <Ref. to 4AT-94, VTD MODEL.>

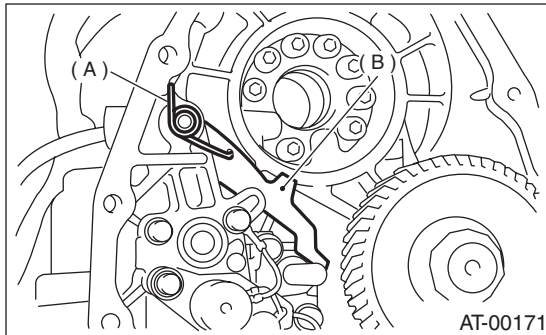
## PARKING PAWL

### AUTOMATIC TRANSMISSION

## 35. Parking Pawl

### A: REMOVAL

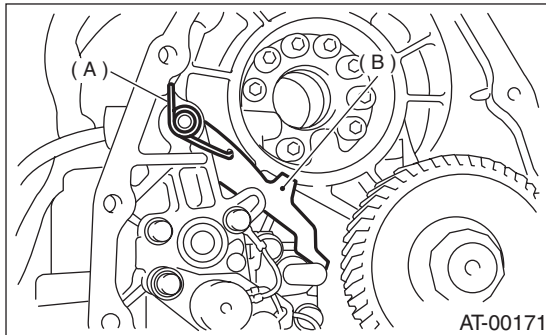
- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Remove rear vehicle speed sensor and separate transmission case and extension case sections. <Ref. to 4AT-86, REMOVAL.>
- 3) Remove the reduction drive gear. (MPT model) <Ref. to 4AT-100, REMOVAL.>
- 4) Remove the center differential carrier. (VTD model) <Ref. to 4AT-102, REMOVAL.>
- 5) Remove the parking pawl, return spring and shaft.



- (A) Return spring  
(B) Parking pawl

### B: INSTALLATION

- 1) Install the parking pawl, shaft and return spring.



- (A) Return spring  
(B) Parking pawl

- 2) Install the reduction drive gear. <Ref. to 4AT-100, INSTALLATION.>
- 3) Install the center differential carrier. (VTD model) <Ref. to 4AT-102, INSTALLATION.>
- 4) Install the rear vehicle speed sensor and extension case. <Ref. to 4AT-86, INSTALLATION.>
- 5) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

### C: INSPECTION

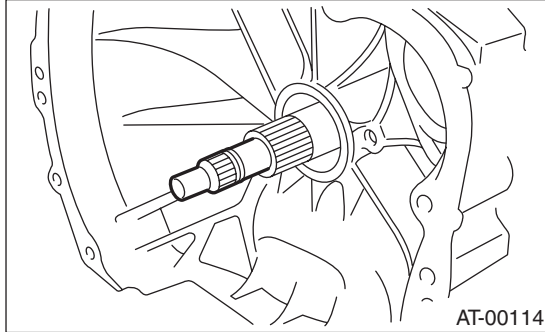
Make sure that the tab of the parking pole on the reduction gear is not worn or otherwise damaged.



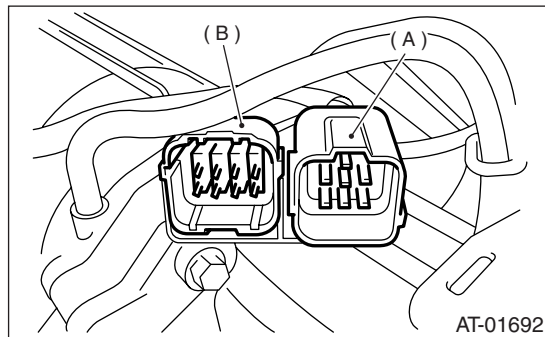
## 36. Torque Converter Clutch Case

### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.



- 4) Lift-up lever behind the connector and disconnect it from stay.
- 5) Disconnect inhibitor switch connector from stay.



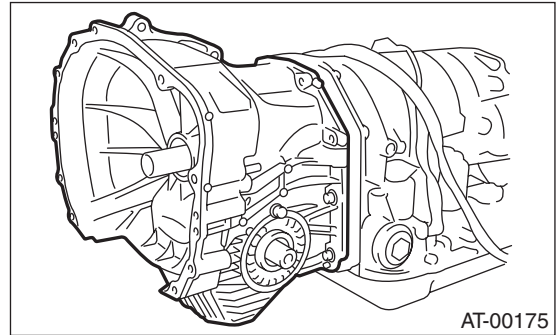
- (A) Transmission harness
- (B) Inhibitor switch harness

- 6) Remove the oil charger pipe. <Ref. to 4AT-84, REMOVAL.>
- 7) Remove the oil cooler inlet and outlet pipes. <Ref. to 4AT-81, REMOVAL.>
- 8) Lightly tapping the torque converter clutch case with plastic hammer, separate the transmission case and torque converter clutch case.

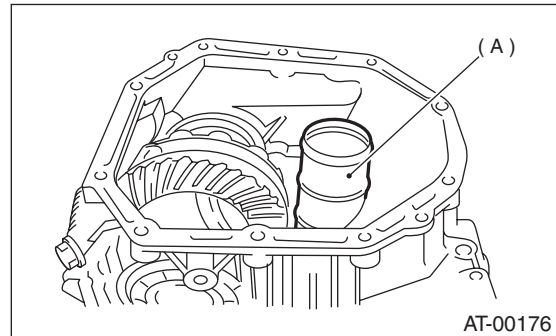
**NOTE:**

- 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.



- 9) Remove the seal pipe if it is attached. (Reusing is not allowed.)

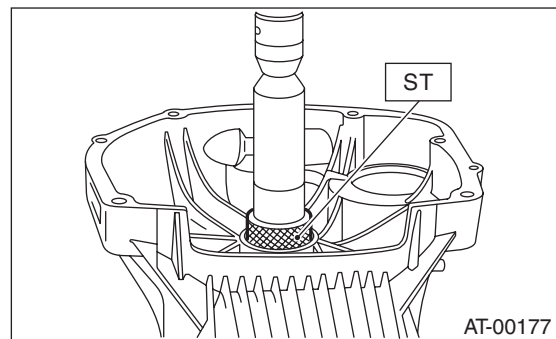


- (A) Seal pipe

- 10) Remove the differential assembly. <Ref. to 4AT-117, REMOVAL.>
- 11) Remove the oil seal from torque converter clutch case.

### B: INSTALLATION

- 1) Check the appearance of each component and clean.
  - 2) Force-fit the oil seal to the torque converter clutch case with ST.
- ST 398437700 DRIFT

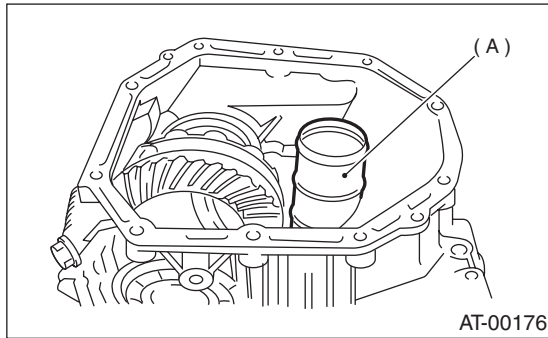


- 3) Install the differential assembly to the case. <Ref. to 4AT-117, INSTALLATION.>
- 4) Install the left and right side retainers. <Ref. to 4AT-121, ADJUSTMENT.>

# TORQUE CONVERTER CLUTCH CASE

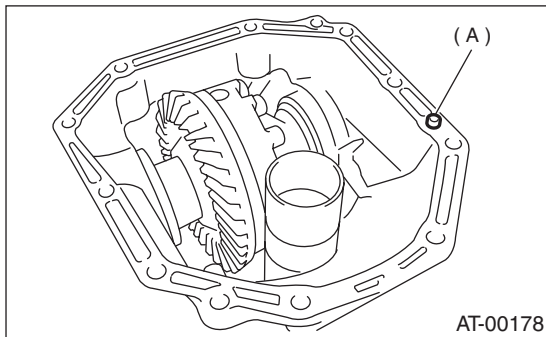
## AUTOMATIC TRANSMISSION

5) Install the new seal pipe to the torque converter clutch case.



(A) Seal pipe

6) Install the rubber seal to the torque converter clutch case.

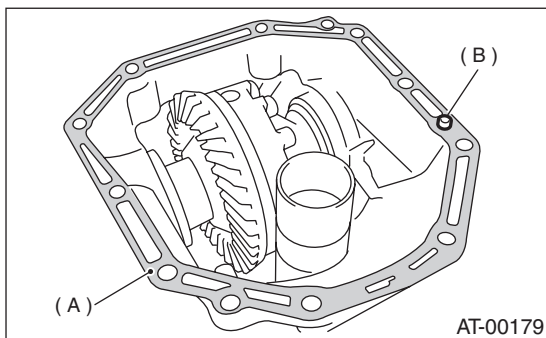


(A) Rubber seal

7) Apply proper amount of liquid gasket to the entire torque converter clutch case mating surface.

### Liquid gasket:

**THREE BOND 1215 (Part No. 004403007)**

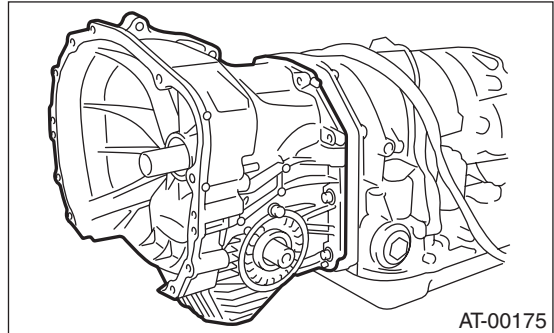


(A) THREE BOND 1215  
(B) Rubber seal

8) Install the torque converter clutch case assembly without damaging bush and oil seal and secure with six bolts and four nuts.

### Tightening torque:

**41 N·m (4.2 kgf·m, 30.4 ft·lb)**



9) Insert inhibitor switch and transmission connector into stay.

10) Install air breather hose. <Ref. to 4AT-83, INSTALLATION.>

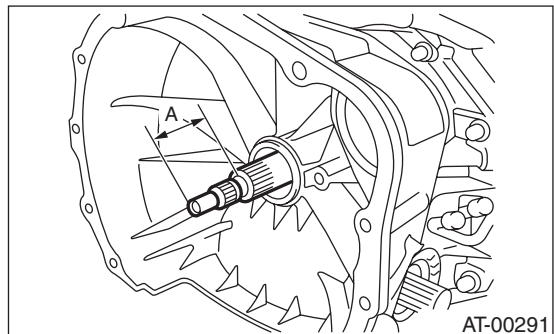
11) Install the oil cooler pipes. <Ref. to 4AT-82, INSTALLATION.>

12) Install the oil charger pipe with O-ring. <Ref. to 4AT-84, INSTALLATION.>

13) Insert the input shaft while turning lightly by hand and verify the protrusion amount.

### Normal protrusion A:

**50 — 55 mm (1.97 — 2.17 in)**



14) Install the torque converter clutch assembly. <Ref. to 4AT-85, INSTALLATION.>

15) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

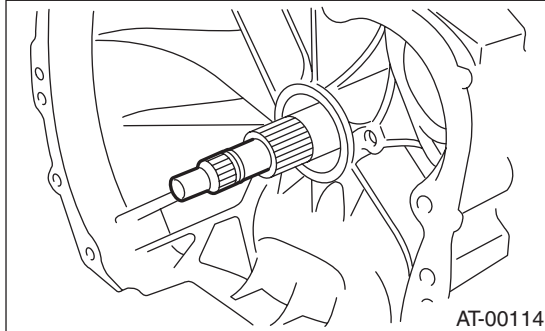
## C: INSPECTION

Measure the backlash and adjust to within specifications. <Ref. to 4AT-114, ADJUSTMENT.>

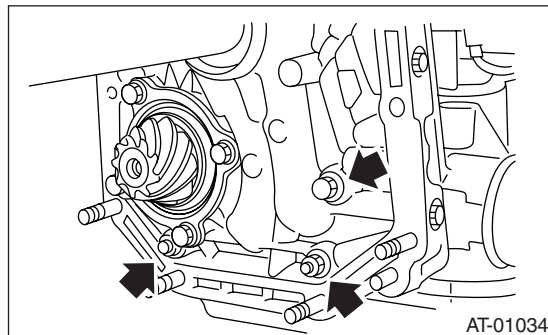
## 37.Oil Pump Housing

### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.



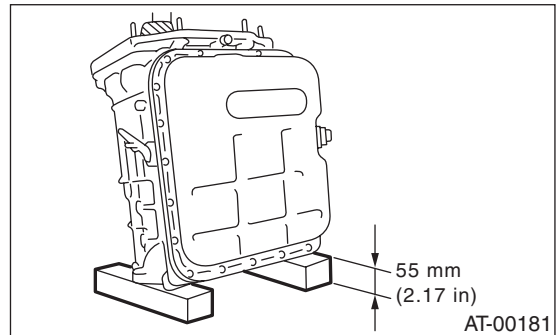
- 4) Lift-up the lever behind the transmission harness connector and disconnect it from stay.
- 5) Disconnect the inhibitor switch connector from stay.
- 6) Remove the oil charger pipe. <Ref. to 4AT-84, REMOVAL.>
- 7) Remove the oil cooler inlet and outlet pipes. <Ref. to 4AT-81, REMOVAL.>
- 8) Separate the torque converter clutch case and transmission case sections. <Ref. to 4AT-105, REMOVAL.>
- 9) Separate the transmission case and extension case sections. <Ref. to 4AT-86, REMOVAL.>
- 10) Remove the reduction drive gear. (MPT model) <Ref. to 4AT-100, REMOVAL.>
- 11) Remove the center differential carrier. (VTD model) <Ref. to 4AT-102, REMOVAL.>
- 12) Remove the reduction driven gear. <Ref. to 4AT-98, REMOVAL.>
- 13) Loosen the oil pump housing mounting bolts.



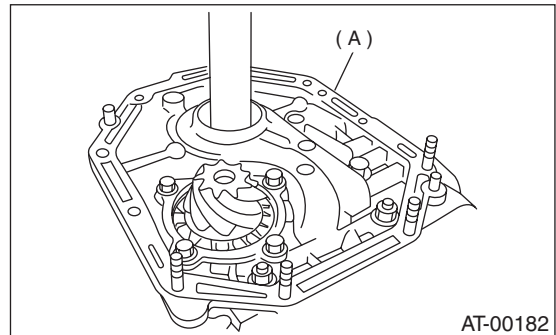
- 14) Place two wooden blocks on the workbench, and stand the transmission case with its rear end facing down.

### NOTE:

- Be careful not to scratch the rear mating surface of the transmission case.
- Note that the parking rod and drive pinion protrude from the mating surface.



- 15) Remove the oil pump housing and adjusting thrust washer.



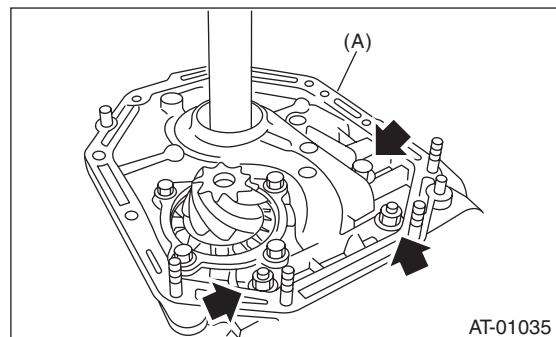
(A) Oil pump housing

### B: INSTALLATION

- 1) Secure the oil pump housing with two nuts and the bolt.

#### **Tightening torque:**

**42 N·m (4.3 kgf·m, 31 ft·lb)**



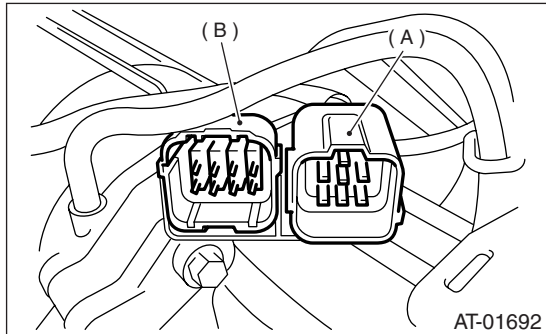
(A) Oil pump housing

- 2) Install the torque converter clutch case assembly to the transmission case assembly. <Ref. to 4AT-85, INSTALLATION.>
- 3) Install reduction driven gear. <Ref. to 4AT-98, INSTALLATION.>

# OIL PUMP HOUSING

## AUTOMATIC TRANSMISSION

- 4) Install the reduction drive gear. (MPT model)  
<Ref. to 4AT-100, INSTALLATION.>
- 5) Install the center differential carrier. (VTD model)  
<Ref. to 4AT-102, INSTALLATION.>
- 6) Combine the extension case with the transmission case, and install vehicle speed sensor 1 (rear).  
<Ref. to 4AT-86, INSTALLATION.>
- 7) Insert inhibitor switch and transmission connector into stay.

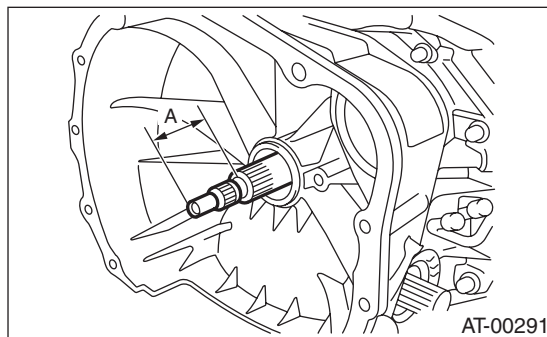


- (A) Transmission harness
- (B) Inhibitor switch harness

- 8) Install the oil cooler pipe. <Ref. to 4AT-82, INSTALLATION.>
- 9) Install the oil charger pipe with O-ring. <Ref. to 4AT-84, INSTALLATION.>
- 10) Insert the input shaft while turning lightly by hand and verify the protrusion amount.

### Normal protrusion A:

**50 — 55 mm (1.97 — 2.17 in)**

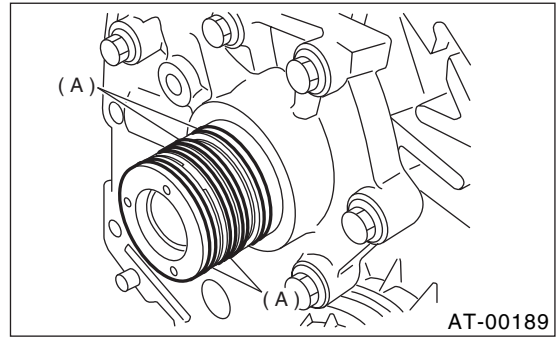


- 11) Install the torque converter clutch assembly.  
<Ref. to 4AT-85, INSTALLATION.>
- 12) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

## C: DISASSEMBLY

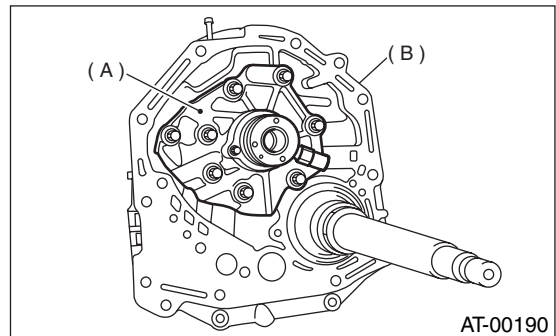
### 1. OIL PUMP COVER

- 1) Remove four seal rings.



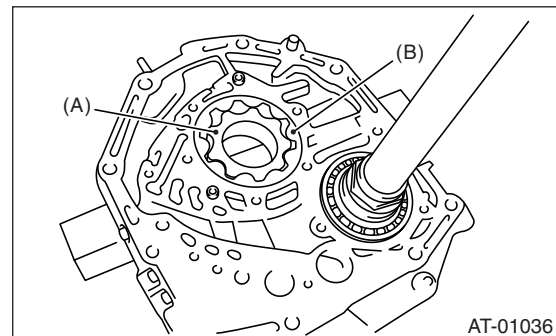
- (A) Seal rings

- 2) Lightly tap the end of the stator shaft to remove the cover.



- (A) Oil pump cover
- (B) Oil pump housing

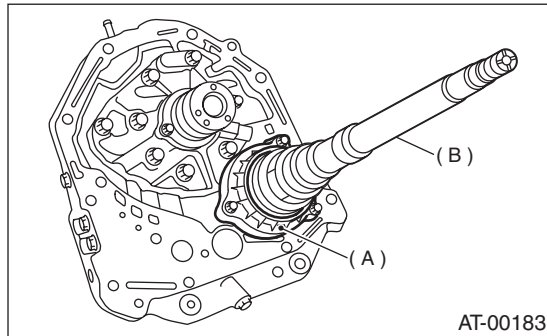
- 3) Remove the inner and outer rotor.



- (A) Inner rotor
- (B) Outer rotor

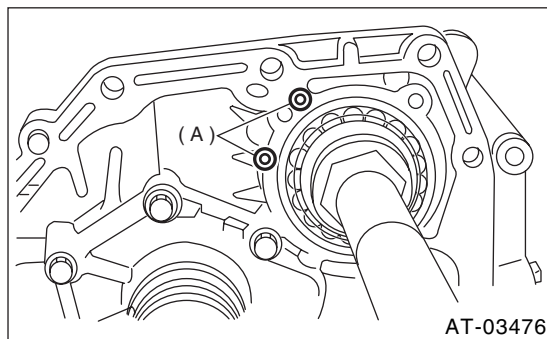
## 2. OIL SEAL RETAINER

1) Remove the oil seal retainer.



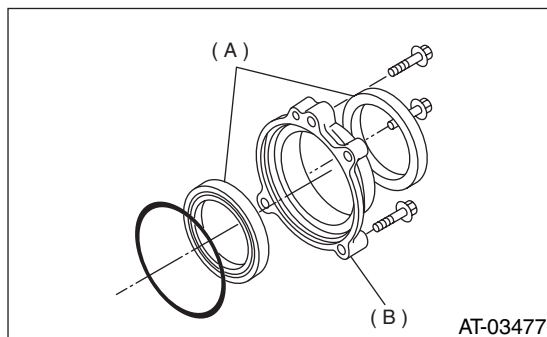
- (A) Oil seal retainer
- (B) Drive pinion shaft

2) Remove the O-ring.



- (A) O-ring

3) Remove the oil seal from oil seal retainer.

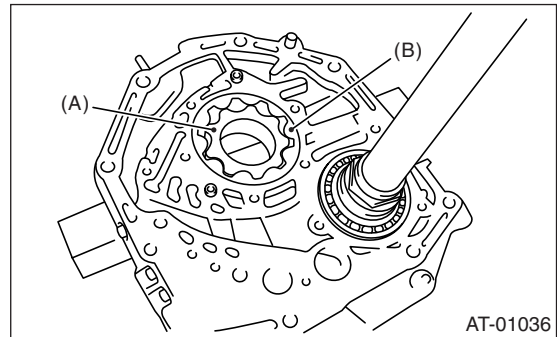


- (A) Oil seal
- (B) Oil seal retainer

## D: ASSEMBLY

### 1. OIL PUMP COVER

1) Install oil pump rotor assembly to oil pump housing.

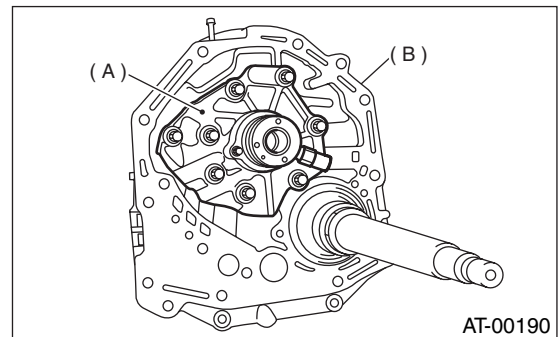


- (A) Inner rotor
- (B) Outer rotor

2) Align both pivots with the pivot holes of the cover, and install the oil pump cover being careful not to apply undue force to the pivots.

#### **Tightening torque:**

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**



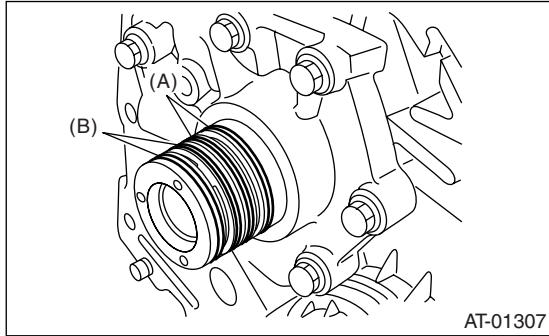
- (A) Oil pump cover
- (B) Oil pump housing

3) After assembling, turn the oil pump shaft to check for smooth rotation of the rotor.

# OIL PUMP HOUSING

## AUTOMATIC TRANSMISSION

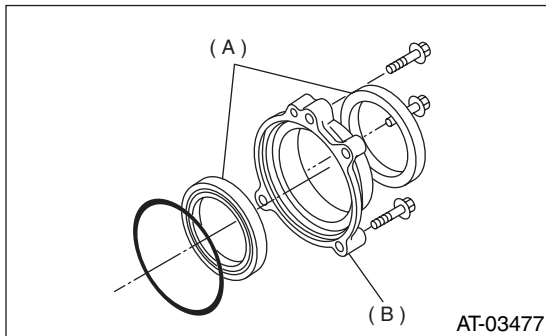
4) Install the oil seal retainer and new seal rings. After adjusting the drive pinion backlash and tooth contact.



- (A) Seal rings (Black)
- (B) Seal rings (Brown)

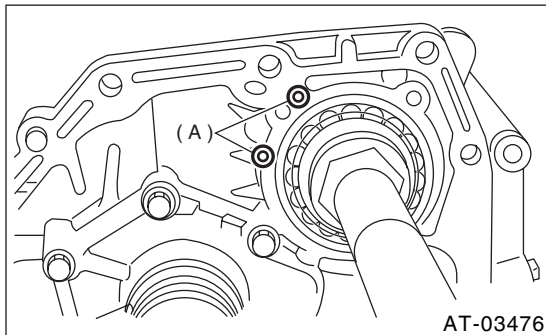
## 2. OIL SEAL RETAINER

1) Install two new oil seals to the oil seal retainer in proper position using ST.  
ST 499247300 INSTALLER



- (A) Oil seal
- (B) Oil seal retainer

2) Install a new O-ring to the oil seal retainer using vaseline. Install the seal to oil pump housing bore.

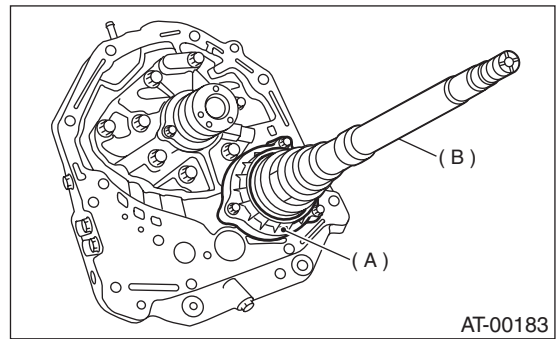


- (A) O-ring

3) Install the oil seal and secure it using three bolts being careful not to damage oil seal lip.

### Tightening torque:

**7 N·m (0.7 kgf·m, 5.1 ft·lb)**



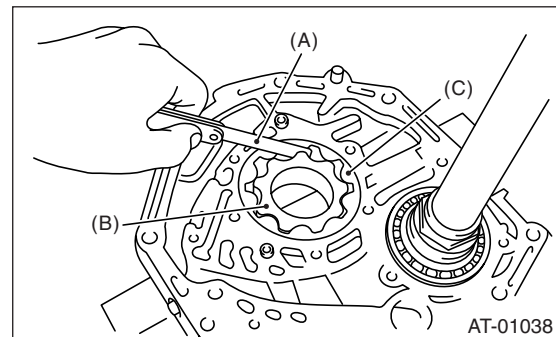
- (A) Oil seal retainer
- (B) Drive pinion shaft

## E: INSPECTION

- 1) Check seal ring and O-ring oil seal for breaks or damage.
- 2) Check other parts for dents or abnormalities.
- 3) Selection of oil pump rotor assembly
  - (1) Tip clearance  
Install inner rotor and outer rotor to oil pump. With rotor gears facing each other, measure crest-to-crest clearance.

### Tip clearance:

**0.02 — 0.15 mm (0.0008 — 0.0059 in)**



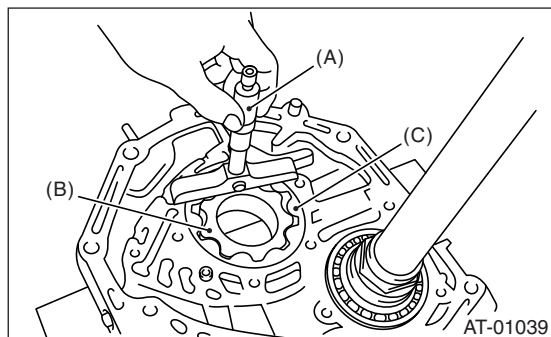
- (A) Thickness gauge
- (B) Inner rotor
- (C) Outer rotor

**(2) Side clearance**

Set a depth gauge to oil pump housing, then measure oil pump housing-to-rotor clearances.

**Side clearance:**

**0.02 — 0.04 mm (0.0008 — 0.0016 in)**



- (A) Depth gauge
- (B) Inner rotor
- (C) Outer rotor

(3) If depth and/or side clearances are outside specifications, replace rotor assembly.

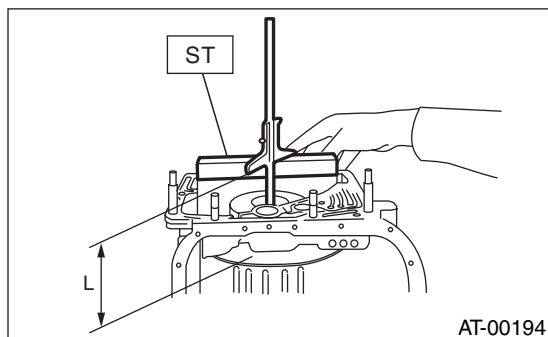
Oil pump rotor assembly	
Part No.	Thickness mm (in)
15008AA060	11.37 — 11.38 (0.4476 — 0.4480)
15008AA070	11.38 — 11.39 (0.4480 — 0.4484)
15008AA080	11.39 — 11.40 (0.4484 — 0.4488)

Measure the total end play and adjust to within specifications. <Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

## F: ADJUSTMENT

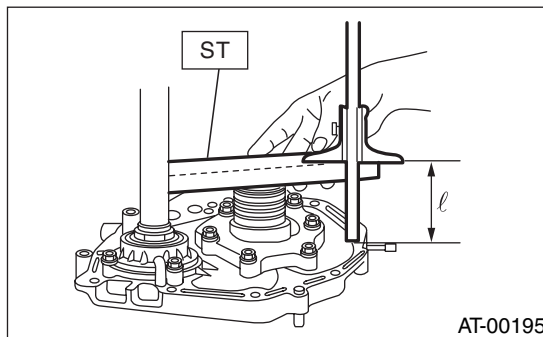
1) Using ST, measure the distance from the transmission case mating surface to the recessed portion of the high clutch drum "L".

ST 398643600 GAUGE



2) Using ST, measure the distance from the oil pump housing mating surface to the top surface of the oil pump cover with thrust needle bearing.

ST 398643600 GAUGE

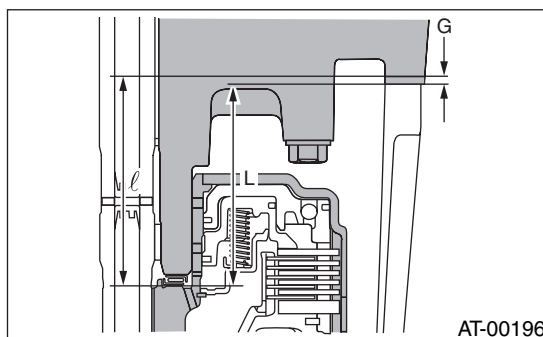


**3) Calculation of total end play**

Select suitable bearing race from among those listed in this table so that clearance C is in the 0.25 to 0.55 mm (0.0098 to 0.0217 in) range.

$$C = (L + G) - \varnothing$$

C	Clearance between concave portion of high clutch and end of clutch drum support
L	Length from case mating surface to concave portion of high clutch
G	Gasket thickness [0.28 mm (0.0110 in)]
$\varnothing$	Height from housing mating surface to upper surface of clutch drum support



Thrust needle bearing	
Part No.	Thickness mm (in)
806528050	4.1 (0.161)
806528060	4.3 (0.169)
806528070	4.5 (0.177)
806528080	4.7 (0.185)
806528090	4.9 (0.193)
806528100	5.1 (0.201)

4) After completing end play adjustment, insert the bearing race in the recess of the high clutch. Attach the thrust needle bearing to the oil pump cover with vaseline.

5) After correctly installing the new gasket to the case mating surface, carefully install the oil pump housing assembly. Be careful to avoid hitting the drive pinion against the inside of the case.

6) Install both parts with dowel pins aligned. Make sure no clearance exists at the mating surface.

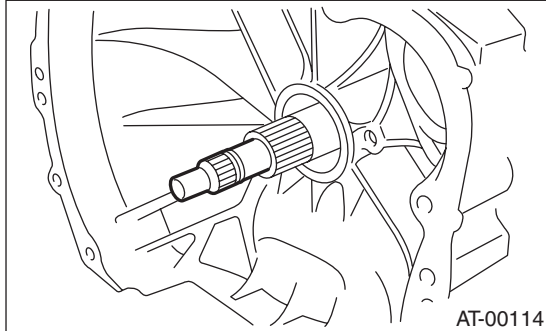
# DRIVE PINION SHAFT

## AUTOMATIC TRANSMISSION

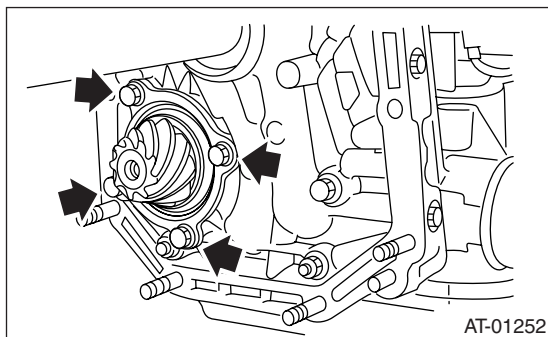
### 38. Drive Pinion Shaft

#### A: REMOVAL

- 1) Remove the transmission assembly from vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.



- 4) Lift-up the lever behind the transmission harness connector and disconnect it from stay.
- 5) Disconnect the inhibitor switch connector from stay.
- 6) Disconnect the air breather hose. <Ref. to 4AT-83, REMOVAL.>
- 7) Remove the oil charger pipe. <Ref. to 4AT-84, REMOVAL.>
- 8) Remove the oil cooler inlet and outlet pipes. <Ref. to 4AT-81, REMOVAL.>
- 9) Separate the torque converter clutch case and transmission case sections. <Ref. to 4AT-105, REMOVAL.>
- 10) Separate the transmission case and extension case sections. <Ref. to 4AT-86, REMOVAL.>
- 11) Remove the reduction drive gear. (MPT model) <Ref. to 4AT-100, REMOVAL.>
- 12) Remove the center differential carrier. (VTD model) <Ref. to 4AT-102, REMOVAL.>
- 13) Remove the reduction driven gear. <Ref. to 4AT-98, REMOVAL.>
- 14) Remove the drive pinion shaft mounting bolt and remove the drive shaft assembly from oil pump housing.



#### B: INSTALLATION

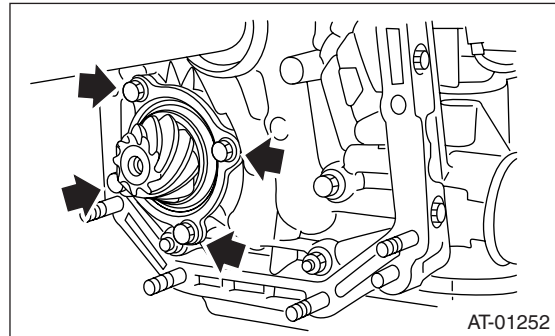
- 1) Assemble the drive pinion assembly to the oil pump housing.

#### NOTE:

- Pay attention not to bend the shim.
- Pay attention not to press the pinion into housing bore.

#### Tightening torque:

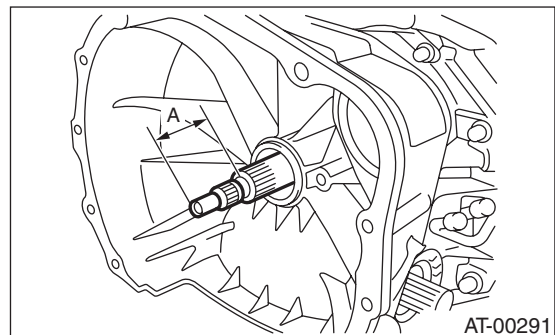
**40 N·m (4.0 kgf·m, 30 ft·lb)**



- 2) Combine the torque converter case with the transmission case. <Ref. to 4AT-105, INSTALLATION.>
- 3) Install the reduction driven gear. <Ref. to 4AT-98, INSTALLATION.>
- 4) Install the reduction drive gear. (MPT model) <Ref. to 4AT-100, INSTALLATION.>
- 5) Install the center differential carrier. (VTD model) <Ref. to 4AT-102, INSTALLATION.>
- 6) Combine the extension case with the transmission case, and install vehicle speed sensor 1 (rear). <Ref. to 4AT-86, INSTALLATION.>
- 7) Insert inhibitor switch and transmission connector into stay.
- 8) Install the oil cooler inlet and outlet pipes. <Ref. to 4AT-82, INSTALLATION.>
- 9) Install the oil charger pipe with O-ring.
- 10) Insert the input shaft while turning lightly by hand and verify the protrusion amount.

#### Normal protrusion A:

**50 — 55 mm (1.97 — 2.17 in)**



- 11) Install the torque converter clutch assembly. <Ref. to 4AT-85, INSTALLATION.>

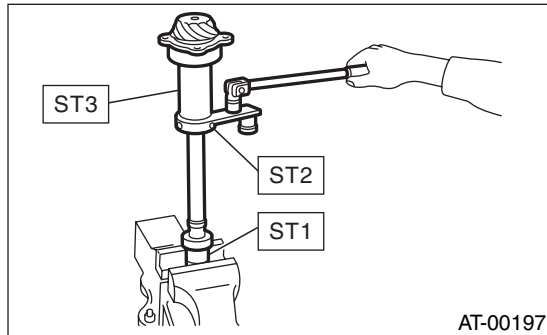


12) Install the transmission assembly to vehicle.  
 <Ref. to 4AT-42, INSTALLATION.>

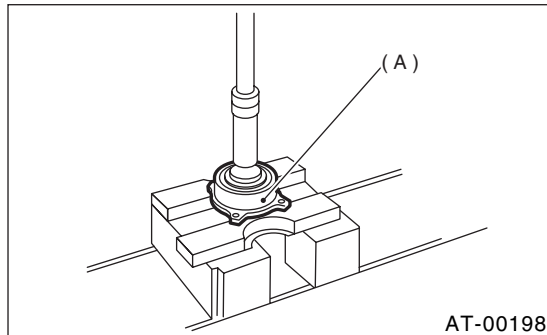
## C: DISASSEMBLY

1) Straighten the staked portion of the lock nut, and remove the lock nut while locking the rear spline portion of the shaft with ST1 and ST2. Then pull off the drive pinion collar.

ST1 498937110 HOLDER  
 ST2 499787700 WRENCH  
 ST3 499787500 ADAPTER



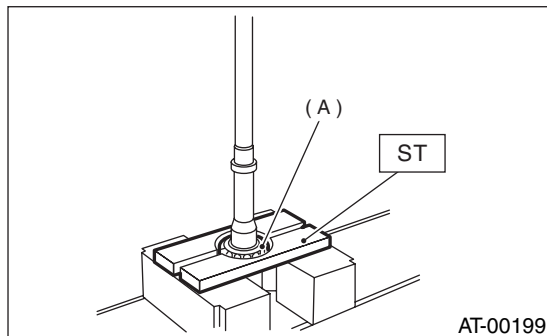
2) Remove the O-ring.  
 3) Using a press, separate the rear roller bearing and outer race from the shaft.



(A) Outer race

4) Using a press and ST, separate the front roller bearing from the shaft.

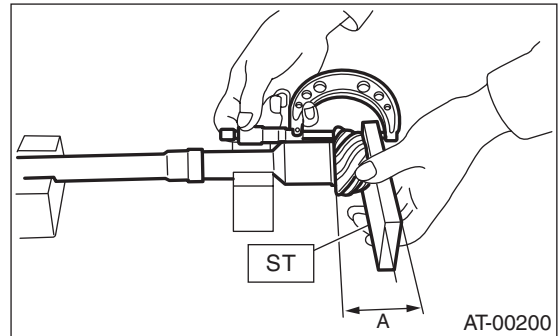
ST 498517000 REPLACER



(A) Front roller bearing

## D: ASSEMBLY

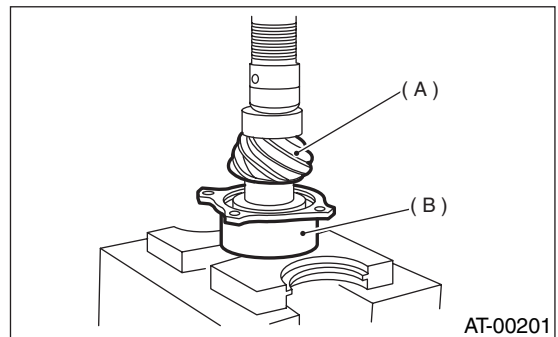
1) Measure dimension "A" of the drive pinion shaft.  
 ST 398643600 GAUGE



2) Using a press, force-fit a new roller bearing in position.

### NOTE:

If too much pressure is applied, the roller bearing will not turn easily.



(A) Drive pinion shaft  
 (B) Roller bearing

3) After fitting a new O-ring to the shaft, attach the drive pinion collar to the shaft.

4) Install the lock washer to drive pinion shaft in proper direction.

5) Tighten a new lock nut with ST1, ST2 and ST3. Calculate lock washer and lock nut specifications using the following formula.

$$T2 = L2 / (L1 + L2) \times T1$$

T1: 116 N·m (11.8 kgf·m, 85.3 ft·lb)

[Required torque setting]

T2: Tightening torque

L1: ST2 length 0.072 m (2.83 in)

L2: Torque wrench length

Example:

Torque wrench length m (in)	Tightening torque 2 (kgf·m, ft·lb)
0.4 (15.75)	98 (10.0, 72)
0.45 (17.72)	100 (10.2, 73.8)
0.5 (19.69)	101 (10.3, 74.5)
0.55 (21.65)	102 (10.4, 75)

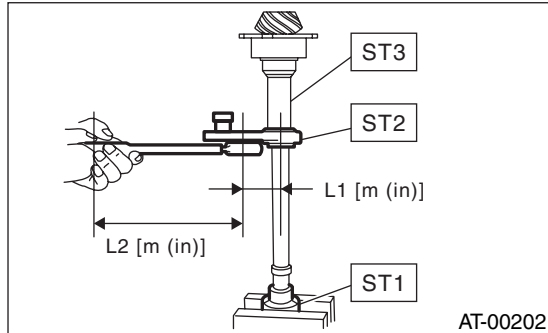
# DRIVE PINION SHAFT

## AUTOMATIC TRANSMISSION

ST1 498937110 HOLDER  
 ST2 499787700 WRENCH  
 ST3 499787500 ADAPTER

### NOTE:

Install ST2 and torque wrench as straight as possible.



6) Measure the starting torque of the bearing. Make sure the starting torque is within the specified range. If out of the allowable range, replace the roller bearing.

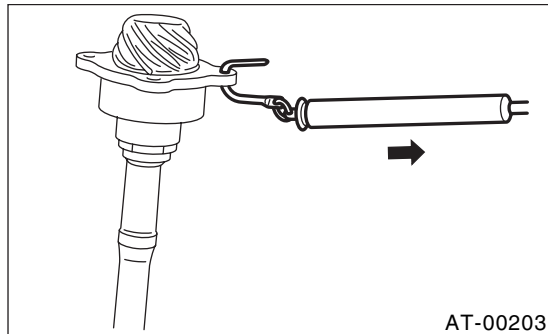
### Starting torque:

**MPT (non-TURBO) model**

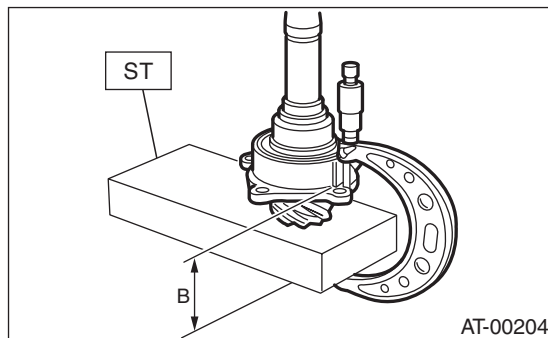
**7.6 — 38.1 N (0.776 — 3.88 kgf, 1.7 — 8.6 lb)**

**VTD (TURBO) model**

**6.8 — 47.5 N (0.693 — 4.84 kgf, 1.5 — 10.7 lb)**



7) Stake the lock nut securely at two places.  
 8) Measure dimension "B" of the drive pinion shaft.  
 ST 398643600 GAUGE



9) The thickness "t" (mm) of the drive pinion shim.  
 $t = 6.5 \pm 0.0625 - (B - A)$

10) Select three or less shims from following table.

Available drive pinion shims	
Part No.	Thickness mm (in)
31451AA050	0.150 (0.0059)
31451AA060	0.175 (0.0069)
31451AA070	0.200 (0.0079)
31451AA080	0.225 (0.0089)
31451AA090	0.250 (0.0098)
31451AA100	0.275 (0.0108)

### E: INSPECTION

- Make sure that all component parts are free of harmful cuts, gouges, and other faults.
- Adjust the teeth alignment. <Ref. to 4AT-114, ADJUSTMENT.>

### F: ADJUSTMENT

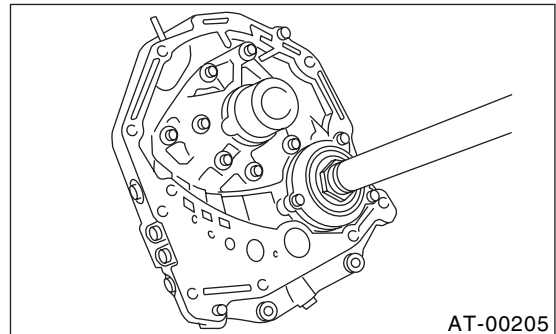
- 1) Thoroughly remove the liquid gasket from the case mating surface beforehand.
- 2) Install the oil pump housing assembly to the torque converter clutch case, and secure evenly by tightening four bolts.

### NOTE:

Use an old gasket or an aluminum washer so as not to damage the mating surface of the housing.

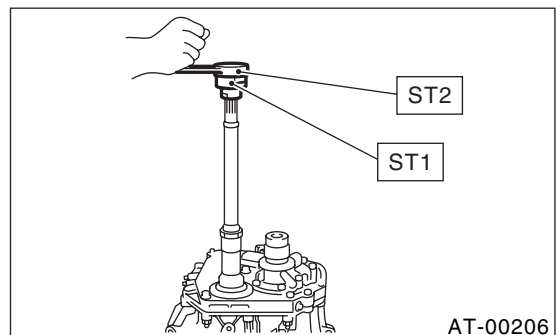
### Tightening torque:

**41 N·m (4.2 kgf-m, 30.4 ft-lb)**



3) Rotate the drive pinion several times with ST1 and ST2.

ST1 498937110 HOLDER  
 ST2 499787700 WRENCH



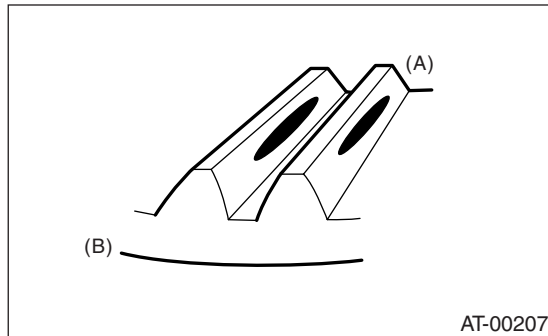
4) Adjust the backlash between drive pinion and crown gear. <Ref. to 4AT-121, ADJUSTMENT.>

5) Apply red lead evenly to the surfaces of three or four teeth of the crown gear. Rotate the drive pinion in the forward and reverse directions several times. Then remove the oil pump housing, and check the tooth contact pattern.

If tooth contact is improper, readjust the backlash or shim thickness.<Ref. to 4AT-121, ADJUSTMENT.>

- Tooth contact

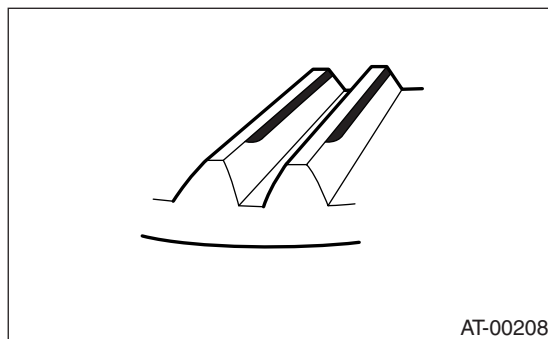
**Checking item: Tooth contact pattern is slightly shifted toward to toe side under no-load rotation. [When loaded, contact pattern moves toward heel.]**



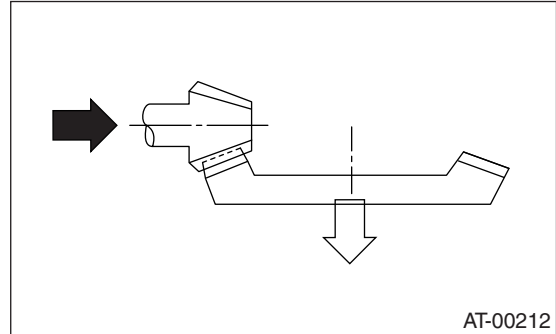
- (A) Toe side
- (B) Heel side

- Face contact

**Checking item: Backlash is too large.**  
Contact pattern

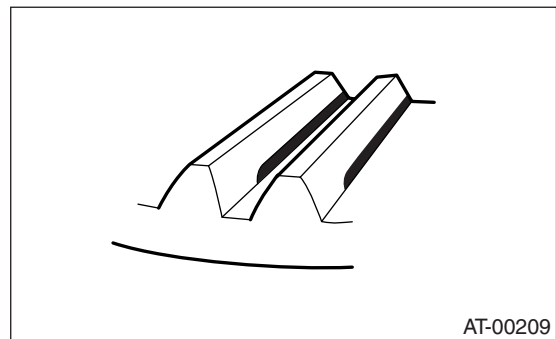


Corrective action: Increase thickness of drive pinion height adjusting shim in order to bring drive pinion close to crown gear.

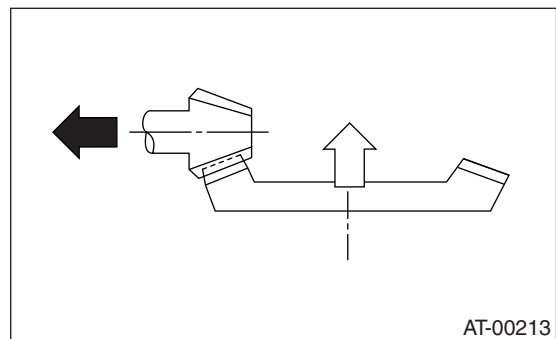


- Flank contact

**Checking item: Backlash is too small.**  
Contact pattern



Corrective action: Reduce thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.



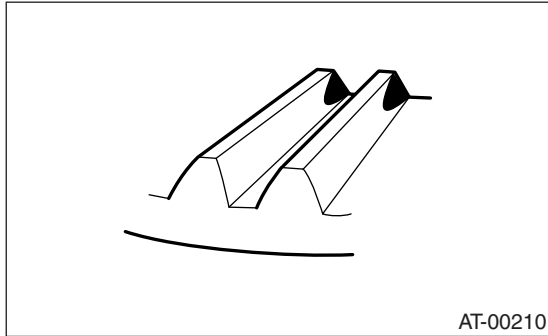
# DRIVE PINION SHAFT

## AUTOMATIC TRANSMISSION

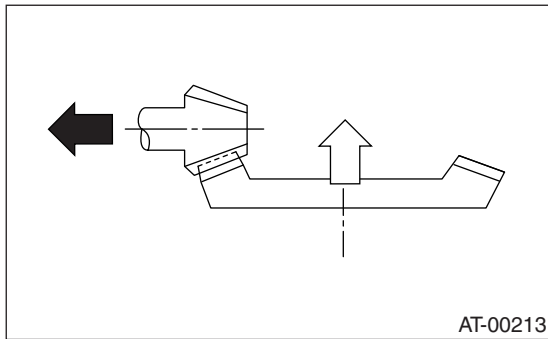
- Toe contact (Inside end contact)

**Checking item: Contact areas is small.**

Contact pattern



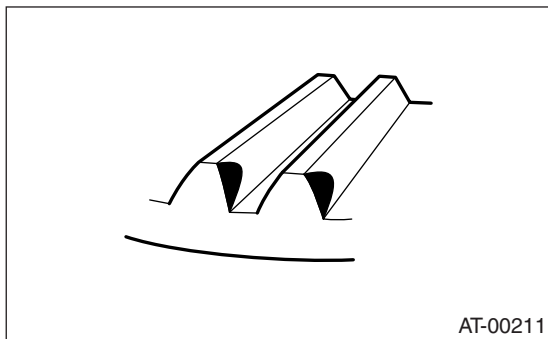
Corrective action: Decrease thickness of drive pinion height adjusting shim in order to move drive pinion away from crown gear.



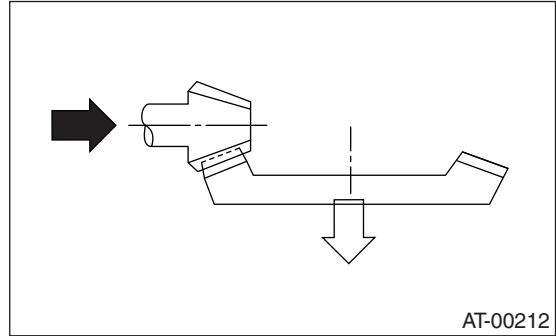
- Heel contact (Outside end contact)

**Checking item: Contact areas is small.**

Contact pattern



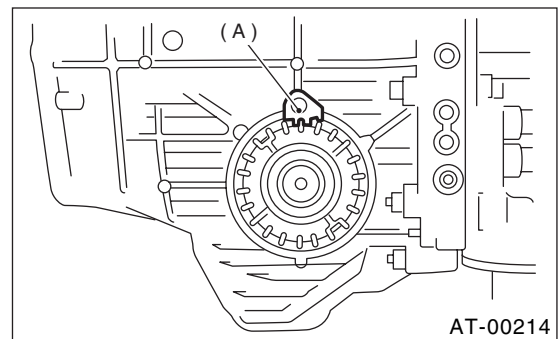
Corrective action: Increase thickness of drive pinion height adjusting shim in order to move drive pinion close to crown gear.



6) If tooth contact is correct, mark the retainer position and loosen it. After fitting a new O-ring and oil seal, screw in the retainer to the marked position. Then tighten the lock plate to the specified torque.

**Tightening torque:**

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**

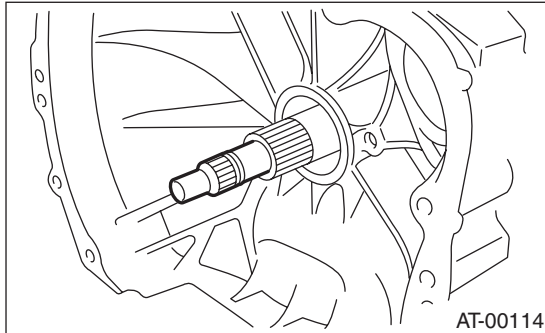


(A) Lock plate

## 39. Front Differential

### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.

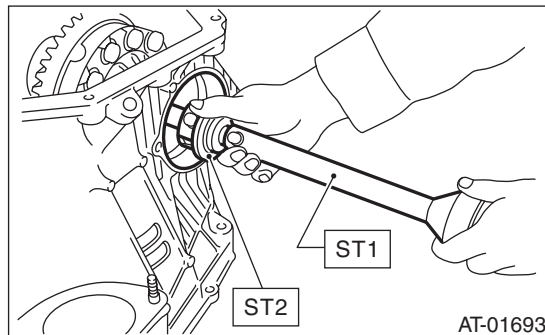


- 4) Lift-up the lever behind the transmission harness connector and disconnect it from stay.
- 5) Disconnect the inhibitor switch from stay.
- 6) Remove the oil charger pipe. <Ref. to 4AT-84, REMOVAL.>
- 7) Remove the oil cooler inlet and outlet pipes. <Ref. to 4AT-81, REMOVAL.>
- 8) Separate the torque converter clutch case and transmission case. <Ref. to 4AT-105, REMOVAL.>
- 9) Remove the seal pipe.
- 10) Wrap axle shaft with vinyl tape. (Except TURBO model)
- 11) Remove the differential side retainer with ST.

**NOTE:**

Hold the differential case assembly by hand to avoid damaging retainer mounting hole of the torque converter clutch case.

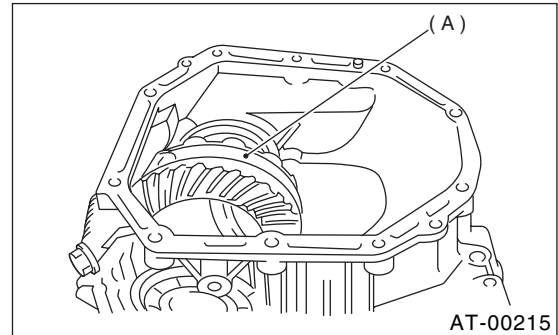
- |              |             |
|--------------|-------------|
| ST 499787000 | WRENCH ASSY |
| ST 499095500 | REMOVER     |
| ST 499247300 | INSTALLER   |
- 12) Remove axle shaft using ST1 and ST2.



- 13) Remove the differential assembly without damaging installation part of retainer.

### B: INSTALLATION

- 1) Install the differential assembly to the case, paying special attention not to damage the inside of the case (particularly, the differential side retainer contact surface).



(A) Differential assembly

- 2) Install the new circlip to the axle shaft, insert the shaft into the differential assembly, and tap it into position with a plastic hammer. (Except TURBO model)

**NOTE:**

If no play is felt, check whether the shaft is fully inserted. If shaft insertion is correct, replace the axle shaft.

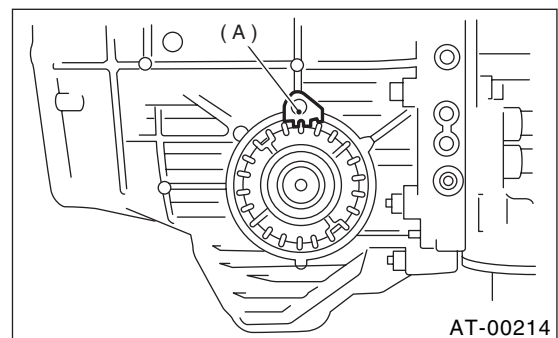
**Thrust play:**

**0.3 — 0.5 mm (0.012 — 0.020 in)**

- 3) Wrap vinyl tape around the splined portion of the axle shaft. (Except TURBO model)
- 4) Install the O-rings from left and right side retainer.
- 5) Using ST, install the side retainers. <Ref. to 4AT-117, REMOVAL.>  
ST 499787000 WRENCH ASSY
- 6) Adjust the front differential backlash. <Ref. to 4AT-121, ADJUSTMENT.>
- 7) Install the lock plate.

**Tightening torque:**

**25 N·m (2.5 kgf-m, 18.1 ft-lb)**

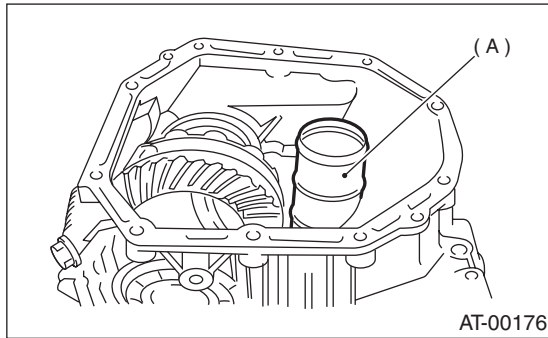


(A) Lock plate

# FRONT DIFFERENTIAL

## AUTOMATIC TRANSMISSION

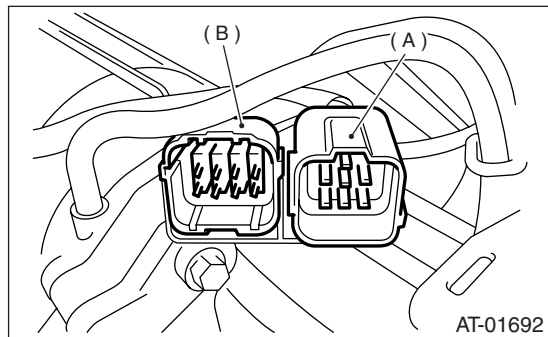
8) Install a new seal pipe to the torque converter clutch case.



(A) Seal pipe

9) Install the torque converter clutch case to transmission case. <Ref. to 4AT-105, INSTALLATION.>

10) Insert the inhibitor switch and transmission connector into stay.



(A) Transmission harness  
(B) Inhibitor switch harness

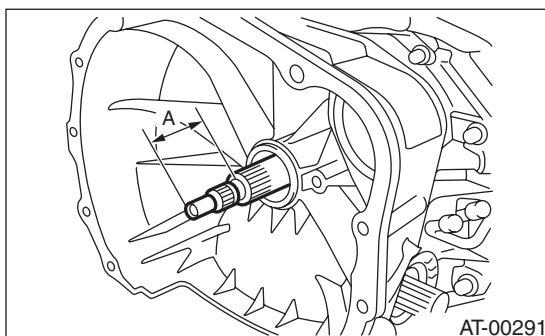
11) Install the oil cooler pipes. <Ref. to 4AT-82, INSTALLATION.>

12) Install the oil charger pipe with O-ring <Ref. to 4AT-84, INSTALLATION.>

13) Insert the input shaft while turning it lightly by hand and verify the protrusion amount.

### Normal protrusion A:

50 — 55 mm (1.97 — 2.17 in)



14) Install the torque converter clutch assembly. <Ref. to 4AT-85, INSTALLATION.>

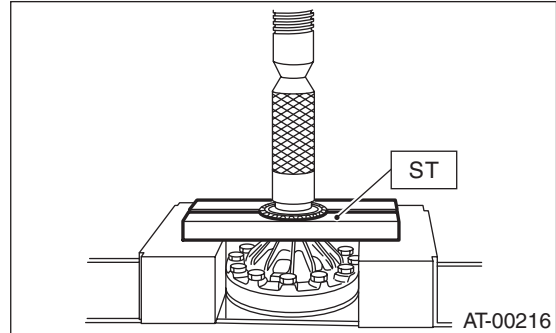
15) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

## C: DISASSEMBLY

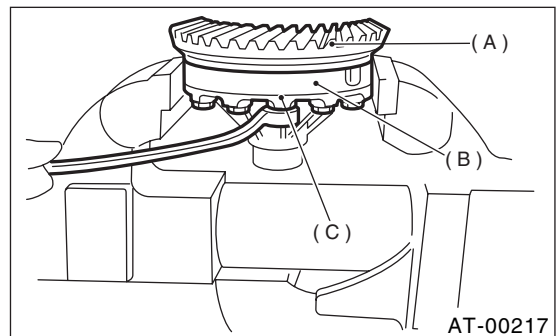
### 1. DIFFERENTIAL CASE ASSEMBLY

1) Using a press and ST, remove the taper roller bearing.

ST 498077000 REMOVER

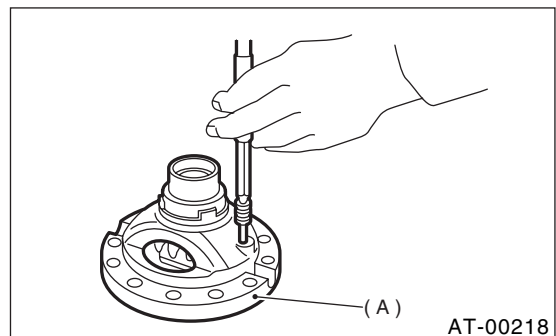


2) Secure the case in a vise and remove the crown gear tightening bolts, then separate the crown gear, case (RH) and case (LH).



(A) Crown gear  
(B) Differential case (RH)  
(C) Differential case (LH)

3) Pull out the straight pin and shaft, and remove the differential bevel gear, washer, and differential bevel pinion.



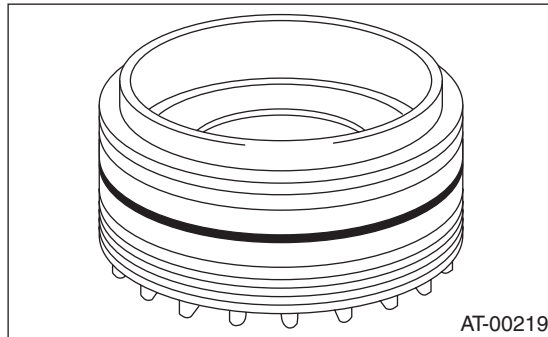
(A) Differential case (RH)

## 2. SIDE RETAINER

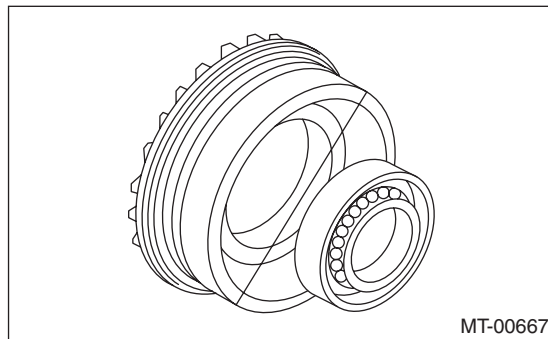
**NOTE:**

After adjusting the drive pinion backlash and tooth contact, remove and install the oil seal and O-ring.

1) Remove O-ring.

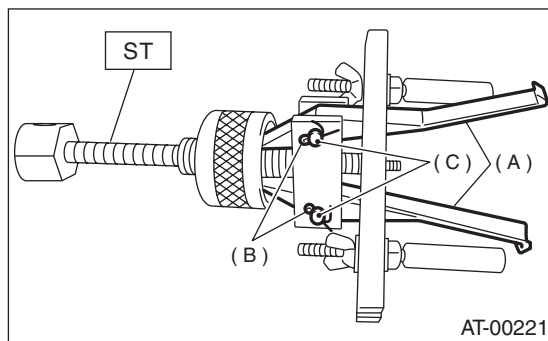


2) Remove oil seal.



3) Take out either split pin, remove claw.

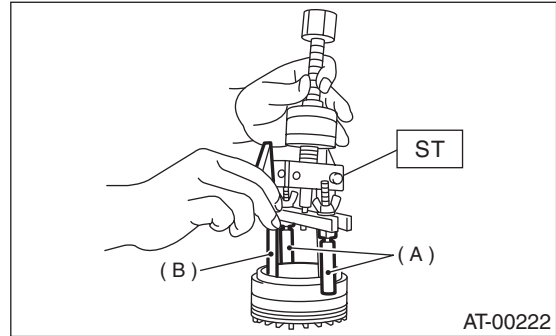
ST 398527700 PULLER ASSY



- (A) Claw
- (B) Split pin
- (C) Pin

4) Securely attach two claws to outer race, set ST to side retainer.

ST 398527700 PULLER ASSY



- (A) Shaft
- (B) Claw

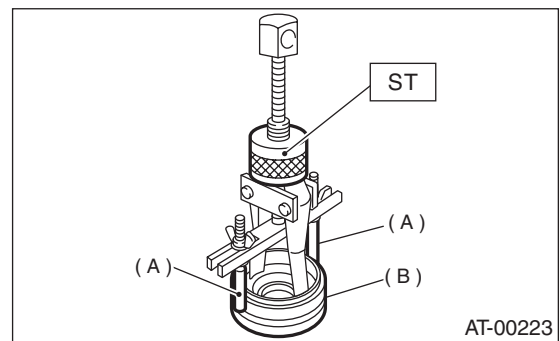
5) Return removed claw to the original position, and install pin and split pin.

6) Hold the shaft of ST to avoid removing from side retainer, and then remove the bearing outer race.

ST 398527700 PULLER ASSY

**NOTE:**

Replace bearing inner and outer races as a single unit.



- (A) Shaft
- (B) Side retainer

## D: ASSEMBLY

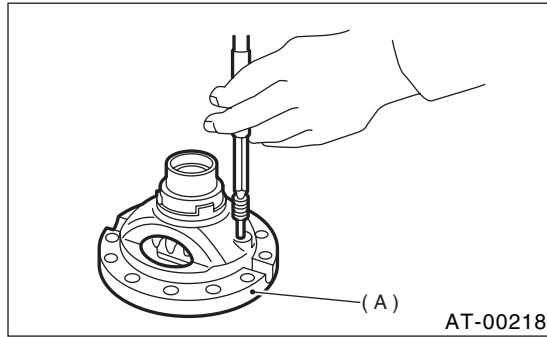
### 1. DIFFERENTIAL CASE ASSEMBLY

1) Install the washer, differential bevel gear and differential bevel pinion in the differential case (RH). Insert the pinion shaft.

# FRONT DIFFERENTIAL

## AUTOMATIC TRANSMISSION

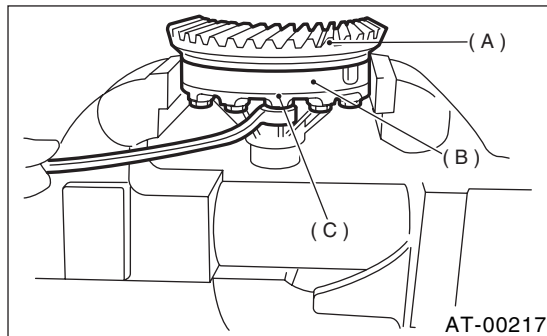
2) Install straight pin from reverse direction.



(A) Differential case (RH)

3) Install the washer and differential bevel gear to the differential case (LH). Then put the case over the differential case (RH), and connect both cases.  
4) Install the crown gear and secure by tightening the bolt.

**Standard tightening torque:**  
**62 N·m (6.3 kgf·m, 45.6 ft·lb)**



(A) Crown gear  
(B) Differential case (RH)  
(C) Differential case (LH)

5) Measurement of backlash (Selection of washer)

- (1) Install SUBARU genuine axle shaft to differential case. (TURBO model)
- (2) Measure the gear backlash with ST1 and ST2, and insert ST2 through the access window of the case.

ST1 498247001 MAGNET BASE

ST2 498247100 DIAL GAUGE

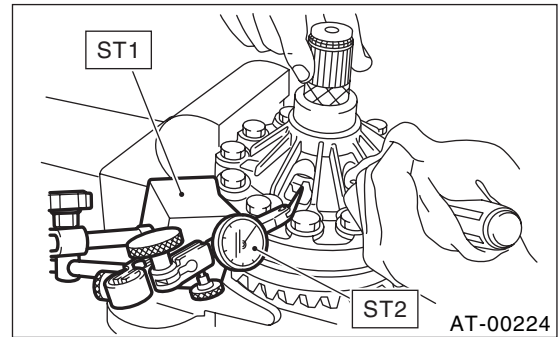
NOTE:

- Measure the backlash by applying a pinion tooth between two bevel gear teeth.

- Fix bevel pinion gear in place with a screwdriver or similar tool when measuring.

**Standard value:**

**0.13 — 0.18 mm (0.0051 — 0.0071 in)**

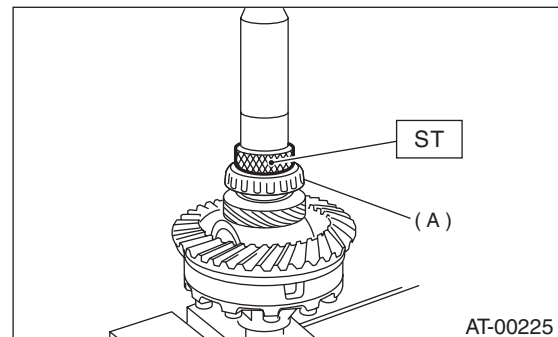


(3) If backlash is not as specified, select a washer from the table below.

Washer	
Part No.	Thickness mm (in)
803038021	0.95 (0.037)
803038022	1.00 (0.039)
803038023	1.05 (0.041)

6) Using ST, install taper roller bearing.

ST 398437700 DRIFT

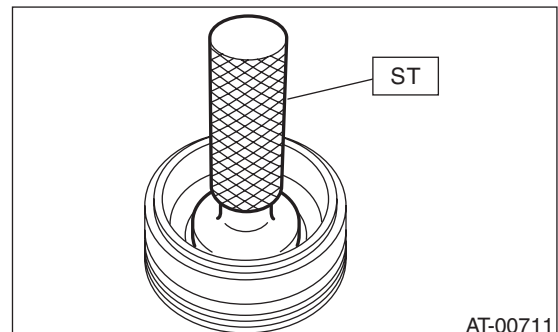


(A) Taper roller bearing

## 2. SIDE RETAINER

- 1) Install bearing outer race to side retainer.
- 2) Install a new oil seal using the ST and hammer.

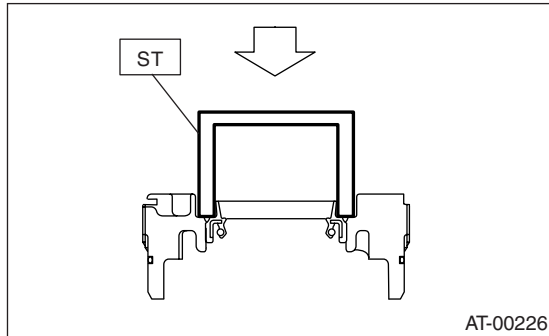
ST 499797000 INSTALLER



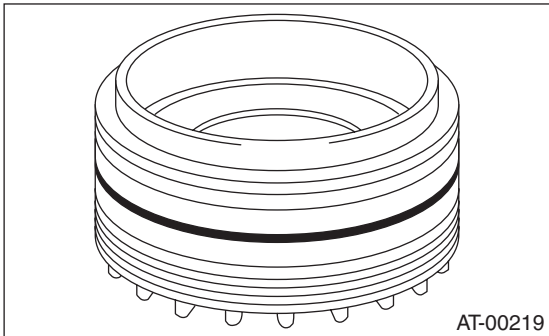


3) Using the ST and hammer, install a new oil seal.  
(TURBO model)

ST 18675AA000 INSTALLER



4) Install new O-ring.



### E: INSPECTION

- Check each component for harmful cuts, damage and other faults.
- Measure the backlash and adjust to within specifications.

<Ref. to 4AT-121, ADJUSTMENT.>

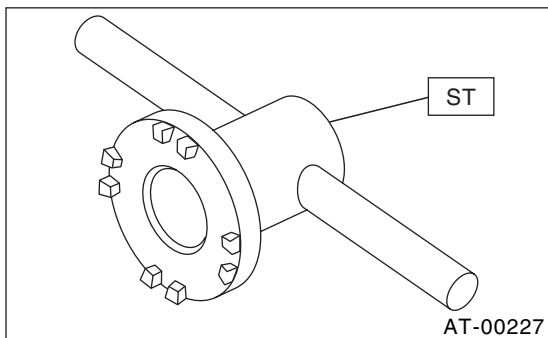
### F: ADJUSTMENT

1) Using ST, screw in the retainer until light contact is felt.

NOTE:

Screw in the RH side slightly deeper than the LH side.

ST 499787000 WRENCH ASSY



2) Remove the oil pump housing.

3) Thoroughly remove the liquid gasket from the case mating surface beforehand.

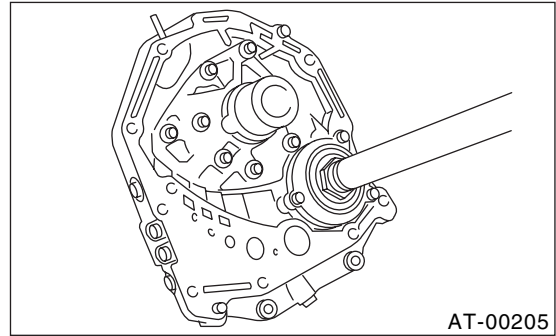
4) Install the oil pump housing assembly to the torque converter clutch case, and secure evenly by tightening four bolts.

NOTE:

Use an old gasket or an aluminum washer so as not to damage the mating surface of the housing.

**Tightening torque:**

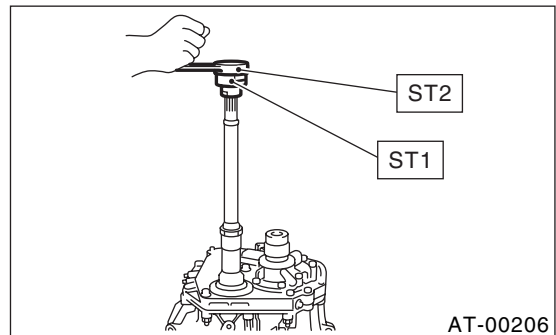
**41 N·m (4.2 kgf·m, 30.4 ft·lb)**



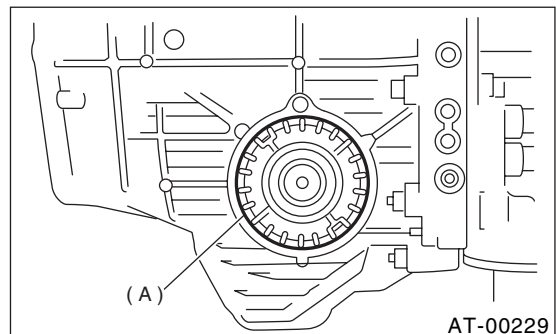
5) Rotate the drive pinion several times with ST1 and ST2.

ST1 498937110 HOLDER

ST2 499787700 WRENCH



6) Tighten the LH retainer until contact is felt while rotating the shaft. Then loosen the RH retainer. Keep tightening the LH retainer and loosening the RH retainer until the pinion shaft can no longer be turned. This is the "zero" state.



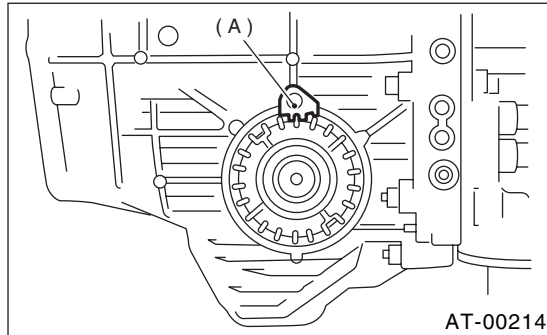
(A) Retainer

# FRONT DIFFERENTIAL

## AUTOMATIC TRANSMISSION

7) After the “zero” state is established, back off the LH retainer 3 notches and secure it with the lock plate. Then back off the RH retainer and retighten until it stops. Rotate drive pinion a few times. Tighten the RH retainer 1-3/4 notches further. This sets the preload. Finally, secure the retainer with its lock plate.

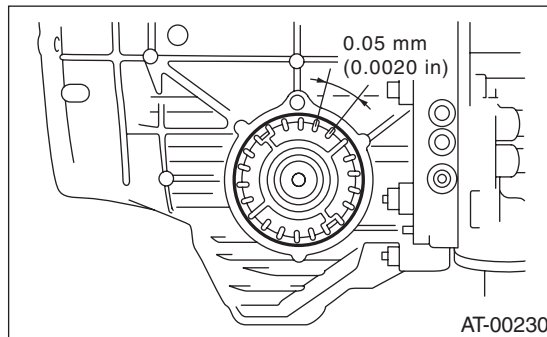
9) Adjust the tooth contact between front differential and drive shaft. <Ref. to 4AT-114, ADJUSTMENT.>



(A) Lock plate

### NOTE:

Turning the retainer by one tooth changes the backlash about 0.05 mm (0.0020 in).

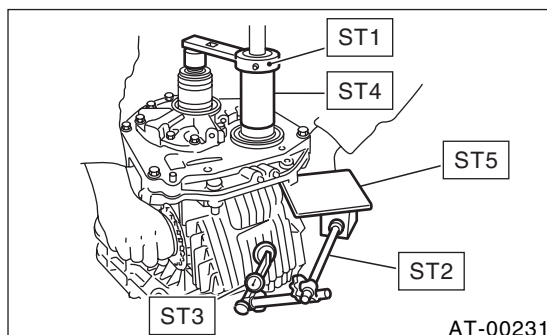


8) Turn the drive pinion several rotations with ST1 and check to see if the backlash is within the standard value with ST2, ST3, ST4 and ST5.

- |     |           |             |
|-----|-----------|-------------|
| ST1 | 499787700 | WRENCH      |
| ST2 | 498247001 | MAGNET BASE |
| ST3 | 498247100 | DIAL GAUGE  |
| ST4 | 499787500 | ADAPTER     |
| ST5 | 498255400 | PLATE       |

### Backlash:

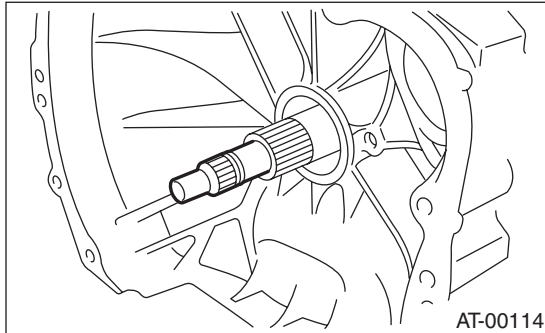
**0.13 — 0.18 mm (0.0051 — 0.0071 in)**



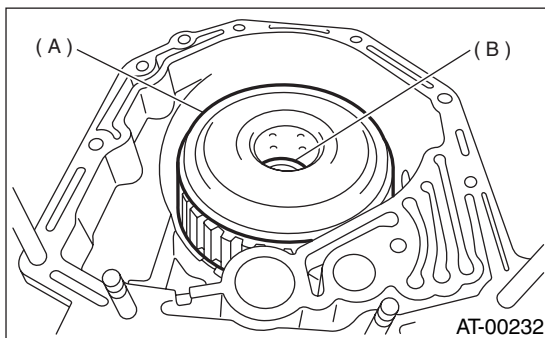
### 40.AT Main Case

#### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.

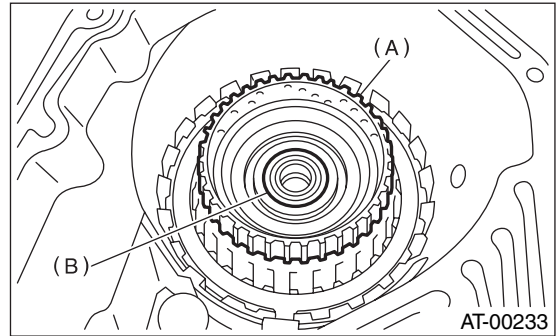


- 4) Lift-up the lever behind the transmission harness connector and disconnect it from stay.
- 5) Disconnect the inhibitor switch connector from stay.
- 6) Disconnect the air breather hose.
- 7) Remove the oil charger pipe. <Ref. to 4AT-84, REMOVAL.>
- 8) Remove the oil cooler inlet and outlet pipes. <Ref. to 4AT-81, REMOVAL.>
- 9) Separate the torque converter clutch case and transmission case. <Ref. to 4AT-105, REMOVAL.>
- 10) Remove the oil pump housing. <Ref. to 4AT-107, REMOVAL, Oil Pump Housing.>
- 11) Take out the high clutch, thrust needle bearing and reverse clutch assembly.



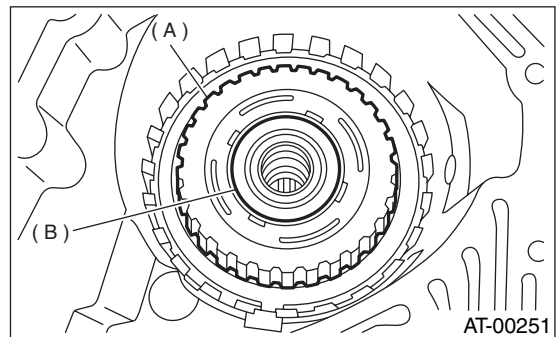
- (A) High clutch and reverse clutch assembly
- (B) Thrust needle bearing

- 12) Take out the high clutch hub and the thrust bearing.



- (A) High clutch hub
- (B) Thrust needle bearing

- 13) Take out the front sun gear and the thrust bearing.

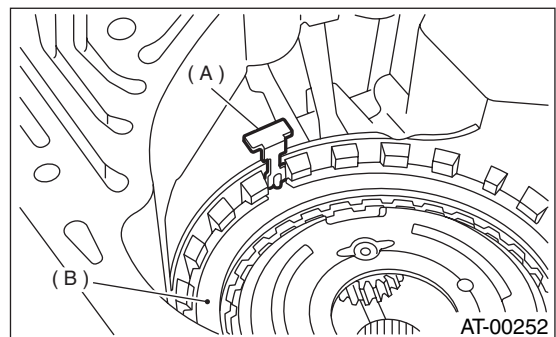


- (A) Front sun gear
- (B) Thrust needle bearing

- 14) Pull out the leaf spring without folding.

#### NOTE:

Remove it while pressing the lower leaf spring down.

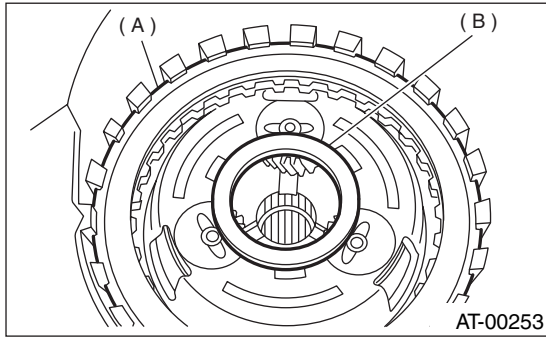


- (A) Leaf spring
- (B) Retaining plate

# AT MAIN CASE

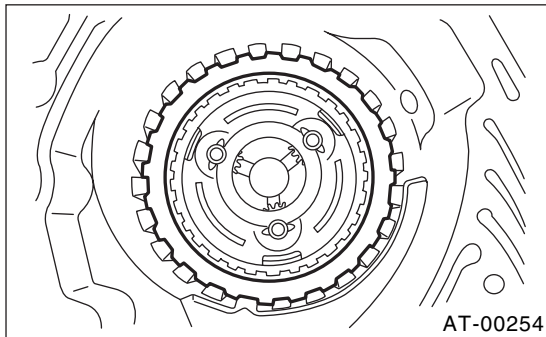
## AUTOMATIC TRANSMISSION

15) Remove the snap ring and thrust needle bearing.

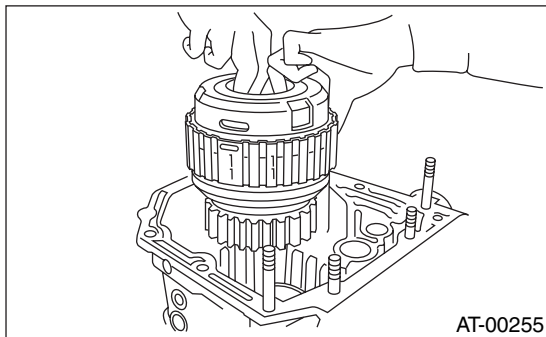


- (A) Snap ring
- (B) Thrust needle bearing

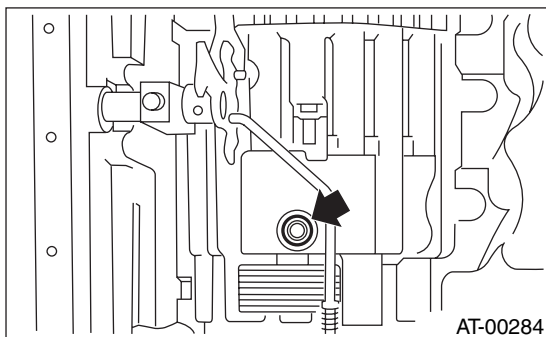
16) Take out the retaining plate, drive plate and driven plate of 2-4 brake.



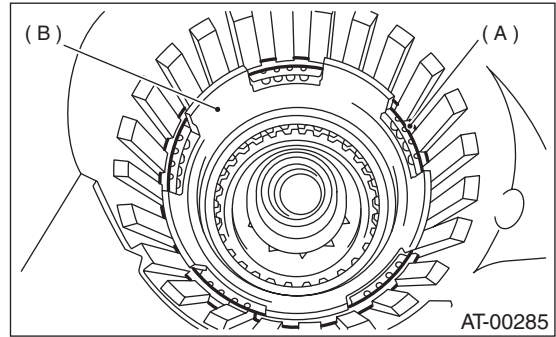
17) Take out the thrust needle bearing, planetary gear assembly and the low clutch assembly.



18) Remove the 2-4 brake seal.

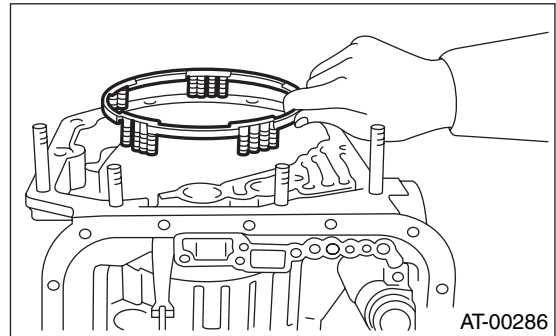


19) Remove the snap ring.

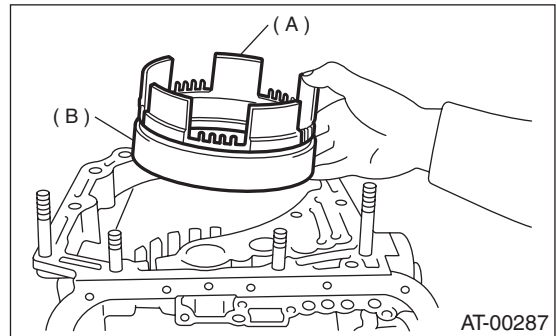


- (A) Snap ring
- (B) 2-4 brake piston

20) Take out the 2-4 brake return spring.

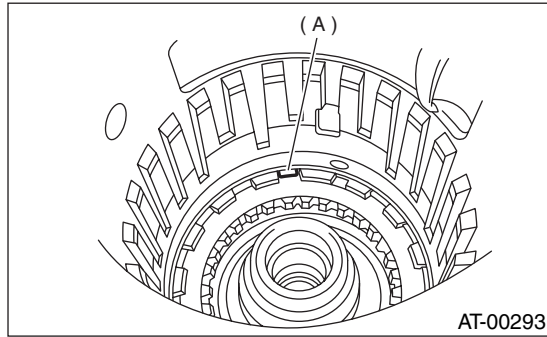


21) Remove the 2-4 brake piston and piston retainer without damaging.



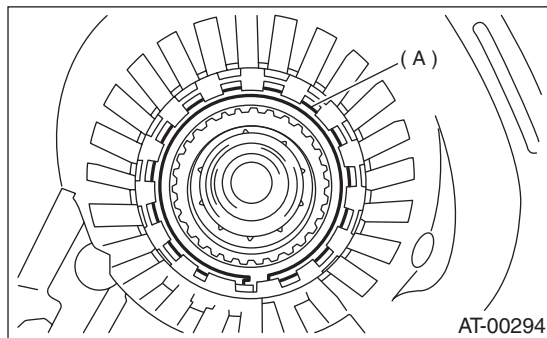
- (A) 2-4 brake piston
- (B) 2-4 brake piston retainer

22) Pull out the leaf spring without folding.



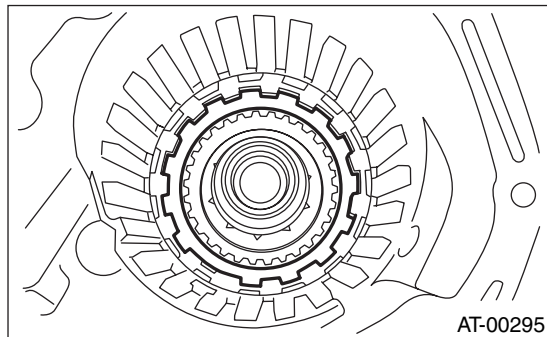
(A) Leaf spring

23) Remove the snap ring.

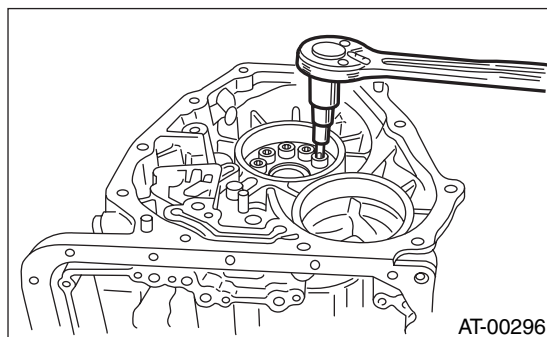


(A) Snap ring

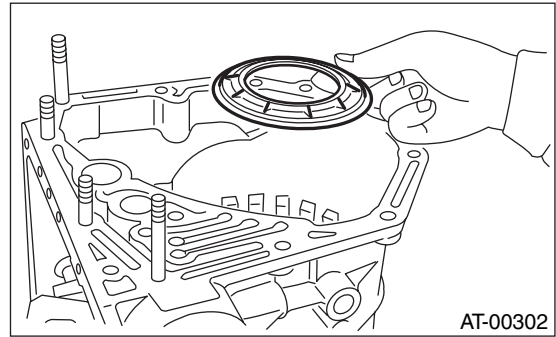
24) Take out the retaining plate, drive plate, driven plate and dish plate.



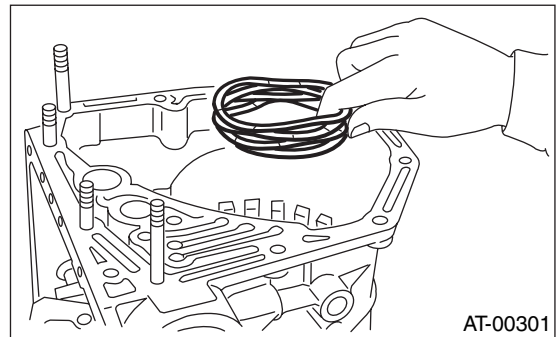
25) Turn the transmission case upside down, and then take out the socket bolts while holding the one-way clutch inner race with hand.



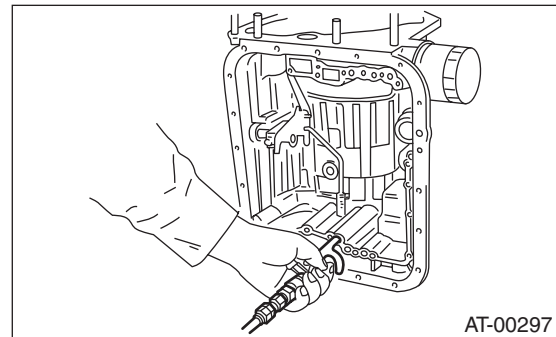
26) Take out the spring retainer.



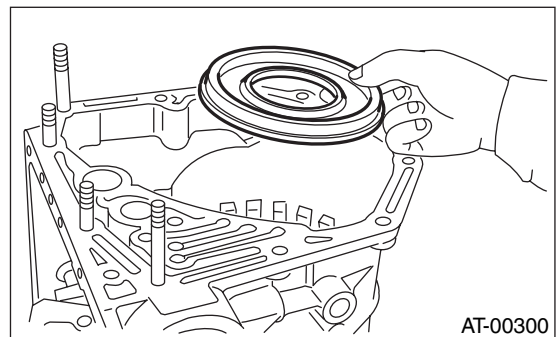
27) Take out the return spring.



28) Apply compressed air.



29) Take out the low & reverse piston.



# AT MAIN CASE

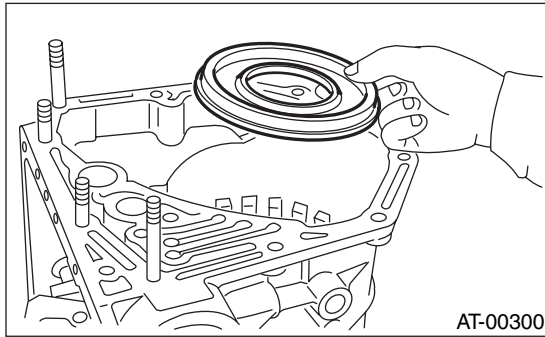
## AUTOMATIC TRANSMISSION

### B: INSTALLATION

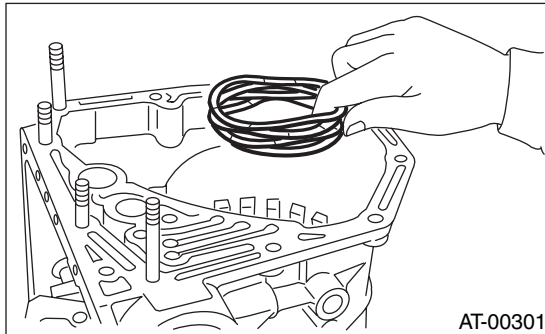
1) Install the low and reverse piston without tilting.

NOTE:

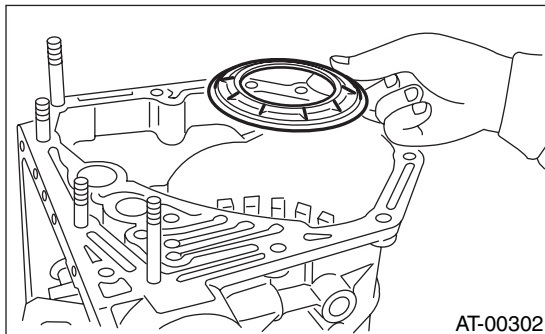
Be careful not to damage the lip seal.



2) Install the return spring.



3) Install the spring retainer.

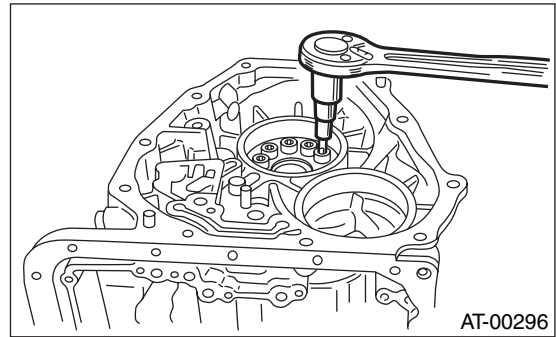


4) Install the one-way clutch inner race, spring retainer and return spring.

5) Tighten the socket head bolts evenly from the rear side of transmission case.

**Tightening torque:**

**25 N·m (2.5 kgf·m, 18.1 ft·lb)**



6) Place the front side of transmission body upward.

7) Install thrust needle bearing.

8) Place dish plate, driven plate, and retaining plate on a surface plate in order.

9) Set the micro gauge to clutch, and read its scale.

NOTE:

The value, which is read in the gauge at this time, is zero point.

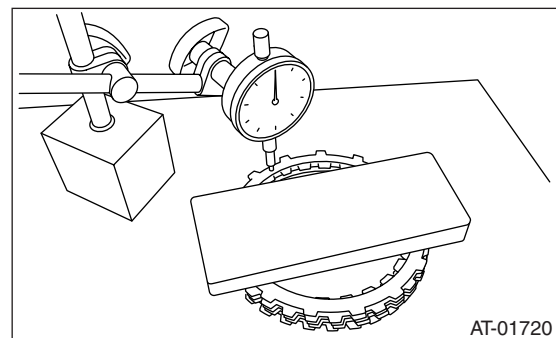
10) Scale and record the weight "Z" of a flat board which will be put on plates.

NOTE:

- Use a stiff flat board which does not bend against load.

- Use a flat board of its weight less than 83 N (8.5 kgf, 18.7 lb).

11) Put the flat board on retaining plate.



12) Using the following formula, calculate "N" indicated on the push/pull gauge.

$$N = 83 \text{ N (8.5 kgf, 18.7 lb)} - Z$$

N: Value indicated on push/pull gauge

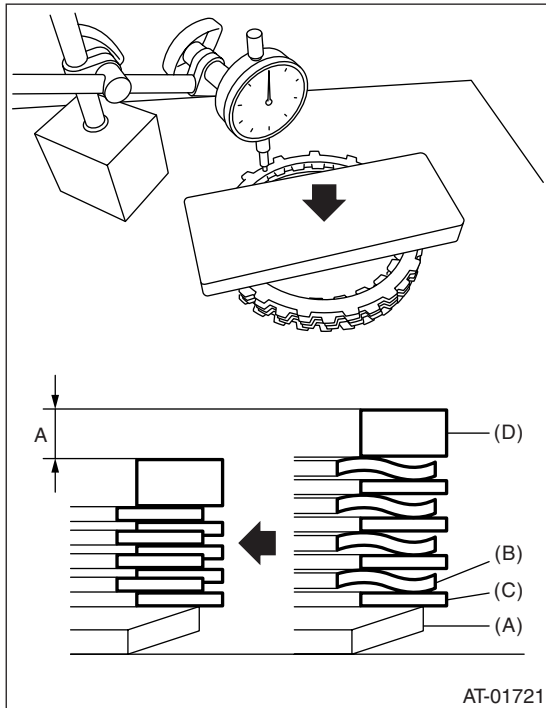
83 N (8.5 kgf, 18.7 lb): Load applied to clutch plate

Z: Flat board weight

13) Press the center of retaining plate applying force of N with push/pull gauge, and then measure and record the height A. Make more than three measurements at even distance and take the average value.

**NOTE:**

If three points, measure the height every 120°. If four points, measure the height every 90°.

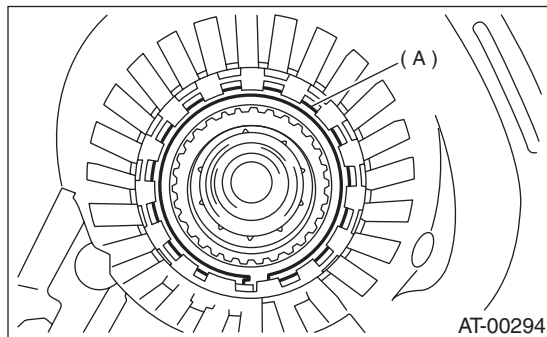


- (A) Dish plate
- (B) Driven plate
- (C) Drive plate
- (D) Retaining plate

14) Installation of the low & reverse brake:  
Install dish plate, driven plates, drive plates, and a retaining plate, and secure with a snap ring.

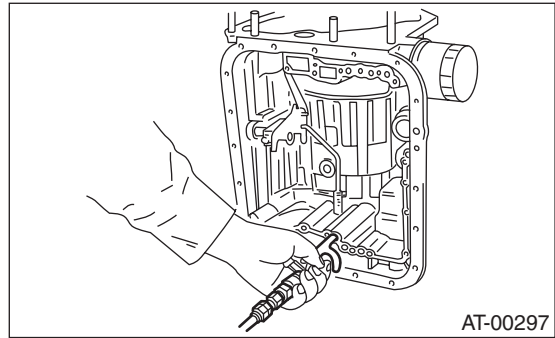
**NOTE:**

Pay attention to the orientation of the dish plate.

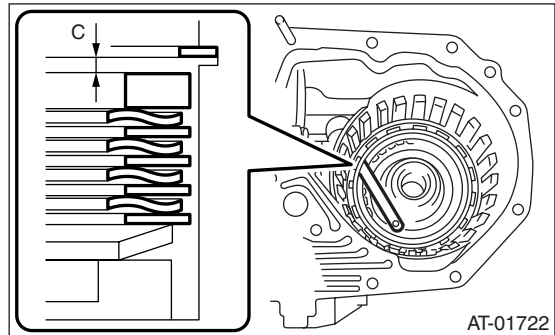


- (A) Snap ring

15) Apply compressed air intermittently to check for operation.



16) Measure the clearance. Place the same thickness of shim on both sides to prevent the retaining plate from tilting.



17) Calculation of piston stroke

Calculate piston stroke from the recorded measurement A and B, and replace the drive plate with new one and adjust it to be within the standard. If the value from the equation exceeds the service limit.

$$T = A + C$$

T: Piston stroke

A: Amount of the flattened drive plate

B: Clearance between the retaining plate and the snap ring

**TURBO model**

**Standard value:**

**2.7 — 3.2 mm (0.106 — 0.126 in)**

**Limit value:**

**3.9 mm (0.154 in)**

**NON-TURBO model**

**Standard value:**

**2.4 — 2.9 mm (0.094 — 0.114 in)**

**Limit value:**

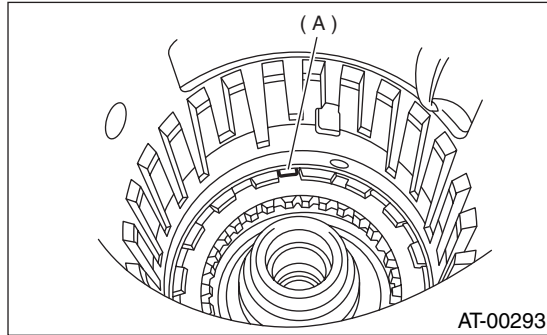
**3.6 mm (0.142 in)**

# AT MAIN CASE

## AUTOMATIC TRANSMISSION

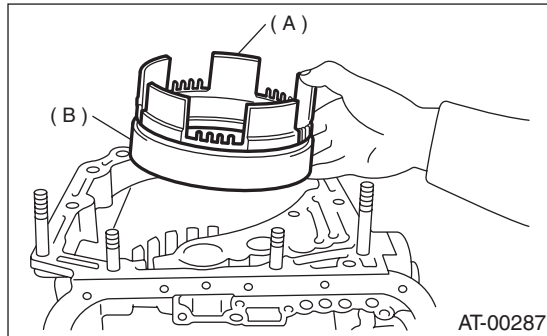
Retaining plates	
Part No.	Thickness mm (in)
31667AA320	4.1 (0.161)
31667AA330	4.4 (0.173)
31667AA340	4.7 (0.185)
31667AA350	5.0 (0.197)
31667AA360	5.3 (0.209)
31667AA370	5.6 (0.220)
31667AA380	5.9 (0.232)

18) Install the low & reverse brake leaf spring.



(A) Leaf spring

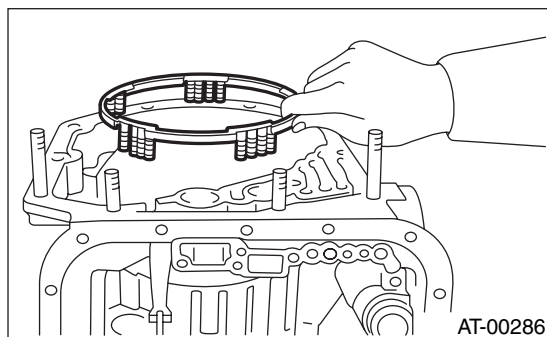
19) Install the 2-4 brake piston and 2-4 brake retainer by aligning the hole of 2-4 brake retainer and the hole of transmission case.



(A) 2-4 brake piston

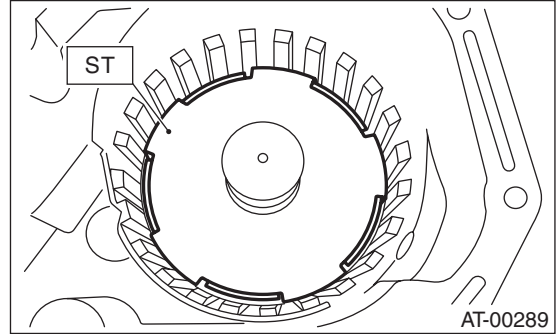
(B) 2-4 brake piston retainer

20) Install the 2-4 brake piston return spring to transmission case.



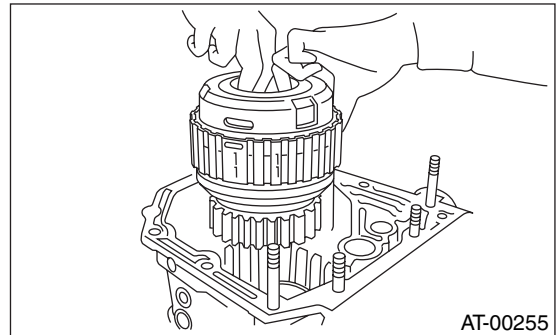
21) Position the snap ring in transmission. Using ST, press the snap ring into place.

ST 498677100 COMPRESSOR

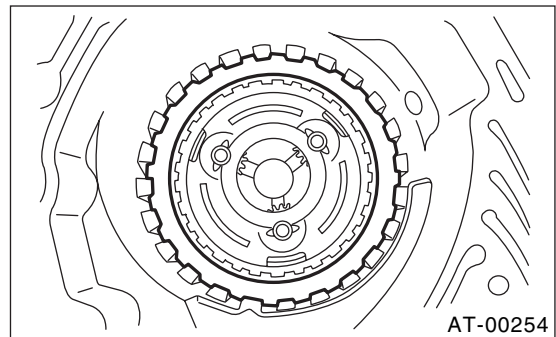


22) Install the planetary gear and low clutch assembly to transmission case.

Install carefully while rotating the low clutch and planetary gear assembly slowly paying special attention not to damage the seal ring.

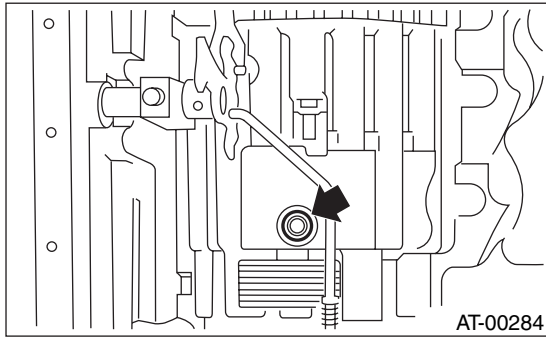


23) Install pressure plate, drive plate, driven plate, retaining plate and snap ring.

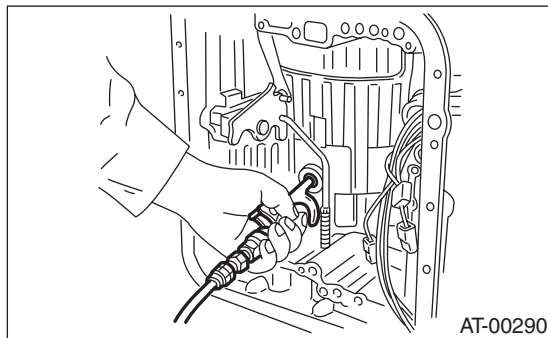




24) Install a new 2-4 brake oil seal to transmission case.



25) After all 2-4 brake component parts have been installed, blow in air intermittently and confirm the operation of the brake.



26) Check the clearance between the retaining plate and the snap ring.

**NOTE:**

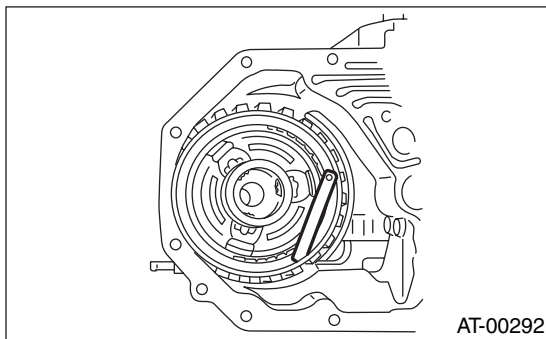
If the clearance is above the limit, replace the drive plate with new one and adjust so that the clearance becomes the standard value.

**Standard value:**

**0.8 — 1.2 mm (0.031 — 0.047 in)**

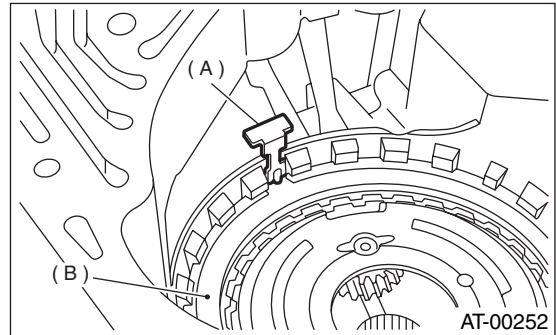
**Allowable limit:**

**1.5 mm (0.059 in)**



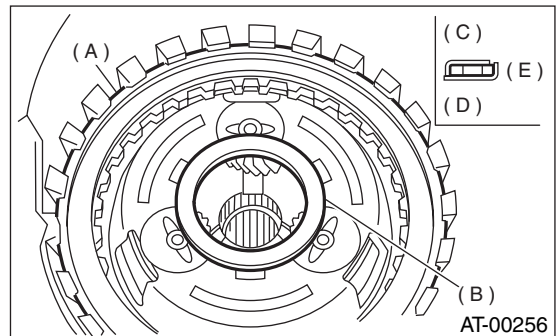
Retaining plates	
Part No.	Thickness mm (in)
31567AA991	5.6 (0.220)
31567AB001	5.8 (0.228)
31567AB011	6.0 (0.236)
31567AB021	6.2 (0.244)
31567AB031	6.4 (0.252)
31567AB041	6.6 (0.260)

27) Be careful not to mistake the location of the leaf spring to be inserted.



- (A) Leaf spring
- (B) Retaining plate

28) Install thrust needle bearing in the correct direction.

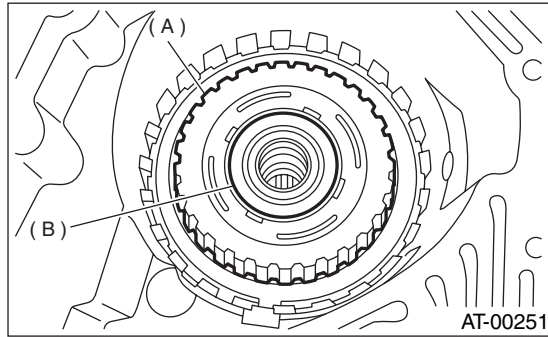


- (A) Snap ring
- (B) Thrust needle bearing
- (C) Upside
- (D) Downside
- (E) Outside

# AT MAIN CASE

## AUTOMATIC TRANSMISSION

29) Install front sun gear and thrust needle bearing.

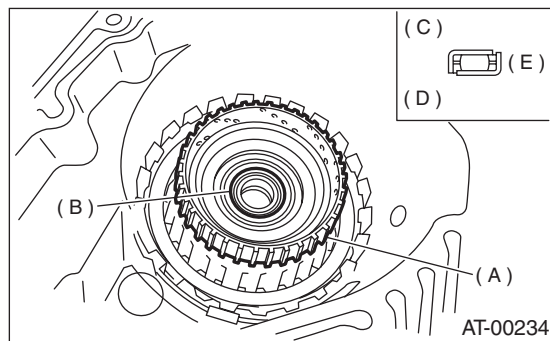


- (A) Front sun gear
- (B) Thrust needle bearing

30) Install the high clutch hub.

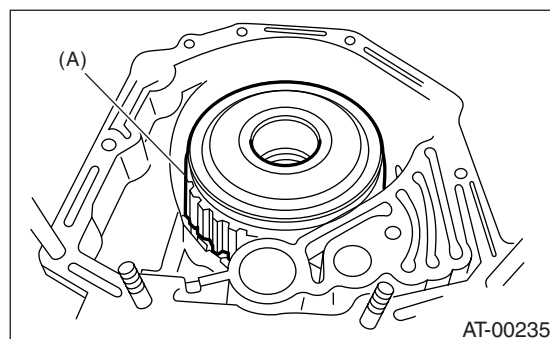
Attach the thrust needle bearing to the hub with vaseline and install the hub by correctly engaging the splines of the front planetary carrier.

31) Install the thrust needle bearing in proper direction.



- (A) High clutch hub
- (B) Thrust needle bearing
- (C) Upside
- (D) Downside
- (E) Outside

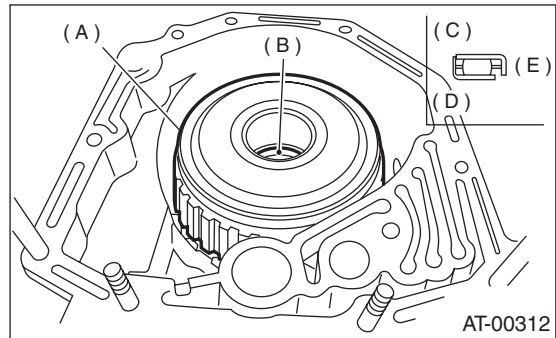
32) Install the high clutch assembly.



- (A) High clutch and reverse clutch assembly

33) Adjust total end play. <Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

34) Install the thrust needle bearing in proper direction.



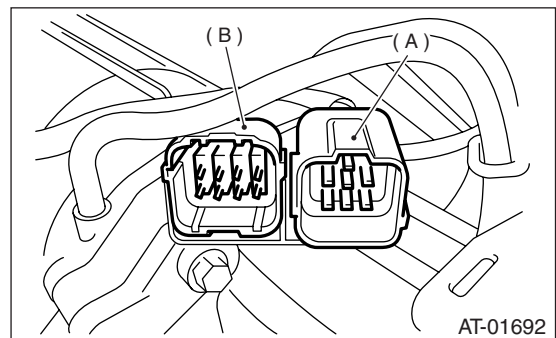
- (A) High clutch and reverse clutch ASSY
- (B) Thrust needle bearing
- (C) Upside
- (D) Downside
- (E) Outside

35) Install the oil pump housing assembly.

36) Install the torque converter clutch case assembly to the transmission case assembly. <Ref. to 4AT-105, INSTALLATION.>

37) Insert inhibitor switch and transmission connector into stay.

38) Install air breather hose. <Ref. to 4AT-83, INSTALLATION.>



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

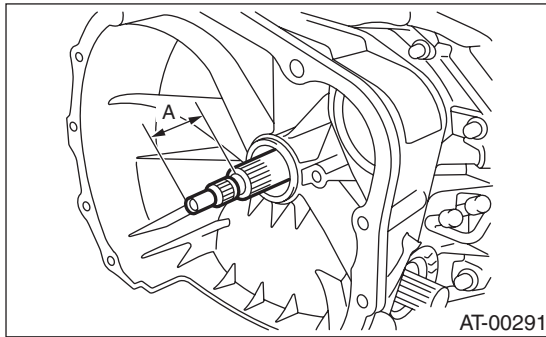
39) Install oil cooler pipes. <Ref. to 4AT-82, INSTALLATION.>

40) Install the oil charger pipe with O-ring. <Ref. to 4AT-84, INSTALLATION.>

41) Insert the input shaft while turning lightly by hand. At this time, not to damage the bushing.

**Normal protrusion A:**

**50 — 55 mm (1.97 — 2.17 in)**



AT-00291

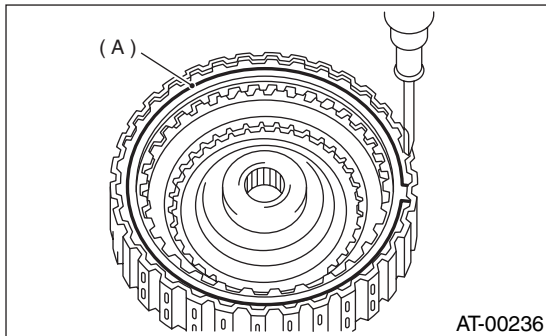
42) Install the torque converter clutch assembly. <Ref. to 4AT-85, INSTALLATION.>

43) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

### C: DISASSEMBLY

#### 1. HIGH CLUTCH, REVERSE CLUTCH

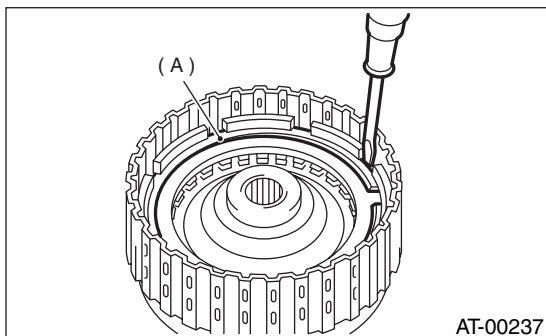
1) Remove the snap ring, and take out the retaining plate, drive plates, driven plates.



AT-00236

(A) Snap ring

2) Remove snap ring, and take out the retaining plate, drive plates and driven plates.



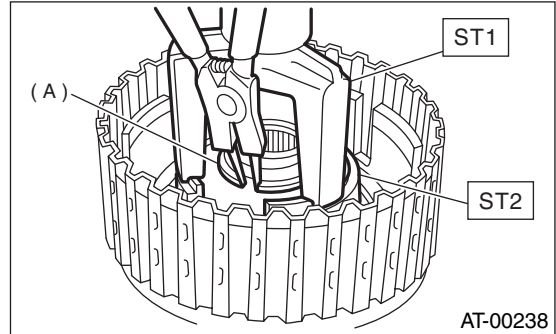
AT-00237

(A) Snap ring

3) Using ST1 and ST2, remove snap ring.

ST1 398673600 COMPRESSOR

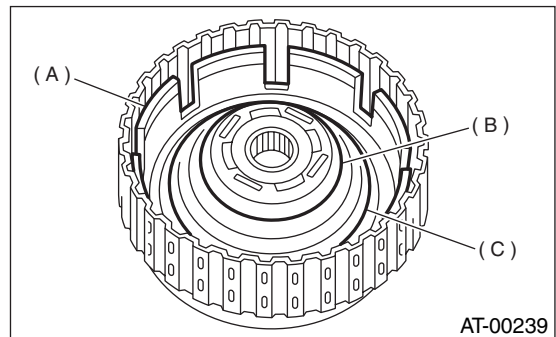
ST2 498627100 SEAT



AT-00238

(A) Snap ring

4) Take out clutch cover, spring retainer, high clutch piston and reverse clutch piston.



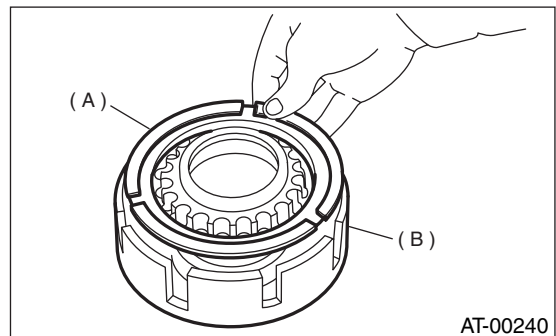
AT-00239

(A) Reverse clutch piston

(B) Cover

(C) Return spring

5) Remove seal rings and lip seal from high clutch piston and reverse clutch piston.



AT-00240

(A) High clutch piston

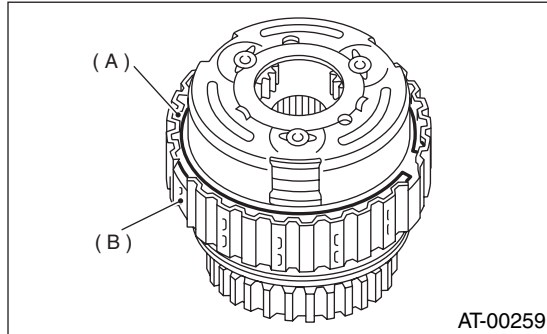
(B) Reverse clutch piston

# AT MAIN CASE

## AUTOMATIC TRANSMISSION

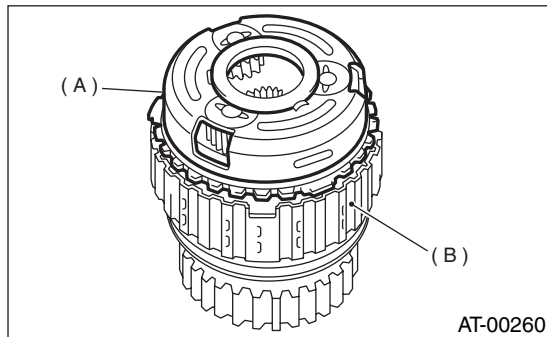
### 2. PLANETARY GEAR, LOW CLUTCH

1) Remove snap ring from the low clutch drum.



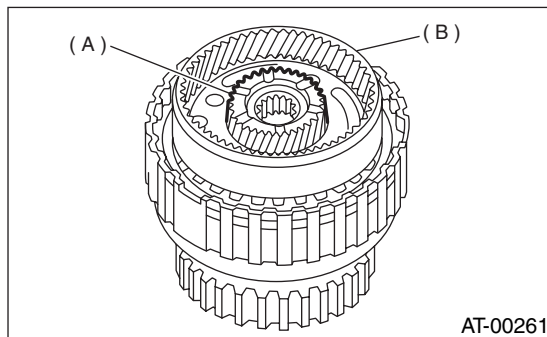
- (A) Snap ring
- (B) Low clutch drum

2) Take out front planetary carrier.



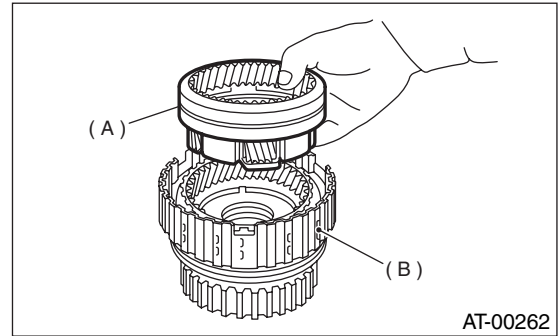
- (A) Front planetary carrier
- (B) Low clutch drum

3) Take out rear sun gear.



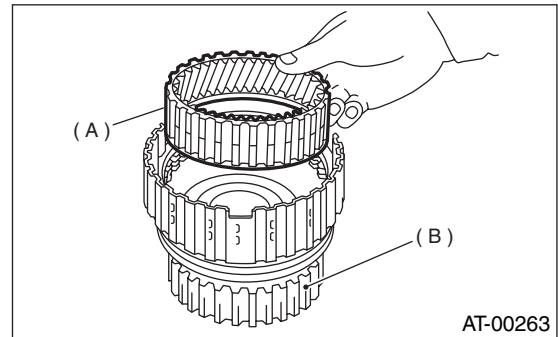
- (A) Rear sun gear
- (B) Rear planetary carrier

4) Take out rear planetary carrier, washer and thrust needle bearing.



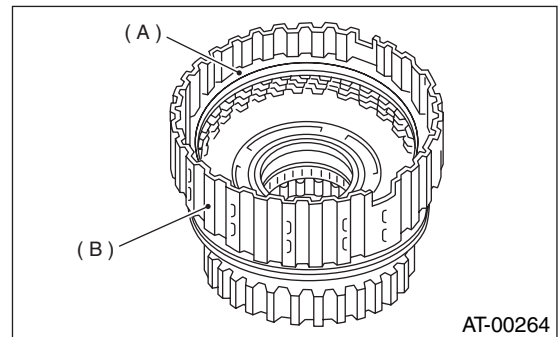
- (A) Rear planetary carrier
- (B) Low clutch drum

5) Take out rear internal gear.



- (A) Rear internal gear
- (B) Low clutch drum

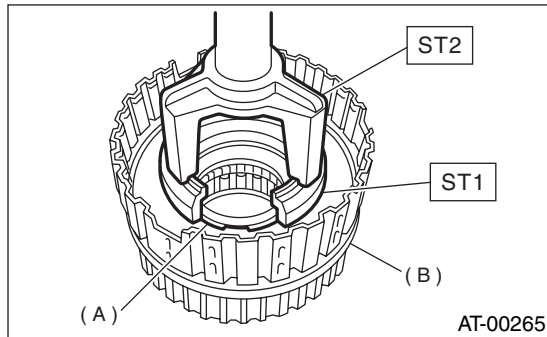
6) Remove the snap ring from the low clutch drum.



- (A) Snap ring
- (B) Low clutch drum

7) Compress the spring retainer, and remove the snap ring from the low clutch drum, by using ST1 and ST2.

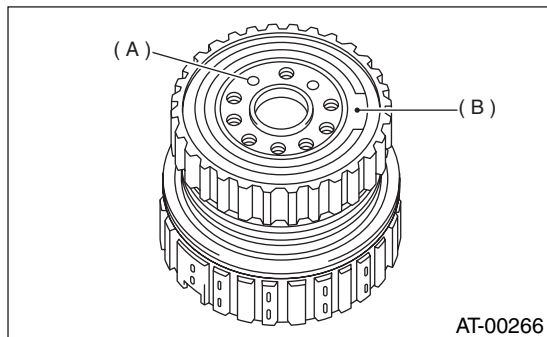
ST1 498627100 SEAT  
ST2 398673600 COMPRESSOR



- (A) Snap ring
- (B) Low clutch drum

8) Remove one-way clutch. <Ref. to 4AT-123, REMOVAL, AT Main Case.>

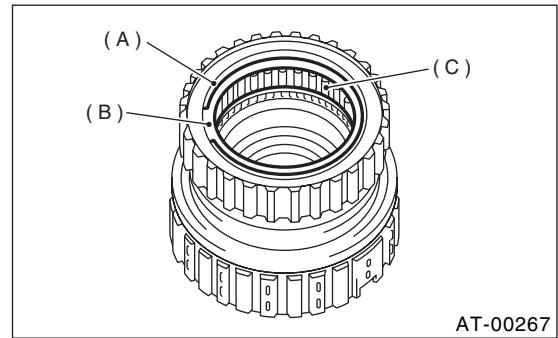
9) Install the one-way clutch inner race to the low clutch drum, and apply compressed air to remove the low clutch piston.



- (A) Apply compressed air
- (B) One-way clutch inner race

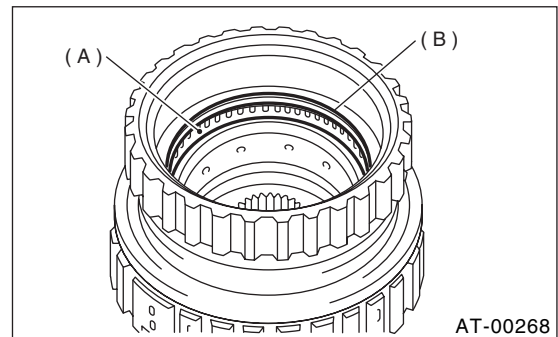
10) Remove the one-way clutch inner race.

11) Remove the one-way clutch after taking out the snap ring.



- (A) Snap ring
- (B) Plate
- (C) One-way clutch

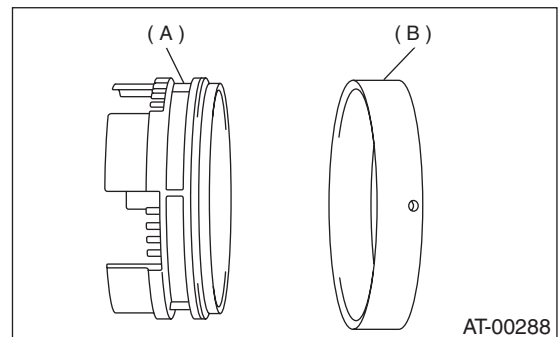
12) Remove the needle bearing after taking out the snap ring.



- (A) Needle bearing
- (B) Snap ring

### 3. 2-4 BRAKE

1) Separate 2-4 brake piston and piston retainer.



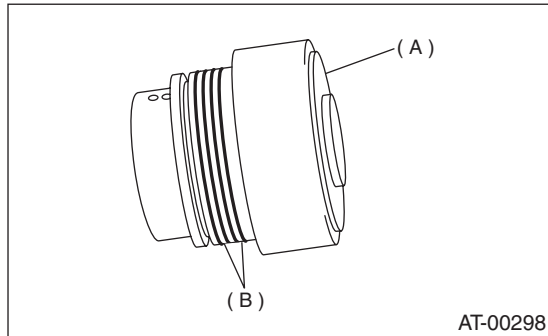
- (A) 2-4 brake piston
- (B) 2-4 brake piston retainer

# AT MAIN CASE

## AUTOMATIC TRANSMISSION

### 4. ONE-WAY CLUTCH INNER RACE

1) Remove seal rings.

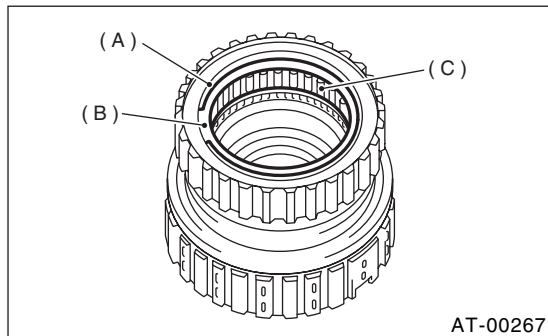


- (A) One way clutch inner race
- (B) Seal rings

2) Using ST, remove needle bearing.  
ST 398527700 PULLER ASSY

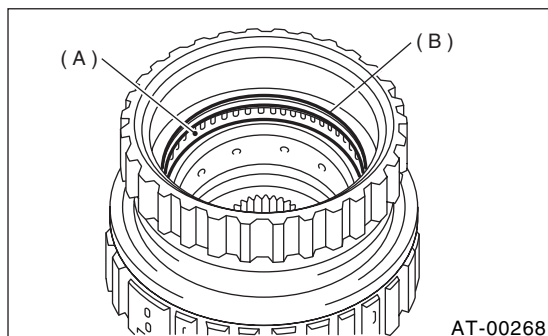
### 5. ONE-WAY CLUTCH OUTER RACE

1) Remove the one-way clutch after taking out the snap ring.



- (A) Snap ring
- (B) Plate
- (C) One-way clutch

2) Remove the needle bearing after taking out the snap ring.



- (A) Needle bearing
- (B) Snap ring

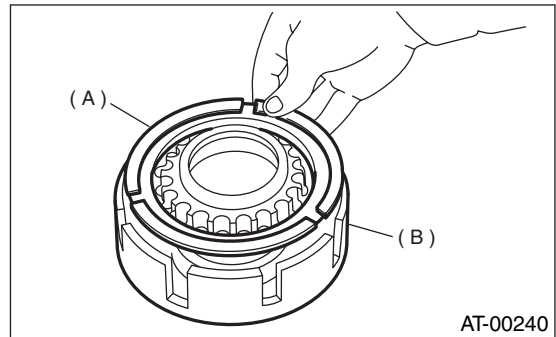
### D: ASSEMBLY

#### 1. HIGH CLUTCH, REVERSE CLUTCH

##### • NON-TURBO MODEL

1) Install seal rings and lip seal to high clutch piston and reverse clutch piston.

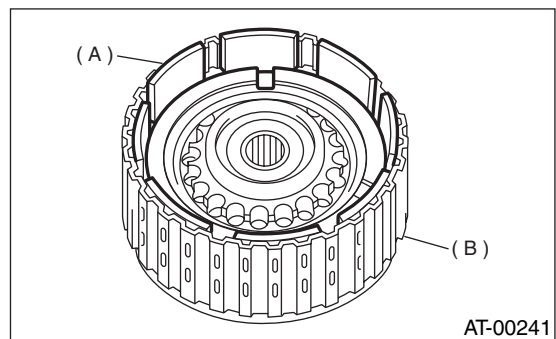
2) Install high clutch piston to reverse clutch piston.



- (A) High clutch piston
- (B) Reverse clutch piston

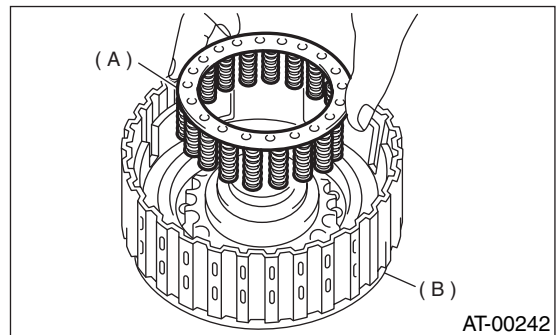
3) Install reverse clutch to high clutch drum.

Align the groove on the reverse clutch piston with the groove on the high clutch drum during installation.



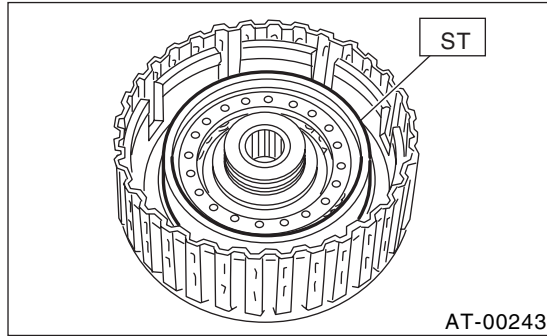
- (A) Reverse clutch piston
- (B) High clutch drum

4) Install spring retainer to high clutch piston.



- (A) Return spring
- (B) High clutch drum

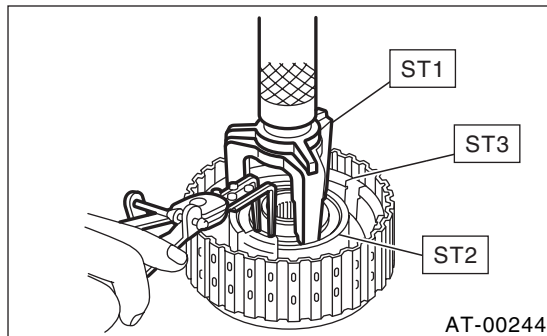
- 5) Install ST to high clutch piston.  
 ST 498437000 HIGH CLUTCH PISTON GUIDE



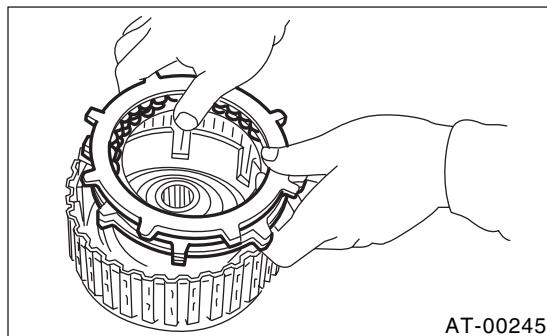
- 6) Avoid folding the high clutch piston seal, when installing the cover to high clutch piston.

- 7) Using ST1 and ST2, install snap ring.

- ST1 398673600 COMPRESSOR SEAT  
 ST2 498627100 SEAT  
 ST3 498437000 HIGH CLUTCH PISTON GUIDE

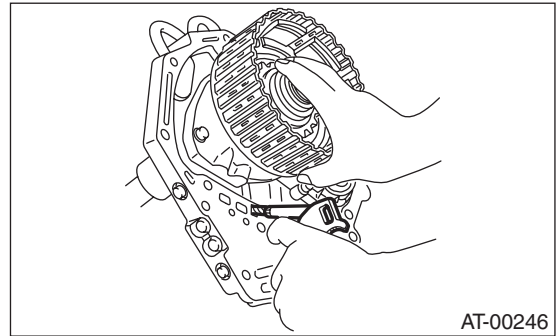


- 8) Install the thickest driven plate to piston side, and then install the driven plate, drive plate, retaining plate to high clutch drum.



- 9) Install snap ring to high clutch drum.

- 10) Apply compressed air intermittently to check for operation.



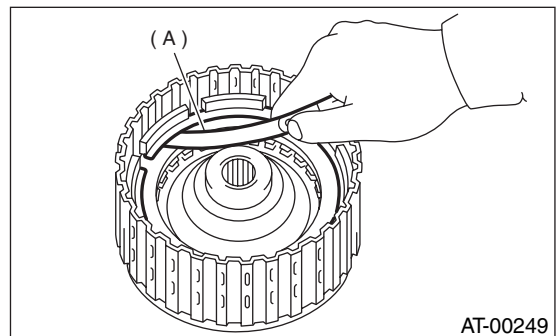
- 11) Measure the clearance between the retaining plate and snap ring (High clutch). At this time, do not press down retaining plate.

**Standard value:**

**0.8 — 1.1 mm (0.031 — 0.043 in)**

**Allowable limit:**

**1.5 mm (0.059 in)**



(A) Thickness gauge

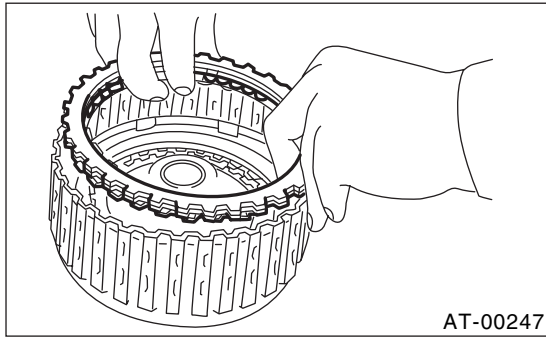
If the clearance is above the limit, replace the drive plate with new one and adjust so that the clearance becomes within the specified value.

High clutch retaining plate	
Part No.	Thickness mm (in)
31567AA710	4.7 (0.185)
31567AA720	4.8 (0.189)
31567AA730	4.9 (0.193)
31567AA740	5.0 (0.197)
31567AA670	5.1 (0.201)
31567AA680	5.2 (0.205)
31567AA690	5.3 (0.209)
31567AA700	5.4 (0.213)

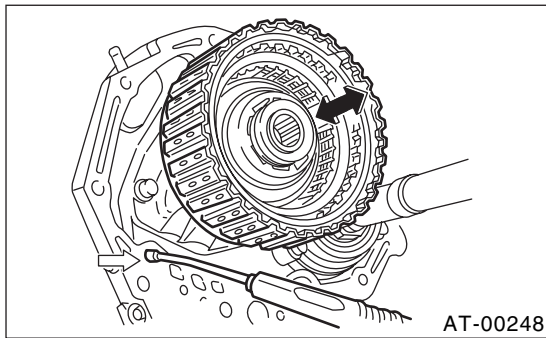
# AT MAIN CASE

## AUTOMATIC TRANSMISSION

12) Install driven plate, drive plate, retaining plate and snap ring.



13) Apply compressed air intermittently to check for operation.



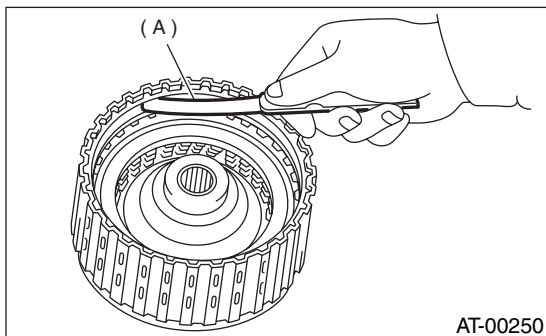
14) Measure the clearance between the retaining plate and snap ring (Reverse clutch). At this time, do not press down retaining plate.

**Standard value:**

**0.5 — 0.8 mm (0.020 — 0.031 in)**

**Allowable limit:**

**1.2 mm (0.047 in)**



(A) Thickness gauge

If the clearance is above the limit, replace the retaining plate with new one, so that the clearance becomes within the specified value.

Reverse clutch retaining plates	
Part No.	Thickness mm (in)
31567AA910	4.0 (0.157)
31567AA920	4.2 (0.165)
31567AA930	4.4 (0.173)
31567AA940	4.6 (0.181)
31567AA950	4.8 (0.189)
31567AA960	5.0 (0.197)
31567AA970	5.2 (0.205)
31567AA980	5.4 (0.213)

### • TURBO MODEL

**NOTE:**

High clutch is also used for Non-TURBO model.

- 1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
- 2) Set the micro gauge to clutch, and read its scale.

**NOTE:**

The value, which is read in the gauge at this time, is zero point.

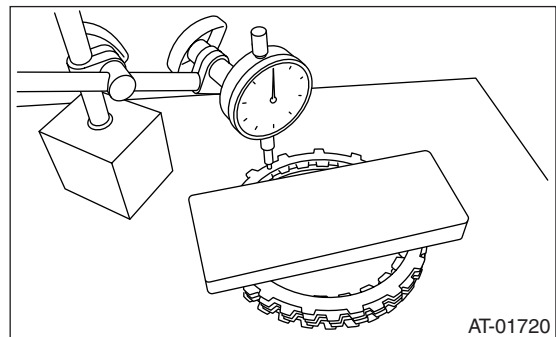
- 3) Scale and record the weight "Z" of a flat board which will be put on plates.

**NOTE:**

- Use a stiff flat board which does not bend against load.

- Use a flat board of its weight less than 150 N (15.3 kgf, 33.7 lb).

- 4) Put the flat board on retaining plate.



- 5) Using the following formula, calculate "N" indicated on the push/pull gauge.

$$N = 150 \text{ N (15.3 kgf, 33.7 lb)} - Z$$

N: Value indicated on push/pull gauge

150 N (15.3 kgf, 33.7 lb): Load applied to clutch plate

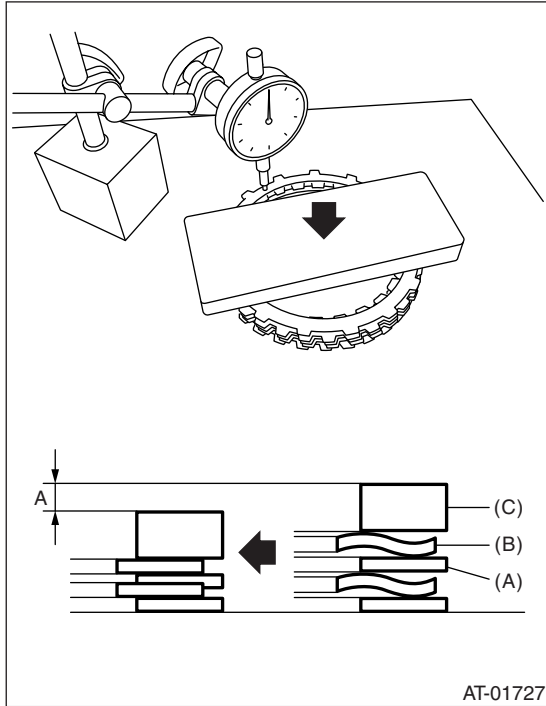
Z: Flat board weight



6) Press the center of retaining plate applying force of N with push/pull gauge, and then measure and record the height A. Make more than three measurements at even distance and take the average value.

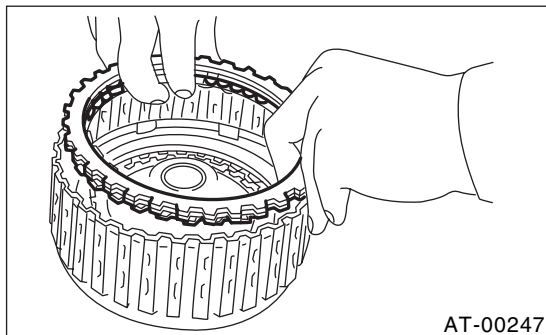
**NOTE:**

If three points, measure the height every 120°. If four points, measure the height every 90°.

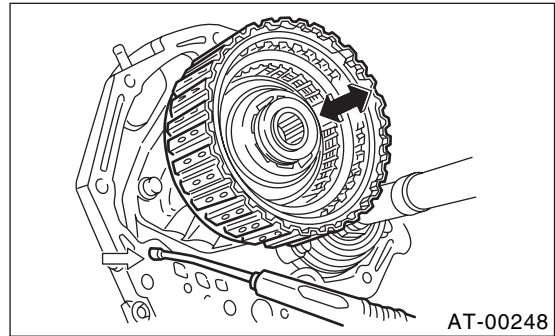


- (A) Driven plate
- (B) Drive plate
- (C) Retaining plate

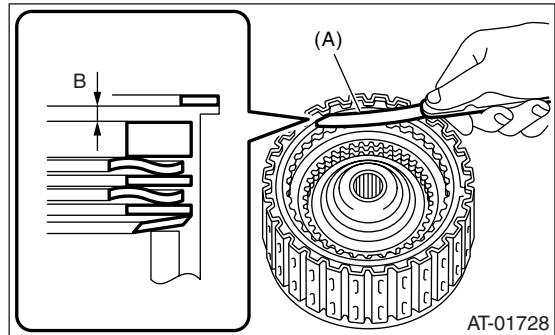
7) Install the driven plate, drive plate, retaining plate and snap ring.



8) Apply compressed air intermittently to check for operation.



9) Measure and record the clearance B between the retaining plate and snap ring. (Reverse clutch) At this time, do not press down the retaining plate.



(A) Thickness gauge

10) Piston stroke calculation

Select the retaining plate within the specification by calculating with A and B dimensions which have been recorded before. If the calculated value exceeds the usage limit, replace the drive plate with a new one and adjust it within the specification.

$$T = A + B$$

T: Piston stroke

A: Collapse amount of drive plate

B: Clearance between retaining plate and snap ring

**Initial standard:**

**1.1 — 1.4 mm (0.043 — 0.055 in)**

**Limit thickness:**

**1.6 mm (0.063 in)**

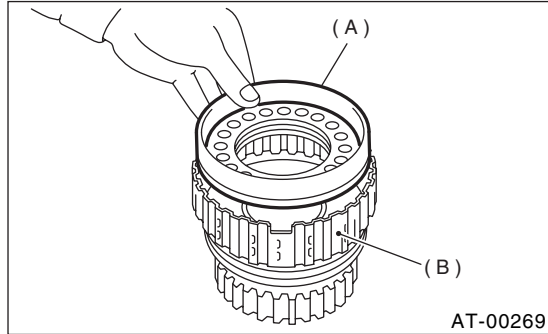
Reverse clutch retaining plate	
Part number	Thickness mm (in)
31567AA910	4.0 (0.157)
31567AA920	4.2 (0.165)
31567AA930	4.4 (0.173)
31567AA940	4.6 (0.181)
31567AA950	4.8 (0.189)
31567AA960	5.0 (0.197)
31567AA970	5.2 (0.205)
31567AA980	5.4 (0.213)

# AT MAIN CASE

## AUTOMATIC TRANSMISSION

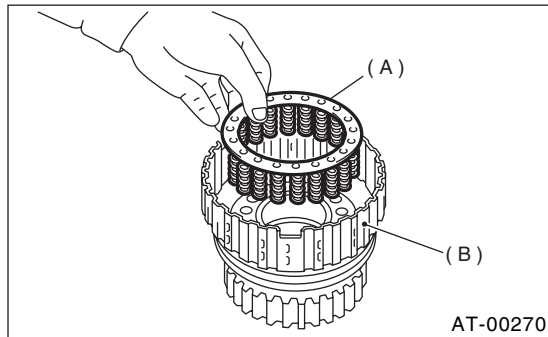
### 2. PLANETARY GEAR, LOW CLUTCH

- 1) Install new D-ring to low clutch piston.
- 2) Fit the low clutch piston to the low clutch drum.



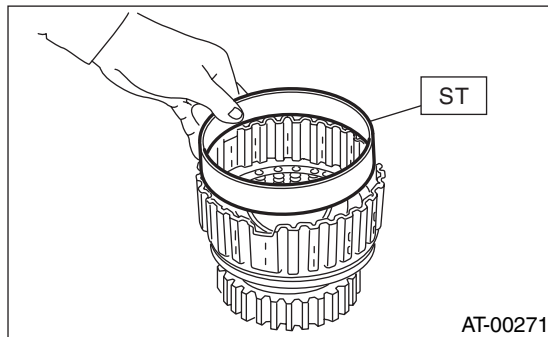
- (A) Low clutch piston
- (B) Low clutch drum

- 3) Install spring retainer to low clutch piston.

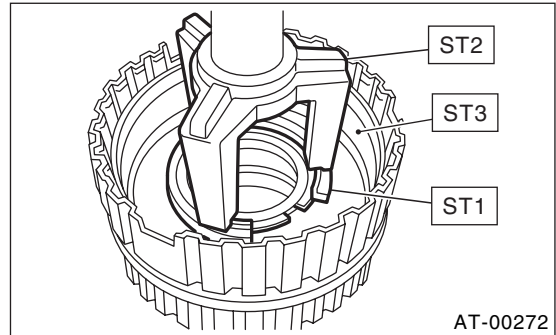


- (A) Spring retainer
- (B) Low clutch drum

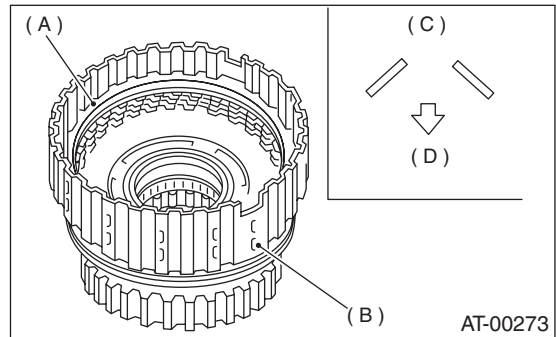
- 4) Install ST to low clutch drum.  
ST 498437100 LOW CLUTCH PISTON GUIDE



- 5) Set the cover on the piston with a press using ST1 and ST2, and attach the snap ring. At this time, be careful not to fold cover seal during installation.  
ST1 498627100 SEAT  
ST2 398673600 COMPRESSOR  
ST3 498437100 LOW CLUTCH PISTON GUIDE

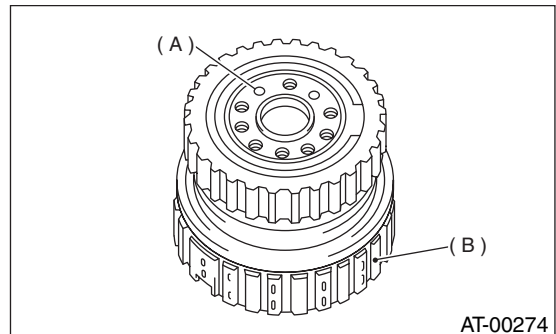


- 6) Install the dish plate, driven plates, drive plates, and retaining plate, and secure with the snap ring.



- (A) Snap ring
- (B) Low clutch drum
- (C) Dish plate
- (D) Low clutch piston side

- 7) Check the low clutch for operation.  
(1) Remove one-way clutch. <Ref. to 4AT-123, REMOVAL, AT Main Case.>  
(2) Set the one-way clutch inner race, and apply compressed air for checking.



- (A) Apply compressed air
- (B) Low clutch drum

### 8) Checking low clutch clearance.

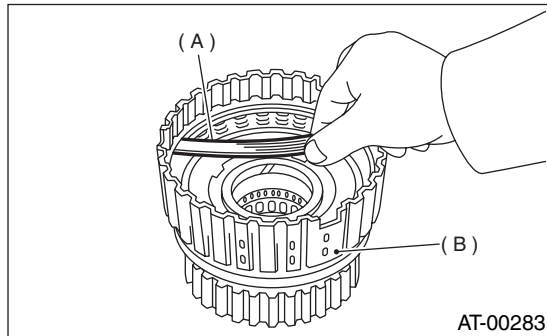
- (1) Place the same thickness of shim on both sides to prevent retaining plate from tilting.
- (2) Inspect clearance between retaining plate and operation of the low clutch.

**Standard value:**

**0.7 — 1.1 mm (0.028 — 0.043 in)**

**Allowable limit:**

**1.6 mm (0.063 in)**



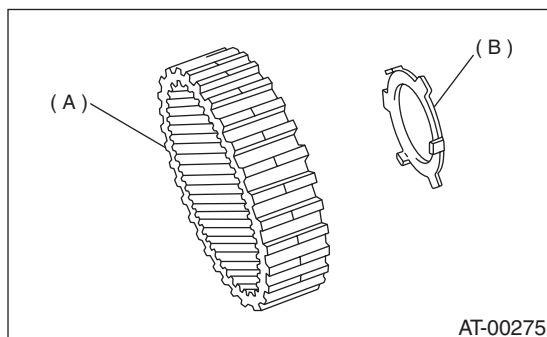
- (A) Thickness gauge
- (B) Low clutch drum

If the clearance is out of the specified range, select a proper retaining plate so that the standard clearance can be obtained.

If the clearance is above the limit, replace the drive plate with new one, so that the clearance becomes within the specified value.

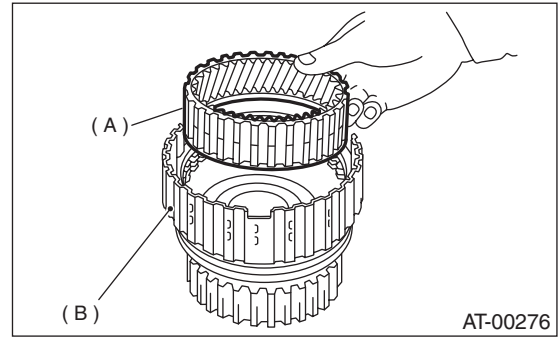
Available retaining plates	
Part No.	Thickness mm (in)
31567AA830	3.8 (0.150)
31567AA840	4.0 (0.157)
31567AA850	4.2 (0.165)
31567AA860	4.4 (0.173)
31567AA870	4.6 (0.181)

### 9) Install washer to rear internal gear.



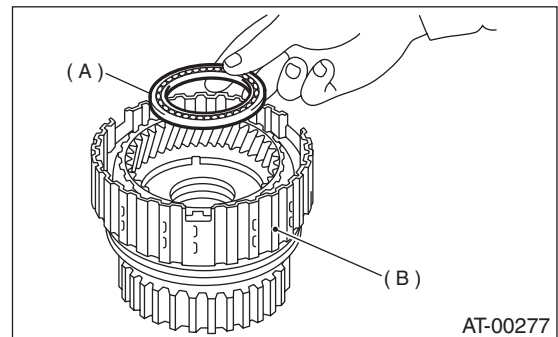
- (A) Rear internal gear
- (B) Washer

### 10) Install rear internal gear.



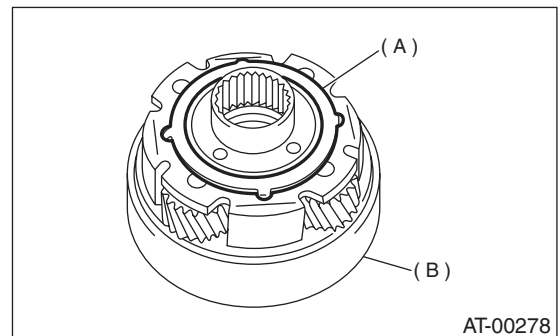
- (A) Rear internal gear
- (B) Low clutch drum

### 11) Install thrust needle bearing in the correct direction.



- (A) Thrust needle bearing
- (B) Low clutch drum

### 12) Install the washer by aligning protrusion of washer and hole of rear planetary carrier.

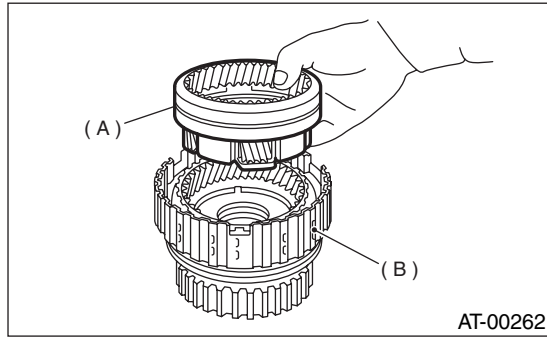


- (A) Washer
- (B) Rear planetary carrier

# AT MAIN CASE

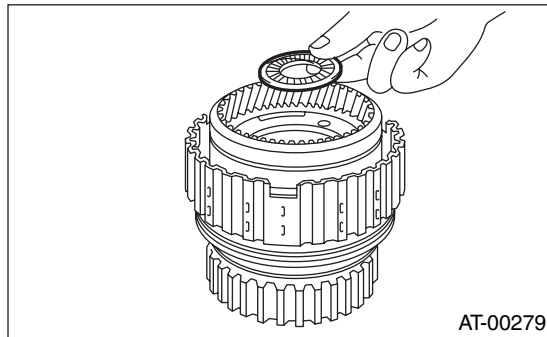
## AUTOMATIC TRANSMISSION

13) Install rear planetary carrier to low clutch drum.

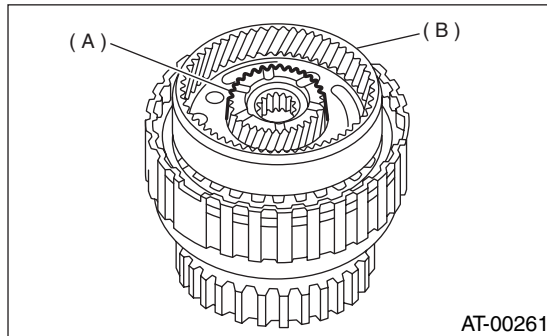


- (A) Rear planetary carrier
- (B) Low clutch drum

14) Install thrust needle bearing in the correct direction.

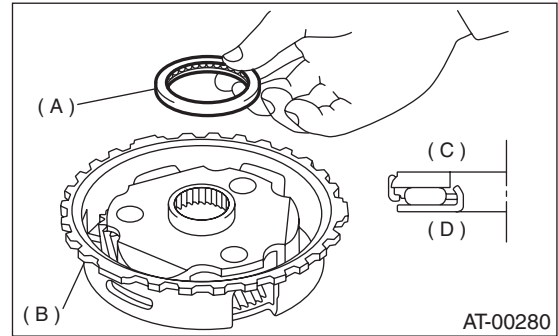


15) Install the rear sun gear in proper direction.



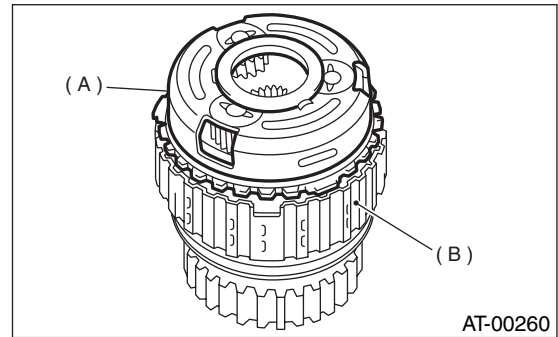
- (A) Rear sun gear
- (B) Rear planetary carrier

16) Install the thrust needle bearing in proper direction.



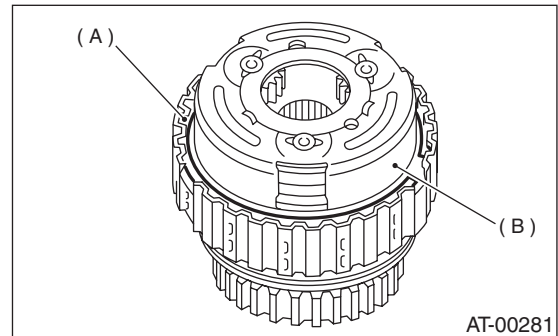
- (A) Thrust needle bearing
- (B) Front planetary carrier
- (C) Rear sun gear side
- (D) Front planetary carrier side

17) Install front planetary carrier to low clutch drum.



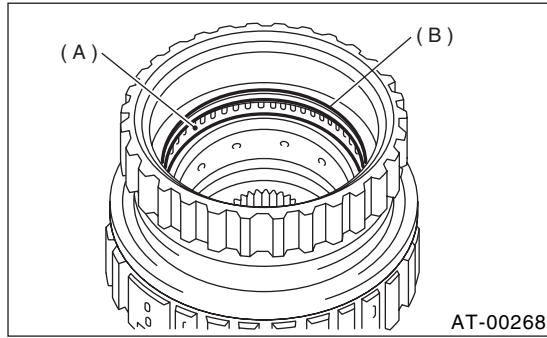
- (A) Front planetary carrier
- (B) Low clutch drum

18) Install snap ring to low clutch drum.



- (A) Snap ring
- (B) Front planetary carrier

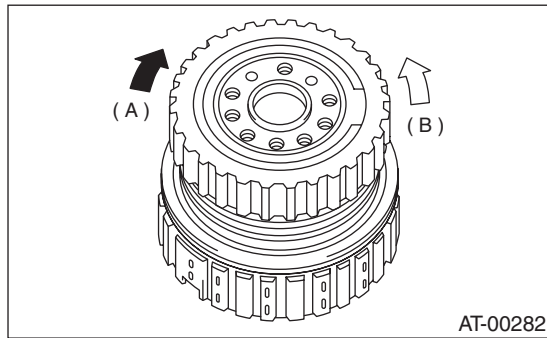
19) Install the needle bearing, and secure with the snap ring.



- (A) Needle bearing
- (B) Snap ring

20) Install the one-way clutch, one-way clutch inner race and plate, and secure with the snap ring.

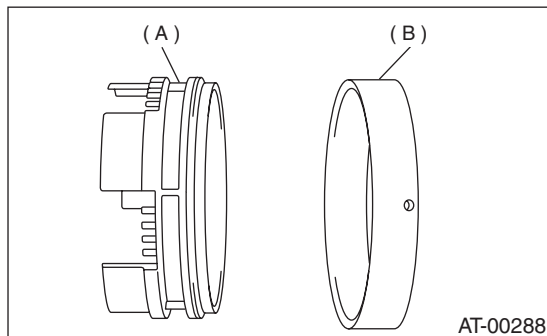
21) Set the inner race. Make sure that the forward clutch is free in the clockwise direction and locked in the counterclockwise direction, as viewed from the front of the vehicle.



- (A) Locked
- (B) Free

### 3. 2-4 BRAKE

1) Install 2-4 brake piston to 2-4 brake piston retainer.

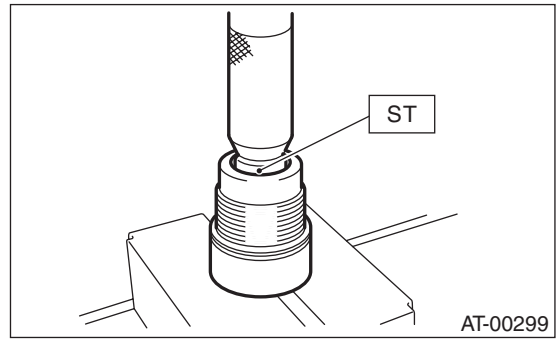


- (A) 2-4 brake piston
- (B) 2-4 brake piston retainer

### 4. ONE-WAY CLUTCH INNER RACE

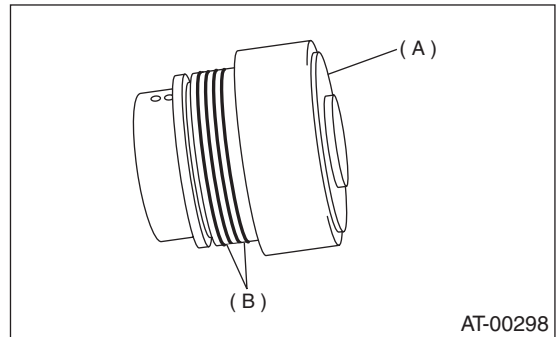
1) Using a press and ST, install the needle bearing to the inner race.

ST 398497701 SEAT



2) Apply vaseline to the groove of the inner race and to the seal ring.

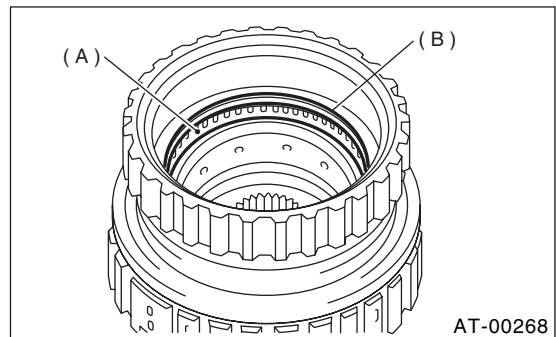
3) Install two seal rings to one-way clutch inner race.



- (A) One way clutch inner race
- (B) Seal rings

### 5. ONE-WAY CLUTCH OUTER RACE

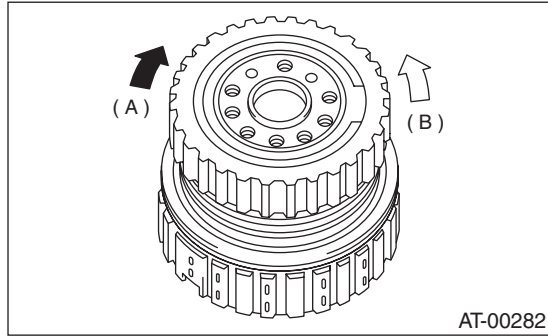
1) Install the needle bearing, and secure with the snap ring.



- (A) Needle bearing
- (B) Snap ring

2) Install the one-way clutch, one-way clutch inner race and plate, and secure with the snap ring.

3) Set the inner race. Make sure that the forward clutch is free in the clockwise direction and locked in the counterclockwise direction, as viewed from the front of the vehicle.



- (A) Locked
- (B) Free

## E: INSPECTION

### 1. HIGH CLUTCH AND REVERSE CLUTCH

Inspect the following items.

- Drive plate facing for wear and damage
- Snap ring for wear, return spring for setting and breakage, and snap ring retainer for deformation
- Lip seal and D-ring for damage
- Piston and drum check ball for operation
- Adjust total end play. <Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

### 2. PLANETARY GEAR AND LOW CLUTCH

Inspect the following items.

- Drive plate facing for wear and damage
- Snap ring for wear, return spring for breakage or setting, and spring retainer for deformation
- Lip seal and D-ring for damage
- Piston check ball for operation
- Measure the total end play and adjust to within specifications.  
<Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

### 3. 2-4 BRAKE

Inspect the following items.

- Drive plate facing for wear and damage
- Snap ring for wear and spring retainer for deformation
- Lip seal and D-ring for damage
- Measure the total end play and adjust to within specifications.<Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

### 4. ONE-WAY CLUTCH

- Make sure the snap ring is not worn and the seal rings are not damaged.
- Measure the total end play and adjust to within specifications. <Ref. to 4AT-111, ADJUSTMENT, Oil Pump Housing.>

### 5. LOW AND REVERSE BRAKE

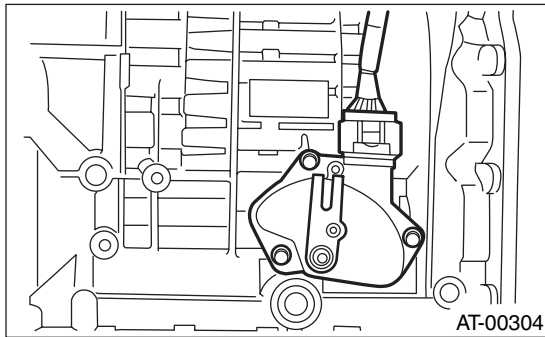
Check for the following.

- Drive plate facing for wear or damage
- Snap ring for wear and spring retainer for deformation

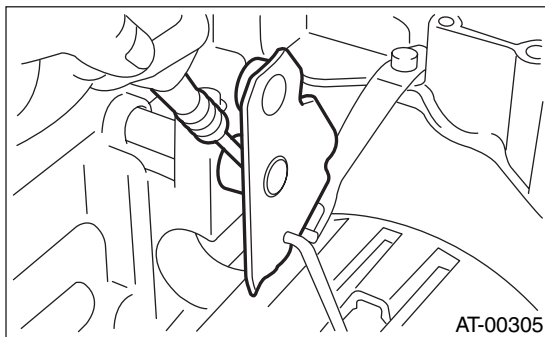
### 41. Transmission Control Device

#### A: REMOVAL

- 1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-39, REMOVAL.>
- 2) Extract the torque converter clutch assembly. <Ref. to 4AT-85, REMOVAL.>
- 3) Remove the input shaft.
- 4) Lift-up the lever behind the transmission harness connector and disconnect it from stay.
- 5) Disconnect the air breather hoses. <Ref. to 4AT-83, REMOVAL.>
- 6) Disconnect the inhibitor switch connector from stay.
- 7) Wrap the nipple attached to the air breather hose around with a vinyl tape.
- 8) Remove pitching stopper bracket.
- 9) Remove the inhibitor switch.



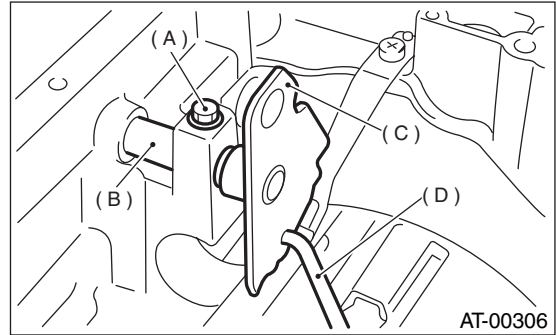
- 10) Remove the control valve body assembly. <Ref. to 4AT-62, REMOVAL.>
- 11) Pull off the straight pin of manual plate.



- 12) Remove the bolts securing select lever, then remove the select lever, manual plate and parking rod.

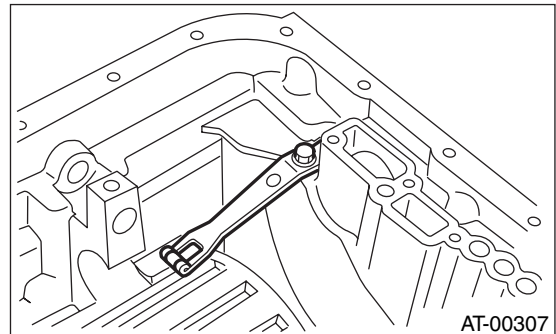
#### NOTE:

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



- (A) Bolt
- (B) Range select lever
- (C) Manual plate
- (D) Parking rod

- 13) Remove the detention spring.

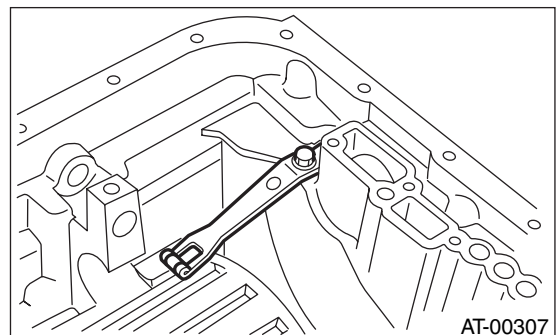


#### B: INSTALLATION

- 1) Install the detention spring to transmission case.

#### Tightening torque:

**6 N·m (0.6 kgf·m, 4.3 ft·lb)**



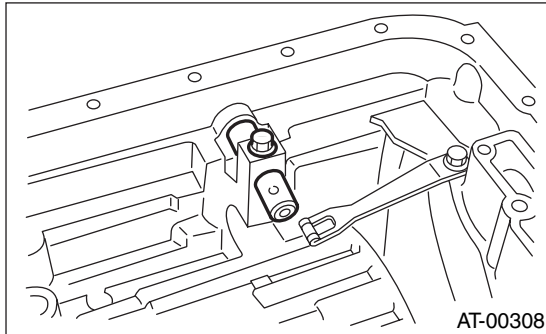
# TRANSMISSION CONTROL DEVICE

## AUTOMATIC TRANSMISSION

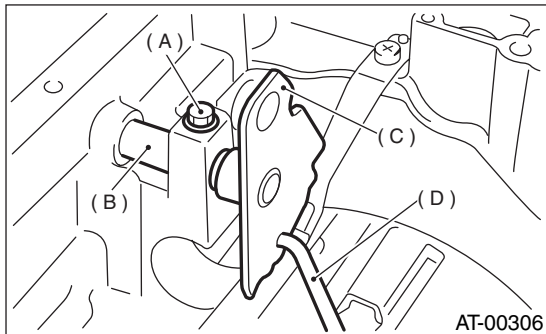
2) Insert the range select lever, and tighten the bolt.

### Tightening torque:

**6 N·m (0.6 kgf-m, 4.3 ft-lb)**

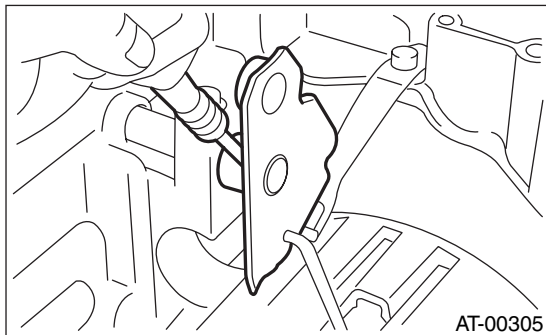


3) Insert the manual plate and parking rod.



- (A) Bolt
- (B) Range select lever
- (C) Manual plate
- (D) Parking rod

4) Insert the spring pin to manual plate.



5) Install the control valve assembly and oil pan.

<Ref. to 4AT-64, INSTALLATION.>

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

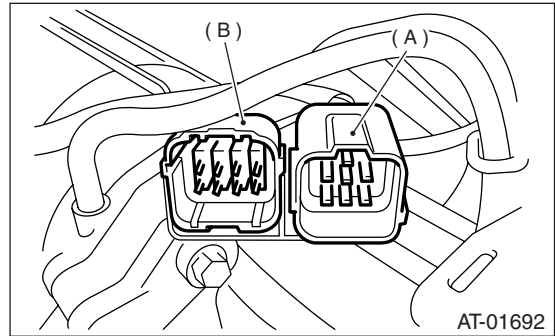
7) Install the pitching stopper bracket.

### Tightening torque:

**41 N·m (4.2 kgf-m, 30.4 ft-lb)**

8) Install the inhibitor switch and adjust the inhibitor switch. <Ref. to 4AT-51, Inhibitor Switch.>

9) Insert the inhibitor switch and transmission connector into stay.



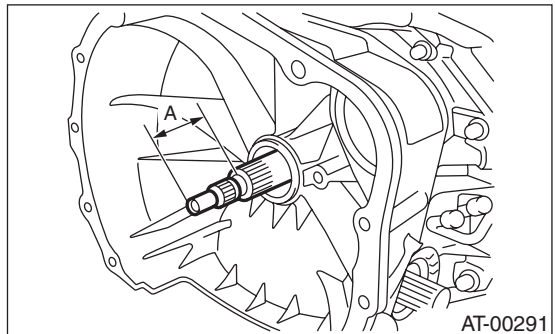
- (A) Transmission harness
- (B) Inhibitor switch harness

10) Install the air breather hose. <Ref. to 4AT-83, INSTALLATION.>

11) Insert the input shaft while turning it lightly by hand and verify the protrusion amount.

### Normal protrusion A:

**50 — 55 mm (1.97 — 2.17 in)**



12) Install the torque converter clutch assembly. <Ref. to 4AT-85, INSTALLATION.>

13) Install the transmission assembly to the vehicle. <Ref. to 4AT-42, INSTALLATION.>

## C: INSPECTION

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