AUTOMATIC TRANSAXLE ASSY (ATM)

400GM–03

PRECAUTION

1. The automatic transaxle is composed of highly precision–finished parts, which need careful inspection before reassembly because even a small nick could cause fluid leakage or affect the performance. The instructions here are organized so that you work on only one component group at a time. This will help avoid confusion from similar–looking parts of different sub–assemblies being on your workbench at the same time. The component groups should de inspected and repaired from the converter housing side. As much as possible, complete the inspection, repair and reassembly before proceeding to the next component group. If a defect is found in a certain component group during reassembly, inspect and repair this group immediately. If a component group cannot be assembled because parts are being ordered, be sure to keep all parts of the group in a separate container while proceeding with disassembly, inspection, repair and reassembly of other component groups.
   Recommended ATF: T–IV
2. All disassembled parts should be washed clean and any fluid passages and holes should be blown through with compressed air.
3. Dry all parts with compressed air–never use shop rags.
4. When using compressed air, always aim away from yourself to prevent accidentally spraying ATF or kerosene on your face.
5. The recommended automatic transaxle fluid or kerosene should be used for cleaning.
6. After cleaning, the parts should be arranged in the correct order for efficient inspection, repairs, and reassembly.
7. When disassembling a valve body, be sure to match each valve together with the corresponding spring.
8. New discs for the brakes and clutches that are to be used for replacement must be soaked in ATF for at least 15 minutes before reassembly.
9. All oil seal rings, clutch discs, clutch plates, rotating parts, and sliding surfaces should be coated with ATF prior to reassembly.
10. All gaskets and rubber O–rings should be replaced.
11. Do not apply adhesive cements to gaskets and similar parts.
12. Make sure that the ends of a snap ring are not aligned with one of the cutouts and are installed in the groove correctly.
13. If a worn bushing is to be replaced, the sub–assembly containing the bushing must also be replaced.
14. Check thrust bearings and races for wear or damage. Replace if necessary.
15. Use petroleum jelly to keep parts in place.
16. When working with FIPG material, you must observe the following.
    Using a razor blade and a gasket scraper, remove all the old packing (FIPG) material from the gasket surface.
    Thoroughly clean all components to remove all the loose material.
    Clean both sealing surfaces with a non–residue solvent.
    Parts must be reassembled within 10 minutes of application. Otherwise, the packing (FIPG) material must be removed and reapplied.