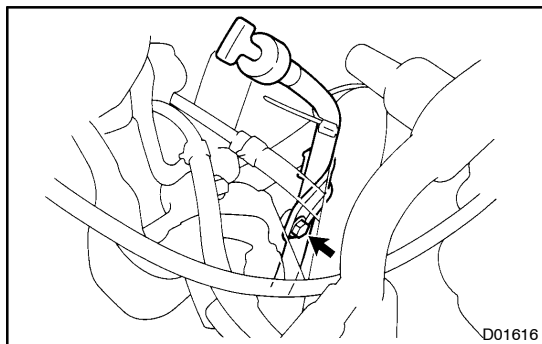


REMOVAL

1. REMOVE BATTERY
2. REMOVE AIR CLEANER CAP DRIVE BELT, FAN AND FLUID COUPLING ASSEMBLY, FAN SHROUD AND RADIATOR RESERVOIR (See page [CO-17](#))

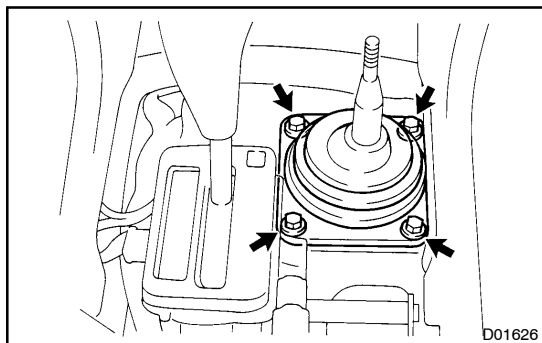


3. REMOVE OIL FILLER PIPE UPPER SIDE MOUNTING BOLT

- (a) Remove the level gauge.
- (b) Remove the upper side mounting bolt.
Torque: 11.5 N·m (120 kgf·cm, 8 ft·lbf)
- (c) Disconnect the 2 bleeder hoses.

4. REMOVE TRANSFER SHIFT LEVER BOOT

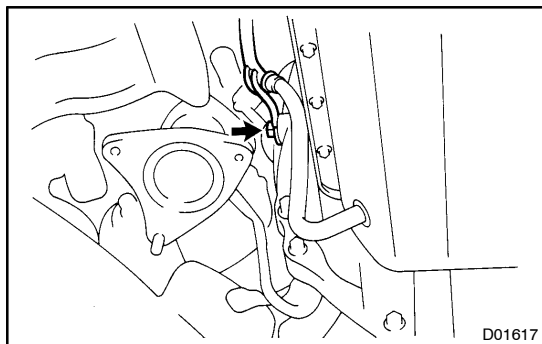
- (a) Remove the transfer shift lever knob.
- (b) Remove upper console panel (See page [BO-92](#)).



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

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

5. REMOVE ENGINE NO.1 AND NO.2 UNDER COVERS
6. REMOVE LH AND RH FRONT EXHAUST PIPES (See page [EM-113](#))
7. REMOVE FRONT AND REAR PROPELLER SHAFTS (See page [PR-4](#))



8. REMOVE OIL FILLER PIPE

- (a) Remove the bolt and filler pipe.
Torque: 11.5 N·m (120 kgf·cm, 8 ft·lbf)
- (b) Remove the O-ring from the filler pipe.

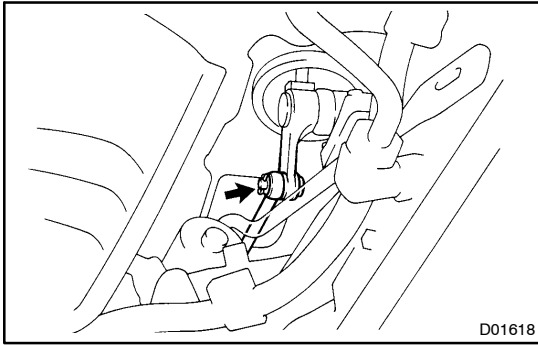
HINT:

At the time of installation, please refer to the following item.
Replace the used O-ring with a new one.

9. REMOVE TRANSMISSION SHIFT CONTROL ROD

Remove the nut, plate washer and disconnect the transmission control rod.

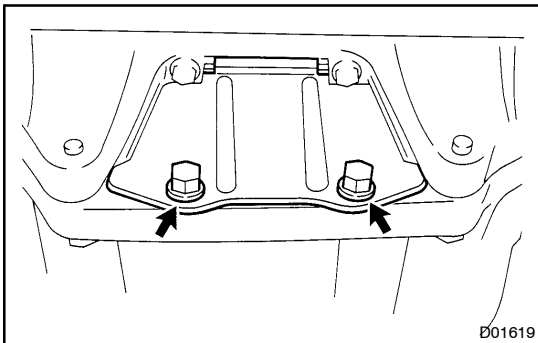
Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)

**10. DISCONNECT TRANSFER SHIFT LEVER**

Remove the clip, plate washer and collar, and disconnect the transfer shift lever rod assembly.

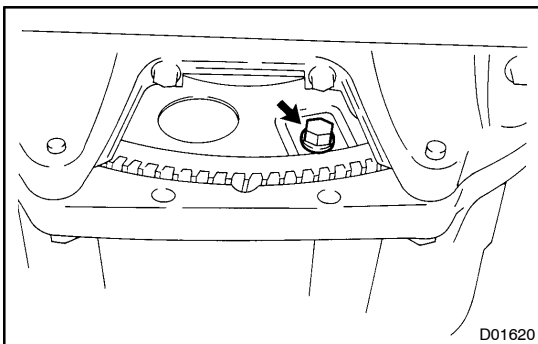
11. DISCONNECT CONNECTORS

- (a) Disconnect the No.1 vehicle speed sensor connector.
- (b) Disconnect the No.2 vehicle speed sensor connector.
- (c) Disconnect the O/D direct clutch speed sensor connector.
- (d) Disconnect the solenoid connector.
- (e) Disconnect the ATF temperature sensor connector.
- (f) Disconnect the park/neutral position switch connector.
- (g) Disconnect the center diff. lock indicator switch connector.
- (h) Disconnect the motor actuator connector
- (i) Disconnect the L4 position switch connector.
- (j) Disconnect the neutral position switch connector.
- (k) Disconnect 5 clamps.

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

- (a) Remove the 2 bolts and hole plug.

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

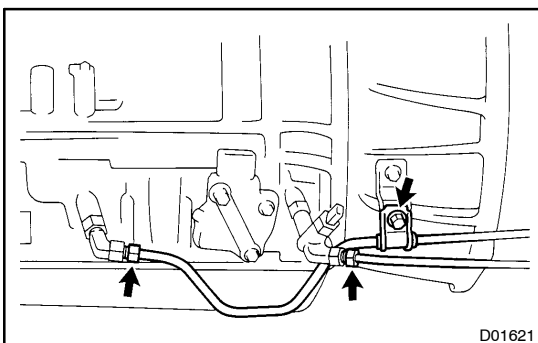


- (b) Turn the crankshaft to gain access to each bolt.
- (c) Hold the crankshaft pulley nut with a wrench and remove the 6 bolts.

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

HINT:

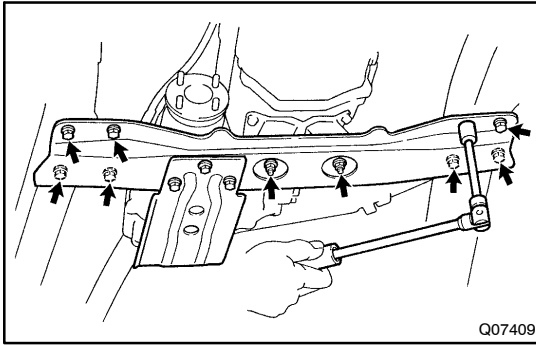
At the time of installation, please refer to the following item.
First install green colored bolt and then 5 other bolts.

**13. DISCONNECT OIL COOLER PIPE UNION**

- (a) Loosen the 2 oil cooler pipe union nuts.
 - (b) Remove the oil cooler pipe mounting bolt.
- Torque: 11.5 N·m (120 kgf·cm, 8 ft·lbf)**
- (c) Disconnect the 2 oil cooler pipe union nuts.
- Torque: 69 N·m (700 kgf·cm, 51 ft·lbf)**

14. REMOVE CROSSMEMBER

- (a) Support the transmission with a jack.



- (b) Remove the 8 bolts and 2 nuts, and then remove the crossmember.

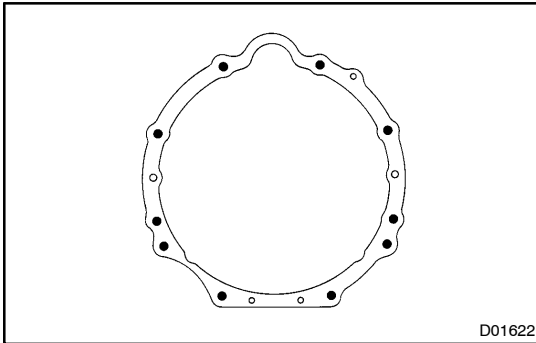
Torque:

Bolt: 50 N·m (510 kgf·cm, 37 ft·lbf)

Nut: 74 N·m (750 kgf·cm, 54 ft·lbf)

15. REMOVE TRANSMISSION

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



- (c) Remove the 10 bolts and transmission.

Torque: 72 N·m (730 kgf·cm, 53 ft·lbf)