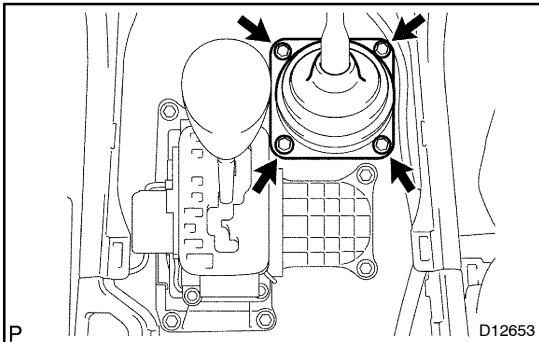
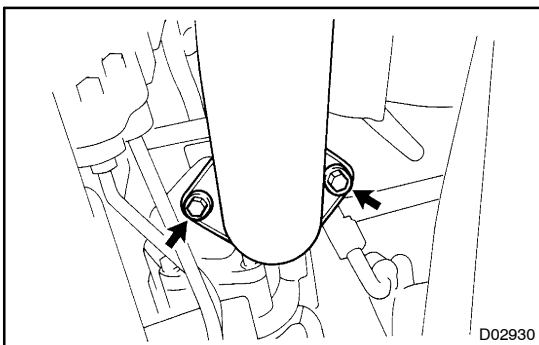


REMOVAL

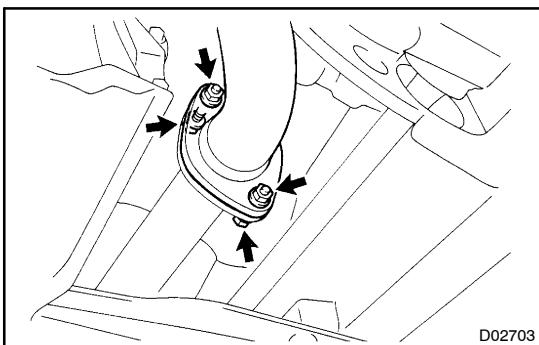
1. **REMOVE BATTERY**
2. **REMOVE TRANSFER SHIFT LEVER BOOT**
 - (a) Remove the transfer shift lever knob.
 - (b) Remove upper console panel (See Pub. No. RM970E, page BO-79).



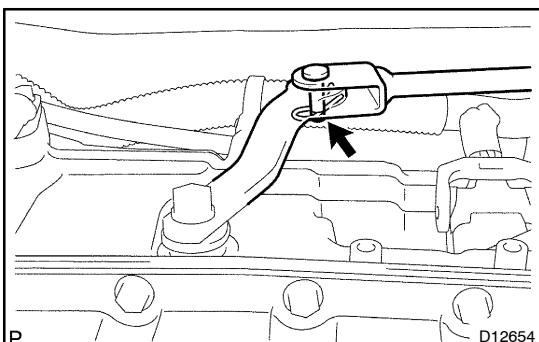
- (c) Remove the 4 bolts and transfer shift lever boot.
Torque: 5.4 N·m (55 kgf·cm, 48 in·lbf)
3. **REMOVE ENGINE NO. 1 AND NO. 2 UNDER COVERS**
Torque: 29 N·m (296 kgf·cm, 21 ft·lbf)



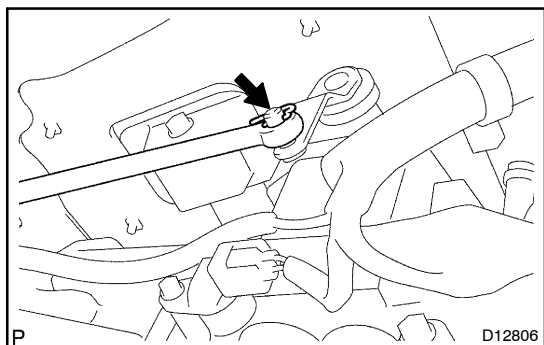
4. **REMOVE FRONT EXHAUST PIPES**
 - (a) Remove the nuts.
Torque: 62 N·m (630 kgf·cm, 46 ft·lbf)
- HINT:**
At the time of installation, please refer to the following item.
Replace the used nuts with new ones.
- (b) Remove the 2 bolts.
Torque: 62 N·m (630 kgf·cm, 46 ft·lbf)



- (c) Remove the 2 bolts and nuts.
Torque: 40 N·m (408 kgf·cm, 29 ft·lbf)
- HINT:**
At the time of installation, please refer to the following item.
Replace the used nuts with new ones.
5. **REMOVE FRONT AND REAR PROPELLER SHAFTS**
(See Pub. No. RM616E on page PR-4)

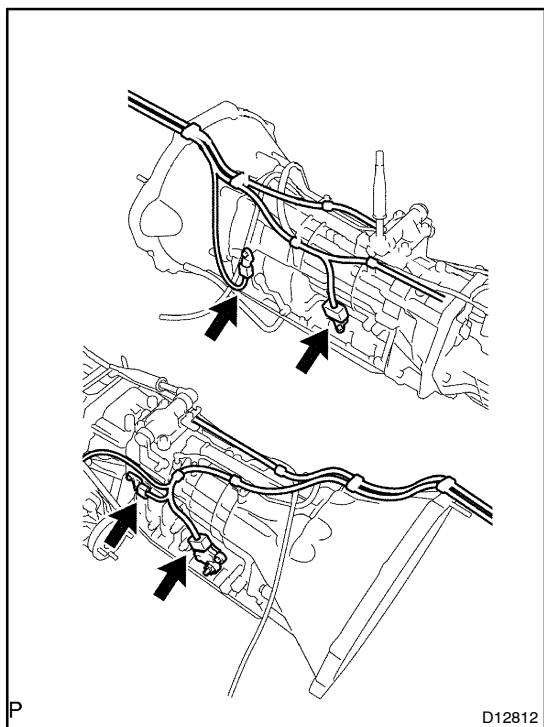


6. **SEPARATE TRANSMISSION SHIFT CONTROL ROD**
Remove the clip and pin, separate the shift control rod.



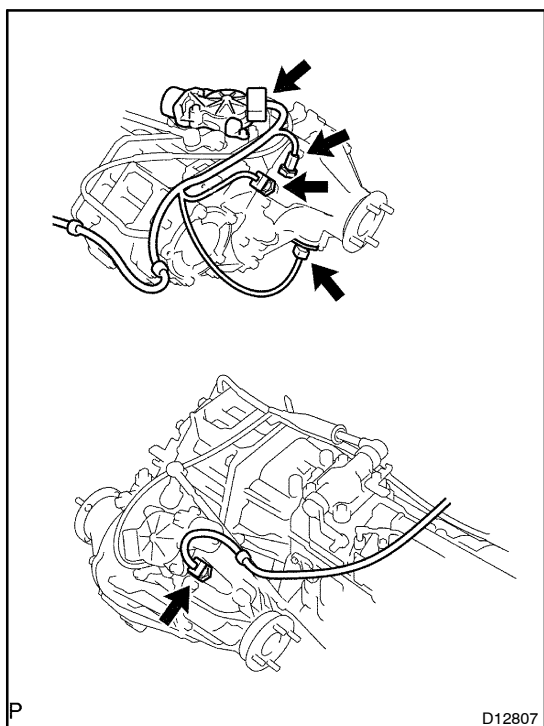
7. SEPARATE TRANSFER SHIFT LEVER

Remove the clip and washer, separate the transfer shift lever rod assembly.

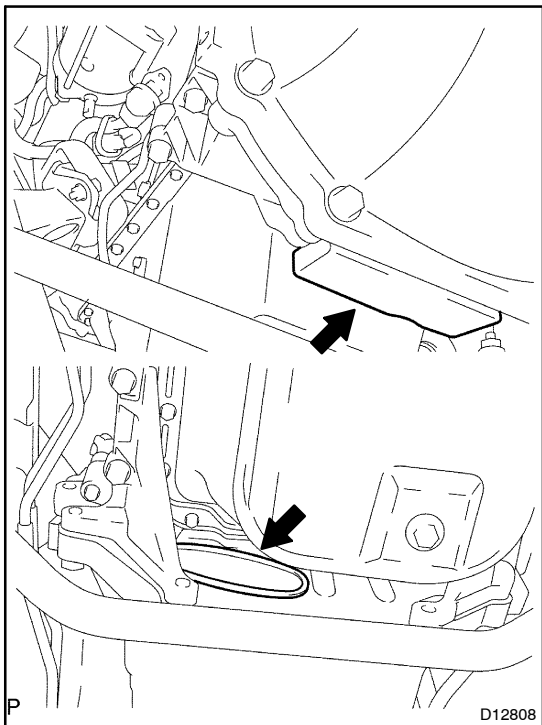


8. SEPARATE WIRE HARNESS

- (a) Transmission side:
Disconnect 4 connectors.

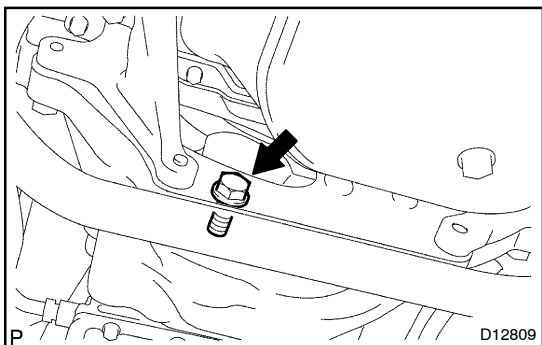


- (b) Transfer side:
(1) Disconnect the 4 connectors.
(2) Disconnect the speed sensor connector.



9. REMOVE TORQUE CONVERTER CLUTCH MOUNTING BOLT

- (a) Remove the cylinder block insulator and hole plug.

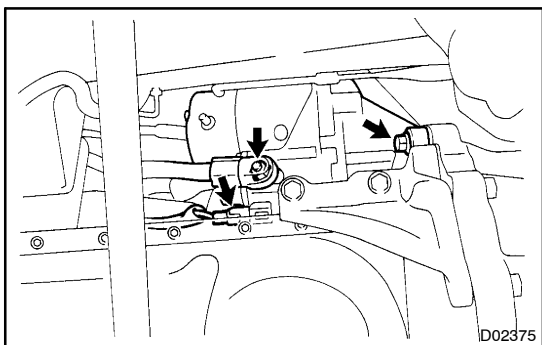


- (b) Turn the crankshaft to gain access to each bolt.
- (c) Hold the crankshaft pulley nut with a wrench and remove the 6 bolts.

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

HINT:

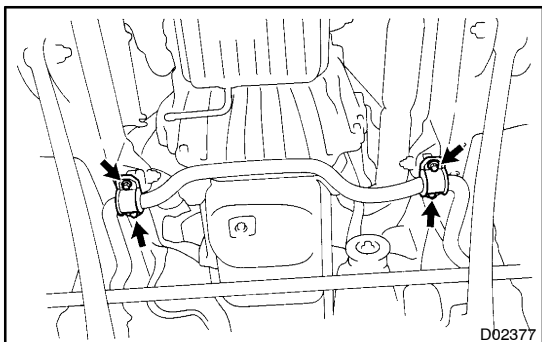
At the time of installation, please refer to the following item.
First install green colored bolt and then 5 other bolts.



10. REMOVE STARTER

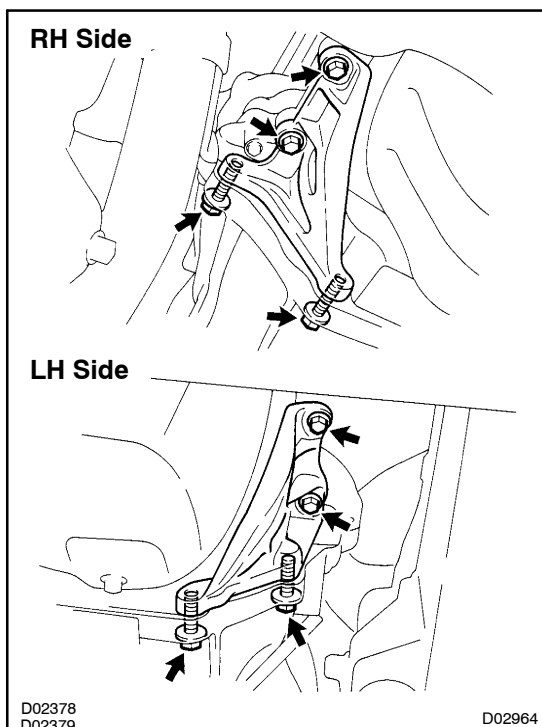
- (a) Remove the nut and disconnect the starter wire and connector.
- (b) Remove the bolt and starter.

Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)



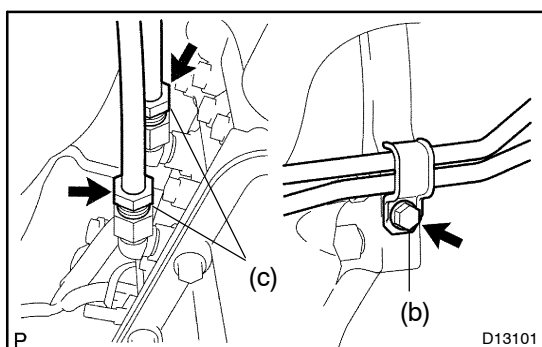
11. REMOVE 4 STABILIZER MOUNTING BOLTS

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

**12. REMOVE LH AND RH STIFFENER PLATE**

Remove the 8 bolts and LH and RH stiffener plates.

Torque: 68 N·m (693 kgf·cm, 50 ft·lbf)

**13. DISCONNECT OIL COOLER PIPES**

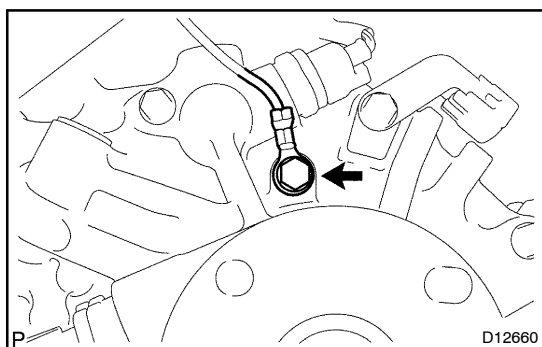
(a) Loosen the 2 union nuts.

(b) Remove the bolt and clamp.

Torque: 12 N·m (122 kgf·cm, 9 ft·lbf)

(c) Remove the 2 union nuts, disconnect the 2 oil cooler pipes.

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

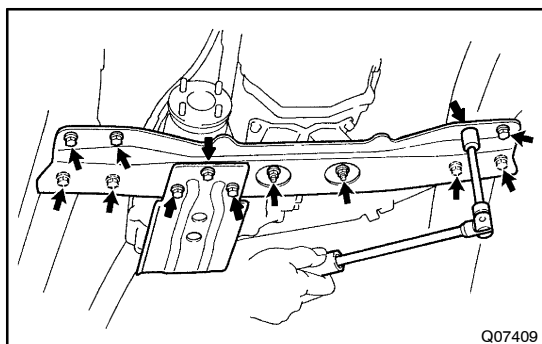
**14. SEPARATE GROUND CABLE**

Remove the bolt, separate the ground cable.

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

15. REMOVE CROSSMEMBER AND TRANSFER CASE PROTECTOR

(a) Support the transmission with a jack.



(b) Remove the 3 bolts and transfer case protector.

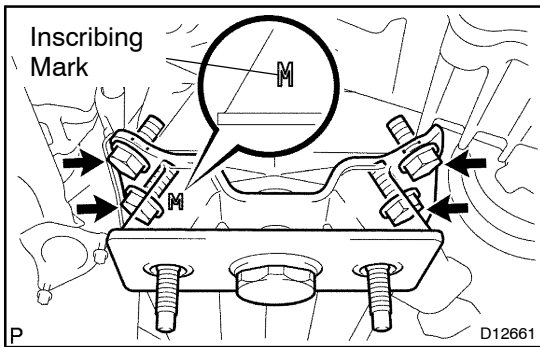
Torque: 29 N·m (296 kgf·cm, 21 ft·lbf)

(c) Remove the 8 bolts, 2 nuts and crossmember.

Torque:

Bolt: 50 N·m (510 kgf·cm, 37 ft·lbf)

Nut: 74 N·m (750 kgf·cm, 54 ft·lbf)

**16. REMOVE ENGINE MOUNTING INSULATOR RR**

Remove the 4 bolts and engine mounting insulator RR.

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

HINT:

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

17. REMOVE TRANSMISSION

(a) Lower the rear end of the transmission unit.

(b) Remove the transmission wire clamp bolt.

(c) Remove the 4 bolts and transmission unit.

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

