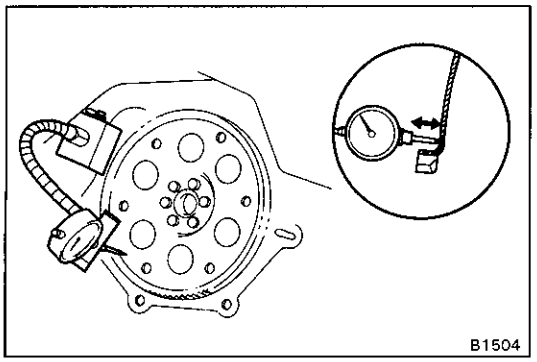
INSTALLATION OF TRANSMISSION

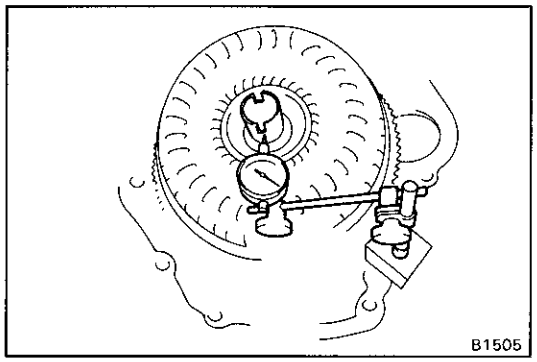

B1504

1. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator and measure the drive plate runout.

If runout exceeds 0.20 mm (0.0079 in.) or if the ring gear is damaged, replace the drive plate. If installing a new drive plate, note the orientation of spacers and tighten the bolts.

Torque: 3F engine 900 kg-cm (65 ft-lb, 88 N·m)
1HZ engine 1,300 kg-cm (94 ft-lb, 127 N·m)


B1505

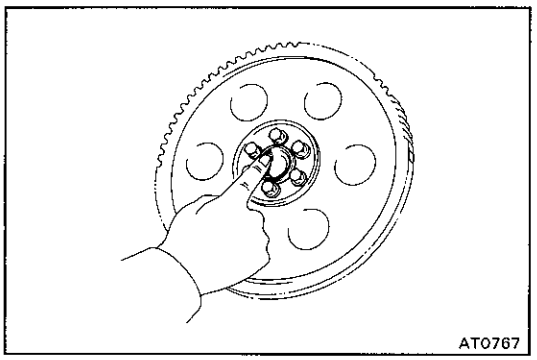
2. MEASURE TORQUE CONVERTER SLEEVE RUNOUT

(a) Temporarily mount the torque converter to the drive plate. Set up a dial indicator.

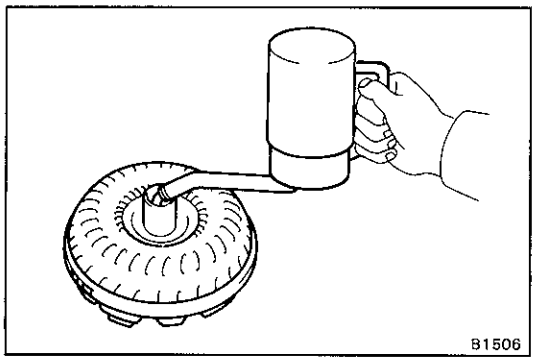
If runout exceeds 0.30 mm (0.118 in.), try to correctly by reorienting the installation of the converter. If excessive runout cannot be corrected, replace the torque converter.

HINT: Mark the position of the converter to ensure correct installation.

(b) Remove the torque converter.


AT0767

3. APPLY GREASE TO CENTER HUB OF TORQUE CONVERTER AND PILOT HOLE IN CRANKSHAFT


B1506

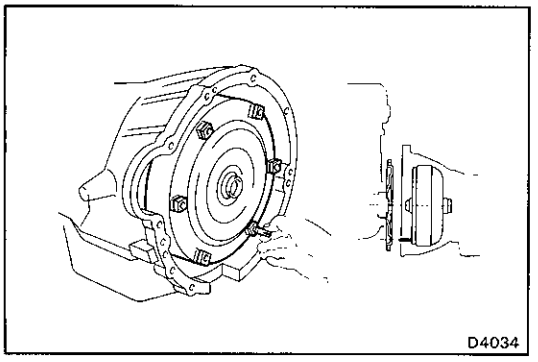
4. INSTALL TORQUE CONVERTER IN TRANSMISSION

If the torque converter has been drained and washed, refill with fresh ATF.

Refill capacity: 2.0 litters (2.1 US qts, 1.8 Imp. qts)

Dry fill capacity: 5.4 litters (5.7 US qts, 4.8 Imp. qts)

Fluid type: ATF DEXRON® II


D4034

5. INSTALL TRANSMISSION ASSEMBLY

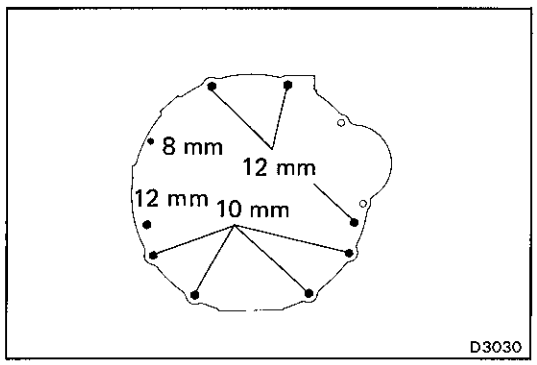
(a) Install the guide pin in the torque converter.

(b) Align the guide pin with one of the drive plate holes.

(c) Align two sleeves on the block with the converter housing.

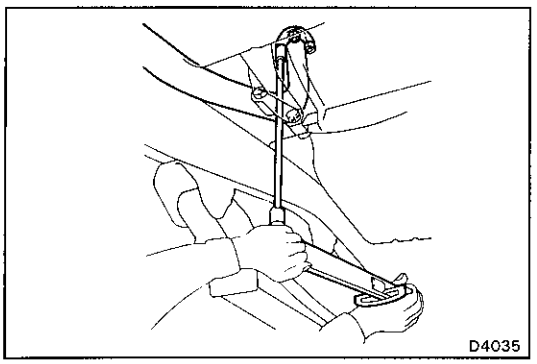
(d) Temporarily install one bolt.

NOTICE: Be careful not to tilt the transmission forward because the torque converter could slide out.



(e) Install the nine transmission mounting bolts.

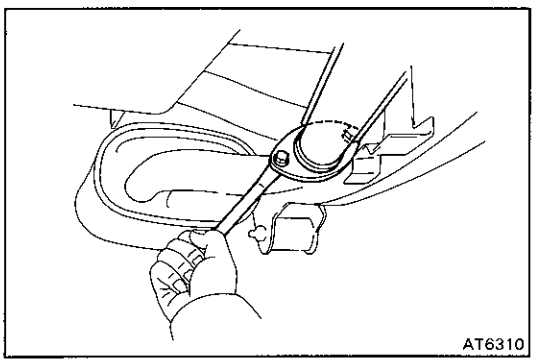
Torque: 8 mm bolt 185 kg-cm (13 ft-lb, 18 N·m)
10 mm bolt 380 kg-cm (27 ft-lb, 37 N·m)
12 mm bolt 730 kg-cm (53 ft-lb, 72 N·m)



6. INSTALL EXHAUST FRONT PIPE

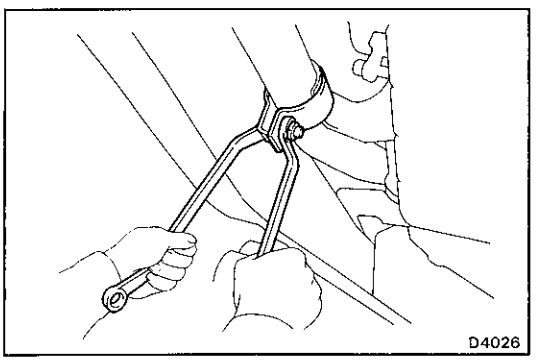
(a) Install a new gasket and front pipe to the exhaust manifold. Install new nuts and torque them.

Torque: 630 kg-cm (46 ft-lb, 62 N·m)

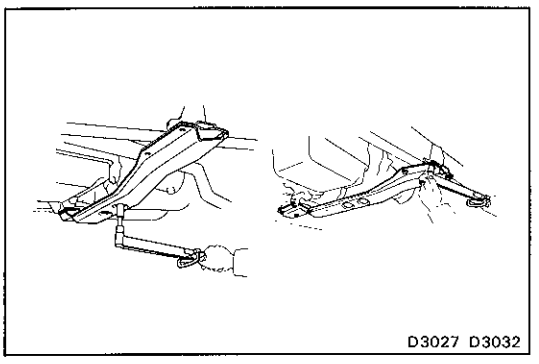


(b) Install a new gasket and connect the front pipe to the tail pipe.

Torque: 400 kg-cm (29 ft-lb, 39 N·m)



(c) Install the exhaust pipe clamp.



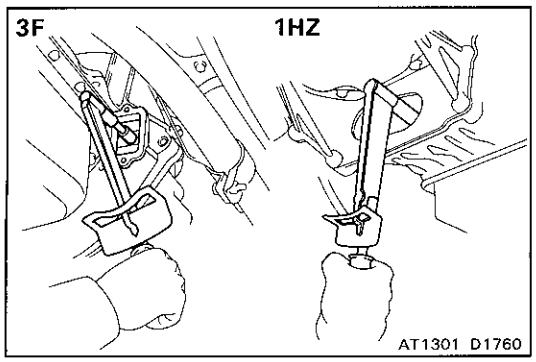
7. INSTALL FRAME CROSSMEMBER

(a) Install the frame crossmember, and torque the eight bolts and two nuts.

Torque: Bolt 620 kg-cm (45 ft-lb, 61 N·m)
Nut 600 kg-cm (43 ft-lb, 59 N·m)

(b) Remove the transmission jack.

(c) Remove the jack from the engine oil pan.



8. INSTALL SIX TORQUE CONVERTER BOLTS

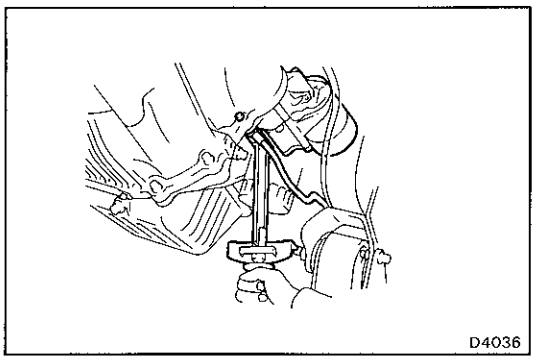
(a) Remove the guide pin.

(b) Install the six bolts hand tight. Turn the crankshaft to gain access.

(c) Tighten the bolts evenly.

Torque: 3F engine 290 kg-cm (21 ft-lb, 28 N·m)
1H engine 550 kg-cm (40 ft-lb, 54 N·m)

(d) Install the end plate hole plug.



9. INSTALL OIL FILLER TUBE

(a) Install a new O-ring to the filler tube.

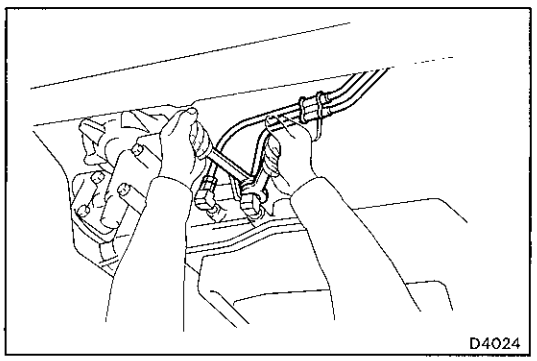
(b) Install the filler tube to the transmission.

(c) Install the breather hose.

10. INSTALL STARTER

(a) Install the starter with bolt and nut.

(b) Connect the cable and connector.

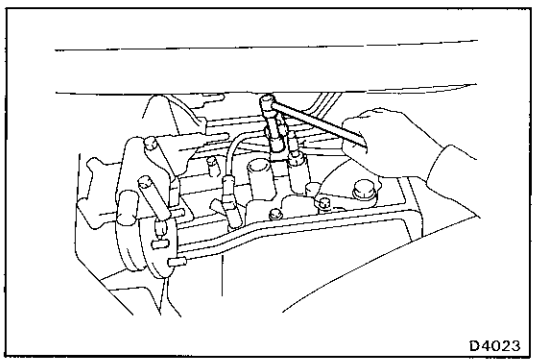


11. CONNECT OIL COOLER TUBES

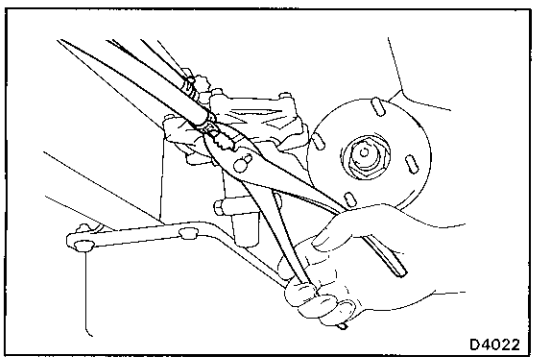
(a) Connect the cooler tubes by hand.

(b) Torque the union nuts.

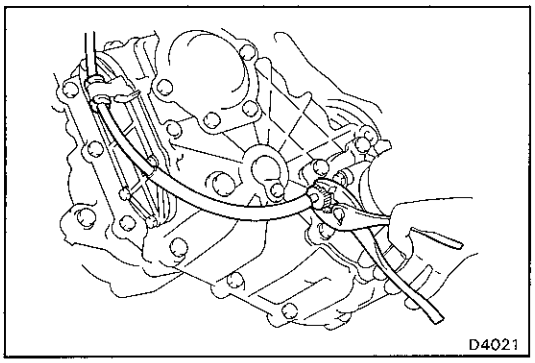
Torque: 350 kg-cm (25 ft-lb, 34 N·m)



(c) Install the cooler tube clamp

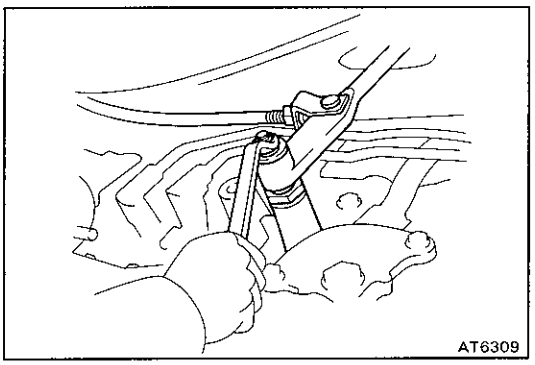


12. CONNECT TWO VACUUM HOSES



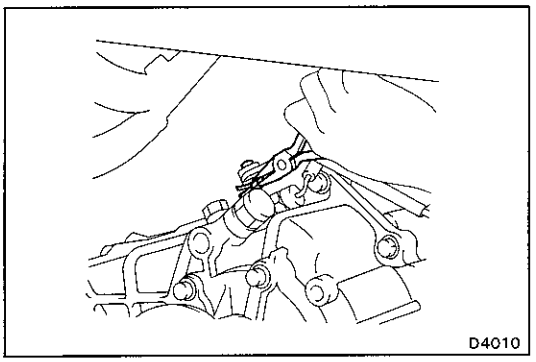
13. CONNECT SPEEDOMETER CABLE

14. INSTALL PROPELLER SHAFTS (See page PR-2)



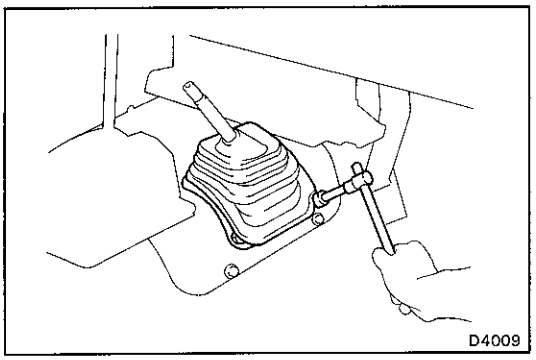
15. INSTALL TRANSFER SHIFT LEVER

(a) Install the washers and shift lever to the transmission.



(b) Install the shift rod and pin to the transfer.

(c) Install the clip.



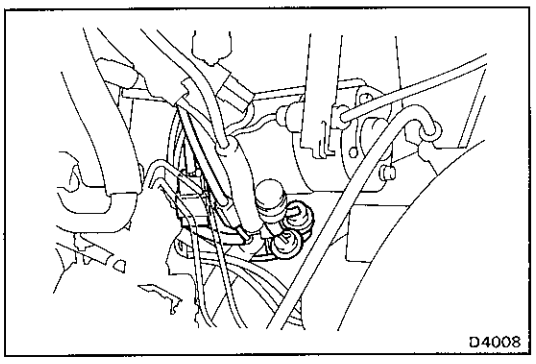
(d) Install the shift lever boot with the four bolts.

(e) Install the shift lever knob.

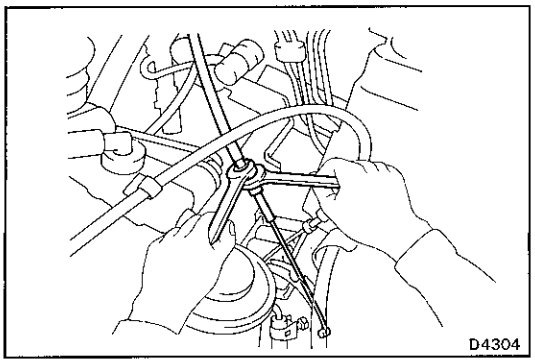
16. INSTALL TRANSMISSION UNDER COVER AND TRANSFER UNDER COVER

17. LOWER VEHICLE AND CONNECT UPPER RADIATOR HOSE

18. FILL COOLANT



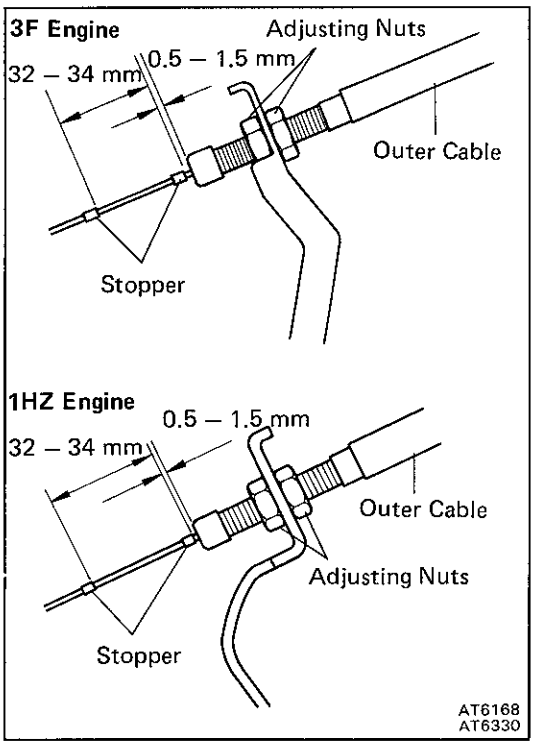
19. CONNECT CONNECTORS



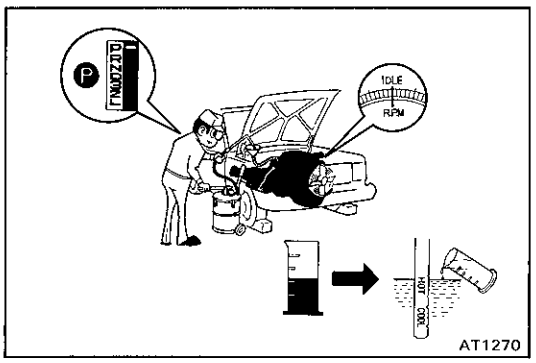
20. CONNECT THROTTLE CABLE

(a) Connect the cable to the throttle linkage.

(b) Connect the cable housing to the bracket.



21. ADJUST THROTTLE CABLE
(See page AT-12)



22. CONNECT BATTERY CABLE TO NEGATIVE TERMINAL

23. FILL TRANSMISSION WITH ATF AND CHECK FLUID LEVEL
(See page AT-11)

Fluid type: ATF DEXRON® II

Total capacity: 15.0 litters (15.9 US qts, 13.2 Imp. qts)

Drain and refill capacity:
6.0 liters (6.3 US qts, 5.3 Imp. qts)

24. REFORM ROAD TEST

Check for abnormal noise, shock slippage, correct shift points a smooth operation.