

Transmission Assembly

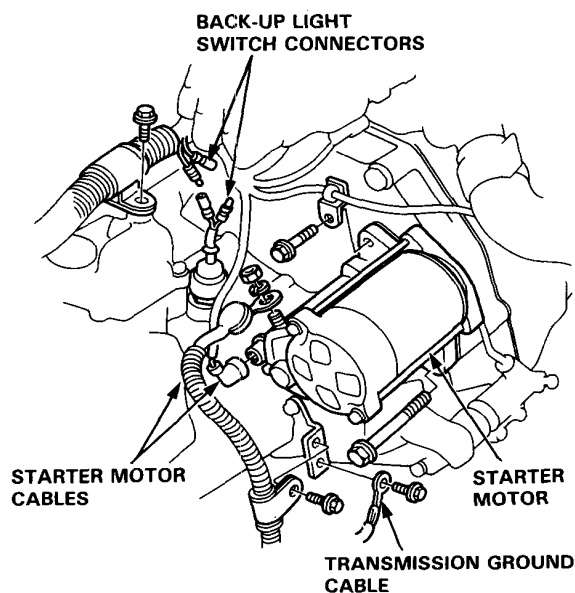
Removal

⚠ WARNING

- Make sure jacks and safety stands are placed properly, and hoist brackets are attached to correct positions on the engine.
- Apply parking brake and block rear wheels, so car will not roll off stands and fall on you while working under it.

CAUTION: Use fender covers to avoid damaging painted surfaces.

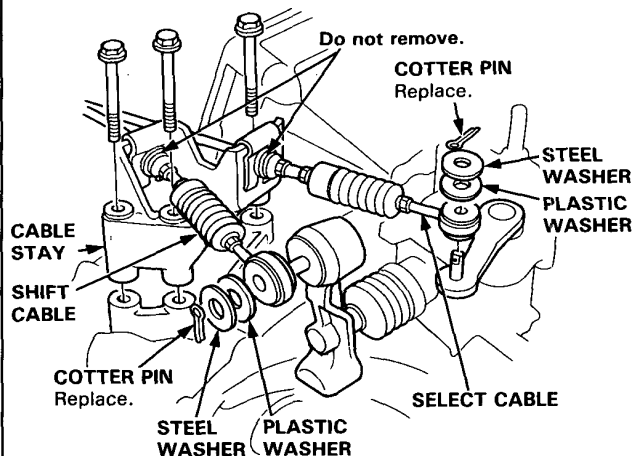
1. Disconnect the battery negative (-) and positive (+) cables from the battery, and remove the battery.
2. Remove the air intake hose and battery base (see section 6).
3. Disconnect the starter motor cables, remove the starter mounting bolts, then remove the starter motor.
4. Disconnect the transmission ground cable.
5. Disconnect the back-up light switch connectors.



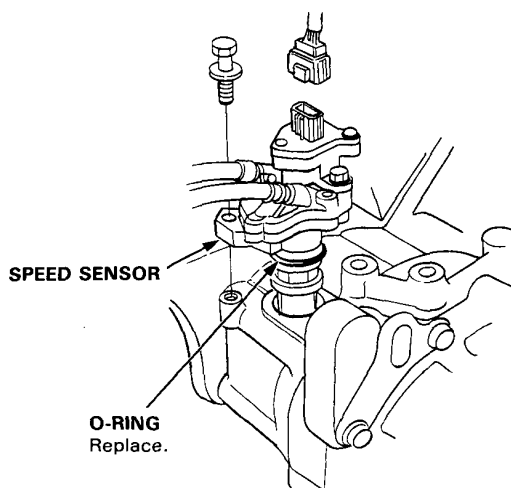
6. Shift the transmission into reverse gear by moving the shift levers.
7. First remove the cable stay and disconnect the cables from the top housing of the transmission.

NOTE: Remove both cables and the stay together.

CAUTION: Take care not to bend the cables.



8. Disconnect the connector and remove the speed sensor, but leave its hoses connected.

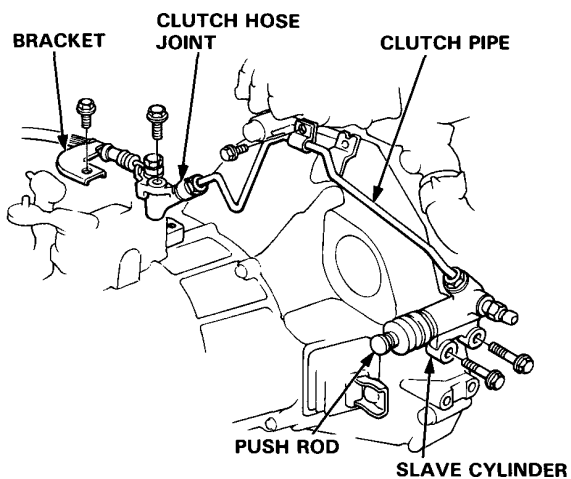




9. Remove both front wheels.
10. Remove the undercarriage splash shield.
11. Drain the transmission oil.
12. Remove the mounting bolts and clutch slave cylinder with the clutch pipe and push rod.
13. Remove the mounting bolt and clutch hose joint with the clutch pipe and clutch hose.

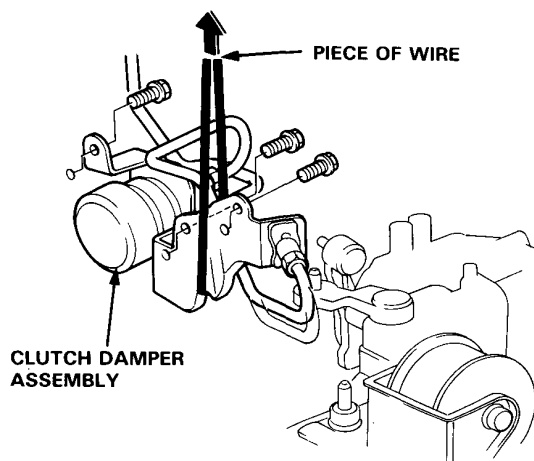
NOTE:

- Do not operate the clutch pedal once the slave cylinder has been removed.
- Take care not to bend the pipe.



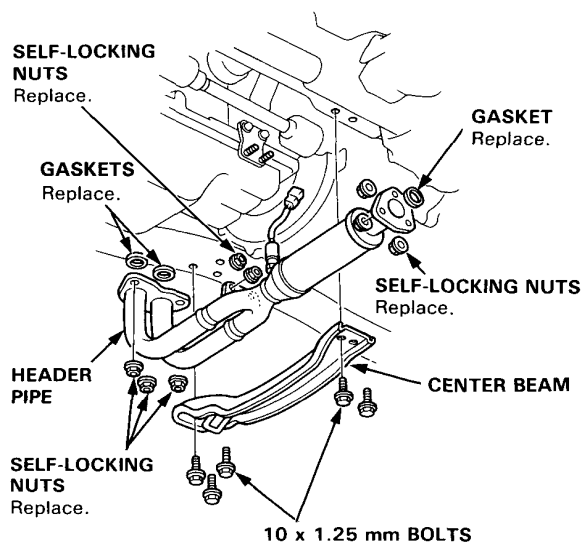
14. Remove the clutch damper assembly and support it with a piece of wire.

NOTE: Do not disconnect the pipes.



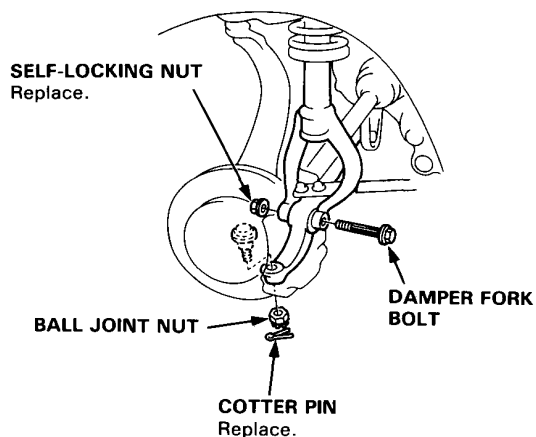
15. Remove the center beam.

16. Remove the header pipe.



17. Remove the cotter pin and lower arm ball joint nuts, then separate the ball joints and lower arms (see section 12).

18. Remove the damper fork bolt.

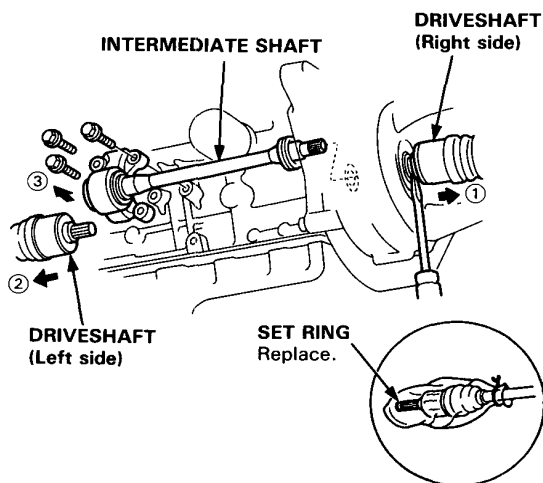


(cont'd)

Transmission Assembly

Removal (cont'd)

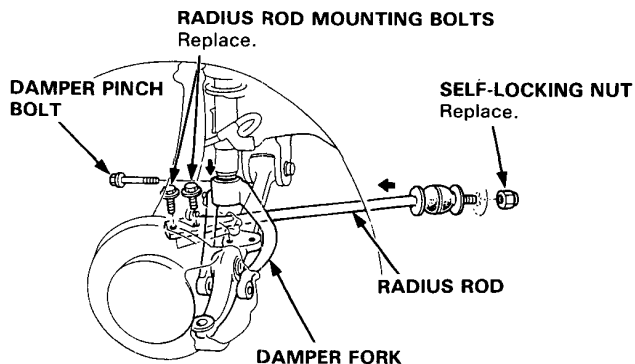
19. Pry the right and left driveshafts out of the differential and the intermediate shaft.
20. Pull on the inboard joint and remove the right and left driveshafts (see section 10).
21. Remove the 3 mounting bolts and lower the bearing support.
22. Remove the intermediate shaft from the differential (see section 10).



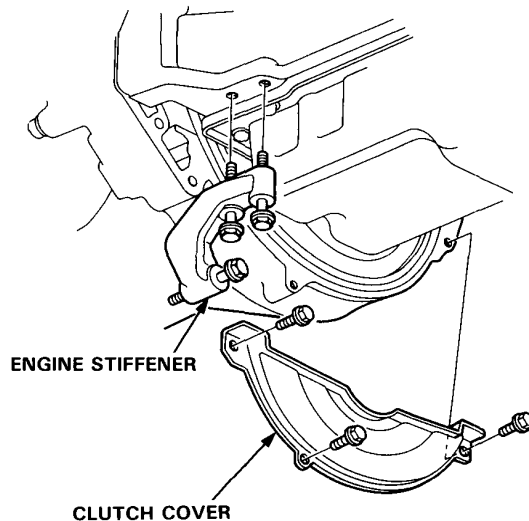
NOTE:

- Coat all precision finished surfaces with clean engine oil or grease.
- Tie plastic bags over the driveshaft ends.

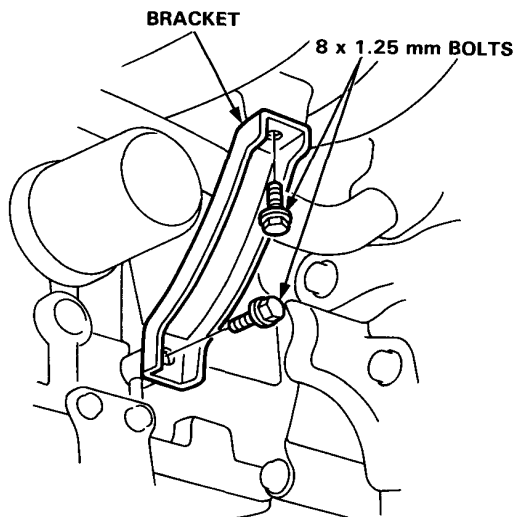
23. Remove the right damper pinch bolt, then separate the damper fork and damper.
24. Remove the bolts and nut, then remove the right radius rod.



25. Remove the engine stiffener.
26. Remove the clutch cover.

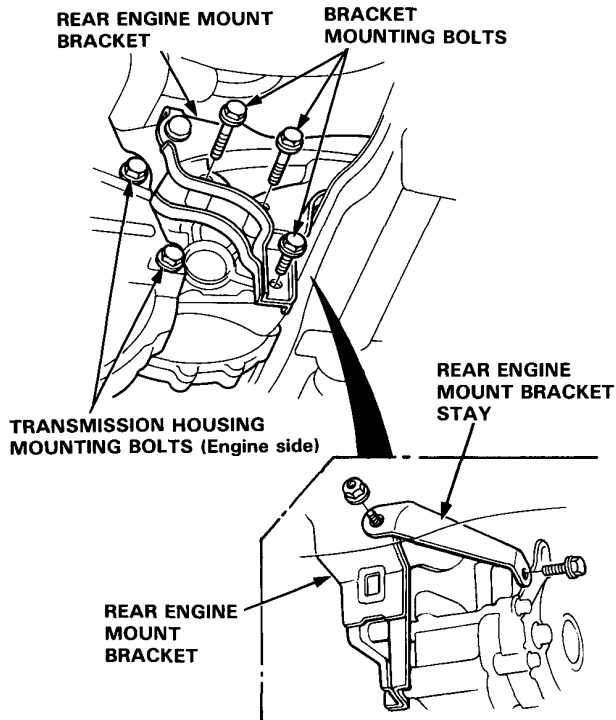


27. Remove the intake manifold bracket.

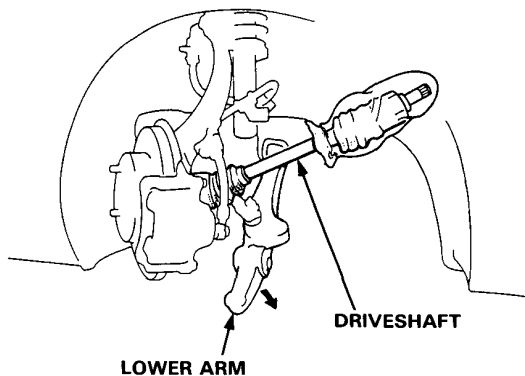




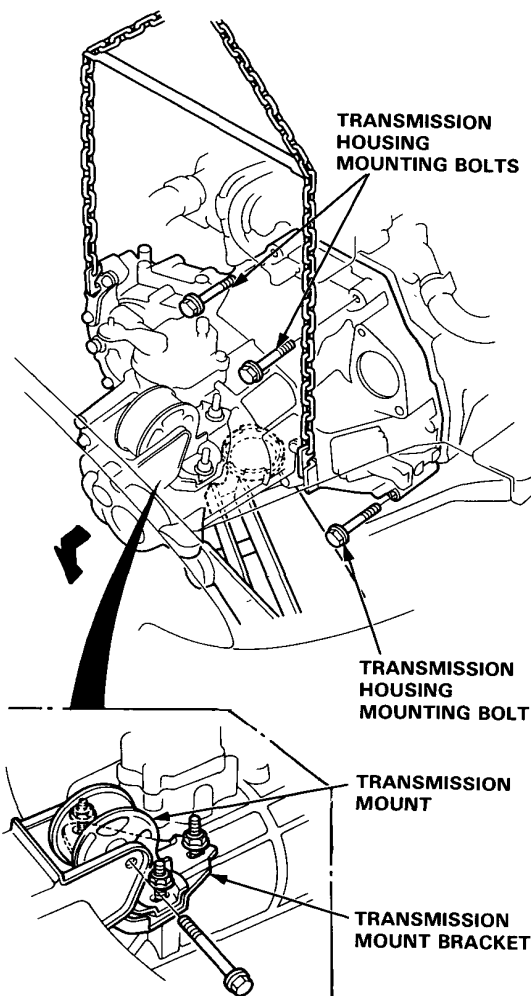
28. Remove the rear engine mount bracket stay.
29. Remove the 3 rear engine mount bracket mounting bolts.
30. Remove the transmission housing mounting bolt (Engine side).



31. Swing the right driveshaft to the inner fender.



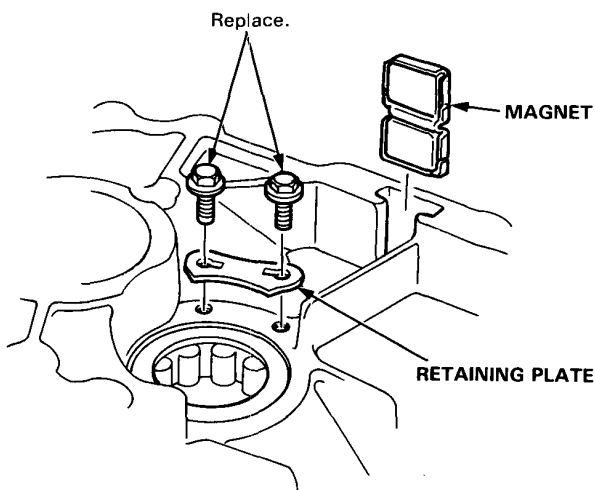
32. Place a floor jack under the transmission and raise transmission just enough to take weight off of the mounts.
33. Remove the transmission mount mounting bolt and loosen the mount bracket mounting nuts.
34. Remove the 3 transmission housing mounting bolts.



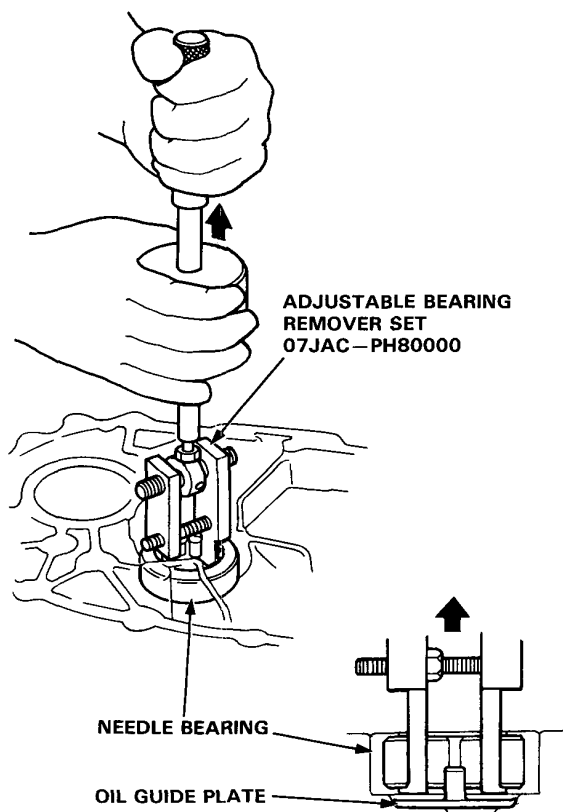
Countershaft Bearing (Clutch Housing)

Replacement

1. Remove the differential assembly.
2. Remove the retaining plate from the clutch housing. Remove the magnet.

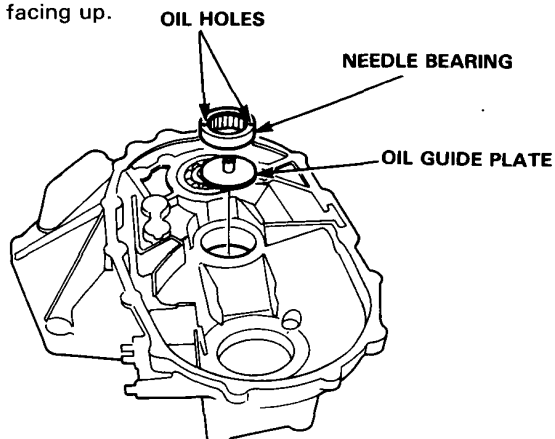


3. Remove the needle bearing with the special tool, then remove the oil guide plate.

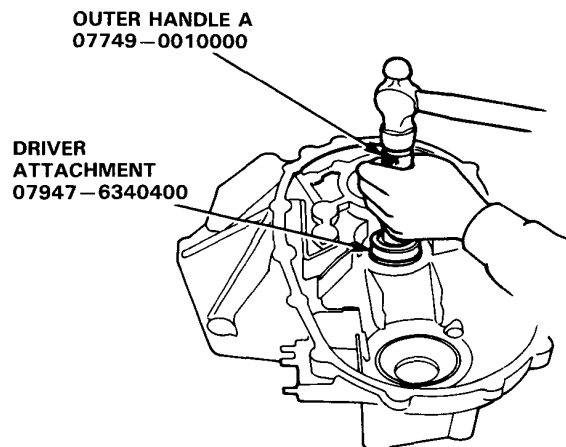


4. Position the oil guide plate and new needle bearing in the bore of the clutch housing.

NOTE: Position the needle bearing with the oil hole facing up.



5. Drive the needle bearing using the special tools.



6. Install the needle bearing retaining plate and stake the bolt heads in the groove in the retaining plate.

6 x 1.0 mm
12 N·m (1.2 kg·m, 9 lb-ft)

