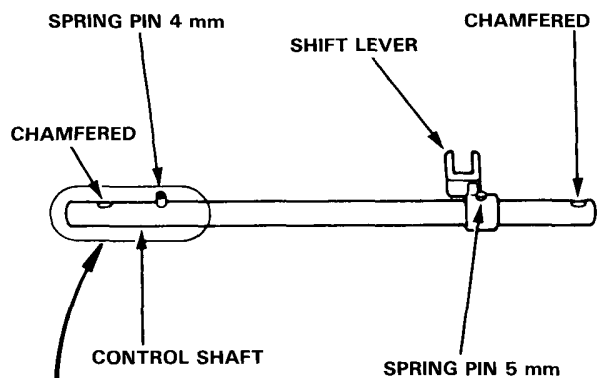
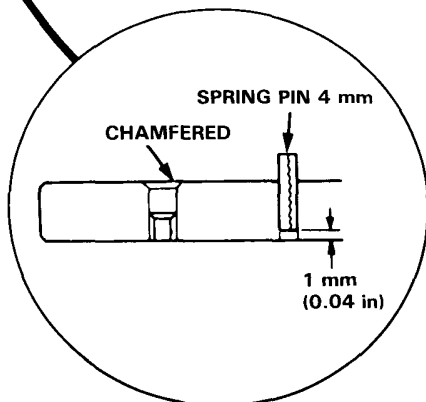


Throttle Control Shaft

Installation



Drive the 4 mm spring pin to a depth 1 mm in from the side that is opposite the chamfer in the threaded hole.



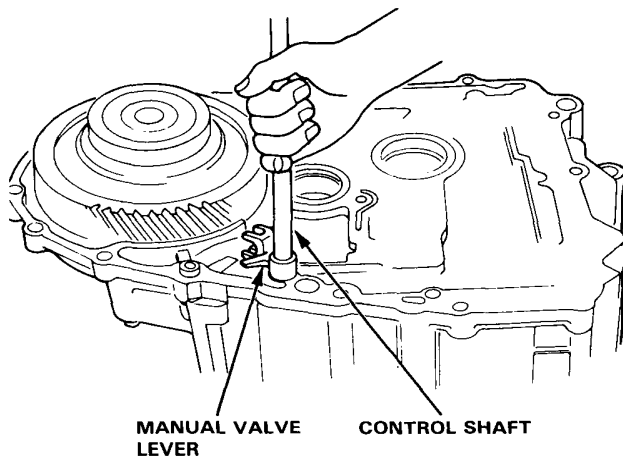
Transmission Assy



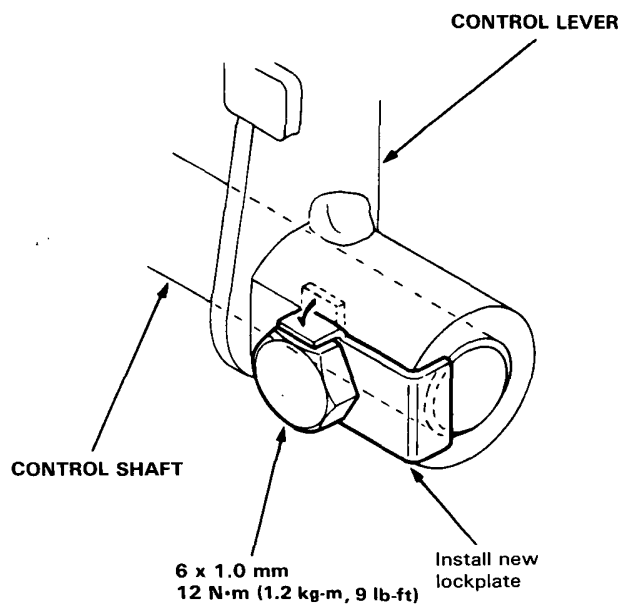
Reassembly

NOTE: Lubricate all parts with ATF during reassembly.

1. Install the differential assembly. If the torque converter housing, transmission housing and/or differential side bearings were replaced, the differential side clearance must be checked as shown in section 17.
2. Assemble the manual valve lever on the control shaft, then install in the torque converter housing as shown.



3. Install the control lever and new lock plate on the other end of the shaft. Tighten the bolt to the torque shown, then bend the tab over against the bolt head.

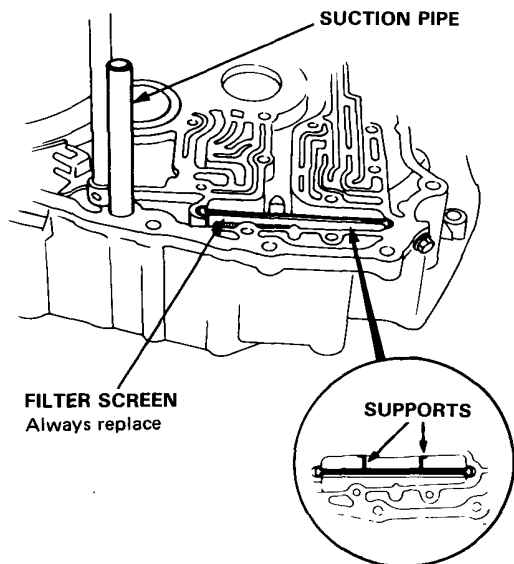


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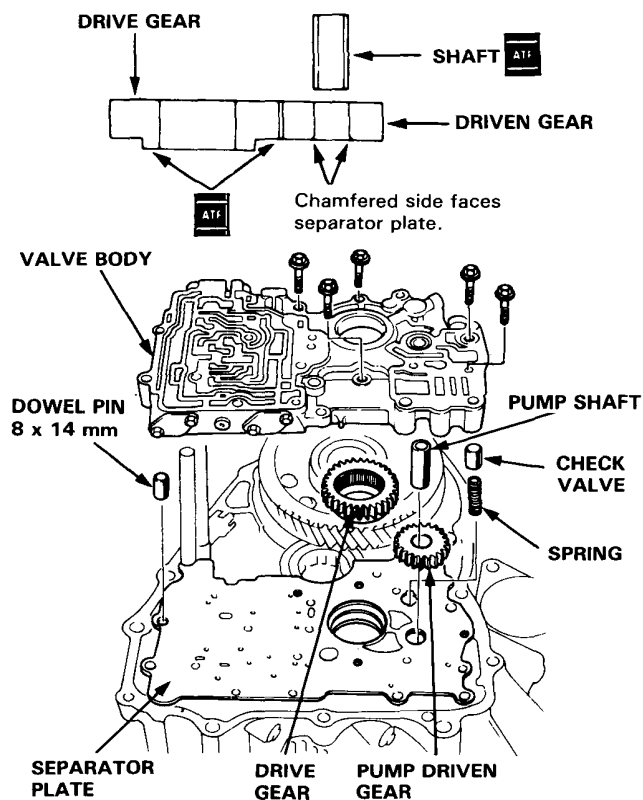
Transmission Assy

Reassembly (cont'd)

4. Install the suction pipe and new filter screen.

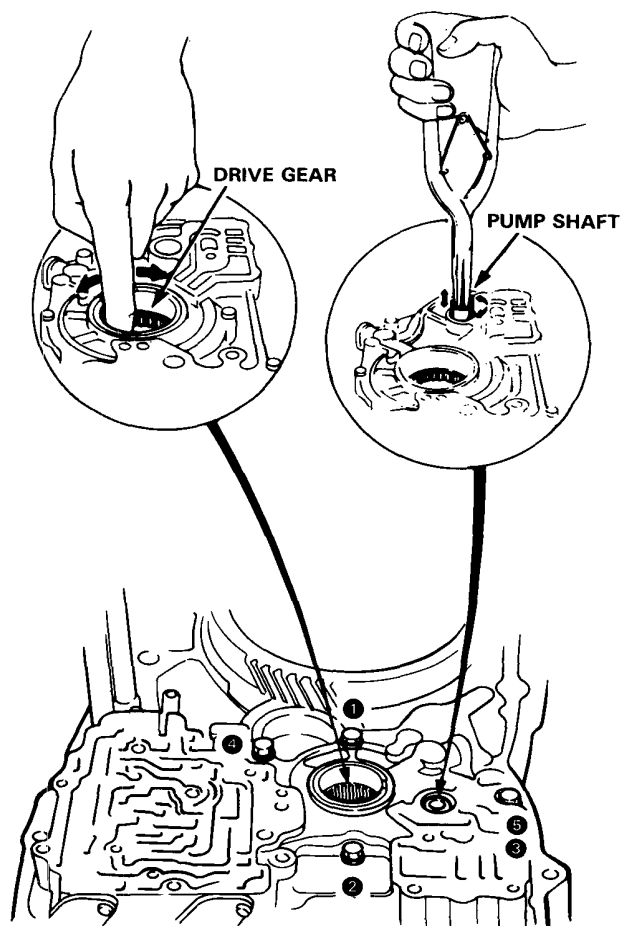


5. Install the separator plate, dowel pin, pump gears, and shaft.
6. Install the check valve and spring, then install the main valve body on the torque converter housing.



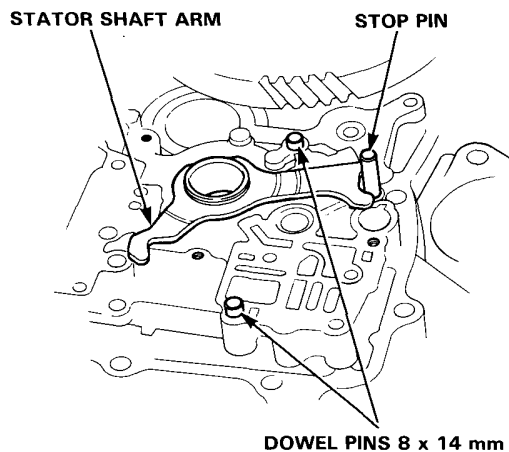
7. Tighten the 4 valve body bolts in the sequence shown. Make sure the pump drive gear rotates smoothly in the normal operating direction and the pump shaft moves smoothly in both the axial and normal operating directions.
8. Torque the valve body bolts to 12 N·m (1.2 kg·m, 9 lb·ft), and again check that the pump gear and pump shaft move freely.

CAUTION: If the pump gear and pump shaft do not move freely, Loosen the valve body bolts, realign the shaft, and then retighten to the specified torque. Failure to align the pump shaft correctly will result in seized pump gear or pump shaft.

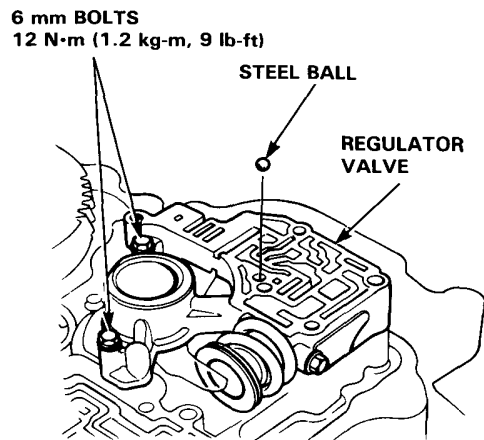




9. Install the stator shaft arm, stop pin and dowel pins.

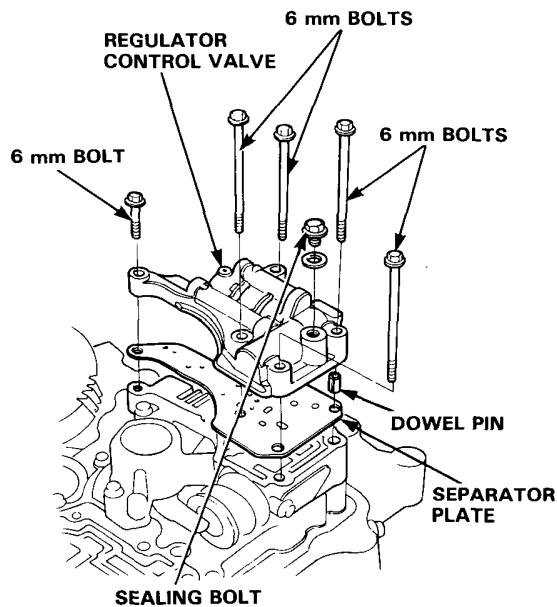


10. Install the regulator valve and torque its 2 bolts to 12 N·m (1.2 kg-m, 9 lb-ft), and install the steel ball.



11. Install the dowel pin, and separator plate.

12. Install the regulator control valve body bolts as shown, and torque to 12 N·m (1.2 kg-m, 9 lb-ft).

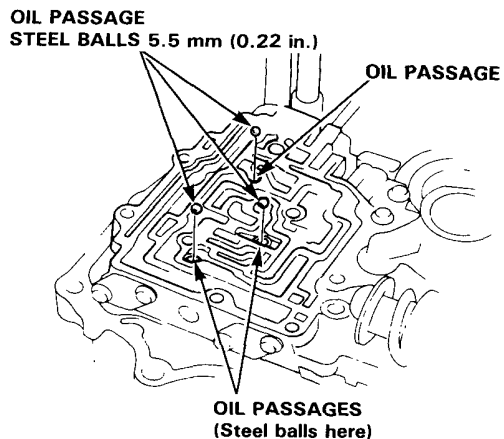


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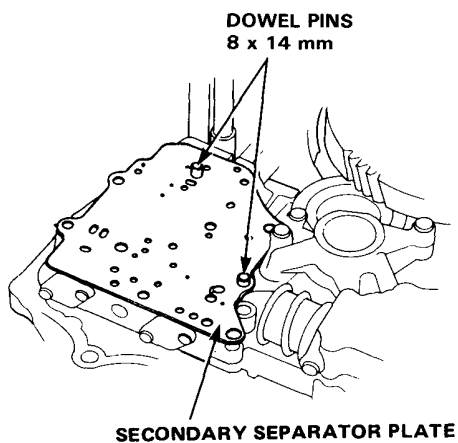
Transmission Assy

Reassembly (cont'd)

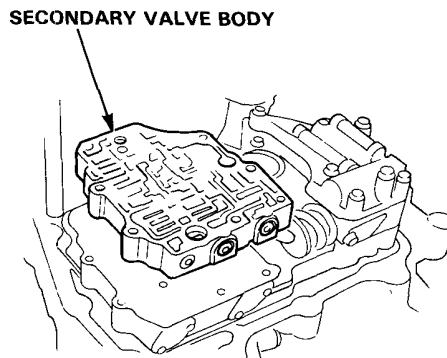
13. Install the 3 steel balls in main valve body oil passages.



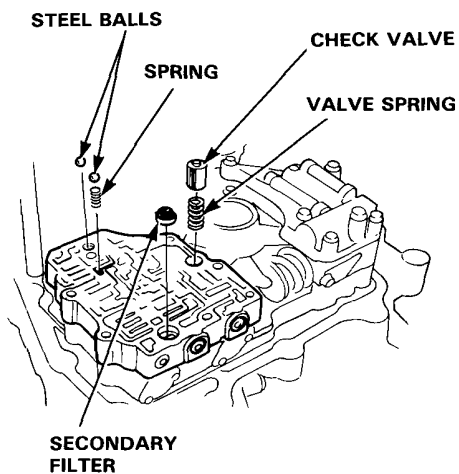
14. Install the separator plate and dowel pins.



15. Install the secondary valve body.



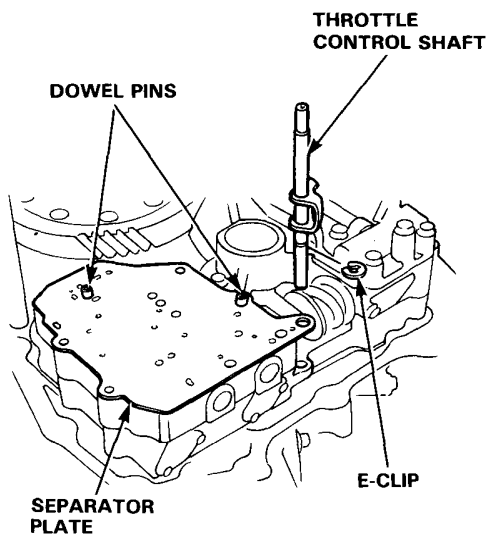
16. Install the steel balls, ball spring, check valve, valve spring and secondary filter in the secondary valve body.



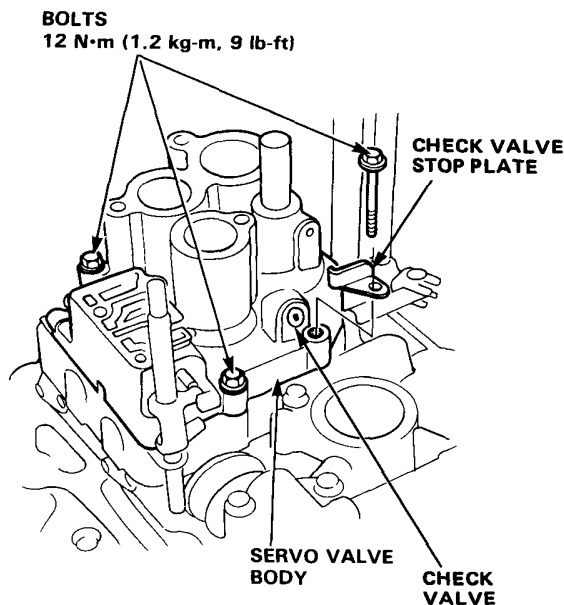
NOTE: The ball for the top oil passage has a spring to press the ball against the separator plate.



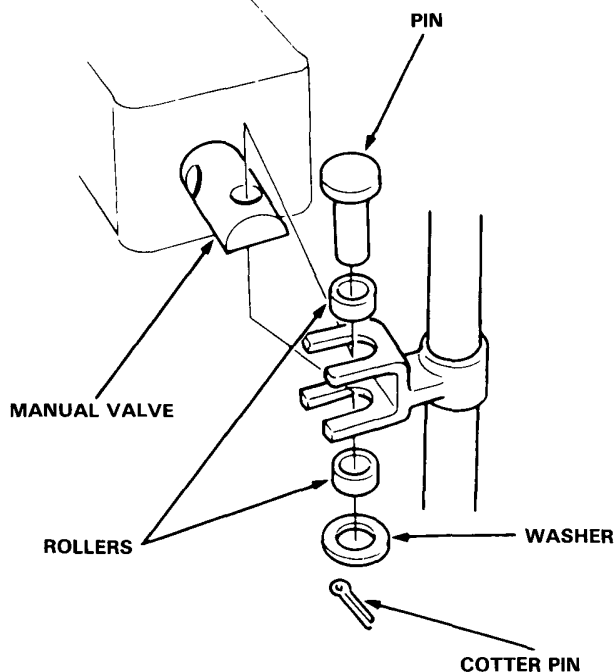
17. Install the separator plate and dowel pins, then install the throttle control shaft.



18. Install the servo valve body (2 bolts) and check valve stop plate (1 bolt) as shown.

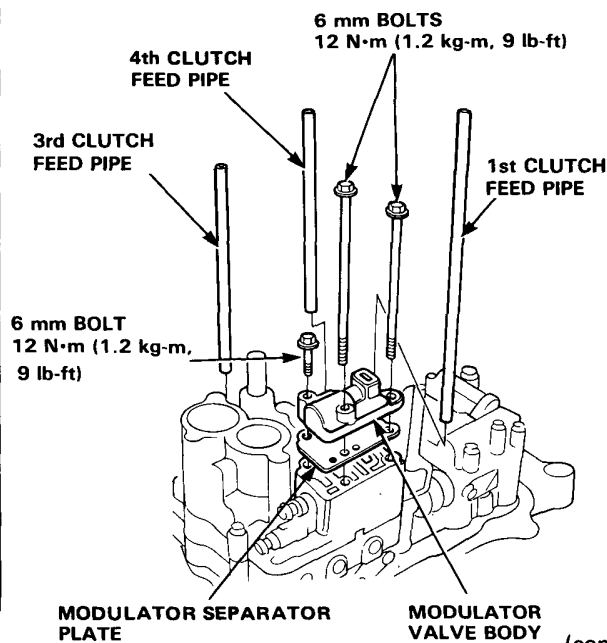


19. Put the rollers on each side of the manual valve stem, then attach the valve to the lever with the pin. Secure with the lock pin.



20. Install the separator plate.

21. Install the 1st, 3rd and 4th clutch feed pipes.



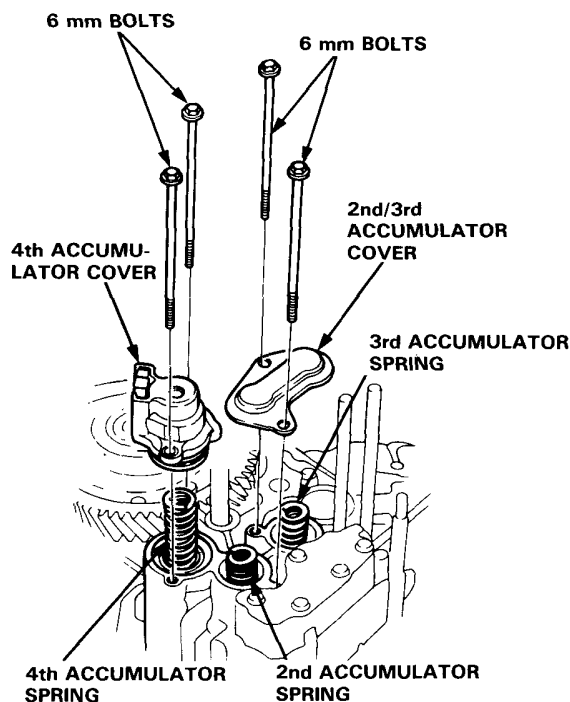
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Transmission Assy

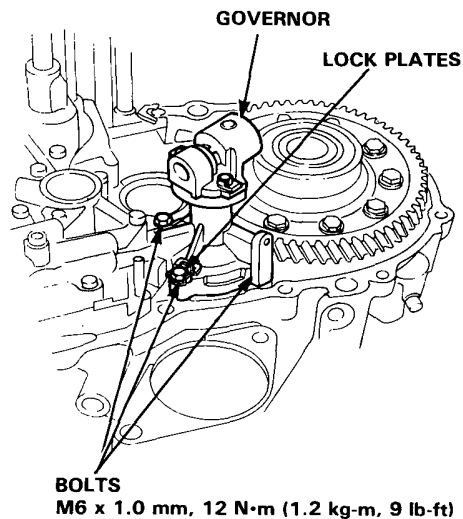
Reassembly (cont'd)

22. Install the accumulator springs.
23. Install the 2nd/3rd accumulator cover, and torque the bolts to 12 N·m (1.2 kg-m, 9 lb-ft) in a criss-cross pattern.
24. Install the 4th accumulator cover, and torque the bolts to 12 N·m (1.2 kg-m, 9 lb-ft) in a criss-cross pattern.

CAUTION: To prevent stripping the threads, press down on accumulator cover, then install the bolts.

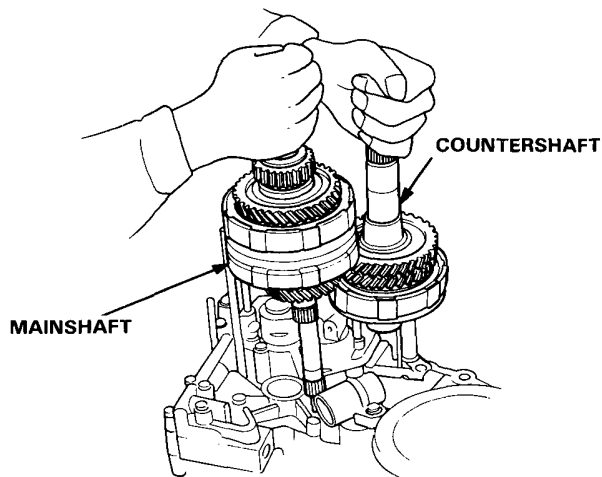


25. Install the governor valve using new lock plates, and the three 6 mm bolts.



26. Set the countershaft and mainshaft in place as an assembly.

NOTE: Do not tap on the shafts with a hammer to drive in.



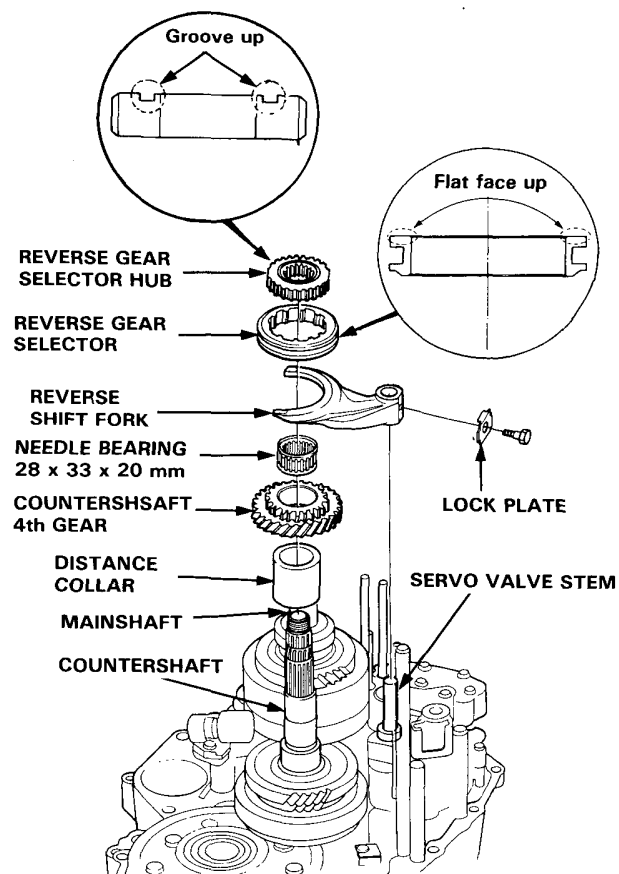


27. Install 4th gear and its needle bearing, and the countershaft 4th gear and its selector hub.

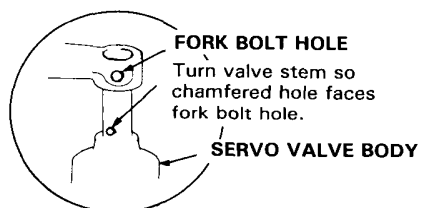
28. Assemble the reverse shift fork and selector sleeve, then install them as an assembly on the countershaft.

NOTE:

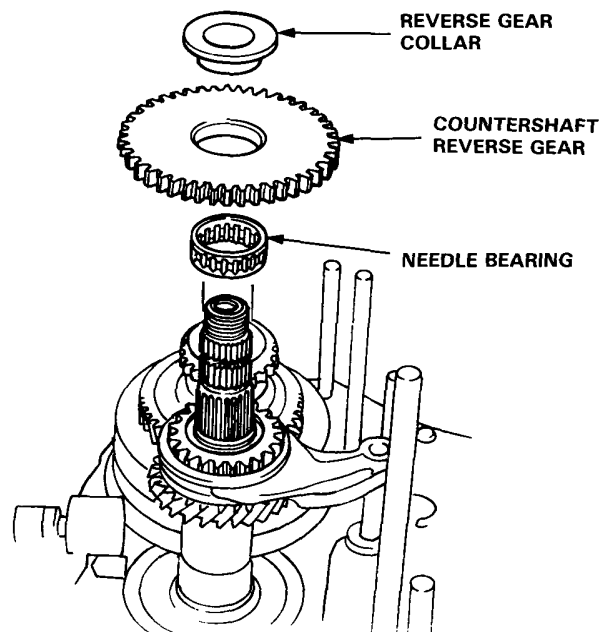
- Install the sleeve with its flat face up.
- Install the reverse gear selector hub with the groove facing up.



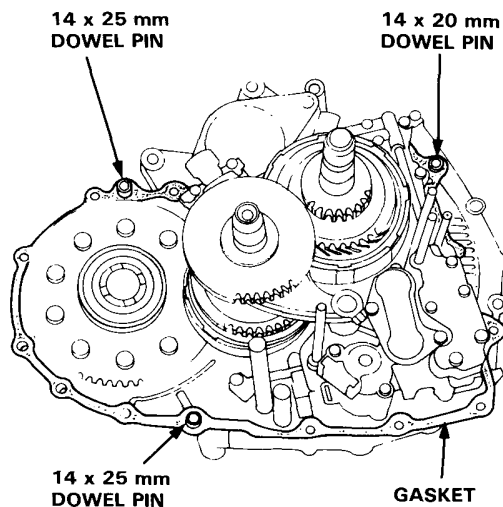
29. Install the reverse shift fork over the servo valve stem. Align the hole in the stem with hole in fork as shown, and install the bolt and new lock plate. Bend the lock tab against the bolt head.



30. Install the countershaft reverse gear, needle bearing, and reverse gear collar.



31. Install the new gasket and three dowel pins in the torque converter housing.



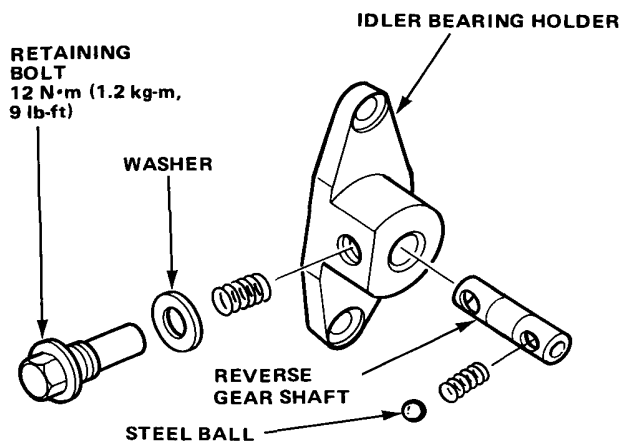
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Transmission Assy

Reassembly (cont'd)

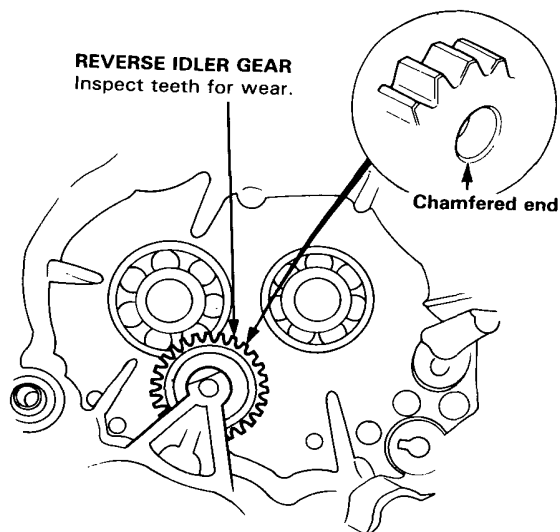
32. Assemble the idler bearing holder.

NOTE: Align the hole in the shaft with the spring.



33. Install the reverse idler gear.

NOTE: Install the reverse idler gear so that the larger chamfer on the shaft bore faces the torque converter housing.

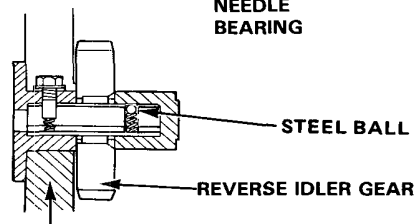
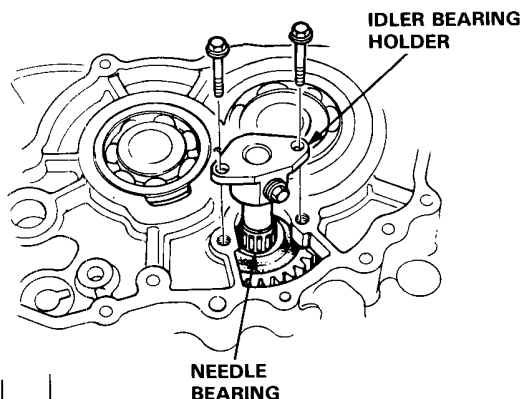


34. Install the needle bearing into the idler gear.

35. Install the idler bearing holder into the transmission housing.

36. Tighten the reverse idler bearing holder bolts.

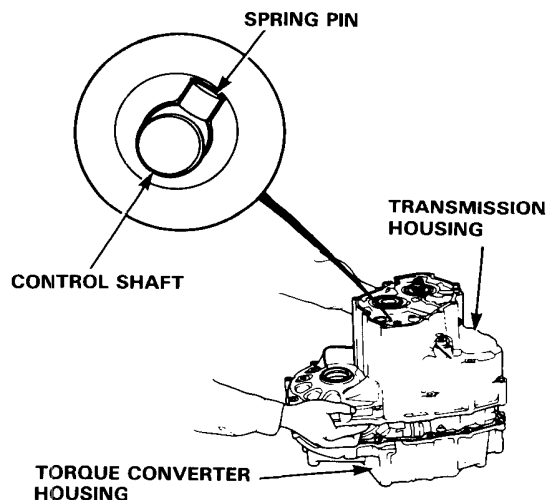
37. Install the spring and then tighten the retaining bolt with sealed washer.



TRANSMISSION CASE

38. Place the transmission housing on the torque converter housing.

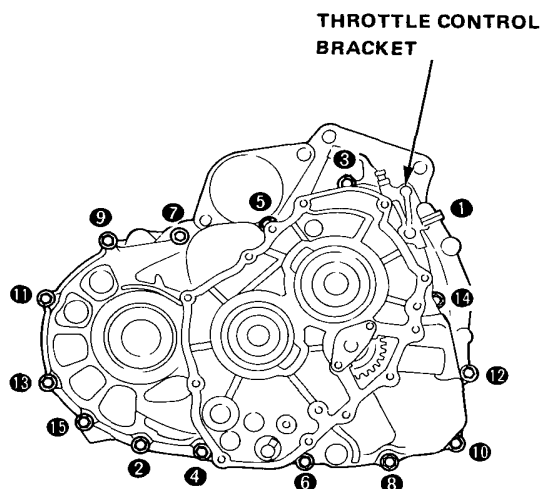
NOTE: Be sure the main valve control shaft lines up with the hole in the housing and that the reverse idler gear meshes with the mainshaft and countershaft, or the housing will not go on.



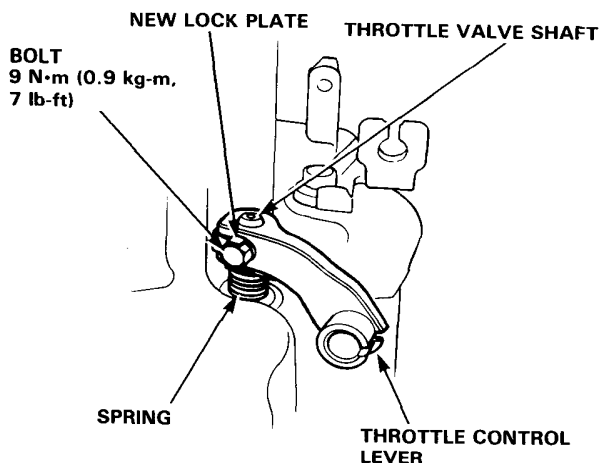


39. Install the bolts in the locations shown. Tighten the bolts in sequence shown; tighten in two or three steps to prevent distortion:

NOTE: When tightening the transmission housing bolts, take care that you do not distort or damage the throttle control bracket; distortion or damage to the bracket will change transmission shift points.

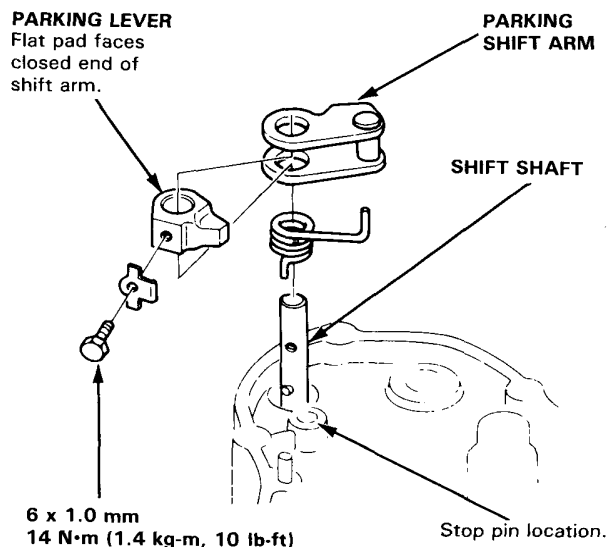


40. Install the throttle control lever and spring on the throttle control shaft.
41. Install the bolt and new lock plate. Bend the lock tab against the bolt head.

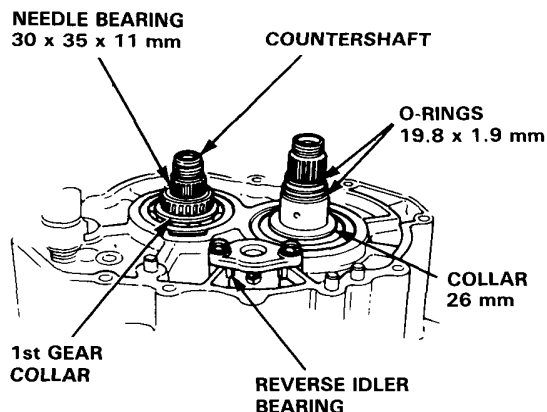


42. Install the parking shift arm and spring on the shift shaft with the bolt and a new lock plate. Bend the lock tab against the bolt head.

NOTE: The spring should put clockwise tension on the shift arm, forcing it against the stop pin.



43. Install the 1st gear collar and needle bearing on the countershaft. Install the 26 mm collar on the mainshaft.
44. Install new 19.8 x 1.9 mm O-rings on the mainshaft.

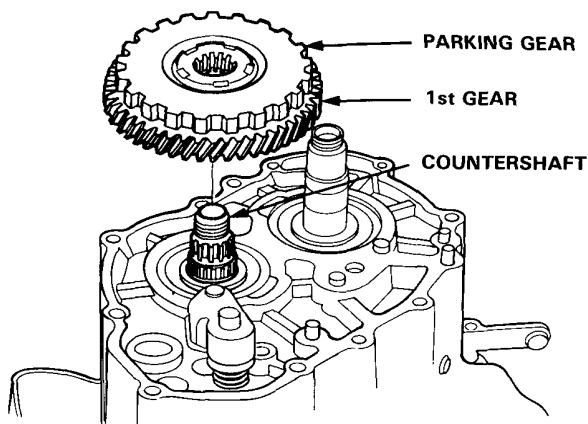


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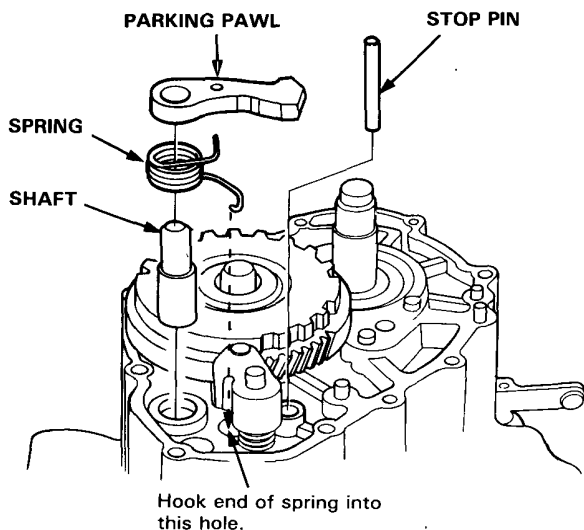
Transmission Assy

Reassembly (cont'd)

45. Install the countershaft 1st gear and parking gear on the countershaft.



46. Install the stop pin, parking pawl shaft, parking pawl, and pawl release spring.

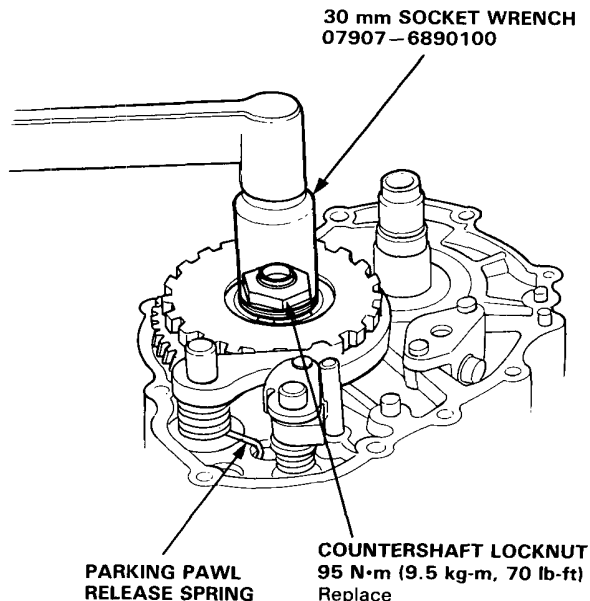


NOTE:

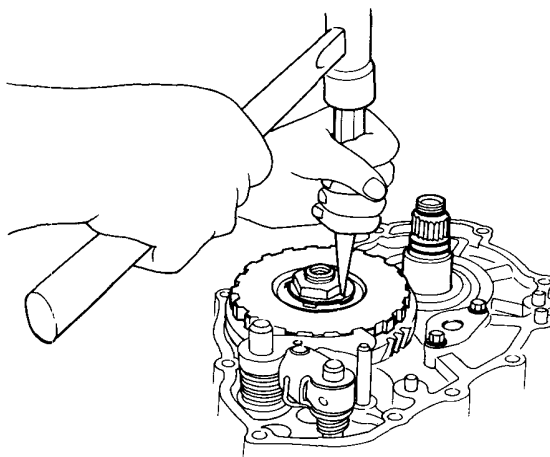
- One end of the parking pawl release spring fits into the hole in the parking pawl, the other end into the hole in the transmission housing as shown.
- The release spring should put clockwise tension on the pawl, forcing it away from the parking gear.

47. Shift to PARK and install the mainshaft holder.

48. Install and torque the new countershaft locknut.

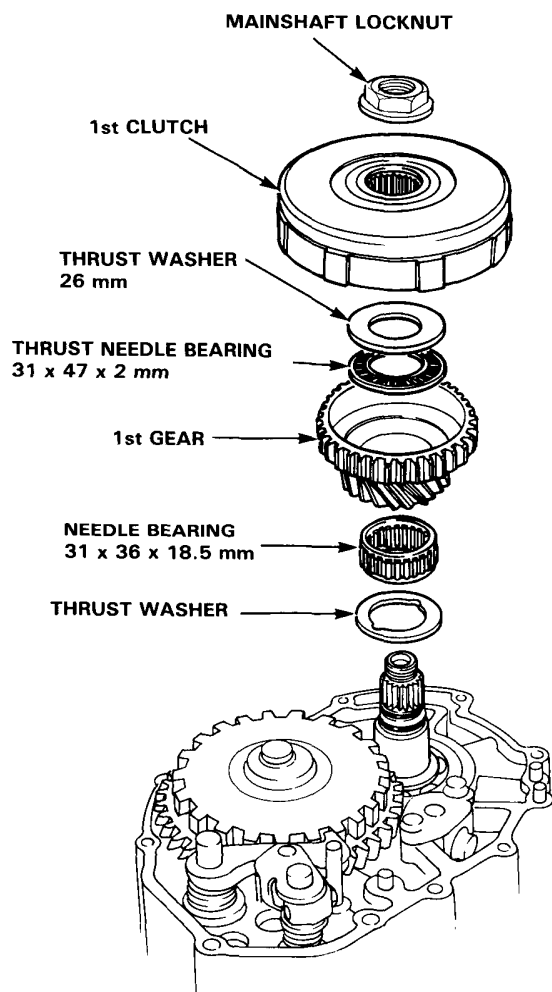


49. Stake the locknut flange into the gear groove.



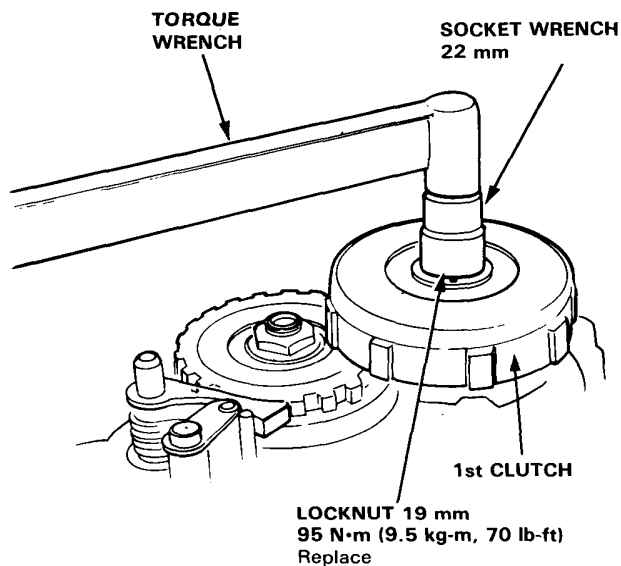


50. Install 31 x 36 x 18.5 mm needle bearing and thrust washer on the mainshaft.
51. Install 1st gear, thrust needle bearing, and the thrust washer on the mainshaft.

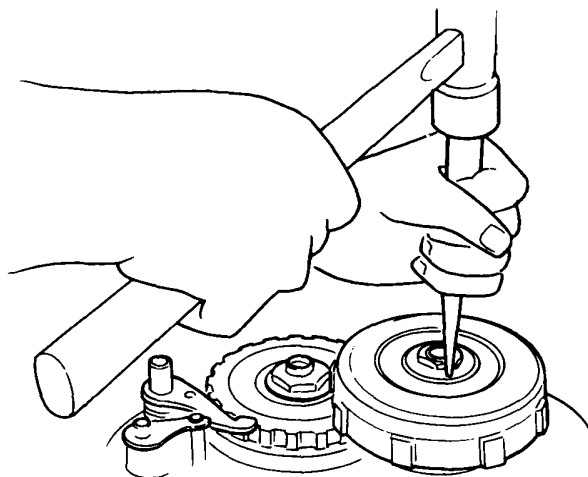


52. Install the 1st clutch on the mainshaft.
53. Attach the mainshaft holder 07932-6890202 from the underside of the torque converter case.
54. Install and torque the new mainshaft locknut.

CAUTION: Locknut has left-hand threads.



55. Stake the locknut flange into the groove in the 1st clutch.

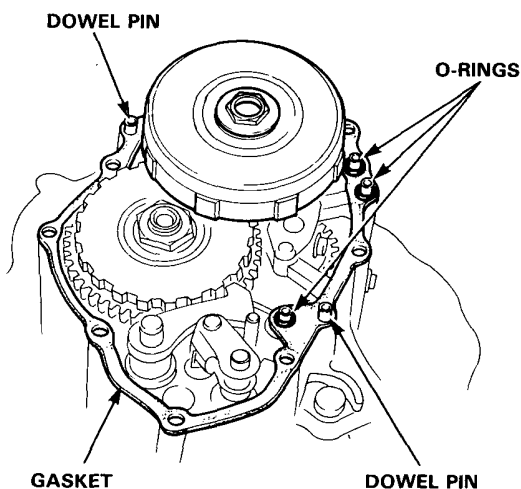


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Transmission Assy

Reassembly (cont'd)

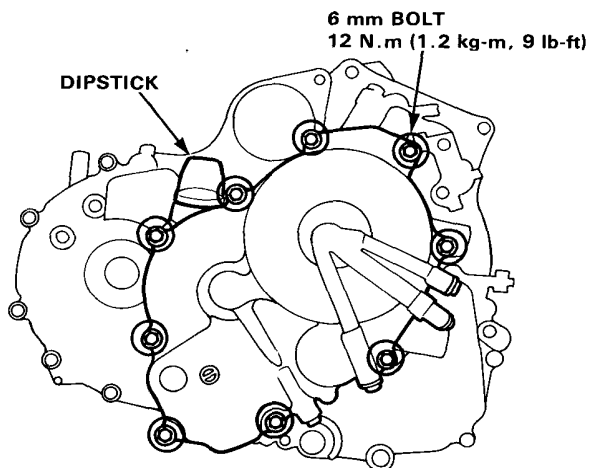
56. Install the gasket, dowel pins, and O-rings on the transmission housing.



57. Install the end cover and torque all bolts (9) to 12 N·m (1.2 kg-m, 9 lb-ft).

58. Install the dipstick.

59. Install the transmission cooler banjo fitting, but do not tighten until the transmission is installed in the car and the hose is positioned properly.



60. Install the transmission cooler hose fitting and torque to 26 N·m (2.6 kg-m, 19 lb-ft).

