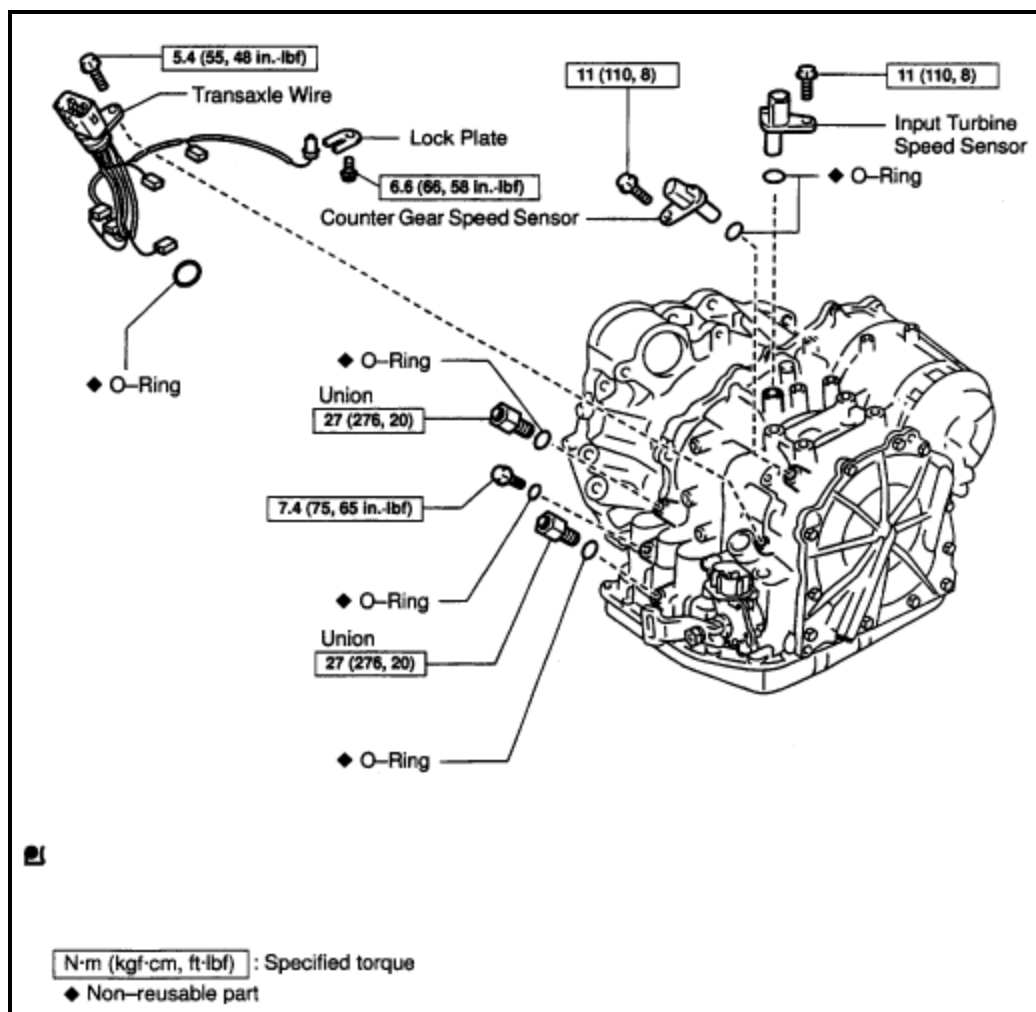
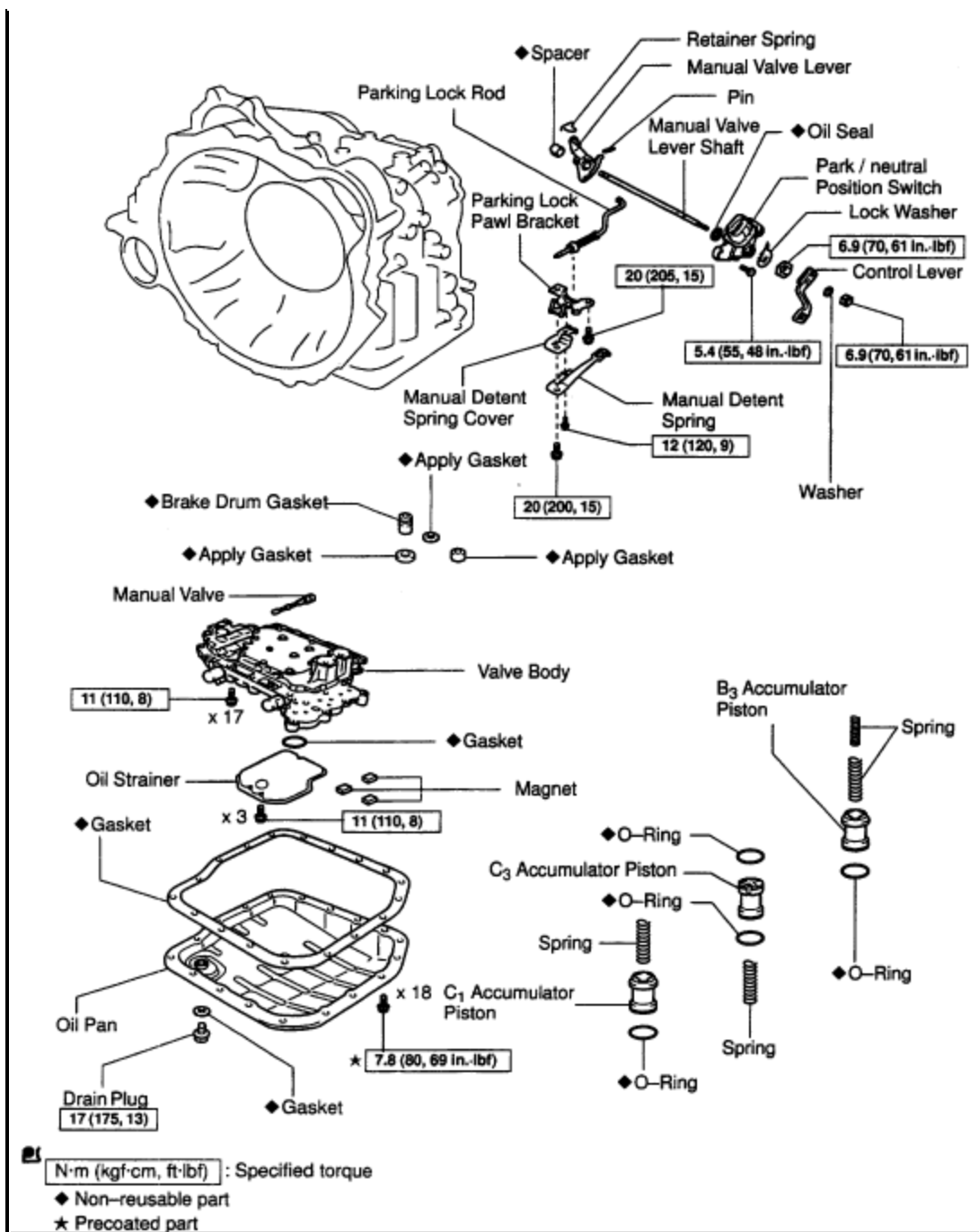


Part 1 of 2



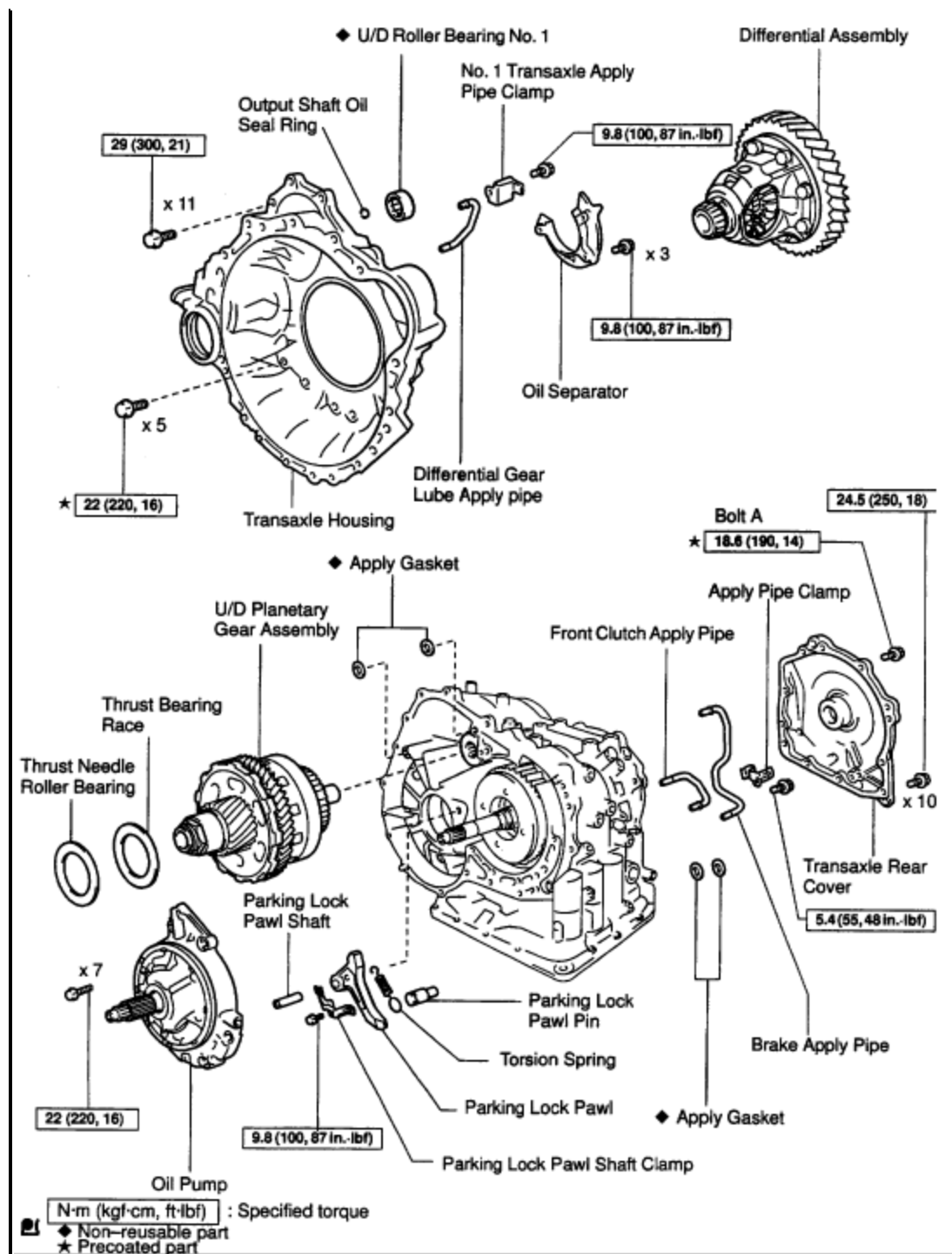
ZOOM

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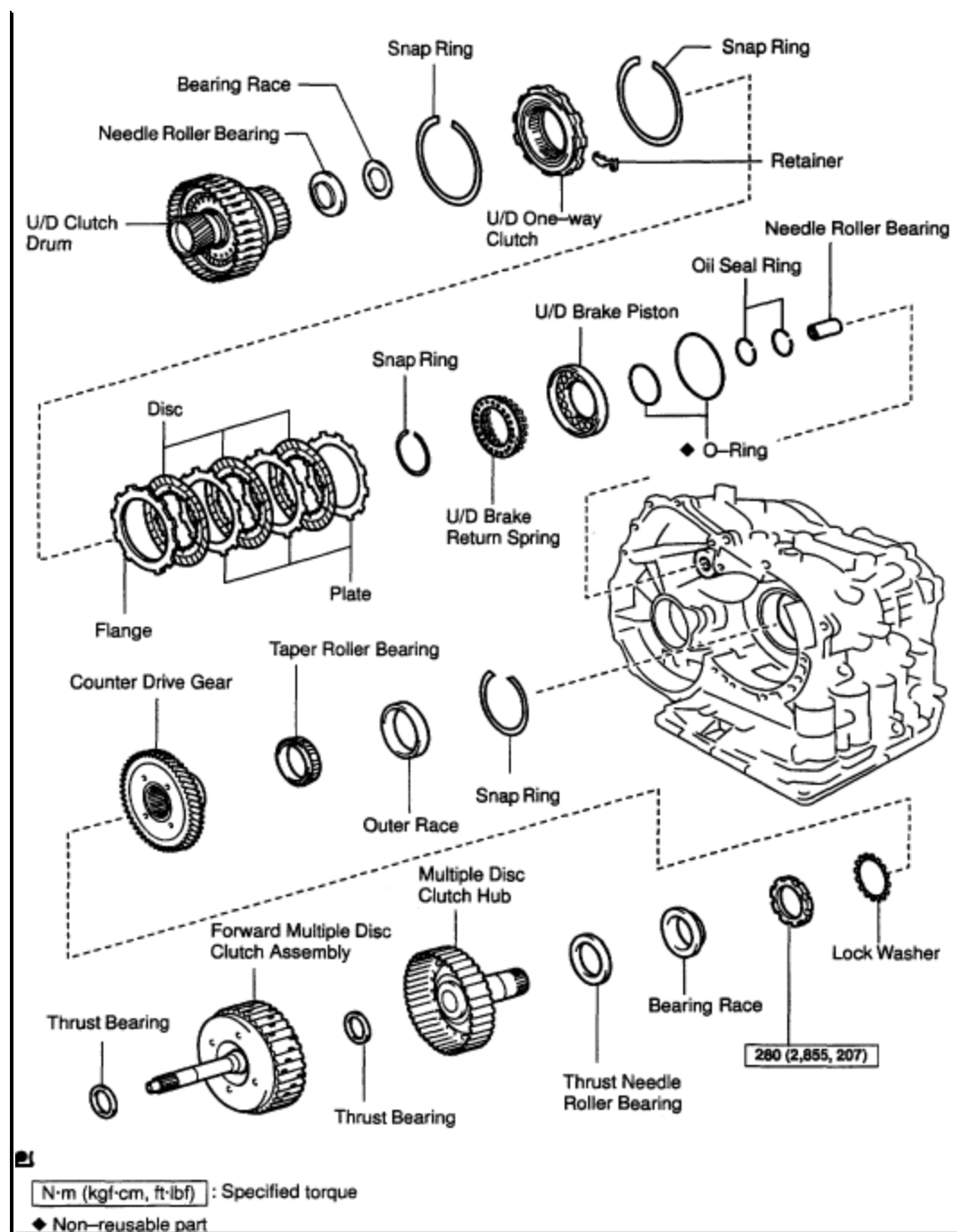
ZOOM

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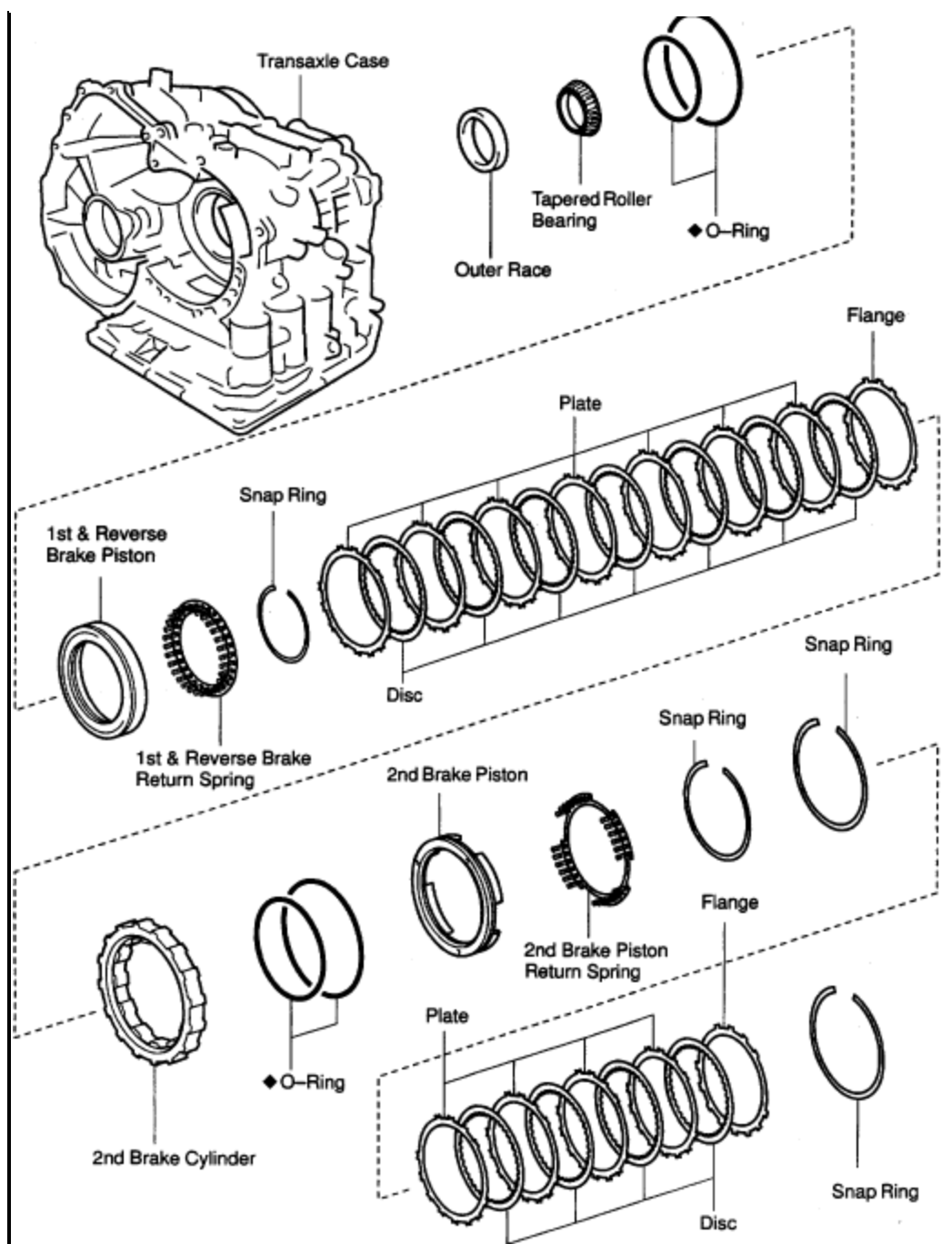
ZOOM

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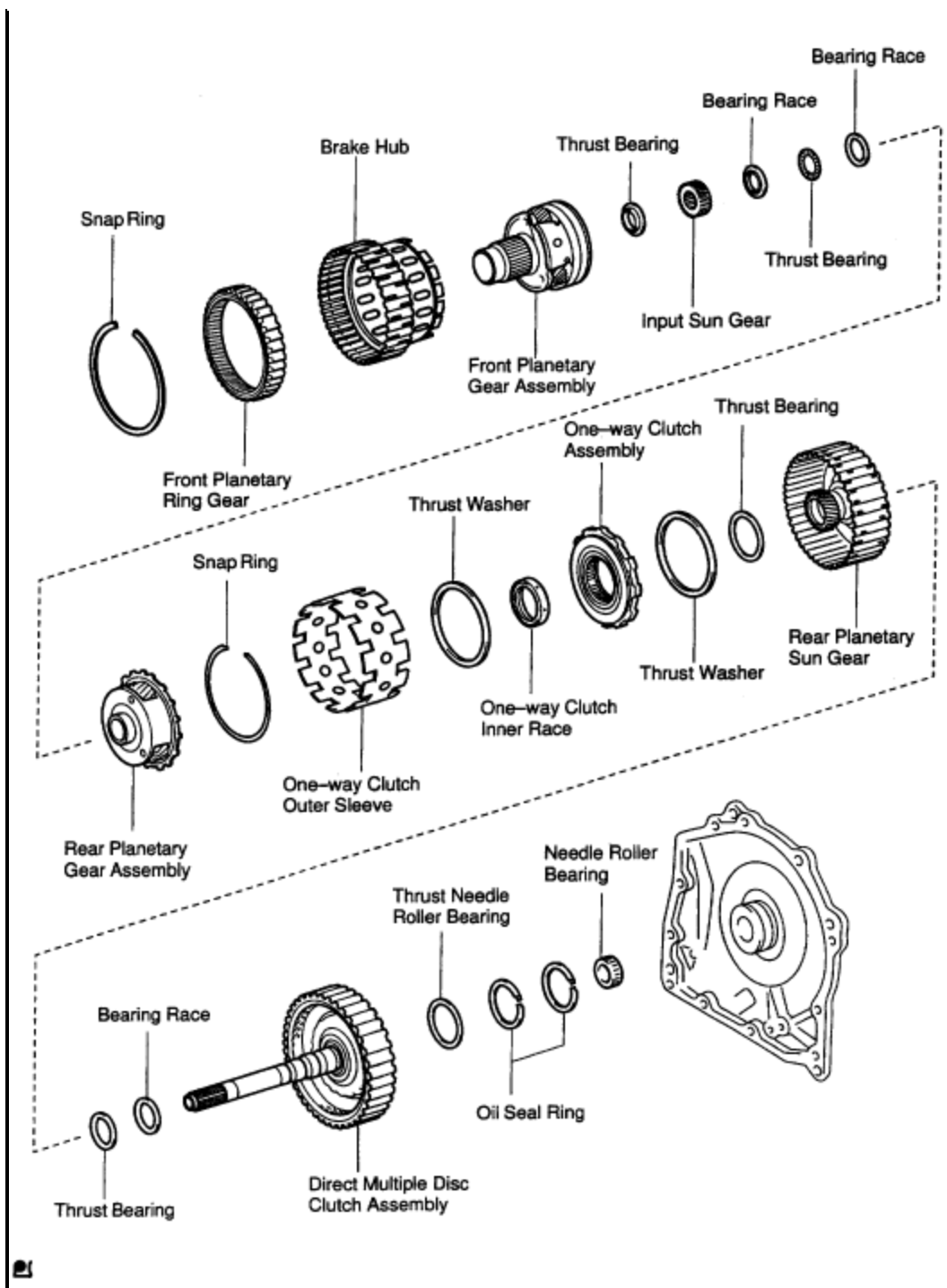
ZOOM

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ZOOM

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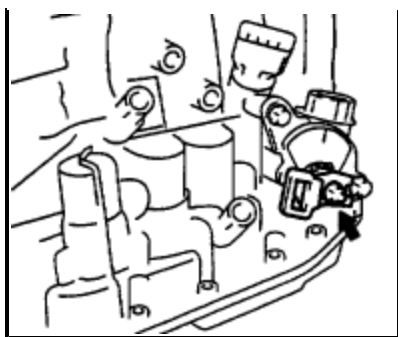
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DISASSEMBLY

1. REMOVE [PARK/NEUTRAL POSITION SWITCH](#)

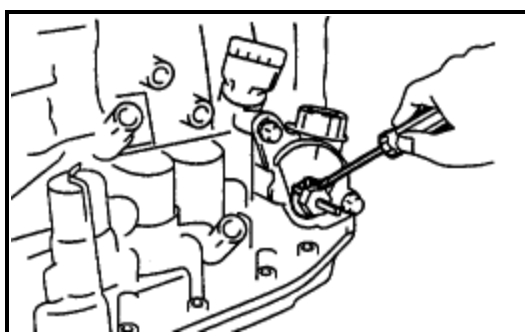




ZOOM

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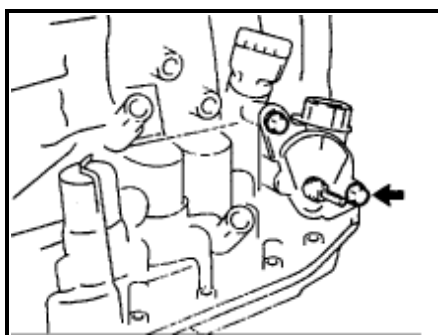
- a. Remove the nut, washer and control shaft lever.



ZOOM

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- b. Using a screwdriver, unstake the lock washer.
c. Remove the nut.

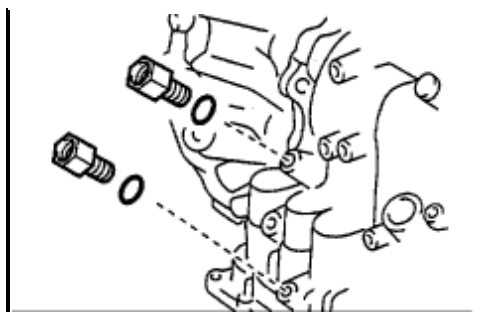


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- d. Remove the 2 bolts, and pull out the [park/neutral position switch](#).



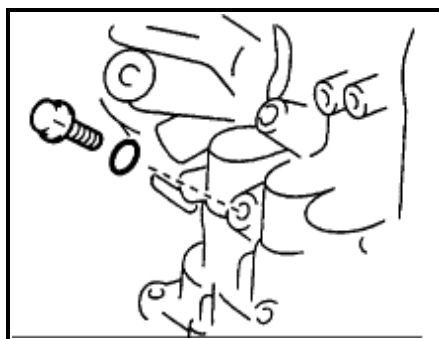


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2. REMOVE UNION

- a. Remove the 2 unions.
- b. Remove the 2 O-rings from the 2 union.

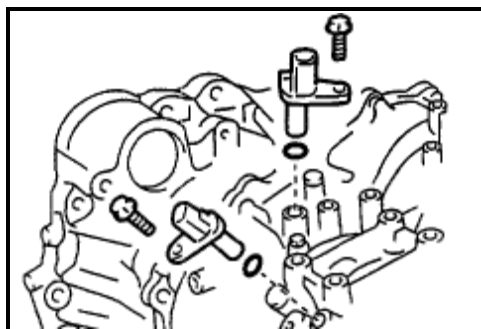


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3. REMOVE TRANSAXLE [CASE](#) PLUG NO. 1

- a. Remove the transaxle [case](#) plug No. 1 from the transaxle case.
- b. Remove the O-ring from the transaxle [case](#) plug No. 1.

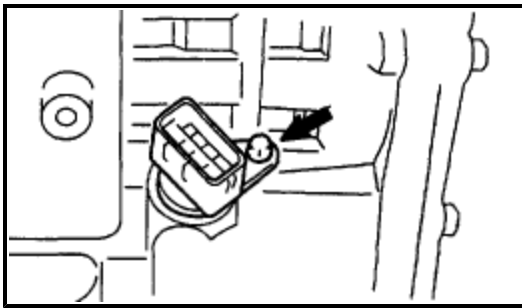


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4. REMOVE SPEED SENSOR

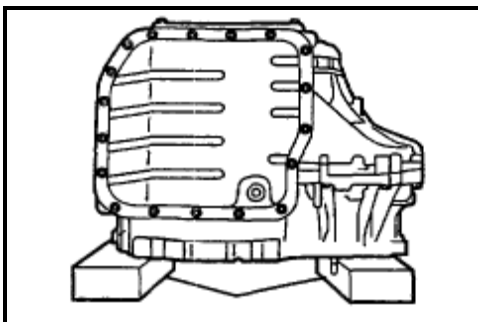
- a. Remove the 2 bolts and 2 speed sensors from the transaxle.
- b. Remove the 2 O-rings from the sensors.



ZOOM

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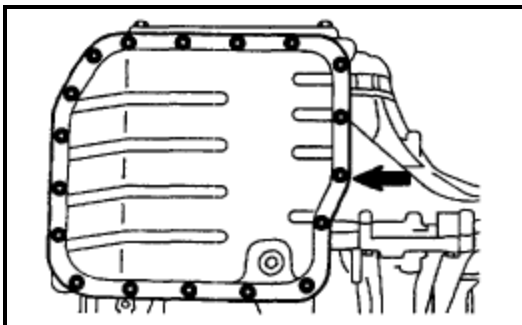
5. REMOVE SOLENOID WIRE RETAINING BOLT **NOTICE:** Remove the bolt only and do not remove the solenoid wire.



ZOOM

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6. PLACE TRANSAXLE ON WOODEN BLOCKS **NOTICE:** Be careful not to damage the oil seal.



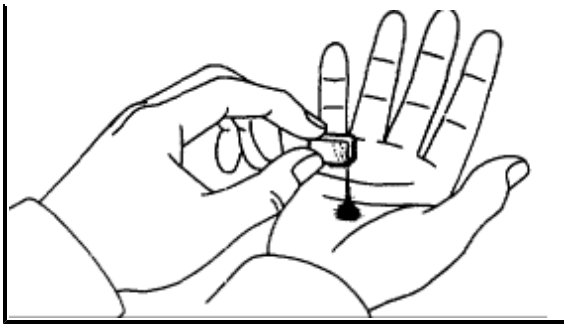
ZOOM

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7. REMOVE OIL PAN AND GASKET

- Remove the 18 bolts.
- Remove the oil pan and gasket.

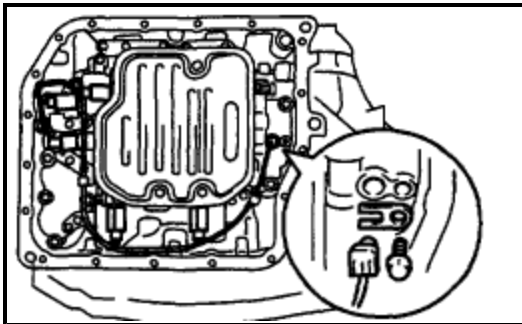




ZOOM

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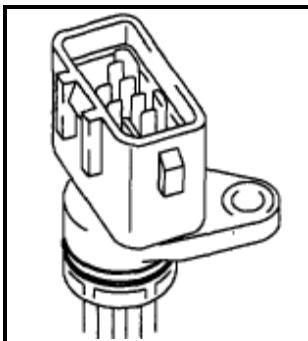
8. EXAMINE PARTICLES IN PAN Remove the magnets and use them to collect any steel chips. Examine the chips and particles in the pan and on the magnet to determine what type of wear has occurred in the transaxle: Steel (magnetic) bearing, [gear](#) and plate wear Brass (non-magnetic) bushing wear
9. REMOVE TRANSAXLE SOLENOID WIRE



ZOOM

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- a. Remove the 5 connectors from shift solenoid valves.
- b. Remove the bolt, lock plate and [ATF temperature sensor](#).
- c. Remove the transaxle solenoid wire from the transaxle [case](#).

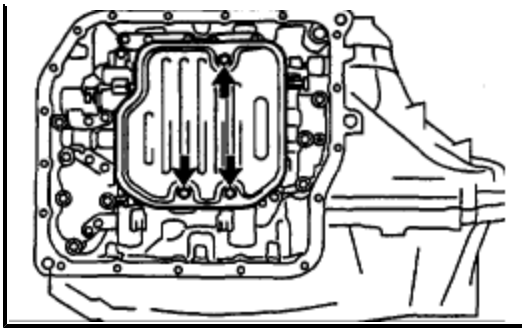


ZOOM

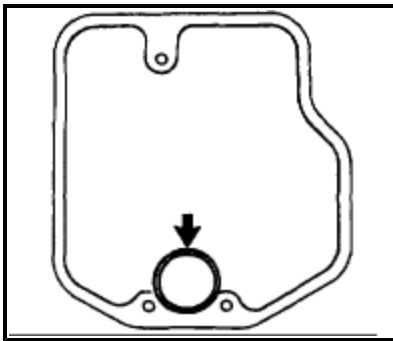
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- d. Remove the O-ring from the transaxle solenoid wire.

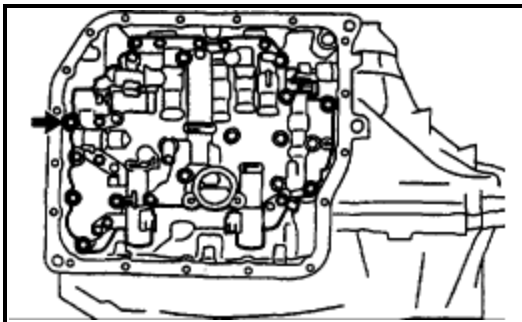
10. REMOVE OIL STRAINER

[ZOOM](#)[SIZED FOR PRINT](#)

- a. Remove the 3 bolts and oil strainer.

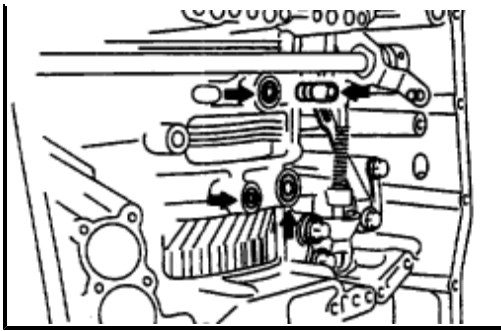
[ZOOM](#)[SIZED FOR PRINT](#)

- b. Remove the gasket from the oil strainer.

[ZOOM](#)[SIZED FOR PRINT](#)

11. REMOVE [VALVE BODY](#) ASSEMBLY Support the [valve body](#) assembly and remove the 17 bolts and the valve body assembly.

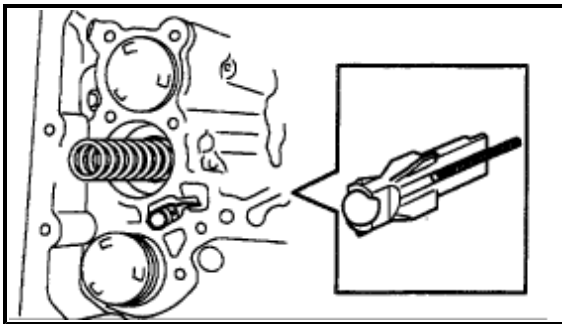




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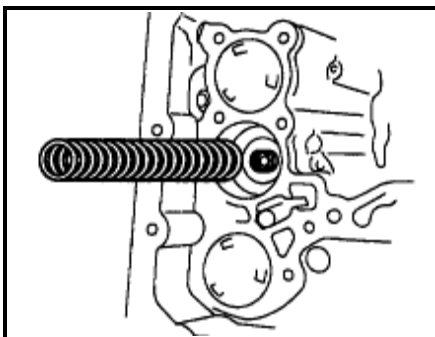
12. REMOVE 4 APPLY GASKETS



ZOOM

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13. REMOVE CHECK BALL BODY Remove the check ball body and spring.
14. REMOVE ACCUMULATOR SPRING AND PISTON

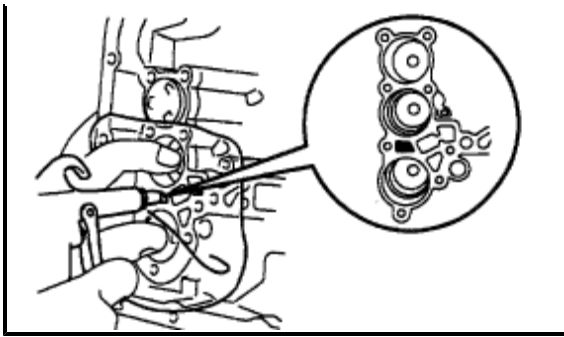


ZOOM

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- a. Remove the spring from the C3 accumulator piston.



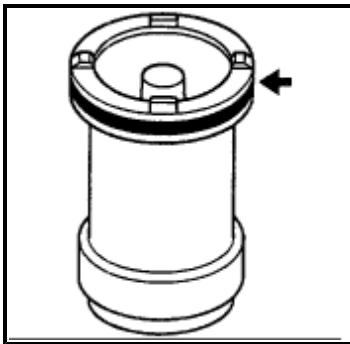


ZOOM

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- b. Apply compressed air (392 kPa, 4.0 kgf/cm², 57 psi) to the oil hole and remove the C3 accumulator piston.
NOTICE:

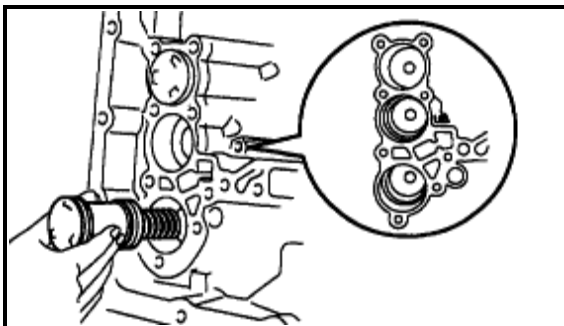
- Blowing of air may cause the piston to jump-out. When removing the piston, hold it with your hand using a waste cloth.
- Take care not to splash [ATF](#) when air-blowing.



ZOOM

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- c. Remove the O-ring from the piston.



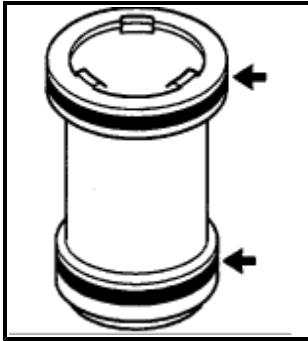
ZOOM

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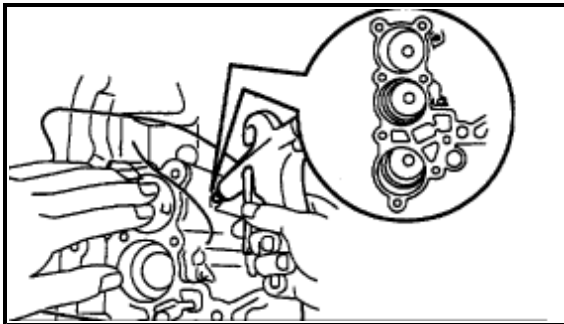
- d. Apply compressed air (392 kPa, 4.0 kgf/cm², 57 psi) to the oil hole and remove the C1 accumulator piston and spring. **NOTICE:**

- Blowing off the air may cause the piston's jump-out. When removing the piston, hold it with your hand using a waste cloth.

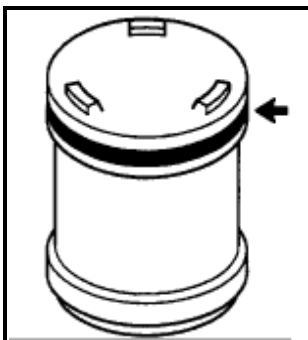
- Take care not to splash [ATF](#) when air-blowing.

[ZOOM](#)[SIZED FOR PRINT](#)

- e. Remove the 2 O-rings from the piston.

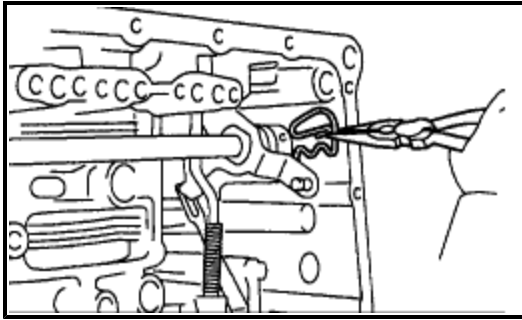
[ZOOM](#)[SIZED FOR PRINT](#)

- f. Apply compressed air (**392 kPa, 4.0 kgf/cm², 57 psi**) to the oil hole and remove the B3 accumulator piston and 2 springs. **NOTICE:**
 - Blowing off the air may cause the piston's jump-out. When removing the piston, hold it with your hand using a waste cloth.
 - Take care not to splash [ATF](#) when air-blowing.

[ZOOM](#)[SIZED FOR PRINT](#)

- g. Remove the O-ring from the piston.

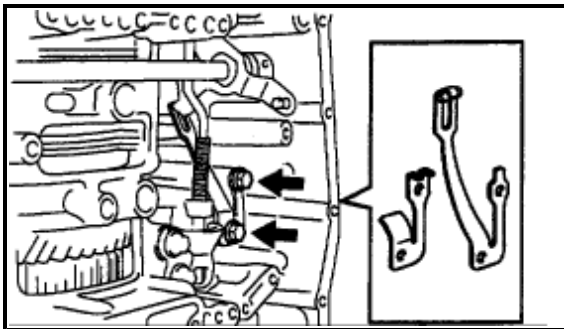
15. REMOVE MANUAL VALVE LEVER SHAFT



ZOOM

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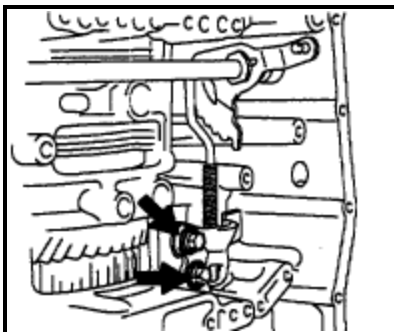
- a. Using needle-nose pliers, remove the retainer spring.



ZOOM

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- b. Remove the 2 bolts, the manual detent spring and cover.

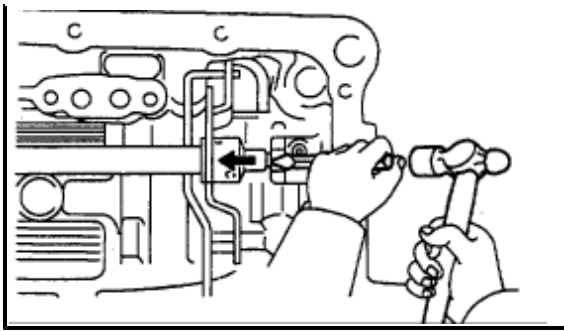


ZOOM

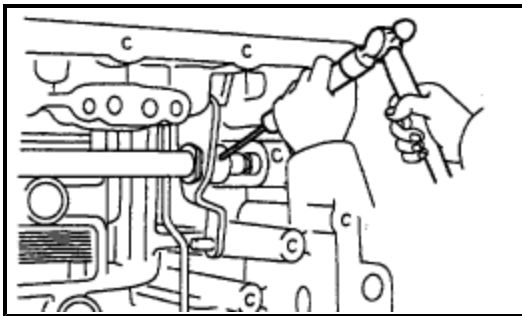
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- c. Remove the 2 bolts and the parking lock pawl bracket.

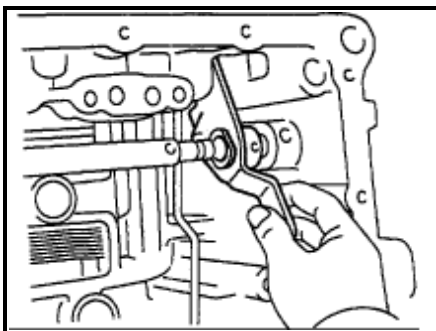


[ZOOM](#)[SIZED FOR PRINT](#)

- d. Using a chisel and a hammer, unstake and remove the spacer.

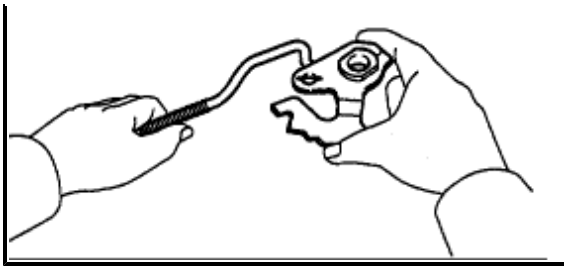
[ZOOM](#)[SIZED FOR PRINT](#)

- e. Using a pin punch and a hammer, drive out the pin. **HINT:** Slowly drive out the pin so that it will not fall into the transaxle [case](#).

[ZOOM](#)[SIZED FOR PRINT](#)

- f. Remove the manual valve lever shaft and the manual valve lever.

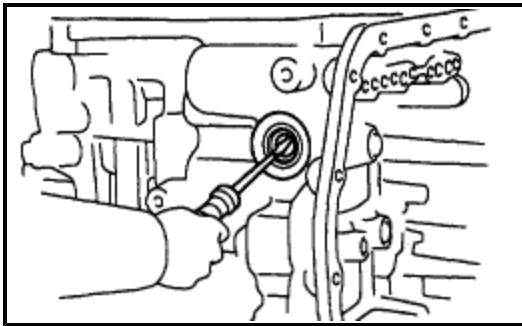




ZOOM

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- g. Remove the parking lock rod from the manual valve lever shaft.

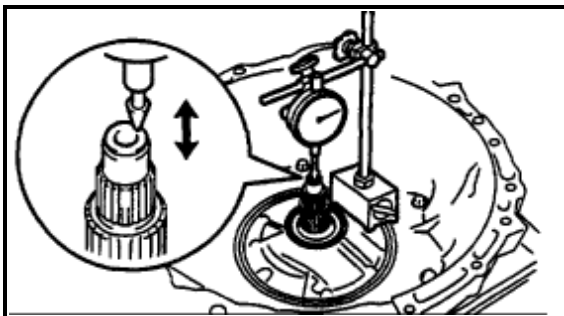


ZOOM

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- h. Using a screwdriver, remove the oil seal.

16. PLACE TRANSAXLE [CASE](#) Fix the transaxle case with the [oil pump](#) side facing up.

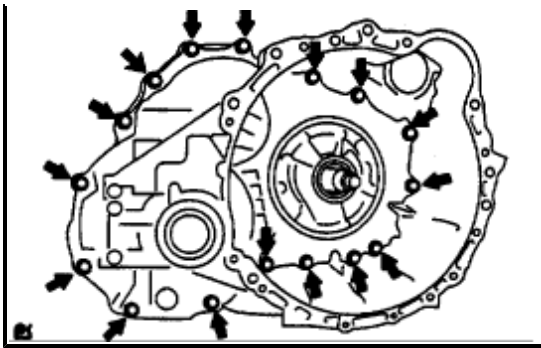


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17. INSPECT [INPUT SHAFT](#) END PLAY Using a dial indicator, measure the [input shaft](#) end play. End play:
0.27 - 1.24 mm (0.0106 - 0.0488 inch)





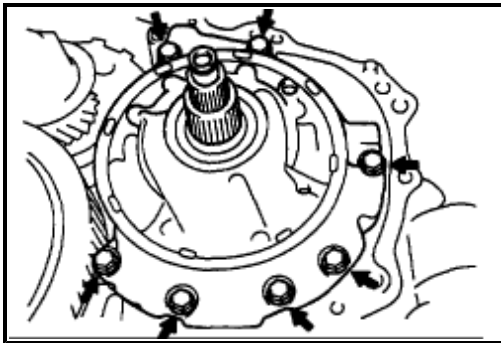
ZOOM

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18. REMOVE TRANSAXLE HOUSING

- a. Remove the 16 bolts.
- b. Tap on the circumference of the transaxle housing with a plastic hammer to remove the transaxle housing from the transaxle [case](#). **NOTICE:** [Differential](#) may be accidentally removed when the transaxle housing is removed.

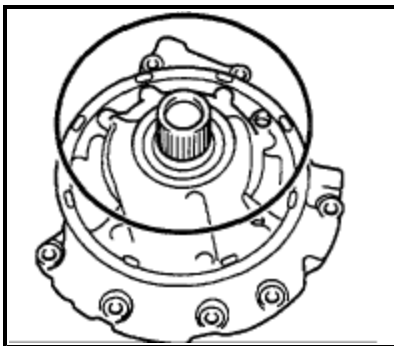
19. REMOVE [OIL PUMP](#)



ZOOM

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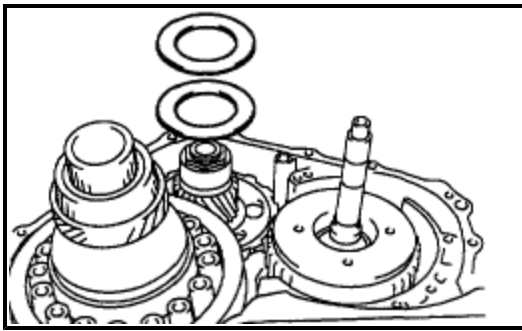
- a. Remove the 7 bolts and the [oil pump](#).



ZOOM

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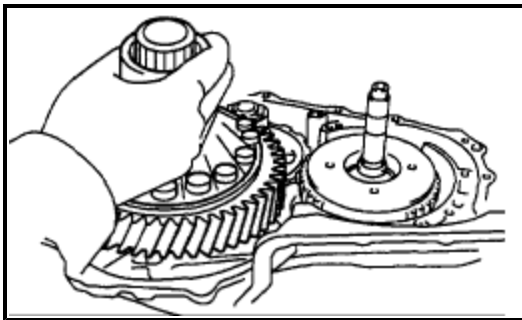
- b. Remove the O-ring from the [oil pump](#).



ZOOM

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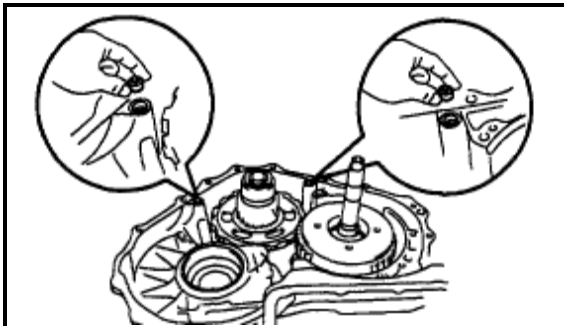
20. REMOVE THRUST BEARING AND BEARING RACE



ZOOM

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21. REMOVE [DIFFERENTIAL](#) ASSEMBLY



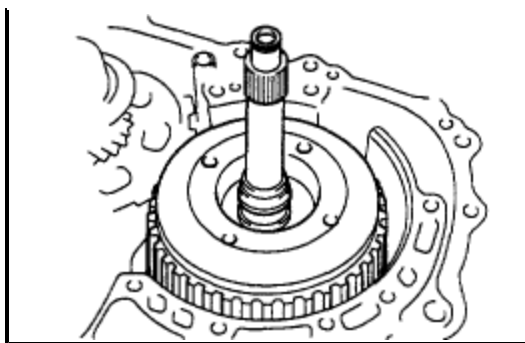
ZOOM

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22. REMOVE 2 APPLY GASKETS

23. REMOVE [FORWARD CLUTCH](#)

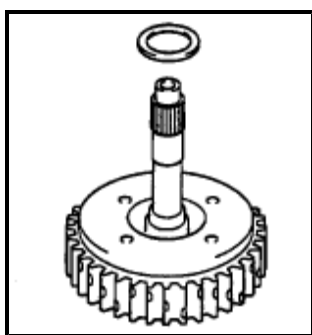




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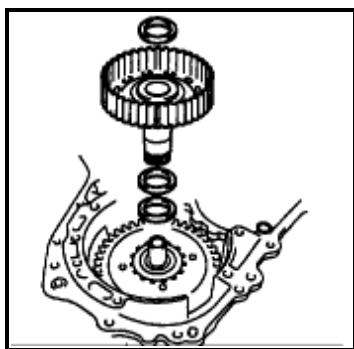
- a. Remove the [forward clutch](#) from the transaxle [case](#).



ZOOM

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- b. Remove the thrust bearing from the [forward clutch](#).



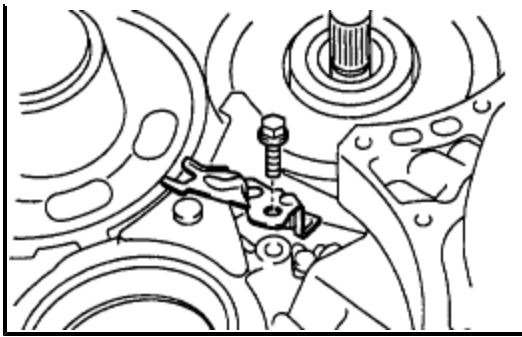
ZOOM

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- c. Remove the multiple clutch hub, 2 thrust bearing and bearing race from the transaxle [case](#).

24. REMOVE U/D PLANETARY GEAR ASSEMBLY

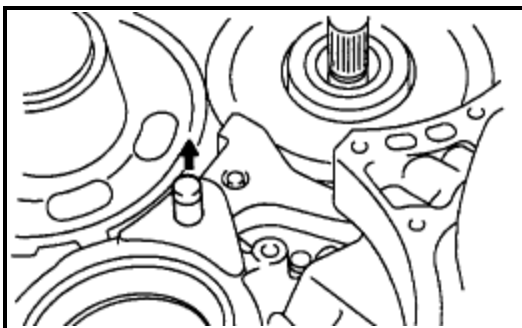




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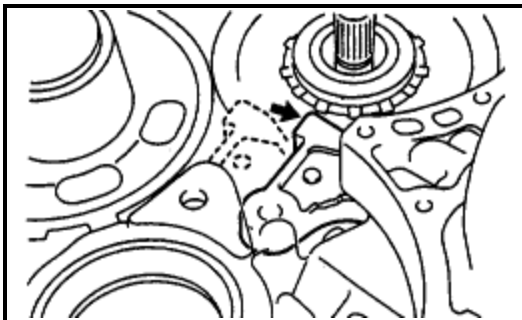
- a. Remove a bolt and the pawl shaft clamp.



ZOOM

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- b. Remove the parking lock pawl shaft.

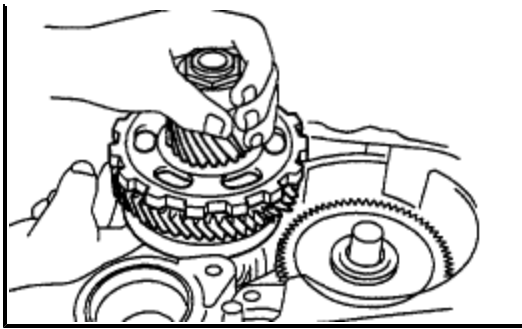


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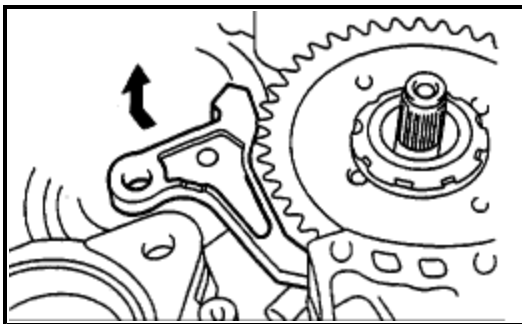
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- c. Push the parking lock pawl. **HINT:** Failure to do so will cause interference when the U/D planetary gear is removed.



[ZOOM](#)[SIZED FOR PRINT](#)

- d. Remove the U/D planetary gear assembly from the transaxle [case](#). **NOTICE:** Be careful that the U/D planetary gear assembly do not fall out.

[ZOOM](#)[SIZED FOR PRINT](#)

- e. Remove the spring, the pawl pin and the parking lock pawl.