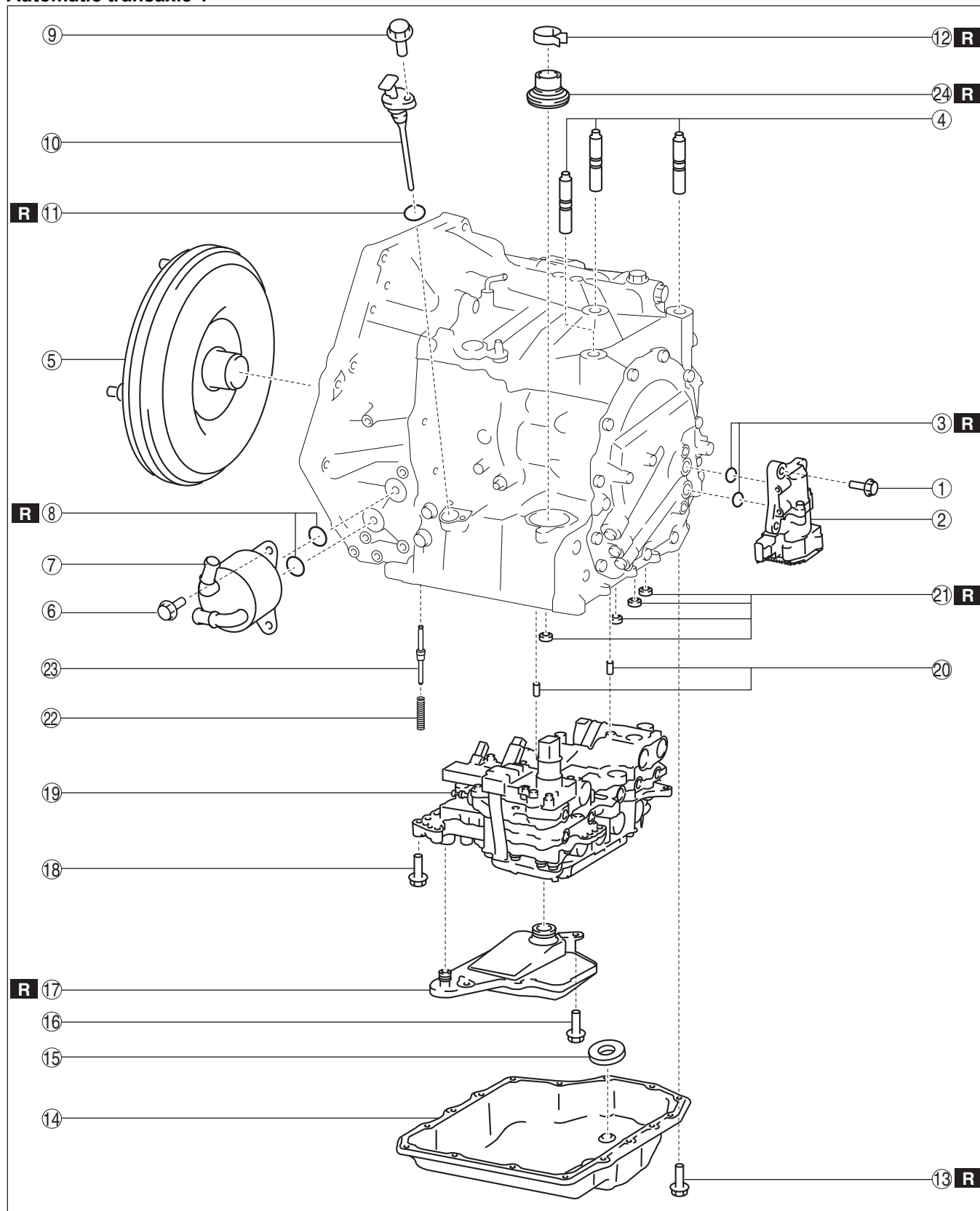


AUTOMATIC TRANSAXLE DISASSEMBLY

id051700660600

Structural View Automatic transaxle 1



bgw3ja00000095

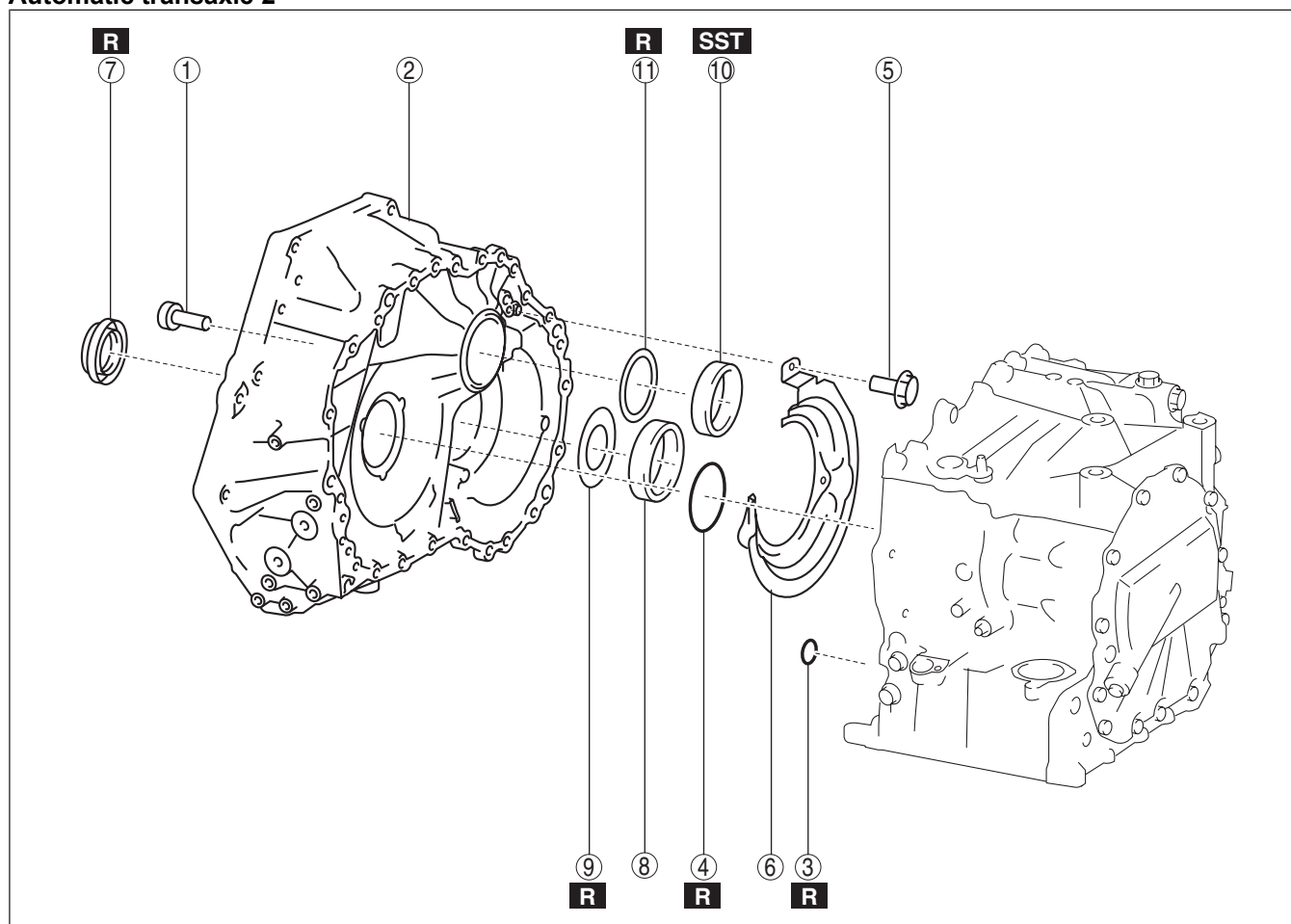
1	3 bolts*1
2	Electric AT oil pump*1
3	O-ring*1

4	Stud bolt
5	Torque converter
6	3 bolts
7	Oil cooler
8	O-ring
9	Bolt
10	Dipstick
11	O-ring
12	Hose clamp
13	16 bolts
14	Oil pan
15	Magnet
16	2 bolts
17	Oil strainer
18	11 bolts
19	Control valve body
20	Dowel pin
21	Gasket
22	Spool valve spring *2
23	Spool valve *2
24	Oil seal

*1 : Only vehicles with i-stop

*2 : Only vehicles with oil cooler No.2

Automatic transaxle 2

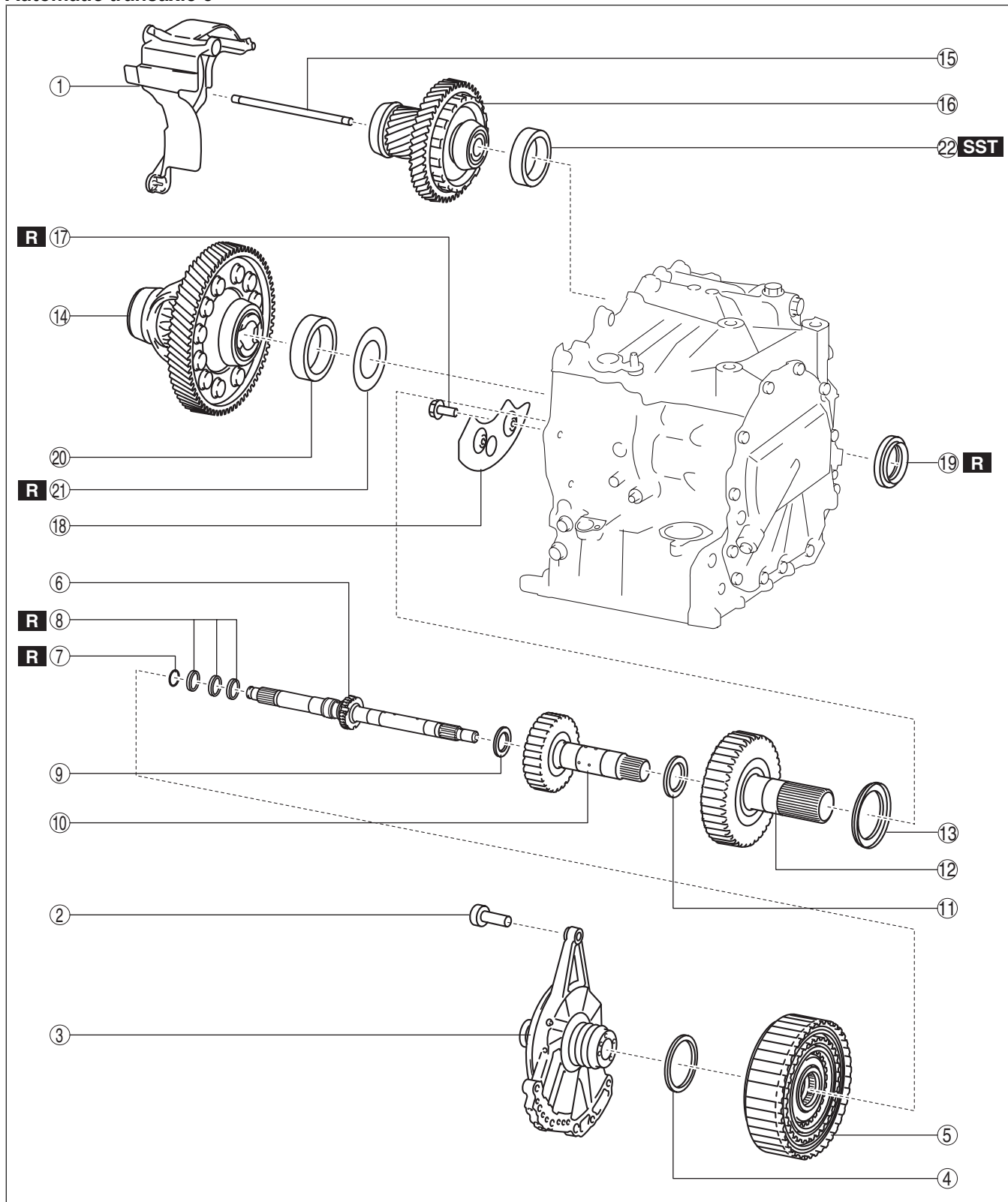


bgw3ja00000643

1	25 bolts
2	Converter housing
3	O-ring
4	O-ring

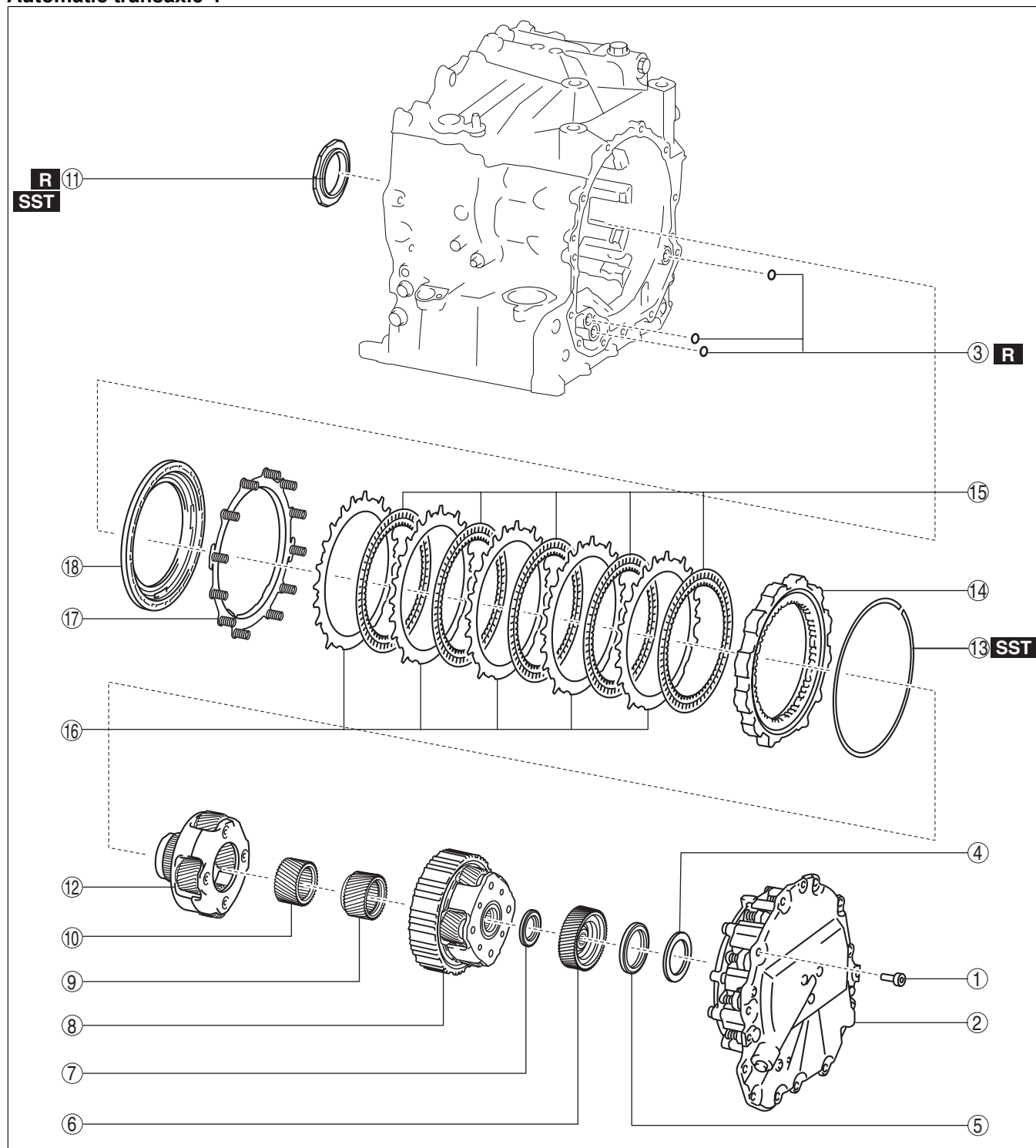
5	3 bolts
6	Baffle plate
7	Oil seal
8	Bearing race
9	Shim
10	Bearing race
11	Shim

Automatic transaxle 3



1	Baffle plate
2	7 bolts
3	Oil pump
4	Thrust needle bearing
5	Clutch component
6	Turbine shaft
7	D-ring
8	Seal ring
9	Thrust needle bearing
10	High clutch hub
11	Thrust needle bearing
12	Low clutch hub
13	Thrust needle bearing
14	Ring gear and differential
15	Oil pipe
16	Secondary gear and output gear
17	2 bolts
18	Baffle plate
19	Oil seal
20	Bearing race
21	Shim
22	Bearing race

Automatic transaxle 4

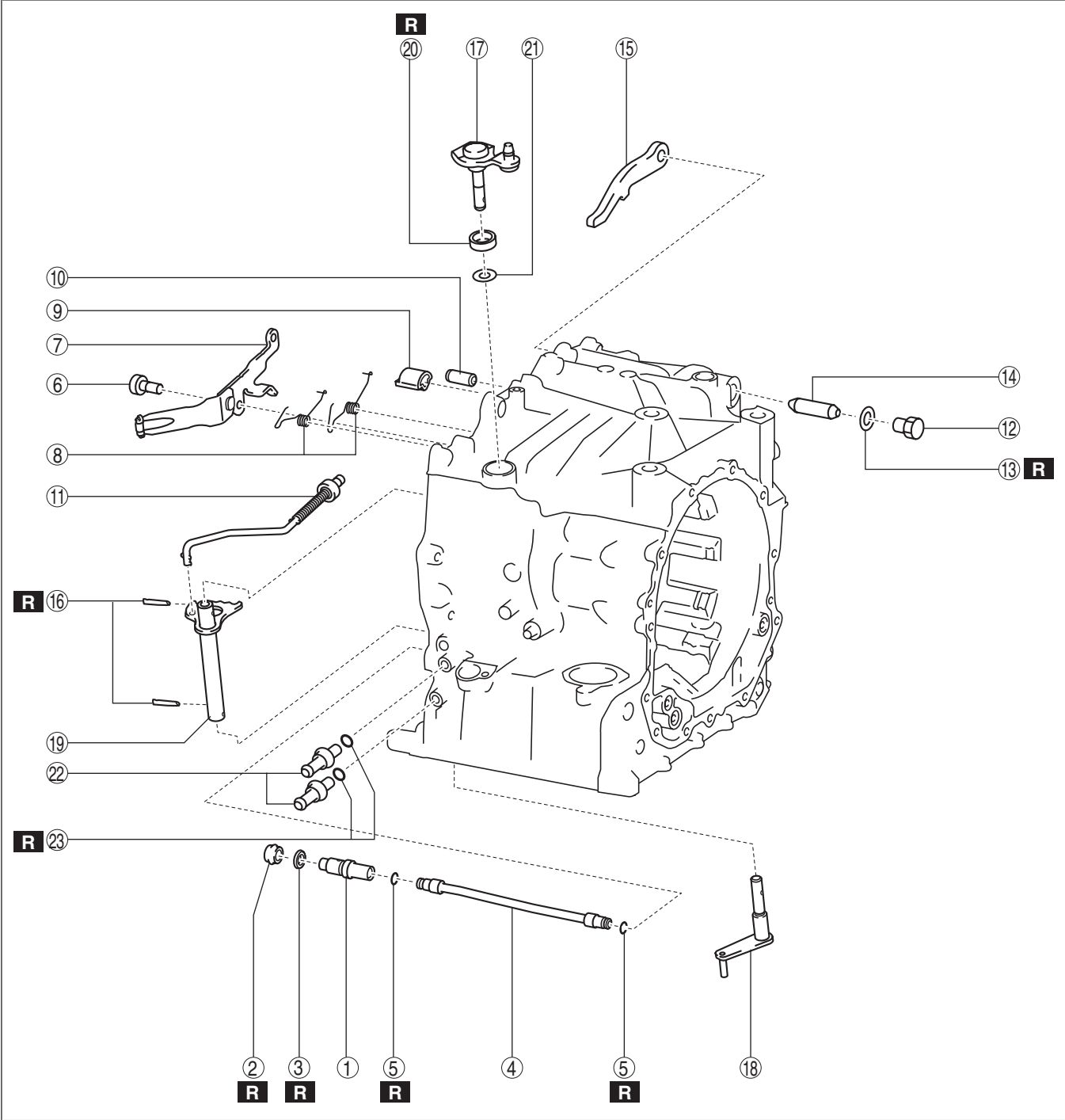


bgw3ja00000098

1	12 bolts
2	End cover component
3	O-ring
4	Shim
5	Thrust needle bearing
6	Reduction sun gear
7	Thrust needle bearing
8	Rear planetary gear
9	Rear sun gear
10	Front sun gear
11	Locknut

12	Front planetary gear
13	Snap ring
14	One-way clutch
15	Drive plate
16	Driven plate
17	Springs and retainer component
18	Low and reverse brake piston

Automatic transaxle 5



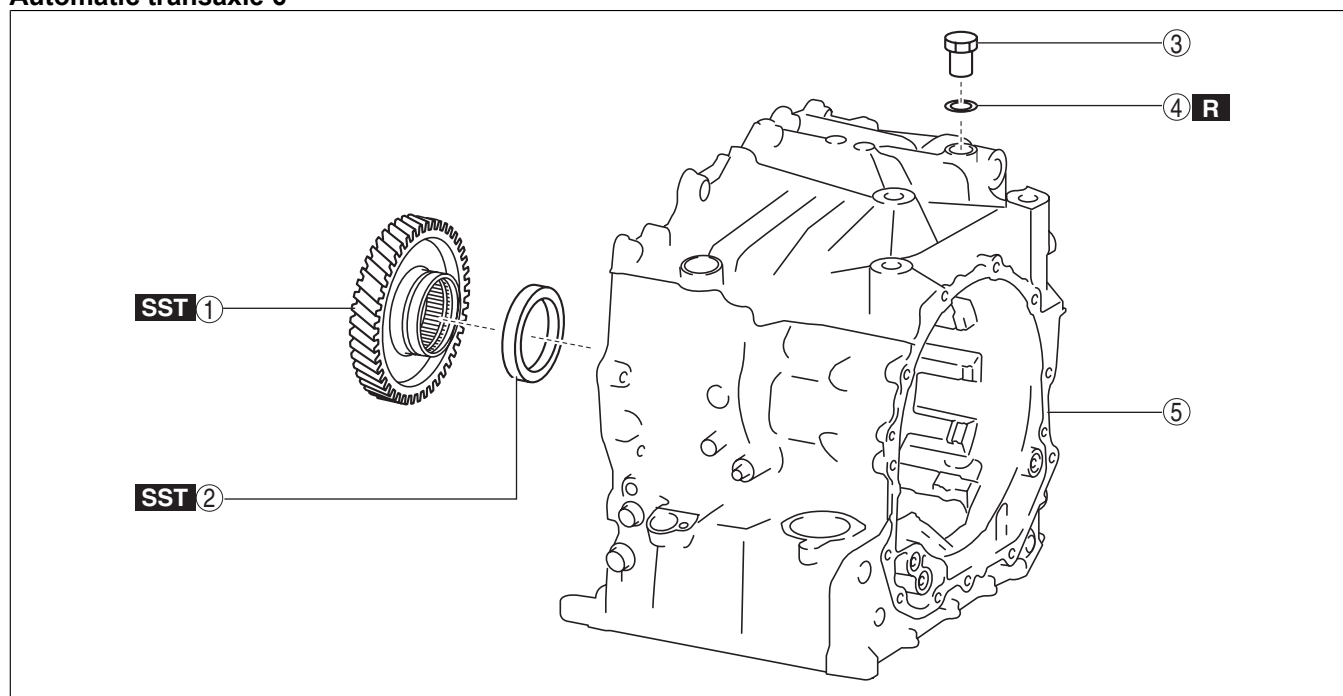
bgw3ja00000099

1	Connector
2	Gasket
3	Gasket
4	Oil pipe
5	O-ring

6	2 bolts
7	Detent bracket component
8	Pawl return spring
9	Support actuator
10	Parking pawl pin
11	Parking rod component
12	Plug
13	Gasket
14	Parking pawl shaft
15	Parking pawl
16	Roll pin
17	Parking shift lever component
18	Parking assist lever component
19	Manual plate component
20	Oil seal
21	Washer
22	Connector bolt *
23	Gasket *

* : Only vehicles with oil cooler No.2

Automatic transaxle 6



azzjw00001463

1	Primary gear
2	Angular contact ball bearing
3	Plug
4	Gasket
5	Transaxle case

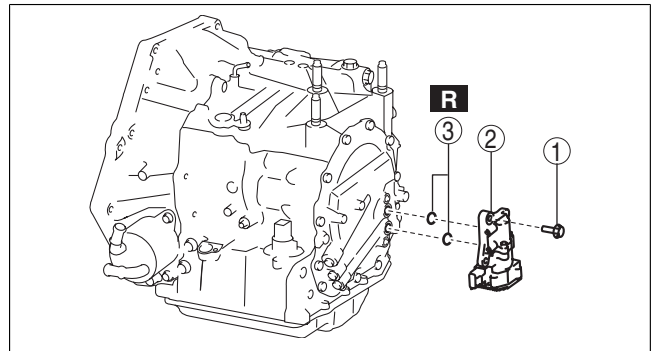
Disassembly Procedure

1. Clean the outside of the transaxle. (See AUTOMATIC TRANSAXLE CLEANING.)
2. Remove the electric AT oil pump using the following procedure (only vehicles with i-stop).

Caution

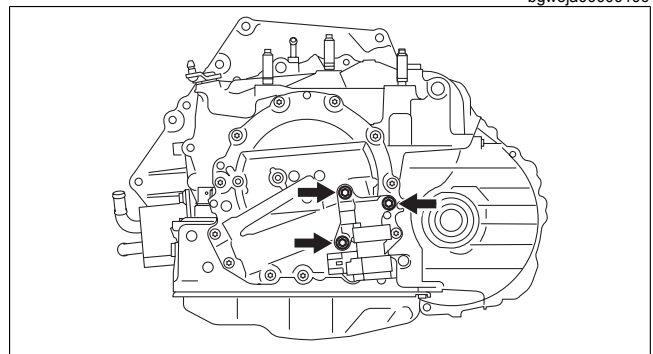
- Do not drop or apply an impact to the electric AT oil pump. Replace the electric AT oil pump with a new one if it was dropped or received an impact.
- Do not disassemble the electric AT oil pump. Replace the electric AT oil pump if it has been disassembled.

- To prevent a malfunction, be careful not to allow sealant or foreign matter to penetrate the electric AT oil pump and the interior of the transaxle.
- Be careful not to scratch or damage the aligning surfaces of the electric AT oil pump and end cover and the O-ring assembly area so as not to cause ATF leakage.



bgw3ja00000100

(1) Remove the bolts shown in the figure.

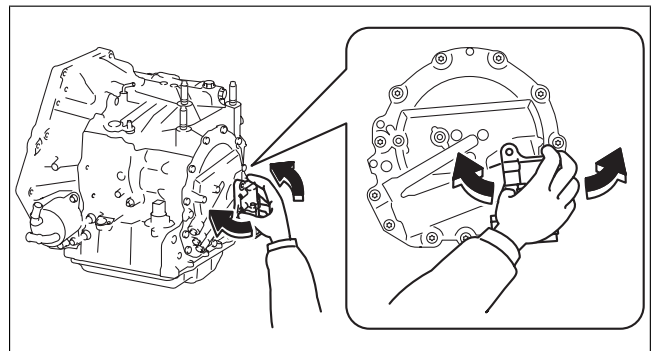


bgw3ja00000101

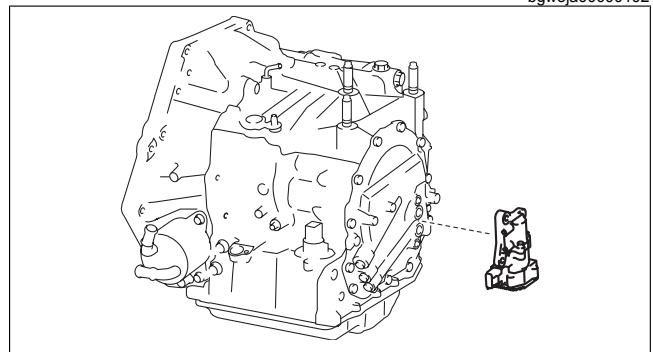
(2) Remove the electric AT oil pump.

Note

- Shake the electric AT oil pump by hand as shown in the figure and remove it.



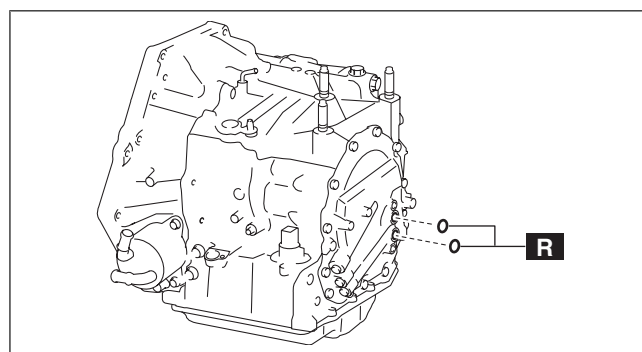
bgw3ja00000102



bgw3ja00000103

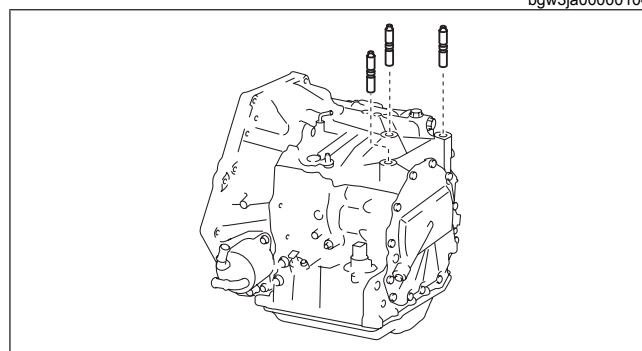
(3) Remove the O-rings.

1	3 bolts
2	Electric AT oil pump
3	O-ring



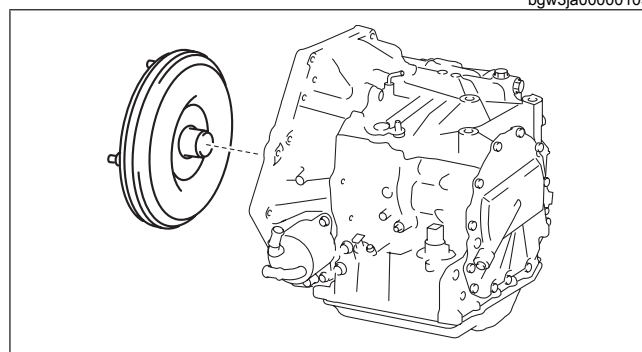
bgw3ja00000104

3. Remove the stud bolts.



bgw3ja00000105

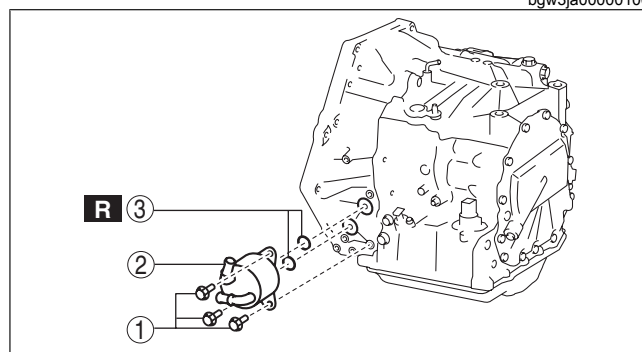
4. Remove the torque converter.



bgw3ja00000106

5. Remove the oil cooler in the order shown in the figure.

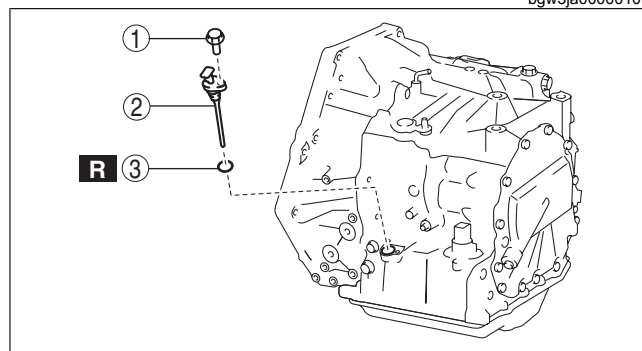
1	Bolt
2	Oil cooler
3	O-ring



bgw3ja00000107

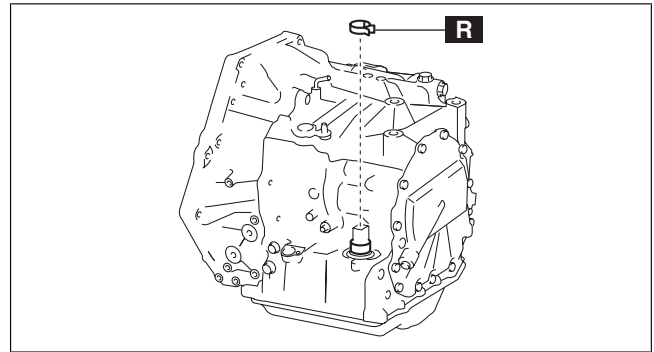
6. Remove the dipstick in the order shown in the figure.

1	Bolt
2	Dipstick
3	O-ring



bgw3ja00000108

7. Remove the hose clamp.



bgw3ja00000109

8. Install the transaxle to the SST (engine stand) using the following procedure:

Caution

- When installing the transaxle to the SST (engine stand) using chain hoists, be careful not to allow the transaxle to contact the SST (engine stand). If the transaxle contacts the SST, verify the areas which are contacted and replace damaged parts with new ones.

(1) Install the SSTs to the transaxle using the following procedure.

Note

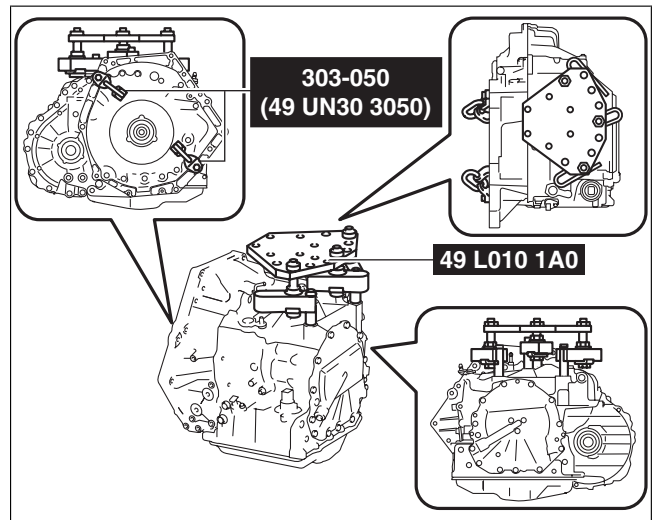
- When installing the SST (49 L010 1A0) to the transaxle (stud bolt holes), use part number: 9YA02 1440, or M14×1.5 bolts, length 100 mm {3.94 in}.
- When installing the SSTs (49 UN30 3050) to the transaxle, use part number: 9YA02 1015, or M10×1.5 bolt, length 35 mm {1.4 in}, and M10 bolt, nut.

1) Temporarily install the arms (49 L010 102) using part number: 9YA02 1440, or M14×1.5 bolts, length 100 mm {3.94 in}.

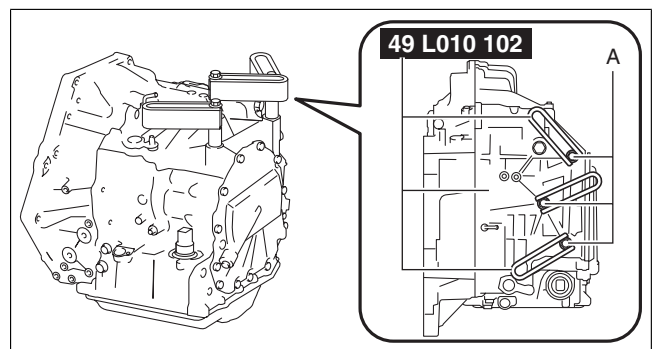
Note

- To adjust the installation position of the SST in Step 3), temporarily tighten the bolts.

A : Part number: 9YA02 1440, or M14×1.5 bolt, length 100 mm {3.94 in}



bgw3ja00000110



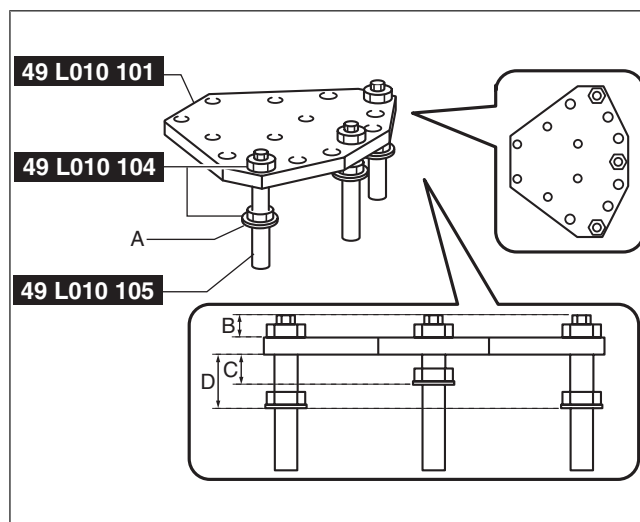
bgw3ja00000111

2) Assemble the SST (49 L010 1A0).

Note

- Use bolts (49 L010 105) with a length of 138 mm {5.43 in}.

A : Washer
 B : Approx. 20 mm {0.79 in}
 C : Approx. 26 mm {1.0 in}
 D : Approx. 47 mm {1.9 in}



bgw3ja00000112

3) Install the SST assembled in Step 2).

Note

- Adjust so that the plate (49 L010 101) and arms (49 L010 102) are level, and install.

A : Washer
 B : Level out

4) Verify that nothing other than the SST arms (49 L010 102) installation area contacts the transaxle.

Caution

- If something other than the SST arms (49 L010 102) installation area contacts the transaxle, readjust the SST to prevent damaging the part.

5) Tighten the nuts and bolts.

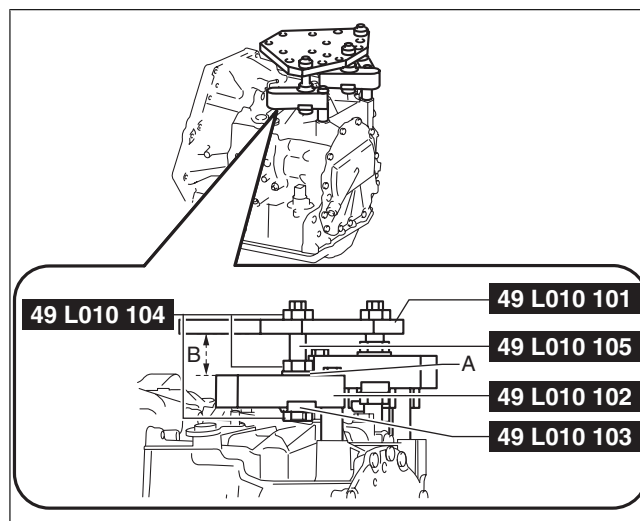
Tightening torque

- Bolt: Part number: 9YA02 1440, or M14×1.5 bolt, length 100 mm {3.94 in}
 40—52 N·m {4.1—5.3 kgf·m, 30—38 ft·lbf}
- Nut: 49 L010 104
 140—160 N·m {15—16 kgf·m, 104—118 ft·lbf}

6) Assemble the SSTs using part number: 9YA02 1015, or M10×1.5 bolt, length 35 mm {1.4 in}, and M10 bolt, nut.

A : Part number: 9YA02 1015, or M10×1.5 bolt, length 35 mm {1.4 in}

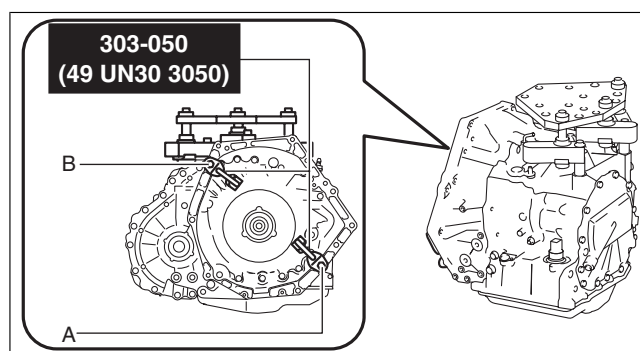
B : M10 bolt, nut



bgw3ja00000113

Tightening torque

38—52 N·m {3.9—5.3 kgf·m, 29—38 ft·lbf}



bgw3ja00000114

(2) Using chain hoists, install the transaxle to the SST (engine stand) using part number: 9YA02 A220, or M12×1.75 bolts, length 40 mm {1.6 in}.

Caution

- When installing the transaxle to the SST (engine stand) using chain hoists, be careful not to allow the transaxle to contact the SST (engine stand). If the transaxle contacts the SST, verify the areas which are contacted and replace damaged parts with new ones.

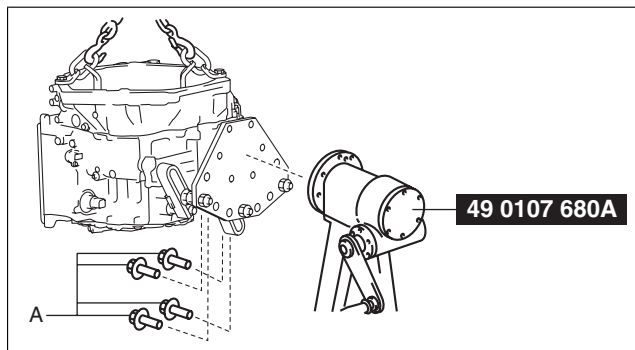
Note

- Tighten the four locations with bolts and securely install the transaxle to the SST (engine stand).

A : Part number: 9YA02 A220, or M12×1.75 bolt, length 40 mm {1.6 in}

Tightening torque

88—118 N·m {9.0—12 kgf·m, 65—87 ft·lbf}

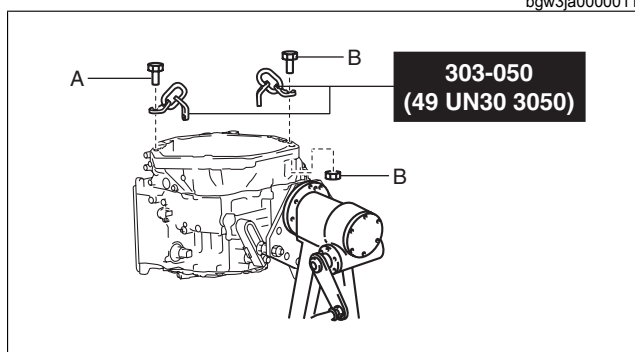


bgw3ja00000115

(3) Remove the SSTs.

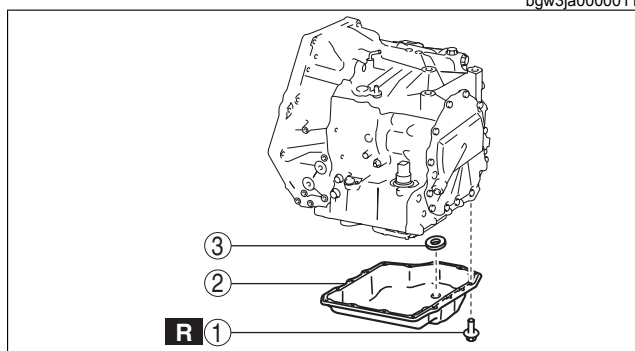
A : Part number: 9YA02 1015, or M10×1.5 bolt, length 35 mm {1.4 in}

B : M10 bolt, nut



bgw3ja00000116

9. Remove the oil pan and magnet using the following procedure:

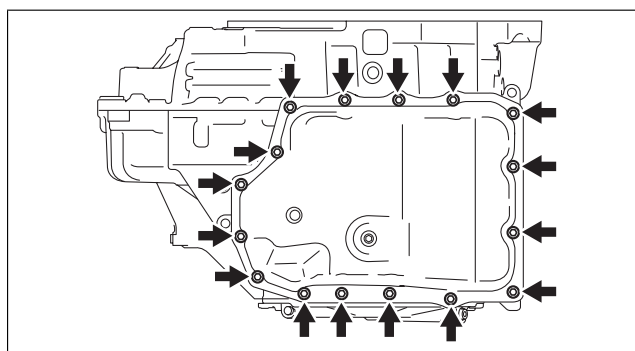


bgw3ja00000117

- (1) Remove the bolts shown in the figure.

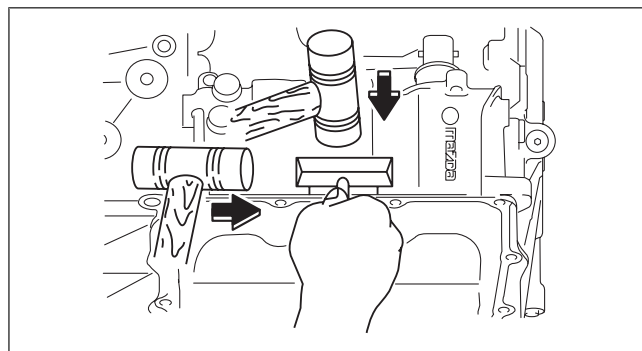
Caution

- If the removed bolts with spring washers are reused it could loosen the bolts due to spring weakness, therefore when performing the automatic transaxle assembly, use new bolts.

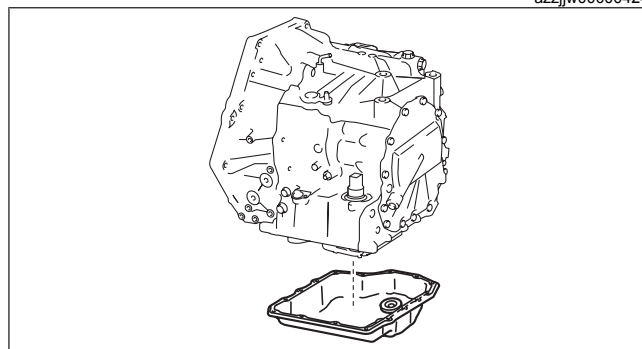


azzjiw00000423

(2) Remove the oil pan using the separator tool.



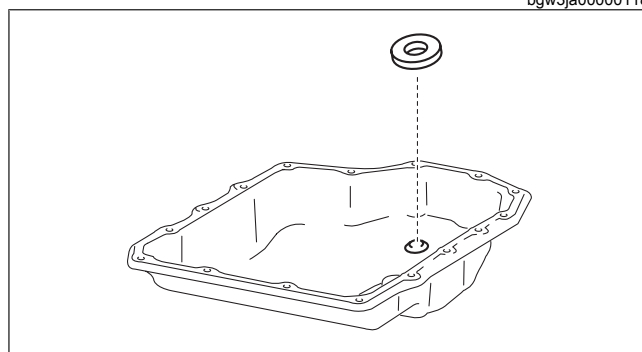
azzjw00000424



bgw3ja00000118

(3) Remove the magnet.

1	16 bolts
2	Oil pan
3	Magnet



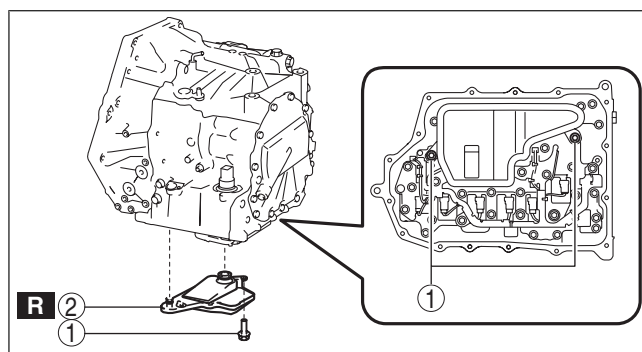
azzjw00000426

10. Remove the oil strainer in the order shown in the figure.

Caution

- If the oil strainer is reused while containing excessive foreign matter, it could cause an operation malfunction, therefore when performing the automatic transaxle assembly, use a new oil strainer.

1	Bolt
2	Oil strainer



bgw3ja00000119

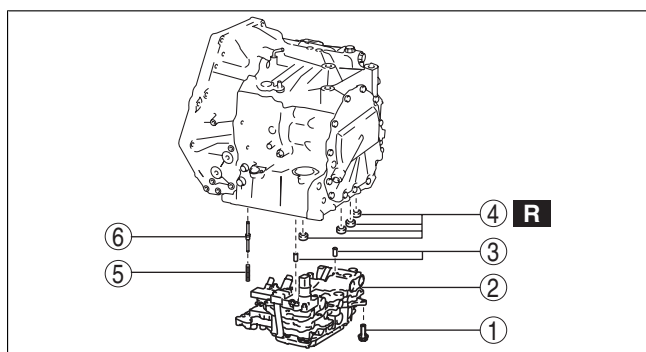
11. Remove the control valve body using the following procedure:

Caution

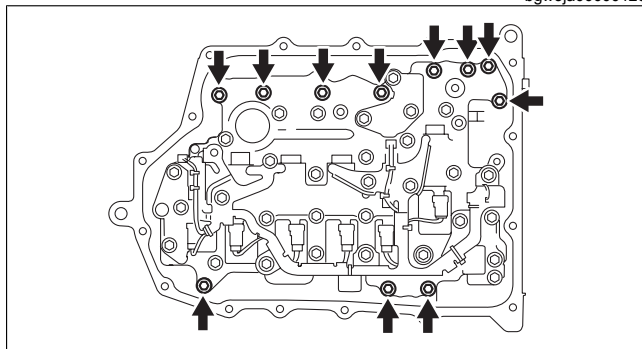
- Place the removed control valve body with the TCM side pointing upward on a workbench. If placing it with the TCM side pointing downward on a workbench, the TCM could be damaged.
- Do not drop or apply an impact to the control valve body. Replace the control valve body with a new one if it was dropped or received an impact.

* : Only vehicles with oil cooler No.2

(1) Remove the bolts shown in the figure.



bgw3ja00000120

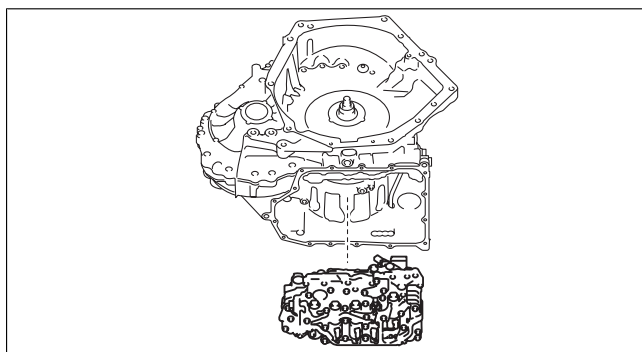


azzijw00000429

(2) Remove the control valve body.

Caution

- Remove the control valve body straight so that force is not applied to the control valve body connector in the lateral direction.



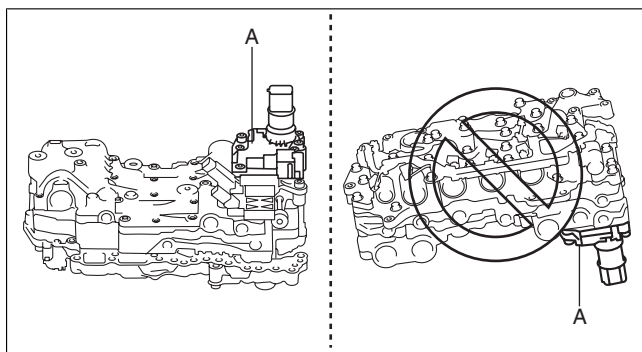
bgw3ja00000121

(3) Place the removed control valve body with the TCM side pointing upward on a workbench.

Caution

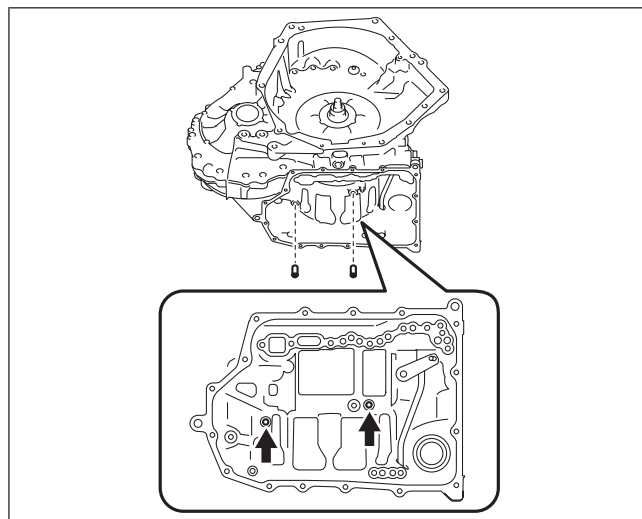
- Place the removed control valve body with the TCM side pointing upward on a workbench. If placing it with the TCM side pointing downward on a workbench, the TCM could be damaged.

A : TCM



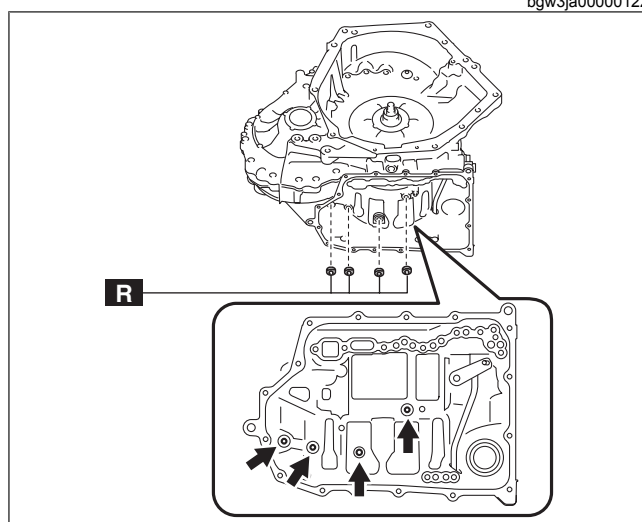
azzijw00000431

(4) Remove the dowel pins.



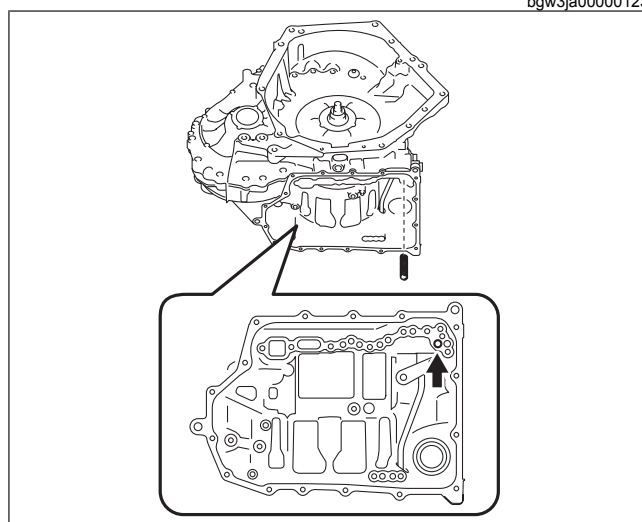
bgw3ja00000122

(5) Remove the gaskets.



bgw3ja00000123

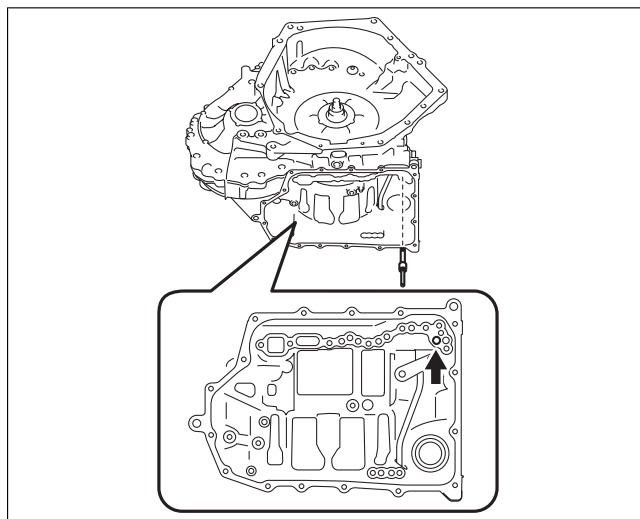
(6) Remove the spool valve spring (only vehicles with oil cooler No.2).



bgw3ja00000124

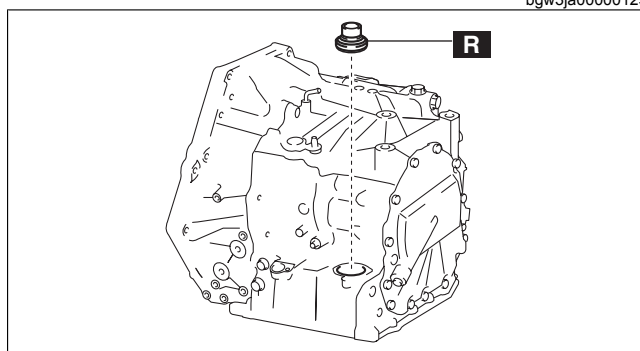
(7) Remove the spool valve (only vehicles with oil cooler No.2).

1	11 bolts
2	Control valve body
3	Dowel pin
4	Gasket
5	Spool valve spring*
6	Spool valve*



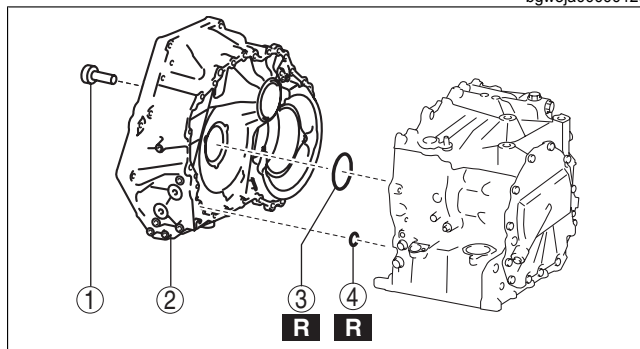
bgw3ja00000125

12. Remove the oil seal.



bgw3ja00000126

13. Remove the converter housing using the following procedure:

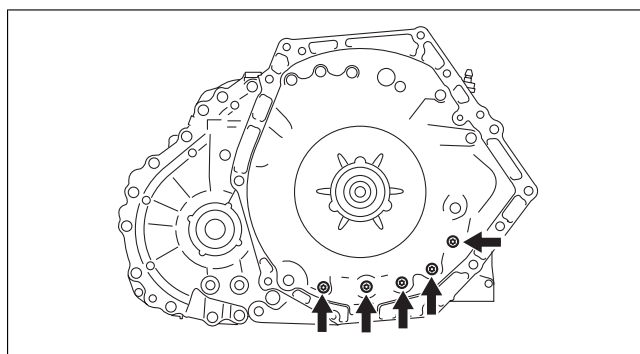


bgw3ja00000127

(1) Remove the bolts shown in the figure.

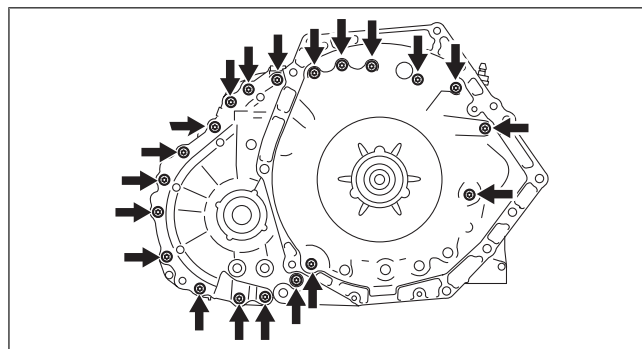
Caution

- Sealant has been applied to the removed bolts. If the bolts are reused it could cause ATF leakage, therefore when performing the automatic transaxle assembly, use new bolts.



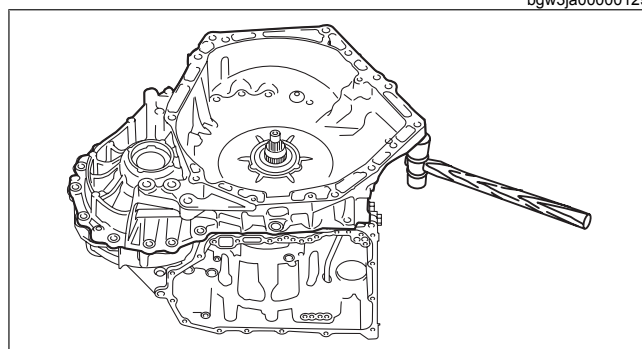
bgw3ja00000128

(2) Remove the bolts shown in the figure.

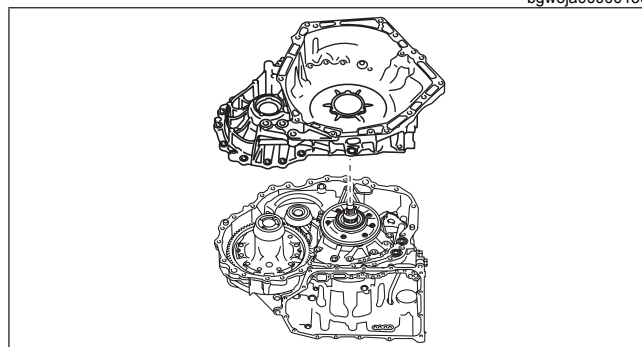


bgw3ja00000129

(3) Lightly tap the converter housing using a plastic hammer to remove it.



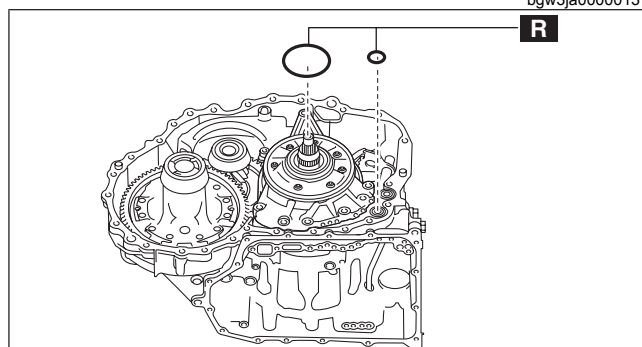
bgw3ja00000130



bgw3ja00000131

(4) Remove the O-rings.

1	25 bolts
2	Converter housing
3	O-ring (oil pump)
4	O-ring (oil cooler oil passage)

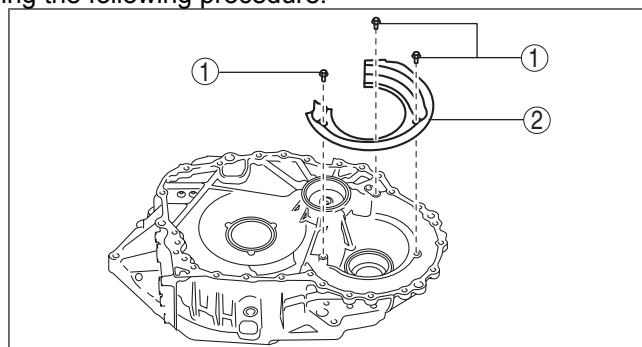


bgw3ja00000132

14. Remove the accessories from the converter housing using the following procedure:

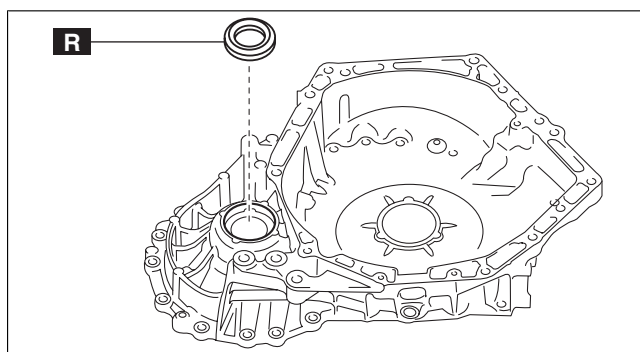
(1) Remove the baffle plate using the procedure shown in the figure.

1	Bolt
2	Baffle plate



bgw3ja00000133

(2) Remove the oil seal.



bgw3ja00000134

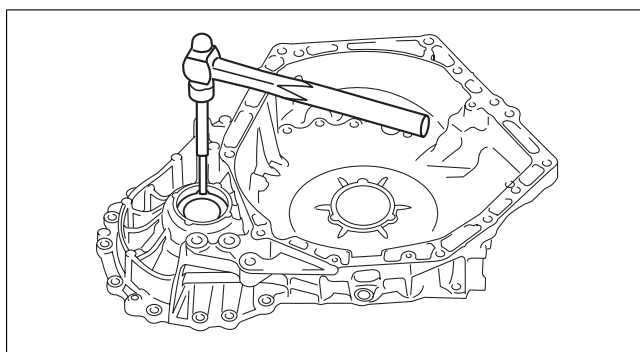
(3) Remove the bearing race and shim using a pin punch and the procedure shown in the figure.

Caution

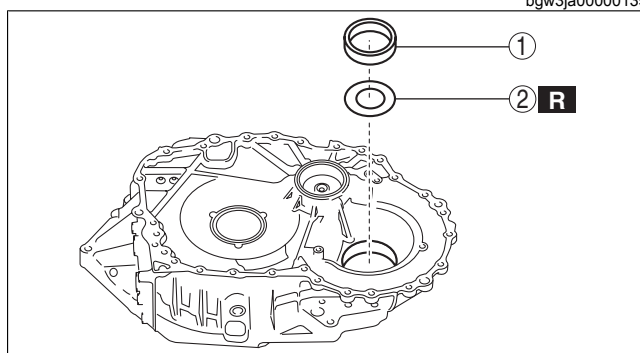
- Because the shim will deform when removing the bearing race, use a new shim when performing the automatic transaxle assembly.
- Be careful not damage or scratch the converter housing when using a pin punch.

Note

- Lightly tap around the shim using a pin punch and remove the bearing race with the shim.
- Use a pin punch with an outer diameter on the end of approx. 10 mm {0.39 in}. If the end of the pin punch is too thin it will put a hole in the shim and make it difficult to remove the bearing race.



bgw3ja00000135



bgw3ja00000136

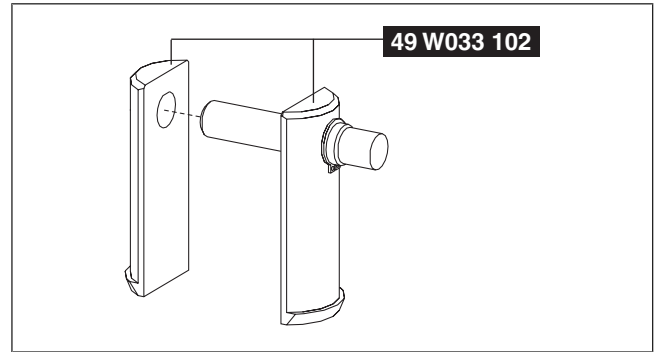
1	Bearing race
2	Shim

(4) Remove the bearing race and shim using the following procedure:

Caution

- Because the shim will deform when removing the bearing race, use a new shim when performing the automatic transaxle assembly.

1) Disassemble the SST (49 W033 102).

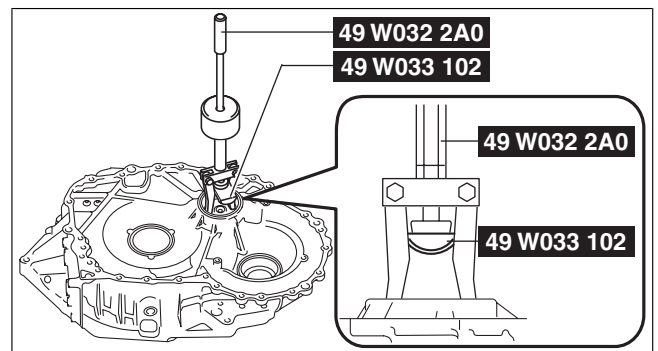


bgw3ja00000137

2) Remove the bearing race, shim using the SSTs.

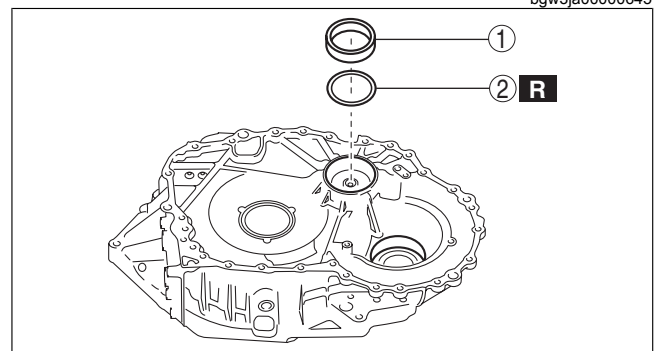
Note

- The SST (49 W033 102) shown in the figure is the one disassembled in Step 1).



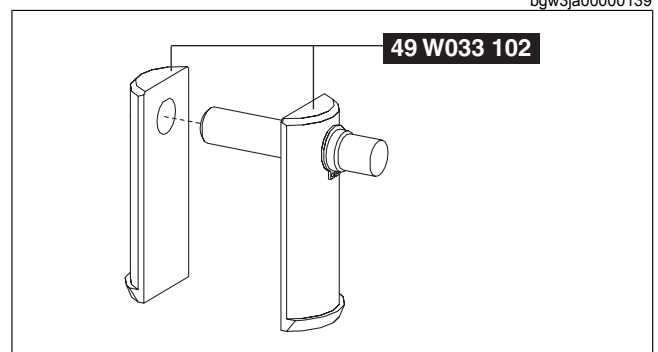
bgw3ja00000645

1	Bearing race
2	Shim



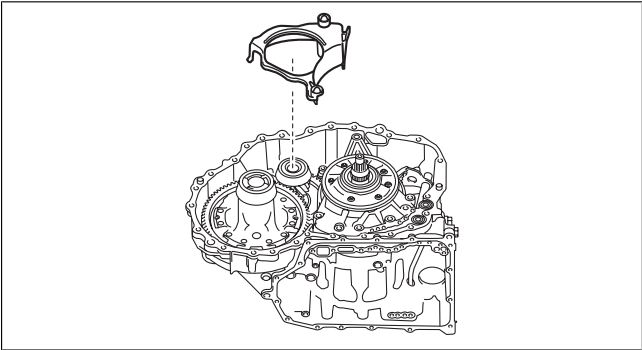
bgw3ja00000139

3) Assemble the SST (49 W033 102).



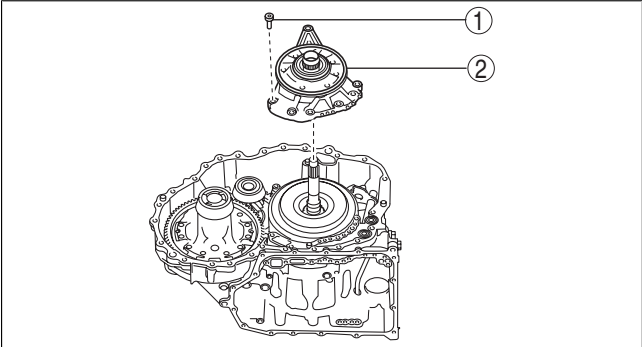
bgw3ja00000137

15. Remove the baffle plate.



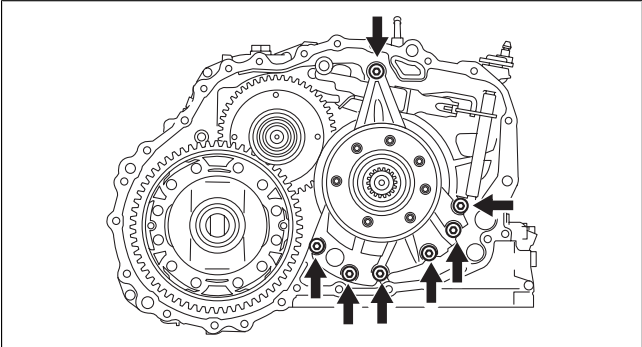
bgw3ja00000140

16. Remove the oil pump using the following procedure:



bgw3ja00000141

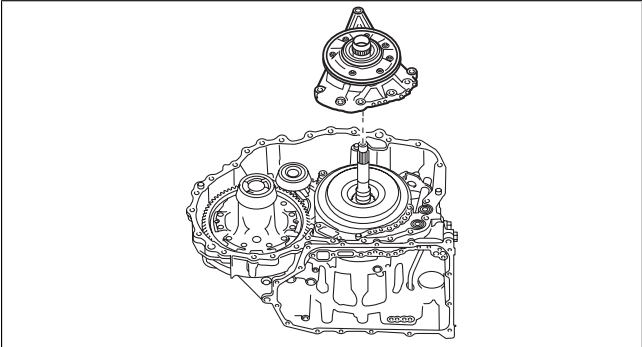
(1) Remove the bolts shown in the figure.



bgw3ja00000142

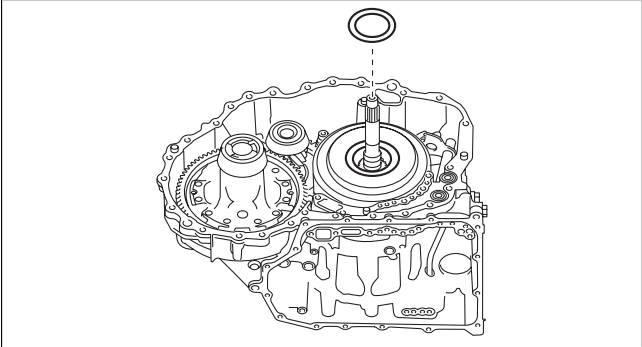
(2) Remove the oil pump.

1	7 bolts
2	Oil pump



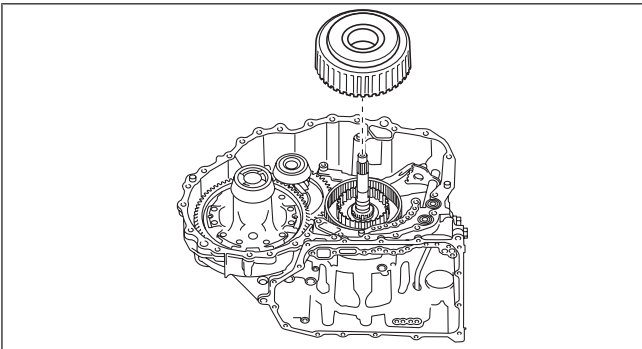
bgw3ja00000143

17. Remove the thrust needle bearing.



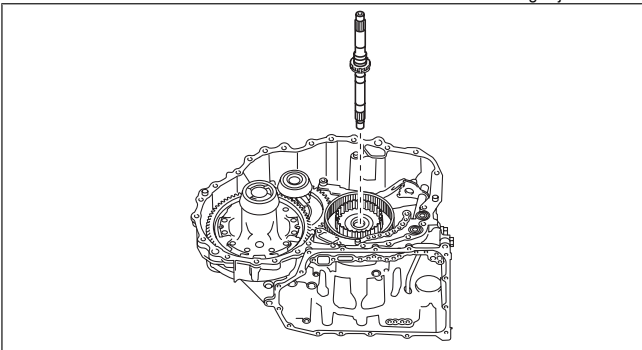
bgw3ja00000144

18. Remove the clutch component.



bgw3ja00000145

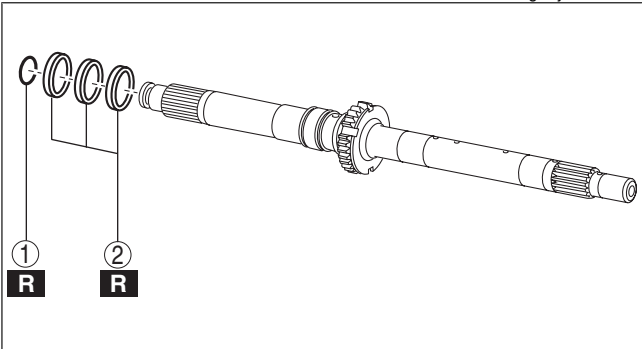
19. Remove the turbine shaft.



bgw3ja00000146

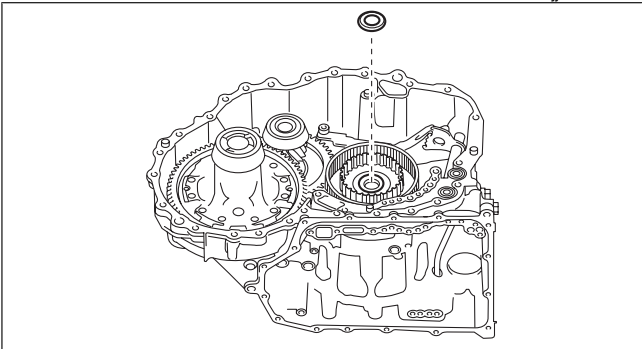
20. Remove the D-ring and seal rings from the turbine shaft using the procedure in the figure:

1	D-ring
2	Seal ring



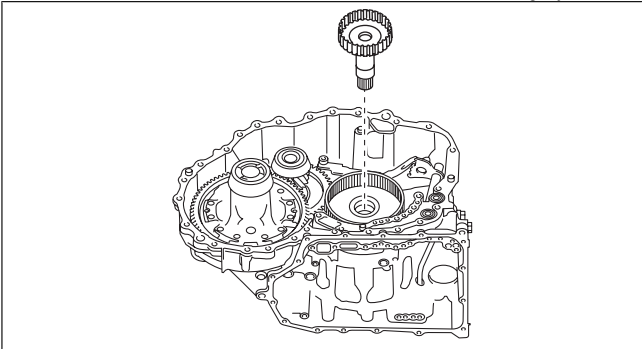
azzjjw00000454

21. Remove the thrust needle bearing.



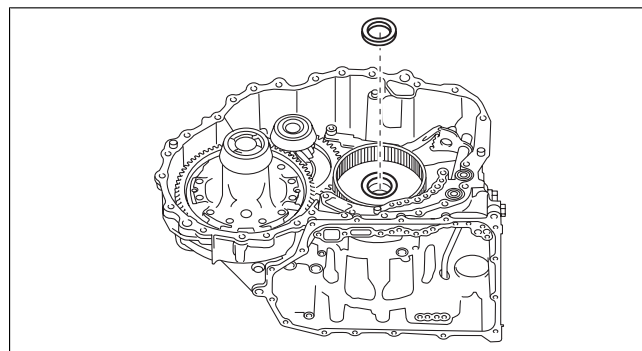
bgw3ja00000147

22. Remove the high clutch hub.



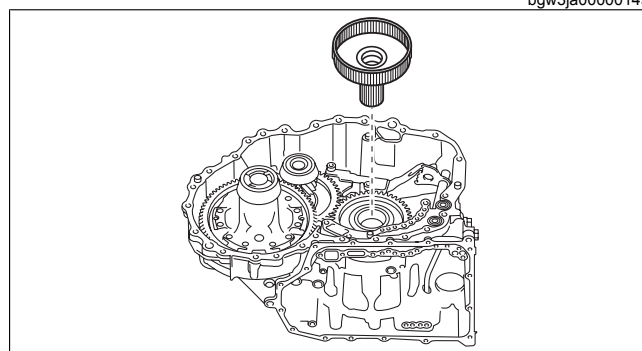
bgw3ja00000148

23. Remove the thrust needle bearing.



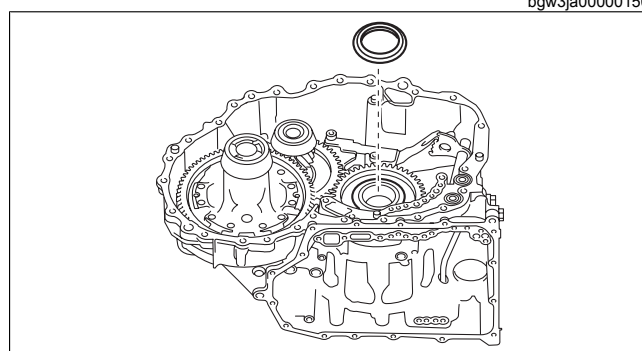
bgw3ja00000149

24. Remove the low clutch hub.



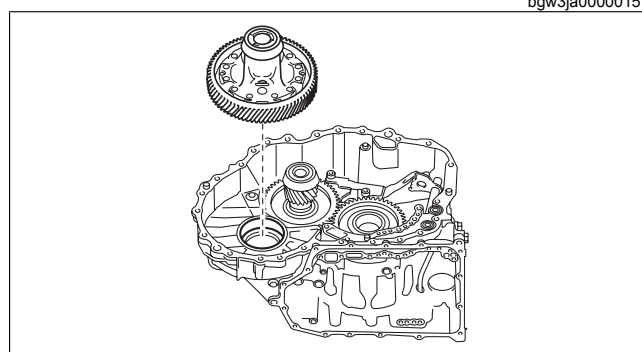
bgw3ja00000150

25. Remove the thrust needle bearing.



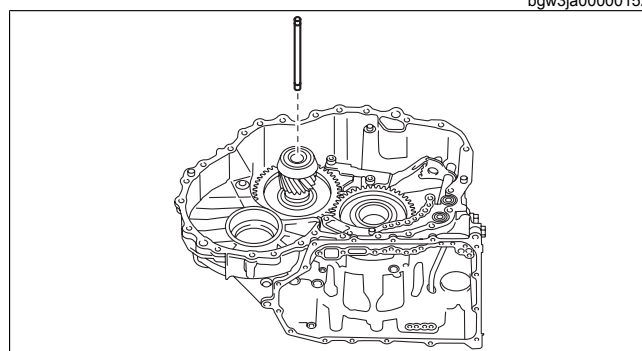
bgw3ja00000151

26. Remove the ring gear and differential.



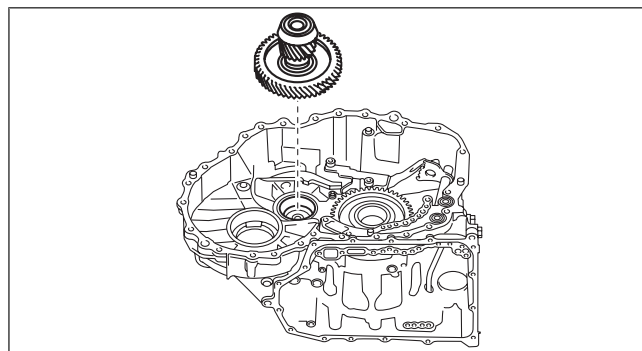
bgw3ja00000152

27. Remove the oil pipe.



bgw3ja00000153

28. Remove the secondary gear and output gear.



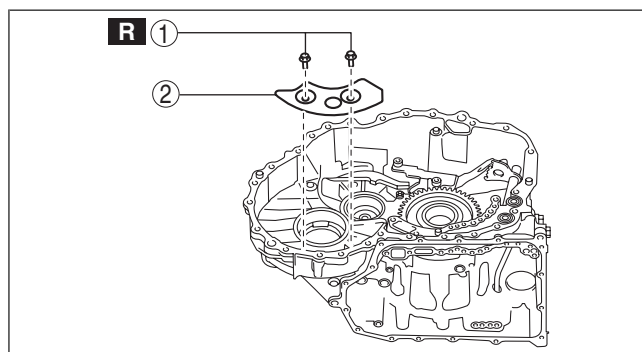
bgw3ja00000154

29. Remove the baffle plate using the procedure shown in the figure.

Caution

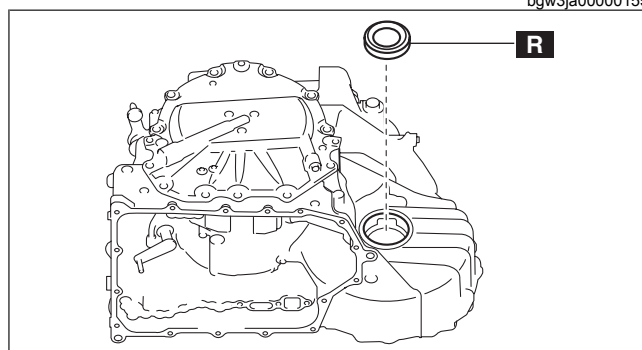
- The bolts for the baffle plate assembly are coated with thread-locking compound. If the bolts are reused it could loosen the bolts, therefore when performing the automatic transaxle assembly, use new bolts.

1	Bolt
2	Baffle plate



bgw3ja00000155

30. Remove the oil seal.

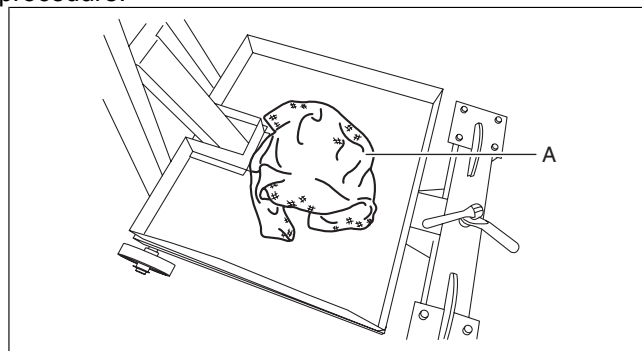


azzjw00000464

31. Remove the bearing race and shim using the following procedure:

- (1) When removing the bearing race and shim using the SST, place a rag as an impact-absorbing material on the oil catch area of the SST (engine stand) because the bearing race and shim will drop when removed.

A : Impact-absorbing material (rag)



azzjw00000465

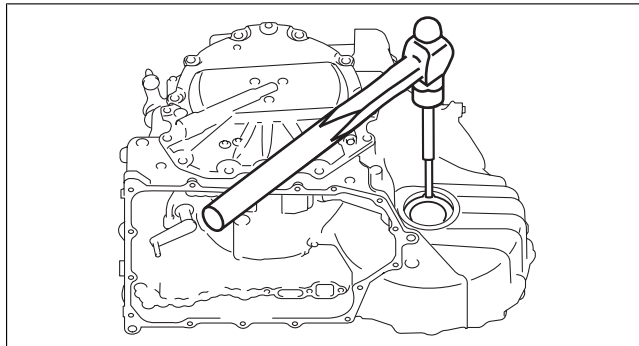
- (2) Remove the bearing race and shim using a pin punch and the procedure shown in the figure.

Caution

- Because the shim will deform when removing the bearing race, use a new shim when performing the automatic transaxle assembly.
- Be careful not damage or scratch the transaxle case when using a pin punch.

Note

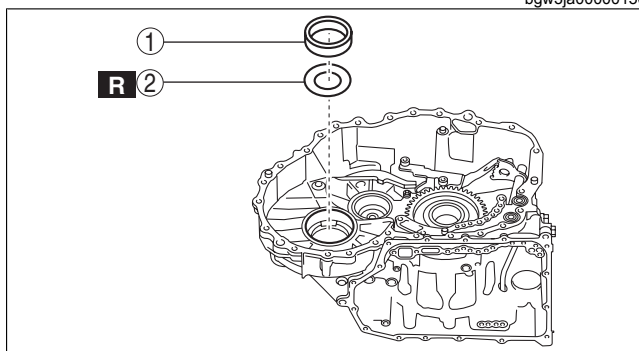
- Lightly tap around the shim using a pin punch and remove the bearing race with the shim.
- Use a pin punch with an outer diameter on the end of approx. 10 mm {0.39 in}. If the end of the pin punch is too thin it will put a hole in the shim and make it difficult to remove the bearing race.



bgw3ja00000156

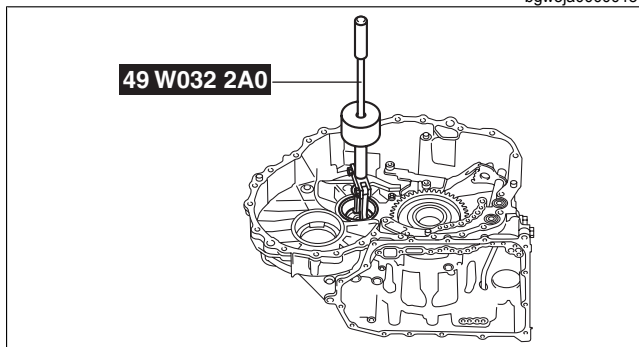
1	Bearing race
2	Shim

- (3) Remove the rag placed on the oil catch area of the SST (engine stand) used as an impact-absorbing material.

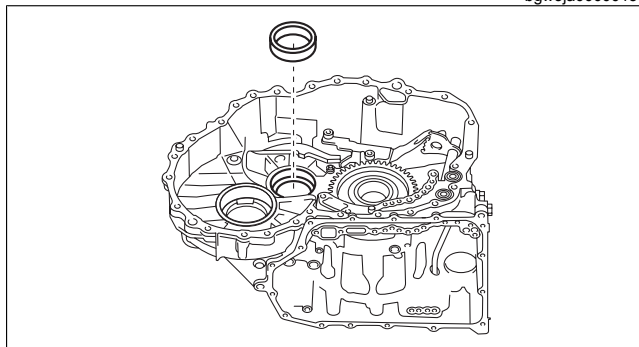


bgw3ja00000157

32. Remove the bearing race using the SST.

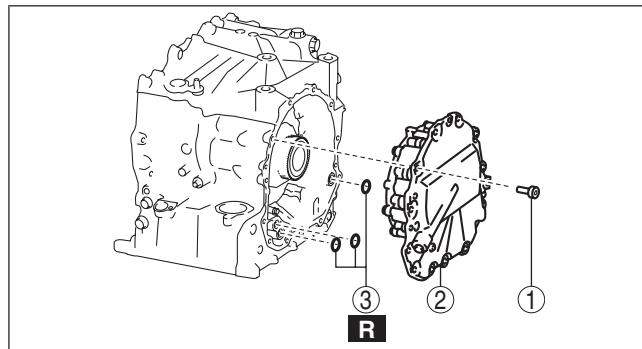


bgw3ja00000158



bgw3ja00000159

33. Remove end cover component using the following procedure:

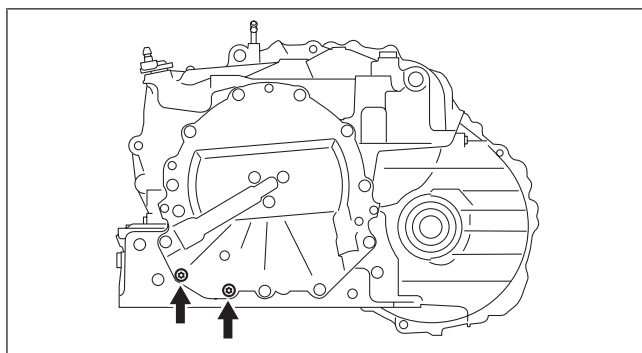


azzjjw00000470

(1) Remove the bolts shown in the figure.

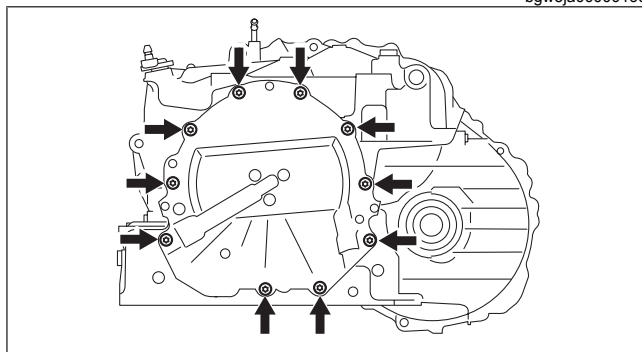
Caution

- Sealant has been applied to the removed bolts. If the bolts are reused it could cause ATF leakage, therefore when performing the automatic transaxle assembly, use new bolts.



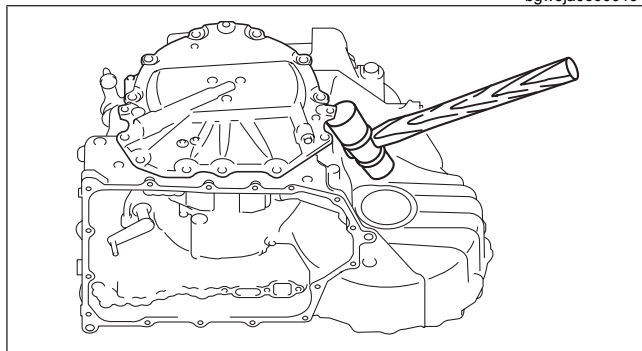
bgw3ja00000160

(2) Remove the bolts shown in the figure.



bgw3ja00000161

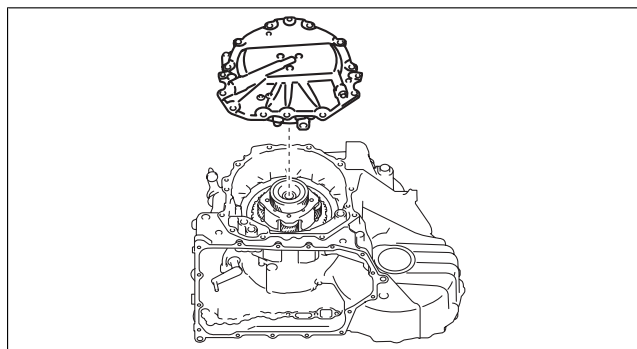
(3) Lightly tap the end cover component using a plastic hammer to remove it.



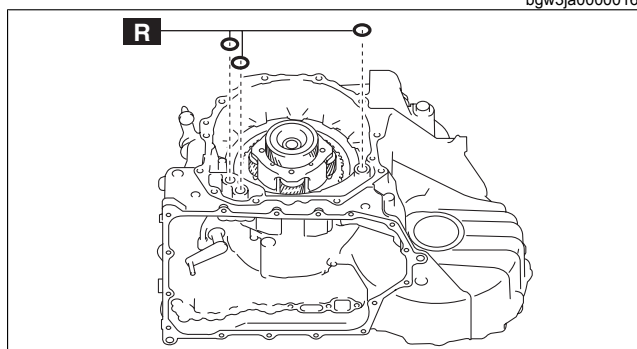
azzjjw00000473

(4) Remove the O-rings.

1	12 bolts
2	End cover component
3	O-ring

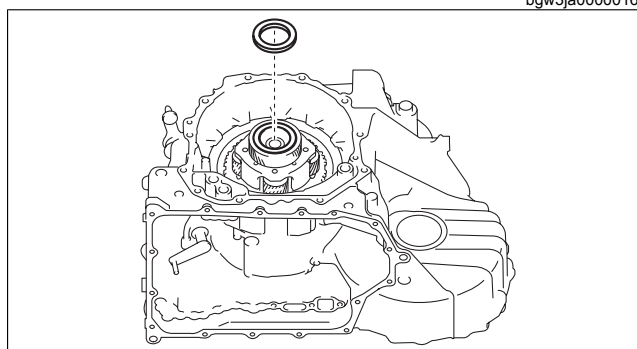


bgw3ja00000162



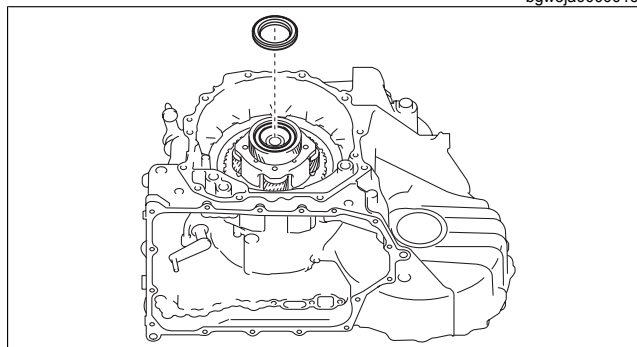
bgw3ja00000163

34. Remove the shim.



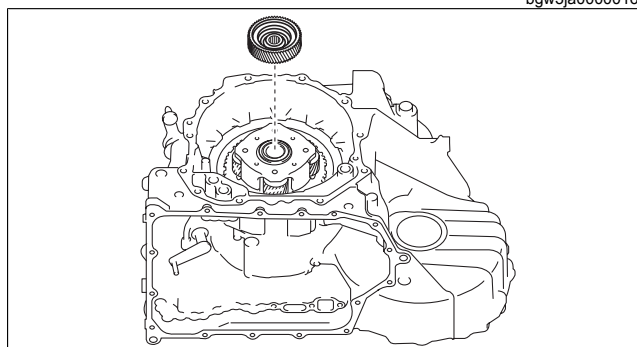
bgw3ja00000164

35. Remove the thrust needle bearing.



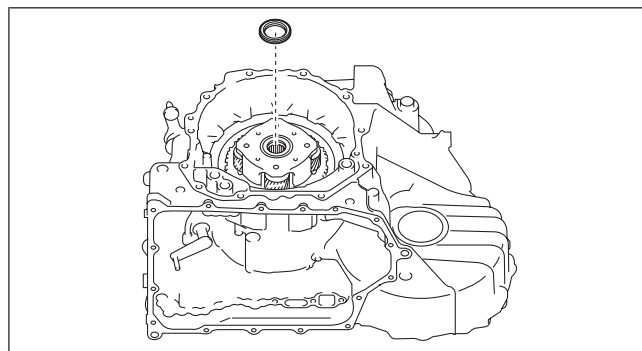
bgw3ja00000165

36. Remove the reduction sun gear.



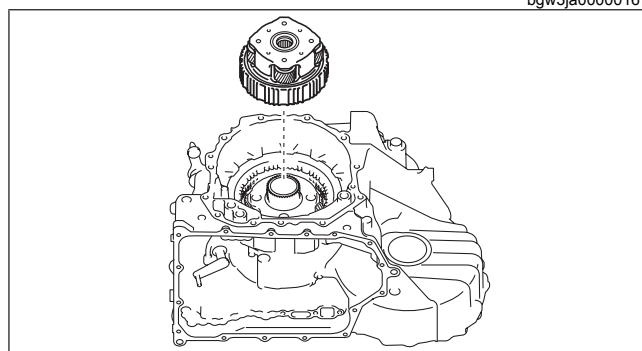
bgw3ja00000166

37. Remove the thrust needle bearing.



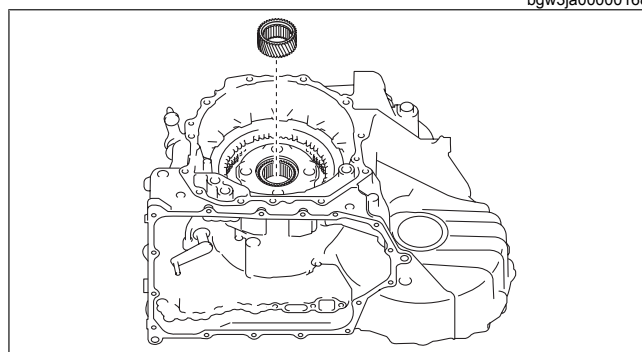
bgw3ja00000167

38. Remove the rear planetary gear.



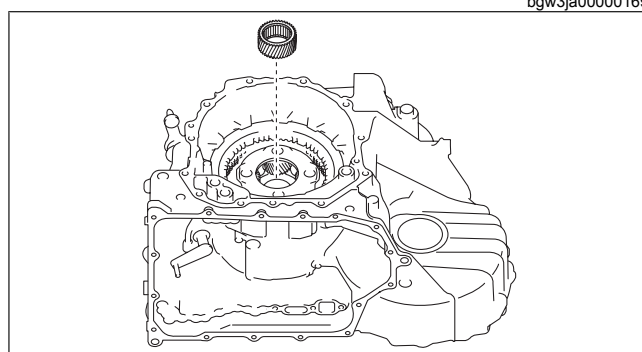
bgw3ja00000168

39. Remove the rear sun gear.



bgw3ja00000169

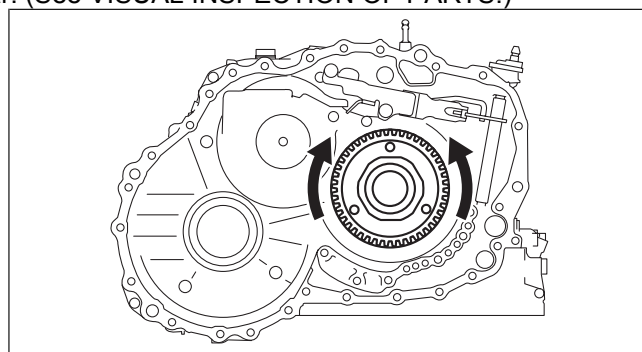
40. Remove the front sun gear.



bgw3ja00000170

41. Inspect the transaxle case, primary gear, and the angular contact ball bearing using the following procedure:

- (1) Visually inspect the transaxle case and primary gear. (See VISUAL INSPECTION OF PARTS.)
- (2) Rotate the primary gear by hand and verify that there is no malfunction in the angular contact ball bearing (rotation sticking).
 - If there is a malfunction, remove the primary gear in Step 65 and replace the malfunctioning parts with new ones as when performing the automatic transaxle assembly.



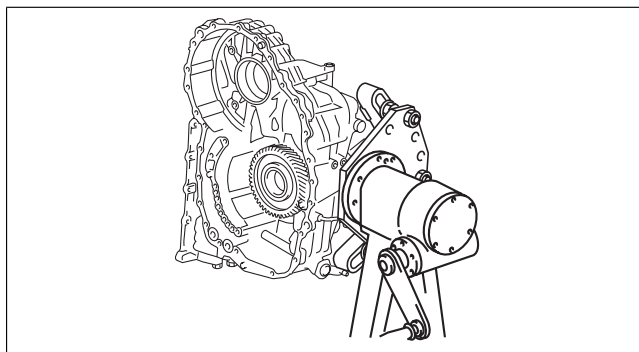
bgw3ja00000171

42. Remove the locknut using the following procedure:

Caution

- Rotate and adjust the rotation handle of the engine stand so that the end cover side is situated sideways and remove the locknut. If the locknut is removed with the end cover side pointed downward, the front planetary gear will drop.
- Torque of approx. 500 N·m {51 kgf·m, 369 ft·lbf} is required to loosen the locknut. For safety purposes, perform the procedure using two people, one loosens the locknut and the other supports the engine stand.

- (1) Rotate and adjust the rotation handle of the engine stand so that the end cover side is situated sideways.



bgw3ja00000172

- (2) Install the SSTs.

Note

- Engage the three projections of the SST (49 B019 028) to the three holes of the primary gear.
- When installing the SST (49 B019 029), use the bolts supplied with the SST (49 B019 029), or M8×1.25 bolt, length 18 mm {0.71 in}.

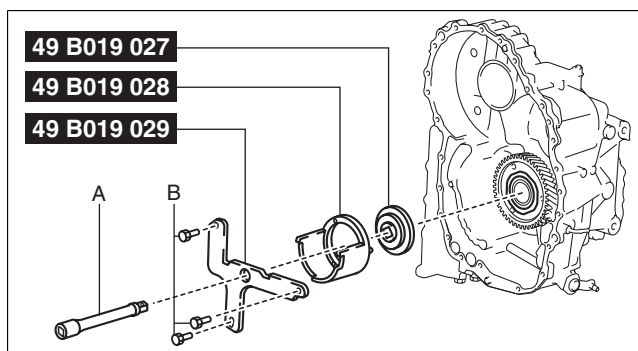
A : Extension bar

B : Bolt supplied with SST (49 B019 029), or M8×1.25 bolt, length 18 mm {0.71 in}

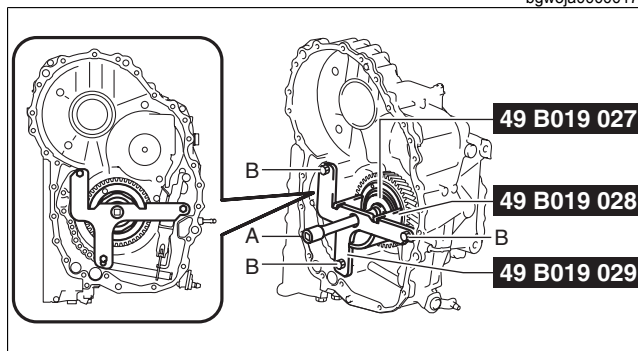
A : Extension bar

B : Bolt supplied with SST (49 B019 029), or M8×1.25 bolt, length 18 mm {0.71 in}

SST installation bolt tightening torque
19—25 N·m {2.0—2.5 kgf·m, 15—18 ft·lbf}



bgw3ja00000173

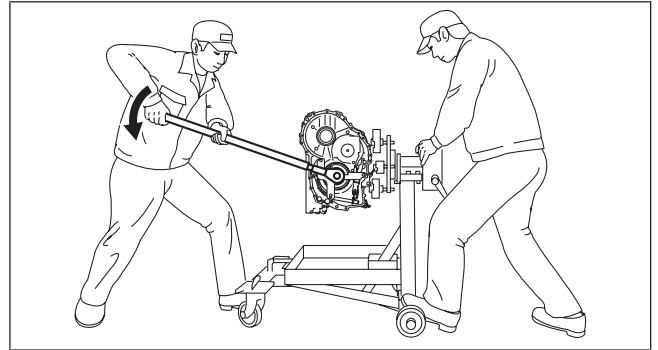


bgw3ja00000174

- (3) Loosen the locknut and remove it.

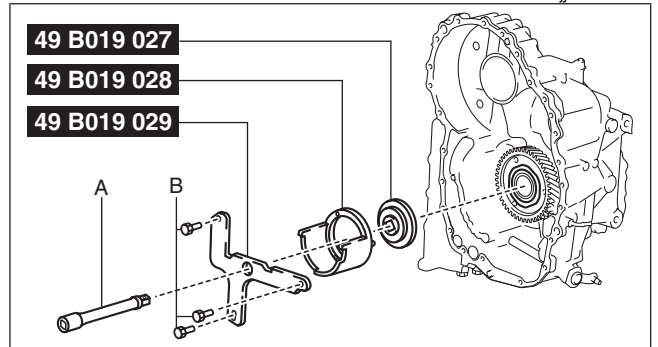
Caution

- Torque of approx. 500 N·m {51 kgf·m, 369 ft·lbf} is required to loosen the locknut. For safety purposes, perform the procedure using two people, one loosens the locknut and the other supports the engine stand.



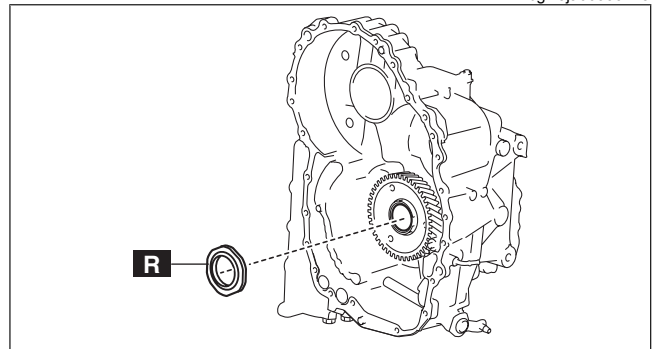
azzjjw00000487

- (4) Remove the SST.
- A : Extension bar
- B : Bolt supplied with SST (49 B019 029), or M8×1.25 bolt, length 18 mm {0.71 in}



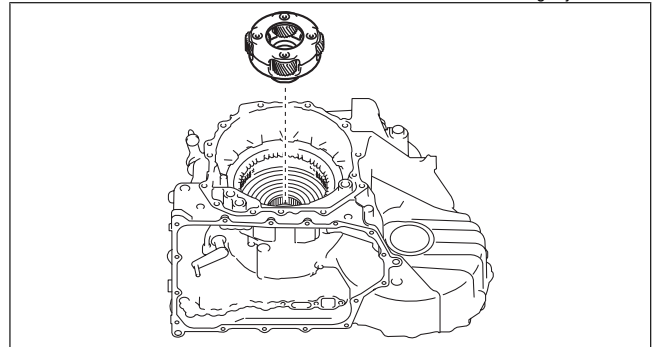
bgw3ja00000173

- (5) Remove the locknut from the front planetary gear.



bgw3ja00000175

43. Remove the front planetary gear.



bgw3ja00000176

44. Perform a simple inspection of the low and reverse brake using the following procedure:
- (1) Blow compressed air into the oil passage shown in the figure and verify the operation condition of the low and reverse brake.

Warning

- Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.

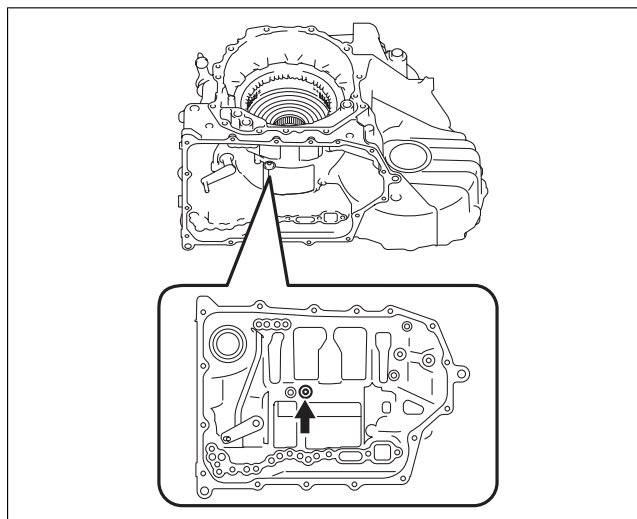
Caution

- To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.

Compressed air pressure

0.39—0.44 MPa {4.0—4.4 kgf/cm², 57—63 psi}

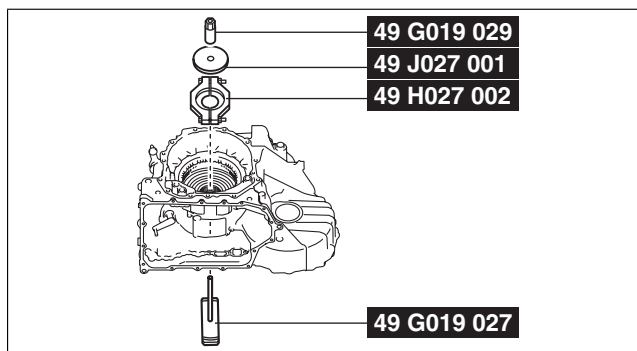
- If there is a malfunction, verify the cause and repair the applicable part after disassembly.



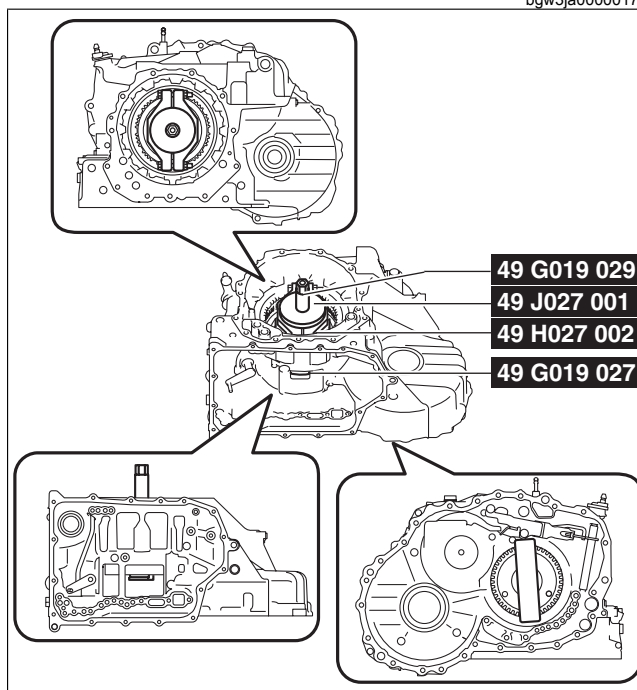
azzjiw00000490

45. Remove the snap ring using the following procedure:

(1) Install the SSTs.



bgw3ja00000177



bgw3ja00000178

(2) Tighten the SST (49 G019 029) until there is no longer any spring force from the springs and retainer component applied to the snap ring.

Caution

- If the SST (49 G019 029) is tightened with excessive force, surrounding parts could be damaged. Stop tightening if a gap appears between the snap ring and one-way clutch

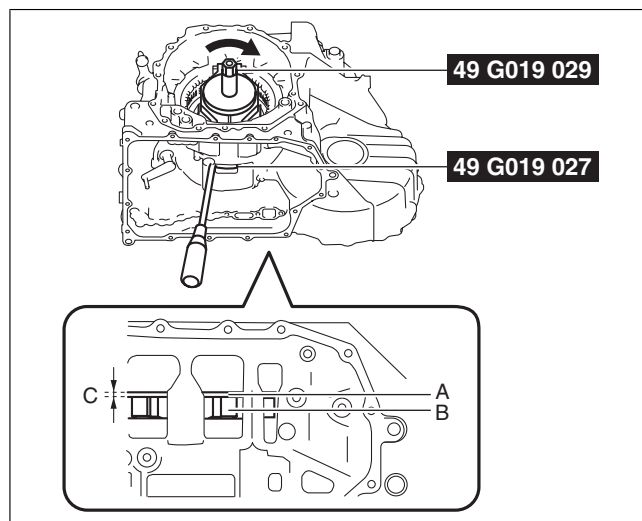
Note

- Lock the SST (49 G019 027) against rotation using a flathead screwdriver and tighten the SST (49 G019 029).

A : Snap ring

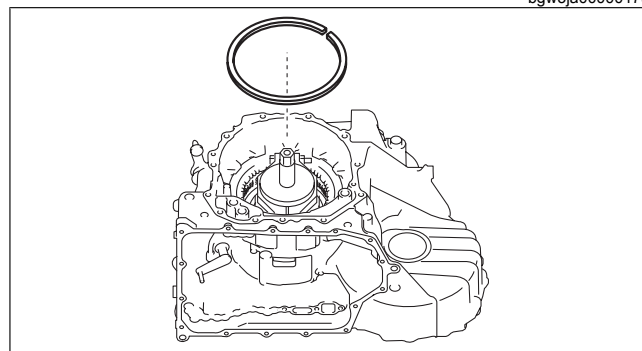
B : One-way clutch

C : Gap



bgw3ja00000179

(3) Remove the snap ring.

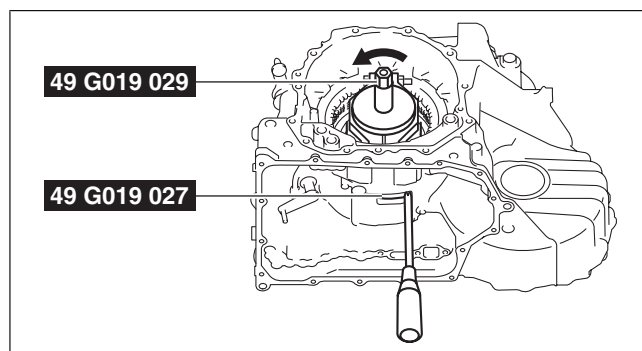


bgw3ja00000180

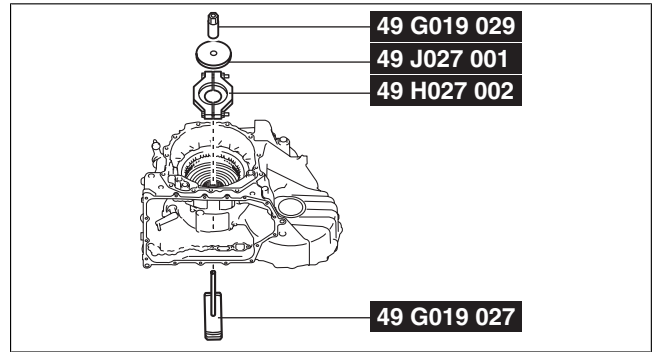
(4) Loosen the SST (49 G019 029) and remove the SSTs.

Note

- Lock the SST (49 G019 027) against rotation using a flathead screwdriver and loosen the SST (49 G019 029).



bgw3ja00000181

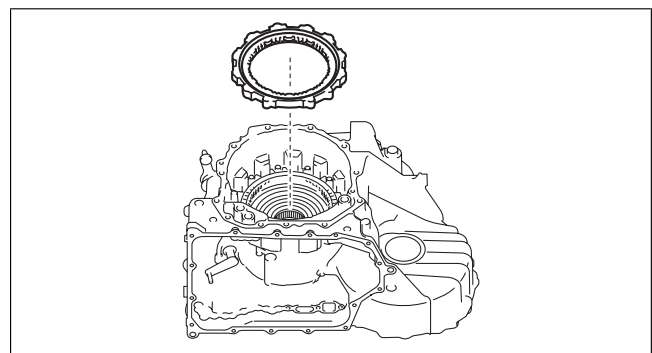


bgw3ja00000177

46. Remove the one-way clutch.

Caution

- Do not disassemble the one-way clutch. If it has been disassembled, replace the one-way clutch with a new one.

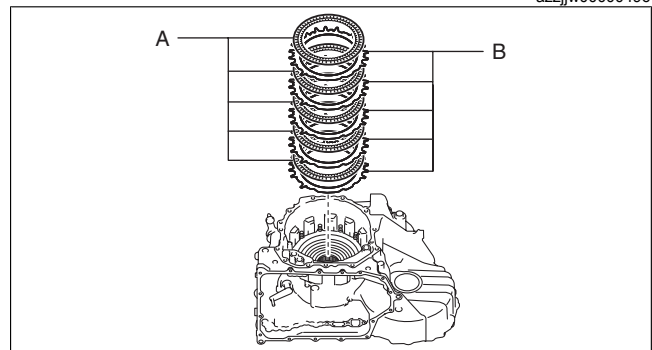


azzjiw00000496

47. Remove the drive plates and driven plates.

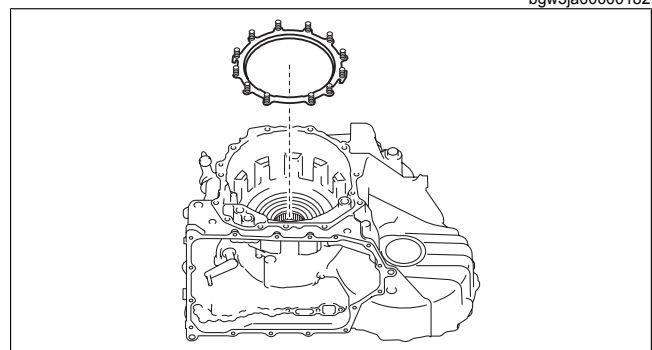
A : Drive plate

B : Driven plate



bgw3ja00000182

48. Remove the springs and retainer component.



azzjiw00000498

49. Remove the low and reverse brake piston using the following procedure:

(1) Blow compressed air into the oil passage shown in the figure.

Warning

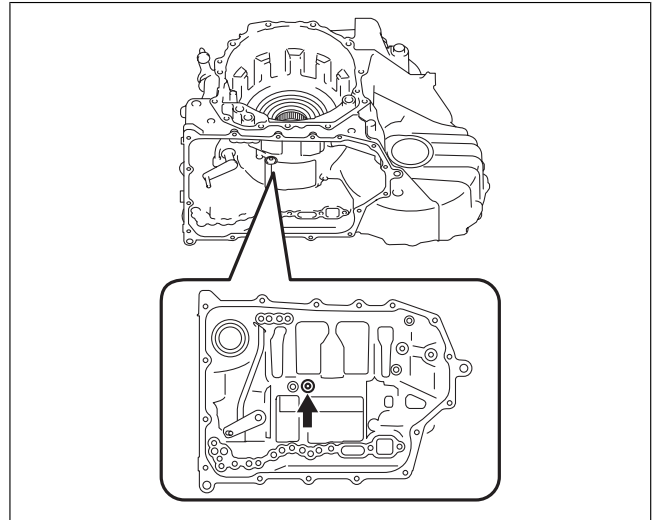
- Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.

Caution

- To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.

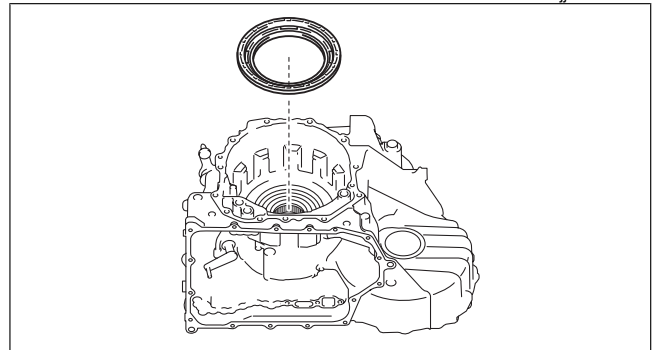
Compressed air pressure

0.39—0.44 MPa {4.0—4.4 kgf/cm², 57—63 psi}



azzjjw00000499

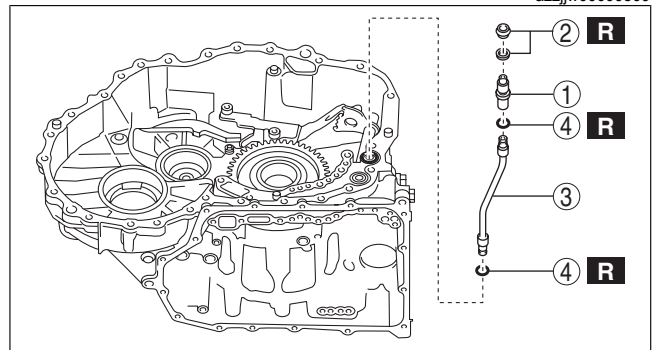
- (2) Remove the low and reverse brake piston removed from the transaxle case.



azzjjw00000500

50. Remove the connector, gaskets, oil pipe, and the O-rings in the order shown in the figure.

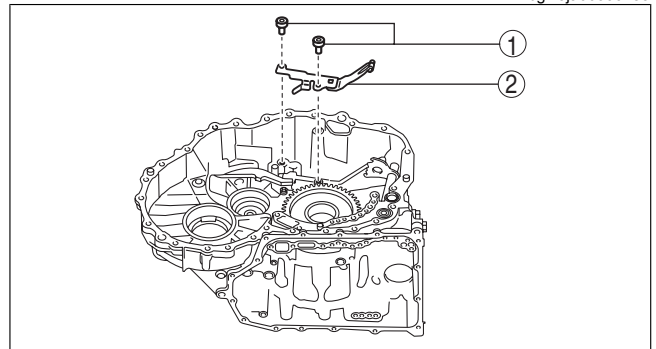
1	Connector
2	Gasket
3	Oil pipe
4	O-ring



bgw3ja00000183

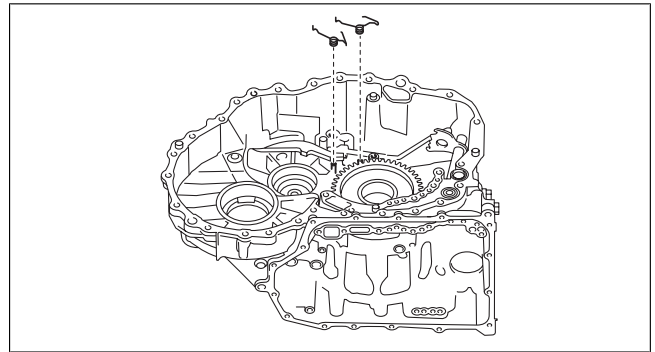
51. Remove the detent bracket component in the order shown in the figure.

1	Bolt
2	Detent bracket component



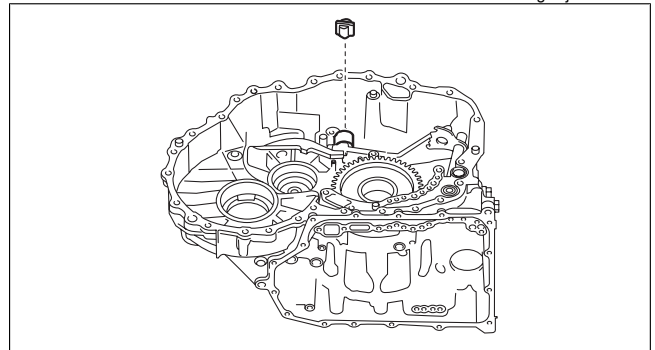
bgw3ja00000184

52. Remove the pawl return springs.



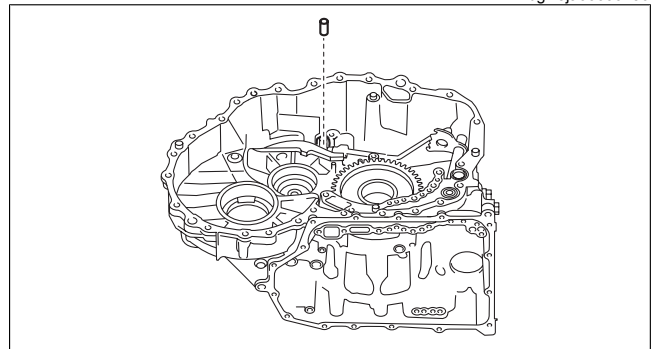
bgw3ja00000185

53. Remove the support actuator.



bgw3ja00000186

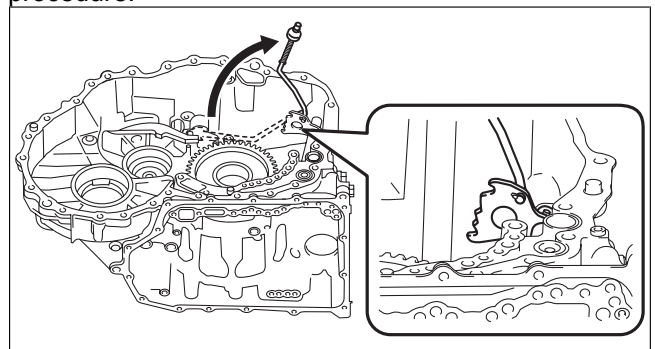
54. Remove the parking pawl pin.



bgw3ja00000187

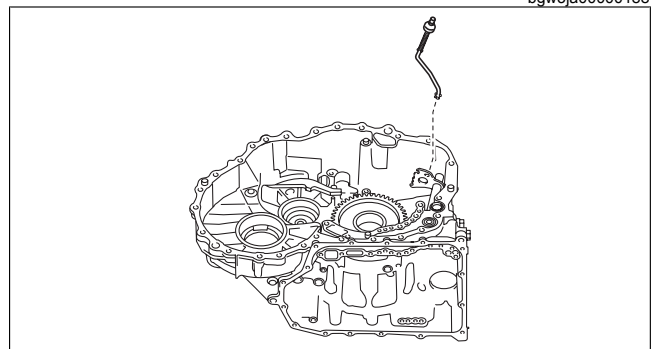
55. Remove the parking rod component using the following procedure:

- (1) Rotate the parking rod component as shown in the figure and align the parking rod component projection with the keyhole of the manual plate component.



bgw3ja00000188

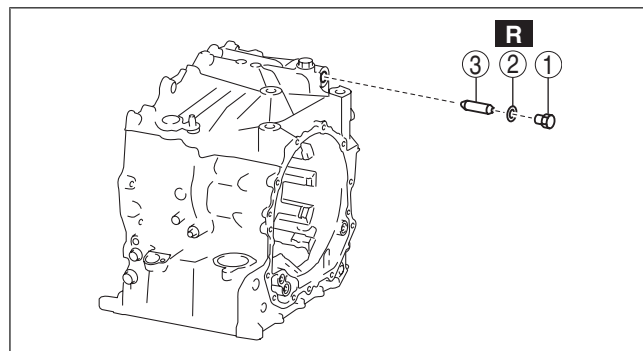
- (2) Remove the parking rod component.



bgw3ja00000189

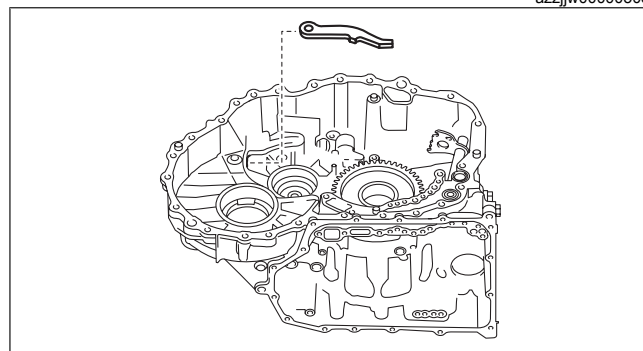
56. Remove the parking pawl shaft in the order shown in the figure.

1	Plug
2	Gasket
3	Parking pawl shaft



azzjjw00000508

57. Remove the parking pawl.

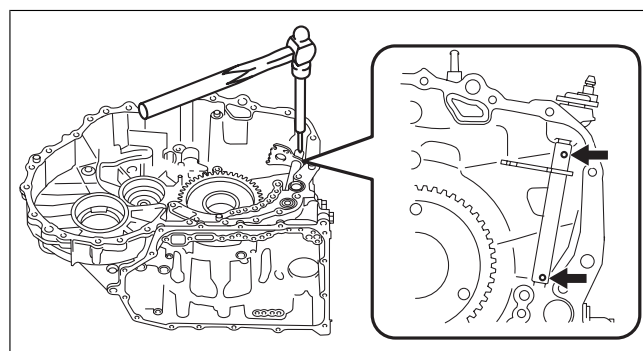


bgw3ja00000190

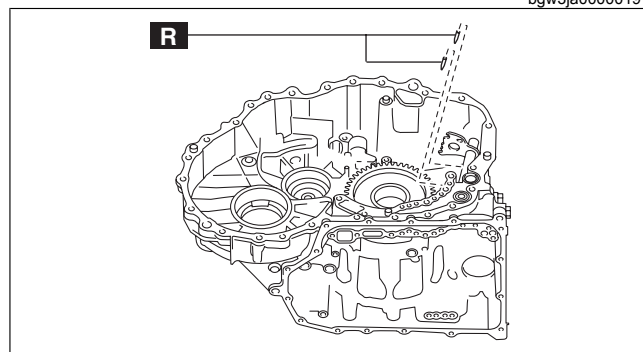
58. Remove the roll pins shown in the figure using a pin punch.

Note

- Use a pin punch with an end outer diameter of 3 mm {0.119 in} or more and within 4 mm {0.157 in}.

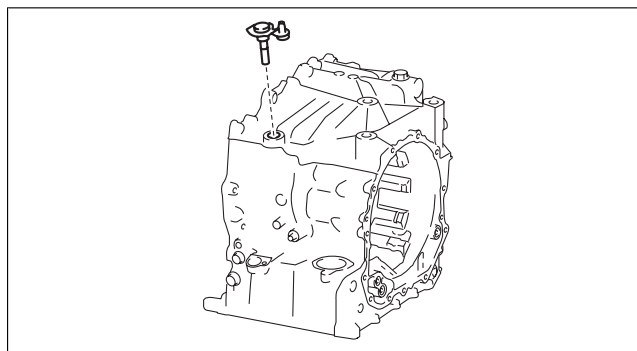


bgw3ja00000191



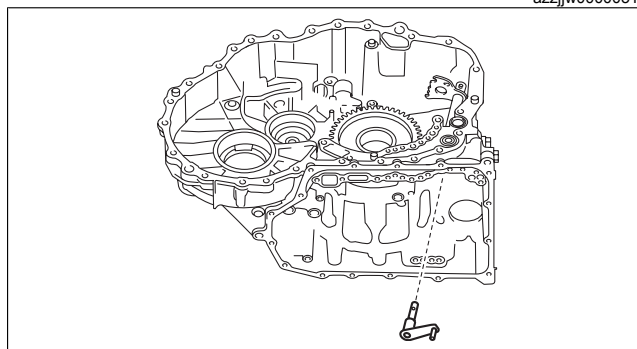
bgw3ja00000192

59. Remove the parking shift lever component.



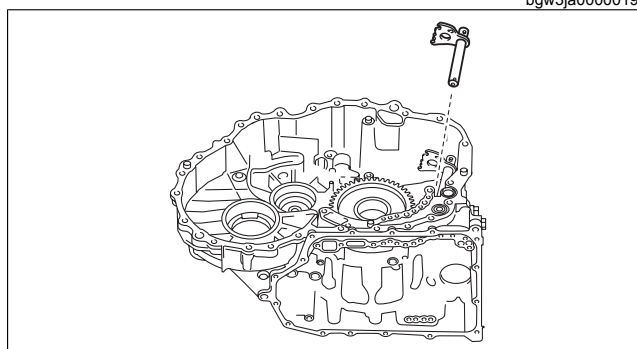
azzjiw00000512

60. Remove the parking assist lever component.



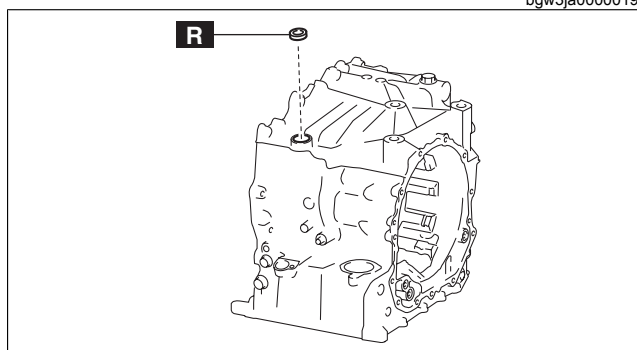
bgw3ja00000193

61. Remove the manual plate component.



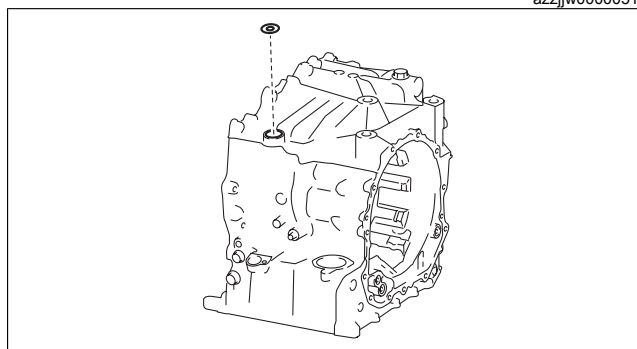
bgw3ja00000194

62. Remove the oil seal.



azzjiw00000515

63. Remove the washer.



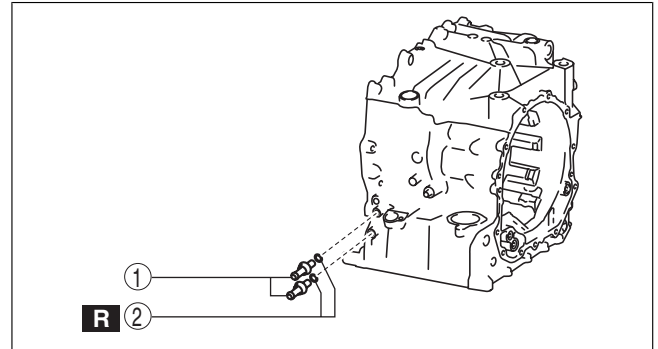
azzjiw00000516

64. Remove the connector bolts and gaskets using the procedure shown in the figure (only vehicles with oil cooler No.2).

Caution

- Perform a visual inspection of the connector bolt and transaxle case and if there is no malfunction, removal of the connector bolt is unnecessary. (See VISUAL INSPECTION OF PARTS.)

1	Connector bolt
2	Gasket



bgw3ja00000195

65. Perform the following procedure only if there is a malfunction found in the Step 41 inspection.

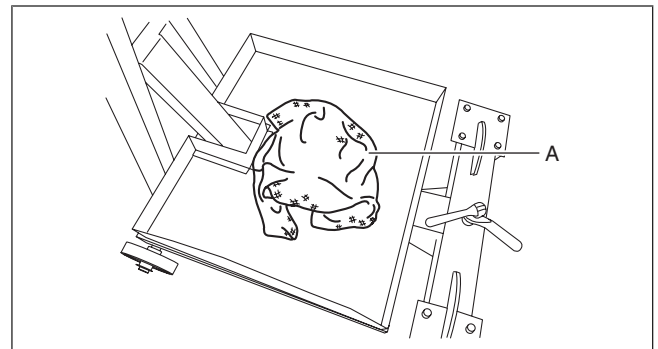
(1) Remove the primary gear using the following procedure:

Caution

- Because the angular contact ball bearing will be damaged if the primary gear is removed, remove the primary gear only if there is a malfunction found in the Step 41 inspection.
- Because the angular contact ball bearing is integrated with the transaxle case, if the primary gear is removed, replace the transaxle case with a new one as when performing the automatic transaxle assembly.

- 1) When removing the primary gear using the SSTs, place a rag as an impact-absorbing material on the oil catch area of the SST (engine stand) because the primary gear will drop when removed.

A : Impact-absorbing material (rag)

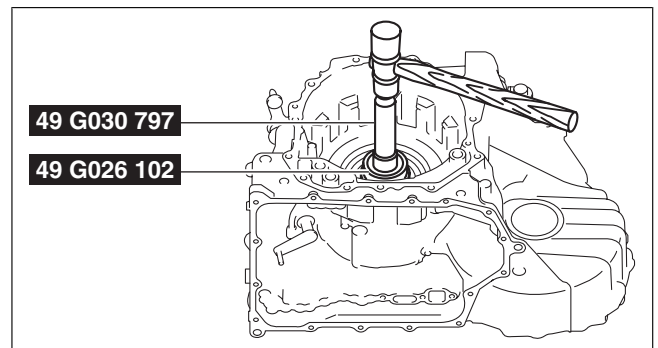


azzjw00000465

- 2) Remove the primary gear using the SSTs.

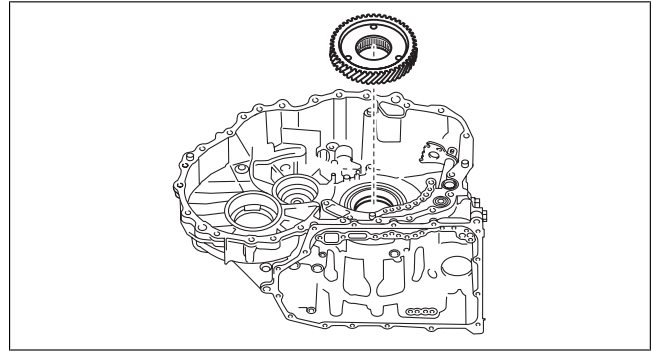
Note

- Use a plastic hammer.



azzjw00000517

- 3) Remove the rag placed on the oil catch area of the SST (engine stand) used as an impact-absorbing material.



bgw3ja00000196

- (2) Remove the angular contact ball bearing from the primary gear using the following procedure:

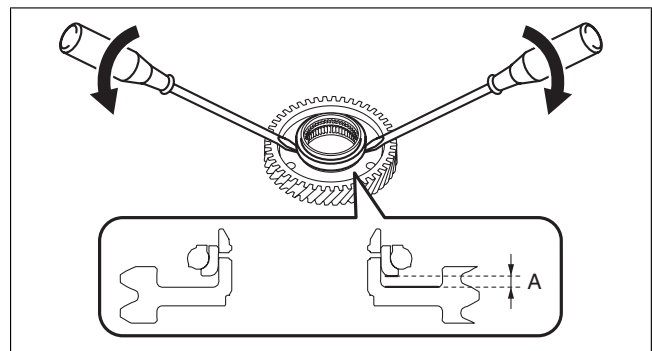
Note

- When removing the primary gear, if the angular contact ball bearing remains in the transaxle case and only the primary gear is removed, the following angular contact ball bearing removal procedure is not necessary.
- 1) Pry the angular contact ball bearing evenly using two flathead screwdrivers to create a gap between the primary gear end and the angular contact ball bearing end until the tab of the SST (49 0839 425C) is inserted.

Note

- If there is already a gap between the primary gear end and the angular contact ball bearing end in which the tab of the SST (49 0839 425C) is inserted when removing the primary gear, this procedure is not necessary.

A : Gap



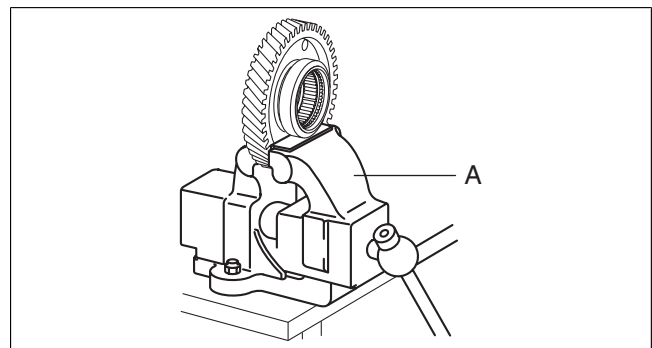
azzjiw00001205

- 2) Secure the primary gear in a vise.

Caution

- Insert a protective plate between the vise and the part so as not to damage the part.

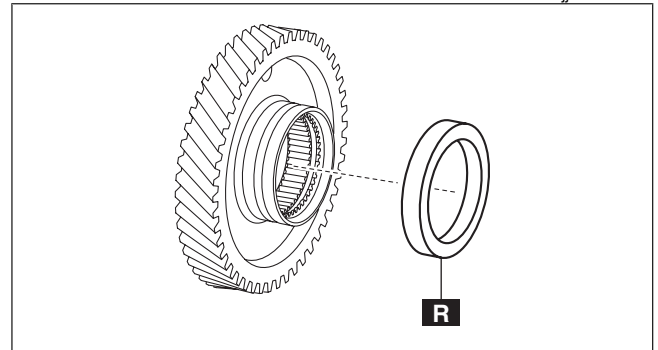
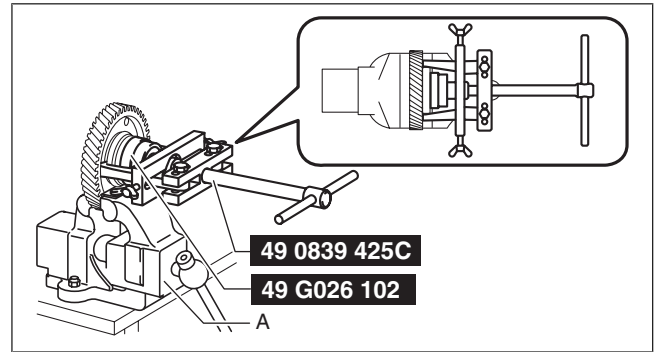
A : Vise



azzjiw00001206

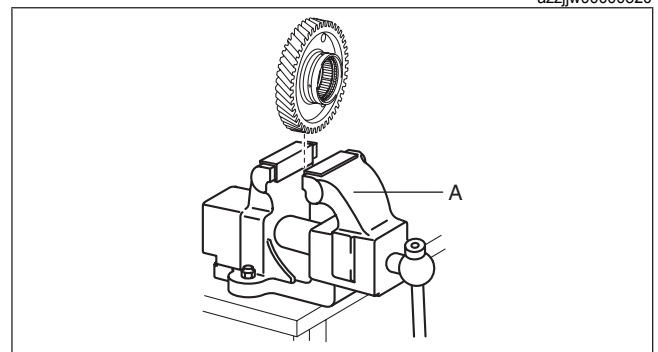
- 3) Remove the angular contact ball bearing using the SSTs.

A : Vise



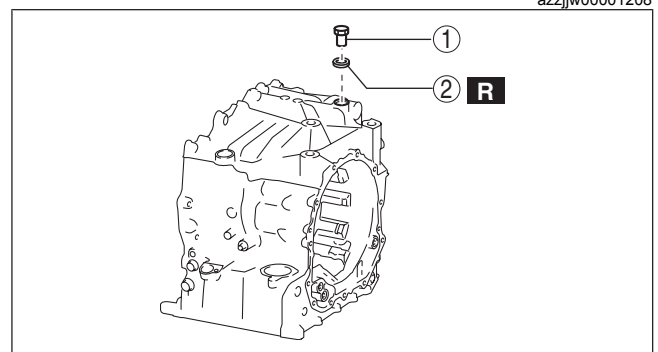
- 4) Remove the primary gear from the vise.

A : Vise



- (3) Remove the plug and gasket in the order shown in the figure.

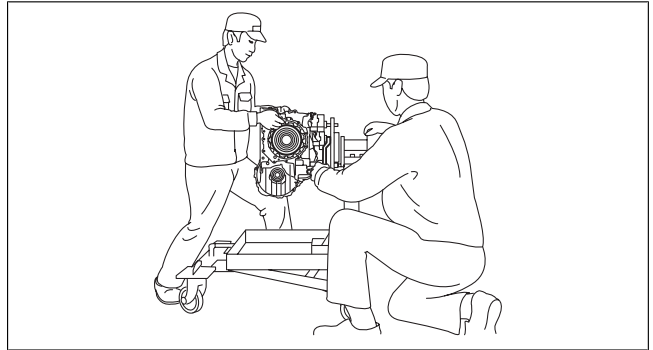
1	Plug
2	Gasket



66. Remove the SST from the transaxle case using the following procedure:
(1) Remove the transaxle case from the SST (engine stand).

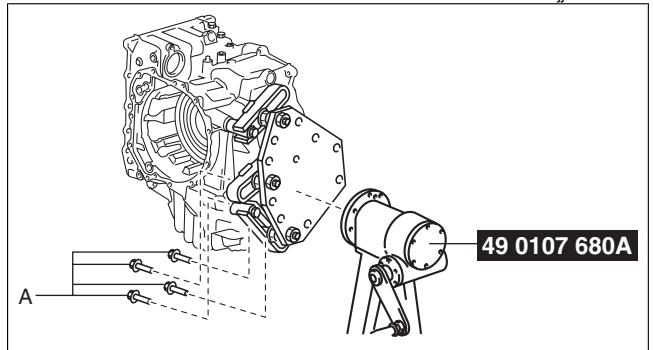
Caution

- For safety purposes, perform the procedure using two people, one removes the transaxle case from the SST and the other supports the transaxle case.



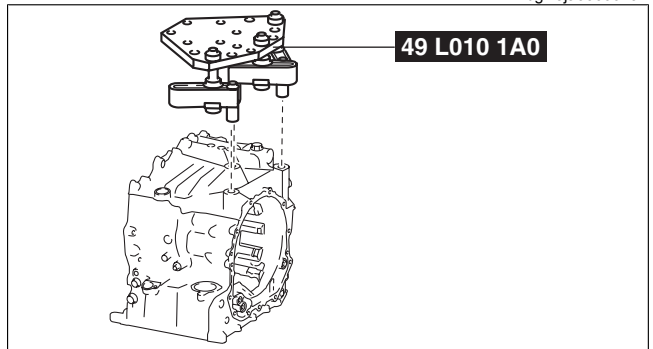
azzjiw00000521

A : Part number: 9YA02 A220, or M12×1.75 bolt, length 40 mm {1.6 in}



bgw3ja00000197

(2) Remove the SST from the transaxle case.



bgw3ja00000198

(3) Disassemble the SST.

A : Part number: 9YA02 1440, or M14×1.5 bolt, length 100 mm {3.94 in}

67. Disassemble the parts in the following order.

Note

- Disassemble the parts in the following order because the parts in the transaxle may be used for inspection, measurement, or adjustment.

- (1) Clutch component (See CLUTCH COMPONENT DISASSEMBLY)
- (2) Oil pump (See OIL PUMP DISASSEMBLY)
- (3) Rear planetary gear (See REAR PLANETARY GEAR DISASSEMBLY)
- (4) Secondary gear and output gear (See SECONDARY GEAR AND OUTPUT GEAR DISASSEMBLY)
- (5) Ring gear and differential (See RING GEAR AND DIFFERENTIAL DISASSEMBLY)
- (6) End cover component (See END COVER COMPONENT DISASSEMBLY)
- (7) Reduction planetary gear (See REDUCTION PLANETARY GEAR DISASSEMBLY)
- (8) Control valve body (See CONTROL VALVE BODY DISASSEMBLY)

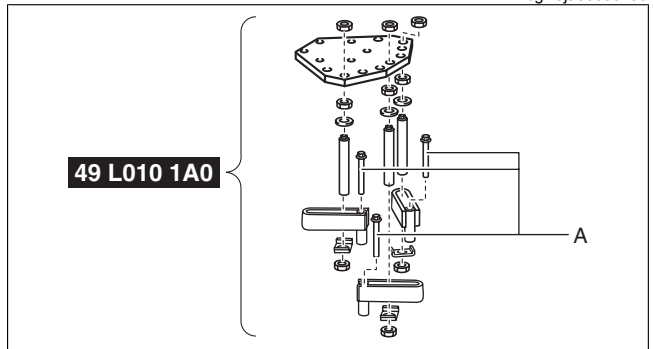
68. Clean away the remaining silicone sealant on the transaxle case, converter housing, end cover, oil pan, and the electric AT oil pump*.

* : Only vehicles with i-stop

69. Clean the disassembled parts. (See AUTOMATIC TRANSAXLE CLEANING.)

70. Perform the following inspection and replace a malfunctioning part with a new one.

- Visual inspection of parts (See VISUAL INSPECTION OF PARTS)
- Torque converter inspection (See TORQUE CONVERTER INSPECTION)
- Thrust needle bearing inspection (See THRUST NEEDLE BEARING INSPECTION)



bgw3ja00000199

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- Front planetary gear inspection (See FRONT PLANETARY GEAR INSPECTION)
 - Rear planetary gear inspection (See REAR PLANETARY GEAR INSPECTION)
 - Reduction planetary gear inspection (See REDUCTION PLANETARY GEAR INSPECTION)
 - Secondary gear and output gear inspection (See SECONDARY GEAR AND OUTPUT GEAR INSPECTION)
 - Ring gear and differential inspection (See RING GEAR AND DIFFERENTIAL INSPECTION)
 - Low clutch inspection (See LOW CLUTCH INSPECTION)
 - High clutch inspection (See HIGH CLUTCH INSPECTION)
 - Low and reverse brake inspection (See LOW AND REVERSE BRAKE INSPECTION)
 - 2-6 brake inspection (See 2-6 BRAKE INSPECTION)
 - R-3-5 brake inspection (See R-3-5 BRAKE INSPECTION)
 - One-way clutch inspection (See ONE-WAY CLUTCH INSPECTION)
 - Low clutch hub inspection (See LOW CLUTCH HUB INSPECTION)
 - High clutch hub inspection (See HIGH CLUTCH HUB INSPECTION)
 - Oil pump inspection (See OIL PUMP INSPECTION)
 - End cover inspection (See END COVER INSPECTION)
 - Oil cooler inspection (See OIL COOLER INSPECTION)