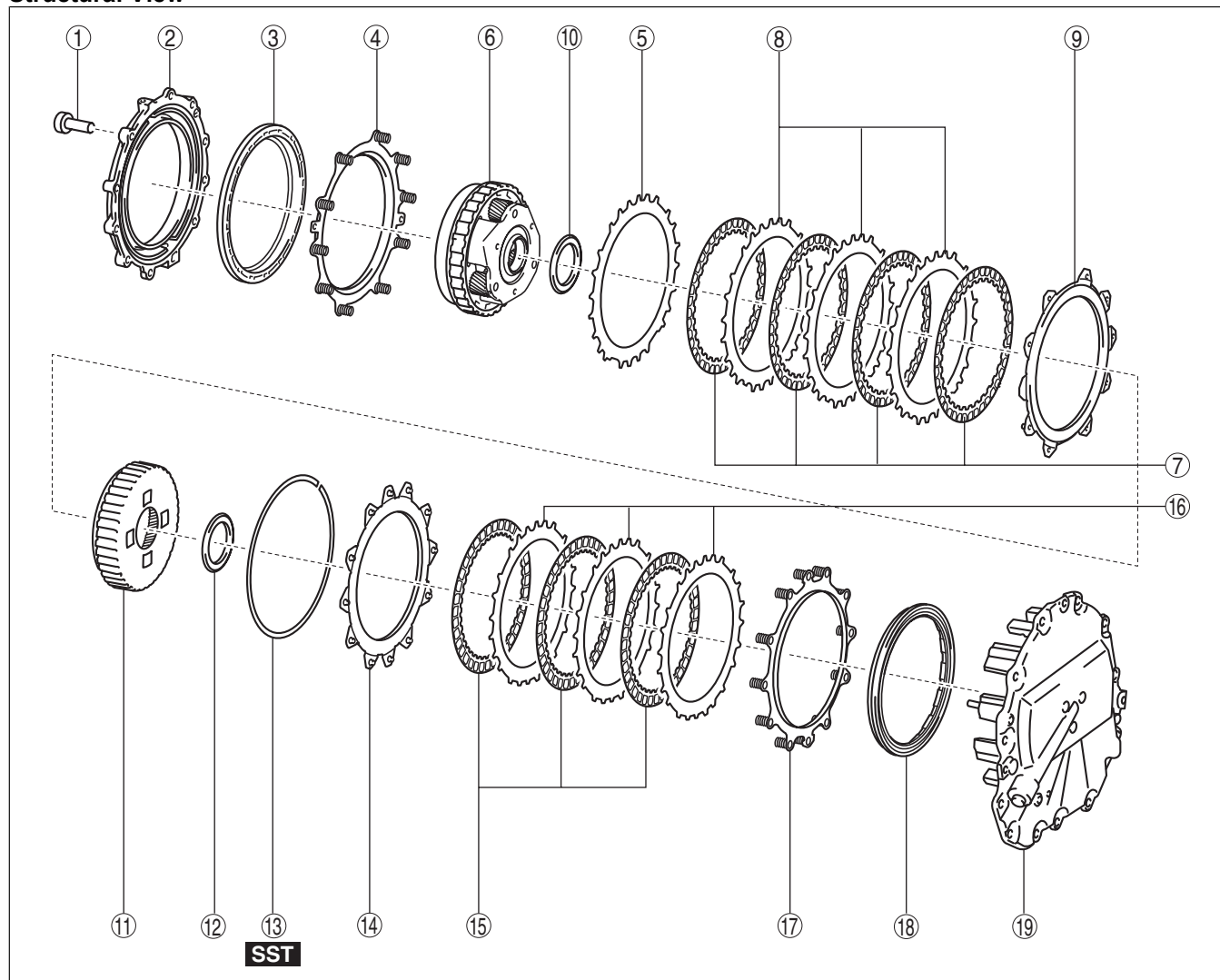


## END COVER COMPONENT DISASSEMBLY

id051700661200

### Structural View



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1	8 bolts
2	Brake housing
3	2-6 brake piston
4	Springs and retainer component
5	Retaining plate
6	Reduction planetary gear
7	Drive plate
8	Driven plate
9	Retaining plate
10	Thrust needle bearing

11	Reduction internal gear
12	Thrust needle bearing
13	Snap ring
14	Retaining plate
15	Drive plate
16	Driven plate
17	Springs and retainer component
18	R-3-5 brake piston
19	End cover

### Disassembly Procedure

- Perform a simple inspection of the 2-6 brake using the following procedure:
  - Blow compressed air into the oil passage shown in the figure and verify the operation condition of the 2-6 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.

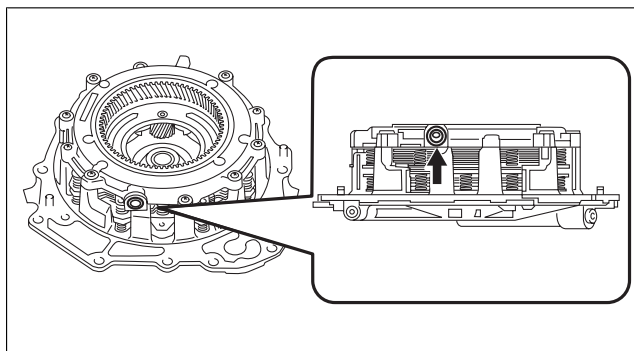
#### Caution

- 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/cm<sup>2</sup>, 57—63 psi}

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



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### 2. Perform a simple inspection of the R-3-5 brake using the following procedure:

- (1) Blow compressed air into the oil passage shown in the figure and verify the operation condition of the R-3-5 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.

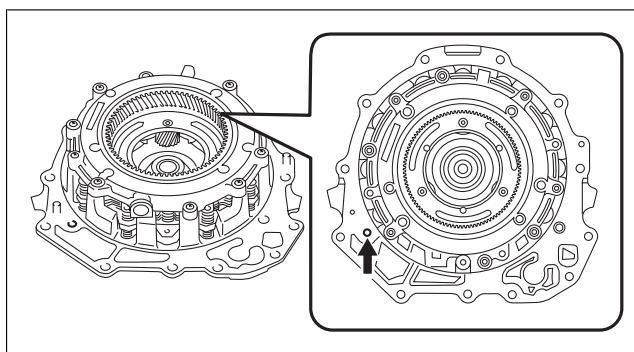
#### Caution

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

### Compressed air pressure

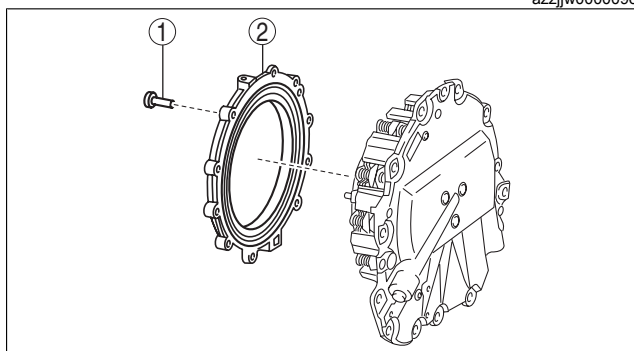
0.39—0.44 MPa {4.0—4.4 kgf/cm<sup>2</sup>, 57—63 psi}

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



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### 3. Remove the brake housing using the following procedure:



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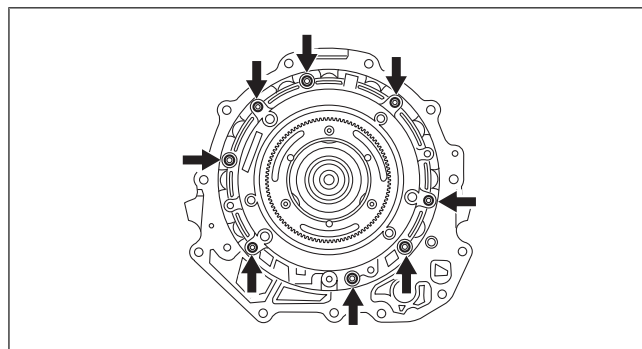
- (1) Loosen the bolts shown in the figure uniformly and remove them.

#### Caution

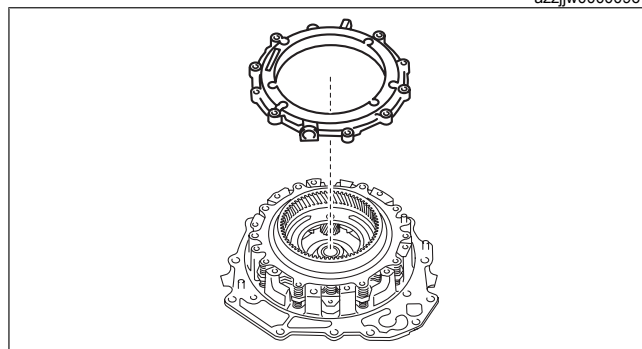
- If the bolts are not loosened uniformly and removed, the brake housing will slant and parts could be damaged due to the spring force of the springs and retainer component in the brake housing.

(2) Remove the brake housing.

1	8 bolts
2	Brake housing



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4. Remove the 2-6 brake piston from the brake housing using the following procedure:  
 (1) Blow compressed air into the oil passage shown in the figure.

**Warning**

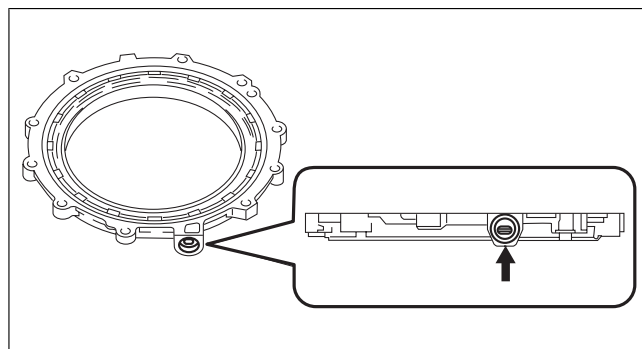
- Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.

**Caution**

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

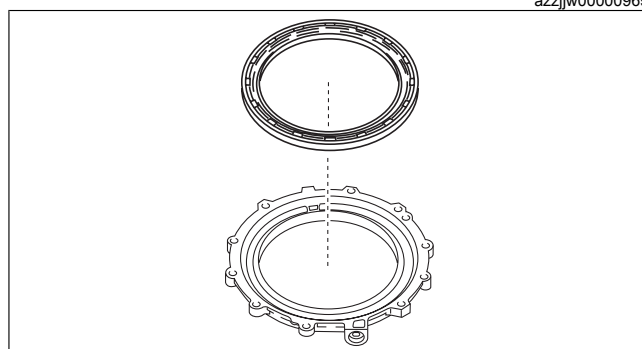
**Compressed air pressure**

0.39—0.44 MPa {4.0—4.4 kgf/cm<sup>2</sup>, 57—63 psi}



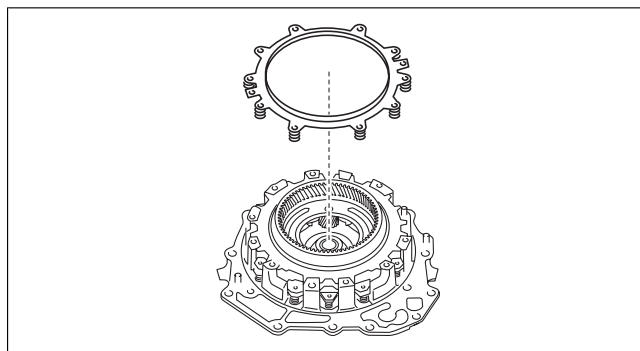
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- (2) Remove the 2-6 brake piston removed from the brake housing.



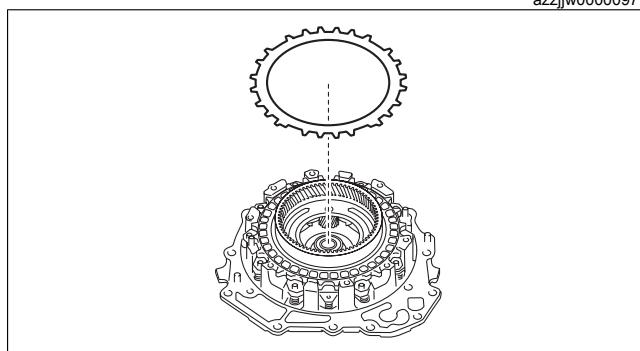
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5. Remove the springs and retainer component.



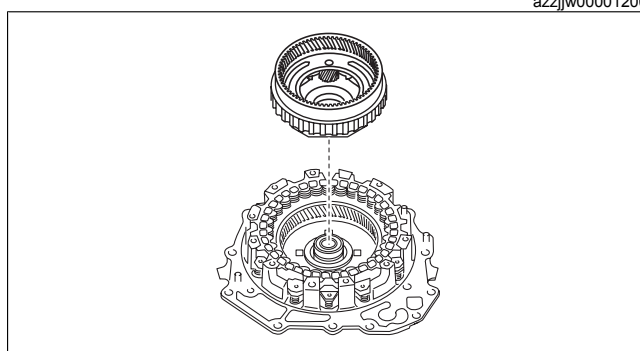
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6. Remove the retaining plate.



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7. Remove the reduction planetary gear.

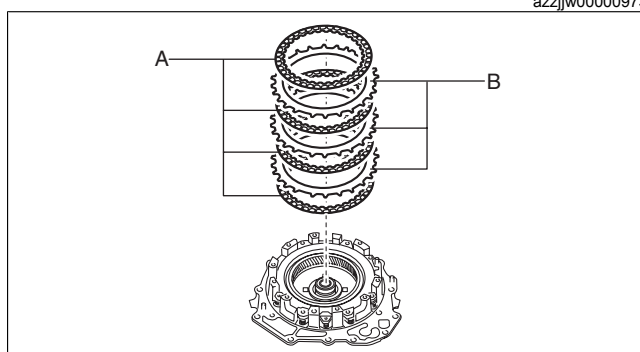


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8. Remove the drive plates and driven plates.

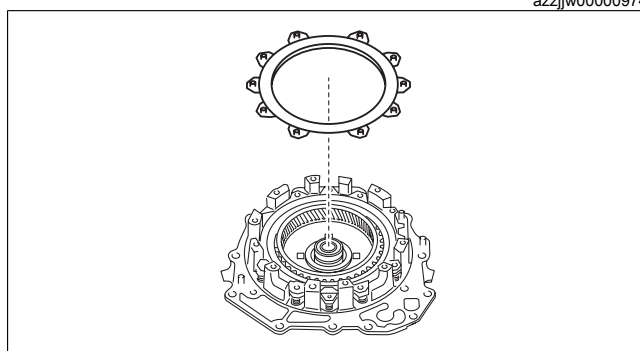
A : Drive plate

B : Driven plate



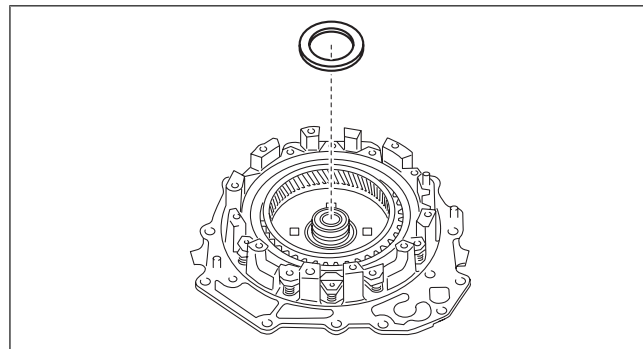
azzjiw00000974

9. Remove the retaining plate.



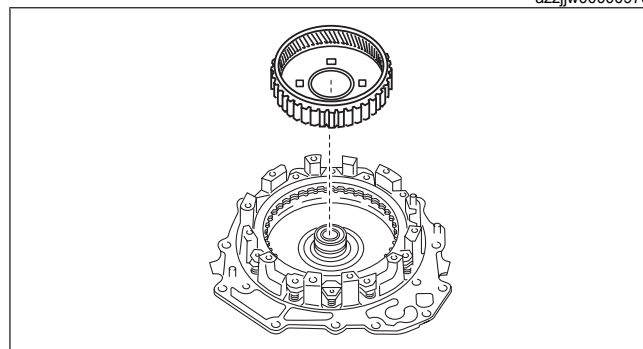
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10. Remove the thrust needle bearing.



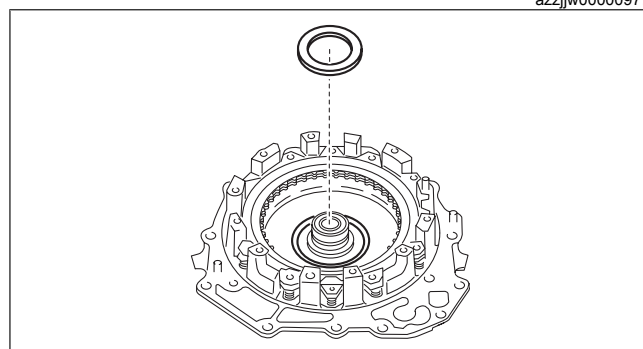
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11. Remove the reduction internal gear.



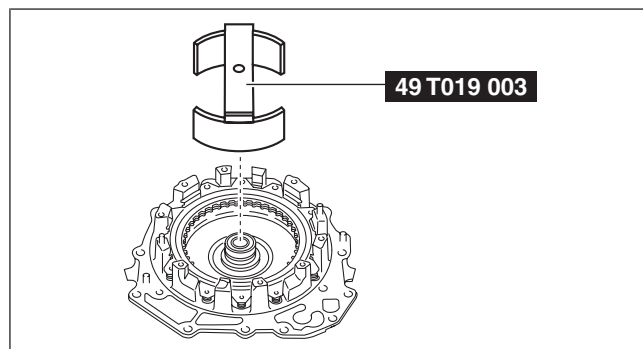
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12. Remove the thrust needle bearing.

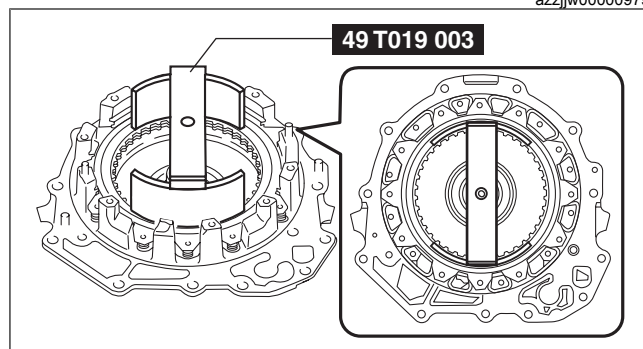


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13. Remove the snap ring using the following procedure:  
(1) Install the SST.



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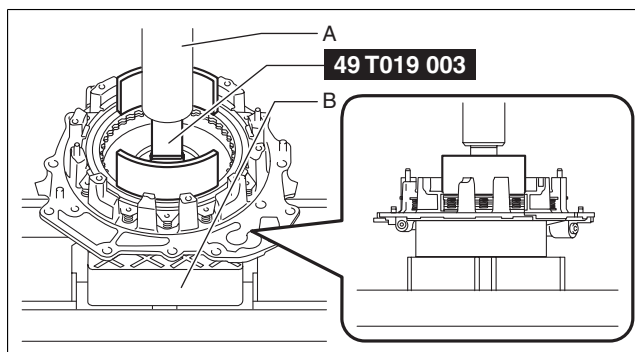
(2) Set the SST and part to the press as shown in the figure.

### Caution

- Using the rubber plates, adjust the alignment surface of the end cover with the transaxle case so that it is level. Otherwise the parts could tip over during the procedure and get damaged.

A : Press

B : Rubber plate



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- (3) Press the SST down using a press until there is no longer any spring force from the springs and retainer component applied to the snap ring.

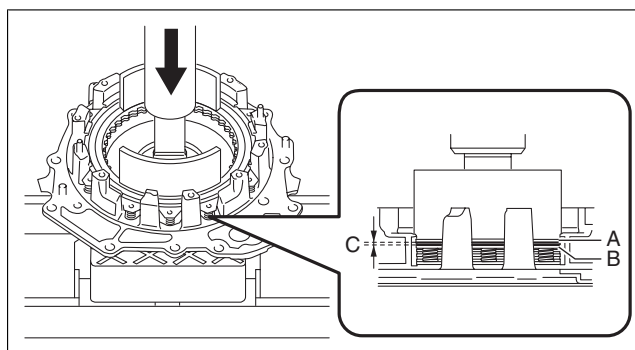
### Caution

- If the SST is pressed excessively by the press, surrounding parts could be damaged. Stop pressing the SST down using a press if a gap appears between the snap ring and retaining plate.

A : Snap ring

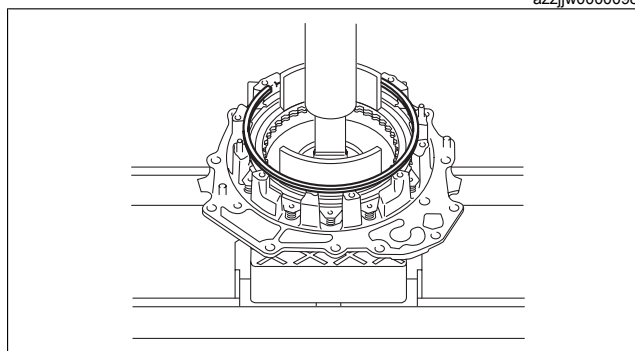
B : Retaining plate

C : Gap



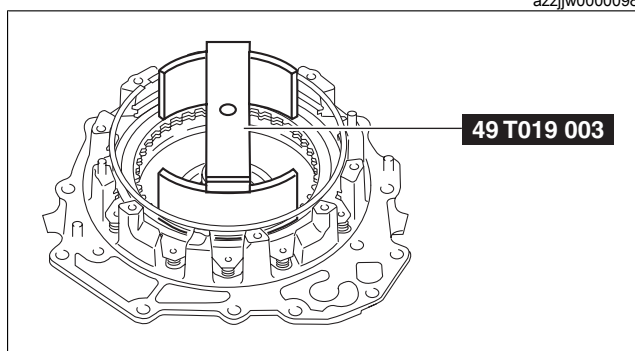
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- (4) Remove the snap ring from the snap ring groove.



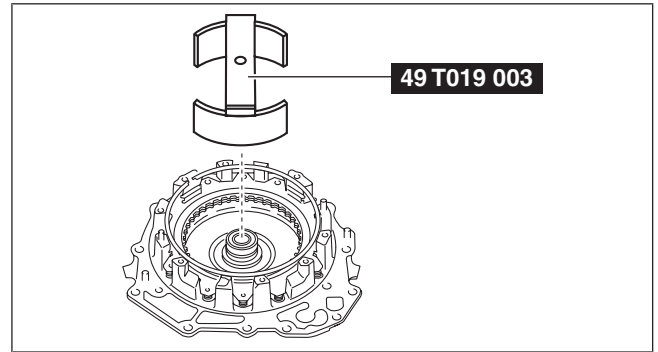
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- (5) Take the SST and part off the press.



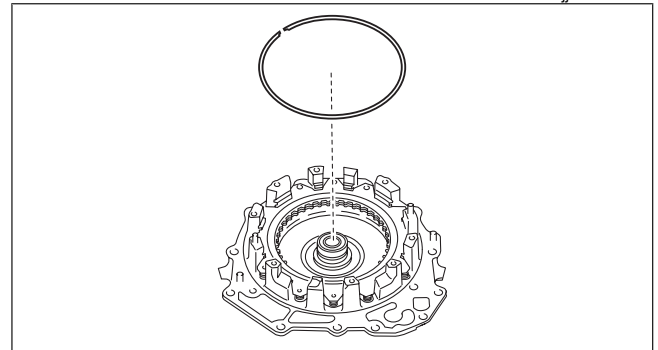
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(6) Remove the SST.



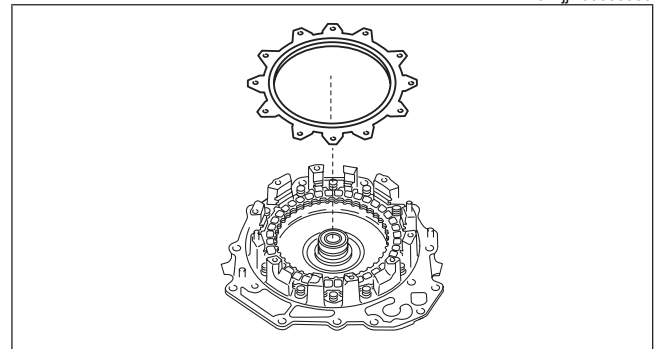
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(7) Remove the snap ring removed from the snap ring groove.



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14. Remove the retaining plate.

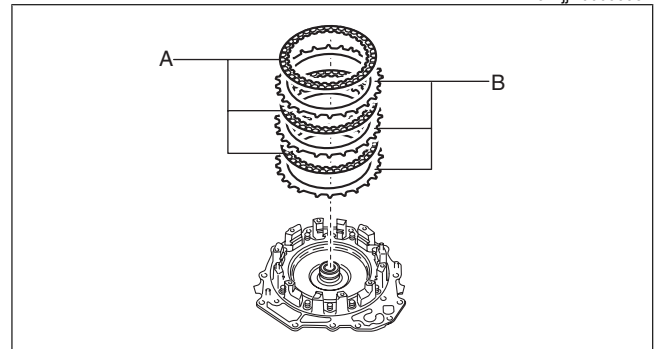


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15. Remove the drive plates and driven plates.

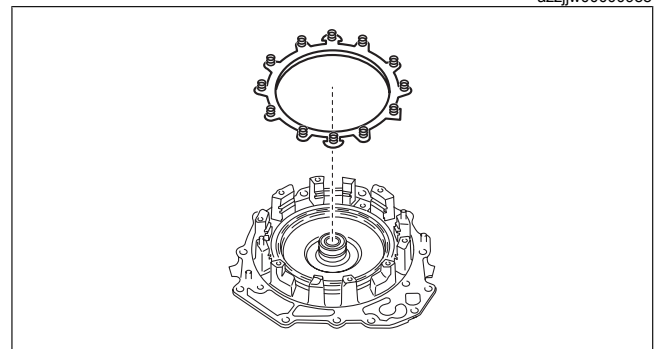
A : Drive plate

B : Driven plate



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16. Remove the springs and retainer component.



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17. Remove the R-3-5 brake piston using the following procedure:

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

### Warning

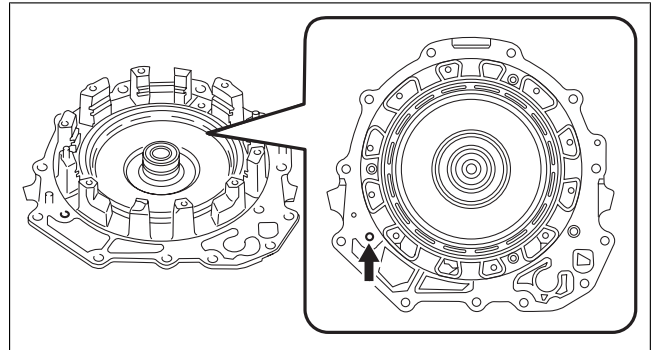
- Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.

### Caution

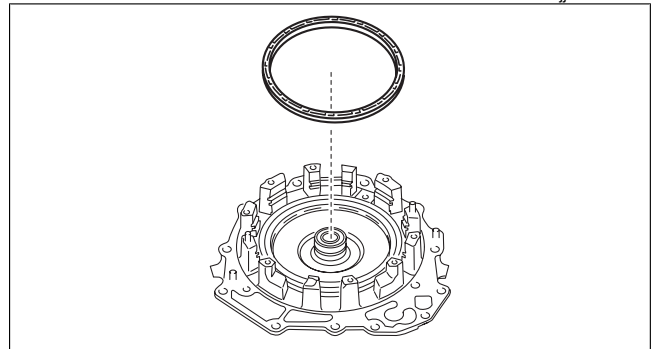
- To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.

### Compressed air pressure

0.39—0.44 MPa {4.0—4.4 kgf/cm<sup>2</sup>, 57—63 psi}



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(2) Remove the R-3-5 brake piston removed from the end cover.

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

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

- Visual inspection of parts (See VISUAL INSPECTION OF PARTS [FW6A-EL])(See VISUAL INSPECTION OF PARTS [FW6AX-EL])
- Thrust needle bearing inspection (See THRUST NEEDLE BEARING INSPECTION)
- Reduction planetary gear inspection (See REDUCTION PLANETARY GEAR INSPECTION)
- 2-6 brake inspection (See 2-6 BRAKE INSPECTION)
- R-3-5 brake inspection (See R-3-5 BRAKE INSPECTION)
- End cover inspection (See END COVER INSPECTION)