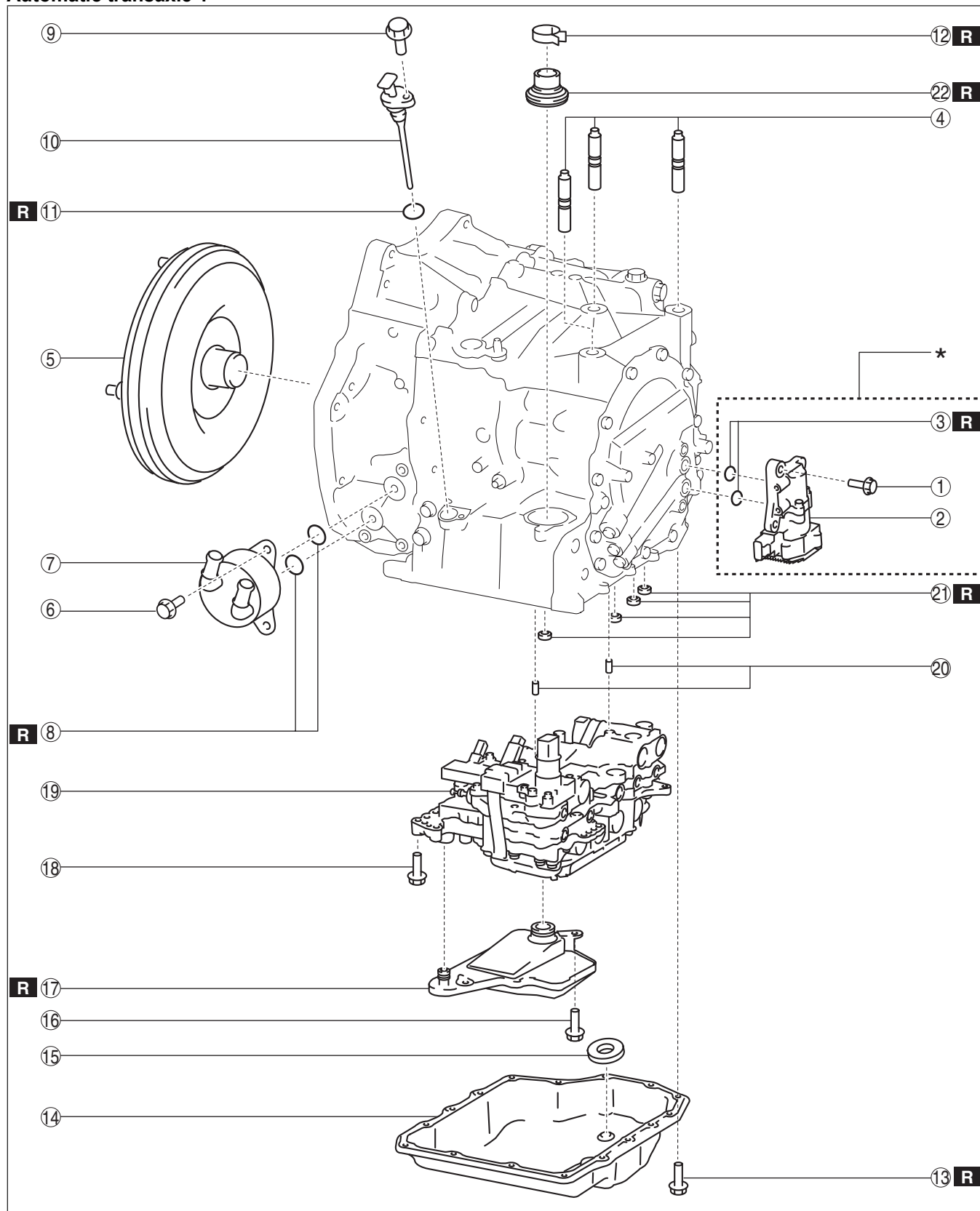


# AUTOMATIC TRANSAXLE DISASSEMBLY [FW6A-EL]

id0517006606h1

## Structural View Automatic transaxle 1



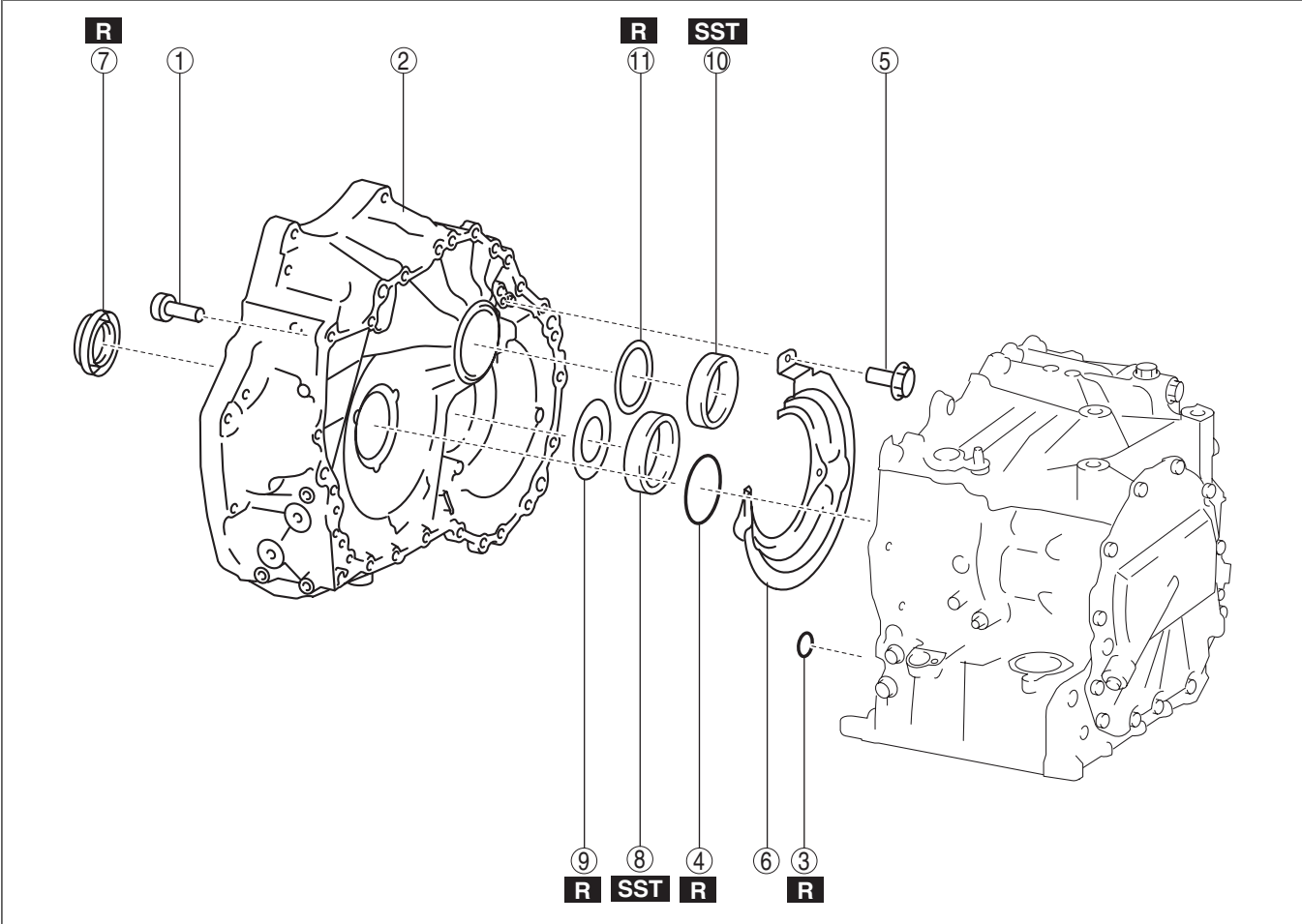
azzjjw00001599

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

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	Oil seal

\* : Only vehicles with i-stop

Automatic transaxle 2

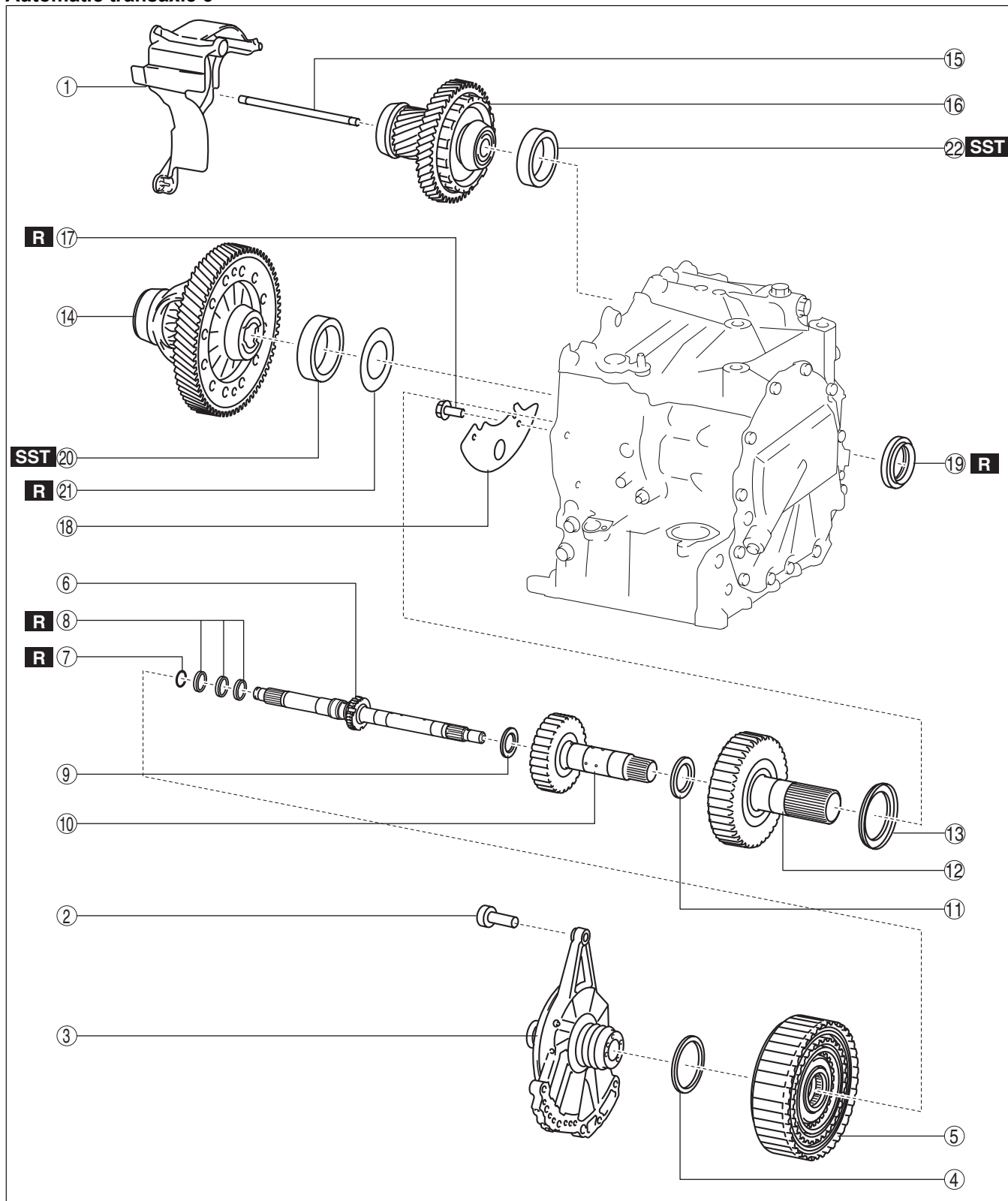


azzjiw00001420

1	24 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



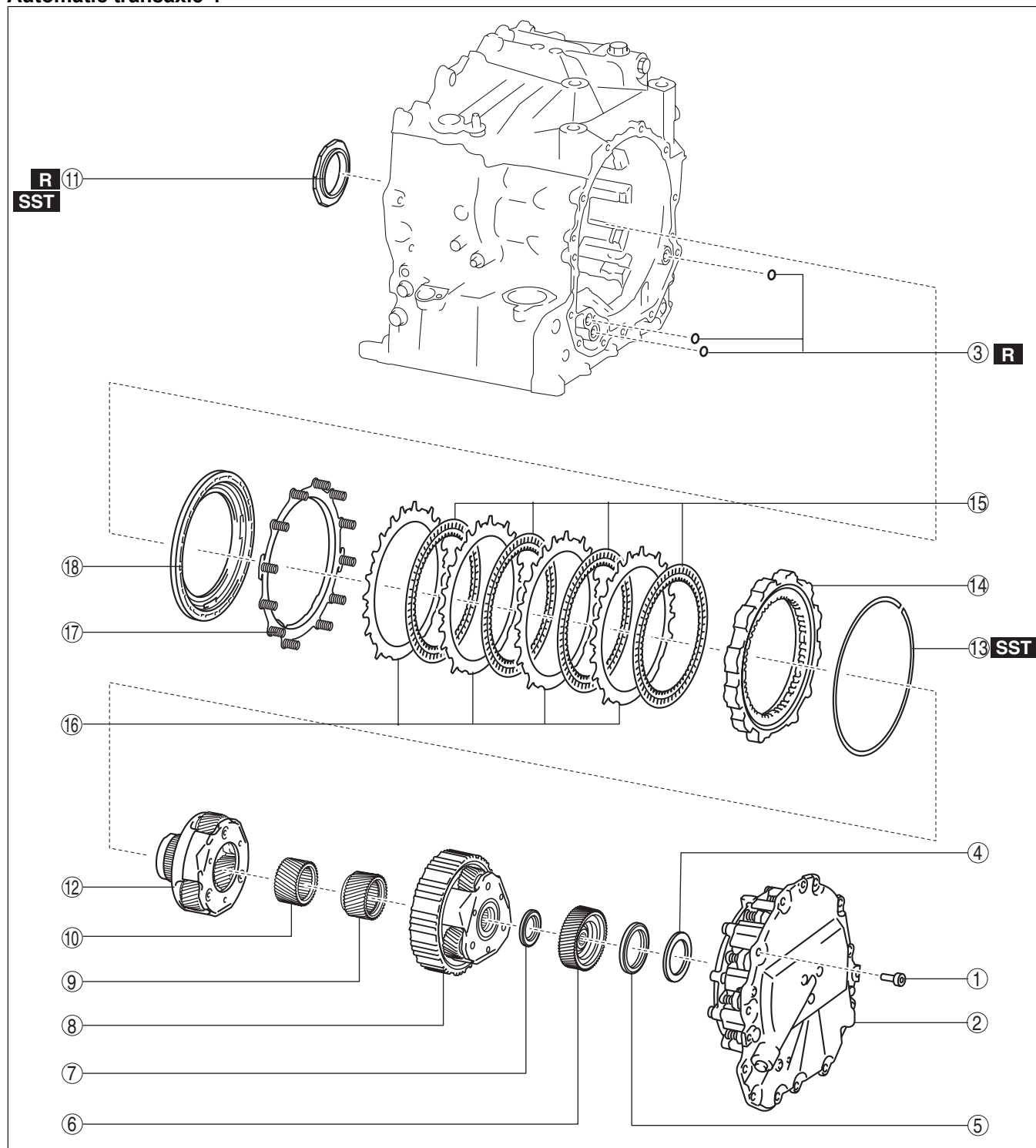
azzjw00001421

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

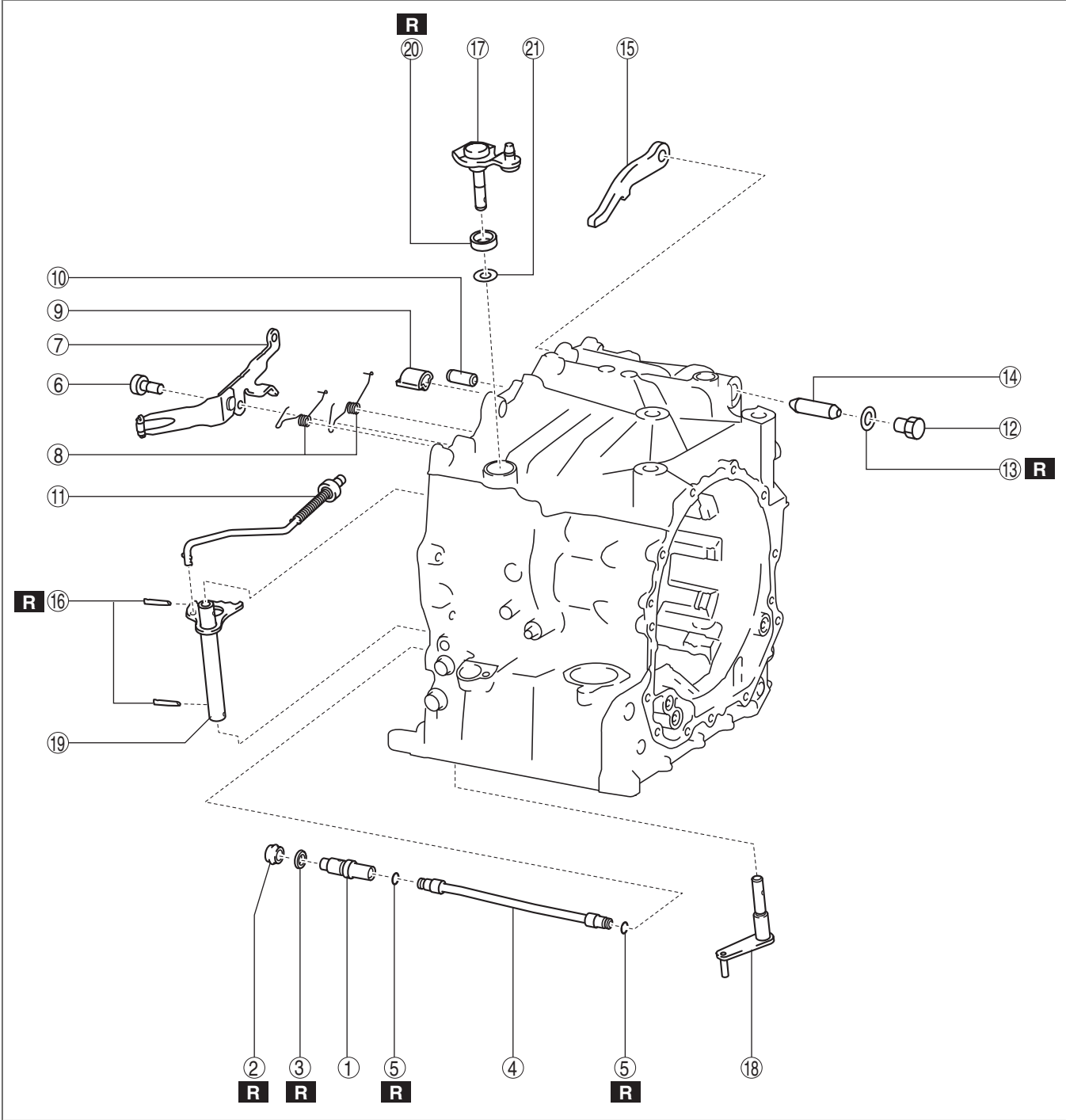


azzjjw00001422

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

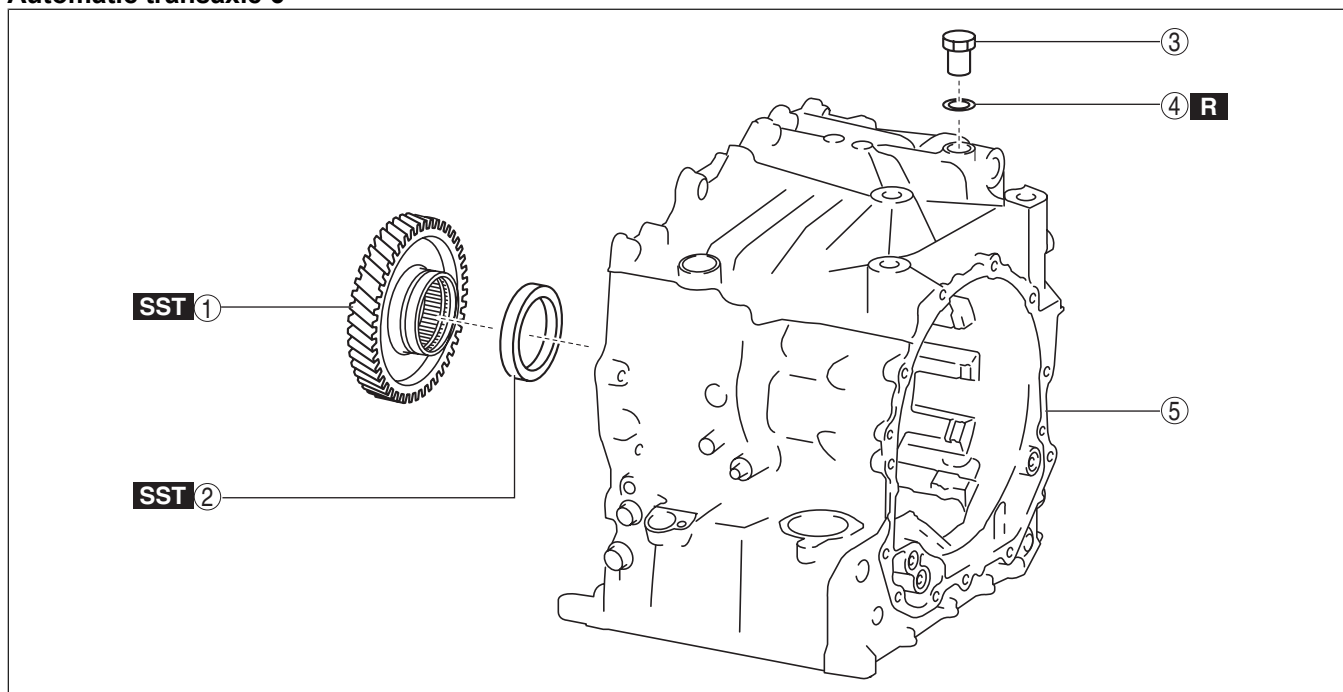


azzijw00001423

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

## Automatic transaxle 6



azzjw00001463

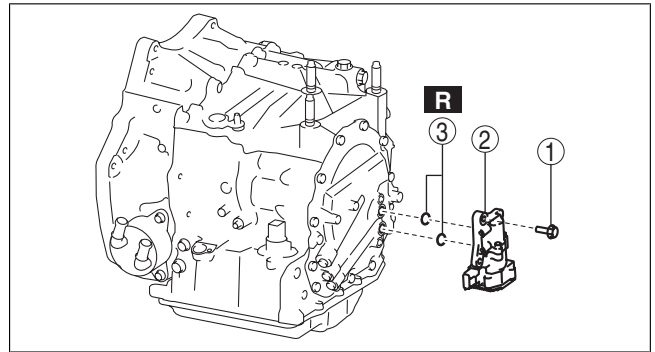
1	Primary gear
2	Angular contact ball bearing
3	Plug
4	Gasket
5	Transaxle case

## 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).

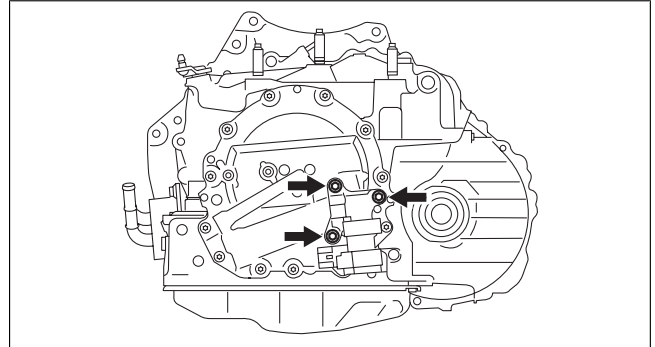
### Caution

- 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.



azzjiw00001464

(1) Remove the bolts shown in the figure.

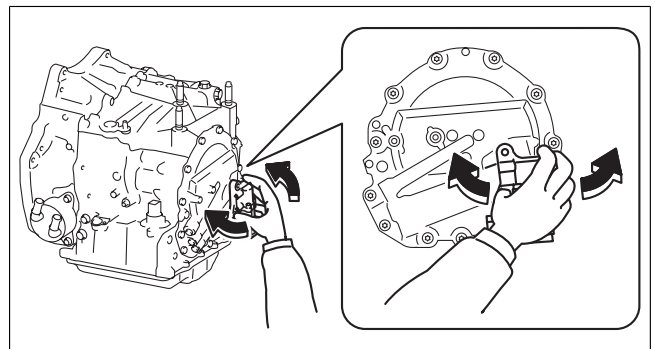


azzjiw00001465

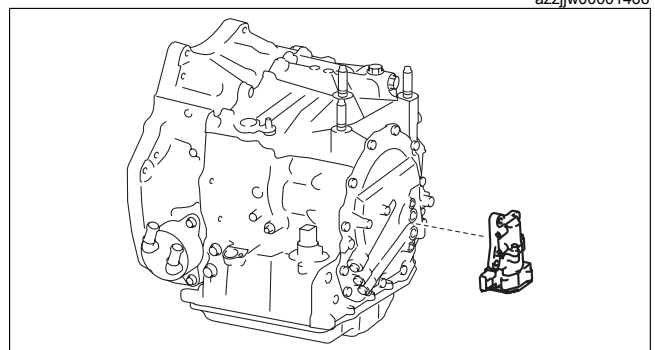
(2) Remove the electric AT oil pump.

**Note**

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



azzjiw00001466

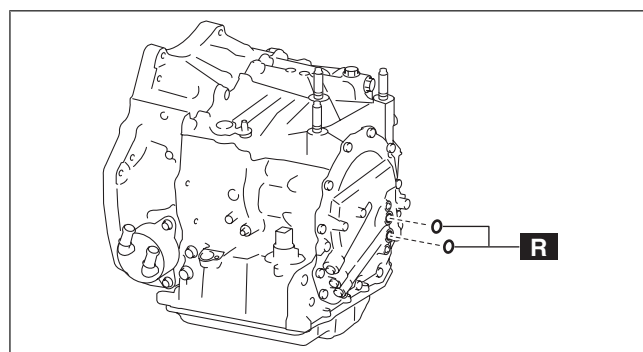


azzjiw00001467



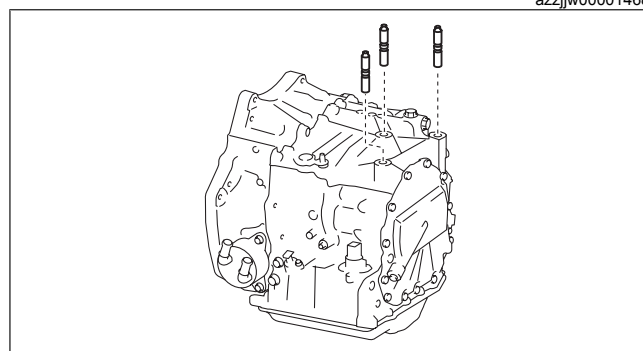
(3) Remove the O-rings.

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



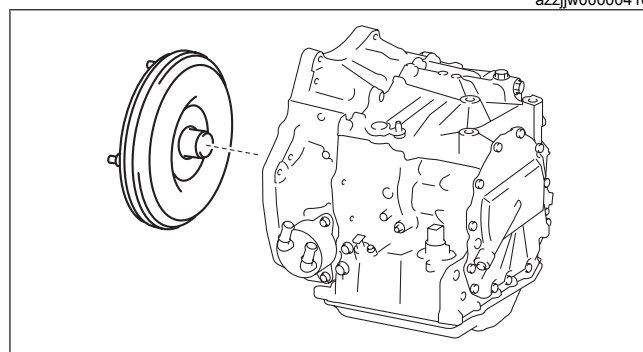
azzjjw00001468

3. Remove the stud bolts.



azzjjw00000410

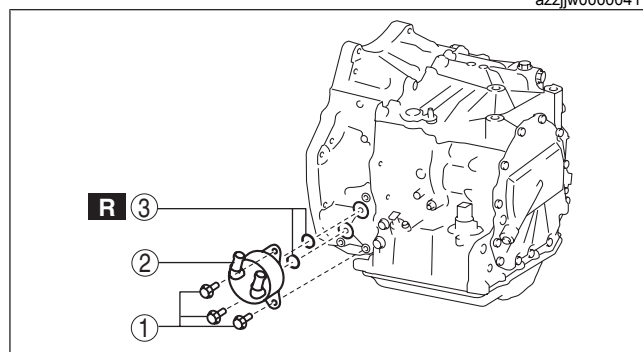
4. Remove the torque converter.



azzjjw00000411

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

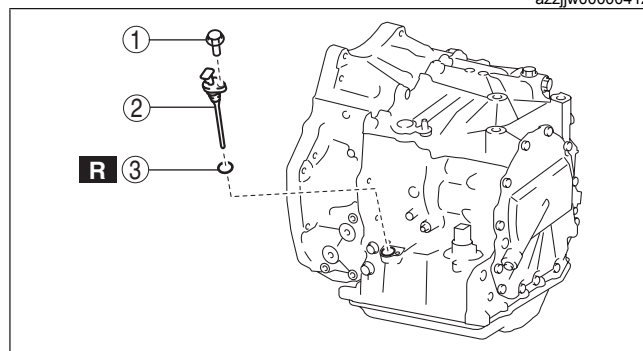
1	Bolt
2	Oil cooler
3	O-ring



azzjjw00000412

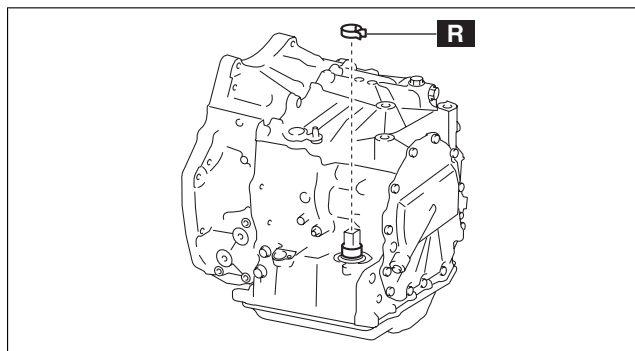
6. Remove the dipstick in the order shown in the figure.

1	Bolt
2	Dipstick
3	O-ring



azzjjw00000413

7. Remove the hose clamp.



azzjiw00000414

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, check the areas that made contact and replace damaged parts with new ones.

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

**Note**

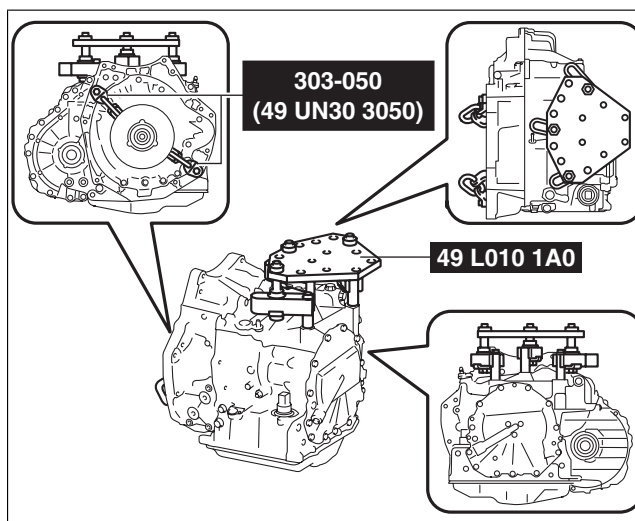
- When installing the SST (49 L010 1A0) to the transaxle (stud bolt holes), use part number: 9YA02 1440 or M14×1.5 bolts, length to 100 mm {3.94 in}.
- When installing the SST (49 UN30 3050) to the transaxle, use part number: 9YA02 1015, or M10×1.5 bolts, length to 35 mm {1.4 in}.

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

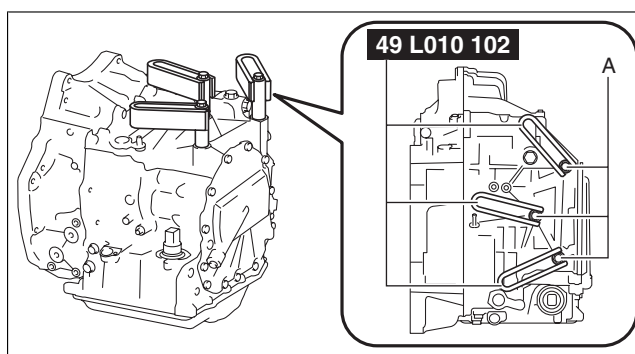
**Note**

- 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 to 100 mm {3.94 in}



azzjiw00000415



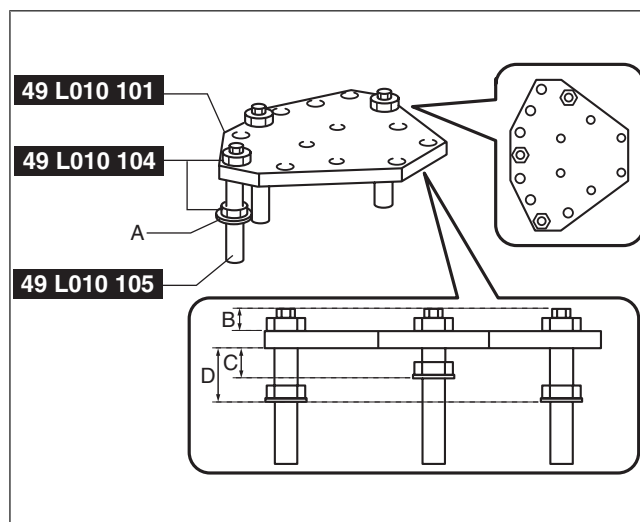
azzjiw00000416

- 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}



azzjjw00000417

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.

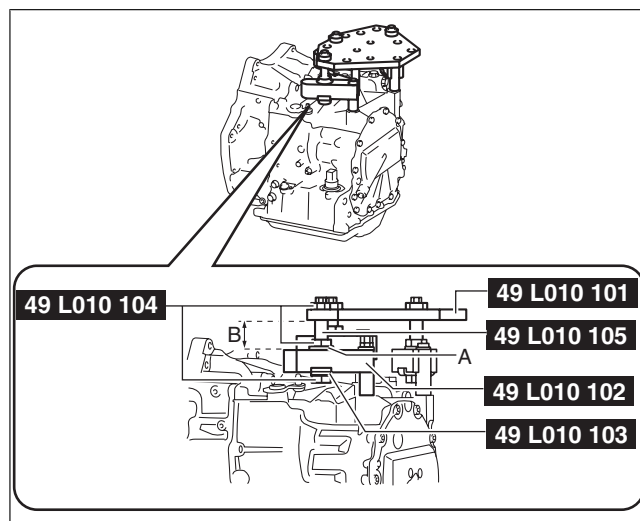
5) Tighten the nuts and bolts.

#### Tightening torque

- Bolt: Part number: 9YA02 1440, or M14×1.5 bolt, length to 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 bolts, length to 35 mm {1.4 in}.

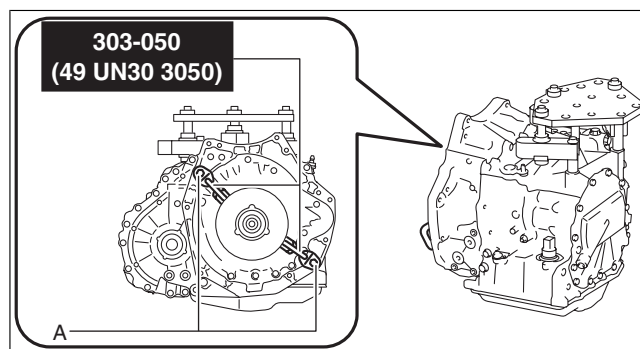
A : Part number: 9YA02 1015, or M10×1.5 bolt, length to 35 mm {1.4 in}



azzjjw00000418

#### Tightening torque

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



azzjjw00000419

(2) Using chain hoists, install the transaxle to the SST (engine stand) using part number: 9YA02 A220, or M12×1.75 bolts, length to 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, check the areas that made contact and replace damaged parts with new ones.

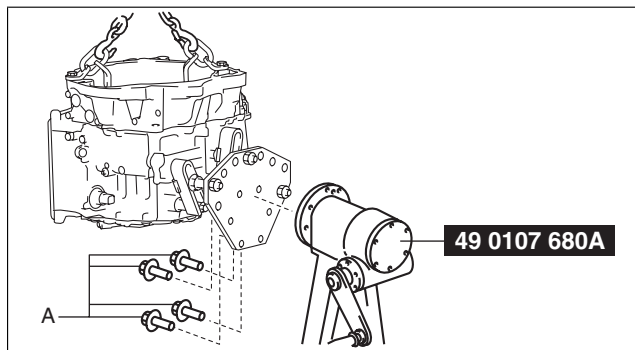
### Note

- 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 to 40 mm {1.6 in}

### Tightening torque

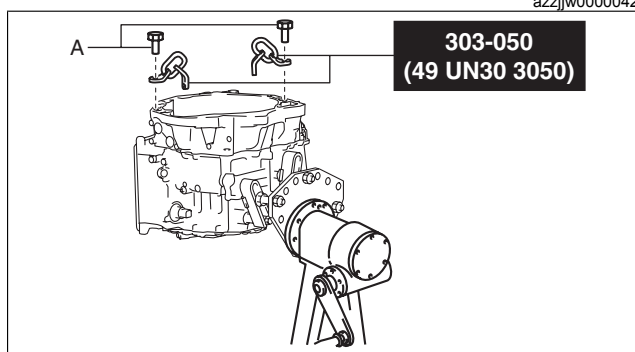
88—118 N·m {9.0—12 kgf·m, 65—87 ft·lbf}



azzijw00000420

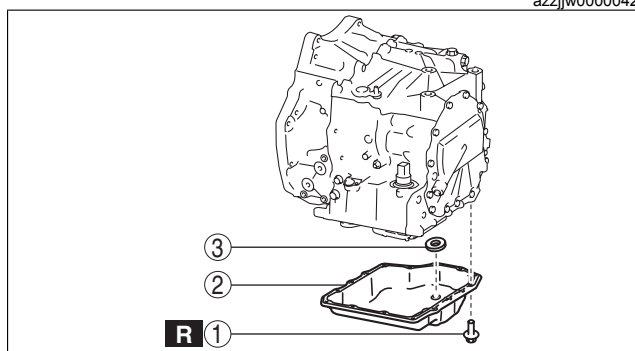
### (3) Remove the SSTs.

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



azzijw00000421

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

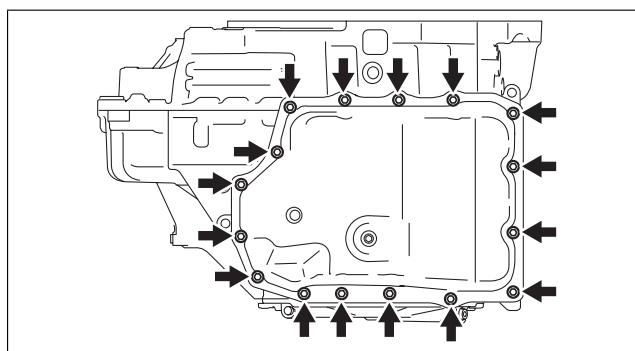


azzijw00001425

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

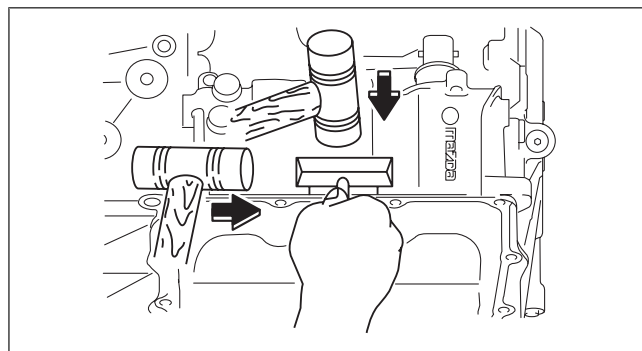
### Caution

- 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.

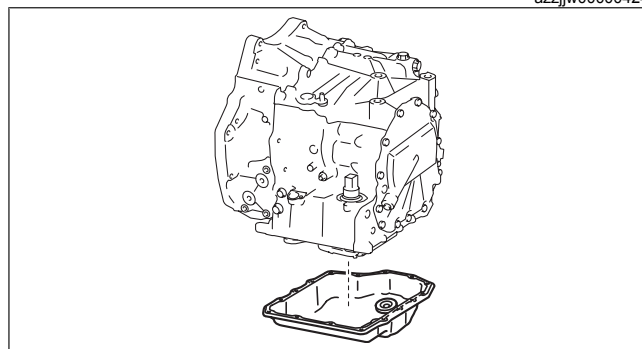


azzijw00000423

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



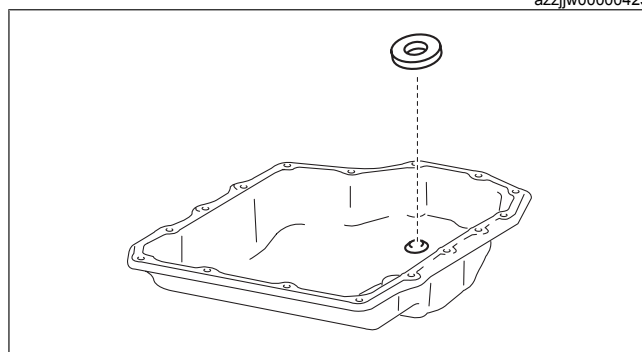
azzjjw00000424



azzjjw00000425

(3) Remove the magnet.

1	16 bolts
2	Oil pan
3	Magnet



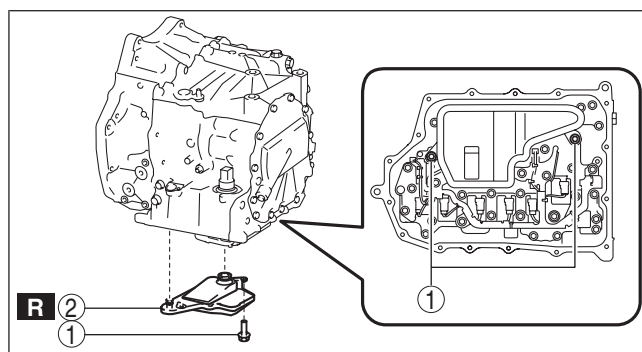
azzjjw00000426

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

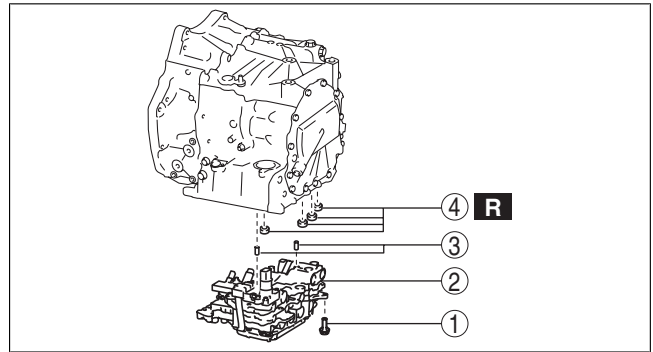


azzjjw00001600

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

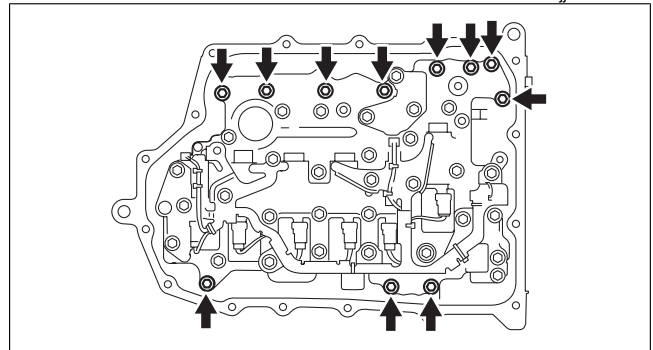
**Caution**

- 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.



azzjiw00000428

(1) Remove the bolts shown in the figure.

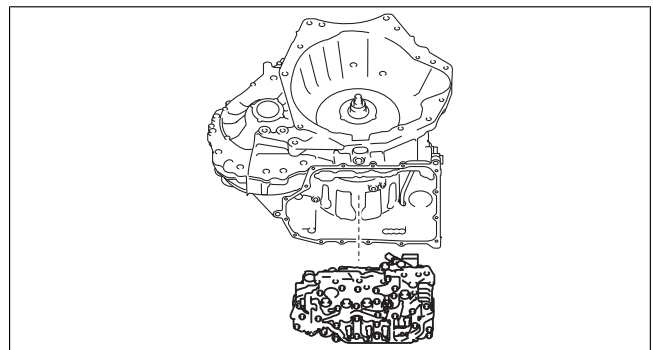


azzjiw00000429

(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.



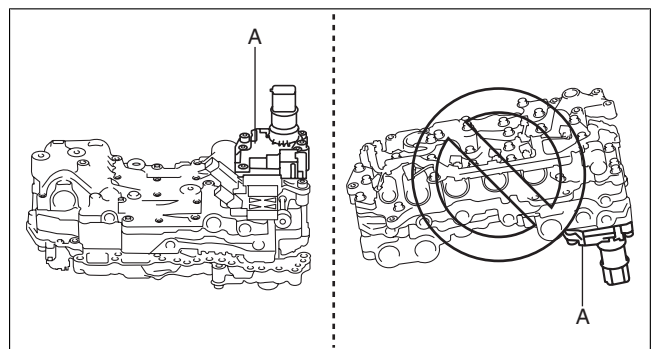
azzjiw00000430

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

#### Caution

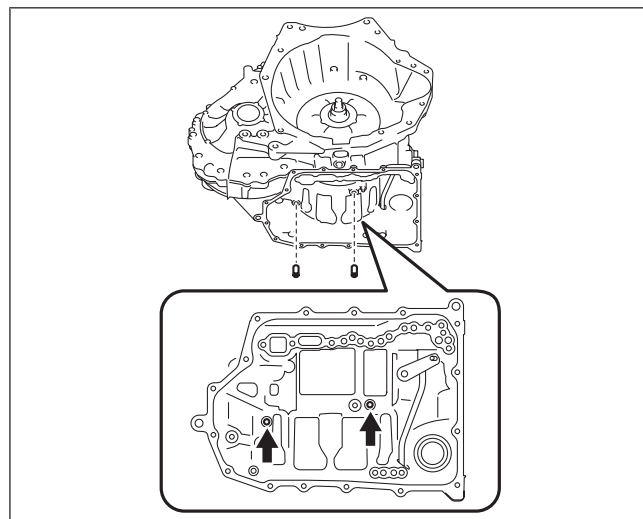
- Place the removed control valve body with the TCM side pointing upward on a workbench. If placing it with the TCM side pointing downward on a workbench, the TCM could be damaged.

A : TCM



azzjiw00000431

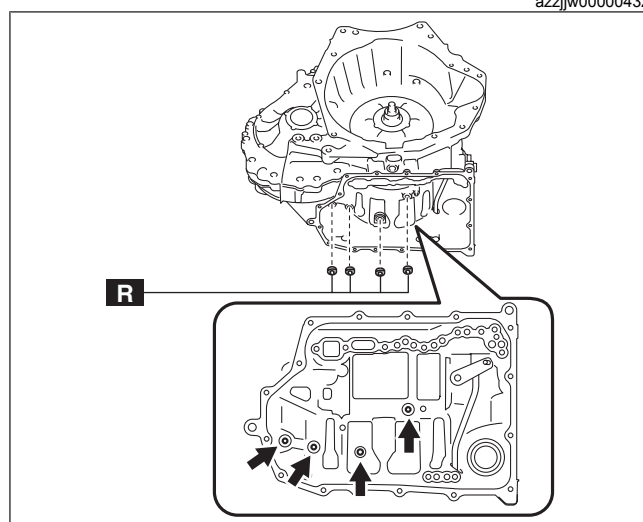
(4) Remove the dowel pins.



azzjjw00000432

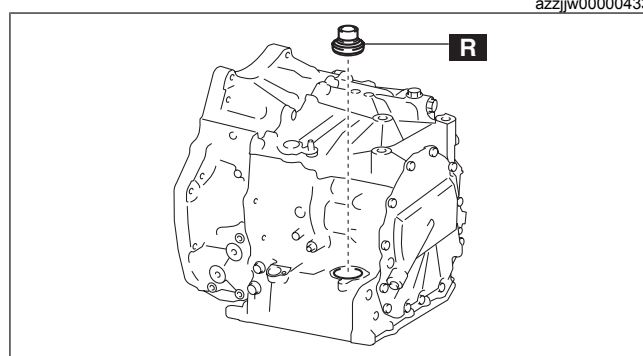
(5) Remove the gaskets.

1	11 bolts
2	Control valve body
3	Dowel pin
4	Gasket



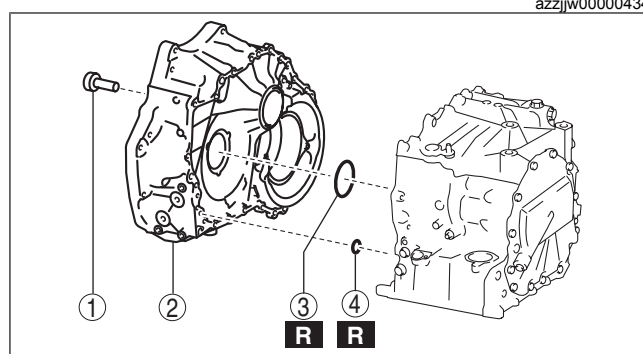
azzjjw00000433

12. Remove the oil seal.



azzjjw00000434

13. Remove the converter housing using the following procedure:

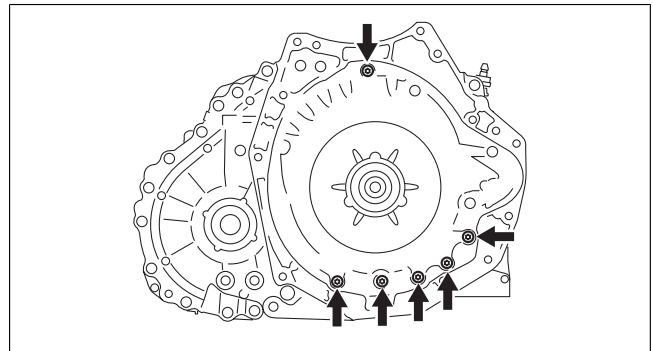


azzjjw00000435

(1) Remove the bolts shown in the figure.

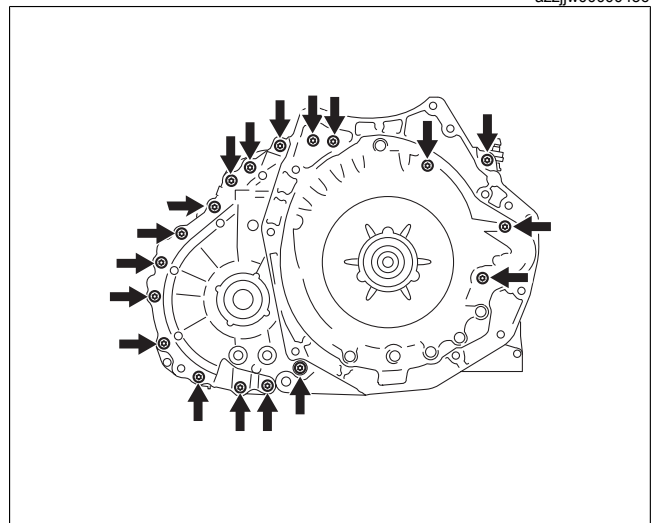
### Caution

- 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.



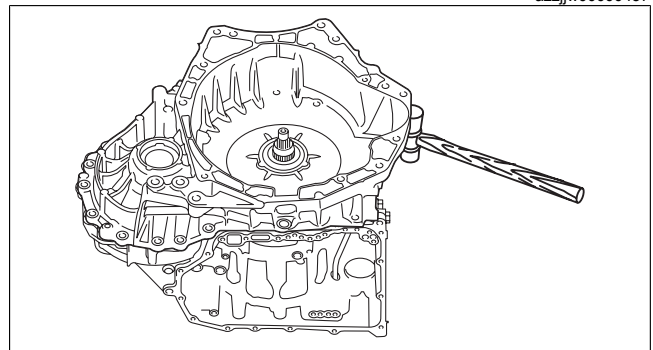
azzijw00000436

(2) Remove the bolts shown in the figure.

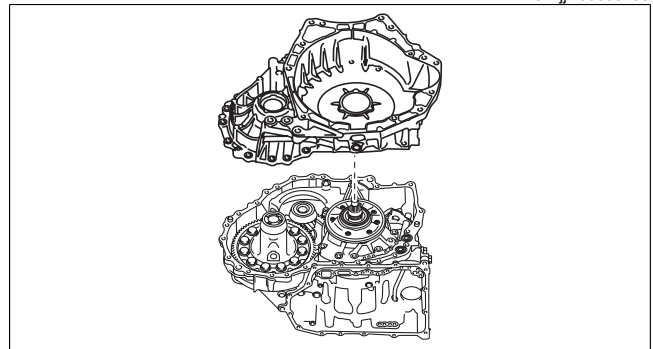


azzijw00000437

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



azzijw00000438

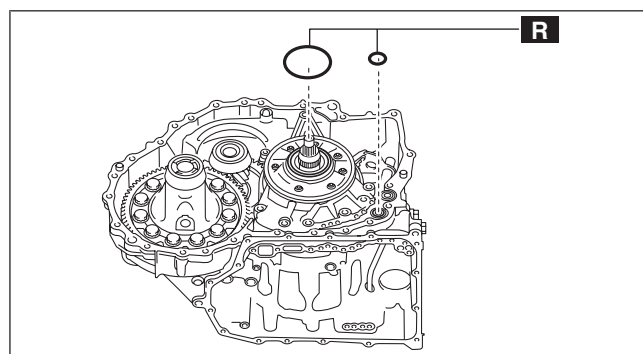


azzijw00000439



(4) Remove the O-rings.

1	24 bolts
2	Converter housing
3	O-ring (oil pump)
4	O-ring (oil cooler oil passage)

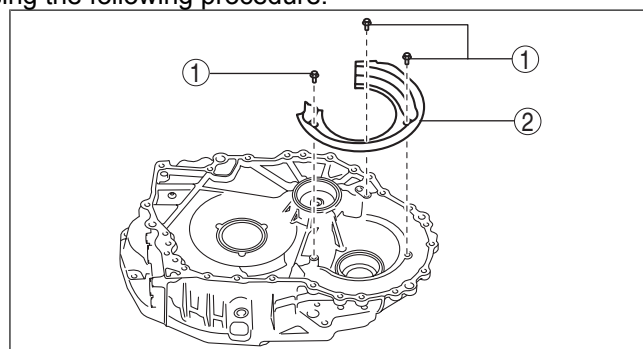


azzjjw00000440

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

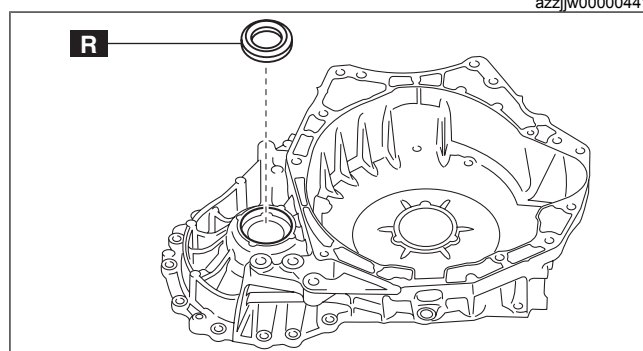
(1) Remove the baffle plate using the procedure shown in the figure.

1	Bolt
2	Baffle plate



azzjjw00000441

(2) Remove the oil seal.

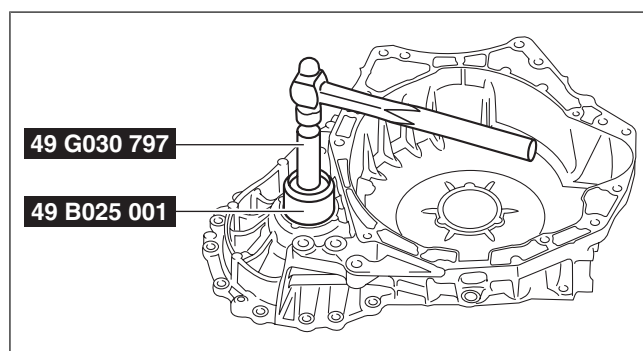


azzjjw00000442

(3) Remove the bearing race and shim using the SSTs and procedure shown in the figure.

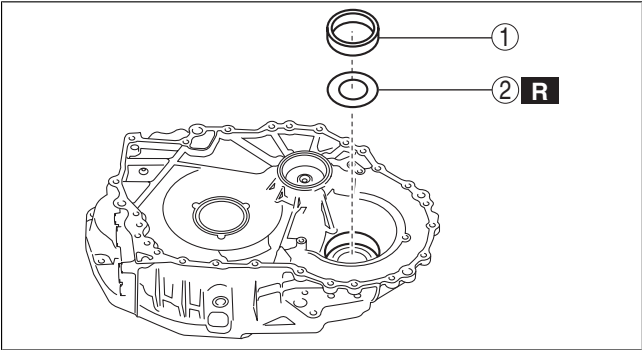
#### Caution

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



azzjjw00000443

1	Bearing race
2	Shim

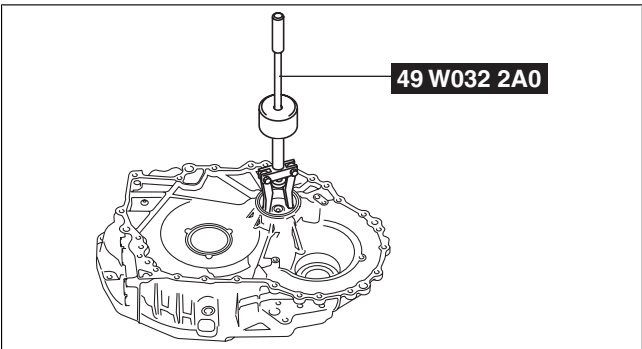


azzjiw00000444

(4) Remove the bearing race and shim using the SST and procedure shown in the figure.

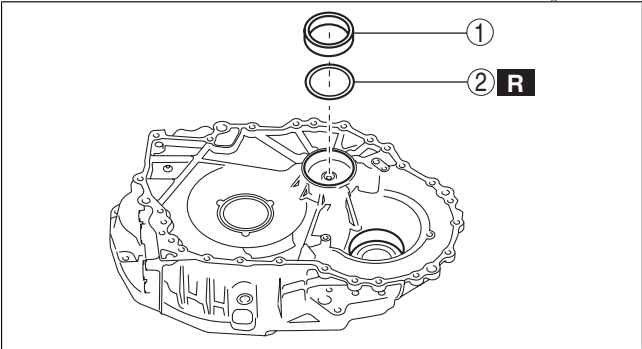
**Caution**

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



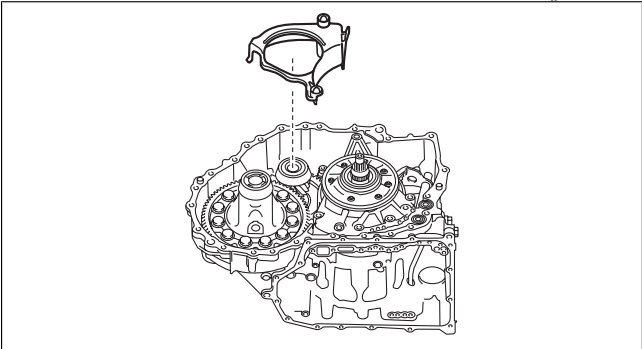
azzjiw00000445

1	Bearing race
2	Shim



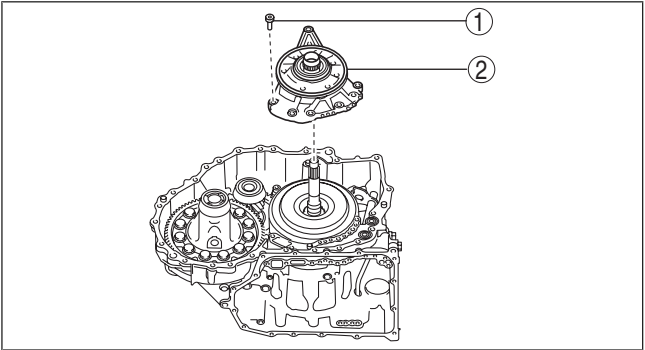
azzjiw00000446

15. Remove the baffle plate.



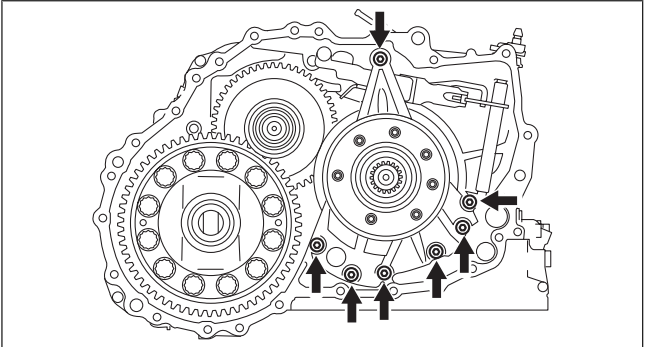
azzjiw00000447

16. Remove the oil pump using the following procedure:



azzjjw00000448

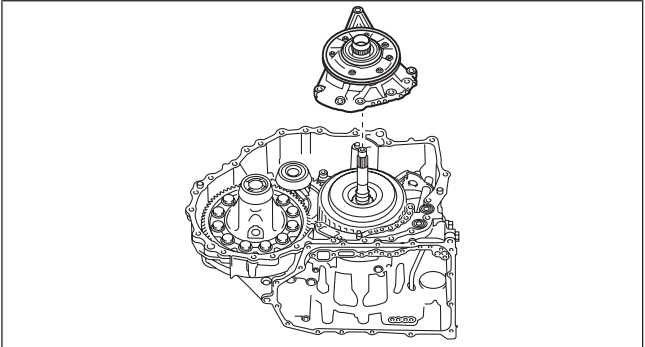
(1) Remove the bolts shown in the figure.



azzjjw00000449

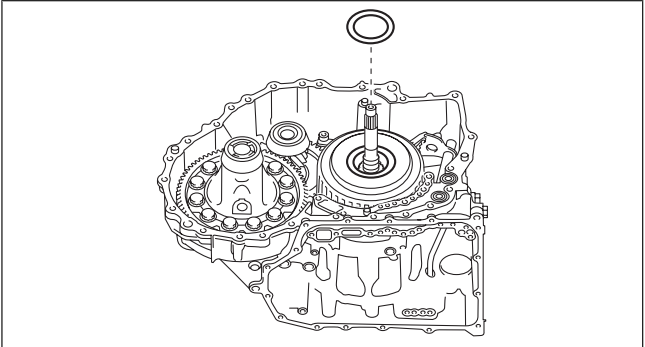
(2) Remove the oil pump.

1	7 bolts
2	Oil pump



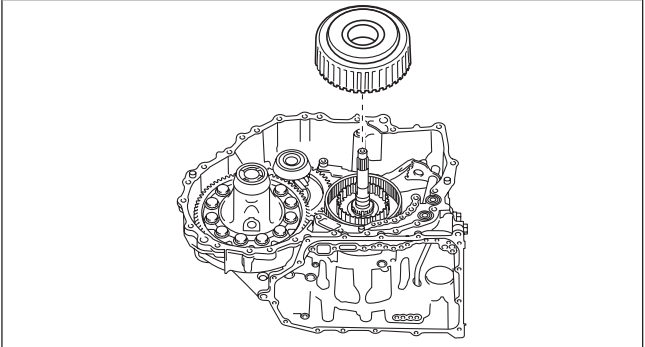
azzjjw00000450

17. Remove the thrust needle bearing.



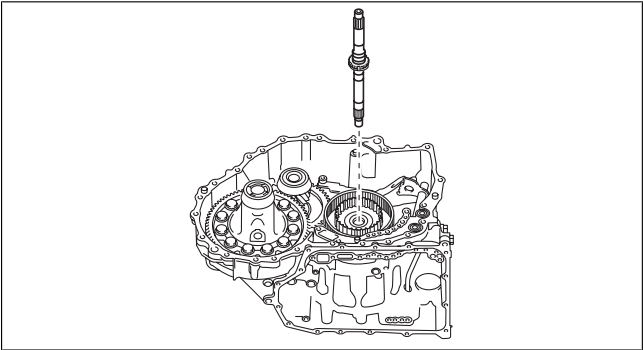
azzjjw00000451

18. Remove the clutch component.



azzjjw00000452

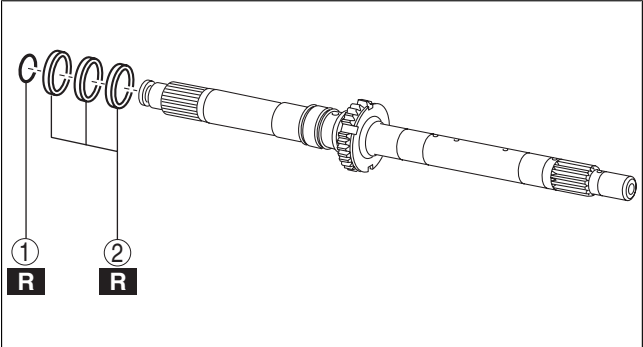
19. Remove the turbine shaft.



azzjiw00000453

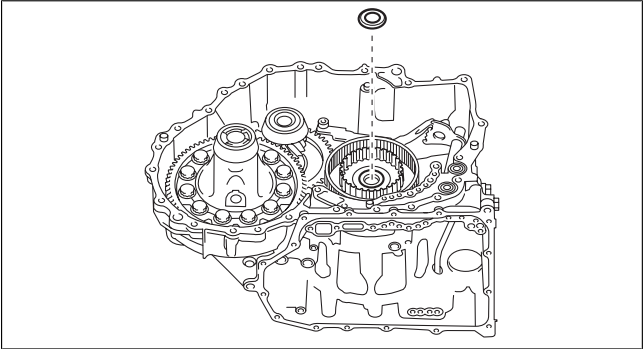
20. Remove the D-ring and seal rings from the turbine shaft using the procedure in the figure:

1	D-ring
2	Seal ring



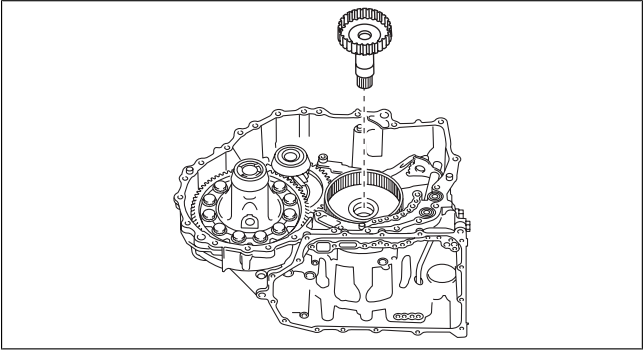
azzjiw00000454

21. Remove the thrust needle bearing.



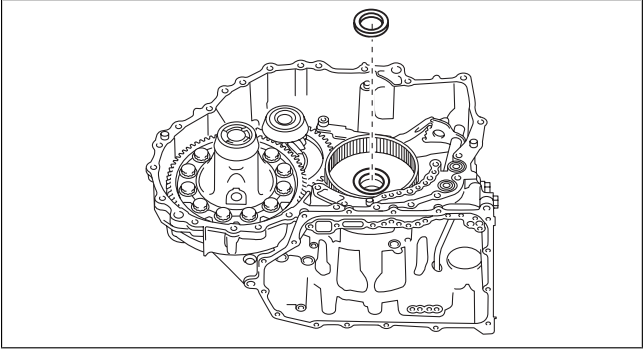
azzjiw00000455

22. Remove the high clutch hub.



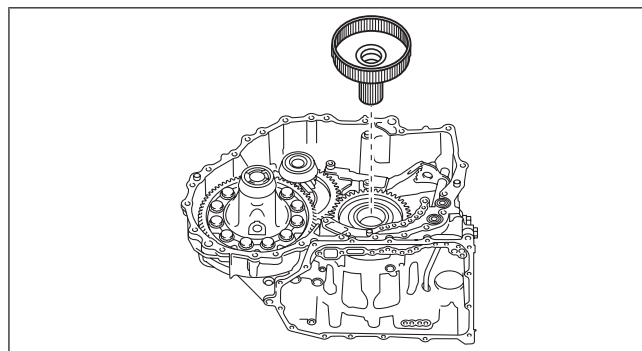
azzjiw00000456

23. Remove the thrust needle bearing.



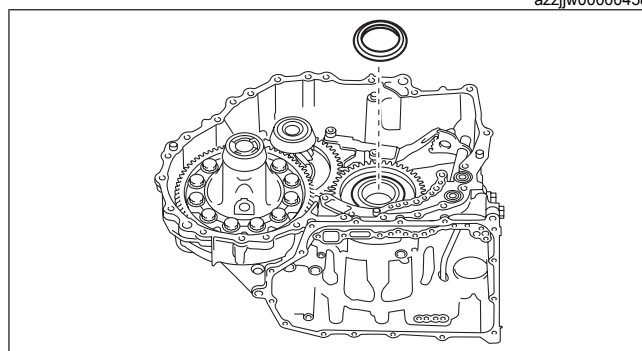
azzjiw00000457

24. Remove the low clutch hub.



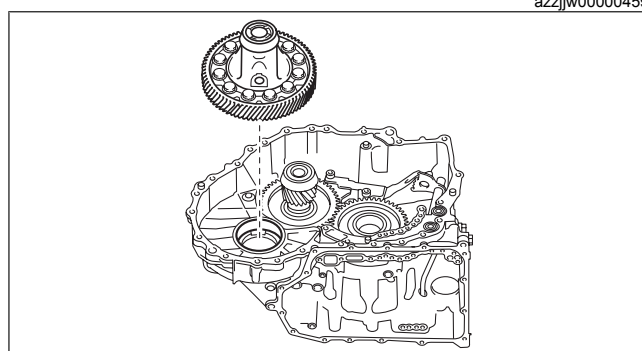
azzjjw00000458

25. Remove the thrust needle bearing.



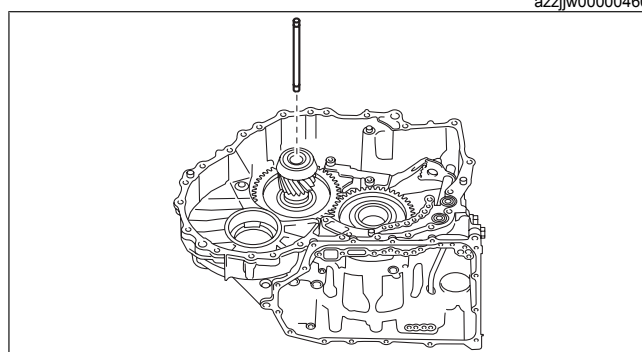
azzjjw00000459

26. Remove the ring gear and differential.



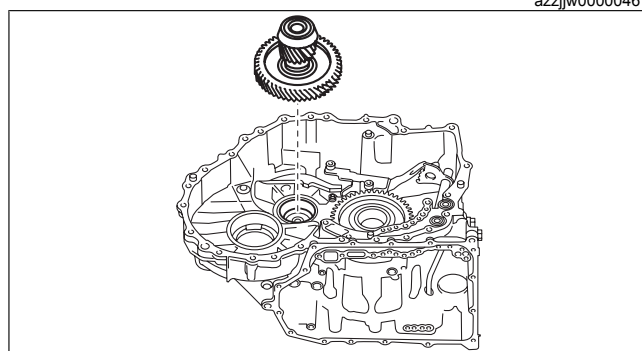
azzjjw00000460

27. Remove the oil pipe.



azzjjw00000461

28. Remove the secondary gear and output gear.



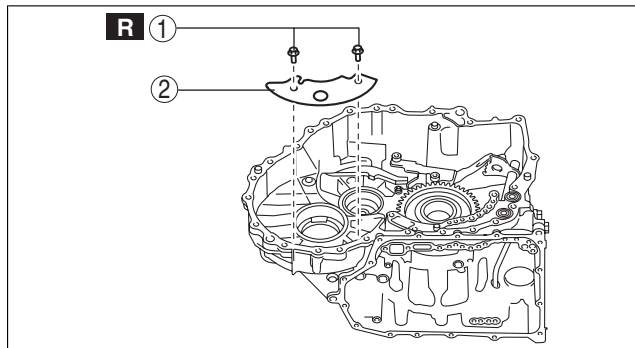
azzjjw00000462

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

### Caution

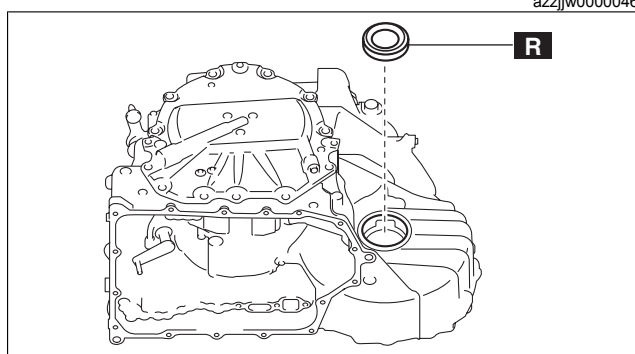
- The bolts for the baffle plate assembly are applied with thread-locking compound. If the bolts are reused it could loosen the bolts, therefore when performing the automatic transaxle assembly, use new bolts.

1	Bolt
2	Baffle plate



azzijw00000463

30. Remove the oil seal.

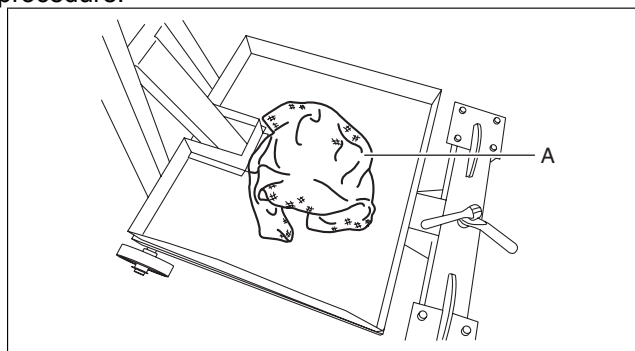


azzijw00000464

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)

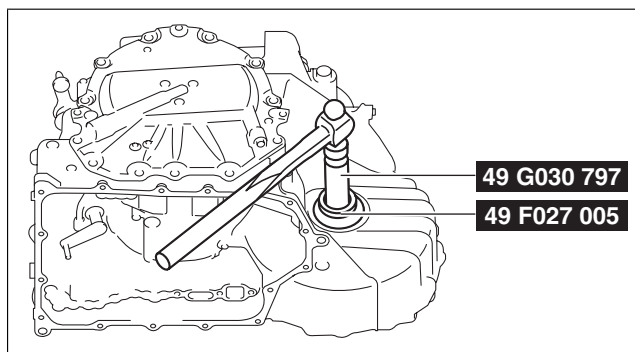


azzijw00000465

- (2) Remove the bearing race and shim using the SSTs and 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.

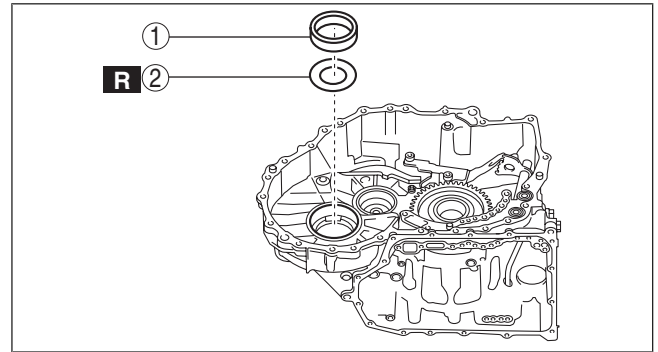


azzijw00000466

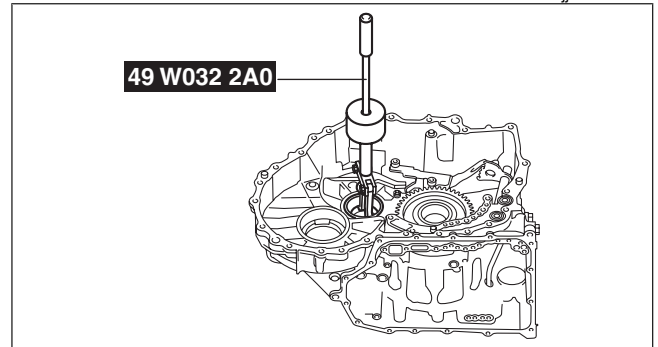
1	Bearing race
2	Shim

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

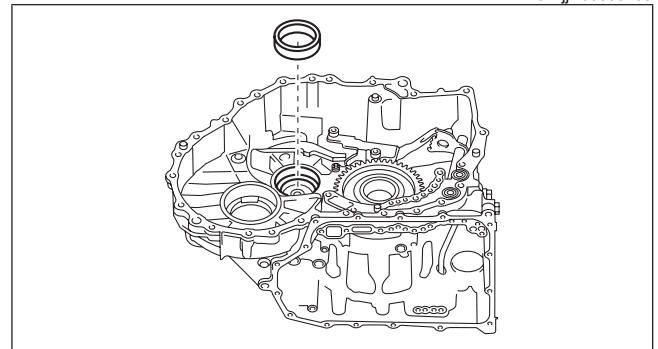
32. Remove the bearing race using the SST.



azzjjw00000467

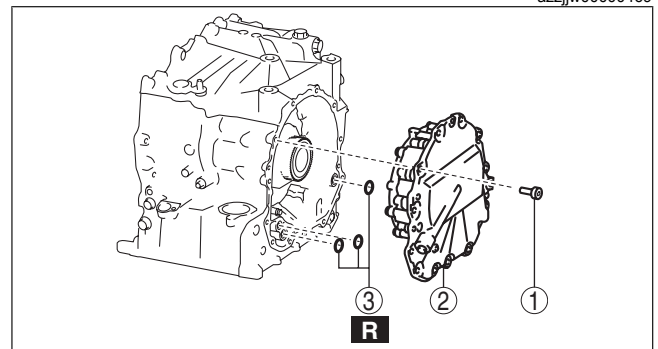


azzjjw00000468



azzjjw00000469

33. Remove end cover component using the following procedure:

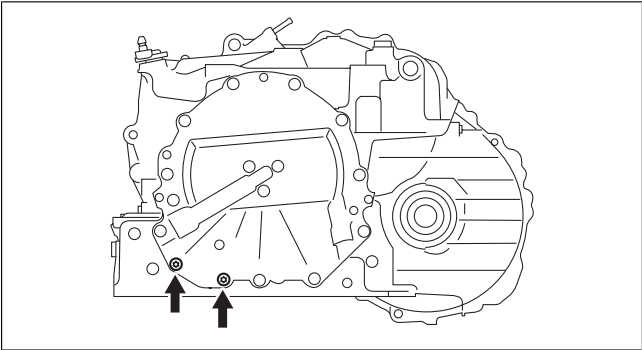


azzjjw00000470

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

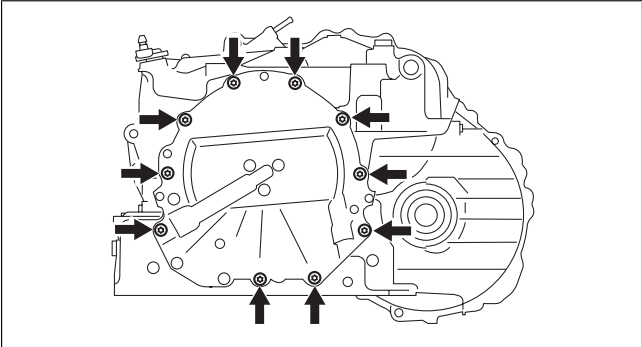
#### Caution

- 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.



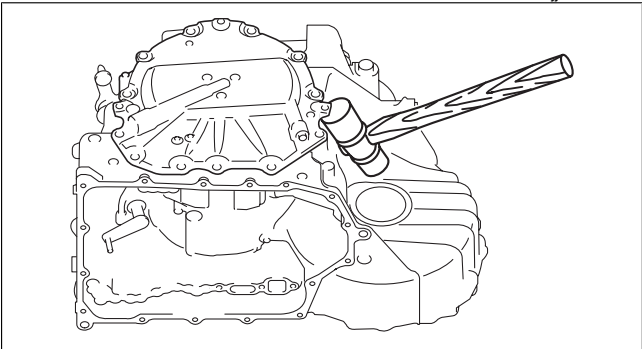
azzjiw00000471

(2) Remove the bolts shown in the figure.

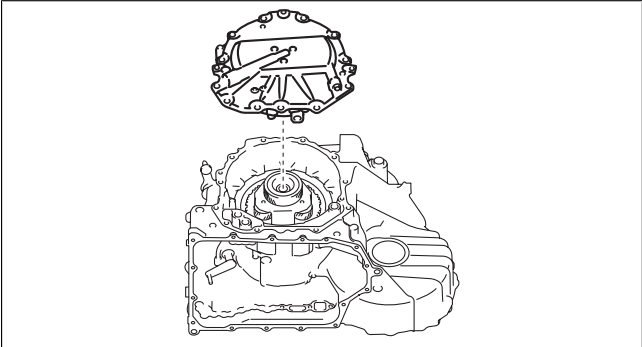


azzjiw00000472

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



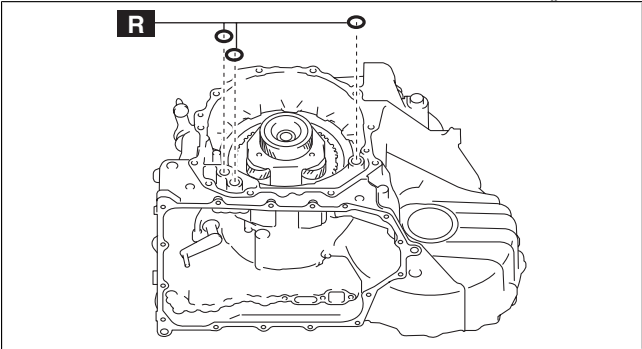
azzjiw00000473



azzjiw00000474

(4) Remove the O-rings.

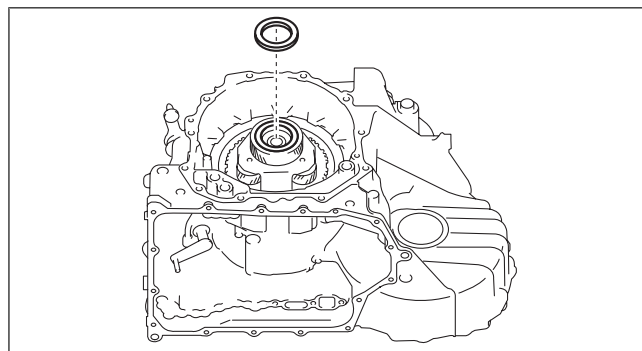
1	12 bolts
2	End cover component
3	O-ring



azzjiw00000475

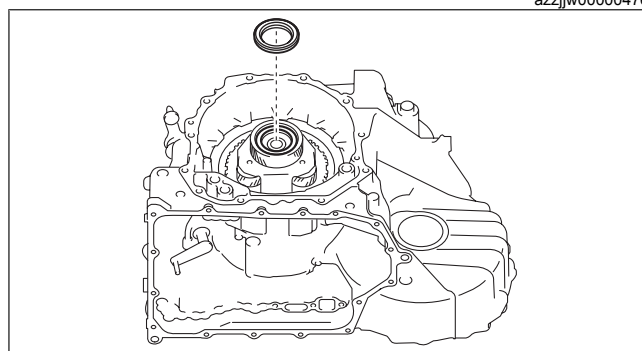


34. Remove the shim.



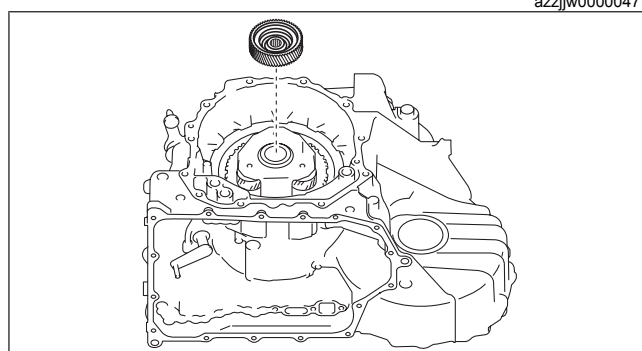
azzjjw00000476

35. Remove the thrust needle bearing.



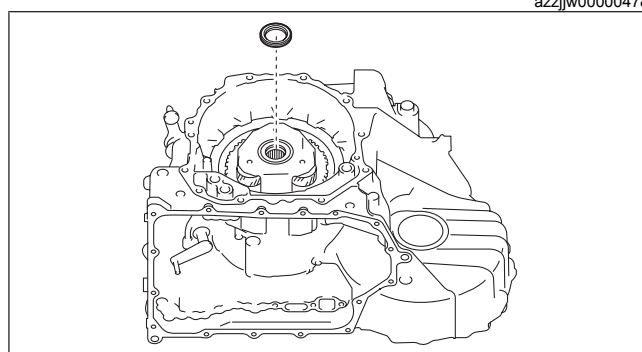
azzjjw00000477

36. Remove the reduction sun gear.



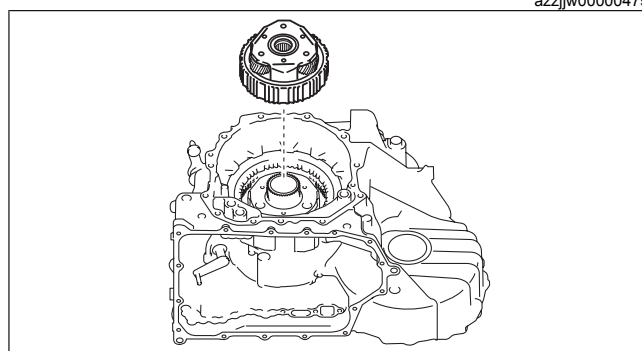
azzjjw00000478

37. Remove the thrust needle bearing.



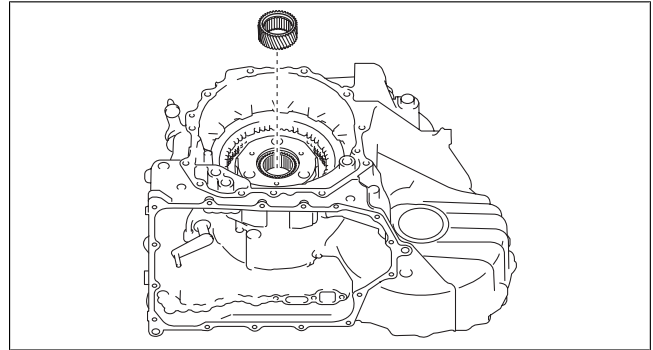
azzjjw00000479

38. Remove the rear planetary gear.



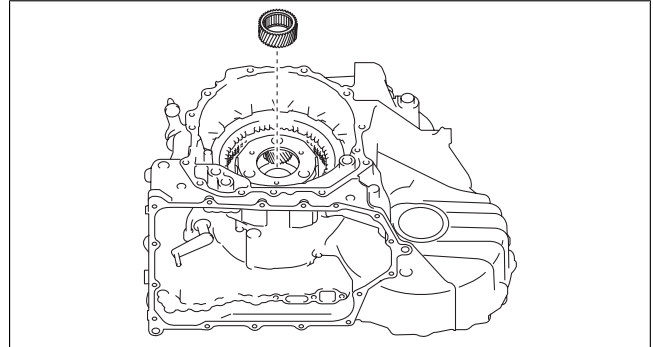
azzjjw00000480

39. Remove the rear sun gear.



azzjiw00000481

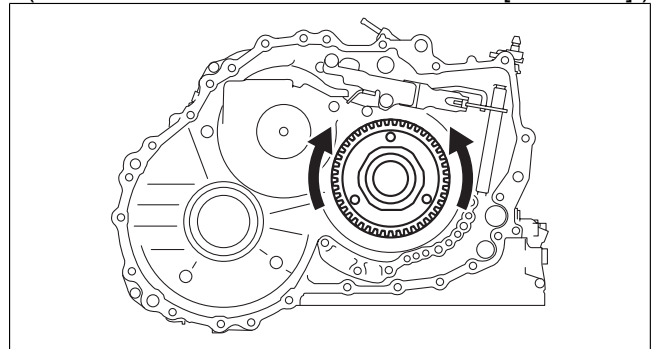
40. Remove the front sun gear.



azzjiw00000482

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 [FW6A-EL].)
- (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 64 and replace the malfunctioning parts with new ones as when performing the automatic transaxle assembly.



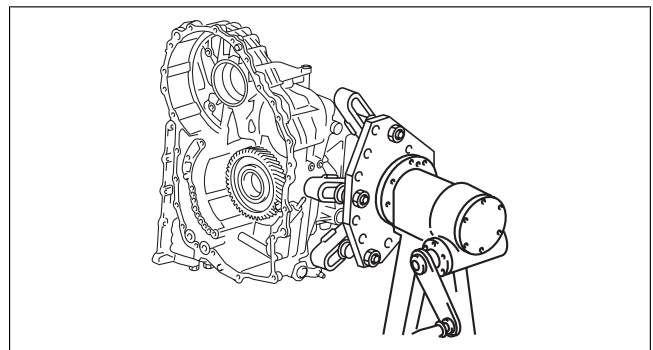
azzjiw00000483

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.



azzjiw00000484

- (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 bolts, length to 18 mm {0.71 in}.

A : Extension bar

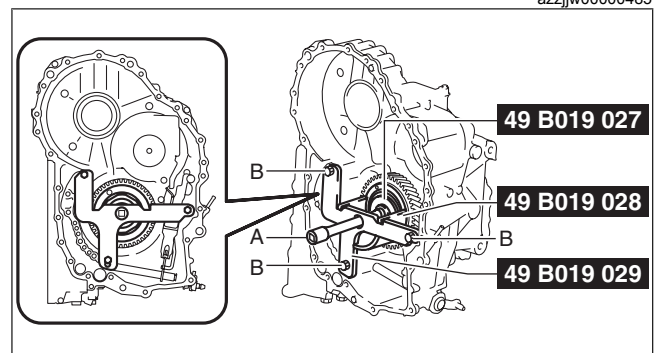
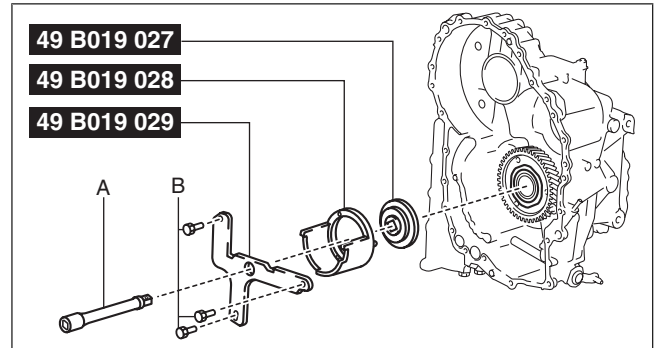
B : Bolt supplied with SST (49 B019 029) or M8×1.25, length to 18 mm {0.71 in}

A : Extension bar

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

#### SST installation bolt tightening torque

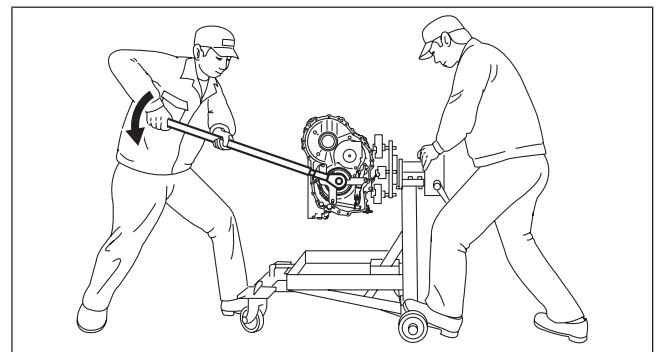
19—25 N·m {2.0—2.5 kgf·m, 15—18 ft·lbf}



(3) Loosen the locknut and remove it.

#### Caution

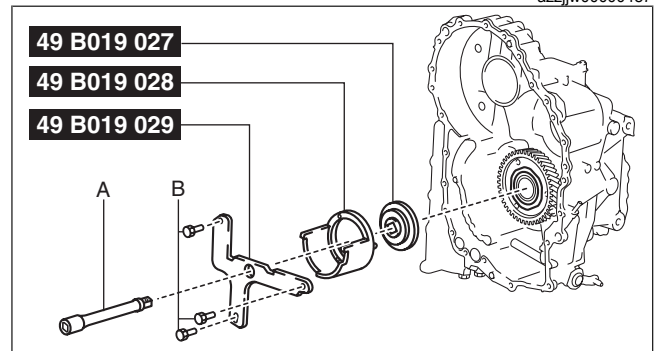
- Torque of approx. 500 N·m {51 kgf·m, 369 ft·lbf} is required to loosen the locknut. For safety purposes, perform the procedure using two people, one loosens the locknut and the other supports the engine stand.



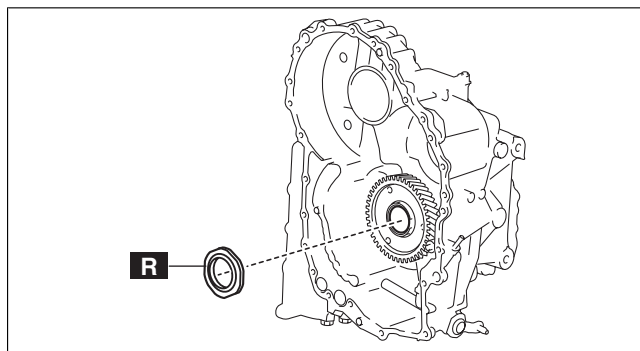
(4) Remove the SSTs.

A : Extension bar

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

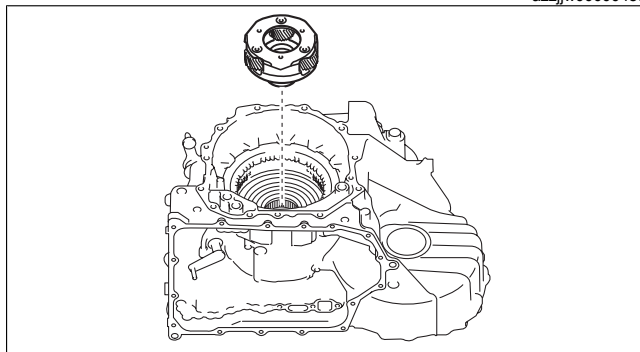


- (5) Remove the locknut from the front planetary gear.



azzjiw00000488

43. Remove the front planetary gear.



azzjiw00000489

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.

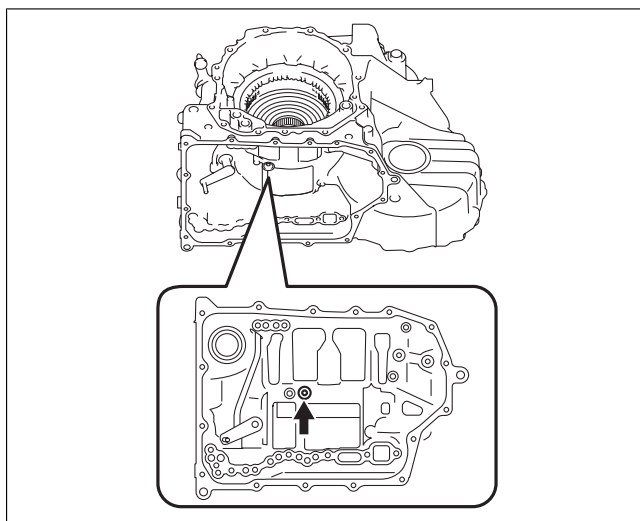
**Caution**

- 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/cm<sup>2</sup>, 57—63 psi}

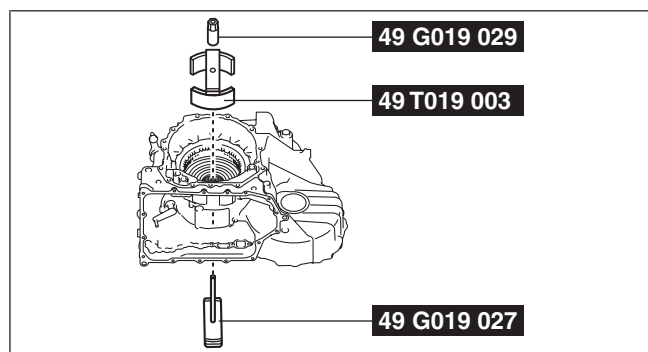
- If there is a malfunction, verify the cause and repair the applicable part after disassembly.



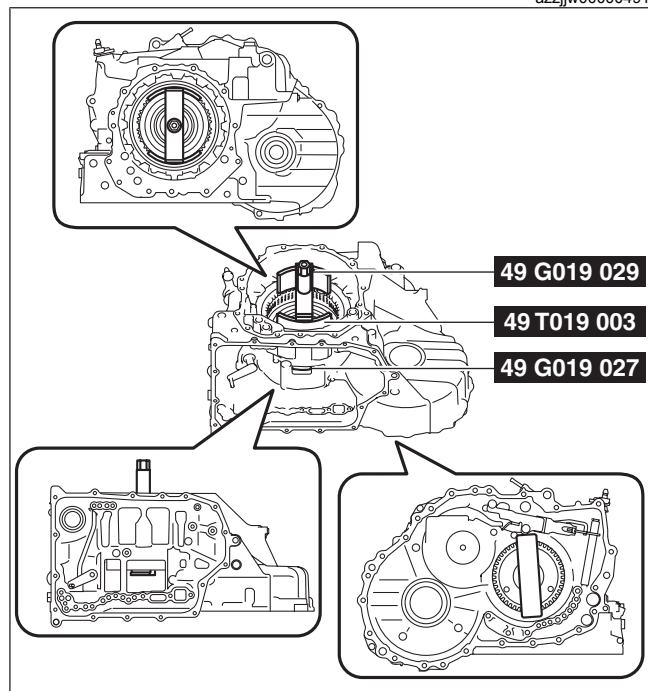
azzjiw00000490

45. Remove the snap ring using the following procedure:

(1) Install the SSTs.



azzjjw00000491



azzjjw00000492

(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.

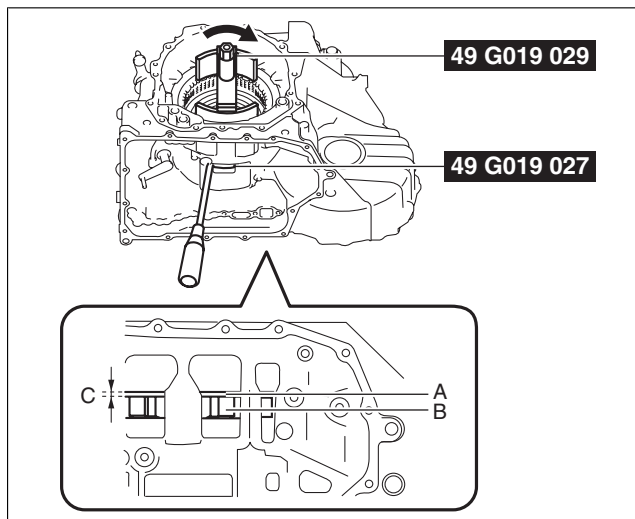
**Caution**

- 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

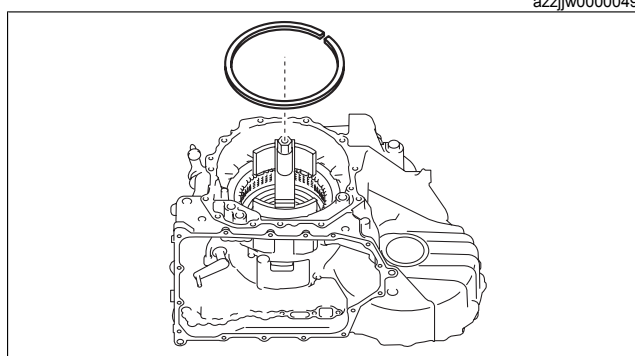
**Note**

- 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



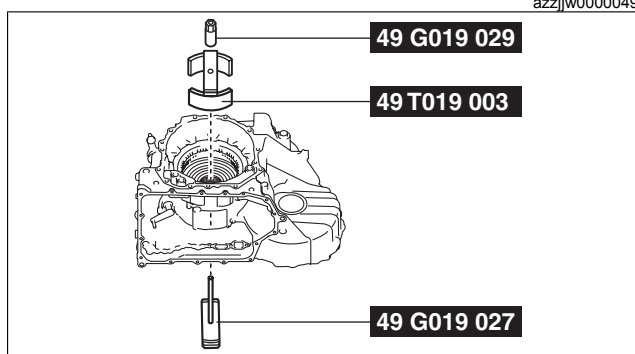
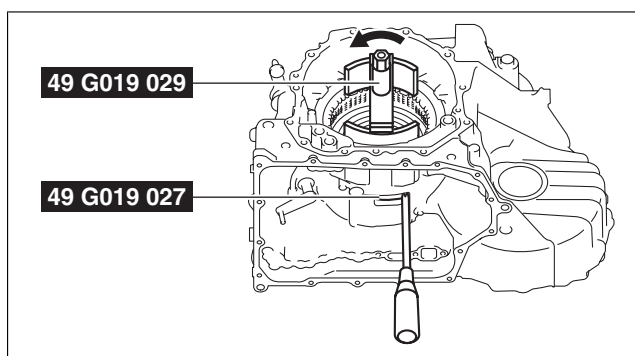
(3) Remove the snap ring.



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

**Note**

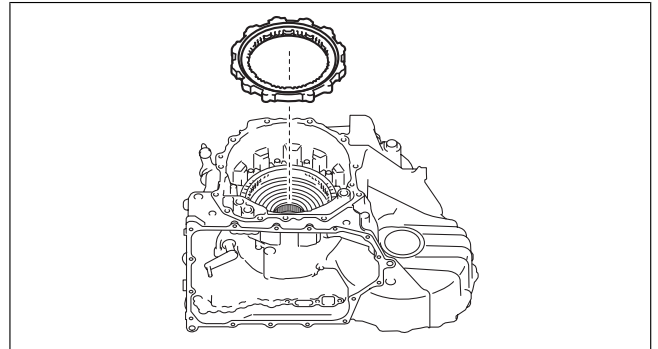
- Lock the SST (49 G019 027) against rotation using a flathead screwdriver and loosen the SST (49 G019 029).



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.

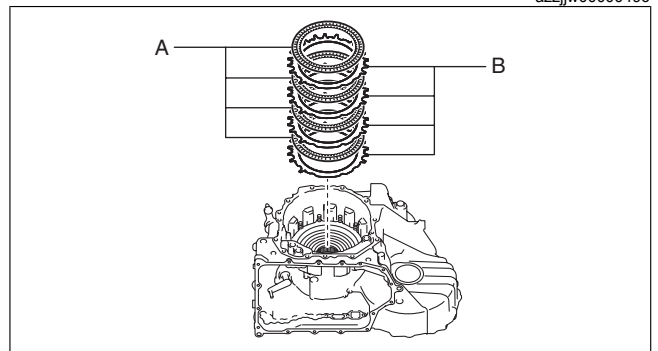


azzjjw00000496

47. Remove the drive plates and driven plates.

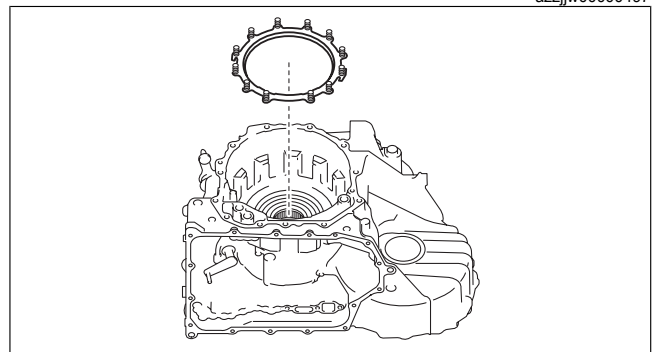
A : Drive plate

B : Driven plate



azzjjw00000497

48. Remove the springs and retainer component.



azzjjw00000498

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

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

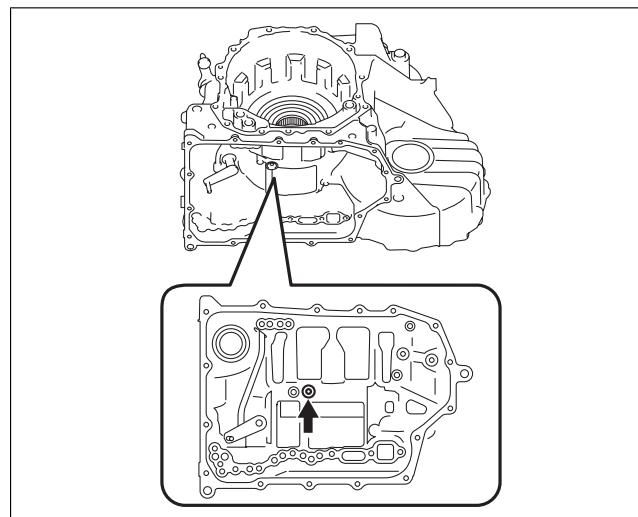
### Warning

- 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

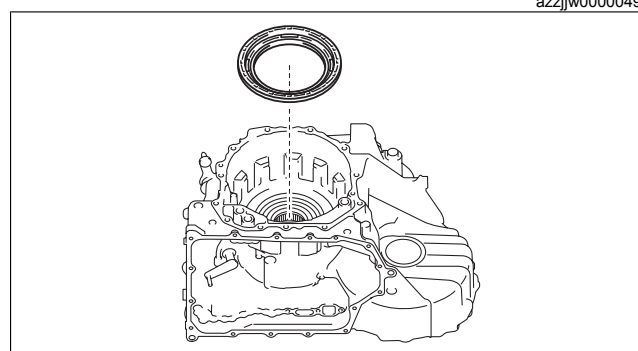
- To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.

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



azzijw00000499

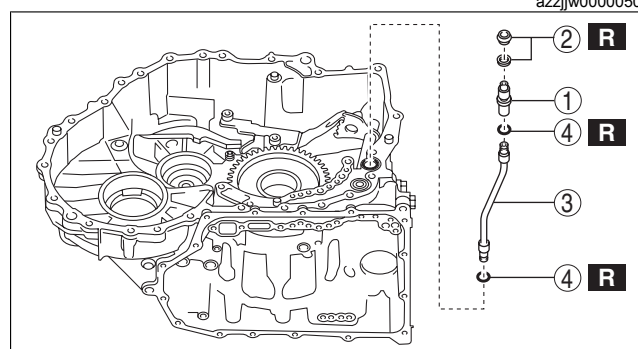
(2) Remove the low and reverse brake piston removed from the transaxle case.



azzijw00000500

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

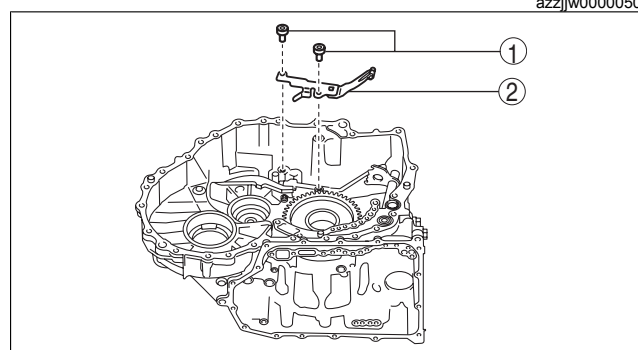
1	Connector
2	Gasket
3	Oil pipe
4	O-ring



azzijw00000501

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

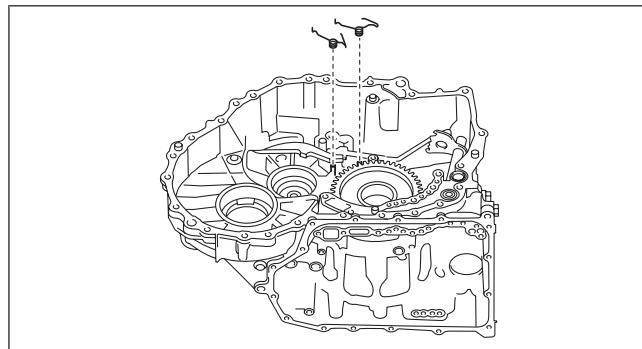
1	Bolt
2	Detent bracket component



azzijw00000502

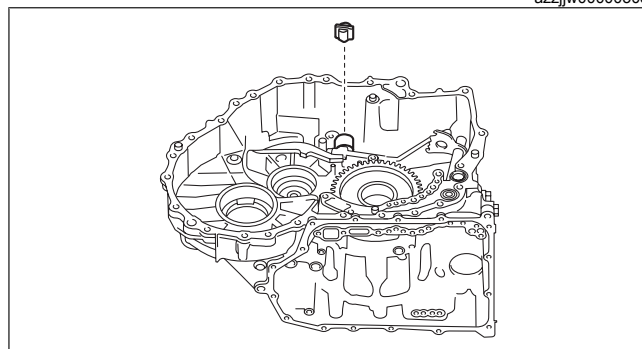


52. Remove the pawl return springs.



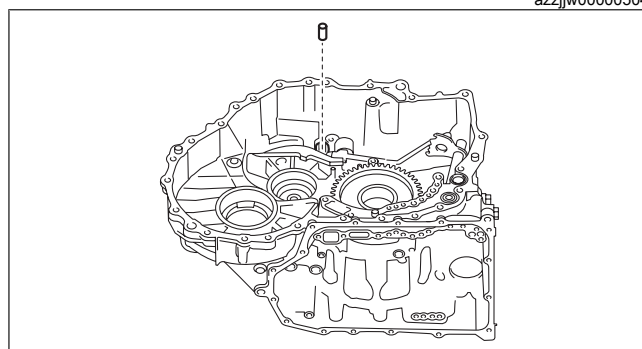
azzjjw00000503

53. Remove the support actuator.



azzjjw00000504

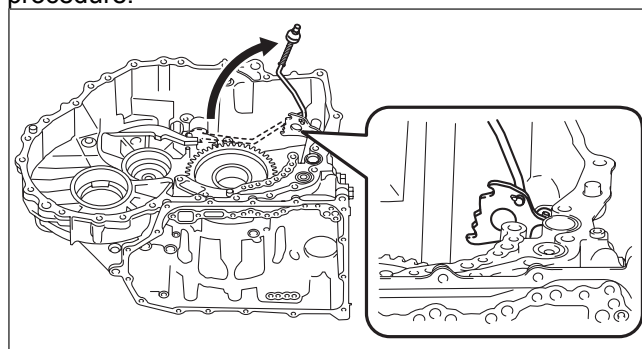
54. Remove the parking pawl pin.



azzjjw00000505

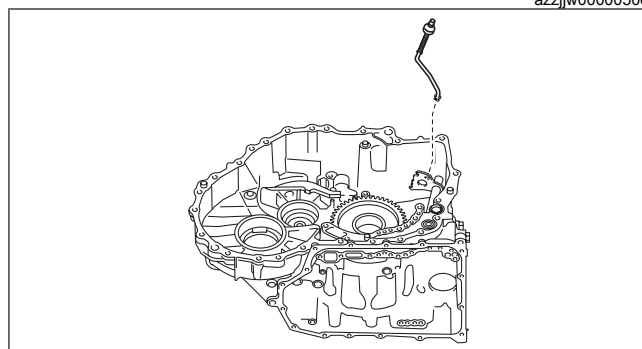
55. Remove the parking rod component using the following procedure:

- (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.



azzjjw00000506

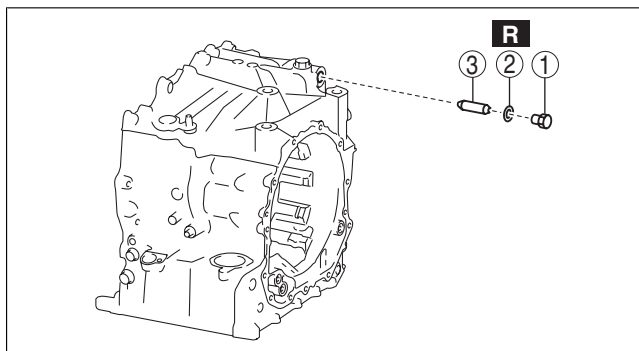
- (2) Remove the parking rod component.



azzjjw00000507

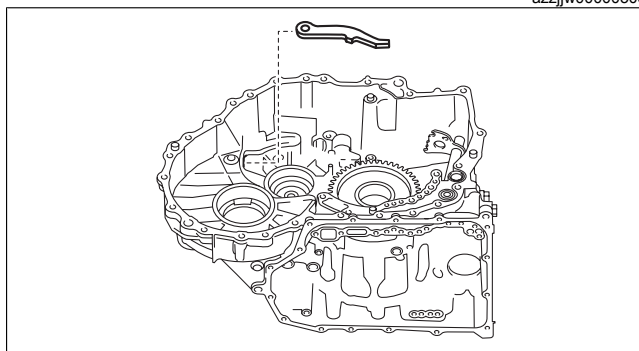
56. Remove the parking pawl shaft in the order shown in the figure.

1	Plug
2	Gasket
3	Parking pawl shaft



azzjiw00000508

57. Remove the parking pawl.

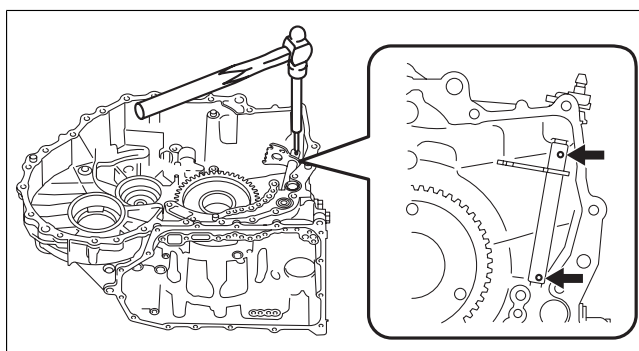


azzjiw00000509

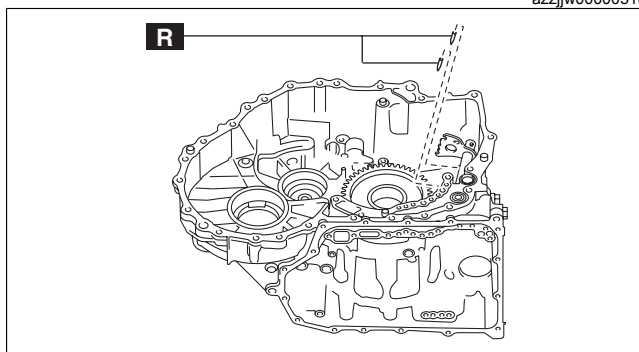
58. Remove the roll pins shown in the figure using a pin punch.

**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}.

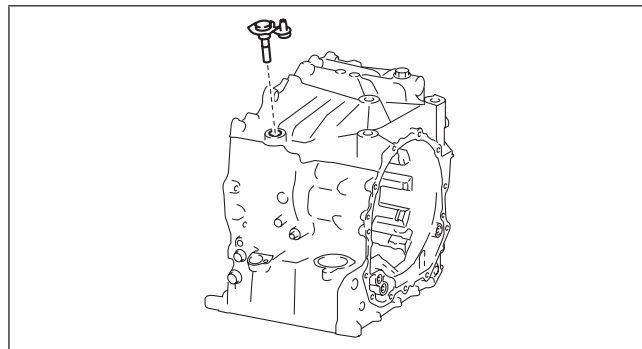


azzjiw00000510



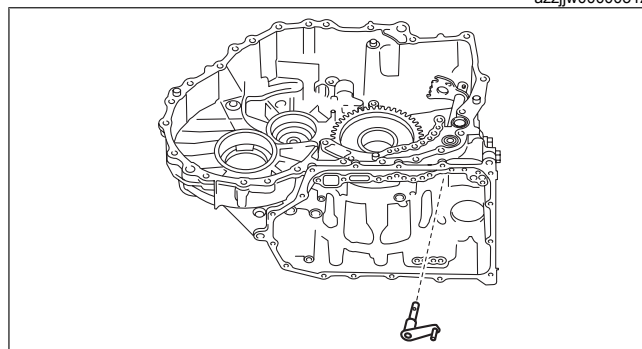
azzjiw00001498

59. Remove the parking shift lever component.



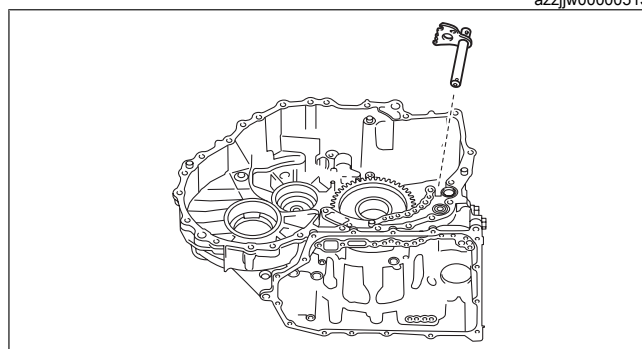
azzjjw00000512

60. Remove the parking assist lever component.



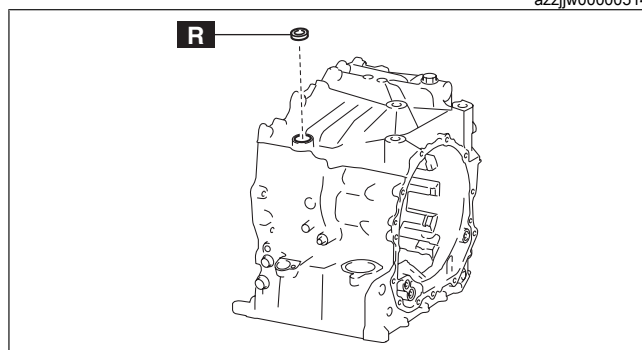
azzjjw00000513

61. Remove the manual plate component.



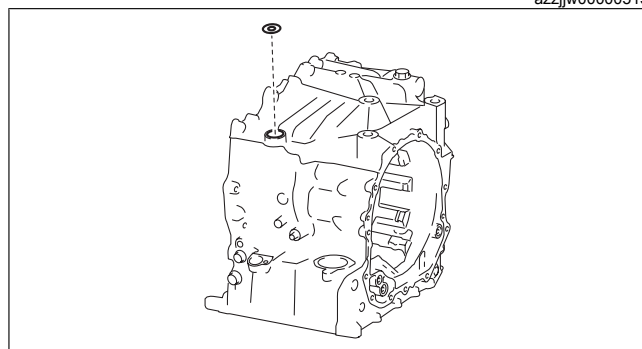
azzjjw00000514

62. Remove the oil seal.



azzjjw00000515

63. Remove the washer.



azzjjw00000516

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

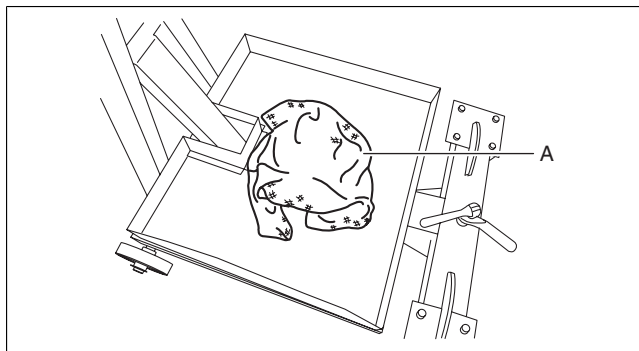
(1) Remove the primary gear using the following procedure:

### 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 SST, 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)

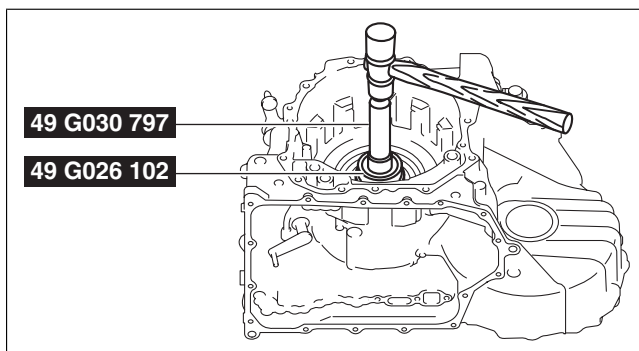


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- 2) Remove the primary gear using the SSTs.

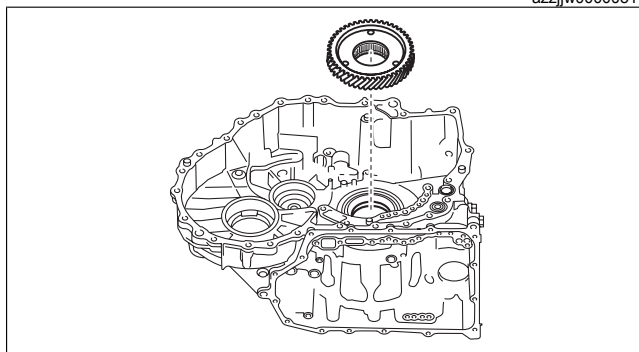
### Note

- Use a plastic hammer.



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



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

### Note

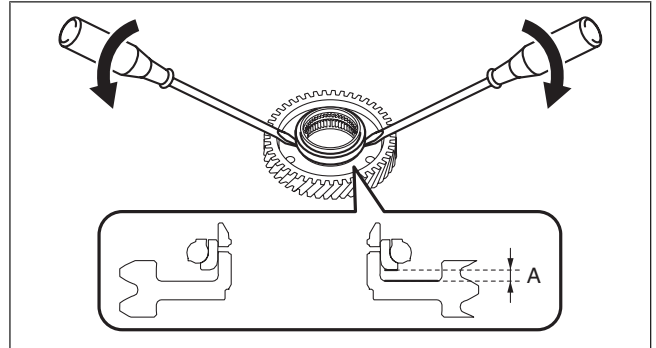
- When removing the primary gear, if the angular contact ball bearing remains in the transaxle case and only the primary gear is removed, the following angular contact ball bearing removal procedure is not necessary.

- 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



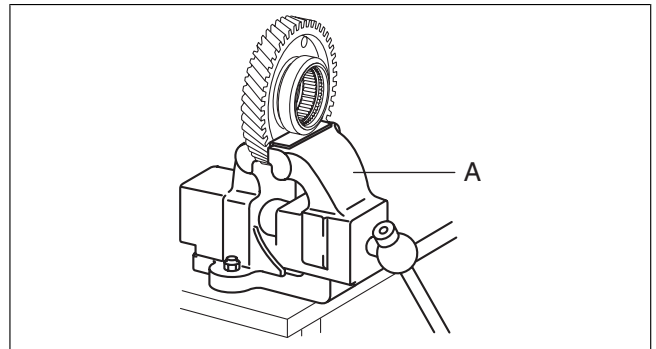
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- 2) Secure the primary gear in a vise.

#### Caution

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

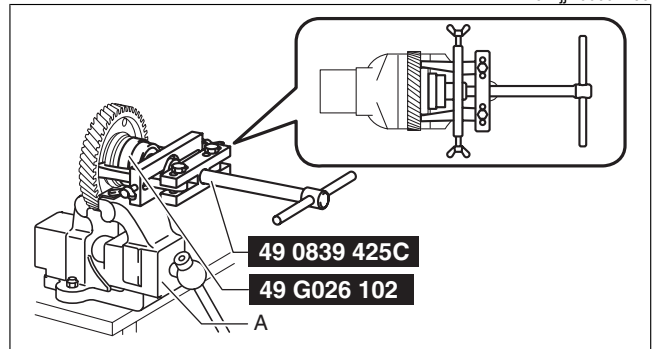
A : Vise



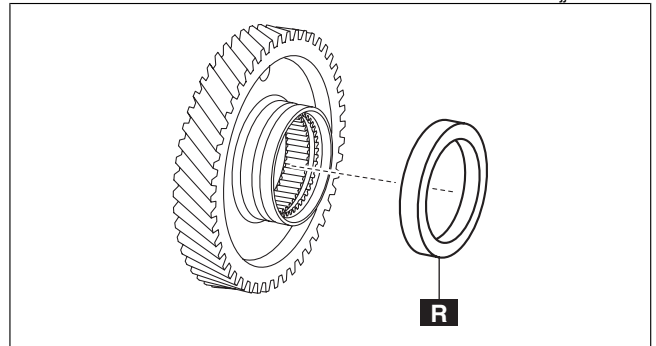
azzjw00001206

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

A : Vise

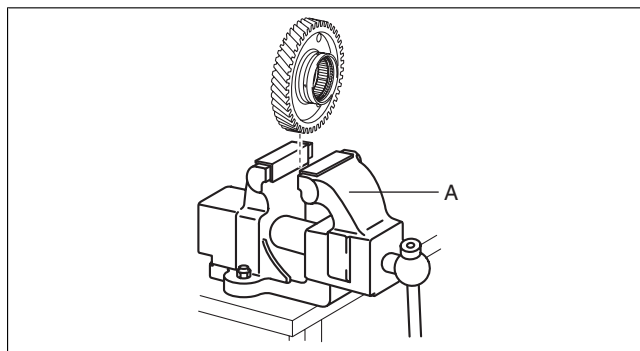


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azzjw00000520

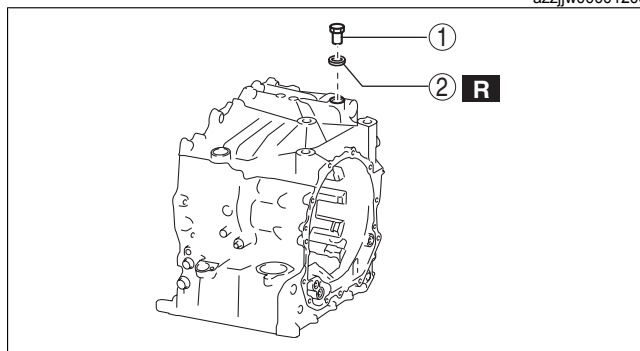
- 4) Remove the primary gear from the vise.  
A : Vise



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

1	Plug
2	Gasket

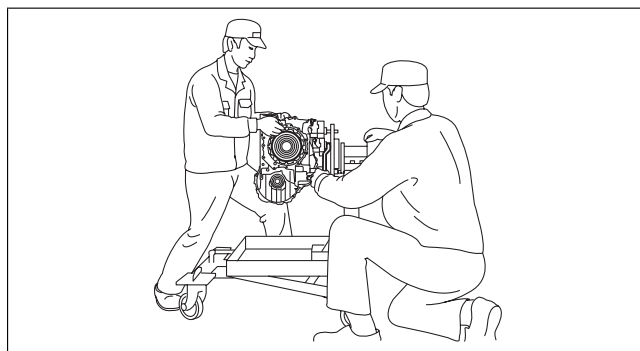


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65. Remove the SST from the transaxle case using the following procedure:  
(1) Remove the transaxle case from the SST (engine stand).

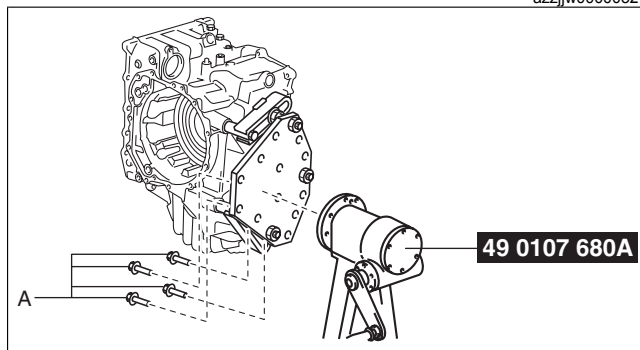
**Caution**

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



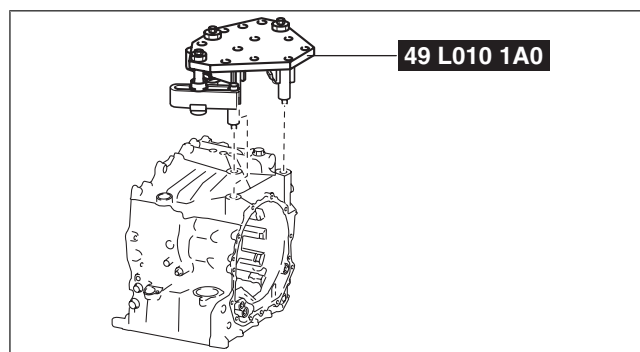
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A : Part number: 9YA02 A220, or M12×1.75 bolt, length to 40 mm {1.6 in}



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(2) Remove the SST from the transaxle case.



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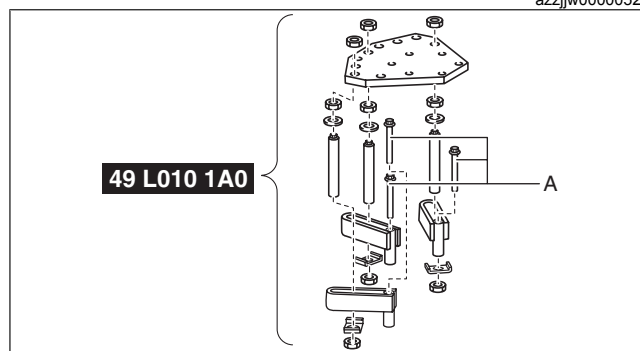
(3) Disassemble the SST.

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

66. 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.



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- (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 [FW6A-EL])
- (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)

67. 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

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

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

- Visual inspection of parts (See VISUAL INSPECTION OF PARTS [FW6A-EL])
- Torque converter inspection (See TORQUE CONVERTER INSPECTION)
- Thrust needle bearing inspection (See THRUST NEEDLE BEARING INSPECTION)
- 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 [FW6A-EL])
- 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)