

COMPONENT PARTS

AT05S-02

PRECAUTION

GENERAL NOTES:

The automatic transmission is composed of highly precision-finished parts, necessitating careful inspection before reassembly because even a small nick could cause fluid leakage or affect performance. The instructions here are organized so that you work on only one component group at a time. This will help avoid confusion from similar-looking parts of different sub-assemblies being on your workbench at the same time. The component groups are inspected and repaired from the converter housing side. As much as possible, complete the inspection, repair and reassembly before proceeding to the next component group. If a defect is found in a certain component group during reassembly, inspect and repair this group immediately. If a component group cannot be assembled because parts are being ordered, be sure to keep all parts of that group in a separate container while proceeding with disassembly, inspection, repair and reassembly of other component groups.

Recommended ATF: Type T-IV

GENERAL CLEANING NOTES:

- (a) All disassembled parts should be washed clean and any fluid passages and holes should be blown through with compressed air.
- (b) Dry all parts with compressed air—never use shop rags.
- (c) When using compressed air, always aim away from yourself to prevent accidentally spraying automatic transmission fluid or kerosene on your face.
- (d) The recommended automatic transmission fluid or kerosene should be used for cleaning.

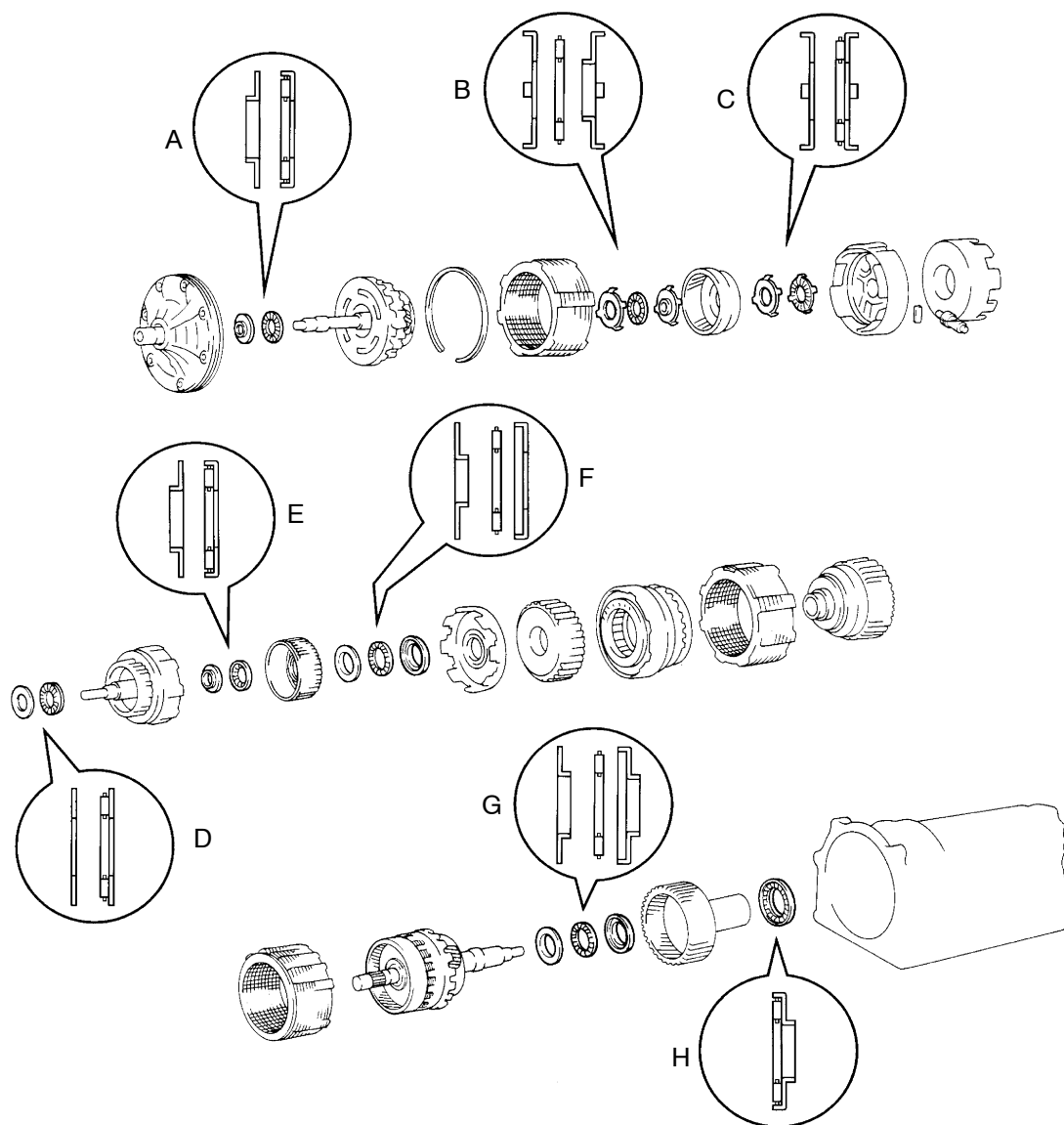
PARTS ARRANGEMENT:

- (a) After cleaning, the parts should be arranged in the correct order to allow efficient inspection, repairs, and reassembly.
- (b) When disassembling a valve body, be sure to keep each valve together with the corresponding spring.
- (c) New discs for the brakes and clutches that are to be used for replacement must be soaked in transmission fluid for at least 15 minutes before reassembly.

GENERAL REASSEMBLY:

- (a) All oil seal rings, clutch discs, clutch plates, rotating parts, and sliding surfaces should be coated with transmission fluid prior to reassembly.
- (b) All gaskets and rubber O-rings should be replaced.
- (c) Do not use adhesive cements on gaskets and similar parts.
- (d) Make sure that the ends of a snap ring are not aligned with one of the cutouts and are installed in the groove correctly.
- (e) If a worn bushing is to be replaced, the subassembly containing that bushing must also be replaced.
- (f) Check thrust bearings and races for wear or damage. Replace if necessary.
- (g) Use petroleum jelly to keep parts in place.
- (h) When working with FIPG material, you must observe the following.
 - Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces.
 - Thoroughly clean all components to remove all the loose material.
 - Clean both sealing surfaces with a non-residue solvent.
 - Parts must be reassembled within 10 minutes of application. Otherwise, the packing (FIPG) material must be removed and reapplied.

BEARING AND RACES INSTALLATION POSITION AND DIRECTION



D01470

Mark	Front Race Diameter Inside / Outside mm (in.)	Thrust Bearing Diameter Inside / Outside mm (in.)	Rear Race Diameter Inside / Outside mm (in.)
A	28.1 (1.106) / 47.5 (1.870)	28.8 (1.134) / 50.4 (1.984)	–
B	27.2 (1.070) / 42.0 (1.654)	25.9 (1.020) / 47.0 (1.850)	24.0 (0.945) / 48.0 (1.890)
C	37.1 (1.461) / 59.0 (2.323)	33.6 (1.323) / 50.3 (1.980)	–
D	37.0 (1.457) / 51.0 (2.008)	33.5 (1.319) / 47.8 (1.882)	–
E	26.2 (1.031) / 41.1 (1.618)	26.3 (1.035) / 44.0 (1.732)	–
F	32.5 (1.280) / 59.0 (2.323)	43.5 (1.712) / 59.8 (2.354)	43.5 (1.712) / 61.5 (2.421)
G	39.2 (1.543) / 56.8 (2.236)	40.7 (1.602) / 57.0 (2.244)	41.2 (1.620) / 59.8 (2.354)
H	–	52.9 (2.083) / 70.6 (2.780)	–