SECTION AT

CONTENTS

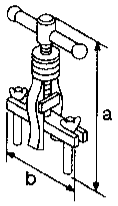
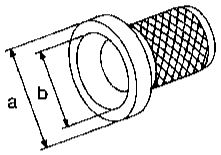
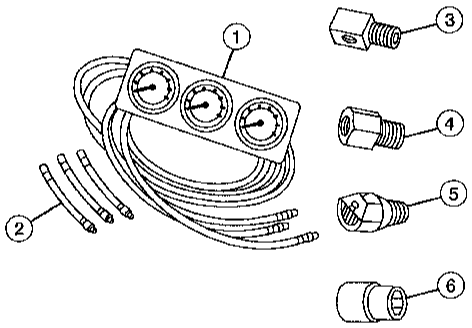
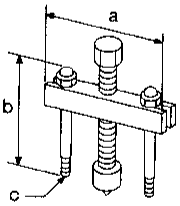
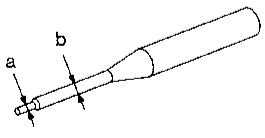
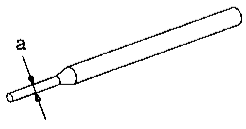
CONTENTS (Cont'd.)

When you read wiring diagrams:
- **Read GI section, "HOW TO READ WIRING DIAGRAMS".**
- **See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.**

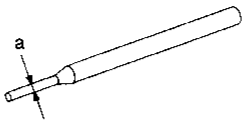
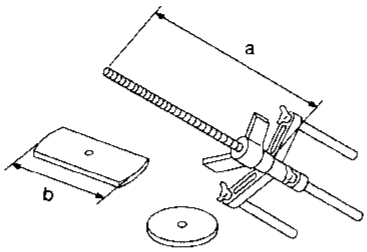
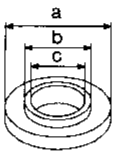
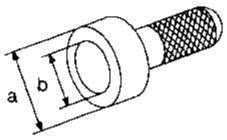
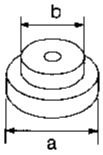
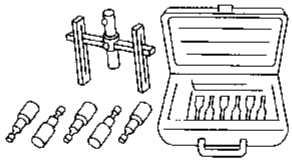
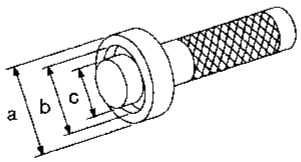
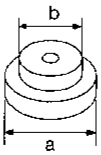
When you perform trouble diagnoses, read GI section, "HOW TO FOLLOW FLOW CHART IN TROUBLE DIAGNOSES" and "HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT".

Special Service Tools

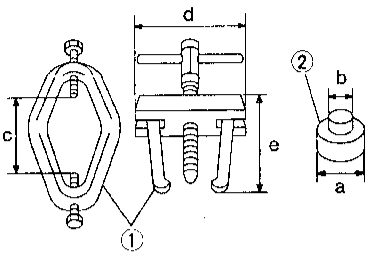
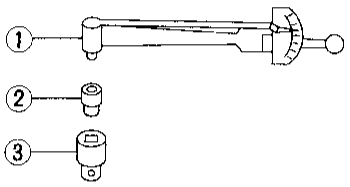
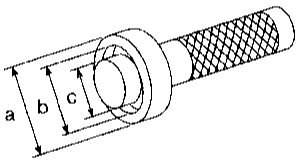
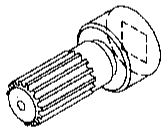
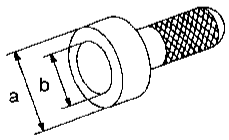
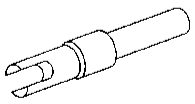
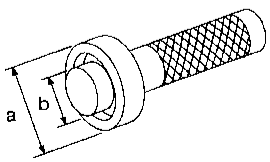
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
KV381054S0 (J34286) Puller	 NT414	● Removing differential side oil seals ● Removing differential side bearing outer race ● Removing idler gear bearing outer race **a: 250 mm (9.84 in)** **b: 160 mm (6.30 in)**
ST33400001 (J26082) Drift	 NT086	Installing differential side oil seal (RH side) Installing oil seal on oil pump housing **a: 60 mm (2.36 in) dia.** **b: 47 mm (1.85 in) dia.**
(J34301-C) Oil pressure gauge set ① (J34301-1) Oil pressure gauge ② (J34301-2) Hoses ③ (J34298) Adapter ④ (J34282-2) Adapter ⑤ (790-301-1230-A) 60° Adapter ⑥ (J34301-15) Square socket	 AAT896	Measuring line pressure
ST27180001 (J25726-B) Puller	 NT424	Removing idler gear **a: 100 mm (3.94 in)** **b: 110 mm (4.33 in)** **c: M8 x 1.25P**
ST23540000 (J25689-A) Pin punch	 NT442	Removing and installing parking rod plate and manual plate pins **a: 2.3 mm (0.091 in) dia.** **b: 4 mm (0.16 in) dia.**
ST25710000 (J25689-A) Pin punch	 NT410	Aligning groove of manual shaft and hole of transmission case **a: 2 mm (0.08 in) dia.**

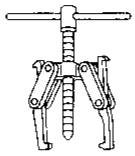
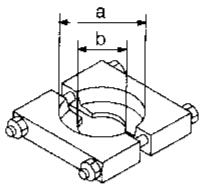
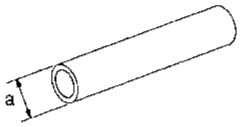
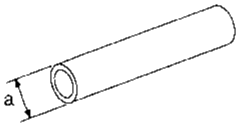
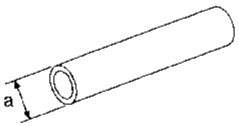
Special Service Tools (Cont'd)

KV32101000 (J25689-A) Pin punch	 NT410	Installing manual shaft retaining pin **a: 4 mm (0.16 in) dia.**
KV31102400 (J34285 and J34285-87) Clutch spring compressor	 NT423	● Removing and installing clutch return springs ● Installing low and reverse brake piston **a: 320 mm (12.60 in)** **b: 174 mm (6.85 in)**
KV40100630 (J26092) Drift	 NT107	● Installing reduction gear bearing inner race ● Installing idler gear bearing inner race **a: 67.5 mm (2.657 in) dia.** **b: 44 mm (1.73 in) dia.** **c: 38.5 mm (1.516 in) dia.**
ST30720000 (J25405) Bearing installer	 NT115	● Installing idler gear bearing outer race **a: 77 mm (3.03 in) dia.** **b: 55.5 mm (2.185 in) dia.**
ST35321000 (—) Drift	 NT073	● Installing output shaft bearing **a: 49 mm (1.93 in) dia.** **b: 41 mm (1.61 in) dia.**
(J34291) Shim setting gauge set	 NT101	● Selecting oil pump cover bearing race and oil pump thrust washer ● Selecting side gear thrust washer
KV38100300 (J25523) Bearing installer	 NT085	Installing differential side bearing inner race (RH side) **a: 54 mm (2.13 in) dia.** **b: 46 mm (1.81 in) dia.** **c: 32 mm (1.26 in) dia.**
ST30613000 (J25742-3) Bearing installer	 NT073	Installing differential side bearing inner race (LH side) **a: 72 mm (2.83 in) dia.** **b: 48 mm (1.89 in) dia.**

Special Service Tools (Cont'd)

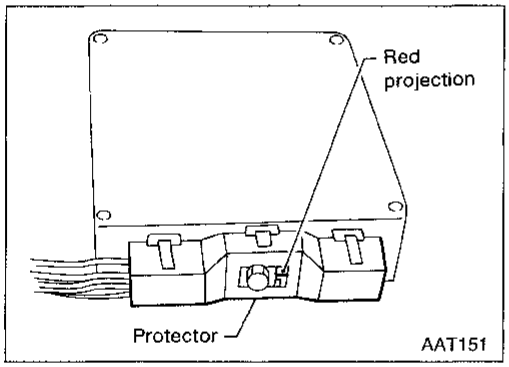
ST3306S001 (J22888-D) Differential side bearing puller set ① ST33051001 (J22888-D) Puller ② ST33061000 (J8107-2) Adapter	 NT413	Removing differential side bearing inner race **a: 38 mm (1.50 in) dia.** **b: 28.5 mm (1.122 in) dia.** **c: 130 mm (5.12 in)** **d: 135 mm (5.31 in)** **e: 100 mm (3.94 in)**
ST3127S000 (See J25765-A) Preload gauge ① GG91030000 (J25765-A) Torque wrench ② HT62940000 (—) Socket adapter ③ HT62900000 (—) Socket adapter	 NT124	Checking differential side bearing preload
ST33220000 (J25805-01) Drift	 NT085	Selecting differential side bearing adjusting shim (F04V) **a: 37 mm (1.46 in) dia.** **b: 31 mm (1.22 in) dia.** **c: 22 mm (0.87 in) dia.**
KV38105210 (J39883) Preload adapter	 NT075	● Selecting differential side bearing adjusting shim (F04V) ● Checking differential side bearing preload (F04V)
ST35271000 (J26091) Drift	 NT115	Installing idler gear **a: 72 mm (2.83 in) dia.** **b: 63 mm (2.48 in) dia.**
(J39713) Preload adapter	 NT087	● Selecting differential side bearing adjusting shim (F04A) ● Checking differential side bearing preload (F04A)
ST33230000 (J25805-01) Drift	 NT084	● Installing differential side bearing **a: 51 mm (2.01 in) dia.** **b: 28.5 mm (1.122 in) dia.**

Commercial Service Tools

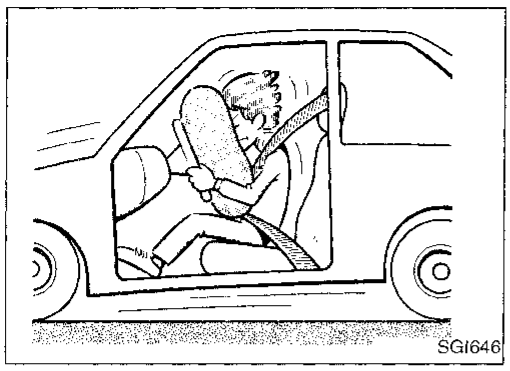
Tool name	Description	
Puller	 NT077	● Removing idler gear bearing inner race ● Removing and installing band servo piston snap ring
Puller	 NT411	Removing reduction gear bearing inner race **a: 60 mm (2.36 in) dia.** **b: 35 mm (1.38 in) dia.**
Drift	 NT083	Installing differential side oil seal (Left side) **a: 90 mm (3.54 in) dia.**
Drift	 NT083	Installing needle bearing on bearing retainer **a: 36 mm (1.42 in) dia.**
Drift	 NT083	Removing needle bearing from bearing retainer **a: 33.5 mm (1.319 in) dia.**

Service Notice

- Before proceeding with disassembly, thoroughly clean the outside of the transaxle. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transaxle.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the transaxle is disassembled.
- When connecting A/T control unit harness connector, tighten bolt until red projection is in line with connector.



- It is very important to perform functional tests whenever they are indicated.
- The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
- Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
- Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to TROUBLE DIAGNOSES Remarks, AT-18.
- After overhaul, refill the transaxle with new ATF.
- When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.
  Always follow the procedures under "Changing A/T Fluid" in the MA section when changing A/T fluid.



Precautions For Supplemental Restraint System (SRS) "AIR BAG"

The Supplemental Restraint System "Air Bag", used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), a diagnosis sensor unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses are covered with yellow insulation either just before the harness connectors or for the complete harness, for easy identification.**

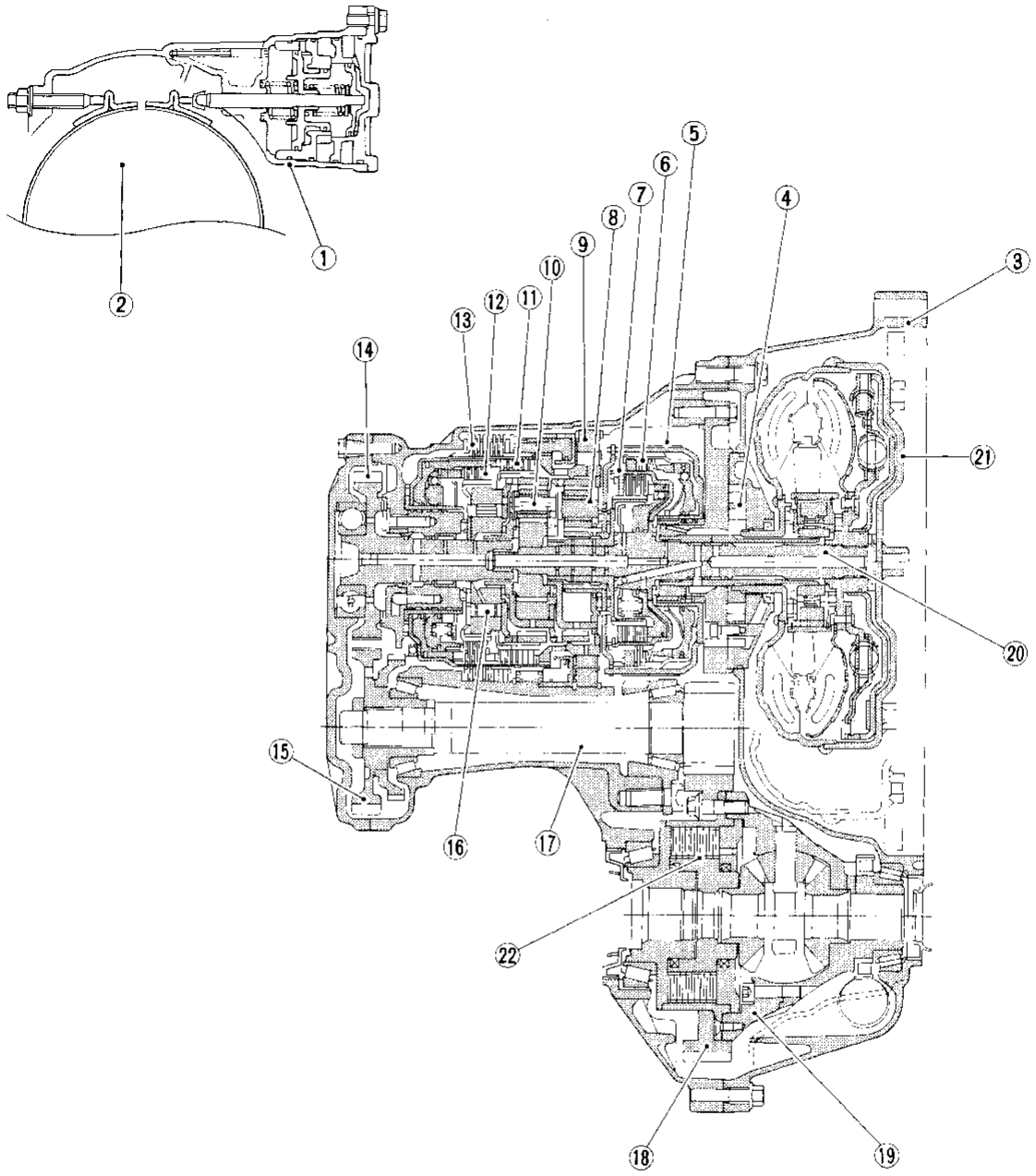
Precautions for On-Board Diagnostic (OBD) System of A/T and Engine

The ECM (ECCS control module) has an on-board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

CAUTION:

- **Be sure to turn the ignition switch OFF and disconnect the negative battery terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.**
- **Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)**
- **Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.**
- **Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the EGR system or fuel injection system, etc.**
- **Be sure to erase the unnecessary malfunction information (repairs completed) from the A/T control unit or ECM before returning the vehicle to the customer.**

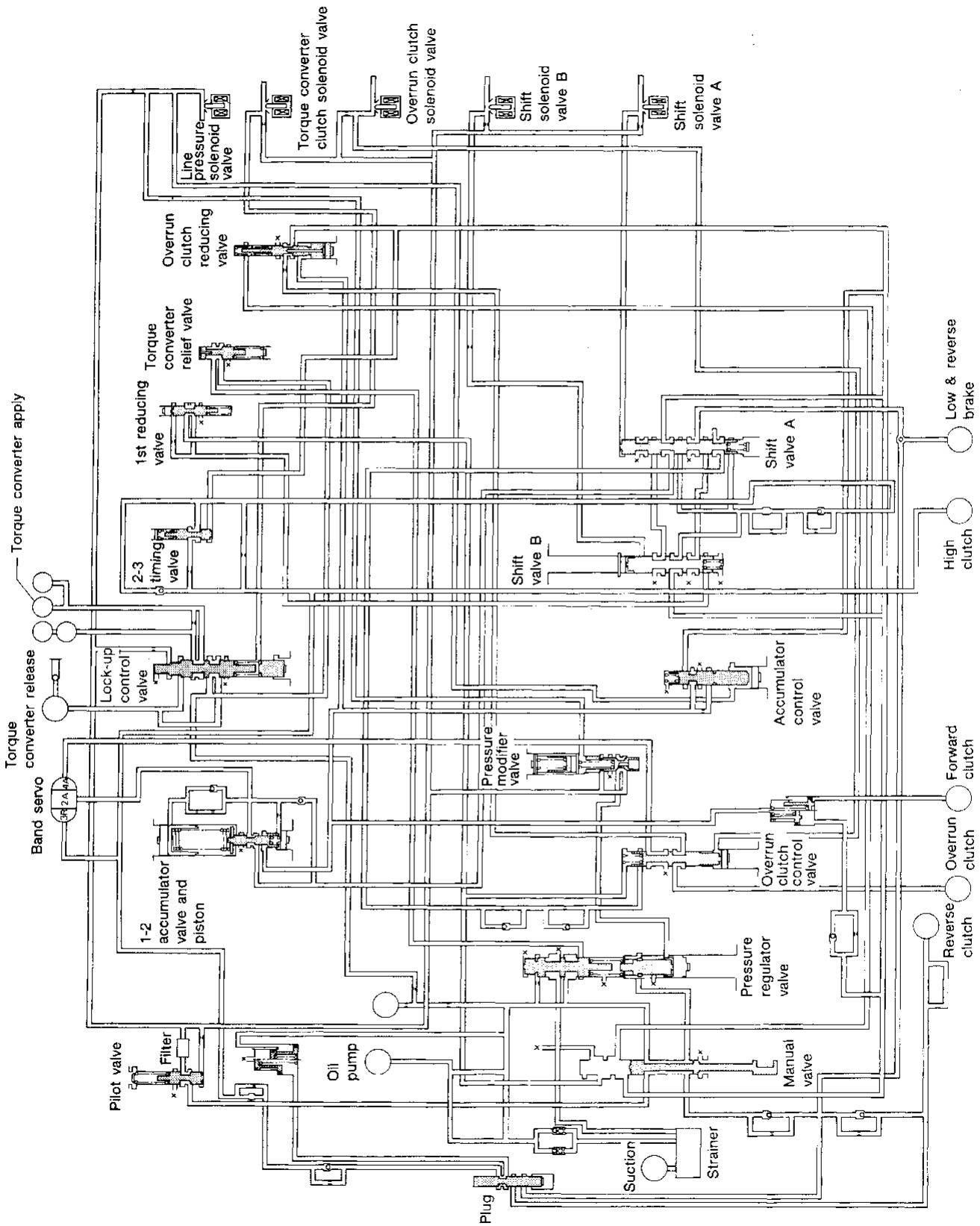
Cross-sectional View



SAT901H

① Band servo piston
② Reverse clutch drum
③ Converter housing
④ Oil pump
⑤ Brake band
⑥ Reverse clutch
⑦ High clutch
⑧ Front planetary gear
⑨ Low one-way clutch
⑩ Rear planetary gear
⑪ Forward clutch
⑫ Overrun clutch
⑬ Low & reverse brake
⑭ Output gear
⑮ Idler gear
⑯ Forward one-way clutch
⑰ Pinion reduction gear
⑱ Final gear
⑲ Differential case
⑳ Input shaft
㉑ Torque converter
㉒ Viscous coupling

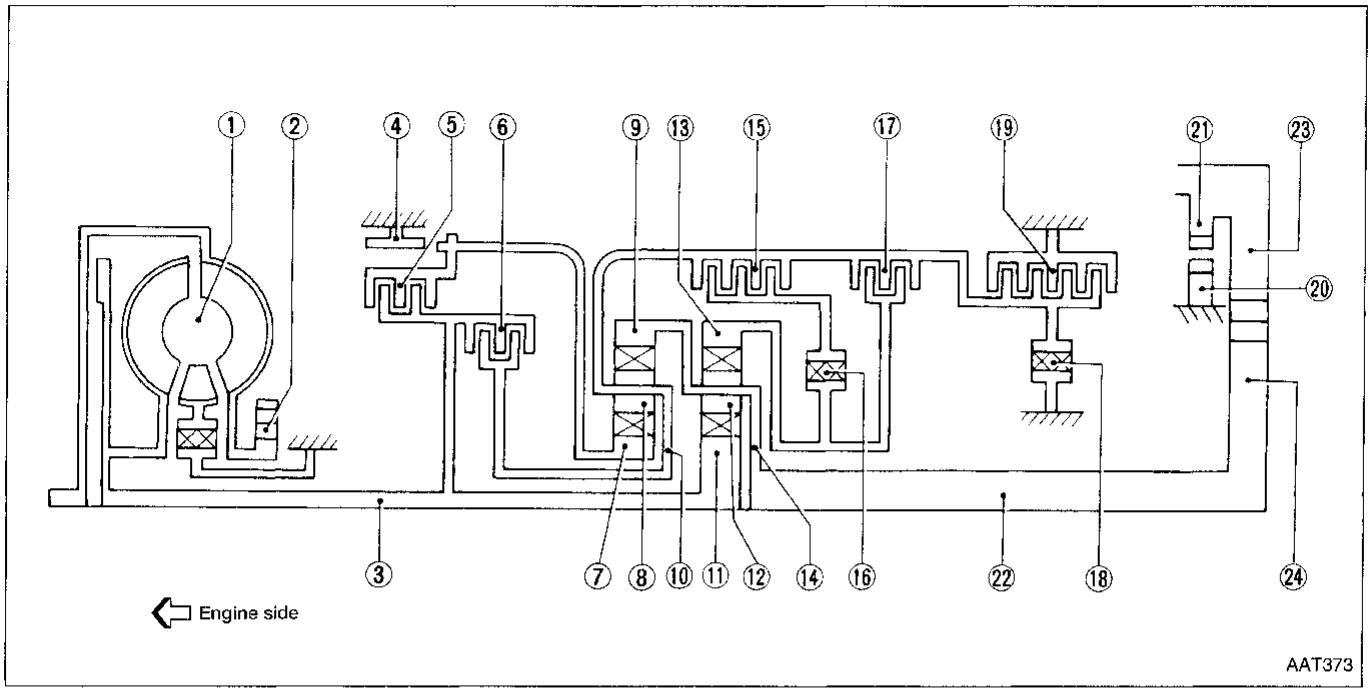
Hydraulic Control Circuit



SAT407HB

Shift Mechanism

CONSTRUCTION



① Torque converter
② Oil pump
③ Input shaft
④ Brake band
⑤ Reverse clutch
⑥ High clutch
⑦ Front sun gear
⑧ Front pinion gear
⑨ Front internal gear
⑩ Front planetary carrier
⑪ Rear sun gear
⑫ Rear pinion gear
⑬ Rear internal gear
⑭ Rear planetary carrier
⑮ Forward clutch
⑯ Forward one-way clutch
⑰ Overrun clutch
⑱ Low one-way clutch
⑲ Low & reverse brake
⑳ Parking pawl
㉑ Parking gear
㉒ Output shaft
㉓ Idle gear
㉔ Output gear

FUNCTION OF CLUTCH AND BRAKE

Clutch and brake components	Abbr.	Function
⑤ Reverse clutch	R/C	To transmit input power to front sun gear ⑦.
⑥ High clutch	H/C	To transmit input power to front planetary carrier ⑩.
⑮ Forward clutch	F/C	To connect front planetary carrier ⑩ with forward one-way clutch ⑯.
⑰ Overrun clutch	O/C	To connect front planetary carrier ⑩ with rear internal gear ⑬.
④ Brake band	B/B	To lock front sun gear ⑦.
⑯ Forward one-way clutch	F/O.C	When forward clutch ⑮ is engaged, to stop rear internal gear ⑬ from rotating in opposite direction of engine revolution.
⑱ Low one-way clutch	L/O.C	To stop front planetary carrier ⑩ from rotating in opposite direction against engine revolution.
⑲ Low & reverse brake	L & R/B	To lock front planetary carrier ⑩.

Shift Mechanism (Cont'd)

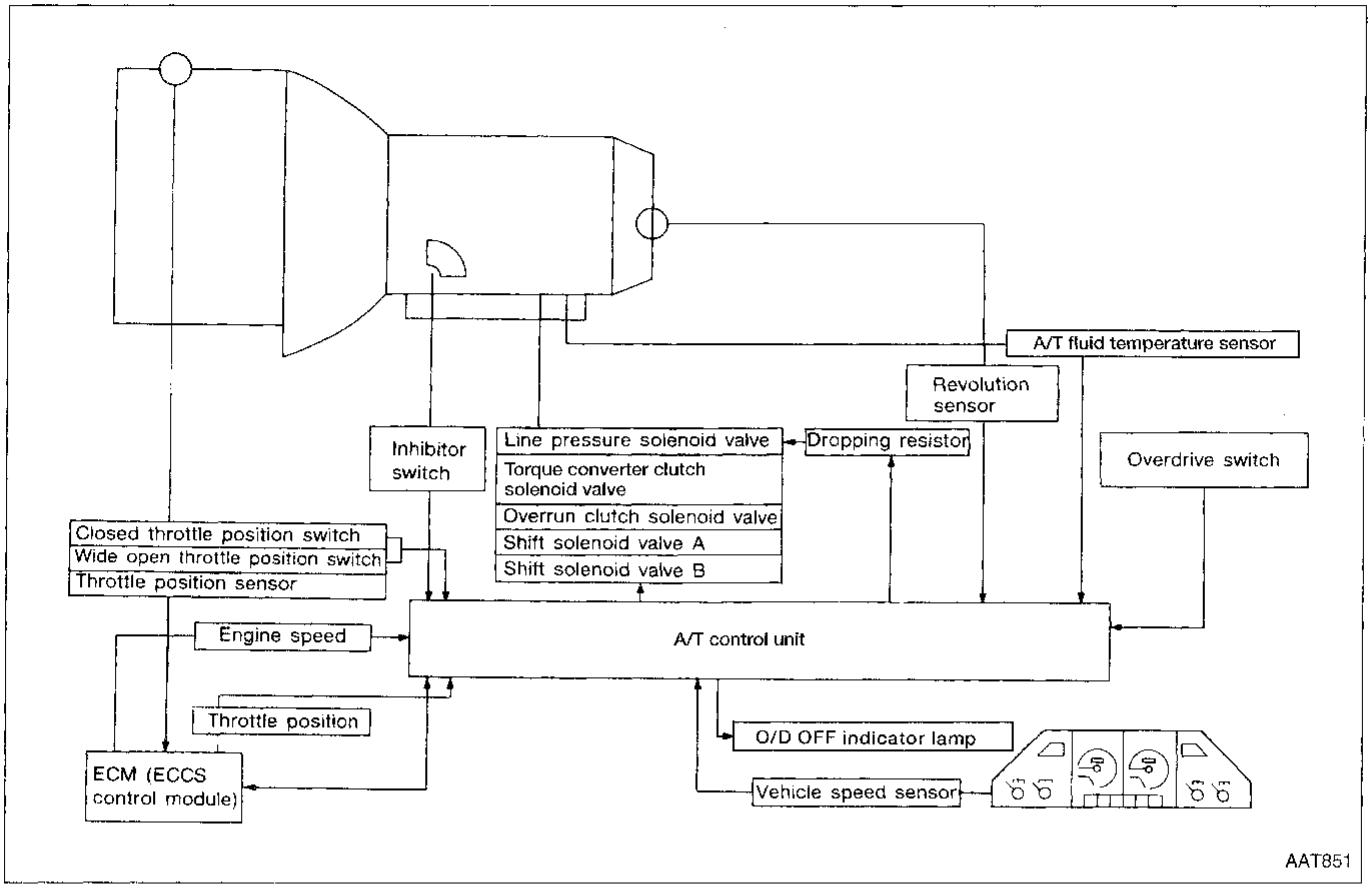
OPERATION OF CLUTCH AND BRAKE

Shift position		Reverse clutch ⑤	High clutch ⑥	Forward clutch ⑮	Overrun clutch ⑰	Band servo 2nd apply	Band servo 3rd release	Band servo 4th apply	Forward one-way clutch ⑯	Low one-way clutch ⑱	Low & reverse brake ⑲	Lock-up	Remarks
P													PARK POSITION
R		○									○		REVERSE POSITION
N													NEUTRAL POSITION
D*4	1st			○	*1◉				●	●			Automatic shift 1 ↔ 2 ↔ 3 ↔ 4
	2nd			○	*1◎	○			●			*5○	
	3rd		○	○	*1◎	*2Ⓧ	Ⓧ		●			○	
	4th		○	Ⓧ		*3Ⓧ	Ⓧ	○				○	
2	1st			○	○				●	●			Automatic shift 1 ↔ 2 ← 3
	2nd			○	○	○			●				
1	1st			○	○				●	●	○		Locks (held stationary) in 1st speed 1 ← 2 ← 3
	2nd			○	○	○			●				

*1 : Operates when overdrive switch is being set in OFF position.
*2 : Oil pressure is applied to both 2nd apply side and 3rd release side of band servo piston. However, brake band does not contract because oil pressure area on the release side is greater than that on the apply side.
*3 : Oil pressure is applied to 4th apply side in condition *2 above, and brake band contracts.
*4 : A/T will not shift to 4th when overdrive switch is set in OFF position.
*5 : Operates when overdrive switch is OFF.

○ : Operates.
◎ : Operates when throttle opening is less than 1/16, activating engine brake.
● : Operates during progressive acceleration.
Ⓧ : Operates but does not affect power transmission.
◉ : Operates when throttle opening is less than 1/16, but does not affect engine brake.

Control System



Control System (Cont'd)

A/T CONTROL UNIT FUNCTION

The function of the A/T control unit is to:

- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

INPUT/OUTPUT SIGNAL OF A/T CONTROL UNIT

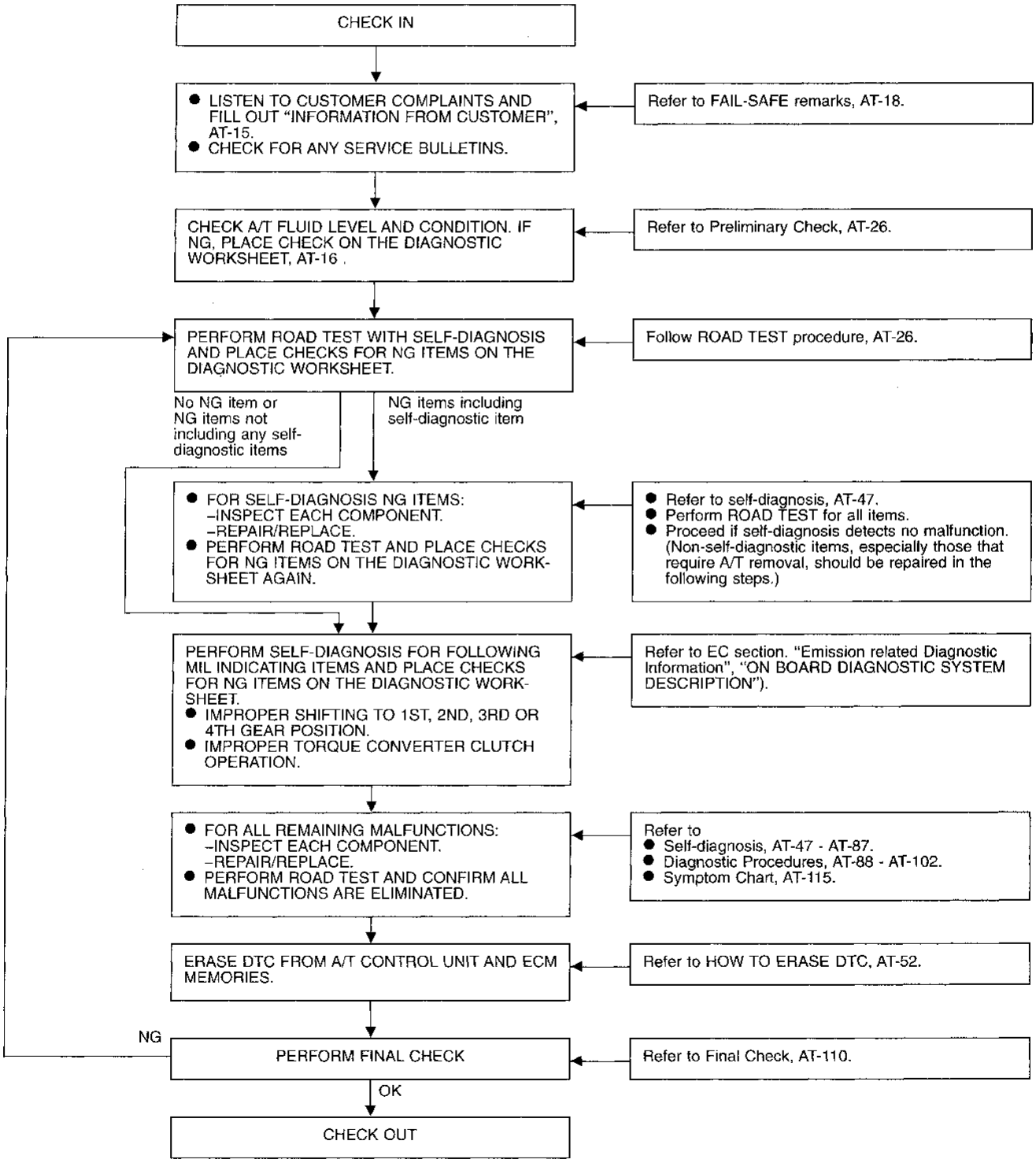
	Sensors and solenoid valves	Function
Input	Inhibitor switch	Detects select lever position and sends a signal to A/T control unit.
	Throttle position sensor	Detects throttle valve position and sends a signal to A/T control unit.
	Closed throttle position switch	Detects throttle valve's fully-closed position and sends a signal to A/T control unit. A/T control unit uses signal only when throttle sensor malfunctions.
	Wide open throttle position switch	Detects a throttle valve position of greater than 1/2 of full throttle and sends a signal to A/T control unit. A/T control unit uses signal only when throttle sensor malfunctions.
	Engine speed signal	From ECM (ECCS control module).
	A/T fluid temperature sensor	Detects transmission fluid temperature and sends a signal to A/T control unit.
	Revolution sensor	Detects output shaft rpm and sends a signal to A/T control unit.
	Vehicle speed sensor	Used as an auxiliary vehicle speed sensor. Sends a signal when revolution sensor (installed on transaxle) malfunctions.
	Overdrive switch	Sends a signal, which prohibits a shift to "D_4" (O/D), to the A/T control unit.
Output	Shift solenoid valve A/B	Selects shifting point suited to driving conditions in relation to a signal sent from A/T control unit.
	Line pressure solenoid valve	Regulates (or decreases) line pressure suited to driving conditions in relation to a signal sent from A/T control unit.
	Torque converter clutch solenoid valve	Regulates (or decreases) lock-up pressure suited to driving conditions in relation to a signal sent from A/T control unit.
	Overrun clutch solenoid valve	Controls an engine brake effect suited to driving conditions in relation to a signal sent from A/T control unit.
	O/D OFF indicator lamp	Shows when transaxle gear selection switch—O/D has been depressed. Shows A/T control unit faults when A/T control components malfunction.

How to Perform Trouble Diagnoses for Quick and Accurate Repair

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions of a customer complaint.

Make good use of the two sheets provided, INFORMATION FROM CUSTOMER and DIAGNOSTIC WORKSHEET, to perform the best troubleshooting possible.

WORK FLOW



How to Perform Trouble Diagnoses for Quick and Accurate Repair (Cont'd)

INFORMATION FROM CUSTOMER

KEY POINTS
WHAT ..... Vehicle & A/T model
WHEN ..... Date, Frequencies
WHERE ..... Road conditions
HOW ..... Operating conditions, Symptoms

Customer name MR/MS	Model & Year	VIN
Trans. model	Engine	Mileage
Incident Date	Manuf. Date	In Service Date
Frequency	☐ Continuous ☐ Intermittent (times a day)	
Symptoms	☐ Vehicle does not move. (☐ Any position ☐ Particular position)	
	☐ No up-shift (☐ 1st → 2nd ☐ 2nd → 3rd ☐ 3rd → O/D)	
	☐ No down-shift (☐ O/D → 3rd ☐ 3rd → 2nd ☐ 2nd → 1st)	
	☐ Lock-up malfunction	
	☐ Shift point too high or too low.	
	☐ Shift shock or slip (☐ N → D ☐ Lock-up ☐ Any drive position)	
	☐ Noise or vibration	
	☐ No kickdown	
	☐ No pattern select	
	☐ Others ( )	
O/D OFF indicator lamp	☐ Blinks for about 8 seconds.	
	☐ Continuously lit	☐ Not lit
Malfunction indicator lamp (MIL)	☐ Continuously lit	☐ Not lit

How to Perform Trouble Diagnoses for Quick and Accurate Repair (Cont'd)

DIAGNOSTIC WORKSHEET

1.	☐ Read the Fail-Safe Remarks and listen to customer complaints.	AT-18
2.	☐ CHECK A/T FLUID. ☐ Leakage (Follow specified procedure) ☐ Fluid condition ☐ Fluid level	AT-26
3.	☐ Perform all ROAD TESTS and mark required procedures.	AT-26
	3-1 Check before engine is started. ☐ SELF-DIAGNOSTIC PROCEDURE — Mark detected items. ☐ Revolution sensor, AT-53 ☐ Vehicle speed sensor, AT-55 ☐ Throttle position sensor, AT-57 ☐ Shift solenoid valve A, AT-59 ☐ Shift solenoid valve B, AT-61 ☐ Overrun clutch solenoid valve, AT-63 ☐ Torque converter clutch solenoid valve, AT-65 ☐ A/T fluid temperature sensor and A/T control unit power source, AT-67 ☐ Engine speed signal, AT-70 ☐ Line pressure solenoid valve, AT-72 ☐ Battery, AT-51 ☐ Others, AT-74	AT-27
	3-2. Check at idle. ☐ Diagnostic Procedure 1 (O/D OFF indicator lamp came on for 2 seconds.), AT-88 ☐ Diagnostic Procedure 2 (Engine starts only in P and N position), AT-89 ☐ Diagnostic Procedure 3 (In P position, vehicle does not move when pushed), AT-89 ☐ Diagnostic Procedure 4 (In N position, vehicle moves), AT-90 ☐ Diagnostic Procedure 5 (Select shock. N → R position), AT-91 ☐ Diagnostic Procedure 6 (Vehicle creeps backward in R position), AT-92 ☐ Diagnostic Procedure 7 (Vehicle creeps forward in D, 2 or 1 position), AT-93	AT-28
	3-3. Cruise test. Part-1 ☐ Diagnostic Procedure 8 (Vehicle starts from D_1), AT-94 ☐ Diagnostic Procedure 9 ☐ Diagnostic Procedure 10 ☐ Diagnostic Procedure 11 } (A/T shift schedule: $D_1 \rightarrow D_2/D_2 \rightarrow D_3/D_3 \rightarrow D_4/D_4 \rightarrow D_2$), AT-95 ☐ Diagnostic Procedure 12 (Shift schedule: Lock-up), AT-98 ☐ Diagnostic Procedure 13 (Lock-up condition more than 30 seconds), AT-99 ☐ Diagnostic Procedure 14 (Lock-up released), AT-99 ☐ Diagnostic Procedure 15 (Engine speed return to idle. Light braking $D_4 \rightarrow D_3$), AT-100	AT-30

How to Perform Trouble Diagnoses for Quick and Accurate Repair (Cont'd)

3.	Part-2 ☐ Diagnostic Procedure 8 (Vehicle starts from D_1), AT-94 ☐ Diagnostic Procedure 9 (Kickdown: $D_4 \rightarrow D_2$), AT-95 ☐ Diagnostic Procedure 10 (Shift schedule: $D_2 \rightarrow D_3$), AT-96 ☐ Diagnostic Procedure 11 (Shift schedule: $D_3 \rightarrow D_4$ and engine brake), AT-97	AT-35
	Part-3 ☐ Diagnostic Procedure 17 ($D_4 \rightarrow D_3$ when O/D OFF switch ON → OFF), AT-101 ☐ Diagnostic Procedure 15 (Engine brake in D_3), AT-100 ☐ Diagnostic Procedure 18 ($D_3 \rightarrow 2_2$ when selector lever D → 2 position), AT-102 ☐ Diagnostic Procedure 16 (Engine brake in 2_2), AT-101 ☐ Diagnostic Procedure 19 ($2_2 \rightarrow 1_1$, when selector lever 2 → 1 position), AT-102 ☐ Diagnostic Procedure 20 (Engine brake in 1_1), AT-102 ☐ SELF-DIAGNOSTIC PROCEDURE — Mark detected items. A/T control unit-diagnosis system ☐ Revolution sensor, AT-53 ☐ Vehicle speed sensor, AT-55 ☐ Throttle position sensor, AT-57 ☐ Shift solenoid valve A, AT-59 ☐ Shift solenoid valve B, AT-61 ☐ Overrun clutch solenoid valve, AT-63 ☐ Torque converter clutch solenoid valve, AT-65 ☐ A/T fluid temperature sensor and A/T control unit power source, AT-67 ☐ Engine speed signal, AT-70 ☐ Line pressure solenoid valve, AT-72 ☐ Battery, AT-51 ☐ Others, AT-74	AT-36
4.	☐ For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.	AT-47
5.	☐ Perform all ROAD TESTS and re-mark required procedures.	AT-26
6.	☐ Perform SELF-DIAGNOSIS for following MIL indicating items and check out NG items. Refer to EC section ["Emission related Diagnostic Information", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION]. ☐ DTC (P0731, 1103) Improper shifting to 1st gear position, AT-78 ☐ DTC (P0732, 1104) Improper shifting to 2nd gear position, AT-80 ☐ DTC (P0733, 1105) Improper shifting to 3rd gear position, AT-82 ☐ DTC (P0734, 1106) Improper shifting to 4th gear position or TCC, AT-84	EC section
7.	☐ Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures. (The chart also shows some other possible symptoms and the component inspection orders.)	AT-85 AT-115
8.	☐ Erase DTC from A/T control unit and ECM memories.	AT-52
9.	Perform FINAL CHECK. ☐ Stall test — Mark possible damaged components/others. ☐ Torque converter one-way clutch ☐ Reverse clutch ☐ Forward clutch ☐ Overrun clutch ☐ Forward one-way clutch ☐ Low & reverse brake ☐ Low one-way clutch ☐ Engine ☐ Line pressure is low ☐ Clutches and brakes except high clutch and brake band are OK ☐ Pressure test — Suspected parts:	AT-110

Remarks

FAIL-SAFE

The A/T control unit has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.
Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of "1", "2" or "D". The customer may complain of sluggish or poor acceleration.
When the ignition key is turned ON following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. (For diagnosis, refer to AT-47.)
Fail-Safe may occur without electrical circuit damage if the vehicle is driven under extreme conditions (such as excessive wheel spin followed by sudden braking). To recover normal shift pattern, turn the ignition key OFF for 5 seconds, then ON.
The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.
Always follow the WORK FLOW (Refer to AT-14).
The SELF-DIAGNOSIS results will be as follows:

The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.
During the next SELF-DIAGNOSIS, performed after checking the sensors, no damage will be indicated.

ATF COOLER SERVICE

Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer.
KA24DE engine (with RE4F04A/RE4F04V) ... fin type cooler

Replace radiator (which includes ATF cooler) with a new one and flush cooler line using cleaning solvent and compressed air.

OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the A/T control unit in combination with the ECM. The results can be read through the blinking pattern of the O/D OFF indicator or the malfunction indicator lamp (MIL). Refer to the table on AT-47 for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and A/T control unit memories.

  Always perform the procedure "HOW TO ERASE DTC" on AT-52 to complete the repair and avoid unnecessary blinking of the MIL.
- The following self-diagnostic items can be detected using ECM self-diagnostic results mode* only when the O/D OFF indicator lamp does not indicate any malfunctions.
  –Improper shifting to 1st, 2nd, 3rd, or 4th gear position
  –Improper torque converter clutch operation.

*: For details of OBD-II, refer to EC section ["ON-BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

NOTES

Diagnostic Trouble Code (DTC) Chart

A/T RELATED ITEMS

Diagnostic trouble code No. *4		Detected items (Screen terms for CONSULT, "SELF-DIAG RESULTS" mode)	Malfunction is detected when ...
CONSULT GST	ECM'S		
P0705	1101	Inhibitor switch circuit (INHIBITOR SWITCH)	● A/T control unit does not receive the correct voltage signal from the switch based on the gear position.
P0710	1208	A/T fluid temperature sensor (FLUID TEMP SENSOR)	● A/T control unit receives an excessively low or high voltage from the sensor.
P0720	1102	Revolution sensor (VHCL SPEED SEN·A/T)	● A/T control unit does not receive the proper voltage signal from the sensor.
P0725	1207	Engine speed signal (ENGINE SPEED SIG)	● A/T control unit does not receive the proper voltage signal from the ECM.
P0731	1103	Improper shifting to 1st gear position (A/T 1ST SIGNAL)	● A/T cannot be shifted to the 1st gear position even if electrical circuit is good.
P0732	1104	Improper shifting to 2nd gear position (A/T 2ND SIGNAL)	● A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.
P0733	1105	Improper shifting to 3rd gear position (A/T 3RD SIGNAL)	● A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.
P0734	1106	Improper shifting to 4th gear position or TCC (A/T 4TH SIGNAL OR TCC)	● A/T cannot be shifted to the 4th gear position or perform lock-up even if electrical circuit is good.
P0740	1204	T/C clutch solenoid valve (TOR CONV CLUTCH SV)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.
P0745	1205	Line pressure solenoid valve (LINE PRESSURE S/V)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.
P0750	1108	Shift solenoid valve A (SHIFT SOLENOID/V A)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.
P0755	1201	Shift solenoid valve B (SHIFT SOLENOID/V B)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.
P1705	1206	Throttle position sensor Throttle position switch (THRTL POSI SEN·A/T)	● A/T control unit receives an excessively low or high voltage from the sensor.
P1760	1203	Overrun clutch solenoid valve (OVERRUN CLUTCH S/V)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.

*1: DRIVING pattern 1-6 means as follows:
Pattern 1 should meet b and c.
Pattern 2 should meet a through c.
Pattern 3 should meet a through e.
Pattern 4 should meet a and b.
Pattern 5 should meet a through c.
Pattern 6 should meet a through d.

*3: In Diagnostic Test Mode II (Self-diagnostic results)

*4: 1st trip DTC No. is the same as DTC No.

a: Selector lever is in "D" position.
b: Vehicle speed is over 10 km/h (6 MPH).
c: Throttle opening is over 1/8.
d: Engine speed is over 450 rpm.
e: A/T fluid temperature is 20 - 120°C (68 - 248°F).

X: Applicable
—: Not applicable

Check Items (Possible Cause)	"DTC CONFIRMATION PROCEDURE" Quick Ref. *1	"OVERALL FUNCTION CHECK" Quick Ref. *2	Fail Safe System *3	MIL Illumination	Reference Page
● Harness or connectors (The switch circuit is open or shorted.) ● Inhibitor switch	DRIVING (pattern 1)	—	—	2 trip	AT-74
● Harness or connectors (The sensor circuit is open or shorted.) ● A/T fluid temperature sensor	DRIVING (pattern 6)	—	X	2 trip	AT-67
● Harness or connectors (The sensor circuit is open or shorted.) ● Revolution sensor	DRIVING (pattern 2)	—	X*7	2 trip*3	AT-53
● Harness or connectors (The signal circuit is open or shorted.)	DRIVING (pattern 5)	—	X*7	2 trip*3	AT-70
● Shift solenoid valve A	DRIVING (pattern 3)	—	—	2 trip	AT-78
● Shift solenoid valve B					
● Overrun clutch solenoid valve					
● Line pressure solenoid valve					AT-80
● Each clutch					
● Hydraulic control circuit					AT-82
● T/C clutch solenoid valve					AT-84
● Harness or connectors (The solenoid circuit is open or shorted.) ● T/C clutch solenoid valve	IGN: ON	—	X	2 trip	AT-65
● Harness or connectors (The solenoid circuit is open or shorted.) ● Line pressure solenoid valve	IGN: ON	—	X	2 trip	AT-72
● Harness or connectors (The solenoid circuit is open or shorted.) ● Shift solenoid valve A	IGN: ON	—	X*7	2 trip	AT-59
● Harness or connectors (The solenoid circuit is open or shorted.) ● Shift solenoid valve B	IGN: ON	—	X*7	2 trip	AT-61
● Harness or connectors (The sensor circuit is open or shorted.) ● Throttle position sensor ● Throttle position switch	DRIVING (pattern 4)	—	X*7	2 trip	AT-57
● Harness or connectors (The solenoid circuit is open or shorted.) ● Overrun clutch solenoid valve	IGN: ON	—	X	2 trip	AT-63

*1: ● This is Quick Reference of "DTC CONFIRMATION PROCEDURE".
Details are described in each TROUBLE DIAGNOSIS FOR DTC PXXXX.

*2: ● The "OVERALL FUNCTION CHECK" is a simplified and effective way to inspect a component or circuit.
In some cases, the "OVERALL FUNCTION CHECK" is used rather than a DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE".
When no DTC CONFIRMATION PROCEDURE is available, the "NG" result of the OVERALL FUNCTION CHECK can be considered to mean the same as a DTC detection.
● During an "NG" OVERALL FUNCTION CHECK, the DTC or 1st trip DTC might not be confirmed.
● This is Quick Reference of "OVERALL FUNCTION CHECK".
Details are described in each TROUBLE DIAGNOSIS FOR DTC PXXXX.

*7: ● When the fail-safe operation occurs, the MIL illuminates immediately.

*8: ● The MIL illuminates after the A/T control unit enters the fail-safe mode in two consecutive trips, if both the "Revolution sensor" and the "Engine speed signal" meet the fail-safe condition at the same time.

Diagnosis by CONSULT

NOTICE

1. The CONSULT electrically displays shift timing and lock-up timing (that is, operation timing of each solenoid).
   Check for time difference between actual shift timing and the CONSULT display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
2. Shift schedule (which implies gear position) displayed on CONSULT and that indicated in Service Manual may differ slightly. This occurs because of the following reasons:
   - Actual shift schedule has more or less tolerance or allowance,
   - Shift schedule indicated in Service Manual refers to the point where shifts start, and
   - Gear position displayed on CONSULT indicates the point where shifts are completed.
3. Shift solenoid valve "A" or "B" is displayed on CONSULT at the start of shifting. Gear position is displayed upon completion of shifting (which is computed by A/T control unit).
4. Additional CONSULT information can be found in the Operation Manual supplied with the CONSULT unit.

SELF-DIAGNOSTIC RESULT TEST MODE

Refer to AT-47.

Diagnosis by CONSULT (Cont'd)

DATA MONITOR DIAGNOSTIC TEST MODE

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE·A/T [km/h] or [mph]	X	—	● Vehicle speed computed from signal of revolution sensor is displayed.	When racing engine in N or P position with vehicle stationary, CONSULT data may not indicate 0 km/h (0 MPH).
Vehicle speed sensor 2 (Meter)	VHCL/S SE·MTR [km/h] or [mph]	X	—	● Vehicle speed computed from signal of vehicle speed sensor is displayed.	Vehicle speed display may not be accurate under approx. 10 km/h (6 MPH). It may not indicate 0 km/h (0 MPH) when vehicle is stationary.
Throttle position sensor	THRTL POS SEN [V]	X	—	● Throttle position sensor signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SEN [V]	X	—	● A/T fluid temperature sensor signal voltage is displayed. ● Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	● Source voltage of control unit is displayed.	
Engine speed	ENGINE SPEED [rpm]	X	X	● Engine speed, computed from engine speed signal, is displayed.	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.
Overdrive switch	OVERDRIVE SW [ON/OFF]	X	—	● ON/OFF state computed from signal of overdrive SW is displayed.	
P/N position switch	P/N POSI SW [ON/OFF]	X	—	● ON/OFF state computed from signal of P/N position SW is displayed.	
R position switch	R POSITION SW [ON/OFF]	X	—	● ON/OFF state computed from signal of R position SW is displayed.	
D position switch	D POSITION SW [ON/OFF]	X	—	● ON/OFF state computed from signal of D position SW is displayed.	
2 position switch	2 POSITION SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of 2 position SW, is displayed.	
1 position switch	1 POSITION SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of 1 position SW, is displayed.	
ASCD-cruise signal	ASCD·CRUISE [ON/OFF]	X	—	● Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state	● This is displayed even when no ASCD is mounted.
ASCD-O/D cut signal	ASCD·OD CUT [ON/OFF]	X	—	● Status of ASCD·O/D release signal is displayed. ON ... O/D released OFF ... O/D not released	● This is displayed even when no ASCD is mounted.
Closed throttle position switch	CLOSED THL/SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of closed throttle position SW, is displayed.	
Wide open throttle position switch	W/O THRL/P-SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of wide open throttle position SW, is displayed.	
Hold switch	HOLD SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of hold SW, is displayed.	
Gear position	GEAR	—	X	● Gear position data used for computation by control unit, is displayed.	

Diagnosis by CONSULT (Cont'd)

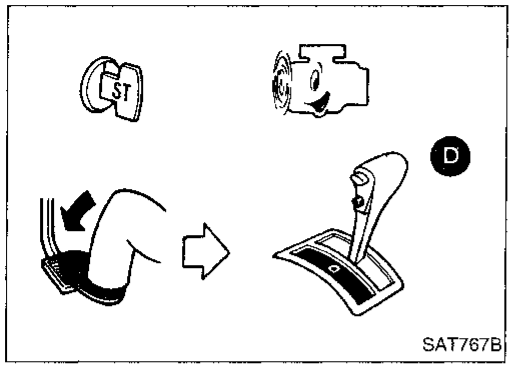
Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Selector lever position	SLCT LVR POSI	—	X	● Selector lever position data, used for computation by control unit, is displayed.	● A specific value used for control is displayed if fail-safe is activated due to error.
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	● Vehicle speed data, used for computation by control unit, is displayed.	
Throttle position	THROTTLE POSI [/8]	—	X	● Throttle position data, used for computation by control unit, is displayed.	● A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	● Control value of line pressure solenoid valve, computed by control unit from each input signal, is displayed.	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	● Control value of torque converter clutch solenoid valve, computed by control unit from each input signal, is displayed.	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	● Control value of shift solenoid valve A, computed by control unit from each input signal, is displayed.	Control value of solenoid is displayed even if solenoid circuit is disconnected. The OFF signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	● Control value of shift solenoid valve B, computed by control unit from each input signal, is displayed.	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	● Control value of overrun clutch solenoid valve computed by control unit from each input signal is displayed.	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	● Control status of O/D OFF indicator lamp is displayed.	

X: Applicable
—: Not applicable

DATA ANALYSIS

Item	Display form	Meaning
Torque converter clutch solenoid valve duty	Approximately 4% ↓ Approximately 94%	Lock-up OFF ↓ Lock-up ON
Line pressure solenoid valve duty	Approximately 0% ↓ Approximately 95%	Low line-pressure (Small throttle opening) ↓ High line-pressure (Large throttle opening)
Throttle position sensor	Approximately 0.5V	Fully-closed throttle
	Approximately 4V	Fully-open throttle
A/T fluid temperature sensor	Approximately 1.5V ↓ Approximately 0.5V	Cold [20°C (68°F)] ↓ Hot [80°C (176°F)]

Gear position	1	2	3	4
Shift solenoid valve A	ON	OFF	OFF	ON
Shift solenoid valve B	ON	ON	OFF	OFF

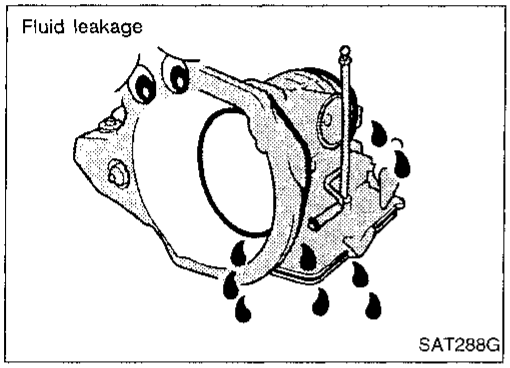


Preliminary Check

A/T FLUID CHECK

Fluid leakage check

1. Clean area suspected of leaking — for example, mating surface of converter housing and transmission case.
2. Start engine, apply foot brake, place selector lever in "D" position and wait a few minutes.
3. Stop engine.

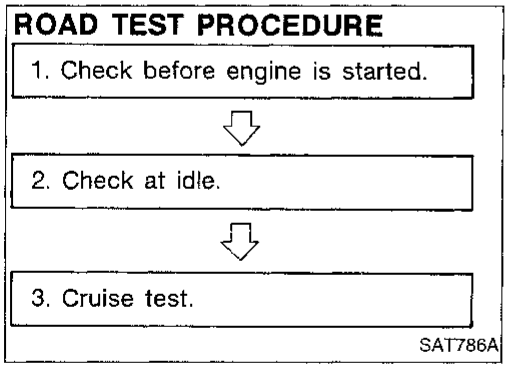


4. Check for fresh leakage.

Fluid condition check

Fluid color	Suspected problem
Dark or black with burned odor	Wear of frictional material
Milky pink	Water contamination — Road water entering through filler tube or breather
Varnished fluid, light to dark brown and tacky	Oxidation — Over or under filling, — Overheating

Fluid level check — Refer to MA section (CHASSIS AND BODY MAINTENANCE).

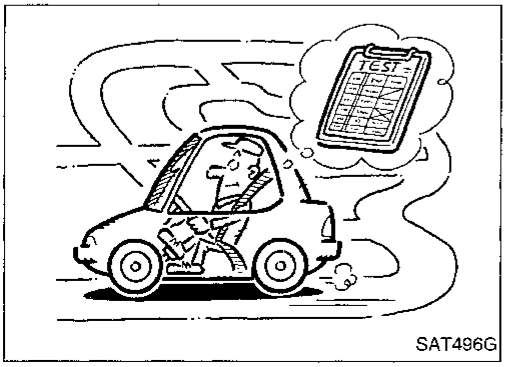


ROAD TEST

Description

- The purpose of a road test is to analyze overall performance and determine causes of problems.
- The road test consists of the following three parts:

1. Check before engine is started
2. Check at idle
3. Cruise test

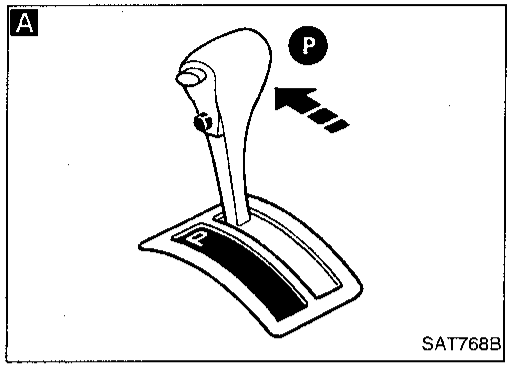


- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to "Self-diagnosis" and "Diagnostic Procedure", AT-47, 88.

Preliminary Check (Cont'd)

1. Check before engine is started

A



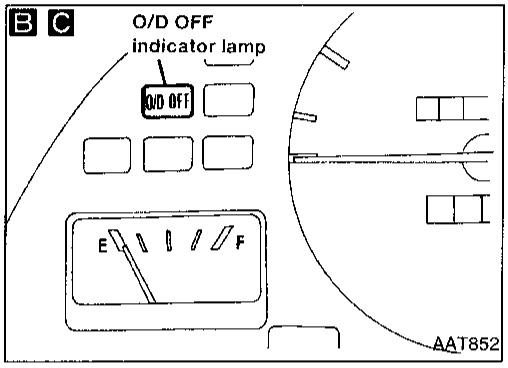
A B

1. Park vehicle on flat surface.
2. Turn ignition switch to OFF position.
3. Move selector lever to "P" position.
4. Set overdrive switch to ON position.
5. Turn ignition switch to ON position. (Do not start engine.)
6. Does O/D OFF indicator lamp come on for about 2 seconds?

No → Stop ROAD TEST. Go to Diagnostic Procedure 1 AT-88 before proceeding.

Yes ↓

B C



C

Does O/D OFF indicator lamp blink for about 8 seconds?

Yes → Perform self-diagnosis and check NG items on the DIAGNOSTIC WORKSHEET, AT-16. Refer to SELF-DIAGNOSIS PROCEDURE, AT-47.

No ↓

Turn ignition switch to OFF position. ↓

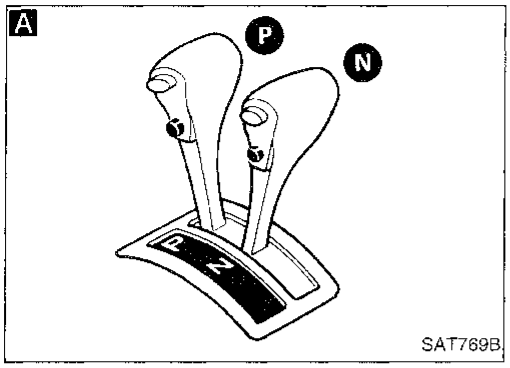
Perform self-diagnosis and note NG items: Refer to SELF-DIAGNOSIS PROCEDURE, AT-47. ↓

Go to 2. Check at idle, AT-28.

Preliminary Check (Cont'd)

2. Check at idle

A



SAT769B

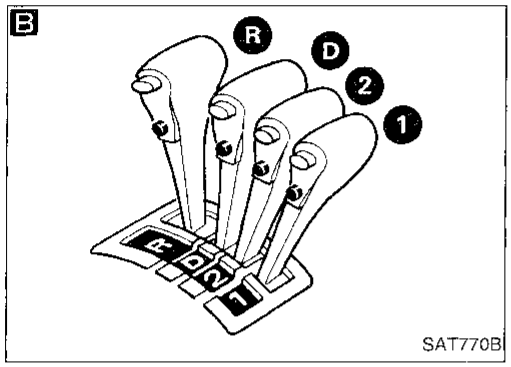
1. Park vehicle on flat surface.
2. Move selector lever to "P" position.
3. Turn ignition switch to OFF position.
4. Turn ignition switch to START position.
5. Is engine started?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 2. Continue ROAD TEST.

Yes ↓

Turn ignition switch to ACC position.

B



SAT770B

1. Move selector lever to "D", "1", "2" or "R" position.
2. Turn ignition switch to START position.
3. Is engine started?

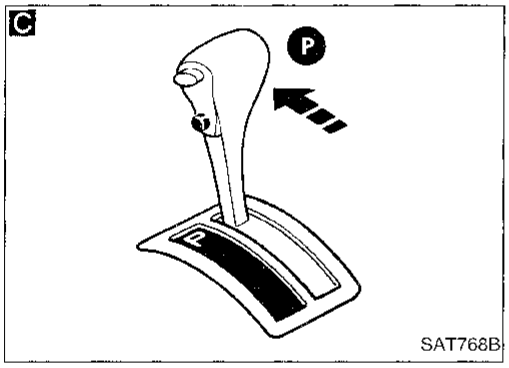
Yes → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 2. Continue ROAD TEST.

No ↓

C

1. Move selector lever to "P" position.
2. Turn ignition switch to OFF position.
3. Release parking brake.

C



SAT768B

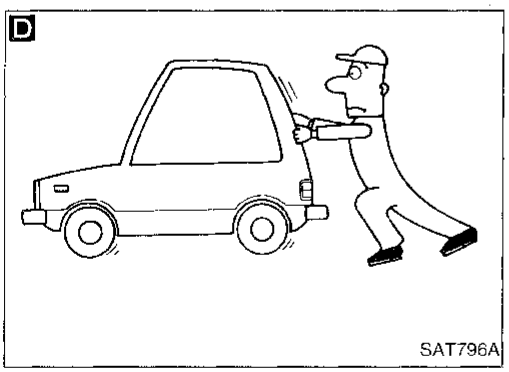
D

1. Push vehicle forward or backward.
2. Does vehicle move when it is pushed forward or backward?
3. Apply parking brake.

Yes → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 3. Continue ROAD TEST.

No ↓

D


SAT796A

E

1. Start engine.
2. Move selector lever to "N" position.
3. Release parking brake.
4. Does vehicle move forward or backward?

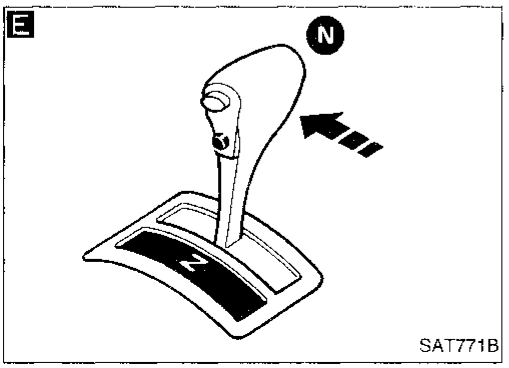
Yes → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 4. Continue ROAD TEST.

No ↓

Ⓐ

(Go to next page.)

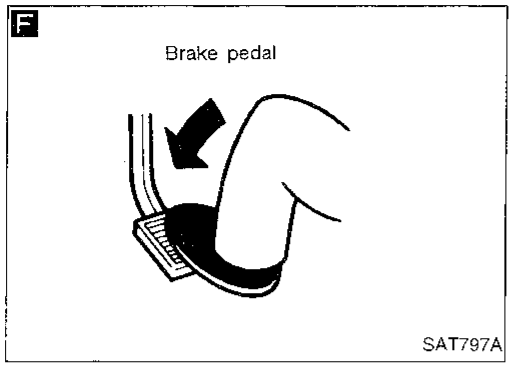
E



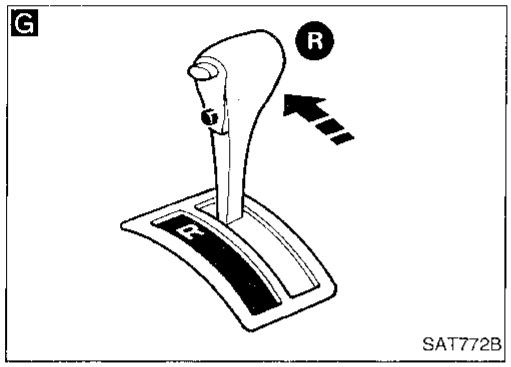
SAT771B

Preliminary Check (Cont'd)

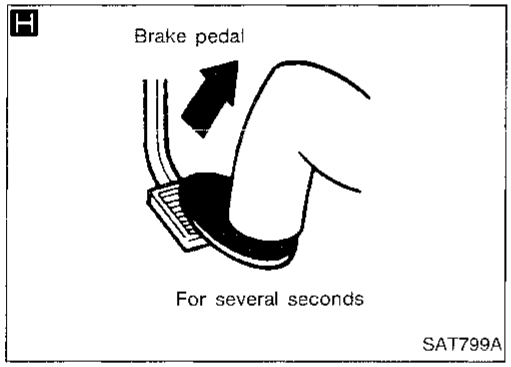
F



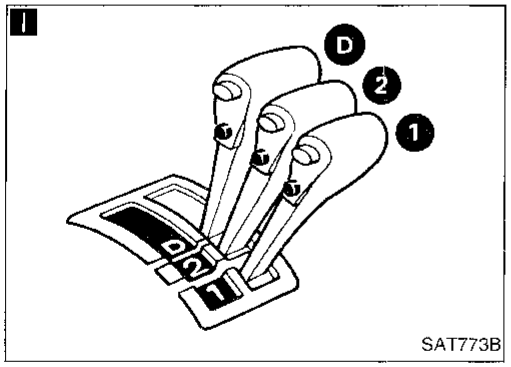
G



H



I



Ⓐ

F

Apply foot brake.

G

1. Move selector lever to "R" position.
2. Is there large shock when changing from "N" to "R" position?

Yes → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 5. Continue ROAD TEST.

No

H

1. Release foot brake for several seconds.
2. Does vehicle creep backward when foot brake is released?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 6. Continue ROAD TEST.

Yes

I

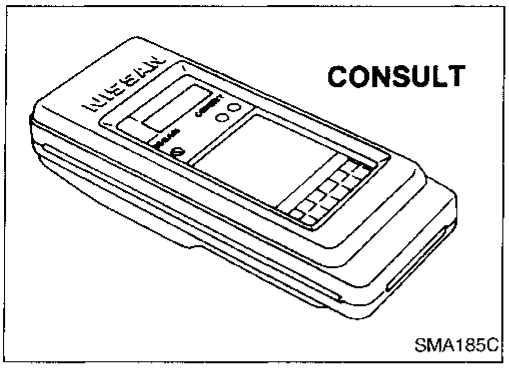
1. Move selector lever to "D", "2" and "1" positions and check if vehicle creeps forward.
2. Does vehicle creep forward in all three positions?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 7. Continue ROAD TEST.

Yes

Go to 3. Cruise test, AT-30.

Preliminary Check (Cont'd)

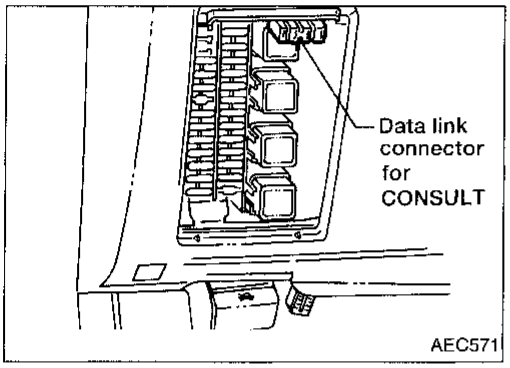


3. Cruise test

- Check all items listed in Parts 1 through 3.

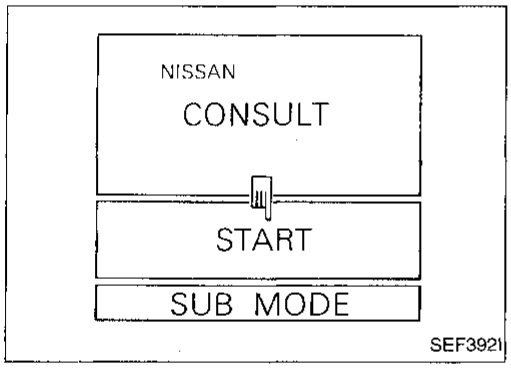
With CONSULT

- Using CONSULT, conduct a cruise test and record the result.
- Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.

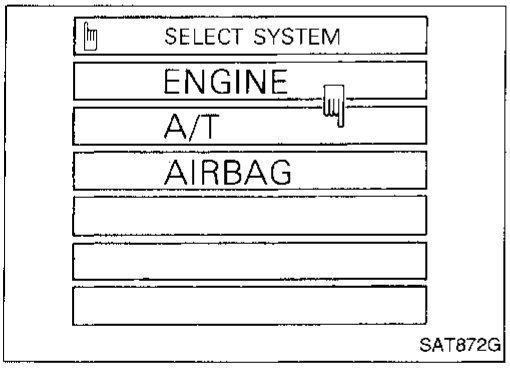


CONSULT setting procedure

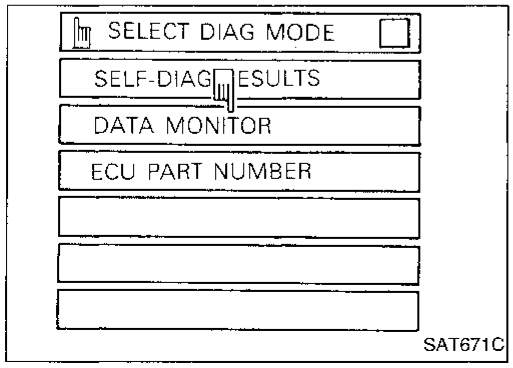
1. Turn ignition switch OFF.
2. Connect CONSULT to Data link connector for CONSULT. Data link connector for CONSULT is located in left side dash panel.



3. Turn ignition switch ON.
4. Touch START.

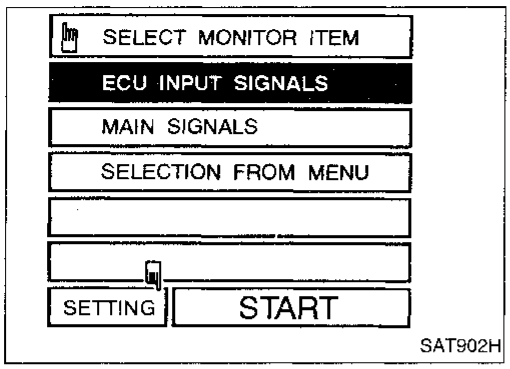


5. Touch A/T.

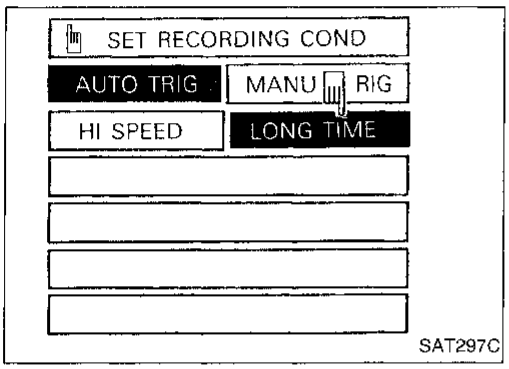


6. Touch DATA MONITOR.

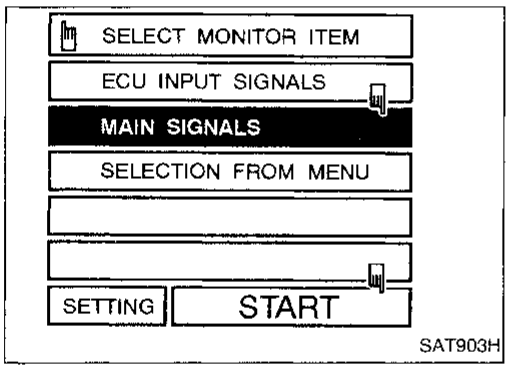
Preliminary Check (Cont'd)



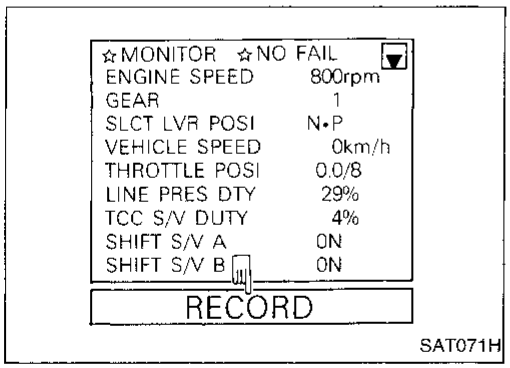
7. Touch SETTING to set recording condition.



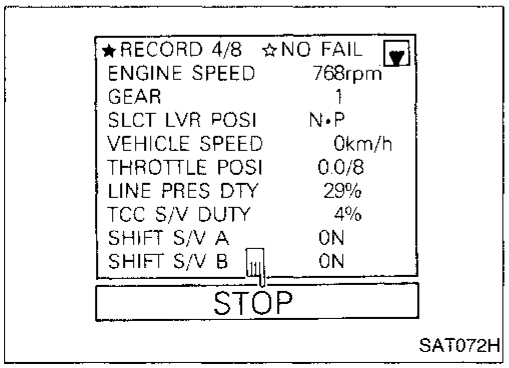
8. Touch LONG TIME and ENTER key.



9. Go back to SELECT MONITOR ITEM and touch MAIN SIGNALS.
10. Touch START.

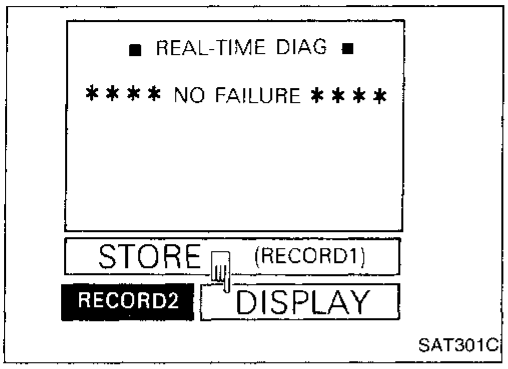


11. When performing cruise test, touch RECORD.

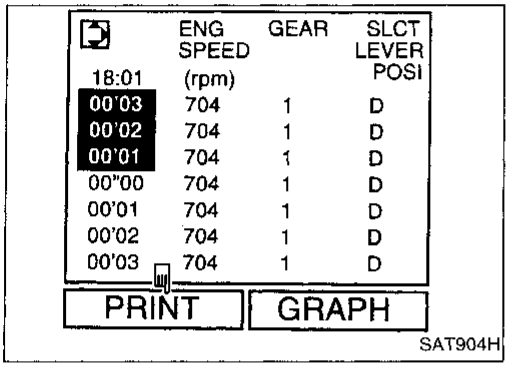


12. After finishing cruise test part 1, touch STOP.

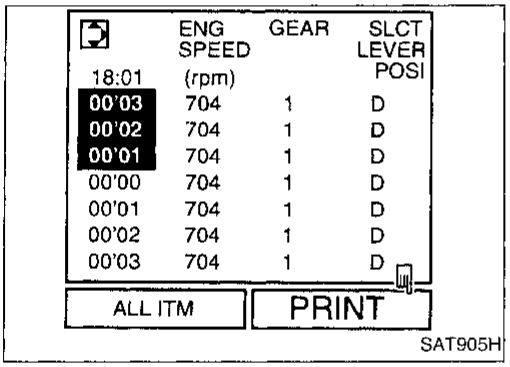
Preliminary Check (Cont'd)



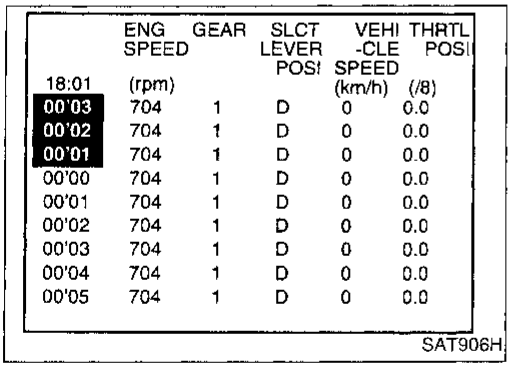
13. Touch DISPLAY.



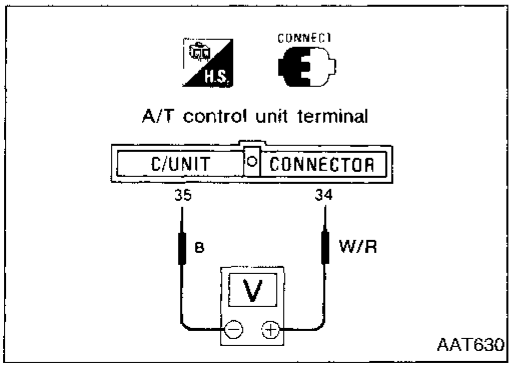
14. Touch PRINT.



15. Touch PRINT.



16. Check the monitor data printed out.
17. Continue cruise test part 2 and 3.

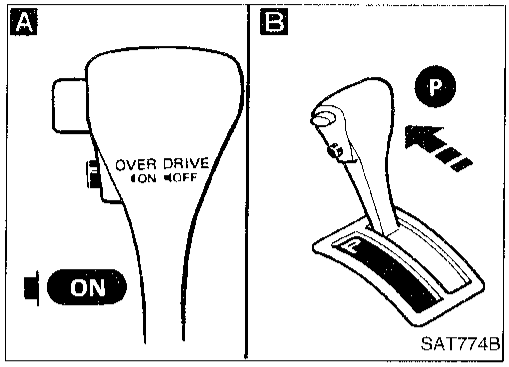


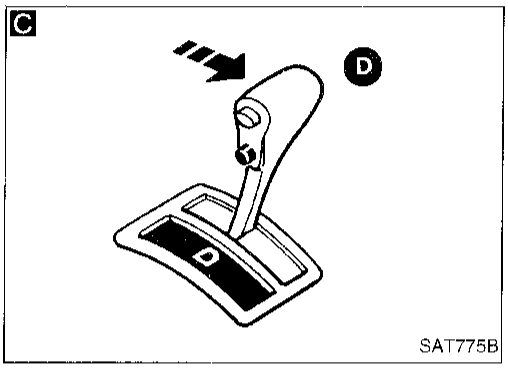
Without CONSULT

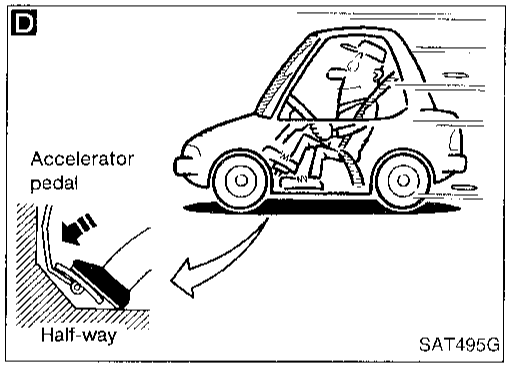
- Throttle position can be checked by voltage across terminals ㉞ and ㉟ of A/T control unit.

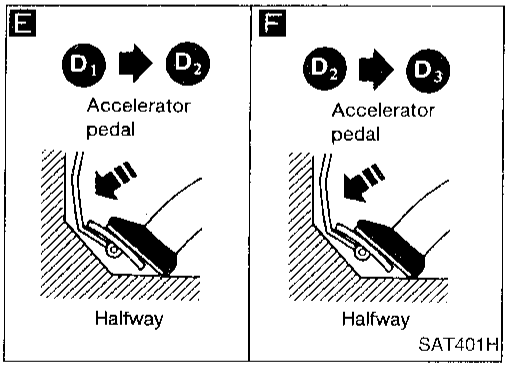
Preliminary Check (Cont'd)

Cruise test — Part 1









1. Drive vehicle for approx. 10 minutes until engine oil and ATF reach operating temperature.
   ATF operating temperature:
   50 - 80°C (122 - 176°F)

A **B**

1. Park vehicle on flat surface.
2. Set overdrive switch to ON position.
3. Move selector lever to "P" position.
4. Start engine.

C

Move selector lever to "D" position.

D

Accelerate vehicle by slowly and constantly depressing accelerator pedal halfway.

Does vehicle start from "D_1"?
Read gear position.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 8. Continue ROAD TEST.

Yes

E

Does A/T shift from "D_1" to "D_2" at the specified speed?
Read gear position, throttle opening and vehicle speed.
Specified speed when shifting from "D_1" to "D_2":
Refer to Shift schedule, AT-37.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 9. Continue ROAD TEST.

Yes

F

Does A/T shift from "D_2" to "D_3" at the specified speed?
Read gear position, throttle position and vehicle speed.
Specified speed when shifting from "D_2" to "D_3":
Refer to Shift schedule, AT-37.

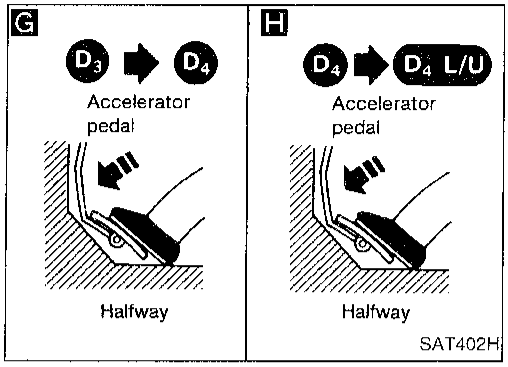
No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 10. Continue ROAD TEST.

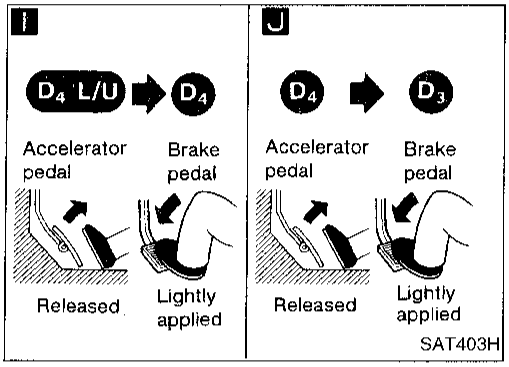
Yes

Ⓐ

(Go to next page.)

Preliminary Check (Cont'd)





Ⓐ

G

Does A/T shift from "D_3" to "D_4" at the specified speed?

Read gear position, throttle position and vehicle speed.

Specified speed when shifting from "D_3" to "D_4":

Refer to Shift schedule, AT-37.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 11. Continue ROAD TEST.

Yes ↓

H

Does A/T perform lock-up at the specified speed?

Read vehicle speed, throttle position when torque converter clutch solenoid valve duty becomes 94%.

Specified speed when lock-up occurs:

Refer to Shift schedule, AT-37.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 12. Continue ROAD TEST.

Yes ↓

Does A/T hold lock-up condition for more than 30 seconds?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 13. Continue ROAD TEST.

Yes ↓

I

1. Release accelerator pedal and lightly apply foot brake.
2. Is lock-up released when accelerator pedal is released and foot brake is applied?

Read torque converter clutch solenoid valve duty 94% → 4%.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 14. Continue ROAD TEST.

Yes ↓

J

1. Decelerate vehicle by applying foot brake lightly.
2. Does engine speed return to idle smoothly when A/T is shifted from "D_4" to "D_3"?

Read gear position and engine speed.

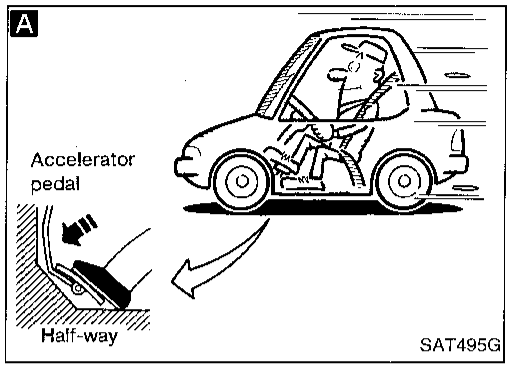
No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 15. Continue ROAD TEST.

Yes ↓

1. Stop vehicle.
2. Go to Cruise test — Part 2, AT-35.

Preliminary Check (Cont'd)

Cruise test — Part 2



1. Confirm overdrive switch is in ON position.
2. Confirm selector lever is in "D" position.

↓

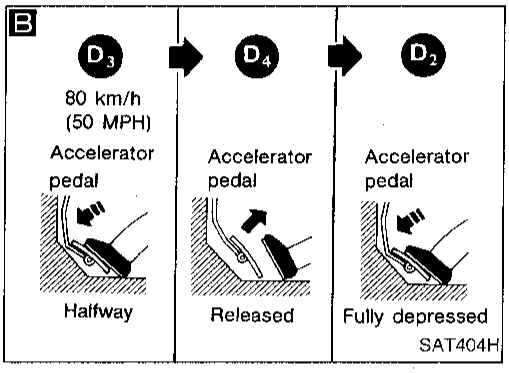
A

1. Accelerate vehicle by half throttle again.
2. Does vehicle start from "D_1"?

Read gear position.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 16. Continue ROAD TEST.

Yes ↓



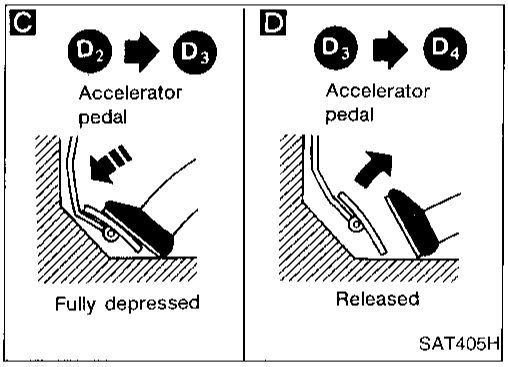
B

1. Accelerate vehicle to 80 km/h (50 MPH).
2. Release accelerator pedal and then quickly depress it fully.
3. Does A/T shift from "D_4" to "D_2" as soon as accelerator pedal is depressed fully?

Read gear position and throttle position.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 9. Continue ROAD TEST.

Yes ↓



C

Does A/T shift from "D_2" to "D_3" at the specified speed?

Read gear position, throttle position and vehicle speed.

Specified speed when shifting from "D_2" to "D_3":
Refer to Shift schedule, AT-37.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 10. Continue ROAD TEST.

Yes ↓

D

1. Release accelerator pedal after shifting from "D_2" to "D_3".
2. Does A/T shift from "D_3" to "D_4" and does vehicle decelerate by engine brake?

Read gear position, throttle position and vehicle speed.

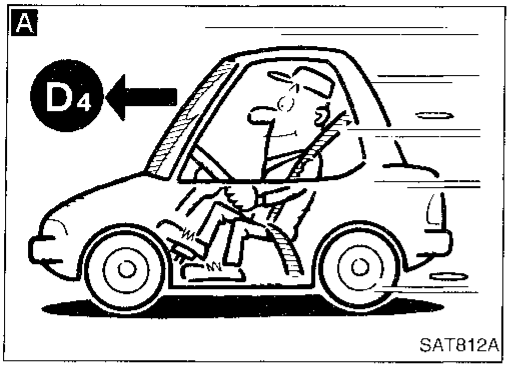
No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 11. Continue ROAD TEST.

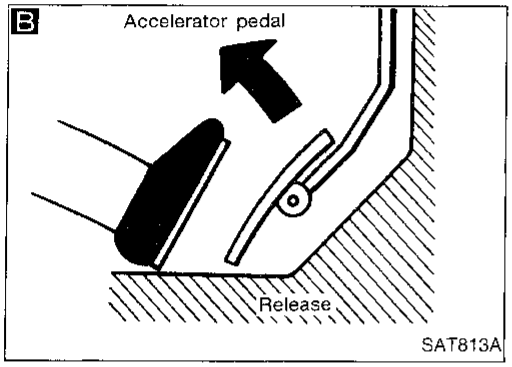
Yes ↓

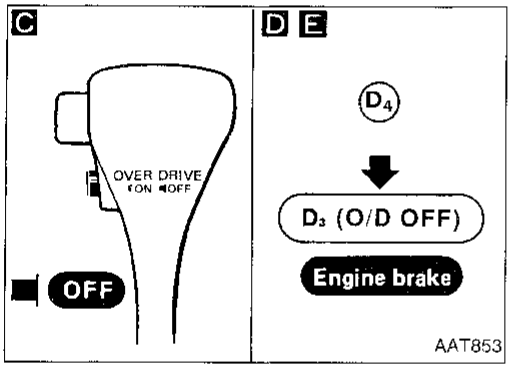
1. Stop vehicle.
2. Go to Cruise test — Part 3, AT-36.

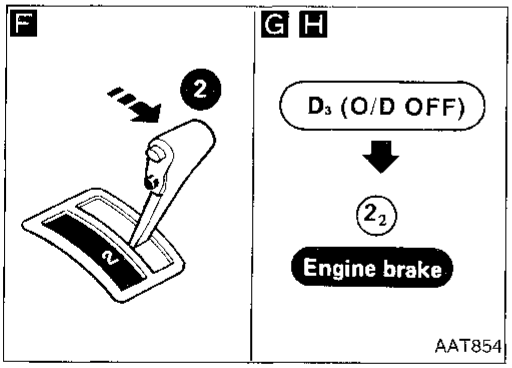
Preliminary Check (Cont'd)

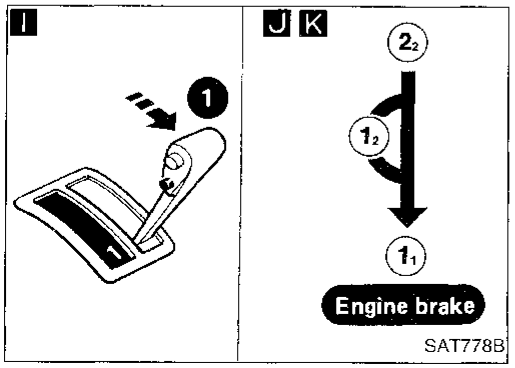
Cruise test — Part 3











1. Confirm overdrive switch is in ON position.
2. Confirm selector lever is in "D" position.

↓

A

Accelerate vehicle using half-throttle to "D_4".

↓

B

Release accelerator pedal.

↓

C

Set overdrive switch to OFF position while driving in "D_4".

↓

D

Does A/T shift from "D_4" to "D_3"?
Read gear position and vehicle speed.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 17. Continue ROAD TEST.

Yes ↓

E

Does vehicle decelerate by engine brake?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 15. Continue ROAD TEST.

Yes ↓

F

Move selector lever from "D" to "2" position while driving in "D_3".

↓

G

Does A/T shift from "D_3" to "2_2"?
Read gear position.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 18. Continue ROAD TEST.

Yes ↓

H

Does vehicle decelerate by engine brake?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 15. Continue ROAD TEST.

Yes ↓

I J

1. Move selector lever from "2" to "1" position while driving in "2_2".
2. Does A/T shift from "2_2" to "1_1" position?
Read gear position.

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 19. Continue ROAD TEST.

Yes ↓

K

Does vehicle decelerate by engine brake?

No → Mark the box on the DIAGNOSTIC WORKSHEET AT-16 to perform Diagnostic Procedure 20. Continue ROAD TEST.

Yes ↓

1. Stop vehicle.
2. Perform self-diagnosis. Refer to SELF-DIAGNOSTIC PROCEDURE, AT-47.

SHIFT SCHEDULE

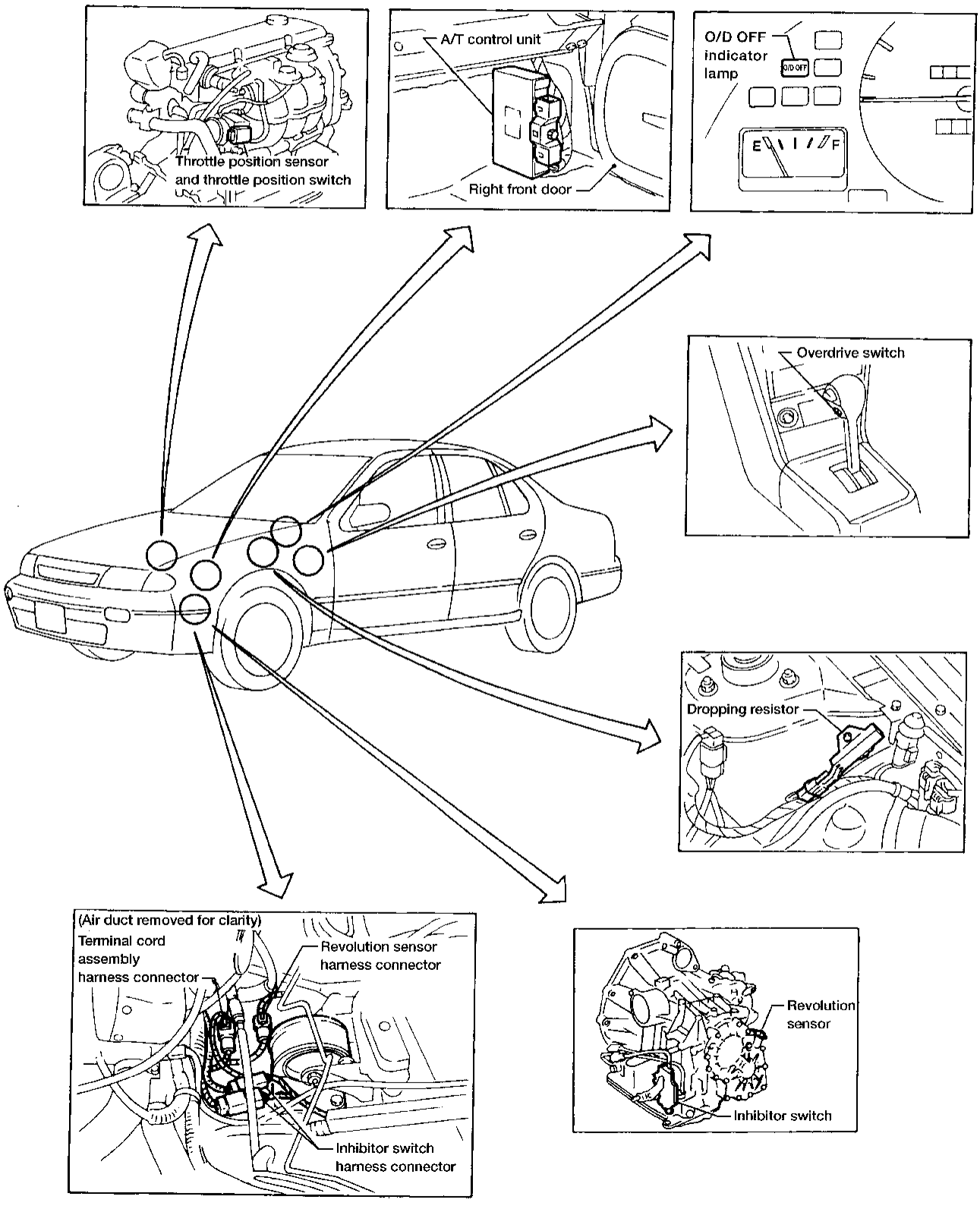
Vehicle speed when shifting gears

Throttle position	Shift pattern	Vehicle speed km/h (MPH)						
		$D_1 \rightarrow D_2$	$D_2 \rightarrow D_3$	$D_3 \rightarrow D_4$	$D_4 \rightarrow D_3$	$D_3 \rightarrow D_2$	$D_2 \rightarrow D_1$	$1_2 \rightarrow 1_1$
Full throttle	Comfort	62 - 70 (39 - 43)	114 - 122 (71 - 76)	179 - 187 (111 - 116)	175 - 183 (109 - 114)	105 - 113 (65 - 70)	41 - 49 (25 - 30)	62 - 70 (39 - 43)
Half throttle	Comfort	42 - 50 (26 - 31)	78 - 86 (48 - 53)	124 - 132 (77 - 82)	75 - 83 (47 - 52)	41 - 49 (25 - 30)	5 - 13 (3 - 8)	62 - 70 (39 - 43)

Vehicle speed when performing lock-up

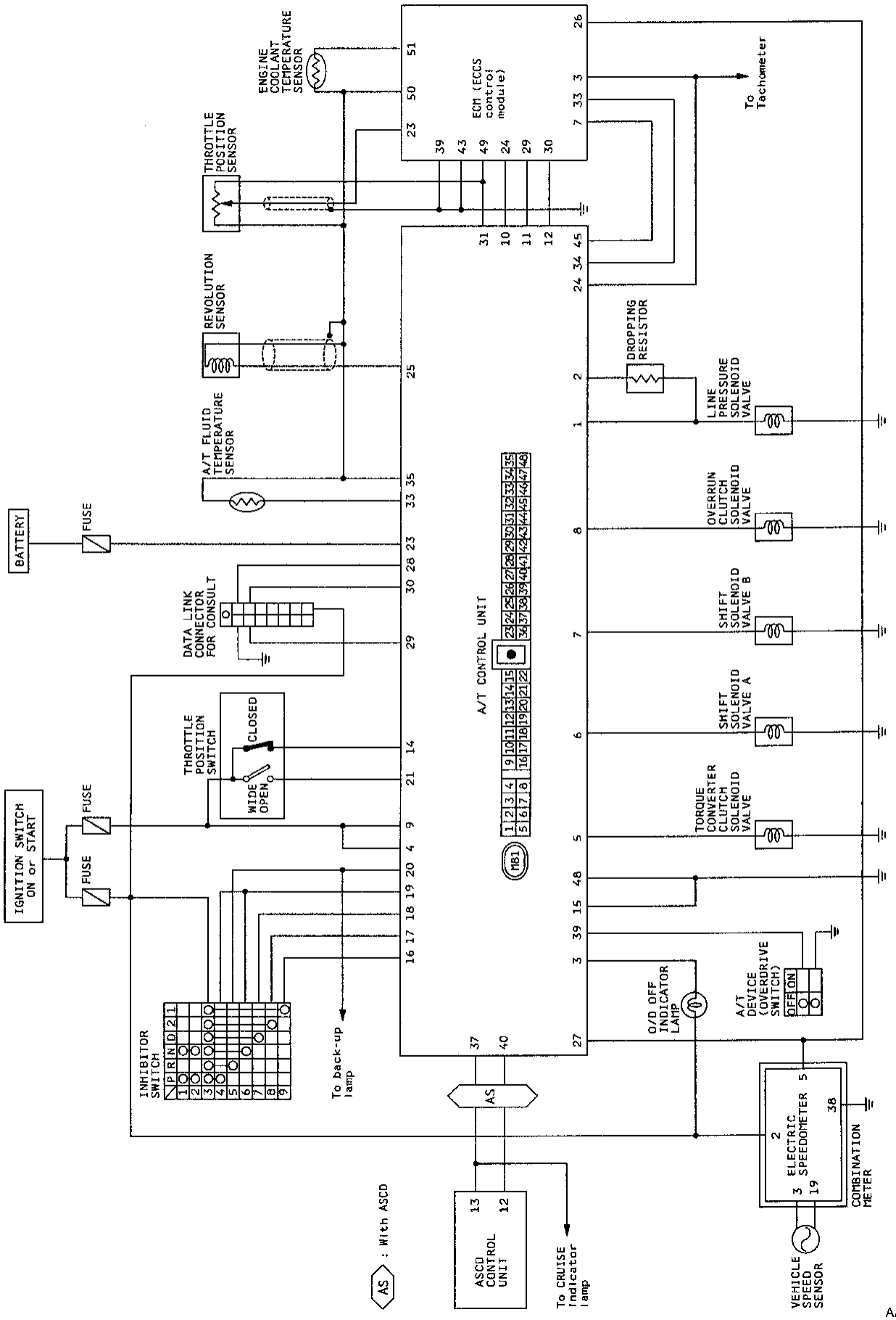
Throttle position	Shift pattern	O/D switch	Gear position	Vehicle speed km/h (MPH)	
				Lock-up ON	Lock-up OFF
2/8	Comfort	ON	D_4	105 - 113 (65 - 70)	53 - 61 (33 - 38)
		OFF	D_3	86 - 94 (53 - 58)	83 - 91 (52 - 57)

A/T Electrical Parts Location



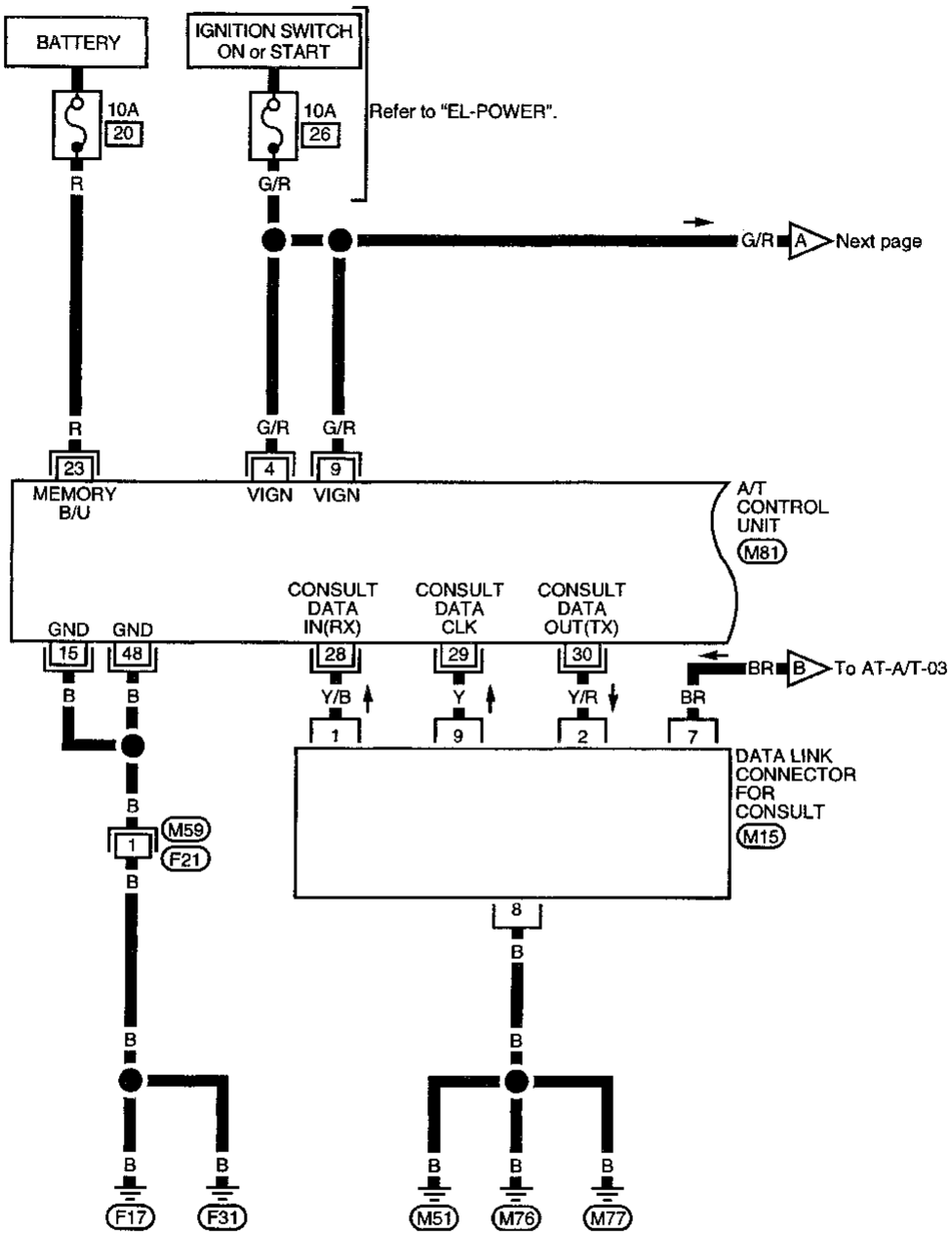
AAT855

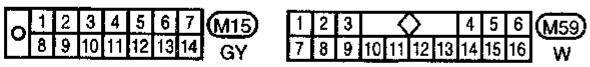
Schematic

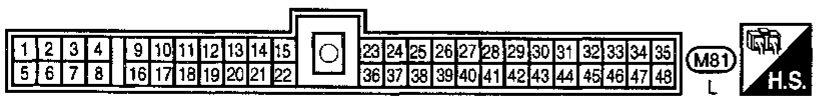

ENGINE COOLANT TEMPERATURE SENSOR
THROTTLE POSITION SENSOR
REVOLUTION SENSOR
A/T FLUID TEMPERATURE SENSOR
ECM (ECCS control module)
To Tachometer
DROPPING RESISTOR
LINE PRESSURE SOLENOID VALVE
OVERRUN CLUTCH SOLENOID VALVE
SHIFT SOLENOID VALVE B
SHIFT SOLENOID VALVE A
TORQUE CONVERTER CLUTCH SOLENOID VALVE
A/T CONTROL UNIT
BATTERY
FUSE
DATA LINK CONNECTOR FOR CONSULT
THROTTLE POSITION SWITCH
CLOSED
WIDE OPEN
IGNITION SWITCH ON or START
INHIBITOR SWITCH
To back-up lamp
O/D OFF INDICATOR LAMP
A/T DEVICE (OVERDRIVE SWITCH)
OFF
ON
AS
ASCD CONTROL UNIT
To CRUISE Indicator lamp
ELECTRIC SPEEDOMETER
COMBINATION METER
VEHICLE SPEED SENSOR
AS : With ASCD
AAT832

Wiring Diagram –AT–

AT-A/T-01

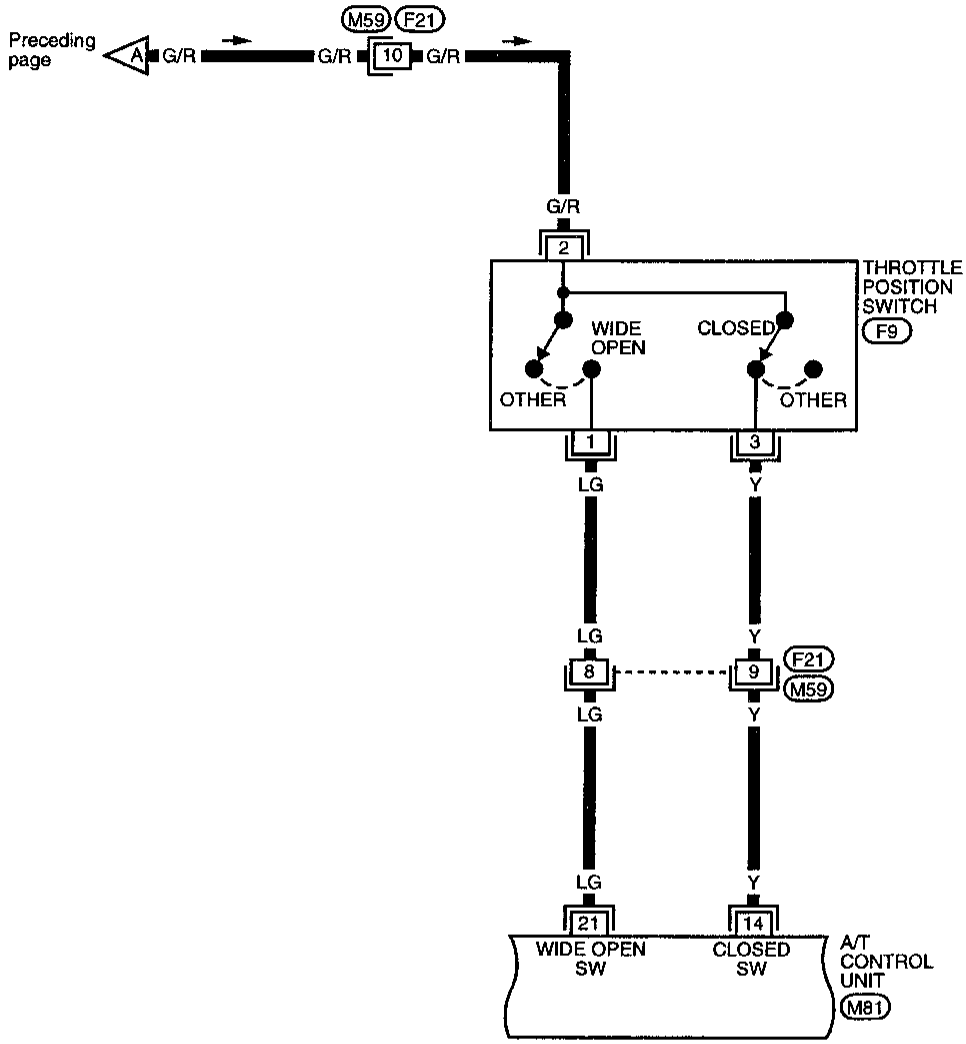


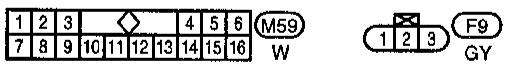


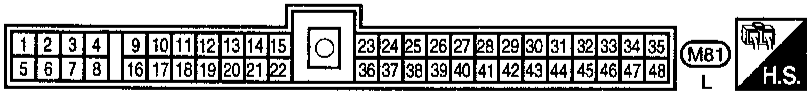


AAT833-A

AT-A/T-02



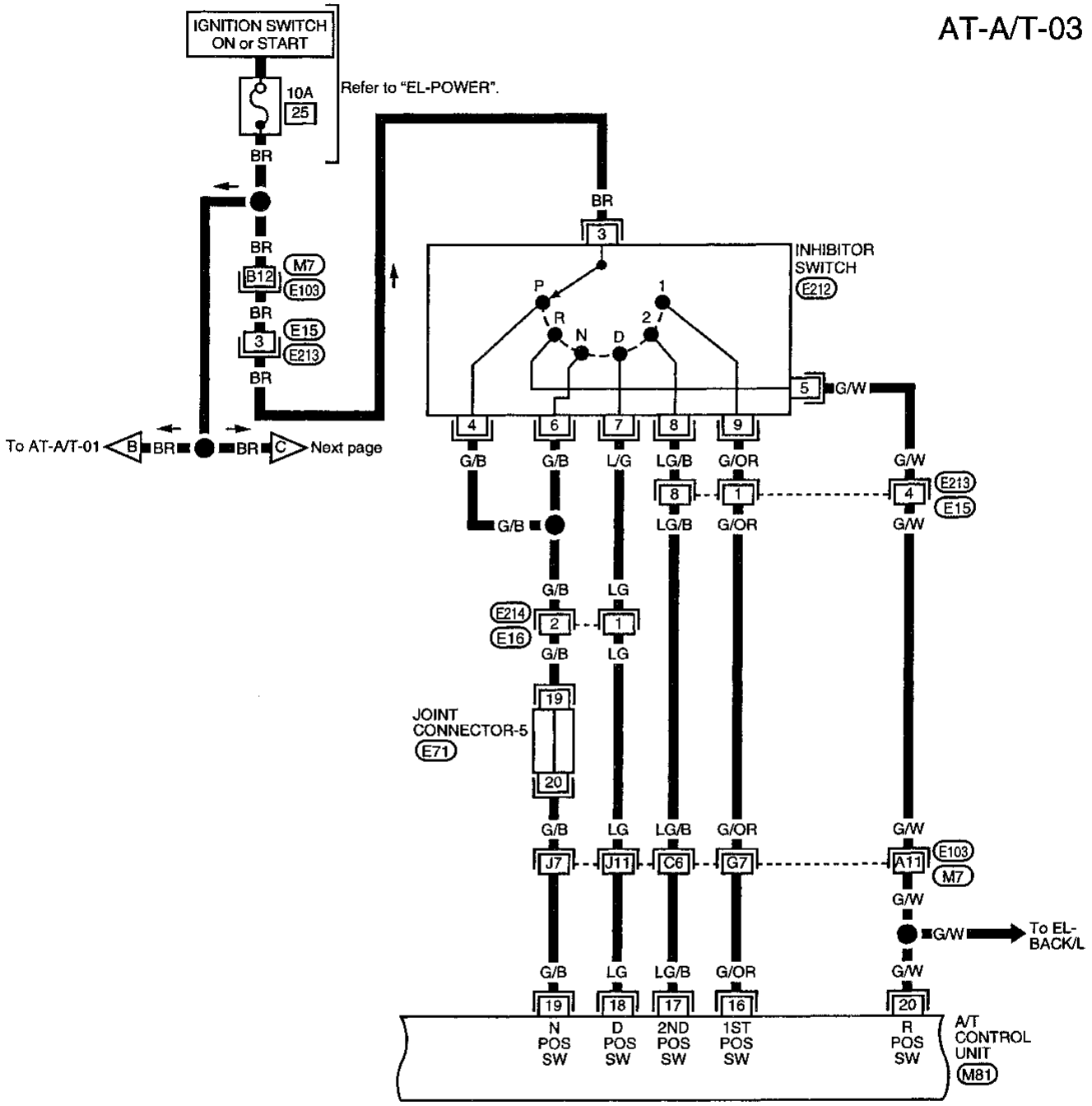




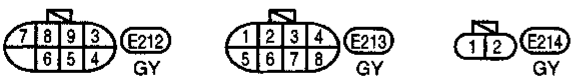
AAT633-B

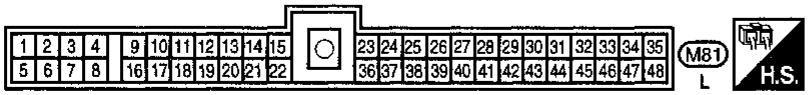
Wiring Diagram –AT– (Cont'd)

AT-A/T-03



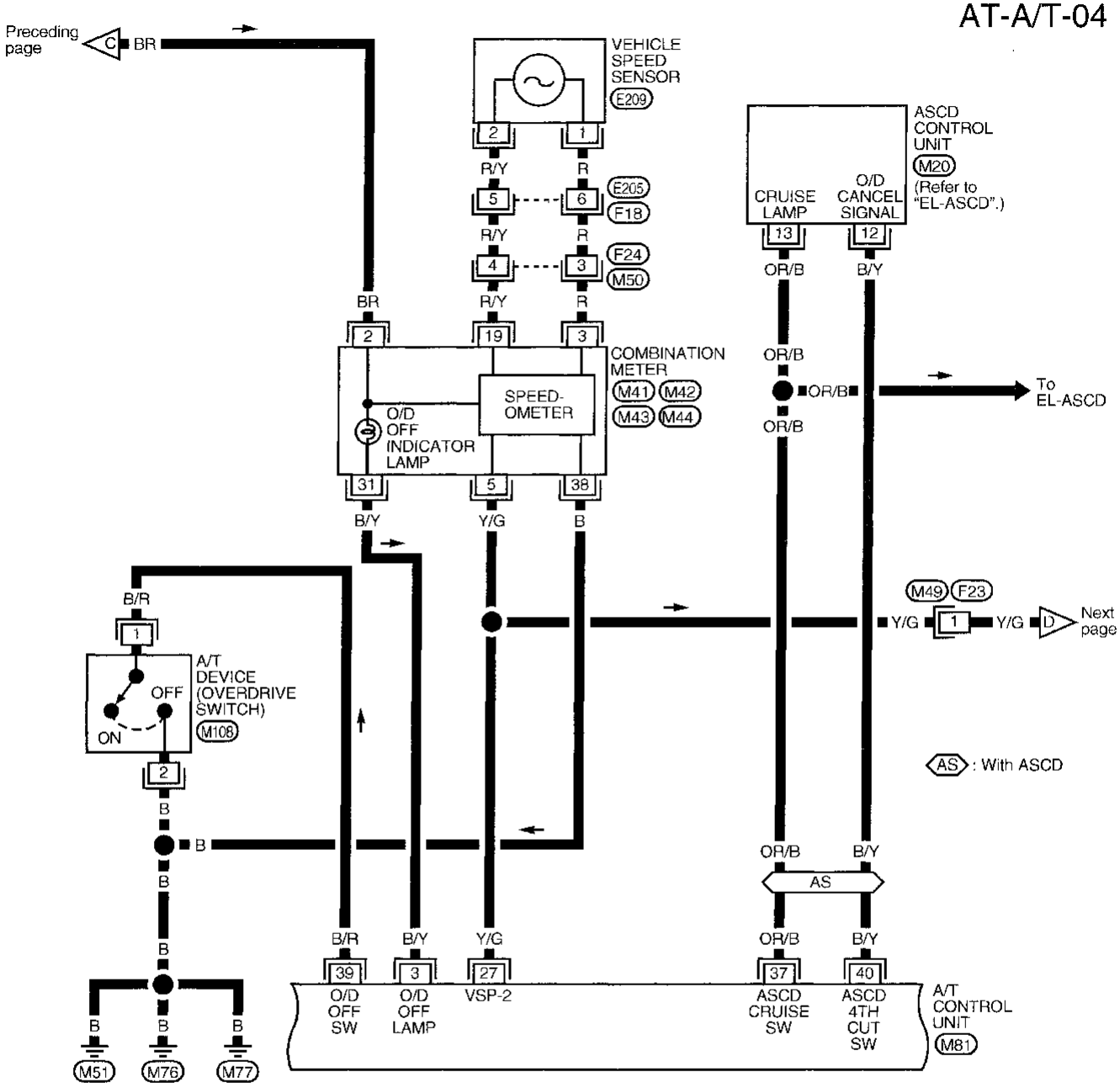
Refer to last page (Foldout page).
M7, E103
E71

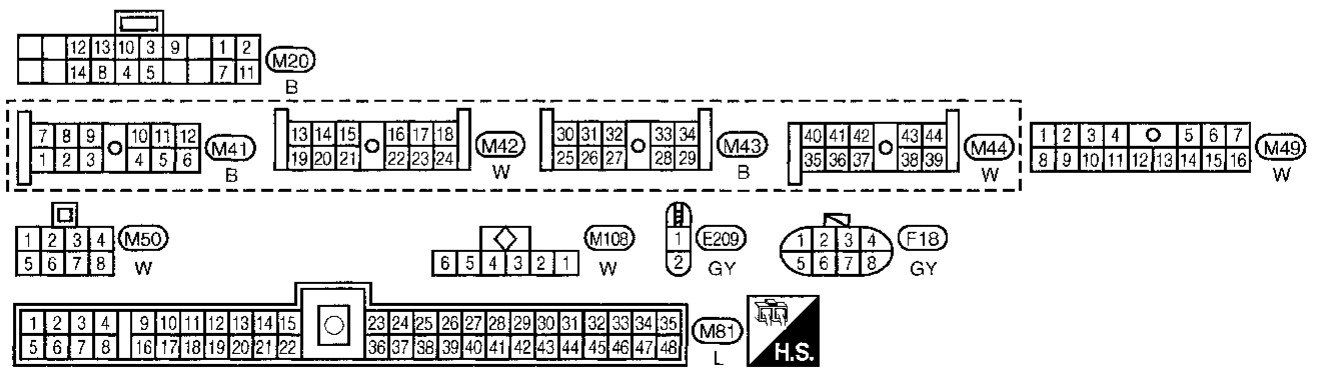




AAT833-C

AT-A/T-04

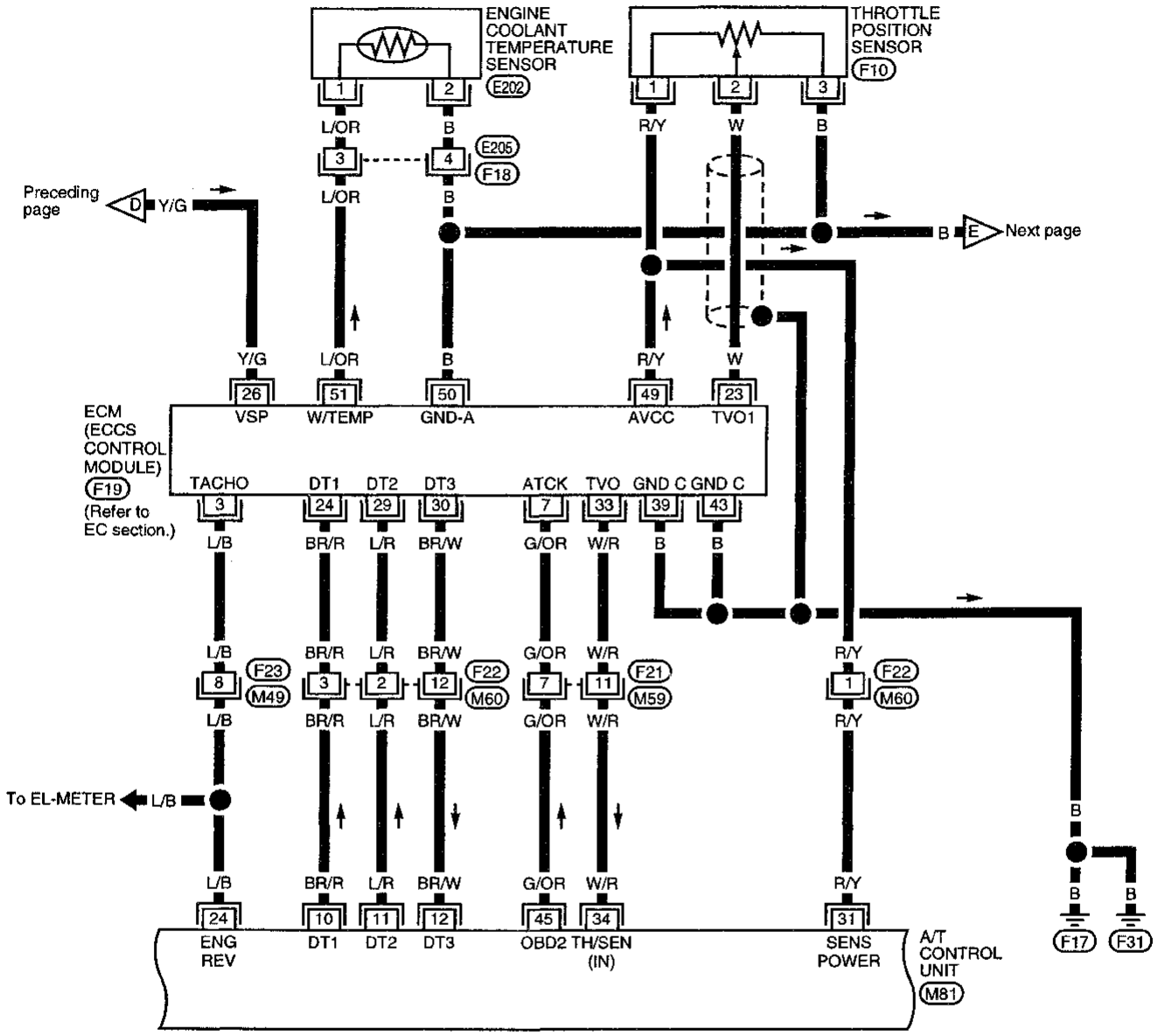


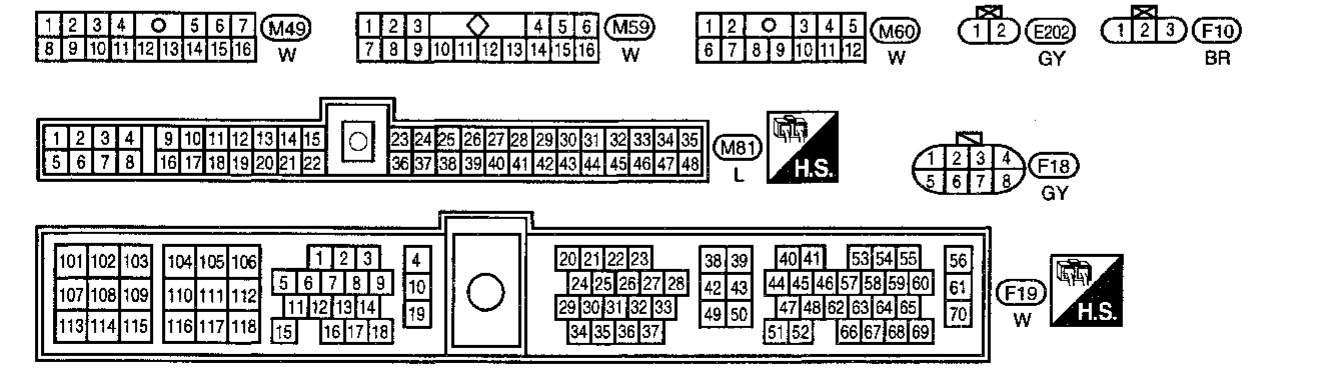


AAT833-D

Wiring Diagram –AT– (Cont'd)

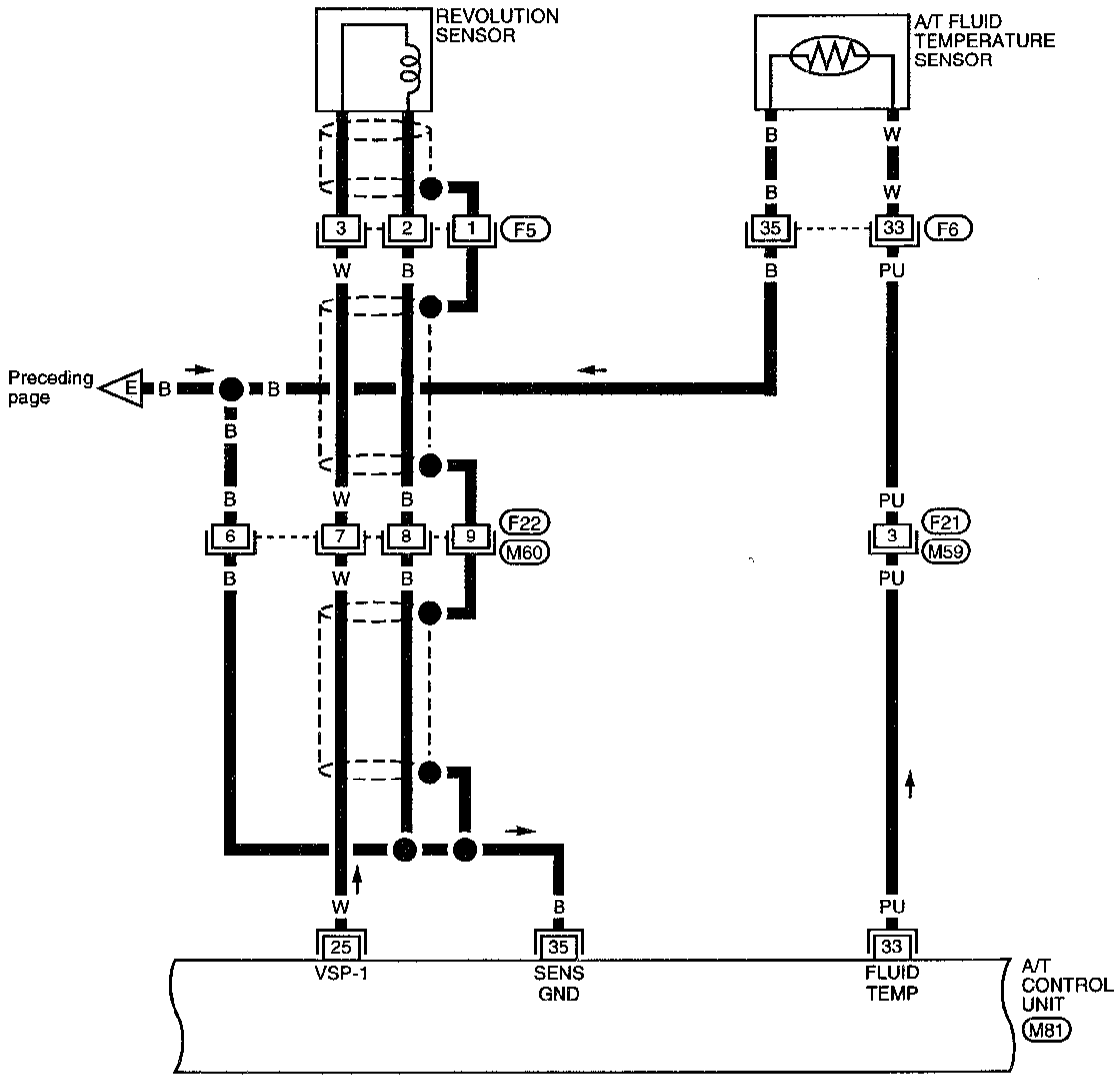
AT-A/T-05

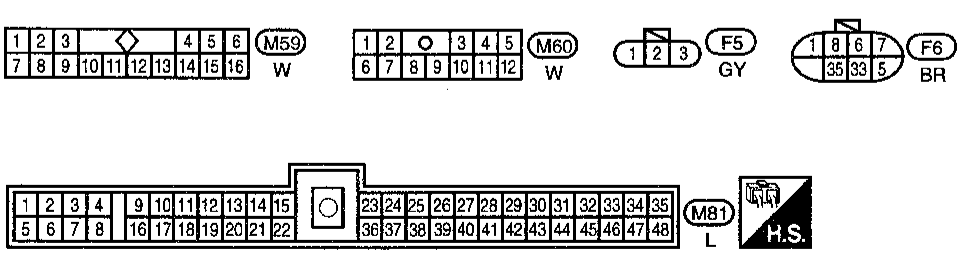




AAT833-E

AT-A/T-06

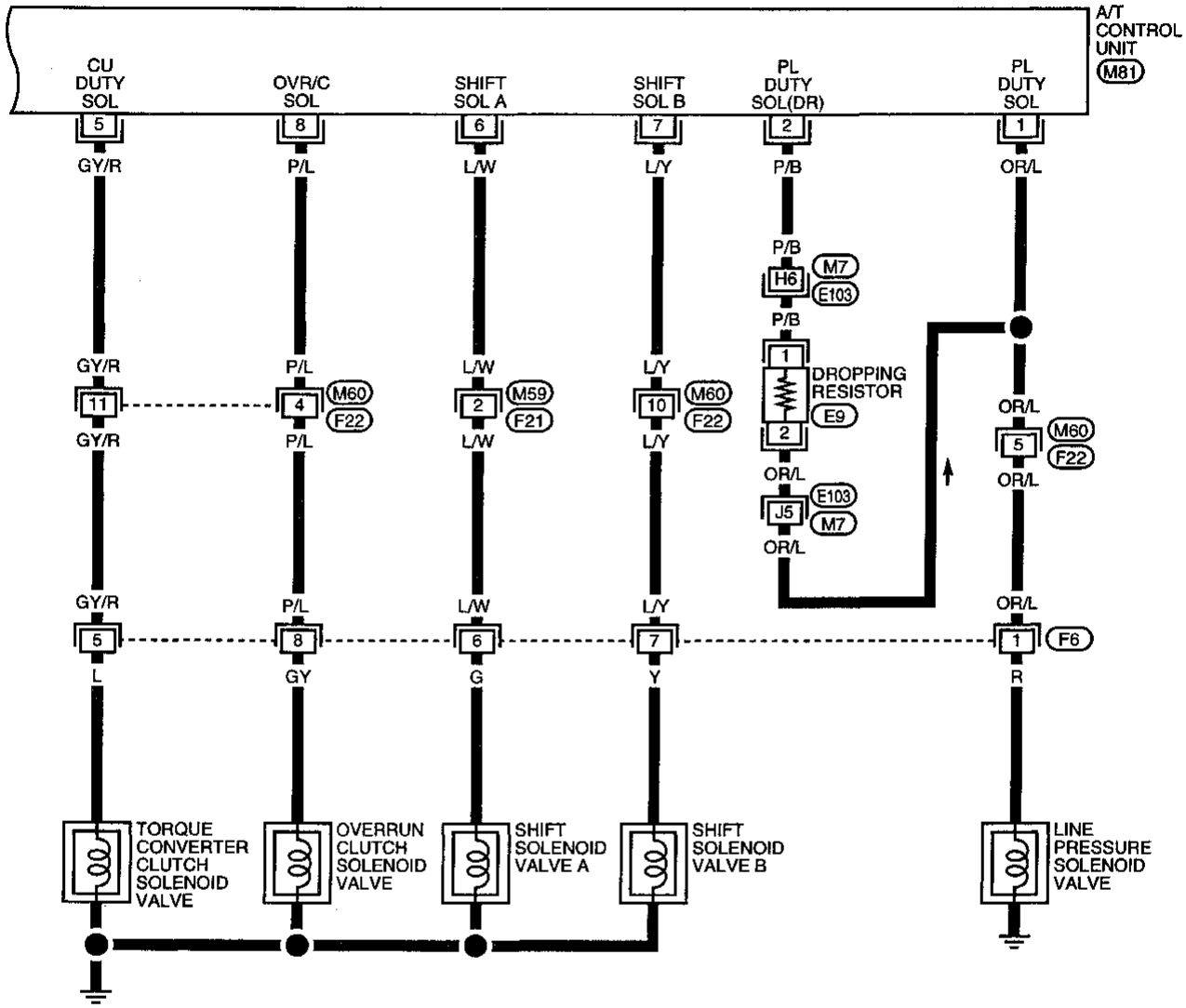




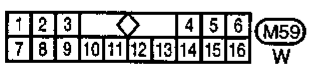
AAT833-F

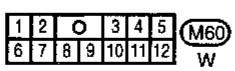
Wiring Diagram –AT– (Cont'd)

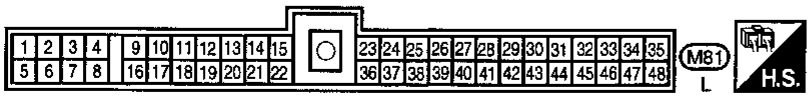
AT-A/T-07



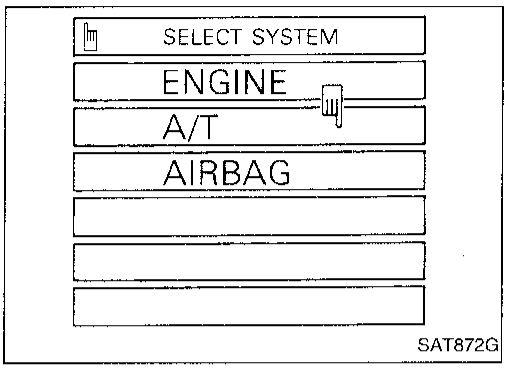
Refer to last page (Foldout page).
M7 , E103

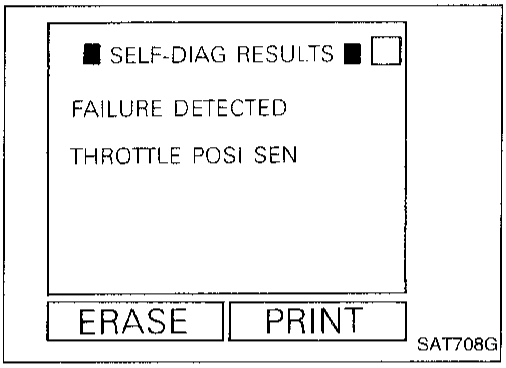






AAT833-G





Self-diagnosis

After performing this procedure, place check marks for results on the "DIAGNOSTIC WORKSHEET", AT-16. Reference pages are provided following the items.

SELF-DIAGNOSTIC PROCEDURE (With CONSULT)

1. Turn on CONSULT and touch A/T.
   If A/T is not displayed, check A/T control unit power supply and ground circuit. Refer to AT-103. If result is NG, refer to EL section ("POWER SUPPLY ROUTING").
2. Touch SELF-DIAG RESULTS.
   Display shows malfunction experienced since the last erasing operation.
   CONSULT performs REAL-TIME SELF-DIAGNOSIS.
   Also, any malfunction detected while in this mode will be displayed at real time.

Detected items (Screen terms for CONSULT, "SELF-DIAG RESULTS" mode)	Malfunction is detected when ...	Indicator for Diagnostic Results: O/D OFF indicator lamp (Available when A/T on CONSULT is touched.)	Indicator for Diagnostic Results: Malfunction indicator lamp*2 (Available when ENGINE on CONSULT is touched.)
Inhibitor switch circuit (INHIBITOR SWITCH)	● A/T control unit does not receive the correct voltage signal (based on the gear position) from the switch.	—	X
Revolution sensor (VHCL SPEED SEN·A/T)	● A/T control unit does not receive the proper voltage signal from the sensor.	X	X
Vehicle speed sensor (Meter) (VHCL SPEED SEN·MTR)	● A/T control unit does not receive the proper voltage signal from the sensor.	X	—
Improper shifting to 1st gear position (A/T 1ST SIGNAL)	● A/T cannot be shifted to the 1st gear position even when electrical circuit is good.	—	X*1
Improper shifting to 2nd gear position (A/T 2ND SIGNAL)	● A/T cannot be shifted to the 2nd gear position even when electrical circuit is good.	—	X*1
Improper shifting to 3rd gear position (A/T 3RD SIGNAL)	● A/T cannot be shifted to the 3rd gear position even when electrical circuit is good.	—	X*1
Improper shifting to 4th gear position or TCC (A/T 4TH SIG OR TCC)	● A/T cannot be shifted to the 4th gear position or cannot perform lock-up, even when electrical circuit is good.	—	X*1
Shift solenoid valve A (SHIFT SOLENOID/V A)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	X	X
Shift solenoid valve B (SHIFT SOLENOID/V B)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	X	X
Overrun clutch solenoid valve (OVERRUN CLUTCH S/V)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	X	X
T/C clutch solenoid valve (TOR CONV CLUTCH SV)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	X	X
Line pressure solenoid valve (LINE PRESSURE S/V)	● A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	X	X
Throttle position sensor Throttle position switch (THRTL POSI SEN·A/T)	● A/T control unit receives an excessively low or high voltage from the sensor.	X	X

Self-diagnosis (Cont'd)

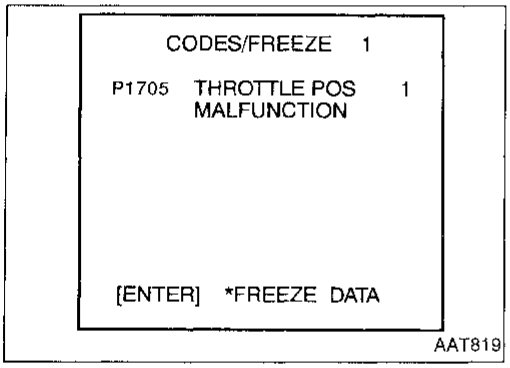
Detected items (Screen terms for CONSULT, "SELF-DIAG RESULTS" mode)	Malfunction is detected when ...	Indicator for Diagnostic Results	
		O/D OFF indicator lamp (Available when A/T on CONSULT is touched.)	Malfunction indicator lamp*2 (Available when ENGINE on CONSULT is touched.)
Engine speed signal (ENGINE SPEED SIG)	● A/T control unit does not receive the proper voltage signal from the ECM.	X	X
A/T fluid temperature sensor (FLUID TEMP SENSOR)	● A/T control unit receives an excessively low or high voltage from the sensor.	X	X
Initial start (INITIAL START)	● This is not a malfunction message (Whenever shutting off a power supply to the control unit, this message appears on the screen.)	X	—
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)	● No failure has been detected.	X	X

X : Applicable

– : Not applicable

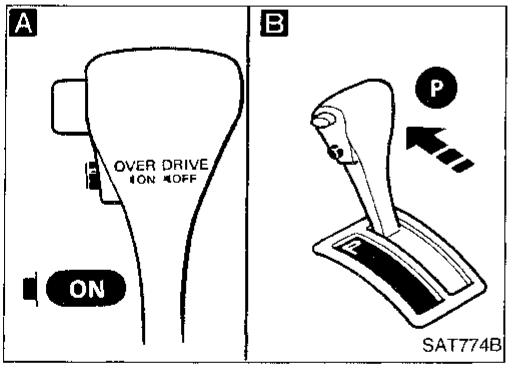
*1 : These malfunctions cannot be displayed by MIL (CHECK) if another malfunction is assigned to the O/D OFF indicator lamp (O/D OFF).

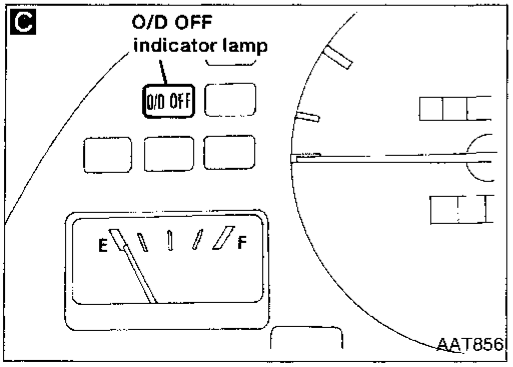
*2 : Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



SELF-DIAGNOSTIC PROCEDURE (With GST)

Refer to EC section ["Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].





SELF-DIAGNOSTIC PROCEDURE (No Tools)

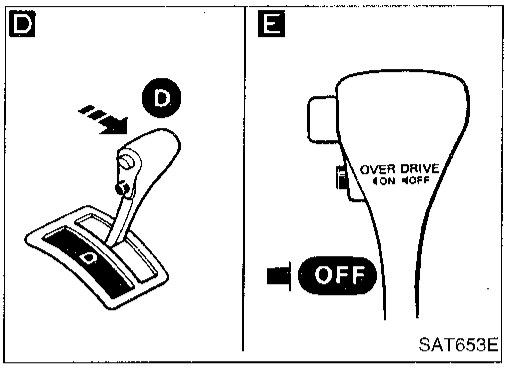
DIAGNOSIS START

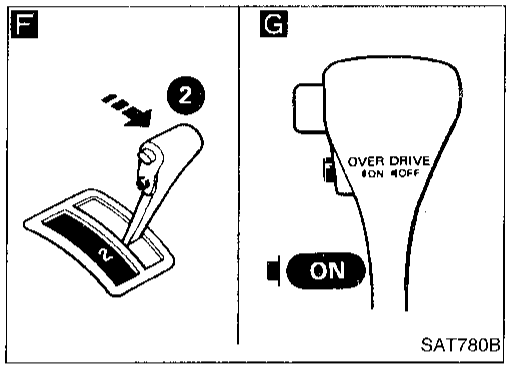
A B C

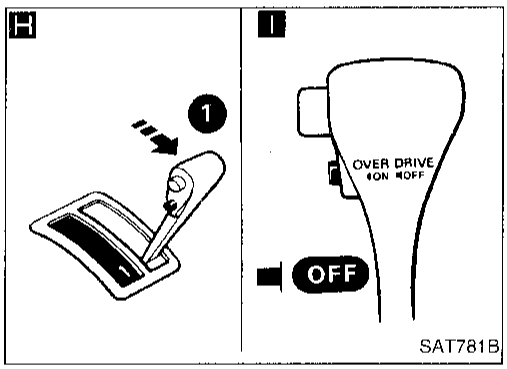
1. Start engine and warm it up to normal engine operating temperature.
2. Turn ignition switch to OFF position. Wait for at least 5 seconds.
3. Turn ignition switch to ACC position.
4. Set overdrive switch in ON position.
5. Move selector lever to "P" position.
6. Turn ignition switch to ON position. (Do not start engine.)
7. Does O/D OFF indicator lamp come on for about 2 seconds?

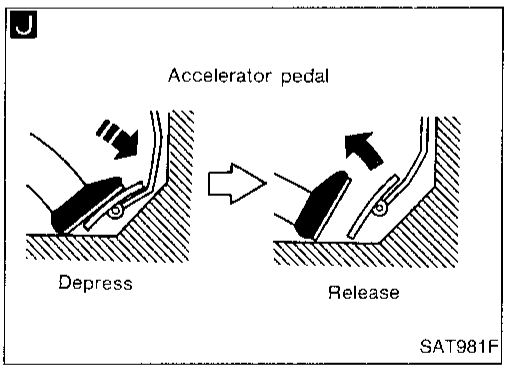
No → Stop procedure. Perform Diagnostic Procedure 1 AT-88 before proceeding.

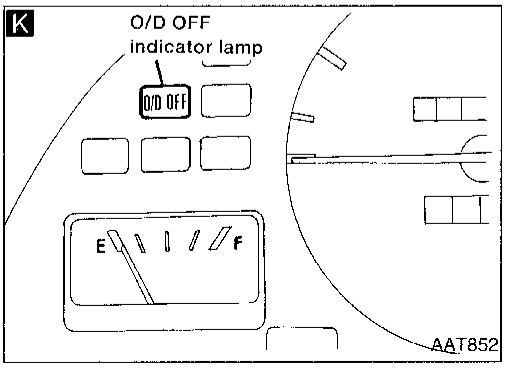
Yes → Ⓐ











Ⓐ

D E

1. Turn ignition switch to OFF position.
2. Turn ignition switch to ON position. (Do not start engine.)
3. Move selector lever to "D" position.
4. Turn ignition switch to OFF position.
5. Set overdrive switch to OFF position.
6. Turn ignition switch to ON position (Do not start engine.)

● Wait for more than 2 seconds after ignition switch ON.

↓

F G

1. Move selector lever to "2" position.
2. Set overdrive switch in ON position.

↓

H I

Move selector lever to "1" position.
Set overdrive switch in OFF position.

↓

J

Depress accelerator pedal fully and release it.

↓

K

Check O/D OFF indicator lamp.
Refer to JUDGEMENT OF SELF-DIAGNOSIS CODE on next page.

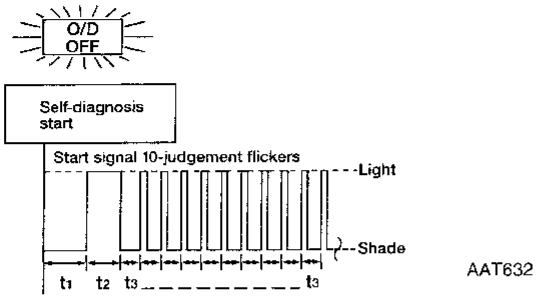
↓

DIAGNOSIS END

Self-diagnosis (Cont'd)

JUDGEMENT OF SELF-DIAGNOSIS CODE INDICATED BY OD OFF INDICATOR LAMP

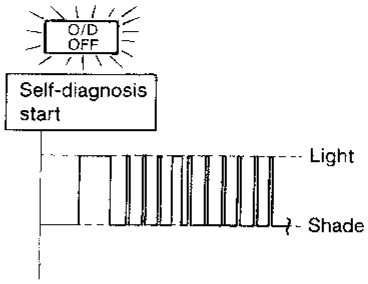
All judgement flickers are same.



AAT632

All circuits that can be confirmed by self-diagnosis are OK.

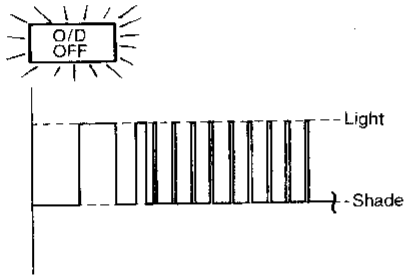
4th judgement flicker is longer than others.



SAT443F

Shift solenoid valve A circuit is short-circuited or disconnected.
➡ **Go to SHIFT SOLENOID VALVE A CIRCUIT CHECK, AT-59.**

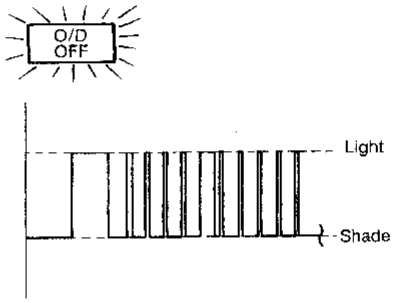
1st judgement flicker is longer than others.



SAT437F

Revolution sensor circuit is short-circuited or disconnected.
➡ **Go to REVOLUTION SENSOR CIRCUIT CHECK, AT-53.**

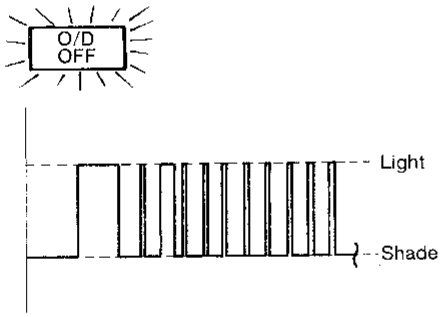
5th judgement flicker is longer than others.



SAT445F

Shift solenoid valve B circuit is short-circuited or disconnected.
➡ **Go to SHIFT SOLENOID VALVE B CIRCUIT CHECK, AT-61.**

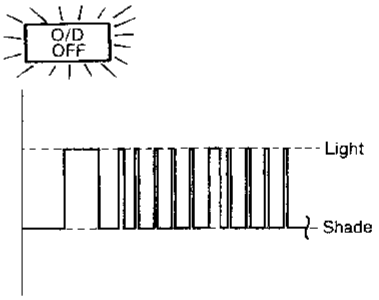
2nd judgement flicker is longer than others.



SAT439F

Vehicle speed sensor circuit is short-circuited or disconnected.
➡ **Go to VEHICLE SPEED SENSOR CIRCUIT CHECK, AT-55.**

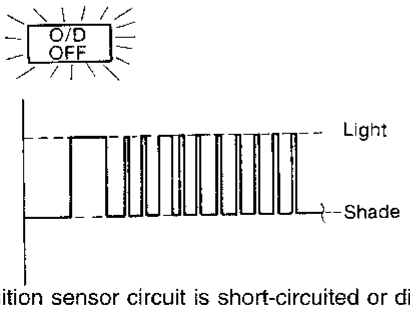
6th judgement flicker is longer than others.



SAT447F

Overrun clutch solenoid valve circuit is short-circuited or disconnected.
➡ **Go to OVERRUN CLUTCH SOLENOID VALVE CIRCUIT CHECK, AT-63.**

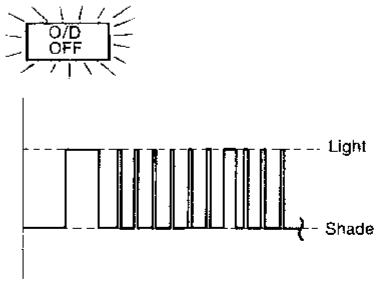
3rd judgement flicker is longer than others.



SAT441F

Throttle position sensor circuit is short-circuited or disconnected.
➡ **Go to THROTTLE POSITION SENSOR CIRCUIT CHECK, AT-57.**

7th judgement flicker is longer than others.



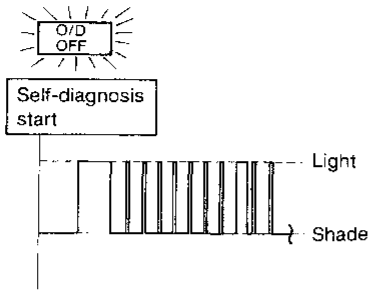
SAT449F

Torque converter clutch solenoid valve circuit is short-circuited or disconnected.
➡ **Go to TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT CHECK, AT-65.**

t_1 = 2.5 seconds t_2 = 2.0 seconds t_3 = 1.0 second

Self-diagnosis (Cont'd)

8th judgement flicker is longer than others.

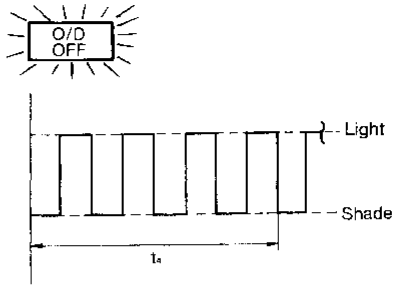


SAT451F

A/T fluid temperature sensor is disconnected or A/T control unit power source circuit is damaged.

➡ **Go to A/T FLUID TEMPERATURE SENSOR AND A/T CONTROL UNIT POWER SOURCE CIRCUIT CHECKS, AT-67.**

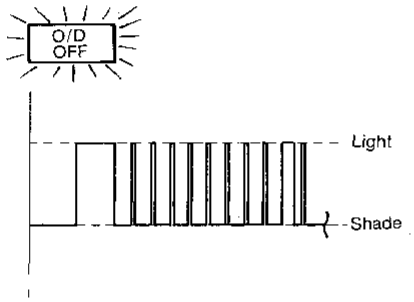
Flickers as shown below.



SAT457F

Battery power is low.
Battery has been disconnected for a long time.
Battery is connected conversely.
(This is not a problem when reconnecting A/T control unit connectors.)

9th judgement flicker is longer than others.

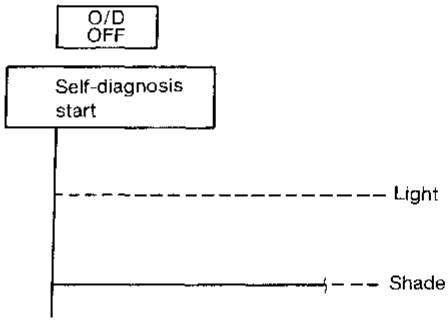


SAT453F

Engine speed signal circuit is short-circuited or disconnected.

➡ **Go to ENGINE SPEED SIGNAL CIRCUIT CHECK, AT-70.**

Does not come on.

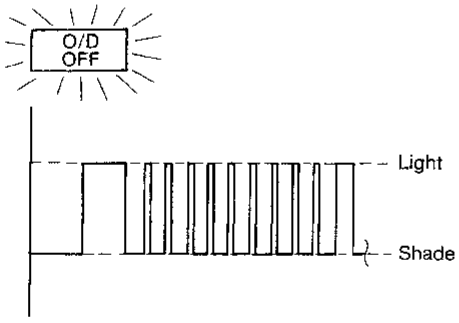


SAT458F

Inhibitor switch, overdrive switch or throttle position switch circuit is disconnected or A/T control unit is damaged.

➡ **Go to INHIBITOR, OVERDRIVE AND THROTTLE POSITION SWITCH CIRCUIT CHECKS, AT-74.**

10th judgement flicker is longer than others.



SAT455F

Line pressure solenoid valve circuit is short-circuited or disconnected.

➡ **Go to LINE PRESSURE SOLENOID VALVE CIRCUIT CHECK, AT-72.**

t_4 = 1.0 second

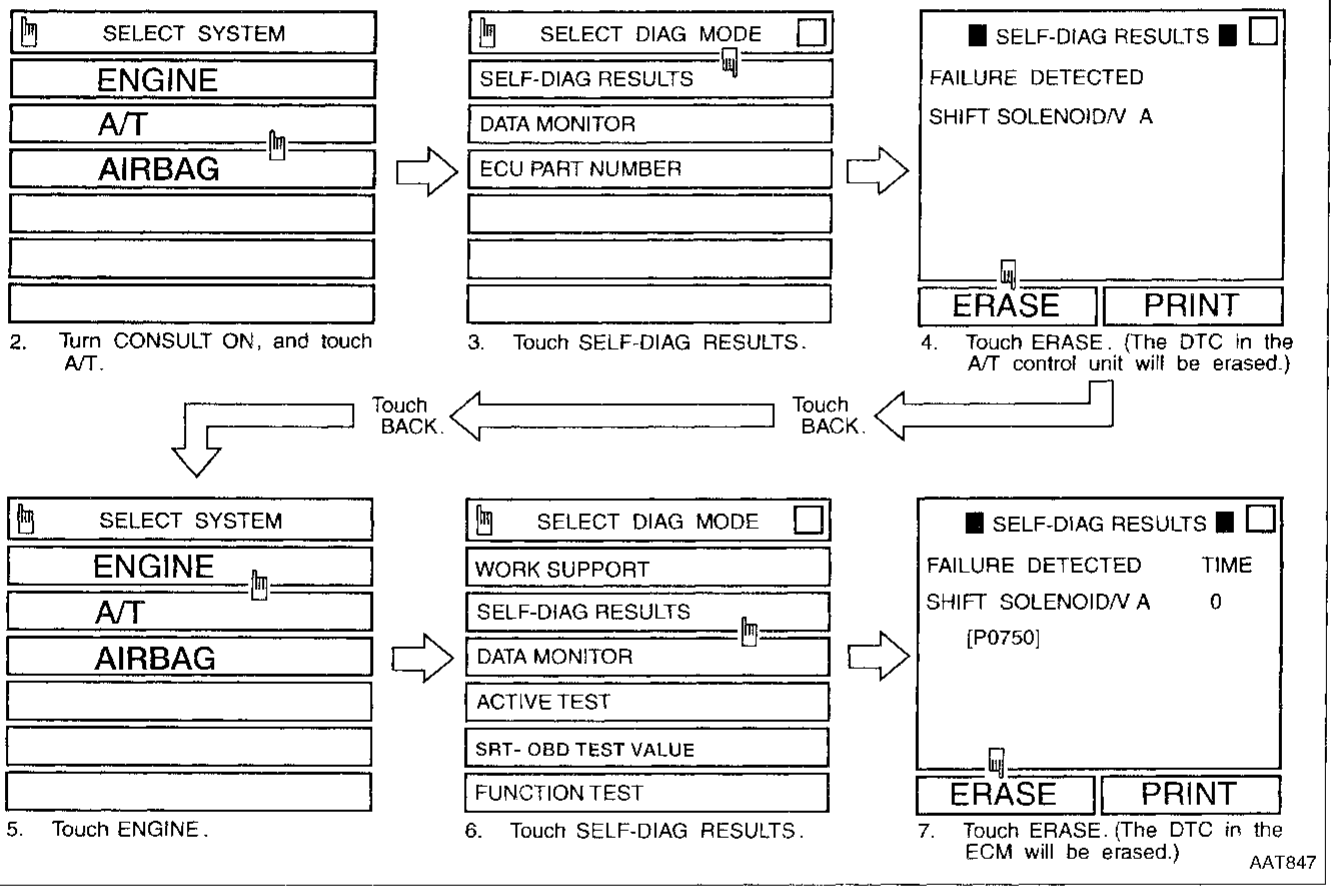
Self-diagnosis (Cont'd)

HOW TO ERASE DTC (With CONSULT)

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait for at least 5 seconds and then turn it ON (engine stopped) again.
2. Turn CONSULT ON, and touch A/T.
3. Touch SELF-DIAG RESULTS.
4. Touch ERASE. (The DTC in the A/T control unit will be erased.) Then touch BACk twice.
5. Touch ENGINE.
6. Touch SELF-DIAG RESULTS.
7. Touch ERASE. (The DTC in the ECM will be erased.)

How to erase DTC (With CONSULT)

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait for at least 5 seconds and then turn it ON (engine stopped) again.



HOW TO ERASE DTC (With GST)

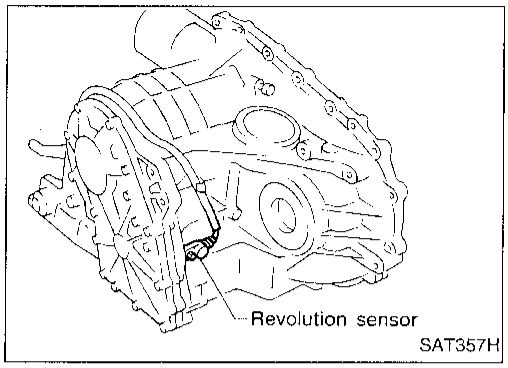
Select Mode 4 with Generic Scan Tool. For details, refer to EC section, "Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION".

HOW TO ERASE DTC (No Tools)

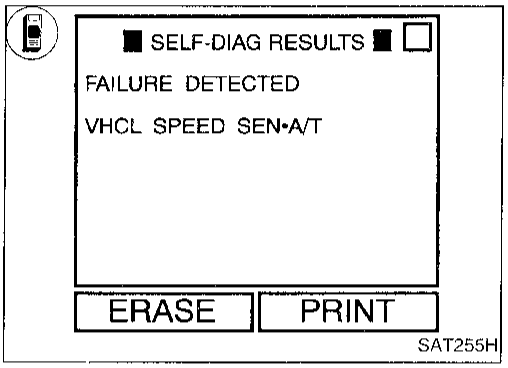
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait for at least 5 seconds and then turn it ON (engine stopped) again.
2. Perform "SELF-DIAGNOSTIC PROCEDURE (No Tools)" on AT-48. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Change the diagnostic test mode from Mode II to Mode I by turning the mode selector on the ECM. Refer to EC section, ["HOW TO SWITCH DIAGNOSTIC TEST MODES", "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

Self-diagnosis (Cont'd)

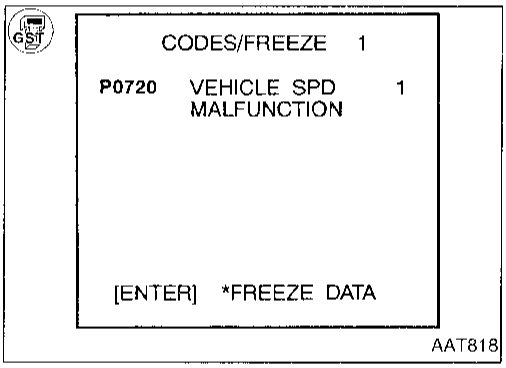
VEHICLE SPEED SENSOR·A/T (REVOLUTION SENSOR) CIRCUIT CHECK



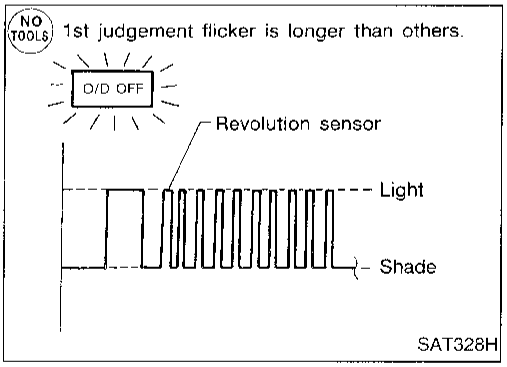
SAT357H



SAT255H



AAT818



SAT328H

Description

The revolution sensor detects the revolution of the idler gear and emits a pulse signal. The pulse signal is sent to the A/T control unit which converts it into vehicle speed.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: VHCL SPEED SEN·A/T : P0720 : 1st judgement flicker	A/T control unit does not receive the proper voltage signal from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Revolution sensor

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.

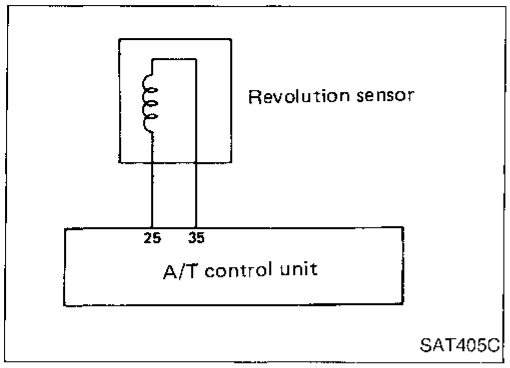
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
3) Select MODE 7 with GST.

OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)



CHECK REVOLUTION SENSOR.
Refer to "Electrical Components Inspection", AT-109.

NG → Repair or replace revolution sensor.

OK ↓

A

CHECK INPUT SIGNAL.

1. Start engine.
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out the value of VHCL/S SE·A/T while driving.
   Check the value changes according to driving speed.

OR

1. Start engine.
2. Check voltage between A/T control unit terminal (25) and ground while driving.
   (Measure with AC range.)
   Voltage:
   At 0 km/h (0 MPH):
   0V
   At 30 km/h (19 MPH):
   1V or more
   (Voltage rises gradually in response to vehicle speed.)

NG → Check the following items:
- Harness for short or open between A/T control unit and revolution sensor (Main harness)
- Harness for short or open between revolution sensor and ECM (Main harness)
- Ground circuit for ECM
  Refer to EC section ("TROUBLE DIAGNOSIS FOR POWER SUPPLY").

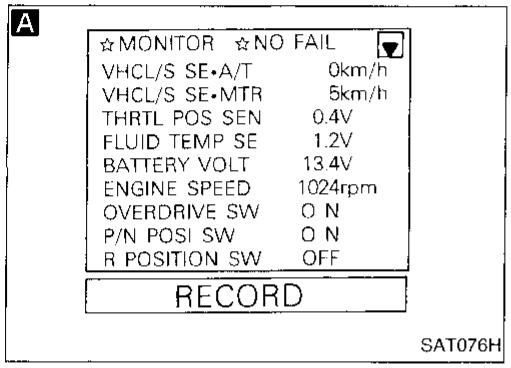
OK ↓

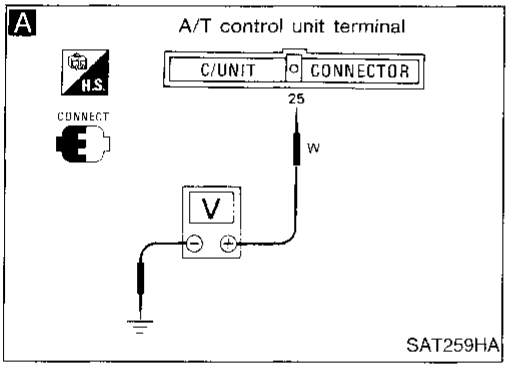
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-53.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

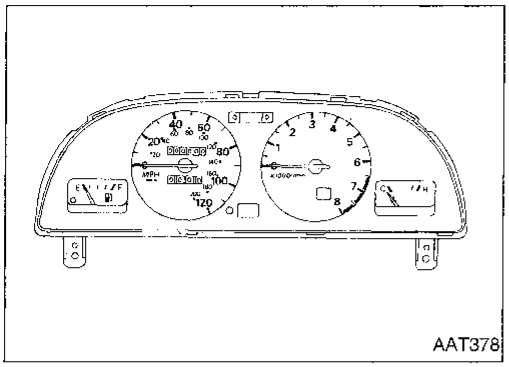
INSPECTION END

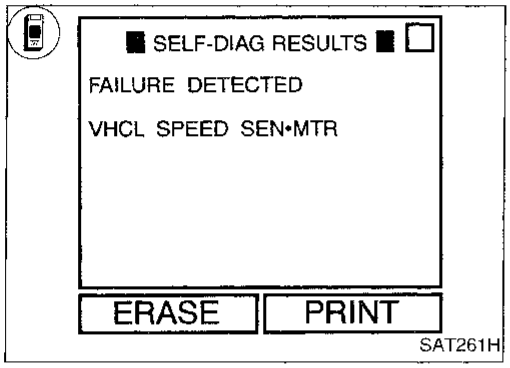




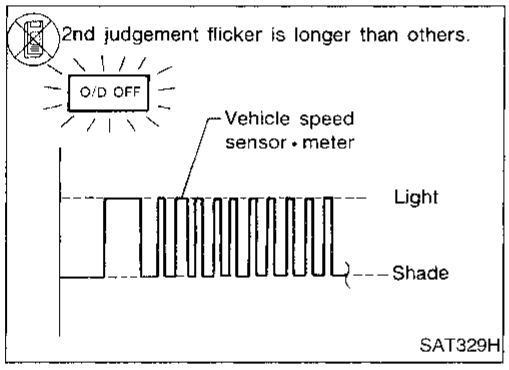
Self-diagnosis (Cont'd)

VEHICLE SPEED SENSOR·MTR CIRCUIT CHECK


AAT378



SAT261H



SAT329H

Description

The vehicle speed sensor·MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The A/T control unit will then use a signal sent from the vehicle speed sensor·MTR.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: VHCL SPEED SEN·MTR : 2nd judgement flicker	A/T control unit does not receive the proper voltage signal from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Vehicle speed sensor

Diagnostic Trouble Code (DTC) confirmation procedure

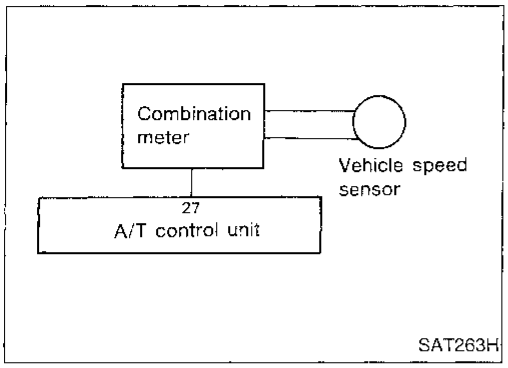
After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D" and vehicle speed higher than 20 km/h (12 MPH).

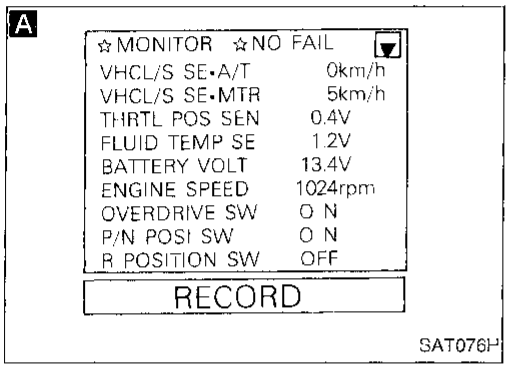
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D" and vehicle speed higher than 20 km/h (12 MPH).
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

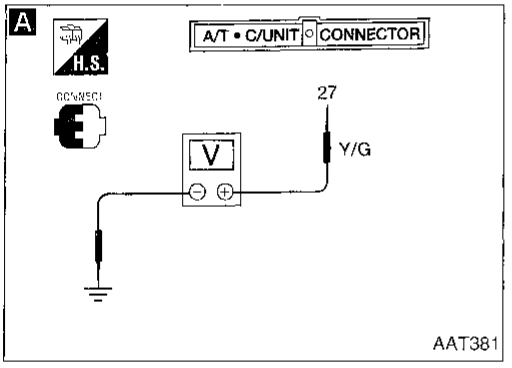
Self-diagnosis (Cont'd)



A



A



A

CHECK INPUT SIGNAL.

1. Start engine.
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out the value of VHCL/S SE·MTR while driving.
   Check the value changes according to driving speed.

OR

1. Start engine.
2. Check voltage between A/T control unit terminal (27) and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.
   Voltage:
   Voltage varies between less than 1.0V and more than 4.5V

NG → Check the following items:
- Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to EL section ("METERS AND GAUGES").
- Harness for short or open between A/T control unit and vehicle speed sensor (Main harness)

OK ↓

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-55.

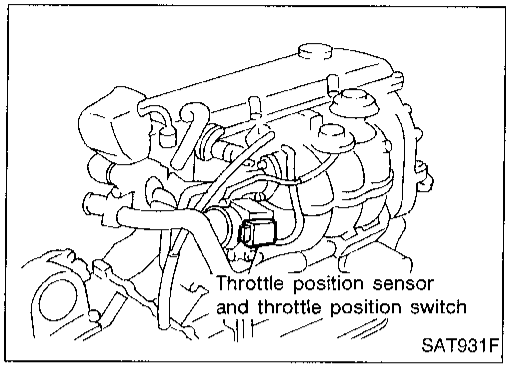
NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

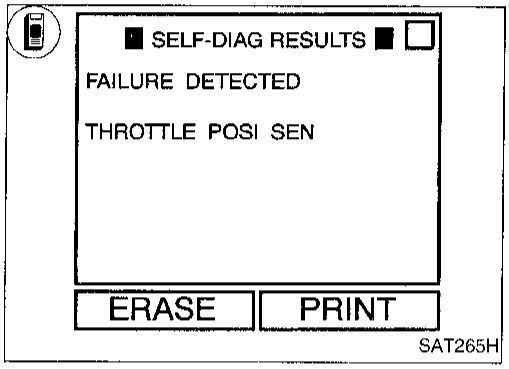
OK ↓

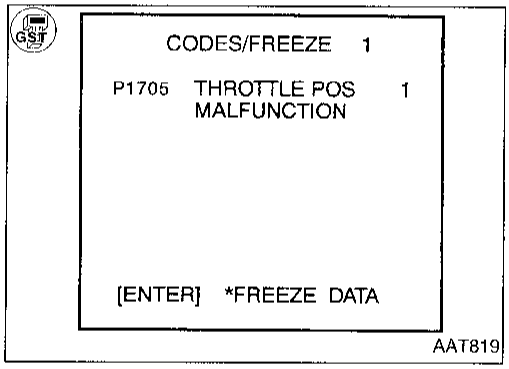
INSPECTION END

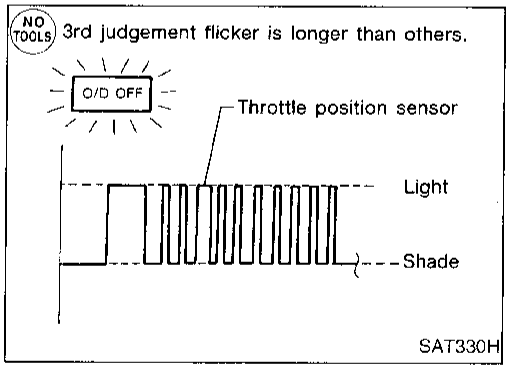
Self-diagnosis (Cont'd)

THROTTLE POSITION SENSOR CIRCUIT CHECK









Description

The throttle position sensor detects the throttle valve position and sends a signal to the A/T control unit.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: THROTTLE POSITION : P1705 : 3rd judgement flicker	A/T control unit receives an excessively low or high voltage from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Throttle position sensor

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.

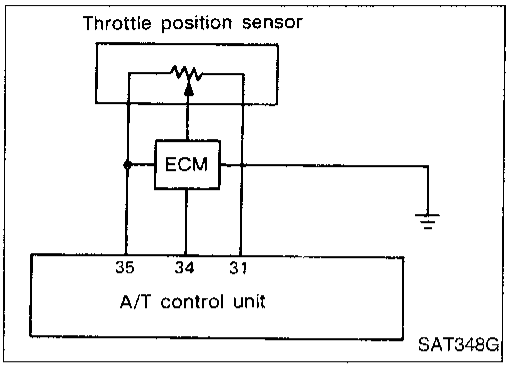
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.
3) Select MODE 7 with GST.

OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)

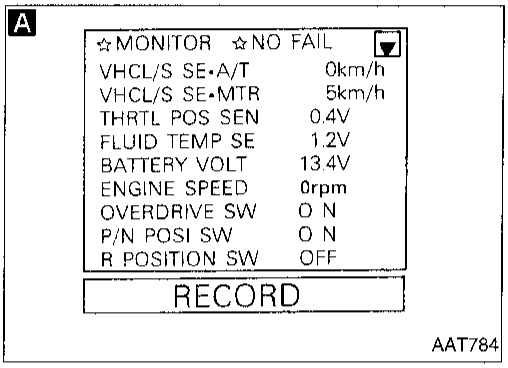


Perform diagnostic test mode II (self-diagnostic results) for engine control. Refer to EC section ["Malfunction Indicator Lamp (MIL)", ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

NG → Check throttle position sensor circuit for engine control. Refer to EC section. ["Throttle position sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

OK ↓

A



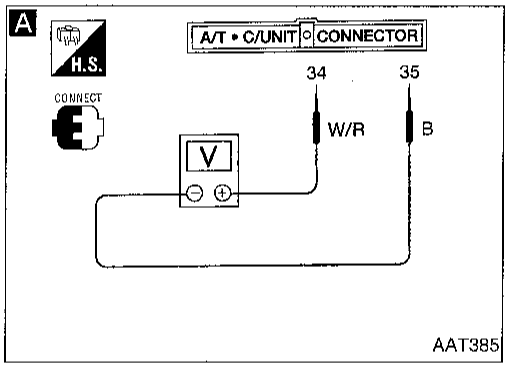
CHECK INPUT SIGNAL.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out the value of THRTL POS SEN.

Voltage:
Fully-closed throttle:
Approximately 0.5V
Fully-open throttle:
Approximately 4V

NG → Check harness for short or open between ECM and A/T control unit regarding throttle position sensor circuit. (Main harness)

OR



1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between A/T control unit terminals (34) and (35) while accelerator pedal is depressed slowly.

Voltage:
Fully-closed throttle valve:
Approximately 0.5V
Fully-open throttle valve:
Approximately 4V
(Voltage rises gradually in response to throttle position)

OK ↓

CHECK THROTTLE POSITION SWITCH
Refer to Self-diagnosis CHECK THROTTLE POSITION SWITCH CIRCUIT, AT-77.

NG → Repair or replace damaged parts.

OK ↓

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-57.

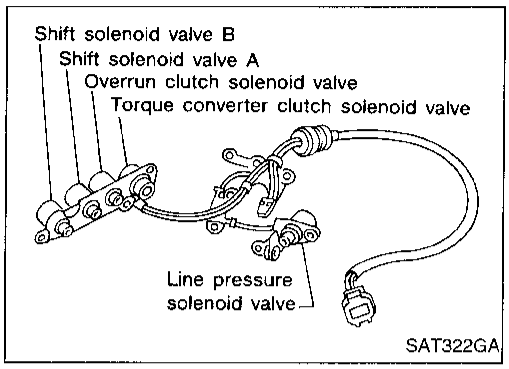
NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

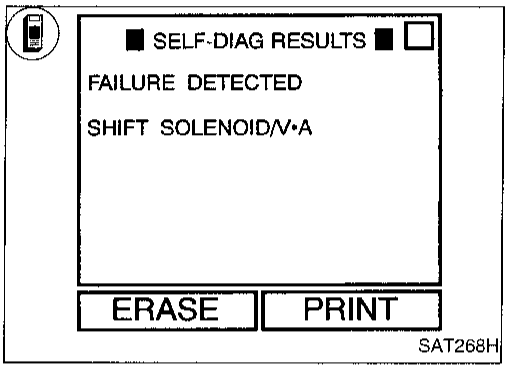
OK ↓

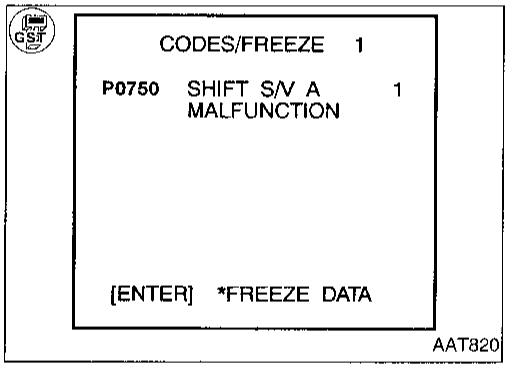
INSPECTION END

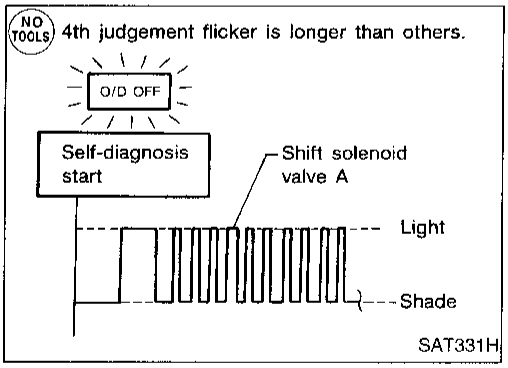
Self-diagnosis (Cont'd)

SHIFT SOLENOID VALVE "A" CIRCUIT CHECK









Description

Shift solenoid valves "A" and "B" are turned ON or OFF by the A/T control unit in response to signals sent from the inhibitor switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.

Gear position	1	2	3	4
Shift solenoid valve A	ON	OFF	OFF	ON
Shift solenoid valve B	ON	ON	OFF	OFF

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: SHIFT SOLENOID/ V•A : P0750 : 4th judgement flicker	A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Shift solenoid valve A

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle in $D_1 \rightarrow D_2$ position.

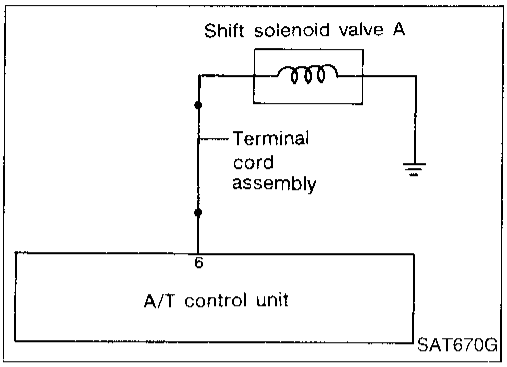
OR

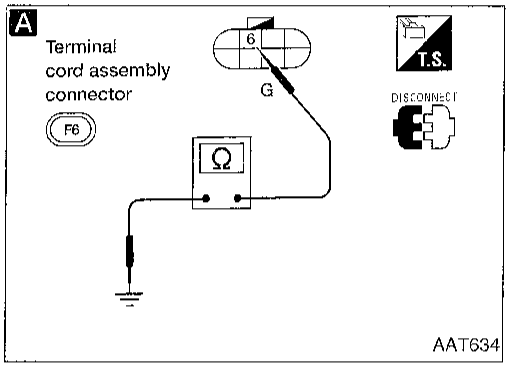
1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2$ position.
3) Select MODE 7 with GST.

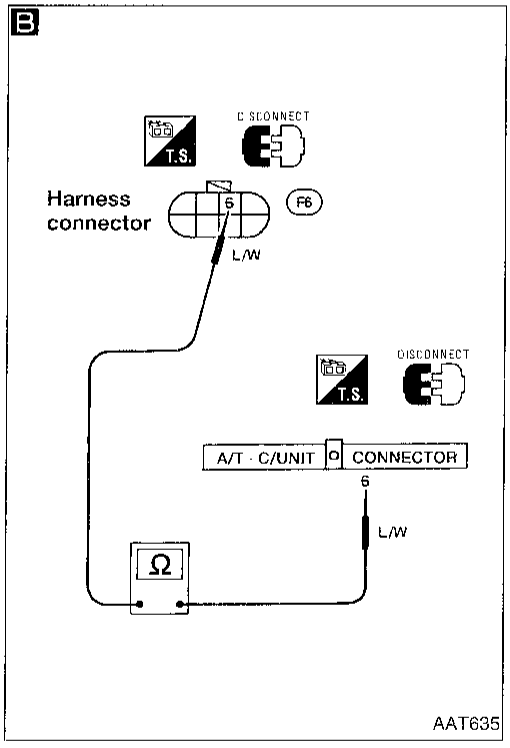
OR

1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2$ position.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)







A

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal ⑥ and ground.
   Resistance: 20 - 30Ω

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift solenoid valve "A" (Refer to "Electrical Components Inspection", AT-107.)
- Harness of terminal cord assembly for short or open

OK ↓

B

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between terminal ⑥ and A/T control unit harness connector terminal ⑥.
   Resistance:
   Approximately 0Ω
4. Reinstall any part removed.

NG → Repair or replace harness between A/T control unit and terminal cord assembly. (Main harness)

OK ↓

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-59.

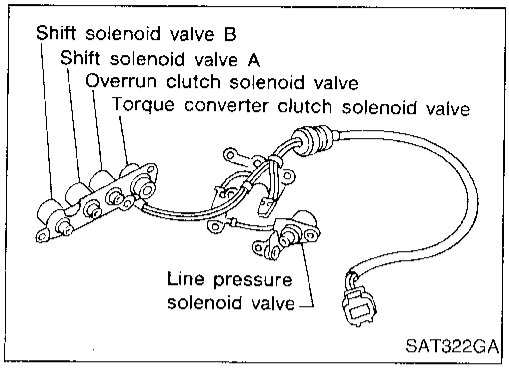
NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

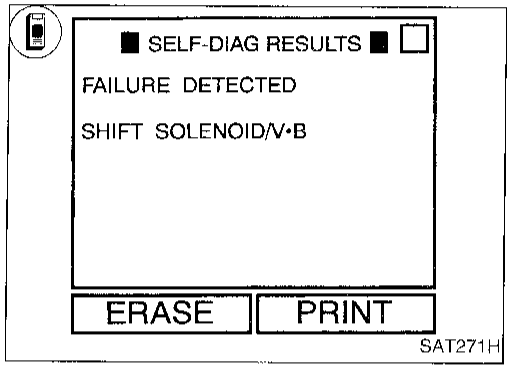
OK ↓

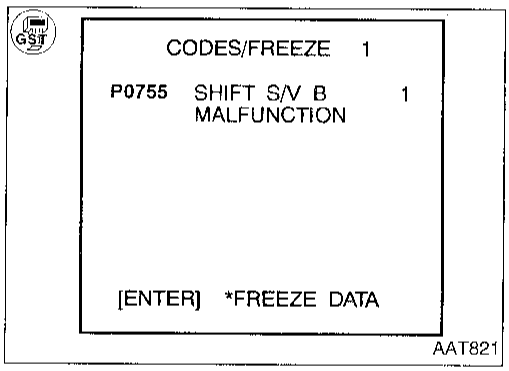
INSPECTION END

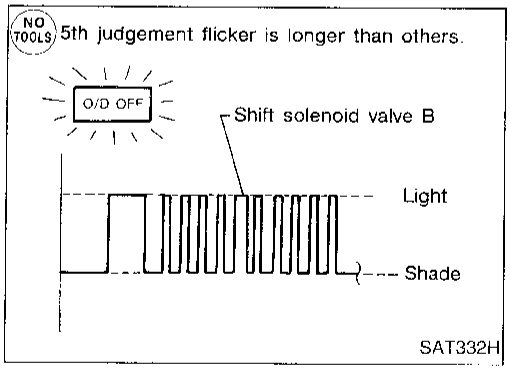
Self-diagnosis (Cont'd)

SHIFT SOLENOID VALVE "B" CIRCUIT CHECK









Description

Shift solenoid valves "A" and "B" are turned ON or OFF by the A/T control unit in response to signals sent from the inhibitor switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.

Gear position	1	2	3	4
Shift solenoid valve A	ON	OFF	OFF	ON
Shift solenoid valve B	ON	ON	OFF	OFF

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: SHIFT SOLENOID/ V•B : P0755 : 5th judgement flicker	A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Shift solenoid valve B

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3$ position.

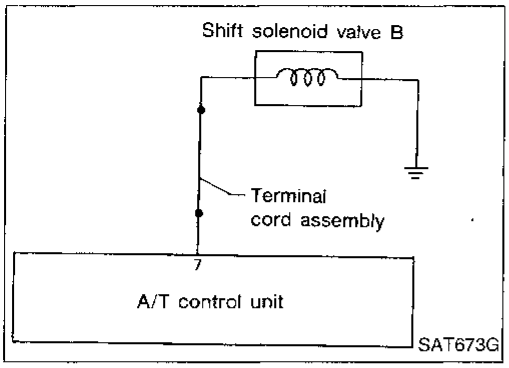
OR

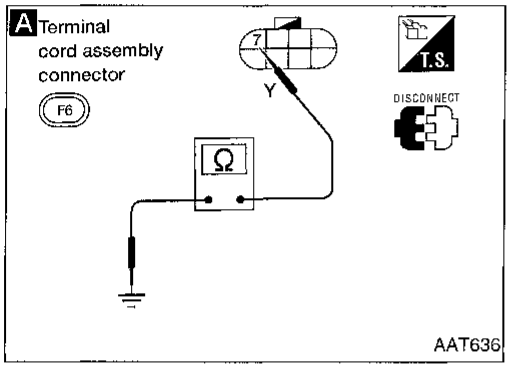
1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3$ position.
3) Select MODE 7 with GST.

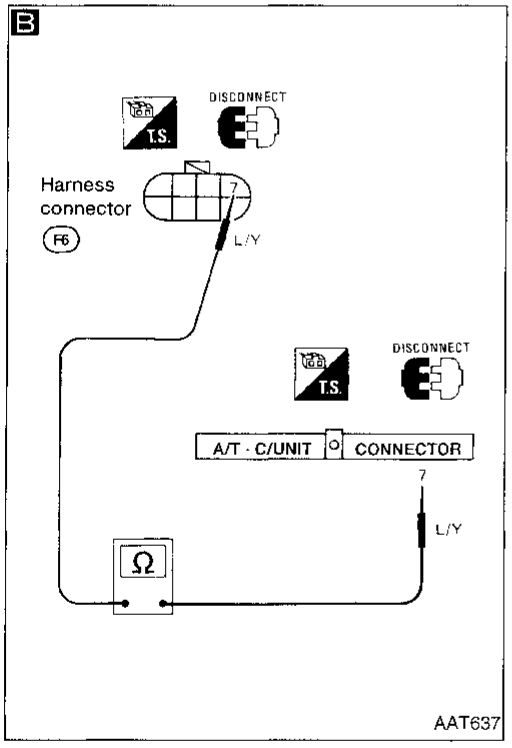
OR

1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3$ position.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)







A

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal ⑦ and ground.
   Resistance: 20 - 30Ω

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift solenoid valve "B" (Refer to "Electrical Components Inspection", AT-107.)
- Harness of terminal cord assembly for short or open

OK ↓

B

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between terminal ⑦ and A/T control unit harness connector terminal ⑦.
   Resistance:
   Approximately 0Ω
4. Reinstall any part removed.

NG → Repair or replace harness between A/T control unit and terminal cord assembly. (Main harness)

OK ↓

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-61.

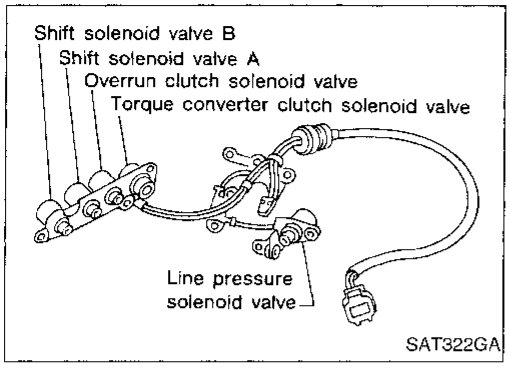
NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

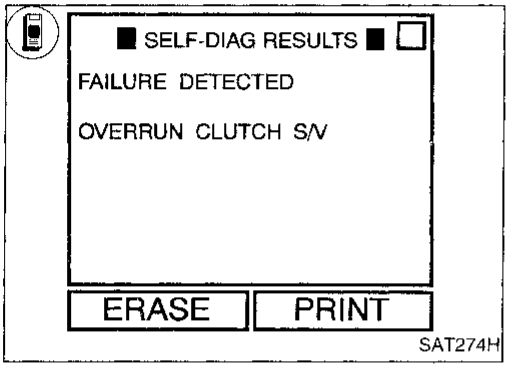
OK ↓

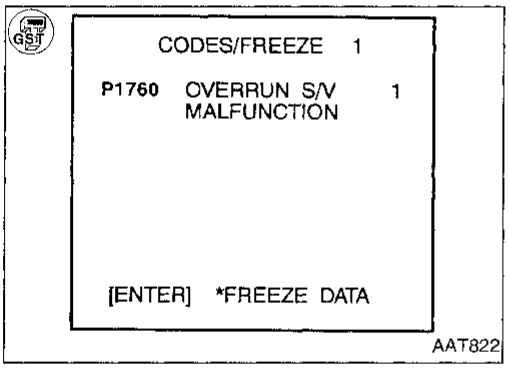
INSPECTION END

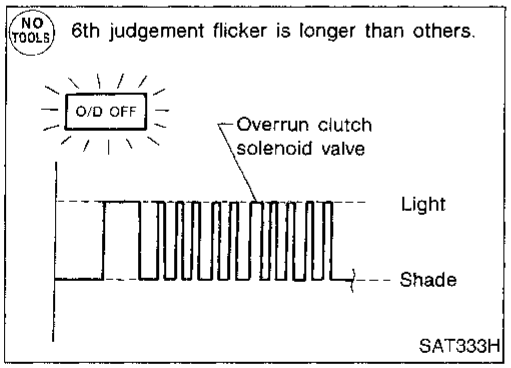
Self-diagnosis (Cont'd)

OVERRUN CLUTCH SOLENOID VALVE CIRCUIT CHECK









Description

The overrun clutch solenoid valve is activated by the A/T control unit in response to signals sent from the inhibitor switch, O/D switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: OVERRUN CLUTCH S/V : P1760 : 6th judgement flicker	A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Overrun clutch solenoid valve

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
Selector lever in "D", O/D control switch in OFF position and vehicle speed higher than 10 km/h (6 MPH).

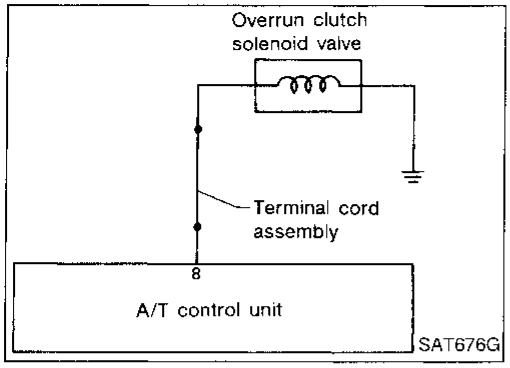
OR

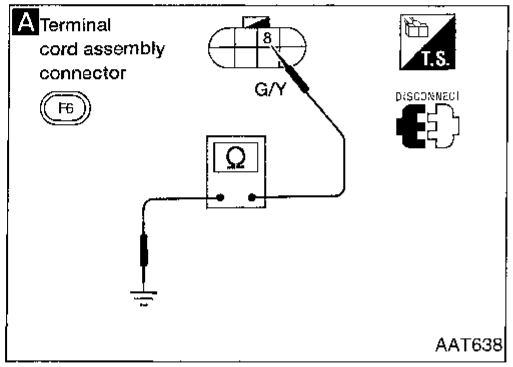
1) Start engine.
2) Drive vehicle under the following conditions:
Selector lever in "D", O/D control switch in OFF position and vehicle speed higher than 10 km/h (6 MPH).
3) Select MODE 7 with GST.

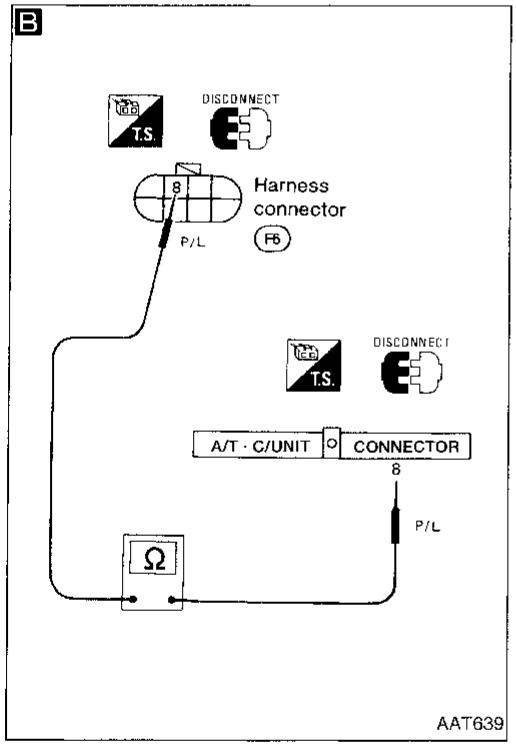
OR

1) Start engine.
2) Drive vehicle under the following conditions:
Selector lever in "D", O/D control switch in OFF position and vehicle speed higher than 10 km/h (6 MPH).
3) Perform self-diagnosis.
Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)







A

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal (8) and ground.
   Resistance: 20 - 30Ω

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Overrun clutch solenoid valve. (Refer to "Electrical Components Inspection", AT-107.)
- Harness of terminal cord assembly for short or open

OK ↓

B

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between terminal (8) and A/T control unit harness connector terminal (8).
   Resistance:
   Approximately 0Ω
4. Reinstall any part removed.

NG →
Repair or replace harness between A/T control unit and terminal cord assembly. (Main harness)

OK ↓

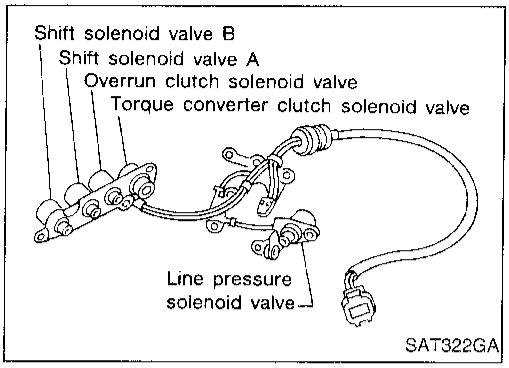
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-63.

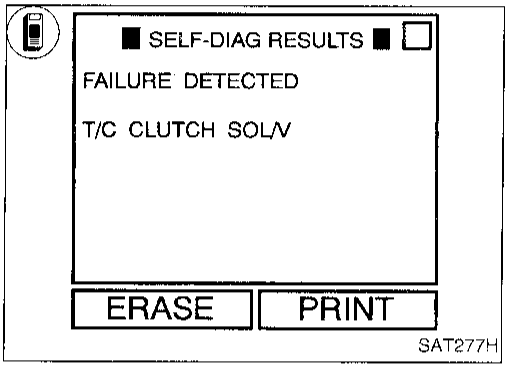
NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

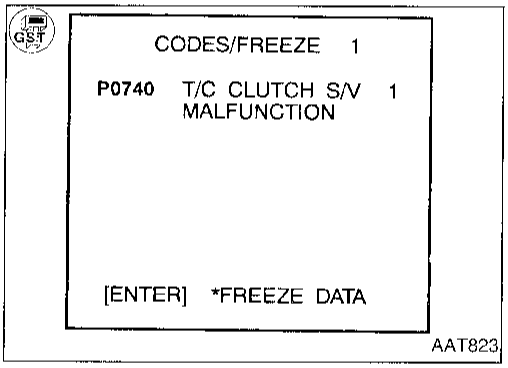
OK ↓

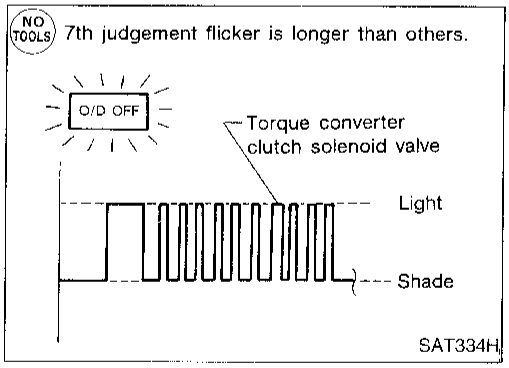
INSPECTION END

Self-diagnosis (Cont'd)









TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT CHECK

Description

The torque converter clutch solenoid valve is activated, with the gear in "D_4", by the A/T control unit in response to signals sent from the vehicle speed and throttle position sensors. Lock-up piston operation will then be controlled.
Lock-up operation, however, is prohibited when ATF temperature is too low.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: T/C CLUTCH SOL/V : P0740 : 7th judgement flicker	A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • T/C clutch solenoid valve

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up position.

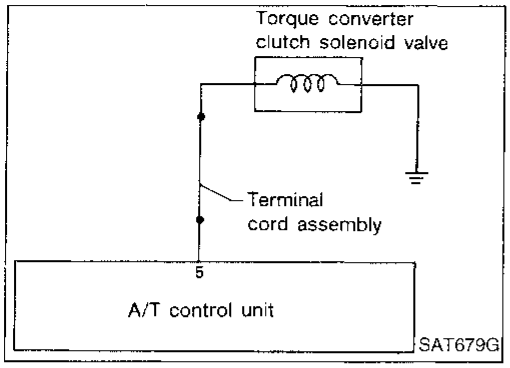
OR

1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up position.
3) Select MODE 7 with GST.

OR

1) Start engine.
2) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up position.
3) Perform self-diagnosis.
Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)

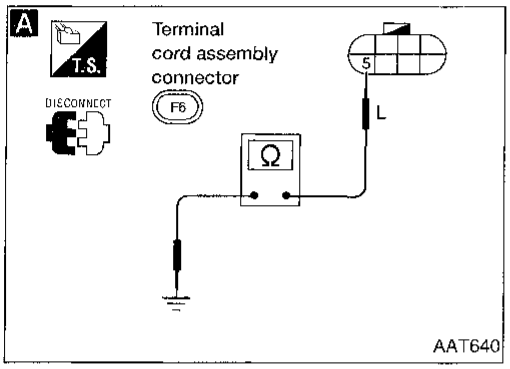


A

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal (5) and ground.
   Resistance: 10 - 16Ω

NG →
1. Remove oil pan. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Torque converter clutch solenoid valve (Refer to "Electrical Components Inspection", AT-107.)
- Harness of terminal cord assembly for short or open

OK ↓

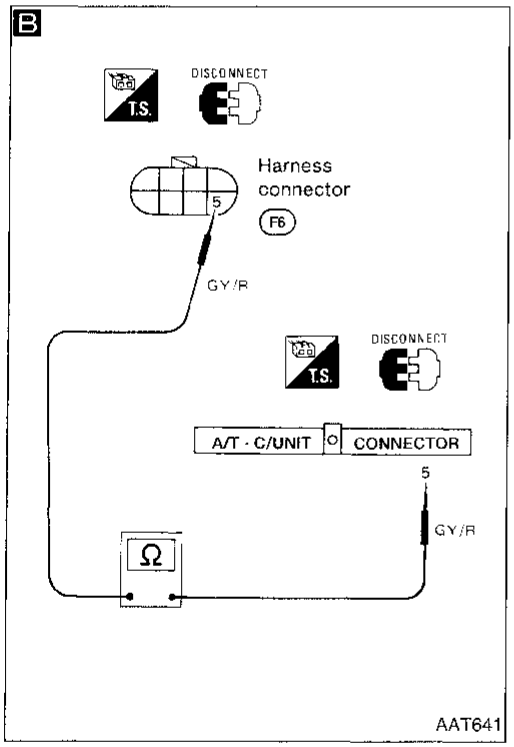


B

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between terminal (5) and A/T control unit harness connector terminal (5).
   Resistance:
   Approximately 0Ω
4. Reinstall any part removed.

NG → Repair or replace harness between A/T control unit and terminal cord assembly. (Main harness)

OK ↓



Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-65.

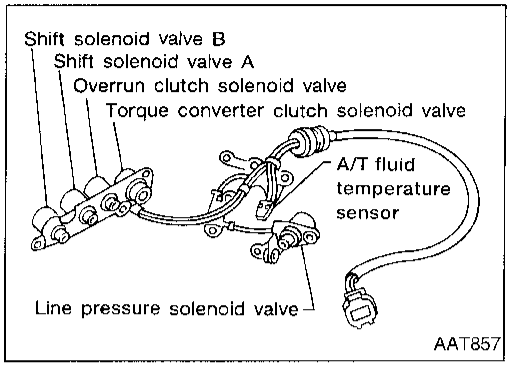
NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

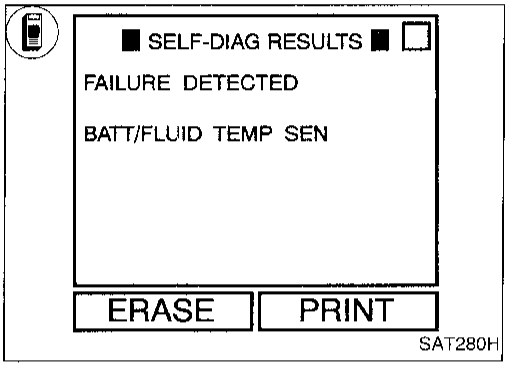
OK ↓

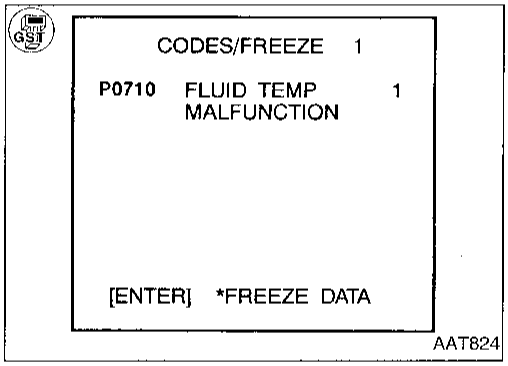
INSPECTION END

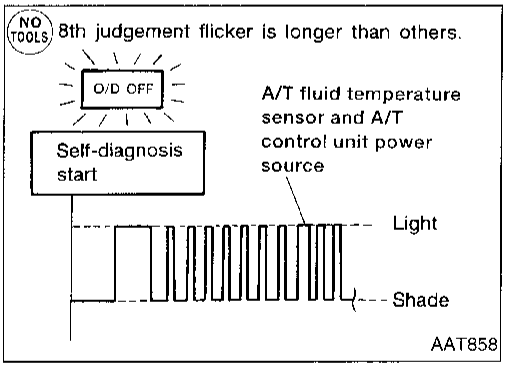
Self-diagnosis (Cont'd)

A/T FLUID TEMPERATURE SENSOR CIRCUIT AND A/T CONTROL UNIT POWER SOURCE CIRCUIT CHECKS









Description

The A/T fluid temperature sensor detects the ATF temperature and sends a signal to the A/T control unit.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: BATT/FLUID TEMP SENSOR : P0710 : 8th judgement flicker	A/T control unit receives an excessively low or high voltage from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • A/T fluid temperature sensor

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm that the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes.

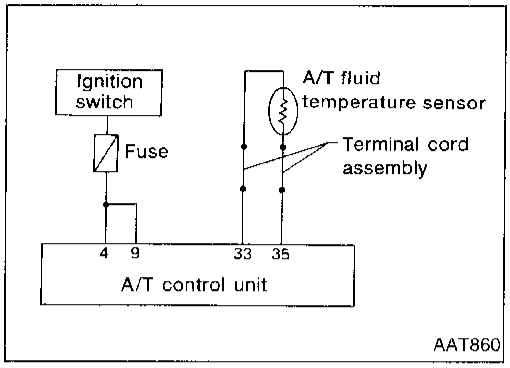
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes.
3) Select MODE 7 with GST.

OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)



A

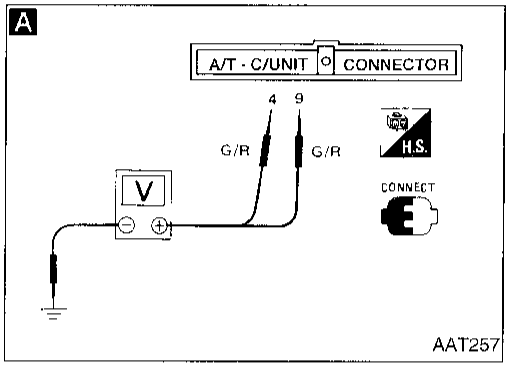
CHECK A/T CONTROL UNIT POWER SOURCE.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between A/T control unit terminals ④, ⑨ and ground.

Battery voltage should exist.

NG → Check the following items:
- Harness for short or open between ignition switch and A/T control unit (Main harness)
- Ignition switch and fuse Refer to EL section ("POWER SUPPLY ROUTING").

OK ↓



B

CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY.

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminals ㉝ and ㉟ when A/T is cold.

Resistance:
Cold [20°C (68°F)]
Approximately 2.5 kΩ

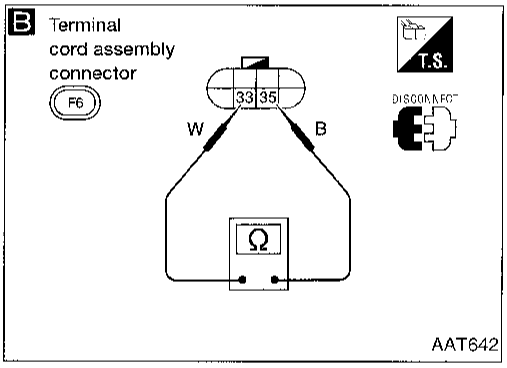
4. Reinstall any part removed.

NG →
1. Remove oil pan.
2. Check the following items:
- A/T fluid temperature sensor (Refer to "Electrical Components Inspection", AT-107.)
- Harness of terminal cord assembly for short or open

OK ↓

Ⓐ

(Go to next page.)



Self-diagnosis (Cont'd)

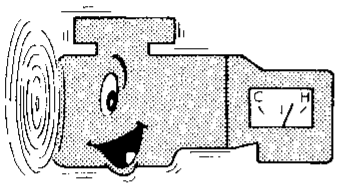
C

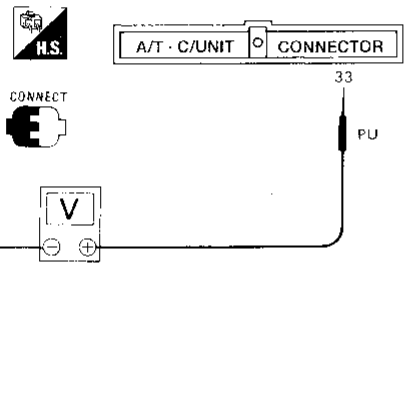
☆MONITOR	☆NO FAIL
VHCL/S SE•A/T	0km/h
VHCL/S SE•MTR	5km/h
THRTL POS SEN	0.4V
FLUID TEMP SE	1.2V
BATTERY VOLT	13.4V
ENGINE SPEED	1024rpm
OVERDRIVE SW	O N
P/N POSI SW	O N
R POSITION SW	OFF

RECORD

SAT076H

C





AAT259

Ⓐ

C

CHECK INPUT SIGNAL OF FLUID TEMPERATURE SENSOR.

1. Start engine.
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out the value of FLUID TEMP SE.

Voltage:
Cold [20°C (68°F)] → Hot [80°C (176°F)]:
Approximately 1.5V → 0.5V

NG → Check the following items:
- Harness for short or open between A/T control unit and terminal cord assembly (Main harness)

OR

1. Start engine.
2. Check voltage between A/T control unit terminal (33) and ground while warming up A/T.

Voltage:
Cold [20°C (68°F)] - ›
Hot [80°C (176°F)]:
Approximately 1.5V → 0.5V

OK

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-67.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

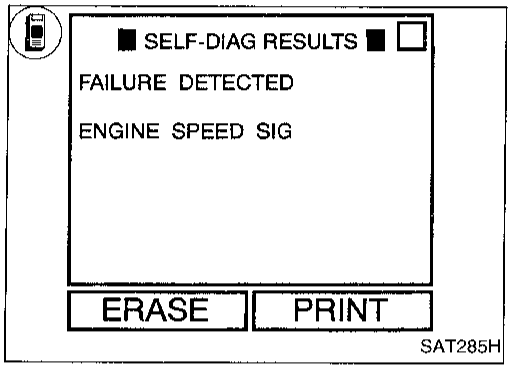
Self-diagnosis (Cont'd)

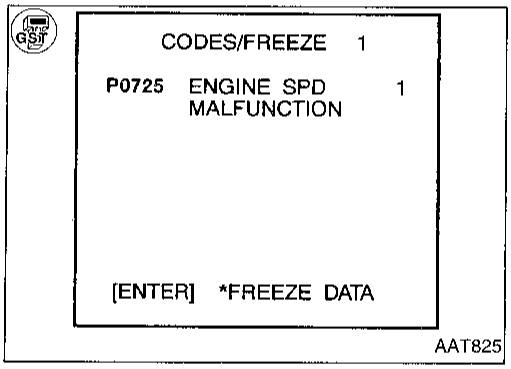
ENGINE SPEED SIGNAL CIRCUIT CHECK

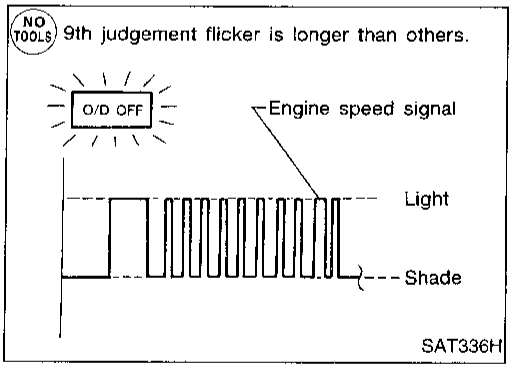
Description

The engine speed signal is sent from the ECM to the A/T control unit.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: ENGINE SPEED SIG : P0725 : 9th judgement flicker	A/T control unit does not receive the proper voltage signal from ECM.	● Harness or connectors (The sensor circuit is open or shorted.)







Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 seconds.

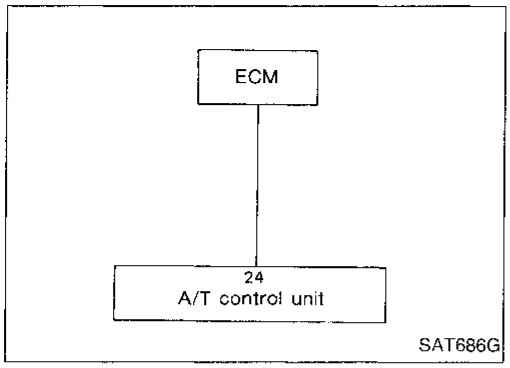
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 seconds.
3) Select MODE 7 with GST.

OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 seconds.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)

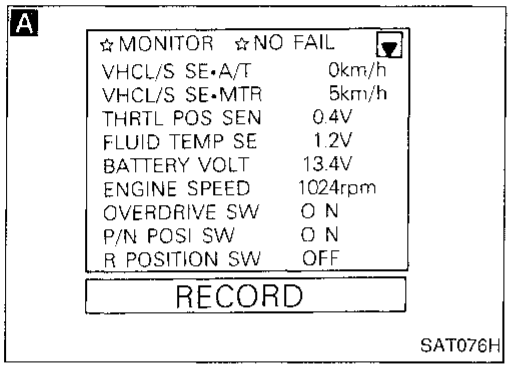


Perform diagnostic test mode II (self-diagnostic results) for engine control. Check ignition signal circuit condition.

NG → Check ignition signal circuit for engine control. Refer to EC section ["Ignition Signal (DTC: 0201)", "TROUBLE DIAGNOSIS FOR DTC P1320"].

OK ↓

A



CHECK INPUT SIGNAL.

1. Start engine.
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out the value of ENGINE SPEED.
   Check engine speed changes according to throttle position.

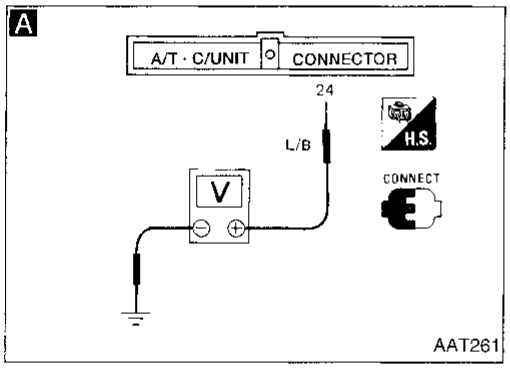
OR

1. Start engine.
2. Check voltage between A/T control unit terminal (24) and ground.
   Voltage: Approximately 7V

NG → Check the following items:
- Harness for short or open between A/T control unit and ignition coil.
- Resistor
- Ignition coil

Refer to EC section ["Ignition Signal (DTC: 0201)", "TROUBLE DIAGNOSIS FOR DTC P1320"].

OK ↓



Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-70.

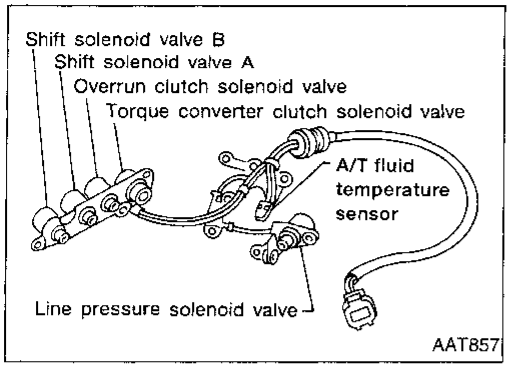
NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

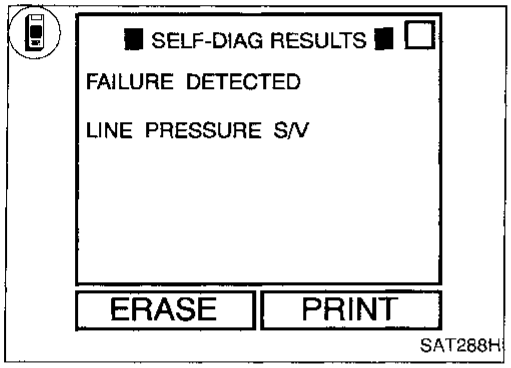
OK ↓

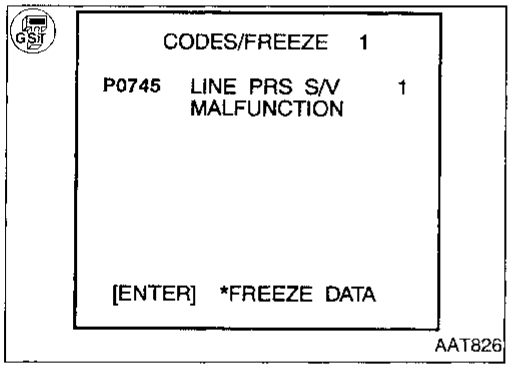
INSPECTION END

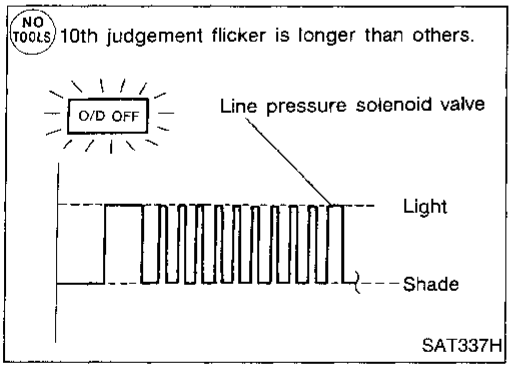
Self-diagnosis (Cont'd)

LINE PRESSURE SOLENOID VALVE CIRCUIT CHECK









Description

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the A/T control unit.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: LINE PRESSURE S/V : P0745 : 10th judgement flicker	A/T control unit detects the improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Line pressure solenoid valve

Diagnostic Trouble Code (DTC) confirmation procedure

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine.
2) Select SELF-DIAG RESULTS mode with CONSULT.
3) With brake pedal depressed, shift the lever from P → N → D → N → P.

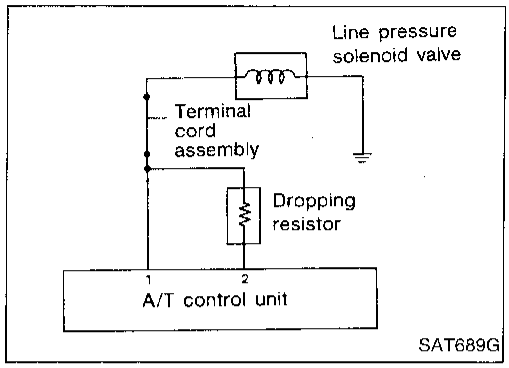
OR

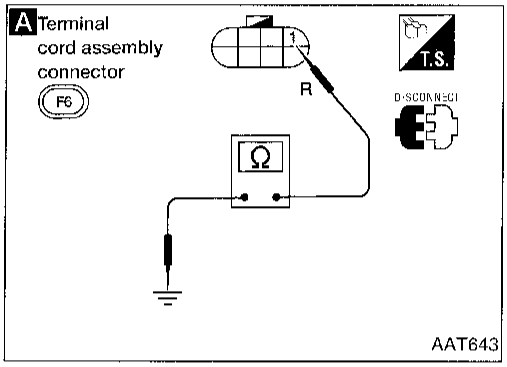
1) Start engine.
2) With brake pedal depressed, shift the lever from P → N → D → N → P.
3) Select MODE 7 with GST.

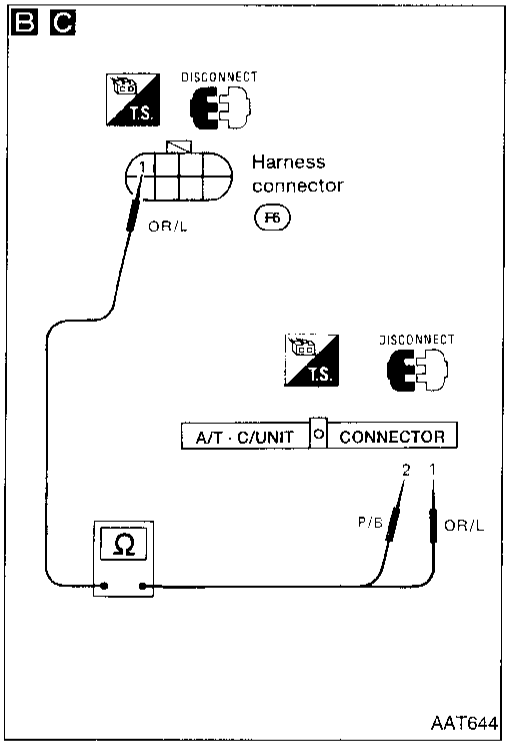
OR

1) Start engine.
2) With brake pedal depressed, shift the lever from P → N → D → N → P.
3) Perform self-diagnosis.
   Refer to SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Self-diagnosis (Cont'd)







A

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal ① and ground.
   Resistance: 2.5 - 5Ω

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
   - Line pressure solenoid valve (Refer to "Electrical Components Inspection", AT-107.)
   - Harness of terminal cord assembly for short or open

OK ↓

B

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between terminal ① and A/T control unit harness connector terminal ②.
   Resistance: 11.2 - 12.8Ω

NG →
Check the following items:
- Dropping resistor (Refer to "Electrical Components Inspection", AT-109.)
- Harness for short or open between A/T control unit terminal ② and terminal cord assembly (Main harness)

OK ↓

C

CHECK POWER SOURCE CIRCUIT.
1. Turn ignition switch to OFF position.
2. Check resistance between terminal ① and A/T control unit harness connector terminal ①.
   Resistance:
   Approximately 0Ω
3. Reinstall any part removed.

NG →
Repair or replace harness between A/T control unit terminal ① and terminal cord assembly.

OK ↓

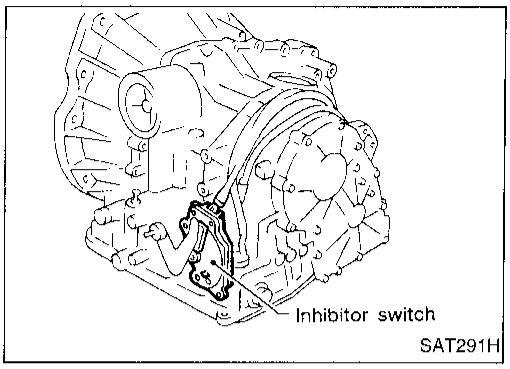
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-72.

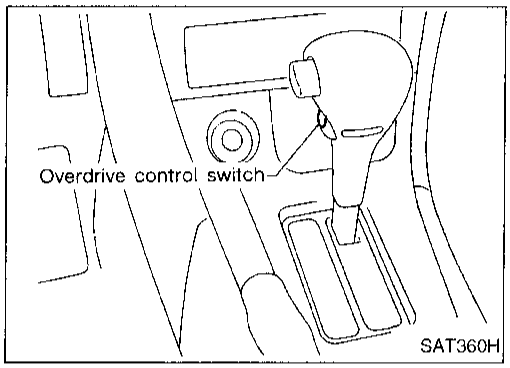
NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

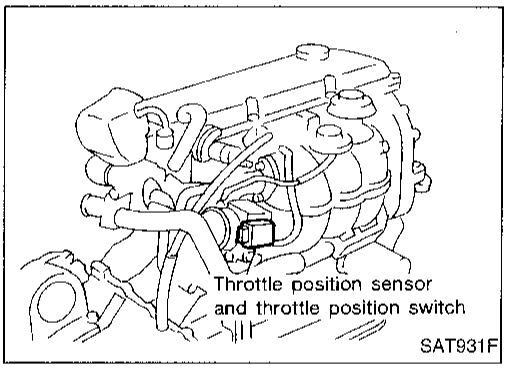
OK ↓

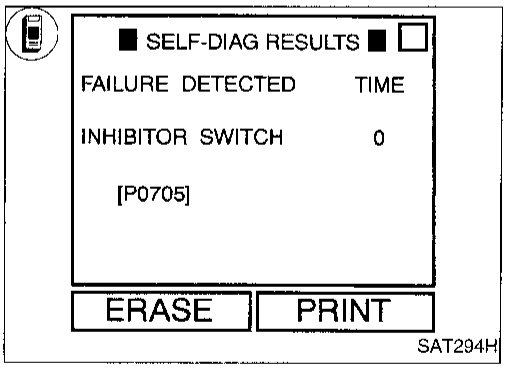
INSPECTION END

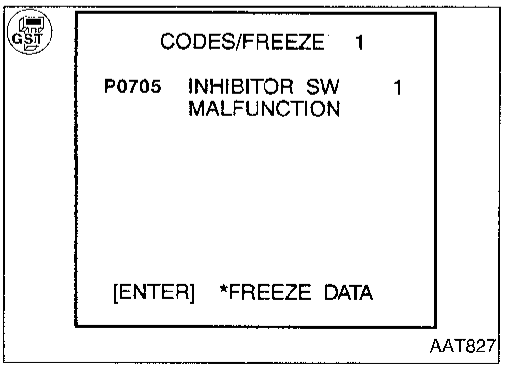
Self-diagnosis (Cont'd)











INHIBITOR, OVERDRIVE AND THROTTLE POSITION SWITCH CIRCUIT CHECKS

Parts description

- Inhibitor switch
  Detects the selector lever position and sends a signal to the A/T control unit.
- Overdrive switch
  Detects the overdrive control switch position (ON or OFF) and sends a signal to the A/T control unit.
- Throttle position switch
  Consists of a wide-open throttle position switch and a closed throttle position switch.
  The wide-open position switch sends a signal to the A/T control unit when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the A/T control unit when the throttle valve is fully closed.

Overall function check

After the repair, perform the following procedure to confirm the malfunction is eliminated.

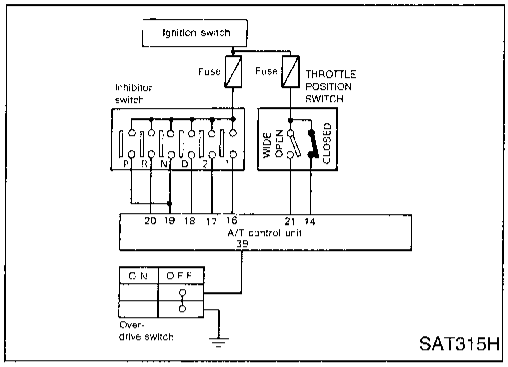
1) Start engine.
2) Select SELF-DIAG RESULTS mode for ECM with CONSULT.
3) Drive vehicle under the following conditions:
   Selector lever in "D", O/D control switch in OFF position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 5 seconds.

OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", O/D control switch in OFF position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 5 seconds.
3) Select MODE 7 with GST.

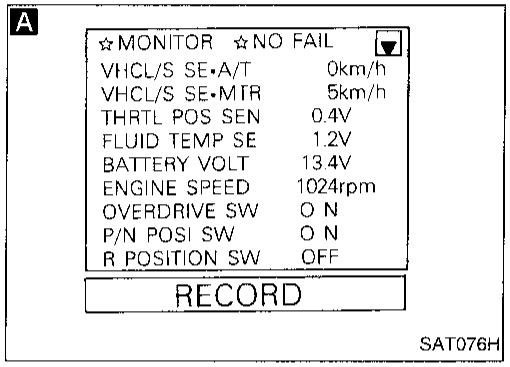
OR

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", O/D control switch in OFF position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 5 seconds.
3) Perform self-diagnosis for ECM.
   Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



SAT315H

A



SAT076H

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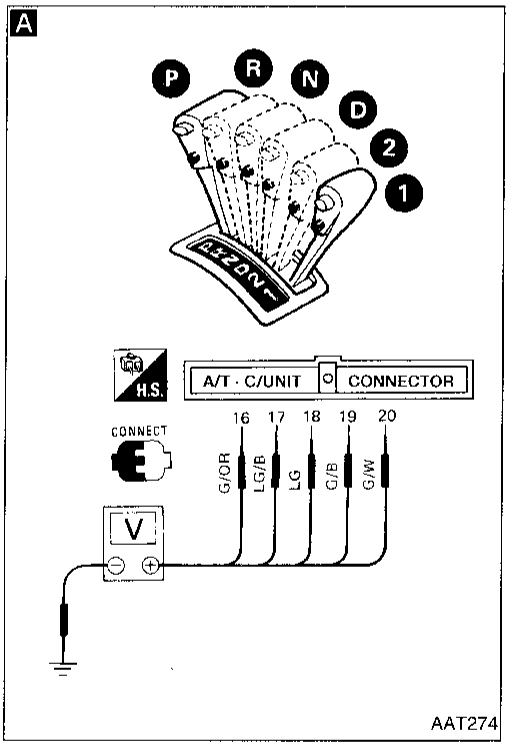


AAT274

A

CHECK INHIBITOR SWITCH CIRCUIT.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out "R", "N", "D", "1" and "2" position switches moving selector lever to each position. Check that the signal of the selector lever position is indicated properly.

NG → Check the following items:
- Inhibitor switch (Refer to "Electrical Components Inspection", AT-108.)
- Harness for short or open between ignition switch and inhibitor switch (Main harness)
- Harness for short or open between inhibitor switch and A/T control unit (Main harness)

OR

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between A/T control unit terminals ⑯, ⑰, ⑱, ⑲, ⑳ and ground while moving selector lever through each position.

Voltage:
B: Battery voltage
0: 0V

Lever position	Terminal No.				
	⑲	⑳	⑱	⑰	⑯
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

OK

Ⓐ

(Go to next page.)

Self-diagnosis (Cont'd)

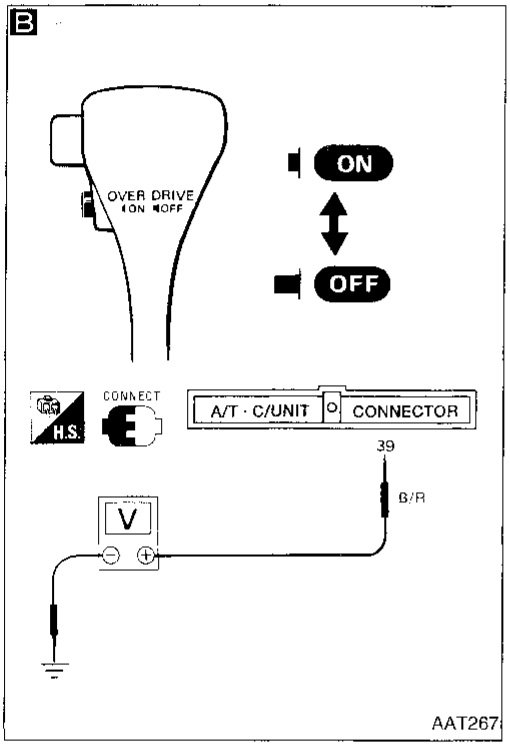
B

☆MONITOR	☆NO FAIL
VHCL/S SE•A/T	0km/h
VHCL/S SE•MTR	5km/h
THRTL POS SEN	0.4V
FLUID TEMP SE	1.2V
BATTERY VOLT	13.4V
ENGINE SPEED	1024rpm
OVERDRIVE SW	O N
P/N POSI SW	O N
R POSITION SW	OFF

RECORD

SAT076H

B



AAT267

Ⓐ

B

CHECK OVERDRIVE SWITCH CIRCUIT.

1. Turn ignition switch to ON position.
   (Do not start engine.)
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out OVERDRIVE SWITCH.
   Check the signal of the overdrive switch is indicated properly.
   (Overdrive switch ON displayed on CONSULT means overdrive OFF.)

NG → Check the following items:
- Overdrive switch (Refer to "Electrical Components Inspection", AT-108.)
- Harness for short or open between A/T control unit and overdrive switch (Main harness)
- Harness of ground circuit for overdrive switch (Main harness) for short or open

OR

1. Turn ignition switch to ON position.
   (Do not start engine.)
2. Check voltage between A/T control unit terminal ㊴ and ground when overdrive switch is ON and OFF.

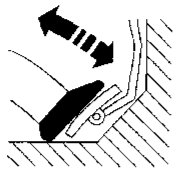
Switch position	Voltage
ON	Battery voltage
OFF	1V or less

OK

Ⓑ

(Go to next page.)

C

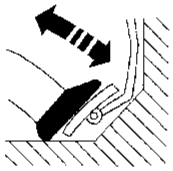


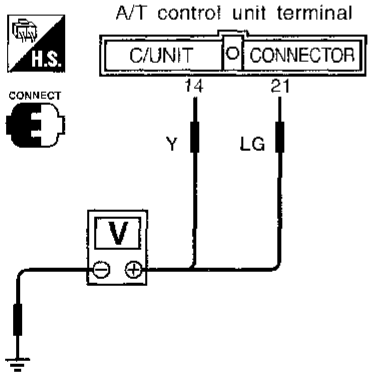
☆ MONITOR	☆ NO FAIL
D POSITION SW	OFF
2 POSITION SW	OFF
1 POSITION SW	OFF
ASCD • CRUISE	OFF
ASCD • OD CUT	OFF
KICKDOWN SW	OFF
POWERSHIFT SW	OFF
CLOSED THL/SW	ON
W/O THRL/P-SW	OFF

RECORD

SAT963H

C





AAT645

Ⓑ

C

CHECK THROTTLE POSITION SWITCH CIRCUIT.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Select ECU INPUT SIGNALS in Data Monitor.
3. Read out CLOSED THL/SW and W/O THRL/P-SW depressing and releasing accelerator pedal.
   Check the signal of throttle position switch is indicated properly.

Accelerator pedal condition	Data monitor	
	CLOSED THL/SW	W/O THRL/P-SW
Released	ON	OFF
Fully depressed	OFF	ON

NG → Check the following items:
- Throttle position switch — Refer to "Electrical Components Inspection", AT-109.
- Harness for short or open between ignition switch and throttle position switch (Main harness)
- Harness for short or open between throttle position switch and A/T control unit (Main harness)

OR

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between A/T control unit terminals ⑭, ㉑ and ground while depressing, and releasing accelerator pedal slowly. (After warming up engine)

Accelerator pedal condition	Voltage	
	Terminal No. ⑭	Terminal No. ㉑
Released	Battery voltage	1V or less
Fully depressed	1V or less	Battery voltage

OK

Perform self-diagnosis again after driving for awhile.

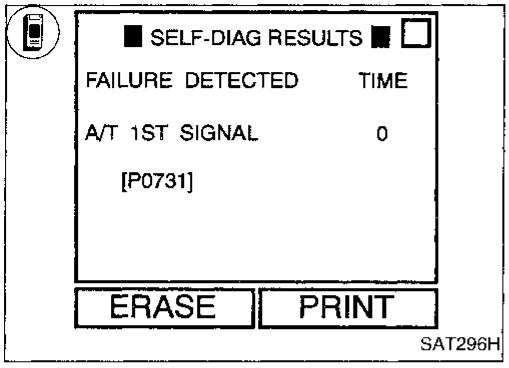
NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

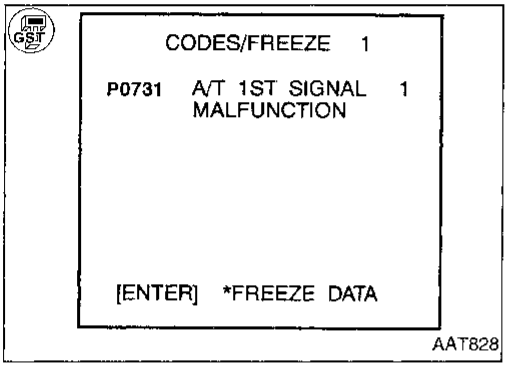
OK

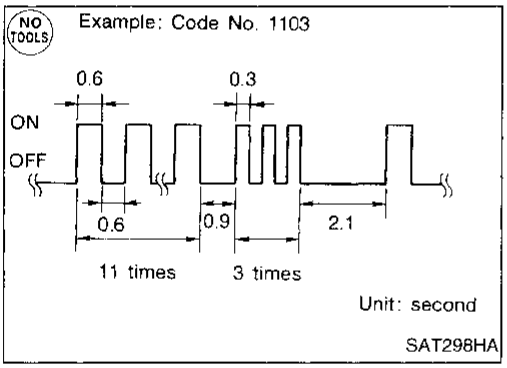
INSPECTION END

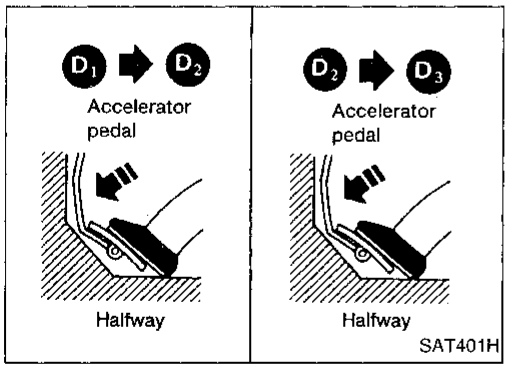
Self-diagnosis (Cont'd)

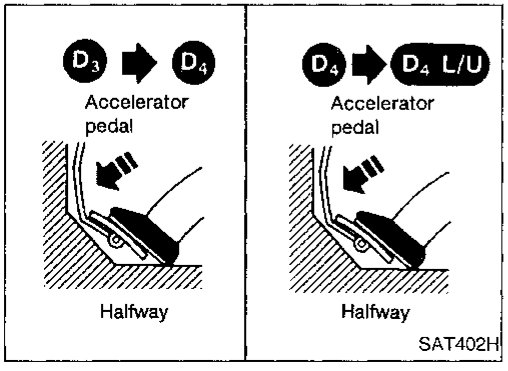
IMPROPER SHIFTING TO 1ST GEAR POSITION











Description

- This is one of the items indicated by the MIL.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the A/T control unit. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Overall function check

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine and warm up ATF.
2) Select SELF-DIAG RESULTS mode for ECM with CONSULT.
3) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.

OR

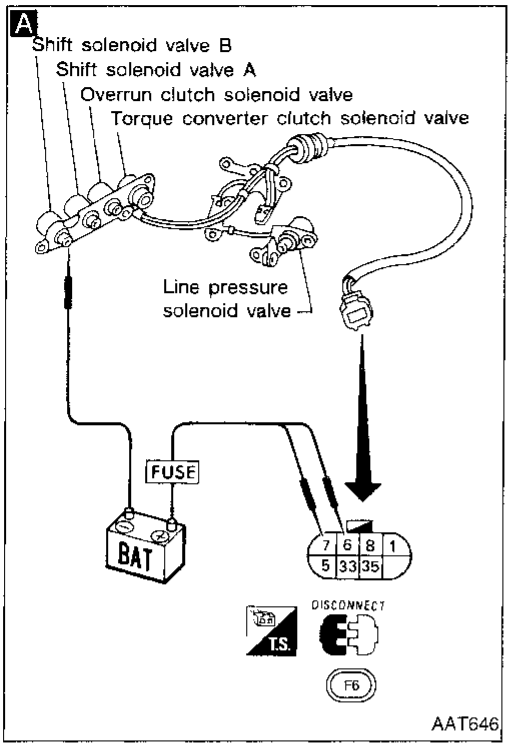
1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Select MODE 7 with GST.

OR

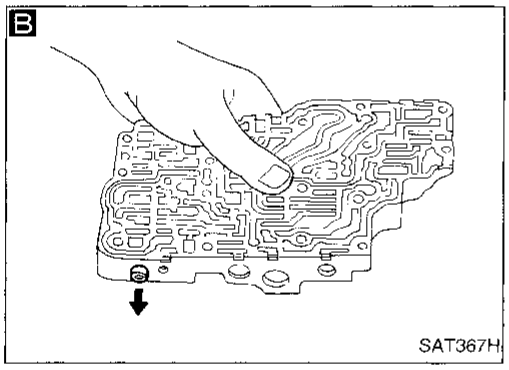
1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Perform self-diagnosis for ECM.
   Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

Self-diagnosis (Cont'd)

A



B



A

CHECK SHIFT SOLENOID VALVE.
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check shift solenoid valve operation.
   - Shift solenoid valve "A"
   - Shift solenoid valve "B"

   Refer to "Electrical Components Inspection", AT-107.

NG → Repair or replace shift solenoid valve assembly.

OK ↓

B

CHECK CONTROL VALVE.
1. Disassemble control valve assembly. Refer to "Control Valve Assembly", "REPAIR FOR COMPONENT PARTS", AT-156.
2. Check to ensure that:
   - Valve, sleeve and plug slide along valve bore under their own weight.
   - Valve, sleeve and plug are free from burrs, dents and scratches.
   - Control valve springs are free from damage, deformation and fatigue.
   - Hydraulic line is free from obstacles.

NG → Repair control valve assembly.

OK ↓

Perform Overall function check, AT-78.

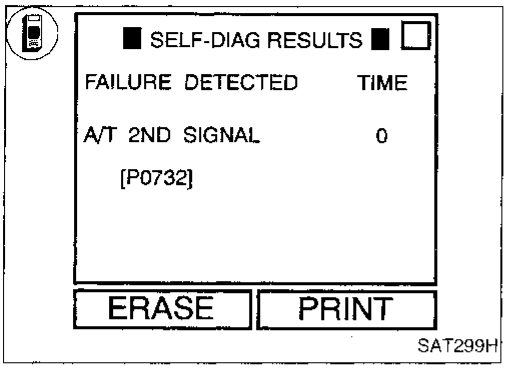
NG → Check control valve again. Repair or replace control valve assembly.

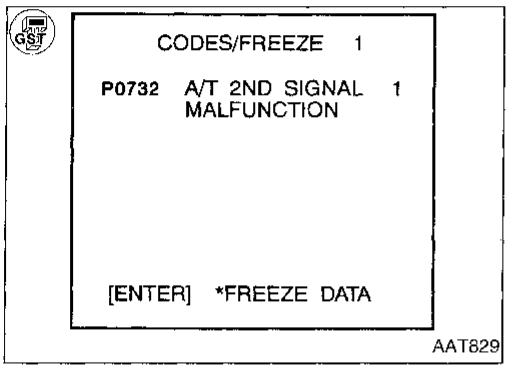
OK ↓

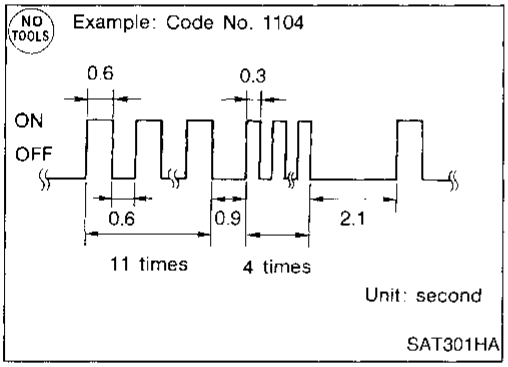
INSPECTION END

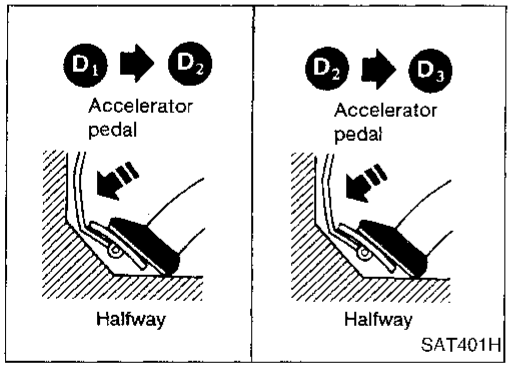
Self-diagnosis (Cont'd)

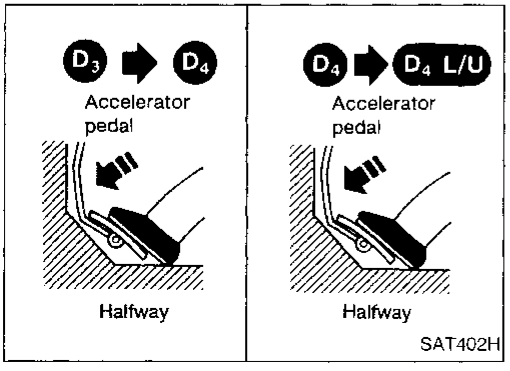
IMPROPER SHIFTING TO 2ND GEAR POSITION











Description

- This is one of the items indicated by the MIL.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the A/T control unit. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Overall function check

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine and warm up ATF.
2) Select SELF-DIAG RESULTS mode for ECM with CONSULT.
3) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.

OR

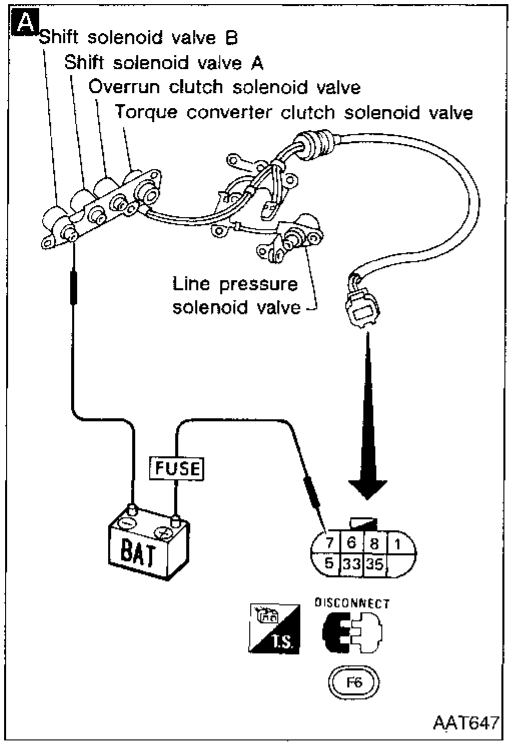
1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Select MODE 7 with GST.

OR

1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Perform self-diagnosis for ECM.
   Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

Self-diagnosis (Cont'd)

A



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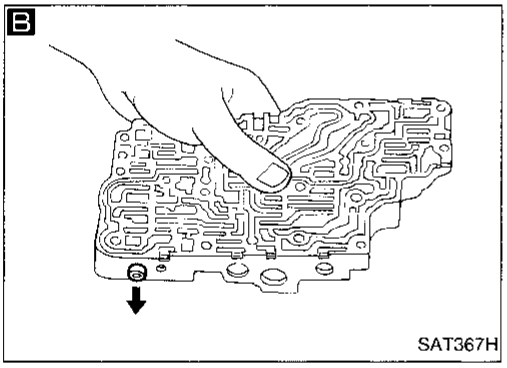


A

CHECK SHIFT SOLENOID VALVE.
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check shift solenoid valve operation.
   - Shift solenoid valve "B"

   Refer to "Electrical Components Inspection", AT-107.

NG → Repair or replace shift solenoid valve assembly.

OK ↓

B

CHECK CONTROL VALVE.
1. Disassemble control valve assembly. Refer to "Control Valve Assembly", "REPAIR FOR COMPONENT PARTS", AT-156.
2. Check to ensure that:
   - Valve, sleeve and plug slide along valve bore under their own weight.
   - Valve, sleeve and plug are free from burrs, dents and scratches.
   - Control valve springs are free from damage, deformation and fatigue.
   - Hydraulic line is free from obstacles.

NG → Repair control valve assembly.

OK ↓

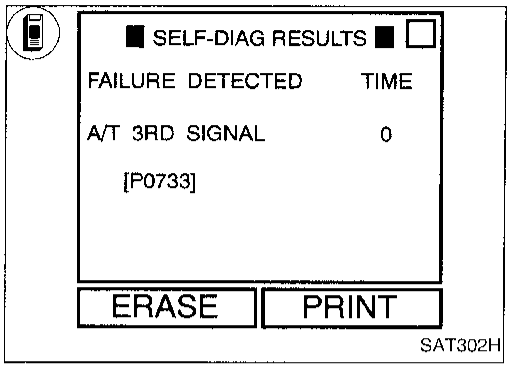
Perform Overall function check, AT-80.

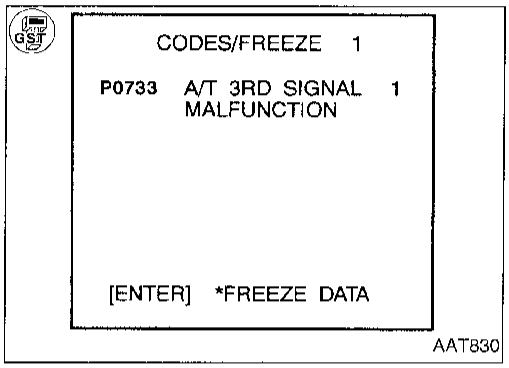
NG → Check control valve again. Repair or replace control valve assembly.

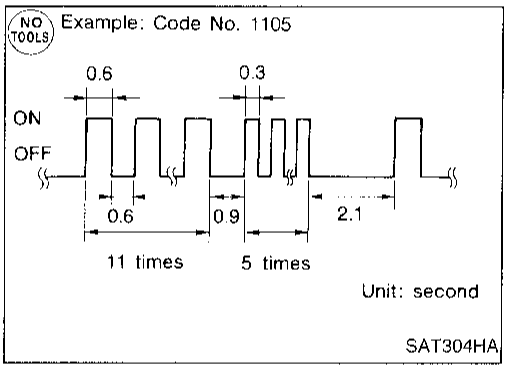
OK ↓

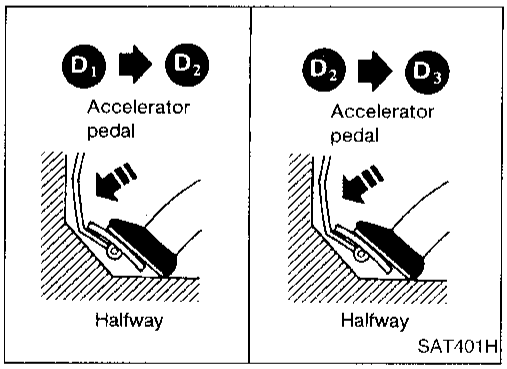
INSPECTION END

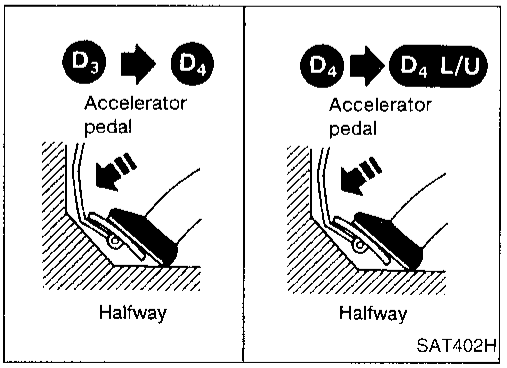
Self-diagnosis (Cont'd)











IMPROPER SHIFTING TO 3RD GEAR POSITION

Description

- This is one of the items indicated by the MIL.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the A/T control unit. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

Overall function check

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine and warm up ATF.
2) Select SELF-DIAG RESULTS mode for ECM with CONSULT.
3) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.

OR

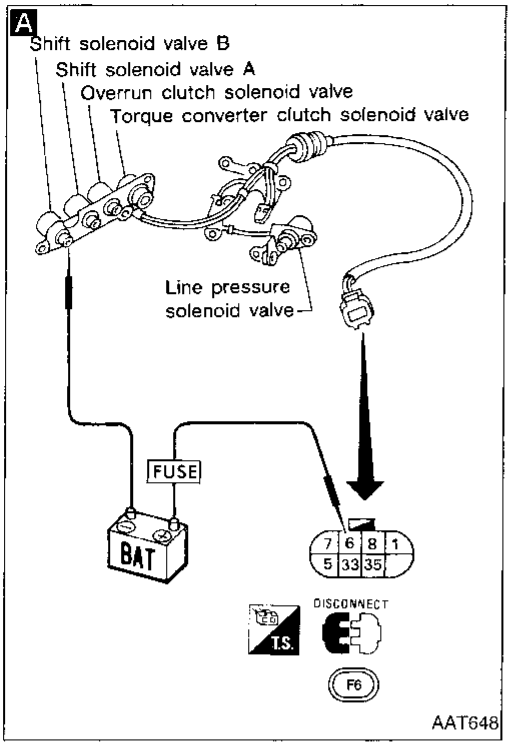
1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Select MODE 7 with GST.

OR

1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4$, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Perform self-diagnosis for ECM.
   Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

Self-diagnosis (Cont'd)

A



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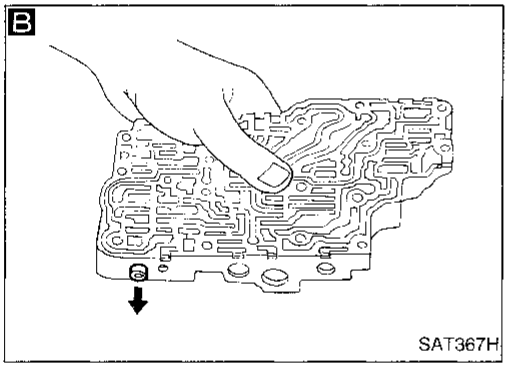


A

CHECK SHIFT SOLENOID VALVE.
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check shift solenoid valve operation.
   - Shift solenoid valve "A"

   Refer to "Electrical Components Inspection", AT-107.

NG → Repair or replace shift solenoid valve assembly.

OK ↓

B

CHECK CONTROL VALVE.
1. Disassemble control valve assembly. Refer to "Control Valve Assembly", "REPAIR FOR COMPONENT PARTS", AT-156.
2. Check to ensure that:
   - Valve, sleeve and plug slide along valve bore under their own weight.
   - Valve, sleeve and plug are free from burrs, dents and scratches.
   - Control valve springs are free from damage, deformation and fatigue.
   - Hydraulic line is free from obstacles.

NG → Repair control valve assembly.

OK ↓

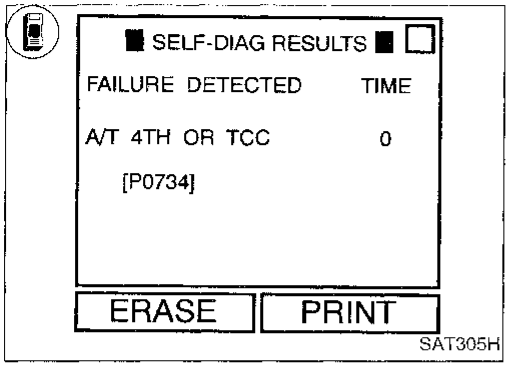
Check again.

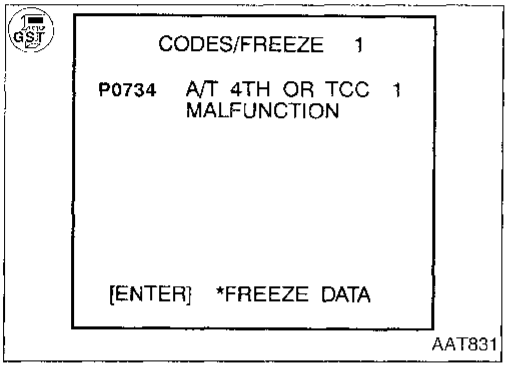
NG → Check control valve again. Repair or replace control valve assembly.

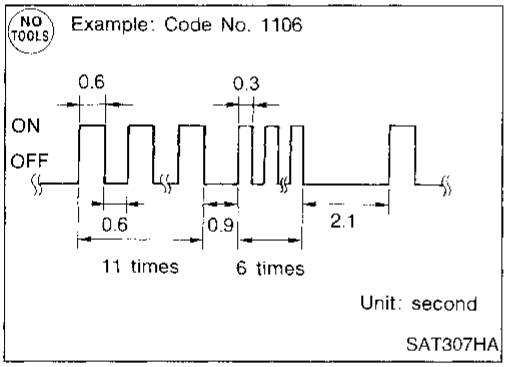
OK ↓

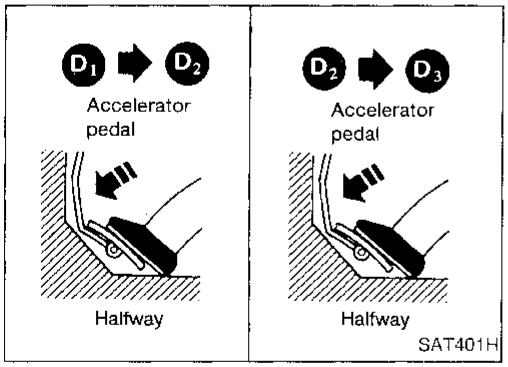
INSPECTION END

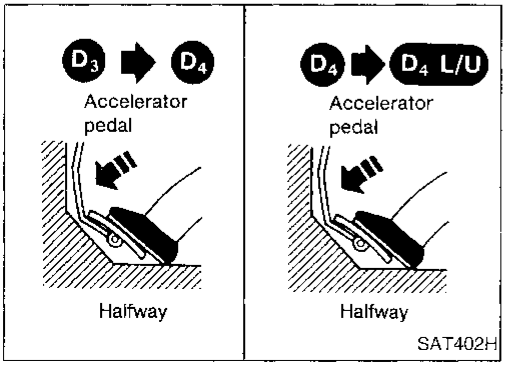
Self-diagnosis (Cont'd)











IMPROPER SHIFTING TO 4TH GEAR POSITION OR IMPROPER TORQUE CONVERTER CLUTCH OPERATION

Description

- This is one of the items indicated by the MIL.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the A/T control unit. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

Overall function check

After the repair, perform the following procedure to confirm the malfunction is eliminated.

1) Start engine and warm up ATF.
2) Select SELF-DIAG RESULTS mode for ECM with CONSULT.
3) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up, in accordance with shift schedule. Refer to shift schedule, AT-37.

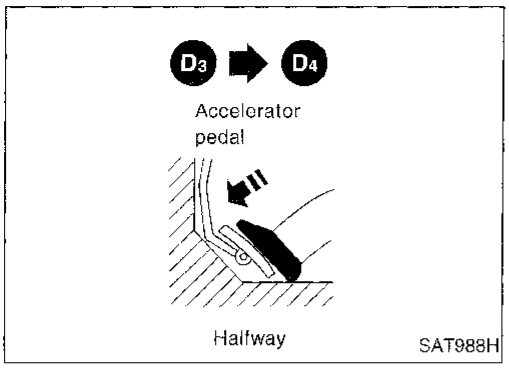
OR

1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Select MODE 7 with GST.

OR

1) Start engine and warm up ATF.
2) Start vehicle with selector lever in "D" and throttle opening halfway. Check that vehicle runs through gear shift of $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up, in accordance with shift schedule. Refer to shift schedule, AT-37.
3) Perform self-diagnosis for ECM.
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

Self-diagnosis (Cont'd)



During Cruise test – Part 1 AT-33, does A/T shift from "D_3" to "D_4" at the specified speed?

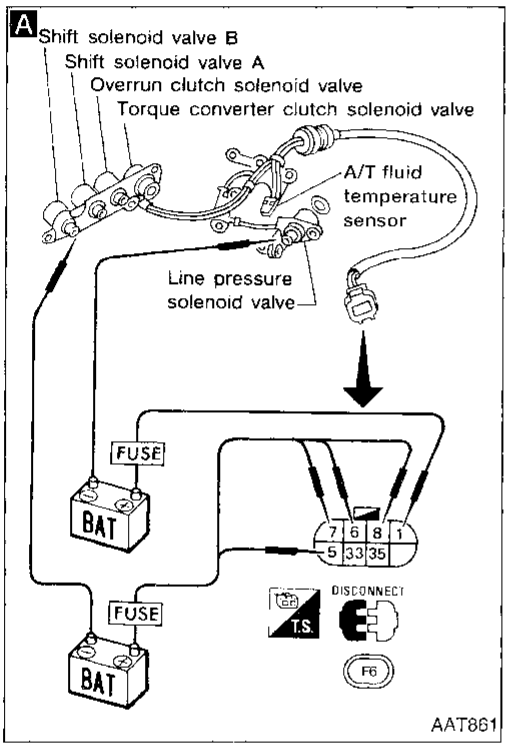
Yes → Go to Ⓑ and check for proper lock-up.

No ↓

Perform pressure test.
Refer to AT-113.

NG → Go to Ⓐ.

OK ↓



Ⓐ

CHECK SOLENOID VALVES.

1. Remove control valve assembly.
   Refer to AT-125.
2. Check solenoid valve assembly operation.
   Refer to AT-107.

NG → Replace solenoid valve assembly.

OK ↓

Ⓑ

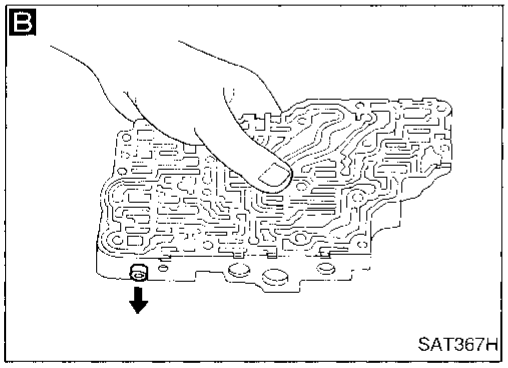
CHECK CONTROL VALVE.

1. Disassemble control valve assembly.
   Refer to AT-156.
2. Check to ensure that:

- Valve, sleeve and plug slide along valve bore under their own weight.
- Valve, sleeve and plug are free from burrs, dents and scratches.
- Control valve springs are free from damage, deformation and fatigue.
- Hydraulic line is free from obstacles.

NG → Repair control valve.

OK ↓



Does A/T shift from "D_3" to "D_4" at the specified speed?

NG → Check control valve again. Repair or replace control valve assembly.

OK ↓

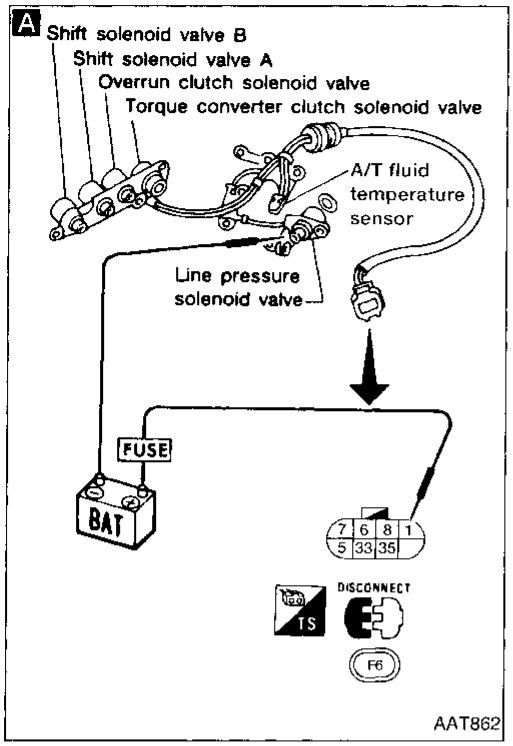
Perform "Overall function check procedure" AT-84.

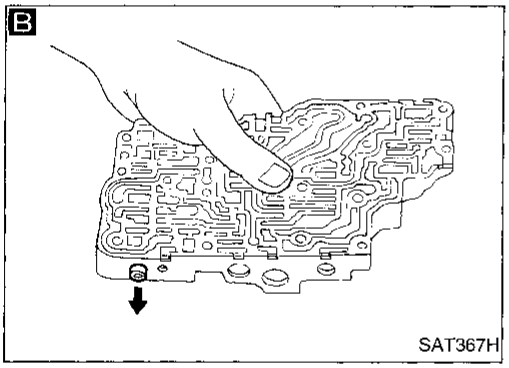
NG → Go to Ⓑ and check for proper lock-up.

OK ↓

INSPECTION END

Self-diagnosis (Cont'd)





Ⓐ

A

CHECK LINE PRESSURE SOLENOID VALVE.
1. Remove control valve assembly. Refer to AT-125.
2. Check line pressure solenoid valve operation. Refer to AT-107.

NG → Replace solenoid valve assembly.

OK

B

CHECK CONTROL VALVE.
1. Disassemble control valve assembly. Refer to AT-156.
2. Check line pressure circuit valves for sticking.
- Pressure regulator valve
- Pilot valve
- Pressure modifier valve

NG → Repair control valve.

OK

Does A/T shift from "D_3" to "D_4" at the specified speed?

NG → Check control valve again. Repair or replace control valve assembly.

OK

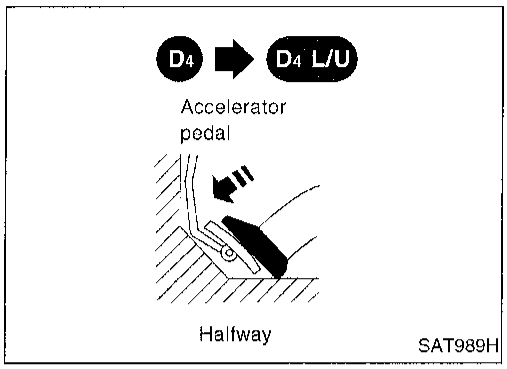
Perform "Overall function check procedure" AT-84.

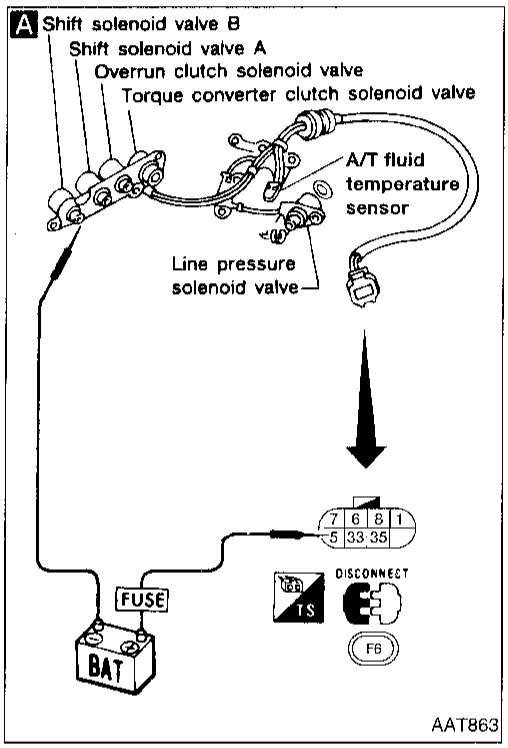
NG → Go to Ⓑ and check for proper lock-up.

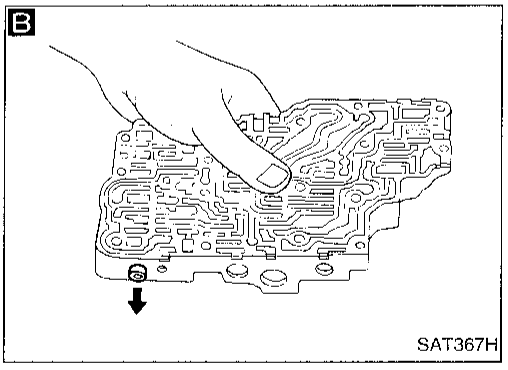
OK

INSPECTION END

Self-diagnosis (Cont'd)







Ⓑ

During Cruise test – Part 1 AT-33, does A/T perform lock-up at the specified speed?

Yes → Perform Cruise test – Part 1 again and return to the start point of this flow chart.

No

A

CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE.
1. Remove control valve assembly. Refer to AT-125.
2. Check torque converter clutch solenoid valve operation. Refer to AT-107.

NG → Replace solenoid valve assembly.

OK

B

CHECK CONTROL VALVE.
1. Disassemble control valve assembly. Refer to AT-156.
2. Check control valves for sticking.
- Torque converter clutch control valve
- Torque converter clutch relief valve

NG → Repair control valve

OK

Does A/T perform lock-up at the specified speed?

No → Check control valve again. Repair or replace control valve assembly.

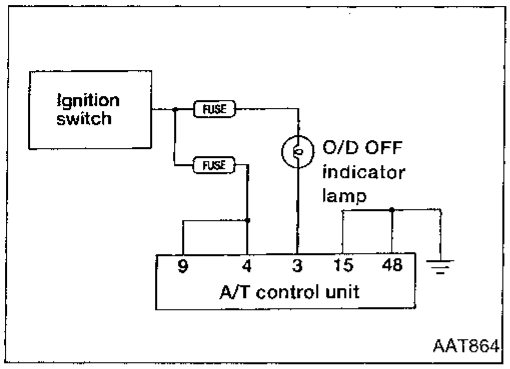
Yes

Perform "Overall function check procedure" AT-84.

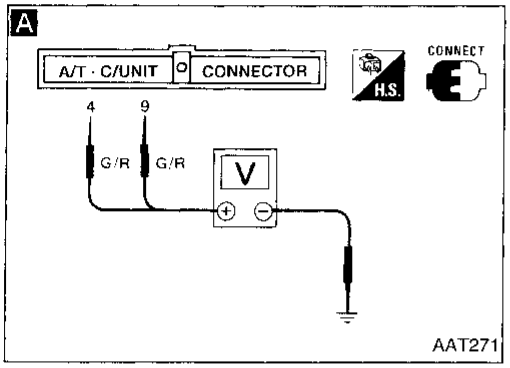
NG → Perform Cruise test – Part 1 again and return to the start point of this flow chart.

OK

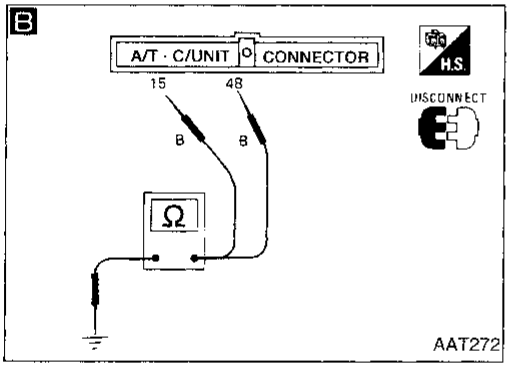
INSPECTION END



A



B



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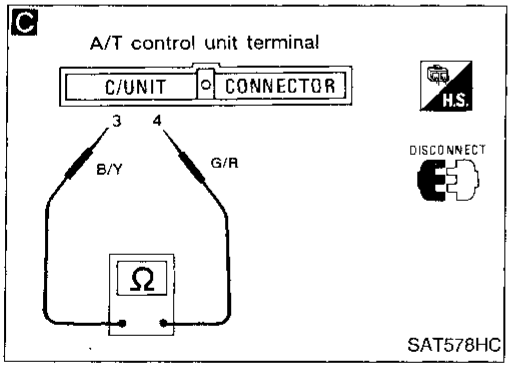


Diagnostic Procedure 1

SYMPTOM:

O/D OFF indicator lamp does not come on for about 2 seconds when turning ignition switch to ON.

A

CHECK A/T CONTROL UNIT POWER SOURCE.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between A/T control unit terminals ④, ⑨ and ground.

Battery voltage should exist.

NG → Check the following items:
- Harness for short or open between ignition switch and A/T control unit (Main harness)
- Ignition switch and fuse Refer to EL section ("POWER SUPPLY ROUTING").

OK ↓

B

CHECK A/T CONTROL UNIT GROUND CIRCUIT.

1. Turn ignition switch to OFF position.
2. Disconnect A/T control unit harness connector.
3. Check resistance between A/T control unit harness connector terminals ⑮, ㊽ and ground.

Resistance:

Approximately 0Ω

NG → Check harness for short or open between A/T control unit and ground.

OK ↓

C

CHECK LAMP CIRCUIT.

1. Turn ignition switch to OFF position.
2. Check resistance between A/T control unit harness connector terminals ③ and ④.

Resistance: 50 - 100Ω

3. Reinstall any part removed.

NG → Check the following items:
- O/D OFF indicator lamp (Refer to EL section.)
- Harness for short or open between ignition switch and O/D OFF indicator lamp (Main harness)
- Harness for short or open between O/D OFF indicator lamp and A/T control unit

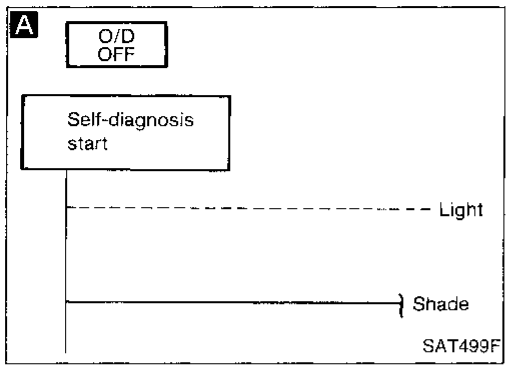
OK ↓

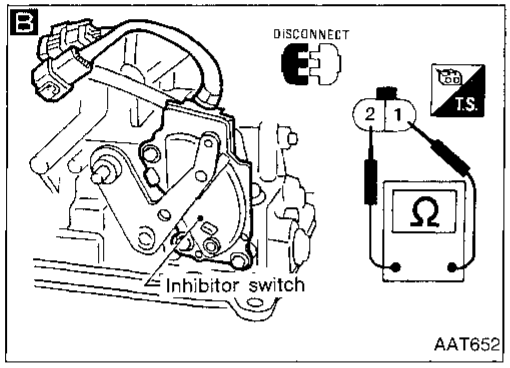
Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

INSPECTION END





Diagnostic Procedure 2

SYMPTOM:

- **Engine cannot be started with selector lever in "P" or "N" position.**
- **Engine can be started with selector lever in "D", "2", "1" or "R" position.**

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit? → Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to inhibitor switch circuit?

No

B

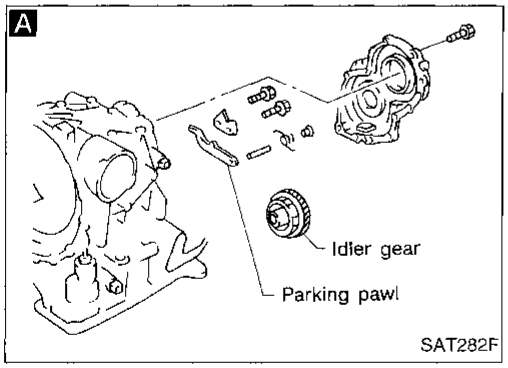
Check inhibitor switch 2-pin connector for short or open. Refer to "Electrical Components Inspection", AT-108. → NG → Repair or replace inhibitor switch.

OK

Check starting system. Refer to EL section ("System Description", "STARTING SYSTEM"). → NG → Repair or replace damaged parts.

OK

INSPECTION END



Diagnostic Procedure 3

SYMPTOM:

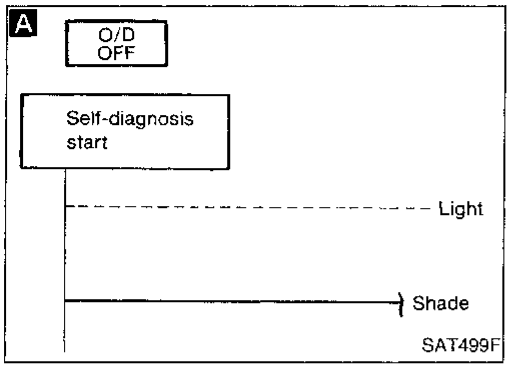
Vehicle moves when it is pushed forward or backward with selector lever in "P" position.

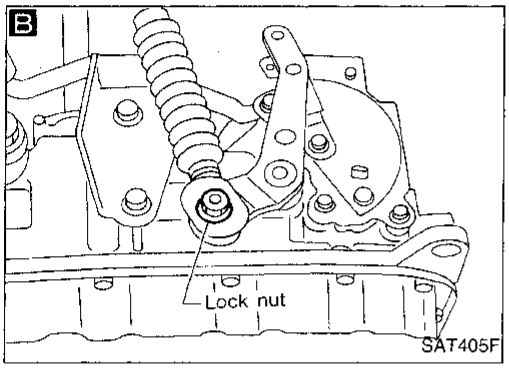
A

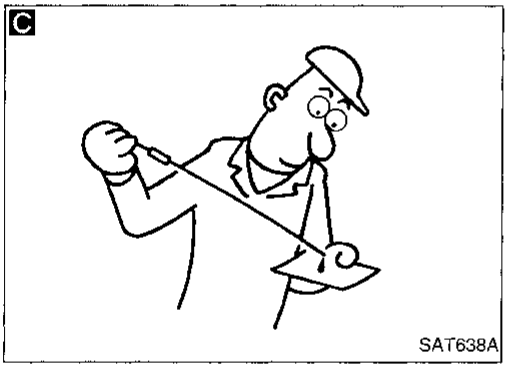
Check parking components. Refer to "DISASSEMBLY" and "ASSEMBLY", AT-136. → NG → Repair or replace damaged parts.

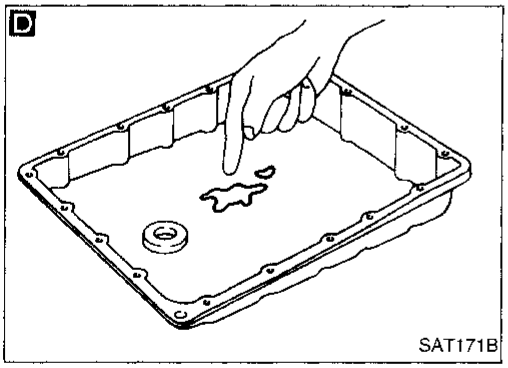
OK

INSPECTION END









Diagnostic Procedure 4

SYMPTOM:

Vehicle moves forward or backward when selecting "N" position.

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit?

Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to inhibitor switch circuit?

No

Check control cable. Refer to "ON-VEHICLE SERVICE", AT-127.

NG → B

B

Adjust control cable. Refer to "ON-VEHICLE SERVICE", AT-127.

OK

C

Check A/T fluid level again.

NG → Refill ATF.

OK

D

1. Remove oil pan.
2. Check A/T fluid condition.

NG →

1. Disassemble A/T.
2. Check the following items:
   - Forward clutch assembly
   - Overrun clutch assembly
   - Reverse clutch assembly

OK

Check again.

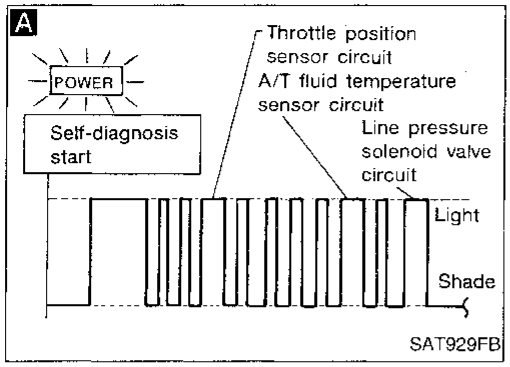
NG →

1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

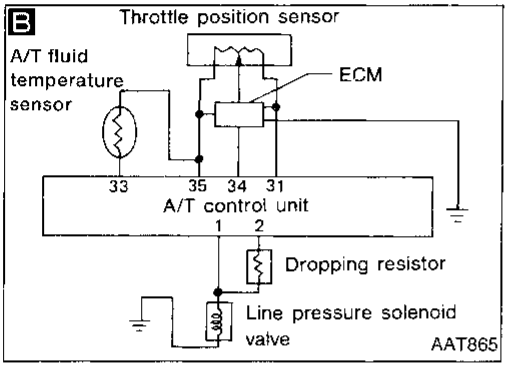
OK

INSPECTION END

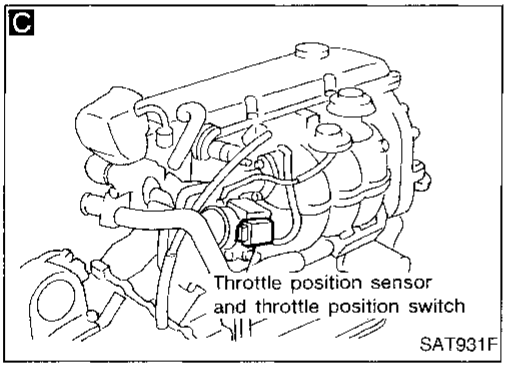
A



B



C



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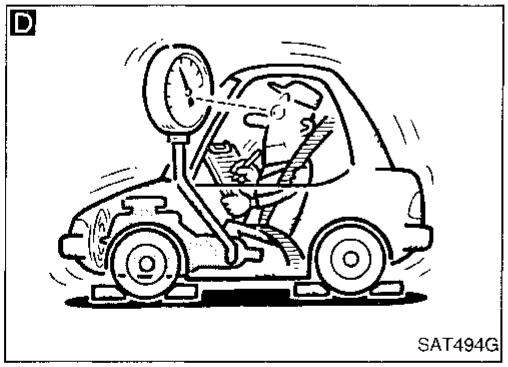


Diagnostic Procedure 5

SYMPTOM:
There is large shock when changing from "N" to "R" position.

A

Does self-diagnosis show damage to throttle position sensor, line pressure solenoid valve or fluid temperature sensor circuit?

Yes → B

B

Check damaged circuit. Refer to "Self- diagnosis", AT-57.

No ↓

C

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

NG → Repair or replace throttle position sensor.

OK ↓

D

Check line pressure at idle with selector lever in "D" position. Refer to "PRESSURE TESTING", AT-113.

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
- Line pressure solenoid valve

OK ↓

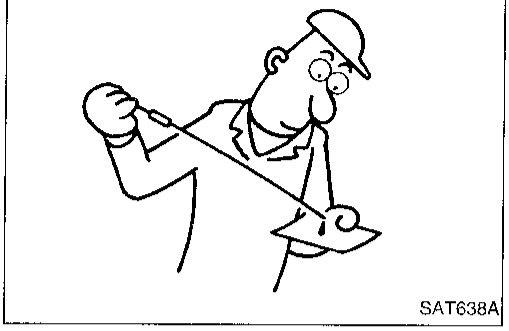
Check again.

NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

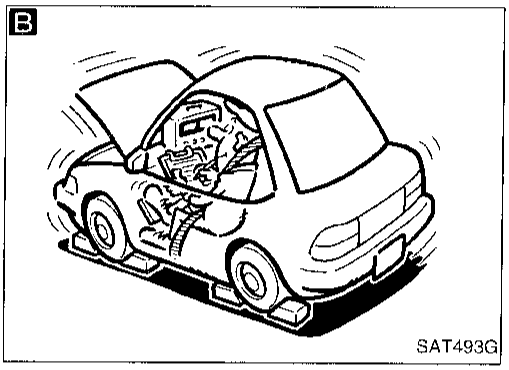
INSPECTION END

A



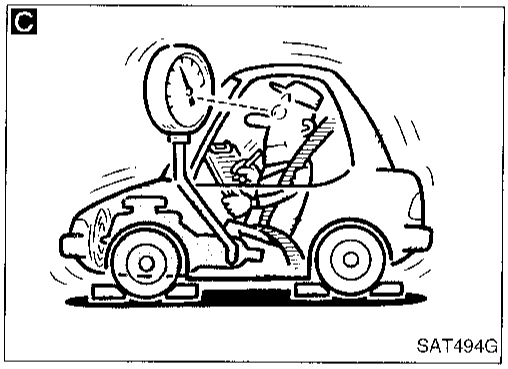
SAT638A

B



SAT493G

C



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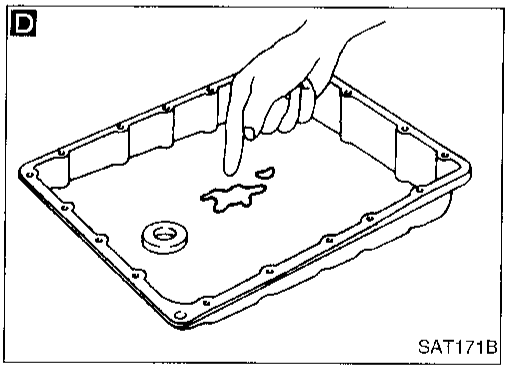
D



SAT171B

Diagnostic Procedure 6

SYMPTOM:

Vehicle does not creep backward when selecting "R" position.

A

Check A/T fluid level again.

NG → Refill ATF.

OK ↓

B

Check stall revolution with selector lever in "1" and "R" positions.

OK ↓

OK in "1" position
NG in "R" position →

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
   - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
   - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
   - Oil pump assembly
   - Torque converter
   - Reverse clutch assembly
   - High clutch assembly

NG in both 1 and R positions → Ⓐ

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
   - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
   - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
   - Oil pump assembly
   - Torque converter
   - Reverse clutch assembly
   - High clutch assembly
   - Low & reverse brake assembly
   - Low one-way clutch

C

Check line pressure at idle with selector lever in "R" position. Refer to "PRESSURE TESTING", AT-113.

NG →

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
   - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
   - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following item:
   - Oil pump assembly

OK ↓

D

1. Remove oil pan.
2. Check A/T fluid condition.

NG → Ⓐ

OK ↓

Check again.

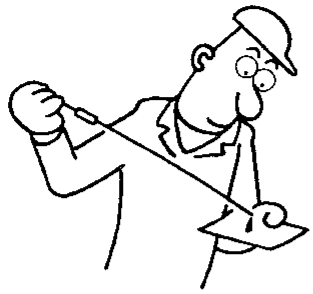
NG →

1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

INSPECTION END

A



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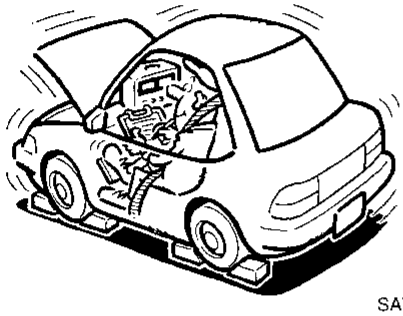

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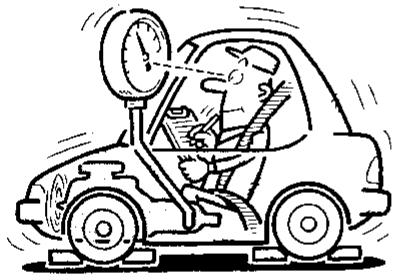

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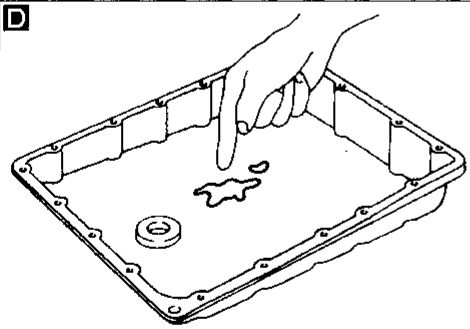


SAT171B

Diagnostic Procedure 7

SYMPTOM:
Vehicle does not creep forward when selecting "D", "2" or "1" position.

A

Check A/T fluid level again.

NG → Refill ATF.

OK ↓

B

Check stall revolution with selector lever in "D" position. Refer to "STALL TESTING", AT-110.

NG → 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
- Line pressure solenoid valve

3. Disassemble A/T
4. Check the following items:
- Oil pump assembly
- Forward clutch assembly
- Forward one-way clutch
- Low one-way clutch
- Low & reverse brake assembly
- Torque converter

OK ↓

C

Check line pressure at idle with selector lever in "D" position. Refer to "PRESSURE TESTING", AT-113.

OK ↓ / NG →

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
- Line pressure solenoid valve

3. Disassemble A/T
4. Check the following item:
- Oil pump assembly

D

1. Remove oil pan.
2. Check A/T fluid condition.

NG → (A)

OK ↓

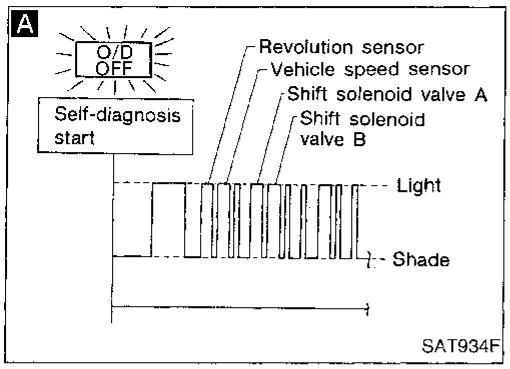
Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

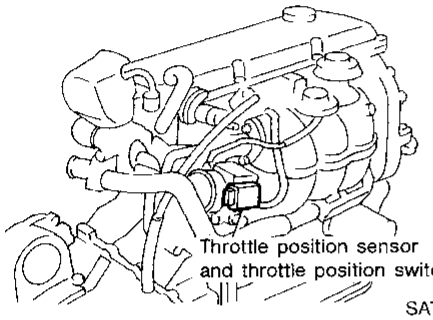
INSPECTION END

A



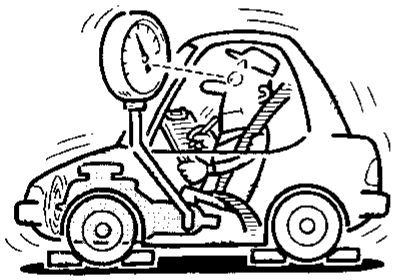
SAT934F

B



SAT931F

C



SAT494G

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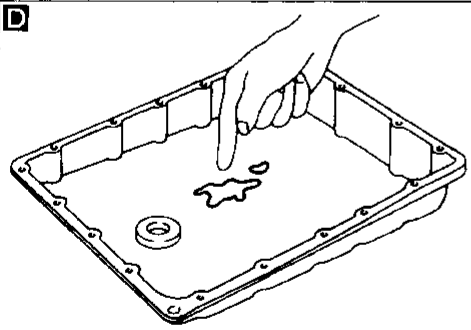


SAT171B

Diagnostic Procedure 8

SYMPTOM:

Vehicle cannot be started from "D_1" on Cruise test — Part 1.

Is Diagnostic Procedure 6 OK?

No → Go to Diagnostic Procedure 6, AT-92.

Yes

A

Does self-diagnosis show damage to revolution sensor, vehicle speed sensor, shift solenoid valve "A" or "B" after cruise test?

Yes → Check damaged circuit. Refer to "Self-diagnosis", AT-53.

No

B

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

NG → Repair or replace throttle position sensor.

OK

C

Check line pressure at stall point with selector lever in "D" position. Refer to "PRESSURE TESTING", AT-113.

NG →
1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "A"
- Shift valve "B"
- Shift solenoid valve "A"
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter
3. Disassemble A/T.
4. Check the following items:
- Forward clutch assembly
- Forward one-way clutch
- Low one-way clutch
- High clutch assembly
- Torque converter
- Oil pump assembly

OK

D

1. Remove oil pan.
2. Check A/T fluid condition.

NG → (same items as above)

OK

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "A"
- Shift valve "B"
- Shift solenoid valve "A"
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter

OK

OK

Check again.

NG →
1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

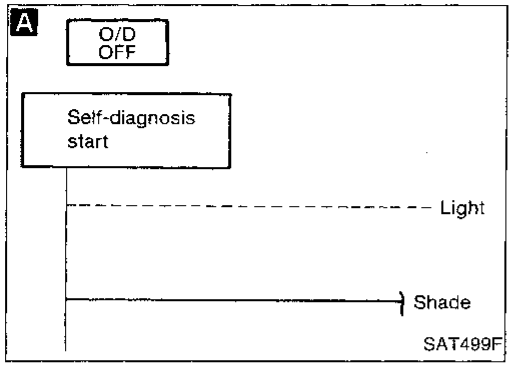
OK

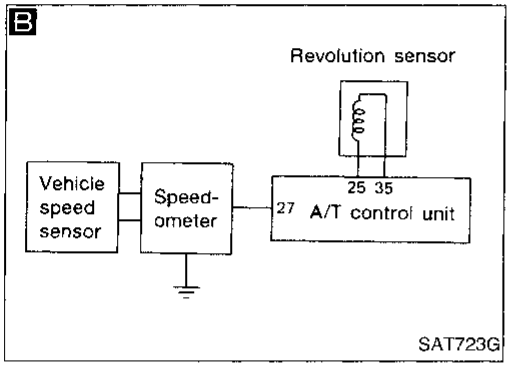
INSPECTION END

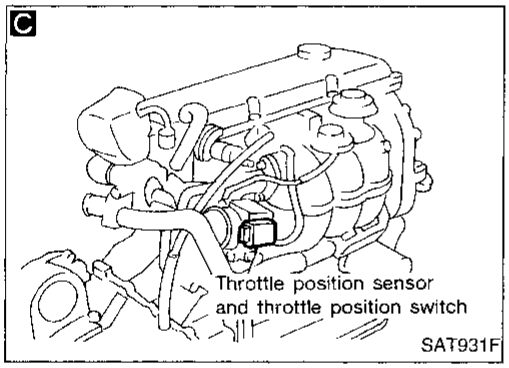
Diagnostic Procedure 9

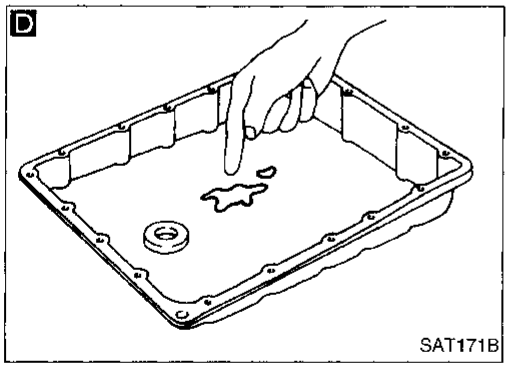
SYMPTOM:

A/T does not shift from "D_1" to "D_2" at the specified speed.
A/T does not shift from "D_4" to "D_2" when depressing accelerator pedal fully at the specified speed.









Are Diagnostic Procedures 7 and 8 OK?
- No → Go to Diagnostic Procedure 7 or 8, AT-93, 94.
- Yes ↓

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit?
- Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A
Does self-diagnosis show damage to inhibitor switch circuit?

No ↓

B
Check revolution sensor and vehicle speed sensor circuit. Refer to "Self-diagnosis", AT-53.
- NG → Repair or replace revolution sensor and vehicle speed sensor circuits.
- OK ↓

C
Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].
- NG → Repair or replace throttle position sensor.
- OK ↓

D
1. Remove oil pan.
2. Check A/T fluid condition.
- NG →
  1. Remove control valve. Refer to "ON-VEHICLE SERVICE", AT-125.
  2. Check the following items:
     - Shift valve "A"
     - Shift solenoid valve "A"
     - Pilot valve
     - Pilot filter
  3. Disassemble A/T.
  4. Check the following items:
     - Servo piston assembly
     - Brake band
     - Oil pump assembly
- OK ↓

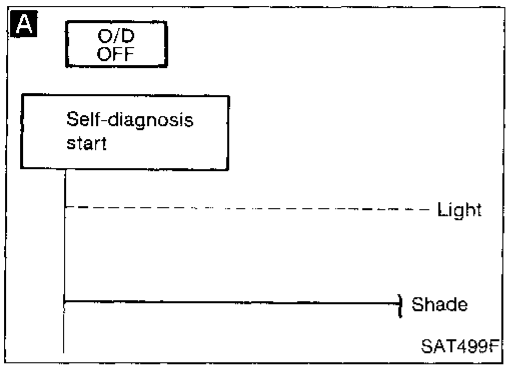
1. Remove control valve. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
   - Shift valve "A"
   - Shift solenoid valve "A"
   - Pilot valve
   - Pilot filter

OK ↓ (OK ←)

Check again.
- NG →
  1. Perform A/T control unit input/output signal inspection.
  2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.
- OK ↓

INSPECTION END

A



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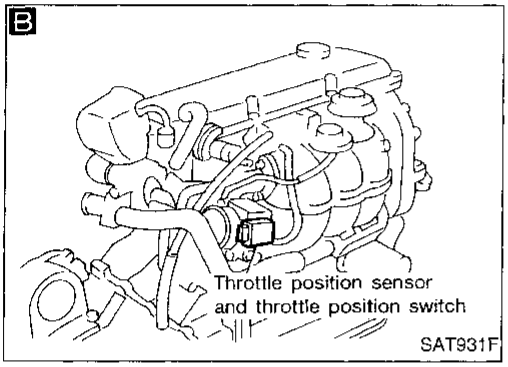

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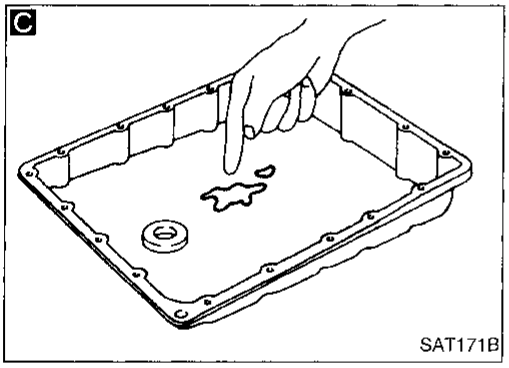


Diagnostic Procedure 10

SYMPTOM:

A/T does not shift from "D_2" to "D_3" at the specified speed.

Are Diagnostic Procedures 7 and 8 OK? — No → Go to Diagnostic Procedure 7 or 8, AT-93, 94.

Yes ↓

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit? — Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to inhibitor switch circuit?

No ↓

B

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"]. — NG → Repair or replace throttle position sensor.

OK ↓

C

1. Remove oil pan.
2. Check A/T fluid condition.

NG → 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "B"
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter
3. Disassemble A/T.
4. Check the following items:
- Servo piston assembly
- High clutch assembly
- Oil pump assembly

OK ↓

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "B"
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter

OK ↓

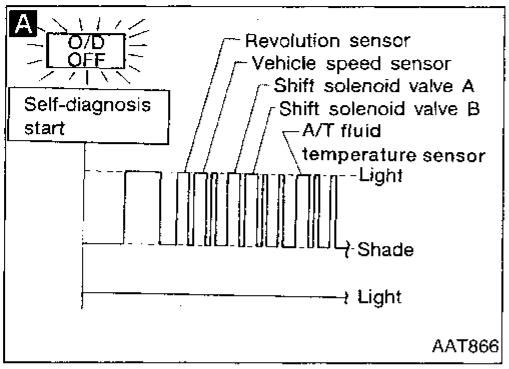
OK ←

Check again. — NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

INSPECTION END

A



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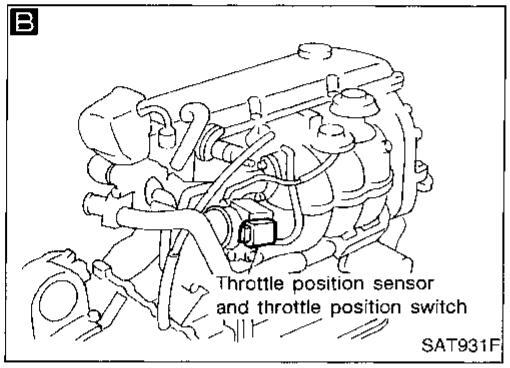

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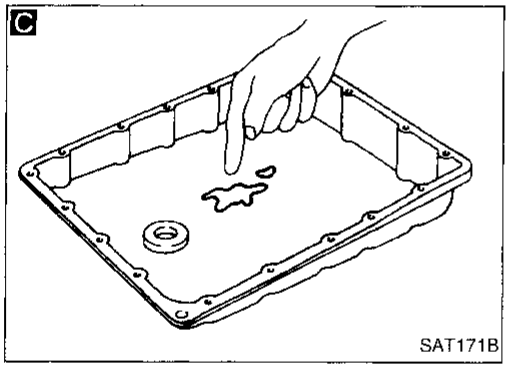


Diagnostic Procedure 11

SYMPTOM:

- **A/T does not shift from "D_3" to "D_4" at the specified speed.**
- **A/T must be warm before "D_3" to "D_4" shift will occur.**

Are Diagnostic Procedure 7 and 8 OK? — No → Go to Diagnostic Procedure 7 or 8, AT-93, 94.

Yes ↓

A

Does self-diagnosis, after cruise test, show damage to any of the following circuits?
- Inhibitor switch
- Overdrive switch
- Shift solenoid valve "A" or "B"
- Revolution sensor
- Vehicle speed sensor
- A/T fluid temperature sensor

Yes → Check damaged circuit. Refer to "Self- diagnosis", AT-53.

No ↓

B

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

NG → Repair or replace throttle position sensor.

OK ↓

C

1. Remove oil pan.
2. Check A/T fluid condition.

NG → 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "B"
- Overrun clutch control valve
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter
3. Disassemble A/T.
4. Check the following items:
- Servo piston assembly
- Brake band
- Torque converter
- Oil pump assembly

OK ↓

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Shift valve "B"
- Overrun clutch control valve
- Shift solenoid valve "B"
- Pilot valve
- Pilot filter

OK ↓

OK ← (from NG branch)

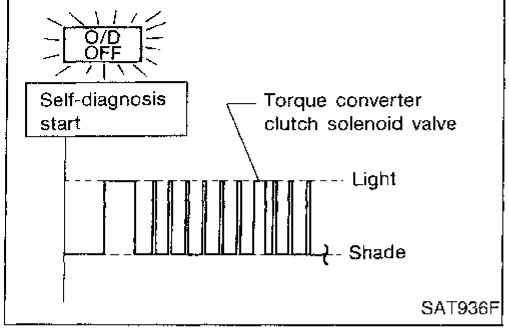
Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK ↓

INSPECTION END

A



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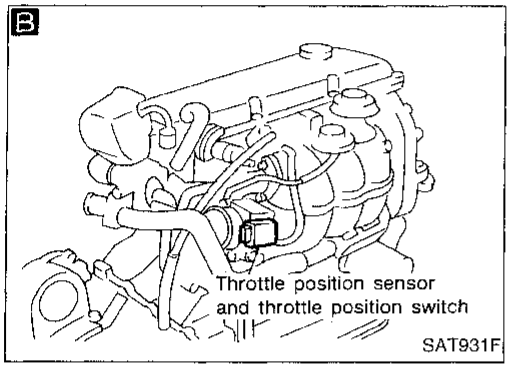


Diagnostic Procedure 12

SYMPTOM:
A/T does not perform lock-up at the specified speed.

A

Does self-diagnosis show damage to torque converter clutch solenoid valve circuit after cruise test?

Yes → Check torque converter clutch solenoid valve circuit. Refer to "Self-diagnosis", AT-65.

No

B

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

NG → Repair or replace throttle position sensor.

OK

1. Remove control valve. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check following items:
   - Torque converter clutch control valve
   - Torque converter relief valve
   - Torque converter clutch solenoid valve
   - Pilot valve
   - Pilot filter

NG → Repair or replace damaged parts.

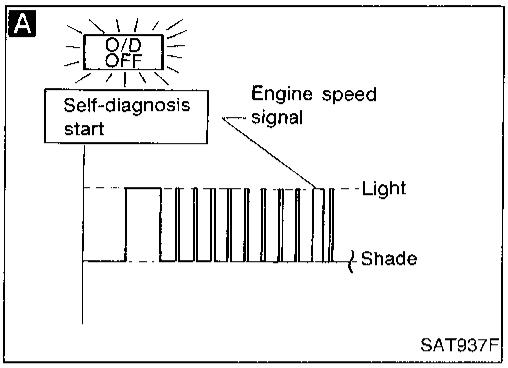
OK

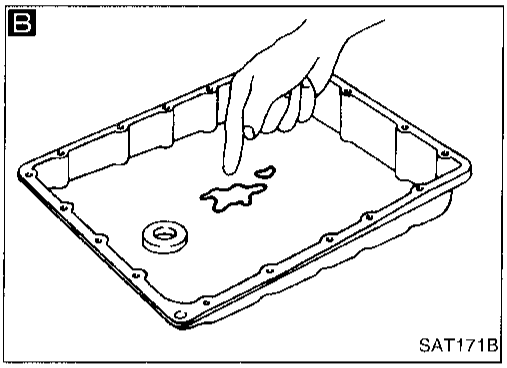
Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END





Diagnostic Procedure 13

SYMPTOM:

A/T does not hold lock-up condition for more than 30 seconds.

A

Does self-diagnosis show damage to engine speed signal circuit after cruise test?

Yes → Check engine speed signal circuit. Refer to "Self-diagnosis", AT-70.

No

B

1. Remove oil pan.
2. Check A/T fluid condition.

NG → 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Torque converter clutch control valve
- Pilot valve
- Pilot filter
3. Disassemble A/T.
4. Check torque converter and oil pump assembly.

OK

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Torque converter clutch control valve
- Pilot valve
- Pilot filter

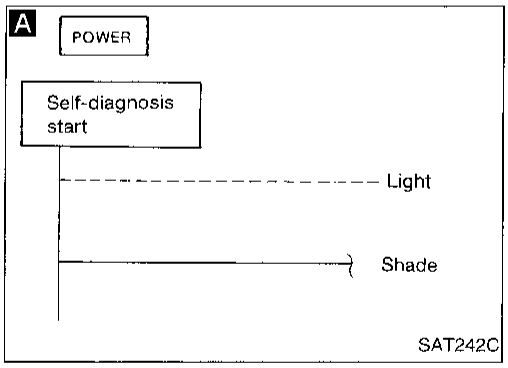
OK

Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END



Diagnostic Procedure 14

SYMPTOM:

Lock-up is not released when accelerator pedal is released.

Does ECU INPUT SIGNALS in Data Monitor show damage to closed throttle position switch circuit?

Yes → Check closed throttle position switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to closed throttle position switch circuit?

No

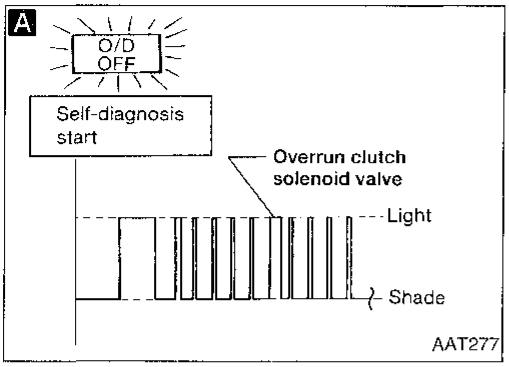
Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

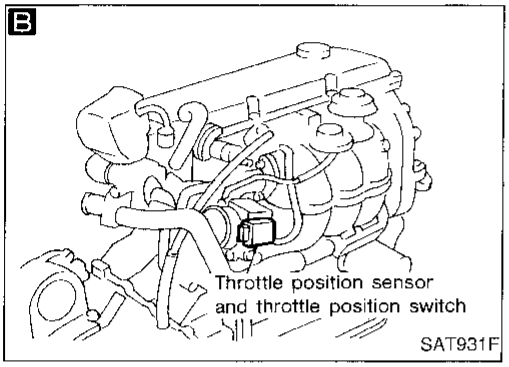
OK

INSPECTION END

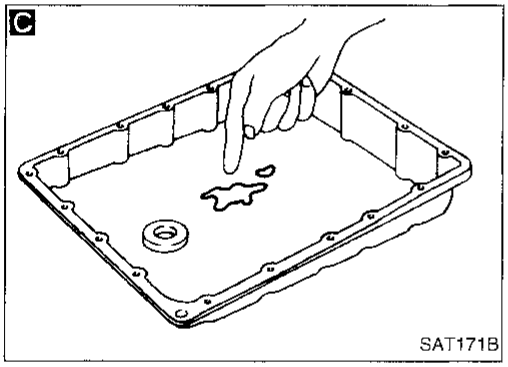
A



B



C



Diagnostic Procedure 15

SYMPTOM:

- **Engine speed does not smoothly return to idle when A/T shifts from "D_4" to "D_3".**
- **Vehicle does not decelerate by engine brake when turning overdrive switch OFF.**
- **Vehicle does not decelerate by engine brake when changing selector lever from "D" to "2" position.**

A

Does self-diagnosis show damage to overrun clutch solenoid valve circuit after cruise test?

Yes → Check overrun clutch solenoid valve circuit. Refer to "Self-diagnosis", AT-63.

No

B

Check throttle position sensor. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

NG → Repair or replace throttle position sensor.

OK

C

1. Remove oil pan.
2. Check A/T fluid condition.

NG → 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Overrun clutch control valve
- Overrun clutch reducing valve
- Overrun clutch solenoid valve
3. Disassemble A/T.
4. Check the following items:
- Overrun clutch assembly
- Oil pump assembly

OK

1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-125.
2. Check the following items:
- Overrun clutch control valve
- Overrun clutch reducing valve
- Overrun clutch solenoid valve

OK

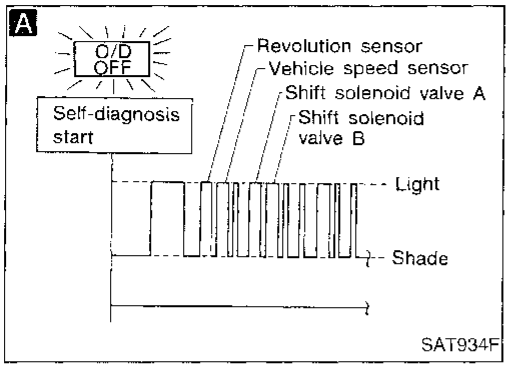
OK

Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END



Diagnostic Procedure 16

SYMPTOM:
Vehicle does not start from "D_1" on Cruise test — Part 2.

A

Does self-diagnosis show damage to revolution sensor, vehicle speed sensor, shift solenoid valve "A" or "B" after cruise test?

Yes → Check damaged circuit. Refer to "Self- diagnosis", AT-53.

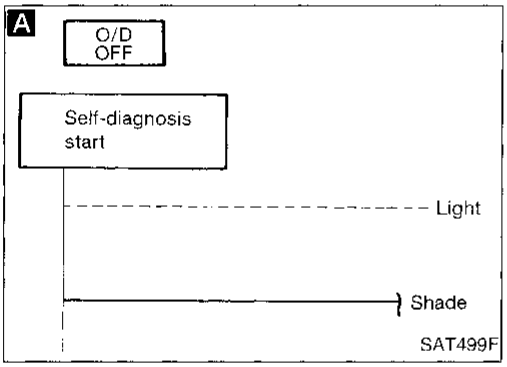
No

Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK

Go to Diagnostic Procedure 8, AT-94.



Diagnostic Procedure 17

SYMPTOM:
A/T does not shift from "D_4" to "D_3" when changing overdrive switch to OFF position.

Does ECU INPUT SIGNALS in Data Monitor show damage to overdrive switch circuit?

Yes → Check overdrive switch circuit. Refer to "Self-diagnosis", AT-74.

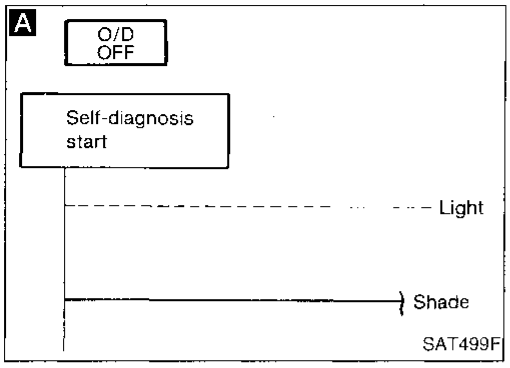
OR

A

Does self-diagnosis show damage to overdrive switch circuit?

No

Go to Diagnostic Procedure 10, AT-96.



Diagnostic Procedure 18

SYMPTOM:

A/T does not shift from "D_3" to "2_2" when changing selector lever from "D" to "2" position.

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit?

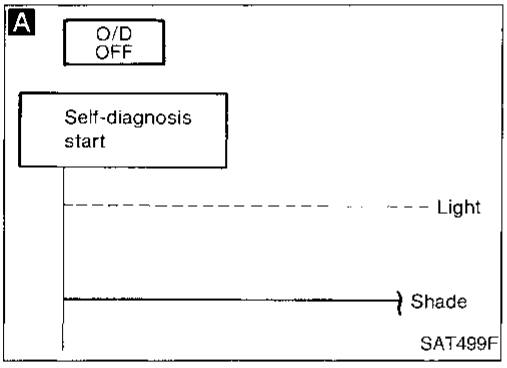
Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to inhibitor switch circuit?

No → Go to Diagnostic Procedure 9, AT-95.



Diagnostic Procedure 19

SYMPTOM:

A/T does not shift from "2_2" to "1_1" when changing selector lever from "2" to "1" position.

Does ECU INPUT SIGNALS in Data Monitor show damage to inhibitor switch circuit?

Yes → Check inhibitor switch circuit. Refer to "Self-diagnosis", AT-74.

OR

A

Does self-diagnosis show damage to inhibitor switch circuit?

No → Check again.

NG → 1. Perform A/T control unit input/output signal inspection.
2. If NG, recheck A/T control unit pin terminals for damage or loose connection with harness connector.

OK → **INSPECTION END**

Diagnostic Procedure 20

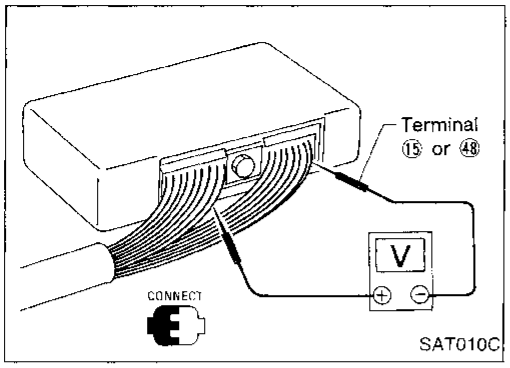
SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from "2_2" (1_2) to "1_1".

Is Diagnostic Procedure 6 OK?

No → Go to Diagnostic Procedure 6, AT-92.

Yes → Go to Diagnostic Procedure 15, AT-100.

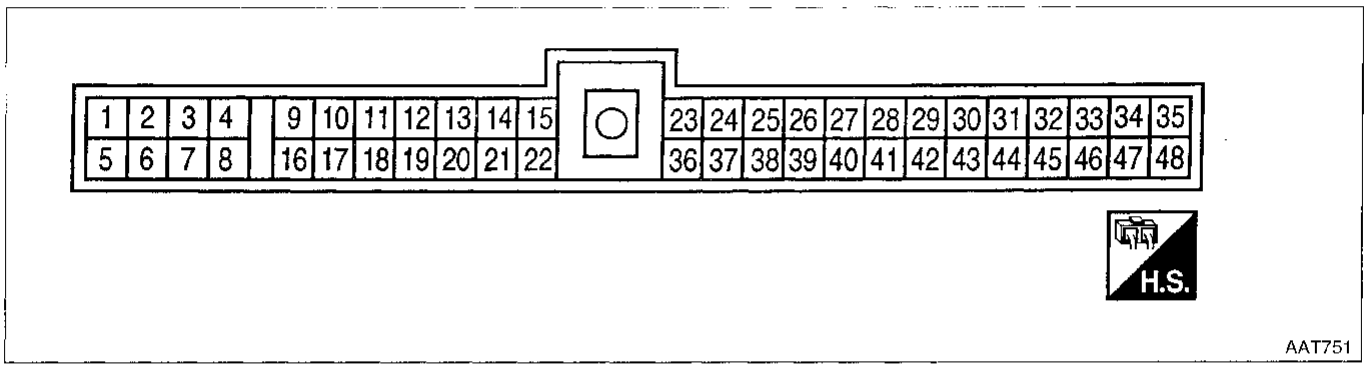


Electrical Components Inspection

INSPECTION OF A/T CONTROL UNIT

- Measure voltage between each terminal and terminal ⑮ or ㊽ by following "A/T CONTROL UNIT INSPECTION TABLE".

- Pin connector terminal layout



A/T CONTROL UNIT INSPECTION TABLE

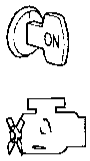
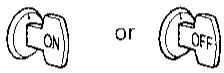
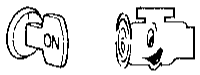
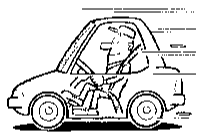
(Data are reference values.)

Terminal No.	Item	Condition		Judgement standard
1	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
3	O/D OFF indicator lamp		When setting overdrive switch in ON position.	Battery voltage
			When setting overdrive switch in OFF position.	1V or less
4	Power source		When turning ignition switch to ON.	Battery voltage
			When turning ignition switch to OFF.	1V or less

Electrical Components Inspection (Cont'd)

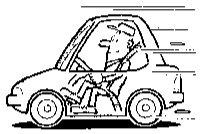
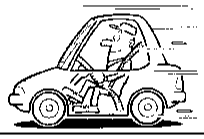
Terminal No.	Item	Condition		Judgement standard
5	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
			When A/T does not perform lock- up.	1V or less
6	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in D_1 or D_4.)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in D_2 or D_3.)	1V or less
7	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in D_1 or D_2.)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in D_3 or D_4.)	1V or less
8	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
			When overrun clutch solenoid valve does not operate.	1V or less
9	Power source		Same as No. 4	
10*	DT1		—	—
11*	DT2		—	—
12*	DT3		—	—
13	—		—	—
14	Closed throttle position switch (in throttle position switch)		When releasing accelerator pedal after warming up engine.	Battery voltage
			When depressing accelerator pedal after warming up engine.	1V or less
15	Ground (System)		—	—
16	Inhibitor 1 position switch		When setting selector lever to 1 position.	Battery voltage
			When setting selector lever to other positions.	1V or less
17	Inhibitor 2 position switch		When setting selector lever to 2 position.	Battery voltage
			When setting selector lever to other positions.	1V or less
18	Inhibitor D position switch		When setting selector lever to D position.	Battery voltage
			When setting selector lever to other positions.	1V or less

*: These terminals are connected to the ECM (ECCS control module).

Terminal No.	Item	Condition		Judgement standard
19	Inhibitor N or P position switch		When setting selector lever to N or P position.	Battery voltage
			When setting selector lever to other positions.	1V or less
20	Inhibitor R position switch		When setting selector lever to R position.	Battery voltage
			When setting selector lever to other positions.	1V or less
21	Wide open throttle position switch (in throttle position switch)		When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
			When releasing accelerator pedal after warming up engine.	1V or less
22	—		—	—
23	Power source (Memory back-up)		When turning ignition switch to OFF.	Battery voltage
			When turning ignition switch to ON.	Battery voltage
24	Engine speed signal		When engine runs at idle speed.	0.6 - 1.6V
25	Revolution sensor (Measure in AC position)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.
			When vehicle parks.	0V
26	—		—	—
27	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1.0V and more than 4.5V.
28*	—		—	—
29*	—		—	—
30*	—		—	—
31	Throttle position sensor (Power source)		—	4.5 - 5.5V
32	—		—	—

*: These terminals are connected to the Data link connector for CONSULT.

Electrical Components Inspection (Cont'd)

Terminal No.	Item	Condition		Judgement standard
33	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	Approximately 1.5V
			When ATF temperature is 80°C (176°F).	Approximately 0.5V
34	Throttle position sensor		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
35	Throttle position sensor (Ground)		—	—
36	—		—	—
37	ASCD cruise signal		When ASCD cruise is being performed. (CRUISE light comes on.)	Battery voltage
			When ASCD cruise is not being performed. (CRUISE light does not comes on.)	1V or less
38	—		—	—
39	Overdrive OFF switch		When setting overdrive switch in ON position.	Battery voltage
			When setting overdrive switch in OFF position.	1V or less
40	ASCD O/D cut signal		When ACCEL set switch on ASCD cruise is in D_4 position.	More than 4.5V
			When ACCEL set switch on ASCD cruise is in D_3 position.	1V or less
41	—		—	—
42	—		—	—
43	—		—	—
44	—		—	—
45*	OBD-II output		—	—
46	—		—	—
47	—		—	—
48	Ground (System)		—	—

* These terminals are connected to the ECM (ECCS control module).

Electrical Components Inspection (Cont'd)

SOLENOID VALVES AND FLUID TEMPERATURE SENSOR

- For removal and installation, refer to "ON-VEHICLE SERVICE", AT-125.

Solenoid valves

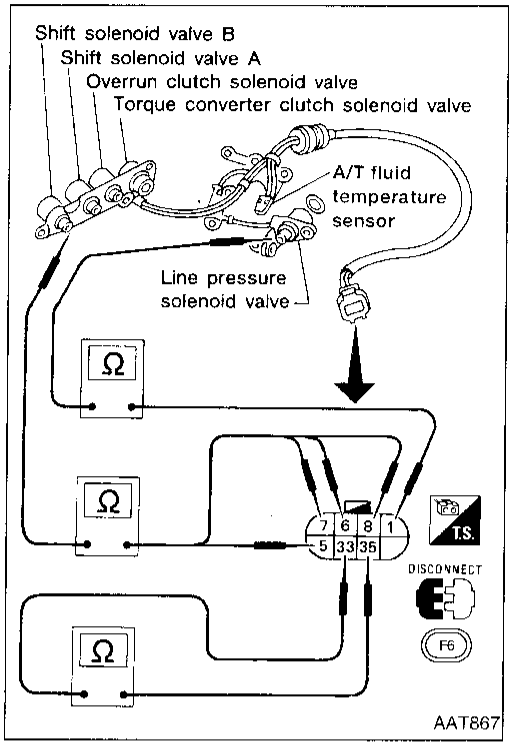
Resistance check

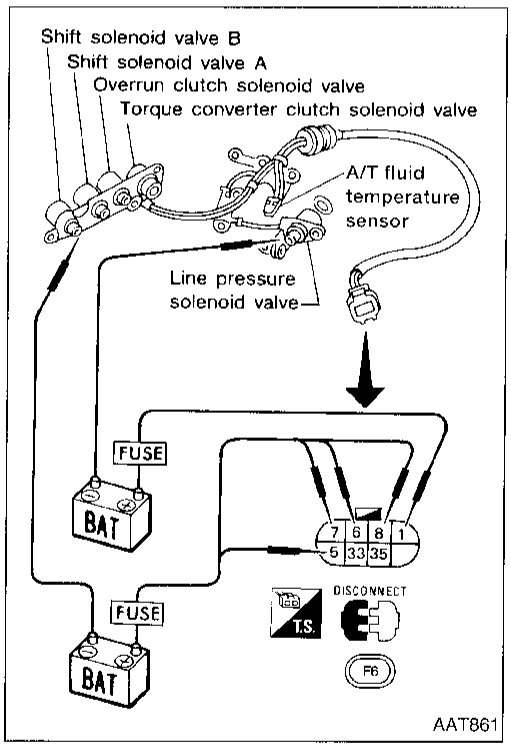
- Check resistance between two terminals.

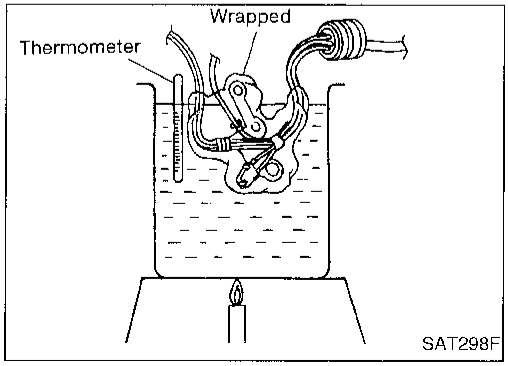
Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve "A"	⑥	Ground (Bracket)	20 - 30Ω
Shift solenoid valve "B"	⑦		
Overrun clutch solenoid valve	⑧		
Line pressure solenoid valve	①		2.5 - 5Ω
Torque converter clutch solenoid valve	⑤		10 - 16Ω

Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground (bracket).





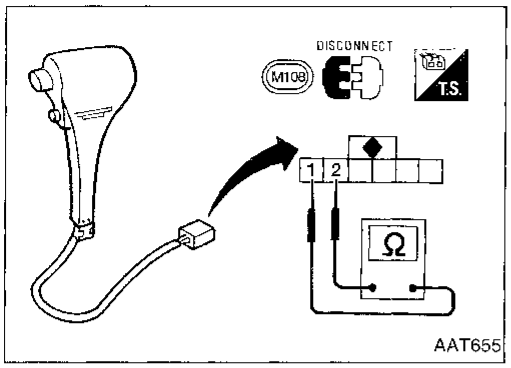


Fluid temperature sensor

Check resistance between terminals ㉝and ㉟while changing temperature as shown at left.

Temperature °C (°F)	Resistance (Approx.)
20 (68)	2.5 kΩ
80 (176)	0.3 kΩ

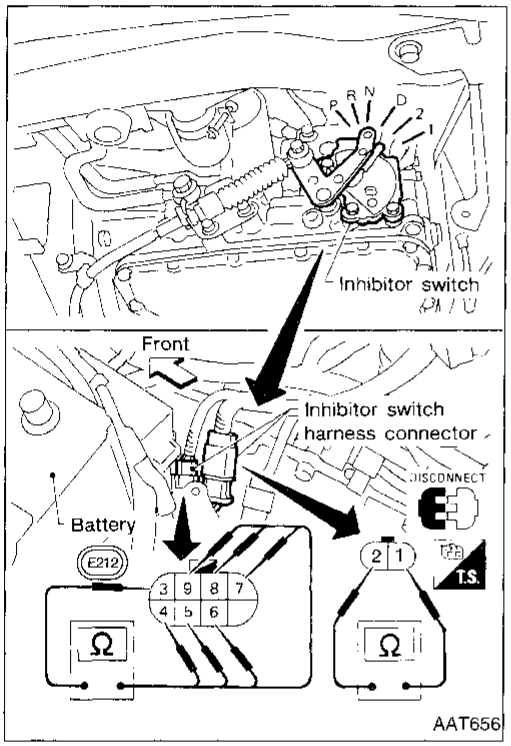
Electrical Components Inspection (Cont'd)



OVERDRIVE SWITCH

- Check continuity between terminals ① and ②.

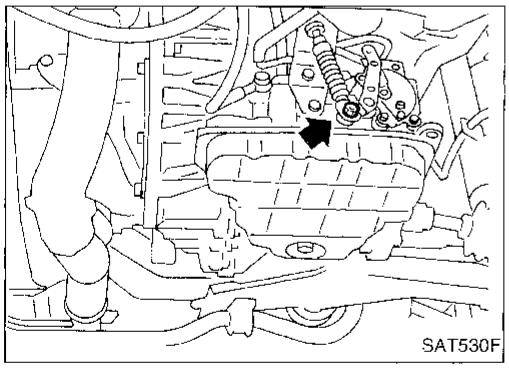
O/D switch position	Continuity
ON	No
OFF	Yes



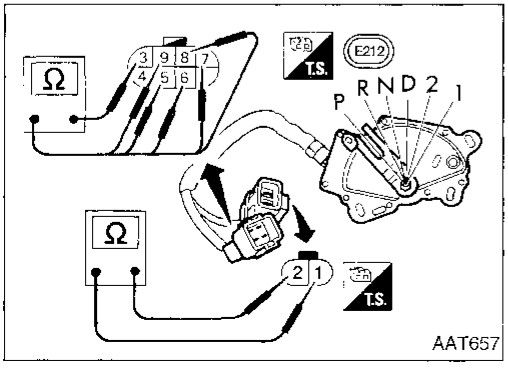
INHIBITOR SWITCH

1. Check continuity between terminals ① and ② and between terminals ③ and ④, ⑤, ⑥, ⑦, ⑧, ⑨ while moving selector lever through each position.

Lever position	Terminal No.	
P	① — ②	③ — ④
R	③ — ⑤	
N	① — ②	③ — ⑥
D	③ — ⑦	
2	③ — ⑧	
1	③ — ⑨	

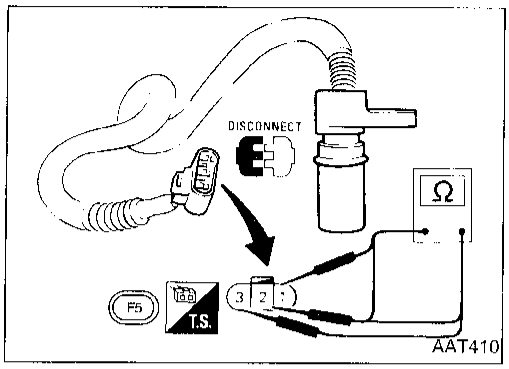


2. If NG, check again with control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust control cable. Refer to "ON-VEHICLE SERVICE", AT-127.



4. If NG on step 2, remove inhibitor switch from A/T and check continuity of inhibitor switch terminals. Refer to step 1.
5. If OK on step 4, adjust inhibitor switch. Refer to "ON-VEHICLE SERVICE", AT-126.
6. If NG on step 4, replace inhibitor switch.

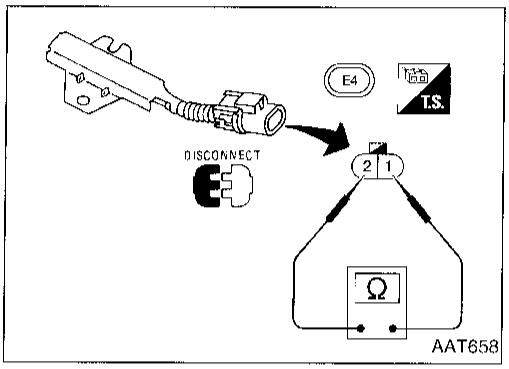
Electrical Components Inspection (Cont'd)



REVOLUTION SENSOR

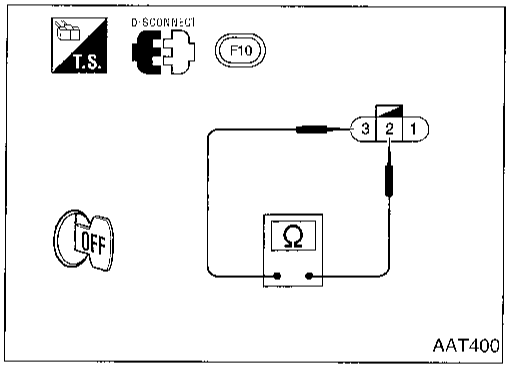
- For removal and installation, refer to "ON-VEHICLE SERVICE", AT-126.
- Check resistance between terminals ①, ② and ③.

Terminal No.		Resistance
①	②	500 - 650Ω
②	③	No continuity
①	③	No continuity



DROPPING RESISTOR

- Check resistance between terminals ① and ②.
  Resistance: 11.2 - 12.8Ω



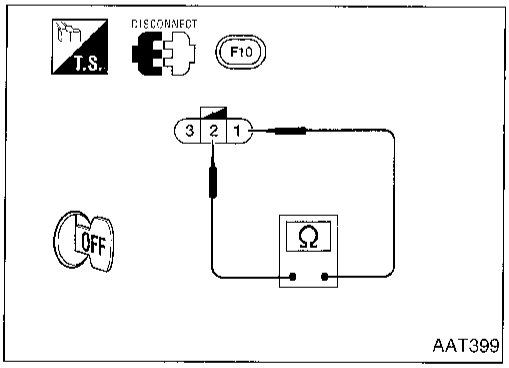
THROTTLE POSITION SWITCH

Closed throttle position switch (idle position)

- Check continuity between terminals ② and ③.

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

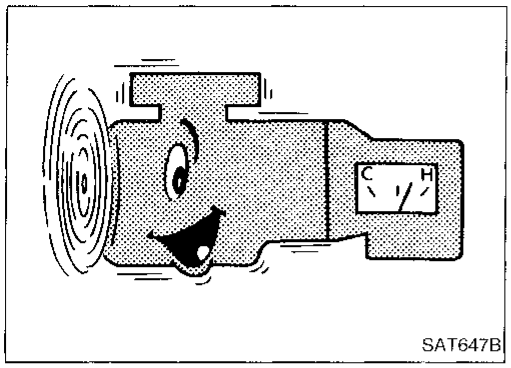
- To adjust closed throttle position switch, perform Basic Inspection of TROUBLE DIAGNOSIS — General Description in EC section.



Wide open throttle position switch

- Check continuity between terminals ① and ②.

Accelerator pedal condition	Continuity
Released	No
Depressed (fully)	Yes



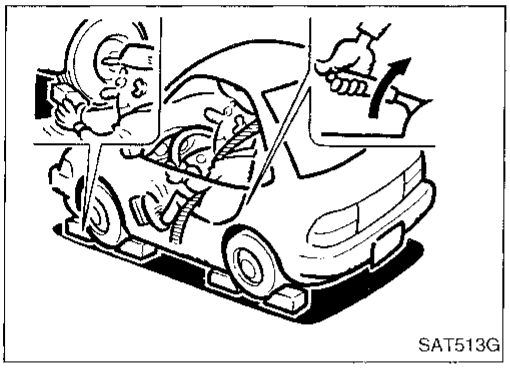
SAT647B

Final Check

STALL TESTING

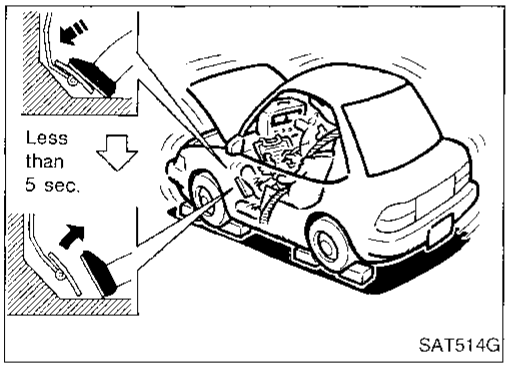
Stall test procedure

1. Check A/T and engine fluid levels. If necessary, add.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.
   ATF operating temperature:
   50 - 80°C (122 - 176°F)


SAT513G

3. Set parking brake and block wheels.
4. Install a tachometer where it can be seen by driver during test.

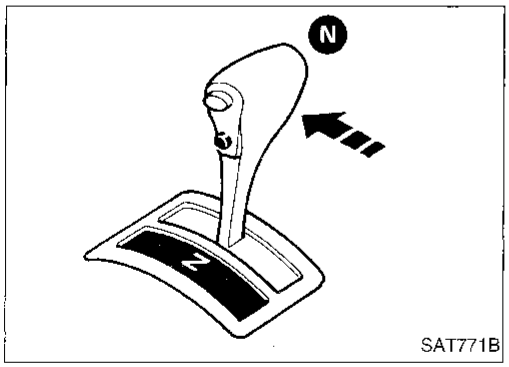
- **It is good practice to mark the point of specified engine rpm on indicator.**



SAT514G

5. Start engine, apply foot brake, and place selector lever in D position.
6. Accelerate to wide-open throttle gradually while applying foot brake.
7. Quickly note the engine stall revolution and immediately release throttle.

- **During test, never hold throttle wide-open for more than 5 seconds.**
  Stall revolution:
  2,150 - 2,450 rpm



SAT771B

8. Move selector lever to "N" position.
9. Cool off ATF.

- **Run engine at idle for at least one minute.**

10. Repeat steps 5 through 9 with selector lever in "2", "1" and "R" positions.

Final Check (Cont'd)

JUDGEMENT OF STALL TEST

The test result and possible damaged components relating to each result are shown in the illustrations on previous page.
In order to pinpoint the possible damaged components, follow the WORK FLOW shown in AT-14.

Note

Stall revolution is too high in "D", "2" or "1" position:

- Slippage occurs in 1st gear but not in 2nd and 3rd gears. ..... Low one-way clutch slippage
- Slippage occurs in the following gears:
  1st through 3rd gears in "D" position and engine brake functions with overdrive switch set to OFF.
  1st and 2nd gears in "2" position and engine brake functions with accelerator pedal released (fully closed throttle). ..... Forward clutch or forward one-way clutch slippage

Stall revolution is too high in R position:

- Engine brake does not function in "1" position. ..... Low & reverse brake slippage
- Engine brake functions in "1" position. ..... Reverse clutch slippage

Stall revolution within specifications:

- Vehicle does not achieve speed of more than 80 km/h (50 MPH). ..... One-way clutch seizure in torque converter housing

CAUTION:
Be careful since automatic fluid temperature increases abnormally.

- Slippage occurs in 3rd and 4th gears in "D" position. ..... High clutch slippage
- Slippage occurs in 2nd and 4th gear in "D" position. ..... Brake band slippage
- Engine brake does not function in 2nd and 3rd gears in "D" position, 2nd gear in "2" position, and 1st gear in "1" position with overdrive switch set to OFF.

Stall revolution less than specifications:

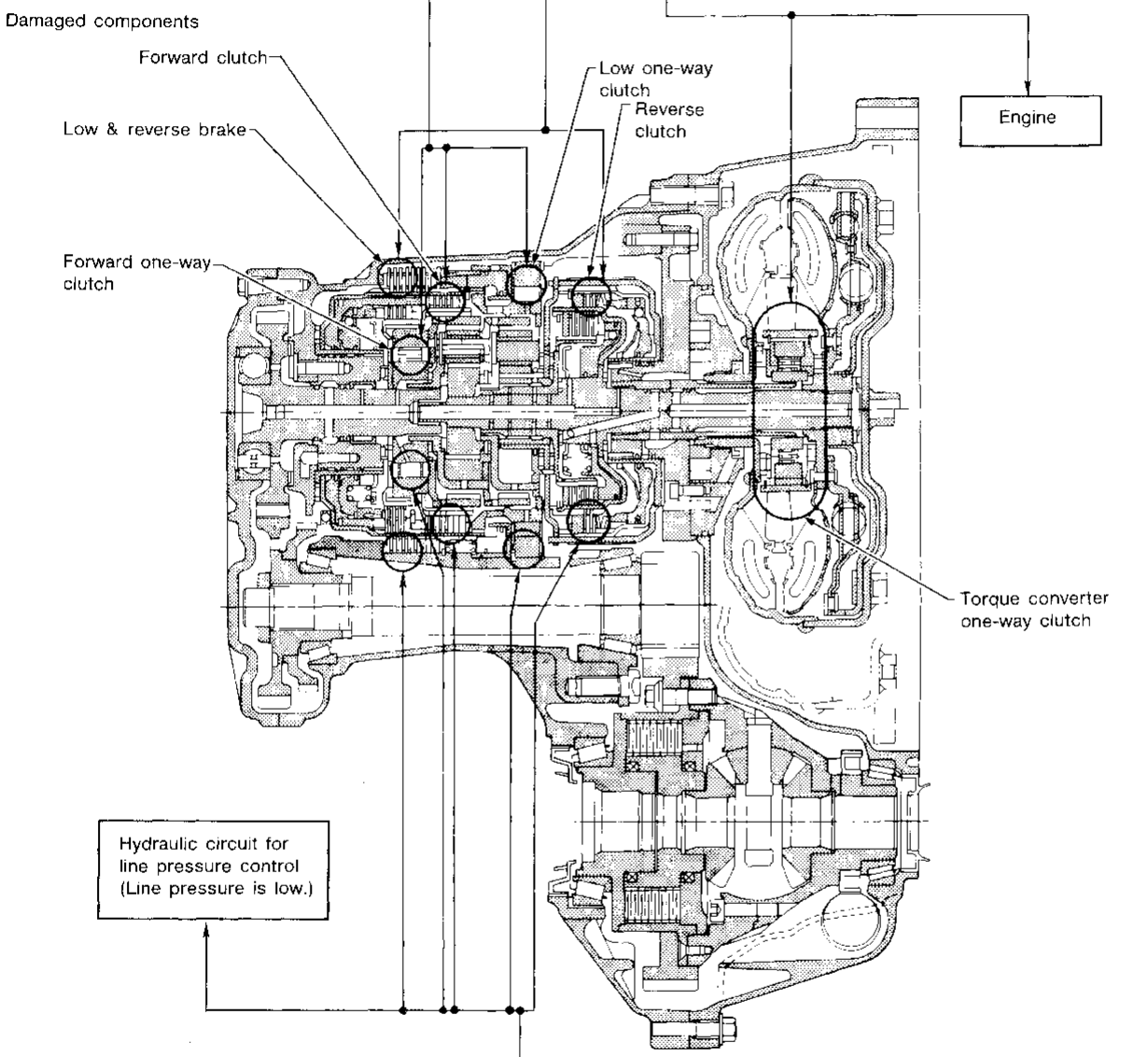
- Poor acceleration during starts. ..... One-way clutch seizure in torque converter

Final Check (Cont'd)

Judgement of stall test

Selector lever position	Judgement		
D	H	O	L
2	H	O	L
1	H	O	L
R	O	H	L

O : Stall revolution is normal.
H : Stall revolution is higher than specified.
L : Stall revolution is lower than specified.

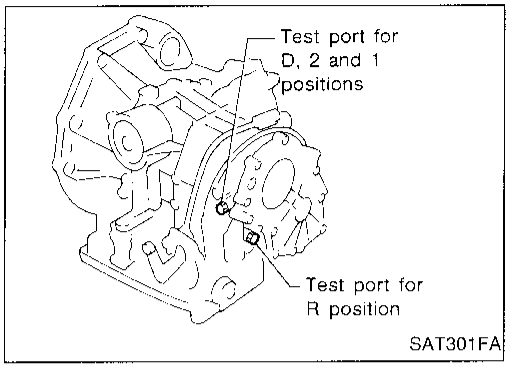


D	H	O
2	H	O
1	H	O
R	H	O
Selector lever position	Judgement	

SAT895H

Final Check (Cont'd)

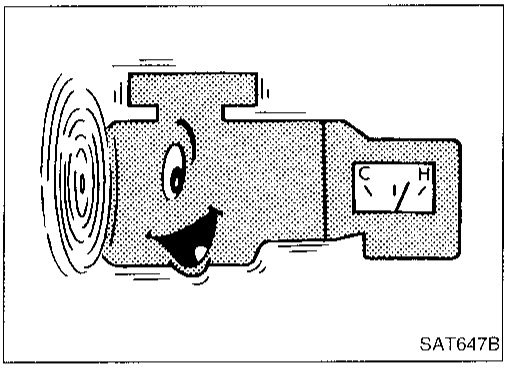
PRESSURE TESTING



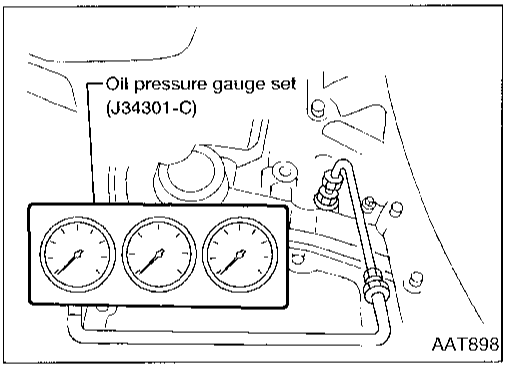
- Location of pressure test ports.
- **Always replace pressure plugs as they are self-sealing bolts.**

Line pressure test procedure

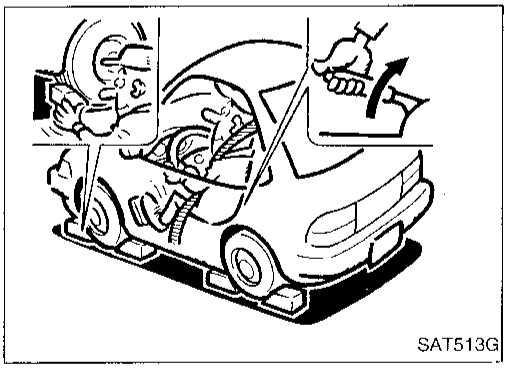
1. Check A/T and engine fluid levels. If necessary, add fluid.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.
   ATF operating temperature:
   50 - 80°C (122 - 176°F)



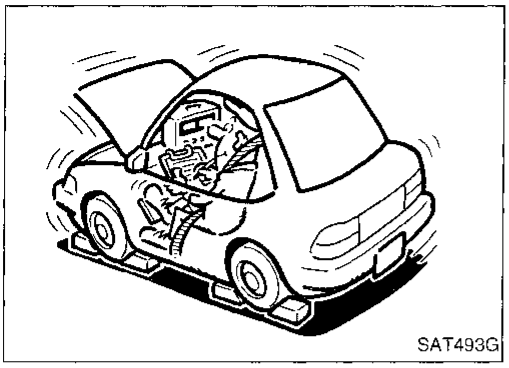
3. Install pressure gauge to corresponding line pressure port.



4. Set parking brake and block wheels.
- **Continue to depress brake pedal fully while line pressure test is being performed at stall speed.**



Final Check (Cont'd)


SAT493G

5. Start engine and measure line pressure at idle and stall speed.

- **When measuring line pressure at stall speed, follow the stall test procedure.**

Line pressure: Refer to SDS, AT-228.

JUDGEMENT OF LINE PRESSURE TEST

Judgement		Suspected parts
At idle	Line pressure is low in all positions.	● Oil pump wear ● Control piston damage ● Pressure regulator valve or plug sticking ● Spring for pressure regulator valve damaged ● Fluid pressure leakage between oil strainer and pressure regulator valve ● Clogged strainer
	Line pressure is low in particular position.	● Fluid pressure leakage between manual valve and particular clutch ● For example, line pressure is: – Low in "R" and "1" positions, but – Normal in "D" and "2" positions. Therefore, fluid leakage exists at or around low and reverse brake circuit. Refer to "OPERATION OF CLUTCH AND BRAKE", AT-11.
	Line pressure is high.	● Maladjustment of throttle position sensor ● A/T fluid temperature sensor damaged ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure modifier valve sticking ● Pressure regulator valve or plug sticking ● Open in dropping resistor circuit
At stall speed	Line pressure is low.	● Maladjustment of throttle position sensor ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure regulator valve or plug sticking ● Pressure modifier valve sticking ● Pilot valve sticking

Symptom Chart

Reference page (AT-)		ON vehicle										OFF vehicle					
		26, 127	126	53, 55, 70	72	125, 59	61, 72	65, 63	67, 125	125	136, 152	170, 173	177, 187	177	183, 194	—
Reference page (AT-)	Numbers are arranged in order of probability. Perform inspections starting with number one and work up. Circled numbers indicate that the transaxle must be removed from the vehicle.	Fluid level / Control cable	Inhibitor switch / Throttle position sensor (Adjustment)	Revolution sensor and vehicle speed sensor / Engine speed signal	Engine idling rpm / Line pressure	Control valve assembly / Shift solenoid valve A	Shift solenoid valve B / Line pressure solenoid valve	Torque converter clutch solenoid valve / Overrun clutch solenoid valve	A/T fluid temperature sensor / Accumulator N-D	Accumulator servo release / Ignition switch and starter	Torque converter / Oil pump	Reverse clutch / High clutch	Forward clutch / Forward one-way clutch	Overrun clutch / Low one-way clutch	Low & reverse brake / Brake band	Parking components
89	Engine does not start in N, P positions.	2	3							1						
89	Engine starts in positions other than N and P.	1	2													
—	Transaxle noise in P and N positions.	1	3	4 5	2						⑦ ⑥					
89	Vehicle moves when changing into P position or parking gear does not disengage when shifted out of P position.	1														②
90	Vehicle runs in N position.	1										③	②	④		
92	Vehicle will not run in R position (but runs in D, 2 and 1 positions). Clutch slips. Very poor acceleration.	1			2	4	3					⑤ ⑥	⑦	⑧	⑨	
—	Vehicle braked when shifting into R position.	1 2			3	5	4					⑥	⑧	⑨	⑦	
—	Sharp shock in shifting from N to D position.		2	5	1 3	7	6		4 8				⑨			
—	Vehicle will not run in D and 2 positions (but runs in 1 and R positions).	1												②		
93	Vehicle will not run in D, 1, 2 positions (but runs in R position). Clutch slips. Very poor acceleration.	1			2	4	3		5			⑥ ⑦	⑧ ⑨	⑩		
—	Clutches or brakes slip somewhat in starting.	1 2	3		4	6	5		7		⑫ ⑪	⑨	⑧		⑩	
—	Excessive creep.				1											
92, 93	No creep at all.	1			2	3					⑥ ⑤		④			
—	Failure to change gear from D_1 to D_2.	2	1	5		4 3									⑥	
—	Failure to change gear from D_2 to D_3.	2	1	5		4	3					⑥			⑦	
—	Failure to change gear from D_3 to D_4.	2	1	4		3			5						⑥	
95, 96, 97	Too high a gear change point from D_1 to D_2, from D_2 to D_3, from D_3 to D_4.		1	2		3	4									
—	Gear change directly from D_1 to D_3 occurs.	1								2					③	
—	Engine stops when shifting lever into R, D, 2 and 1.				1	3		2			④					
—	Too sharp a shock in change from D_1 to D_2.		1		2	4			5	3					⑥	
—	Too sharp a shock in change from D_2 to D_3.		1		2	3						④			⑤	

Symptom Chart (Cont'd)

		ON vehicle									OFF vehicle					
Reference page (AT-)		26, 127	126	53, 55, 70	72	125, 59	61, 72	65, 63	67, 125	125	136, 152	170, 173	177, 187	177	183, 194	—
Reference page (AT-)	Numbers are arranged in order of probability. Perform inspections starting with number one and work up. Circled numbers indicate that the transaxle must be removed from the vehicle.	Fluid level / Control cable	Inhibitor switch / Throttle position sensor (Adjustment)	Revolution sensor and vehicle speed sensor / Engine speed signal	Engine idling rpm / Line pressure	Control valve assembly / Shift solenoid valve A	Shift solenoid valve B / Line pressure solenoid valve	Torque converter clutch solenoid valve / Overrun clutch solenoid valve	A/T fluid temperature sensor / Accumulator N-D	Accumulator servo release / Ignition switch and starter	Torque converter / Oil pump	Reverse clutch / High clutch	Forward clutch / Forward one-way clutch	Overrun clutch / Low one-way clutch	Low & reverse brake / Brake band	Parking components
—	Too sharp a shock in change from D_3 to D_4.	. .	. 1	. .	. 2	3 .	. .	. .	. .	. .	. .	. .	. .	⑤ .	. ④	.
—	Almost no shock or clutches slipping in change from D_1 to D_2.	1 .	. 2	. .	. 3	5 .	. .	. .	. .	4 .	. .	. .	. .	. .	. ⑥	.
—	Almost no shock or slipping in change from D_2 to D_3.	1 .	. 2	. .	. 3	4 .	. .	. .	. .	. .	. .	. ⑤	. .	. .	. ⑥	.
—	Almost no shock or slipping in change from D_3 to D_4.	1 .	. 2	. .	. 3	4 .	. .	. .	. .	. .	. .	. ⑤	. .	. .	. ⑥	.
—	Vehicle braked by gear change from D_1 to D_2.	1 .	. .	. .	. .	. .	. .	. .	. .	. .	. .	② ④	. .	. ⑤	③ .	.
—	Vehicle braked by gear change from D_2 to D_3.	1 .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. ②	.
—	Vehicle braked by gear change from D_3 to D_4.	1 .	. .	. .	. .	. .	. .	. .	. .	. .	. .	④ .	. ③	② .	. .	.
—	Maximum speed not attained. Acceleration poor.	1 .	2 .	. .	. .	5 3	4 .	. .	. .	. .	⑪ ⑩	⑥ ⑦	. .	. .	⑨ ⑧	.
—	Failure to change gear from D_4 to D_3.	1 .	. 2	. .	. .	6 4	. 5	. 3	. .	. .	. .	. .	. .	⑧ .	⑦ .	.
—	Failure to change gear from D_3 to D_2 or from D_4 to D_2.	1 .	. 2	. .	. .	5 3	4 .	. .	. .	. .	. .	. ⑥	. .	. .	. ⑦	.
—	Failure to change gear from D_2 to D_1 or from D_3 to D_1.	1 .	. 2	. .	. .	5 3	4 .	. .	. .	. .	. .	. ⑦	. .	. ⑥	. ⑧	.
—	Gear change shock felt during deceleration by releasing accelerator pedal.	. .	. 1	. .	. 2	4 .	. .	. 3	. .	. .	. .	. .	. .	. .	. .	.
—	Too high a change point from D_4 to D_3, from D_3 to D_2, from D_2 to D_1.	. .	. 1	2 .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	.
—	Kickdown does not operate when depressing pedal in D_4 within kickdown vehicle speed.	. .	. 1	2 .	. .	. 3	4 .	. .	. .	. .	. .	. .	. .	. .	. .	.
—	Kickdown operates or engine overruns when depressing pedal in D_4 beyond kickdown vehicle speed limit.	. .	. 2	1 .	. .	. 3	4 .	. .	. .	. .	. .	. .	. .	. .	. .	.
—	Races extremely fast or slips in changing from D_4 to D_3 when depressing pedal.	1 .	. 2	. .	. 3	5 .	. 4	. .	. .	. .	. .	. ⑥	⑦ .	. .	. .	.
—	Races extremely fast or slips in changing from D_4 to D_2 when depressing pedal.	1 .	. 2	. .	. 3	6 5	. 4	. .	. .	. .	. .	. .	⑧ .	. .	. ⑦	.
—	Races extremely fast or slips in changing from D_3 to D_2 when depressing pedal.	1 .	. 2	. .	. 3	5 .	. 4	. .	6 .	. .	. .	. ⑨	⑧ .	. .	. ⑦	.
—	Races extremely fast or slips in changing from D_4 or D_3 to D_1 when depressing pedal.	1 .	. 2	. .	. 3	5 .	. 4	. .	. .	. .	. .	. .	⑥ ⑦	. ⑧	. .	.
—	Vehicle will not run in any position.	1 2	. .	. .	. 3	. .	. 4	. .	. .	. .	⑨ ⑤	. ⑥	. .	. .	⑧ ⑦	⑩
—	Transaxle noise in D, 2, 1 and R positions.	1 .	. .	. .	. .	. .	. .	. .	. .	. .	② .	. .	. .	. .	. .	.

Symptom Chart (Cont'd)

ON vehicle ◄——► OFF vehicle

Reference page (AT-)		26, 127	126		53, 55, 70		72		125, 59		61, 72		65, 63		67, 125		125		136, 152		170, 173		177, 187		177		183, 194		—
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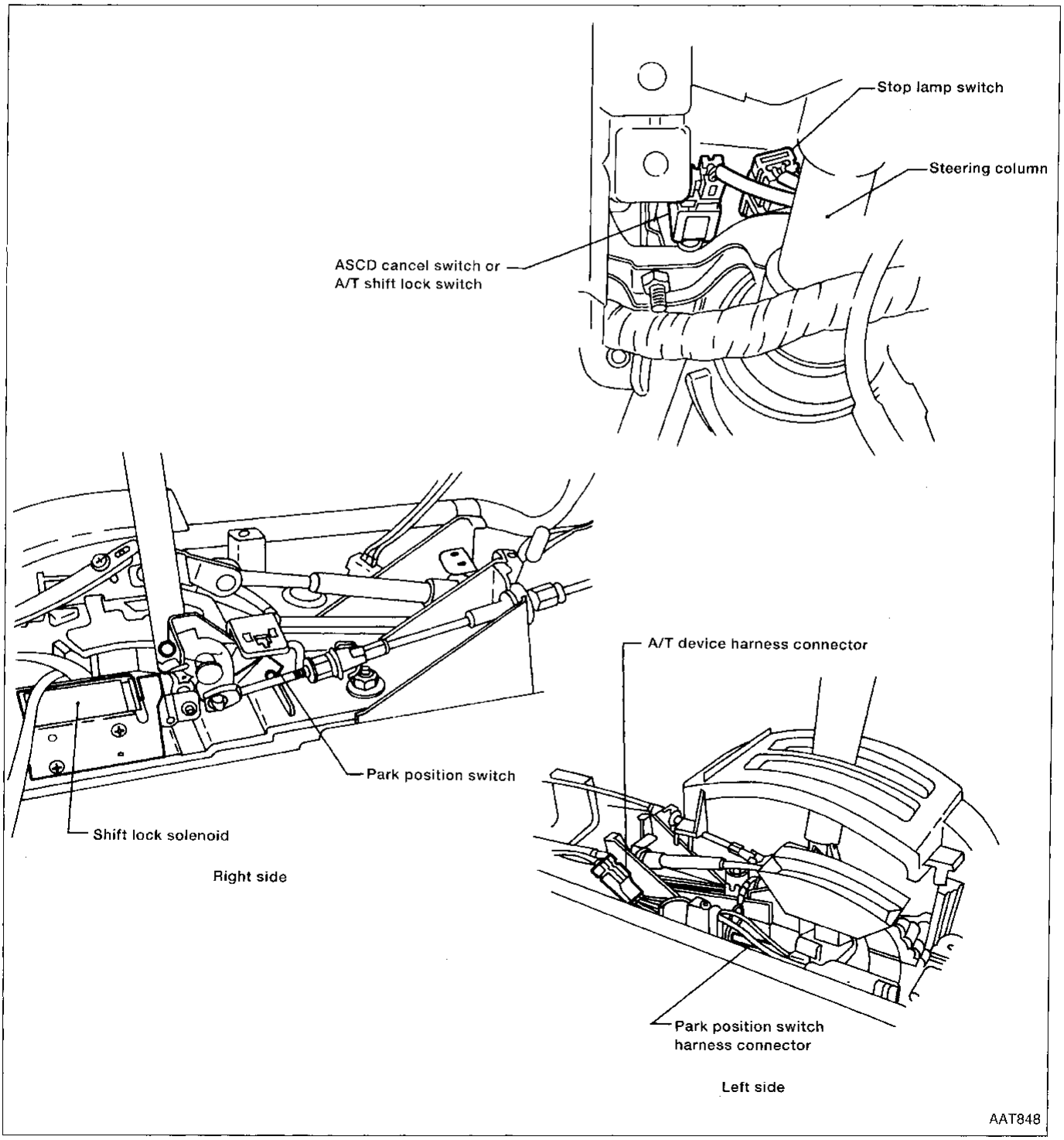
102	Failure to change from D_3 to 2_2 when changing lever into 2 position.		7	1	2					6	5	4			3										⑨			⑧	
—	Gear change from 2_2 to 2_3 in 2 position.			1																									
102	Engine brake does not operate in 1 position.		2	1	3	4				6	5				7										⑧		⑨		
—	Gear change from 1_1 to 1_2 in 1 position.		2	1																									
—	Does not change from 1_2 to 1_1 in 1 position.			1		2				4	3				5										⑥		⑦		
—	Large shock changing from 1_2 to 1_1 in 1 position.									1																	②		
—	Transaxle overheats.	1			3			2	4	6			5						⑭	⑦	⑧	⑨	⑪		⑫		⑬	⑩	
—	ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	1																			②	③	⑤		⑥		⑦	④	
—	Offensive smell at fluid charging pipe.	1																	②	③	④	⑤	⑦		⑧		⑨	⑥	
—	Torque converter is not locked up.			3	1	2	4		6	8				7		5			⑨										
—	Torque converter clutch piston slip.	1			2				3	6			5	4					⑦										
98	Lock-up point is extremely high or low.				1	2				4				3															
—	A/T does not shift to D_4 when driving with overdrive switch ON.			2	1	3			8	6	4				5	7									⑩			⑨	
—	Engine is stopped at R, D, 2 and 1 positions.	1								5	4	3		2															

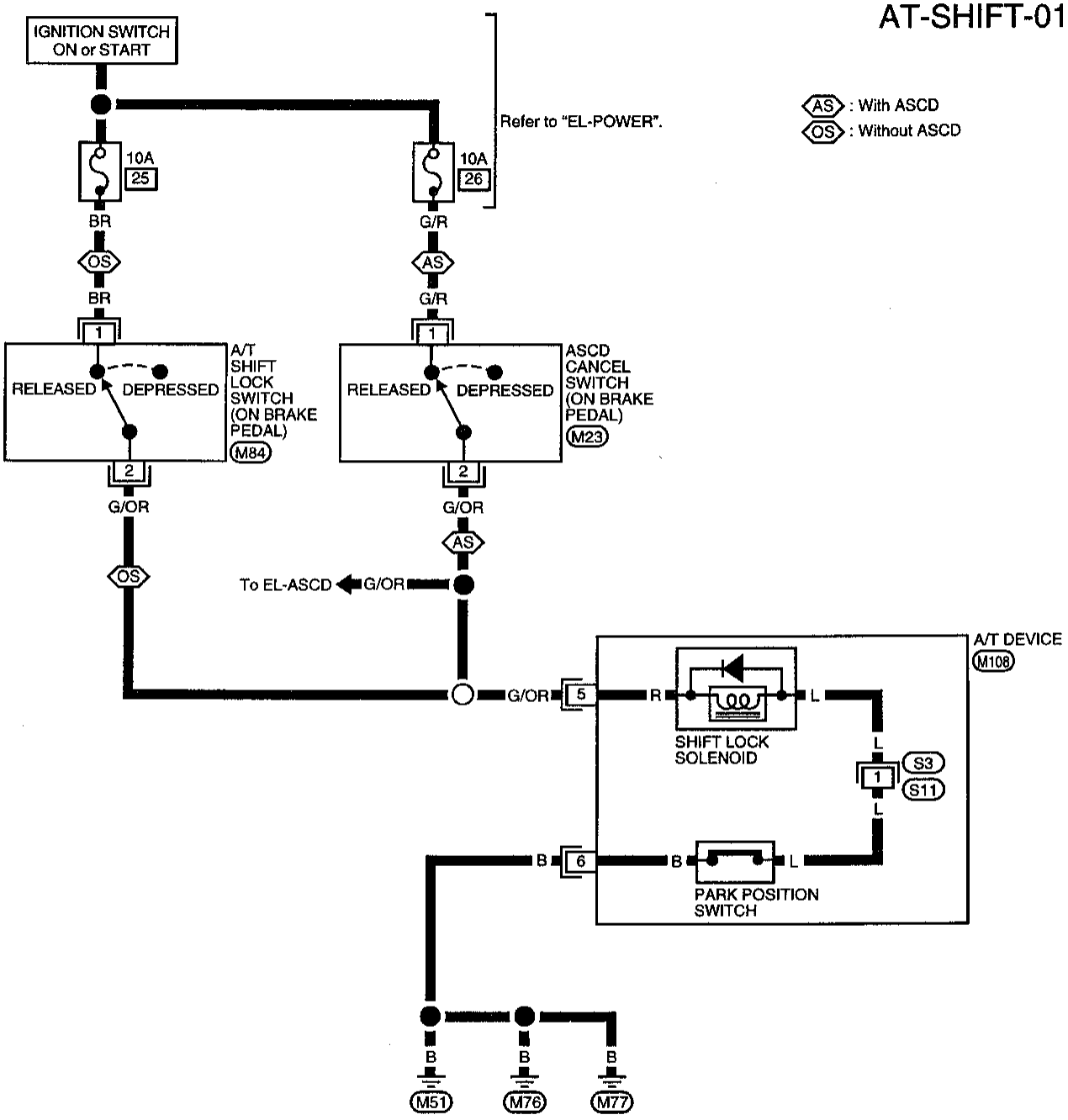
Description

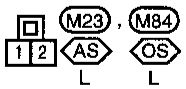
- The mechanical key interlock mechanism also operates as a shift lock:
  With the key switch turned to ON, the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed.
  With the key removed, the selector lever cannot be shifted from "P" to any other position.
  The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder.

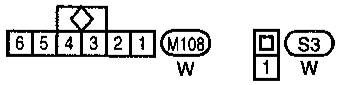
Shift Lock System Electrical Parts Location



Wiring Diagram — SHIFT —







AAT834

Diagnostic Procedure

SYMPTOM 1:

- **Selector lever cannot be moved from "P" position with key in ON position and brake pedal applied.**
- **Selector lever can be moved from "P" position with key in ON position and brake pedal released.**
- **Selector lever can be moved from "P" position when key is removed from key cylinder.**

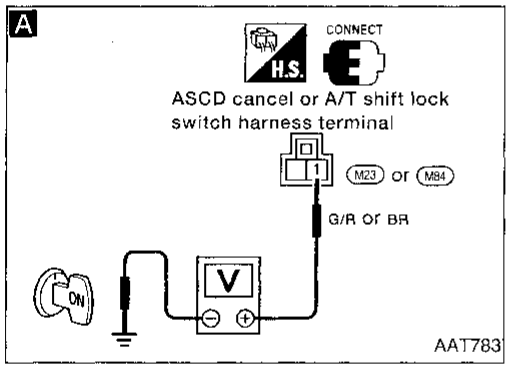
SYMPTOM 2:

Ignition key cannot be removed when selector lever is set to "P" position. It can be removed when selector lever is set to any position except "P".

Check key interlock cable for damage.
- NG → Repair key interlock cable. Refer to "Key Interlock Cable", AT-122.
- OK ↓

Check selector lever position for damage.
- NG → Check selector lever. Refer to "ON-VEHICLE SERVICE — Inhibitor Switch and Control Cable Adjustment", AT-74, 78.
- OK ↓

A



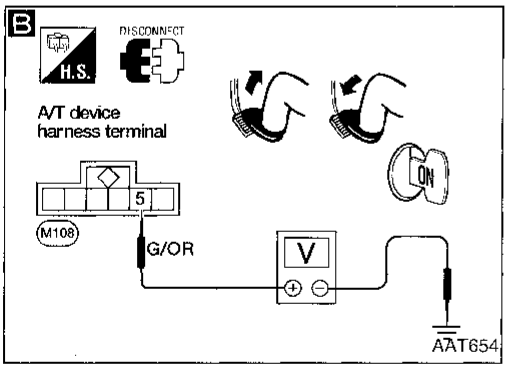
CHECK POWER SOURCE.

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between ASCD cancel or A/T shift lock switch harness terminal ① and ground.

Voltage: Battery voltage

- NG → Check the following items:
  1. Harness for short or open between battery and ASCD cancel or A/T shift lock switch harness terminal ①
  2. Fuse
  3. Ignition switch (Refer to EL section.)
- OK ↓

B



CHECK INPUT SIGNAL (ASCD CANCEL or A/T SHIFT LOCK SWITCH).

Turn ignition switch to ON position. (Do not start engine.)

- Check voltage between A/T device harness terminal ⑤ and ground.

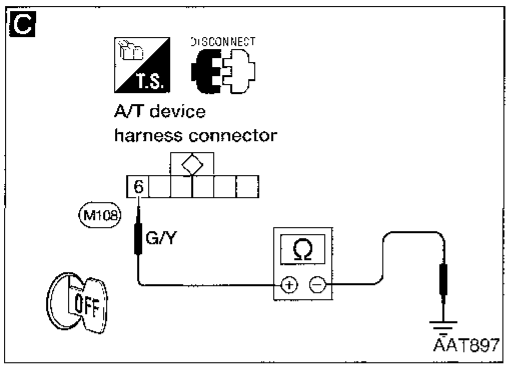
Brake pedal	Voltage
Depressed	0V
Released	Battery voltage

- NG → Check the following items:
  1. Harness for short or open between A/T device harness connector ⑤ and ASCD cancel or A/T shift lock switch harness connector ②
  2. ASCD cancel or A/T shift lock switch (Refer to "Component Check", AT-124.)
- OK ↓

Ⓐ

(Go to next page.)

Diagnostic Procedure (Cont'd)



Ⓐ

C

CHECK GROUND CIRCUIT.
1. Turn ignition switch to OFF position.
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness terminal ⑥ and ground.

Continuity should exist.

NG → Repair harness or connector.

OK ↓

CHECK PARK POSITION SWITCH.
Refer to "Component Check", AT-123.

NG → Replace park position switch.

OK ↓

CHECK SHIFT LOCK SOLENOID.
Refer to "Component Check", AT-123.

NG → Replace shift lock solenoid.

OK ↓

Reconnect shift lock harness connector.

↓

Turn ignition switch from OFF to ON position. (Do not start engine.)

↓

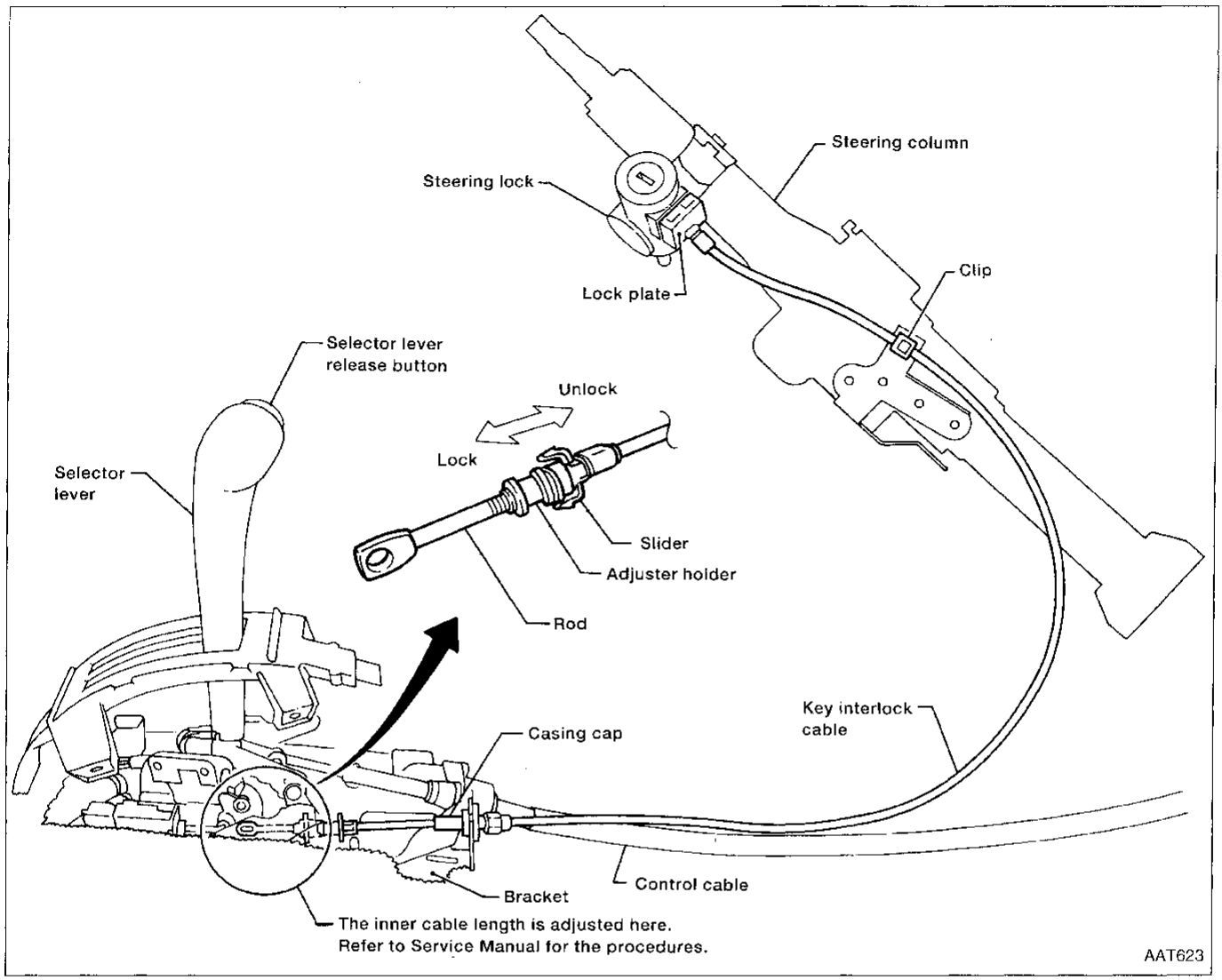
Recheck shift lock operation.

NG → 1. Perform A/T device input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK ↓

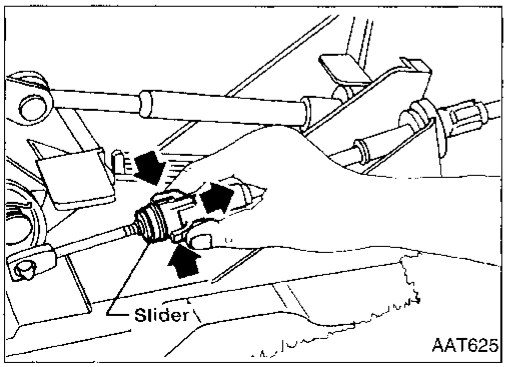
INSPECTION END

Key Interlock Cable



CAUTION:

- **Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.**
- **After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions. If casing cap can be removed with an external load of less than 39.2 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.**

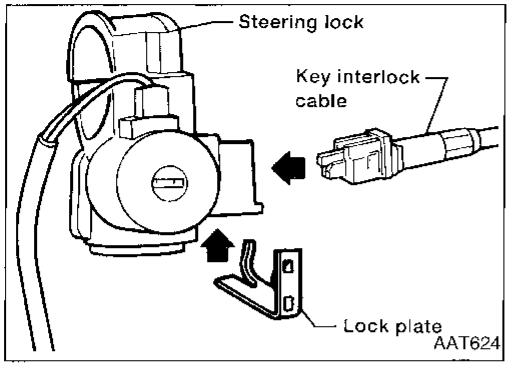


REMOVAL

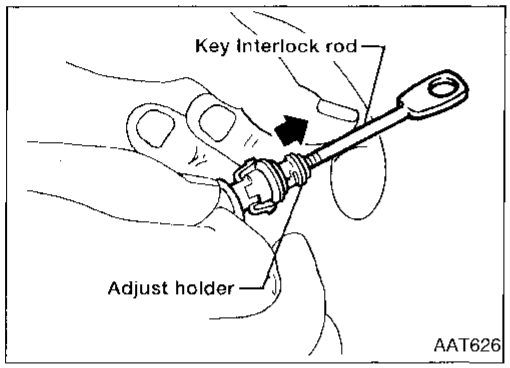
Unlock slider from adjuster holder and remove rod from cable.

Key Interlock Cable (Cont'd)

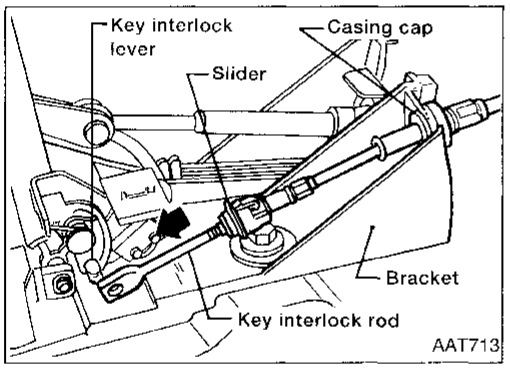
INSTALLATION



1. Remove key from key cylinder.
2. Set key interlock cable to steering lock assembly and install lock plate.
3. Clamp cable to steering column and fix to control cable with band.
4. Set control lever to "P" position.



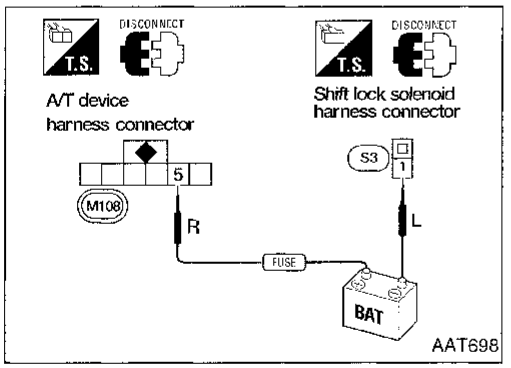
5. Insert interlock rod into adjuster holder.



6. Install casing cap to bracket.
7. Install key interlock rod to key interlock lever.
8. Move slider in order to fix adjuster holder to interlock rod.

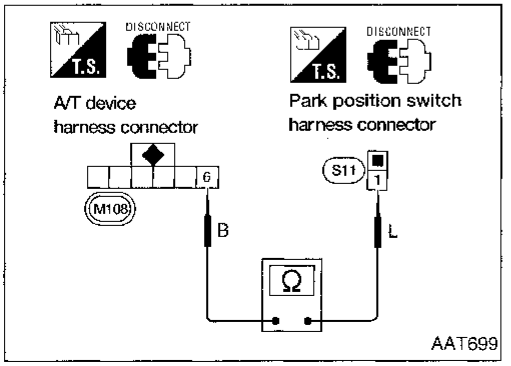
Component Check

SHIFT LOCK SOLENOID



- Check operation by applying battery voltage to A/T device and shift lock solenoid harness terminal.

PARK POSITION SWITCH

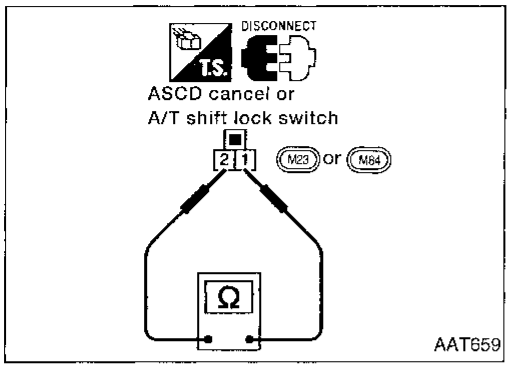


- Check continuity between A/T device harness terminal ⑥ and park position switch harness terminal ①.

Condition	Continuity
When selector lever is set in "P" position and selector lever button is released	Yes
Except above	No

Component Check (Cont'd)

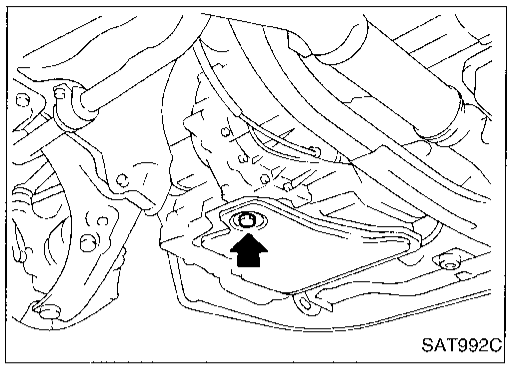
ASCD CANCEL OR A/T SHIFT LOCK SWITCH



- Check continuity between terminals ① and ②.

Condition	Continuity
When brake pedal is depressed	No
When brake pedal is released	Yes

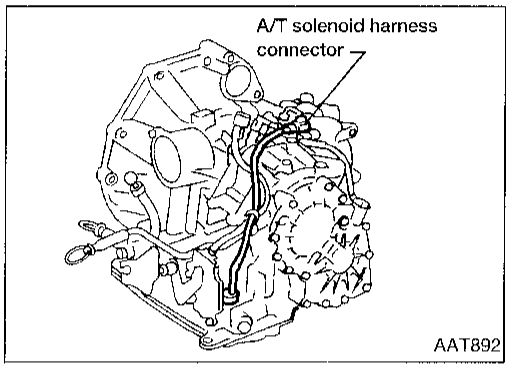
Check ASCD cancel or A/T shift lock switch after adjusting brake pedal — refer to BR section.


SAT992C

Control Valve Assembly and Accumulator

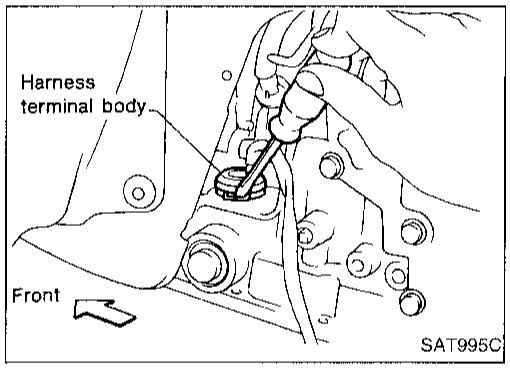
REMOVAL

1. Drain ATF from transaxle.
2. Remove oil pan and gasket.



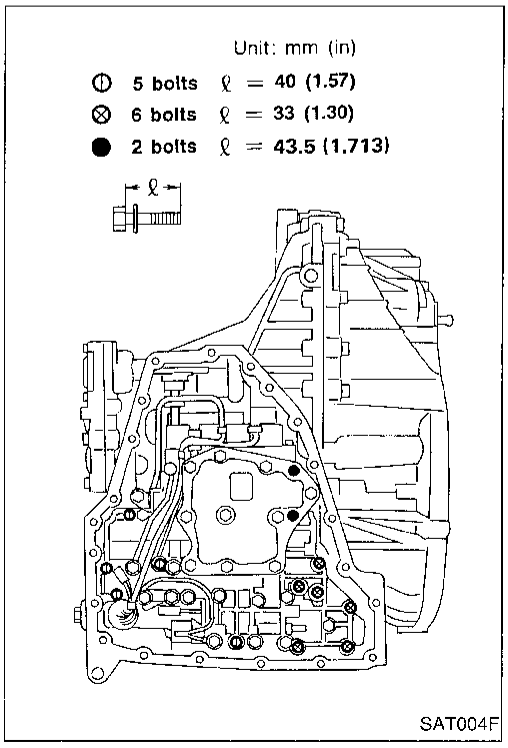
AAT892

3. Disconnect A/T solenoid harness connector.



SAT995C

4. Remove stopper ring from terminal cord assembly harness terminal body.
5. Remove terminal cord assembly harness from transmission case by pushing on terminal body.



SAT004F

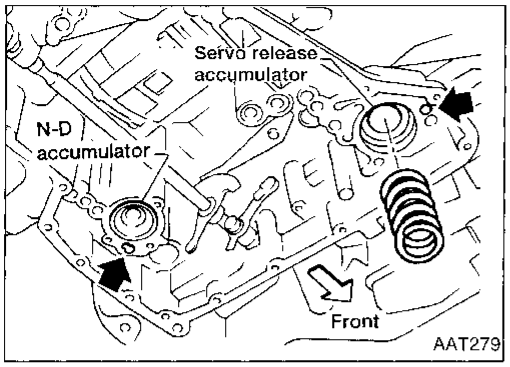
6. Remove control valve assembly by removing fixing bolts ①, ⊗ and ●.

Bolt length, number and location are shown in the illustration.

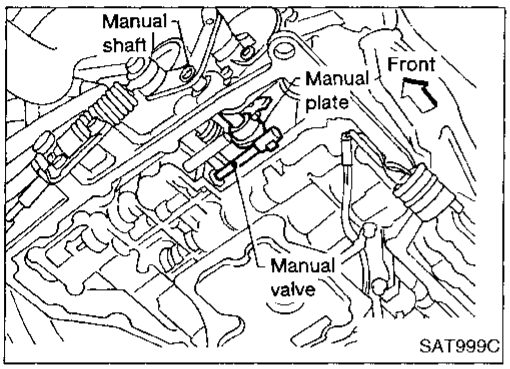
- **Be careful not to drop manual valve and servo release accumulator return spring.**

7. Disassemble and inspect control valve assembly if necessary. Refer to AT-156.

Control Valve Assembly and Accumulator (Cont'd)



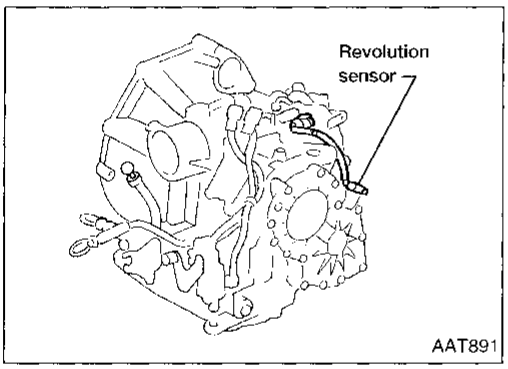
8. Remove servo release and N-D accumulators by applying compressed air if necessary.
- **Hold each piston with a rag.**



INSTALLATION

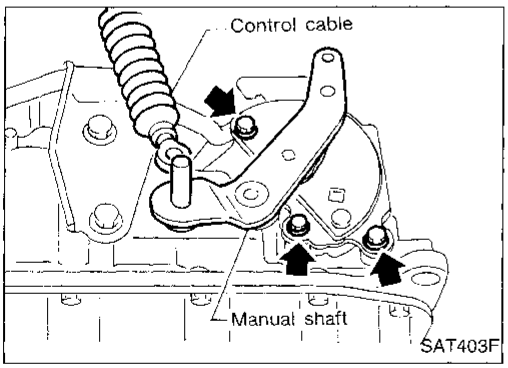
- **Set manual shaft in Neutral, then align manual plate with groove in manual valve.**
- **After installing control valve assembly, make sure that selector lever can be moved to all positions.**

Revolution Sensor Replacement

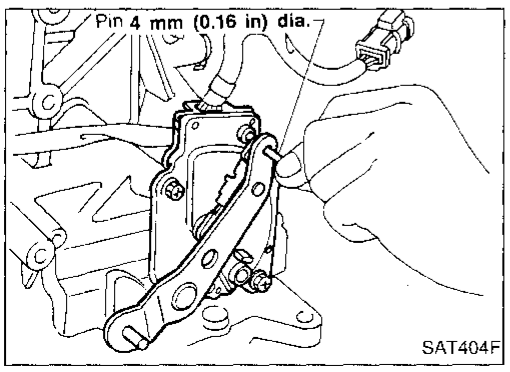


1. Remove under cover.
2. Remove revolution sensor from A/T.
3. Reinstall any part removed.
- **Always use new sealing parts.**

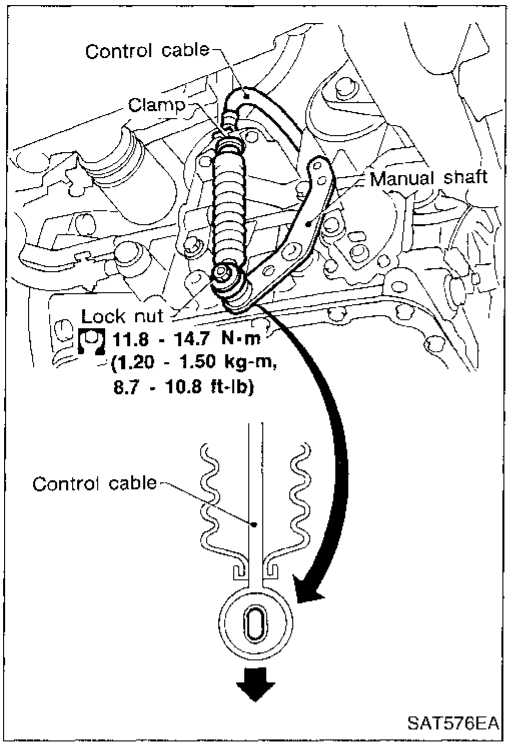
Inhibitor Switch Adjustment



1. Remove control cable from manual shaft.
2. Set manual shaft in "N" position.
3. Loosen inhibitor switch fixing bolts.



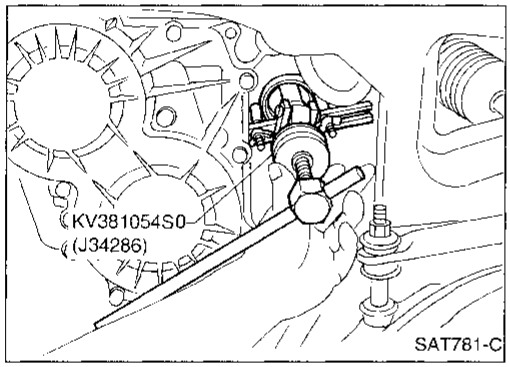
4. Insert pin into adjustment holes in both inhibitor switch and manual shaft as near vertical as possible.
5. Reinstall any part removed.
6. Check continuity of inhibitor switch. Refer to AT-108.



Control Cable Adjustment

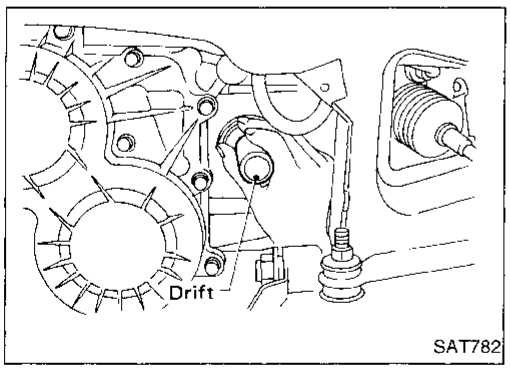
Move selector lever from the "P" position to the "1" position. You should be able to feel the detents in each position. If the detents cannot be felt or the pointer indicating the position is improperly aligned, the control cable needs adjustment.

1. Place selector lever in "P" position.
2. Loosen control cable lock nut and place manual shaft in "P" position.
3. Pull control cable in the direction of the arrow shown in the illustration by specified force.
   Specified force: 6.9 N (0.7 kg, 1.5 lb)
4. Return control cable in the opposite direction of the arrow for 1.0 mm (0.039 in).
5. Tighten control cable lock nut.
6. Move selector lever from "P" to "1" position again. Make sure that selector lever moves smoothly.
7. Apply grease to contacting areas of selector lever and control cable. Install any part removed.

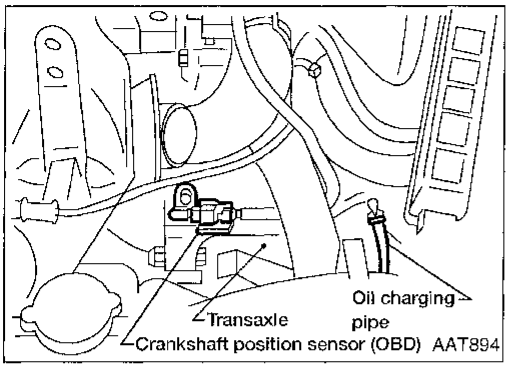


Differential Side Oil Seal Replacement

1. Remove drive shaft assembly. Refer to FA section ("Removal", "FRONT AXLE — Drive Shaft").
2. Remove oil seal.

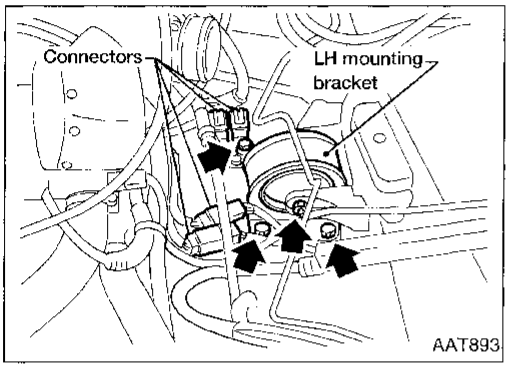


3. Install oil seal.
   - **Apply ATF before installing.**
4. Reinstall any part removed.

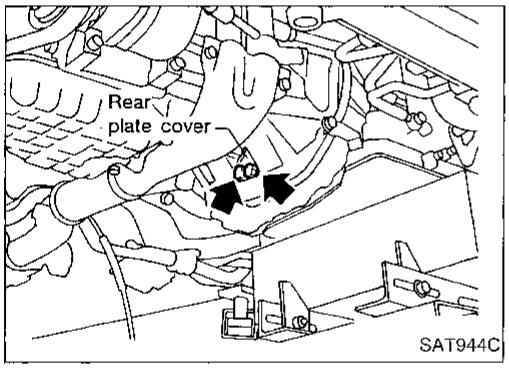


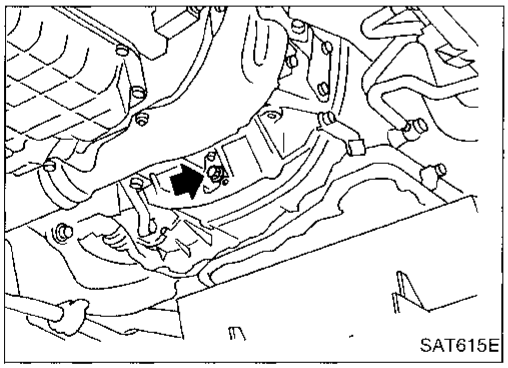
Removal

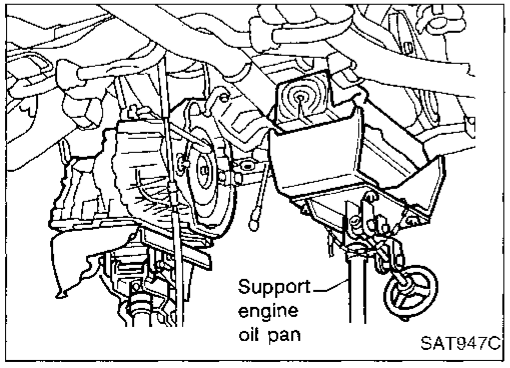
CAUTION:
When removing the transaxle assembly from engine, first remove the crankshaft position sensor (OBD) from the assembly.
Be careful not to damage sensor edge.



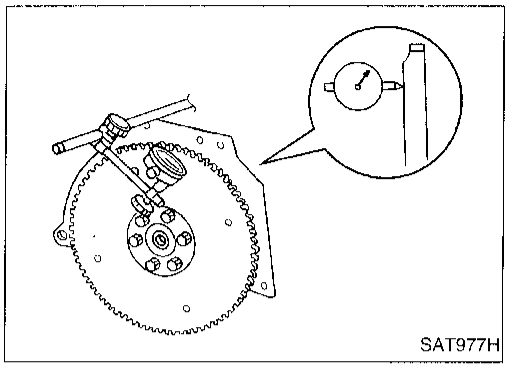
- Remove battery and bracket.
- Remove air cleaner and resonator.
- Disconnect terminal cord assembly harness connector and inhibitor switch harness connectors.
- Disconnect harness connectors of revolution sensor and vehicle speed sensor.
- Remove crankshaft position sensor (OBD) from transaxle.
- Remove LH mounting bracket from transaxle and body.
- Disconnect control cable at transaxle side.
- Drain ATF.
- Remove drive shafts. Refer to FA section ("Removal", "FRONT AXLE — Drive Shaft").
- Disconnect oil cooler piping.
- Remove starter motor from transaxle.
- Support engine by placing a jack under oil pan.
- **Do not place jack under oil pan drain plug.**
- Remove center member.
- Remove rear plate cover and bolts securing torque converter to drive plate.
- **Rotate crankshaft for access to securing bolts.**





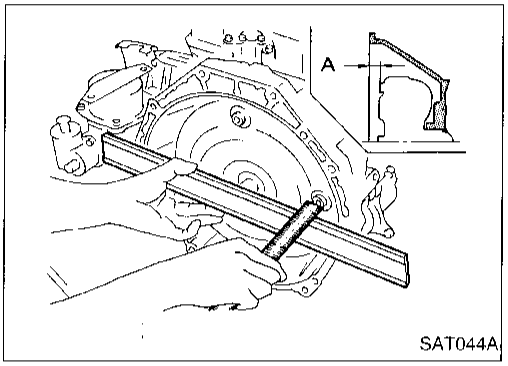


- Support transaxle with a jack.
- Remove bolts fixing A/T to engine.
- Lower transaxle while supporting it with a jack.


SAT977H

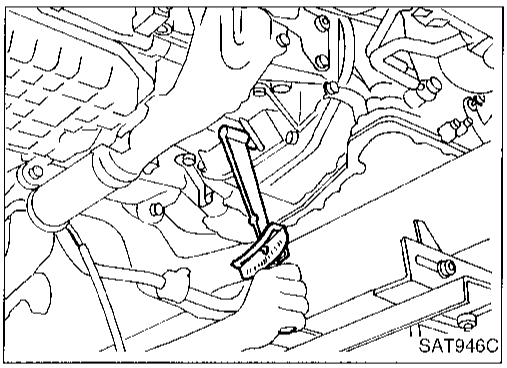
Installation

- Drive plate runout
  CAUTION:
  Do not allow any magnetic materials to contact the ring gear teeth.
  Maximum allowable runout:
  Refer to EM section ("Inspection", "CYLINDER BLOCK").
  If this runout is out of allowance, replace drive plate and ring gear.

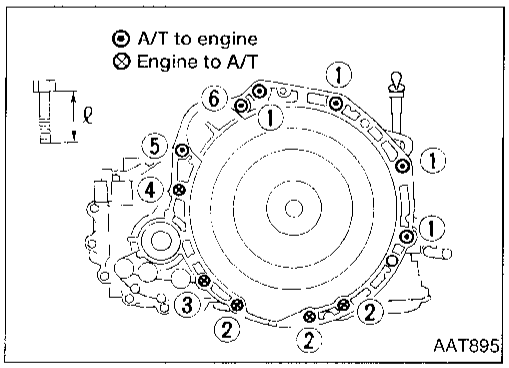


SAT044A

- When connecting torque converter to transaxle, measure distance "A" to be certain that they are correctly assembled.
  Distance "A":
  19 mm (0.75 in) or more


SAT946C

- Install bolts fixing converter to drive plate.
- **With converter installed, rotate crankshaft several turns to check that transaxle rotates freely without binding.**



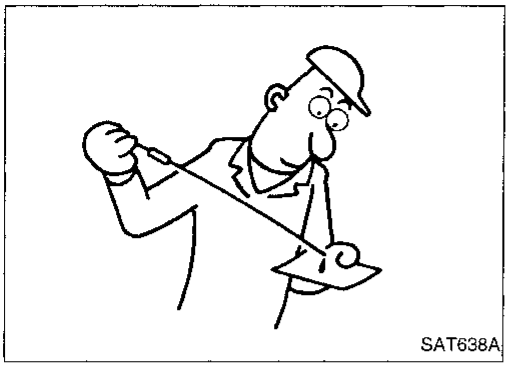
AAT895

- Tighten bolts securing transaxle.

Bolt No.	Tightening torque N·m (kg-m, ft-lb)	ℓ mm (in)
①	39 - 49 (4.0 - 5.0, 29 - 36)	45 (1.77)
②	30 - 36 (3.1 - 3.7, 22 - 27)	30 (1.18)
③	30 - 36 (3.1 - 3.7, 22 - 27)	40 (1.57)
④	74 - 83 (7.5 - 8.5, 54 - 61)	45 (1.77)
⑤	30 - 36 (3.1 - 3.7, 22 - 27)	80 (3.15)
⑥	30 - 36 (3.1 - 3.7, 22 - 27)	65 (2.56)

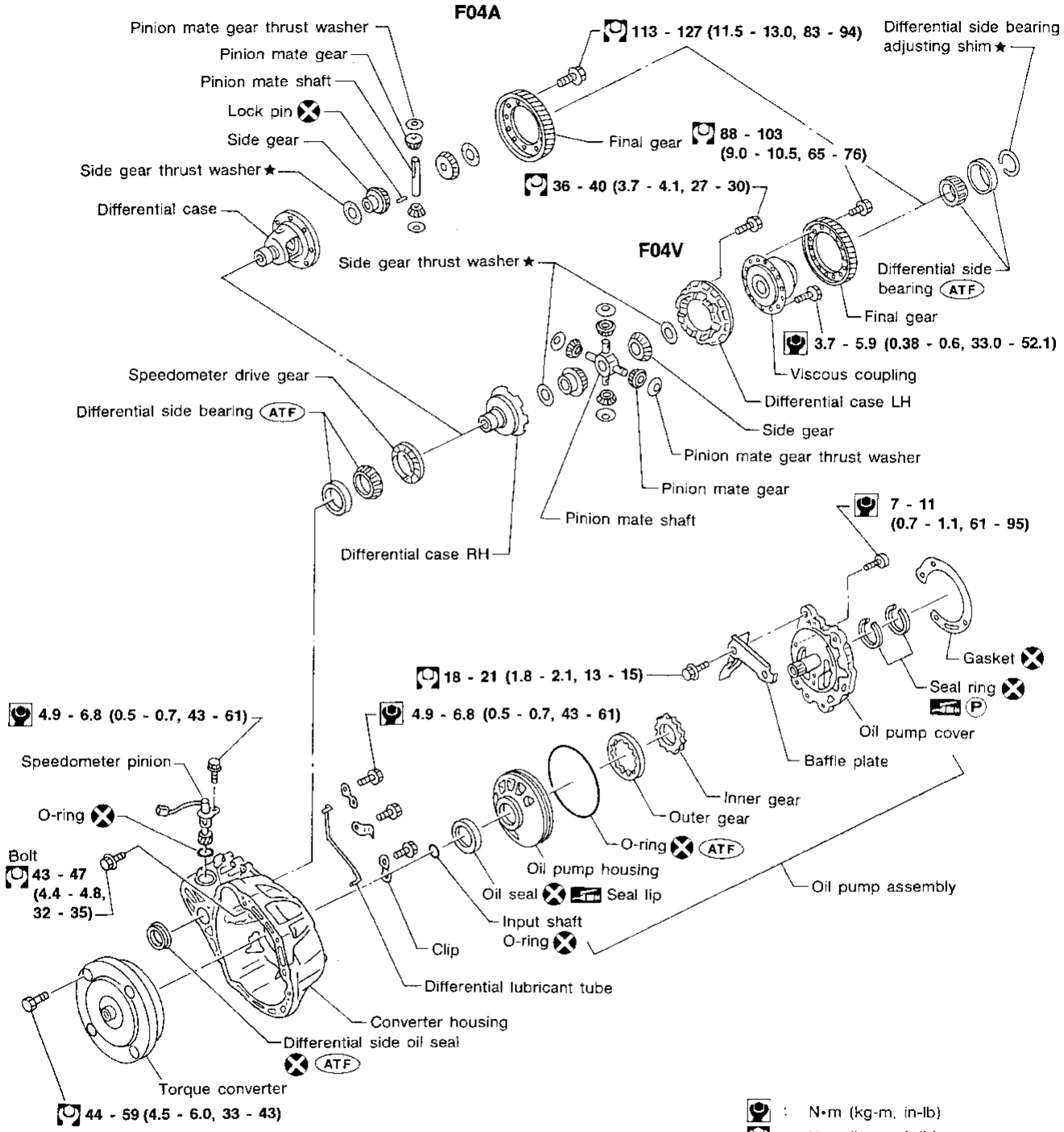
- Reinstall any part removed.

Installation (Cont'd)

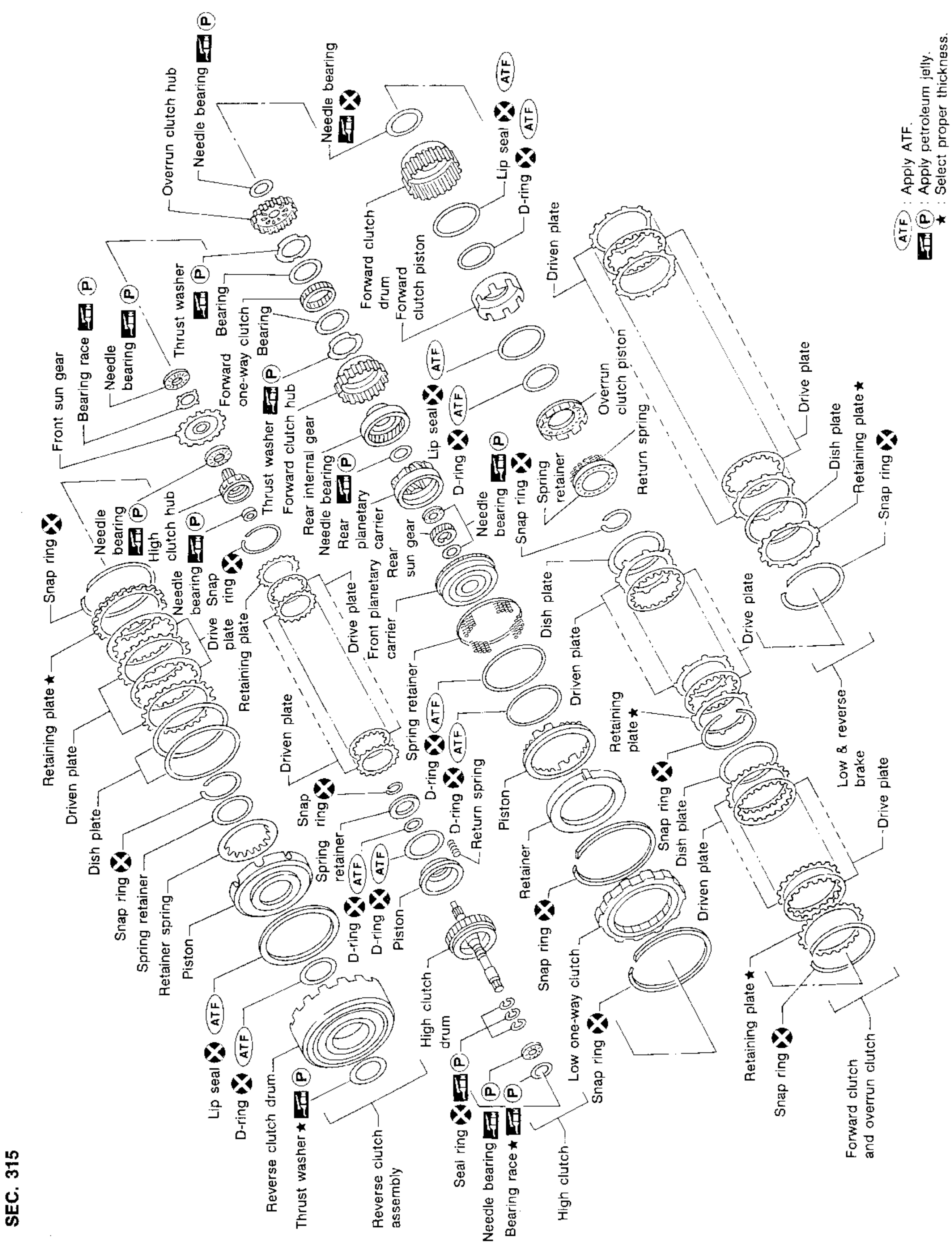

SAT638A

- Check fluid level in transaxle.
- Move selector lever through all positions to be sure that transaxle operates correctly.
  With parking brake applied, rotate engine at idling. Move selector lever through "N" to "D", to "2", to "1" and to "R" position. A slight shock should be felt by hand gripping selector each time transaxle is shifted.
- Perform road test. Refer to AT-26.

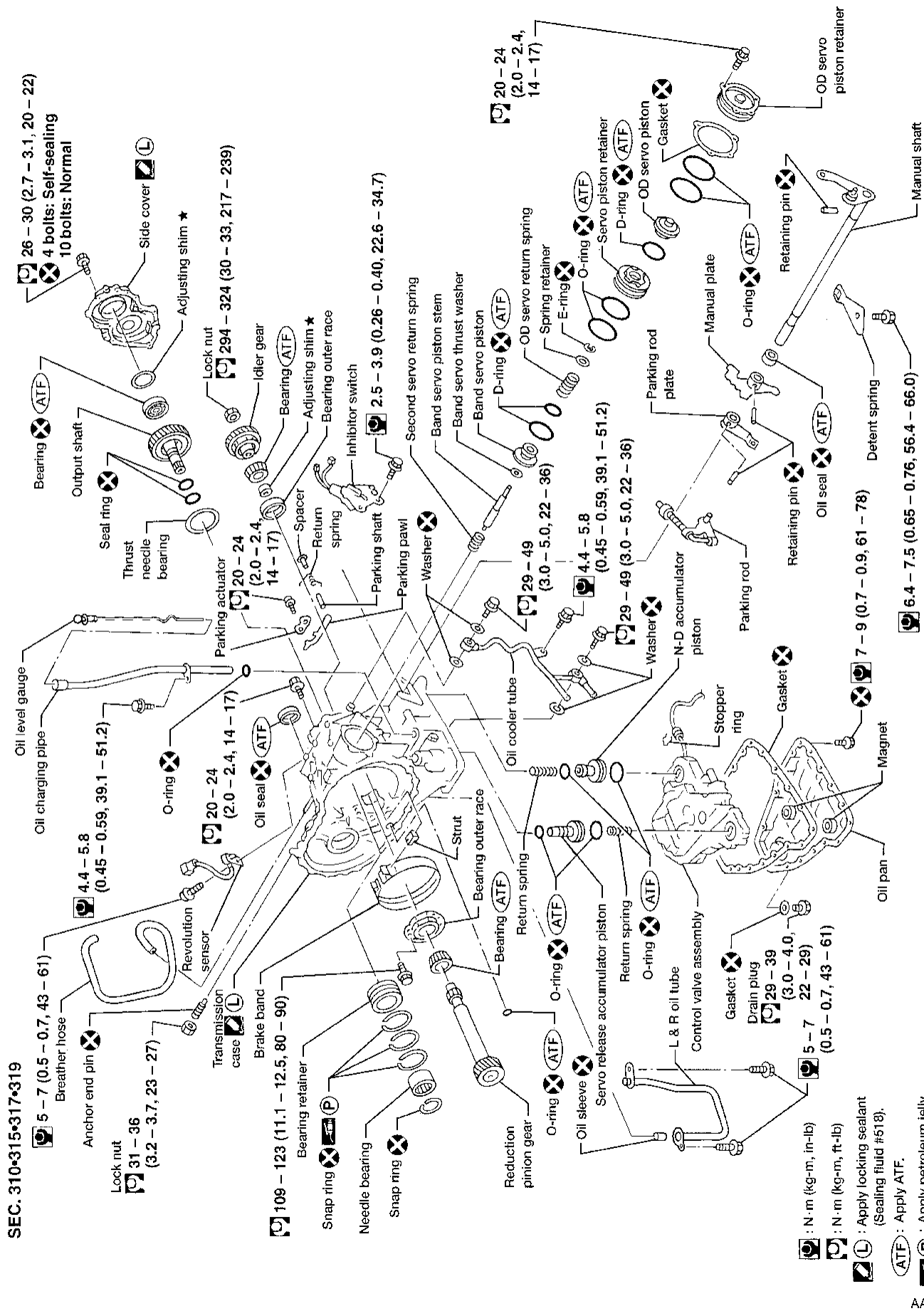
SEC. 311•313•327•381



SAT408HC


SEC. 315
Overrun clutch hub
Needle bearing
Needle bearing
Lip seal
D-ring
Forward clutch drum
Forward clutch piston
Driven plate
Front sun gear
Bearing race
Needle bearing
Thrust washer
Bearing
Forward one-way clutch
Bearing
Thrust washer
Forward clutch hub
Rear internal gear
Needle bearing
Rear planetary carrier
Rear sun gear
Lip seal
D-ring
Needle bearing
Snap ring
Spring retainer
Return spring
Overrun clutch piston
Drive plate
Dish plate
Retaining plate ★
Snap ring
Snap ring
Needle bearing
High clutch hub
Needle bearing
Snap ring
Drive plate
Retaining plate
Drive plate
Front planetary carrier
Dish plate
Driven plate
Drive plate
Retaining plate ★
Driven plate
Dish plate
Snap ring
Spring retainer
Retainer spring
Piston
Driven plate
Spring retainer
D-ring
D-ring
Return spring
Piston
Retaining plate ★
Low & reverse brake
Drive plate
Snap ring
Spring retainer
D-ring
D-ring
Piston
Retainer
Snap ring
Dish plate
Driven plate
Lip seal
D-ring
Reverse clutch drum
Thrust washer ★
Reverse clutch assembly
High clutch drum
Seal ring
Needle bearing
Bearing race ★
High clutch
Snap ring
Low one-way clutch
Snap ring
Retaining plate ★
Snap ring
Forward clutch and overrun clutch
ATF : Apply ATF.
P : Apply petroleum jelly.
★ : Select proper thickness.

SAT114HE


SEC. 310•315•317•319
26 – 30 (2.7 – 3.1, 20 – 22)
4 bolts: Self-sealing
10 bolts: Normal
Side cover Ⓛ
Adjusting shim ★
Bearing ATF
Output shaft
Seal ring
Thrust needle bearing
Lock nut
294 – 324 (30 – 33, 217 – 239)
Idler gear
Bearing ATF
Adjusting shim ★
Bearing outer race
Inhibitor switch
2.5 – 3.9 (0.26 – 0.40, 22.6 – 34.7)
Second servo return spring
Band servo piston stem
Band servo thrust washer
Band servo piston
D-ring ATF
OD servo return spring
Spring retainer
E-ring
O-ring ATF
Servo piston retainer
D-ring ATF
OD servo piston
Gasket
20 – 24 (2.0 – 2.4, 14 – 17)
OD servo piston retainer
Parking rod plate
Manual plate
O-ring ATF
Retaining pin
Manual shaft
Oil level gauge
Oil charging pipe
5 – 7 (0.5 – 0.7, 43 – 61)
Breather hose
Anchor end pin
Lock nut
31 – 36 (3.2 – 3.7, 23 – 27)
4.4 – 5.8 (0.45 – 0.59, 39.1 – 51.2)
O-ring
20 – 24 (2.0 – 2.4, 14 – 17)
Parking actuator
20 – 24 (2.0 – 2.4, 14 – 17)
Spacer
Return spring
Parking shaft
Parking pawl
Washer
29 – 49 (3.0 – 5.0, 22 – 36)
4.4 – 5.8 (0.45 – 0.59, 39.1 – 51.2)
29 – 49 (3.0 – 5.0, 22 – 36)
Washer
N-D accumulator piston
Parking rod
Oil seal ATF
Retaining pin
Detent spring
6.4 – 7.5 (0.65 – 0.76, 56.4 – 66.0)
Oil cooler tube
Oil seal ATF
Revolution sensor
Transmission case Ⓛ
Brake band
109 – 123 (11.1 – 12.5, 80 – 90)
Bearing retainer
Snap ring Ⓟ
Needle bearing
Snap ring
Strut
Bearing outer race
Bearing ATF
Return spring
O-ring ATF
Oil sleeve
Servo release accumulator piston
Return spring
O-ring ATF
Stopper ring
Gasket
Magnet
7 – 9 (0.7 – 0.9, 61 – 78)
Oil pan
Reduction pinion gear
O-ring ATF
L & R oil tube
Control valve assembly
Gasket
Drain plug
29 – 39 (3.0 – 4.0, 22 – 29)
5 – 7 (0.5 – 0.7, 43 – 61)
: N·m (kg-m, in-lb)
: N·m (kg-m, ft-lb)
Ⓛ : Apply locking sealant (Sealing fluid #518).
ATF : Apply ATF.
Ⓟ : Apply petroleum jelly.
★ : Select with proper thickness.
AAT849

Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

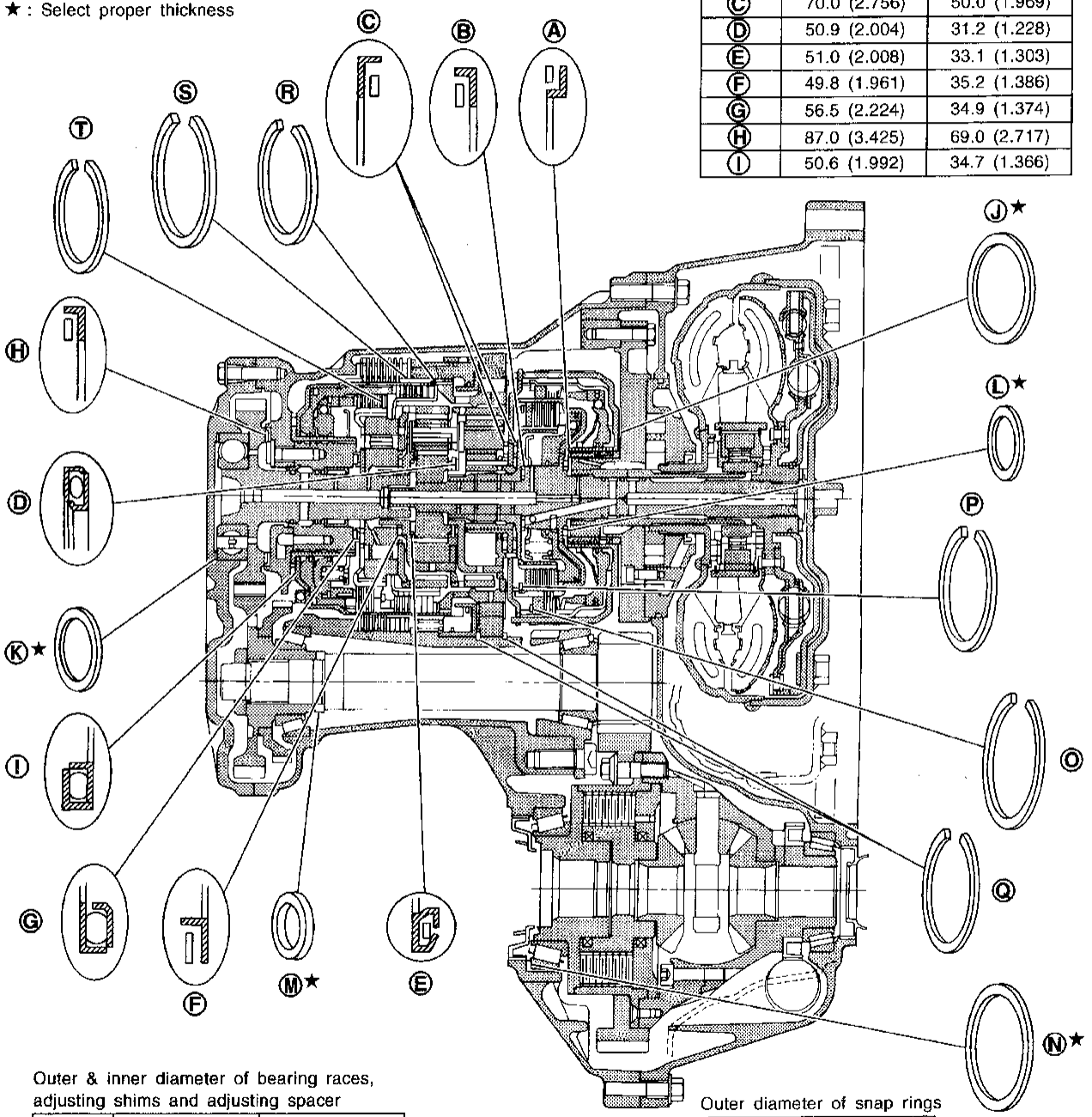
Outer diameter of thrust washers

Item number	Outer diameter mm (in)
Ⓙ★	76.0 (2.992)
Ⓚ★	80.0 (3.150)

★ : Select proper thickness

Outer and inner diameter of needle bearings

Item number	Outer diameter mm (in)	Inner diameter mm (in)
Ⓐ	49.8 (1.961)	35.2 (1.386)
Ⓑ	41.8 (1.646)	23.1 (0.909)
Ⓒ	70.0 (2.756)	50.0 (1.969)
Ⓓ	50.9 (2.004)	31.2 (1.228)
Ⓔ	51.0 (2.008)	33.1 (1.303)
Ⓕ	49.8 (1.961)	35.2 (1.386)
Ⓖ	56.5 (2.224)	34.9 (1.374)
Ⓗ	87.0 (3.425)	69.0 (2.717)
Ⓘ	50.6 (1.992)	34.7 (1.366)



Outer & inner diameter of bearing races, adjusting shims and adjusting spacer

Item number	Outer diameter mm (in)	Inner diameter mm (in)	
Ⓛ★	51.0 (2.008)	36.0 (1.417)	
Ⓜ★	38.0 (1.496)	28.1 (1.106)	
Ⓝ★	75.0 (2.953)	68.0 (2.677)	50A
	98.0 (3.858)	91.0 (3.583)	50V

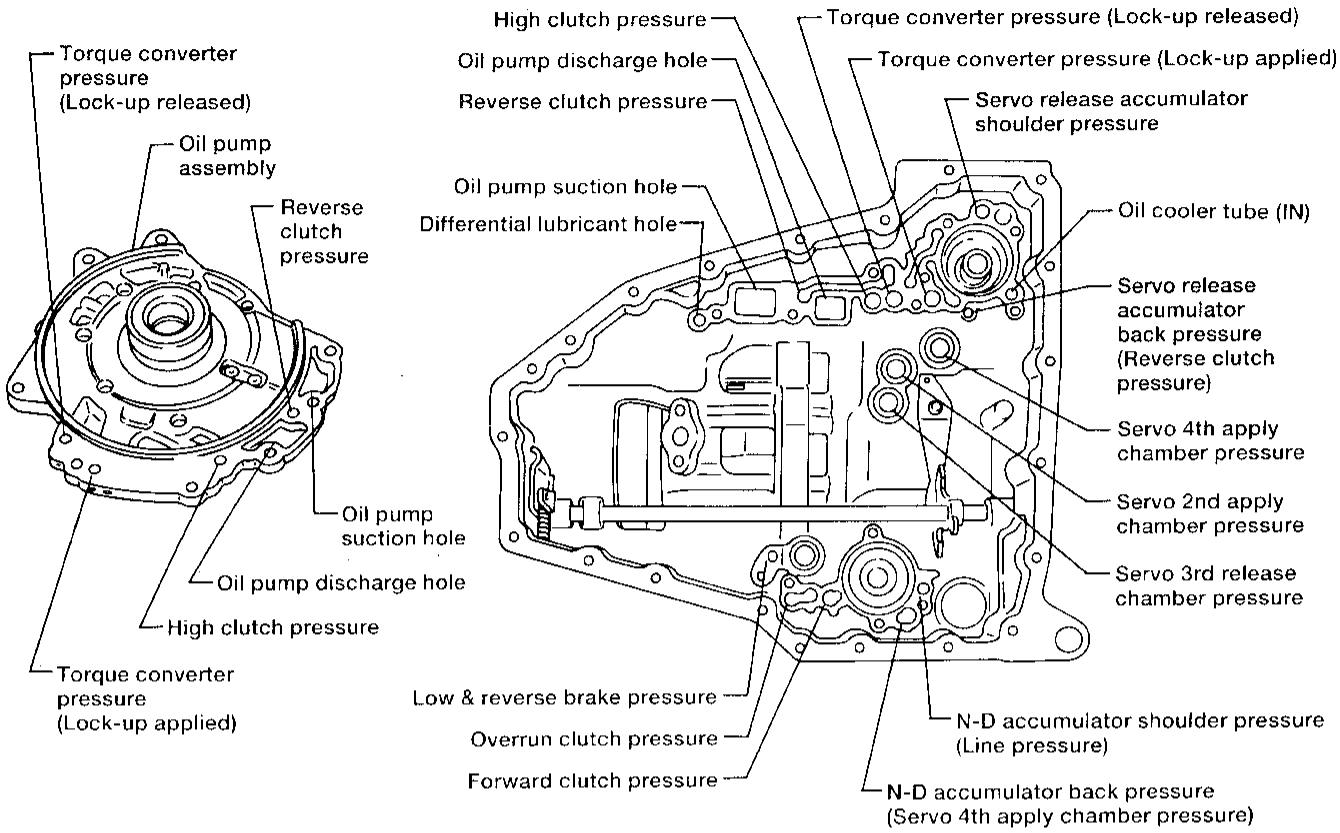
★ : Select proper thickness

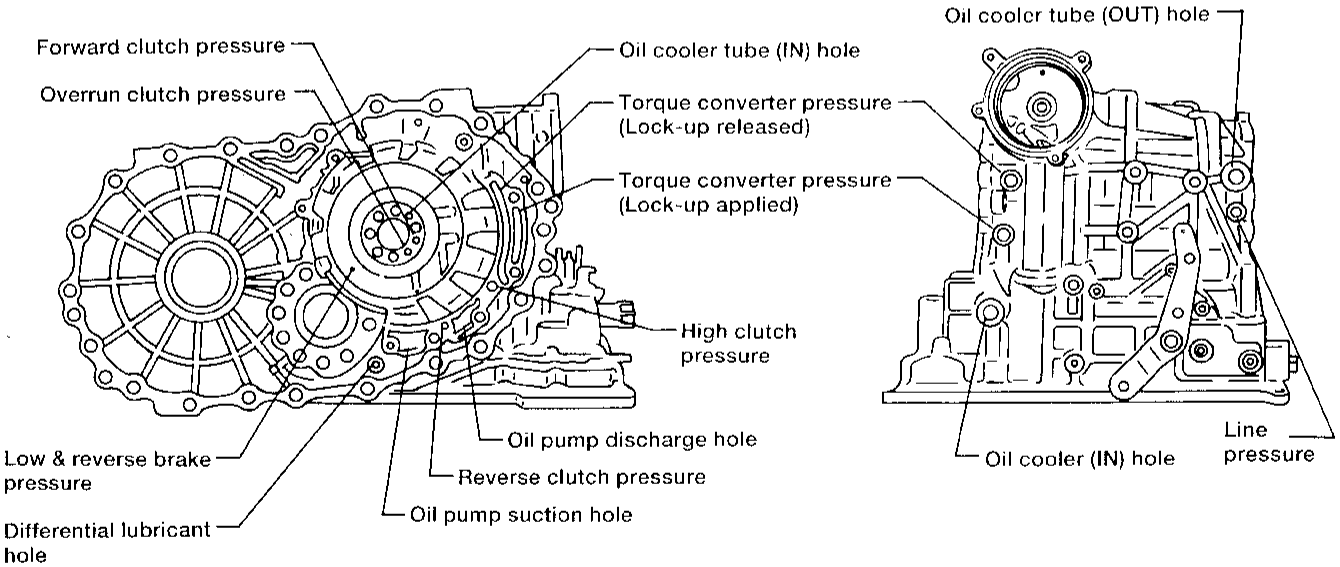
Outer diameter of snap rings

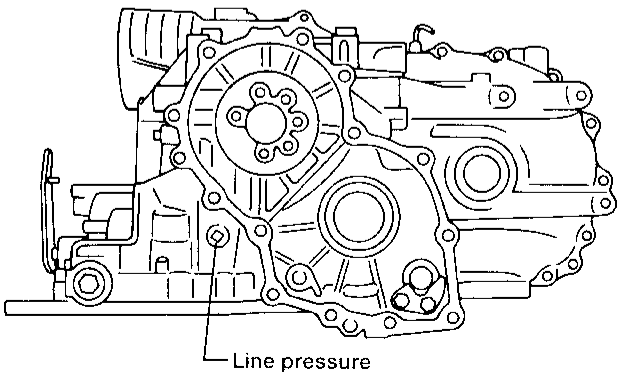
Item number	Outer diameter mm (in)
Ⓞ	150 (5.91)
Ⓟ	119.1 (4.689)
Ⓠ	182.8 (7.197)
Ⓡ	144.8 (5.701)
Ⓢ	173.8 (6.843)
Ⓣ	133.9 (5.272)

SAT426I

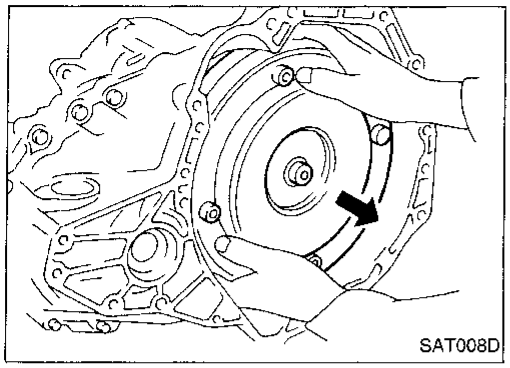
Oil Channel



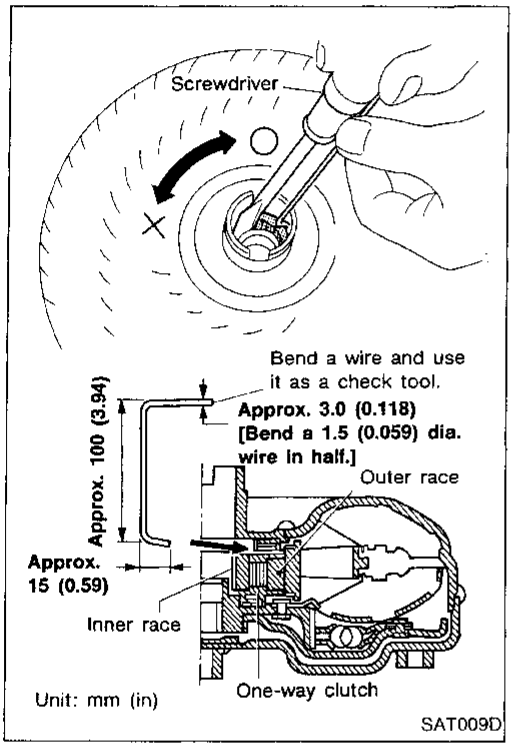




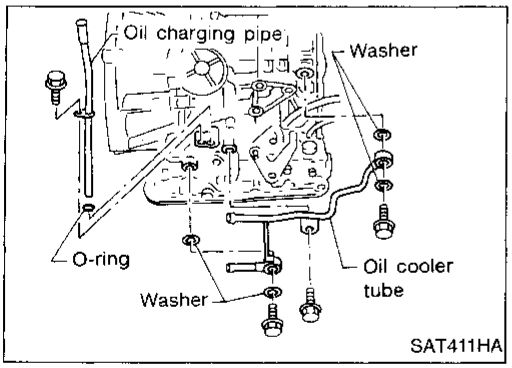
AAT307



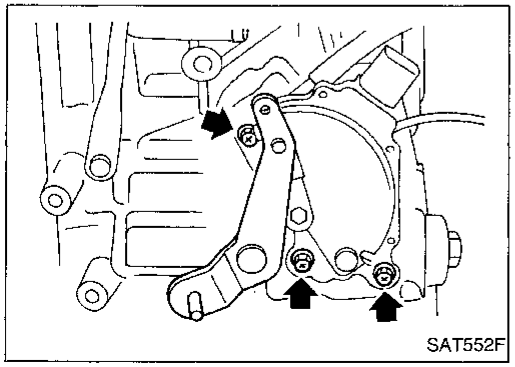
1. Drain ATF through drain plug.
2. Remove torque converter.



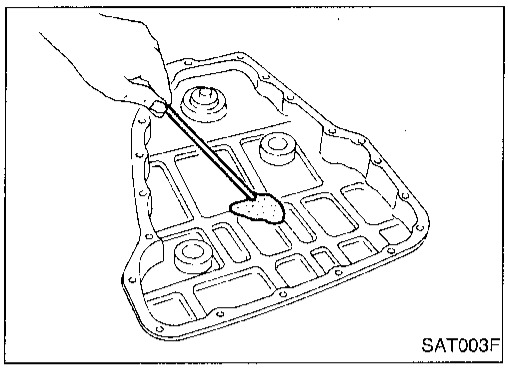
3. Check torque converter one-way clutch using check tool as shown at left.
a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
b. When fixing bearing support with check tool, rotate one-way clutch spline using screwdriver.
c. Check that inner race rotates clockwise only. If not, replace torque converter assembly.



4. Remove oil charging pipe and oil cooler tube.

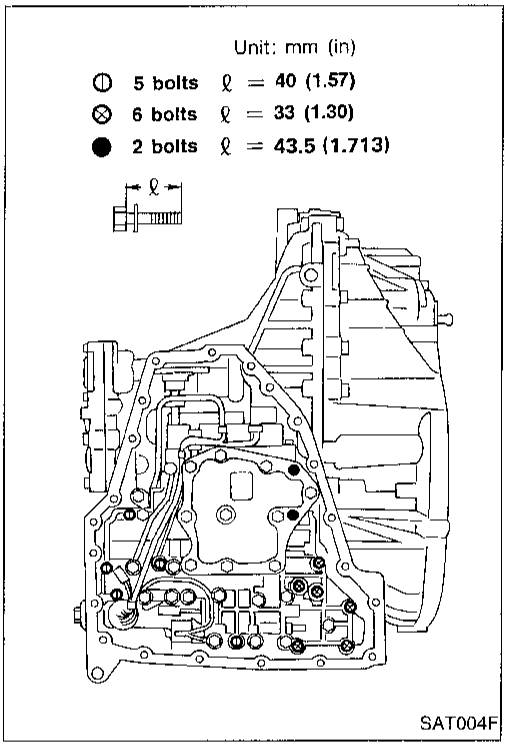


5. Set manual shaft to position "P".
6. Remove inhibitor switch.


SAT003F

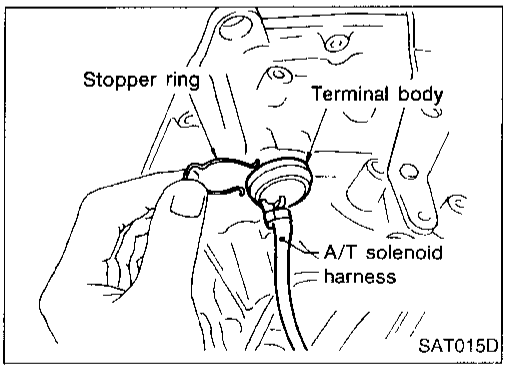
7. Remove oil pan and oil pan gasket.
- **Do not reuse oil pan bolts.**
8. Check foreign materials in oil pan to help determine causes of malfunction. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.
- **If frictional material is detected, replace radiator after repair of A/T. Refer to LC section ("Radiator", "ENGINE COOLING SYSTEM").**
9. Remove control valve assembly according to the following procedures.

a. Remove control valve assembly mounting bolts ①, ⓧ and ●.



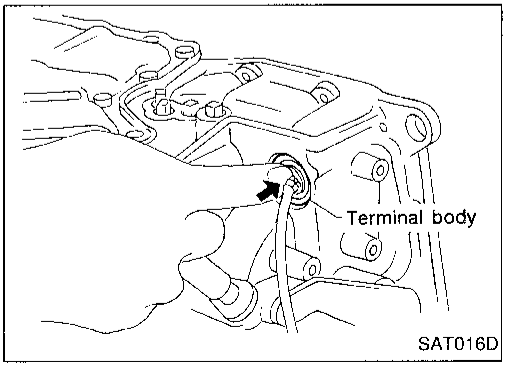
SAT004F

b. Remove stopper ring from terminal body.

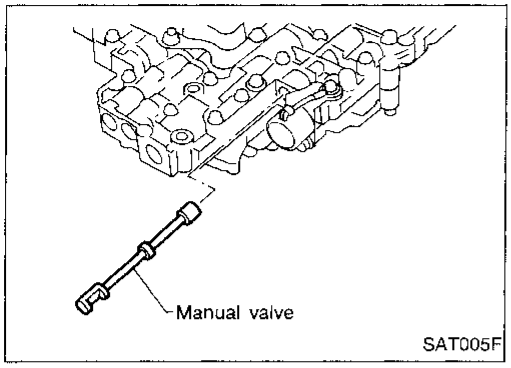


SAT015D

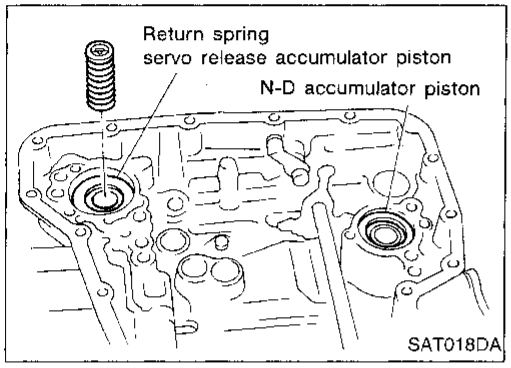
c. Push terminal body into transmission case and draw out solenoid harness.



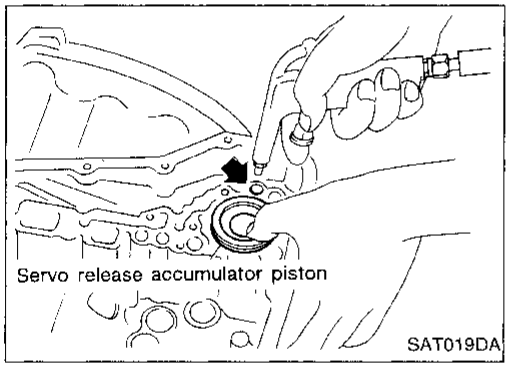
SAT016D



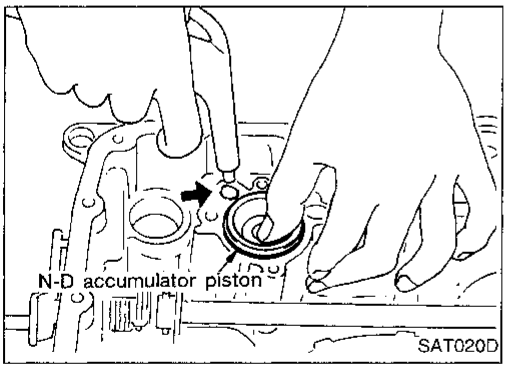
10. Remove manual valve from control valve assembly.



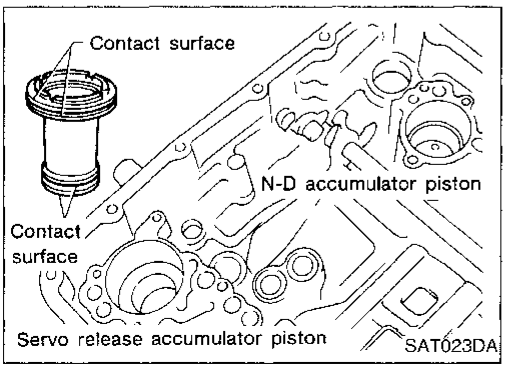
11. Remove return spring from servo release accumulator piston.



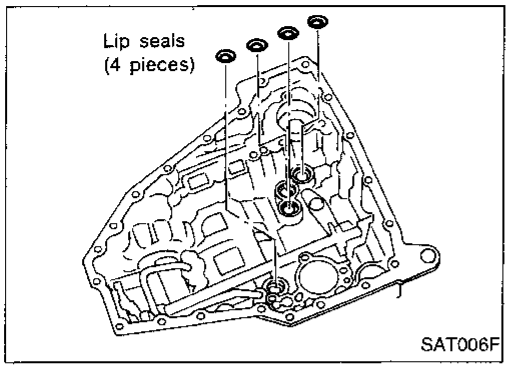
12. Remove servo release accumulator piston with compressed air.
13. Remove O-rings from servo release accumulator piston.



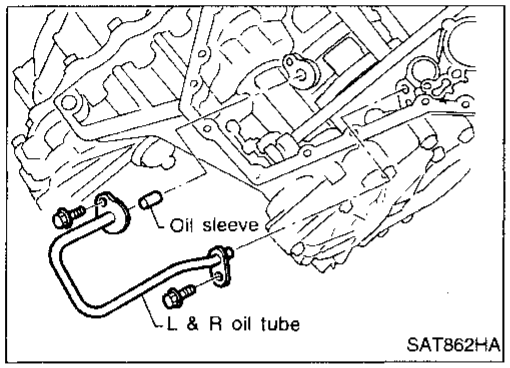
14. Remove N-D accumulator piston and return spring with compressed air.
15. Remove O-rings from N-D accumulator piston.



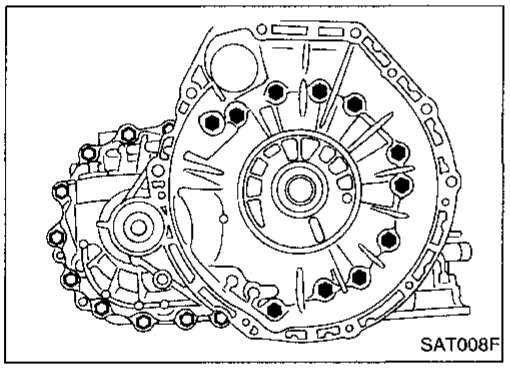
16. Check accumulator pistons and contact surface of transmission case for damage.
17. Check accumulator return springs for damage and free length.



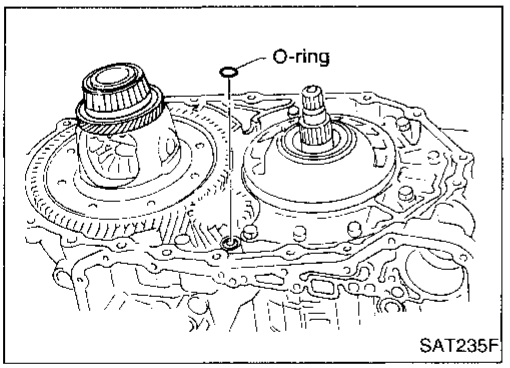
18. Remove lip seals.



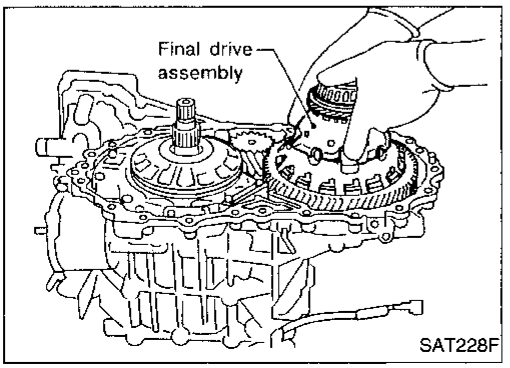
19. Remove L & R oil tube and oil sleeve.



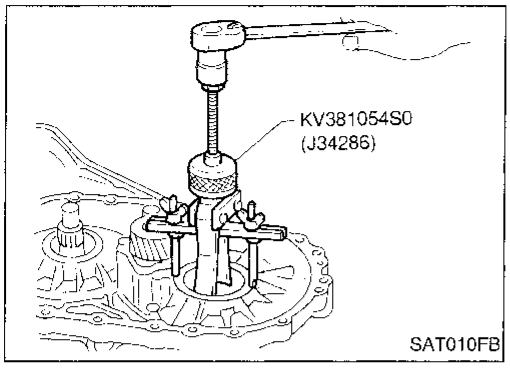
20. Remove converter housing according to the following procedures.
a. Remove converter housing mounting bolts.
b. Remove converter housing by tapping it lightly.



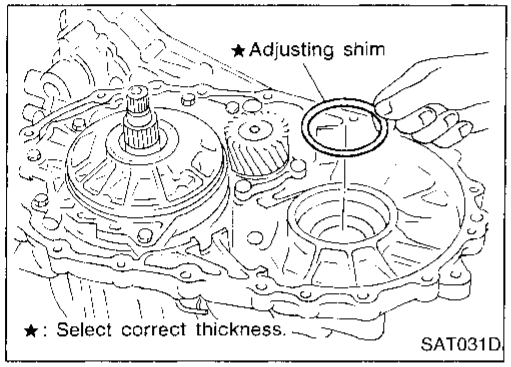
c. Remove O-ring from differential oil port.



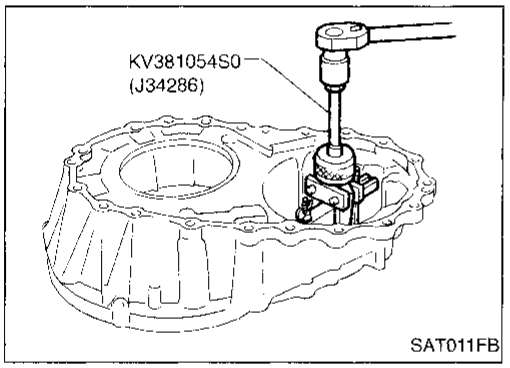
21. Remove final drive assembly from transmission case.



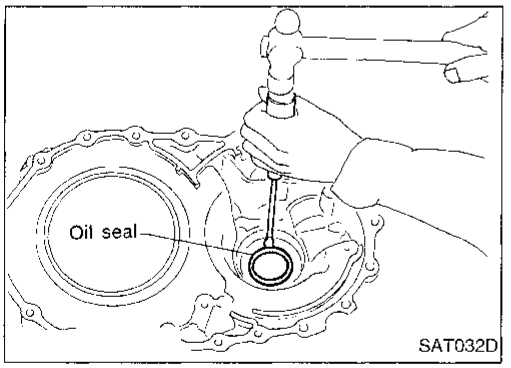
22. Remove differential side bearing outer race from transmission case.



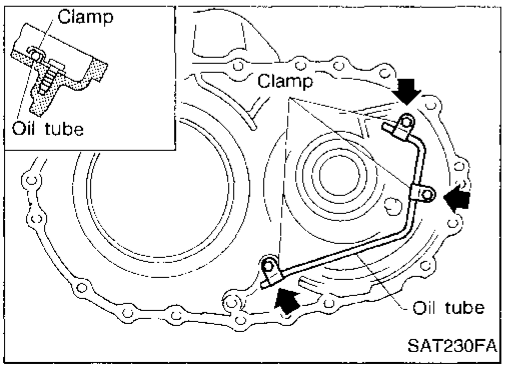
23. Remove differential side bearing adjusting shim from transmission case.



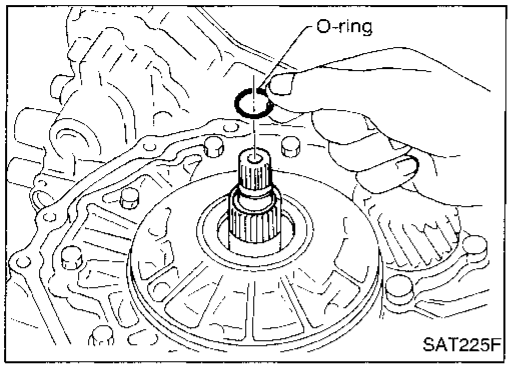
24. Remove differential side bearing outer race from converter housing.



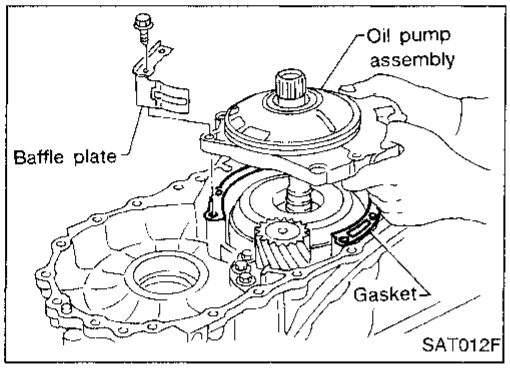
25. Remove oil seal with screwdriver from converter housing.
- **Be careful not to damage case.**



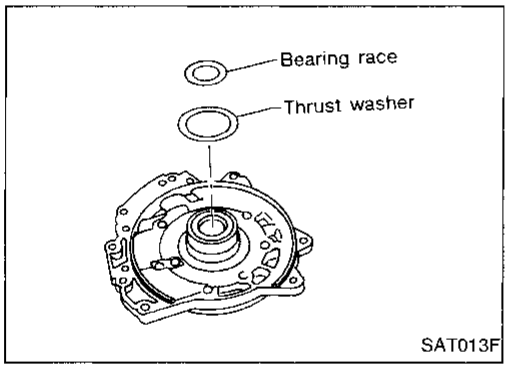
26. Remove oil tube from converter housing.



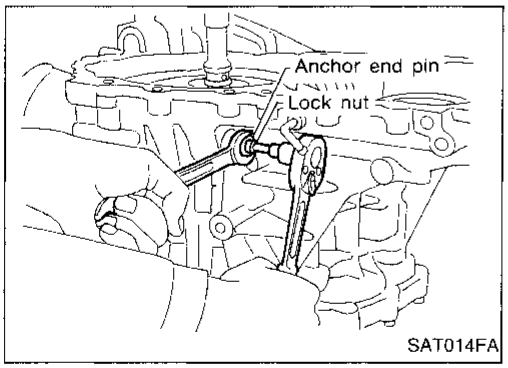
27. Remove oil pump according to the following procedures.
a. Remove O-ring from input shaft.



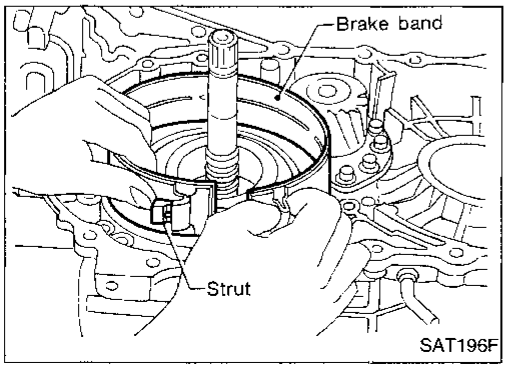
b. Remove oil pump assembly, baffle plate and gasket from transmission case.



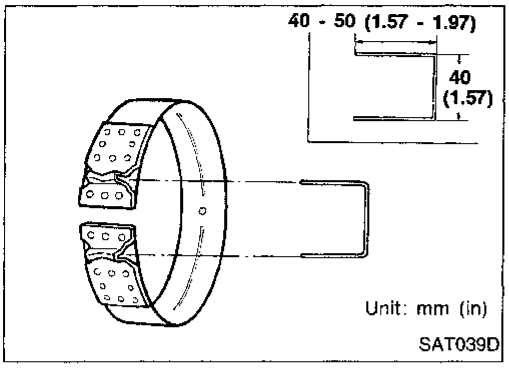
c. Remove thrust washer and bearing race from oil pump assembly.



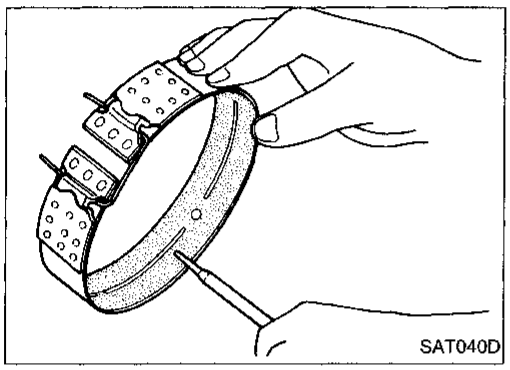
28. Remove brake band according to the following procedures.
a. Loosen lock nut, then back off anchor end pin.
- **Do not reuse anchor end pin.**



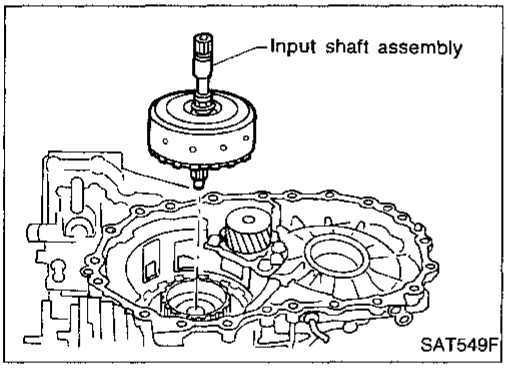
b. Remove brake band and strut from transmission case.



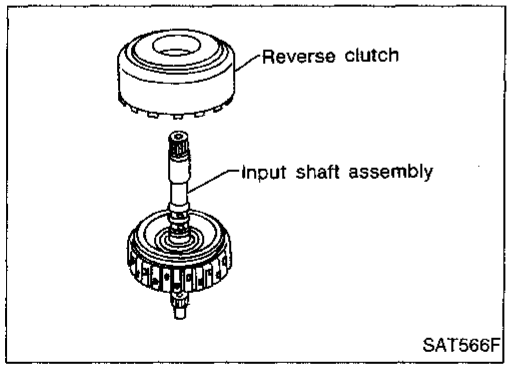
- **To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown in the figure at left.**
  Leave the clip in position after removing the brake band.



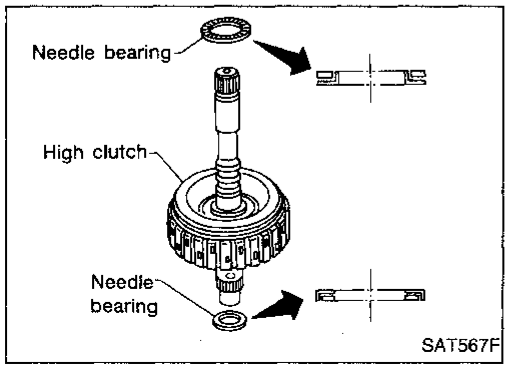
c. Check brake band facing for damage, cracks, wear or burns.



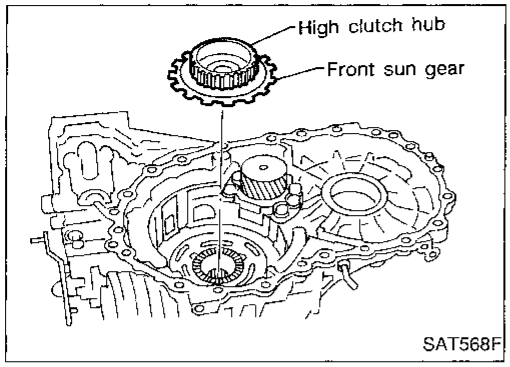
29. Remove input shaft assembly (high clutch) and reverse clutch according to the following procedures.
a. Remove input shaft assembly (high clutch) with reverse clutch.



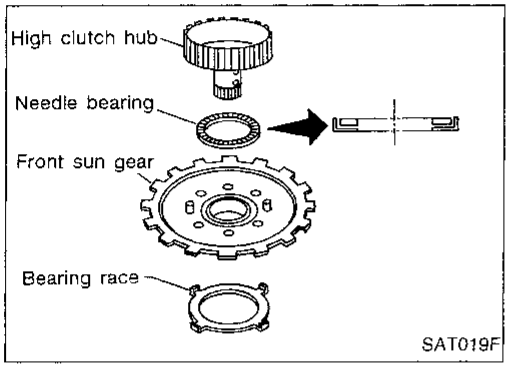
b. Remove input shaft assembly (high clutch) from reverse clutch.



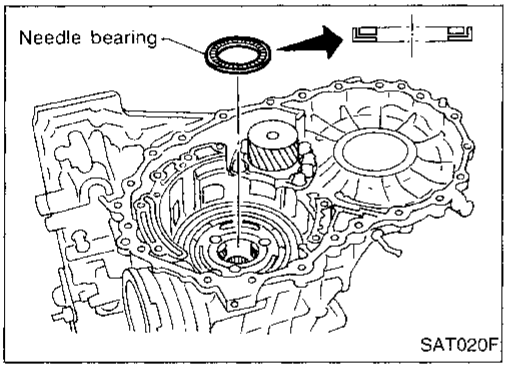
c. Remove needle bearings from high clutch drum and check for damage or wear.



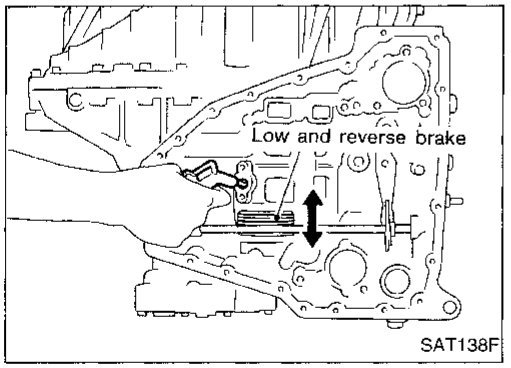
d. Remove high clutch hub and front sun gear from transmission case.



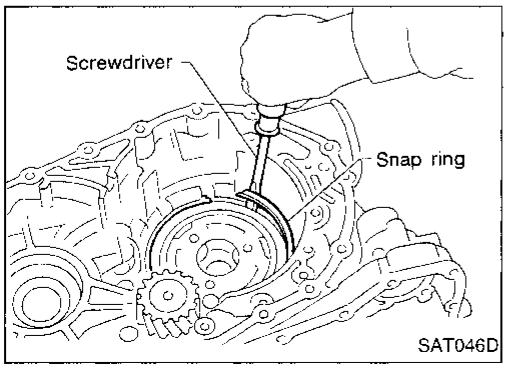
e. Remove front sun gear and needle bearing from high clutch hub and check for damage or wear.
f. Remove bearing race from front sun gear and check for damage or wear.



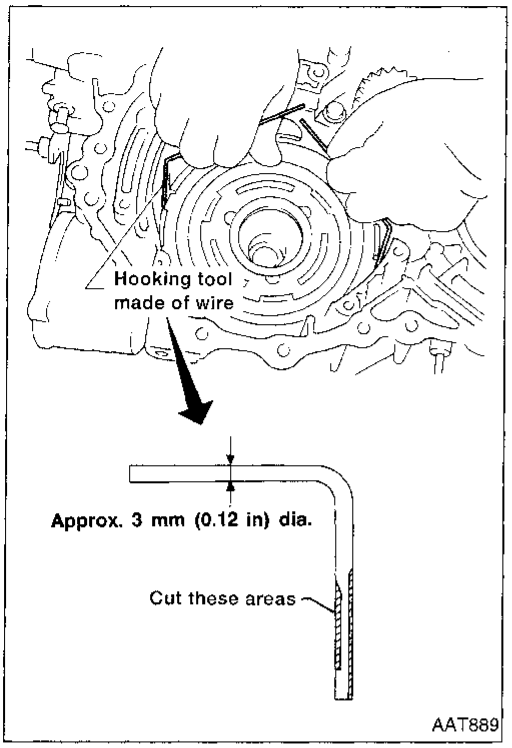
30. Remove needle bearing from transmission case and check for damage or wear.



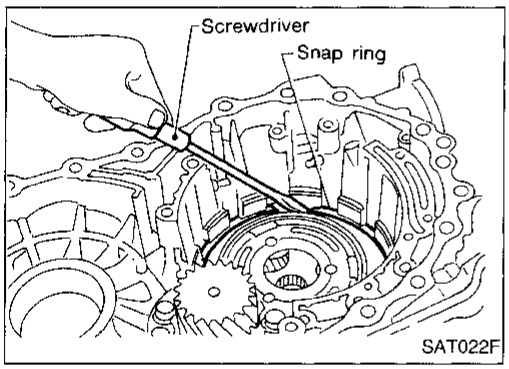
31. Apply compressed air and check to see that low and reverse brake operates.



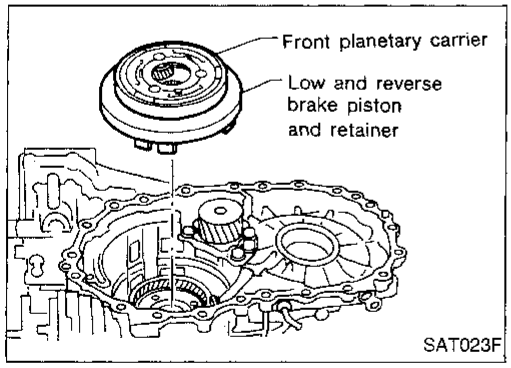
32. Remove low one-way clutch and front planetary carrier assembly according to the following procedures.
a. Remove snap ring with flat-bladed screwdriver.



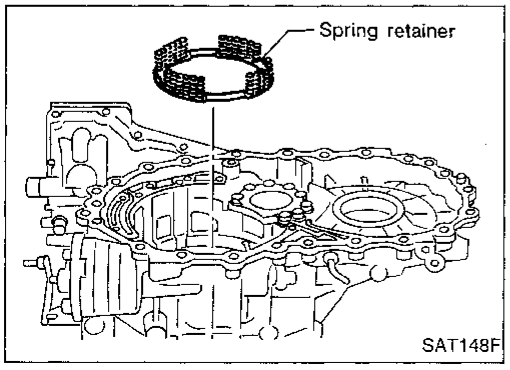
b. Remove low one way clutch with a hook made of wire.



c. Remove snap ring with flat-bladed screwdriver.

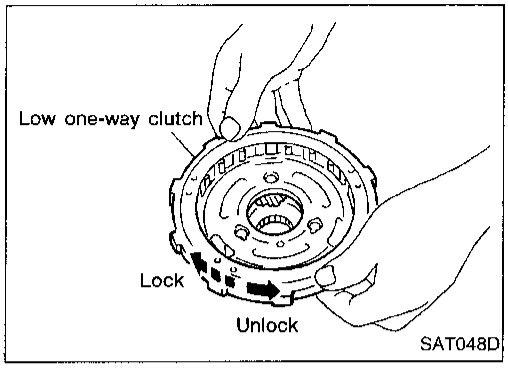


d. Remove front planetary carrier with low and reverse brake piston and retainer.

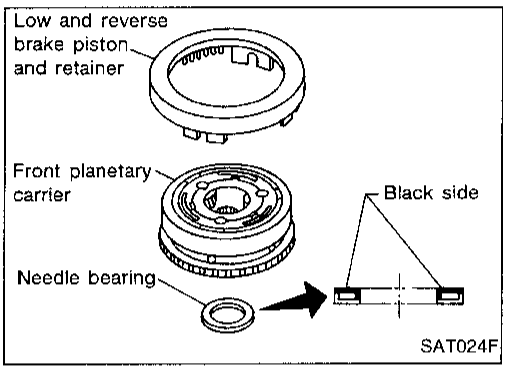


e. Remove low and reverse brake spring retainer.

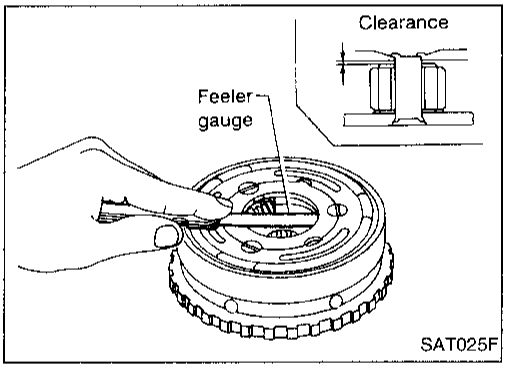
- **Do not remove return springs from spring retainer.**



f. Check that low one-way clutch rotates in the direction of the arrow and locks in the opposite direction.



g. Remove needle bearing, low and reverse brake piston and retainer from front planetary carrier.

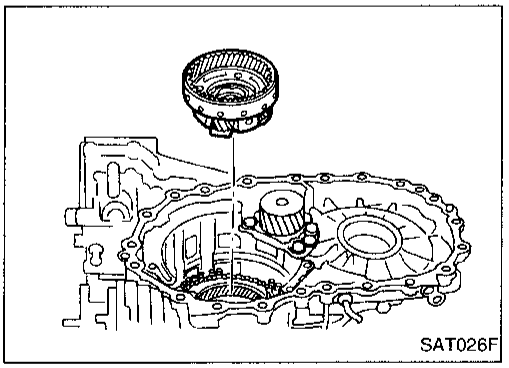


h. Check front planetary carrier, low one-way clutch and needle bearing for damage or wear.

i. Check clearance between planetary gears and planetary carrier with feeler gauge.

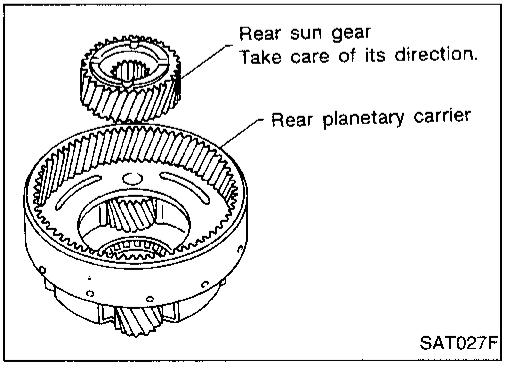
Standard clearance:
0.20 - 0.70 mm (0.0079 - 0.0276 in)
Allowable limit:
0.80 mm (0.0315 in)

Replace front planetary carrier if the clearance exceeds allowable limit.

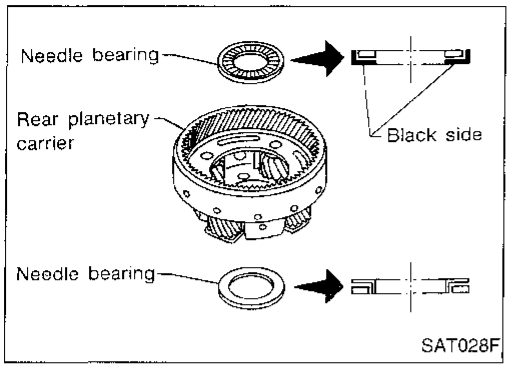


33. Remove rear planetary carrier assembly and rear sun gear according to the following procedures.

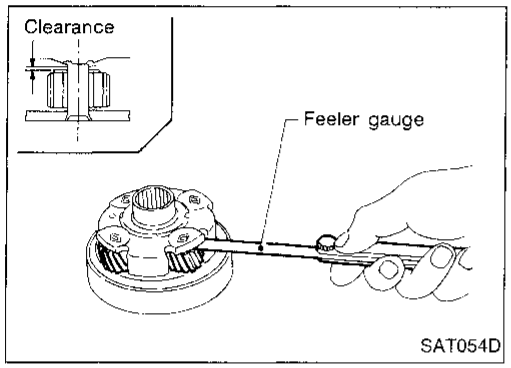
a. Remove rear planetary carrier assembly from transmission case.



b. Remove rear sun gear from rear planetary carrier.



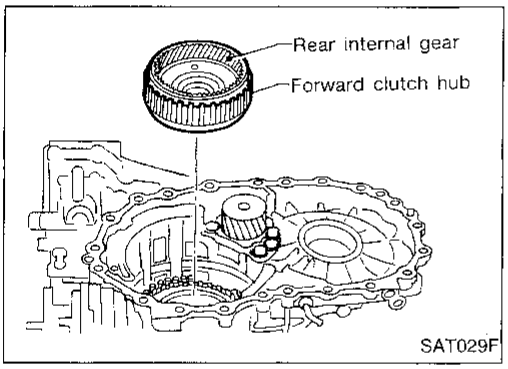
c. Remove needle bearings from rear planetary carrier assembly.



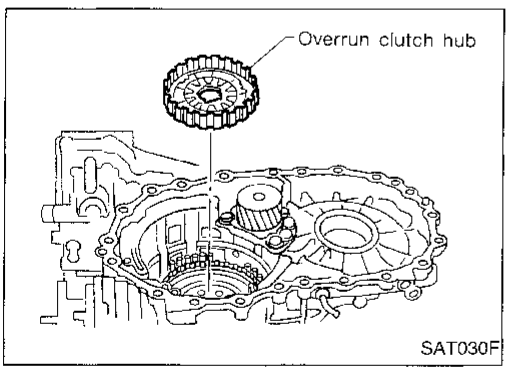
d. Check rear planetary carrier, rear sun gear and needle bearings for damage or wear.
e. Check clearance between pinion washer and rear planetary carrier with feeler gauge.

Standard clearance:
0.20 - 0.70 mm (0.0079 - 0.0276 in)
Allowable limit:
0.80 mm (0.0315 in)

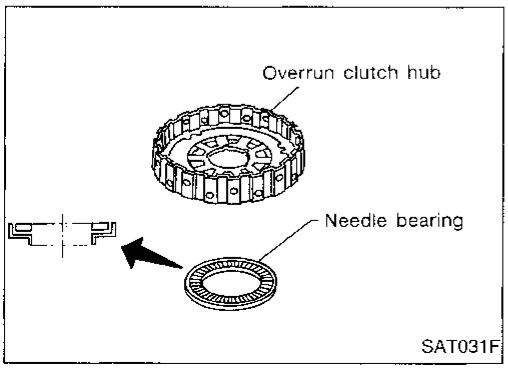
Replace rear planetary carrier if the clearance exceeds allowable limit.



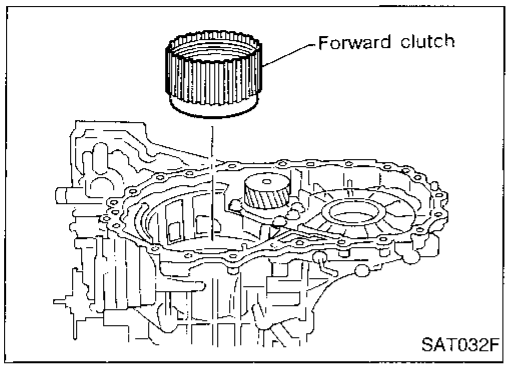
34. Remove rear internal gear and forward clutch hub from transmission case.



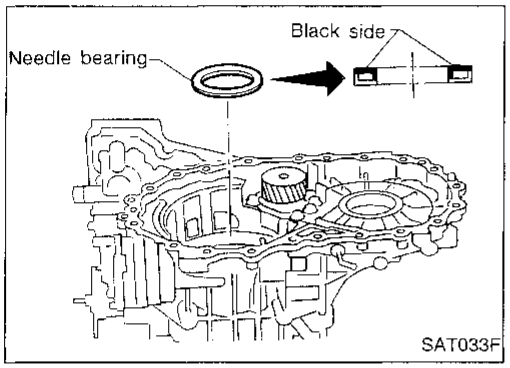
35. Remove overrun clutch hub from transmission case.



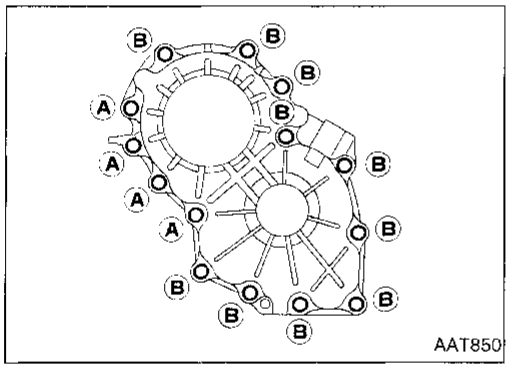
36. Remove needle bearing from overrun clutch hub and check for damage or wear.



37. Remove forward clutch assembly from transmission case.



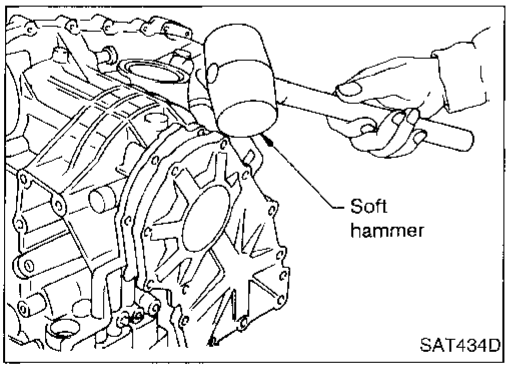
38. Remove needle bearing from transmission case.



39. Remove output shaft assembly according to the following procedures.

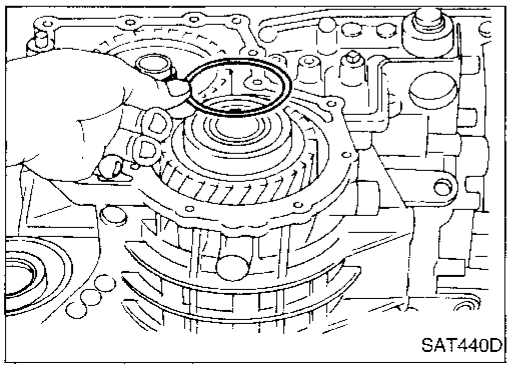
a. Remove side cover bolts.

- **Do not mix bolts Ⓐ and Ⓑ.**
- **Always replace bolts Ⓐ as they are self-sealing bolts.**

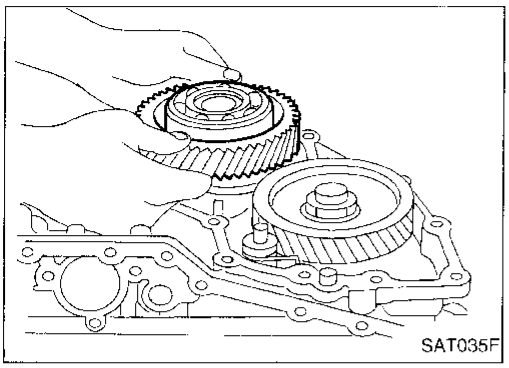


b. Remove side cover by lightly tapping it with a soft hammer.

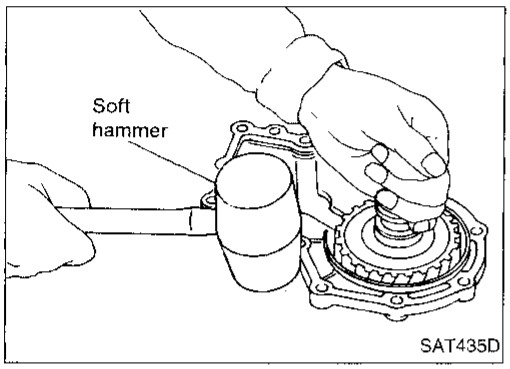
- **Be careful not to drop output shaft assembly. It might come out when removing side cover.**



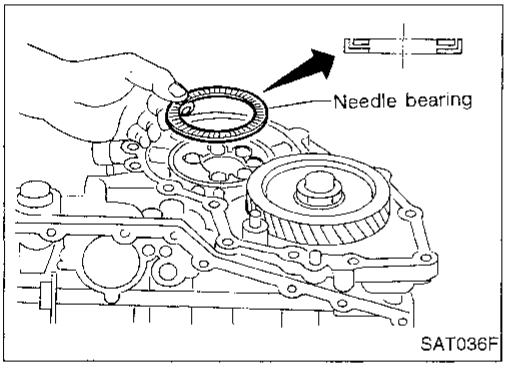
c. Remove adjusting shim.



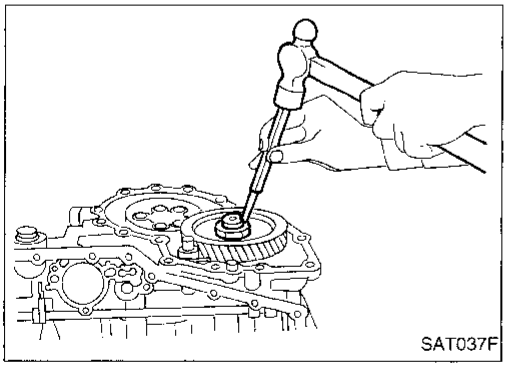
d. Remove output shaft assembly.



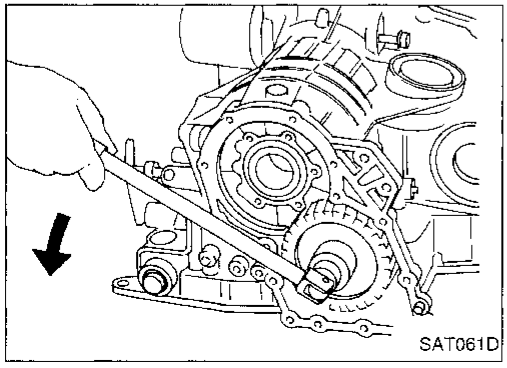
- If output shaft assembly came off with side cover, tap cover with a soft hammer to separate.



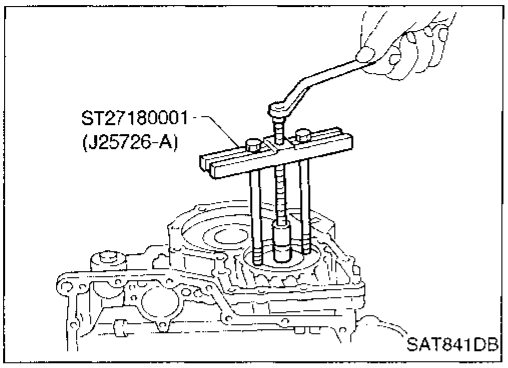
e. Remove needle bearing.



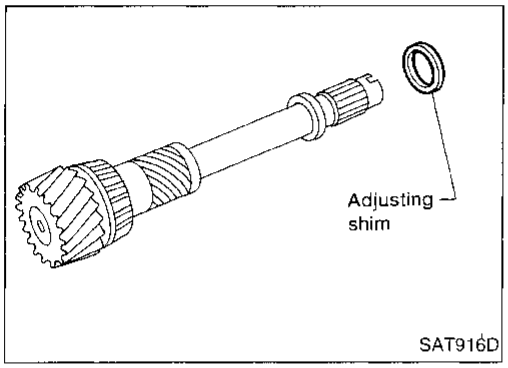
40. Disassemble reduction pinion gear according to the following procedures.
a. Set manual shaft to position "P" to fix idler gear.
b. Unlock idler gear lock nut using a pin punch.



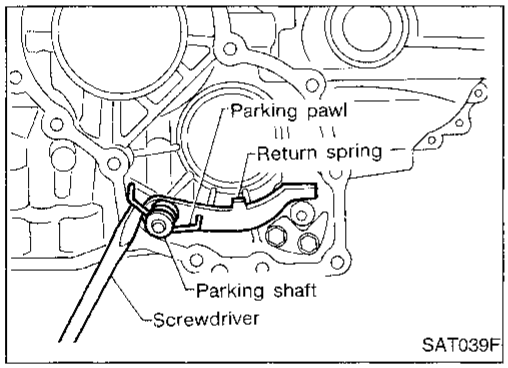
c. Remove idler gear lock nut.
- **Do not reuse idler gear lock nut.**



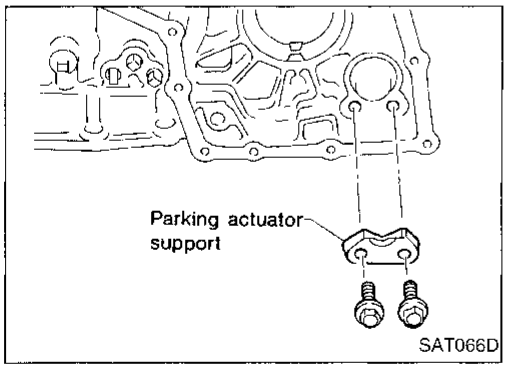
d. Remove idler gear with puller.



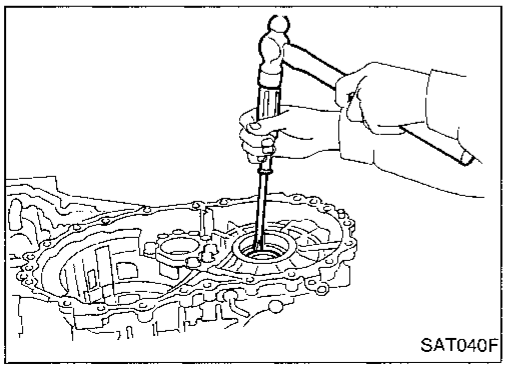
e. Remove reduction pinion gear.
f. Remove adjusting shim from reduction pinion gear.



41. Remove return spring from parking shaft with screwdriver.
42. Draw out parking shaft and remove parking pawl from transmission case.
43. Check parking pawl and shaft for damage or wear.

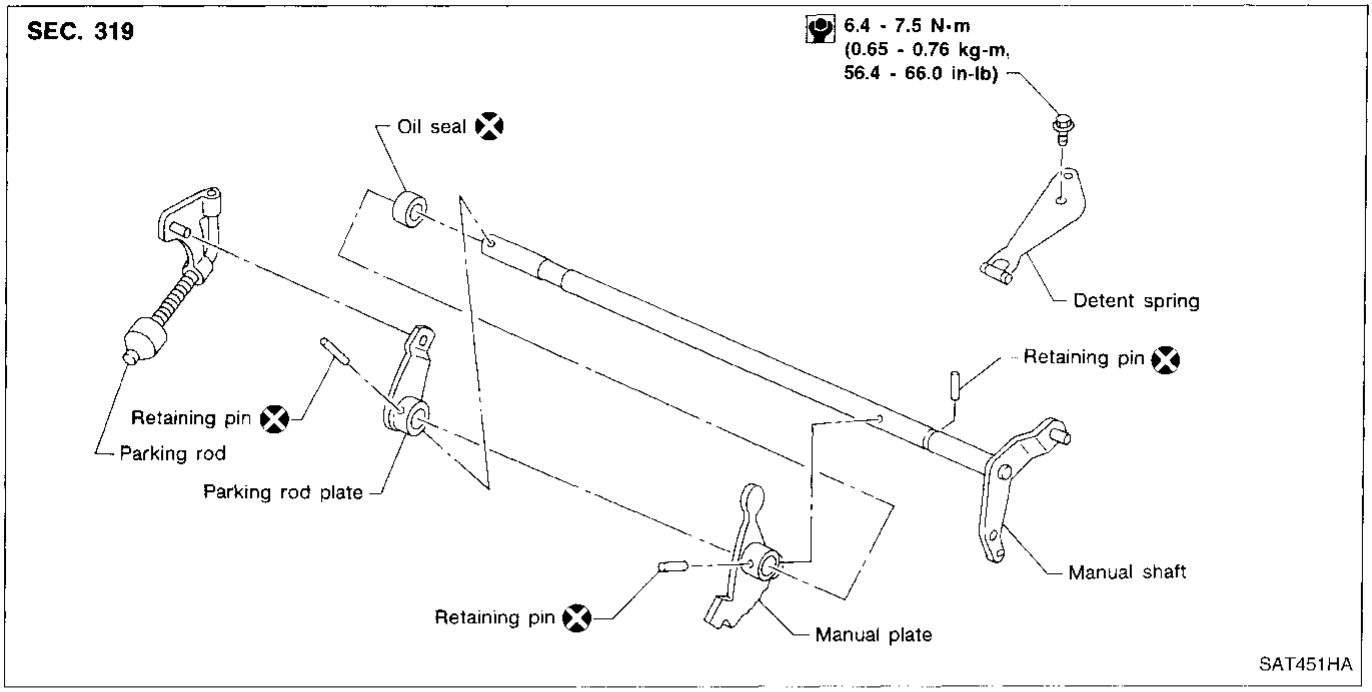


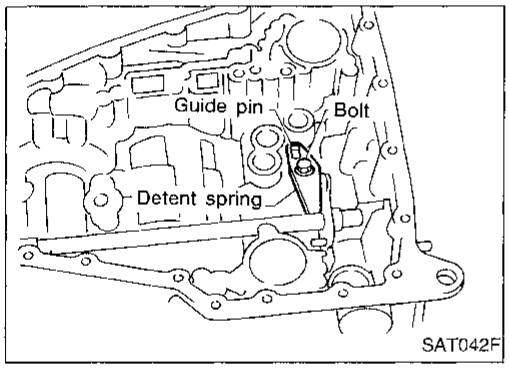
44. Remove parking actuator support from transmission case.
45. Check parking actuator support for damage or wear.



46. Remove side oil seal with screwdriver from transmission case.

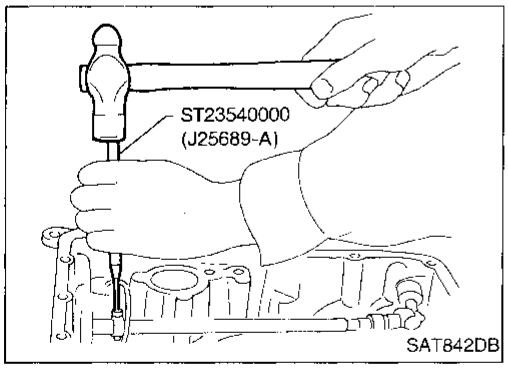
Manual Shaft



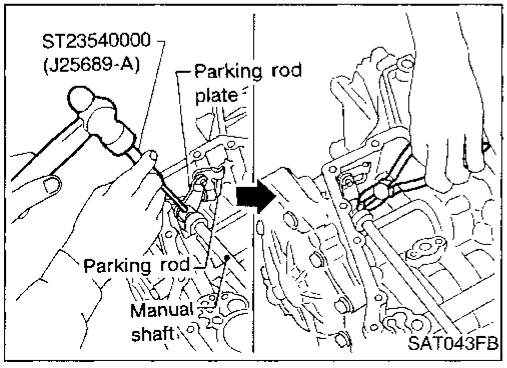


REMOVAL

1. Remove detent spring from transmission case.

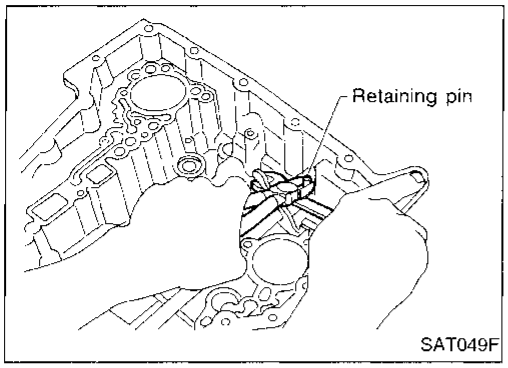


2. Drive out manual plate retaining pin.

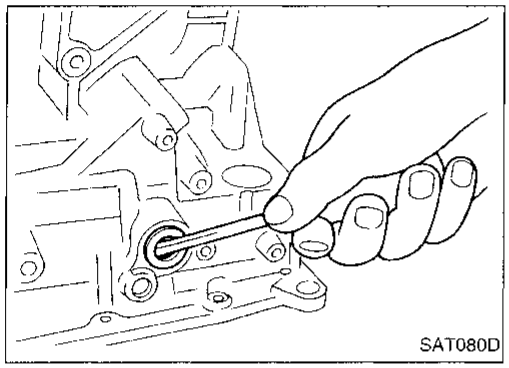


3. Drive and pull out parking rod plate retaining pin.
4. Remove parking rod plate from manual shaft.
5. Draw out parking rod from transmission case.

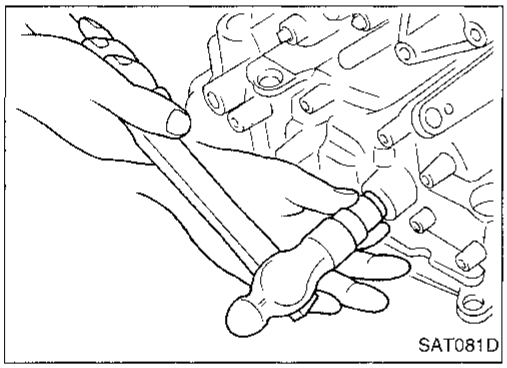
Manual Shaft (Cont'd)



6. Pull out manual shaft retaining pin.
7. Remove manual shaft and manual plate from transmission case.



8. Remove manual shaft oil seal.

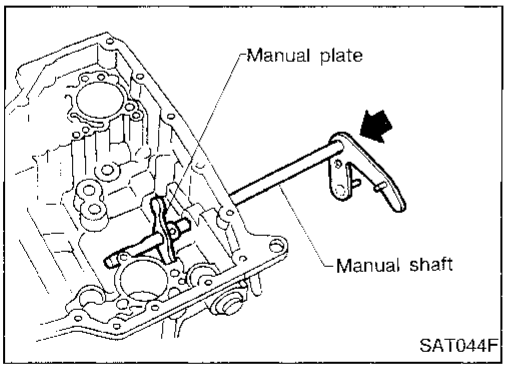


INSPECTION

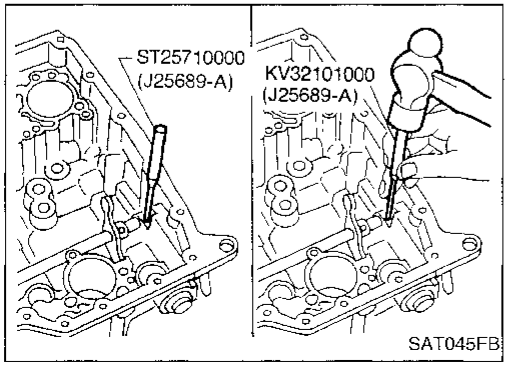
- Check component parts for wear or damage. Replace if necessary.

INSTALLATION

1. Install manual shaft oil seal.
- **Apply ATF to outer surface of oil seal.**

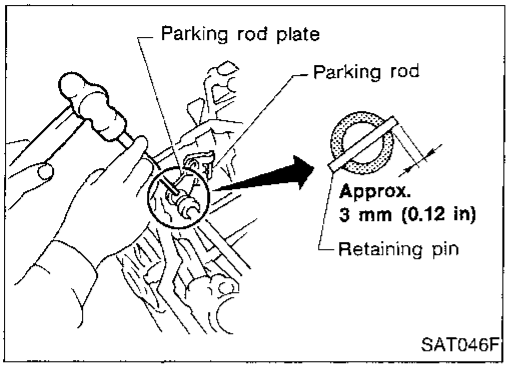


2. Install manual shaft and manual plate.

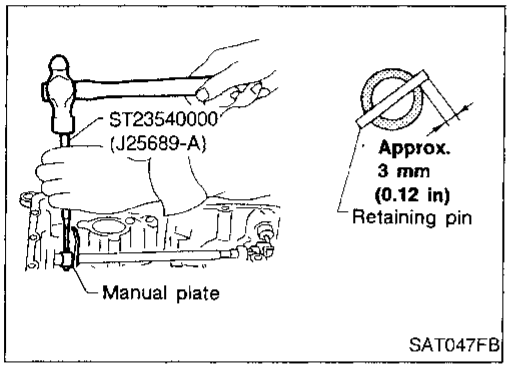


3. Align groove of manual shaft and hole of transmission case.
4. Install manual shaft retaining pin up to bottom of hole.

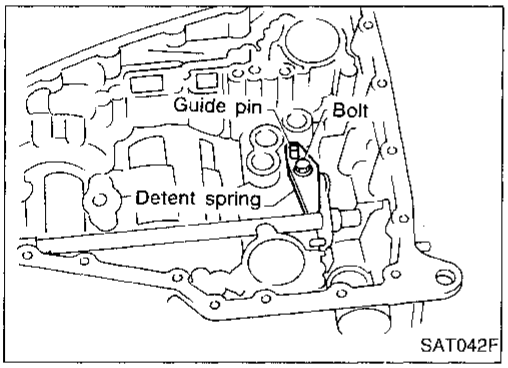
Manual Shaft (Cont'd)



5. Install parking rod to parking rod plate.
6. Set parking rod assembly onto manual shaft and drive retaining pin.
- **Both ends of pin should protrude.**

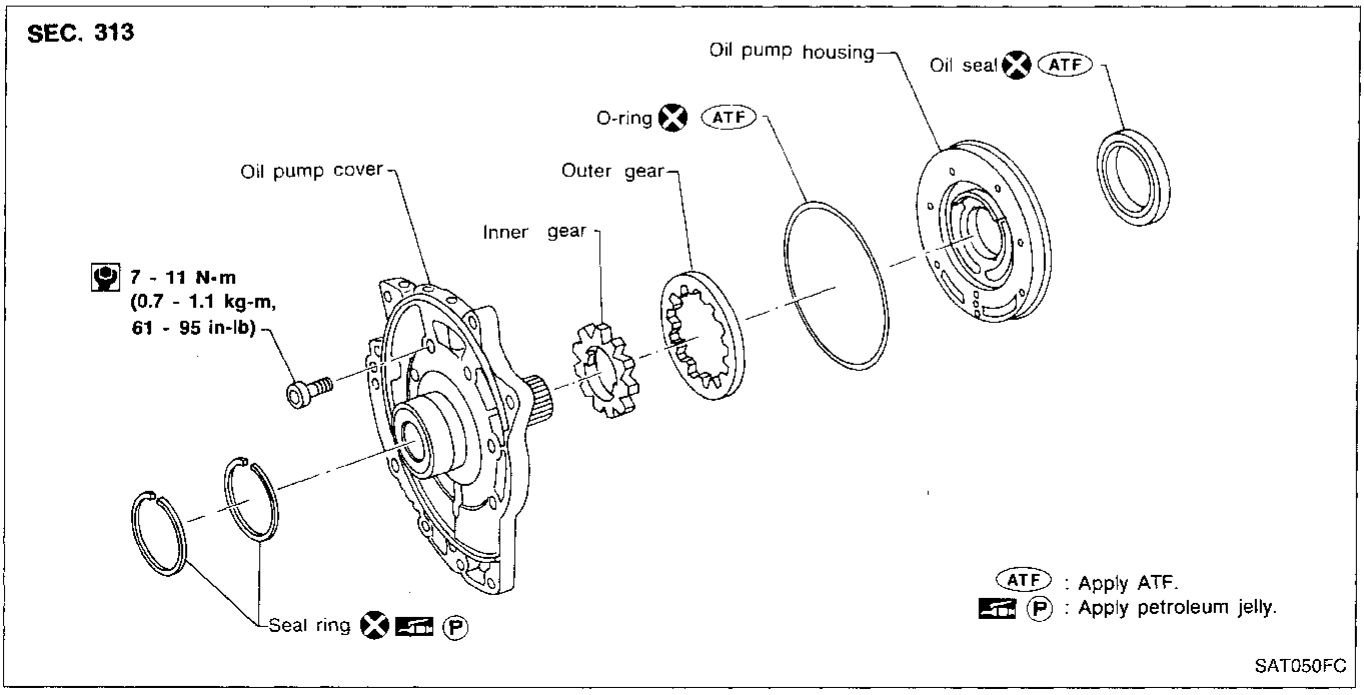


7. Drive manual plate retaining pin.
- **Both ends of pin should protrude.**



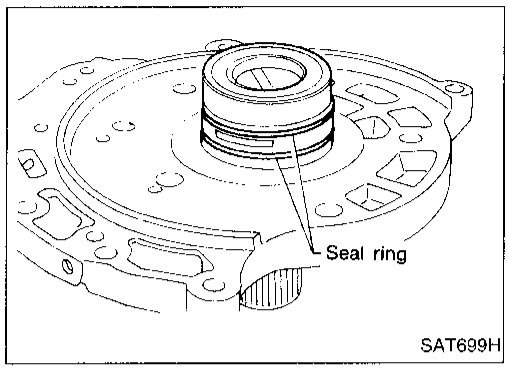
8. Install detent spring.

Oil Pump

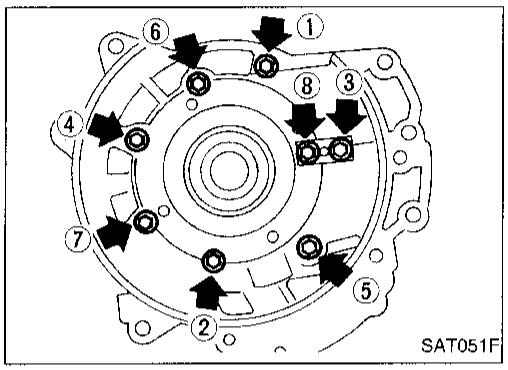


Oil Pump (Cont'd)

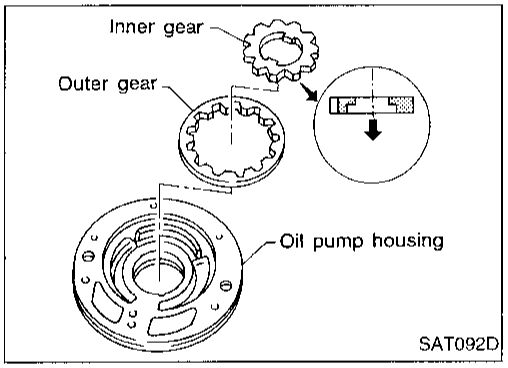
DISASSEMBLY



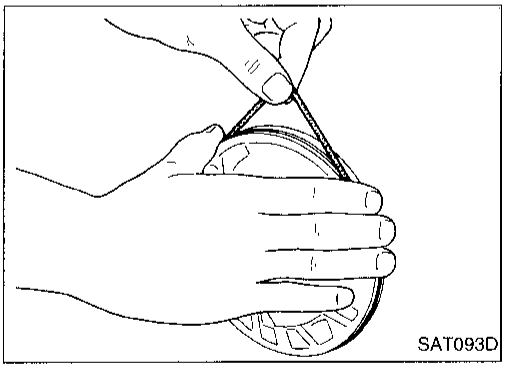
1. Remove seal rings.



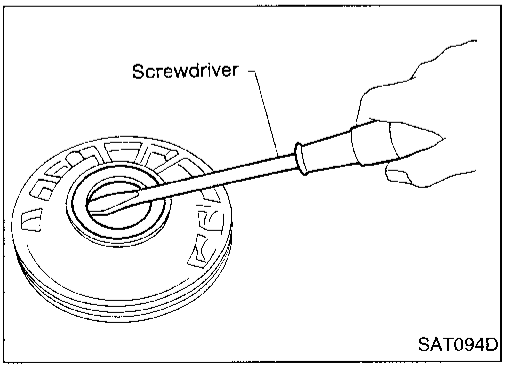
2. Loosen bolts in a crisscross pattern and remove oil pump cover.



3. Remove inner and outer gear from oil pump housing.



4. Remove O-ring from oil pump housing.



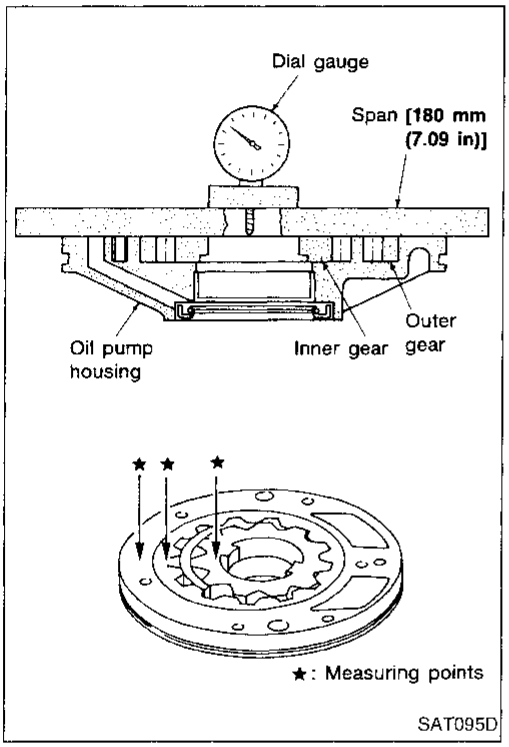
5. Remove oil pump housing oil seal.

Oil Pump (Cont'd)

INSPECTION

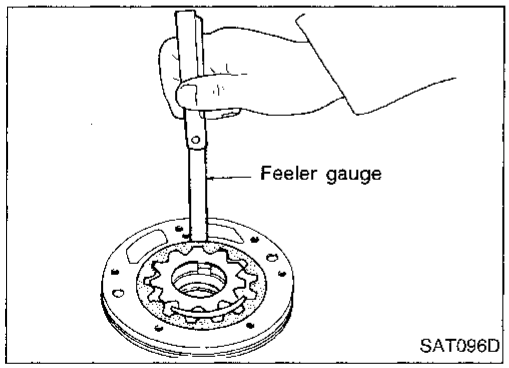
Oil pump housing, oil pump cover, inner gear and outer gear

- Check for wear or damage.

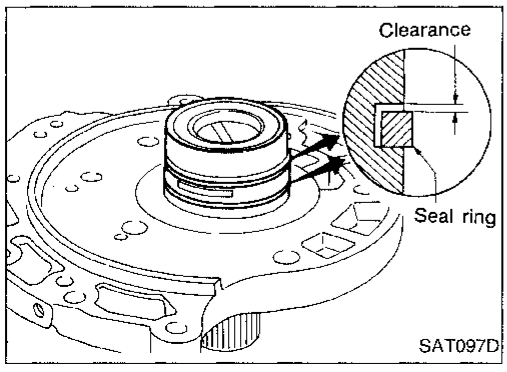


Side clearance

- Measure side clearance of inner and outer gears in at least four places around each outside edge. Maximum measured values should be within specified positions.
  Standard clearance:
  0.030 - 0.050 mm (0.0012 - 0.0020 in)
- If clearance is less than standard, select inner and outer gear as a set so that clearance is within specifications.
  Inner and outer gear:
  Refer to SDS, AT-232.
- If clearance is more than standard, replace whole oil pump assembly except oil pump cover.



- Measure clearance between outer gear and oil pump housing.
  Standard clearance:
  0.111 - 0.181 mm (0.0044 - 0.0071 in)
  Allowable limit:
  0.181 mm (0.0071 in)
- If not within allowable limit, replace whole oil pump assembly except oil pump cover.

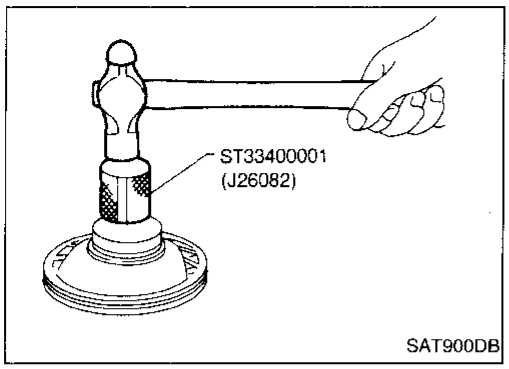


Seal ring clearance

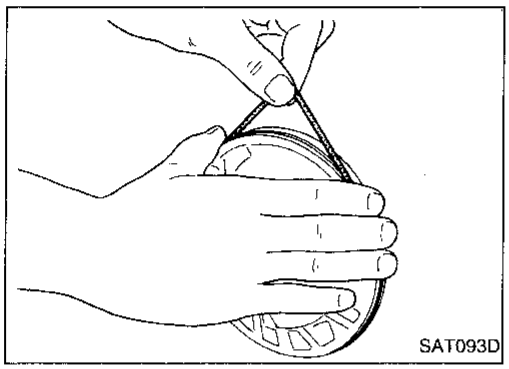
- Measure clearance between seal ring and ring groove.
  Standard clearance:
  0.1 - 0.25 mm (0.0039 - 0.0098 in)
  Allowable limit:
  0.25 mm (0.0098 in)
- If not within allowable limit, replace oil pump cover assembly.

Oil Pump (Cont'd)

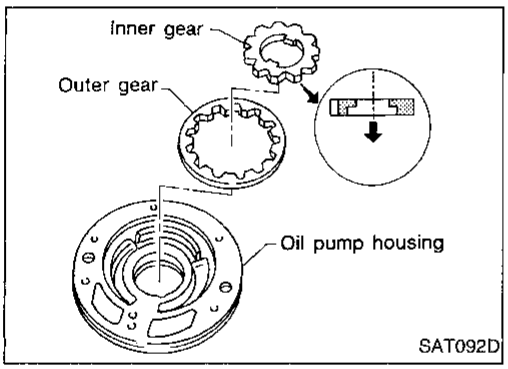
ASSEMBLY



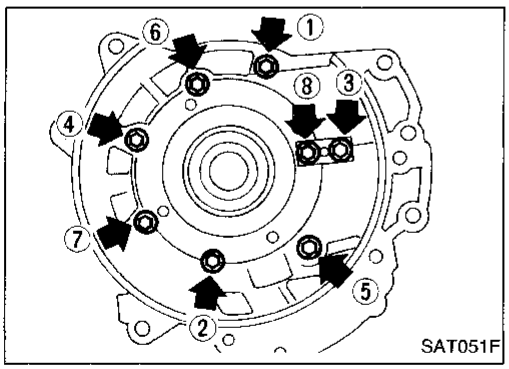
1. Install oil seal on oil pump housing.



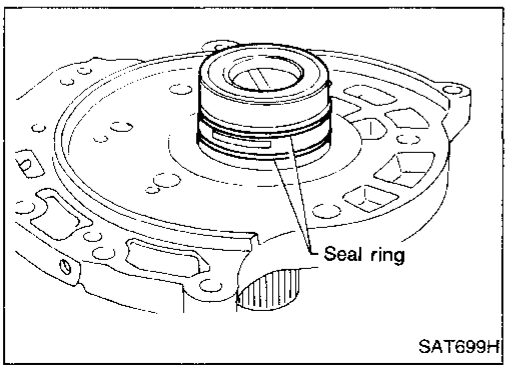
2. Install O-ring on oil pump housing.
- **Apply ATF to O-ring.**



3. Install inner and outer gears on oil pump housing.
- **Be careful of direction of inner gear.**



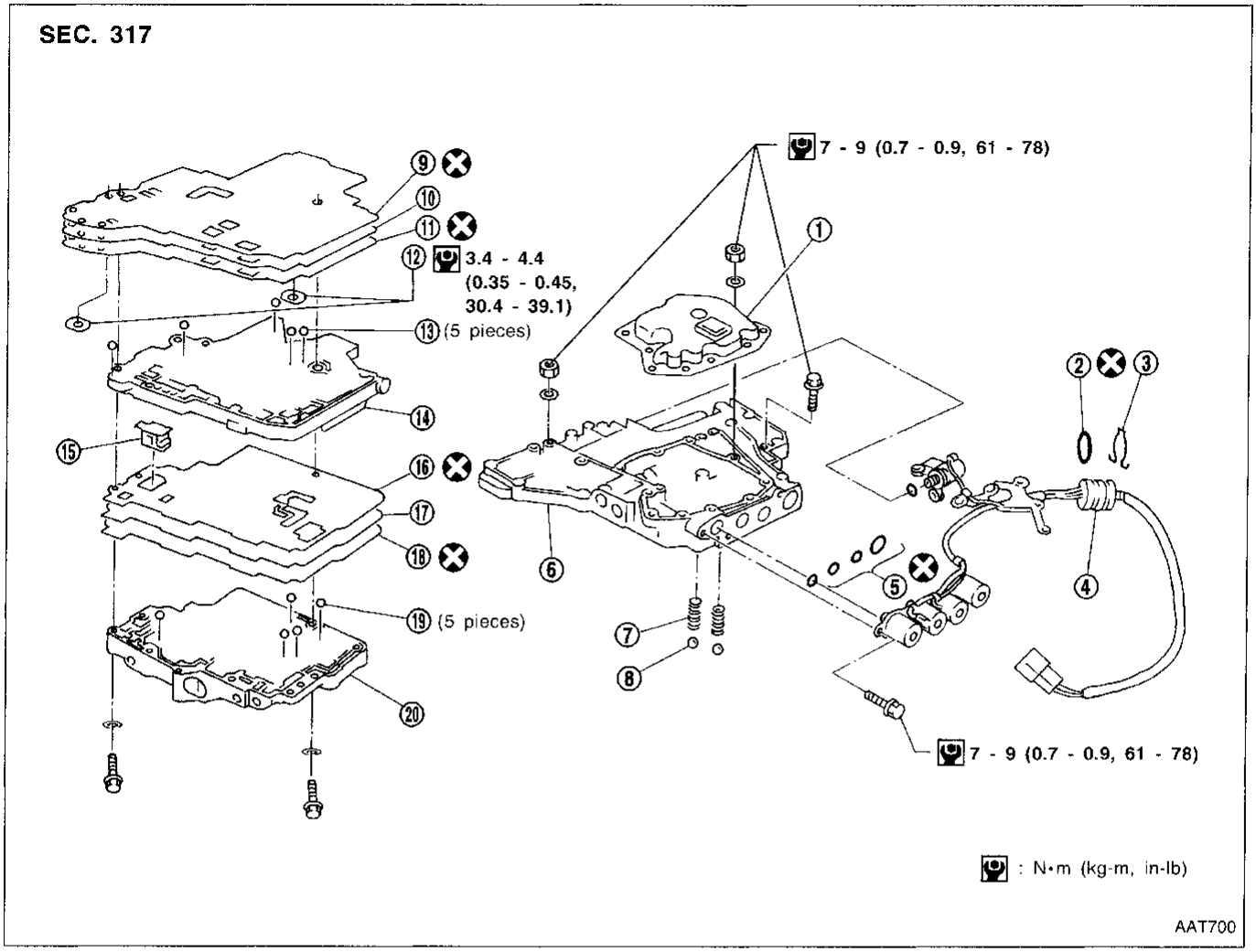
4. Install oil pump cover on oil pump housing.
a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly on oil pump housing assembly, then remove masking tape.
b. Tighten bolts in a crisscross pattern.



5. Install new seal rings carefully after packing ring groove with petroleum jelly.
- **Do not spread gap of seal ring excessively while installing. The ring may be deformed.**

Control Valve Assembly

SEC. 317



① Oil strainer
② O-ring
③ Stopper ring
④ Terminal body
⑤ O-rings
⑥ Control valve lower body
⑦ Oil cooler relief valve spring
⑧ Check ball
⑨ Lower separating gasket
⑩ Separating plate
⑪ Lower inter separating gasket
⑫ Support plate
⑬ Steel ball
⑭ Control valve inter body
⑮ Pilot filter
⑯ Upper inter separating gasket
⑰ Separating plate
⑱ Upper separating gasket
⑲ Steel ball
⑳ Control valve upper body

DISASSEMBLY

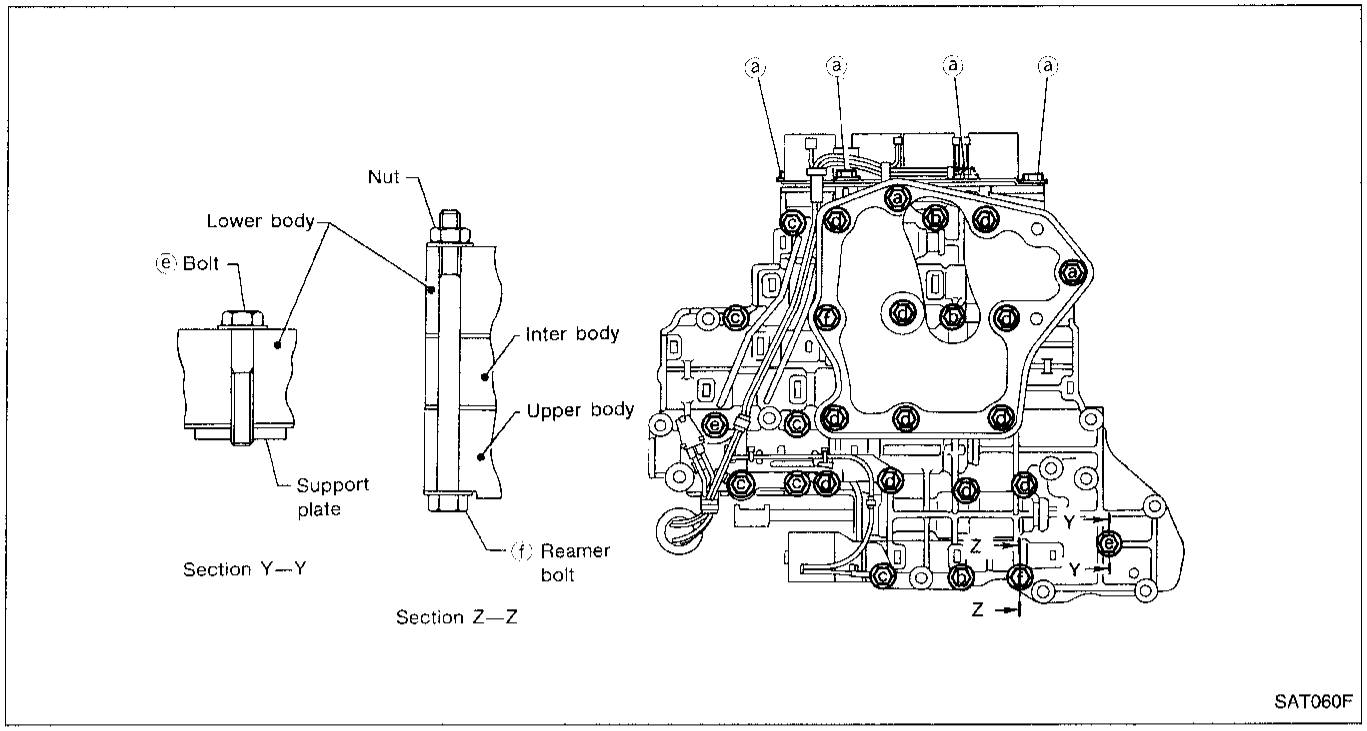
Disassemble upper, inter and lower bodies.

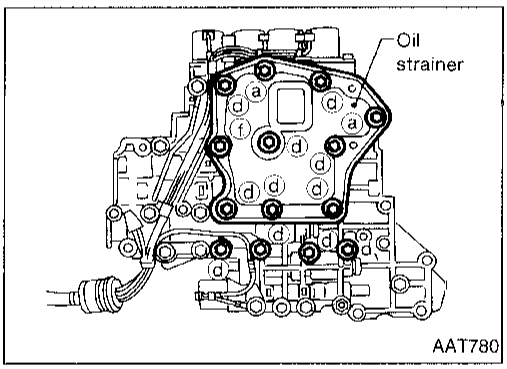
Bolt length, number and location:

Bolt symbol	ⓐ	ⓑ	ⓒ	ⓓ	ⓔ	ⓕ
Bolt length "ℓ" mm (in)	13.5 (0.531)	58.0 (2.283)	40.0 (1.575)	66.0 (2.598)	33.0 (1.299)	78.0 (3.071)
Number of bolts	6	3	6	11	2	2

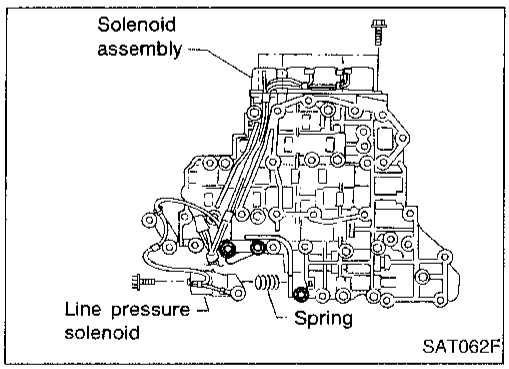
f: Reamer bolt and nut.

Control Valve Assembly (Cont'd)

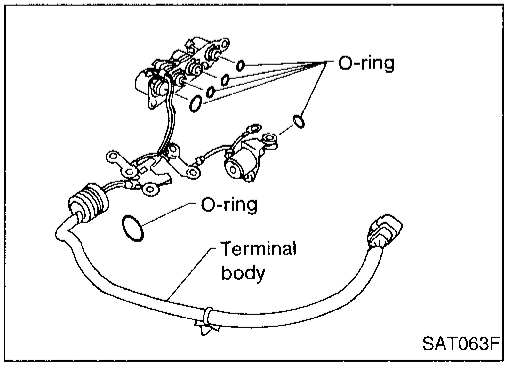




a. Remove bolts ⓐ, ⓓ and nut ⓕ and remove oil strainer from control valve assembly.

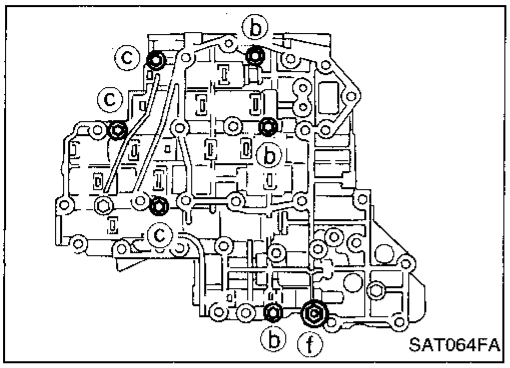


b. Remove solenoid valve assembly and line pressure solenoid valve from control valve assembly.

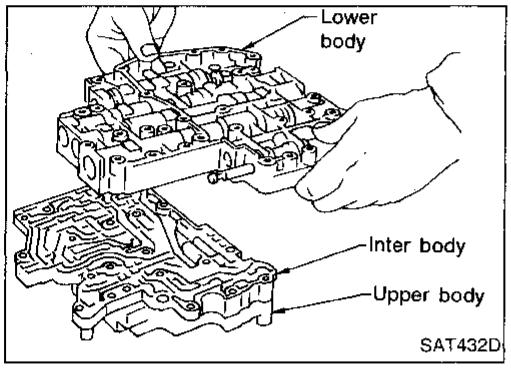


c. Remove O-rings from solenoid valves and terminal body.

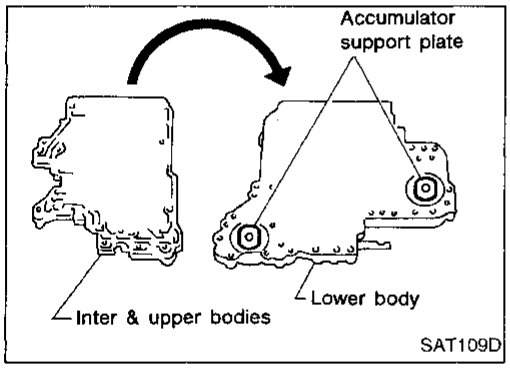
Control Valve Assembly (Cont'd)



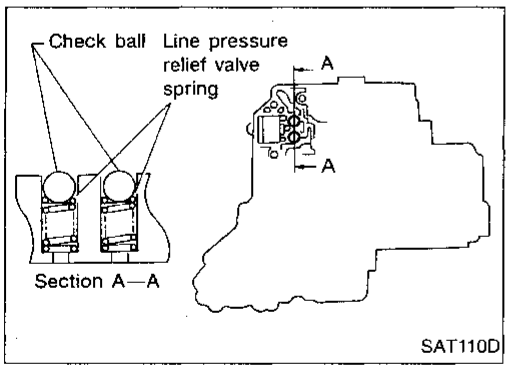
d. Place upper body facedown, and remove bolts ⓑ, ⓒ and nut ⓕ.



e. Remove inter body from lower body.

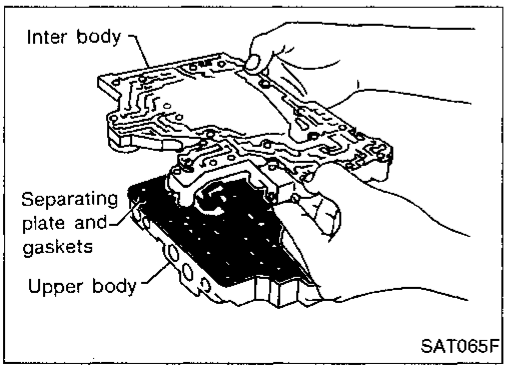


f. Turn over lower body, and remove accumulator support plate.



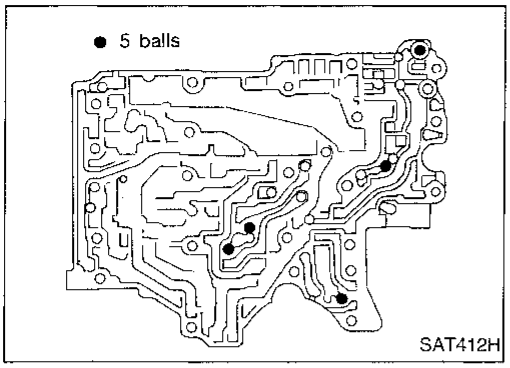
g. Remove bolts ⓔ, separating plate and separating gasket from lower body.
h. Remove steel balls and relief valve springs from lower body.

- **Be careful not to lose steel balls and relief valve springs.**

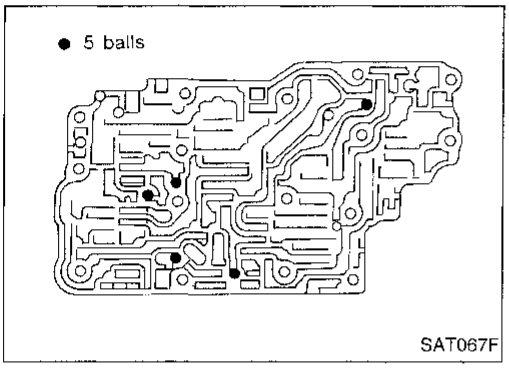


i. Remove inter body from upper body.

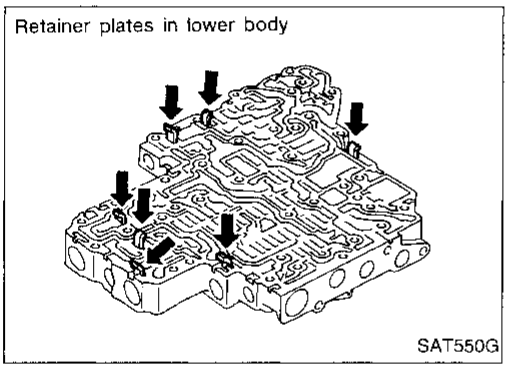
Control Valve Assembly (Cont'd)



j. Check to see that steel balls are properly positioned in inter body and then remove them.
- **Be careful not to lose steel balls.**



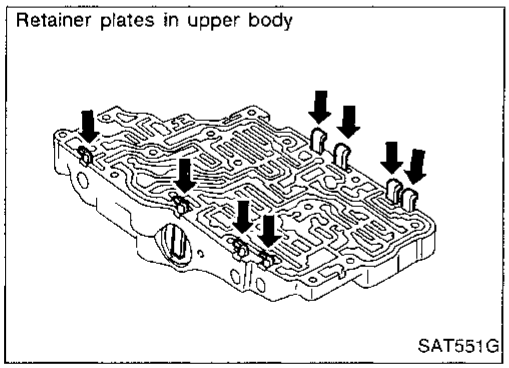
k. Check to see that steel balls are properly positioned in upper body and then remove them.
- **Be careful not to lose steel balls.**



INSPECTION

Lower and upper bodies

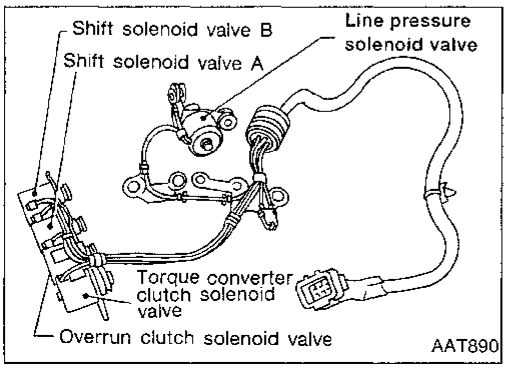
- Check to see that retainer plates are properly positioned in lower body.



- Check to see that retainer plates are properly positioned in upper body.
- **Be careful not to lose these parts.**

Oil strainer

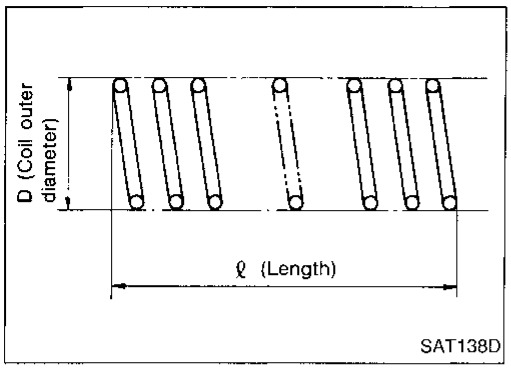
- Check wire netting of oil strainer for damage.



Shift solenoid valves "A" and "B", line pressure solenoid valve, torque converter clutch solenoid valve and overrun clutch solenoid valve.

- Measure resistance. Refer to "Electrical Components Inspection", AT-107.

Control Valve Assembly (Cont'd)



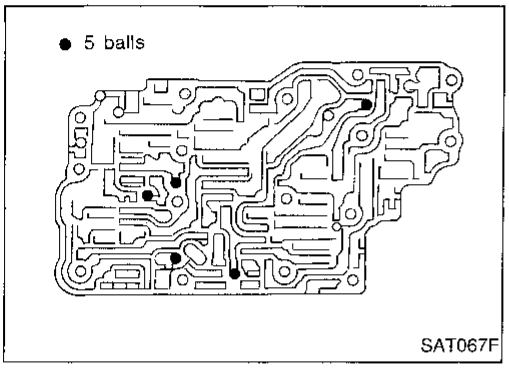
Oil cooler relief valve spring.

- Check springs for damage or deformation.
- Measure free length and outer diameter

Inspection standard:

Unit: mm (in)

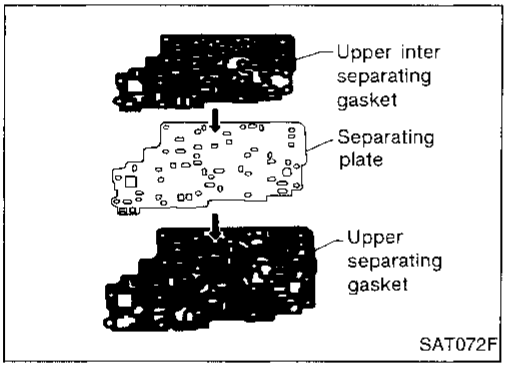
Part No.	ℓ	D
31872-31X00	17.02 (0.6701)	8.0 (0.315)



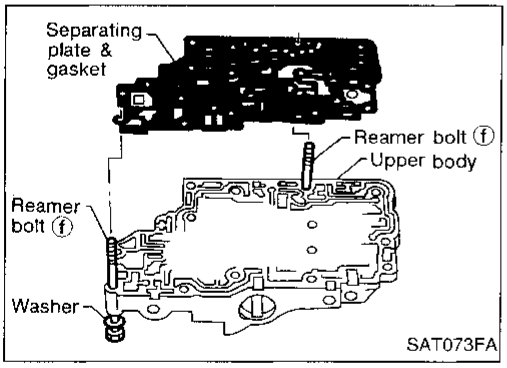
ASSEMBLY

1. Install upper, inter and lower body.

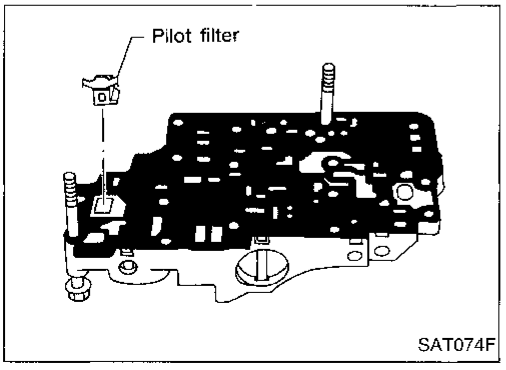
a. Place oil circuit of upper body face up. Install steel balls in their proper positions.



b. Install upper separating gasket, upper inter separating gasket and upper separating plate in order shown in illustration.

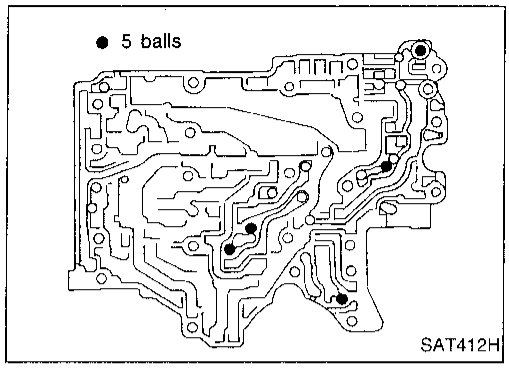


c. Install reamer bolts ⓕ from bottom of upper body. Using reamer bolts as guides, install separating plate and gaskets as a set.

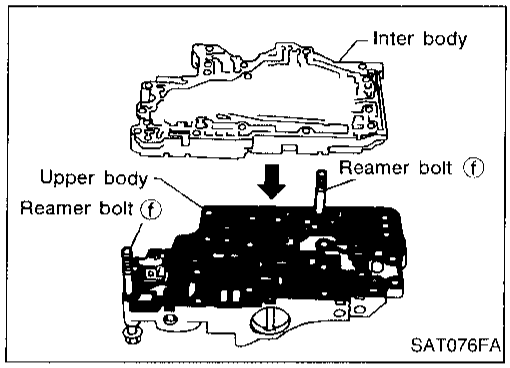


d. Install pilot filter.

Control Valve Assembly (Cont'd)

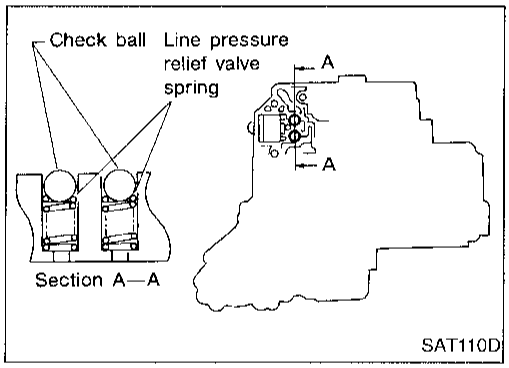


e. Place lower body as shown in illustration (side of inter body face up). Install steel balls in their proper positions.

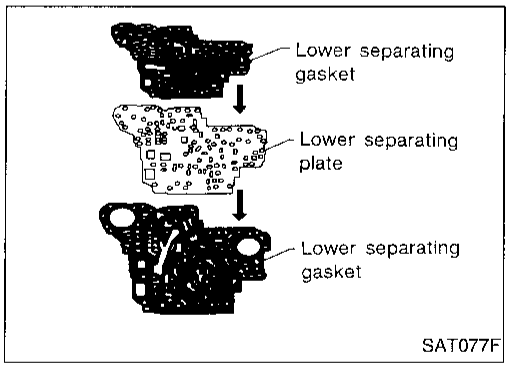


f. Install inter body on upper body using reamer bolts ⓕ as guides.

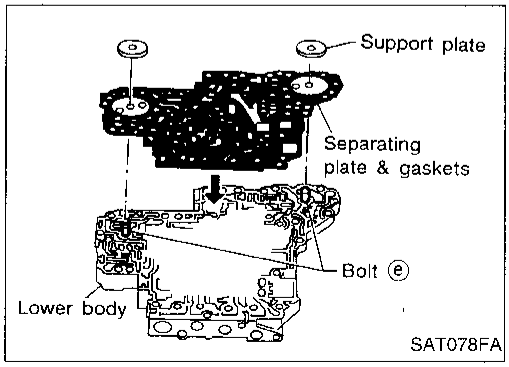
- **Be careful not to dislocate or drop steel balls.**



g. Install steel balls and relief valve springs in their proper positions in lower body.



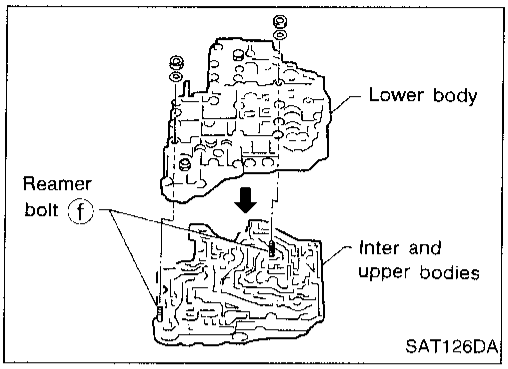
h. Install lower separating gasket, inter separating gasket and lower separating plate in order shown in illustration.



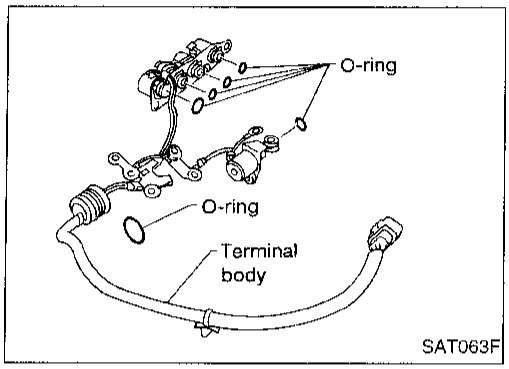
i. Install bolts ⓔ from bottom of lower body. Using bolts ⓔ as guides, install separating plate and gaskets as a set.

j. Temporarily install support plates on lower body.

Control Valve Assembly (Cont'd)



k. Install lower body on inter body using reamer bolts ⓕ as guides and tighten reamer bolts ⓕ slightly.

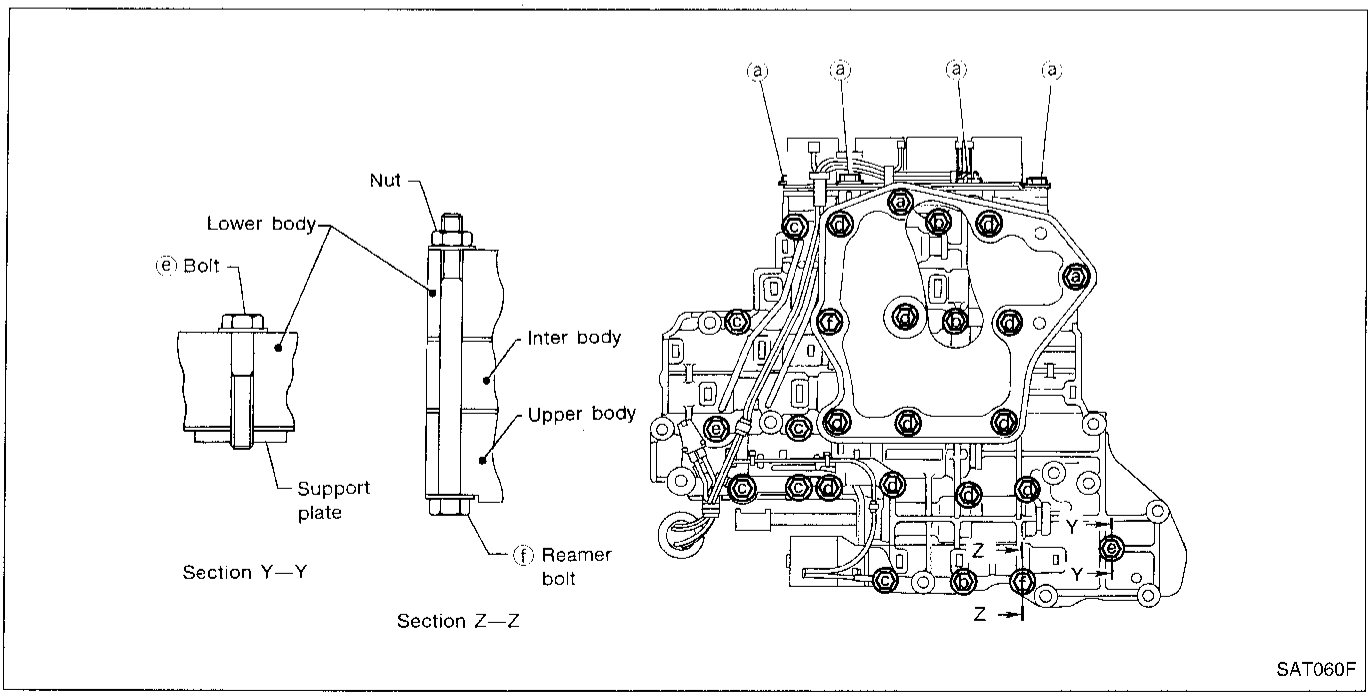


2. Install O-rings to solenoid valves and terminal body.
- **Apply ATF to O-rings.**

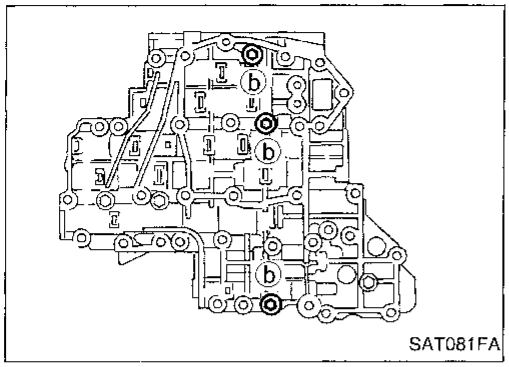
3. Install and tighten bolts.

Bolt length, number and location:

Bolt symbol	ⓐ	ⓑ	ⓒ	ⓓ	ⓔ	ⓕ
Bolt length "ℓ" mm (in)	13.5 (0.531)	58.0 (2.283)	40.0 (1.575)	66.0 (2.598)	33.0 (1.299)	78.0 (3.071)
Number of bolts	6	3	6	11	2	2

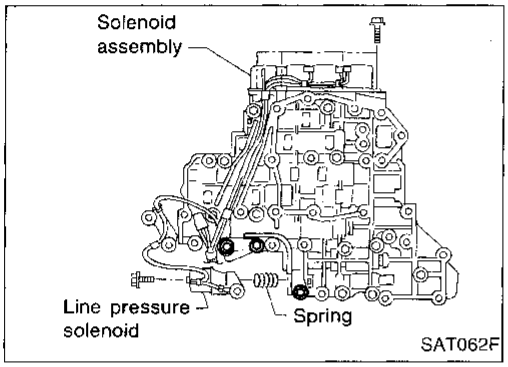


Control Valve Assembly (Cont'd)



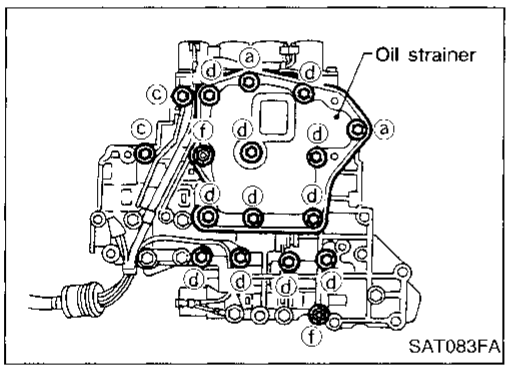
SAT081FA

a. Install and tighten bolts ⓑ to specified torque.
   : 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)



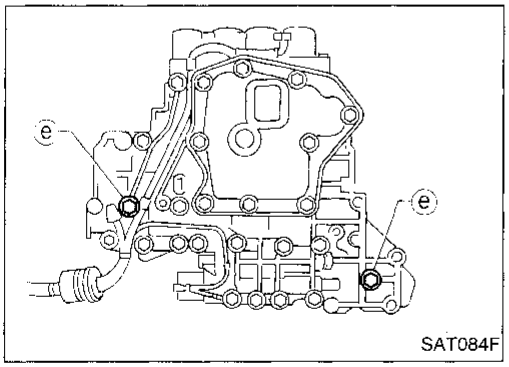
SAT062F

b. Install solenoid valve assembly and line pressure solenoid valve to lower body.



SAT083FA

c. Set oil strainer, then tighten bolts ⓐ, ⓒ, ⓓ and nuts ⓕ to specified torque.
   : 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)

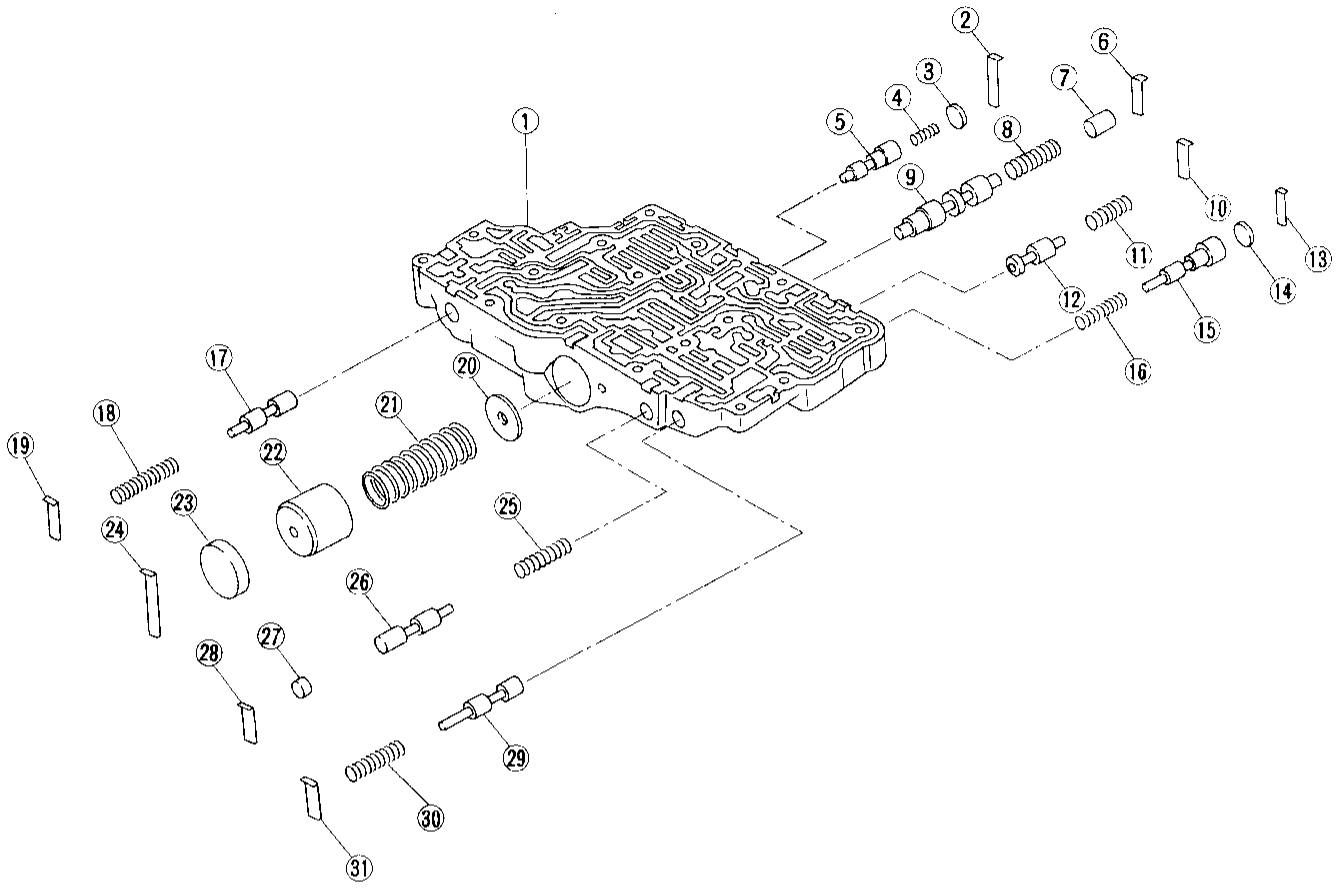


SAT084F

d. Tighten bolts ⓔ to specified torque.
   : 3.4 - 4.4 N·m (0.35 - 0.45 kg-m, 30.4 - 39.1 in-lb)

Control Valve Upper Body

SEC. 317



SAT900HA

Apply ATF to all components before installation.

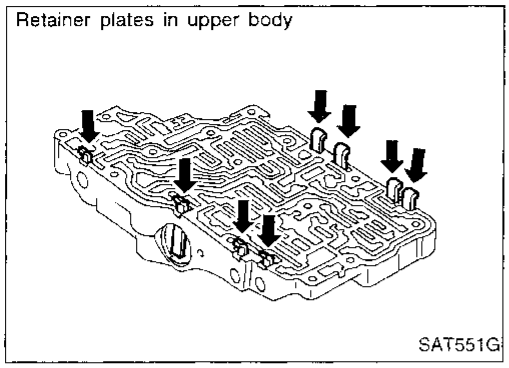
① Upper body
② Retainer plate
③ Plug
④ Return spring
⑤ 1-2 accumulator valve
⑥ Retainer plate
⑦ Plug
⑧ Return spring
⑨ Lock-up control valve
⑩ Retainer plate
⑪ Return spring
⑫ Torque converter relief valve
⑬ Retainer plate
⑭ Plug
⑮ Overrun clutch reducing valve
⑯ Return spring
⑰ Pilot valve
⑱ Return spring
⑲ Retainer plate
⑳ 1-2 accumulator retainer plate
㉑ Return spring
㉒ 1-2 accumulator piston
㉓ Plug
㉔ Retainer plate
㉕ Return spring
㉖ 1st reducing valve
㉗ Plug
㉘ Retainer plate
㉙ 2-3 timing valve
㉚ Return spring
㉛ Retainer plate

Control Valve Upper Body (Cont'd)

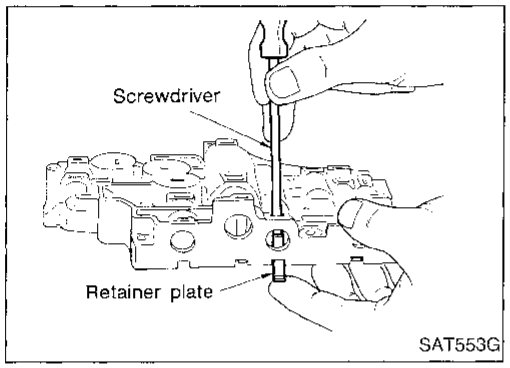
DISASSEMBLY

1. Remove valves at retainer plates.

- **Do not use a magnetic pick-up tool.**

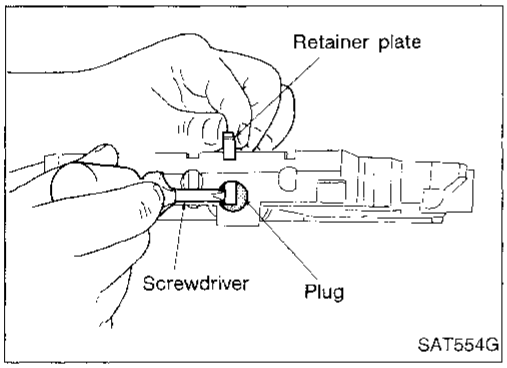


a. Use a screwdriver to remove retainer plates.



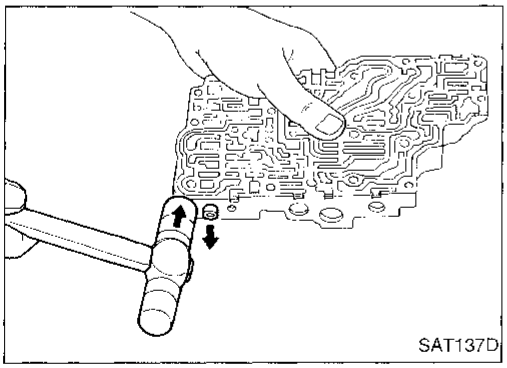
b. Remove retainer plates while holding spring, plugs or sleeves.

- **Remove plugs slowly to prevent internal parts from jumping out.**



c. Place mating surface of valve body face down, and remove internal parts.

- **If a valve is hard to remove, place valve body face down and lightly tap it with a soft hammer.**
- **Be careful not to drop or damage valves and sleeves.**



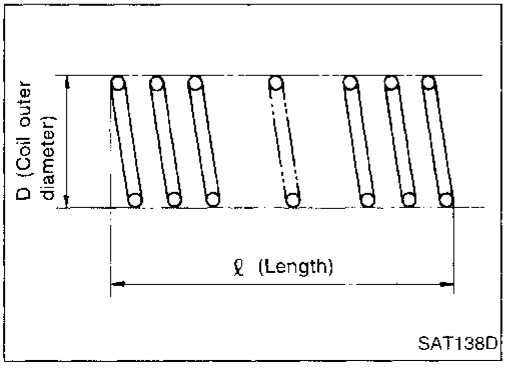
INSPECTION

Valve spring

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.
  Inspection standard:
  Refer to SDS, AT-229.
- Replace valve springs if deformed or fatigued.

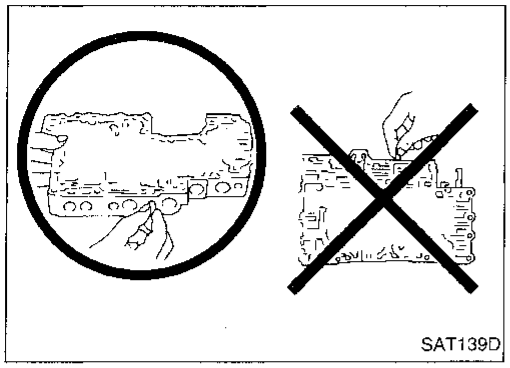
Control valves

- Check sliding surfaces of valves, sleeves and plugs.

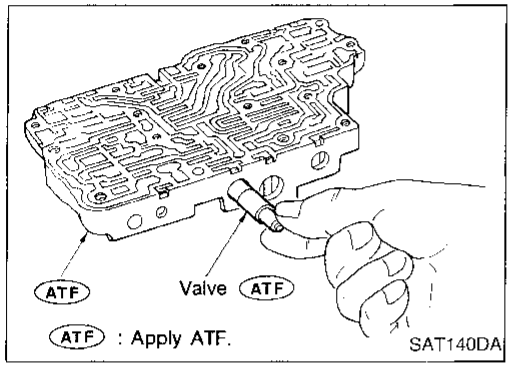


Control Valve Upper Body (Cont'd)

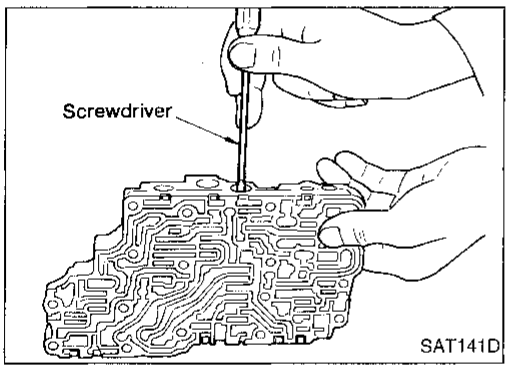
ASSEMBLY



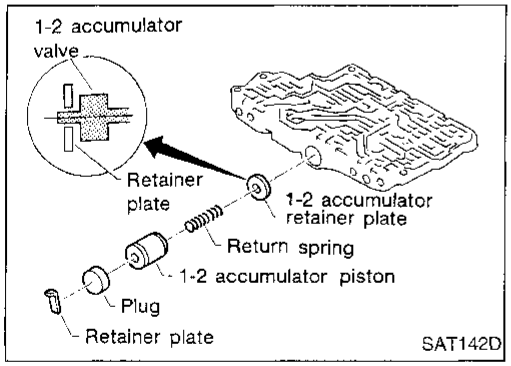
- **Lay control valve body down when installing valves. Do not stand the control valve body upright.**



1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.
- **Be careful not to scratch or damage valve body.**

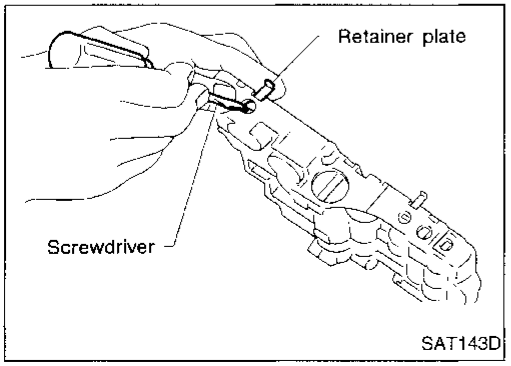


- Wrap a small screwdriver with vinyl tape and use it to insert the valves into their proper positions.



1-2 accumulator valve

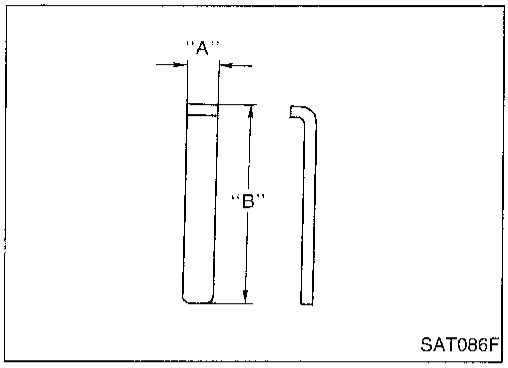
- Install 1-2 accumulator valve. Align 1-2 accumulator retainer plate from opposite side of control valve body.
- Install return spring, 1-2 accumulator piston and plug.



2. Install retainer plates
- While pushing plug or return spring, install retainer plate.

Control Valve Upper Body (Cont'd)

Retainer plate



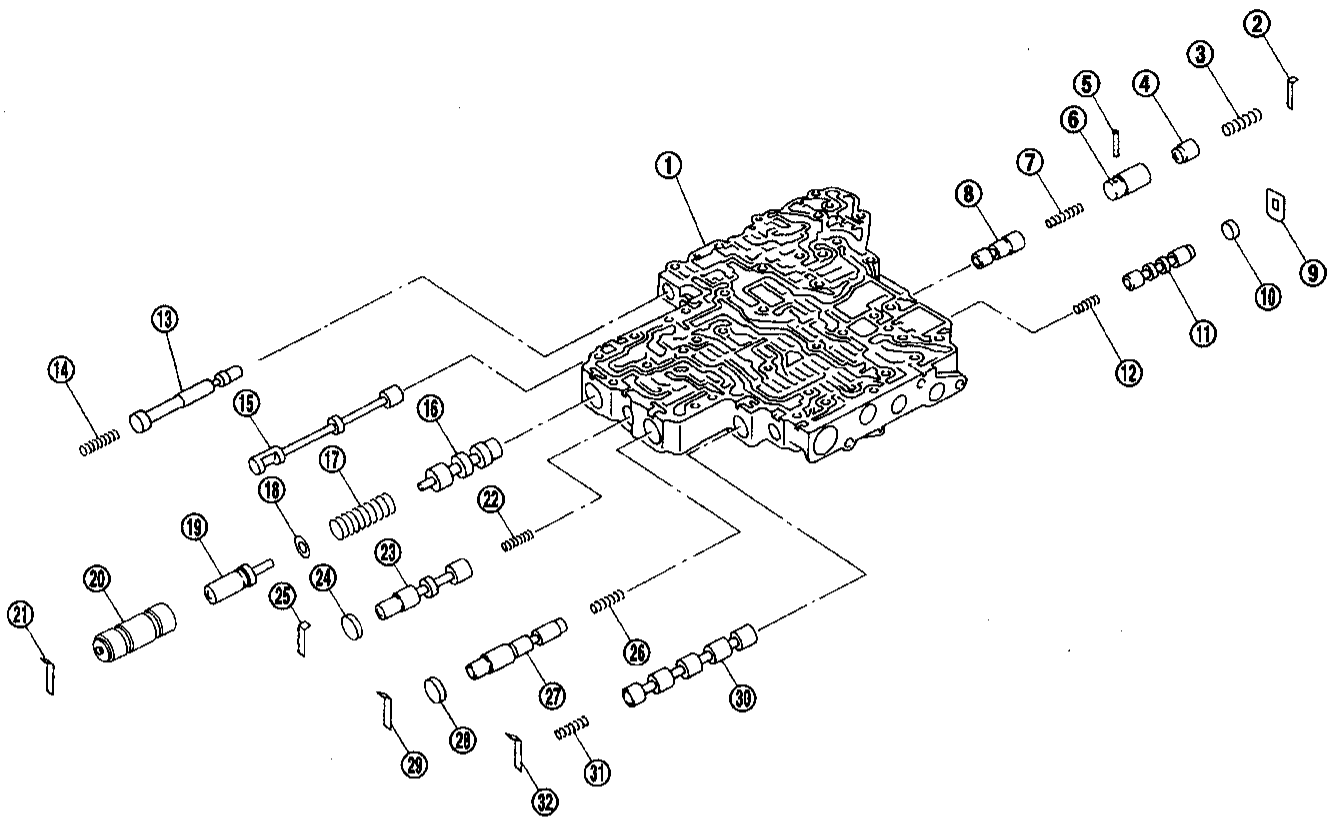
Unit: mm (in)

Name of control valve	Length A	Length B
Pilot valve	6.0 (0.236)	21.5 (0.846)
1st reducing valve		
Torque converter relief valve		
2-3 timing valve		
1-2 accumulator valve		38.5 (1.516)
1-2 accumulator piston valve		
Overrun clutch reducing valve		24.0 (0.945)
Lock-up control valve		28.0 (1.102)

- Install proper retainer plates.

Control Valve Lower Body

SEC. 317

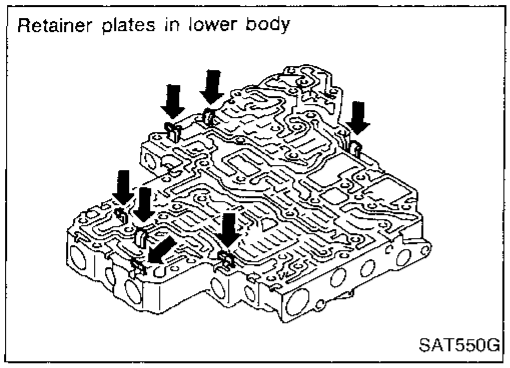


SAT429I

Apply ATF to all components before installation.

① Lower body
② Retainer plate
③ Return spring
④ Piston
⑤ Parallel pin
⑥ Sleeve
⑦ Return spring
⑧ Pressure modifier valve
⑨ Retainer plate
⑩ Plug
⑪ Shift valve B
⑫ Return spring
⑬ Plug
⑭ Return spring
⑮ Manual valve
⑯ Pressure regulator valve
⑰ Return spring
⑱ Spring seat
⑲ Plug
⑳ Sleeve
㉑ Retainer plate
㉒ Return spring
㉓ Overrun clutch control valve
㉔ Plug
㉕ Retainer plate
㉖ Return spring
㉗ Accumulator control valve
㉘ Plug
㉙ Retainer plate
㉚ Shift valve A
㉛ Retainer spring
㉜ Retainer plate

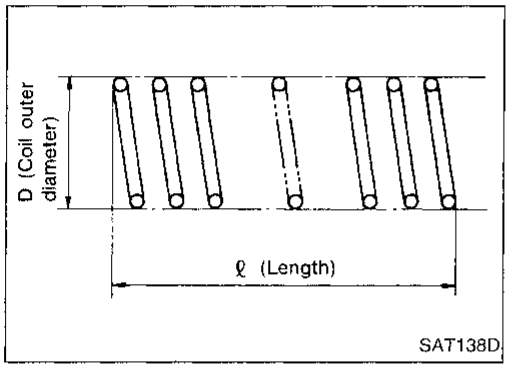
Control Valve Lower Body (Cont'd)



DISASSEMBLY

Remove valves at retainer plate.

For removal procedures, refer to "DISASSEMBLY", "Control Valve Upper Body", AT-165.



INSPECTION

Valve springs

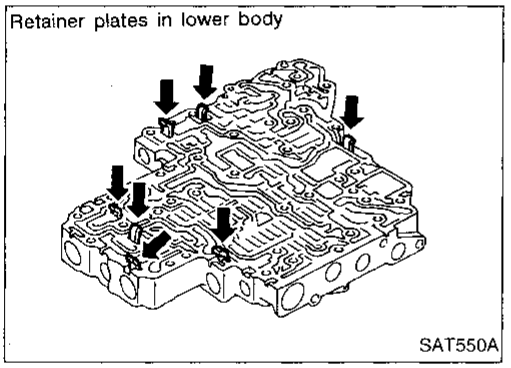
- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

  Inspection standard:

  Refer to SDS, AT-229.
- Replace valve springs if deformed or fatigued.

Control valves

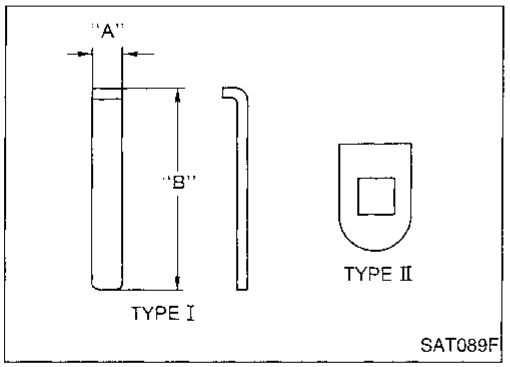
- Check sliding surfaces of control valves, sleeves and plugs for damage.



ASSEMBLY

- Install control valves.

  For installation procedures, refer to "ASSEMBLY", "Control Valve Upper Body", AT-166.



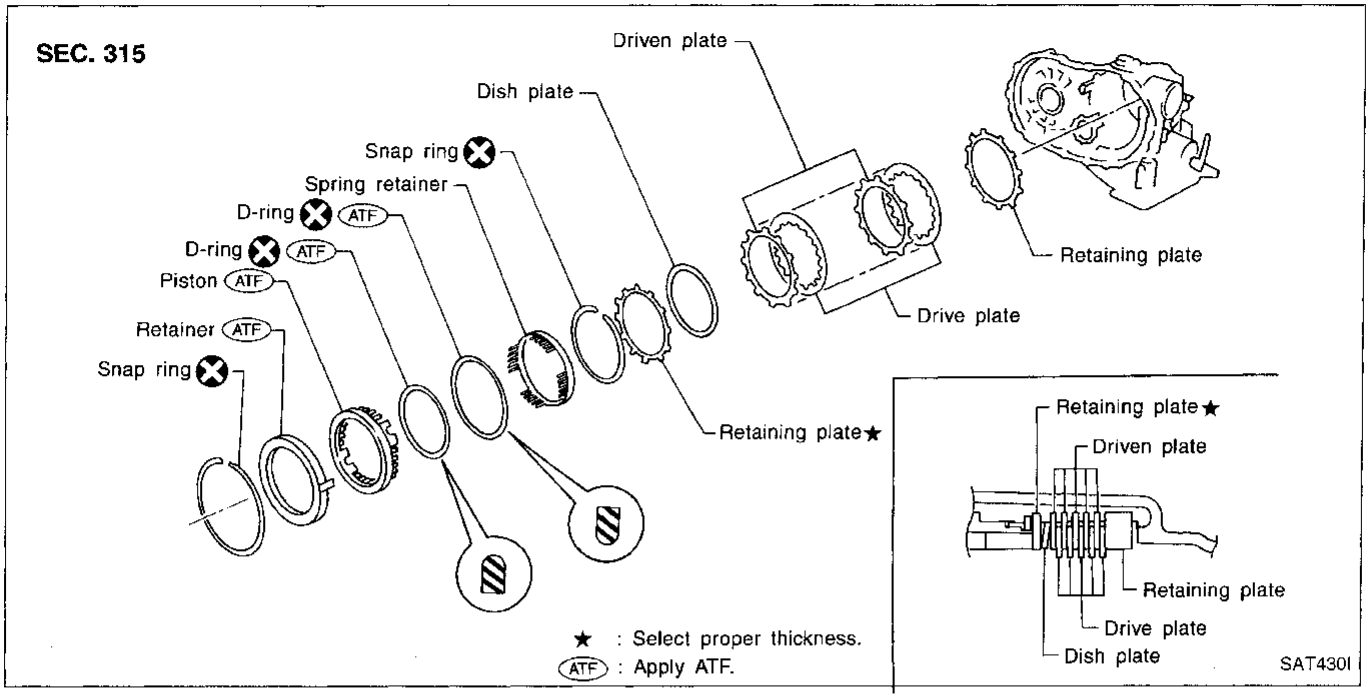
Retainer plate

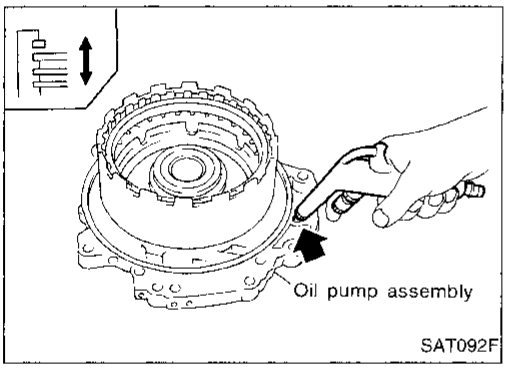
Unit: mm (in)

Name of control valve and plug	Length A	Length B	Type
Plug	6.0 (0.236)	19.5 (0.768)	I
Pressure regulator valve		28.0 (1.102)	
Accumulator control valve			
Shift valve "A"			
Overrun clutch control valve			
Pressure modifier valve			
Shift valve "B"	—	—	II

- Install proper retainer plates.

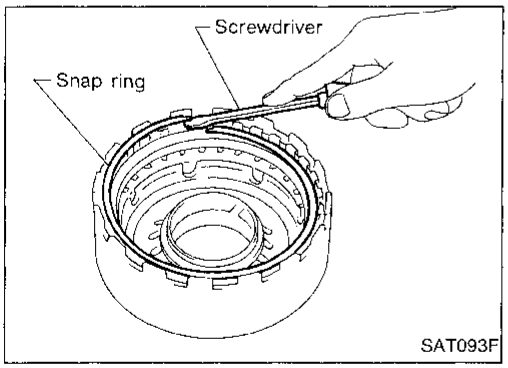
Reverse Clutch



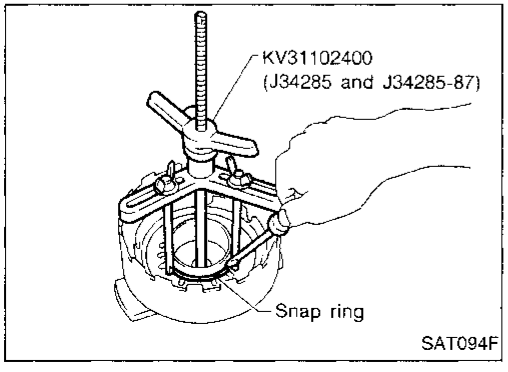


DISASSEMBLY

1. Check operation of reverse clutch
a. Install seal ring onto drum support of oil pump cover and install reverse clutch assembly. Apply compressed air to oil hole.
b. Check to see that retaining plate moves to snap ring.
c. If retaining plate does not contact snap ring:
- D-ring might be damaged.
- Oil seal might be damaged.
- Fluid might be leaking past piston check ball.

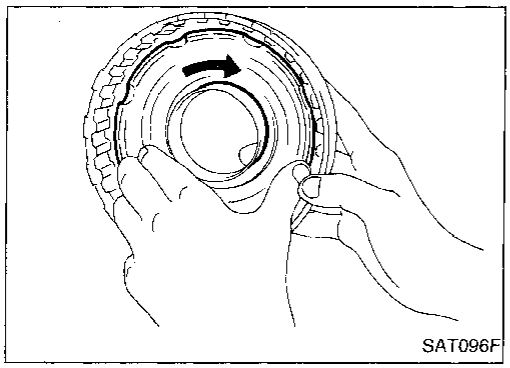


2. Remove snap ring.
3. Remove drive plates, driven plates, retaining plate, and dish plates.



4. Set Tool on spring retainer and remove snap ring from reverse clutch drum while compressing return springs.
- **Set Tool directly over springs.**
- **Do not expand snap ring excessively.**
5. Remove spring retainer and return springs.

Reverse Clutch (Cont'd)

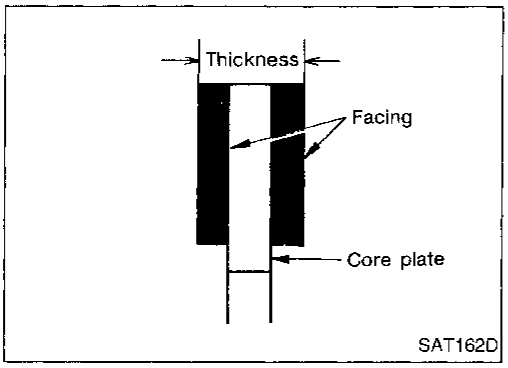

SAT096F

6. Remove piston from reverse clutch drum by turning it.
7. Remove D-ring and lip seal from piston.

INSPECTION

Reverse clutch snap ring, spring retainer and return springs

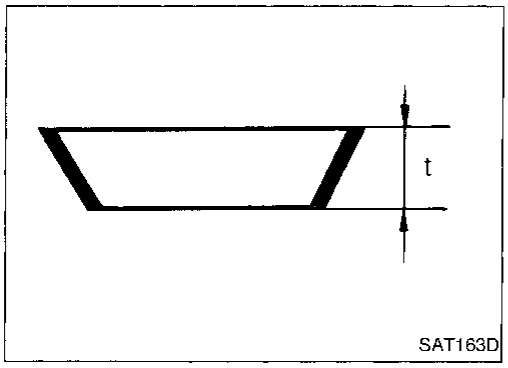
- Check for deformation, fatigue or damage.
  If necessary, replace.



SAT162D

Reverse clutch drive plates

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
  Thickness of drive plate:
  Standard value: 1.6 mm (0.063 in)
  Wear limit: 1.4 mm (0.055 in)
- If not within wear limit, replace.



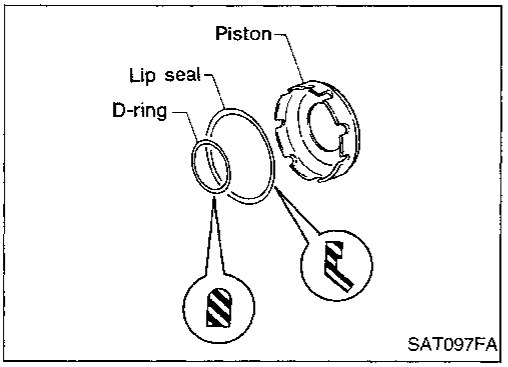
SAT163D

Reverse clutch dish plates

- Check for deformation or damage.
- Measure thickness of dish plate.
  Thickness of dish plate: 3.08 mm (0.1213 in)
- If deformed or fatigued, replace.

Reverse clutch piston

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure that air leaks past ball.



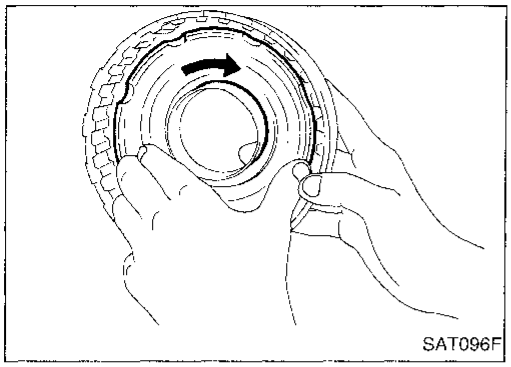
SAT097FA

ASSEMBLY

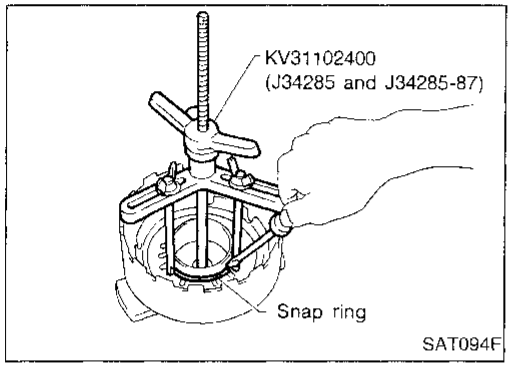
1. Install D-ring and lip seal on piston.

- **Take care with the direction of lip seal.**
- **Apply ATF to both parts.**

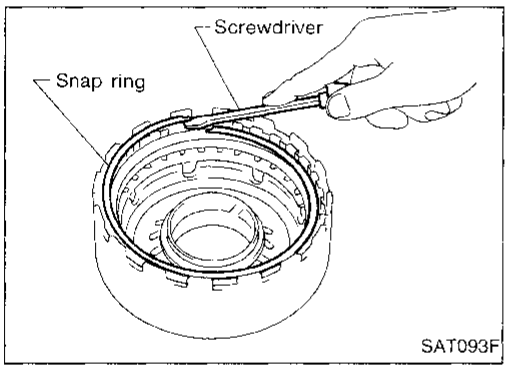
Reverse Clutch (Cont'd)



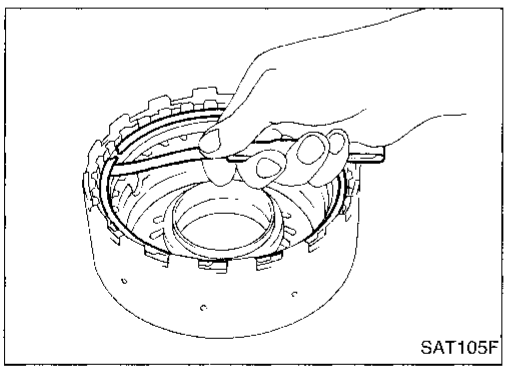
2. Install piston assembly by turning it slowly.
- **Apply ATF to inner surface of drum.**



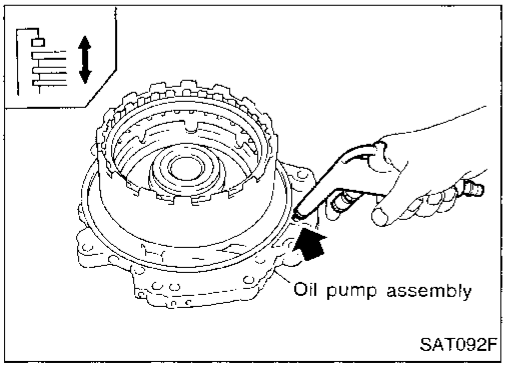
3. Install return springs and spring retainer on piston.
4. Set Tool on spring retainer and install snap ring while compressing return springs.
- **Set Tool directly over return springs.**



5. Install drive plates, driven plates, retaining plate and dish plates.
- **Take care with order of plates.**
6. Install snap ring.

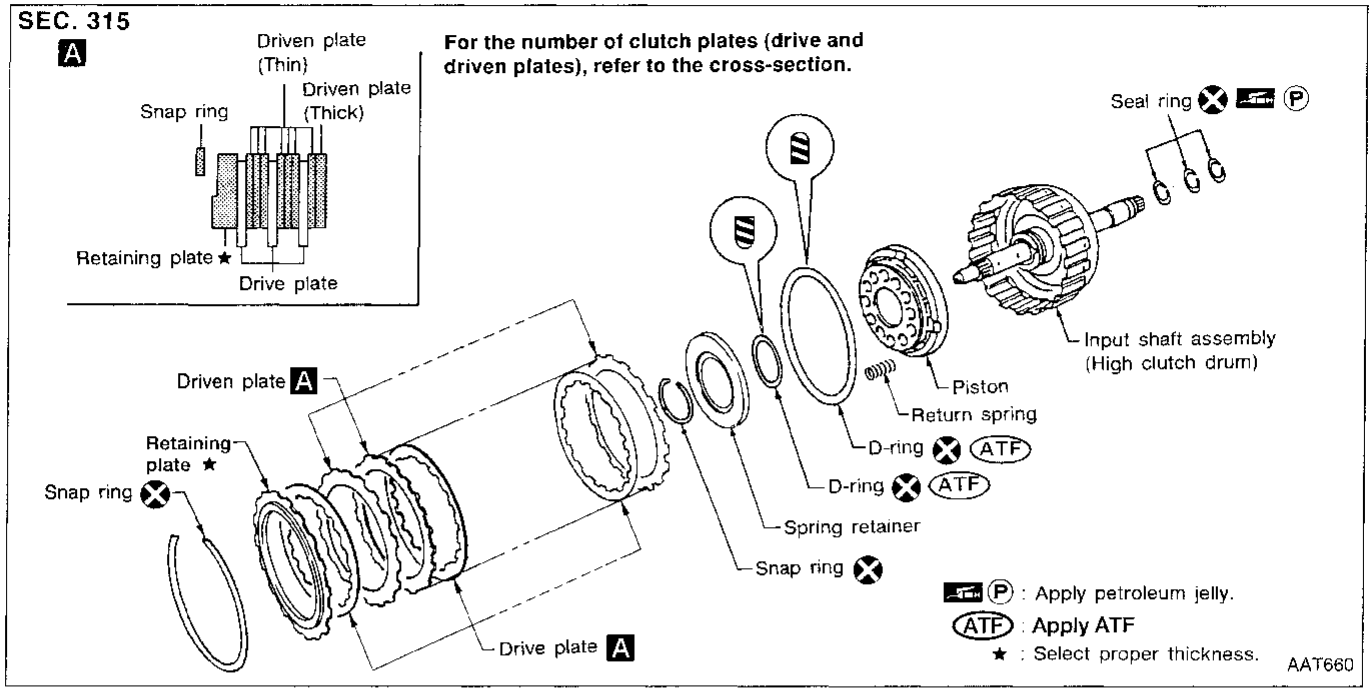


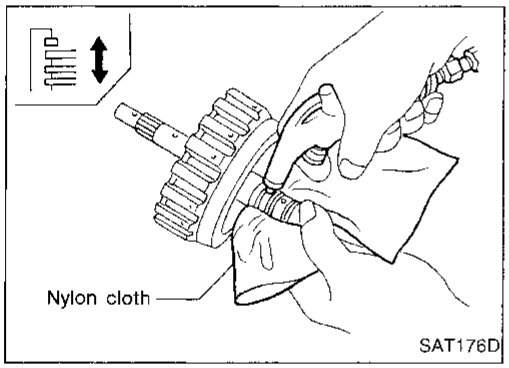
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.
   Specified clearance:
   Standard 0.5 - 0.8 mm (0.020 - 0.031 in)
   Allowable limit 1.2 mm (0.047 in)
   Retaining plate:
   Refer to SDS, AT-230.



8. Check operation of reverse clutch.
   Refer to "DISASSEMBLY", "Reverse Clutch", AT-170.

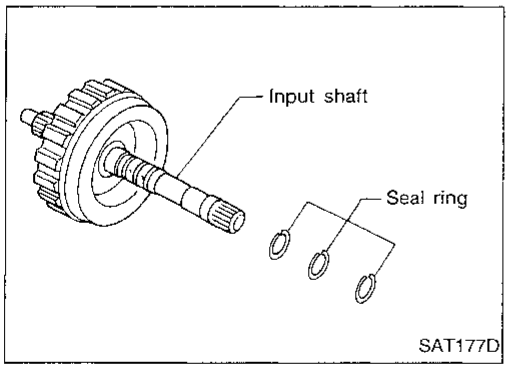
High Clutch



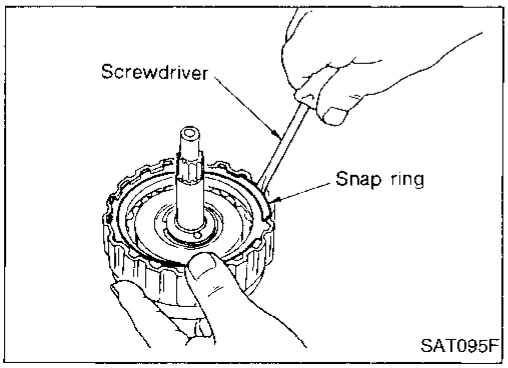


DISASSEMBLY

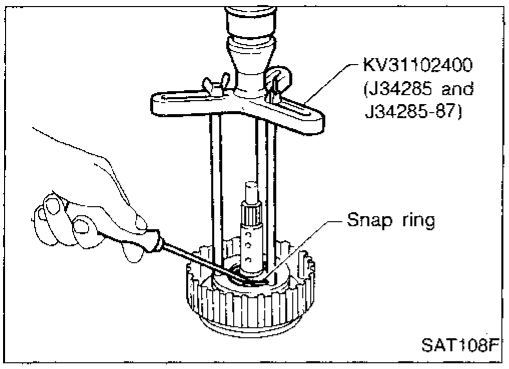
1. Check operation of high clutch.
a. Apply compressed air to oil hole of input shaft with nylon cloth.
- **Stop up hole on opposite side of input shaft with nylon cloth.**
b. Check to see that retaining plate moves to snap ring.
c. If retaining plate does not contact snap ring:
- D-ring might be damaged.
- Oil seal might be damaged.
- Fluid might be leaking past piston check ball.
2. Remove seal rings from input shaft.
- **Always replace when removed.**



3. Remove snap ring.
4. Remove drive plates, driven plates and retaining plate.

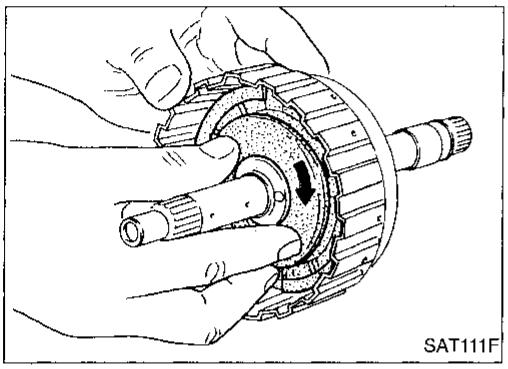


High Clutch (Cont'd)

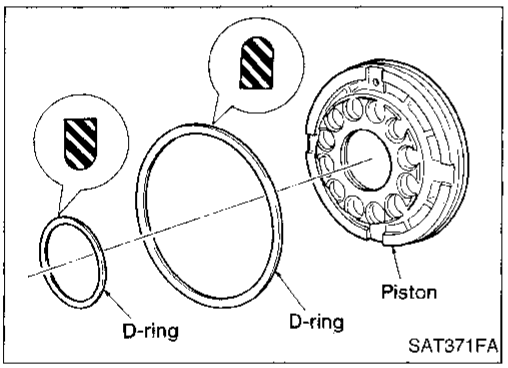


5. Set Tool on spring retainer and remove snap ring from high clutch drum while compressing return springs.
- **Set Tool directly over springs.**
- **Do not expand snap ring excessively.**

6. Remove spring retainer and return springs.



7. Remove piston from high clutch drum by turning it.

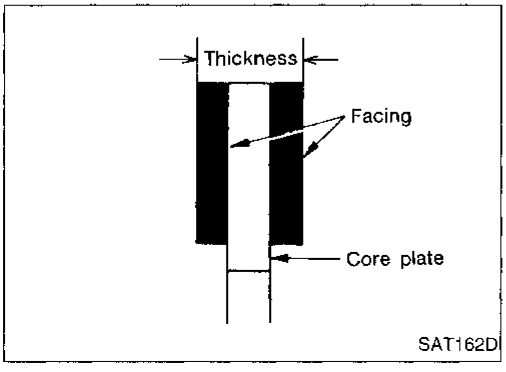


8. Remove D-rings from piston.

INSPECTION

High clutch snap ring, spring retainer and return springs.

- Check for deformation, fatigue or damage.
  If necessary, replace.
- **When replacing spring retainer and return springs, replace them as a set.**

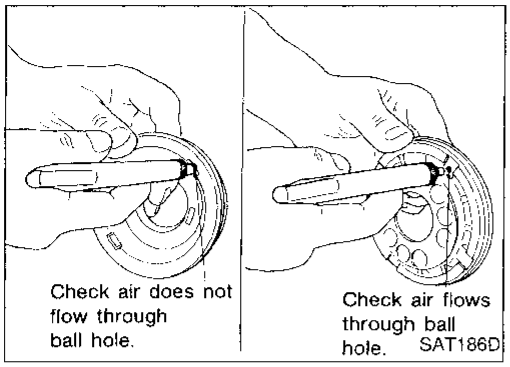


High clutch drive plates

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
  Thickness of drive plate:
  Standard value 1.6 mm (0.063 in)
  Wear limit 1.4 mm (0.055 in)
- If not within wear limit, replace.

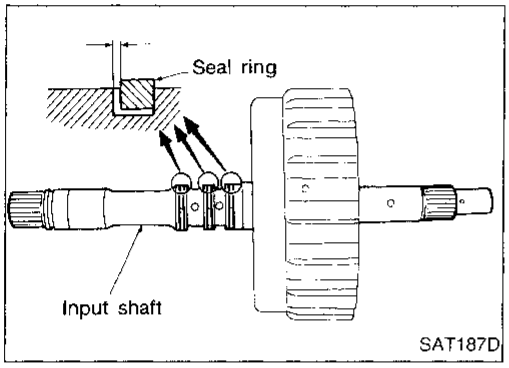
High Clutch (Cont'd)

High clutch piston



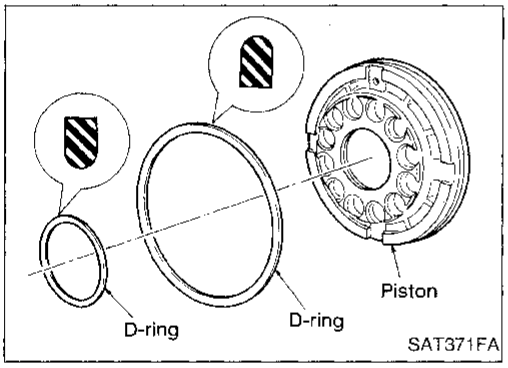
- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure that air leaks past ball.

Seal ring clearance

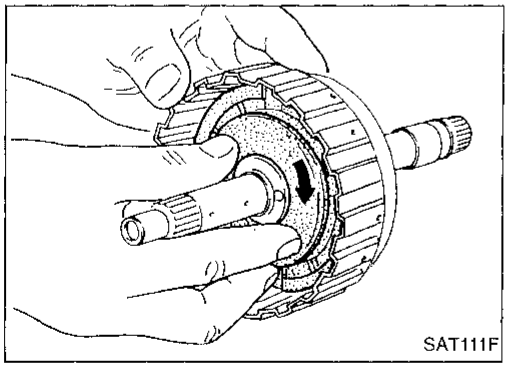


- Install new seal rings onto input shaft.
- Measure clearance between seal ring and ring groove.
  Standard clearance:
  0.08 - 0.23 mm (0.0031 - 0.0091 in)
  Allowable limit:
  0.23 mm (0.0091 in)
- If not within allowable limit, replace input shaft assembly.

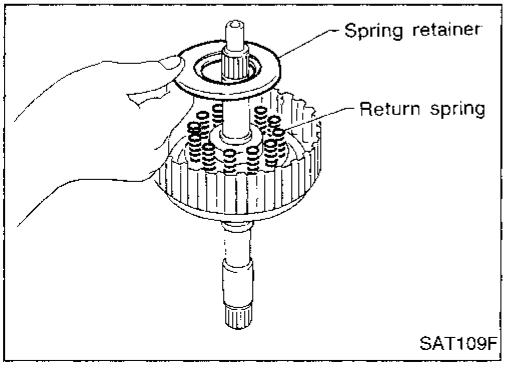
ASSEMBLY



1. Install D-rings on piston.
- **Apply ATF to both parts.**

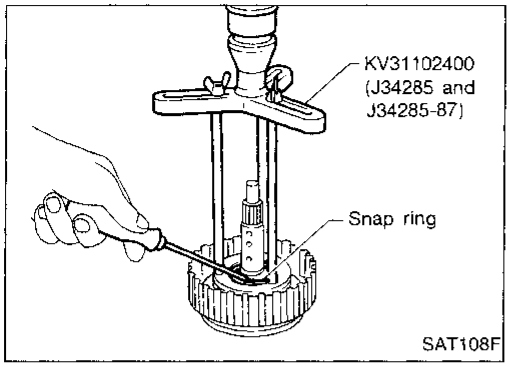


2. Install piston assembly by turning it slowly.
- **Apply ATF to inner surface of drum.**

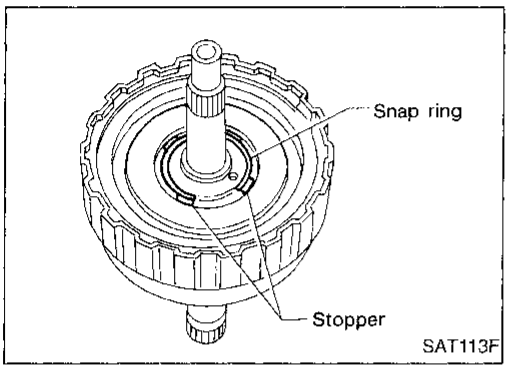


3. Install return springs and spring retainer on piston.

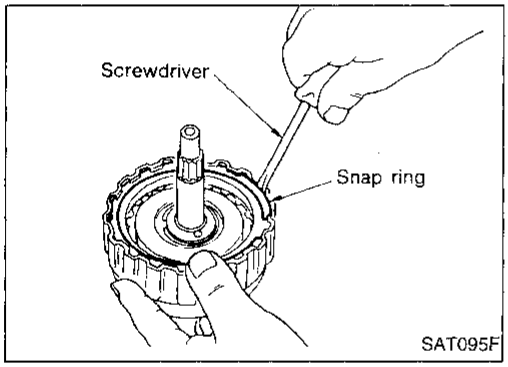
High Clutch (Cont'd)



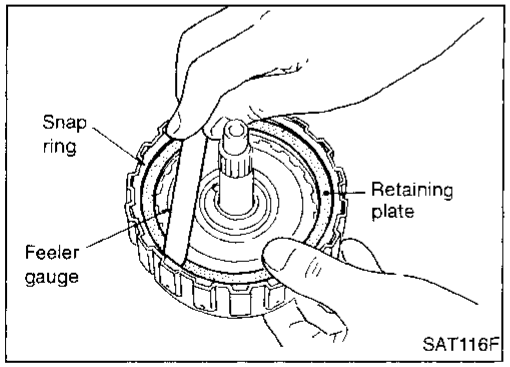
4. Set Tool on spring retainer and install snap ring while compressing return springs.
- **Set Tool directly over return springs.**



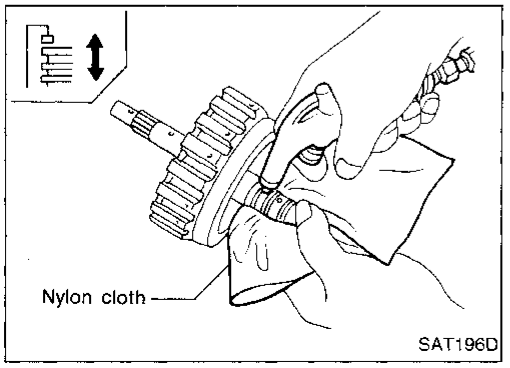
- **Do not align snap ring gap with spring retainer stopper.**



5. Install drive plates, driven plates and retaining plate.
- **Take care with the order and direction of plates.**
6. Install snap ring.

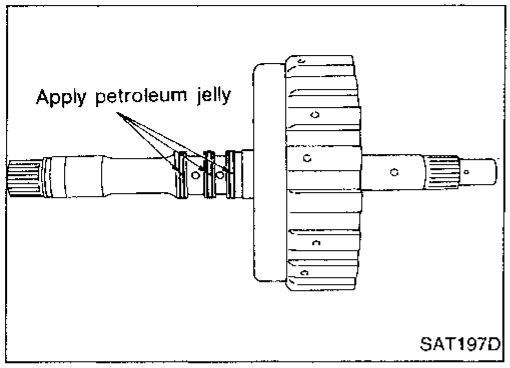


7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.
   Specified clearance:
   Standard 1.8 - 2.2 mm (0.071 - 0.087 in)
   Allowable limit 3.0 mm (0.118 in)
   Retaining plate:
   Refer to SDS, AT-230.

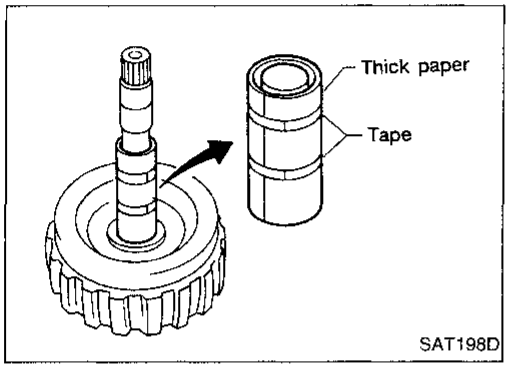


8. Check operation of high clutch.
   Refer to "DISASSEMBLY", "High Clutch", AT-173.

High Clutch (Cont'd)

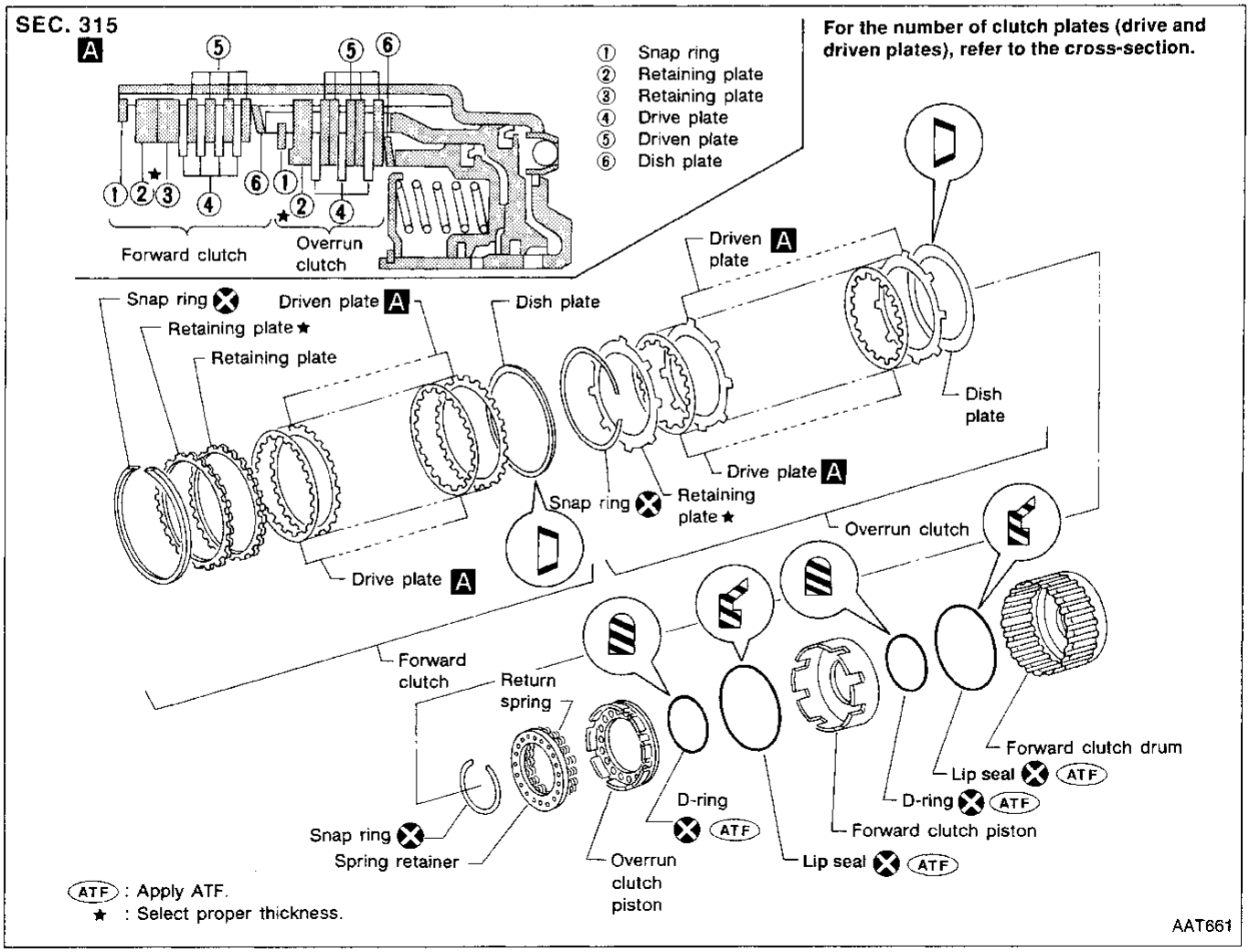


9. Install seal rings to input shaft.
- **Apply petroleum jelly to seal rings.**
- **Always replace when removed.**



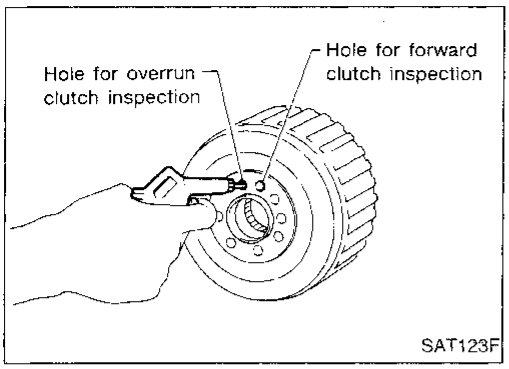
- **Roll paper around seal rings to prevent seal rings from spreading.**

Forward Clutch and Overrun Clutch

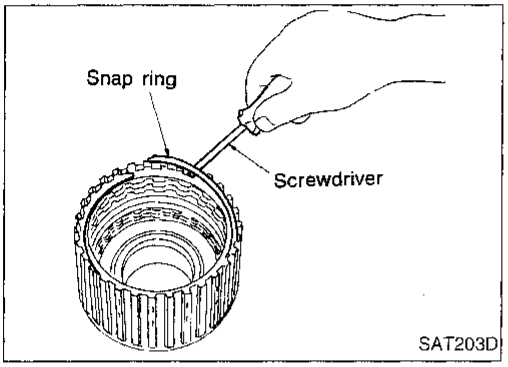


Forward Clutch and Overrun Clutch (Cont'd)

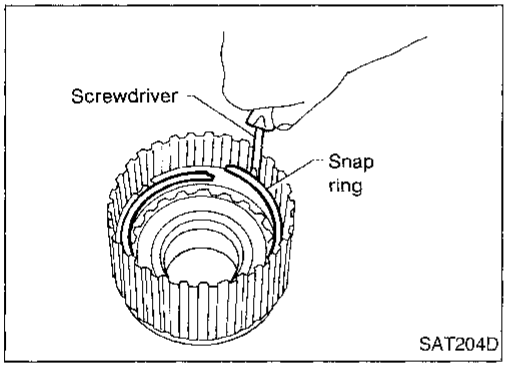
DISASSEMBLY



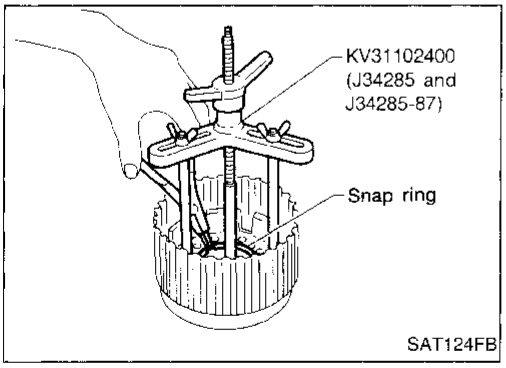
1. Check operation of forward clutch and overrun clutch.
a. Install bearing retainer on forward clutch drum.
b. Apply compressed air to oil hole of forward clutch drum.
c. Check to see that retaining plate moves to snap ring.
d. If retaining plate does not contact snap ring:
- D-ring might be damaged.
- Oil seal might be damaged.
- Fluid might be leaking past piston check ball.



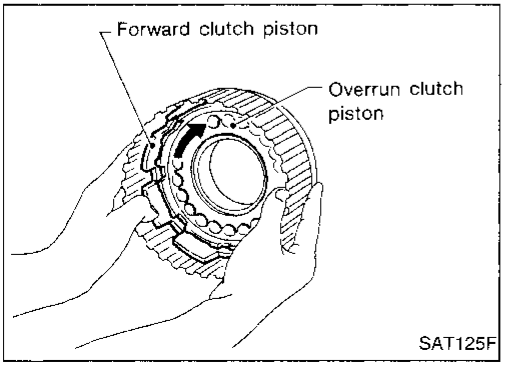
2. Remove snap ring for forward clutch.
3. Remove drive plates, driven plates, retaining plate and dish plate for forward clutch.



4. Remove snap ring for overrun clutch.
5. Remove drive plates, driven plates, retaining plate and dish plate for overrun clutch.

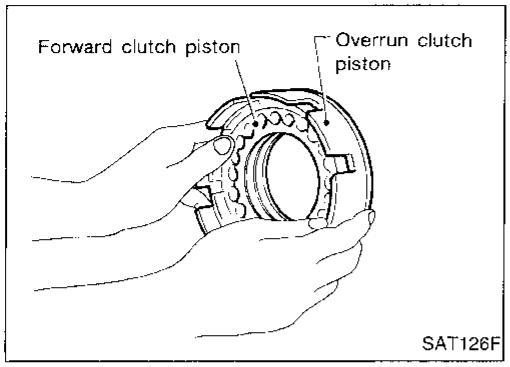


6. Set Tool on spring retainer and remove snap ring from forward clutch drum while compressing return springs.
- **Set Tool directly over return springs.**
- **Do not expand snap ring excessively.**
7. Remove spring retainer and return springs.
- **Do not remove return springs from spring retainer.**

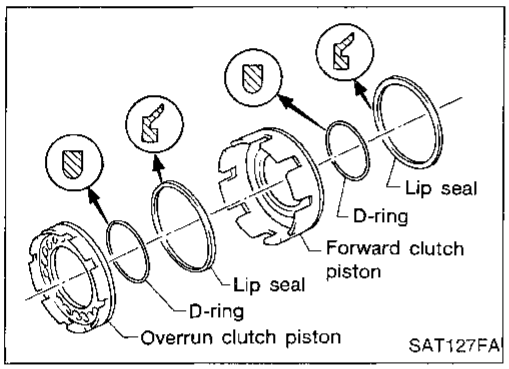


8. Remove forward clutch piston with overrun clutch piston from forward clutch drum by turning it.

Forward Clutch and Overrun Clutch (Cont'd)



9. Remove overrun clutch piston from forward clutch piston by turning it.

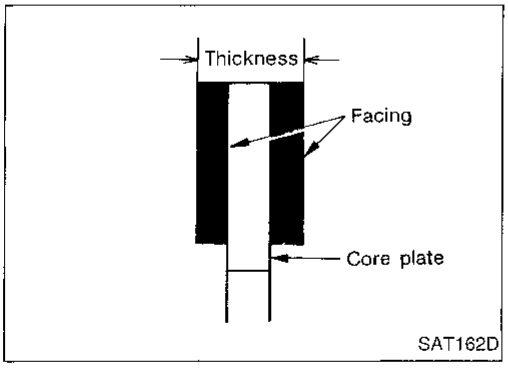


10. Remove D-rings and lip seals from forward clutch piston and overrun clutch piston.

INSPECTION

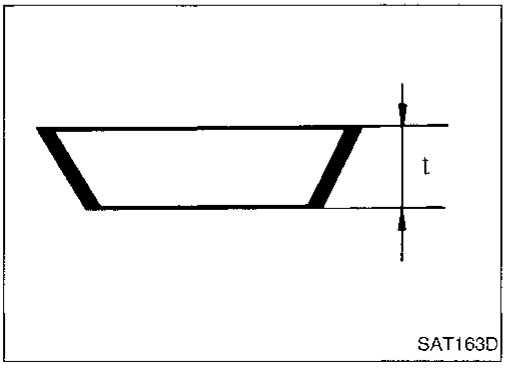
Snap rings, spring retainer and return springs

- Check for deformation, fatigue or damage.
- Replace if necessary.
- **When replacing spring retainer and return springs, replace them as a set.**



Forward clutch and overrun clutch drive plates

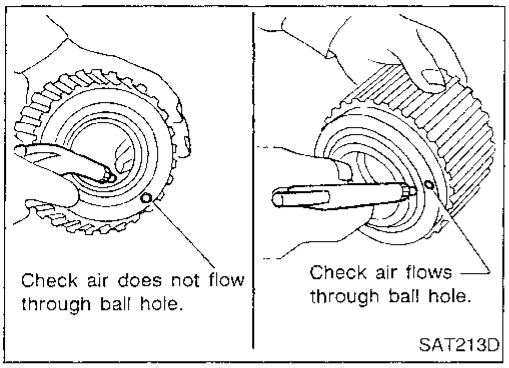
- Check facing for burns, cracks or damage.
- Measure thickness of facing.
  Thickness of drive plate:
  Forward clutch
  Standard value: 1.6 mm (0.063 in)
  Wear limit: 1.4 mm (0.055 in)
  Overrun clutch
  Standard value: 1.6 mm (0.063 in)
  Wear limit: 1.4 mm (0.055 in)
- If not within wear limit, replace.



Forward clutch and overrun clutch dish plates

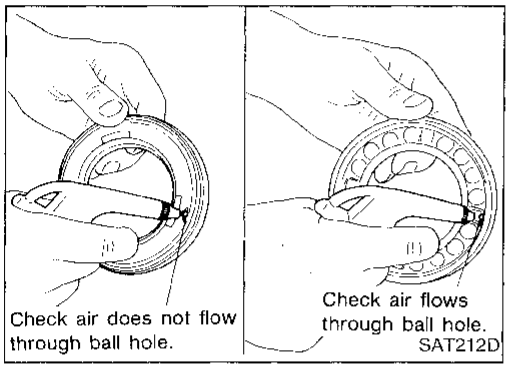
- Check for deformation or damage.
- Measure thickness of dish plate.
  Thickness of dish plate:
  Forward clutch 2.7 mm (0.106 in)
  Overrun clutch 2.7 mm (0.106 in)
- If deformed or fatigued, replace.

Forward Clutch and Overrun Clutch (Cont'd)



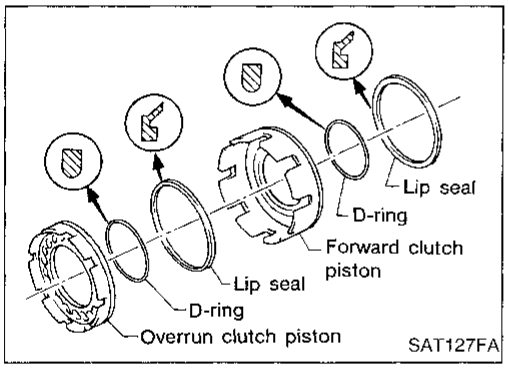
Forward clutch drum

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole from outside of forward clutch drum. Make sure air leaks past ball.
- Apply compressed air to oil hole from inside of forward clutch drum. Make sure there is no air leakage.



Overrun clutch piston

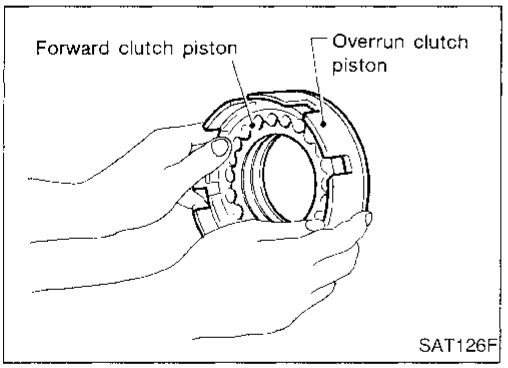
- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side. Make sure that air leaks past ball.



ASSEMBLY

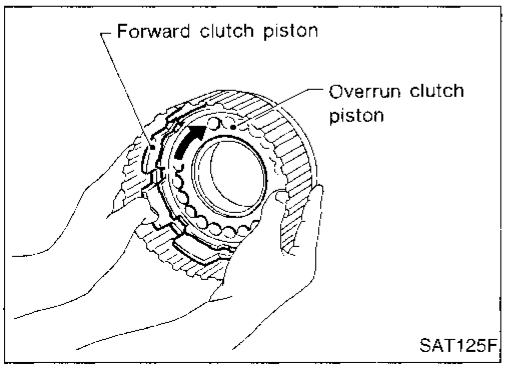
1. Install D-rings and lip seals on forward clutch piston and overrun clutch piston.

- **Take care with direction of lip seal.**
- **Apply ATF to both parts.**



2. Install overrun clutch piston assembly on forward clutch piston by turning it slowly.

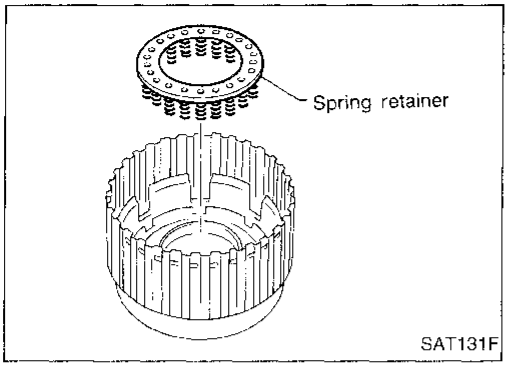
- **Apply ATF to inner surface of forward clutch piston.**



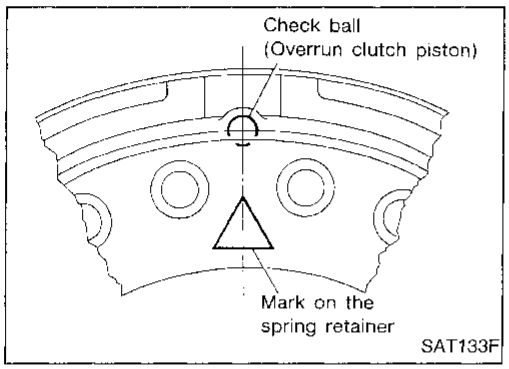
3. Install forward clutch piston assembly on forward clutch drum by turning it slowly.

- **Apply ATF to inner surface of drum.**

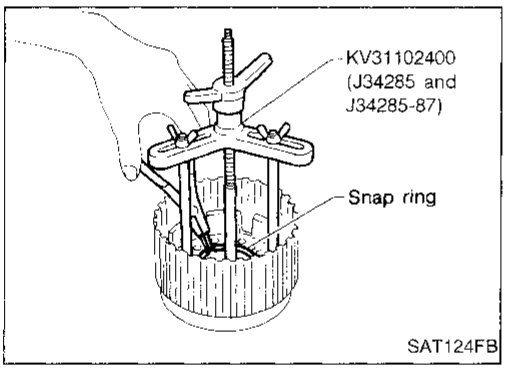
Forward Clutch and Overrun Clutch (Cont'd)



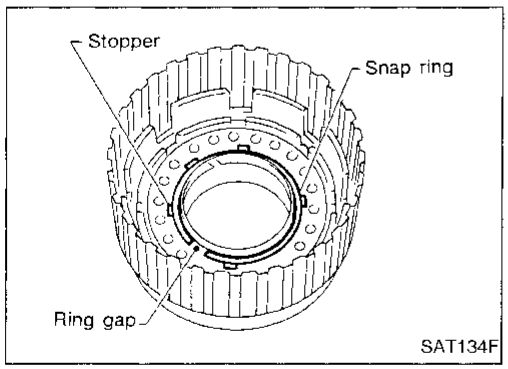
4. Install return spring on overrun clutch piston.



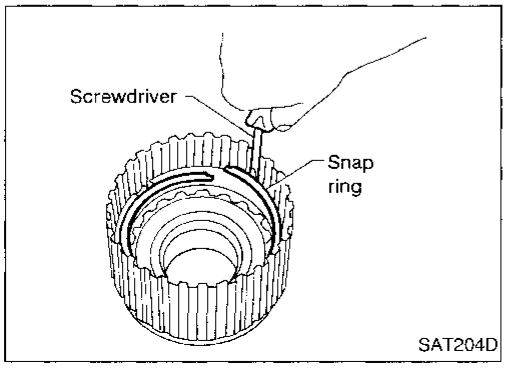
- Align the mark on spring retainer with check ball in overrun clutch piston.



5. Set Tool on spring retainer and install snap ring while compressing return springs.
- **Set Tool directly over return springs.**

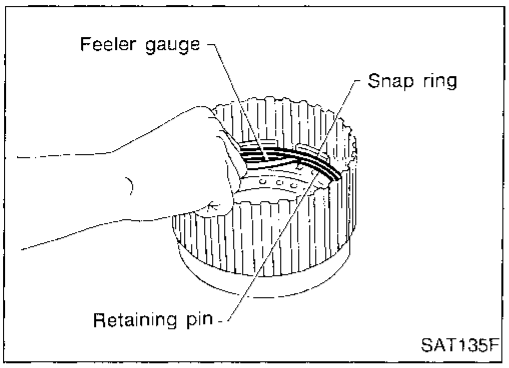


- **Do not align snap ring gap with spring retainer stopper.**

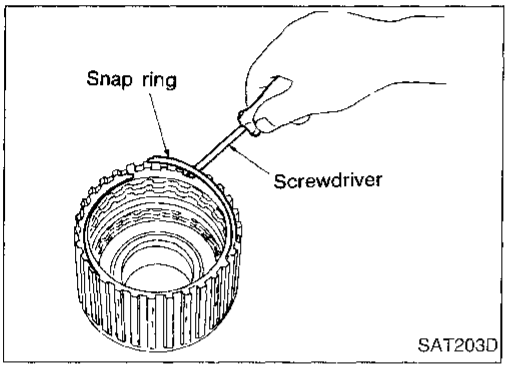


6. Install drive plates, driven plates, retaining plate and dish plate for overrun clutch.
- **Take care with order of plates.**
7. Install snap ring for overrun clutch.

Forward Clutch and Overrun Clutch (Cont'd)

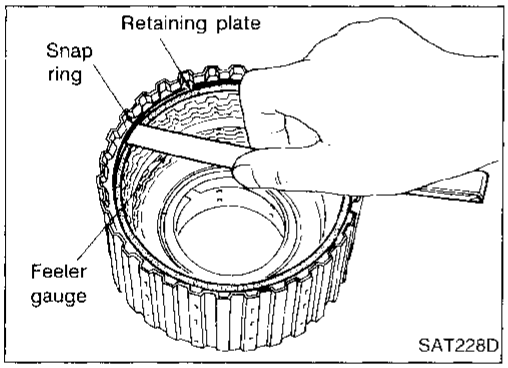


8. Measure clearance between overrun clutch retaining plate and snap ring.
   If not within allowable limit, select proper retaining plate.
   Specified clearance:
   Standard 0.7 - 1.1 mm (0.028 - 0.043 in)
   Allowable limit 1.7 mm (0.067 in)
   Overrun clutch retaining plate:
   Refer to SDS, AT-230.

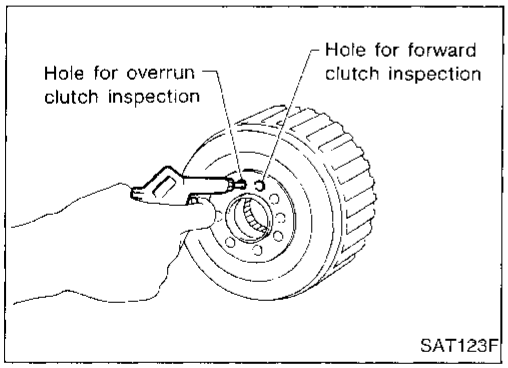


9. Install drive plates, driven plates, retaining plate and dish plate for forward clutch.
- **Take care with order of plates.**

10. Install snap ring for forward clutch.

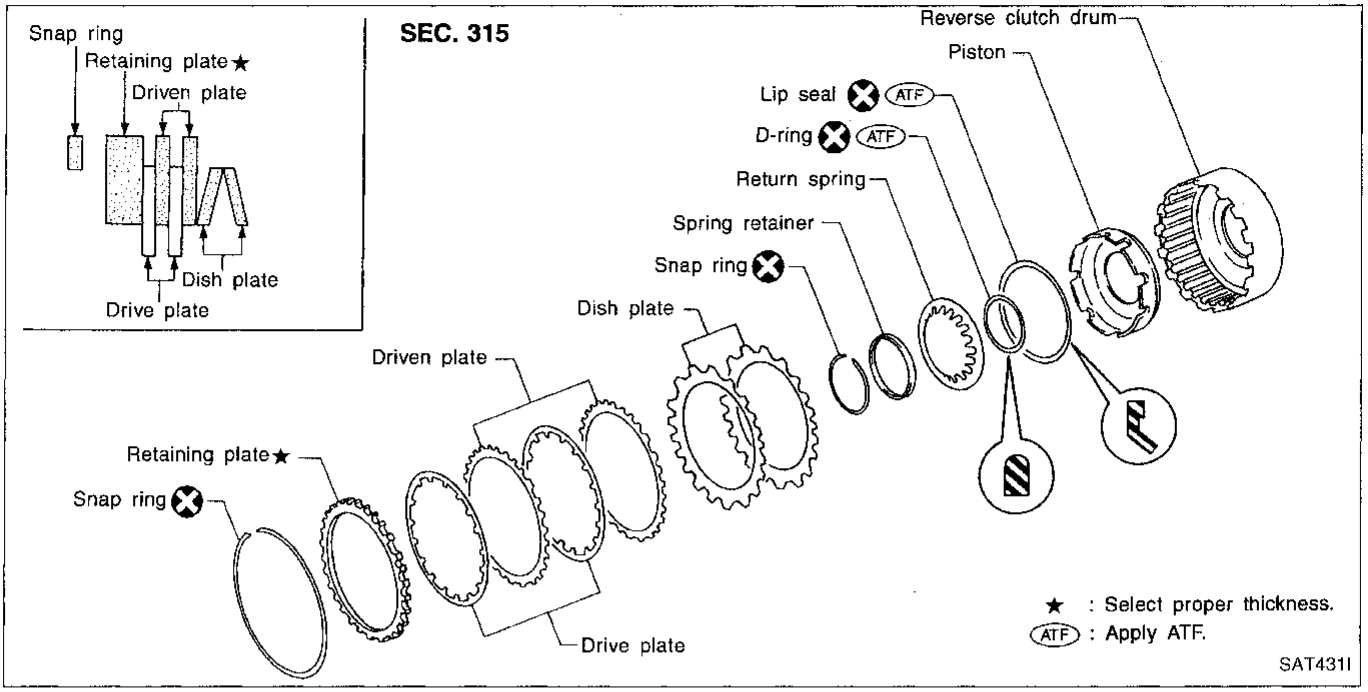


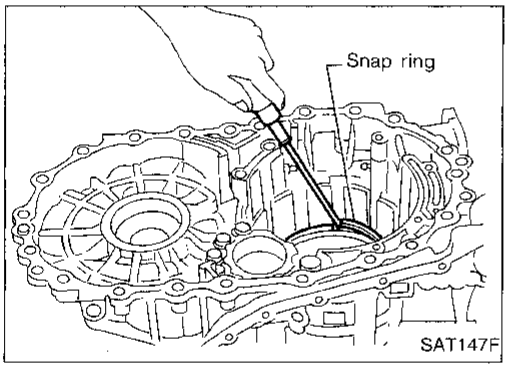
11. Measure clearance between forward clutch retaining plate and snap ring.
    If not within allowable limit, select proper retaining plate.
    Specified clearance:
    Standard 0.45 - 0.85 mm (0.0177 - 0.0335 in)
    Allowable limit 1.65 mm (0.0650 in)
    Forward clutch retaining plate:
    Refer to SDS, AT-230.



12. Check operation of forward clutch.
    Refer to "DISASSEMBLY", "Forward Clutch and Overrun Clutch", AT-178.
13. Check operation of overrun clutch.
    Refer to "DISASSEMBLY", "Forward Clutch and Overrun Clutch", AT-178.

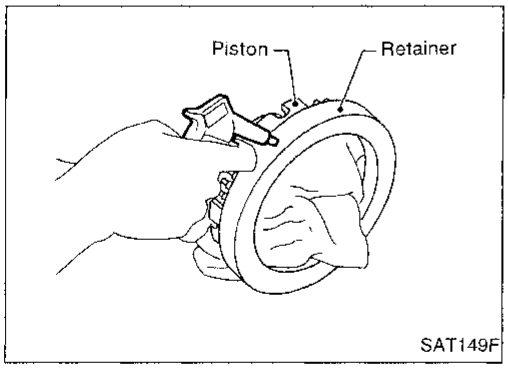
Low & Reverse Brake



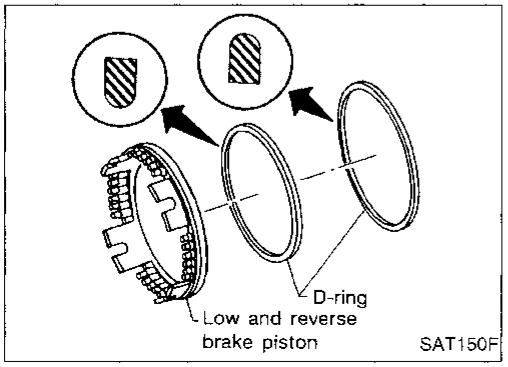


DISASSEMBLY

1. Check operation of low & reverse brake.
a. Apply compressed air to oil hole of transmission case.
b. Check to see that retaining plate moves to snap ring.
c. If retaining plate does not contact snap ring:
- D-ring might be damaged.
- Fluid might be leaking past piston check ball.



2. In order to remove piston, apply compressed air to oil hole of retainer while holding piston.
- **Apply air gradually and allow piston to come out evenly.**



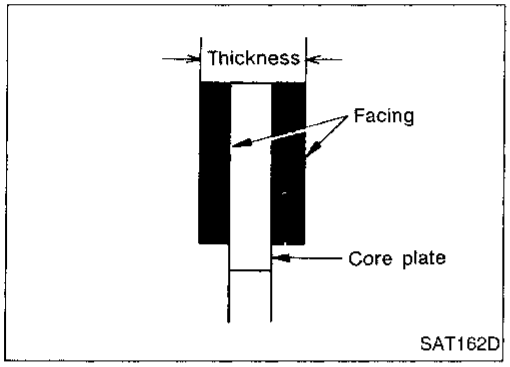
3. Remove D-rings from piston.

Low & Reverse Brake (Cont'd)

INSPECTION

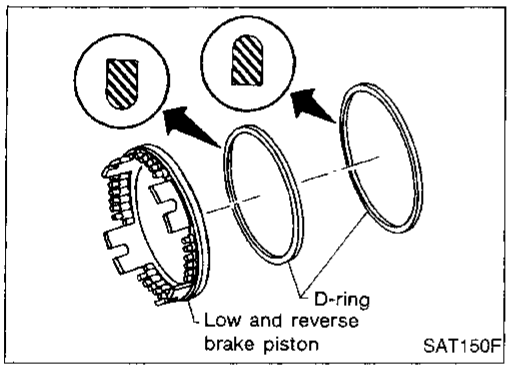
Low & reverse clutch snap ring, spring retainer and return springs

- Check for deformation, fatigue or damage.
  If necessary, replace.
- **When replacing spring retainer and return springs, replace them as a set.**



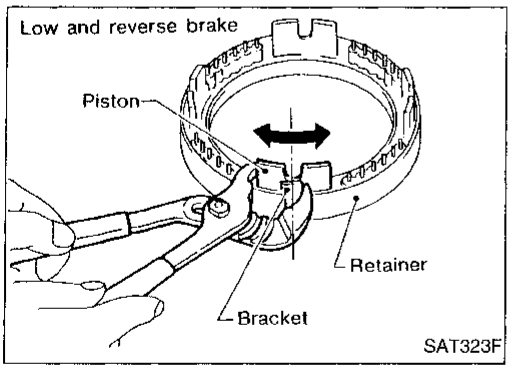
Low & reverse brake drive plate

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
  Thickness of drive plate:
  Standard value 1.8 mm (0.071 in)
  Wear limit 1.6 mm (0.063 in)
- If not within wear limit, replace.

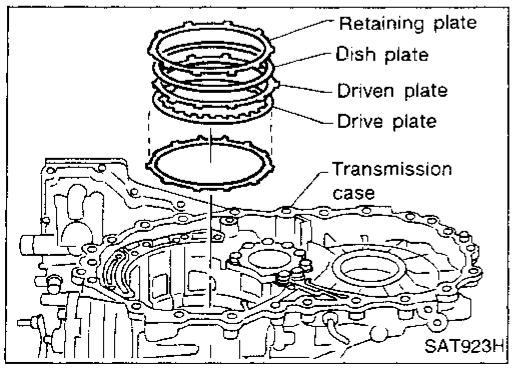


ASSEMBLY

1. Install D-rings on piston.
- **Apply ATF to both parts.**

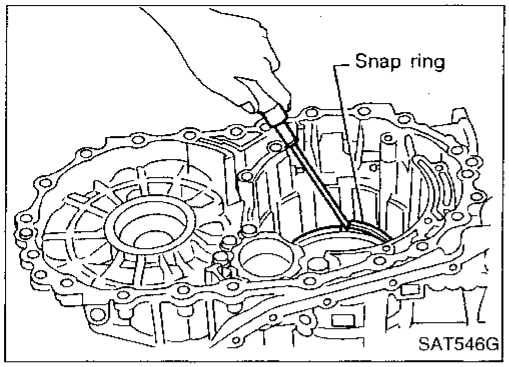


2. Set and align piston with retainer.
- **This operation is required in order to engage the protrusions of piston to return springs correctly. Further procedures are given in "ASSEMBLY".**

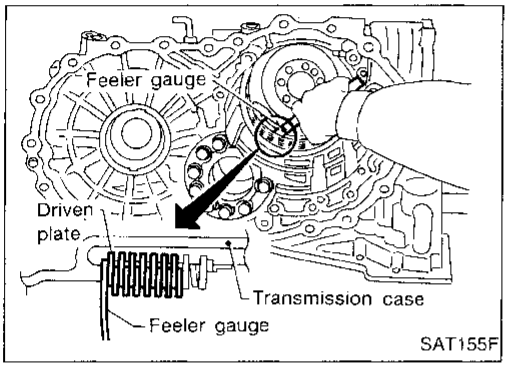


3. Install driven plates, drive plates, retaining plate and dish plate on transmission case.
- **Take care with order of plates and direction of dish plate.**

Low & Reverse Brake (Cont'd)



4. Install snap ring.



5. Measure clearance between driven plate and transmission case. If not within allowable limit, select proper retaining plate. (front side)

Specified clearance:

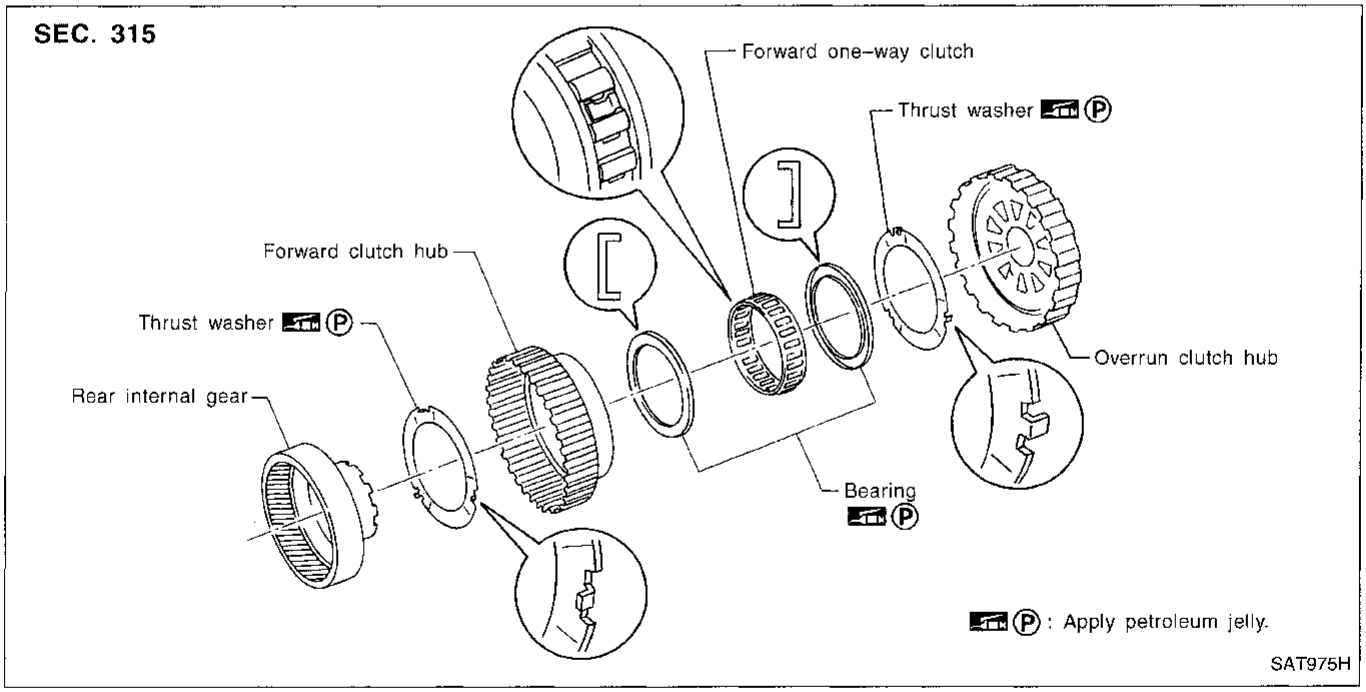
Standard 1.7 - 2.1 mm (0.067 - 0.083 in)

Allowable limit 3.1 mm (0.122 in)

Retaining plate:

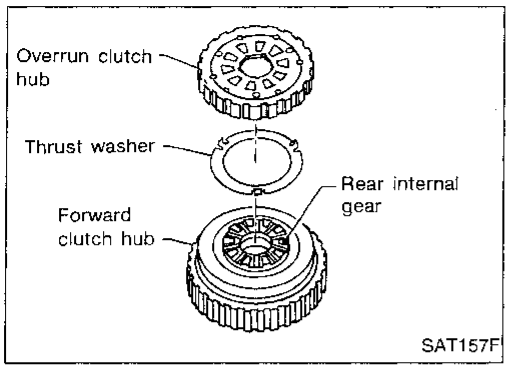
Refer to SDS, AT-231.

Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub

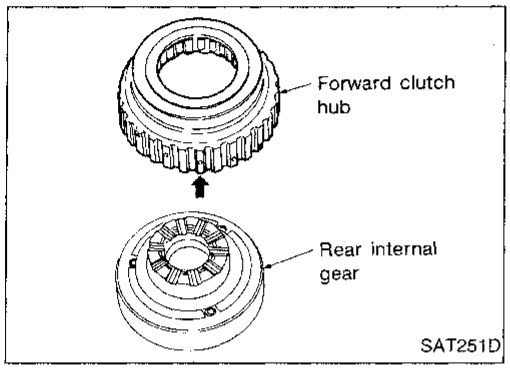


Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)

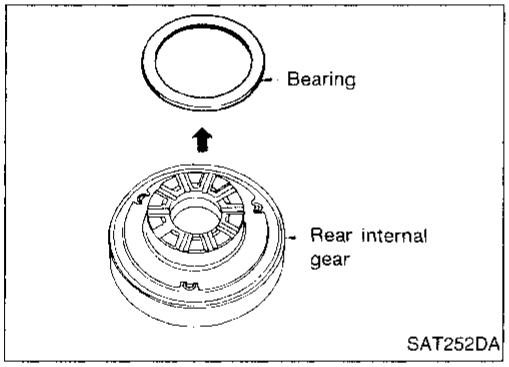
DISASSEMBLY



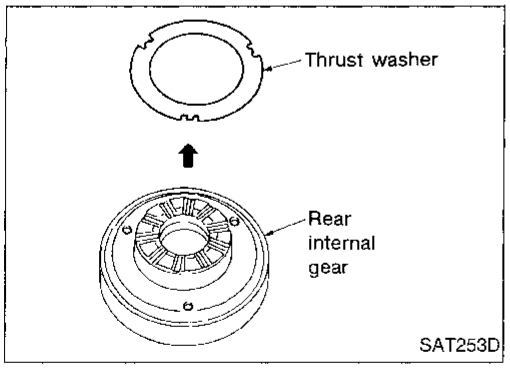
1. Remove overrun clutch hub and thrust washer from forward clutch hub.



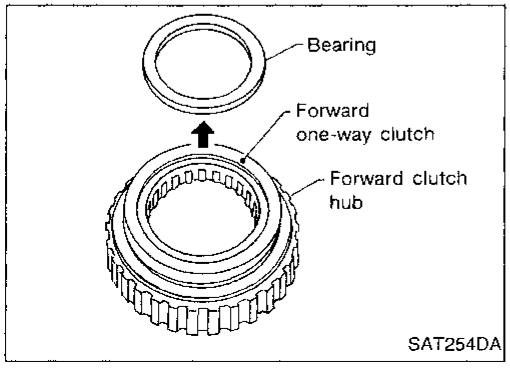
2. Remove forward clutch hub from rear internal gear.



3. Remove bearing from rear internal gear.

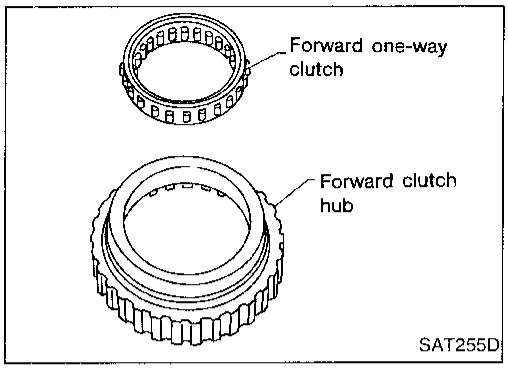


4. Remove thrust washer from rear internal gear.

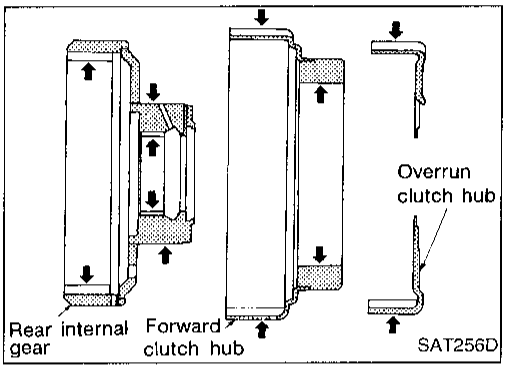


5. Remove bearing from forward one-way clutch.

Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)



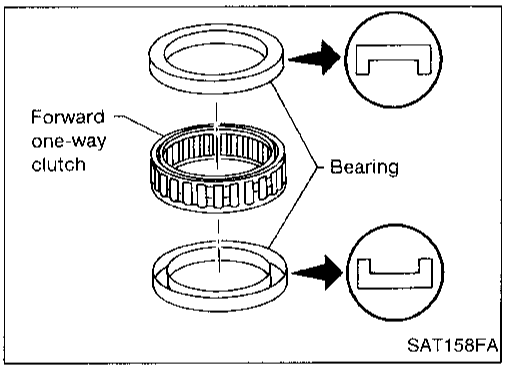
6. Remove forward one-way clutch from forward clutch hub.



INSPECTION

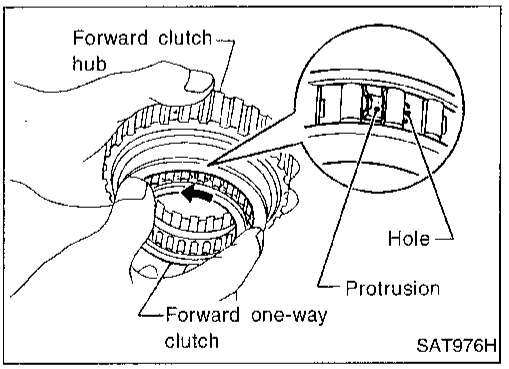
Rear internal gear, forward clutch hub and overrun clutch hub

- Check rubbing surfaces for wear or damage.



Bearings and forward one-way clutch

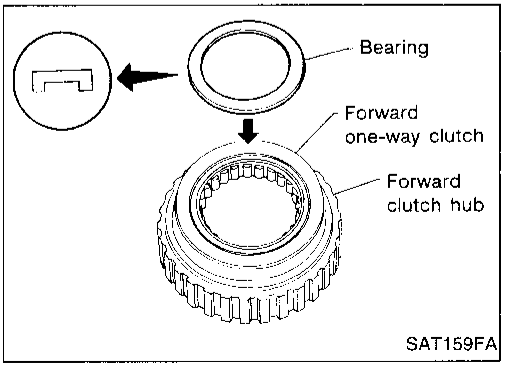
- Check bearings for deformation and damage.
- Check forward one-way clutch for wear and damage.



ASSEMBLY

1. Install forward one-way clutch on forward clutch.

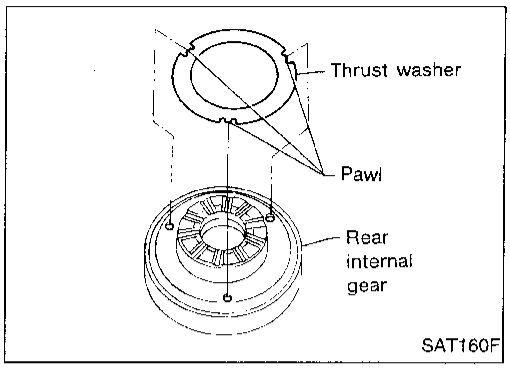
- **Take care with the direction of forward one-way clutch.**



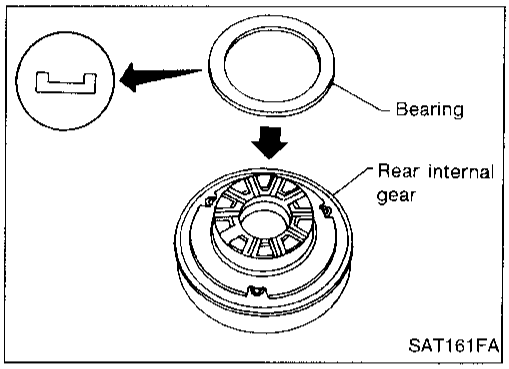
2. Install bearing on forward one-way clutch.

- **Apply petroleum jelly to bearing.**

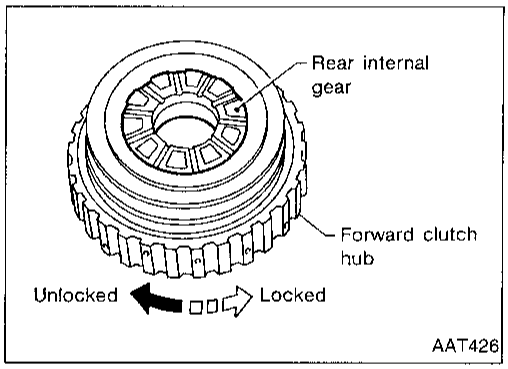
Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)



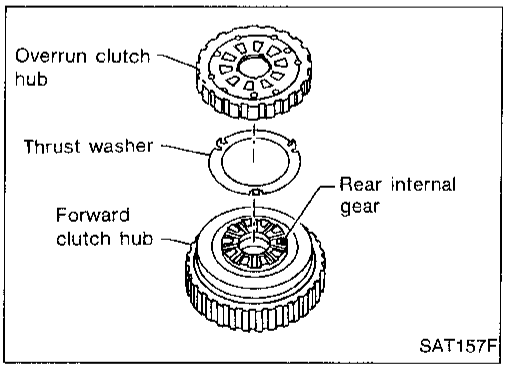
3. Install thrust washer on rear internal gear.
- **Apply petroleum jelly to thrust washer.**
- **Align hooks of thrust washer with holes of rear internal gear.**



4. Install bearing on rear internal gear.
- **Apply petroleum jelly to bearing.**

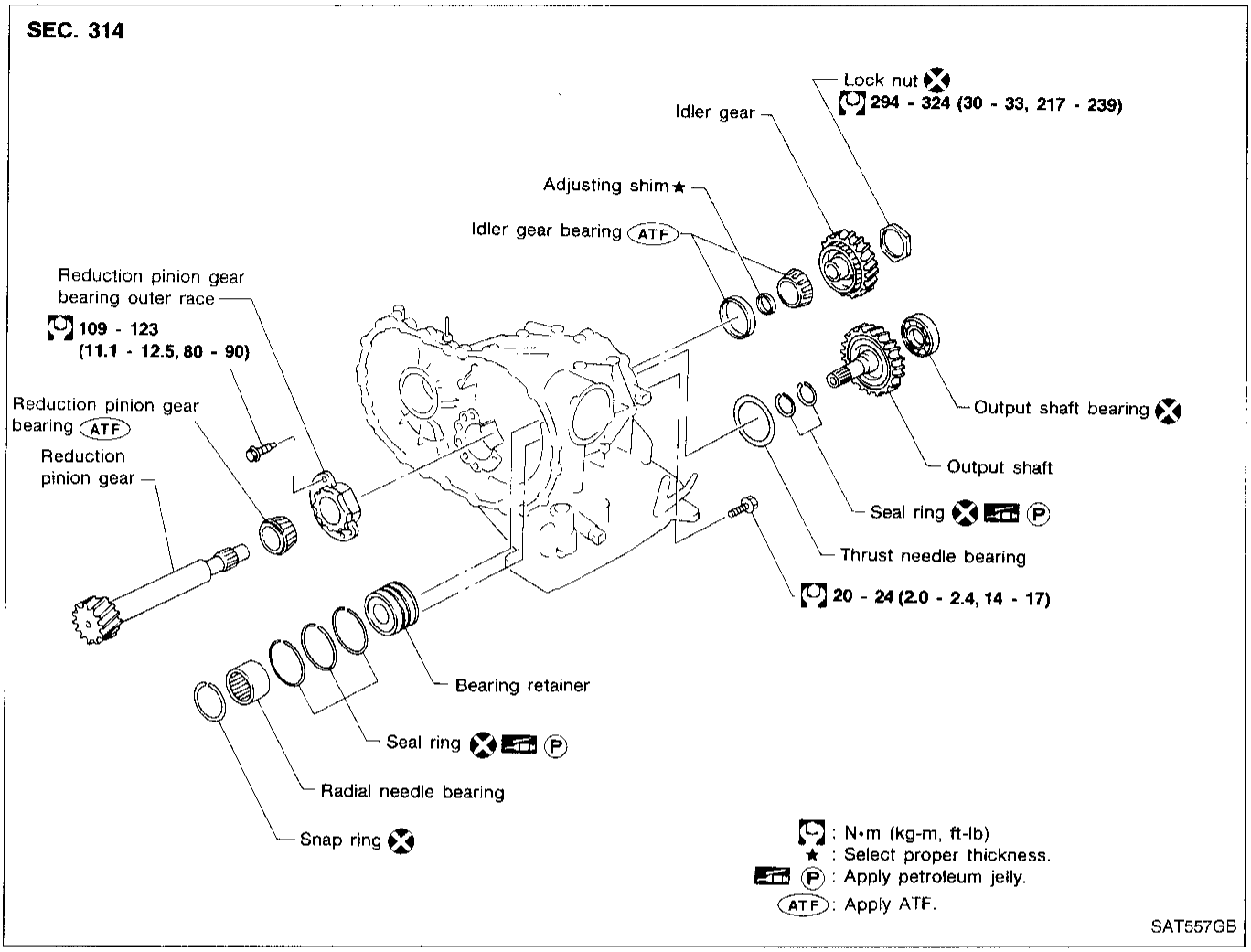


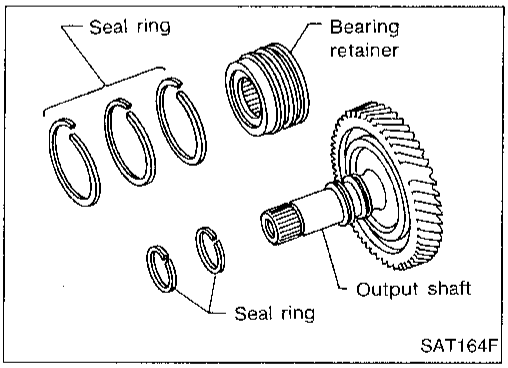
5. Install forward clutch hub on rear internal gear.
- **Check operation of forward one-way clutch.**
  Hold rear internal gear and turn forward clutch hub. Check forward clutch hub for correct locking and unlocking directions.
- **If not as shown in illustration, check installation direction of forward one-way clutch.**



6. Install thrust washer and overrun clutch hub.
- **Apply petroleum jelly to thrust washer.**
- **Align hooks of thrust washer with holes of overrun clutch hub.**
- **Align projections of rear internal gear with holes of overrun clutch hub.**

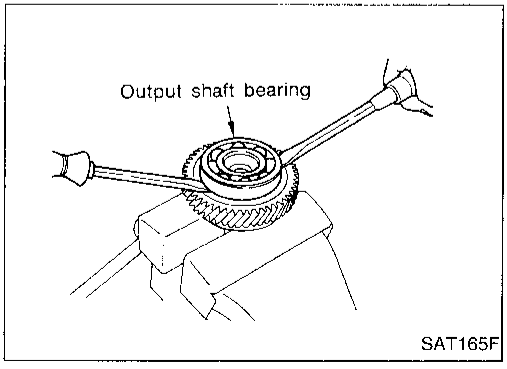
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer





DISASSEMBLY

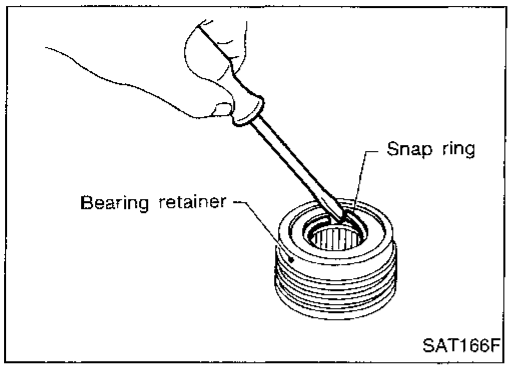
1. Remove seal rings from output shaft and bearing retainer.



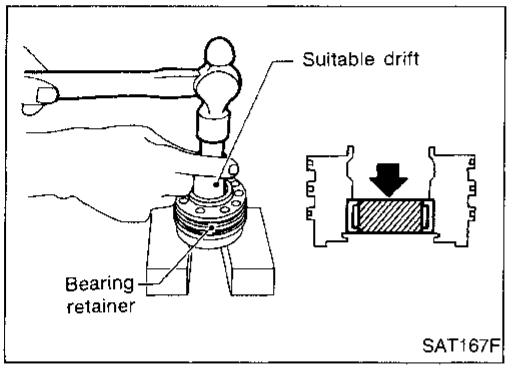
2. Remove output shaft bearing with screwdrivers.

- **Always replace bearing with a new one when removed.**
- **Do not damage output shaft.**

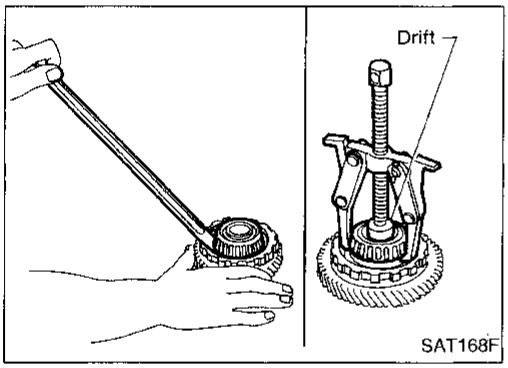
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)



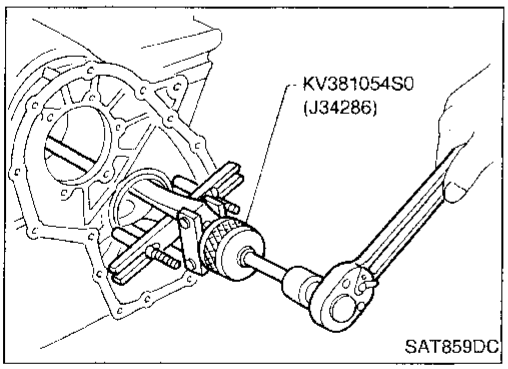
3. Remove snap ring from bearing retainer.



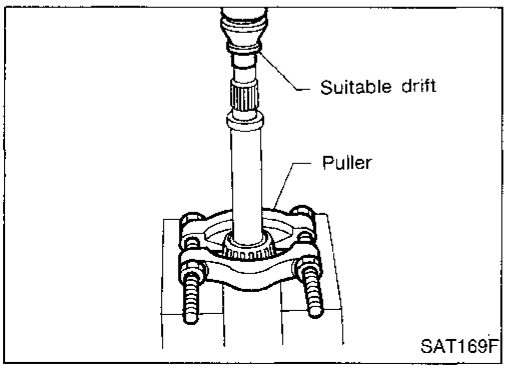
4. Remove needle bearing from bearing retainer.



5. Remove idler gear bearing inner race from idler gear.

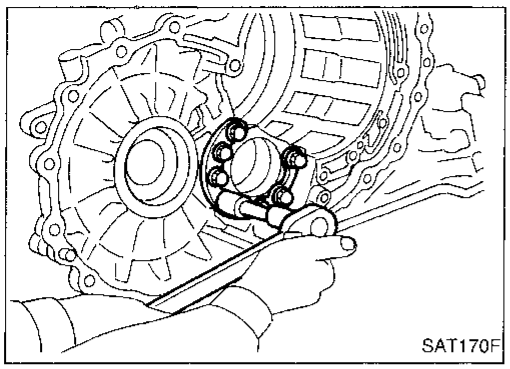


6. Remove idler gear bearing outer race from transmission case.



7. Press out reduction pinion gear bearing inner race from reduction pinion gear.

Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)

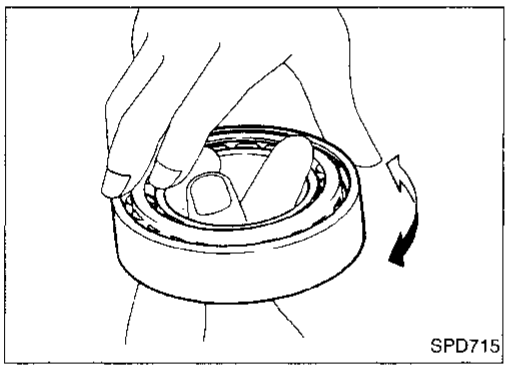

SAT170F

8. Remove reduction pinion gear bearing outer race from transmission case.

INSPECTION

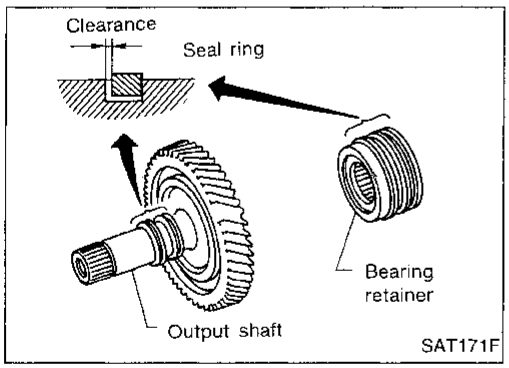
Output shaft, idler gear and reduction pinion gear

- Check shafts for cracks, wear or bending.
- Check gears for wear, chips and cracks.


SPD715

Bearing

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



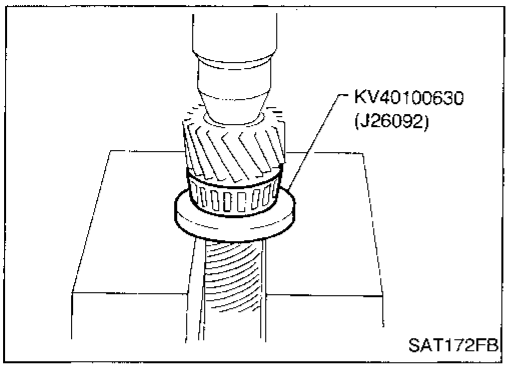
SAT171F

Seal ring clearance

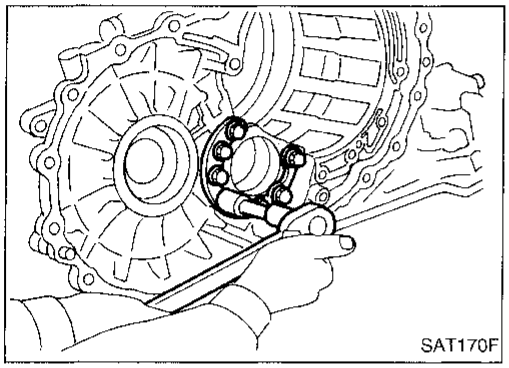
- Install new seal rings to output shaft.
- Measure clearance between seal ring and ring groove of output shaft.
  Standard clearance:
  0.10 - 0.25 mm (0.0039 - 0.0098 in)
  Allowable limit:
  0.25 mm (0.0098 in)
- If not within allowable limit, replace output shaft.
- Install new seal rings to bearing retainer.
- Measure clearance between seal ring and ring groove of bearing retainer.
  Standard clearance:
  0.10 - 0.30 mm (0.0039 - 0.0118 in)
  Allowable limit:
  0.30 mm (0.0118 in)
- If not within allowable limit, replace bearing retainer.

Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)

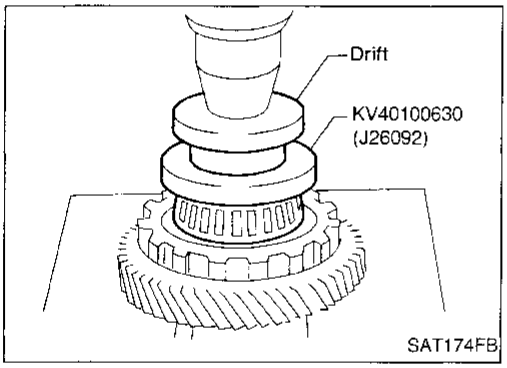
ASSEMBLY



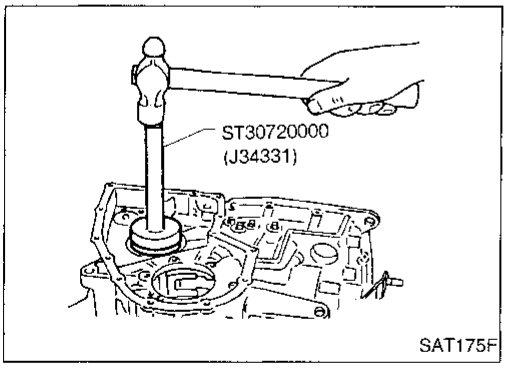
1. Press reduction pinion gear bearing inner race on reduction pinion gear.



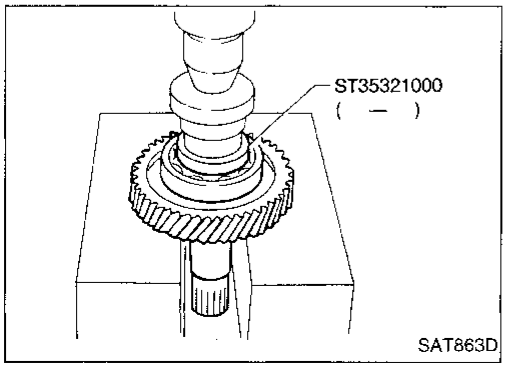
2. Install reduction pinion gear bearing outer race on transmission case.



3. Press idler gear bearing inner race on idler gear.

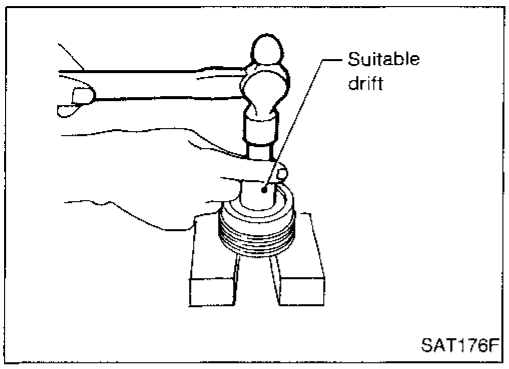


4. Install idler gear bearing outer race on transmission case.

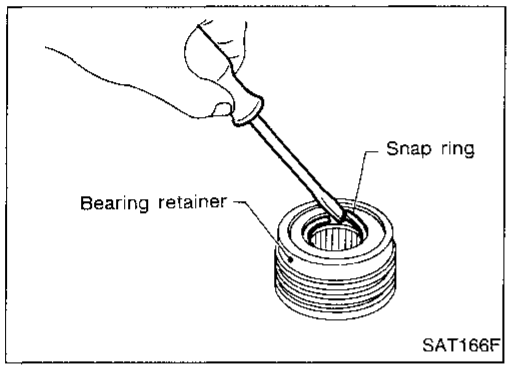


5. Press output shaft bearing on output shaft.

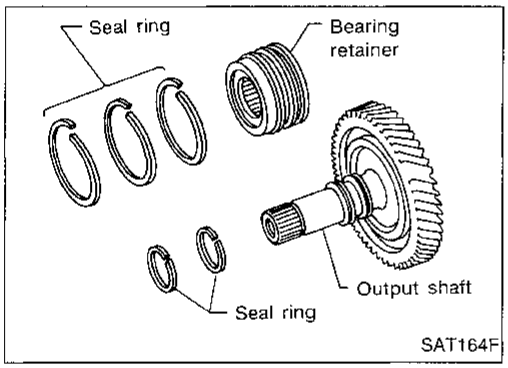
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)



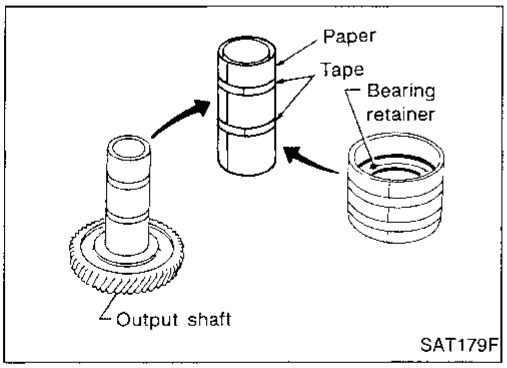
6. Press needle bearing on bearing retainer.



7. Install snap ring to bearing retainer.

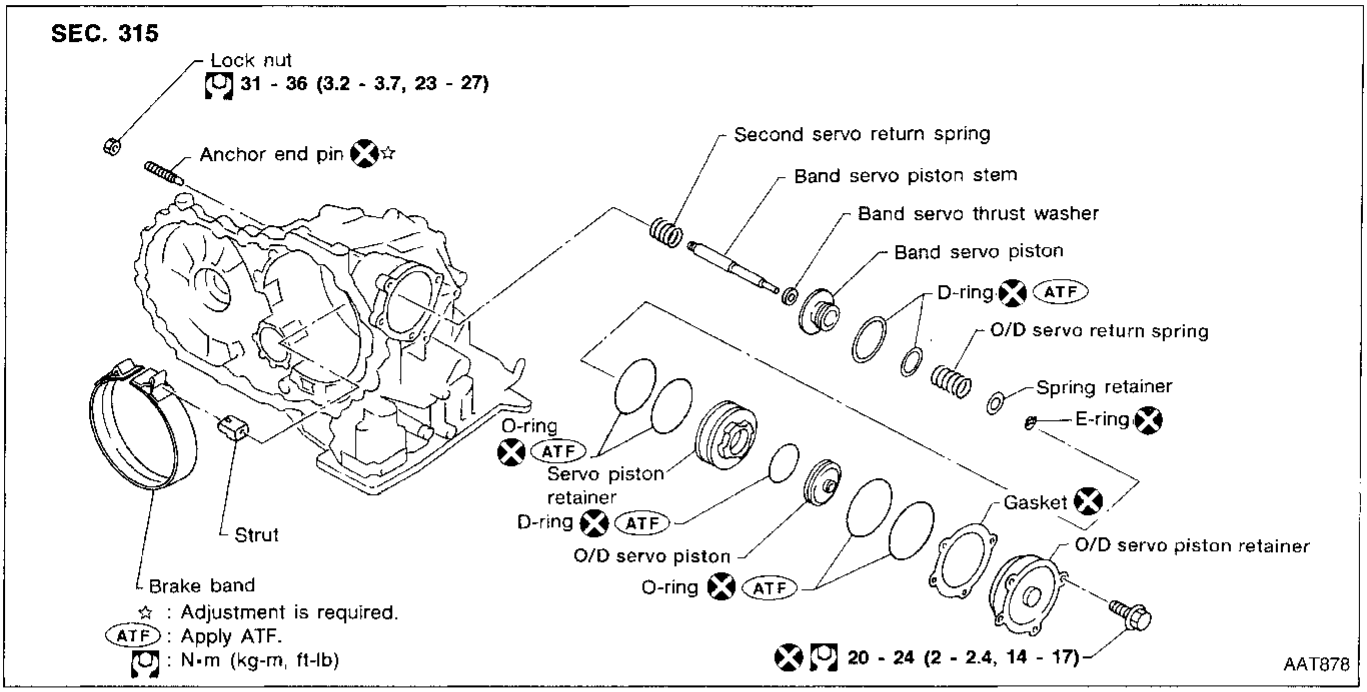


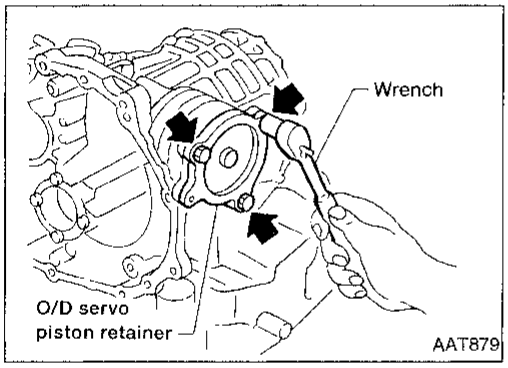
8. After packing ring grooves with petroleum jelly, carefully install new seal rings on output shaft and bearing retainer.



- **Roll paper around seal rings to prevent seal rings from spreading.**

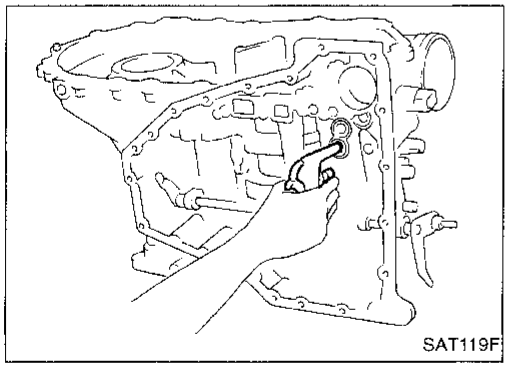
Band Servo Piston Assembly



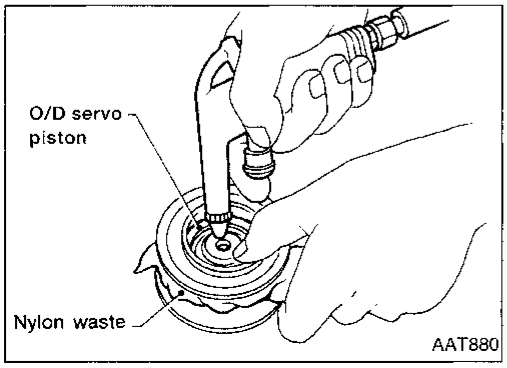


DISASSEMBLY

1. Remove band servo piston fixing bolts.

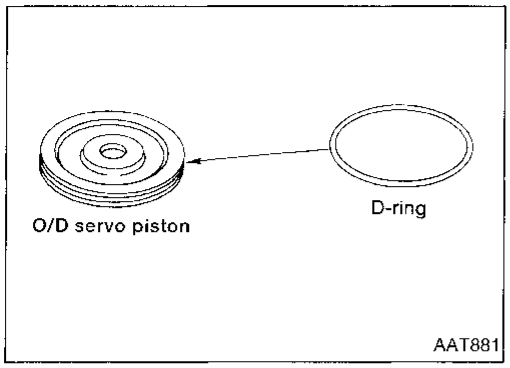


2. Apply compressed air to oil hole in transmission case to remove O/D servo piston retainer and band servo piston assembly.
   - **Hold band servo piston assembly with a rag or nylon waste.**

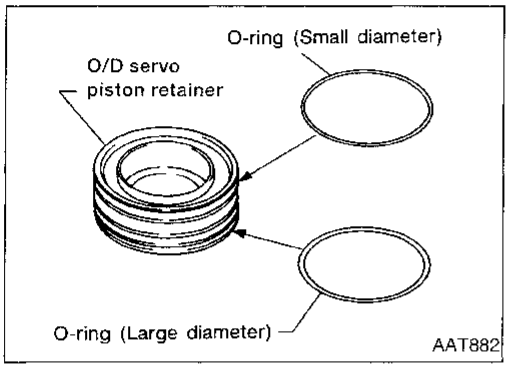


3. Apply compressed air to oil hole in O/D servo piston retainer to remove O/D servo piston from retainer.
   - **Hold O/D band servo piston while applying compressed air.**

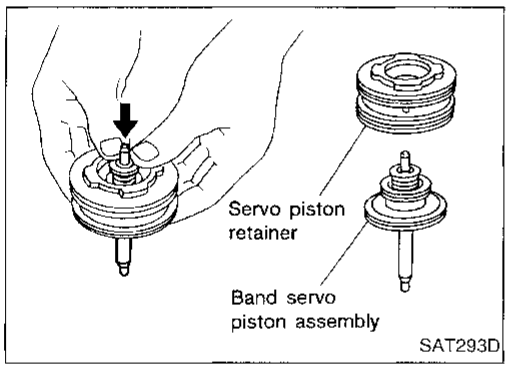
Band Servo Piston Assembly (Cont'd)



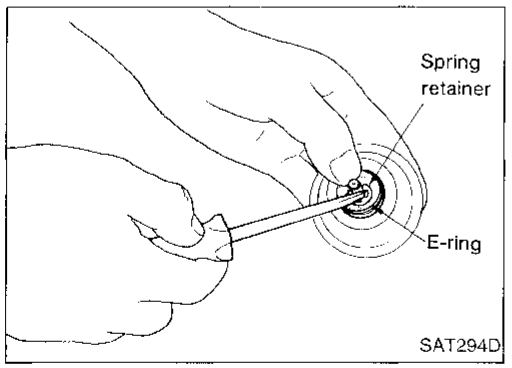
4. Remove D-ring from O/D servo piston.



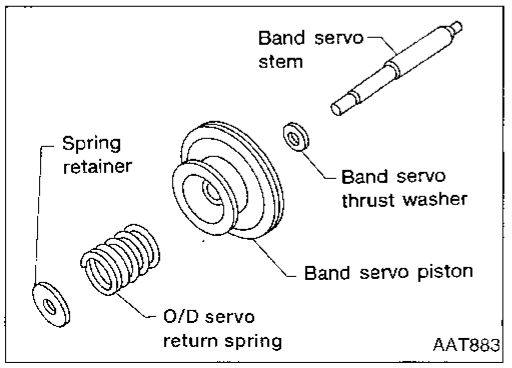
5. Remove O-rings from O/D servo piston retainer.



6. Remove band servo piston assembly from servo piston retainer by pushing it forward.

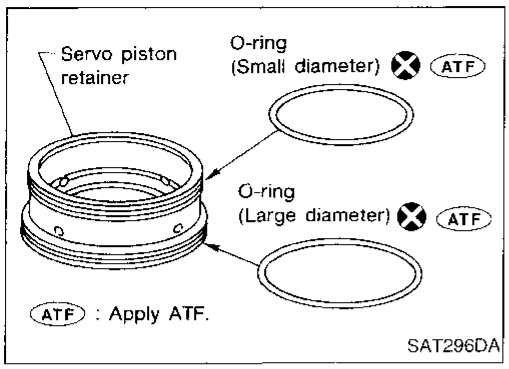


7. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.

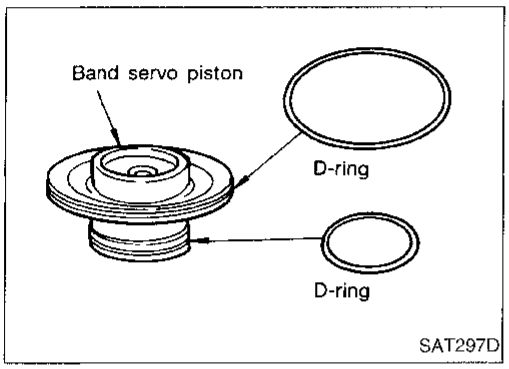


8. Remove O/D servo return spring, band servo thrust washer and band servo piston stem from band servo piston.

Band Servo Piston Assembly (Cont'd)



9. Remove O-rings from servo piston retainer.

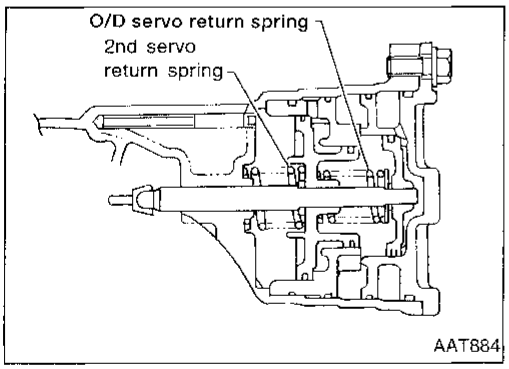


10. Remove D-rings from band servo piston.

INSPECTION

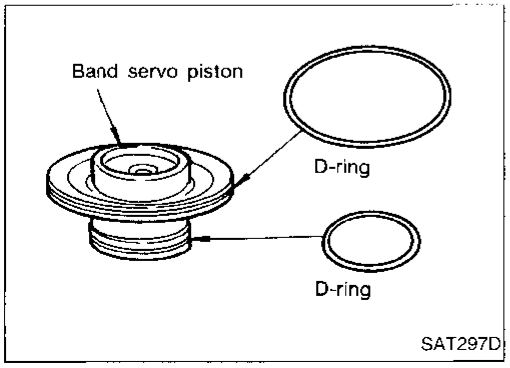
Pistons, retainers and piston stem

- Check frictional surfaces for abnormal wear or damage.



Return springs

- Check for deformation or damage.
- Measure free length and outer diameter.
  Inspection standard:
  Refer to SDS, AT-234.

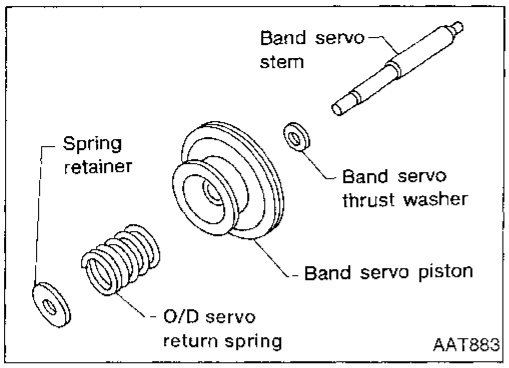


ASSEMBLY

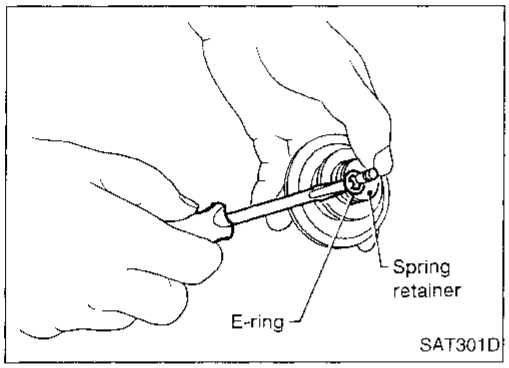
1. Install D-rings to servo piston retainer.

- **Apply ATF to D-rings.**
- **Pay attention to position of each O-ring.**

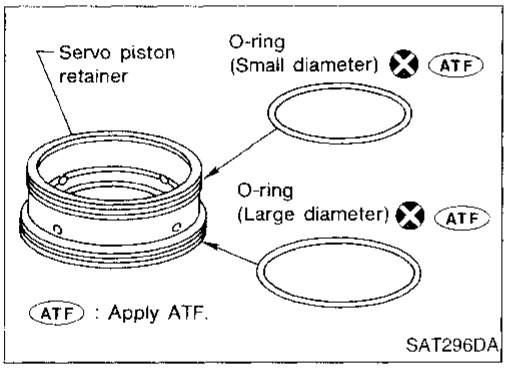
Band Servo Piston Assembly (Cont'd)



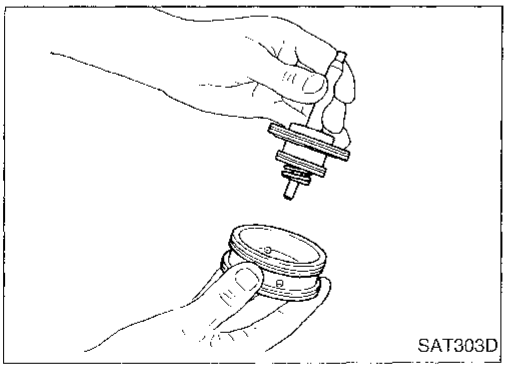
2. Install band servo piston stem, band servo thrust washer, O/D servo return spring and spring retainer to band servo piston.



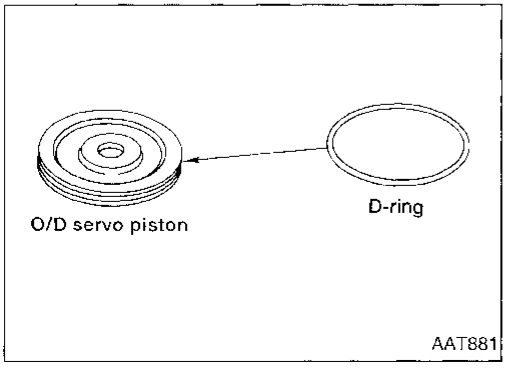
3. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



4. Install O-rings to servo piston retainer.
- **Apply ATF to O-rings.**
- **Pay attention to position of each O-ring.**

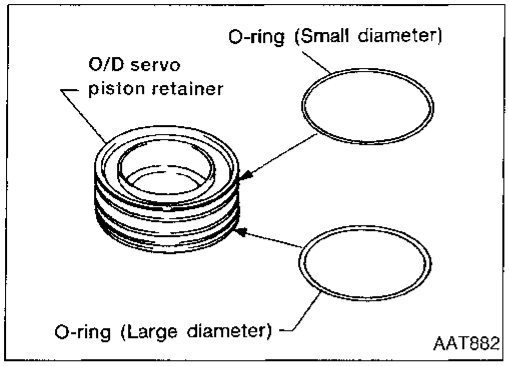


5. Install band servo piston assembly to servo piston retainer by pushing it inward.

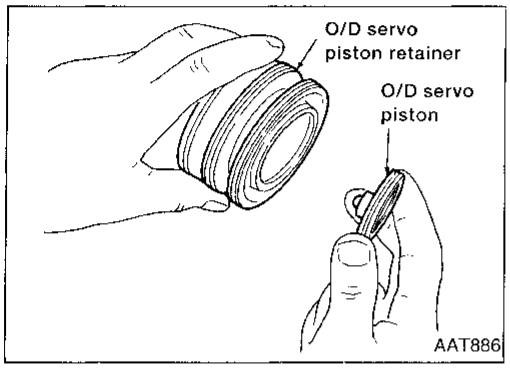


6. Install D-ring to O/D servo piston.
- **Apply ATF to D-ring.**

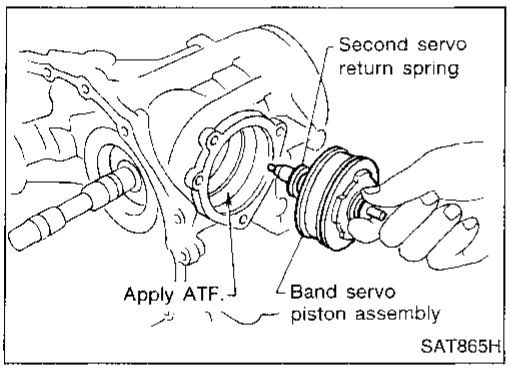
Band Servo Piston Assembly (Cont'd)



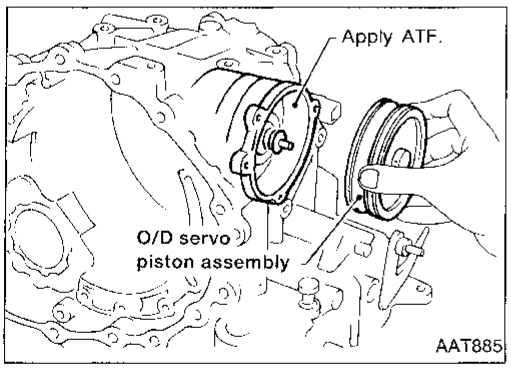
7. Install O-rings to O/D servo piston retainer.
- **Apply ATF to O-rings.**
- **Pay attention to position of each O-ring.**



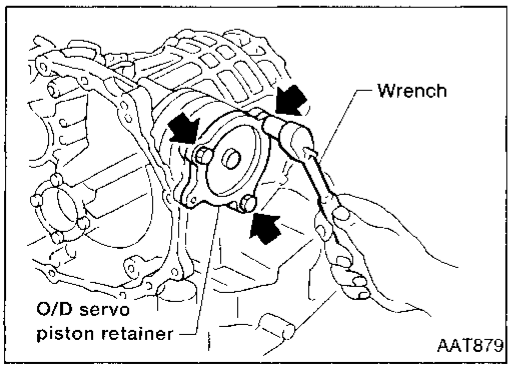
8. Install O/D servo piston to O/D servo piston retainer.



9. Install band servo piston assembly and 2nd servo return spring to transmission case.
- **Apply ATF to O-ring of band servo piston and transmission case.**

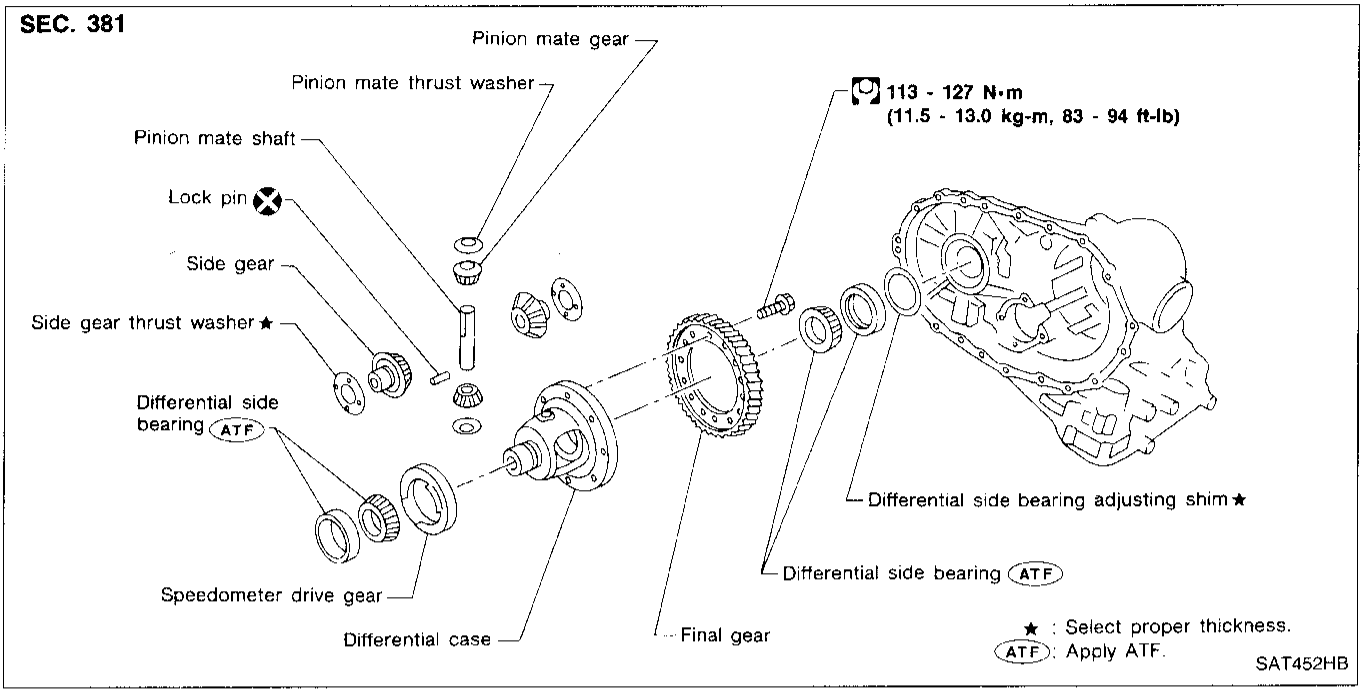


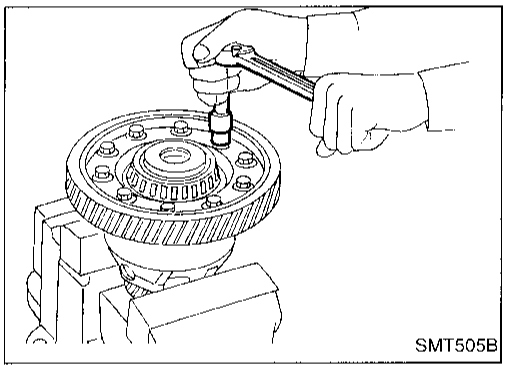
10. Install O/D servo piston assembly to transmission case.
- **Apply ATF to O-ring of band servo piston and transmission case.**



11. Install band servo piston snap ring to transmission case.

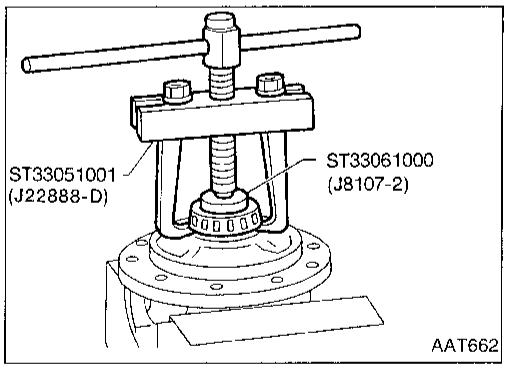
Final Drive — RE4F04A



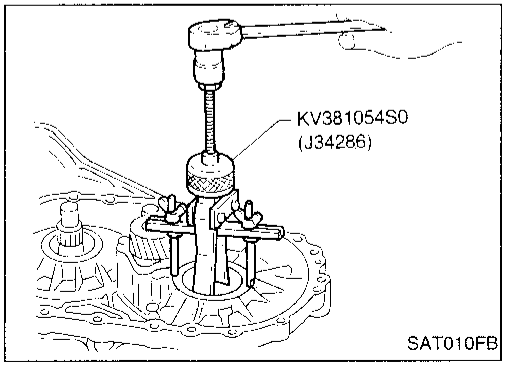


DISASSEMBLY

1. Remove final gear.

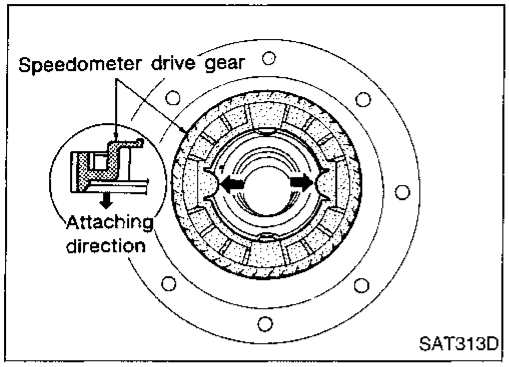


2. Press out differential side bearings.
- **Be careful not to mix up the right and left bearings.**

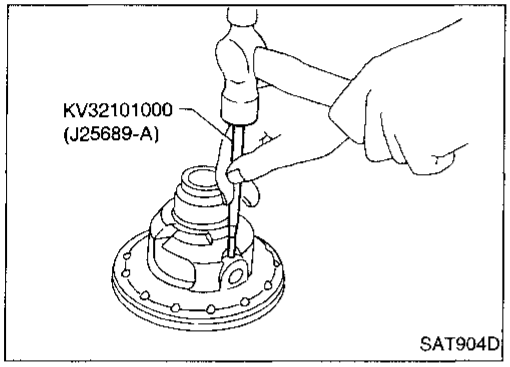


3. Remove differential side bearing outer race, and side bearing adjusting shim from transmission case.

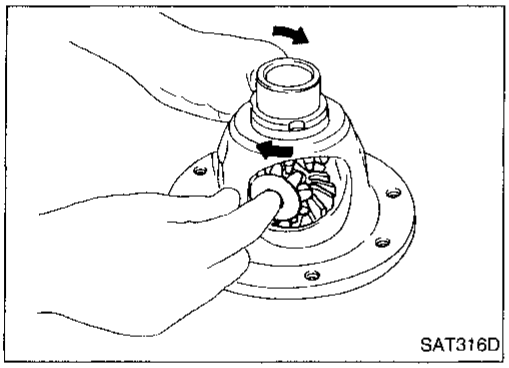
Final Drive — RE4F04A (Cont'd)



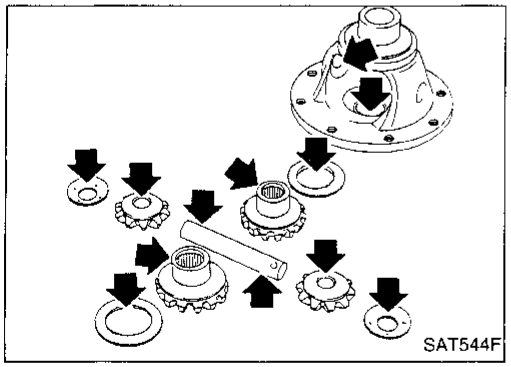
4. Remove speedometer drive gear.



5. Drive out pinion mate shaft lock pin.



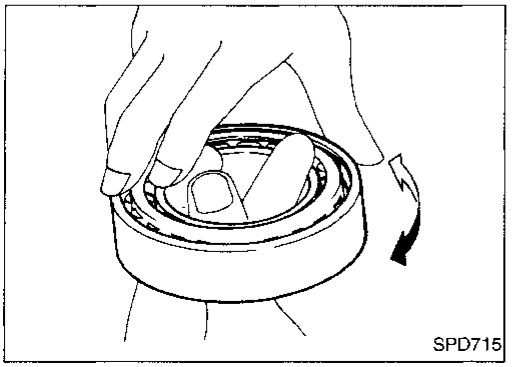
6. Draw out pinion mate shaft lock pin.
7. Remove pinion mate gears and side gears.



INSPECTION

Gear, washer, shaft and case

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.

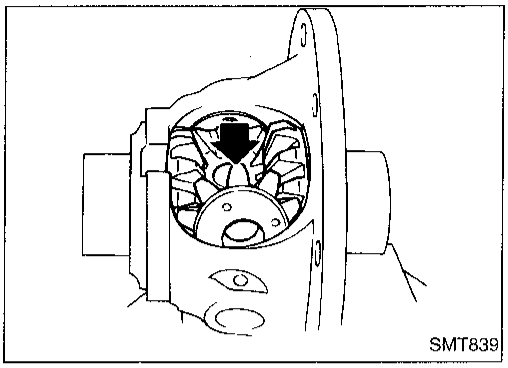


Bearings

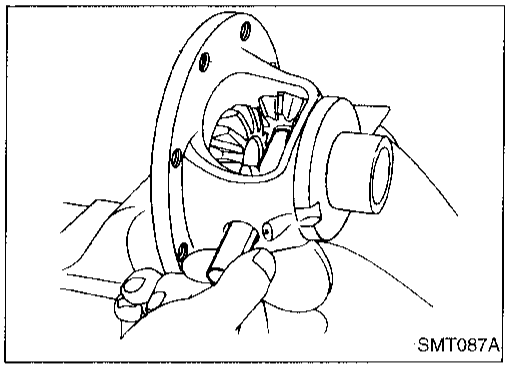
- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**

Final Drive — RE4F04A (Cont'd)

ASSEMBLY

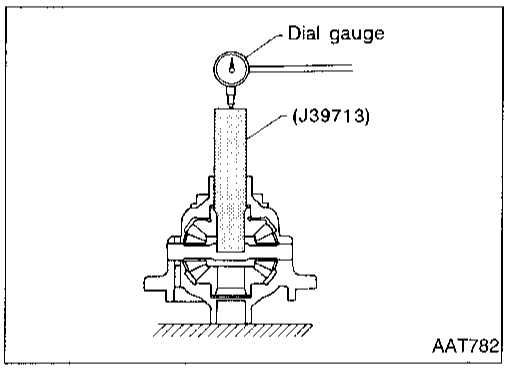

SMT839

1. Attach side gear thrust washers to side gears, then install pinion mate thrust washers and pinion mate gears in place.


SMT087A

2. Insert pinion mate shaft.

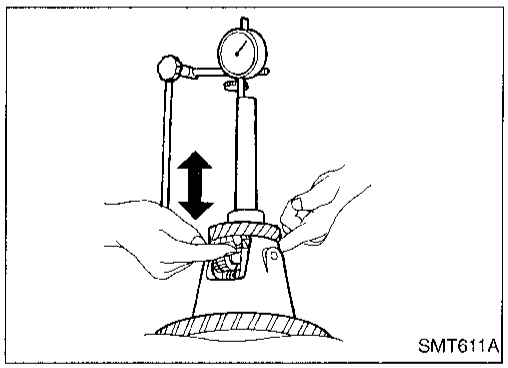
- **When inserting, be careful not to damage pinion mate thrust washers.**



AAT782

3. Measure clearance between side gear and differential case with washers following the procedure below:

a. Set Tool and dial indicator on side gear.


SMT611A

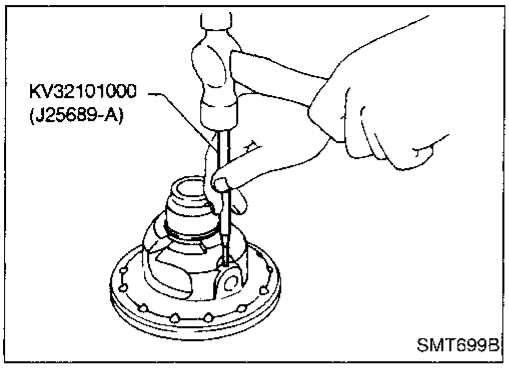
b. Move side gear up and down to measure dial indicator deflection. Always measure indicator deflection on both side gears.

Clearance between side gear and differential case with washers:
0.1 - 0.2 mm (0.004 - 0.008 in)

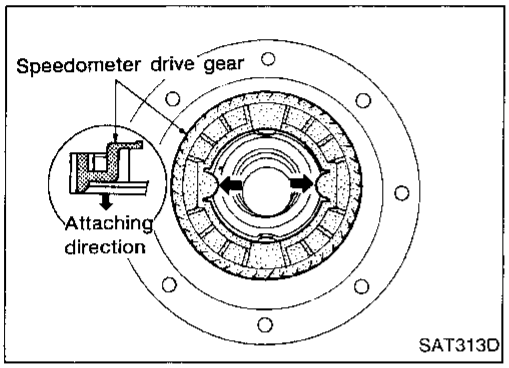
c. If not within specification, adjust clearance by changing thickness of side gear thrust washers.

Side gear thrust washer:
Refer to SDS, AT-231.

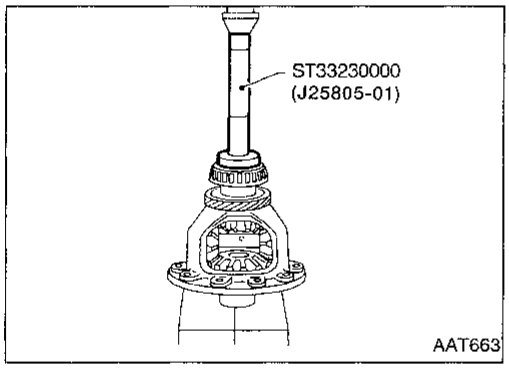
Final Drive — RE4F04A (Cont'd)



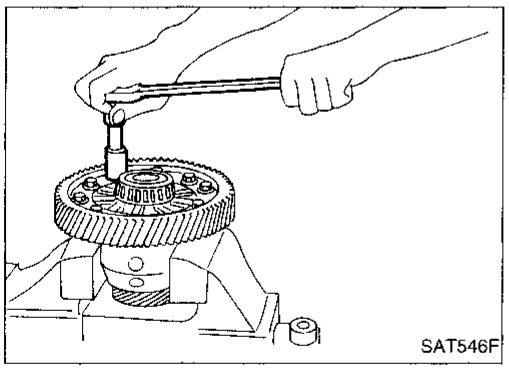
4. Install lock pin.
- **Make sure that lock pin is flush with case.**



5. Install speedometer drive gear on differential case.
- **Align the projection of speedometer drive gear with the groove of differential case.**

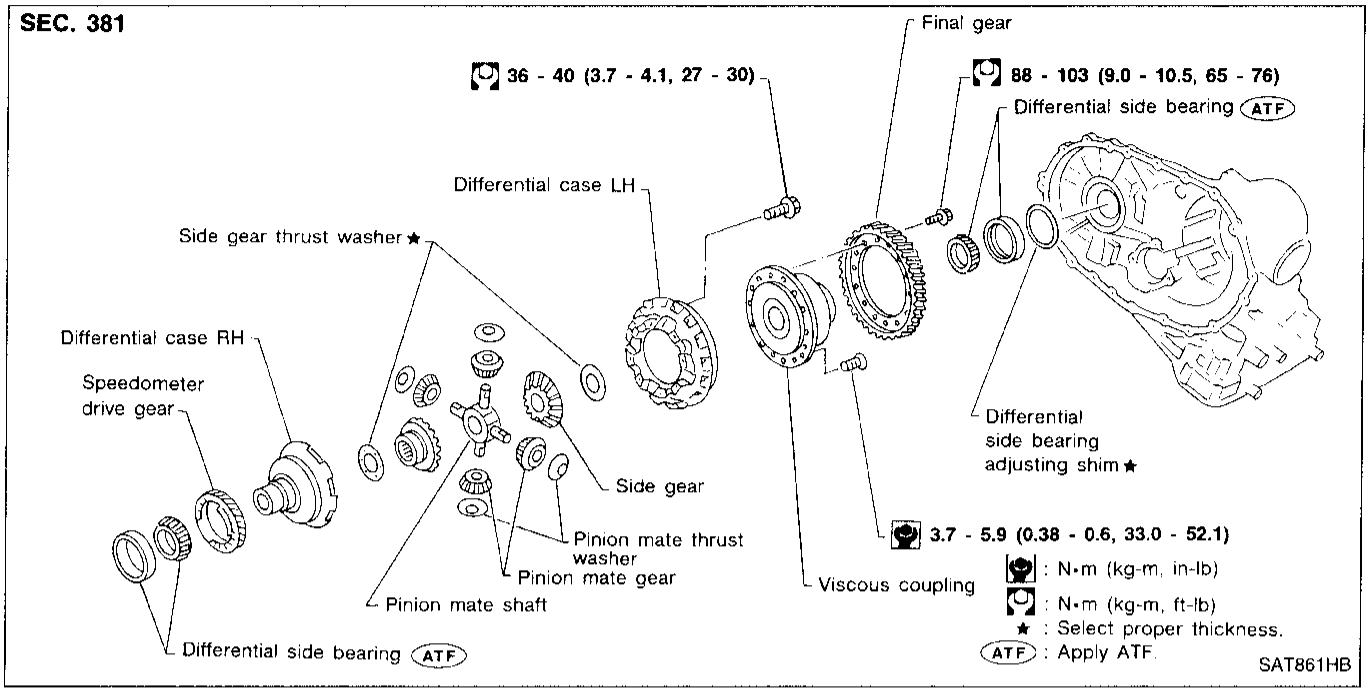


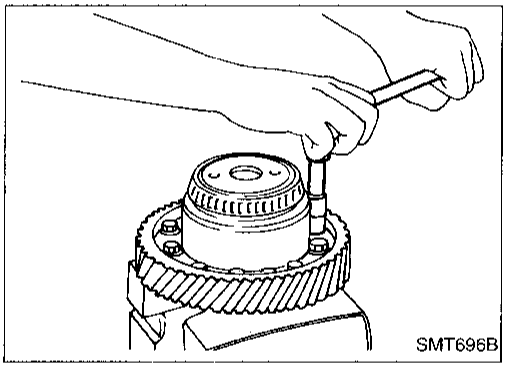
6. Press on differential side bearings.



7. Install final gear and tighten fixing bolts in a crisscross pattern.

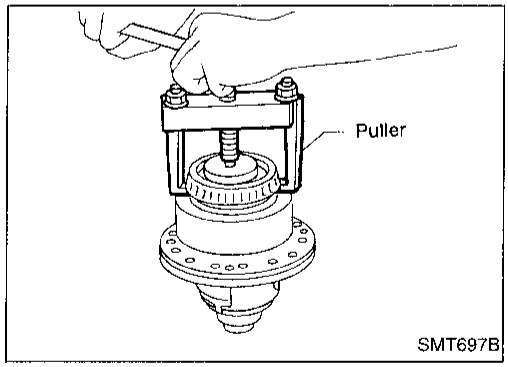
Final Drive — RE4F04V



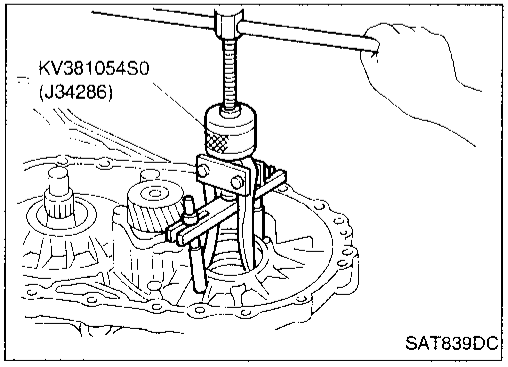


DISASSEMBLY

1. Remove final gear.

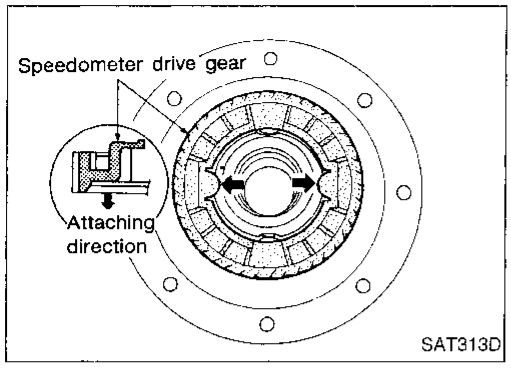


2. Press out differential side bearings.

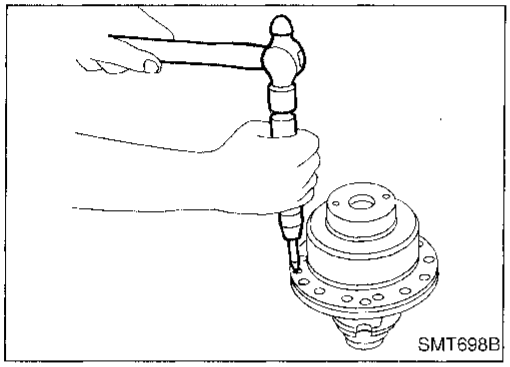


3. Remove differential side bearing outer race, and side bearing adjusting shim from transmission case.

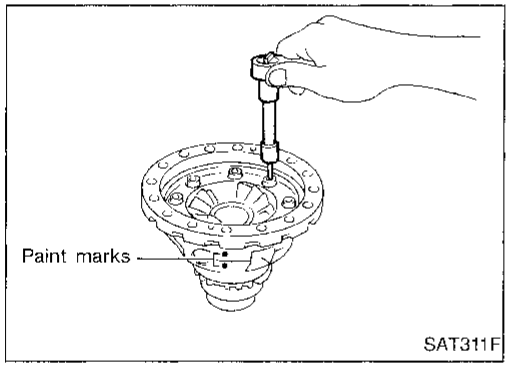
Final Drive — RE4F04V (Cont'd)



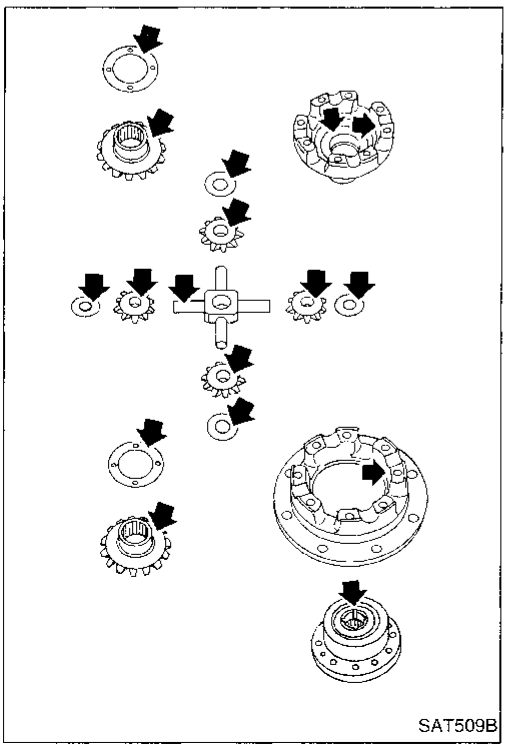
4. Remove speedometer drive gear.



5. Remove viscous coupling.



6. Separate differential cases. Make paint marks to identify their original position.
7. Remove pinion mate shaft with gears.

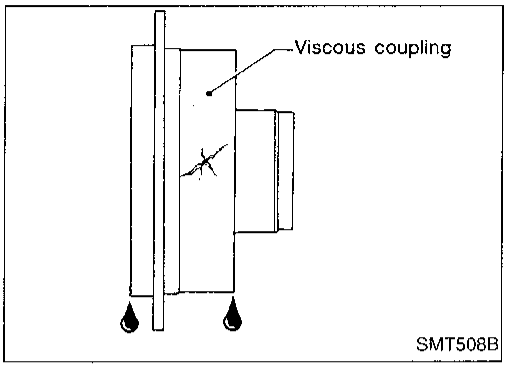


INSPECTION

Gear, washer, shaft and case

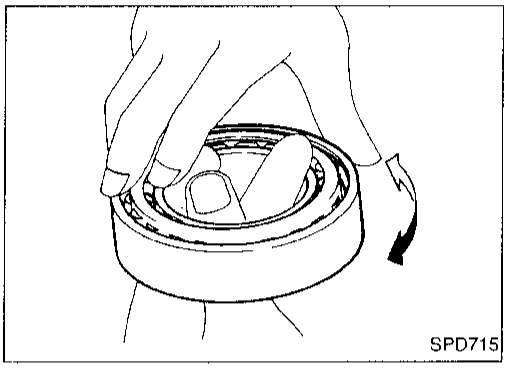
- Check mating surfaces of differential case, side gears, pinion mate gears and viscous coupling.
- Check washers for wear.

Final Drive — RE4F04V (Cont'd)



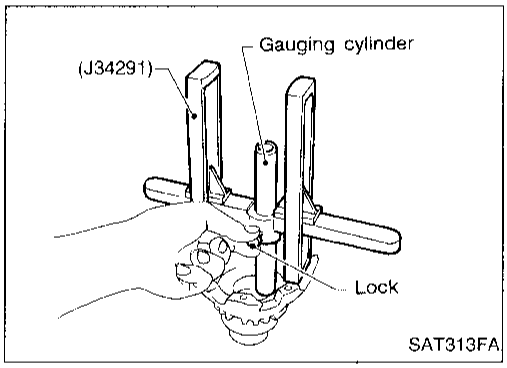
Viscous coupling

- Check case for cracks.
- Check silicone oil for leakage.



Bearings

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**

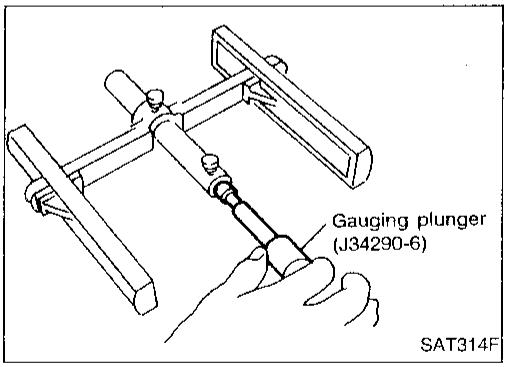


ASSEMBLY

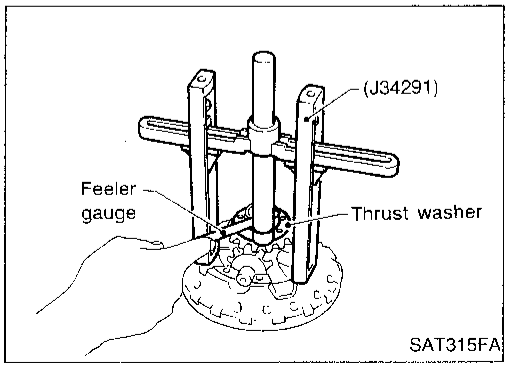
1. Measure clearance between side gear and differential case & viscous coupling with washers using the following procedure:

Differential case side

a. Set tool on the differential case and lock gauging cylinder in place with set screw.

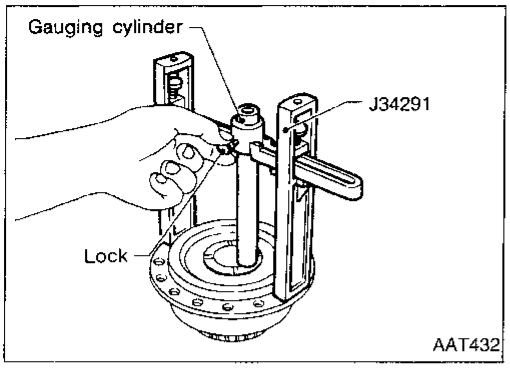


b. Install gauging plunger into cylinder.
c. Install pinion mate gears and side gear with thrust washer on differential case.
d. Set tool and allow gauging plunger to rest on side gear thrust washer.
e. Measure gap between plunger and cylinder.
This measurement should give exact clearance between side gear and differential case with washers.
Standard clearance:
0.1 - 0.2 mm (0.004 - 0.008 in)



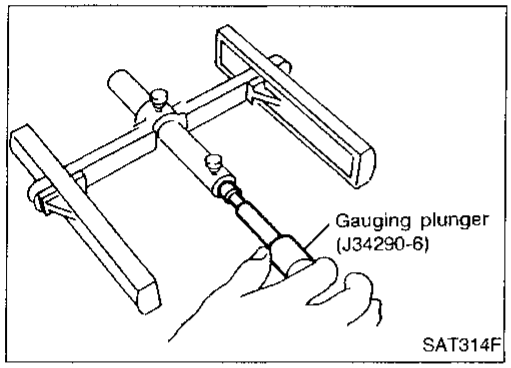
f. If not within specification adjust clearance by changing thickness of side gear thrust washer.
Side gear thrust washers for differential case side:
Refer to SDS, AT-231.

Final Drive — RE4F04V (Cont'd)

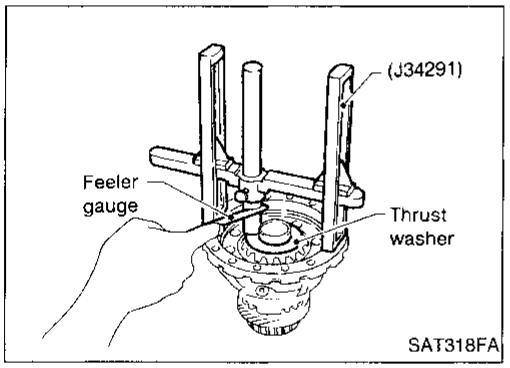


Viscous coupling side

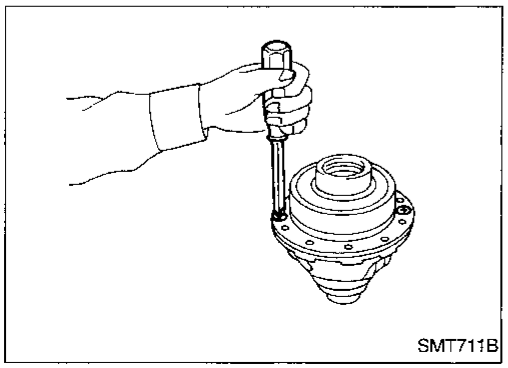
a. Set tool on viscous coupling and lock gauging cylinder in place with set screw.



b. Install gauging plunger into cylinder.

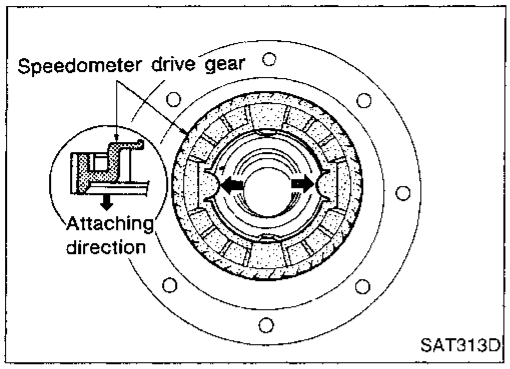


c. Install pinion mate gears and side gears with original washers on differential cases.
   Align paint marks.
d. Tighten differential case bolts.
e. Set tool and allow plunger to rest on side gear thrust washer.
f. Measure gap between plunger and cylinder.
   This measurement should give exact clearance between side gear and differential case with washers.
   Standard clearance:
   0.1 - 0.2 mm (0.004 - 0.008 in)
g. If not within specification, adjust clearance by changing thickness of side gear thrust washer.
   Side gear thrust washers for viscous coupling side:
   Refer to SDS, AT-231.

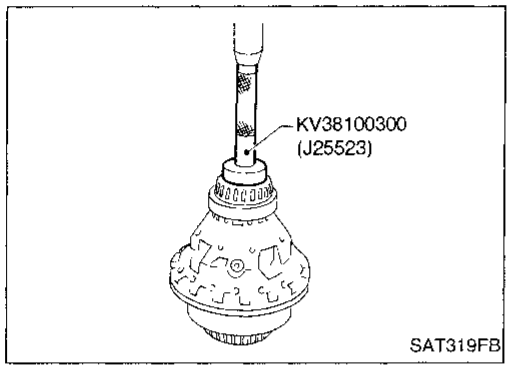


2. Install viscous coupling.

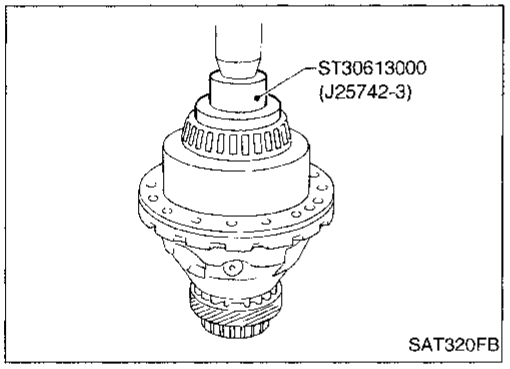
Final Drive — RE4F04V (Cont'd)

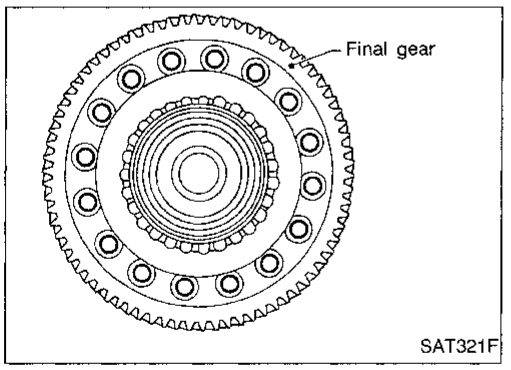


3. Install speedometer drive gear on differential case.
- **Align the projection of speedometer drive gear with the groove of differential case.**

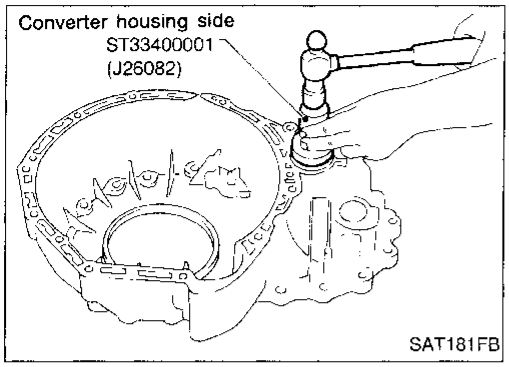


4. Press differential side bearings on differential case.



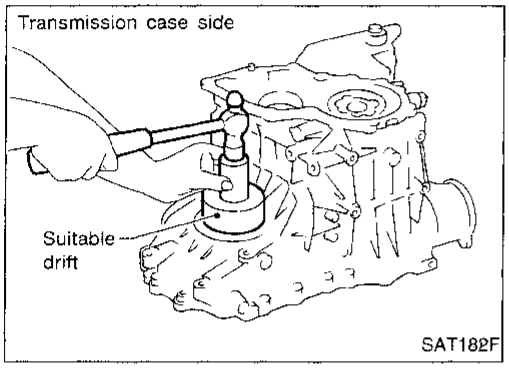


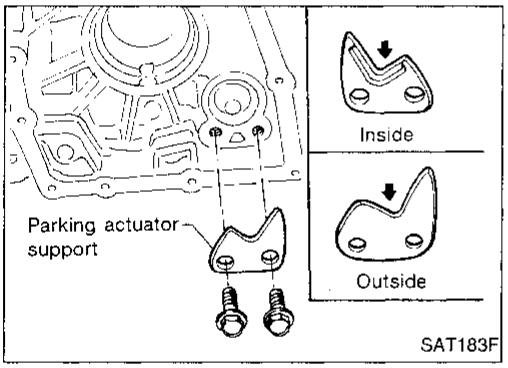
5. Install final gear and tighten fixing bolts in a crisscross pattern.



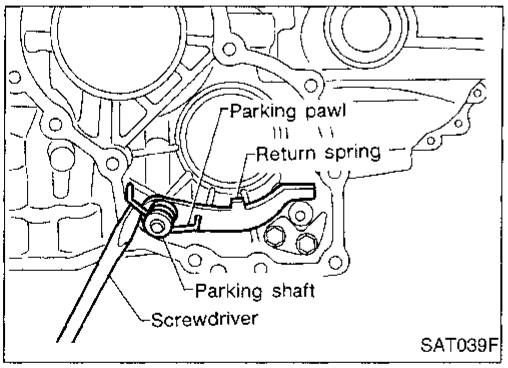
Assembly 1

1. Install differential side oil seals on transmission case and converter housing.

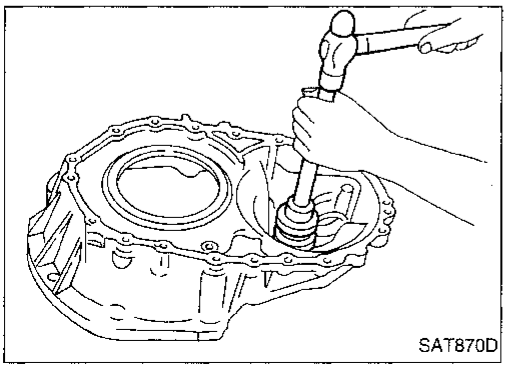




2. Install parking actuator support to transmission case.
- **Pay attention to direction of parking actuator support.**



3. Install parking pawl on transmission case and fix it with parking shaft.
4. Install return spring.

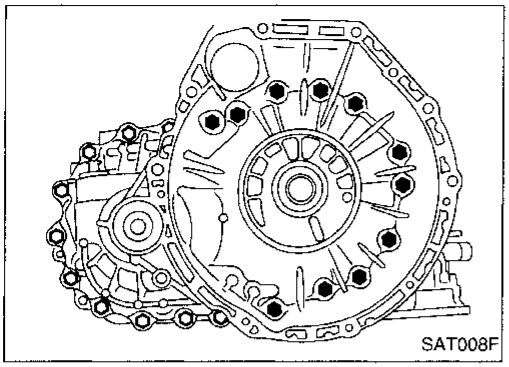


Adjustment 1

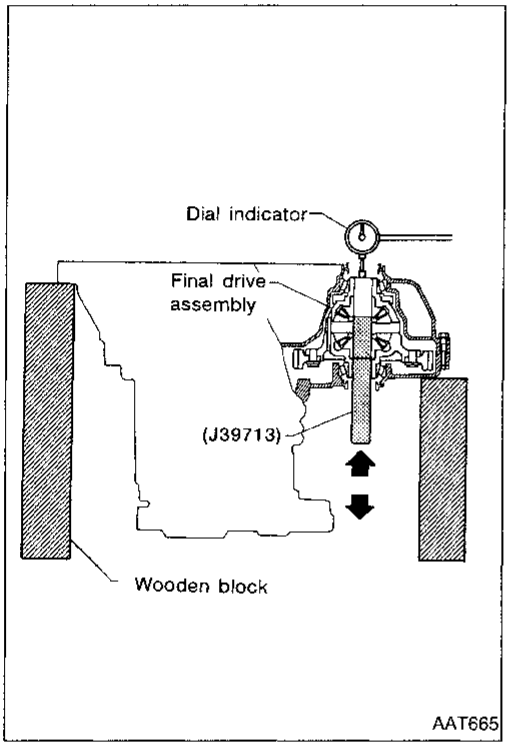
DIFFERENTIAL SIDE BEARING PRELOAD

1. Install differential side bearing outer race without adjusting shim on transmission case.
2. Install differential side bearing outer race on converter housing.

Adjustment 1 (Cont'd)

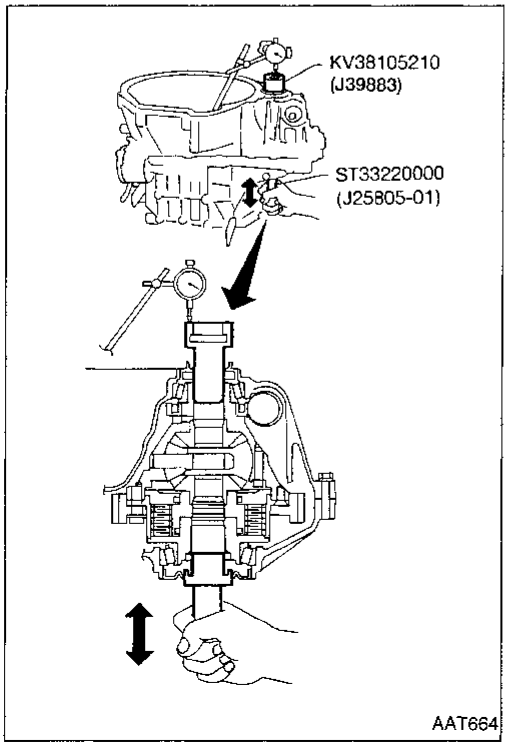


3. Place final drive assembly on transmission case.
4. Install transmission case on converter housing. Tighten transmission case fixing bolts to the specified torque.



– RE4F04A –

5. Attach dial indicator on differential case at converter housing side.
6. Insert Tool into differential side gear from transmission case side.
7. Move Tool up and down and measure dial indicator deflection.



– RE4F04V –

5. Set Tool on differential case at converter housing side and attach dial indicator on Tool.
6. Insert the other Tool into viscous coupling from transmission case side.
7. Move Tool up and down and measure dial indicator deflection.

– RE4F04A and RE4F04V –

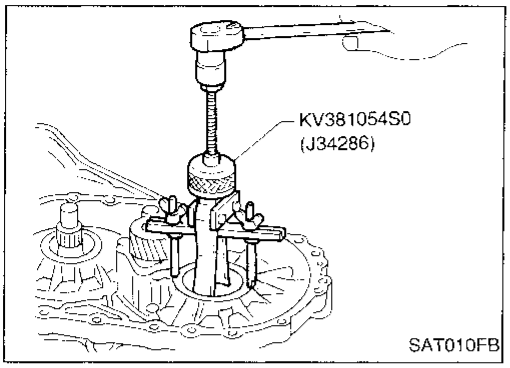
8. Select proper thickness of differential side bearing adjusting shim(s).

Suitable shim thickness = Dial indicator deflection + Specified bearing preload

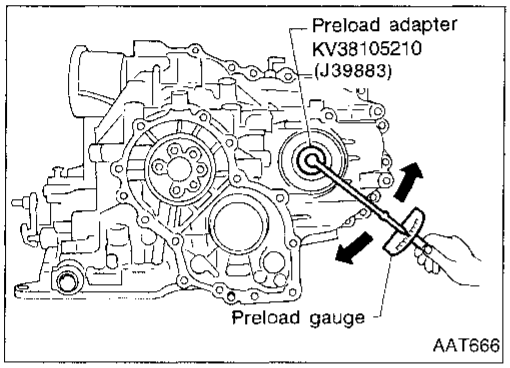
Differential side bearing adjusting shim:
Refer to SDS, AT-231.

Bearing preload:
0.05 - 0.09 mm (0.0020 - 0.0035 in)

Adjustment 1 (Cont'd)



9. Remove converter housing from transmission case.
10. Remove final drive assembly from transmission case.
11. Remove differential side bearing outer race from transmission case.
12. Reinstall differential side bearing outer race and shim(s) selected from SDS table on transmission case.
13. Reinstall converter housing on transmission case and tighten transmission case fixing bolts to the specified torque.



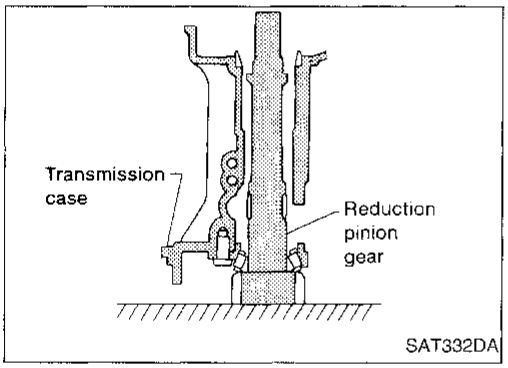
14. Insert Tool into viscous coupling and measure turning torque of final drive assembly.

- **Turn final drive assembly in both directions several times to seat bearing rollers correctly.**
  Turning torque of final drive assembly (New bearing):
  0.78 - 1.37 N·m (8.0 - 14.0 kg-cm, 6.9 - 12.2 in-lb)
- **When old bearing is used again, turning torque will be slightly less than the above.**
- **Make sure torque is close to the specified range.**

REDUCTION PINION GEAR BEARING PRELOAD

1. Remove transmission case and final drive assembly from converter housing.
2. Select proper thickness of reduction pinion gear bearing adjusting shim using the following procedures.

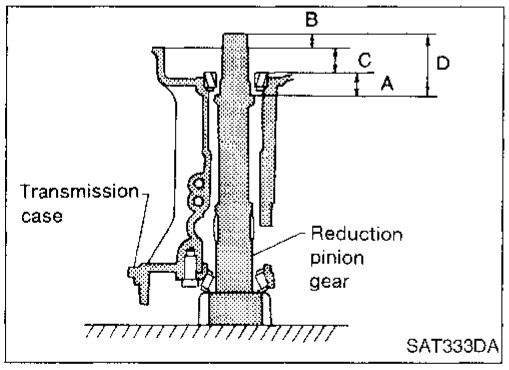
a. Place reduction pinion gear on transmission case as shown.



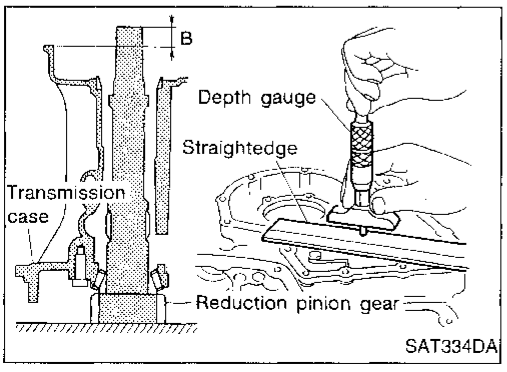
b. Place idler gear bearing on transmission case.
c. Measure dimensions "B" "C" and "D" and calculate dimension "A".

A = D – (B + C)

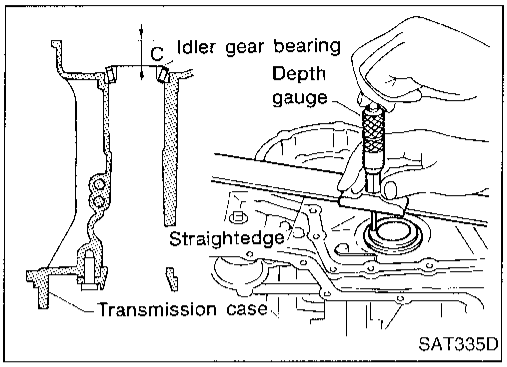
"A": Distance between the surface of idler gear bearing inner race and the adjusting shim mating surface of reduction pinion gear.



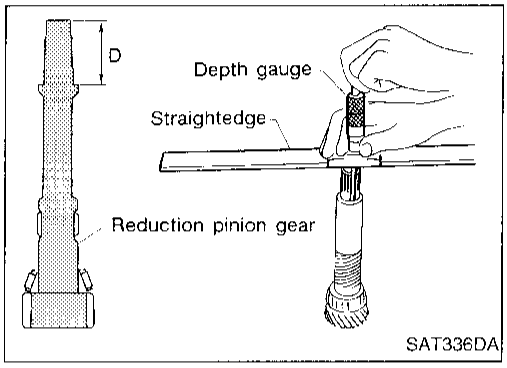
- Measure dimension "B" between the end of reduction pinion gear and the surface of transmission case.
- **Measure dimension "B" in at least two places.**



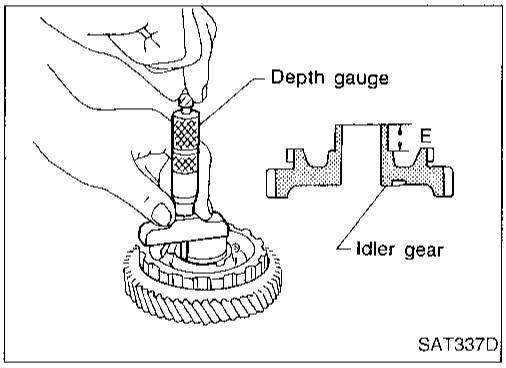
Adjustment 1 (Cont'd)



- Measure dimension "C" between the surface of idler gear bearing inner race and the surface of transmission case.
- **Measure dimension "C" in at least two places.**

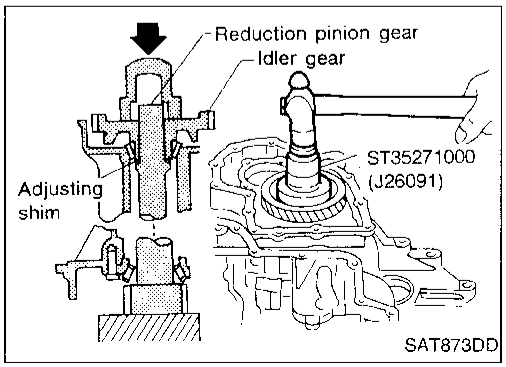


- Measure dimension "D" between the end of reduction pinion gear and the adjusting shim mating surface of reduction pinion gear.
- **Measure dimension "D" in at least two places.**
- Calculate dimension "A".
  A = D – (B + C)



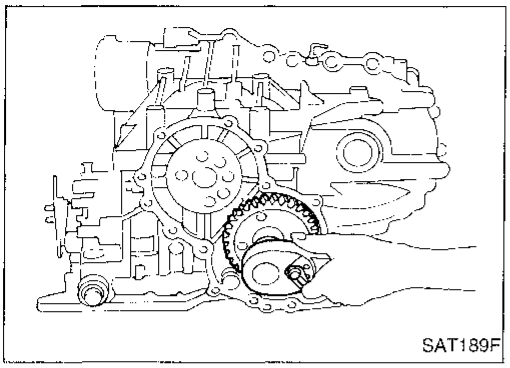
d. Measure dimension "E" between the end of idler gear and the idler gear bearing inner race mating surface of idler gear.
- **Measure dimension "E" in at least two places.**

e. Select proper thickness of reduction pinion gear bearing adjusting shim.
   Proper shim thickness = A – E – 0.5 mm (0.020 in)*
   (* ... Bearing preload)
   Reduction pinion gear bearing adjusting shim:
   Refer to SDS, AT-233.



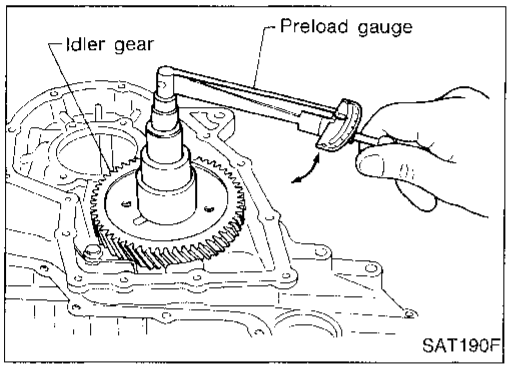
3. Install reduction gear and reduction gear bearing adjusting shim selected in step 2-e on transmission case.
4. Press idler gear bearing inner race on idler gear.
5. Press idler gear on reduction gear.
- **Press idler gear until idler gear fully contacts adjusting shim.**

Adjustment 1 (Cont'd)


SAT189F

6. Tighten idler gear lock nut to the specified torque.

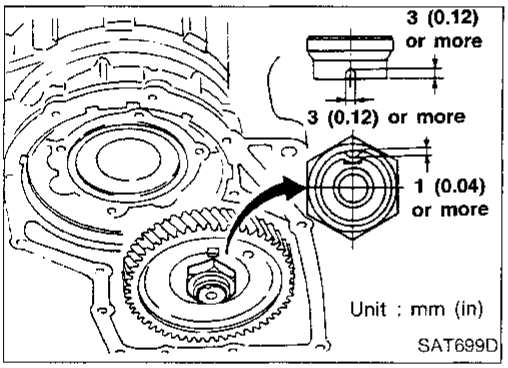
- **Lock idler gear with parking pawl when tightening lock nut.**



SAT190F

7. Measure turning torque of reduction pinion gear.

- **When measuring turning torque, turn reduction pinion gear in both directions several times to seat bearing rollers correctly.**
  Turning torque of reduction pinion gear:
  0.05 - 0.39 N·m (0.5 - 4.0 kg-cm, 0.43 - 3.47 in-lb)
- **If turning torque is out of specification, decrease or increase thickness of reduction pinion gear bearing adjusting shim.**

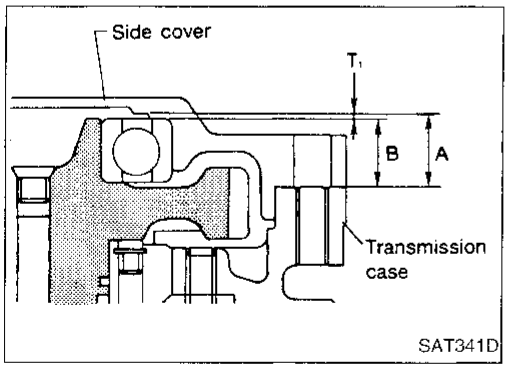


SAT699D

8. After properly adjusting turning torque, clinch idler gear lock nut as shown.

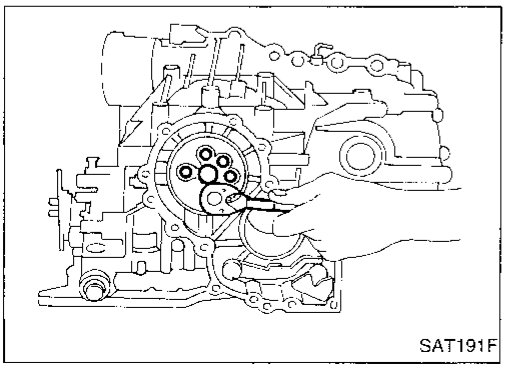
OUTPUT SHAFT END PLAY

- Measure clearance between side cover and the end of the output shaft bearing.
- Select proper thickness of adjusting shim so that clearance is within specifications.

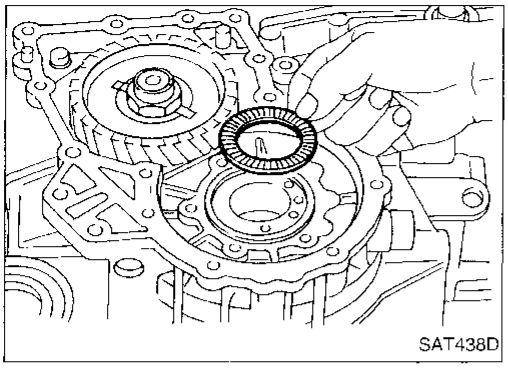


SAT341D

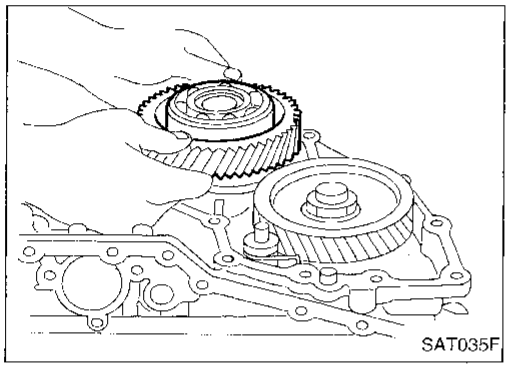
1. Install bearing retainer for output shaft.


SAT191F

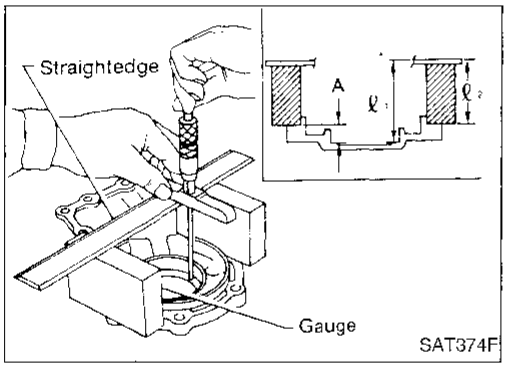
Adjustment 1 (Cont'd)



2. Install output shaft thrust needle bearing on bearing retainer.



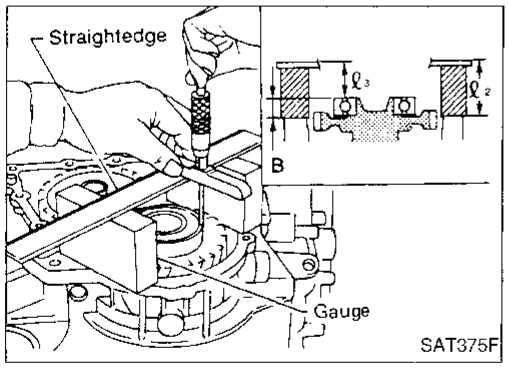
3. Install output shaft on transmission case.



4. Measure dimensions "ℓ_1" and "ℓ_2" at side cover and then calculate dimension "A".

- **Measure dimension "ℓ_1" and "ℓ_2" in at least two places.**

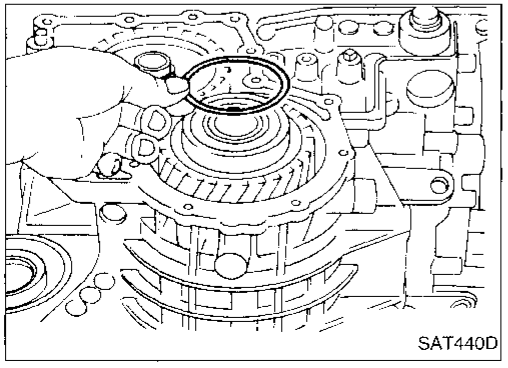
"A": Distance between transmission case fitting surface and adjusting shim mating surface.
$A = \ell_1 - \ell_2$ ℓ_2: Height of gauge



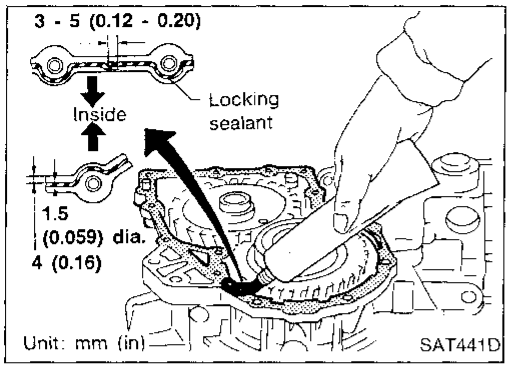
5. Measure dimensions "ℓ_2" and "ℓ_3" and then calculate dimension "B".

- **Measure "ℓ_2" and "ℓ_3" in at least two places.**

"B": Distance between the end of output shaft bearing outer race and the side cover fitting surface of transmission case.
$B = \ell_2 - \ell_3$ ℓ_2: Height of gauge

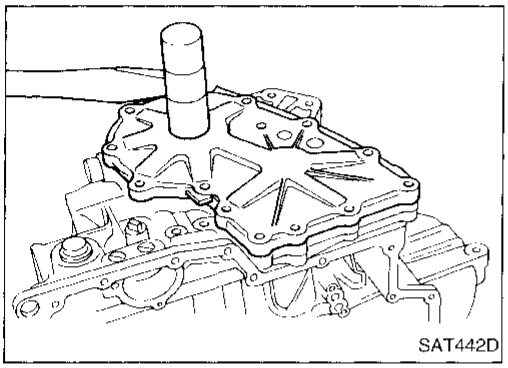


6. Select proper thickness of adjusting shim so that output shaft end play (clearance between side cover and output shaft bearing) is within specifications.
Output shaft end play (A – B):
0 - 0.15 mm (0 - 0.0059 in)
Output shaft end play adjusting shim:
Refer to SDS, AT-234.
7. Install adjusting shim on output shaft bearing.

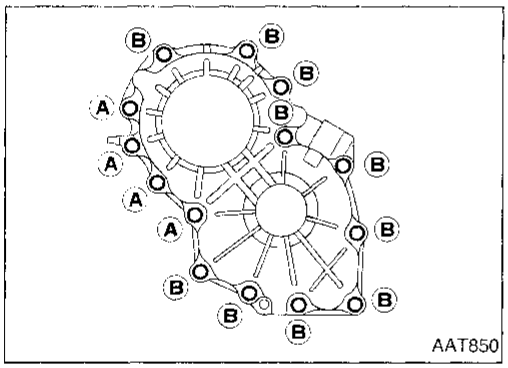


Assembly 2

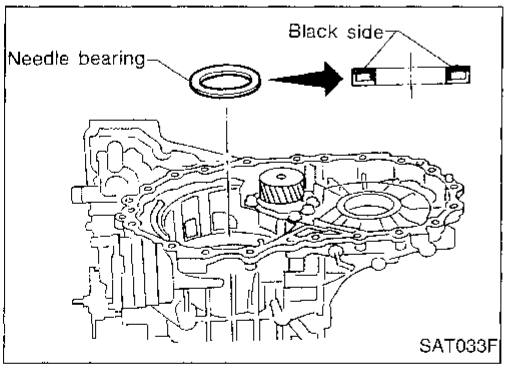
1. Apply locking sealant to transmission case as shown in illustration.



2. Set side cover on transmission case.
- **Apply locking sealant to the mating surface of transmission case.**

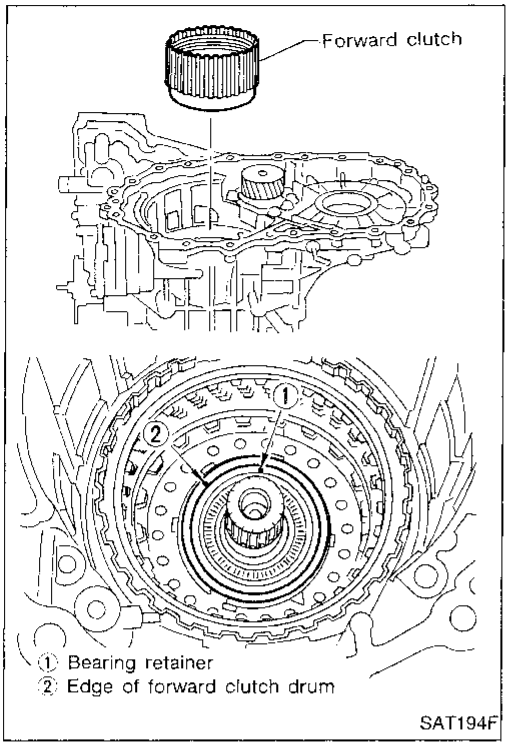


3. Tighten side cover fixing bolts to specified torque.
   : 26 - 30 N·m (2.7 - 3.1 kg-m, 20 - 22 ft-lb)
- **Do not mix bolts Ⓐ and Ⓑ.**
- **Always replace bolts Ⓐ as they are self-sealing bolts.**

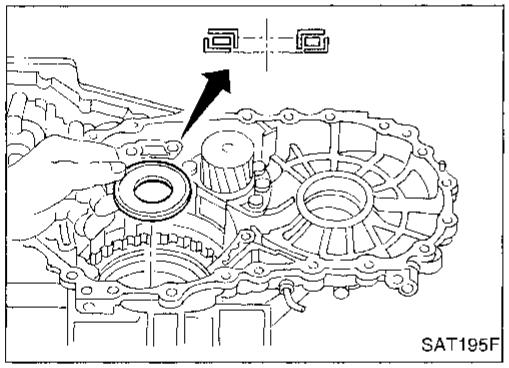


4. Remove paper rolled around bearing retainer.
5. Install thrust washer on bearing retainer.
- **Apply petroleum jelly to thrust washer.**

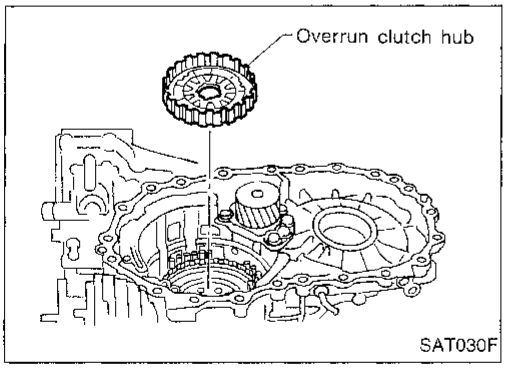
Assembly 2 (Cont'd)



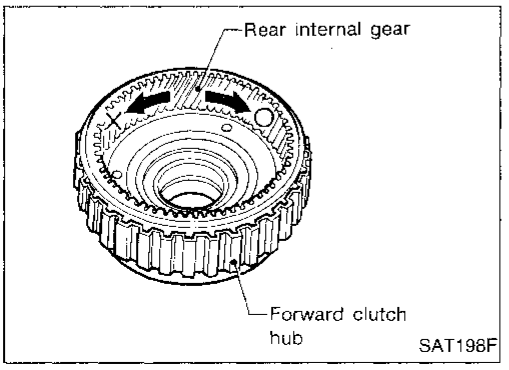
6. Install forward clutch assembly.
- **Align teeth of low & reverse brake drive plates before installing.**
- **Make sure that bearing retainer seal rings are not spread.**
- **If forward clutch assembly is correctly seated, points ① and ② are at almost same level.**



7. Install thrust needle bearing on bearing retainer.
- **Apply petroleum jelly to thrust needle bearing.**
- **Pay attention to direction of thrust needle bearing.**

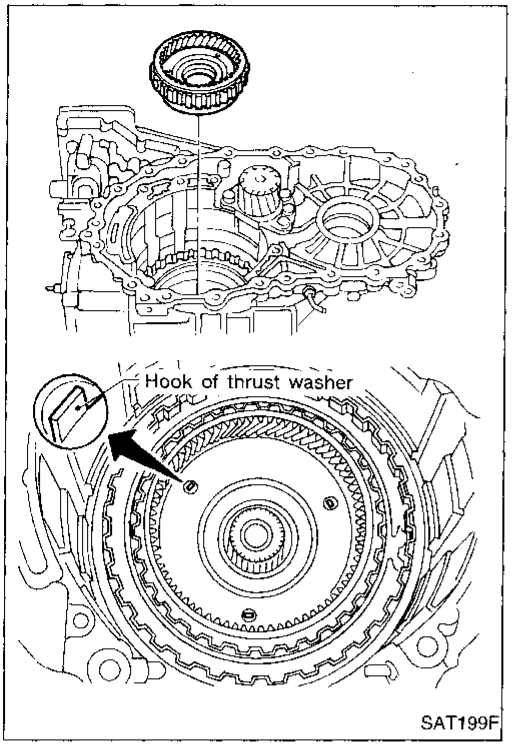


8. Install overrun clutch hub.
- **Apply petroleum jelly to thrust washers.**
- **Align teeth of overrun clutch drive plates before installing.**

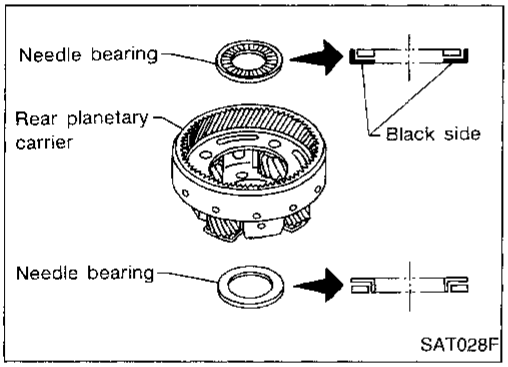


9. Hold forward clutch hub and turn rear internal gear. Check overrun clutch hub for correct directions of lock and unlock.
- **If not shown as illustrated, check installed direction of forward one-way clutch.**

Assembly 2 (Cont'd)

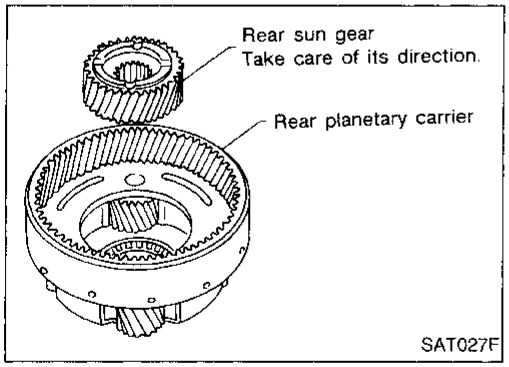


10. Install forward clutch hub and rear internal gear assembly.
- **Align teeth of forward clutch drive plates before installing.**
- **Check that three hooks of thrust washer are correctly aligned after installing.**

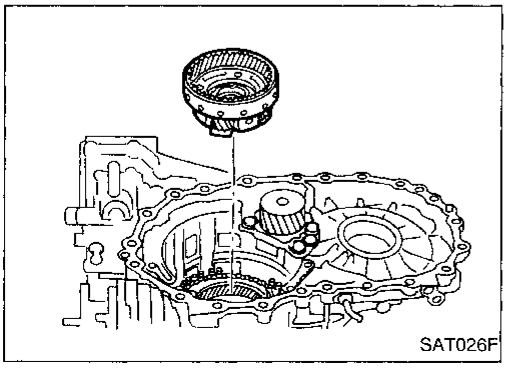


11. Install rear planetary carrier assembly and rear sun gear according to the following procedures.

a. Install needle bearings on rear planetary carrier.
- **Apply petroleum jelly to needle bearings.**
- **Pay attention to direction of needle bearings.**

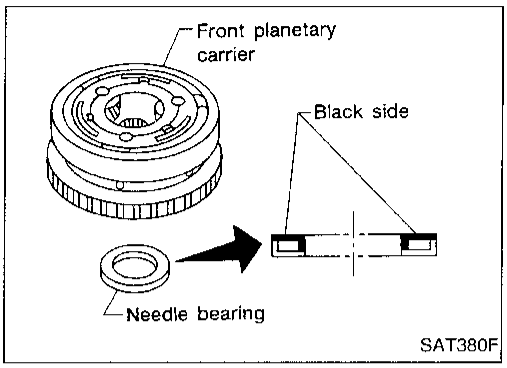


b. Install rear sun gear on rear planetary carrier.
- **Pay attention to direction of rear sun gear.**

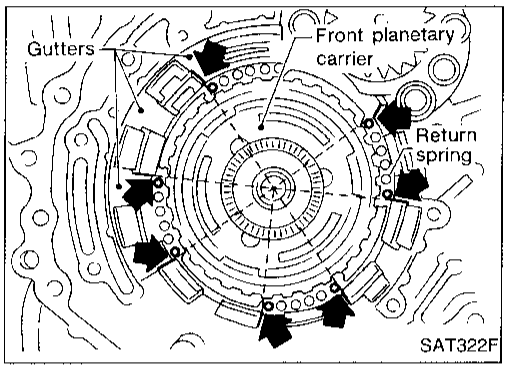


c. Install rear planetary carrier on transmission case.

Assembly 2 (Cont'd)

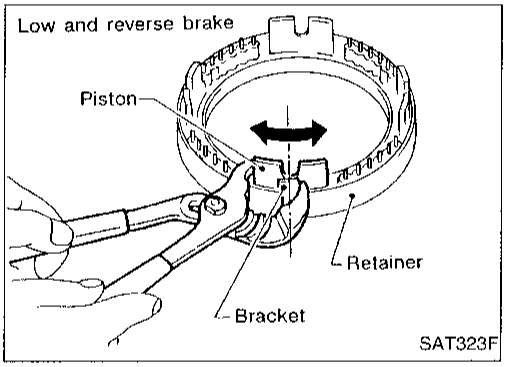


12. Install thrust needle bearing on front planetary carrier, then install them together on transmission case.
- **Apply petroleum jelly to thrust needle bearing.**
- **Pay attention to direction of thrust needle bearing.**

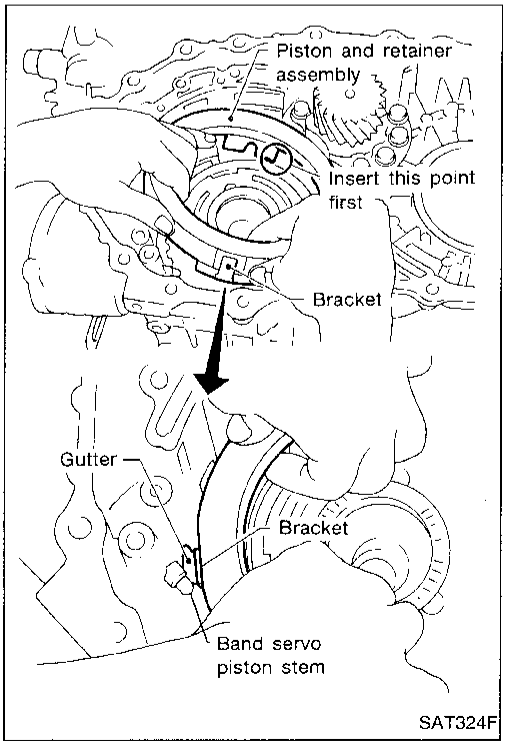


13. Install low and reverse brake piston according to the following procedures.

a. Set and align return springs to transmission case gutters as shown in illustration.

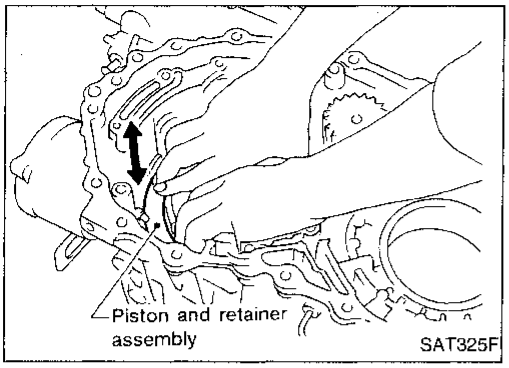


b. Set and align piston with retainer.



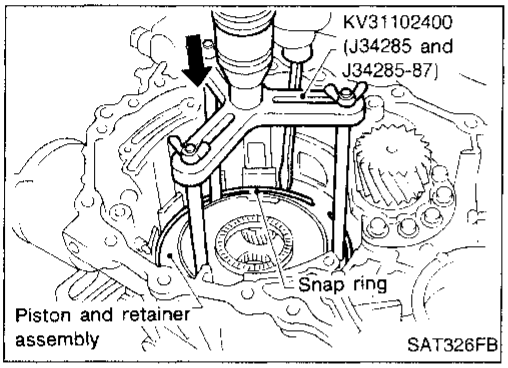
c. Install piston and retainer assembly on the transmission case.
- **Align bracket to specified gutter as indicated in illustration.**

Assembly 2 (Cont'd)

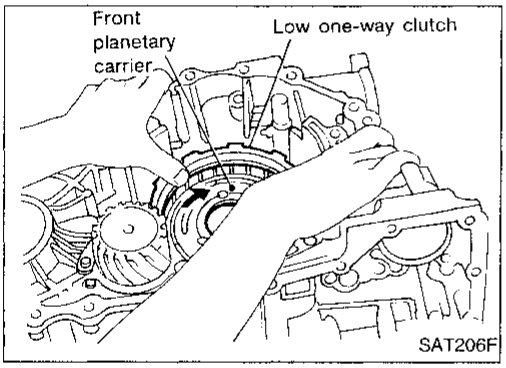


d. Check that each protrusion of piston is correctly set to corresponding return spring as follows.

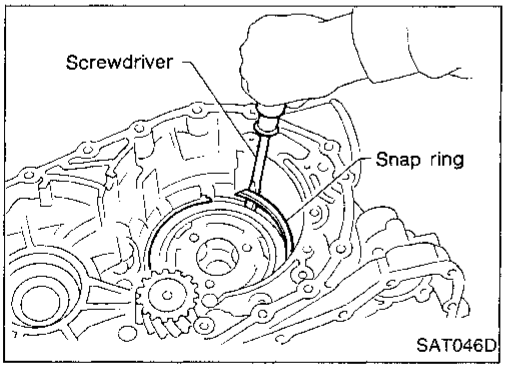
- **Push piston and retainer assembly evenly and confirm they move smoothly.**
- **If they can not move smoothly, remove piston and retainer assembly and align return spring correctly as instructed in step "a".**



e. Push down piston and retainer assembly and install snap ring.

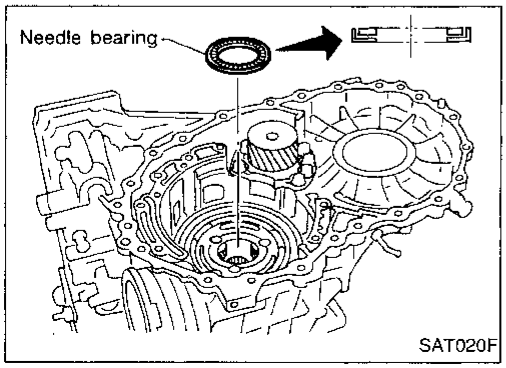


14. Install low one-way clutch to front planetary carrier by turning carrier in the direction of the arrow shown.



15. Install snap ring with screwdriver.

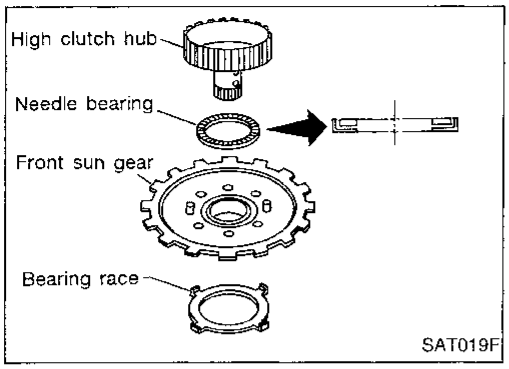
- **Forward clutch and bearing must be correctly installed for snap ring to fit into groove of transmission case.**



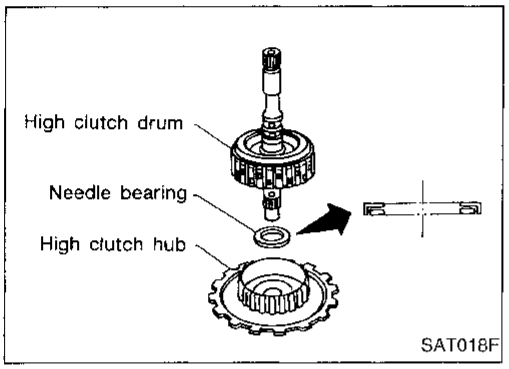
16. Install needle bearing on transmission case.

- **Apply petroleum jelly to needle bearing.**
- **Pay attention to direction of needle bearing.**

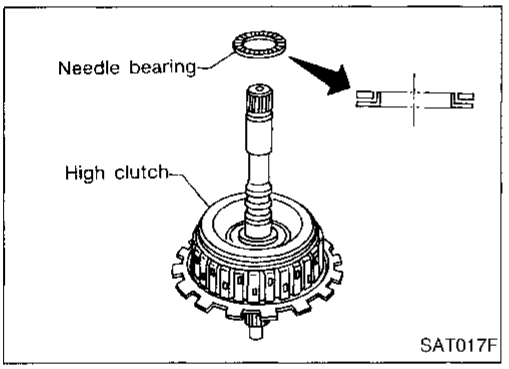
Assembly 2 (Cont'd)



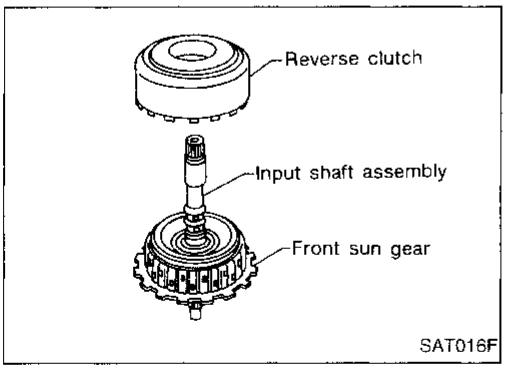
17. Install bearing race, needle bearing and high clutch hub on front sun gear.
- **Apply petroleum jelly to needle bearing.**
- **Pay attention to direction of needle bearing.**



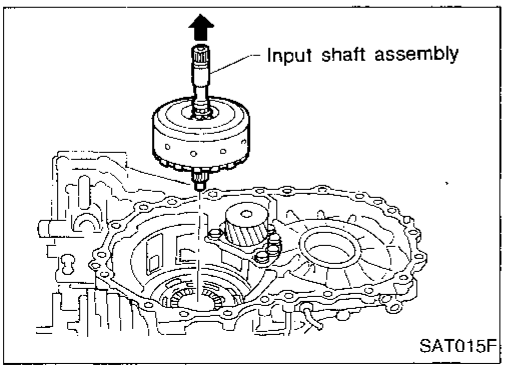
18. Install needle bearing and high clutch drum on high clutch hub.



19. Install needle bearing on high clutch drum.
- **Apply petroleum jelly to needle bearing.**
- **Pay attention to direction of needle bearing.**



20. Remove paper rolled around input shaft.
21. Install input shaft assembly in reverse clutch.
- **Align teeth of reverse clutch drive plates before installing.**

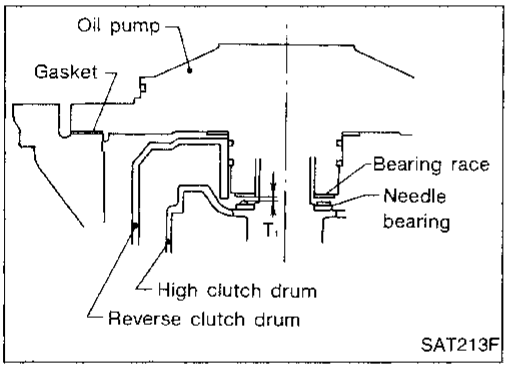


22. Install reverse clutch assembly on transmission case.
- **Align teeth of high clutch drive plates before installing.**

Adjustment 2

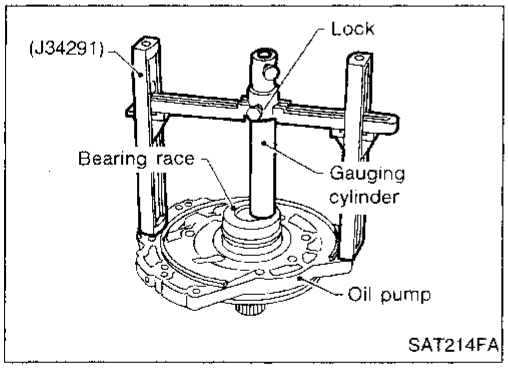
When any parts listed below are replaced, adjust total end play and reverse clutch end play.

Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●
Rear planetary carrier	●	●
Rear sun gear	●	●
Front planetary carrier	●	●
Front sun gear	●	●
High clutch hub	●	●
High clutch drum	●	●
Oil pump cover	●	●
Reverse clutch drum	—	●

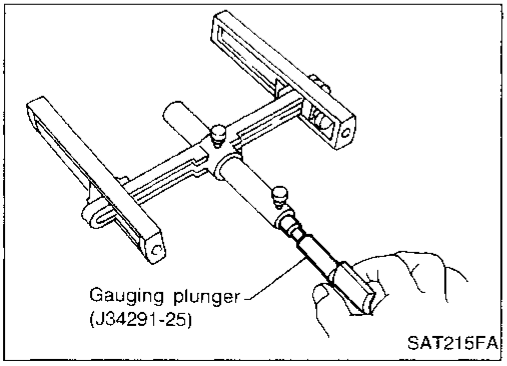


TOTAL END PLAY

1. Adjust total end play "T_1".

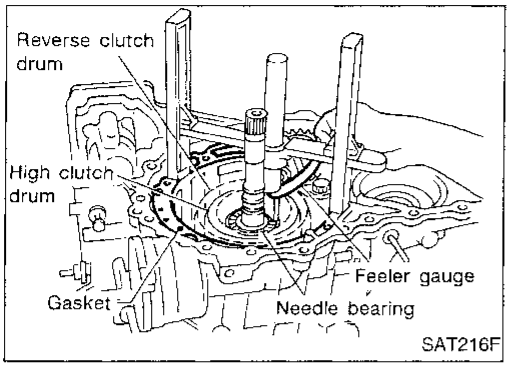


a. With original bearing race installed, place Tool onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly. The gauging cylinder should rest on top of bearing race. Lock gauging cylinder in place with set screw.



b. Install gauging plunger into cylinder.

Adjustment 2 (Cont'd)

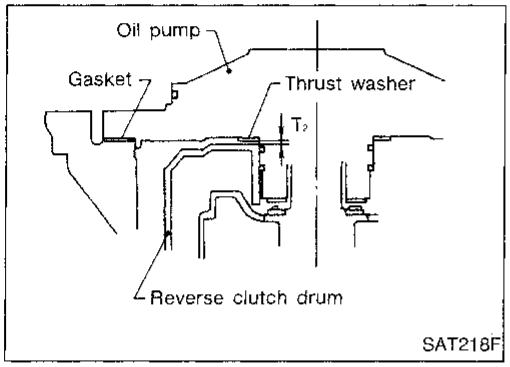


c. With needle bearing installed on high clutch drum, place Tool legs on machined surface of transmission case (with gasket). Then allow plunger to rest on needle bearing.
d. Measure gap between cylinder and plunger. This measurement should give exact total end play.

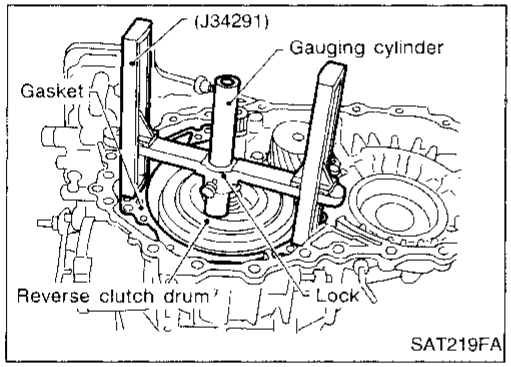
Total end play "T_1":
0.25 - 0.55 mm (0.0098 - 0.0217 in)

- If end play is out of specification, decrease or increase thickness of bearing race as necessary.

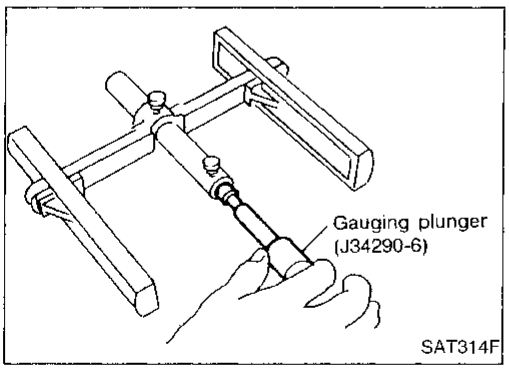
Available bearing race:
Refer to SDS, AT-234.



2. Adjust reverse clutch drum end play "T_2".



a. Place Tool on machined surface of transmission case (with gasket). Then allow gauging cylinder to rest on reverse clutch drum. Lock cylinder in place with set screw.

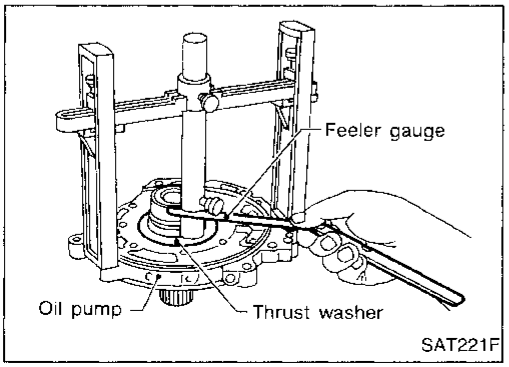


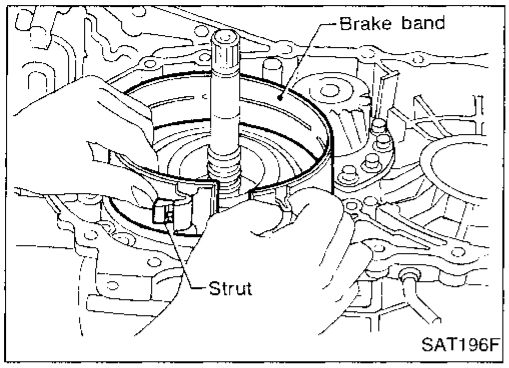
b. Install gauging plunger into cylinder.
c. With original thrust washer installed on oil pump, place Tool legs onto machined surface of oil pump assembly. Then allow plunger to rest on thrust washer.
d. Measure gap between cylinder and plunger with feeler gauge. This measurement should give exact reverse clutch drum end play.

Reverse clutch drum end play "T_2":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

- If end play is out of specification, decrease or increase thickness of thrust washer as necessary.

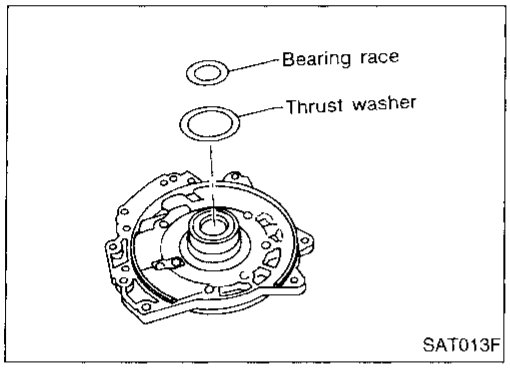
Available thrust washer:
Refer to SDS, AT-233.



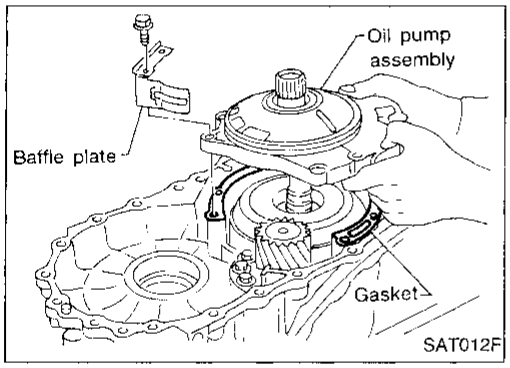


Assembly 3

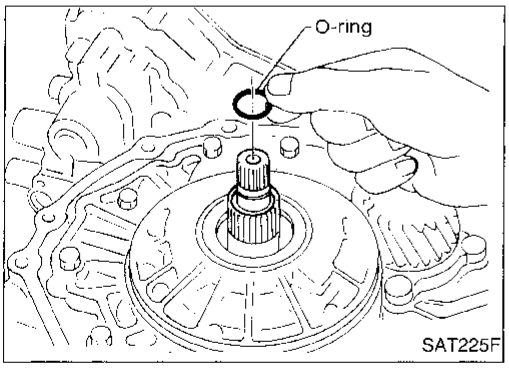
1. Install anchor end pin and lock nut on transmission case.
2. Place brake band on outside of reverse clutch drum. Tighten anchor end pin just enough so that brake band is evenly fitted on reverse clutch drum.



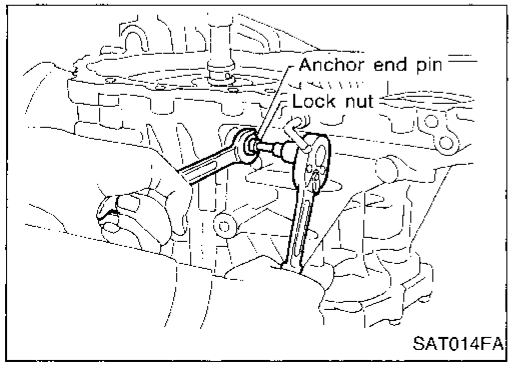
3. Place bearing race selected in total end play adjustment step on oil pump cover.
- **Apply petroleum jelly to bearing race.**
4. Place thrust washer selected in reverse clutch end play step on reverse clutch drum.
- **Apply petroleum jelly to thrust washer.**



5. Install oil pump assembly, baffle plate and gasket on transmission case.
6. Tighten oil pump fixing bolts to the specified torque.

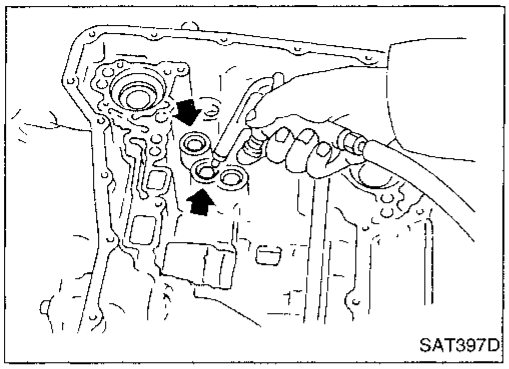


7. Install O-ring to input shaft.
- **Apply ATF to O-ring.**

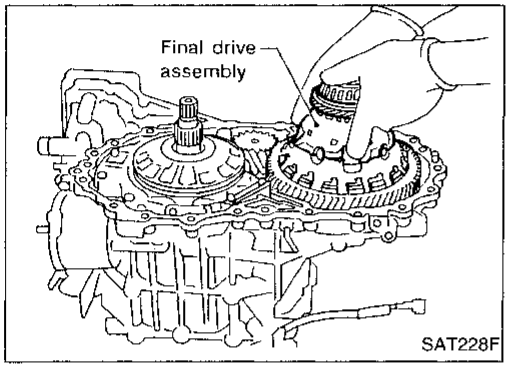


8. Adjust brake band.
a. Tighten anchor end pin to the specified torque.
   Anchor end pin:
   : 3.9 - 5.9 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)
b. Back off anchor end pin two and a half turns.
c. While holding anchor end pin, tighten lock nut.
   Lock nut:
   : 31 - 36 N·m (3.2 - 3.7 kg-m, 23 - 27 ft-lb)

Assembly 3 (Cont'd)

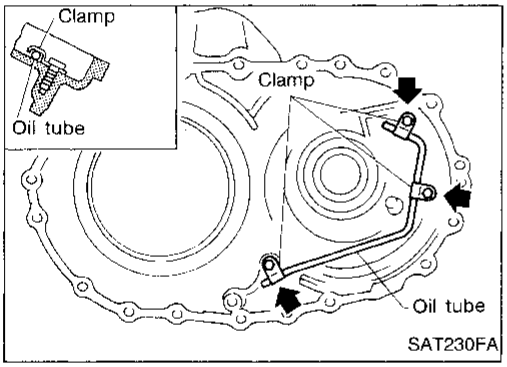

SAT397D

9. Apply compressed air to oil holes of transmission case and check operation of brake band.



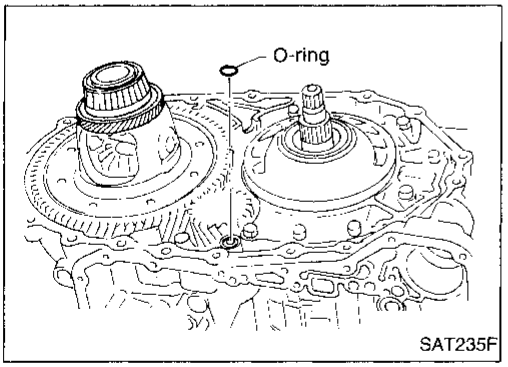
SAT228F

10. Install final drive assembly on transmission case.



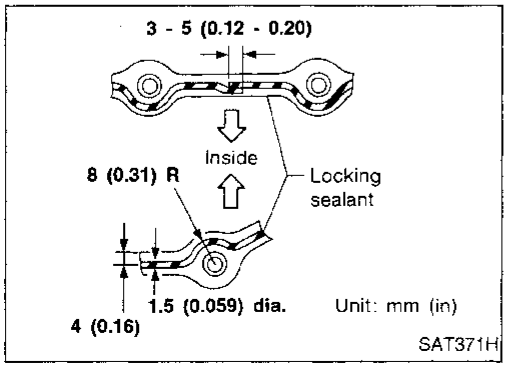
SAT230FA

11. Install oil tube on converter housing.



SAT235F

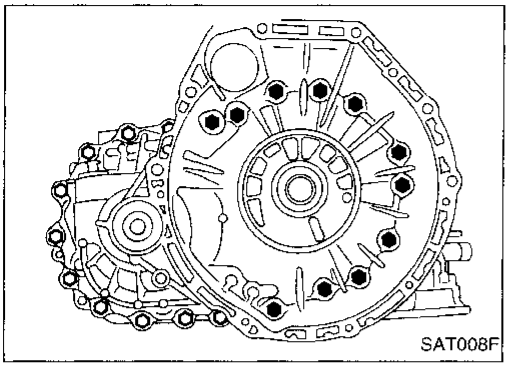
12. Install O-ring on differential oil port of transmission case.



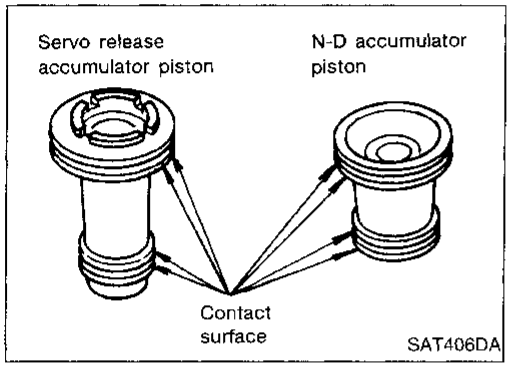
SAT371H

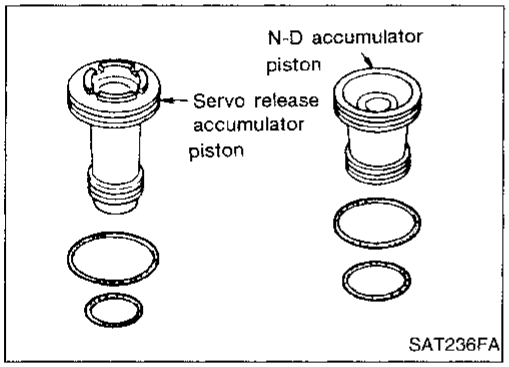
13. Install converter housing on transmission case.
- **Apply locking sealant to mating surface of converter housing.**

Assembly 3 (Cont'd)

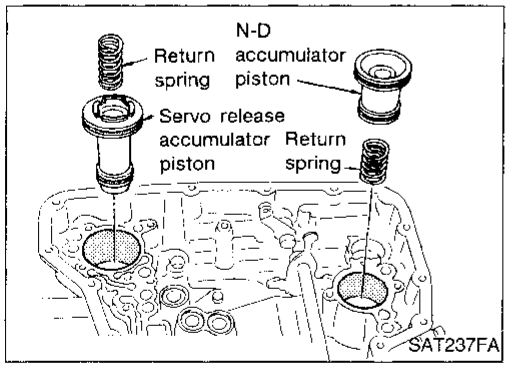


14. Install accumulator piston.
a. Check contact surface of accumulator piston for damage.

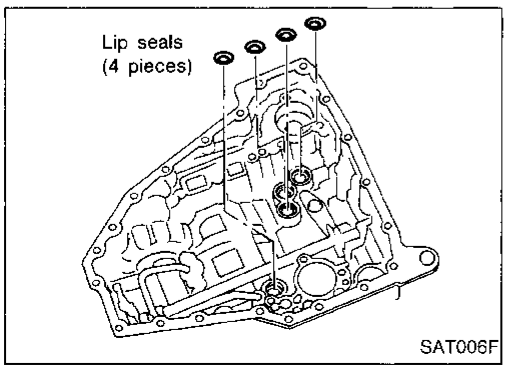




b. Install O-rings on accumulator piston.
- **Apply ATF to O-rings.**
  Accumulator piston O-rings:
  Refer to SDS, AT-233.

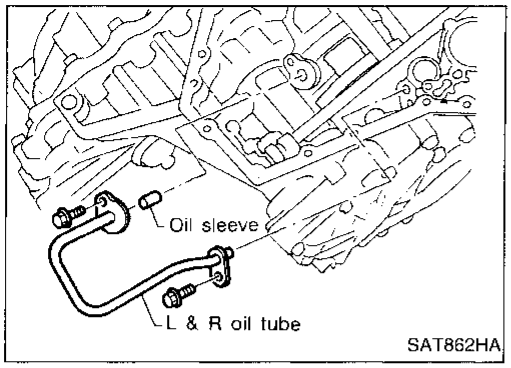


c. Install accumulator pistons and return springs on transmission case.
- **Apply ATF to inner surface of transmission case.**
  Return springs:
  Refer to SDS, AT-234.

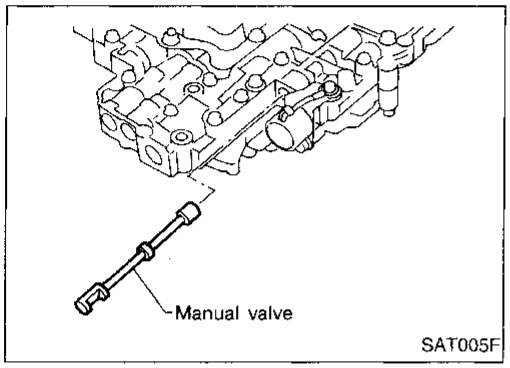


15. Install lip seals for band servo oil holes on transmission case.
- **Apply petroleum jelly to lip seals.**

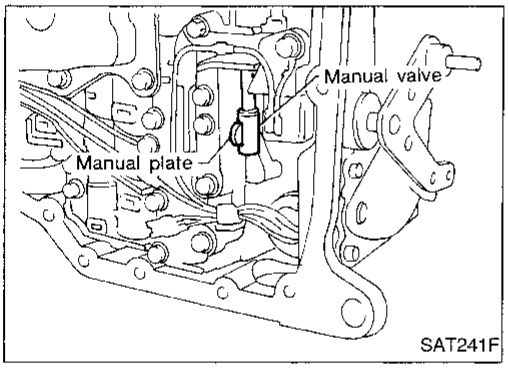
Assembly 3 (Cont'd)



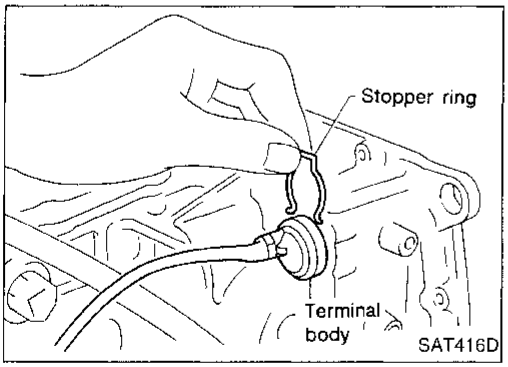
16. Install L & R oil tube and oil sleeve.



17. Install control valve assembly.
a. Insert manual valve into control valve assembly.
- **Apply ATF to manual valve.**

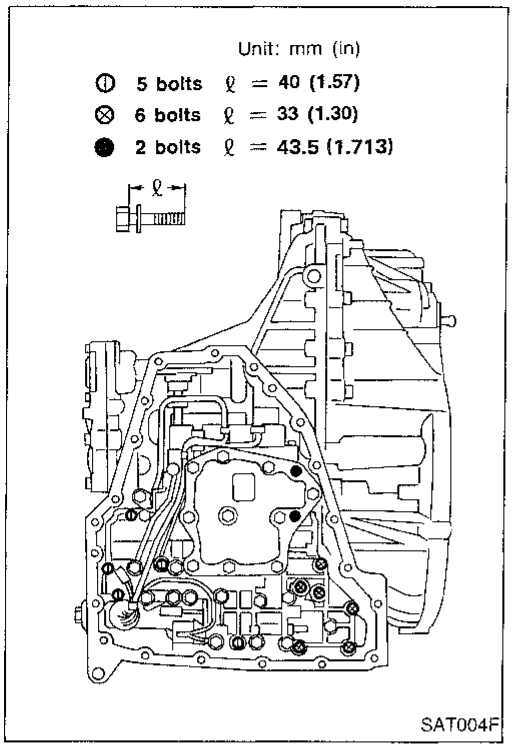


b. Set manual shaft in Neutral position.
c. Install control valve assembly on transmission case while aligning manual valve with manual plate.



d. Pass solenoid harness through transmission case and install terminal body on transmission case by pushing it.
e. Install stopper ring to terminal body.

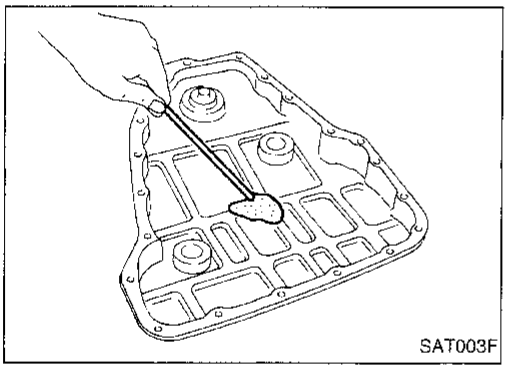
Assembly 3 (Cont'd)



f. Tighten bolts ①, ⊗ and ● .

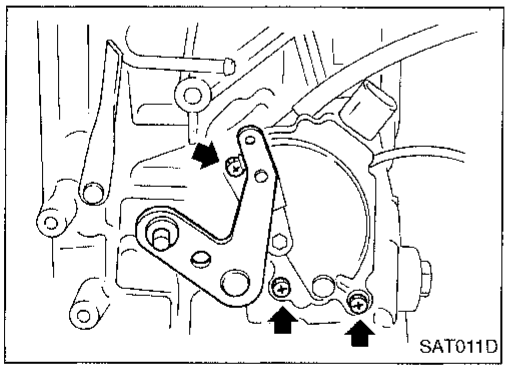
Bolt length, number and location:

Bolt	①	⊗	●
Bolt length "ℓ" mm (in)	40.0 (1.575)	33.0 (1.299)	43.5 (1.713)
Number of bolts	5	6	2

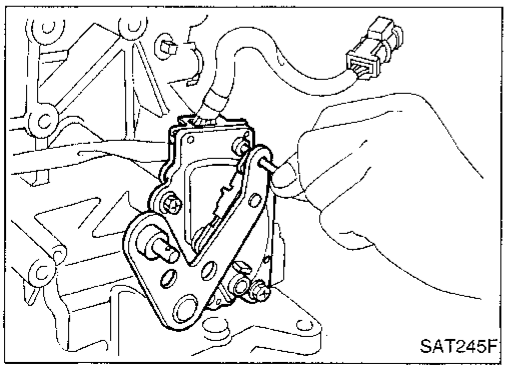


18. Install oil pan.
a. Attach a magnet to oil pan.
b. Install new oil pan gasket on transmission case.
c. Install oil pan on transmission case.
- **Always replace oil pan bolts as they are self-sealing bolts.**
- **Tighten four bolts in a criss-cross pattern to prevent dislocation of gasket.**

d. Tighten drain plug to the specified torque.

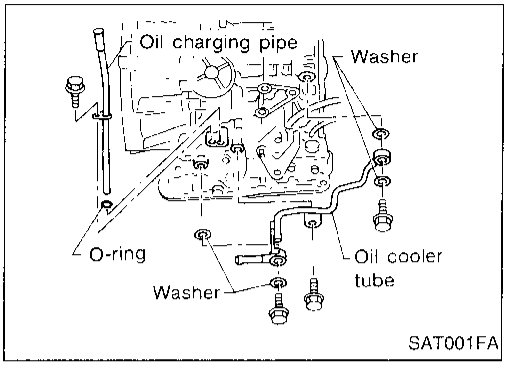


19. Install inhibitor switch.
a. Set manual shaft in "P" position.
b. Temporarily install inhibitor switch on manual shaft.
c. Move selector lever to "N" position.

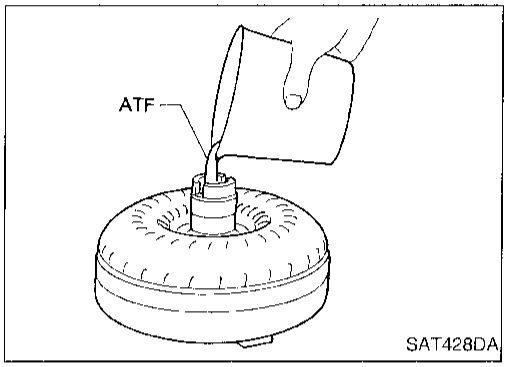


d. Use a 4 mm (0.157 in) pin for this adjustment.
1) Insert the pin straight into the manual shaft adjustment hole.
2) Rotate inhibitor switch until the pin can also be inserted straight into hole in inhibitor switch.
e. Tighten inhibitor switch fixing bolts.
f. Remove pin from adjustment hole after adjusting inhibitor switch.

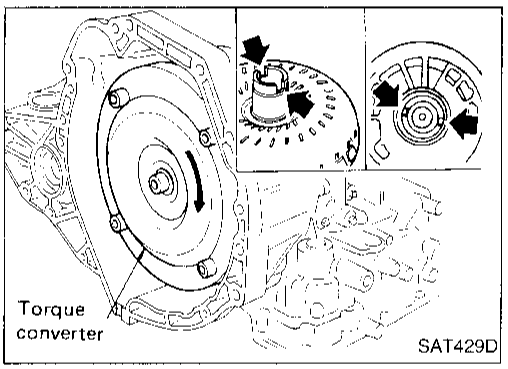
Assembly 3 (Cont'd)



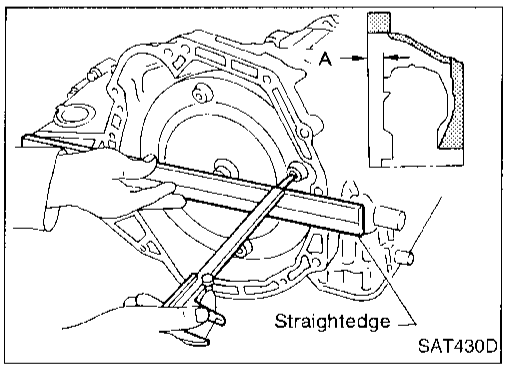
20. Install oil charging pipe and oil cooler tube to transmission case.



21. Install torque converter.
a. Pour ATF into torque converter.
- **Approximately 1 liter (1-1/8 US qt, 7/8 Imp qt) of fluid is required for a new torque converter.**
- **When reusing old torque converter, add the same amount of fluid as was drained.**



b. Install torque converter while aligning notches of torque converter with notches of oil pump.



c. Measure distance "A" to check that torque converter is in proper position.
Distance A: 19 mm (0.75 in) or more

General Specifications

Engine	KA24DE	
Automatic transaxle model	RE4F04A	RE4F04V
Automatic transaxle assembly Model code number	80X65	80X66
Transaxle gear ratio		
1st	2.785	
2nd	1.545	
3rd	1.000	
4th	0.694	
Reverse	2.272	
Final drive	3.619	
Recommended oil	Nissan Matic D (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*	
Oil capacity ℓ (US qt, Imp qt)	9.4 (10, 8-1/4)	

Refer to MA section ("Fluids and Lubricants", "RECOMMENDED FLUIDS AND LUBRICANTS").

Specifications and Adjustments

VEHICLE SPEED WHEN SHIFTING GEARS

Throttle position	Shift pattern	Vehicle speed km/h (MPH)						
		$D_1 \rightarrow D_2$	$D_2 \rightarrow D_3$	$D_3 \rightarrow D_4$	$D_4 \rightarrow D_3$	$D_3 \rightarrow D_2$	$D_2 \rightarrow D_1$	$1_2 \rightarrow 1_1$
Full throttle	Comfort	62 - 70 (39 - 43)	114 - 122 (71 - 76)	179 - 187 (111 - 116)	175 - 183 (109 - 114)	105 - 113 (65 - 70)	41 - 49 (25 - 30)	62 - 70 (39 - 43)
Half throttle	Comfort	42 - 50 (26 - 31)	78 - 86 (48 - 53)	124 - 132 (77 - 82)	75 - 83 (47 - 52)	41 - 49 (25 - 30)	5 - 13 (3 - 8)	62 - 70 (39 - 43)

VEHICLE SPEED WHEN PERFORMING LOCK-UP

Throttle position	Shift pattern	O/D switch	Gear position	Vehicle speed km/h (MPH)	
				Lock-up ON	Lock-up OFF
2/8	Comfort	ON	D_4	105 - 113 (65 - 70)	53 - 61 (33 - 38)
		OFF	D_3	86 - 94 (53 - 58)	83 - 91 (52 - 57)

STALL REVOLUTION

Engine	Stall revolution rpm
KA24DE	2,150 - 2,450

LINE PRESSURE

Engine speed rpm	Line pressure kPa (kg/cm², psi)	
	D, 2 and 1 positions	R position
Idle	500 (5.1, 72)	853 (8.7, 124)
Stall	1,098 (11.2, 159)	1,863 (19, 270)

CONTROL VALVES

Control valve and plug return springs

Unit: mm (in)

Parts			Item		
			Part No.	Free length	Outer diameter
Upper body	⑱	Pilot valve spring	31742-80X14	36.0 (1.417)	8.1 (0.319)
	⑧	1-2 accumulator valve spring	31742-80X10	20.5 (0.807)	7.0 (0.276)
	㉑	1-2 accumulator piston spring	31742-80X19	49.3 (1.941)	19.6 (0.772)
	㉕	1st reducing valve spring	31742-80X05	27.0 (1.063)	7.0 (0.276)
	㉚	2-3 timing valve spring	31742-80X18	30.5 (1.201)	6.6 (0.260)
	⑯	Overrun clutch reducing valve spring	31742-80X15	37.5 (1.476)	6.9 (0.272)
	⑪	Torque converter relief valve spring	31742-80X07	31.0 (1.220)	9.0 (0.354)
	④	Lock-up control valve	31742-80X17	39.5 (1.555)	11.0 (0.433)
Lower body	⑰	Pressure regulator valve spring	31742-80X13	45.0 (1.772)	15.0 (0.591)
	㉒	Overrun clutch control valve spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	㉖	Accumulator control valve spring	31742-80X02	22.0 (0.866)	6.5 (0.256)
	㉛	Shift valve A spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	⑫	Shift valve B spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	③	Pressure modifier valve spring	31742-41X15	30.5 (1.201)	9.8 (0.386)
	⑦		31742-80X16	32.0 (1.260)	6.9 (0.272)
	⑭	Plug spring	31742-80X11	17.0 (0.669)	10.7 (0.421)

Specifications and Adjustments (Cont'd)

CLUTCHES AND BRAKES

Reverse clutch

Number of drive plates	2
Number of driven plates	2
Drive plate thickness mm (in)	
Standard	1.6 (0.063)
Allowable limit	1.4 (0.055)
Clearance mm (in)	
Standard	0.5 - 0.8 (0.020 - 0.031)
Allowable limit	1.2 (0.047)

Thickness of retaining plates	Thickness mm (in)	Part number
	6.6 (0.260)	31537-80X05
	6.8 (0.268)	31537-80X06
	7.0 (0.276)	31537-80X07
	7.2 (0.283)	31537-80X08
	7.4 (0.291)	31537-80X09
	7.6 (0.299)	31537-80X20
	7.8 (0.307)	31537-80X21

High clutch

Number of drive plates	3
Number of driven plates	7 + 1
Drive plate thickness mm (in)	
Standard	1.6 (0.063)
Allowable limit	1.4 (0.055)
Clearance mm (in)	
Standard	1.8 - 2.2 (0.071 - 0.087)
Allowable limit	2.8 (0.110)

Thickness of retaining plates	Thickness mm (in)	Part number
	3.2 (0.126)	31537-80X11
	3.4 (0.134)	31537-80X12
	3.6 (0.142)	31537-80X13
	3.8 (0.150)	31537-80X14
	4.0 (0.157)	31537-80X15

Forward clutch

Number of drive plates	4
Number of driven plates	4
Drive plate thickness mm (in)	
Standard	1.6 (0.063)
Allowable limit	1.4 (0.055)
Clearance mm (in)	
Standard	0.45 - 0.85 (0.0177 - 0.0335)
Allowable limit	1.65 (0.0650)

Thickness of retaining plates	Thickness mm (in)	Part number
	3.6 (0.142)	31537-80X70
	3.8 (0.150)	31537-80X71
	4.0 (0.157)	31537-80X72
	4.2 (0.165)	31537-80X73
	4.4 (0.173)	31537-80X74
	3.4 (0.134)	31537-80X75

Overrun clutch

Number of drive plates	3
Number of driven plates	5
Drive plate thickness mm (in)	
Standard	1.6 (0.063)
Allowable limit	1.4 (0.055)
Clearance mm (in)	
Standard	0.7 - 1.1 (0.028 - 0.043)
Allowable limit	1.7 (0.067)

Thickness of retaining plates	Thickness mm (in)	Part number
	3.0 (0.118)	31537-80X65
	3.2 (0.126)	31537-80X66
	3.4 (0.134)	31537-80X67
	3.6 (0.142)	31537-80X68
	3.8 (0.150)	31537-80X69

Specifications and Adjustments (Cont'd)

Low & reverse brake		
Number of drive plates	5	
Number of driven plates	5	
Drive plate thickness mm (in)		
Standard	1.8 (0.071)	
Allowable limit	1.6 (0.063)	
Clearance mm (in)		
Standard	1.7 - 2.1 (0.067 - 0.083)	
Allowable limit	3.1 (0.122)	
Thickness of retaining plates	Thickness mm (in)	Part number
	2.0 (0.079)	31667-80X00
	2.2 (0.087)	31667-80X01
	2.4 (0.094)	31667-80X02
	2.6 (0.102)	31667-80X03
	2.8 (0.110)	31667-80X04
	3.0 (0.118)	31667-80X05
	3.2 (0.126)	31667-80X06
	3.4 (0.134)	31667-80X07
	9.0 (0.354)	31677-80X09
Brake band		
Anchor end pin tightening torque N·m (kg-m, in-lb)	3.9 - 5.9 (0.4 - 0.6, 35 - 52)	
Number of returning revolutions for anchor end pin	2.5	
Lock nut tightening torque N·m (kg-m, ft-lb)	31 - 36 (3.2 - 3.7, 23 - 27)	

FINAL DRIVE

Differential side gear clearance

Clearance between side gear and differential case with washer mm (in)	0.1 - 0.2 (0.004 - 0.008)

Differential side gear thrust washers

RE4F04A

Thickness mm (in)	Part number
0.75 (0.0295)	38424-81X00
0.80 (0.0315)	38424-81X01
0.85 (0.0335)	38424-81X02
0.90 (0.0354)	38424-81X03
0.95 (0.0374)	38424-81X04

RE4F04V

Thickness mm (in)		Part number
Viscous coupling side	0.44 (0.0173)	38424-51E10
	0.53 (0.0209)	38424-51E11
	0.62 (0.0244)	38424-51E12
	0.71 (0.0280)	38424-51E13
	0.80 (0.0315)	38424-51E14
Differential case side	0.75 (0.0295)	38424-E3000
	0.80 (0.0315)	38424-E3001
	0.85 (0.0335)	38424-E3002
	0.90 (0.0354)	38424-E3003

Differential side bearing preload adjusting shims

RE4F04A

Thickness mm (in)	Part number
0.48 (0.0189)	31438-80X00
0.52 (0.0205)	31438-80X01
0.56 (0.0220)	31438-80X02
0.60 (0.0236)	31438-80X03
0.64 (0.0252)	31438-80X04
0.68 (0.0268)	31438-80X05
0.72 (0.0283)	31438-80X06
0.76 (0.0299)	31438-80X07
0.80 (0.0315)	31438-80X08
0.84 (0.0331)	31438-80X09
0.88 (0.0346)	31438-80X10
0.92 (0.0362)	31438-80X11

Specifications and Adjustments (Cont'd)

RE4F04V

Thickness mm (in)	Part number
0.36 (0.0142)	38753-56E00
0.40 (0.0157)	38753-56E01
0.44 (0.0173)	38753-56E02
0.48 (0.0189)	38753-56E03
0.52 (0.0205)	38753-56E04
0.56 (0.0220)	38753-56E05
0.60 (0.0236)	38753-56E06
0.64 (0.0252)	38753-56E07
0.68 (0.0268)	38753-56E08
0.72 (0.0283)	38753-56E09
0.76 (0.0299)	38753-56E10
0.80 (0.0315)	38753-56E11
0.84 (0.0331)	38753-56E12
0.88 (0.0346)	38753-56E13
0.92 (0.0362)	38753-56E14
0.12 (0.0047)	38753-56E15
0.16 (0.0063)	38753-56E16
0.20 (0.0079)	38753-56E17
0.24 (0.0094)	38753-56E18
0.28 (0.0110)	38753-56E19
0.32 (0.0126)	38753-56E20

Bearing preload

Differential side bearing preload mm (in)	0.05 - 0.09 (0.0020 - 0.0035)

Turning torque

Turning torque of final drive assembly N·m (kg-cm, in-lb)	0.78 - 1.37 (8.0 - 14.0, 6.9 - 12.2)

Clutch and brake return springs

Unit: mm (in)

Parts	Free length	Outer diameter
Forward clutch (Overrun clutch) (22 pcs)	21.4 (0.843)	10.3 (0.406)
High clutch (12 pcs)	22.5 (0.886)	10.8 (0.425)
Low & Reverse brake (24 pcs)	24.1 (0.949)	6.6 (0.260)

PLANETARY CARRIER AND OIL PUMP

Planetary carrier	
Clearance between planetary carrier and pinion washer mm (in)	
Standard	0.20 - 0.70 (0.0079 - 0.0276)
Allowable limit	0.80 (0.0315)
Oil pump	
Oil pump side clearance mm (in)	0.030 - 0.050 (0.0012 - 0.0020)

Thickness of inner gears and outer gears

Inner gear	
Thickness mm (in)	Part number
11.99 - 12.0 (0.4720 - 0.4724)	31346-80X00
11.98 - 11.99 (0.4717 - 0.4720)	31346-80X01
11.97 - 11.98 (0.4713 - 0.4717)	31346-80X02

Outer gear	
Thickness mm (in)	Part number
11.99 - 12.0 (0.4720 - 0.4724)	31347-80X00
11.98 - 11.99 (0.4717 - 0.4720)	31347-80X01
11.97 - 11.98 (0.4713 - 0.4717)	31347-80X02

Clearance between oil pump housing and outer gear mm (in)	
Standard	0.111 - 0.181 (0.0044 - 0.0071)
Allowable limit	0.181 (0.0071)
Oil pump cover seal ring clearance mm (in)	
Standard	0.1 - 0.25 (0.0039 - 0.0098)
Allowable limit	0.25 (0.0098)

INPUT SHAFT

Input shaft seal ring clearance mm (in)	
Standard	0.08 - 0.23 (0.0031 - 0.0091)
Allowable limit	0.23 (0.0091)

REDUCTION PINION GEAR

Turning torque

Turning torque of reduction pinion gear N·m (kg-cm, in-lb)	0.05 - 0.39 (0.5 - 4.0, 0.43 - 3.47)

Reduction pinion gear bearing adjusting shims

Thickness mm (in)	Part number
5.10 (0.2008)	31439-81X05
5.12 (0.2016)	31439-81X06
5.14 (0.2024)	31439-81X07
5.16 (0.2031)	31439-81X08
5.18 (0.2039)	31439-81X09
5.20 (0.2047)	31439-81X10
5.22 (0.2055)	31439-81X11
5.24 (0.2063)	31439-81X12
5.26 (0.2071)	31439-81X13
5.28 (0.2079)	31439-81X14
5.30 (0.2087)	31439-81X15
5.32 (0.2094)	31439-81X16
5.34 (0.2102)	31439-81X17
5.36 (0.2110)	31439-81X18
5.38 (0.2118)	31439-81X19
5.40 (0.2126)	31439-81X20
5.42 (0.2134)	31439-81X21
5.44 (0.2142)	31439-81X22
5.46 (0.2150)	31439-81X23
5.48 (0.2157)	31439-81X24
5.50 (0.2165)	31439-81X46
5.52 (0.2173)	31439-81X47
5.54 (0.2181)	31439-81X48
5.56 (0.2189)	31439-81X49
5.58 (0.2197)	31439-81X60
5.60 (0.2205)	31439-81X61
5.62 (0.2213)	31439-81X62
5.64 (0.2220)	31439-81X63
5.66 (0.2228)	31439-81X64
5.68 (0.2236)	31439-81X65
5.70 (0.2244)	31439-81X66
5.72 (0.2252)	31439-81X67
5.74 (0.2260)	31439-81X68
5.76 (0.2268)	31439-81X69
5.78 (0.2276)	31439-81X70
5.80 (0.2283)	31439-81X71
5.82 (0.2291)	31439-81X72
5.84 (0.2299)	31439-81X73
5.86 (0.2307)	31439-81X74
5.88 (0.2315)	31439-81X75
5.90 (0.2323)	31439-81X76
5.92 (0.2331)	31439-81X77
5.94 (0.2339)	31439-81X78
5.96 (0.2346)	31439-81X79
5.98 (0.2354)	31439-81X80
6.00 (0.2362)	31439-81X81
6.02 (0.2370)	31439-81X82
6.04 (0.2378)	31439-81X83
6.06 (0.2386)	31439-81X84
6.08 (0.2394)	31439-82X00
6.10 (0.2402)	31439-82X01
6.12 (0.2409)	31439-82X02
6.14 (0.2417)	31439-82X03
6.16 (0.2425)	31439-82X04
6.18 (0.2433)	31439-82X05
6.20 (0.2441)	31439-82X06
6.22 (0.2449)	31439-82X07
6.24 (0.2457)	31439-82X08
6.26 (0.2465)	31439-82X09
6.28 (0.2472)	31439-82X10
6.30 (0.2480)	31439-82X11
6.32 (0.2488)	31439-82X12
6.34 (0.2496)	31439-82X13
6.36 (0.2504)	31439-82X14
6.38 (0.2512)	31439-82X15
6.40 (0.2520)	31439-82X16
6.42 (0.2528)	31439-82X17
6.44 (0.2535)	31439-82X18
6.46 (0.2543)	31439-82X19
6.48 (0.2551)	31439-82X20
6.50 (0.2559)	31439-82X21
6.52 (0.2567)	31439-82X22
6.54 (0.2575)	31439-82X23
6.56 (0.2583)	31439-82X24
6.58 (0.2591)	31439-82X60
6.60 (0.2598)	31439-82X61

REVERSE CLUTCH END PLAY

Reverse clutch end play mm (in)	0.55 - 0.90 (0.0217 - 0.0354)

Thrust washers for adjusting reverse clutch drum end play

Thickness mm (in)	Part number
0.80 (0.0315)	31508-80X13
1.40 (0.0551)	31508-80X17
0.95 (0.0374)	31508-80X14
1.10 (0.0433)	31508-80X15
1.25 (0.0492)	31508-80X16
1.55 (0.0610)	31508-80X18
1.70 (0.0669)	31508-80X19
1.85 (0.0728)	31508-80X20

ACCUMULATOR

O-ring

Unit: mm (in)

Accumulator	Inner diameter (Small)	Inner diameter (Large)
Servo release accumulator	26.9 (1.059)	44.2 (1.740)
N-D accumulator	34.6 (1.362)	39.4 (1.551)

Specifications and Adjustments (Cont'd)

Return spring

Unit: mm (in)

Accumulator	Free length	Outer diameter
Servo release accumulator	52.5 (2.067)	20.4 (0.803)
N-D accumulator	43.5 (1.713)	27.0 (1.063)

BAND SERVO

Return spring

Unit: mm (in)

Return spring	Free length	Outer diameter
2nd servo return spring	32.5 (1.280)	25.9 (1.020)
O/D servo return spring	31.0 (1.220)	21.7 (0.854)

REMOVAL AND INSTALLATION

Unit: mm (in)

Distance between end of converter housing and torque converter	19 (0.75)

OUTPUT SHAFT

Seal ring clearance

Output shaft seal ring clearance mm (in)	
Standard	0.10 - 0.25 (0.0039 - 0.0098)
Allowable limit	0.25 (0.0098)

End play

Output shaft end play	mm (in)	0 - 0.15 (0 - 0.0059)

Output shaft adjusting shims

Thickness mm (in)	Part number
0.80 (0.0315)	31438-80X60
0.84 (0.0331)	31438-80X61
0.88 (0.0346)	31438-80X62
0.92 (0.0362)	31438-80X63
0.96 (0.0378)	31438-80X64
1.00 (0.0394)	31438-80X65
1.04 (0.0409)	31438-80X66
1.08 (0.0425)	31438-80X67
1.12 (0.0441)	31438-80X68
1.16 (0.0457)	31438-80X69
1.20 (0.0472)	31438-80X70

BEARING RETAINER

Seal ring clearance

Bearing retainer seal ring clearance mm (in)	
Standard	0.10 - 0.30 (0.0039 - 0.0118)
Allowable limit	0.30 (0.0118)

TOTAL END PLAY

Total end play	mm (in)	0.25 - 0.55 (0.0098 - 0.0217)

Bearing race for adjusting total end play

Thickness mm (in)	Part number
0.8 (0.031)	31435-80X00
1.0 (0.039)	31435-80X01
1.2 (0.047)	31435-80X02
1.4 (0.055)	31435-80X03
1.6 (0.063)	31435-80X04
1.8 (0.071)	31435-80X05
2.0 (0.079)	31435-80X06
0.9 (0.035)	31435-80X09
1.1 (0.043)	31435-80X10
1.3 (0.051)	31435-80X11
1.5 (0.059)	31435-80X12
1.7 (0.067)	31435-80X13
1.9 (0.075)	31435-80X14