

Transmission

Removal

⚠ WARNING Make sure lifts, jacks and safety stands are placed properly, and hoist brackets are attached to the correct position on the engine (see [section 1](#)).

NOTE: The original radio may have a coded theft protection circuit. Be sure to get the customer's code number before:

- disconnecting the battery.
- removing the No. 56 (7.5 A) fuse in the under-hood fuse/relay box.
- removing the radio.

After service, reconnect power to the radio and turn it on. When the word "CODE" is displayed, enter the customer's 5-digit code to restore radio operation.

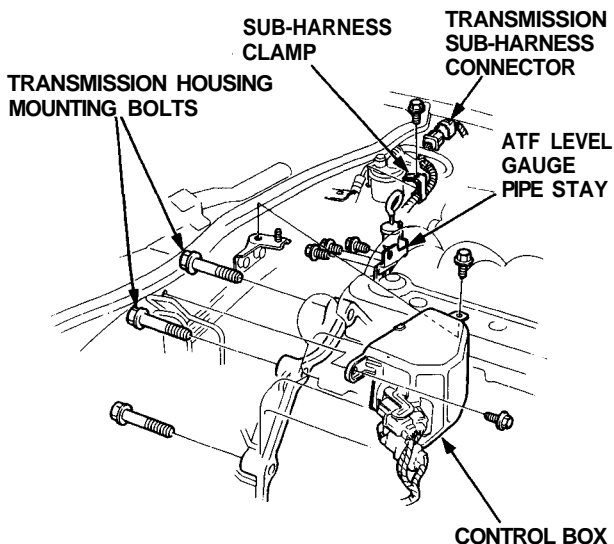
1. Disconnect the battery negative (–) and positive (+) cables from the battery.

2. Remove the strut bar.

3. Remove the control box.

CAUTION: Do not remove the vacuum tubes from the control box.

4. Disconnect the transmission sub-harness connector, and remove the transmission sub-harness clamp.
5. Remove the three bolts securing the ATF level gauge pipe stay.
6. Remove the transmission housing mounting bolts.
7. Drain automatic transmission fluid (ATF). Reinstall the drain plug with a new sealing washer (see page [14-85](#)).

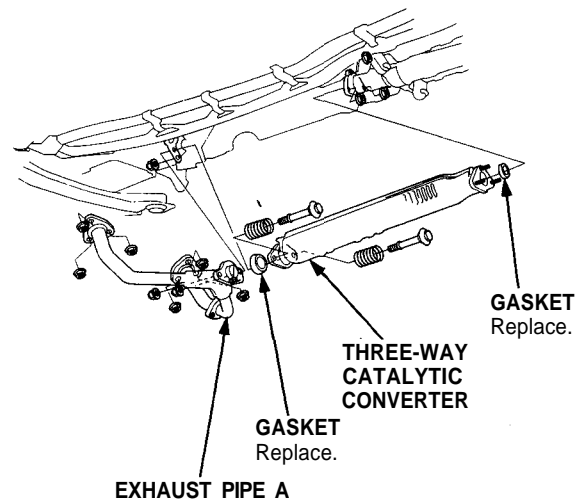


8. Remove the three-way catalytic converter.

9. Remove the exhaust pipe A.

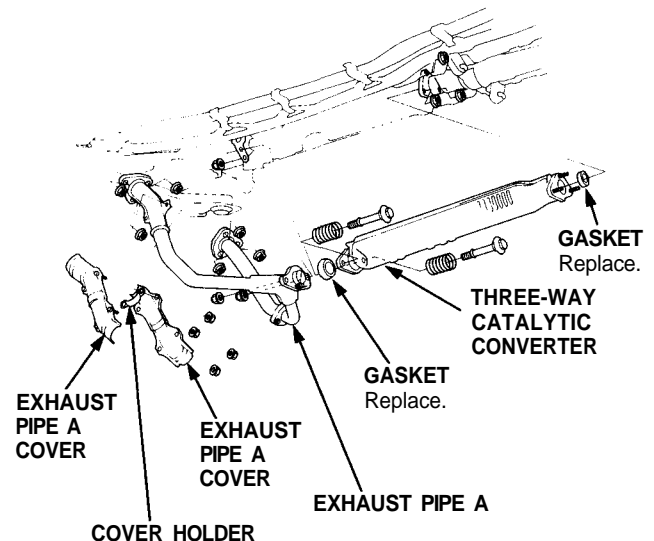
NOTE: All nuts shown in this figure are self-locking; replace them when installing.

GS model:



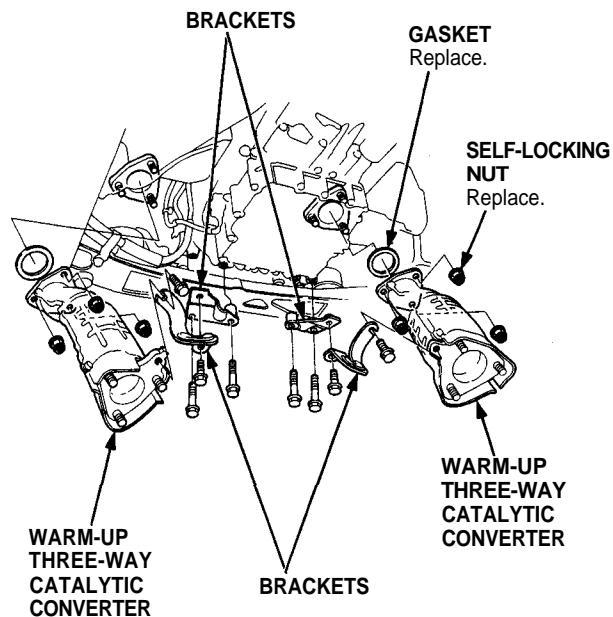
L and LS models:

NOTE: Remove the exhaust pipe A cover, then remove the exhaust pipe A.

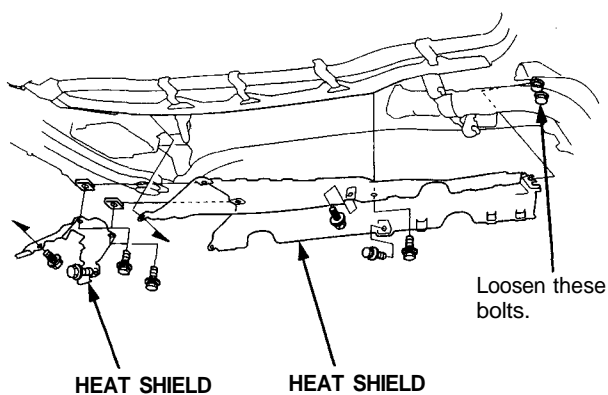




10. Remove the brackets, then remove the warm-up three-way catalytic converters (GS model).



11. Remove the heat shields.



12. Remove the ATF cooler hoses at the joint pipes. Turn the ends up to prevent ATF flowing out.

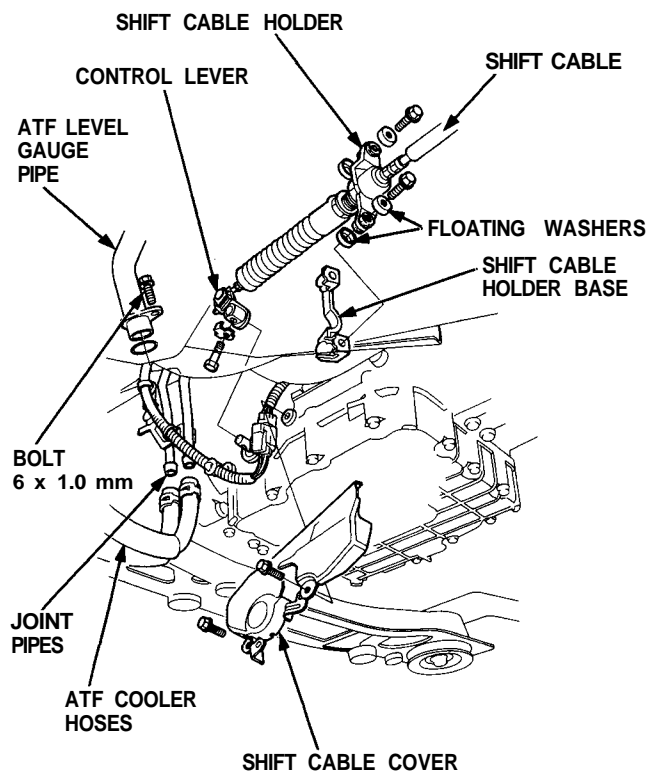
NOTE: Check for any signs of leakage at hose joints.

13. Remove the transmission sub-harness connector from the shift cable cover, then remove the shift cable cover.

14. Remove the shift cable holder from the shift cable holder base.

15. Remove the control lever from the control shaft.

16. Remove the bolt securing the ATF level gauge pipe, then remove the ATF level gauge pipe from the torque converter housing.



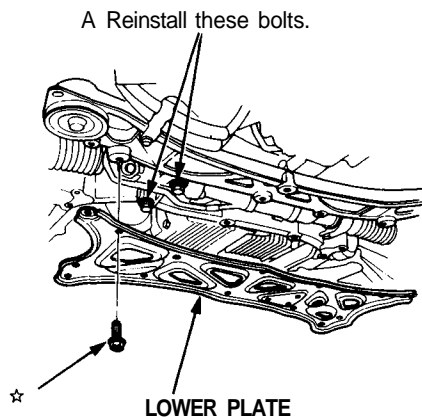
(cont'd)

Transmission

Removal (cont'd)

17. Remove the lower plate and reinstall the steering gearbox mounting bolts.

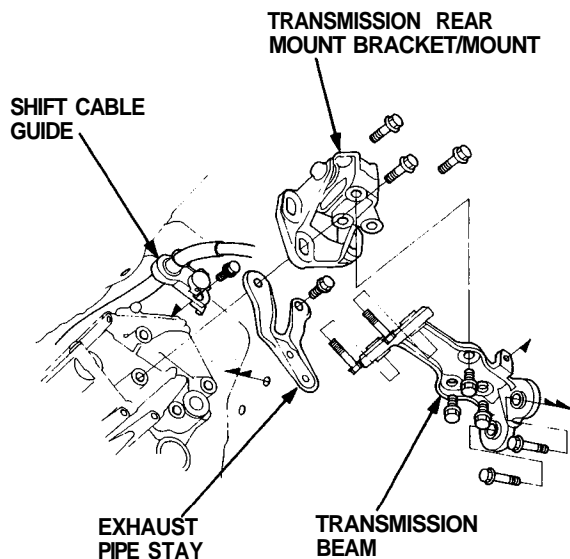
☆: Corrosion resistant bolt



18. Remove the shift cable guide.

CAUTION: Take care not to bend the shift cable.

19. Remove the transmission beam, rear transmission mount bracket/mount and exhaust pipe stay.

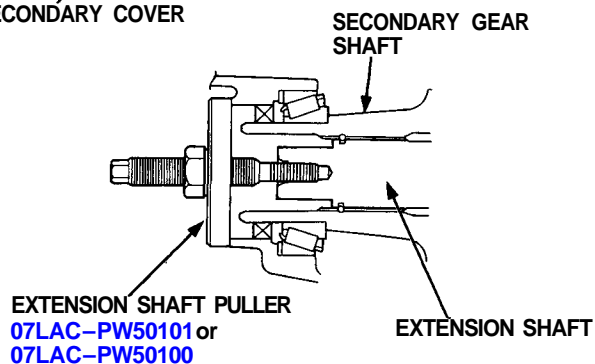
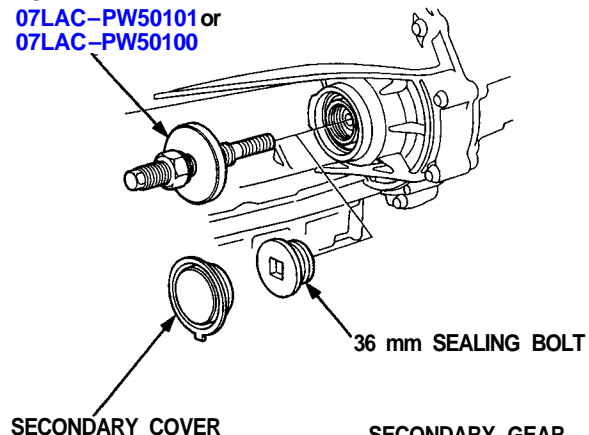


20. Shift to **P** position by rotating the control shaft.

21. Remove the secondary cover and 36 mm sealing bolts.

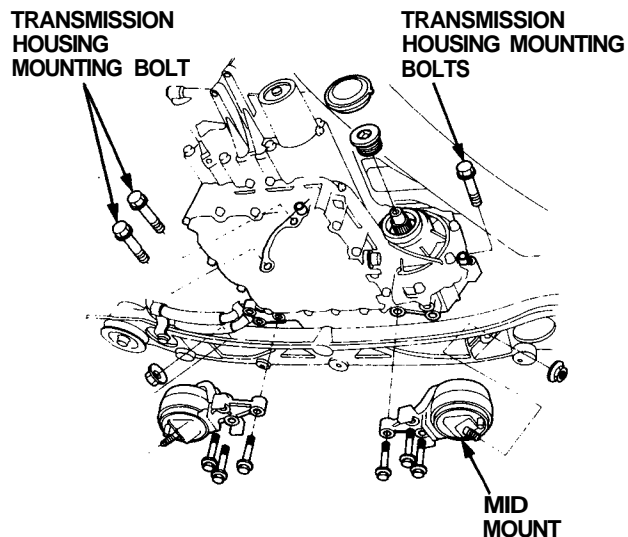
22. Remove the extension shaft from the differential using the special tool as shown.

EXTENSION SHAFT PULLER
07LAC-PW50101 or
07LAC-PW50100



23. Place a jack under the transmission, and raise the transmission just enough to take weight off of the mounts, then remove the mid mounts.

24. Remove the transmission housing mounting bolts.





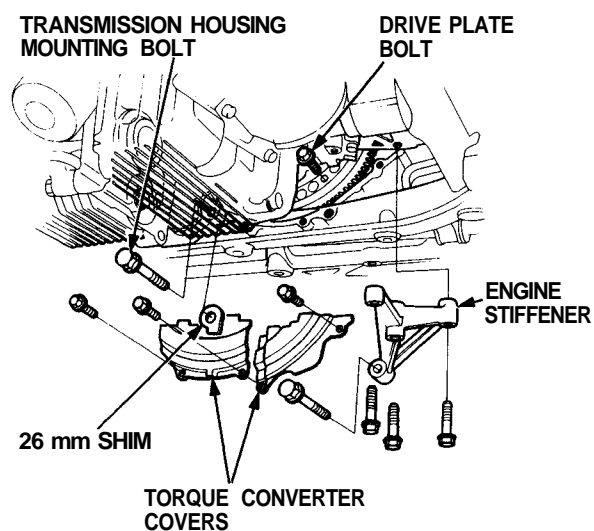
25. Remove the engine stiffener.

26. Remove the torque converter covers.

27. Remove the drive plate bolts one at a time while rotating the crankshaft pulley.

NOTE: Removing the spark plugs will make rotating the crankshaft pulley easier.

28. Remove the transmission housing mounting bolts.



29. Pull the transmission away from the engine until it clears the dowel pin, then lower it on the transmission jack.