

Automatic Transmission

DISASSEMBLY

SERVICE GUIDE

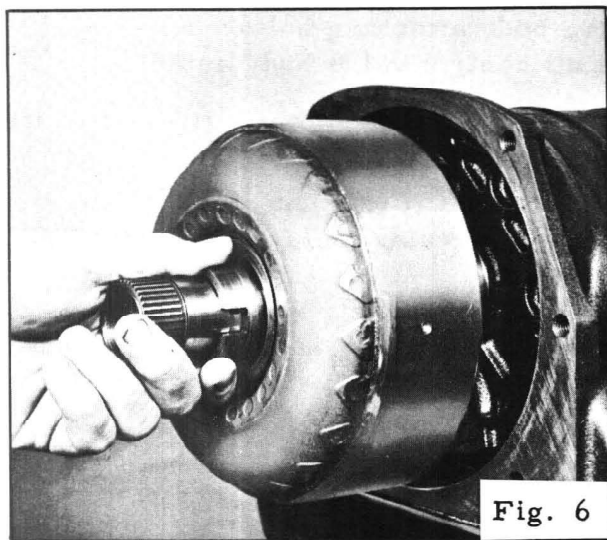


Fig. 6

REMOVAL OF FRONT UNIT COUPLING, MAIN OIL CONTROL VALVE BODY AND OIL PUMP

- ☒ Using a 1/2" socket, remove the oil cooler adapter attaching bolts and washers. Remove the adapter and gasket. Using a snap ring pliers, remove the two oil cooler sleeves and "O" ring seals.
- ☒ Grasp the front unit coupling shaft and pull the front unit coupling from the transmission (Fig. 6).

- ☒ Bolt the transmission holding fixture to the transmission using four flywheel housing attaching bolts. (Fig. 7) Position the transmission and holding fixture on the bench with the pan side up.

Note: If the holding fixture is not available, position the transmission on the workbench pan side up.

- ☒ Using a 1/2" socket, remove the oil pan bolts. Remove the oil pan. Discard the oil pan gasket.
- ☒ Loosen the accumulator attaching bolt which retains the intake pipe clip. Remove the oil cleaner by raising the oil cleaner and intake pipe away from the attaching clip on the clutch valve body.
- ☒ Separate the intake pipe from the cleaner. Remove the "O" rings from the pump and cleaner.
- ☒ Using a 9/16" wrench, remove the two accumulator and low servo assembly attaching bolts (Fig. 8).

Caution: This assembly is under spring tension.

Remove the accumulator and servo assembly and the servo spring.

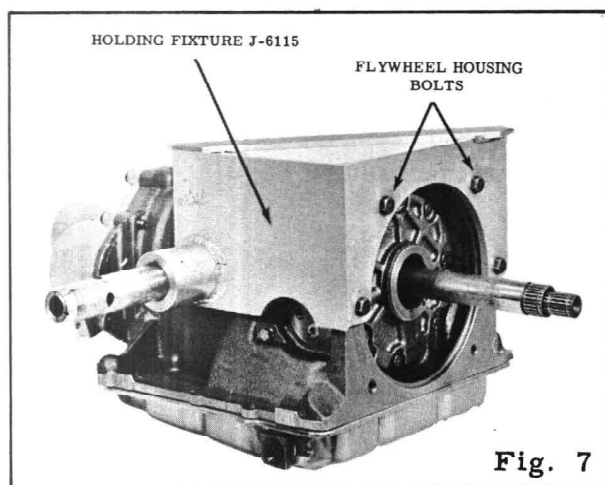


Fig. 7

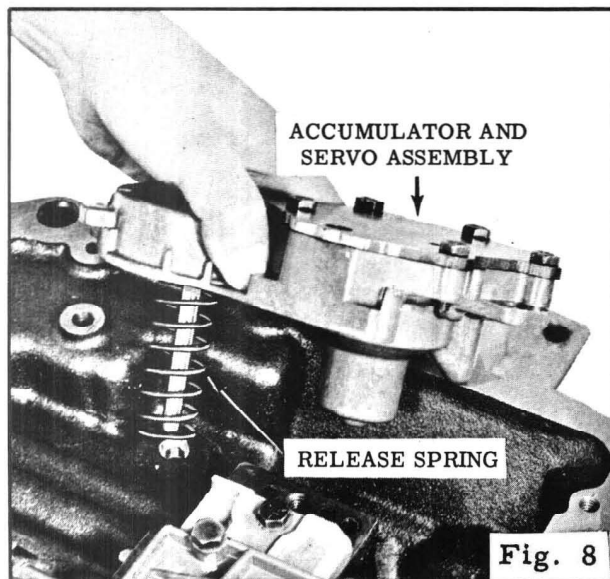


Fig. 8