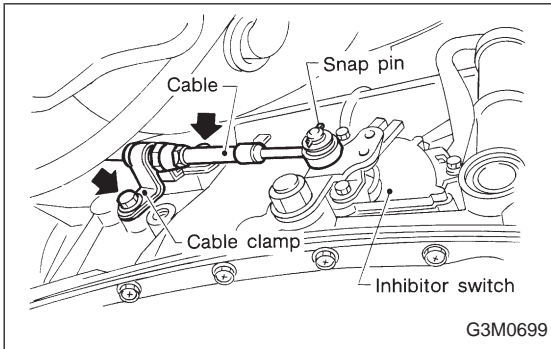


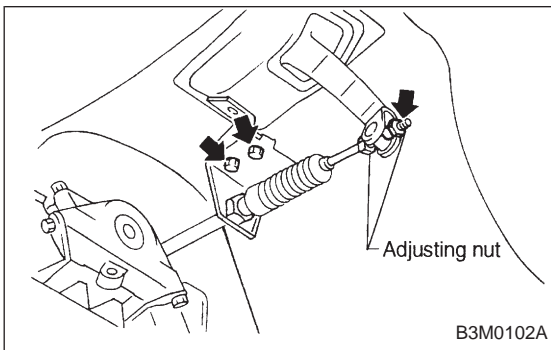
**2. Automatic Transmission**

**A: REMOVAL**

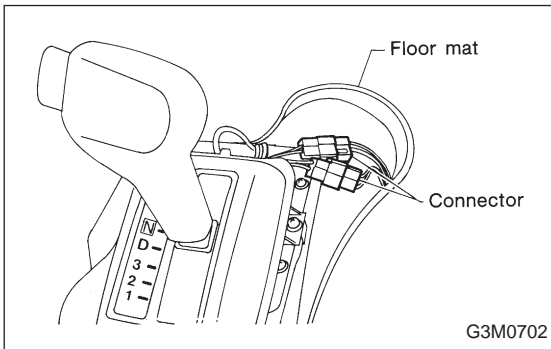
- 1) Remove the cable.
  - (1) Prior to removal, set lever to "N" position.
  - (2) Remove front exhaust pipe.



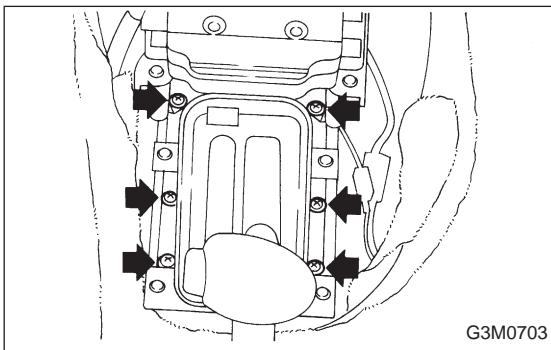
- (3) Separate cable from transmission lever.
- (4) Remove clamp from transmission case.



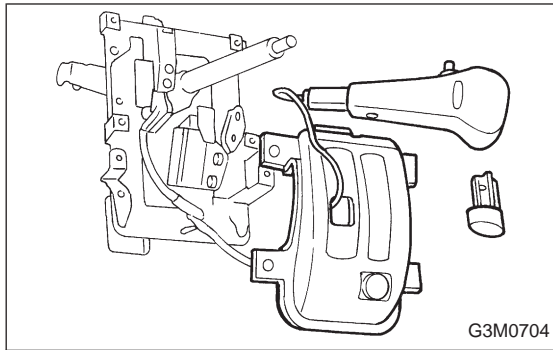
- (5) Disconnect cable from selector lever and then remove cable bracket.



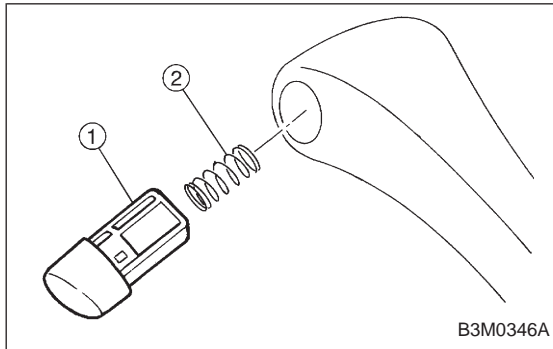
- 2) Remove console box. <Ref. to 5-4 [W1A0].>
- 3) Disconnect the connectors.



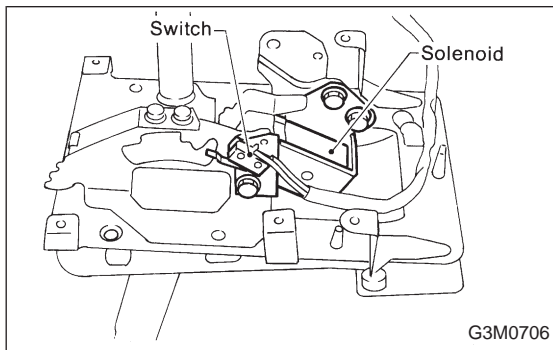
- 4) Remove the screws to take off the plate from the body.

**B: DISASSEMBLY**

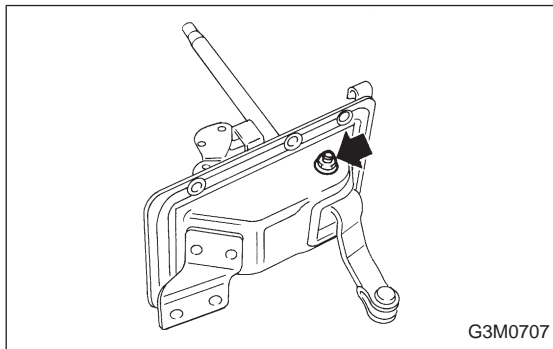
- 1) Remove grip from selector lever.
- 2) Remove indicator from plate.



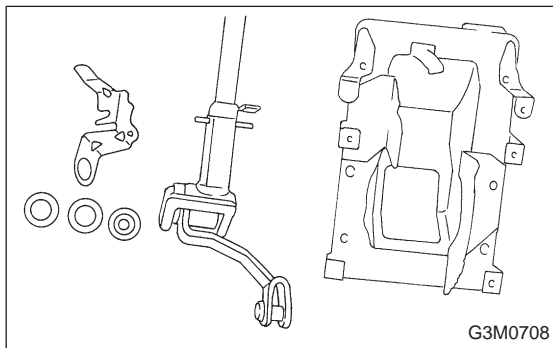
- 3) Remove the following parts from the grip.
  - ① Button
  - ② Spring



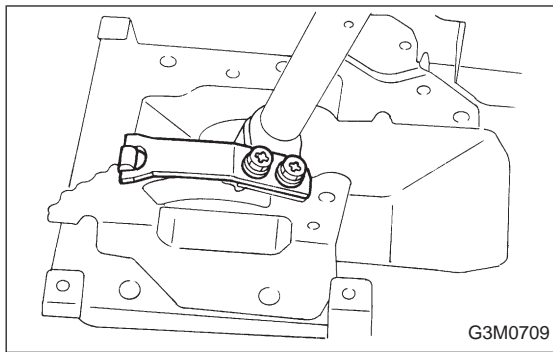
- 4) Remove shift-lock solenoid and "P" position switch.



- 5) Remove the bolt to take off the selector lever from the plate and remove selector lever from the plate.



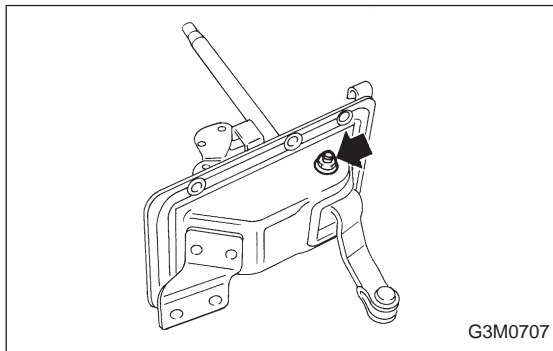
- 6) Remove lock plate.
- 7) Remove selector lever from the plate.



8) Remove detention spring.

**C: INSPECTION**

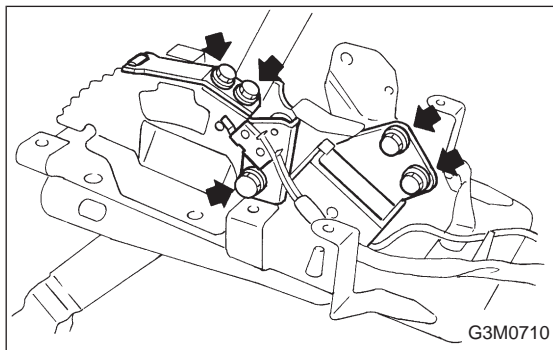
- 1) Inspect removed parts by comparing with new ones for deformation, damage and wear. Correct or replace if defective.
- 2) Confirm the following parts for operating condition before assembly.
  - (1) Sliding condition of the button in the grip ... it should move smoothly.
  - (2) Insertion of the grip on the selector lever ... when pushing the grip on the selector lever by hand, screw holes should be aligned.
  - (3) Operation of selector lever and rod ... they should move smoothly.
  - (4) Insertion of the spacer into the selector lever ... it should be inserted lightly by finger pressure.



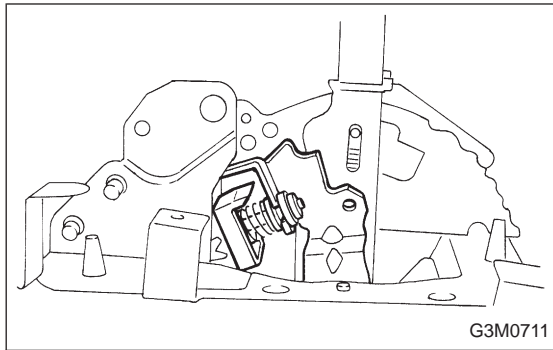
**D: ASSEMBLY**

- 1) Clean all parts before assembly. Apply grease [NIGLUBE-R or equivalent]. <Ref. to 3-3 [C200].>
- 2) Assemble selector lever to the plate.
- 3) Insert the bolt and tighten the flange nut to the specified torque.

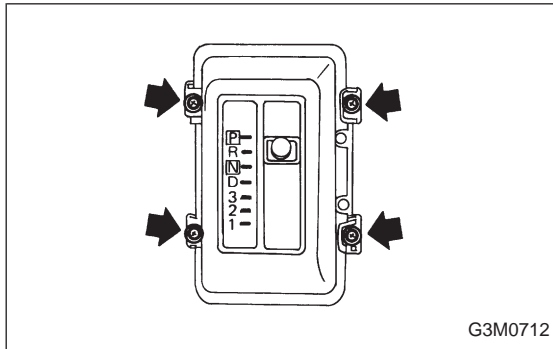
**Tightening torque (Flange nut):**  
 $12 \pm 3 \text{ N}\cdot\text{m}$  ( $1.2 \pm 0.3 \text{ kg}\cdot\text{m}$ ,  $8.7 \pm 2.2 \text{ ft}\cdot\text{lb}$ )



4) Assemble detention spring, shift-lock solenoid and "P" position switch.



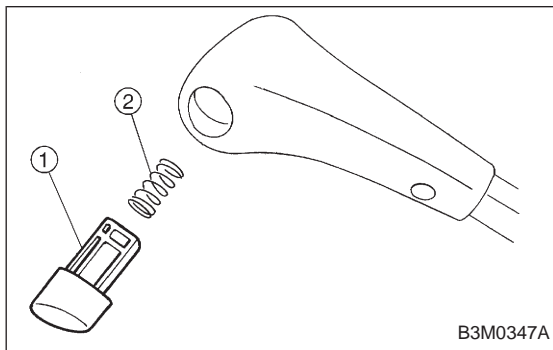
5) Adjust the position of shift-lock plate and solenoid. Then, tighten bolts.



6) Assemble indicator to the plate

**Tightening torque:**

$4.4 \pm 1.5 \text{ N}\cdot\text{m}$  ( $0.45 \pm 0.15 \text{ kg}\cdot\text{m}$ ,  $3.3 \pm 1.1 \text{ ft}\cdot\text{lb}$ )

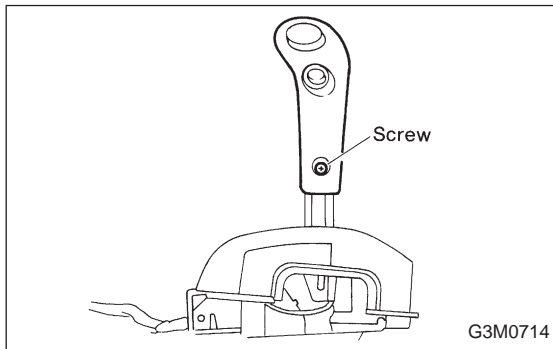


7) Assemble the following parts to the grip.

**CAUTION:**

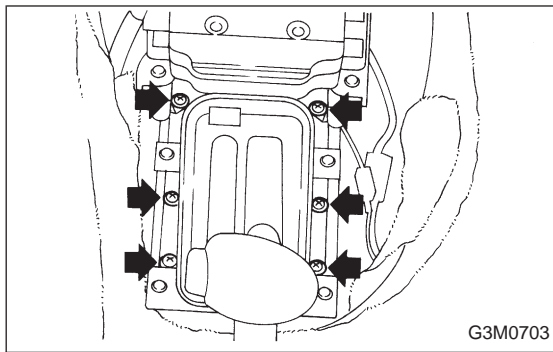
**Apply grease on sliding surfaces of the following parts.**

- ① Button
- ② Spring



8) Assemble the grip to the selector lever.

9) After completion of fitting, transfer selector lever to range "P" ~ "1", pressing the button of the grip; then check whether the indicator and select lever agree, whether the pointer and position mark agree and what the operating force is.

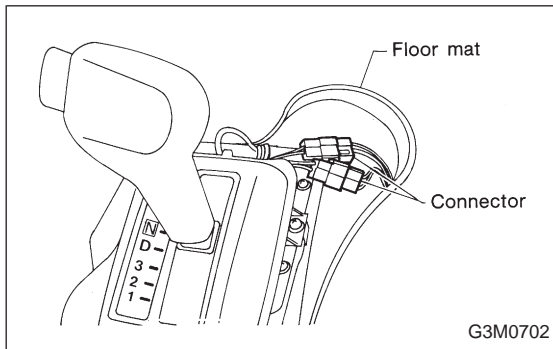


**E: INSTALLATION**

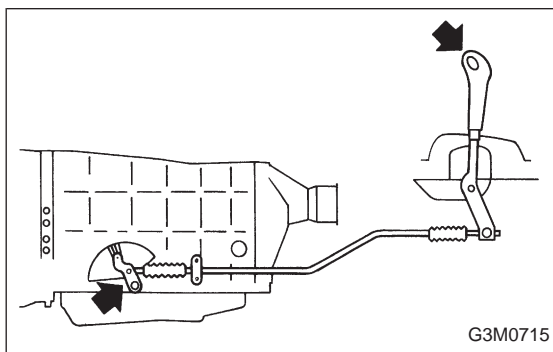
- 1) Mount the selector lever onto the vehicle body.
- 2) Tighten the six bolts to install the selector lever to the vehicle body.

**Tightening torque:**

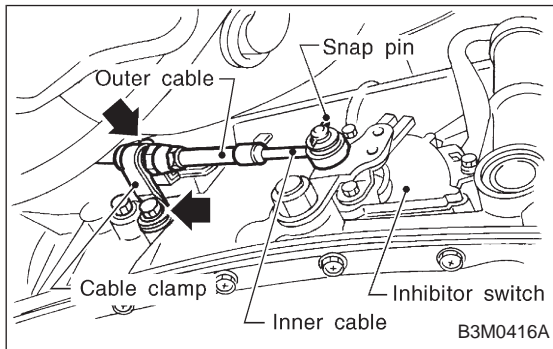
**$4.5 \pm 1.5 \text{ N}\cdot\text{m}$  ( $0.45 \pm 0.15 \text{ kg}\cdot\text{m}$ ,  $3.3 \pm 1.1 \text{ ft}\cdot\text{lb}$ )**



- 3) Connect connectors and install rear console, center console and instrument console.



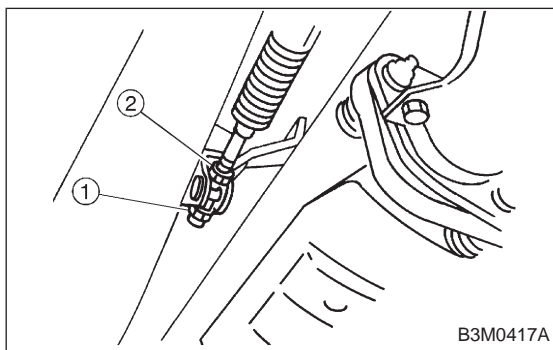
- 4) Set location of selector lever at "N" position.
- 5) Set location of selector arm installed on the transmission body at "N" position.



- 6) Pass inner cable through selector arm pin and then connect it using a washer and snap pin.
- 7) Attach outer cable to plate on transmission case with the bolts.

**Tightening torque:**

**$18 \pm 5 \text{ N}\cdot\text{m}$  ( $1.8 \pm 0.5 \text{ kg}\cdot\text{m}$ ,  $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$ )**



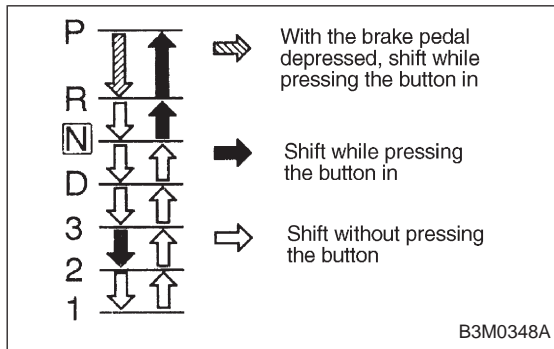
- 8) Insert the thread portion of the other inner cable end into the connector hole of the selector lever, and fix the other outer cable end to the bracket.
- 9) Adjust the inner cable length.

- (1) Put connector into contact with nut ②.
- (2) Tighten nut ①.

**Tightening torque:**

**$7.4 \pm 2.0 \text{ N}\cdot\text{m}$  ( $0.75 \pm 0.2 \text{ kg}\cdot\text{m}$ ,  $5.4 \pm 1.4 \text{ ft}\cdot\text{lb}$ )**

- 10) After completion of fitting, make sure that the selector lever operates smoothly all across the operating range.
- 11) Connect the harnesses and check the following items.
  - (1) The engine starts operating when selector lever is in position "P", but not in other positions.
  - (2) The back-up light is lit when the selector lever is in position "R", but not in other positions.



- 12) Check selector lever operation.

**WARNING:**

**Stop the engine while checking operation of selector lever.**

- (1) Check that selector lever does not move from "N" to "R" without pushing the button.
  - (2) Check that selector lever does not move from "R" to "P" without pushing the button.
  - (3) Check that selector lever does not move from "P" to "R" without pushing the button and the brake pedal depressed. [With ignition key set at "ON".]
  - (4) Check that selector lever does not move from "3" to "2" without pushing the button.
- 13) Check shift-lock system.
    - (1) Ensure ignition switch rotates from "ACC" to "LOCK" when the selector lever is set at "P". Also check that ignition key can be removed from the "LOCK" position only.
    - (2) Ensure selector lever moves from "P" to any other position when the brake pedal is depressed with ignition key set at "ON" or "START".