

Transmission

Removal

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

CAUTION: Use fender covers to avoid damaging painted surfaces.

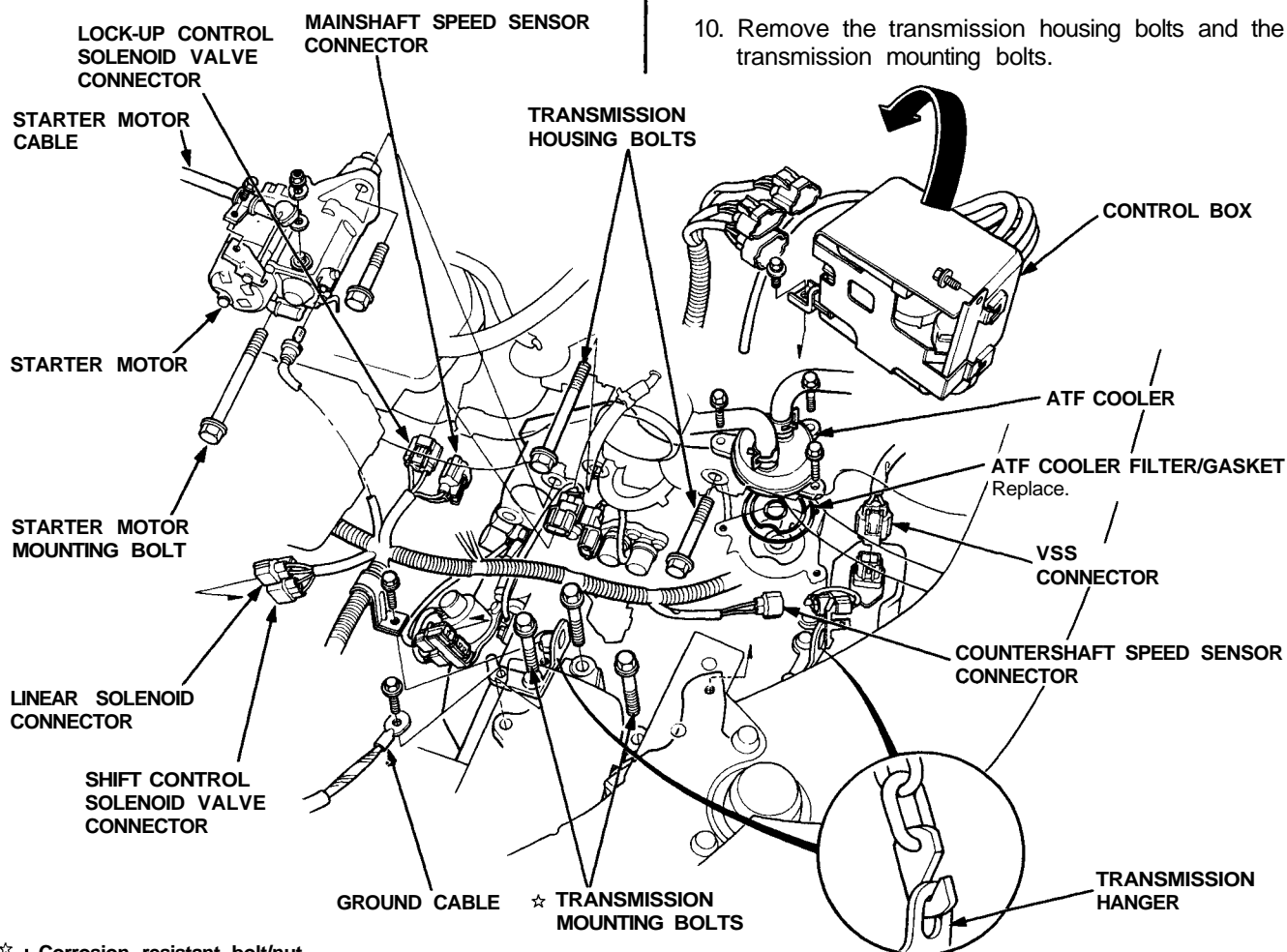
1. Check and record the rear camber. (see [section 18](#).)
2. Disconnect the battery negative (-) first, and positive (+) cable from the battery.
3. Drain automatic transmission fluid (ATF). Reinstall the drain plug with a new washer.

NOTE: Removing the ATF level gauge will allow the ATF to drain more rapidly.

4. Remove the strut bar.
5. Remove the air cleaner housing.
6. Remove the connectors from the control box and remove the control box (see [section 11](#)).

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

7. Remove the wire harness holder, disconnect the vehicle speed sensor (VSS) wire connectors, solenoid valve wire connectors, starter motor cables and transmission ground cable.
 8. Remove the ATF cooler as it is connected by the hoses.
- CAUTION:** Do not remove the hoses from the ATF cooler.
9. Remove the starter motor mounting bolts, then remove the starter motor.
 10. Remove the transmission housing bolts and the transmission mounting bolts.



☆ : Corrosion resistant bolt/nut



11. Remove the parking brake cable holders from the rear beam rod.
12. Remove the rear beam rod.
13. Remove the front exhaust pipe A.

☆: Corrosion resistant bolt/nut

SELF-LOCKING NUT
Replace.

GASKET
Replace.

**PARKING BRAKE
CABLE HOLDER**

**PARKING BRAKE
CABLE**

REAR BEAM ROD

SELF-LOCKING NUT
Replace.

**FRONT EXHAUST
PIPE A**

14. Remove the parking brake cable holder and the wheel sensor wire clamp.
15. Make a reference mark on the flange of the adjusting bolt, adjusting cam and lower control arm.
16. Separate the toe control arm from the side beam.
17. Remove the damper fork bolt.
18. Separate the lower control arm from the side beam.
19. Remove the right driveshaft from the intermediate shaft.

☆: Corrosion resistant bolt/nut

**PARKING BRAKE
CABLE HOLDER**

☆ **DAMPER FORK BOLT**

SIDE BEAM

TOE CONTROL ARM

**SELF-LOCKING
NUT**
Replace.

ADJUSTING CAM

ADJUSTING BOLT

**WHEEL SENSOR
WIRE CLAMP**

LOWER CONTROL ARM

SELF-LOCKING NUT
Replace.

(cont'd)

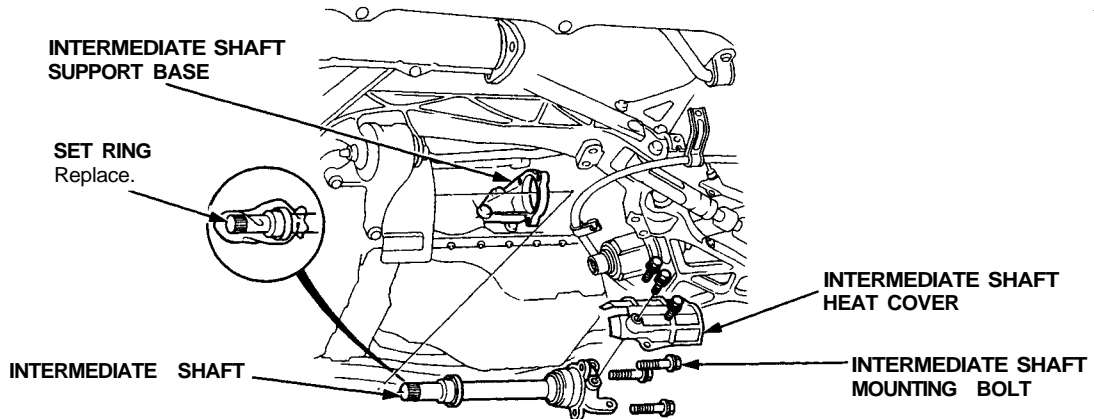
Transmission

Removal (cont'd)

20. Remove the intermediate shaft heat cover and the intermediate shaft mounting bolts.
21. Pry the intermediate shaft out of the differential. Pull and remove it.

NOTE:

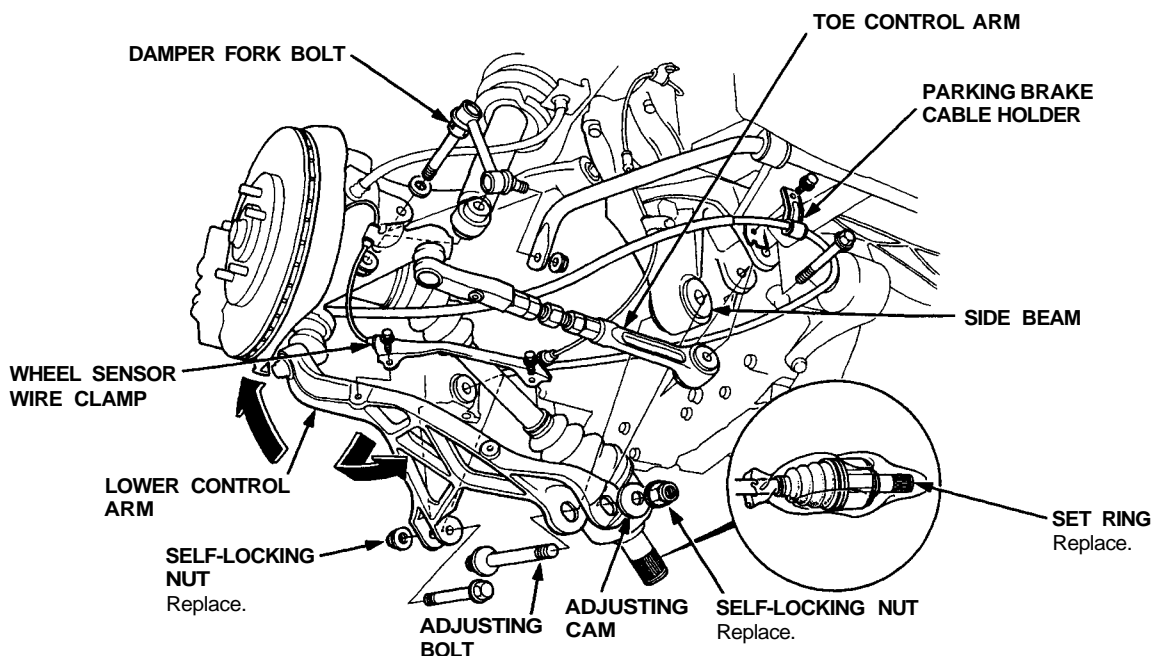
- Coat all precision finished surfaces with clean engine oil or grease.
- Tie plastic bags over the driveshaft ends.



22. Remove the parking brake cable holder and the wheel sensor wire clamp.
23. Make a reference mark on the flange of the adjusting bolt, adjusting cam and lower control arm.
24. Separate the toe control arm from the side beam.
25. Remove the damper fork bolt.
26. Separate the lower control arm from the side beam.
27. Pry the driveshaft out of the differential. Pull and remove it.

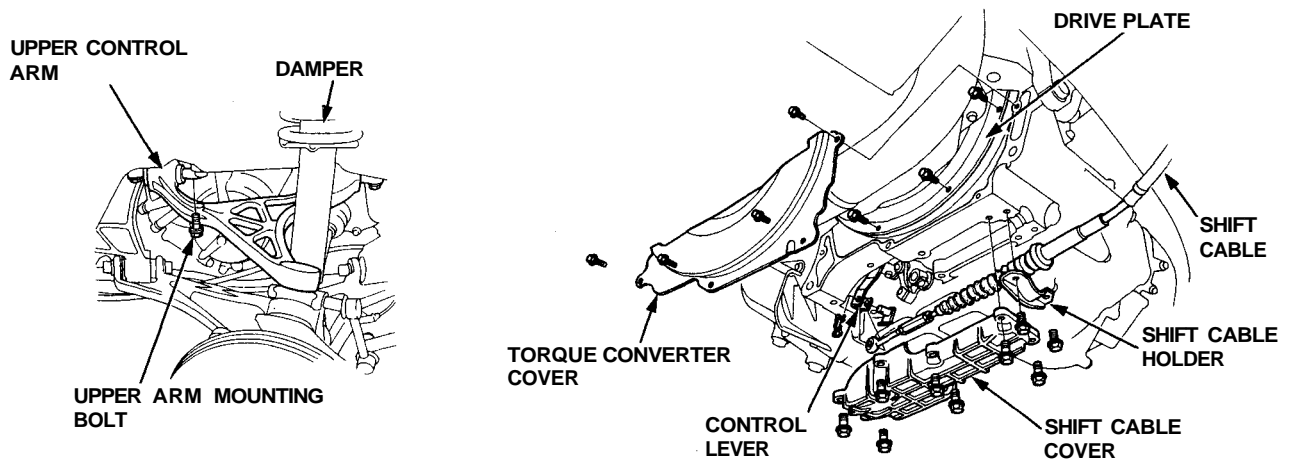
NOTE:

- Coat all precision finished surfaces with clean engine oil or grease.
- Tie plastic bags over the driveshaft ends.





28. Remove the one bolt of the upper arm mounting bolts.
29. Remove the shift cable cover and shift cable holder.
30. Remove the shift cable from the control lever.
31. Remove the torque converter cover and then remove the drive plate bolts.



32. Attach a chain hoist to the transmission hangers.
33. Place a jack under the transmission and raise the transmission just enough to take weight off of the mounts.
34. Remove the front engine mounting bolts on the transmission side and retighten the bolt on the engine side.
CAUTION: Loosen the front engine mounting bolt on the engine side, but do not remove it. After removing the two bolts on the transmission side, be sure to retighten the bolt on the engine side.
35. Remove the rear transmission mounting bolts.
36. Remove the transmission housing mounting bolts..
37. Pull the transmission away from the engine until it clears the dowel pins, then lower it on the transmission jack.

