

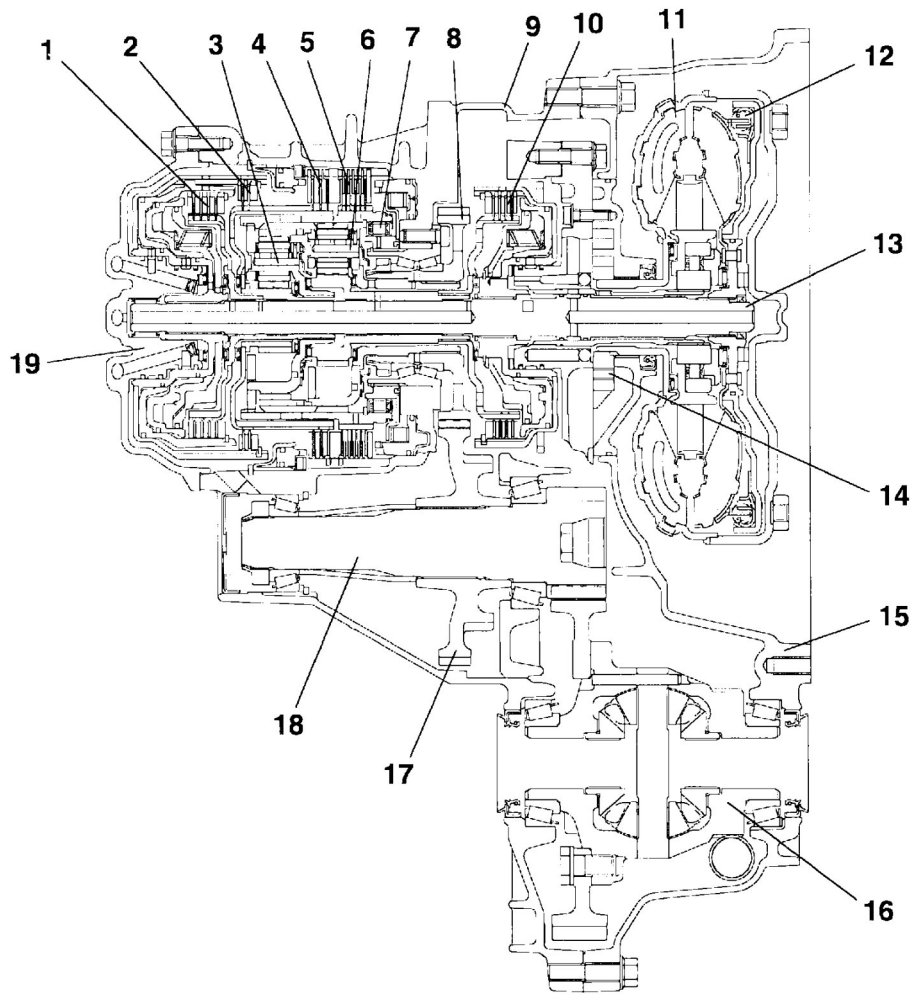
2001 AUTOMATIC TRANSMISSIONS**Overhaul - F4A42 & F4A51****GENERAL INFORMATION**

This automatic transaxle is made up of the following main parts:

- The torque converter employs a 3 element, 1 step, 2 phase lock-up clutch.
- The gear train is made up of 3 multi-plate clutches, 2 multi-plate brakes and 2 planetary gears made up of a sun gear, carrier, pinion gear and annulus gear.
- The cases consist of a converter housing, transaxle case, rear cover and a valve body cover.
- Parts related to oil pressure regulation are the oil pump, which pressurizes the oil; the regulator, which controls the pressure setting; the solenoid valves, which changes the oil pressure with electrical signals; the pressure control valve, which controls the oil pressure coming from the solenoid valve that effects each clutch and brake; each kind of valve, which carry out the retention of the oil pressure through the lines; and finally the valve body, which houses all the valves.

SECTIONAL VIEW

< F4A42 >



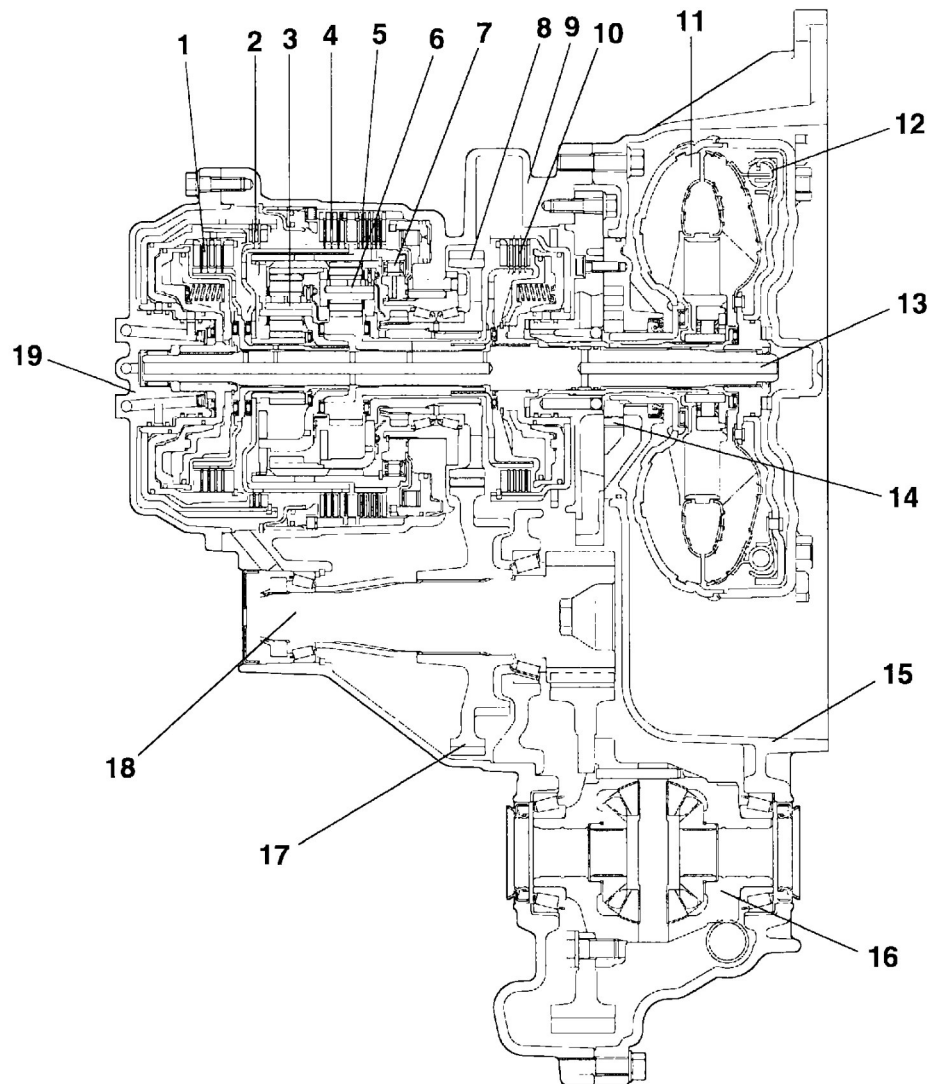
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2. REVERSE CLUTCH
3. OVERDRIVE PLANETARY CARRIER
4. SECOND BRAKE
5. LOW-REVERSE BRAKE

6. OUTPUT PLANETARY CARRIER
7. ONE-WAY CLUTCH
8. TRANSFER DRIVE GEAR
9. TRANSAXLE CASE
10. UNDERDRIVE CLUTCH
11. TORQUE CONVERTER
12. TORQUE CONVERTER CLUTCH
13. INPUT SHAFT
14. OIL PUMP
15. CONVERTER HOUSING
16. DIFFERENTIAL
17. TRANSFER DRIVEN GEAR
18. OUTPUT SHAFT
19. REAR COVER

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Fig. 1: Sectional View Of F4A42 Transaxle

< F4A51 >

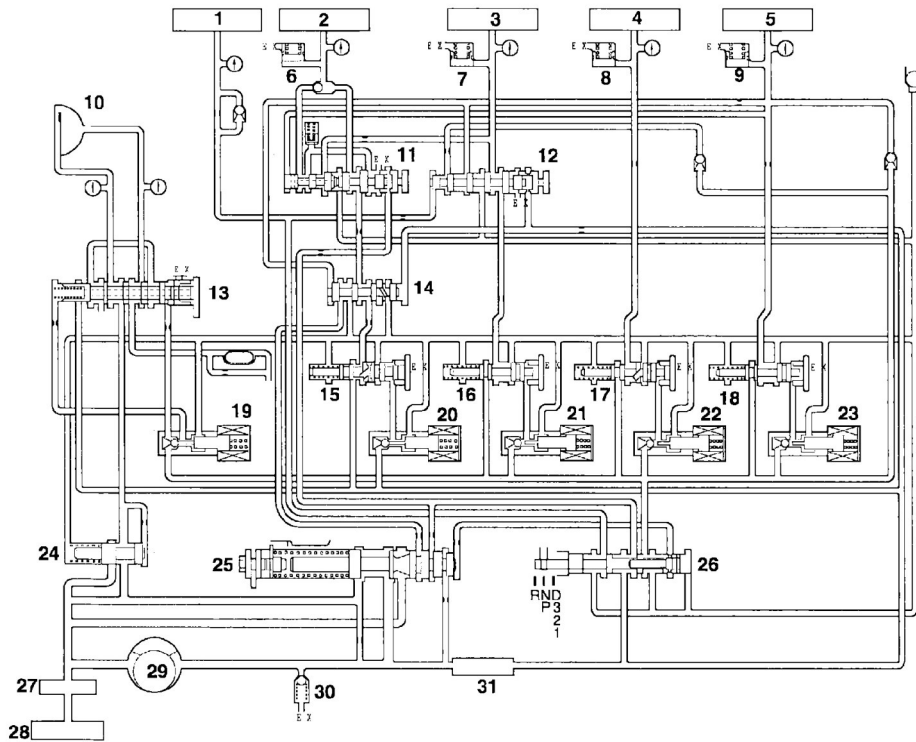


- | | |
|--------------------------------|-----------------------------|
| 1. OVERDRIVE CLUTCH | 10. UNDERDRIVE CLUTCH |
| 2. REVERSE CLUTCH | 11. TORQUE CONVERTER |
| 3. OVERDRIVE PLANETARY CARRIER | 12. TORQUE CONVERTER CLUTCH |
| 4. SECOND BRAKE | 13. INPUT SHAFT |
| 5. LOW-REVERSE BRAKE | 14. OIL PUMP |
| 6. OUTPUT PLANETARY CARRIER | 15. CONVERTER HOUSING |
| 7. ONE-WAY CLUTCH | 16. DIFFERENTIAL |
| 8. TRANSFER DRIVE GEAR | 17. TRANSFER DRIVEN GEAR |
| 9. TRANSAXLE CASE | 18. OUTPUT SHAFT |
| | 19. REAR COVER |

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Fig. 2: Sectional View Of F4A51 Transaxle

HYDRAULIC CIRCUIT

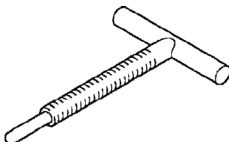
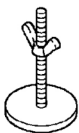
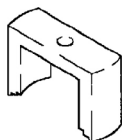
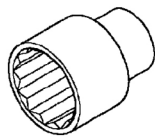
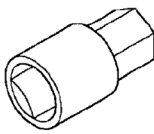
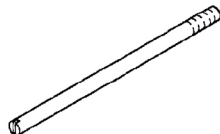


- | | |
|---|--|
| 1. REVERSE CLUTCH | 17. UNDERDRIVE PRESSURE CONTROL VALVE |
| 2. LOW-REVERSE BRAKE | 18. OVERDRIVE PRESSURE CONTROL VALVE |
| 3. SECOND BRAKE | 19. TORQUE CONVERTER CLUTCH CONTROL SOLENOID VALVE |
| 4. UNDERDRIVE CLUTCH | 20. LOW-REVERSE SOLENOID VALVE |
| 5. OVERDRIVE CLUTCH | 21. SECOND SOLENOID VALVE |
| 6. LOW-REVERSE ACCUMULATOR | 22. UNDERDRIVE SOLENOID VALVE |
| 7. SECOND ACCUMULATOR | 23. OVERDRIVE SOLENOID VALVE |
| 8. UNDERDRIVE ACCUMULATOR | 24. TORQUE CONVERTER PRESSURE CONTROL VALVE |
| 9. OVERDRIVE ACCUMULATOR | 25. REGULATOR VALVE |
| 10. TORQUE CONVERTER CLUTCH | 26. MANUAL VALVE |
| 11. FAIL-SAFE VALVE A | 27. OIL FILTER |
| 12. FAIL-SAFE VALVE B | 28. OIL PAN |
| 13. TORQUE CONVERTER CLUTCH CONTROL VALVE | 29. OIL PUMP |
| 14. SWITCHING VALVE | 30. RELIEF VALVE |
| 15. LOW-REVERSE PRESSURE CONTROL VALVE | 31. OIL STRAINER |
| 16. SECOND PRESSURE CONTROL VALVE | |

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Fig. 3: Identifying Hydraulic Circuit

SPECIAL TOOLS

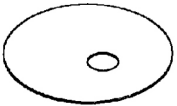
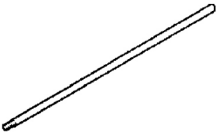
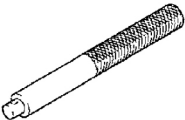
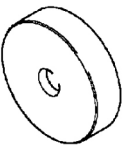
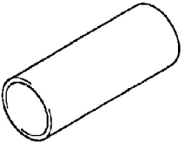
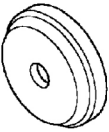
TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
	MD998333 Oil pump remover	MD998333	Removal of oil pump
	MD998924 Spring compressor retainer	8622	Use with spring compressor
	MD998903 Spring compressor	C-3775-A	Removal and installation of one-way clutch inner race snap ring <F4A42>
	MD998338 Spring compressor	5059-A	Removal and installation of one-way clutch inner race snap ring <F4A51>
	MB991625 Socket (41)	N/A	Removal and installation of transfer drive gear jam nut <F4A42>
	MB990607 Torque wrench socket	N/A	Removal and installation of output shaft nut
	MD998412 Guide	MD998412	Installation of oil pump and transfer drive gear

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Fig. 4: Special Tools (1 Of 5)

2001 Chrysler Sebring Limited

2001 AUTOMATIC TRANSMISSIONS Overhaul - F4A42 & F4A51

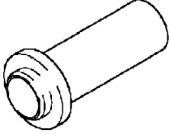
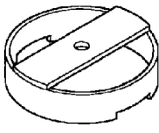
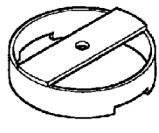
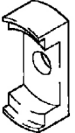
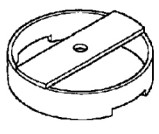
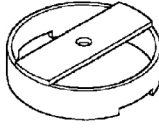
TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
	MB991631 Clearance dummy plate	MB991631	Measurement of reaction plate low-reverse brake and second brake end plays <F4A42>
	MB991632 Clearance dummy plate	MB991632	Measurement of reaction plate low-reverse brake and second brake end plays <F4A51>
	MD998913 Dial gauge extension	MD998913	Measurement of low-reverse brake end play
	MB990938 Handle	8590	• Installation of input shaft rear bearing • Use with installer adapter
	MB990930 Installer adapter	8594	Installation of output shaft taper roller bearing outer race
	MD998350 Bearing installer	C-3717	Installation of output shaft collar and taper roller bearing
	MB990931 Installer adapter	MD998717	Installation of cap
	MB990935 Installer adapter	D-146	Installation of differential taper roller bearing outer race <F4A42>

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Fig. 5: Special Tools (2 Of 5)

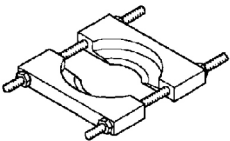
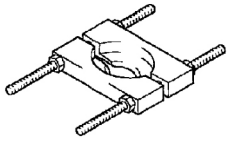
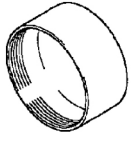
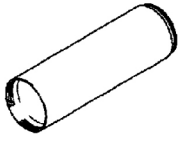
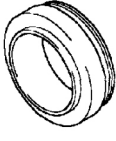
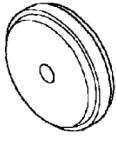
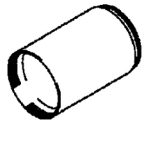
2001 Chrysler Sebring Limited

2001 AUTOMATIC TRANSMISSIONS Overhaul - F4A42 & F4A51

TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
	MB990936 Installer adapter	D-146	Installation of output shaft taper roller bearing outer race <F4A42> and differential taper roller bearing outer race <F4A51>
	MD998334 Oil seal installer	MD998334	Installation of oil pump oil seal
	MD998907 Spring compressor	MD998907	Removal and installation of underdrive clutch snap ring
	MB991628 Spring compressor	MB991628	Measurement of underdrive clutch and overdrive clutch end plays <F4A42>
	MB991629 Spring compressor	MB991629	Measurement of underdrive clutch and overdrive clutch end plays <F4A51>
	MD999590 Spring compressor	MD998907	Removal and installation of overdrive clutch snap ring
	MB991790 Spring compressor	MB991790	Measurement of reverse clutch end play <F4A42>
	MB991789 Spring compressor	8621	Measurement of reverse clutch end play <F4A51>

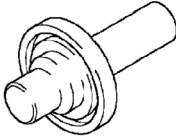
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Fig. 6: Special Tools (3 Of 5)

TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
	MD998917 Bearing remover	8595	Removal of output shaft taper roller bearing and transfer driven gear<F4A42>
	MD998801 Bearing remover	P-334	Removal of each bearing output shaft taper roller bearing (differential ball bearing)
	MD998812 Installer cap	N/A	Use with installer and installer adapter
	MD998814 Installer – 200	N/A	Use with installer cap and installer adapter
	MD998823 Installer adapter (48)	MD998805	Installation of output shaft taper roller bearing <F4A42> and transfer driven gear <F4A42>
	MD998827 Installer adapter (56)	C-3095A	Installation of output shaft taper roller bearing <F4A51>
	MB990937 Installer adapter	8592	Installation of output shaft taper roller bearing <F4A51>
	MD998813 Installer – 100	N/A	Use with installer cap and installer adapter

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Fig. 7: Special Tools (4 Of 5)

TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
	MD998824 Installer adapter (50)	C-3095A	Installation of transfer driven gear <F4A51>, differential taper roller bearing <F4A51>
	MD998820 Installer adapter (42)	C-4965	Installation of differential taper roller bearing
	MD998800 Oil seal installer	MD9988325	Installation of driveshaft oil seal

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Fig. 8: Special Tools (5 Of 5)

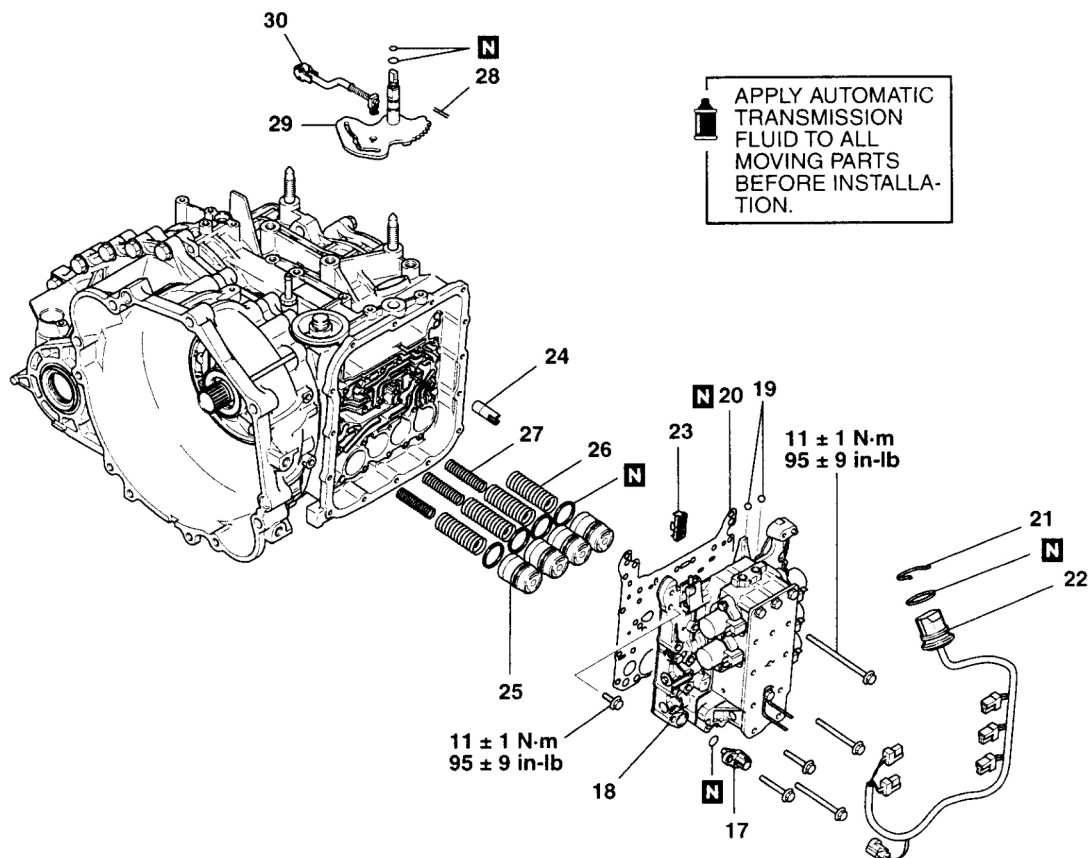
TRANSAXLE

DISASSEMBLY AND ASSEMBLY

F4A42



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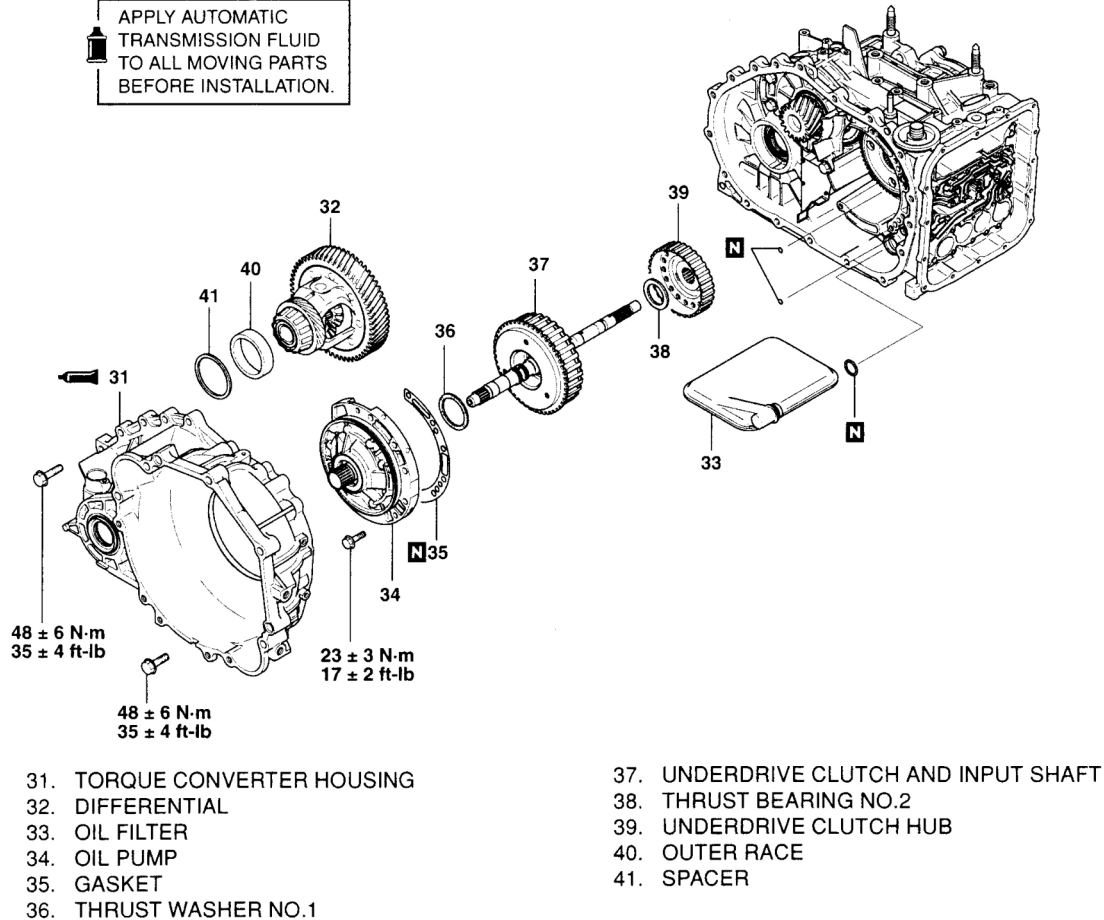


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|------------------------------------|---------------------------------------|
| 17. FLUID TEMPERATURE SENSOR | 25. ACCUMULATOR PISTON |
| 18. VALVE BODY | 26. ACCUMULATOR SPRING |
| 19. STEEL BALL | 27. ACCUMULATOR SPRING |
| 20. GASKET | 28. MANUAL CONTROL LEVER SHAFT ROLLER |
| 21. SNAP RING | 29. MANUAL CONTROL LEVER SHAFT |
| 22. SOLENOID VALVE HARNESS | 30. PARKING PAWL ROD |
| 23. STRAINER | |
| 24. SECOND BRAKE RETAINER OIL SEAL | |

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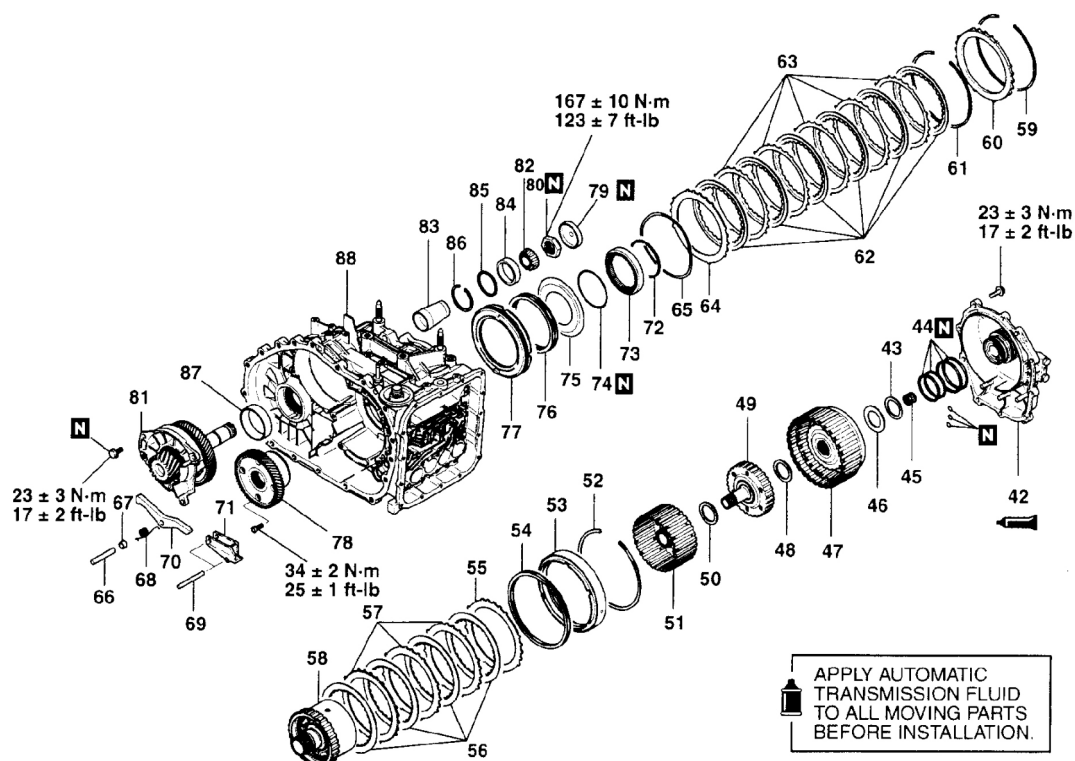
Fig. 10: Exploded View Of F4A42 Transaxle (2 Of 4)
Courtesy of CHRYSLER CORP.

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



G00381034

Fig. 11: Exploded View Of F4A42 Transaxle (3 Of 4)
Courtesy of CHRYSLER CORP.



- | | |
|----------------------------------|----------------------------------|
| 42. REAR COVER | 66. PARKING PAWL SHAFT |
| 43. THRUST RACE NO.8 | 67. SPACER |
| 44. SEAL RING | 68. PARKING PAWL SPRING |
| 45. INPUT SHAFT REAR BEARING | 69. PARKING ROLLER SUPPORT SHAFT |
| 46. THRUST BEARING NO.7 | 70. PARKING PAWL |
| 47. REVERSE AND OVERDRIVE CLUTCH | 71. PARKING ROLLER SUPPORT |
| 48. THRUST BEARING NO.6 | 72. SNAP RING |
| 49. OVERDRIVE CLUTCH HUB | 73. ONE-WAY CLUTCH INNER RACE |
| 50. THRUST BEARING NO.5 | 74. O-RING |
| 51. PLANETARY REVERSE SUN GEAR | 75. SPRING RETAINER |
| 52. SNAP RING | 76. RETURN SPRING |
| 53. SECOND BRAKE PISTON | 77. LOW-REVERSE BRAKE PISTON |
| 54. RETURN SPRING | 78. TRANSFER DRIVE GEAR |
| 55. PRESSURE PLATE | 79. CAP |
| 56. SECOND BRAKE DISC | 80. JAM NUT |
| 57. SECOND BRAKE PLATE | 81. OUTPUT SHAFT |
| 58. PLANETARY CARRIER ASSEMBLY | 82. TAPER ROLLER BEARING |
| 59. SNAP RING | 83. COLLAR |
| 60. REACTION PLATE | 84. OUTER RACE |
| 61. SNAP RING | 85. SPACER |
| 62. LOW-REVERSE BRAKE DISC | 86. SNAP RING |
| 63. LOW-REVERSE BRAKE PLATE | 87. OUTER RACE |
| 64. PRESSURE PLATE | 88. TRANSAXLE CASE |
| 65. WAVE SPRING | |

G000981035

Fig. 12: Exploded View Of F4A42 Transaxle (4 Of 4)
Courtesy of CHRYSLER CORP.
Required Special Tools:

- MB990607: Torque Wrench Socket
- MB990930: Installer Adapter
- MB990931: Installer Adapter
- MB990935: Installer Adapter (F4A42)
- MB990936: Installer Adapter (F4A42)
- MB990938: Handle
- MB991625: Special Socket (41)
- MB991631: Clearance Dummy Plate (F4A42)
- MD998333: Oil Pump Remover
- MD998350: Bearing Installer
- MD998412: Guide
- MD998903: Spring Compressor (F4A42)
- MD998913: Dial Gauge Extension
- MD998924: Spring Compressor Retainer

< F4A51 >

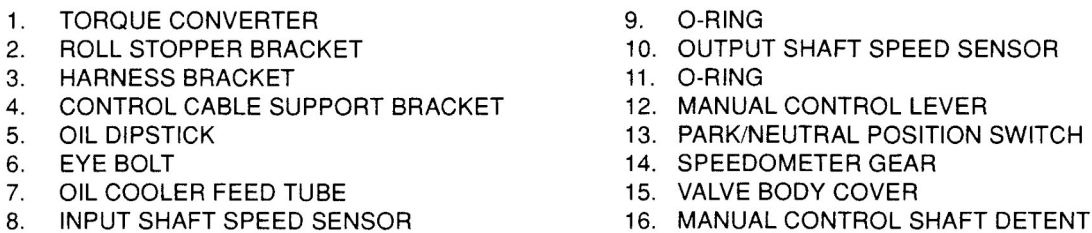
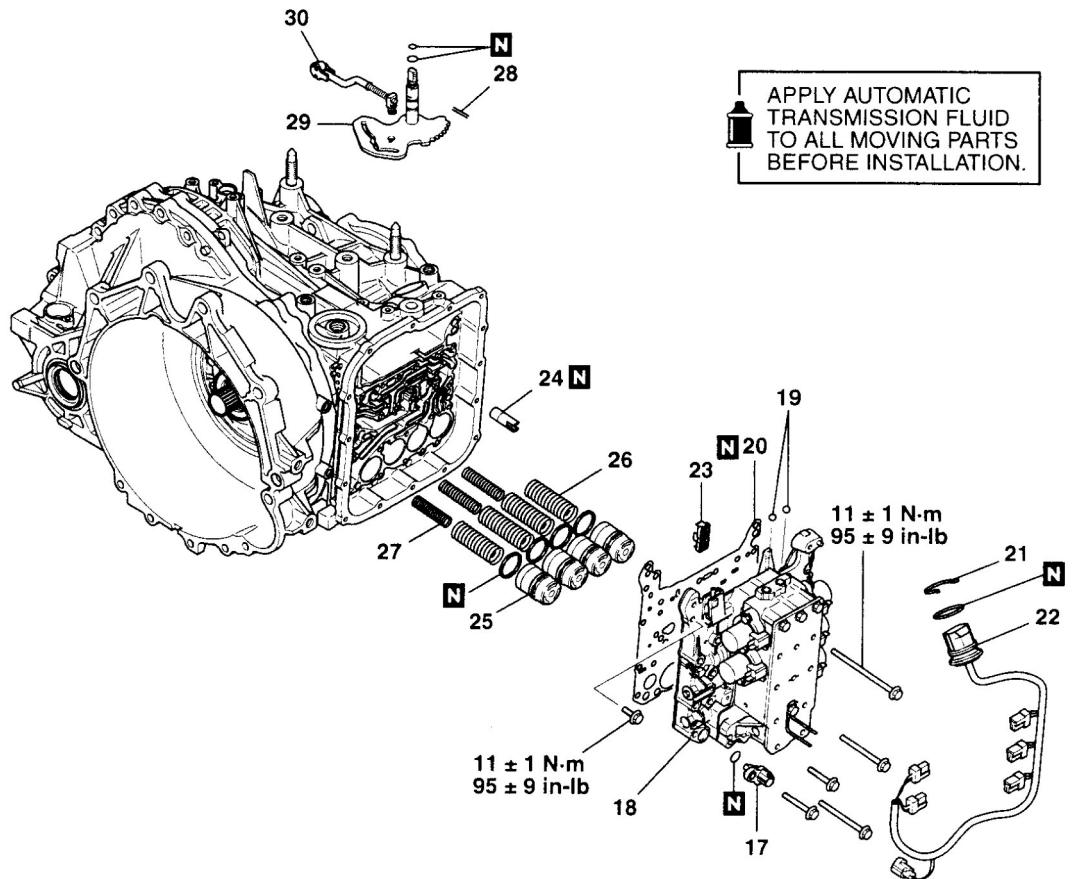


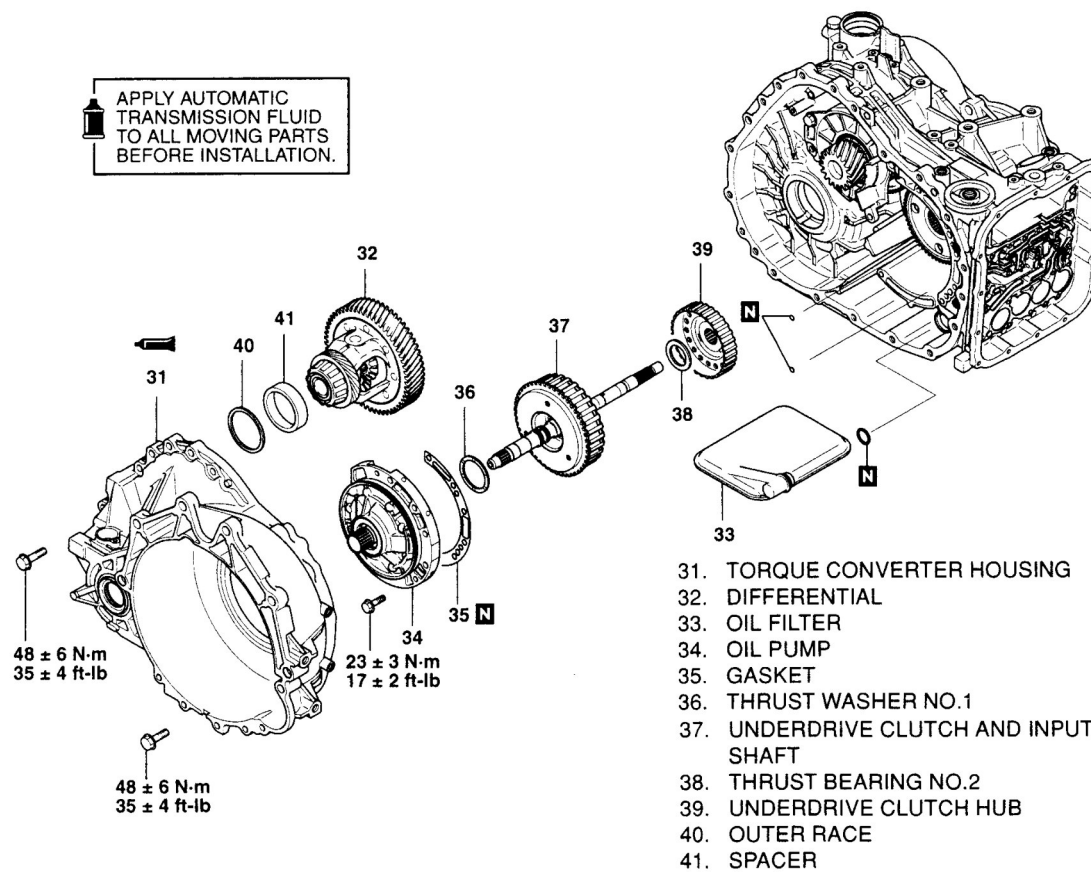
Fig. 13: Exploded View Of F4A51 Transaxle (1 Of 4)
Courtesy of CHRYSLER CORP.



- | | |
|------------------------------------|---------------------------------------|
| 17. FLUID TEMPERATURE SENSOR | 25. ACCUMULATOR PISTON |
| 18. VALVE BODY | 26. ACCUMULATOR SPRING |
| 19. STEEL BALL | 27. ACCUMULATOR SPRING |
| 20. GASKET | 28. MANUAL CONTROL LEVER SHAFT ROLLER |
| 21. SNAP RING | 29. MANUAL CONTROL LEVER SHAFT |
| 22. SOLENOID VALVE HARNESS | 30. PARKING PAWL ROD |
| 23. STRAINER | |
| 24. SECOND BRAKE RETAINER OIL SEAL | |

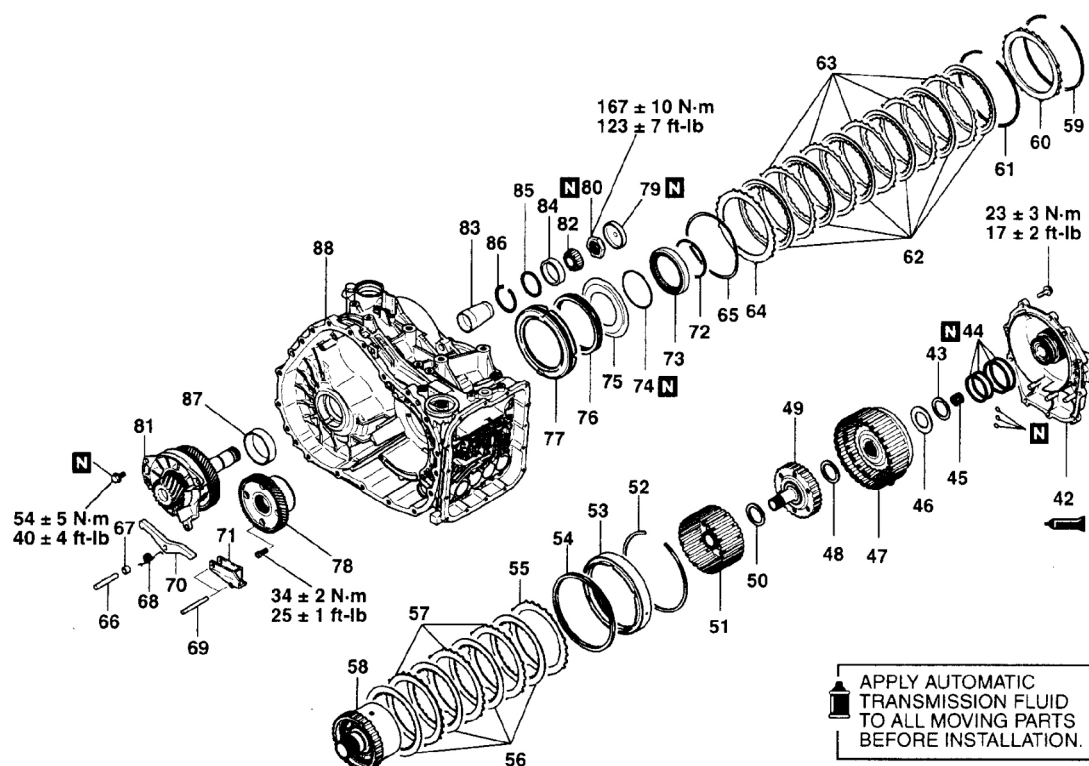
G00381037

Fig. 14: Exploded View Of F4A51 Transaxle (2 Of 4)
Courtesy of CHRYSLER CORP.



G00381038

Fig. 15: Exploded View OF F4A51 Transaxle (3 Of 4)
 Courtesy of CHRYSLER CORP.



- | | |
|--------------------------------|----------------------------------|
| 42. REAR COVER | 66. PARKING PAWL SHAFT |
| 43. THRUST RACE NO.8 | 67. SPACER |
| 44. SEAL RING | 68. PARKING PAWL SPRING |
| 45. INPUT SHAFT REAR BEARING | 69. PARKING ROLLER SUPPORT SHAFT |
| 46. THRUST BEARING NO.7 | 70. PARKING PAWL |
| 47. REAR AND OVERDRIVE CLUTCH | 71. PARKING ROLLER SUPPORT |
| 48. THRUST BEARING NO.6 | 72. SNAP RING |
| 49. OVERDRIVE CLUTCH HUB | 73. ONE-WAY CLUTCH INNER RACE |
| 50. THRUST BEARING NO.5 | 74. O-RING |
| 51. PLANETARY REVERSE SUN GEAR | 75. SPRING RETAINER |
| 52. SNAP RING | 76. RETURN SPRING |
| 53. SECOND BRAKE PISTON | 77. LOW-REVERSE BRAKE PISTON |
| 54. RETURN SPRING | 78. TRANSFER DRIVE GEAR |
| 55. PRESSURE PLATE | 79. CAP |
| 56. SECOND BRAKE DISC | 80. JAM NUT |
| 57. SECOND BRAKE PLATE | 81. OUTPUT SHAFT |
| 58. PLANETARY CARRIER ASSEMBLY | 82. TAPER ROLLER BEARING |
| 59. SNAP RING | 83. COLLAR |
| 60. REACTION PLATE | 84. OUTER RACE |
| 61. SNAP RING | 85. SPACER |
| 62. LOW-REVERSE BRAKE DISC | 86. SNAP RING |
| 63. LOW-REVERSE BRAKE PLATE | 87. OUTER RACE |
| 64. PRESSURE PLATE | 88. TRANSAXLE CASE |
| 65. WAVE SPRING | |

G00381039

Fig. 16: Exploded View Of F4A51 Transaxle (4 Of 4)
Courtesy of CHRYSLER CORP.

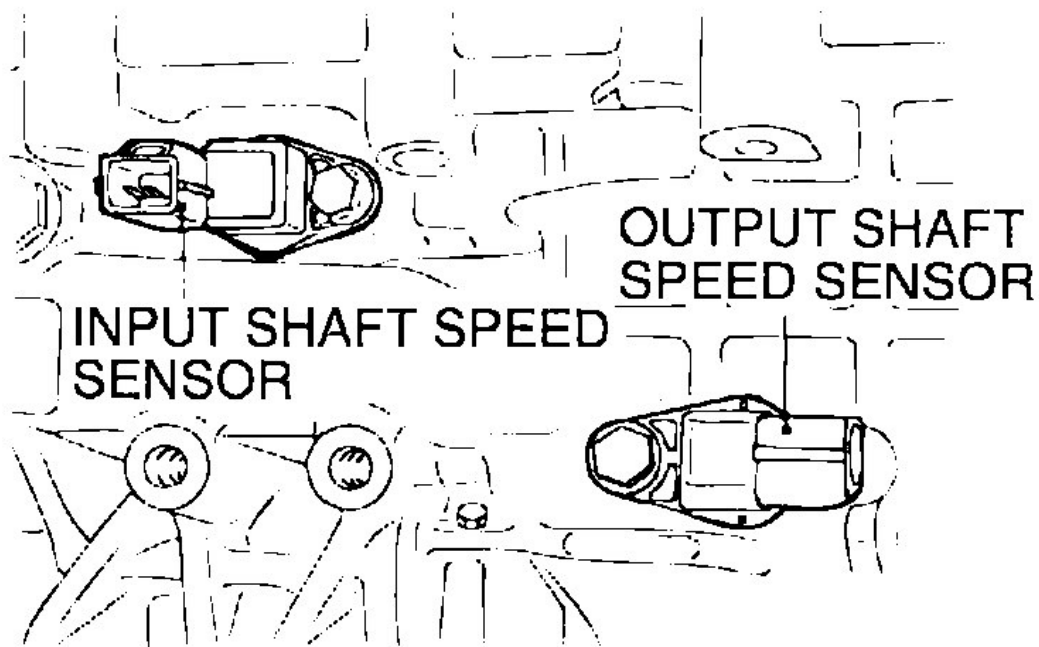
Required Special Tools:

- MB990607: Torque Wrench Socket
- MB990930: Installer Adapter
- MB990931: Installer Adapter
- MB990938: Handle
- MB991625: Special Socket (41)
- MB991632: Clearance Dummy Plate (F4A51)
- MD998333: Oil Pump Remover
- MD998338: Spring Compressor (F4A51)
- MD998350: Bearing Installer
- MD998412: Guide
- MD998913: Dial Gauge Extension
- MD998924: Spring Compressor Retainer

DISASSEMBLY**CAUTION:**

- **Because the automatic transaxle is manufactured from high-precision parts, care must be taken not to scratch or damage these parts during disassembly and assembly.**
- **Work on rubber mat and keep it clean at all times.**
- **Do not wear any cloth gloves and do not use any shop towels during disassembly. Use only nylon cloth, paper towels or any other lint-free material.**
- **Parts which have been disassembled should all be cleaned. Metal parts can be cleaned with normal detergent, but they should be dried completely using compressed air.**
- **Clutch discs, plastic thrust plates and rubber parts should be cleaned with automatic transmission fluid (ATF).**
- **If the transaxle body has been damaged, disassemble and clean the cooler system.**

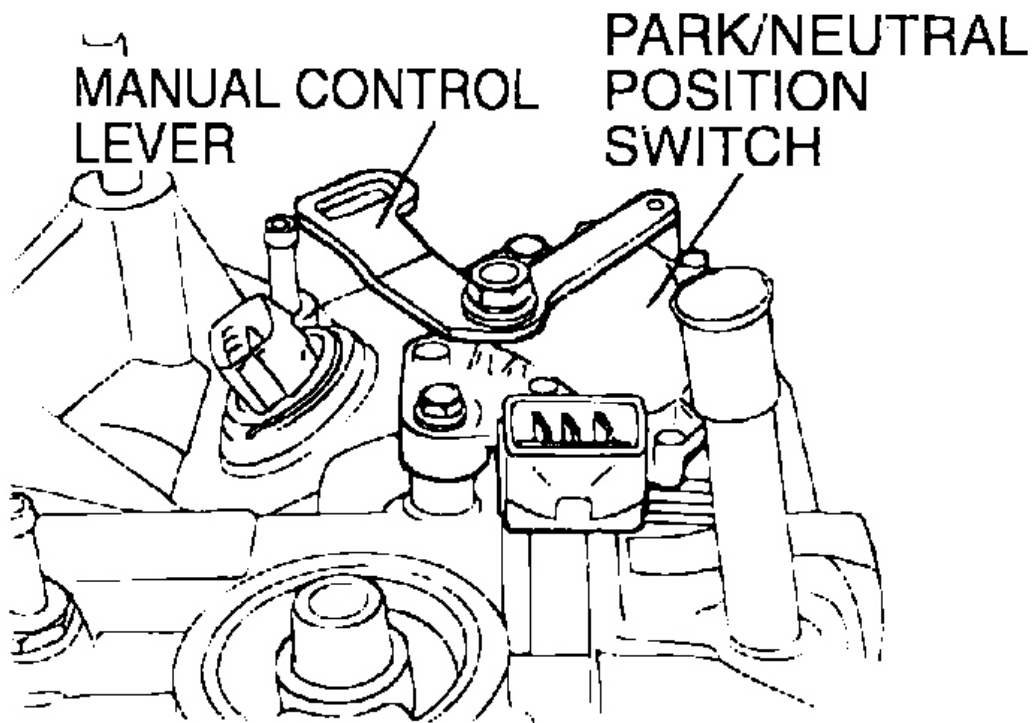
1. Remove the torque converter.
2. Remove each bracket.
3. Remove the dipstick.
4. Remove the eye bolt gauge, gaskets and the oil cooler feed tube.
5. Remove the input shaft speed sensor and output shaft speed sensor.



G02735247

Fig. 17: Removing Input Shaft & Output Shaft Speed Sensors

CAUTION: The manual control lever tightening nut must be removed before removing the valve body. If the valve body is removed before the nut, the park/neutral position switch will be damaged.



G02735248

Fig. 18: Removing Manual Control Lever & Park/Neutral Position Switch

6. Loosen the manual control lever tightening nut, and then remove the manual control lever, and the park/neutral position switch.
7. Remove the speedometer gear.

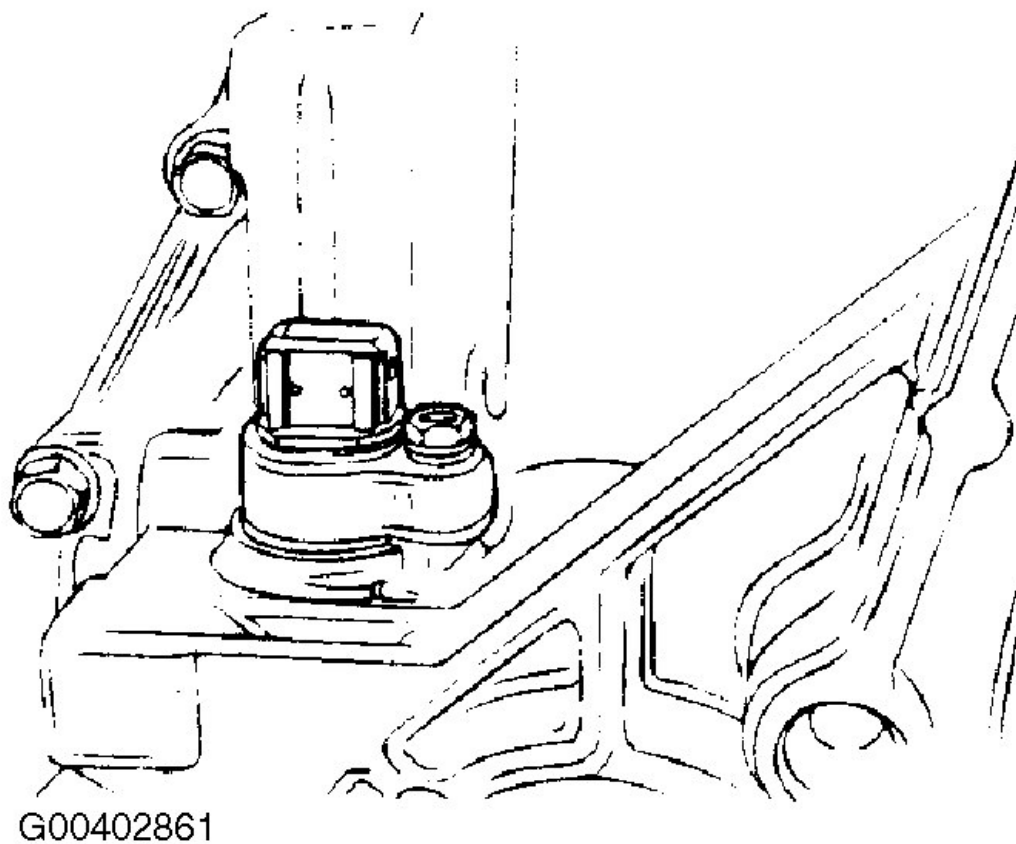
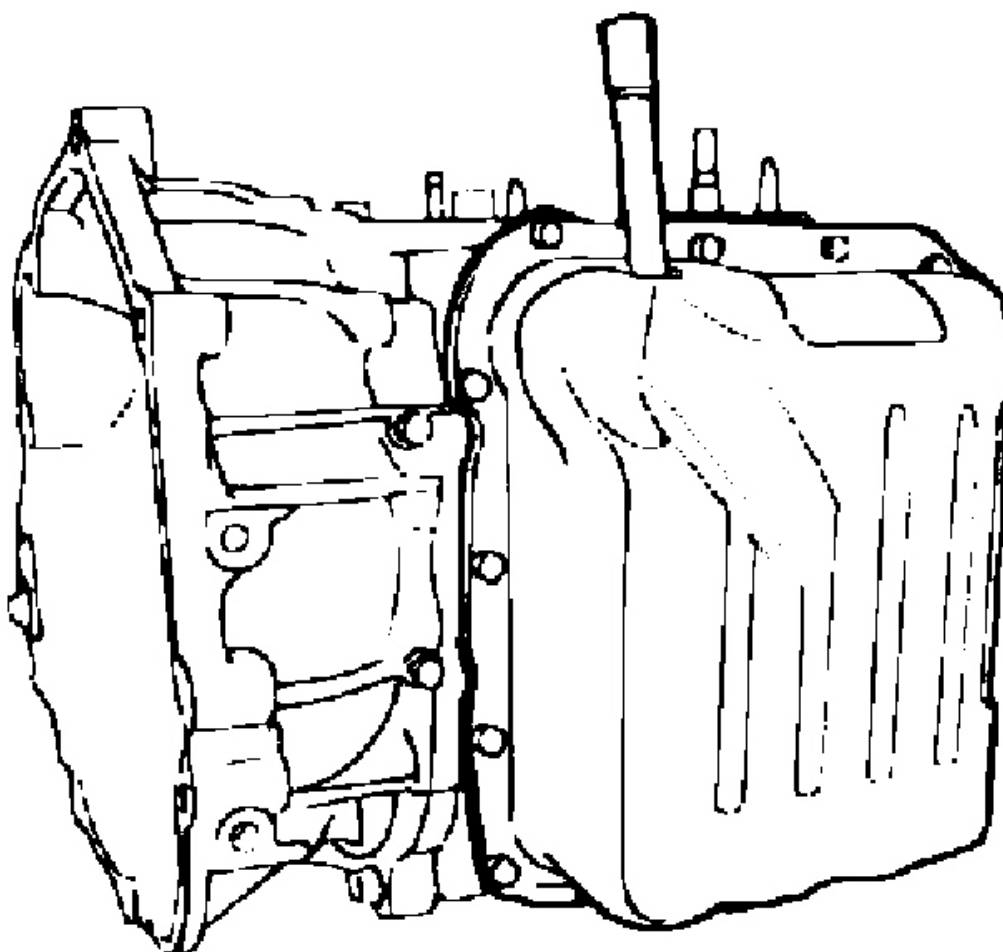


Fig. 19: Removing Speedometer Gear
Courtesy of CHRYSLER CORP.

8. Remove the valve body cover.



G02735250

Fig. 20: Removing Valve Body Cover

9. Remove the manual control shaft detent.

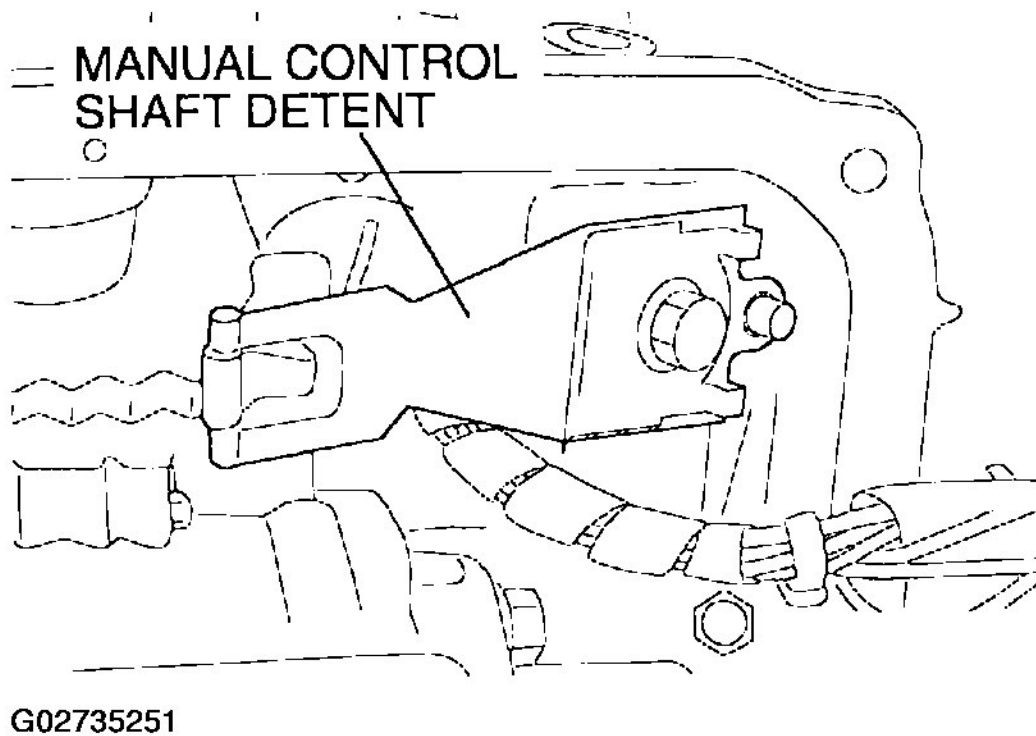
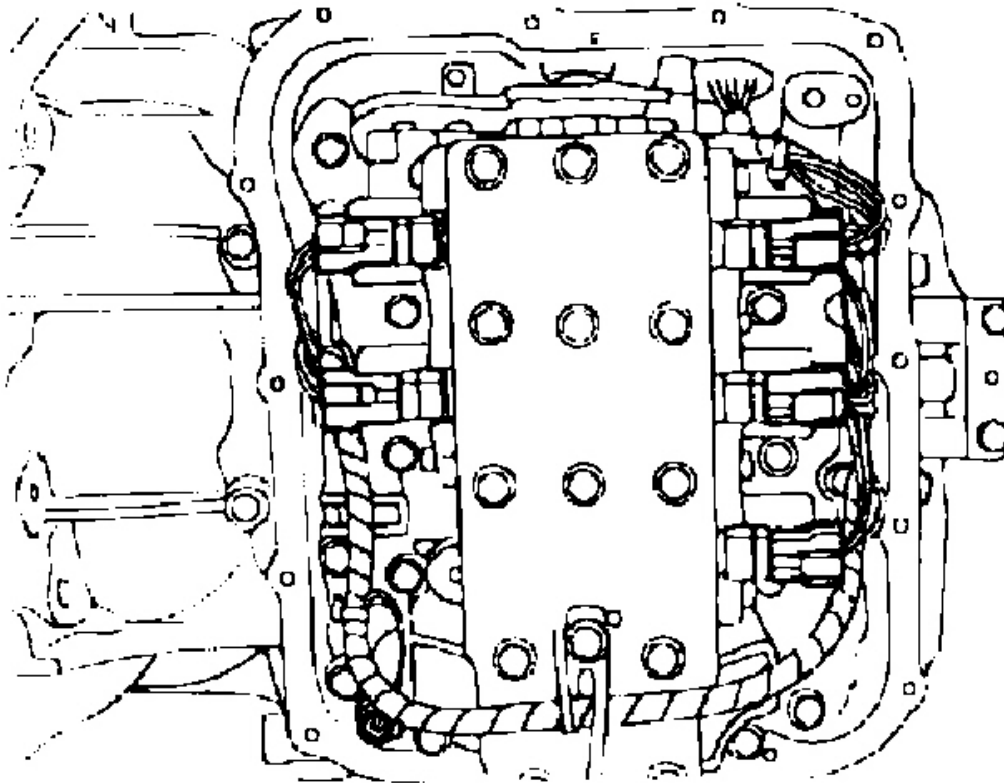


Fig. 21: Removing Manual Control Shaft Detent

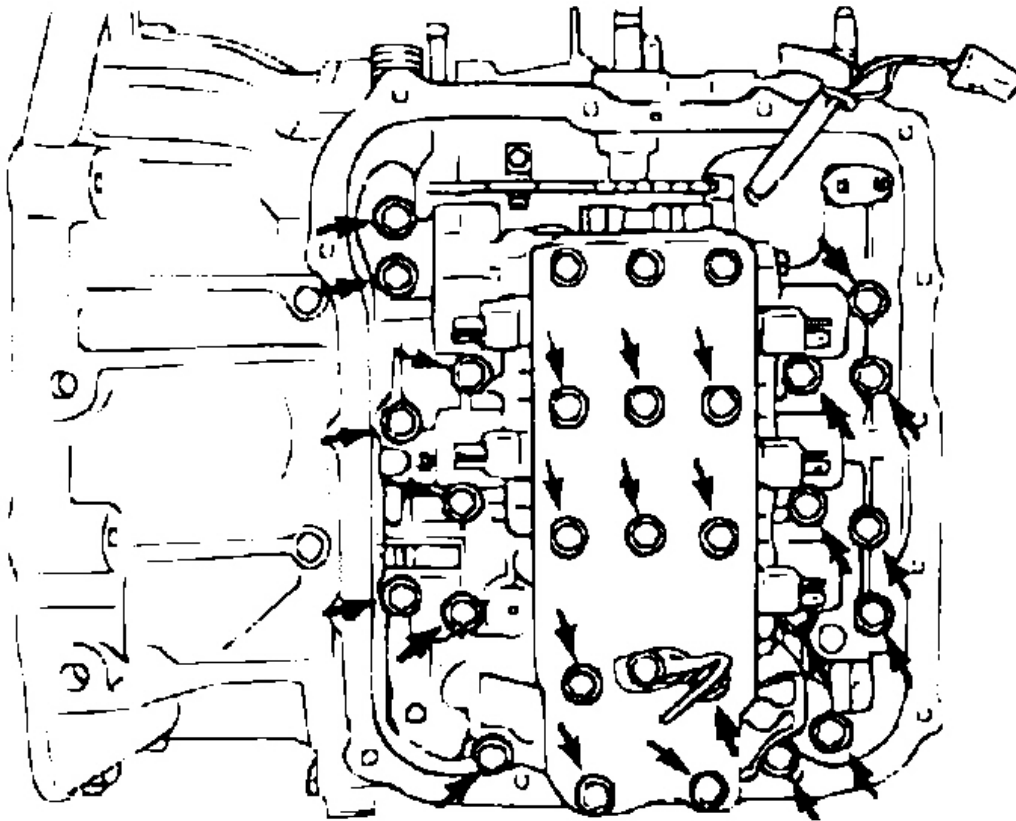
10. Disconnect the solenoid valve harness from the valve body by undoing the fluid temperature sensor and all the connectors.



G02735252

Fig. 22: Disconnecting Solenoid Valve Harness

CAUTION: Make sure that the manual control lever and the park/neutral position switch are removed. See step 6.



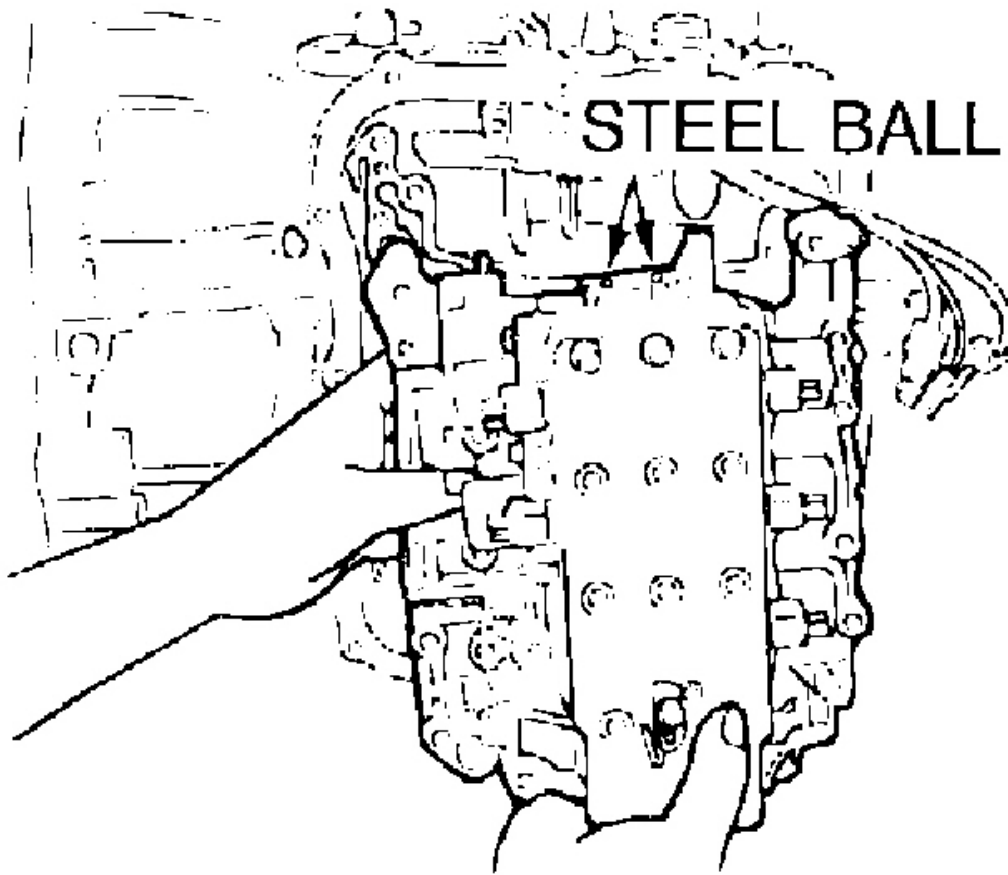
G02735253

Fig. 23: Removing Valve Body Mounting Bolts

11. Remove the valve body mounting bolts (28 pieces).
12. Remove the fluid temperature sensor.

CAUTION: Do not lose the two steel balls.

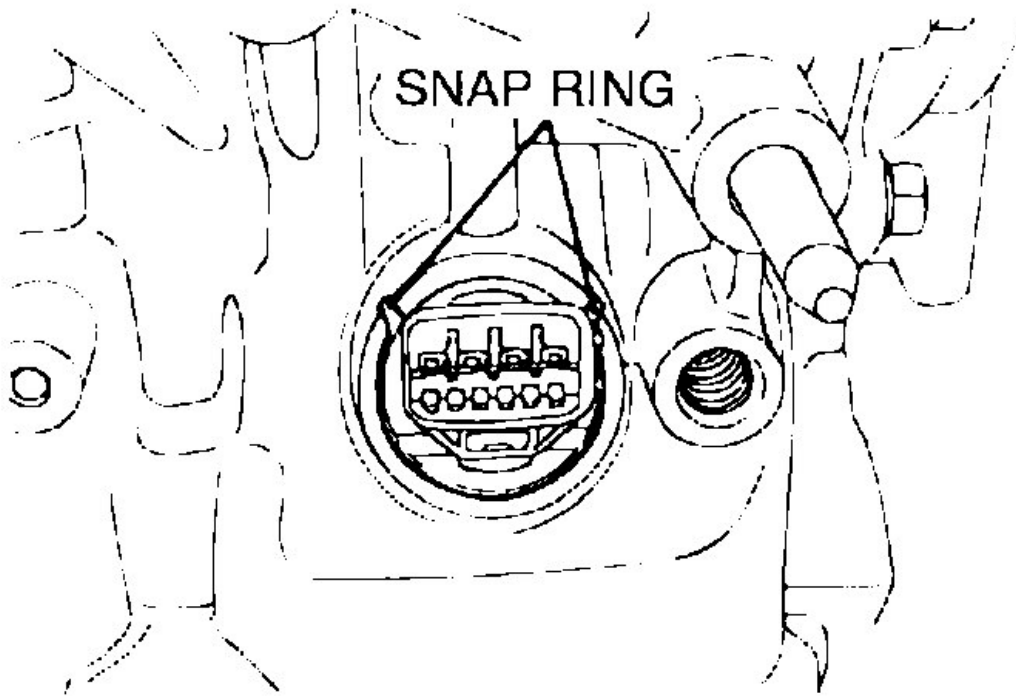
13. Remove the valve body, gasket, and the two steel balls.



G02735254

Fig. 24: Removing Valve Body, Gasket, & Two Steel Balls

14. Remove the snap ring from the connector. Push the connector into the transaxle case and remove the solenoid valve harness.



G02735255

Fig. 25: Removing Snap Ring

15. Remove the strainer and the second brake retainer oil seal.

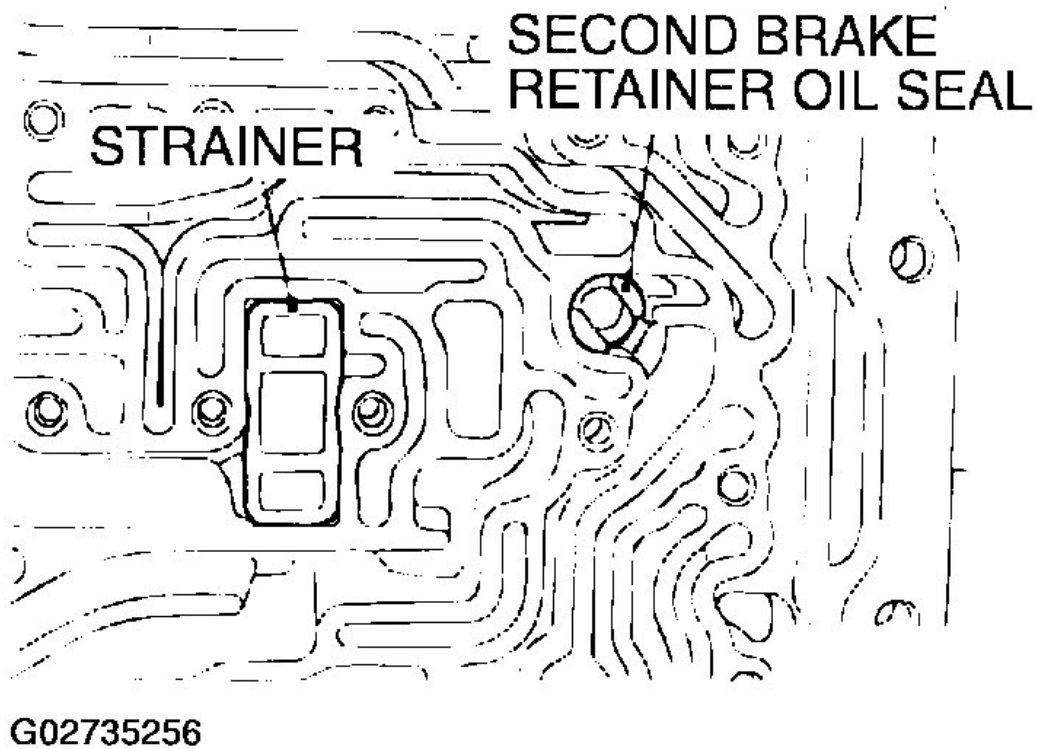
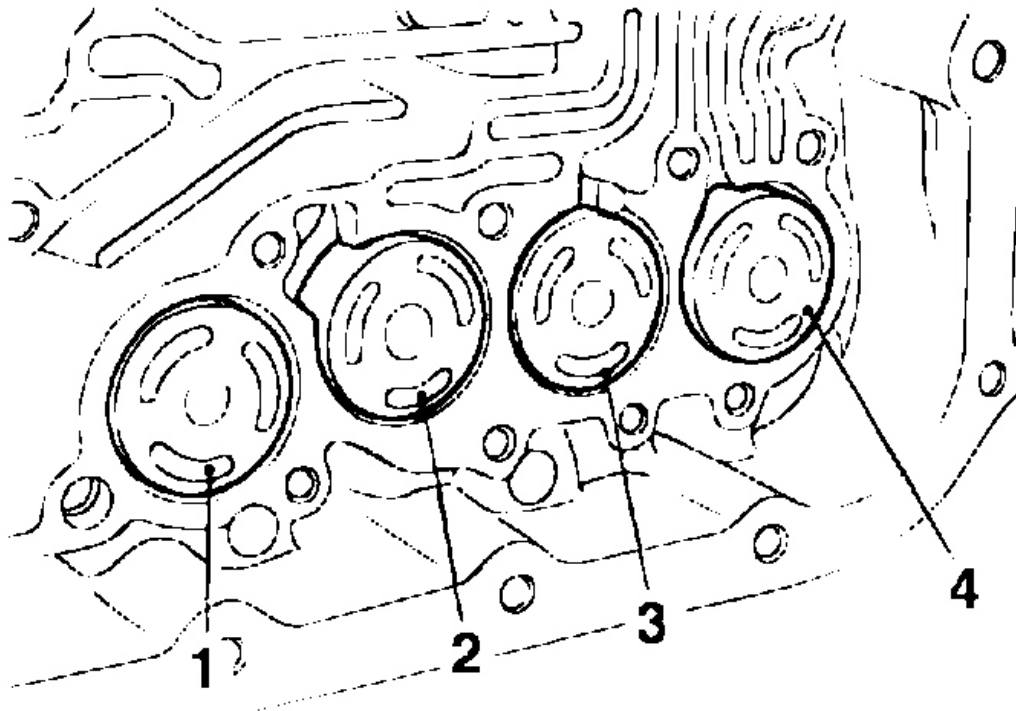


Fig. 26: Removing Strainer & Second Brake Retainer Oil Seal

16. Remove each accumulator piston and spring.

Accumulator Piston Identification

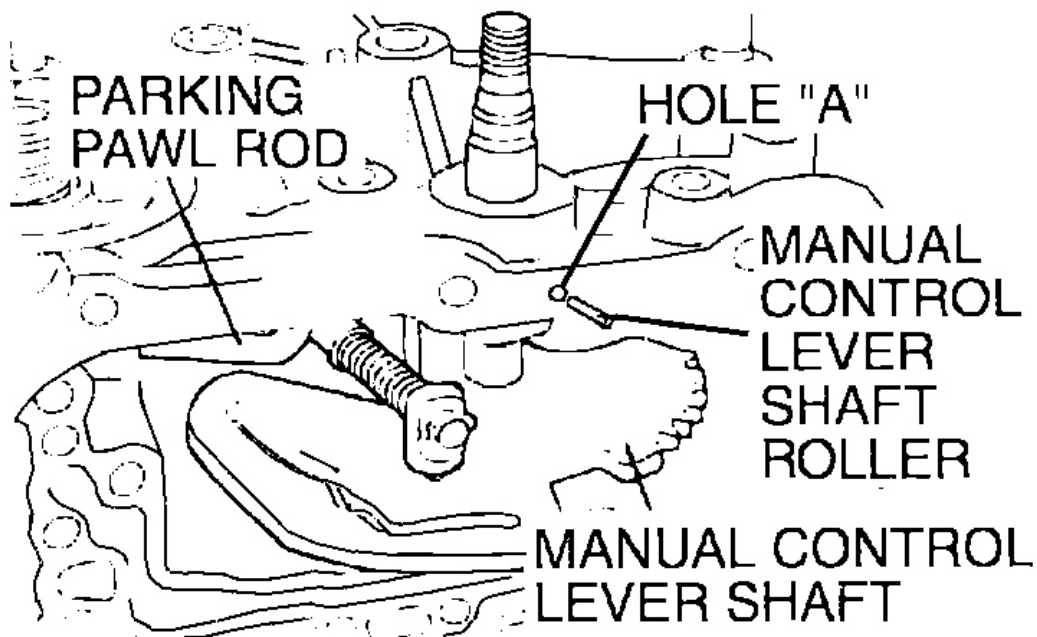
Number	Name
1	For low-reverse brake
2	For underdrive clutch
3	For second brake
4	For overdrive clutch



G02735257

Fig. 27: Removing Accumulator Pistons & Springs

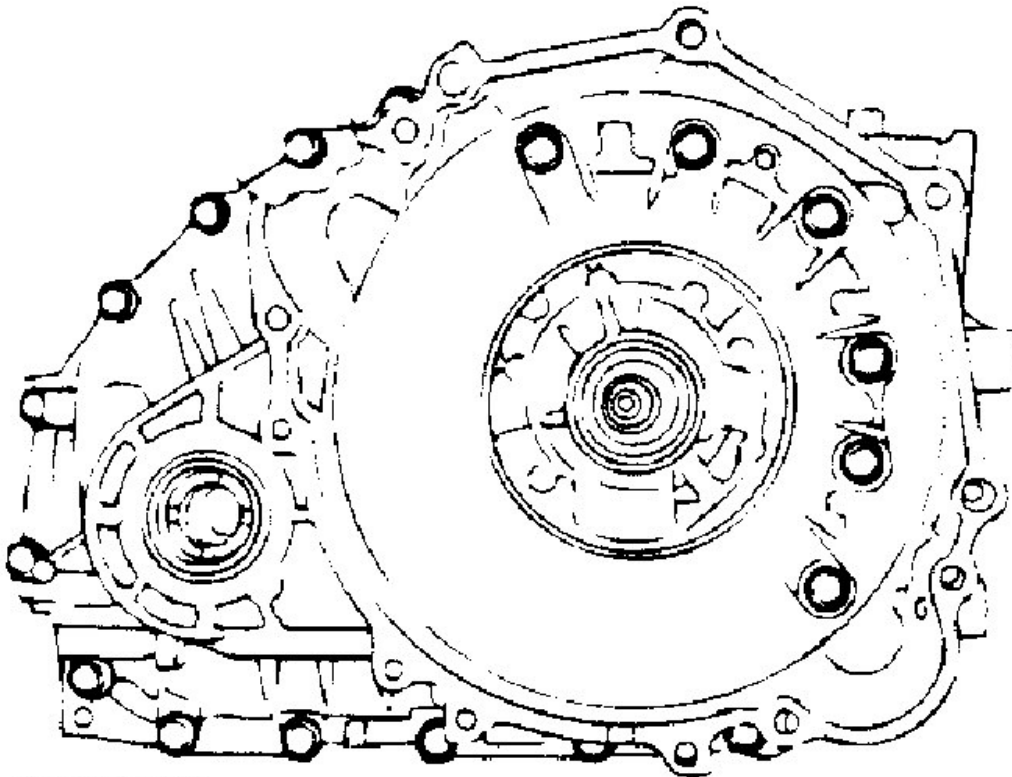
17. Remove the manual control lever shaft roller.
18. Remove the manual control lever shaft and the parking pawl rod.



G02735258

Fig. 28: Removing Manual Control Lever Shaft & Parking Pawl Rod

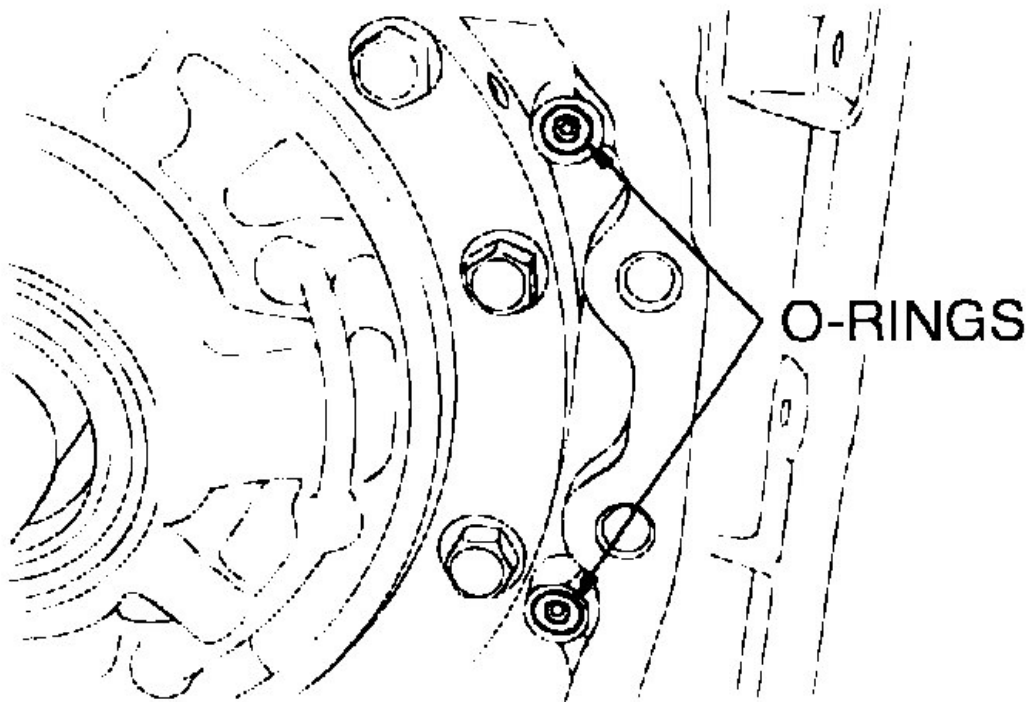
19. Remove the torque converter housing mounting bolts (18 bolts), and then remove the torque converter housing.



G00402862

Fig. 29: Removing Torque Converter Housing Mounting Bolts
Courtesy of CHRYSLER CORP.

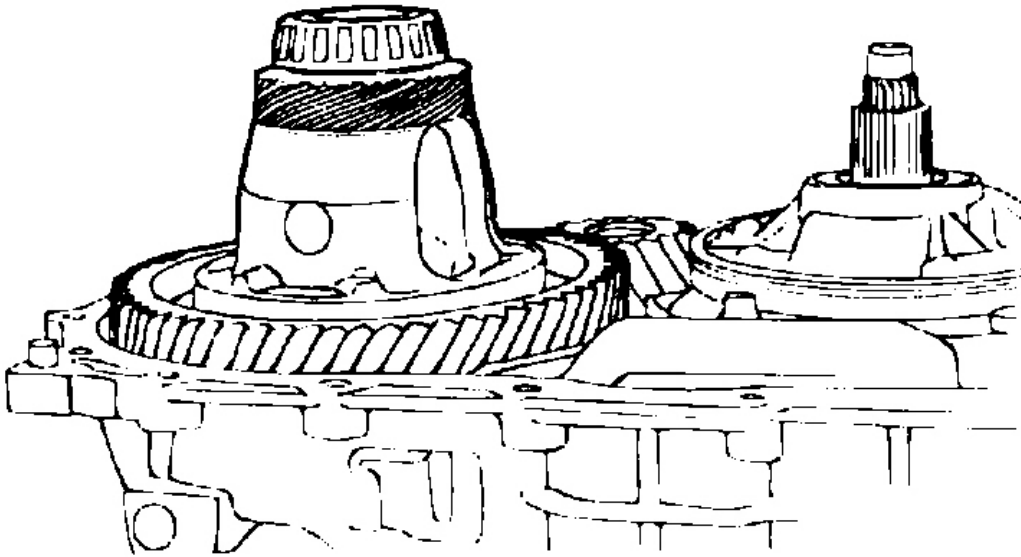
20. Remove the differential bearing outer race and spacer from the torque converter housing.
21. Remove the O-rings (two pieces).



G02735260

Fig. 30: Removing O-Rings

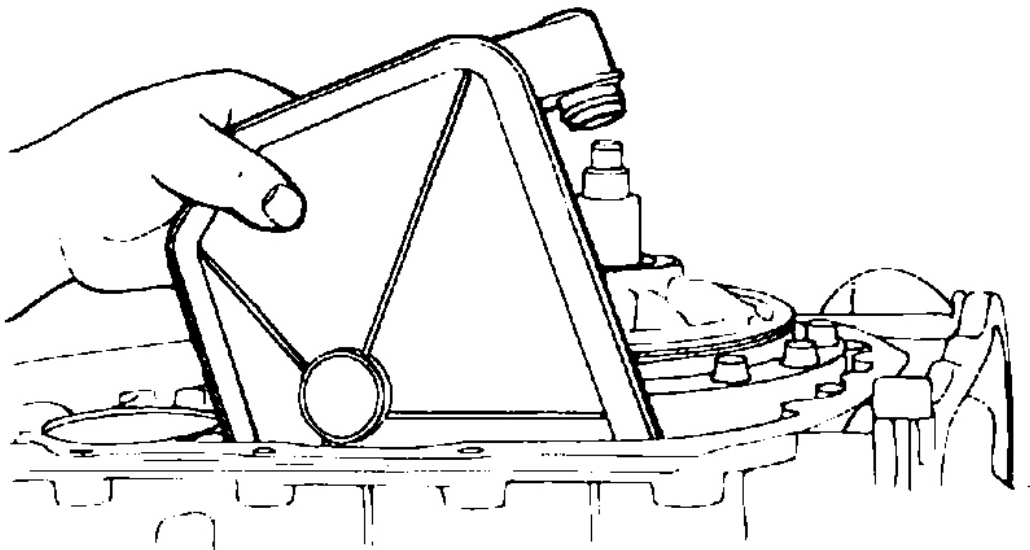
22. Remove the differential.



G02735261

Fig. 31: Removing Differential

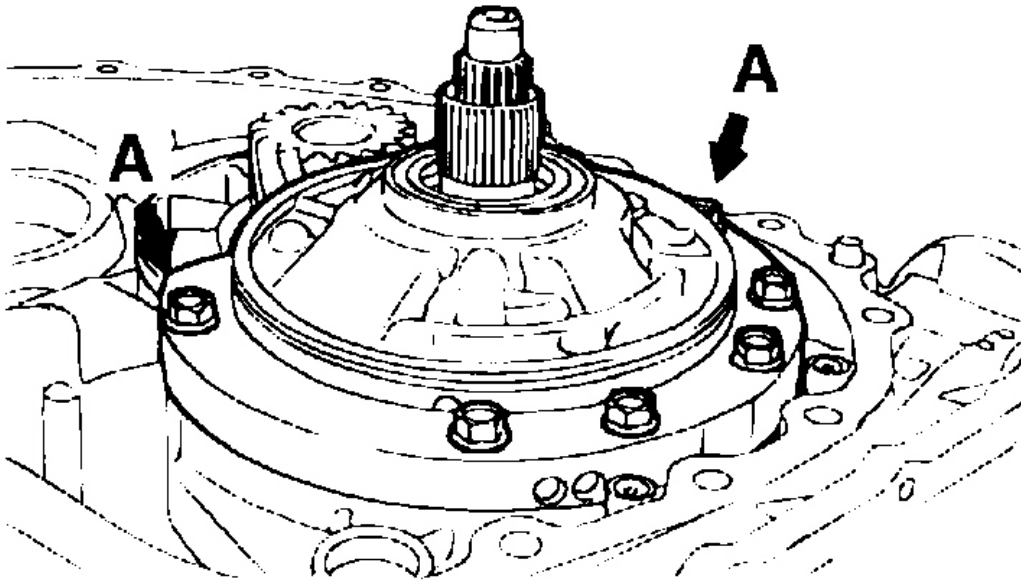
23. Remove the differential bearing outer race from the transaxle case.
24. Remove the oil filter.



G02735262

Fig. 32: Removing Oil Filter

25. Remove the oil pump mounting bolts (six pieces).
26. Install special tool MD998333 in hole "A."



G02735263

Fig. 33: Removing Oil Pump Mounting Bolts

27. Turn special tools MD998333 to remove the oil pump.

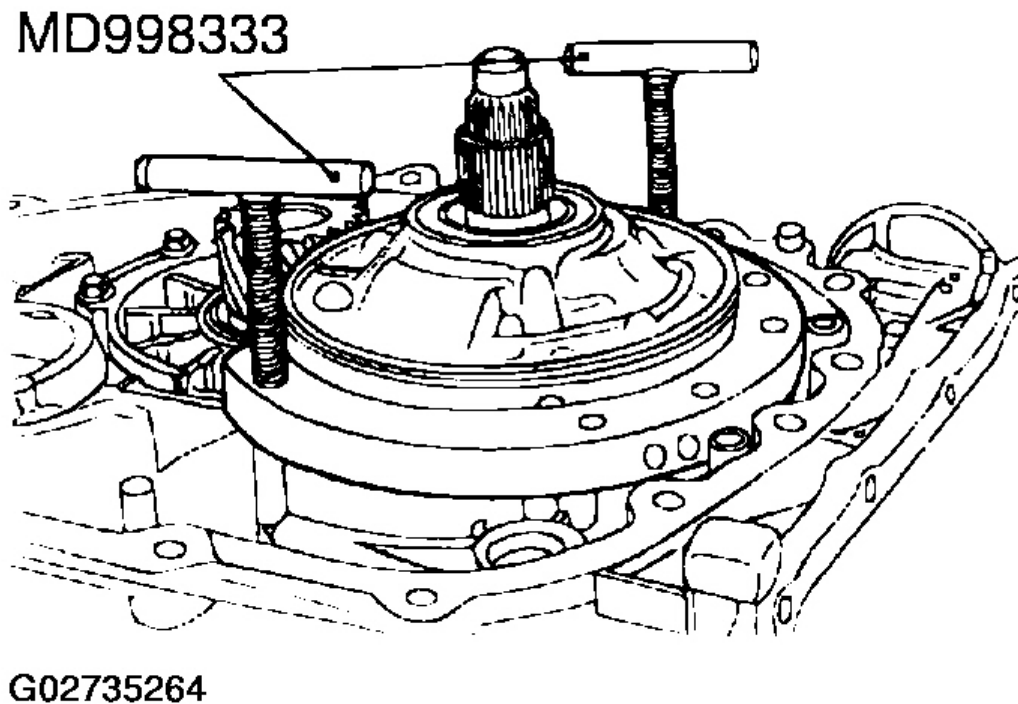


Fig. 34: Removing Oil Pump

28. Remove the oil pump gasket.
29. Remove thrust washer number 1.

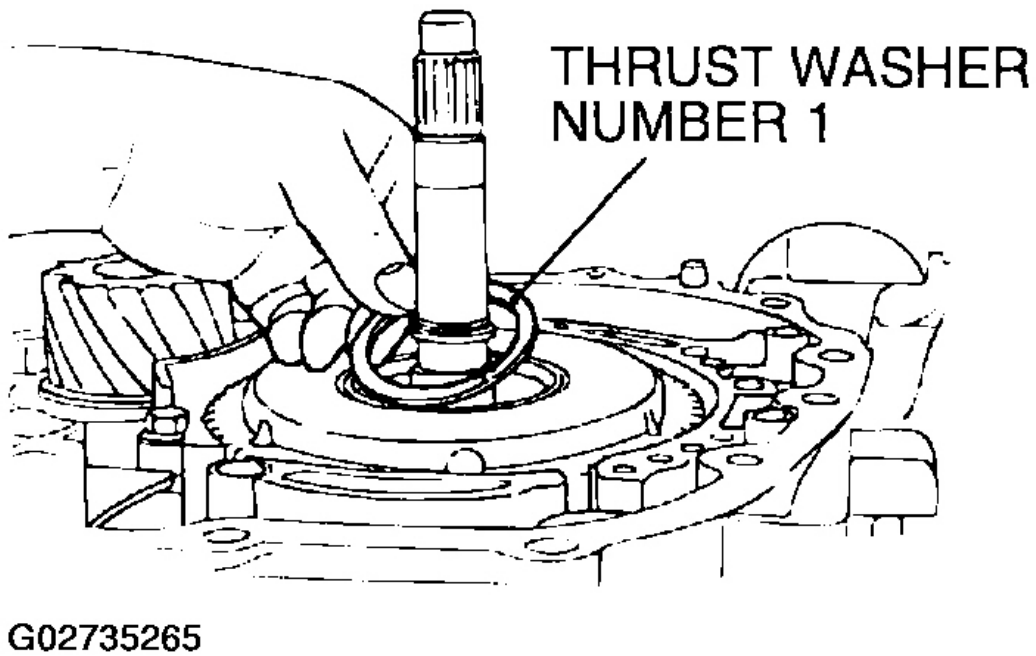
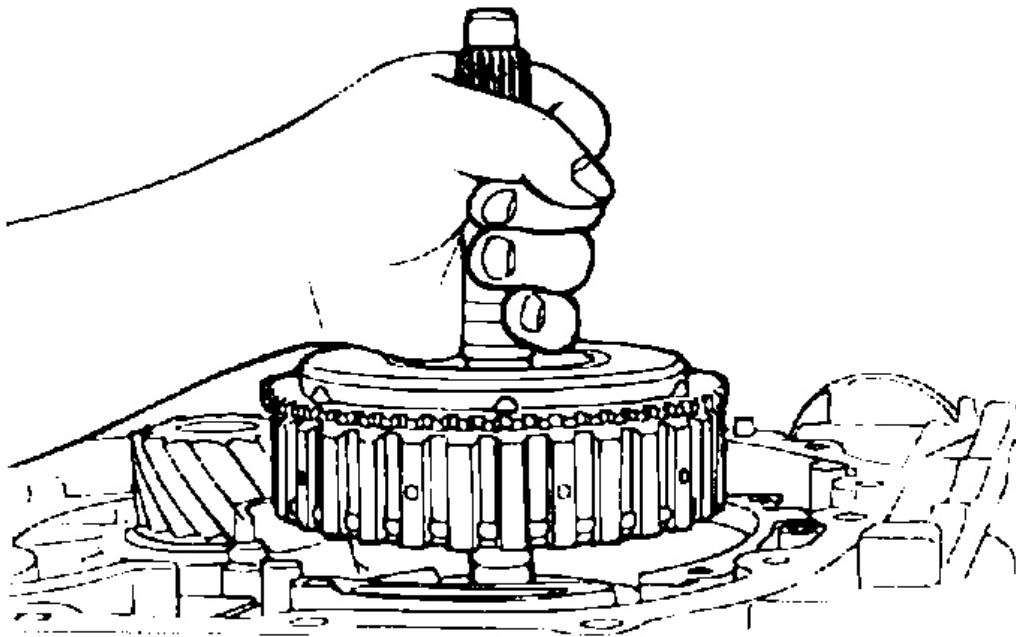


Fig. 35: Removing Thrust Washer No. 1

30. Holding the input shaft, remove the underdrive clutch and input shaft.



G02735266

Fig. 36: Removing Underdrive Clutch & Input Shaft

31. Remove thrust bearing number 2.

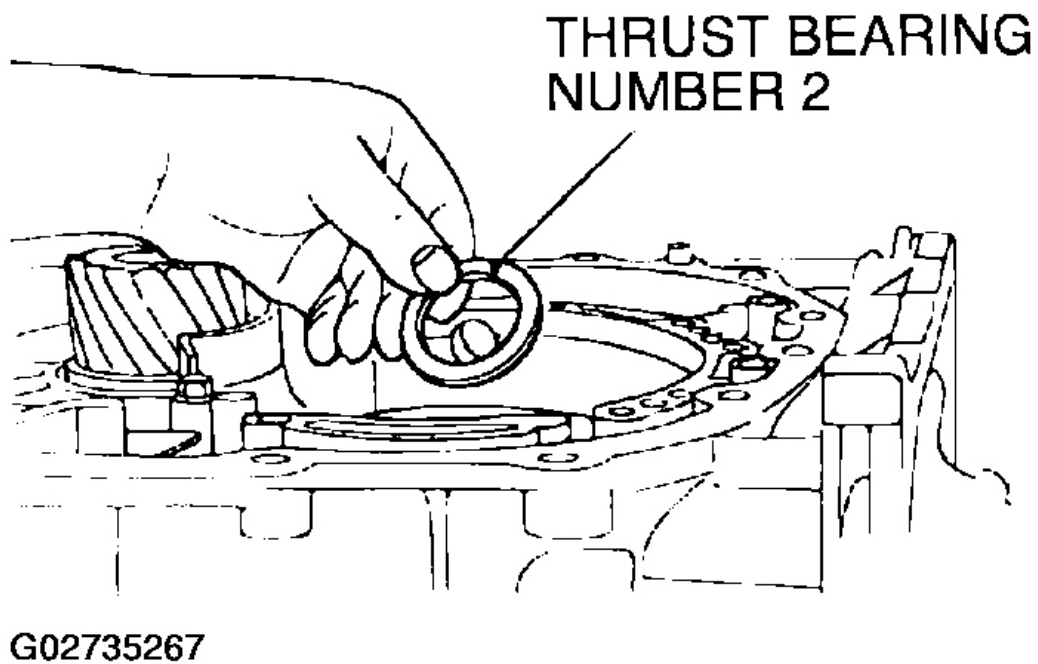
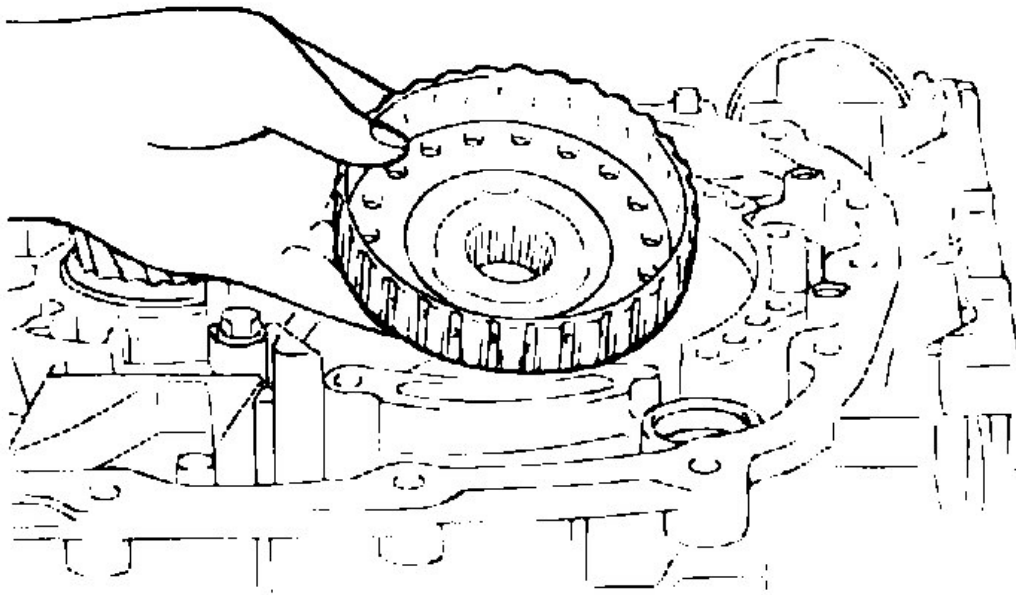


Fig. 37: Removing Thrust Bearing No. 2

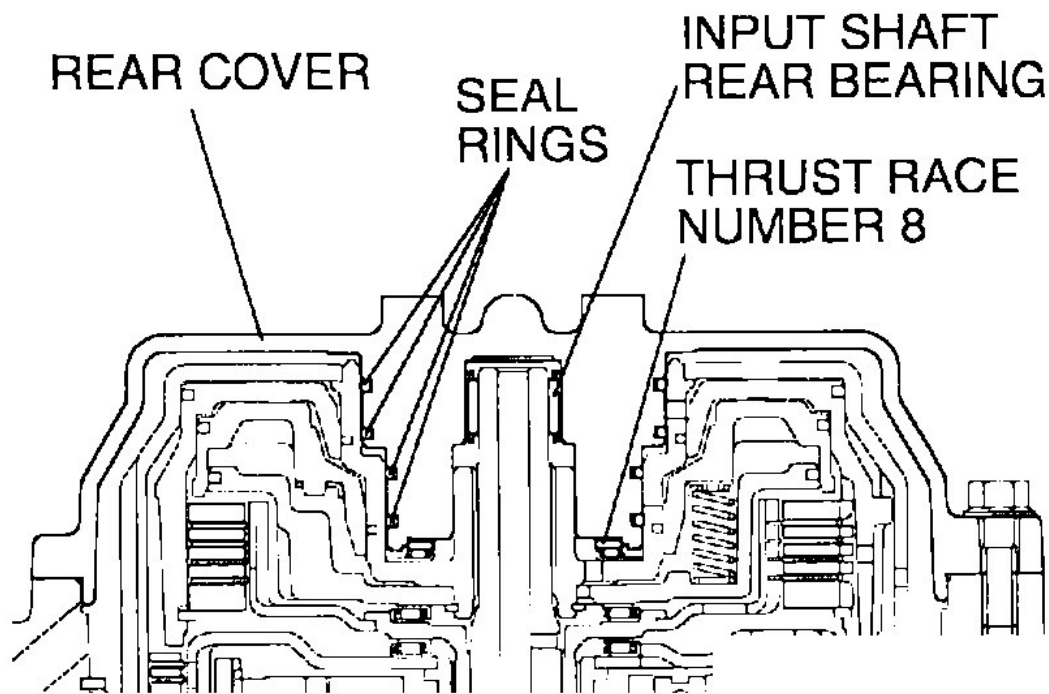
32. Remove the underdrive clutch hub.



G02735268

Fig. 38: Removing Underdrive Clutch Hub

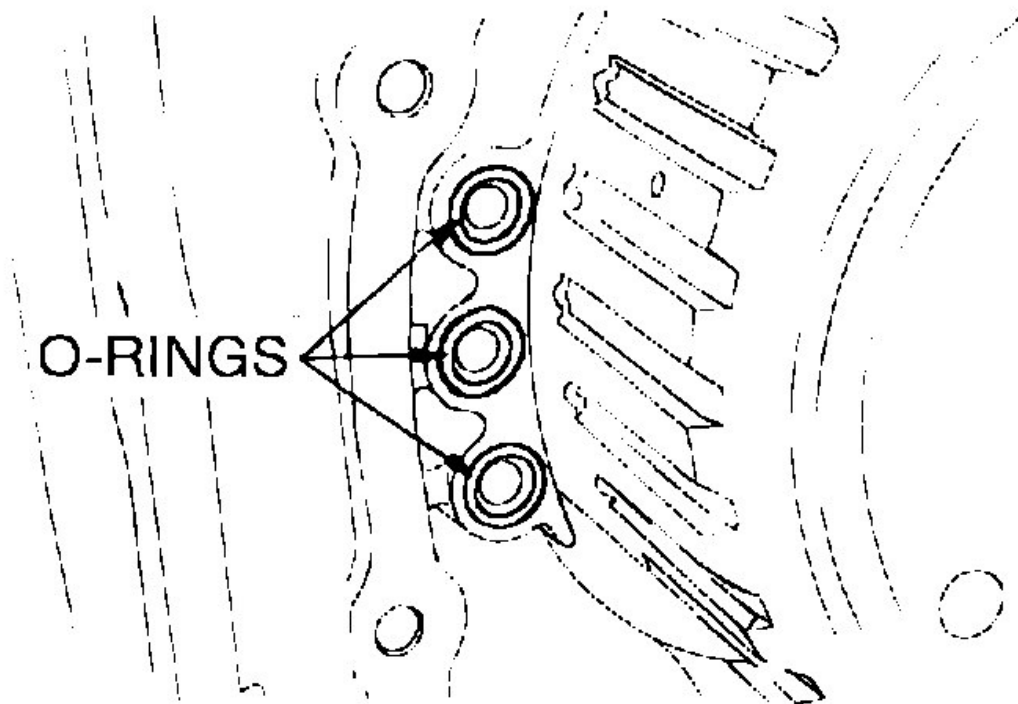
33. Remove the rear cover and input shaft rear bearing.
34. Remove thrust race number 8.
35. Remove the seal rings (four pieces).



G02735269

Fig. 39: Removing Rear Cover, Input Shaft Rear Bearing, Thrust Race No. 8 & Seal Rings

36. Remove the O-rings (three pieces).



G02735270

Fig. 40: Removing O-Rings

37. Remove the reverse and overdrive clutch and thrust bearing number 7.

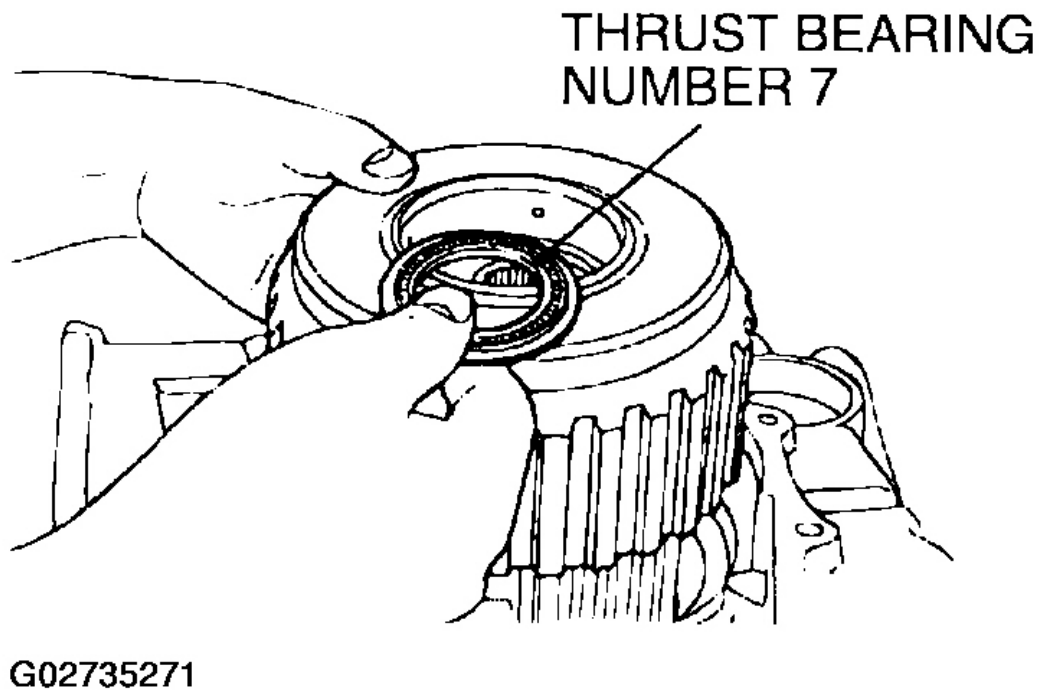


Fig. 41: Removing Reverse & Overdrive Clutch & Thrust Bearing No. 7

38. Remove overdrive clutch hub and thrust bearing number 6.

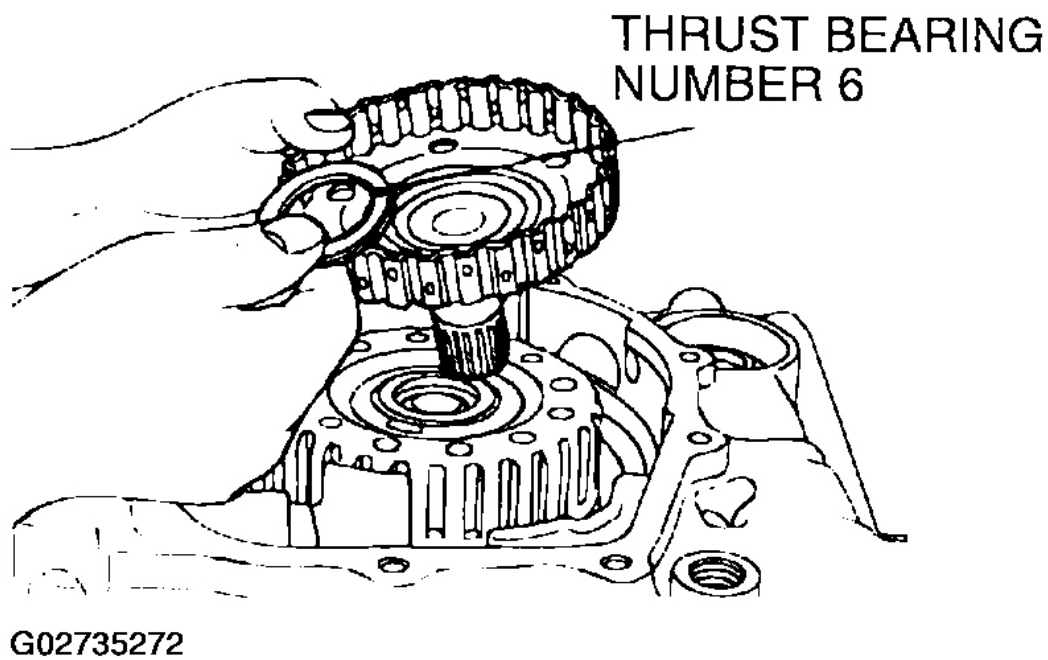


Fig. 42: Removing Overdrive Clutch Hub & Thrust Bearing No. 6

39. Remove thrust bearing number 5.

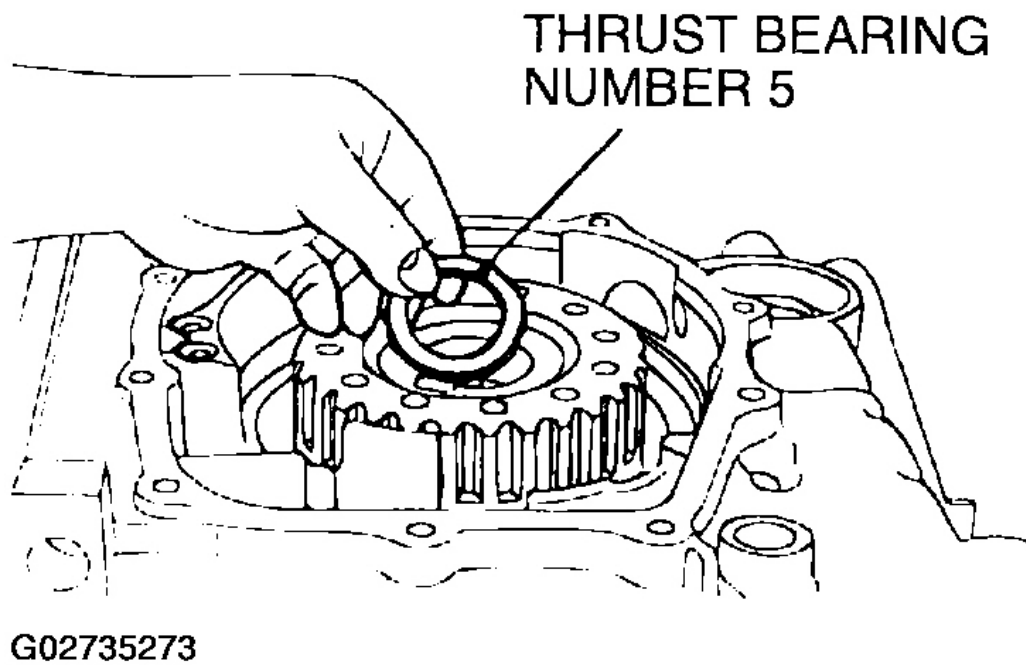
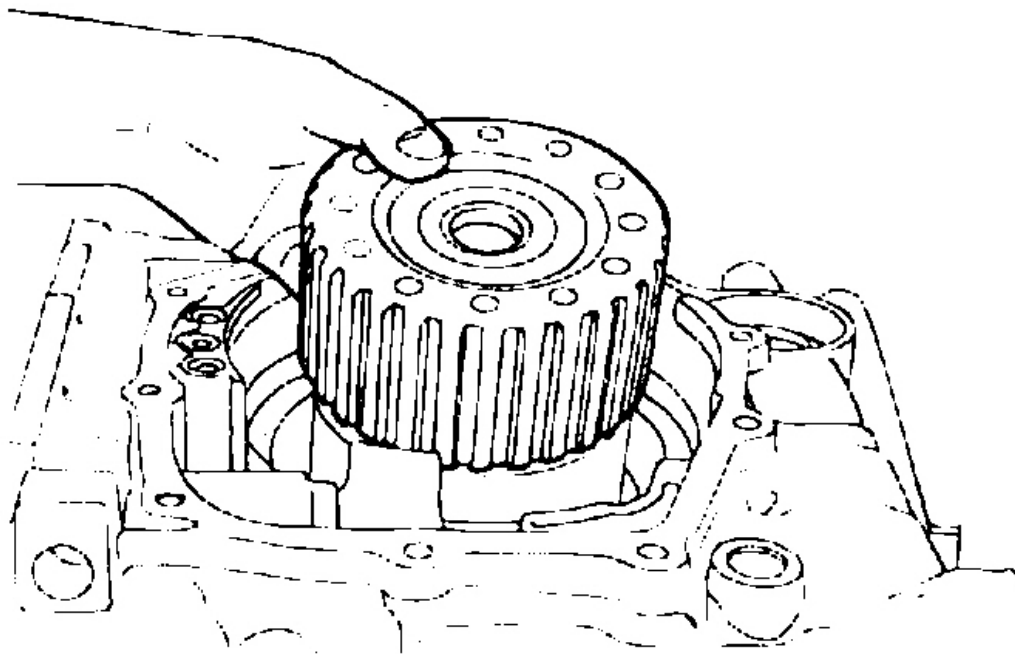


Fig. 43: Removing Thrust Bearing No. 5

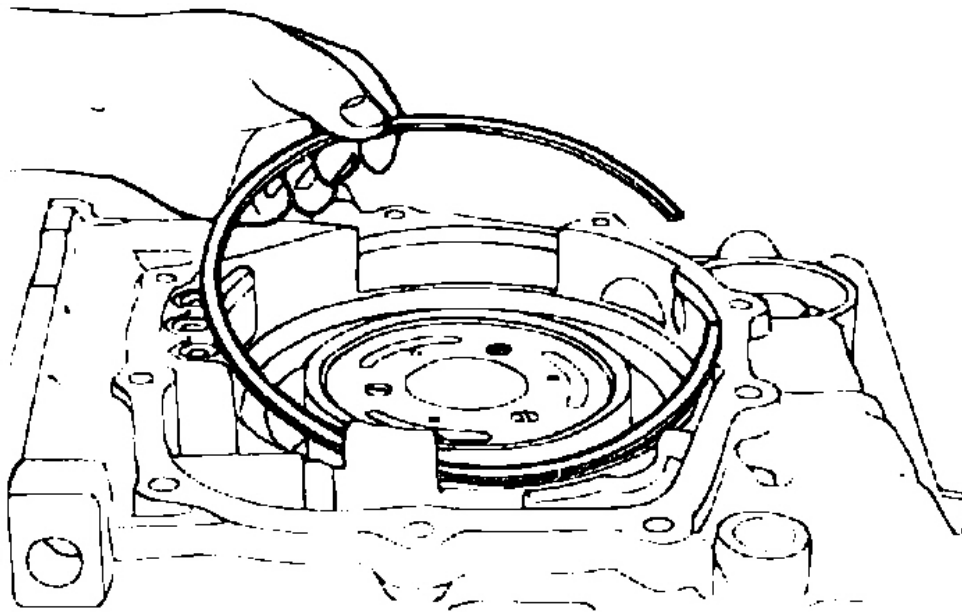
40. Remove the planetary reverse sun gear.



G02735274

Fig. 44: Removing Planetary Reverse Sun Gear

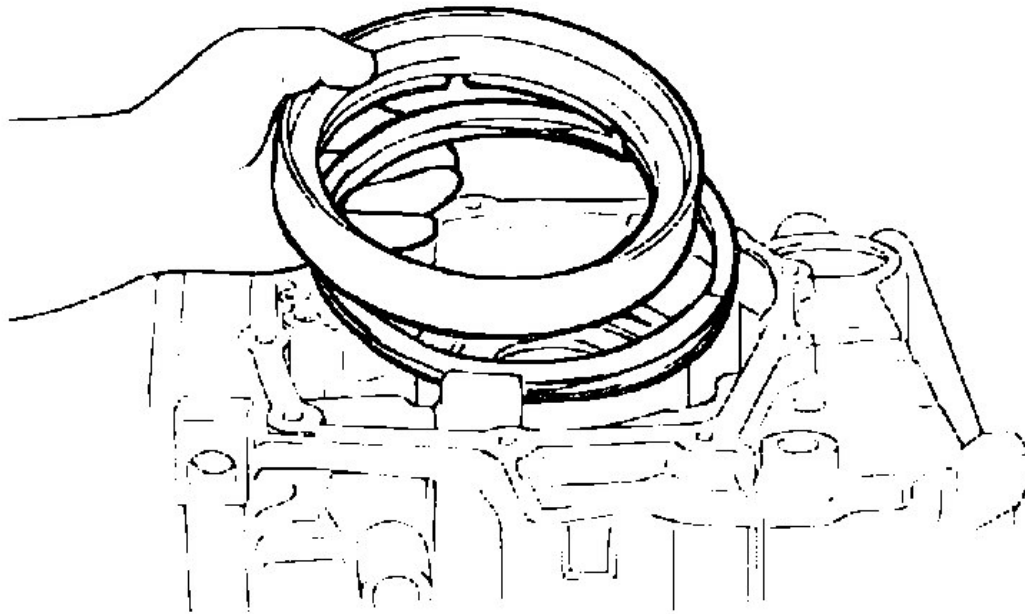
41. Remove the snap ring.



G02735275

Fig. 45: Removing Snap Ring

42. Remove the second brake piston and the return spring.



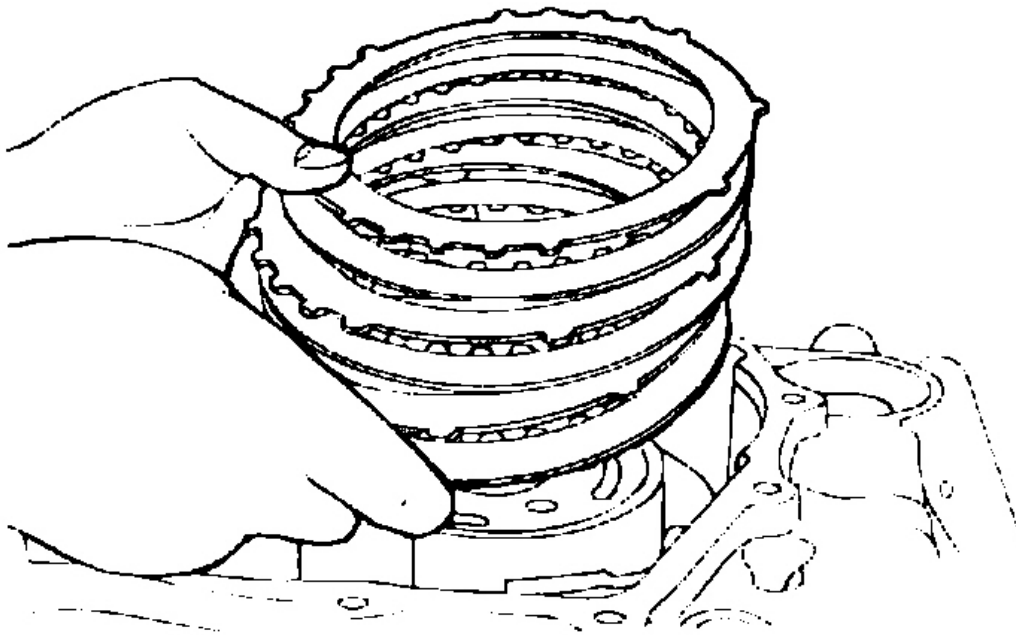
G02735276

Fig. 46: Removing Second Brake Piston & Return Spring

43. Remove the pressure plate, brake discs and brake plate.

Number Of Brake Discs And Plates

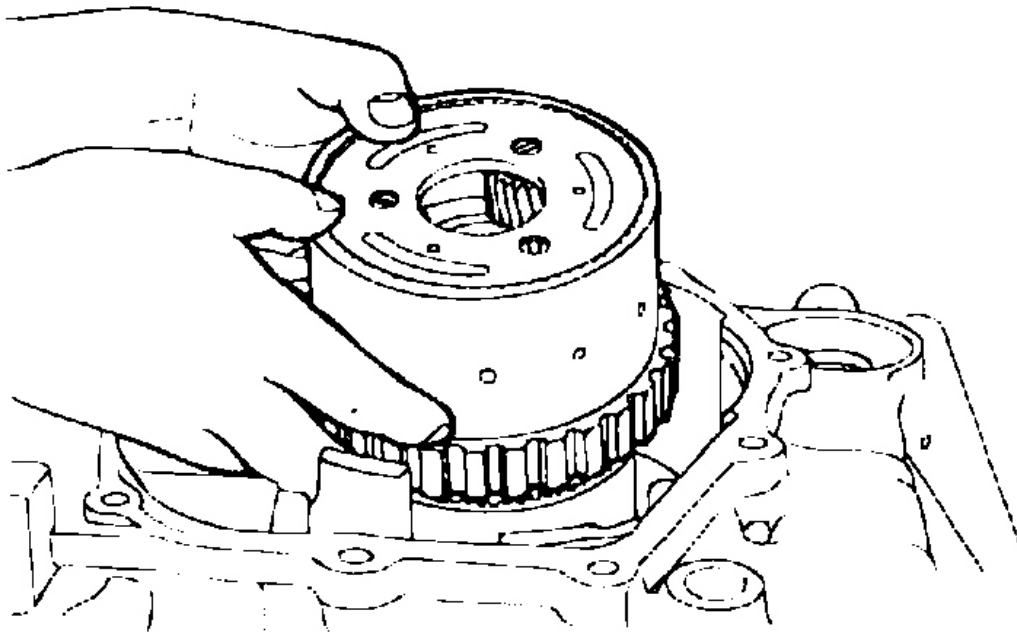
A/T Model	Brake Disc	Brake Plate	Pressure Plate
F4A42	3	2	1
F4A51	4	3	1



G02735277

Fig. 47: Removing Pressure Plate, Brake Discs & Brake Plate

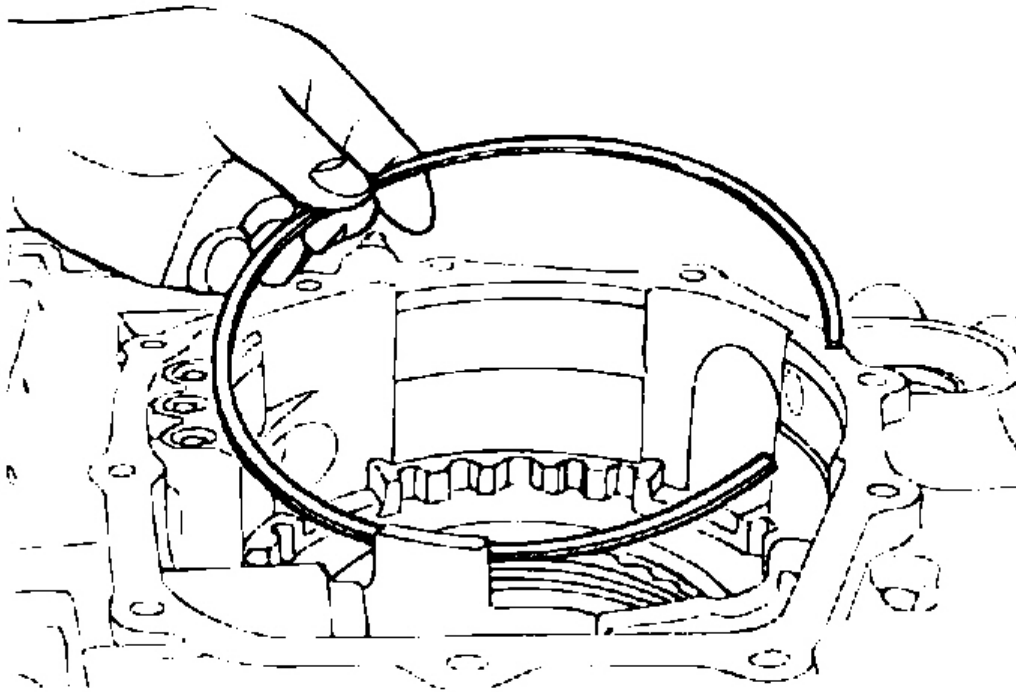
44. Remove the planetary carrier assembly.



G02735278

Fig. 48: Removing Planetary Carrier Assembly

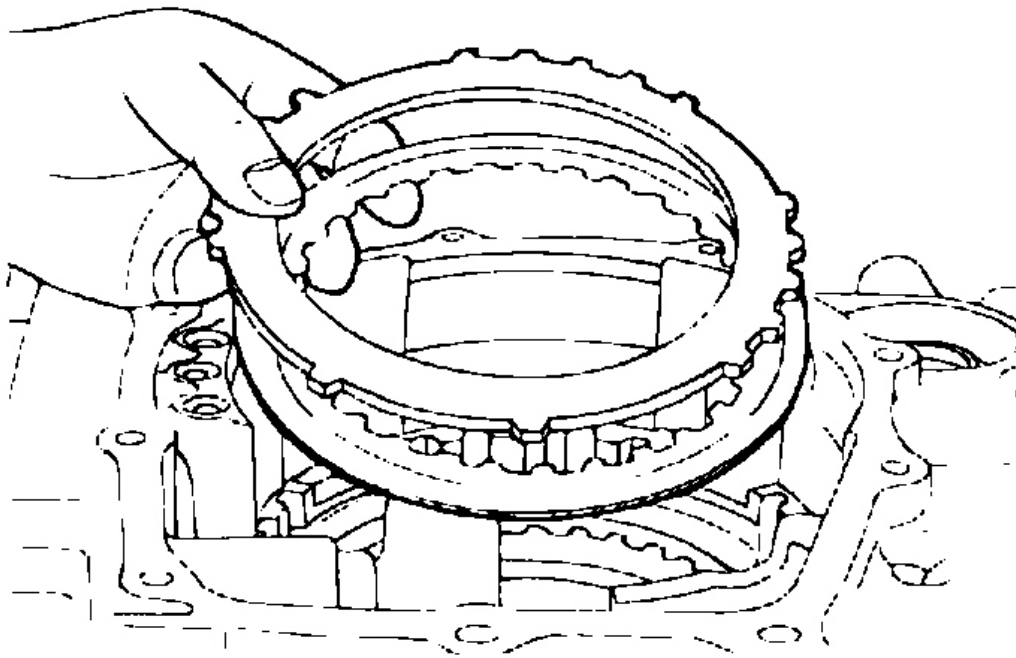
45. Remove the snap ring.



G02735279

Fig. 49: Removing Snap Ring

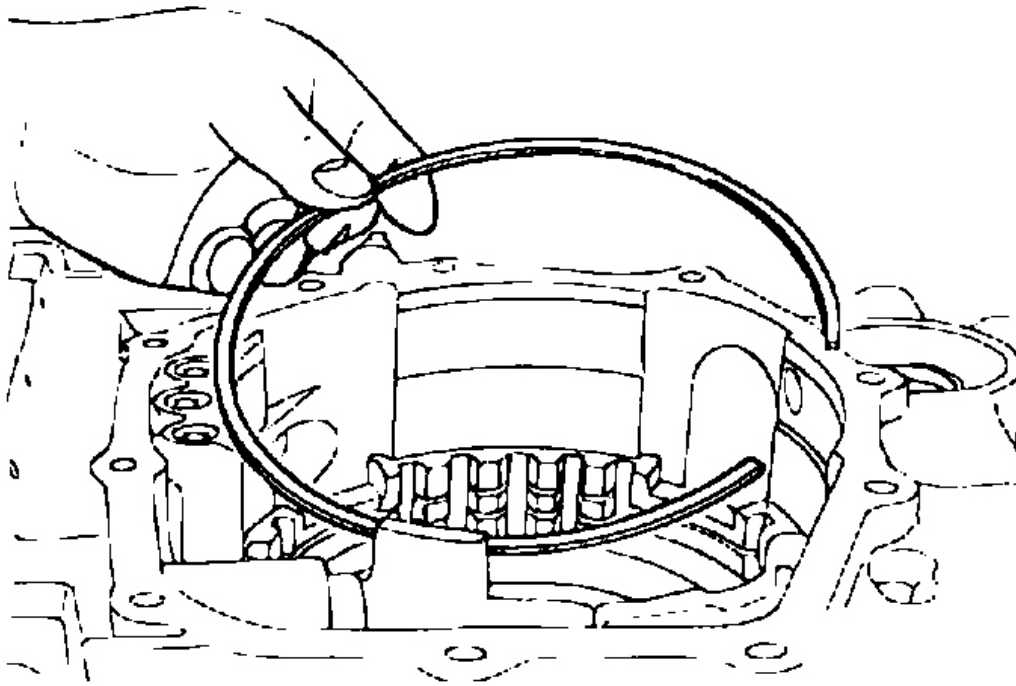
46. Remove the reaction plate and the brake disc.



G02735280

Fig. 50: Removing Reaction Plate & The Brake Disc

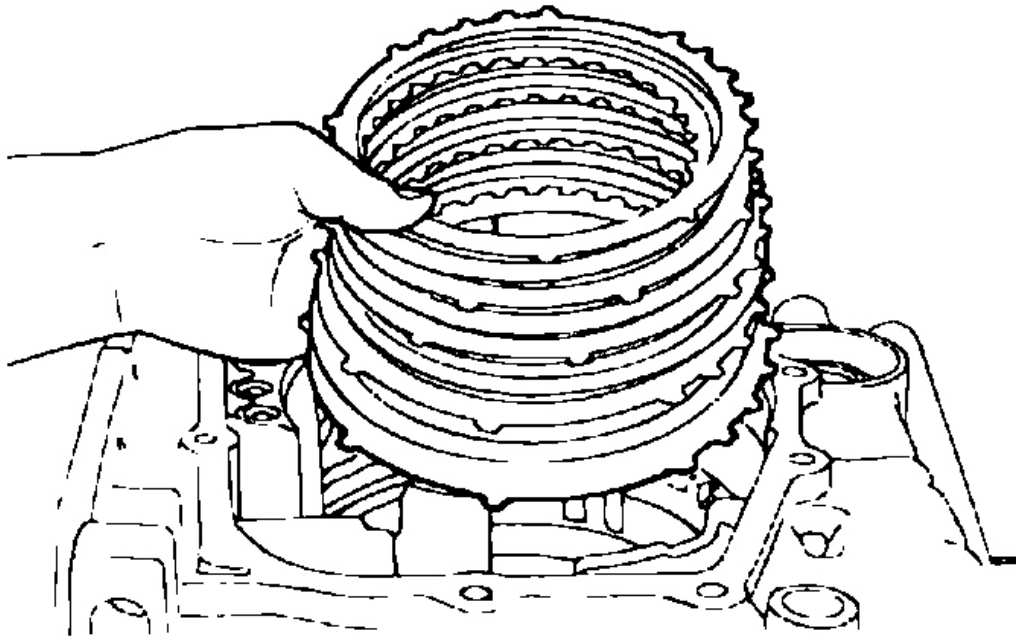
47. Remove the snap ring.



G02735281

Fig. 51: Removing Snap Ring

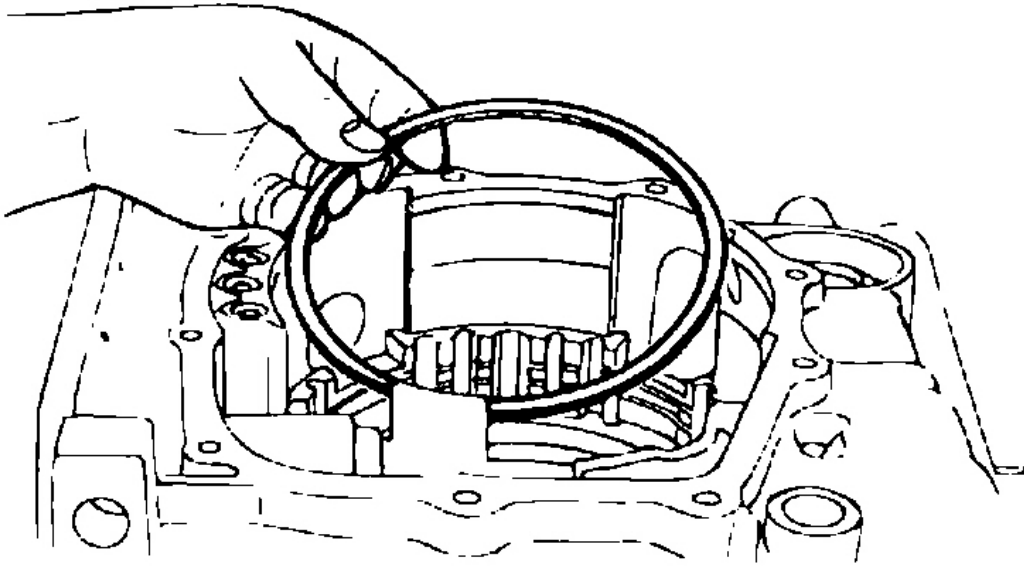
48. Remove the brake plates (five pieces), brake discs (six pieces) and pressure plate.



G02735282

Fig. 52: Removing Brake Plates, Brake Discs & Pressure Plate

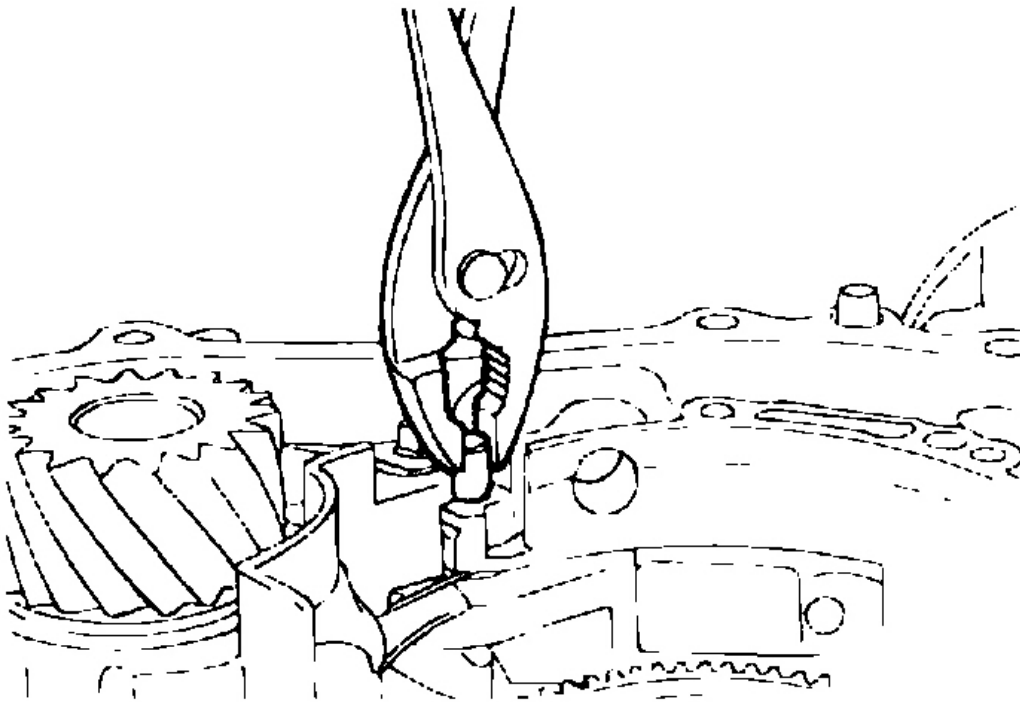
49. Remove the wave spring.



G02735283

Fig. 53: Removing Wave Spring

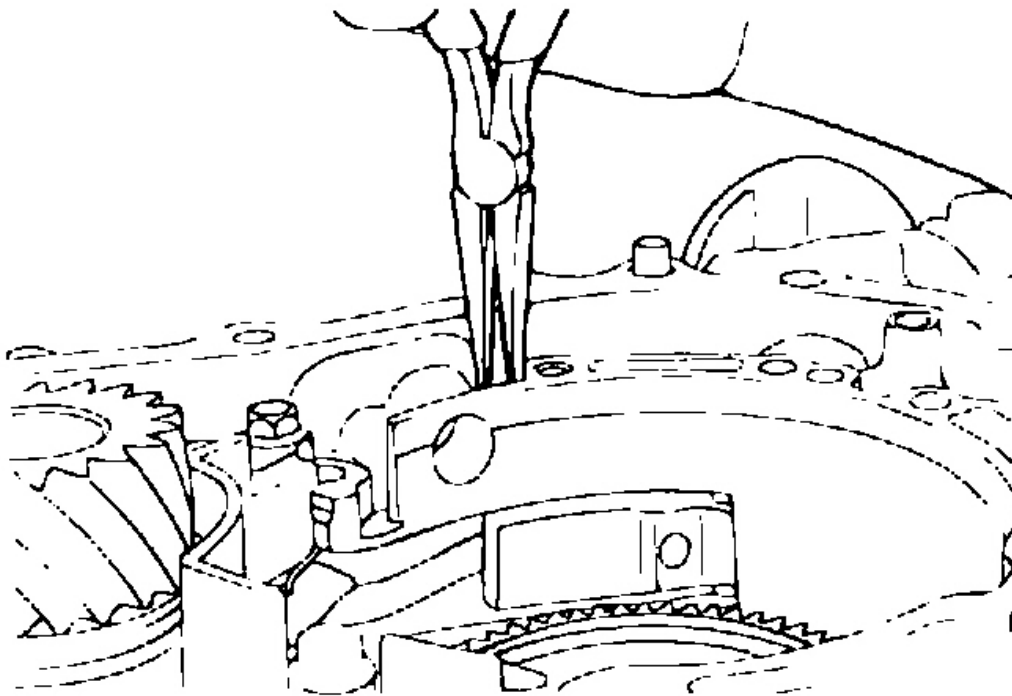
50. Remove the parking pawl shaft, and then remove the spacer and spring.



G02735284

Fig. 54: Removing Parking Pawl Shaft; Then Removing Spacer & Spring

51. Remove the two parking roller support shafts, and then remove the parking roller support.



G02735285

Fig. 55: Removing Parking Roller Support Shafts & Parking Roller Support

52. Remove the one-way clutch inner race and low-reverse brake piston as follows:
 1. Using special tools MD998903 < F4A42 > or MD998338 < F4A51 > and MD998924, compress the one-way clutch inner race.

NOTE: This illustration shows F4A51.

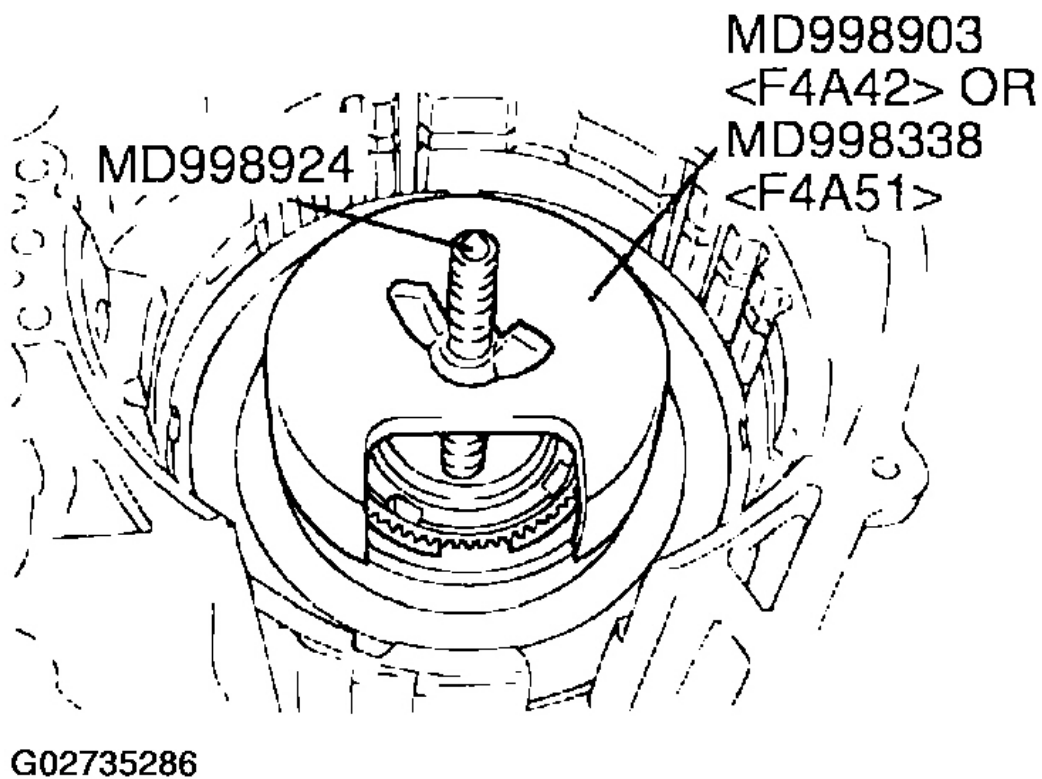
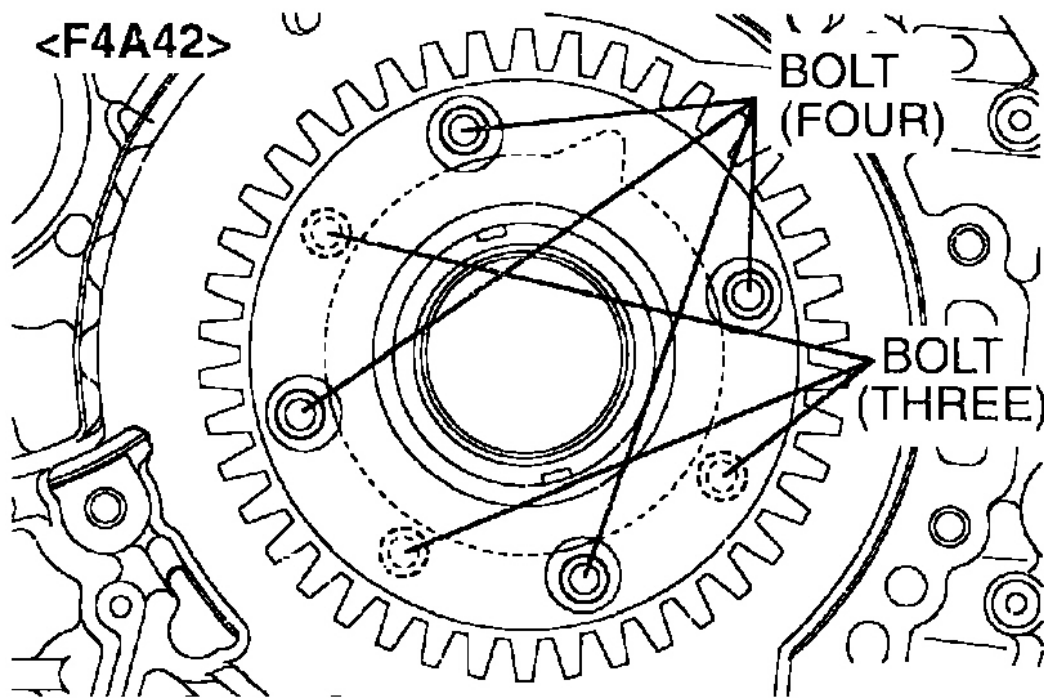


Fig. 56: Compressing One-Way Clutch Inner Race (F4A51 Is Shown; F4A42 Is Similar)

2. Remove the snap ring.
3. Remove the special tools.
4. Remove the one-way clutch inner race, O-ring, spring retainer, return spring and low-reverse brake piston.
53. Remove the four < F4A51 > or three < F4A42 > transfer drive gear bearing mounting bolts. Then, turn the gear 1/8 turn (45 degree angle) and remove the remaining bolts.

F4A42 = seven mounting bolts

F4A51 = eight mounting bolts



G02735287

Fig. 57: Removing Transfer Drive Gear Mounting Bolts (F4A42)

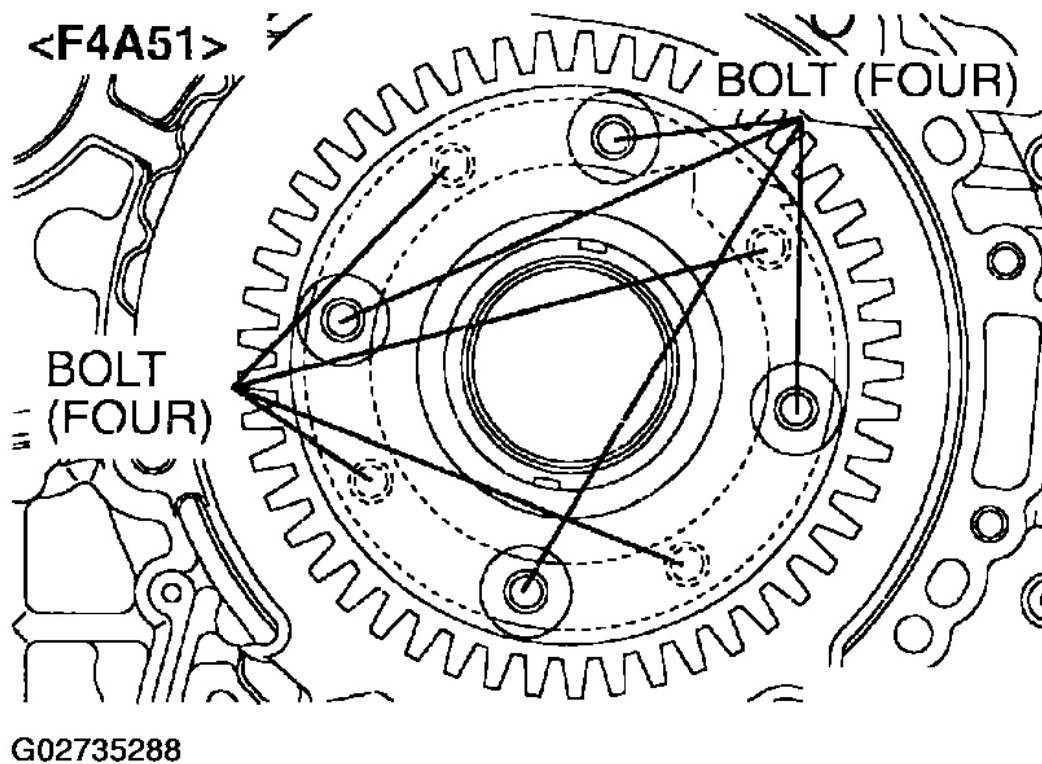
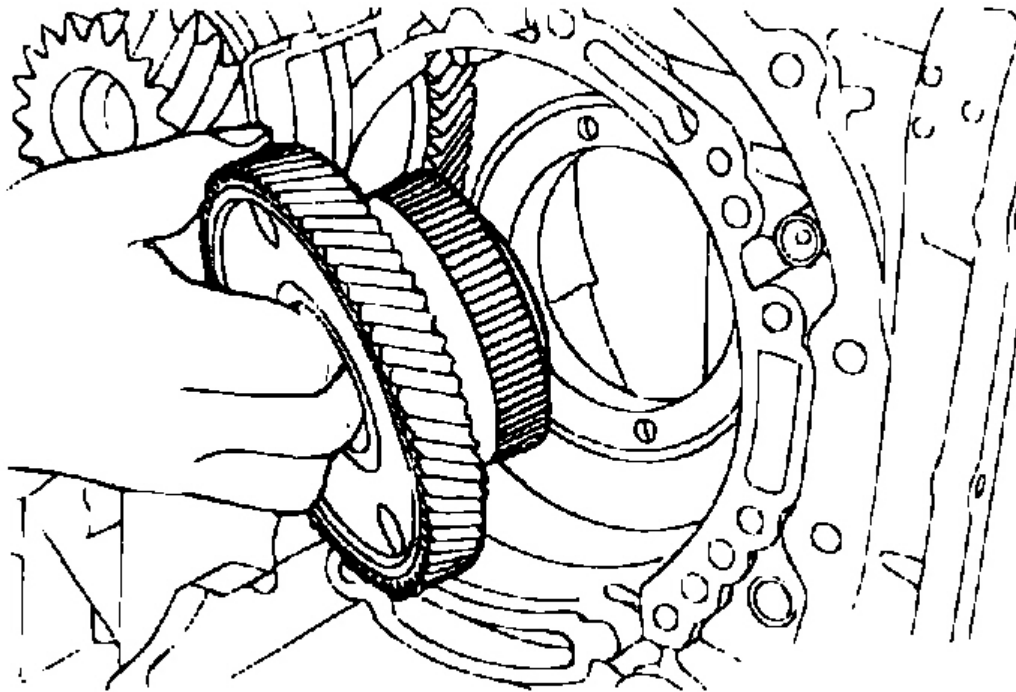


Fig. 58: Removing Transfer Drive Gear Mounting Bolts (F4A51)

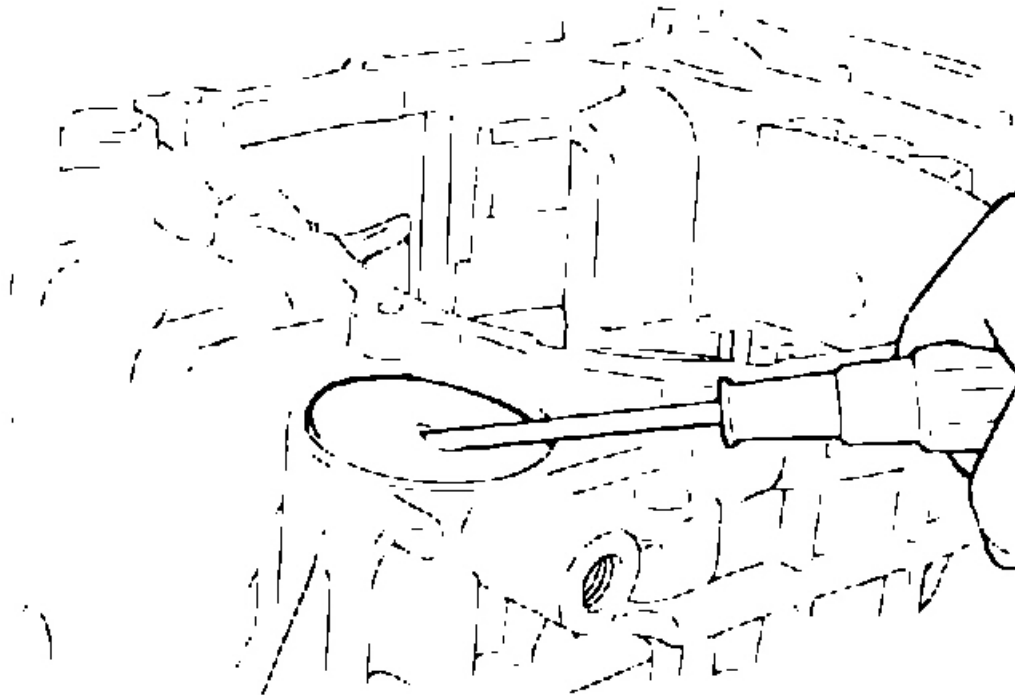
54. Remove the transfer drive gear.



G02735289

Fig. 59: Removing Transfer Drive Gear

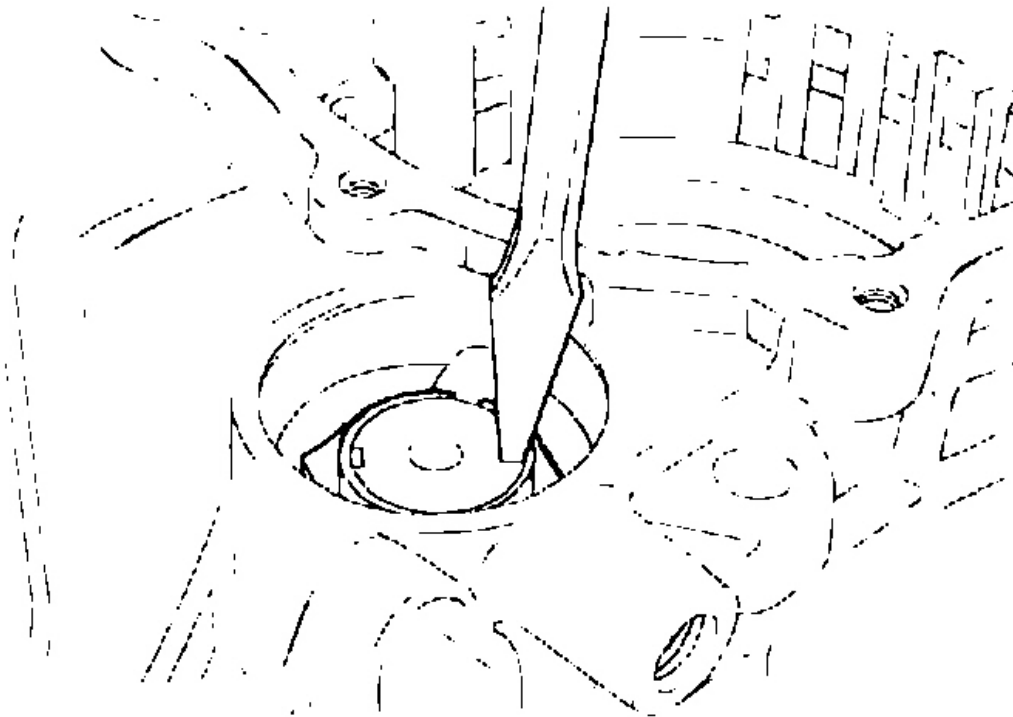
55. Remove the cap by jabbing a screwdriver into the center of the cap and prying it up.



G02735290

Fig. 60: Removing Cap

56. Using a chisel, straighten the staked portions from the output shaft nut.



G02735291

Fig. 61: Straightening Output Shaft Nut Securing Stakes

CAUTION: The jam nut is reverse threaded.

57. Use special tools MB991625 and MB990607 to remove the output shaft jam nut.

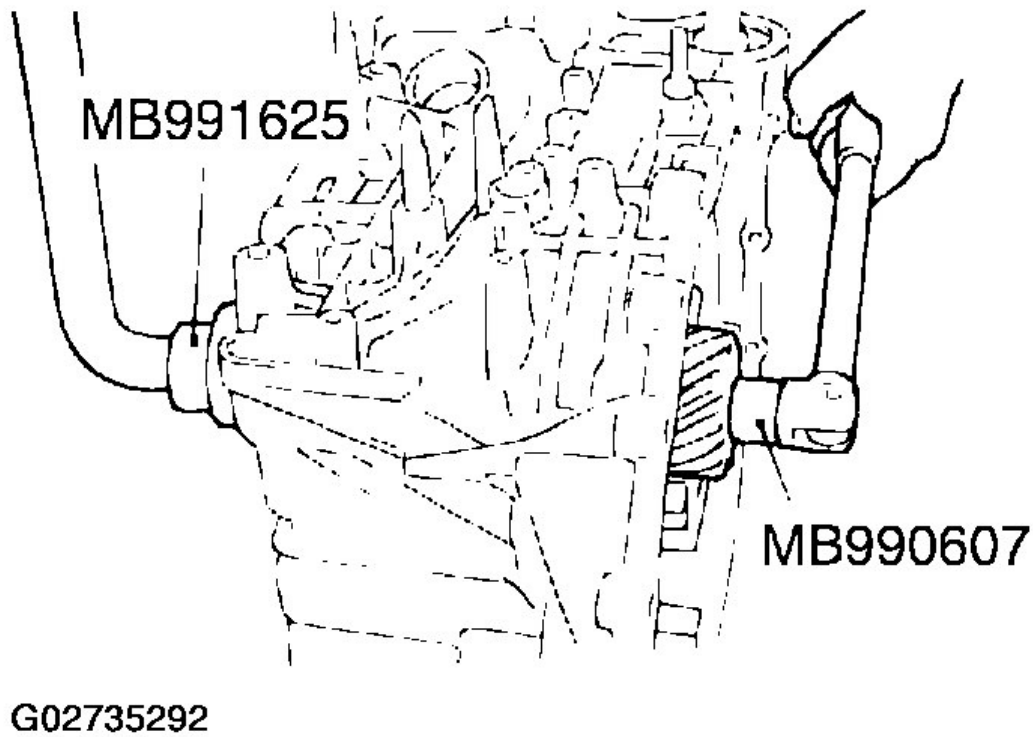
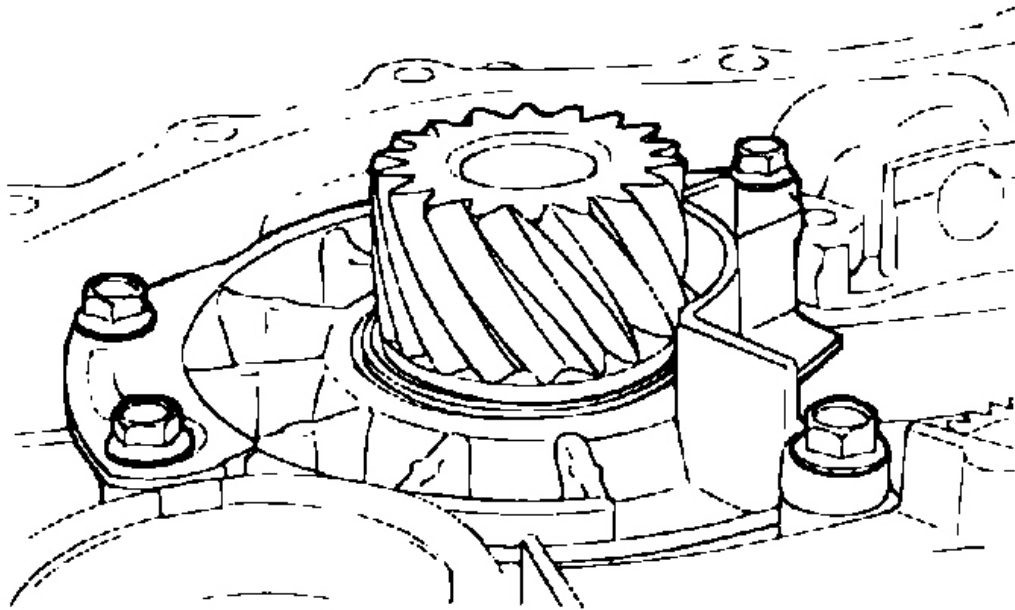


Fig. 62: Removing Output Shaft Jam Nut

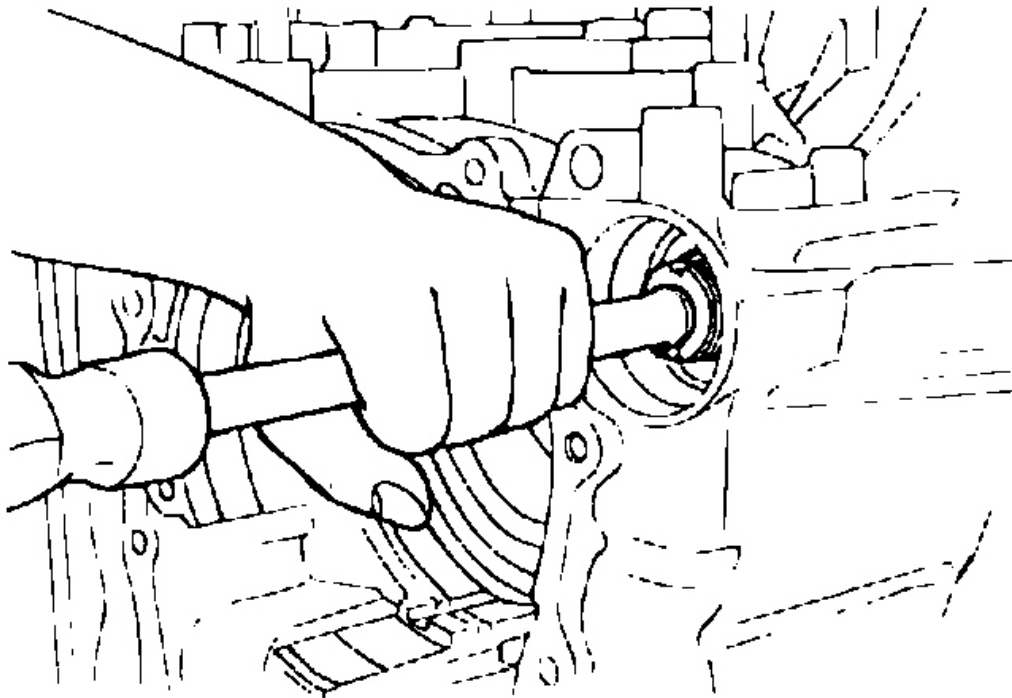
58. Remove the bearing retainer mounting bolt.



G02735293

Fig. 63: Removing Bearing Retainer Mounting Bolt

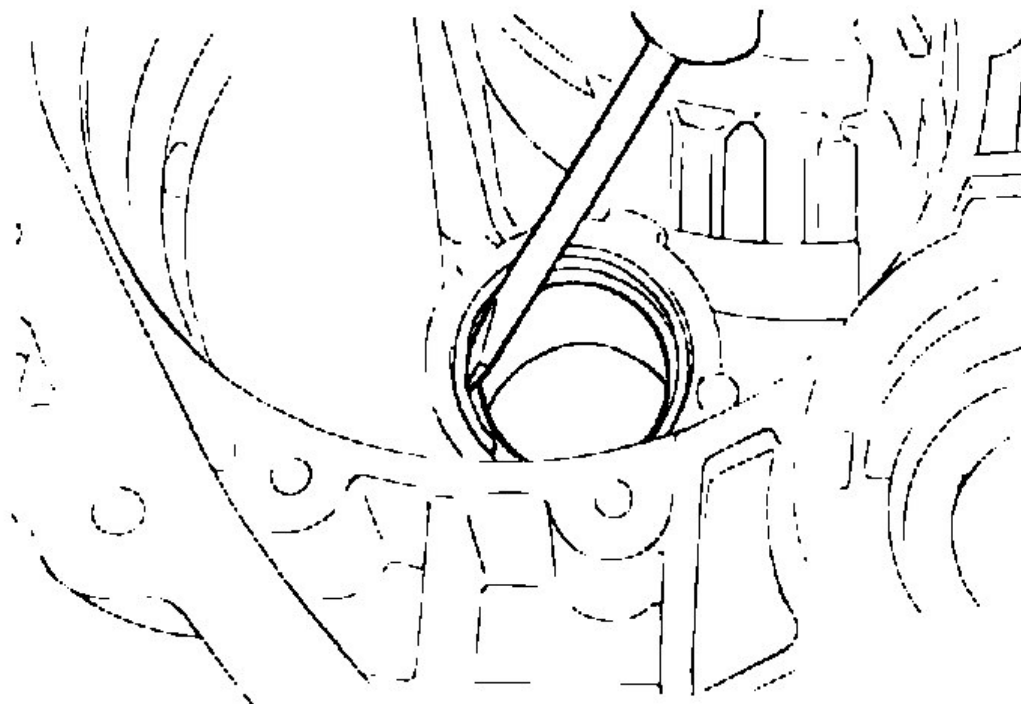
59. Tap on the rear end of the output shaft to remove the output shaft, taper roller bearing and collar.



G02735294

Fig. 64: Removing Output Shaft, Taper Roller Bearing & Collar

60. Tap out the outer race and the spacer.
61. Remove the snap ring.



G02735295

Fig. 65: Removing Snap Ring**ASSEMBLY****CAUTION:**

- **DO NOT** reuse the gasket, O-ring, oil seal. Always replace with a new one when assembling.
- **DO NOT** use grease, use petroleum jelly (i.e. Vaseline).
- **Apply ATF to friction components, rotating parts, and sliding parts before installation. Immerse new clutch discs or brake discs in ATF for at least two hours before assembling them.**
- **When replacing a bushing, replace the assembly which it belongs to.**
- **DO NOT** use cloth gloves or shop towels during assembly. Use nylon cloth or other lint-free material.

1. Install special tool MD998412 in the installation screw hole of the transfer drive gear bearing, located in the transaxle case. Using this as a guide, install the transfer drive gear bearing and gear in the transaxle case.

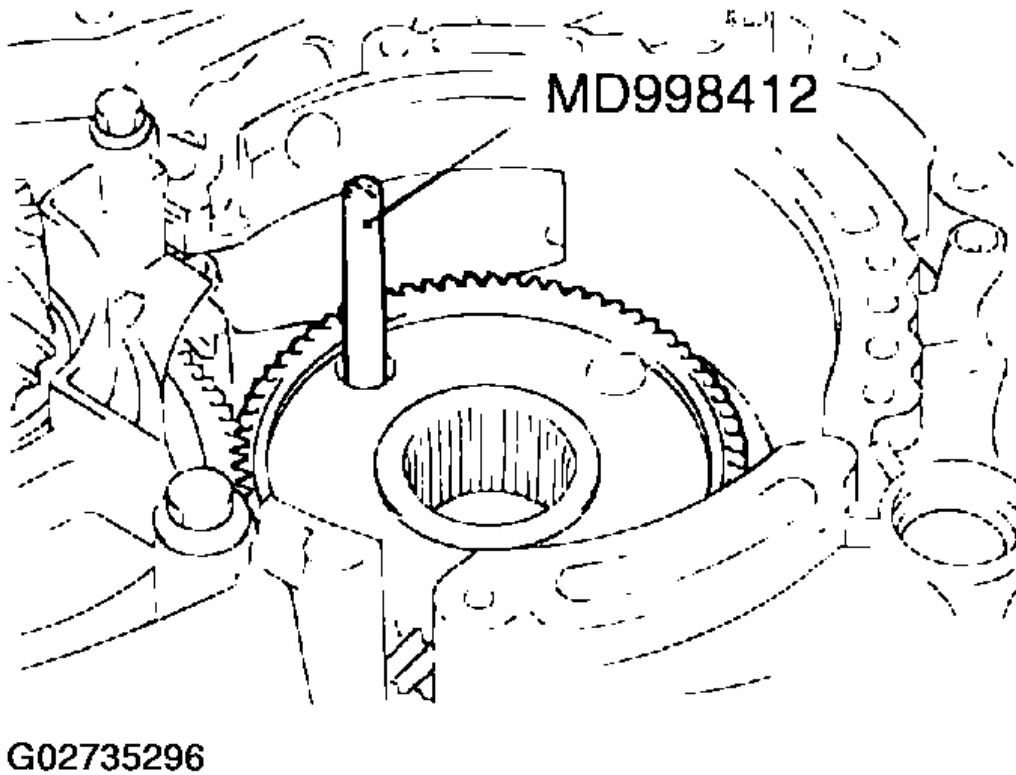
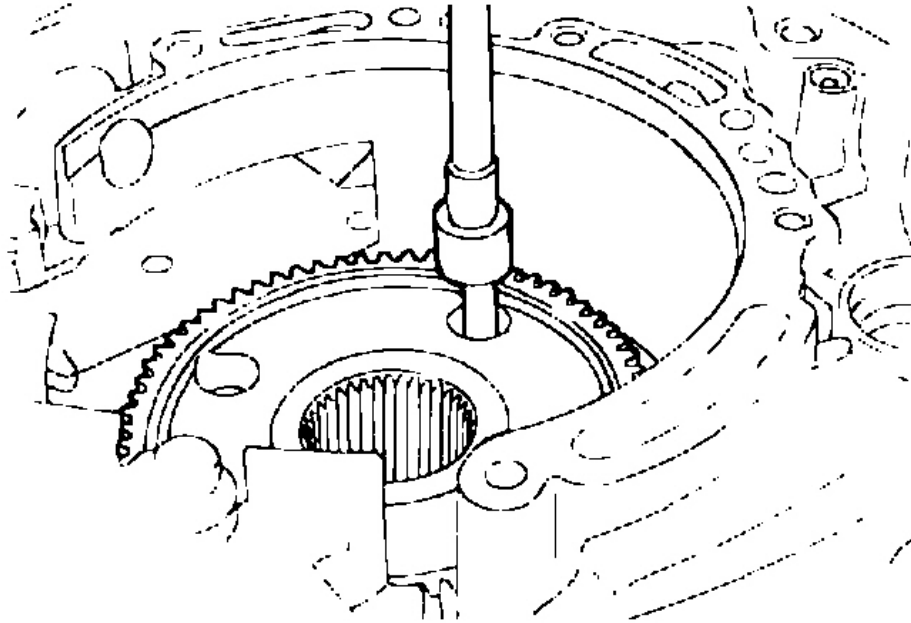


Fig. 66: Using Special Tool MD998412 To Install Drive Gear

2. Tighten the seven mounting bolts < F4A42 > and eight mounting bolts < F4A51 > of the transfer drive gear bearing to the specified torque.

Tightening torque: 34 +/- 2 N.m (25 +/- 1 ft. lb.)

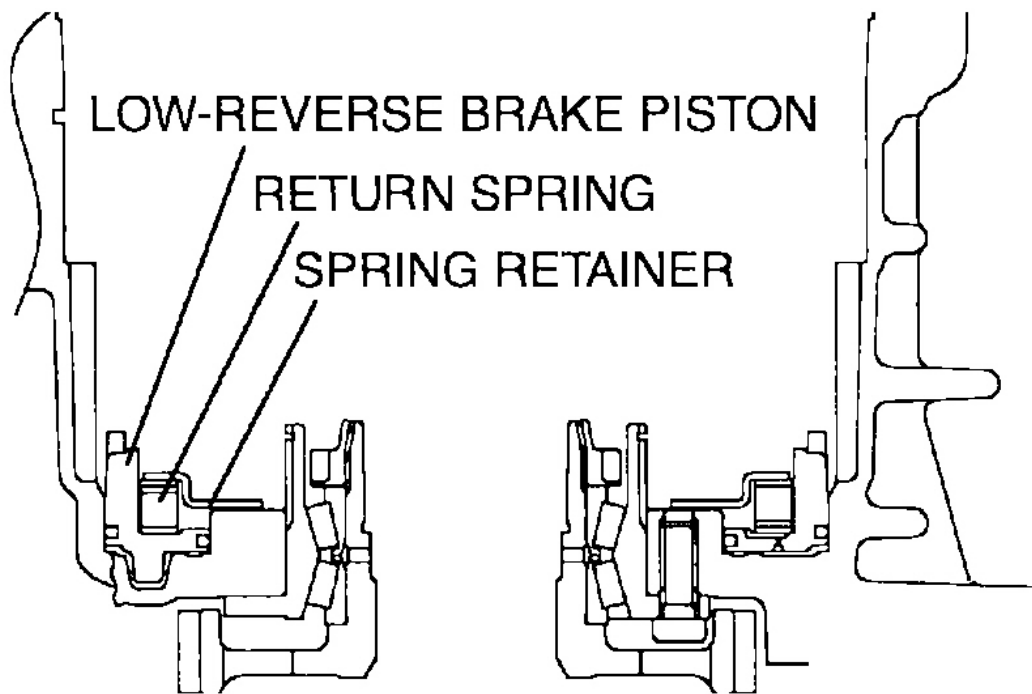
<F4A42>



G02735297

Fig. 67: Tightening Transfer Drive Gear Mounting Bolts (F4A42 Shown, F4A51 Is Similar)

3. Install the low-reverse brake piston, return spring, and spring retainer into the transaxle case.



G02735298

Fig. 68: Installing Low-Reverse Brake Piston, Return Spring & Spring Retainer

4. Fit a new O-ring into the groove of one-way clutch inner race.

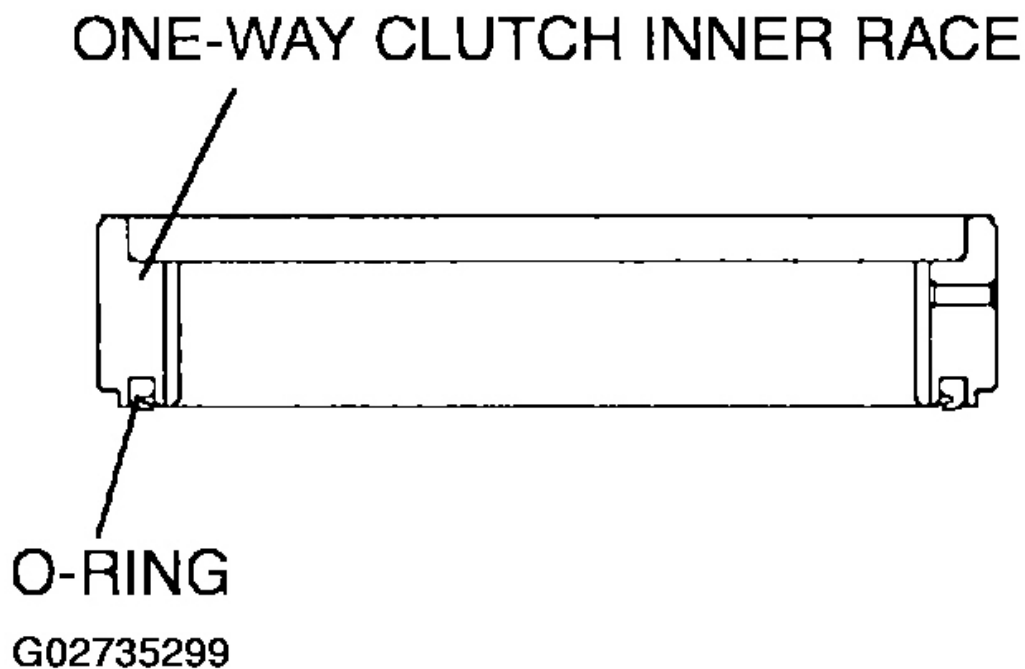
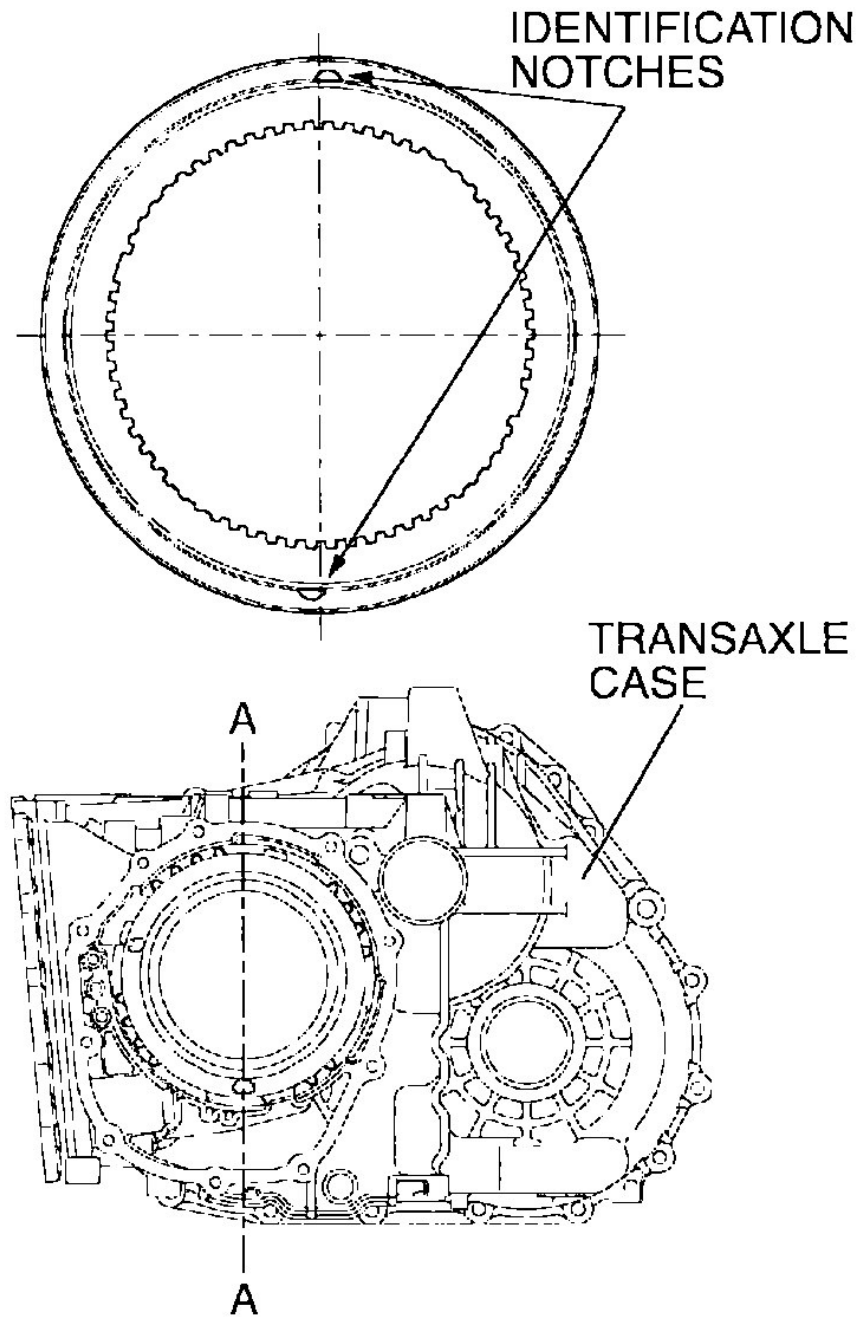


Fig. 69: Installing O-Ring

5. Check the placement of the identification notches in the one-way clutch inner race. Install the one-way clutch inner race to the transfer drive gear bearing so that the notches fall along the A - A line shown in illustration.



G02735300

Fig. 70: Checking Placement Of One-Way Clutch Inner Race

6. Put the snap ring on the inner race.
7. Set special tools MD998703 < F4A42 > or MD998338 < F4A51 > and MD998924 as shown in

illustration, and then compress the one-way clutch inner race and install the snap ring.

NOTE: This illustration shows F4A51.

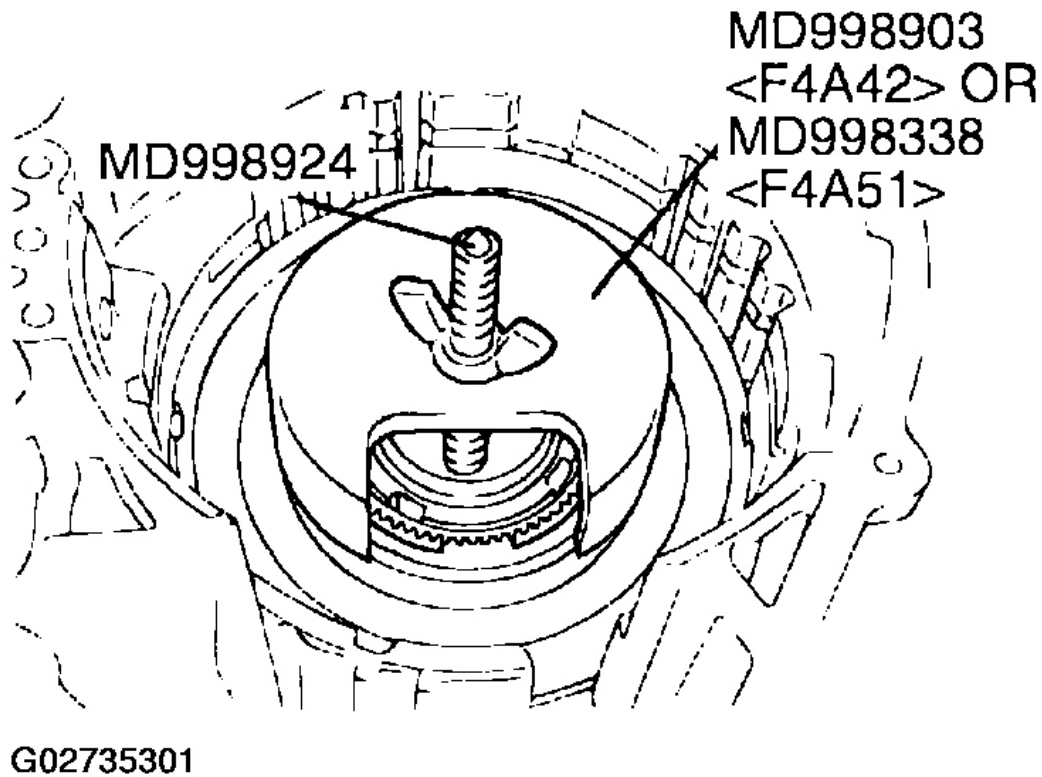
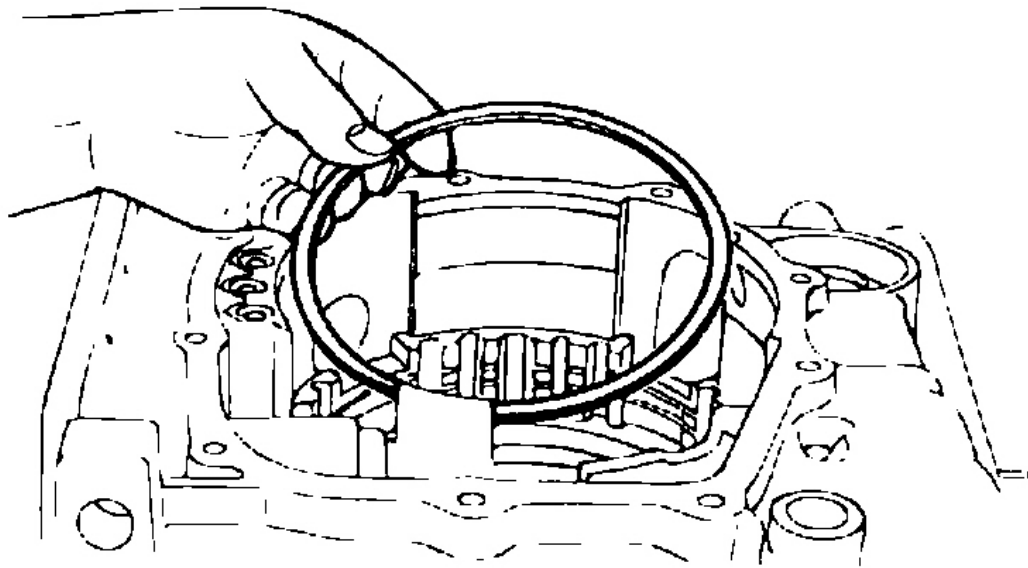


Fig. 71: Compressing One-Way Clutch Inner Race & Installing Snap Ring

8. Install the wave spring onto the low-reverse brake piston.



G02735302

Fig. 72: Installing Wave Spring Onto Low-Reverse Brake Piston

9. Install the six brake discs, five brake plates and snap ring as shown in the illustration.

NOTE: **Do not install the pressure plate at this time.**

10. Install special tool MB991631 < F4A42 > or MB991632 < F4A51 > on the brake disc.
11. Install the reaction plate and the used snap ring.
12. Move special tool MB991631 < F4A42 > or MB991632 < F4A51 > to measure the end play of reaction plate. Then replace the snap ring installed in step 11 to adjust the end play to standard value.

Standard value: 0-0.16 mm (0 - 0.0063 inch)

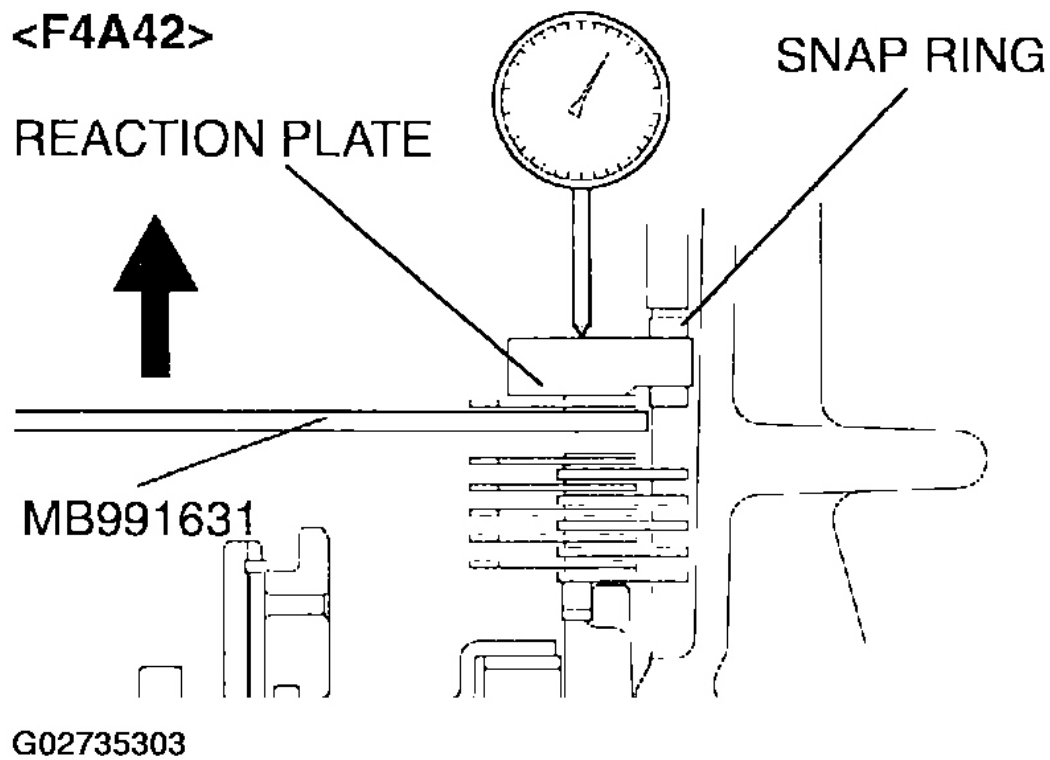


Fig. 73: Measuring The End Play Of Reaction Plate (F4A42)

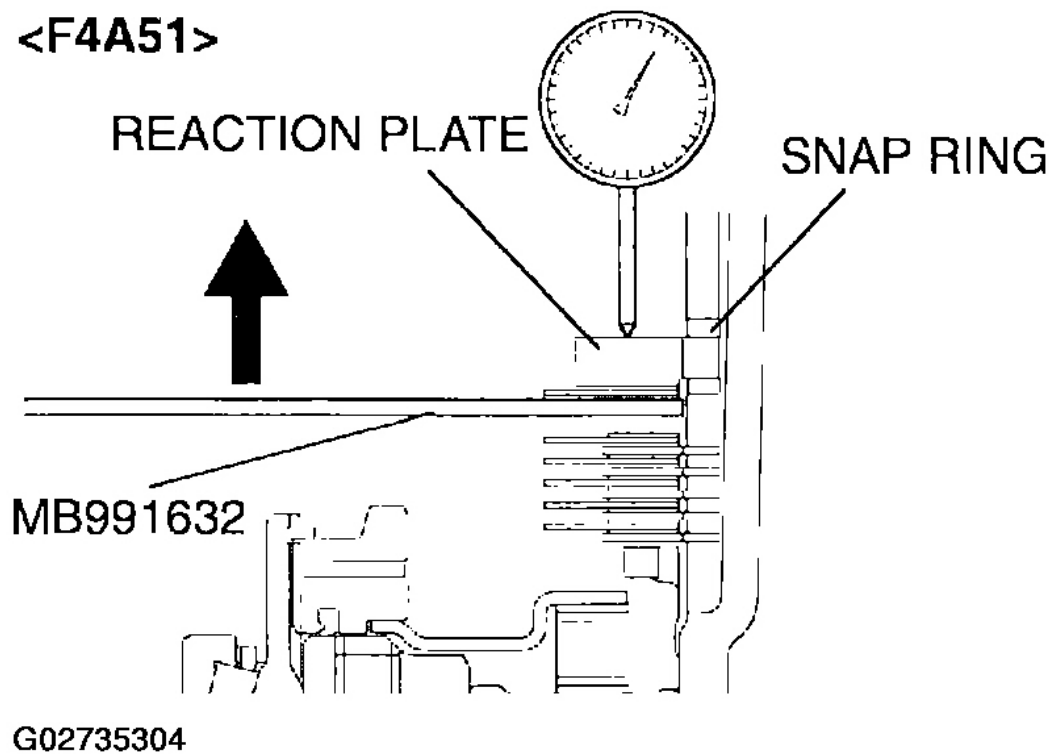


Fig. 74: Measuring The End Play Of Reaction Plate (F4A51)

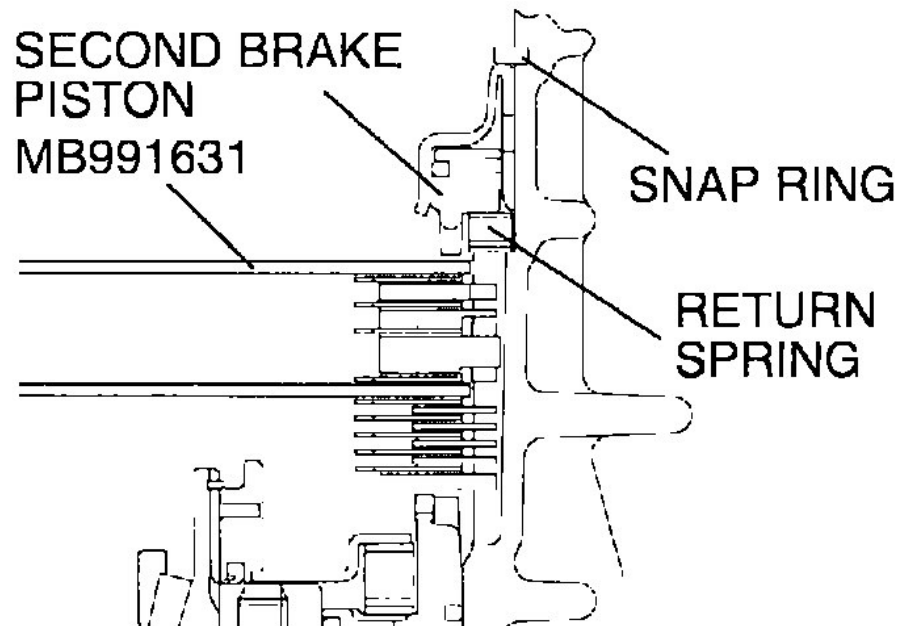
13. Install the brake discs and brake plates as shown in the illustration.

Number Of Brake Discs & Plates

A/T Model	Brake Disc	Brake Plate
F4A42	3	2
F4A51	4	3

14. Place special tool MB991631 < F4A42 > or MB991632 < F4A51 > on top of the brake disc in place of the pressure plate.
15. Install the return spring, second brake piston and snap ring.

<F4A42>



G02735305

Fig. 75: Installing Return Spring, Second Brake Piston & Snap Ring (F4A42)

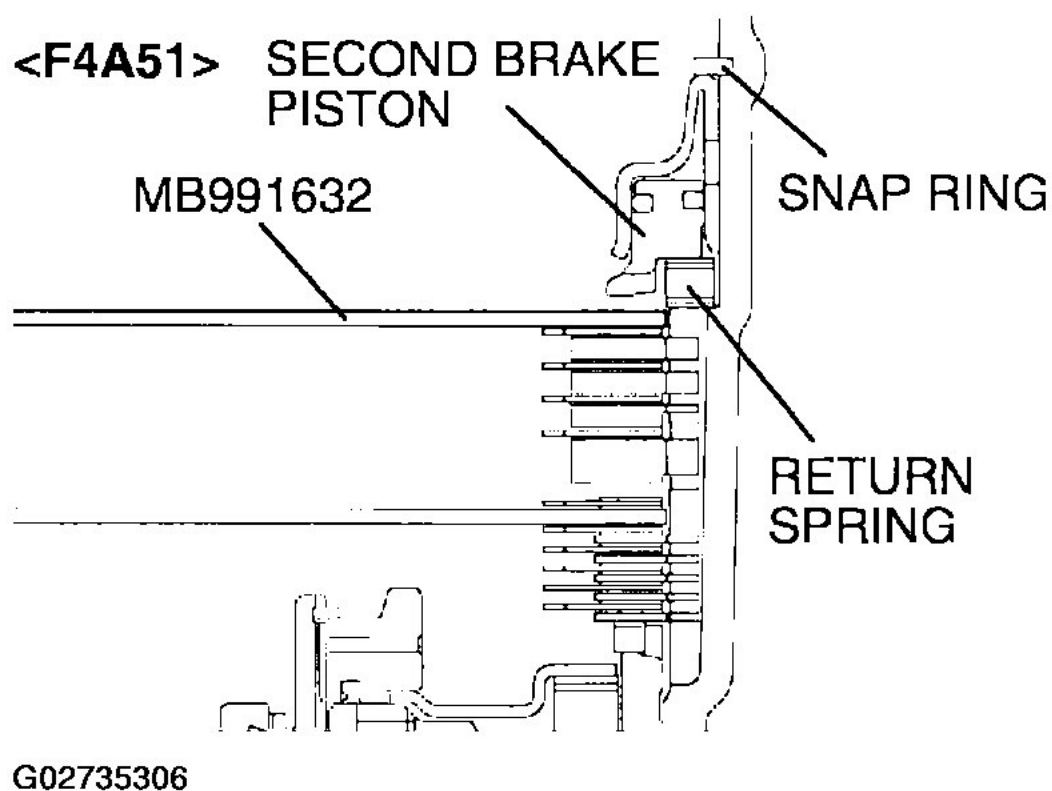


Fig. 76: Installing Return Spring, Second Brake Piston & Snap Ring (F4A51)

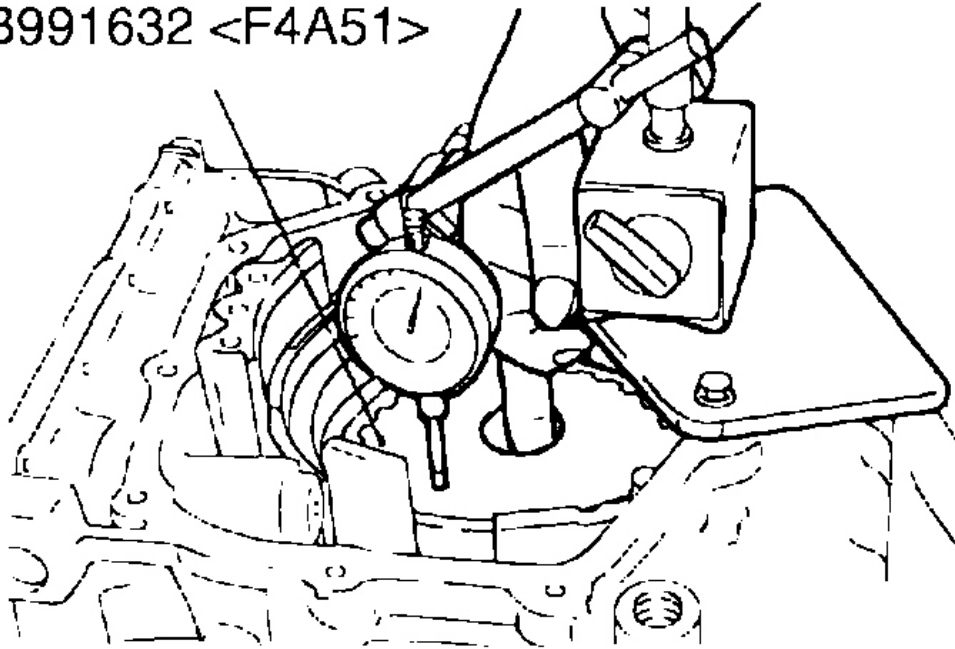
16. Move special tool MB991631 < F4A42 > or MB991632 < F4A51 > and measure its movement.

Standard value of end play (Reference):

0.79 - 1.25 mm (0.0311 - 0.0492 inch) < F4A42 >

1.09-1.55 mm (0.0429 - 0.0610 inch) < F4A51 >

MB991631 <F4A42> OR
MB991632 <F4A51>



G02735307

Fig. 77: Measuring Second Brake Assembly Movement.

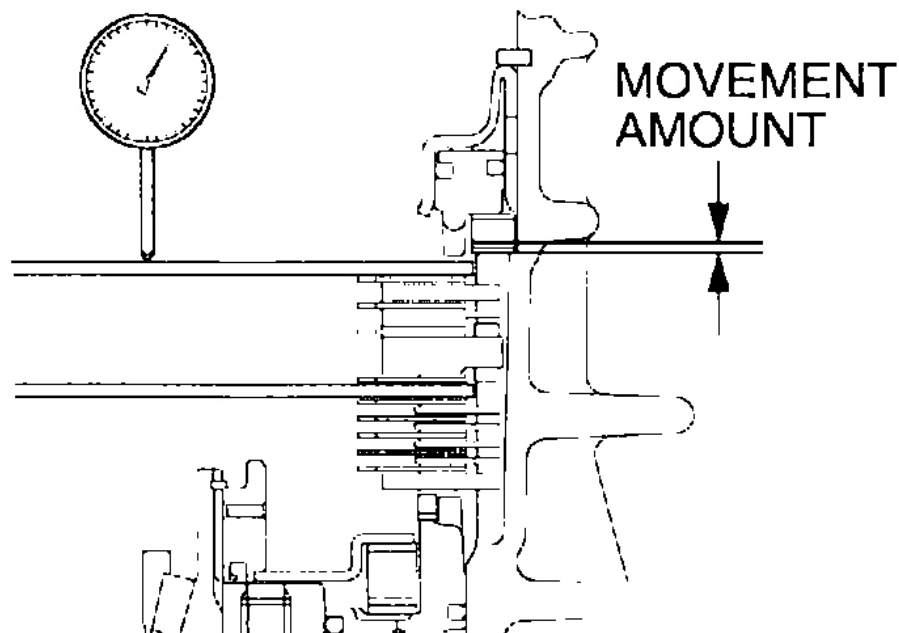
17. Select a pressure plate whose thickness corresponds to the measured amount of movement from the following table.

Pressure Plate For Second Brake ID (F4A41)

Movement Amount	Thickness mm (in)	ID Symbol	Pressure Plate Part No.
0.6 - 0.8 1. (0.024 - 0.031)	1.6(0.063)	L	MD759567
0.8 - 1.0(0.031 - 0.039)	1.8(0.071)	1	MD759414
1.0 - 1.2 (0.039 - 0.047)	2.0(0.079)	0	MD759415
1.2 - 1.4 (0.047 - 0.055)	2.2(0.087)	2	MD759416
1.4 - 1.6 (0.055 - 0.063)	2.4(0.094)	4	MD759417
1.6 - 1.8	2.6(0.102)	6	MD759418

(0.063-0.071)

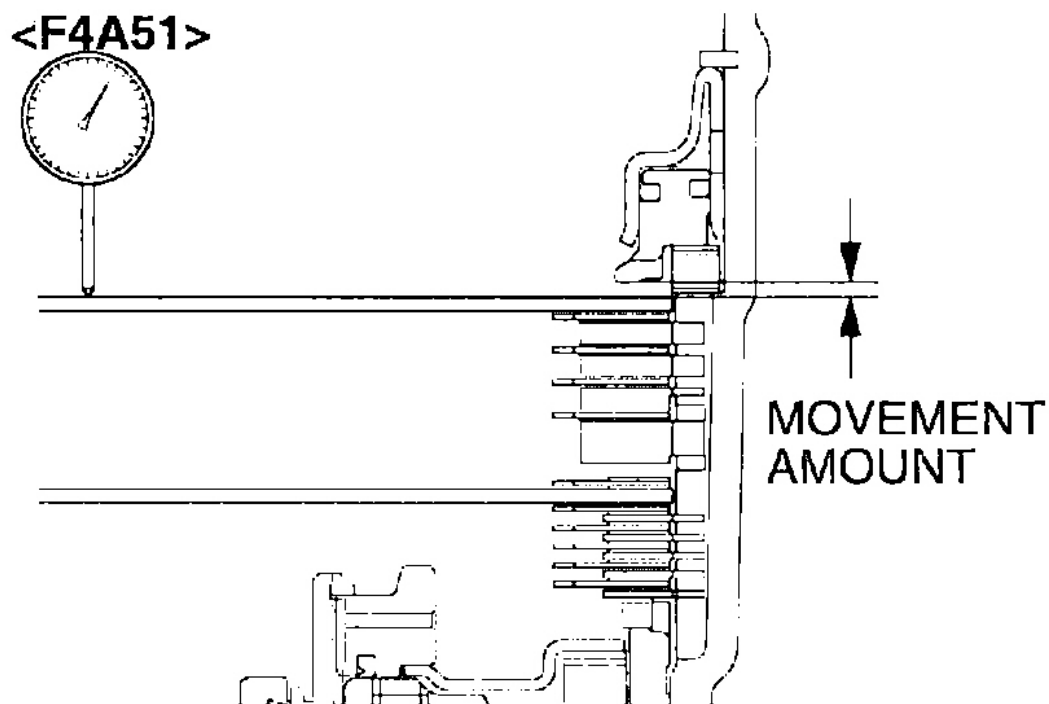
<F4A42>



G02735308

Fig. 78: Measuring Second Brake Movement (F4A42)**Pressure Plate For Second Brake ID (F4A42)**

Movement Amount mm (in)	Thickness mm (in)	ID Symbol	Pressure Plate Part No.
1.1 - 1.3 (0.043 - 0.051)	1.8(0.071)	E	MD759425
1.3 - 1.5 (0.051 - 0.059)	2.0(0.079)	D	MD759426
1.5 - 1.7 (0.059 - 0.067)	2.2(0.087)	C	MD759427
1.7 - 1.9 (0.067 - 0.075)	2.4(0.094)	B	MD759428
1.9 - 2.1 2 (0.075 - 0.083)	2.6(0.102)	A	MD759429
2.1 - 2.3 (0.083 - 0.091)	2.8(0.110)	0	MD759430



G02735309

Fig. 79: Measuring Second Brake Movement (F4A51)

18. Turn the transaxle over so that the installation surface of the torque converter housing is facing up.

Install special tool MD998913 in a dial gauge, and then move special tool MB991631 < F4A42 > or MB991632 < F4A51 > and measure its movement.

Standard value of end play (Reference):

1.65 - 2.11 mm (0.050 - 0.0831 inch)

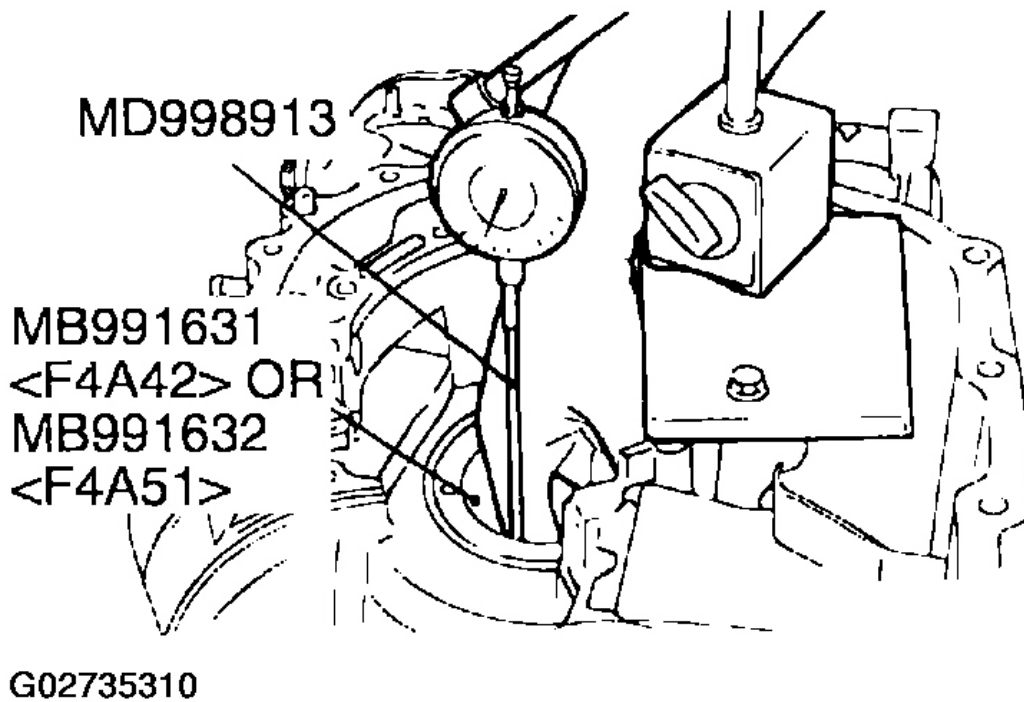


Fig. 80: Measuring Low-Reverse Brake Assembly Movement

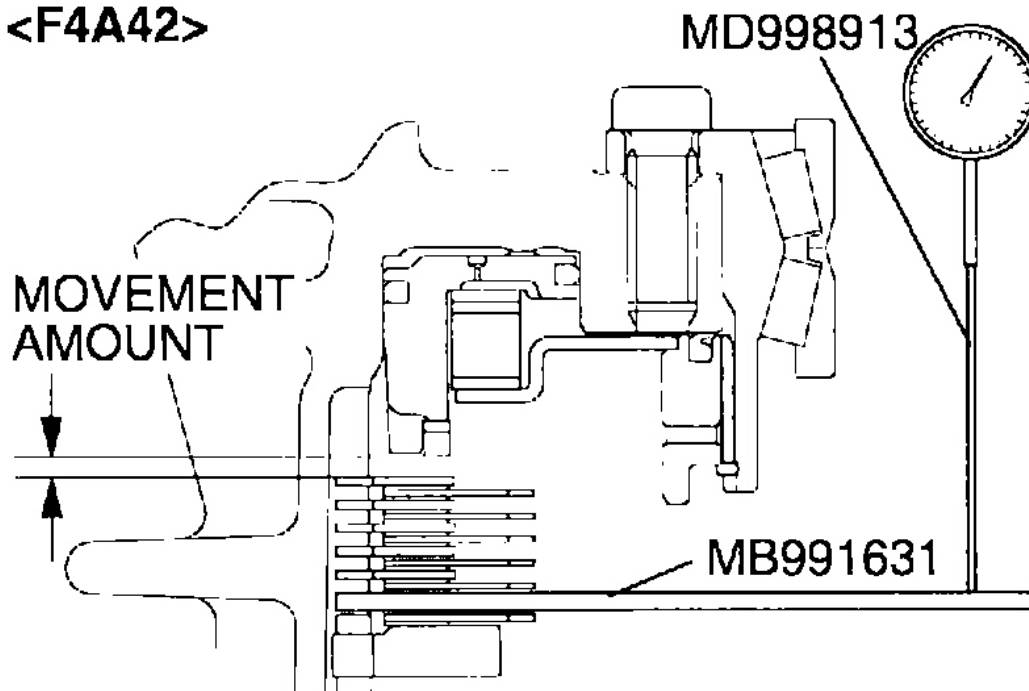
19. Select a pressure plate whose thickness corresponds to the measured amount of movement from the table below.

Pressure Plate For Low-Reverse Brake ID (F4A41)

Movement Amount mm (in)	Thickness mm (in)	ID Symbol	Pressure Plate Part No.
1.3 - 1.5 (0.051 - 0.059)	1.6 (0.063)	L	MD759567
1.5 - 1.7 (0.059 - 0.067)	1.8 (0.071)	1	MD759414
1.7 - 1.9 (0.067 - 0.075)	2.0 (0.079)	0	MD759415
1.9 - 2.1 (0.075 - 0.083)	2.2 (0.087)	2	MD759416
2.1 - 2.3 (0.083-0.091)	2.4 (0.094)	4	MD759417
2.3 - 2.5 (0.091 - 0.098)	2.6 (0.102)	6	MD759418

2.5 - 2.7 (0.098-0.106)	2.8 (0.110)	8	MD759419
2.7 - 2.9 (0.106-0.114)	3.0 (0.118)	D	MD759420

<F4A42>



G02735311

Fig. 81: Measuring Low-Reverse Brake Movement (F4A42)

Pressure Plate For Low-Reverse Brake ID (F4A51)

Movement Amount mm (in)	Thickness mm (in)	ID Symbol	Pressure Plate Part No.
1.0 - 1.2 (0.039 - 0.047)	1.6 (0.063)	F	MD759568
1.2 - 1.4 (0.047 - 0.055)	1.8 (0.071)	E	MD759425
1.4 - 1.6 (0.055 - 0.063)	2.0 (0.079)	D	MD759426
1.6 - 1.8 (0.063-0.071)	2.2 (0.087)	C	MD759427
1.8 - 2.0 (0.071)	2.4 (0.094)	B	MD759428

- 0.079)			
2.0 - 2.2 (0.079 - 0.087)	2.6 (0.102)	A	MD759429
2.2 - 2.4 (0.087 - 0.094)	2.8 (0.110)	0	MD759430
2.4 - 2.6 (0.094-0.102)	3.0 (0.118)	1	MD759431

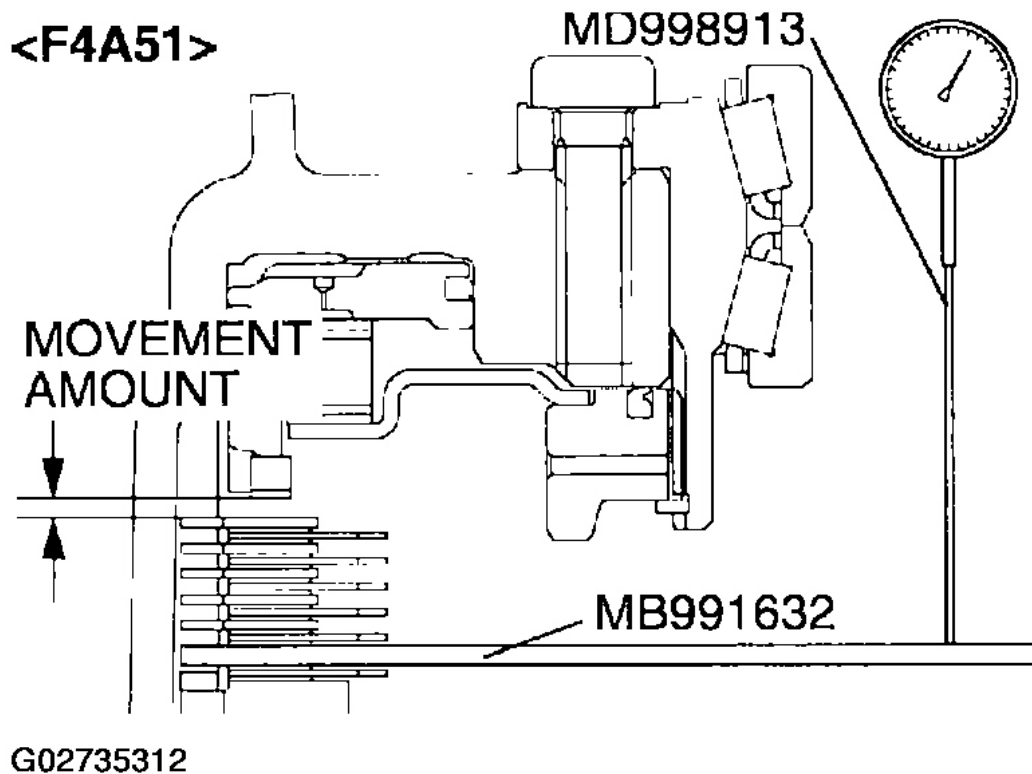


Fig. 82: Measuring Low-Reverse Brake Movement (F4A51)

CAUTION: If necessary, take the measurements in steps 9 to 18 after replacing the pressure plate, brake plate and brake disc.

20. Remove all parts and special tools that were installed to take the measurements in steps 9 to 18. Remove and separate the pressure plate and snap ring chosen in steps 12, 16 and 18.
21. Install the snap ring into the groove of transaxle case output shaft bore.
22. Install the thinnest output shaft preload adjustment spacer [thickness 1.88 mm (0.0740 in.); part number MD756579].

23. Use special tools MB990930 and MB990938 to tap the output shaft bearing outer race in the transaxle case.

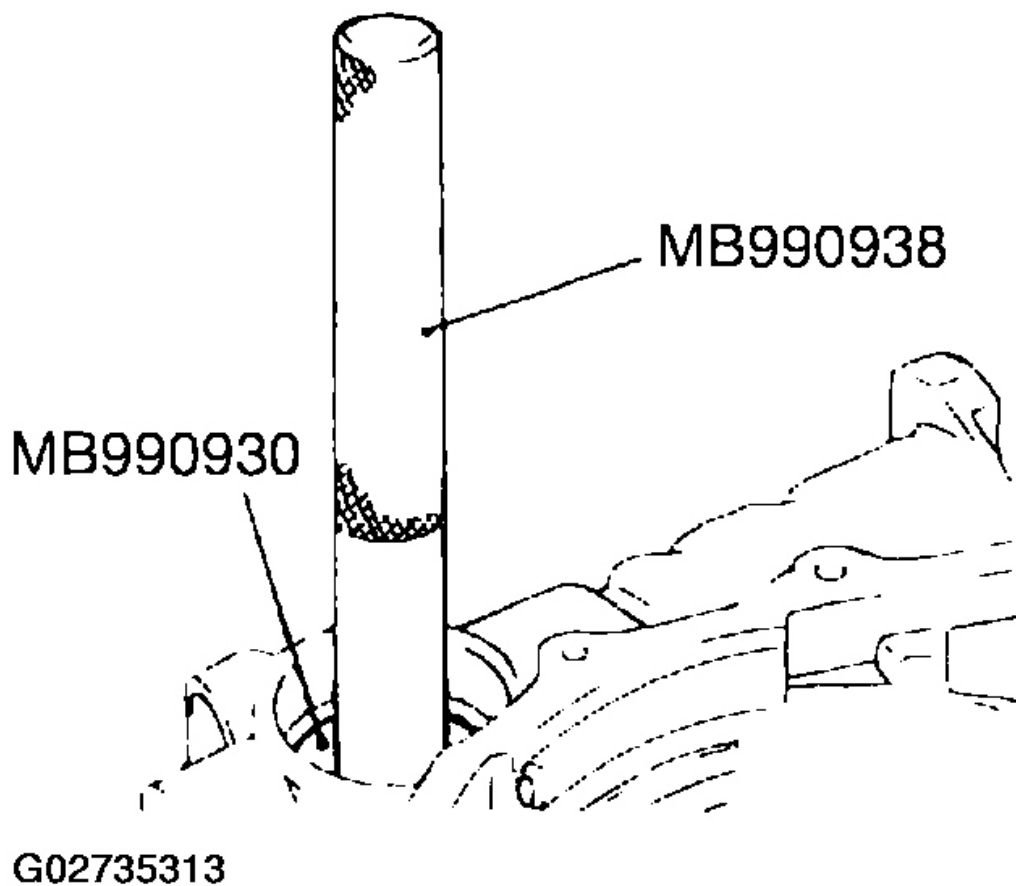


Fig. 83: Installing Output Shaft Bearing Outer Race

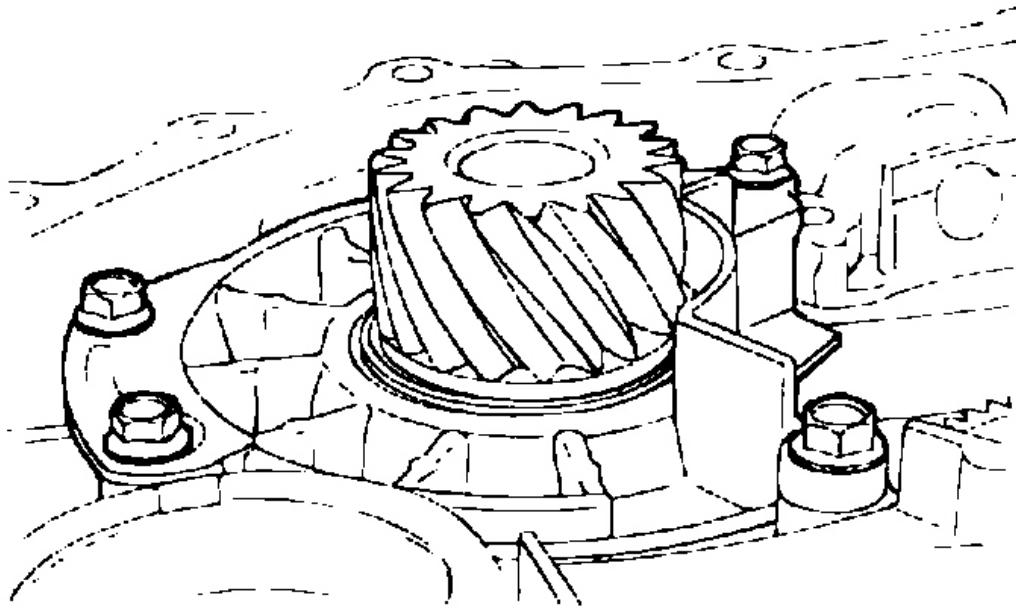
CAUTION: Do not reuse the bolt, as it has had sealant applied.

24. Tighten the mounting bolts of the output shaft bearing retainer to the specified torque.

Tightening torque:

23 +/- 3 N.m (17 +/- 2 ft. lb.) < F4A42 >

54 +/- 5 N.m (40 +/- 4 ft. lb.) < F4A51 >



G02735314

Fig. 84: Tightening Output Shaft Bearing Retainer Mounting Bolts

25. Use special tool MD998350 to install the collar and taper roller bearing on the output shaft.

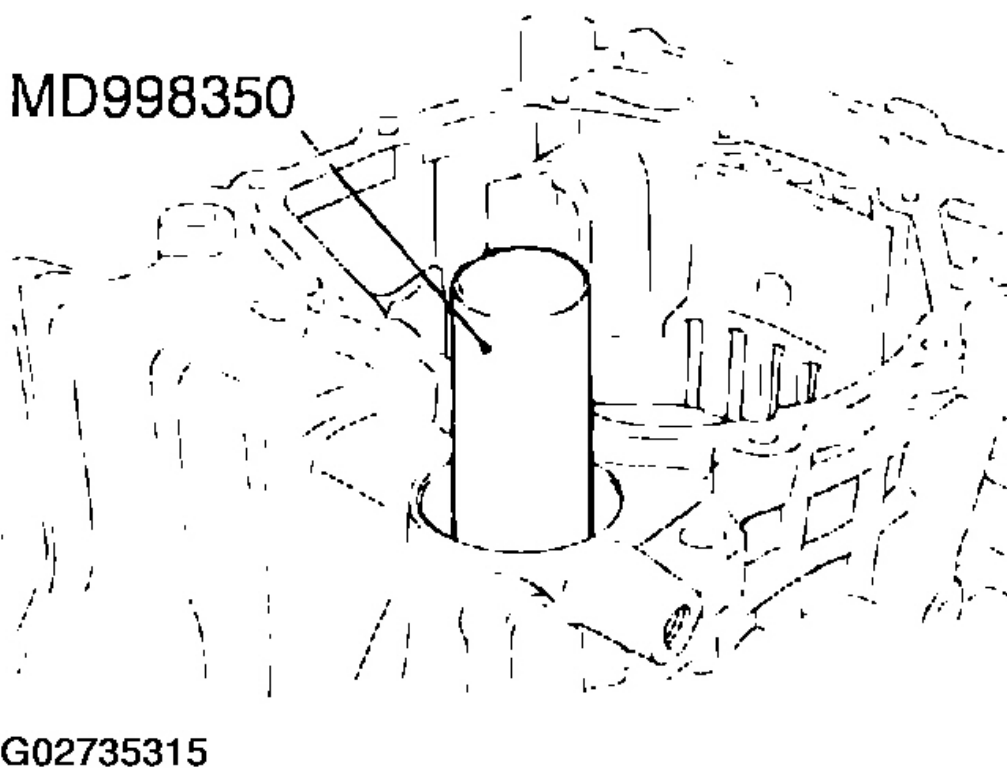


Fig. 85: Installing Collar & Taper Roller Bearing On Output Shaft

26. Apply ATF to a new jam nut, and use special tools MB990607 and MB991625 to tighten the jam nut to the specified torque. Then turn back one turn, and tighten to the specified torque again.

Tightening torque: 167 +/- 10 N.m (123 +/- 7 ft. lb.)

NOTE: The jam nut is reverse threaded.

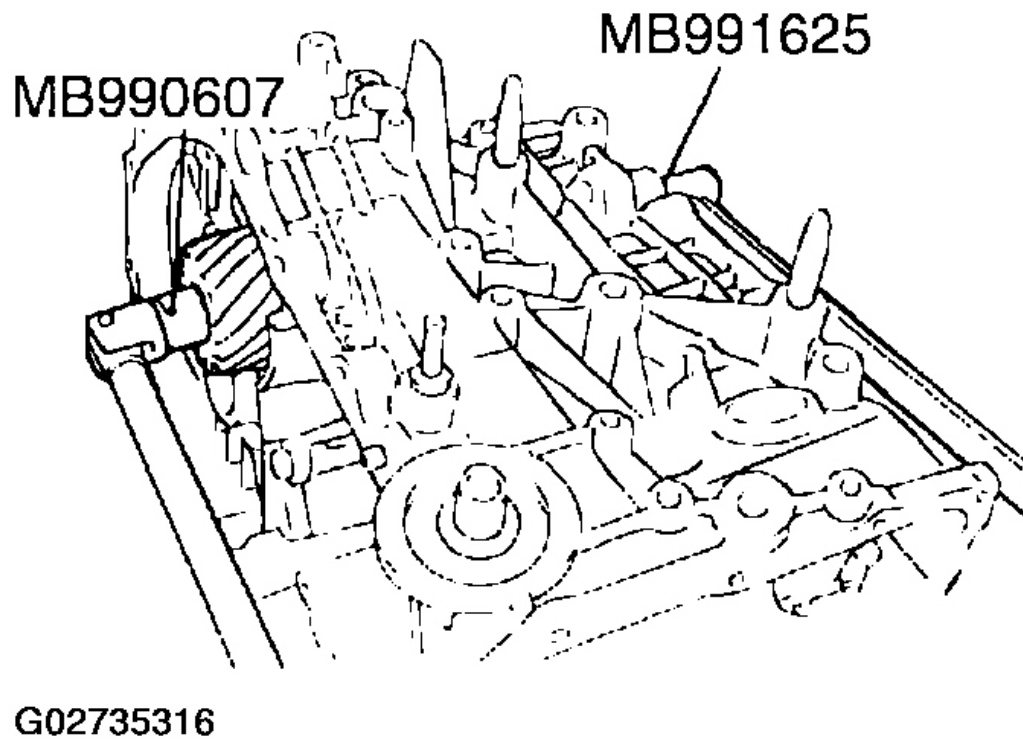
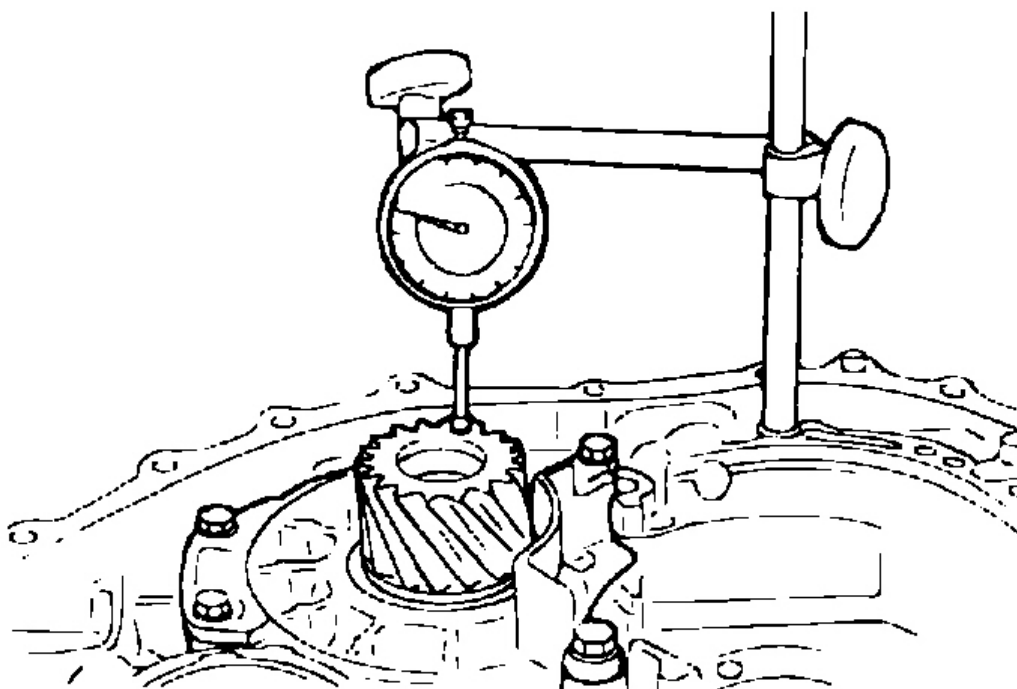


Fig. 86: Tightening NEW Jam Nut To Specification

27. Move the output shaft to measure the end play and record the measurement value.



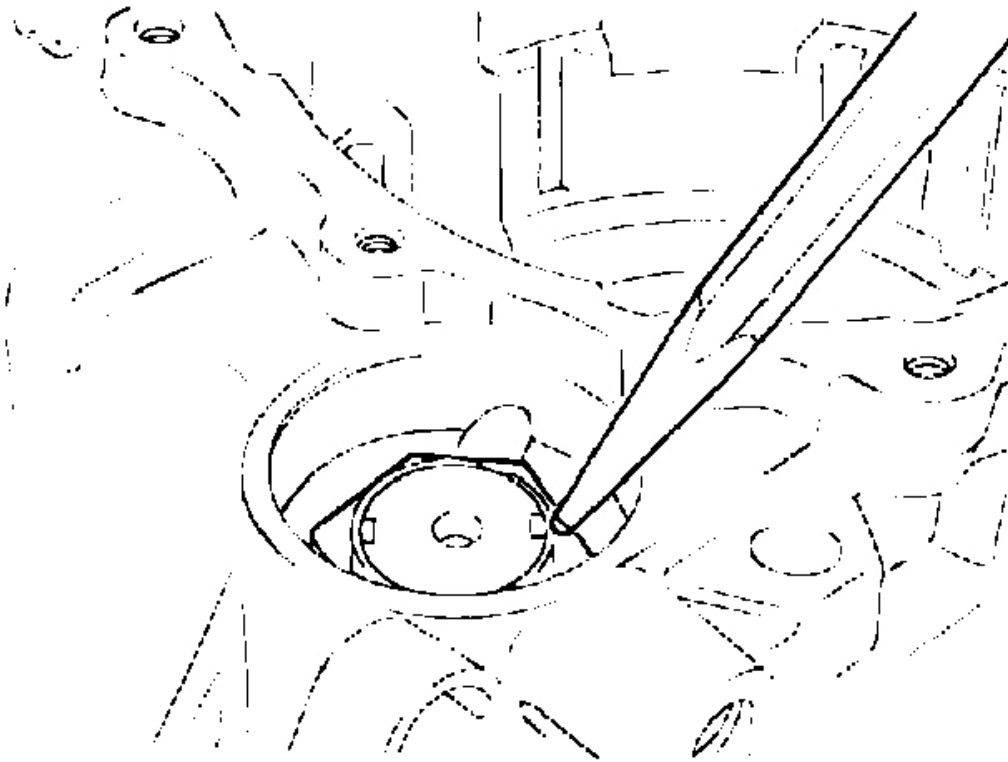
G02735317

Fig. 87: Measuring Output Shaft End Play

28. Remove the parts that were installed in steps 21 to 25.
29. Add 1.88 mm (0.074 inch)* and 0.01 to 0.09 mm (0.0004 to 0.0035 inch)** to the measured value in step 27 and select a spacer of the same thickness. Adjustment spacer sizes are all listed in **Spacers (For Adjustment Of Output Shaft Preload)** table. Select the most suitable one from among those listed.

NOTE: * is the thickness of the spacer installed in step 22. ** is the preload of the output shaft.

30. Repeat steps 22 to 25 again, installing each part and using the appropriate adjustment spacer determined in step 27.
31. Stake the jam nut with a punch (two places).



G02735318

Fig. 88: Staking Jam Nut

32. Use special tools MB990931 and MB990938 to install the cap as shown in the illustration.

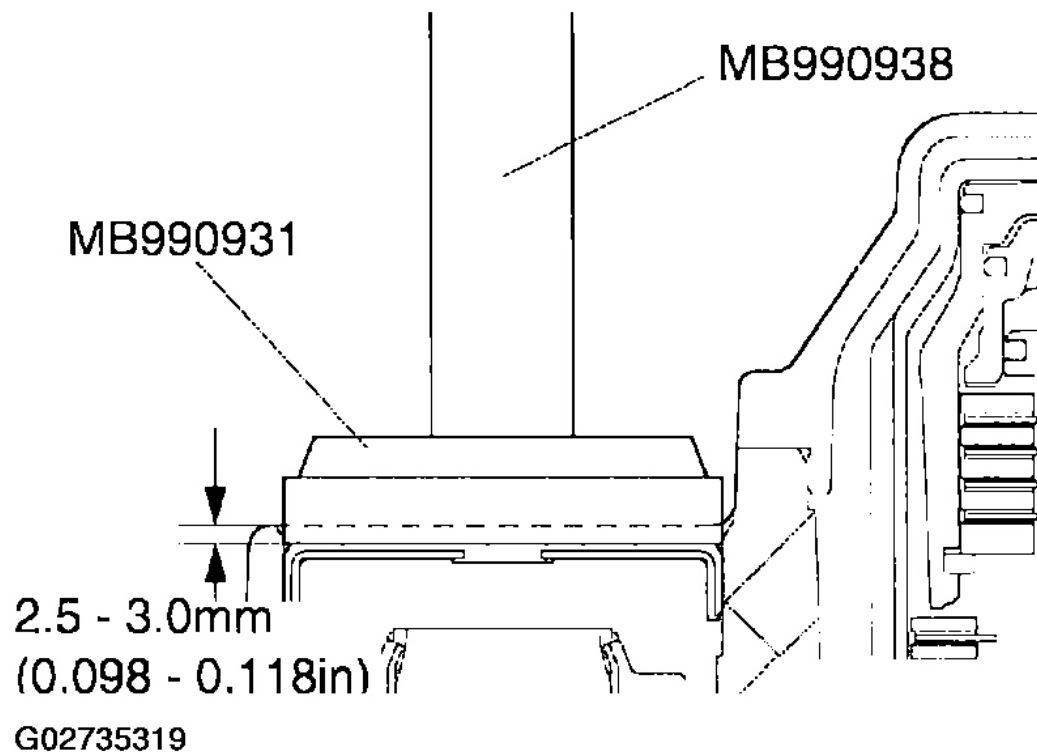
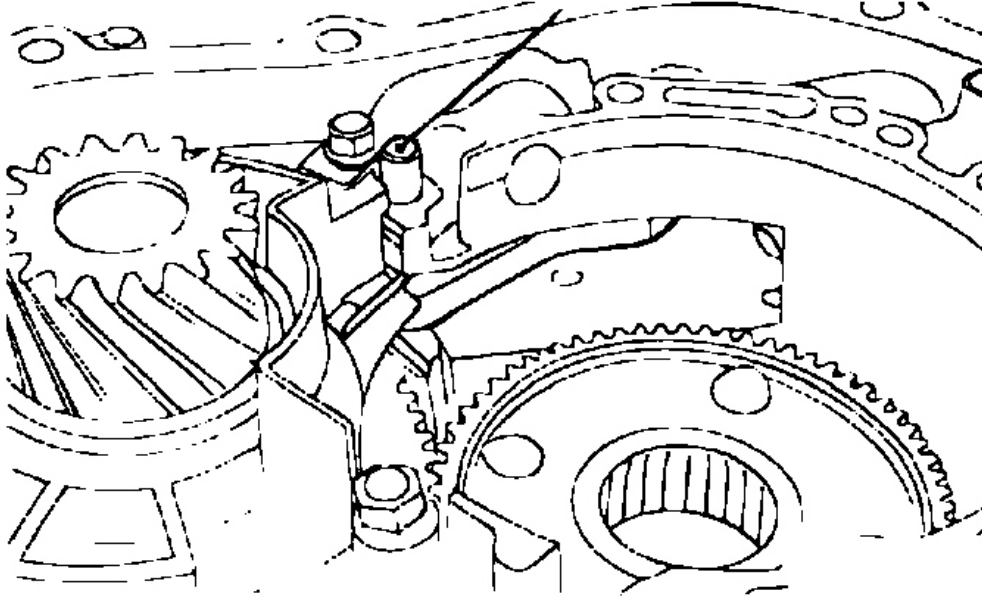


Fig. 89: Installing Cap

33. Install the parking pawl, spacer, and spring. Then insert the parking pawl shaft.

PARKING PAWL SHAFT

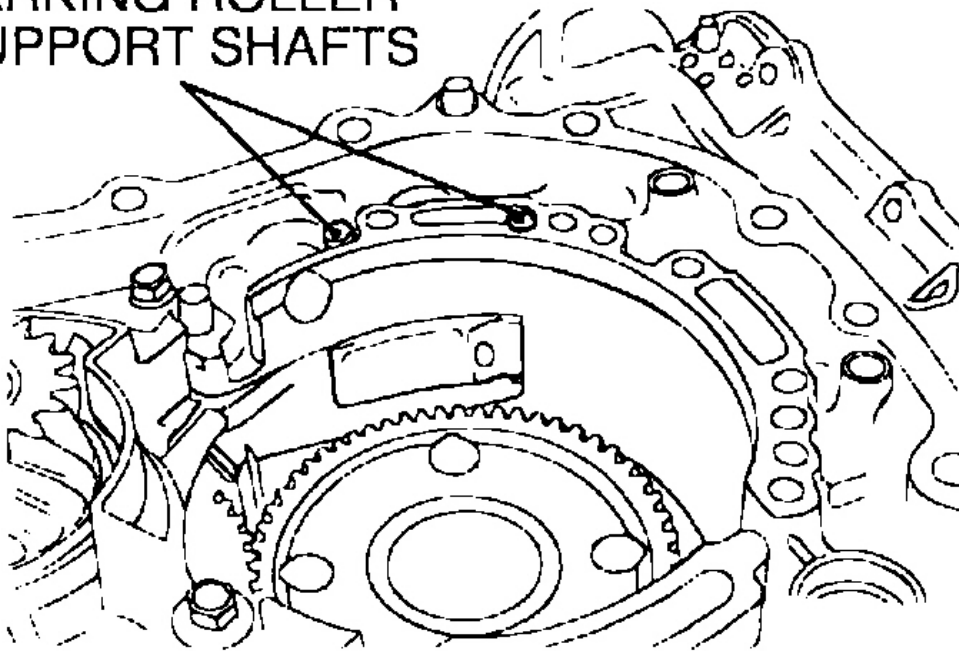


G02735320

Fig. 90: Installing Parking Pawl, Spacer, Spring & Shaft

34. Install the parking roller support, and then insert the two parking roller support shafts.

PARKING ROLLER SUPPORT SHAFTS

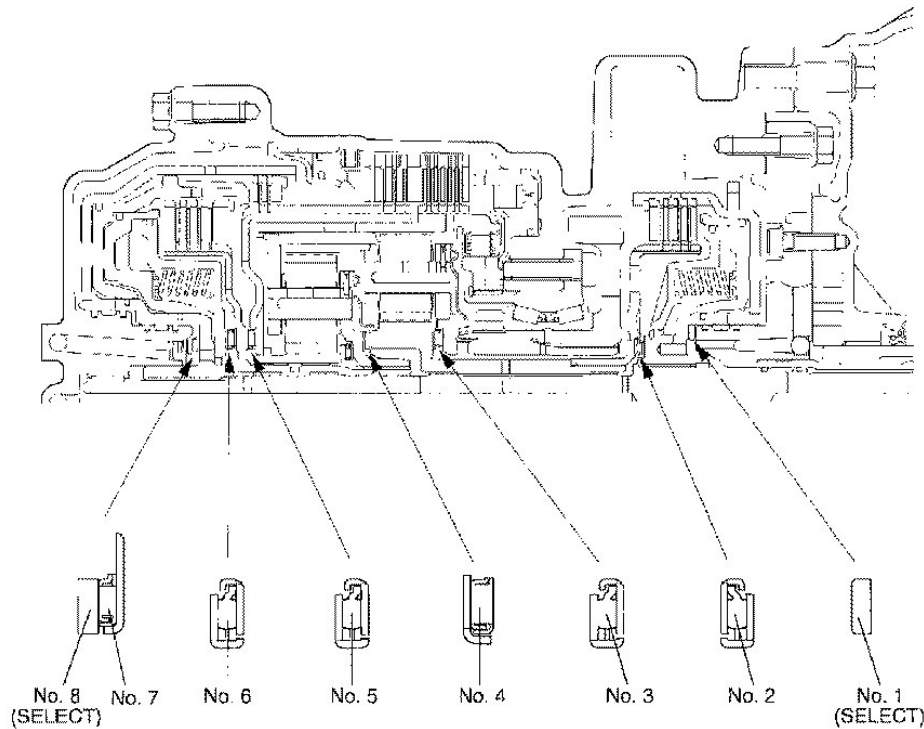


G02735321

Fig. 91: Installing Parking Roller Supports & Shafts

IDENTIFICATION OF THRUST BEARING, THRUST RACES, AND THRUST WASHERS

mm (in)



IDENTIFICATION OF THRUST BEARING, THRUST RACES,
AND THRUST WASHERS
mm (in)

G02735322

Fig. 92: Identifying Thrust Bearing, Thrust Races & Thrust Washers (1 Of 3)

2001 Chrysler Sebring Limited

2001 AUTOMATIC TRANSMISSIONS Overhaul - F4A42 & F4A51

SYMBOL	OD	ID	THICKNESS	PART NO.	APPLICATION
No.1	59 (2.32)	47 (1.85)	1.8 (0.071)	MD754509	
	59 (2.32)	47 (1.85)	2.0 (0.079)	MD754508	
	59 (2.32)	47 (1.85)	2.2 (0.087)	MD754507	
	59 (2.32)	47 (1.85)	2.4 (0.094)	MD753793	
	59 (2.32)	47 (1.85)	2.6 (0.102)	MD753794	
	59 (2.32)	47 (1.85)	2.8 (0.110)	MD753795	
No.2	49 (1.93)	34 (1.34)	3.6 (0.142)	MD756846	
No.3	49 (1.93)	34 (1.34)	3.6 (0.142)	MD756846	F4A42
	57 (2.24)	38.5 (1.516)	4.12 (0.1622)	MD758556	F4A51
No.4	45.3 (1.783)	31 (1.22)	3.3 (0.130)	MD757647	F4A42
	55.4 (2.181)	38.5 (1.516)	3.3 (0.130)	MD761683	F4A51
No.5	49 (1.93)	34 (1.34)	3.6 (0.142)	MD756846	F4A42
	57 (2.244)	38.5 (1.516)	4.1 (0.161)	MD758556	F4A51
No.6	49 (1.93)	34 (1.34)	3.6 (0.142)	MD756846	F4A42
	57 (2.244)	38.5 (1.516)	4.1 (0.161)	MD758556	F4A51

G02735323

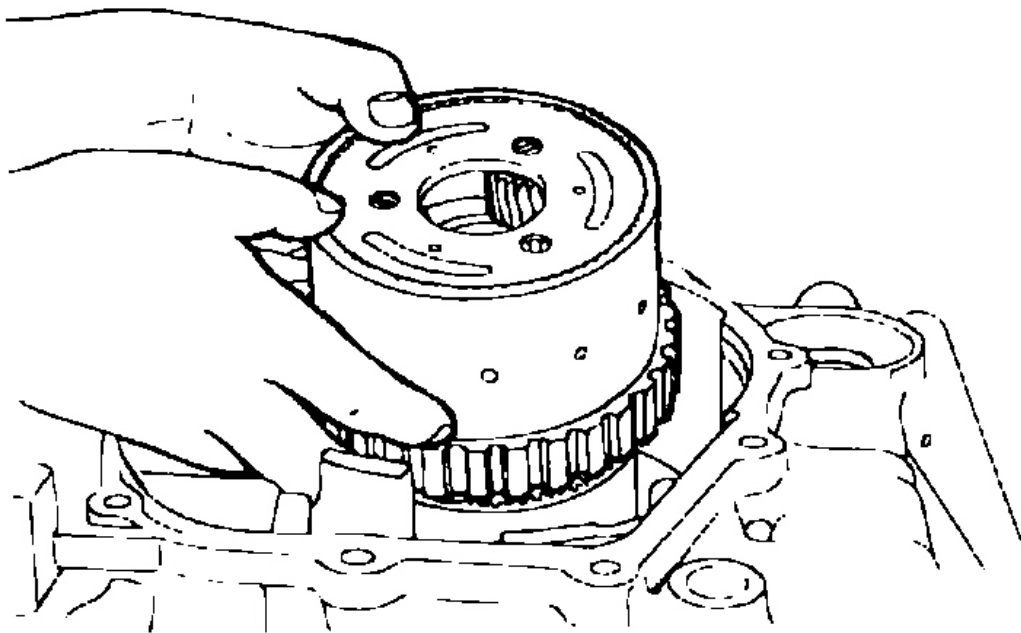
Fig. 93: Identifying Thrust Bearing, Thrust Races & Thrust Washers (2 Of 3)

SYMBOL	OD	ID	THICKNESS	PART NO.	APPLICATION
No.7	59 (2.32)	37 (1.46)	2.8 (0.110)	MD754595	
No.8	48.9 (1.925)	37 (1.46)	1.6 (0.063)	MD707267	
	48.9 (1.925)	37 (1.46)	1.7 (0.067)	MD759681	
	48.9 (1.925)	37 (1.46)	1.8 (0.071)	MD723064	
	48.9 (1.925)	37 (1.46)	1.9 (0.075)	MD754794	
	48.9 (1.925)	37 (1.46)	2.0 (0.079)	MD707268	
	48.9 (1.925)	37 (1.46)	2.1 (0.083)	MD754795	
	48.9 (1.925)	37 (1.46)	2.2 (0.087)	MD723065	
	48.9 (1.925)	37 (1.46)	2.3 (0.091)	MD754796	
	48.9 (1.925)	37 (1.46)	2.4 (0.094)	MD724358	
	48.9 (1.925)	37 (1.46)	2.5 (0.098)	MD754797	
	48.9 (1.925)	37 (1.46)	2.6 (0.102)	MD754798	

G02735324

Fig. 94: Identifying Thrust Bearing, Thrust Races & Thrust Washers (3 Of 3)

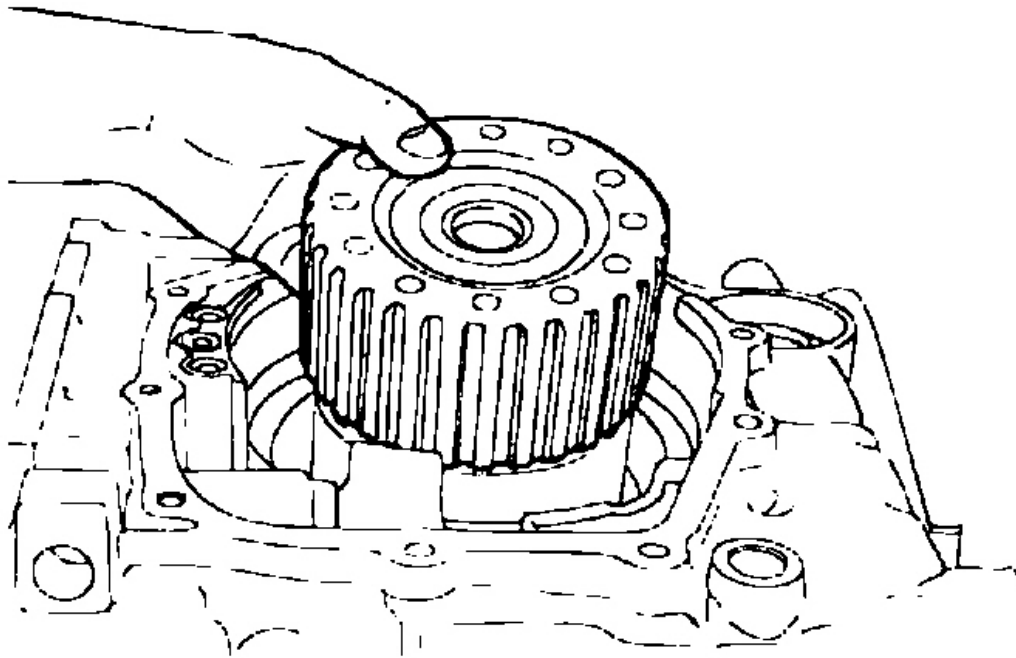
35. Install the planetary carrier assembly.



G02735325

Fig. 95: Installing Planetary Carrier Assembly

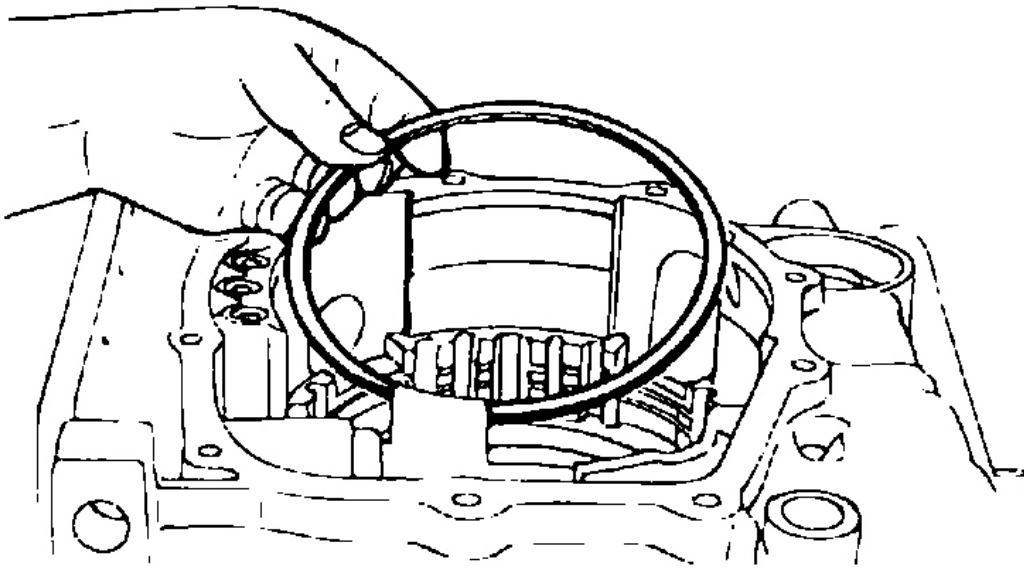
36. Install the planetary reverse sun gear.



G02735326

Fig. 96: Installing Planetary Reverse Sun Gear

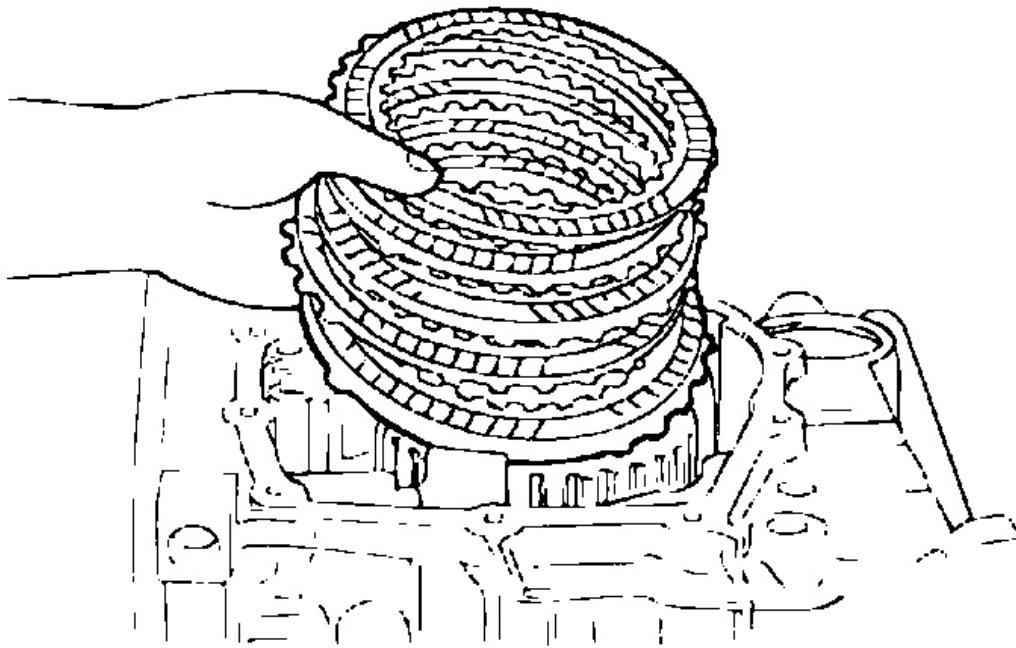
37. Install the wave spring on the low-reverse brake piston.



G02735327

Fig. 97: Installing Wave Spring On Low-Reverse Brake Piston

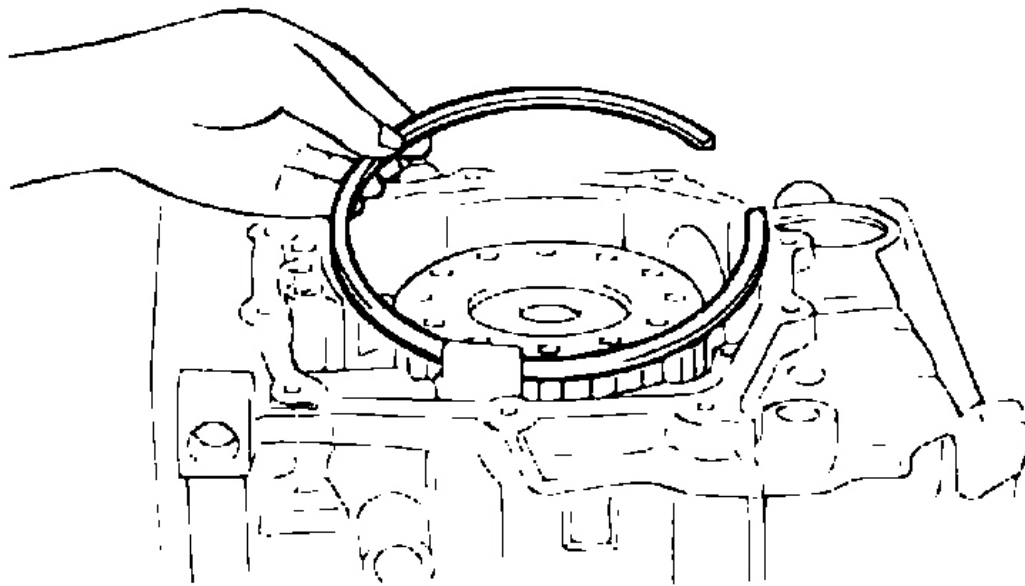
38. Install the pressure plate that was selected in step 19. Next, install six brake discs and five brake plates, one on top of the other.



G02735328

Fig. 98: Installing Pressure Plate, Six Brake Discs & Five Brake Plates

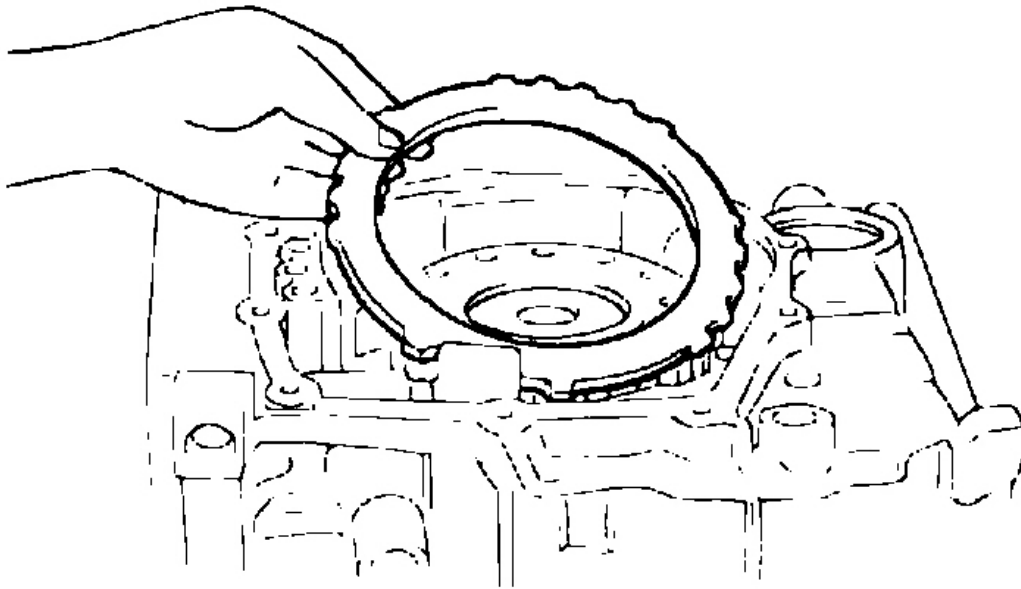
39. Install the snap ring.



G02735329

Fig. 99: Installing Snap Ring

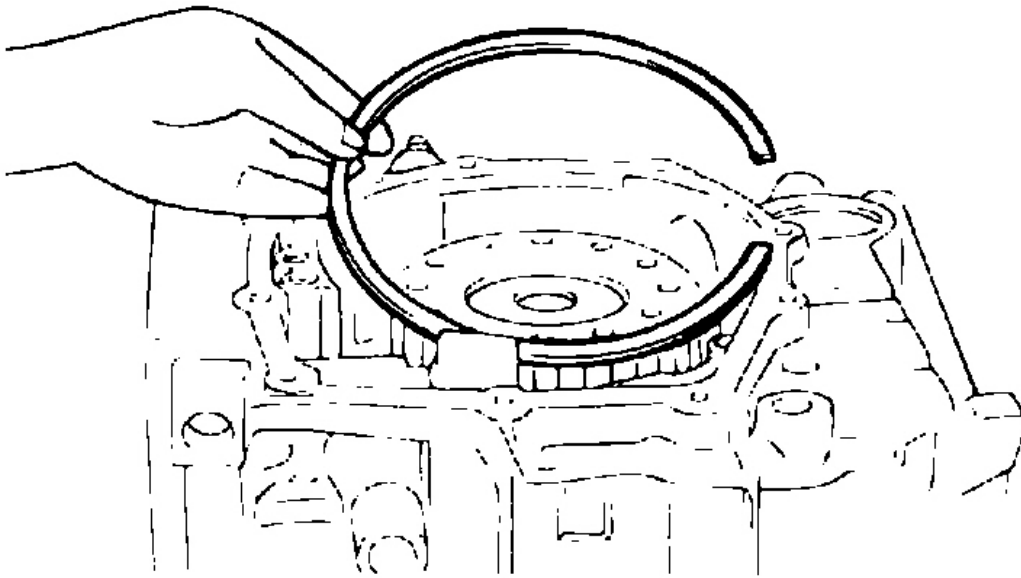
40. Install the reaction plate.



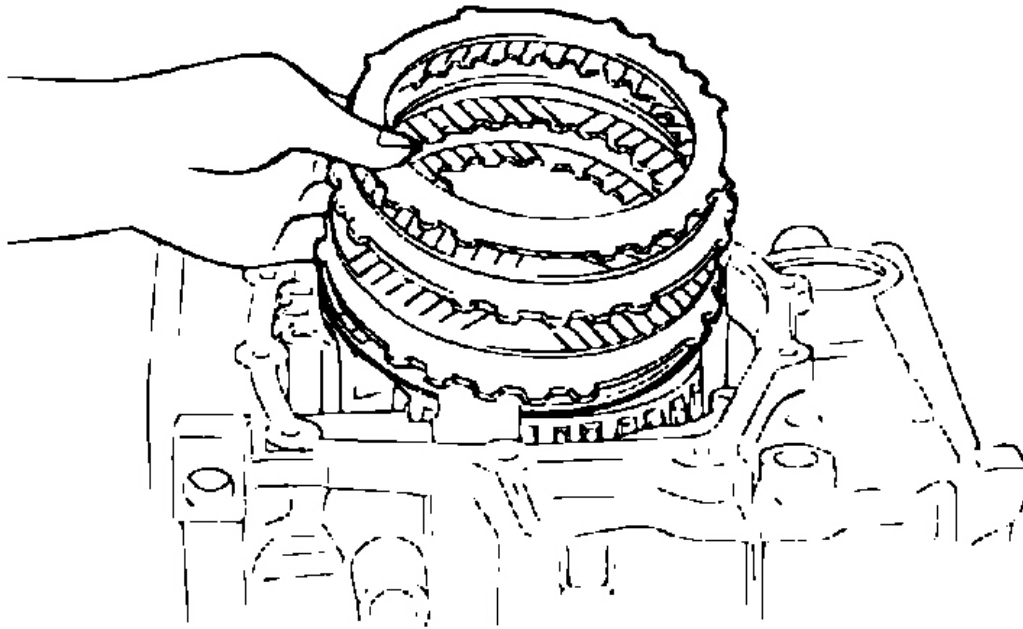
G02735330

Fig. 100: Installing Reaction Plate

41. Install the snap ring that was selected in step 12.

**G02735331****Fig. 101: Installing Snap Ring**

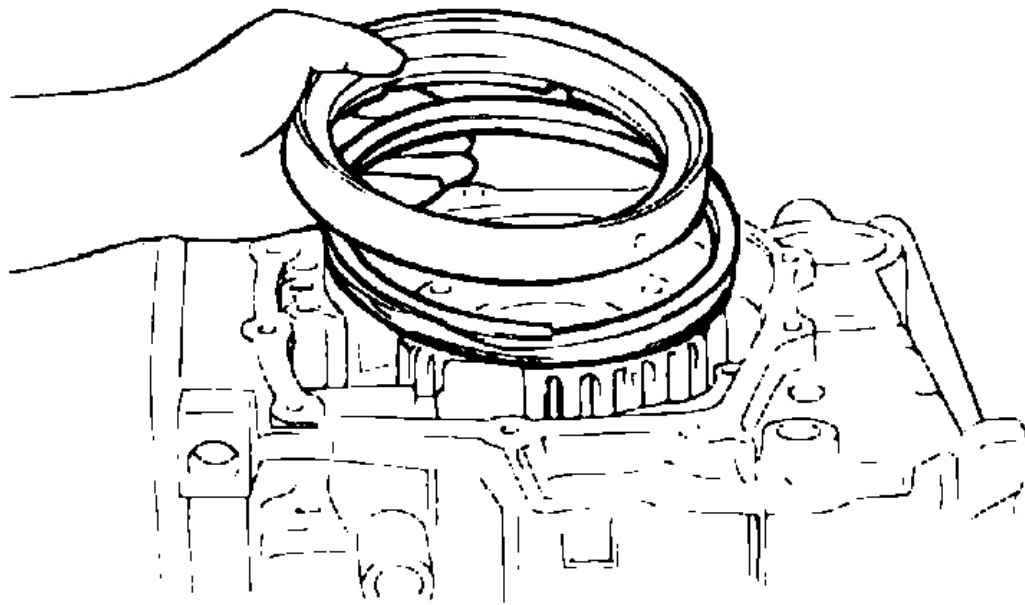
42. Install three brake discs < F4A42 > or four brake discs < F4A51 > and two brake plates < F4A42 > or three brake plates < F4A51 >, one on top of the other. Next, install the pressure plate that was selected in step 17.



G02735332

Fig. 102: Installing Brake Discs, Brake Plates & Pressure Plate

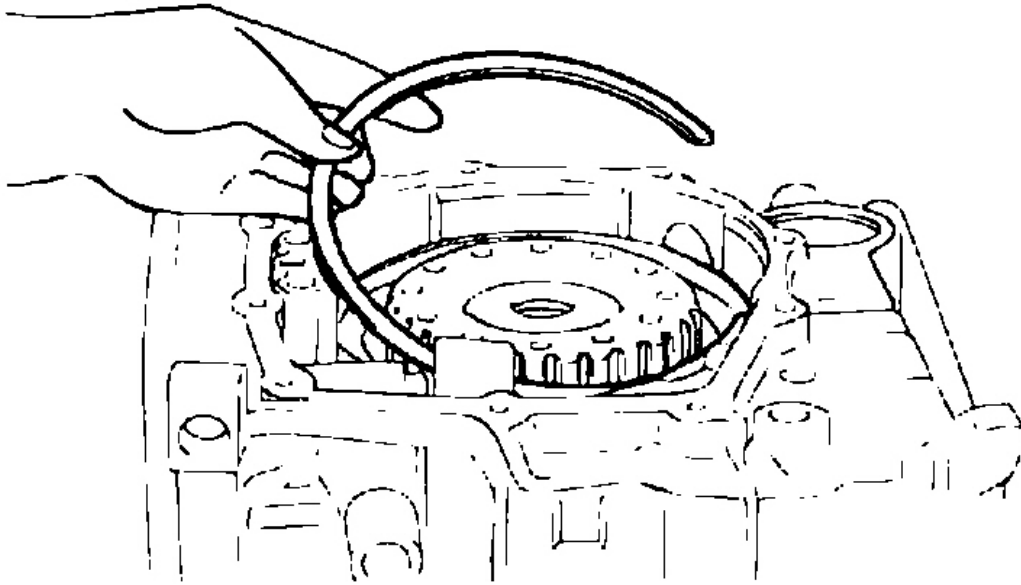
43. Install the return spring and second brake piston.



G02735333

Fig. 103: Installing Return Spring & Second Brake Piston

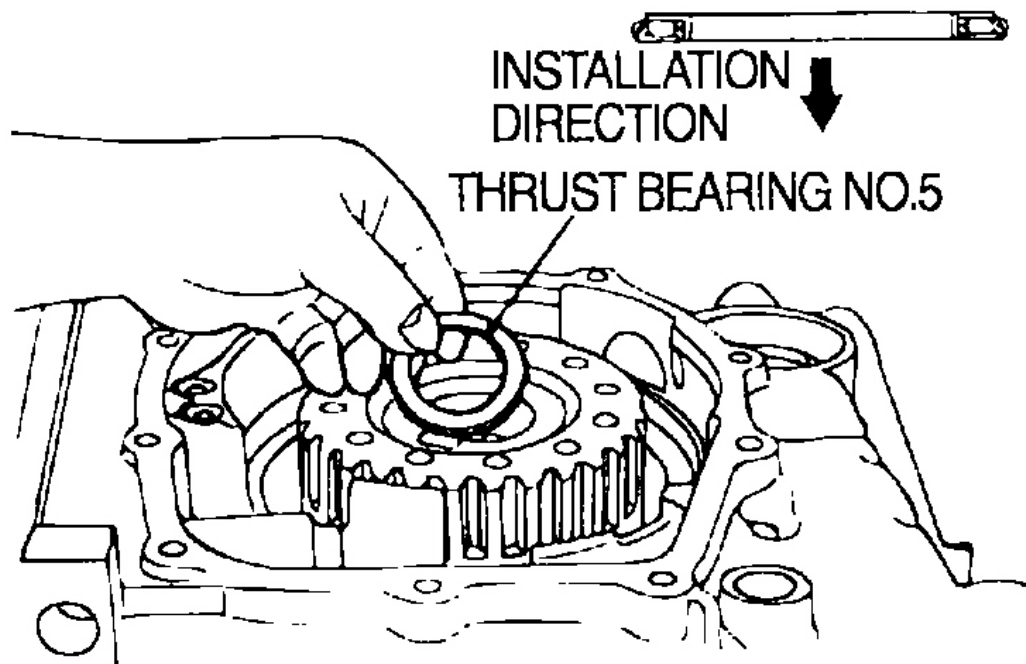
44. Install the snap ring.



G02735334

Fig. 104: Installing Snap Ring

CAUTION: Be sure to install the thrust bearing in the correct direction as shown in illustration.



G02735335

Fig. 105: Checking Installation Of Thrust Bearing No. 5

45. Check the installation direction of the thrust bearing number 5, and install it on the hub of the planetary reverse sun gear.

CAUTION: Use care to install the thrust bearing in the proper direction.

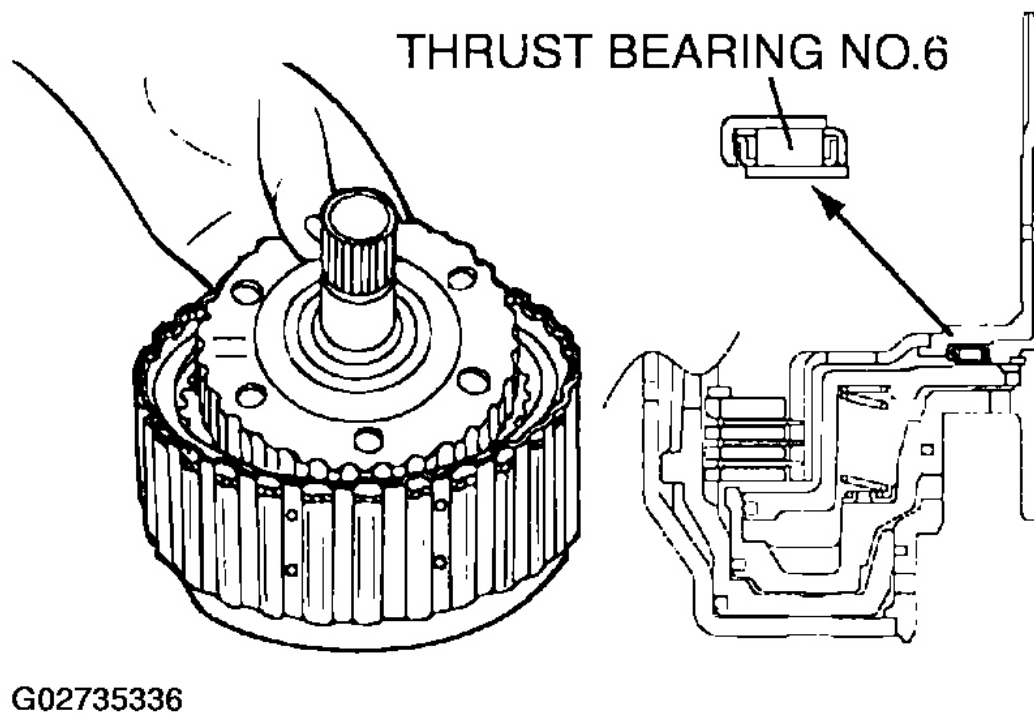
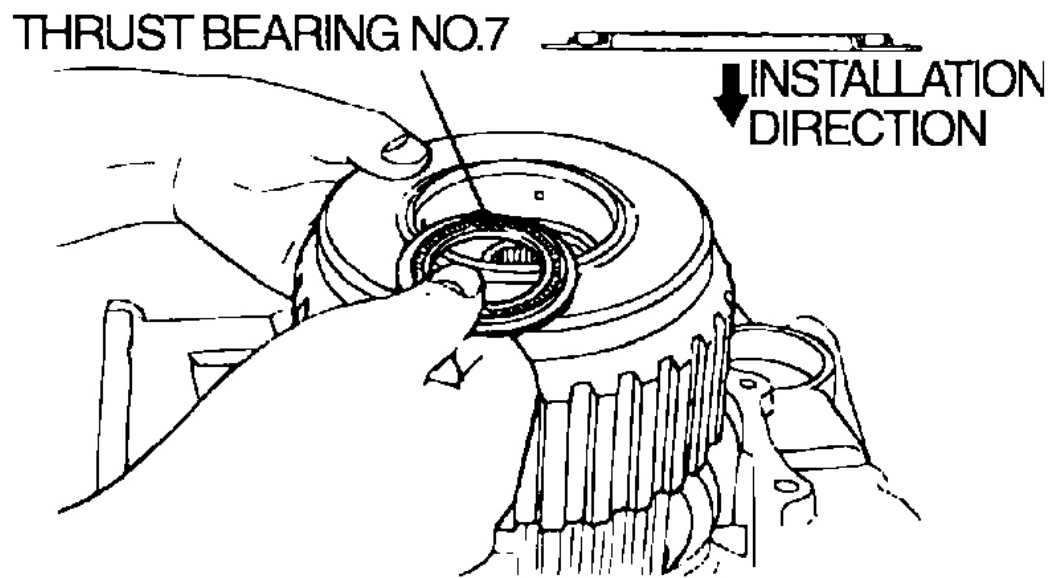


Fig. 106: Installing Thrust Bearing No. 6

46. Attach thrust bearing number 6 to the inside of the overdrive clutch hub using petroleum jelly (Vaseline). Then install the assembly in the reverse and overdrive clutch.
47. Install the reverse and overdrive clutch.

CAUTION: Be sure to install the thrust bearing in the correct direction as shown in illustration.



G02735337

Fig. 107: Correctly Installing Thrust Bearing No. 7

48. Check the installation direction of thrust bearing number 7, and install it on the reverse clutch retainer.
49. Use special tool MB990938 to tap the input shaft rear bearing in the rear cover.

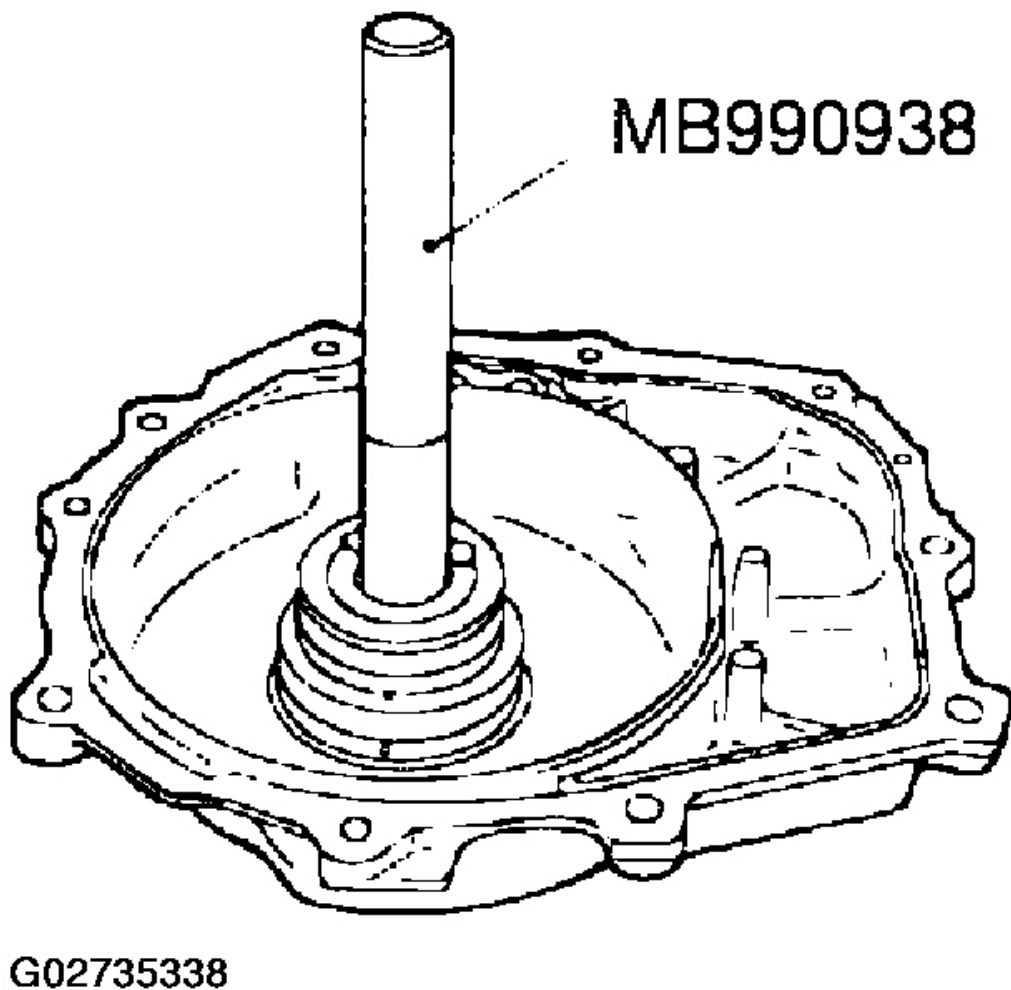


Fig. 108: Installing Input Shaft Rear Bearing

50. Install the four seal rings in the grooves of the rear cover.
51. Measure the end play of the under drive sun gear by the following procedures:
 1. Install the thinnest thrust race number 8 [thickness 1.6 mm (0.063 inch); part number MD707267] on thrust bearing number 7.
 2. Install the rear cover on the transaxle case and tighten the bolts to the specified torque.

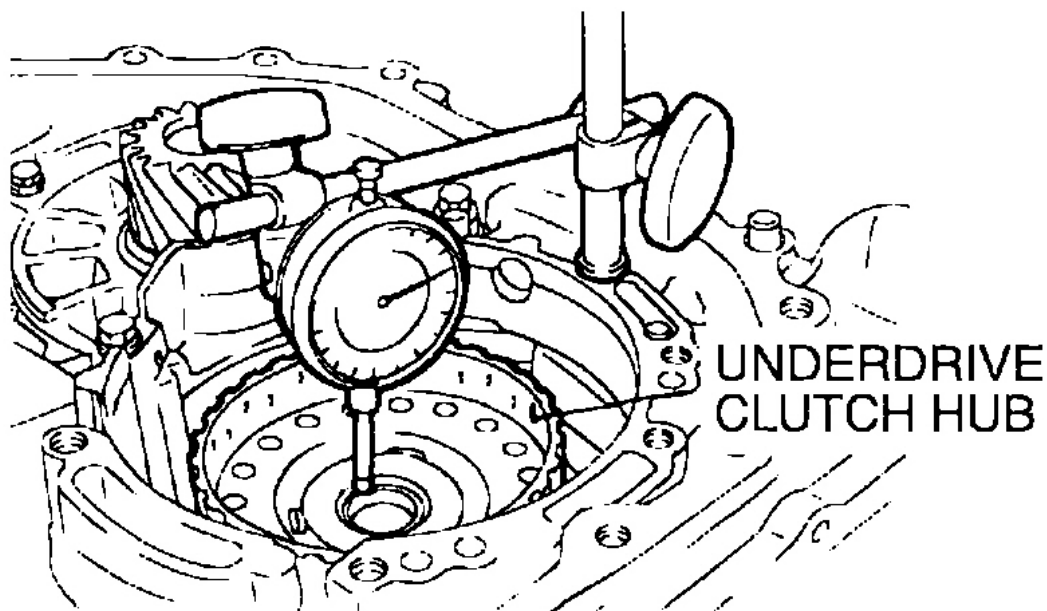
Tightening torque: 23 +/- 3 N.m (17 +/- 2 ft. lb.)

3. Turn over the transaxle case so that the installation surface of the torque converter housing is facing up.

4. Install the under drive clutch hub on the under drive sun gear.
5. Measure end play of the underdrive sun gear and record the measurement value.

Standard value (Reference):

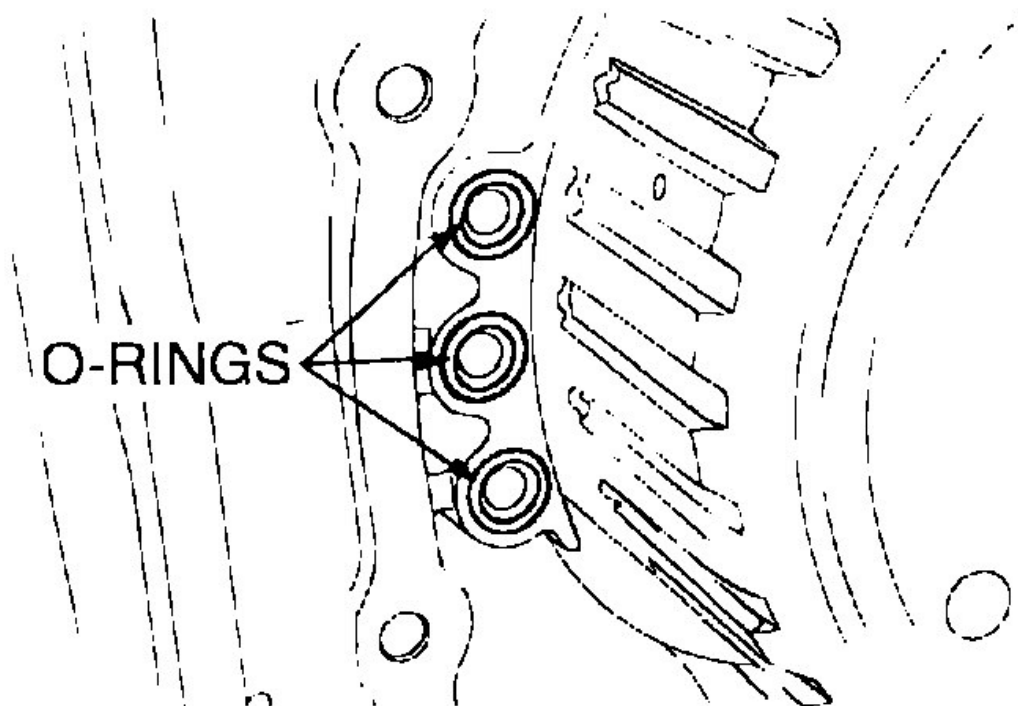
0.25 - 0.45 mm (0.0098 - 0.0177 inch)



G02735339

Fig. 109: Measuring End Play Of Underdrive Sun Gear

6. After taking the measurement in steps (5), take out the installed parts in steps (1) through (4).
52. Install the three "O" rings.



G02735340

Fig. 110: Installing O-Rings

53. Select a thrust race number 8 whose thickness corresponds to the measured values taken in step 50 from the table below. Install it on thrust bearing number 7.

Thrust Race Identification

Measurement Value mm (in)	Thickness mm (in)	Part No.
0.3 - 0.4 (0.012 - 0.016)	1.6 (0.063)	MD707267
0.4 - 0.5 (0.016 - 0.020)	1.7 (0.067)	MD759681
0.5 - 0.6 (0.020 - 0.024)	1.8 (0.071)	MD723064
0.6 - 0.7 (0.024 - 0.028)	1.9 (0.075)	MD754794
0.7 - 0.8 (0.028 - 0.031)	2.0 (0.079)	MD707268

0.8 - 0.9 (0.031 - 0.035)	2.1 (0.083)	MD754795
0.9 - 1.0 (0.035 - 0.039)	2.2 (0.087)	MD723065
1.0 - 1.1 (0.039 - 0.043)	2.3 (0.091)	MD754796
1.1 - 1.2 (0.043 - 0.047)	2.4 (0.094)	MD724358
1.2 - 1.3 (0.047 - 0.051)	2.5 (0.098)	MD754797
1.3 - 1.4 (0.051 - 0.055)	2.6 (0.102)	MD754798

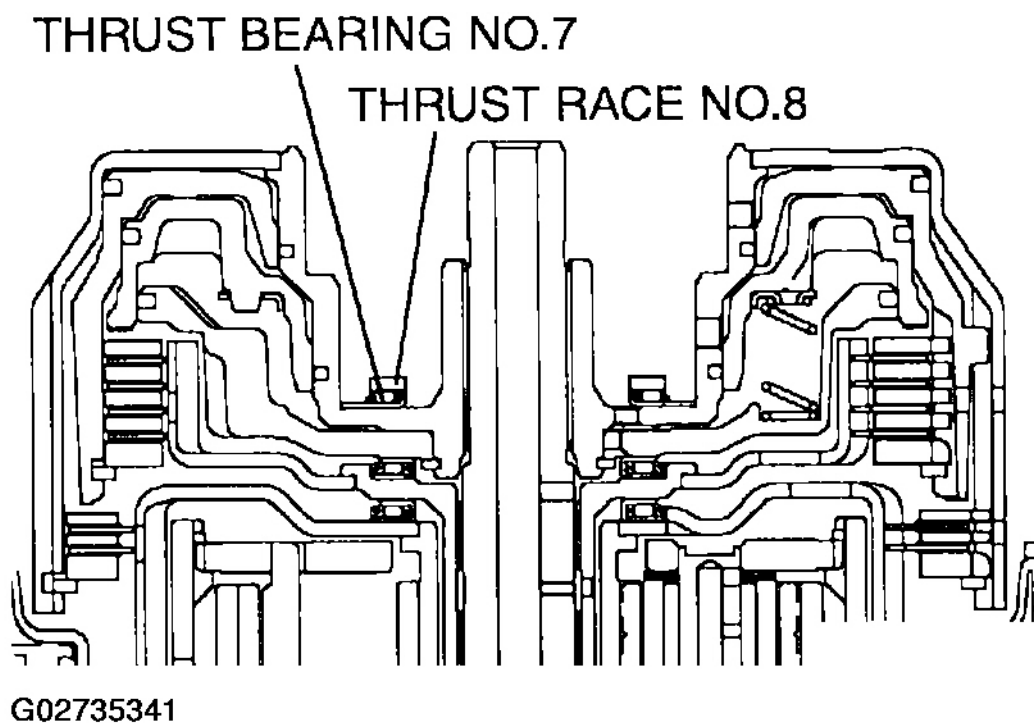
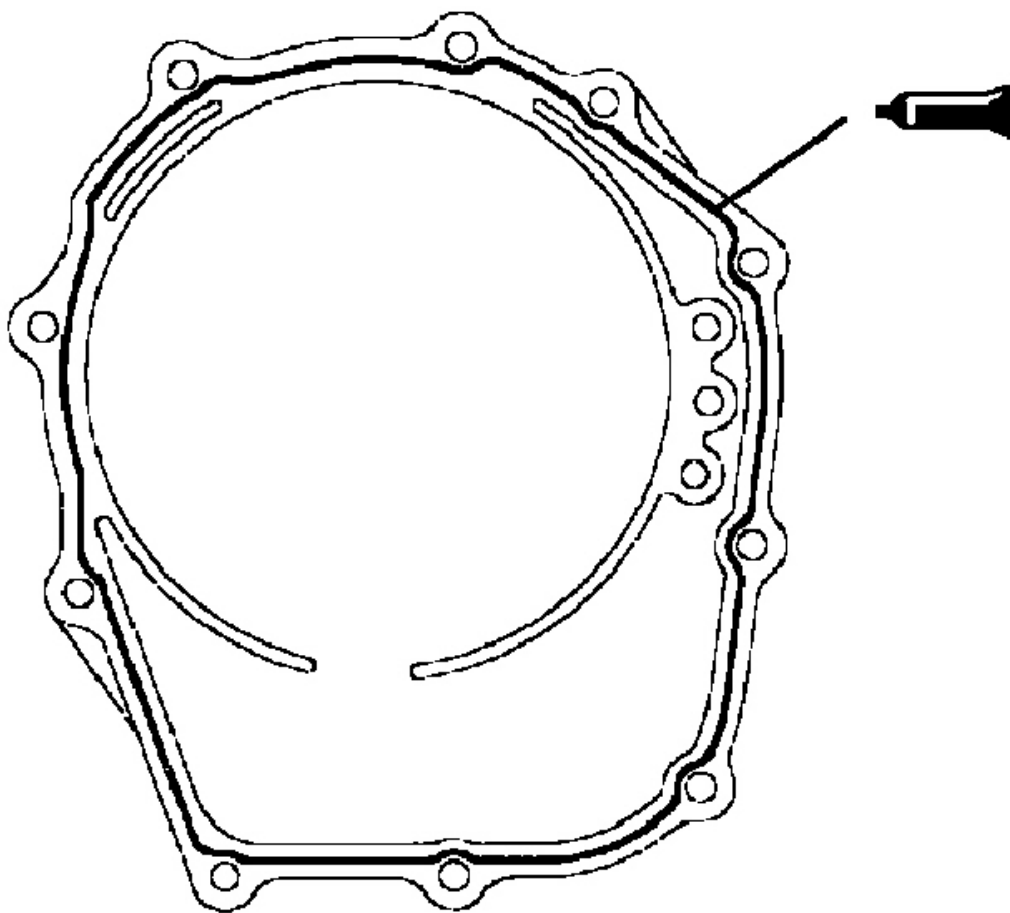


Fig. 111: Installing Thrust Bearing No. 7

54. Apply a 2 mm (0.08 inch) diameter bead of sealant (MITSUBISHI Genuine Part number MD974421 or equivalent) to the illustrated position of the rear cover.

NOTE: Be sure to install the case quickly while the sealant is wet (within 15 minutes) or leaks will occur if the rear cover is installed after the sealant dries.



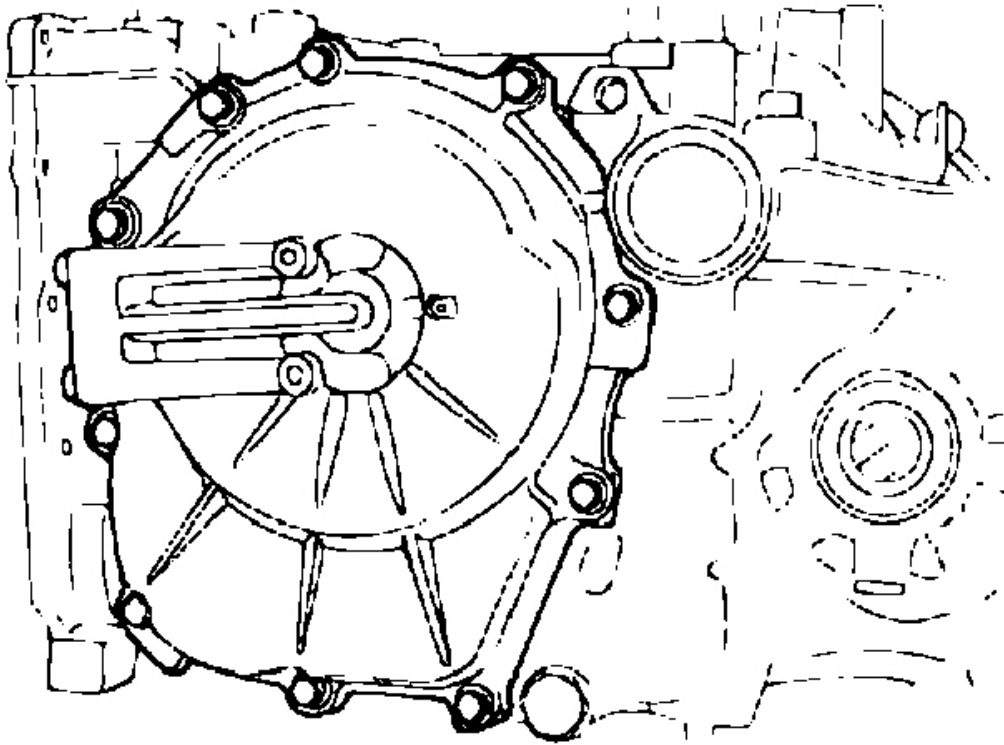
G02735342

Fig. 112: Applying Sealant

55. Install the rear cover, and tighten its mounting bolts to the specified torque.

Tightening torque: 23 +/- 3 N.m (17 +/- 2 ft. lb.)

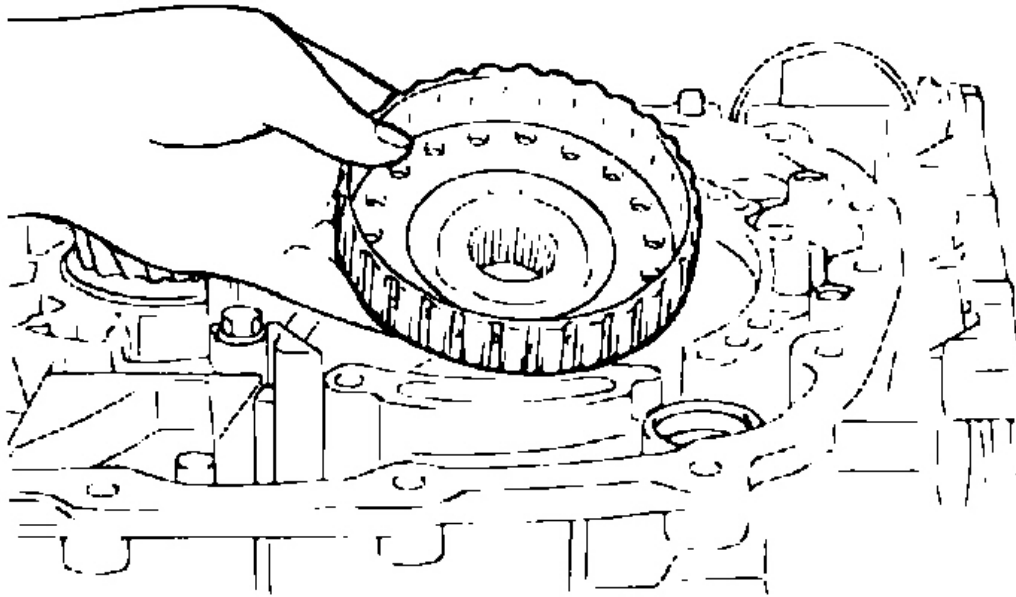
NOTE: After installation, keep the sealed area away from the ATF for approximately one hour.



G02735343

Fig. 113: Installing Rear Cover

56. Install the underdrive clutch hub to the underdrive sun gear.

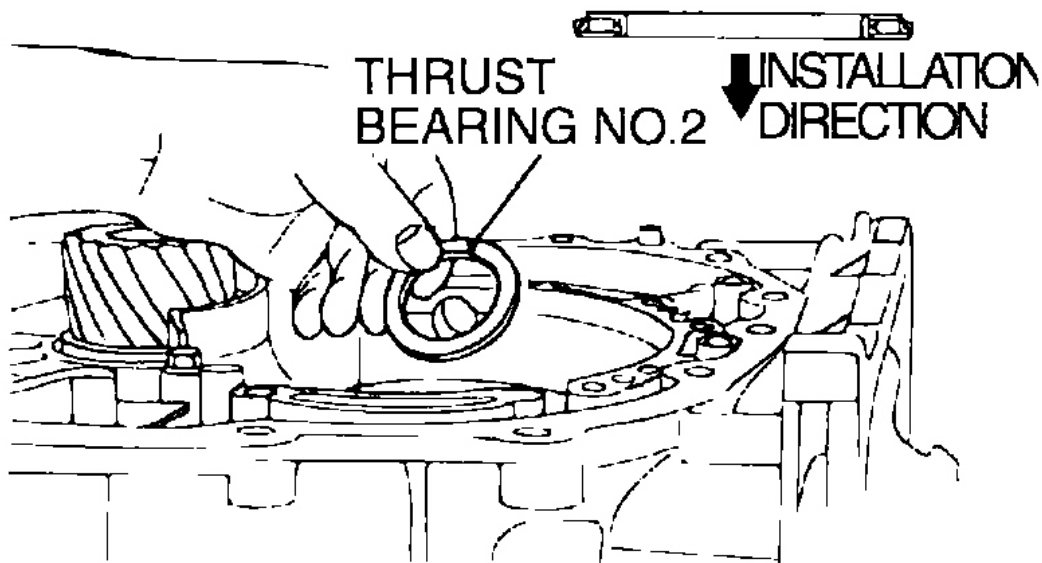


G02735344

Fig. 114: Installing Underdrive Clutch Hub

CAUTION: Be sure to install the thrust bearing in the correct direction as shown in illustration.

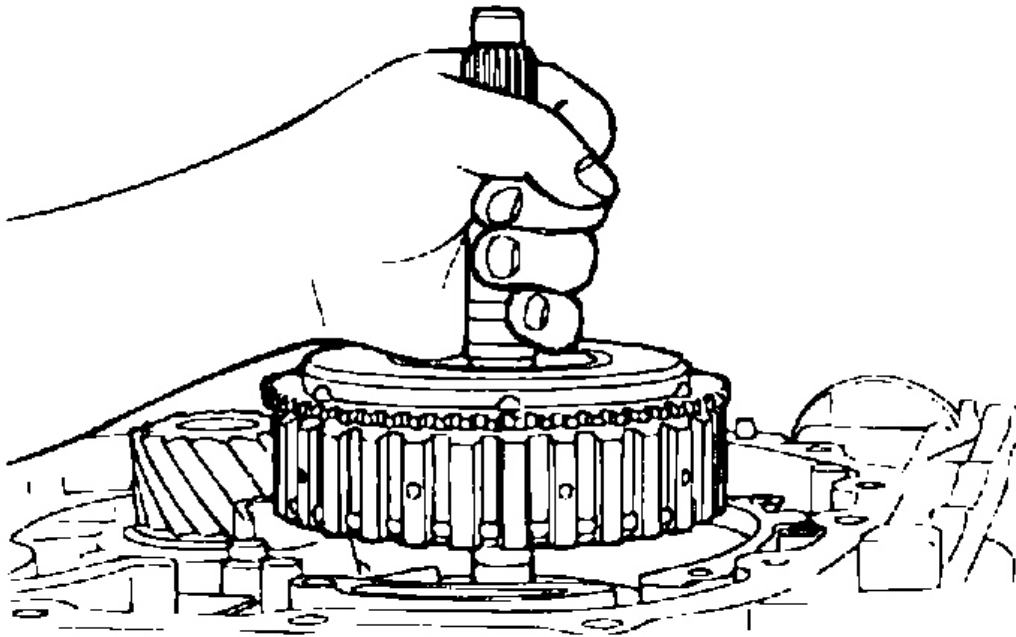
57. Check the installation direction of thrust bearing number 2, and install it on the underdrive clutch hub.



G02735345

Fig. 115: Ensuring Proper Installation Of Thrust Bearing No. 2

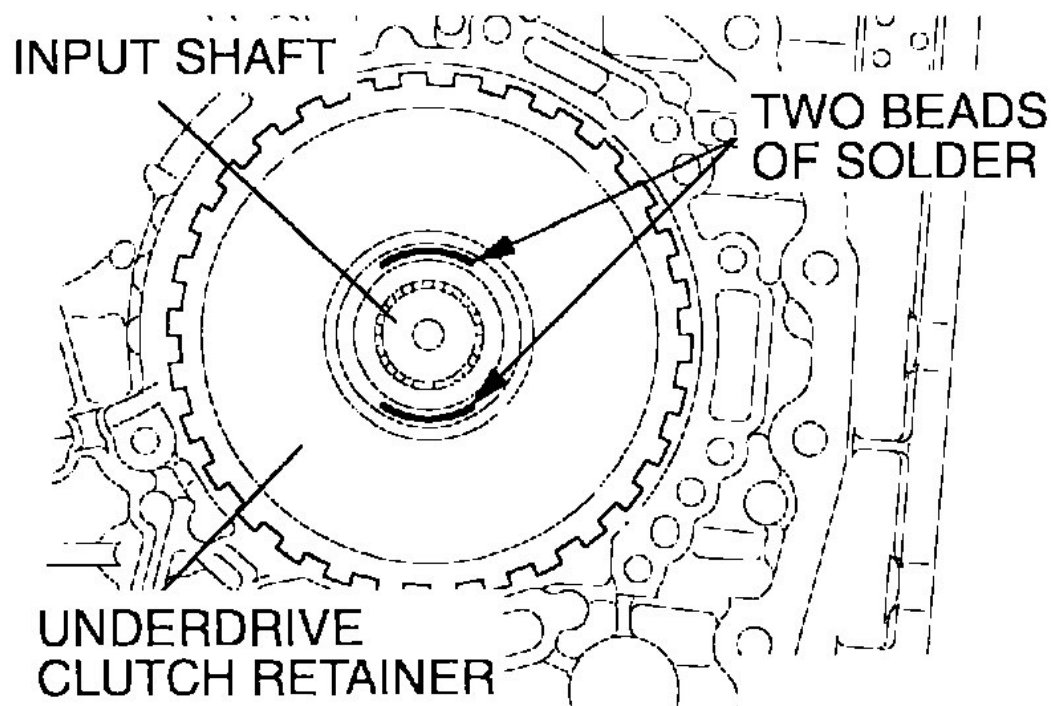
58. Hold the input shaft, and install the underdrive clutch.



G02735346

Fig. 116: Installing Input Shaft & Underdrive Clutch

59. Place two beads of solder [each 10 mm (0.39 inch) in length, 3.5 mm (0.14 inch) in diameter] on the underdrive clutch retainer as shown in the illustration.



G02735347

Fig. 117: Placing Solder Beads On Underdrive Clutch Retainer

60. Install special tool MD998412 in the illustrated place shown in illustration.
61. Install the oil pump to the transaxle case.

NOTE: Do not install the oil pump gasket at this time.

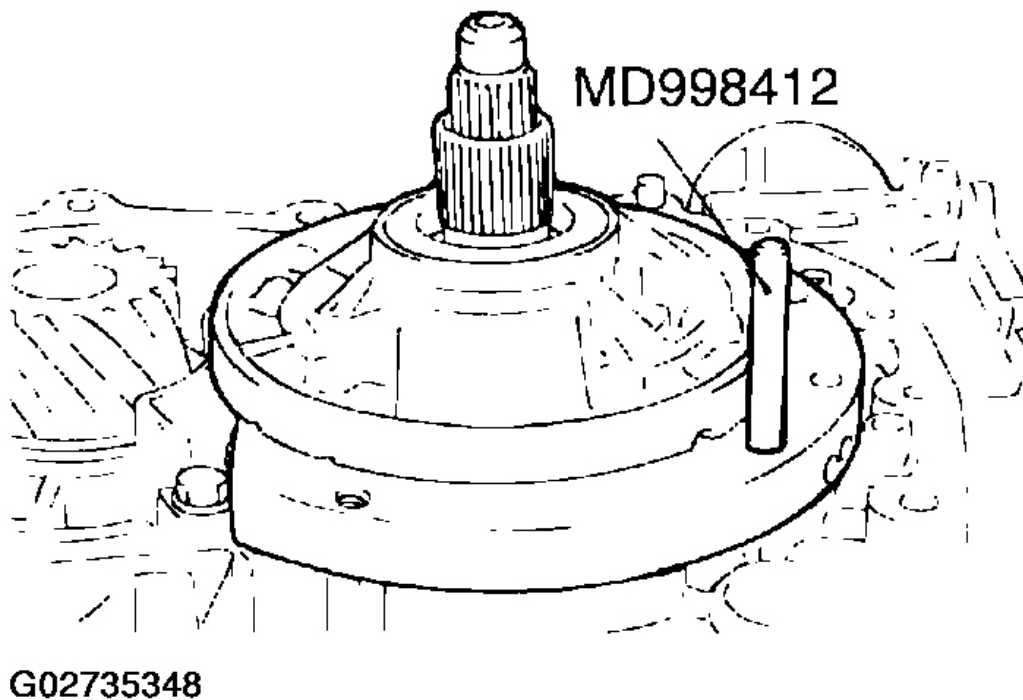


Fig. 118: Installing Oil Pump To Transaxle Case

62. Tighten the oil pump mounting bolts (six pieces) to the specified torque.
Tightening torque: 23 +/- 3 N.m (17 +/- 2 ft. lb.)
63. Remove the oil pump mounting bolts.
64. Using special tools MD998333, remove the oil pump and the crushed solders.

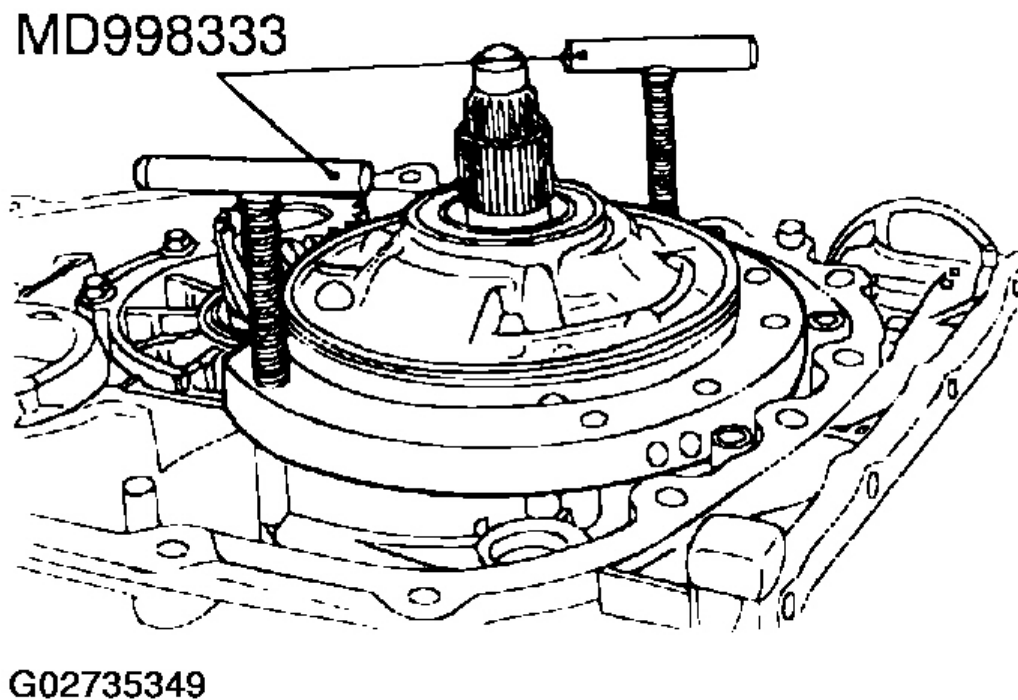
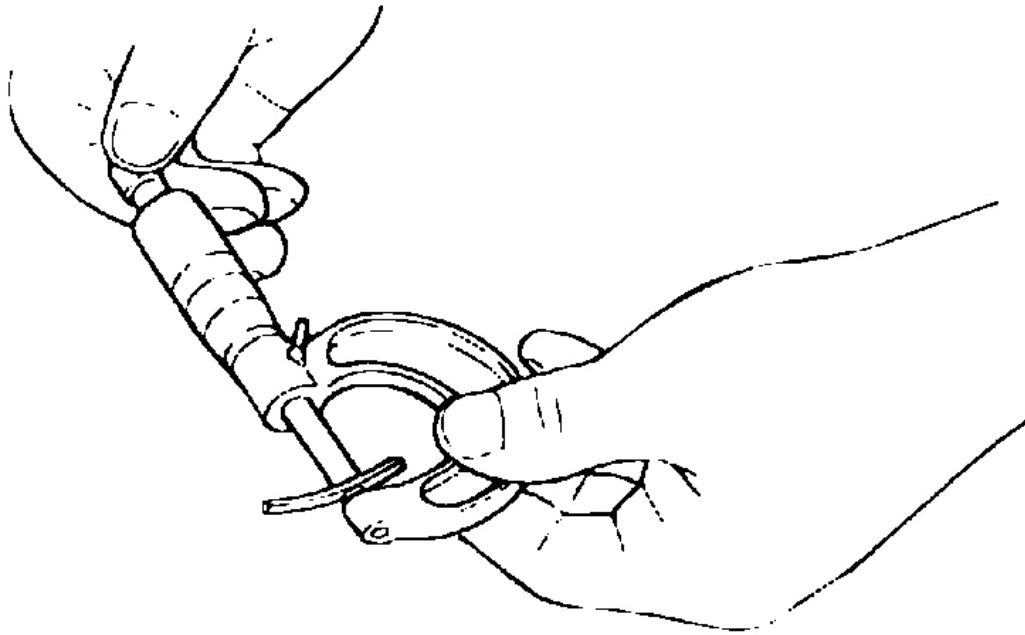


Fig. 119: Removing Oil Pump

65. Use a micrometer to measure the thickness of the crushed solder beads and record the measured value.



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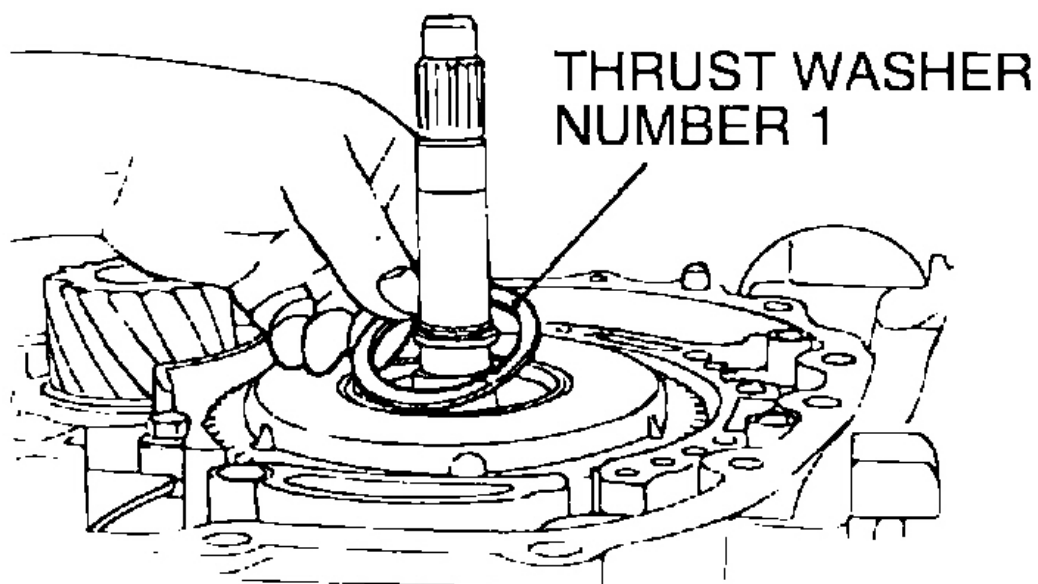
Fig. 120: Measuring Crushed Solder Beads

66. Select a thrust washer number 1 whose thickness corresponds to the measured value from table below.

Thrust Washer Identification

Measurement Value mm (in)	Thickness mm (in)	ID Symbol	Part No.
2.25 - 2.45 (0.089 - 0.096)	1.8 (0.071)	18	MD754509
2.45 - 2.65 (0.096-0.104)	2.0 (0.079)	20	MD754508
2.65 - 2.85 (0.104-0.112)	2.2 (0.087)	22	MD754507
2.85 - 3.05 (0.112-0.120)	2.4 (0.094)	24	MD753793
3.05 - 3.25 (0.120-0.128)	2.6 (0.102)	26	MD753794
3.25 - 3.45 (0.128-0.136)	2.8 (0.110)	28	MD753795

67. Install thrust washer number 1 that was selected in previous step on the underdrive clutch retainer.



G02735351

Fig. 121: Installing Thrust Washer No. 1

68. Install special tool MD998412 in the illustrated place.
69. Install the new oil pump gasket on the transaxle case.
70. Install the oil pump and tighten the mounting bolts (six pieces) to the specified torque.

Tightening torque: 23 +/- 3 N.m (17 +/- 2 ft. lb.)

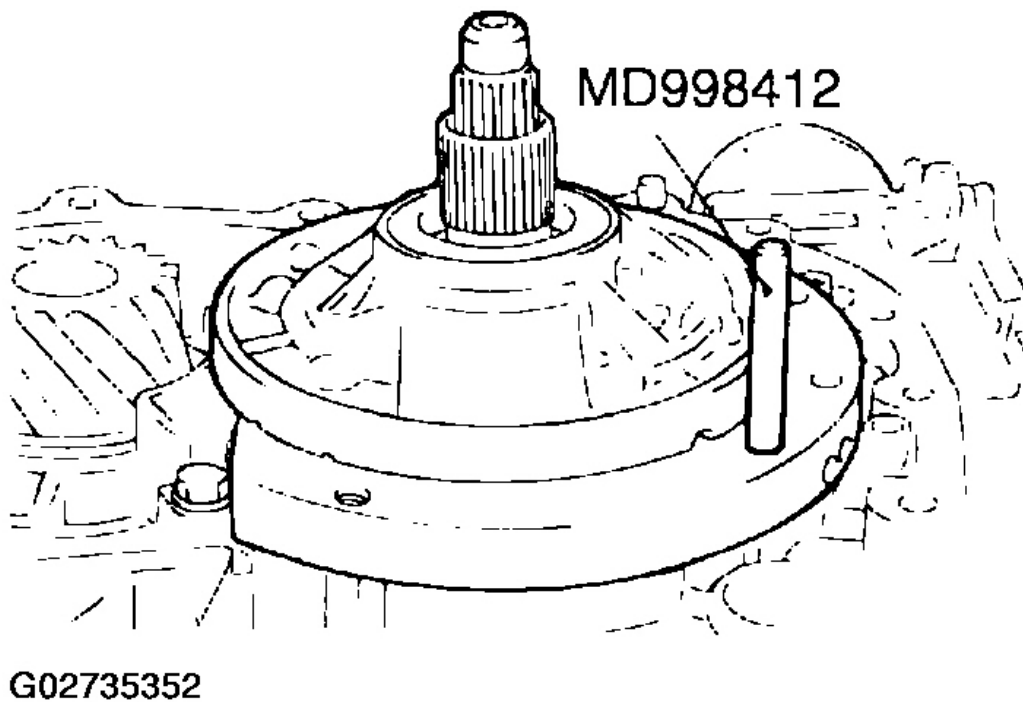
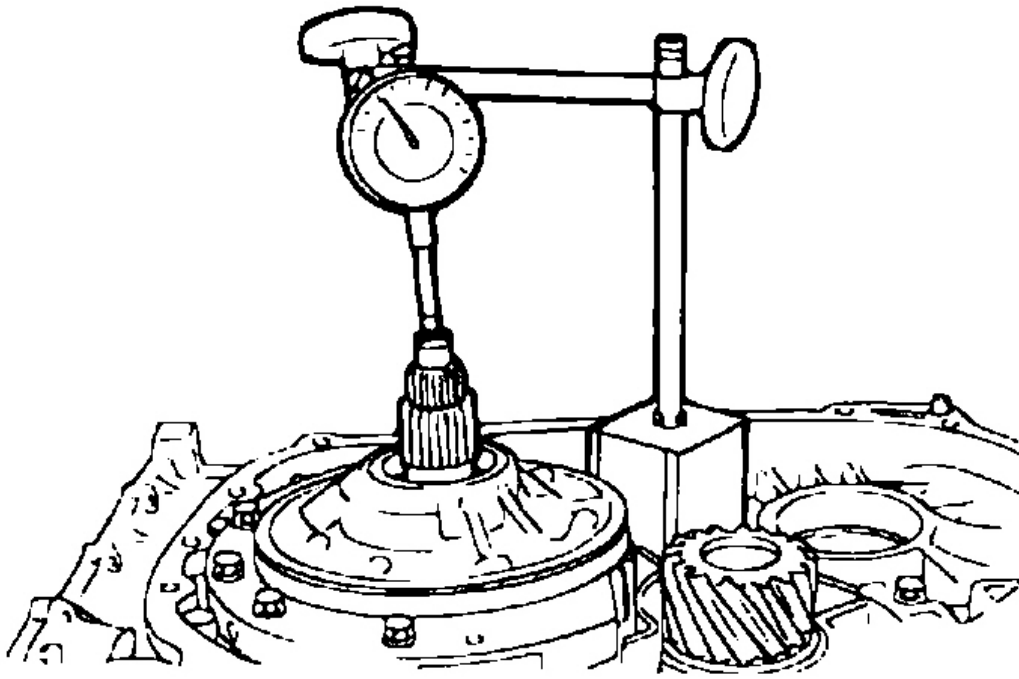


Fig. 122: Installing Oil Pump & Gasket

71. Make sure that the input shaft end play meets the standard value.

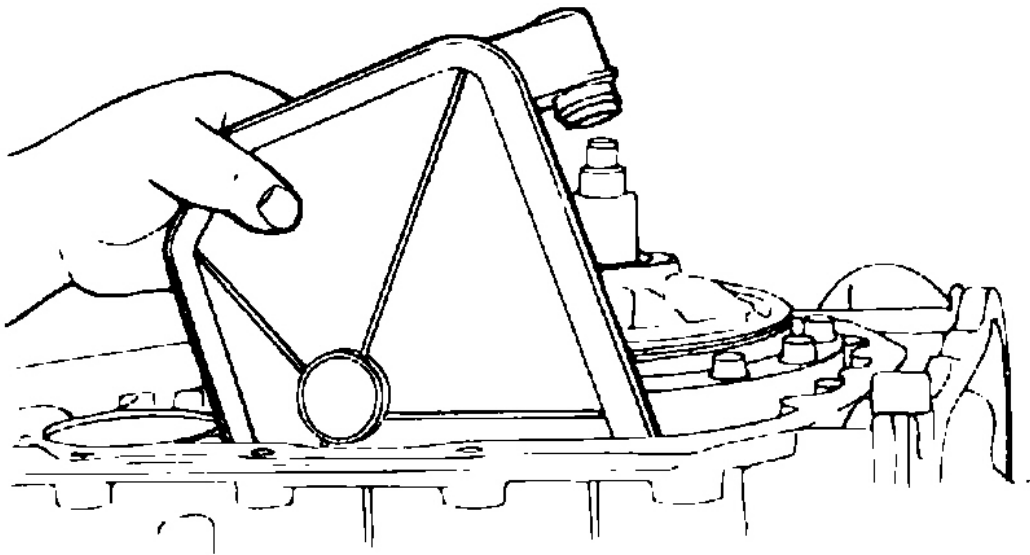
Standard value: 0.70 - 1.45 mm (0.028 - 0.057 inch)



G02735353

Fig. 123: Measuring Input Shaft End Play

72. Install the oil filter.



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Fig. 124: Installing Oil Filter

73. Use special tools MB990935 < F4A42 > or MB990936 < F4A51 > and MB990938 to tap the differential bearing outer race in the transaxle case.

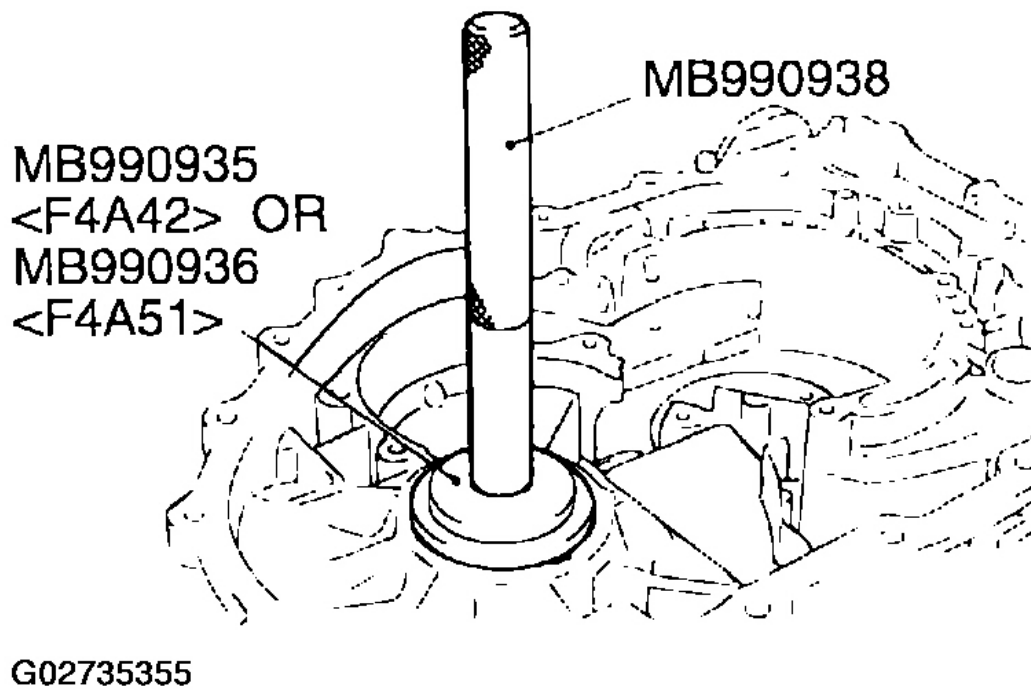
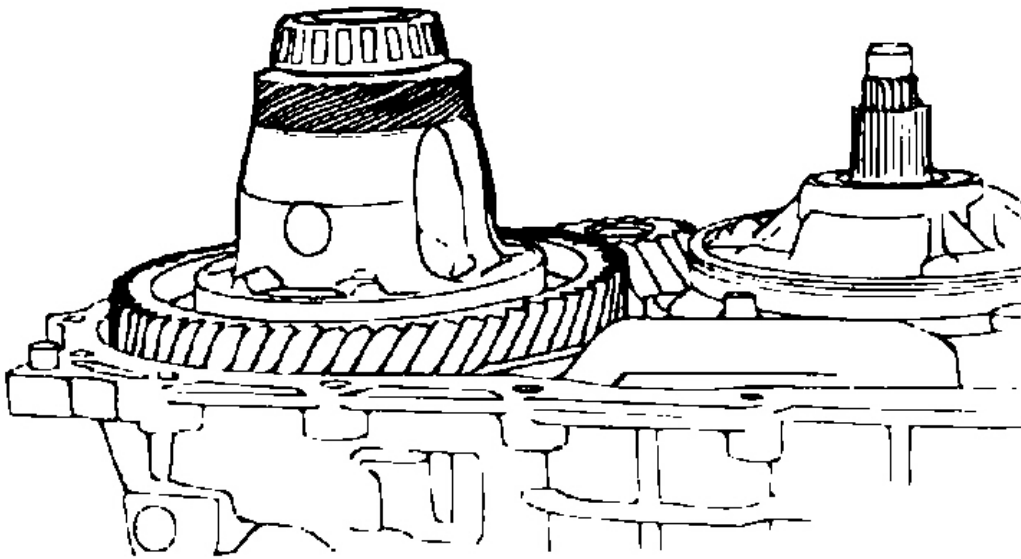


Fig. 125: Installing Differential Bearing Outer Race

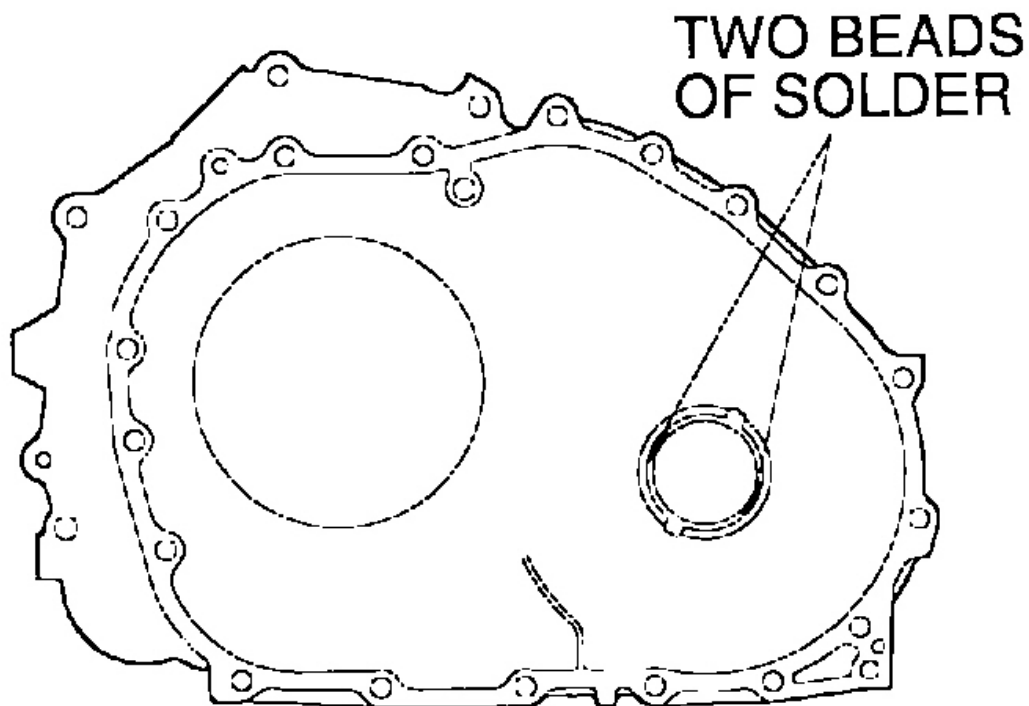
74. Install the differential.



G02735356

Fig. 126: Installing Differential

75. Place two beads of solder [each 10 mm (0.39 inch) in length, 3 mm (0.12 inch) in diameter] on the torque converter housing as shown in the illustration.



G02735357

Fig. 127: Placing Solder Beads

76. Use special tools MB990935 < F4A42 > or MB990936 < F4A51 > and MB990938 to press in the differential bearing outer race into the torque converter housing.

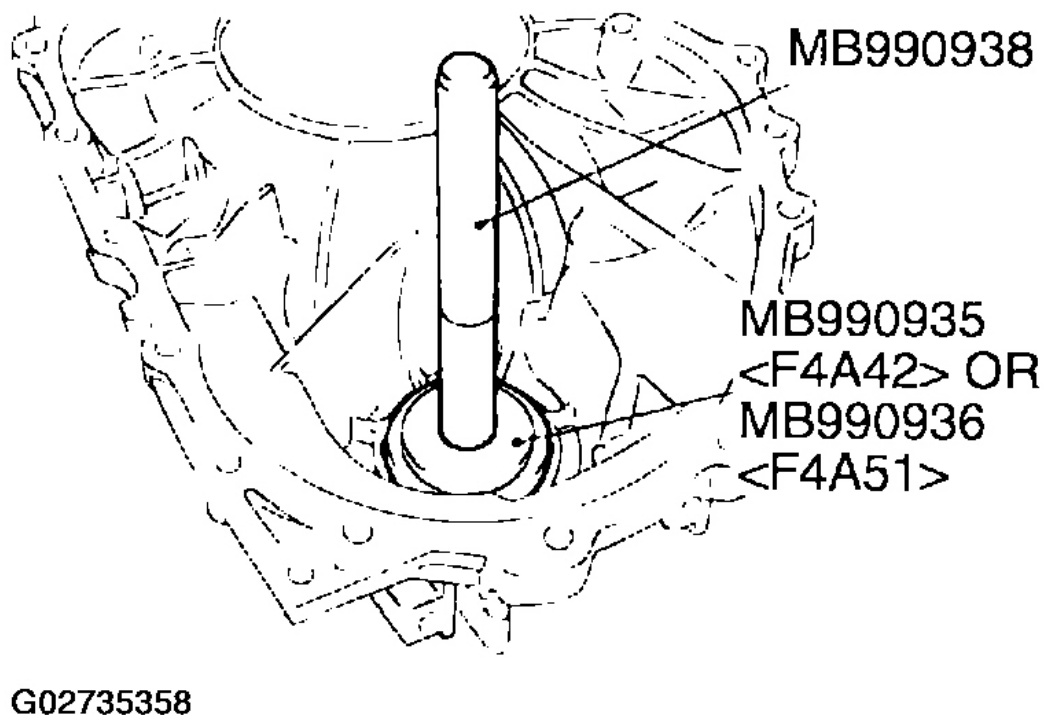
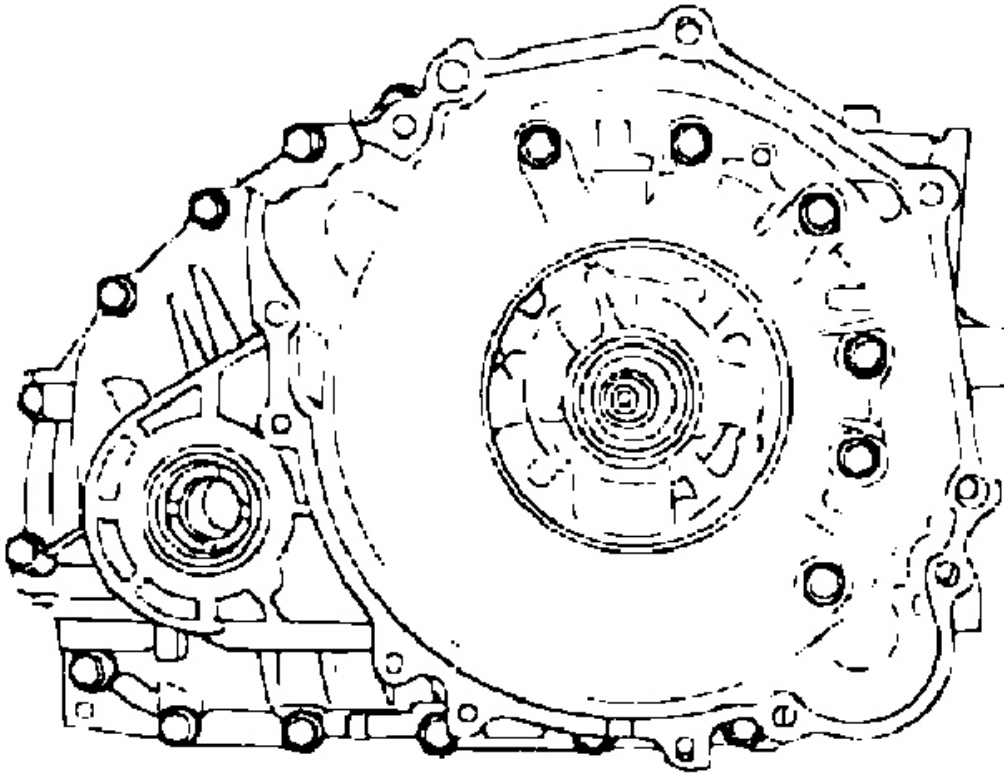


Fig. 128: Pressing Differential Bearing Outer Race Into Torque Converter Housing

77. Install the torque converter housing to the transaxle case without applying sealant. Tighten its mounting bolts to the specified torque.

Tightening torque: 48 +/- 6 N.m (35 +/- 4 ft. lb.)

78. Loosen all the bolts, and remove the torque converter housing. Then remove the outer race and the crushed solders.

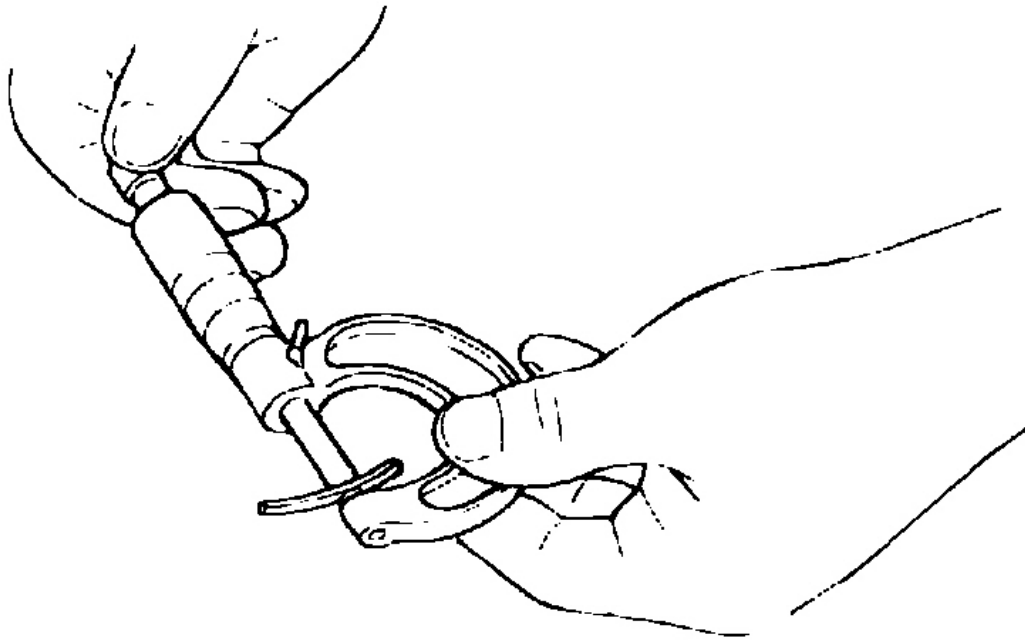


G02735359

Fig. 129: Installing/Loosening Torque Converter Housing To Transaxle Case

79. Use a micrometer to measure the thickness of the crushed solder beads and record the measured value. Add 0.045 to 0.105 mm (0.0018 to 0.0041 inch)* to the measured value and select a spacer with the corresponding thickness. Adjustment spacer sizes are all listed in **ADJUSTING PLATE, SNAP RING AND SPACERS**. Select the most suitable one from among those listed.

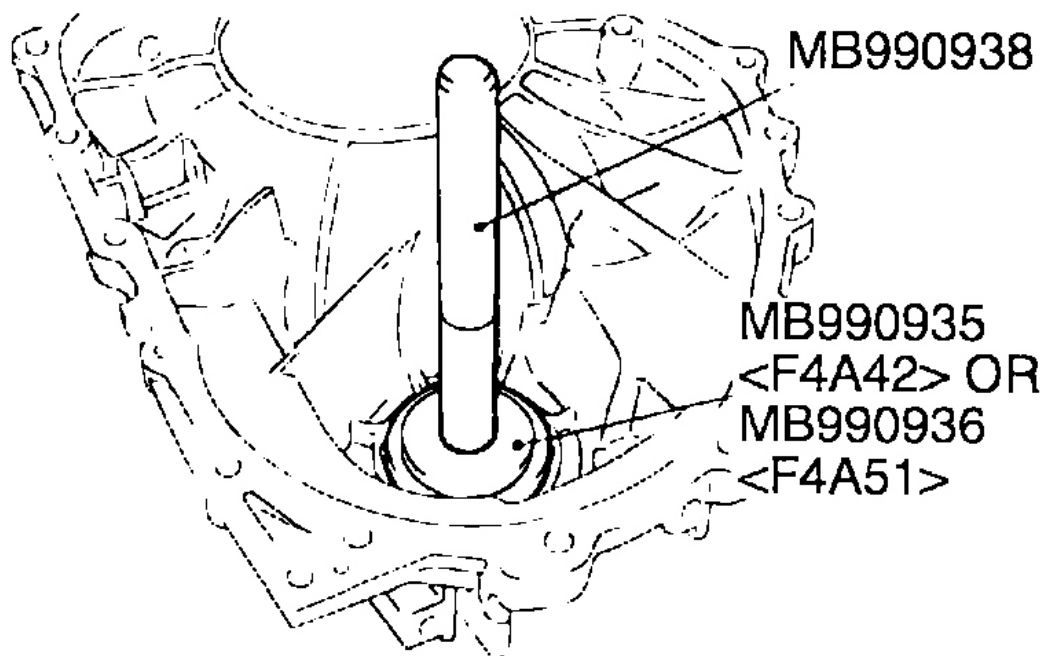
NOTE: * is the thickness for the differential case preload.



G02735360

Fig. 130: Measuring Crushed Solder Beads

80. Install the spacer selected in previous step to the torque converter housing.
81. Use special tools MB990935 < F4A42 > or MB990936 < F4A51 > and MB990938 to press the outer race into housing.



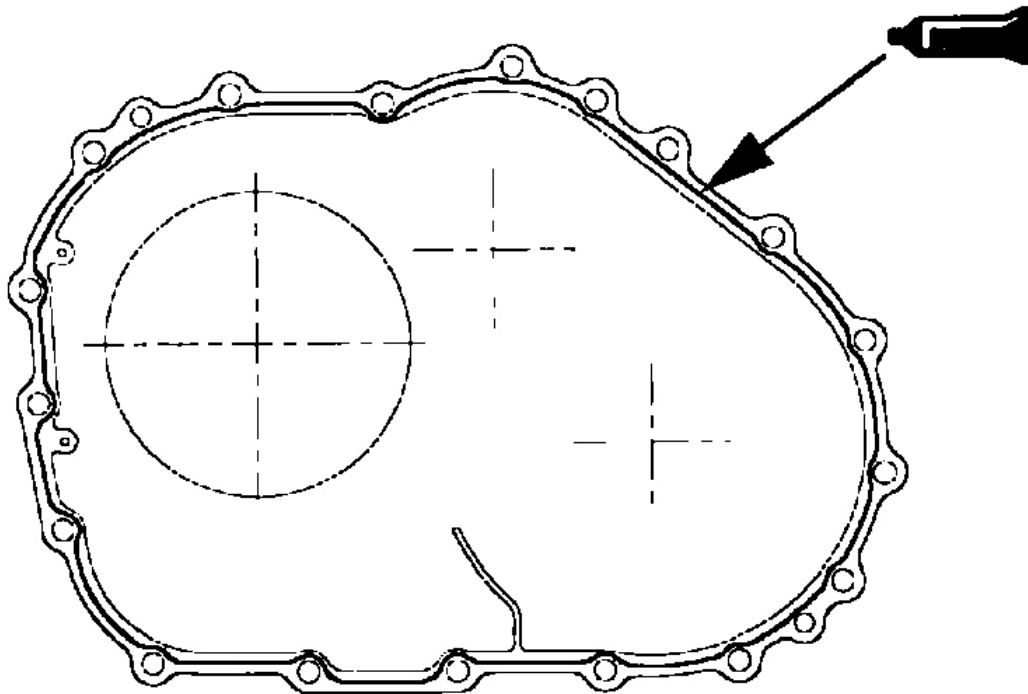
G02735361

Fig. 131: Pressing Outer Race Into Housing

82. Apply a 2 mm (0.08 inch) diameter bead of sealant (MITSUBISHI Genuine Part number MD974421 or equivalent) to the torque converter housing in the area shown in illustration.

NOTE: Be sure to install the case quickly while the sealant is wet (with 15 minutes) or leaks will occur if the rear cover is installed after the sealant dries.

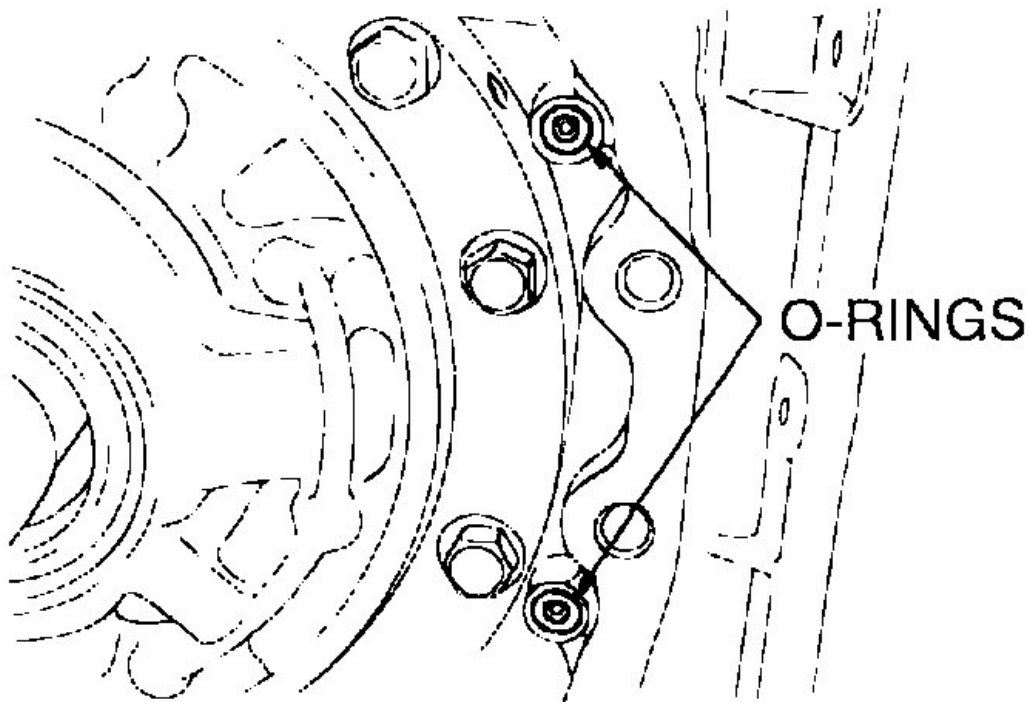
NOTE: After installation, keep the sealed area away from the ATF for approximately one hour.



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Fig. 132: Applying Sealant To Torque Converter Housing

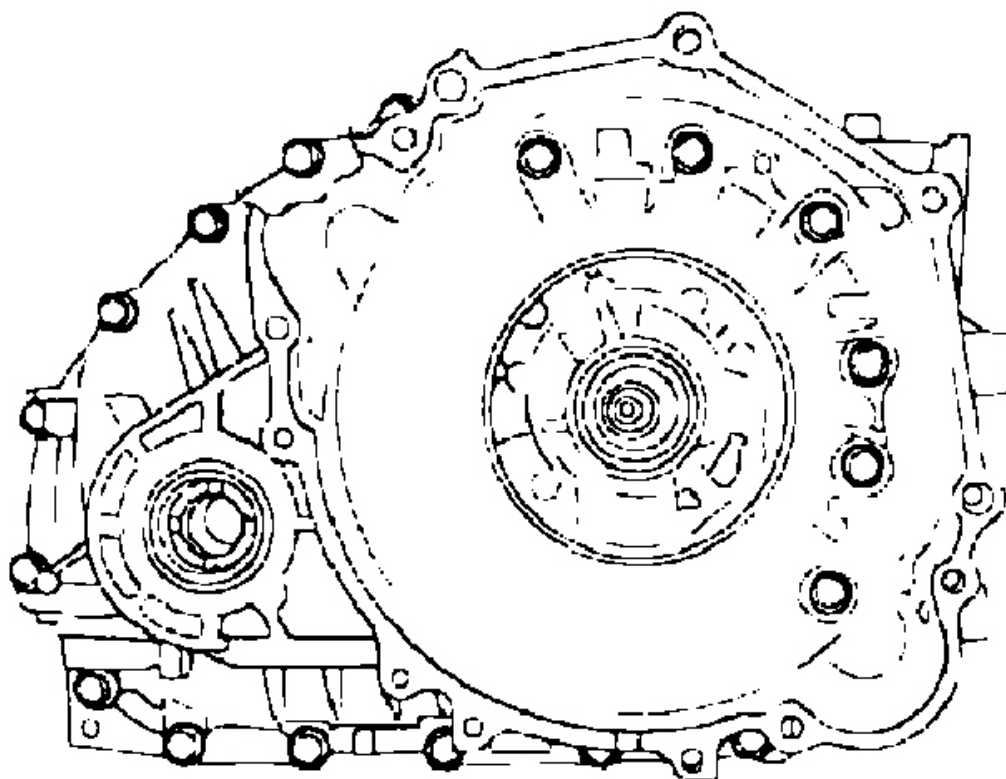
83. Install the two O-rings.



G02735363

Fig. 133: Installing O-Rings

84. Install the torque converter housing and then tighten its 18 mounting bolts to the specified torque.
Tightening torque: 48 +/- 6 N.m (35 +/- 4 ft. lb.)



G02735364

Fig. 134: Installing Torque Converter Housing Bolts

85. Insert the two "O" rings into the grooves of the manual control lever shaft.
86. Install the manual control lever shaft and parking pawl rod.
87. Align hole "A", shown in illustration, with the groove in the manual control lever shaft. Insert the manual control lever shaft roller into hole "A".

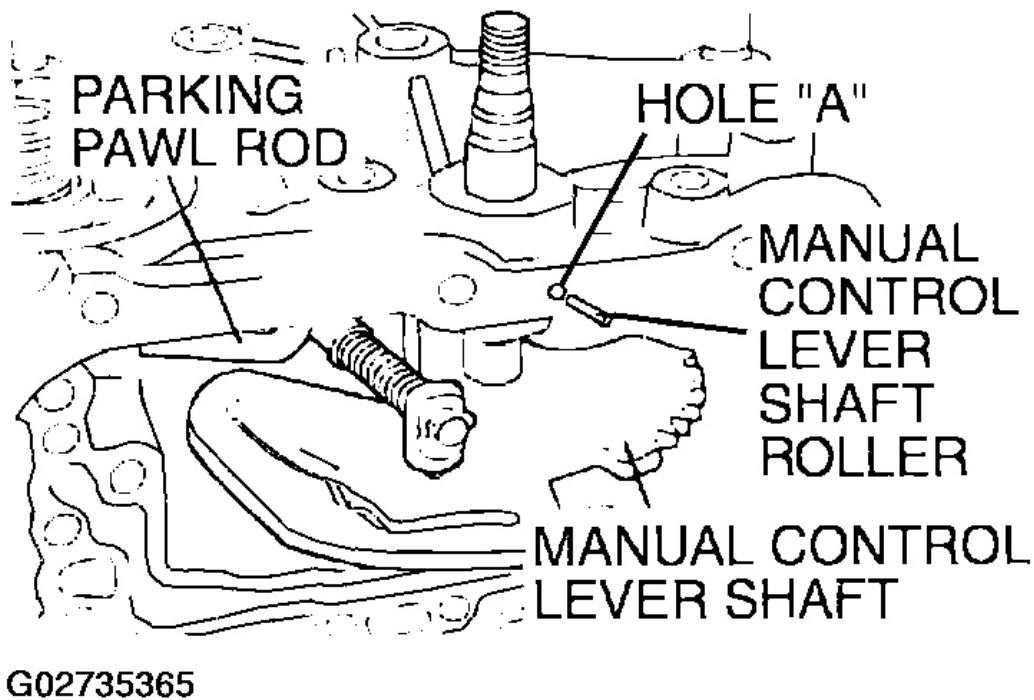
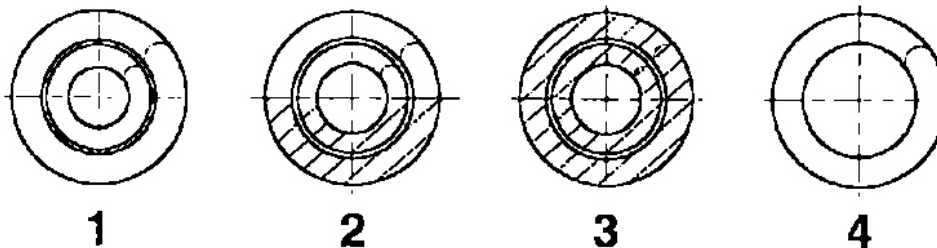


Fig. 135: Installing Manual Control Lever Shaft & Parking Pawl Rod

88. Insert the new seal rings in the grooves of the accumulator pistons.

NOTE: The piston and seal ring are common parts.

IDENTIFICATION OF ACCUMULATOR SPRING



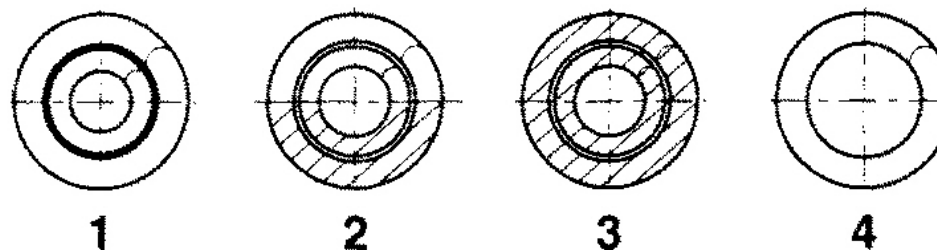
NOTE: THE SHADOWS ARE THE AREAS OF IDENTIFICATION "BLUE-ING."

G02735366

Fig. 136: Identifying Accumulator Seal Rings

89. Identify the accumulator spring and insert it and the accumulator piston into each hole of the transaxle case.

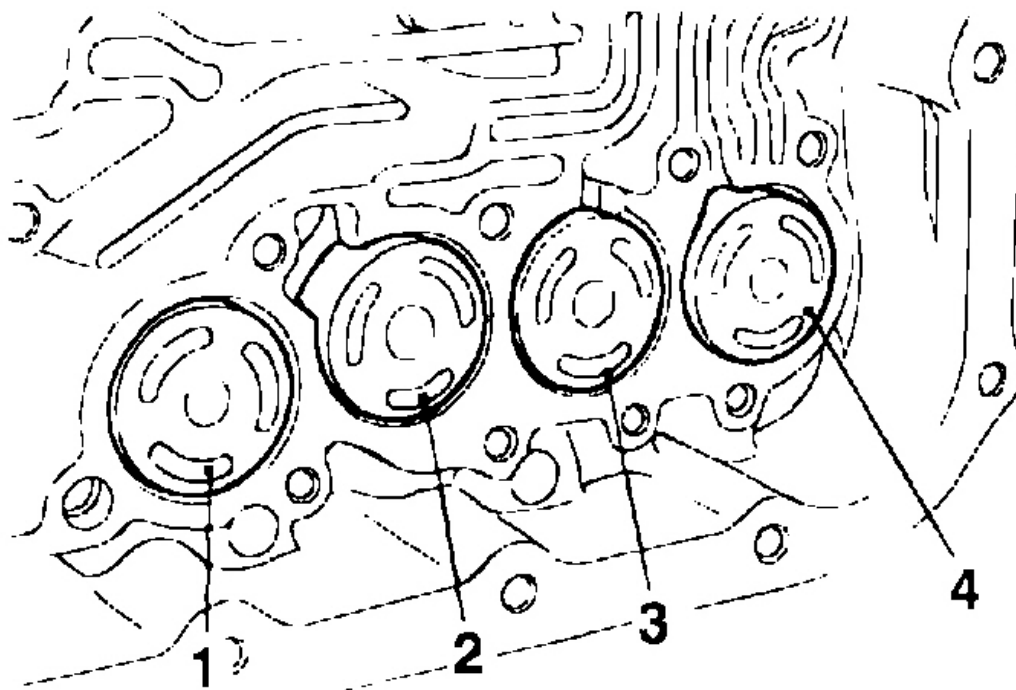
IDENTIFICATION OF ACCUMULATOR SPRING



NOTE: THE SHADOWS ARE THE AREAS OF IDENTIFICATION "BLUE-ING."

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Fig. 137: Identifying Accumulator Springs
Courtesy of CHRYSLER CORP.



G02735367

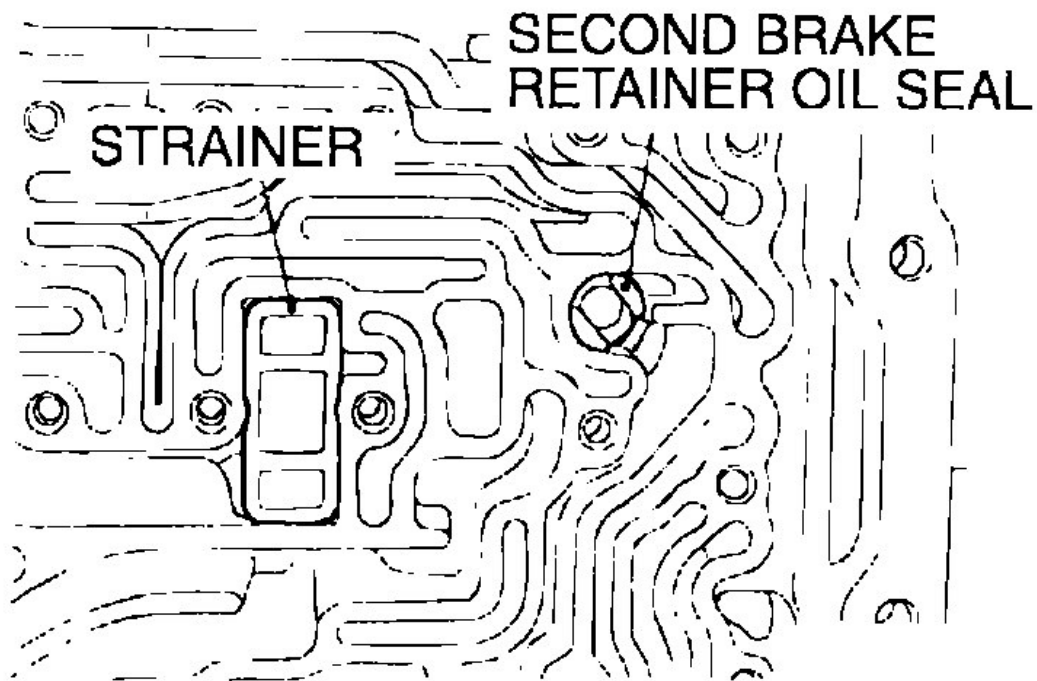
Fig. 138: Identifying Accumulator Pistons

NOTE: Accumulator springs are identified as shown in the illustration.

Accumulator Spring Identification Numbers

No.	Name	Identification "Blueing"
1	For low-reverse brake	None
2	For underdrive clutch	Half
3	For second brake	Whole surface
4	For overdrive clutch	None

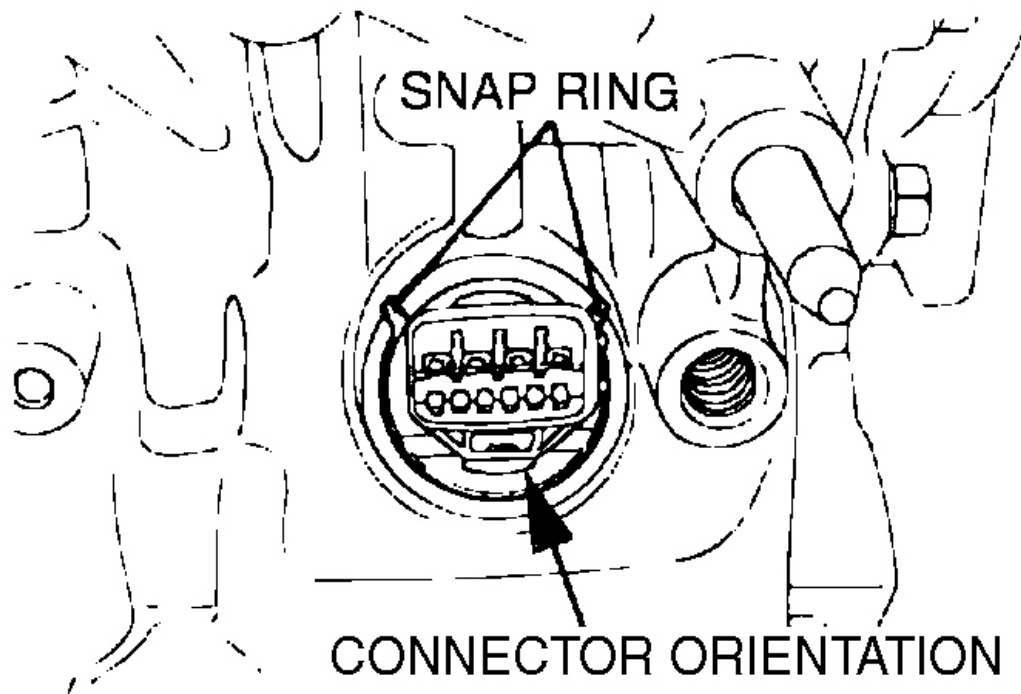
90. Install the strainer and second brake retainer oil seal.



G02735368

Fig. 139: Installing Strainer & Second Brake Retainer Oil Seal

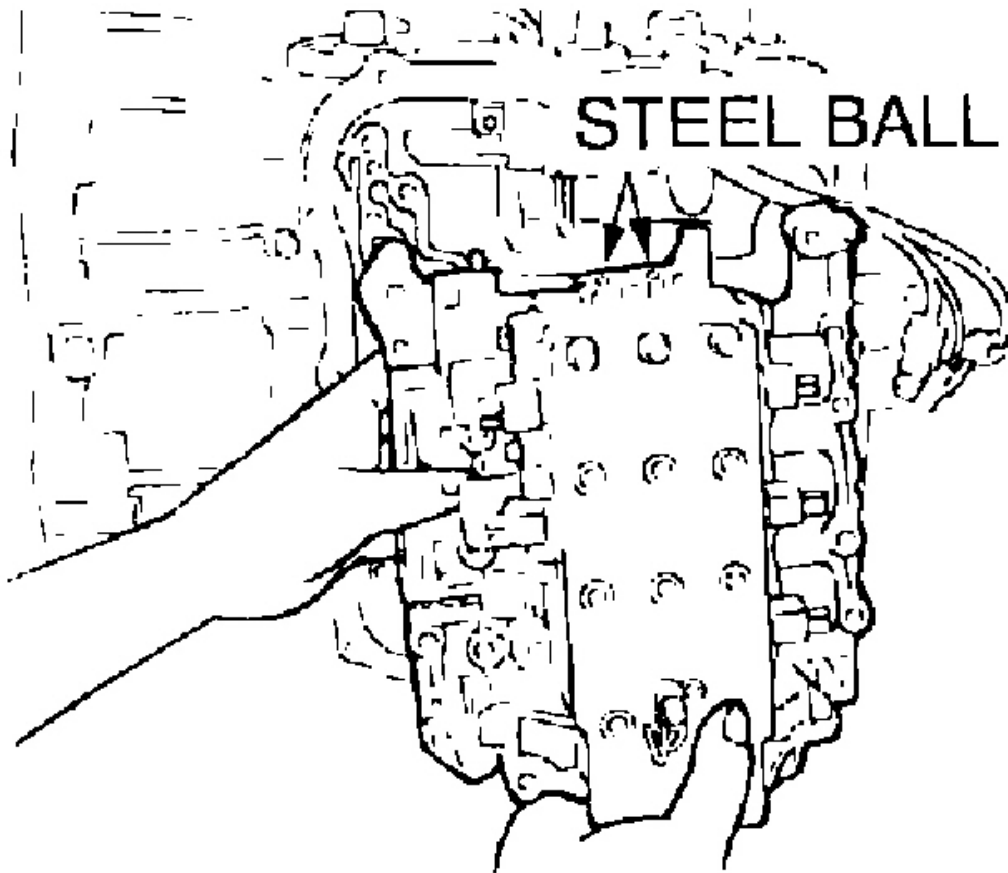
91. Insert a new "O" ring to the groove of the solenoid valve harness connector.
92. Insert the solenoid valve harness connector into the hole from the inside of the transaxle case so it is oriented as shown in the illustration. Then secure the snap ring to the connector groove.



G02735369

Fig. 140: Installing Snap Ring

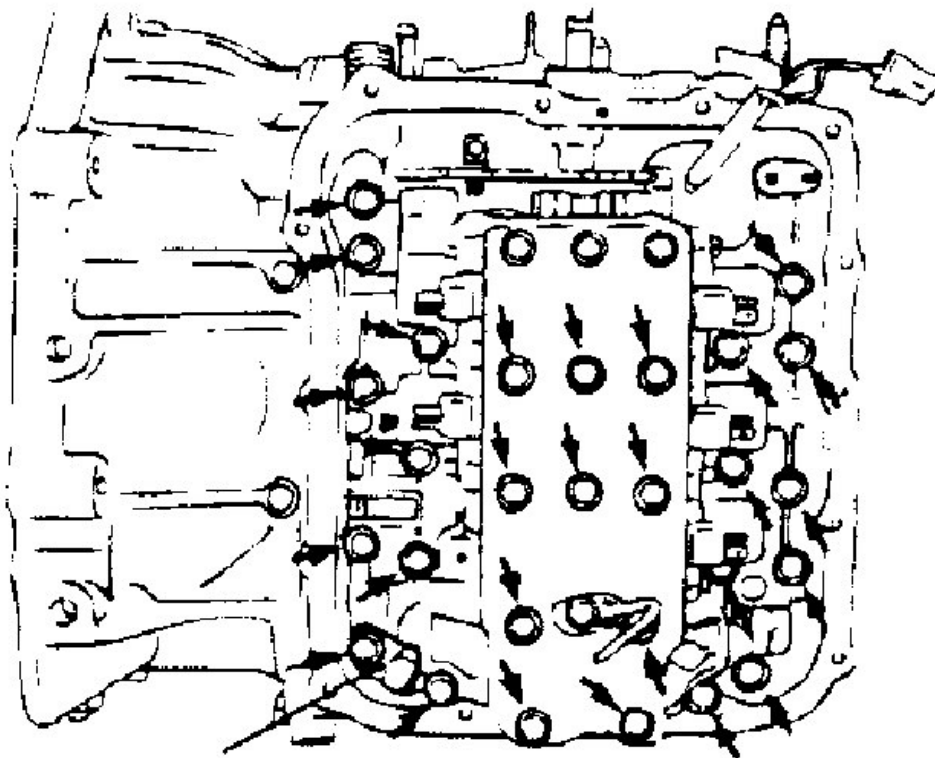
93. Install a steel ball into each of the two holes in the top face of the valve body (outside valve body).



G02735370

Fig. 141: Installing Steel Balls

94. Install the valve body and gasket to the transaxle case. Make sure that the manual valve's pin is in the groove in the detent plate of the manual control lever.
95. Install the fluid temperature sensor.



FLUID TEMPERATURE SENSOR

G00402864

Fig. 142: Installing Fluid Temperature Sensor & Valve Body Mounting Bolts
Courtesy of CHRYSLER CORP.

96. Install the 27 valve body mounting bolts, and tighten to the specified torque.

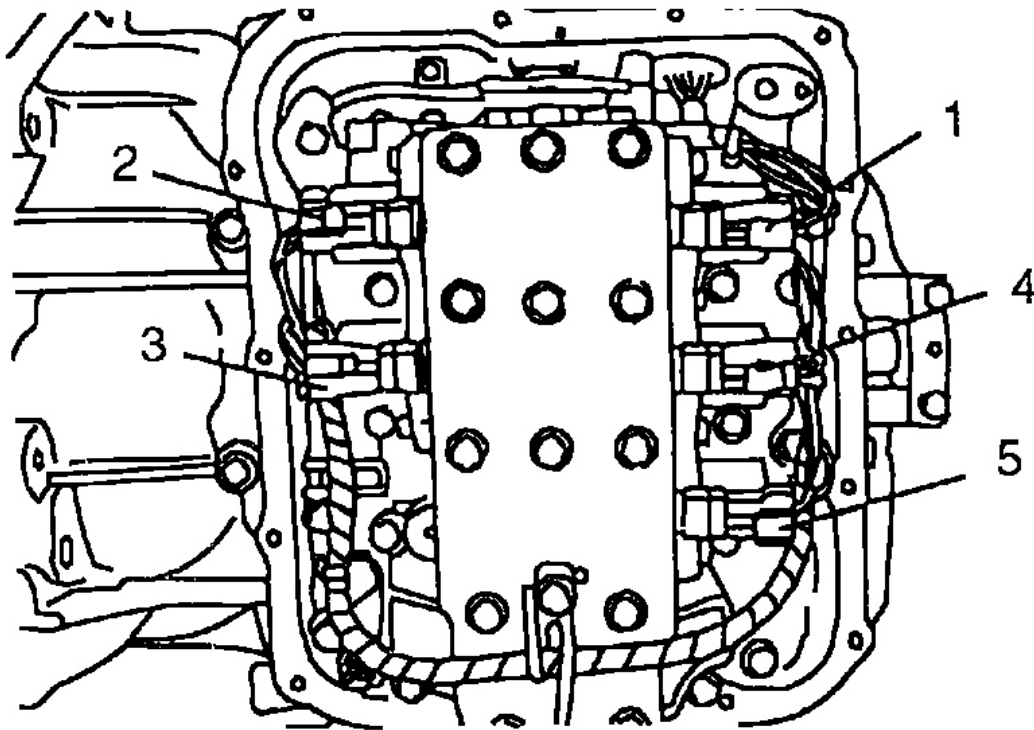
Tightening torque: 11 +/- 1 N.m (95 +/- 9 in. lb.)

97. Attach the solenoid valve harness to the valve body by connecting the fluid temperature sensor and all the connectors.

NO.	PARTS TO BE CONNECTED	SOLENOID VALVE HARNESS	
		CABLE COLOR	CONNECTOR HOUSING COLOR
1	Underdrive solenoid valve	White, red, red	Black
2	Overdrive solenoid valve	Orange, red	Black
3	Low-reverse solenoid valve	Brown, yellow	Milky white
4	Second solenoid valve	Green, red, red	Milky white
5	Torque converter clutch control solenoid valve	Blue, yellow, yellow	Black
6	Fluid temperature sensor	Black, red	Black

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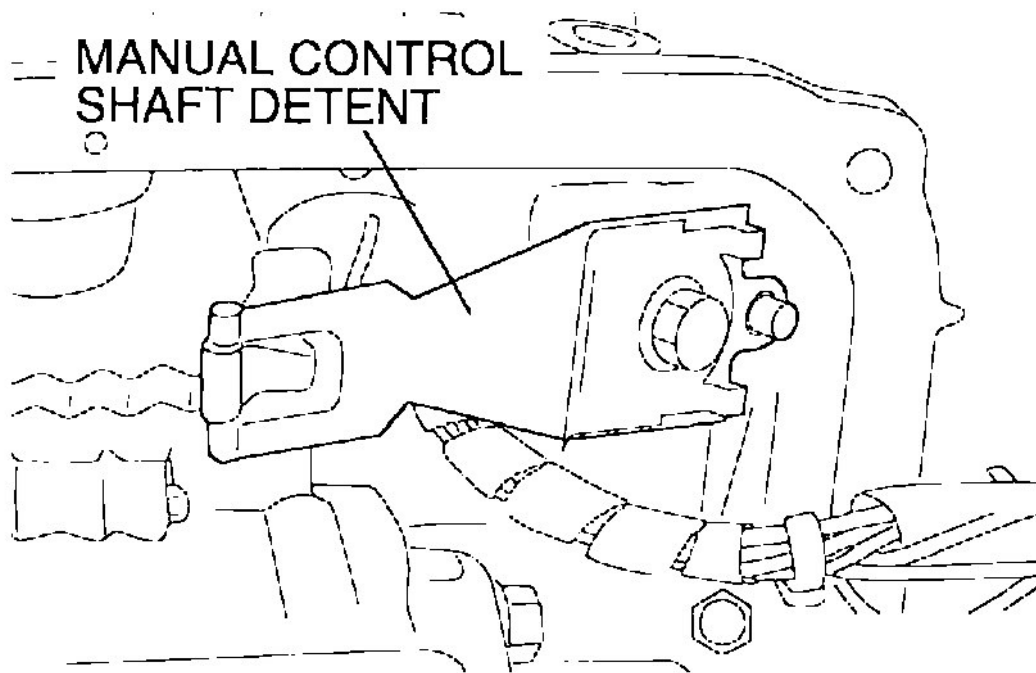
Fig. 143: Identifying Solenoid Valve Harness Connectors
 Courtesy of CHRYSLER CORP.



G02735373

Fig. 144: Attaching Solenoid Valve Harness

98. Install the manual control shaft detent and tighten the bolt to the specified torque. **Tightening torque: 6 +/- 1 N.m (52 +/- 9 in. lb.)**



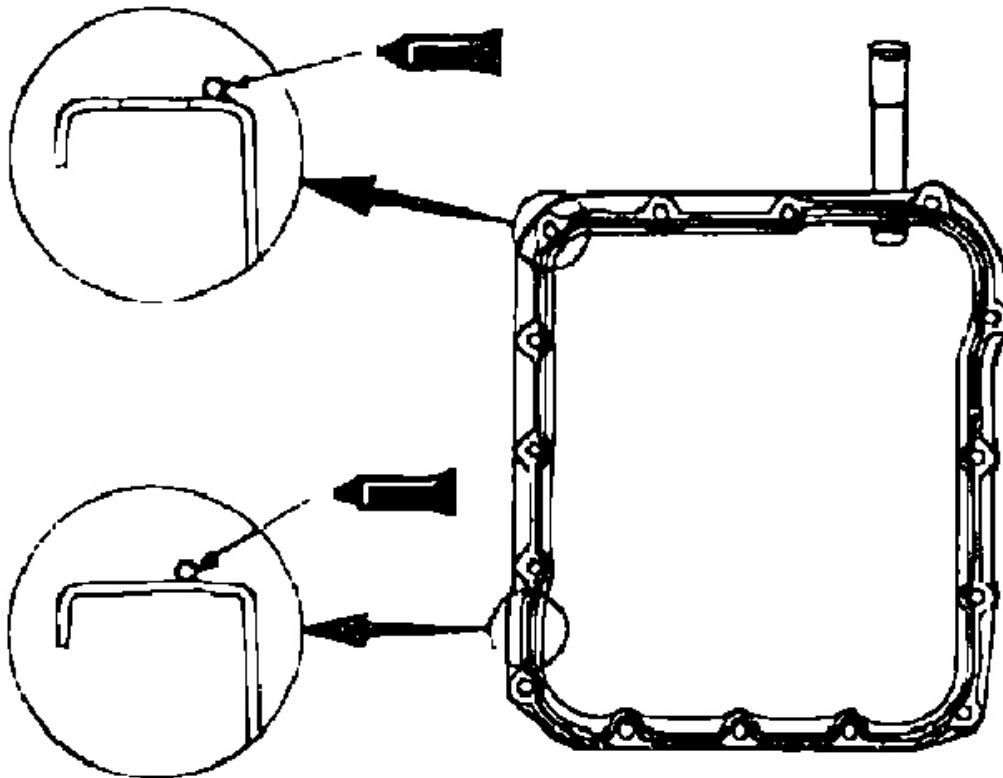
G02735374

Fig. 145: Installing Manual Control Shaft Detent

99. Apply a 2 mm (0.08 inch) diameter bead of sealant (MITSUBISHI Genuine Part number MD974421 or equivalent) to the valve body cover in the area shown in illustration

NOTE: Be sure to install the case quickly while the sealant is wet (with 15 minutes) or leaks will occur if the rear cover is installed after the sealant dries.

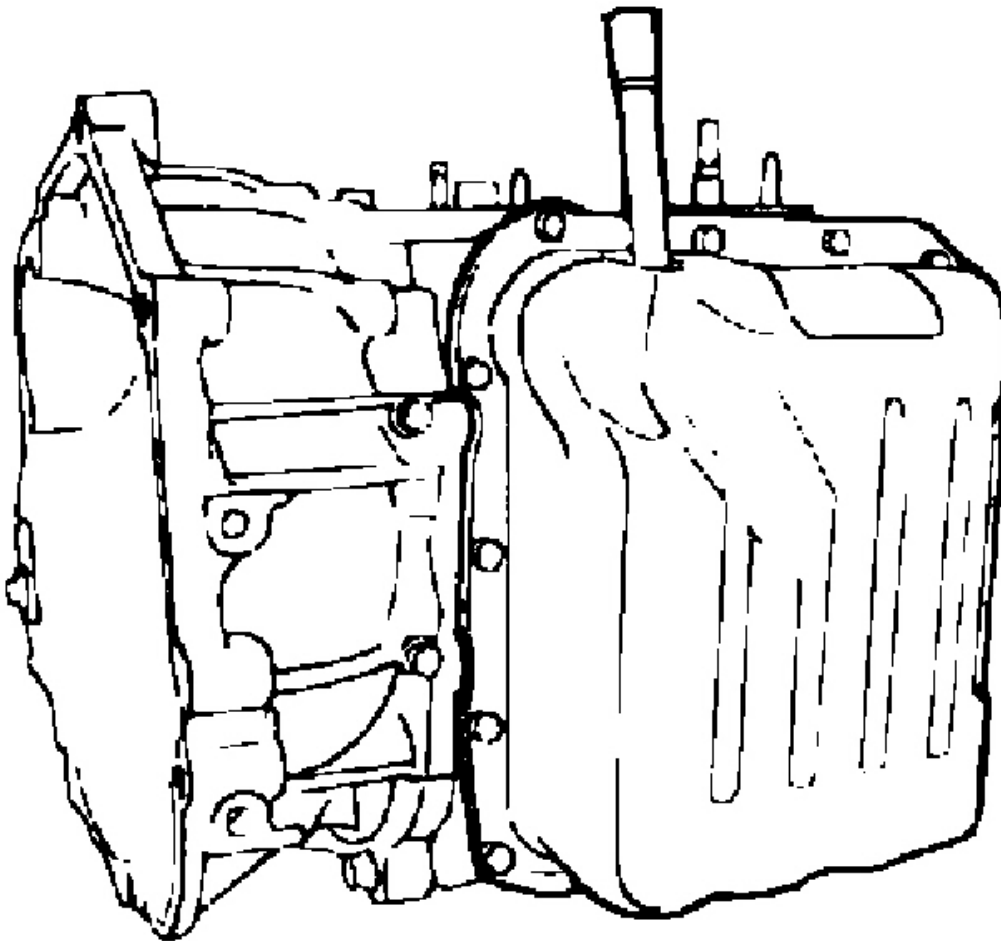
NOTE: After installation, keep the sealed area away from the ATF for approximately one hour.



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Fig. 146: Applying Sealant To Valve Body Cover

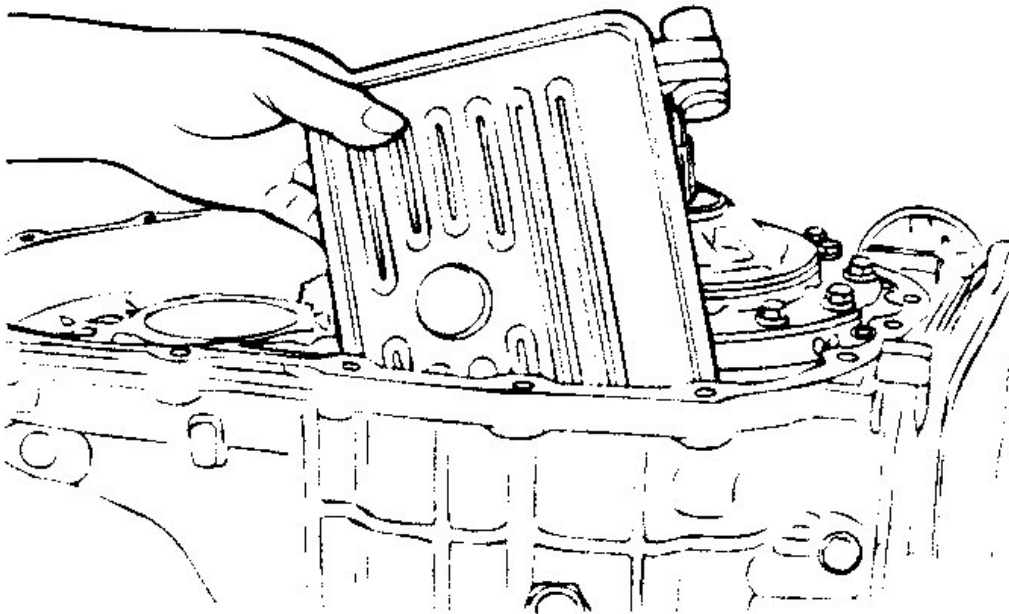
100. Install the valve body cover, and then tighten its mounting bolts to the specified torque. **Tightening torque: 11 +/- 1 N.m (95 +/- 9 in. lb.)**



G02735376

Fig. 147: Installing Valve Body Cover

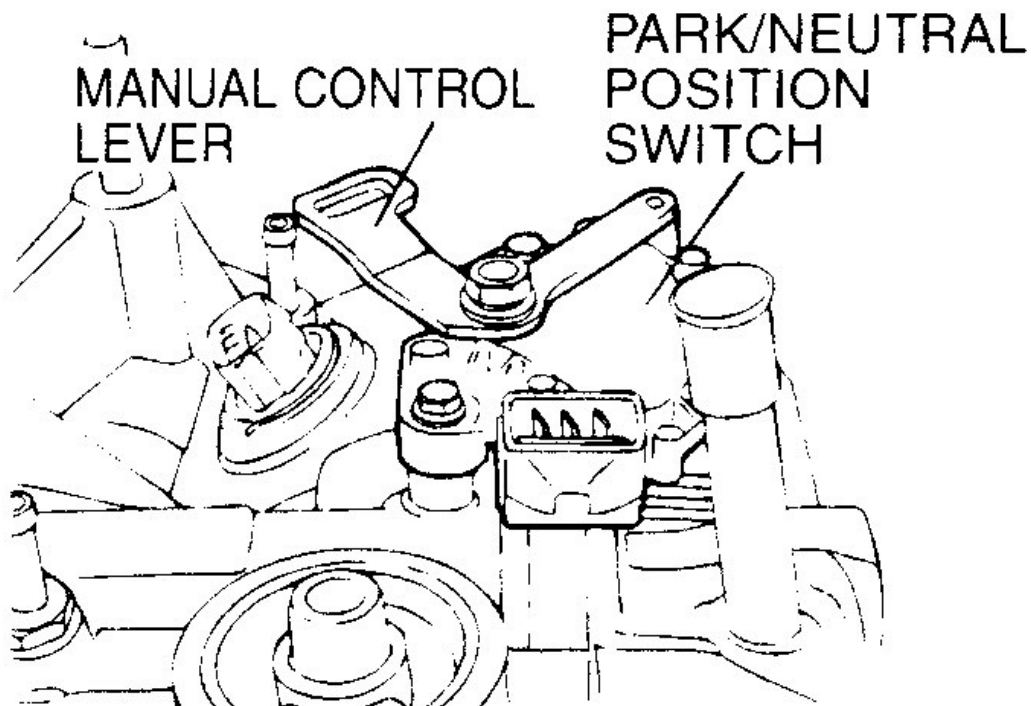
101. Install speedometer gear. See **Fig. 19**. Tighten bolt to 4-6 N.m (34-52 inch lbs.). Install the oil filter into transaxle.



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Fig. 148: Installing Oil Filter
Courtesy of CHRYSLER CORP.

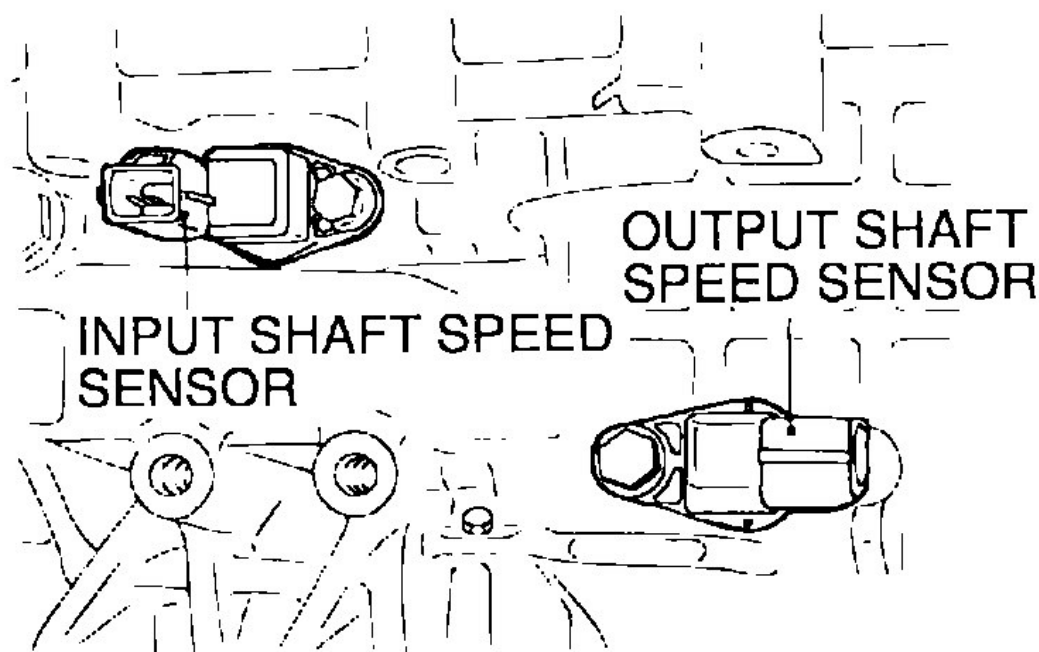
102. Install the park/neutral position switch and tighten the bolt to specified torque. **Tightening torque: 11 +/- 1 N.m (95 +/- 9 in. lb.)**



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Fig. 149: Installing Park/Neutral Position Switch & Manual Control Lever
Courtesy of CHRYSLER CORP.

103. Install the manual control lever and tighten the nut to specified torque. **Tightening torque: 22 +/- 3 N.m (16 +/- 2 ft. lb.)**
104. Install the input shaft speed sensor and output shaft speed sensor and tighten the bolt to the specified torque. **Tightening torque: 11 +/- 1 N.m (95 +/- 9 in. lb.)**



G02735379

Fig. 150: Installing Input Shaft & Output Shaft Speed Sensors

105. Install the oil cooler feed tube together with new gaskets and tighten the eye bolts to the specified torque.
Tightening torque: 30 +/- 3 N.m (22 +/- 2 ft. lb.)
106. Tighten the oil cooler feed pipe clamp bolt. **Tightening torque: 11 +/- 1 N.m (95 +/- 9 in. lb.)**
107. Install the oil dipstick.
108. Install the cable support bracket. **Tightening torque: 23 +/- 3 N.m (17 +/- 2 ft. lb.)**
109. Install the roll stopper brackets. **Tightening torque: 69 +/- 10 N.m (51 +/- 7 ft. lb.)**

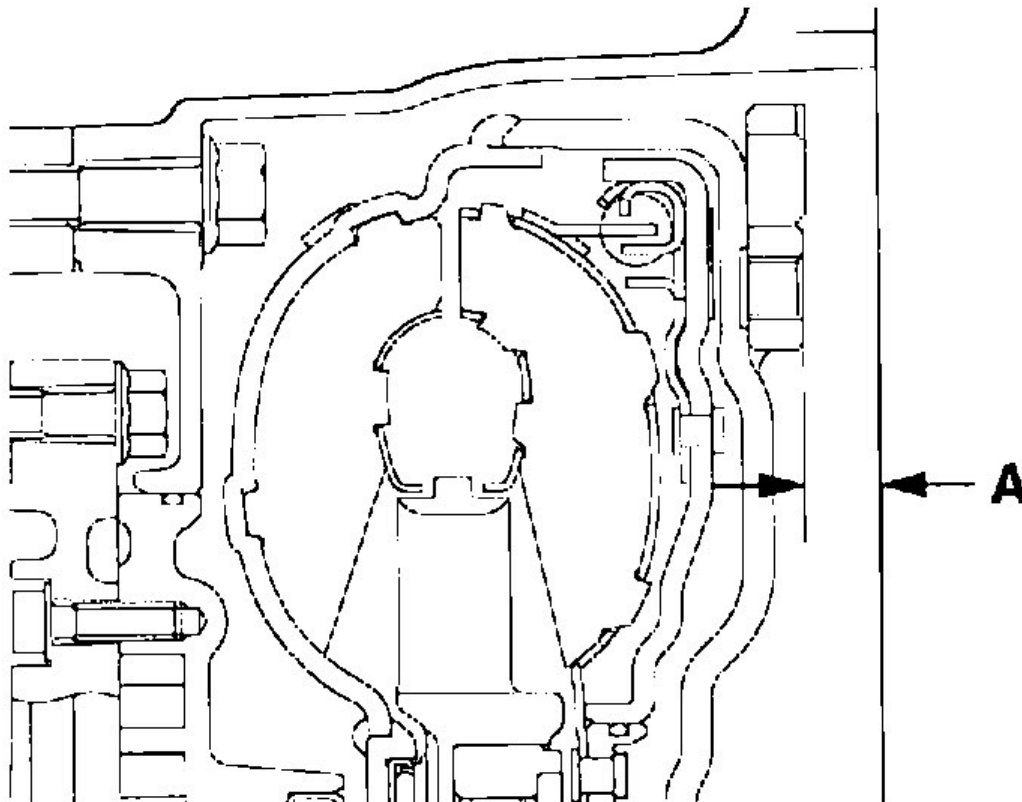
CAUTION: Apply ATF to the oil pump drive hub before installing the torque converter. Be careful not to damage the oil seal lip when installing the torque converter.

110. Install the torque converter, and align it with the oil pump so that the shown dimension "A" in illustration meets the reference value.

Reference value:

Approximately 12.2 mm (0.48 inch) < F4A42 >

Approximately 9.4 mm (0.37 inch) < F4A51 >



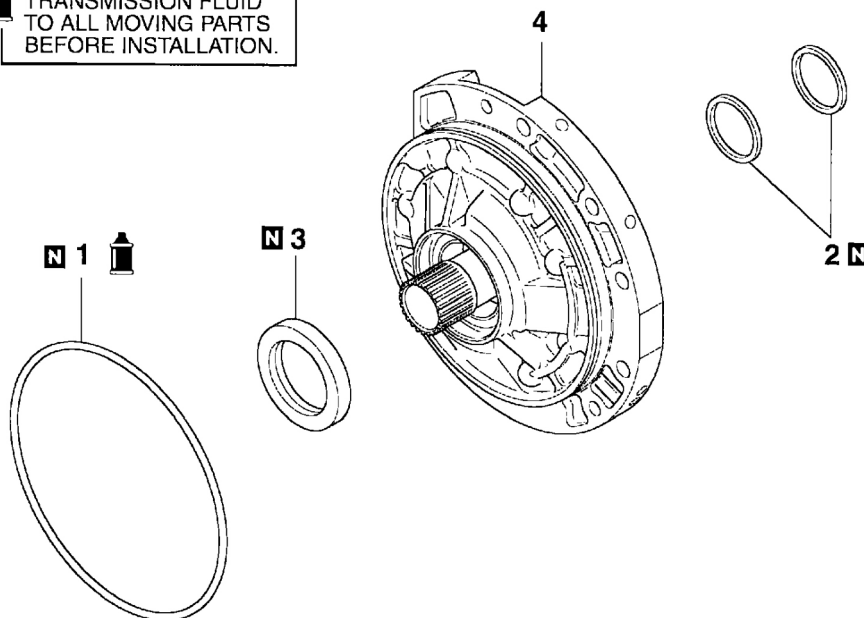
G02735380

Fig. 151: Identifying Converter & Oil Pump Dimension "A"

OIL PUMP

DISASSEMBLY AND ASSEMBLY

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



DISASSEMBLY STEPS

- >>B<<
1. O-RING
 2. SEAL RING

G02735381

DISASSEMBLY STEPS

- >>A<<
3. OIL SEAL
 4. OIL PUMP ASSEMBLY

Fig. 152: Exploded View Of Oil Pump

Required Special Tool:

- MD998334: Oil Seal Installer

ASSEMBLY SERVICE POINTS

>> A << OIL SEAL INSTALLATION

1. Apply a small amount of ATF to the oil seal lip.
2. Use special tool MD998334 to tap the oil seal in the oil pump body.

>> B << O-RING INSTALLATION

Install a new "O" ring to the outer groove of the oil pump, and apply ATF or petroleum jelly (Vaseline) to the O-ring.

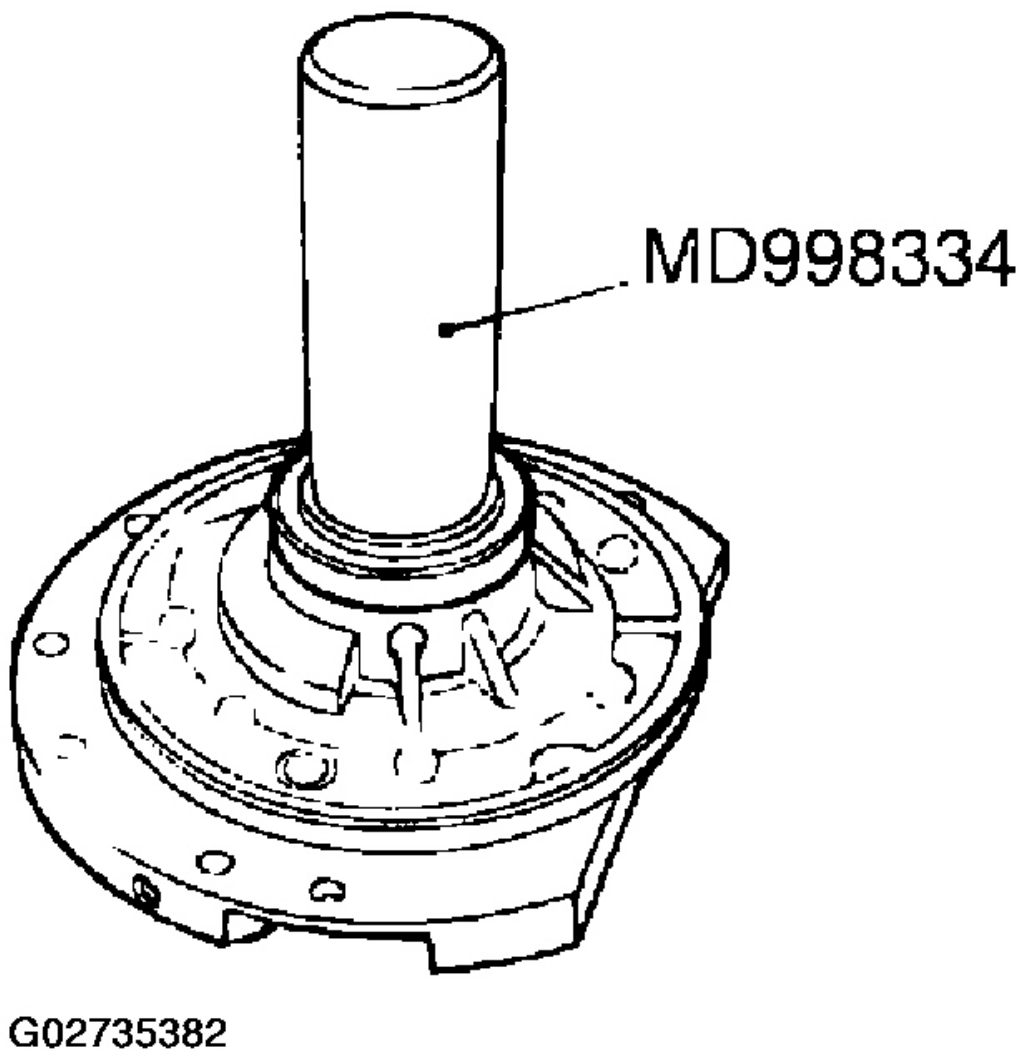
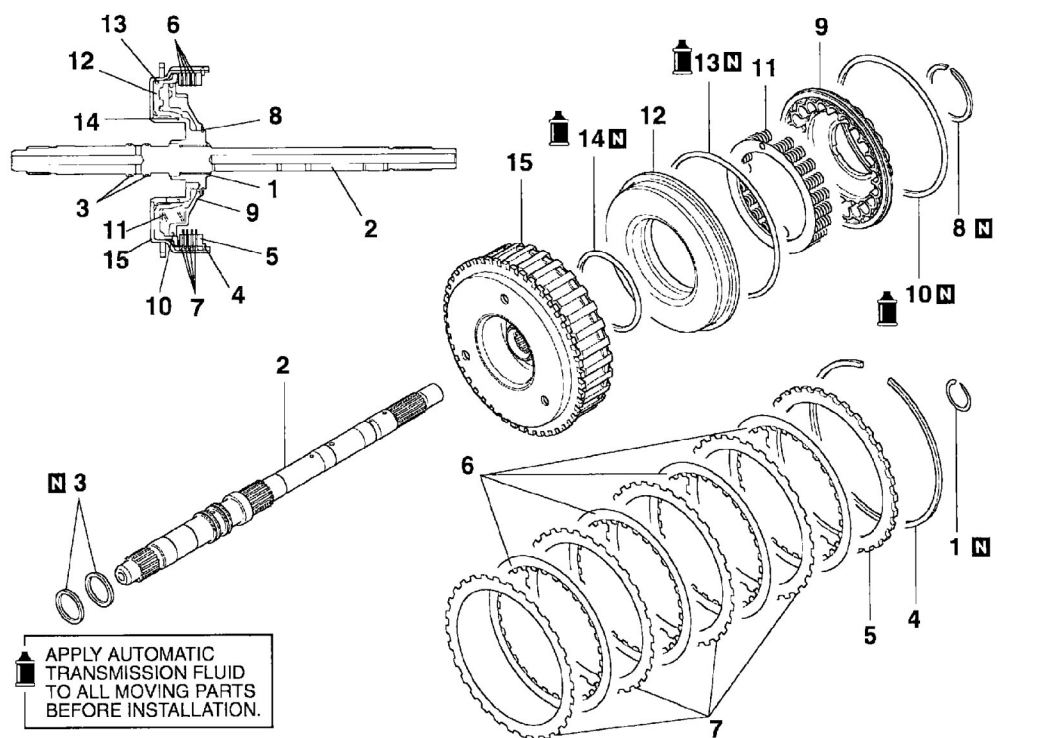


Fig. 153: Installing O-Ring

UNDERDRIVE CLUTCH AND INPUT SHAFT

DISASSEMBLY AND ASSEMBLY



- DISASSEMBLY STEPS**
1. SNAP RING
 2. INPUT SHAFT
 3. SEAL RING
 - >>D<< 4. SNAP RING
 - >>C<< 5. CLUTCH REACTION PLATE
 - >>C<< 6. CLUTCH DISC
 - <<A>> >>C<< 7. CLUTCH PLATE
 - >>B<< 8. SNAP RING

- DISASSEMBLY STEPS**
9. SPRING RETAINER
 - >>A<< 10. D-RING
 11. RETURN SPRING
 - >>A<< 12. UNDERDRIVE CLUTCH PISTON
 - >>A<< 13. D-RING
 - >>A<< 14. D-RING
 15. UNDERDRIVE CLUTCH RETAINER

G02735383

Fig. 154: Exploded View Of Underdrive Clutch & Input Shaft

Required Special Tools:

- MB991628: Spring Compressor < F4A42 >
- MB991629: Spring Compressor < F4A51 >
- MD998907: Spring Compressor
- MD998924: Spring Compressor Retainer

DISASSEMBLY SERVICE POINT

<< A >> SNAP RING REMOVAL

1. Set special tools MD998907 and MD998924 as shown in the illustration.

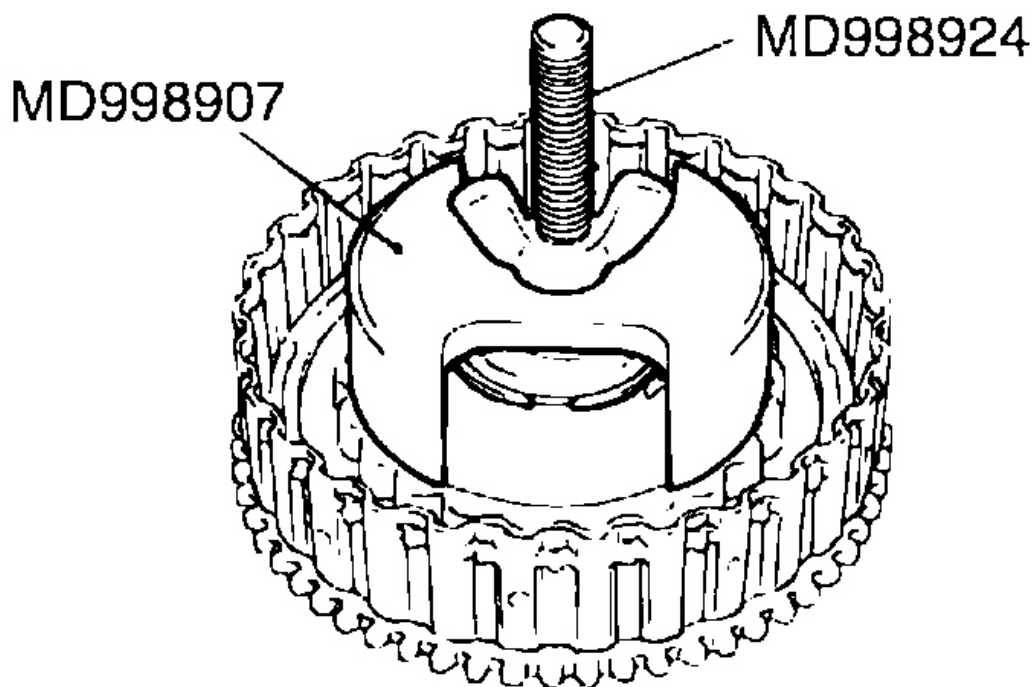


Fig. 155: Compressing Return Spring

2. Compress the return spring and remove the snap ring.

ASSEMBLY SERVICE POINTS

>> A << D-RING INSTALLATION

1. Install a D-ring in the groove in the underdrive clutch retainer and piston, and in the groove in the outside of the spring retainer. Be careful not to twist or damage the D-rings.
2. Apply ATF or petroleum jelly (Vaseline) to the D-rings.

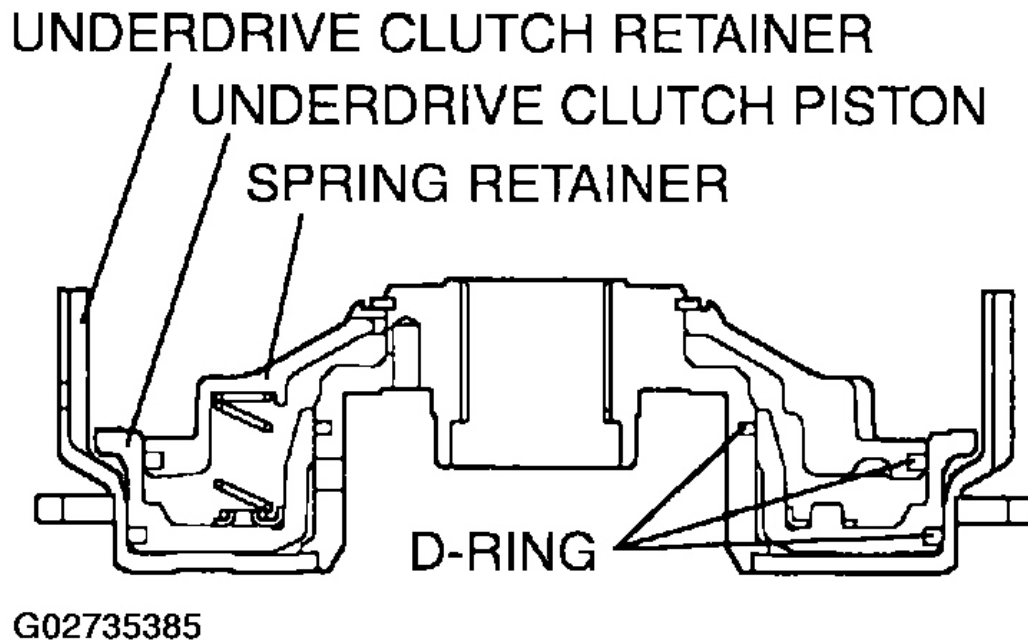


Fig. 156: Installing D-Ring

>> B << SNAP RING INSTALLATION

1. Place the snap ring on top of the spring retainer, and then set special tool MD998907 as shown in the illustration.
2. Compress the return spring and install the snap ring.

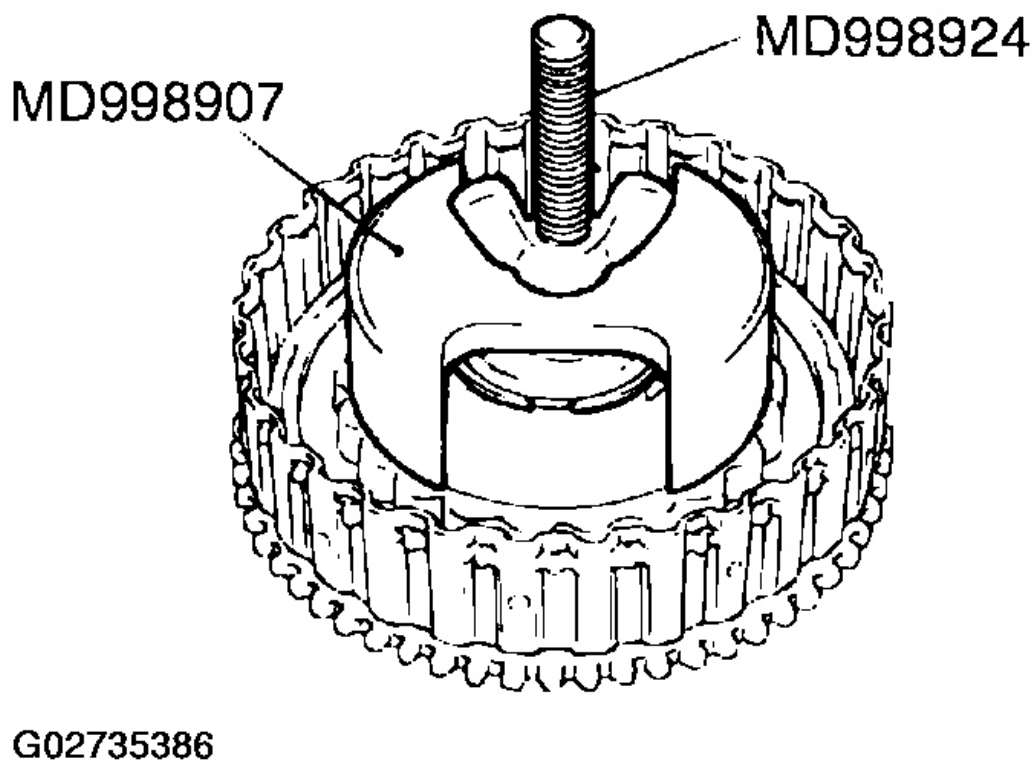


Fig. 157: Compressing Return Spring To Install Snap Ring

>> C << CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

CAUTION: Immerse the clutch disc in ATF before assembling it. IF the clutch disc is new, soak it in ATF for at least two hours.

1. Assemble the four clutch plates and four clutch discs one on top of the other inside the underdrive clutch retainer. All four clutch plates should be assembled so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B") shown in illustration.

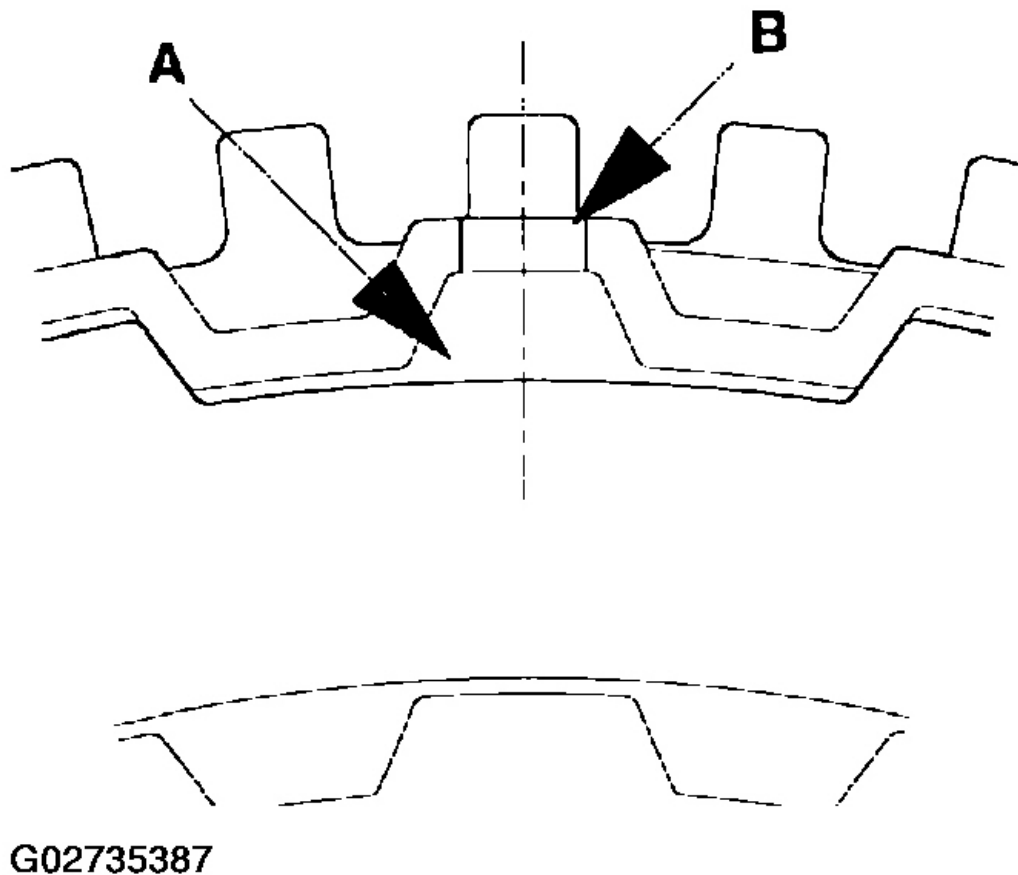


Fig. 158: Assembling & Aligning Clutch Plates & Four Clutch Discs

2. Install the clutch reaction plate in the direction shown in illustration, and install it the same as the clutch plates, so that the areas with no teeth (marked "A") are aligned with the retainer (marked "B").

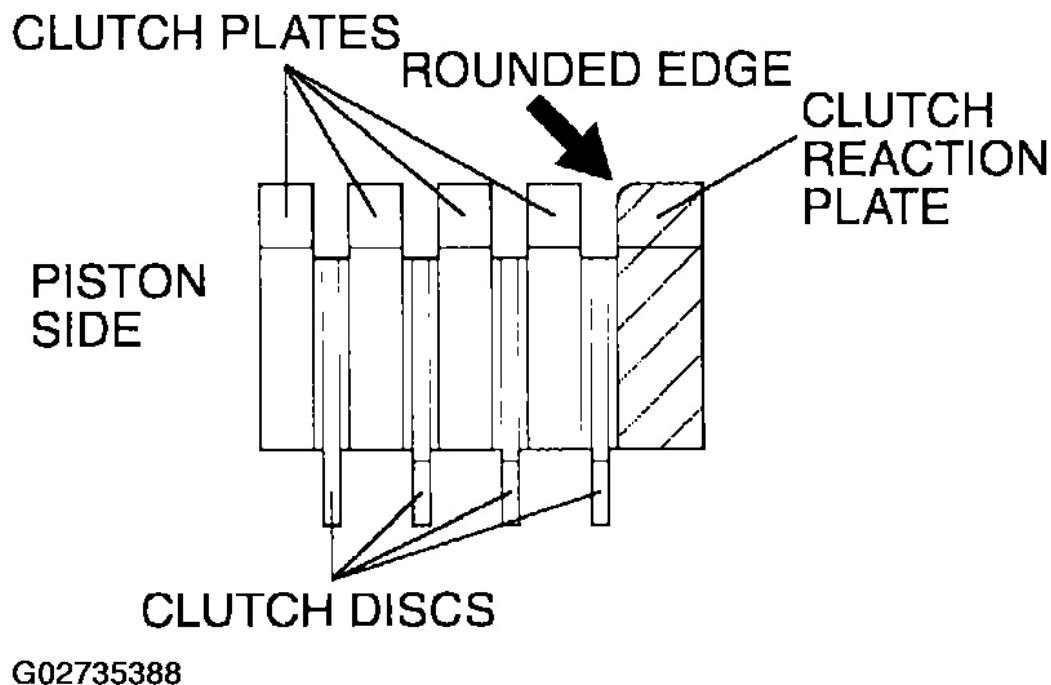


Fig. 159: Installing Clutch Reaction Plate

>> D << SNAP RING INSTALLATION

1. Install the snap ring into the groove of clutch retainer.
2. Set special tools MB991628 < F4A42 >, MB991629 < F4A51 > and MD998924 as shown in the illustration, and then compress the clutch element.
3. Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. If not within the standard value, select a snap ring so that it is. **Standard value: 1.6 - 1.8 mm (0.0630 - 0.0709 inch)**

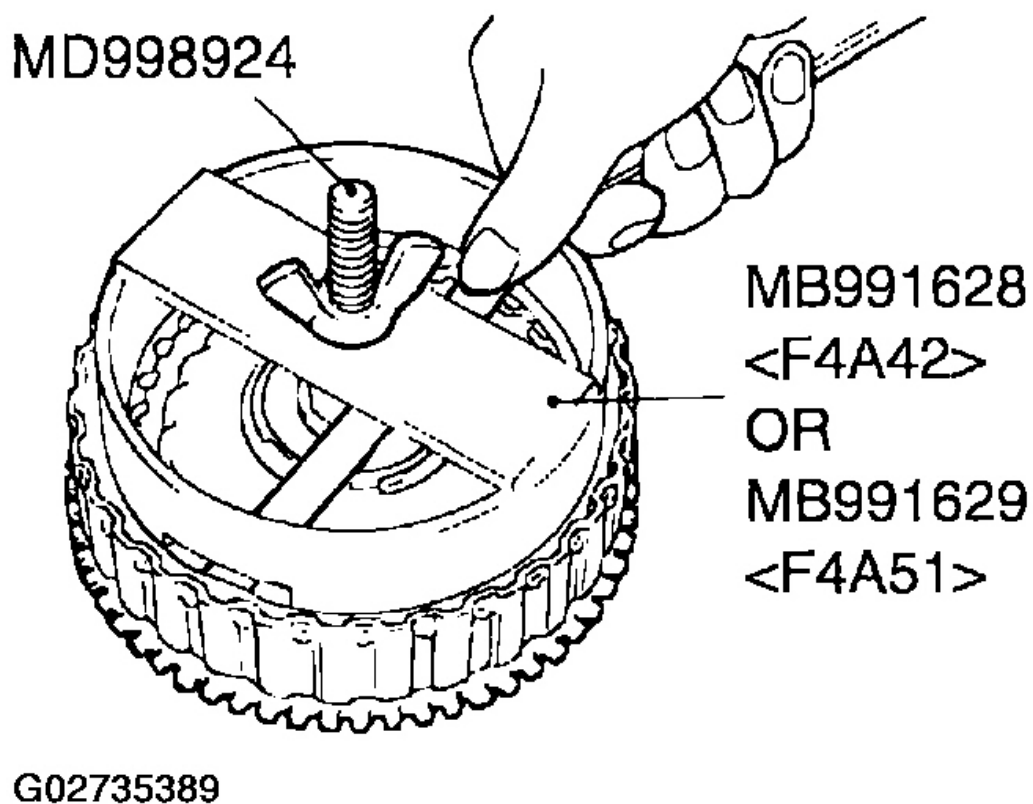


Fig. 160: Measuring Clearance Between Snap Ring & Clutch Reaction Plate

REVERSE AND OVERDRIVE CLUTCH

DISASSEMBLY AND ASSEMBLY

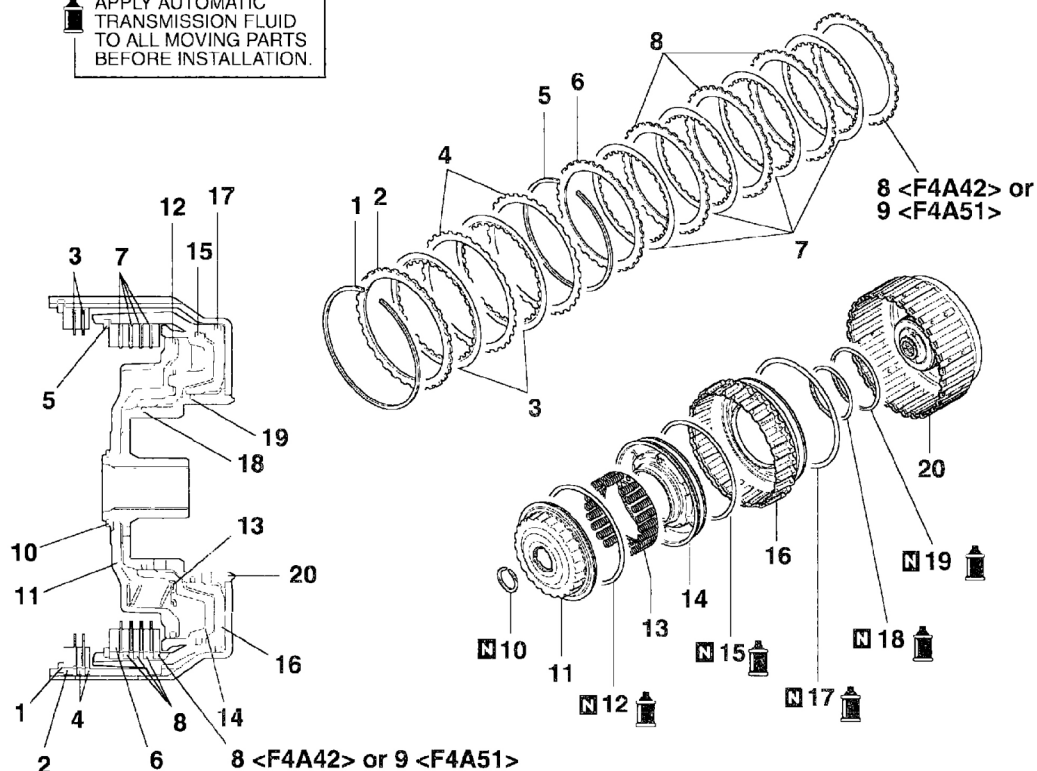
NUMBER OF CLUTCH DISCS AND PLATES

	MODEL	PRESSURE PLATE	CLUTCH DISC	CLUTCH PLATE	CLUTCH REACTION PLATE
Over drive clutch	F4A42	—	4	4	1
	F4A51	1	4	3	1
Reverse clutch		—	2	2	1

G02735390

Fig. 161: Identifying Number Of Clutch Discs & Plates

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



- DISASSEMBLY STEPS**
- >>G<< 1. SNAP RING
 - >>F<< 2. CLUTCH REACTION PLATE
 - >>F<< 3. CLUTCH DISC
 - >>F<< 4. CLUTCH PLATE
 - >>E<< 5. SNAP RING
 - >>D<< 6. CLUTCH REACTION PLATE
 - >>D<< 7. CLUTCH DISC
 - >>D<< 8. CLUTCH PLATE
 - >>A<< 9. PRESSURE PLATE <F4A51>
 - >>C<< 10. SNAP RING

G02735391

- DISASSEMBLY STEPS**
- >>A<< 11. SPRING RETAINER
 - >>A<< 12. D-RING
 - >>A<< 13. RETURN SPRING
 - >>A<< 14. OVERDRIVE CLUTCH PISTON
 - >>A<< 15. D-RING
 - >>B<< 16. REVERSE CLUTCH PISTON
 - >>A<< 17. D-RING
 - >>A<< 18. D-RING
 - >>A<< 19. D-RING
 - >>A<< 20. REVERSE CLUTCH RETAINER

Fig. 162: Exploded View Of Reverse & Overdrive Clutch

Required Special Tools:

- MB991628: Spring Compressor < F4A42 >
- MB991629: Spring Compressor < F4A51 >
- MB991789: Spring Compressor < F4A51 >
- MB991790: Spring Compressor < F4A42 >
- MD998924: Spring Compressor Retainer
- MD999590: Spring Compressor

DISASSEMBLY SERVICE POINT

<< A >> SNAP RING REMOVAL

1. Set special tools MD999590 and MD998924 as shown in the illustration.
2. Compress the return spring and remove the snap ring.

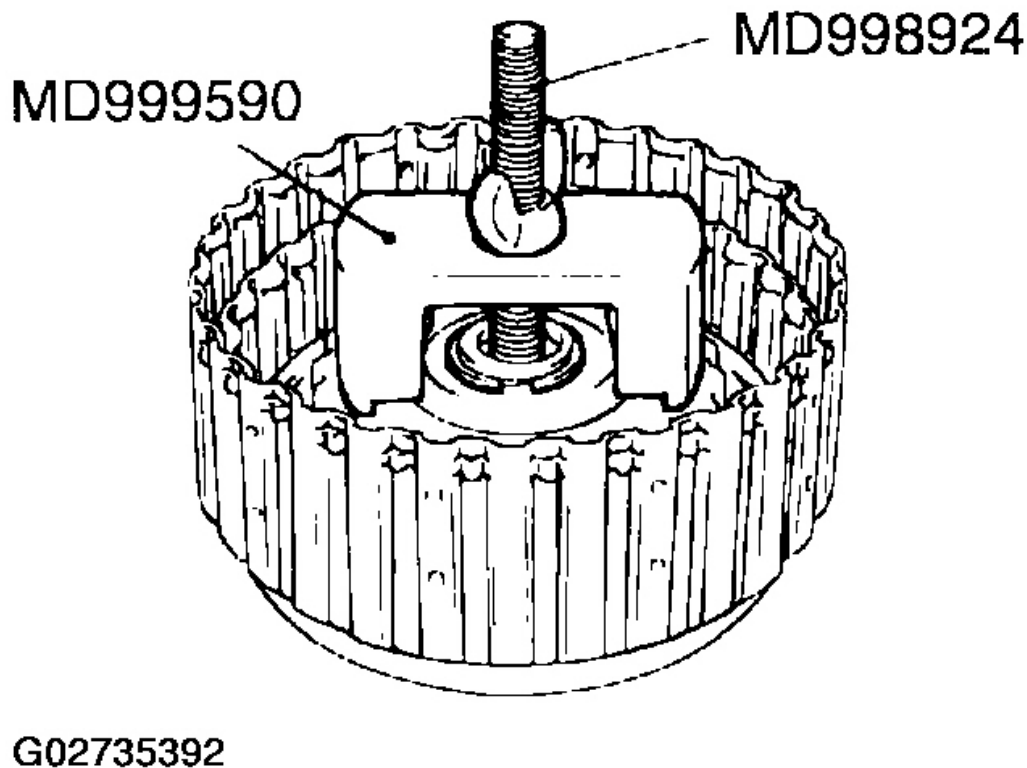
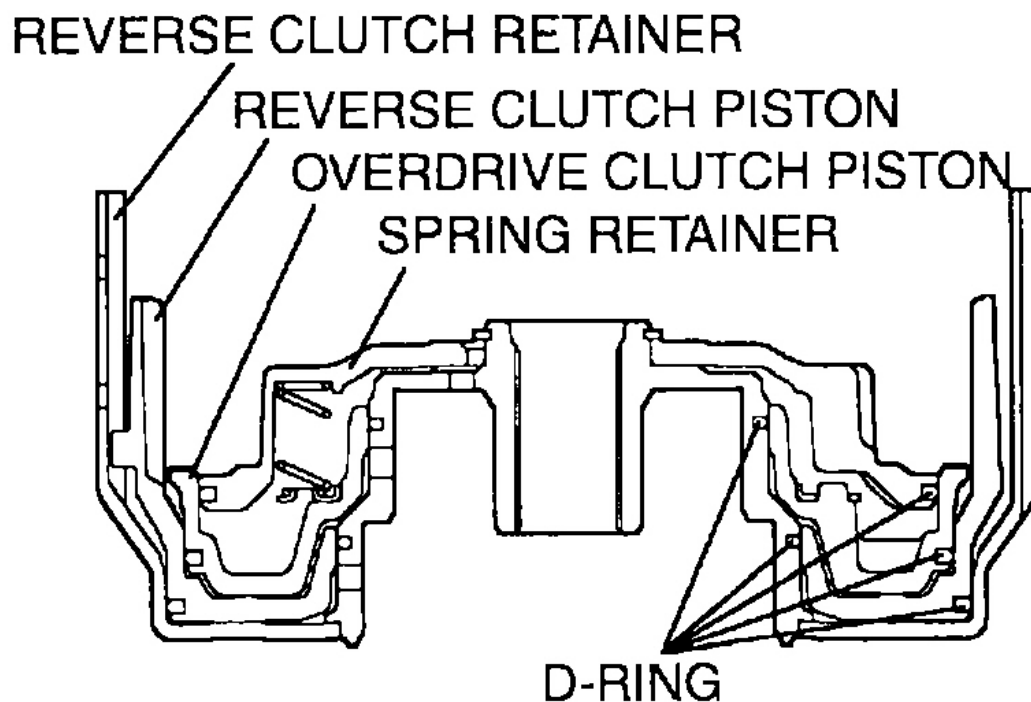


Fig. 163: Compressing Return Spring & Removing Snap Ring

ASSEMBLY SERVICE POINTS**>> A << D-RING INSTALLATION**

1. Install D-rings in the grooves on the reverse clutch retainer, piston, overdrive clutch piston and spring retainer. Be careful not to twist or damage the D-rings.
2. Apply ATF or petroleum jelly (Vaseline) to D-rings.

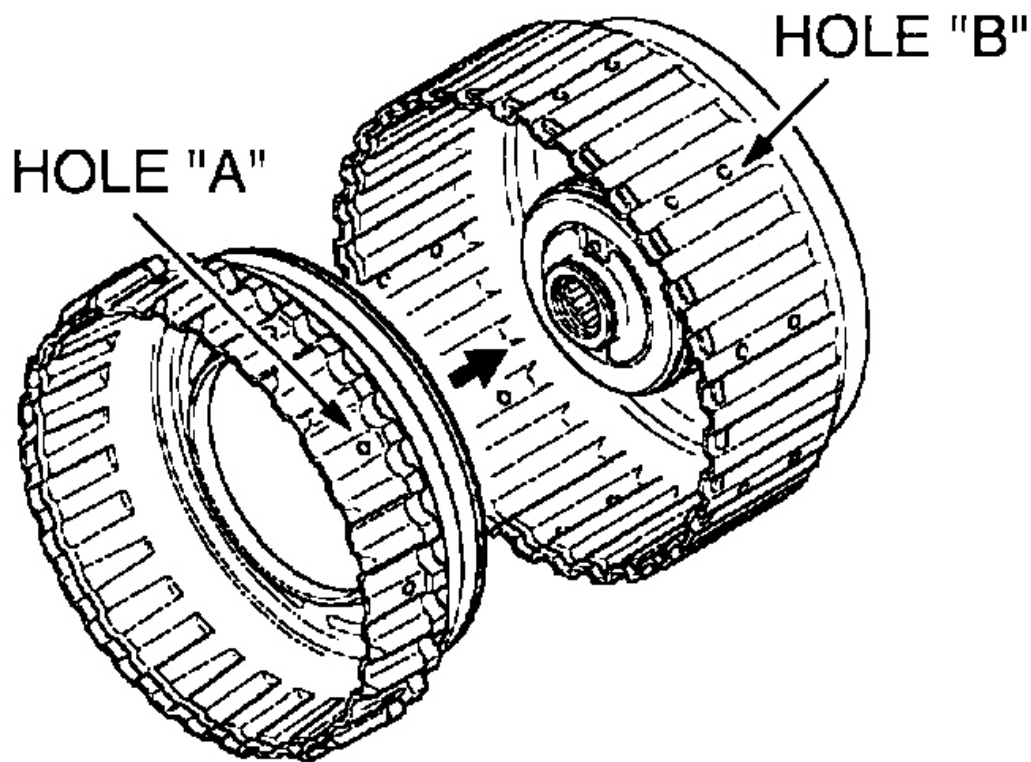


G02735393

Fig. 164: Installing D-Ring

>> B << REVERSE CLUTCH PISTON INSTALLATION

Align the outer circumference holes ("A" and "B") of the reverse clutch piston and the reverse clutch retainer to assemble them.



G02735394

Fig. 165: Aligning Reverse Clutch Piston & Reverse Clutch Retainer

>> C << SNAP RING INSTALLATION

1. Set special tools MD999590 and MD998924 as shown in the illustration.
2. Tighten the nut on the special tool to press down on the spring retainer and reverse clutch retainer, and then install the snap ring.

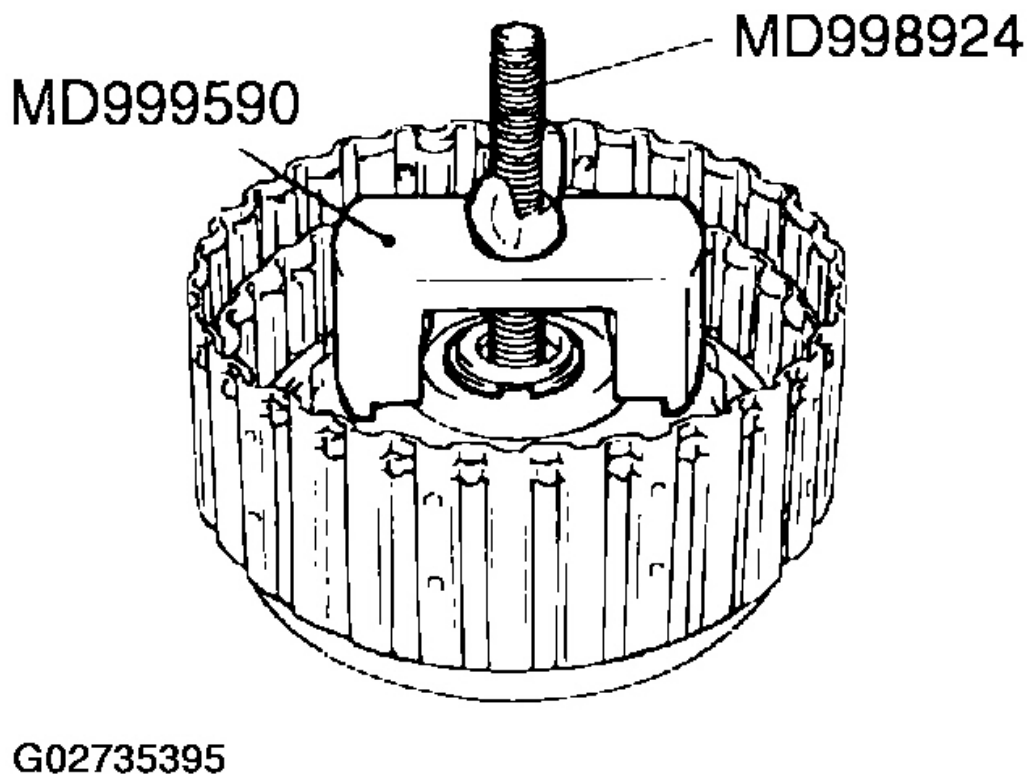


Fig. 166: Compressing Retainers & Installing Snap Ring

3. Check that the clearance between the snap ring and the return spring retainer is within the standard value. If not within the standard value, select a snap ring so that it is.

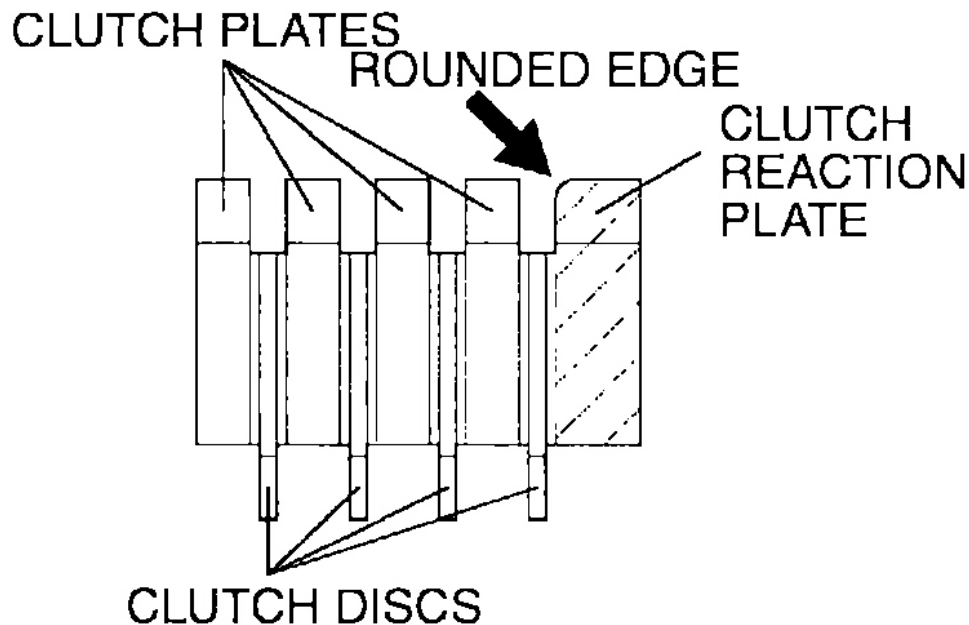
Standard value: 0 - 0.09 mm (0 - 0.0035 inch)

>> D << PRESSURE PLATE/CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

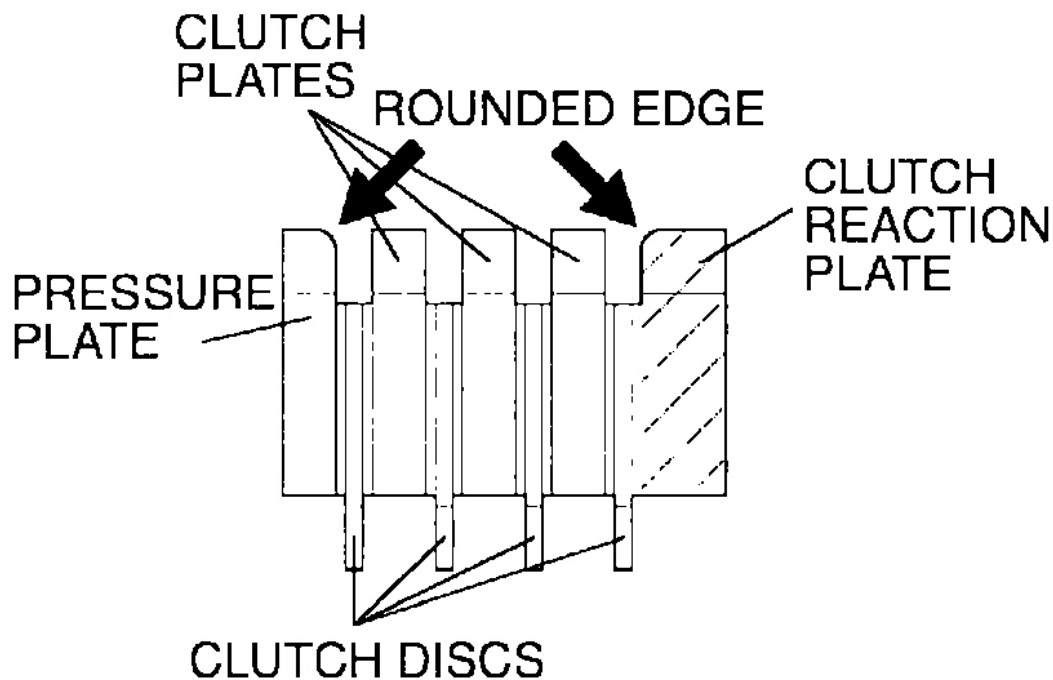
1. Install the pressure plate in the direction shown < F4A51 >.

CAUTION: Immerse the clutch disc in ATF before assembling it. If the clutch disc is new, soak it in ATF for more than two hours.

<F4A42>



<F4A51>



G02735396

Fig. 167: Installing Pressure Plate, Clutch Plate, Clutch Disc & Clutch Reaction Plate

- Assemble the clutch discs and clutch plates, one on top of the other, inside the reverse clutch piston.

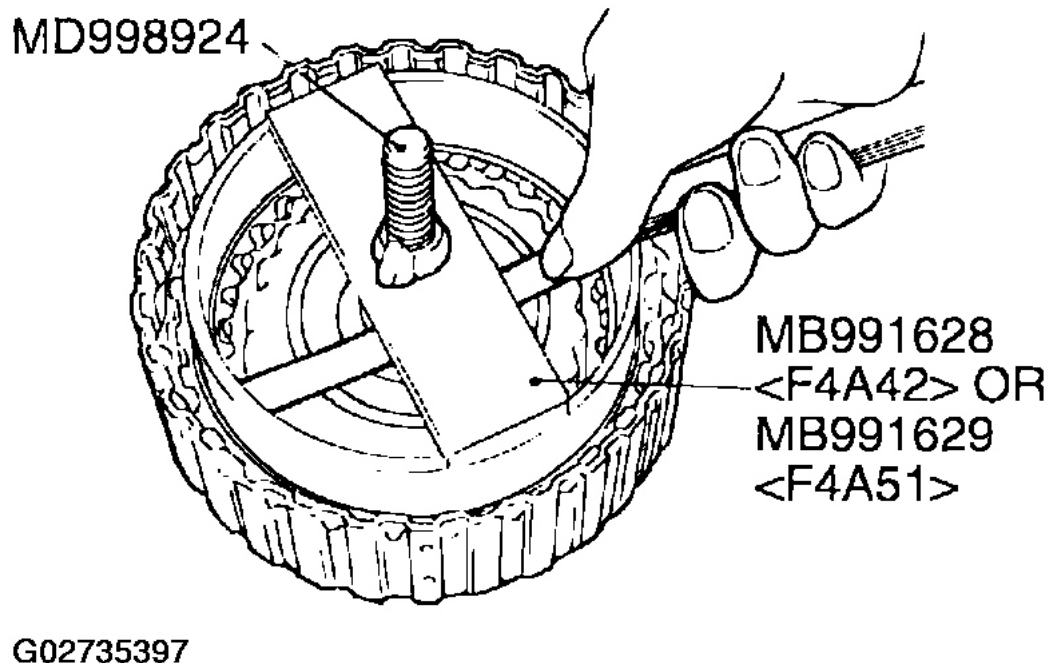
Number Of Clutch Discs & Plates

Model	Pressure Plate	Clutch Disc	Clutch Plate	Clutch Reaction Plate
F4A42	-	4	4	1
F4A51	1	4	3	1

- Install the clutch reaction plate in the direction shown in illustration.

>> E << SNAP RING INSTALLATION

- Install the snap ring into the groove in the reverse clutch piston.
- Set special tools MB991628 < F4A42 >, MB991629 < F4A51 > and MD998924 as shown in the illustration, and compress the clutch element.
- Check that the clearance between the snap ring and the clutch reaction plate is within the standard value. If not within the standard value, select a snap ring so that it is. **Standard value: 1.6 - 18 mm (0.0630 - 0.0709 inch)**

**Fig. 168: Checking Clearance Between Snap Ring & Reaction Plate**

>> F << CLUTCH PLATE/CLUTCH DISC/CLUTCH REACTION PLATE INSTALLATION

CAUTION: Immerse the clutch disc in ATF before assembling it. If the clutch disc is new, soak it in ATF for at least two hours.

1. Assemble two clutch discs and two clutch plates, one on top of the other, inside the reverse clutch retainer. Assemble both clutch plates so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B") shown in illustration.

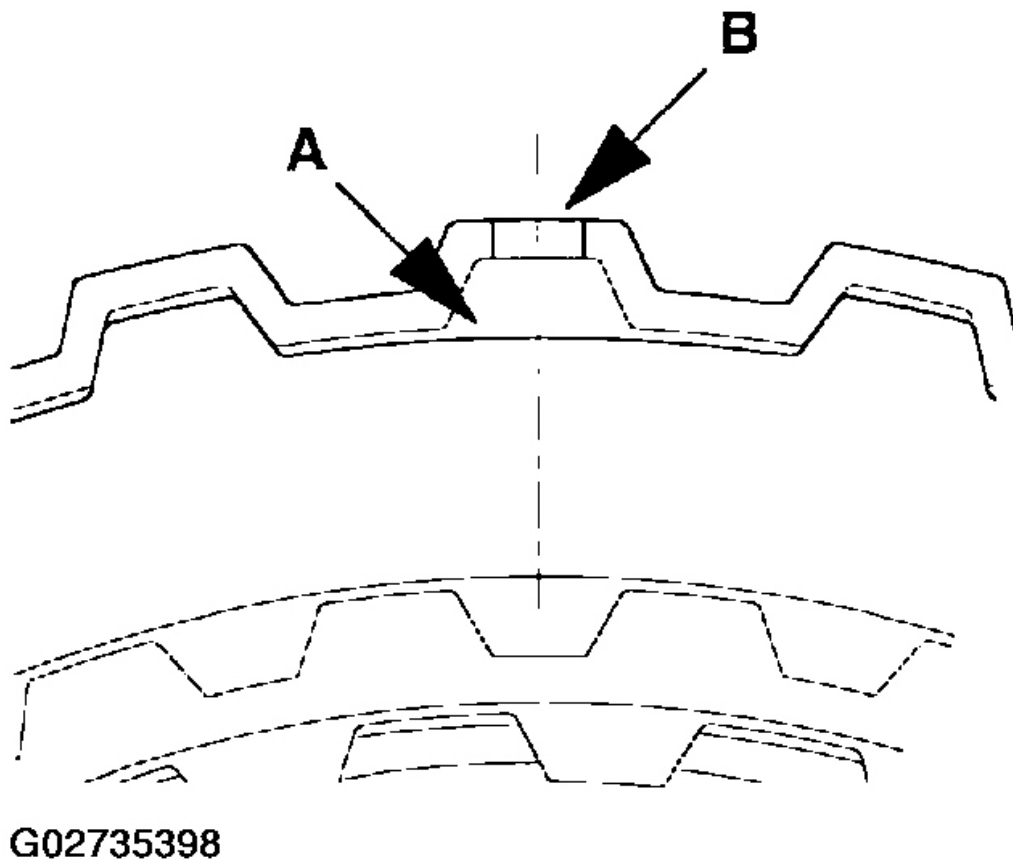


Fig. 169: Aligning Clutch Plates

2. Install the clutch reaction plate in the direction shown in illustration. Install it the same as the clutch plate, so that the places with no teeth (marked "A") are aligned with the holes in the retainer (marked "B").

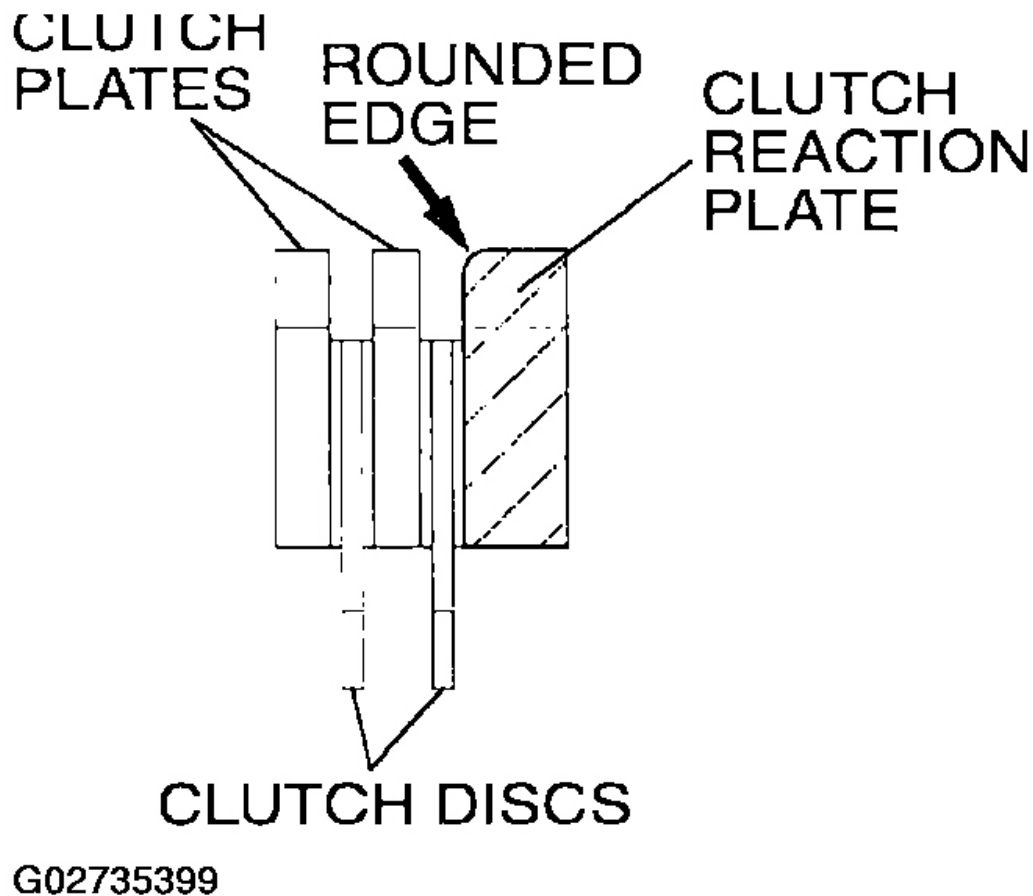


Fig. 170: Installing Clutch Reaction Plate

>> G << SNAP RING INSTALLATION

1. Install the snap ring into the groove of reverse clutch retainer.
2. Set special tools MB991790 < F4A42 > or MB991789 < F4A51 > and MD998924 as shown in the illustration, and compress the clutch element.

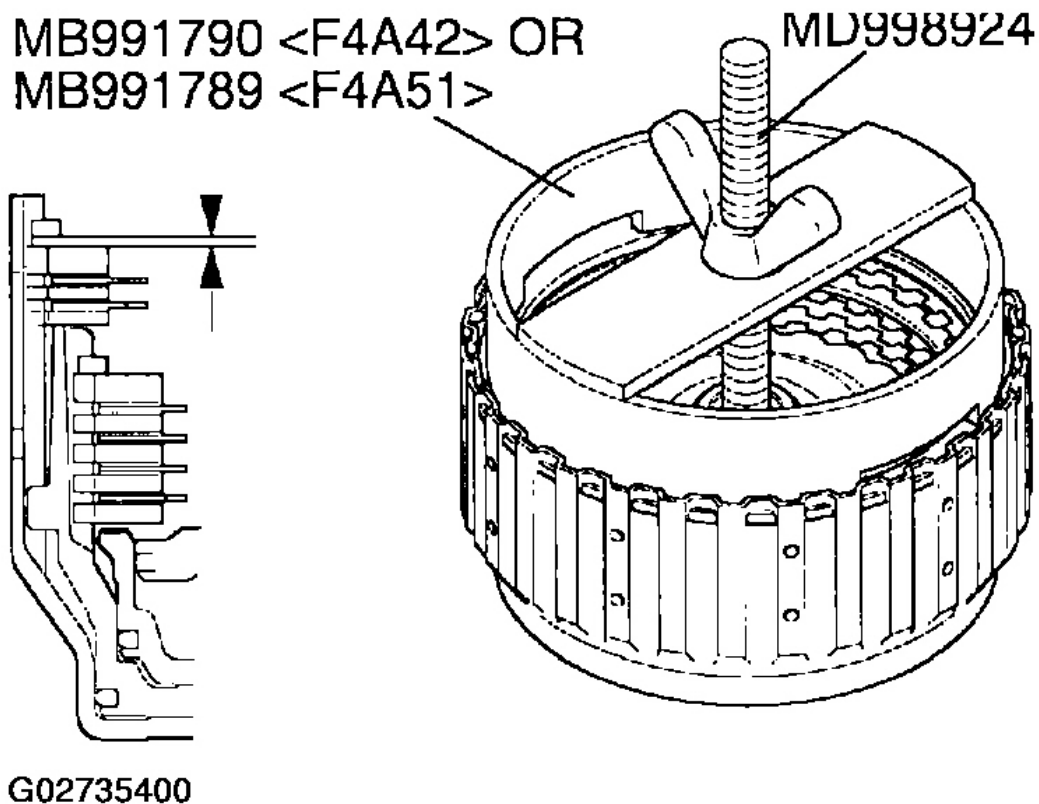


Fig. 171: Compressing Clutch Element

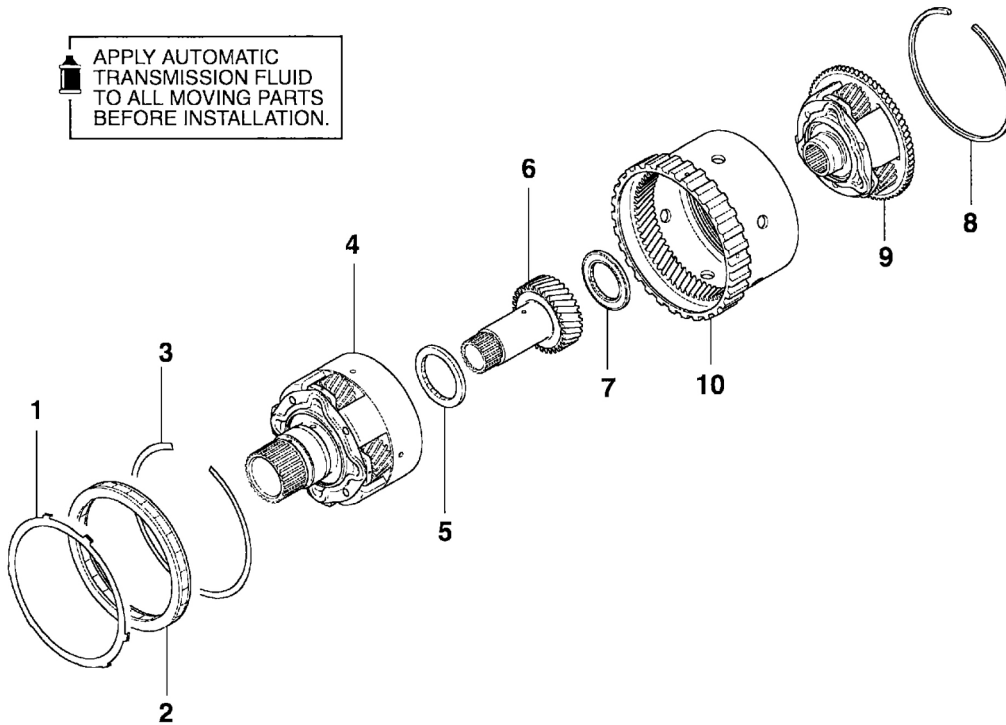
3. Check that the clearance between the snap ring and the clutch reaction plate is within the standard value.
If not within the standard value, select a snap ring so that it is.

Standard value: 1.5 - 1.7 mm (0.0591 - 0.0669 inch)

PLANETARY GEAR

DISASSEMBLY AND ASSEMBLY

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



DISASSEMBLY STEPS

- >>B<<
1. STOPPER PLATE
 2. ONE-WAY CLUTCH
 3. SNAP RING
 4. OUTPUT PLANETARY CARRIER
- >>A<<
5. THRUST BEARING NUMBER 3
 6. UNDERDRIVE SUN GEAR

DISASSEMBLY STEPS

- >>A<<
7. THRUST BEARING NUMBER 4
 8. SNAP RING
 9. OVERDRIVE PLANETARY CARRIER
 10. OVERDRIVE ANNULUS GEAR

G02735401

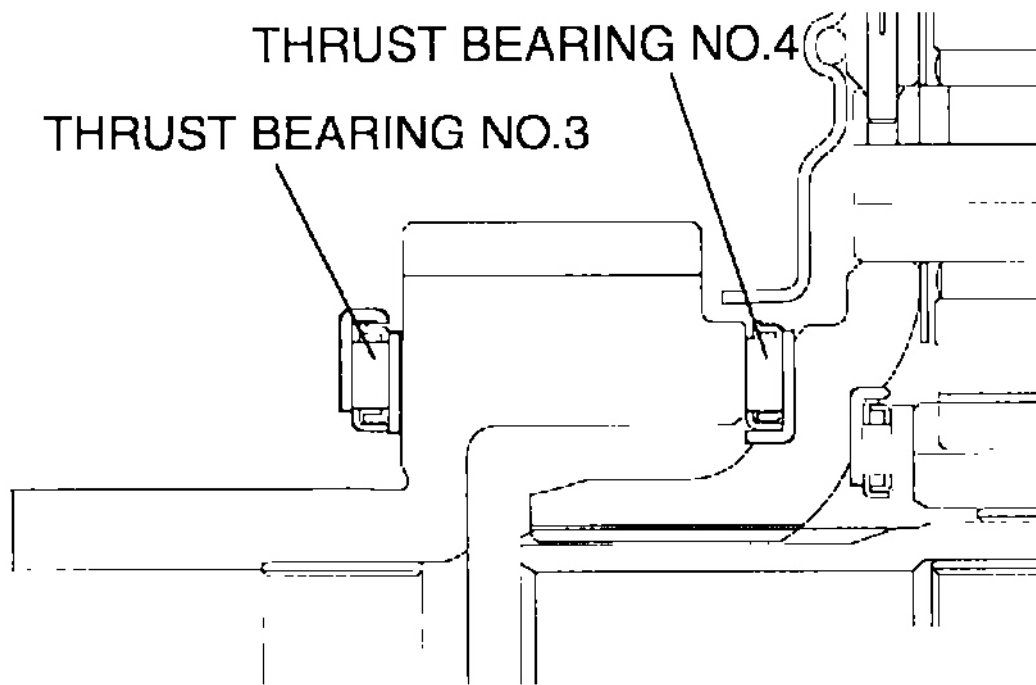
Fig. 172: Exploded View Of Planetary Gear

ASSEMBLY SERVICE POINTS

>> A << THRUST BEARING NUMBER 4 AND THRUST BEARING NUMBER 3 INSTALLATION

CAUTION: Use care to install the thrust bearings in the correct direction.

Check the installation direction of thrust bearings number 3 and 4, and install them as shown in illustration.

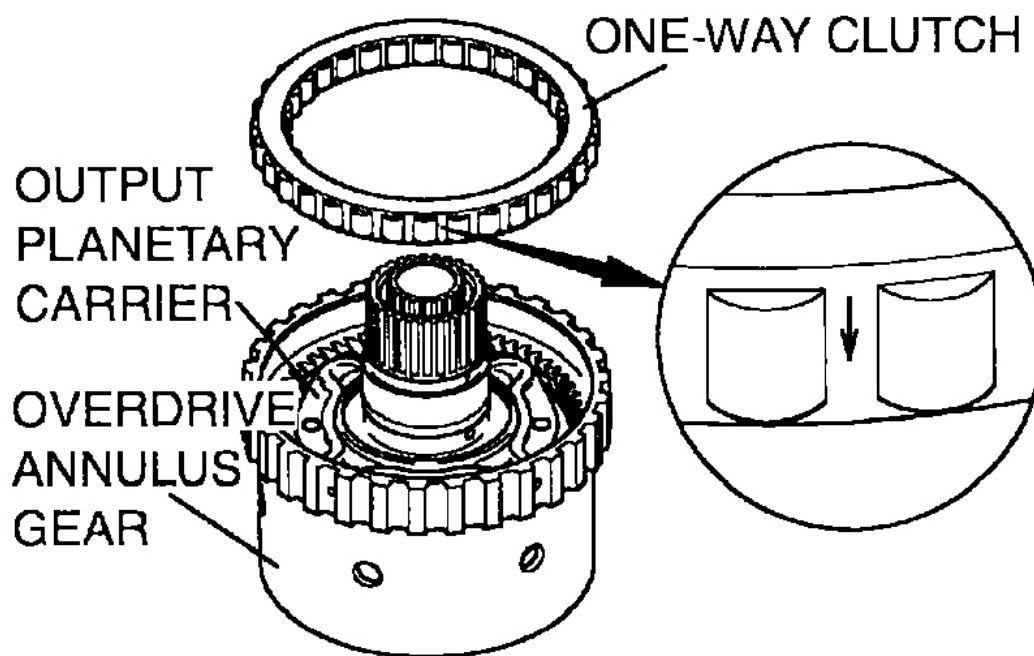


G02735402

Fig. 173: Identifying Thrust Bearing No. 4 & Thrust Bearing No. 3 Installed Position

>> B << ONE-WAY CLUTCH INSTALLATION

Insert the one-way clutch into the overdrive annulus gear so that the arrow points towards the output planetary carrier.



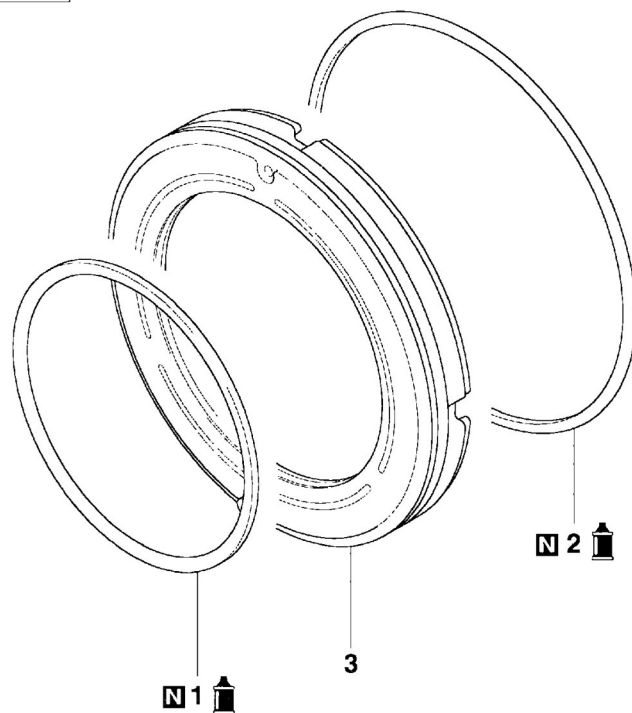
G02735403

Fig. 174: Installing One-Way Clutch

LOW-REVERSE BRAKE

DISASSEMBLY AND ASSEMBLY

! APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



DISASSEMBLY STEPS
>>A<< 1. D-RING

G02735404

DISASSEMBLY STEPS
>>A<< 2. D-RING
3. LOW-REVERSE BRAKE PISTON

Fig. 175: Identifying Low-Reverse Brake Components

ASSEMBLY SERVICE POINT

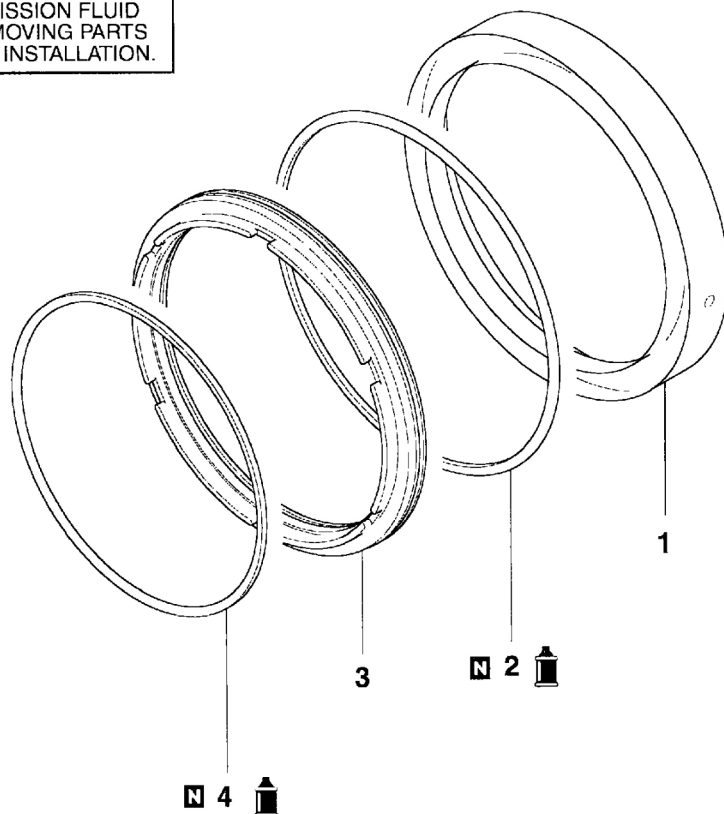
>> A << D-RING INSTALLATION

Apply ATF or petroleum jelly (Vaseline) to the D-ring, and install carefully.

SECOND BRAKE

DISASSEMBLY AND ASSEMBLY

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



- DISASSEMBLY STEPS**
- >>A<< 1. SECOND BRAKE RETAINER
2. D-RING

G02735405

- DISASSEMBLY STEPS**
- >>A<< 3. SECOND BRAKE PISTON
4. D-RING

Fig. 176: Exploded View Of Second Brake

ASSEMBLY SERVICE POINT

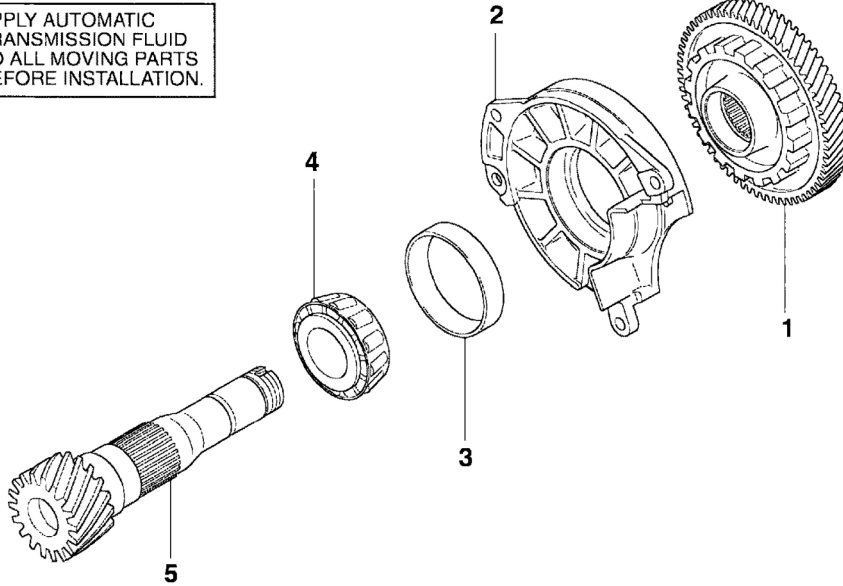
>> A << D-RING INSTALLATION

Apply ATF or petroleum jelly (Vaseline) to the D-ring, and install carefully.

OUTPUT SHAFT

DISASSEMBLY AND ASSEMBLY

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



<<A>> >>C<< 1. DISASSEMBLY STEPS
TRANSFER DRIVEN GEAR
>>B<< 2. BEARING RETAINER
3. OUTER RACE

<> >>A<< 4. DISASSEMBLY STEPS
TAPER ROLLER BEARING
5. OUTPUT SHAFT

G02735406

Fig. 177: Exploded View Of Output Shaft

Required Special Tools:

- MB990936: Installer Adapter < F4A42 >
- MB990937: Installer Adapter < F4A51 >
- MB990938: Handle
- MD998801: Bearing Remover
- MD998812: Installer Cap
- MD998813: Installer-100
- MD998814: Installer-200
- MD998823: Installer Adapter (48) < F4A42 >
- MD998824: Installer Adapter (50) < F4A51 >
- MD998827: Installer Adapter (56) < F4A51 >
- MD998917: Bearing Remover < F4A42 >

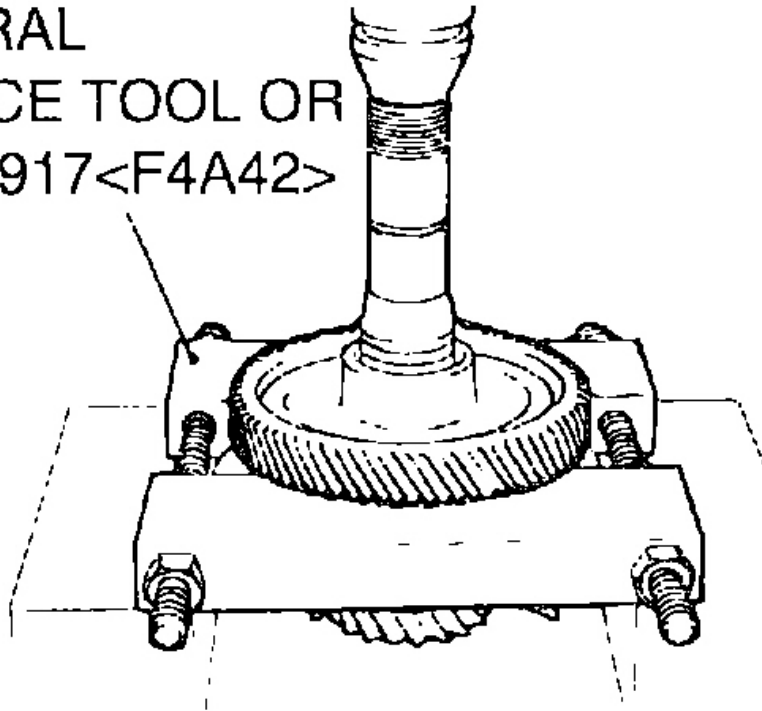
DISASSEMBLY SERVICE POINTS

<< A >> TRANSFER DRIVEN GEAR REMOVAL

1. Support the transfer driven gear with general service tool or special tool MD998917 < F4A42 >, and then set them on the press.

2. Push down on the output shaft with the press to remove the transfer driven gear.

GENERAL
SERVICE TOOL OR
MD998917<F4A42>

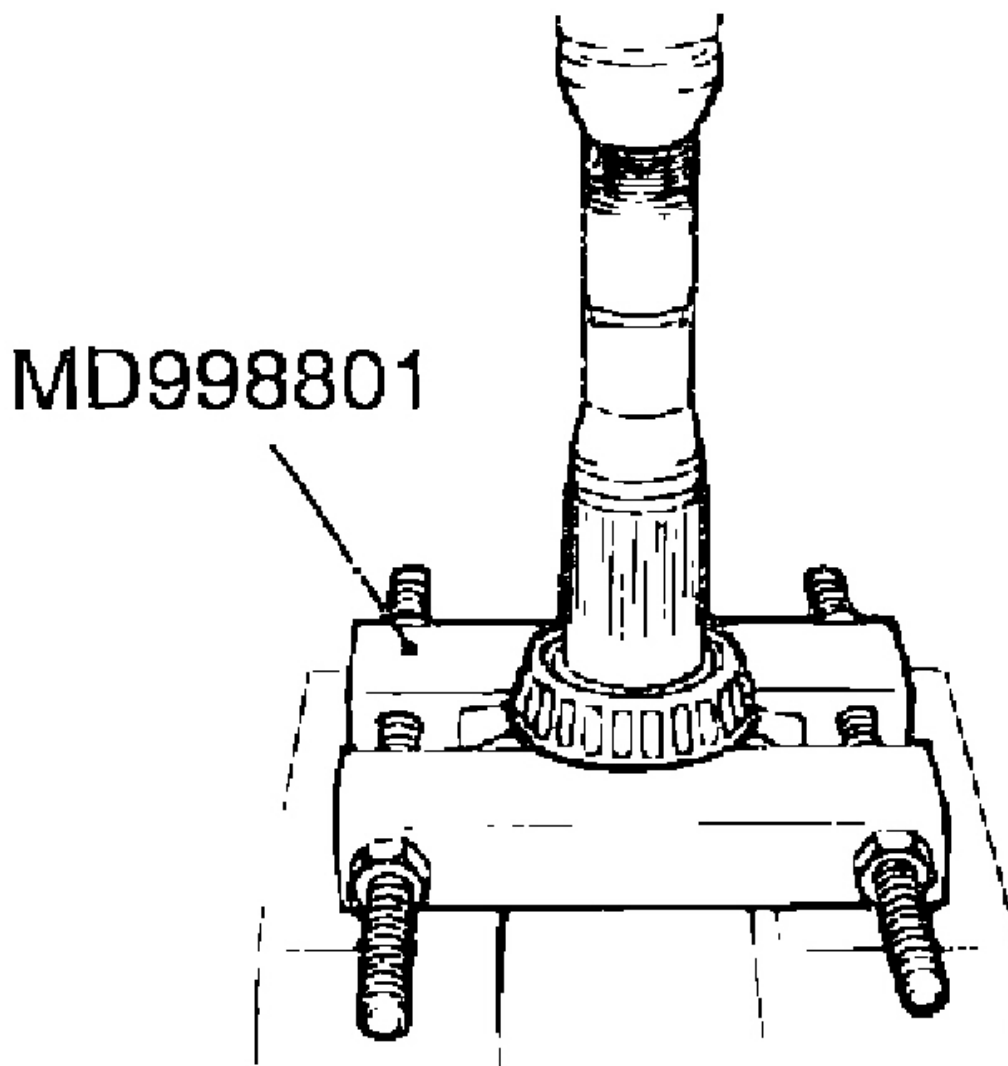


G02735407

Fig. 178: Removing Transfer Driven Gear

<< B >> TAPER ROLLER BEARING REMOVAL

1. Support the taper roller bearing with the special tool MD998801, and then set them on the press.
2. Push down on the output shaft with the press to remove the taper roller bearing.



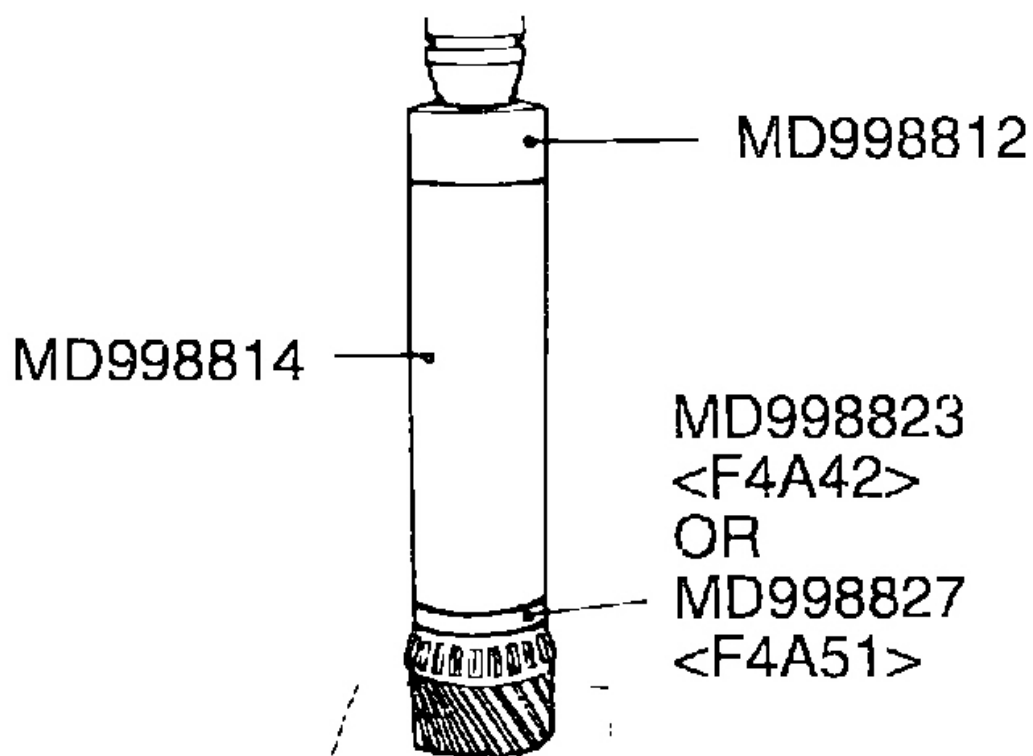
G02735408

Fig. 179: Removing Taper Roller Bearing

ASSEMBLY SERVICE POINTS

>> A << TAPER ROLLER BEARING INSTALLATION

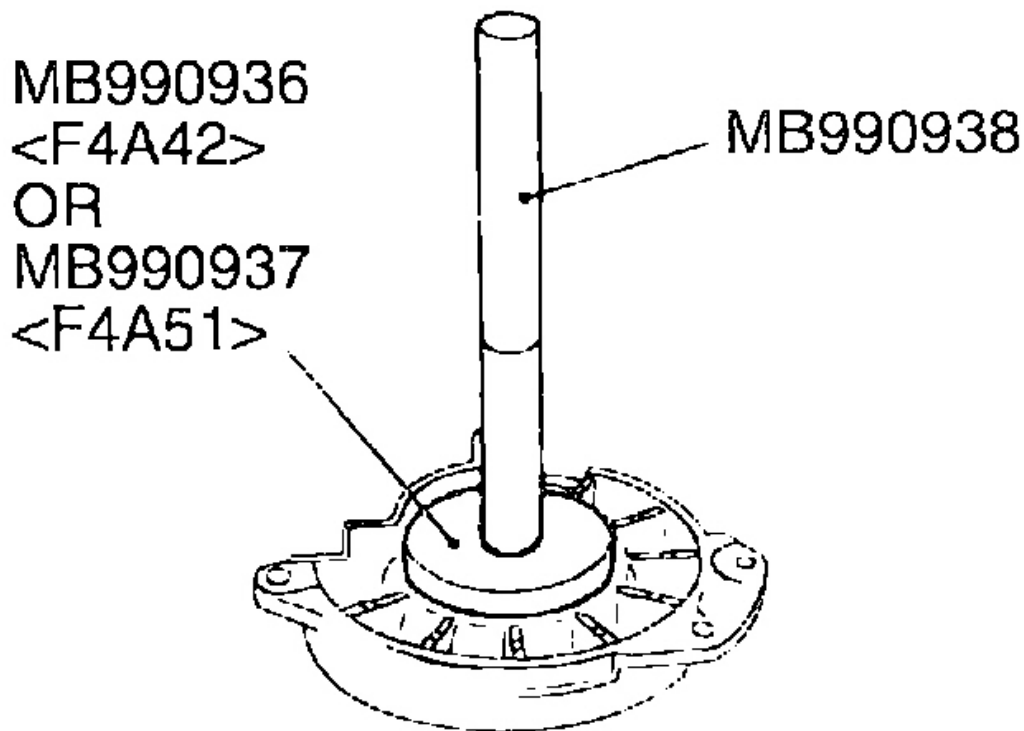
1. Set the output shaft on the press support stand.
2. Using special tools MD998823 < F4A42 >, MD998827 < F4A51 >, MD998812 and MD998814, press install the taper roller bearing.



G02735409

Fig. 180: Installing Taper Roller Bearing**>> B << OUTER RACE INSTALLATION**

Use the special tools MB990936 < F4A42 >, MB990937 < F4A51 > and MB990938 to tap the outer race in the bearing retainer.



G02735410

Fig. 181: Installing Outer Race

>> C << TRANSFER DRIVEN GEAR INSTALLATION

1. Set the output shaft on the press support stand.
2. Using special tools MD998823 < F4A42 >, MD998824 < F4A51 >, MD998812 and MD998813, press install the transfer driven gear.

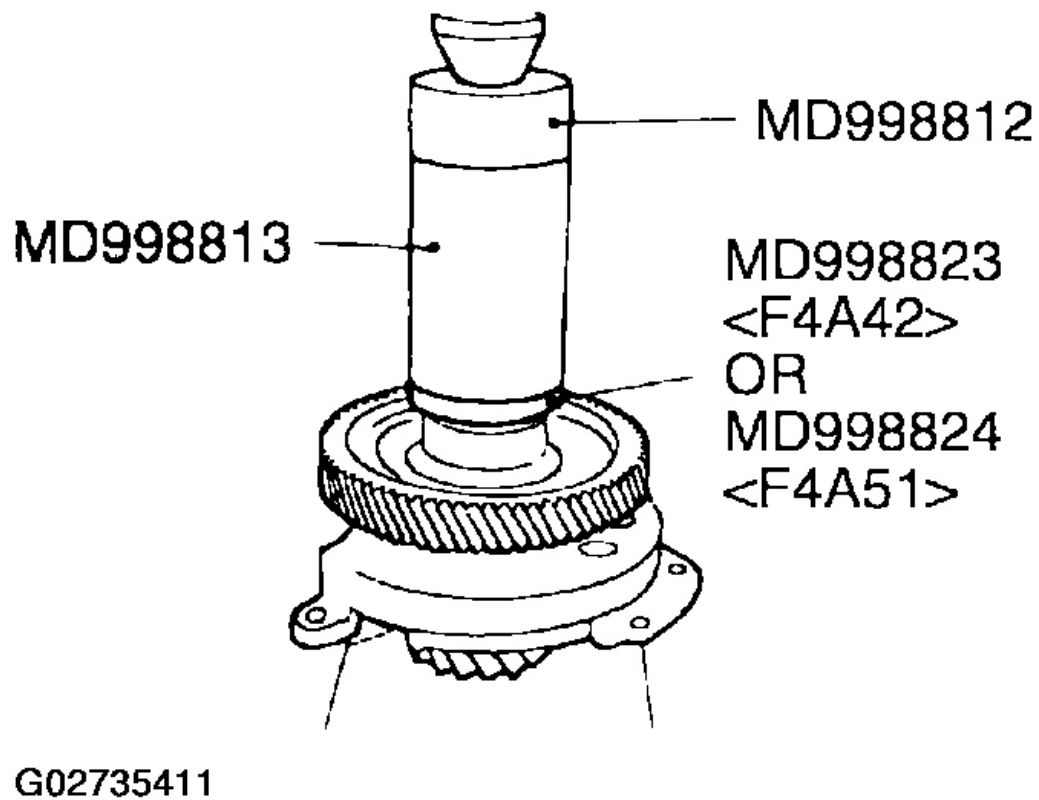
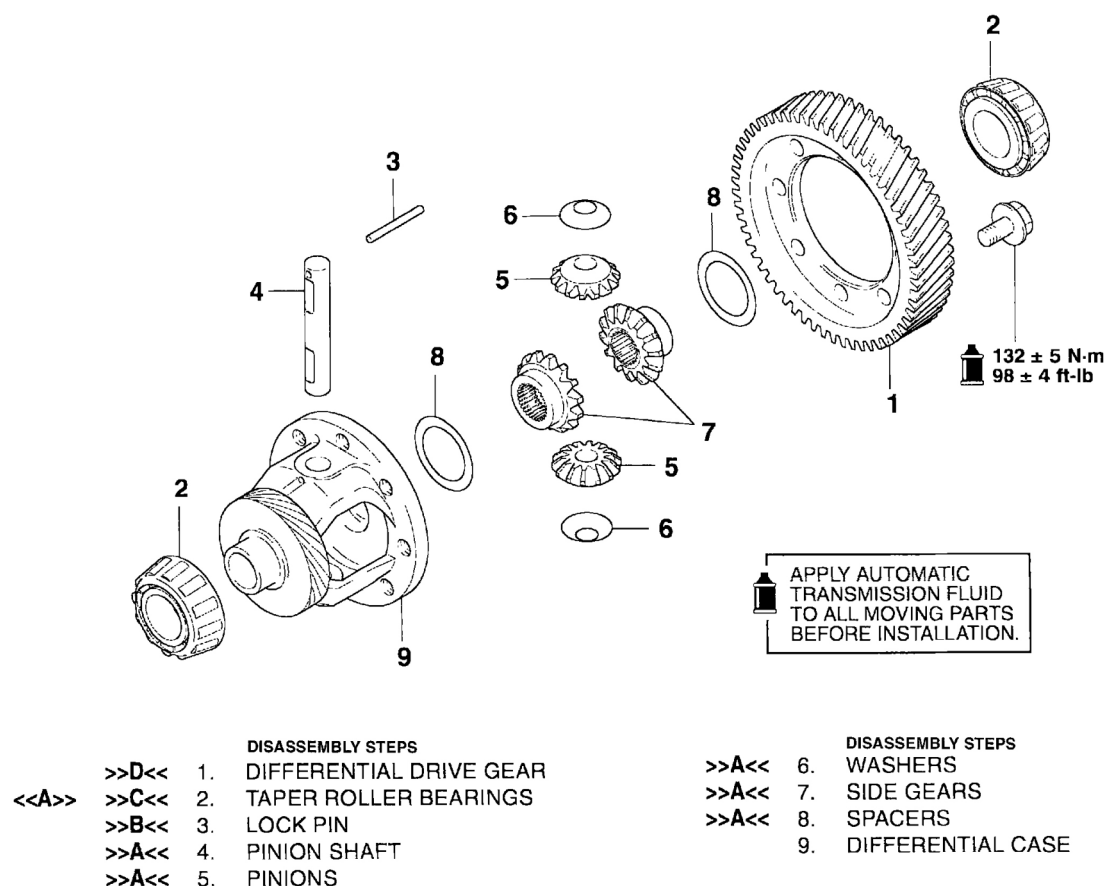


Fig. 182: Installing Transfer Driven Gear

DIFFERENTIAL

DISASSEMBLY AND ASSEMBLY



G02735412

Fig. 183: Exploded View Of Differential Components

Required Special Tools:

- MD998801: Bearing Remover
- MD998812: Installer Cap
- MD998820: Installer Adapter (42)

DISASSEMBLY SERVICE POINT

<< A >> TAPER ROLLER BEARING REMOVAL

1. Support the taper roller bearing with special tool MD998801, and then set them on the press.
2. Push down on the differential case with the press to remove the bearing.

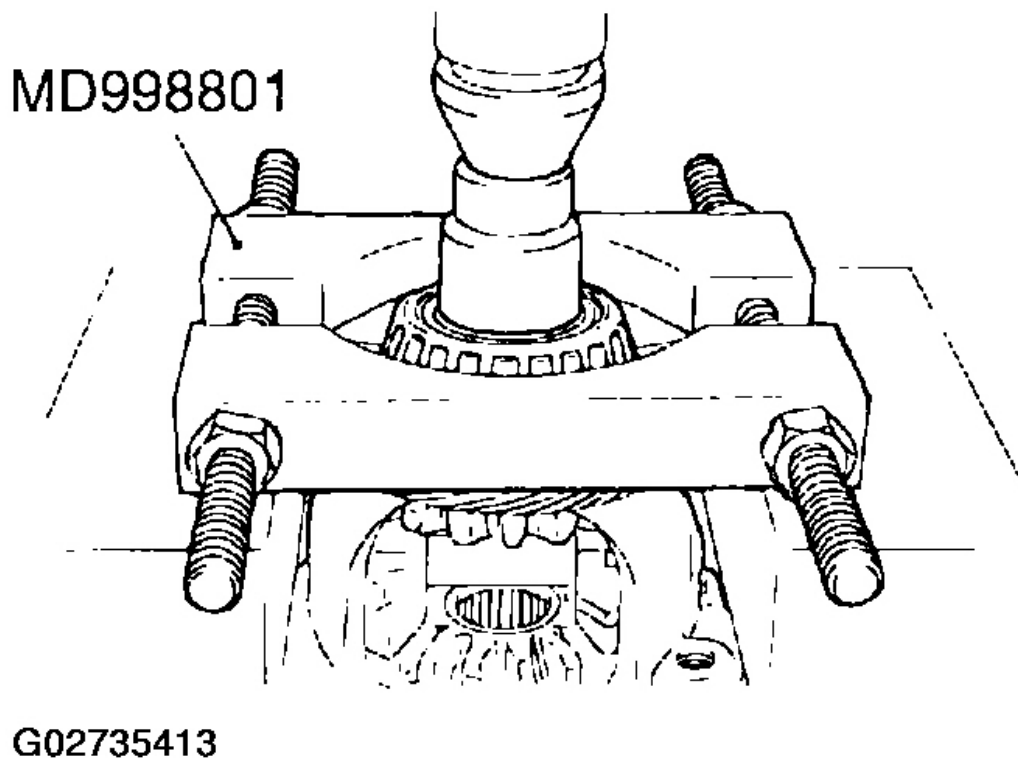


Fig. 184: Removing Taper Roller Bearing

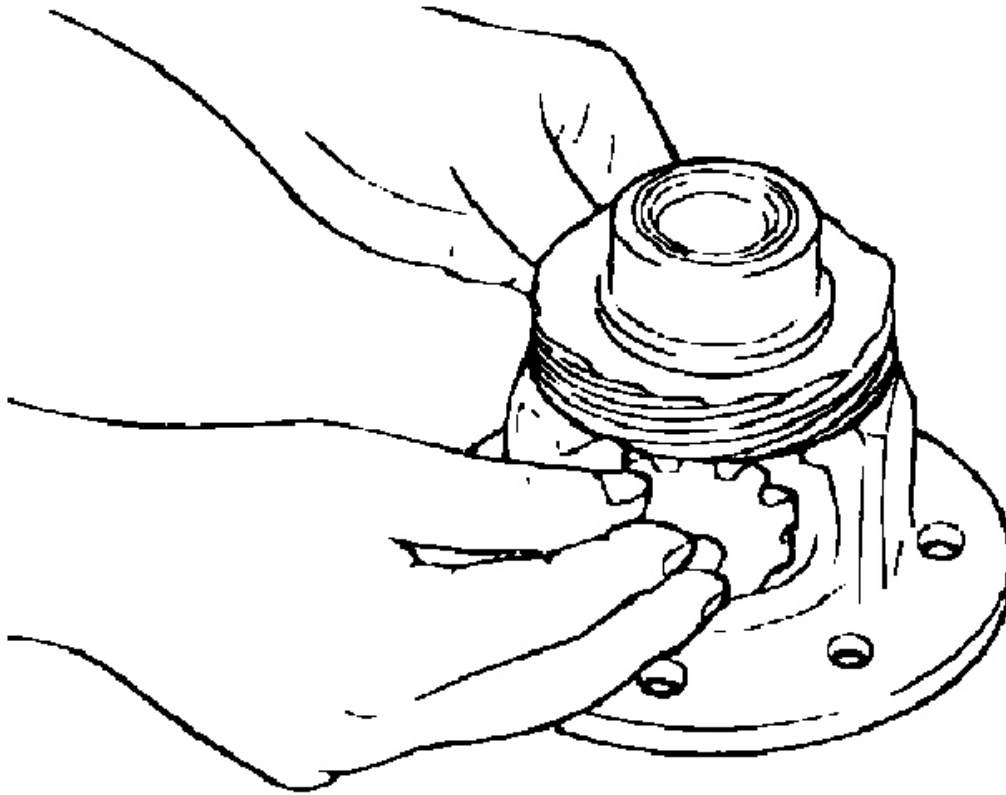
ASSEMBLY SERVICE POINTS

>> A << SPACER, SIDE GEAR, WASHER, PINION AND PINION SHAFT INSTALLATION

1. Mount a spacer on the back surface of the side gear, and then install the side gear in the differential case.

NOTE: When a new side gear is to be installed, use a medium thickness spacer [0.93 to 1.00 mm (0.0366 to 0.0395 INCH)].

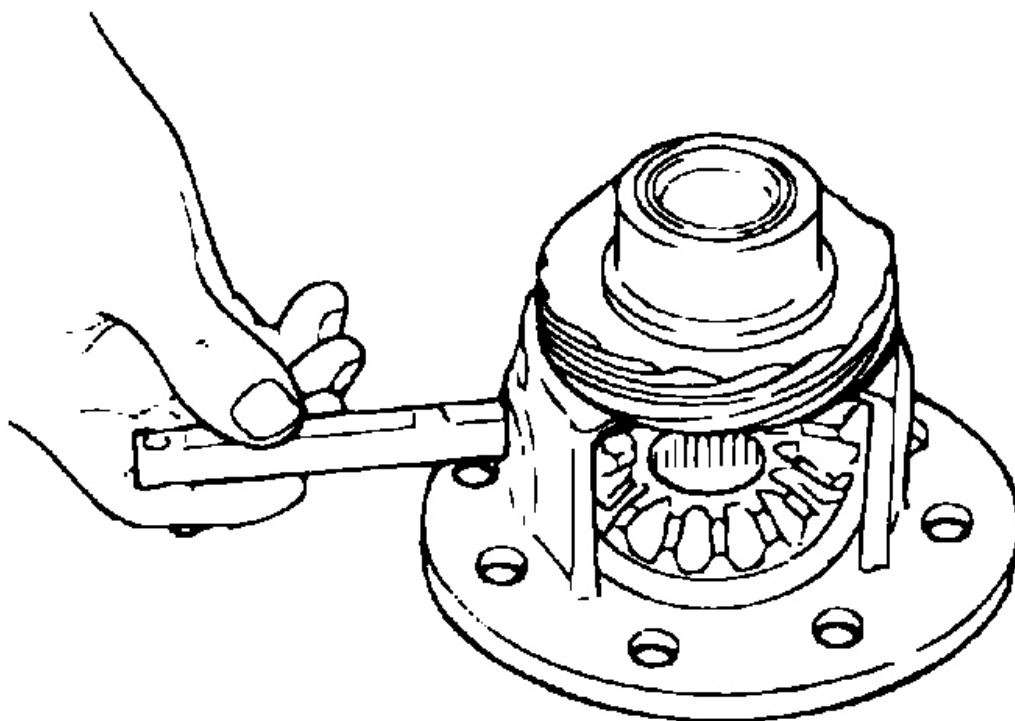
2. Set the washer on the back of each pinion, and put both pinions simultaneously in mesh with the side gears. While rotating them, install them into position.



G02735414

Fig. 185: Installing Pinion Gears

3. Insert the pinion shaft.



G02735415

Fig. 186: Installing Pinion Shaft

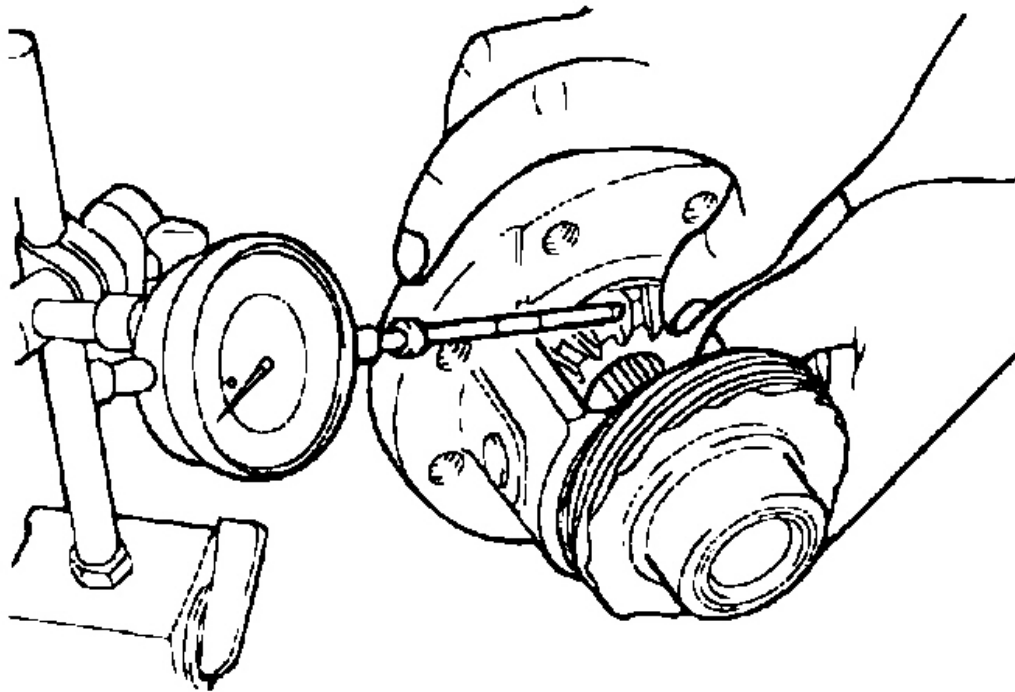
4. Measure the backlash between the side gear and pinion.

Standard value:

0.025 - 0.150 mm (0.0010 - 0.0059 inch)

5. If the backlash is out of the standard value, select a spacer and re-measure the backlash.

NOTE: **Adjust until the backlash on both sides are equal.**

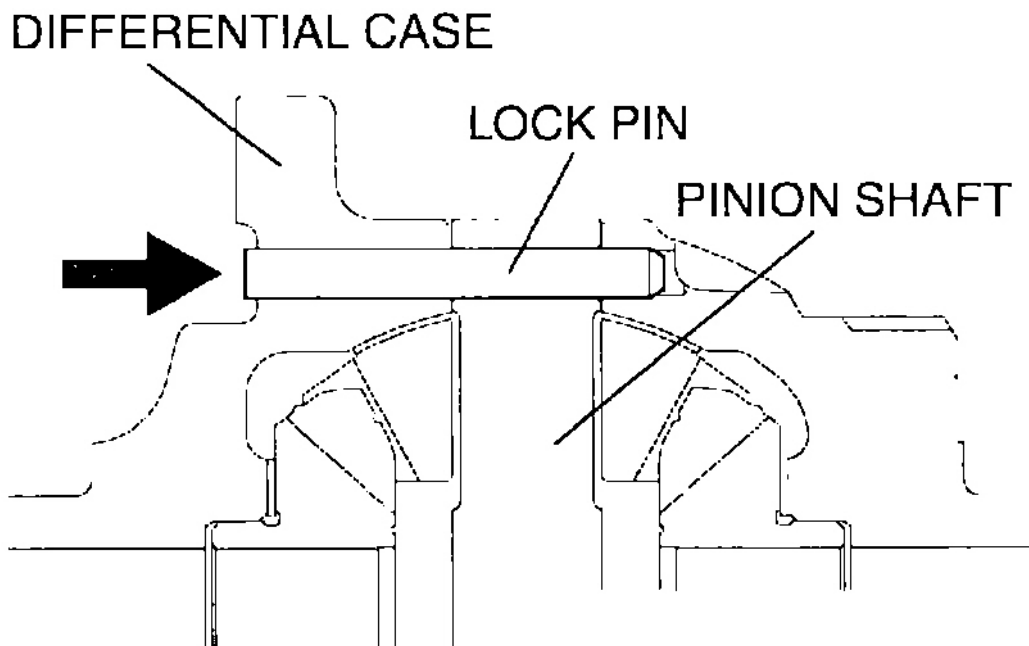


G02735416

Fig. 187: Measuring Backlash

>> B << LOCK PIN INSTALLATION

Install the lock pin so that it will be oriented in the direction shown in illustration.



G02735417

Fig. 188: Installing Lock Pin

>> C << TAPER ROLLER BEARING INSTALLATION

Using special tools MD998812 and MD998820, press install the taper roller bearing with the press.

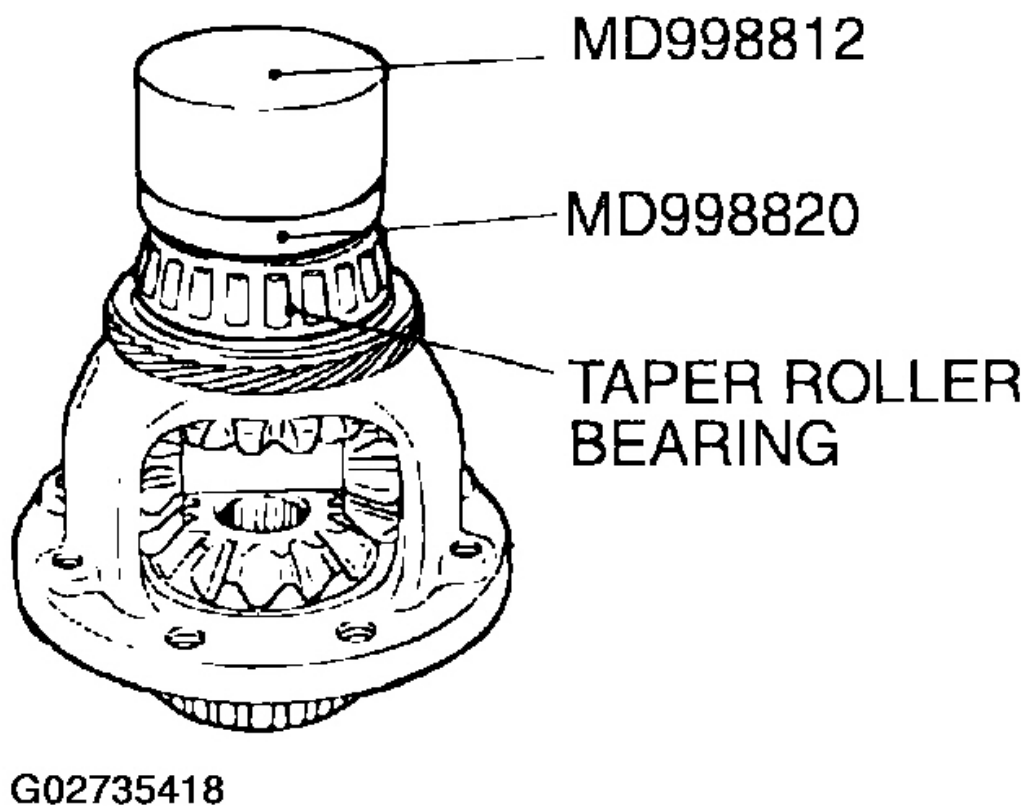


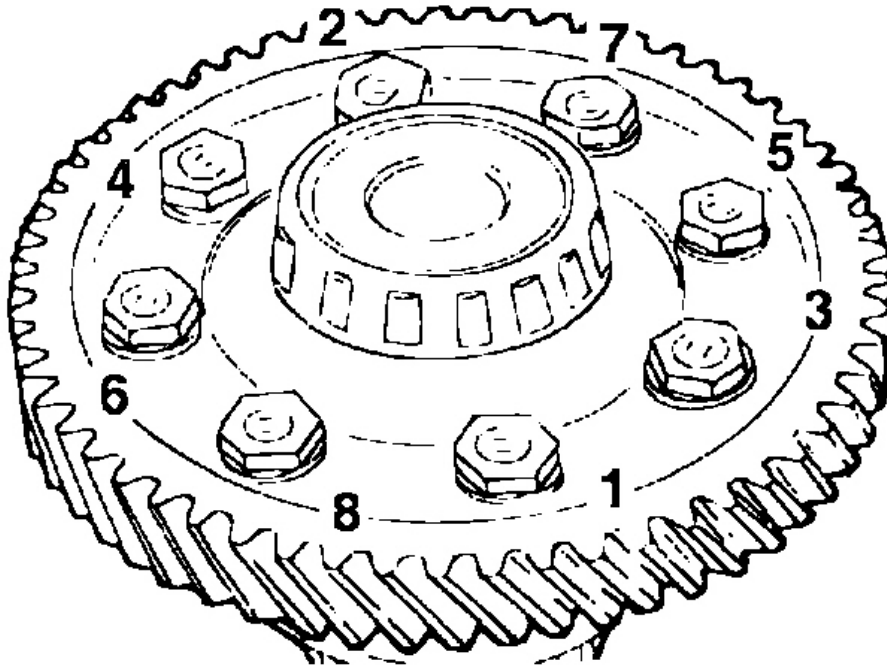
Fig. 189: Installing Taper Roller Bearing

>> D << DIFFERENTIAL DRIVE GEAR INSTALLATION

Apply ATF to the bolt, and then tighten the bolts to the specified torque in the sequence shown in illustration.

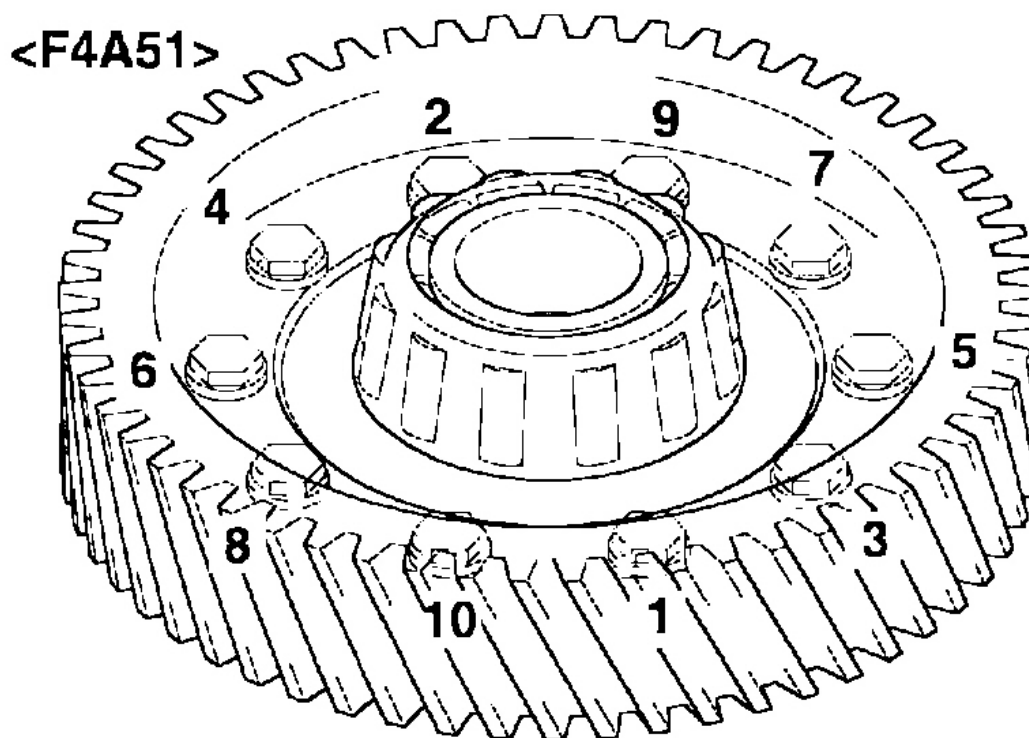
Tightening torque: 132 +/- 5 N.m (98 +/- ft. lb.)

<F4A42>



G02735419

Fig. 190: Installing Differential Drive Gear (F4A42)



G02735420

Fig. 191: Installing Differential Drive Gear (F4A51)

VALVE BODY

DISASSEMBLY AND ASSEMBLY

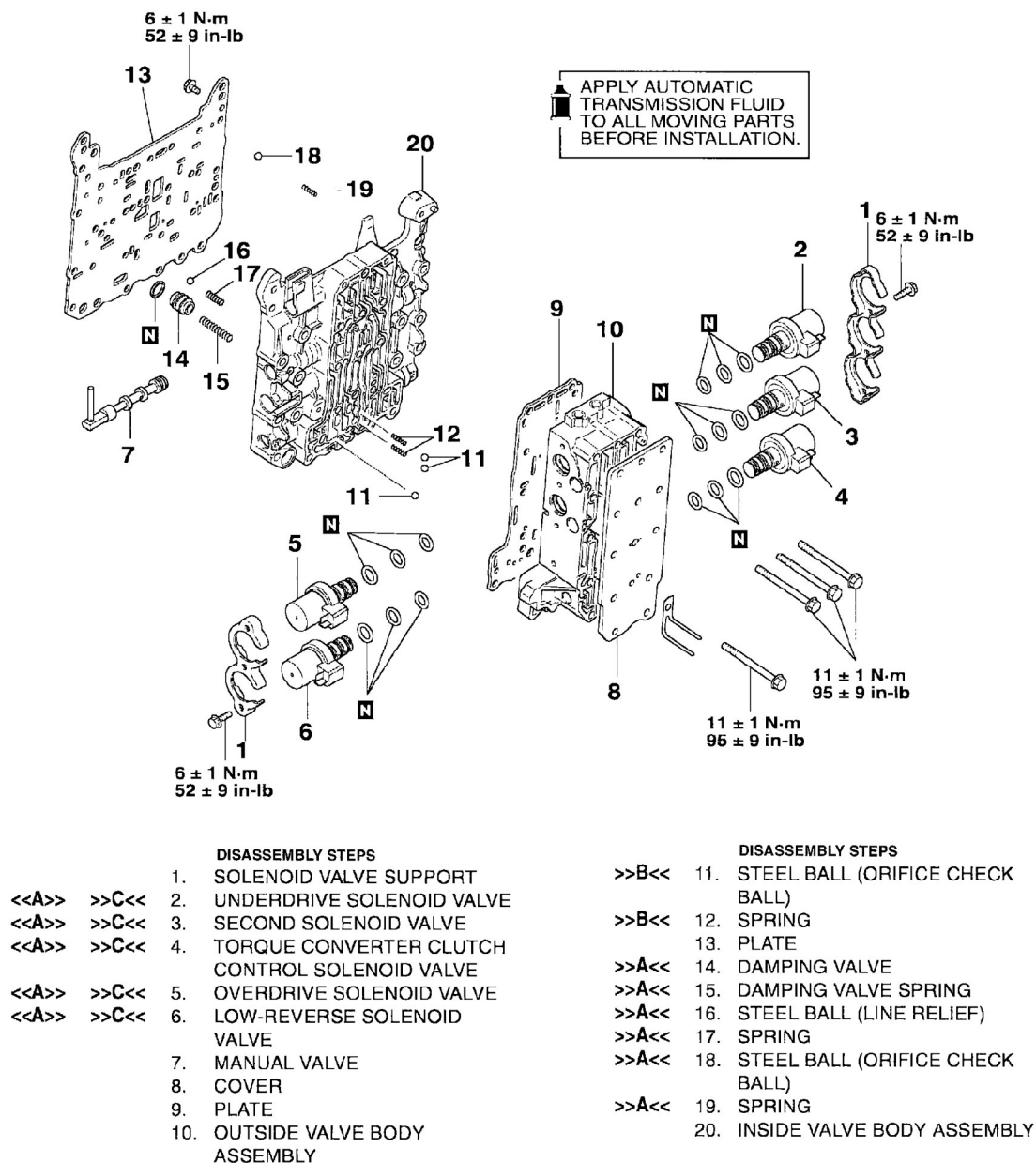
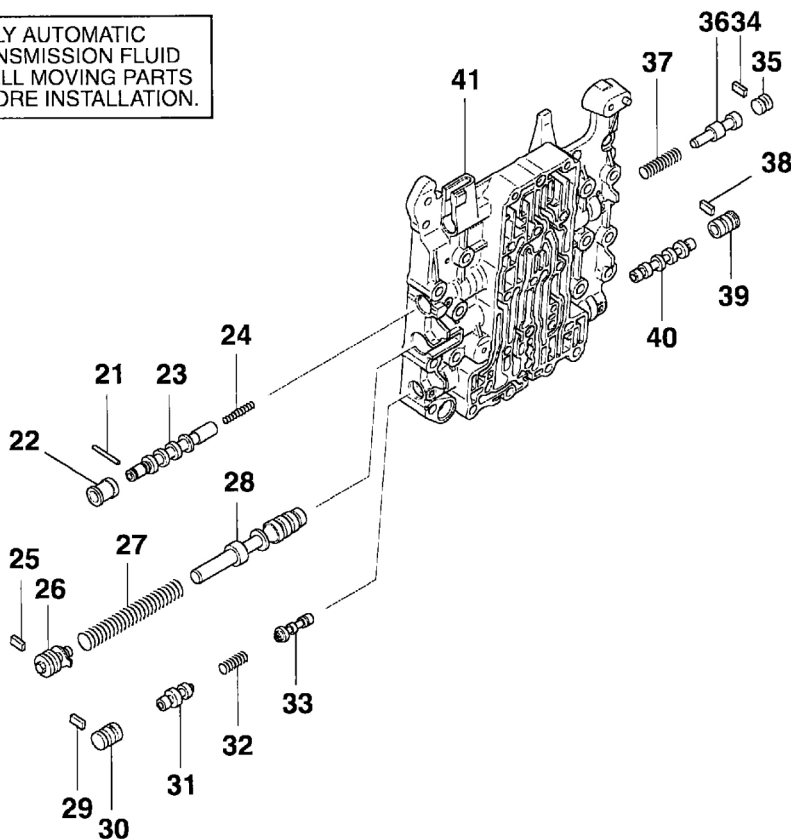


Fig. 192: Exploded View Of Valve Body (1 Of 3)

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.



DISASSEMBLY STEPS

21. ROLLER
22. TORQUE CONVERTER CLUTCH CONTROL VALVE SLEEVE
23. TORQUE CONVERTER CLUTCH CONTROL VALVE
24. TORQUE CONVERTER CLUTCH CONTROL VALVE SPRING
25. PLATE
26. SCREW
27. REGULATOR VALVE SPRING
28. REGULATOR VALVE
29. PLATE
30. FAIL-SAFE VALVE A SLEEVE

DISASSEMBLY STEPS

31. FAIL-SAFE VALVE A2
32. FAIL-SAFE VALVE A SPRING
33. FAIL-SAFE VALVE A1
34. PLATE
35. PLUG
36. TORQUE CONVERTER VALVE
37. TORQUE CONVERTER VALVE SPRING
38. PLATE
39. FAIL-SAFE VALVE B SLEEVE
40. FAIL-SAFE VALVE B
41. INSIDE VALVE BODY

G02735422

Fig. 193: Exploded View Of Valve Body (2 Of 3)

APPLY AUTOMATIC
TRANSMISSION FLUID
TO ALL MOVING PARTS
BEFORE INSTALLATION.

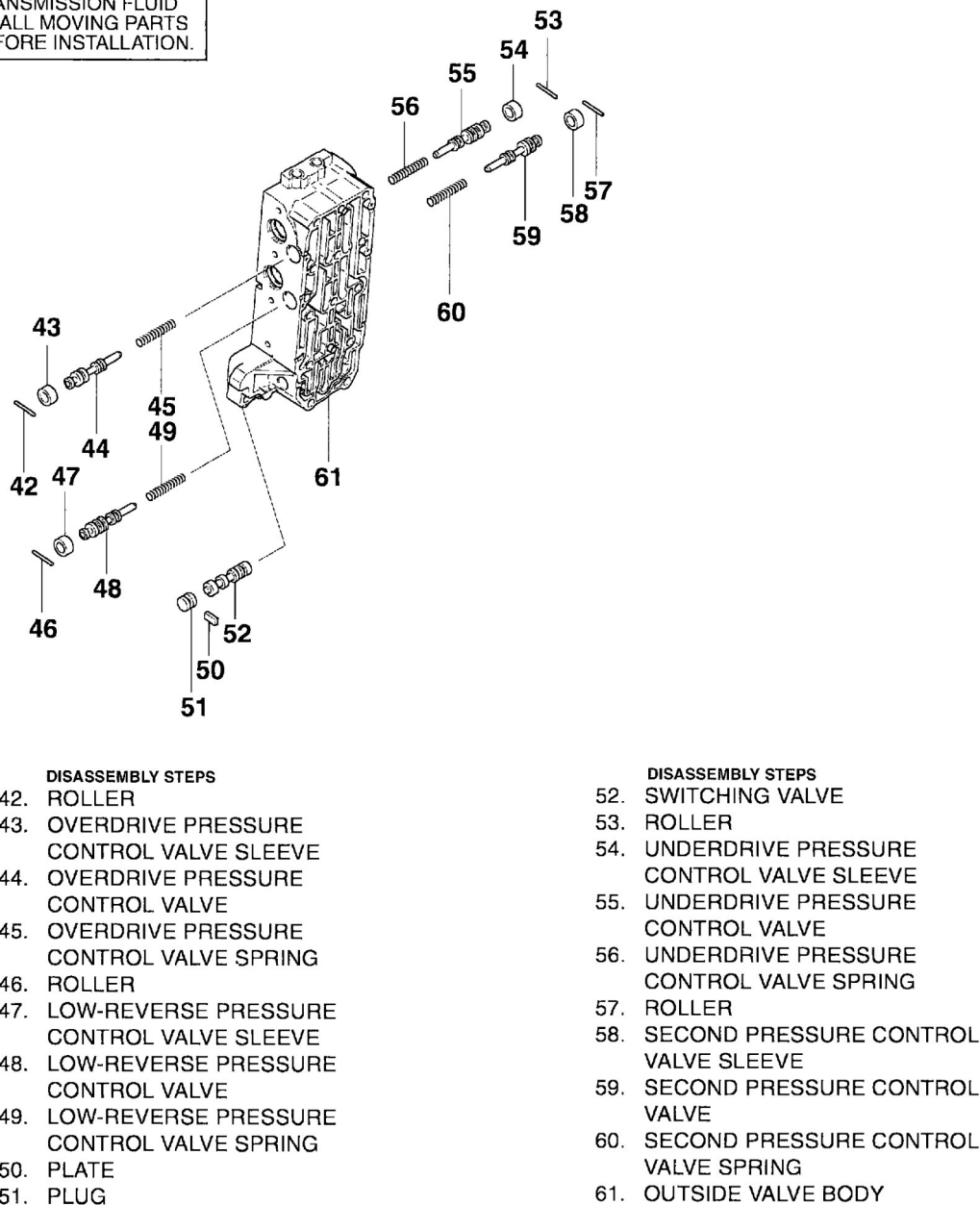
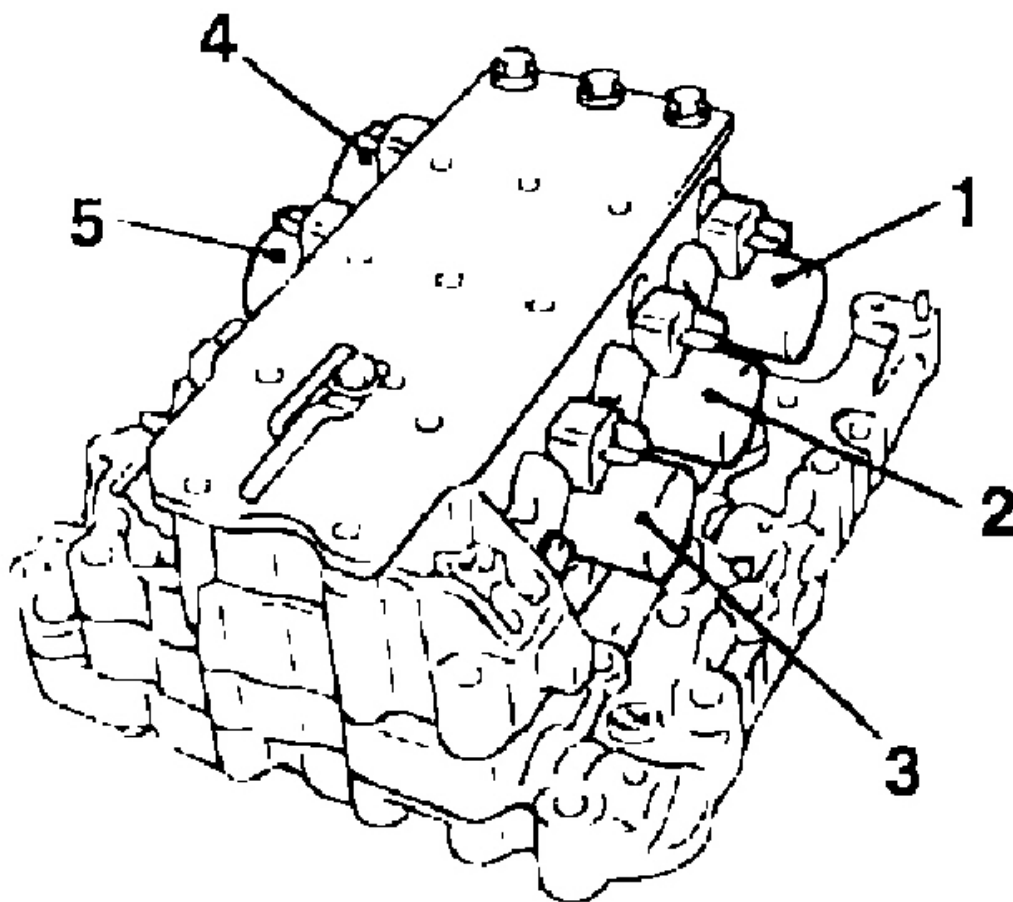


Fig. 194: Exploded View Of Valve Body (3 Of 3)

DISASSEMBLY SERVICE POINT

<< A >> SOLENOID VALVES REMOVAL

Mark the solenoid valves with white paint to make assembly easier.



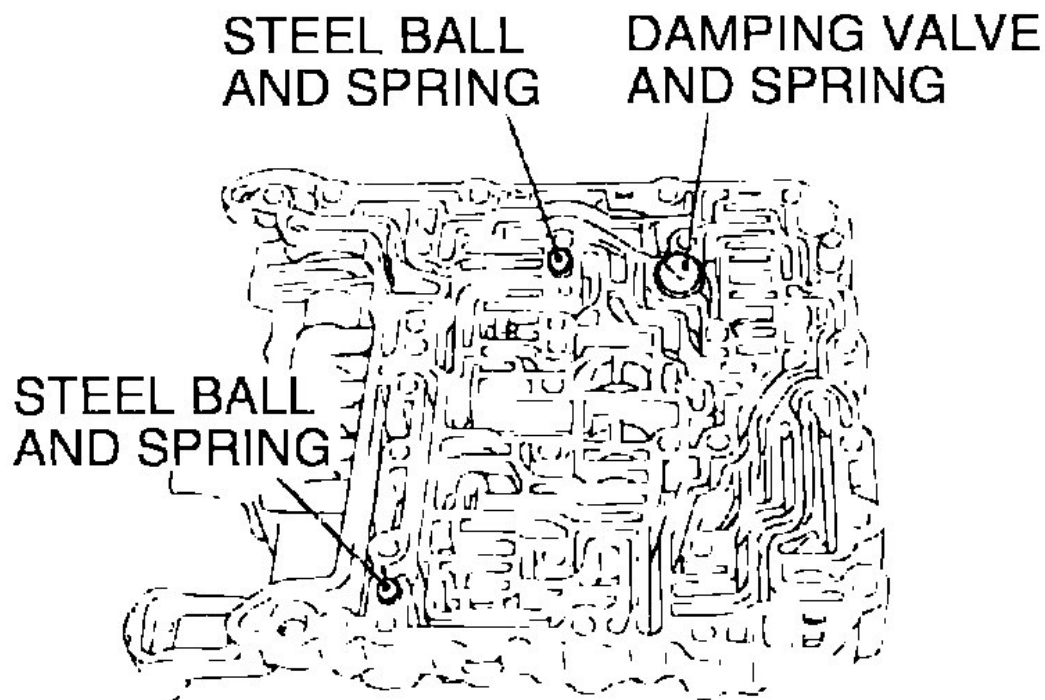
G02735424

Fig. 195: Removing Solenoid Valves

ASSEMBLY SERVICE POINTS

>> A << SPRING, STEEL BALL, DAMPING VALVE AND DAMPING VALVE SPRING INSTALLATION

1. Install the two steel balls and two springs to the inside valve body as shown in illustration.
2. Install the damping valve and spring to the inside valve body as shown in illustration.



G02735425

Fig. 196: Installing Spring, Steel Ball, Damping Valve & Damping Valve Spring

>> B << SPRING AND STEEL BALL INSTALLATION

Install the three steel balls and two springs to the inside valve body as shown.

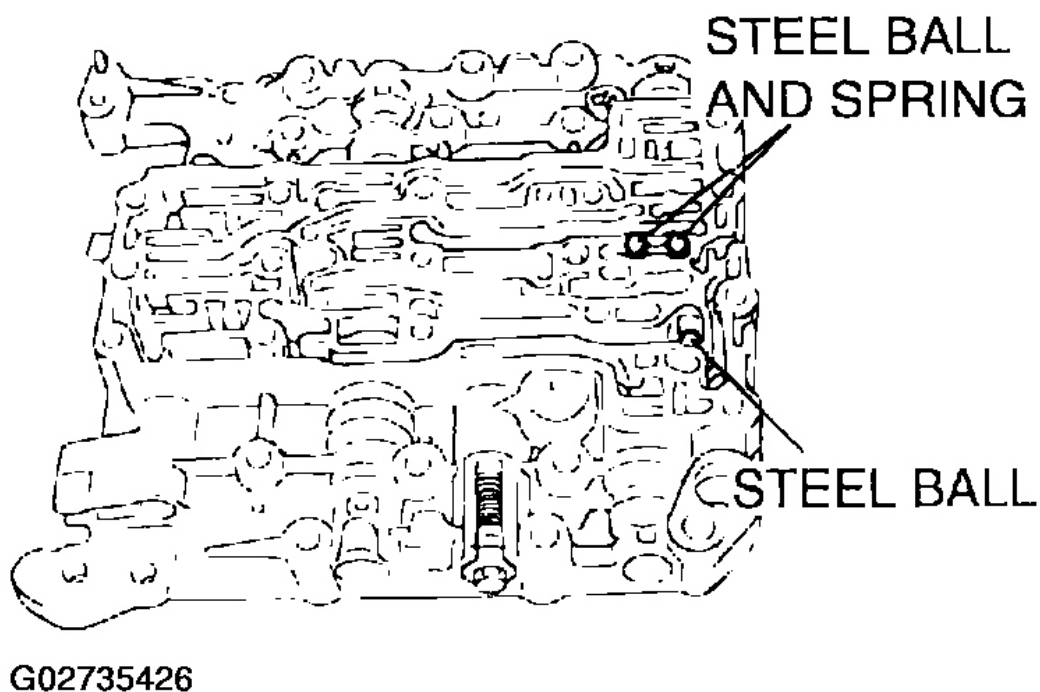


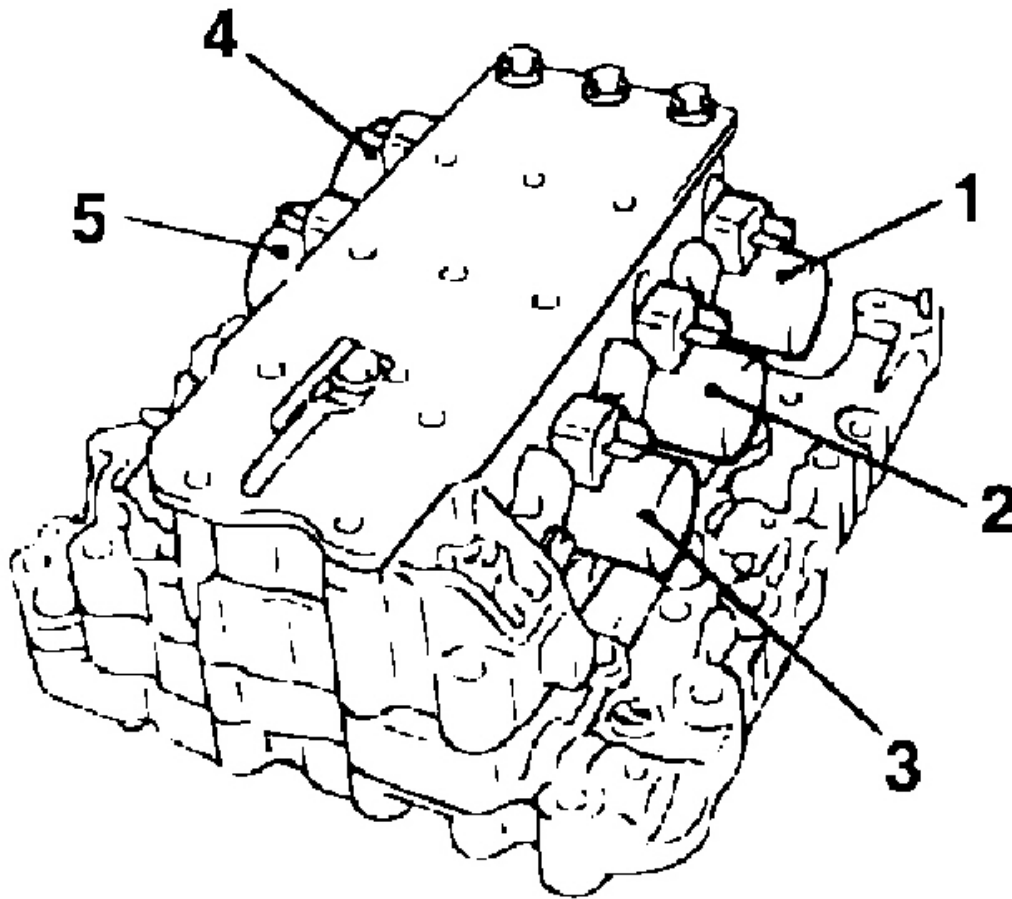
Fig. 197: Installing Springs & Steel Balls

>> C << SOLENOID VALVES INSTALLATION

1. Apply ATF or petroleum jelly (Vaseline) to the O-ring and install carefully.
2. Install the solenoid valves by referring to the marks applied during disassembly.

Solenoid Valves

No.	Name
1	Underdrive solenoid valve
2	Second solenoid valve
3	Torque converter clutch control solenoid valve
4	Overdrive solenoid valve
5	Low-reverse solenoid valve



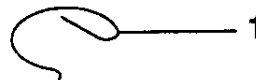
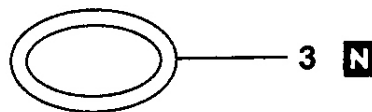
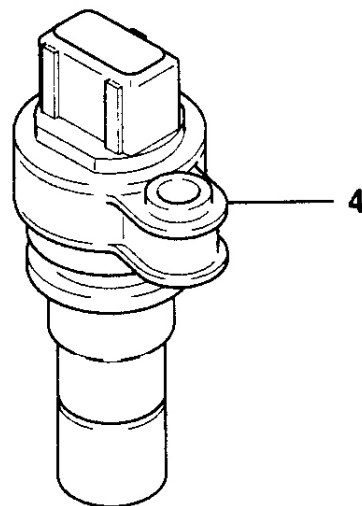
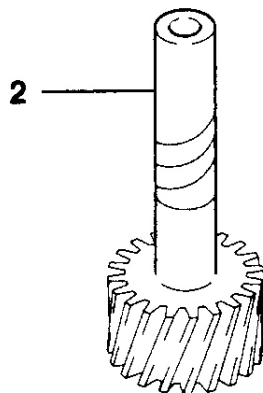
G02735427

Fig. 198: Installing Solenoid Valves

SPEEDOMETER GEAR

DISASSEMBLY AND ASSEMBLY

 APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



DISASSEMBLY STEPS

1. E-CLIP
2. SPEEDOMETER DRIVEN GEAR
3. O-RING
4. SLEEVE

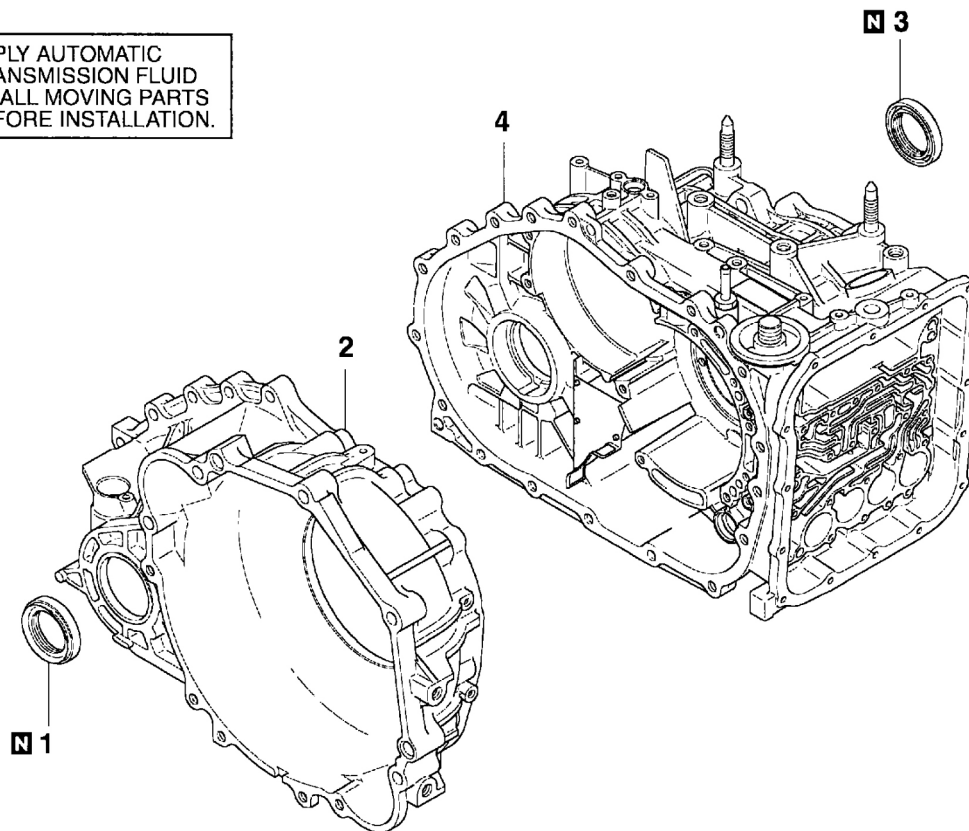
G00402868

Fig. 199: Exploded View Of Speedometer Gear
Courtesy of CHRYSLER CORP.

DRIVE SHAFT OIL SEAL

DISASSEMBLY AND ASSEMBLY

APPLY AUTOMATIC TRANSMISSION FLUID TO ALL MOVING PARTS BEFORE INSTALLATION.



- >>A<< **DISASSEMBLY STEPS**
1. OIL SEAL
 2. TORQUE CONVERTER HOUSING

- >>B<< **DISASSEMBLY STEPS**
3. OIL SEAL
 4. TRANSAXLE CASE

G02735428

Fig. 200: Identifying Drive Shaft Oil Seals

Required Special Tool:

- MD998800: Oil Seal Installer

ASSEMBLY SERVICE POINTS

>> A << OIL SEAL INSTALLATION

Use special tool MD998800 to tap the oil seal into the torque converter housing.

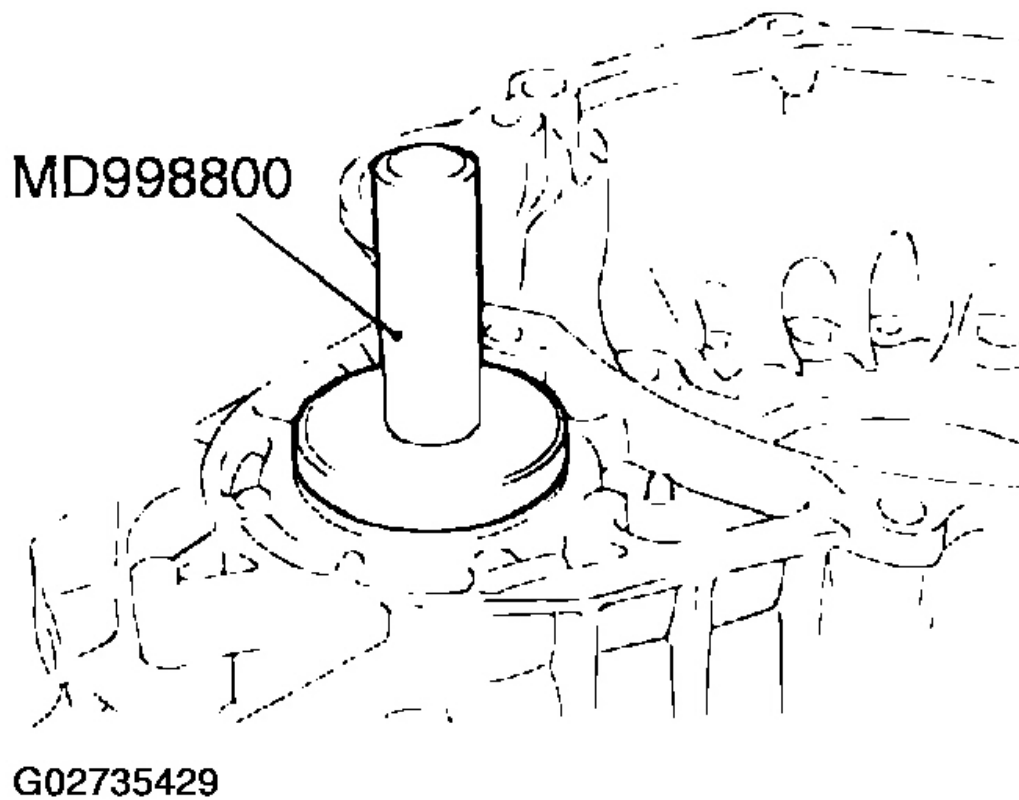
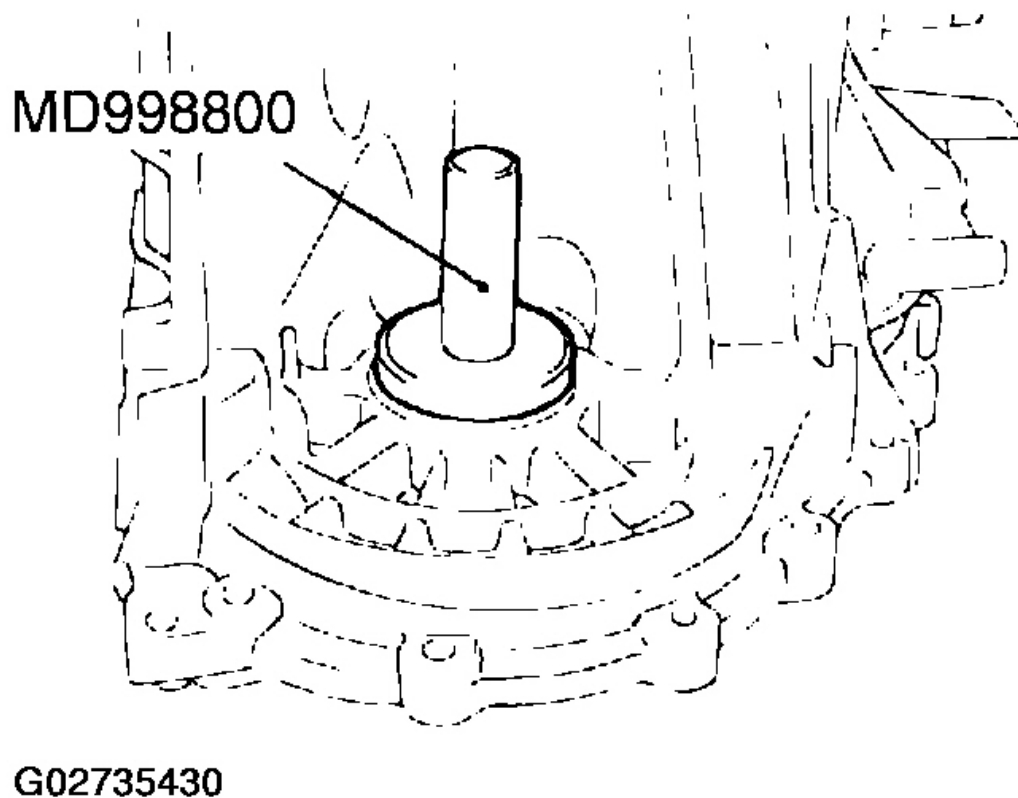


Fig. 201: Installing Oil Seal

>> B << OIL SEAL INSTALLATION

Use special tool MD998800 to tap the oil seal in the transaxle case.

**Fig. 202: Installing Oil Seal****SPECIFICATIONS****FASTENER TIGHTENING (TORQUE) SPECIFICATIONS**

ITEMS		SPECIFICATIONS
Transaxle	Control cable bracket	23 ± 3 N·m (17 ± 2 ft-lb)
	Eye bolt	30 ± 3 N·m (22 ± 2 ft-lb)
	Fluid temperature sensor	11 ± 1 N·m (95 ± 9 in-lb)
	Input shaft speed sensor	11 ± 1 N·m (95 ± 9 in-lb)
	Manual control lever	22 ± 3 N·m (16 ± 2 ft-lb)
	Manual control shaft detent	6 ± 1 N·m (52 ± 9 in-lb)
	Oil filter	12 ± 1 N·m (104 ± 9 in-lb)
	Oil pump	23 ± 3 N·m (17 ± 2 ft-lb)
	Output shaft bearing retainer <F4A42>	23 ± 3 N·m (17 ± 2 ft-lb)

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Fig. 203: Fastener Torque Specifications (1 Of 2)

ITEMS	SPECIFICATIONS
Output shaft bearing retainer<F4A51>	54 ± 5 N·m (40 ± 4 ft-lb)
Output shaft jam nut	167 ± 10 N·m (123 ± 7 ft-lb)
Output shaft speed sensor	11 ± 1 N·m (95 ± 9 in-lb)
Park/neutral position switch (PNP switch)	11 ± 1 N·m (95 ± 9 in-lb)
Rear cover	23 ± 3 N·m (17 ± 2 ft-lb)
Roll stopper bracket	69 ± 10 N·m (51 ± 7 ft-lb)
Sealing cap	5 ± 1 N·m (43 ± 9 in-lb)
Torque converter housing	48 ± 6 N·m (35 ± 4 ft-lb)
Transfer drive gear	34 ± 2 N·m (25 ± 1 ft-lb)
Valve body cover	11 ± 1 N·m (95 ± 9 in-lb)
Valve body mounting bolt	11 ± 1 N·m (95 ± 9 in-lb)
Wiring harness bracket	23 ± 3 N·m (17 ± 2 ft-lb)
Components	
Differential drive gear	132 ± 5 N·m (98 ± 4 ft-lb)
Plate	6 ± 1 N·m (52 ± 9 in-lb)
Solenoid valve support	6 ± 1 N·m (52 ± 9 in-lb)
Valve body	11 ± 1 N·m (95 ± 9 in-lb)

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Fig. 204: Fastener Torque Specifications (2 Of 2)

GENERAL SPECIFICATIONS

General Specifications

ITEMS	SPECIFICATIONS
Model	F4A42 F4A51
Type	Electronically controlled 4-speed full-automatic
Torque converter	3-element with torque converter clutch
Engine stall speed	2100-2600 r/min
Stall torque ratio	2.0
1st	2.842
2nd	1.529
3rd	1.000
4th	0.712
Reverse	2.480
Final gear ratio	4.042

SERVICE SPECIFICATIONS

ITEMS		STANDARD VALUE
Output shaft preload mm (in)		0.01 – 0.09 (0.0004 – 0.0035)
Brake reaction plate end play mm (in)		0 – 0.16 (0 – 0.0063)
Low-reverse brake end play mm (in)		1.65 – 2.11 (0.050 – 0.0831)
Second brake end play mm (in)	F4A42	0.79 – 1.25 (0.0311 – 0.0492)
	F4A51	1.09 – 1.55 (0.0429 – 0.0610)
Underdrive sun gear end play mm (in)		0.25 – 0.45 (0.0098 – 0.0177)

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Fig. 205: Service Specifications (1 Of 2)

ITEMS		STANDARD VALUE
Input shaft end play mm (in)		0.70 – 1.45 (0.028 – 0.057)
Differential case preload mm (in)		0.045 – 0.105 (0.0018 – 0.0041)
Underdrive clutch end play mm (in)		1.6 – 1.8 (0.0630 – 0.0709)
Reverse and overdrive clutch return spring retainer end play mm (in)		0 – 0.09 (0 – 0.0035)
Overdrive clutch end play mm (in)		1.6 – 1.8 (0.0630 – 0.0709)
Reverse clutch end play mm (in)		1.5 – 1.7 (0.0591 – 0.0669)
Backlash between differential side gear and pinion mm (in)		0.025 – 0.150 (0.0010 – 0.0059)

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Fig. 206: Service Specifications (2 Of 2)

VALVE BODY SPRING IDENTIFICATION

Valve Body Spring Identification

SPRING	WIRE DIAMETER mm (in)	OUTSIDE DIAMETER mm (in)	FREE LENGTH mm (in)	NUMBER OF LOOPS
Regulator valve spring	1.8 (0.071)	15.7 (0.618)	86.7 (3.413)	24
Underdrive pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Overdrive pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Low-reverse pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Second pressure control valve spring	0.7 (0.028)	7.6 (0.299)	37.7 (1.484)	25
Torque converter spring	1.6 (0.063)	11.2 (0.441)	34.4 (1.354)	12.5

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Torque converter clutch control valve spring	0.7 (0.028)	5.9 (0.232)	28.1 (1.106)	19
Fail-safe valve spring	0.7 (0.028)	8.9 (0.350)	21.9 (0.862)	9.5
Damping valve spring	1.0 (0.039)	7.7 (0.303)	35.8 (1.409)	17
Line relief valve spring	1.0 (0.039)	7.0 (0.276)	17.3 (0.681)	10
Orifice check ball spring	0.5 (0.020)	4.5 (0.177)	17.2 (0.677)	15

ADJUSTING PLATE, SNAP RING & SPACERS

Thrust Washer (For Adjustment Of Input Shaft End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.8 (0.071)	18	MD754509	2.4 (0.094)	24	MD753793
2.0 (0.079)	20	MD754508	2.6 (0.102)	26	MD753794
2.2 (0.087)	22	MD754507	2.8 (0.110)	28	MD753795

Snap Ring (F4A42) (For Adjustment Of Underdrive Clutch And Overdrive Clutch End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	None	MD759666	2.4 (0.094)	Brown	MD752129
1.7 (0.067)	Blue	MD759667	2.5 (0.098)	None	MD752130
1.8 (0.071)	Brown	MD759668	2.6 (0.102)	Blue	MD752131
1.9 (0.075)	None	MD752124	2.7 (0.106)	Brown	MD752132
2.0 (0.079)	Blue	MD752125	2.8 (0.110)	None	MD752133
2.1 (0.083)	Brown	MD752126	2.9 (0.114)	Blue	MD752134
2.2 (0.087)	None	MD752127	3.0 (0.118)	Brown	MD754680
2.3 (0.091)	Blue	MD752128			

Snap Ring (F4A51) (For Adjustment Of Underdrive Clutch & Overdrive Clutch End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	Brown	MD759960	2.4 (0.094)	Blue	MD750845
1.7 (0.067)	None	MD759961	2.5 (0.098)	Brown	MD750846
1.8 (0.071)	Blue	MD759962	2.6 (0.102)	None	MD750847
1.9 (0.075)	Brown	MD759963	2.7 (0.106)	Blue	MD750848
2.0 (0.079)	None	MD750841	2.8 (0.110)	Brown	MD750849
2.1 (0.083)	Blue	MD750842	2.9 (0.114)	None	MD750850
2.2 (0.087)	Brow	MD750843	3.0 (0.118)	Blue	MD750851

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2.3 (0.091)	None	MD750844			
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Snap Ring (F4A42) (For Adjustment Of Low-Reverse Brake & Second Brake Reaction Plates End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
2.2 (0.087)	Blue	MD754786	2.4 (0.094)	None	MD758240
2.3 (0.091)	Brown	MD754787	2.5 (0.098)	Blue	MD758241

Snap Ring (F4A51) (For Adjustment Of Low-Reverse Brake & Second Brake Reaction Plates End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
2.2 (0.087)	None	MD756784	2.4 (0.094)	Brown	MD758552
2.3 (0.091)	Blue	MD756785	2.5 (0.098)	None	MD758553

Pressure Plate (F4A42) (For Adjustment Of Low-Reverse Brake & Second Brake End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	L	MD759567	2.4 (0.094)	4	MD759417
1.8 (0.071)	1	MD759414	2.6 (0.102)	6	MD759418
2.0 (0.079)	0	MD759415	2.8 (0.110)	8	MD759419
2.2 (0.087)	2	MD759416	3.0 (0.118)	D	MD759420

Pressure Plate (F4A51) (For Adjustment Of Low-Reverse Brake & Second Brake End Plays)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	F	MD759568	2.4 (0.094)	B	MD759428
1.8 (0.071)	E	MD759425	2.6 (0.102)	A	MD759429
2.0 (0.079)	D	MD759426	2.8 (0.110)	0	MD759430
2.2 (0.087)	C	MD759427	3.0 (0.118)	1	MD759431

Snap Ring (F4A42) (For Adjustment Of Reverse Clutch End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	None	MD761085	2.3 (0.091)	Blue	MD752141
1.7 (0.067)	Blue	MD761086	2.4 (0.094)	Brown	MD752142
1.8 (0.071)	Brown	MD761087	2.5 (0.098)	None	MD752143
1.9 (0.075)	None	MD752137	2.6 (0.102)	Blue	MD752144
2.0 (0.079)	Blue	MD752138	2.7 (0.106)	Brown	MD752145
2.1 (0.083)	Brown	MD752139	2.8 (0.110)	None	MD752146
2.2 (0.087)	None	MD752140			

Snap Ring (F4A51) (For Adjustment Of Reverse Clutch End Play)

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THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	None	MD761008	2.3 (0.091)	Blue	MD756693
1.7 (0.067)	Blue	MD761089	2.4 (0.094)	Brown	MD756694
1.8 (0.071)	Brown	MD761090	2.5 (0.098)	None	MD756695
1.9 (0.075)	None	MD758947	2.6 (0.102)	Blue	MD756696
2.0 (0.079)	Blue	MD756690	2.7 (0.106)	Brown	MD756697
2.1 (0.083)	Brown	MD756691	2.8 (0.110)	None	MD756698
2.2 (0.087)	None	MD756692			

Snap Ring (For Adjustment Of Reverse Clutch & Overdrive Clutch Spring Retainer End Plays)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.48 (0.0583)	Brown	MD755600	1.58 (0.0622)	Blue	MD755602
1.53 (0.0602)	None	MD755601	1.63 (0.0642)	Brown	MD755603

Thrust Race (For Adjustment Of Underdrive Sun Gear End Play)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.6 (0.063)	-	MD707267	2.2 (0.087)	-	MD723065
1.7 (0.067)	-	MD759681	2.3 (0.091)	-	MD754796
1.8 (0.071)	-	MD723064	2.4 (0.094)	-	MD724358
1.9 (0.075)	-	MD754794	2.5 (0.098)	-	MD754797
2.0 (0.079)	-	MD707268	2.6 (0.102)	-	MD754798
2.1 (0.083)	-	MD754795		-	
	-				

Spacers (For Adjustment Of Output Shaft Preload)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
1.88 (0.0740)	88	MD756579	2.36 (0.0929)	36	MD756591
1.92 (0.0756)	92	MD756580	2.40 (0.0945)	40	MD756592
1.96 (0.0772)	96	MD756581	2.44 (0.0961)	44	MD756593
2.00 (0.0787)	00	MD756582	2.48 (0.0976)	48	MD756594
2.04 (0.0803)	04	MD756583	2.52 (0.0992)	52	MD756595
2.08 (0.0819)	08	MD756584	2.56 (0.1008)	56	MD756596
2.12 (0.0835)	12	MD756585	2.60 (0.1024)	60	MD756597
2.16 (0.0850)	16	MD756586	2.64 (0.1039)	64	MD756598
2.20 (0.0866)	20	MD756587	2.68 (0.1055)	68	MD756599
2.24 (0.0882)	24	MD756588	2.72 (0.1071)	72	MD760685
2.28 (0.0898)	28	MD756589	2.76 (0.1087)	76	MD760686
2.32 (0.0913)	32	MD756590			

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Spacers (For Adjustment Of Differential Case Preload)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
0.71 (0.0280)	71	MD754475	1.07 (0.0421)	07	MD720945
0.74 (0.0291)	74	MD727660	1.10 (0.0433)	J	MD710454
0.77 (0.0303)	77	MD754476	1.13 (0.0445)	D	MD700270
0.80 (0.0315)	80	MD727661	1.16 (0.0457)	K	MD710455
0.83 (0.0327)	83	MD720937	1.19 (0.0469)	L	MD710456
0.86 (0.0339)	86	MD720938	1.22 (0.0480)	G	MD700271
0.89 (0.0350)	89	MD720939	1.25 (0.0492)	M	MD710457
0.92 (0.0362)	92	MD720940	1.28 (0.0504)	N	MD710458
0.95 (0.0374)	95	MD720941	1.31 (0.0516)	E	MD706574
0.98 (0.0386)	98	MD720942	1.34 (0.0528)	O	MD710459
1.01 (0.0398)	01	MD720943	1.37 (0.0539)	P	MD710460
1.04 (0.0409)	04	MD720944			

Spacers (For Adjustment Of Backlash Between Differential Side Gear And Pinion)

THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.	THICKNESS mm (in)	IDENTIFICATION SYMBOL	PART NO.
0.75 - 0.82 (0.0295 - 0.0323)	-	MD722986	1.01 - 1.08 (0.0398 - 0.0425)	-	MD722982
0.83 - 0.92 (0.0327 - 0.0362)	-	MD722985	1.09 - 1.16 (0.0429 - 0.0457)	-	MD722983
0.93 - 1.00 (0.0366 - 0.0394)	-	MD722984			

SEALANTS**Sealants**

ITEMS	SPECIFIED SEALANT
Rear cover	MITSUBISHI genuine sealant Part No. MD974421 or equivalent
Torque converter housing	MITSUBISHI genuine sealant Part No. MD974421 or equivalent
Valve body cover	MITSUBISHI genuine sealant Part No. MD974421 or equivalent