

Transaxle

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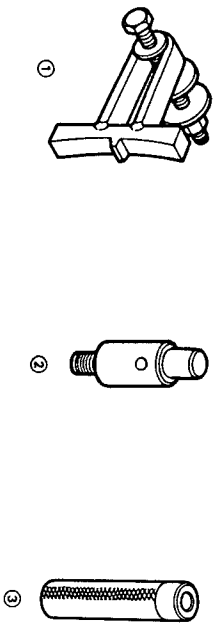


Clutch

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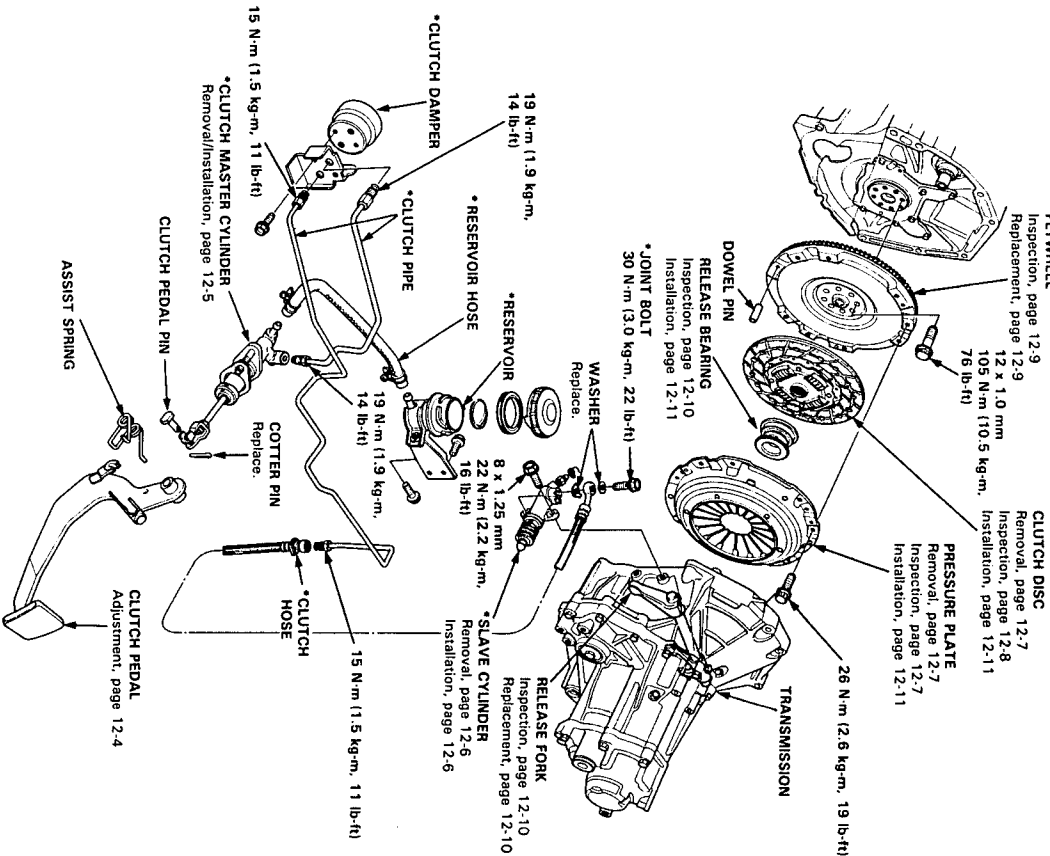
Ref. No.	Tool Number	Description	Qty	Page Reference
①	07LAB-PV00100 or 07924-PD20003	Ring Gear Holder	1	12-7, 9, 11
②	07LAF-PT00110	Clutch Alignment Shaft	1	12-11
③	07936-3710100	Handle	1	12-11



Illustrated Index



- NOTE:
- Whenever the transmission is removed, clean and grease the release bearing sliding surface.
 - If the parts marked * are removed, the clutch hydraulic system must be bled.
 - Bleed the clutch hydraulic system (see page 12-6).
 - Inspect the hoses for damage, leaks, interference, and twisting.



Clutch Pedal

Adjustment

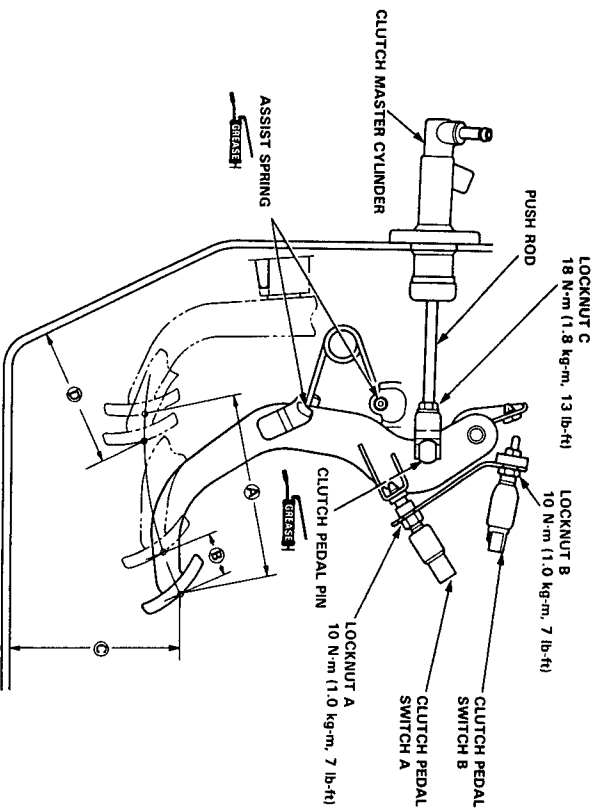
NOTE:

- To test the clutch pedal switch A and B, see section 23.
- The clutch is self-adjusting to compensate for wear.

CAUTION: If there is no clearance between the master cylinder piston and push rod, the release bearing is held against the diaphragm spring, which can result in clutch slippage or other clutch problems.

1. Loosen locknut A, and back off the clutch pedal switch A until it no longer touches the clutch pedal.
2. Loosen locknut C, and turn the push rod in or out to get the specified stroke and height at the clutch pedal.
3. Tighten locknut C.
4. Thread in the clutch pedal switch A in until it contacts the clutch pedal.

5. Turn the clutch pedal switch A in 1/4–1/2 turn further.
6. Tighten locknut A.
7. Loosen locknut B and clutch pedal switch B.
8. Measure the clearance between the floor panel and clutch pedal with the clutch pedal fully depressed.
9. Release the clutch pedal 15–20 mm (0.59–0.79 in) from the fully depressed position and hold it there. Adjust the position of clutch pedal switch B so that the engine will start with the clutch pedal in this position.
10. Thread the clutch pedal switch B in 1/4–1/2 turn further.
11. Tighten locknut B.



- a) (STROKE at PEDAL): 140–150 mm (5.51–5.91 in)
- b) (TOTAL CLUTCH PEDAL FREE PLAY): 9–15 mm (0.35–0.59 in) including the pedal play 1–7 mm (0.04–0.28 in)
- c) (CLUTCH PEDAL HEIGHT): 207.5 mm (8.17 in) to the floor panel
- d) (CLUTCH PEDAL DISENGAGEMENT HEIGHT): 116 mm (4.57 in) minimum to the floor panel.

Clutch Master Cylinder

Removal/Installation

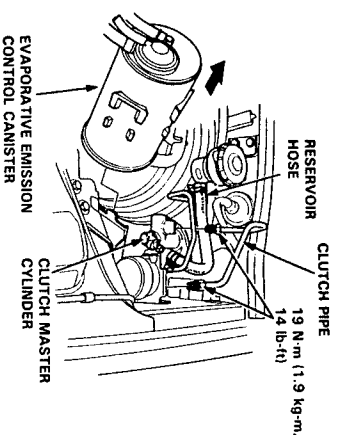
1. Remove the evaporative emission (EVAP) control canister.

NOTE: Do not disconnect the hoses from the evaporative emission (EVAP) control canister.

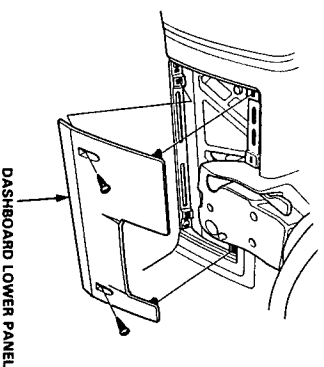
2. Remove the clutch pipe, and disconnect the reservoir hose from the clutch master cylinder.

CAUTION:

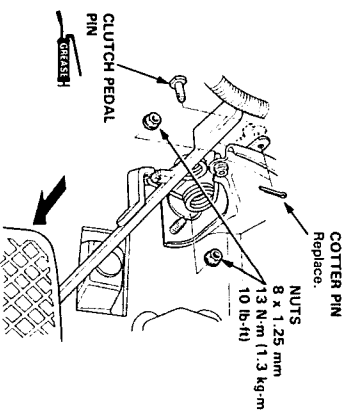
- Do not spill brake fluid on the car; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.
- Plug the end of the clutch pipe and reservoir hose with a shop towel to prevent fluid from flowing out of the clutch pipe and reservoir hose after disconnecting.



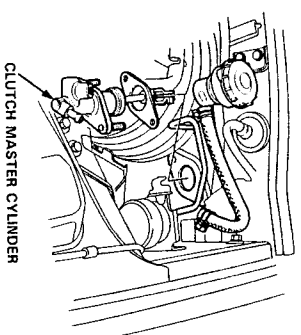
3. Remove the dashboard lower panel.



4. Remove the nuts, cotter pin, and clutch pedal pin.



5. Remove the clutch master cylinder.



6. Install the clutch master cylinder in the reverse order of removal.

NOTE: Bleed the clutch hydraulic system (see page 12-6).



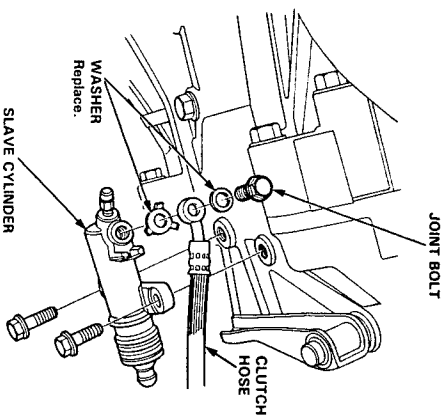
Slave Cylinder

Removal

1. Remove the joint bolt, then disconnect the clutch hose.

CAUTION:

- Do not spill brake fluid on the car; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.
- Plug the end of the clutch hose with a shop towel to prevent brake fluid from coming out.

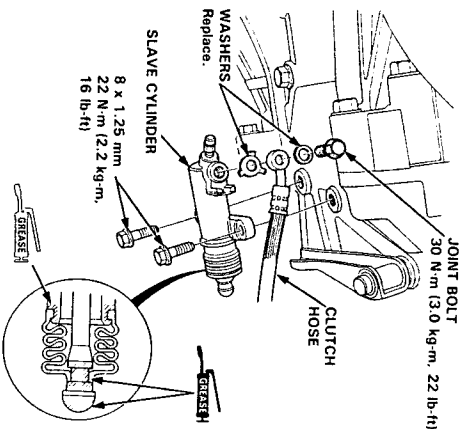


2. Remove the slave cylinder from the clutch housing.

Installation

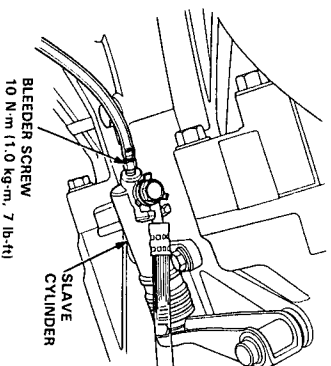
1. **GREASE** : Super High Temp Urea Grease (P/N 08/798-9002).
GREASE : Brake Assembly Lube or equivalent rubber grease.

1. Install the slave cylinder on the clutch housing.
2. Connect the clutch hose, then install the joint bolt.



3. Bleed the clutch hydraulic system:

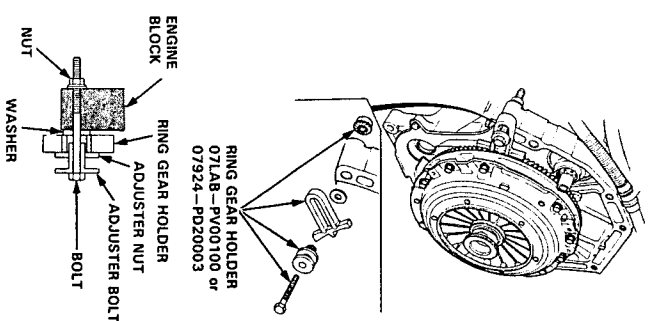
- Attach a hose to the bleeder screw, and suspend the hose in a container of brake fluid.
- Make sure there is an adequate supply of fluid at the clutch master cylinder, then slowly pump the clutch pedal until no more bubbles appear at the bleeder hose.
- Refill the clutch master cylinder fluid when done.
- Use only DOT 3 or 4 brake fluid.



Pressure Plate, Clutch Disc

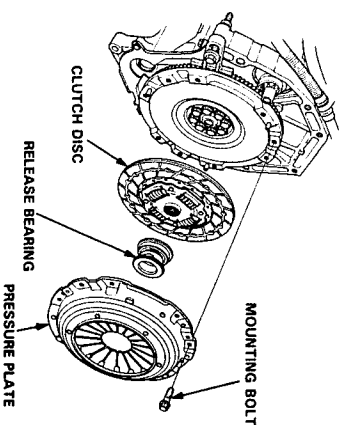
Removal

1. Install the special tools as shown.



2. To prevent warping, unscrew the pressure plate mounting bolts in a crisscross pattern in several steps, then remove the pressure plate and the clutch disc.

3. Remove the release bearing from the pressure plate.



Pressure Plate

Inspection

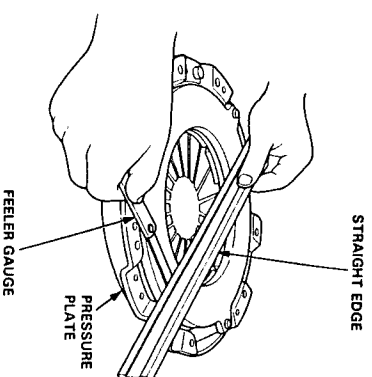
1. Inspect the pressure plate surface for wear, cracks, and burning.
2. Inspect the fingers of the diaphragm spring for wear at the release bearing contact area.
3. Inspect for warpage using a straight edge and feeler gauge.

NOTE: Measure across the pressure plate at three points.

Standard (New): 0.03 mm (0.001 in) max.

Service Limit: 0.15 mm (0.006 in)

If the exceeds the service limit, replace the pressure plate.

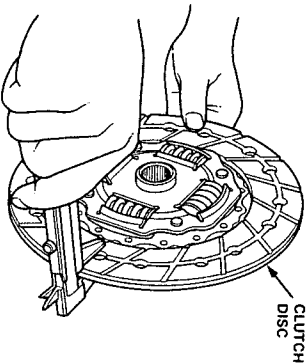




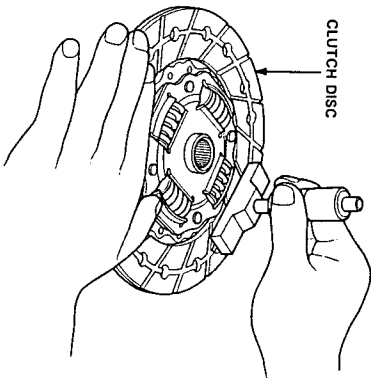
Clutch Disc

Inspection

1. Inspect the lining of the clutch disc for signs of slipping or oil. Replace it if it is burned black and oil soaked.
2. Measure the clutch disc thickness.
Clutch Disc Thickness:
Standard (New): 8.6–9.3 mm (0.34–0.37 in)
Service Limit: 6.2 mm (0.24 in)
If the thickness is less than the service limit, replace the clutch disc.



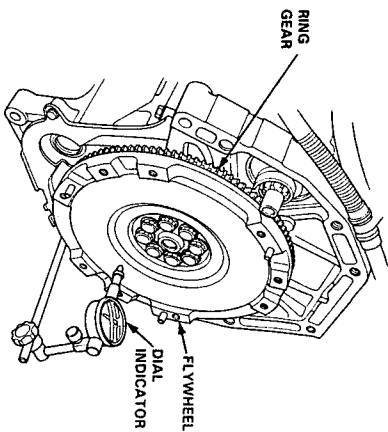
3. Measure the depth from the lining surface to the rivets, on both sides.
Rivet Depth:
Standard (New): 1.3 mm (0.05 in) min.
Service Limit: 0.2 mm (0.01 in)
If the depth is less than the service limit, replace the clutch disc.



Flywheel

Inspection

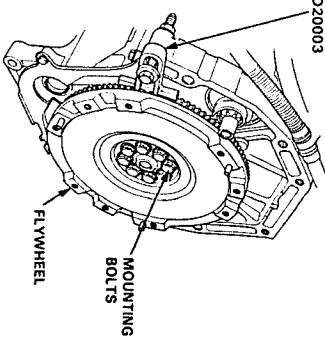
1. Inspect the ring gear teeth for wear and damage.
2. Inspect the clutch disc mating surface on the flywheel for wear, cracks, and burning.
3. Measure the flywheel runout using a dial indicator through at least two full turns. Push the flywheel towards the engine to take up the crankshaft thrust washer clearance.
NOTE: The runout can be measured with engine installed.
Standard (New): 0.05 mm (0.002 in) max.
Service Limit: 0.15 mm (0.006 in)
If the runout exceeds the service limit, replace the flywheel.



Replacement

1. Install the special tool, then remove the flywheel mounting bolts from the flywheel in a crisscross pattern in several steps.

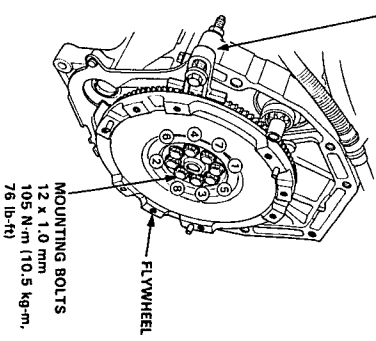
RING GEAR HOLDER
07LAB-PV00100 or
07924-PD20003



2. Align the hole in the flywheel with the crankshaft dowel pin, and assemble. Install the mounting bolts only finger tight.

3. Torque the flywheel mounting bolts in a crisscross pattern, in several steps as shown.

RING GEAR HOLDER
07LAB-PV00100 or
07924-PD20003



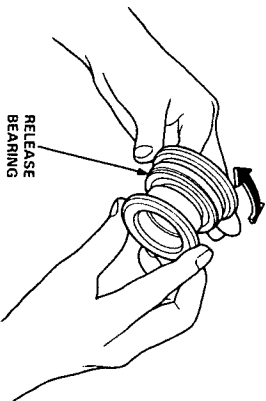
MOUNTING BOLTS
12 x 1.0 mm
105 N·m (10.5 kg-m,
76 lb-ft)

Release Fork, Release Arm, Release Bearing

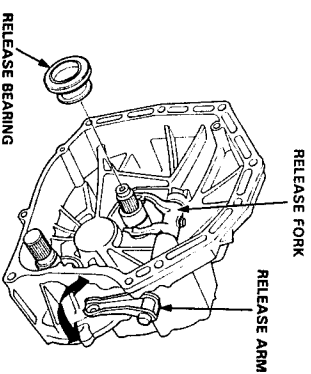
Inspection

1. Check the release bearing for excessive play by spinning it by hand.

CAUTION: Do not wash it in solvent.



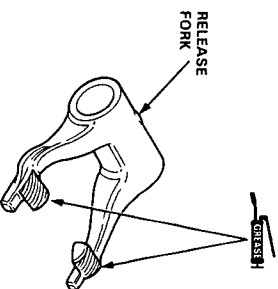
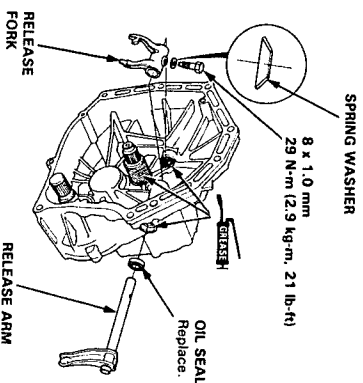
2. If there is excessive play, replace the release bearing with a new one.
3. Inspect the release arm for freedom of movement.
4. Install the release bearing, then recheck the release arm for freedom of movement.



Replacement

1. Remove the bolt and spring washer, then remove the release arm and release fork.
2. Install the release fork and release arm in the reverse order of removal.

NOTE: Use only Super High Temp Urea Grease (P/N 08798—9002).

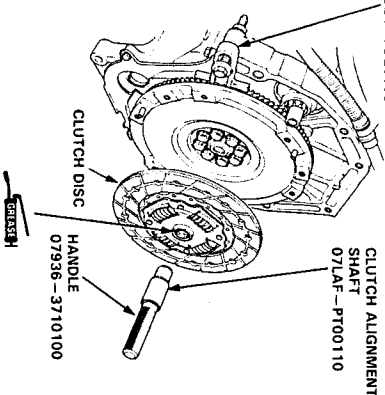


Pressure Plate, Clutch Disc

Installation

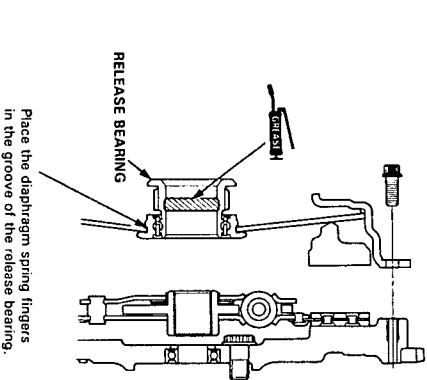
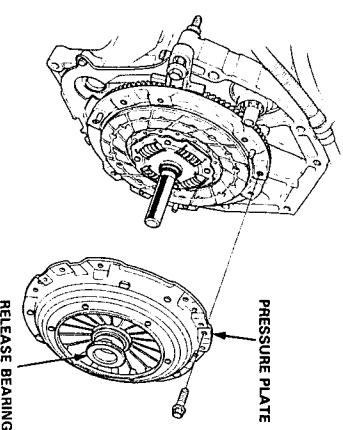
1. Install the ring gear holder.
2. Apply Super High Temp Urea Grease (P/N 08798—9002) to the splines of the clutch disc, and install the clutch disc using the special tools as shown.

RING GEAR HOLDER
07LAB—PV00100 or
07924—PD20003



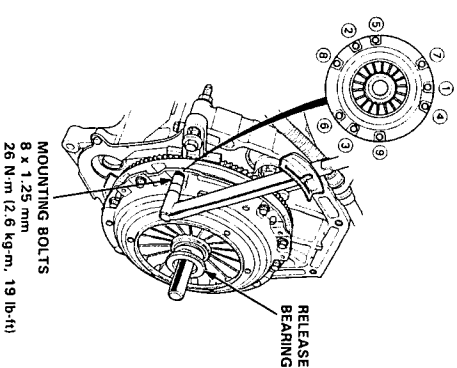
3. Install the release bearing on the pressure plate.
4. Install the pressure plate.

NOTE: After installing the pressure plate, make sure the release bearing did not come off.



5. Torque the mounting bolts in a crisscross pattern as shown. Tighten the bolts in several steps to prevent warping the diaphragm spring.

NOTE: After installing the pressure plate, make sure the release bearing does not come off.



6. Remove the special tools.