

If the fluid level is too high, the gear makes bubbles in transmission fluid. Same phenomena will occur when the transmission fluid volume is little.

In either case, air bubbles can interfere with normal valve, clutch, and brake operation. Foaming can cause fluid to escape from the transmission vent, in which case it may be mistaken for a leak.

- Securely insert the dipstick.

**NOTE:** The fluid and filter should always be replaced when:

- When trouble shooting the transmission
- When overhauling the transmission
- When the oil is noticeably dirty or burnt (vehicle was driven under severe conditions)

Further more, the oil filters are special filters which are only to be used for the automatic transmission.

## 12. AUTOMATIC TRANSMISSION FLUID (CHANGE)

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If you have a fluid changer, replace the fluid by the following procedure.

- Disconnect the hose shown in the illustration which connects the transmission and the oil cooler (inside the radiator). Place a container under the hose to collect the transmission fluid.
- Start the engine and let the fluid drain out.

**Running conditions: "N" range with engine idling**

### **⚠ CAUTION**

**The engine should be stopped within one minute after it is started. If the fluid has all drained out before then, the engine should be stopped at that point.**

- Remove the drain plug from the bottom of the transmission case to drain the fluid.

**Discharge volume: Approximately 2.0 dm<sup>3</sup> (2.1 quarts)**

- Install the drain plug with a new gasket, and tighten it to the specified torque.

**Tightening torque: 32 ± 2 N·m (24 ± 1 ft·lb)**

- Pour new transmission fluid in through the oil filler tube.

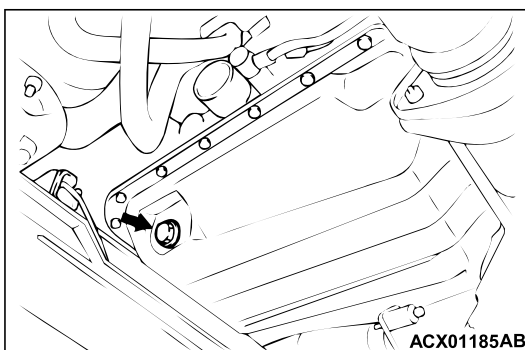
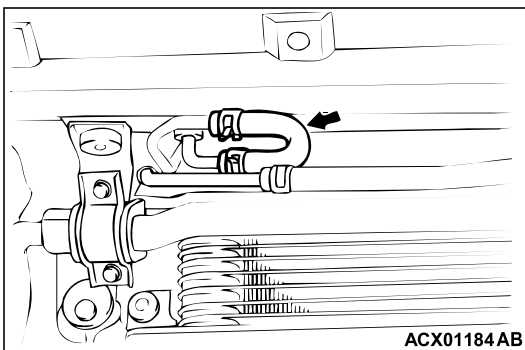
**Adding volume: Approximately 6.0 dm<sup>3</sup> (6.3 quarts)**

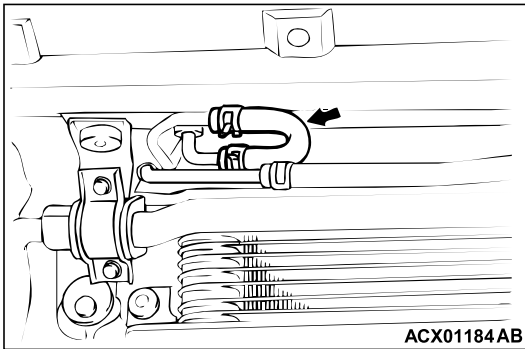
### **⚠ CAUTION**

**Stop pouring if the full volume of fluid cannot be poured in.**

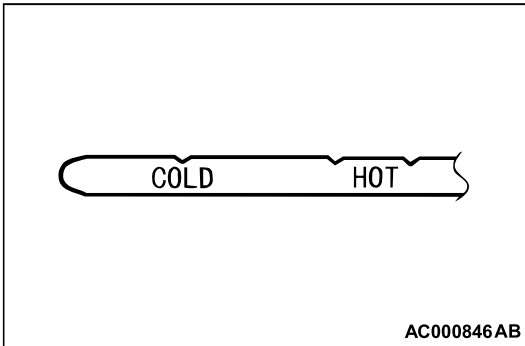
- Repeat the procedure in Step 2. (to pump out the rest of the contaminated fluid)
- Pour the transmission fluid in through the oil filler tube.

**NOTE:** Check the fluid for contamination or burnt smell. If fluid is still contaminated or burnt, repeat Steps 7 and 8 before proceeding to Step 8.

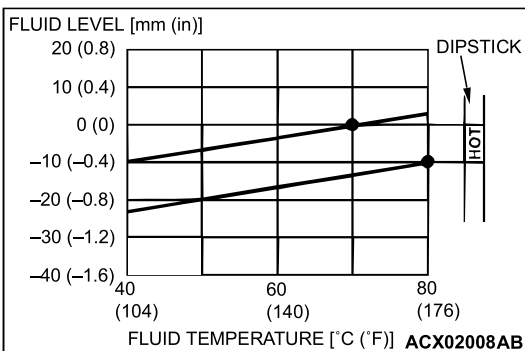




8. Reconnect the hose which was disconnected in step 1 above, and firmly replace the dipstick.
9. Start the engine and run it at idle for 1 – 2 minutes.
10. Move the selector lever through all positions, and then move it to the "N" position.



11. Check that the fluid level is at the "COLD" mark on the dipstick. If the level is lower than this, pour in more fluid.



12. Drive the vehicle until the fluid temperature rises to the normal temperature [70 – 80°C (158 – 176°F)], and then check the fluid level again. If it takes some amount of time until the transmission fluid reaches its normal operating temperature [70 – 80°C (158 – 176°F)], check the transmission fluid level by referring to the diagram at left. The transmission fluid level must be at the "HOT" mark.

*NOTE: The transmission fluid temperature is measured with scan tool MB991502. The "COLD" level is for reference only; the "HOT" level should be regarded as the standard level.*

13. Firmly insert the dipstick into the oil filler tube.

### 13. TRANSFER OIL (CHECK OIL LEVEL)

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#### Transfer Oil Check

1. Remove the filler plug.
2. Check that the oil level is up to the lower edge of the filler plug hole.
3. Check that the oil is not noticeably dirty, and that it has a suitable viscosity.
4. Tighten the filler plug to the specified torque.

**Tightening torque: 32 ± 2 N·m (24 ± 1 ft-lb)**

