







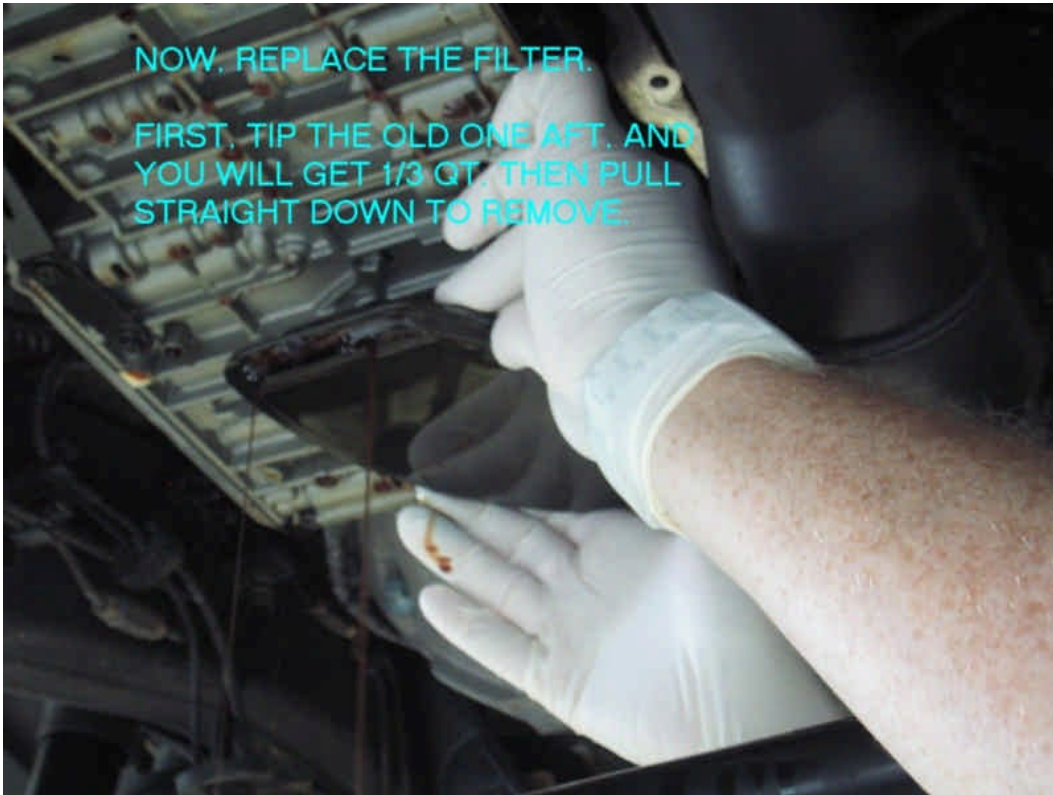


CHECK THE MAGNET FOR METAL SHAVINGS.

REMOVE THE OLD GASKET,
AND USE A LINT-FREE!! PAPER
TOWEL TO COMPLETELY CLEAN
THE PAN. NOT A TRACE!! OF FOREIGN
BODY MAY BE LEFT.

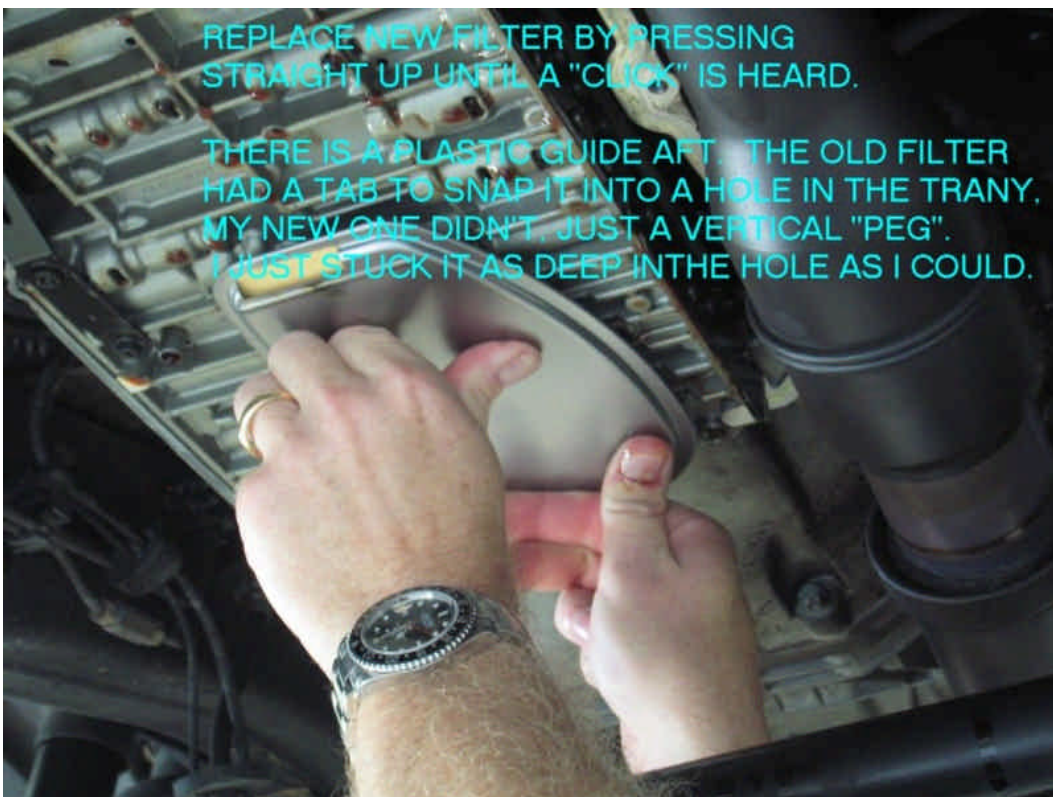


INSTALL NEW GASKET, AND
REPLACE MAGNET.



NOW, REPLACE THE FILTER.

FIRST, TIP THE OLD ONE AFT, AND YOU WILL GET 1/3 QT. THEN PULL STRAIGHT DOWN TO REMOVE.



REPLACE NEW FILTER BY PRESSING STRAIGHT UP UNTIL A "CLICK" IS HEARD.

THERE IS A PLASTIC GUIDE AFT. THE OLD FILTER HAD A TAB TO SNAP IT INTO A HOLE IN THE TRANY. MY NEW ONE DIDN'T, JUST A VERTICAL "PEG". I JUST STUCK IT AS DEEP IN THE HOLE AS I COULD.

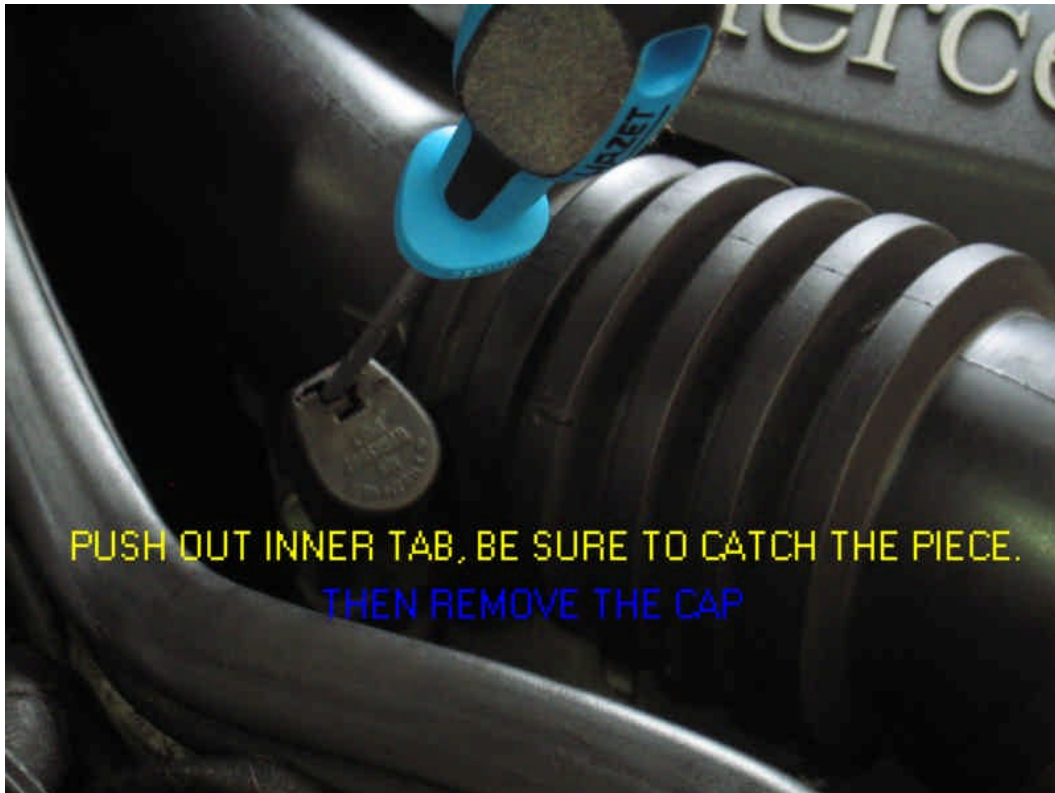


NOW TORQUE DRAIN PLUG TO 20Nm



REMOVE SAFETY CLIP BY BREAKING IT.

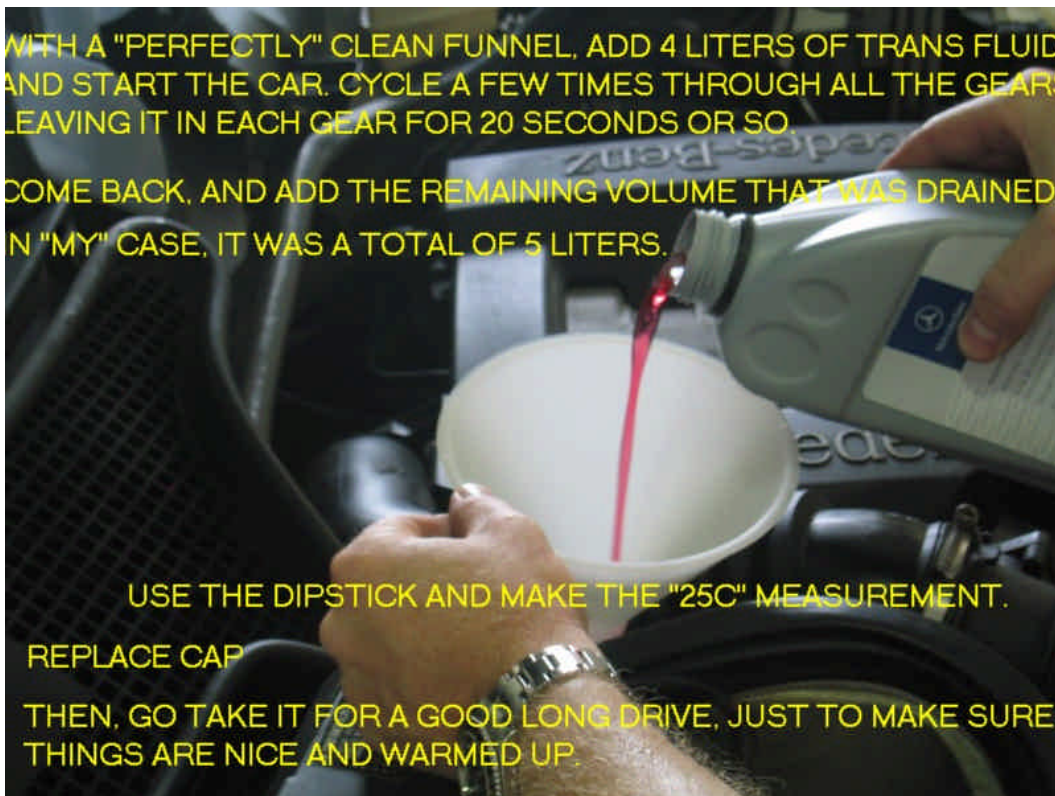




PUSH OUT INNER TAB, BE SURE TO CATCH THE PIECE.
THEN REMOVE THE CAP

WITH A "PERFECTLY" CLEAN FUNNEL, ADD 4 LITERS OF TRANS FLUID
AND START THE CAR. CYCLE A FEW TIMES THROUGH ALL THE GEARS
LEAVING IT IN EACH GEAR FOR 20 SECONDS OR SO

COME BACK, AND ADD THE REMAINING VOLUME THAT WAS DRAINED.
IN "MY" CASE, IT WAS A TOTAL OF 5 LITERS.



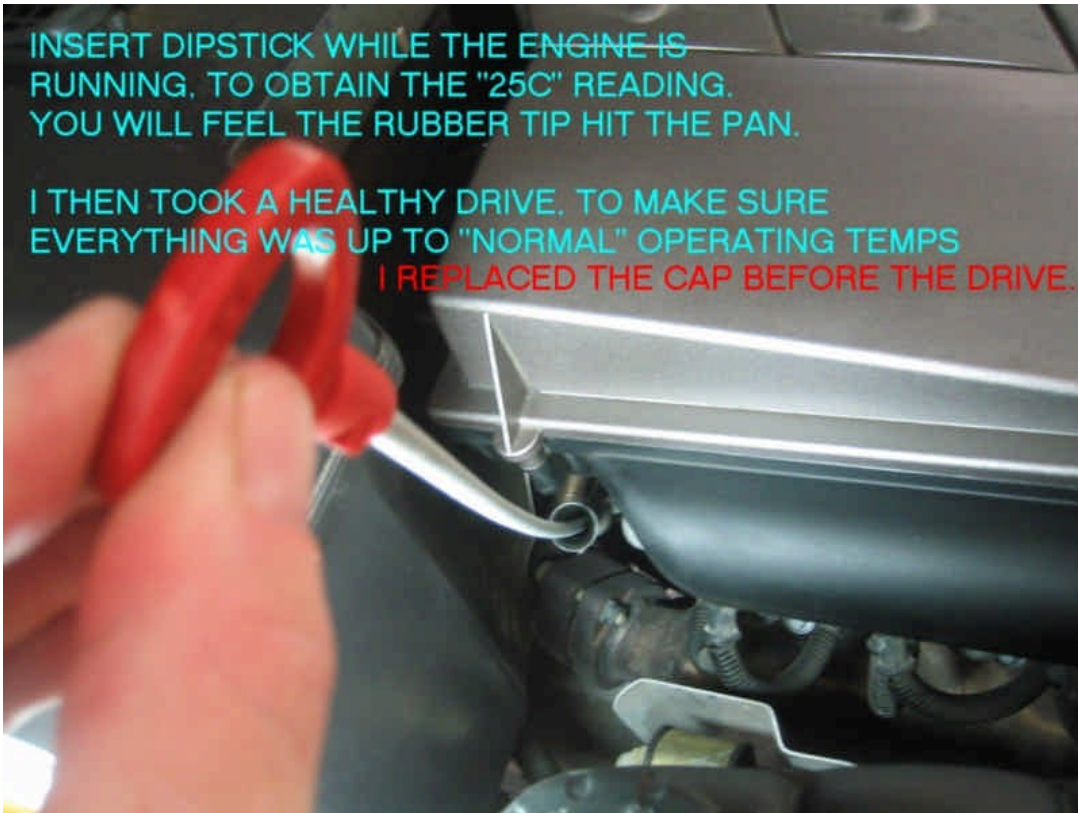
USE THE DIPSTICK AND MAKE THE "25C" MEASUREMENT.

REPLACE CAP

THEN, GO TAKE IT FOR A GOOD LONG DRIVE, JUST TO MAKE SURE
THINGS ARE NICE AND WARMED UP.

INSERT DIPSTICK WHILE THE ENGINE IS RUNNING. TO OBTAIN THE "25C" READING. YOU WILL FEEL THE RUBBER TIP HIT THE PAN.

I THEN TOOK A HEALTHY DRIVE. TO MAKE SURE EVERYTHING WAS UP TO "NORMAL" OPERATING TEMPS
I REPLACED THE CAP BEFORE THE DRIVE.



SINCE I DON'T HAVE THE LUXURY OF A STAR DIAGNOSTIC SYSTEM, I IMPROVISED. THE 80C READING IS RIGHT ON TARGET AFTER MY DRIVE.



PLEASE NOTE. YOUR VOLUME RESULTS MAY VARY!!



AFTER A TOTAL OF 5 LITERS,
MY 80C READING IS EXACTLY
MIDWAY IN THE ZONE.



REINSTALL CAP AND SAFETY CLIP.
GO FOR ANOTHER DRIVE, AND DOUBLE
CHECK THERE ARE NO LEAKS.

ET VOILA! YOU'RE DONE!

THE END