





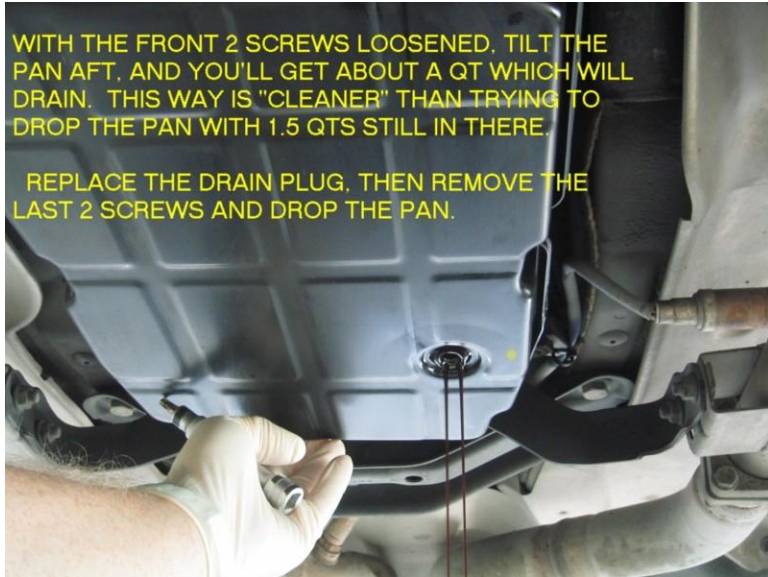
LET DRAIN INTO A GRADUATED CONTAINER.
IT MUST BE AT LEAST 7 QUARTS.

SOME ADVOCATE LETTING IT DRAIN OVERNIGHT
I HAVE TRIED BOTH WAYS, AND FOUND LITTLE
DIFFERENCE. (MAYBE 1/2 QUART).



WITH THE FRONT 2 SCREWS LOOSENED, TILT THE PAN AFT. AND YOU'LL GET ABOUT A QT WHICH WILL DRAIN. THIS WAY IS "CLEANER" THAN TRYING TO DROP THE PAN WITH 1.5 QTS STILL IN THERE.

REPLACE THE DRAIN PLUG, THEN REMOVE THE LAST 2 SCREWS AND DROP THE PAN.

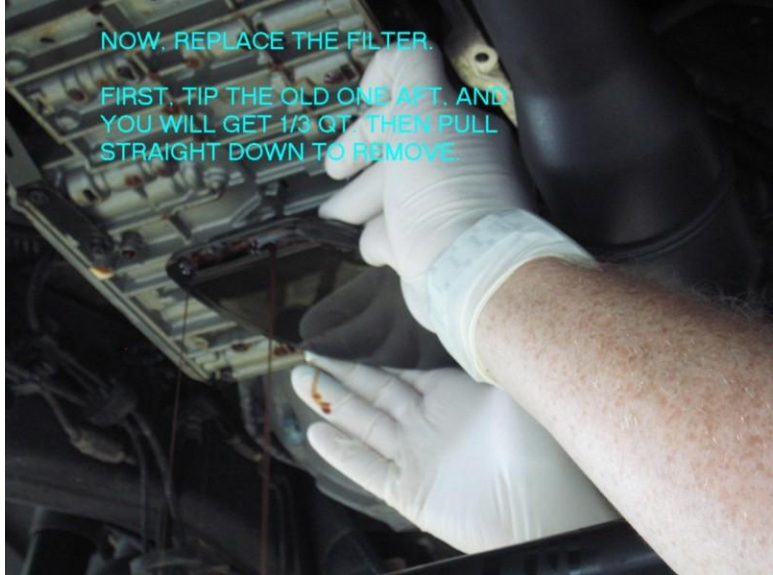


CHECK THE MAGNET FOR METAL SHAVINGS.

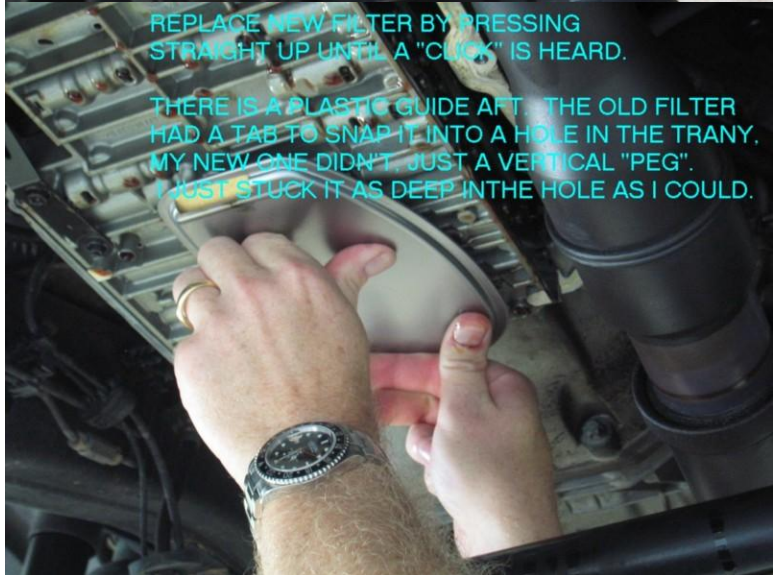
REMOVE THE OLD GASKET, AND USE A LINT-FREE!! PAPER TOWEL TO COMPLETELY CLEAN THE PAN. NOT A TRACE!! OF FOREIGN BODY MAY BE LEFT.



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.



CAREFULLY REPLACE PAN,
AND THE SPACERS/SCREWS, MAKING SURE
THE SPACER ENGAGES THE "LIP" OF THE PAN.

USING A "CRISS-CROSS" PATTERN,
TIGHTEN ALL 6 BOLTS TO 8Nm.

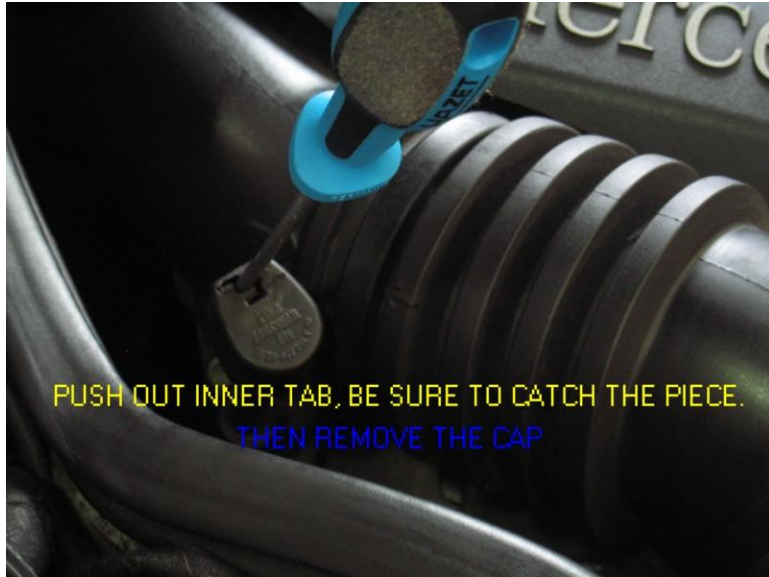


NOW TORQUE DRAIN PLUG TO 20Nm



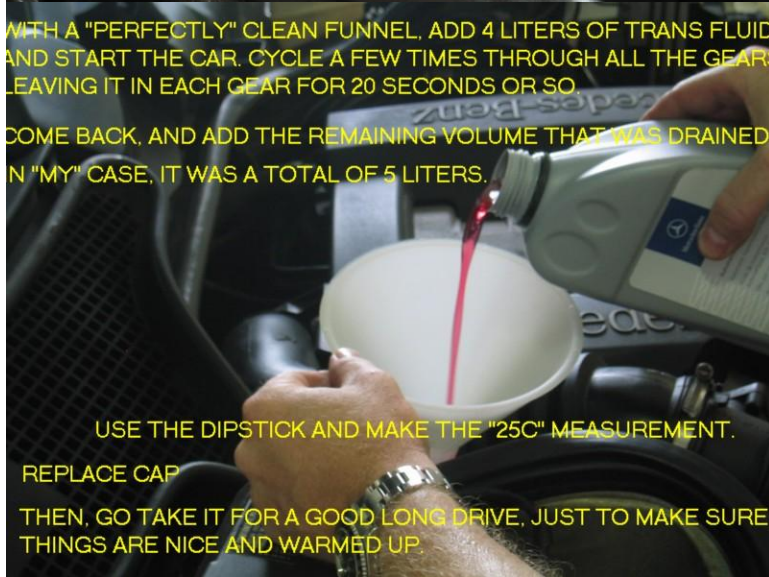
REMOVE SAFETY CLIP BY BREAKING IT.



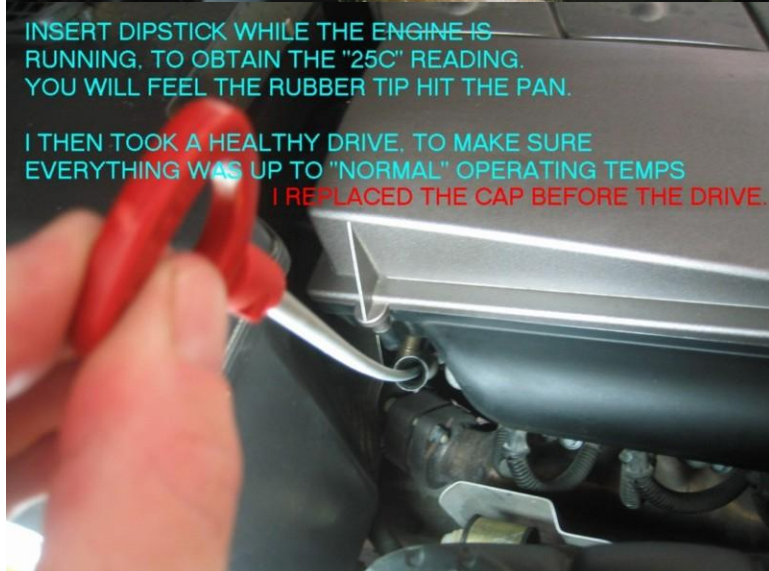


PUSH OUT INNER TAB, BE SURE TO CATCH THE PIECE.
THEN REMOVE THE CAP

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.



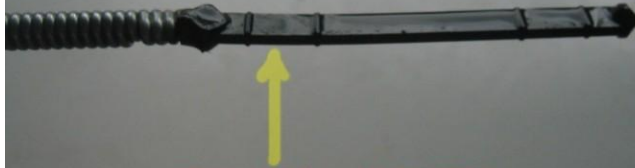
INSERT DIPSTICK WHILE THE ENGINE IS
RUNNING. TO OBTAIN THE "25C" READING.
YOU WILL FEEL THE RUBBER TIP HIT THE PAN.

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

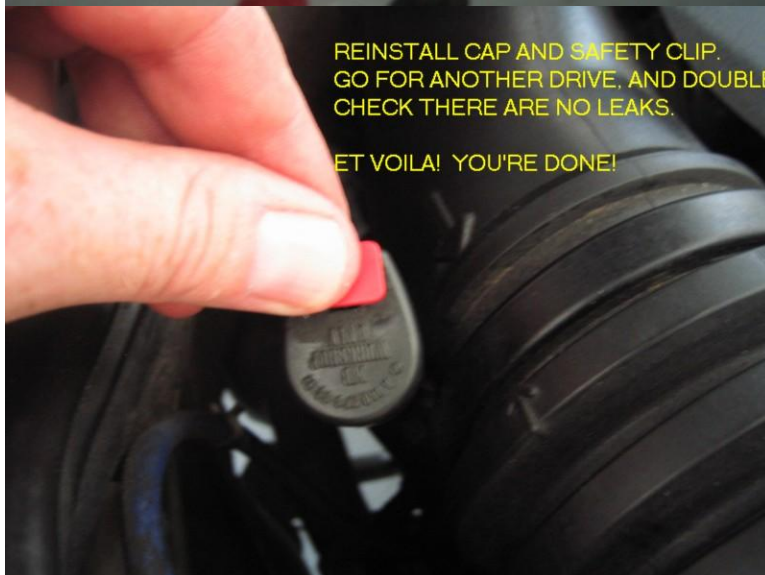
SINCE I DON'T HAVE THE LUXURY OF A STAR DIAGNOSTIC SYSTEM, I IMPROVISED. THE 80C READING IS RIGHT ON TARGET AFTER MY DRIVE.



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!