DISASSEMBLY

AUTOMATIC TRANSMISSION - NAG1

NOTE: If the transmission is being reconditioned (clutch/seal replacement) or replaced, it is necessary to perform the TCM Adaptation Procedure using the scan tool. Refer to STANDARD PROCEDURE.

NOTE: Tag all clutch pack assemblies, as they are removed, for reassembly identification.

Fig. 37: Removing/Installing Torque Converter & Housing
Courtesy of CHRYSLER LLC

1 - TORQUE CONVERTER
2 - CONVERTER HOUSING
1. Remove the torque converter (1). See Fig. 37.

Fig. 37: Measuring Input Shaft End Play
Courtesy of CHRYSLER LLC

2. Place transmission in a vertical position.

3. Measure input shaft end play as follows: See Fig. 38
   - Attach Adapter 8266-18 (2) to Handle 8266-8 (1).
   - Attach dial indicator C-3339 (3) to Handle 8266-8 (1).

Fig. 38: Measuring Input Shaft End Play
Courtesy of CHRYSLER LLC

1 - TOOL 8266-8
2 - TOOL 8266-18
3 - TOOL C-3339
Install the assembled tool onto the input shaft of the transmission and tighten the retaining screw on Adapter 8266-18 (2) to secure it to the input shaft.

Position the dial indicator plunger against a flat spot on the oil pump and zero the dial indicator.

Move the input shaft in and out. Record the maximum travel for assembly reference.

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**Fig. 39: Removing/Installing Electrohydraulic Unit**

*Courtesy of CHRYSLER LLC*

1 - HEAT SHIELD  
2 - ELECTROHYDRAULIC UNIT
4. Loosen adapter plug bolt (9) and remove from the adapter plug (10) from the transmission housing. See Fig. 39.

5. Detach oil pan (5). See Fig. 39.

6. Remove oil filter (4). See Fig. 39.

7. Unscrew Torx® socket bolts (3) and remove electrohydraulic unit (2).

8. Air check the transmission. See DIAGNOSIS AND TESTING.
9. Place the transmission in PARK to prepare for the removal of the output shaft nut.
10. Remove the nut, with a 30 mm 12 point socket, holding the propeller shaft flange to the output shaft and remove the flange.
11. Remove the transmission rear oil seal with a suitable slide hammer and screw.
12. Remove the transmission output shaft washer. Be sure to tag the washer since it is very similar to the geartrain end-play shim and they must not be interchanged.
13. Remove the transmission rear output shaft bearing retaining ring (1).
14. Position Bearing Remover 9082 (1) over the inner race of the output shaft bearing (3). See Fig. 41.
15. Slide the collar (3) on the Bearing Remover 9082 (1) downward over the fingers (4) of the tool. See Fig.

**NOTE:** Due to production variations in the bearing, it may not be possible to slide the collar fully downward. It is only necessary to slide the collar down far enough that the fingers securely grasp the inner bearing race.
Fig. 43: Bearing Remover 9082, Transmission Case & Output Shaft Bearing
Courtesy of CHRYSLER LLC

1 - BEARING REMOVER 9082
2 - TRANSMISSION CASE
3 - OUTPUT SHAFT BEARING
16. Remove the output shaft bearing (3). See Fig. 43.

17. Remove the geartrain end-play shim from the output shaft. Be sure to tag the shim since it is very similar to the output shaft washer and they must not be interchanged.

18. Remove the bolts holding the transmission housing to the converter housing from inside the converter housing.

19. Stand the transmission upright on the converter housing.

20. Remove the remaining bolts holding the transmission housing to the converter housing.

21. Remove the transmission housing from the converter housing.

22. Remove output shaft with center and rear gear set and clutch K3 (3). See Fig. 44.

23. Remove thrust needle bearing (4) and thrust washer (5). See Fig. 44.

24. Remove input shaft with clutch K2 and front gear set (6).
25. Remove clutch K1 (1).

![Diagram showing parts of the transmission]

**Fig. 45: Removing/Installing Holding Clutch B1 and Oil Pump**
*Courtesy of CHRYSLER LLC*

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - BOLTS - M6X32</td>
<td>4 - BOLTS - M8X35</td>
</tr>
<tr>
<td>2 - CONVERTER HOUSING</td>
<td>5 - HOLDING CLUTCH B1</td>
</tr>
<tr>
<td>3 - INTERMEDIATE PLATE</td>
<td>6 - OIL PUMP</td>
</tr>
</tbody>
</table>

26. Unscrew Torx® socket bolts (4) and remove oil pump (6). Screw two opposed bolts into the oil pump housing and press the oil pump out of the converter housing by applying light blows with a plastic hammer. See **Fig. 45**.

27. Remove and discard the torque converter hub seal and the oil pump outer o-ring seal from the oil pump.

28. Unscrew Torx® socket bolts (1) and remove multiple-disc holding clutch B1 (5) from converter housing. Screw two opposed bolts into the multiple-disc holding clutch B1 (5) and separate from the converter housing by applying light blows with a plastic hammer. See **Fig. 45**.

29. Detach intermediate plate (3) from converter housing (2). See **Fig. 45**.
30. Remove multiple-disc pack B3 (2) and spring washer (3) by removing snap-ring (1) in transmission housing. To facilitate removal of the snap-ring (1), compress the multiple-disc pack B3 (2). Note which clutch disc is removed just prior to the spring washer (3) for re-assembly. If the clutch discs are re-used, this disc must be returned to its original position on top of the spring washer. See Fig. 46.

31. Unscrew Torx® socket bolts (7). See Fig. 46.

32. Remove multiple-disc holding clutch B2 (4) from transmission housing. The externally toothed disc carrier for multiple-disc holding clutch B2 is also the piston for multiple-disc holding clutch B3. See Fig. 46.

33. Remove parking lock gear (5). See Fig. 46.