Torque specification:
Valve body bolts 8Nm
Oil pan bolts 8Nm

Clutch clearance:
Input Clutch 1.77-2.28mm
High Clutch 1.00-1.50mm
Direct Clutch 1.10-1.60mm
Reverse Brake 1.10-1.60mm
Forward Brake 1.00-1.30mm
Low Coast Brake 0.50-1.00mm
3rd Sprag Counter Clockwise Freewheel
1st Sprag Counter Clockwise Freewheel
Forward Sprag Counter Clockwise Freewheel
Total end play 0.25-0.55mm

Software:
Nissan types requires new software when changing valve body and/or TCM.
This can only be done at a Nissan dealer or with OE-equipment.

Oil specifications:
Dry fill 10.30 Ltr
Fluid specifications: Nissan Matic J ATF
**Electronics:**

- Main Line Pressure: 3-9 Ohms
- TCC Solenoid: 3-9 Ohms
- Direct Clutch Solenoid: 3-9 Ohms
- Front Brake Solenoid: 3-9 Ohms
- Input Clutch Solenoid: 3-9 Ohms
- High and Low Reverse Solenoid: 3-9 Ohms
- Low Coast Brake Clutch Solenoid*: 10-15 Ohms
- Low Coast Brake Clutch Solenoid*: 20-40 Ohms

(* early type Brown 10-15 Ohms, late type (Bosch/Nachi/Mitsubishi) 20-40 Ohms)

**Oil Pressure:**

- **Drive:**
  - min 55-61psi / max 190-218psi
- **Reverse:**
  - min 56-65psi / max 247-274psi
Common failures:

1. Internal leakage of coolant can cause premature transmission failure. This can also be the cause of typical fault codes on solenoids on models with the TCM on the valve body. Please be careful when removing solenoids, these can be stuck due to blown o-rings.

2. Flare while upshifting on the 3-4 shift and/or slipping in 5th after overhaul can be caused by the sealing rings on the input shaft (see figure 1. below). This can go together with the fault codes P0734 / P0735. To avoid Automatic Choice recommends to use the Transtec ones. (RE5.OHK03 / RE5.SRK01)

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** INPUT CLUTCH/TURBINE SHAFT SEALING RINGS **

** O.E. Plastic Sealing rings **

Do NOT spread the ends of the sealing ring apart to install over the turbine shaft- it will bend and not seal

** Aftermarket Teflon Sealing rings Transtec 82181 shown **

Bring 1 lug at a time into the sealing ring groove

** INPUT CLUTCH DRUM **

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Figure 1.

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