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## Nissan xterra manual transmission removal

Posted on 27 Mar, 2015 by Kirielson Model: 2002 Nissan Xterra File Size: 2.8MB Organizing Nuts and Bolts Maintenance of Nuts, Bolts, Washers, Clamps, etc. 1) will save you time and frustration when reinstalling the transmission and 2) insures all nuts and bolts are replaced in their original locations. Organize nuts and bolts: We recommend using labeled plastic containers or bags to organize nuts and bolts, depending on what you have at your disposal. It is best to have all the containers or baggies marked before you start working. The following containers/bags with labels are required to remove the gearbox from the rear-wheel drive vehicle. &gt; drive shaft bolts/U-joint screws &gt; shifter fixing nuts/bolts/clips &gt; cross member nuts/bolts &gt; transmission mount nuts/bolts &gt; filling oil gear/tube bolt bracket indicator or nut &gt; oil gear liners &gt; transmission mounting nuts/bolts &gt; Gear oil filling/backfill tubular bracket &gt; starter bolts &gt; bolts/nuts for exhaust heat shields/nuts &gt; bell housing screws &gt; flywheel cover bolts &gt; torque converter for flywheel bolts (or nuts) &gt; Various remarks: Depending on the vehicle, additional marked containers may be needed. Let's Get Started Park your vehicle on a flat concrete surface, place the manatees in the Park, set the emergency brake, pull the hood latch, and then open the cover. 1) Remove the negative battery cable. Unseed the end of the cable from the battery bar. Safety tip: To eliminate the risk of the battery bending, after removing the battery cable, wrap the cloth around the end of the cable and place the wrap over the battery terminal. Note About radio code: In many newer vehicles, when the battery is disconnected, you need a radio code to turn the stereo back on. Check your vehicle owner's manual for a code or contact the service department of any car dealer who sells your vehicle for assistance. The vehicle identification number (VIN) must be easily made available before making a call. 2-A) In some vehicles, it may be necessary to remove the black plastic air intake elements to provide sufficient space for work. 2-B) Now locate the gear fluid level indicator – pull it out and set it aside. The levelling pipe (also called the gearbox filler tube) is usually attached to the gearbox or engine with a single nut or bolt. If you see this nut/bolt and it is readily available, go ahead and remove it along with the bayonet tube now. If not, you can remove it later from underneath. Still working under the hood, locate disconnect all the electrical connectors of the transmission can be seen. 3-A) Remove any brackets, cables or hoses connecting the gearbox to the engine. 3-B) Now locate the starter. Remove all available starter screws. Any starter bolts that are not removed now will be removed later from the bottom. Complete removal of the starter is usually not necessary. When you have finished remove them, simply pull the starter out of the bell case and move it aside. Use a hose or a strong bungee cable to maintain the weight of the starter – do not hang from the starter wiring. 3-C) Look closely at the upper rear of the motor (rear at the support), where the bolt gear bell to the motor. Remove any top bell housing for the available motor screws, otherwise the screws will be removed later from underneath. Note: When removing them, place the nuts and bolts in their marked containers. Note: When removing parentheses, select their locations or make a simple drawing showing their locations. When disconnecting the cables and cables, make a drawing showing how each of them is routed. Taking pictures before disconnecting brackets, knives, and cables should serve the same purpose to facilitate and speed up the installation of these components. 4) REAR WHEEL CHOCK – LIFT THE FRONT OF THE VEHICLE Place the wheel wedge or wooden block behind one of the rear wheels. Use the floor lift to lift the front of the vehicle and secure it with the lift racks. Although this is absolutely not necessary, lifting the rear of the vehicle and supporting it with lift racks makes the work a little easier. Note: When lifting the vehicle, you should give yourself plenty of space to work underneath. Please also note that when the gearbox is removed and lowered to the floor, the vehicle must be high enough to allow the gearbox to move from under the vehicle. 5) RELAY LIQUID: Remove all frying pan screws except for a few screws at one end of the pan - just loosen them. This will allow you to drop at one end so the liquid can drain into the fishing pan. See photo&gt;&gt;&gt; 5-A) After emptying the liquid, reposition the pan back to its original position and reinstall the pan screws, but only manually tighten. 6) Remove the drive shaft. Remove the 4 u-joint screws that hold the drive shaft to the rear differential. Then, using a small pry rod or screwdriver, pry the drive shaft forward to release it from the differential. Now pull the drive shaft out of the gearbox and set aside. Place the screws and U-fittings in a properly marked container. Tip: When pulling the drive shaft out of the gearbox, be careful not to let it fall firmly to the floor. In addition, wrap the tape around the caps, so as not to fall off, and the pins do not fall out of the caps. 7) DISCONNECT ELECTRICAL CONNECTORS AND HOSES: Disconnect the electrical connectors, hoses and cables that are attached to the transmission. Tip: Use color markers to mark connectors and hoses for easy and correct installation. Mark the connector and the corresponding plug with the same color. Do the same with vacuum hoses and other parts that can be confusing during installation. 8) DISCONNECT THE GEARBOXES OIL COOLER HOSES Disconnect gear oil cooler Transmission.line Key Tip: It is best to use a linear wrench when loosening and tightening the oil cooler line. In addition, when pulling out the lines, be careful not to lose thin metal washers. The leaks if not replaced. 9) REMOVE THE STARTER SCREWS If you haven't removed the screws you've already started, do it now. Again, complete removal of the starter is usually unnecessary. Just pull it out and away from the bell case so as not to interfere with the removal of the transmission. Attach the starter with a piece of wire or bungee strap. Do not allow the starter to be suspended by wiring the starter. 10) REMOVE THE TORQUE TRANSFORMER ON THE FLYWHEEL BOLTS To access the torque converter screws, remove the control plate/cover at the bottom of the bell housing. The cover is usually made of thin metal or aluminum and is held in place with several 10mm or 12mm screws. After removing the cover with a flashlight or droplight, look inside the bell housing to locate the bolts/nuts holding the torque transformer on the flywheel/flex-plate. You can only remove one bolt/nut at a time before you need to rotate the motor to access the next bolt/nut. The motor can be rotated in one of two ways; Use the switch rod and the large slot to rotate the middle harmonic balancer bolt on the front of the engine, or using a small pry rod or large screwdriver between the flywheel teeth and the bell housing so that the flywheel can be rotated in both directions. To facilitate this task, remove some or all of the spark plugs from the engine. Note: If you cannot access the torque converter bolts after removing the control plate cover, the vehicle may need access to the converter nuts/bolts and remove them through the starter hole in the bell housing. They are usually more difficult to remove because there is very little space. Note: Be

absolutely sure that you will remove all torque converter screws/nuts, otherwise the converter will hang on the flywheel/flex-plate when you try to pull the gearbox away from the engine to lower it to the floor. This situation will create a real mess and can be potentially dangerous. 11) REMOVE THE GEARBOX/NUT ATTACHMENT BOLTS Place the hydraulic lift (or gearbox, if you have one) under the transmission pan and lift it slightly. With the gearbox weight on the lift, remove the gearbox fixing bolts. Removing the fixing bolts (or nuts) allows the gearbox to be separated from the transverse element. 12) REMOVE THE ELEMENT BY Remove the transverse element to frame the fixing screws, and then remove the crossbar element. Tip: If the bolts of the components are difficult to remove, you need to lift the gearbox to remove more weight from the transverse element. 13) REMOVE THE CROSSED EXHAUST PIPE Depending on the some parts of the exhaust system may need to be removed. Unless the vehicle is completely exhausted, which most of them do not have, there is a crossover pipe that connects the left side of the exhaust system to the right side. At least remove the crossover pipe. After removing the crossover pipe, look closely at the exhaust pipe (the part of the exhaust system that contains the catalytic converter and silencer) to determine whether it also needs to be removed. Tip: Remove any part of the exhaust system that you think may interfere with the ability to separate the gearbox from the engine and lower it to the floor. Removing part of the exhaust system after separating the gearbox from the engine is much more difficult. 14) REMOVE THE GEAR RINGER HOUSING SCREWS Remove all bell housing screws except one. The screw you leave behind should be one of the lower screws, which is easy to get too much. To remove the screws of the upper bell holder, if you have not already done so, lower the gearbox slot so that the rear of the gearbox is dropped and away from the vehicle chassis. This will increase the working space at the top of the gearbox, allowing the use of a ratchet and a long extension to remove the screws of the upper bell housing. Note: When lowering the gearbox to provide the additional working space needed to remove the bolts of the upper bell holder, the gearbox weight must still be supported by the socket. If the lift is completely lowered, the engine will tilt heavily on its mounts, which can weaken or break the mounts. Note: Some hydraulic floor lifts are very sensitive when lowering and may suddenly fall. For added safety, place the lift stand directly under the rear of the gearbox to serve as a hard feed. 15) DISCONNECTS THE GEARBOX FROM THE ENGINE AND DOWN TO THE FLOOR: Before removing the last screw of the bell housing, check that all electrical connections of the gearbox have been disconnected. Also, make sure that nothing else interferes with separating the gearbox from the engine and lowering it to the floor. 15-A) Remove the last remaining bell housing screw. 15-B) With the help of the assistant, hold the fixed gearbox on the lift and move the lift back and away from the engine only slightly so that the gearbox separates from the engine – and then slowly exit the slot. When the socket is completely lowered, carefully sway the transmission from the socket to the floor. Now eject the gearbox from under the vehicle. WARNING: When the gearbox is separated from the engine, nothing is associated with the torque transmission. Therefore, it is important that the gearbox remains horizontal (or slightly seated at the back) when lowered to the floor. If the front of the gearbox can tilt downwards, the converter may eject from the and fall firmly to the floor. The converter is very heavy and filled with liquid – if it falls, it can hurt you or your assistant. The converter can also be damaged and will certainly create a huge mess. 16) SEPARATE TORQUE CONVERTER FROM THE GEARBOX After ejecting the gearbox from under the vehicle, pull the torque converter out of the gearbox and drain the liquid into the pan. Note: The liquid will need to be emptied from the converter, regardless of whether you plan to use it again or replace it. If you plan to replace the torque converter with a new or rebuilt converter, the old converter must be emptied of fluid to be used as a core when purchasing a new or rebuilt converter. Converter.

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