Removal

NOTICE

In case of replacing the controller (ECU) and transfer case due to changing characteristics of the frictional materials inside the transfer case, it is necessary to check and enter the calibration data.

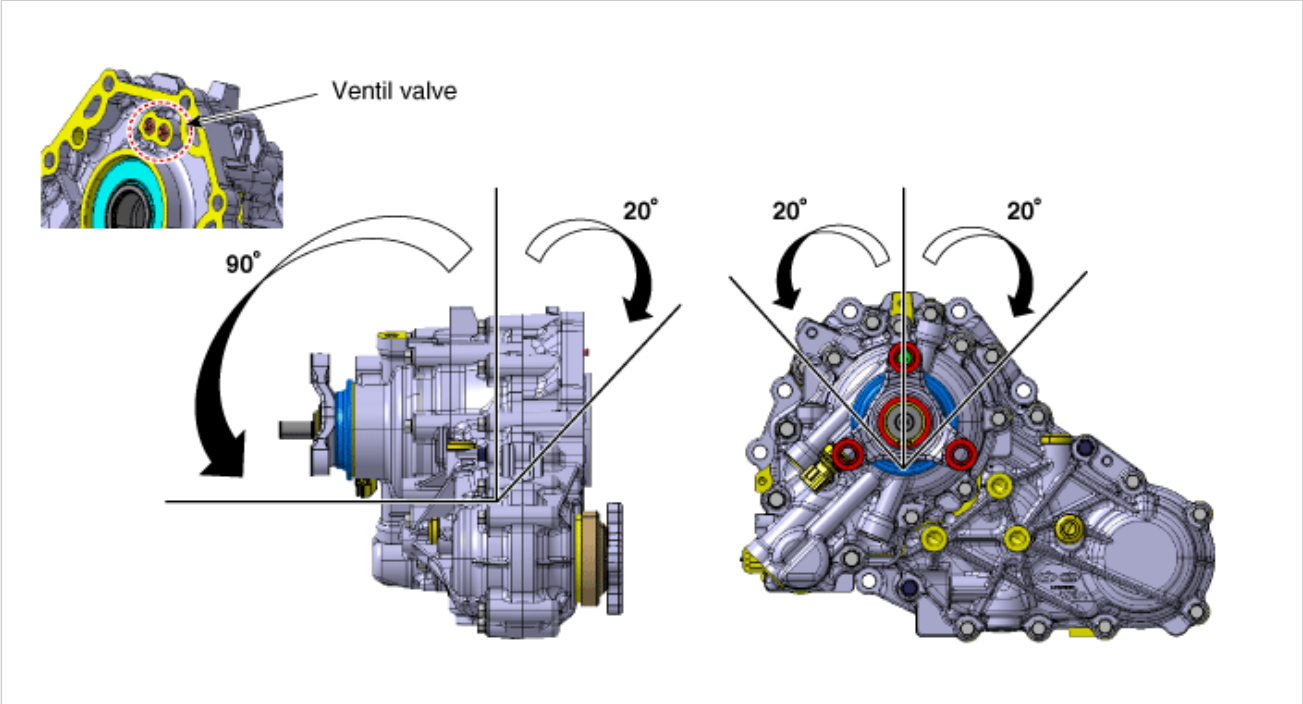
- In case of replacing the transfer case assembly only, perform the clutch learning reset in the using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")
- In case of replacing the ECU only, perform the clutch learning back-up and writing in the new transfer case ECU using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")
- In case of replacing the ECU and transfer case assembly, perform the clutch learning back-up and writing in the new transfer case ECU using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")

NOTICE

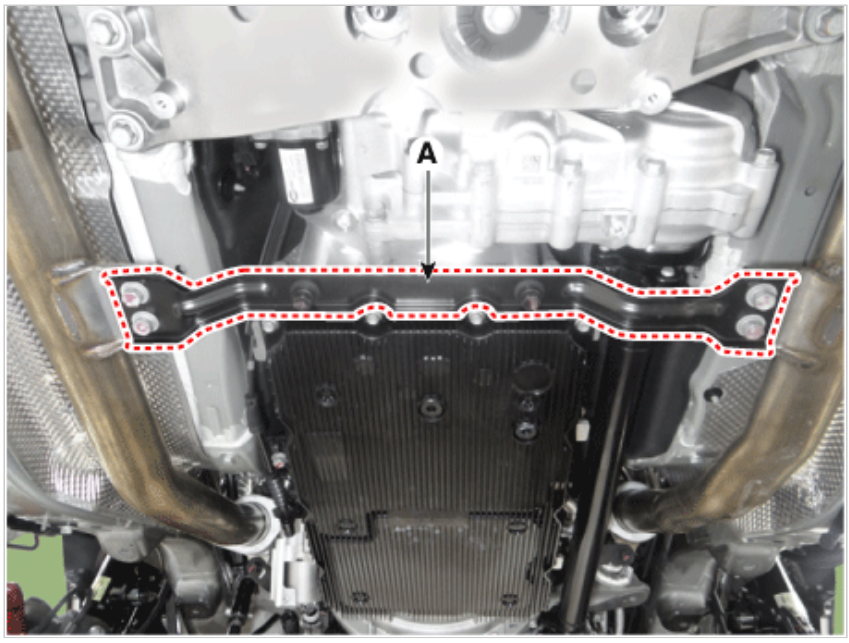
Cautions in handling the transfer case

A. Preventing the oil leaking

- Even with the ventil valve installed, oil leaks from the collected oil during disassembling/assembling procedures in case of failure of keeping the horizontal position. Therefore, use caution when replacing the transmission.

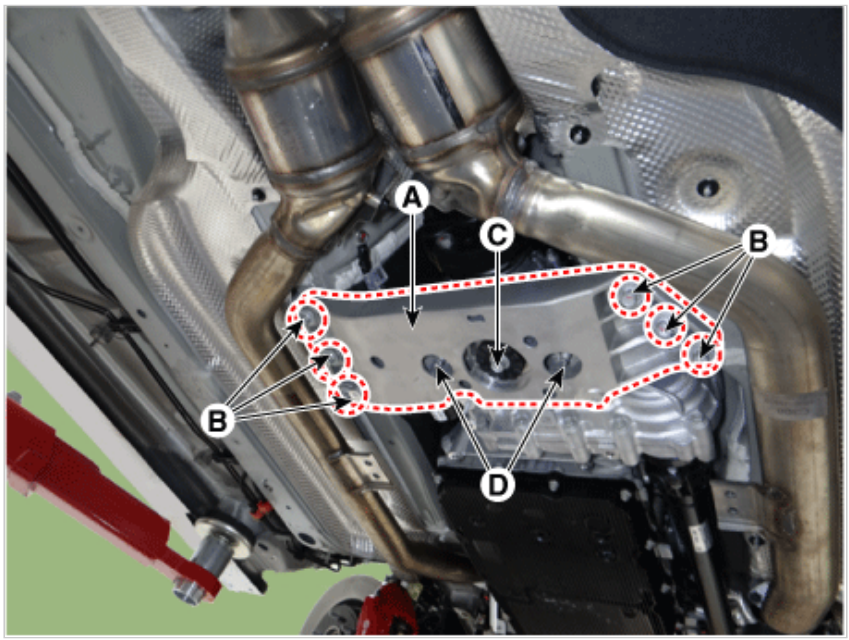


1. Turn ignition switch OFF and disconnect the negative (-) battery cable.
2. Remove the under cover.
   G 2.0 T-GDI THETA II (Refer to Engine Mechanical System - "Engine Room Under cover")
   G 3.3 T-GDI LAMBDA II (Refer to Engine Mechanical System - "Engine Room Under cover")
3. Remove the front muffler stay (A).
   Tightening torque :29.4 - 39.2 N·m (3.0 - 4.0 kgf·m, 21.7 - 28.9 lb·ft)



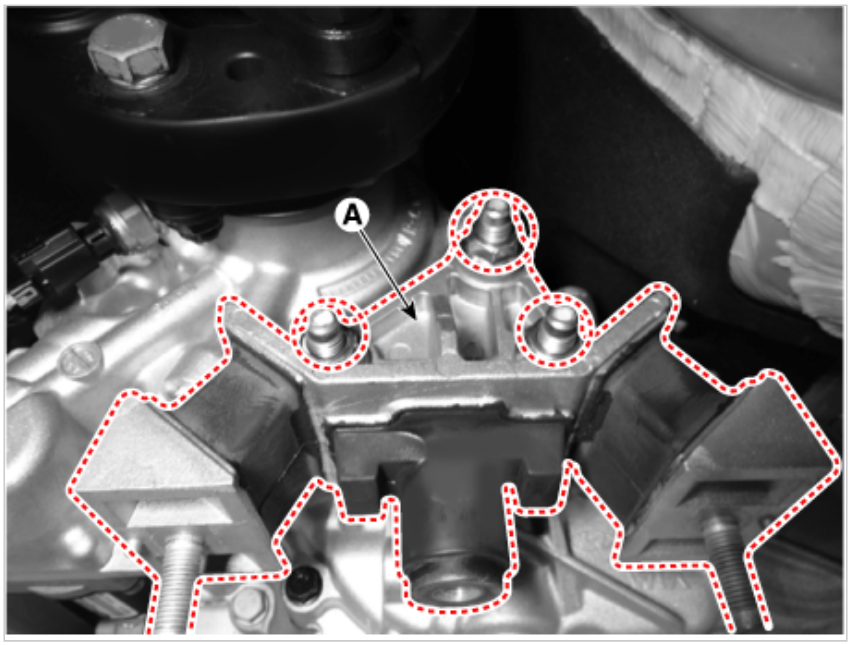
4. Remove the transmission cross member (A).

Tightening torque :
B: 63.7 - 73.5 N·m (6.5 - 7.5 kgf·m, 47.0 - 54.2 lb·ft)
C: 49.0 - 58.8 N·m (5.0 - 6.0 kgf·m, 36.2 - 43.4 lb·ft)
D: 49.0 - 63.7 N·m (5.0 - 6.5 kgf·m, 36.2 - 47.0 lb·ft)



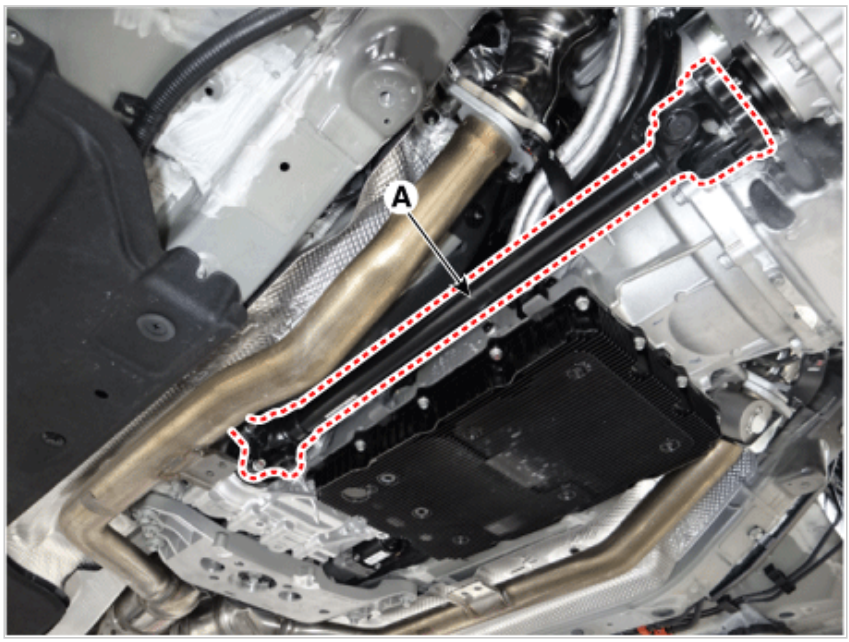
5. Remove the transmission cross member bracket (A).

Tightening torque :63.7 - 83.3 N·m (6.5 - 8.5 kgf·m, 47.0 - 61.5 lb·ft)



6. Remove the propeller shaft.
   (Refer to Driveshaft and axle - "Propeller Shaft Assembly")
7. Remove the front propeller shaft (A).

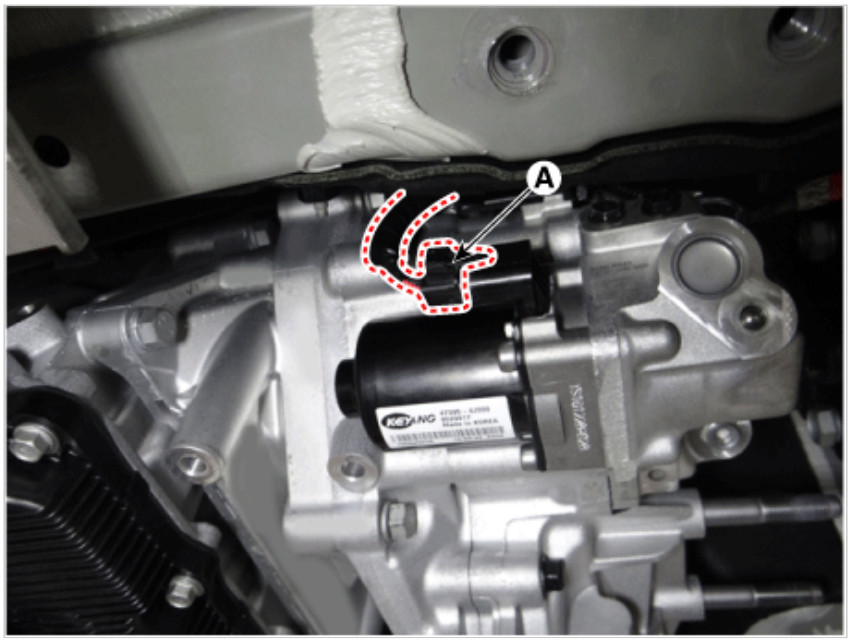
Tightening torque :49.0 - 68.6 N·m (5.0 - 7.0 kgf·m, 36.2 - 50.6 lb·ft)



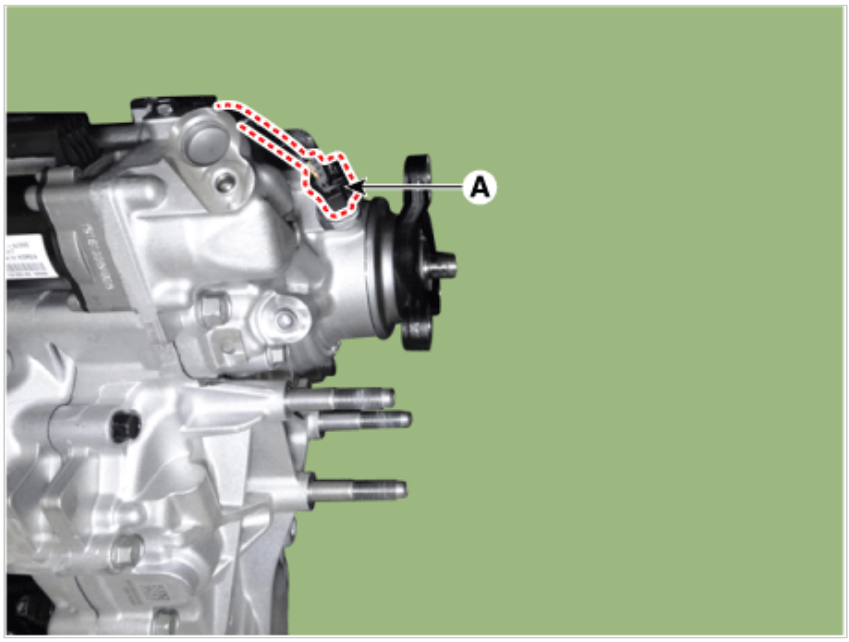
NOTICE

1) When retightening the propeller shaft mounting bolts after removing them, each bolt and washer must be placed in its original position and bolt insertion direction must be the same as before, so make marks not to allow the bolts and washers to be mixed up before removing the propeller shaft.
2) If the position and direction of the propeller shaft mounting bolts and washers are reversed, it may cause vibration and noise at high vehicle speeds due to imbalance in the propeller shaft.

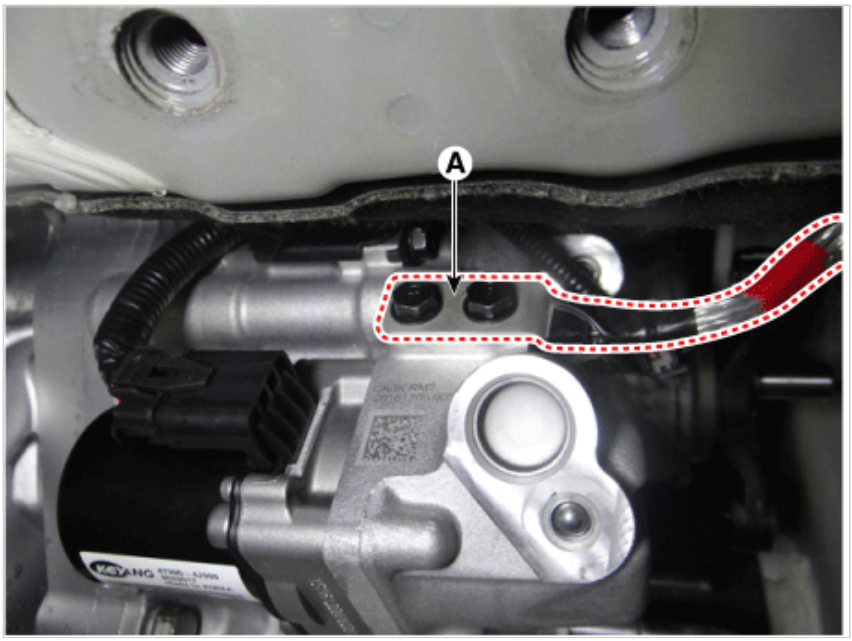
8. Disconnect the transfer actuator connector (A).



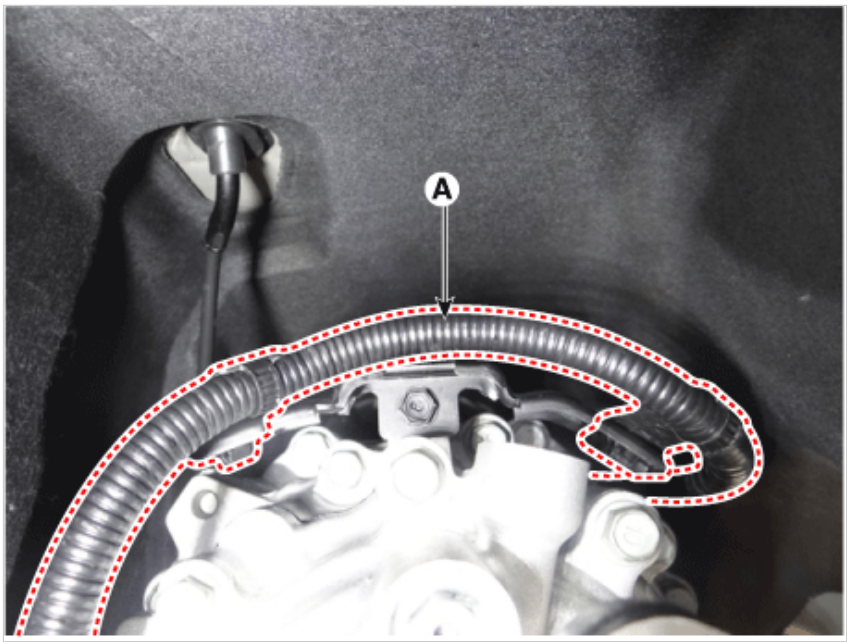
9. Disconnect the pressure sensor connector (A).



10. Loosen the bolts and then bracket (A).

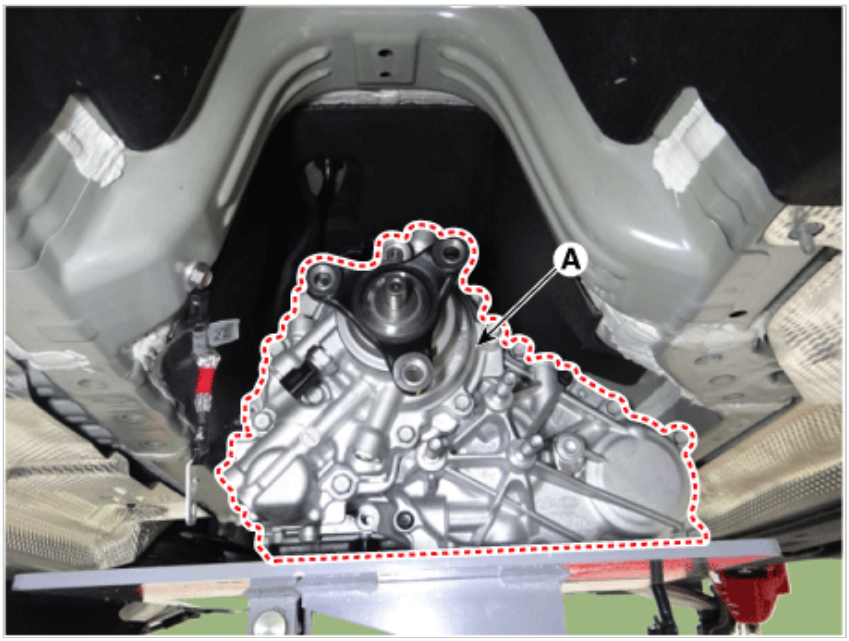


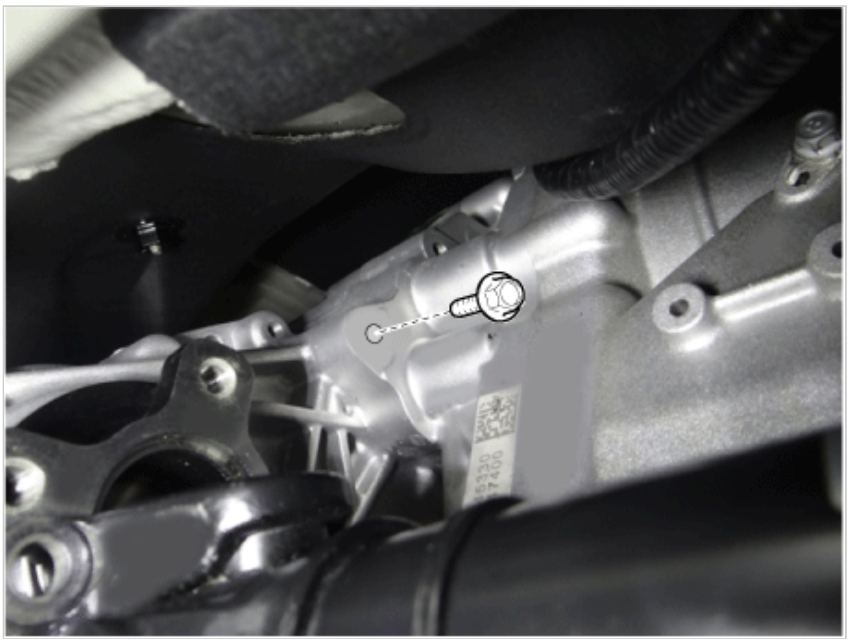
11. Remove the transfer wire ring (A).



12. Loosen the transfer bolts and then remove the transfer (A).

Tightening torque :29.4 - 41.2 N·m (3.0 - 4.2 kgf·m, 21.7 - 30.4 lb·ft)





NOTICE

Must use a jack for safety.

Installation

1. Install in the reverse order of removal.

NOTICE

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- In case of replacing the transfer case assembly only, perform the clutch learning reset in the using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")
- In case of replacing the ECU only, perform the clutch learning back-up and writing in the new transfer case ECU using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")
- In case of replacing the ECU and transfer case assembly, perform the clutch learning back-up and writing in the new transfer case ECU using KDS equipment.
  (Refer to 4 Wheel Drive (AWD) system - "Repair procedures")