INSPECTION

1. Drive the vehicle until the fluid reaches normal operating temperature [70~80°C(158~176°F)].
2. Place the vehicle on a level surface.

> **NOTICE**
>
> Inspect the oil level at idle.

3. Move the gear selector lever through all gear positions. This will fill the torque converter with trans fluid. Set the selector lever to the "N" (Neutral) position.
4. Before removing the oil level gauge, wipe all contaminants from around the oil level gauge. Then take out the oil level gauge and check the condition of the fluid.

> **Information**
>
> Fluid smells as if it is burning, it means that the fluid has been contaminated by fine particles from the brushes and friction materials, a transmission overhaul may be necessary.

5. Check that the fluid level is in the "HOT" mark on the oil level gauge. If fluid level is low, add automatic transaxle fluid until the level reaches the "HOT" mark.

Standard oil: GENUINE DIAMOND ATF SP-III or SK ATF SP -III
Oil capacity: 6.1L (1.61 U.S gal., 6.45 U.S.qt., 5.36 Imp.qt.)

> **NOTICE**
>
> Low fluid level can cause a variety of abnormal conditions because it allows the pump to take in air along with fluid. Air trapped in the hydraulic system forms bubbles, which are compressible. Therefore, pressures will be erratic, causing delayed shifting, slipping clutches and brakes, etc. Improper filling can also raise fluid level too high. When the transaxle has too much fluid, gears churn up foam and cause the same conditions which occur with low fluid level, resulting in accelerated deterioration of automatic transaxle fluid. In either case, air bubbles can cause overheating, and fluid oxidation, which can interfere with normal valve, clutch, and brake operation. Foaming can also result in fluid escaping from the transaxle vent where it may be mistaken for a leak.

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REPLACEMENT

> **Information**
>
> If you do not have a fluid changer, replace the fluid by the following procedure.

1. Disconnect the oil cooler hose (A).

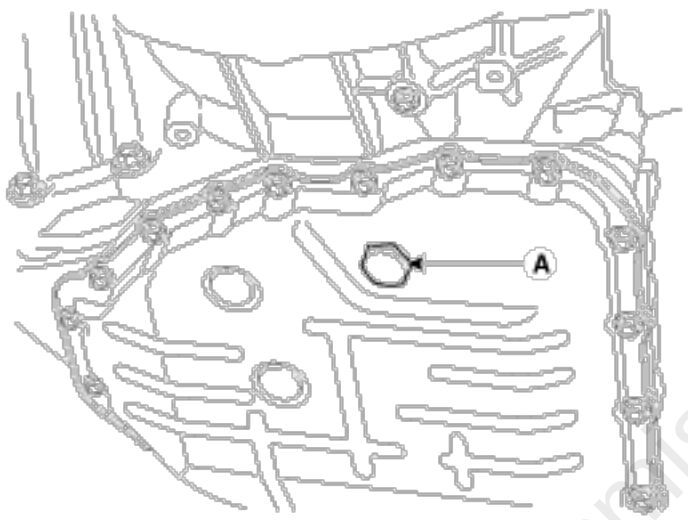


2. Start the engine and let the fluid drain out.

Running conditions: "N" range with engine idling

> **NOTICE**
>
> The engine should be stopped within one minute after it is started. If the fluid has all drained out before then, the engine should be stopped at that point.

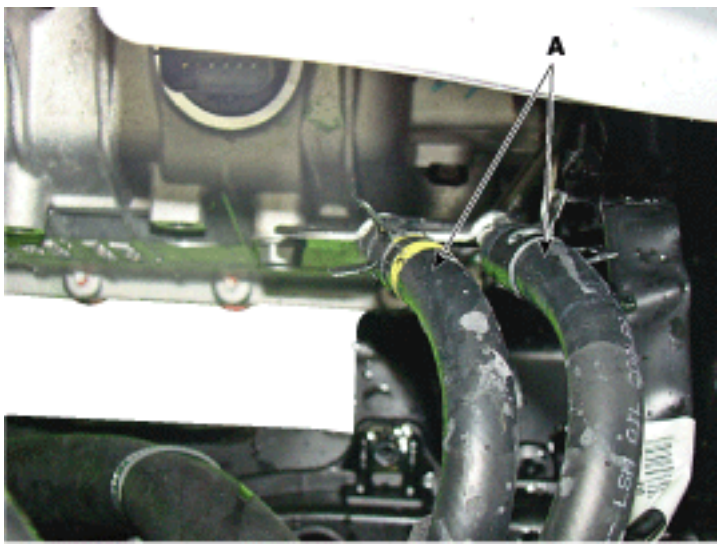
3. Remove the drain plug (A) from the bottom of the transmission case to drain the fluid.



4. Install the drain plug via the gasket, and tighten it the specified torque.

Tightening torque :
39.2 ~ 49.0 N.m (4.0 ~ 5.0 kgf.m, 28.9 ~ 36.2 lb-ft)

5. Install the oil cooler hose (A).



6. Pour the new fluid in through the oil filler tube.

> **NOTICE**

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You should be stop the pouring when if the full volume of fluid cannot be poured. Then start the engine and run it at idle for 1~2 minutes in the N or P position. Then pouring the oil after turning off the engine.

7. Drive the vehicle until the fluid temperature rises to the normal temperature (70~80°C(158~176°F)), and then check the fluid level again. The fluid level must be at the HOT mark.

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