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## Book Descriptions:

# 3130 transmission manual

We are always happy to welcome those who wish to educate themselves, save their time and money with useful information about your car. Search, download for free and learn all about the repair of your car with Cardign.com. Get connected to buyers and sellers of automatic transmission spare parts worldwide. The use of hydraulic accumulators makes it possible to ensure faultless gear change in automatic transmissions with relatively low delays in response of the gearshift valves. Without the breather, the growing pressure will force out the lubricant to the housing. Drums are solid and reliable components which rarely cause any problems. Commonly, issues with drums result from damage of a bearing or band. Another filter installed below the pickup tube, which is attached to the oil pump, and controls ATF pressure in the gearbox. Pressed to steel discs, friction clutches connect two rotating shafts of the automatic transmission. There are paper gaskets, rubber gaskets, metal rubber gaskets, cork gaskets, fiber gaskets, and farpak. The vacuum modulator and governor operate jointly to specify shifting points. Over time, plastic connectors may crack because of overheating, resulting in the loss of contacts. This transmission component consists of the inner stator race, fixed outer race and cams. The stator race usually fails because of soft materials used for its manufacturing. Some vehicles are equipped with a vacuum modulator which provides pressure to the throttle plate. In addition, the pan is attached with magnets which collect small particles of chips. Servo Pist, Piston Seals, Piston Seal Ring, Piston Seal Rings, Piston Seal, Piston Cover, Piston Covers, Rear Servo, servo piston, Piston Retainer, Piston Retainers, Servo kit, Super Servo, servo, Shift Piston. The pressure, developed by the pump, actuates the brakes and clutches in the planetary gear set. A rotor rotates in the pump body and sets up chambers which, in turn, facilitate to reduction of ATF quantity. <http://biurod9.pl/public/userfiles/columbia-workshop-manual-pdf.xml>

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As the ATF quantity declines, the fluid is either transmitted or compressed during catching of toothed wheels. If the fluid is red, it is ATF and it is highly likely that there is a problem with the oil pump seal. The shift kit should be installed only by professional specialists, because this process may require special equipment, experience, and particular skills. Shims usually help to support, adapt for better fitting, or ensure an even surface. Shims can also be used as space fillers between wearprone parts. Solenoids usually have two states normally open and normally closed solenoids. Solenoids are usually positioned in the valve body, TCU TCM of the transmission. Sometimes the kit includes a wiring harness. This component helps to reduce churning losses and enhances torque output by changing direction of ATF from the turbine to the impeller, ensuring operation of the whole mechanism and adding to engine torque. The stator works in one direction, so it either operates with the impeller or stays still. Moreover, these discs are covered with a special coating. TH180 after some period of time was rebranded as Our sitemap. Reproduction in whole or in part without permission is prohibited. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Start Free Trial Cancel anytime. Browse Books Site Directory Site Language English Change Language English Change Language. It consists of three clutch packs, one band and one overrun clutch, along with a compound planetary gearset. Well assume you're ok with this, but you can opt out if you wish. No sane man has yet tried, surely not me. Go for it, and send me the TABLE! Electric 4SP TCM shifted tranny. It can have a simple problem Opel Commodore C Series. Call us toll free at 866 5538116 with your parts list for a discounted quote. Core Charge SKU GM85 We can

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, Puerto Rico, and Canada, Transtar Industries serves independent and franchise transmission repair shops, automotive general repair businesses, production rebuilders, and resellers throughout North America. Transtars International Division serves a global network of Aftermarket automotive distributors in more than 80 countries around the world. Transtar Industries, Inc., headquartered in Cleveland, Ohio, was founded in 1975. Their team of outstanding professionals is dedicated to providing customers with responsive service, expert product knowledge and support, and ontime delivery. AA IDENTIFICATION Transmission is identified by identification plate attached to transmission case,





diagram in WIRING DIAGRAMS to aid in component, wire color and terminal identification. 1 Ensure ignition is off. Access Powertrain Control Module PCM, located under left side of instrument panel, near kick panel. Disconnect PCM 22pin harness connector C2 on Geo or E34 on Suzuki. 2 Turn ignition on. If battery voltage is present, go to next step. If battery voltage is not present, check TCC relay. See TORQUE CONVERTER CLUTCH TCC RELAY. Replace if necessary. If relay is okay, go to step 4. 3 Start engine and allow it to reach normal operating temperature. Raise and support vehicle to allow rear wheels to spin freely. If voltage reading decreases to 01 volt at about 47 MPH, check TCC relay. If relay is okay, go to step 6. If voltage reading is not as specified, go to step 5. 4 Check for poor TCC relay harness connection. Repair as necessary.

If no problems are found, substitute a known good PCM and retest system. 5 Check for poor harness connections at PCM. If no problems are found, substitute a known good PCM and retest system. 6 Turn ignition off. Disconnect TCC relay. If reading is battery voltage, go to next step. See TORQUE CONVERTER CLUTCH TCC SOLENOID. If solenoid is okay, go to next step. Check White wire between TCC relay and TCC solenoid for an open or poor connection. If no problem is found, check for low fluid pressure, misadjusted kickdown cable or other internal transmission problems.

TORQUE CONVERTER CLUTCH TCC RELAY 1 Turn ignition off. Remove TCC relay. Using an ohmmeter, measure resistance between relay terminals No. 1 and 3. See Fig. 2. Resistance should be 90110 ohms. Continuity should not be present between terminals No. 2 and 4. 2 Apply battery voltage to terminal No. 1, and ground terminal No. 3. Continuity should now be present between terminals No. 2 and 4. Replace relay if it does not test as specified. Fig. 2 Identifying TCC Relay Terminals Courtesy of Suzuki of America Corp. TORQUE CONVERTER CLUTCH TCC SOLENOID 1 Remove TCC solenoid from transmission. Using Orifice Plug 0992285811, plug one oil passage on TCC solenoid. Using an oiler, add ATF to remaining oil passage. See Fig. 3. Oil should exhaust from solenoid. 2 Using fused jumper wires, apply battery voltage and ground to TCC solenoid terminals. Solenoid should click and not allow any oil to exhaust. Replace TCC solenoid if it does not test as specified. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30 Article Text p. 91995 Suzuki Sidekick For saer Nira Sakhalin Russia Fig. 3 Testing TCC Solenoid Courtesy of Suzuki of America Corp.

TESTING TIME LAG TEST 1 Engine and transmission must be at normal operating temperature. Apply service and parking brakes. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30 Article Text p. 2 Allow one minute intervals between tests. Perform time measurements 2 more times and calculate average value.

Time lag should be less than 1.5 seconds. If results are not within specification, inspect internal components. ROAD TEST 1 Ensure vehicle is at operating temperature. Shift transmission into drive. Accelerate vehicle and ensure vehicle upshifts from 1st to 2nd, then to 3rd gear. TCC should release, then transmission should downshift to 2nd gear. Accelerate to cruising speed until TCC is applied. Using left foot, very lightly apply brake pedal. TCC should disengage. 3 Release accelerator pedal. As vehicle is slowing down, manually shift into 2nd gear, then into low position. Ensure transmission shifts into lower gears and engine braking occurs. Stop vehicle and shift into reverse. Lightly accelerate vehicle to confirm reverse operation. Stop vehicle on slight incline. Shift vehicle into park. Ensure vehicle does not move. HYDRAULIC PRESSURE TESTS Line Pressure Test 1 Ensure transmission fluid is at normal operating temperature. Raise and support vehicle. Place a wood block between distributor housing and firewall to prevent damage to distributor cap when lowering transmission. 2 Support transmission with jack. Unbolt cross member and lower transmission to gain access to pressure port. Release brake and allow wheels to accelerate to approximately 28 MPH. Allow engine to idle approximately 1500 RPM. Check line pressure and record pressure reading. Disconnect modulator vacuum line. Depress accelerator pedal to Wide Open Throttle WOT. Do not hold engine at WOT for more than 5 seconds. See LINE PRESSURE SPECIFICATIONS table. Hold modulator so vacuum fitting points downward. Replace modulator if full of transmission fluid. AUTO TRANS DIAGNOSIS HYDRA2 Connect vacuum pump. Apply 20 In. Hg of vacuum. Ensure modulator

operates and holds vacuum. Place reference marks on drive shaft and companion flange. Remove drive shaft, speedometer cable and speedometer driven gear. Support transmission with jack.

Remove transmission to crossmember bolts and rear mount from extension housing. 2 Remove extension housing bolts and remove extension housing. Note bolt length and location. On 4WD vehicles, remove transfer case and adaptor. Remove governor assembly if applicable. Installation To install, reverse removal procedure. Ensure output shaft bolt hole is aligned with governor assembly. Install extension housing and new gasket. Clean all bolt threads. SHIFT LINKAGE For shift linkage adjustment, see ADJUSTMENTS in appropriate AUTOMATIC TRANSMISSION SERVICING article. TORQUE CONVERTER NOTE Torque converter is a sealed unit and must be serviced as a complete assembly. Perform the following tests to check torque converter condition. Torque converter and transmission cooler must be thoroughly cleaned and flushed if transmission fluid is contaminated. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30 Article Text p. 13 1995 Suzuki Sidekick For saer Nira Sakhalin Russia STATOR ONEWAY CLUTCH TEST Insert finger into splined inner race of roller clutch and try to turn race in both directions. Clutch should lock when rotated counterclockwise, and turn freely when rotated clockwise. Replace torque converter if clutch fails test. Remove manual detent roller assembly. Remove TCC solenoid and harness assembly. Remove governor pressure switch from valve body. Remove reinforcement plate under TCC solenoid. Remove servo cover. 2 Unbolt and remove valve body with manual valve, link, separator plate and gaskets. Remove check ball in transmission case. See Fig. 5. Using Servo Compressor 0992766020 or J23075, compress servo piston assembly and remove snap ring. See Fig. 6. 3 Remove compressor. Remove servo assembly with spring and rod. Pull roll pin from manual select shaft. Place a metal plate between manual select shaft inner lever and case. Loosen nut on end of shaft and remove. Remove lever and select shaft. 4 Remove extension housing or transfer case. Remove modulator and modulator plunger.

Remove roll pin from kickdown valve sleeve. Remove remaining kickdown valve components. See Fig. 7. Remove speedometer gear retaining snap ring, gear and snap ring. 5 Remove governor hub. Remove governor from hub. Remove bolts securing converter housing to transmission case. 6 Remove housing, oil pump and reverse clutch piston as complete assembly. Remove 2nd and 3rd clutch assemblies. See Fig. 8. Remove remaining reverse clutch plate and pressure plate. 7 Remove planetary gear. Remove thrust bearing from top of sun gear if bearing did not stay with planetary gear. Remove rear sun gear assembly. Remove low brake band and any remaining thrust bearing and washer. Remove manual select shaft inner lever and parking lock actuator assembly. Separate 2nd clutch from 3rd clutch. Remove electrical harness connector. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30 Article Text p. 14 1995 Suzuki Sidekick For saer Nira Sakhalin Russia Fig. 5 Locating Transmission Case Check Ball Courtesy of Suzuki of America Corp. Fig. 6 Compressing Servo Piston Assembly Courtesy of Suzuki of America Corp. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30 Article Text p. 16 1995 Suzuki Sidekick For saer Nira Sakhalin Russia Fig. 8 Exploded View Of Transmission Assembly Courtesy of Suzuki of America Corp. Inspect valves for scoring, nicks or burrs. Polish with crocus cloth. To assemble, reverse disassembly procedures. Ensure valves move freely. Fig. 9 Exploded View Of Governor Assembly Courtesy of Suzuki of America Corp. VALVE BODY ASSEMBLY NOTE All valve body components must be installed in original location. Lay all components in sequence during removal for reassembly reference. Disassembly Remove manual valve. Individually remove each valve retaining pins. Remove all components. See Fig. 10. Inspection Clean all parts in solvent. Dry with compressed air. Ensure all valve body passages are clear. Inspect valves for scoring or roughness. Ensure valves slide freely in bores.

Inspect valve springs for damage, squareness and collapsed coils. Measure spring free length and outer diameter. Replace spring if not within specification. See appropriate VALVE BODY SPRING

SPECIFICATIONS table. Use a liberal amount of transmission fluid. Ensure valves move freely and snap back when moved. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30Article Text p. 191995 Suzuki SidekickFor saer Nira Sakhalin Russia Fig. 10 Exploded View Of Valve Body Assembly Courtesy Of Suzuki of America Corp. Compress piston and remove clip. See Fig. 11. Clean all parts and inspect for wear or damage. To reassemble, reverse disassembly procedure. Fig. 11 Exploded View Of Servo Piston Assembly Courtesy of Suzuki of America Corp. Remove bolts and separate converter housing from oil pump. Remove pump wear plate. Mark pump gears with reference marks and remove gears. 2 Using appropriate compressor, compress reverse clutch spring seat. Remove snap ring. Remove reverse clutch piston. See Fig. 8. If necessary, remove valve assemblies from oil pump by removing retaining pins. Inspection Clean all components in solvent. Inspect valves and valve bores for scoring, burrs and nicks. Polish valves with crocus cloth as needed. Install NEW oil seal in converter housing. Place converter housing on oil pump. Loosely install bolts. Install oil pump Aligning Sleeve 0992766010 or J2308201 through converter housing into pump. Tighten bolts to specification. See TORQUE SPECIFICATIONS. 2 Install reverse clutch piston onto rear face of pump. Place springs onto piston. Install spring seat. Compress spring seat and install snap ring. Fig. 12 Checking Oil Pump Gear Clearance Courtesy of Suzuki of America Corp. 2ND CLUTCH ASSEMBLY Disassembly AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30Article Text p. 211995 Suzuki Sidekick 1 Remove snap ring from 2nd clutch drum. Remove ring gear, snap ring and spacer. See Fig. 8. Remove clutch plates and discs. Remove bronze thrust washer.

2 Using appropriate spring compressor, compress spring seat and remove snap ring. Remove spring seat, return springs and piston. Ensure air passes in one direction only. To assemble 2nd clutch assembly, reverse disassembly procedure. 3RD CLUTCH ASSEMBLY Disassembly 1 Mount 3rd clutch assembly in softjawed vise. Compress retaining ring using several thin blade screwdrivers. Insert screwdrivers in slots in drum and push up on inside clutch plate to force snap ring from groove. 2 Remove 3rd clutch hub, clutch plates, thrust bearing and washer. See Figs. 8 and 13. Disassemble 3rd clutch hub. Note direction of sprag assembly. 3 Using appropriate spring compressor, compress return spring seat and remove snap ring. Once hub assembly is assembled, check oneway clutch rotation. 2 Holding hub assembly with input gear facing forward, input gear should lock in clockwise rotation. See Fig. 13. To assemble remaining 3rd clutch components, reverse disassembly procedure. Fig. 13 Checking 3rd Clutch Hub Rotation Courtesy of Suzuki of America Corp. AUTO TRANS DIAGNOSIS HYDRAMATIC 3L30Article Text p. 221995 Suzuki SidekickFor saer Nira Sakhalin Russia PLANETARY GEAR CARRIER Inspection Visually check carrier for distortion and damage. TRANSMISSION REASSEMBLY NOTE Ensure correct thrust bearing and washer placement during reassembly. See Fig. 15. NOTE Soak all friction discs and brake band in transmission fluid for at least 15 minutes before reassembly. 1 Align tangs of clutch discs in 2nd clutch assembly and install 3rd clutch assembly. Place transmission case facing up. Install brake band. Install thrust washer, thrust bearing and low brake drum planetary rear sun gear with rear sun gear thrust washer. 2 Place thrust bearing and washer on planetary rear sun gear and install planetary gear carrier.

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