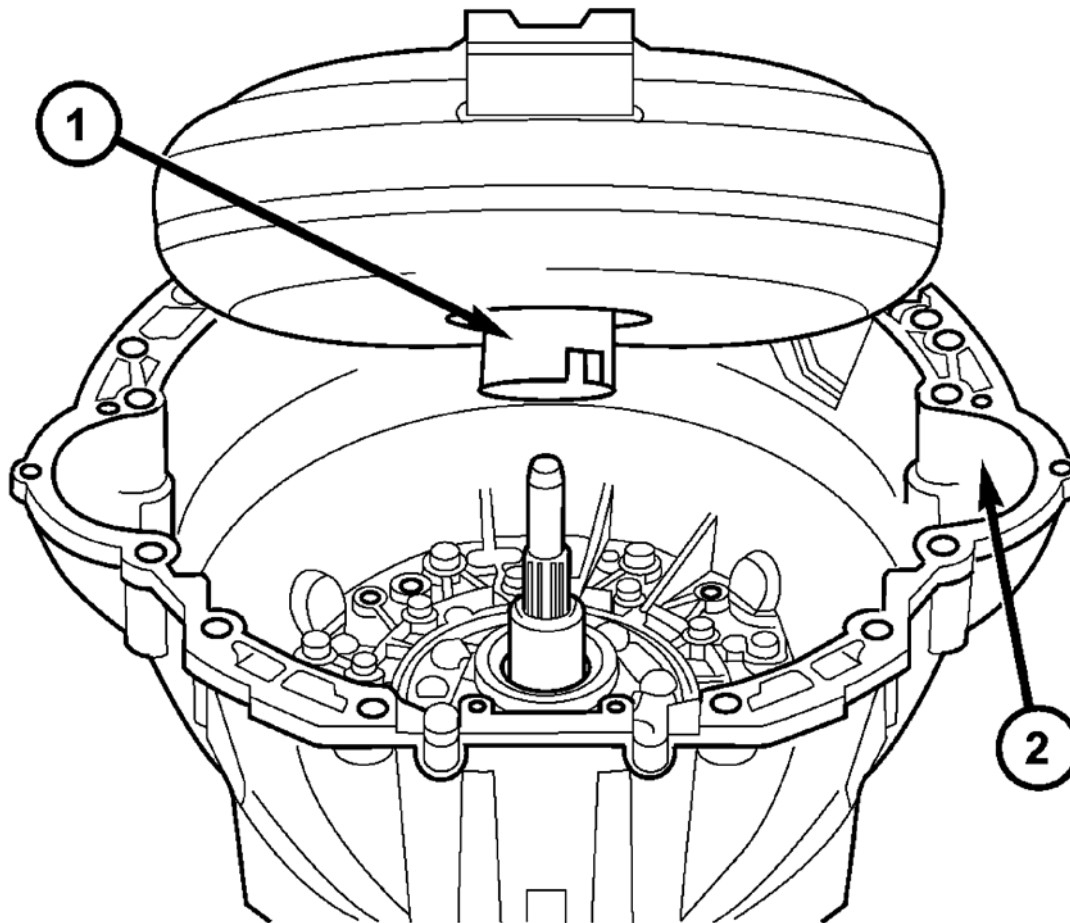


DISASSEMBLY**AUTOMATIC TRANSMISSION - NAG1**

NOTE: If the transmission is being reconditioned (clutch/seal replacement) or replaced, it is necessary to perform the TCM Adaptation Procedure using the scan tool. Refer to **STANDARD PROCEDURE** .

NOTE: Tag all clutch pack assemblies, as they are removed, for reassembly identification.

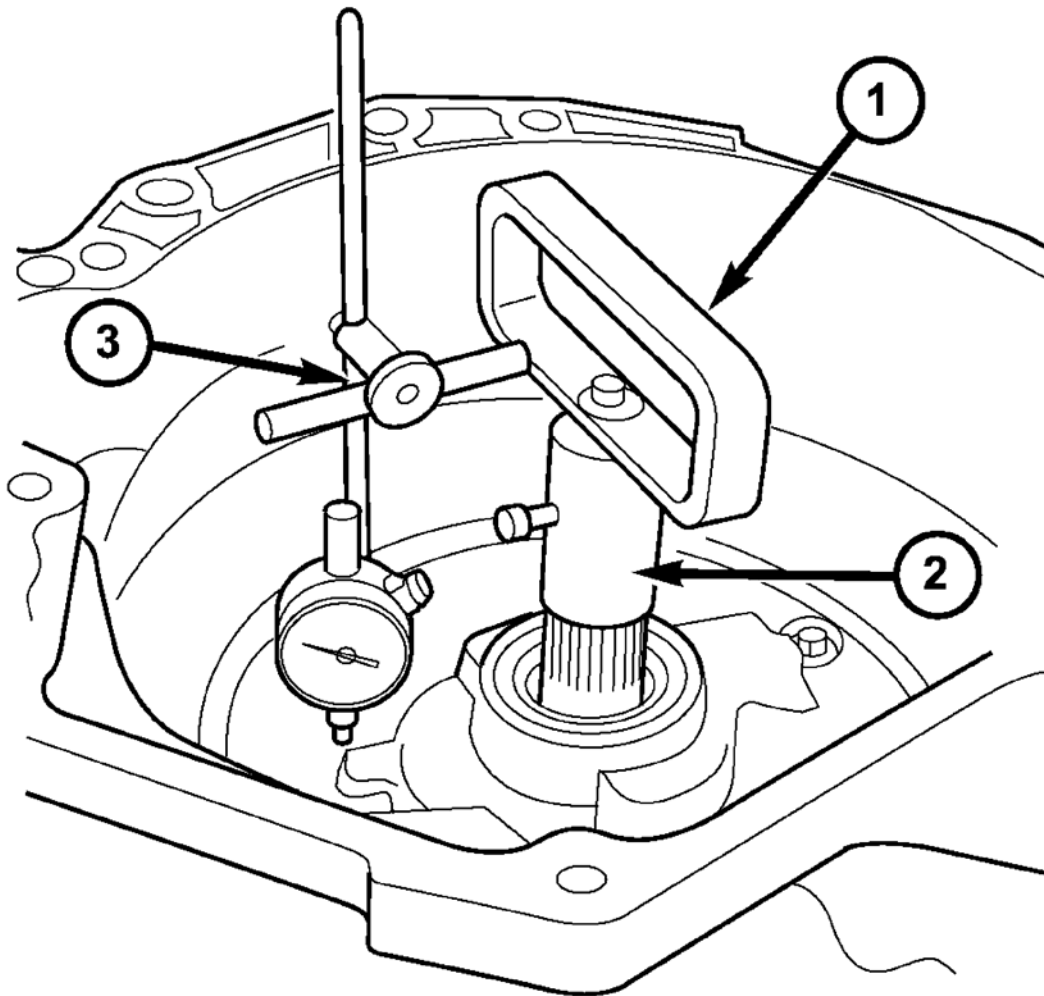


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Fig. 37: Removing/Installing Torque Converter & Housing
Courtesy of CHRYSLER LLC

1 - TORQUE CONVERTER
2 - CONVERTER HOUSING

1. Remove the torque converter (1). See **Fig. 37**.



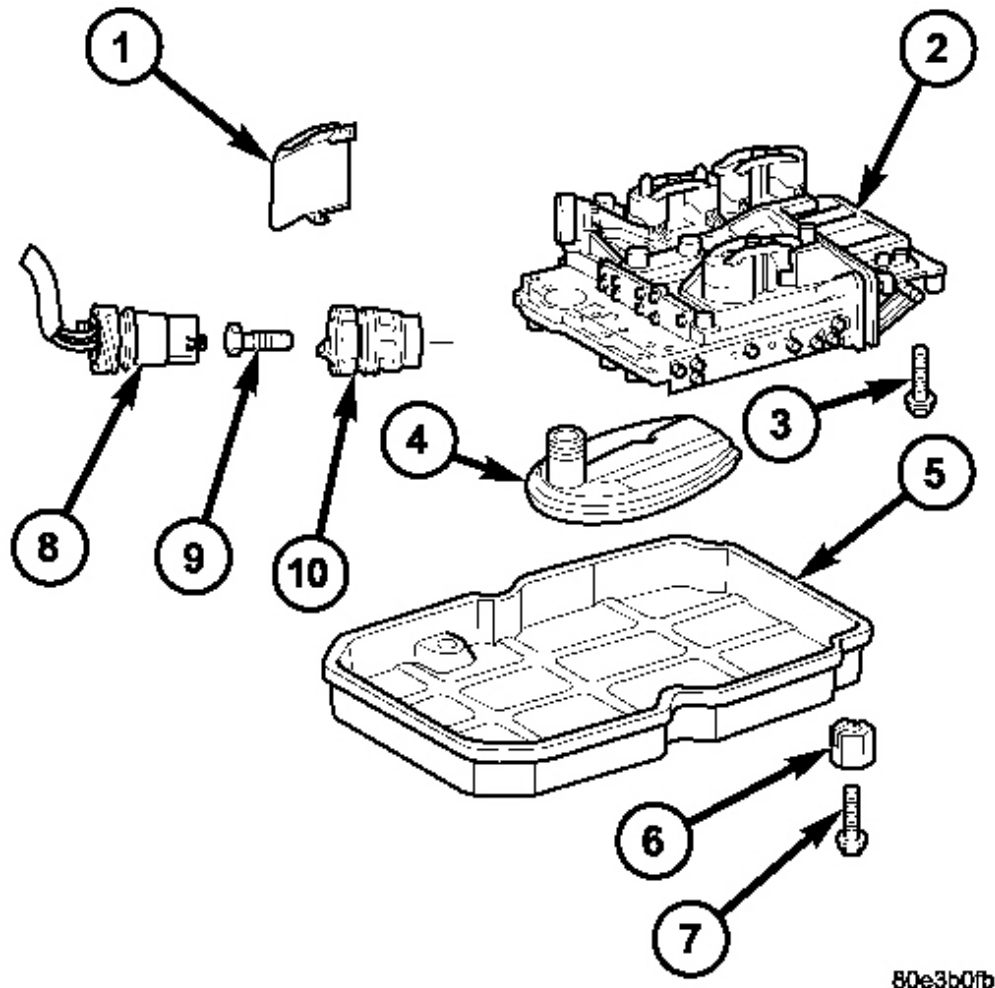
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Fig. 38: Measuring Input Shaft End Play
Courtesy of CHRYSLER LLC

- | |
|--|
| 1 - TOOL 8266-8
2 - TOOL 8266-18
3 - TOOL C-3339 |
|--|

2. Place transmission in a vertical position.
3. Measure input shaft end play as follows: See **Fig. 38**
 - Attach Adapter 8266-18 (2) to Handle 8266-8 (1).
 - Attach dial indicator C-3339 (3) to Handle 8266-8 (1).

- Install the assembled tool onto the input shaft of the transmission and tighten the retaining screw on Adapter 8266-18 (2) to secure it to the input shaft.
- Position the dial indicator plunger against a flat spot on the oil pump and zero the dial indicator.
- Move the input shaft in and out. Record the maximum travel for assembly reference.



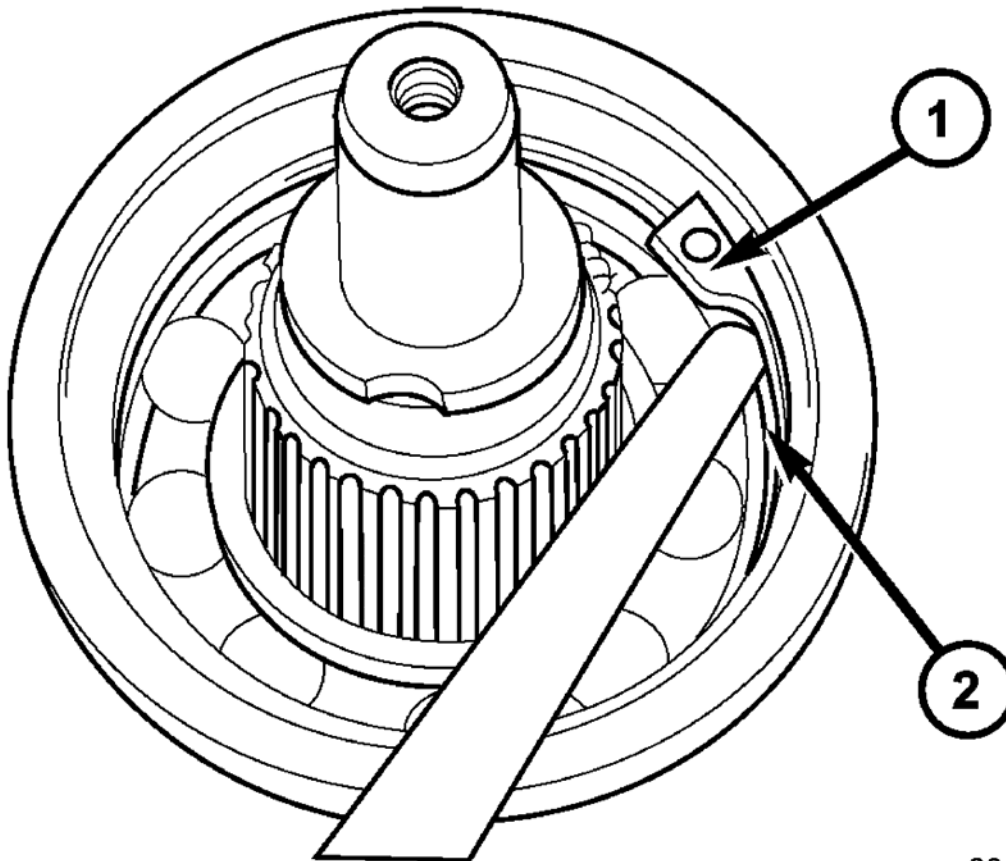
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Fig. 39: Removing/Installing Electrohydraulic Unit
 Courtesy of CHRYSLER LLC

1 - HEAT SHIELD
 2 - ELECTROHYDRAULIC UNIT

- 3 - BOLT
- 4 - OIL FILTER
- 5 - OIL PAN
- 6 - CLAMPING ELEMENT
- 7 - BOLT
- 8 - 13-PIN PLUG CONNECTOR
- 9 - BOLT
- 10 - ADAPTER PLUG

4. Loosen adapter plug bolt (9) and remove from the adapter plug (10) from the transmission housing. See **Fig. 39**.
5. Detach oil pan (5). See **Fig. 39**.
6. Remove oil filter (4). See **Fig. 39**.
7. Unscrew Torx® socket bolts (3) and remove electrohydraulic unit (2).
8. Air check the transmission. See **DIAGNOSIS AND TESTING**.



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Fig. 40: Removing/Installing Transmission Rear Output Shaft Bearing Retaining Ring
Courtesy of CHRYSLER LLC

2007 Dodge Nitro R/T

2007 AUTOMATIC TRANSMISSION NAG1 - Service Information - Nitro

1 - RETAINING RING

2 - OUTPUT SHAFT BEARING

9. Place the transmission in PARK to prepare for the removal of the output shaft nut.
10. Remove the nut, with a 30 mm 12 point socket, holding the propeller shaft flange to the output shaft and remove the flange.
11. Remove the transmission rear oil seal with a suitable slide hammer and screw.
12. Remove the transmission output shaft washer. Be sure to tag the washer since it is very similar to the geartrain end-play shim and they must not be interchanged.
13. Remove the transmission rear output shaft bearing retaining ring (1).

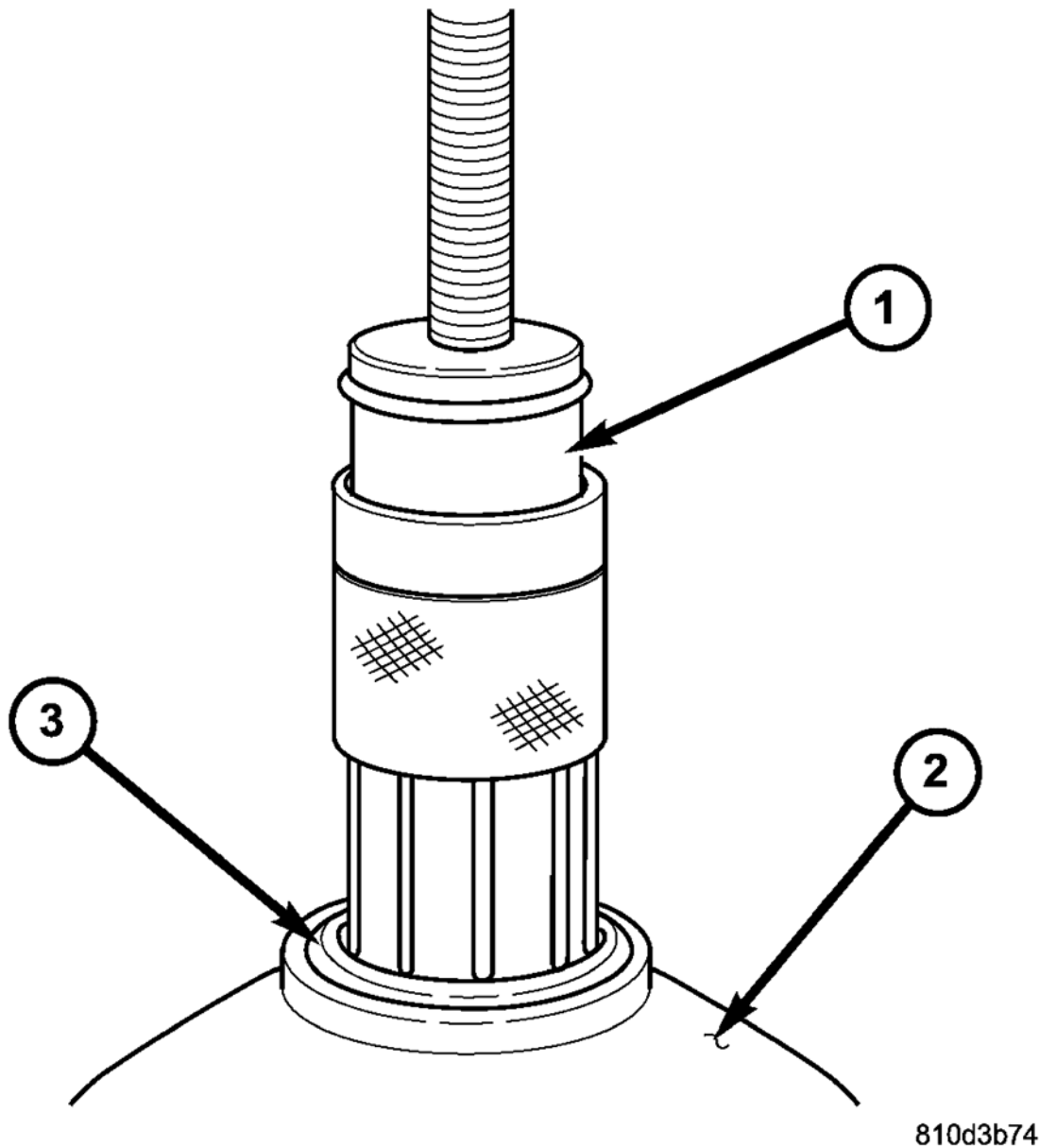


Fig. 41: Bearing Remover 9082, Transmission Case & Output Shaft Bearing
Courtesy of CHRYSLER LLC

- | |
|--------------------------|
| 1 - BEARING REMOVER 9082 |
| 2 - TRANSMISSION CASE |
| 3 - OUTPUT SHAFT BEARING |

14. Position Bearing Remover 9082 (1) over the inner race of the output shaft bearing (3). See **Fig. 41**.

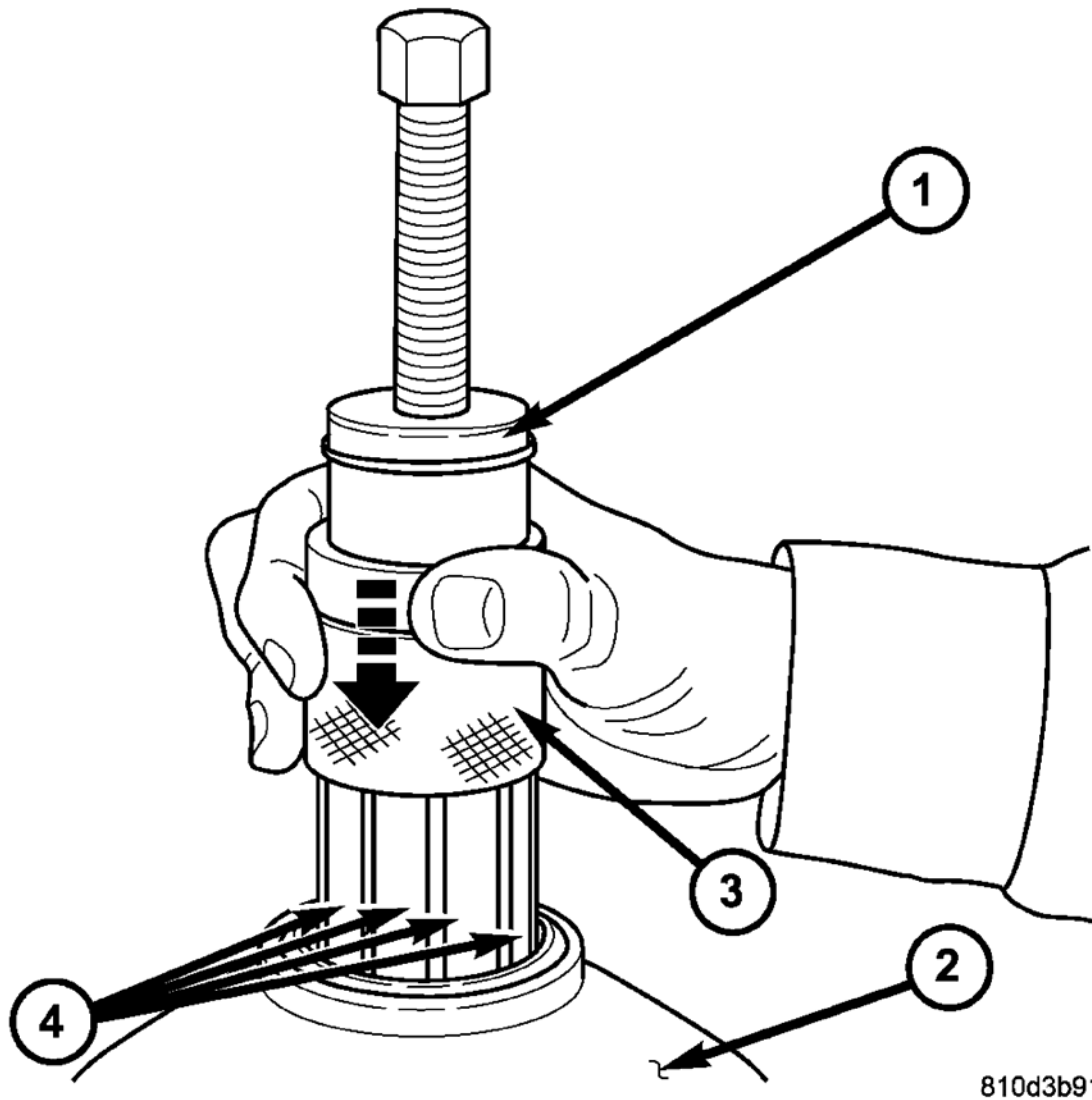


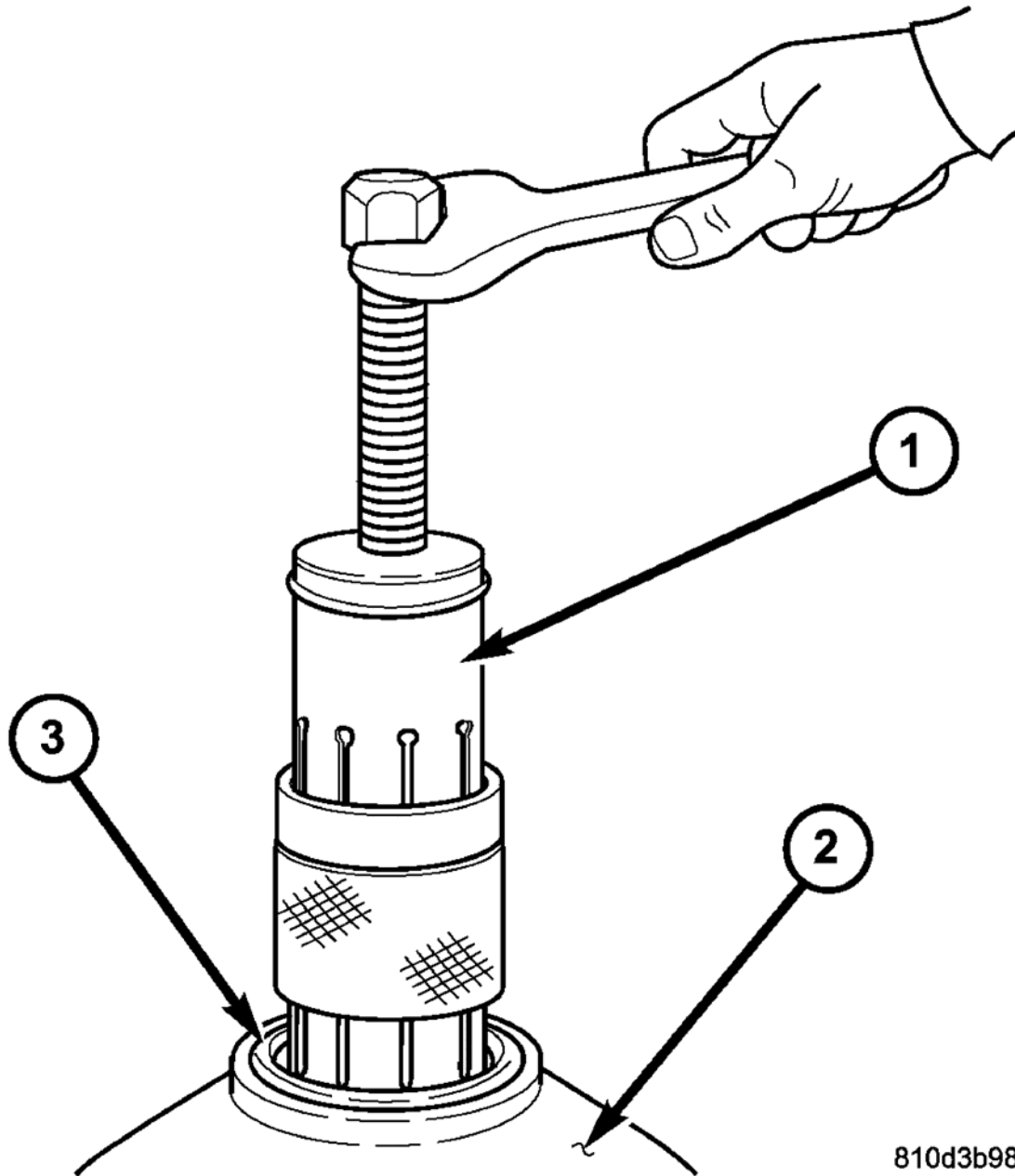
Fig. 42: Sliding Collar On Bearing Remover 9082 Downward Over Fingers Of Tool
 Courtesy of CHRYSLER LLC

- 1 - BEARING REMOVER 9082
- 2 - TRANSMISSION CASE
- 3 - COLLAR
- 4 - FINGERS

NOTE: Due to production variations in the bearing, it may not be possible to slide the collar fully downward. It is only necessary to slide the collar down far enough that the fingers securely grasp the inner bearing race.

15. Slide the collar (3) on the Bearing Remover 9082 (1) downward over the fingers (4) of the tool. See **Fig.**

42.

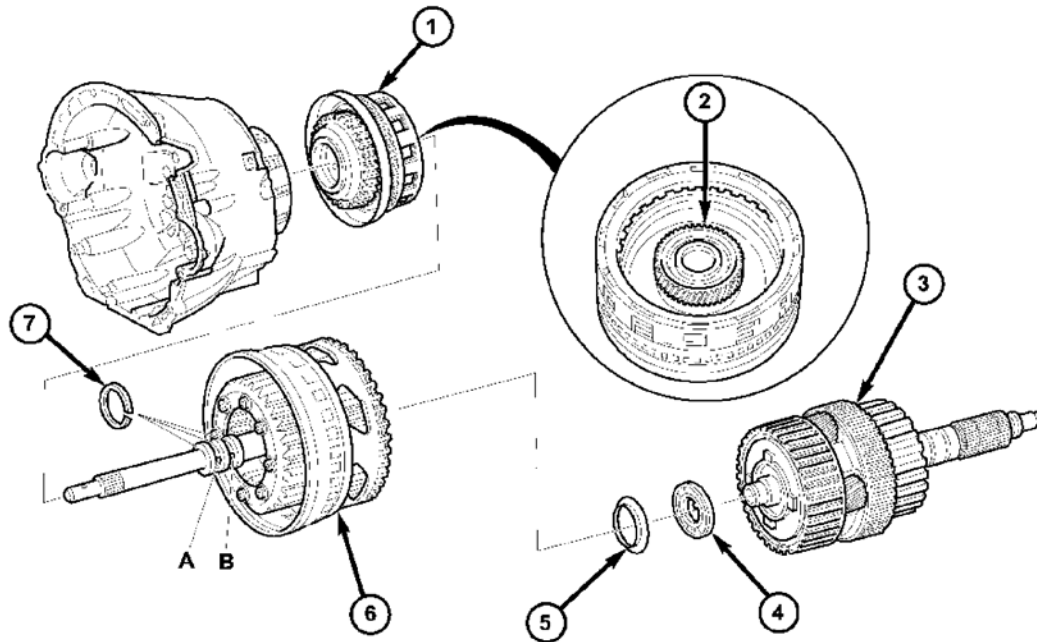


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Fig. 43: Bearing Remover 9082, Transmission Case & Output Shaft Bearing
Courtesy of CHRYSLER LLC

- 1 - BEARING REMOVER 9082
- 2 - TRANSMISSION CASE
- 3 - OUTPUT SHAFT BEARING

16. Remove the output shaft bearing (3). See **Fig. 43**.
17. Remove the geartrain end-play shim from the output shaft. Be sure to tag the shim since it is very similar to the output shaft washer and they must not be interchanged.



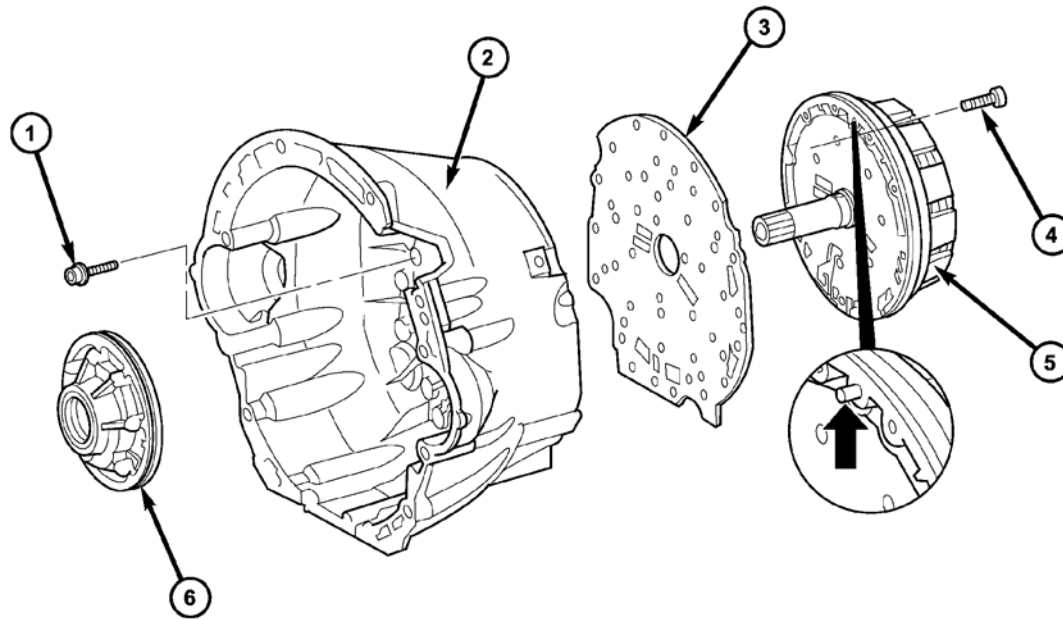
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Fig. 44: Identifying K1, K2 and K3 Clutches
 Courtesy of CHRYSLER LLC

1 - DRIVING CLUTCH K1	5 - THRUST WASHER
2 - SUN GEAR OF FRONT PLANETARY GEAR SET	6 - FRONT PLANETARY GEAR SET, DRIVING CLUTCH K2, AND INPUT SHAFT
3 - DRIVING CLUTCH K3, OUTPUT SHAFT, AND CENTER AND REAR PLANETARY GEAR SETS	7 - SEALING RINGS
4 - THRUST NEEDLE BEARING	

18. Remove the bolts holding the transmission housing to the converter housing from inside the converter housing.
19. Stand the transmission upright on the converter housing.
20. Remove the remaining bolts holding the transmission housing to the converter housing.
21. Remove the transmission housing from the converter housing.
22. Remove output shaft with center and rear gear set and clutch K3 (3). See **Fig. 44**.
23. Remove thrust needle bearing (4) and thrust washer (5). See **Fig. 44**.
24. Remove input shaft with clutch K2 and front gear set (6).

25. Remove clutch K1 (1).

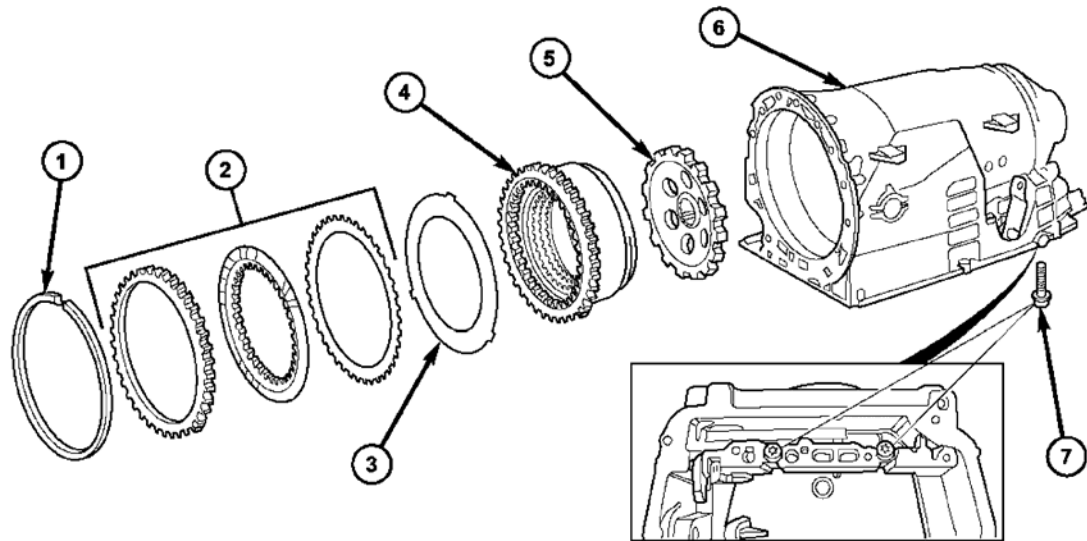


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Fig. 45: Removing/Installing Holding Clutch B1 and Oil Pump
 Courtesy of CHRYSLER LLC

1 - BOLTS - M6X32	4 - BOLTS - M8X35
2 - CONVERTER HOUSING	5 - HOLDING CLUTCH B1
3 - INTERMEDIATE PLATE	6 - OIL PUMP

26. Unscrew Torx® socket bolts (4) and remove oil pump (6). Screw two opposed bolts into the oil pump housing and press the oil pump out of the converter housing by applying light blows with a plastic hammer. See **Fig. 45**.
27. Remove and discard the torque converter hub seal and the oil pump outer o-ring seal from the oil pump.
28. Unscrew Torx® socket bolts (1) and remove multiple-disc holding clutch B1 (5) from converter housing. Screw two opposed bolts into the multiple-disc holding clutch B1 (5) and separate from the converter housing by applying light blows with a plastic hammer. See **Fig. 45**.
29. Detach intermediate plate (3) from converter housing (2). See **Fig. 45**.



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Fig. 46: Identifying B2, B3 and Parking Gear
 Courtesy of CHRYSLER LLC

1 - SNAP-RING	5 - PARK GEAR
2 - HOLDING CLUTCH B3 DISCS	6 - TRANSMISSION HOUSING
3 - SPRING WASHER	7 - BOLTS - M8X60
4 - HOLDING CLUTCH B2	

30. Remove multiple-disc pack B3 (2) and spring washer (3) by removing snap-ring (1) in transmission housing. To facilitate removal of the snap-ring (1), compress the multiple-disc pack B3 (2). Note which clutch disc is removed just prior to the spring washer (3) for re-assembly. If the clutch discs are re-used, this disc must be returned to its original position on top of the spring washer. See **Fig. 46**.
31. Unscrew Torx® socket bolts (7). See **Fig. 46**.
32. Remove multiple-disc holding clutch B2 (4) from transmission housing. The externally toothed disc carrier for multiple-disc holding clutch B2 is also the piston for multiple-disc holding clutch B3. See **Fig. 46**.
33. Remove parking lock gear (5). See **Fig. 46**.