

Gen1 Prius Transaxle Service



Sockets needed 24mm and 10mm. Rags, bucket, funnel and two feet of 5/8 hose for filling. Bin for bolts. Torque wrenches helpful (67 inch pounds and 36ft pounds). Not shown, rampstands or jackstands to lift front of car.



The tranny drain plug is this one, on the drivers side of the car. 24mm.



It's worth taking off the drivers side plastic splash guard so you can see better. A bunch of 10mm screws and one phillips plastic barb hold the guard in place. I'm pointing to the fill plug which is easy to see once the splash guard is off.



Remove the 24mm fill plug first, it will make the draining smoother. It will hiss when you open since the Prius transaxle is sealed.



Open the 24mm drain plug and let drain for a few minutes. Hopefully your fluid is more red than black.



Now remove the twelve 10mm bolts. They have locktite on them so a power driver is helpful here.



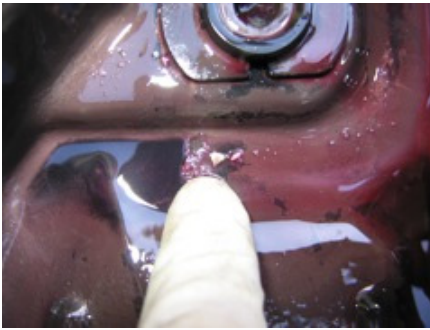
A gentle pry will release the pan. Make sure you hold it with one hand as it comes down and drain any remaining fluid from the pan into your bucket.



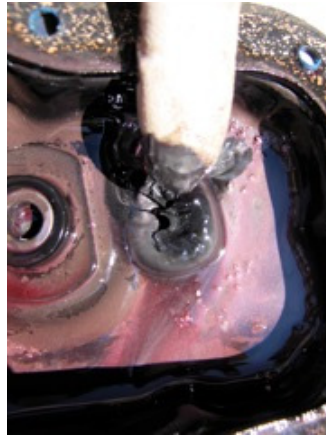
A gray mix of crud surrounds the magnet.



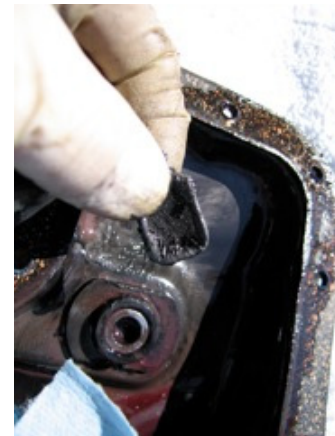
This tranny was "serviced" by the dealer 2000 miles ago...they obviously did not drop the pan and clean it. Shame on them!



Small specs of crud are typical.



More crud....and magnetic.



Remove the magnet and clean thoroughly with paper towel/clean rags.



crud crud crud!



Pan should be clean when you are done. Place magnet back into pan.



Magnet goes about here.



Use new pan gasket, around \$12 at dealer part number 35168-47010



O-ring seal on internal pickup tube. Not usually necessary to remove the pickup tube but if you want to the part number for O-ring is 90301-11019.



It is very important to clean input screen of the oil pickup tube. You can do this with pickup tube in car. Often the screen is plugged with gunk and after wiping fluid comes out...signifying poor ATF circulation due to plugged screen. If it gets too plugged you'll cook the tranny.



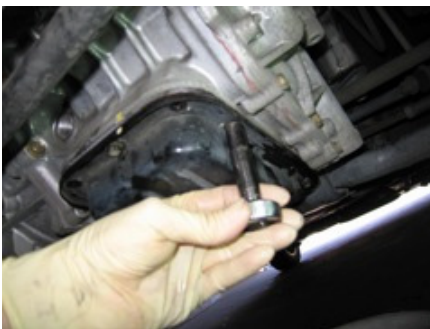
Pickup tube o-ring. Lubricate with ATF and be gentle installing tube into tranny case.



This pan is dented, yours should look better. Apply a thin film of new ATF WS to the cork to aid in removal next time you do this...30,000 miles from now.



Thin film of ATF on both sides of cork gasket.



Tighten bolts by hand first, criss cross pattern. DO NOT OVERTIGHTEN these are tiny bolts and break easily. Use a torque wrench if you can....or at least a small driver to limit the amount of force you can apply.



The 12 pan bolts are torqued to 67 inch pounds. Wipe outside of pan clean...don't forget to check for leaks after you start the car and again after you drive a few miles.



If you don't have a fluid pump, use 2 feet of 5/8 clear hose from your local hardware store to fill the tranny. Route hose from above and insert funnel into hose. Tighten drain plug to 36 foot pounds. Use a new crush washer on the plugs. Crush washer part number is 90430-18008



Install 4.9 quarts of ATF WS. The manual calls for ATF IV, but WS is newer, and better in my opinion since newer Priuses use it. Not cheap, \$7-\$8 a quart but way cheaper than a new tranny!



Fluid entering the tranny. Once full carefully remove hose and install fill plug (also with new crush washer) tighten to 36ft pounds. Install splash guard. Road test, check for leaks.