

# Honda/Acura

## 5-Speed

### 2-1 Coastdown Neutral or No 1st Gear



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The typical customer complaint usually goes something like this: "I backed out of the driveway and drove for a short distance before coasting to a stop. When I tried to start moving again, the car wouldn't move until I dropped it into manual 2<sup>nd</sup> or low."

This usually occurs when the transmission is cold. Then, after the next coastdown stop, the transmission appears to be working normally again. This problem will get worse over time, until it won't drive forward in drive 4 or drive 3.

The only vehicles affected are Hondas and Acuras with V-6 engines and listed in figure 1.

#### Honda w/V-6 Engines

Vehicle	Year	Unit
Accord	2005-08	Hybrid MURA
Odyssey	2002-04	BYBA
	2005-09	BGRA
Pilot	2003-09	BVGA
Ridgeline	2006-09	BJFA / MJFA

#### Acura w/V-6 Engines

Vehicle	Year	Unit
3.2TL	2000	M7WA
	2001-03	BGFA / MGFA / B7WA
TL	2004-08	BDGA
TL Type 5	2007-08	BDHA
MDX	2001-02	BGHA / MGHA
	2003-04	MDKA
	2005-06	BDKA
	2007-08	BYFA
RDX	2007-09	BWEA
RL	2005-09	MJBA

Honda	Model	V6 Engine "Only"
Year	Vehicle	Unit
2005 - 2008	Accord	Hybrid MURA
2002 - 2004	Odyssey	BYBA
2005 - 2009	Odyssey	BGRA
2003 - 2009	Pilot	BVGA
2006 - 2009	Ridgeline	BJFA/MJFA
Acura	Model	V6 Engine "Only"
2000	3.2TL	M7WA
2001 - 2003	3.2TL	BGFA/MGFA/B7WA
2004 - 2008	TL	BDGA
2007 - 2008	TL Type 5	BDHA
2001 - 2002	MDX	MGHA/BGHA
2003 - 2004	MDX	MDKA
2005 - 2006	MDX	BDKA
2007 - 2008	MDX	BYFA
2007 - 2009	RDX	BWEA
2005 - 2009	RL	MJBA

5 Speed Transmissions

Figure 1

The cause of this complaint? A failed low one-way clutch (sprag) or inner sprag race, which is part of the 1<sup>st</sup> gear assembly. The outer sprag race (low clutch hub) seems to hold up well in most cases and may not need replacement. These components are located as an assembly on the secondary shaft (figure 2).

Checking the low one way clutch assembly by hand during a rebuild isn't sufficient to determine whether the sprag is capable of handling vehicle load. You need to press the 1<sup>st</sup> hold clutch hub out of 1<sup>st</sup> gear, with 1<sup>st</sup> gear facing up (figure 3).

After you have the components disassembled (figure 4), you'll be able to inspect the 1<sup>st</sup> gear inner race. Replace

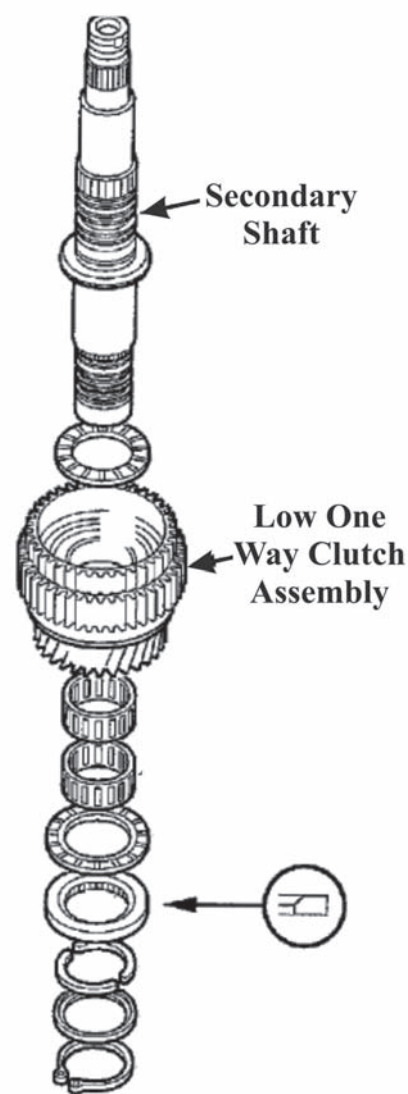


Figure 2

the 1<sup>st</sup> gear inner race if it has excessive wear (figure 5).

To remove the sprag element from the low clutch hub:

1. Remove the snap ring holding

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## Turn Over With 1st Gear Facing Up

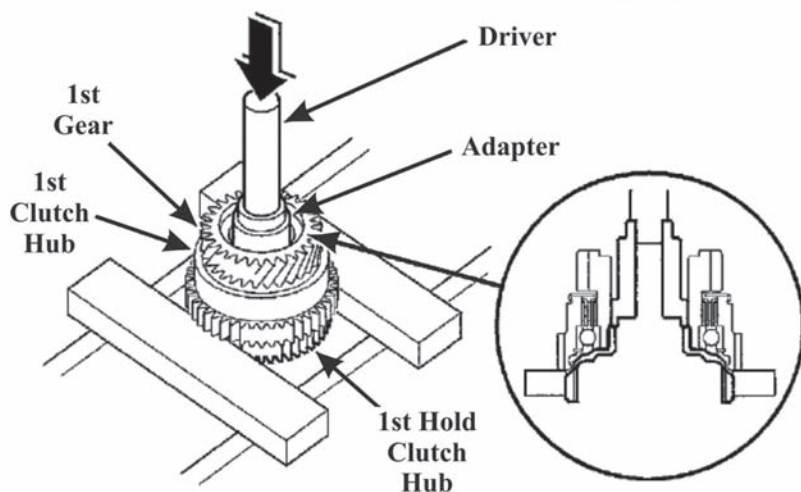


Figure 3



Figure 4



Figure 5

the bearing in place. There's no need to remove the retainer on the other side of the hub assembly (figure 6).

2. Press the bearing out in the direction of the snap ring. This is because the extended lip on the sprag element won't pass the stepped edge inside the outer race. The extended lip allows the sprag to be installed or removed in only one direction.

3. Inspect the outer race for wear. If both races look okay, you only need to replace the sprag element.

The sprag element is only available from the dealer as a complete assembly that includes the low clutch hub and bearing. It costs about \$141 from Honda and \$120 from Acura.

An alternative is to use an early 1982-86 4L60 (700R4) narrow sprag element without the two brass washers. This requires leaving out the spacer shown in figure 6 for the sprag to fit. The spacer isn't necessary because the sprag will rest next to the bearing outer race and won't move out of place.

Because the 4L60 sprag has no extended lip, it's possible to install it backward. After you have the sprag in the low clutch hub, check the rotation with the 1st gear (inner race) before pressing the bearing back in place (figure 7). If the rotation is reversed, flip the sprag and check the rotation again.

Hopefully this information will help you prevent a come-back and may even help you save money while rebuilding these transmissions.

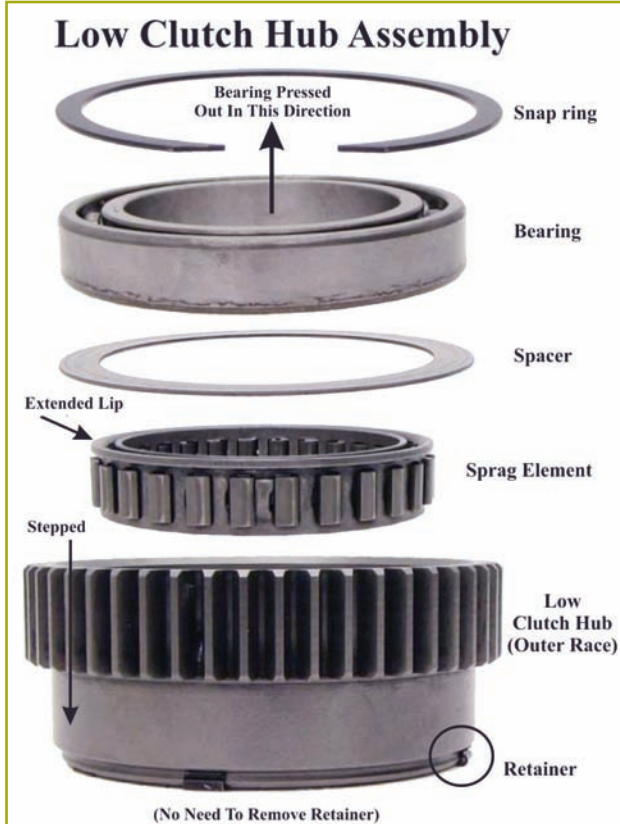


Figure 6

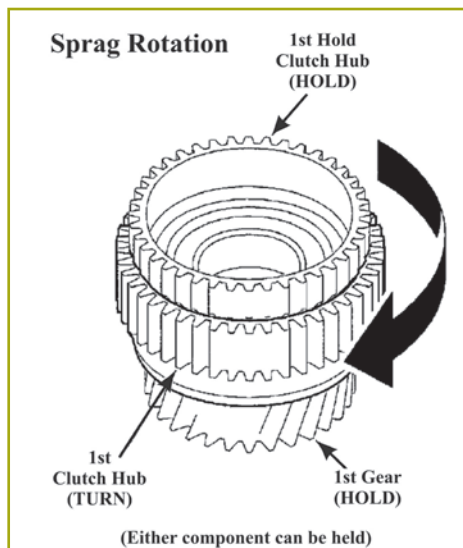


Figure 7

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