

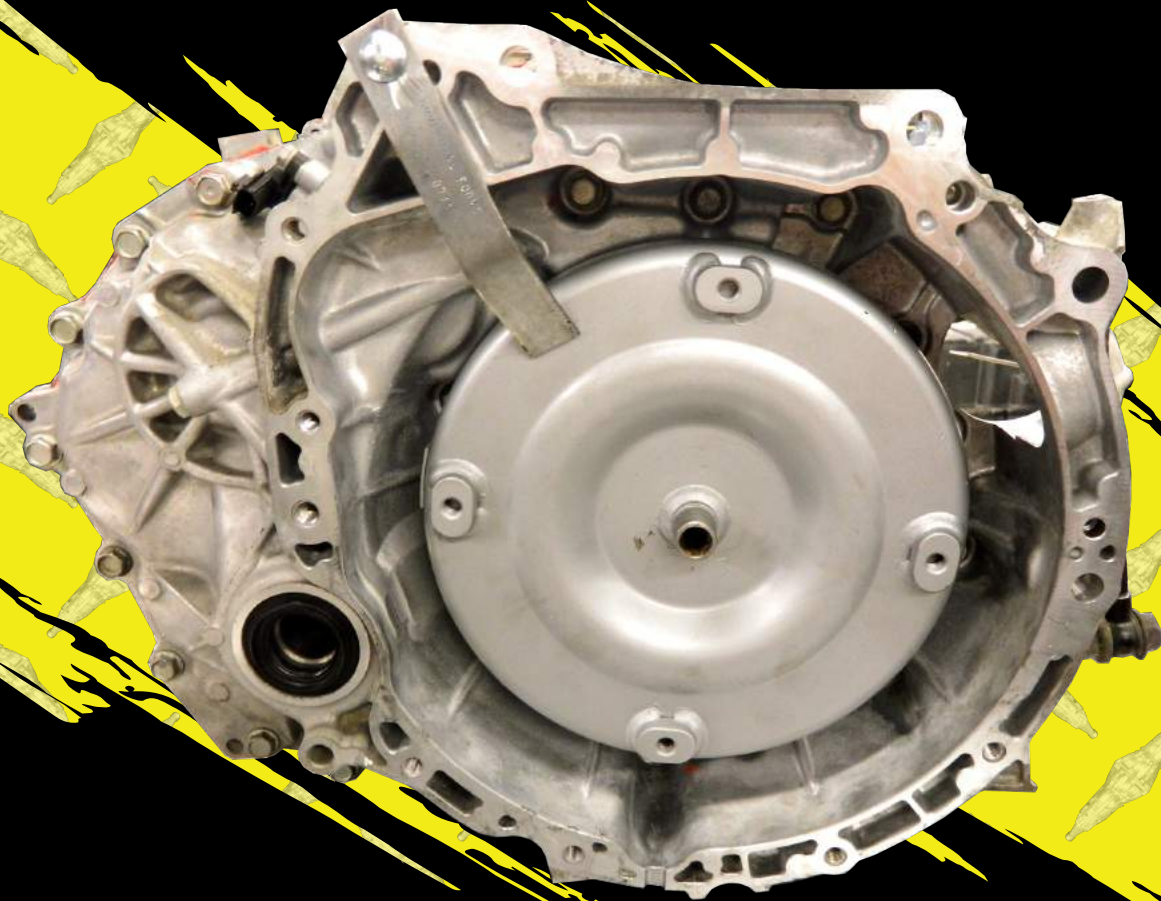
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**WHATEVER IT TAKES**  
TRANSMISSION PARTS, INC

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# NISSAN CVT CATALOG 2018



**LEADING THE INDUSTRY  
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# LEADING THE INDUSTRY BY EMPOWERING OTHERS

**WHATEVER IT TAKES** now offers a FREE Nissan CVT “Hands On” workshop. Learn how to tear down, inspect and assemble the Nissan RE0F10A. This workshop includes a printed manual that provides additional information on the CVT Transmissions. Take home a poster of the exploded view of one of several Nissan CVT transmissions in our new catalog to hang in your shop. Get up close and ask questions! Leave our workshop with the information you need to be successful!



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shaque@wittrans.com



**WHATEVER IT TAKES** is not just our name, It's our Mission.

Our Underlying goal has always been to serve the transmission industry. With a growing number of CVT Transmissions in vehicles today, WIT is now offering a **FREE** Nissan CVT Workshop. The Nissan CVT transmission makes up nearly 25 percent of the transmissions in the market today. Many repair shops were burned trying to repair early model CVT's in the Saturn and are reluctant to work on the Nissan CVT today. WIT is doing our best to change that. We have assembled a team with a wealth of knowledge about the workings of the Nissan CVT units and are hosting CVT workshops across the United States. We have had a tremendous turnout with a positive response. These "Hands On" workshops allow the builder to learn how to tear down, inspect, troubleshoot and assemble the Nissan CVT transmission. We have compiled this Reference manual to aid in the identification of the CVT units as well as the inner workings of the various Nissan CVT transmissions. Our goal is to empower you to leave this workshop with the knowledge, reference materials and technical support to build these transmissions instead of buying the expensive units from a dealer and improving your profit margins.

## **Disclaimer**

The information in this catalog has been obtained from sources deemed reliable and has been checked for accuracy. However, no liability can be assumed for any incomplete or incorrect data. Please check manufacturer documentation including service and owner's manuals for more information.

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### COMPANY PROFILE

Whatever It Takes (WIT) was founded in 1999 by Kenny Hester, a 40 plus year veteran in the transmission parts supply business. WIT is an employee owned, customer driven company. There are no stockholders or investors to report to. As owners, the WIT employees' only job is to provide the customer with the things they need to be the most successful. Our goal has always been to service the transmission industry. We know what it takes for a transmission shop to be successful in today's market and we know that our success depends on yours. WIT is the complete source for all your transmission parts needs. We carry New, OE, Used and Remanufactured parts for Automatic and Standard Transmissions, including Remanufactured Automatic, Standard and Transfer Case complete units. Parts are distributed by 30 branch locations throughout the United States, with the main remanufacturing and distribution facility located within 10 minutes of a major UPS air hub. Whatever It Takes is able to quickly ship parts worldwide.



### CUSTOMER SERVICE

**Whatever It Takes is not just our name, it's our Mission.**

Customer Service has helped WIT become a major competitor in the transmission parts business and prides itself on its excellent Service, Experience, Quality Parts, Product Availability, Delivery Options, Timely Credits, Research and Development, and a Dedicated Customer Service Line.

WIT is able to ship parts overnight, using UPS and FedEx, to most of the United States. With its strategically placed stores, it is possible for WIT to service most customers in the United States within one to two business days. In addition, WIT offers free Night Box delivery. Builders no longer have to wait for UPS or FedEx to arrive, their parts are delivered overnight and are waiting for them the next morning.



### MANAGEMENT

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 Rodney Peters, VP Sales & Marketing.....800-633-3431 ext 2134  
 Kelly Hammock, VP Branch Operations.....800-940-0197 ext 3911  
 Kent Houserman, VP Finance .....800-940-0197 ext 1130  
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### PRODUCTS

Whatever It Takes carries a full line of top quality products from industry leading manufacturers. From Torque Converters, Rebuild Kits, Hardparts, Filters, Gaskets, Seals, Coolers, Fluids, Tools and Accessories, WIT is your one stop for all your Transmission needs. WIT carries New, OE, Used and Remanufactured Automatic and Standard Transmission Parts.

WIT also carries Remanufactured Automatic and Standard Transmission Units as well as Transfer Cases. All units are completely Dyno-Tested and are backed by a 12 Month/12,000 mile warranty against parts and workmanship. Additional warranties can also be purchased.



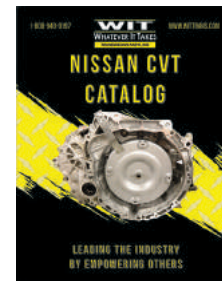
### RESEARCH & DEVELOPMENT

The Research & Development team is always hard at work bringing you the most complete and up to date exploded views of Foreign and Domestic Transmissions in order to provide our customers with award winning catalogs and reference materials. Not only have they developed Automatic and Standard Catalogs,



including a CD Catalog with point and click technology, the vehicle to transmission index guides for the Automatic and Standard Transmission as well as Transfer Cases, they have been hard at work to bring you a Nissan CVT Catalog. This catalog is complete with exploded views of the most

common CVT units and listings of the transmission codes. It also includes exploded views of the pumps, valve bodies, primary and secondary pulleys as well as step by step instructions and illustrations for tearing down and assembling the rear cover and pulley assemblies plus much more. These catalogs are available for free when attending one of our FREE Nissan CVT Workshops that are held across the country. We believe that if we want to be successful, it is crucial for our customers to be fully educated and WIT is dedicated to supporting transmission technicians, to help train them and keep them competent in today's market.



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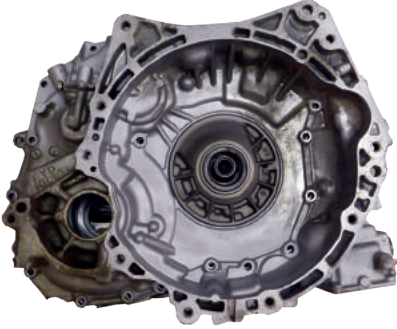
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 Nashville, TN  
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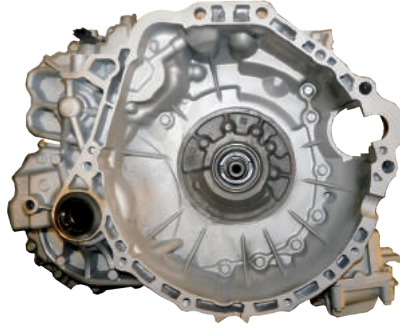
San Antonio, TX  
 Scranton, PA  
 St. Louis, MO  
 Tampa, FL  
 Tulsa, OK



## NISSAN CVT TRANSMISSION CASE IDENTIFICATION



RE0F08A/B (1.8L)



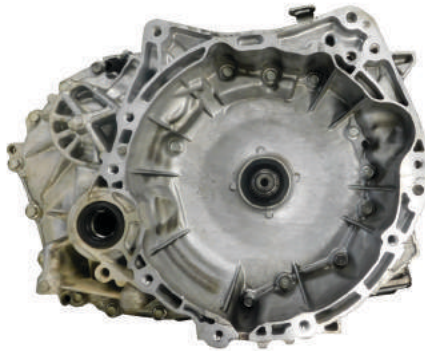
RE0F09A/B (2WD)



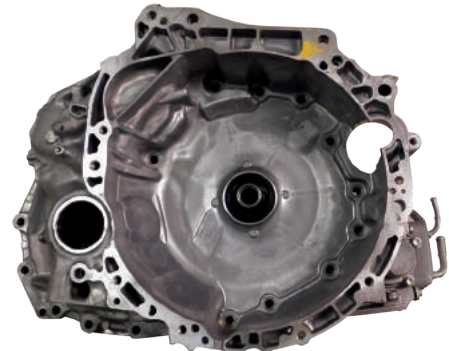
RE0F09A/B (4 x 4)



RE0F10A (2.5L)



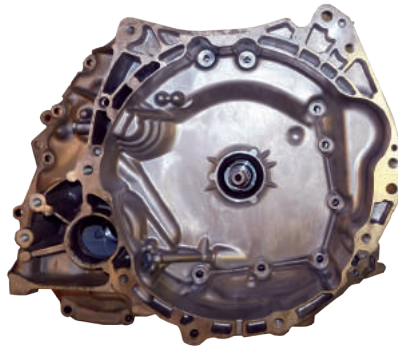
RE0F10A (2.0L)



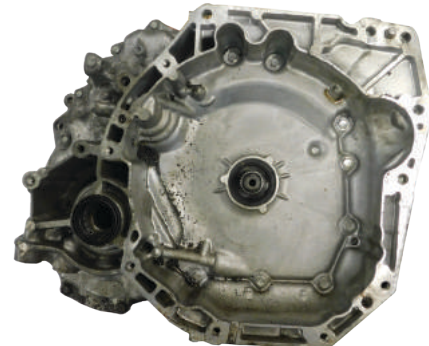
RE0F10D (2.5L)



RE0F10E/H/J (3.5L)



RE0F11A (1.8L)

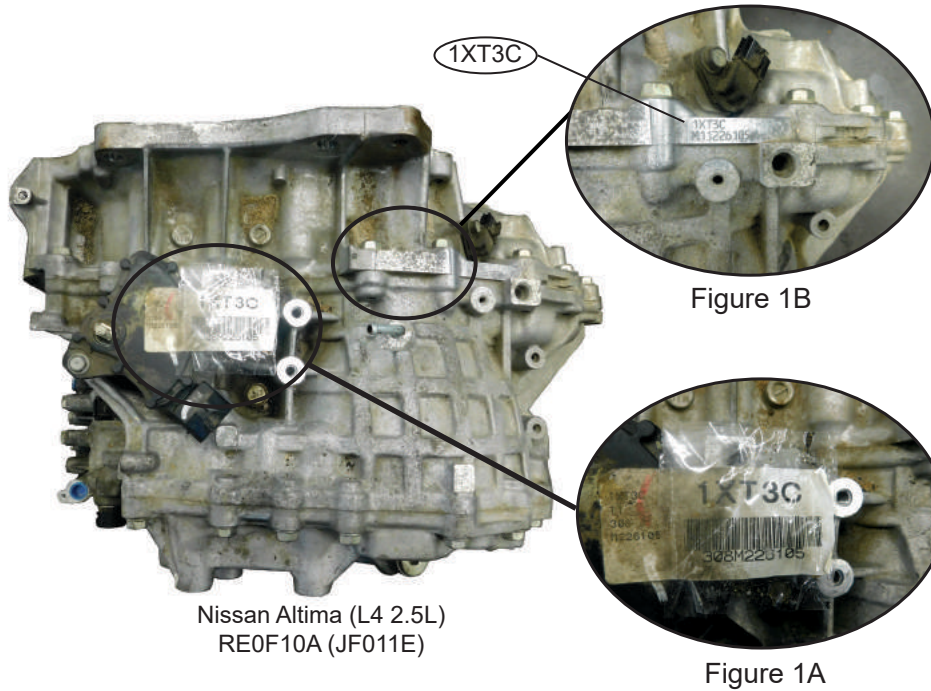


RE0F11A (1.5L)

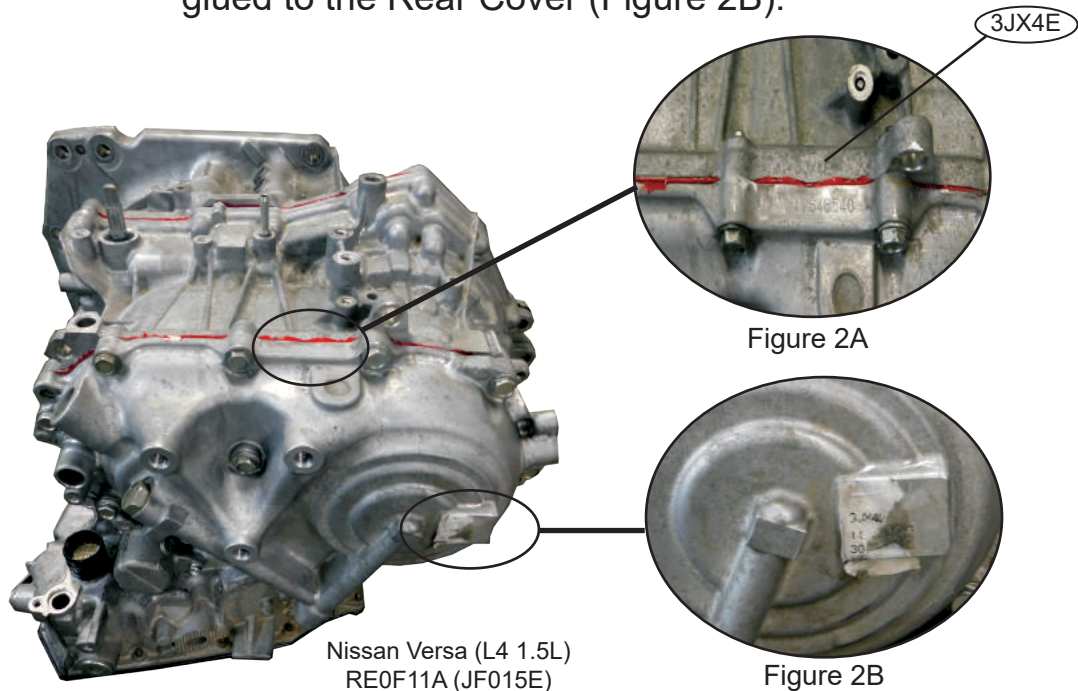
# NISSAN CVT TRANSMISSION ID TAG LOCATION



The ID Tag on most units can be found on a sticker glued to the transmission Range Sensor (Figure 1A). It can also be found stamped on the Bell Housing where the Case and Bell Housing meet (Figure 1B).



The ID Tag on the RE0F11A (JF015E) is stamped on the rear of the Case where the Case and the Rear Cover meet (Figure 2A). It can also be found on a sticker glued to the Rear Cover (Figure 2B).



## Nissan CVT Identification Chart

Make	Model	Year	Code	Axle	Engine	FD Ratio	Transmission
Nissan	Altima	2007-08	1XE0A	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Altima	2007-08	1XF5A	2WD	L4 2.5L	5.798	REOF10A (JF011E) CVT2
Nissan	Altima	2009	1XT6B	2WD	L4 2.5L	5.798	REOF10A (JF011E) CVT2
Nissan	Altima	2009	1XT6D	2WD	L4 2.5L	5.798	REOF10A (JF011E) CVT2
Nissan	Altima	2009-11	1XE1B	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Altima	2009-11	1XE2B	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Altima	2010-12	1XT3C	2WD	L4 2.5L	5.122	REOF10A (JF011E) CVT2
Nissan	Altima	2010-12	1XT3D	2WD	L4 2.5L	5.122	REOF10A (JF011E) CVT2
Nissan	Altima	2010-12	1XF3C	2WD	L4 2.5L	5.122	REOF10A (JF011E) CVT2
Nissan	Altima	2011-12	1XE0E	2WD	V6 3.5L	4.878	REOF09B (JF010E) CVT3
Nissan	Altima	2011-12	1XE3C	2WD	V6 3.5L	4.878	REOF09B (JF010E) CVT3
Nissan	Altima	2011-12	1XF3C	2WD	L4 2.5L	5.798	REOF10A (JF011E) CVT2
Nissan	Altima	2012	1XE3D	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Altima	2013	1XT3C	2WD	L4 2.5L	5.122	REOF10A (JF011E) CVT2
Nissan	Altima	2013	1XT3D	2WD	L4 2.5L	5.122	REOF10A (JF011E) CVT2
Nissan	Altima	2013	3VX0A	2WD	L4 2.5L	4.828	REOF10D (JF016E) CVT8
Nissan	Altima	2013	3WX0A	2WD	V6 3.5L	4.677	REOF10E (JF017E) CVT8
Nissan	Altima	2014	3WX0A	2WD	V6 3.5L	4.677	REOF10E (JF017E) CVT8
Nissan	Altima	2014	3VX0A	2WD	L4 2.5L	4.828	REOF10D (JF016E) CVT8
Nissan	Altima	2014-16	3VX0C	2WD	L4 2.5L	4.828	REOF10D (JF016E) CVT8
Nissan	Altima	2015-16	3WX1D	2WD	V6 3.5L	4.602	REOF10H (JF018E) CVT8
Nissan	Cube	2009-10	1XC6B	2WD	L4 1.8L	5.473	REOF08B (JF009E) CVT1
Nissan	Cube	2011-14	1XC6B	2WD	L4 1.8L	5.473	REOF08B (JF009E) CVT1
Nissan	Juke	2011-13	3TX0A	2WD	L4 1.6L (Turbo)	5.798	REOF10B (JF011E) CVT2
Nissan	Juke	2011-13	3TX0C	AWD	L4 1.6L (Turbo)	5.798	REOF10B (JF011E) CVT2
Nissan	Juke	2014		2WD	L4 1.6L (Turbo)	5.798	REOF10B (JF011E) CVT2
Nissan	Juke	2014		AWD	L4 1.6L (Turbo)	5.798	REOF10B (JF011E) CVT2
Nissan	Juke	2015-16	3TX0C	AWD	L4 1.6L (Turbo)	5.798	REOF10B (JF011E) CVT2
Nissan	Juke	2015-16	3XV4C	2WD	L4 1.6L (Turbo)	5.694	REOF10B (JF011E) CVT2
Nissan	Juke	2015-16	3XV4D	AWD	L4 1.6L (Turbo)	5.694	REOF10B (JF011E) CVT2
Nissan	Juke	2015-16	3XV6D	AWD	L4 1.6L (Turbo)	5.694	REOF10B (JF011E) CVT2
Nissan	Juke	2015-16		2WD	L4 1.6L (Turbo)	5.694	REOF10D (JF016E) CVT8
Nissan	Juke	2015-16		AWD	L4 1.6L (Turbo)	5.694	REOF10D (JF016E) CVT8
Nissan	Maxima	2007-08	1XE0A	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Maxima	2009-12	1XE0D	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Maxima	2009-12	1XE2A	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Maxima	2013-14	1XE3E	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Maxima	2016	3WX3B	2WD	V6 3.5L	5.250	REOF10H (JF018E) CVT8
Nissan	Murano	2003	1XD00	2WD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2003	1XD01	AWD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2004	1XD07	2WD	V6 3.5L	5.173	REOF09A (JF010E) CVT2
Nissan	Murano	2004	1XD08	AWD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2004	1XD0A	4WD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2004-06	1XD15	RWD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2004-06	1XD16	AWD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2007	1XD0E	2WD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2007	1XD0D	AWD	V6 3.5L	5.173	REOF09A (JF010E) CVT3
Nissan	Murano	2009-10	1XE0A	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2009-10	1XE0B	AWD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2011-14	1XE1B	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2011-14	1XE1C	AWD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2014		2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2014		AWD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Nissan	Murano	2015-16	3WX1E	FWD	V6 3.5L	4.677	REOF10J (JF019E) CVT8

## Nissan CVT Identification Chart

Make	Model	Year	Code	Axle	Engine	FD Ratio	Transmission
Nissan	Murano	2015-16	3WX1E	4WD	V6 3.5L	4.677	RE0F10J (JF019E) CVT8
Nissan	Murano (Hybrid)	2016					RE0F02H (JF018E) CVT8
Nissan	NV200	2013	3UX9B	2WD	L4 2.0L	5.407	RE0F10A (JF011E) CVT2
Nissan	NV200	2014-16		2WD	L4 2.0L	5.407	RE0F10A (JF011E) CVT2
Nissan	NV200	2015-16		2WD	L4 2.0L	4.828	RE0F10D (JF016E) CVT8
Nissan	Pathfinder	2013-14	3WX0B	2WD	V6 3.5L	5.577	RE0F10E (JF017E) CVT8
Nissan	Pathfinder	2013-14	3WX0D	2WD	V6 3.5L	5.577	RE0F10E (JF017E) CVT8
Nissan	Pathfinder	2013-14	3WX0C	4WD	V6 3.5L	5.577	RE0F10E (JF017E) CVT8
Nissan	Pathfinder	2013-14	3WX0E	4WD	V6 3.5L	5.577	RE0F10E (JF017E) CVT8
Nissan	Pathfinder	2015-16	3WX2D	2WD	V6 3.5L	5.250	RE0F10J (JF019E) CVT8
Nissan	Pathfinder	2015-16	3WX2E	4WD	V6 3.5L	5.250	RE0F10J (JF019E) CVT8
Nissan	Pathfinder (Hybrid)	2014-15		FWD	L4 2.5L (SC)	5.577	RE0F02H (JF018E) CVT8
Nissan	Pathfinder (Hybrid)	2014-15		AWD	L4 2.5L (SC)	5.577	RE0F02H (JF018E) CVT8
Nissan	Quest	2011-13	1XE2C	2WD	V6 3.5L	4.878	RE0F09B (JF010E) CVT3
Nissan	Quest	2014		2WD	V6 3.5L	4.878	RE0F09B (JF010E) CVT3
Nissan	Quest	2015	3WX3A	2WD	V6 3.5L	4.677	RE0F10J (JF019E) CVT8
Nissan	Rogue	2008	1XF6C	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF6D	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF9C	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF9E	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF9D	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF4A	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1ZF4B	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1ZF6E	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2008	1XF7A	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT4D	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT4E	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT5A	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT5B	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT9E	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT5C	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT5D	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT5E	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2009	1XT6A	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT7E	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT8A	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT8B	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT8C	2WD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT3B	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT9C	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT9D	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2010	1XT9E	AWD	L4 2.5L	6.120	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX3B	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX3C	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX3D	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX4C	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX3E	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX4A	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX4B	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2011	3UX4D	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2012-13	3UX3B	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2012-13	3UX3D	2WD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2012-13	3UX3E	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2
Nissan	Rogue	2012-13	3UX4B	AWD	L4 2.5L	5.798	RE0F10A (JF011E) CVT2

## Nissan CVT Identification Chart

Make	Model	Year	Code	Axle	Engine	FD Ratio	Transmission
Nissan	Rogue	2014-15	3VX1C	FWD	L4 2.5L	6.386	REOF10D (JF016E) CVT8
Nissan	Rogue	2014-15	3VX1C	AWD	L4 2.5L	6.386	REOF10D (JF016E) CVT8
Nissan	Rogue	2016		FWD	L4 2.5L	6.386	REOF10D (JF016E) CVT8
Nissan	Rogue	2016		AWD	L4 2.5L	6.386	REOF10D (JF016E) CVT8
Nissan	Sentra	2007-08	1XF04	2WD	L4 2.0L	5.407	REOF10A (JF011E) CVT2
Nissan	Sentra	2007-08	1XF5B	2WD	L4 2.5L	5.407	REOF10A (JF011E) CVT2
Nissan	Sentra	2009	1XT1E		L4 2.0L	5.407	REOF10A (JF011E) CVT2
Nissan	Sentra	2009	1XT4C		L4 2.5L	5.407	REOF10A (JF011E) CVT2
Nissan	Sentra	2010-12	3UX0C		L4 2.0L	5.122	REOF10A (JF011E) CVT2
Nissan	Sentra	2010-12	1XT7A		L4 2.5L	5.407	REOF10A (JF011E) CVT2
Nissan	Sentra	2013-14	X427A	2WD	L4 1.8L	3.882	REOF11A (JF015E) CVT7
Nissan	Sentra	2015-16	X427E	2WD	L4 1.8L	3.882	REOF11A (JF015E) CVT7
Nissan	Versa	2007-09	1XB6B		L4 1.8L	5.473	REOF08A (JF009E) CVT1
Nissan	Versa	2009-11	1XC6C		L4 1.8L	5.473	REOF08B (JF009E) CVT1
Nissan	Versa	2011-12	1XC6B		L4 1.8L	5.473	REOF08B (JF009E) CVT1
Nissan	Versa	2012	3JX4E	2WD	L4 1.5L	3.882	REOF11A (JF015E) CVT7
Nissan	Versa	2013	3JX6C	2WD	L4 1.5L	3.882	REOF11A (JF015E) CVT7
Nissan	Versa	2014-16	3JX6C	2WD	L4 1.5L	3.882	REOF12A (JF020E) CVT7

**Notes: There is no listing in the United States for a 2015 Maxima. The year model changes from 2014 to 2016.  
There is also no listing for the 2008 Murano. The year model changes from 2007 to 2009.**

Make	Model	Year	Code	Axle	Engine	FD Ratio	Transmission
Infiniti	JX35	2013	1XE1B	2WD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Infiniti	JX35	2013	1XE1C	AWD	V6 3.5L	5.173	REOF09B (JF010E) CVT3
Infiniti	QX60	2014-15	3WX0B	FWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX60	2014-15	3WX0D	FWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX60	2014-15	3WX0C	AWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX60	2014-15	3WX0E	AWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX60	2015-16	3WX2D	FWD	V6 3.5L	5.250	REOF10J (JF019E) CVT8
Infiniti	QX60	2015-16	3WX2E	AWD	V6 3.5L	5.250	REOF10J (JF019E) CVT8
Infiniti	QX60 (Hybrid)	2014		FWD	L4 2.5L (SC)	5.846	REOF02H (JF018E) CVT8
Infiniti	QX60 (Hybrid)	2014		AWD	L4 2.5L (SC)	5.846	REOF02H (JF018E) CVT8
Infiniti	QX60 (Hybrid)	2015-16					REOF02H (JF018E) CVT8
Infiniti	QX70	2014	3WX0B	FWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX70	2014	3WX0D	FWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX70	2014	3WX0C	AWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8
Infiniti	QX70	2014	3WX0E	AWD	V6 3.5L	5.577	REOF10E (JF017E) CVT8

# Jatco Non-Nissan CVT Identification Chart

Jeep & Chrysler Codes By Jatco Code			
1XH00	1XH02	1XH01	1XH0D
4872676AC	68000750AC	4872840AE	R8000840AI
68000676AC	68000750AD	4872840AF	4872840AI
68000676AE	68000750AF	4872840AE	
68000676AH	68000750AG	4872840AF	
	68000840AC		
	68000840AE		
	68000840AF		

Make	Model	Year	Code	Axle	Engine	Transmission
Chevy	City Express	2015		2WD	L4 2.0L	REOF10D (JF016E)
Chevy	City Express	2016		2WD	L4 2.0L	REOF10D (JF016E)
Chevy	City Express	2017		2WD	L4 2.0L	REOF10D (JF016E)

Make	Model	Year	Code	Axle	Engine	Transmission	Chrysler Code
Dodge	Caliber	2007	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2008	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2009	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2010	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2011	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2012	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2007	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2007	1XH01	AWD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2008	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2008	1XH01	AWD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2009	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2009	1XH01	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2010	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Dodge	Caliber	2011	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2007	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2008	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2009	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2010	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2011	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2012	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2013	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2014	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2015	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2016	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2017	1XH00	2WD	L4 2.0L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2007	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2007	1XH01	AWD	L4 2.4L	REOF09A (JF010E)	CVT3 See Chart
Jeep	Compass	2008	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2008	1XH01	AWD	L4 2.4L	REOF09A (JF010E)	CVT3 See Chart
Jeep	Compass	2009	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2009	1XH01	AWD	L4 2.4L	REOF09A (JF010E)	CVT3 See Chart
Jeep	Compass	2010	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2010	1XH01	AWD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2011	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2011	1XH0D	AWD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart
Jeep	Compass	2012	1XH02	2WD	L4 2.4L	REOF10A (JF011E)	CVT2 See Chart

## Jatco Non-Nissan CVT Identification Chart

Make	Model	Year	Code	Axle	Engine	Transmission	Chrysler Code
Jeep	Compass	2012	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2013	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2013	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2014	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2015	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2016	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Compass	2017	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2007	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2008	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2009	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2010	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2011	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2012	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2013	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2015	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2016	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2017	1XH00	2WD	L4 2.0L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2007	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2007	1XH01	AWD	L4 2.4L	REOF09A (JF010E) CVT3	See Chart
Jeep	Patriot	2008	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2008	1XH01	AWD	L4 2.4L	REOF09A (JF010E) CVT3	See Chart
Jeep	Patriot	2009	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2009	1XH01	AWD	L4 2.4L	REOF09A (JF010E) CVT3	See Chart
Jeep	Patriot	2010	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2010	1XH01	AWD	L4 2.4L	REOF09A (JF010E) CVT3	See Chart
Jeep	Patriot	2011	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2011	1XH0D	AWD	L4 2.4L	REOF09A (JF010E) CVT3	See Chart
Jeep	Patriot	2012	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2012	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2013	1XH02	2WD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2013	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2014	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2015	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2016	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart
Jeep	Patriot	2017	1XH0D	AWD	L4 2.4L	REOF10A (JF011E) CVT2	See Chart

Make	Model	Year	Code	Axle	Engine	Transmission	Chrysler Code
Mitsubishi	Lancer	2008		2WD	L4 2.0L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2009		2WD	L4 2.0L, 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2010		2WD	L4 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2011		2WD	L4 2.0L, 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2012		2WD	L4 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2012		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA
Mitsubishi	Lancer	2013		2WD	L4 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2013		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA
Mitsubishi	Lancer	2014		2WD	L4 2.0L, 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2014		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA
Mitsubishi	Lancer	2015		2WD	L4 2.0L, 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2015		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA
Mitsubishi	Lancer	2016		2WD	L4 2.0L, 2.4L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2016		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA
Mitsubishi	Lancer	2017		2WD	L4 2.0L	REOF10A (JF011E) CVT2	F1CJA
Mitsubishi	Lancer	2017		AWD	L4 2.4L	REOF10A (JF011E) CVT2	W1CJA

## Jatco Non-Nissan CVT Identification Chart

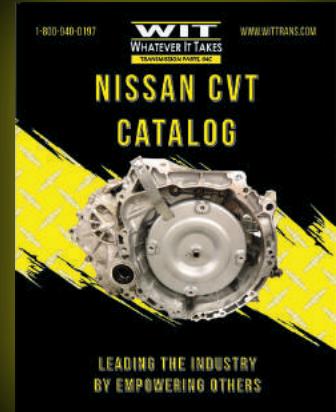
Make	Model	Year	Code	Axle	Engine	Transmission
Mitsubishi	Mirage	2015		2WD	L3 1.2L	REOF11A (JF015E) F1CJB
Mitsubishi	Mirage	2016		2WD	L3 1.2L	REOF11A (JF015E) F1CJB
Mitsubishi	Mirage	2017		2WD	L3 1.2L	REOF11A (JF015E) F1CJB
Mitsubishi	Outlander	2008		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2008		AWD	L4 2.4L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2009		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2009		AWD	L4 2.4L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2010		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2010		AWD	L4 2.4L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2011		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2011		AWD	L4 2.4L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2012		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2013		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2015		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2016		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2017		2WD	L4 2.4L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2010		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2010		AWD	L4 2.0L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2011		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2011		AWD	L4 2.0L	REOF10A (JF011E) W1CJA
Mitsubishi	Outlander	2012		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2013		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2014		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2015		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2016		2WD	L4 2.0L	REOF10A (JF011E) F1CJA
Mitsubishi	Outlander	2017		2WD	L4 2.0L	REOF10A (JF011E) F1CJA

Make	Model	Year	Code	Axle	Engine	Transmission
Suzuki	Kizashi	2010		2WD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2010		AWD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2011		2WD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2011		AWD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2012		2WD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2012		AWD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2013		2WD	L4 2.4L	REOF10A (JF011E)
Suzuki	Kizashi	2013		AWD	L4 2.4L	REOF10A (JF011E)
Suzuki	SX4	2009		2WD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2009		AWD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2010		2WD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2010		AWD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2011		2WD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2011		AWD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2012		2WD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2012		AWD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2013		2WD	L4 2.0L	REOF10A (JF011E)
Suzuki	SX4	2013		AWD	L4 2.0L	REOF10A (JF011E)

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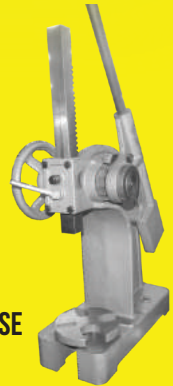
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CVT PULLEYS



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POSI LOCK TRANSMISSION  
BEARING PULLER



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ARBOR PRESS**  
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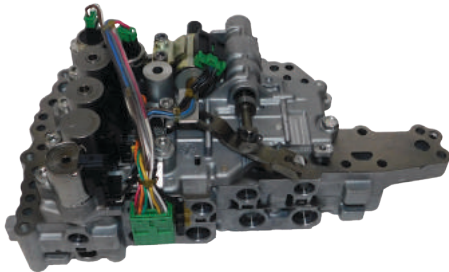
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Transmission Name	Overhaul Kit	Master L/Steels	Master W/Steels	Internal Filter	External Filter	Friction Module	Steel Module	Pan Gasket	Piston Kit
RE0F08A (JF009E)	243002A	243004A	TBA	243010A	243013A	243119A	TBA	243300AF	N/A
RE0F08B (JF009E)	243002A	TBA	TBA	243010A	243013A	TBA	TBA	243300AF	N/A
RE0F09A (JF010E)	203002A	203004A	203006A	203010A	203013A	203119A	203139A	203300A	203960AHPK
RE0F09B (JF010E)	203002A	203004A	203006A	203010B	203013A	203119A	203139A	203300A	203960AHPK
RE0F10A (JF011E)	212002A	212004A	212006A	212010A / B	212013A / B	212119A	212139A	212300A / B	212960AHPK
RE0F10B (JF011E)	212002B	TBA	TBA	TBA	TBA	TBA	TBA	TBA	333960AHPK
RE0F10D (JF016E)	333002A	TBA	TBA	333010A	333013A	TBA	TBA	212300BW	333960AHPK
RE0F10E (JF017E)	343002A	TBA	TBA	343010A / B	323013A	TBA	TBA	212300BW	TBA
RE0F11A (JF015E)	323002A	323004AF	TBA	323010A	323013A	323119A	TBA	323300A	323960AHPK

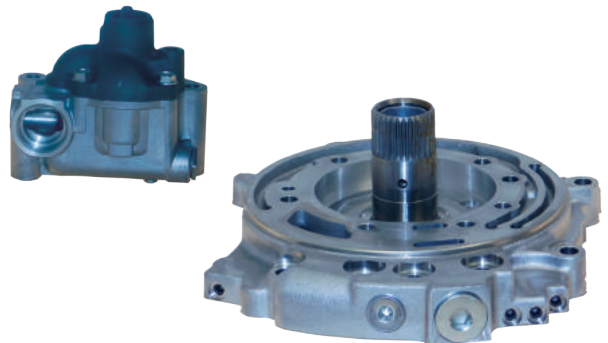
*All Valve Bodies come With Tested Solenoids and Lock-Up Control Valve Kit Installed*



*WIT Offers a line of used Rear Cover With Pulley Assemblies for Nissan CVT's*



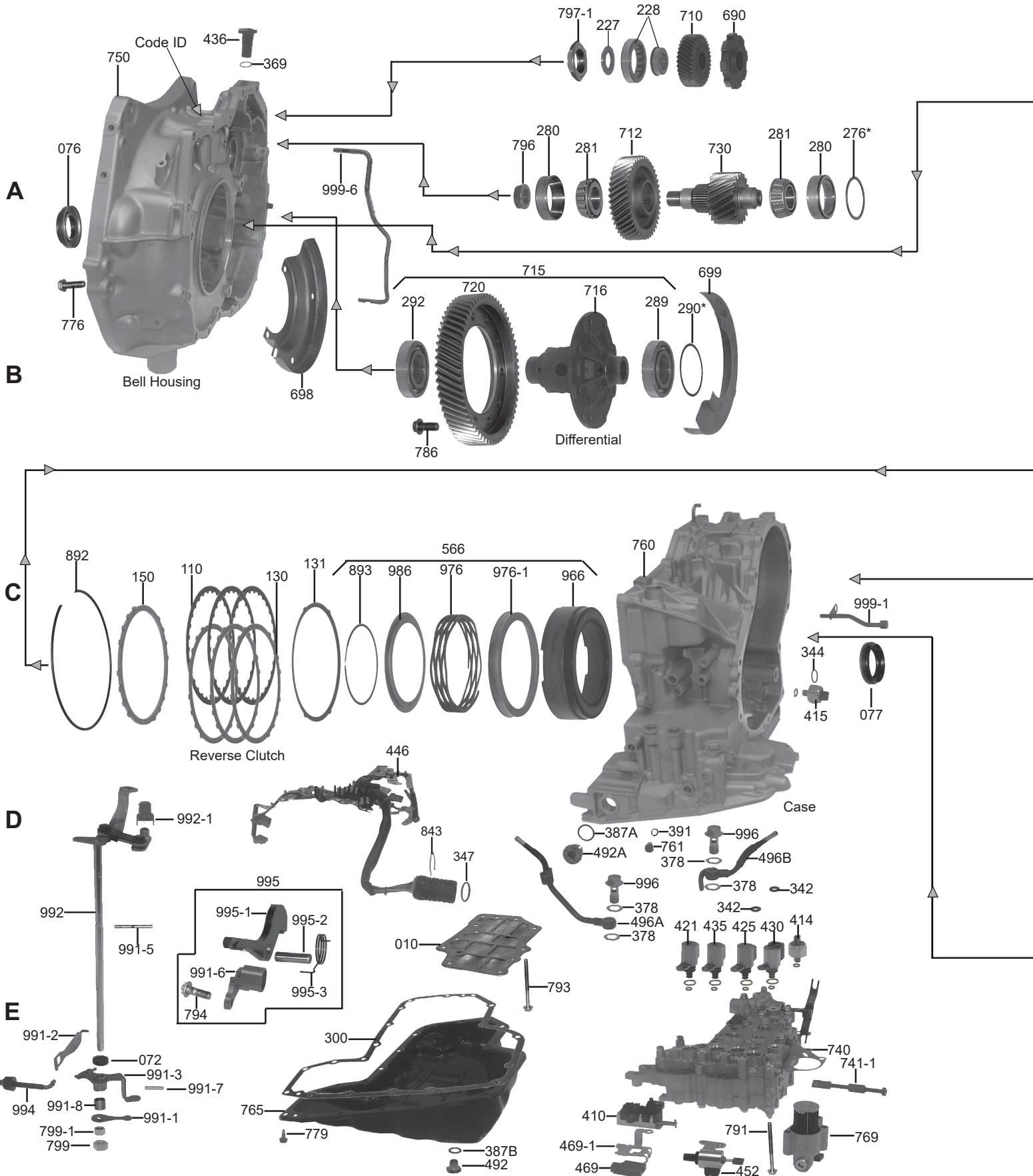
*Ask your Sales Representative about our full line of Fluids, Additives and Assembly Lubricants.*



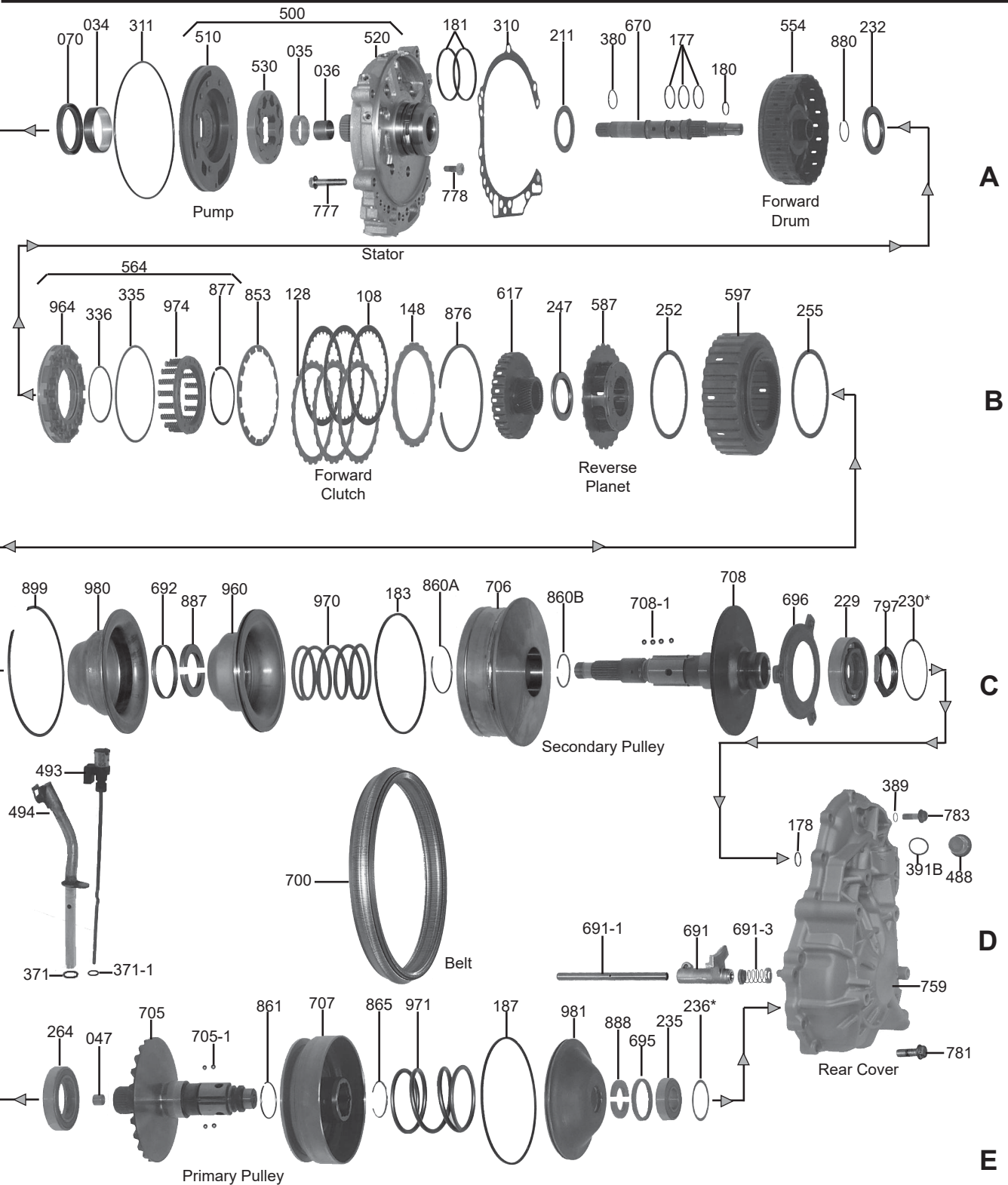
*Pumps Come With Oversized Pump Flow Control Valve Already Installed.*

# RE0F08A (JF009E)(1XB6B)

FWD CVT



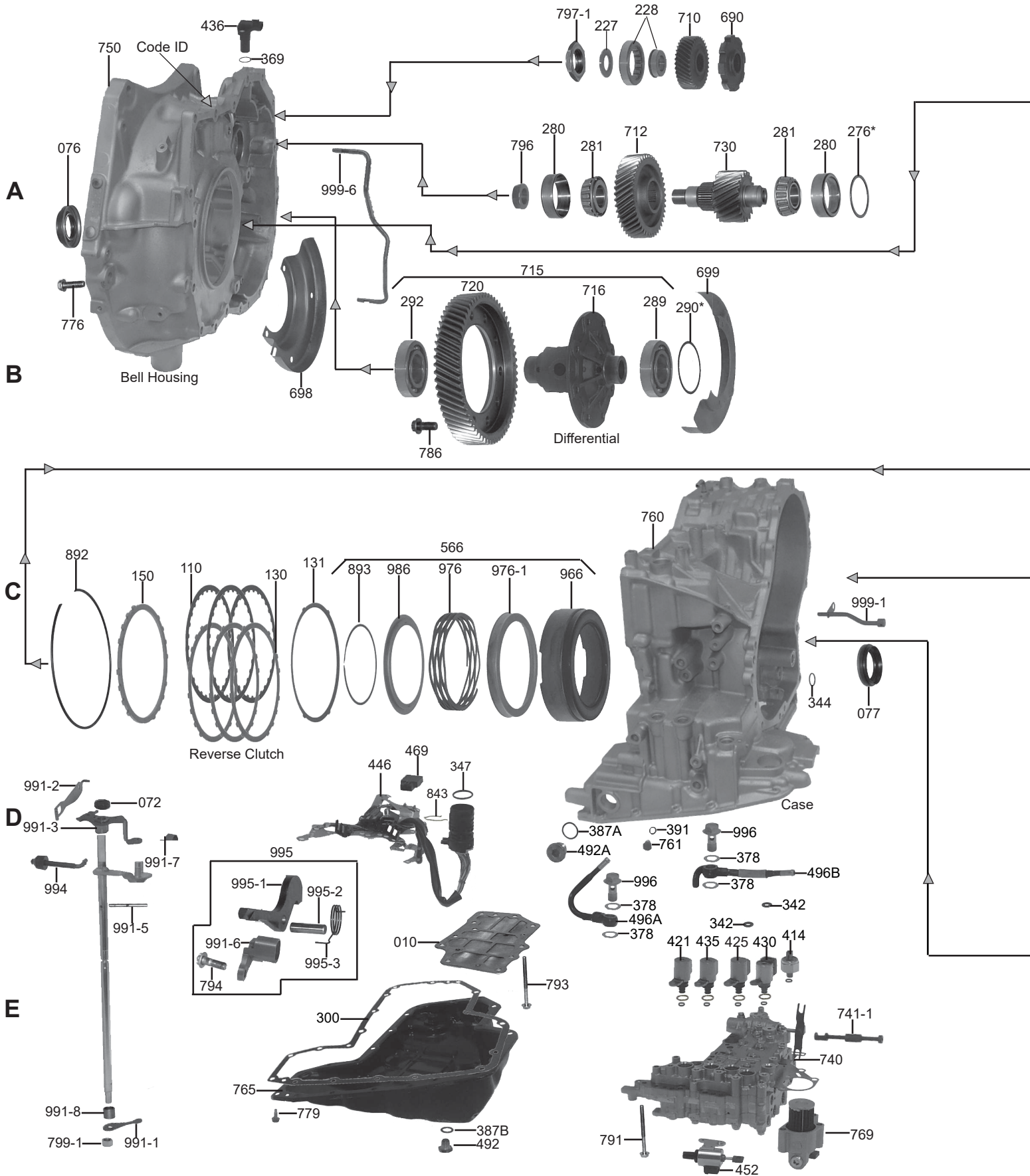
FWD CVT



# RE0F08B (JF009E)(1XC6B / 1XC6C)

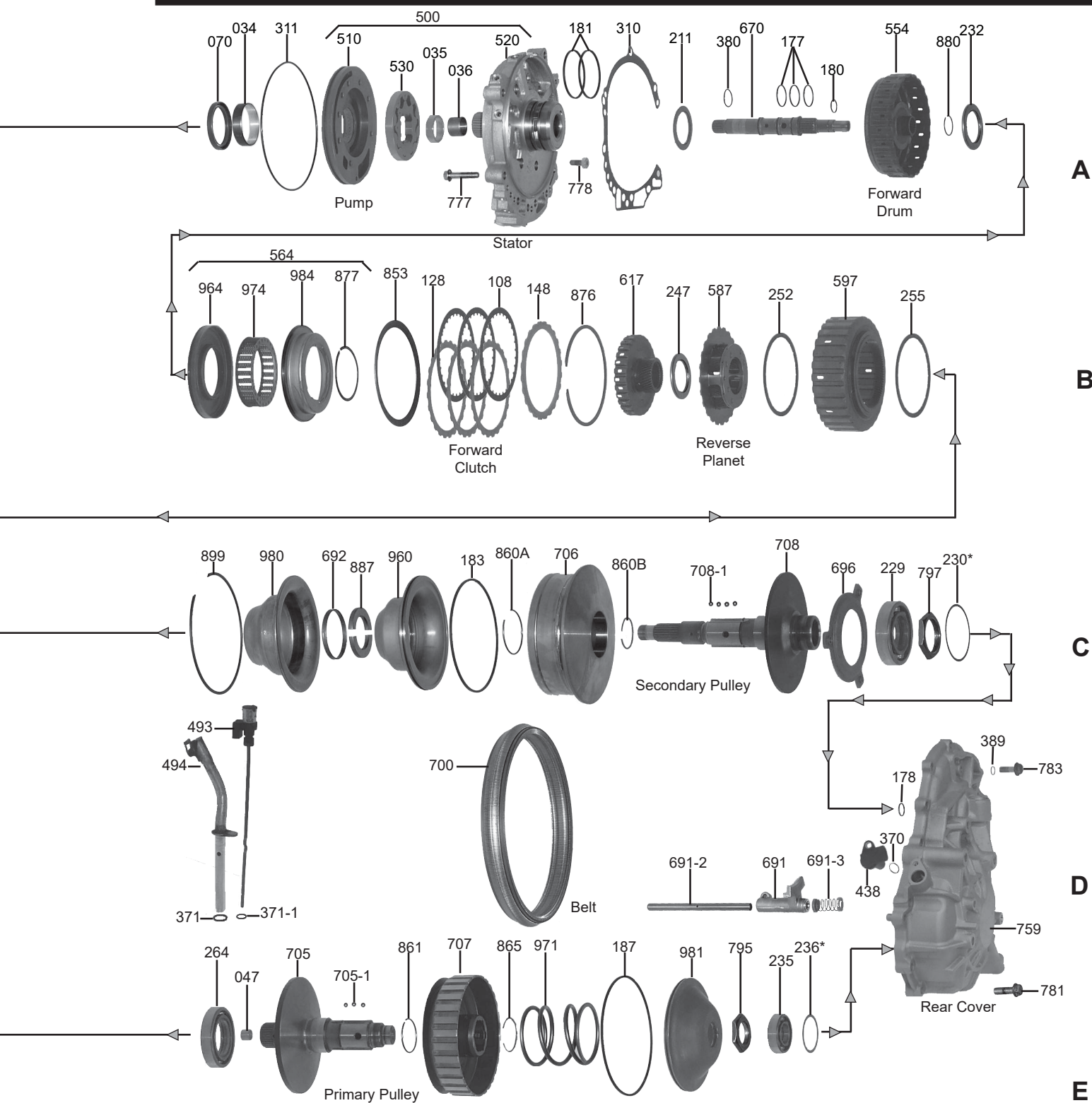
AutoLibrary

FWD CVT



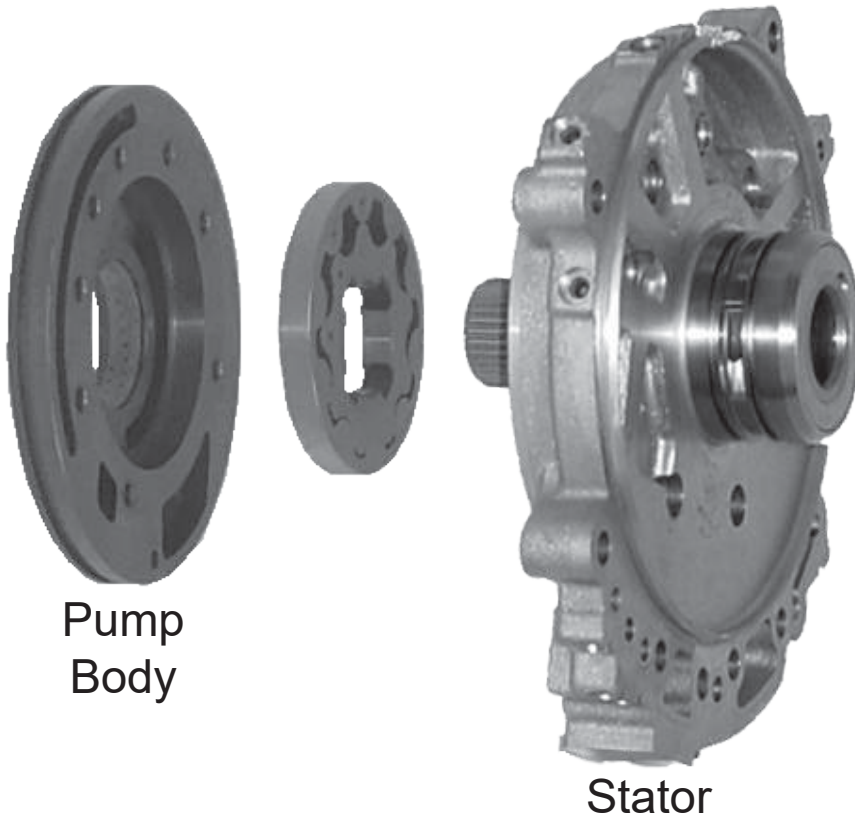
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**(1XC6B/1XC6C)RE0F08B(JF009E)**

FWD CVT



**RE0F08A & RE0F08B Use A Gear Style Pump**

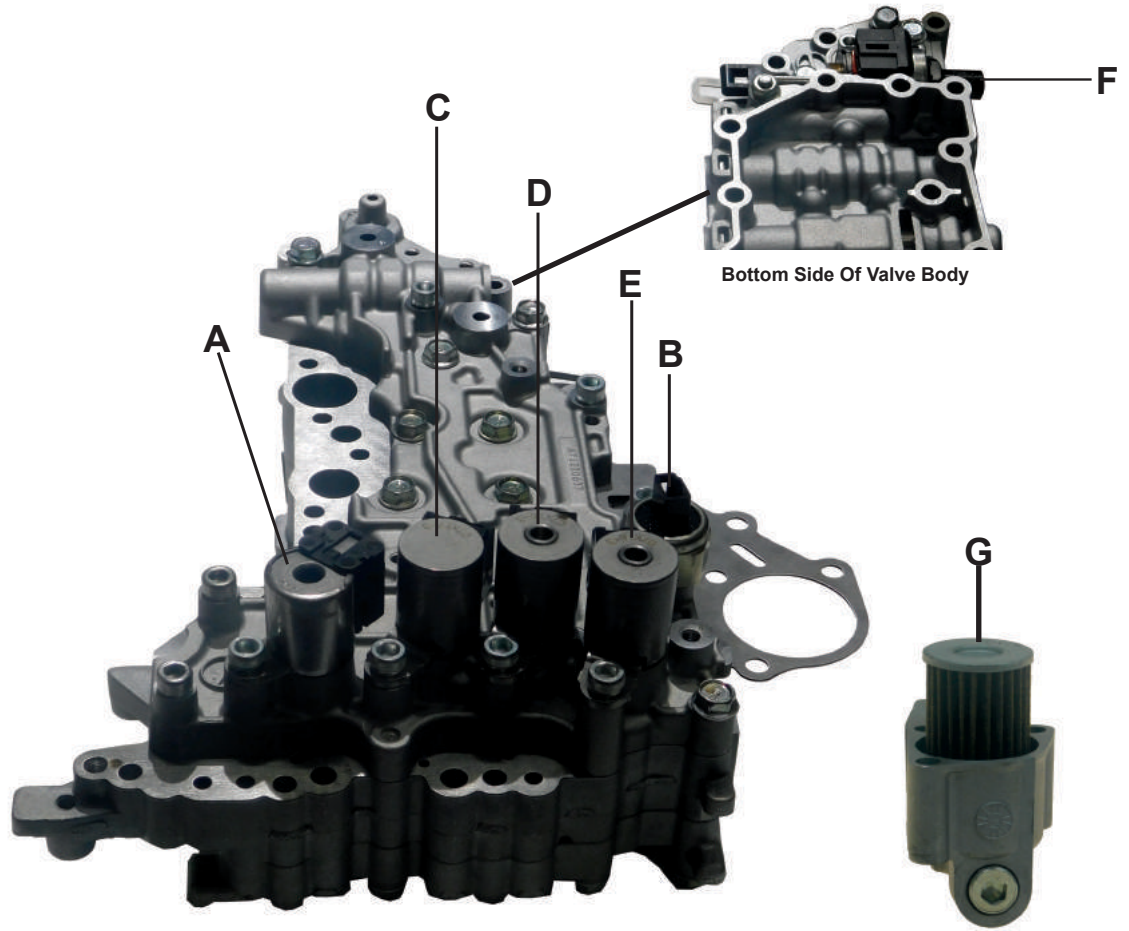
WIT # 243500A



Pump  
Body

Stator

**Valve Body Solenoid Identification**

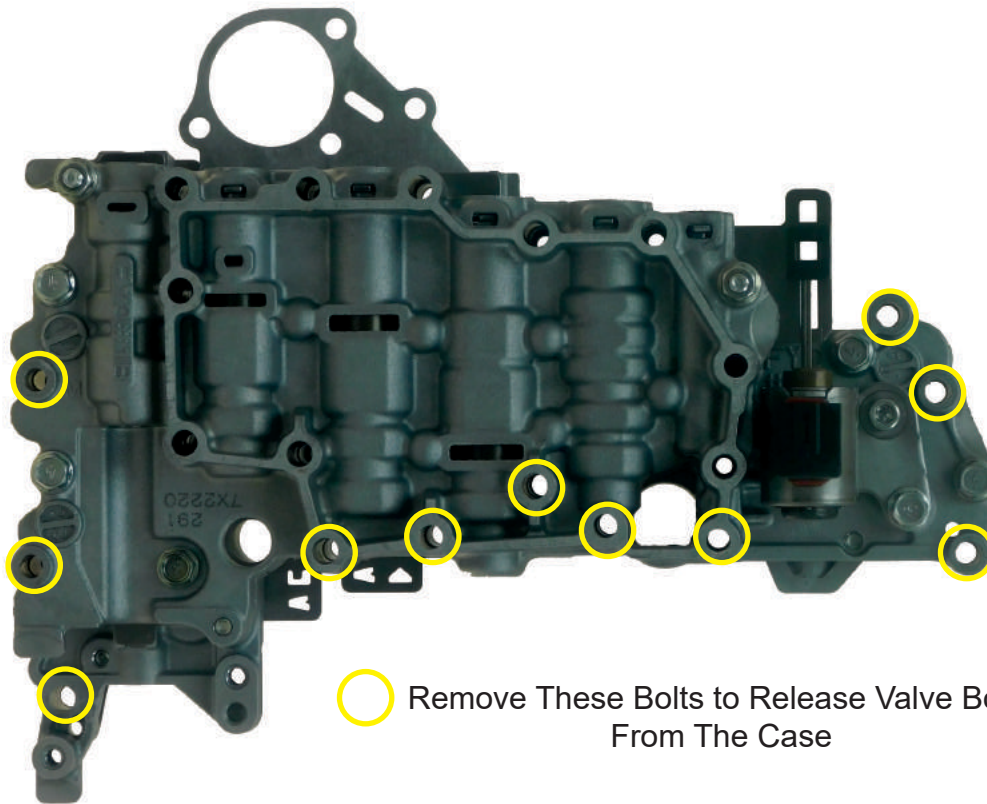


Alpha	Description	WIT Part #
	RE0F08B (JF009E) Valve Body (1XA02 & 1XC Cast) 2009-Up	243740A
	RE0F08A (JF009E) Valve Body (1XA02 & FYO Cast) 2007-Up	243740B
A	Pressure Control A (Line) Solenoid	243421A
B	Fluid Pressure Control A Switch (Secondary Pulley)	243414A / 243414B
C	Pressure Control B (Secondary) Solenoid	243435A / 243435B
D	TCC Control Solenoid	243425A / 243425B
E	TCC Select Solenoid (On/Off)	243430A / 243430B
F	Ratio Control Motor (Stepper)	243452A / 243452B
G	Filter Housing	243769A
	Wire Harness	243446A / 243446B

RE0F08A					
Solenoid	Year	Ohms	Year	Ohms	
Pressure Control Solenoid A	2007	2.5 - 5.0 Ω	2008-09	3.0 - 9.0 Ω	
Pressure Control Solenoid B	2007	2.5 - 5.0 Ω	2008-09	3.0 - 9.0 Ω	
TCC Solenoid	2007	5.0 - 20.0 Ω	2008-09	3.0 - 9.0 Ω	
TCC Select Solenoid	2007	5.0 - 20.0 Ω	2008-09	6.0 - 19.0 Ω	

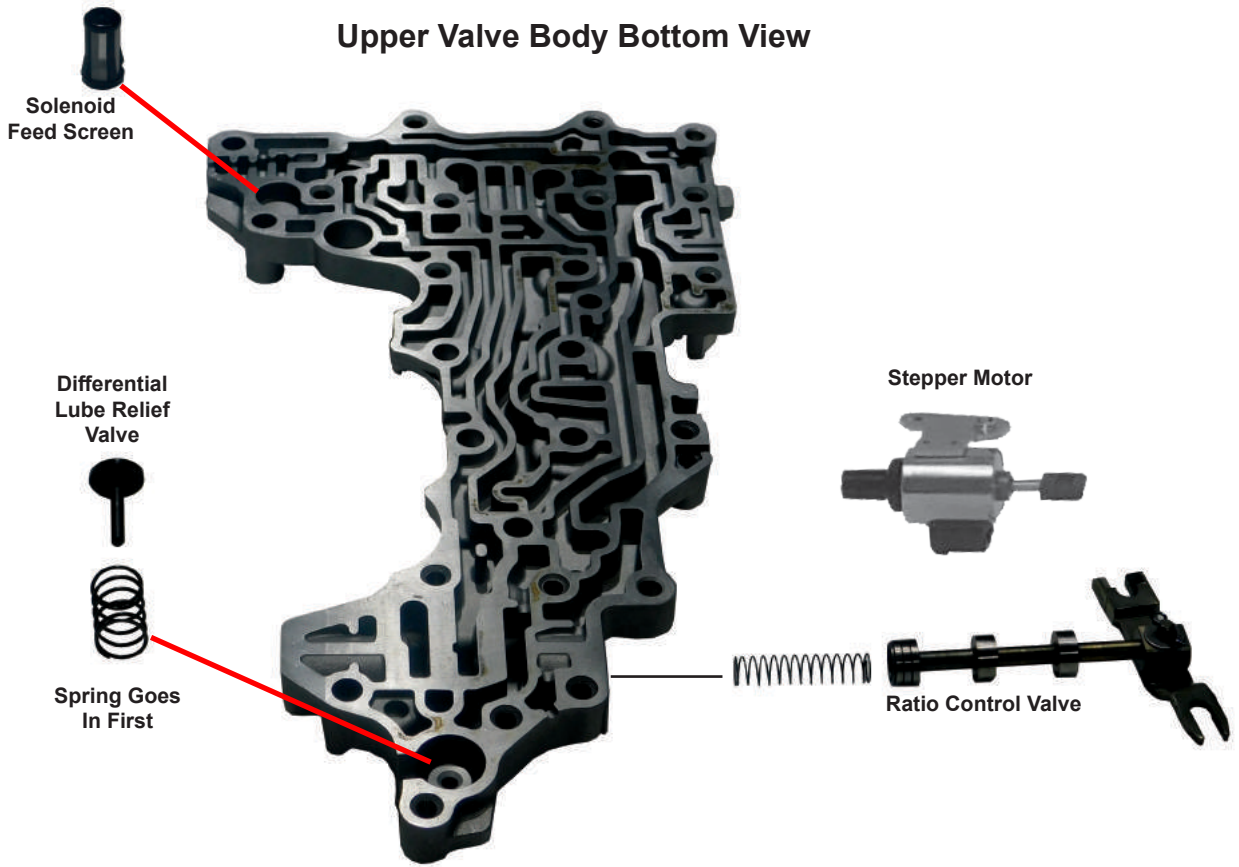
RE0F08B					
Solenoid	Year	Ohms	Year	Ohms	
Pressure Control Solenoid A	2009-14	3.0 - 9.0 Ω	Cube	5.6 - 7.6 Ω	
Pressure Control Solenoid B	2009-14	3.0 - 9.0 Ω	Cube	5.6 - 7.6 Ω	
TCC Solenoid	2009-14	3.0 - 9.0 Ω	Cube	5.6 - 7.6 Ω	
TCC Select Solenoid	2009-14	6.0 - 19.0 Ω	Cube	12.3 - 16.7 Ω	



○ Remove These Bolts to Release Valve Body From The Case

**Valve Body Exploded View**

Upper Valve Body Bottom View



**Valve Body Plates**

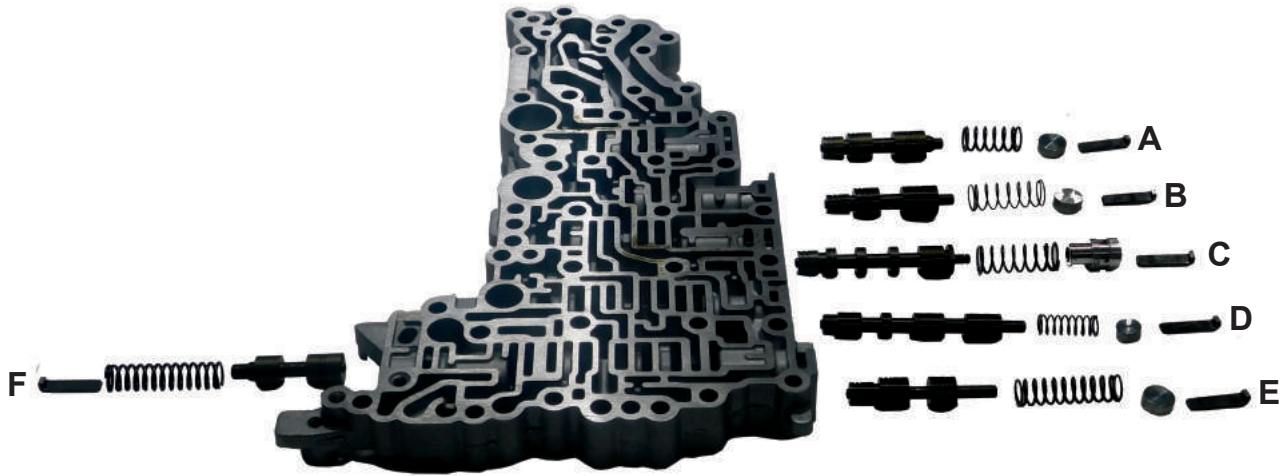
Center Valve Body



Main Valve Body

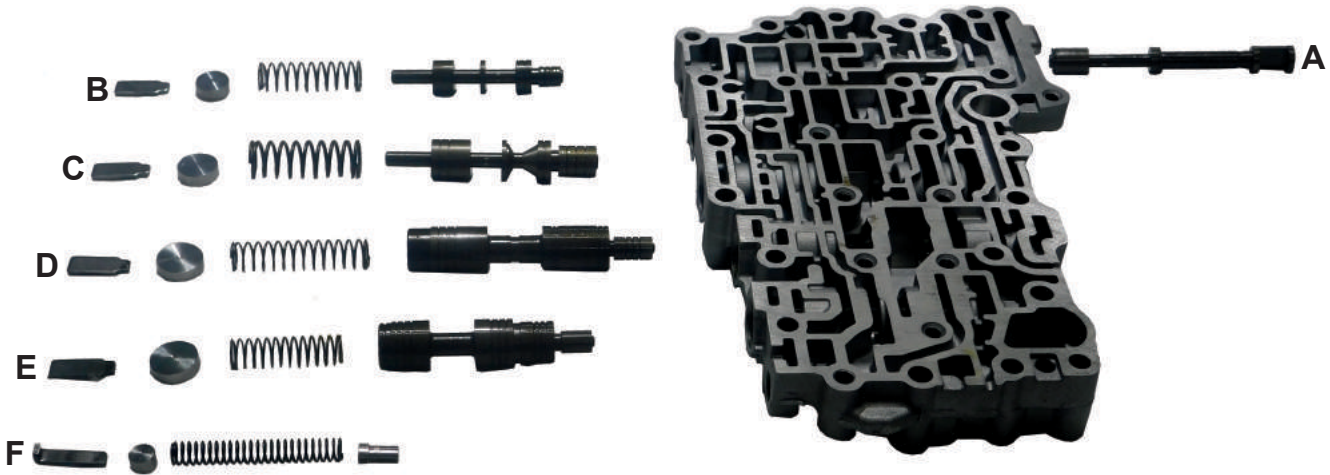


Center Valve Body



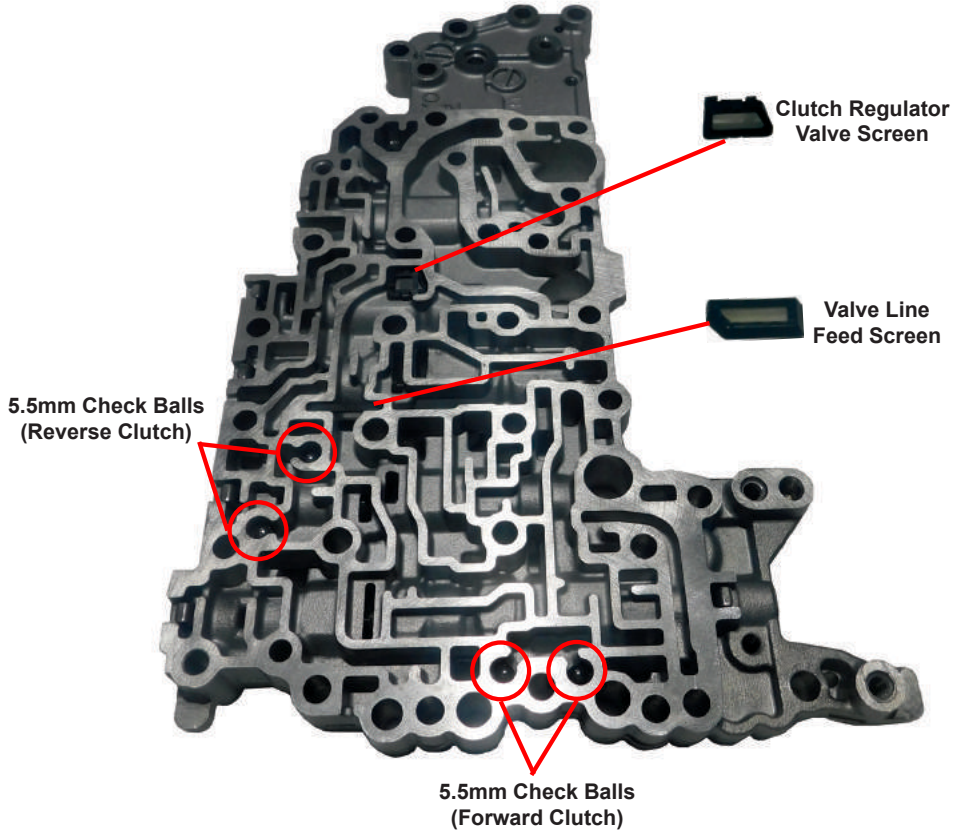
Alpha	Description	WIT Part #
A	Secondary Pulley Control	
B	TCC Regulator	S203741COSK
C	Lock-Up Control	S203741CK
D	Switching Valve	
E	Clutch Control	
F	Solenoid Regulator	S203741ALK

Main Valve Body



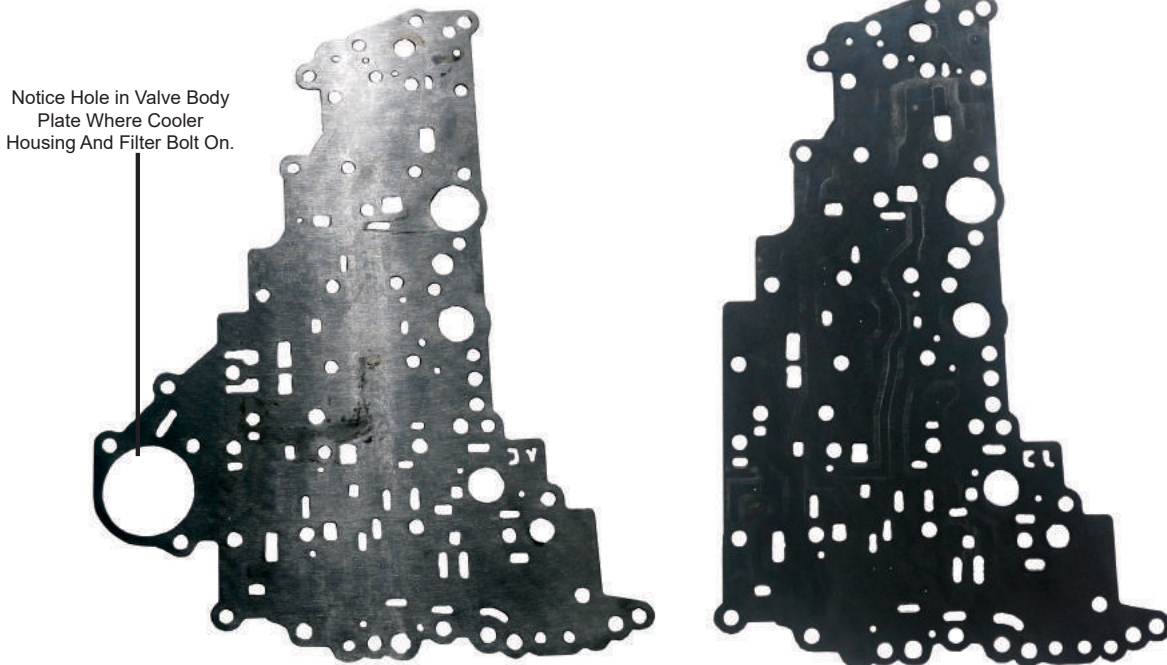
Alpha	Description	WIT Part #
A	Manual Valve	U243741-1A / U243741-1B
B	TCC Limit Valve	S203741FOSK
C	Secondary Pressure Regulator Valve	
D	Primary Pressure Regulator Valve	S203741PK
E	Secondary Pulley Control Valve	S203741VK
F	Plug	

Center Valve Body Upper View



RE0F08A / RE0F08B Valve Body Plate

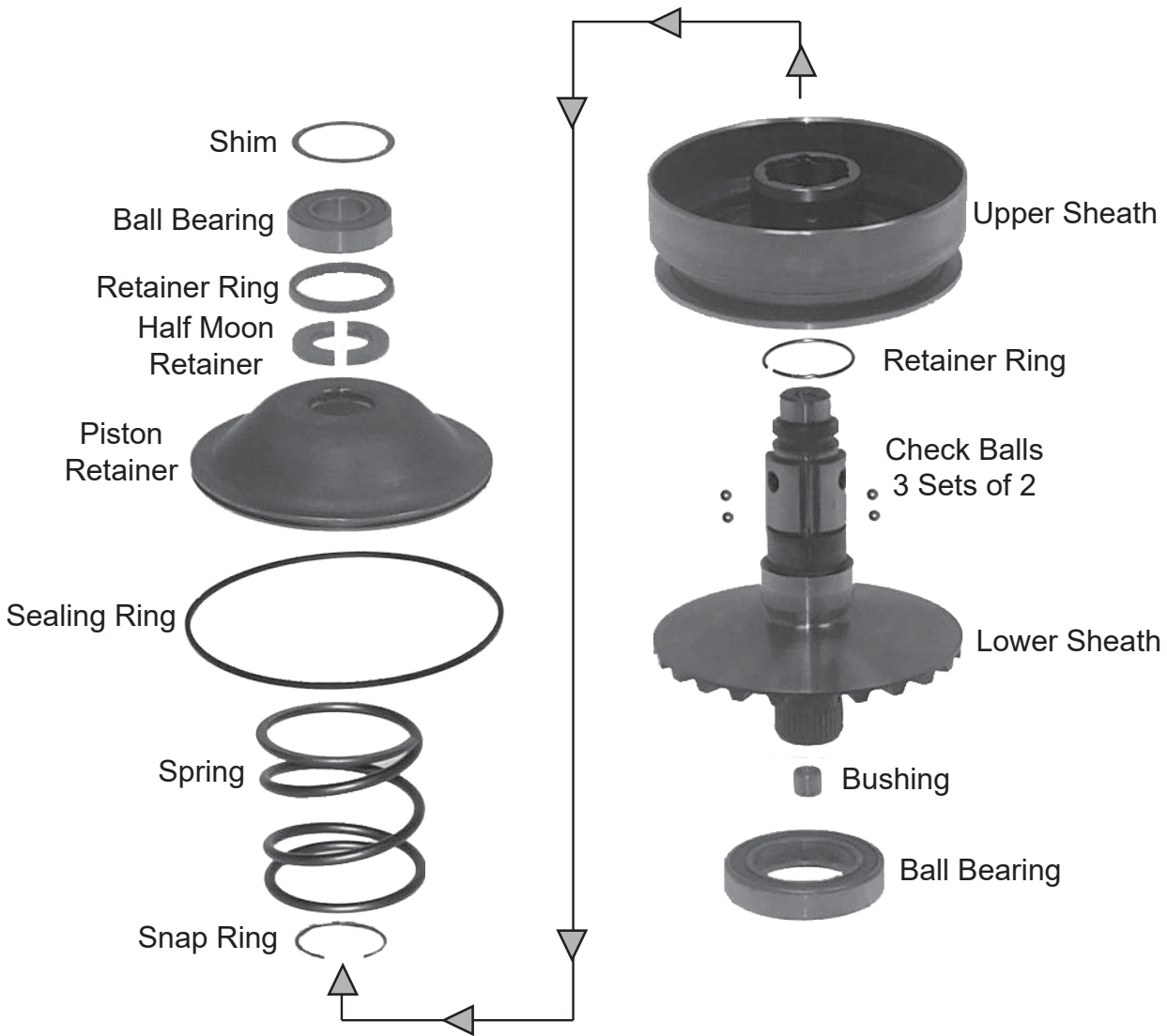
RE0F09A / RE0F09B Valve Body Plate



The Major Difference Between The RE0F08A And The RE0F09A Valve Bodies Is The Separator Plates As Shown and The Electronics. The Aluminum Castings Can Be Swapped Between Each Other After Verifying That There Are No Running Changes.

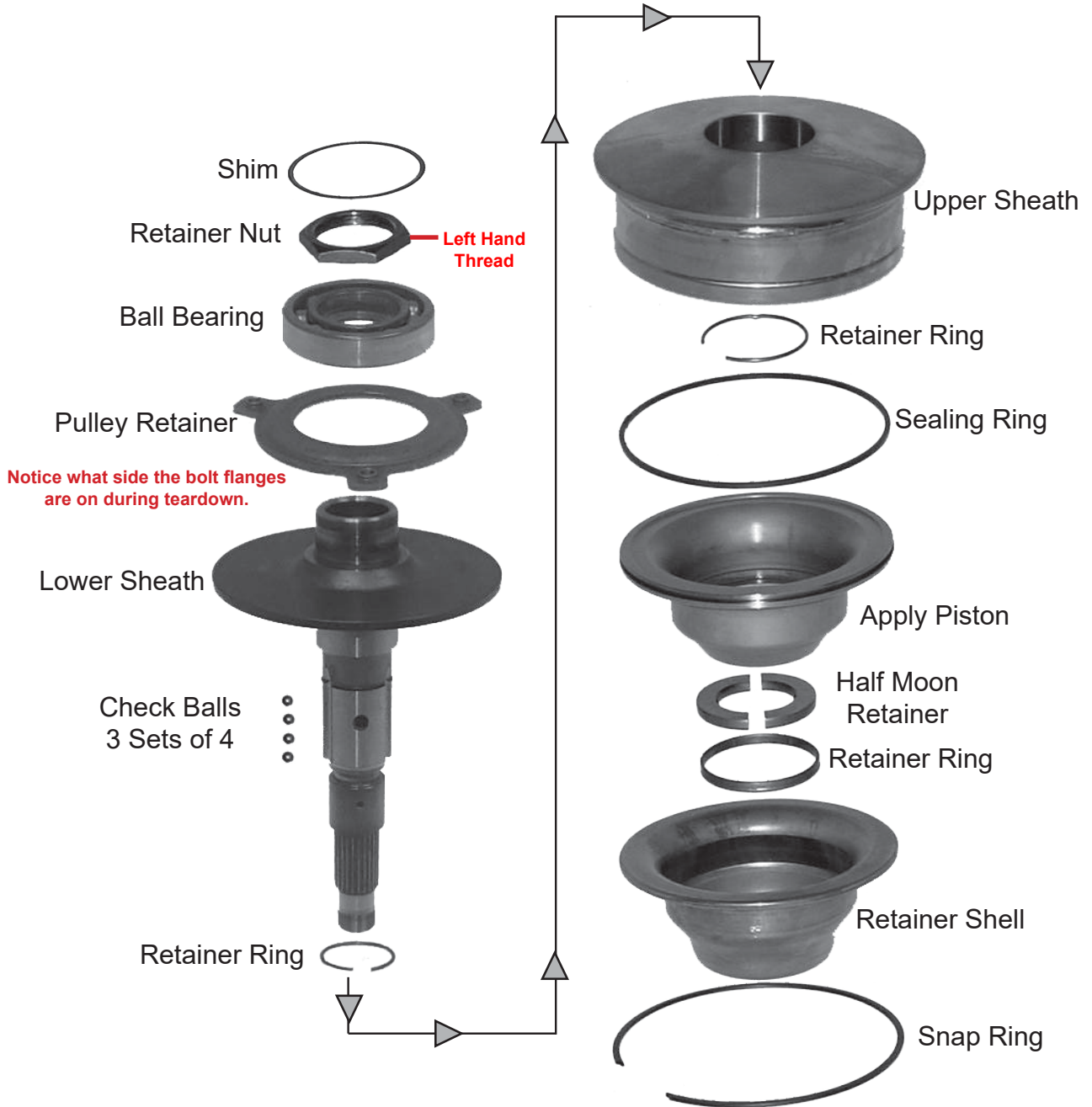
## RE0F08A Primary Pulley

Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.

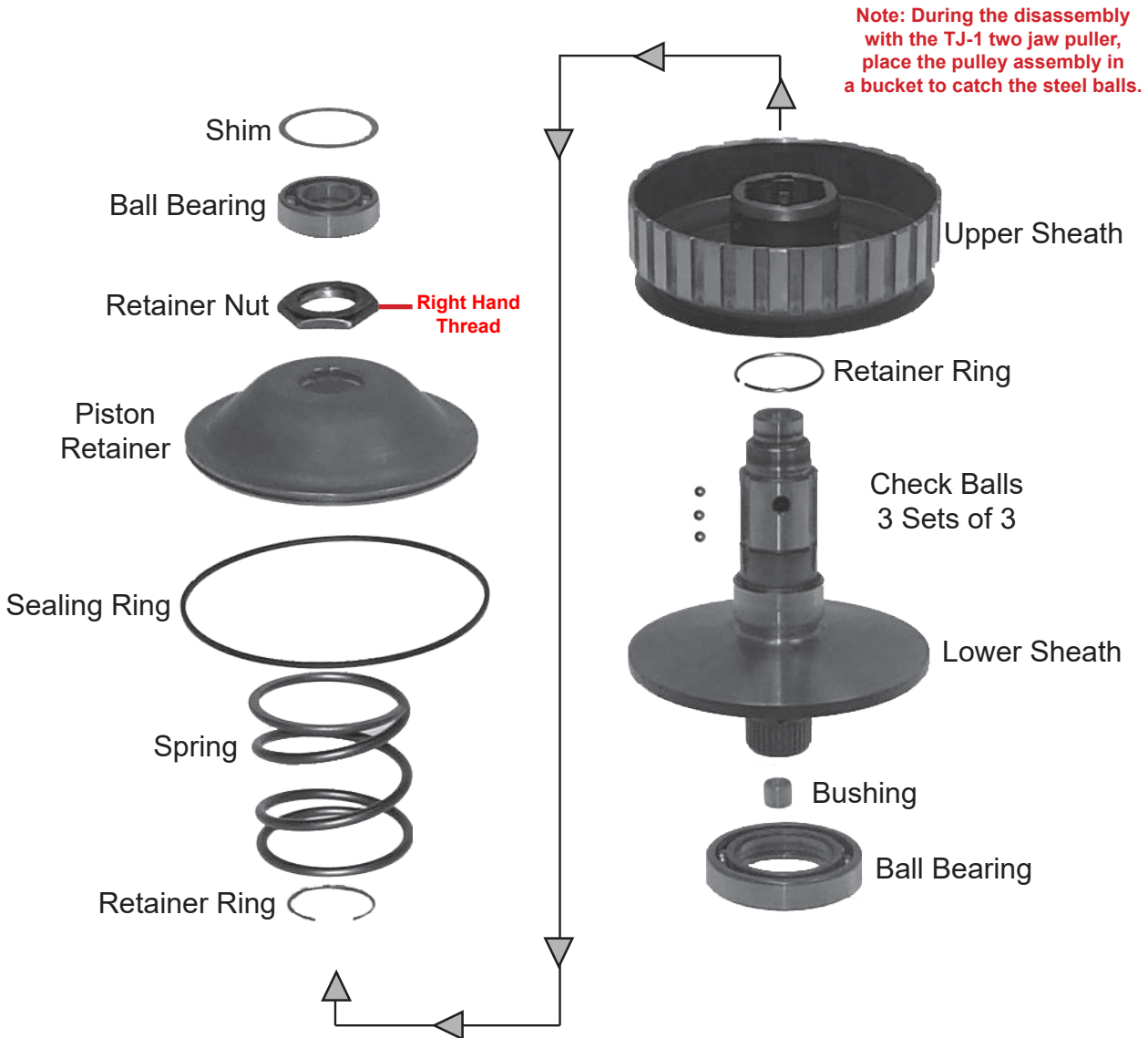


### RE0F08A Secondary Pulley

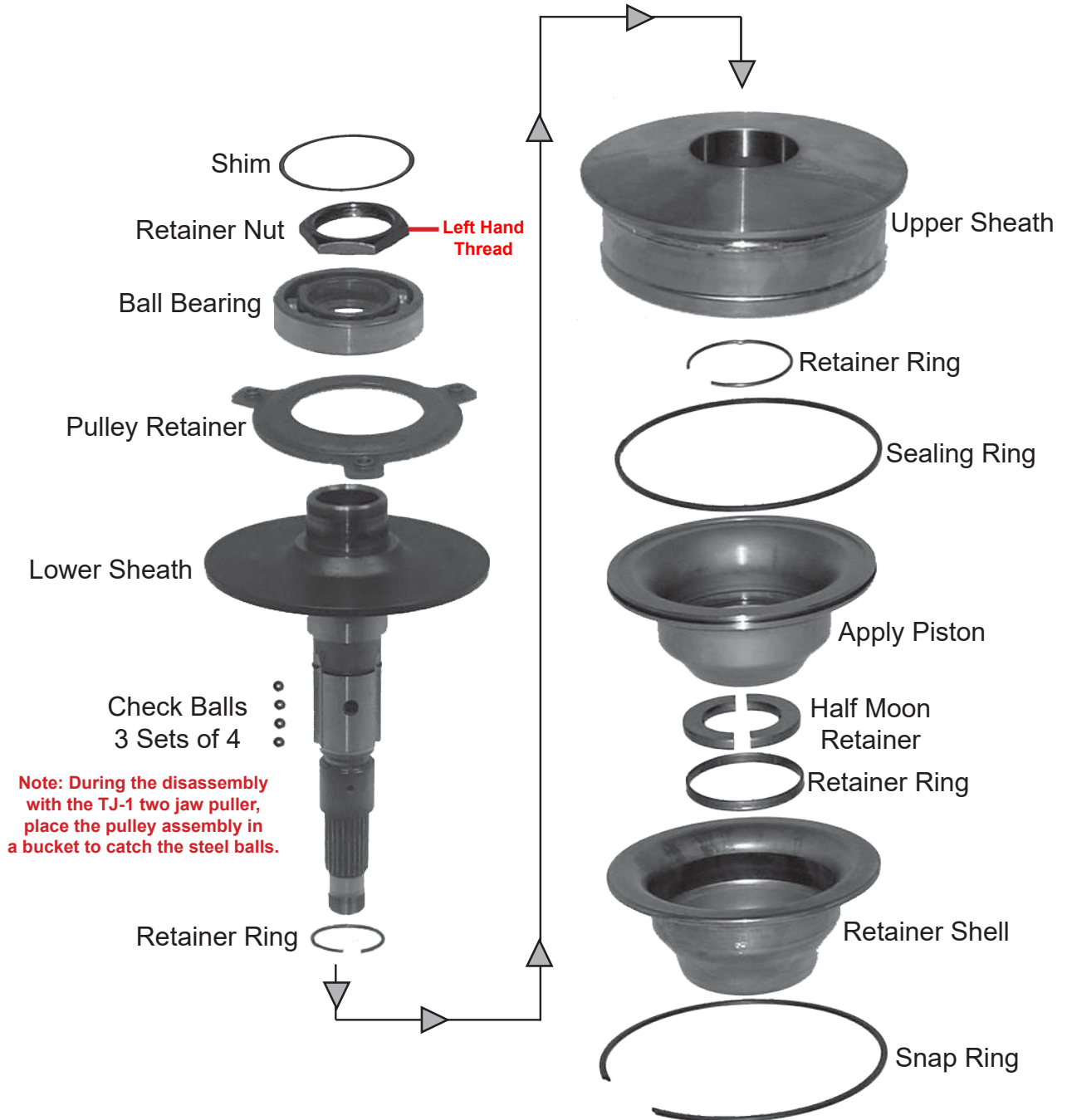
Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.



## RE0F08B Primary Pulley

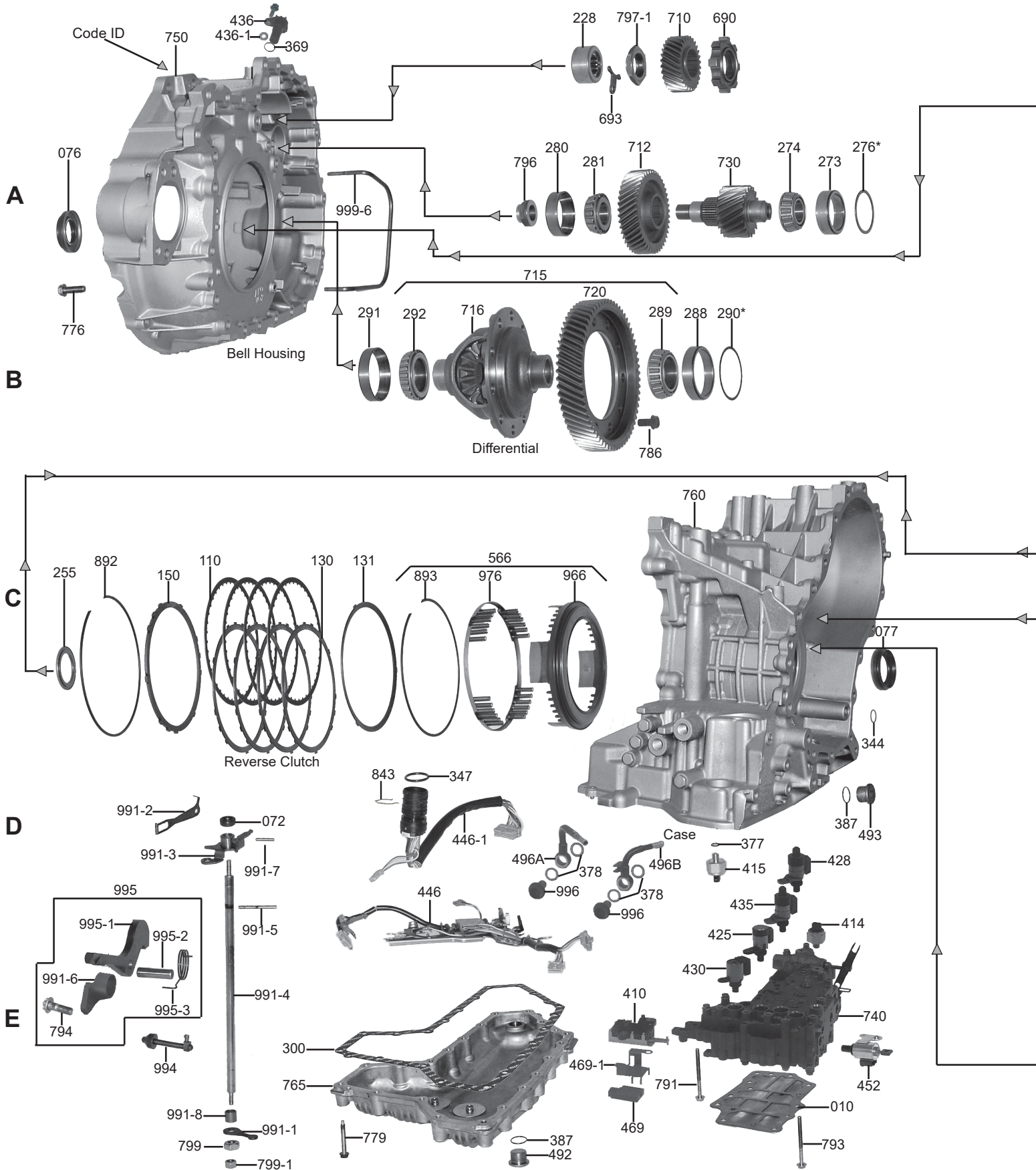


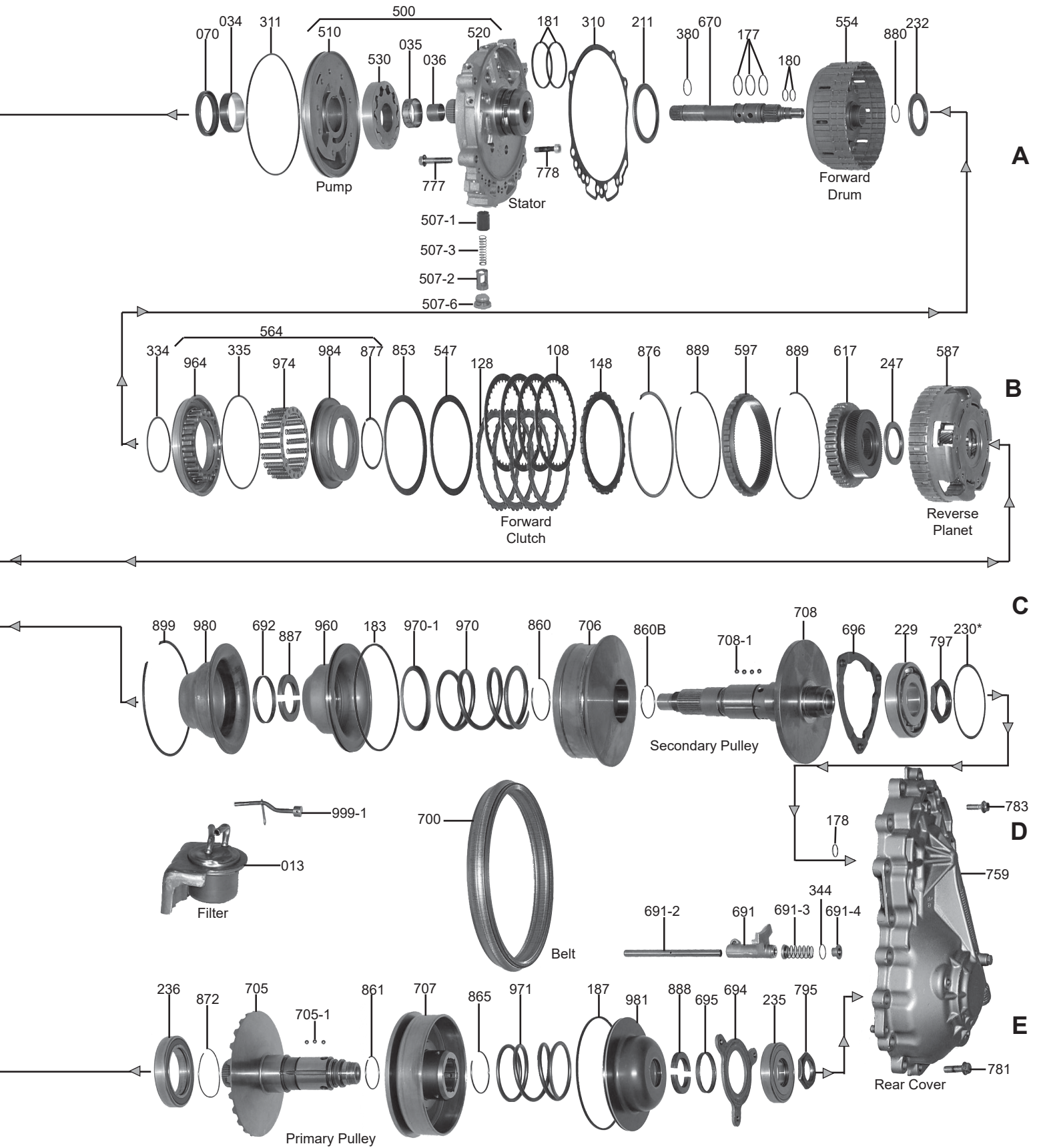
**RE0F08B Secondary Pulley**



# RE0F09A (1XD) / RE0F09B (1XE) (JF010E)

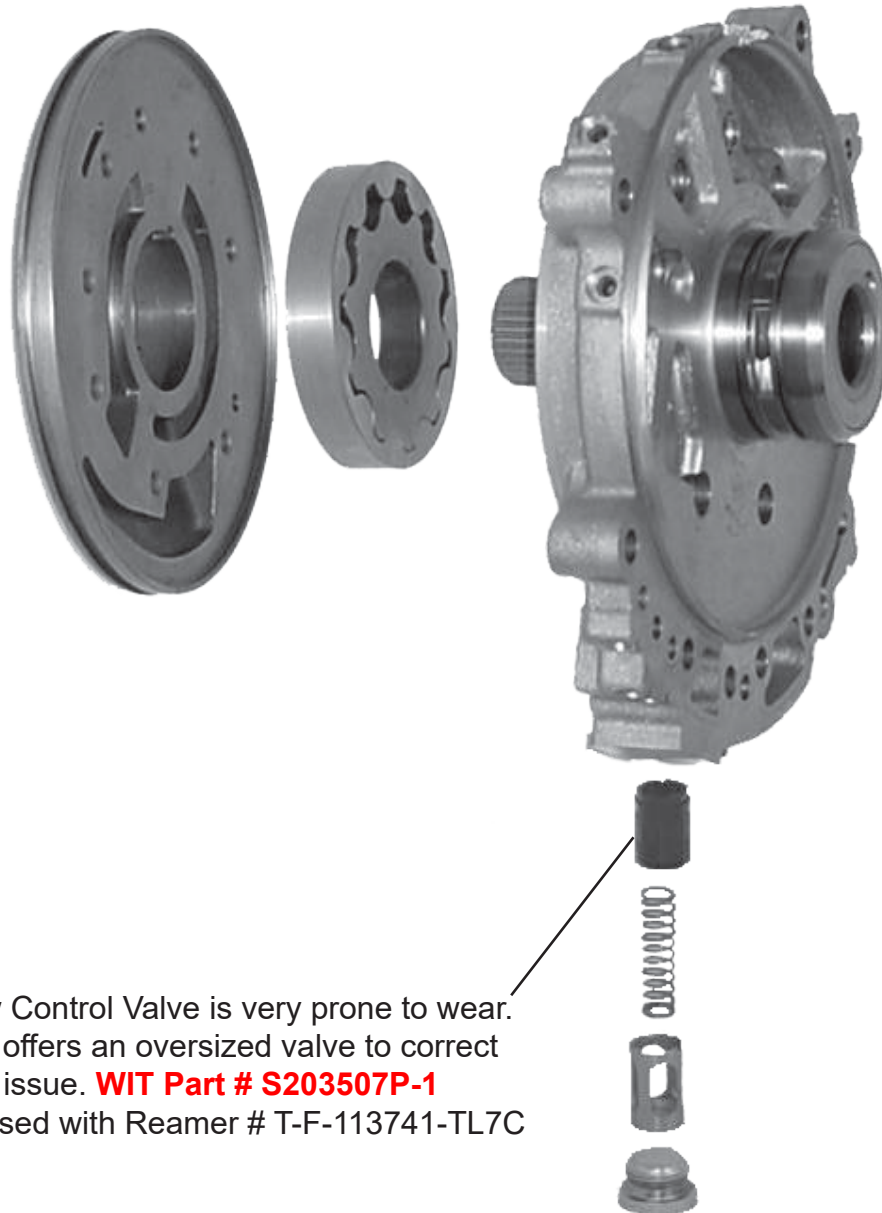
FWD CVT





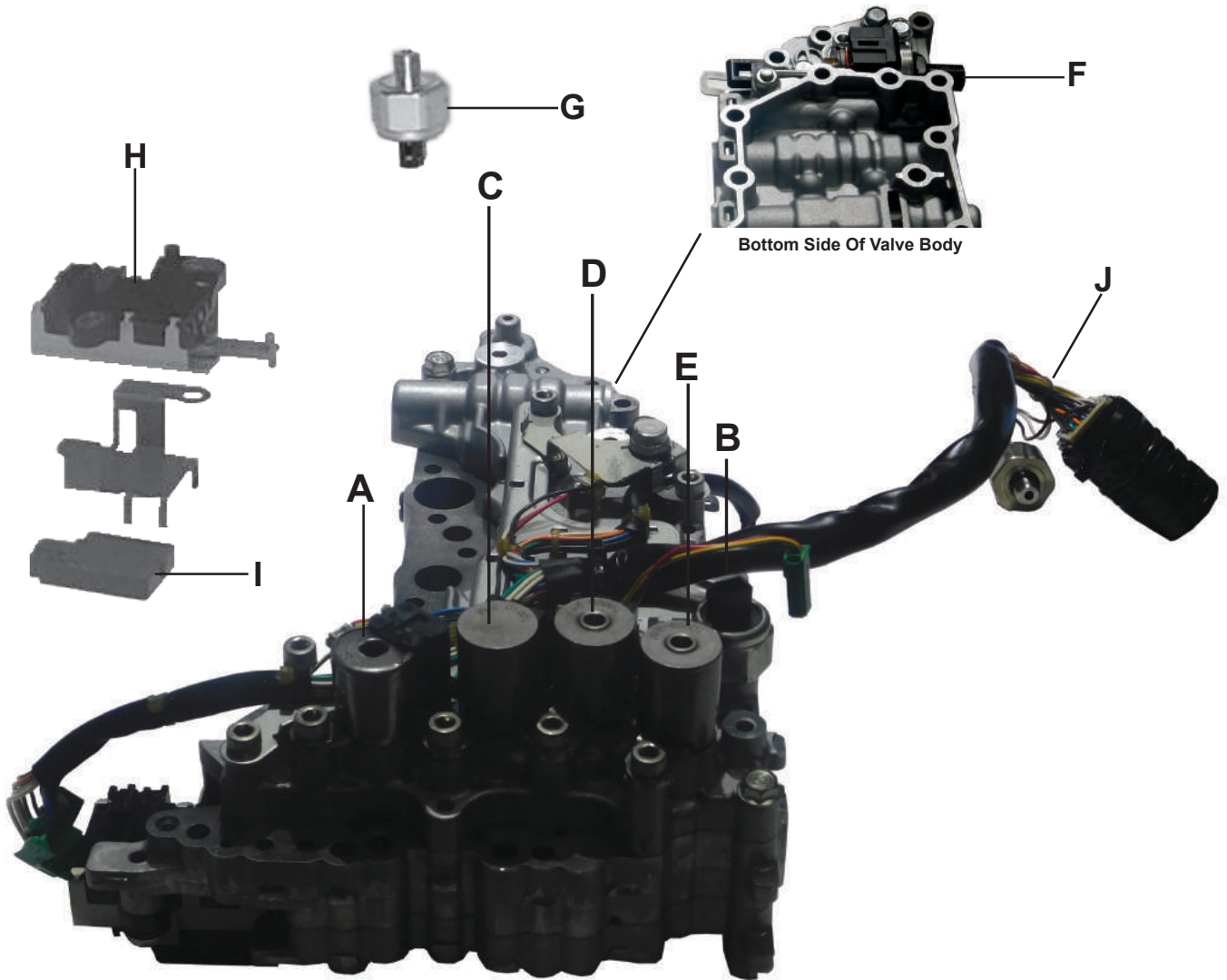
**RE0F09A & RE0F09B Use A Gear Style Pump**

WIT # 203500A

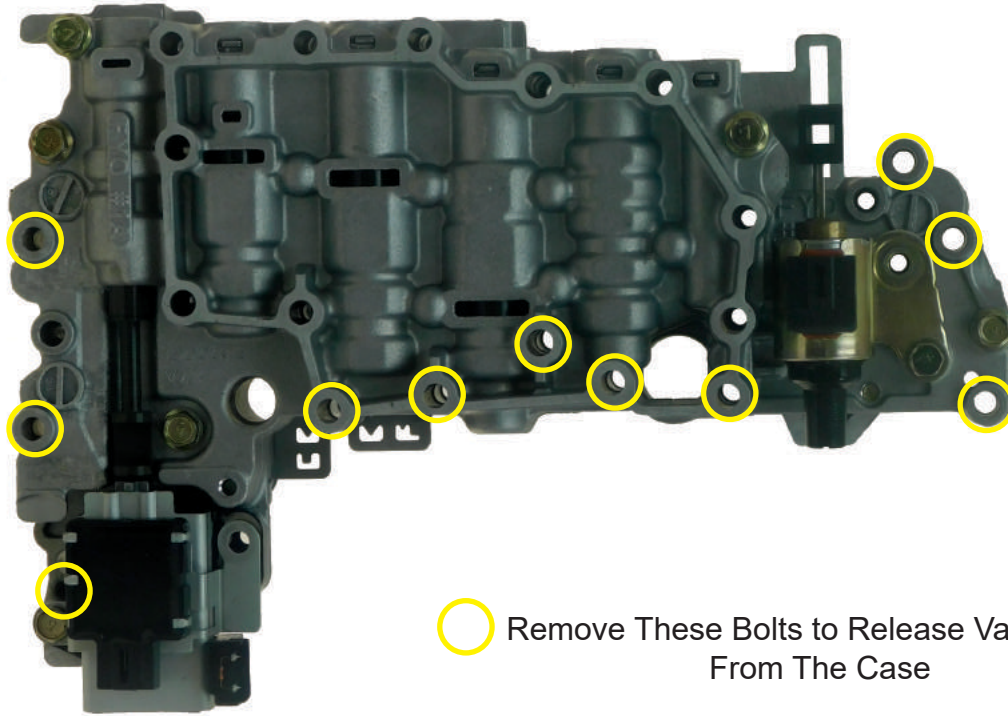


The Flow Control Valve is very prone to wear.  
Sonnax offers an oversized valve to correct  
this issue. **WIT Part # S203507P-1**  
Must be used with Reamer # T-F-113741-TL7C

**Valve Body Solenoid Identification**



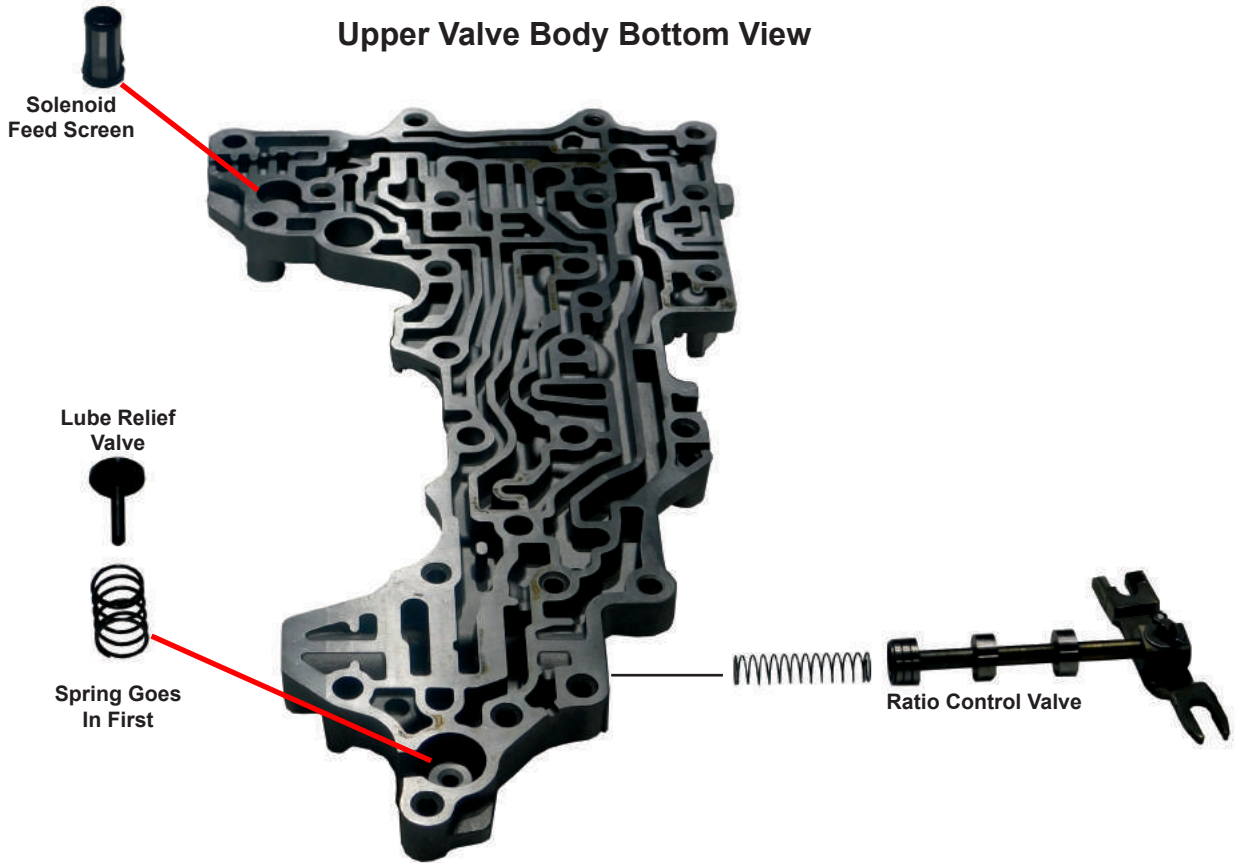
Alpha	Description	WIT Part #
	RE0F09A Valve Body (Cast # FYO#2A, #1A, #1B, or #3B) 2003-Up ..	203740A
	RE0F09B Valve Body (Cast #1XE, FYO#3B, #2B, or #1B) 2007-14 ...	203740B
A	Pressure Control A (Line) Solenoid .....	203428A
B	Fluid Pressure Control A Switch (Secondary Pulley).....	203414A
C	Pressure Control B (Secondary) Solenoid .....	203435A
D	TCC Control Solenoid .....	203425A / 203425AA
E	TCC Select Solenoid (On/Off) .....	203430A
F	Ratio Control Motor (Stepper) .....	203452A
G	Primary Pressure Switch (Screws Into Case) .....	203414A
H	Park / Neutral Switch.....	203410A
I	Rom Assembly .....	203469A / 203469AA
J	Wire Harness (Includes Primary Speed Sensor).....	203446A / 203446AA



○ Remove These Bolts to Release Valve Body From The Case

### Valve Body Exploded View

Upper Valve Body Bottom View



### Valve Body Plates

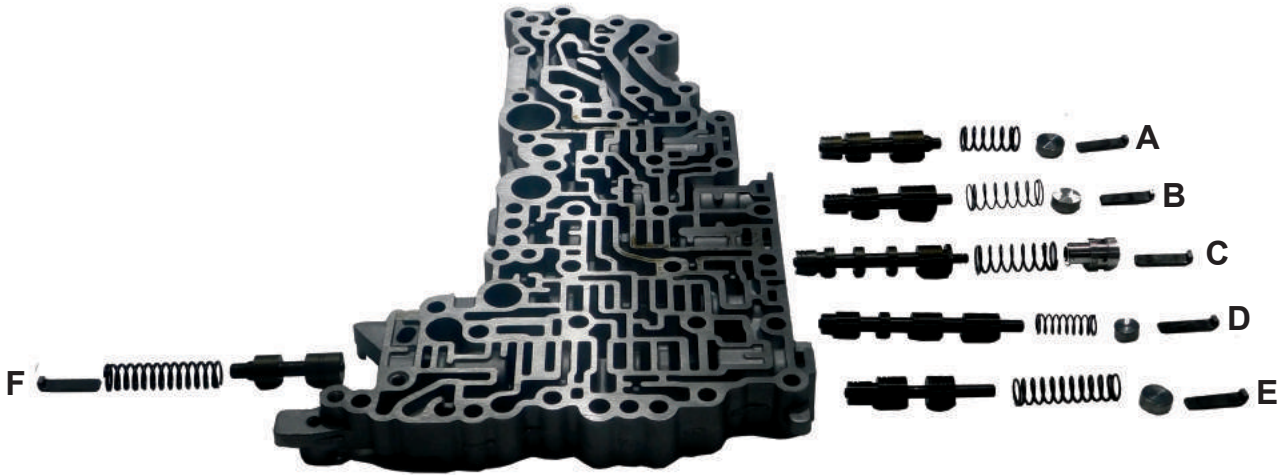
Center Valve Body



Main Valve Body

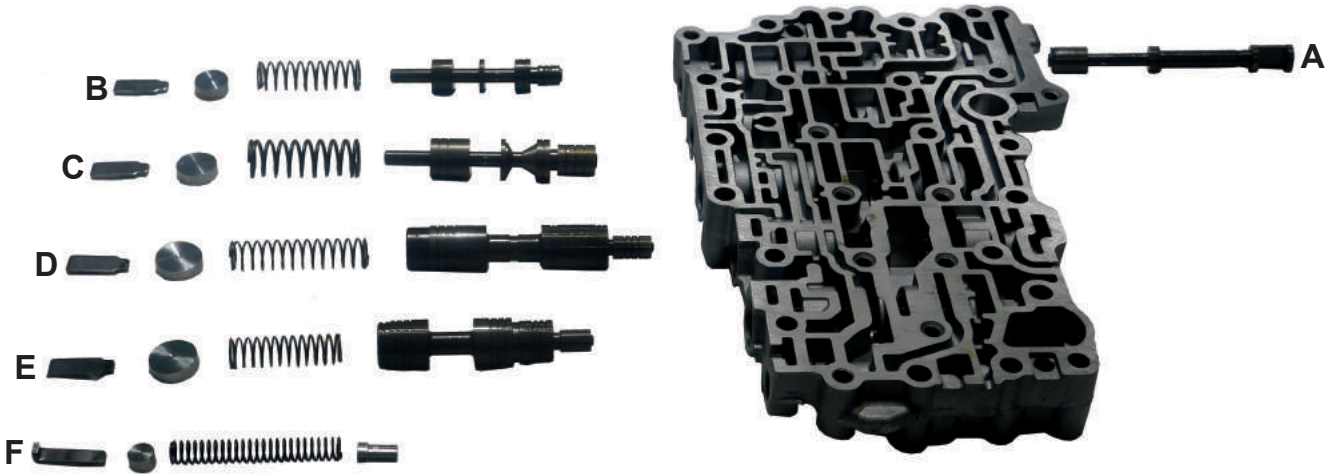


Center Valve Body



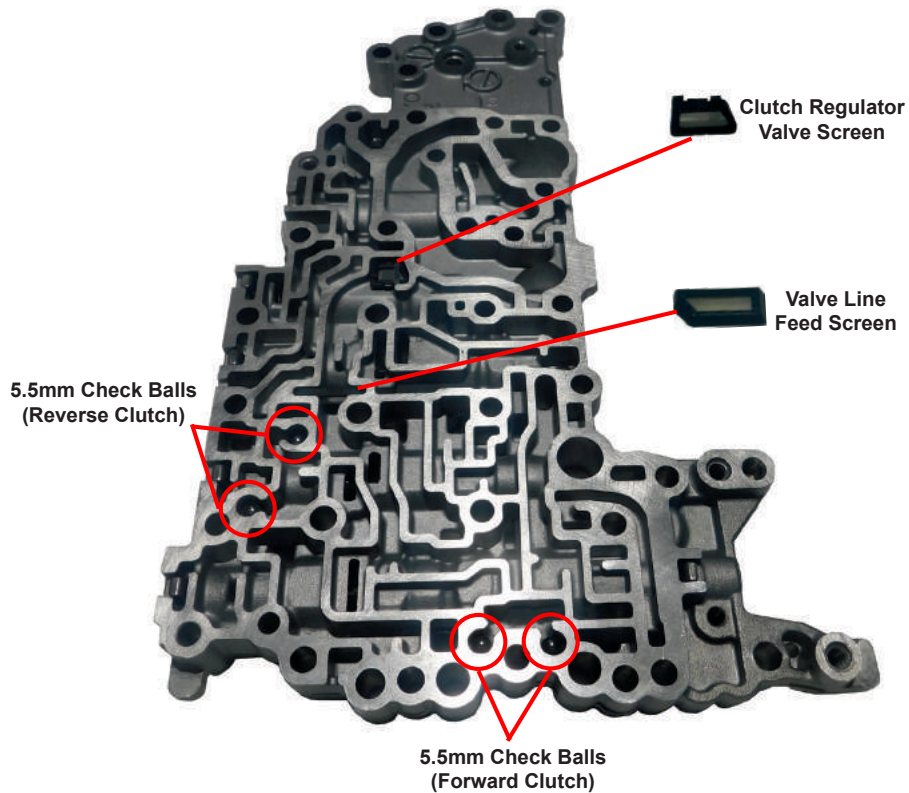
Alpha	Description	WIT Part #
A	Secondary Pulley Control	
B	TCC Regulator	S203741COSK
C	Lock-Up Control	S203741CK
D	Switching Valve	
E	Clutch Control	
F	Solenoid Regulator	S203741ALK

Main Valve Body



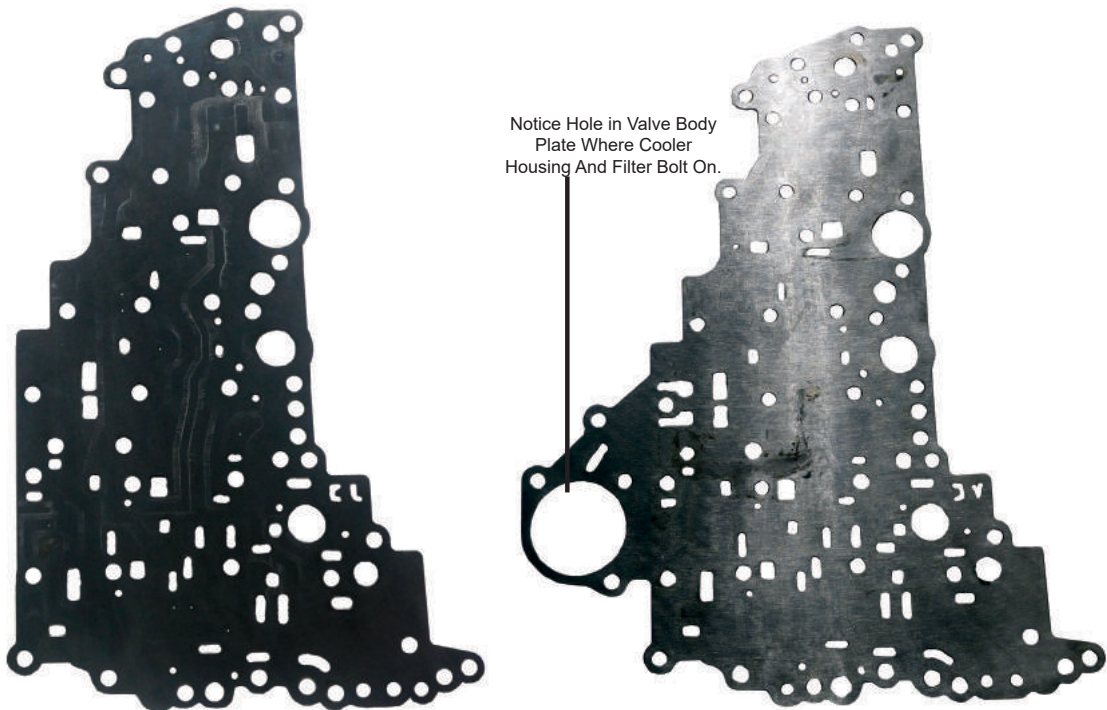
Alpha	Description	WIT Part #
A	Manual Valve	U243741-1B
B	TCC Limit Valve	S203741FOSK
C	Secondary Pressure Regulator Valve	
D	Primary Pressure Regulator Valve	S203741PK
E	Secondary Pulley Control Valve	S203741VK
F	Plug	

Center Valve Body Upper View



RE0F09A / RE0F09B Valve Body Plate

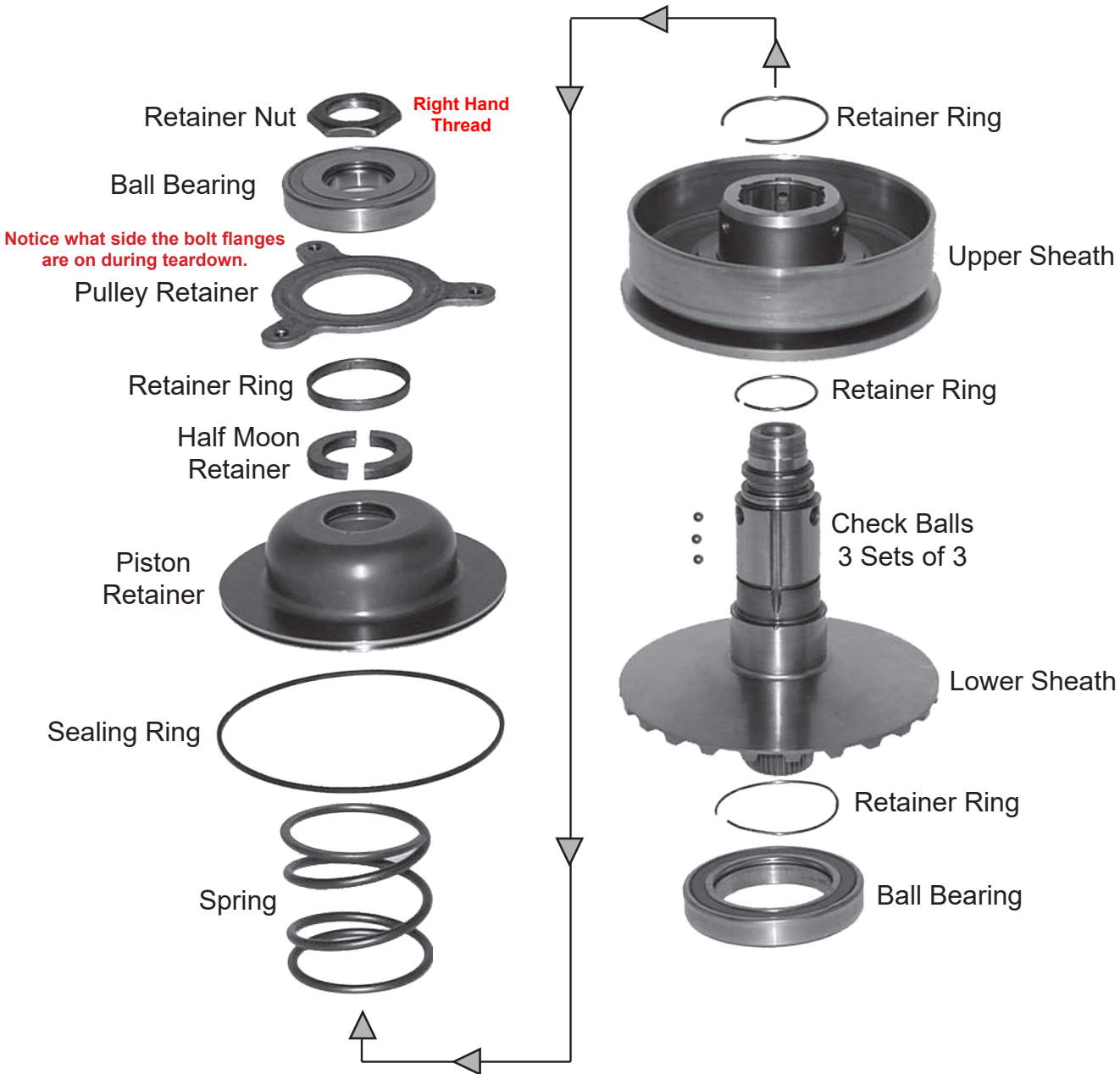
RE0F08A / RE0F08B Valve Body Plate



The Major Difference Between The RE0F09A And The RE0F08A Valve Bodies Is The Separator Plates As Shown and The Electronics. The Aluminum Castings Can Be Swapped Between Each Other After Verifying That There Are No Running Changes.

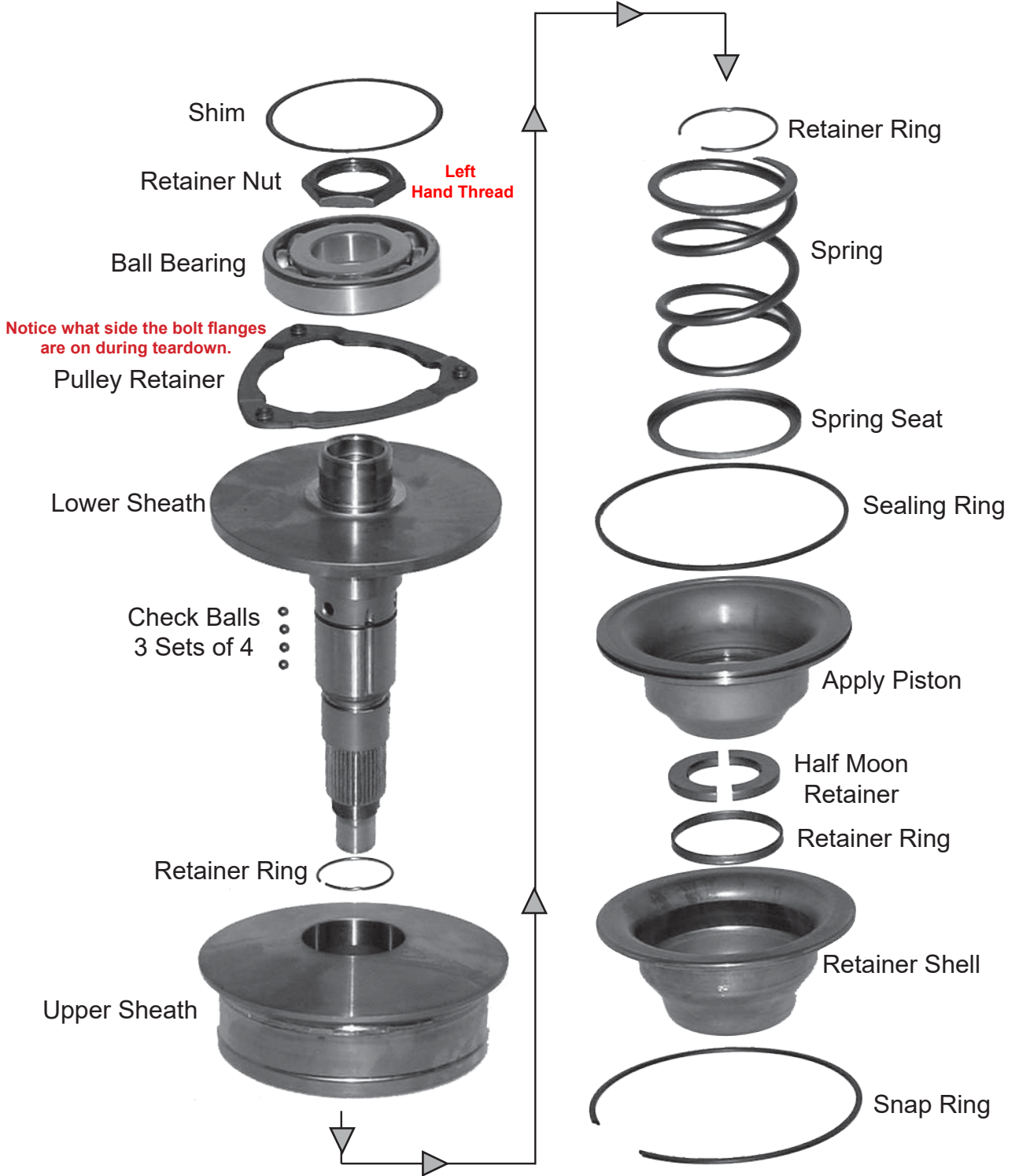
## Primary Pulley

Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.



### Secondary Pulley

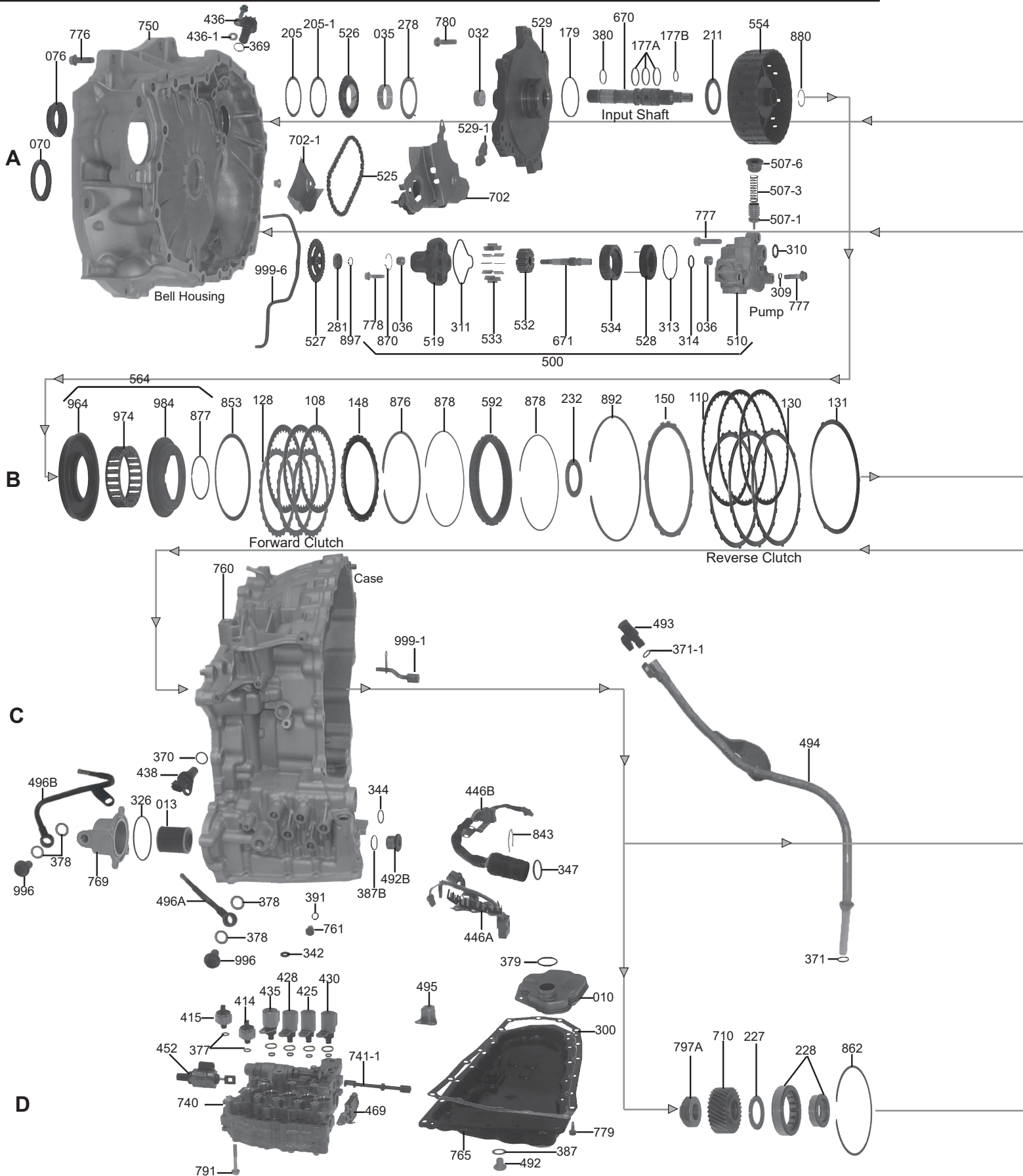
Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.

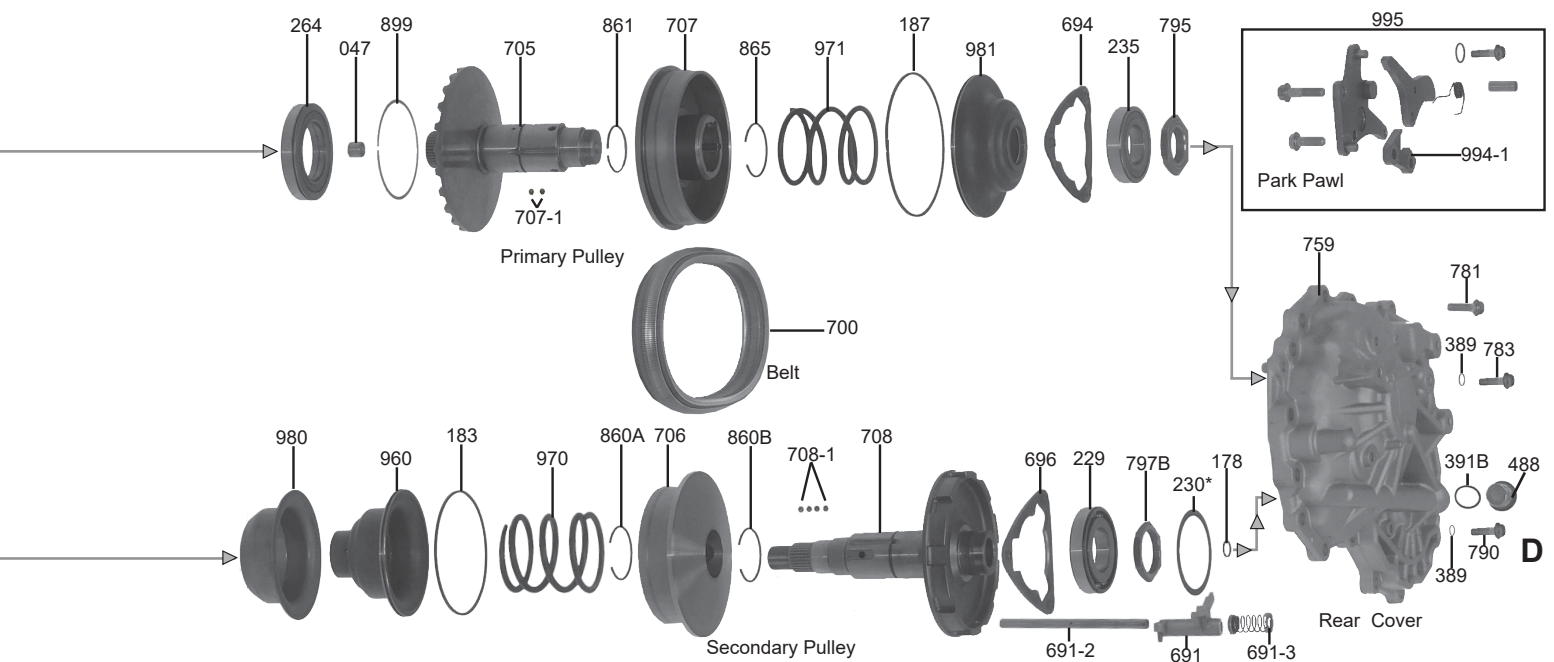
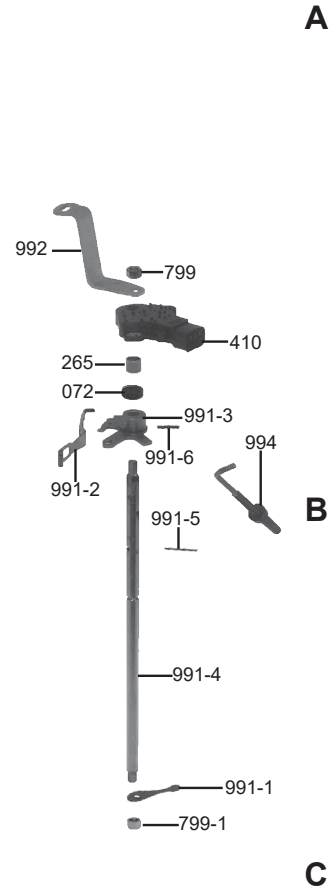
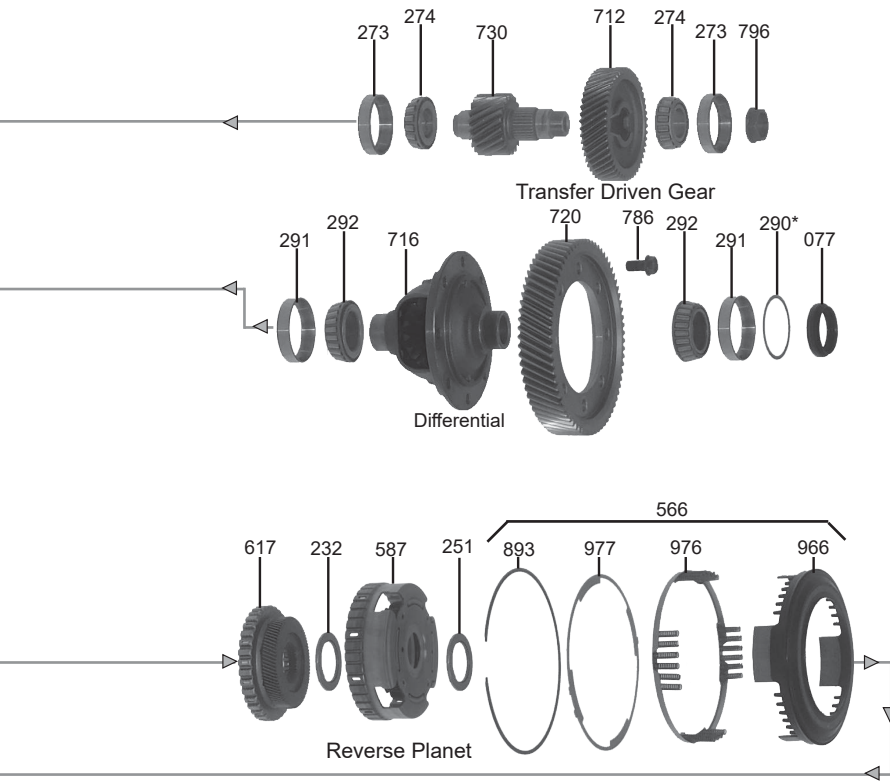


# RE0F10A (JF011E) (1XF / 1XT / 3UX)

CVT FWD

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## Off Axis Chain Driven Vane Style Pump

WIT # 212500A (2005-12)

# 212500B (2013-Up)

The Flow Control Valve is very prone to wear.

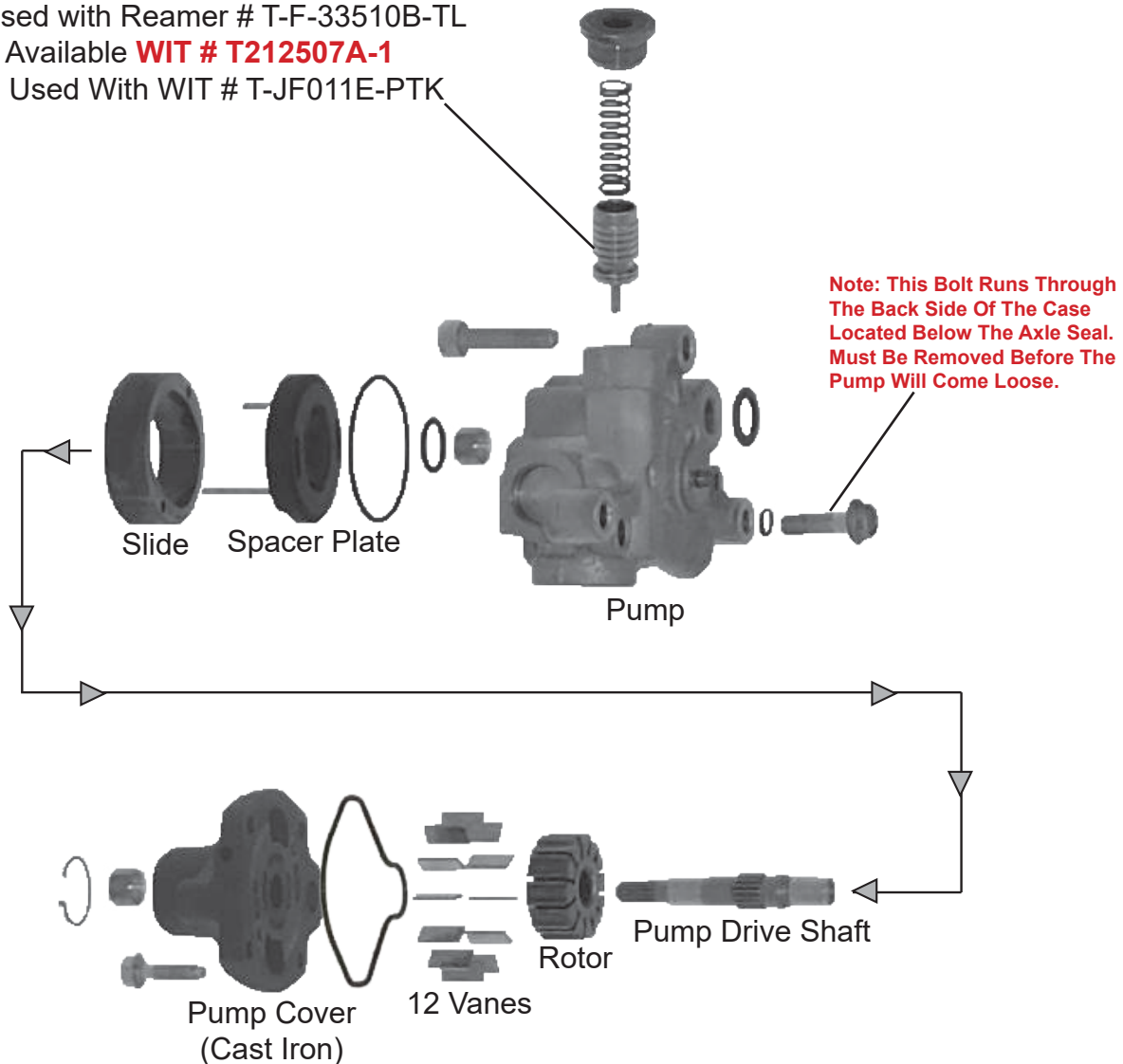
Sonnax offers a Replacement Valve & Oversized Valve to correct this issue.

**WIT Part # S212507A-1 & S212507AA-1**

Must be used with Reamer # T-F-33510B-TL

Also Available **WIT # T212507A-1**

Must Be Used With WIT # T-JF011E-PTK



## Pump Drive Sprocket

There are 2 Variations of the Pump Drive Sprocket. The 212526A has a lip where two 212205A spacers ride (See Figure 1) that go between the Pump Drive Sprocket and the Bell Housing. The 212526B has a flat shiny surface (See Figure 2) on both sides of the Drive Sprocket. This design does not use any spacers.



These Drive Sprockets are interchangeable, however, if you use the Drive Sprocket that has the lip, you **MUST** use the Spacers. If you use the Drive Sprocket with the shiny flat surface on both sides, the spacers are **NOT** to be used.



**WIT**  
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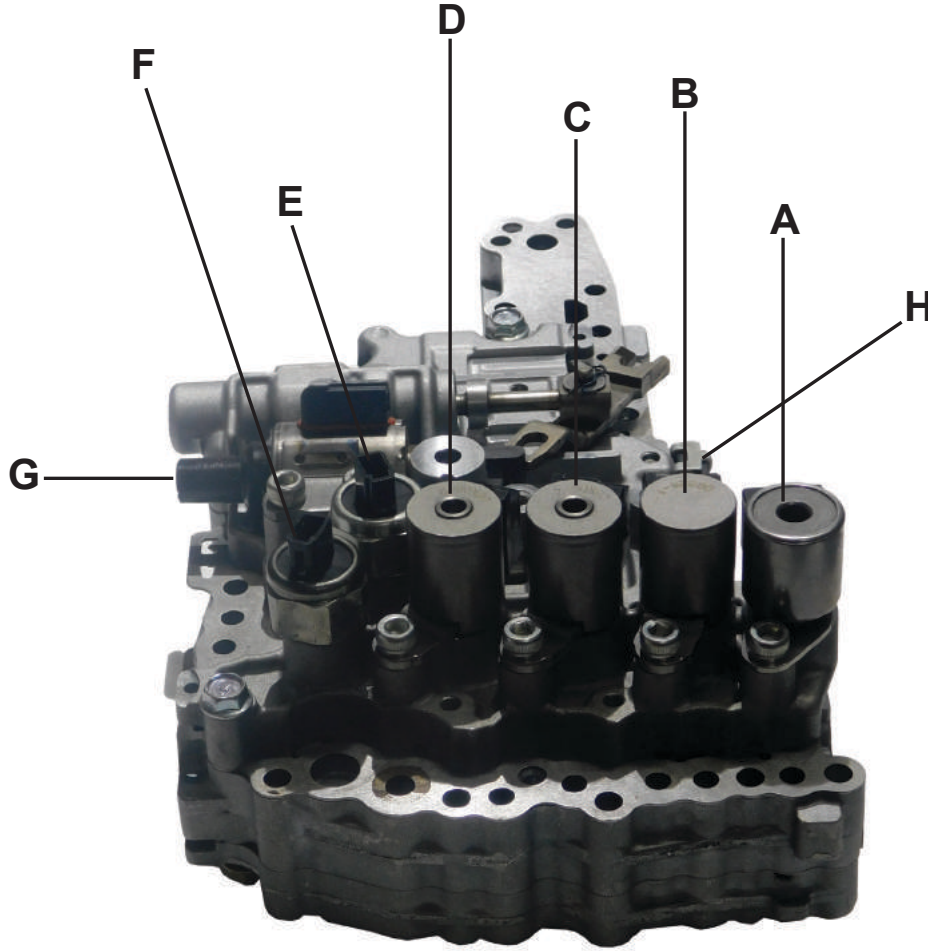
Not every Valve Body needs major repairs, but there is no way to be sure unless you test it.

**Whatever It Takes** has an entire department devoted to testing and repairing Valve Bodies. If WIT Valve Body Technicians find a problem with your valve body, you can choose to replace it or have yours repaired. If nothing is wrong, you'll get it back with a clean bill of health. Either way, you can be sure that the valve body you're installing is in good shape and working properly.

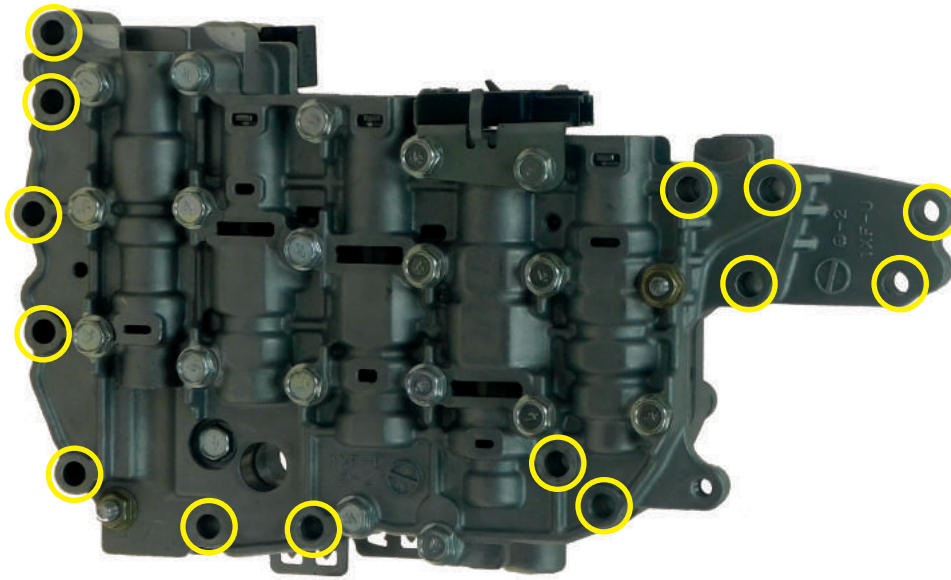
Customer Service, Experience, Quality Parts, Product Availability, Research and Development are just some of the reasons why WIT has become a Major Competitor in the Transmission Parts Business. Call and speak to a representative today!

**1-800-940-0197**

## Valve Body Solenoid Identification



Alpha	Description	WIT Part #
	RE0F10A / RE0F10B Valve Body (W/Stepper Motor)(Cast # 1XF00, 1XF-L, 1XF-U) (4 Solenoids)(2 Pressure Switches)	212740A
	RE0F10A Valve Body (W/Stepper Motor)(4 Solenoids) (1 Pressure Switch)	212740AA
A	TCC Lock-Up Select Switch Solenoid	212430A
B	TCC Control Solenoid	212425A
C	Secondary Pressure Solenoid	203435A
D	Line Pressure Solenoid	203435A
E	Secondary Pressure Sensor	203414A
F	Primary Pressure Sensor	203414A
G	Ratio Control Motor (Stepper)	212452A
H	ROM Assembly	212469A
	Wire Harness	212446A / 212446B

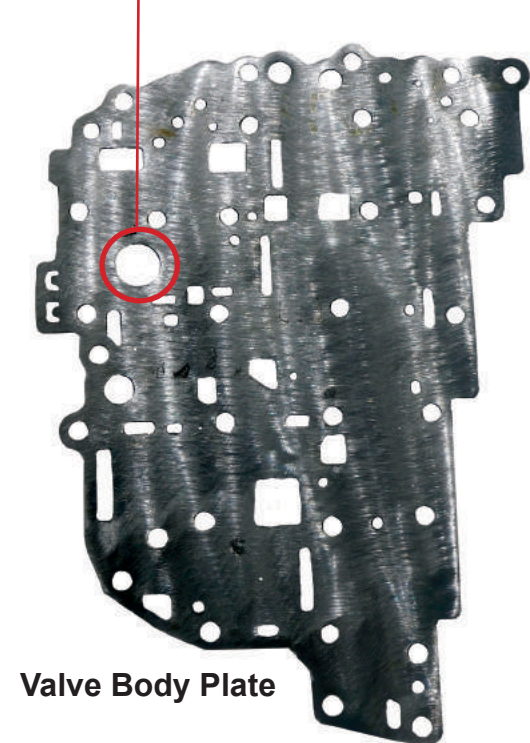


○ Remove These Bolts to Release Valve Body From The Case

## Exploded Valve Body

### Lower Valve Body Small Parts

Manual Shaft Sleeve Hole



Valve Body Plate

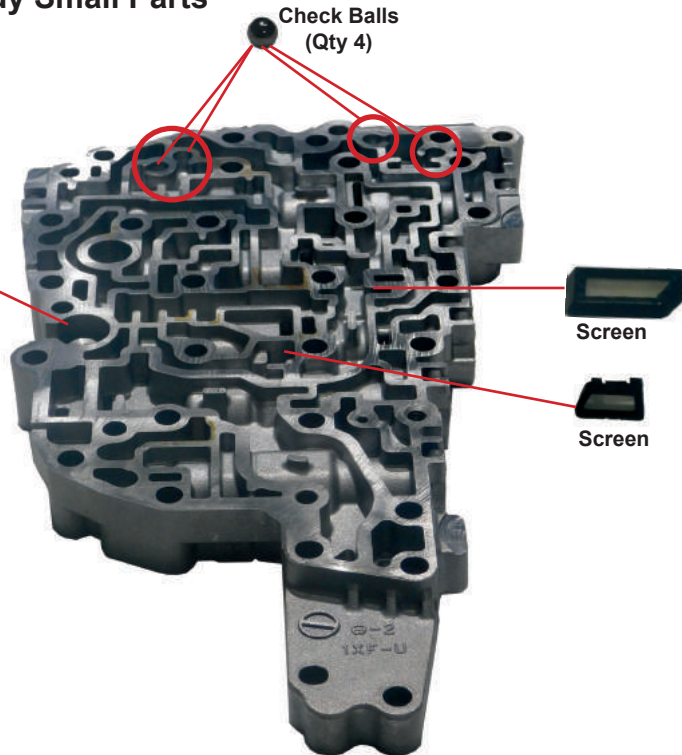
Lube Relief Valve



Spring Goes In First



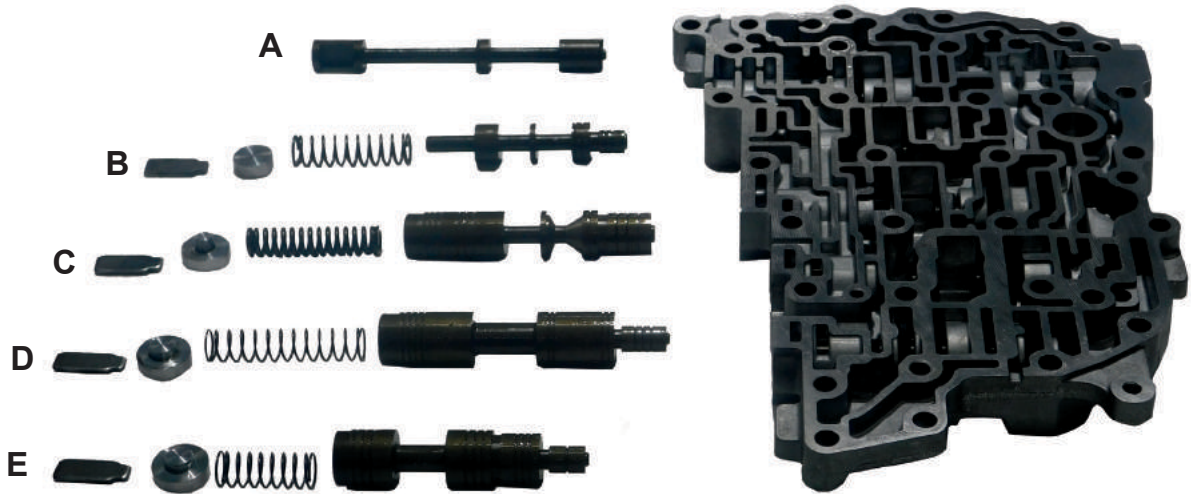
Check Balls (Qty 4)



Screen

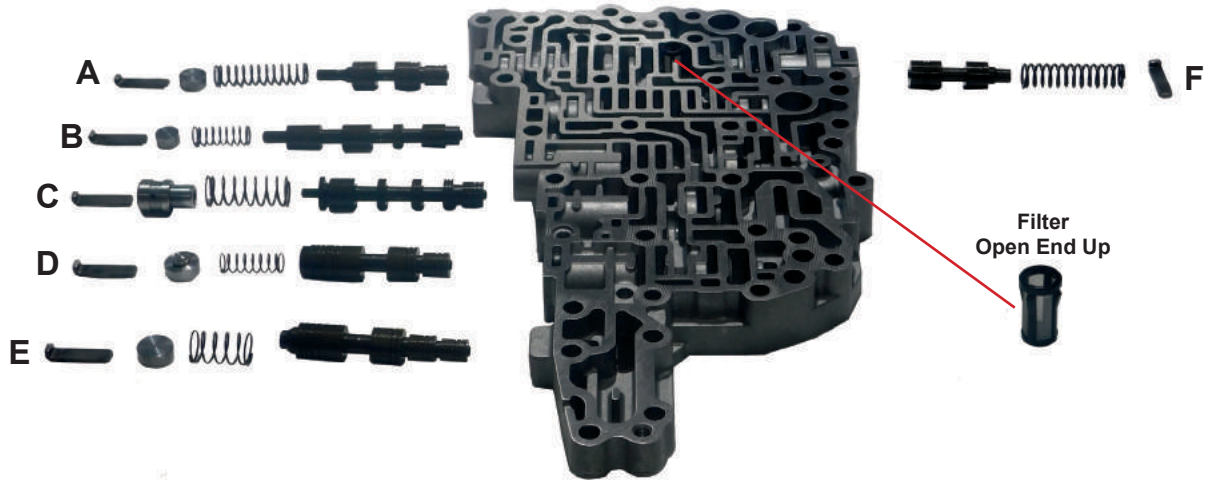
Screen

**Upper Valve Body**



Alpha	Description	WIT Part #
A	Manual Valve	U212741-1A
B	TCC Limit & Lube Valve	S203741FOSK
C	TCC Regulator Valve	S212741CK
D	Primary Pressure Regulator Valve	S203741PK
E	Secondary Pressure Regulator Valve	N/A

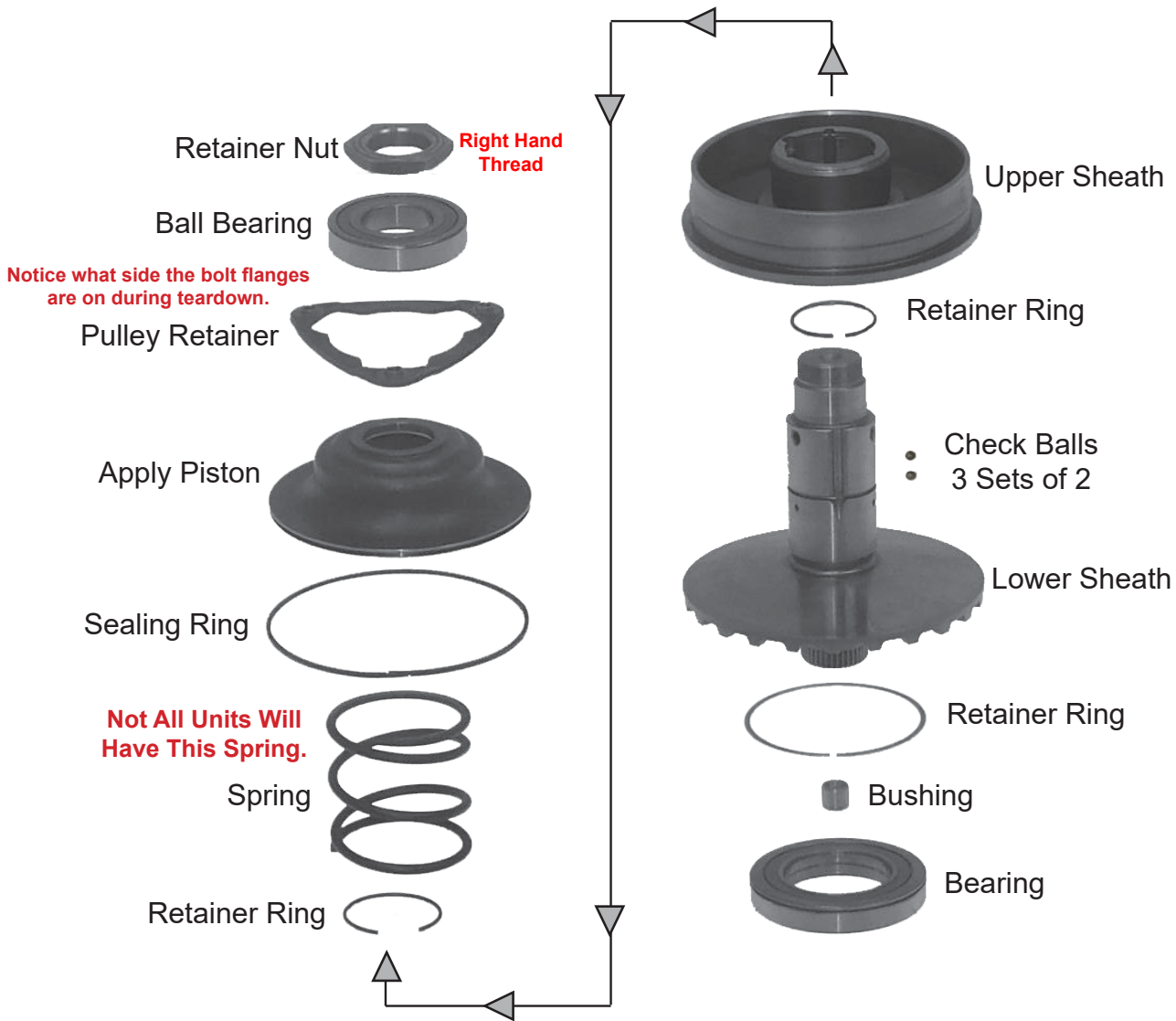
**Lower Valve Body**



Alpha	Description	WIT Part #
A	Select Control Valve	N/A
B	Select Switch Valve	N/A
C	Lock-Up Control Valve	S203741CK
D	Line Pressure Control Valve	N/A
E	Secondary Pulley Control Valve	S212741PK
F	Pilot Valve (Controls Feed Pressure To All Solenoids)	S203741ALK

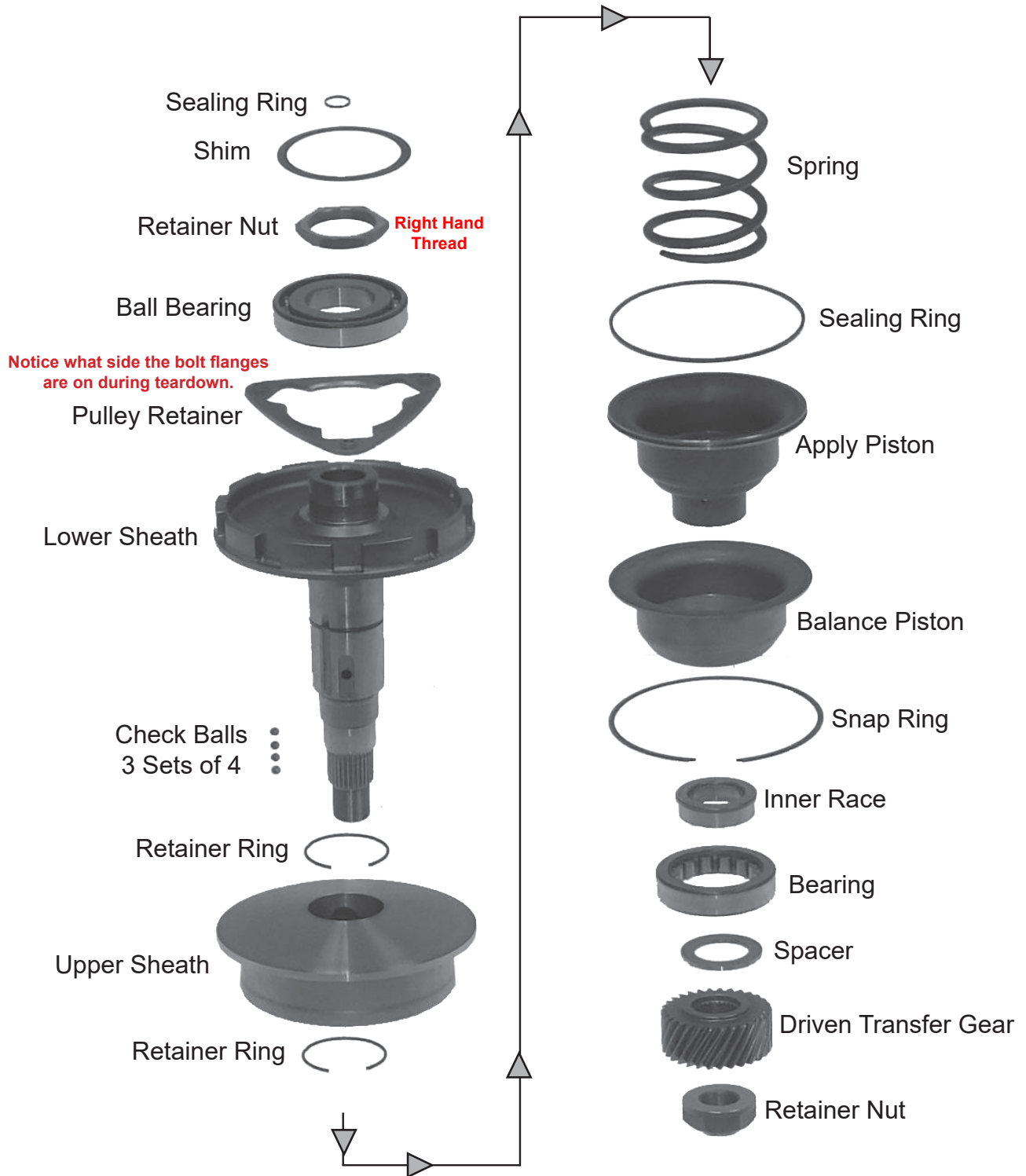
# Primary Pulley

Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.



## Secondary Pulley

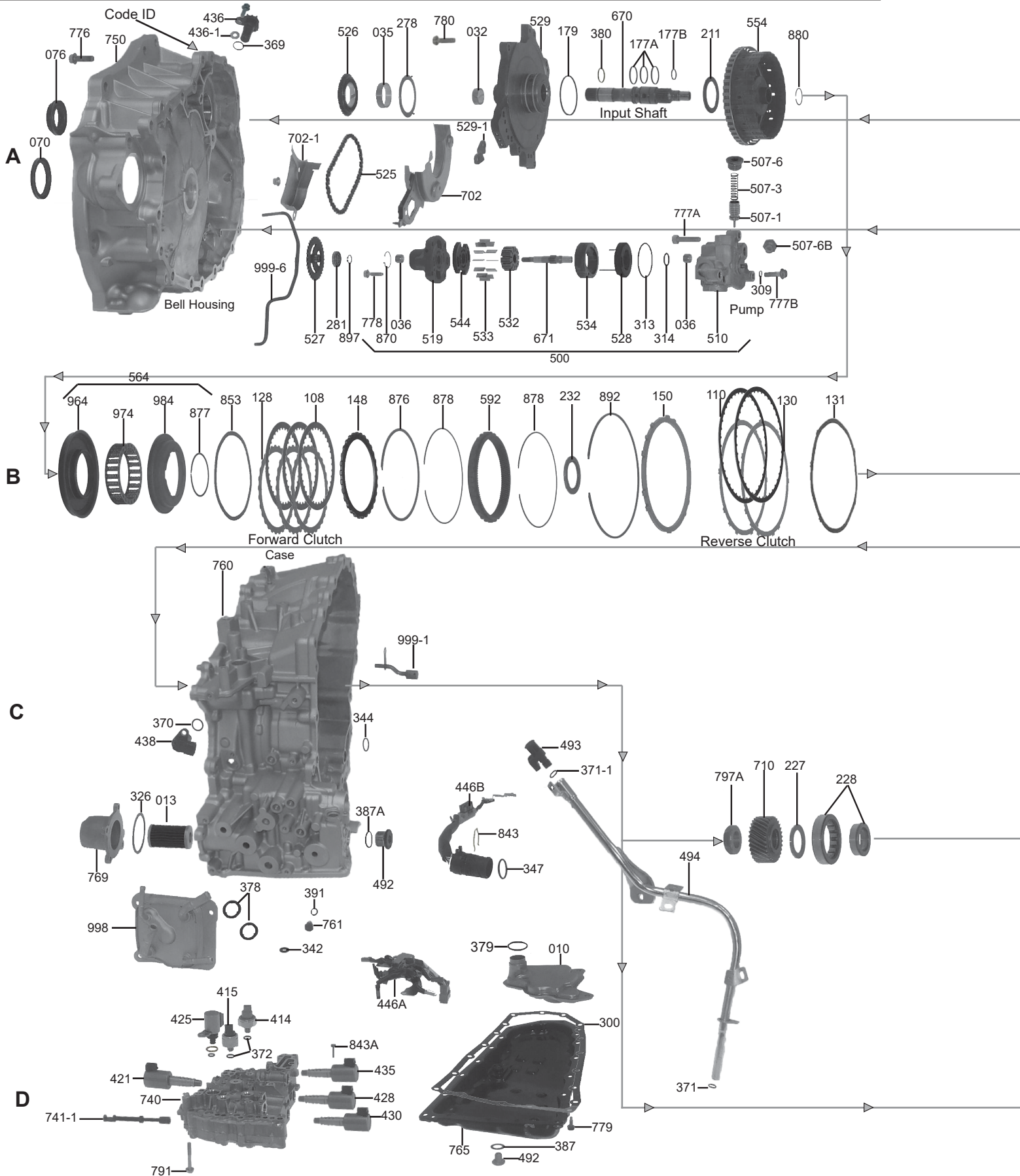
Note: During the disassembly with the TJ-1 two jaw puller, place the pulley assembly in a bucket to catch the steel balls.



# RE0F10D (JF016E) 3VX0A / 3VX0C

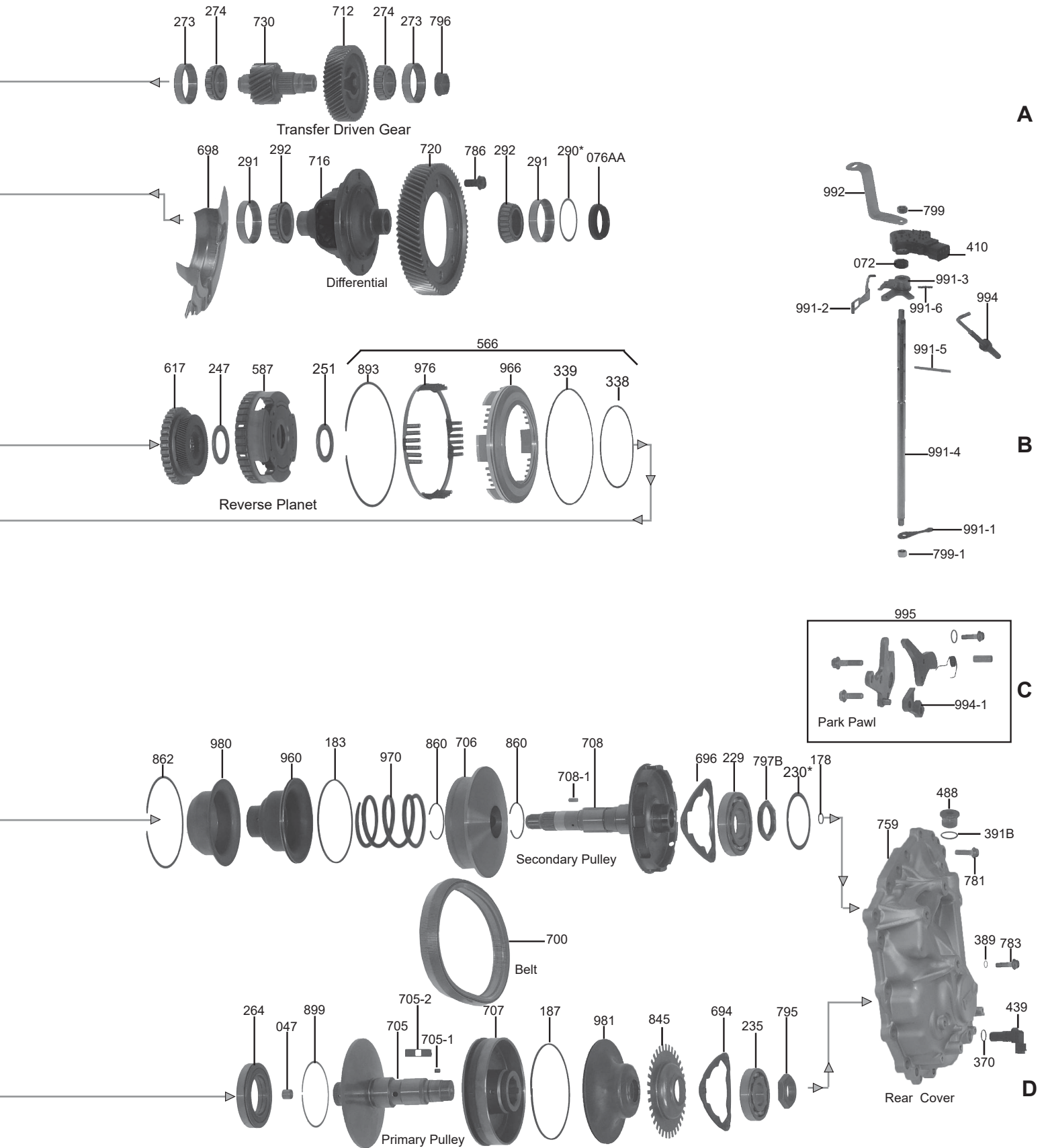
CVT FWD

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**RE0F10D (JF016E) 3VX0A / 3VX0C**

CVT FWD



**333 1-800-940-0197**

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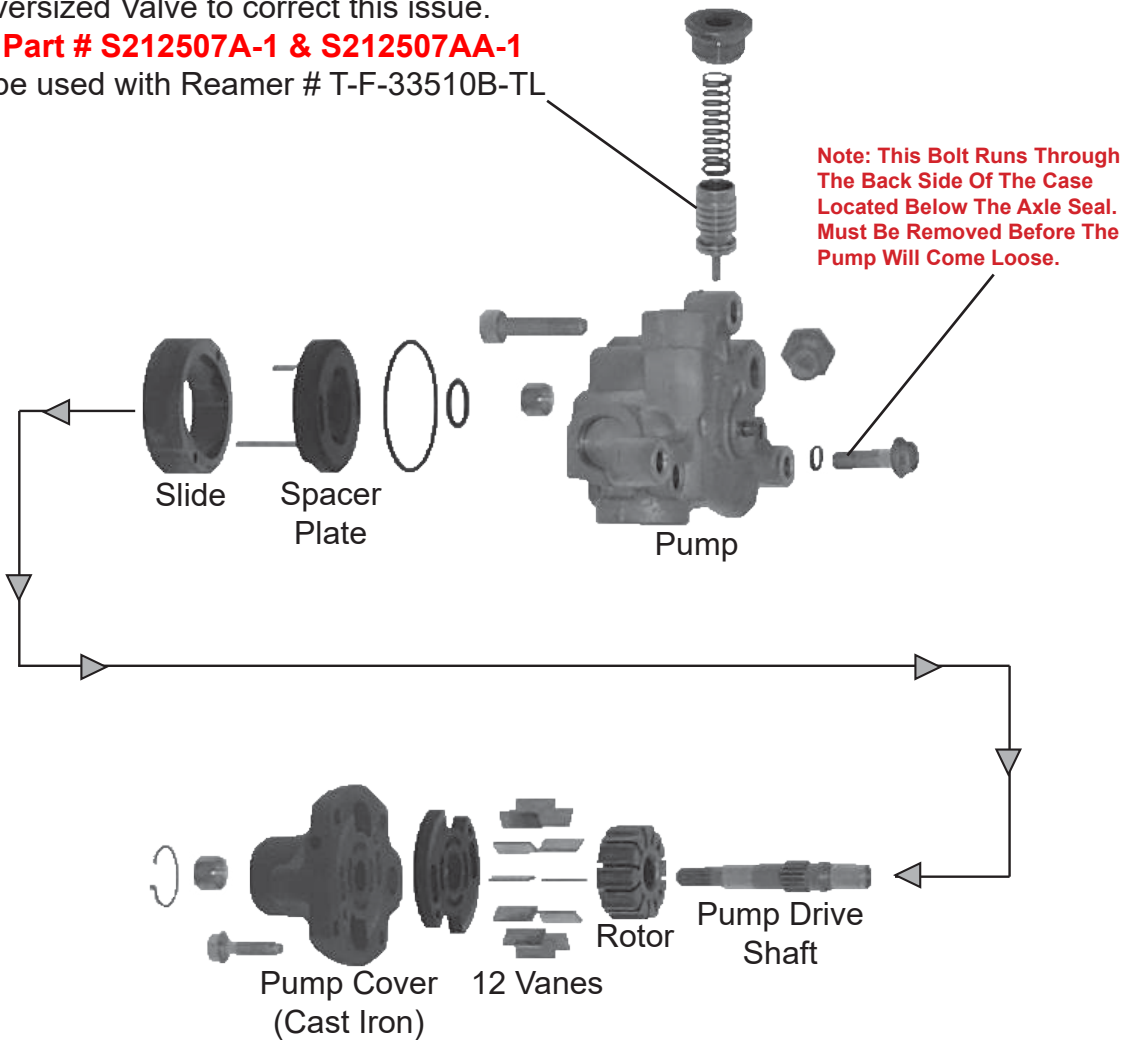
## Off Axis Chain Driven Vane Style Pump

WIT # 333500A

The Flow Control Valve is very prone to wear.  
Sonnax offers a Replacement Valve &  
Oversized Valve to correct this issue.

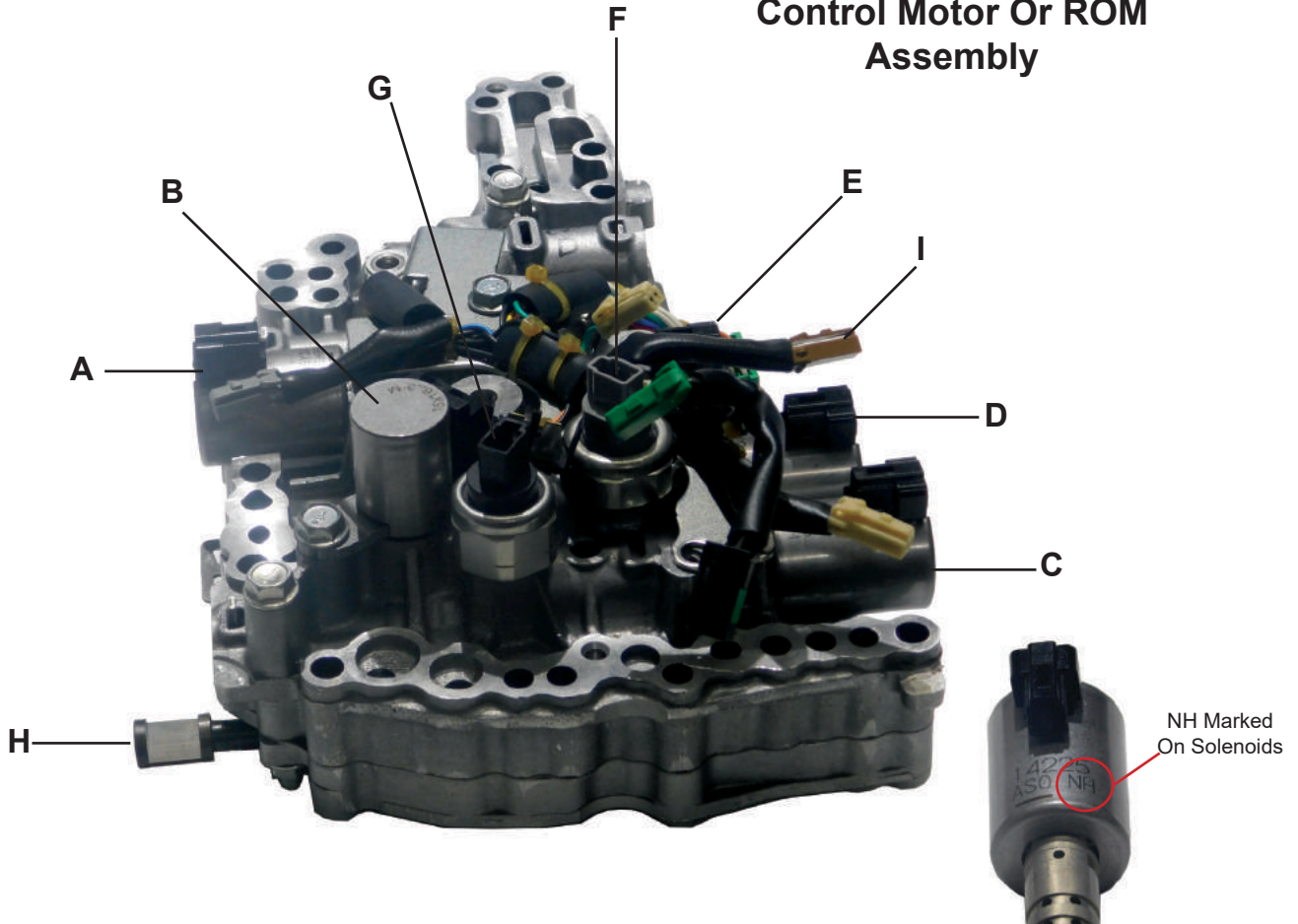
**WIT Part # S212507A-1 & S212507AA-1**

Must be used with Reamer # T-F-33510B-TL



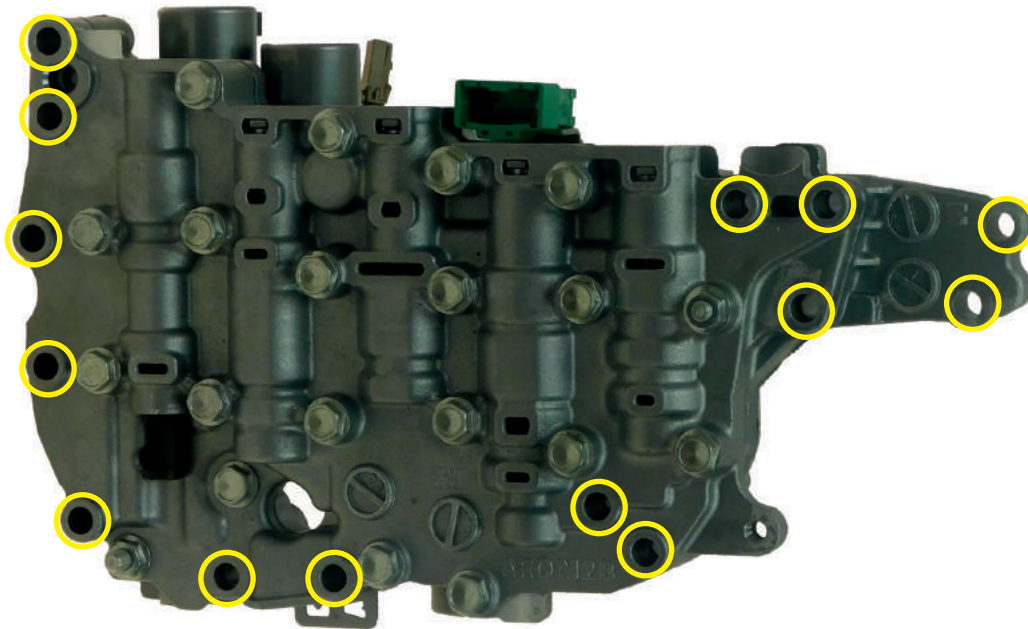
**Valve Body Solenoid Identification**

**Does Not Use A Ratio Control Motor Or ROM Assembly**



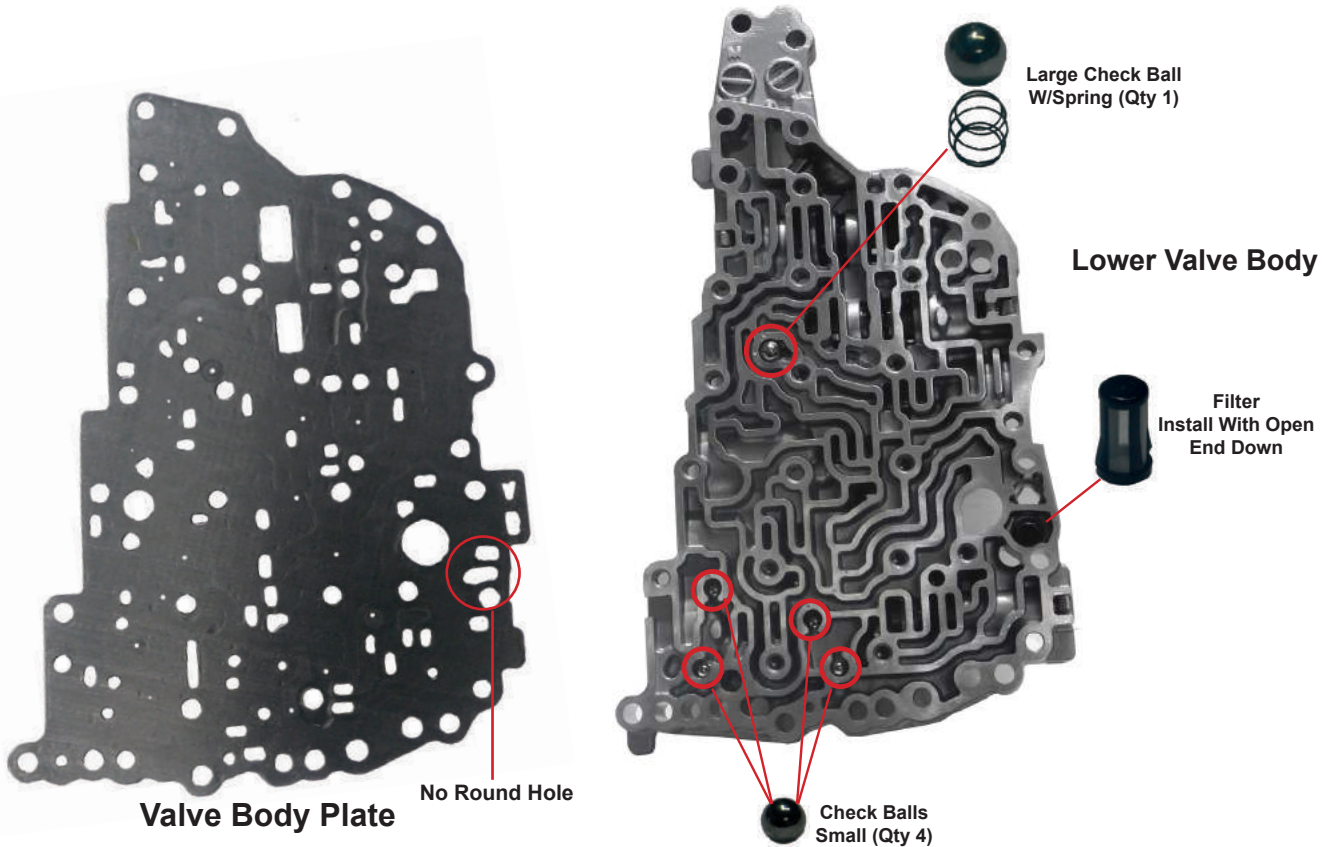
Alpha	Description	WIT Part #
.....	RE0F10D (JF016E) Valve Body (Cast # ARO M2B) 2013-Up .....	333740A
A .....	Primary Pressure Solenoid.....	333421A
B .....	TCC Control Solenoid .....	333425A
C .....	Select Solenoid .....	333430A
D .....	Line Pressure Solenoid .....	333428A
E .....	Secondary Pressure Solenoid.....	333435A
F .....	Secondary Pressure Sensor .....	203414A
G .....	Primary Pressure Sensor .....	203414A
H .....	Manual Valve .....	333741-1A
I .....	Wire Harness W/Fluid Temperature Sensor.....	333446A / 333446B

**New Generation CVT8 Units Eliminated the Stepper Motor in Exchange For PWM Pressure Controlled Solenoids In The Valve Body**



○ Remove These Bolts to Release Valve Body From The Case

### Exploded Valve Body

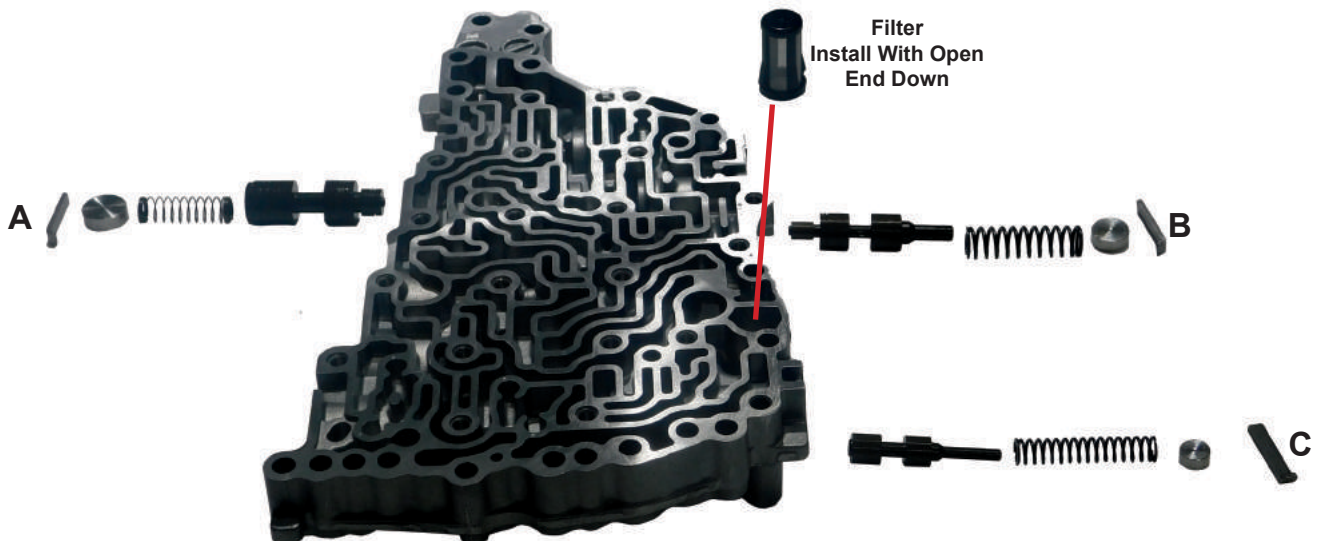


**Upper Valve Body**



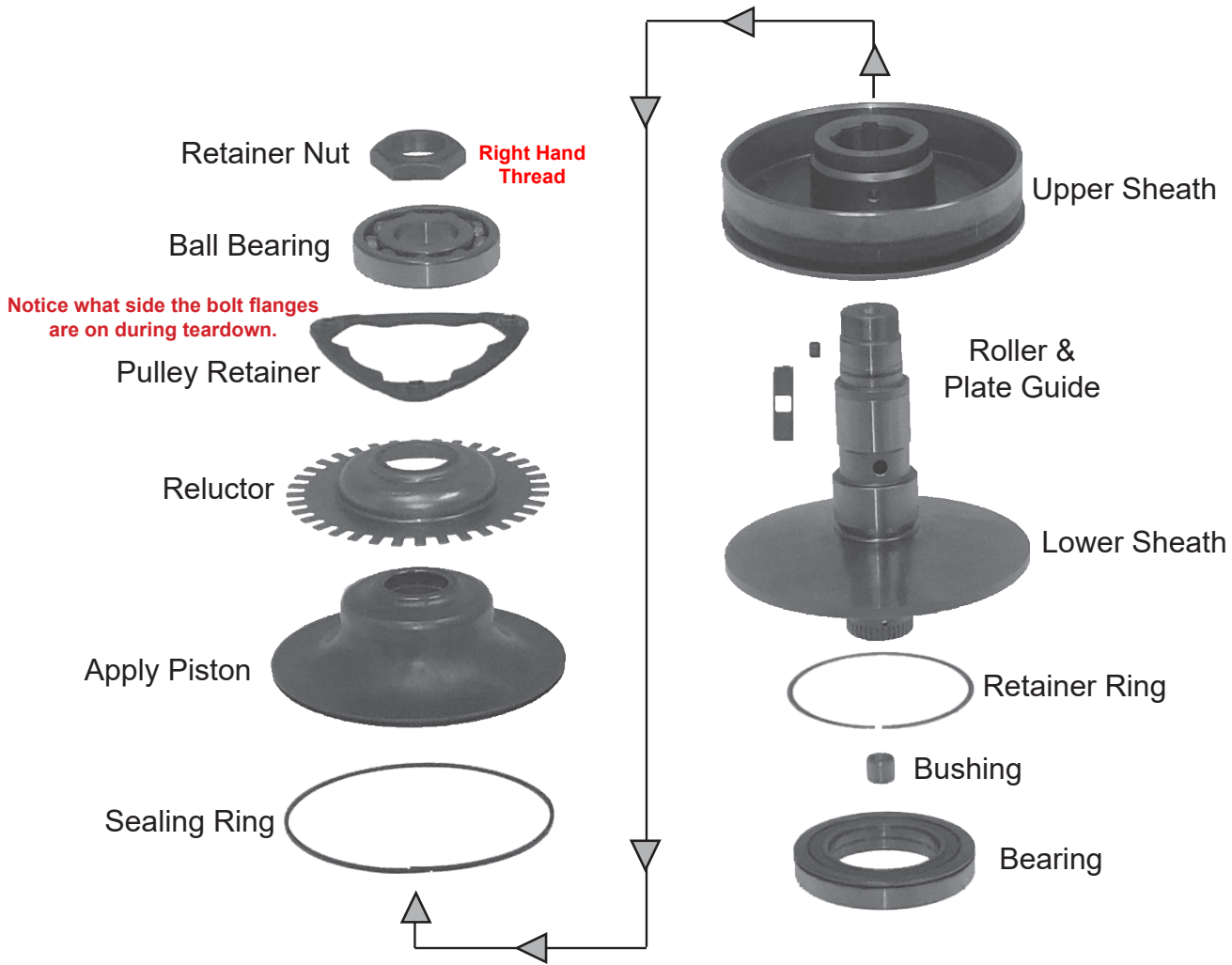
Alpha	Description	WIT Part #
A	Secondary Reducing Valve	N/A
B	Pressure Regulating Valve	N/A
C	TCC Regulating Valve	N/A
D	TCC Control Valve	N/A

**Lower Valve Body**

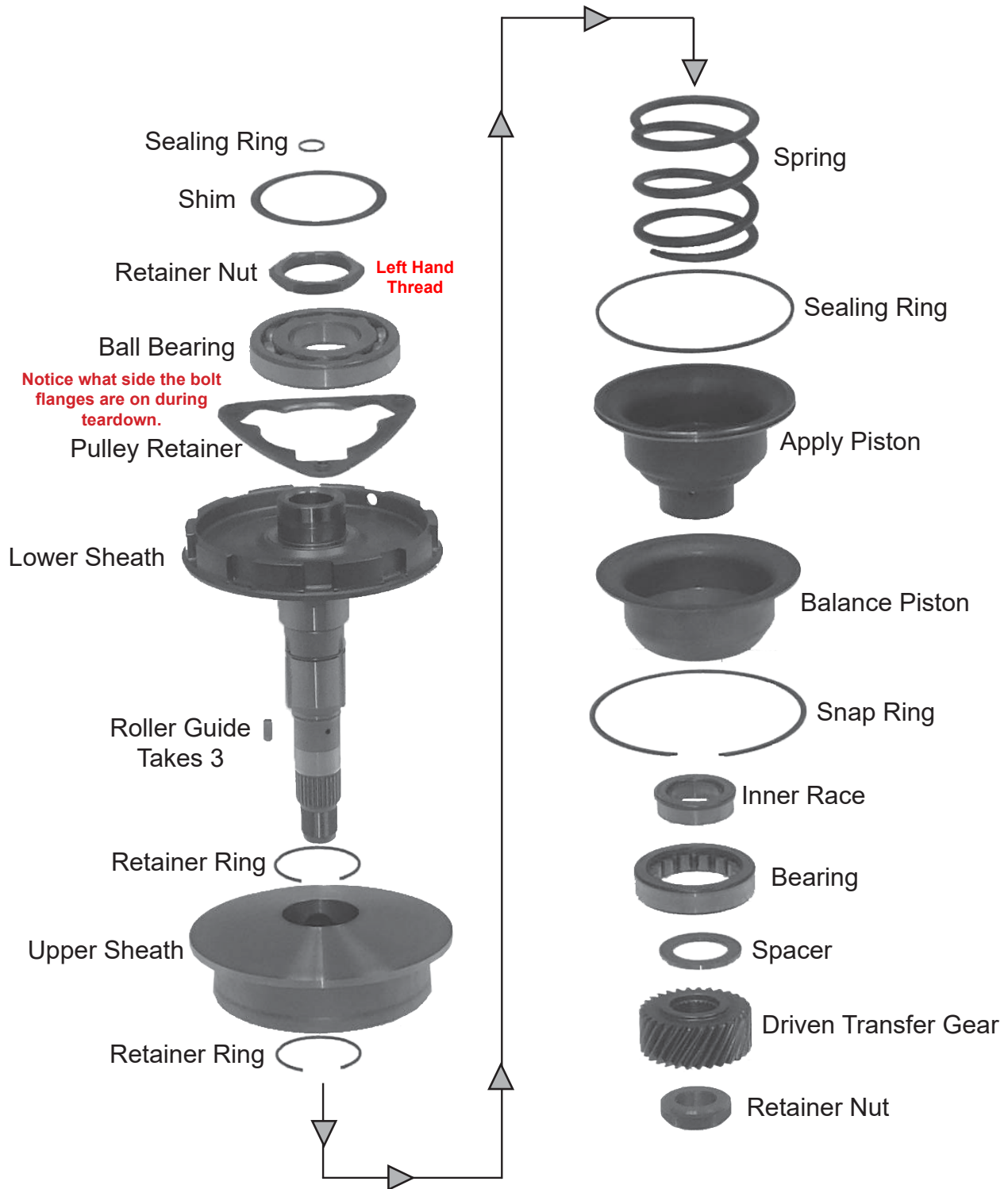


Alpha	Description	WIT Part #
A	Primary Reducing Valve	N/A
B	Pilot (Solenoid Modulating) Valve A	N/A
C	Pilot (Torque Converter) Valve B	N/A

### Primary Pulley

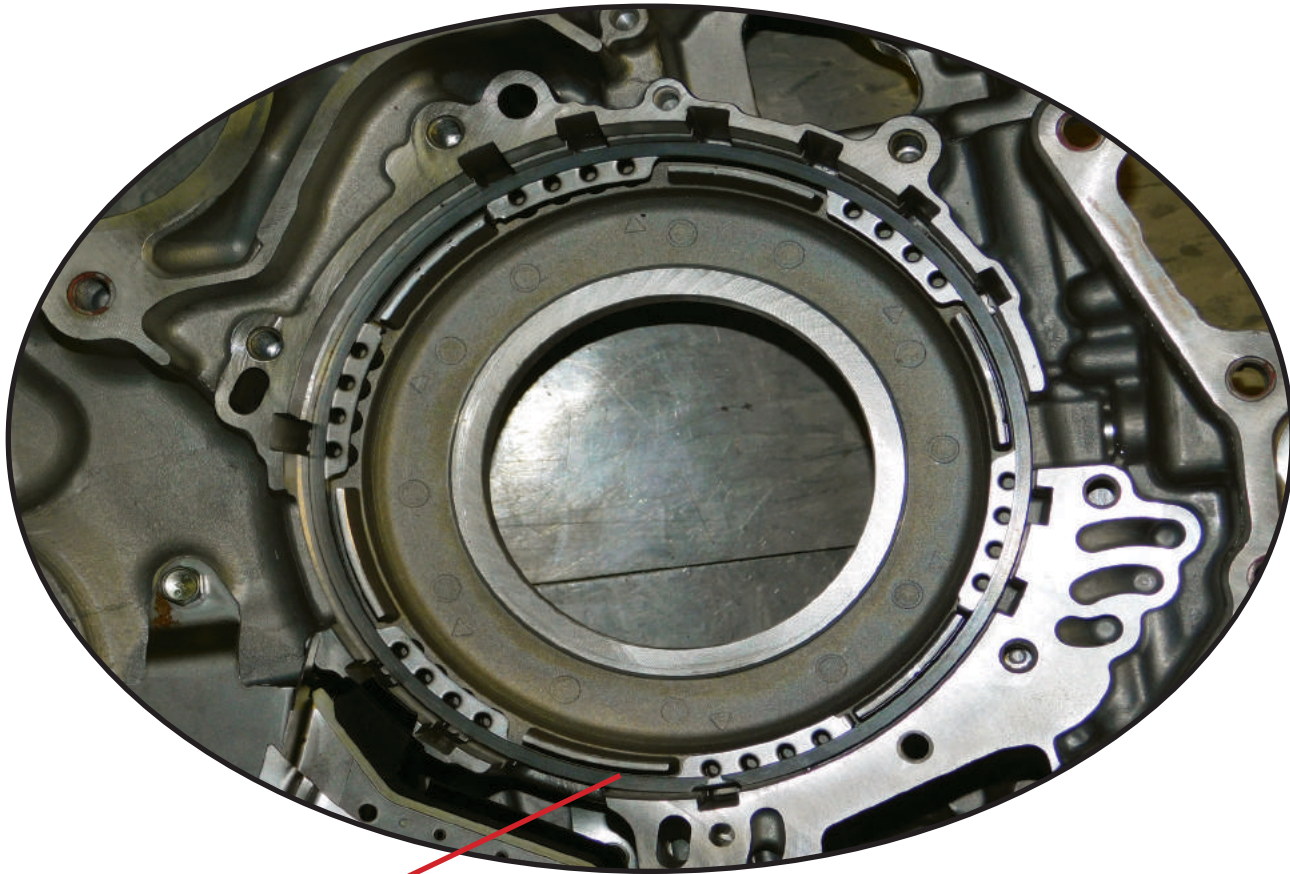


### Secondary Pulley



## “New Generation” CVT8 Reverse Piston

The differences in the Reverse Piston is easy to identify by looking at the snap ring location. The RE0F10D has the snap ring on the outside edge of the Reverse Piston and Spring Cage.



Notice Snap Ring On The Outside  
Of The Spring Cage

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**WHATEVER IT TAKES**

## YOUR SOURCE FOR TRANSMISSION PARTS

**W**hatever **I**t **T**akes is a distributor of quality used and re-manufactured transmission hardparts, both foreign and domestic. Our warehouse is home to a huge inventory of transmission parts and cores. Every quality used part is cleaned, inspected, polished and new bushings installed when applicable. Re-manufactured parts are built to OE specifications or better. These are OE parts that are much cheaper than new after-market parts. Take a look at what we have to offer and compare! Ask your sales representative for more information on the quality used and re-manufactured parts that are in stock today!

Customer Service, Experience, Quality Parts, Product Availability, Research and Development are just some of the reasons **W**hatever **I**t **T**akes has become a major competitor in the Transmission Parts Business.

If you are successful, then we are successful.  
That's why we want to be Your Partner In Business.

**1-800-940-0197**

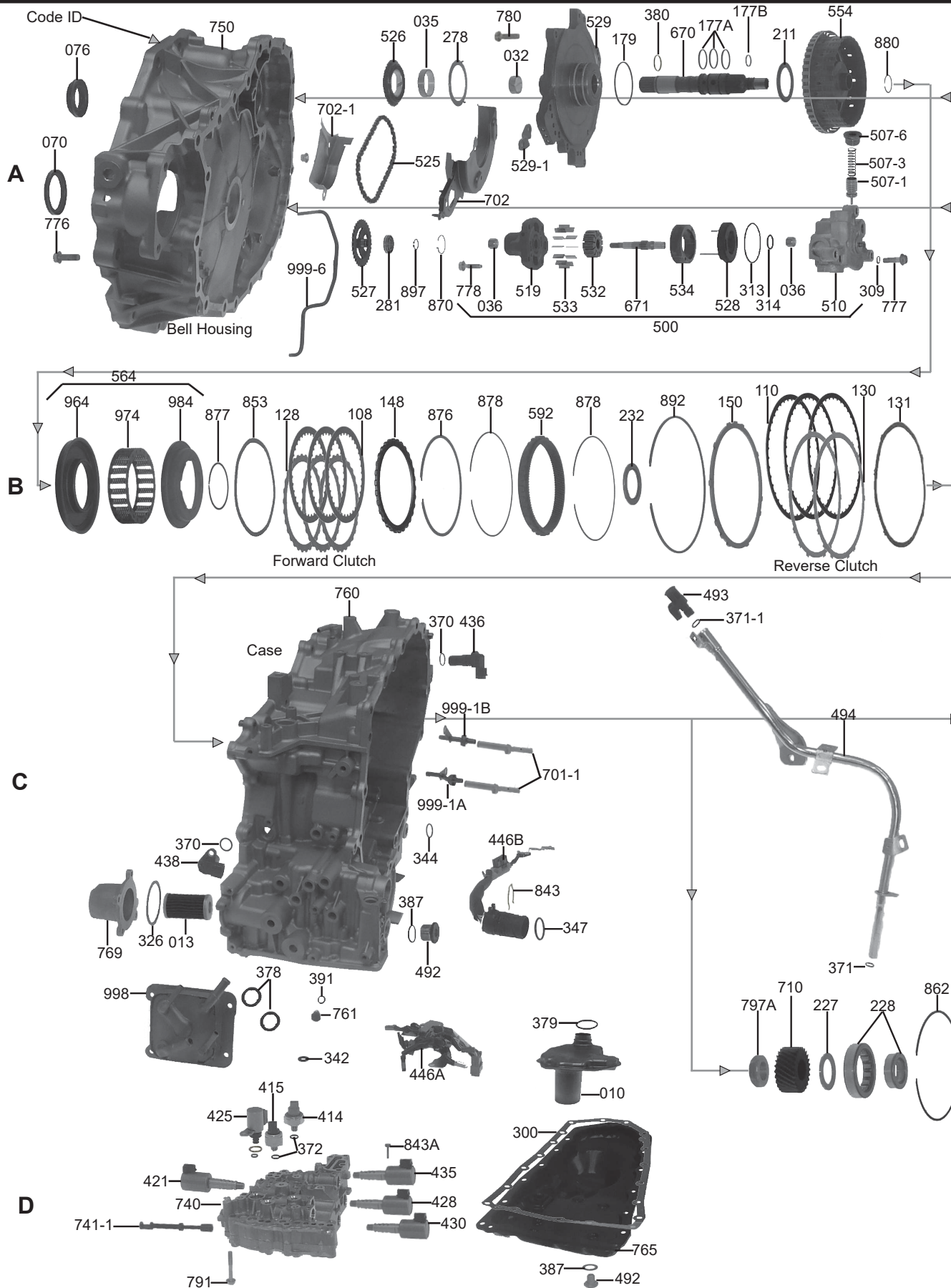
**WIT**  
**WHATEVER IT TAKES**

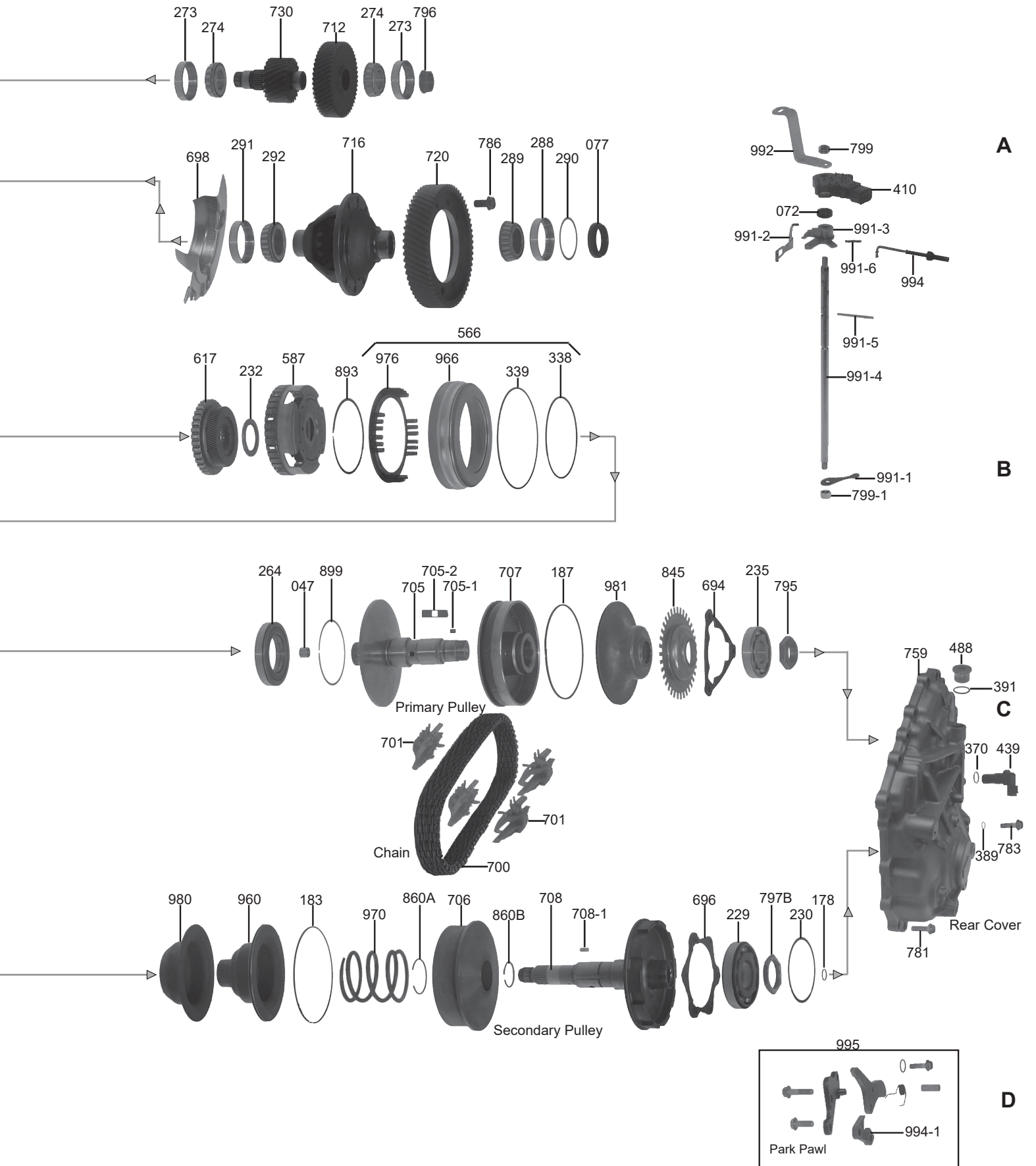
**TRANSMISSION PARTS, INC**  
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# RE0F10E (JF017E) 3WX0

CVT FWD





## Off Axis Chain Driven Vane Style Pump

WIT # 212500A

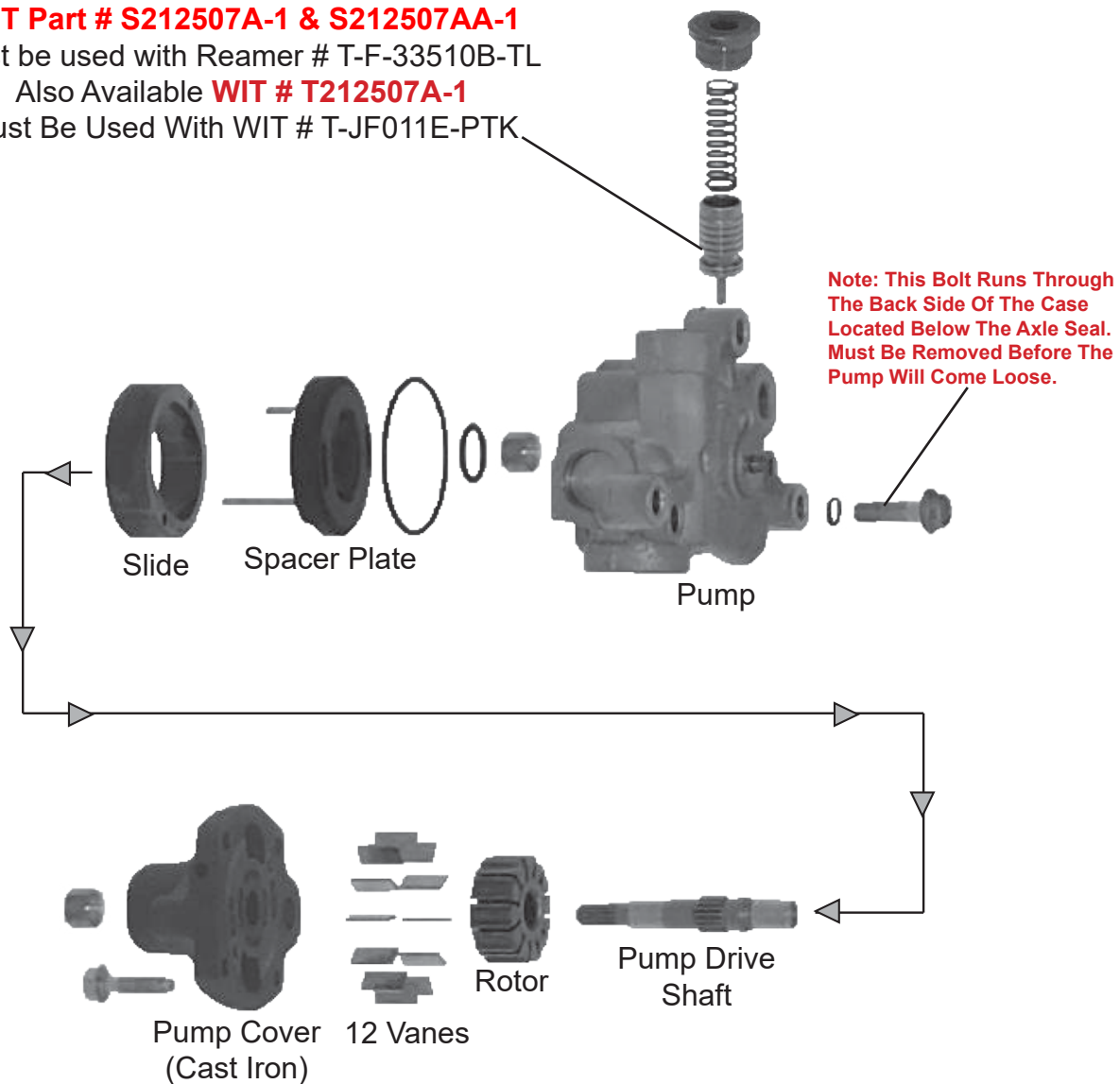
The Flow Control Valve is very prone to wear.  
Sonnax offers a Replacement Valve &  
Oversized Valve to correct this issue.

**WIT Part # S212507A-1 & S212507AA-1**

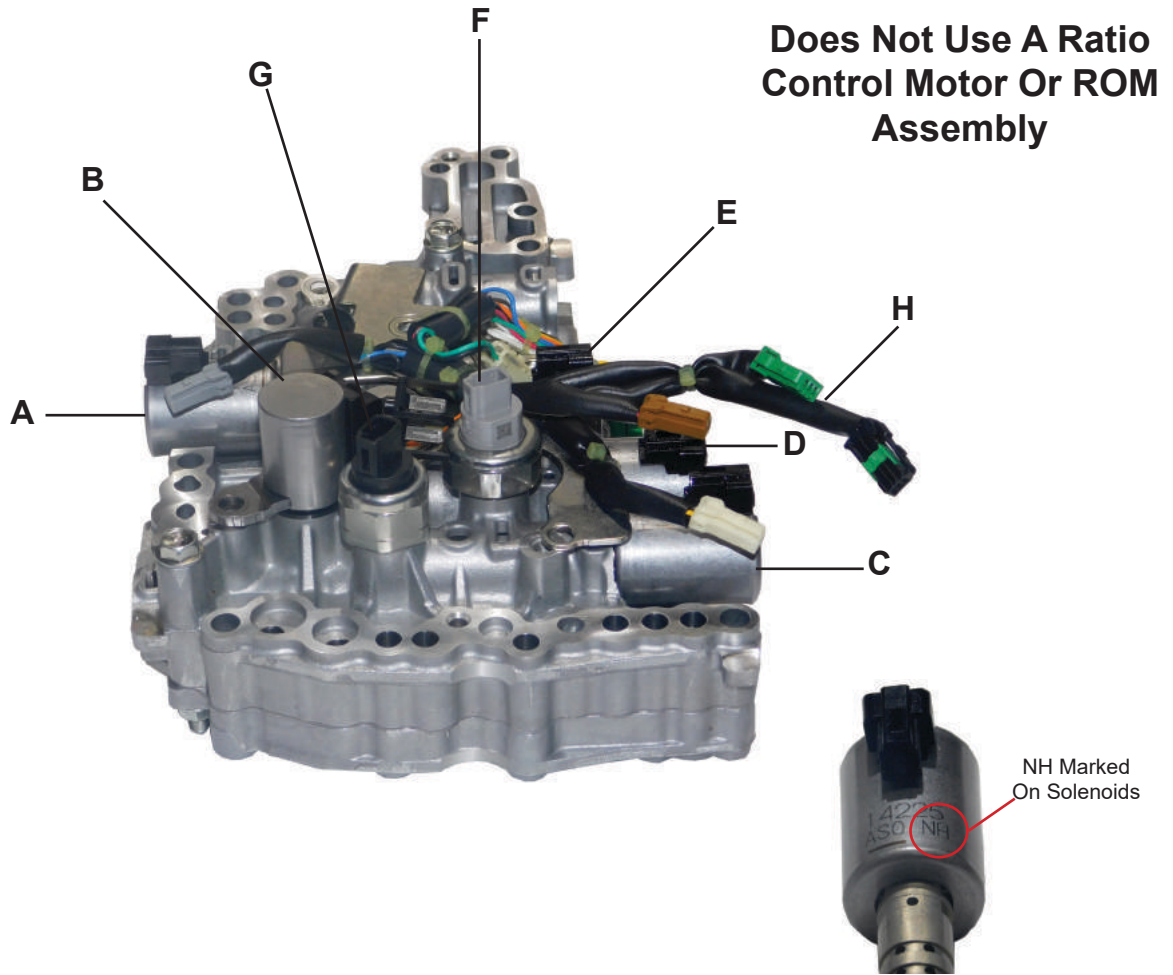
Must be used with Reamer # T-F-33510B-TL

Also Available **WIT # T212507A-1**

Must Be Used With WIT # T-JF011E-PTK

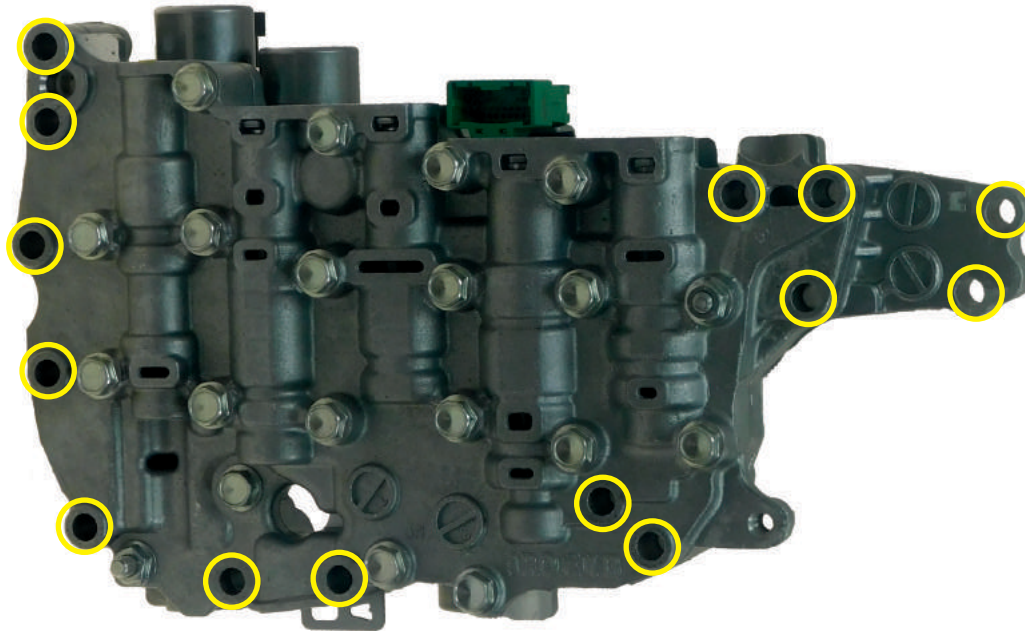


Valve Body Solenoid Identification



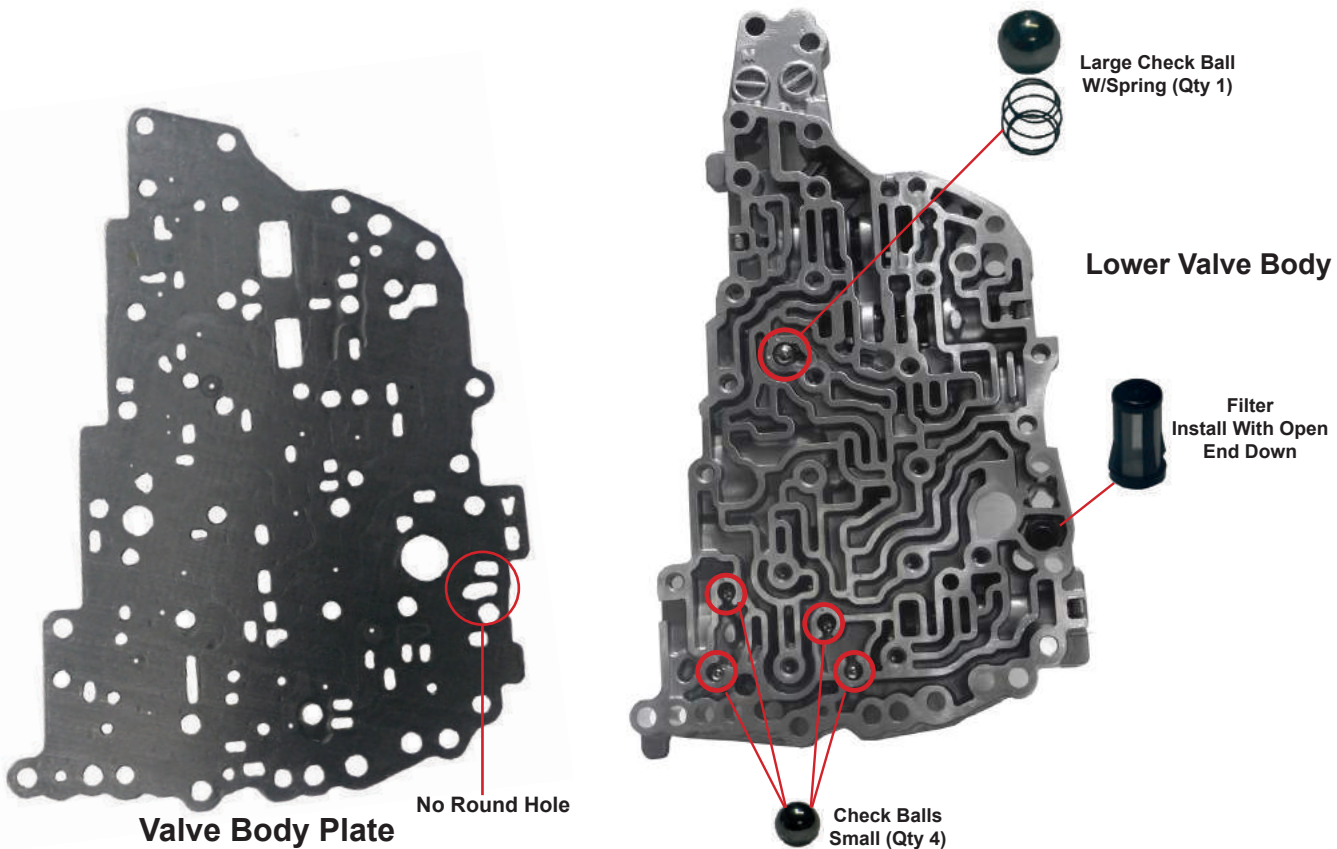
Alpha	Description	WIT Part #
	Valve Body RE0F10E (Cast # ARO MB2) 2013-Up	333740A
A	Primary Pressure Solenoid	333421A
B	TCC Control Solenoid	333425A
C	Select Solenoid	333430A
D	Line Pressure Solenoid	333428A
E	Secondary Pressure Solenoid	333435A
F	Secondary Pressure Sensor	203414A
G	Primary Pressure Sensor	203414A
H	Wire Harness W/Fluid Temperature Sensor	333446A / 333446B

New Generation CVT8 Units Eliminated the Stepper Motor in Exchange For PWM Pressure Controlled Solenoids In The Valve Body

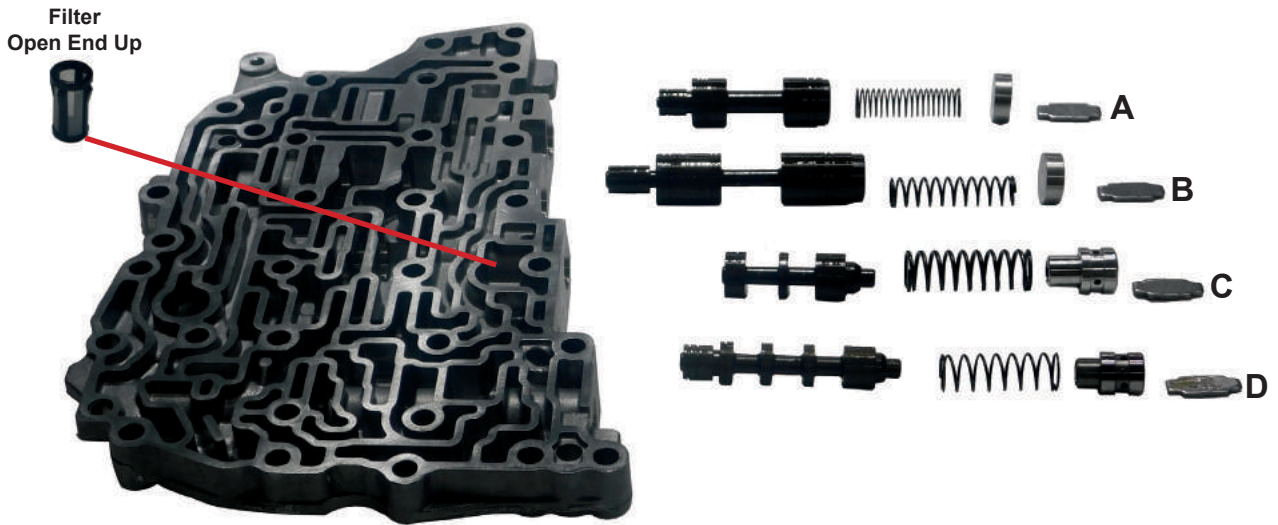


○ Remove These Bolts to Release Valve Body From The Case

### Exploded Valve Body

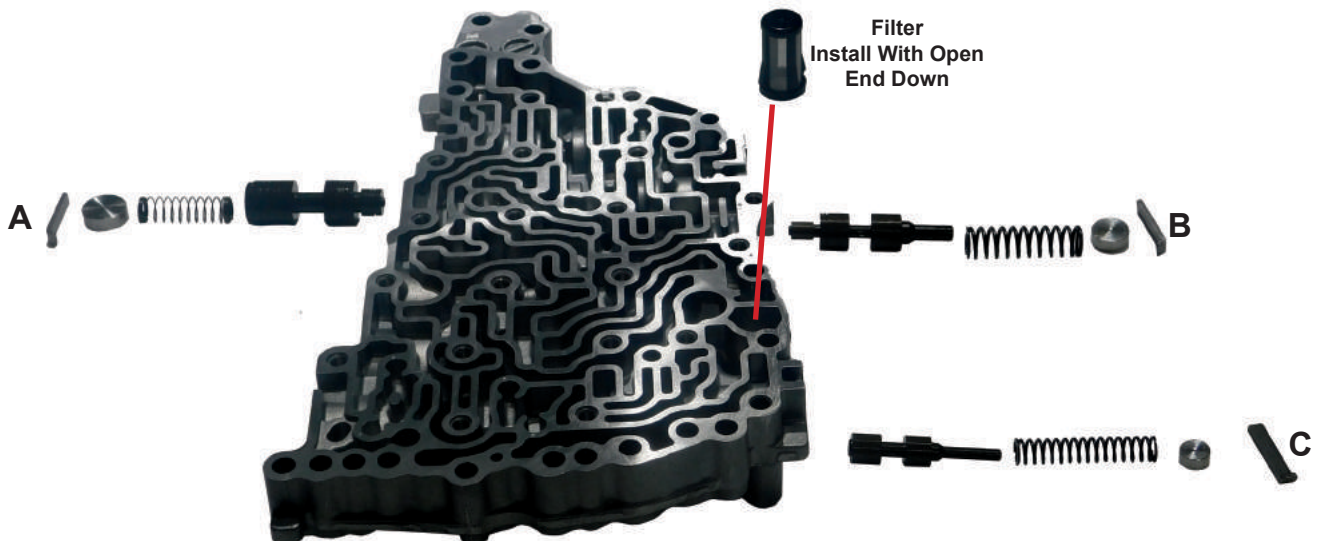


Upper Valve Body



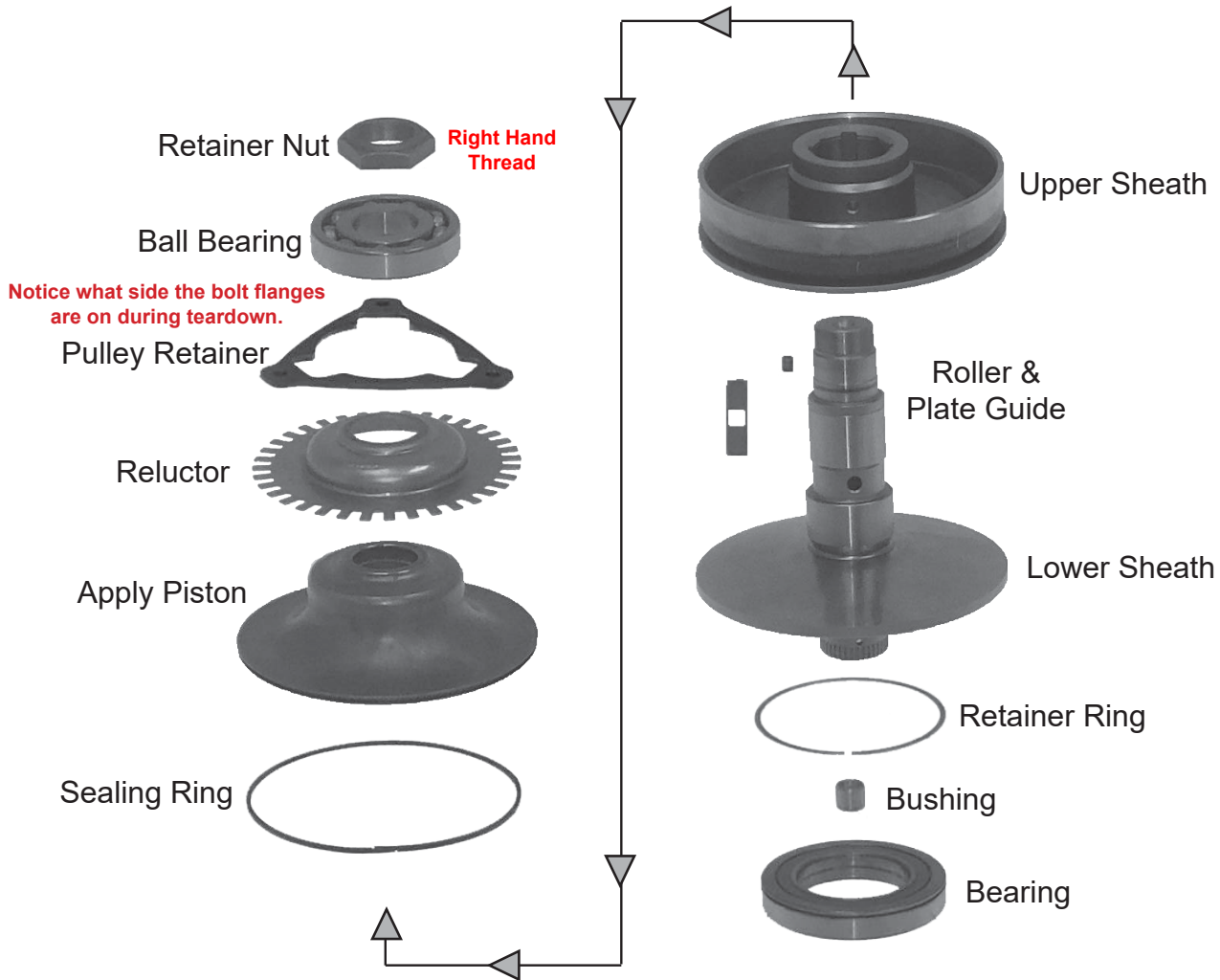
Alpha	Description	WIT Part #
A	Secondary Reducing Valve	N/A
B	Pressure Regulating Valve	N/A
C	TCC Regulating Valve	N/A
D	TCC Control Valve	N/A

Lower Valve Body

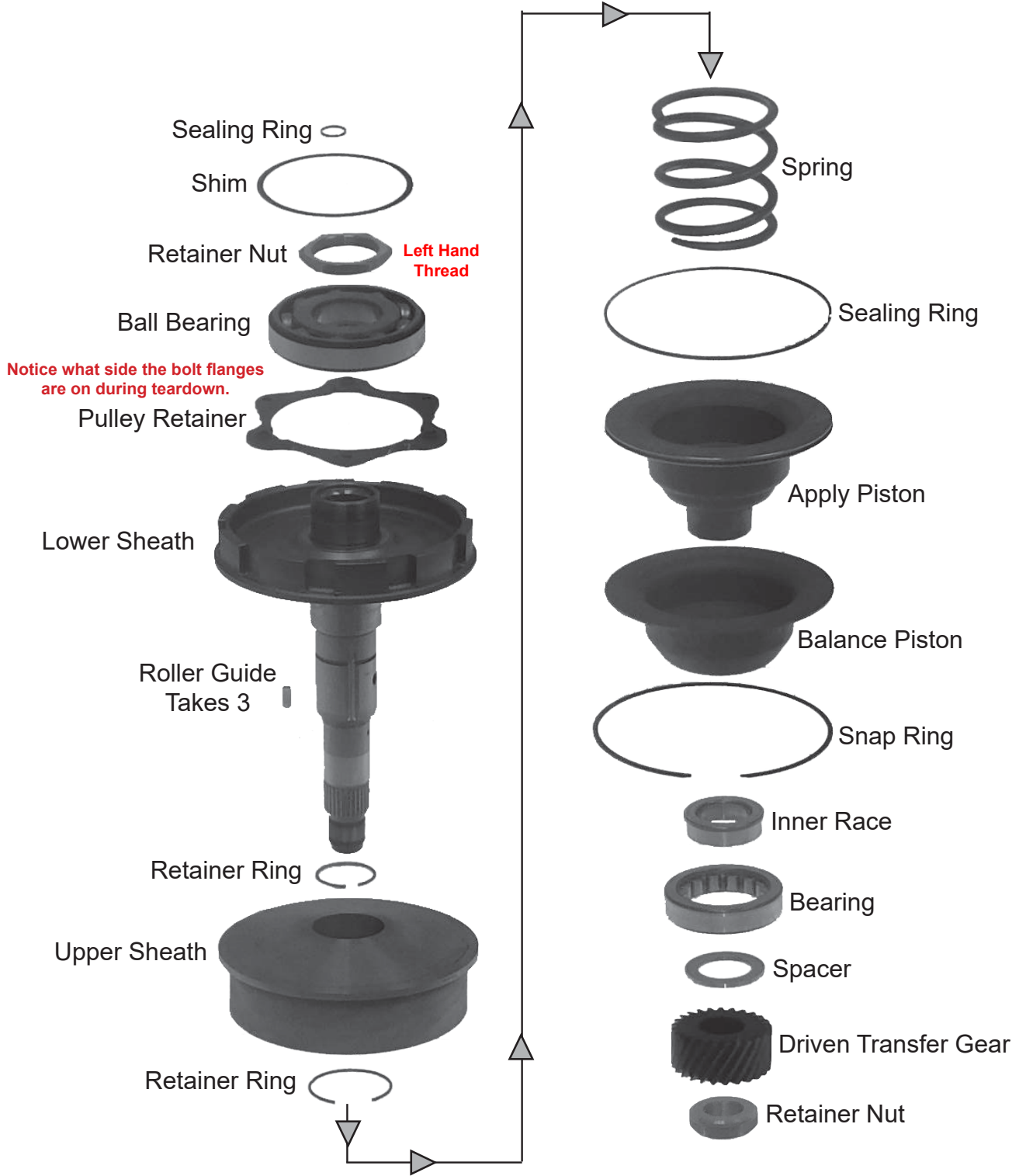


Alpha	Description	WIT Part #
A	Primary Reducing Valve	N/A
B	Pilot (Solenoid Modulating) Valve A	N/A
C	Pilot (Torque Converter) Valve B	N/A

### Primary Pulley

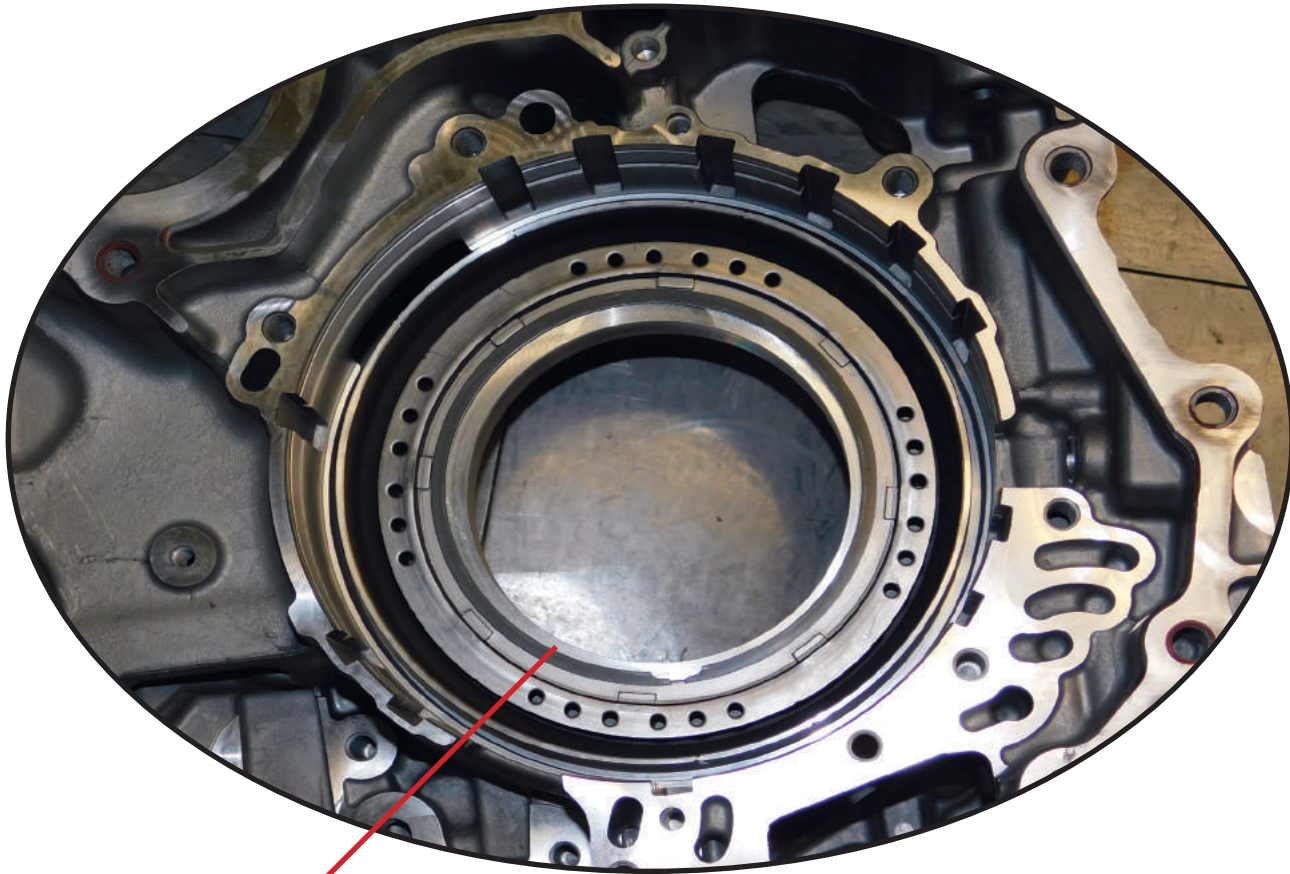


### Secondary Pulley



**“New Generation” CVT8 Reverse Piston**

The differences in the Reverse Piston is easy to identify by looking at the snap ring location. The RE0F10E has an internal snap ring with a more robust piston. It also holds one more steel and friction than the RE0F10D.



**Notice Snap Ring On The Inside Of  
The Spring Cage**

# Rostra TRANSMISSION

## A Brief History

**1950** From the 1950's to the late-1980's, Rostra establishes its reputation for quality manufacturing by providing popular US-made modulator valves.

**1990** In the early-1990's, Rostra begins in-house manufacturing of its own line of replacement On/Off, Shift, and PWM solenoids.

**1995** In 1995 Rostra begins wire harness manufacturing in North Carolina.

**2009** In 2009, Rostra launches its Performance Class Linear Solenoid line - also manufactured in the USA.

**2010**

**2017** Today, Rostra continues to lead the way in quality manufacturing with over 400 unique replacement parts.

Rostra offers a full line of original equipment solenoids, sensors, switches, and harnesses.

Rostra products are manufactured in our 100,000 square-foot TS 16949 certified facility located in Laurinburg, NC. Visit us online at [RostraTransmission.com](http://RostraTransmission.com) for the most up-to-date information and product availability.



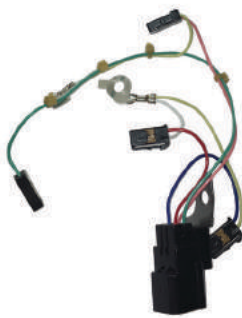
Jatco/Nissan  
RE0F09A/ JF010E  
Output Shaft Speed Sensor  
2002 - 2016



Jatco/ Nissan  
RE0F09A/ JF010E  
Input Shaft Speed Sensor  
2002-2016



Jatco/ Nissan (OE Part)  
RE5R05A/ JR507E  
Low Coast Clutch EPC Solenoid  
2006-2016



Honda CVT  
Accord, Civic and CR-V  
Solenoid B Wiring Harness 4-Pin Connector  
2015 - 2016



Honda CVT  
Accord, Civic and CR-V  
On/ Off Solenoid B 1-Pin Connector  
2015 - 2016



Honda CVT  
Accord, Civic and CR-V  
Linear Solenoid A 2-Pin Connector  
2015 - 2016

## Rostra Transmission Product Benefits



OE/New, Never Rebuilt



12-month, 12,000 Mile Warranty

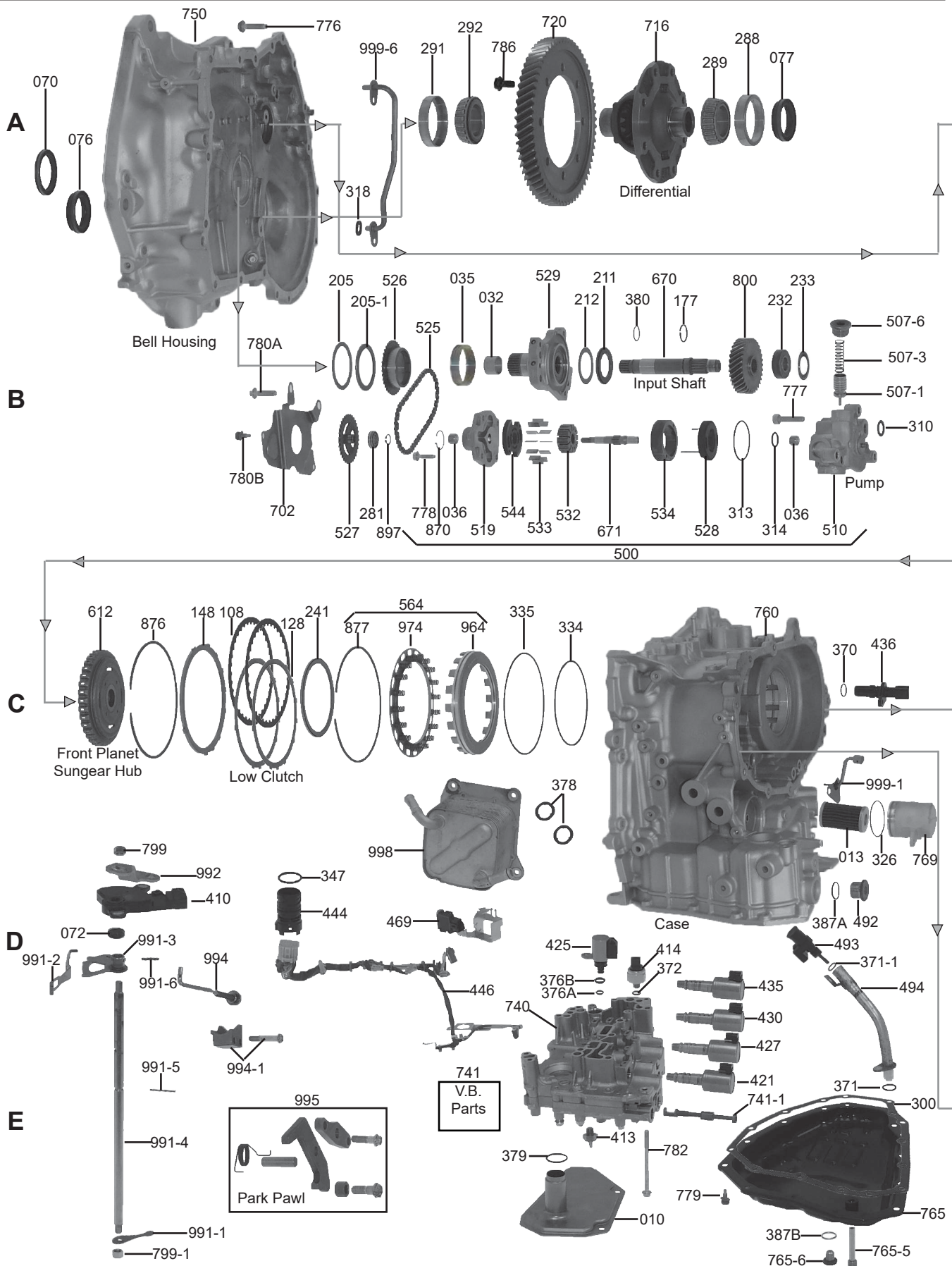


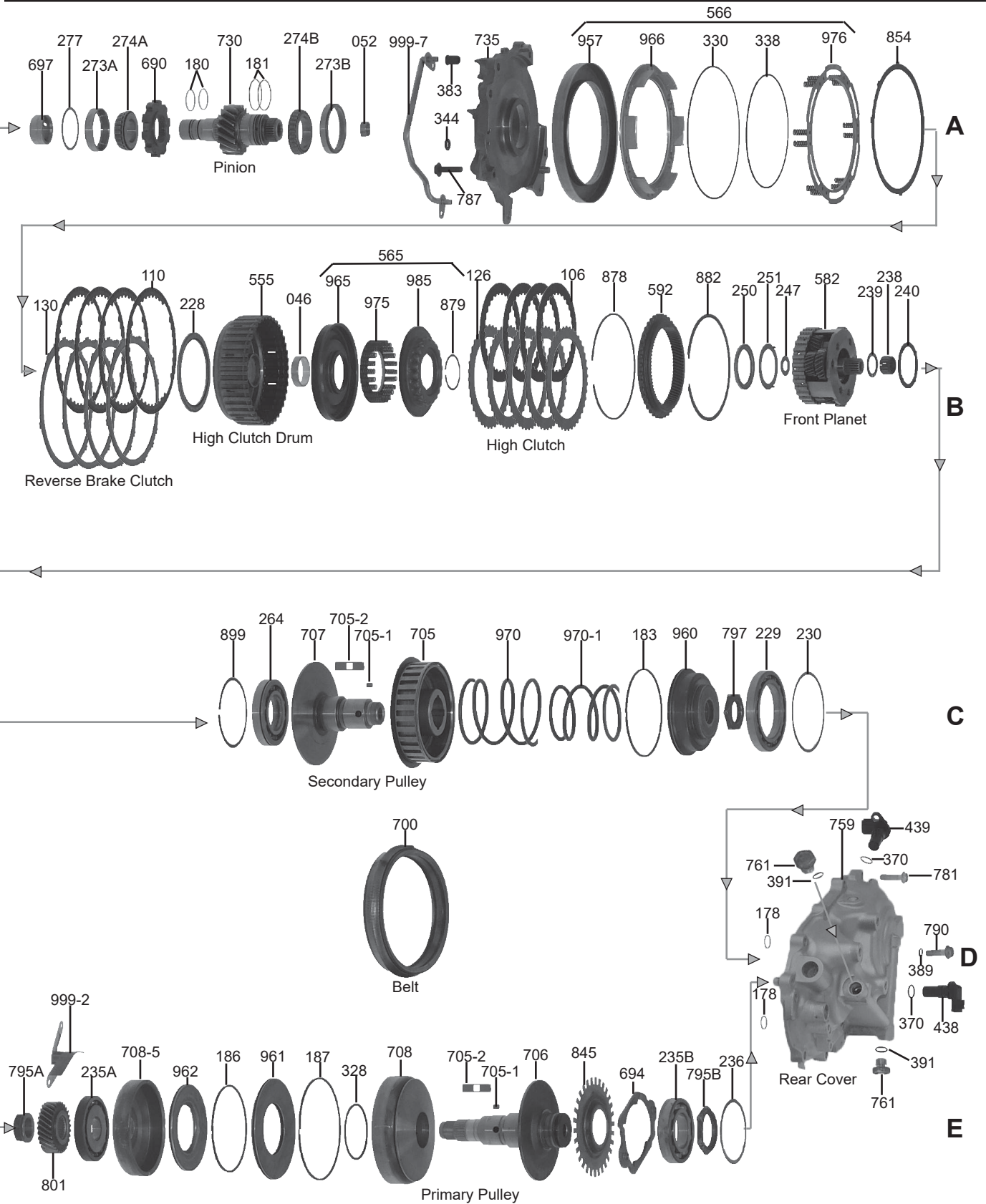
100% Performance Tested



Manufactured in the USA

# RE0F11A (JF015E)





## Off Axis Chain Driven Vane Style Pump

WIT # 323500A

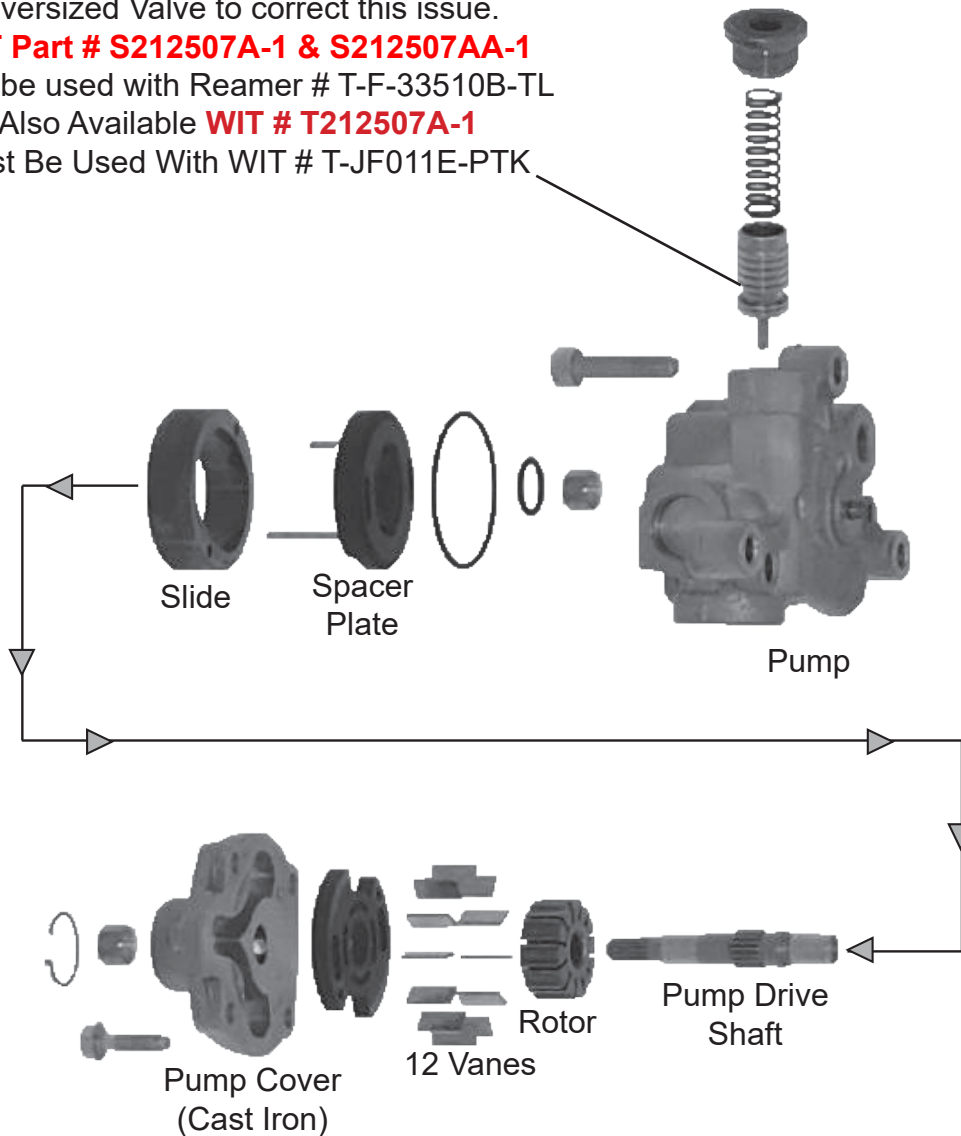
The Flow Control Valve is very prone to wear.  
Sonnax offers a Replacement Valve &  
Oversized Valve to correct this issue.

**WIT Part # S212507A-1 & S212507AA-1**

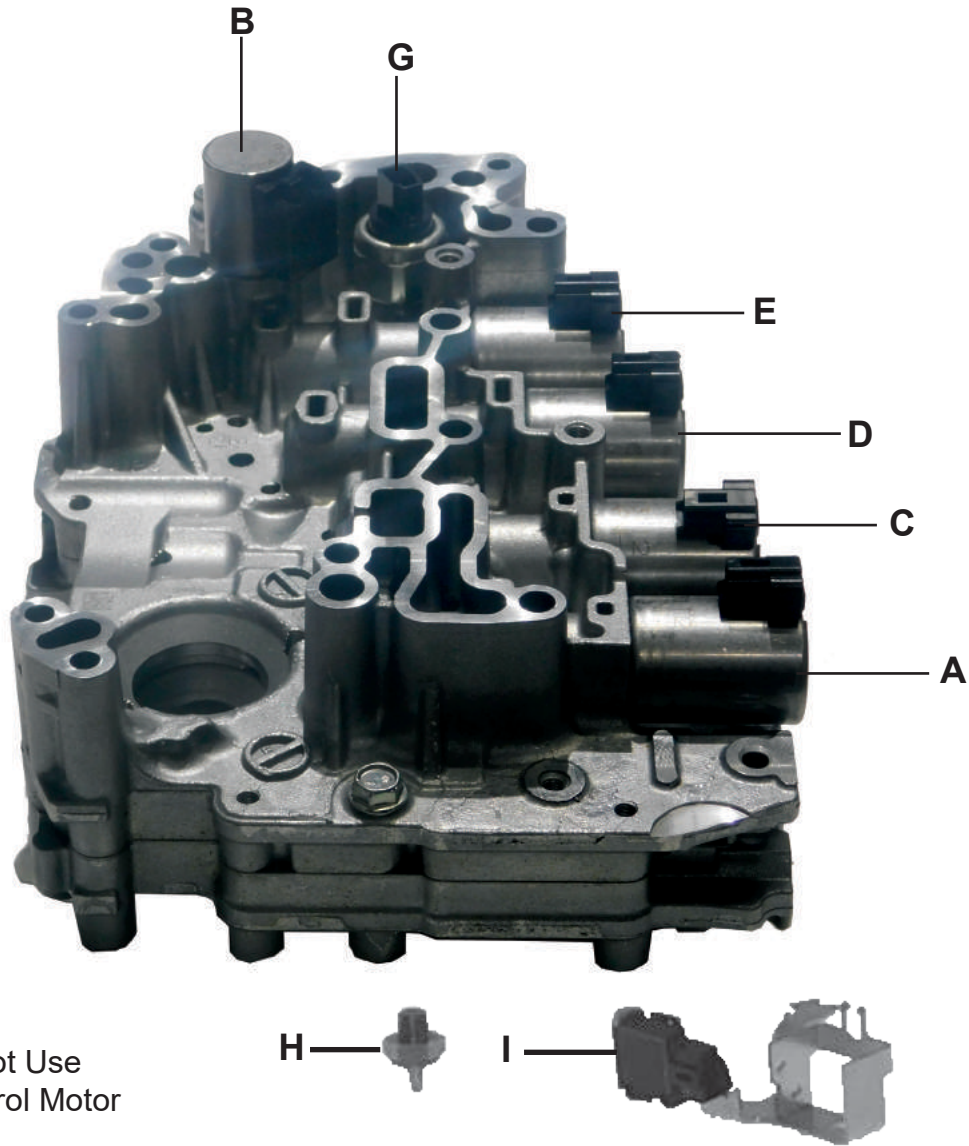
Must be used with Reamer # T-F-33510B-TL

Also Available **WIT # T212507A-1**

Must Be Used With WIT # T-JF011E-PTK

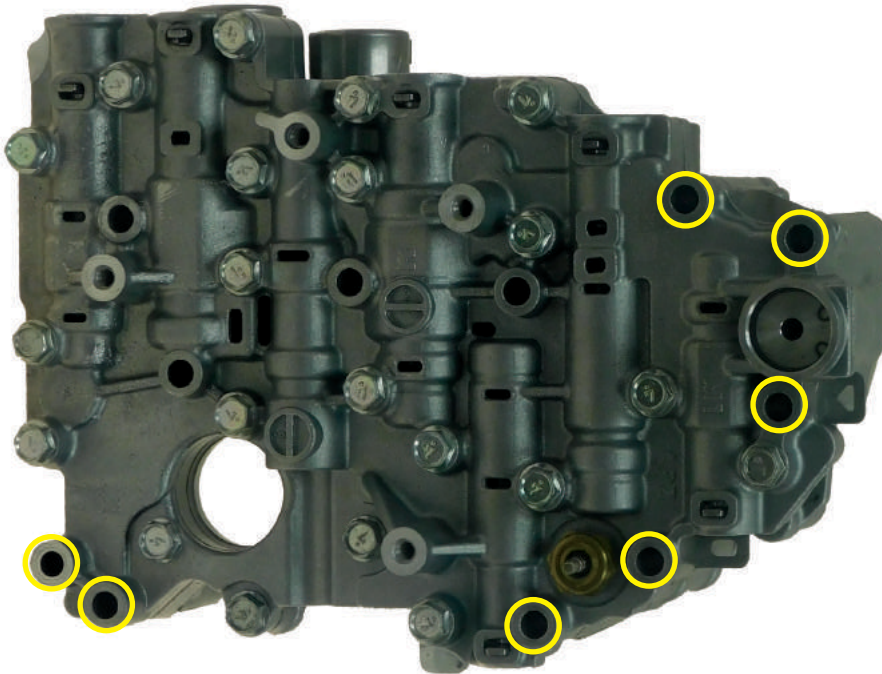


Valve Body Solenoid Identification



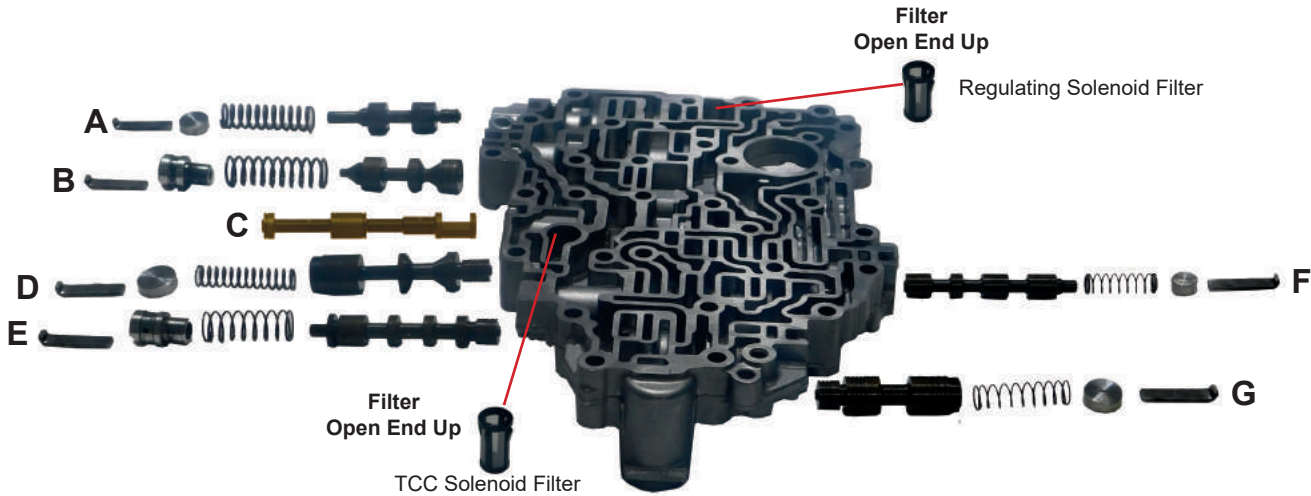
Does Not Use  
Ratio Control Motor

Alpha	Description	WIT Part #
	RE0F11A (JF015E) Valve Body (Cast # APZ)	323740A
A	Line Pressure A Solenoid	323421A
B	TCC Control Solenoid	323425A
C	High Clutch & Reverse Brake "G" Solenoid	323427A
D	Low Brake "F" Solenoid	323430A
E	Primary Pressure "B" Solenoid	323435A
F	High Clutch Pressure Sensor	323413A
G	Secondary Pulley Pressure Sensor	323414A
H	High Clutch Pressure Sensor	323413A
I	Rom Assembly	323469A
	Wire Harness	323446A



○ Remove These Bolts to Release Valve Body From The Case

## Exploded Valve Body



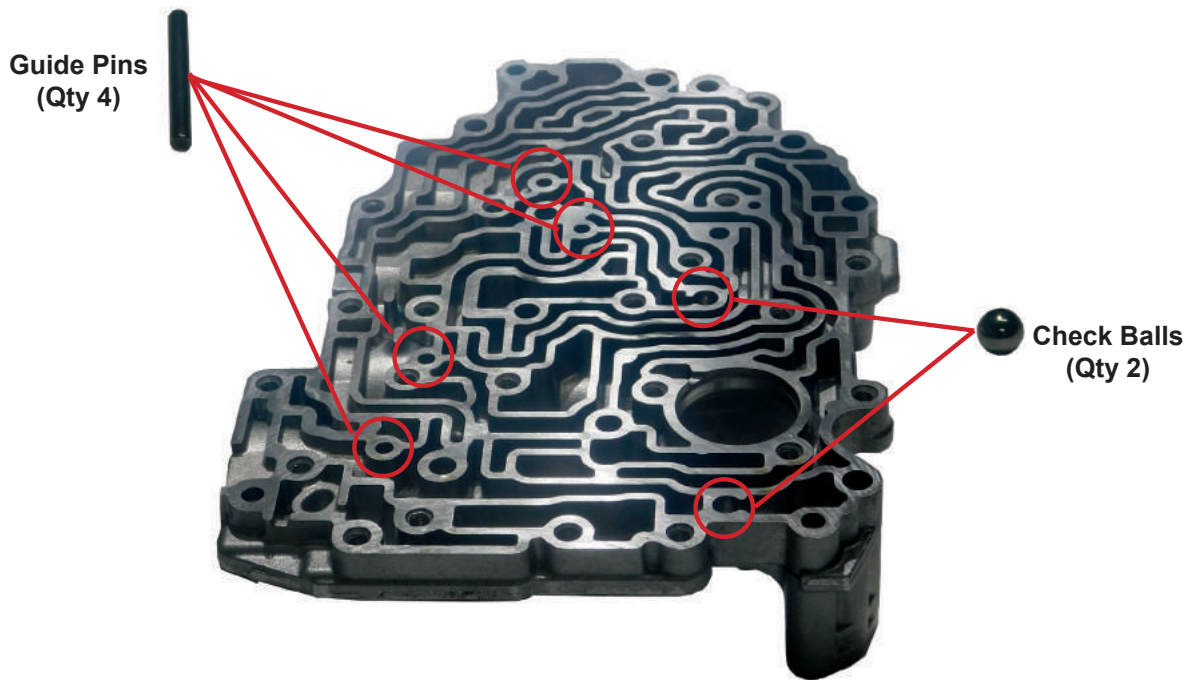
Alpha	Description	WIT Part #
A	Pilot (Solenoid Modulating Valve)	323741CPK
B	TCC Regulating Valve With Boost Valve	323741ACK
C	Manual Valve	323741-1A
D	Pressure Regulator Valve	323741BPK
E	TCC Control Valve With Boost Valve	
F	High Clutch / Reverse Brake Switching Valve	
G	Primary Pressure Control Valve	323741APK

**There Is No Low Brake Clutch Valve. The Low Brake Clutch Is Fed Off The Manual Valve.**

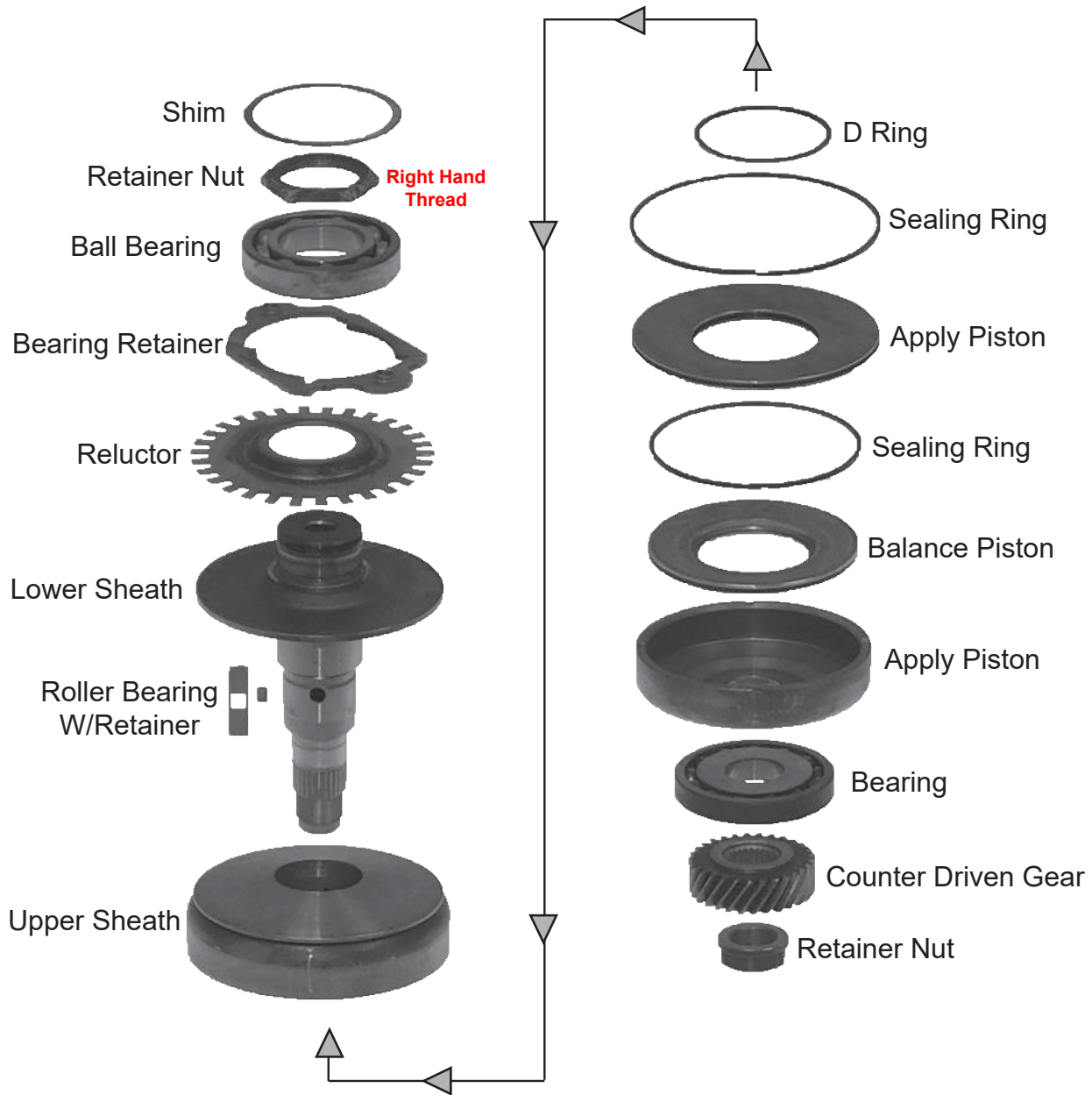
**Valve Body Plate**



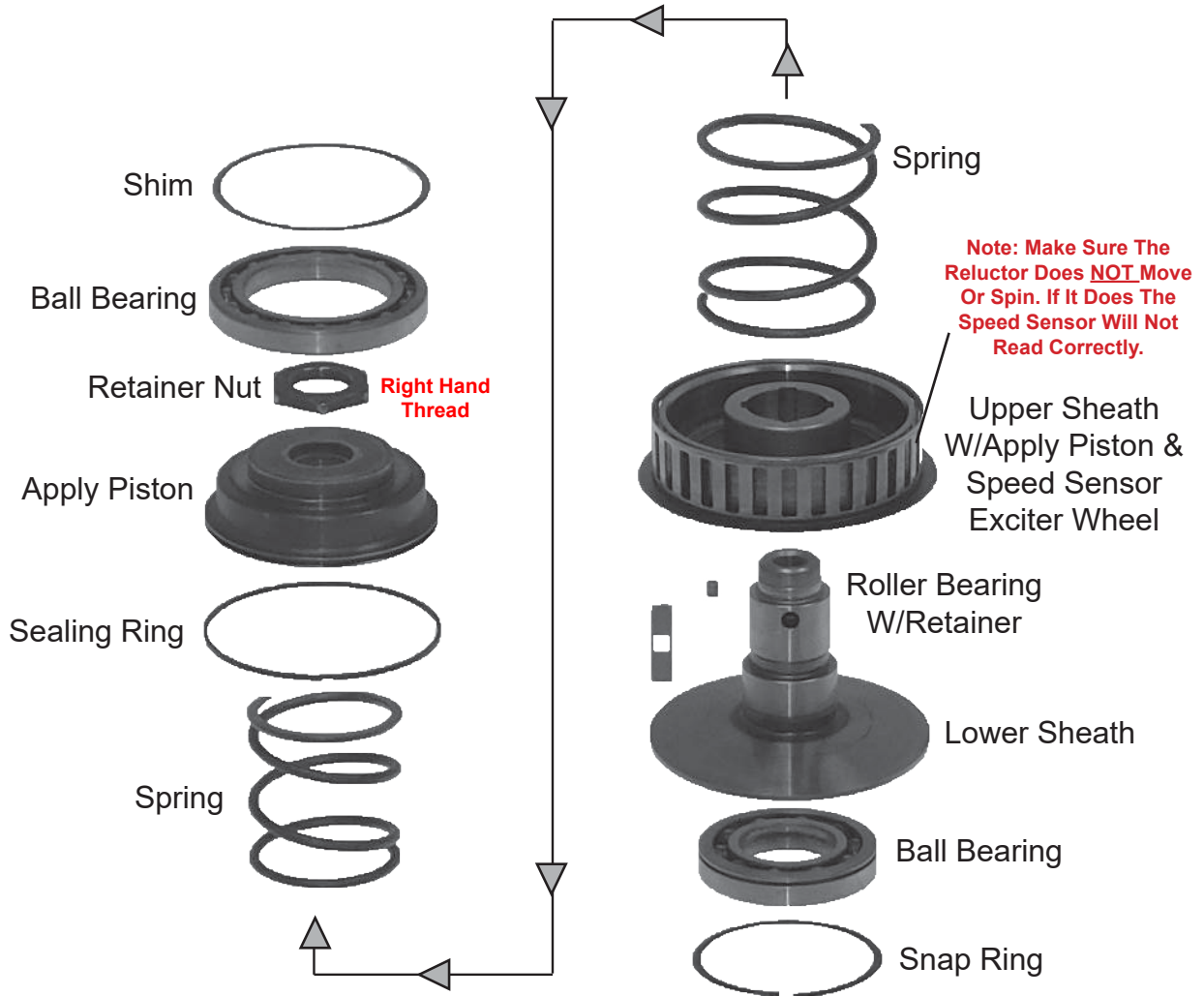
**Check Ball and Guide Pin Locations**



Primary Pulley



Secondary Pulley



# Nissan F08 & F09 Series Secondary Pulley



Using an impact gun and a large socket, remove the nut from the Primary Pulley. The nut has a left hand thread.

Carefully remove the snap ring from the Retainer Shell.



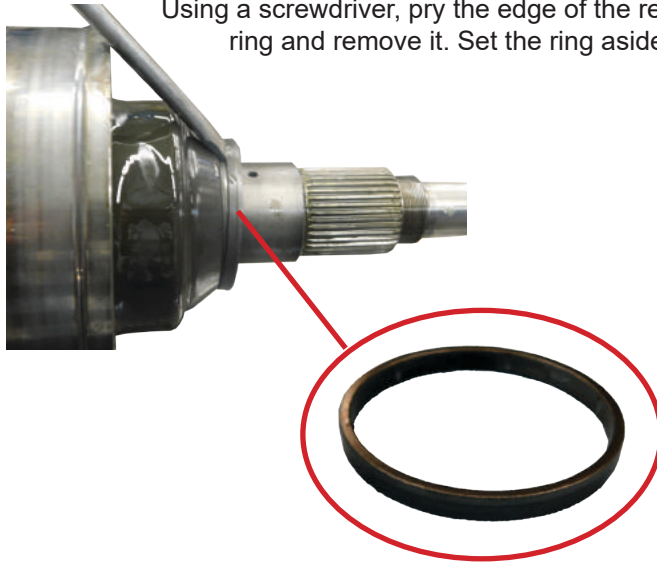
Attach the TJ-1 puller to the assembly as shown and pull the drive gear and park gear off.



Using a hammer and a screwdriver, tap the Retainer Shell until it releases. Remove the shell and set aside.

# Nissan F08 & F09 Series Secondary Pulley

Using a screwdriver, pry the edge of the retaining ring and remove it. Set the ring aside.



Replace the nut on the pulley assembly before continuing to the next step. This has a left hand thread.



Place the CVT Press Plate on the Arbor Press Base. Place the pulley assembly on the CVT Press Plate with the nut facing down and the bearing on top. Press the shaft down just enough to release the C Clips (Half Moon Retainers) from the Piston Retainer.

# Nissan F08 & F09 Series Secondary Pulley

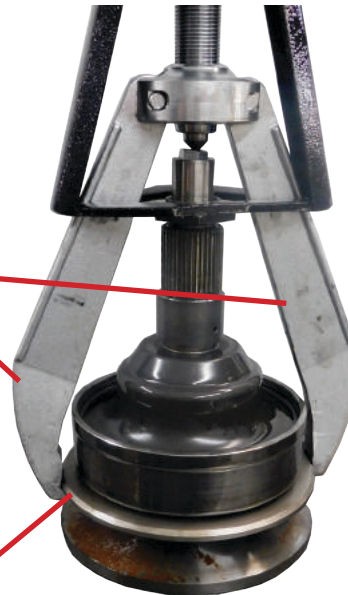


Place a bolt with a large head inside the shaft so the threaded rod on the TJ-1 Puller has something to sit on and does not go down inside the shaft.

Remove the Pulley Assembly from the Arbor Press and install the TJ-1 Puller under the Upper Sheath as shown below. Place the entire assembly inside of a 5 gallon bucket or large box during the next step in order to catch the steel balls that will fall out during the disassembly process. Using an impact gun, slowly draw up the upper sheath until it pops off. Remove the TJ-1 while the assembly is still in the bucket. Remove the nut and upper sheath. The steel balls will fall out once the upper sheath is removed. **Take notice of how many steel balls there are. Not all assemblies have the same amount.** Once you have all the steel balls, remove pulley assembly from the bucket.

**Do Not Hold TJ-1 In This Area!**

When the Upper Sheath pops loose, the spring is released with a lot of pressure and will cause hand injury.



# Nissan F08 & F09 Series Primary Pulley

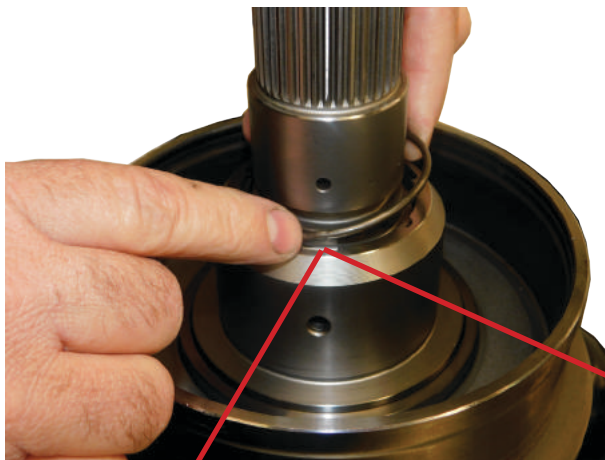
Clean all parts of the pulley assembly making sure to remove any metal debris. Remove the Retaining Ring from the inside of the Upper Sheath. Inspect the grooves on the shaft of the Lower Sheath as well as the inside of the Lower Sheath where the steel balls ride for wear. Also inspect the steel balls for wear. Check all surfaces for embedded metal.



Place the Upper Sheath on the Lower Sheath with the stress ball placed between the two pieces as shown.



Using a steel punch, reinstall the steel balls in the grooves located in the Upper Sheath.



Locating Notch

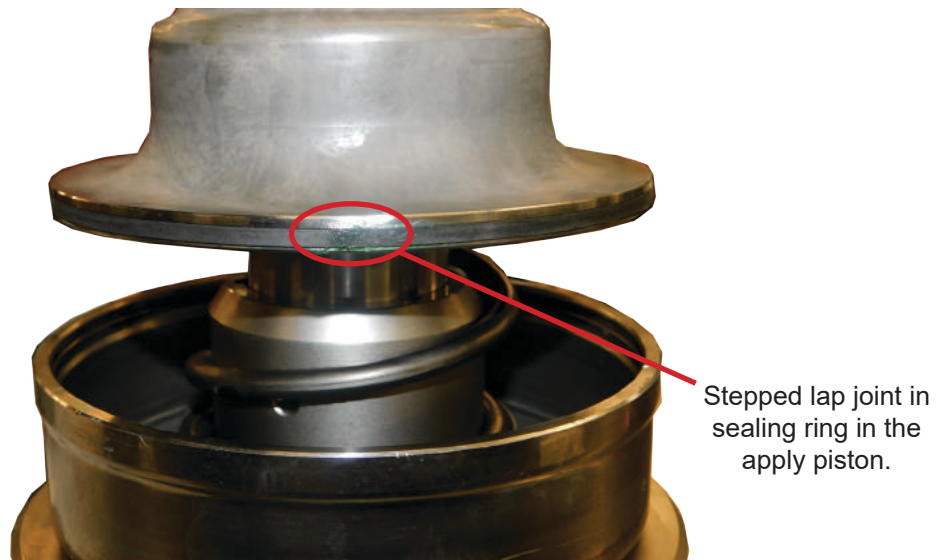
Install the retaining ring once all of the steel balls are in place. **Notice the notch in the retaining ring you removed from the Upper Sheath. This notch has to be lined up with the locating notch in the Upper Sheath when reinstalling the retaining ring.**



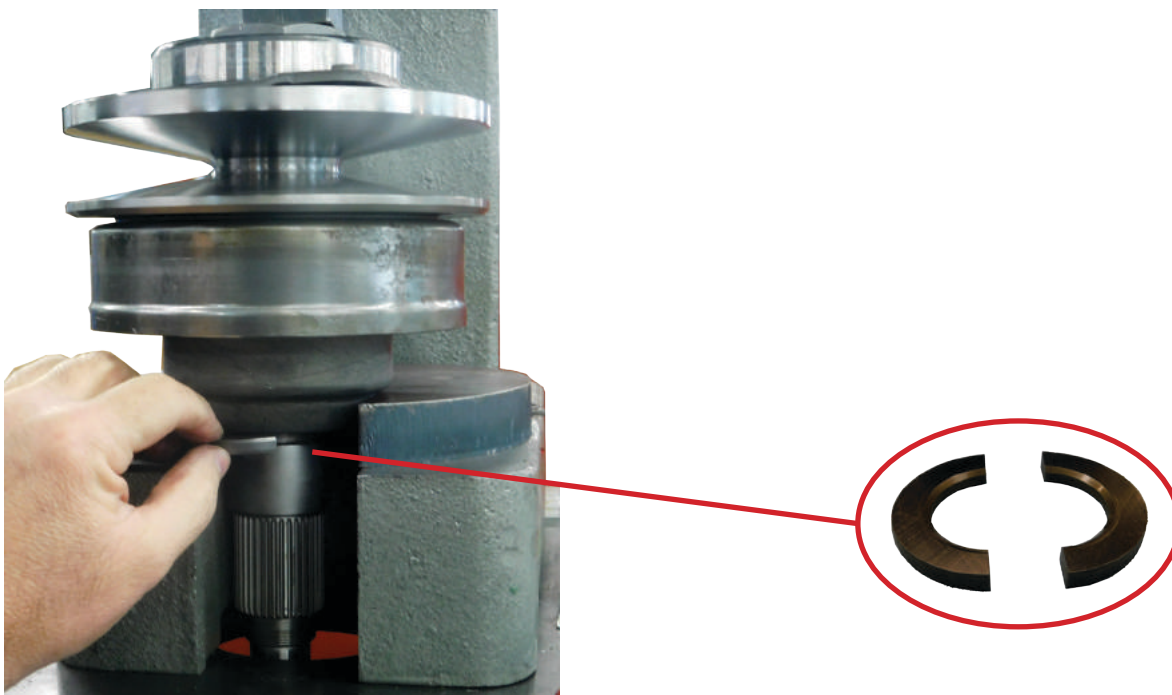
Notch In Retaining Ring

# Nissan F08 & F09 Series Secondary Pulley

Once the retaining ring has been installed, remove the stress ball and make sure that the upper sheath moves up and down on the shaft of the lower sheath freely. Remove the stepped sealing ring from the Apply Piston and inspect for damage. Replace the Sealing Ring with a new one if needed. Place a small dab of assembly gel on the step in sealing ring to help keep it in place. Place the spring, spring seat and the apply piston on the upper sheath. **Make sure that the split in the stepped sealing ring in the piston is facing you so you can make sure that the sealing ring remains in the apply piston and does not get cut when pressing the piston on.** Place the apply piston on and take the entire assembly to the press. Place the CVT Press Plate on the base of the press.



Carefully turn the assembly over and place it in the CVT Press Plate while holding the assembly together making sure that the steel balls do not fall out. Press the piston retainer into the upper sheath. Keep an eye on the stepped sealing ring, making sure it is locked in place all the way around the piston while pressing it in. If it is not locked in it can get cut while pressing the piston in. Once the piston is pressed in, carefully reinstall the C Clips (Half Moon Retainers), one on each side of the shaft. Slowly release the press and make sure that the C Clips are locked in.



# Nissan F08 & F09 Series Secondary Pulley

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Turn the assembly over and install the retainer ring, making sure that it is seated completely.



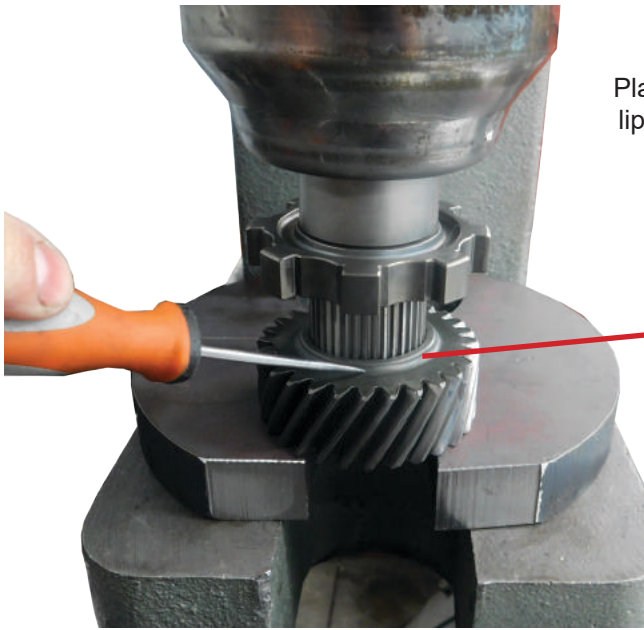
Place the Retainer Shell on and tap it with a hammer to seat it in the Upper Sheath. Install the snap ring and make sure that the snap ring is completely seated all the way around the Retainer Shell.



Place the Park Gear on the Shaft and take the Pulley Assembly to the Press. Turn the assembly upside down on the CVT Press Plate and press the Park Gear onto the shaft until the Park Gear reaches the bottom of the splines on the shaft.

# Nissan F08 & F09 Series Secondary Pulley

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Place the Drive Gear on the shaft, making sure that the lip on the gear is facing the Park Gear. Press the Gear on until it sits on the Park Gear.

Notice the lip on the drive gear.

Remove the assembly from the press and replace the nut.

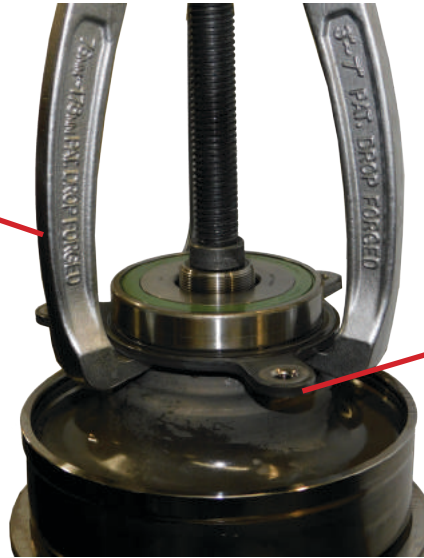


Left Hand Thread

# Nissan F08 & F09 Series Primary Pulley

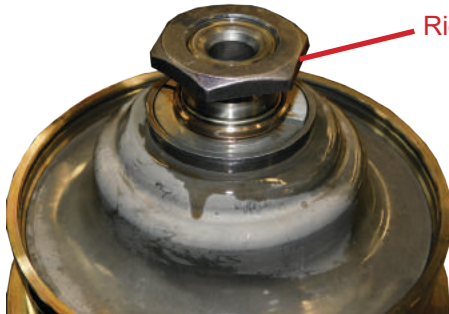
Using an impact gun and a large socket, remove the nut from the Primary Pulley. The nut has a right hand thread.

Using a 3 Jaw Bearing Puller, attach the puller to the assembly as shown and pull the bearing and pulley retainer off.



Note how the pulley retainer is on the pulley assembly and make sure that you reinstall facing the correct direction.

Reinstall the nut on the pulley assembly before continuing to the next step.

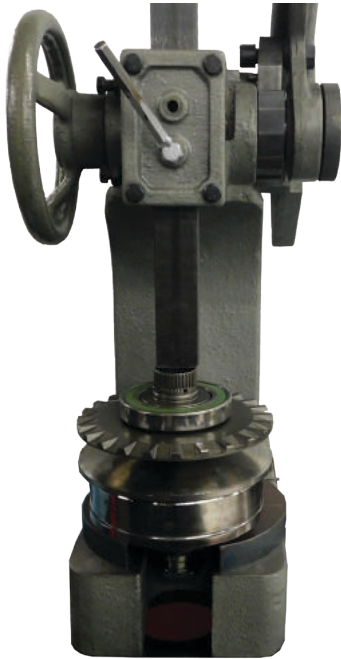


Right Hand Thread

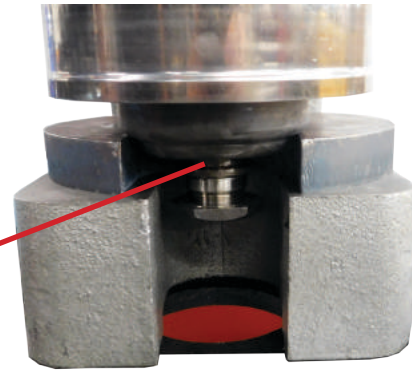
Using a screwdriver, pry the edge of the retaining ring and remove it. Set the ring aside.



# Nissan F08 & F09 Series Primary Pulley



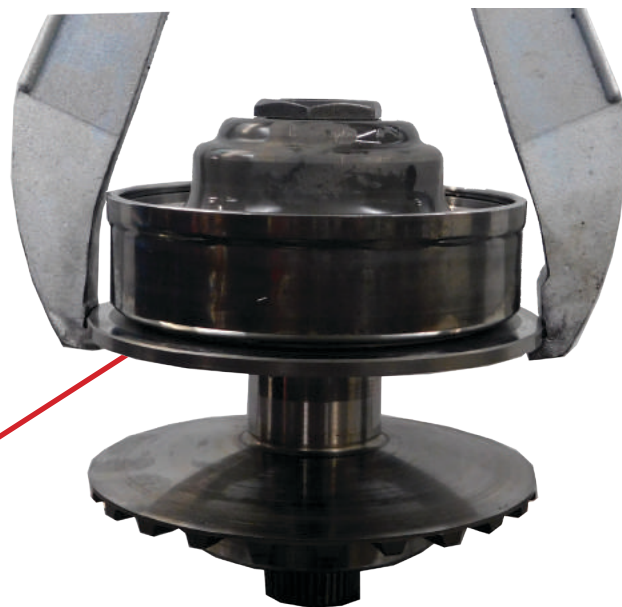
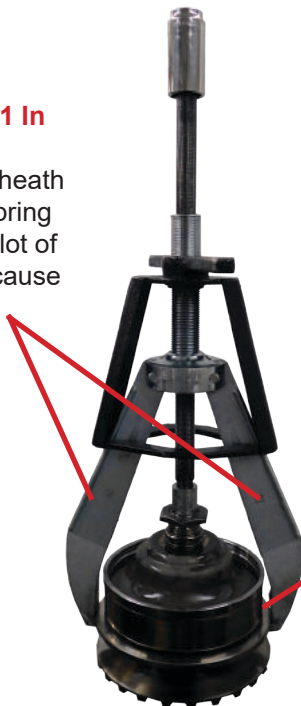
Place the CVT Press Plate on the Arbor Press Base. Place the pulley assembly on the CVT Press Plate with the nut facing down and the bearing on top. Press the shaft down just enough to release the C Clips (Half Moon Retainers) from the Piston Retainer.



Remove the Pulley Assembly from the Arbor Press and install the TJ-1 Puller under the Upper Sheath as shown below. Place the entire assembly inside of a 5 gallon bucket or large box during the next step in order to catch the steel balls that will fall out during the disassembly process. Using an impact gun, slowly draw up the upper sheath until it pops and hits the nut. Remove the TJ-1 while the assembly is still in the bucket. Remove the nut, piston retainer, spring and upper sheath. The steel balls will fall out once the upper sheath is removed. **Take notice of how many steel balls there are. Not all assemblies have the same amount.** Once you have all the steel balls, remove pulley assembly from the bucket.

**Do Not Hold TJ-1 In This Area!**

When the Upper Sheath pops loose, the spring is released with a lot of pressure and will cause hand injury.



# Nissan F08 & F09 Series Primary Pulley

Clean all parts of the pulley assembly making sure to remove any metal debris. Remove the Retaining Ring from the inside of the Upper Sheath. Inspect the grooves on the shaft of the Lower Sheath as well as the inside of the Lower Sheath where the steel balls ride for wear. Also inspect the steel balls for wear. Check all surfaces for embedded metal.

Place the Upper Sheath on the Lower Sheath with the stress ball placed between the two pieces as shown.



Using a steel punch, reinstall the steel balls in the grooves located in the Upper Sheath.



Install the retaining ring once all of the steel balls are in place. **Notice the notch in the retaining ring you removed from the Upper Sheath. This notch has to be lined up with the locating notch in the Upper Sheath when reinstalling the retaining ring.**



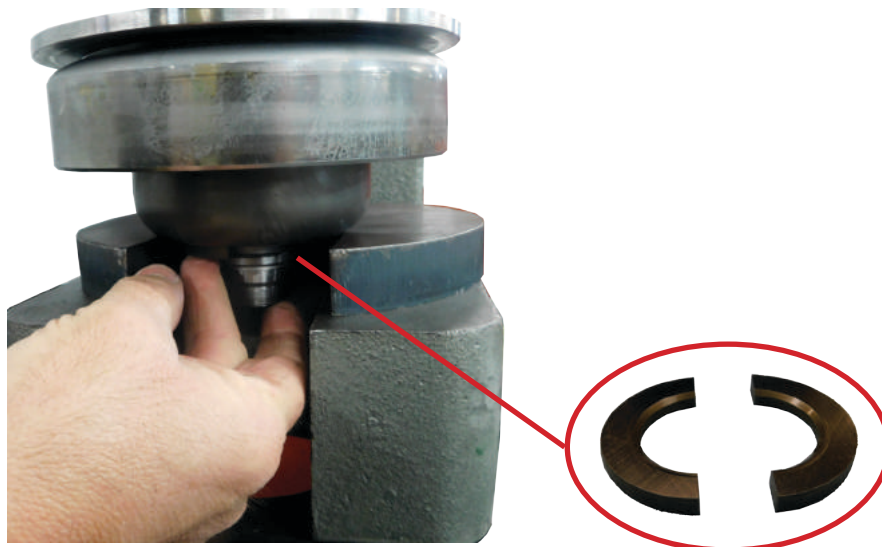
Notch In Retaining Ring

# Nissan F08 & F09 Series Primary Pulley

Once the retaining ring has been installed, remove the stress ball and make sure that the upper sheath moves up and down on the shaft of the lower sheath freely. Remove the stepped sealing ring from the Piston Retainer and inspect for damage. Replace the Sealing Ring with a new one if needed. Place a small dab of assembly gel on the step in sealing ring to help keep it in place. Place the spring and the piston retainer on the upper sheath. **Make sure that the split in the stepped sealing ring in the piston is facing you so you can make sure that the sealing ring remains in the piston retainer and does not get cut when pressing the piston on.** Place the piston retainer on and take the entire assembly to the press. Place the CVT Press Plate on the base of the press.



Carefully turn the assembly over and place it in the CVT Press Plate while holding the assembly together making sure that the steel balls do not fall out. Press the piston retainer into the upper sheath. Keep an eye on the stepped sealing ring, making sure it is locked in place all the way around the piston while pressing it in. If it is not locked in it can get cut while pressing the piston in. Once the piston is pressed in, carefully reinstall the C Clips (Half Moon Retainers), one on each side of the shaft. Slowly release the press and make sure that the C Clips are locked in.



# Nissan F08 & F09 Series Primary Pulley

Turn the assembly over and install the retainer ring, making sure that it is seated completely.



Place the mounting plate on **making sure to install with the bolt flanges on the correct side**

Place the bearing on making sure that the lip on the inside is facing down next to the mounting plate.

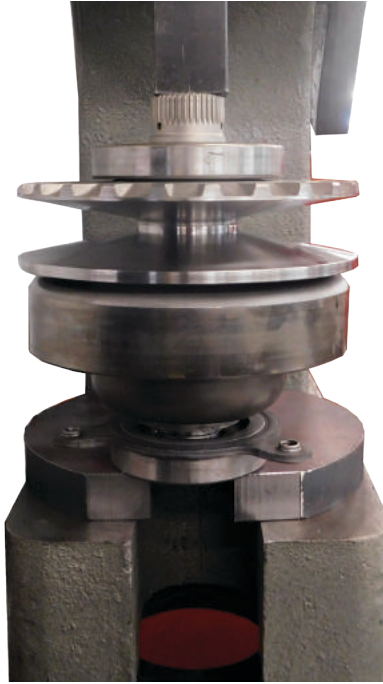


Make sure to inspect the bearings before reinstalling them. Replacement bearings are available.  
**WIT # S203229AK**

# Nissan F08 & F09 Series Primary Pulley

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Take the assembly to the press and place upside down on the CVT Press Plate and press the bearing on.



Remove the assembly from the press and replace the nut.



# CVT Tools And Testers



### **T-JF011E-PTK**

Tool Kit, RE0F10A (JF011E) Pulley Tool Kit (Companion Tool Kit For T212507A-1)(Also Includes 18 High Strength 6mm Steel Balls For The Sheave Guide Grooves



### **T-PHZ-DRV**

New Phase Drive Quad Q Drive CVT Stepper Motor Tester (BlueReach)



### **T-S-MON**

Sensor Monitor, Generic And 2 Wire Active Hall Effect Sensor Tester (BlueReach)



### **T-T0KIJF015E**

Tool Kit For RE0F11A / JF015E (CVT-7)



### **T-EZ-DAQ4**

Way E-Zee Data Acquisition Fitting Kit & Interface Box For Vehicle And Dyno (BlueReach)

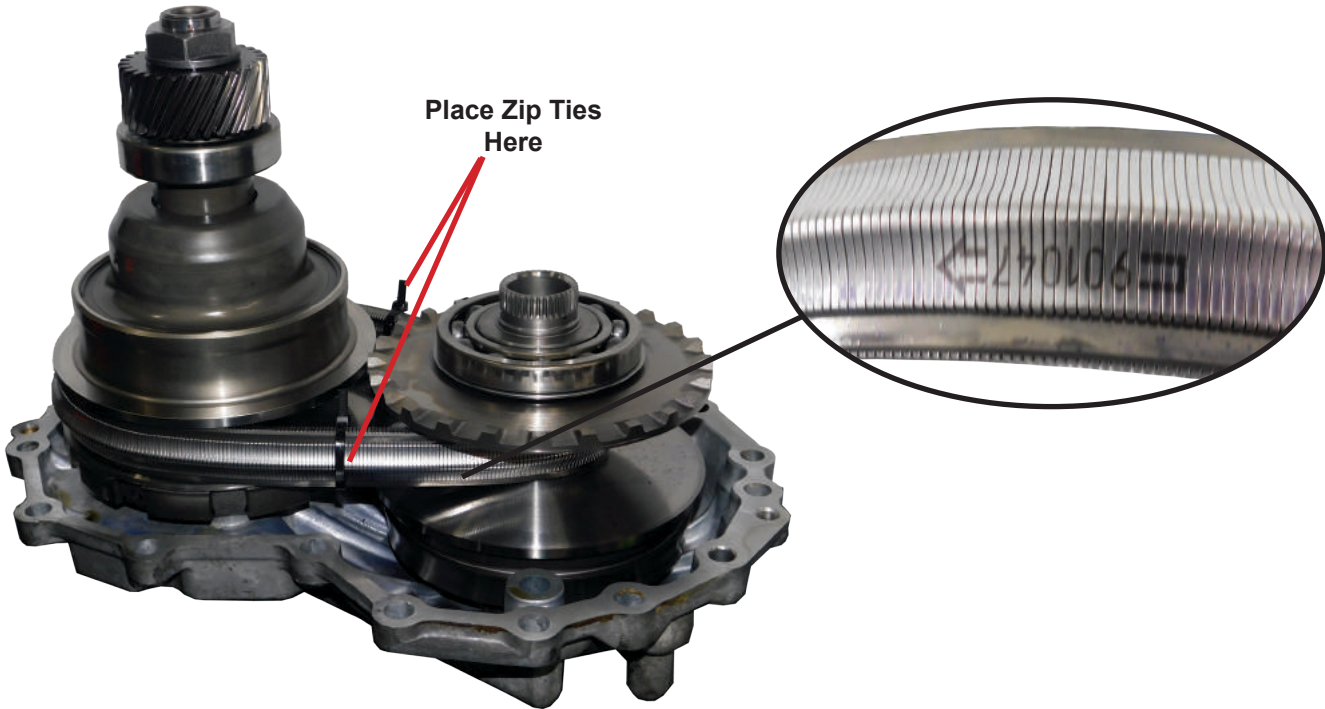


### **T-EZ-SFT**

Transmission E-Zee Shift, Multi Platform Data Acquisition And Control Interface (BlueReach)

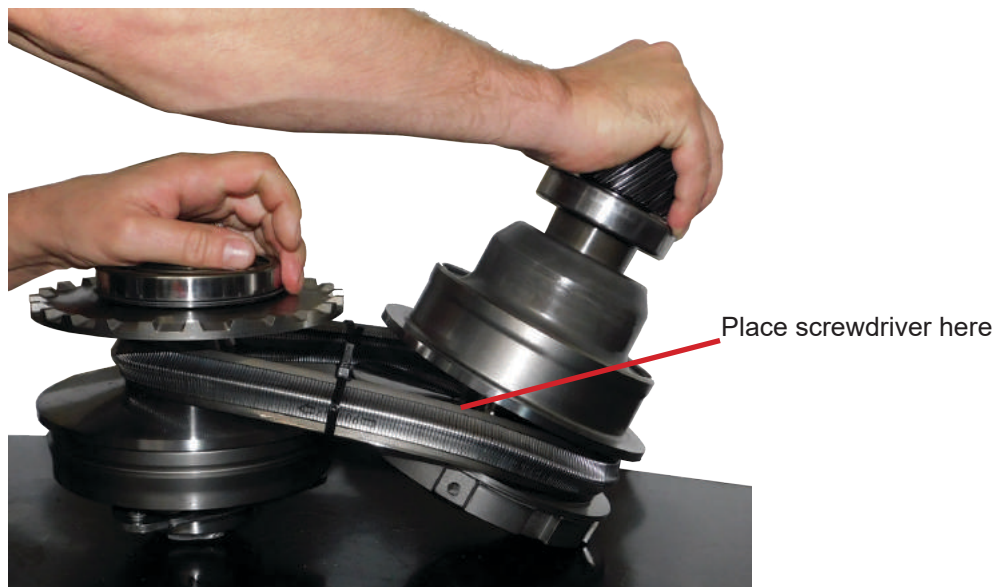
# Nissan F10 Series Secondary Pulley

Before removing the pulley assemblies from the rear cover, place 2 zip ties on opposite sides of the belt. This will keep the belt from falling apart. Note the arrow on the belt and mark on the case the direction of the belt rotation for reference when reinstalling the belt.



There are 2 ways to remove the belt from the pulley assemblies.

1. While holding the primary pulley assembly push the secondary assembly away and down until the assembly comes away from the belt. If you are having trouble getting the assembly apart have someone place a screwdriver between the belt and under the secondary pulley assembly and pry down while you push the assemblies in opposite directions. This will release the secondary pulley, then you can remove the belt from the primary pulley.
2. Attach the TJ-1 to the secondary pulley assembly and compress the piston to give slack on the belt.



# *AutoLibrary* Nissan F10 Series Secondary Pulley

Using a socket and an impact gun, remove the nut from the secondary pulley.



Attach the TJ-1 to the Secondary Pulley Assembly as shown.

Place the entire assembly inside of a 5 gallon bucket or large box during the next step in order to catch the steel balls that will fall out during the disassembly process. Using an impact gun, slowly draw up the TJ-1 until the gear pops off as shown. **Use caution, this assembly is spring loaded.** Remove the TJ-1 while the assembly is still in the bucket in order to catch the steel balls. **Take notice of how many steel balls there are. Not all assemblies have the same amount.**

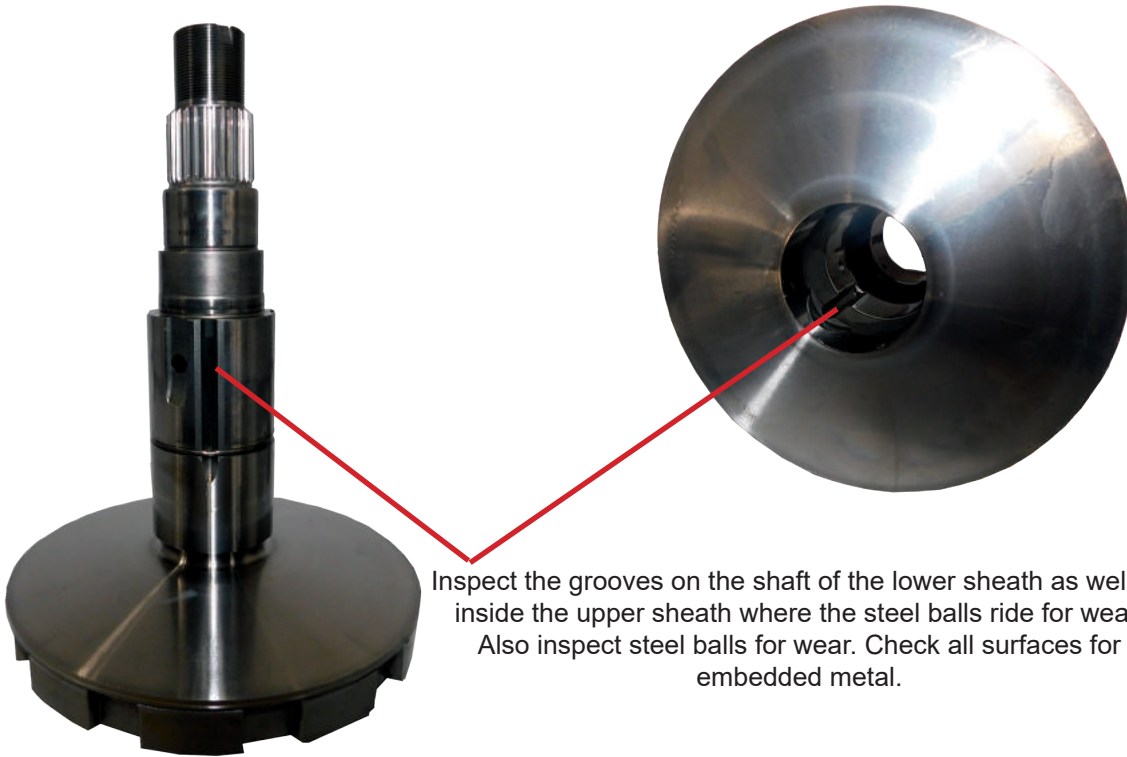
Once you have all the steel balls, remove pulley assembly from the bucket and take the rest of the assembly apart.



**Do Not Hold TJ-1 In This Area!**  
When the gear pops loose, the spring is released with a lot of pressure and will cause hand injury.

# Nissan F10 Series Secondary Pulley

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Using a large socket, place it on top of the balance piston and compress the piston as shown to remove the snap ring.



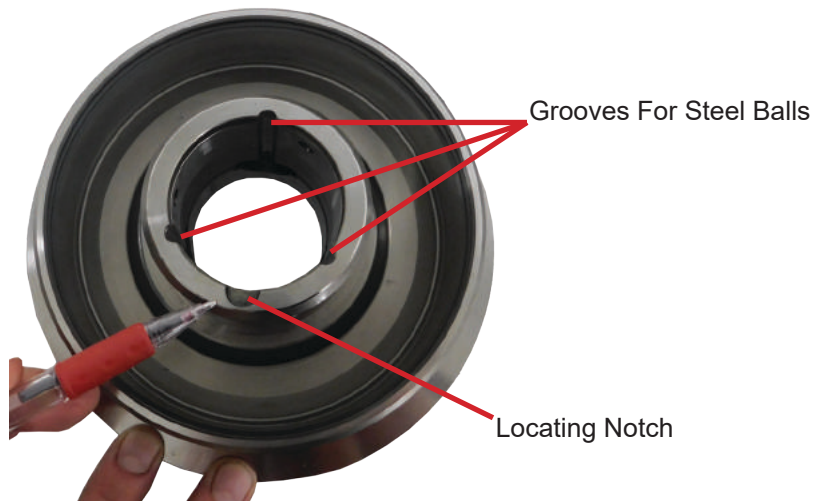
*AutoLibrary*  
**Nissan F10 Series Secondary Pulley**

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Clean all parts of the pulley assembly making sure to remove any metal debris. Remove the retaining ring from the inside of the Upper Sheath. Place the Upper Sheath on the Lower Sheath with the stress ball placed between the two pieces as shown.



Using a punch, reinstall the steel balls in the grooves located in the upper sheath. Install the retaining ring once all the steel balls are in place. **Notice the notch in the retaining ring you removed from the upper sheath. This notch has to be lined up with the locating notch in the Upper Sheath when reinstalling the retaining ring.**



Once the retaining ring has been installed, remove the stress ball and make sure that the upper sheath moves up and down the shaft of the lower sheath freely.

# Nissan F10 Series Secondary Pulley

Remove the stepped sealing ring from the Apply Piston and inspect for damage. Replace the Sealing Ring with a new one if damage. Place the spring and the apply piston on the upper sheath. **Make sure that the split in the stepped sealing ring on the apply piston is facing you so you can make sure that the sealing ring remains in the apply piston and does not get cut when pressing the piston on.** Place the balance piston on and take the entire assembly to the press. Place the CVT Press Plate on the base of the press.



Stepped lap joint in sealing ring in the apply piston.



CVT Press Plate



Carefully turn the assembly over and place it in the CVT Press Plate while holding the assembly together making sure that the steel balls do not fall out. Press the apply piston into the upper sheath. Keep an eye on the stepped sealing ring, making sure it is locked in place all the way around the piston while pressing it in. If it is not locked in it can get cut while pressing the piston in.

Press the inner race on with the flanged side against the balance piston. Add the bearing and spacer and press on. Press the gear on last then replace the nut and tighten.

Make sure to inspect the bearings before reinstalling them. Replacement bearings are available.

**WIT # S21229AK**

*AutoLibrary*  
**Nissan F10 Series Secondary Pulley**

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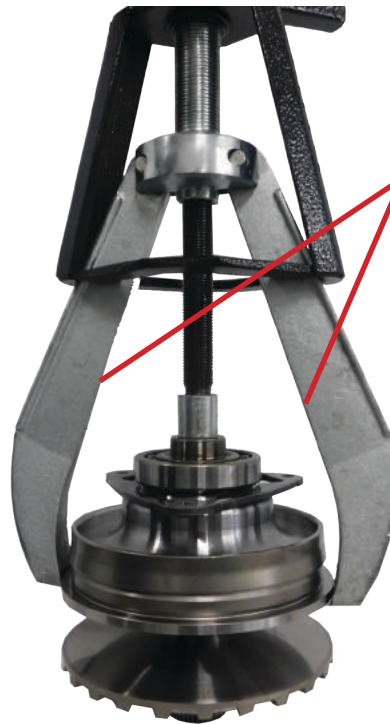
Attach the TJ-1 as shown. Draw the Upper Sheath up until you have enough clearance to reinstall the snap ring that holds the balance piston in.



Once the snap ring is installed, go around the entire snap ring making sure it is completely embedded in the snap ring groove. The TJ-1 can now be safely removed.

# *AutoLibrary* Nissan F10 Series Primary Pulley

Using an impact gun and a large socket, remove the nut.



**Do Not Hold TJ-1  
In This Area!**

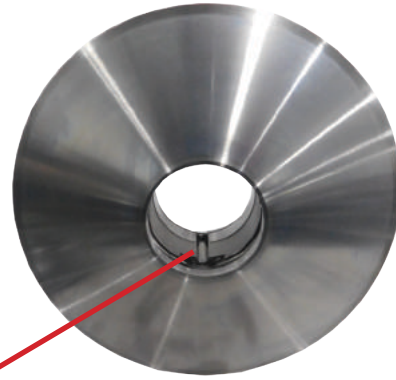
When the bearing pops loose, if the assembly is spring loaded, the spring is released with a lot of pressure and will cause hand injury.

Attach the TJ-1 to the Primary Pulley Assembly as shown. Place the entire assembly inside of a 5 gallon bucket or large box during the next step in order to catch the steel balls that will fall out during the disassembly process. Using an impact gun, slowly draw up the TJ-1 until the bearing pops off. **Use caution, some assemblies are spring loaded and some are not.** Remove the TJ-1 while the assembly is still in the bucket in order to catch the steel balls. **Take notice of how many steel balls there are. Not all assemblies have the same amount.** Once you have all the steel balls, remove pulley assembly from the bucket.



Remove the Mounting Plate. **Note which side the bolt flanges are on and make sure you reinstall the mounting plate with the flanges facing the correct way.** Remove the Apply Piston and Spring (If Included). **Not All Units Will Have A Spring.**

*AutoLibrary*  
**Nissan F10 Series Primary Pulley**



Inspect the grooves on the shaft of the lower sheath as well as inside the upper sheath where the steel balls ride for wear. Also inspect steel balls for wear. Check all surfaces for embedded metal.

Clean all parts of the pulley assembly making sure to remove any metal debris. Remove the retaining ring from the inside of the Upper Sheath. Place the Upper Sheath on the Lower Sheath with the stress ball placed between the two pieces.



Using a punch, install the steel balls in the grooves located in the upper sheath. Install the retaining ring once all the steel balls are in place. **Notice the notch in the retaining ring you removed from the upper sheath. This notch has to be lined up with the locating notch in the Upper Sheath when reinstalling the retaining ring.**

Once the retaining ring has been installed, remove the stress ball and make sure that the upper sheath moves up and down on the shaft of the lower sheath freely.

Grooves For Steel Balls



Locating Notch



Notch In Retaining Ring

# Nissan F10 Series Primary Pulley



Remove the stepped sealing ring from the Apply Piston and inspect for damage. Replace the Sealing Ring with a new one if needed. Place the spring (If Included) and the apply piston on the upper sheath. **Make sure that the split in the stepped sealing ring on the apply piston is facing you so you can make sure that the sealing ring remains in the apply piston and does not get cut when pressing the piston on.** Place the balance piston on and take the entire assembly to the press. Place the CVT Press Plate on the base of the press.

Stepped lap joint in sealing ring in the apply piston.

Carefully turn the assembly over and place it in the CVT Press Plate will holding the assembly together making sure that the steel balls do not fall out. Press the apply piston into the upper sheath. Keep an eye on the stepped sealing ring, making sure it is locked in place all the way around the piston while pressing it in. If it is not locked in it can get cut while pressing the piston in.

Place the mounting plate on **making sure to install with the bolt flanges on the correct side** and press the bearing on. Remove the pulley assembly from the press and replace the nut and tighten.

Make sure to inspect the bearings before reinstalling them.  
Replacement bearings are available.

**WIT # S212229AK**



Install with the bolt flanges on the correct side.



# *AutoLibrary* Nissan F10 Series Push Belt Inspection

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## CVT Push Belt Inspection



Inspect the Edges Of The Chain Links For Any Wear Or Scarring.  
Turn The Belt Over And Repeat This Process.



With The Belt Laying Flat On A Table, Carefully Remove The Inner Band, Using Care Not To Disturb The Individual Elements So The Belt Does Not Fall Apart. Run Your Fingernail Along Both Outer Edges Of The Band Feeling For Any Knicks, Cracks Or Fraying. If Your Fingernail Catches On Anything, This Is A Sign Of A Fracture In The Band. Repeat This Process For Both Edges On The Inner Side Of The Band. If Nothing Is Found, Re-Install The Band. Turn the Belt Over And Repeat This Process. If Any Knicks Are Found In The Band, The Belt Will Need To Be Replaced. Place Two Zip Ties On Opposite Sides Of The Belt To Hold It Together During Installation On The Pulley Assemblies.

# Nissan F10 Series Pulley Installation

Using an assembly gel, grease the shim and O-Ring that are in the pocket in the rear cover where the secondary pulley sits. This will keep the shim from falling out during the final assembly.



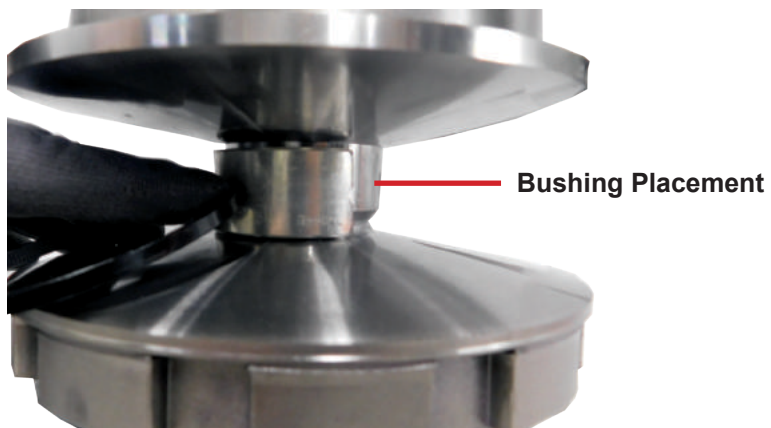
Place the TJ-1 On The Secondary Pulley Assembly and draw the Upper Sheath up until the Balance Piston touches the bearing. Using a 4L80E Tail Housing Bushing (WIT # 34066D) cut in half, run a zip tie through the hole in the bushing to create a pull handle. Carefully place the bushing half on the shaft of the lower sheath beneath the upper sheath. Carefully release the TJ-1 making sure the bushing half does not fly out.

If the Primary Pulley Assembly has a spring, then repeat this process for the Primary Pulley.

See Illustration Below for placement of bushing.



4L80E Tail Housing Bushing Cut In Half

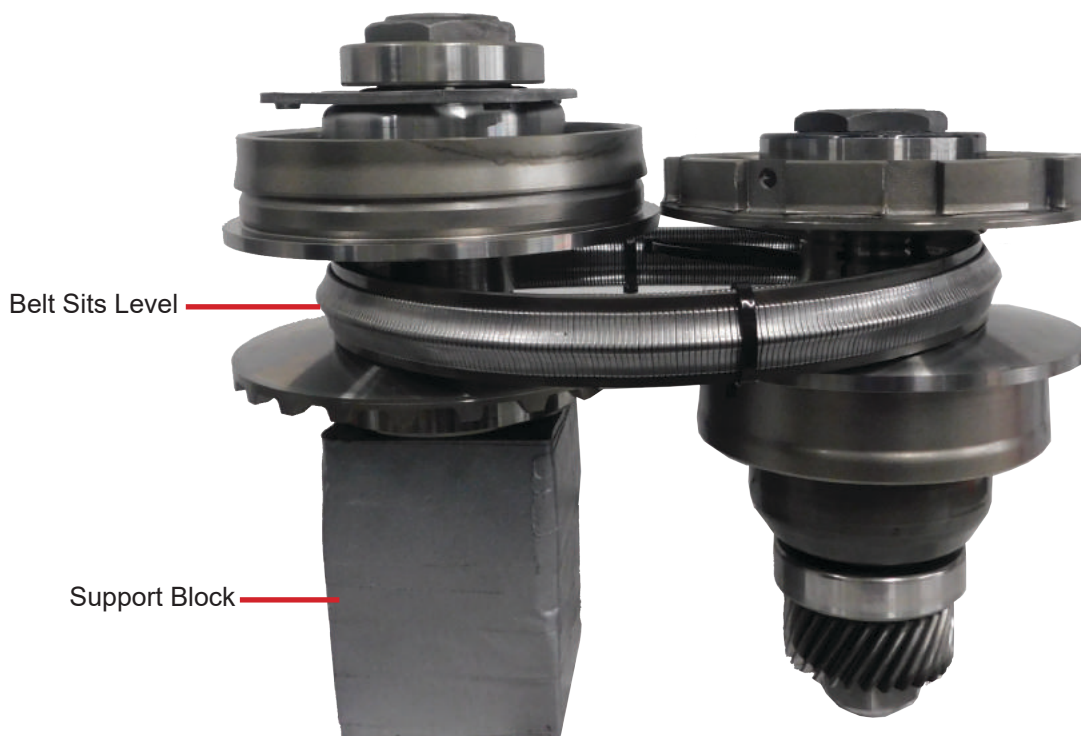


# *AutoLibrary* Nissan F10 Series Pulley Installation

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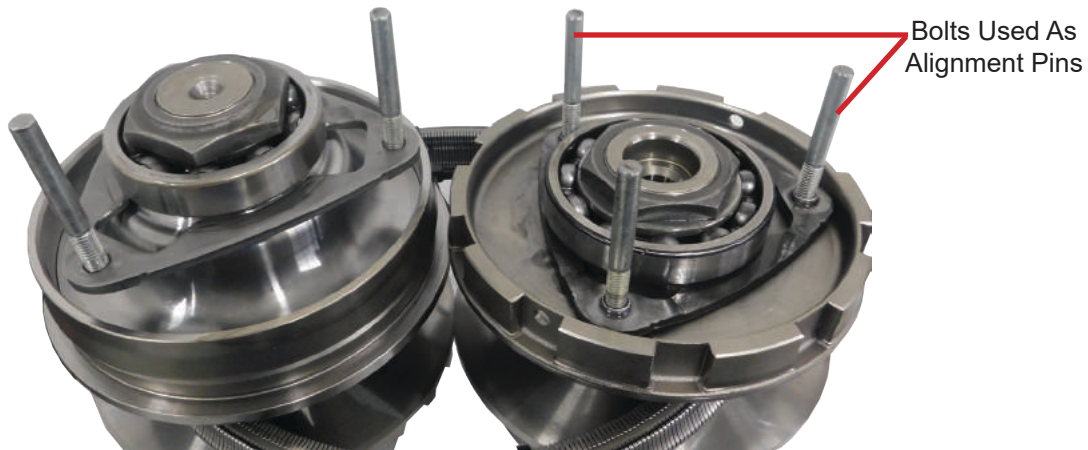


Lay the belt down on the table, making sure the directional arrow is going in the correct direction. Place the pulley assemblies inside the belt, making sure that the bushing halves are facing each other between the pulley assemblies. **(Do not place the bushing halves where the belt will ride on them or you will not be able to remove them.) (Also Make sure that the zip ties that are on the belt are on opposite sides and in the middle of the pulley assemblies.)**



Carefully turn the pulley assemblies over, making sure not to dislodge the bushings holding the upper sheaths open. Place a wooden block or something sturdy, under the primary pulley so the belt is level. (We have used a wooden block with a hole drilled into the center for the shaft of the primary pulley to sit in.)

# *AutoLibrary* Nissan F10 Series Pulley Installation



Using 2 1/2" long bolts with the heads cut off as alignment pins, screw the pins into the mounting plates.  
(4R100 Pump Bolts with the Heads cut off will work)



Turn the rear cover over and place on the pully assembly using the alignment pins to find the bolt holes in the rear cover. Using a rubber mallet, carefully tap the rear cover onto the pulley assembly until the bearings on the pulley assemblies are completely seated in the rear cover. Remove one pin at a time and replace with the rear cover bolts. Make sure you use the bolts with the oring. Finger tighten the bolts until all of the pins have been removed and the bolts installed. Once all the bolts are installed tighten the bolts alternately to insure the rear cover seats properly and is tight with the pulley assemblies.

Turn the assmly over and carefully remove the bushing shims releasing the upper sheaths. Cut and remove the zip ties on the belt. Rotate each pully assembly to make sure that they spin freely and do not rub against each other.



*AutoLibrary*  
**Nissan CVT Push Belts**

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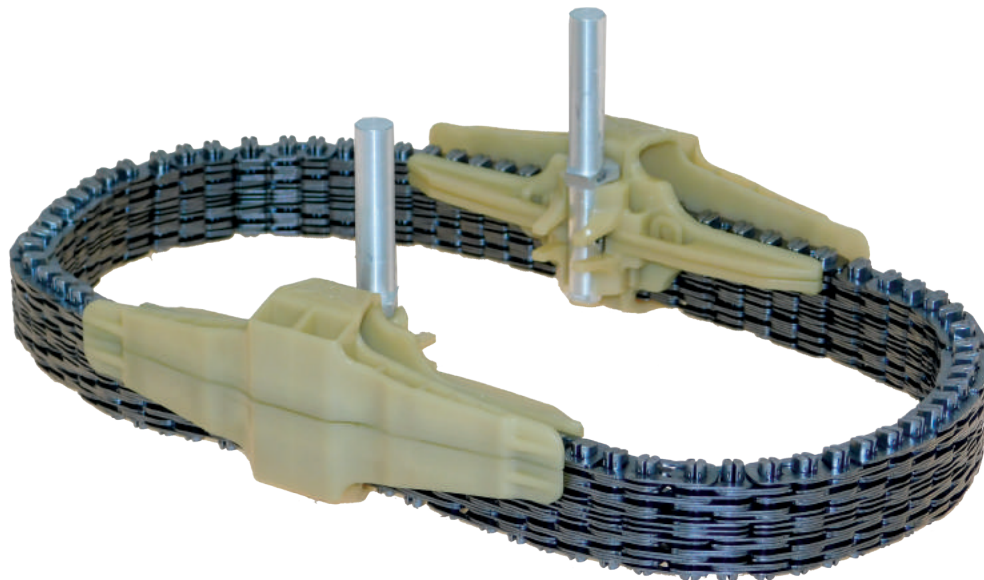
See Page 101 For  
Instructions On How  
To Inspect The Push  
Belt For Wear.



Van Doorne Push Belt Used In  
RE0F08A&B / RE0F09A&B / RE0F10A&B / RE0F11A



RE0F10D "New Generation" Push Belt  
The RE0F10D Has A Different Design Push Belt Compared To The A & B Series.

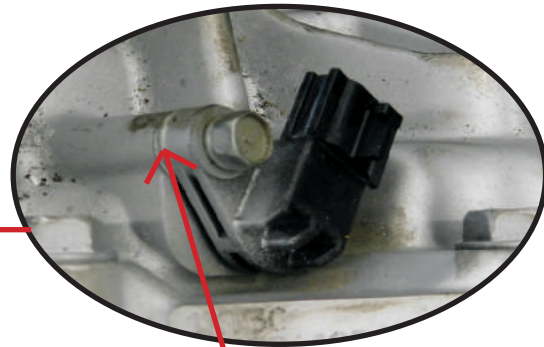
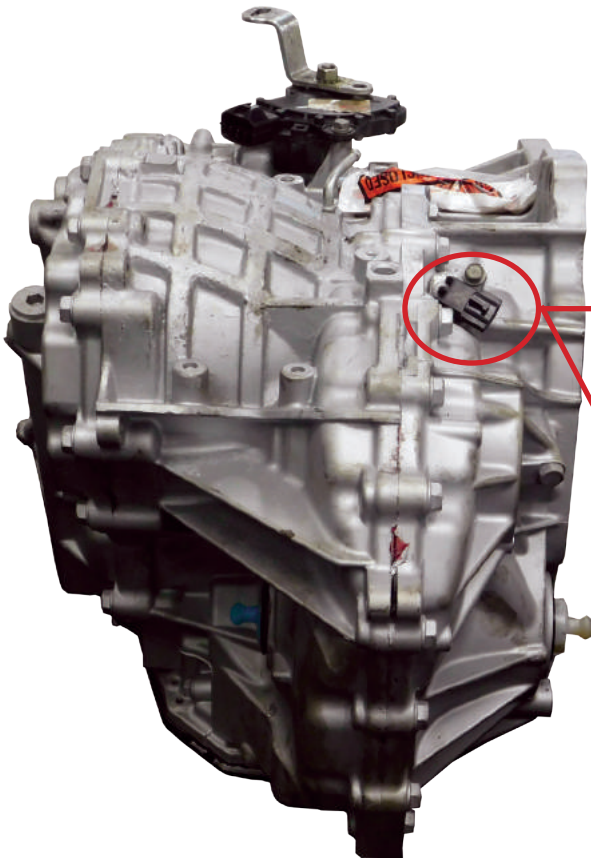


RE0F10E / RE0F10H / RE0F10J  
Uses A Chain With Guides

*AutoLibrary*  
**Nissan CVT Speed Sensors**

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The RE0F10A / B Uses 2 Speed Sensors



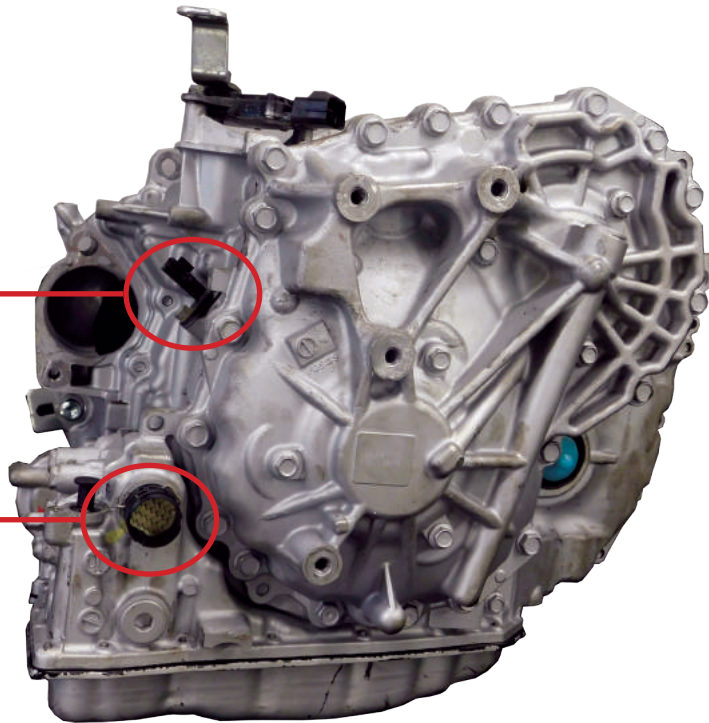
Output Speed Sensor  
WIT # 212436A

**PAY ATTENTION!**

There May Be Spacers Under The Speed Sensor. If It Does Make Sure That They Are Reinstalled. The Drive Gear Tooth Count & OD Will Determine How Many Spacers There Are.  
WIT# 203436-1A

Input Speed Sensor  
WIT # 212438A

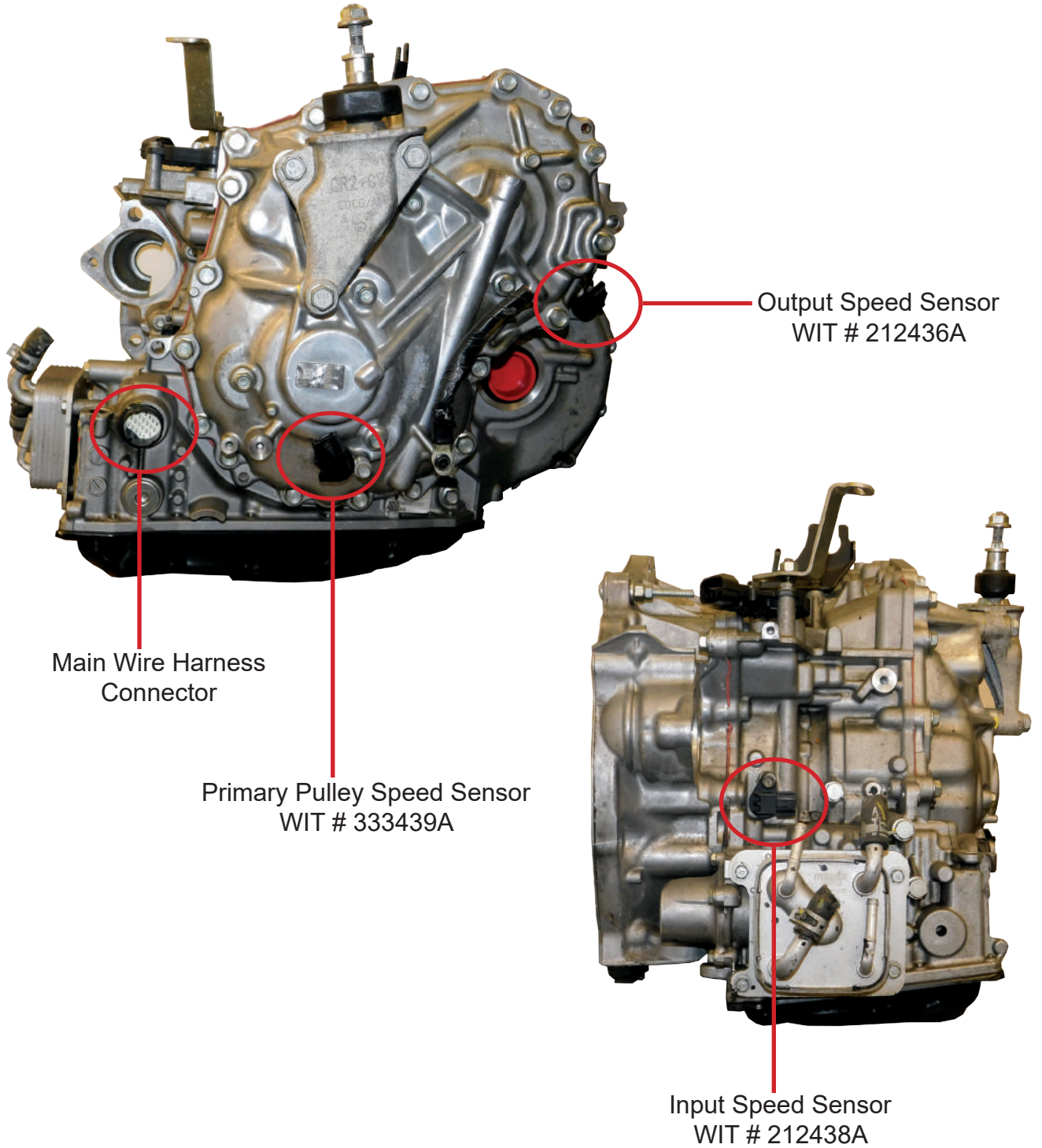
Main Wire Harness  
Connector



*AutoLibrary*  
**Nissan CVT Speed Sensors**

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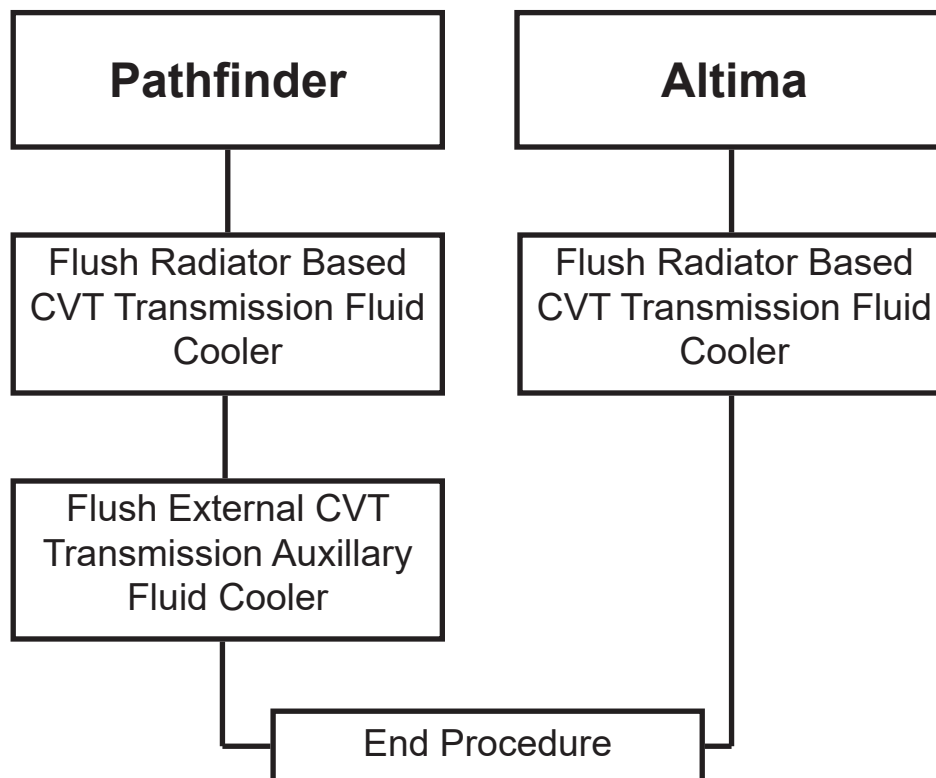
The RE0F10D / E / H / J Uses 3 Speed Sensors



## CVT Transmission Fluid Coolers

### Nissan Altima And Pathfinder

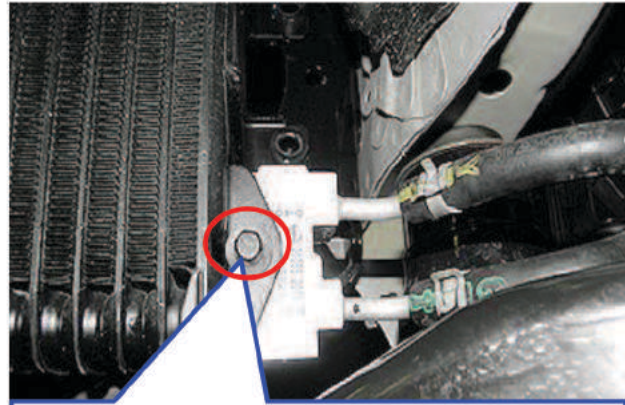
When a CVT Transmission, Control Valve or Torque Converter replacement is necessary, the CVT transmission fluid coolers (radiator based fluid cooler and external auxiliary cooler if present) **Must Be Flushed**. Metal debris and friction material may become trapped in the radiator, cooling hoses, bypass valve or external CVT fluid cooler. This debris can contaminate the newly replaced transmission, control valve or torque converter. In severe cases this debris can block or restrict flow and may cause damage to the newly serviced CVT transmission.



### Procedure For Flushing Radiator Based CVT Transmission Fluid Cooler

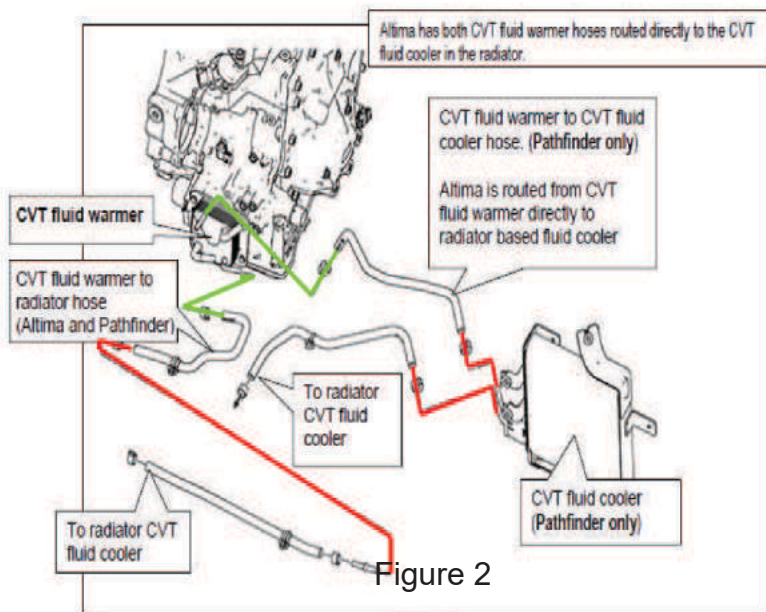
1. Place the vehicle on a lift.
2. If the vehicle is a Pathfinder, remove the front wheel and then partially remove the front fender protector to gain access to the CVT fluid cooler and then proceed to step 3.

3. Place an oil drain pan under the CVT fluid cooler.
4. Unbolt and disconnect the external CVT fluid cooler bypass valve from the external CVT fluid cooler as shown. (Figure 1)
5. Place an oil drain pan under the CVT warmer.



Two (10 mm head) bolts attach bypass valve to the fluid cooler. The other bolt is on the opposite side of bypass valve.

Figure 1



6. For both Pathfinder and Alتما, disconnect the CVT fluid cooler inlet and outlet rubber hoses from the CVT fluid warmer and discard spring clamps. (Figure 2)

**Note:** If rubber material from a cooler hose remains on the steel tube or fitting, replace the rubber hose and clean the steel tube.

7. Allow any transmission fluid that remains in the CVT fluid cooler hoses to drain into the oil drain pan.

**Note:** The two hoses that have been removed from the CVT fluid warmer will be flushed in one direction and then in the other.

### Caution:

Wear safety glasses and rubber gloves when using the Transmission Cooler Cleaner. Spray CVT Cooler Cleaner only in areas with adequate ventilation. Avoid contact with eyes and skin. Do not breathe in vapors or mist from spray.

8. Insert the "Extension Adapter Hose" from a can of Transmission Cooler Cleaner into one or the other of the disconnected CVT fluid cooler hoses. (Figure 3)
9. Flush CVT fluid cooler (Radiator Based) and hoses.
10. Hold the hose and can as high as possible. For the Pathfinder, block the CVT fluid cooler bypass valve fluid passage with your thumb. (Figure 3)
11. Spray Transmission Cooler Cleaner, in a continuous stream, into the CVT fluid cooler inlet hose.
12. Spray fluid until it flows out of the other hose for approximately 5 seconds.



Figure 3

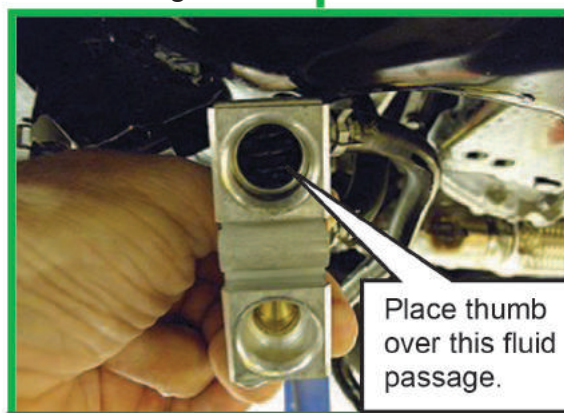


Figure 4

13. Slide a piece of 16mm hose over the end of the CVT fluid cooler hose that was used as the flush inlet. (Figure 4)
14. Insert the tip of an air gun into the end of the 16mm hose.(Figure 4) For the Pathfinder, block the fluid cooler bypass valve fluid passage with thumb. (Figure 3)
15. Blow compressed air, regulated to 70-130PSI, through the CVT fluid cooler hose for 10 seconds to force out any remaining fluid.
16. Repeat steps 8-15 one additional time.

17. **Reverse the direction that the hoses are being flushed (Figure 3) and repeat steps 8-15 twice.**
18. Reassemble the CVT fluid cooler hoses to the CVT warmer with new spring clamps in the reverse order of disassembly.
19. If the vehicle is a Pathfinder, proceed to Flushing External Auxiliary Oil Cooler.

## Flushing External CVT Transmission Auxillary Fluid Cooler

### Pathfinder Only

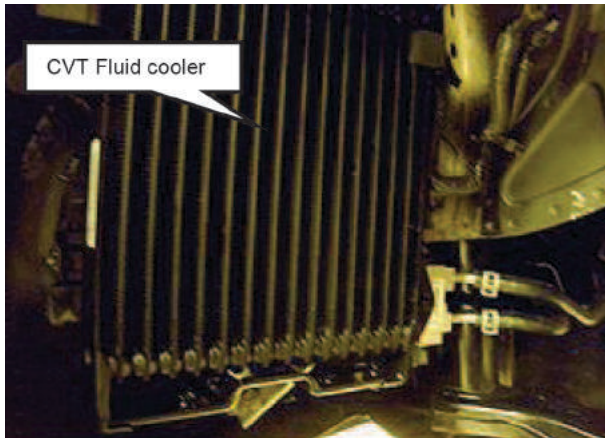


Figure 5

1. Remove the CVT fluid cooler (auxiliary fluid cooler) from vehicle.
2. Remove O-Rings from auxiliary fluid cooler and discard.

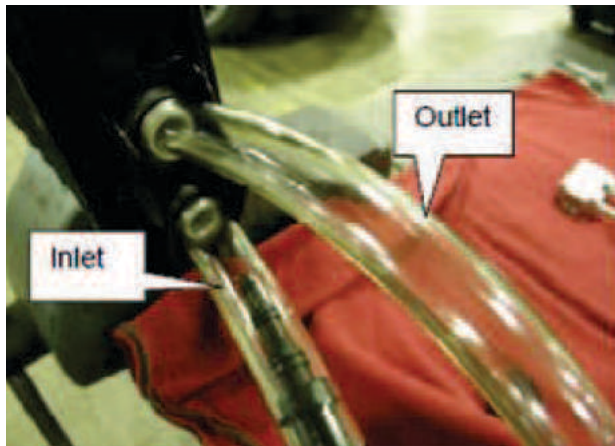


Figure 6

3. Install a 120mm long hose with an inside diameter of 16mm onto the inlet side of the auxiliary fluid cooler.
4. Install a 150mm long hose with inside diameter of 16mm onto the outlet of the auxiliary fluid cooler and place the opposite end into a suitable container to catch used fluid.



Figure 7

5. Insert the extension adapter hose from a can of Transmission Cooler Cleaner into the auxiliary cooler inlet. (Figure 7)
6. Spray one full can of Transmission Cooler Cleaner through the inlet of the auxiliary fluid cooler letting the cleaner drain through the outlet and into the container.
7. Allow the remaining fluid in the auxiliary fluid cooler to drain out.



Figure 8

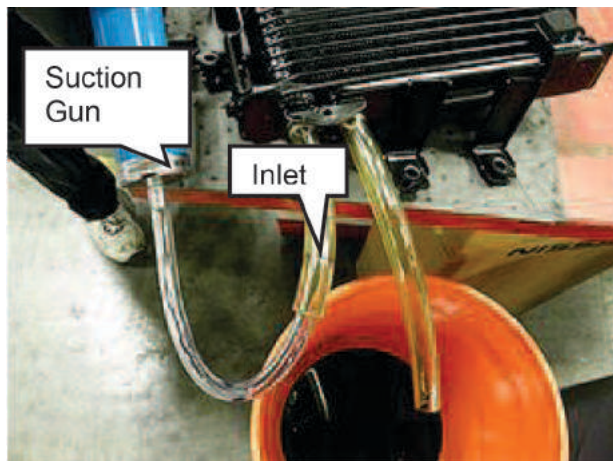


Figure 9

8. Insert the tip of an air gun into the end of the auxiliary fluid cooler inlet. (Figure 8)
9. Wrap a shop rag around the air gun tip and end of the cooler inlet to reduce blowback. (Figure 8)
10. Blow compressed air, regulated to 70-130 PSI, through the inlet side of the auxiliary fluid cooler for 10 seconds to force out any remaining fluid.

11. While holding the hoses securely to the auxiliary fluid cooler, flush approximately 2 liters of fluid through the cooler with a suitable suction gun.
12. Flush from the inlet side of the auxiliary fluid cooler through to the outlet. (Figure 9)
13. Allow the remaining fluid in the auxiliary fluid cooler to drain out.
14. To complete the flush, insert the tip of an air gun again into the end of the auxiliary fluid cooler inlet. (Figure 8)
15. Wrap a shop rag around the air gun tip and end of the cooler inlet. (Figure 8)
16. Blow compressed air, regulated to 70-130 PSI, through the inlet of the auxiliary fluid cooler for 10 seconds to force out any remaining fluid.
17. Reassemble the auxiliary fluid cooler and CVT fluid cooler bypass valve in the reverse order of disassembly with new o-rings.

# Coolers, Fittings, Cleaners and Accessories

## Cleaners

- M465C..... Lubeguard "Kool-It" Supreme Coolant Treatment (16 oz)
- M465CF..... Lubeguard "Kool-It" Radiator Flush (16 oz)
- M465CF-C..... Lubeguard "Kool-It" Radiator Flush & Treatment (Dual Pack)
- M465D..... Lubeguard Kooler Kleen Flush (13.25 oz)(Aerosol)
- M465KDW..... Lubeguard Kooler Kleen Flush (18 oz)(Water Based)
- M465F-18..... Smart Blend Cooler Flush (18 oz)(Aerosol)
- M465F14B1..... Brand One Cooler Flush (14 oz)(Aerosol)
- M465LF..... Lubeguard Flush (Use With Or Without Flush Machine)



## Coolers

- OC-1401..... Cooler, 12,000 lb (3/4" x 5" x 12.5")(Light Duty)
- OC-1402..... Cooler, 16,000 lb (3/4" x 5" x 15 7/8")(Medium Duty)
- OC-1403..... Cooler, 18,000 lb (3/4" x 7.5" x 12.5")(Medium Duty)
- OC-1676..... Cooler, Transaver Plus (18,000 lb)(3/4" x 5 7/8" x 11")(Light Duty)
- OC-4334..... Cooler, 11,000 lb (3/4" x 4" x 11")(3/8" Hose)(Long Barb)(Trucool)
- OC-4451..... Cooler, 7,500 BTU (3/4" x 4" x 11")(11/32" Hose)(Long Barb)(Trucool)
- OC-4452..... Cooler, 9,800 BTU (3/4" x 5 3/4" x 11")(11/32" Hose)(Long Barb)(Trucool)
- OC-4454..... Cooler, 13,000 BTU (3/4" x 7 1/4" x 11")(11/32" Hose)(Long Barb)(Trucool)
- OC-4541..... Cooler, 9,000 BTU (3/4" x 3 3/4" x 11")(3/8" Hose)(Long Barb)(Trucool)
- OC-4542..... Cooler, 12,000 BTU (3/4" x 5 1/2" x 11")(3/8" Hose)(Long Barb)(Trucool)
- OC-4543..... Cooler, 15,000 BTU (3/4" x 7 1/4" x 11")(3/8" Hose)(Long Barb)(Trucool)
- OC-4588..... Cooler, 15,000 BTU (1 1/2" x 5 3/4" x 11")(11/32" Hose)(Long Barb)(Trucool)
- OC-4707..... Cooler, 16,000 BTU (3/4" x 8 1/4" x 11")(5/16" Inverted Flare)(Hex)(Trucool)
- OC-4711..... Cooler, 16,000 BTU (3/4" x 8 1/4" x 11")(3/8" Inverted Flare)(Hex)(Trucool)
- OC-B7B..... Cooler, 7,500 BTU (1 1/2" x 2 3/4" x 11")(1/2" NPT)(Trucool)
- OC-L7B..... Cooler, 15,000 BTU (1 1/2" x 5 3/4" x 11")(1/2" NPT)(Trucool)

## Adapters, Fittings & Accessories



- M465BR..... Cooler Line Drain Back Valve For All 3/8" Lines
- M460CA..... Hose, Cooler (11/32" x 25')(Gas Applications Only)
- M460DA..... Hose, Cooler (3/8" x 25')(Gas Applications Only)
- M460FA..... Hose, Cooler (1/2" x 25')
- M460HC..... Mini Hose Clamp (5/16" to 7/8")(10 Per Pack)
- M460HD..... Mini Hose Clamp (7/16" to 1")(10 Per Pack)
- M461A..... Steel Cooler Line (5/16")(60" Long)
- M461B..... Steel Cooler Line (3/8")(60" Long)
- OC-251..... Cooler Installation Kit (Hayden)
- OC-253..... Metal Mounting Bracket Kit (For 3/4" Thick Coolers)
- OC-K210..... Cooler Quik Mount Kit
- OC-K250..... Cooler Quik Connect Coupler
- OC-K390..... Line Fitting Kit (5/8" x 18 Inverted Flare)
- TCR1001..... 5/16" Compression 1/4" NPT Male
- TCR1002..... 3/8" Compression 1/4" NPT Male
- TCR1003..... 3/8" Hose Barb To 1/4" NPT Male Fitting
- TCR1004..... 5/16" Hose Barb To 1/4" NPT Male Fitting
- TCR1005..... 5/16" Compression/Union
- TCR1006..... 3/8" Compression/Union
- TCR1007..... 1/2" Compression 1/4" NPT Male
- TCR1008..... 1/4" NPT Fitting Tee
- TCR1009..... 1/2" Compression/Union
- TCR1010..... 3/8" Hose Barb To 1/2" Compression Fitting
- TCR1011..... 3/8" Hose Barb To 3/8" Compression Fitting
- TCR1012..... 5/16" Compression/Union (W/One Way Valve Or Drain Back Valve)
- TCR1015..... 5/16" Hose Barb To 5/16" Compression Fitting
- TCR1016..... 1/2" Compression/Union W/1 Way Valve
- TCR1017..... 1/2" Hose Barb To 1/2" Compression Fitting
- TCR1018..... 10mm Compression/Union
- TCR1019..... 12mm Compression/Union
- TCR1020..... 10mm Compression To 3/8" Hose Barb
- TCR1021..... 12mm Compression To 1/2" Hose Barb

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