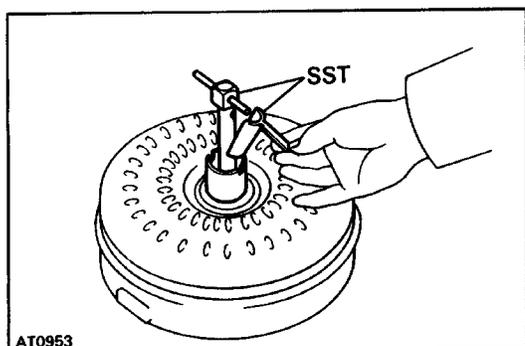


TORQUE CONVERTER CLUTCH AND DRIVE PLATE

CLEAN TORQUE CONVERTER CLUTCH

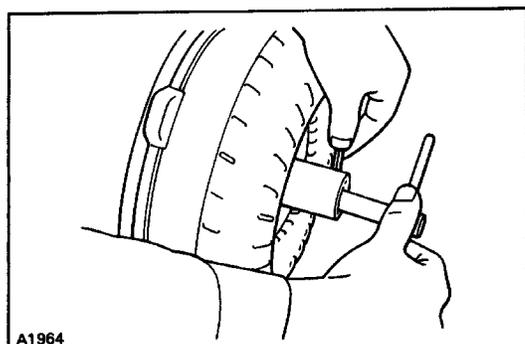
If the transmission is contaminated, the torque converter clutch and transmission cooler should be thoroughly flushed with ATF.



INSPECTION OF TORQUE CONVERTER CLUTCH

1. INSERT SST IN END OF TORQUE CONVERTER CLUTCH

- (a) Install a turning tool in the inner race of the one-way clutch.
- (b) Install the stopper so that it fits in the notch of the converter hub and outer race of the one-way clutch.
SST 09350-32014 (09351-32010, 09351-32020)



2. TEST ONE-WAY CLUTCH

With the torque converter clutch standing on its side, the clutch should lock when turned counterclockwise, and rotate freely and smoothly clockwise. If necessary, clean the converter and retest the clutch. Replace the converter if the clutch still fails the test.

3. MEASURE TORQUE CONVERTER CLUTCH SLEEVE RUNOUT

- (a) Temporarily mount the torque converter clutch to the drive plate. Set up a dial indicator.

Torque: 27 N-m (280 kgf-cm, 20 ft-lbf)

Runout: 0.30 mm (0.0118 in.)

If runout exceeds 0.30 mm (0.0118 in.), try to correct by reorienting the installation of the converter. If excessive runout cannot be corrected, replace the torque converter clutch.

HINT: Mark the position of the converter to ensure correct installation.

- (b) Remove the torque converter clutch.

4. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator and measure the drive plate runout.

If runout exceeds 0.20 mm (0.0079 in.) or if the ring gear is damaged, replace the drive plate. If installing a new drive plate, note the orientation of the spacers and tighten the bolts.

Torque: 83 N-m (850 kgf-cm, 61 ft-lbf)

Runout: 0.20 mm (0.0079 in.)

