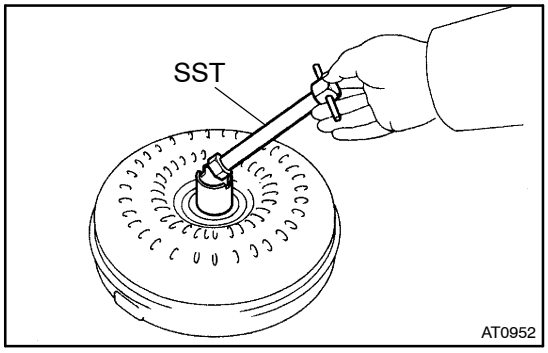


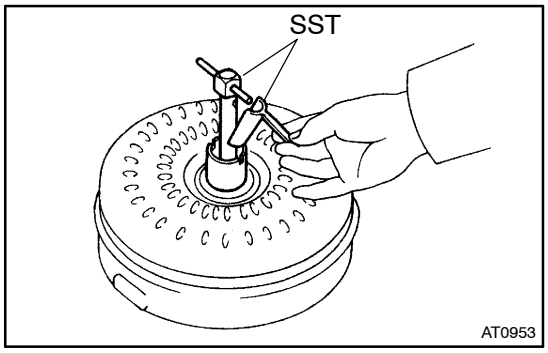
TORQUE CONVERTER AND DRIVE PLATE

INSPECTION

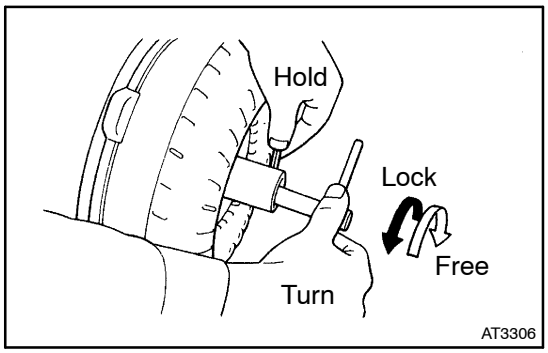
AT09S–01

1. INSPECT ONE–WAY CLUTCH

(a) Install SST in the inner race of one–way clutch.
SST 09350–30020 (09351–32010)

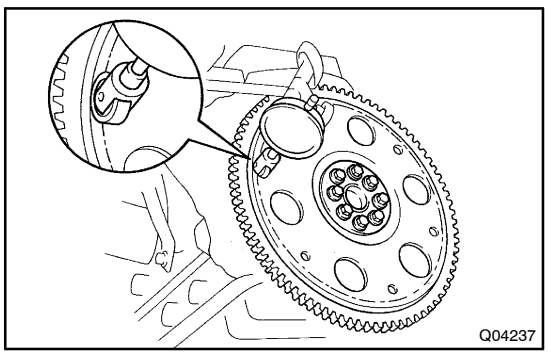


(b) Install SST so that it fits in the notch of the converter hub and outer race of the one–way clutch.
SST 09350–30020 (09351–32020)



(c) With the torque converter standing on its side, the clutch locks when turned counterclockwise, and rotates freely and smoothly clockwise.

If necessary, clean the converter and retest it. Replace the converter if it still fails in the test.



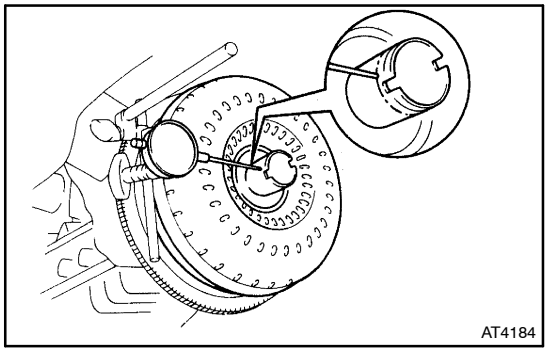
2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator, measure drive plate runout.

Maximum runout: 0.20 mm (0.0079 in.)

If runout is not within the specification, replace the drive plate. If installing a new drive plate, note the orientation of spacers and tight the bolts.

Torque:
2UZ–FE:
1st: 49 N·m (500 kgf·cm, 36 ft·lbf)
2nd: Turn extra 90°
1FZ–FE: 98 N·m (1,000 kgf·cm, 72 ft·lbf)
1HZ, 1HD–T, 1HD–FTE:
127 N·m (1,300 kgf·cm, 94 ft·lbf)



3. MEASURE TORQUE CONVERTER SLEEVE RUNOUT

Temporarily mount the torque converter to the drive plate. Set up a dial indicator.

Maximum runout: 0.30 mm (0.0118 in.)

If runout is not within the specification, try to correct by reorienting the installation of the torque converter.

HINT:

Mark the position of the torque converter to ensure correct installation.