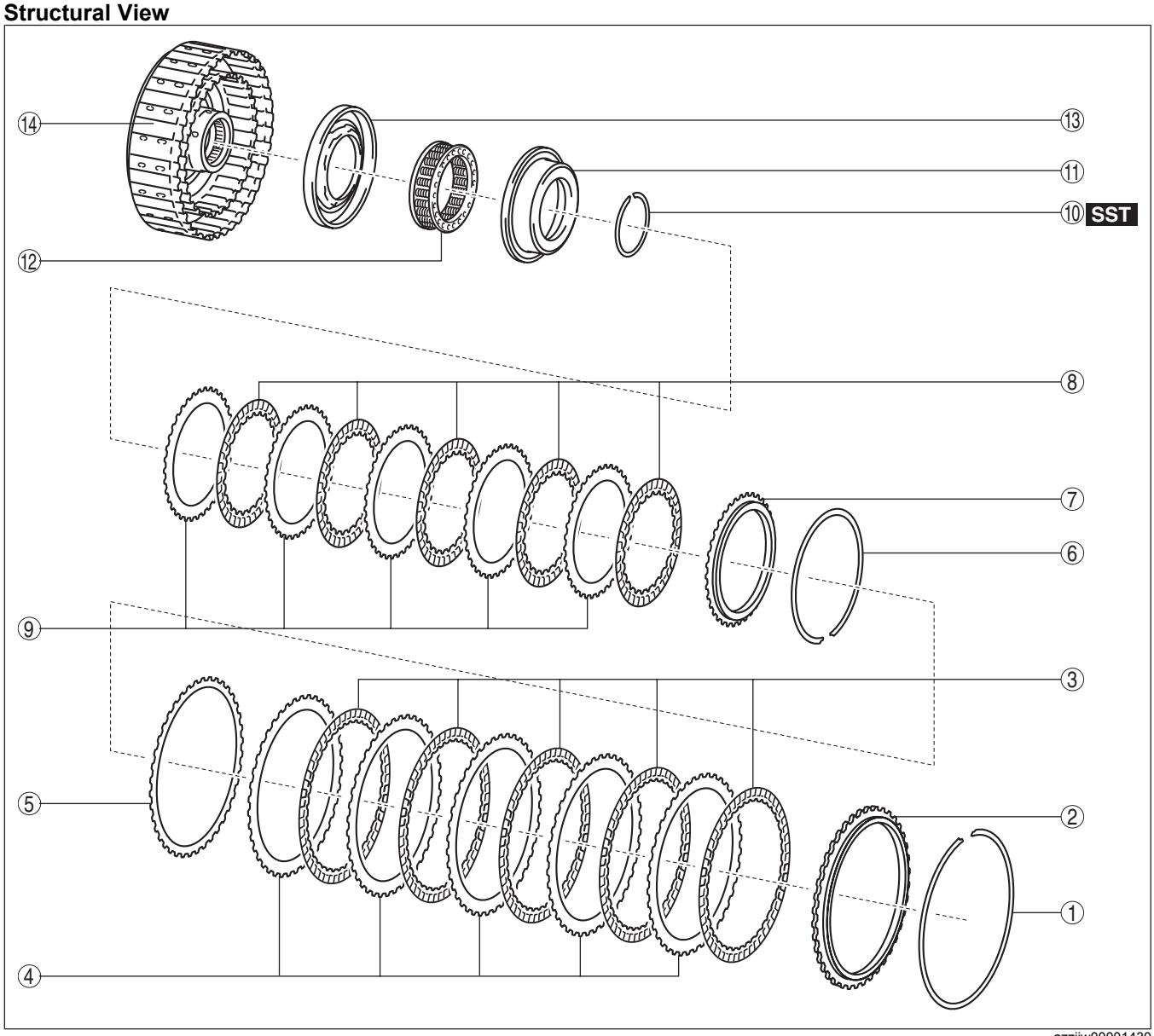
CLUTCH COMPONENT DISASSEMBLY

id051700660700

Structural View



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1	Snap ring
2	Retaining plate
3	Drive plate
4	Driven plate
5	Wave spring
6	Snap ring
7	Retaining plate
8	Drive plate

9	Driven plate
10	Snap ring
11	Seal plate
12	Springs and retainer component
13	High clutch piston
14	High clutch drum component

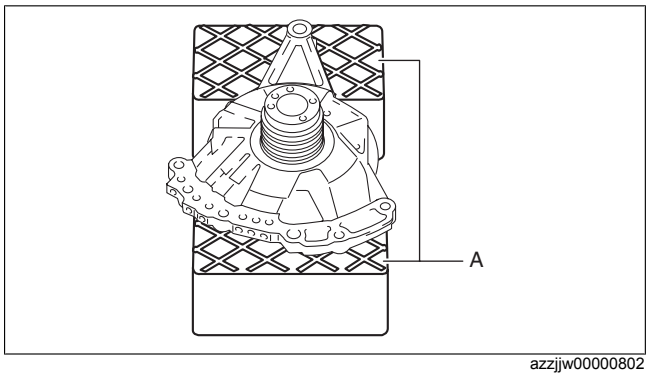
Disassembly Procedure

1. Perform a simple inspection of the low clutch and high clutch using the following procedure:
   (1) Set the oil pump on the workbench as shown in the figure.

Note

- Using the rubber plates, adjust the alignment surface of the oil pump with the transaxle case so that it is level.

A : Rubber plate



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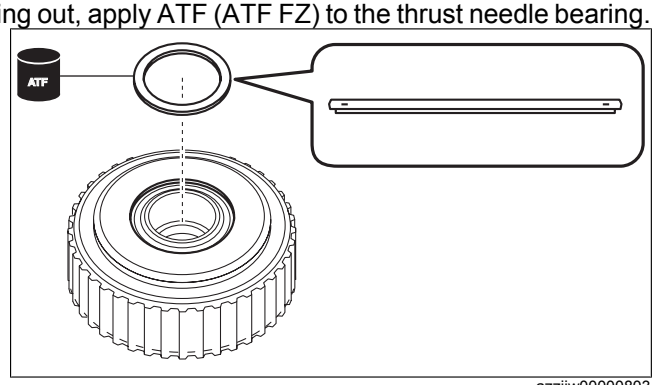
(2) Assemble the thrust needle bearing to the clutch component using the following procedure:

Note
- Thrust needle bearing size: Outer diameter approx. 72.7 mm {2.86 in}

1) To prevent the thrust needle bearing from dropping out, apply ATF (ATF FZ) to the thrust needle bearing.
2) Assemble the thrust needle bearing.



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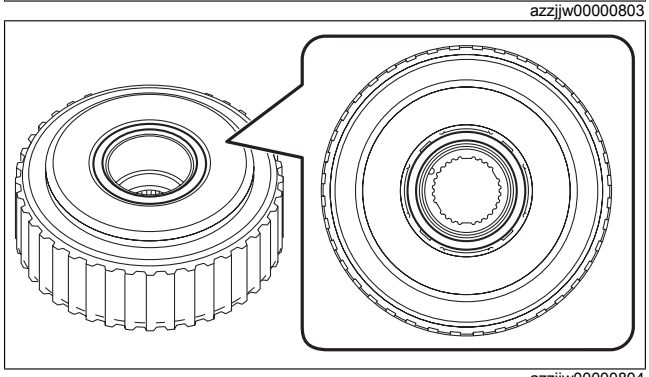
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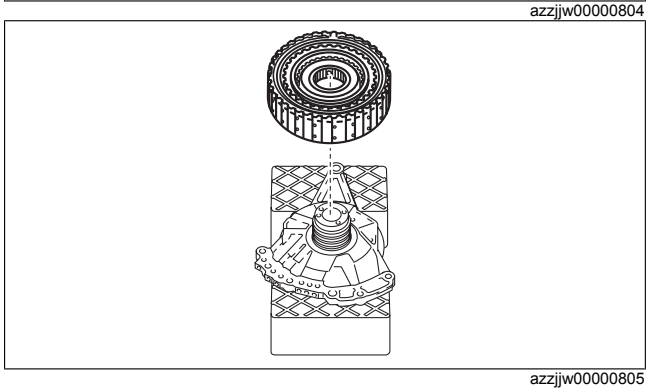
(3) Assemble the parts assembled together in Step (2) to the oil pump.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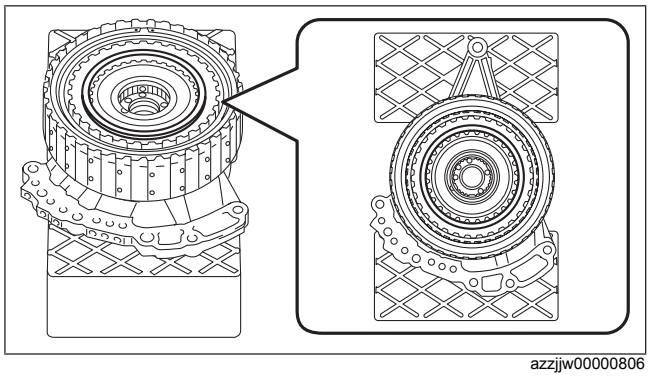

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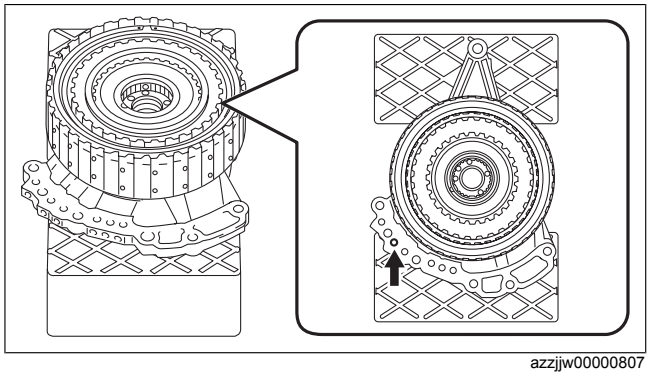
(4) Blow compressed air into the oil passage shown in the figure and verify the operation condition of the low clutch.

Warning
- **Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.**

Caution
- **To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.**

Compressed air pressure
0.39—0.44 MPa {4.0—4.4 kgf/cm^2, 57—63 psi}

- If there is a malfunction, verify the cause and repair the applicable part after disassembly.



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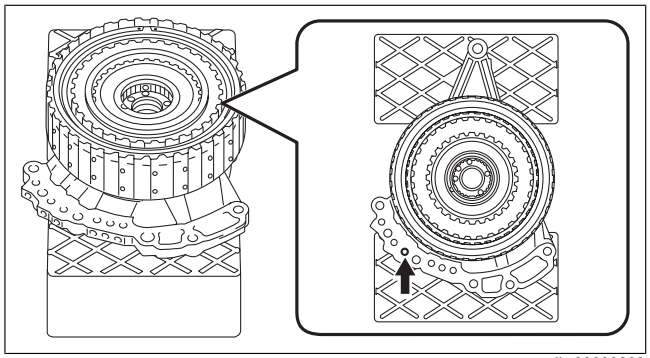
(5) Blow compressed air into the oil passage shown in the figure and verify the operation condition of the high clutch.

Warning
- **Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.**

Caution
- **To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.**

Compressed air pressure
0.39—0.44 MPa {4.0—4.4 kgf/cm^2, 57—63 psi}

- If there is a malfunction, verify the cause and repair the applicable part after disassembly.



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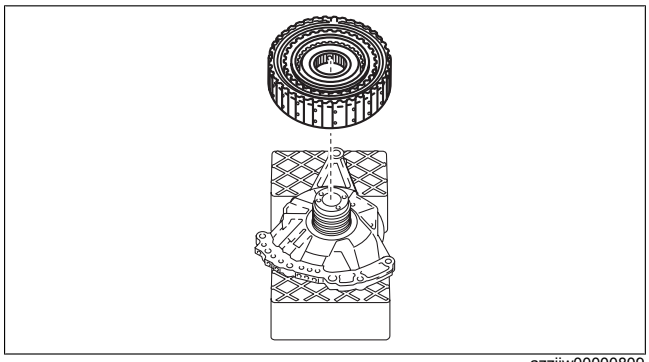
(6) Remove the clutch component.



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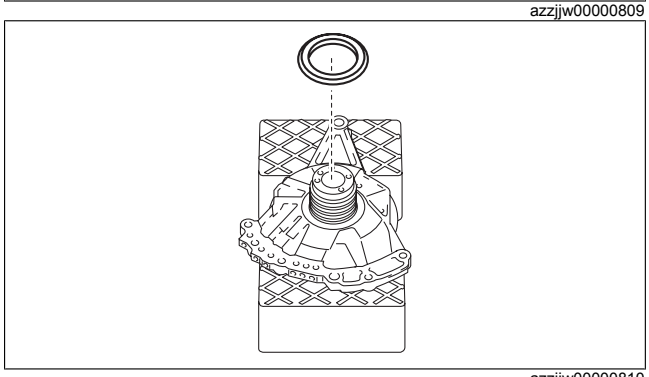
(7) Remove the thrust needle bearing.



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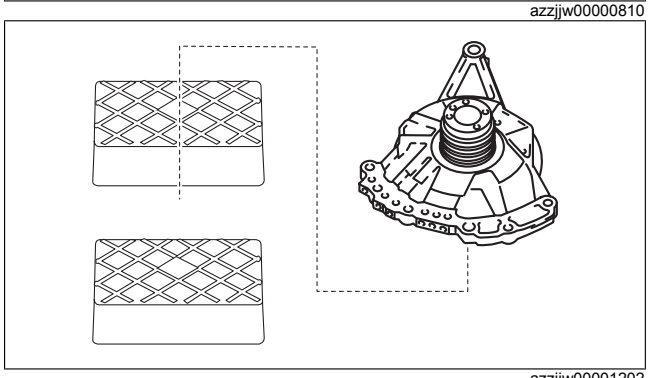
(8) Take the oil pump off the rubber plates.



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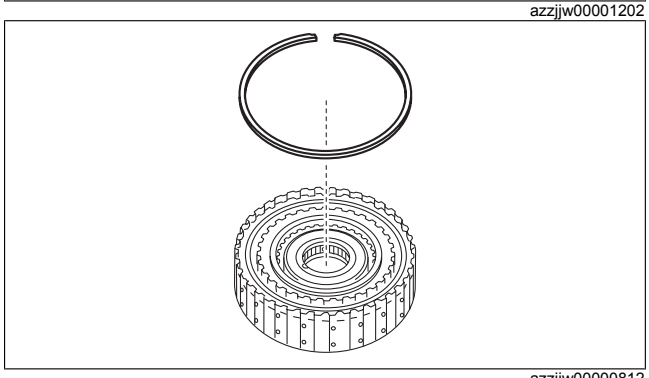
2. Remove the snap ring.



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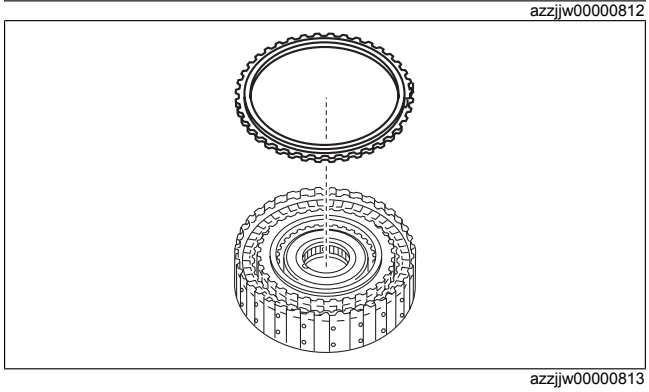
3. Remove the retaining plate.



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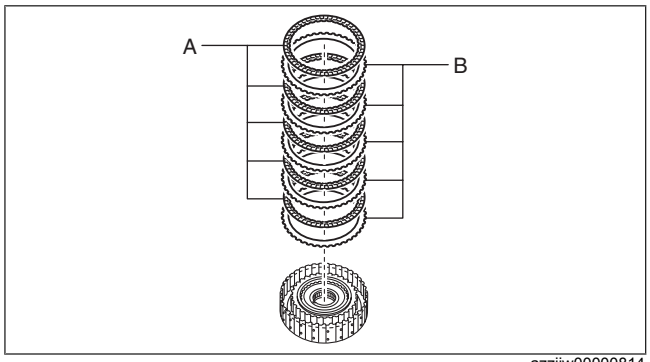
4. Remove the drive plates and driven plates.
A : Drive plate
B : Driven plate



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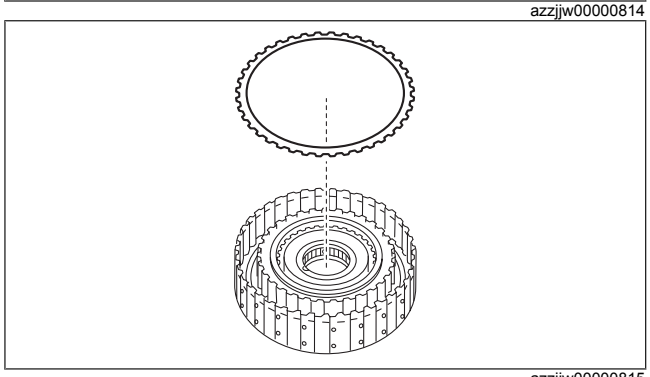
5. Remove the wave spring.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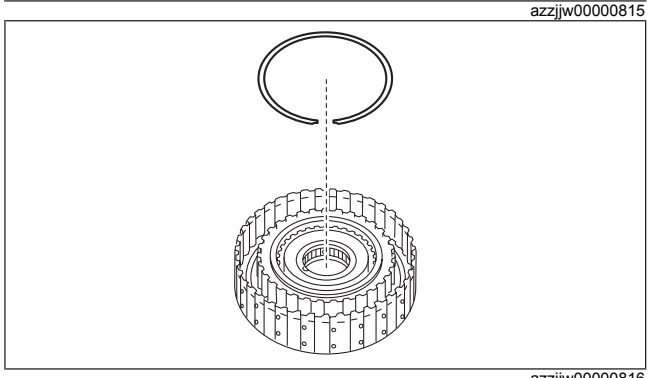
6. Remove the snap ring.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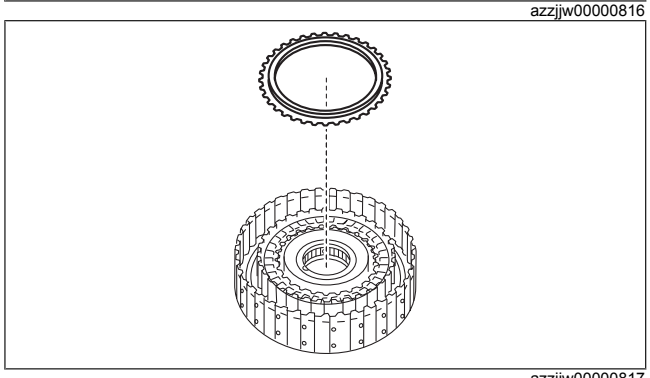
7. Remove the retaining plate.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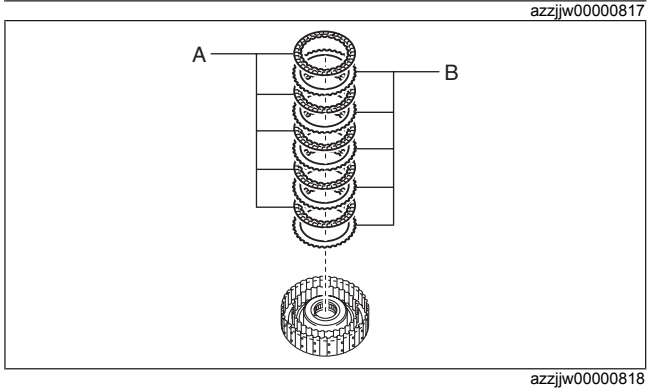
8. Remove the drive plates and driven plates.
A : Drive plate
B : Driven plate



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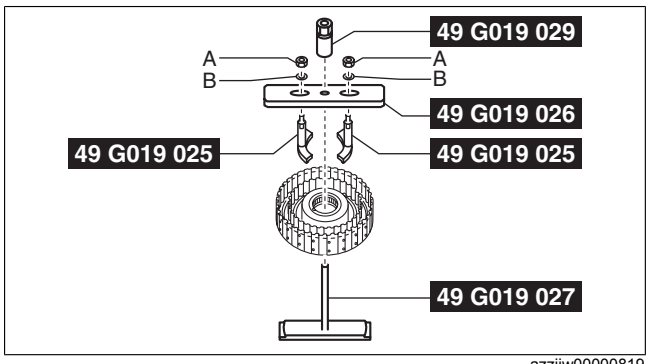
9. Remove the snap ring using the following procedure:
   (1) Install the SSTs.

Note
- When installing the SST (49 G019 025) to the SST (49 G019 026), use the nuts included with the SST (49 G019 025), or M8×1.25 nuts.

A : Nut included with SST (49 G019 025), or M8×1.25 nut
B : Washer

A : Nut included with SST (49 G019 025), or M8×1.25 nut
B : Washer



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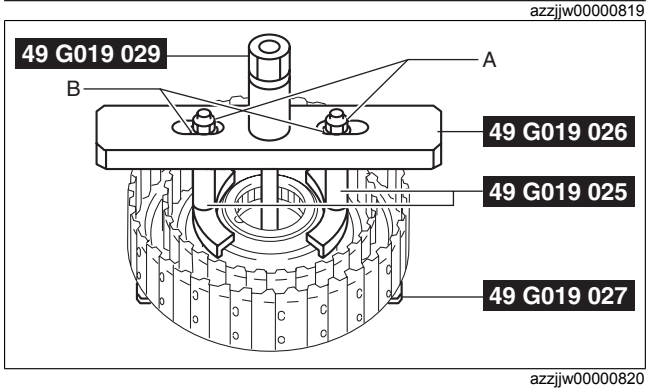

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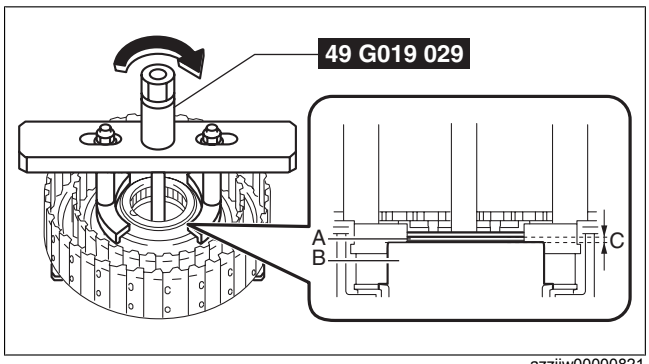
(2) Tighten the SST (49 G019 029) until there is no longer any spring force from the springs and retainer component applied to the snap ring.

Caution
- **If the SST (49 G019 029) is tightened with excessive force, surrounding parts could be damaged. Stop tightening if a gap appears between the snap ring and seal plate.**

A : Snap ring
B : Seal plate
C : Gap



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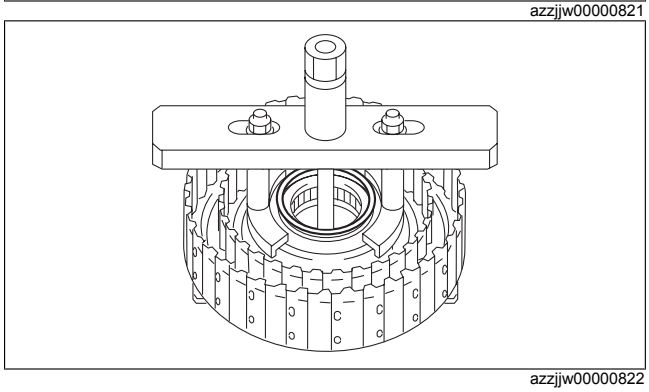
(3) Remove the snap ring from the snap ring groove.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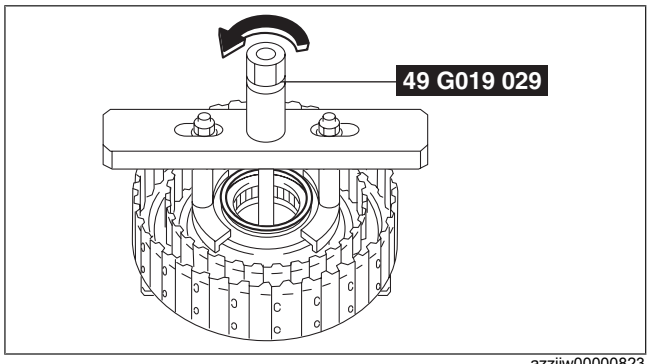
(4) Loosen the SST (49 G019 029) and remove the SSTs.



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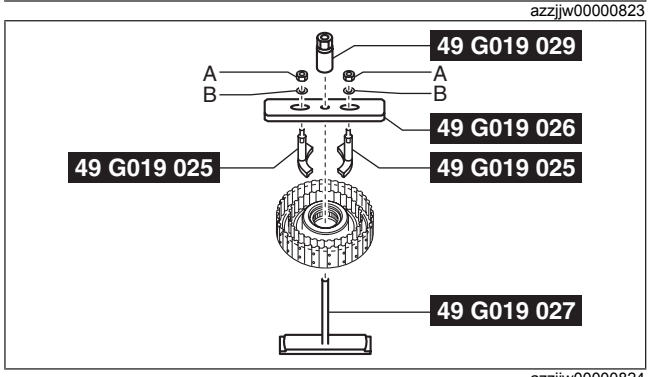
A : Nut included with SST (49 G019 025), or M8×1.25 nut
B : Washer



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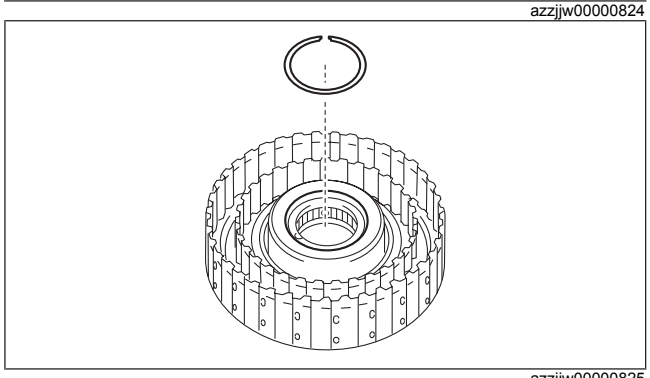
(5) Remove the snap ring removed from the snap ring groove.



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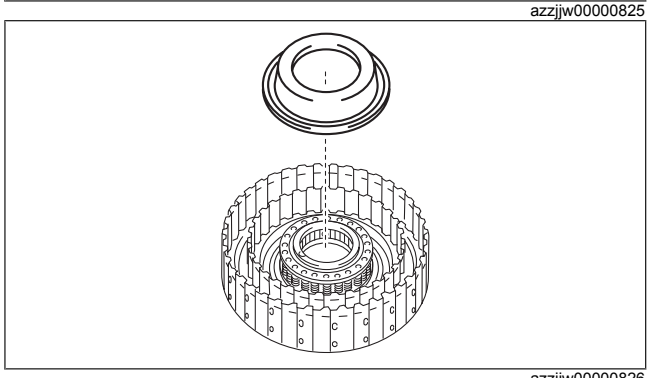
10. Remove the seal plate.



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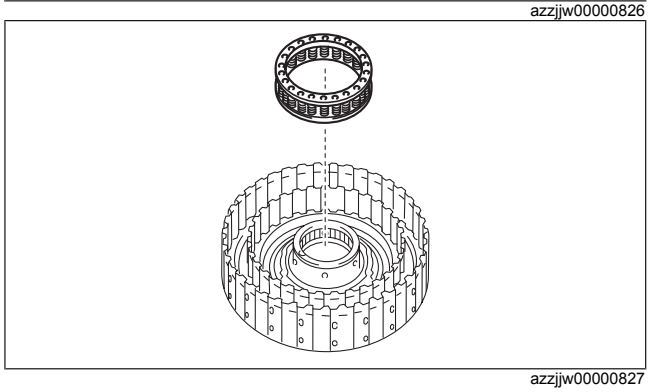
11. Remove the springs and retainer component.



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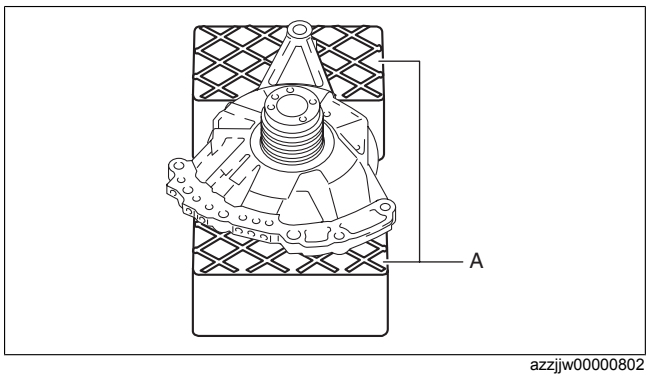
12. Remove the high clutch piston using the following procedure:
(1) Set the oil pump on the workbench as shown in the figure.

Note
- Using the rubber plates, adjust the alignment surface of the oil pump with the transaxle case so that it is level.

A : Rubber plate



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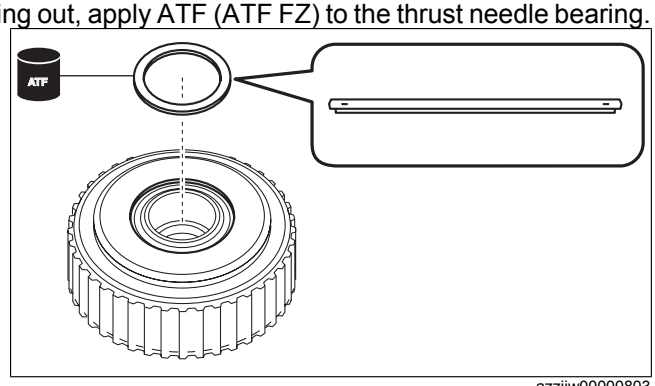
(2) Assemble the thrust needle bearing to the high clutch drum component using the following procedure:

Note
- Thrust needle bearing size: Outer diameter approx. 72.7 mm {2.86 in}

1) To prevent the thrust needle bearing from dropping out, apply ATF (ATF FZ) to the thrust needle bearing.
2) Assemble the thrust needle bearing.



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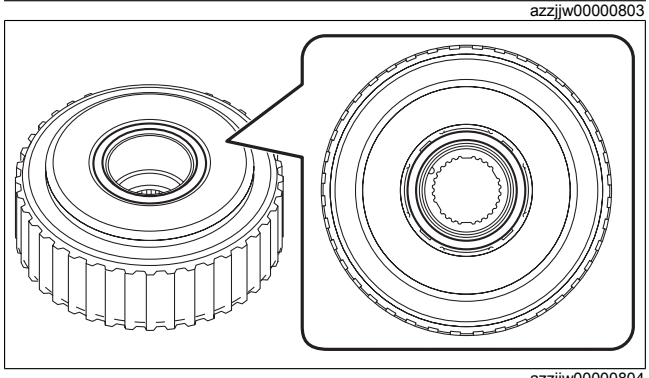

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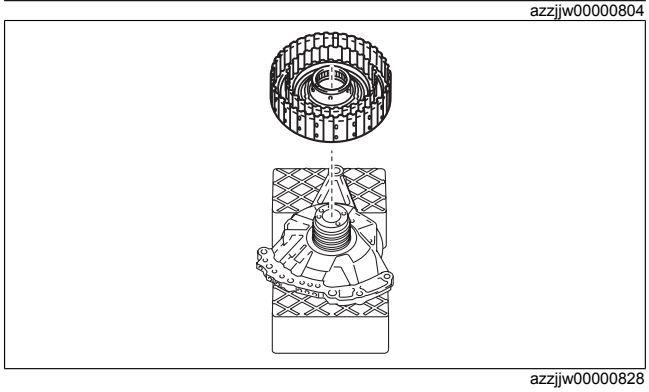
(3) Assemble the parts assembled together in Step (2) to the oil pump.



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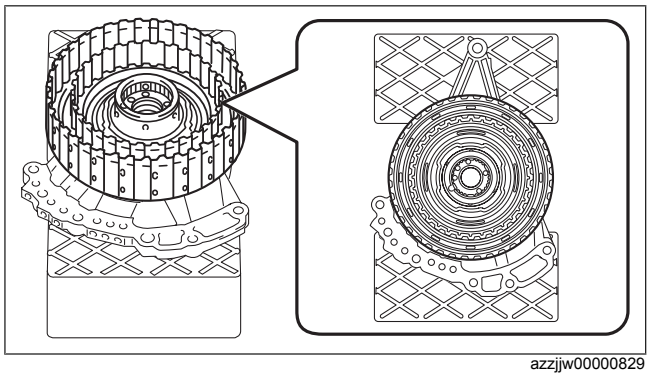

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(4) Blow compressed air into the oil passage shown in the figure.

Warning

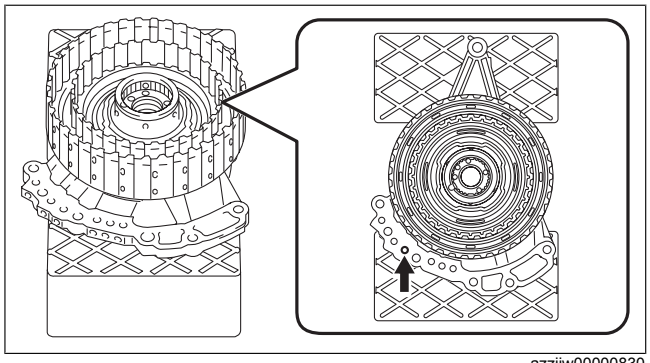
- **Always wear protective eye wear when using the air compressor. Otherwise, ATF or dirt particles blown off by the air compressor could get into the eyes.**

Caution

- **To prevent damage to parts, always use an air compressor which is adjusted to the indicated pressure.**

Compressed air pressure

0.39—0.44 MPa {4.0—4.4 kgf/cm^2, 57—63 psi}



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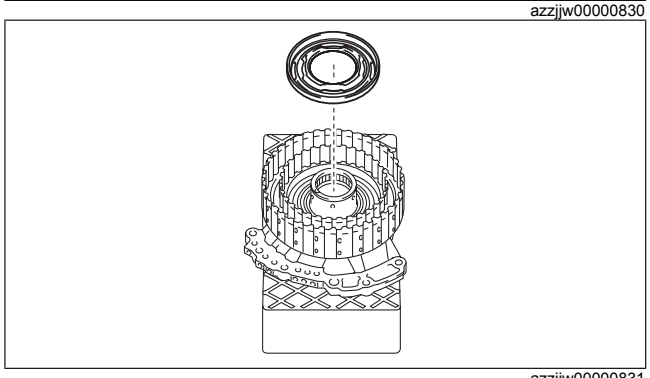
(5) Remove the high clutch piston removed from the high clutch drum component.



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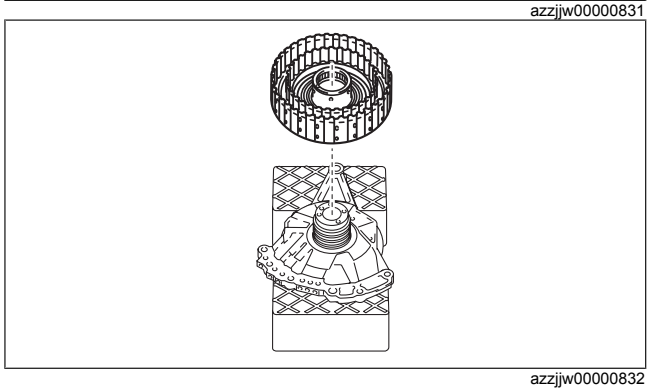
(6) Remove the high clutch drum component.



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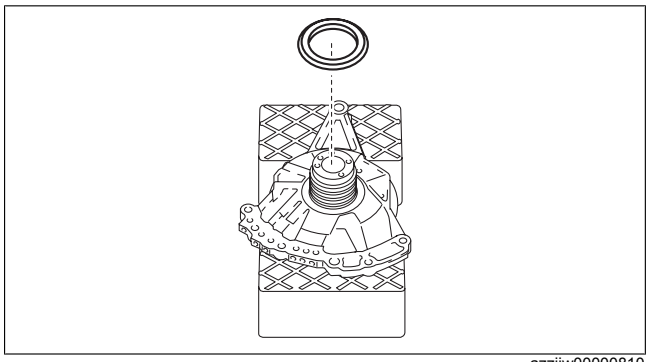
(7) Remove the thrust needle bearing.



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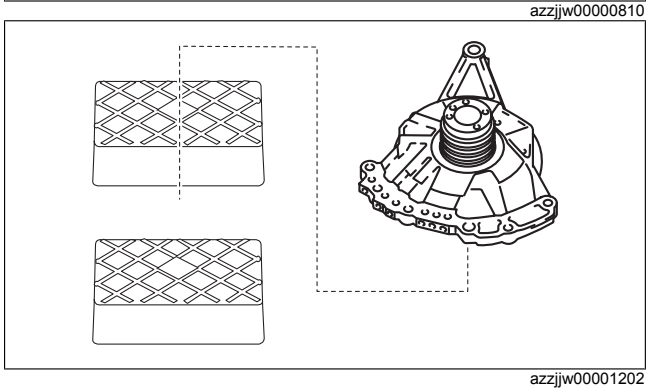
(8) Take the oil pump off the rubber plates.

13. Clean the disassembled parts. (See AUTOMATIC TRANSAXLE CLEANING.)
14. Perform the following inspection and replace a malfunctioning part with a new one.
    - Visual inspection of parts (See VISUAL INSPECTION OF PARTS [FW6A-EL])(See VISUAL INSPECTION OF PARTS [FW6AX-EL])
    - Low clutch inspection (See LOW CLUTCH INSPECTION)
    - High clutch inspection (See HIGH CLUTCH INSPECTION)



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