

KM 175

END CLUTCH SHAFT AND INPUT SHAFT MODIFICATIONS

PURPOSE

A series of changes have been made to the end clutch shaft, output flange assembly and input shaft (Figures 1 and 2) of the KM177 automatic transaxle used in 1988 Galant Sigma vehicles. These changes have been made to improve the lubrication capability and wear resistance of these components. When servicing the KM177 transaxle, be aware of these differences.

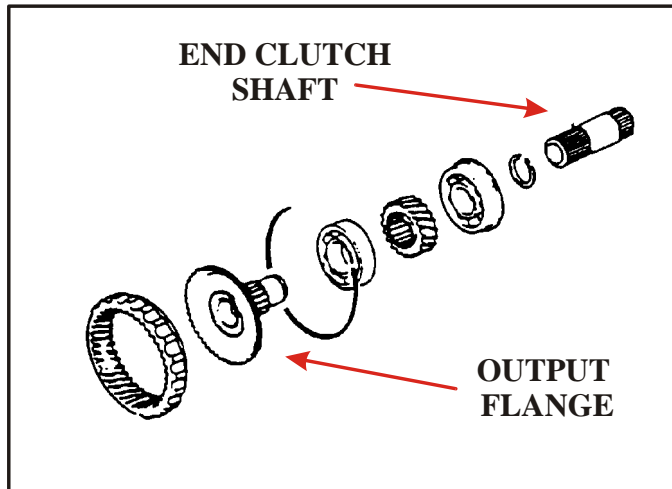


Figure 1

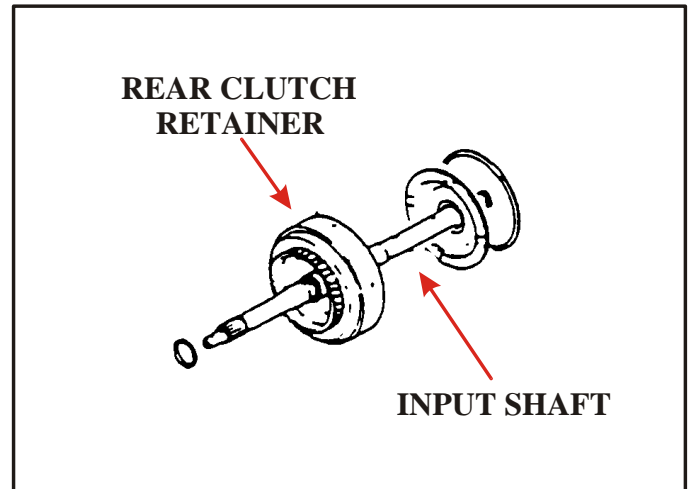


Figure 2

EFFECTIVE PRODUCTION DATE	EFFECTIVE TRANSAXLE NUMBER	CHANGE
From 7/87	From DH5614	Oil holes added to end clutch shaft.
From 8/87	From DL6587	Spiral oil groove added to inner diameter of end clutch shaft.
From 10/87	From DS9008	Diameter of input shaft changed in two locations.
From 11/87	From DW3442	Bushing added to inside of the end clutch shaft. Oil grooves eliminated from the inside of the end clutch shaft. One bushing eliminated from the inside of the output flange assembly.

If hard shift symptoms are exhibited, remove the servo piston assembly from the transaxle and check the piston bore (transaxle case) for wear (Figure 2). If the bore wear is less than 0.023 in. (0.5 mm), the hard shift symptoms can be improved by installing a D-ring repair kit (P/N MD728665). This kit contains a rubber piston seal ring instead of the carbon material seal ring installed at the factory (Figure 3).

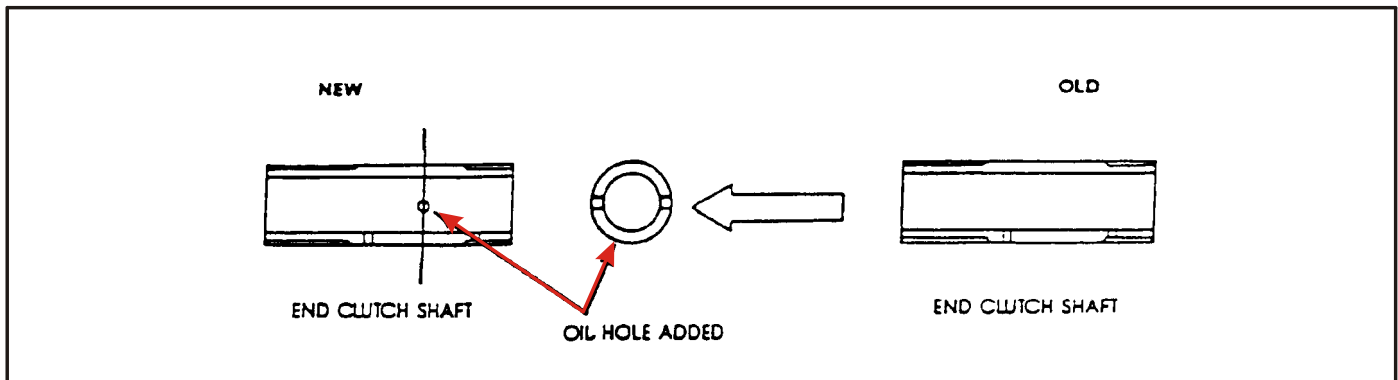


Figure 3

End Clutch Shaft — To improve lubrication of the output flange bushing, a spiral oil groove has been added to the inner diameter of the end clutch shaft as shown in Figure 4 below. This change was effective from August 1987 production (from transaxle number DL6587).

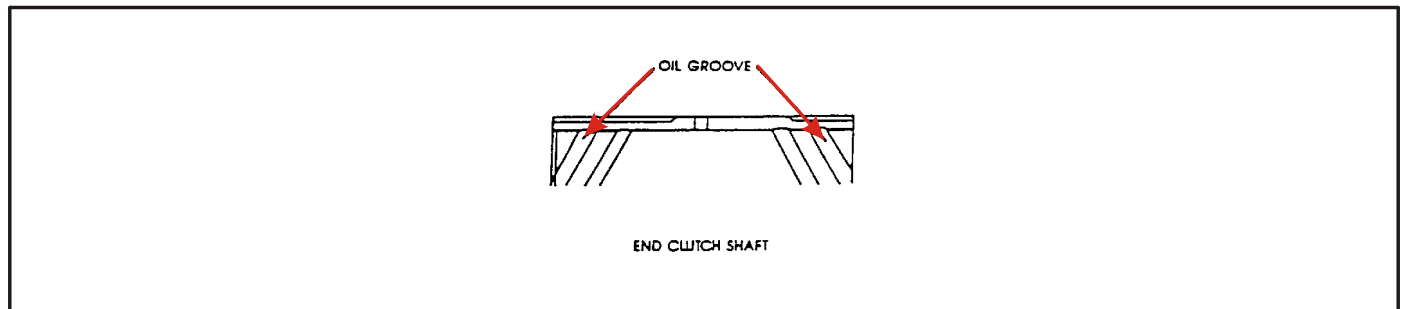


Figure 4

Input Shaft — To improve lubrication at the output flange bushing, the outer diameter of the input shaft (rear clutch retainer assembly) has been increased at two locations as shown in Figure 5. This change was effective from October 1987 production (from transaxle number DS9008).

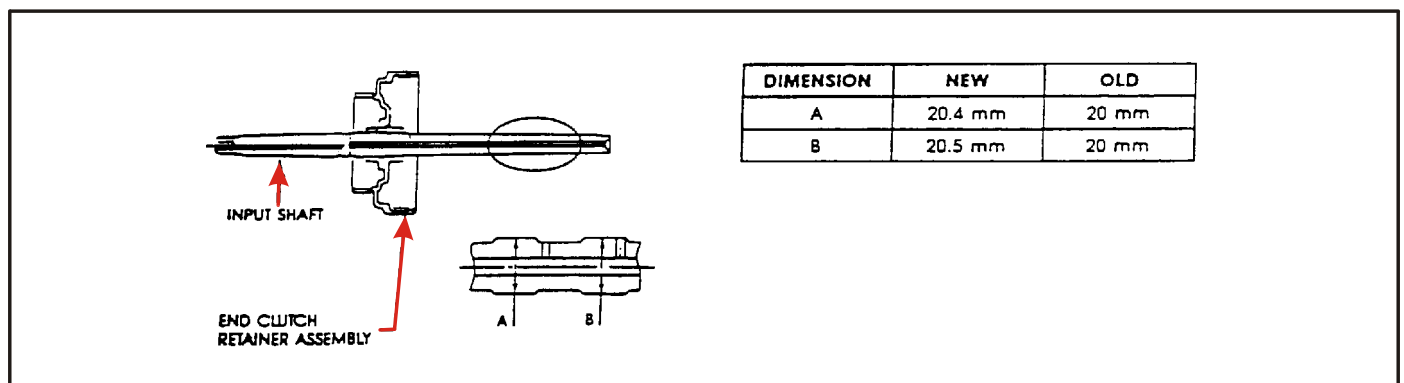


Figure 5

End Clutch Shaft — On the inside of the end clutch shaft, the oil grooves have been eliminated and a bushing has been added to improve wear resistance as shown in Figure 6. One bushing inside the output flange assembly has been eliminated as shown in Figure 7. These changes were effective from November 1987 production (from transaxle number DW3442).

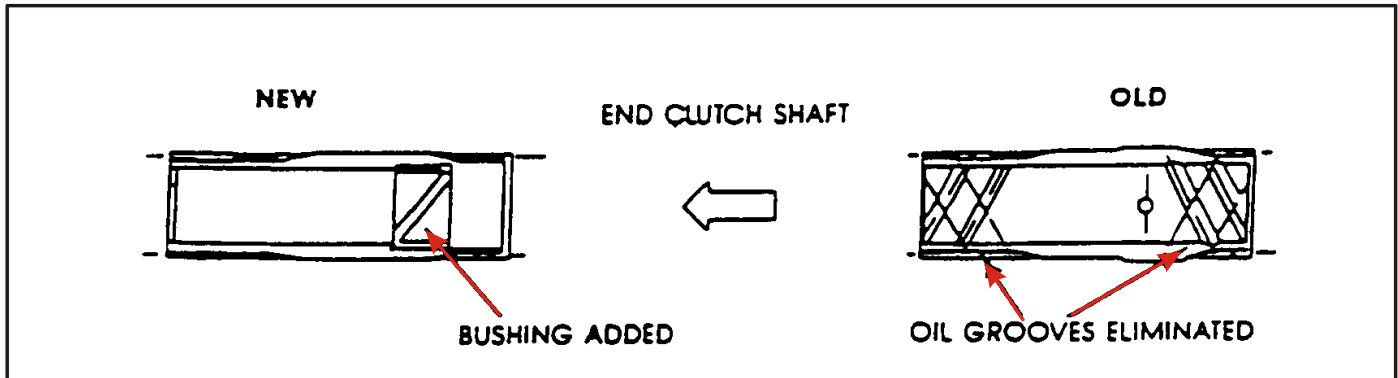


Figure 6

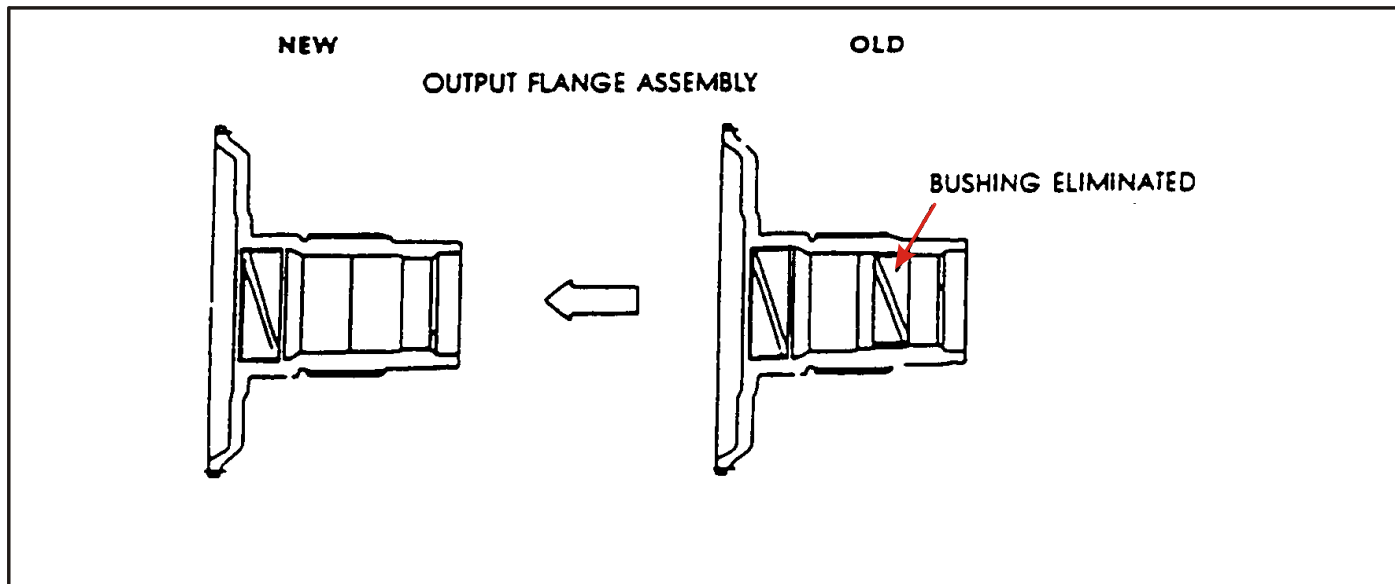


Figure 7