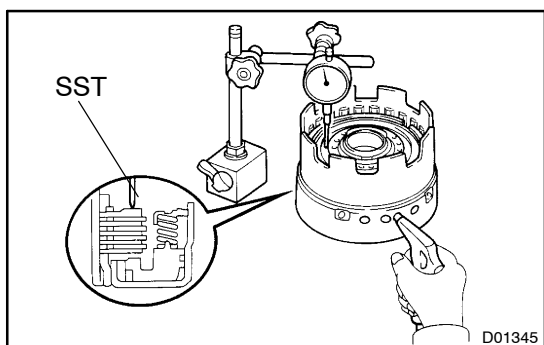


## DISASSEMBLY

### 1. CHECK PISTON STROKE OF DIRECT CLUTCH

- (a) Place the direct clutch assembly onto the O/D support assembly.

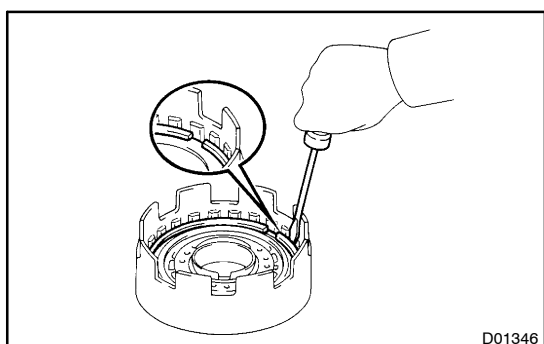


- (b) Using SST and a dial indicator, measure the direct clutch piston stroke while applying and releasing compressed air (186 – 206 kPa, 1.9 – 2.1 kgf/cm<sup>2</sup>, 27 – 30 psi).

SST 09350-30020 (09350-06120)

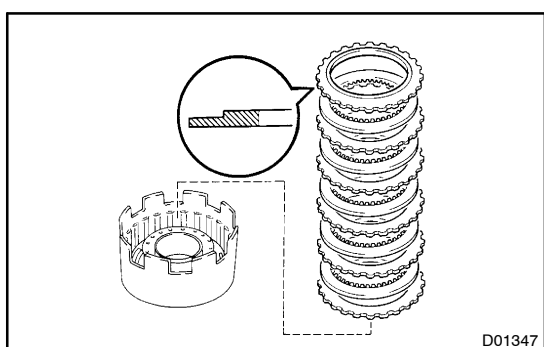
**Piston stroke: 0.50 – 0.80 mm (0.020 – 0.032 in.)**

If the clearance is non-standard inspect the discs.

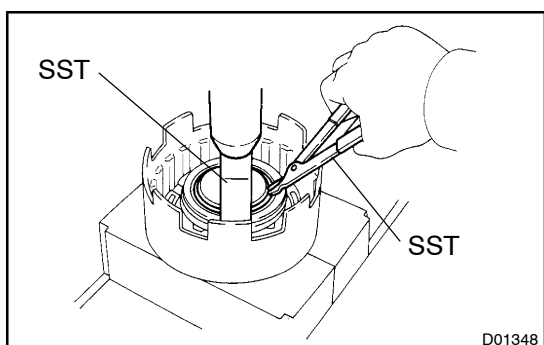


### 2. REMOVE FLANGE, PLATE AND DISC

- (a) Using a screwdriver, remove the snap ring from the direct clutch drum.

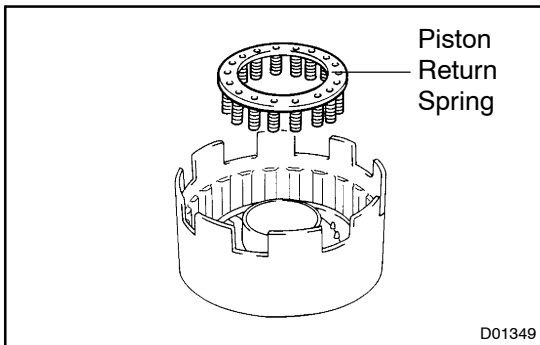


- (b) Remove the flanges, 5 plate and 5 discs.
- (c) Remove the cushion plate.

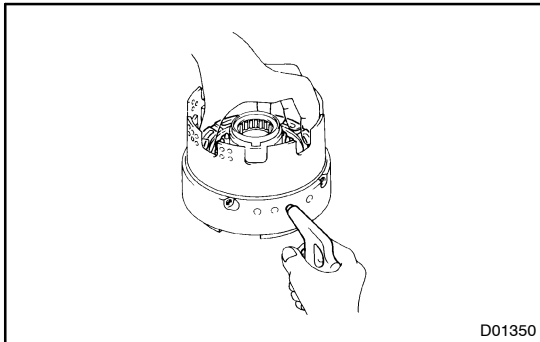


### 3. REMOVE PISTON RETURN SPRING

- (a) Place SST on the piston return spring and compress.  
SST 09350-30020 (09350-07040)
- (b) Using SST, remove the snap ring.  
SST 09350-30020 (09350-07070)



- (c) Remove the piston return spring.



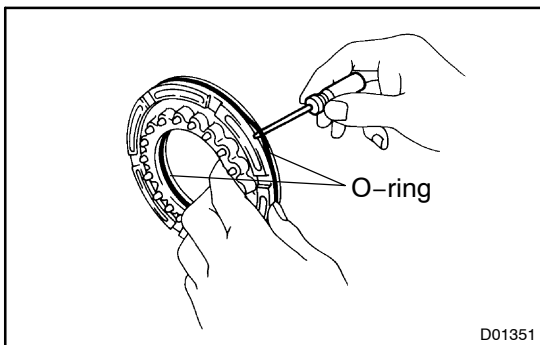
#### 4. REMOVE DIRECT CLUTCH PISTON

- (a) Place the direct clutch drum onto the O/D support.  
(b) Hold the direct clutch piston and apply compressed air (196 kPa, 2.0 kgf/cm<sup>2</sup>, 28.5 psi) to the O/D support to remove the direct clutch piston.

#### HINT:

Make sure the direct clutch piston squares in the drum before applying compressed air

- (c) Remove the direct clutch piston.



- (d) Using a small screwdriver, remove the 2 O-rings from the piston.