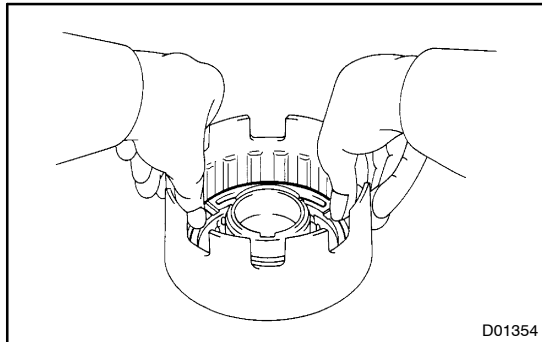


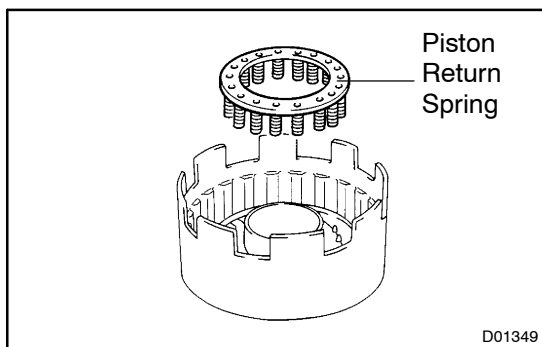
REASSEMBLY

1. INSTALL DIRECT CLUTCH PISTON TO DIRECT CLUTCH DRUM

- (a) Coat 2 new O-rings with ATF and install them in the direct clutch piston.

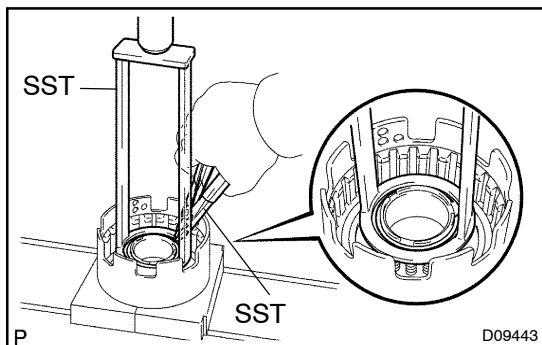


- (b) Being careful not to damage the O-rings press in the direct clutch piston into the clutch drum with both hands.



2. INSTALL PISTON RETURN SPRING

- (a) Install the piston return spring.



- (b) Place SST on the spring retainer, and compress the return spring with a press.

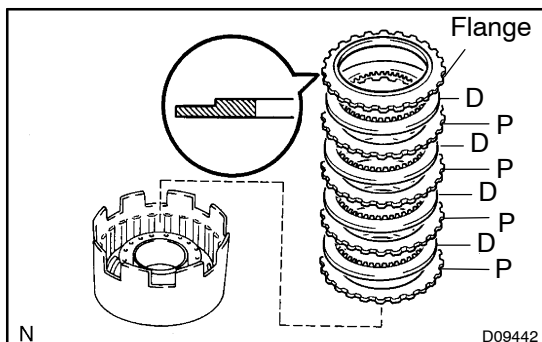
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- (c) Using SST, install the snap ring.

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NOTICE:

Be sure the end gap of the snap ring is not aligned with the spring retainer claw.



3. INSTALL PLATE, DISC AND FLANGE

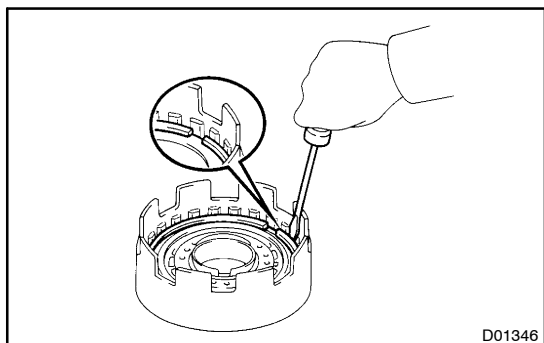
- (a) Install the cushion plate.

- (b) Install the 4 plates and 4 discs.

Install in order: P = Plate, D = Disc

P - D - P - D - P - D - P - D

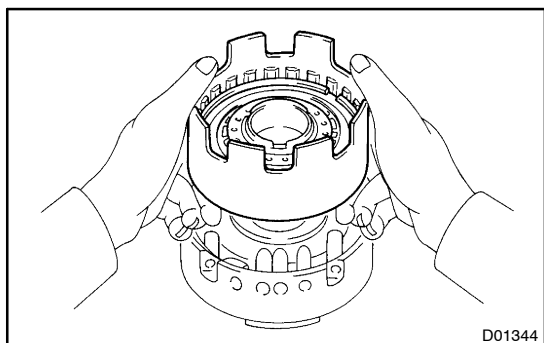
- (c) Install the flange, the flat end facing downward.



(d) Using a screwdriver, install the snap ring.

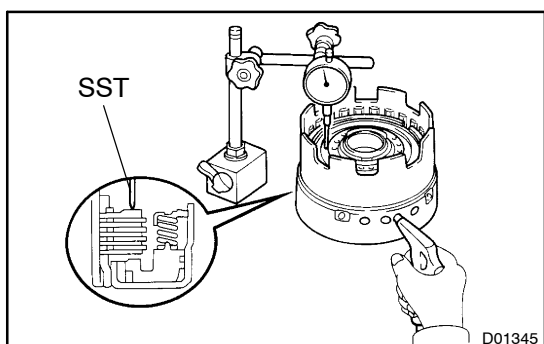
NOTICE:

Be sure the end gap of the snap ring is not aligned with the cutout portion of the direct clutch drum.



4. 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 kPa, 1.9 kgf/cm², 27 psi).

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Piston stroke: 0.40 – 0.70 mm (0.016 – 0.028 in.)

If the pack clearance is less than the limit of piston stroke, parts may have been assembled incorrectly, so check and reassemble again.

If the clearance is non-standard, select another flange.

HINT:

There are 9 different flanges in thickness.

Flange thickness: mm (in.)

| No. | Thickness | No. | Thickness |
|-----|-------------|-----|-------------|
| 53 | 3.3 (0.130) | 38 | 3.8 (0.150) |
| 34 | 3.4 (0.134) | 39 | 3.9 (0.154) |
| 35 | 3.5 (0.138) | 40 | 4.0 (0.157) |
| 36 | 3.6 (0.142) | 41 | 4.1 (0.161) |
| 37 | 3.7 (0.146) | – | – |