

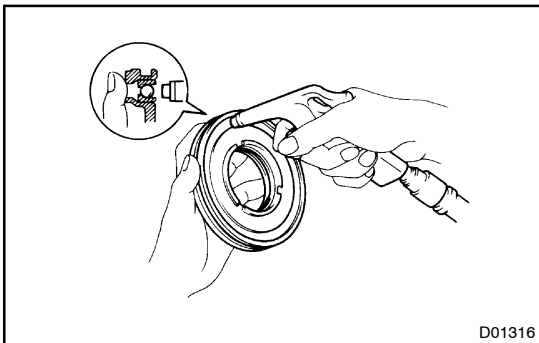
## INSPECTION

### 1. INSPECT DISC AND FLANGE

Check to see if the sliding surface of the disc, plate and flange are worn or burnt. If necessary, replace them.

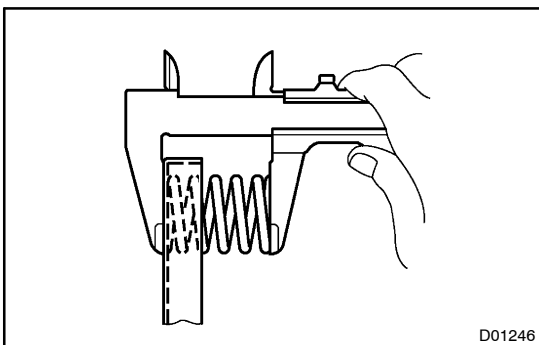
HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed numbers is defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.



### 2. CHECK O/D DIRECT CLUTCH PISTON

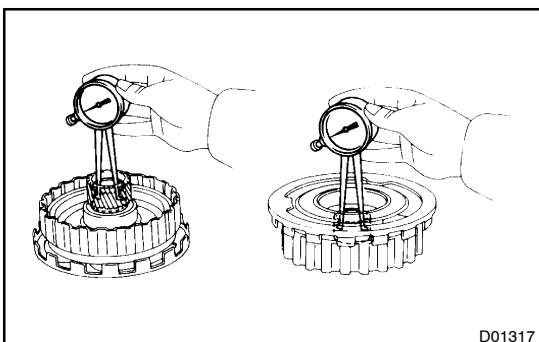
- Check that the check ball is free by shaking the piston.
- Check that the valve does not leak by applying low-pressure compressed air.



### 3. CHECK O/D DIRECT CLUTCH RETURN SPRING

Measure the free length of the spring together with the spring seat.

**Standard free length: 15.8 mm (0.622 in.)**

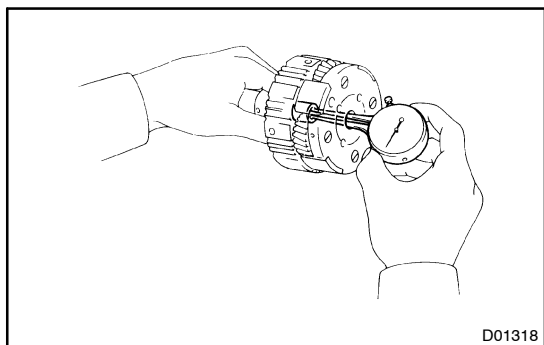


### 4. CHECK O/D DIRECT CLUTCH DRUM BUSHINGS

Using a dial indicator, measure the inside diameter of the clutch drum bushings.

**Maximum inside diameter: 27.11 mm (1.0673 in.)**

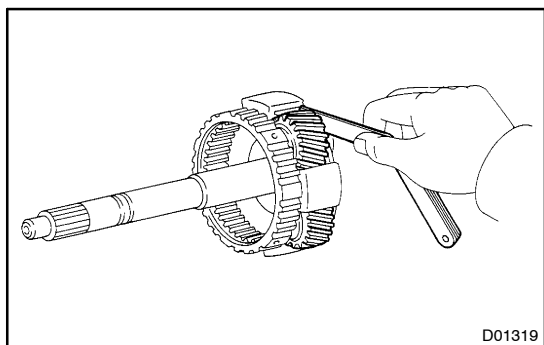
If the inside diameter is greater than the maximum, replace the clutch drum.

**5. CHECK O/D PLANETARY GEAR BUSHING**

Using a dial indicator, measure the inside diameter of the planetary gear bushing.

**Maximum inside diameter: 11.27 mm (0.444 in.)**

If the inside diameter is greater than the maximum, replace the planetary gear.

**6. MEASURE PLANETARY PINION GEAR THRUST CLEARANCE**

Using a feeler gauge, measure the planetary pinion gear thrust clearance.

**Standard clearance: 0.2 – 0.6 mm (0.008 – 0.024 in.)**

**Maximum clearance: 1.0 mm (0.039 in.)**

If the clearance is greater than the maximum, replace the planetary gear assembly.