

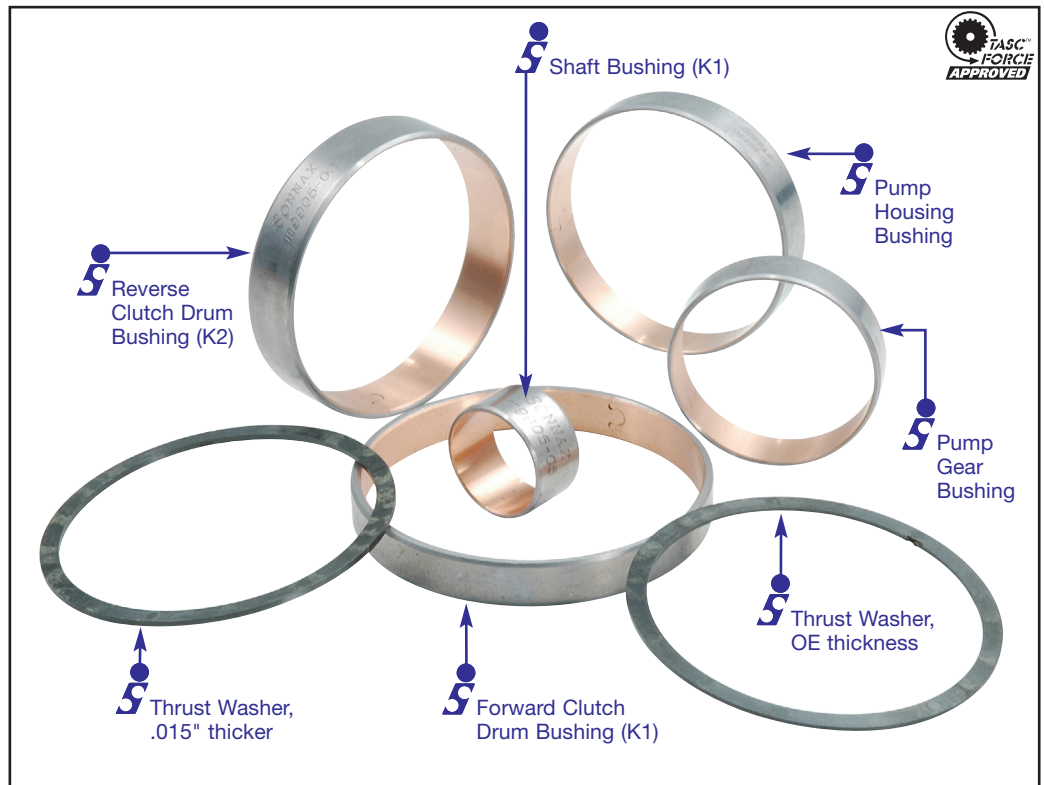
## Bushing & Thrust Washer Kit

### 119905-01K

- 1 Forward Clutch Drum Bushing (K1)
- 1 Shaft Bushing (K1/096, 097, 098 only)
- 1 Reverse Clutch Drum Bushing (K2)
- 1 Pump Gear Bushing
- 1 Pump Housing Bushing
- 1 Thrust Washer, OE thickness
- 1 Thrust Washer, .015" thicker

### DISASSEMBLY:

1. Remove pump bushing.
2. Remove pump gear bushing.
3. Remove the K1 clutch drum bushing that supports the K2 clutch drum.
4. Remove the K1 shaft bushing that supports the K3 shaft (Phase 0 & 1 units only).
5. Remove the K2 clutch drum bushing that supports the pump stator.



### INSTALLATION:

**Note:** Bushings usually have a chamfer on the O.D. leading and trailing edge. These should be cleaned up with fine sandpaper, 400-grit or finer, to remove any burrs left from the manufacturing process. The leading edge of the housing bore, where the bushing first makes contact, should also be cleaned off with 400-grit or finer sandpaper, along with any nicks or surface irregularities within the housing. Bushing should be installed dry, with no lubrication. Any burrs trapped between the bushing O.D. and housing bore will create "high" spots that reduce the I.D. of the bushing, and make it less round. Tight clearances may require hand honing of any high spots. Use a "spin test" to locate high spot witness marks.

1. Install the pump housing bushing so it is level with the bottom of the housing's bore chamfer. Do not press bushing to bottom of bore (see Figure 1).

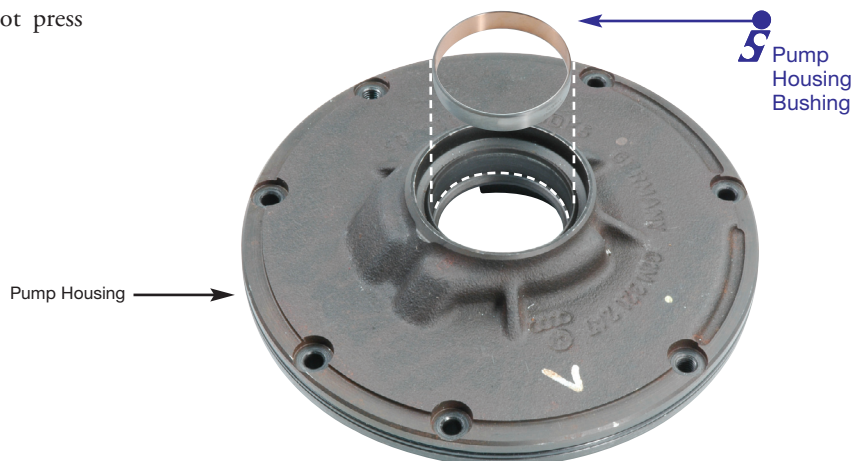


Figure 1

2. Install the pump gear bushing so that it sits equally between the bottom edges of both chamfers (see Figure 2).
3. When installing the large diameter K1 bushing, the depth should be  $.032"/.036"$  (0.81mm/0.91mm) below the face of the bore.
4. When installing the small diameter K1 bushing (Phase 0 & 1 units only) the depth should be level with the bottom of the bore's chamfer.
5. The installation depth of the K2 bushing should be  $.058"/.062"$  (1.47mm/1.57mm) below the face of the bore.
6. Two thrust washers are included in the kit. One is an OEM equivalent, and the second is  $.015"$  (0.38mm) thicker than the OEM. If the thrust washer surface is damaged and it is necessary to use the thicker thrust washer, remove only  $.015"$  (0.38mm) of material from thrust washer surface on the pump stator (see Figure 3).

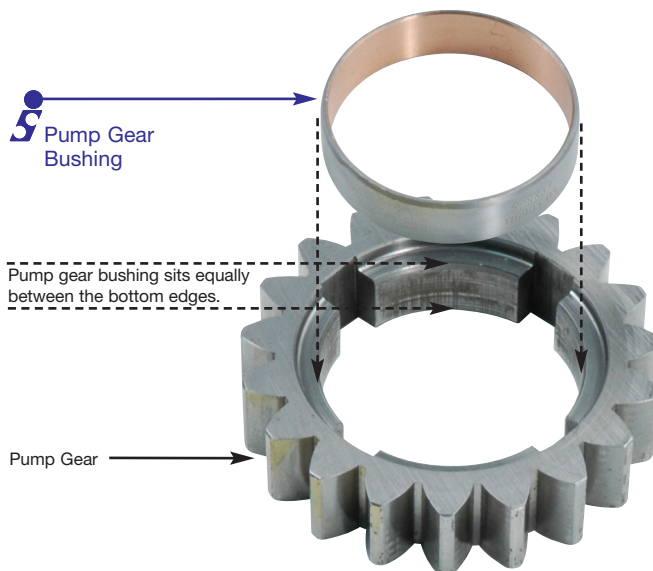


Figure 2

**Note:** If necessary to machine thrust washer surface, measurement "A" should not exceed 1.580" (40.13mm). Removing more material may result in thinning an internal oil passage wall and reducing service life dramatically.

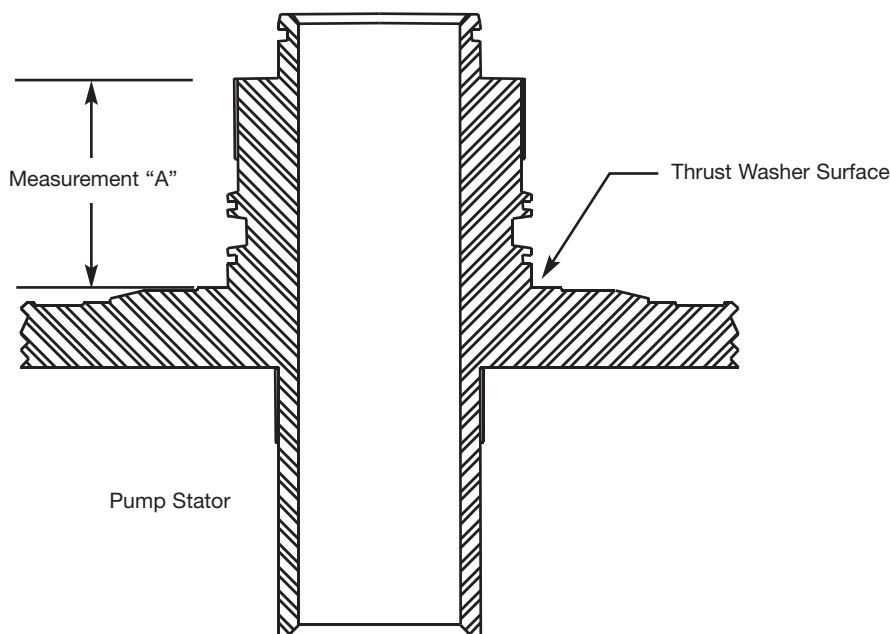


Figure 3