

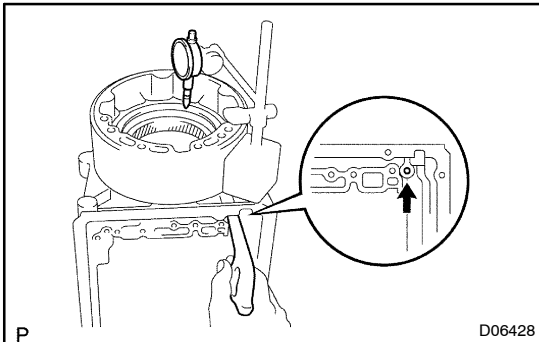
## DISASSEMBLY

### 1. CHECK PACK CLEARANCE OF O/D BRAKE

- (a) Place the O/D case assembly onto the transmission case, facing the cutout portion of the O/D case to the down side of the transmission case.

HINT:

Make sure that the oil hole of the O/D case is aligned with the oil hole of the transmission case.



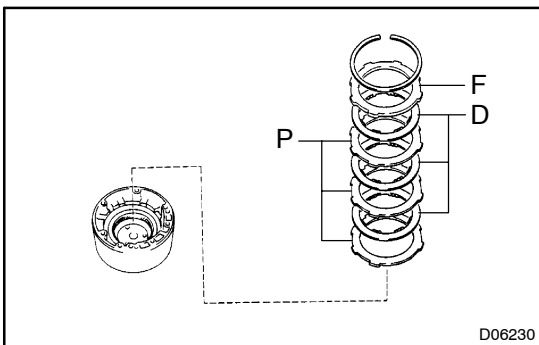
- (b) Using a dial indicator, measure the O/D brake pack clearance applying and releasing the compressed air (392 – 785 kPa, 4 – 8 kgf/cm<sup>2</sup>, 57–114 psi), as shown.

**Pack clearance:**

**0.75 – 1.25 mm (0.0295 – 0.0492 in.)**

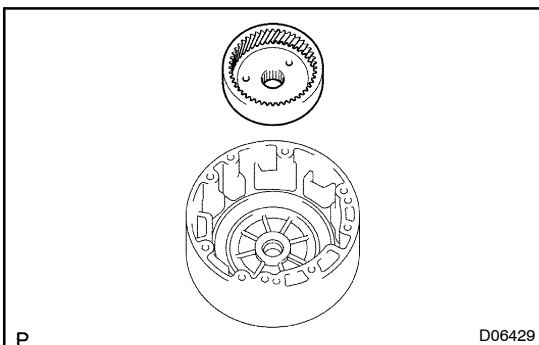
If the values are nonstandard, inspect the discs.

- (c) Remove the O/D case from the transmission case.



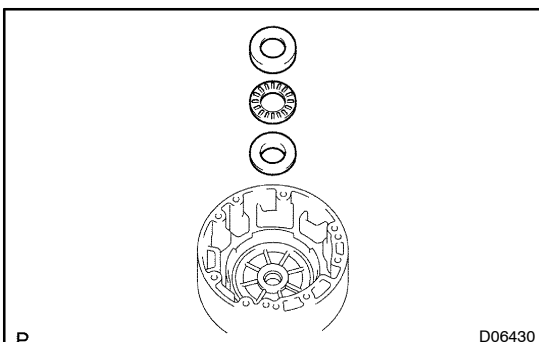
### 2. REMOVE FLANGE, DISC AND PLATE

- (a) Using a screwdriver, remove the snap ring.  
 (b) Remove the flange, 3 discs and 3 plates.

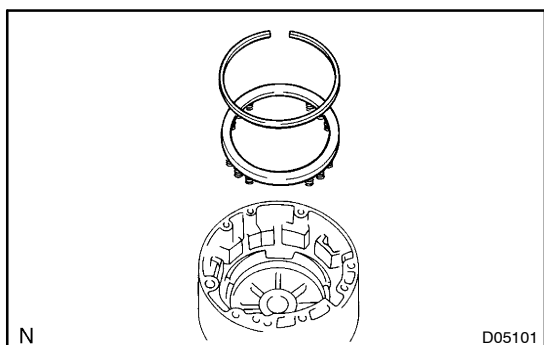


### 3. REMOVE O/D PLANETARY RING GEAR

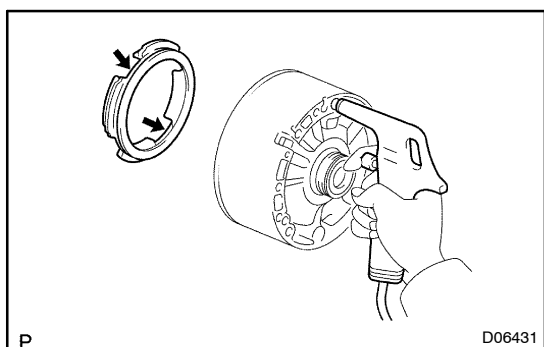
- (a) Remove the O/D planetary ring gear.



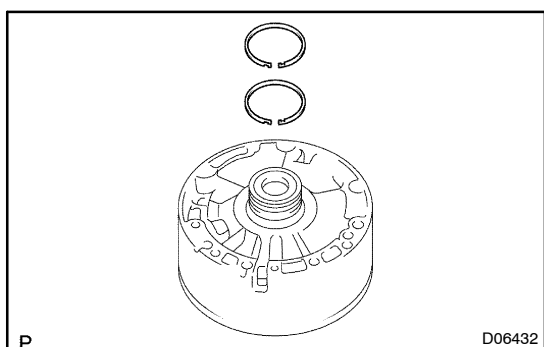
- (b) Remove the bearing and 2 races.

**4. REMOVE PISTON RETURN SPRING**

- (a) Using a screwdriver, remove the snap ring.
- (b) Remove the piston return spring.

**5. REMOVE O/D BRAKE PISTON**

- (a) Hold the O/D brake piston with hand, apply compressed air into the passage to remove the O/D brake piston.
- (b) Remove the 2 O-rings from the piston.

**6. REMOVE OIL SEAL RING**

Remove the 2 oil seal rings.