

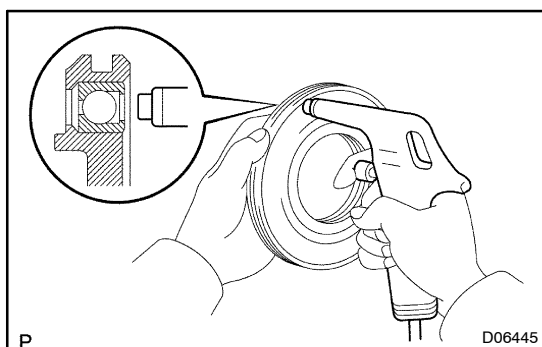
## INSPECTION

### 1. INSPECT DISC AND FLANGE

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

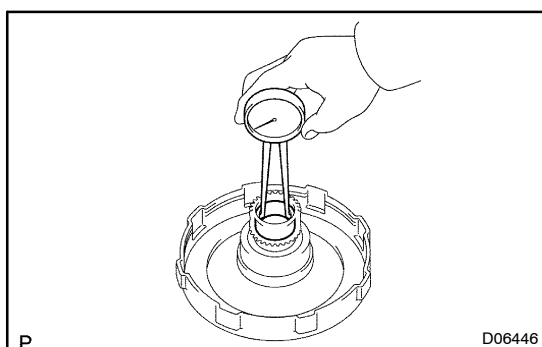
HINT:

- If the lining of the disc is peeling off or discolored, or even if parts of the printed numbers are defaced, replace disc.
- Before assembling new disc, soak it in ATF for at least 15 minutes.



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

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

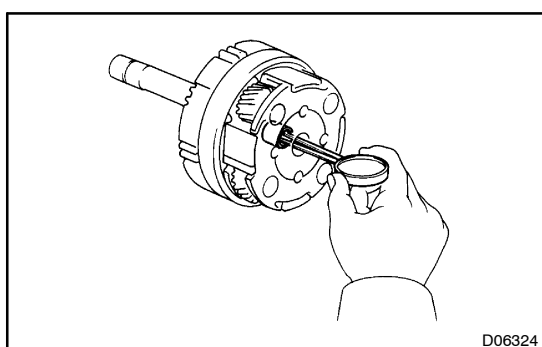


### 3. CHECK O/D DIRECT CLUTCH DRUM BUSHING

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

**Maximum inside diameter: 23.14 mm (0.9110 in.)**

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

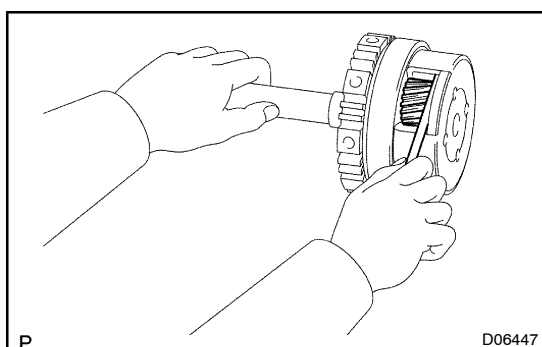


### 4. CHECK O/D PLANETARY GEAR BUSHING

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

**Maximum inside diameter: 11.27 mm (0.4437 in.)**

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



### 5. MEASURE PLANETARY PINION GEAR THRUST CLEARANCE

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

**Standard clearance:**

**0.20 – 0.50 mm (0.0079 – 0.0197 in.)**

If the clearance is non-standard, inspect the planetary gear thrust washer. If necessary, replace the planetary gear assembly.