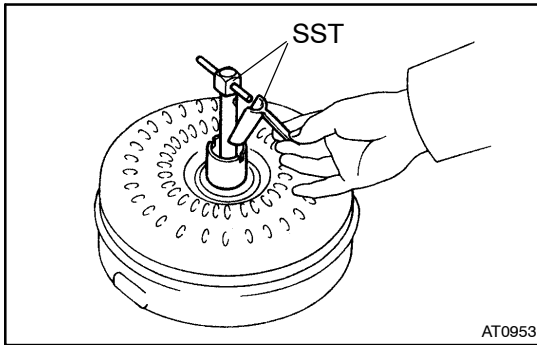


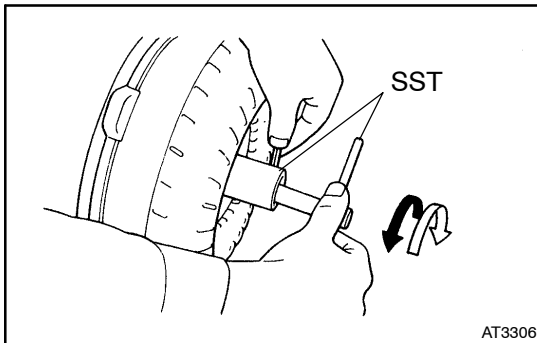


TORQUE CONVERTER CLUTCH AND DRIVE PLATE INSPECTION

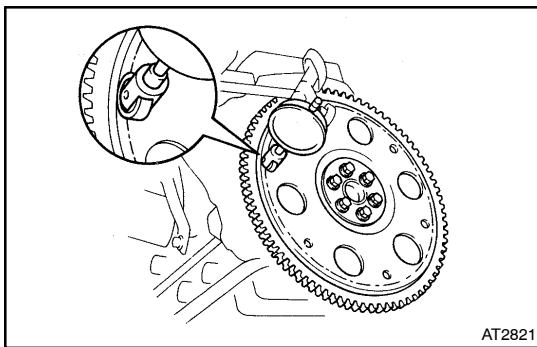
AT0TE-02

1. INSPECT ONE-WAY CLUTCH

- (a) Install SST in the inner race of one-way clutch.
SST 09350-30020 (09351-32020)
- (b) Install SST so that it fits in the notch of the converter hub and outer race of the one-way clutch.
SST 09350-30020 (09351-32010)



- (c) With the torque converter clutch standing on its side, the clutch locks when turned counterclockwise, and rotates freely and smoothly when turned clockwise.
If necessary, clean the converter and retest the clutch.
Replace the converter if the clutch still fails the test.



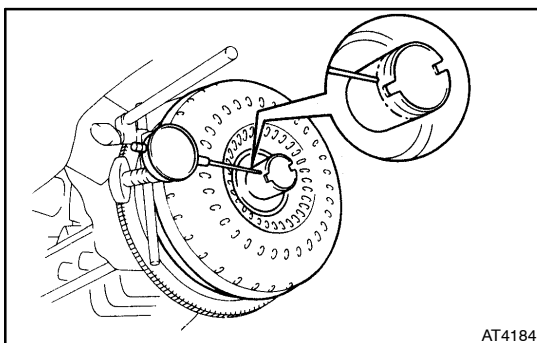
2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

Set up a dial indicator and measure the drive plate runout.

Maximum runout: 0.20 mm (0.0079 in.)

If runout is not within specification or if the ring gear is damaged, replace the drive plate. If installing a new drive plate, note the orientation of spacers and tighten the bolts.

Torque: 98 N·m (1,000 kgf·cm, 72 ft·lbf)



3. MEASURE TORQUE CONVERTER CLUTCH SLEEVE RUNOUT

Temporarily mount the torque converter clutch to the drive plate. Set up a dial indicator and measure the torque converter clutch sleeve runout.

Maximum runout: 0.30 mm (0.0118 in.)

If runout is not within specification, try to correct by reorienting the installation of the converter clutch.

If excessive runout cannot be corrected, replace the torque converter clutch.

HINT:

Mark the position of the converter clutch to ensure correct installation.