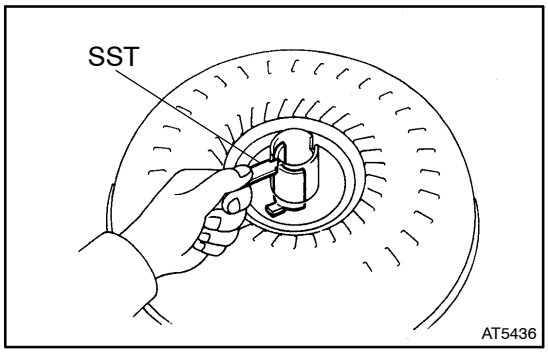


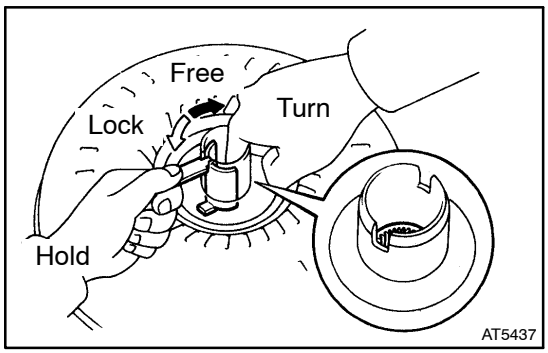
TORQUE CONVERTER CLUTCH AND DRIVE PLATE

AT07X–03

INSPECTION

1. INSPECT ONE–WAY CLUTCH

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

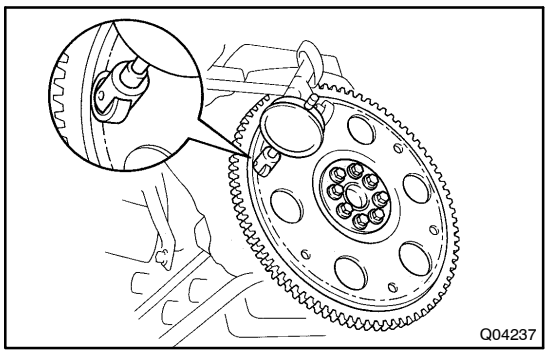


(b) Press on the serrations of stator with a finger and rotate it.

(c) Check if it rotates smoothly when turned clockwise and locks up when turned counterclockwise.

If necessary, clean the converter clutch and retest the one–way clutch.

Replace the converter clutch if the clutch still fails in the test.



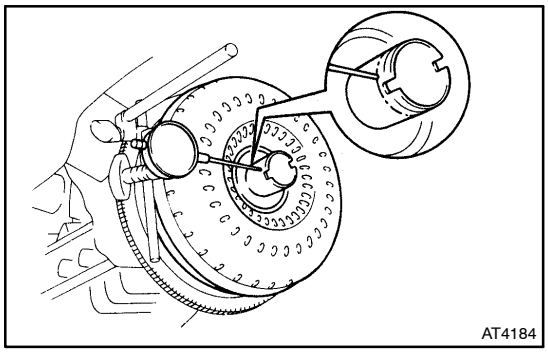
2. MEASURE DRIVE PLATE RUNOUT AND INSPECT RING GEAR

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

Maximum runout: 0.20 mm (0.0079 in.)

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

Torque:
1st: 49 N·m (500 kgf·cm, 36 ft·lbf)
2nd: Turn extra 90°



3. MEASURE TORQUE CONVERTER CLUTCH SLEEVE RUNOUT

(a) 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 the specification, correct it by reorienting the installation of the torque converter clutch.

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

(b) Remove the torque converter clutch.