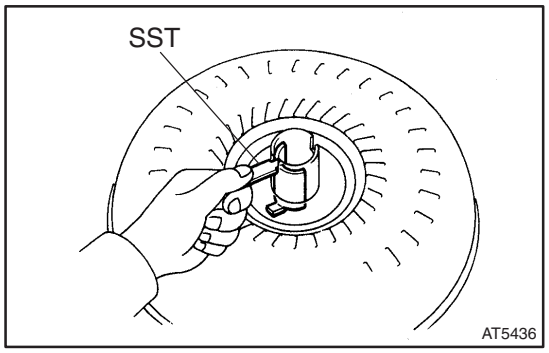
TORQUE CONVERTER CLUTCH AND DRIVE PLATE (A750F)

400CW–04

INSPECTION

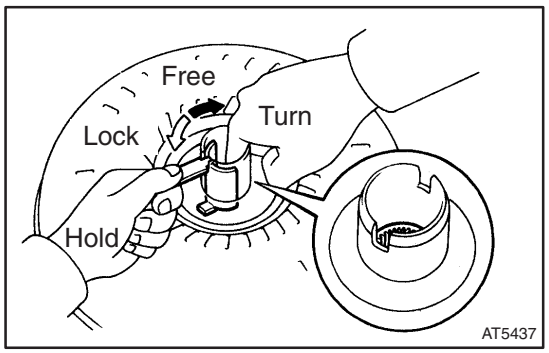


1. INSPECT CONVERTER ASSY, TORQUE

(a) Inspect the one–way clutch.

(1) Install SST so that it fits in the notch of the converter hub and outer race of the one–way clutch.

SST 09350–32014 (09351–32020)

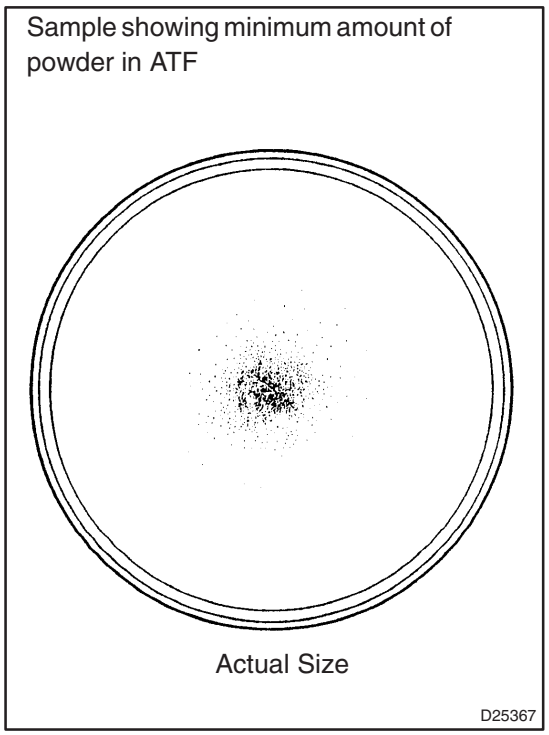


(2) Press on the serrations of the stator with a finger and rotate it.

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

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

Replace the converter if the one–way clutch still fails the test.



(b) Determine the condition of the torque converter clutch assy.

(1) If the inspection result of the torque converter clutch assy meets the following item, replace the torque converter clutch.

Malfunction item:

Any metallic sound is heard from the torque converter clutch during stall test or when the shift lever is in the neutral position.

The one–way clutch is free or locked in both directions.

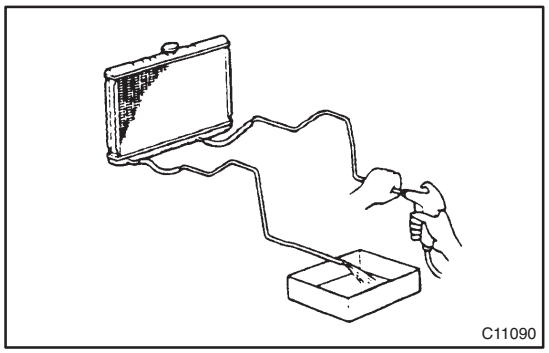
Fine powder exceeding the sample limit is identified in ATF. (See the sample.)

HINT:

The sample shows the auto fluid of approx. 0.25 liters (0.26 US qts, 0.22 Imp. qts) that is taken out from the removed torque converter clutch.

(c) Replace the ATF in the torque converter clutch.

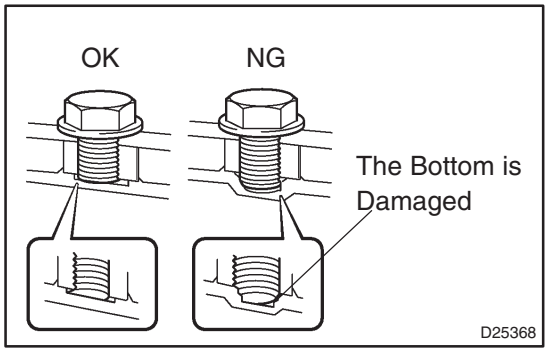
(1) If the ATF is discolored and/or has a foul odor, completely stir the ATF in the torque converter clutch and drain it with the face for installation facing up.



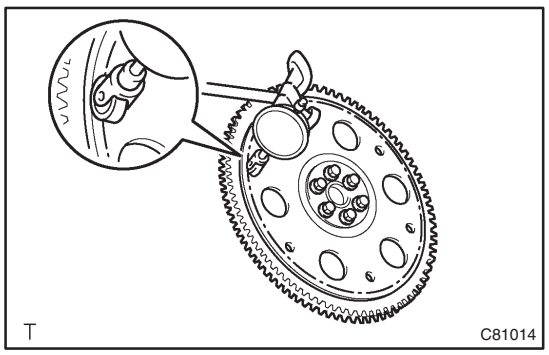
(d) Clean and check the oil cooler and oil pipe line.
  (1) If the torque converter clutch is inspected or the ATF is changed, clean the oil cooler and oil pipe line.

HINT:

- Spray compressed air of 196 kPa (2 kgf/cm^2, 28 psi) from the inlet hose.
- If plenty of fine powders are identified in the ATF, add new ATF using a bucket pump and clean it again.
  (2) If the ATF is cloudy, inspect the oil cooler (radiator).



(e) Prevent deformation of the torque converter clutch.
  (1) When there is any damage to the end of the bolt for the torque converter clutch and to the bottom of the bolt hole, replace the bolt and the torque converter clutch.
  (2) All of the bolts shall have the same length.



2. INSPECT GEAR SUB–ASSY, DRIVE PLATE & RING

(a) Set up a dial indicator and measure the drive plate runout.
(b) Check for damage of the ring gear.
  Maximum runout: 0.20 mm (0.0079 in.)

If the runout is not within the specification or the ring gear is damaged, replace the drive plate.