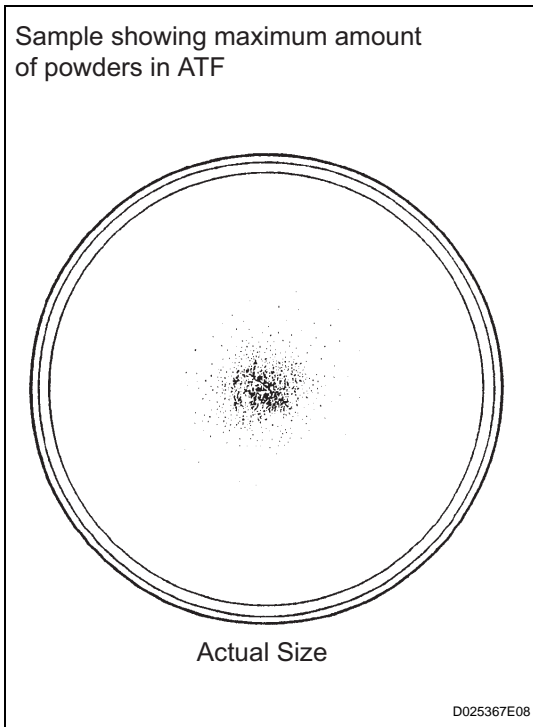
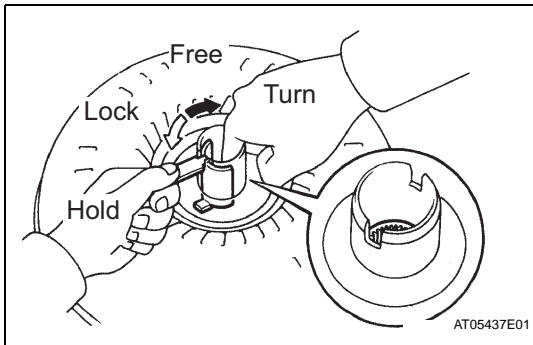


TORQUE CONVERTER CLUTCH AND DRIVE PLATE

INSPECTION

1. INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY

- (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 starter 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 check the one-way clutch again. Replace the converter if the one-way clutch still won't operate as specified.



- (b) Check the condition of the torque converter clutch assembly.
- (1) If the inspection result of the torque converter clutch assembly meets any of the cases mentioned below, replace the torque converter clutch.

Malfunction item:

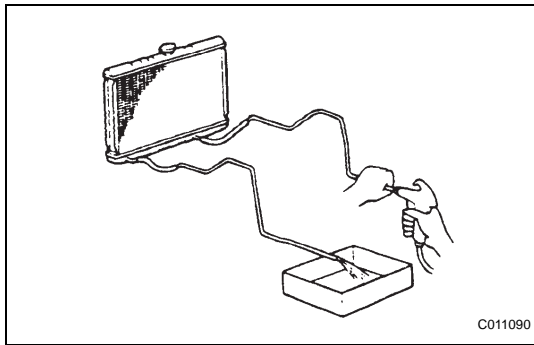
Any metallic sound is heard from the torque converter clutch during stall test or when the shift lever is in the neutral position.

One-way clutch is free or locked in both directions. Fine powders exceeding the sample limit are identified in ATF. (See the sample.)

HINT:

The sample shows the auto fluid of approximately 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 installation surface facing up.



- (d) Clean and then check the oil cooler and oil pipe line.
- (1) If inspecting the torque converter clutch or exchanging the ATF, clean the oil cooler and oil pipe line.

HINT:

- Apply compressed air of 196 kPa (2 kgf/cm², 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 the ATF again.

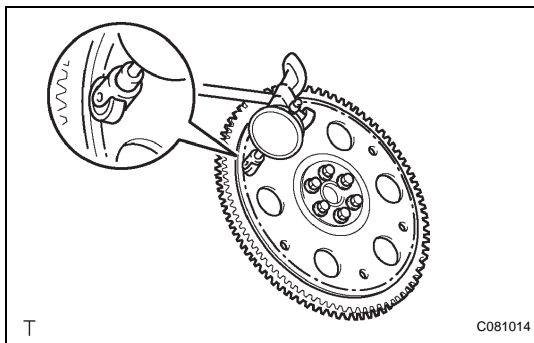
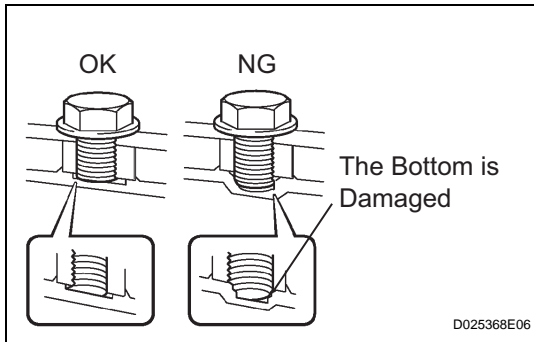
- (2) If the ATF is cloudy, inspect the oil cooler (radiator).

- (e) Be careful not to deform the torque converter clutch or damage the oil pump gear.

- (1) When any marks due to interference are found on the end of the bolt to the torque converter clutch or on the bottom of the bolt hole, replace the bolt and the torque converter clutch.

- (2) All the bolts should be the same length.

- (3) Do not lose any spring washers.



2. INSPECT DRIVE PLATE AND RING GEAR SUB-ASSEMBLY

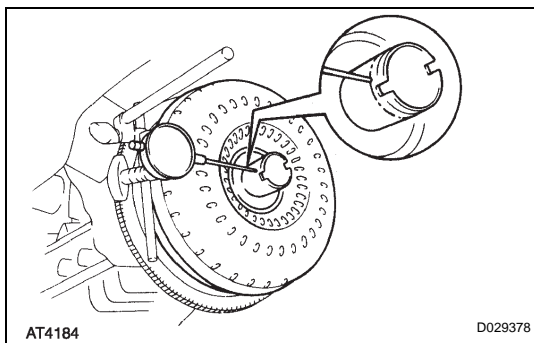
- (a) Set up a dial indicator and measure the drive plate runout.

Maximum runout:

0.20 mm (0.0079 in.)

- (b) Check the ring gear for damage.

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



3. INSPECT RUNOUT OF TORQUE CONVERTER CLUTCH ASSEMBLY

- (a) Provisionally mount the torque converter onto the drive plate, set up a dial indicator, and measure the torque converter sleeve runout.

Maximum runout:

0.30 mm (0.0118 in.)

If the runout is not within the specification, try to correct it by reinstalling the converter to the correct orientation.

HINT:

Mark the position of the converter to ensure correct installation.