



TORQUE CONVERTER AND DRIVE PLATE

INSPECTION OF TORQUE CONVERTER AND DRIVE PLATE

1. INSPECT ONE-WAY CLUTCH

- (a) Insert SST into the inner race of the one-way clutch.

SST 09350-20015 (09397-22020)

- (b) Insert SST so that it fits in the notch of the converter hub and outer race of the one-way clutch.

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- (c) With the torque converter made stand, the clutch should lock when turned counterclockwise, and rotate freely and smoothly 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.

If runout exceeds 0.20 mm (0.0079 in.) 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: 650 kg-cm (47 ft-lb, 64 N·m)

3. MEASURE TORQUE CONVERTER SLEEVE RUNOUT

- (a) Temporarily mount the torque converter to the drive plate. Set up a dial indicator.

If runout exceeds 0.30 mm (0.0118 in.), try to correct by reorienting the installation of the converter. If excessive runout cannot be corrected, replace the torque converter.

HINT: Mark the position of the converter to ensure correct installation.

- (b) Remove the torque converter.

