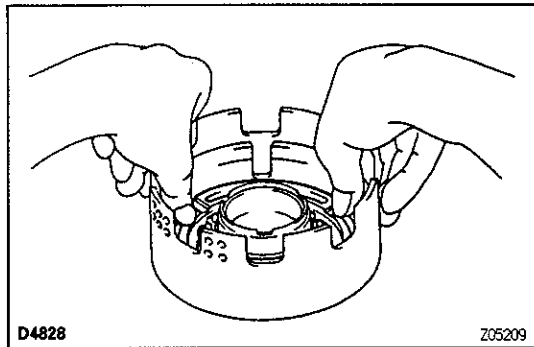


DIRECT CLUTCH ASSEMBLY

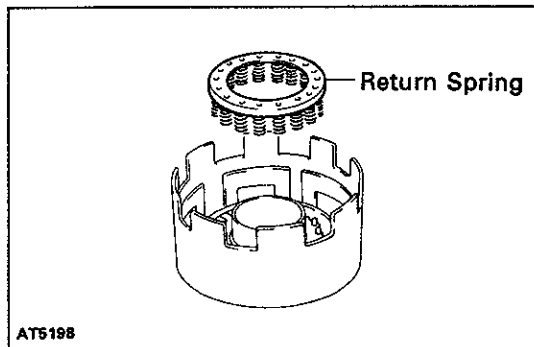
1. INSTALL DIRECT CLUTCH PISTON TO DIRECT CLUTCH DRUM

- (a) Coat new O-rings with ATF and install them on the direct clutch piston.
- (b) Being careful not to damage the O-rings, press in the direct clutch piston into the clutch drum with both hands.



2. INSTALL PISTON RETURN SPRING

- (a) Install the piston return spring.



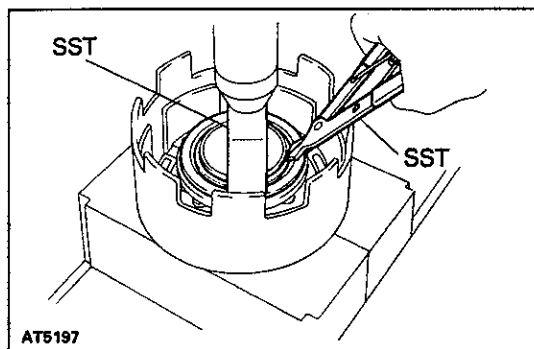
- (b) Place SST on the spring retainer, and compress the return spring with a shop press.

SST 09350-30020 (09350-07040)

- (c) Using SST, install the snap ring.

SST 09350-30020 (09350-07070)

Be sure the end gap of the snap ring is not aligned with the spring retainer claw.



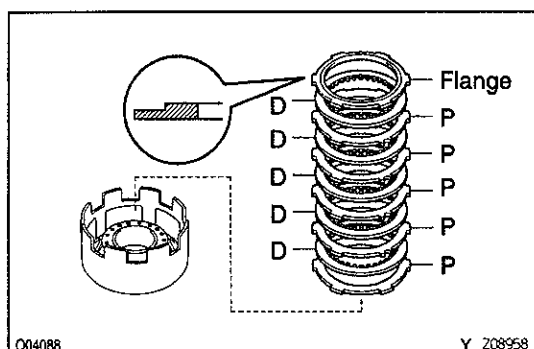
3. INSTALL PLATES, DISCS AND FLANGE

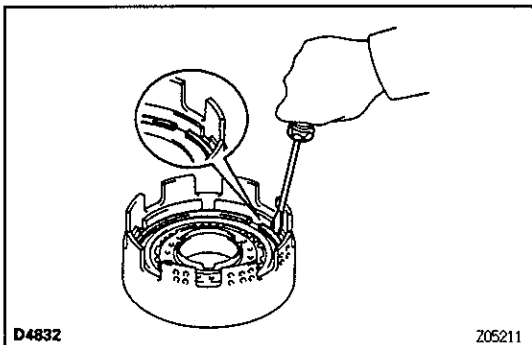
- (a) Install the plates and discs.

Install in order: P = Plate D = Disk

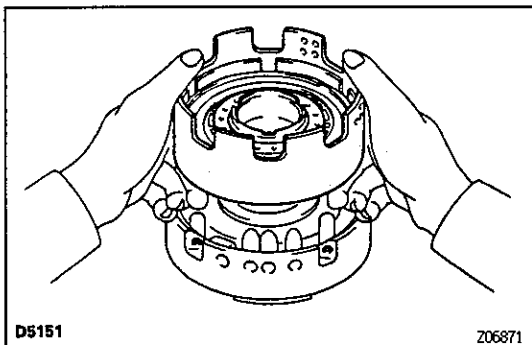
P-D-P-D-P-D-P-D-P-D

- (b) Install the flange, the flat end facing downward.



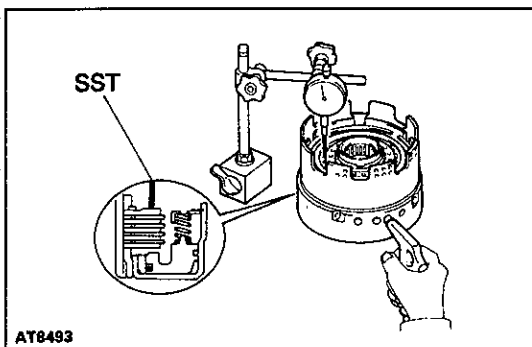


- (c) Using a screwdriver, install the snap ring. Be sure the end gap of the snap ring is not aligned with the cutout portion of the direct clutch drum.



4. CHECK PISTON STROKE OF DIRECT CLUTCH

- (a) Place the direct clutch assembly onto the O/D support assembly.



- (b) Using SST and a dial indicator, measure the direct clutch pack clearance applying and releasing the compressed air (186–206 kPa, 1.9–2.1 kgf/cm², 27–30 psi), as shown.

SST 09350–30020 (09350–06120)

Pack clearance:

0.50 – 0.80 mm (0.0197 – 0.0315 in.)

If the pack clearance is less than the limit, parts may have been assembled incorrectly, so check and reassemble again.

If the pack clearance is nonstandard, select another flange.

HINT: There are 9 different flange thicknesses.

Flange thickness:

No.	Thickness mm (in.)	No.	Thickness mm (in.)
86	2.7 (0.106)	30	3.3 (0.130)
85	2.8 (0.110)	29	3.4 (0.134)
84	2.9 (0.114)	28	3.5 (0.138)
33	3.0 (0.118)	27	3.6 (0.142)
32	3.1 (0.122)	34	3.7 (0.146)
31	3.2 (0.126)	—	—