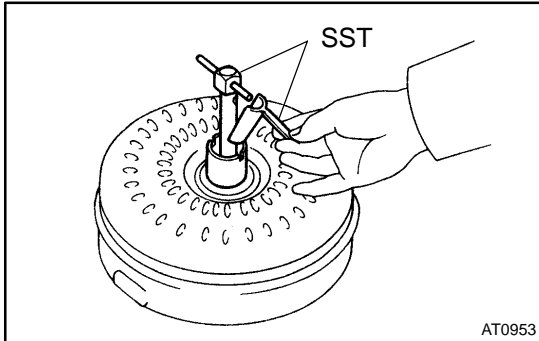


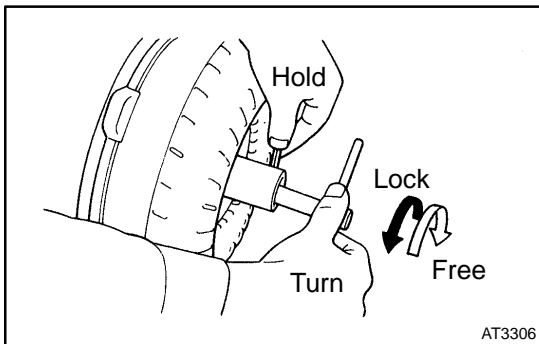
TORQUE CONVERTER CLUTCH AND DRIVE PLATE (ATM) INSPECTION

40146-01



1. INSPECT TORQUE CONVERTER CLUTCH ASSY

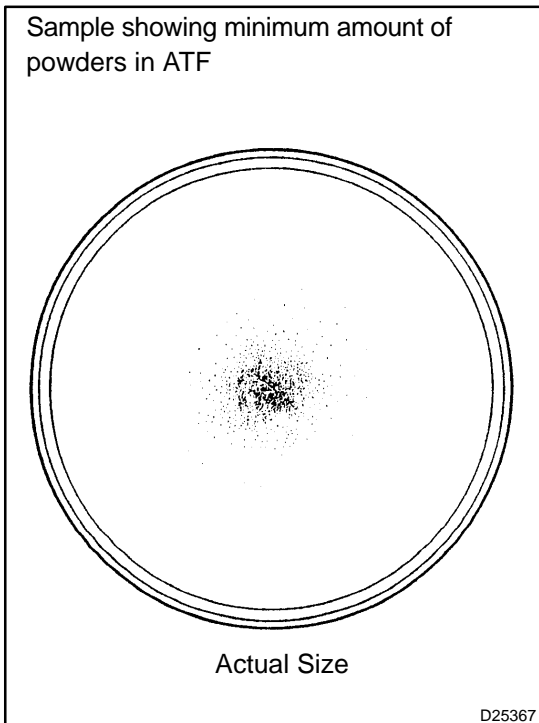
- (a) Inspect the one-way clutch.
 - (1) Install SST into the inner race of the one-way clutch.
SST 09350-32014 (09351-32010, 09351-32020)
 - (2) Install SST so that it fits in the notch of the converter hub and the outer race of the one-way clutch.
SST 09350-32014 (09351-32010, 09351-32020)



- (3) With the torque converter setting up on its side, check that the one-way clutch locks when turned counterclockwise, and rotates smoothly when turned clockwise.

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

Malfunctions:

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

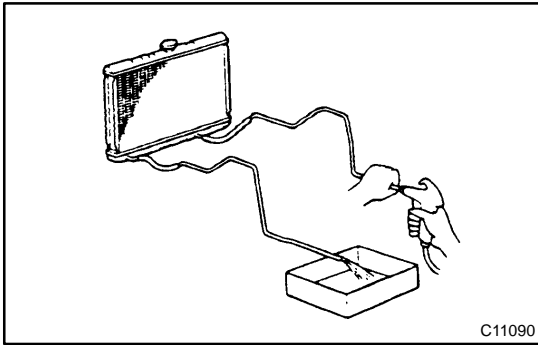
One-way clutch is free or locked in both directions.

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

HINT:

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

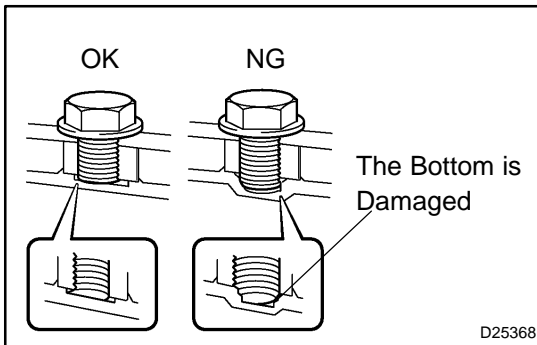
- (c) Replace the ATF in the torque converter clutch.
 - (1) If the ATF is discolored and/or has a foul odor, stir the ATF in the torque converter clutch completely and drain it with the installation face up.



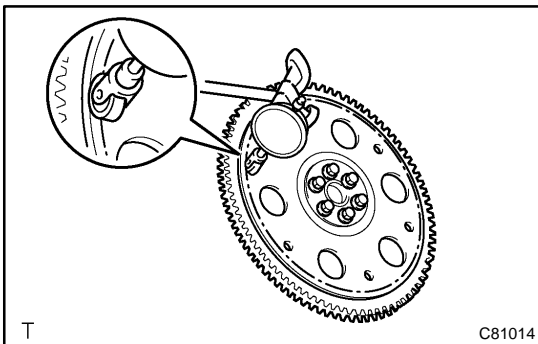
- (d) Clean and check the oil cooler and oil pipe line.
- (1) If the torque converter clutch is inspected or the ATF is exchanged, clean the oil cooler and oil pipe line.

HINT:

- Spray compressed air of 196 kPa (2 kgf/cm², 28 psi) from the inlet hose.
 - If plenty of fine powder is 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 and damage to the oil pump gear.
- (1) When there is any damage on the end of the bolt for the torque converter clutch and on the bottom of the bolt hole, replace the bolt and the torque converter clutch.
 - (2) All of the bolts should be of the same length.
 - (3) Any spring washers should not be missing.

**2. INSPECT DRIVE PLATE & RING GEAR SUB-ASSY**

- (a) Set up a dial gauge and measure the drive plate runout.
- (b) Check the ring gear for any damage.

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.