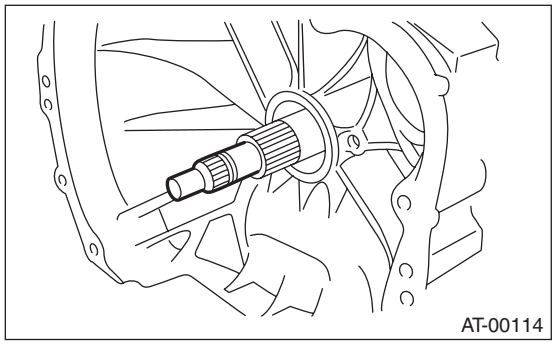
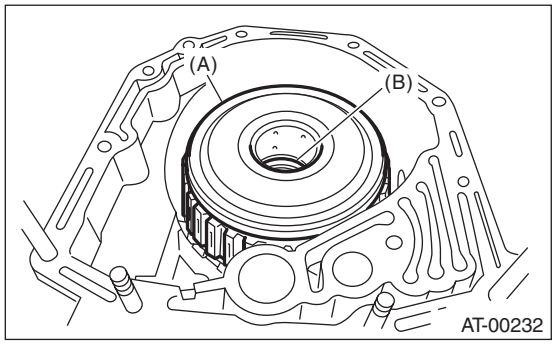
35.AT Main Case

A: REMOVAL

1) Remove the transmission assembly from the vehicle. <Ref. to 4AT-34, REMOVAL, Automatic Transmission Assembly.>
2) Pull out the torque converter clutch assembly. <Ref. to 4AT-66, REMOVAL, Torque Converter Clutch Assembly.>
3) Remove the input shaft.

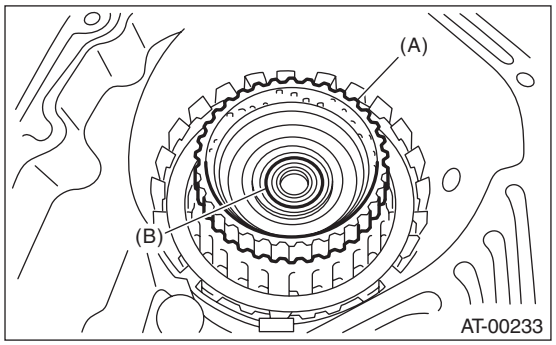


4) Lift up the lever on the rear side of transmission harness connector, and then disconnect it from the stay.
5) Disconnect the inhibitor switch connector from the stay.
6) Disconnect the air breather hose.
7) Remove the oil charge pipe. <Ref. to 4AT-65, REMOVAL, Oil Charge Pipe.>
8) Remove the ATF inlet and outlet pipes. <Ref. to 4AT-62, REMOVAL, ATF Cooler Pipe and Hose.>
9) Separate the converter case from the transmission case. <Ref. to 4AT-81, REMOVAL, Converter Case.>
10) Remove the oil pump housing.
<Ref. to 4AT-83, REMOVAL, Oil Pump Housing.>
11) Take out the high clutch, thrust needle bearing and reverse clutch assembly.



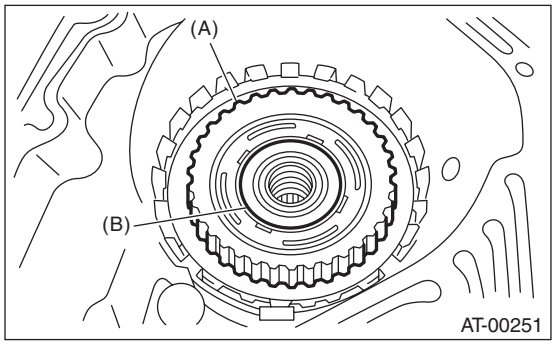
(A) High clutch and reverse clutch ASSY
(B) Thrust needle bearing

12) Take out the high clutch hub and thrust needle bearing.



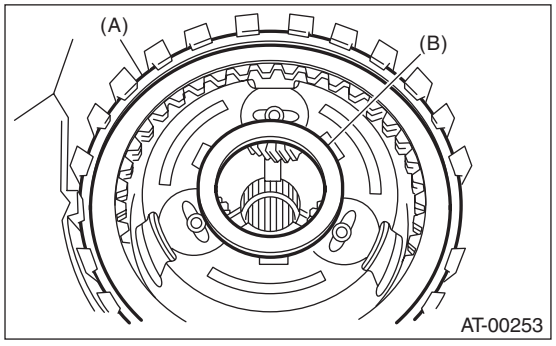
(A) High clutch hub
(B) Thrust needle bearing

13) Take out the front sun gear and thrust needle bearing.



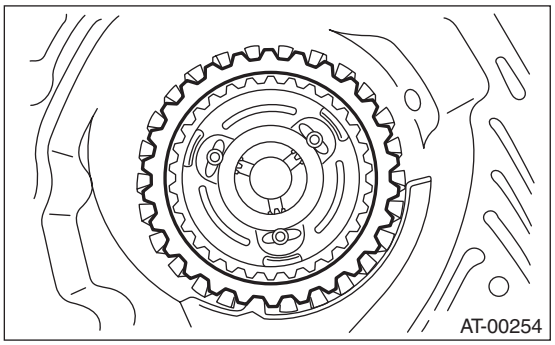
(A) Front sun gear
(B) Thrust needle bearing

14) Remove the snap ring and thrust needle bearing.

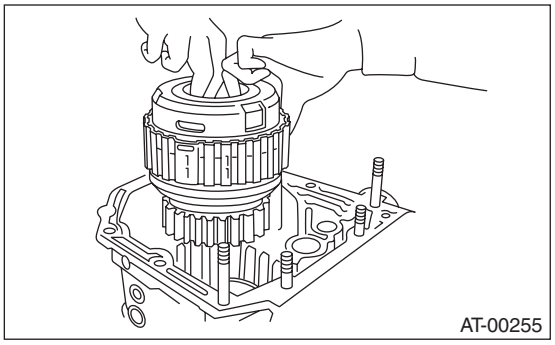


(A) Snap ring
(B) Thrust needle bearing

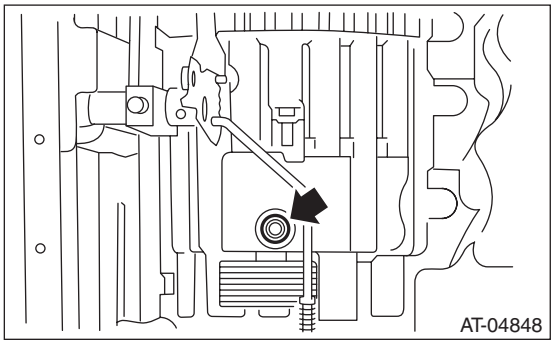
15) Take out the retaining plate, drive plate and driven plate of the 2-4 brake.



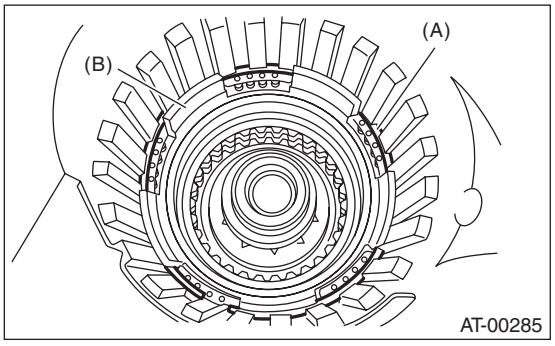
16) Take out the thrust needle bearing, planetary gear assembly and low clutch assembly.



17) Remove the 2-4 brake seal.

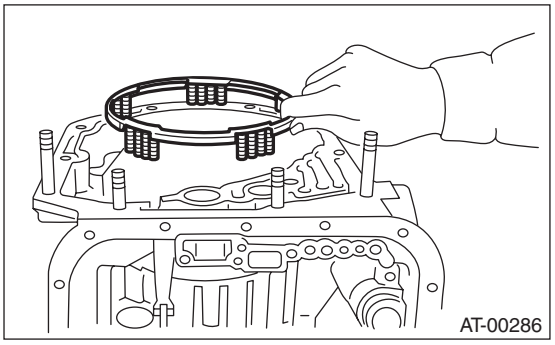


18) Remove the snap ring.

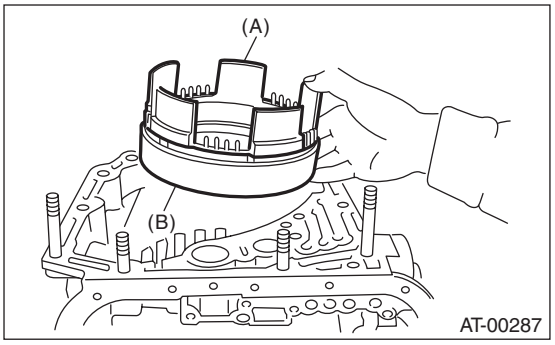


(A) Snap ring
(B) 2-4 brake piston

19) Take out the 2-4 brake spring retainer.

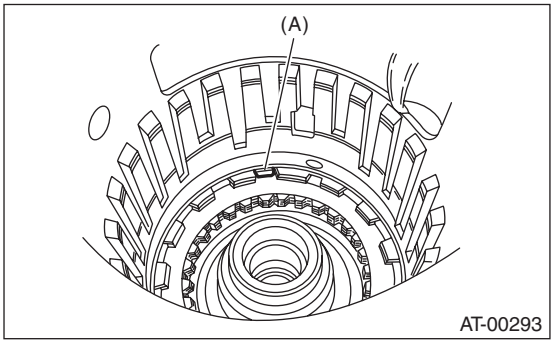


20) Remove the 2-4 brake piston and 2-4 brake piston retainer while taking care not to damage them.



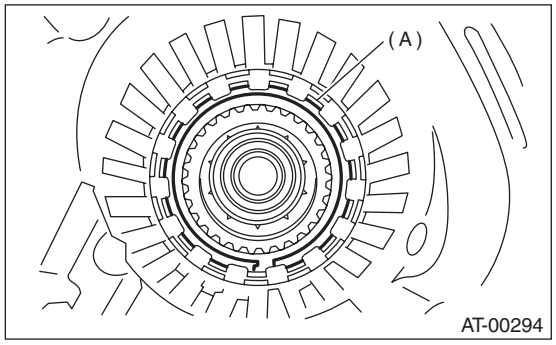
(A) 2-4 brake piston
(B) 2-4 brake piston retainer

21) Pull out the leaf spring of the low & reverse brake while being careful not to bend it.



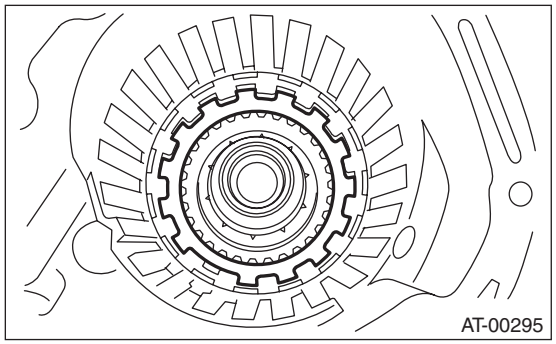
(A) Leaf spring

22) Remove the snap ring.

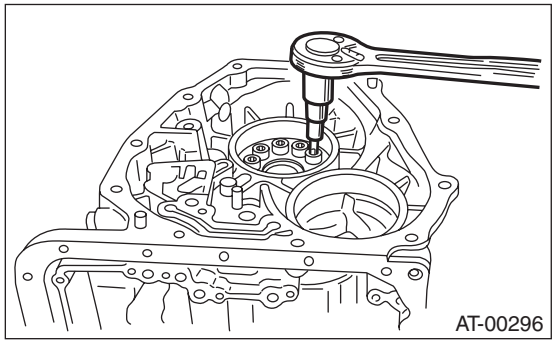


(A) Snap ring

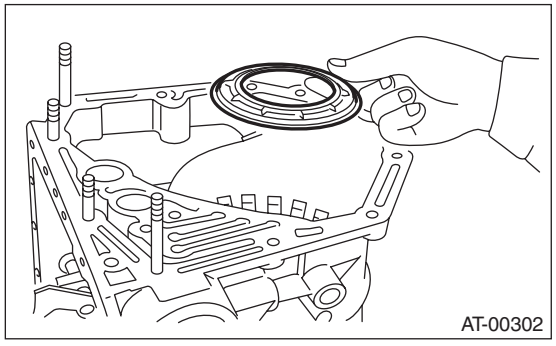
23) Take out the retaining plate, drive plate, driven plate and dish plate of the low & reverse brake.



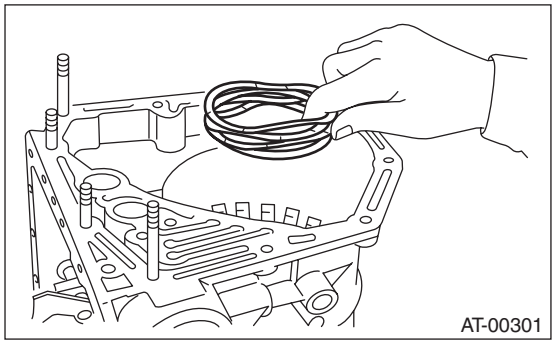
24) Turn the transmission case upside down, and then take out the socket bolts while holding the one-way clutch inner race by hand.



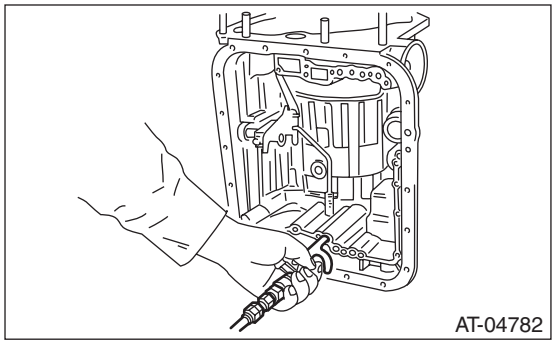
25) Remove the spring retainer.



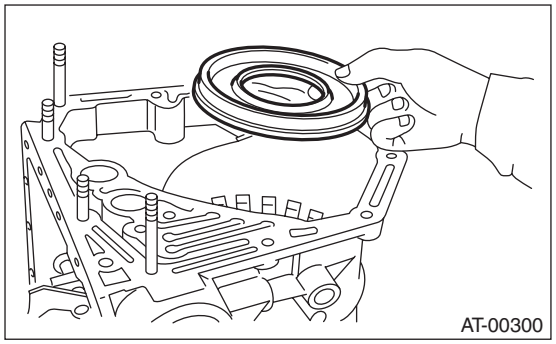
26) Take out the return spring.



27) Apply compressed air.



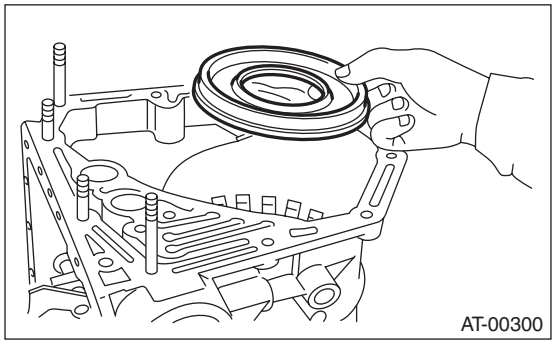
28) Take out the low & reverse brake piston.



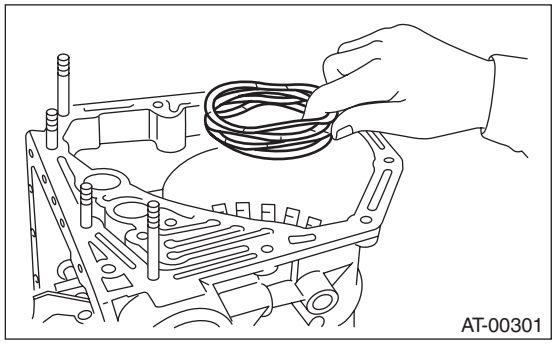
B: INSTALLATION

1) Apply ATF to the lip, and install the low & reverse brake piston.

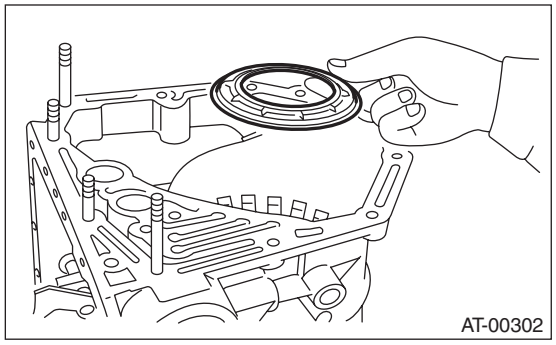
NOTE:
Take care not to damage the lip seal.



2) Install the return spring.

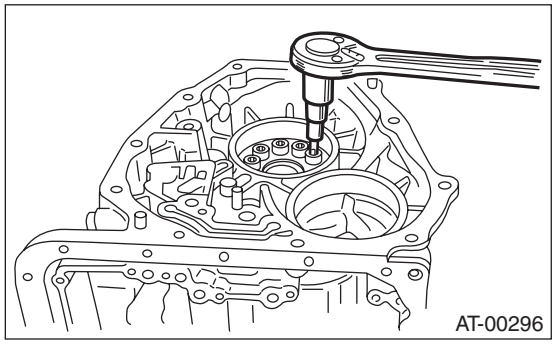


3) Install the spring retainer.



4) Install the one-way clutch inner race.
5) Tighten the socket head bolts evenly from the rear side of transmission case.

Tightening torque:
25 N·m (2.5 kgf-m, 18.4 ft-lb)



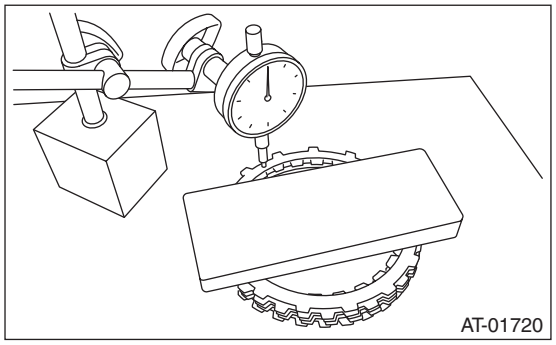
6) Place the front side of transmission body up.
7) Install the thrust needle bearing.
8) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
9) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.

10) Scale and record the weight "Z" of the flat board that will be placed on the retaining plate.

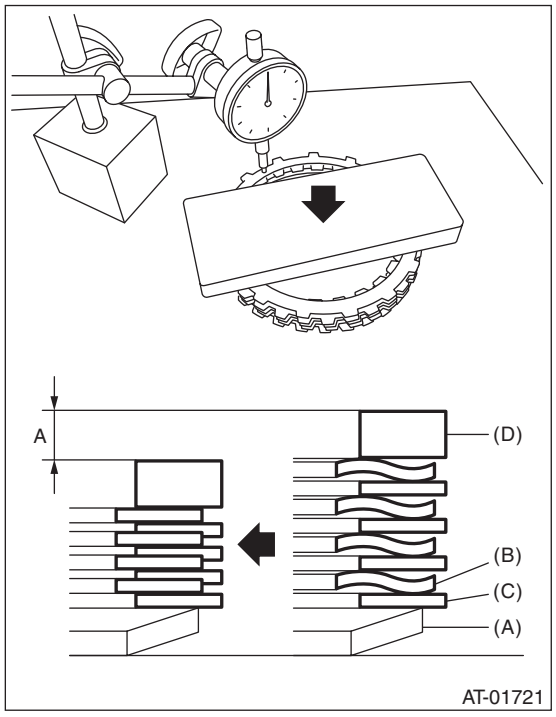
NOTE:
• Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
• Use a flat board weighing less than 8.5 kgf (18.7 lb).

11) Put the flat board on retaining plate.



12) Using the following formula, read the push/pull gauge, and calculate "N".
N = 83 N (8.5 kgf, 18.7 lb) – Z
N: Value indicated on push/pull gauge
83 N (8.5 kgf, 18.7 lb) : Load applied to clutch plate
Z: Flat board weight
13) Press the center of retaining plate with a force of N using a push/pull gauge, and measure and record height "A". Measure at three or more locations spaced by equal distances and take the average value.

NOTE:
If measuring in three locations, measure every 120°. If measuring in four locations, measure every 90°.

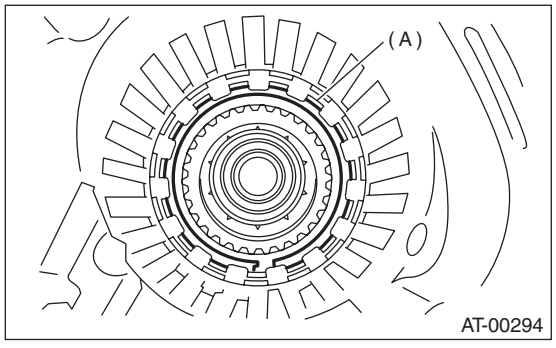


A Measured value

(A) Dish plate
(B) Drive plate
(C) Driven plate
(D) Retaining plate

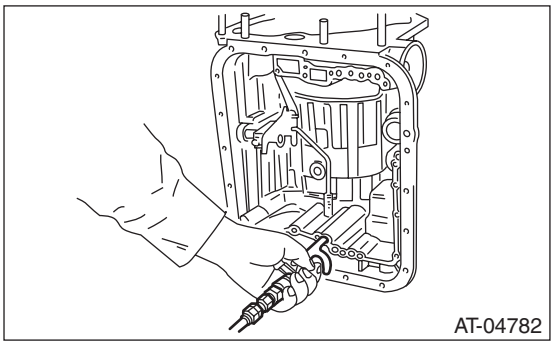
14) Installation of the low & reverse brake:
Install the dish plate, driven plate, drive plate and retaining plate, and then secure them with a snap ring.

NOTE:
Pay attention to the orientation of the dish plate.



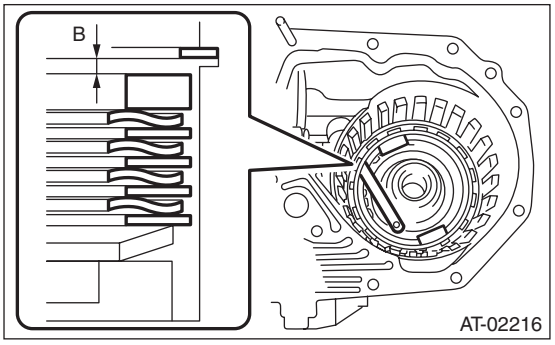
(A) Snap ring

15) Apply compressed air intermittently to check for operation.



16) Place same thickness shims on both sides to prevent plate from tilting, then measure and record the clearance “B”.

NOTE:
Do not push in the shim down with force to a point where the waves on the drive plate will be crushed.



B Measured value

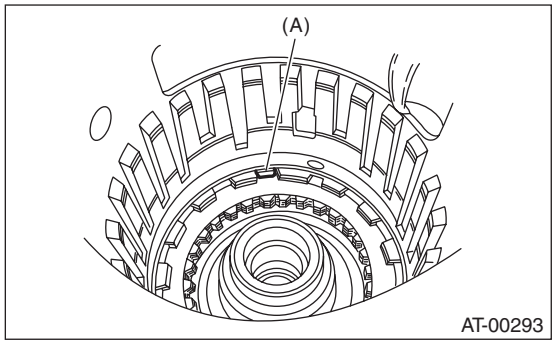
17) Piston stroke calculation
Calculate from the recorded dimension A and B, and if the service limit is exceeded, replace the drive plate with a new part, and select a retaining plate to make an adjustment so that it is within standard.
T = A + B
T: Piston stroke
A: Amount of drive plate compression
B: Clearance between retaining plate and snap ring

Non-turbo model
Initial standard:
2.15 — 2.65 mm (0.085 — 0.104 in)
Limit thickness:
2.95 mm (0.116 in)

Turbo model
Initial standard:
2.70 — 3.20 mm (0.106 — 0.126 in)
Limit thickness:
3.90 mm (0.154 in)

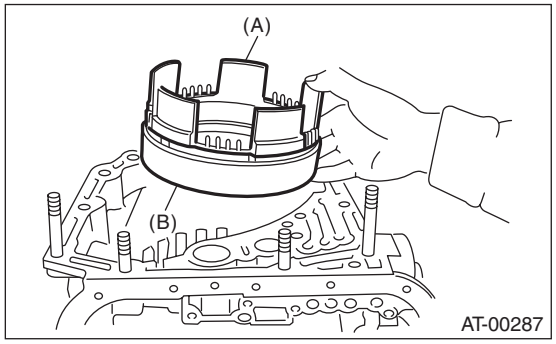
Retaining plate	
Part No.	Thickness mm (in)
31667AA420	3.8 (0.150)
31667AA320	4.1 (0.161)
31667AA330	4.4 (0.173)
31667AA340	4.7 (0.185)
31667AA350	5.0 (0.197)
31667AA360	5.3 (0.209)
31667AA370	5.6 (0.220)
31667AA380	5.9 (0.232)

18) Install the leaf spring of the low & reverse brake.



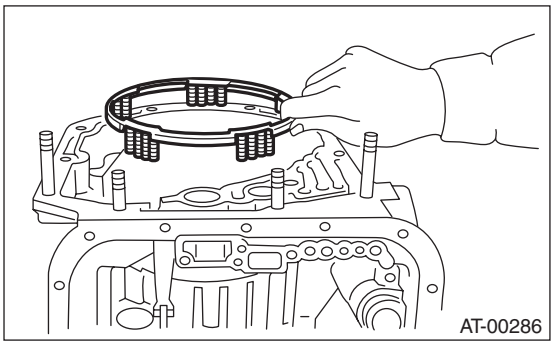
(A) Leaf spring

19) Install the 2-4 brake piston and 2-4 brake retainer by aligning the hole of the 2-4 brake retainer with the hole on the transmission case.

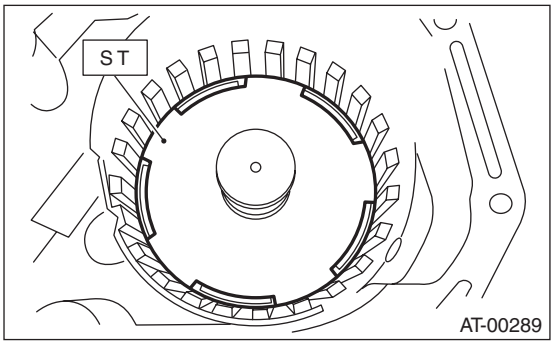


(A) 2-4 brake piston
(B) 2-4 brake piston retainer

20) Install the 2-4 brake piston spring retainer to the transmission case.

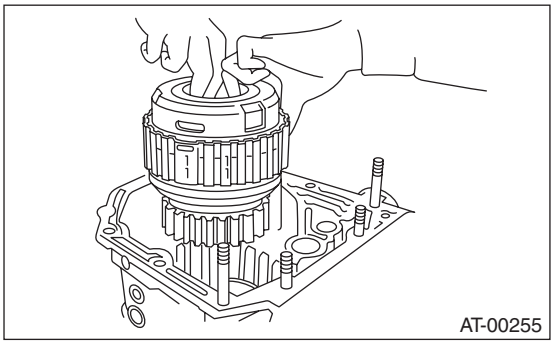


21) Position the snap ring in the transmission. Using ST, press the snap ring into the specified location.
ST 498677100 COMPRESSOR



22) Install the planetary gear and low clutch assembly to the transmission case.

NOTE:
Install carefully while rotating the low clutch and planetary gear assembly slowly, being careful not to damage the seal ring.



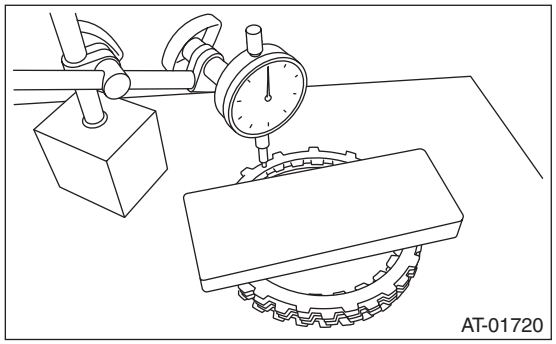
23) Measure the amount of drive plate compression and record that value. (non-turbo model)
(1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
(2) Set the dial gauge to the clutch, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.

(3) Scale and record the weight “Z” of the flat board that will be placed on the retaining plate.

NOTE:
• Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
• Use a flat board weighing less than 10.2 kg (22.5 lb).

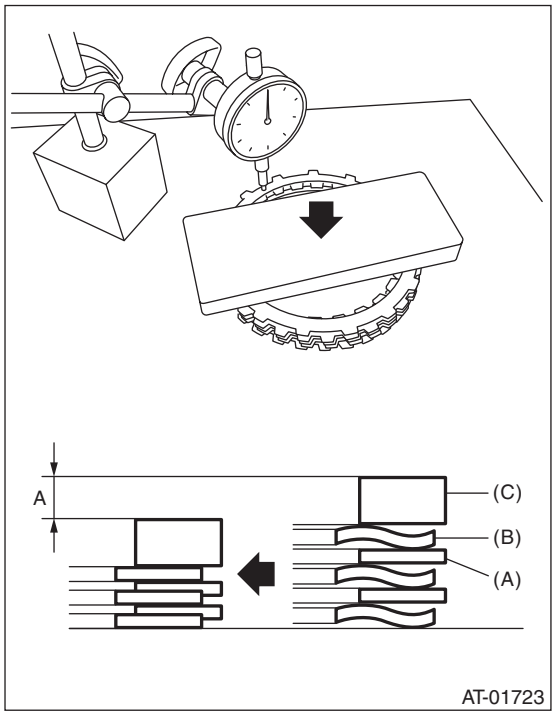
(4) Put the flat board on retaining plate.



(5) Using the following formula, read the push/pull gauge, and calculate “N”.
N = 100 N (10.2 kgf, 22.5 lb) – Z
N: Value indicated on push/pull gauge
100 N (10.2 kgf, 22.5 lb) : Load applied to clutch plate
Z: Flat board weight

(6) Press the center of retaining plate with a force of N using a push/pull gauge, and measure and record height “A”. Measure at three or more locations spaced by equal distances and take the average value.

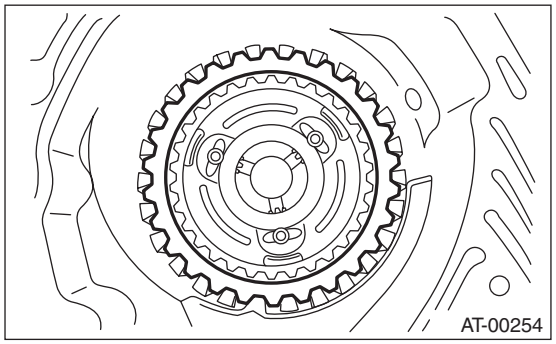
NOTE:
If measuring in three locations, measure every 120°. If measuring in four locations, measure every 90°.



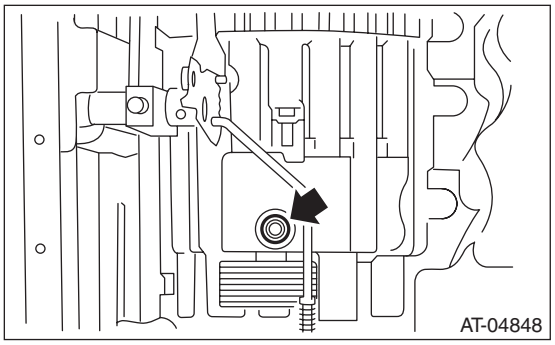
A Measured value

(A) Driven plate
(B) Drive plate
(C) Retaining plate

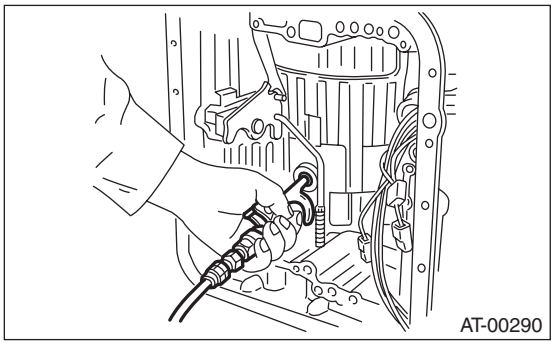
24) Install the pressure rear plate, 2-4 brake drive plate, driven plate, retaining plate and snap ring.



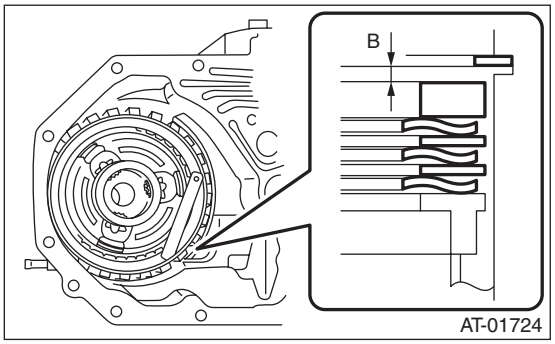
25) Install a new 2-4 brake seal to the transmission case.



26) After all 2-4 brake component parts have been installed, blow in air intermittently and confirm the operation of the brake.



27) Check the piston stroke. (non-turbo model)
(1) Measure clearance “B” between the retaining plate and snap ring.
At this time, do not press down the retaining plate.



B Measured value

(2) Piston stroke calculation
Calculate with A and B dimensions recorded before. If the calculated value exceeds the service limits, replace the drive plate and select and adjust the retaining plate to be within standard values.

T = A + B
T: Piston stroke
A: Amount of drive plate compression
B: Clearance between retaining plate and snap ring

Initial standard:
1.7 — 2.1 mm (0.067 — 0.083 in)
Limit thickness:
2.3 mm (0.091 in)

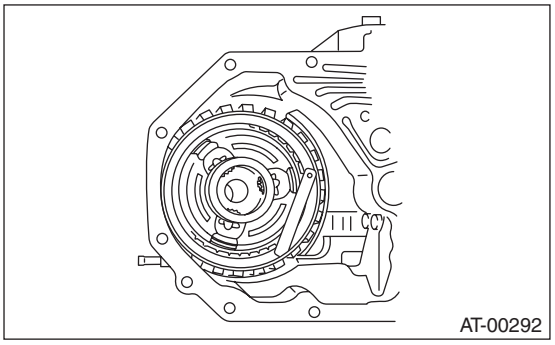
Retaining plate	
Part No.	Thickness mm (in)
31567AA991	5.6 (0.220)
31567AB001	5.8 (0.228)
31567AB011	6.0 (0.236)
31567AB021	6.2 (0.244)
31567AB031	6.4 (0.252)
31567AB041	6.6 (0.260)

28) Check the clearance between the retaining plate and snap ring. (Turbo model)

NOTE:
If the clearance exceeds the service limits, replace the driven plate and select and adjust the retaining plate to make the clearance fall within initial standard values.

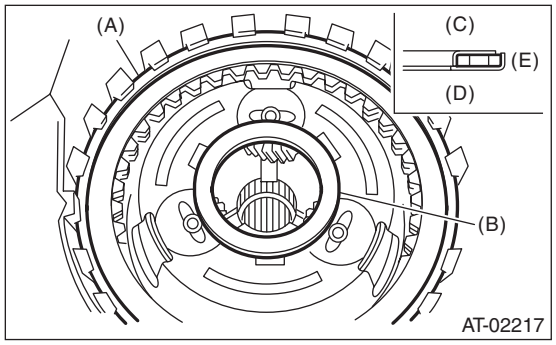
Initial standard:
0.8 — 1.2 mm (0.031 — 0.047 in)

Limit thickness:
1.5 mm (0.059 in)



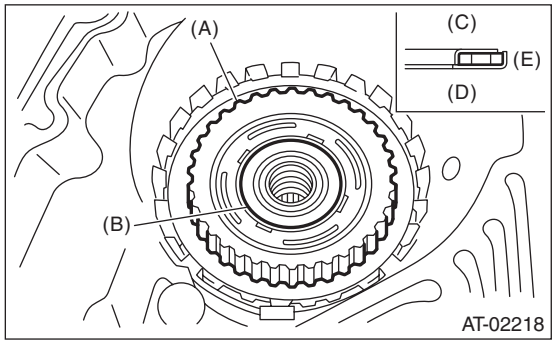
Retaining plate	
Part No.	Thickness mm (in)
31567AA991	5.6 (0.220)
31567AB001	5.8 (0.228)
31567AB011	6.0 (0.236)
31567AB021	6.2 (0.244)
31567AB031	6.4 (0.252)
31567AB041	6.6 (0.260)

29) Install the thrust needle bearing in the correct direction.



(A) Snap ring
(B) Thrust needle bearing
(C) Upside
(D) Downside
(E) Outside

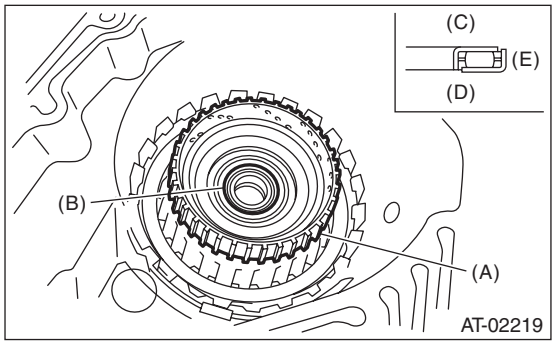
30) Install the front sun gear and the thrust needle bearing.



(A) Front sun gear
(B) Thrust needle bearing
(C) Upside
(D) Downside
(E) Outside

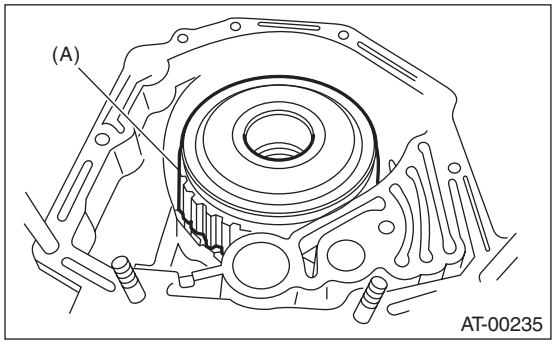
31) Apply vaseline, and attach the thrust needle bearing to the high clutch hub, then engage the splines of the front planetary carrier correctly to install the high clutch hub.

32) Install the thrust needle bearing in the correct direction.



(A) High clutch hub
(B) Thrust needle bearing
(C) Upside
(D) Downside
(E) Outside

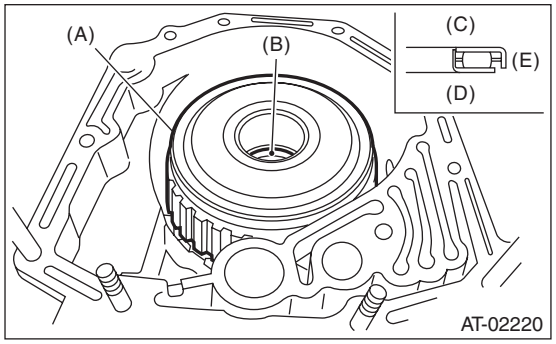
33) Install the high clutch assembly and reverse clutch assembly.



(A) High clutch ASSY and reverse clutch ASSY

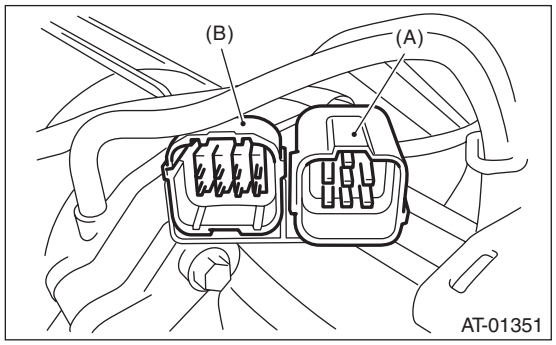
34) Adjust the total end play. <Ref. to 4AT-87, ADJUSTMENT, Oil Pump Housing.>

35) Install the thrust needle bearing in the correct direction.



(A) High clutch ASSY and reverse clutch ASSY
(B) Thrust needle bearing
(C) Upside
(D) Downside
(E) Outside

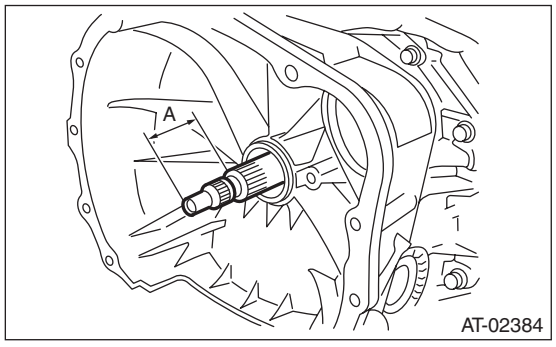
36) Install a new gasket along with the oil pump housing assembly. <Ref. to 4AT-83, INSTALLATION, Oil Pump Housing.>
37) Install the converter case to the transmission case assembly. <Ref. to 4AT-81, INSTALLATION, Converter Case.>
38) Insert the inhibitor switch connector and transmission harness connector onto the stay.



(A) Transmission harness connectors
(B) Inhibitor switch connector

39) Install the air breather hose. <Ref. to 4AT-64, INSTALLATION, Air Breather Hose.>
40) Install the ATF cooler pipe. <Ref. to 4AT-62, INSTALLATION, ATF Cooler Pipe and Hose.>
41) Install the oil charge pipe together with an O-ring. <Ref. to 4AT-65, INSTALLATION, Oil Charge Pipe.>
42) Insert the input shaft while rotating it lightly by hand, and then check the amount of protrusion.

Normal protrusion A:
50 — 55 mm (1.97 — 2.17 in)



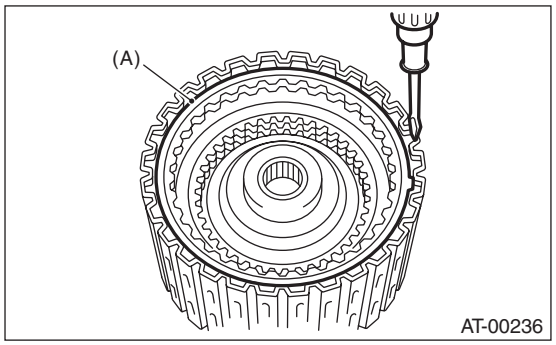
A Measured value

43) Install the torque converter clutch assembly. <Ref. to 4AT-66, INSTALLATION, Torque Converter Clutch Assembly.>
44) Install the transmission assembly to the vehicle. <Ref. to 4AT-37, INSTALLATION, Automatic Transmission Assembly.>

C: DISASSEMBLY

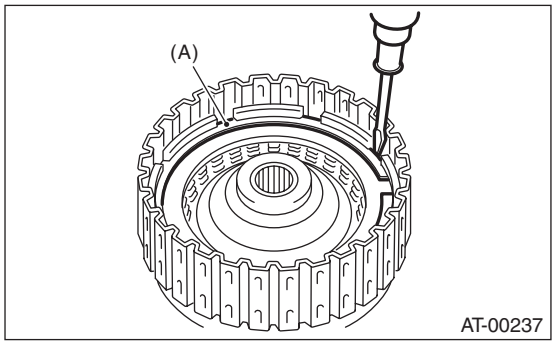
1. HIGH CLUTCH AND REVERSE CLUTCH

1) Remove the snap ring, and then take out the retaining plate, drive plate and driven plate.



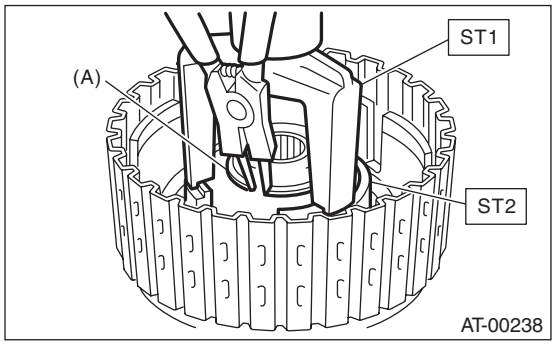
(A) Snap ring

2) Remove the snap ring, and then take out the retaining plate, drive plate and driven plate.



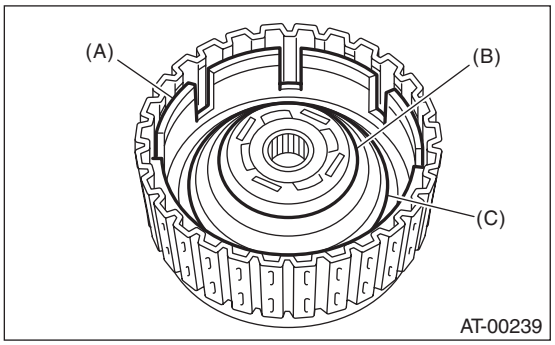
(A) Snap ring

3) Using the ST1 and ST2, remove the snap ring.
ST1 398673600 COMPRESSOR
ST2 498627100 SEAT



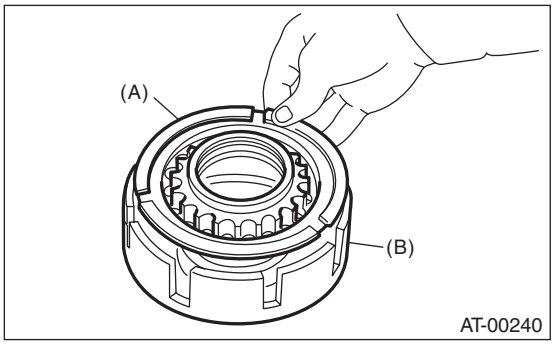
(A) Snap ring

4) Take out the clutch cover, spring retainer, high clutch piston and reverse clutch piston.



(A) Reverse clutch piston
(B) Clutch cover
(C) Return spring

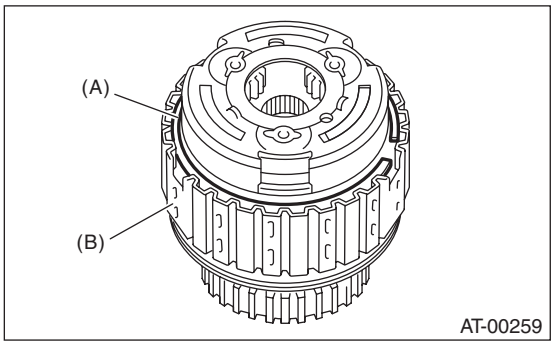
5) Remove the seal ring and lip seal from the high clutch piston and reverse clutch piston.



(A) High clutch piston
(B) Reverse clutch piston

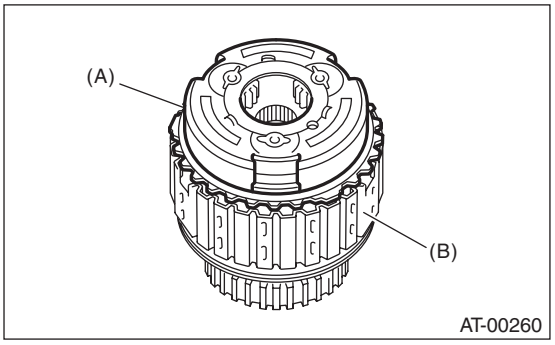
2. PLANETARY GEAR AND LOW CLUTCH

1) Remove the snap ring from low clutch drum.



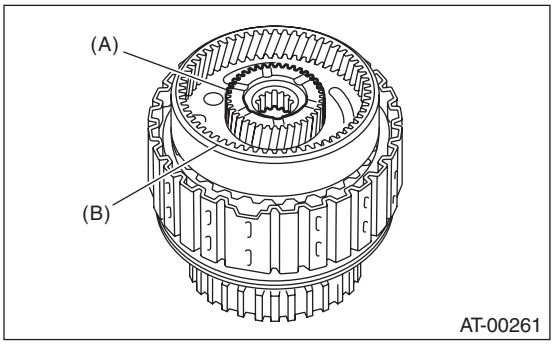
(A) Snap ring
(B) Low clutch drum

2) Take out the front planetary carrier.



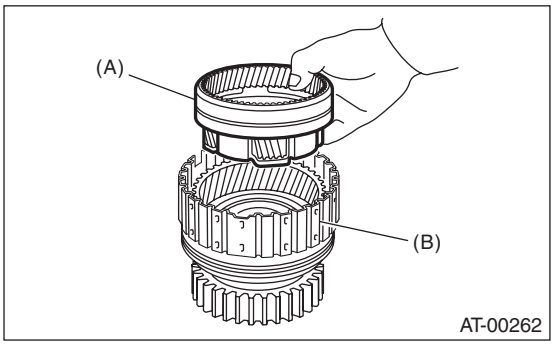
(A) Front planetary carrier
(B) Low clutch drum

3) Take out the rear sun gear.



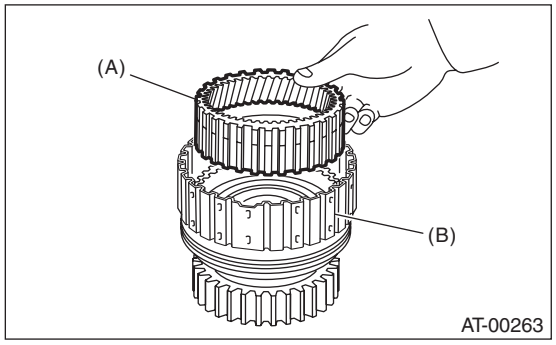
(A) Rear sun gear
(B) Rear planetary carrier

4) Take out the rear planetary carrier, washer and thrust needle bearing.



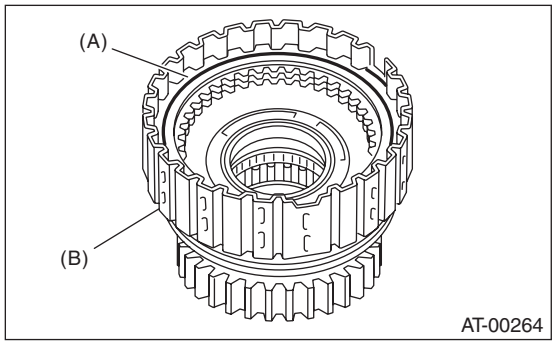
(A) Rear planetary carrier
(B) Low clutch drum

5) Take out the rear internal gear.



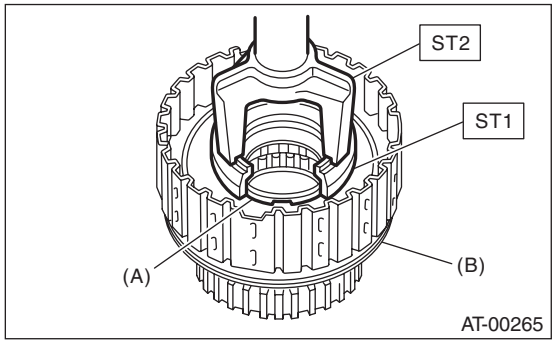
(A) Rear internal gear
(B) Low clutch drum

6) Remove the snap ring from low clutch drum.



(A) Snap ring
(B) Low clutch drum

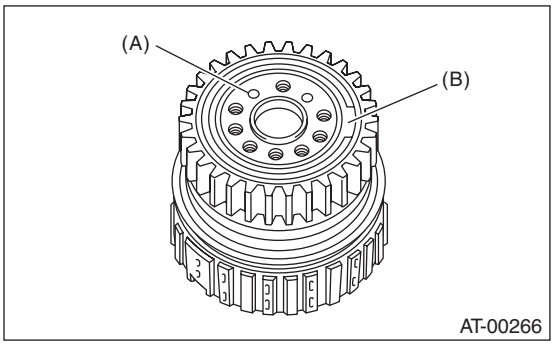
7) Compress the spring retainer of the low & reverse brake, and remove the snap ring from the low clutch drum using ST1 and ST2.
ST1 498627100 SEAT
ST2 398673600 COMPRESSOR



(A) Snap ring
(B) Low clutch drum

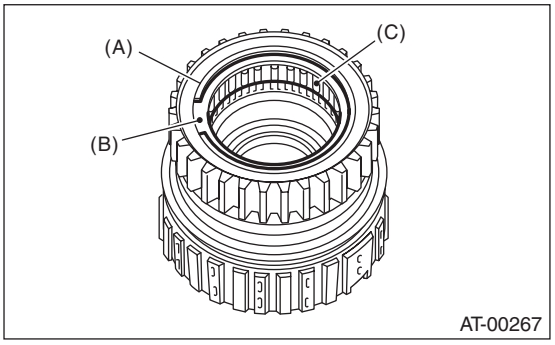
8) Remove the one-way clutch. <Ref. to 4AT-100, REMOVAL, AT Main Case.>

9) Install the one-way clutch inner race to the low clutch drum, and then apply compressed air to remove the low clutch piston.



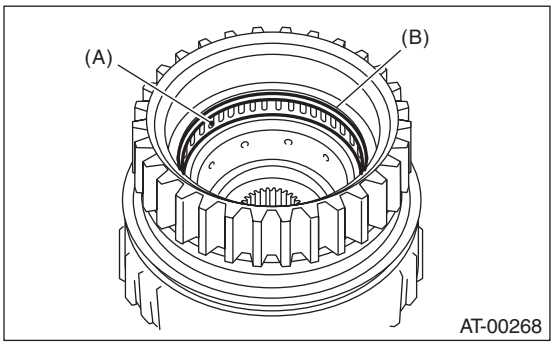
(A) Apply compressed air.
(B) One-way clutch inner race

10) Remove the one-way clutch inner race.
11) Remove the one-way clutch after taking out the snap ring.



(A) Snap ring
(B) Plate
(C) One-way clutch

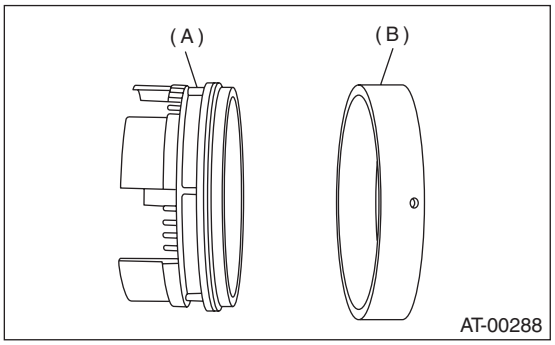
12) Remove the needle bearing after taking out the snap ring.



(A) Needle bearing
(B) Snap ring

3. 2-4 BRAKE

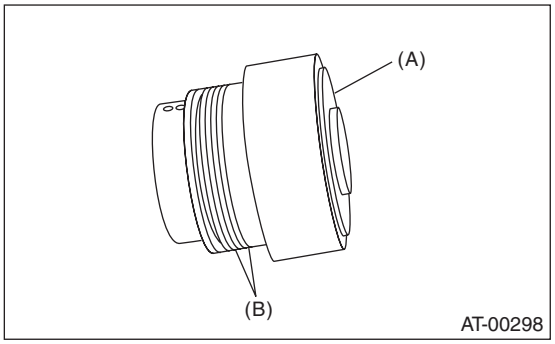
Separate the 2-4 brake piston and piston retainer.



(A) 2-4 brake piston
(B) 2-4 brake piston retainer

4. ONE-WAY CLUTCH INNER RACE

1) Remove the seal ring.

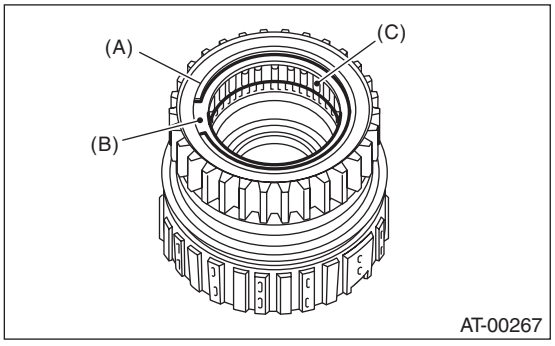


(A) One-way clutch inner race
(B) Seal ring

2) Remove the needle bearing using ST.
ST 398527700 PULLER ASSY

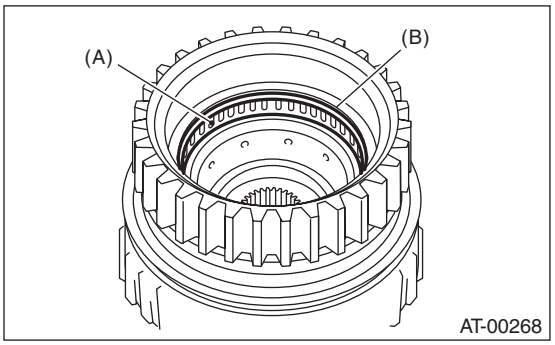
5. ONE-WAY CLUTCH OUTER RACE

1) Remove the one-way clutch after taking out the snap ring.



(A) Snap ring
(B) Plate
(C) One-way clutch

2) Remove the needle bearing after taking out the snap ring.



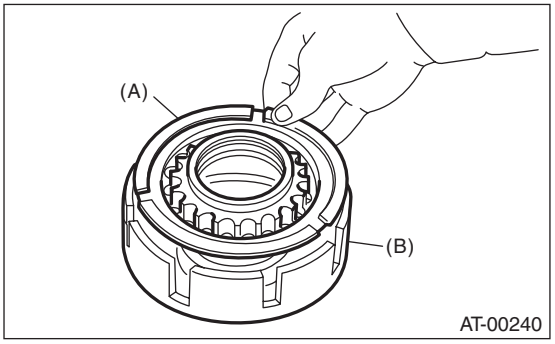
(A) Needle bearing
(B) Snap ring

D: ASSEMBLY

1. HIGH CLUTCH AND REVERSE CLUTCH

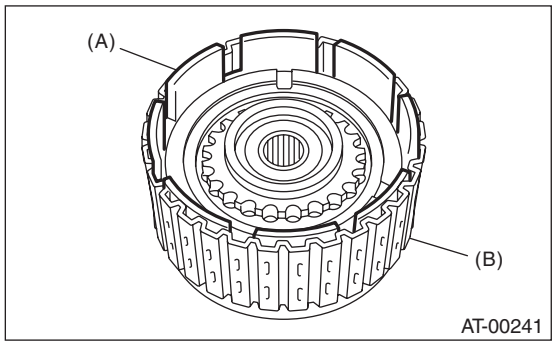
1) Install a new seal ring and lip seal to the high clutch piston and reverse clutch piston.
2) Install the high clutch piston to the reverse clutch piston.

NOTE:
Be careful not to damage the seal ring and lip seal.



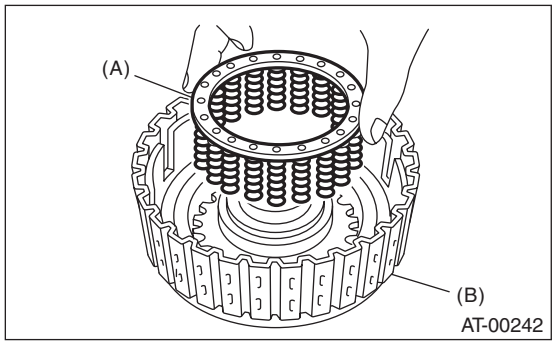
(A) High clutch piston
(B) Reverse clutch piston

3) Install the reverse clutch piston to the high clutch drum. Align the groove on reverse clutch piston with the groove on high clutch drum during installation.



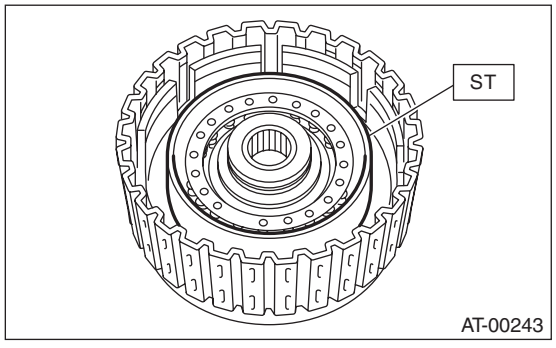
(A) Reverse clutch piston
(B) High clutch drum

4) Install the spring retainer to the high clutch piston.



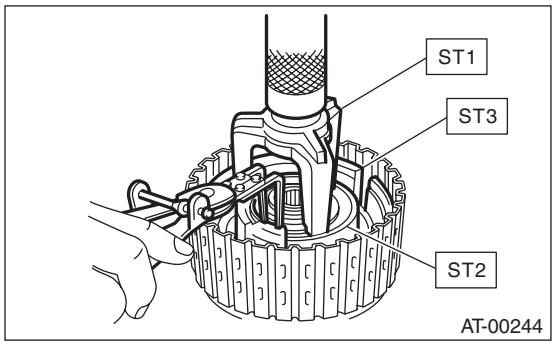
(A) Spring retainer
(B) High clutch drum

5) Attach the ST to the high clutch piston.
ST 498437000 HIGH CLUTCH PISTON GUIDE



6) Install the cover to the high clutch piston while making sure not to bend the high clutch piston seal.

7) Install the snap ring by using ST1, ST2 and ST3.
ST1 398673600 COMPRESSOR
ST2 498627100 SEAT
ST3 498437000 HIGH CLUTCH PISTON GUIDE



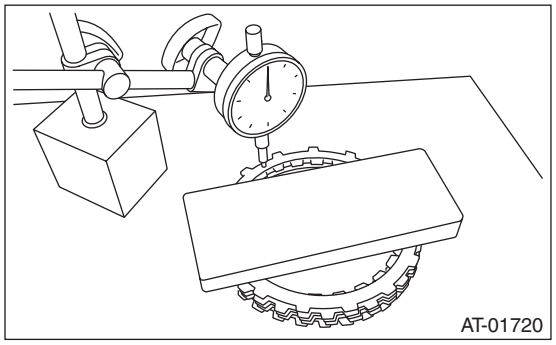
8) Measure the amount of drive plate compression and record that value. (non-turbo model)
(1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
(2) Set the dial gauge to the clutch, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.

(3) Scale and record the weight “Z” of the flat board that will be placed on the retaining plate.

NOTE:
• Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
• Use a flat board weighing less than 25.5 kg (25.49 kg).

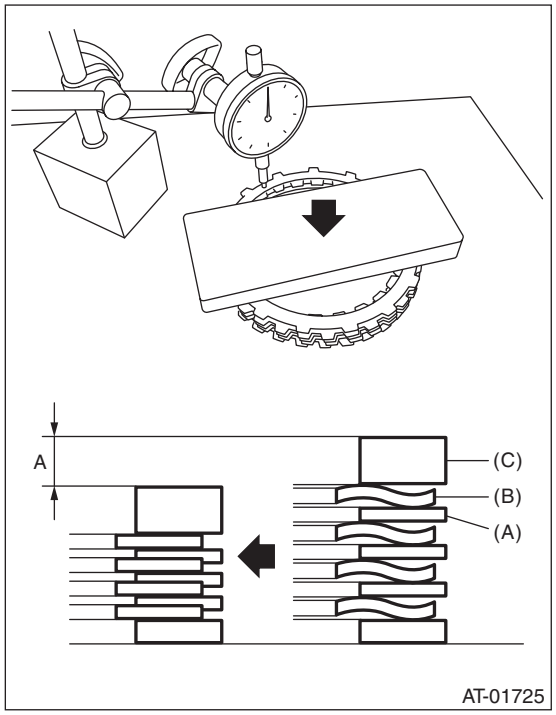
(4) Put the flat board on retaining plate.



(5) Using the following formula, read the push/pull gauge, and calculate “N”.
N = 250 N (25.5 kgf, 56.2 lb) – Z
N: Value indicated on push/pull gauge
250 N (25.5 kgf, 56.2 lb) : Load applied to clutch plate
Z: Flat board weight

(6) Press the center of retaining plate with a force of N using a push/pull gauge, and measure and record height “A”. Measure at three or more locations spaced by equal distances and take the average value.

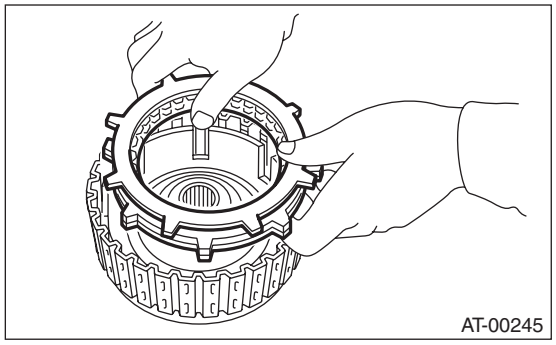
NOTE:
If measuring in three locations, measure every 120°. If measuring in four locations, measure every 90°.



A Measured value

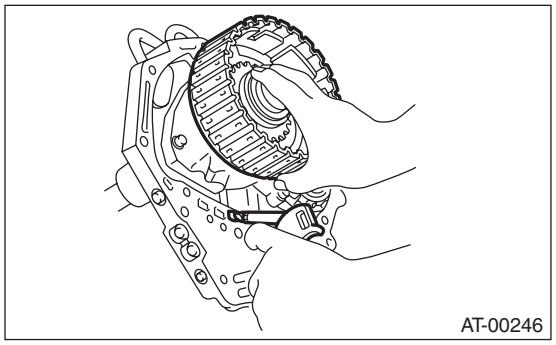
(A) Driven plate
(B) Drive plate
(C) Retaining plate

9) Install the thickest driven plate to piston side, and then install the driven plate, drive plate, retaining plate to high clutch drum.

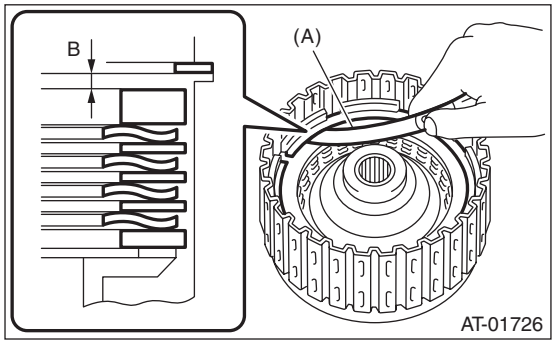


10) Install the snap ring to high clutch drum.

11) Apply compressed air intermittently to check for operation.



12) Check the piston stroke. (non-turbo model)
(1) Measure clearance “B” between the retaining plate and snap ring. (High clutch) At this time, do not press down the retaining plate.



B Measured value

(A) Thickness gauge

(2) Piston stroke calculation
Calculate with A and B dimensions recorded before. If the calculated value exceeds the service limits, replace the drive plate and select and adjust the retaining plate to be within initial standard values.
T = A + B
T: Piston stroke
A: Amount of drive plate compression
B: Clearance between retaining plate and snap ring

Initial standard:
2.0 — 2.3 mm (0.079 — 0.091 in)

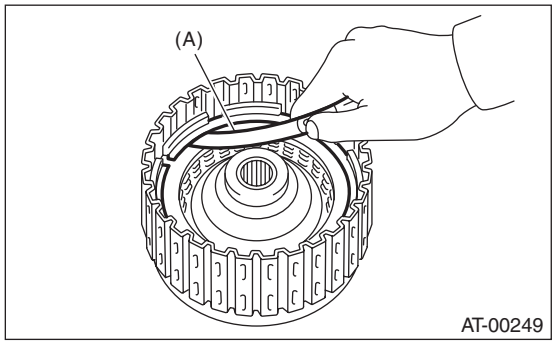
Limit thickness:
2.6 mm (0.102 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AA710	4.7 (0.185)
31567AA720	4.8 (0.189)
31567AA730	4.9 (0.193)
31567AA740	5.0 (0.197)
31567AA670	5.1 (0.201)
31567AA680	5.2 (0.205)
31567AA690	5.3 (0.209)
31567AA700	5.4 (0.213)

13) Measure the clearance between the high clutch retaining plate and snap ring. (Turbo model) At this time, do not press down the retaining plate.

Initial standard:
0.8 — 1.1 mm (0.031 — 0.043 in)

Limit thickness:
1.5 mm (0.059 in)



(A) Thickness gauge

If the clearance exceeds the service limits, replace the drive plate, then select and adjust the retaining plate so that the clearance is within default standard values.

High clutch retaining plate	
Part No.	Thickness mm (in)
31567AA710	4.7 (0.185)
31567AA720	4.8 (0.189)
31567AA730	4.9 (0.193)
31567AA740	5.0 (0.197)
31567AA670	5.1 (0.201)
31567AA680	5.2 (0.205)
31567AA690	5.3 (0.209)
31567AA700	5.4 (0.213)

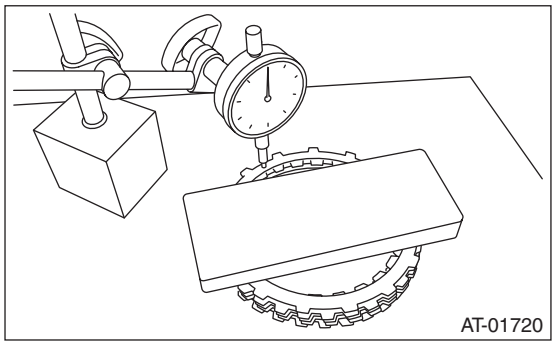
14) Selection of the reverse clutch retaining plate
(1) Place the dish plate, driven plate, drive plate and retaining plate neatly in this order on surface table.
(2) Set the dial gauge to retaining plate, and read its scale.

NOTE:
The value, which is read in the gauge at this time, is zero point.

(3) Scale and record the weight “Z” of the flat board that will be placed on the retaining plate.

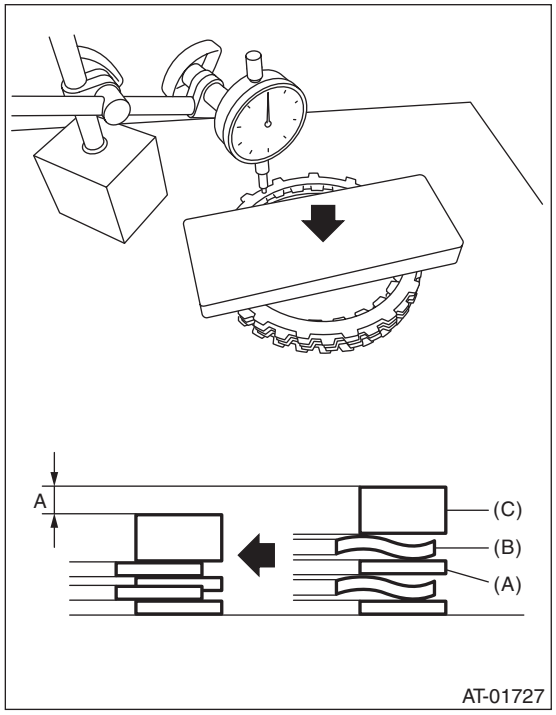
NOTE:
• Use a stiff board which does not bend against load as a flat board to be put on retaining plate.
• Use a flat board weighing less than 15.3 kg (33.7 lb).

(4) Put the flat board on retaining plate.



(5) Using the following formula, read the push/pull gauge, and calculate “N”.
N = 150 N (15.3 kgf, 33.7 lbf) – Z
N: Value indicated on push/pull gauge
150 N (15.3 kgf, 33.7 lbf): Load applied to the clutch plate
Z: Flat board weight
(6) Press the center of retaining plate with a force of N using a push/pull gauge, and measure and record height “A”. Measure at three or more locations spaced by equal distances and take the average value.

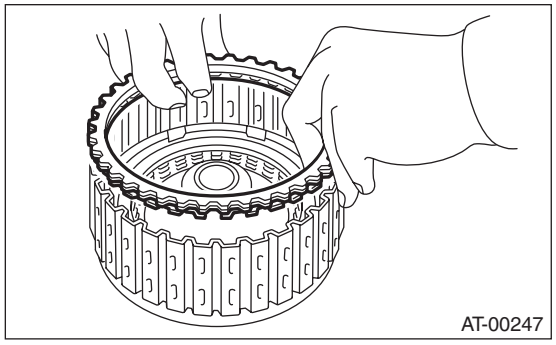
NOTE:
If measuring in three locations, measure every 120°. If measuring in four locations, measure every 90°.



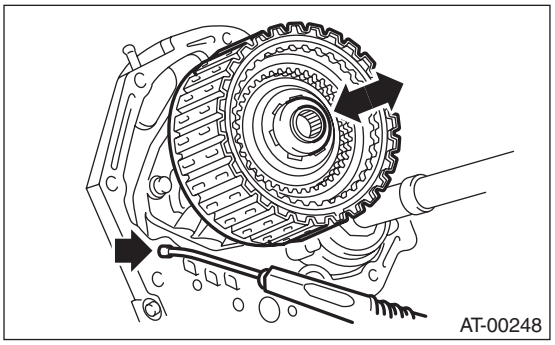
A Measured value

(A) Driven plate
(B) Drive plate
(C) Retaining plate

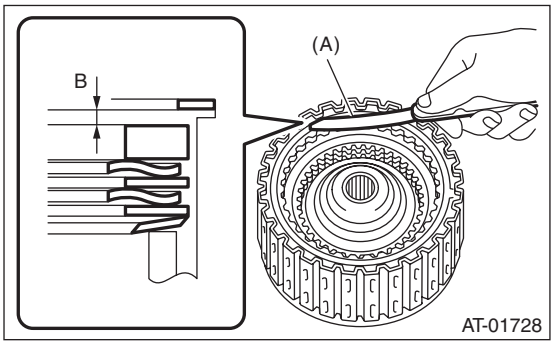
(7) Install the driven plate, drive plate, retaining plate and snap ring.



(8) Apply compressed air intermittently to check for operation.



(9) Measure and record the clearance “B” between the retaining plate and snap ring. (Reverse clutch) At this time, do not press down the retaining plate.



B Measured value

(A) Thickness gauge

(10) Piston stroke calculation
Calculate with A and B dimensions recorded before. If the calculated value exceeds the service limits, replace the drive plate and select and adjust the retaining plate to be within initial standard values.
T = A + B
T: Piston stroke
A: Amount of drive plate compression
B: Clearance between retaining plate and snap ring

Initial standard:
1.1 — 1.4 mm (0.043 — 0.055 in)

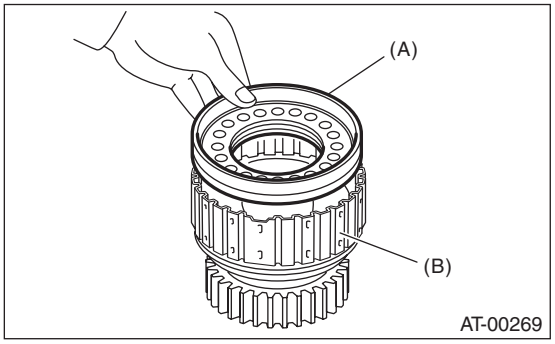
Limit thickness:
1.6 mm (0.063 in)

Retaining plate	
Part No.	Thickness mm (in)
31567AA910	4.0 (0.157)
31567AA920	4.2 (0.165)
31567AA930	4.4 (0.173)
31567AA940	4.6 (0.181)
31567AA950	4.8 (0.189)
31567AA960	5.0 (0.197)
31567AA970	5.2 (0.205)
31567AA980	5.4 (0.213)

2. PLANETARY GEAR AND LOW CLUTCH

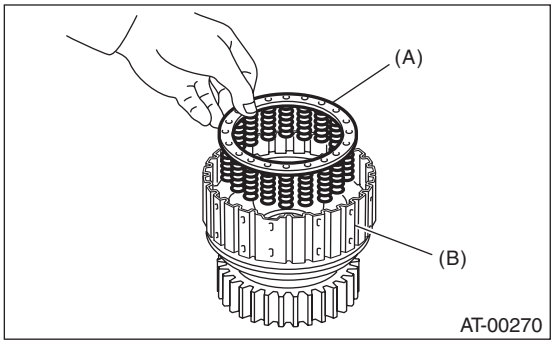
1) Apply ATF to a new D-ring, and install it to the low clutch piston.
2) Install the low clutch piston to low clutch drum.

NOTE:
Be careful not to damage the D-ring.



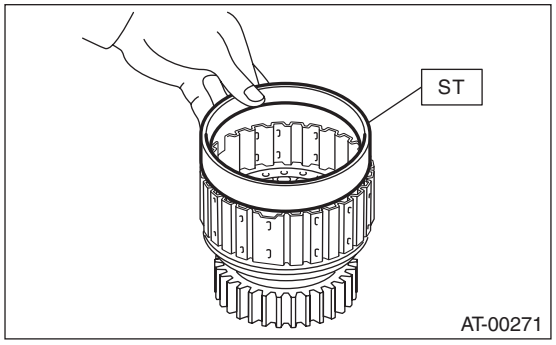
(A) Low clutch piston
(B) Low clutch drum

3) Install the spring retainer to low clutch piston.

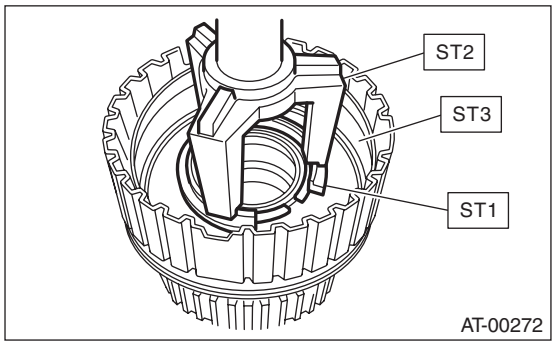


(A) Spring retainer
(B) Low clutch drum

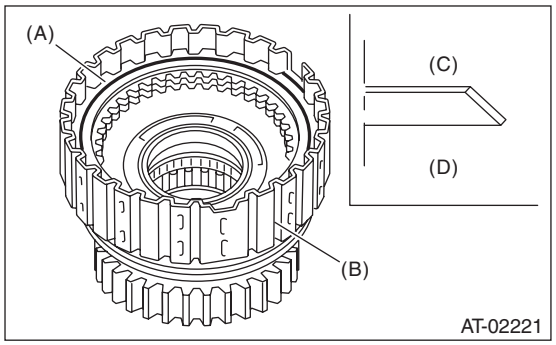
4) Attach the ST to the low clutch drum.
ST 498437100 LOW CLUTCH PISTON GUIDE



5) Using ST1, ST2 and ST3, set the cover on the piston and press against it, and attach the snap ring. At this time, be careful not to bend the cover seal.
ST1 498627100 SEAT
ST2 398673600 COMPRESSOR
ST3 498437100 LOW CLUTCH PISTON GUIDE



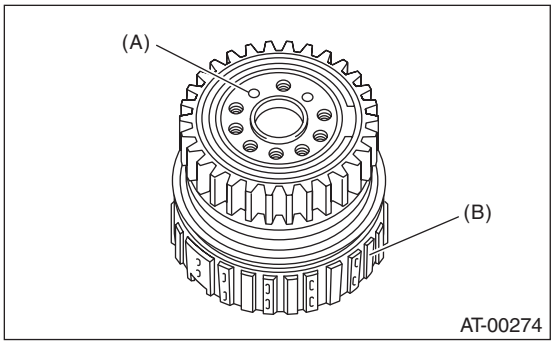
6) Install the dish plate, driven plate, drive plate and retaining plate, and then secure them with a snap ring.



(A) Snap ring
(B) Low clutch drum
(C) Dish plate
(D) Low clutch piston side

7) Check the low clutch for operation.
(1) Remove the one-way clutch. <Ref. to 4AT-100, REMOVAL, AT Main Case.>

(2) Set the one-way clutch inner race, and apply compressed air for checking.

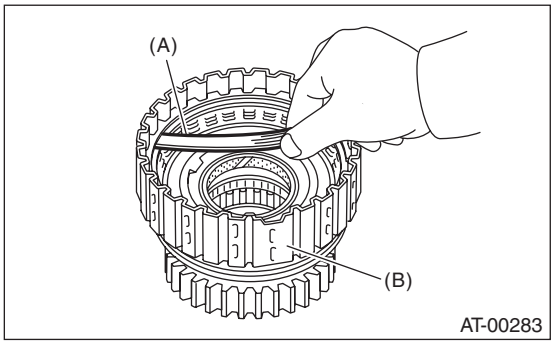


(A) Apply compressed air.
(B) Low clutch drum

8) Check the low clutch clearance.
(1) Place same thickness shims on both sides to prevent plate from tilting.
(2) Check the clearance between retaining plate and low clutch operation.

Initial standard:
0.7 — 1.1 mm (0.028 — 0.043 in)

Limit thickness:
1.6 mm (0.063 in)

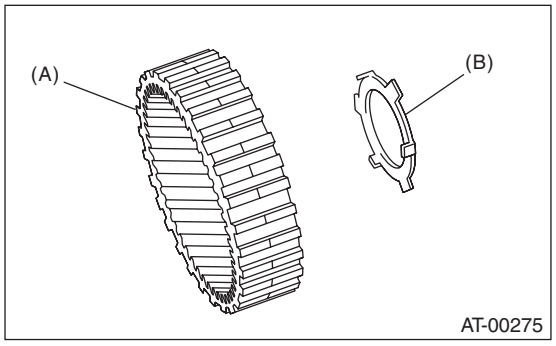


(A) Thickness gauge
(B) Low clutch drum

If the clearance exceeds the service limits, replace the drive plate, then select and adjust the retaining plate so that the clearance is within default standard values.

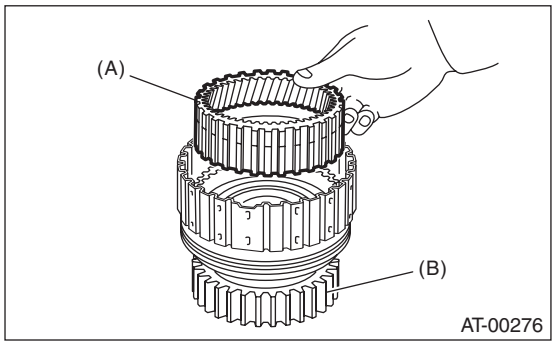
Retaining plate	
Part No.	Thickness mm (in)
31567AB050	3.8 (0.150)
31567AB060	4.0 (0.157)
31567AB070	4.2 (0.165)
31567AB080	4.4 (0.173)
31567AB090	4.6 (0.181)

9) Install the washer to the rear internal gear.



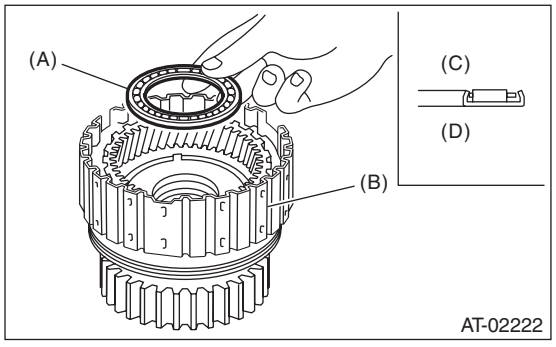
(A) Rear internal gear
(B) Washer

10) Install the rear internal gear.



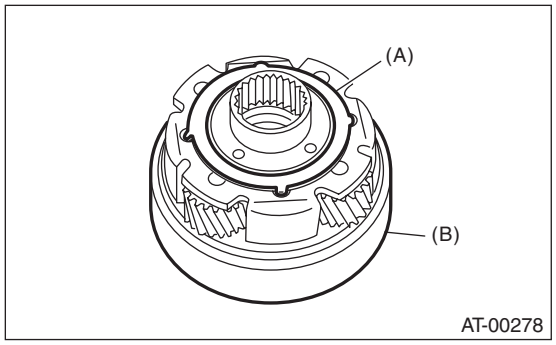
(A) Rear internal gear
(B) Low clutch drum

11) Install the thrust needle bearing in the correct direction.



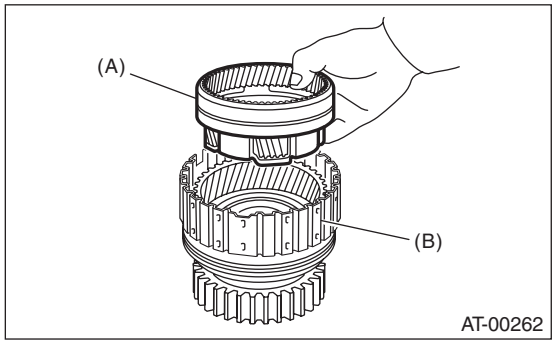
(A) Thrust needle bearing
(B) Low clutch drum
(C) Rear planetary carrier side
(D) Low clutch drum side

12) Install the washer by aligning the protrusion of the washer with the hole of the rear planetary carrier.



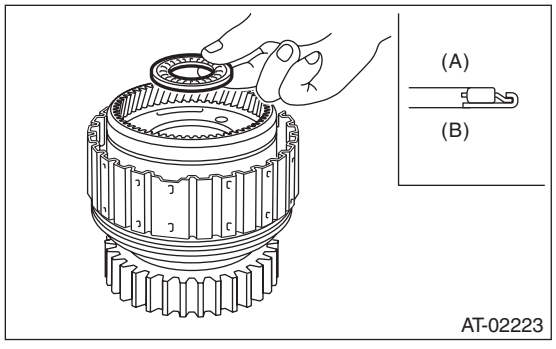
(A) Washer
(B) Rear planetary carrier

13) Install the rear planetary carrier to the low clutch drum.



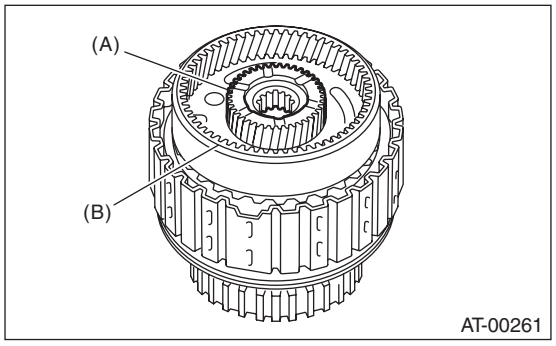
(A) Rear planetary carrier
(B) Low clutch drum

14) Install the thrust needle bearing in the correct direction.



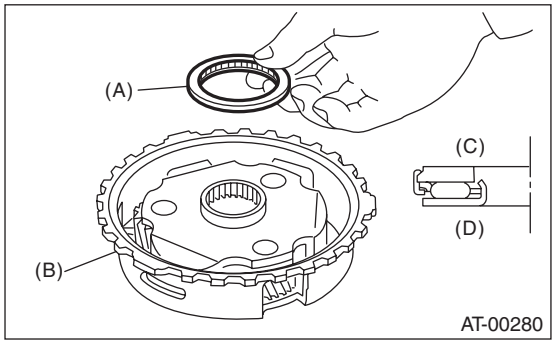
(A) Rear sun gear side
(B) Low clutch drum side

15) Install the rear sun gear in the correct direction.



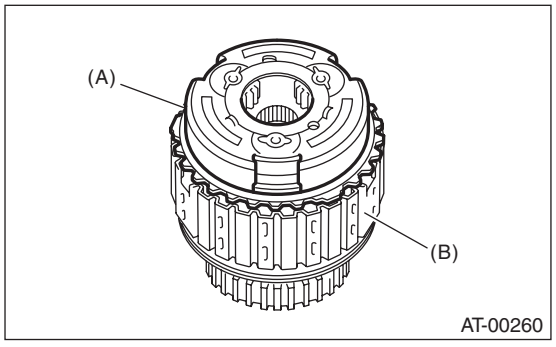
(A) Rear sun gear
(B) Rear planetary carrier

16) Install the thrust needle bearing in the correct direction.



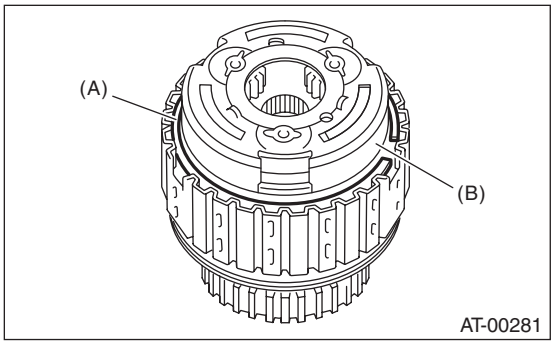
(A) Thrust needle bearing
(B) Front planetary carrier
(C) Rear sun gear side
(D) Front planetary carrier side

17) Install the front planetary carrier to the low clutch drum.



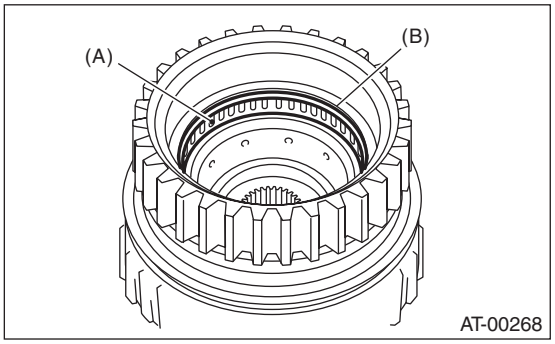
(A) Front planetary carrier
(B) Low clutch drum

18) Install the snap ring to the low clutch drum.



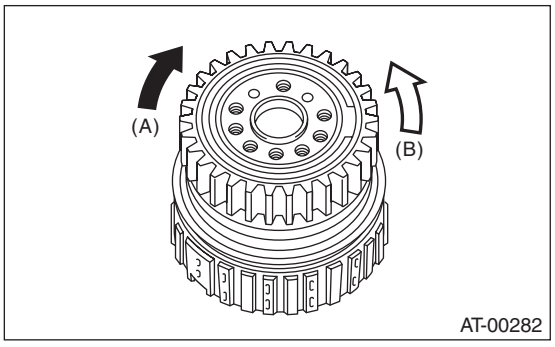
(A) Snap ring
(B) Front planetary carrier

19) Install the needle bearing, and then secure with the snap ring.



(A) Needle bearing
(B) Snap ring

20) Install the one-way clutch and one-way clutch inner race, then secure with the snap ring.
21) Set the inner race. Make sure that the clutch locks in the clockwise direction and rotates freely in the counterclockwise direction.

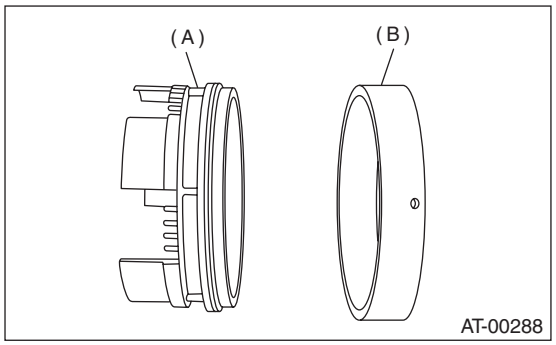


(A) Locked
(B) Rotates freely

3. 2-4 BRAKE

1) Apply ATF to the new D-ring, then install to the 2-4 brake piston.
2) Install 2-4 brake piston to 2-4 brake piston retainer.

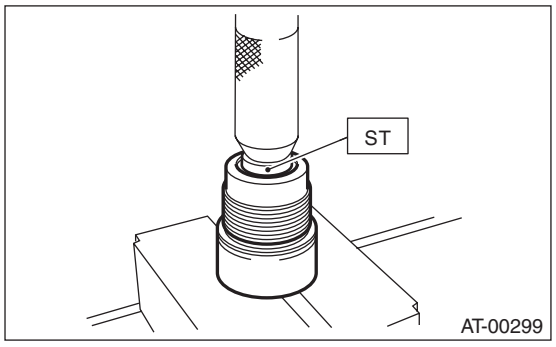
NOTE:
Be careful not to damage the D-ring.



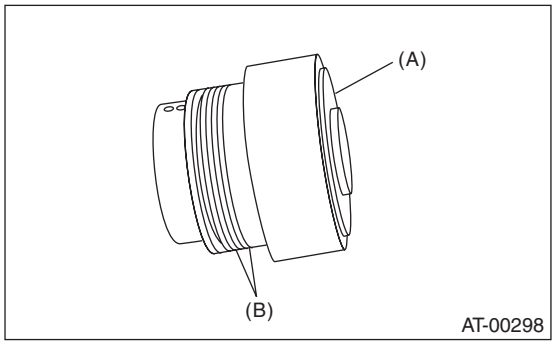
(A) 2-4 brake piston
(B) 2-4 brake piston retainer

4. ONE-WAY CLUTCH INNER RACE

1) Install the needle bearing to inner race using ST and a press.
ST 398497701 INSTALLER



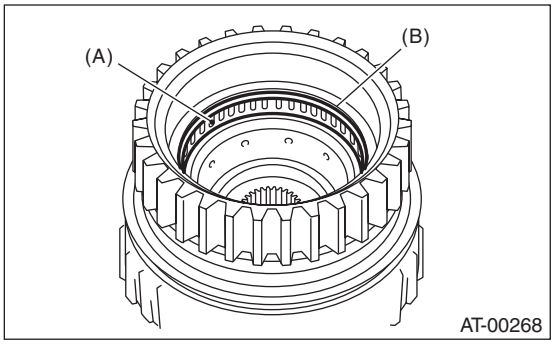
2) Apply vaseline to the groove of inner race and to the new seal ring.
3) Install two seal rings to the one-way clutch inner race.



(A) One-way clutch inner race
(B) Seal ring

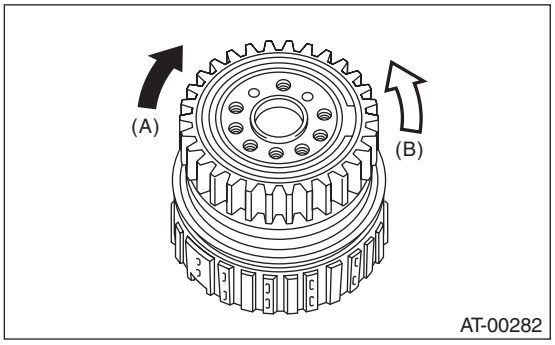
5. ONE-WAY CLUTCH OUTER RACE

1) Install the needle bearing, and then secure with the snap ring.



(A) Needle bearing
(B) Snap ring

2) Install the one-way clutch and one-way clutch inner race, then secure with the snap ring.
3) Set the inner race. Make sure that the clutch locks in the clockwise direction and rotates freely in the counterclockwise direction.



(A) Locked
(B) Rotates freely

E: INSPECTION

1. HIGH CLUTCH AND REVERSE CLUTCH

Check the following items.
- Drive plate facing for wear or damage
- Driven plate for discoloration (burned color)
- Snap ring wear and spring retainer deformation
- Wear and damage of the lip seal and D-ring
- Piston and piston check ball operation
- Adjust the total end play. <Ref. to 4AT-87, ADJUSTMENT, Oil Pump Housing.>

2. PLANETARY GEAR AND LOW CLUTCH

Check the following items.
- Drive plate facing for wear or damage
- Driven plate for discoloration (burned color)
- Snap ring wear and spring retainer deformation
- Wear and damage of the lip seal and D-ring
- Check the total end play and adjust it to be within specifications. <Ref. to 4AT-87, ADJUSTMENT, Oil Pump Housing.>

3. 2-4 BRAKE

Check the following items.
- Drive plate facing for wear or damage
- Driven plate for discoloration (burned color)
- Snap ring wear, leaf spring setting and breakage, and spring retainer deformation
- Wear and damage of the lip seal and D-ring
- Check the total end play and adjust it to be within specifications. <Ref. to 4AT-87, ADJUSTMENT, Oil Pump Housing.>

4. ONE-WAY CLUTCH

- Check that the snap ring is not damaged and the seal ring is not deformed.
- Check the total end play and adjust it to be within specifications. <Ref. to 4AT-87, ADJUSTMENT, Oil Pump Housing.>

5. LOW & REVERSE BRAKE

Check the following items.
- Drive plate facing for wear or damage
- Driven plate for discoloration (burned color)
- Snap ring wear, leaf spring setting and breakage, and spring retainer deformation
- Lip seal wear and damage