



Now we have placed the short end of the primary sun gear shaft into the planetary so that the shaft and rear drum rest on top of the planetary. Install the two washers and the two cast iron rings.

the rear clutch plates with the front clutch. You can feel it drop through each plate layer. MAKE SURE IT IS FULLY ENGAGED AND SEATED. (10) Install the turbine shaft thrust washer on the turbine shaft. (11) From front to rear, the turbine shaft, front clutch, rear clutch, and primary sun gear shaft assemblies are joined as one. But if you are not very careful, it could all slide apart. With pressure inward on both ends, lift the entire assembly out of the planetary assembly (remember, you have just been using the planetary as a stand). Do not allow them to separate! Install the locking piston type cast iron seal rings on the short end of the primary sun gear shaft. If the transmission case is ready, install the assembly in the case. If not, set aside the assembly in a safe, out-of-the-way place where it will not roll off onto the floor or get moved around and come apart.

1) When you read the shop manual, disassembly, cleaning, and reassembly of the control valve assembly and the pressure regulator assembly sound rather intimidating. But do not let this scare you off. It is important that they be thoroughly cleaned inside, and the chances are that they are quite dirty. The assemblies are quite complex, but if you carefully follow the advice and instructions of the shop manual and carefully lay the parts out on the table in the order and position in which they are disassembled/reassembled, you will have no undue difficulty. Also, do not be overly concerned about the torque values of the screws in these assemblies if you do not have an inch pound torque wrench calibrated with values that small. Neither of these assemblies warps easily so long as you use some common sense in snugging down the screws with a screwdriver during reassembly.

5. Adjustments. The shop manual calls for three adjustments to the transmission after it is assembled that supposedly require special tools. Here is how to handle the fact that you do not have those tools in hand. a) Rear Band. The manual calls for you to tighten the adjusting screw until the adjusting tool wrench overruns. You probably do not have this tool, so just tighten the screw down snugly without applying strong force; then back off the screw 1 1/2 turns. b) Front band. Instructions for the front band call for two special tools. The first item is called the adjusting tool gauge block. It is placed between the servo piston rod and the adjusting screw. This gauge block is 1/4" thick, so simply use a 1/4" piece of keyway stock or the shank of a 1/4" drill bit or the unthreaded part of a 1/4" bolt. The second item is another adjusting tool wrench. If you do not have the wrench, tighten as