

b. Removing Oil Level Gage, Oil Pan, Oil Pump

(1) Remove oil level gage and filler cap 8 (B, foldout 10) and gasket 9 from the oil filler hole.

(2) Remove nineteen bolts 29 (A, foldout 14) from oil pan 28 and remove the oil pan and gasket 1. Remove retaining spring 24 and pump screen 23.

(3) Remove two bolts and washers 22 (A, foldout 14). Remove reinforcement 21, pump screen cover 20 and gasket 19.

(4) Remove the control valve body (main pressure) oil line (fig. 5-5) and the converter oil line. Loosen the case oil gallery (lubrication) oil line at the fitting in the housing. This oil line and the outlet housing (bevel gear lubrication) will be removed with the oil pump.

(5) Remove four bolts and lockwashers and remove oil pump (fig. 5-6). Remove outer snapping 7 (A, foldout 14) from pump shaft and remove driven gear 6, and pin 5. Refer to paragraph 6-5 for rebuild of oil pump.

c. Removing Over-running Clutch, Drive Shaft

(1) Remove nine bolts 23 (B, foldout 13) and lockwashers 22 from converter housing cover cap 21. Remove cap and gasket 20.

(2) Remove lockwire 1 (fig. 5-7) and eight bolts 6 that retain outer race 5. Install two 1/4-28 or 3/8-24 bolts into puller bolt holes 7 and remove the over-running clutch and drive shaft as a unit (fig. 5-8).

(3) Remove drive shaft outer snapping 2 (fig. 5-7) and lockring 3 from drive shaft 4.

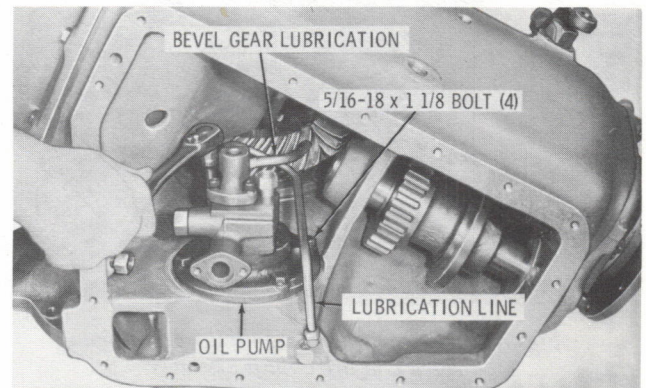
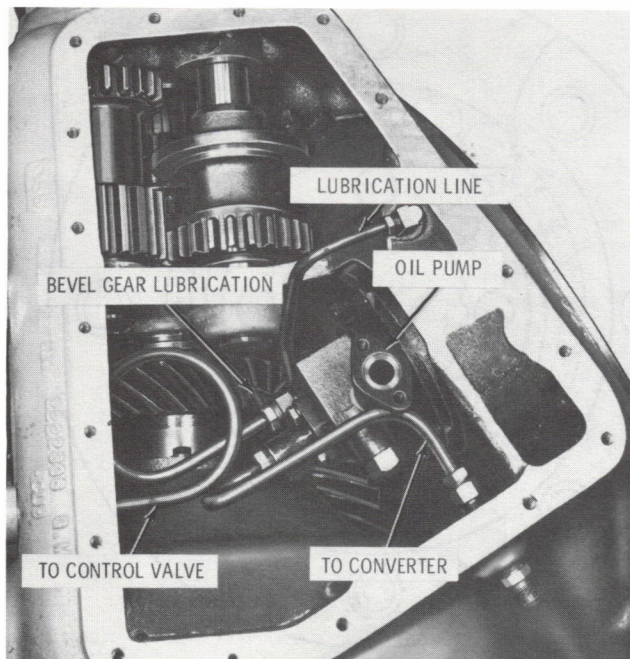
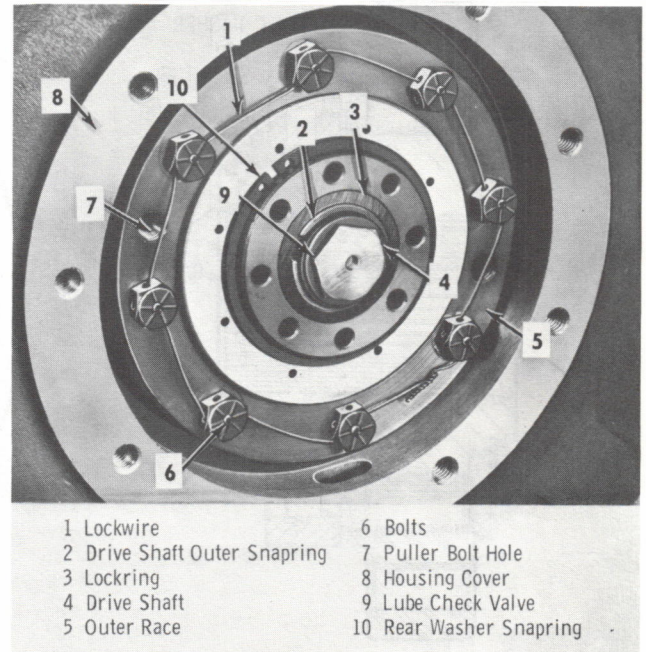


Fig. 5-6. Removing (or installing) oil pump S2007



S2006

Fig. 5-5. Oil pump and lines, installed



S2008

Fig. 5-7. Over-running clutch