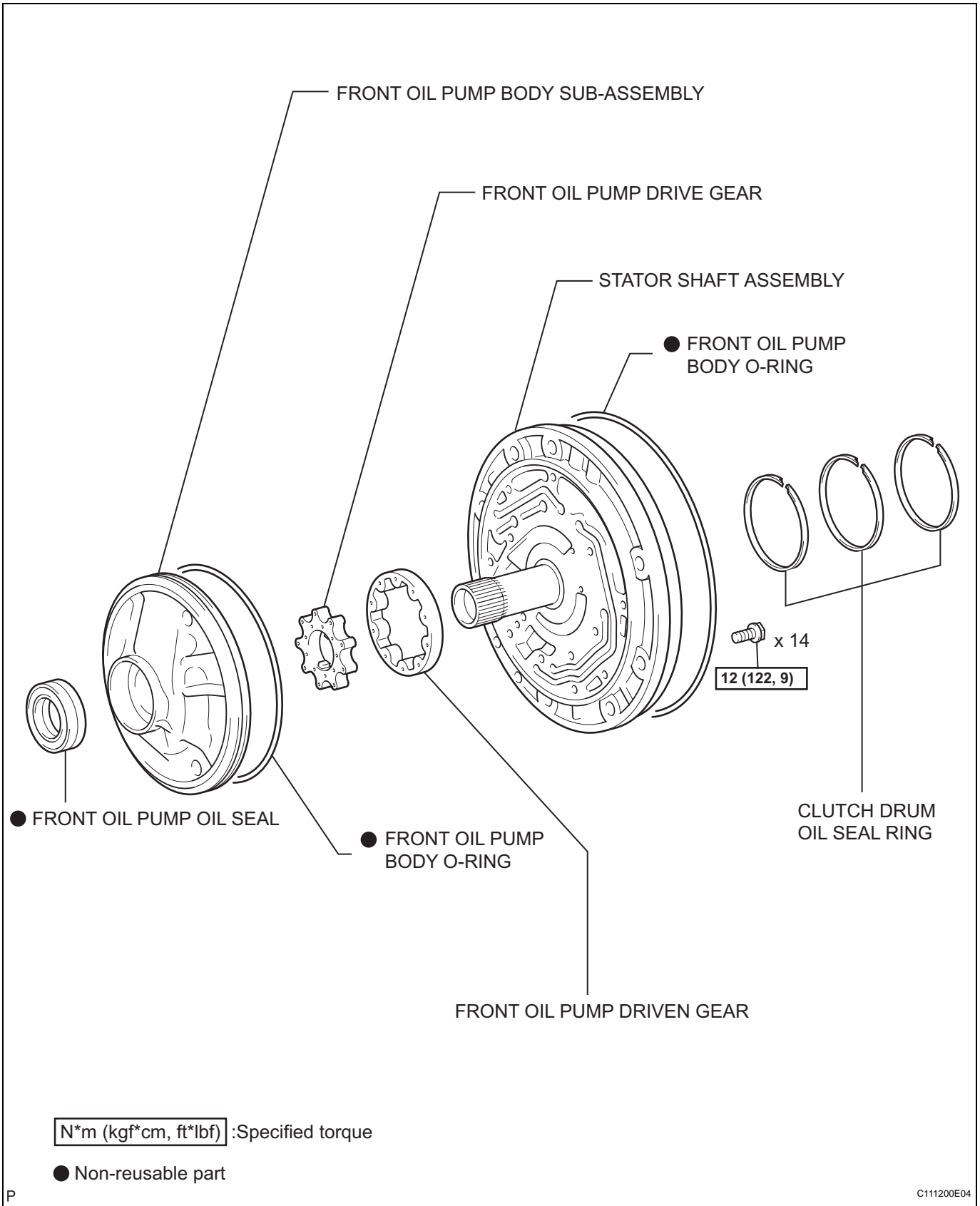
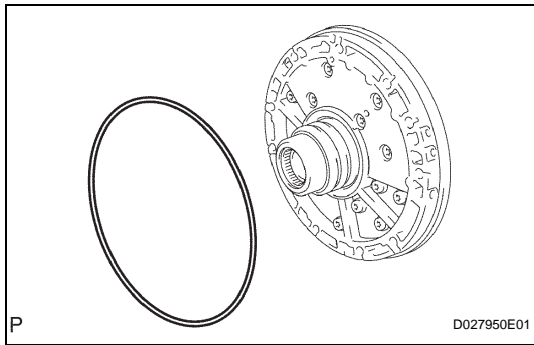


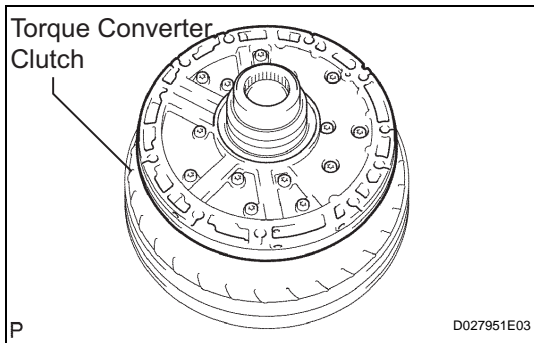
# OIL PUMP COMPONENTS



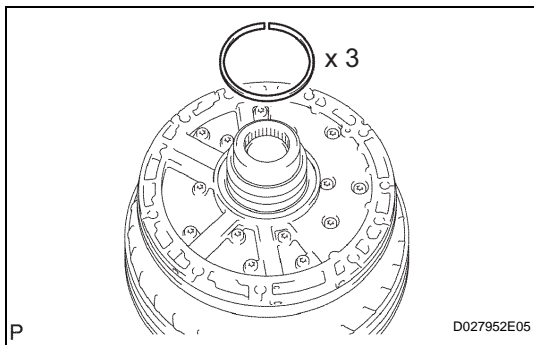
AT

**DISASSEMBLY**

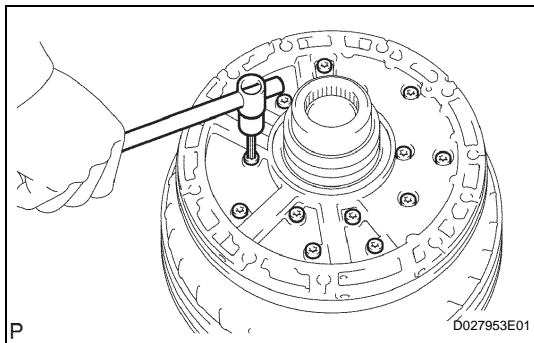
1. **REMOVE FRONT OIL PUMP BODY O-RING**
  - (a) Remove the O-ring from the oil pump assembly.



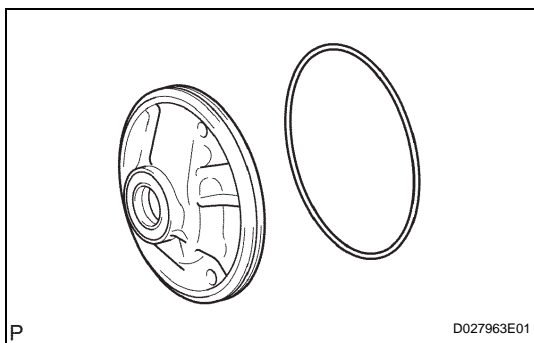
2. **FIX OIL PUMP ASSEMBLY**
  - (a) Place the oil pump body on the torque converter clutch.



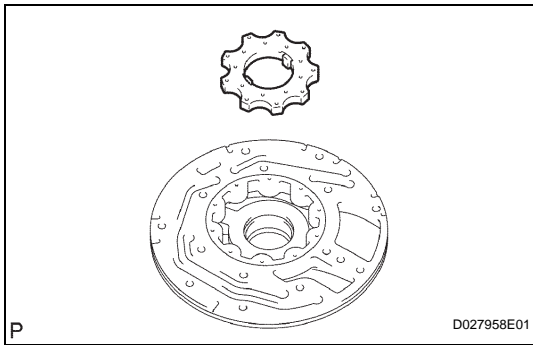
3. **REMOVE CLUTCH DRUM OIL SEAL RING**
  - (a) Remove the 3 oil seal rings.



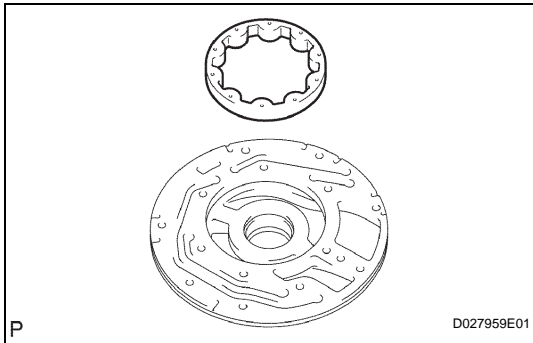
4. **REMOVE STATOR SHAFT ASSEMBLY**
  - (a) Remove the 14 bolts, and then remove the stator shaft from the oil pump body.



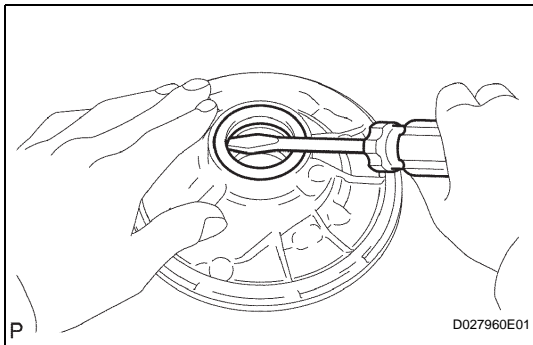
5. **REMOVE FRONT OIL PUMP BODY O-RING**
  - (a) Remove the O-ring from the oil pump body.
  - (b) Remove the oil pump body from the torque converter clutch.
6. **INSPECT FRONT OIL PUMP BODY SUB-ASSEMBLY** (See page [AT-245](#))
7. **INSPECT STATOR SHAFT ASSEMBLY** (See page [AT-245](#))
8. **INSPECT CLEARANCE OF OIL PUMP ASSEMBLY**



## 9. REMOVE FRONT OIL PUMP DRIVE GEAR



## 10. REMOVE FRONT OIL PUMP DRIVEN GEAR

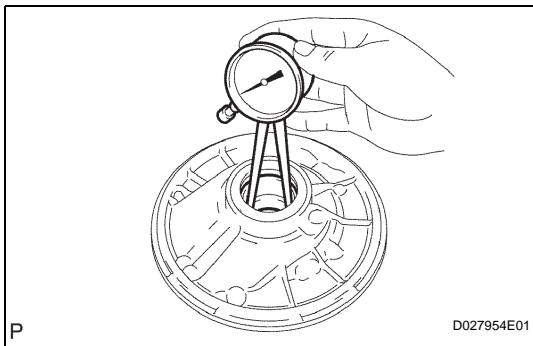


## 11. REMOVE FRONT OIL PUMP OIL SEAL

- (a) Using a screwdriver, remove the oil seal.

**NOTICE:**

**Be careful not to damage the bushing and oil pump body.**



## INSPECTION

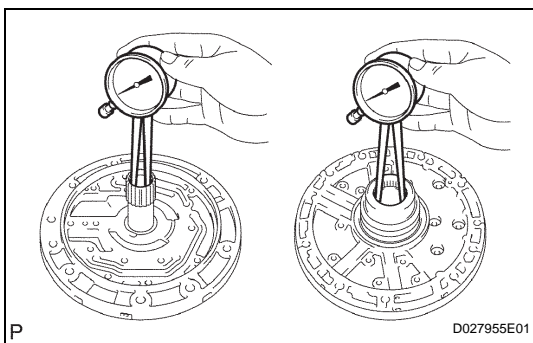
### 1. INSPECT FRONT OIL PUMP BODY SUB-ASSEMBLY

- (a) Using a dial indicator, measure the inside diameter of the oil pump body bushing.

**Maximum inside diameter:**

**38.188 mm (1.504 in.)**

If the inside diameter is greater than the maximum, replace the oil pump body.



### 2. INSPECT STATOR SHAFT ASSEMBLY

- (a) Using a dial indicator, measure the inside diameter of the stator shaft bushing.

**Maximum inside diameter:**

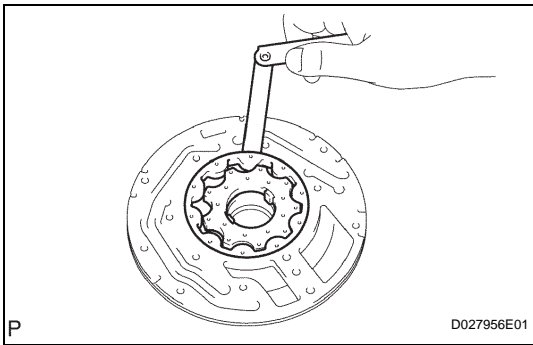
**Front side:**

**21.577 mm (0.850 in.)**

**Rear side:**

**32.08 mm (1.263 in.)**

If the inside diameter is greater than the maximum, replace the stator shaft.



**3. INSPECT CLEARANCE OF OIL PUMP ASSEMBLY**

- (a) Push the driven gear to one side of the body.
- (b) Using a feeler gauge, measure the clearance.

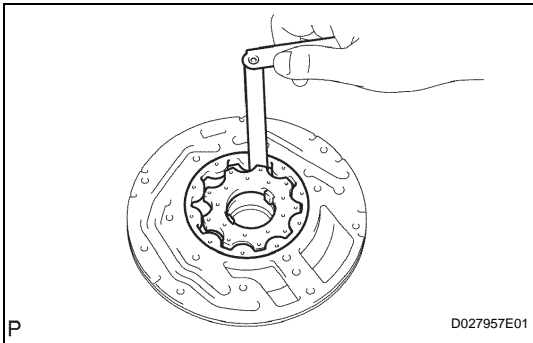
**Standard body clearance:**

**0.10 to 0.17 mm (0.0039 to 0.0067 in.)**

**Maximum body clearance:**

**0.17 mm (0.0067 in.)**

If the body clearance is greater than the maximum, replace drive gear, the driven gear or pump body.



- (c) Using a feeler gauge, measure the clearance between the driven gear teeth and drive gear teeth.

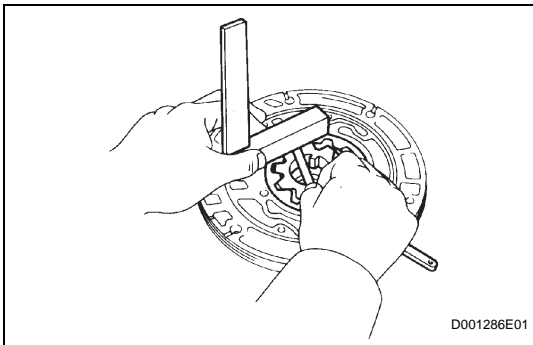
**Standard tip clearance:**

**0.07 to 0.15 mm (0.0028 to 0.0059 in.)**

**Maximum tip clearance:**

**0.15 mm (0.0059 in.)**

If the tip clearance is greater than the maximum, replace drive gear, the driven gear or pump body.



- (d) Using a steel straight edge and feeler gauge, measure the side clearance of both gears.

**Standard side clearance:**

**0.02 to 0.05 mm (0.0008 to 0.0020 in.)**

**Maximum side clearance:**

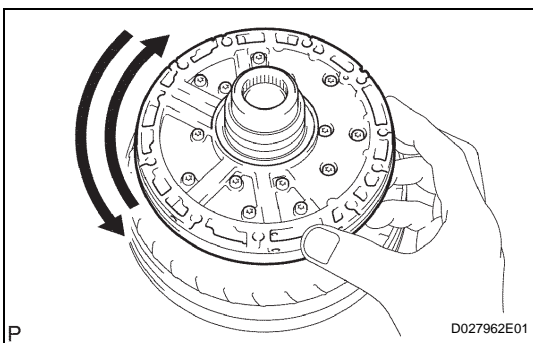
**0.05 mm (0.0020 in.)**

- (e) There are 5 different thicknesses for the drive and driven gears.

**Drive and drive gears thickness**

Mark	Thickness
0	10.740 to 10.749 mm (0.4228 to 0.4232 in.)
1	10.750 to 10.759 mm (0.4232 to 0.4236 in.)
2	10.760 to 10.769 mm (0.4236 to 0.4240 in.)
3	10.770 to 10.779 mm (0.4240 to 0.4244 in.)
4	10.780 to 10.789 mm (0.4244 to 0.4248 in.)

If the side clearance is greater than the maximum, replace drive gear, driven gear or pump body.



**4. INSPECT FRONT OIL PUMP DRIVE GEAR ROTATION**

- (a) Make sure the drive gear rotates smoothly.
- (b) Remove the oil pump assembly from the torque converter.