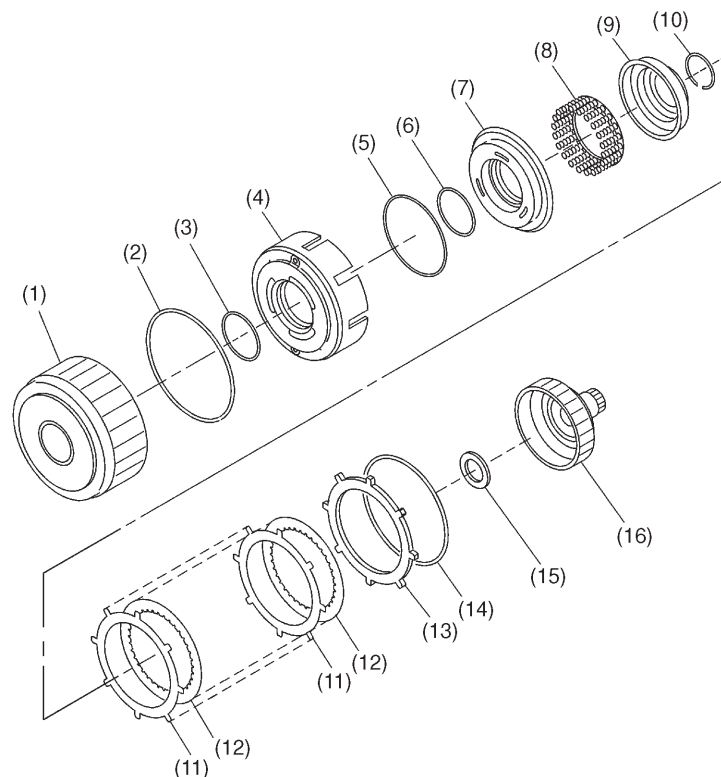


### 3. High Clutch

In 3rd and 4th speed operation, hydraulic pressure is applied to the high clutch from the control valve and another hydraulic pressure controller. The clutch plates (drive and driven plates) are connected by this hydraulic pressure, and engine power from the input shaft is transmitted to the front planetary carrier through the high clutch hub.

A cover is placed inside the piston, and the space between the high clutch piston and the cover is filled with ATF. The centrifugal force of this ATF, when the high clutch is not in engagement, acts to cancel the centrifugal force generated by ATF remaining in the oil chamber in the high clutch piston, which otherwise is likely to push the piston, preventing the clutch from being disengaged completely.

When the high clutch is in operation, the piston is not pushed back because a large hydraulic pressure is being applied on it, thereby the high clutch being kept engaged.



S3H0225A

- |                                 |                        |                            |
|---------------------------------|------------------------|----------------------------|
| (1) High clutch drum            | (7) High clutch piston | (13) Retaining plate       |
| (2) Lathe cut seal ring (outer) | (8) Spring retainer    | (14) Snap ring             |
| (3) Lathe cut seal ring (inner) | (9) Cover              | (15) Thrust needle bearing |
| (4) Reverse clutch piston       | (10) Snap ring         | (16) High clutch hub       |
| (5) Lathe cut seal ring (outer) | (11) Driven plate      |                            |
| (6) Lathe cut seal ring (inner) | (12) Drive plate       |                            |