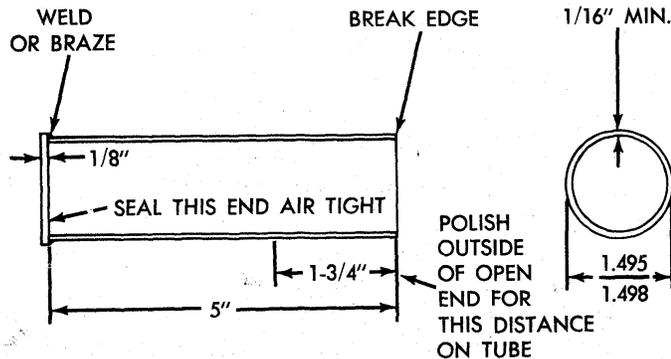


Fig. 7—A-727 Converter Hub Seal Cup

test as follows after removal of the torque converter:

(1) Install filler tube bore plug, propeller shaft yoke (tie in with cord or wire), flared tube fitting cap (on front cooler line fitting), and pipe nipple (in case at rear cooler line fitting) (Fig. 12 and 13).

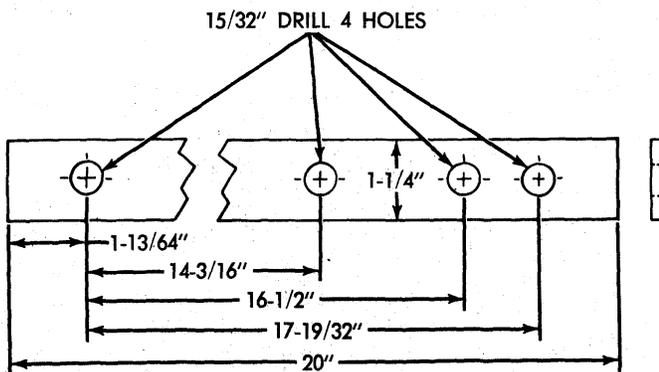
(2) Remove necessary front pump housing bolts. Install vent plug (rubber stopper), and vent plug retainer preferably using longer bolts than those removed.



MATERIAL: 1-1/2 INCH O.D. THIN WALLED STEEL TUBING AND 1/8 INCH STEEL DISC

PY305

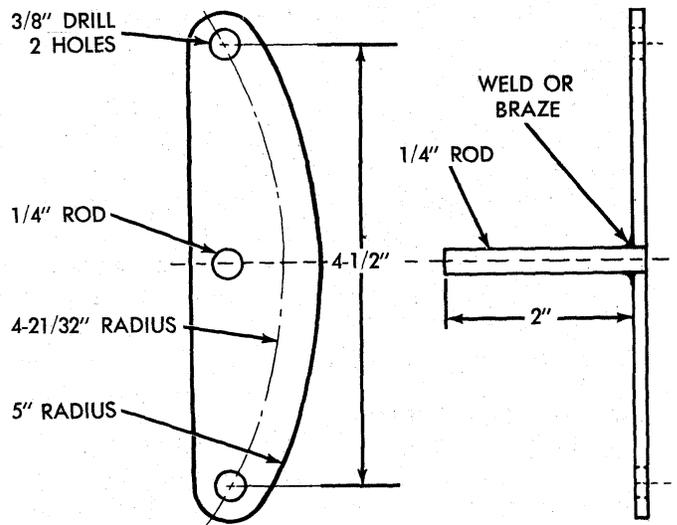
Fig. 8—A-904 Converter Hub Seal Cup



MATERIAL: 1/4" STEEL STOCK
1-1/4" WIDE

PY306

Fig. 9—Hub Seal Cup Retaining Strap



MATERIAL: 3/16" STEEL STOCK

PY307

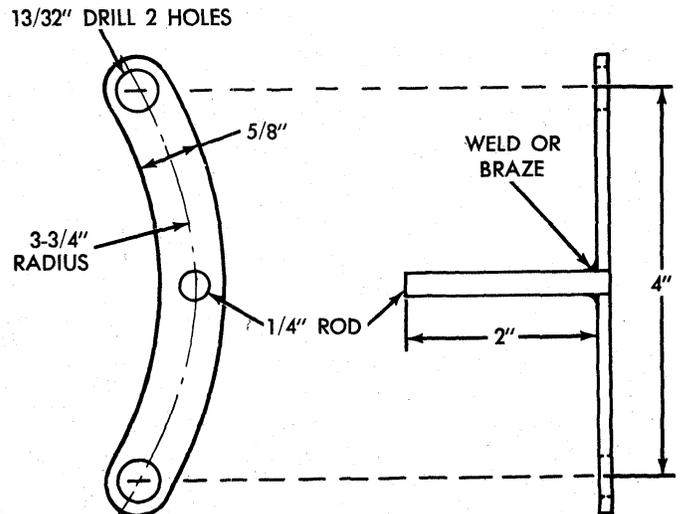
Fig. 10—A-727 Vent Plug Retainer

(3) With rotary motion, install converter hub seal cup over input shaft, and through the converter hub seal until the cup bottoms against the pump rotor lugs. Secure with cup retainer strap (Fig. 9), using converter housing to engine block retaining bolts.

(4) Attach and clamp hose from nozzle of Tool C-4080 to pipe nipple, which is in the rear cooler line fitting position in case (Fig. 13).

(5) Pressurize the transmission using Tool C-4080 until the pressure gauge reads 8 psi. Position transmission so that pump housing and case front may be covered with soapy solution or water. Leaks are sometimes caused by porosity in the case or pump housing.

CAUTION: Do not, under any circumstances, pressurize a transmission to more than 10 psi.



MATERIAL: 3/16" STEEL STOCK

PY308

Fig. 11—A-904 Vent Plug Retainer