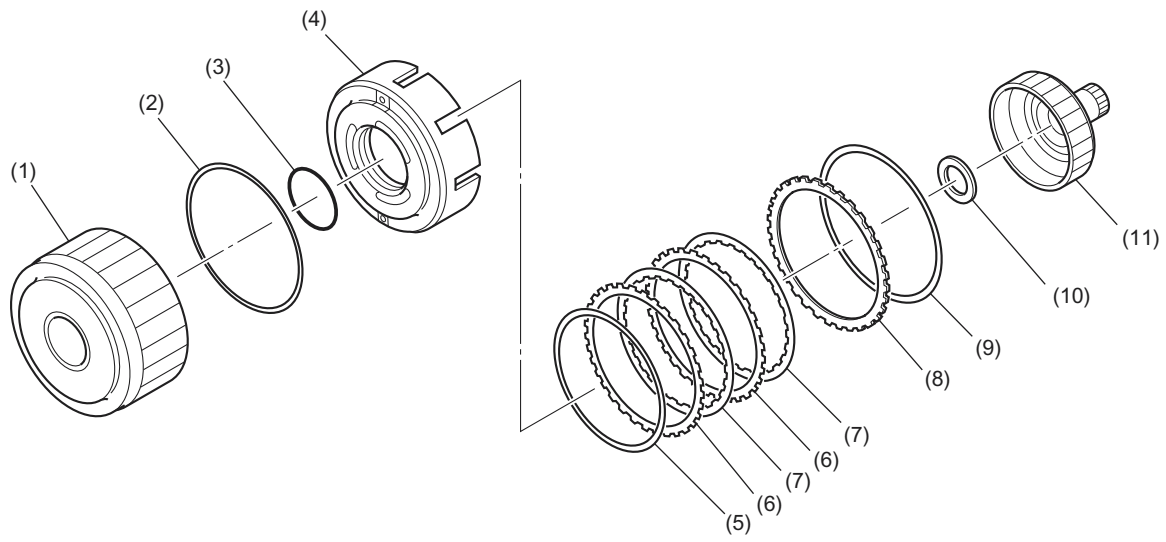
2. Reverse Clutch

A: CONSTRUCTION



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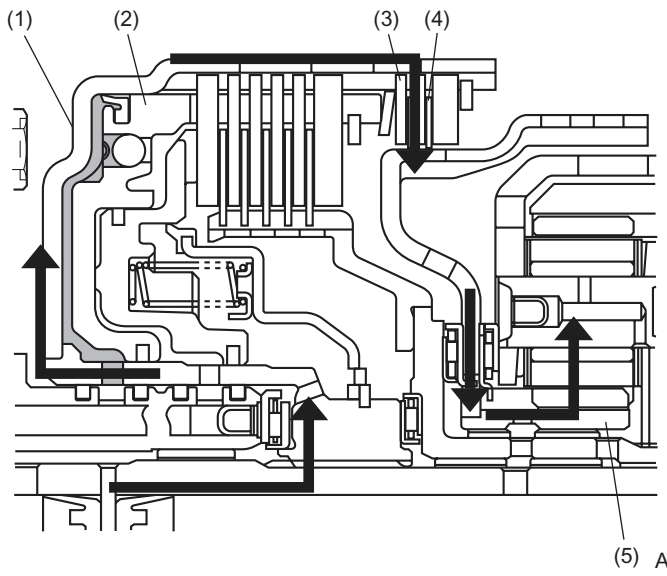
(1) High clutch drum
(2) Lip seal
(3) D-ring
(4) Reverse clutch piston
(5) Dish plate
(6) Driven plate
(7) Drive plate
(8) Retaining plate
(9) Snap ring
(10) Thrust needle bearing
(11) High clutch hub

B: FUNCTION

1. WHEN REVERSE IS SELECTED

Hydraulic pressure from the hydraulic control valve is applied to the reverse clutch piston when a shift is made into the reverse. The drive and driven plates are pressed together by this pressure, so that the engine torque from the high clutch drum is transmitted to the front sun gear through the 2-4 brake hub.

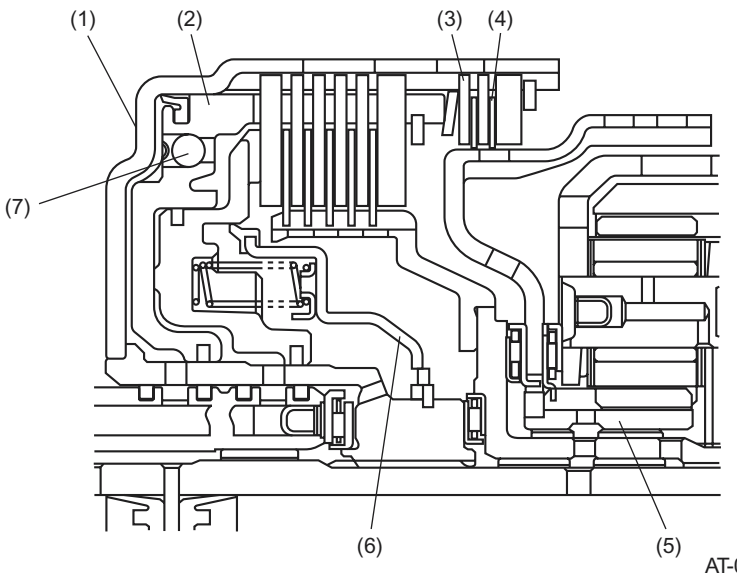


(1) High clutch drum
(2) Reverse clutch piston
(3) Driven plate
(4) Drive plate
(5) Front sun gear

2. WHEN REVERSE IS NOT SELECTED

When the selector lever is in any position other than the reverse, no pressure is applied to the reverse clutch piston. Hence the drive and driven plates are separated from each other, transmitting no power to any element beyond them.

A check ball is built into the clutch piston. This check ball has a function of releasing the pressure which may build up in the fluid remaining behind the piston by centrifugal force generated by the idly rotating high clutch drum, thereby avoiding a half-engaged state of the clutch.



(1) High clutch drum
(2) Reverse clutch piston
(3) Driven plate
(4) Drive plate
(5) Front sun gear
(6) Cover
(7) Check ball