Coan ENGINEERING
TRANSMISSIONS & CONVERTERS

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INSTALLATION INSTRUCTIONS COA-12828 "SUPER DRUM KIT"

Include list of materials in Kit (BOM)

1. Drum
2. Steels
3. Frictions
4. Clutch hub
5. Thrust Bearings (3)
6. Inner race for roller bearing

****This drum requires modifications to the pump of the transmission***

This drum is supplied with the proper apply piston to accommodate the number of clutches ordered with the drum. It is recommended that the friction plates be soaked in ATF for a short time prior to installing them in the drum. Place the smallest thrust bearing supplied on the under side of the clutch hub and place the hub in the drum. Begin stacking the clutch pack up by placing a separator plate on top of the piston and alternating friction/separator thereafter. When using an aluminum reaction flange, the clutch pack should end up with a separator plate against the flange. Verify proper clutch pack clearance before installing the reaction flange in the drum. It is recommended that .010" per friction plate be maintained for clearance (Example 10 frictions = .100" clearance). The clearance should be measured from the location step for the reaction flange to the top of the clutch pack (either the friction or separator that ended on top). Finally, install the largest OD thrust bearing in the pocket machined on

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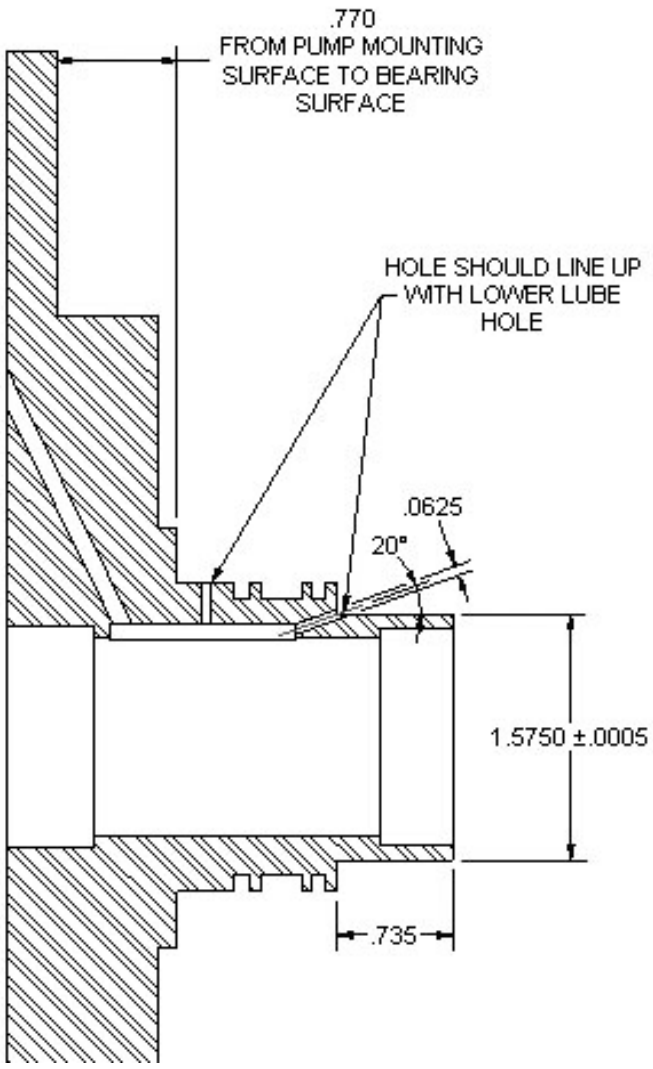
bottom of the reaction flange and place the flange in the drum. Retain the reaction flange with the snap ring supplied.

Disassemble the pump of the transmission, splitting it into two halves (cover and stator). Three modifications must be made to the stator half of the pump to accommodate the new drum's roller bearings. If you do not have access to a precision lathe or are not familiar with standard machining practices please contract a machine shop to perform these modifications or return the stator half to Coan Engineering for modification. Please reference diagrams below for proper dimensions.

Once the stator half's bushing journal has been modified, it is necessary that the inner race supplied with this kit be pressed onto the pump. The straightness of the race will dictate how straight the drum runs in the transmission. The race should be pressed on using a hand or hydraulic arbor press. DO NOT USE A HAMMER TO INSTALL THE INNER RACE. Once the inner race is installed, thrust surface modified for bearing, and lube hole drilled you may begin reassembling the transmission.



Begin by assembling the two halves of the pump. The halves must be aligned when bolting them together or the pump will not fit in the case properly. Assemble the transmission using only Teflon high gear seals on the pump. Since the transmission has roller bearings on all thrust surfaces, total end clearance should be set at .010-.020"