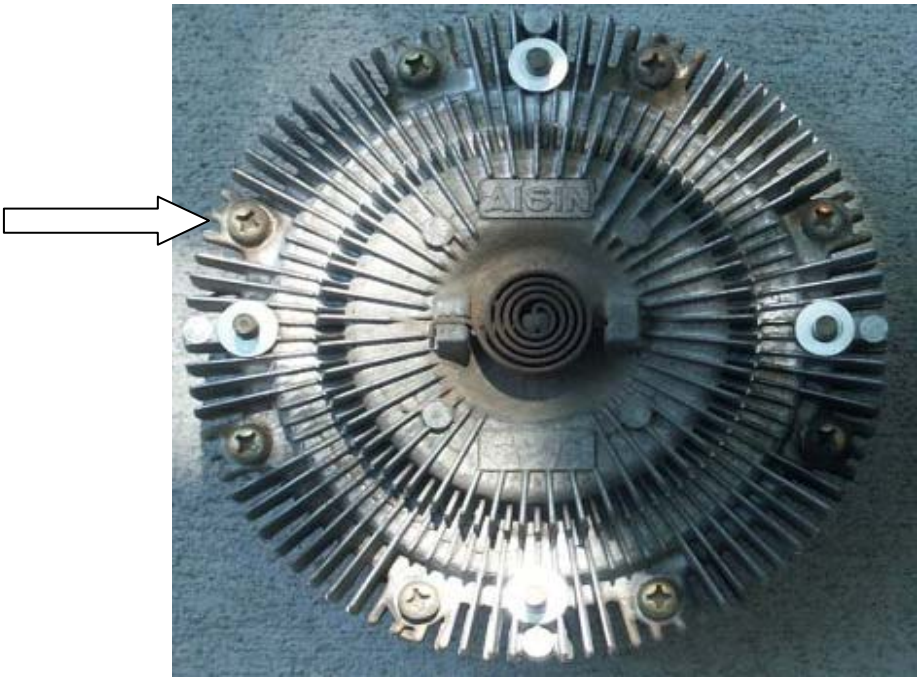
Warning: *none of the parts within the clutch are serviceable by TOYOTA. Be gentle with that O-Ring. If it appears to have stretched and there is a bubble when placed in the groove, simply start from the side opposite the bubble and work it back into place compressing it as you go*.

The clutch splits apart in the middle and for now let's call the side with the flange the "drive side" and the side with the spring the "control side".

Once the clutch is removed from the vehicle you will want to clean any debris from the outside so when you split the two halves apart nothing will enter the clutch.

Next, set the clutch on the flange so the control side is facing up. This will allow the oil to drain into the drive side. I'd let it sit overnight to be sure the all the oil has drained.

Next, remove the 8 screws with a #3 Philips screw driver from around the outside of the clutch.



Next, separate the 2 halves of the clutch being careful not to damage the O-Ring in side.

The adjustment is made by repositioning the control plate inside the clutch. To do this, the control side must be evenly warmed to 95*F.

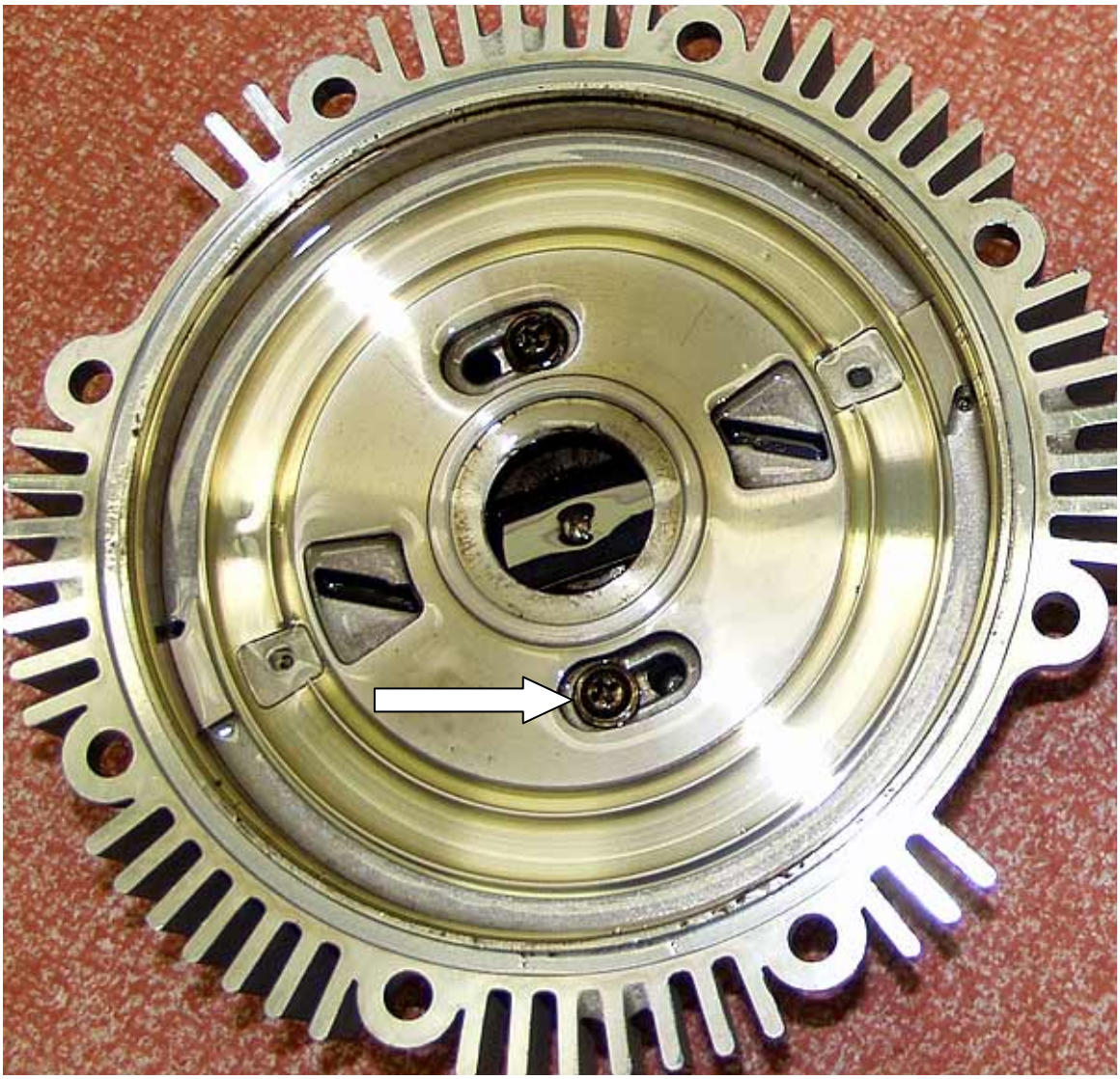
Place the control side, spring side down, into a pan of water where the water is up to the bottom edge of the fins that run around the outside of the clutch.

Begin to slowly warm the water up to temperature. Once the temperature of the water is 95* turn off the stove. With the pan still in place you should see a small rise in

temperature after the stove has been turned off. Allow the pan to cool while still in place. Once the temperature has returned to 95* you are ready to make the adjustment.

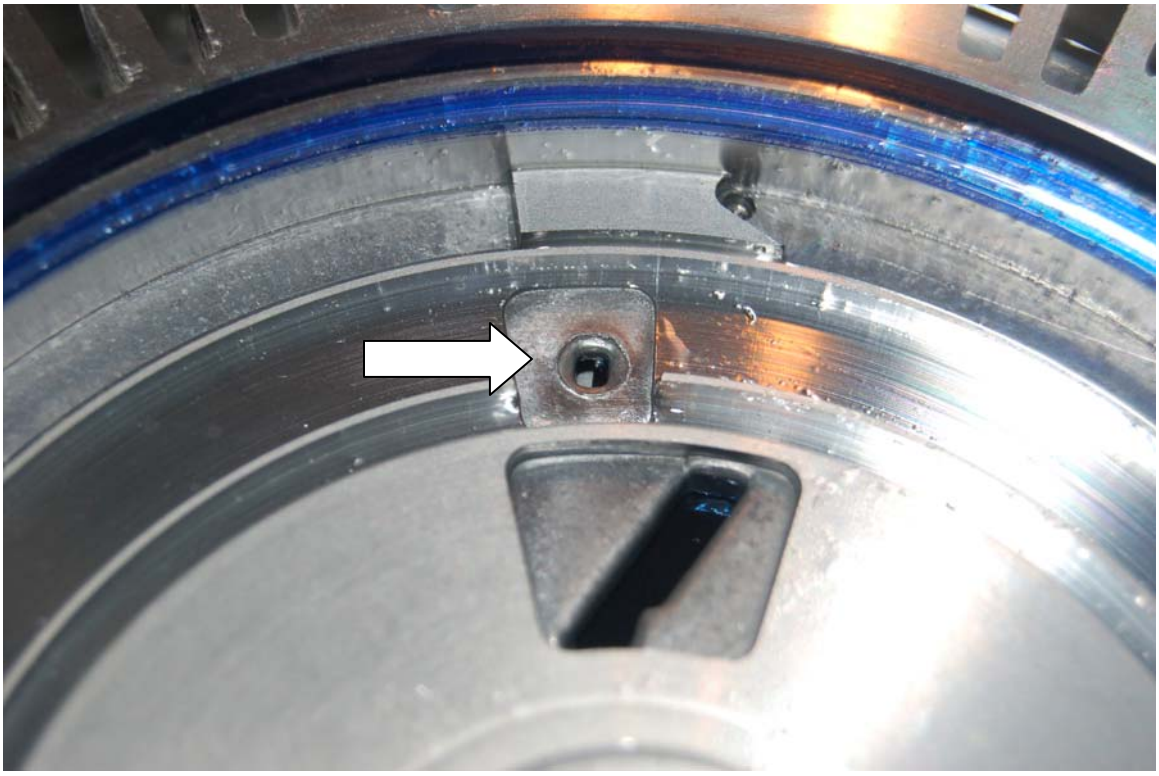
Note: the faster you bring the water up to temperature the more it will increase after the heat is removed.

Once the control side is up to temperature you simply loosen the 2 set screws and rotate the plate.



You will want to scribe a mark into the plate to be able to reverse this adjustment. Something identifying the plate's position in regards to the screws.

If you were to remove the plate completely you would see a bent piece of spring steel attached to the temperature spring. As the spring heats up it rotates this bent piece of metal and begins to unblock the holes in the control plate. The first holes to be unblocked are the small round ones. We will use these to calibrate the control plate to the temperature spring.



With the control side at 95*F sight through this small hole and adjust the control plate so that half of the hole is open. You will want to look at both holes and compare them to each other as far as how much they are open. If they are different you will want to adjust them so that one is 50% and the other is 50+% open.

Now retighten the set screws and reassemble the clutch.