

**TCM<sup>®</sup>**  
**SHOP MANUAL**

**DRIVE UNIT**

**APPLICABLE MODEL:**

**WHEEL LOADER**  
**E835 • E840 • L26**

**TOYO UMPANKI CO.,LTD.**

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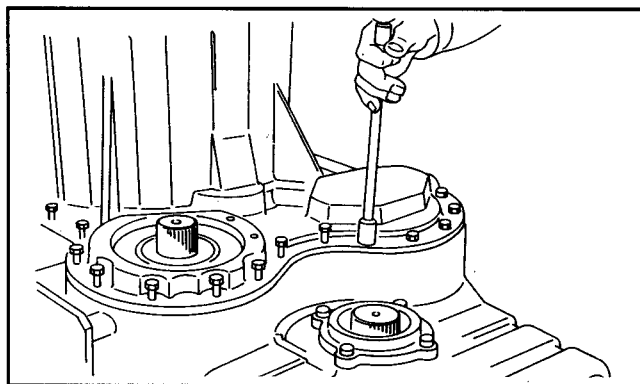
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**(4) Removing torque converter proper**

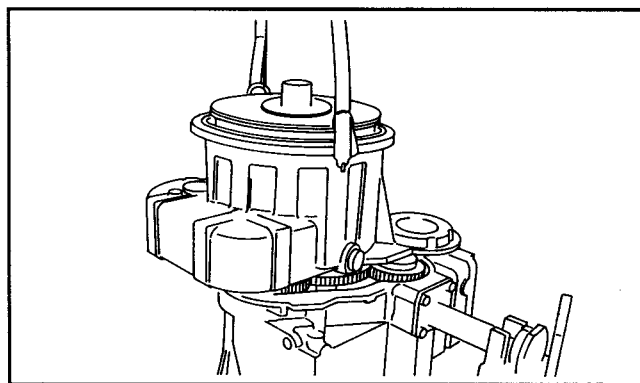
- ① Lift the converter housing a little and hold. Remove the 26 bolts securing the converter to the transmission.

**Note:** 17 bolts from the converter side and 9 from the transmission side.



**Fig. 24**

- ② Using 4 puller bolts, lift the converter from the transmission a little.

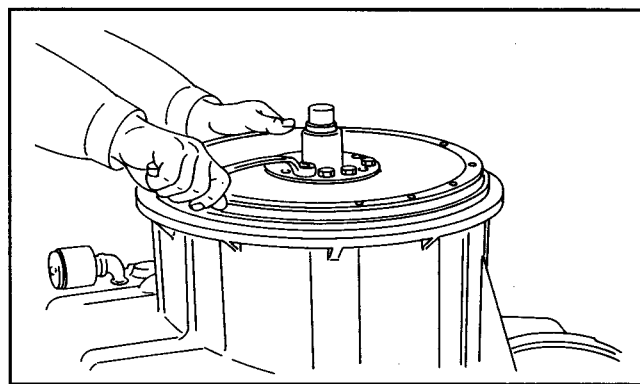


**Fig. 25**

**(5) Removing and disassembling converter wheels**

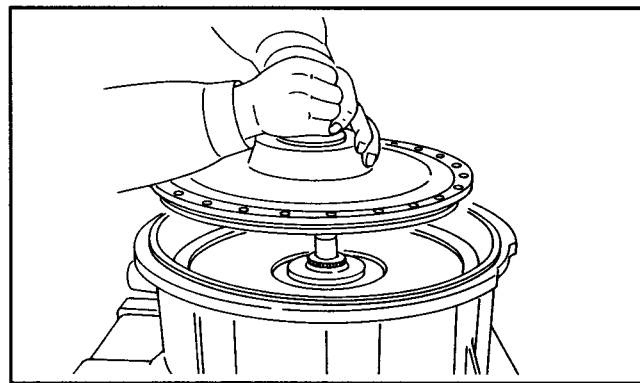
**(E835)**

- ① Remove the 8 bolts securing the input plate and remove the plate.



**Fig. 26**

- ② Remove the 24 bolts securing the front cover. Using 2 puller bolts, remove the front cover.

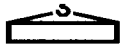


**Fig. 27**

## 1.2 TRANSMISSION DISASSEMBLY

### (1) Removing control valve

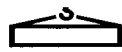
- ① Attach a hanger (M10) to the valve (upper section) and lift it with a hoist temporarily.

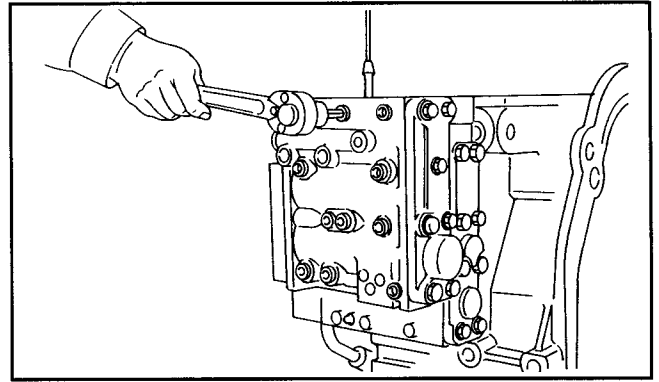
 Upper valve: 16 kg (35 lbs)

- ② Remove the 11 bolts securing the valve (upper section). Remove the valve (upper section) tapping it with a soft hammer.

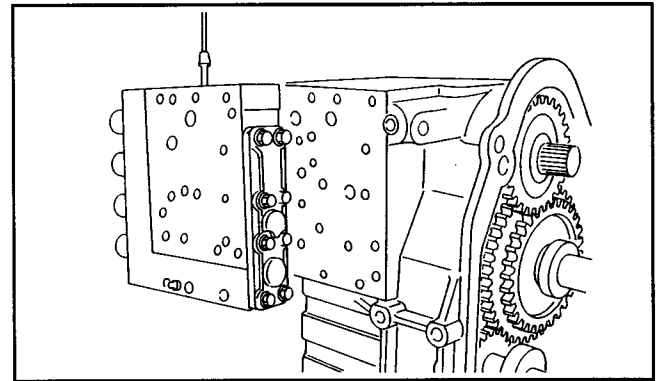
**Note:** Record the position of the short bolt.

- ③ Using the same manner, remove the valve (lower section). The number of bolts is 3.

 Lower valve: 26 kg (57 lbs)



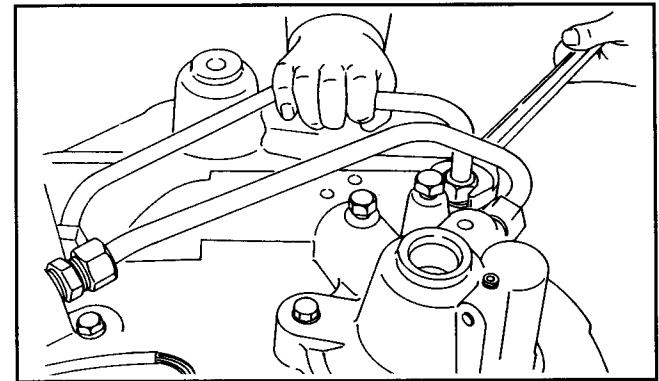
**Fig. 64**



**Fig. 65**

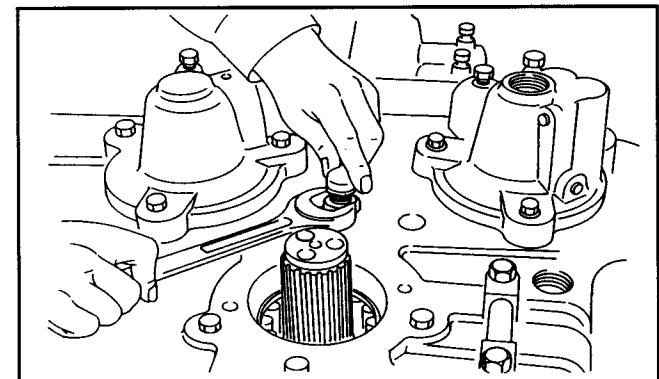
### (2) Removing distributor cap and piping

- ① Remove the box nuts securing the pipe between the 1st/2nd speed cap and the 3rd/4th speed cap. Remove the pipe.
- ② Using the same procedure, remove the remaining pipes.



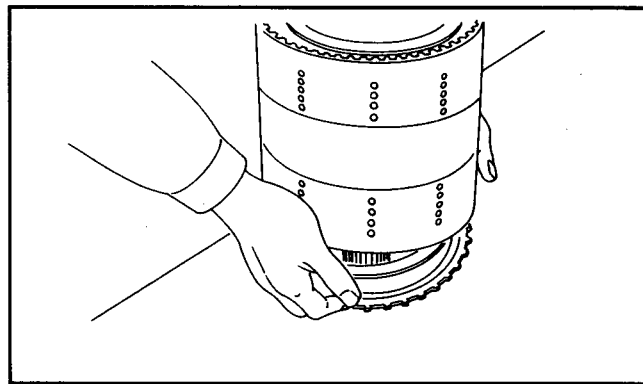
**Fig. 66**

- ③ Loosen the rotation sensor lock nut and remove the sensor, turning it with a spanner.



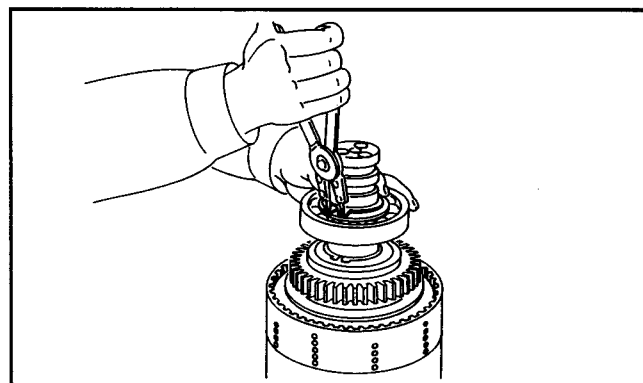
**Fig. 67**

- ⑩ Remove the seal ring (outer) from the piston.
- ⑪ Remove the piston seal ring (inner) from the clutch shaft.



**Fig. 101**

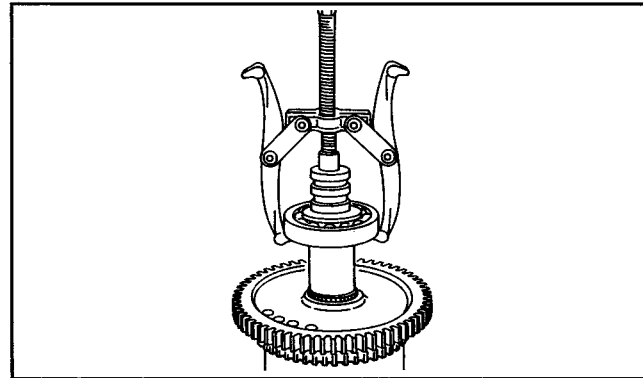
- ⑫ Turn the clutch shaft upside down so that the reverse clutch pack is pointed upward. Hold the shaft securely.
- ⑬ Remove the snap ring from the shaft. Using a puller, remove the bearing. Remove the remaining snap ring.
- ⑭ Disassemble the clutch shaft in the same manner as for the forward clutch pack.



**Fig. 102**

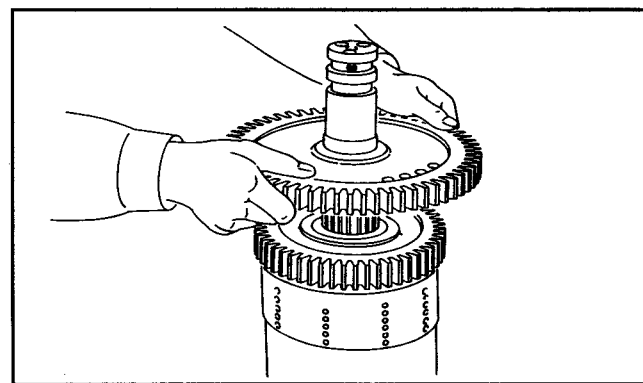
**(2) Disassembling 3rd/4th speed clutch**

- ① Put the clutch shaft with the gear-fitted side pointed upward and secure it.
- ② Remove the snap ring from the shaft. Using a puller, remove the bearing. Remove the remaining snap ring.



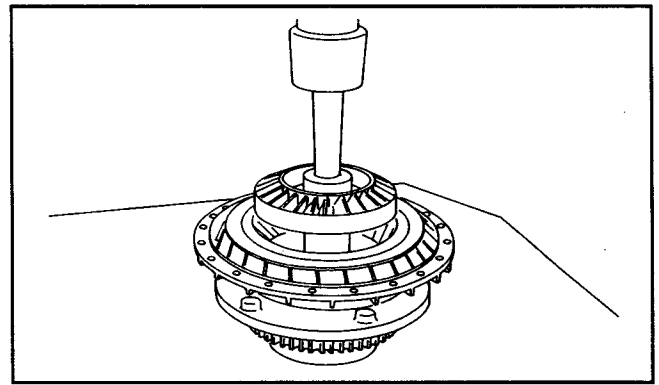
**Fig. 103**

- ③ Remove the snap ring from the shaft. Remove the gear.



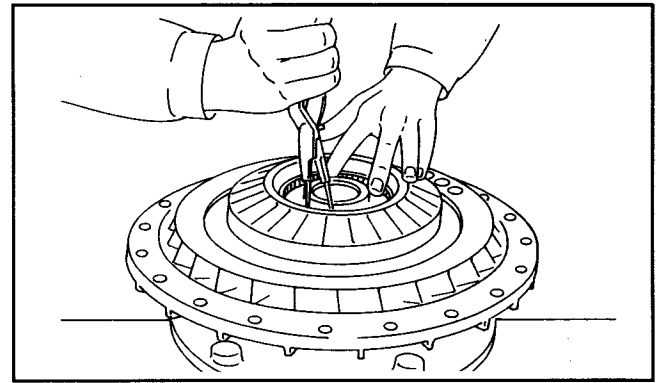
**Fig. 104**

- ⑪ Using a press, install the stator wheel (with hub) onto the guide carrier along the keyway.



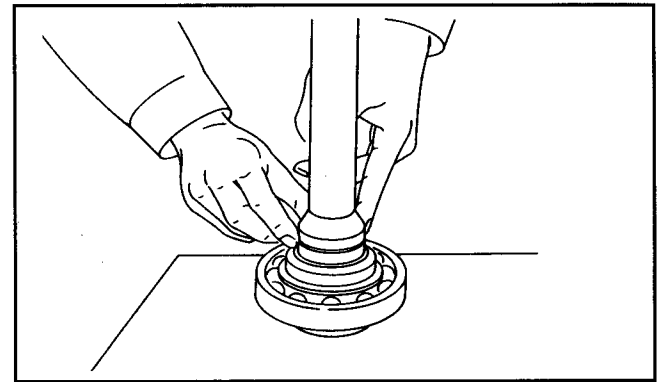
**Fig. 136**

- ⑫ Install a key on the guide carrier and secure the stator wheel with the snap ring.



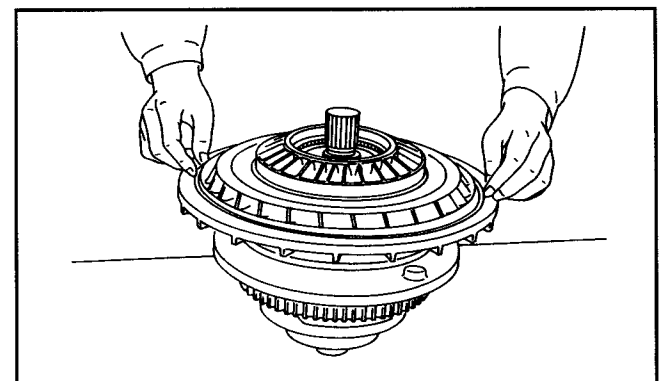
**Fig. 137**

- ⑬ Fit the bearing onto the turbine shaft with secure with snap rings at both ends. Apply converter oil on a seal ring and install it.



**Fig. 138**

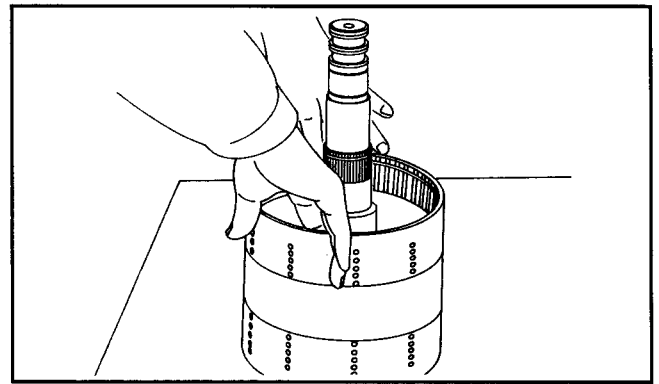
- ⑭ Put the turbine shaft upright. Install the guide carrier onto the turbine shaft. Apply grease on an "O"-ring and install it onto the impeller wheel.



**Fig. 139**

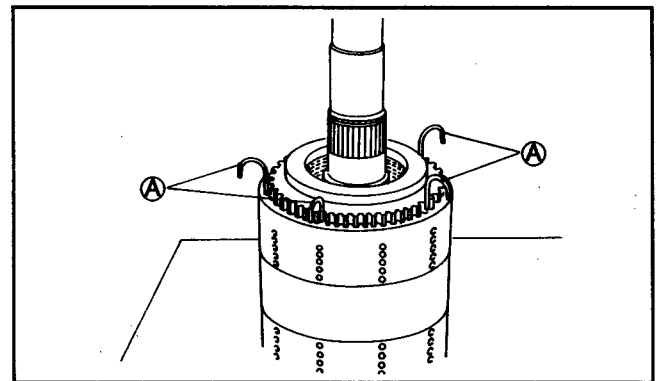
**(2) Reassembling 3rd/4th speed clutch**

- ① Using the same procedure for the forward clutch pack, reassemble the 3rd speed clutch pack till the clutch piston. [Refer to (1) ① - ④.]



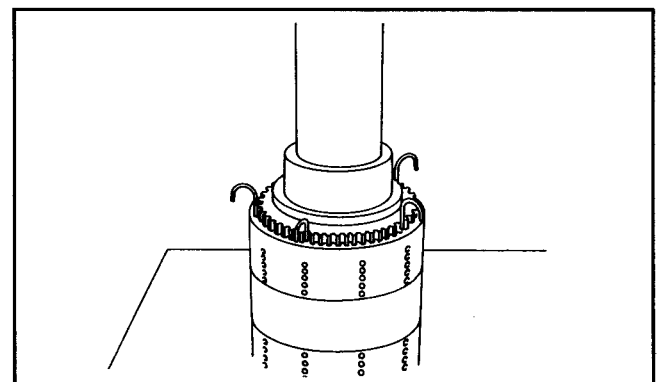
**Fig. 175**

- ② Install the necessary number of plates, return springs and disks in the drum in that order. It is advisable to use rod jigs (A) for aligning the plate splines.



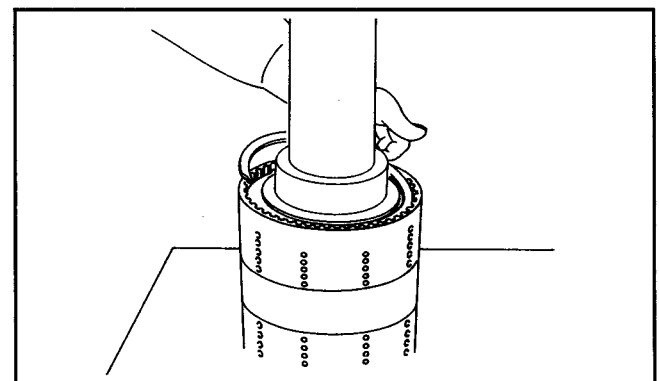
**Fig. 176**

- ③ Finally put the end plate and press it to compress the return spring until the snap ring groove inside the drum comes into view.



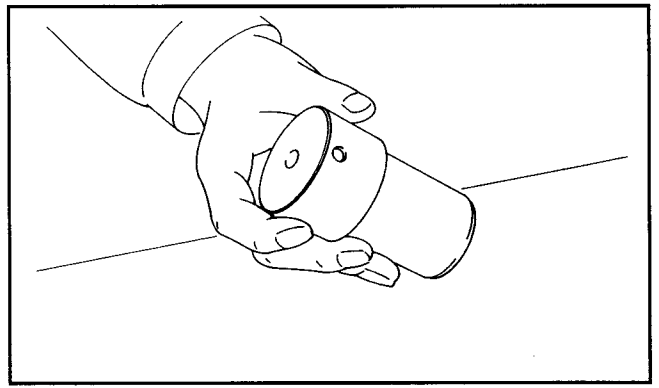
**Fig. 177**

- ④ Remove all the rod jigs and attach the snap ring into the groove in the drum.



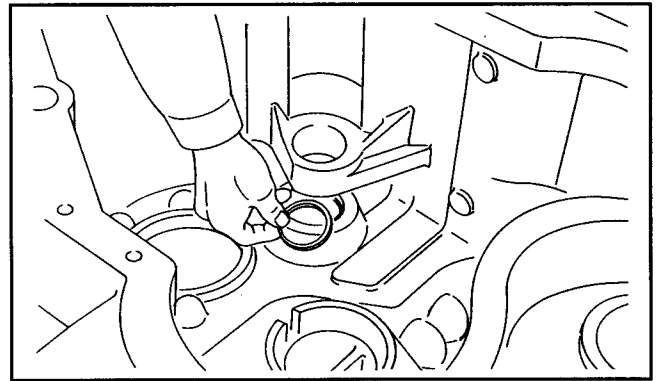
**Fig. 178**

- ② Set a greased lock ball into the hole in the larger-diameter end of the back gear shaft. Use caution not to drop the ball.



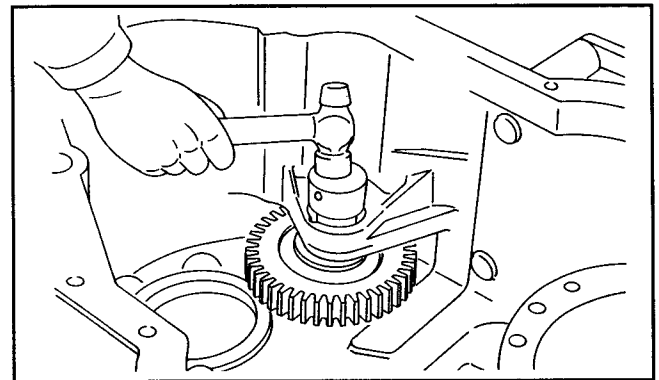
**Fig. 210**

- ③ Attach the spacer in the transmission case in the area on which the back gear shaft front end rests.



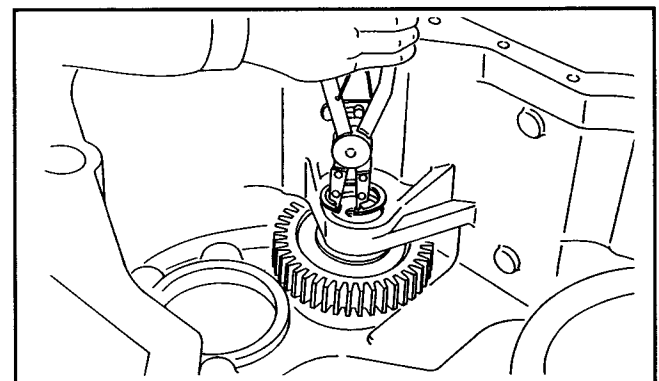
**Fig. 211**

- ④ Put back gear in position in the case. Fit the shaft aligning with the lock ball position.



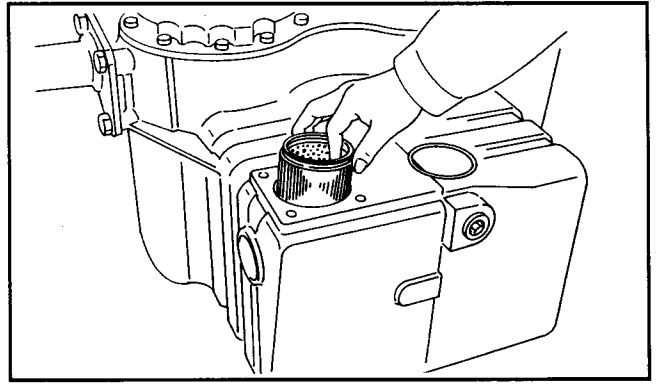
**Fig. 212**

- ⑤ After installing the shaft, attach the snap ring in the groove in the case to secure the shaft.



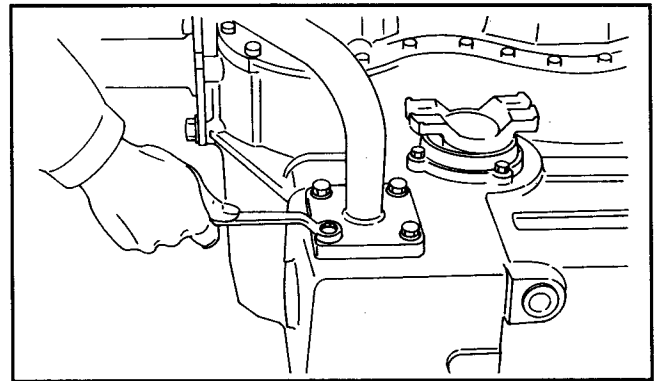
**Fig. 213**

- ② Insert the suction strainer into the transmission case and install the "O"-ring between the case and strainer.



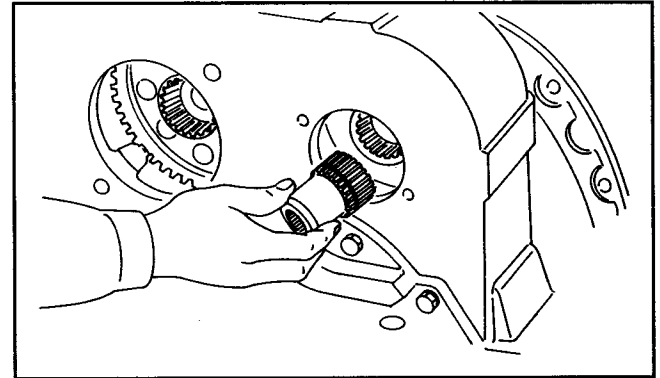
**Fig. 250**

- ③ With a new gasket, install the suction tube to the transmission case. Tighten 4 bolts.



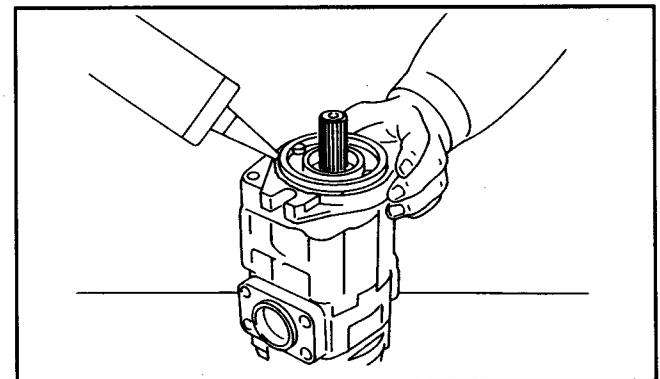
**Fig. 251**

- ④ Insert the pump sleeve into the pump drive gear.



**Fig. 252**

- ⑤ Apply LOCTITE FMD-127 on the charging fitting surface.



**Fig. 253**

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