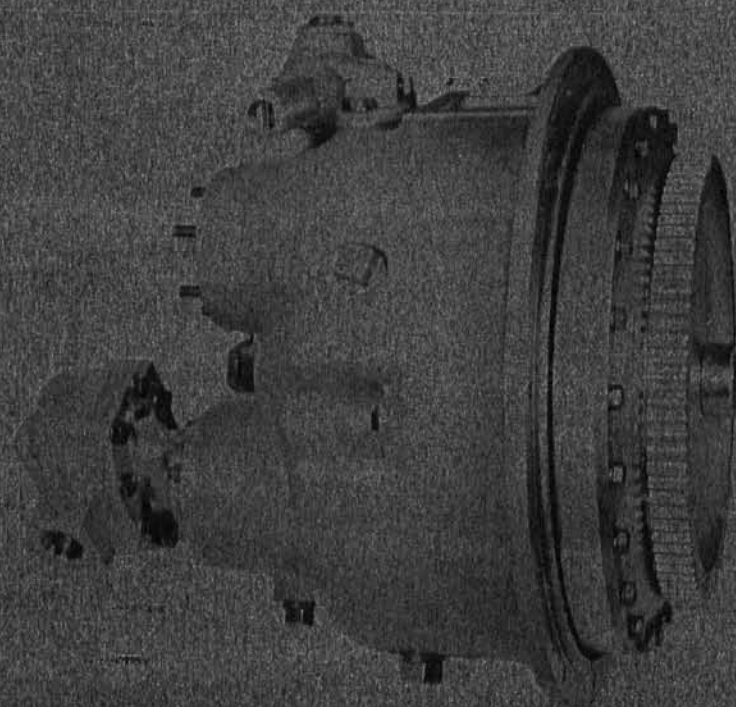


CLARK®

TORQUE CONVERTER

MAINTENANCE & SERVICE MANUAL



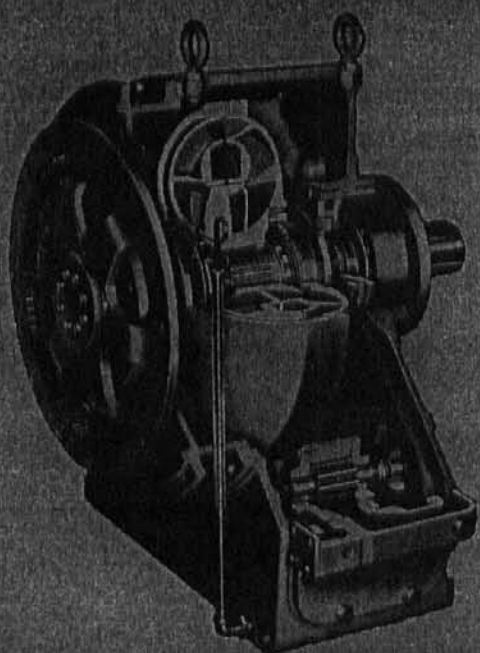
C-270

SERIES

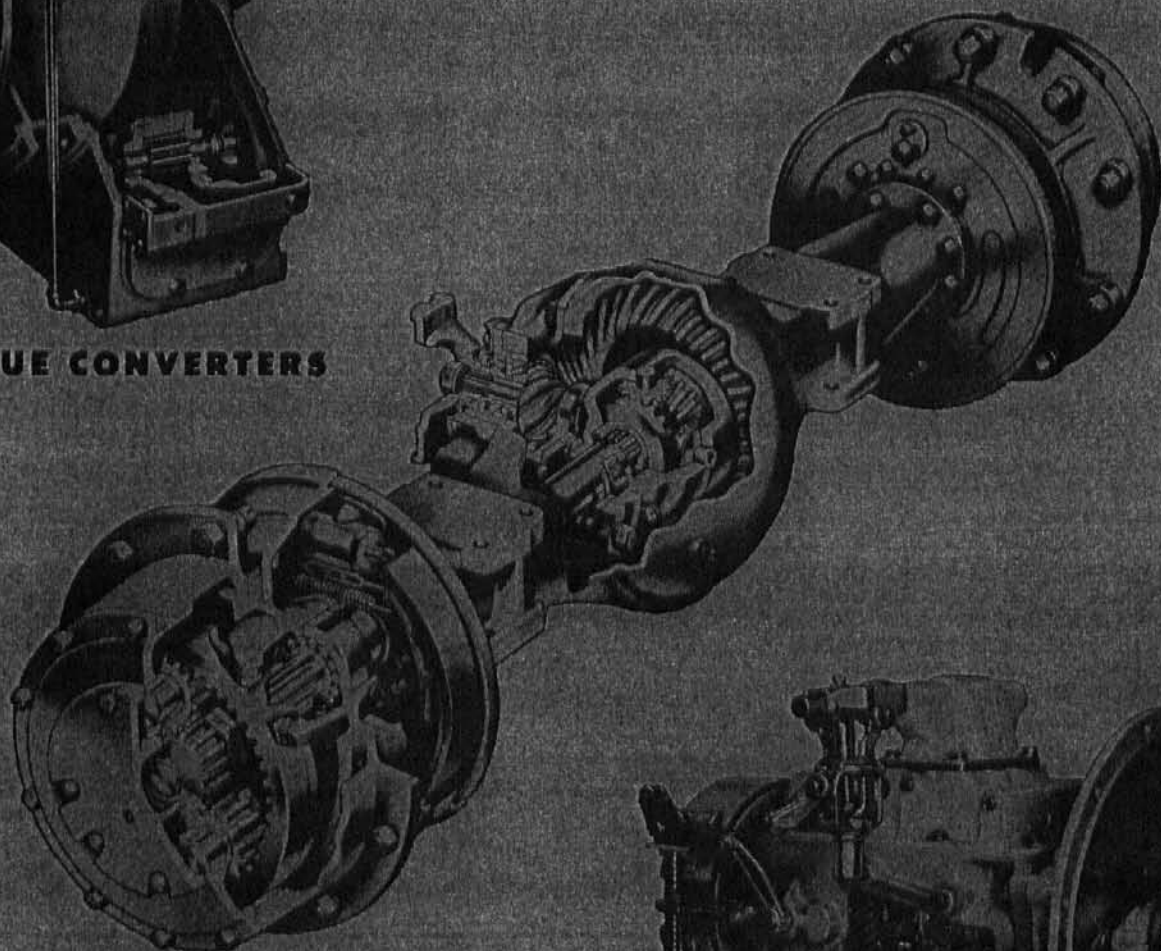
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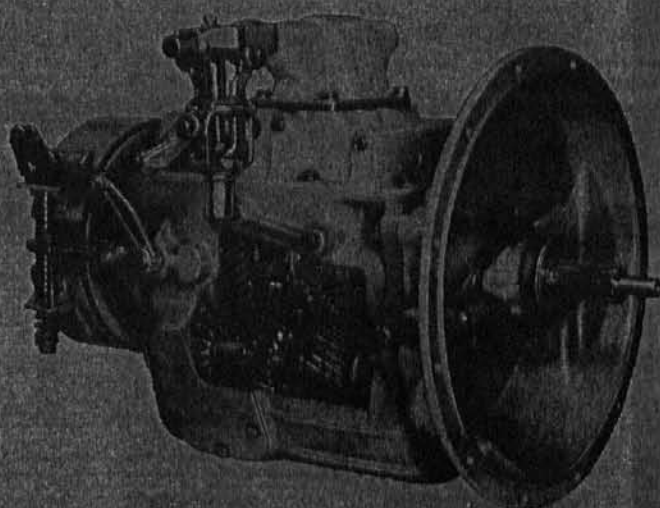
PUBLICATION DEPT. — JACKSON, MICHIGAN



● **TORQUE CONVERTERS**



● **AXLES**



● **TRANSMISSIONS**

INTRODUCTION

This maintenance manual is published as a service reference guide and includes trouble shooting, specifications and disassembly and assembly procedure.

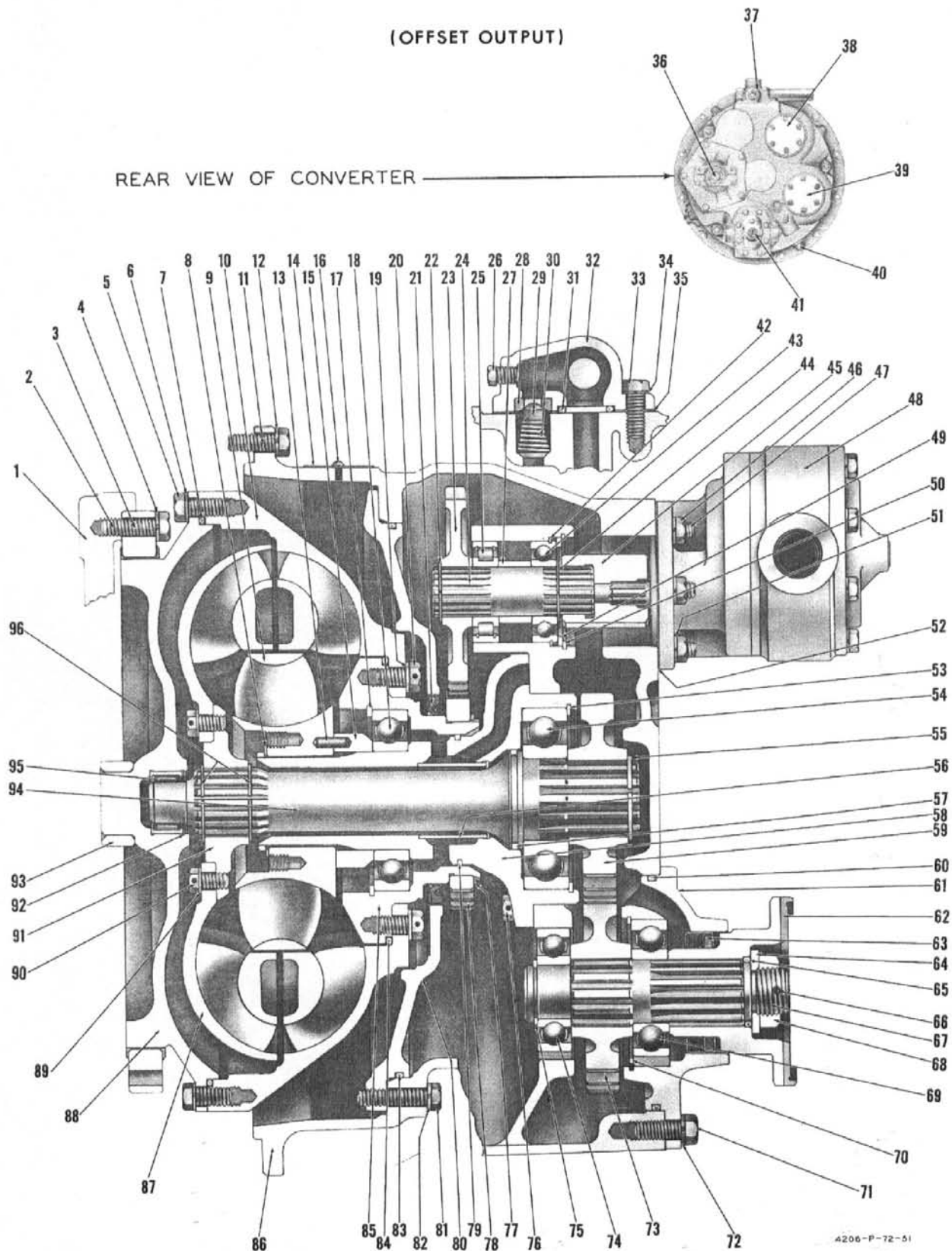
The illustrations appearing, herein, are numbered consecutively and are intended to show typical constructions of the various parts. In some instances, the shapes or details of the parts illustrated may not exactly represent their actual appearance, however, they will serve to show the servicing methods explained and help to identify parts performing the same function.

The C-270 series converter consists of two types of converters. One type has an offset output shaft and is referred in the maintenance manual as such. The other type converter has an inline output shaft. Both offset and inline output shafts are explained in the assembly and disassembly procedure.

CLARK EQUIPMENT COMPANY
Customer Service Division
Publications Department
Jackson, Michigan

(OFFSET OUTPUT)

REAR VIEW OF CONVERTER



A U T O M O T I V E D I V I S I O N

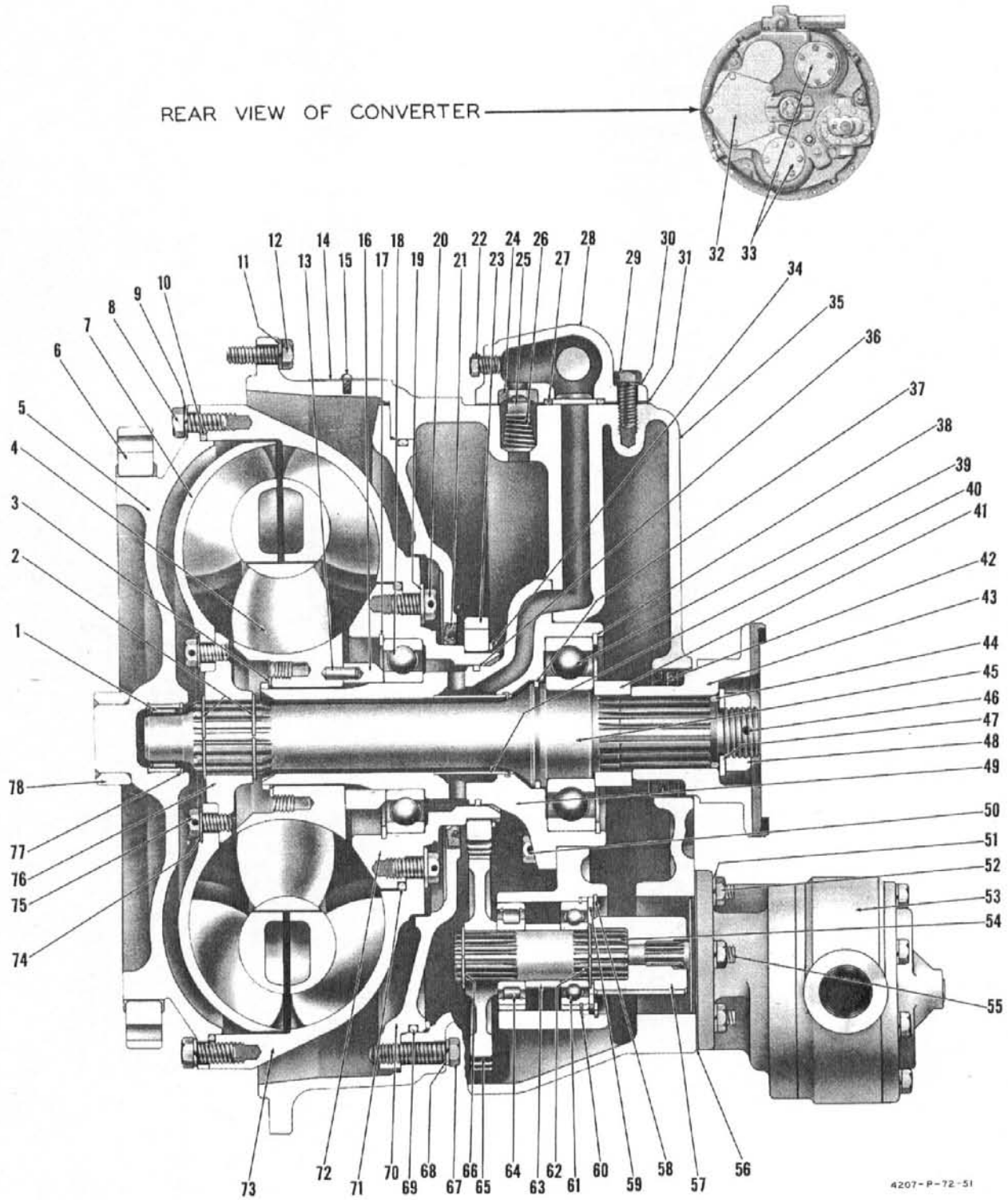


C270 Series Converters (Offset output)

<u>ITEM</u>	<u>NOMENCLATURE</u>	<u>ITEM</u>	<u>NOMENCLATURE</u>
1	Engine Flywheel	49	Pump Shaft Washer
2	Bolts	50	Retainer Ring
3	Ring Gear	51	Lockwasher
4	Plain Washer	52	Pump Gasket
5	Impeller Cover Screw	53	Turbine Shaft Brg. Ret. Ring
6	Impeller Cover Lockwasher	54	Turbine Shaft Bearing
7	"O" Ring	55	Turbine Shaft Gear Snap Ring
8	Reaction Member Snap Ring	56	Stator Support Bushing
9	Reaction Member	57	Oil Sealing Ring
10	Impeller	58	Stator Support
11	Screw	59	Turbine Shaft Gear
12	Lockwasher	60	"O" Ring
13	Roll Pin	61	Bearing Retainer
14	Name Plate	62	Output Flange
15	Reaction Member Spacer	63	Oil Seal
16	Name Plate Screw	64	Output Shaft Washer
17	Hub Bearing Retainer Ring	65	"O" Ring
18	Impeller Hub Bearing	66	Output Shaft Cotter Pin
19	Impeller Hub Washer	67	Output Shaft
20	Impeller Hub Screw	68	Output Shaft Nut
21	Oil Seal	69	Output Shaft Rear Bearing
22	Gear Retainer Ring	70	Rear Bearing Snap Ring
23	Pump Drive Gear	71	Screw
24	Pump Drive Shaft	72	Lockwasher
25	Pump Drive Shaft Front Brg.	73	Output Shaft Gear
26	Pipe Plug	74	Output Shaft Front Bearing
27	Pump Shaft Spacer	75	Front Brg. Retainer Ring
28	Safety Valve Seat	76	Screw
29	Safety Valve Plunger	77	Hub Gear Retainer Ring
30	Safety Valve Spring	78	Impeller Hub Gear
31	"O" Ring	79	Piston Ring
32	Regulating Valve Assembly	80	Oil Baffle
33	Bolt	81	Oil Baffle Screw
34	Lockwasher	82	Baffle Screw Lockwasher
35	Regulating Valve Gasket	83	Oil Baffle "O" Ring
36	Output Shaft	84	Impeller Hub "O" Ring
37	Regulating Valve Assembly	85	Impeller Hub
38	Pump Hole Cover	86	Converter Housing
39	Pump Hole Cover	87	Turbine
40	Pipe Plug	88	Impeller Cover
41	Charging Pump	89	Turbine Hub Screw Washer
42	Snap Ring	90	Turbine Screw Bolt
43	Pump Drive Shaft Rear Brg.	91	Turbine Hub
44	Bearing Retainer Ring	92	Bearing Snap Ring
45	Pump Drive Adaptor	93	Impeller Cover Sleeve
46	Stud Nut	94	Turbine Shaft
47	Stud	95	Impeller Cover Bearing
48	Charging Pump	96	Turbine Hub Retainer Ring

(INLINE OUTPUT)

REAR VIEW OF CONVERTER

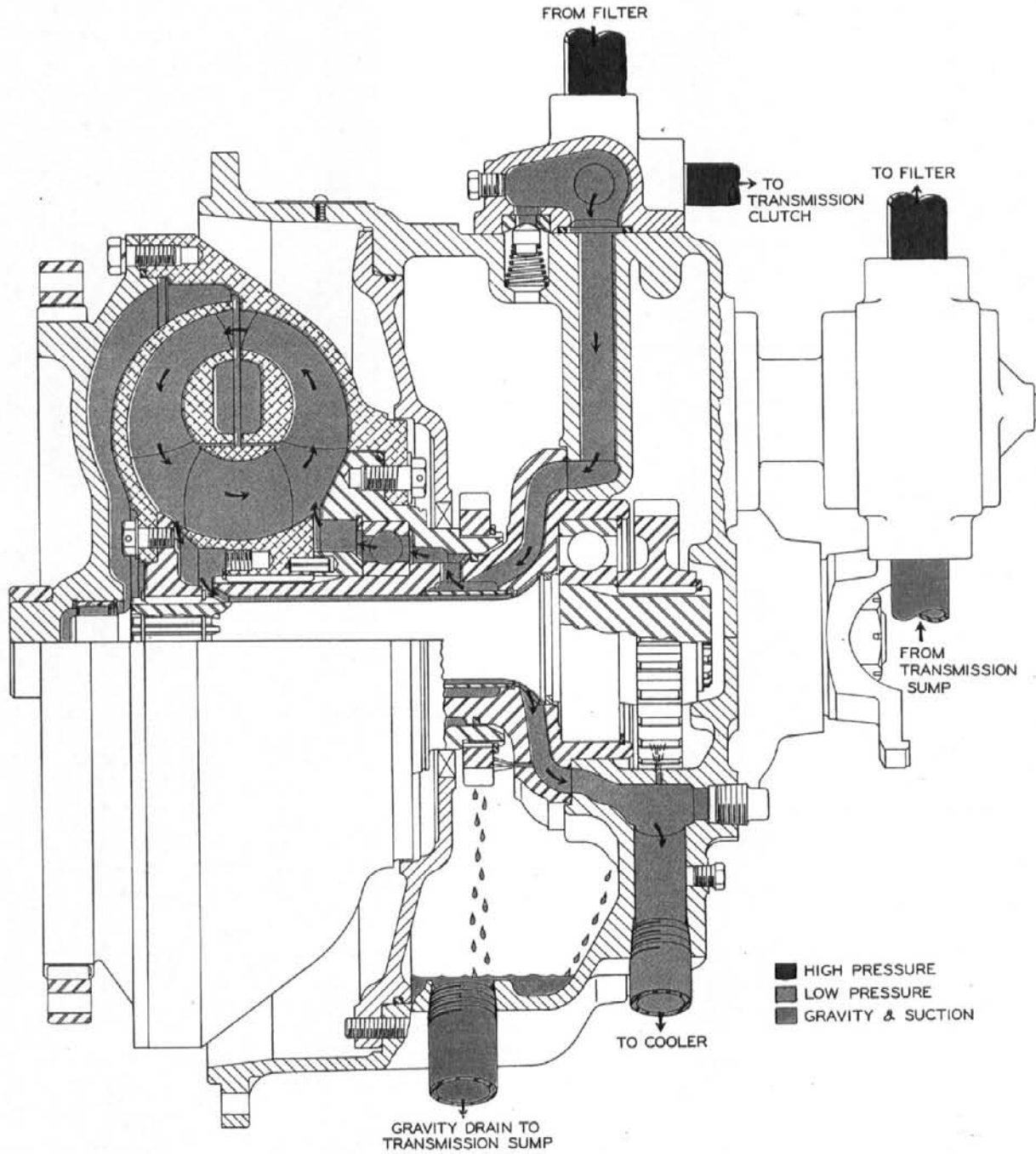


A U T O M O T I V E D I V I S I O N



C270 Series Converters (Inline output)

<u>ITEM</u>	<u>NOMENCLATURE</u>	<u>ITEM</u>	<u>NOMENCLATURE</u>
1	Impeller Cover Bearing	40	Stator Support Sleeve
2	Turbine Hub Retainer Ring	41	Flange Spacer
3	Reaction Member Snap Ring	42	Oil Seal
4	Reaction Member	43	Output Flange
5	Impeller Cover	44	Flange "O" Ring
6	Ring Gear	45	Output Shaft
7	Turbine	46	Flange Nut Cotter
8	Impeller Cover Bolt	47	Flange Nut Washer
9	Impeller Cover Lockwasher	48	Output Flange Nut
10	"O" Ring	49	Stator Support
11	Lockwasher	50	Screw
12	Bolt	51	Lockwasher
13	Roll Pin	52	Stud Nut
14	Name Plate	53	Charging Pump Assembly
15	Name Plate Screw	54	Pump Drive Shaft
16	Reaction Member Spacer	55	Pump Mounting Stud
17	Impeller Bearing Ret. Ring	56	Pump Gasket
18	Impeller Bearing	57	Pump Drive Adaptor
19	Impeller Hub Washer	58	Pump Shaft Rear Brg. Ret. Ring
20	Impeller Hub Screw	59	Shaft Rear Brg. Ret. Washer
21	Oil Baffle Oil Seal	60	Shaft Rear Brg. Loc. Ring
22	Pipe Plug	61	Pump Shaft Rear Bearing
23	Impeller Hub Gear	62	Rear Brg. Retainer Ring
24	Safety Valve Seat	63	Pump Shaft Spacer
25	Safety Valve Plunger	64	Pump Shaft Front Bearing
26	Safety Valve Spring	65	Pump Drive Gear
27	"O" Ring	66	Pump Drive Gear Ret. Ring
28	Regulating Valve Assembly	67	Oil Baffle Screw
29	Bolt	68	Baffle Screw Lockwasher
30	Lockwasher	69	Oil Baffle "O" Ring
31	Regulating Valve Gasket	70	Oil Baffle
32	Cover	71	Impeller Hub "O" Ring
33	Pump Hole Cover	72	Impeller Hub
34	Impeller Hub Gear Snap Ring	73	Impeller
35	Converter Housing	74	Washer
36	Oil Sealing Ring	75	Bolt
37	Output Shaft Oil Sealing Ring	76	Turbine Hub
38	Output Shaft Brg. Ret. Ring	77	Impeller Cover Brg. Ret. Ring
39	Output Shaft Bearing	78	Impeller Cover Sleeve



C-270 SERIES CONVERTER OIL FLOW DIAGRAM

AUTOMOTIVE DIVISION



IRREGULARITIES IN PERFORMANCE

C270 Series Converters

<u>TROUBLE</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
1. Low converter OUT pressure (Below 25 P.S.I. with engine at 2000 RPM—NO LOAD)	Worn oil sealing and "O" rings Worn oil pump. Safety Valve remains open.	A. Trouble is internal and will require a complete tear- down of the converter. B. Replace. C. Clean and check valve spring and valve.
2. Suction line taking air.	Low oil level. Suction line connections taking air. Worn oil pump	D. Fill to proper level. E. Check oil line connections and tighten securely. F. Replace.
3. High converter OUT pressure (Above 40 P.S.I. with engine at 2000 RPM—NO LOAD)	Oil cooler or oil lines re- stricted. Oil too heavy Cold oil.	G. Check oil cooler line and oil cooler for restrictions. Clean or replace. H. Check oil weight. See oil recommendations. I. Converter pressure in cold weather will vary. As soon as converter gets hot, pres- sure should drop.
4. Over-heating	See items #1 & #2. Oil cooler or oil cooler lines restricted causing safety valve to stay open. Oil cooler too small. Worn oil pump Converter drain line to transmission or oil sump not installed properly.	J. Clean and check oil cooler and oil cooler lines. Re- place if necessary. K. Replace with larger cooler. L. Replace oil pump M. Install at lowest drain open- ing in converter housing. Line must maintain constant gradual drop to oil sump for gravity drain.
5. Noisy Converter.	Worn coupling gear. Worn oil pump Damaged bearing. Worn drive gears.	N. Replace. O. Replace. P. A complete teardown will be necessary to determine this. Replace if necessary. Q. Replace.
6. Low clutch pressure. (See pressure specifications)	Transmission malfunc- tion.	R. Close pressure line to trans- mission control valve. If clutch pressure returns to normal, trouble is in trans- mission.

IRREGULARITIES IN PERFORMANCE (CONTINUED)

C270 Series Converters

<u>TROUBLE</u>	<u>PROBABLE CAUSE</u>	<u>REMEDY</u>
	Worn oil pump.	S. Replace.
	Regulation valve stuck open.	T. Clean and check valve for worn or dirty parts, replace if necessary.
7. High clutch pressure. (See pressure specifications)	Regulation valve stuck closed.	U. See item T.
8. Lack of power.	Improper engine function.	V. Tune engine.
	Engine stall speed below normal.	W. Tune engine. Check governor.
	Low converter downstream pressure.	X. See item #1.
	Air in the oil.	Y. See item #2.
	Improper oil.	Z. See oil recommendations.
9. Oil in engine flywheel housing.	"O" ring between impeller cover and impeller damaged.	AA. Replace.
	Oil baffle "O" ring damaged.	BB. Replace.
	Oil baffle oil seal damaged.	CC. Replace.

GENERAL INFORMATION:

Use Clark 228190 or 228748 Oil Filter only.

Use Clark 215502 Oil Filter Element only.

Use minimum number of Pipe and Hose Fittings.

Gravity drain from Converter Sump to Transmission must be of minimum length and have no "U" bends to trap air or oil.

Cooler capacity for normal application, 30 per cent of net Engine Horsepower at Governed Speed.

Check oil level with engine idling and transmission in neutral.

CHANGE OIL & OIL FILTER ELEMENT EVERY 500 HOURS.

TORQUE SPECIFICATIONS:

3/8" Capscrew	20 to 25 Pounds Feet Torque
7/16" Capscrew	35 to 40 Pounds Feet Torque
1/2" Capscrew	45 to 50 Pounds Feet Torque
Turbine Hub Bolt	30 to 35 Pounds Feet Torque
Output Flange Nut	200 to 250 Pounds Feet Torque

Apply Permatex No. 2 or Crane Sealer to all Pipe Plugs and Hose Connections.

Apply a light coat of Permatex No. 2 on all bores that take a Lip Type Oil Seal.

A U T O M O T I V E D I V I S I O N



OIL PRESSURE AND LUBRICATION RECOMMENDATIONS for C-270 SERIES CONVERTERS

Make all checks after complete system is up to normal operating temperature (200°F.)

A. CONVERTER PRESSURE CHECK

Operate Engine at 2000 R.P.M.
Place Transmission Direction and Speed Levers in neutral.

TRANSMISSION CLUTCH OIL PRESSURE P.S.I.

	MODEL	OIL PRESSURE
CLUTCH	C273T-1	180 to 200 P.S.I.
CLUTCH	C273T-2	180 to 200 P.S.I.
CLUTCH	C273.1	180 to 200 P.S.I.
CLUTCH	All Other Models	240 to 280 P.S.I.

Converter OUT.....25 Minimum
40 Maximum

B. OIL IN A TORQUE CONVERTER is used primarily as means of transmitting power as well as providing adequate lubrication. Such oil must have the following properties:

1. It must remain fluid at all prevailing temperatures.
2. It must not foam excessively nor materially increases in volume.
3. It must be chemically stable at elevated temperatures.
4. It must be free from additives and impurities which would centrifuge out during operation.
5. IT MUST BE CLEAN. Dirt in the converter hydraulic circuit will cause wear and shorten life. Also it will cause malfunction by damaging the hydraulic pump, pressure regulating valves and oil seals within the unit.

C. RECOMMENDED OILS FOR CLARK TORQUE CONVERTERS

PREVAILING AMBIENT TEMPERATURE	SAE SPEC	TYPE
Above 10°F.	Type A	Automatic Transmission Fluid.
	* SAE 10	Heavy Duty Engine Oil.
	* Type C	Torque Fluid.
10°F. to -20°F.	Type A	Automatic Transmission Fluid.
	* SAE 10	Heavy Duty Engine Oil.
Below -20°F.	Type A	Automatic Transmission Fluid only.

* WHEN THE CONVERTER IS USED IN CONJUNCTION WITH A POWER SHIFTED TRANSMISSION AND BOTH ARE USING A COMMON OIL SUMP, USE TYPE A AUTOMATIC TRANSMISSION FLUID ONLY.

C270 SERIES CONVERTER

The following instructions will cover the disassembly and assembly of the C270 Converter in a sequence that would normally be followed after the Converter has been removed from the vehicle.

CAUTION: Cleanliness is of extreme importance and an absolute must in the repair and overhaul of the Converter. Before attempting any repairs the exterior of the unit must be thoroughly cleaned to prevent the possibility of dirt and foreign matter entering the mechanism.

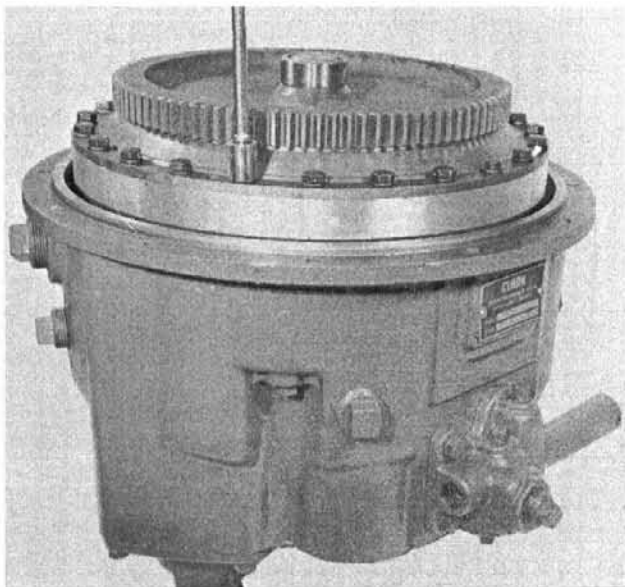
DISASSEMBLY


Figure 1.

Remove bolts securing impeller cover to impeller.

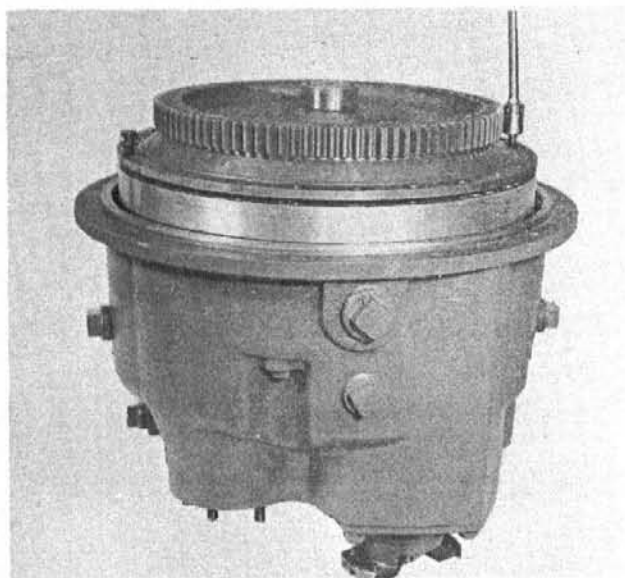


Figure 2.

Use two bolts in threaded puller holes 180° apart to remove impeller cover from impeller.

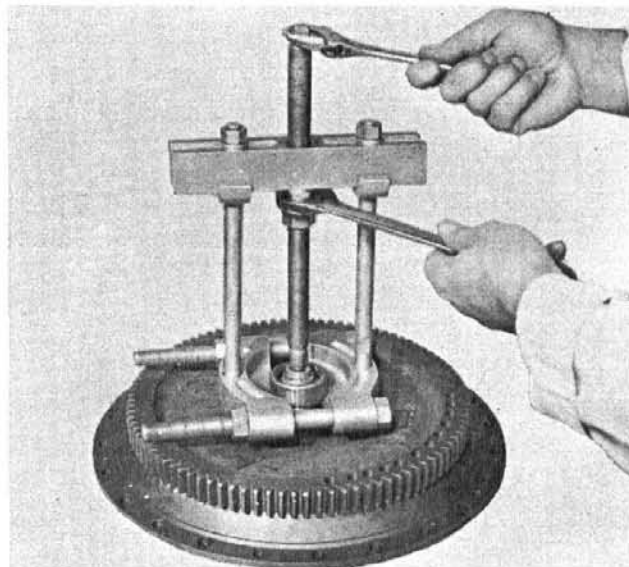


Figure 3.

If pilot bushing sleeve is to be replaced use procedure as shown in Figure - 3.

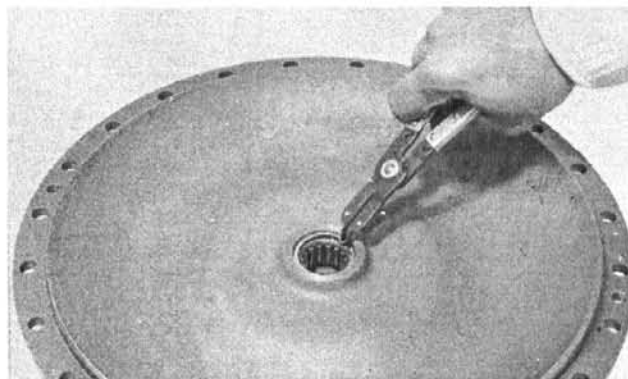


Figure 4.

If necessary to replace pilot bearing, remove retainer ring and use small inside bearing puller.

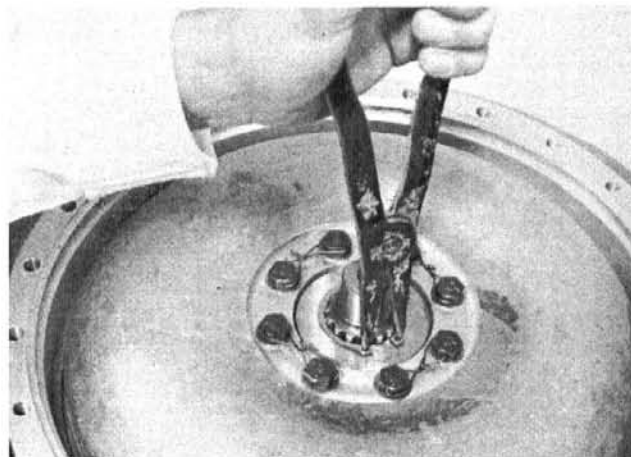


Figure 5.

Remove outer turbine hub retainer ring.

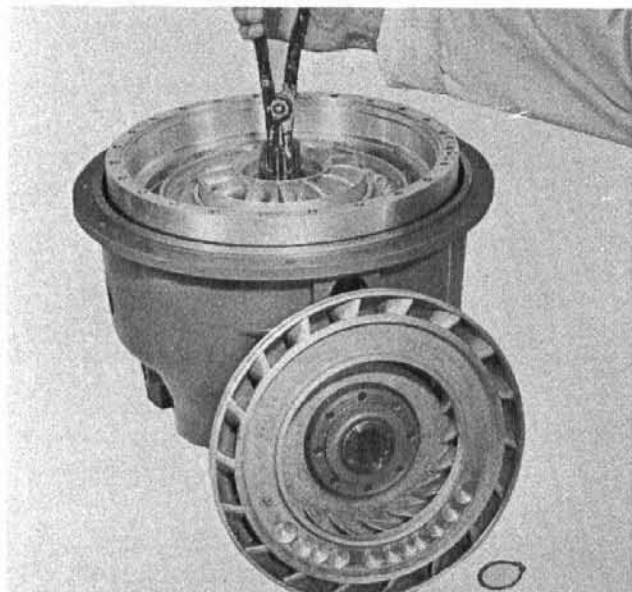


Figure 6.

Remove turbine and hub assembly from turbine shaft.
Remove turbine locating ring.

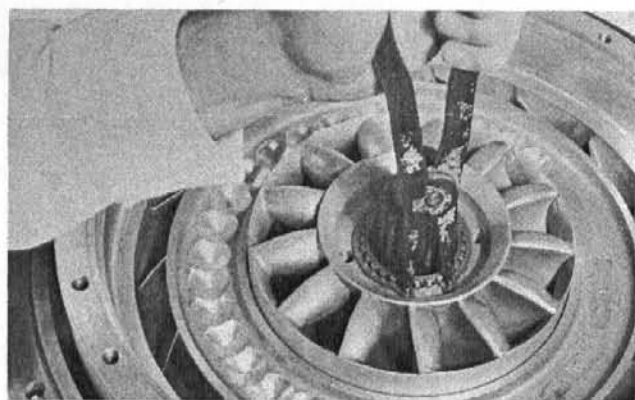


Figure 7.

Remove reaction member retainer ring.

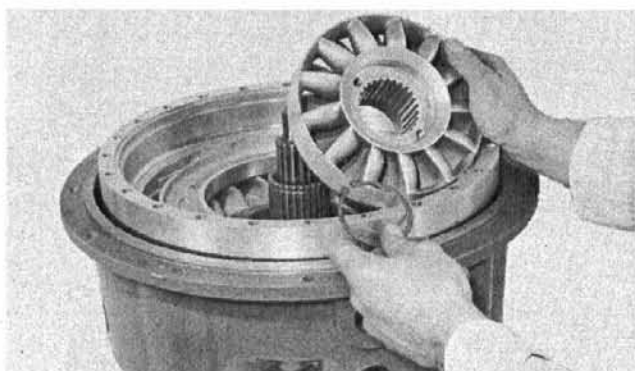


Figure 8.

Remove reaction member from stator support, threaded puller holes are provided should reaction member be too tight to be removed by hand.

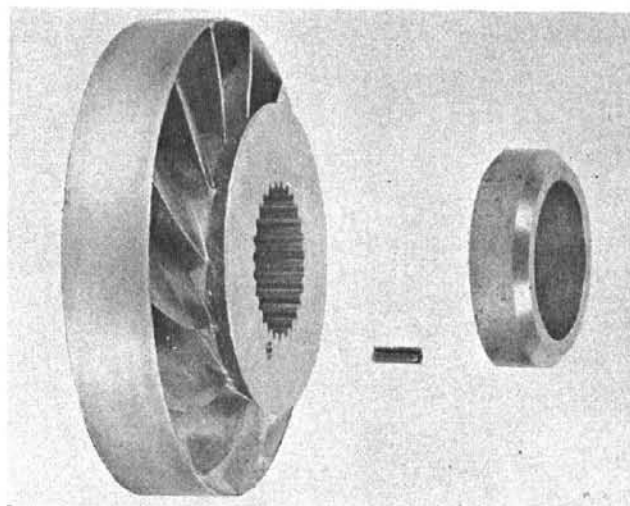


Figure 9.

Reaction member spacer is held to reaction member by a roll pin replace if damaged.

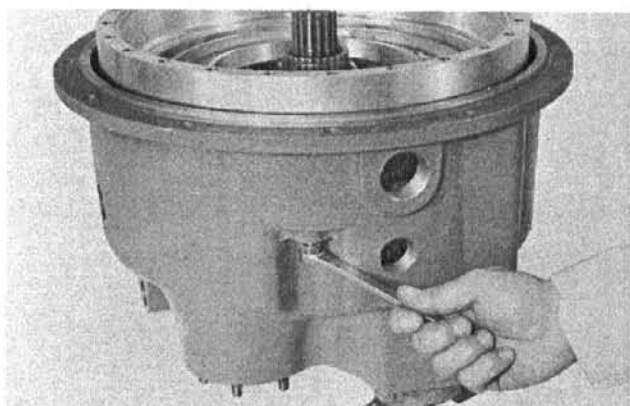


Figure 10.

Remove three bolts that secure oil baffle to Converter Housing.



Figure 11.

Install special puller tool as shown in Figure - 11, turn jack screw pulling oil baffle and impeller from stator support as an assembly. Special tool can be made for easier removal of impeller assembly but is not necessary (See Figure - 12)

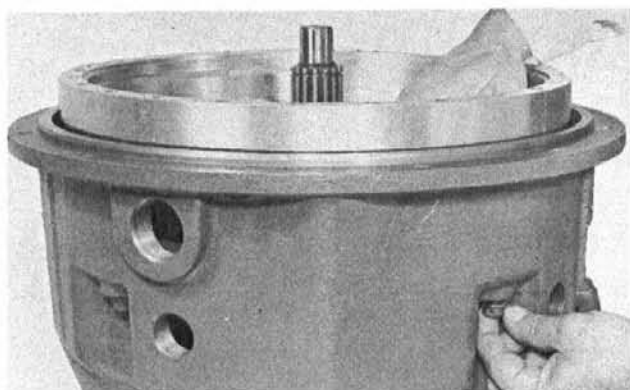


Figure 12.

If special tool is not available, remove oil baffle bolts part way. Tap lightly on each bolt, this will loosen oil baffle from Converter Housing, remove oil baffle and impeller from housing as an assembly.

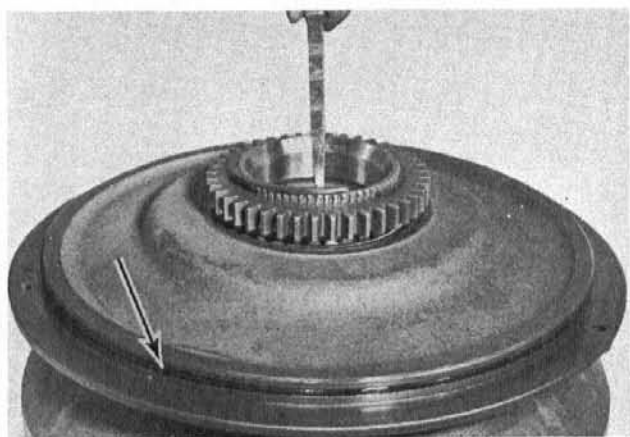


Figure 13.

Remove impeller hub gear retainer ring.

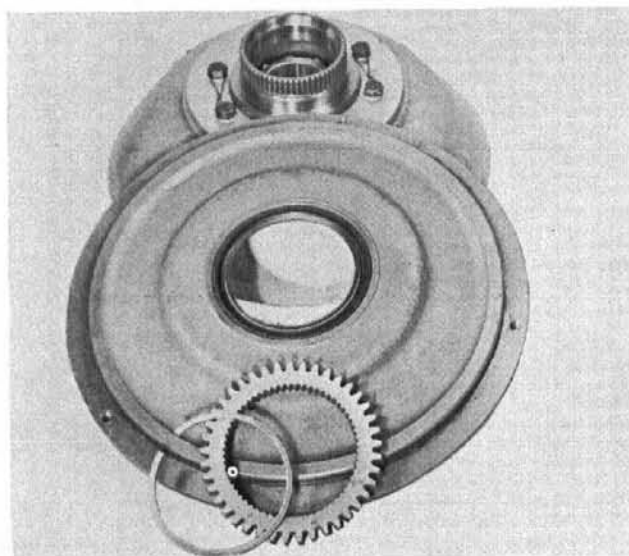


Figure 14.

Remove impeller hub gear and oil baffle from impeller.

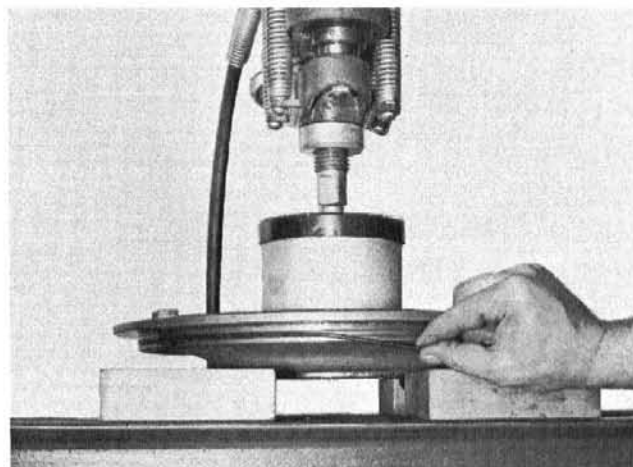


Figure 15.

Remove oil baffle oil seal and "O" ring. NOTE: Oil seal should be removed only if it is to be replaced.

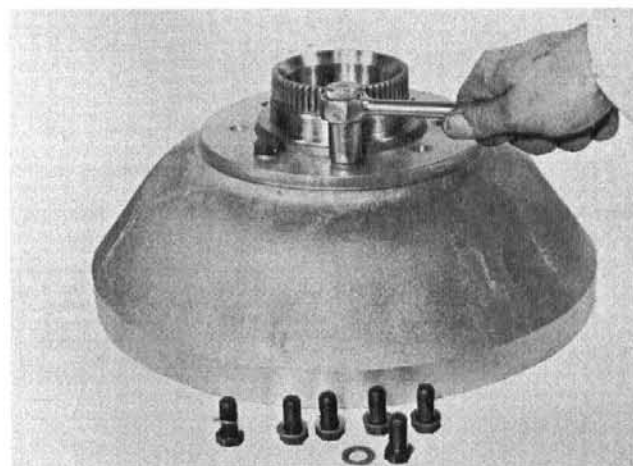


Figure 16.

Remove impeller hub bolt lockwire and hub bolts.



Figure 17.

Remove impeller hub from impeller. Remove hub "O" ring.

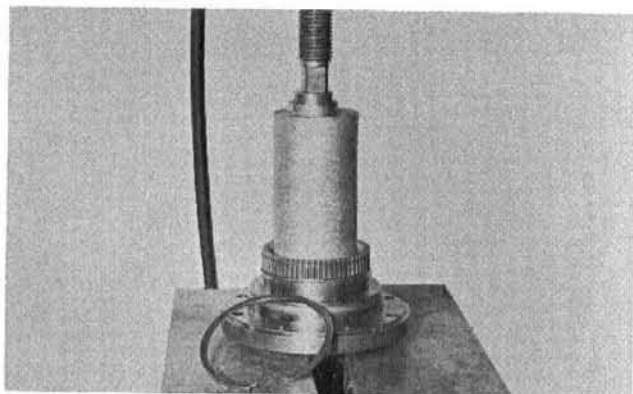


Figure 18.

Remove hub bearing retainer ring and press bearing from hub.

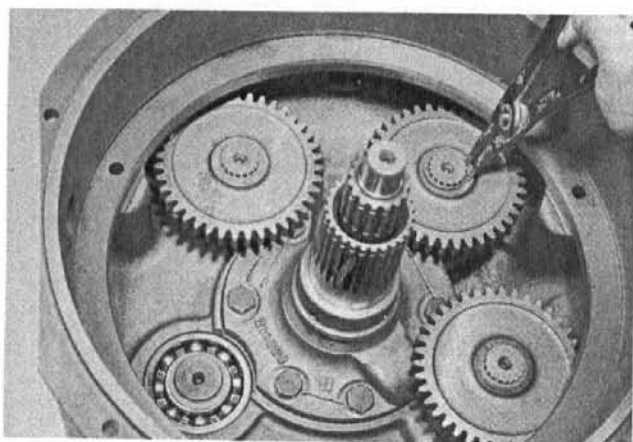


Figure 19.

PUMP DRIVES VARY IN QUANTITY FROM ONE TO THREE - ALL DRIVES DISASSEMBLE THE SAME.

Remove oil pump drive gear retaining rings. Remove drive gears from pump shafts.

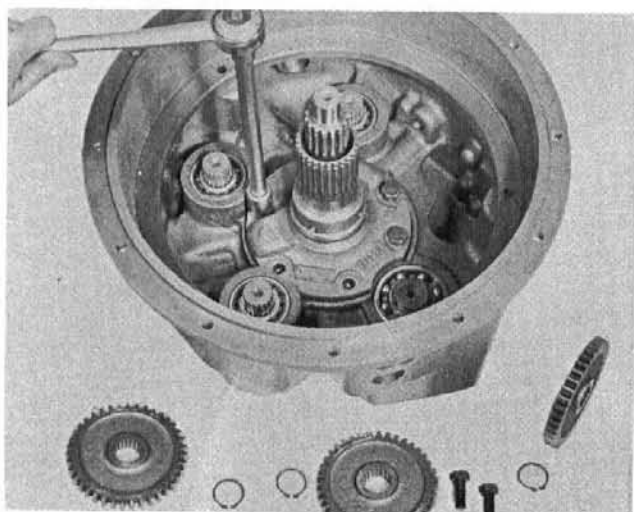


Figure 20.

Remove stator support bolts.

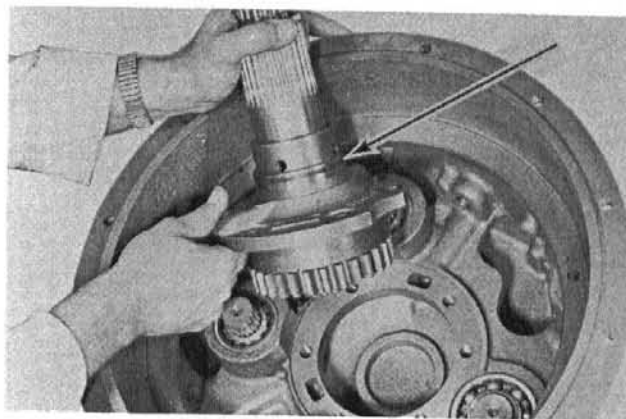


Figure 21.

On offset output, remove stator support and turbine shaft assembly from Converter Housing.

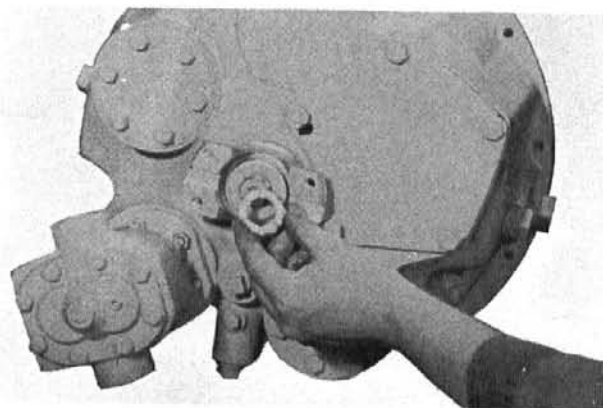


Figure 22.

On inline output remove companion flange cotter, nut, washer, "O" ring, and companion flange from inline turbine shaft.

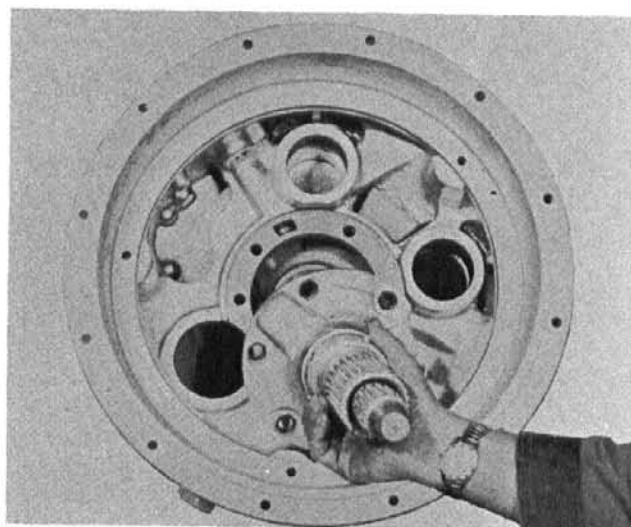


Figure 23.

Remove inline turbine shaft by using a brass hammer and tapping on threaded end of shaft. Stator support and turbine shaft will come out as a unit.

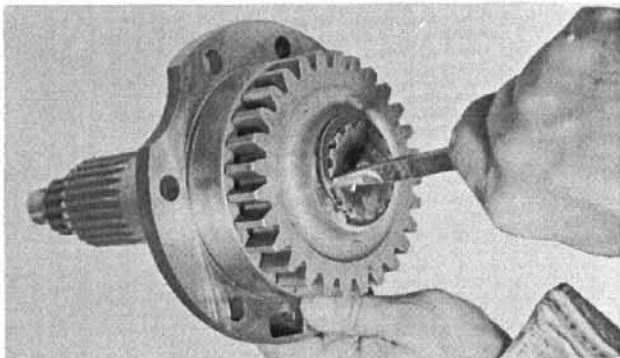


Figure 24.

On offset output remove turbine shaft gear retainer ring and turbine shaft gear.

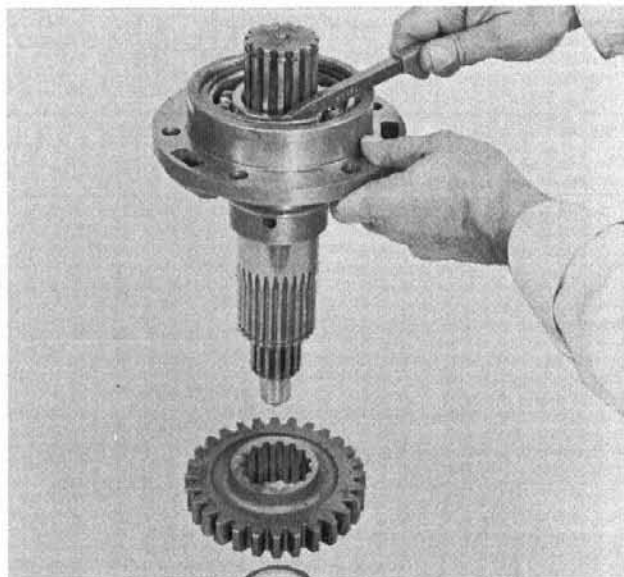


Figure 25.

Remove turbine shaft bearing retainer ring from stator support. NOTE: Use same procedure on inline output or offset output.

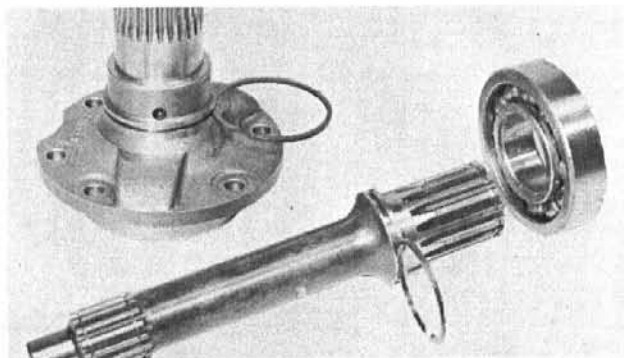


Figure 26.

Press turbine shaft from stator support. Press turbine bearing from turbine shaft. Remove oil sealing rings from stator support and turbine shaft. NOTE: Use same procedure on inline output or offset output.

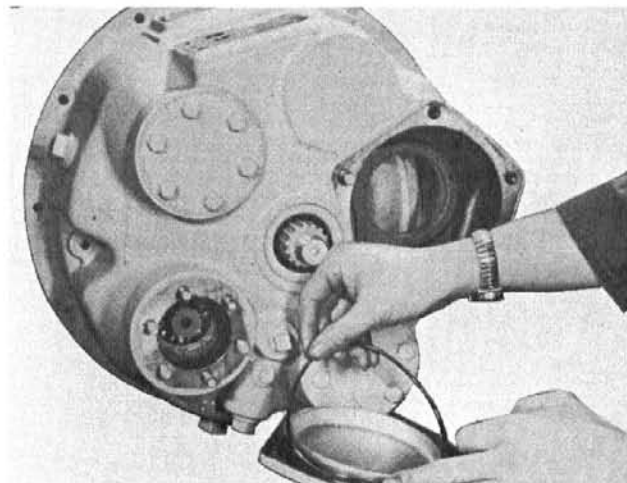


Figure 27.

On the inline output Converter, the offset output shaft cover need not be removed unless "O" ring is to be changed.

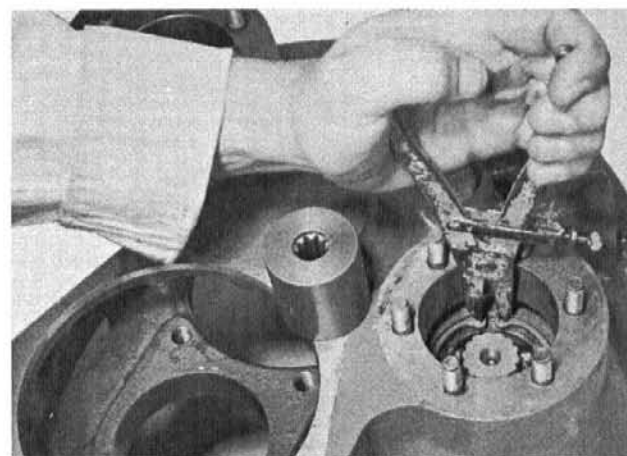


Figure 28.

Remove pump adaptor sleeve from pump shaft. Remove pump shaft washer retainer ring and pump shaft washer.

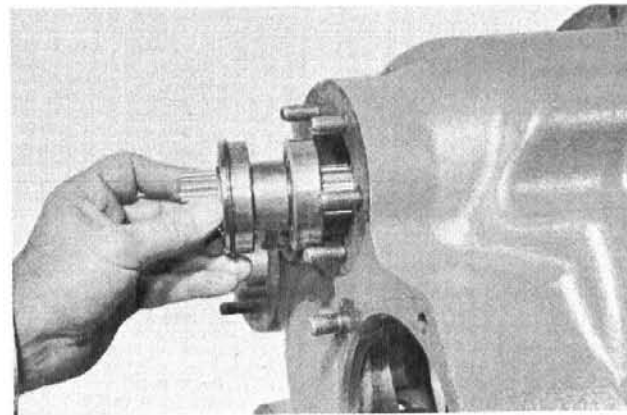


Figure 29.

Tap on pump shaft from inside Converter Housing pump shaft and bearings will come out as an assembly.

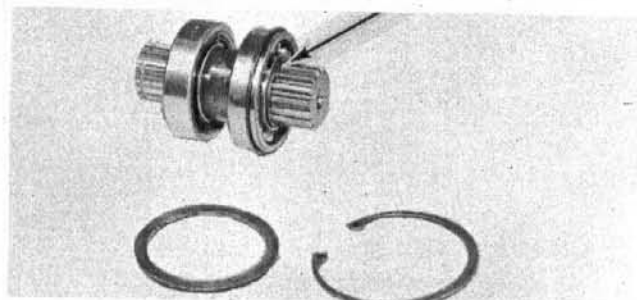


Figure 30.

Remove pump shaft bearing locating ring. Press bearings from pump shaft.

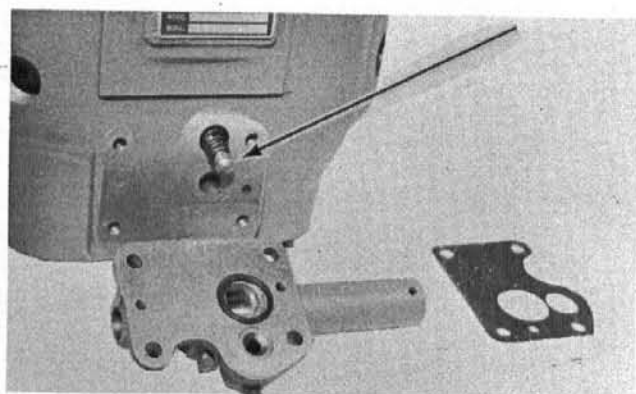


Figure 31.

Remove pressure regulator valve assembly. Use caution as not to lose safety valve plunger or spring (See arrow).

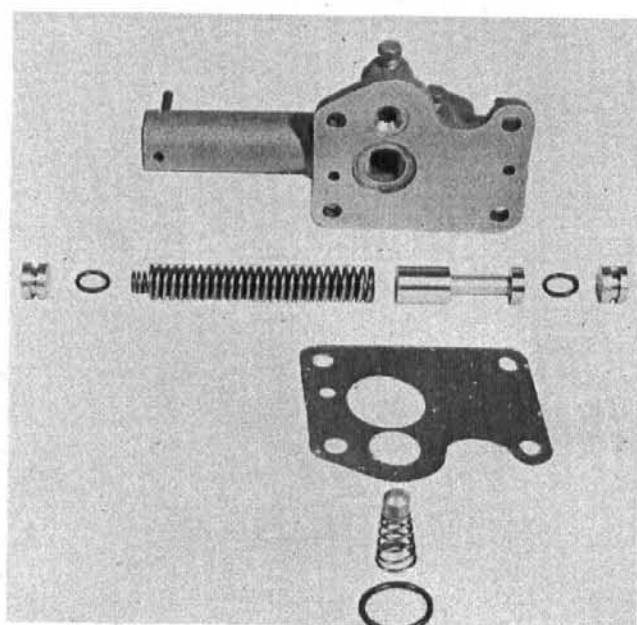


Figure 32.

Depress piston stop and remove piston stop roll pin. Remove piston stop and inner and outer spring. Remove roll pin at opposite end. Remove valve stop and valve piston.

CLEANING AND INSPECTION

Cleanliness of the respective parts is absolutely necessary in re-assembling. Dirt in its many forms can and will cause trouble. Therefore, re-assembling the Converter or any of its parts be sure all parts have been thoroughly cleaned with a suitable cleaning fluid. After cleaning, all parts should be dried with moisture free compressed air.

A thorough visual examination of all parts should be made before re-assembly. Any parts that show excessive wear or damage should be replaced. Small nicks or burrs may be removed with a hone or crocus cloth. It is recommended that all gaskets, oil seals, piston sealing rings, "O" rings and internal lockwashers be replaced.

A light coat of Permatex #2 applied to the outer diameter of oil seals, assures a good oil tight fit between oil seal and housing. The use of grease is recommended when positioning new gaskets in their respective locations. Piston sealing rings and "O" rings should be coated with type "A" Automatic Transmission Fluid to facilitate assembly.

REASSEMBLY

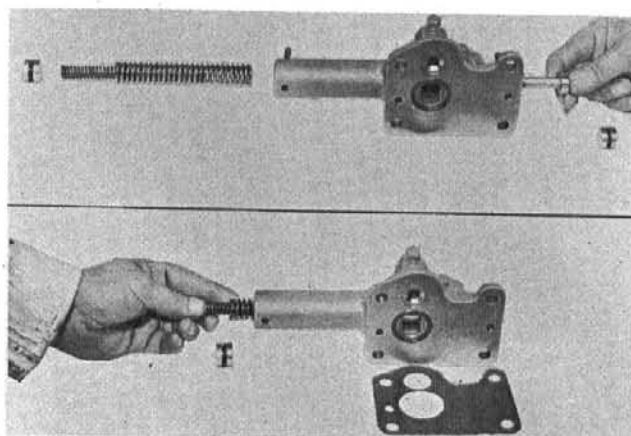


Figure 33.

Install valve piston (Top view Figure -33). Install valve stop and new "O" ring in valve housing and secure with roll pin. Install inner and outer valve spring in valve housing. Install valve spring stop and new "O" ring in valve housing. Depress spring stop and install spring stop roll pin.

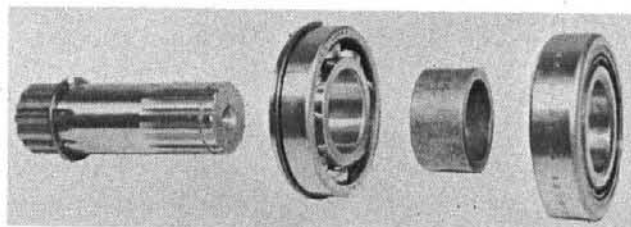


Figure 34.

Install pump shaft rear bearing locating ring. Press rear bearing on pump shaft with bearing snap ring toward rear of shaft. Install bearing spacer and press front bearing on shaft until it shoulders against bearing spacer.

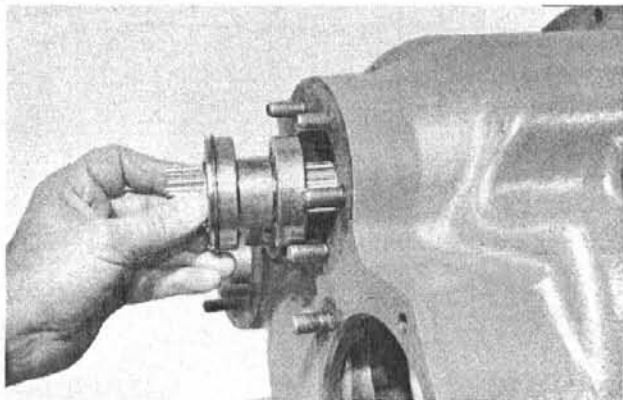


Figure 35.

Install pump shaft and bearing assembly in Converter Housing.

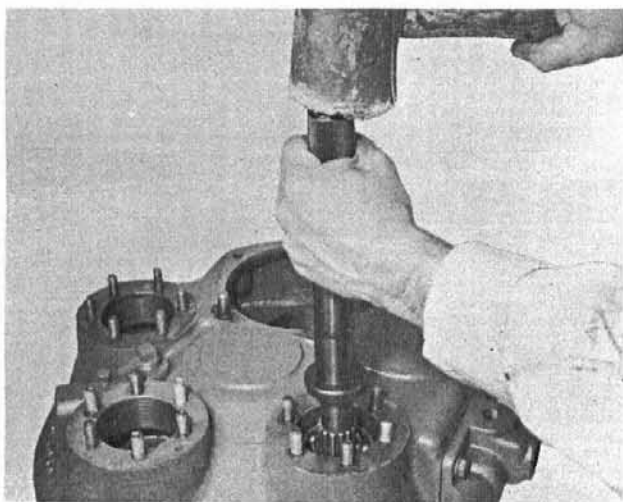


Figure 36.

Tap pump shaft and bearing assembly in Converter Housing until rear bearing snap ring shoulders against bearing bore.

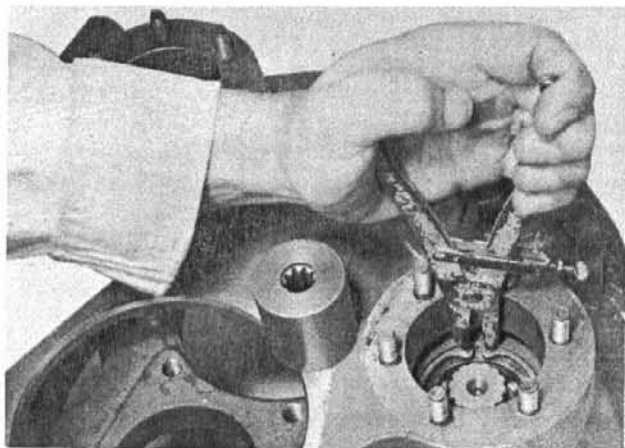


Figure 37.

Install pump shaft washer and washer retainer ring. pump adaptor sleeve can be installed just before pump.

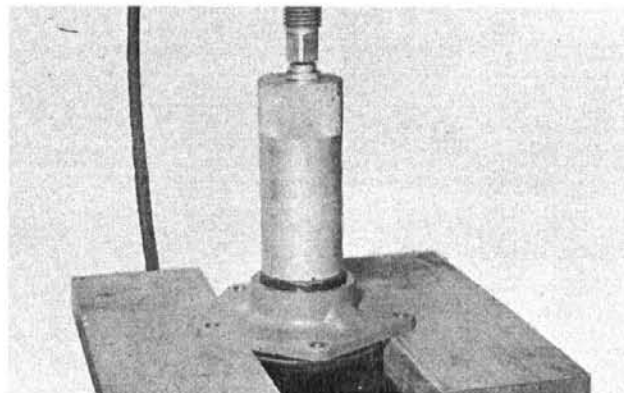


Figure 38.

Press offset output shaft oil seal in bearing retainer. Lip of seal in. NOTE: Oil seal must be pressed 5/16" below rear face of bearing retainer. Press rear output shaft bearing in bearing retainer and secure with retainer ring. Press inline output shaft oil seal in Converter Housing. Lip of seal in. NOTE: Oil seal must be pressed 5/16" below rear face of Converter Housing.

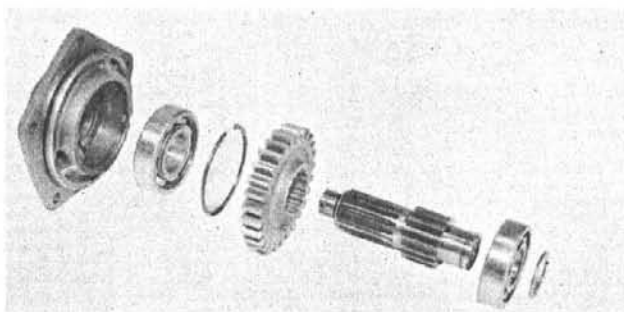


Figure 39.

Press front output shaft bearing on offset output shaft and secure with bearing retainer ring. Install output shaft gear on output shaft.

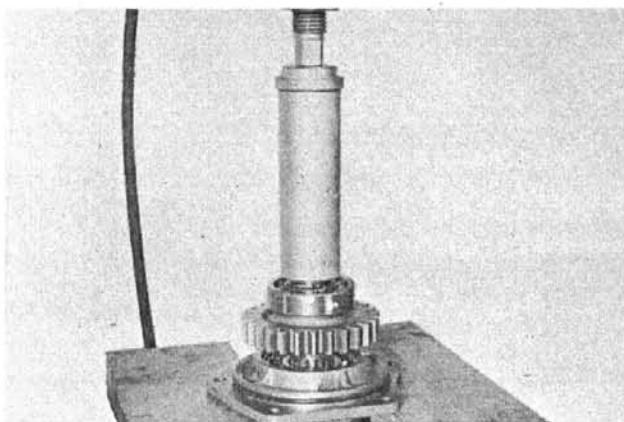


Figure 40.

Press offset output shaft, gear and bearing assembly through rear bearing and bearing retainer. Secure output shaft gear in vise equipped with soft jaws. Install companion flange, new flange "O" ring, flange washer and flange nut, tighten nut 200 to 250 foot pounds torque. Install nut cotter.

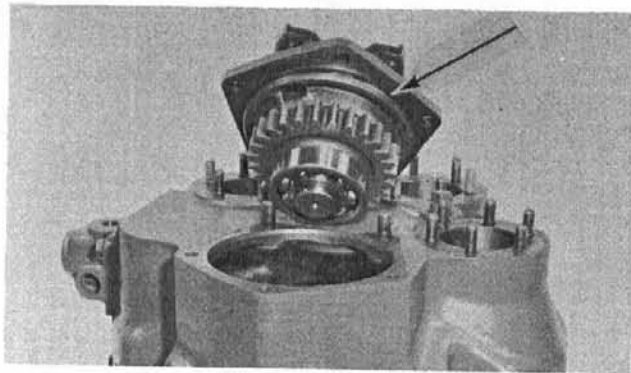


Figure 41.

Install new "O" ring (See arrow) on offset output shaft bearing retainer. Install output shaft assembly to Converter Housing and secure with nuts bolts and lockwasher, tighten 35 to 40 foot pounds torque.

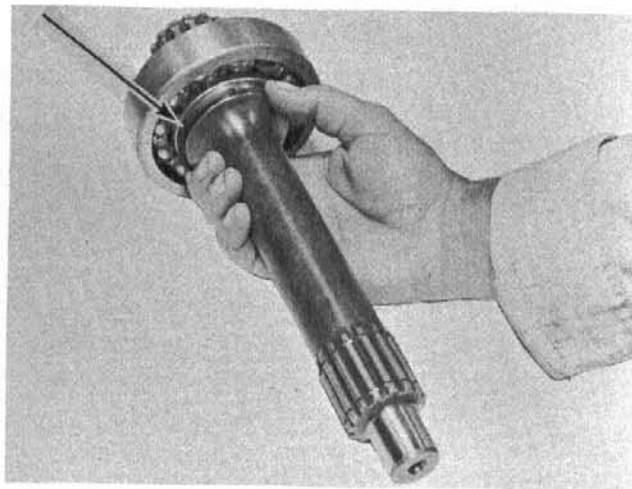


Figure 42.

Press rear bearing on turbine shaft, this is also the output shaft for the inline output Converter, install shaft oil sealing ring (See arrow).

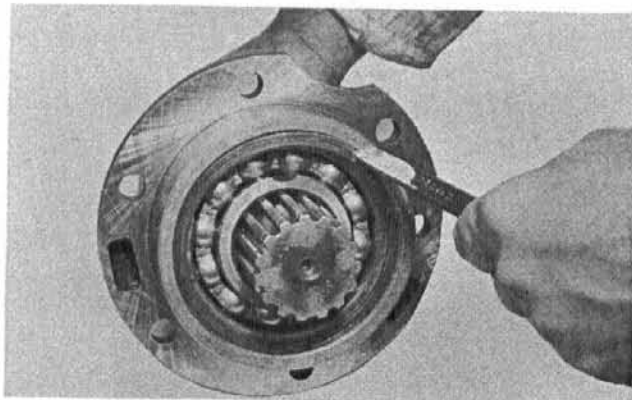


Figure 43.

Press shaft and bearing assembly in stator support. Use Caution as not to damage oil sealing ring. Secure bearing with retainer ring. Use same procedure on inline output or offset output.

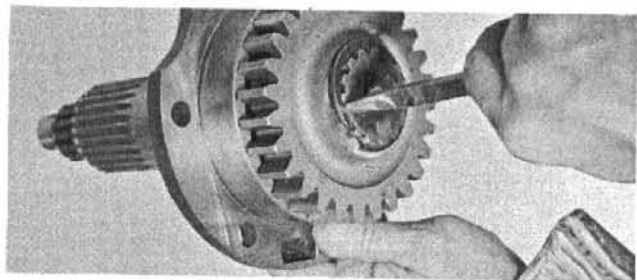


Figure 44.

Install output shaft gear on offset output shaft and secure with retainer ring.

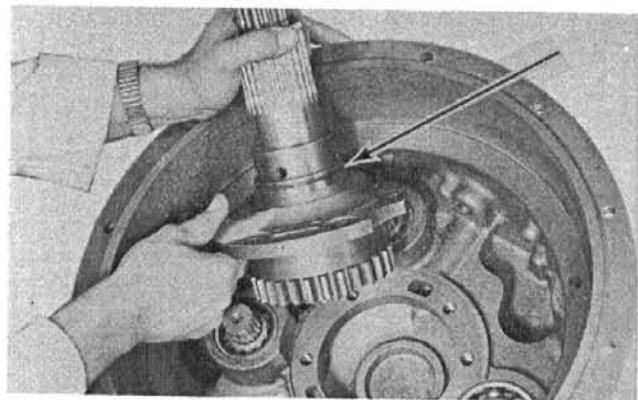


Figure 45.

Install oil sealing ring (See arrow) on stator support. Use same procedure on inline output or offset output.

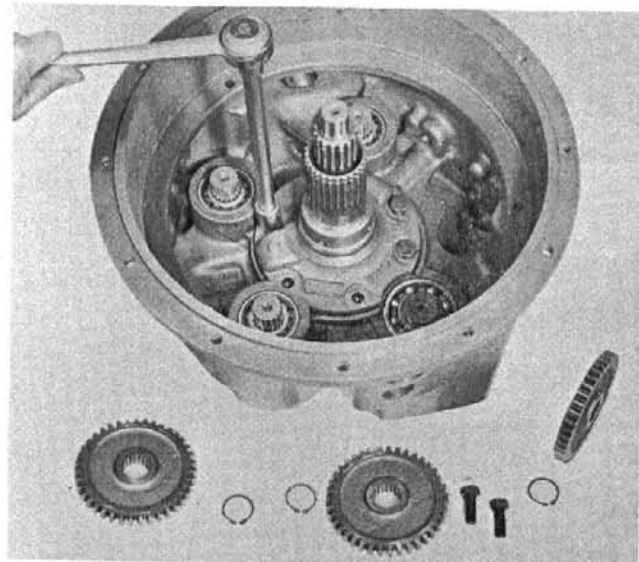


Figure 46.

Install companion flange spacer on threaded end of inline output shaft. NOTE: Spacer must be put on shaft before shaft installation in Converter Housing, as spacer will not pass through rear oil seal. Align holes in stator support with holes in Converter Housing. Install bolts and tighten 45 to 50 foot pounds torque. Lockwire in pairs to prevent loosening. On stator support, use same procedure on inline output or offset output.

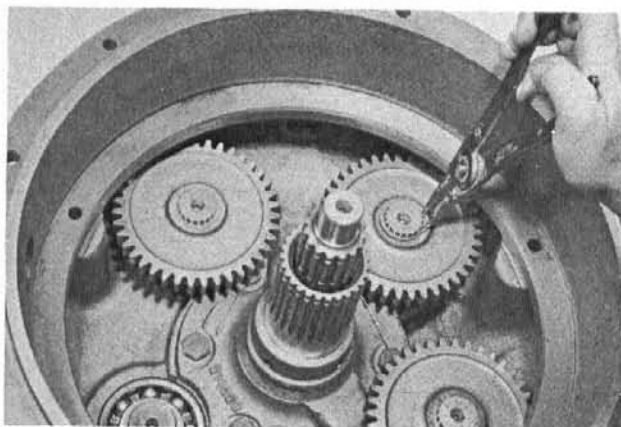


Figure 47.

Install oil pump drive gears and secure with retainer rings.

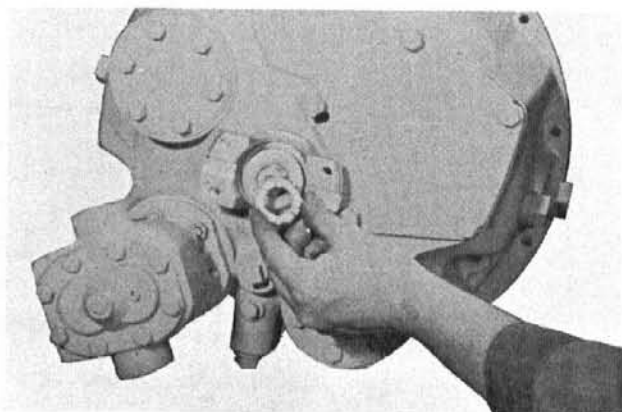


Figure 47A.

On inline output shaft install companion flange, new flange "O" ring, flange washer and flange nut. Tighten nut 200 to 250 foot pounds torque. Secure with cotter pin.

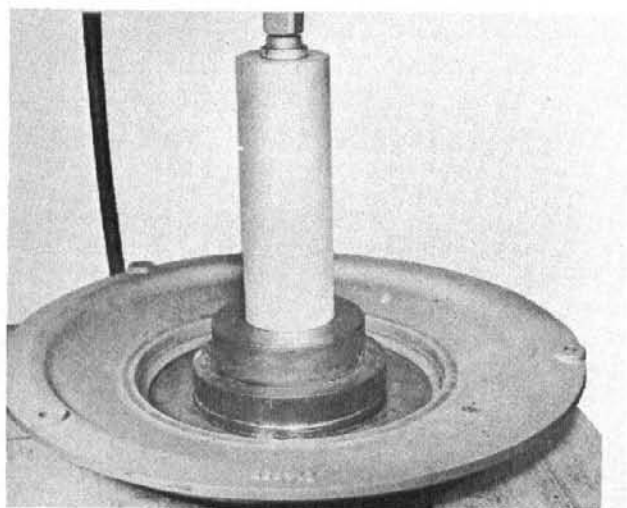


Figure 48.

Press new oil seal in oil baffle with lip of seal down.

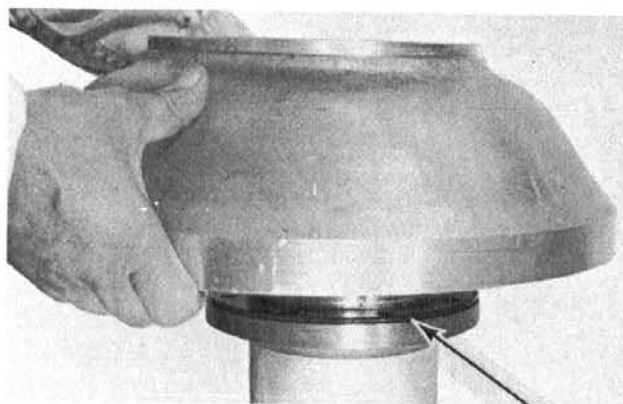


Figure 49.

Press impeller bearing in impeller hub and secure with retainer ring. Install new "O" ring (see arrow) on impeller hub. Align holes in impeller hub with holes in impeller. Install bolts and tighten 35 to 40 foot pounds torque. Lockwire in pairs to prevent loosening.

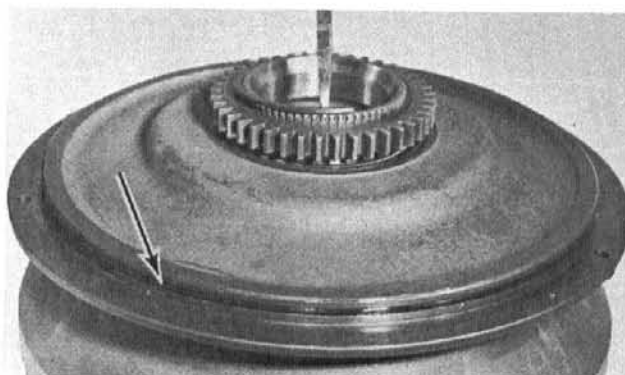


Figure 50.

Install oil baffle on impeller assembly. Install impeller hub gear on impeller hub and secure with retainer ring. Install new "O" ring on oil baffle (See arrow).

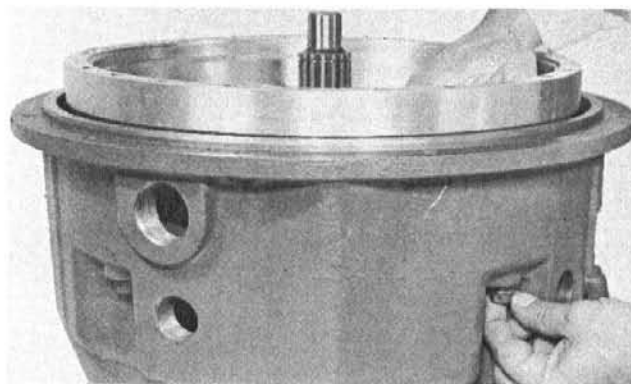


Figure 51.

Install impeller and oil baffle assembly over stator support and into Converter Housing. Align holes in oil baffle with holes in Converter Housing. Install bolts and lockwashers into oil baffle. Tighten baffle bolts evenly to prevent damaging oil baffle "O" ring. Tighten 20 to 25 foot pounds torque.

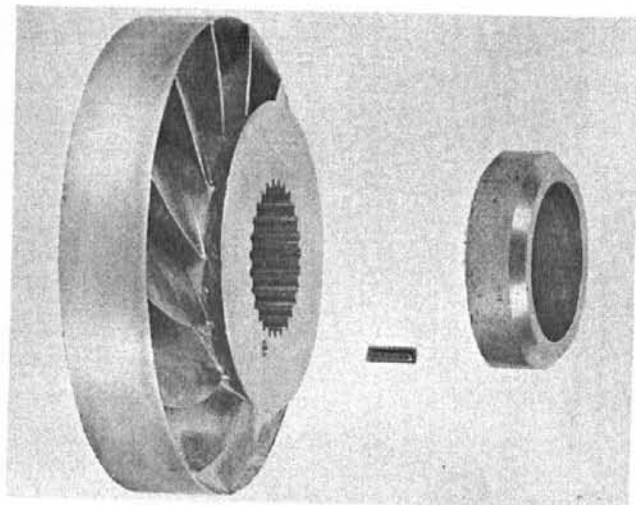


Figure 52.

Press roll pin in reaction member. Press spacer on roll pin.

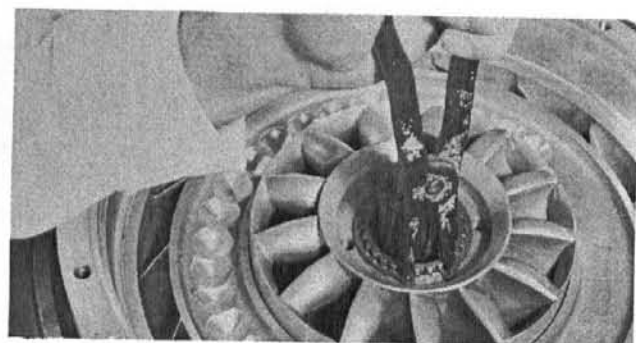


Figure 53.

Install reaction member on stator support and secure with retaining ring.

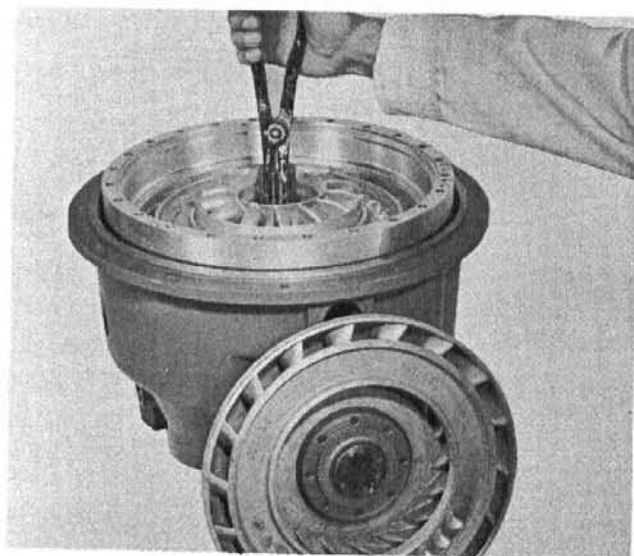


Figure 54.

Install inner turbine locating ring on turbine shaft.

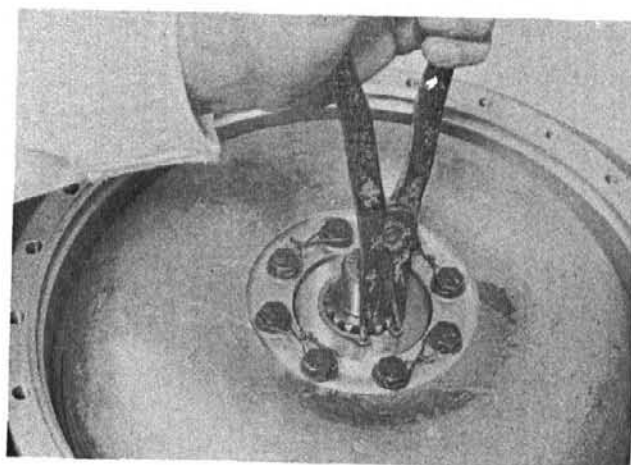


Figure 55.

Install turbine and hub assembly on turbine shaft and secure with outer retaining ring.

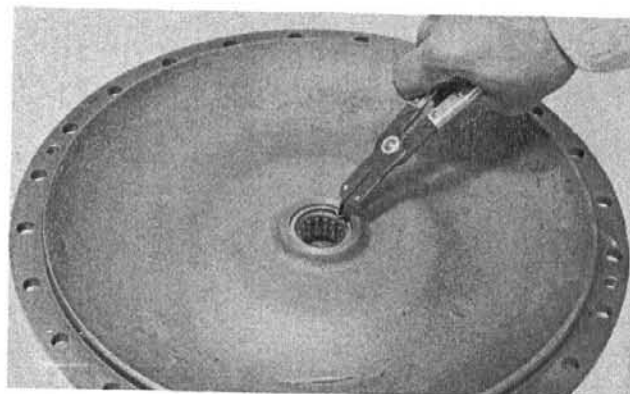


Figure 56.

Press pilot bearing in impeller cover and secure with retainer ring.

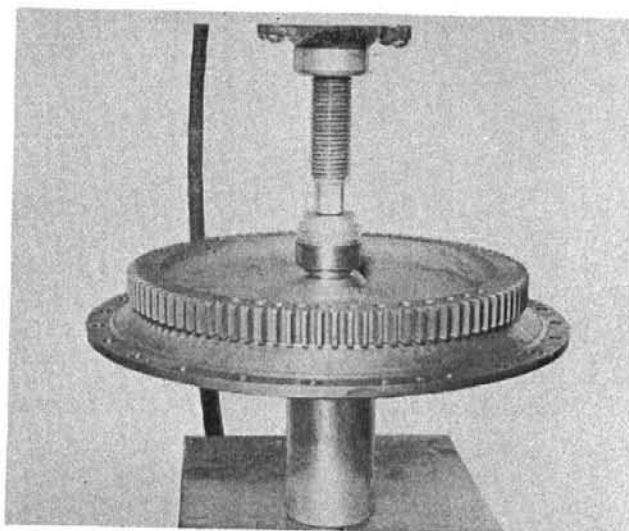


Figure 57.

Heat impeller cover sleeve to 200° and press on impeller cover.

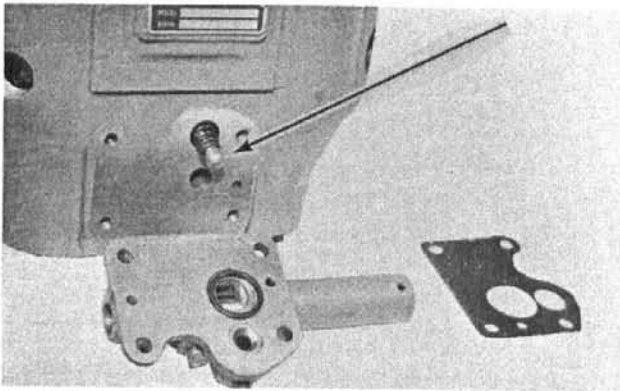


Figure 58.

Install spring and plunger in Converter Housing. (See arrow). Install new gasket on valve assembly. Install new "O" ring on valve assembly. Secure valve assembly to Converter Housing with bolts and lockwashers. Tighten 20 to 25 foot pounds torque.

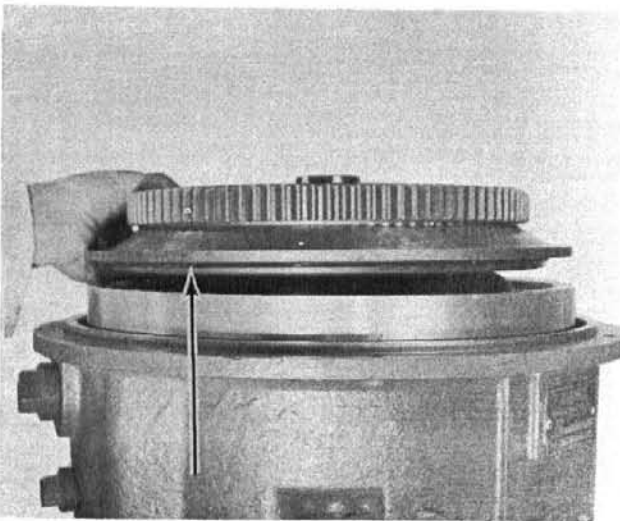


Figure 59

Install new "O" ring (See arrow) on impeller cover. Align holes in impeller cover with holes in impeller.

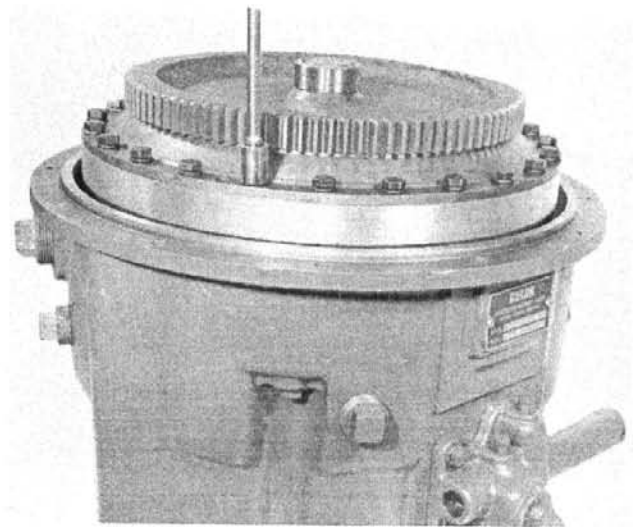


Figure 60.

Install impeller cover to impeller bolts and lockwashers and tighten 20 to 25 foot pounds torque.



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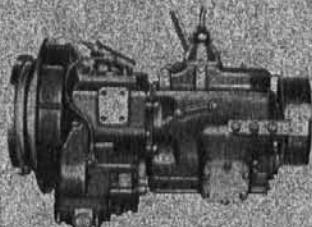
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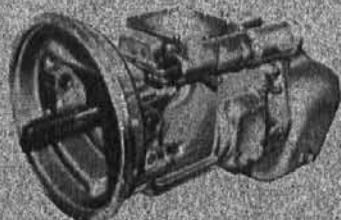


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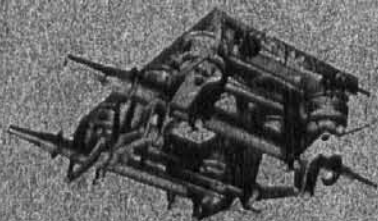
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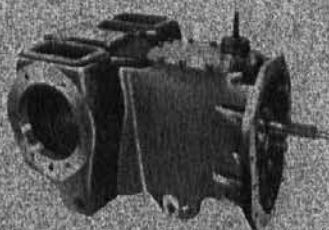
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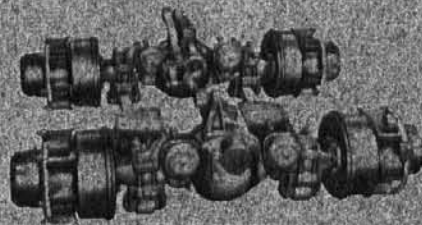
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