

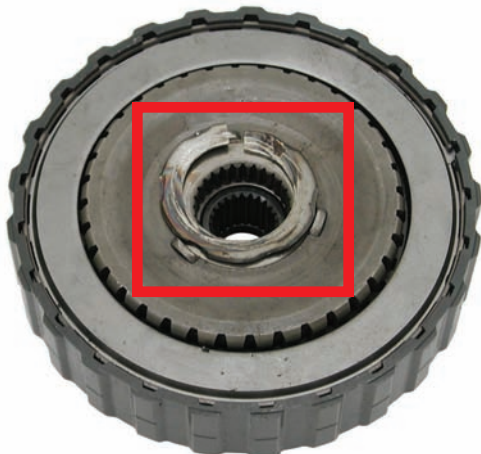
A4AF3, A4BF2

Failed End Clutch Hub Bearing

This may be the most common mechanical failure on this transaxle. There are three main causes for this:

1. The end clutch hub bushing wears out, allowing side movement of the hub and an uneven load on the bearing.
2. Too much clearance between the end clutch hub and bearing, allowing the bearing to move out of place.
3. High line pressure, placing a greater load on the bearing.

This bearing damage indicates a worn hub shaft bushing.



A4AF3, A4BF2

Failed End Clutch Hub Bearing (continued)

Try to keep the clearance between the end clutch hub and bearing below 0.020". Aftermarket shims are available for this. To check the clearance simply use an H-gauge.

Since there's only one sealing ring on the end clutch drum, line pressure pushes the end clutch drum toward the bearing anytime it's pressurized. Unfortunately, Hyundai increased the sealing ring size for this unit, and consequently, increased to load caused by this affect by 40%. Maximum line pressure should not exceed 130 psi. However, it is not uncommon to see pressure at the end clutch as high as 150 psi. 150 psi results in a load of 639 lbs of force on the bearing, compared to 554 lbs of force at 130 psi (a difference of 85 lbs of force). If your line pressure is higher than 130 psi adjust it down at the pressure regulator adjustment on the valve body. A good target is between 125 and 130 psi.



**Always replace the
hub shaft bushing
with a babbitt-style
bushing.**