

## Duty Solenoid C / Transfer Clutch Valve Replacement

Not all of this is necessary but is basically the easiest process and, most times, does not cause any issues with the exhaust.

Drop the exhaust: Unbolt exhaust from hanger on rear of transmission, unbolt hangers from floor pans and unbolt the clamp that attaches the muffler to the exhaust piping. This allows the exhaust to hang down a bit enough to maneuver the needed parts out of the way.

Unbolting at the spring bolt setup is also an option.

Unbolt and remove heat shield.

Unbolt driveshaft from the rear diff flange - 4 12mm nuts.

Unbolt driveshaft carrier bearing from body and remove. (note, if you have the 2 piece driveshaft on your SVX, usually only in L AWD models, it may allow you to unbolt at the flange just past the carrier bearing)

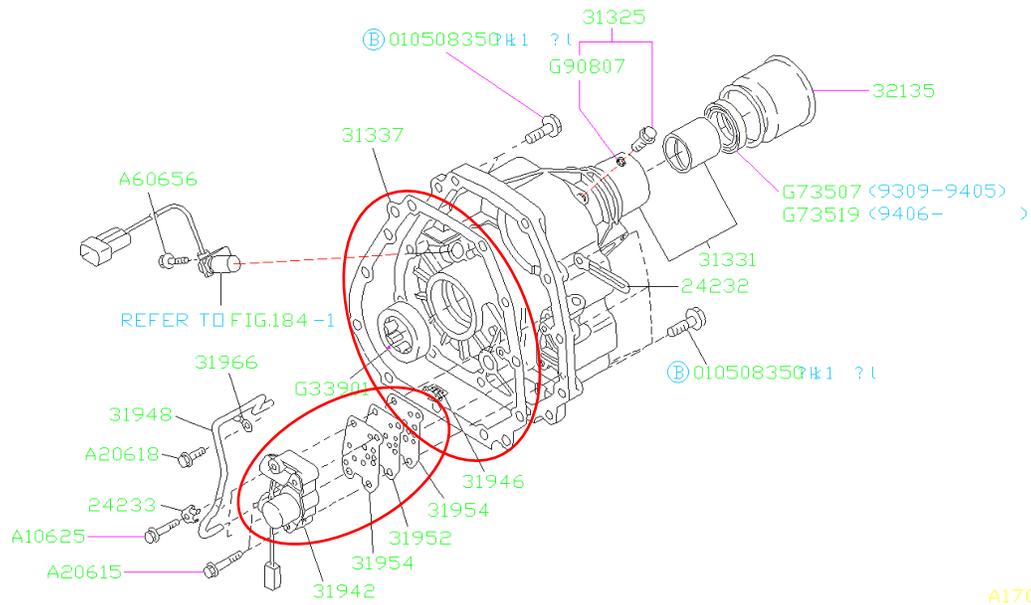
Unbolt transmission crossmember from body, unbolt the crossmember from the transfer extension housing and remove. (not completely necessary if only doing the C **solenoid** swap)

Remove transfer extension housing bolts. Removing the exhaust hanger from the extension housing helps as well. Using a 12" extension will help removing the top bolts on the transfer extension housing

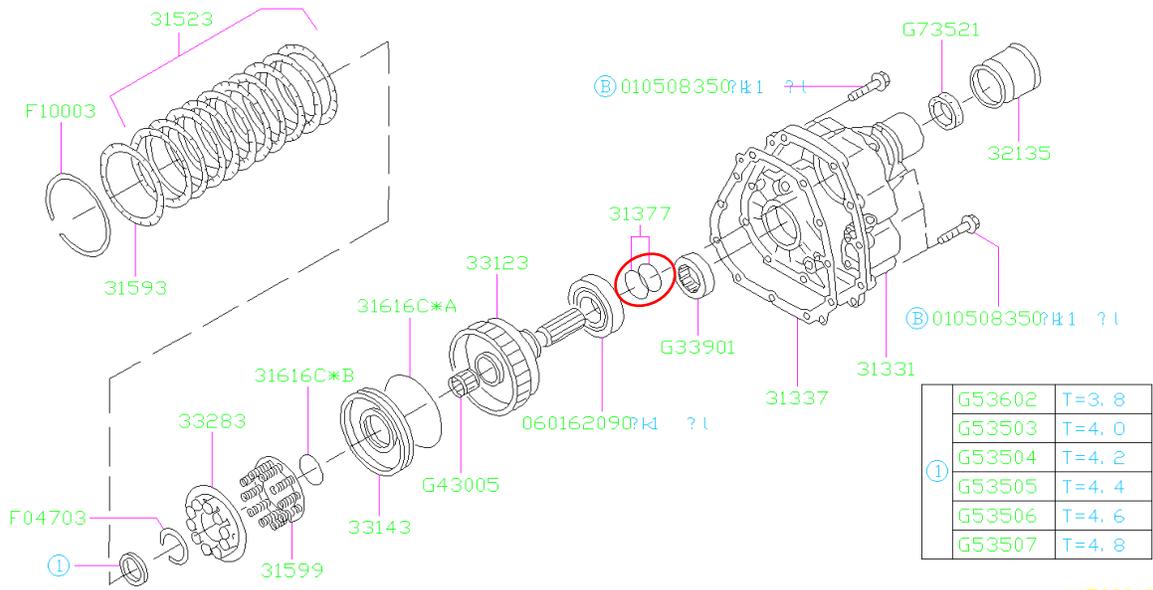
Using a screwdriver or **two blade scrapers** to get in between the transmission case and the extension housing, carefully pry the extension off and get it a few inches away and then, **before you unclip the green wire, grab /clamp it with a pair of hemostats on the transmission side to keep it from disappearing into the transmission body**, carefully unclip the C solenoid wiring "harness" and then pull the extension housing away with transfer clutches as well. Be careful to also make sure that the thrust and needle bearings do not get lost! **When/if the parking pawl falls out, or the parking pawl spring falls out, just remember that the spring holds the parking pawl AWAY from the drum.**

Installation can be a little tricky since getting all of the transfer clutch discs/plates to line up can be tricky. **If as you reinstall the tailshaft housing it binds (and it will), use the driveshaft to turn the output shaft to line up the clutch plates. Constantly turning the output shaft REALLY helps it come together!**

- 2 31377AA180 Ring seals on rear drive shaft (internal)
- 1 31337AA120 Gasket Transfer Case
- 1 31942AA061 Valve Assembly Transfer Clutch
- 1 31952AA030 Plate Transfer Valve
- 2 31954AA071 Gasket Transfer Valve



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