AUTOMATIC TRANSMISSION

CONTENTS OF THIS SECTION

GENERAL DESCRIPTION

The Pontiac Tempest automatic transmission (Fig. 7B-1) is a combination torque converter, two-speed planetary geared transmission. Torque multiplication is obtained hydraulically through the converter, and mechanically through a compound planetary gear set. The gear set, in combination with the torque converter, provides a high starting ratio for acceleration from a stop, up steep grades, etc. The torque converter provides torque multiplication for performance and smooth operation. The converter functions as a fluid coupling at normal road load conditions and at higher speeds. The L-6 transmission is air-cooled and the V-8 transmission is water-cooled. Description of the transmission is divided into eight basic sections: (1) Torque Converter, (2) Oil Pump, (3) Planetary Gear Set and Controls, (4) Forward Clutch, (5) Low Band, (6) Reverse Clutch, (7) Governor, (8) Valve Body.

TRANSMISSION IDENTIFICATION

The transmission name plate is located on the right side of the transmission (Fig. 7B-2). The transmission model number and the assembly date code appear on the name plate. Model numbers are as follows:

20 - L-6 air-cooled

30 - V-8 water-cooled

The first two digits of the assembly date code denote the model year and the digits following the dash represent the production build day.

It is very important that any communication concerning this transmission contain the model number and date code and that all transmission parts returned to Pontiac Motor Division be tagged with this information.

TORQUE CONVERTER OPERATION

The torque converter is a device that multiplies engine torque. The converter assembly has three members: a driving member called the converter pump, a driven member called the turbine, and a stator located between the pump and turbine. The three components are immersed in oil. The converter pump is mechanically connected to the engine. When the engine is running, oil within the converter cavity is maintained under pressure by the oil pump. Oil is then picked up at the inner section of the converter pump and directed to its outer edges where it is thrown against the curved blades in the turbine. This causes the turbine to rotate, driving the input shaft. As the oil leaves the turbine blades it is traveling in a direction relatively opposite to the pump rotation. The blades of the stator (curved in the opposite direction to those in the turbine) change the direction of oil flow so that the oil strikes the back side of the converter pump blades

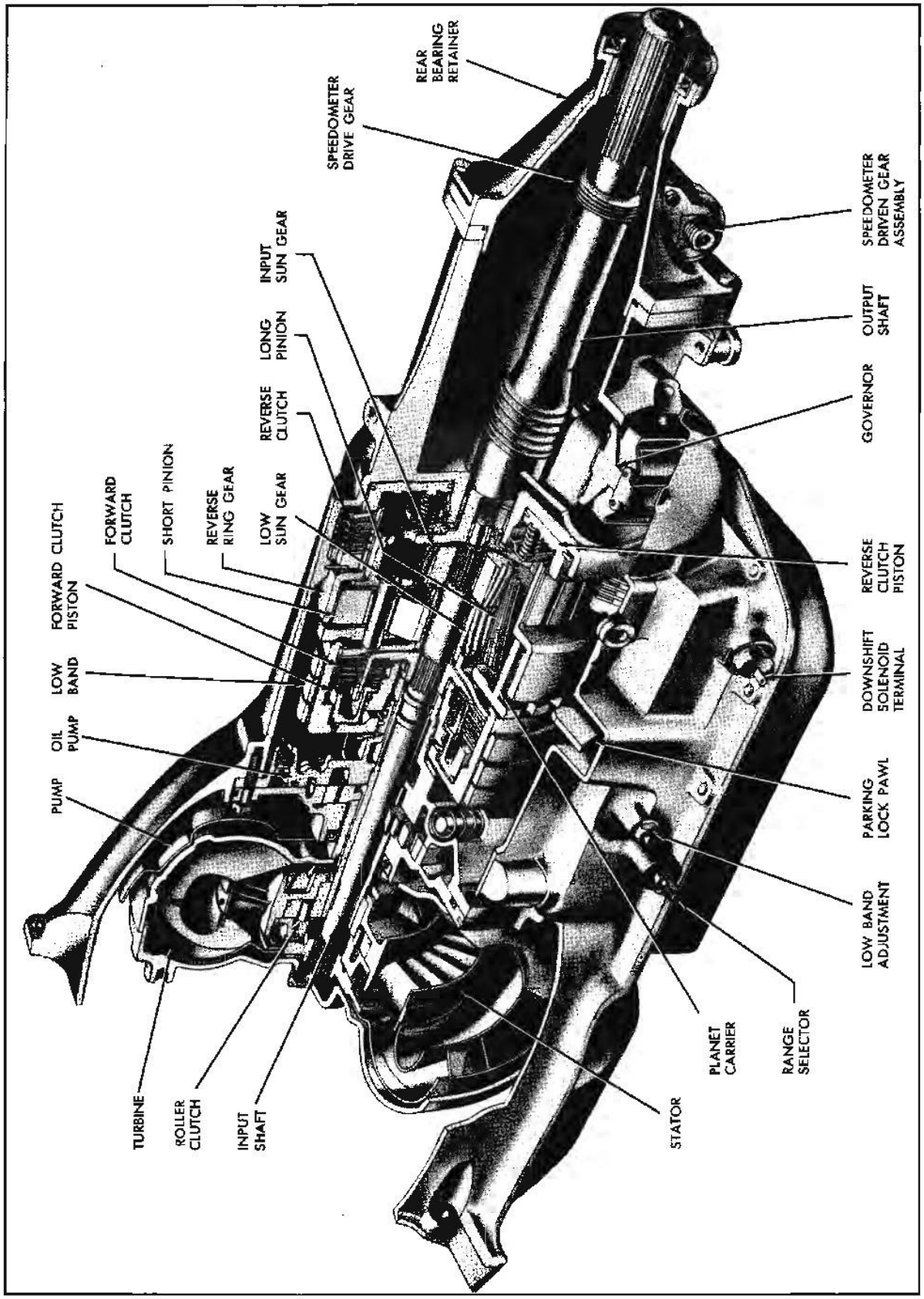

Fig. 7B-1 Cross Section of Pontiac Tempest Automatic Transmission

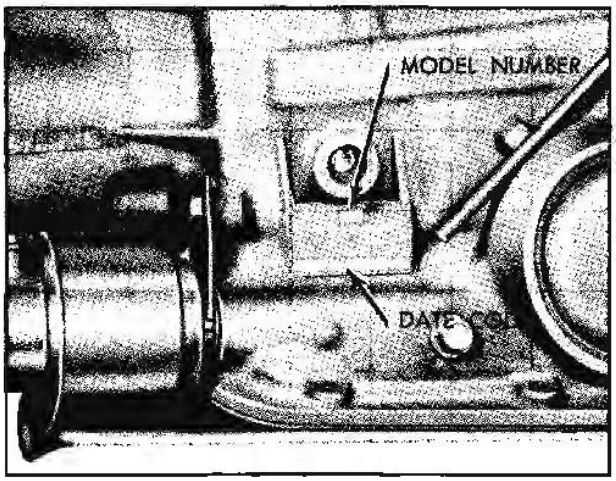

Fig. 7B-2 Transmission Name Plate

helping to drive the pump. Therefore, the total torque transmitted to the drive line is the combination of engine torque plus the additional torque supplied by the redirected oil striking the back side of the converter pump blades.

The stator is mounted on a roller clutch, which holds the stator from moving in a reverse direction when the unit is acting to multiply torque. As the turbine speed approaches pump speed, there is progressively less torque multiplication. The stator, which in the beginning was standing still, is picked up by the rapidly rotating oil and accelerates until the pump, turbine and stator are turning at almost the same speed. When the stator rotates, interference in the oil flow between the turbine and pump is minimized. When all three members are turning there is no torque multiplication in the converter and it is acting as a fluid coupling.

OIL PUMP

A positive-displacement, internal-external gear type oil pump is used to supply oil to fill the converter, for application of forward and reverse clutches, for application and release of the low band, and to circulate oil for lubrication and heat transfer.

PLANETARY GEAR SET AND CONTROLS

The planetary gear set consists of an input sun gear, low sun gear, short and long pinions, a reverse ring gear and a planet carrier. The input sun gear is splined to the input shaft. The low sun gear, which is part of the forward clutch assembly, rotates freely until the low band is applied. The input sun gear is meshed with three long pinions and the long pinions are meshed with three short pinions. The short pinions are meshed with the low sun gear and reverse ring gear. The input sun gear and short pinions always rotate in the same direction. Application of either the low band or the reverse clutch determines whether the output shaft rotates clockwise or counterclockwise.

FORWARD CLUTCH

The forward clutch assembly consists of a drum, piston, coil springs, piston seals, and a clutch pack. These parts are retained inside the drum by the low sun gear and flange assembly and a snap ring. When oil pressure is applied to the piston, the clutch plates are pressed together connecting the clutch drum to the input shaft through the clutch hub. This engagement of the clutch causes the low sun gear to rotate with the input shaft.

LOW BAND

The low band is a double-wrap steel band faced with a bonded lining which surrounds the forward clutch drum. The band is hydraulically applied by the low servo piston and released by spring pressure plus oil pressure.

REVERSE CLUTCH

The reverse clutch assembly consists of a piston, inner and outer seal, cushion spring, coil springs, clutch pack, and reaction plate. These parts are retained inside the case by a snap ring. When oil pressure is applied to the piston, the clutch plates are pressed together holding the reverse ring gear stationary. This engagement of the clutch causes reverse rotation of the output shaft.

GOVERNOR

The governor is located to the rear of the transmission case on the left side and is driven off the output shaft. The purpose of the governor is to generate a speed-sensitive modulating oil pressure that increases with car speed.

VALVE BODY

The valve body assembly is bolted to the bottom of the transmission case and is accessible for service by removing the oil pan. The valve body assembly consists of a manual control valve, a shift valve, a modulator limit valve, a detent valve, and a high-speed downshift timing valve. The function of the valve body is to control application of the low band and clutches in response to governor and vacuum modulator pressure.

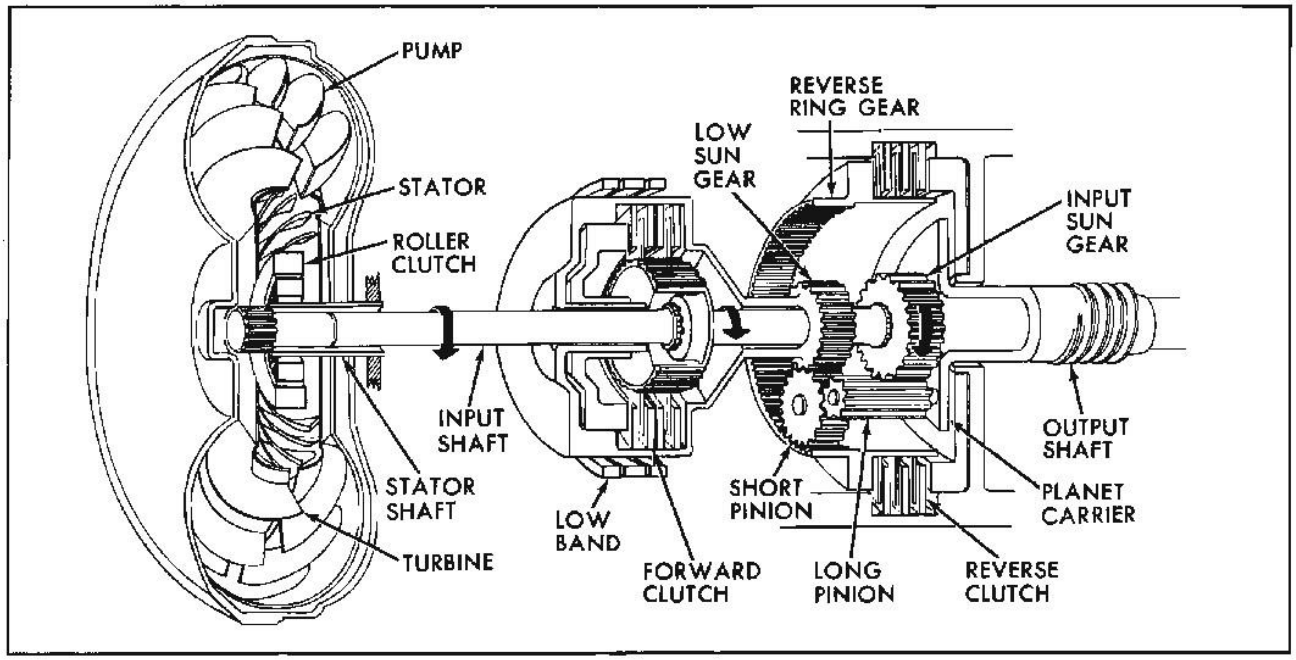

Fig. 7B-3 Power Flow - Neutral

POWER FLOW

POWER FLOW—NEUTRAL (Fig. 7B-3)

With the shift control lever in Neutral (N) position, the output shaft remains stationary. The clutches and low band are released, so there is no reaction member to provide positive drive. All gears are free to spin around their axis and no motion is imparted to the planet carrier.

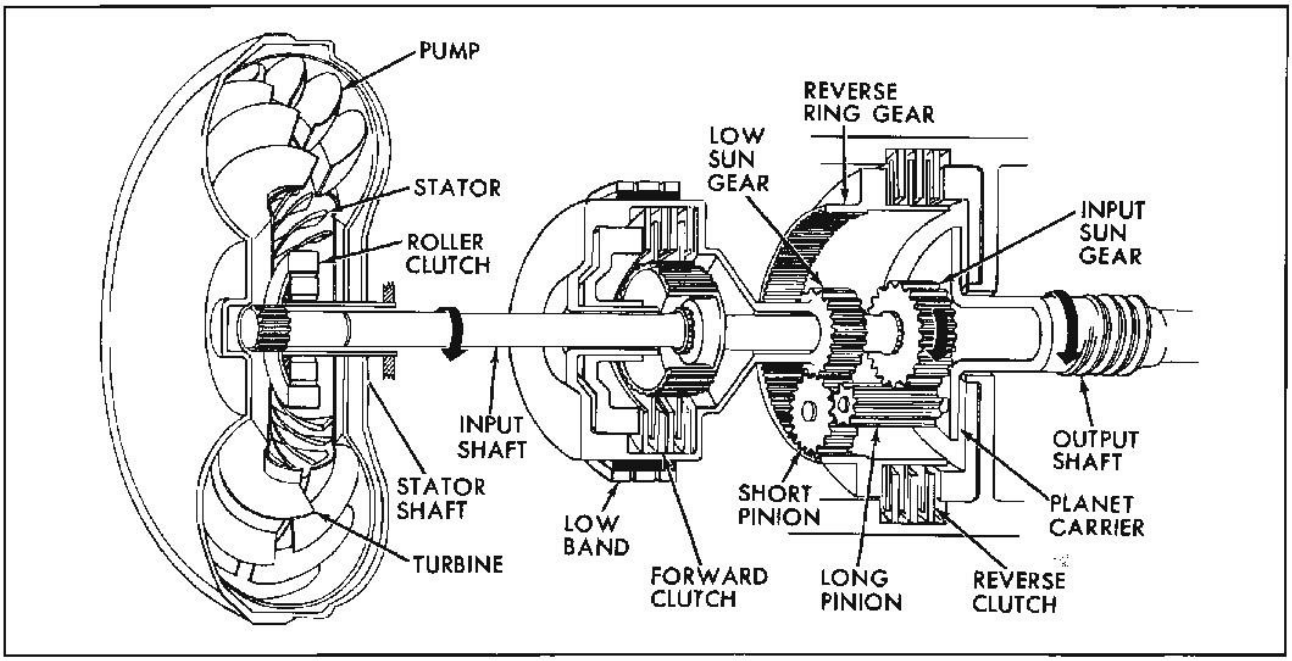

Fig. 7B-4 Power Flow - Low

POWER FLOW—LOW (Fig. 7B-4)

In Low (L) range the forward clutch is released and the low band is applied to the outside diameter of the forward clutch drum. With the low band applied, the low sun gear and flange assembly are held stationary. Drive is from the converter through the input shaft to the input sun gear in the planetary gear set. The input sun gear drives the long planet pinions, which are meshed with the short planet pinions. The short planet pinions are, in turn, meshed with the low sun gear. Since the low sun gear is held stationary with the low band applied, the short pinions walk around the low sun gear and carry with them the planet carrier and the output shaft at a reduction of 1.76 to 1.

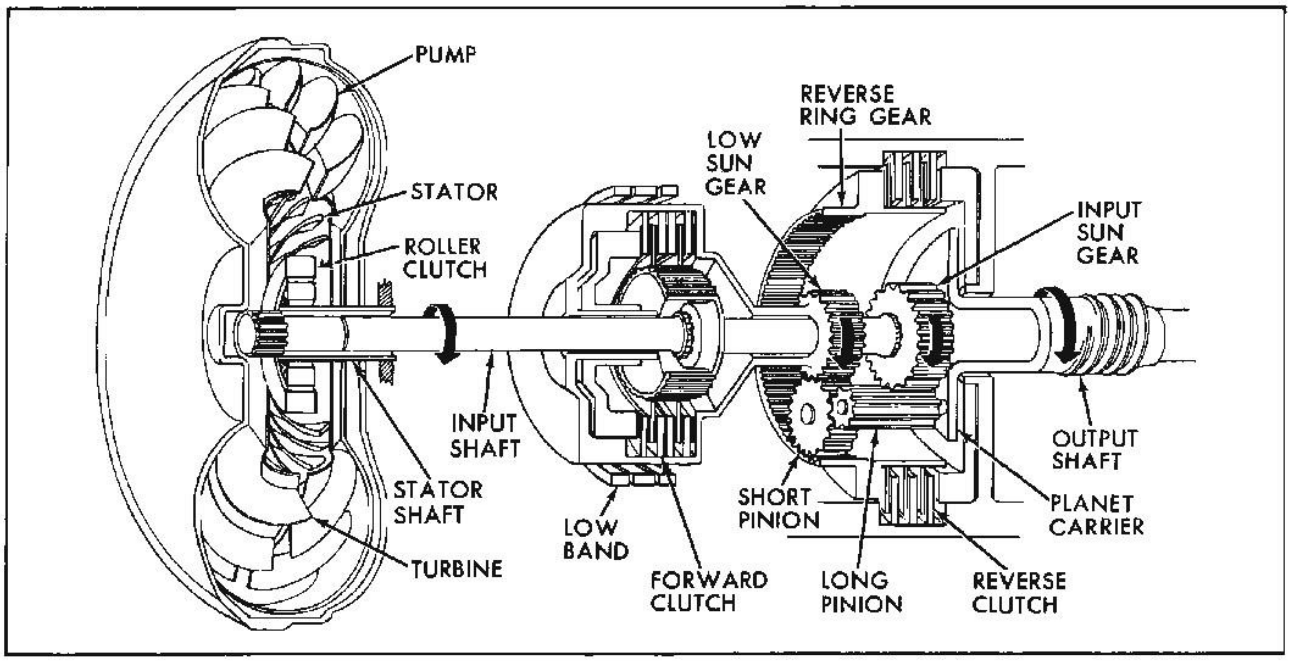

Fig. 7B-5 Power Flow - Direct Drive

POWER FLOW—DIRECT DRIVE (Fig. 7B-5)

With the manual control lever in Drive (D) position, the transmission is started automatically in low gear. When the upshift into direct drive occurs, the low band is released and the forward clutch is applied. With the forward clutch applied, the clutch hub, which is splined to the input shaft, is locked to the low sun gear and flange assembly through the clutch plates. The low sun gear is meshed with the short pinions, the short pinions are meshed with the long pinions, and the long pinions are meshed with the input sun gear which is also splined to the input shaft. Since both the low sun gear and input sun gear now rotate with the input shaft in the same direction, the entire planetary unit revolves at input shaft speed. Since the planet carrier is attached to the output shaft, the output shaft rotates at input shaft speed and in the same direction.

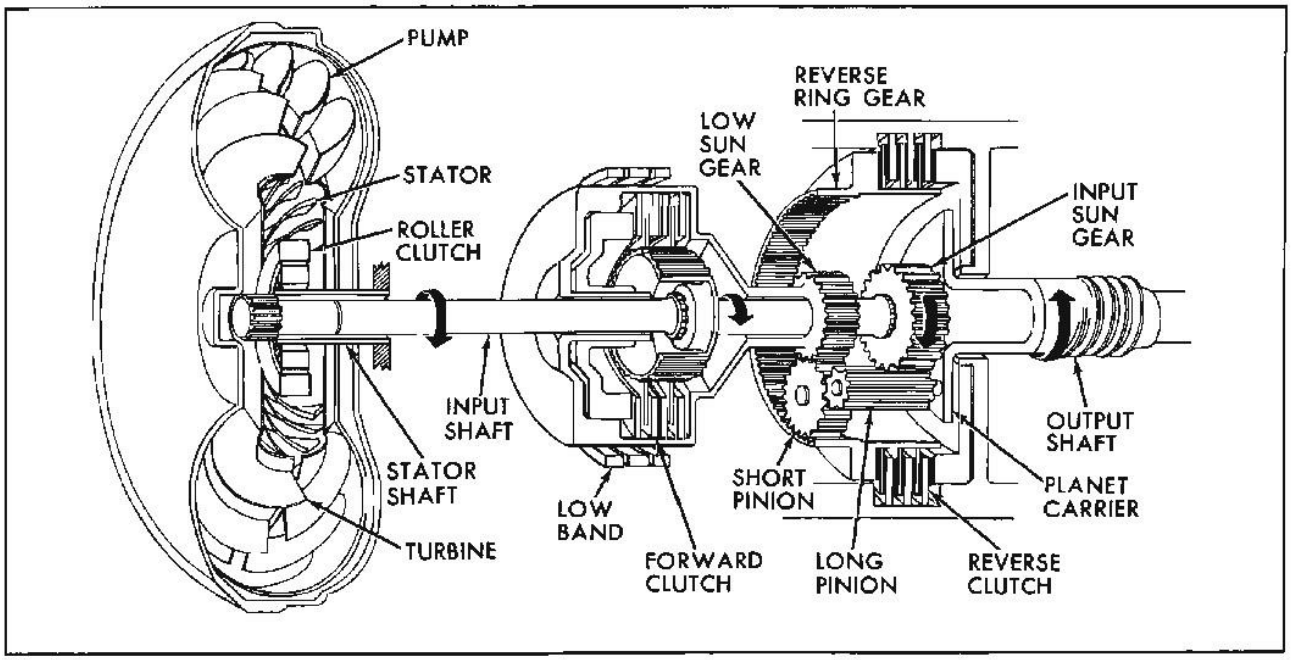

Fig. 7B-6 Power Flow - Reverse

POWER FLOW—REVERSE (Fig. 7B-6)

When the manual control lever is in Reverse (R) position, the forward clutch and low band are released and the reverse clutch is applied, holding the reverse ring gear stationary. Drive is through the input shaft and input sun gear to the long pinions and then to the short pinions. The short pinions mesh with the reverse ring gear which is held stationary by the reverse clutch. The short pinions walk around the inside of the ring gear in a reverse direction, carrying with them the planet carrier and output shaft.

OPERATION OF COMPONENTS IN PARK

In Park (P) position, all reaction members are released as in Neutral. A positive planet carrier lock is provided when the parking pawl is engaged with the heavy teeth spaced around the front face of the planet carrier (Fig. 7B-1). The linkage is actuated by manual action, but the parking pawl is activated by spring action. If the pawl is in line with a tooth of the planet carrier, rather than a space between teeth, the linkage remains in the Park position with the spring holding pressure against the pawl. Slight rotation of the planet carrier will immediately seat the pawl and lock the output shaft to the case.

HYDRAULIC OPERATION

Hydraulic operation of the transmission is covered in three major sections: DEFINITIONS, CONTROL VALVES and CIRCUIT OPERATION. Circuit terminology is first defined and then the inputs and outputs of the control valves and the function of each valve are described. The last section describes circuit operation.

DEFINITIONS

Circuit terminology used in describing hydraulic operation is defined as follows:

Detent pressure	Wide open throttle (downshift solenoid energized) shift point control pressure derived from limited modulator pressure by the detent valve (see Detent Valve, page 7B-13).
Drive oil	Mainline pressure directed by the manual shift control valve to the control valves (see Manual Shift Control Valve, page 7B-9).
Governor pressure	Shift point control pressure derived from drive oil by the governor. Governor pressure is approximately proportional to car speed. Since it is derived from drive oil, it can never be higher than drive oil (mainline) pressure. (See Governor, page 7B-11).
Limited feed oil	A shift point control pressure that positions the modulator limit valve that, in turn, regulates the amount of pressure applied to the shift control valve. When the downshift solenoid is de-energized, limited feed oil is derived from vacuum modulator pressure. When the downshift solenoid is energized, limited feed oil is derived from drive oil. (See Modulator Limit Valve, page 7B-13 and Detent Valve, page 7B-13).
Limited modulator oil (pressure)	A shift point control pressure derived from limited feed (drive) oil by the modulator limit valve and applied to the shift control valve (see Modulator Limit Valve, page 7B-13).
Mainline oil (pressure)	Oil pump output pressure controlled by the main pressure regulator valve (see Main Pressure Regulator Valve, page 7B-9).

Modulator oil (pressure) — A "feedback" pressure derived from mainline pressure by the vacuum modulator and applied to the main pressure regulator boost valve to modulate (control) mainline pressure (see Vacuum Modulator, page 7B-10, and Main Pressure Regulator Valve, page 7B-9).

Low boost (Modulator boost) — Drive oil directed by the manual shift control valve to the vacuum modulator to increase modulator pressure in Low range and directed to the shift valve to keep it in the downshift (low) position (see Manual Shift Control Valve, page 7B-9 and Shift and Shift Control Valve, page 7B-12).

Reverse boost — Drive oil directed by the manual shift control valve to the main pressure regulator boost valve to increase mainline pressure in Reverse range (see Manual Shift Control Valve, page 7B-9).

CONTROL VALVES

NOTE: With regard to control valve inputs and outputs, the terminology of an output oil pressure may differ from that of the input. Although the pressure is the same, functional terminology is used to facilitate description of hydraulic operation. For example, "detent pressure" and "limited modulator pressure" are the same but when the term "detent pressure" is used it is understood to be the pressure in the circuit between the detent valve and the shift control valve that causes a forced downshift.

Definitions for the hydraulic terminology used in the following paragraphs are found under DEFINITIONS above.

MANUAL SHIFT CONTROL VALVE (Fig. 7B-7)

Input: Mainline pressure

Outputs: Drive oil to governor, shift valve, detent valve, high speed downshift timing valve, and low servo
Reverse oil to reverse clutch and pressure regulator boost valve
Low boost oil to shift valve and vacuum modulator

The manual shift control valve in the valve body routes drive oil to the controlling devices that govern operation in Drive, Low and Reverse. In Neutral, Park and Reverse ranges, the manual control valve cuts off drive oil to the low servo and forward clutch. The manual shift control valve is connected by mechanical linkage to the manual control lever operated by the driver.

MAIN PRESSURE REGULATOR VALVE (Fig. 7B-8)

Inputs: Oil pump output
Reverse boost
Modulator oil

Outputs: Converter feed and lubrication oil and mainline pressure.

The main pressure regulator valve, which is located in the pump body, is used as the basic control of hydraulic pressure within the transmission.

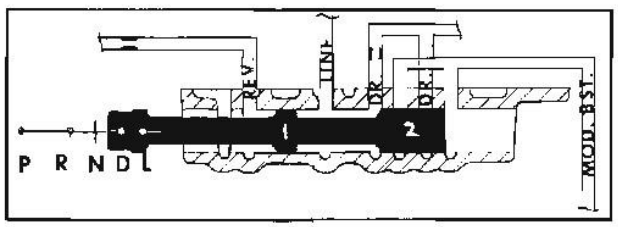

Fig. 7B-7 Manual Shift Control Valve

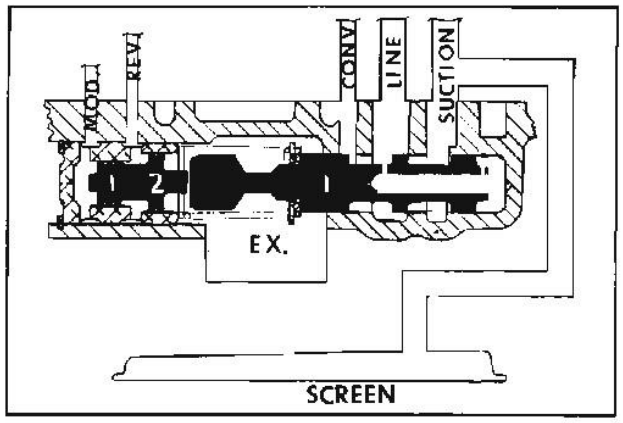

Fig. 7B-8 Main Pressure Regulator Valve - At Idle

MAIN PRESSURE REGULATOR VALVE (Fig. 7B-8) (Cont.)

When the engine is idling or has just been started, oil enters the main pressure regulator valve assembly between the first and second lands and flows through interconnecting drilled holes in the valve to occupy the space between the third land and the oil pump body (Fig. 7B-8). Oil under pressure between the third land and the pump body moves the valve against its spring to uncover the port which directs oil to the converter and thence to the oil cooler (V-8 only) and lubrication systems of the transmission.

As higher engine speeds are attained, the volume of oil leaving the pump increases until the valve moves to a position that opens a port to allow the proper amount of mainline oil to escape to suction to regulate pressure (Fig. 7B-9).

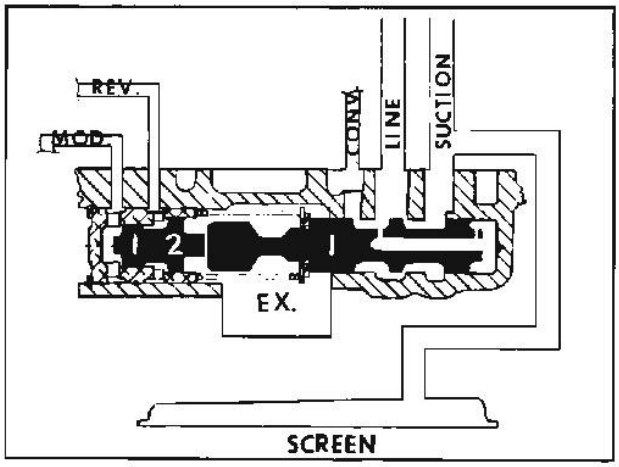

Fig. 7B-9 Main Pressure Regulator Valve - Typical Position

Boost Valve

A boost valve at the spring end of the pressure regulator valve functions to raise mainline pressure when necessary by adding hydraulic pressure to the spring pressure on the main pressure regulator valve.

Modulator Boost

With the manual shift control valve in Drive (D) position, modulator pressure varied by operating conditions is directed to the space between the first land of the boost valve and the boost valve sleeve. Oil pressure in this space has the same effect as increasing the spring pressure against the pressure regulator valve, thus it increases mainline oil pressure.

Reverse Boost

With the manual shift control valve in Reverse (R) position, oil pressure is directed to the space between the first and second lands of the boost valve. Since the second land is larger than the first, the boost valve bears on the spring end of the pressure regulator valve, adding to the spring pressure of the valve and increasing mainline oil pressure for operation in reverse range.

VACUUM MODULATOR (Fig. 7B-10)

Inputs: Mainline pressure
Low boost
Governor pressure

Output: Modulator oil

The vacuum modulator and valve assembly translates load (engine manifold vacuum), barometric

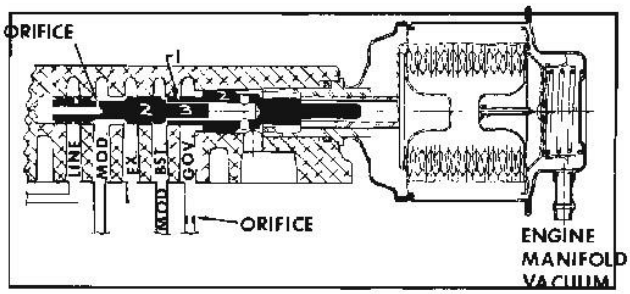

Fig. 7B-10 Vacuum Modulator and Valve Assembly

pressure (altitute) and speed (governor pressure) into modulated oil pressure to regulate mainline oil pressure at an efficient value.

Mainline oil enters between the first and second lands of the valve and flows through the drilled ports to the space between the first land and the valve body. When it reaches sufficient pressure, the oil moves the valve against the modulator assembly load to regulate the exit oil (modulator oil).

Manifold Vacuum Effect

The modulator assembly is housed in a sealed container so that engine manifold vacuum acts upon it to reduce the load against the valve and thus affect modulator pressure. Conditions of load or grade that lower manifold vacuum increase modulator pressure, while high manifold vacuum decreases modulator pressure.

NOTE: Fig. 7B-10 shows the valve assembly all the way to the right. This is the position of the valve assembly when manifold vacuum is high and mainline pressure is low.

Altitude or Barometric Pressure Effect

If the car is operated at high altitudes where barometric pressure is reduced, the aneroid device in the vacuum modulator housing expands to reduce modulator load on the valve in proportion to the barometric pressure.

At high altitudes engine output is reduced and comparable reduction in transmission mainline oil pressure is necessary to accomplish smooth shifts.

Governor Effect

As car speed increases, governor pressure increases. Governor pressure bearing on the fourth land of the vacuum modulator valve has the effect of reducing the modulator assembly load against the valve assembly, thereby reducing modulator oil pressure as governor pressure (car speed) increases.

Low (Modulator) Boost Effect

With the manual shift control valve in Low (L) position, mainline pressure bears against the second land of the modulator valve, separating the two parts of the valve assembly and moving the left (front) valve to the bottom of its bore independent of the modulator load. Thus, modulator pressure is directed to the main pressure regulator boost valve to provide an increase in mainline pressure in low range regardless of engine vacuum. However, if driving conditions result in low engine vacuum, the modulator load will move the two sections of the valve back together. Under these conditions both the modulator assembly and the pressure of mainline oil against the second land of the valve will regulate modulator oil pressure.

GOVERNOR (Fig. 7B-11)

Input: Drive oil

Output: Governor pressure

The governor assembly contains a pressure regulator valve, the output of which is determined by car speed acting through the centrifugal force of a pair of dual weights, the inner pair of which is spring loaded.

As the car begins to move, the weight assemblies move outward to provide a regulating force against the valve through the springs between the primary and secondary weights. As a car speed is further increased, regulating force against the valve is

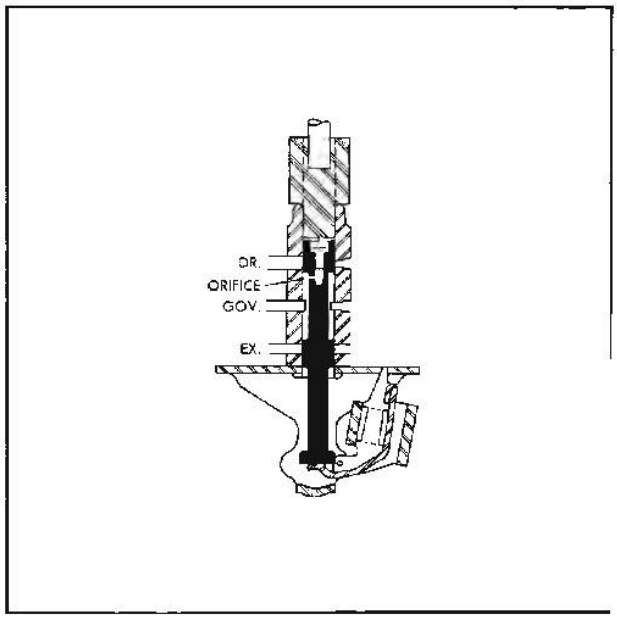

Fig. 7B-11 Governor

provided by the secondary weights moving outward. At approximately 35 MPH the primary weights have reached the limit of their travel and the force against the valve is then entirely through the secondary weights and the spring. Governor pressure is determined at very low speeds by the primary weights, and at higher speeds by the secondary weights.

Regulated oil from the governor is directed to the shift valve, vacuum modulator valve, modulator limit valve and high speed downshift timing valve.

Governor pressure determines or affects shift points, mainline oil pressure and downshift timing.

SHIFT VALVE AND SHIFT CONTROL VALVE

Inputs: Drive oil
Governor pressure
Limited modulator oil
Detent pressure
Low boost

Output: Drive oil (clutch apply and low band release)

The shift valve and shift control valve in the valve body react to oil pressure controlled by the governor and the vacuum modulator to shift the transmission from low to high gear or from high gear to low gear.

Upshift From Automatic Low to Direct Drive

As the car is accelerated from a stop, the shift valve and shift control valve are positioned as shown in Fig. 7B-12. The shift valve is held against the end of its bore by the force of a spring and the pressure exerted on the second (during wide open throttle

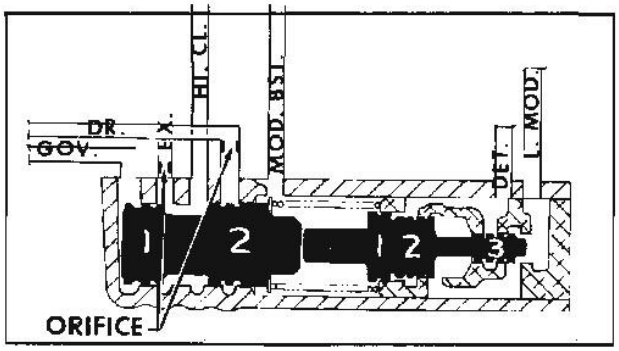

Fig. 7B-12 Shift Valve and Shift Control - Low

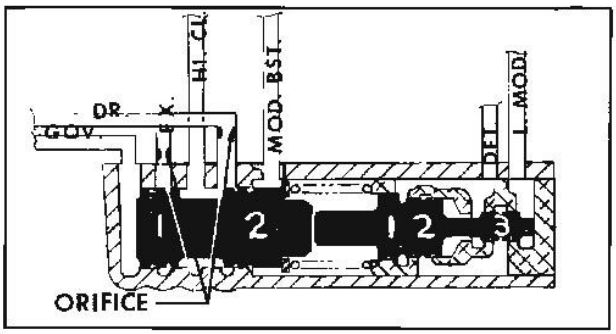

Fig. 7B-13 Shift Valve and Shift Control Valve - High

only) and third lands of the shift control valve. With the shift valve thus positioned, no drive oil is directed to the high clutch piston or the spring side of the low servo piston, thus the low band is applied and the transmission is in low gear.

When the proper relationship between car speed and throttle opening exists, governor pressure against the first land of the shift valve will overcome the spring pressure and the force of limited modulator oil pressure against the shift regulator valve and move both valves to the right as shown in Fig. 7B-13. With the shift valve thus positioned, drive oil is directed to the forward clutch piston and the spring side of the low servo piston.

With the shift control valve positioned to the right, limited modulator pressure is bearing only on the third land of the valve. With limited modulator oil pressure bearing only on the third land of the shift control valve, a greater throttle opening (providing greater limited modulator pressure) is necessary to cause a downshift than was required to allow an upshift at a given car speed.

Downshift From Direct Drive to Low Gear

When limited modulator pressure against the third land of the shift regulator valve in combination with the shift valve spring reaches a value sufficient to overcome governor pressure against the first land of the shift valve, both valves move to the shift shifted by cutting off drive oil to the high clutch and the spring side of the low servo piston.

Forced Downshift From Direct Drive to Low Gear

During a forced downshift, detent pressure is applied to the first and second lands of the shift control valve. The addition of detent pressure to limited modulator pressure on the third land plus the shift

valve spring is enough to overcome governor pressure and cause a downshift.

Manual Low

With the manual control lever in Low (L) position, low boost pressure is directed to the space between the shift valve and the shift control valve (Fig. 7B-14). Low boost pressure in this space adds to the shift valve spring pressure and moves the shift valve to the end of its bore. With the shift valve thus positioned, no drive oil is directed to the high clutch piston or the spring side of the low servo piston, thus the low band is applied and the transmission is in low range.

NOTE: Governor pressure can never become high enough to cause an upshift in Low (L) range.

DETENT VALVE (Fig. 7B-15)

Inputs: Modulator oil
Limited modulator oil (downshift solenoid de-energized)
Drive oil (downshift solenoid energized)

Outputs: Limited feed oil (limited modulator oil with downshift solenoid de-energized; drive oil with solenoid energized)
Detent pressure (with solenoid energized)

The detent valve is a solenoid-operated, two-position valve that provides a downshift at wide open throttle if car speed if low enough.

Electrical contacts on the carburetor linkage energize the detent solenoid as wide open throttle is reached. Energization of the solenoid retracts its

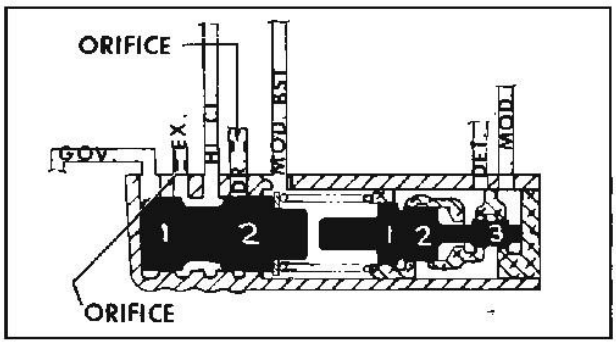

Fig. 7B-14 Shift Valve and Shift Control Valve - Manual Low

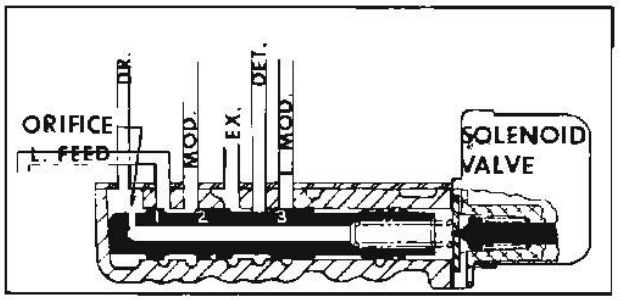

Fig. 7B-15 Detent Valve - Solenoid De-energized

plunger and allows oil from the center of the valve to flow to exhaust. Drive oil against the first land and end of the valve moves the valve against its spring (Fig. 7B-16).

With the valve in this position ports are opened to allow drive oil (limited feed oil) to flow to the modulator limit valve and limited modulator oil (detent oil) to flow to the detent port of the shift control valve.

When the solenoid is de-energized, the spring loaded plunger seals the exhaust port. Drive oil then occupies the center of the valve and bears against the fifth land of the valve as well as the first land. The detent valve spring then moves the valve to shut off the detent port.

MODULATOR LIMIT VALVE (Fig. 7B-17)

Inputs: Limited feed oil (see Detent Valve outputs above)
Governor pressure

Output: Limited modulator oil

The function of the modulator limit valve is to provide limited modulator pressure for wide open throttle shift point control that is not affected by altitude.

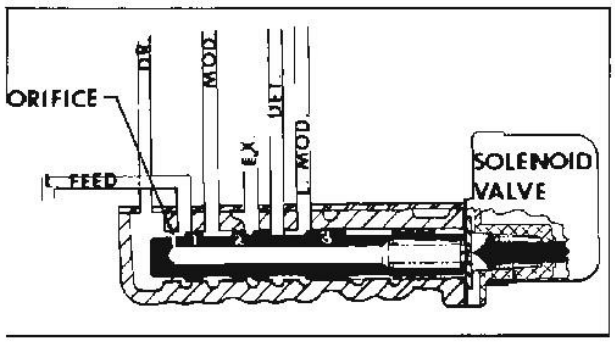

Fig. 7B-16 Detent Valve - Solenoid Energized

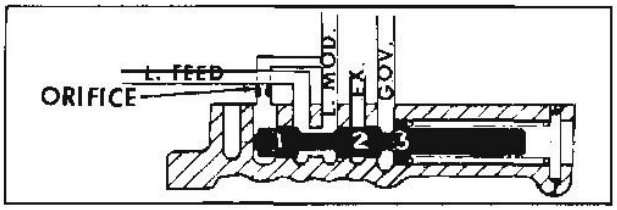

Fig. 7B-17 Modulator Limit Valve - Low Speed

The modulator limit valve regulates limited feed oil (mainline pressure) routed through the detent valve to provide decreasing oil pressure bearing against the second and third lands of the shift control valve as car speed increases. This decrease in oil pressure is accomplished in part by governor valve pressure on the third land of the valve acting to decrease spring pressure as car speed (governor pressure) increases (Fig. 7B-18). While governor pressure is exerted on the third land, limited modulator pressure is directed to the area between the first land and the valve body, compressing the valve spring. The combined force of governor pressure and limited modulator pressure moves the valve to the right, reducing the opening through which oil flows to the shift control valve. Thus limited modulator pressure substitutes for the modulator pressure controlled by the vacuum modulator and routed through the detent valve when the detent valve is to the left (solenoid de-energized).

The modulator limit valve is in operation only during wide open throttle operation with the manual shift control valve in Drive (D) position.

HIGH SPEED DOWNSHIFT TIMING VALVE
(Fig. 7B-19)

Inputs: Governor pressure
Drive oil

Output: Drive oil (band apply)

The high speed downshift timing valve is a spring loaded valve located in the valve body. Its

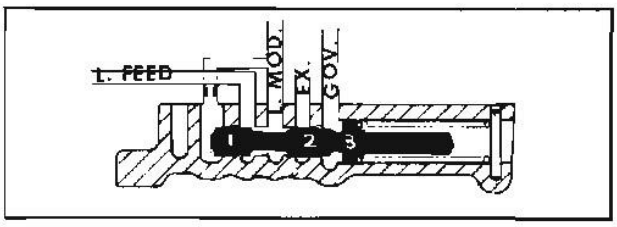

Fig. 7B-18 Modulator Limit Valve - Wide Open Throttle

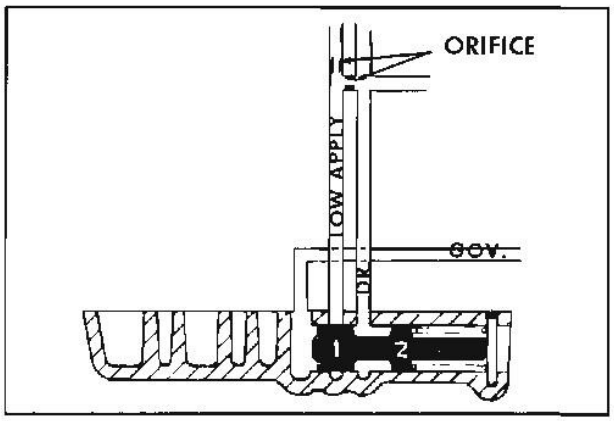

Fig. 7B-19 High Speed Downshift Timing Valve - High Speed

function is to control the rate of low servo application at high road speeds.

At sufficiently high road speeds, governor pressure against the first land of the valve overcomes spring pressure to move the valve to the position shown in Fig. 7B-19. With the valve in this position, oil for low servo application must pass through two orifices as shown. At lower car speeds, governor valve pressure is not sufficient to overcome the spring pressure and low servo application is made through passages containing only one orifice as shown in Fig. 7B-20. Because the orifices restrict the flow of oil, when the oil must pass through two orifices at higher car speeds, the low band is not applied as rapidly as at lower speeds when the oil must pass through only one orifice. This slight delay in band application gives the engine an instant to speed up after the clutch is released and before the low band is applied.

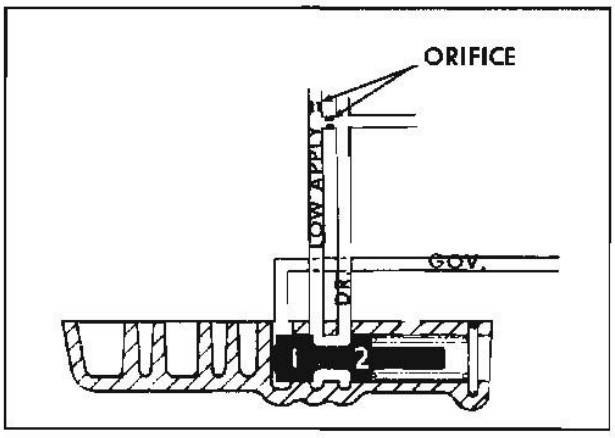

Fig. 7B-20 High Speed Downshift Timing Valve - Low Speed

COOLER BY-PASS AND LUBE BLOW-OFF CHECK VALVES (Fig. 7B-21)

If the cooler system (radiator or lines) becomes restricted, the cooler by-pass check valve unseats to allow oil to flow directly to the lubrication system passages. The lube blow-off check valve functions to regulate the pressure applied to the lubrication system.

CIRCUIT OPERATION

For terminology definitions and detailed description of the operation of individual valves, refer to DEFINITIONS and CONTROL VALVES above.

NEUTRAL (Fig. 7B-21)

In Neutral (N) the manual shift control valve is positioned as shown in Fig. 7B-21. When the engine is running, regulated mainline pressure is applied to the manual shift control valve and the vacuum modulator. Converter feed and lubrication oil are applied from the main pressure regulator valve to the converter feed and lubrication circuits.

DRIVE RANGE - UPSHIFTED (Fig. 7B-22)

In Drive (D) the manual shift control valve is positioned as shown in Fig. 7B-22. With the engine running and the car standing still, drive oil is directed from the manual shift control valve to

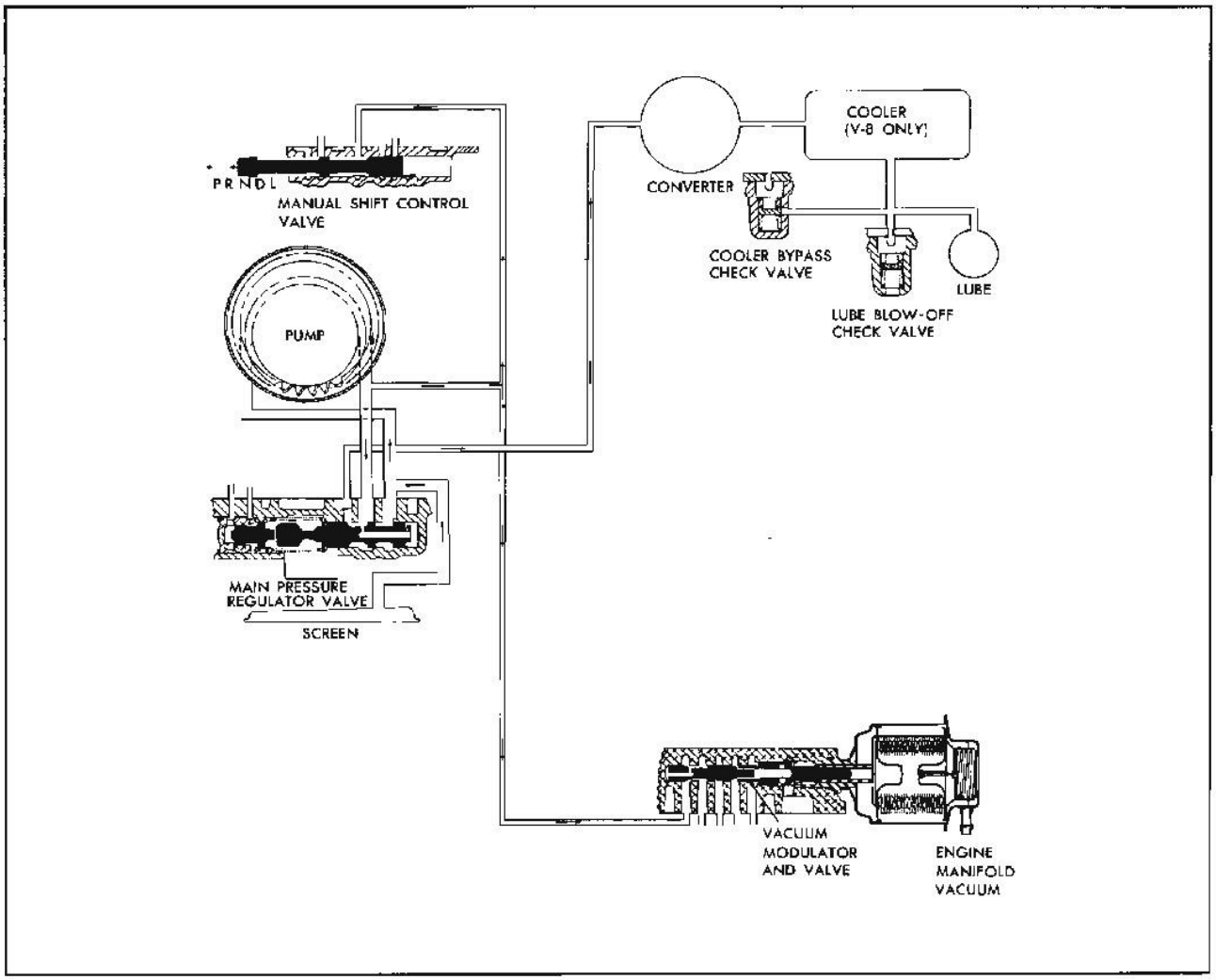

Fig. 7B-21 Oil Circuits - Neutral

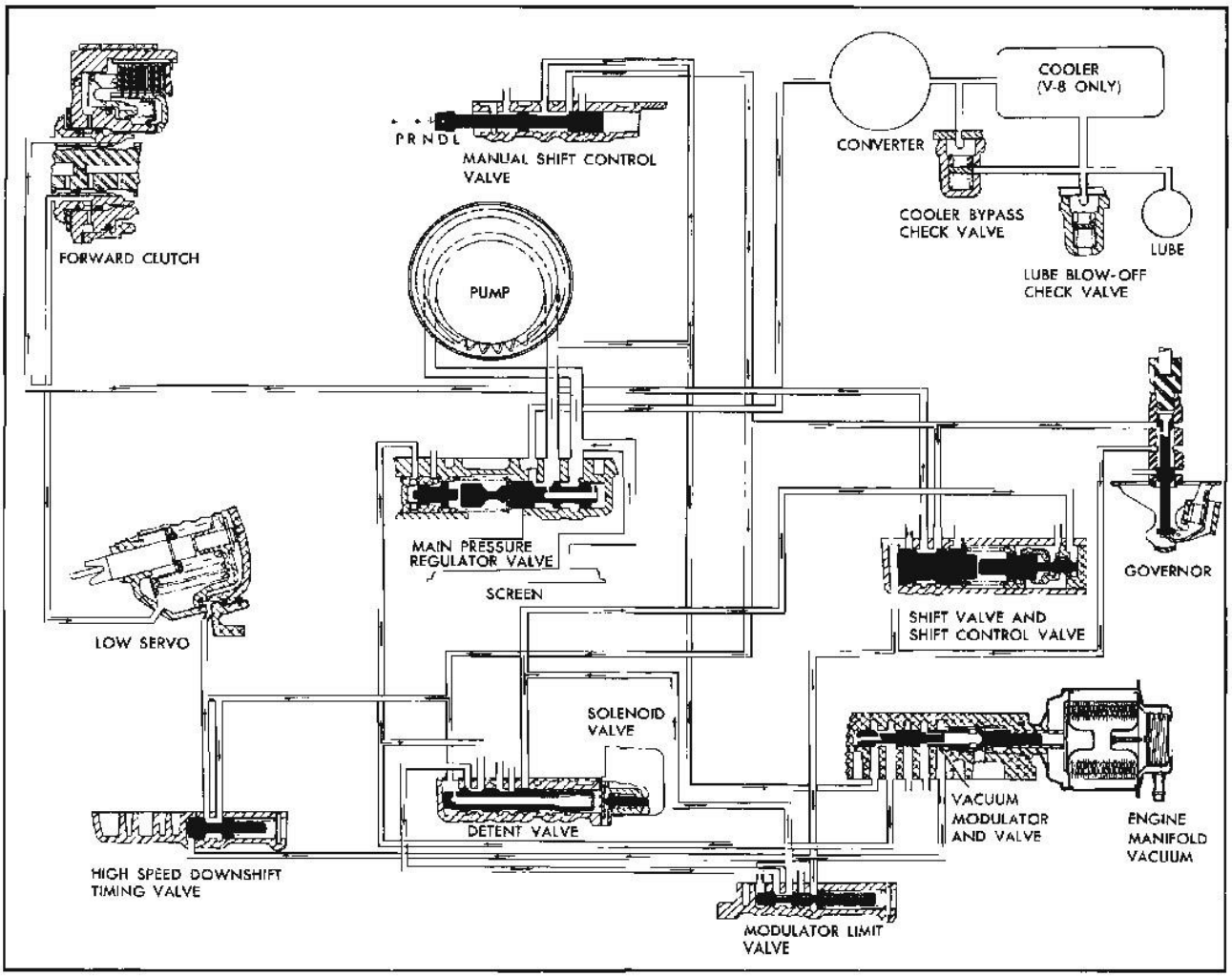

Fig. 7B-22 Oil Circuits - Drive Range (Upshifted)

the governor, shift valve, detent valve, and low servo. With drive oil applied to the low servo, the low band is applied and the transmission is in automatic low.

When the throttle is opened for a normal start, engine manifold vacuum drops and the vacuum modulator reacts to apply modulator oil to the detent valve and to the main pressure regulator boost valve to increase mainline pressure. Modulator oil entering the detent valve leaves as limited feed oil, which is applied to the modulator limit valve where it becomes limited modulator oil applied to the shift control valve.

When the car begins to move, governor pressure begins to build up and is applied to the shift valve, vacuum modulator, modulator limit valve, and the high speed downshift timing valve. As car speed increases, governor pressure increases, and governor pressure applied to the vacuum modulator acts to reduce modulator load, assisting engine manifold vacuum and reducing mainline pressure by reducing the modulator oil pressure applied to the main pressure regulator boost valve.

When the proper relationship exists between engine manifold vacuum and car speed, governor pressure overcomes the combined forces of the shift valve spring and limited modulator oil applied to the shift control valve and the shift valve moves to the right. When the shift valve moves to the right, drive oil from the shift valve applies the forward clutch and releases the low band, and the transmission is in direct drive.

During a wide open throttle start, limited feed oil is derived from drive oil because the downshift

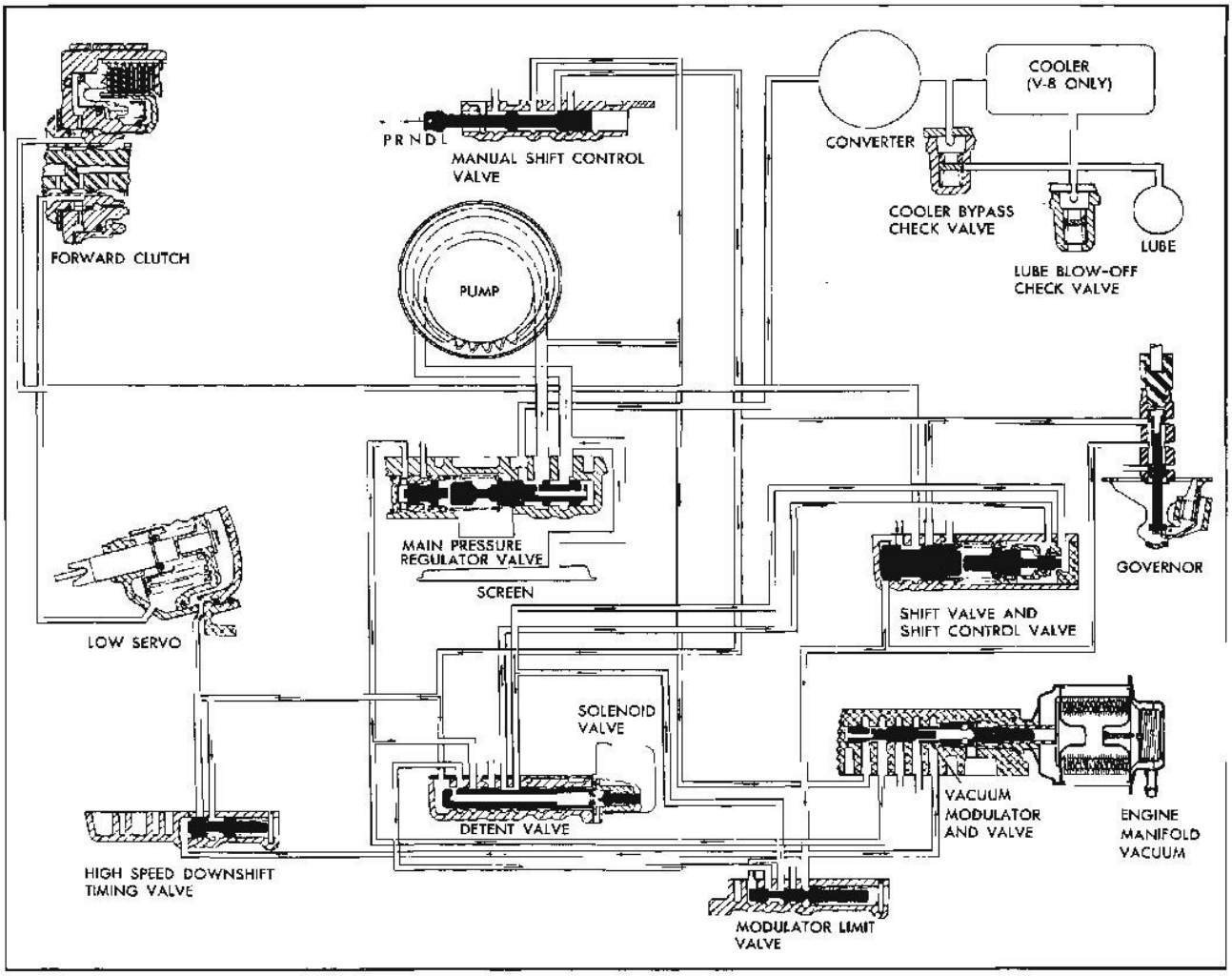

Fig. 7B-23 Oil Circuits - Drive Range (Downshifted)

solenoid is energized, allowing the detent valve to move to the right and direct drive oil into the limited feed passage. Since limited feed oil pressure derived from drive oil is higher than when derived from modulator oil, the modulator limit valve will move to the right, regulating limited modulator oil against the modulator limit valve spring. Therefore, during a wide open throttle upshift or downshift, the effect of altitude on the shift point is eliminated since the limited modulator oil pressure applied to the shift control valve is regulated by the modulator limit valve spring, which is unaffected by altitude.

DRIVE RANGE - DOWNSHIFTED (Fig. 7B-23)

At speeds below approximately 60 MPH, a forced downshift in Drive range is possible by depressing the accelerator to wide open throttle to actuate the downshift switch and energize the downshift solenoid, allowing the detent valve to move to the right.

When the detent valve moves to the right, drive oil enters the limited feed circuit to the modulator limit valve and leaves the modulator limit valve as limited modulator oil. This limited modulator oil is applied to the second and third lands of the shift control valve and to the detent valve. Limited modulator oil enters the detent valve and leaves as detent oil, which is applied to the first land of the shift control valve. The combined forces of limited modulator oil, detent pressure, and shift valve spring are sufficient to overcome governor pressure and move the shift valve to the left, downshifting the transmission by releasing the forward clutch and applying the low band.

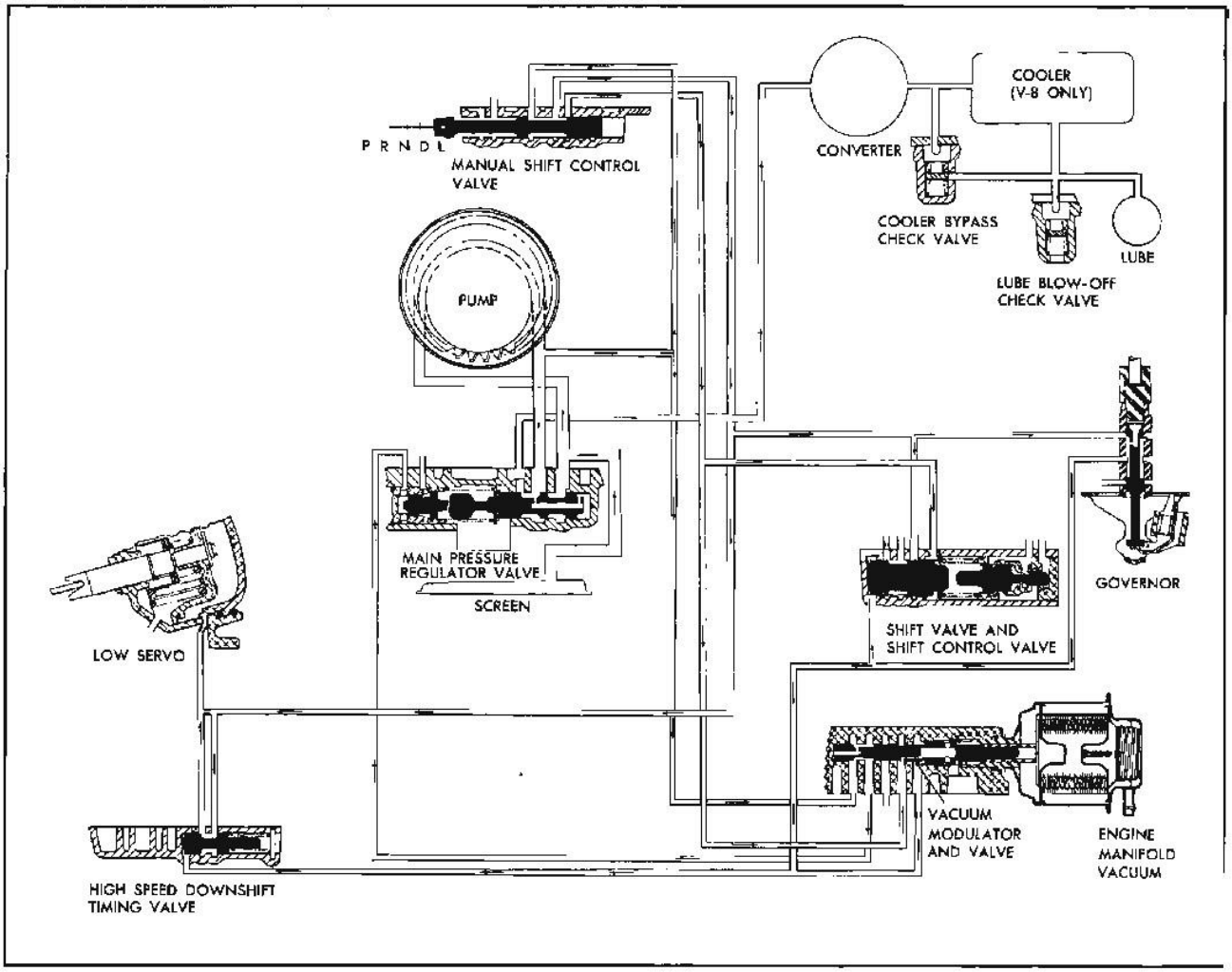

Fig. 7B-24 Oil Circuits - Manual Low

If the forced downshift is accomplished at a high enough speed, governor pressure is high enough to move the high speed downshift timing valve all the way to the right. When this valve is all the way to the right, drive oil to the low servo must pass through a restricted orifice because the unrestricted circuit through the high speed downshift timing valve is blocked. Under these conditions application of the low band is delayed enough to assure full release of the forward clutch and a slight increase in engine speed before the downshift is completed.

MANUAL LOW (Fig. 7B-24)

In Low (L) range the manual shift control valve is positioned as shown in Fig. 7B-24. With the manual shift control valve in this position, mainline oil is directed as low boost oil to the vacuum modulator and the shift valve.

Low boost oil applied to the right end of the shift valve and the force of the shift valve spring keep the shift valve in the downshift position regardless of governor pressure. Low boost oil applied to the vacuum modulator increases modulator pressure, which is applied to the main pressure regulator boost valve to raise mainline pressure. Increased mainline pressure (drive oil) applied to the low servo assures that the low band will not slip under the load conditions encountered when Low range operation is required.

REVERSE (Fig. 7B-25)

In Reverse (R) range the manual shift control valve is positioned as shown in Fig. 7B-25. With the manual shift control valve in this position, mainline pressure is directed to the reverse circuit to apply the reverse clutch and to boost mainline pressure

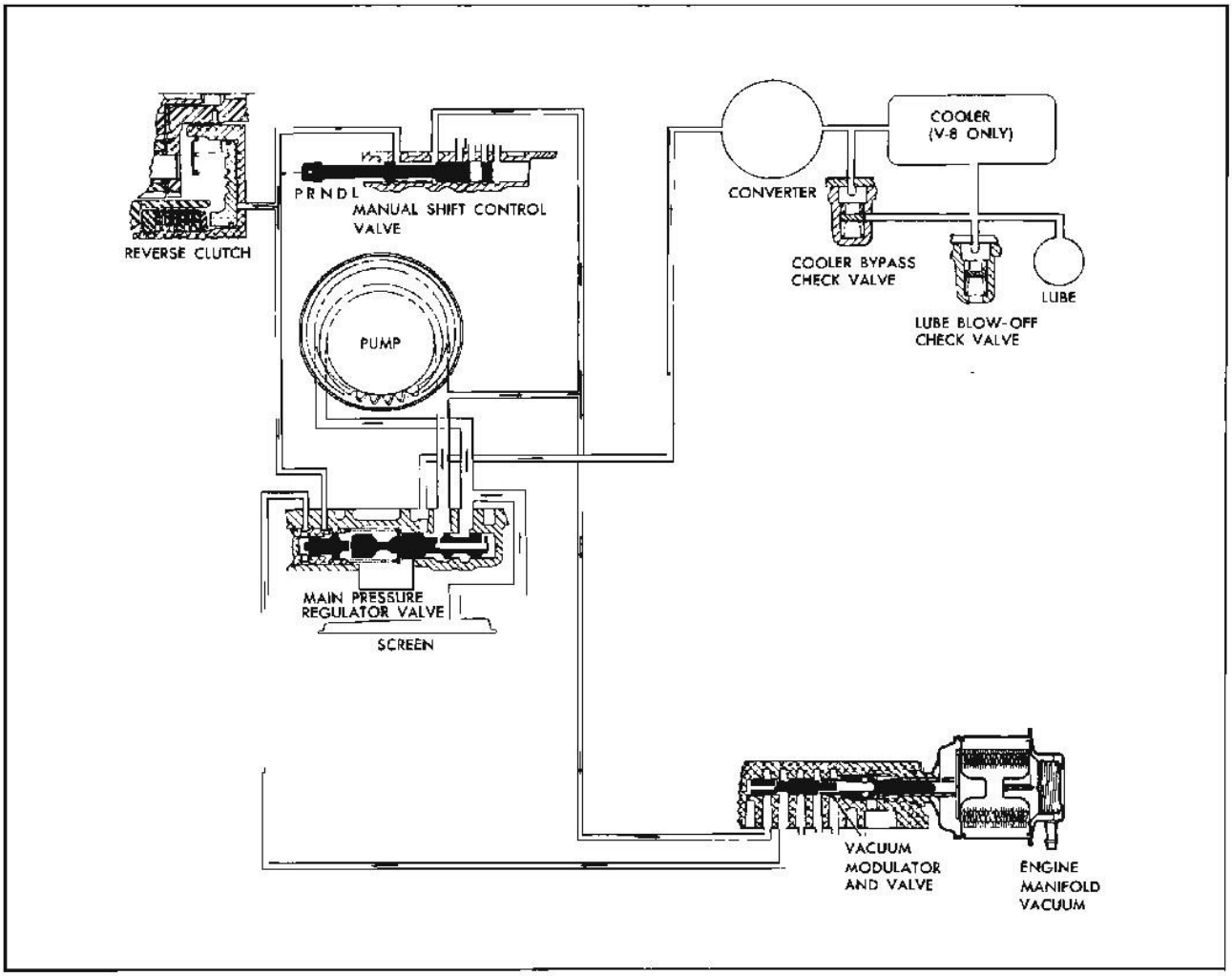

Fig. 7B-25 Oil Circuits - Reverse

by adding to the modulator oil applied to the main pressure regulator boost valve.

MAINTENANCE AND ADJUSTMENTS

OIL RECOMMENDATIONS

It is important to use only Automatic Transmission Fluid (Type A). This is an all-season fluid, ideal for year-round operation. No special additives to these fluids are required or recommended.

Instructions for checking fluid level and for draining and refilling the transmission follow:

OIL LEVEL

The transmission oil level should be checked every 6,000 miles. Oil should be added only when the level is near the ADD mark on the indicator (Fig. 7B-26) with oil at normal operating temperature. The oil level indicator is located in the engine compartment (Fig. 7B-27).

NOTE: The difference in oil level between Full and ADD is one (1) pint.

To check oil level accurately, the car should be level, the engine should be idled with the transmission oil at normal temperature, and the control lever in Park (P) position.

It is important that the oil level be maintained no higher than the FULL mark on the transmission oil level indicator. DO NOT OVERFILL, for when the oil level is at the full mark on the oil level indicator, it is just slightly below the planetary gear unit. If oil is added which brings the oil level above the full

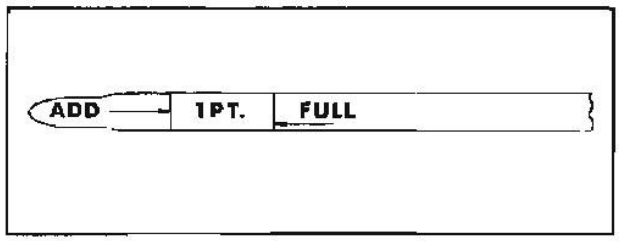

Fig. 7B-26 Oil Level Indicator

mark, the planetary unit will run in the oil, foaming and aerating the oil. This will cause malfunctioning of the transmission assembly due to improper application of the band or clutches and excessive temperature.

If the transmission is found to be consistently low on oil, a thorough inspection should be made to find and correct all external oil leaks. All mating surfaces, such as the oil pan rail, filler tube, governor and modulator should be carefully examined for signs of leakage. The modulator must also be checked to insure that the diaphragm has not ruptured as this would allow transmission oil to be drawn into the intake manifold. Usually, the exhaust will be excessively smoky if the diaphragm ruptures, due to transmission oil drawn into the combustion chambers.

DRAINING AND REFILLING

Draining of the transmission oil at 24,000 mile intervals is recommended. Drain the oil by removing the oil pan; no drain plug is provided. Clean the oil strainer before refilling.

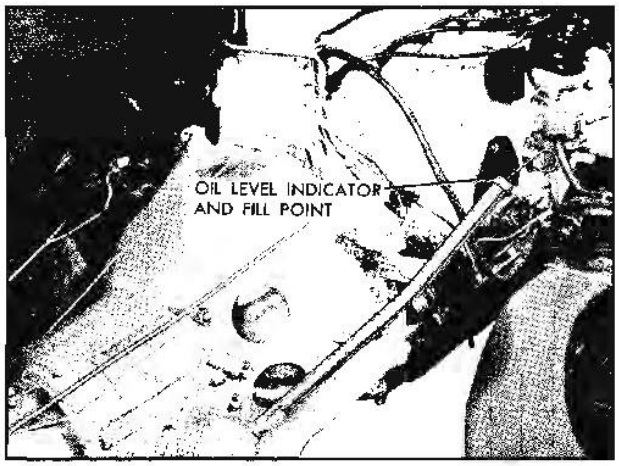

Fig. 7B-27 Location of Oil Level Indicator

To refill the transmission, replace the oil pan, using a new gasket, and add 5 pints of transmission fluid using filler tube and funnel. Start engine and allow engine to idle in Park (P) position 3-5 minutes to warm oil, then check oil and add as required to raise to the level of the FULL mark. Assuming that the converter was not drained (since it is welded) and allowing for a nominal spillage or drain-down, approximately 6 pints of oil will be required for refill.

CAUTION: Do not overfill!

The dry capacity of the V-8 or L-6 transmission, including converter, is approximately 19-1/2 pints. Normal refills require 6 pints.

NEUTRALIZER AND BACK-UP LIGHT SWITCH

The starter neutralizer and back-up light switch is located on the gearshift control and indicator assembly.

Properly adjusted, the switch should turn on the back-up lights in reverse and prevent engine cranking with the selector lever in any position other than "N" (neutral or "P" (park). If the engine cranks in any other position, adjust the switch by loosening the two switch mounting screws and repositioning as required.

SHIFT LINKAGE

If improper shaft linkage adjustment is suspected, adjustment can be made quickly as described below:

STANDARD

1. Loosen nut on swivel (Fig. 7B-28).

2. Set transmission selector lever in park position detent (clockwise to last detent).

3. Set shift lever in park position.

4. Tighten nut on swivel.

CONSOLE

1. Back off trunnion nuts on rod and trunnion assembly (Fig. 7B-29).

2. Set transmission selector lever in park position detent (clockwise to last detent).

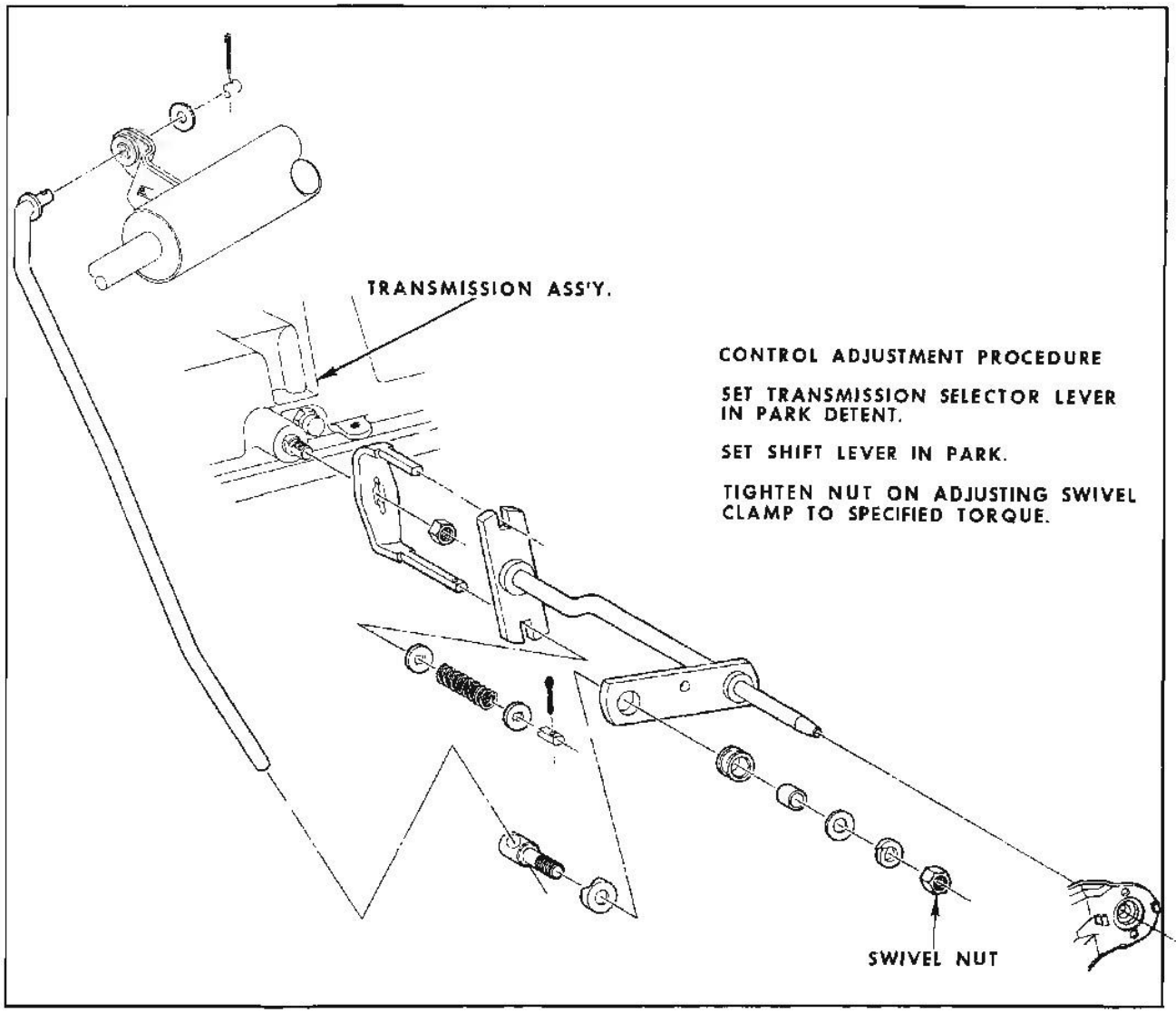

Fig. 7B-28 Standard Shift Control Linkage

3. Set shift lever in park position.

4. Tighten trunnion nuts.

LOW BAND

Adjustment of the low band at 24,000 mile intervals is recommended. Adjustment is performed as follows:

Remove protective cap, loosen lock nut, and tighten adjusting screw to 40 ± 5 lb. in. torque; then back off four (4) full turns exactly. While holding adjusting screw stationary, tighten adjusting screw lock nut securely. Replace cap.

SERVICE OPERATIONS— TRANSMISSION IN CAR

The Tempest automatic transmission service operations that can be performed while the transmission is in the car are covered below.

SHIFT LINKAGE (Fig. 7B-28 and 7B-29)

If any components are worn or damaged so that replacement is necessary, refer to the Master Parts Catalog to determine which items are serviced separately and which are serviced in assembly.

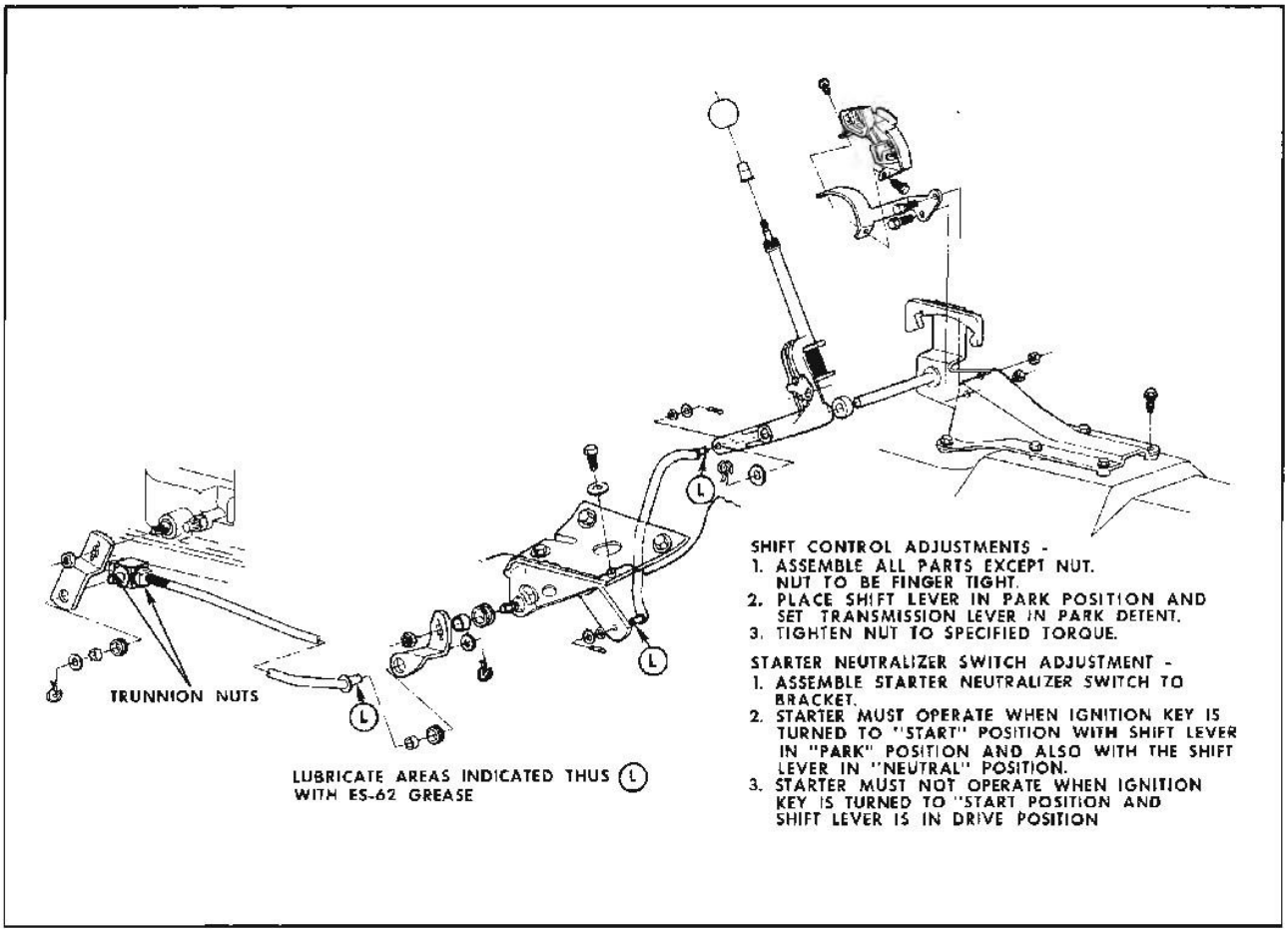

Fig. 7B-29 Console Shift Control Linkage

REAR BEARING RETAINER OIL SEAL OR BUSHING REPLACEMENT

OIL SEAL

1. Remove propeller shaft (see Section 4).

2. Pry out old seal (Fig. 7B-30).

3. Coat outer casing of new oil seal with gasket sealing compound and drive it into place with installer J-5154 (Fig. 7B-31).

4. Install propeller shaft (see Section 4).

BUSHING

1. Remove propeller shaft (see Section 4).

2. Support transmission and remove frame cross member and rear engine mount.

3. Remove speedometer cable and speedometer driven gear assembly.

4. Remove rear bearing retainer.

5. Pry out old oil seal.

6. Remove old case to rear bearing retainer oil seal.

7. Remove old rear bearing retainer bushing using bushing chisel J-8400-1 (Fig. 7B-32).

8. Install new bushing from rear using installer J-21424-1 and handle J-8092 (Fig. 7B-33).

9. Coat outer casing of new oil seal with gasket sealing compound and drive it into place with installer J-5154 (Fig. 7B-31).

10. Install new case to rear bearing retainer oil seal.

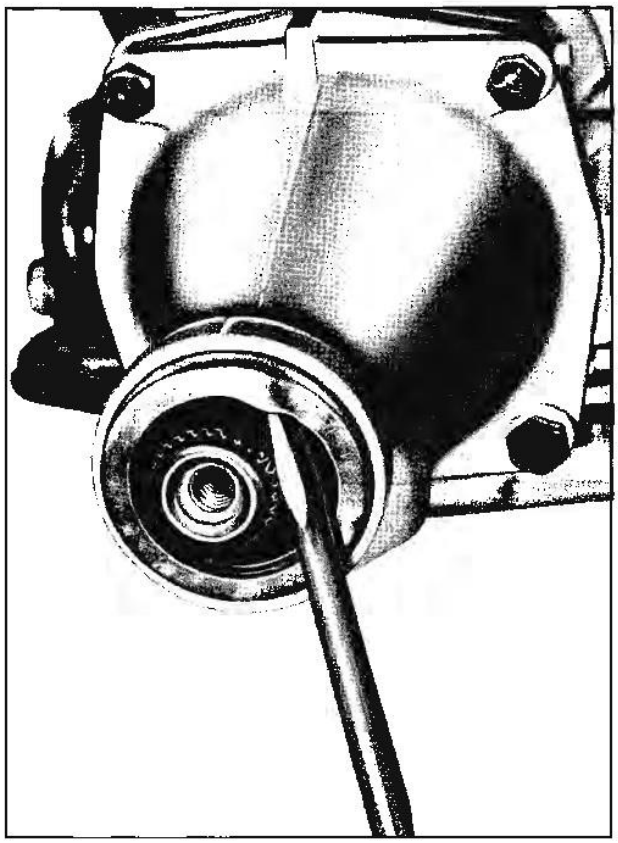

Fig. 7B-30 Removing Rear Bearing Retainer Oil Seal

11. Install rear bearing retainer. Tighten bolts to 25-35 lb. ft. torque.

12. Install frame cross member and rear mount.

13. Install propeller shaft (see Section 4).

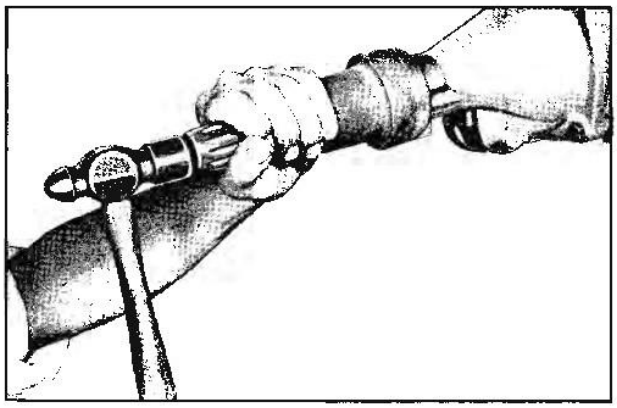

Fig. 7B-31 Installing Rear Bearing Retainer Oil Seal

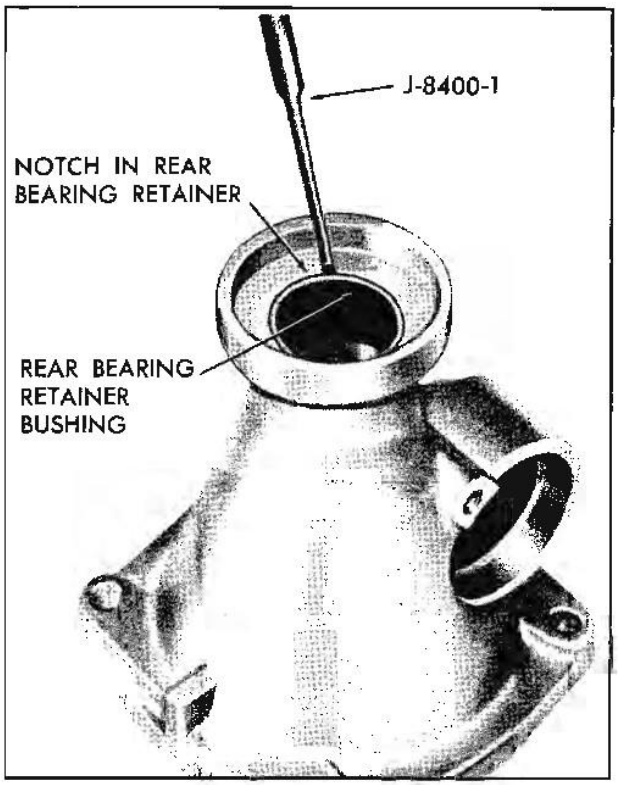

Fig. 7B-32 Removing Rear Bearing Retainer Bushing

14. Install speedometer driven gear assembly and connect cable.

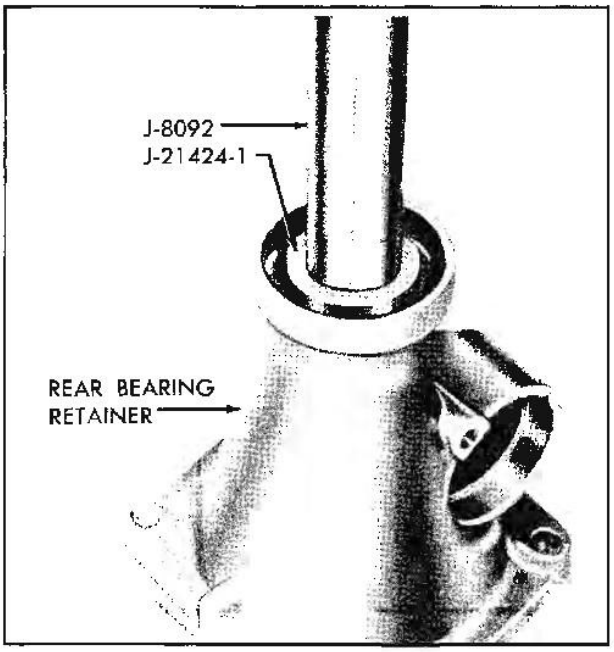

Fig. 7B-33 Installing Rear Bearing Retainer Bushing

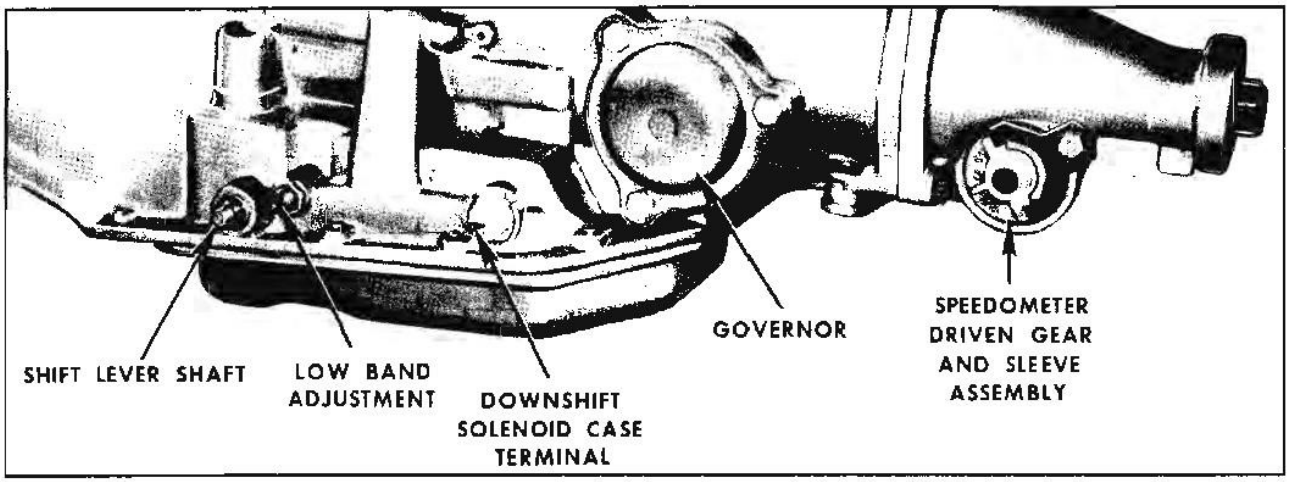

Fig. 7B-34 Transmission Assembly - Left Side View

GOVERNOR (Fig. 7B-34)

REMOVAL

1. Remove three bolts retaining governor cover to case. Remove cover and gasket.

2. Pull governor assembly out of case bore, allowing assembly to twist as driven gear disengages from drive gear teeth machined into output shaft (Fig. 7B-35).

INSPECTION

Check for sticking governor valve, broken or missing governor weight springs, damaged driven gear or worn weight pins. None of the governor components are replaceable; replace as an assembly.

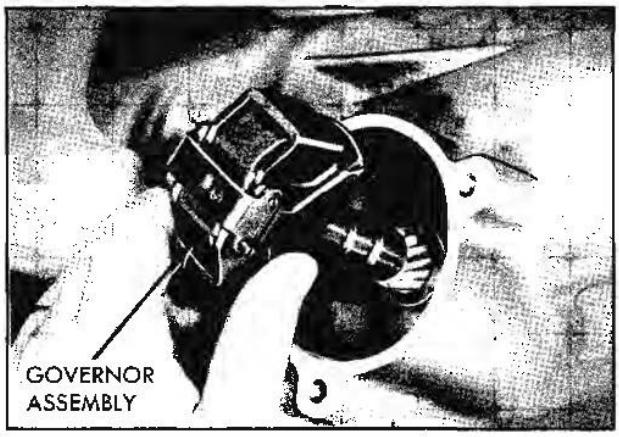

Fig. 7B-35 Removing Governor Assembly

INSTALLATION

1. Insert governor into case bore with a slight counterclockwise twist to engage gear teeth.

2. Using new gasket, install cover and retain with three bolts. Tighten bolts to 8-12 lb. ft. torque.

VACUUM MODULATOR (Fig. 7B-36)

Do not replace vacuum modulator before making the pressure check described in TROUBLE DIAGNOSIS at the end of Section 7B.

NOTE: Vacuum modulator is not adjustable.

REMOVAL

1. Remove vacuum hose at vacuum modulator.

2. Remove vacuum modulator retainer bolt and retainer.

3. Pull vacuum modulator (Fig. 7A-37) and valve assembly (Fig. 7A-38) out of case bore.

NOTE: To remove the front modulator valve it may be necessary to use a magnet or "retriever".

INSPECTION AND REPAIRS

Check the modulator valve assembly for burrs. If such minor imperfections cannot be removed with a slip stone, replace the valves.

The modulator diaphragm can be checked with a vacuum source for leakage. However, diaphragm leakage normally permits transmission oil pull-over, which is evident as smoky exhaust and continually

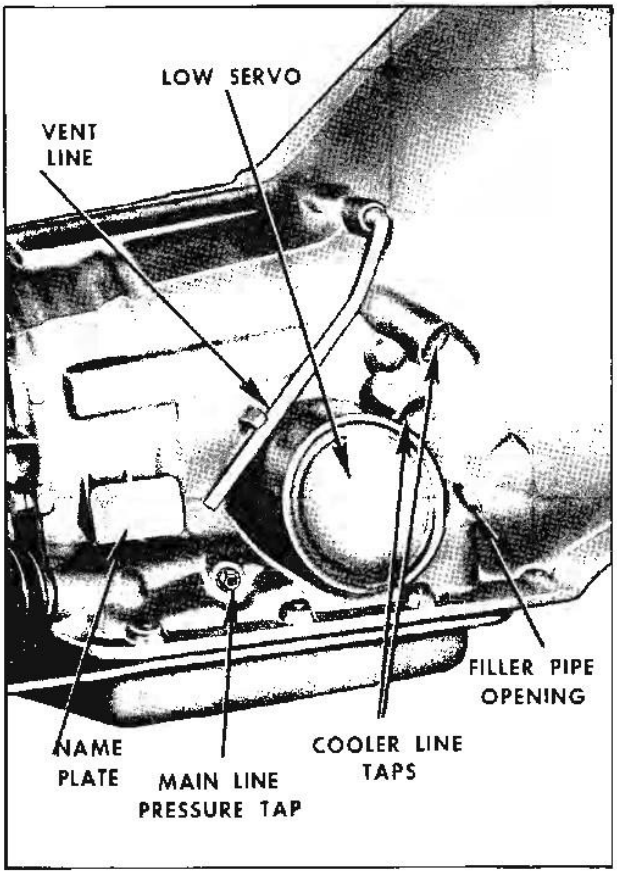

Fig. 7B-36 Transmission Assembly - Right Side View

low transmission oil level. No modulator repairs are possible; replace as an assembly.

Inspect case to vacuum modulator oil seal. Discard seal if it is nicked, cut or deteriorated.

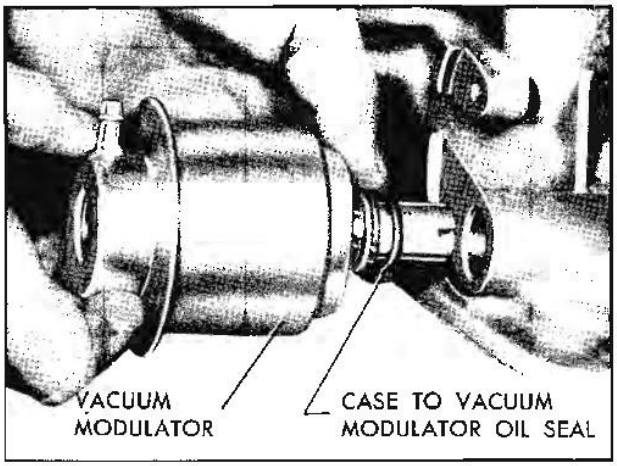

Fig. 7B-37 Removing Vacuum Modulator

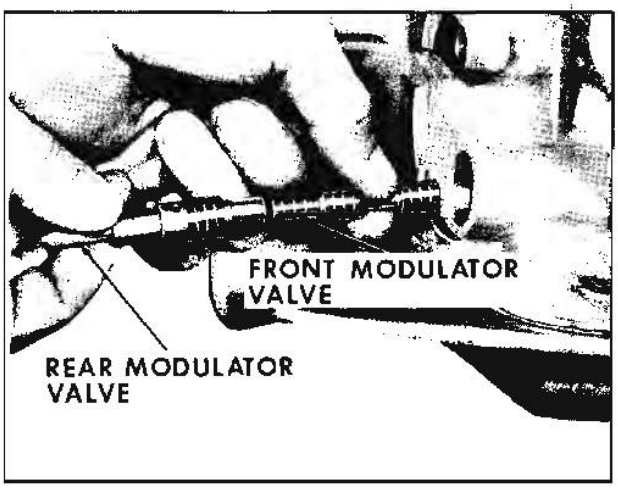

Fig. 7B-38 Removing Vacuum Modulator Valve Assembly

INSTALLATION

1. Install modulator valve assembly into case bore. (Refer to Fig. 7B-38 for correct assembly sequence.)

2. Assemble oil seal on vacuum modulator and install assembly into case bore.

3. Secure modulator assembly with retainer and bolt and tighten bolt 8-12 lb. ft. torque. Connect vacuum hose.

SPEEDOMETER DRIVEN GEAR AND SLEEVE

REMOVAL

1. Disconnect speedometer cable.

2. Remove speedometer driven gear sleeve retainer bolt.

3. Remove retainer and speedometer driven gear assembly.

NOTE: Transmissions in cars with trailer provisions use a different retainer and an adapter (Fig. 7B-39).

INSPECTION AND REPAIRS (Fig. 7B-40)

Inspect both oil seals for nicks, cuts, or deterioration. Discard damaged seals. Check the driven gear for wear or damage; replace if necessary.

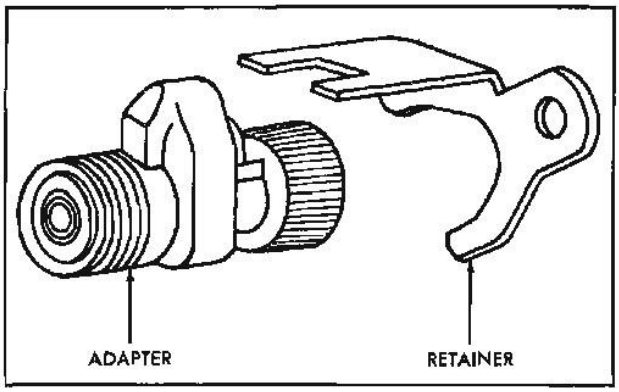

Fig. 7B-39 Speedometer Driven Gear Adapter and Retainer - Trailer Provision

INSTALLATION

1. Assemble speedometer gear and sleeve assembly (Fig. 7B-40). Driven gear shaft oil seal lip must face driven gear.

2. Install assembly into case bore and secure with retainer and bolt.

NOTE: Assembly must be rotated to align with retainer.

3. Connect speedometer cable.

DOWNSHIFT SOLENOID REPLACEMENT

1. Remove oil pan, gasket and oil strainer.

2. Disconnect solenoid connector from terminal (Fig. 7B-41).

NOTE: Raise retaining finger on top of case terminal to permit disengaging connector and disengage wire from retaining clip.

3. Remove solenoid attaching bolts. Remove solenoid and gasket.

4. Install new gasket on solenoid so that gasket notch will face bottom of valve body.

5. Install solenoid on valve body and secure connector to case terminal. Make certain that case terminal retaining finger engages connector and wire is retained by clip.

6. Install oil screen (make certain grommet is in good condition) and tighten retaining bolt to 8-11 lb.

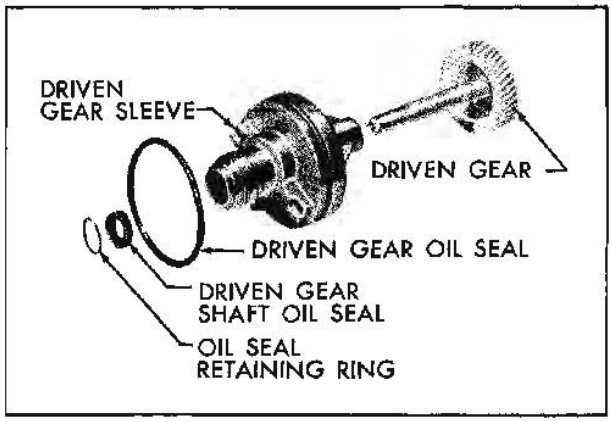

Fig. 7B-40 Speedometer Driven Gear and Sleeve Assembly - Exploded View

ft. torque. Install oil pan using a new gasket. Tighten oil pan bolts to 10-12 lb. ft. torque.

VALVE BODY

REMOVAL

1. Remove oil pan and gasket.

2. Remove oil strainer retaining bolt and remove strainer (Fig. 7B-41) using a twisting motion. Remove oil strainer pipe from case, but only if necessary because seal failure is suspected.

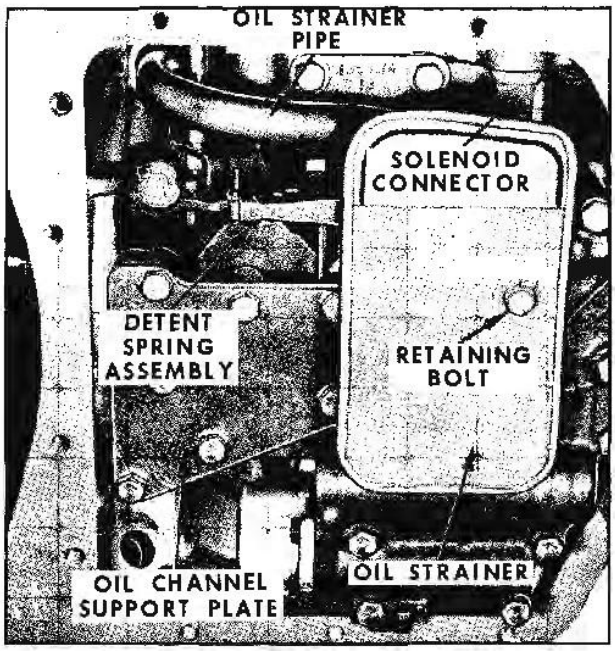

Fig. 7B-41 Transmission - Oil Pan Removed

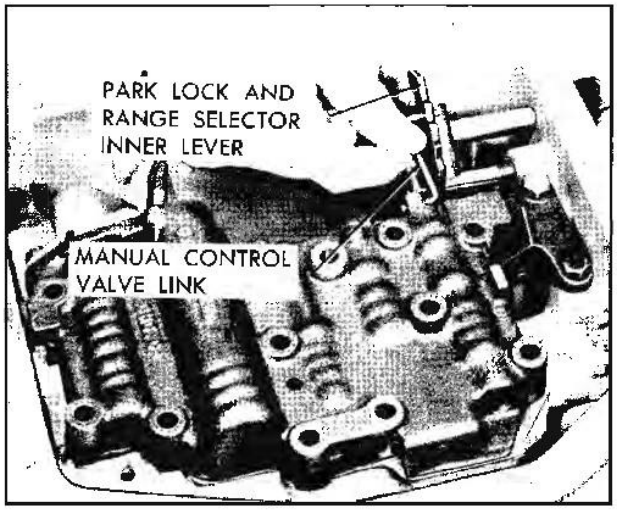

Fig. 7B-42 Disengaging Manual Control Valve Link

3. Disconnect solenoid connector from terminal (Fig. 7B-41).

NOTE: Raise retaining finger on top of case terminal to permit disengaging connectors.

4. Remove detent spring assembly from valve body (Fig. 7B-41).

5. Remove remaining valve body bolts and hold valve body in position.

6. Disengage manual control valve link from park lock and range selector inner lever by rotating valve body (Fig. 7B-42).

7. Remove valve body. Remove manual control valve and link from valve body.

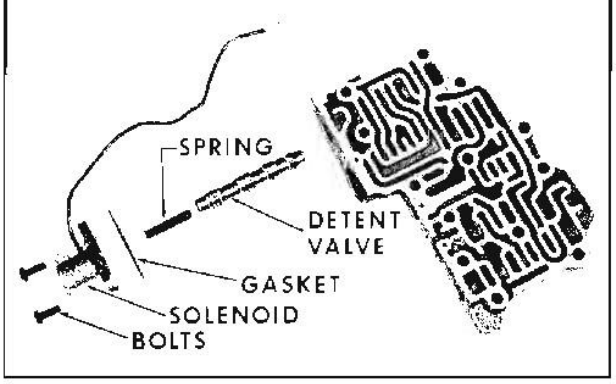

Fig. 7B-43 Downshift Solenoid and Detent Valve - Exploded View

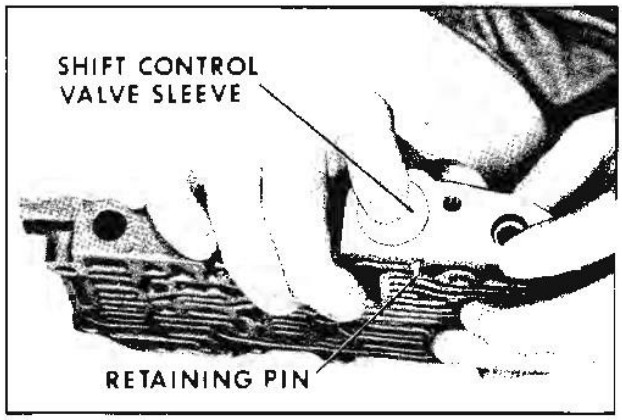

Fig. 7B-44 Removing Shift Control Valve Sleeve

8. If necessary, remove oil channel support plate (Fig. 7B-41), valve body plate, and plate to case gasket.

DISASSEMBLY

1. Remove downshift solenoid, gasket, spring, and detent valve (Fig. 7B-43).

2. Depress shift control valve sleeve and remove retaining pin by turning valve body over so pin can fall free (Fig. 7B-44). Remove shift control valve sleeve, shift control valve, spring, washer, and shift valve.

NOTE: Modulator limit valve spring is under moderate pressure. Care should be exercised during removal during step 3 below.

3. Depress modulator limit valve spring (using J-21361) and turn valve body over so that retaining pin falls free. Remove spring and valve (Fig. 7B-45). (Needle nose pliers can be used to depress spring and work out pin.)

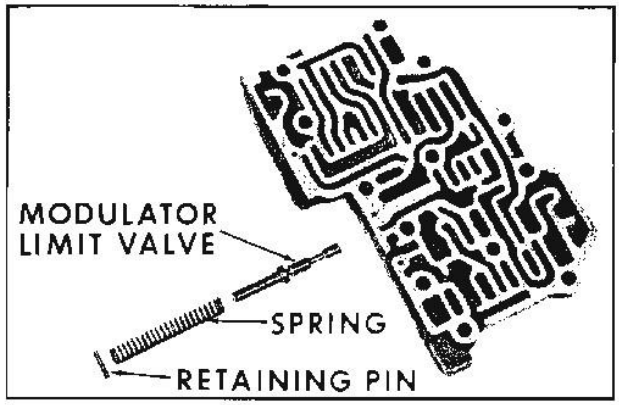

Fig. 7B-45 Modulator Limit Valve - Exploded View

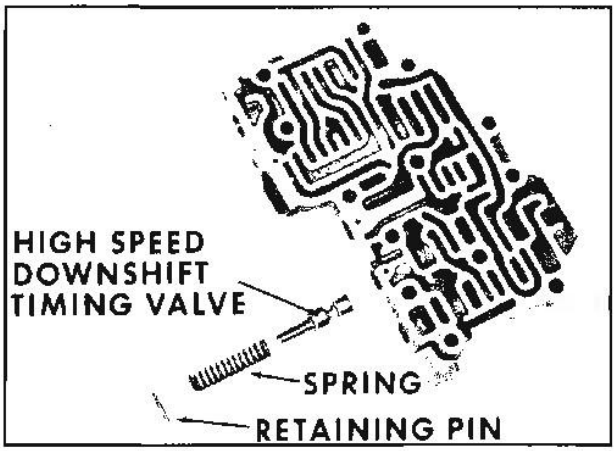

Fig. 7B-46 High Speed Downshift Timing Valve - Exploded View

4. Depress high speed downshift timing valve spring (using J-21361) and remove retaining pin by turning valve body over so that pin can fall free. Remove spring and valve (Fig. 7B-46). (Needle nose pliers can be used to depress spring and work out pin.)

INSPECTION

As most valve body failures are initially caused by dirt or other foreign material preventing a valve from functioning properly, a thorough cleaning of all parts in clean solvent is mandatory. Check all valves and their operating bores for burrs or other deformities that could cause valve "hang-up". Discard oil strainer grommet.

ASSEMBLY

1. Install high speed downshift timing valve and spring (Fig. 7B-46). Depress spring with needle nose pliers and install retaining pin.

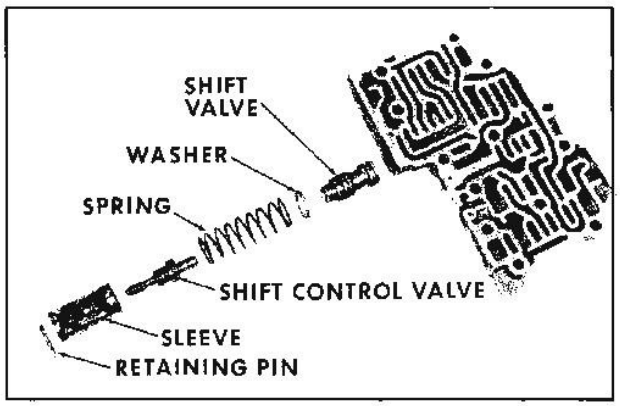

Fig. 7B-47 Shift Valve and Shift Control Valve

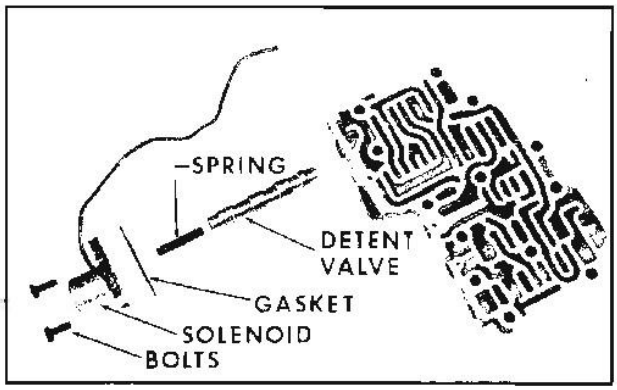

Fig. 7B-48 Downshift Solenoid and Detent Valve - Exploded View

2. Install modulator limit valve and spring (Fig. 7B-45). Depress spring with needle nose pliers and install retaining pin.

3. Install shift valve, washer, spring, shift control valve, and shift control valve sleeve (Fig. 7B-47). Depress shift control valve sleeve and install retaining pin.

4. Install detent valve and spring (Fig. 7B-48). Install gasket on downshift solenoid with notch facing bottom of valve body and install downshift solenoid. Tighten bolts to 8-12 lb. ft. torque.

INSTALLATION

1. If previously removed, install new valve body plate to case gasket, using petrolatum to hold it in position. Install valve body plate and oil channel support plate. Install bolts finger tight.

2. Install manual control valve and link into valve body.

3. Engage manual control valve link in park lock and range selector inner lever (Fig. 7B-49).

4. Install spring detent assembly on valve body (Fig. 7B-50). (Note routing of solenoid wire and wire retaining clip position.)

5. Install remaining valve body to case bolts (except oil strainer retaining bolt) and tighten all bolts to 8-11 lb. ft. torque.

6. Connect solenoid connector to case terminal (Fig. 7B-50). Make certain that case terminal retaining finger engages connector and wire is retained by clip.

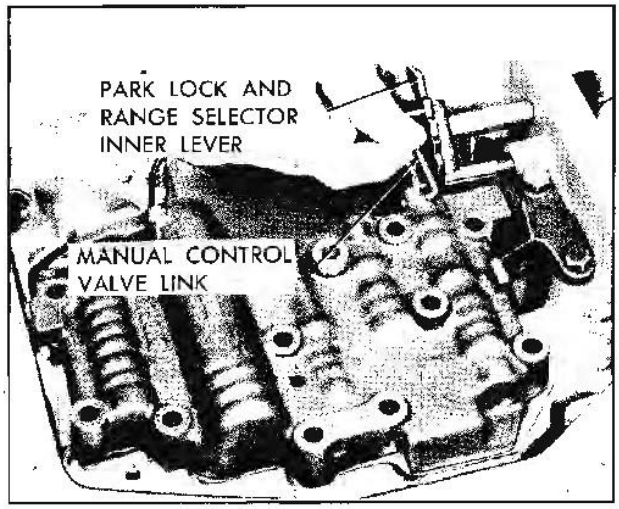

Fig. 7B-49 Engaging Manual Control Valve Link

7. If previously removed, install oil strainer pipe to case seal on oil strainer pipe. Lubricate seal and install pipe into case.

8. Install oil strainer to oil strainer pipe grommet. Lubricate grommet and install strainer on pipe with a twisting motion. Install and tighten oil strainer bolt to 8-11 lb. ft. torque.

9. Install oil pan, using a new gasket. Tighten oil pan bolts to 10-12 lb. ft. torque.

PRESSURE REGULATOR

REMOVAL

1. Remove oil pan and gasket.

CAUTION: Valve spring is under high pressure. Use extreme care after snap ring has been removed in step 2 below.

2. Compress main pressure regulator valve spring by pressing on boost valve sleeve and remove snap ring (Fig. 7B-51).

3. Remove boost valve sleeve, valve, spring, washer and pressure regulator valve.

INSPECTION

Inspect pressure regulator valve, boost valve, and boost valve sleeve for nicks or burrs that could interfere with proper operations. If minor imperfections cannot be removed with a slip stone, replace parts as required.

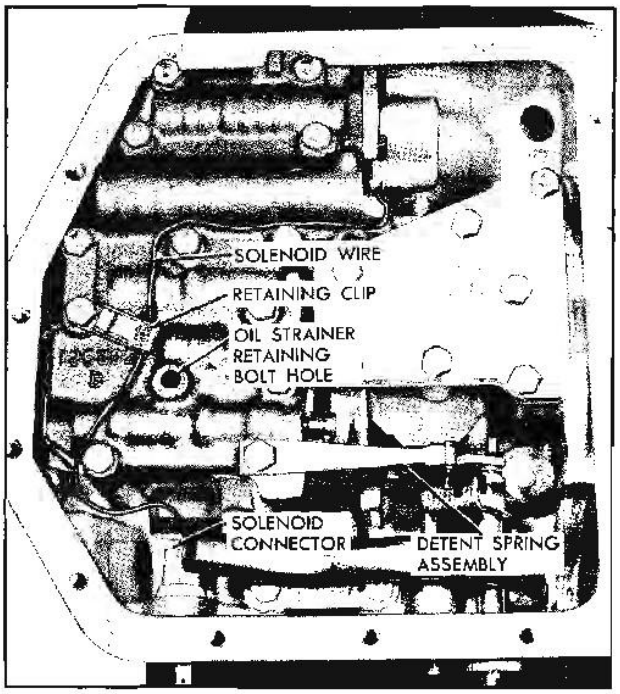

Fig. 7B-50 Transmission - Oil Pan and Strainer Removed

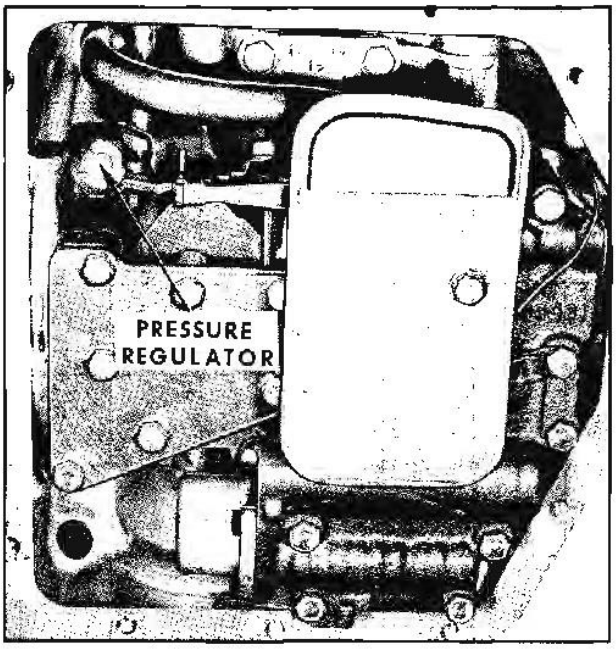

Fig. 7B-51 Pressure Regulator Location

ASSEMBLY

1. Refer to Fig. 7B-103 for correct assembly sequence.

2. Install pressure regulator valve, washer, spring and boost valve and sleeve into pump body.

NOTE: Later production transmissions incorporate a C type spring washer and may have one or two C type spacers behind the washer. Install the same number of spacers originally removed.

3. Compress valve spring by depressing boost valve sleeve and install snap ring.

4. Install new gasket and install oil pan.

TRANSMISSION REMOVAL AND INSTALLATION

1. Disconnect speedometer cable and remove speedometer driven gear assembly to allow oil to drain during removal procedure.

2. Remove propeller shaft (see Section 4).

3. Disconnect vacuum line and downshift switch lead.

4. Disconnect shift control linkage from outer shift lever.

5. Support transmission and remove frame cross member.

6. Remove flywheel housing bottom cover.

7. Remove flywheel to converter mounting bolts. After bolts are removed, make certain converter hub is free of crankshaft.

8. Lower transmission and engine assembly to gain access to cooler line fittings (V-8 only). Disconnect cooler lines using a crow foot adapter and a suitable extension or using oil cooler pipe wrench J-21477.

NOTE: On some cars it may be necessary to loosen exhaust system.

9. With transmission in lowered position, remove case to engine bolts.

10. Move transmission down and to the rear and install converter holding strap J-21366 to hold converter in position until transmission is to be disassembled.

To install transmission, reverse the above procedure.

TRANSMISSION DISASSEMBLY

Service procedures for the rear bearing retainer, governor, vacuum modulator, speedometer driven gear assembly, downshift solenoid, pressure regulator, and valve body are covered under SERVICE OPERATIONS - TRANSMISSION IN CAR, page 7B-21.

REMOVAL OF VALVE BODY, REAR BEARING RETAINER, SPEEDOMETER DRIVE GEAR, AND LOW SERVO

1. Mount transmission in holding fixture J-8763 (Fig. 7B-52).

2. With transmission in horizontal position, pull out converter.

3. Remove valve body (see page 7B-26).

4. Remove speedometer driven gear assembly (see page 7B-25).

5. Remove governor assembly (see page 7B-24).

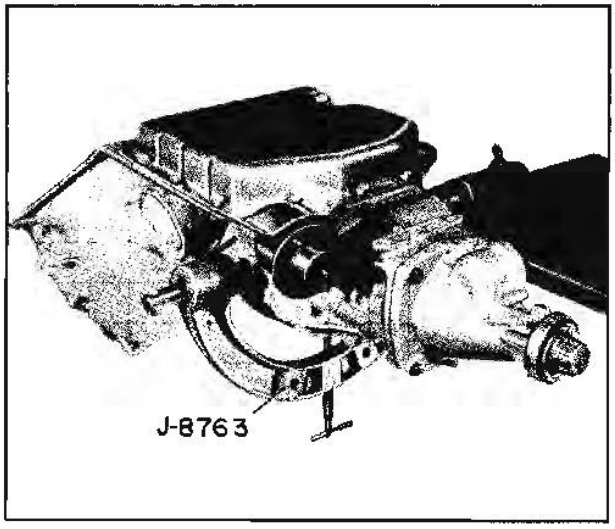

Fig. 7B-52 Transmission Mounted in Holding Fixture

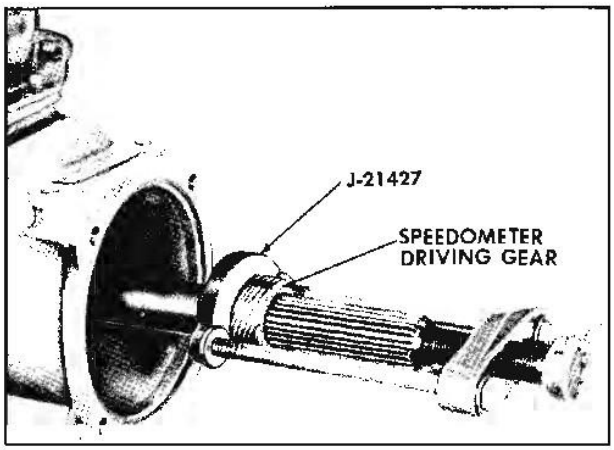

Fig. 7B-53 Removing Speedometer Drive Gear

6. Remove vacuum modulator (see page 7B-24).

7. Remove rear bearing retainer.

8. Place transmission in Park, then remove speedometer drive gear using J-21427 and J-8433 (Fig. 7B-53).

NOTE: J-5814 may also be used with J-21427.

REMOVAL OF OIL PUMP, FORWARD CLUTCH, AND LOW BAND

NOTE: Oil pump seal can be replaced without removing pump from case:

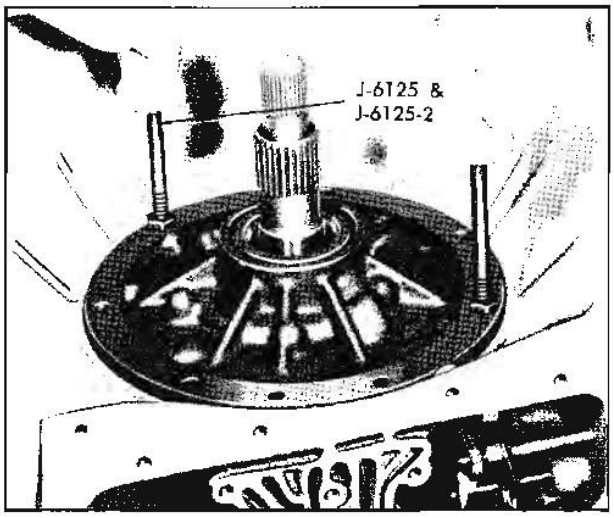

Fig. 7B-54 Removing Oil Pump

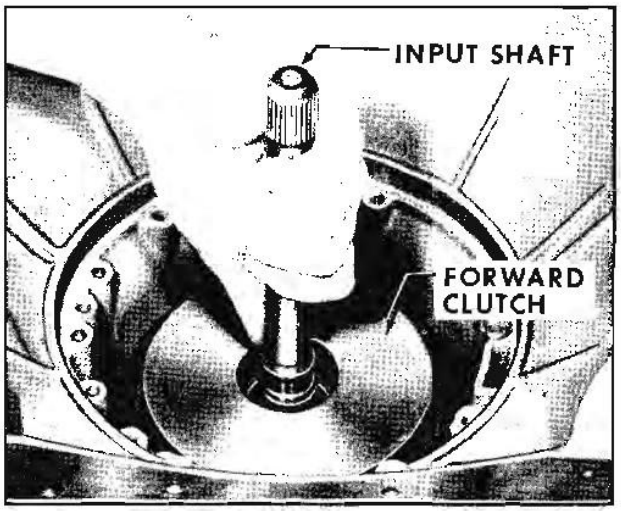

Fig. 7B-55 Removing Input Shaft

A. Pry out old seal.

B. Coat outer casing of new oil seal with gasket sealing compound and drive it into place with installer J-21359.

1. With transmission in vertical position, remove eight oil pump attaching bolts. Install slide hammers J-2619 into threaded holes in pump, loosen pump and remove pump and gasket (Fig. 7B-54).

2. Remove input shaft from forward clutch drum (Fig. 7B-55).

3. Remove forward clutch assembly by pulling straight out of case (Fig. 7B-56).

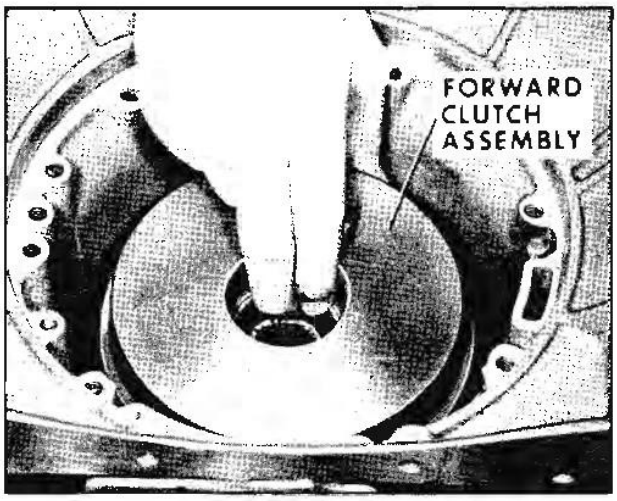

Fig. 7B-56 Removing Forward Clutch Assembly

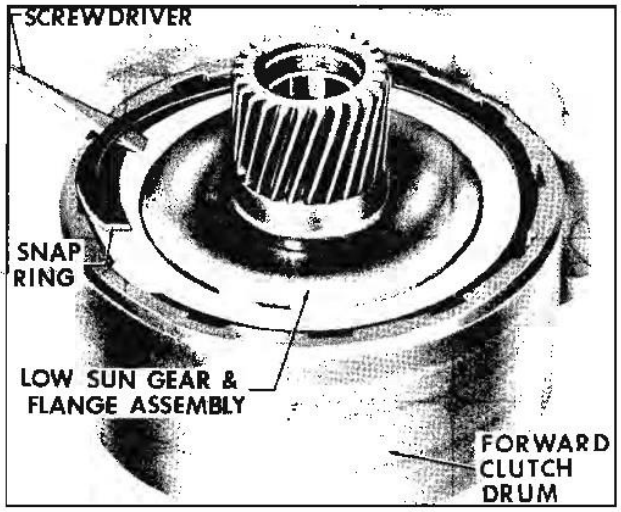

Fig. 7B-57 Removing Low Band and Struts

4. Remove low band and struts from case (Fig. 7B-57).

5. Remove low servo cover snap ring, using tool J-21495-1 to compress low servo cover so that snap ring can be removed (Fig. 7B-58).

6. Remove tool J-21495-1 from case and remove low servo cover. If necessary, tap lightly on low servo assembly piston rod to assist in removal of cover.

7. Remove low servo assembly from case.

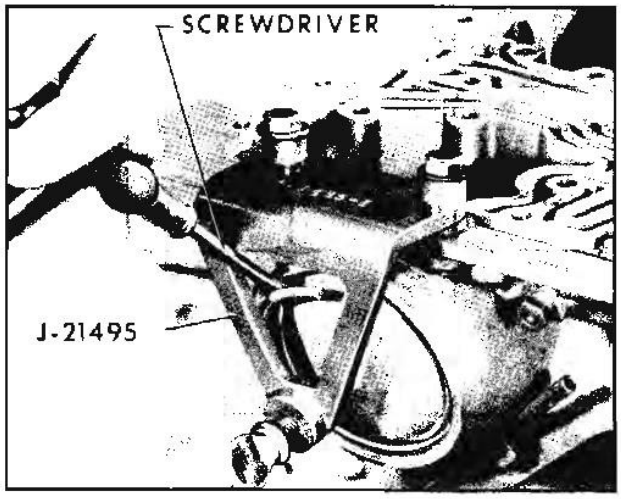

Fig. 7B-58 Removing Low Servo Cover Snap Ring

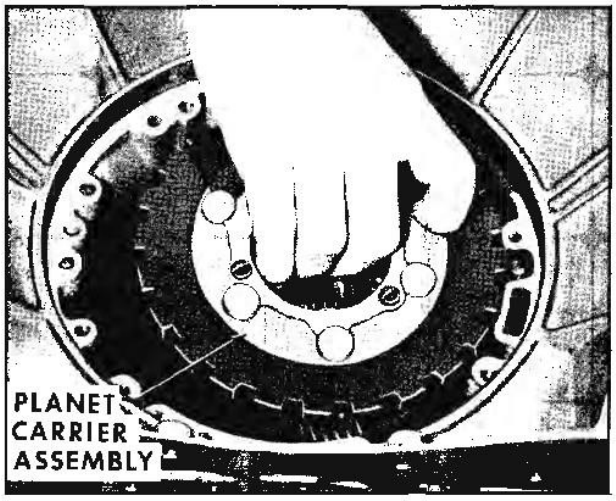

Fig. 7B-59 Removing Planet Carrier Assembly

REMOVAL OF PLANETARY GEAR SET, REVERSE CLUTCH AND PISTON, AND PARK LOCK MECHANISM

1. Pull planet carrier assembly from case, using care to avoid damaging case bushing (Fig. 7B-59) and remove reverse ring gear (Fig. 7B-60) thrust bearing and races (Fig. 7B-61).

2. With transmission in vertical position, remove reverse clutch pack snap ring with a screwdriver (Fig. 7B-62).

3. Lift reverse clutch pressure plate, clutch pack, and cushion spring from case.

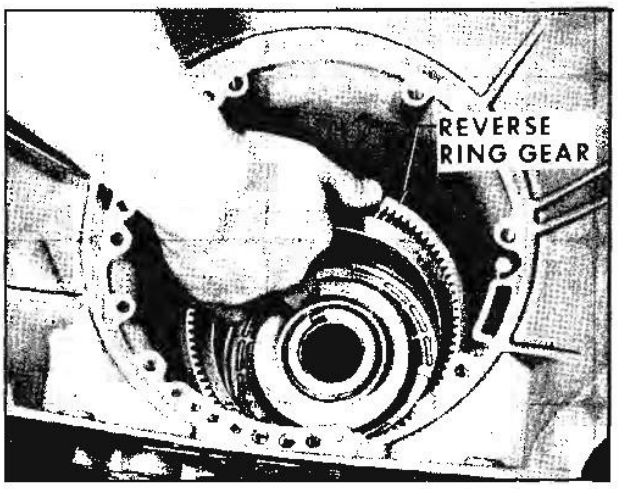

Fig. 7B-60 Removing Reverse Ring Gear

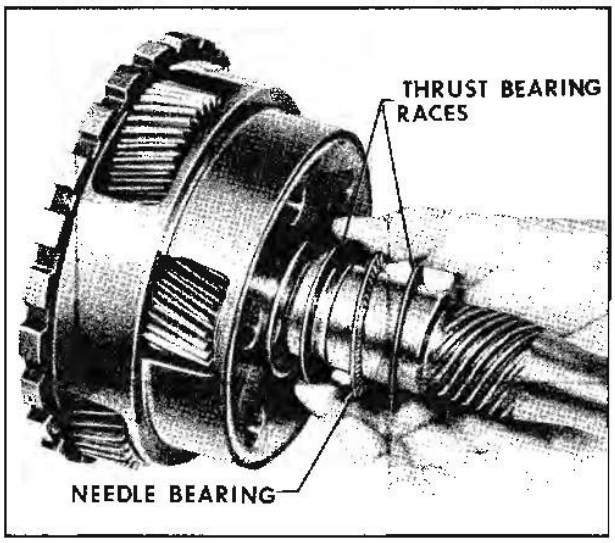

Fig. 7B-61 Removing Planet Carrier Thrust Bearing and Races

NOTE: Position spring compressor so that reverse piston return seat snap ring gap is accessible in step 4 below.

4. Compress reverse piston return springs using spring compressor J-9542 and adapters (Fig. 7B-63).

5. With return springs fully compressed, remove snap ring.

6. Release pressure on the return springs, being careful that piston return seat does not catch in snap ring groove. Remove return seat and springs.

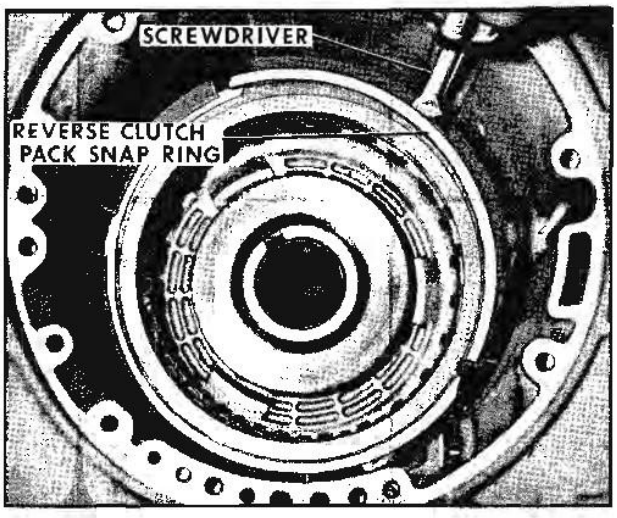

Fig. 7B-62 Removing Reverse Clutch Pack Snap Ring

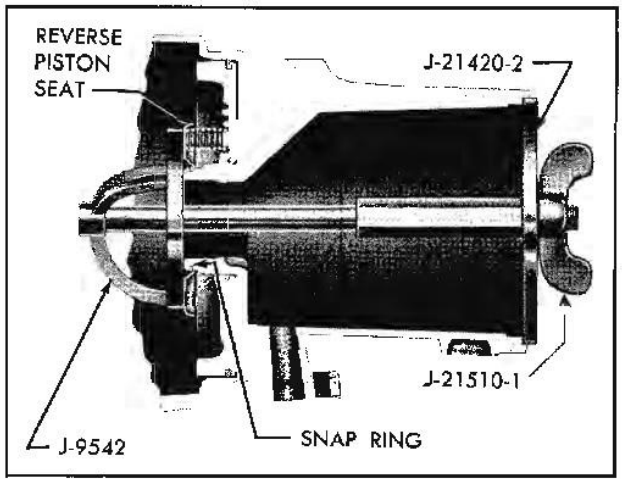

Fig. 7B-63 Compressing Reverse Piston Return Springs

7. With transmission in horizontal position, apply compressed air to reverse piston apply port to force out reverse piston (Fig. 7B-64).

8. Remove parking lock bracket (Fig. 7B-65).

9. Remove range selector shaft retainer (Fig. 7B-66).

10. Fully loosen nut that retains outer range selector lever shaft to inner park lock and range selector lever (Fig. 7B-67).

NOTE: Before sliding range selector lever shaft out of case, remove any burrs on inner end of shaft that could score case bore or make removal difficult.

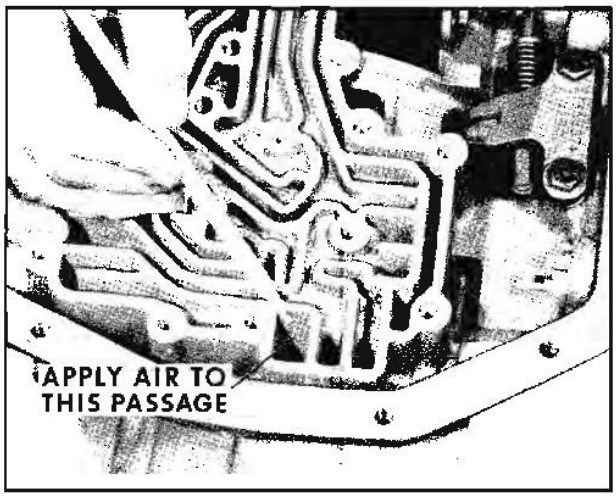

Fig. 7B-64 Reverse Piston Apply Passage

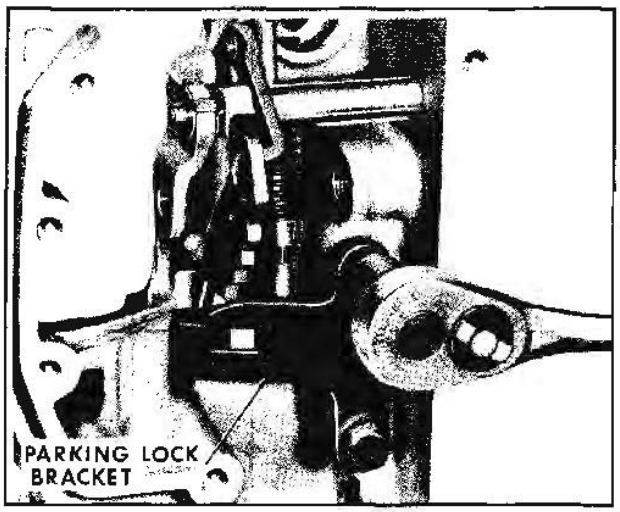

Fig. 7B-65 Removing Parking Lock Bracket

11. Slide range selector lever shaft out of case (see NOTE above). Remove nut and inner park lock and range selector lever.

12. Slide parking lock pawl shaft out of parking lock pawl (Fig. 7B-68). Remove parking lock pawl and spring.

INSPECTION AND OVERHAUL OF INDIVIDUAL COMPONENTS

Service procedures for the rear bearing retainer, governor, vacuum modulator, speedometer driven gear assembly, downshift solenoid, valve body and pressure regulator are covered under SERVICE OPERATIONS - TRANSMISSION IN CAR, page 7B-21.

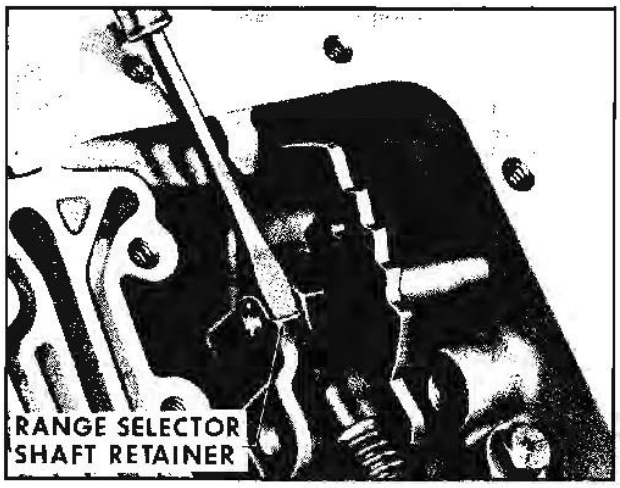

Fig. 7B-66 Removing Range Selector Shaft Retainer

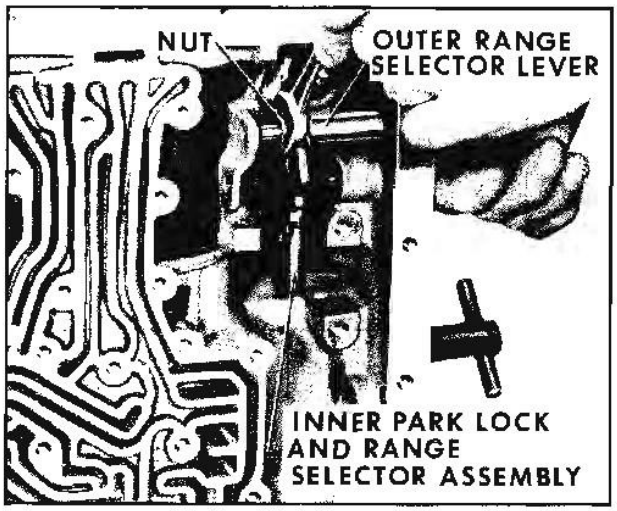

Fig. 7B-67 Removing Range Selector Shaft Nut

TRANSMISSION CASE

INSPECTION

1. Inspect for hairline cracks or oil leaks.

2. Check for interconnected oil passages, using air gun or smoke.

3. Check bolt hole threads for cross threading or stripped condition.

4. Check case bushing for nicks, excessive scoring, or wear. If replacement is required, proceed as follows:

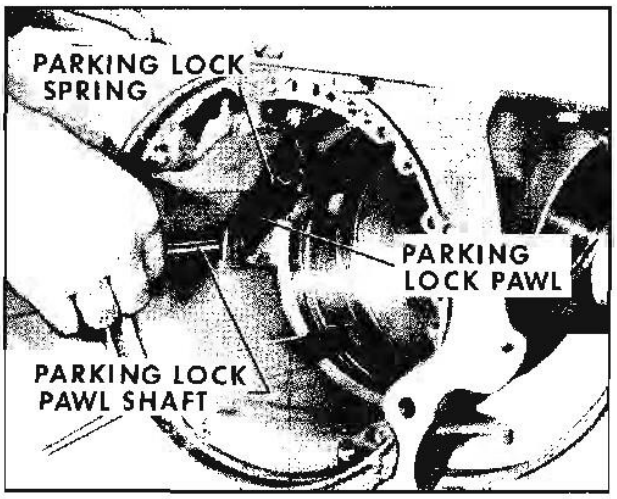

Fig. 7B-68 Removing Parking Lock Pawl Shaft

CASE BUSHING REPLACEMENT

1. Remove bushing using bushing chisel J-8400-1. Avoid damaging bushing bore.

2. Install new bushing using installer J-21424-2 and handle J-8092.

RANGE SELECTOR SHAFT OIL SEAL REPLACEMENT

1. Pry out old seal.

2. Tap new seal gently until it bottoms in case bore. Use a piece of flat metal or wood to avoid damaging seal.

PARK LOCK ACTUATOR ASSEMBLY AND INNER PARK LOCK AND RANGE SELECTOR LEVER

DISASSEMBLY

Remove retainer ring that holds inner park lock and range selector to park lock actuator assembly (Fig. 7B-69).

INSPECTION

Check for worn or damaged parts and replace as required.

ASSEMBLY

Engage park lock actuator assembly in inner park lock and range selector lever and secure with retainer ring (Fig. 7B-69).

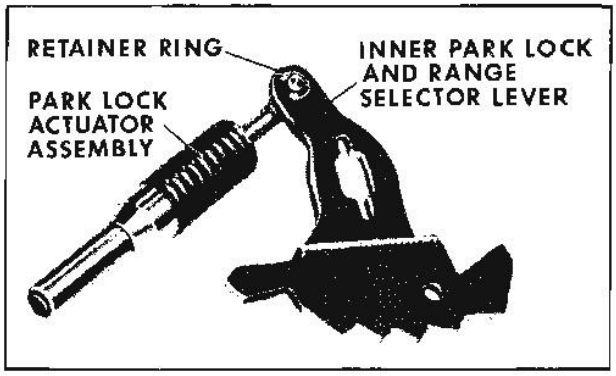

Fig. 7B-69 Park Lock Actuator and Range Selector Lever Assembly

REVERSE CLUTCH AND PISTON

DISASSEMBLY AND INSPECTION

1. Remove and discard reverse piston inner and outer seals.

2. Check for broken piston return springs and make a comparative check of spring heights by standing all springs in a row. If there is appreciable difference in spring height, replace springs.

3. Examine clutch plates for evidence of wear or burning. Discard damaged plates.

4. Check piston for cracks or distortion.

ASSEMBLY

1. Check reverse piston thickness. L-6 piston is 1" thick; V-8 piston is 13/16" thick.

2. Lubricate with transmission oil and install inner and outer seals in reverse piston grooves.

FORWARD CLUTCH

DISASSEMBLY

1. Remove low sun gear and flange assembly snap ring (Fig. 7B-70).

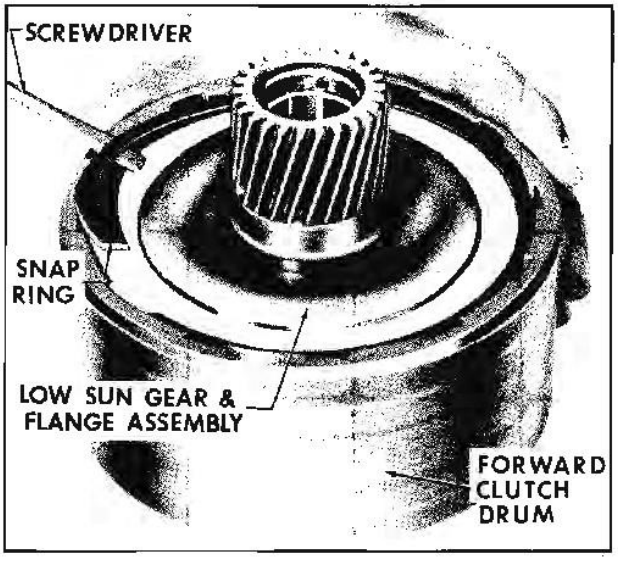

Fig. 7B-70 Removing Low Sun Gear and Flange Assembly Snap Ring

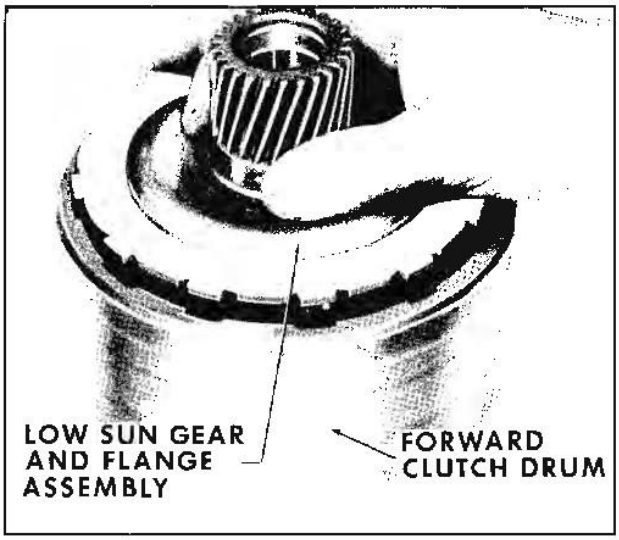

Fig. 7B-71 Removing Low Sun Gear and Flange Assembly

2. Remove low sun gear and flange assembly (Fig. 7B-71).

3. Remove clutch hub rear thrust washer (Fig. 7B-72).

4. Remove clutch hub (Fig. 7B-73).

5. Remove clutch hub front thrust washer (Fig. 7B-74).

6. Remove clutch pack.

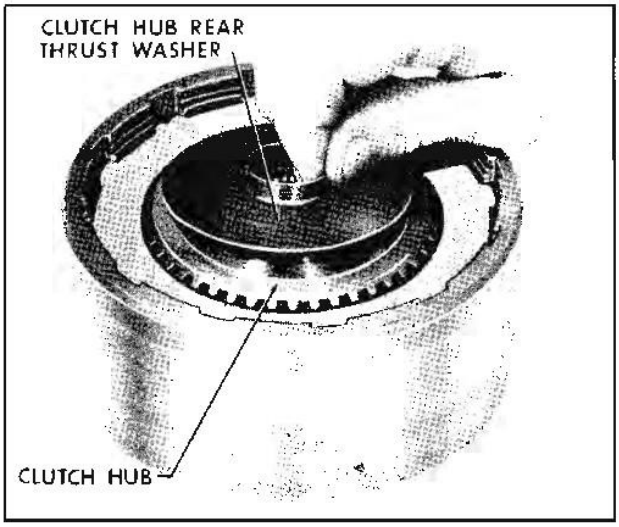

Fig. 7B-72 Removing Clutch Hub Rear Thrust Washer

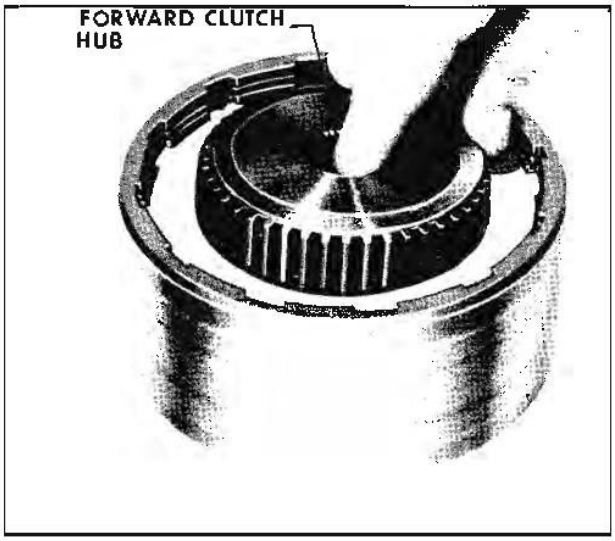

Fig. 7B-73 Removing Clutch Hub

7. Using spring compressor J-9542, compress piston return springs (Fig. 7B-75). Remove snap ring.

8. Carefully release pressure, then remove spring retainer and return springs.

9. Remove clutch piston with a twisting motion. Remove and discard outer seal on piston and inner seal on clutch drum hub.

INSPECTION

1. Wash all parts in cleaning solvent and air dry.

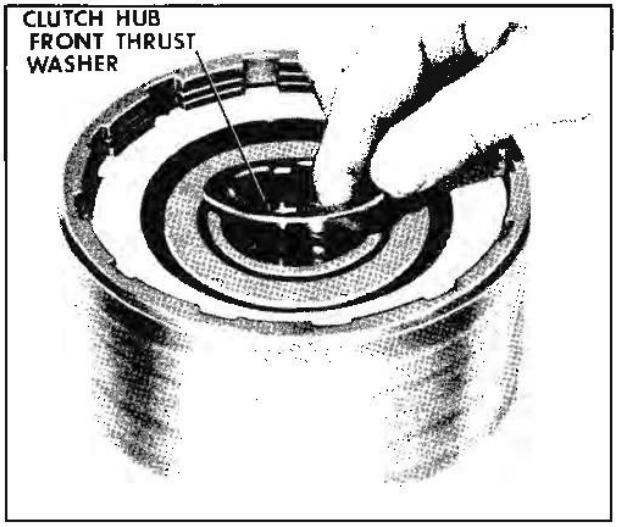

Fig. 7B-74 Removing Clutch Hub Front Thrust Washer

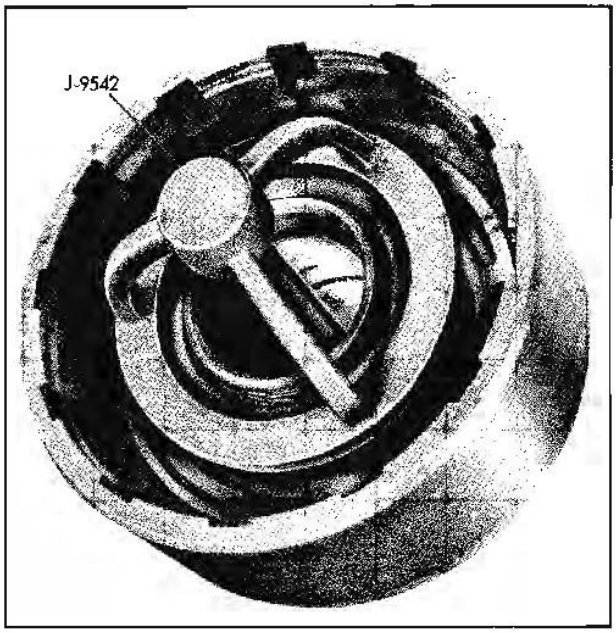

Fig. 7B-75 Compressing Forward Piston Return Springs

2. Inspect low band surface of clutch drum for excessive scoring or burning. Check clutch drum bushing for scoring or excessive wear. If bushing replacement is necessary, see Clutch Drum Bushing Replacement below.

3. Check steel ball in clutch drum that acts as a relief valve. Be sure that it is free to move and that the orifice in the front face of the drum is open. If the check ball is loose enough to come out or not loose enough to rattle, replace the clutch drum as an assembly. Replacement or restaking of the ball should not be attempted.

NOTE: When the drum is rotating at high speed with enough fluid trapped in the piston apply area, centrifugal force acting on the fluid could partially apply the piston and burn the clutch pack unless the relief orifice is open. During normal piston application, oil pressure seats the ball and prevents loss of pressure.

4. Check fit of low sun gear and flange assembly in drum slots. There should be no appreciable radial play. Inspect low sun gear for damage and bushing for wear.

5. Check clutch plates for burning, pitting, or metal pick up. Also check to see that faced plates are a free fit over clutch hub and that steel plates

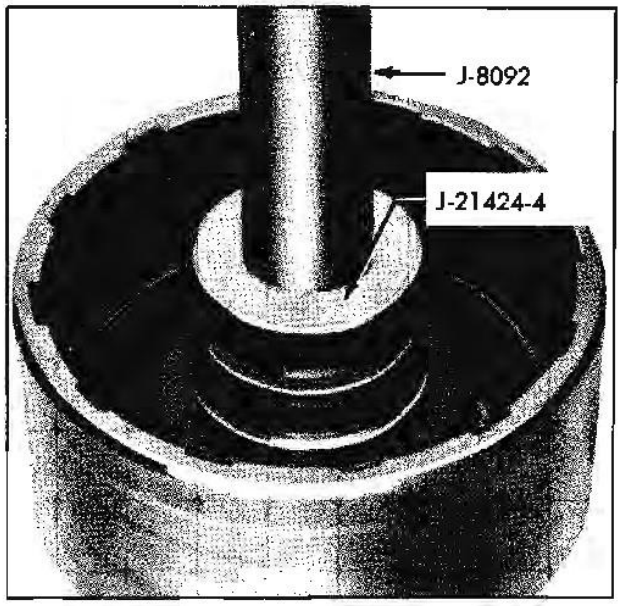

Fig. 7B-76 Removing Clutch Drum Bushing

are a free fit in clutch drum slots. Check for excessive wear on friction facing of drive plates. Examine condition of clutch hub splines and mating splines on faced plates.

6. Check piston for cracks or distortion.

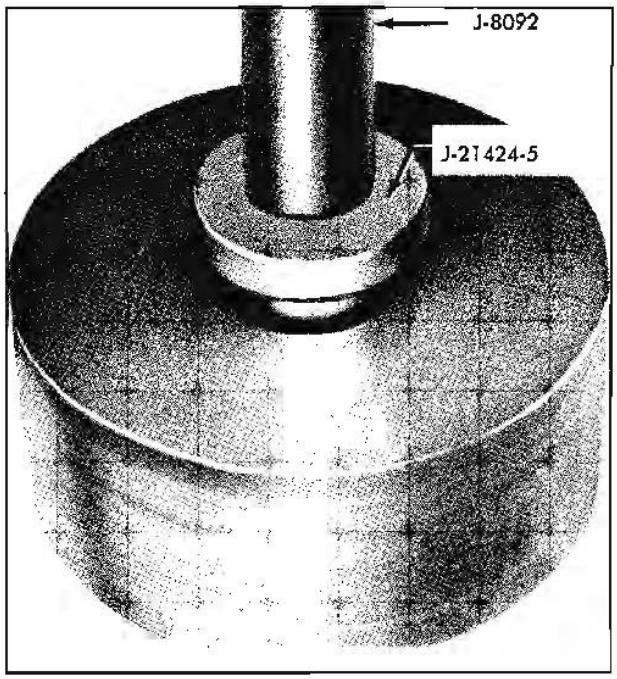

Fig. 7B-77 Installing Clutch Drum Bushing

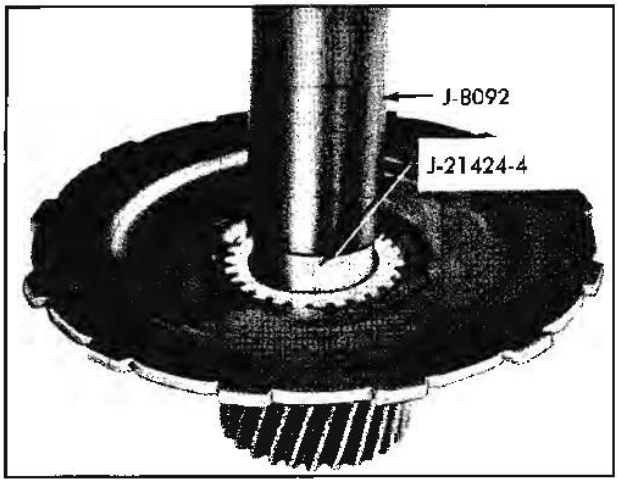

Fig. 7B-78 Removing Low Sun Gear Bushing

CLUTCH DRUM BUSHING REPLACEMENT

1. Remove old bushing using chisel J-8400-1 or tool J-21424-5 (Fig. 7B-76). Avoid damaging bushing bore.

2. Install new bushing using tool J-21424-5 (Fig. 7B-77). Press bushing in until tool touches front face of drum.

LOW SUN GEAR BUSHING REPLACEMENT

1. Remove old bushing using bushing chisel J-8400-1 or tool J-21424-4 (Fig. 7B-78). Avoid damaging bushing bore.

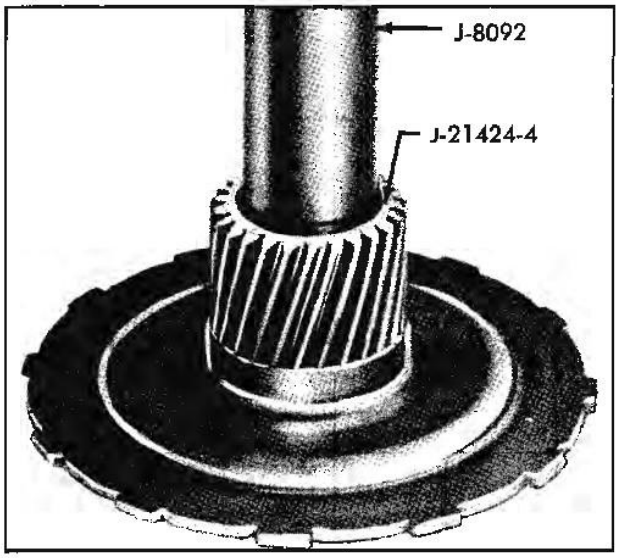

Fig. 7B-79 Installing Low Sun Gear Bushing

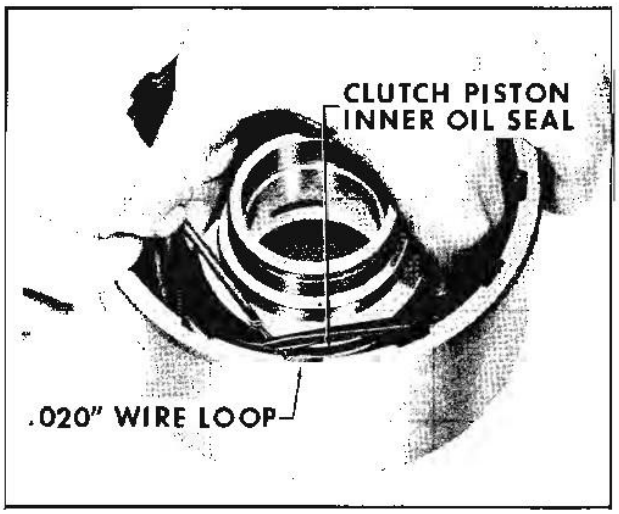

Fig. 7B-80 Installing Clutch Piston Inner Oil Seal

2. Install new bushing using tool J-21424-4 (Fig. 7B-79). Press in bushing until J-21424-4 is flush with face of sun gear.

ASSEMBLY

1. Lubricate a new piston inner seal with transmission oil and install in clutch hub groove with seal lip down (Fig. 7B-80). (A satisfactory tool for this operation can be made by crimping a loop of .020" music wire in a short length of copper tubing.)

NOTE: Run fingers around seal after it is installed to verify that seal is fully in groove.

2. Check forward clutch piston thickness. L-6 piston is 1-5/64" thick; V-8 piston is 29/32" thick.

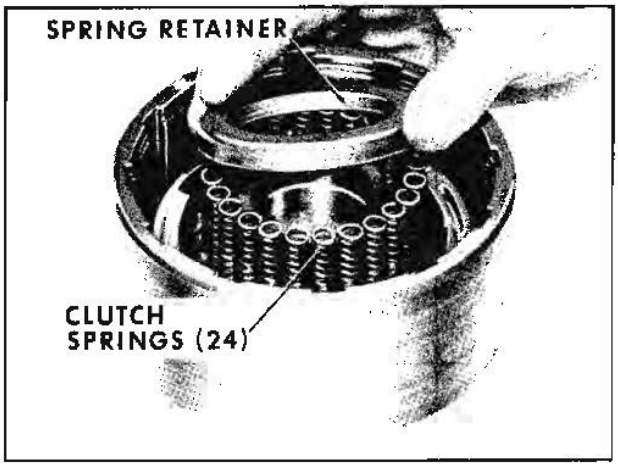

Fig. 7B-81 Installing Spring Retainer

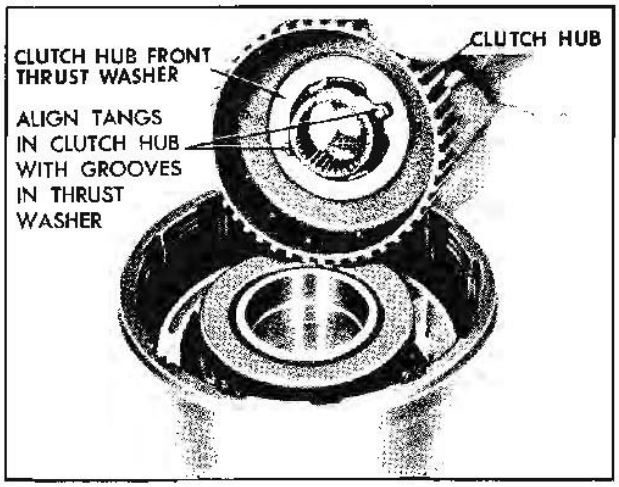

Fig. 7B-82 Installing Clutch Hub Front Thrust Washer

3. Lubricate a new piston outer seal with transmission oil and install in piston groove. Seal lip must face down.

4. Install forward clutch piston into clutch drum using a loop of smooth wire to start lip of seal into bore.

5. Install piston return springs and spring retainer (Fig. 7B-81). Place snap ring in position on top of retainer.

6. Compress return springs as shown in Fig. 7B-75 to expose snap ring groove. Install snap ring in clutch drum hub and remove compressor.

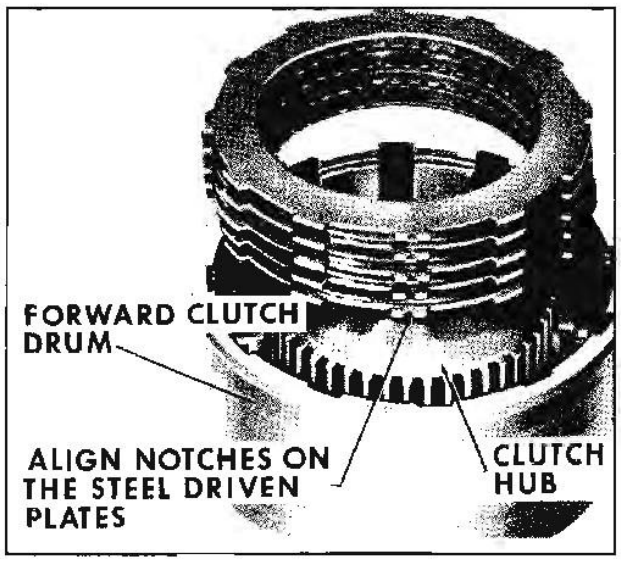

Fig. 7B-83 Installing Clutch Pack

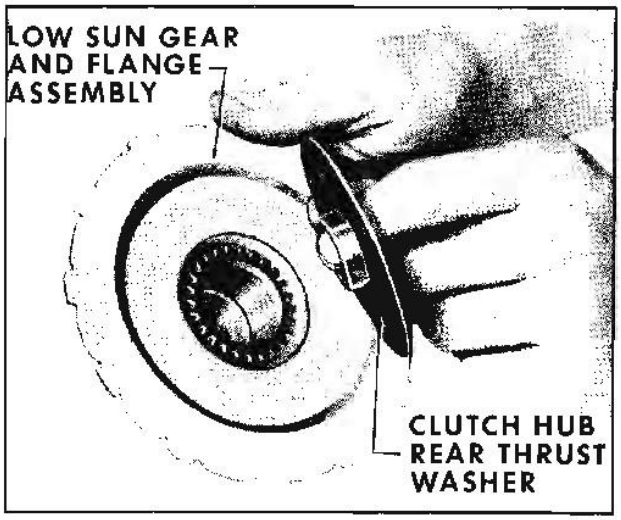

Fig. 7B-84 Installing Clutch Hub Rear Thrust Washer

7. Install clutch hub front thrust washer on clutch hub (retain with petrolatum) aligning tangs in clutch hub with grooves in thrust washer (Fig. 7B-82). Install clutch hub.

NOTE: Notches on steel driven plates must be aligned in step 8 below.

8. Install steel driven plates and faced drive plates alternately, beginning with a steel driven plate (Fig. 7B-83). (L-6 clutch pack contains 5 steel plates and 4 faced plates; V-8 clutch pack contains 6 steel plates and 5 faced plates.)

9. Install clutch hub rear thrust washer with flange in bore of low sun gear (Fig. 7B-84).

10. Install low sun gear and flange assembly and secure with snap ring. Position snap ring so that gap is centered between slots in drum.

PLANET CARRIER

PRELIMINARY INSPECTION

1. Wash planet carrier assembly in cleaning solvent and air dry.

2. Inspect planet pinions for nicks or other tooth damage.

3. Check end clearance of planet pinions. This clearance should be .006"-.030" (Fig. 7B-85).

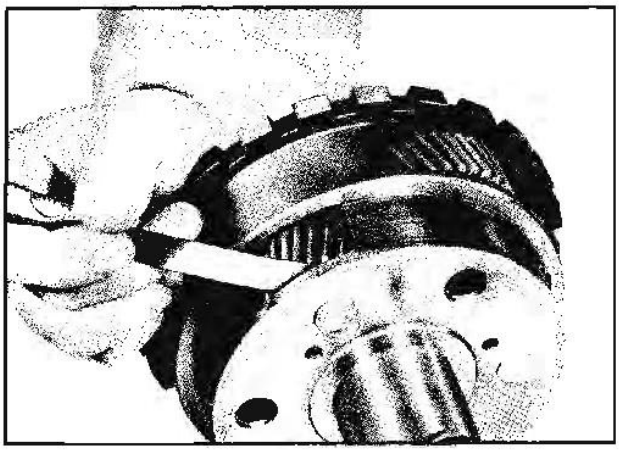

Fig. 7B-85 Checking Planet Pinion End Clearance

4. Check input sun gear for tooth damage.

5. Inspect output shaft bearing surface for nicks or scoring.

6. Inspect output shaft splines for nicks or damage. To disassemble the planet carrier to replace worn or damaged parts, proceed as follows:

DISASSEMBLY

1. Remove planet pinion shaft lock plate screws and lockwashers (Fig. 7B-86).

2. Rotate lock plate clockwise and remove.

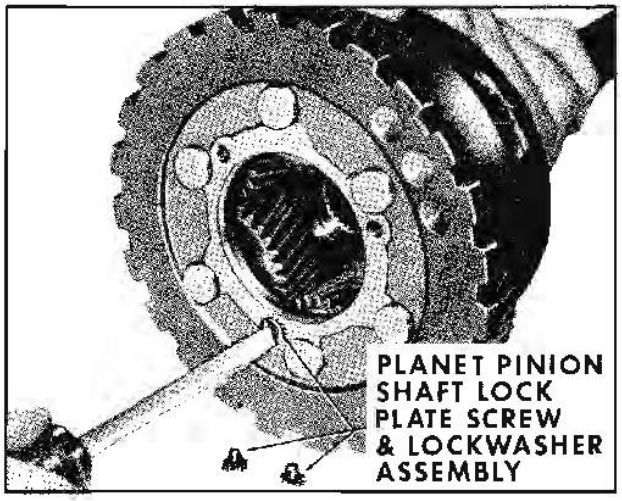

Fig. 7B-86 Removing Lock Plate Screws

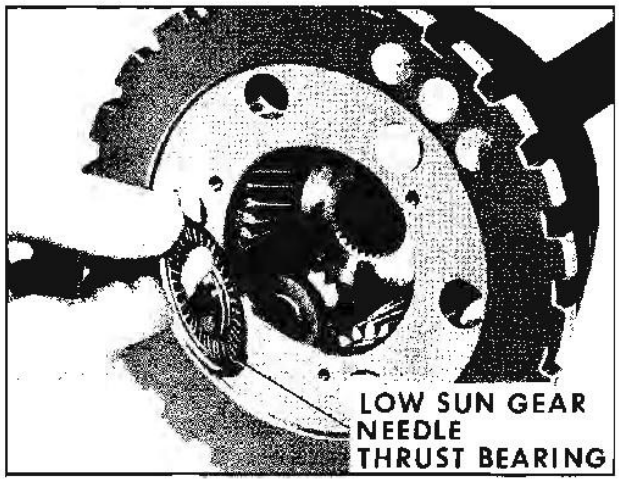

Fig. 7B-87 Removing Low Sun Gear Needle Thrust Bearing

NOTE: If gears are to be reused, mark them in some convenient way so that they can be reinstalled in the original position, facing the original direction. If this is not done, the gear set may be noisy.

3. Starting with a short planet pinion, push out the pinion shaft. Remove pinion, needle bearings, and thrust washers.

4. Repeat step 3 to remove remaining two short pinions.

5. Remove low sun gear needle thrust bearing (Fig. 7B-87).

6. Remove input sun gear (Fig. 7B-88).

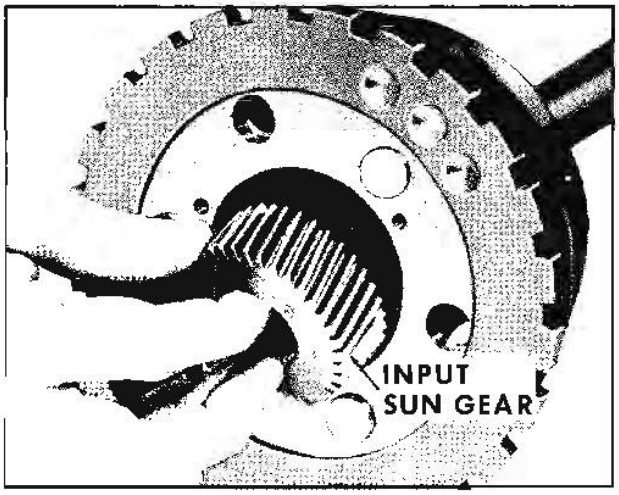

Fig. 7B-88 Removing Input Sun Gear

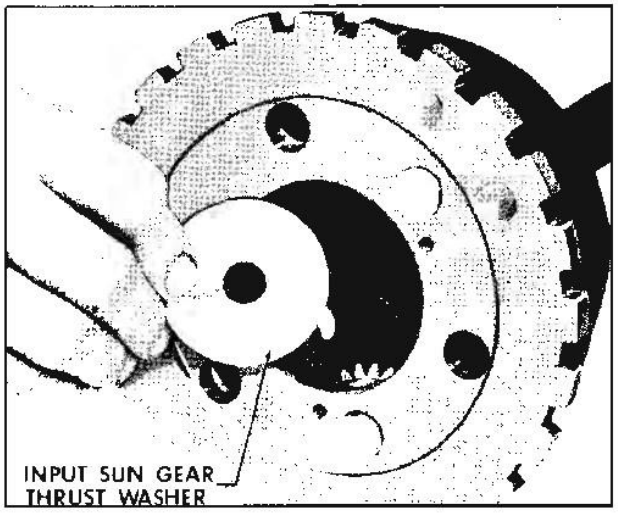

Fig. 7B-89 Removing Input Sun Gear Thrust Washer

7. Remove input sun gear thrust washer (Fig. 7B-89).

8. Remove three long pinion shafts, pinions, bearings, and thrust washers.

INSPECTION

1. Wash all parts in cleaning solvent and air dry.

2. Recheck pinions and input sun gear for nicks or other tooth damage. Check needle thrust bearing and all thrust washers for wear. Replace worn or damaged parts.

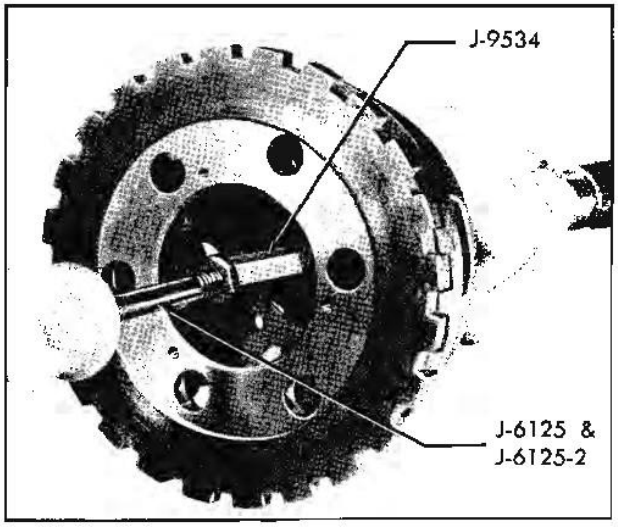

Fig. 7B-90 Removing Output Shaft Bushing

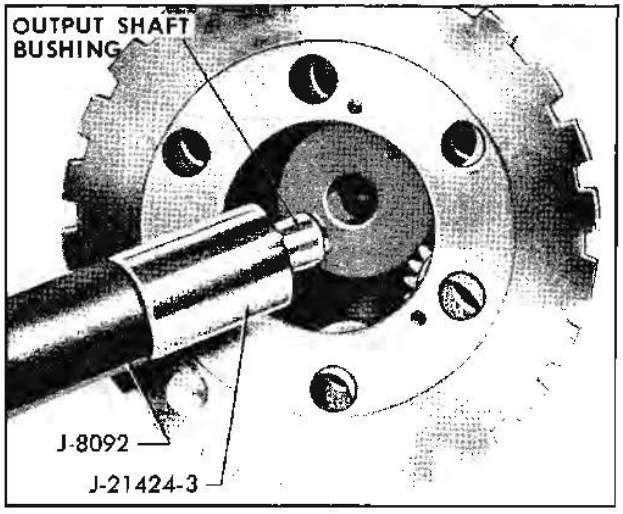

Fig. 7B-91 Installing Output Shaft Bushing

3. Inspect pinion needle bearings carefully. If worn, all needle bearings must be replaced. Replace worn pinion shafts.

4. Check output shaft bushing for nicks, severe scoring, or wear. If replacement is required, proceed as follows:

OUTPUT SHAFT BUSHING REPLACEMENT

1. Install bushing remover J-9534 into bushing. Install slide hammer into J-9534 and remove bushing (Fig. 7B-90).

2. Using installer J-21424-3 and handle J-8092, press new bushing into output shaft until J-21424-3 touches machined surface of carrier assembly (Fig. 7B-91).

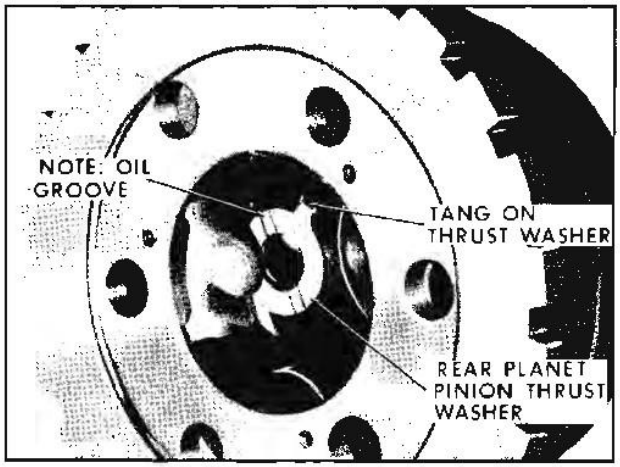

Fig. 7B-92 Installing Long Pinion Rear Thrust Washer

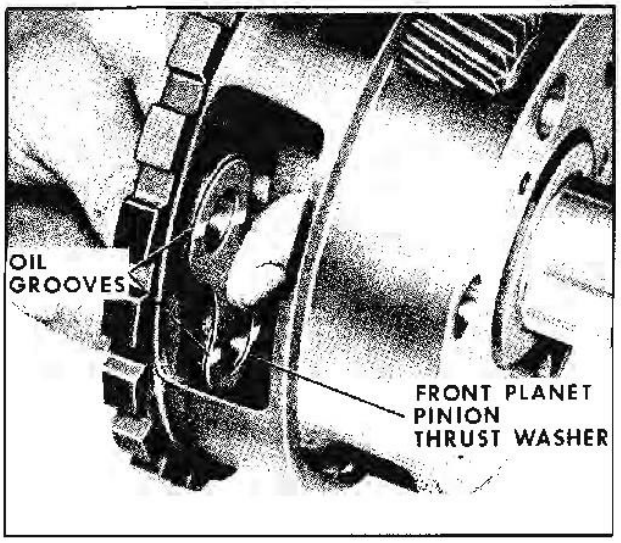

Fig. 7B-93 Installing Long Pinion Front Thrust Washer

ASSEMBLY

1. Install long pinions first. Install pinion rear thrust washer, retaining it with petrolatum. Oil groove must face pinion; engage washer tang in hole (Fig. 7B-92).

2. Install pinion front thrust washer ("paired" washer), retaining it with petrolatum. Oil grooves must face pinion (Fig. 7B-93).

3. Install 20 needle bearings, spacer, 20 more needle bearings, and two thrust washers into long pinion (Fig. 7B-94). A small amount of petrolatum will aid in holding needle bearings and washers in place.

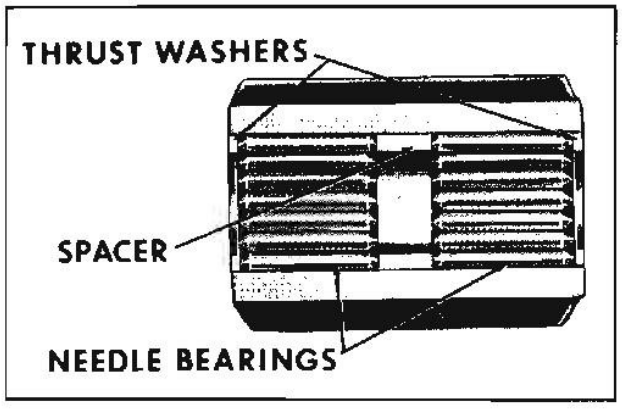

Fig. 7B-94 Long Pinion and Bearing Assembly

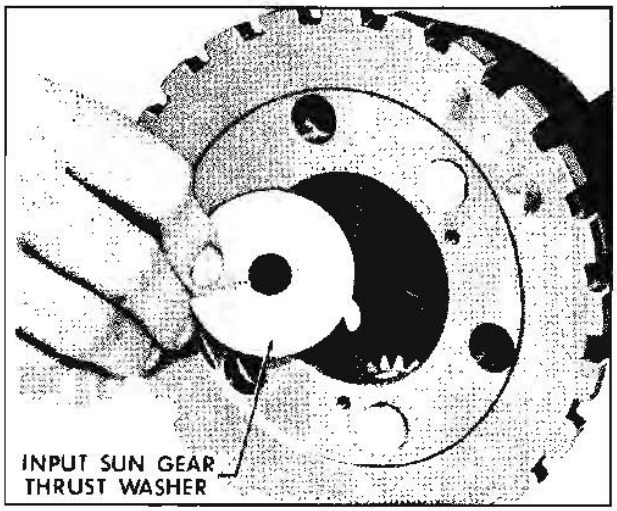

Fig. 7B-95 Installing Input Sun Gear Thrust Washer

4. Hold long pinion and needle bearing assembly in position and install long pinion shaft from front of planet carrier. As shaft is pushed in, make certain that it picks up thrust washers. Turn pinion shaft so that lock plate slot faces center of planet carrier.

NOTE: Repeat steps 1 through 4 above to install remaining two long pinions.

5. Install input sun gear thrust washer with oil groove facing input gear (Fig. 7B-95).

6. Install input sun gear.

7. Install low sun gear needle thrust bearing with bearings facing input sun gear (Fig. 7B-96).

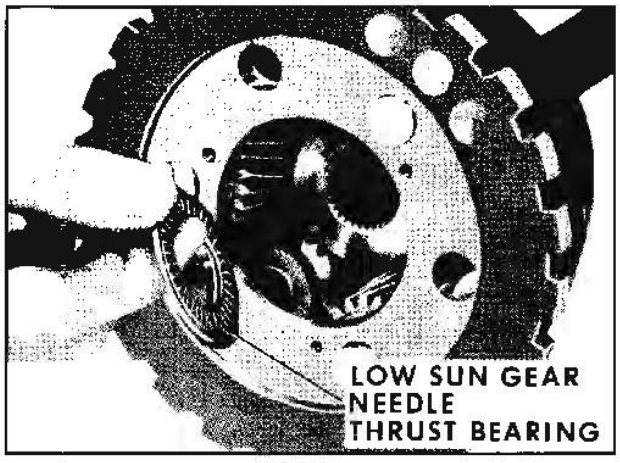

Fig. 7B-96 Installing Low Sun Gear Needle Thrust Bearing

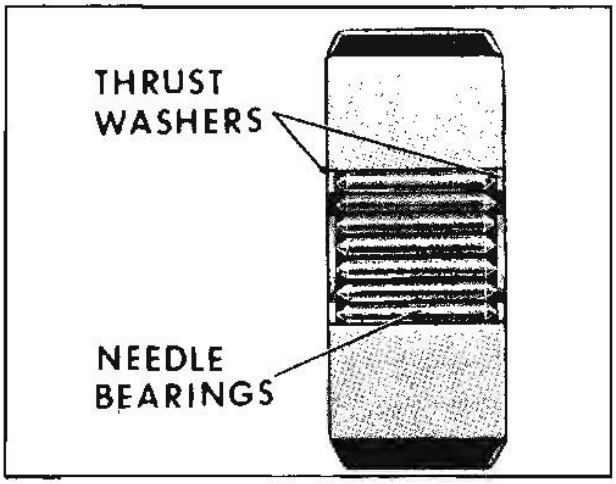

Fig. 7B-97 Short Pinion and Bearing Assembly

8. Install short pinion thrust washer with oil grooves facing pinion and retain with petrolatum. Position short pinion half of adjacent "paired" thrust washer and retain with petrolatum.

9. Install 20 needle bearings and two thrust washers in short planet pinion (Fig. 7B-97). Retain with petrolatum.

10. Hold short pinion and needle bearing assembly in position and install short pinion shaft from front of planet carrier. As shaft is pushed in, make certain that it picks up thrust washers. Turn pinion shaft so that lock plate slot faces center of planet carrier.

NOTE: Repeat steps 8 through 10 above to install remaining two short pinions.

11. Install planet pinion lock plate. Rotate plate so that tabs align with slots in planet pinion shafts and the three attaching screw holes. Install screw and lockwasher assemblies and tighten securely.

LOW SERVO ASSEMBLY

DISASSEMBLY

CAUTION: The low servo assembly spring pressure is very high. Use extreme care when disassembling or assembling.

1. Support piston in vise or on arbor press base so that piston and rod retainer is accessible for removal. Exert pressure on piston rod until retainer can be removed.

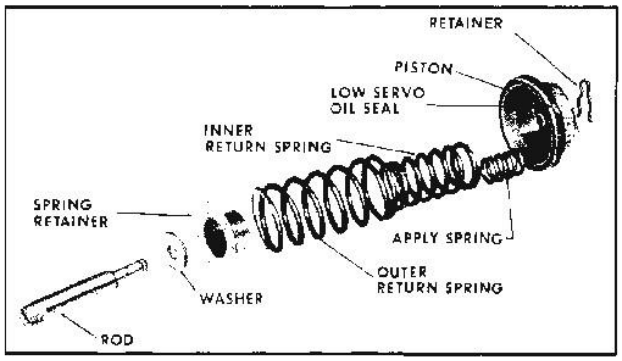

Fig. 7B-98 Low Servo Assembly - Exploded View

2. Remove retainer and release pressure slowly. Separate parts of assembly (Fig. 7B-98).

INSPECTION AND REPAIR

Visually examine parts for damage or wear. Discard worn or damaged parts. Remove and discard piston oil seal ring.

ASSEMBLY

1. Assemble low servo parts, using Fig. 7B-98 as a guide.

2. Compress assembly in a vise or arbor press and install retainer.

3. Remove assembly from vise or arbor press and install new oil seal ring.

Fig. 7B-99 Removing Oil Seal Rings

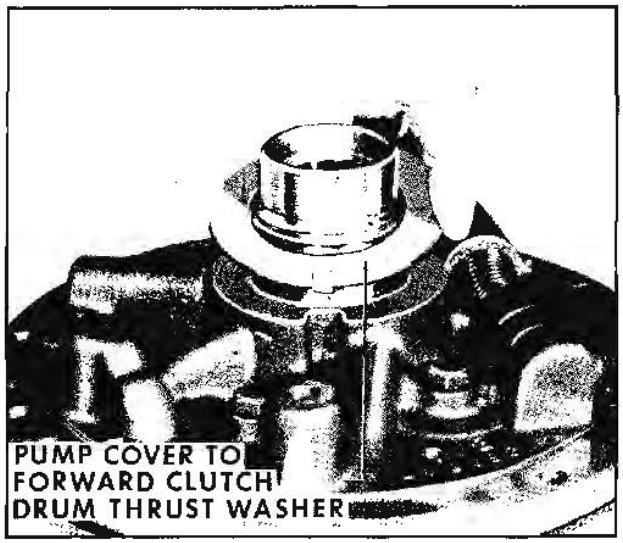

Fig. 7B-100 Removing Thrust Washer

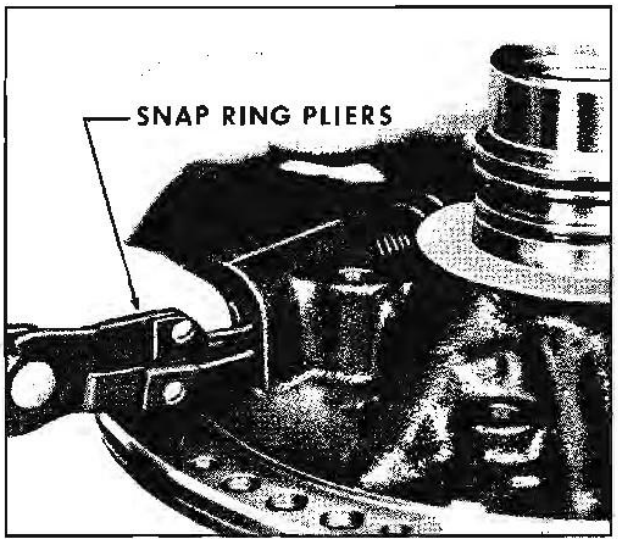

Fig. 7B-102 Removing Boost Valve Sleeve Snap Ring

OIL PUMP

DISASSEMBLY

1. Remove the two hook type oil seal rings from pump hub (Fig. 7B-99).

2. Remove pump cover to forward clutch drum thrust washer (Fig. 7B-100).

3. Remove and discard oil pump to case seal.

4. Support oil pump on wood blocks. Remove five pump cover bolts and remove pump cover.

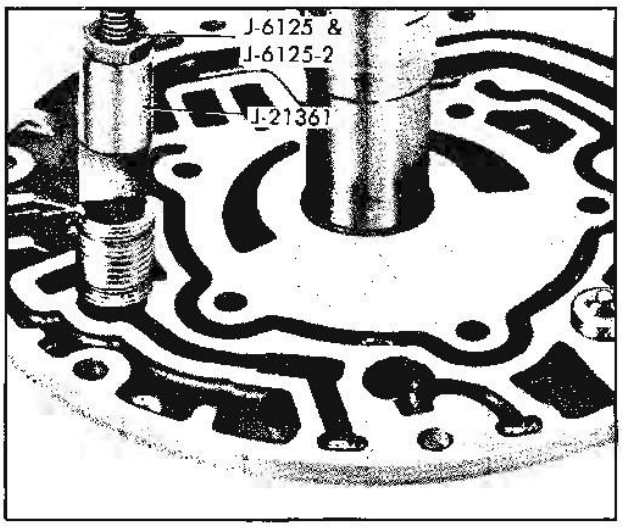

Fig. 7B-101 Removing Check Valve Seat

5. Identify gear faces so that gears can be reassembled with faces in original position and remove drive and driven gears.

6. If necessary, remove cooler by-pass (V-8 only) and lube blow-off check valve seats using tool J-21361 (Fig. 7B-101). Remove valves and springs.

CAUTION: Valve spring is under high pressure. Use extreme care after snap ring has been removed in step 7 below.

7. Compress main pressure regulator valve spring by pressing on boost valve sleeve with thumb and remove retaining snap ring (Fig. 7B-102).

8. Remove boost valve sleeve, valve, spring, washer and pressure regulator valve (Fig. 7B-103).

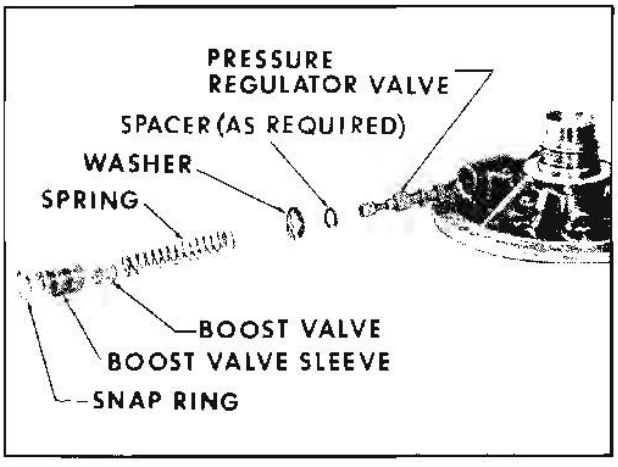

Fig. 7B-103 Main Pressure Regulator - Exploded View

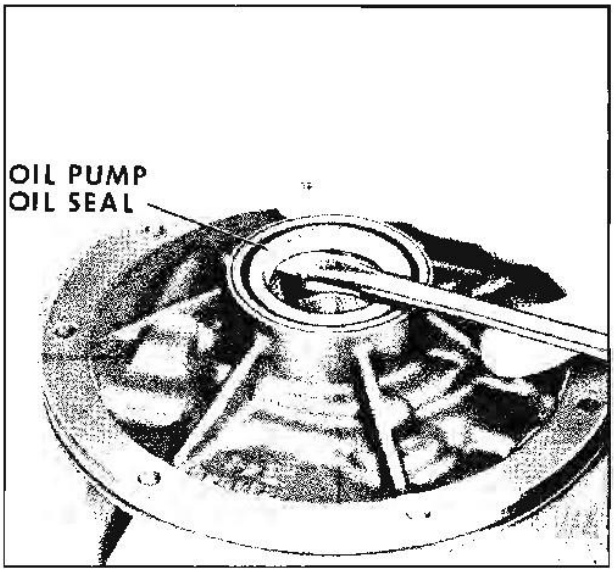

Fig. 7B-104 Removing Oil Pump Oil Seal

9. Remove oil pump seal with a small pry bar and discard seal (Fig. 7B-104).

INSPECTION

1. Check oil pump bushing for nicks, severe scoring or wear. If replacement is necessary, replace pump body assembly; bushing is not replaceable.

2. Check stator shaft bushing for nicks, severe scoring or wear. If replacement is necessary, see STATOR SHAFT BUSHING REPLACEMENT below.

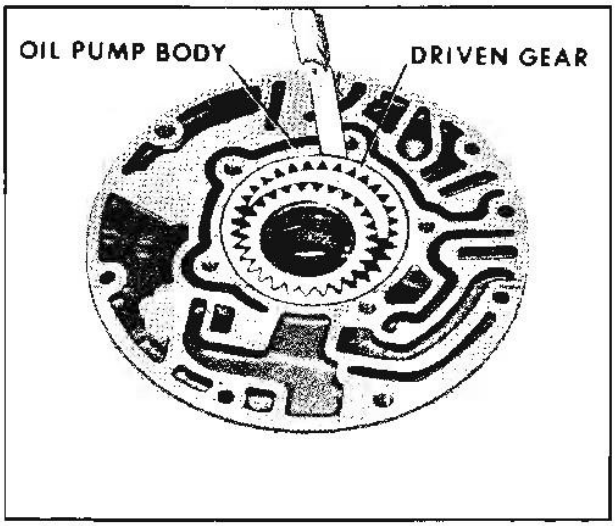

Fig. 7B-105 Checking Driven Gear to Body Clearance

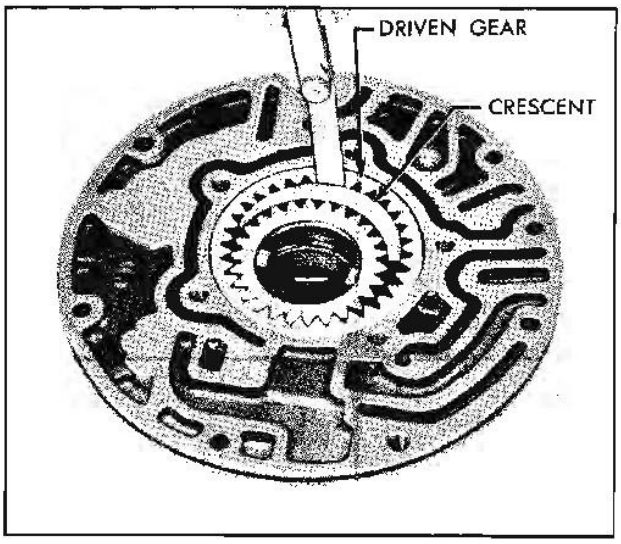

Fig. 7B-106 Checking Driven Gear to Crescent Clearance

3. Inspect pump gears for nicks or damage.

4. Inspect pump body for nicks or scoring.

5. Install oil pump gears and check clearance between driven gear and pump body (Fig. 7B-105). Correct clearance is .0035" to .0065".

6. Check clearance between oil pump driven gear and crescent (Fig. 7B-106). Correct clearance is .005" to .0100".

7. Check clearance between oil pump drive gear and crescent (Fig. 7B-107). Correct clearance is .004" to .009".

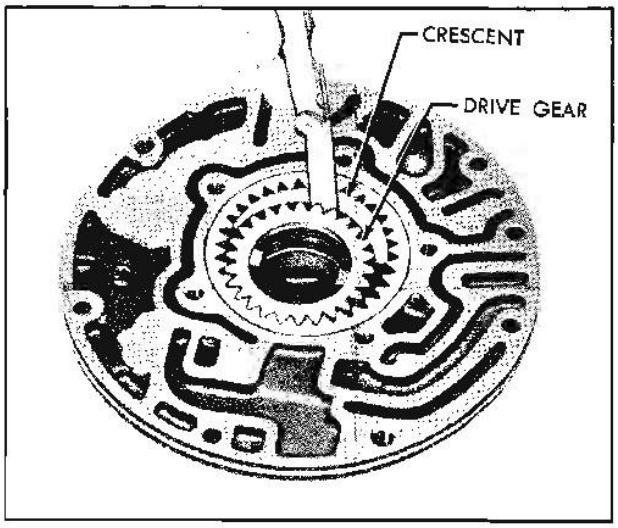

Fig. 7B-107 Checking Drive Gear to Crescent Clearance

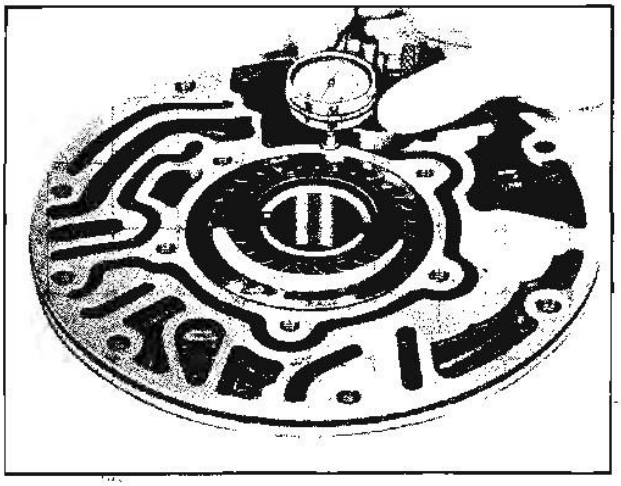

Fig. 7B-108 Checking Gear End-Clearance

8. With dial indicator set, check end-clearance (Fig. 7B-108). Correct end clearance is .0005" to .0015".

9. Inspect pressure regulator valve and boost valve and sleeve for nicks or burrs.

STATOR SHAFT BUSHING REPLACEMENT

1. While holding front end of stator shaft in one hand, use tool J-21424-7, a suitable brass drift, and a hammer to drive bushing out of front end of stator shaft (Fig. 7B-109).

2. Using tool J-21424-7, drive new bushing into stator shaft until it just bottoms (Fig. 7B-110). Do not overdrive.

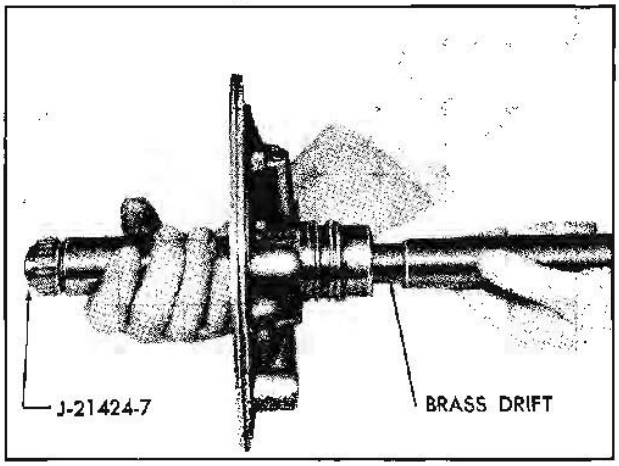

Fig. 7B-109 Removing Stator Shaft Bushing

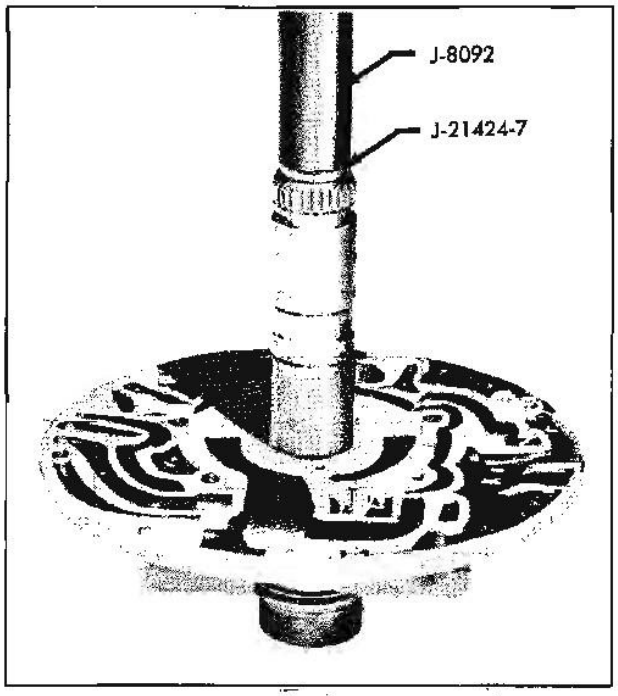

Fig. 7B-110 Installing Stator Shaft Bushing

ASSEMBLY

1. Using tool J-21359 install new oil seal (Fig. 7B-111).

2. Install new oil pump to case seal.

3. Assemble pressure regulator valve, washer, spring boost valve and sleeve (Fig. 7B-112).

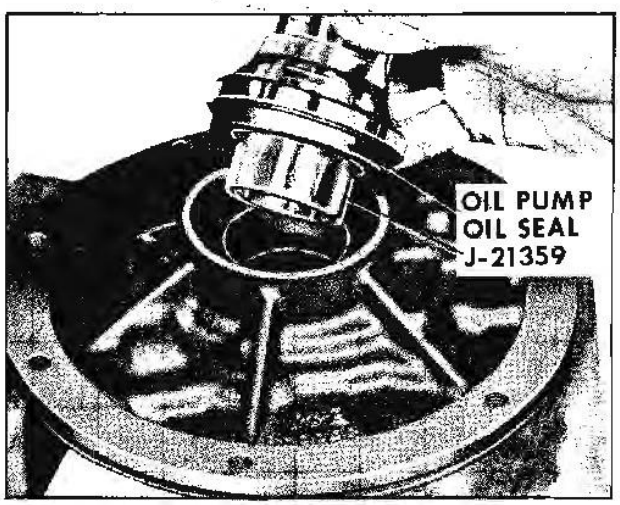

Fig. 7B-111 Installing Oil Pump Oil Seal

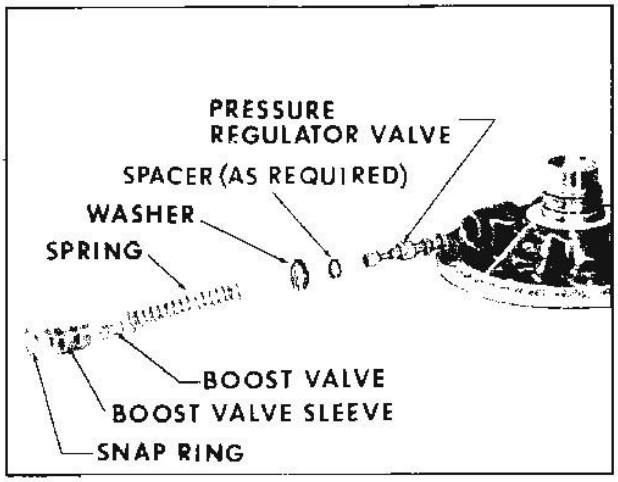

Fig. 7B-112 Main Pressure Regulator - Exploded View

NOTE: Later production transmissions incorporate a C type spring washer and may have one or two C type spacers behind the washer. Install the same number of spacers originally removed.

4. Compress pressure regulator valve spring by pressing on boost valve sleeve. Install snap ring.

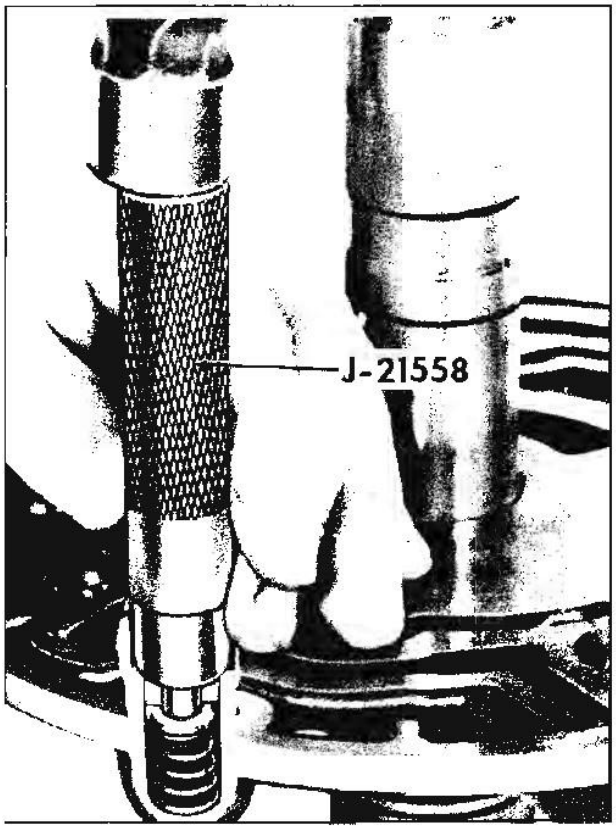

Fig. 7B-113 Installing Check Valve Seat

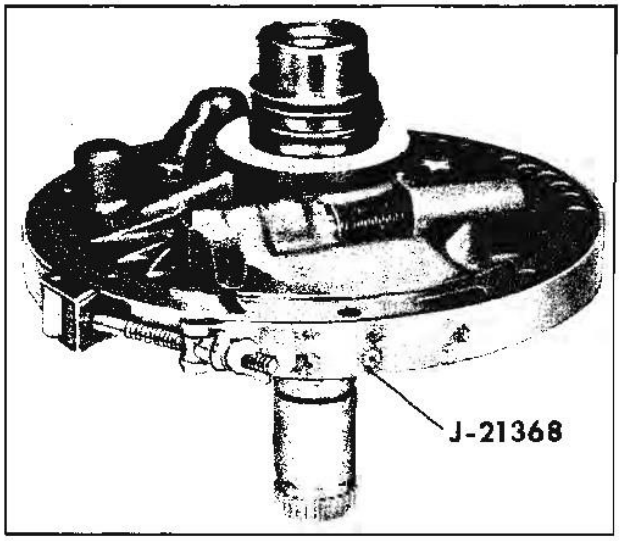

Fig. 7B-114 Aligning Oil Pump and Cover

5. If previously removed, install cooler by-pass (V-8 only) and lube blow-off valve springs, valves, and valve seats. Using tool J-21558, press valve seats into pump body bores until tool bottoms on face of pump (Fig. 7B-113).

NOTE: Thrust washer and oil pump oil sealing rings will be installed during a later operation.

6. Assemble pump body and cover. Install five retaining bolts, but do not tighten. Align pump body and cover with tool J-21368 (Fig. 7B-114). Tighten bolts to 16-24 lb. ft. torque. Remove tool J-21368.

CONVERTER LEAK TEST

1. Install tool J-21369 and tighten.

2. Fill converter with air at a pressure of 80 psi.

3. Submerge in water and check for leaks.

CONVERTER END PLAY CHECK

1. Fully release collet of tool J-21371 by turning screw clockwise.

2. Install collet end of J-21371 into converter until it bottoms.

3. While holding J-21371 with a wrench applied to flats on upper end, tighten screw by turning counterclockwise until collet firmly grips converter internal assembly.

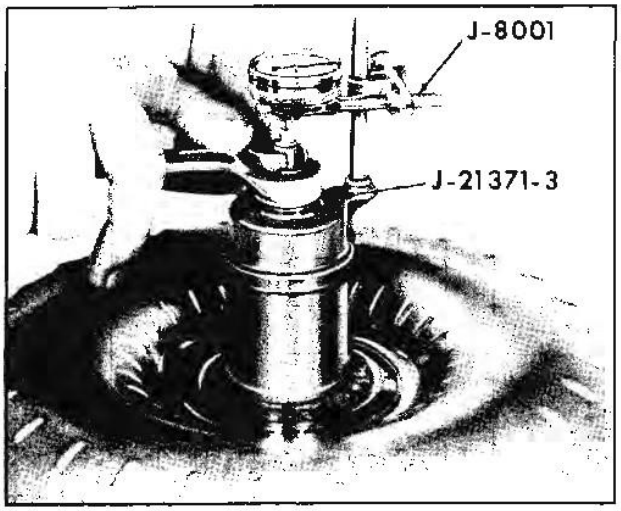

Fig. 7B-115 Checking Converter End Clearance

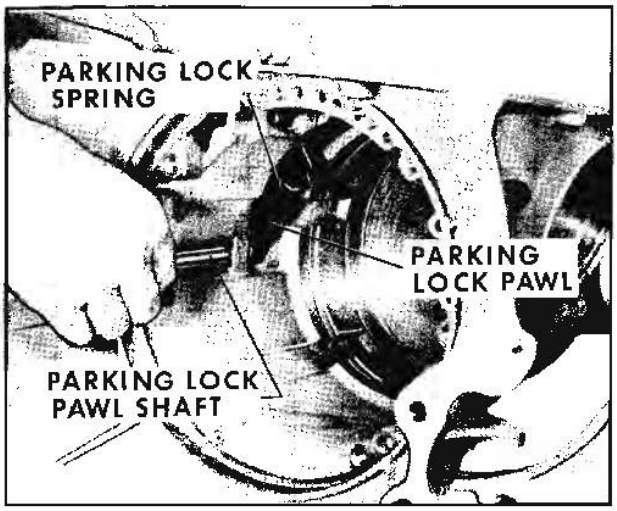

Fig. 7B-116 Installing Parking Lock Pawl Shaft

4. Install dial indicator holding fixture and tighten hex nut to raise converter internal assembly, which is gripped by collet. (Fig. 7B-115).

5. When hex nut of J-21371 has been tightened firmly, install dial indicator and adjust for zero reading while plunger rests on end of screw.

6. Loosen hex nut, allowing converter internal assembly to lower until dial indicator shows internal assembly has bottomed. Acceptable end clearance is .050" or less.

TRANSMISSION REASSEMBLY

GENERAL

Before starting to assemble the transmission make certain that all parts are absolutely clean. Keep hands and tools clean to avoid getting dirt into assembly. If work is stopped before assembly is completed, cover all openings with clean cloths.

Lightly coat all moving parts with transmission oil before installation. Thrust washers may be held in place with petrolatum sparingly applied.

Do not take a chance on used gaskets and seals - use new ones to avoid oil leaks.

Use care to avoid making nicks or burrs on parts, particularly at bearing surfaces and surfaces where gaskets are used.

It is extremely important to tighten all parts evenly to avoid distortion of parts and leakage at gaskets and other joints. Use a reliable torque wrench to tighten all bolts and nuts to specified torque.

INSTALLATION OF RANGE SELECTOR LEVER, SHAFT, AND PARKING LOCK ACTUATOR

1. Hold parking lock pawl and spring in position and retain with parking lock pawl shaft (Fig. 7B-116).

2. Install range selector shaft into case with a twisting motion.

3. Install inner park lock and range selector assembly on range selector shaft and secure with nut (Fig. 7B-117).

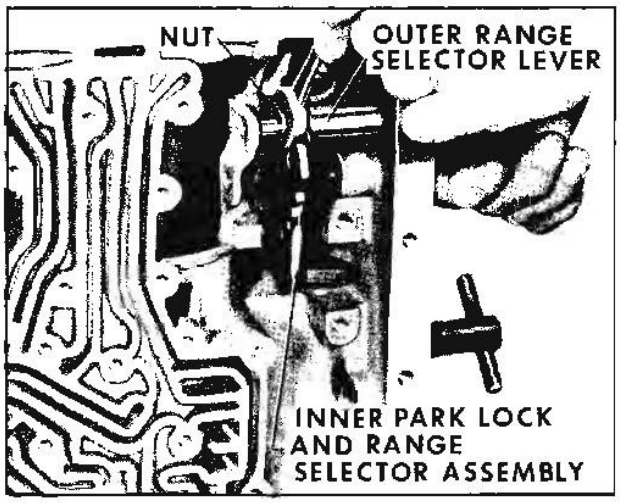

Fig. 7B-117 Installing Inner Park Lock and Range Selector Assembly

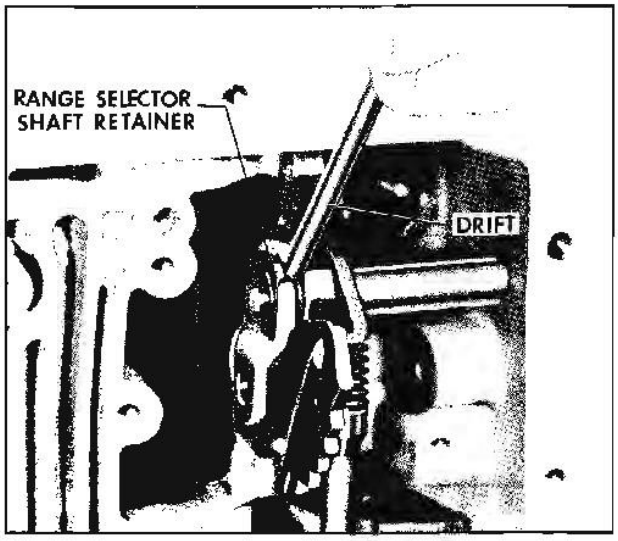

Fig. 7B-118 Installing Range Selector Shaft Retainer

NOTE: Make certain that shorter end of outer lever is to bottom of transmission.

4. Install range selector shaft retainer (Fig. 7B-118).

5. Install parking lock bracket in case and tighten bolts to 8-12 lb. ft. torque (Fig. 7B-119).

INSTALLATION OF REVERSE PISTON AND CLUTCH

1. With transmission in vertical position install reverse clutch piston into case, making certain it bottoms in case.

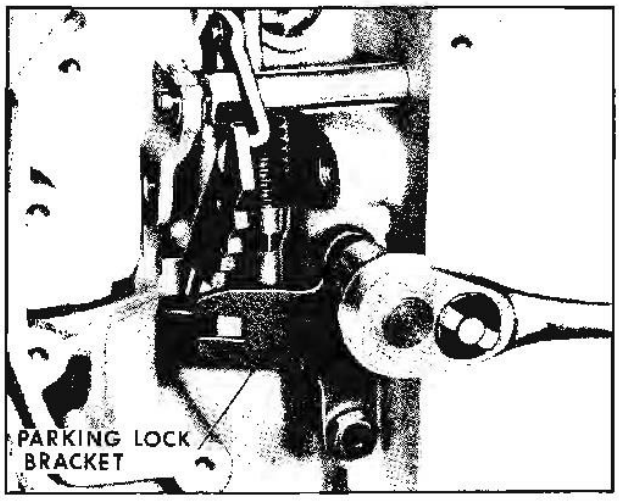

Fig. 7B-119 Installing Parking Lock Bracket

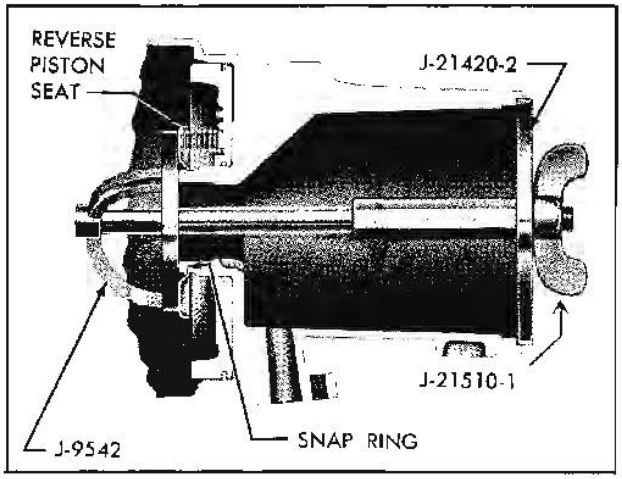

Fig. 7B-120 Compressing Reverse Piston Return Springs

2. Install clutch piston return springs.

3. Position piston return seat on piston return springs. Place snap ring in position on return seat so that ring can be easily installed when seat is compressed with tool.

4. Compress reverse piston return springs using spring compressor J-9542 and adapters until snap ring groove is exposed, (Fig. 7B-120). Install snap ring and remove tool.

NOTE: Make certain inner edge of seat does not hang up on snap ring groove while springs are being compressed.

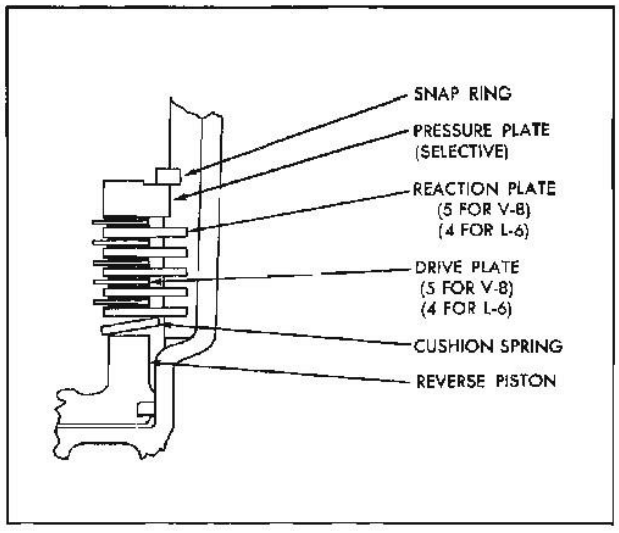

Fig. 7B-121 Reverse Clutch Pack Assembly Sequence

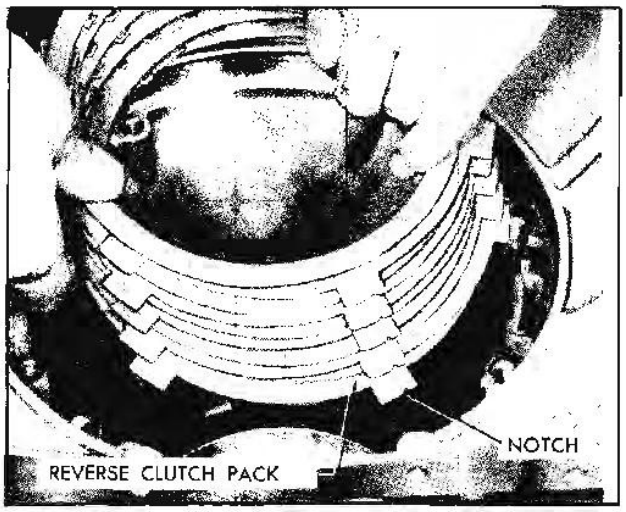

Fig. 7B-122 Installing Reverse Clutch Pack

5. Install reverse clutch cushion spring, reaction plates, and drive plates as shown in Fig. 7B-121. Notched lug in each steel reaction plate is installed so that it is at top of groove at 5 o'clock position in case (Fig. 7B-122).

6. Install pressure plate (Fig. 7B-123). The pressure plate has one, two or three rectangular "dimples" in lug that engages 5 o'clock case groove. Number of "dimples" (marks) is code for plate thickness.

7. Install reverse clutch pack snap ring.

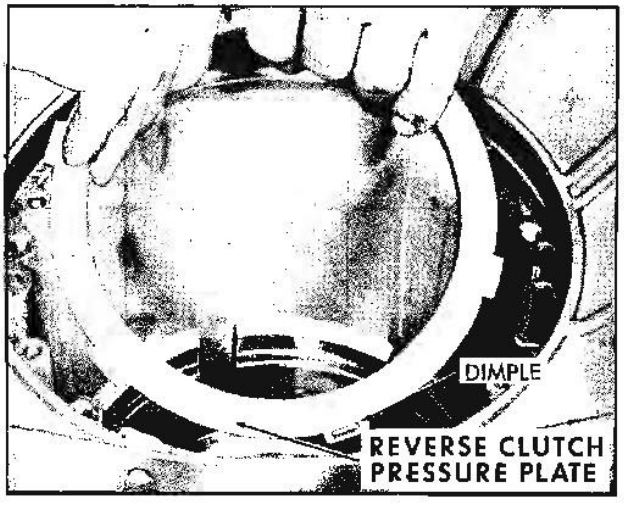

Fig. 7B-123 Installing Reverse Clutch Pressure Plate

Part No.	Total Thickness	No. of Ident. Marks on Lug
6257025	.316-.326	1
1362967	.348-.358	2
1362968	.380-.390	3

Fig. 7B-124 Reverse Clutch Pressure Plate Chart

8. Insert feeler gauge between any reaction plate and adjacent drive (faced) plate. If clearance is .025" to .060", running clearance is correct. If clearance is not within these limits, refer to chart in Fig. 7B-124 to select correct thickness of pressure plate to adjust running clearance.

INSTALLATION OF PLANETARY GEAR SET

1. Install thrust bearing race with lip, needle bearing, and plain race on output shaft (Fig. 7B-125). Retain on rear face of planet carrier with petrolatum. (Bearing and races can be installed on case reverse clutch piston hub, if desired.)

2. Install reverse ring gear (Fig. 7B-126).

3. Install planetary gear seat.

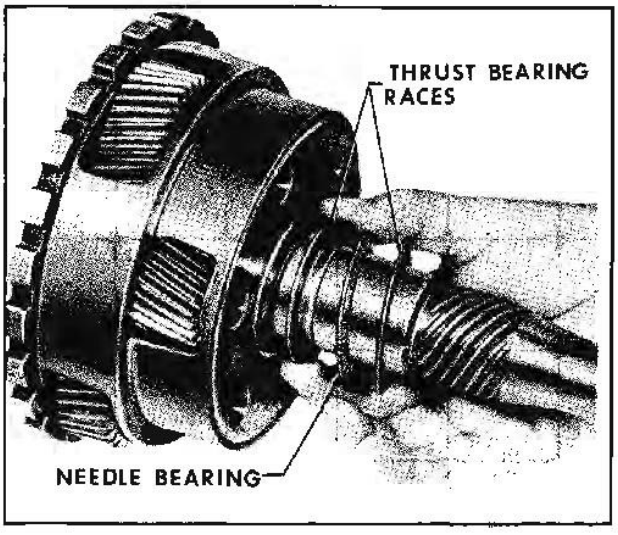

Fig. 7B-125 Installing Planet Carrier Thrust Bearing and Races

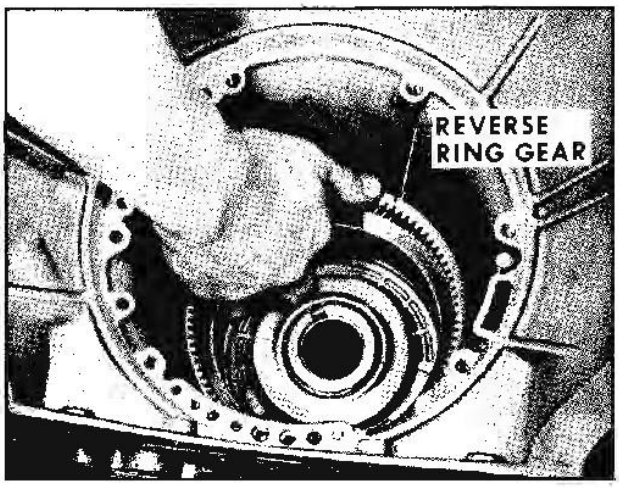

Fig. 7B-126 Installing Reverse Ring Gear

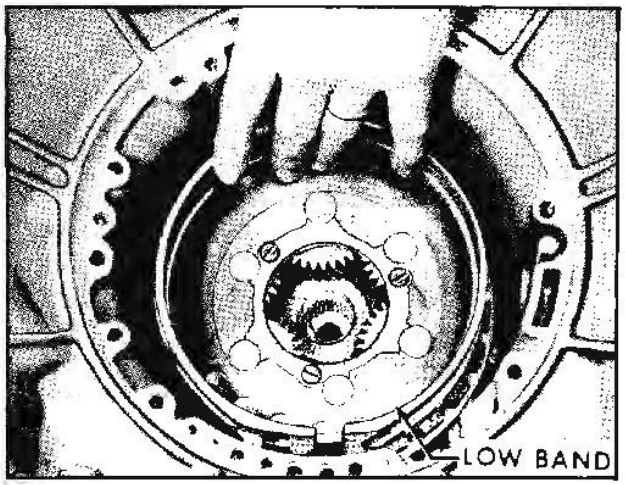

Fig. 7B-128 Installing Low Band

INSTALLATION OF LOW SERVO ASSEMBLY, LOW BAND, AND FORWARD CLUTCH

LOW SERVO ASSEMBLY

1. Install low servo assembly into case. Position notch to receive low band strut.

2. Install new low servo cover oil seal and install cover.

3. Compress low servo cover with J-21495-1 and install snap ring (Fig. 7B-127).

4. Remove tool J-21495-1.

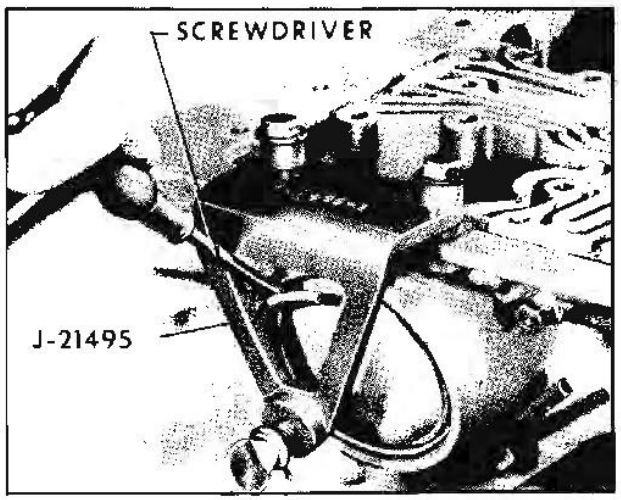

Fig. 7B-127 Installing Low Servo Cover Snap Ring

LOW BAND

1. With transmission in vertical position, install band adjusting screw.

2. Install low band (Fig. 7B-128).

3. Install low band apply strut and band adjusting screw strut (Fig. 7B-129). After both struts have been installed, tighten low band adjusting screw enough to prevent struts from falling out.

FORWARD CLUTCH

Install forward clutch assembly. (Fig. 7B-130) Turn slightly to engage low sun gear with planet pinions.

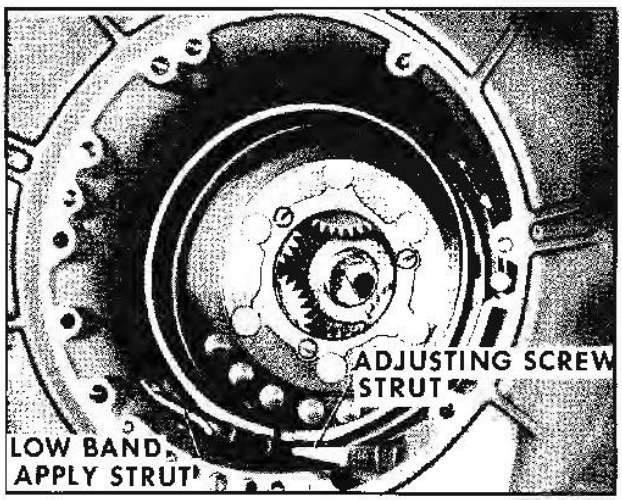

Fig. 7B-129 Low Band Struts Installed

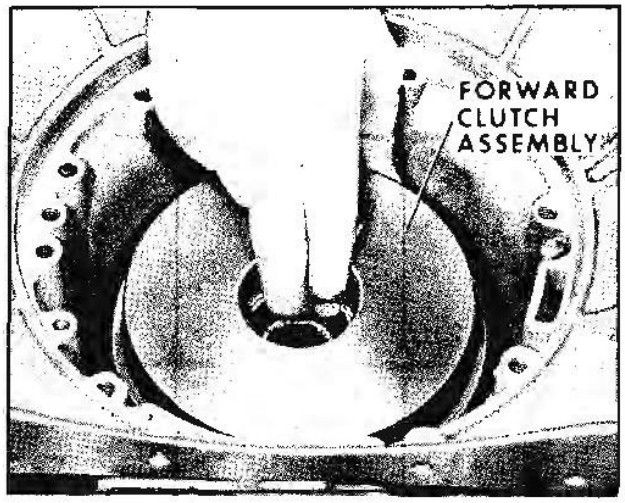

Fig. 7B-130 Installing Forward Clutch Assembly

CAUTION: Make certain that the low sun gear needle thrust bearing assembly and the input sun gear rear thrust washer in the planet carrier are centered before installing the forward clutch assembly.

DETERMINATION OF SELECTIVE THRUST WASHER THICKNESS

The thickness of the oil pump to forward clutch assembly thrust washer is determined as follows:

1. Install guide pins and new pump gasket (Fig. 7B-131).

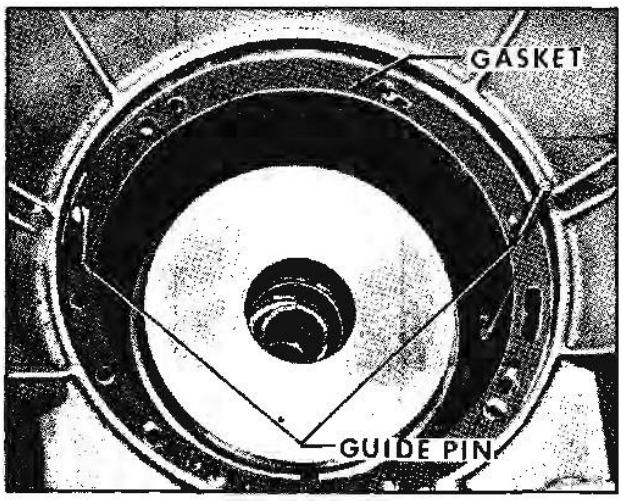

Fig. 7B-131 Guide Pins and Gasket Installed

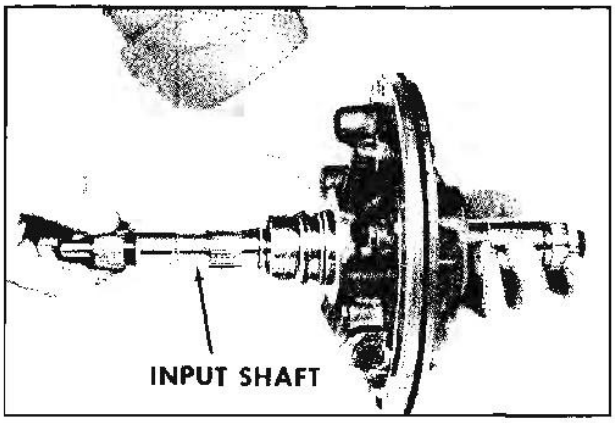

Fig. 7B-132 Installing Input Shaft Into Pump

2. Install input shaft into oil pump (Fig. 7B-132) and install oil pump (less oil seal rings, but with old or .061" thrust washer) into case.

3. Remove guide pins and install at least three oil pump retaining bolts. Tighten bolts to 16-24 lb. ft. torque.

4. With transmission in a vertical position, install a dial indicator so that its plunger bears on end of input shaft and zero the indicator.

5. Push up on output shaft and record amount of end play registered on dial indicator.

NOTE: If end play is less than .008", check for improper assembly of parts.

6. Refer to chart (Fig. 7B-133) and select correct thickness of thrust washer to establish a running clearance of .008"-.051". (If end play is more than .051" with .097" thrust washer installed, check for excessive wear of assembled parts or omitted thrust washers, races or bearings in or behind planet carrier.)

NOTE: Selective thrust washers are available in three thicknesses: .061", .079", and .096" (±.002"). Since there are no identifying marks on these thrust washers, it will be necessary to measure thickness with a micrometer if thickness is in doubt.

If end Play is:	Correct Thrust Washer Thickness is:
.071" to .110"	.061"
.089" to .128"	.079"
.107" to .146"	.097"

Fig. 7B-133 Selective Thrust Washer Chart

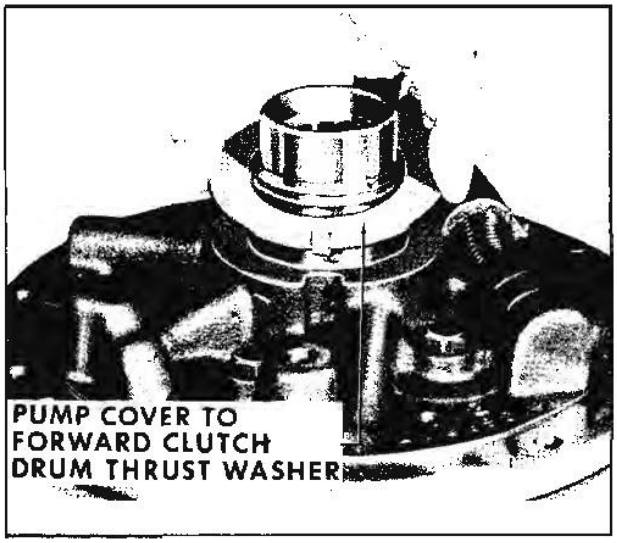

Fig. 7B-134 Installing Thrust Washer

7. Remove oil pump and input shaft and proceed in accordance with instructions in INSTALLATION OF OIL PUMP below.

INSTALLATION OF OIL PUMP

1. Install selective thrust washer on pump hub (Fig. 7B-134). See DETERMINATION OF SELECTIVE THRUST WASHER THICKNESS above.

2. Install two hook type oil seal rings on pump hub (Fig. 7B-135). Make certain rings are free to move in grooves.

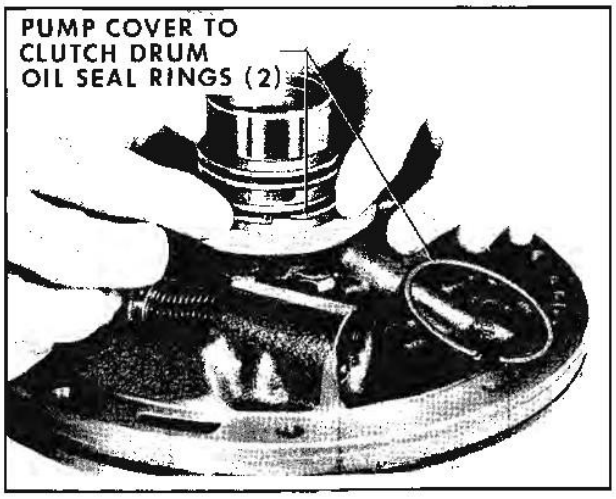

Fig. 7B-135 Installing Oil Seal Rings

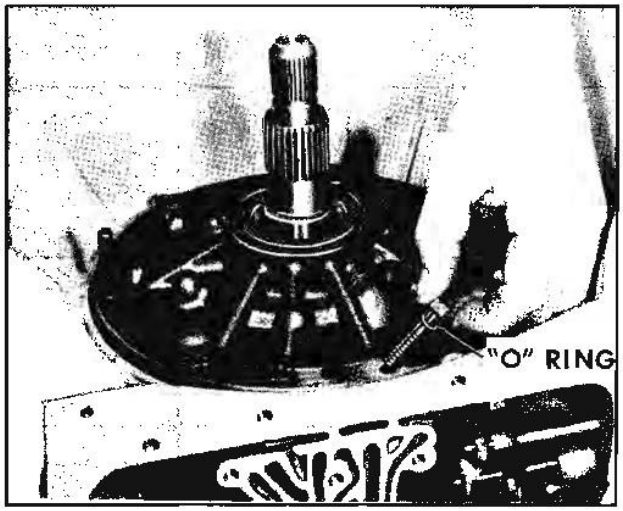

Fig. 7B-136 Installing Oil Pump Retaining Bolts

3. Install guide pins and new pump gasket (Fig. 7B-131).

4. Install two input shaft hook type oil seal rings. Make certain rings are free to move in grooves.

5. Install input shaft into oil pump (Fig. 7B-132) and install oil pump into case. (Make certain input shaft turns freely in pump before installing pump into case.)

6. Remove guide pins and install oil pump retaining bolts with new O-rings under head (Fig. 7B-136). Tighten bolts to 16-24 lb. ft. torque.

LOW BAND ADJUSTMENT

1. Tighten low band adjusting screw to 40 ± 5 lb. in. torque.

2. Back off adjusting screw exactly four turns.

3. Hold adjusting screw and tighten lock nut.

4. Install adjusting screw cap.

INSTALLATION OF SPEEDOMETER DRIVE GEAR

1. Place transmission in horizontal position and engage park lock.

2. Slide speedometer drive gear onto output shaft.

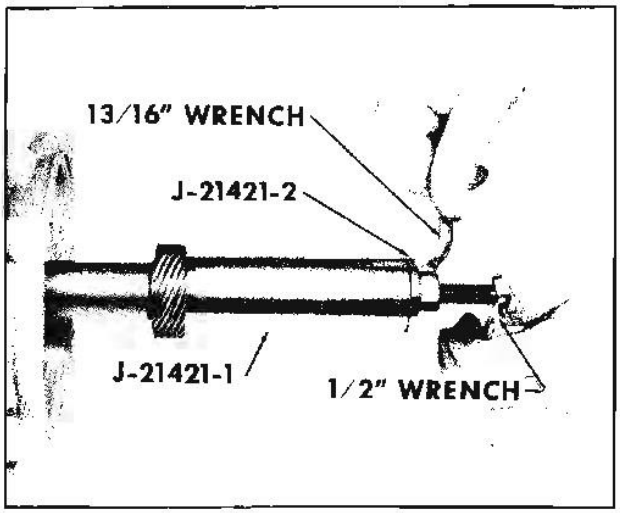

Fig. 7B-137 Installing Speedometer Drive Gear

3. Using tools J-21421-1 and J-21421-2, drive speedometer drive gear into position (Fig. 7B-137). When J-21421-2 bottoms on end of output shaft, drive gear location is correct.

INSTALLATION OF REAR BEARING RETAINER, GOVERNOR, VACUUM MODULATOR, SPEEDOMETER DRIVEN GEAR, AND VALVE BODY

See SERVICE OPERATIONS -- TRANSMISSION IN CAR (page 7B-21).

INSTALLATION OF CONVERTER

1. Install converter into transmission, engaging drive lugs of oil pump drive gear.

2. Install converter holding clamp J-21366.

TROUBLE DIAGNOSIS

NO UPSHIFT BELOW 50 MPH (UPSHIFTS ABOVE)

1. Vacuum line disconnected or leaking (causes abnormally high line pressure).

2. Failed modulator diaphragm (causes excessive exhaust smoke).

3. Downshift solenoid stuck in downshift position.

4. Downshift switch shorted or stuck.

5. Modulator valve stuck (causes erratic line pressure).

NO FORCED DOWNSHIFT ABOVE 15 MPH

1. Downshift switch malfunction.

2. Downshift solenoid stuck closed.

3. Detent valve stuck.

NO UPSHIFT AT ANY SPEED

1. Governor stuck or otherwise malfunctioning (results in normal pressure at 0 mph, but does not decrease normally with increased car speed).

2. Shift valve stuck (pressures appear normal).

NO DOWNSHIFT

1. Shift valve stuck.

2. Servo piston broken.

NO DRIVE—FORWARD OR REVERSE

1. Mechanical failure (line pressure is normal).

2. Mechanical failure in or ahead of pump (no line pressure).

3. Pressure regulator valve stuck (no line pressure).

4. Extremely low oil level.

SLIPPING

1. Low oil level.

2. Failed modulator bellows (line pressure does not increase with decrease in engine vacuum and upshifts occur extremely early).

3. Pressure regulator valve stuck (low line pressure).

4. Modulator valve stuck (low line pressure).

5. Low band adjustment (slips in forward, normal in reverse).

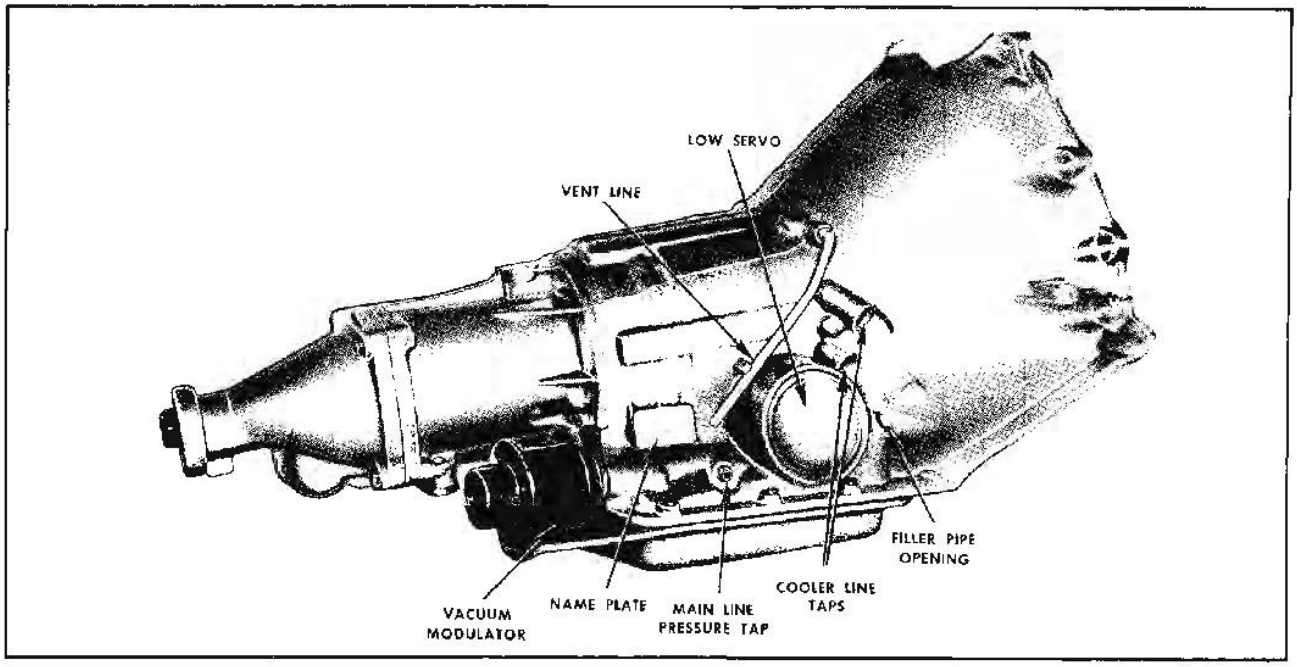

Fig. 7B-138 Mainline Pressure Tap

SLIPS ON CORNERING OR AFTER QUICK STOP

Low oil level.

PRESSURE CHECKS

Pressure checks are a useful part of trouble diagnosis. The pressure tap for checking mainline pressure is located above the oil pan rail on the right side of the transmission and to the rear of the low servo (Fig. 7B-138).

All tests can be made without driving the vehicle by simply raising the rear wheels 3-5 inches from the floor on jack stands. With pressure gauge installed, perform the following preliminary steps:

- Establish pressure gauge indicator needle rest position at zero pressure.
- Thoroughly warm up transmission.
- Check transmission oil level.
- Make sure vacuum line connections are tight.
- Check linkage adjustment.

Mainline pressure will vary from one transmission to another but the following statements apply in general.

- Line pressure should increase as engine manifold vacuum decreases, at a constant speed.
- Line pressure should decrease as car speed increases, at a constant engine manifold vacuum (for example, about 13 psi between 40-60 MPH).
- Reverse pressure should be about 90 psi at idle to over 200 psi at stall (wide open throttle with brakes on).

  NOTE: Do not operate at wide open throttle with brakes on longer than it is necessary to obtain a gauge reading.

- Line pressure at wide open throttle upshift should be about 85-90 psi for Model 20, and approximately 100 psi for Model 30.
- Model 20 mainline pressure in Drive range should be 140-60 psi, depending on operating conditions; in Low range 90 psi is the minimum.
- Model 30 mainline pressure in Drive range should be 150-60 psi, depending on operating conditions, in Low range 90 psi is the minimum.

TORQUE SPECIFICATIONS

Location	Torque Lb. Ft.
Case to Cylinder Block Bolts	30-40
Flywheel to Converter Bolts	30-40
Converter Cover Pan to Case Screws	8-12
Case Cooler Line Fittings	20-30
Low Band Adjusting Screw Lock Nut	20-30
Pump Body to Pump Cover Bolts	16-24
Valve Body to Case Bolts	8-11
Solenoid to Valve Body Bolts	8-12
Vacuum Modulator Clamp Bolt	8-12
Pump Assembly to Case Bolts	16-24
Rear Bearing Retainer to Case Bolts	25-35
Oil Pan to Case Bolts	10-12
Speedometer Sleeve Clamp Bolt	8-12
Governor Cover Bolts	8-12
Park Lock Bracket Bolts	8-12

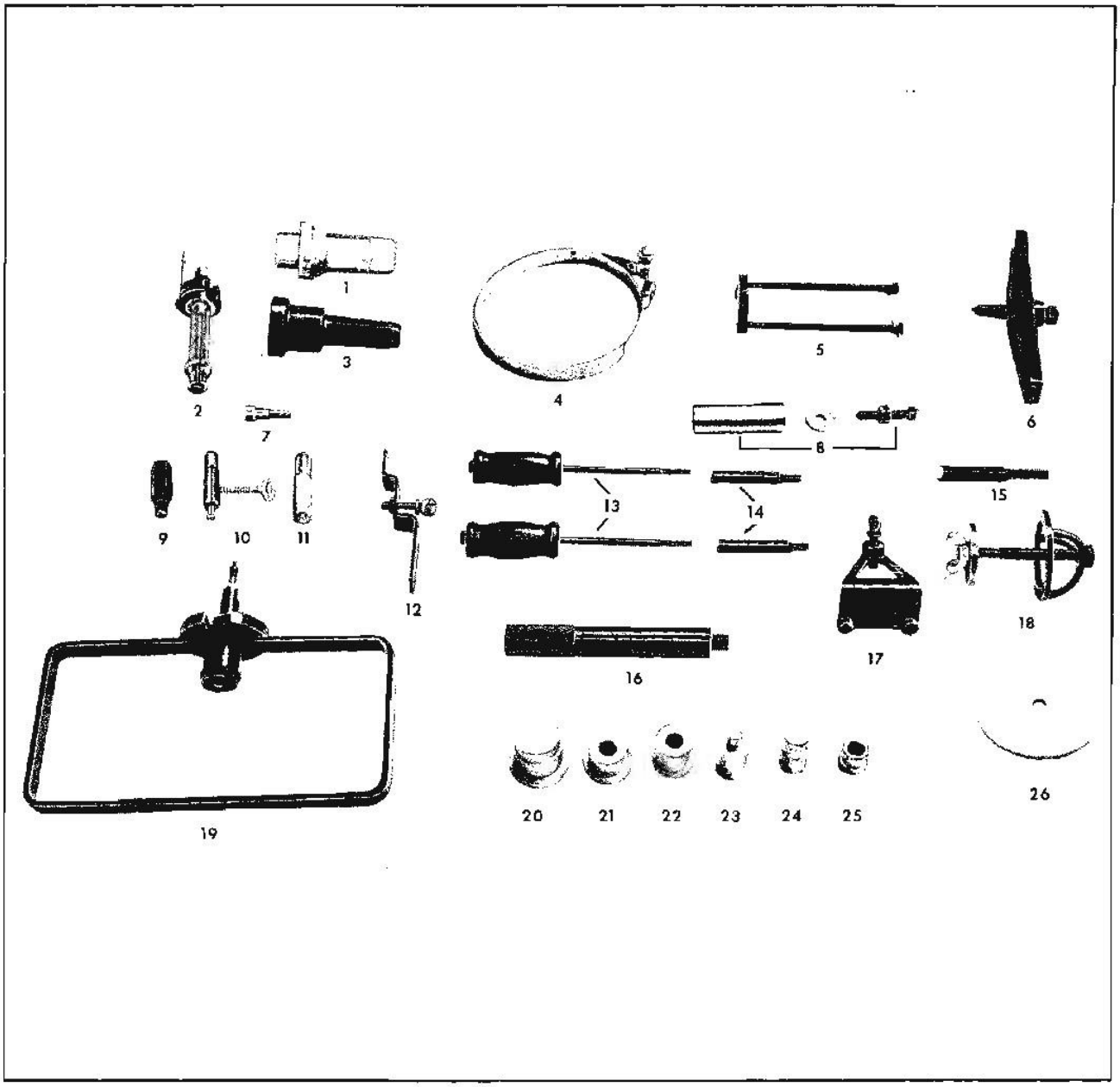

Fig. 7B-139 Special Tools

1. J-21359 Pump Oil Seal Installer
2. J-21371 Converter End Play Fixture
3. J-5154 Rear Oil Seal Installer
4. J-21368 Pump Body and Cover Alignment Band
5. J-21427 Speedometer Drive Gear Remover
6. J-8433 Puller (Use with J-21427)
7. J-8591 7/32" Allen Wrench (3/8" Square Drive)
8. J-21421 Speedometer Drive Gear Installer
9. J-9534 Planet Carrier Bushing Remover
10. J-21361 Pump Check Valve Seat Remover
11. J-21558 Check Valve Seat Installer
12. J-21366 Converter Holding Clamp
13. J-6125 Slide Hammer
14. J-6125-2 Slide Hammer Adapter
15. J-21510-1 Reverse Clutch Spring Compressor Screw Assembly
16. J-8092 Handle
17. J-21495 Low Servo Cover Remover and Installer
18. J-9542 Clutch Spring Compressor
19. J-21369 Converter Leak Test Fixture
20. J-21424-5 Forward Clutch Drum Bushing Remover and Installer
21. J-21424-2 Case Bushing Installer
22. J-21424-9 Rear Bearing Retainer Bushing Remover and Installer
23. J-21424-3 Planet Carrier Bushing Installer
24. J-21424-7 Stator Shaft Bushing Remover and Installer
25. J-21424-4 Low Sun Gear and Flange Assembly Bushing Remover and Installer
26. J-21420-2 Reverse Clutch Spring Compressor Pilot