

# Symptom-to-Component Chart

## Hydraulic System

SYMPTOM	Check these items on the PROBABLE CAUSE LIST	Check these items on the NOTES CHART
Engine runs, but car does not move in any gear.	1, 6, 7, 16	K, L, R, S
Car moves in R and 2, but not in D <sub>3</sub> , D <sub>4</sub> or 1.	8, 29, 44, 48	C, M, O
Car moves in D <sub>3</sub> , D <sub>4</sub> , 1, R, but not in 2.	9, 30, 49	C, L
Car moves in D <sub>3</sub> , D <sub>4</sub> , 2, 1, but not in R.	1, 11, 22, 34, 38, 39, 40	C, L, Q
Car moves in N.	1, 8, 9, 10, 11, 46, 47	C, D
Excessive idle vibration.	5, 17	B, K, L
Slips in all gears.	6, 7, 16	C, L, U
No engine braking in <input type="checkbox"/> position.	12	C, D, L
Slips in low gear.	8, 29, 44, 48	C, N, O, U
Slips in 2nd gear.	9, 20, 23, 30, 49	C, L, U
Slips in 3rd gear.	10, 21, 23, 31, 44	C, L, U
Slips in 4th gear.	11, 23, 32	C, L, U
Slips in reverse gear.	11, 32, 34	C
Flares on 1—2 upshift.	3, 15	E, L, V
Flares on 2—3 upshift.	3, 15, 24, 44	E, L, V
Flares on 3—4 upshift.	3, 15, 25, 44	E, L, V
No upshift, trans stays in low gear.	14, 19, 23	G, L
No downshift to low gear.	12, 19	G, L
Late upshift.	14	L, V
Erratic shifting.	2, 14, 26	V
Harsh shift (up and down shifting).	2, 4, 15, 23, 24, 27, 47	A, E, H, I, L, V
Harsh shift (1—2).	2, 9	C, D, V
Harsh shift (2—3).	2, 10, 23, 24	C, D, H, L, V
Harsh shift (3—4).	2, 11, 23, 25	C, D, I, L, V
Harsh kickdown shifts.	2, 23, 27, 28	L, V, Q
Harsh kickdown shift (2—1).	48	O
Harsh downshift at closed throttle.	15	E, T
Harsh shift when manually shifting to <input type="checkbox"/> .	33	L
Axle(s) slips out of trans on turns.	43, 50	L, P, Q
Axle(s) stuck in trans.	43	L, Q
Ratcheting noise when shifting into R.	6, 7, 38, 39, 40	K, L, Q
Loud popping noise when taking off in R.	38, 39, 40	L, Q
Ratcheting noise when shifting from R to P or from R to N.	38, 39, 40, 45	L, Q
Noise from trans in all selector lever positions.	6, 17	K, L, Q
Noise from trans only when wheels are rolling.	39, 42	L, Q
Gear whine, rpm related (pitch changes with shifts).	8, 13, 41	K, L, Q
Gear whine, speed related (pitch changes with speed).	38, 42	L, Q
Trans will not shift into 4th gear in D <sub>4</sub> .	1, 21, 28, 32	L
Lock-up clutch does not lock up smoothly.	17, 36, 37	L
Lock-up clutch does not operate properly.	2, 3, 15, 18, 35, 36, 37	E, L, V
Transmission has multitude of problems shifting. At disassembly, large particles of metal are found on magnet.	43	L, Q



PROBABLE CAUSE	
1.	Shift cable broken/out of adjustment.
2.	Throttle cable too short.
3.	Throttle cable too long.
4.	Wrong type ATF.
5.	Idle rpm too low/high.
6.	Oil pump worn or binding.
7.	Pressure regulator stuck.
8.	1st clutch defective.
9.	2nd clutch defective.
10.	3rd clutch defective.
11.	4th clutch defective.
12.	1st hold clutch defective.
13.	Mainshaft, countershaft, and secondary shaft idler gears worn/damage.
14.	Modulator valve stuck.
15.	Throttle B valve stuck.
16.	ATF strainer clogged.
17.	Torque convertor defective.
18.	Torque convertor check valve stuck.
19.	1 – 2 shift valve stuck.
20.	2 – 3 shift valve stuck.
21.	3 – 4 shift valve stuck.
22.	EAT D inhibitor valve stuck.
23.	Clutch pressure control valve stuck.
24.	2nd orifice control valve stuck.
25.	Orifice control valve stuck.
26.	3 – 2 kickdown valve stuck.
27.	3rd kickdown valve stuck.
28.	4th exhaust valve stuck.
29.	1st accumulator defective.
30.	2nd clutch accumulator defective.
31.	3rd clutch accumulator defective.
32.	4th/reverse accumulator defective.
33.	1st hold clutch accumulator defective.
34.	Servo valve stuck.
35.	Lock-up clutch timing valve stuck.
36.	Lock-up clutch shift valve stuck.
37.	Lock-up clutch control valve stuck.
38.	Shift fork bent.
39.	Reverse gears worn/damaged (3 gears).
40.	Reverse selector worn.
41.	3rd gears worn/damaged (2 gears).
42.	Final gears worn/damaged (2 gears).
43.	Differential pinion shaft worn.
44.	Feedpipe O-ring broken.
45.	4th gears worn/damaged (2 gears).
46.	Gear clearance incorrect.
47.	Clutch clearance incorrect.
48.	Sprag clutch defective.
49.	Sealing rings/guide worn.
50.	Axle-inboard joint clip missing.

# Symptom-to-Component Chart

## Hydraulic System (cont'd)

The following symptoms can be caused by improper repair or assembly.	Check these items on the PROBABLE CAUSE DUE TO IMPROPER REPAIR	Items on the NOTES CHART
Car creeps in N.	R1, R2	
Car does not move in D <sub>3</sub> or D <sub>4</sub> .	R4	
Trans locks up in R.	R3, R12	
Excessive drag in trans.	R6	R, K
Excessive vibration, rpm related.	R7	
Noise with wheels moving only.	R5	
Main seal pops out.	R8	S
Various shifting problems.	R9, R10	
Harsh upshifts.	R11	

PROBABLE CAUSE DUE TO IMPROPER REPAIR	
R1.	Improper clutch clearance.
R2.	Improper gear clearance.
R3.	Parking brake lever installed upside down.
R4.	Sprag clutch installed upside down.
R5.	Reverse hub installed upside down.
R6.	Oil pump binding.
R7.	Torque converter not fully seated in oil pump.
R8.	Main seal improperly installed.
R9.	Springs improperly installed.
R10.	Valves improperly installed.
R11.	Ball check valves not installed.
R12.	Shift fork bolt not installed.



NOTES	
A.	Flush ATF in the ATF cooler.
B.	Set idle rpm in gear to specified idle speed. If still no good, adjust motor mounts as outlined in engine section of service manual.
C.	If the large clutch piston O-ring is broken, inspect the piston groove for rough machining.
D.	If the clutch pack is seized or is excessively worn, inspect the other clutches for wear and check the orifice control valves and throttle valves for free movement.
E.	If throttle valve B is stuck, inspect the clutches for wear.
G.	If the 1—2 valve is stuck closed, the transmission will not upshift. If stuck open the transmission has no 1st gear.
H.	If the 2nd orifice control valve is stuck, inspect the 2nd and 3rd clutch packs for wear.
I.	If the orifice control valve is stuck, inspect the 3rd and 4th clutch packs for wear.
J.	If the clutch pressure control valve is stuck closed, the transmission will not shift out of 1st gear.
K.	Improper alignment of main valve body and torque converter case may cause oil pump seizure. The symptoms are mostly an rpm-related ticking noise or a high pitched squeek.
L.	If the oil screen is clogged with particles of steel or aluminum, inspect the oil pump and differential pinion shaft. If both are OK and no cause for the contamination is found, replace the torque converter.
M.	If the 1st clutch feedpipe guide in the end cover is scored by the mainshaft, inspect the ball bearing for excessive movement in the transmission housing. If OK, replace the end cover as it is dented. The O-ring under the guide is probably worn.
N.	Replace the mainshaft if the bushings for the 1st and 4th feedpipe are loose or damaged. If the 1st feedpipe is damaged or out of round, replace it. If the 4th feedpipe is damaged or out of round, replace the end cover.
O.	A worn or damaged sprag clutch is mostly a result of shifting the trans in D <sub>3</sub> or D <sub>4</sub> while the wheels rotate in reverse, such as rocking the car in snow.
P.	Inspect the frame for collision damage.
Q.	Inspect for damage or wear: 1. Reverse selector gear teeth chamfers. 2. Engagement teeth chamfers of countershaft 4th and reverse gear. 3. Shift fork for scuff marks in center. 4. Differential pinion shaft for wear under pinion gears. 5. Bottom of 3rd clutch for swirl marks. Replace items 1, 2, 3 and 4 if worn or damaged. If trans makes clicking, grinding or whirring noise, also replace mainshaft 4th gear and reverse idler gear and countershaft 4th gear in addition to 1, 2, 3 or 4. If differential pinion shaft is worn, overhaul differential assembly and replace oil screen and thoroughly clean trans, flush torque converter, cooler and lines. If bottom of 3rd clutch is swirled and trans makes gear noise, replace the countershaft and ring gear.
R.	Be very careful not to damage the torque converter case when replacing the main ball bearing. You may also damage the oil pump when you torque down the main valve body. This will result in oil pump seizure if not detected. Use proper tools.
S.	Install the main seal flush with the torque converter case. If you push it into the torque converter case until it bottoms out, it will block the oil return passage and result in damage.
T.	Harsh downshifts when coasting to a stop with zero throttle may be caused by a bent-in throttle valve retainer/cam stopper. Throttle cable adjustment may clear this problem.
U.	Check if servo valve stopper cap is installed. If it was not installed, the check valve may have been pushed out by hydraulic pressure causing a leak (internal) affecting all forward gears.
V.	Throttle cable adjustment is essential for proper operation of the transmission. Not only does it affect the shift points if misadjusted, but also the shift quality and lock-up clutch operation. A too long adjusted cable will result in throttle pressure being too low for the amount of engine torque input into the transmission and may cause clutch slippage. A too short adjusted cable will result in too high throttle pressures which may cause harsh shifts, erratic shifts and torque converter hunting.