

COMPLAINT	INSPECT	CAUSE
NO OVERRUN BRAKING – MANUAL 3-2-1	<ol style="list-style-type: none"> 1. External Linkage 2. Valve Body Assembly 3. Input Clutch Assembly 	<ul style="list-style-type: none"> – Not adjusted properly. – Valves stuck. <ul style="list-style-type: none"> 4-3 sequence valve Throttle valve – Check ball #3 mispositioned. – Spacer plate and gaskets incorrect, damaged or mispositioned. – Turbine shaft oil passages plugged or not drilled. – Turbine shaft seal rings damaged. – Turbine shaft sealing balls loose or missing. – Porosity in forward or overrun clutch piston. – Overrun piston seals cut or damaged. – Overrun piston check ball not sealing.
NO CONVERTER CLUTCH APPLY	<ol style="list-style-type: none"> 1. Electrical 2. Converter 3. Oil Pump Assembly 4. Valve Body Assembly 5. Input Housing And Shaft 	<ul style="list-style-type: none"> – 12 volts not supplied to transmission. – Outside electrical connector damaged. – Inside electrical connector, wiring harness or solenoid damaged. – Electrical short (pinched solenoid wire). – Solenoid not grounded. – Incorrect or damaged pressure switches. – Internal damage. – Converter clutch apply valve stuck or assembled backwards. – Converter clutch apply valve retaining ring mispositioned. – Pump to case gasket mispositioned. – Orifice cup plug plugged. – Solenoid "O" ring seal cut or damaged. – Orifice cup plug omitted from cooler in passage. – High or uneven bolt torque (pump body to cover). – Valves stuck. <ul style="list-style-type: none"> Converter clutch shift valve Throttle valve – Turbine shaft "O" ring seal cut or damaged. – Turbine shaft retainer and ball assembly plugged.

DIAGNOSIS GUIDE 7