

- B. III. The transmission will not downshift at kickdown, or the kickdown shift speed range is incorrect.**

CAUSES

1. Incorrect adjustment of accelerator-to-governor lever linkage.
2. Interference between the ball joint nut at the governor control lever and the extension case.
3. Improper governor valve operation:
 - (a) Damaged governor.
 - (b) Governor sticking on governor shaft.
 - (c) Governor valve sticking open due to:
 - (1) Governor control detent piston sticking or installed backwards.
 - (2) Governor control plunger and linkage binding.
 - (3) Blocked governor valve drain passage.
 - (4) Detent plate stop screw out of adjustment.
4. High oil level.

- B. IV. Transmission shifts into reverse immediately when selector lever is shifted to R at speeds greater than 5 m.p.h.**

CAUSES

1. Rear pump inoperative.
2. Reverse interlock valve inoperative:
 - (a) Blocked reverse interlock valve oil passage.
 - (b) Interlock valve sticking.

- B. V. Parking pawl engages immediately when selector lever is shifted to P at speeds greater than 10 m.p.h.**

CAUSES

1. Rear pump inoperative.
2. Parking pawl piston inoperative:
 - (a) Oil passage to parking pawl interlock piston blocked.
 - (b) Parking pawl interlock piston sticking.

- B. VI. Normal reverse operation—poor performance, with engine labouring and transmission overheating, in forward ranges—car tends to creep rearward in neutral when anti-creep is released.**

CAUSES

1. Reverse band dragging:
 - (a) Incorrect band adjustment.
 - (b) Leaking valve block assembly gaskets.
 - (c) Porous castings in valve block assembly.
 - (d) Reverse brake piston sticking.
 - (e) Reverse band damaged or distorted.

- B. VII. Normal low range operation—poor performance, with engine labouring and transmission overheating, in other ranges.**

CAUSES

1. Low band dragging:
 - (a) Incorrect band adjustment.
 - (b) Leaking valve block assembly gaskets.
 - (c) Porous castings in valve block assembly.
 - (d) Low brake piston sticking.
 - (e) Low band damaged or distorted.
 - (f) Leaks between low and forward brake cylinders in low brake cylinder.
 - (g) Leaks between low and forward brake cylinders in transmission case.

- B. VIII. Normal forward operation—poor performance, with engine labouring, in reverse—car tends to creep forward in neutral when anti-creep is released.**

CAUSES

1. Forward band dragging:
 - (a) Incorrect band adjustment.
 - (b) Leaking valve block assembly gaskets.
 - (c) Porous castings in valve block assembly.
 - (d) Forward brake piston sticking.
 - (e) Forward band damaged or distorted.

- B. IX. Normal operation in drive range—poor performance, with engine labouring, and transmission overheating, in other ranges.**

CAUSES

1. Multiple disc clutch dragging:
 - (a) Leaking valve block assembly gaskets.
 - (b) Porous castings in valve block assembly.
 - (c) Multiple disc clutch piston sticking.
 - (d) Improper operation of the main shaft assembly.
 - (e) Broken or damaged multiple disc clutch release springs.

- B. X. Normal operation in direct drive—poor performance, with engine labouring, in other ranges.**

CAUSES

1. Torque converter stator free wheel unit slipping.

- B. XI. Normal operation at low speeds—poor performance, with transmission overheating, in direct drive.**

CAUSES

1. Torque converter stator free wheel unit sticking.