

ELEMENTS IN USE AT EACH POSITION OF THE SELECTOR LEVER

Lever Position	Gear Ratio	Start Safety	Parking Sprag	Clutches		Over Running	Bands (Kickdown) (Low-Rev.)	
				Front	Rear		Front	Rear
P—PARK		X	X					
R—REVERSE	2.21			X				X
N—NEUTRAL		X						
D—DRIVE								
First	2.45				X	X		
Second	1.45				X		X	
Direct	1.00			X	X			
2—SECOND								
First	2.45				X	X		
Second	1.45				X		X	
1—LOW (First)	2.45				X			X

Use Chart” provides a basis for road test analysis.

By observing that the rear clutch is applied in both the “D” first gear and “1” first gear positions, but that the overrunning clutch is applied in “D” first and the low and reverse band is applied in “1” first, if the transmission slips in “D” range first gear but does not slip in “1” first gear, the overrunning clutch must be the unit that is slipping. Similarly, if the transmission slips in any two forward gears, the rear clutch is the slipping unit.

Using the same procedure, the rear clutch and front clutch are applied in “D” third gear. If the transmis-

sion slips in third gear, either the front clutch or the rear clutch is slipping. By selecting another gear which does not use one of those units, the unit which is slipping can be determined. If the transmission also slips in reverse, the front clutch is slipping. If the transmission does not slip in reverse, the rear clutch is slipping.

This process of elimination can be used to detect any unit which slips and to confirm proper operation of good units. However, although road test analysis can usually diagnose slipping units, the actual cause of the malfunction usually cannot be decided. Practically

**AUTOMATIC SHIFT SPEEDS AND GOVERNOR PRESSURE CHART
(APPROXIMATE MILES PER HOUR)**

Carline	HN	HN	RW	SX	PDC	PDC
Engine Cu. In.	225	318	360-4 Hi. Perf.	360-2	400-2 400-4	400-4 &440 Hi. Perf.
Axle Ratio	2.76	2.45	3.21	2.45	2.71	2.71
Tire Size	6.95x14	E78x14	H78x14	GR78x15	HR78x15	JR78x15
Throttle Minimum						
1-2 Upshift	9-16	8-16	8-15	9-16	9-16	8-15
2-3 Upshift	15-25	15-25	15-23	17-25	15-25	15-23
3-1 Downshift	8-13	9-14	8-13	9-14	8-13	8-13
Throttle Wide Open						
1-2 Upshift	31-43	39-54	43-56	41-57	37-52	38-53
2-3 Upshift	63-76	79-95	78-93	83-100	77-92	77-93
Kickdown Limit						
3-2 WOT Downshift	60-73	76-92	75-90	79-96	73-89	74-90
3-2 Part Throttle Downshift	46-61	30-56	34-57	31-58	30-56	29-54
3-1 WOT Downshift	28-35	30-44	34-47	31-46	29-43	29-43
Governor Pressure*						
15 psi	20-22	21-23	20-22	22-24	21-23	21-23
40 psi	47-53	60-66	60-66	62-69	59-66	58-65
60 psi	66-72	83-90	81-88	87-94	82-90	81-88

*Governor pressure should be from zero to 1.5 psi at stand still or downshift may not occur.

NOTE: Figures given are typical for other models. Changes in tire size or axle ratio will cause shift points to occur at corresponding higher or lower vehicle speeds.