

21-60 TORQUEFLITE—TRANSMISSION

(4) Submerge the converter in a tank of water and observe the hub, ring gear, and seam welds for bubbles. Five to ten minutes may be required for bubbles to develop from small leaks.

If no bubbles are observed, it can be assumed that the welds are not leaking. If leakage occurs, the converter should be replaced.

DIAGNOSIS GUIDE-VEHICLE WILL NOT MOVE

CHECK THE TRANSMISSION FLUID LEVEL BEFORE STARTING THE ENGINE. IF NO FLUID IS VISIBLE ON THE DIP STICK ADD FLUID TO THE 'L' MARK BEFORE STARTING THE ENGINE. THEN START THE ENGINE WITH THE TRANSMISSION IN NEUTRAL AND LISTEN FOR NOISE.

NO ABNORMAL NOISE,
MOVE THE SELECTOR TO A FORWARD DRIVE RANGE AND OBSERVE THE PROPELLER SHAFT FOR TURNING.

ABNORMAL NOISE,
STOP ENGINE IMMEDIATELY. REMOVE THE TRANSMISSION AND CONVERTER AS AN ASSEMBLY. DISASSEMBLE, CLEAN AND INSPECT ALL PARTS. CLEAN VALVE BODY; INSTALL ALL NEW SEALS, RINGS, AND GASKETS; REPLACE WORN OR DEFECTIVE PARTS.

PROPELLER SHAFT TURNS
BUT REAR WHEELS DO NOT TURN, INSPECT FOR BROKEN REAR AXLE PARTS.

PROPELLER SHAFT DOES NOT TURN,
REMOVE THE TRANSMISSION OIL PAN. INSPECT FOR DEBRIS.

NO DEBRIS.
REMOVE VALVE BODY. DISASSEMBLE, CLEAN AND INSPECT ALL PARTS. REASSEMBLE, INSTALL AND CHECK PRESSURES AND OPERATION.

DEBRIS IS PRESENT.
REMOVE TRANSMISSION AND CONVERTER AS AN ASSEMBLY. DISASSEMBLE, CLEAN AND INSPECT ALL PARTS; CLEAN THE VALVE BODY. INSTALL ALL NEW SEALS, RINGS, AND GASKETS; REPLACE WORN OR DEFECTIVE PARTS.

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DIAGNOSIS GUIDE-FLUID LEAKS

VISUALLY INSPECT FOR SOURCE OF LEAK. IF THE SOURCE OF LEAK CANNOT BE READILY DETERMINED, CLEAN THE EXTERIOR OF THE TRANSMISSION. CHECK TRANSMISSION FLUID LEVEL. CORRECT IF NECESSARY.

THE FOLLOWING LEAKS MAY BE CORRECTED WITHOUT REMOVING THE TRANSMISSION:

MANUAL LEVER SHAFT OIL SEAL
FILLER TUBE 'O' RING
PRESSURE GAUGE PLUG
NEUTRAL START SWITCH
PAN GASKET
OIL COOLER FITTINGS
EXTENSION HOUSING TO CASE GASKET
EXTENSION HOUSING TO CASE BOLTS
EXTENSION HOUSING YOKE SEAL
SPEEDOMETER ADAPTER 'O' RING
FRONT BAND ADJUSTING SCREW

THE FOLLOWING LEAKS REQUIRE REMOVAL OF THE TRANSMISSION AND TORQUE CONVERTER FOR CORRECTION.

TRANSMISSION FLUID LEAKING FROM THE LOWER EDGE OF THE CONVERTER HOUSING; CAUSED BY FRONT PUMP SEAL, PUMP TO CASE SEAL, OR TORQUE CONVERTER WELD.
CRACKED OR POROUS TRANSMISSION CASE.

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