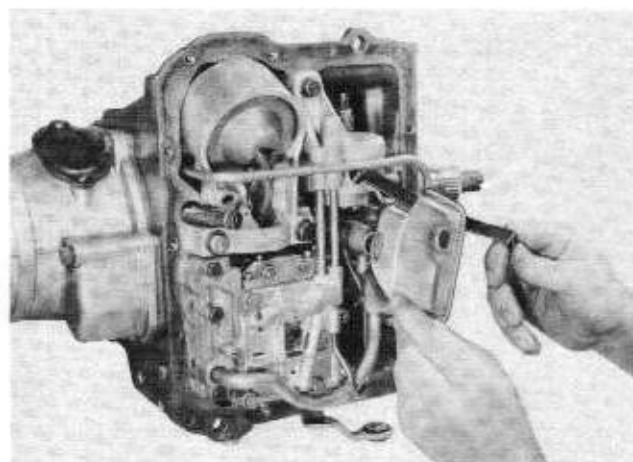
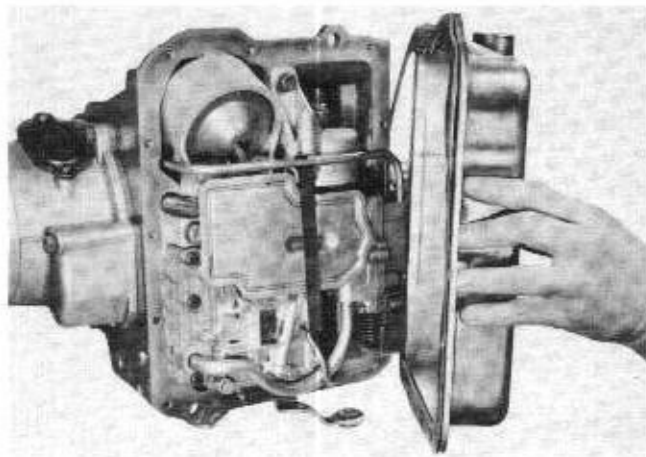


SECTION THREE—BAND ADJUSTMENTS

Band adjustments are perhaps the most frequent adjustments required. And they're important, because proper band operation is a major key to satisfactory transmission performances.

A. Front Band Adjustment

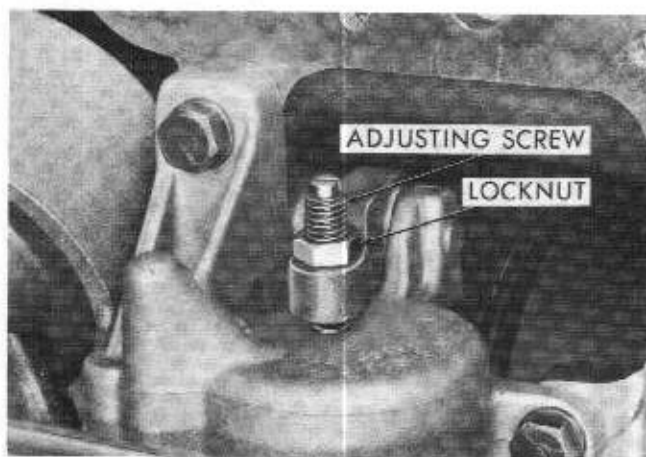
1. As the first step, remove the drain plug or disconnect the filler tube, depending upon car model, and drain the bottom oil pan.



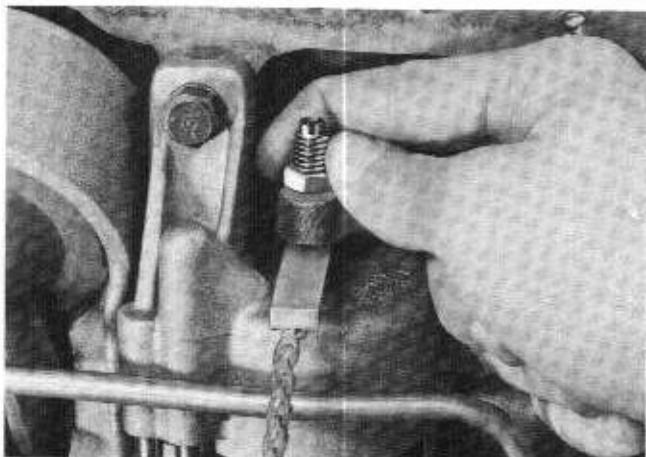
3. Remove the fluid screen.
4. Wipe out the oil pan and clean the screen.

NOTE To make the front band adjustment, a front band adjusting tool with a gage block is required. (See the appendix for tool manufacturers.)

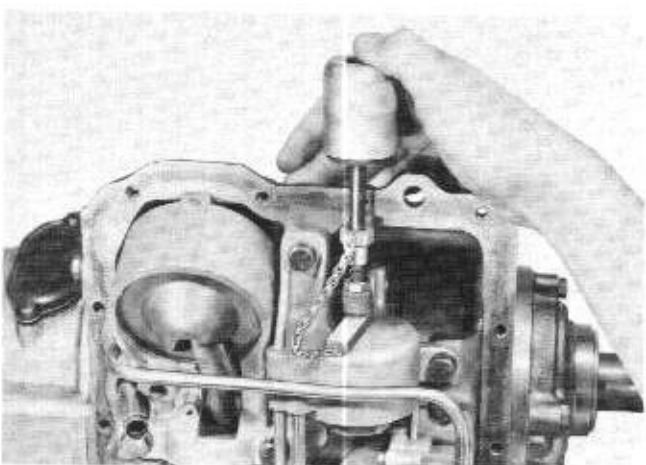
2. Then, remove the oil pan.



5. Loosen the front servo adjusting screw locknut two full turns with a 9/16 inch wrench. Then, check the adjusting screw for free action in the servo actuating lever. If necessary, free it up.

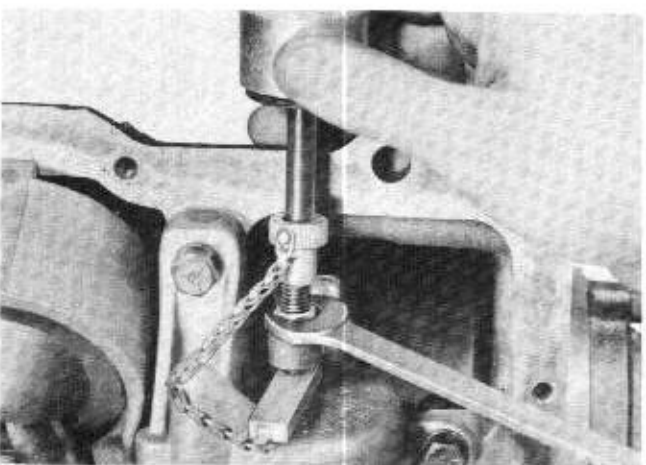


6. Now, pull back on the actuating lever and place the gage between the adjusting screw and the servo piston stem.



7. Next, tighten the adjusting screw until the wrench overruns. Back off the adjusting screw one complete turn.

CAUTION This **MUST BE DONE** to avoid serious damage.

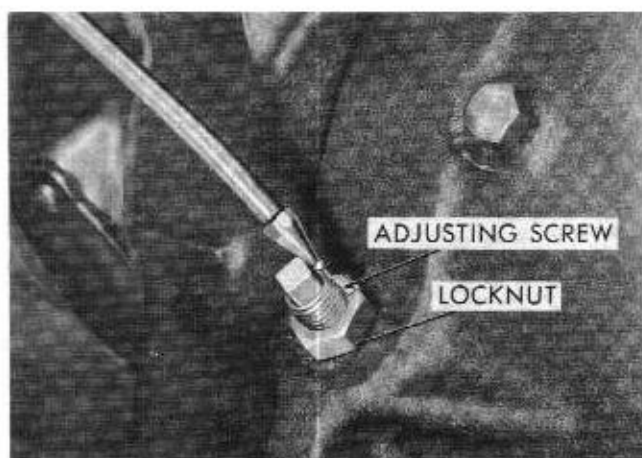


8. Then, while holding the adjusting screw in its setting tighten the locknut 20 to 25 foot-pounds torque.
9. Now, install the fluid screen in the case, and install the bottom oil pan, making certain to use a new gasket.
10. Then, connect the filler tube to the oil pan or install the plug, depending upon which model car you are working on. And, last, add fluid to bring the level to the full mark again.

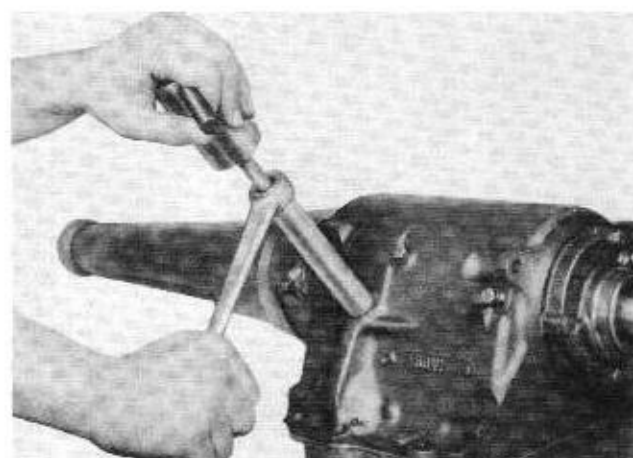
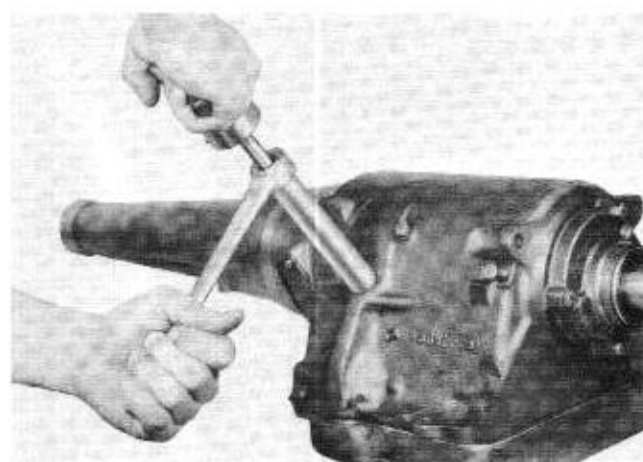
B. Rear Band Adjustment

Rear band adjustment requires the use of an adjusting tool. This tool, like the front band tool, has the overrun feature to prevent improper adjustment. There are several makes of this tool. (See the appendix.)

1. As the first step, fold back the floor mat and remove the access plate cover from the floor pan.



2. Then, wipe all dirt from the adjusting screw threads and oil them.



3. Now, loosen the rear band adjusting screw locknut with the offset box wrench.

4. Then, with the "T" handle of the tool, turn the adjusting screw clockwise until the wrench overruns. If the screw is tighter than the wrench capacity, loosen the screw several turns and retighten until the wrench overruns.

5. Now, back off the adjusting screw exactly 1-1/2 turns.

CAUTION This must be done to avoid serious damage to the transmission.

6. Next, while holding the adjusting screw in its setting with the "T" handle, tighten the adjusting screw locknut with the offset box wrench. Torque the locknut 35 to 40 foot-pounds.
7. Then, replace the access plate and the floor mat.