

DIAGNOSIS AND TESTING (Continued)

1. With the transaxle in PARK, engine at idle rpm, foot brakes applied and vehicle on level surface, move the transaxle selector lever through each range, allowing time in each range to engage transaxle. Return to PARK, applying parking brake fully and block the wheels. Do not turn off the engine during the fluid level check.
2. Clean all dirt from the transaxle fluid dipstick cap before removing the dipstick from the filler tube.
3. Pull the dipstick out of the tube, wipe it clean and push it all the way back into the tube. Ensure it is fully seated.
4. Pull the dipstick out of the filler tube again and check the fluid level.

NOTE: The fluid level indication on the dipstick will be different at operating temperature and room temperature. For the correct fluid level reading on the dipstick, follow the appropriate instructions stated previously.

CAUTION: If vehicle has been operated for an extended period at high speed, or in city traffic in hot weather, or vehicle is being used to tow a trailer, the fluid must cool approximately 30 minutes after engine has been turned off for an accurate reading to be obtained.

CAUTION: Use of a fluid other than specified could result in transaxle malfunction and/or failure.

If necessary, add enough fluid through the filler tube to raise the level to the correct height.

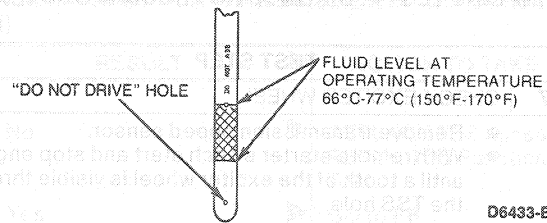
CAUTION: Do not overfill the transaxle. This will result in foaming, loss of fluid through the vent and possible transaxle malfunction. If overfill occurs, excess fluid must be removed.

5. Install the dipstick, making sure it is fully seated in the tube.

Overfill can cause the fluid to foam and spill out through the vent, resulting in a transaxle malfunction.

Underfill can result in transaxle loss of engagement or slipping. This condition is most evident in cold weather or when the vehicle is parked or being driven on a hill.

If the transaxle fluid level is checked when the fluid is at room temperature, the dipstick could be misread to indicate that fluid should be added. If fluid is added at this time, an overfill condition could result when the fluid reaches operating temperatures of 66°C-77°C (150°F-170°F) (dipstick hot to touch).



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Transaxle Fluid Condition Check

1. Perform Transaxle Fluid Level Check as outlined.
2. Observe color and odor of fluid. It should be red, not brown or black. Odor can sometimes indicate an overheating condition or clutch disc or band failure.
3. Use an absorbent white facial tissue to wipe dipstick. Examine stain for evidence of solids (specks of any kind) and for coolant signs (gum or varnish on dipstick).

If specks are present in the oil or there is evidence of coolant, the transaxle oil pan must be removed for further inspection. If fluid contamination or transaxle failure is confirmed by further evidence of coolant or excessive solids in the oil pan, the transaxle must be disassembled and completely cleaned and serviced. This includes cleaning the torque converter and transaxle cooling system. It would be a waste of time to perform any further checks before cleaning and servicing the transaxle. During disassembly and assembly, all overhaul checks and adjustments of clearances and end play must be made. After the transaxle has been serviced, all diagnosis tests and adjustments listed in the Diagnosis and Testing charts must be completed to ensure that the condition has been corrected.

High or Low Fluid Level

A fluid level that is too high will cause the fluid to become aerated. Aerated fluid will cause low control pressure and the aerated fluid may be forced out the vent.

A fluid level that is too low can affect the operation of the transaxle. Low level may indicate fluid leaks that could cause transaxle damage.

Transaxle Fluid Leakage Checks

Check the vehicle speed sensor (VSS) and speedometer cable connection at the transaxle. Replace the rubber seal if necessary.

Leakage at the oil pan gasket often can be stopped by tightening the attaching bolts to specification. If necessary, replace the gasket.

Check the speedometer gear cover seal.

Check the chain cover-to-case gasket.