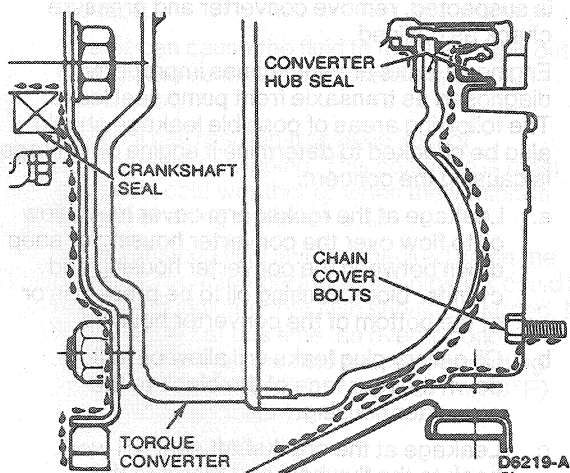


DIAGNOSIS AND TESTING (Continued)

5. The following procedures should be used to determine the cause of the leakage before service is made.
- Remove the transaxle dipstick and note the color of the fluid. Original factory fill fluid is dyed red to aid in determining if leakage is from the engine or transaxle. Unless a considerable amount of makeup fluid has been added or the fluid has been changed, the red color should assist in pinpointing the leak.
 - Remove the converter housing cover. Clean off any fluid from the top and bottom of the converter housing, front of the transaxle case and rear face of the engine and oil pan. Clean the converter area by washing with a suitable nonflammable solvent and blow dry with compressed air.
 - Wash out converter housing and the front of the flywheel. The converter housing may be washed out using cleaning solvent and a squirt-type oil can. Blow all washer areas dry with compressed air.
 - Start and run the engine until the transaxle reaches its normal operating temperature. Observe the back of the block and top of the converter housing for evidence of fluid leakage. Raise the vehicle on a hoist. Refer to Section 00-02. Run the engine at fast idle, then at engine idle, occasionally shifting to the DRIVE and REVERSE ranges to increase pressure within the transaxle.

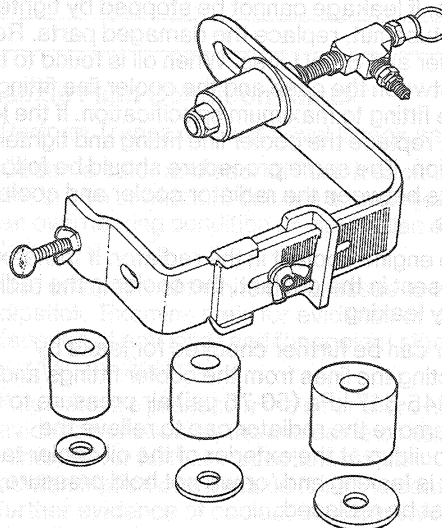
Observe the front of the flywheel, back of the block (in as far as possible) and inside the converter housing and front of the transaxle case. Run the engine until fluid leakage is evident and the source of leakage can be determined.



Converter Leakage Check

If welds on the torque converter indicate leakage, remove the converter and make the following check.

Assemble Rotunda Torque Converter Leak Test Kit 021-00054 or equivalent to the converter. Test the converter for leaks, following the directions supplied with the Kit.



ROTUNDA TORQUE CONVERTER LEAK
TEST KIT 021-00054

D6790-A

NOTE: Prior to performing the following test procedure, the PCM Quick Test should be completed and ALL service codes corrected.

Transaxle Fluid Cooler Flow Test

NOTE: The transaxle linkage adjustment, fluid level and control pressure must be within specification before performing this test. Refer to Section 07-05 for transaxle linkage adjustment.

- Remove dipstick from filler tube.
- Place funnel in filler tube.
- Raise vehicle on a hoist. Refer to Section 00-02.
- Remove cooler return line (lower fitting) from fitting on transaxle case.
- Connect a hose to cooler return line. Insert other end of hose into funnel in dipstick tube.
- Start engine and set idle at 1000 rpm with transaxle in NEUTRAL range.
- Observe fluid flow at funnel. When fluid flow is solid, the flow should be approximately 0.9 liter (1 qt) in 15-30 seconds.
- If the flow is not liberal, stop engine. Disconnect hose from cooler return line and connect it to converter-out line fitting (upper fitting) on transaxle case.