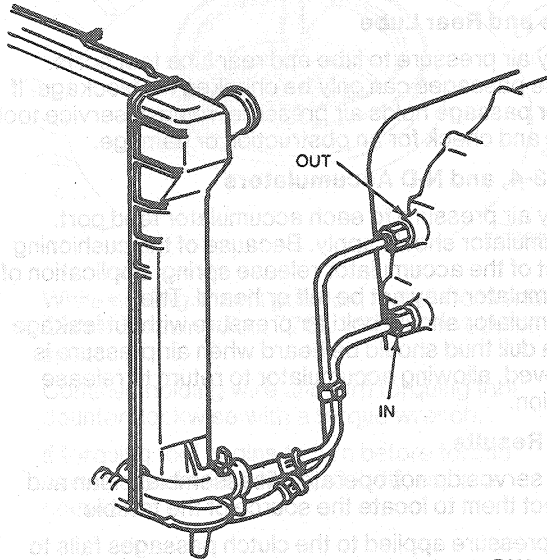


## DIAGNOSIS AND TESTING (Continued)

9. Repeat Steps 6 and 7. If flow is now liberal, refer to Section 03-03 for Diagnosis of transaxle fluid cooler. If flow is still not liberal, refer to Diagnosis for the following items:

- Low pump capacity
- Main circuit system leakage
- Stuck converter drain valve or converter regulator valve



D6224-A

**Stall Test**

The stall test checks the operation of the following items:

- Converter one-way clutch
- Forward clutch
- Low one-way clutch
- Reverse clutch
- Low-intermediate band
- Engine performance

**NOTE:** The stall test should only be performed with the engine and transaxle at normal operating temperatures.

**WARNING: APPLY THE SERVICE AND PARKING BRAKES FIRMLY WHILE PERFORMING EACH STALL TEST.**

1. Connect tachometer to engine.
2. After testing each of the following ranges (D, 1, R), move selector lever to N (NEUTRAL) and run engine for about 15 seconds to allow converter to cool before testing next range.

**CAUTION: Do not maintain WOT in any gear range for more than five seconds.**

Press accelerator pedal to floor (WOT) in each range. Record rpm reached in each range. Stall speed should be 1881-2211 rpm (3.0L), 2849-3252 rpm (3.2L) SHO, 1791-2097 rpm (3.8L), and 2225-2602 rpm (3.8L) police.

**CAUTION: If engine rpm recorded by tachometer exceeds maximum specified rpm, release accelerator pedal immediately. Clutch or band slippage is indicated.**

If the stall speeds were too high, refer to the following Stall Speed Chart. If the stall speeds were too low, first check engine tune-up. If engine is OK, remove torque converter and check torque converter reactor one-way clutch for slippage.

**STALL SPEED HIGH (SLIP)**

Range	Possible Source
D, D, 1	<ul style="list-style-type: none"> <li>● Forward Clutch</li> <li>● Low/Intermediate One-Way Clutch</li> <li>● Low/Intermediate Band or Servo</li> </ul>
R	<ul style="list-style-type: none"> <li>● Forward Clutch</li> <li>● Low/Intermediate One-Way Clutch</li> <li>● Reverse Clutch</li> </ul>

**Air Pressure Checks**

A NO DRIVE condition can exist, even with correct transaxle fluid pressure, because of inoperative clutches or bands. An erratic shift can be located through a series of checks by substituting air pressure for fluid pressure to determine the location of the malfunction.

When the selector lever is in a forward gear range (D, D, 1), a NO DRIVE condition may be caused by an inoperative forward clutch, low one-way or low/intermediate band. No manual low (1) coast could be caused by an inoperative direct clutch or direct one-way clutch.

Failure to drive in R (REVERSE) could be caused by a malfunction of the reverse clutch, forward clutch or low/intermediate one-way clutch.

1. Drain transaxle fluid and remove oil pan.
2. Remove main control cover. Then remove oil pump and main control assembly.
3. Install air pressure test plate with main control assembly-to-chain cover gasket.