DIAGNOSIS AND TESTING (Continued)

Timing — Early/Late (Cont'd)

Possible Component	Reference / Action —Refer to the specification decal and verify vehicle has original equipment. Changes in tire size and chain ratio will affect shift timing.	
—Tire size change gustors begalvings (\$\text{table}\) action of noteth—		
—Chain ratio change (1994) and the standard of	e sampa for in englested will e strand or expense for com-	Congressia reference a specifica estados.
Fluid Control of the Properties of the Propertie	—Adjust fluid to proper level.	
Main Controls —Bolts not tightened to specification —Gaskets—damaged, off location —Valves, Accumulators, Seals, Springs, Clips—damaged, missing, misassembled	Retighten bolts to specification. Inspect for damage. Replace. Inspect for damage and contamination. Service as required. Refer to the appropriate shift for further diagnosis:	
	Shift	Routine
	2-3 3-4	220/320 221/321 222/322
	4-3 3-2 2-1	223/323 224/324 225/325
		denetes 333 (and tij CD8088-A
Transmission Tester (007-00066) as oatlined. Getylibe is ywenthylim		TD10

Possible Component	Reference/Action	
212 — ELECTRICAL ROUTINE	E PARTIE DE GOOGNE POR LE CONTROL DE LA CONT	
Powertrain Control System —Electrical Inputs / Outputs, Vehicle Wiring Harnesses, Powertrain Control Module (PCM), Shift Solenoids, MLP, TCC, TSS and TOT Sensor	—Run On-Board Diagnostic. —Refer to Powertrain Control/Emissions Diagnosis Manual ⁷ for diagnosis. Perform Service Manual Pinpoint Tests A, B, C, D and F using the Transmission Tester (007-00085) and the MLP Tester (D89T-70010-A) as outlined. Service as required. Clear codes. Roa Test and rerun On-Board Diagnostic.	
312 — HYDRAULIC/MECHANICAL ROUTINE		
Fluid —Improper level	—Adjust fluid to proper level.	
Main Control —Bolts not tightened to specifications —Gaskets—damaged, off location —Valves, Accumulators, Seals, Clips, Intermediate Clutch Shuttle Valve—stuck, damaged	—Retighten bolts to specifications. —Inspect for damage. Replace as required —Inspect for damage. Service as required.	
Vehicle Speed input —Speedometer Gear—DRIVE—damaged —Speedometer Gear—DRIVEN—Gear and Shaft Assembly —Differential Assembly—damaged or missing	—Refer to Service Manual for teardown information on these gears Also refer to the appropriate shift routines as noted below.	
(Continued) (1888) (1888) (Continued)	sin Centrole	
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