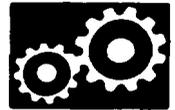


Symptom-to-Component Chart

Hydraulic System

PROBLEM	REFER TO
Engine runs, but car does not move in any gear.	1,3,4,5,7,8 9,39
Car moves in 2, but not in S or D.	8,10,11,12 58
Car moves in S or D, but not in 2.	8,13,14
Car moves in S,D, or 2, but not in R.	5,8,15,36
Poor acceleration Engine races when starting off in S: – Stall rpm high in S,D and 2	1,3,4,8,44 47
– Stall rpm high in S and D	8,10,12
– Stall rpm high in 2	8,14
– Stall rpm normal	16
– Stall rpm low	17,18,35,50 51
Excessive idle vibration	3,35,39,50 51
Shift-up speed is too fast or slow.	57
Jumps from 1st to 3rd in S.	57
Jumps from 1st to 4th in D.	54,57
Shift-up point too early/late: – 1st to 2nd, 2nd to 3rd, 3rd to 4th	57
– 1st to 2nd	22,53,57
– 2nd to 3rd	23,54,57
– 3rd to 4th	24,53,57
Harsh upshift from 1st to 2nd	14,19,23
Harsh upshift from 2nd to 3rd	19,24,26,33
Harsh upshift from 3rd to 4th	19,25,34,35
Harsh downshift from 2nd to 1st	19,23,26,40
Harsh downshift from 3rd to 2nd	19,24,30,41
Harsh downshift from 4th to 3rd	19,25,42
Engine races when shifting from 2nd to 3rd. (Shift point OK)	19,24,26,27 31,33
Engine races when shifting from 3rd to 4th. (Shift point OK)	19,25,30,34
Excessive shock when shifting from 2nd to 3rd (Shift point OK)	19,24,29,41 48
Excessive shock when shifting from 3rd to 4th (Shift point OK)	19,30,42,48
Car creeps forward in N. (Shift cable adjusted properly.)	12,14,16,33 36,37,38
Excessive time lag from N to S/D. (Shift cable adjusted properly.)	12,28
Excessive time lag from N to R (Shift cable adjusted properly.)	5,21,34

	PROBABLE CAUSE
1	ATF level too low
2	ATF level too high
3	Oil pump seized, gear damaged, foreign matter stuck in gear
4	Regulator valve stuck or spring weak/damaged
5	Servo shaft stuck
6	3rd gears worn/damaged
7	Mainshaft damaged
8	Shift cable misadjusted, cut or damaged
9	Final gear worn/damaged
10	Countershaft and one-way clutch seized/damaged
11	1st gears worn/damaged
12	1st clutch faulty a. Clutch piston stuck b. Foreign material stuck in clutch check valve c. Clutch O-ring worn/damaged d. Clutch disc worn e. Clutch feed pipe/O-ring worn/damaged
13	2nd gears worn/damaged
14	2nd clutch faulty a. Clutch piston stuck b. Foreign material stuck in clutch check valve c. Clutch O-ring worn/damaged d. Clutch disc worn e. Clutch seal ring seized/damaged
15	Reverse gears worn/damaged
16	Torque converter one-way clutch seized
17	Engine throttle cable misadjusted
18	Transmission throttle control cable misadjusted
19	Throttle valve B faulty
20	1–2 shift valve faulty
21	2–3 shift valve faulty
22	3–4 shift valve faulty
23	2nd accumulator faulty
24	3rd accumulator faulty
25	4th accumulator faulty
26	2nd orifice control valve faulty
27	Foreign material in main orifice
28	Foreign material in 1st orifice
29	Foreign material in 2nd orifice
30	3rd orifice control valve faulty



PROBLEM	REFER TO
<ul style="list-style-type: none"> – Abnormal noise in all gears, neutral and park – Engine accelerates up to 50 km/h, but not more – Vibration in all gears – Harsh to shift – Car has only 4th gear. – Transmission has no park. – Stall rpm is high, but clutch pressure OK in all positions. 	3,6,43 16 39 8,45 57 8,45 47
Harsh lock-up clutch disengagement <ul style="list-style-type: none"> – Engine stalls easily. – No power sound in low/middle speed – Noise/vibration in low/middle speed – Excessive shock while shifting 	18,19,49,50 51,52,55,56 57
Lock-up clutch hunts ON–OFF. <ul style="list-style-type: none"> – Tachometer needle swings large while driving. – Car shakes back and forth while driving. 	18,19,51,55 56,57
Lock-up clutch does not engage.	18,19,47,50 51,55,57

	PROBABLE CAUSE
31	Foreign material in 3rd orifice
32	Foreign material in 4th orifice
33	3rd clutch faulty a. Clutch piston stuck b. Foreign material stuck in clutch check valve c. Clutch O-ring worn/damaged d. Clutch disc worn e. Clutch feed pipe/O-ring worn/damaged
34	4th clutch faulty a. Clutch piston stuck b. Foreign material stuck in clutch check valve c. Clutch O-ring worn/damaged d. Clutch disc worn e. Clutch feed pipe/O-ring worn/damaged
35	Engine power low
36	Needle bearing seized
37	Washers/collars seized
38	Clutch clearance incorrect
39	Drive plate faulty or transmission assembly improperly installed
40	2nd check ball stuck
41	3rd check ball stuck
42	4th check ball stuck
43	Mainshaft/countershaft ball bearing damaged
44	Oil filter clogged
45	Body/case wire cable joint damaged
46	Modulator valve faulty
47	Torque converter check valve faulty
48	Foreign material in separator orifice
49	Lock-up timing valve B faulty
50	Lock-up shift valve faulty
51	Lock-up piston in torque converter faulty
52	Lock-up control valve faulty
53	Shift control solenoid valve A faulty
54	Shift control solenoid valve B faulty
55	Lock-up control solenoid valve A faulty
56	Lock-up control solenoid valve B faulty
57	Control unit system faulty
58	Servo control valve faulty