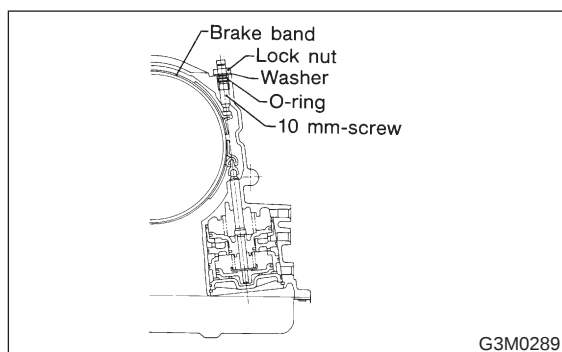


2. Brake Band

A: INSPECTION

If the following abnormal shifting conditions are noted in a road test, the brake band must be adjusted.

Improper brake band clearances and their symptoms	
Clearance	Problem
1. Too wide	Upshift from 1st directly to 3rd gear occurs.
2. Wide	- Engine rpm increases abruptly while upshifting from 1st to 2nd gear or 3rd to 4th gear. - Time lag of at least one second occurs during kickdown operation from 3rd to 2nd gear.
3. Small	"Braking" symptom occurs while upshifting from 2nd to 3rd gear.
4. Too small	Upshifts from 2nd to 4th gear and downshifts from 4th to 2nd gear occur repeatedly.



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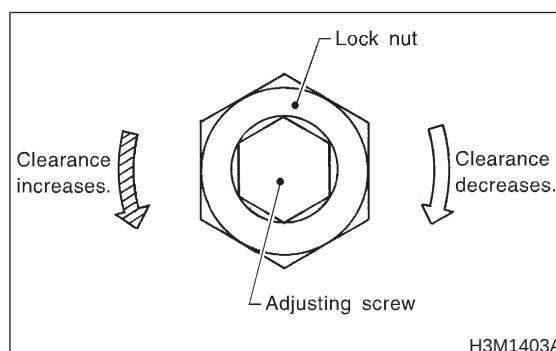
B: ADJUSTMENT

1) Immobilize the end of the 10 mm-screw projecting on the left side of the transmission case, and loosen the nut with a double-end wrench.

In the case of occurrence of problems 2. and 3. mentioned previously, perform the adjustment by loosening or tightening the nut within a range of 3/4 turn from this state.

CAUTION:

Do not loosen excessively; otherwise, the band strut on the servo piston will drop off.

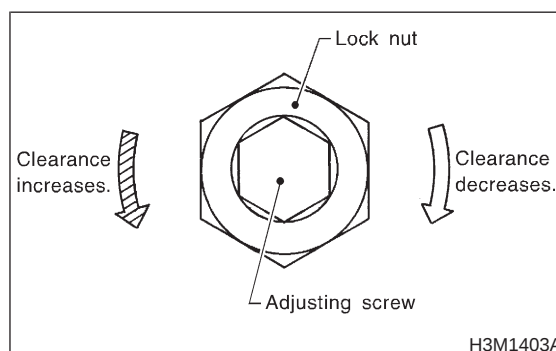


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2) In case of the occurrence of problems 1. and 4. mentioned previously, perform the adjustment as follows: Adjusting procedure: Tighten adjust screw to 9 N·m (0.9 kg-m, 6.5 ft-lb) torque, then back off three turns.

CAUTION:

Do not tighten the adjusting screw with an excessively large torque.



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3) With the adjusting screw immobilized, tighten the lock nut.

Tightening torque:

$26 \pm 2 \text{ N}\cdot\text{m}$ ($2.7 \pm 0.2 \text{ kg}\cdot\text{m}$, $19.5 \pm 1.4 \text{ ft}\cdot\text{lb}$)

