

Technical Service Bulletin

Of Interest ☐ General Manager ☐ Sales Manager ☐ Service Manager ☐ Parts Manager ☐ Service Technicians



CAR AND TRUCK

PART 1

You may encounter a A727 or A904 "LA" transmission in which the part throttle kickdown feature exhibits engine speed flare-up and a bump during a part throttle 3-2 kickdown in the 35 to 45 mph. speed range. This condition may be due to a faulty (low load) primary shuttle valve spring (Part No. 3515047), especially if all other shifts are normal. This low load condition cannot be determined by visual inspection of the spring.

Therefore, if the transmission exhibits the condition of engine speed flare-up during part throttle 3-2 kickdowns, but all other upshifts and downshifts are normal, replace the primary shuttle valve spring, (Part No. 3515047). (Shown on Page 21-103 of the 1971 Service Manual).

PART 2

If you encounter a condition of no 3-1 closed throttle downshift when cold (transmission stays in direct gear when vehicle is stopped), it may be caused by the valve body "1-2 Governor Plug" sticking in the upshifted position.

This problem will not damage the transmission, but may cause the customer to complain of either poor performance (transmission stays in direct gear), or jerky operation (transmission downshifts) when accelerating from a stop.

If there is a complaint of no 3-1 closed throttle downshift when cold, proceed as follows:

1. Inspect the valve body "1-2 shift valve" and "1-2 governor plug" and their bores for nicks, burrs, and/or dirt.
2. If no defects are found, the "1-2 governor plug" should be replaced with a new service part (Part No. 3515948) which is slightly reduced in diameter (.0004"). This slight reduction will allow the plug to be free in its bore at low temperature.
3. If this does not correct the problem, check for a sticking governor valve in the governor body assembly on the output shaft.

(Over)

June 23, 1971

Car #: D71-21-5

Truck:
71DT-21-2

TRANSMISSION

(1) Engine
Flare Up On
3-2 Kickdown

MODELS: All with
A727 & A904A
Transmissions

(2) No 3-1
Closed Throttle
Downshift When
Cold

MODELS: All
with A727 & A904A
Transmissions

(3) No Wide
Open Throttle
3-2 Kickdown

MODELS: All
with Automatic
Transmissions
and 340 & 426
C.I.D. Engines

P-1697-C

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COLT/CHALLENGER/CHARGER/CORONET/DART/MONACO/POLARA

Car #: D71-21-5
Truck: 71DT-21-2

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PART 3

Demon, Challenger and Charger vehicles with either the 426 C.I.D. engine or the 340 C.I.D. engine may have been built with an incorrect transmission throttle control lever (.130" too long). This lever causes reduced throttle valve travel, and thus possibly no wide open throttle 3-2 kickdown.

If you encounter the above mentioned condition, it may be corrected by the following procedure:

1. Remove throttle control lever and check center distance between the two larger holes. If it is not 1.81" (1-13/16), replace with correct lever (Part No. 2536270).
2. Re-set throttle linkage as per adjustment procedure outlined under "Transmission Throttle Linkage Adjustment 8-Cylinder Model with Three-Section Throttle Rod" on Page 21-85 of the Chassis Service Manual.

Listed below are the correct and incorrect lever assemblies.

	<u>Correct Lever Assy.</u>	<u>Incorrect Lever Assy.</u>
<u>Part Number:</u>	2536270	2536276

Length:

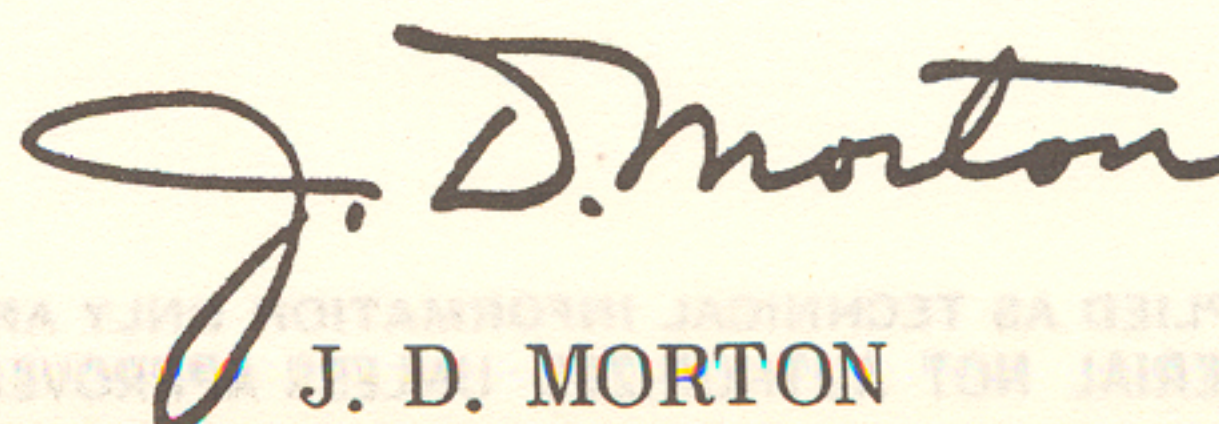
(Center distance between
the larger dia. holes)

1.81" (1-13/16) 1.94" (1-15/16)

Car assembly plants reported the following effective points at which only known OK parts were on-line for installation.

<u>Car Plant</u>	<u>V.I.N.</u>	<u>Date</u>
Windsor	RM23 HIR 216214	3/2/71
Los Angeles	RM23 HIE 142548	3/26/71
St. Louis	RH23 GIG 183876	3/1/71
Lynch Road	WH23 GIA 156400	2/25/71
Hamtramck - Line 1	LL29 GIB 300169	2/25/71
- Line 2	JS23 NIB 309268	2/25/71

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U. S. AUTOMOTIVE SALES & SERVICE