

Plymouth

CHRYSLER

IMPERIAL

Technical Service Bulletin

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

If you encounter erratic, delayed, or no shifts into Direct Drive (2-3 shift) or Reverse, it may be caused by a severely worn front clutch outer "short lip" seal, (Part No. 3410225). The following procedure will aid in diagnosing and correcting this condition.

1. Check line pressure and front servo release pressure (transmission in direct gear), and rear servo apply pressure (transmission in reverse), as per Service Manual "Hydraulic Control Pressure Tests", Section 21, Page 88. If the line pressure is within specification, but both front servo release and rear servo apply pressures are low, there is excessive leakage in the front clutch circuit.
2. Remove and disassemble the transmission to inspect the front clutch assembly.
3. Check the front clutch inner and outer seals for cuts and breaks. Severe wear can be checked by comparing the seals to the attached drawing or new seals.
4. Install new seals if inspection reveals the removed seals are defective.
5. Replace the front clutch retainer if the outer seal shows excessive wear. Excessive wear indicates the seal was rubbing against a rough surface which may cause a repeat failure.
6. Inspect all other affected parts. Replace if necessary per Service Manual instructions.
7. Reassemble transmission.



J. D. MORTON

Manager - Technical Services

U.S. AUTOMOTIVE SALES & SERVICE

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No. 71-21-11

TRANSMISSION

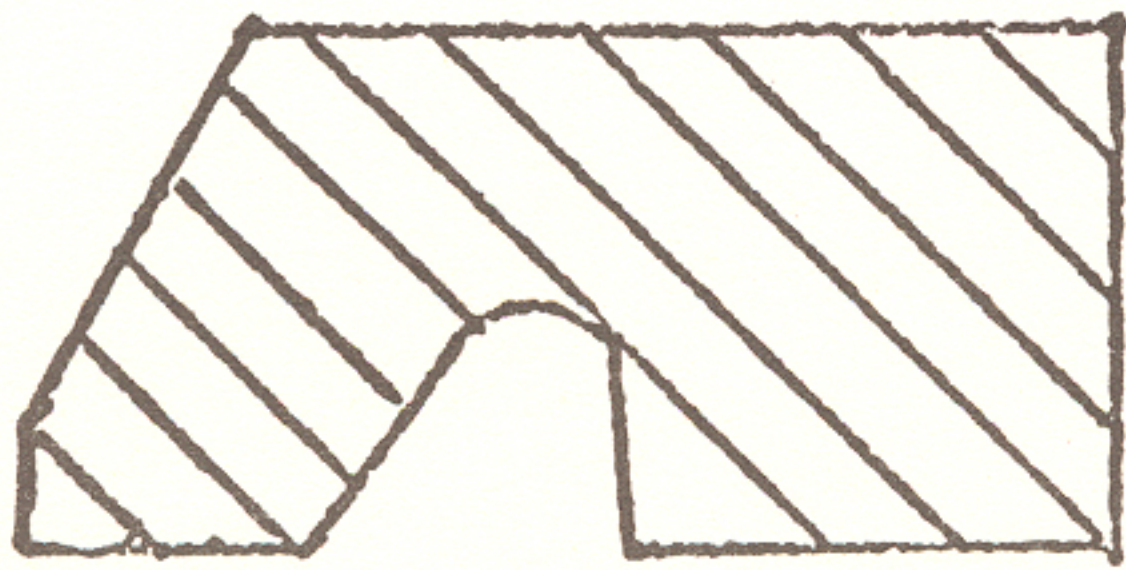
Erratic,
Delayed, or
No shifts into
Direct or
Reverse

MODELS: All
1971 Equipped
with A-727
Transmission

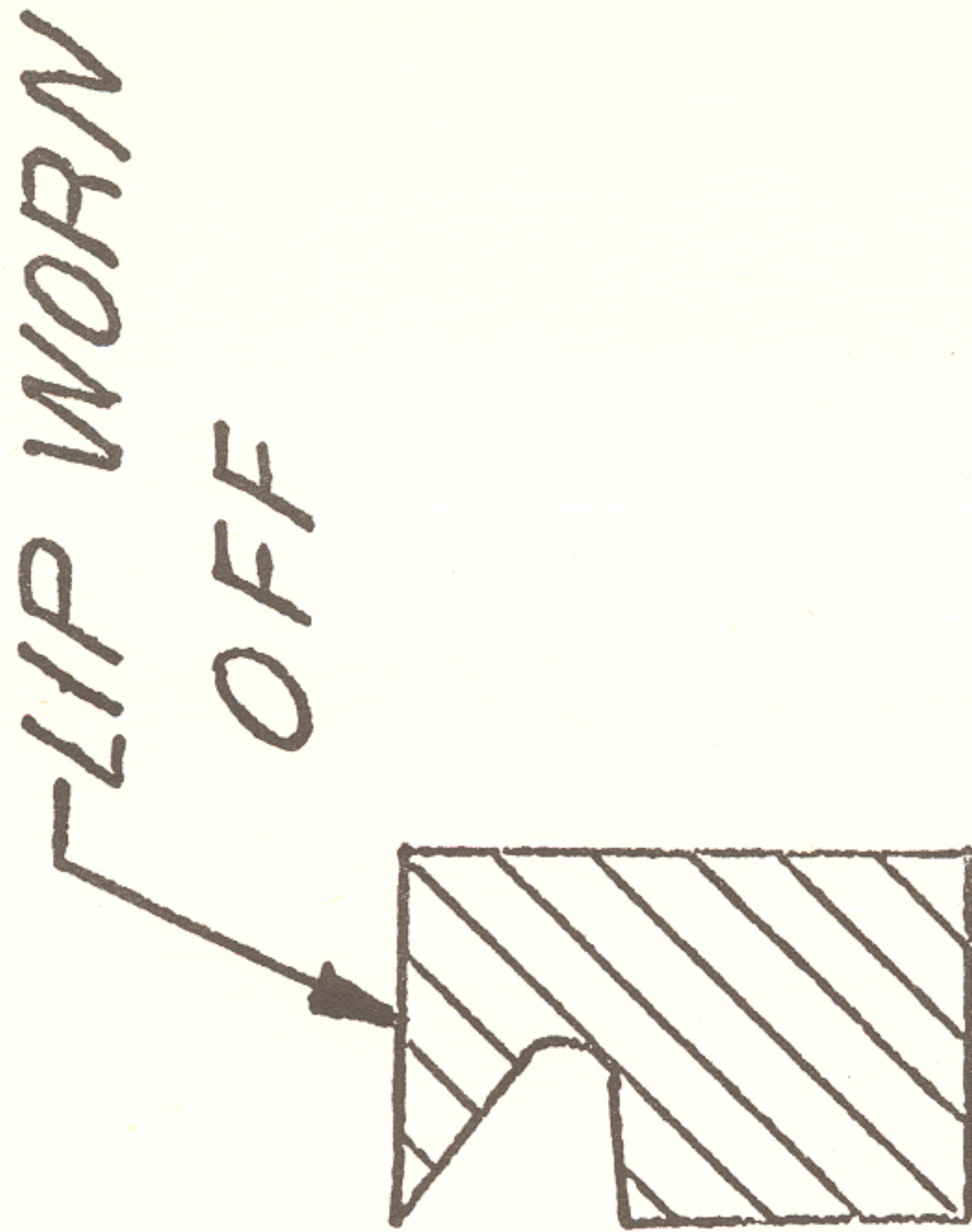
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This bulletin is supplied as technical information only and is not an authorization for repairs



FIGURE #1

CROSS SECTION OF
 A NEW 1971-A727
 TRANSMISSION SHORT
 LIP FRONT CLUTCH
 SEAL

FIGURE #2

CROSS SECTION OF
 A WORN OUT 1971-A727
 TRANSMISSION SHORT
 LIP FRONT CLUTCH
 SEAL