Brake Band Adjustment

by svxfiles and edited by ensteele

1) Open and prop the hood as needed.

2) Disconnect the negative battery cable.

3) Remove the air box from the throttle body and MAF. Five small hoses and the three inch connection are attached to the MAF.

4) This is the Air Box after it has been removed.

5) The adjustment lock nut and adjuster are hard to see.

6) The **lock nut** is still hard to see in this picture, but the 17 mm wrench is on it.

7) It is possible to loosen the lock nut with the correct wrench, lying on top of the starter and under the wiring loom. You can see the end wrench in the middle of the picture.

8) After getting the wrench on the nut, you will have to go by looking and then by feel. The picture below does not show much because you will have to look and feel your way through this process.

9) The Sears Companion 8 mm combination wrench is 5 1/2” long, making it a good choice for an adjustment wrench. The approximate price for this wrench is $2.99 plus tax.

10) The Lock Nut Wrench is 11 1/4” long, which is long enough to provide leverage, and still clear the wires on the starter.

11) This is a good set of Sears wrenches!

12) These are the specifications of the Automatic Transmission and Differential.

fluid pressure and quickly detect a leaking point. Also check for fluid leaks while shifting selector lever to "R", "2", and "1".

B: ADJUSTMENT

1. BRAKE BAND

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 upshift- ing from 2nd to 3rd gear.
4. Too small	Upshifts from 2nd to 4th gear and downshifts from 4th to 2nd gear occur repeatedly.

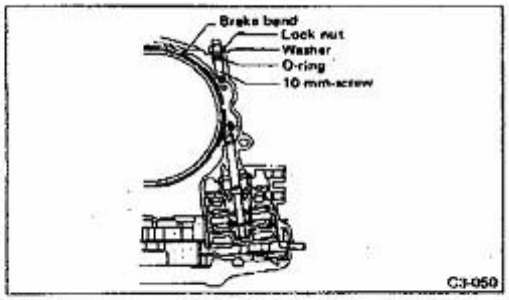

Fig. 85

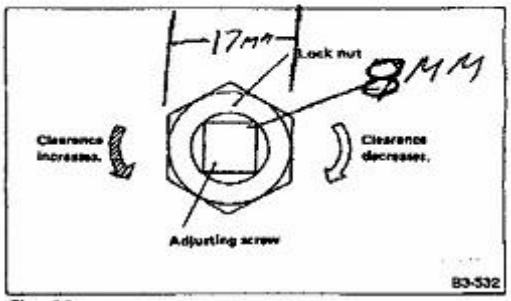

Fig. 86

● Adjustment of the adjusting screw

1) Using a socket wrench, immobilize the end of the 8 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 1) and 2) mentioned previously, perform the adjustment by loosening or tightening the nut within a range of 3/4 turn from this state.

Tool No.	Tool Name
398603610	SOCKET WRENCH

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

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.

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

3) With the adjusting screw immobilized, tighten the lock nut to 25 — 28 N·m (2.5 — 2.9 kg-m, 18 — 21 ft-lb) torque.

2. INHIBITOR SWITCH

The inhibitor switch allows the back-up lights to turn on when the selector lever is in the R range and the starter motor to start when the lever is in the N or P range. It