

Wheels: An e-mail from Yenci says, “I have a 1992 Ford Explorer. I recently began losing transmission fluid and realized that it was leaking through my vacuum modulator as you discussed in an earlier column. On the Explorers, you have to remove the catalytic converter in order to replace the modulator. So to make a long story short, the bolts were rusted on, so I had to take it somewhere for them to do the work. My problem is that now I’m having shifting problems. It seems that the timing of the shifting may be off. The engine will rev from about 2000 RPMs to 2500 during shifting from 2nd to 3rd gear under normal acceleration (similar to what would happen with a manual transmission if you did not take your foot off the accelerator while shifting). Do you have any suggestions?”

Halderman: The engine “flare” between shifts is not normal and indicates a problem with the engagement of the clutches inside the transmission. A vacuum modulator can cause the shifts to occur at different speeds due to several reasons including:

1. Many replacement valves are adjustable. Have it checked and adjusted it to achieve the proper shift points.
2. The valve is the wrong application. Check that the part number is correct.

There could be a pinched vacuum line or low engine vacuum. There should be at least 15 in. Hg. At the valve with the engine idling in park or neutral.

