Automotive Steering, Suspension, and Alignment, 8th Edition
Chapter 14

Name_____

SHORT ANSWER. Write the word or phrase that best completes each statement or answers the question.

1) What is the difference between a fluid flush and a fluid exchang

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2) What are severe driving conditions that may require that the automatic transmission fluid be changed more often than usual if driven under normal conditions?

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3) What are the typical steps involved with a band adjustment?

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4) What is the general seal replacement procedure?

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5) What issues may be the result of replacing fluid in a vehicle that has not had the specified fluid changes?

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1) Fluid flushing typically uses a chemical to dissolve varnish and other deposits. Fluid exchange usually means taking out the old fluid and replacing it with new fluid of the correct type. By using a fluid exchange machine, all of the fluid in the system is replaced.
Page Ref: 209

2) Severe driving conditions include the following:
• Frequent trailer pulling
• Heavy city traffic, especially in areas where the temperature exceeds 90°F (32°C)
• Very hilly or mountainous conditions
• Commercial use such as taxi or delivery service
• Police or ambulance usage
Page Ref: 207

3) To readjust a band, the usual procedure includes the following steps:
STEP 1 Loosen the lock nut on the adjuster screw several turns.
STEP 2 Tighten the adjuster screw to the specified torque. Special adjuster wrenches with preset torque settings are available for this operation.
STEP 3 Mark the adjusting screw position, and then back it off the specified number of turns. Hold the adjuster screw stationary and retighten the lock nut to the specified torque.
STEP 4 Road test the vehicle to check the adjustment.
Page Ref: 214

4) A chisel, slide hammer, or seal puller can be used to remove a seal after the shaft has been removed. When installing a seal over a shaft, it is good practice to protect the sealing lip with a seal protector, especially if there are any rough or sharp edges on the shaft.
Page Ref: 210

5) If the old transmission fluid is extremely dirty, be aware that when the fluid is changed, the new ATF contains a fresh supply of detergents and dispersants that could result in the following:
• Loosen varnish and other deposits that have accumulated inside the transmission
• Carry this material throughout the transmission, including valves and solenoids
• Possibly remove varnish that has formed over worn seals and open up a leak
• The supply of new friction modifier will increase the “slippery” level of the fluid, which might increase slipping on upshifts.
Page Ref: 207-208