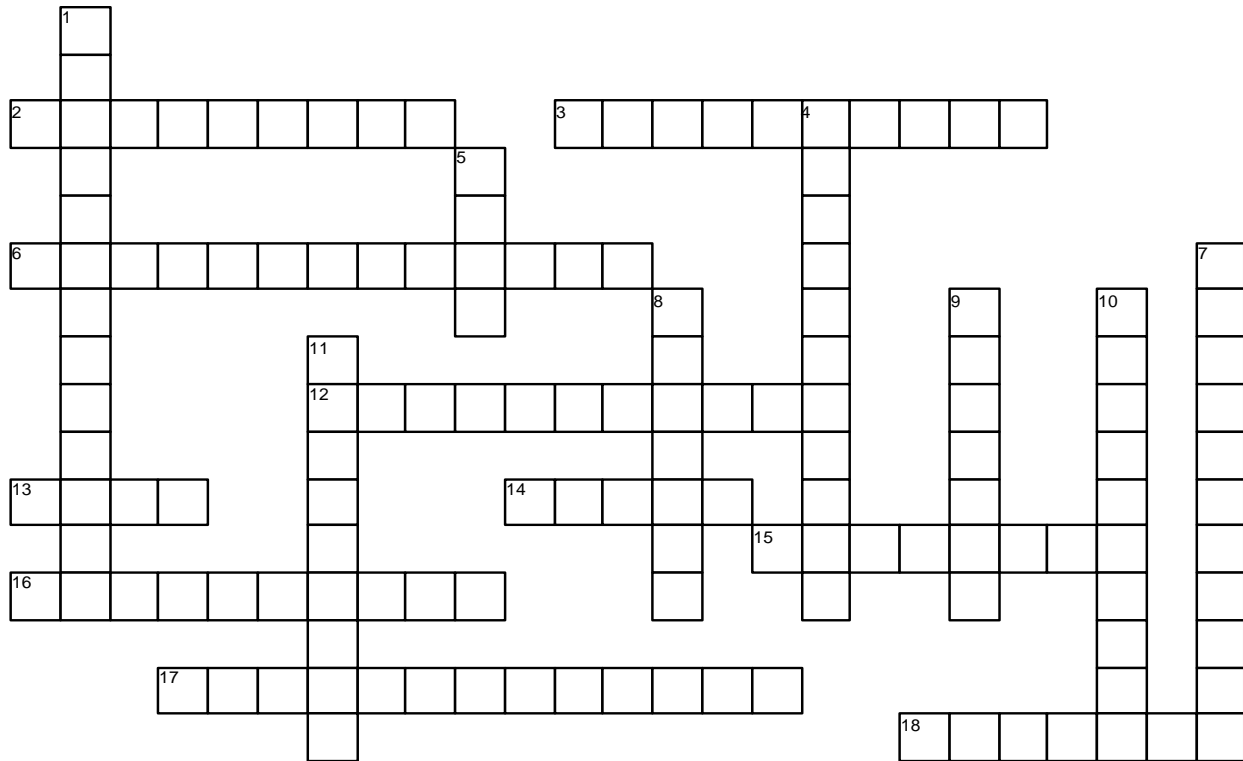


In-Vehicle Transmission/Transaxle Service

Chapter 14



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ACROSS

- 2 The shift _____ mechanism locks the shifter in park position when the ignition key is removed.
- 3 The lip of the seal should always be _____ to prevent wear.
- 6 _____ usually means taking out the old fluid and replacing it with new fluid of the correct type.
- 12 A _____ or old U-joint slip yoke can be used to stop a fluid leak.
- 13 The _____ in many transmissions is used only in manual ranges for engine compression braking and is expected to last the life of the transmission.
- 14 The _____ for a RWD transmission is aligned by a bolt through slotted holes in the _____.
- 15 If the flush is needed to remove solid debris, there must be enough flow _____ to break the material loose and carry it out of the component.
- 16 A chisel, slide hammer, or _____ can be used to remove a seal after the shaft has been removed.
- 17 _____ typically uses a chemical to dissolve varnish and other deposits.
- 18 More efficient flush machines will _____ the flow to increase the cleaning power.

DOWN

- 1 The _____ should be adjusted if the starter engagements occur in the wrong position or the transmission detents do not align correctly relative to the gear range pointer.
- 4 Fluid exchange machines are usually connected into the transmission _____ so that the machine can pump new fluid to the return lines as it captures the fluid leaving the transmission.
- 5 The main factor that determines transmission fluid life is _____ or how hot the fluid is during vehicle operation.
- 7 Most manufacturers recommend a _____ every 100,000 miles under normal driving conditions.
- 8 _____ are internal to the transmission and keep the manual valve aligned with the selected position.
- 9 _____ information should be checked to determine the exact adjustment procedure for each particular vehicle.
- 10 The _____ sheets for most transmission fluids indicate that there are a few safety hazards when working with new fluid.
- 11 The _____ goes through an unknown change inside the transmission that might cause it to be more of a hazard.