

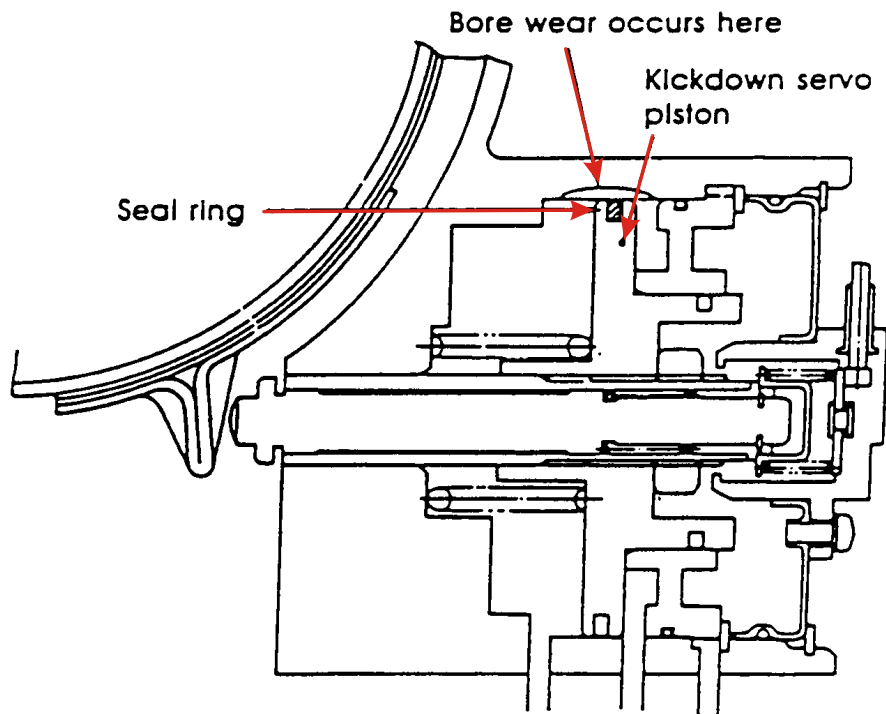
## KM 175 HARSH SHIFTS (SERVO SEAL)

### PURPOSE

The KM175 automatic transaxle In 1985-1987 Galant vehicles may exhibit one or more of the following hard shift symptoms.

- 1) Harsh or hard 2nd-3rd upshift and/or 4th-3rd downshift.
- 2) Harsh or hard 1st-2nd upshift and/or 2nd-3rd slipshift. A slip shift is a prolonged Interval between shifts without a substantial Increase of engine RPM.

These symptoms may be due to the kickdown servo piston not releasing properly. This Is caused by hydraulic fluid leaking past the seal ring of the servo piston as a result of wear In the piston bore (Figure 1). Because wear of the piston bore varies between vehicles, the severity of the symptoms will also vary.



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If hard shift symptoms are exhibited, remove the servo piston assembly from the transaxle and check the piston bore (transaxle case) for wear (Figure 2). If the bore wear is less than 0.023 In. (0.5 mm), the hard shift symptoms can be improved by installing a D-ring repair kit (P/N MD728665). This kit contains a rubber piston seal ring instead of the carbon material seal ring installed at the factory (Figure 3).

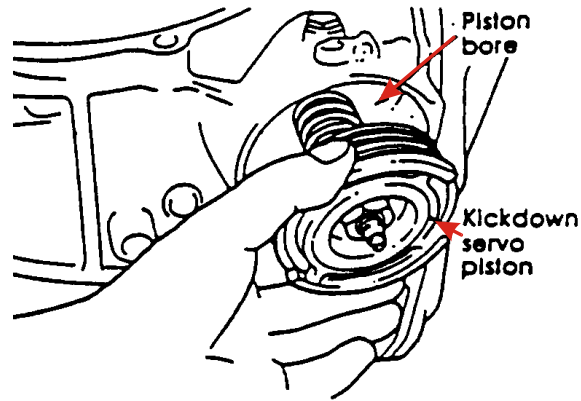


Figure 2

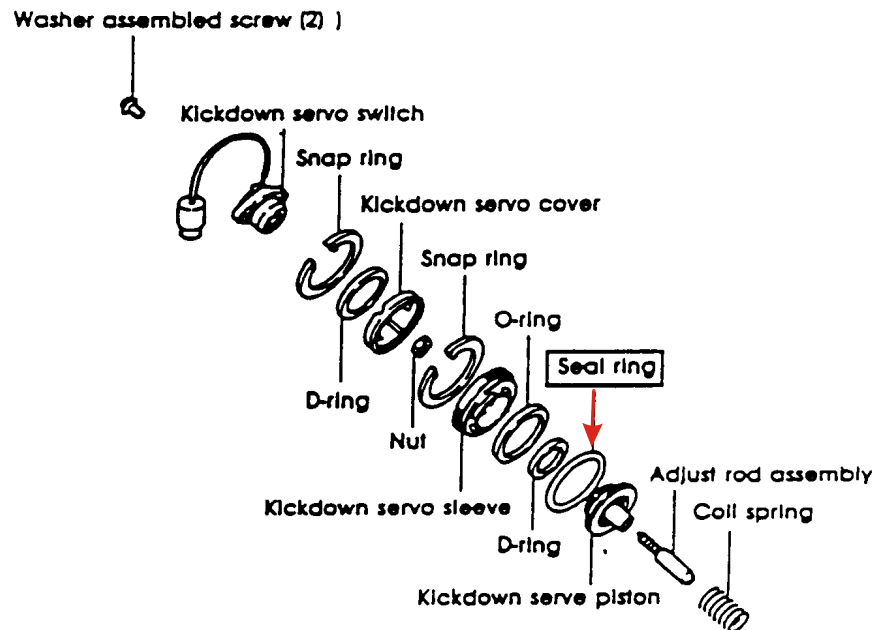


Figure 3