



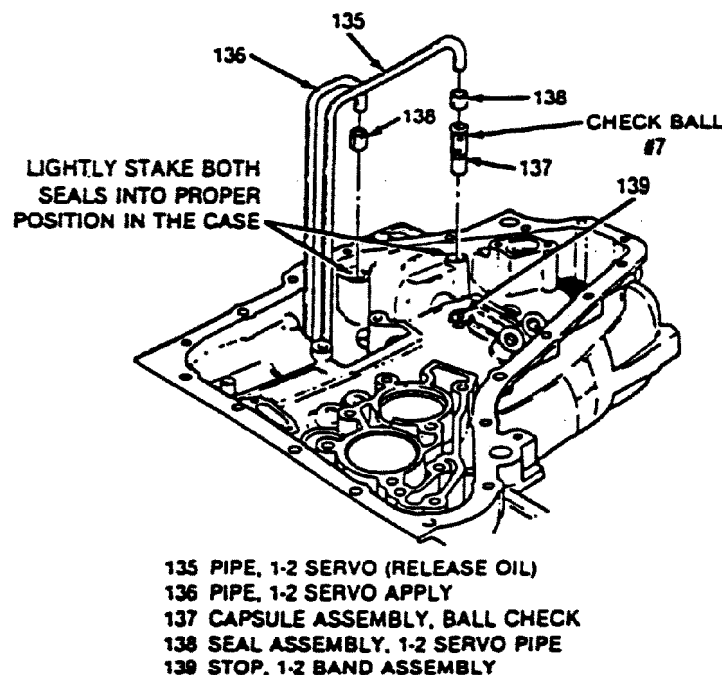
# Technical Service Information

## THM 440-T4 DELAY/SLIPS FORWARD

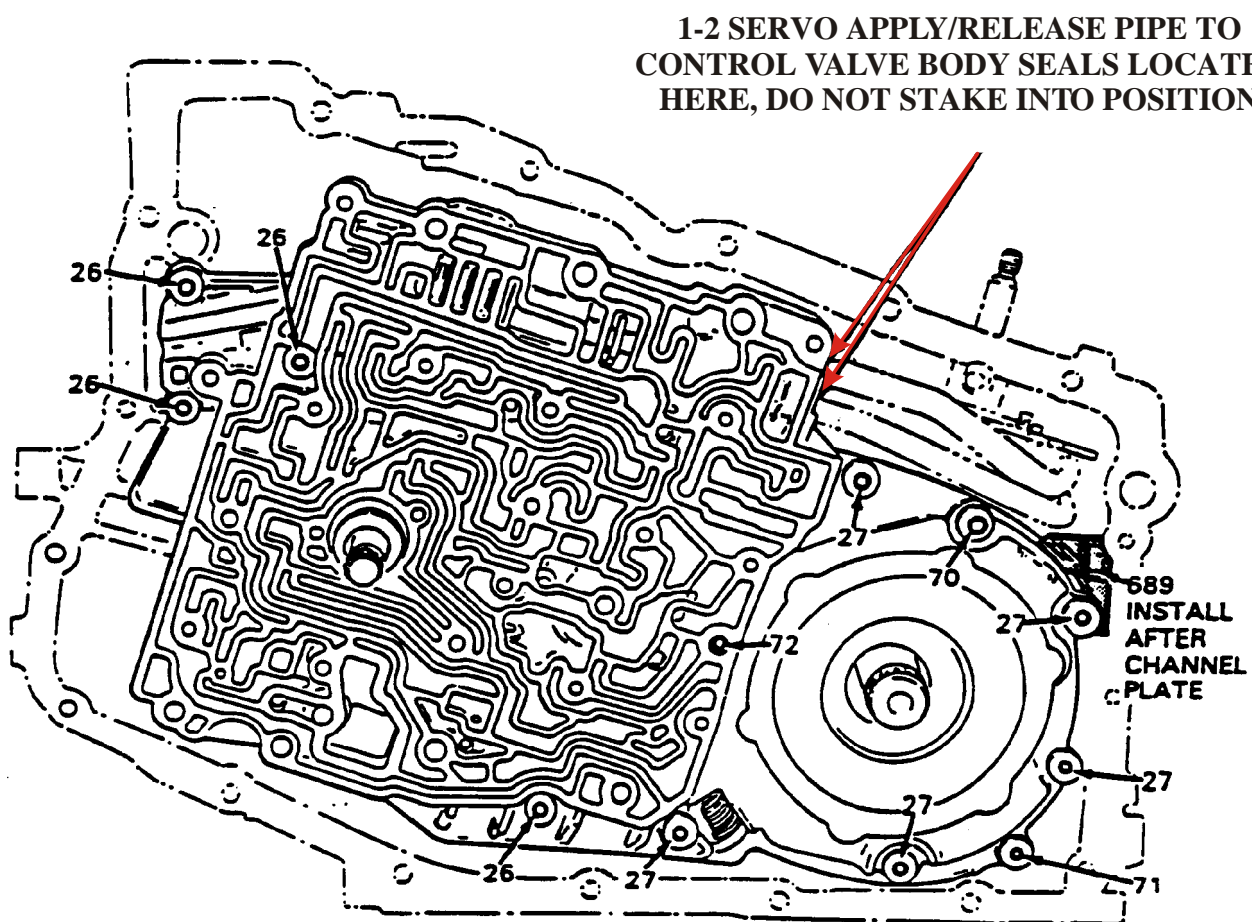
Some 1935 and 19S6 Cadillac equipped with a THM440-T4 transaxle may experience conditions of delayed forward engagement and slipping on take off from stops, or a 2-3 upshift bump, These conditions can be caused by a leak at the seals in the hydraulic circuits controlling apply and release of the 1-2 band.

Seals are included at both ends of the apply and release pipes (refer to Figures 1 and 2) and on the servo piston. Damaged seals in any position will effect operation of the servo. Leaking apply circuit seals will cause delayed engagement (forward only) and slipping when in first or second gears. Seal leaks in the release circuit will cause a 2-3 upshift bump, or tie up, due to inadequate band release (severe release circuit leak could result in a 2-3 upshift slip).

When performing transaxle service closely inspect the transaxle oil condition. Presence of burnt oil or metal debris indicates internal transaxle wear; Service via replacement with a SRT A transaxle or overhaul per procedures listed in the appropriate Service Information Manual. If the transaxle oil is not burnt and debris is not present inspect the servo pipe seals at both ends of each pipe and the 1-2 servo piston seals for damage. Replace any damaged seal as outlined in the appropriate Service Information Manual. When installing the servo pipes into the control valve body, ensure seal damage does not occur. Road test to ensure proper transaxle operation.



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