



# Technical Service Information

## NISSAN RL4F02A FLARE 2-3 SHIFT OR NO 2-3 SHIFT HOT

**COMPLAINT:** Some low mileage vehicles equipped with the RL4F03A/V Transaxle may exhibit a flare or slipping 2-3 upshift, or have no 2-3 upshift at all, after the transaxle is warm.  
UPON DISASSEMBLY AND INSPECTION THERE IS NO VISUAL ROOT CAUSE FOUND FOR THE CONDITION LISTED ABOVE.

**CAUSE:** NO. (1) - It has been determined that the inner "D" ring on the direct clutch piston wears badly and/or shrinks, creating a leak of direct clutch oil at the inner seal (See Figure 1).

NO. (2) - It has also been found that the direct drum is prone to cracking in the area around the inside diameter of the drum where the input shaft is attached to the drum, and is sometimes difficult to see visually (See Figure 2).

**CORRECTION:** NO. (1) - Remove the outer lip seal from the direct clutch piston and install the piston back into the direct drum with only the "D" ring in the piston. Rotate the piston and check the "D" ring for "Drag", as shown in Figure 3. "D" ring wear and/or shrinkage is what normally creates this complaint, and simply replacing the "D" ring solves the problem.

NO. (2) - If when checking the "D" ring for "Drag" as explained above, you determine the "D" ring DOES have sufficient "Drag", then a close inspection of the direct drum for cracks, in the area shown in Figure 2, is MANDATORY. Replace the direct drum as necessary.

NOTE: ATSG has found that the Chrysler A04/413 scarf-cut Teflon seal rings provide much better sealing of direct clutch oil, when they are used on the input shaft in this unit (See Figure 2).

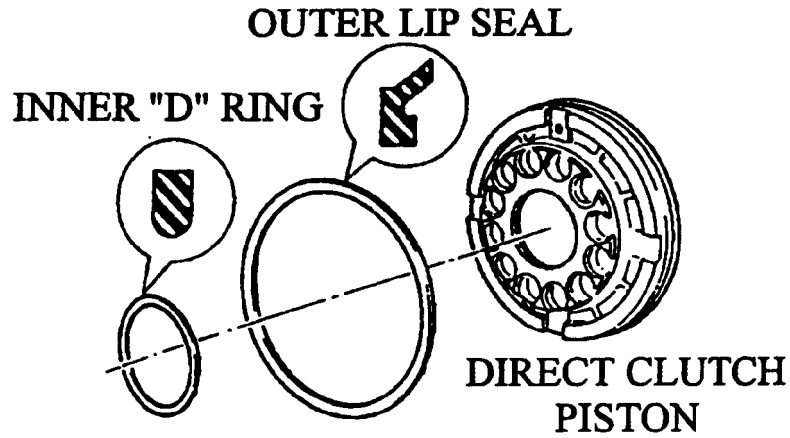


Figure 1

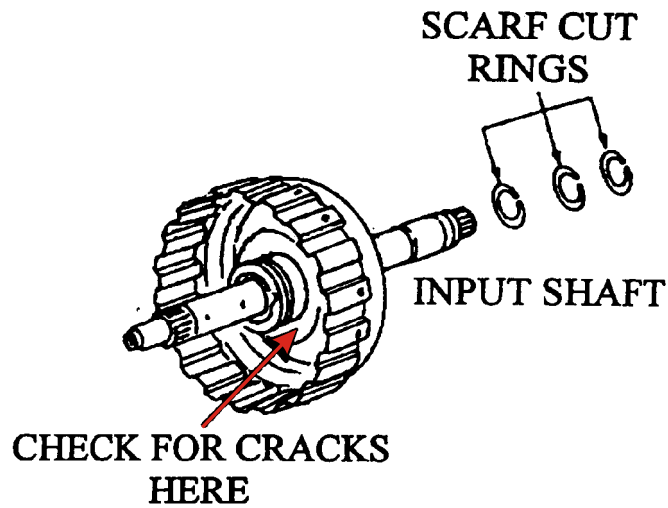


Figure 2

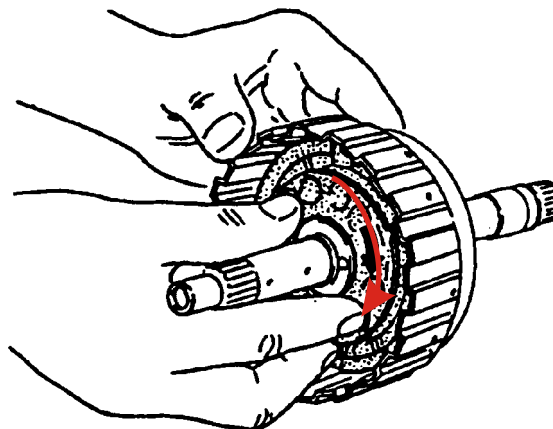


Figure 3