



DE LOREAN MOTOR COMPANY

SERVICE BULLETIN

NUMBER ST-16-10/81

CATEGORY: TECHNICAL

ATTENTION: ALL DMC DEALERS/SERVICE MANAGERS

SUBJECT: AUTOMATIC TRANSMISSION ADJUSTMENT AND CHECK PROCEDURES

In the event an automatic transmission complaint arises regarding shifting and/or operating irregularities, perform the following sequence of checks and adjustments.

Checking and Adding Automatic Transmission Fluid

1. Ensure that the vehicle is parked on level ground and the parking brake is applied.
2. With the selector lever in the "P" Park position, start the engine and run until coolant fans operate.

Note: A/C off.

3. Check the fluid level with the transmission selector in the "P" Park position and the engine running at idle. The fluid level, on the dipstick, should be checked when condition has been met in Step 2 using hot mark on transmission dipstick.
4. If additional fluid is necessary, add required amount through the automatic transmission dipstick tube to bring the level to the hot fill mark on the dipstick.

Note: Use ATF containing Dextron II. Do not over fill.

Throttle Adjustment

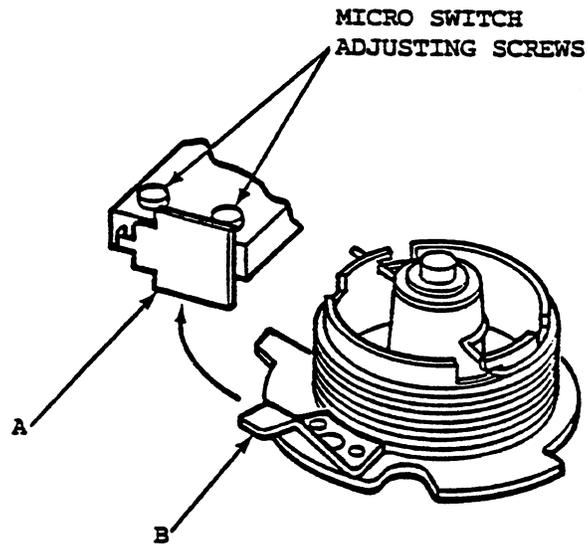
1. With the engine off, have an assistant depress the accelerator pedal fully while observing the throttle plates. Make sure the plates open fully. Adjust throttle cable, if necessary.

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Microswitch Adjustment

1. Working in the engine compartment with the ignition off, open the throttle plates to the full throttle position.
2. Loosen the microswitch attaching screws and position the switch so that it is activated in the full throttle position (See illustration). Tab B should contact and activate Switch A at full throttle.
3. Tighten the switch attaching screws.
4. Disconnect wires at microswitch and, using an ohm meter, have an assistant depress the throttle to the floor and check to ensure that the microswitch is activated.



Check Electrical System Connectors

1. Remove cover protecting coil and electrical connectors in right corner of engine compartment.
2. Locate red electrical gang connector mounted on wall of engine compartment. (FIG. A)
3. The wiring harness is equipped with connectors for both the manual transmission (FIG. B) and the automatic transmission (FIG. C).
4. Ensure that the connector applicable to automatic transmission vehicles (FIG. C) is plugged into the red connector (FIG. A).

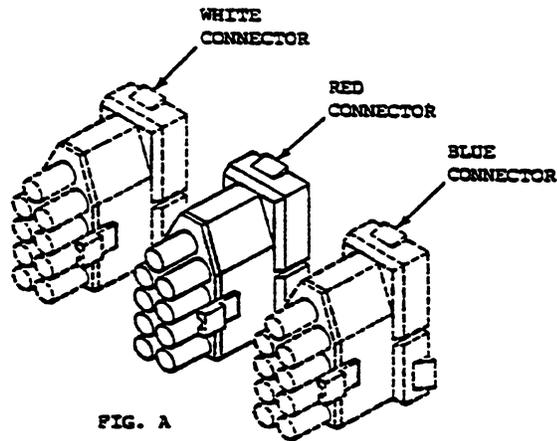
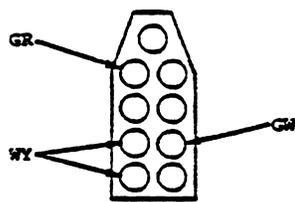
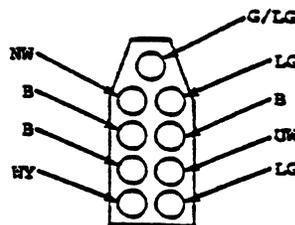


FIG. A



MANUAL TRANSMISSION

FIG. B



AUTOMATIC TRANSMISSION

FIG. C

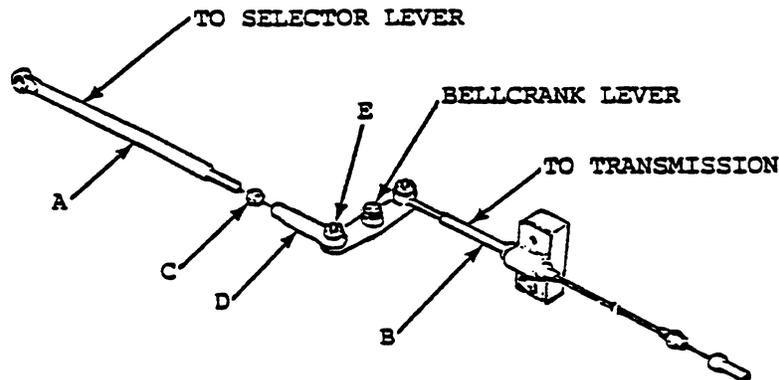
COLOR CODE

B	BLACK	P	PURPLE
G	GREEN	R	RED
K	PINK	S	SLATE
LG	LIGHT GREEN	U	BLUE
N	BROWN	W	WHITE
O	ORANGE	Y	YELLOW

Selector Linkage Adjustment

1. Raise the vehicle on a hoist.
2. Disconnect the gear selector tube "A" from its bellcrank lever connection "E".
3. Lower the vehicle and place the selector lever in the "P" Park position. Ensure that the lever locking mechanism is fully seated and the lever is locked in position.
4. Raise the vehicle and place the transmission in "Park" by thrusting the selector cable "B" completely forward.

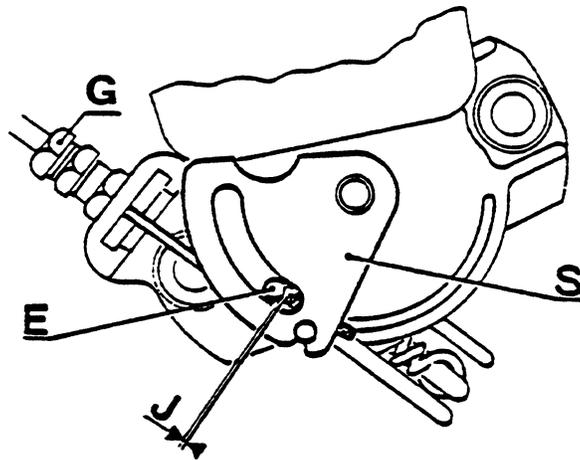
Note: Ensure that the transmission is in the "Park" position by holding one rear wheel stationary and attempt to rotate the other rear wheel. The parking pawl should drop into position and lock the wheel.



5. Loosen locknut "C" and lengthen or shorten gear selector tube "A" by turning "D" until it will slip over its bellcrank lever connection "E" easily (without binding).
6. Retighten the gear selector tube to its bellcrank lever connection "E" and retighten locknut "C".
7. Lower the vehicle.

Governor Control Cable Adjustment

1. With an assistant in the vehicle, raise it on a hoist.
2. With the engine turned off, have the assistant depress the accelerator pedal to the floor (full throttle position).
3. Loosen the cable locknut and adjust the cable sleeve stop "G" at the governor and to obtain clearance "J" between quadrant arm and the stop peg "E"/clearance should be: 0.3 - 0.5 mm (0.12 - 0.20 in.) (See illustration).



Note: If the cable cannot be adjusted properly at the governor end, the cable housing can be lengthened or shortened at the throttle linkage end. Repeat adjustment procedure after changing the housing position.

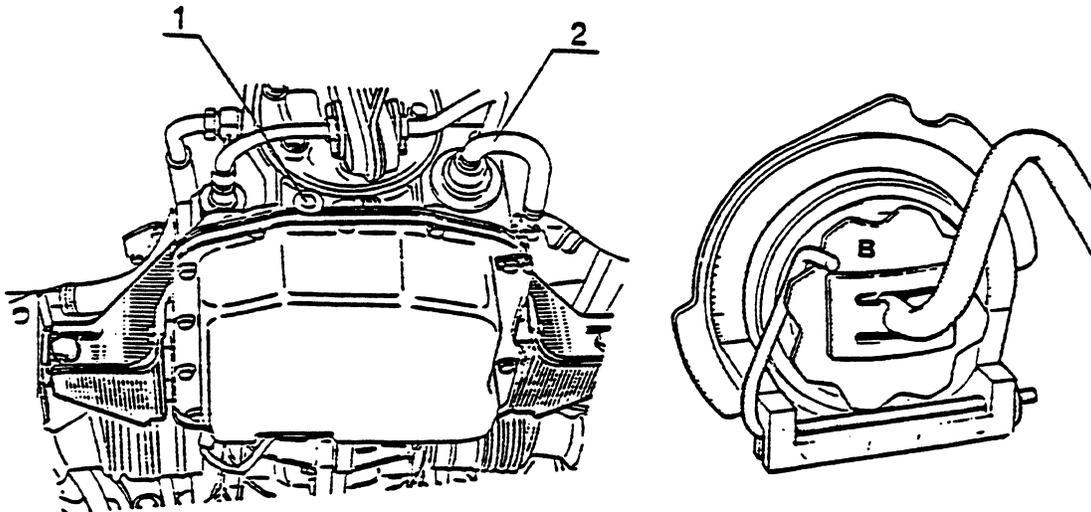
4. Tighten the locknut at "G".
5. Lower the vehicle.

Transmission Fluid Pressure Check and Adjustment

1. Operate vehicle until transmission reaches normal operating temperature (cooling fans cycling - A/C off). Check and adjust transmission fluid level.
2. With an assistant in the vehicle, raise the vehicle securely positioned on a hoist allowing the rear wheels to turn freely.

Caution: Stand clear of rear wheels.

3. Connect the transmission pressure gauge J21867 to the main line pressure fitting located at the rear of the transmission below the fluid pump. (Figure 1) Caution: Fluid is hot.



4. Disconnect the vacuum hose from the vacuum modulator. (Figure 2)
 5. Start the engine, place the transmission selector lever in "Drive", and run the engine up to 2,500 RPM at which point the transmission will have shifted into third gear.
 6. Read transmission fluid pressure; the pressure should be 8 bar \pm .2 (113 PSI \pm 3) when the transmission fluid temperature is at normal operating temperature.
 7. Adjust the fluid pressure by unlocking the retaining clip and rotating the vacuum modulator in its housing. (Figure B)
- Note: Turning the modulator clockwise will increase the fluid pressure. One notch of movement will change the pressure approximately 0.1 Bar (1.5 PSI).
8. Install the modulator retaining clip, refit the modulator vacuum hose, and remove the fluid pressure gauge.
 9. Lower the vehicle, check and adjust transmission fluid level.