

(I will explain the old adage of service the Transmission or not) Back in the 50s 60s 70s 80s. Transmissions ran really hot causing the ATF to varnish. Varnish has a yellow tint to it which I have not seen in 20 years partly because of the type of oil used today and the fact transmissions don't run as hot as they used to. When you serviced a Transmission with varnished ATF the new ATF would cut the varnish loose sticking the valves. The Transmission would not stick the shift valves or the pressure regulator valves because these valves have strong return springs and the valves have really sharp lands witch would cut the varnish in half. On the other hand the governor valves had very light or no return springs so the varnish would stick theses valves with no problem. The Transmission really wasn't hurt but it would start off in 2nd or 3rd gear because the primary or secondary valve would not return to there home position which is 1st gear. The governor was controlled by the output shaft speed and centrifugal force. At about 15 mph the heavy primary valve would stroke causing a 1-2 shift at about 30 mph the secondary light valve would stroke causing a 2-3 shift. When the vehicle came to a stop if the primary or secondary valve did not return to there home position you had a wrong gear start on take off. Interesting thing is if you had a pressure gauge on the governor pressure port you would see 0 psi with the vehicle running at a stand still. As the vehicle started moving you would see the pressure rise 1 psi per mile per hour. 50 mph = 50 psi and so on. When the governor valve or valves stuck you would see some kind of pressure as the vehicle came to a stop causing wrong gear starts. The Transaxle in Paul and James video did not have a varnished Transaxle. The ATF was a brown in color servicing that Transaxle/Transmission with a new filter and fluid would not have hurt that unit at all. The lube Gard INSTANT SHUDDER FIX would work even better and longer if the unit would have been serviced and flushed. Paul's Transmission & Repair 40+ years building Transmissions of all types. (Great video and info you guys) Also that Transaxle has no mechanical governor it was replaced by the speed sensor.



Like Grove, Tony Lasich and 45 others

7 Comments 4 Shares

Like

Comment

Share

(I will explain the old adage of service the Transmission or not) Back in the 50s 60s 70s 80s. Transmissions ran really hot causing the ATF to varnish. Varnish has a yellow tint to it which I have not seen in 20 years partly because of the type of oil used today and the fact transmissions don't run as hot as they used to. When you serviced a Transmission with varnished ATF the new ATF would cut the varnish loose sticking the valves. The Transmission would not stick the shift valves or the pressure regulator valves because these valves have strong return springs and the valves have really sharp lands witch would cut the varnish in half. On the other hand the governor valves had very light or no return springs so the varnish would stick theses valves with no problem. The Transmission really wasn't hurt but it would start off in 2nd or 3rd gear because the primary or secondary valve would not return to there home position which is 1st gear.

The governor was controlled by the output shaft speed and centrifugal force. At about 15 mph the heavy primary valve would stroke causing a 1-2 shift at about 30 mph the secondary light valve would stroke causing a 2-3 shift. When the vehicle came to a stop if the primary or secondary valve did not return to there home position you had a wrong gear start on take off. Interesting thing is if you had a pressure gauge on the governor pressure port you would see 0 psi with the vehicle running at a stand still. As the vehicle started moving you would see the pressure rise 1 psi per mile per hour. 50 mph = 50 psi and so on. When the governor valve or valves stuck you would see some kind of pressure as the vehicle came to a stop causing wrong gear starts. The Transaxle in Paul and James video did not have a varnished Transaxle. The ATF was a brown in color servicing that Transaxle/Transmission with a new filter and fluid would not have hurt that unit at all. The lube Gard INSTANT SHUDDER FIX would work even better and longer if the unit would have been serviced and flushed. Paul's Transmission & Repair 40+ years building Transmissions of all types. (Great video and info you guys) Also that Transaxle has no mechanical governor it was replaced by the speed sensor.

 477 Grove, Tony Lasich and 45 others

7 Comments 4 Shares

Like

Comment

Share