

# Technical Bulletin

**Model**  
928S

**Group**  
3

**Subject:** Automatic Transmission  
Jolts When Shifting

**Part Identifier**  
3735

**Number**  
8706

928 Automatic  
Model Year 1985 and 1986 only!

In case of complaints of strong jolts when the transmission shifts, the following checks and adjustments should be made before replacing components.

1. Test drive the car to verify the complaint.
2. If the complaint is verified, check engine tuning (ignition timing, idle speed, C.O. value, cold running performance, transition and power output).
3. Check ATF level and, if necessary, correct to specifications.
4. Check control pressure cable adjustment. Refer to 928 Workshop Manual Volume III, Page 37-115.
5. Low vacuum at modulator valve causes shift jolts. Disconnect vacuum line from transmission and check vacuum with engine running. Test value approx. 0.6 bar (600 millibar) or 17.7 in. Hg. If necessary, blow out vacuum line or repair leaks.
6. Too high modulator pressure causes shift jolts. Connect pressure gauge and check modulator pressure. If necessary, adjust to 4.4 + 0.05 bar. Refer to 928 Repair Manual Volume III, Page 38- 108.

Test conditions:

ATF temperature, approx. 80 degrees Celcius (176 degrees F). Vacuum line disconnected and plugged. Drive car on the road and accelerate to 30 mph with shift lever in position 'D'. Check reading on pressure gauge.

Disconnect pressure gauge and reconnect vacuum line.

Test drive car again.

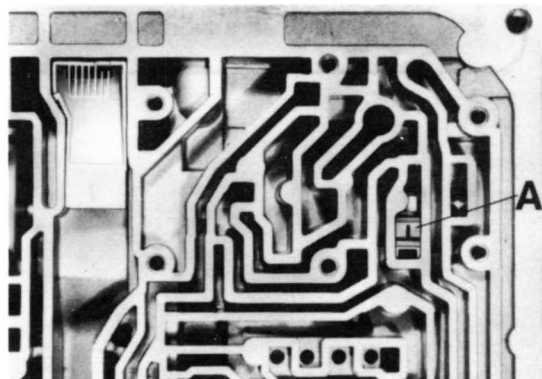
If shifting did not improve, the following parts should be replaced.

Part Numbers:

722 270 300 7	Valve body
126 277 961 4	Transfer plate
126 277 078 0	Gasket
126 270 105 0	Temperature restrictor (red) (A in picture)
126 270 267 9	Modulating pressure valve (green)

Refer to Workshop Manual 928 Volume III Group 38, Page 123-134.

Recheck modulator pressure and, if necessary, adjust to 4.4 + 0.05 bar.



**A = Temperature restrictor  
in transmission housing**



## SERVICE

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