## DO YOU DRIVE:

- MORE THAN 15,000 MILES A YEAR
- IN STOP-AND-GO TRAFFIC
- ON SNOW AND ICE
- IN DUSTY AND DIRTY CONDITIONS
- IN TEMPERATURES ABOVE 90°F
- ON HILLY OR MOUNTAINOUS TERRAIN
- OR SOMETIMES TOW A TRAILER OR A BOAT?

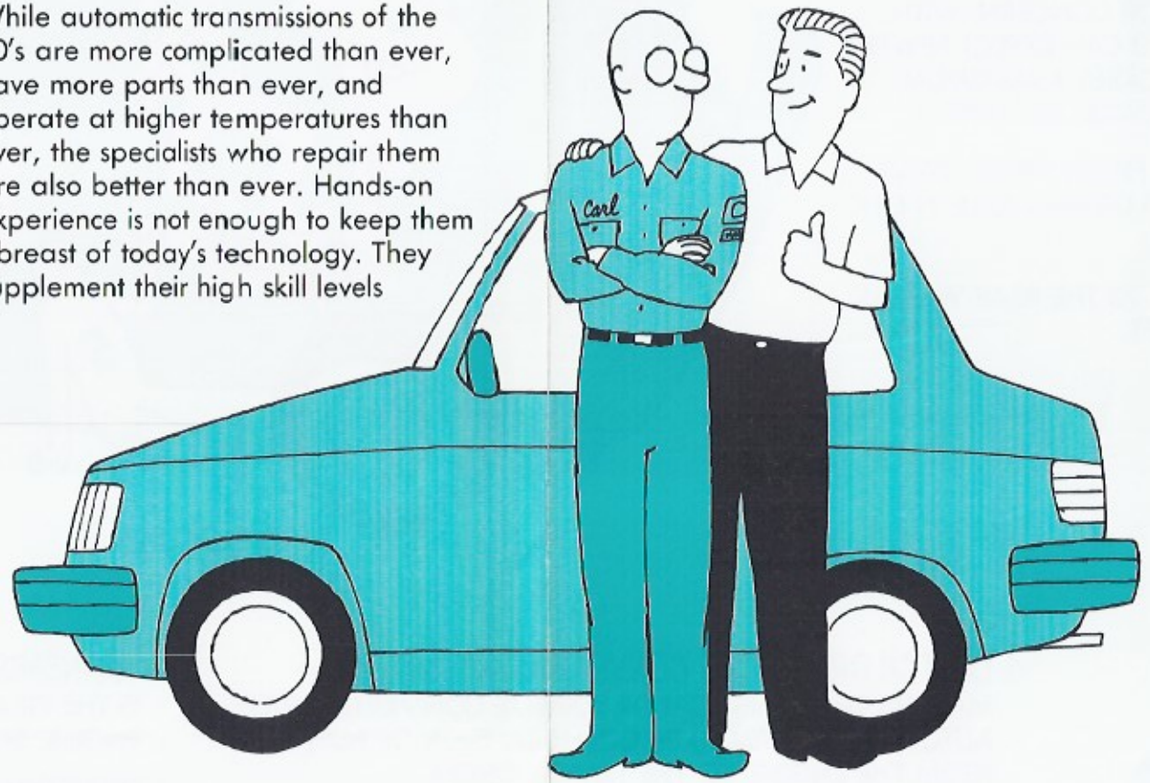
THEN YOUR DRIVING CONDITIONS ARE CONSIDERED "SEVERE".

YOU SHOULD CHANGE YOUR TRANSMISSION FILTER AND FLUID EVERY 15,000 MILES.

CHECK YOUR OWNER'S MANUAL.

# HAVE CONFIDENCE IN YOUR TRANSMISSION SPECIALIST

While automatic transmissions of the 80's are more complicated than ever, have more parts than ever, and operate at higher temperatures than ever, the specialists who repair them are also better than ever. Hands-on experience is not enough to keep them abreast of today's technology. They supplement their high skill levels through subscribing to technical services, through study of manufacturers' manuals and updates, and through reading trade publications.




ASE CERTIFIED

FOR TRANSMISSION SERVICE AND REPAIR, SEEK OUT TECHNICIANS WHO DISPLAY PROOF OF THEIR TRAINING AND CERTIFICATION.

There are thousands of such specialists. Perhaps one of them gave you this brief insight into how to keep your automatic transmission alive and well.

CCC car care council

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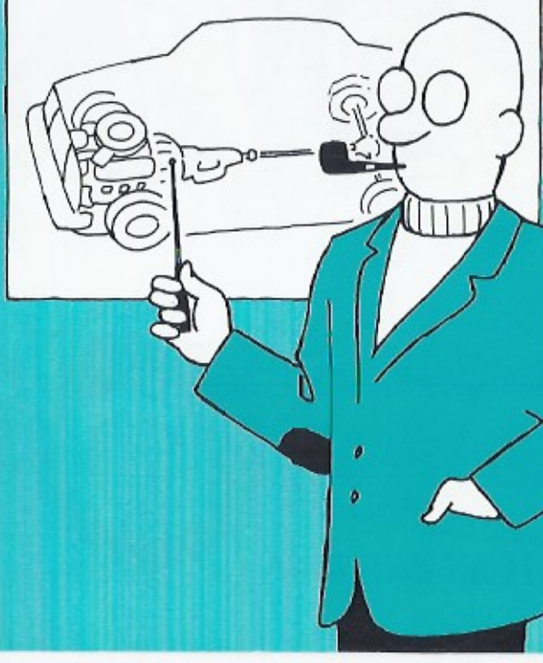
# WHAT YOU SHOULD KNOW ABOUT YOUR CAR'S DRIVE TRAIN

**DRIVE TRAIN:** All power-transmitting components between the engine and the wheels, including the clutch, torque converter, transmission, transaxle, U-Joints, c.v. joints, drive shaft, differential and axles.

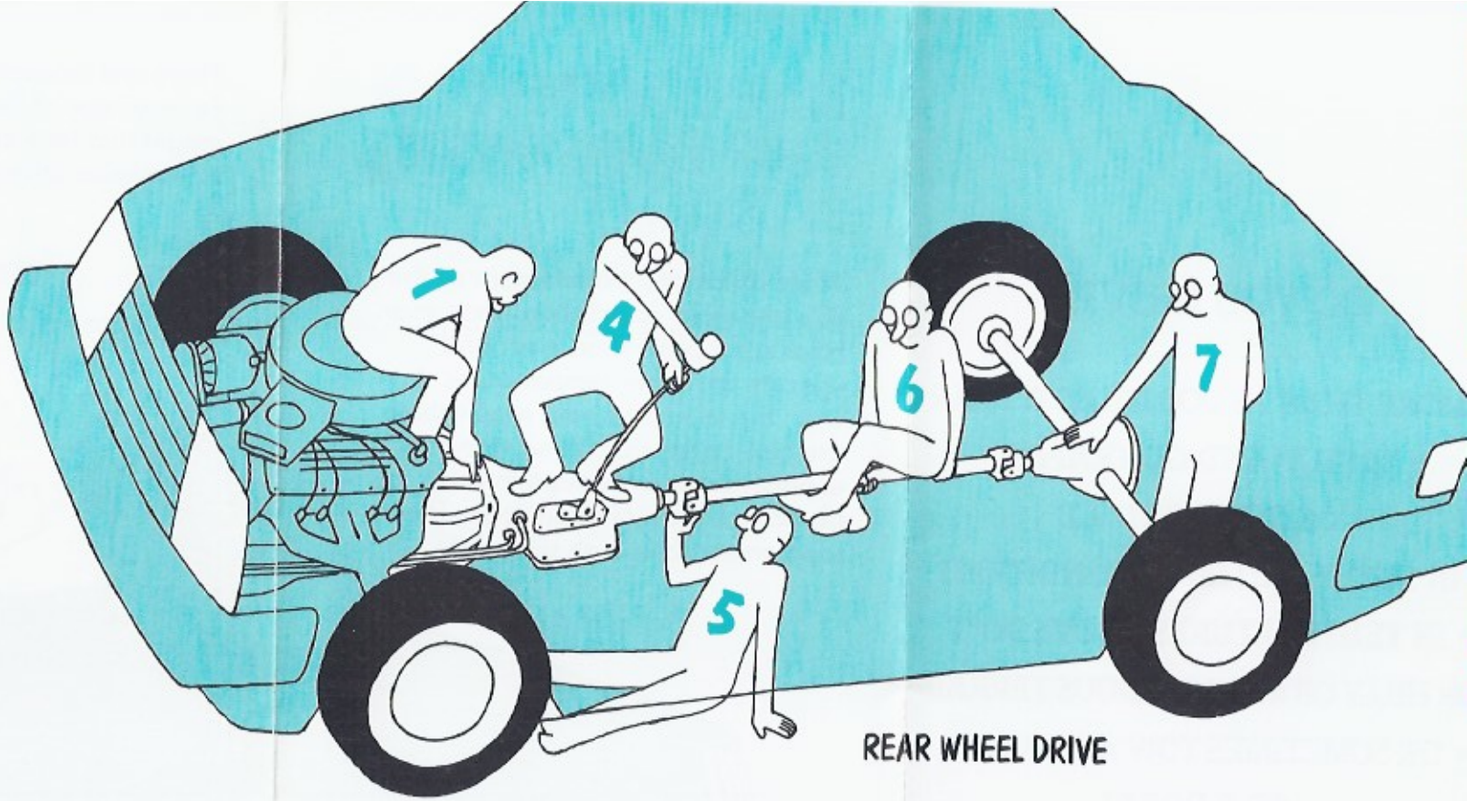


MOST OF US DON'T THINK MUCH ABOUT OUR VEHICLE'S DRIVE TRAIN UNTIL SOMETHING GOES WRONG: STRANGE NOISES, LEAKS OR SHIFTING PROBLEMS. THAT'S WHEN WE BEGIN WORRYING ABOUT A BIG REPAIR JOB.

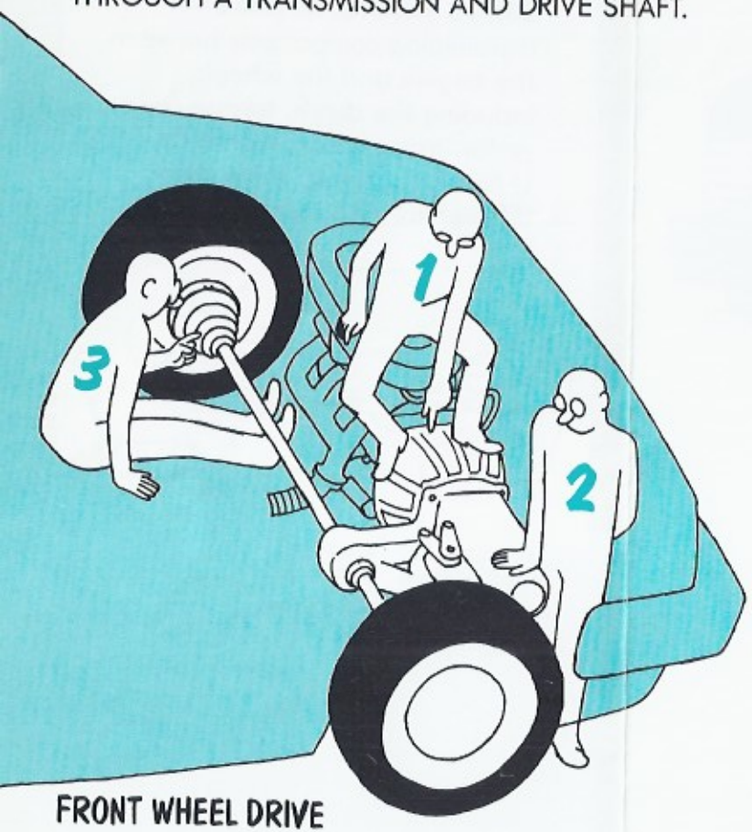
THE MORE YOU KNOW ABOUT YOUR CAR AND THE SHOP THAT REPAIRS IT, THE LESS REASON YOU'LL HAVE FOR CONCERN. WITH REGULAR CHECKING AND MAINTENANCE YOU CAN EXPECT FEWER AND SMALLER REPAIR BILLS. NOTE: IN MOST CASES A MAXIMUM COST CAN BE GIVEN BY THE REPAIR SHOP. ALWAYS REQUEST IT.

IS YOUR CAR FRONT WHEEL DRIVE OR REAR? FRONT WHEEL DRIVE INCORPORATES ENGINE, TRANSMISSION AND DRIVING AXLE IN ONE COMPACT UNIT.

REAR DRIVE DELIVERS FRONT ENGINE POWER TO THE REAR WHEELS THROUGH A TRANSMISSION AND DRIVE SHAFT.




REAR WHEEL DRIVE




FRONT WHEEL DRIVE

1 **CLUTCH OR TORQUE CONVERTER**—**CLUTCH** WITH MANUAL TRANSMISSION OR **TORQUE CONVERTER** WITH AUTOMATIC—PERMITS SMOOTH TRANSFER OF POWER FROM THE ENGINE TO THE TRANSMISSION.

2 **TRANSAXLE** IS THE COMBINED TRANSMISSION AND DRIVING AXLES IN A COMPACT UNIT, SAVING WEIGHT AND SPACE INSIDE THE PASSENGER COMPARTMENT.

3 **CV (CONSTANT VELOCITY) JOINTS** DELIVER POWER TO THE WHEELS, TWISTING AND FLEXING LIKE A WRIST JOINT AS THE STEERING WHEELS TURN AND THE SUSPENSION MOVES OVER BUMPS. THEY ARE PACKED WITH GREASE AND COVERED WITH RUBBER BOOTS.

4 **TRANSMISSION** WHETHER FRONT DRIVE OR REAR, THIS IS THE GEAR SHIFTING MECHANISM THAT MATCHES ENGINE SPEED TO ROAD SPEED AND LOAD.

5 **UNIVERSAL JOINTS** PROVIDE FLEXIBILITY ON A REAR DRIVE VEHICLE BETWEEN THE TRANSMISSION AND THE REAR AXLE, ALLOWING THE AXLE TO MOVE WITH THE IRREGULARITIES IN THE ROAD.

6 **DRIVE SHAFT** IS THE TUBULAR COMPONENT CONNECTING THE TRANSMISSION TO THE REAR AXLE.

7 **DIFFERENTIAL** IS THE ROUND HOUSING AT THE CENTER OF THE REAR AXLE. IT DIRECTS POWER TO THE DRIVING WHEELS AND, THROUGH ITS GEARING MECHANISM, PERMITS WHEELS TO TURN AT DIFFERENT SPEEDS IN TURNS.