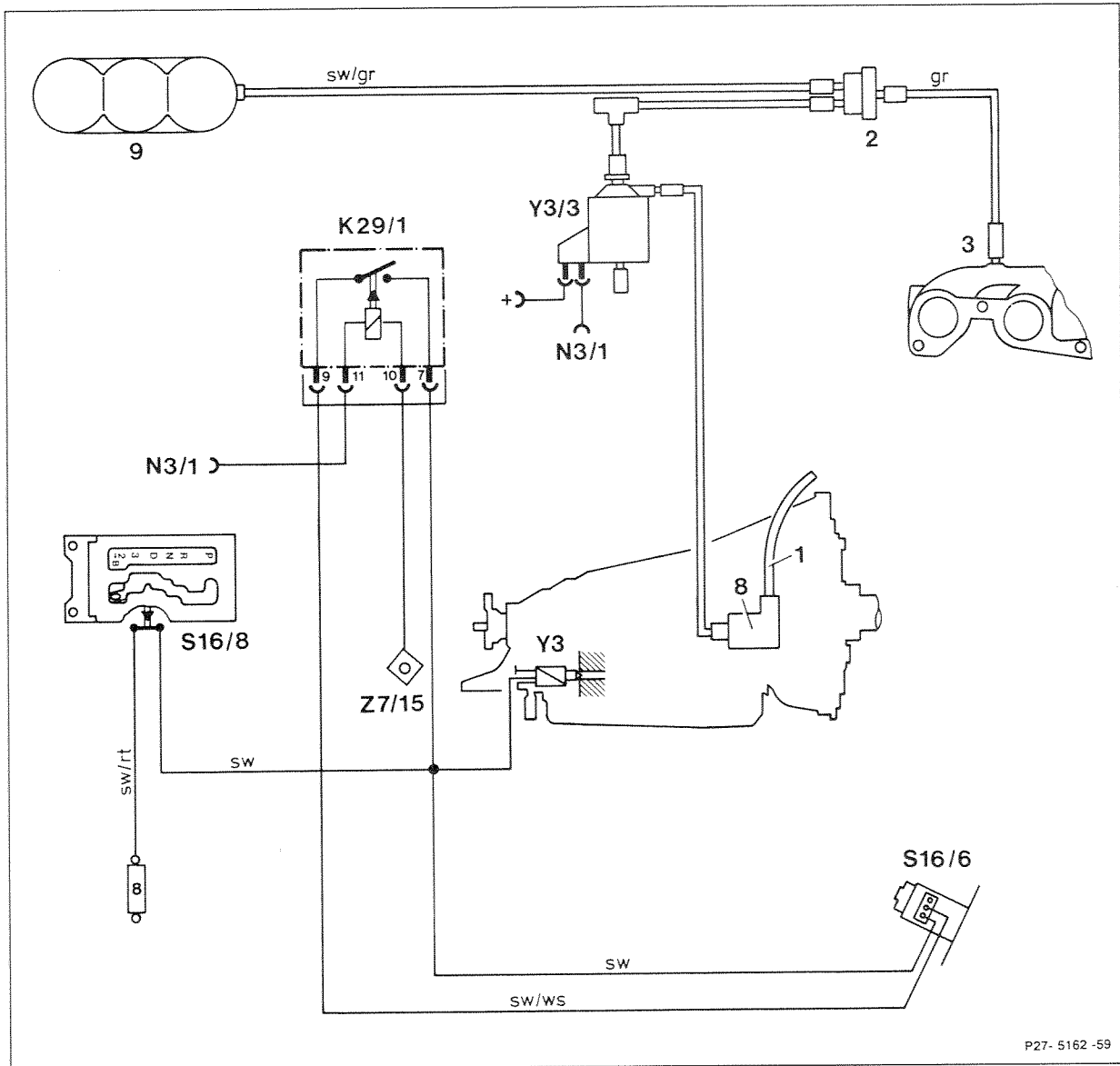


## Upshift delay

Model 124.034



P27- 5162 -59

- 1 Control pressure cable
- 2 Check valve
- 3 Intake manifold
- 8 Upshift delay vacuum element
- 9 Vacuum reservoir

- K29/1 First gear start relay
- N3/1 LH control unit
- S16/6 Kickdown switch
- S16/8 "B" engagement switch
- Y3 Kickdown valve
- Y3/3 Upshift delay switchover valve
- Z7/15 Connector sleeve, terminal 87 (LH)

- sw black
- ws white
- gr grey

### Upshift delay for rapid heating of catalyst Model 124.034

In order to rapidly heat the catalyst after starting the engine, the transmission is equipped with an upshift delay to raise the shift point for the 2 – 3 upshift. Operation of the 2 – 3 upshift delay is described in Group 27 of the Model Year 1992 Introduction Manual for model 140.

In addition, the transmission is equipped with a 1 – 2 upshift delay which is active at coolant temperatures below 40 °C. The 1 – 2 upshift delay occurs:

- After exceeding a vehicle speed of 8 km/h (5 mph) for 8 – 13 seconds up to maximum of 38 km/h (24 mph).

The 1 – 2 upshift delay is controlled by the LH control unit and the first gear start relay (K29/1) which is located in the fuse and relay box, position "E".

#### **Note:**

A malfunction of the 1 – 2 upshift delay is stored as impulse readout "29" in the LH control unit's malfunction memory.



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