

When you installed the K1 spring kit, did you check the plastic accumulator piston for any cracks.

For 2nd gear the B2 (Rear Band) and B1 (front Band) are on, for 3rd gear K1 (Front clutch Drum) and B2 (Rear Band) are on. A faired shift happens when there is a shift over lapping problem, one shifting component coming on or off at the wrong time.

The B1 band is only used for 2nd, during the 2-3 shift, B1 releases while K2 engages. The timing release of the B1 can cause a 2 – 3 faired up shift, that's one of the reasons MB came out with the self adjusting B1 piston.

If working and modulation pressures are correctly set, check the B1 band clearance, if you don't have the B1 tool you can make one. Drill a 3/8" hole in the middle of an old B1 cover; install your home made tool in place of the of original cover, use only one of the two springs from the B1 piston you just removed.

Insert a #2 Phillips screw driver thru the hole in the cover until it just touches the piston; mark the screwdriver with a marker, push the screwdriver in until it stops, mark the screwdriver again. Measure the distance between the two marks, that's your band clearance. It should be 1/8" / 0.02mm. To adjust, change the selective pin located in the reaction valve, also change the B1 rubber seal. If the band clearance is correct or if you still have a 2 -3 flair, leave one of the springs out, they both have the same spring tension so it makes no difference which one you remove. If it still flairs, it's internal.