

Road Test

NOTE: After transmission is installed:

- Make sure the floor mat does not interfere with accelerator pedal travel. Fully depress accelerator pedal and check to make sure the throttle lever is fully opened.
- Release the accelerator pedal and check both inner control cables to be sure they have slight play.

D₄ and D₃ Range

1. Apply parking brake and block the wheels. Start the engine, then move the selector to D₄ while depressing the brake pedal. Depress the accelerator pedal, and release it suddenly. Engine should not stall.
3. Apply parking brake and block the wheels. Start the engine, then move the selector to D₃ while depressing the brake pedal. Depress the accelerator pedal, and release it suddenly. Engine should not stall.

KF, KB, KE, KW, KY, KT and KU Models

● Upshift

D ₄ (and D ₃)		1st—2nd	2nd—3rd	3rd—4th	Lock up Clutch ON
1/8 throttle Coasting down-hill from a stop	km/h	14—18	27—31	40—46	17—21
	mph	9—11	17—19	25—29	11—13
1/2 throttle Acceleration from a stop	km/h	27—33	52—58	74—82	97—104
	mph	17—21	32—36	46—51	60—65
Full-throttle Acceleration from a stop	km/h	42—49	102—110	149—158	129—137
	mph	26—30	63—68	93—98	80—85

● Downshift

D ₄ (and D ₃)		Lock up Clutch OFF	4th—3rd	3rd—2nd	2nd—1st
1/8 throttle Coasting or braking to a stop	km/h	15—21	26—32	—	(3rd—1st) 8—14
	mph	9—13	16—20	—	(3rd—1st) 5—9
1/2 throttle When car is slowed by increased grade, wind, etc.	km/h	87—94	—	—	—
	mph	54—58	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	126—134	124—133	85—94	39—46
	mph	78—83	77—83	53—58	24—29

● Upshift

D ₄ (and D ₃ with S switch in operation)		1st—2nd	2nd—3rd	3rd—4th	Lock up clutch ON
1/8 throttle Coasting down-hill from a stop	km/h	17—21	27—31	46—52	24—28
	mph	11—13	17—19	29—32	15—17
1/2 throttle Acceleration from a stop	km/h	37—43	72—78	106—114	118—125
	mph	23—27	45—48	66—71	73—78
Full-throttle Acceleration from a stop	km/h	43—50	102—110	149—158	130—138
	mph	27—31	63—68	93—98	81—86

● Downshift

D ₄ (and D ₃ with S switch in operation)		Lock up Clutch OFF	4th—3rd	3rd—2nd	2nd—1st
1/8 throttle Coasting or braking to a stop	km/h	23—28	31—37	—	(3rd—1st) 11—17
	mph	14—17	19—23	—	(3rd—1st) 7—11
1/2 throttle When car is slowed by increased grade, wind, etc.	km/h	98—105	—	—	—
	mph	61—65	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	126—134	124—133	85—94	39—46
	mph	78—83	77—83	53—58	24—29



KS, KX, KG and KQ Models

● Upshift

		1st—2nd	2nd—3rd	3rd—4th	Lock up Clutch ON
1/8 throttle Coasting down-hill from a stop	km/h	21—25	41—45	58—64	23—27
	mph	13—16	25—28	36—40	14—17
1/2 throttle Acceleration from a stop	km/h	28—34	57—63	88—96	96—103
	mph	17—21	35—39	55—60	60—64
Full-throttle Acceleration from a stop	km/h	48—55	106—114	154—163	131—139
	mph	30—34	66—71	96—101	81—86

● Downshift

		Lock up Clutch	4th—3rd	3rd—2nd	2nd—1st
1/8 throttle Coasting or braking to a stop	km/h	21—27	29—35	—	(3rd—1st) 10—16
	mph	13—17	18—22	—	(3rd—1st) 6—10
1/2 throttle When car is slowed by increased grade, wind, etc.	km/h	77—84	—	—	—
	mph	48—52	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	127—135	125—134	86—95	40—47
	mph	79—84	78—83	53—59	25—29

● Upshift

		1st—2nd	2nd—3rd	3rd—4th	Lock up Clutch ON
1/8 throttle Coasting down-hill from a stop	km/h	17—21	38—42	61—67	38—42
	mph	11—13	24—26	38—42	24—26
1/2 throttle Acceleration from a stop	km/h	28—34	66—72	100—108	111—118
	mph	17—21	41—45	62—67	69—73
Full-throttle Acceleration from a stop	km/h	48—55	106—114	154—163	131—139
	mph	30—34	66—71	96—101	81—86

● Downshift

		Lock up Clutch OFF	4th—3rd	3rd—2nd	2nd—1st
1/8 throttle Coasting or braking to a stop	km/h	35—41	29—35	—	(3rd—1st) 10—16
	mph	22—25	18—22	—	(3rd—1st) 6—10
1/2 throttle When car is slowed by increased grade, wind, etc.	km/h	84—91	—	—	—
	mph	52—57	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	127—135	125—134	89—98	40—47
	mph	79—84	78—83	55—61	25—29

CAUTION: Do not shift from **D** or **D** to **2** at speeds over 100 km/h (62.5 mph); you may damage the transmission.

1 (1st Gear)

1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
2. Upshifts and downshifts should not occur with the selector in this range.

2 (2nd Gear)

1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
2. Upshifts and downshifts should not occur with the selector in this range.

R (Reverse)

Accelerate from a stop at full throttle, and check for abnormal noise and clutch slippage.

P (Park)

Park car on a slope (approx. 16°), apply the parking brake, and shift into Park. Release the brake; the car should not move.

Pressure

Testing

CAUTION:

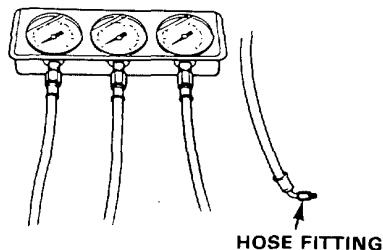
- Before testing, be sure the transmission is filled to the proper level.
- Connect an oil pressure gauge securely, being sure not to allow dust and other foreign particles to enter the inspection hole.
- Warm up the engine before testing.
- Set the parking brake securely, and block both rear wheels.
- Raise the front of the car and support with safety stands.

NOTE: Do not reuse old aluminum washers.

Install the sealing bolt in the inspection hole and tighten to the specified torque 18 N·m (1.8 kg-m, 12 lb-ft).

1. Stop the engine and connect a tachometer.
2. Connect an oil pressure gauge to each inspection hole.

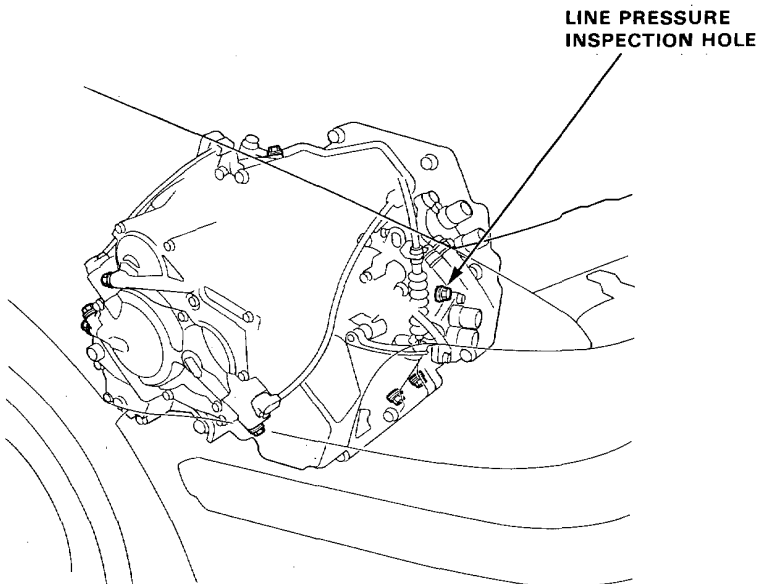
GAUGE SET 07406—0020003 (Includes Pressure Hoses)
A/T OIL PRESSURE GAUGE HOSE 07406—0020201



3. Start the engine and measure respective pressures as follows.

Line Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Run the engine at 2,000 min⁻¹ (rpm).
3. Measure the line pressure.



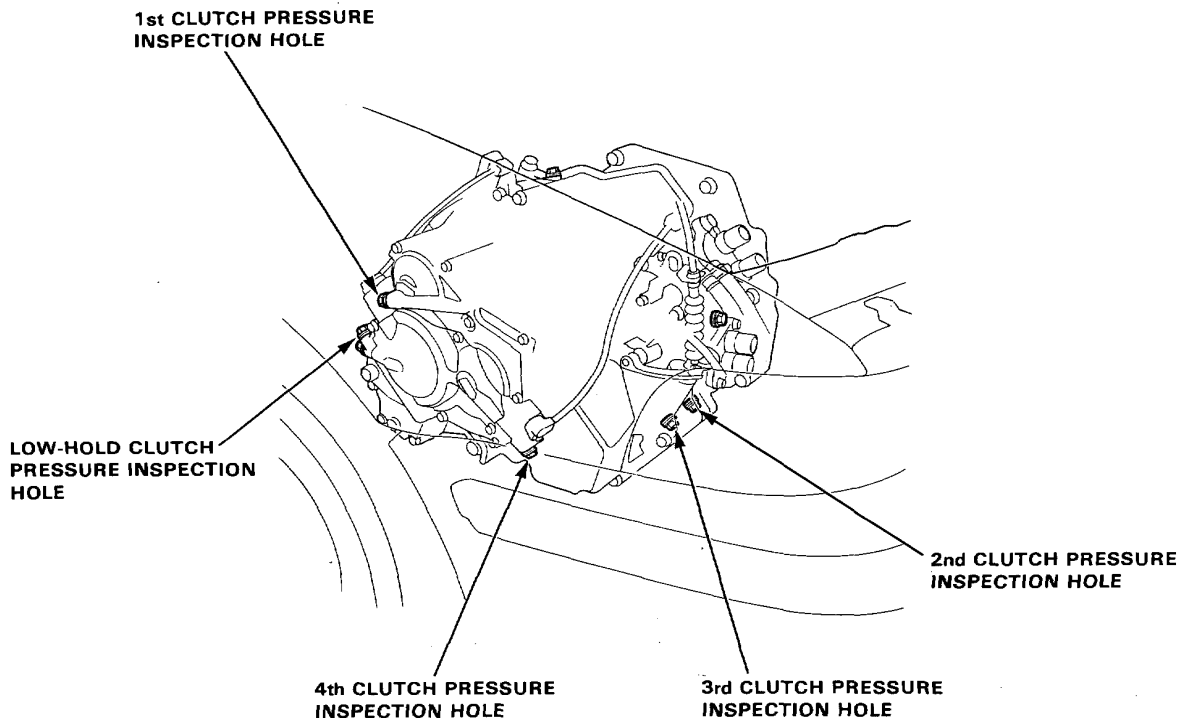
PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	N or P	No (or low) Line pressure	Torque converter, oil pump pressure regulator, torque converter check valve, oil pump	785—834 kPa (8.0—8.5 kg/cm ² , 114—121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)

NOTE: Higher pressures may be indicated if measurements are made in selector positions other than **N** or **P**.



Clutch Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Raise the front of the car and support with safety stands.
3. Allow the front wheels to rotate freely.
4. Run the engine at 2,000 min⁻¹ (rpm).
5. Measure the clutch pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Low-Hold Clutch	①	No or low low-hold pressure	Low-Hold Clutch	784–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)
1st Clutch	①	No or low 1st pressure	1st Clutch		
2nd Clutch	②	No or low 2nd pressure	2nd Clutch		
3rd Clutch	Ⓓ	No or low 3rd pressure	3rd Clutch	490 kPa (5.0 kg/cm ² , 71 psi) (throttle fully closed) 785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi) (throttle more than 2/8 open)	441 kPa (4.5 kg/cm ² , 64 psi) (throttle fully closed) 735 kPa (7.5 kg/cm ² , 107 psi) (throttle more than 2/8 open)
4th Clutch	Ⓓ	No or low 4th pressure	4th Clutch	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)
4th Clutch	Ⓔ	No or low 4th pressure	Servo Valve 4th Clutch		

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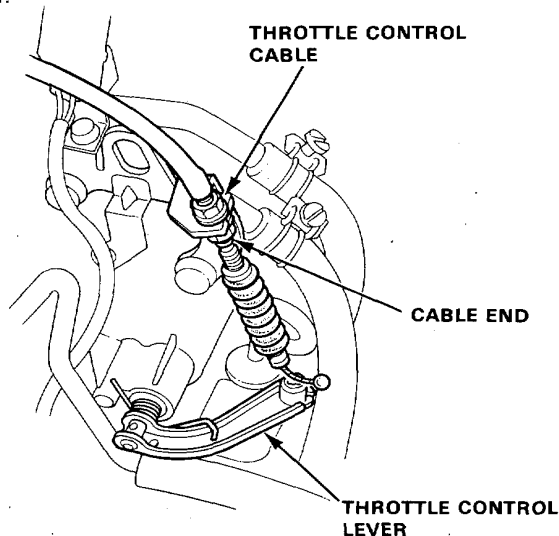
Pressure

Testing (cont'd)

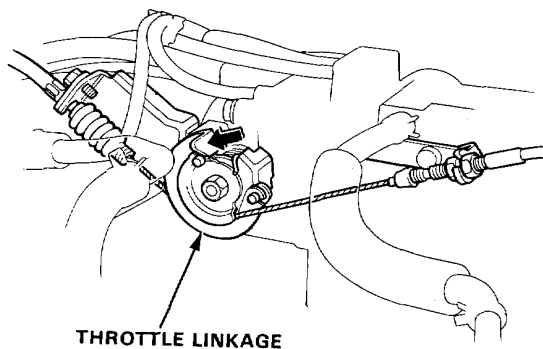
Clutch Low/High Pressure Test

1. Raise the car and support with safety stands.
2. Attach the gauge set to the appropriate pressure test port.
3. Remove the cable end of the throttle control lever.

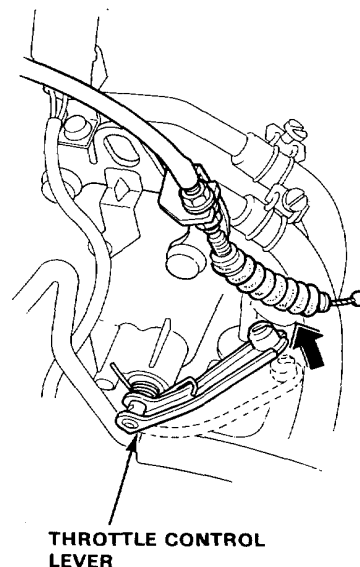
NOTE: Do not loosen the locknuts, simply unhook the cable end.



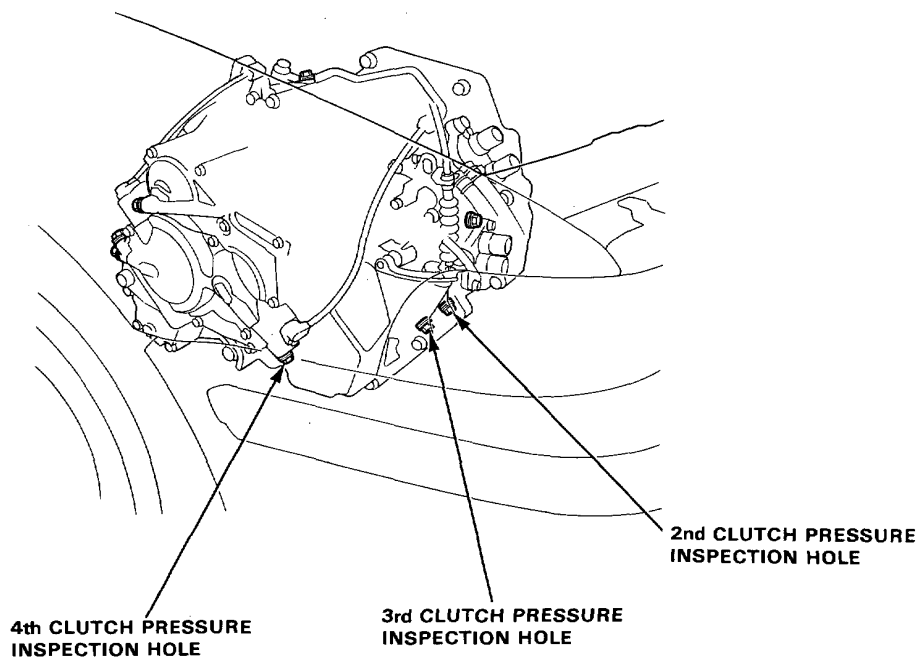
4. Warm up the engine to normal operating temperature (cooling fan comes on).
5. With the engine idling, move the selector lever to D₃ or D₄.
6. Slowly move the throttle linkage to increase engine rpm until pressure is indicated on the appropriate gauge. Then release the throttle linkage, allowing the engine to return to an idle, and record the pressure reading.
7. Repeat step 6 for each clutch pressure being inspected.



8. With the engine idling, lift the throttle control lever up approximately 1/2 of its possible travel and increase the engine rpm until pressure is indicated on the appropriate gauge. Record the highest pressure reading obtained.



9. Repeat step 8 for each clutch pressure being inspected.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D ₂ or D ₄	No or low 2nd pressure	2nd Clutch	471—834 kPa (4.8—8.5 kg/cm ² , 68—121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)
3rd Clutch	D ₂ or D ₄	No or low 3rd pressure	3rd Clutch		
4th Clutch	D ₄	No or low 4th pressure	4th Clutch		

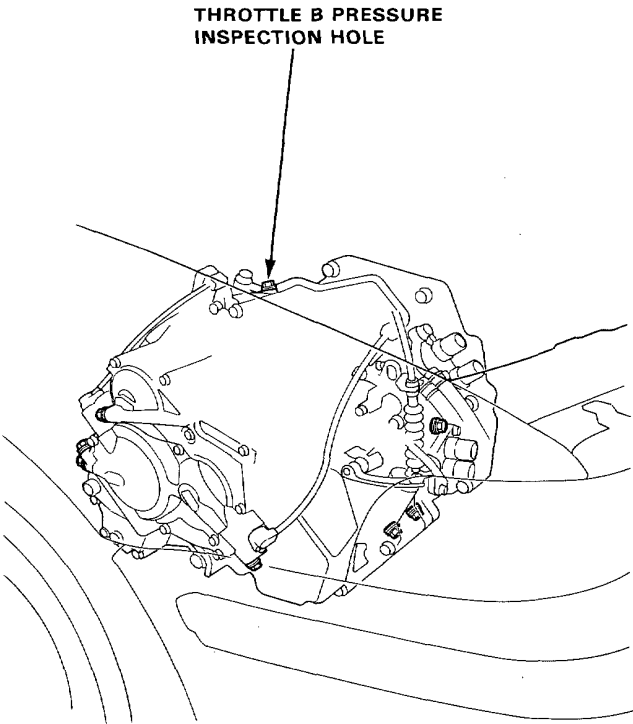
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Pressure

Testing (cont'd)

Throttle B Pressure Measurement

- 1. Set the parking brake and block both rear wheels securely.
- 2. Run the engine at 1,000 min⁻¹ (rpm).
- 3. Disconnect the throttle control cable from the throttle lever and set the control lever in full throttle position.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Throttle B	D ₂ or D ₄	No (or low) Throttle B pressure	Throttle valve B	784–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)