

# Pressure

## Testing

### CAUTION:

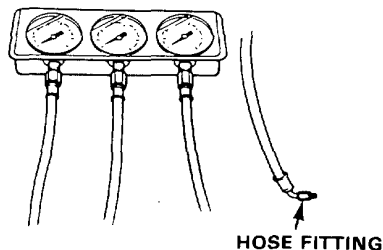
- Before testing, be sure the transmission is filled to the proper level.
- Connect an oil pressure gauge securely, being sure not to allow dust and other foreign particles to enter the inspection hole.
- Warm up the engine before testing.
- Set the parking brake securely, and block both rear wheels.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

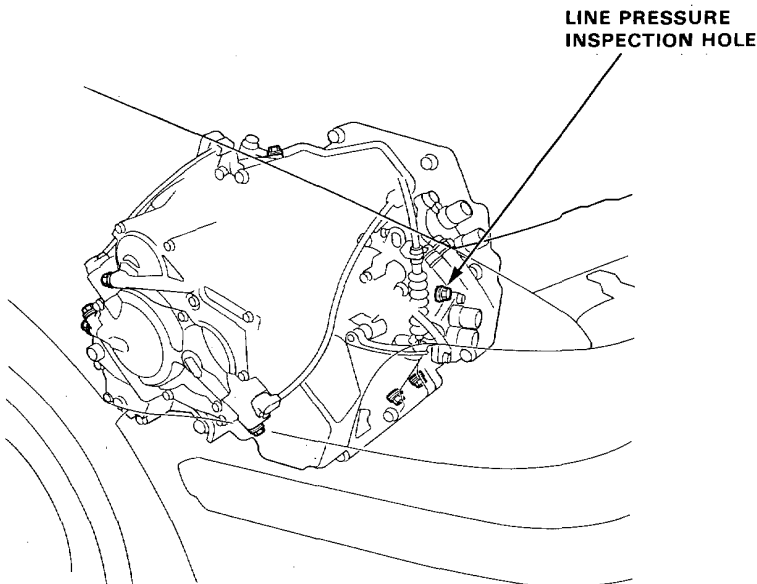
GAUGE SET 07406—0020003 (Includes Pressure Hoses)  
A/T OIL PRESSURE GAUGE HOSE 07406—0020201



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<sup>-1</sup> (rpm).
3. Measure the line pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	<b>N</b> or <b>P</b>	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 <sup>2</sup> , 114—121 psi)	735 kPa (7.5 kg/cm <sup>2</sup> , 107 psi)

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