

Pressure

Testing

⚠ WARNING

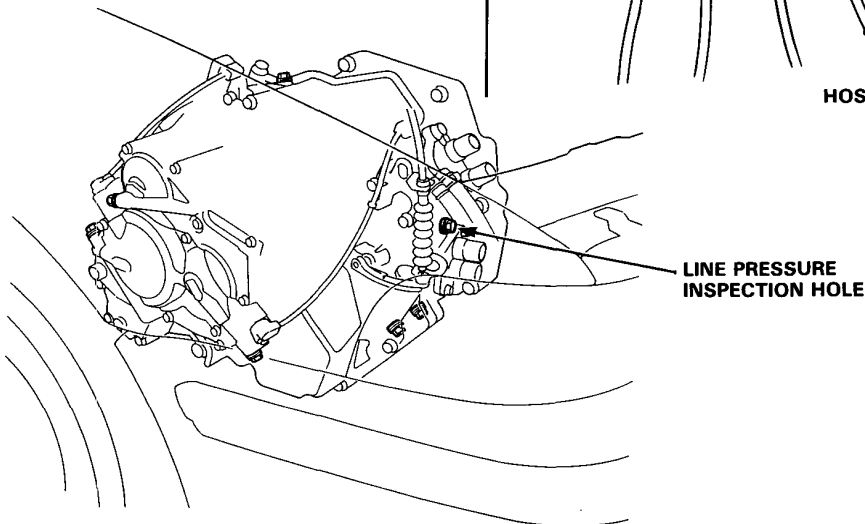
- Make sure jacks and safety stands are placed properly.
- While testing, be careful of the rotating front wheels.

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.

Line Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Run the engine at $2,000 \text{ min}^{-1}$ (rpm).
3. Measure the line pressure.

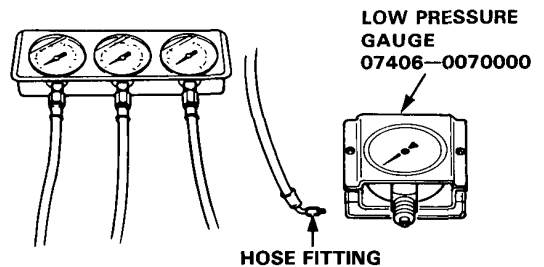


NOTE: Do not reuse old aluminum washers. Install the sealing bolt in the inspection hole and tighten to the specified torque 18 N·m (1.8 kg-m, 12 lb-ft).

1. Stop the engine and connect a tachometer.
2. Connect an oil pressure gauge securely to each inspection hole.
3. Start the engine and measure respective pressures as follows.

A/T OIL PRESSURE GAUGE SET 07406-0020003 (Includes Pressure Hoses)

A/T OIL PRESSURE GAUGE HOSE 07406-0020201



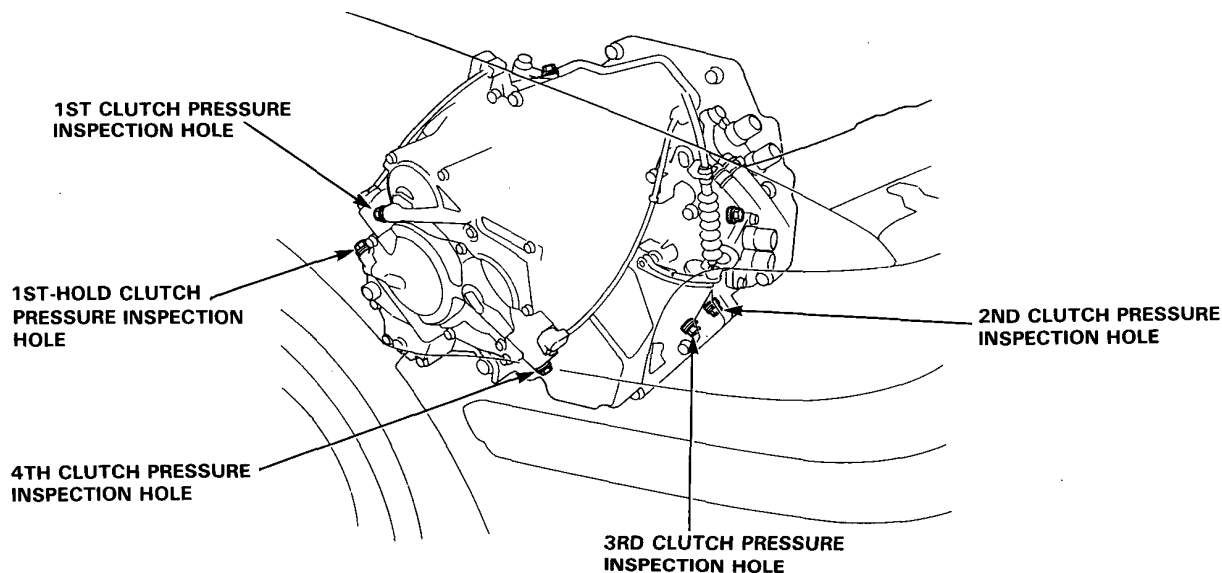
PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	N or P	No (or low) line pressure	Torque converter, oil pump pressure regulator, torque converter check valve, oil pump	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)

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 $2,000 \text{ min}^{-1}$ (rpm).
5. Measure each clutch pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
1st Clutch	1	No or low 1st pressure	1st Clutch	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)
1st-hold Clutch	1	No or low 1st-hold pressure	1st-hold Clutch		
2nd Clutch	2	No or low 2nd pressure	2nd Clutch		
2nd Clutch	2	No or low 2nd pressure	2nd Clutch	490 kPa (5.0 kg/cm ² , 71 psi) (throttle fully closed)	441 kPa (4.5 kg/cm ² , 64 psi) (throttle fully closed)
3rd Clutch	D₃	No or low 3rd pressure	3rd Clutch	834 kPa (8.5 kg/cm ² , 121 psi) (throttle more than 1/4 opened)	735 kPa (7.5 kg/cm ² , 107 psi) (throttle more than 1/4 opened)
4th Clutch	D₄	No or low 4th pressure	4th Clutch	520 kPa (5.3 kg/cm ² , 75 psi) (throttle fully closed)	461 kPa (4.7 kg/cm ² , 67 psi) (throttle fully closed)
	R	No or low 4th pressure	Servo valve or 4th Clutch	834 kPa (8.5 kg/cm ² , 121 psi) (throttle more than 1/4 opened)	735 kPa (7.5 kg/cm ² , 107 psi) (throttle more than 1/4 opened)
				785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	735 kPa (7.5 kg/cm ² , 107 psi)

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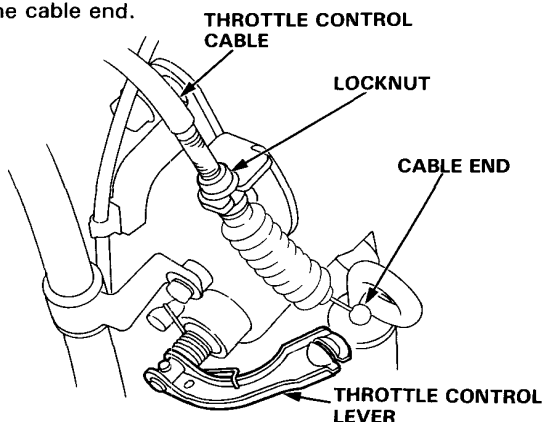
Pressure

Testing (cont'd)

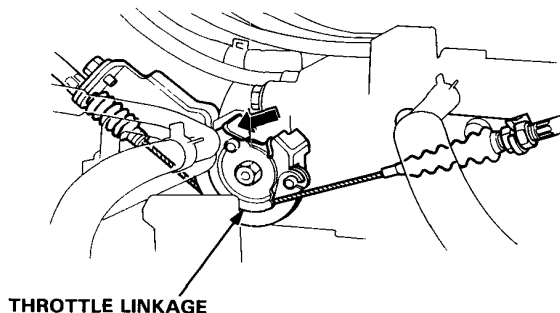
Low/High Pressure Test

1. Set the parking brake and block rear wheels securely.
2. Raise the car and support with safety stands.
3. Attach the gauge set to the appropriate pressure test port.
4. Remove the cable end of the throttle control lever.

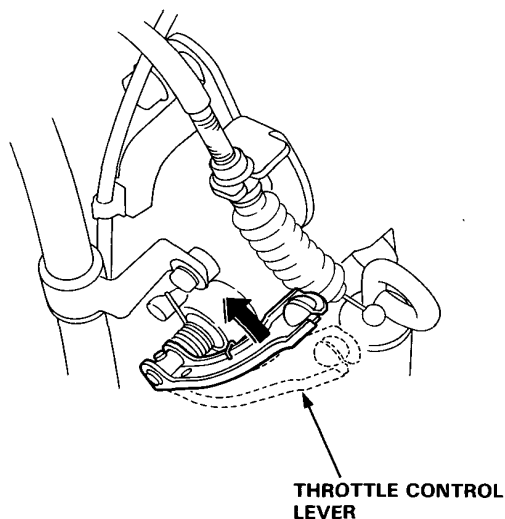
NOTE: Do not loosen the locknuts, simply unhook the cable end.



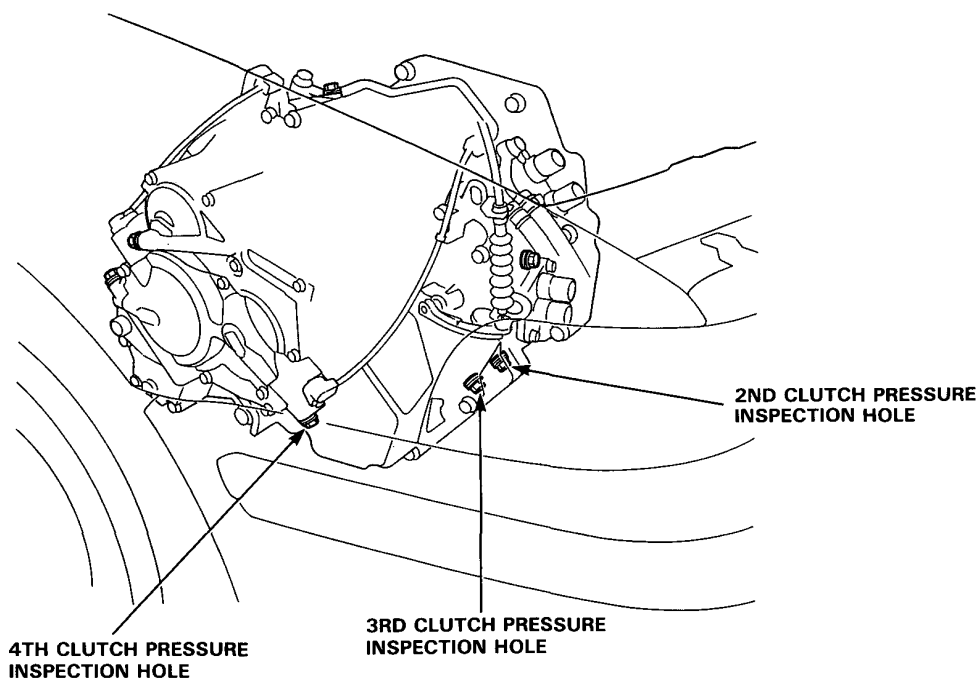
5. Warm up the engine to normal operating temperature (cooling fan comes on).
6. With the engine idling, move the selector lever to **D3** or **D4**.
7. Slowly move the throttle linkage to increase engine rpm until pressure is indicated on the appropriate gauge. Then release the throttle linkage, allowing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



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 steps 7 and 8 for each clutch pressure being inspected.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	<input type="checkbox"/> D ₃ or <input type="checkbox"/> D ₄	No or low 2nd pressure	2nd Clutch	490–834 kPa (5.0–8.5 kg/cm ² , 71–121 psi) varies with throttle opening	441 kPa (4.5 kg/cm ² , 64 psi) with lever released
3rd Clutch	<input type="checkbox"/> D ₃ or <input type="checkbox"/> D ₄	No or low 3rd pressure	3rd Clutch		735 kPa (7.5 kg/cm ² , 107 psi) with lever in full throttle position
4th Clutch	<input type="checkbox"/> D ₄	No or low 4th pressure	4th Clutch	520–834 kPa (5.3–8.5 kg/cm ² , 75–121 psi) varies with throttle opening	461 kPa (4.7 kg/cm ² , 67 psi) with lever released 735 kPa (7.5 kg/cm ² , 107 psi) with lever in full throttle position

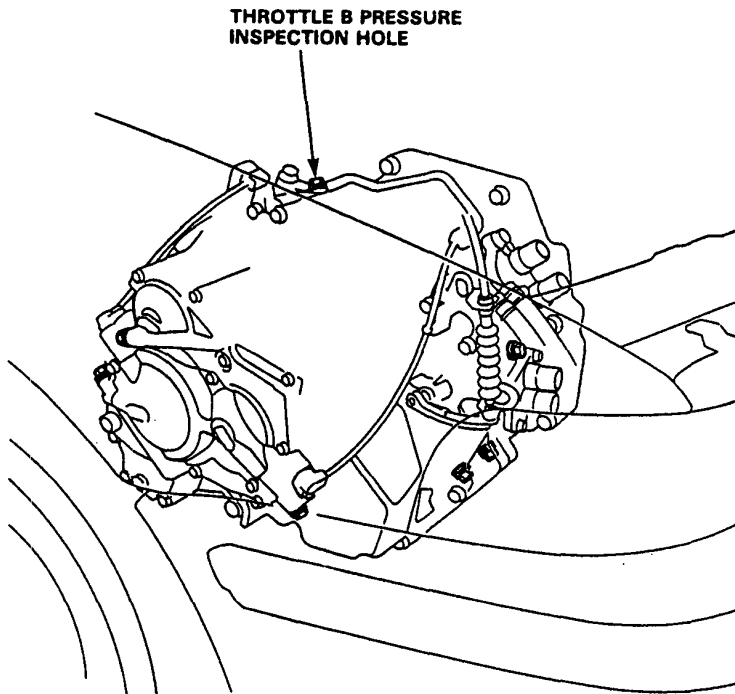
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Pressure

Testing (cont'd)

Throttle B Pressure Measurement

1. Set the parking brake securely and block the wheels.
2. Run the engine at $1,000 \text{ min}^{-1}$ (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 ₃ or D ₄	No (or low) throttle B pressure	Throttle valve B	0 kPa (0 kg/cm ² , 0 psi) with lever released 785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi) with lever in full throttle position	735 kPa (7.5 kg/cm ² , 107 psi) with lever in full throttle position.