

# Road Test

NOTE: Warm up the engine to normal operating temperature (the radiator fan comes on).

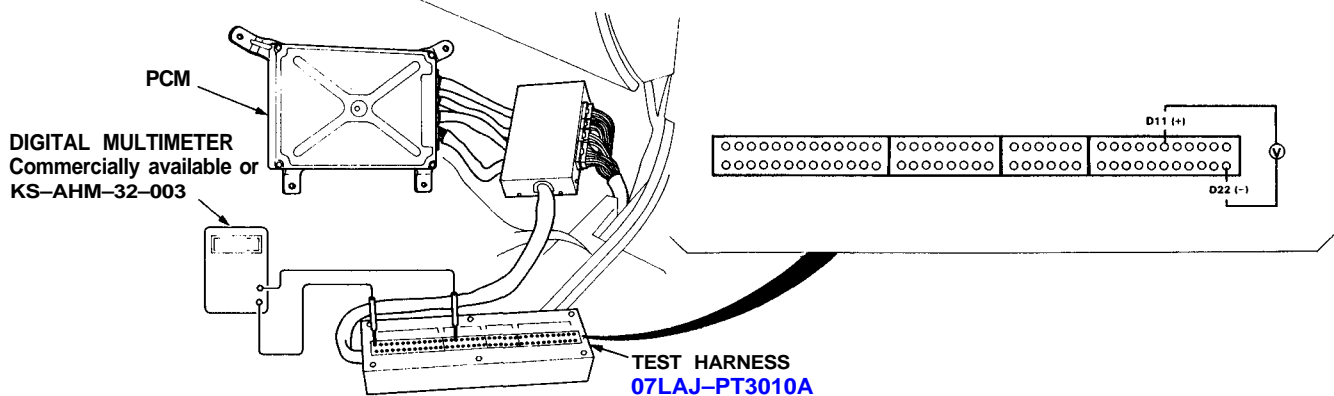
1. Apply parking brake and block the wheels. Start the engine, then move the selector lever to **D<sub>4</sub>** position while depressing the brake pedal. Depress the accelerator pedal, and release it suddenly. Engine should not stall.
2. Repeat same test in **D<sub>3</sub>** position.
3. Move the shift lever to **D<sub>4</sub>** position and check that the shift points occur at approximate speeds shown. Also check for abnormal noise and clutch slippage.

NOTE: Throttle position sensor voltage represents the throttle opening.

- 1. Connect the Test Harness between the PCM and connector (see [section 11](#)).
- 2. Set the digital multimeter to check voltage between D11 (+) terminal and D22 (–) terminal for the throttle position sensor.

## CAUTION:

- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see [section 23](#)).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.



LS Model: **D<sub>4</sub>** position

## ● Upshift

		1st → 2nd	2nd → 3rd	3rd → 4th	Lock-up Clutch On
Throttle position sensor voltage: 0.822–0.878 V Coasting down-hill from a stop	mph	9–12	15.5–19	23–27.5	16.5–20
	km/h	15–19	25–30	37–44	27–32
Throttle position sensor voltage: 2.175–2.325 V Acceleration from a stop	mph	23.5–27.5	41–46.5	58–64	72–77.5
	km/h	38–44	66–75	93–103	115–124
Full-throttle Acceleration from a stop	mph	35.5–41	64.5–73	94.5–105.5	97–108
	km/h	57–66	104–117	152–169	155–173

## ● Downshift

		Lock-up Clutch OFF	4th → 3rd	3rd → 2nd	2nd → 1st
Throttle position sensor voltage: 0.822–0.878 V Coasting or braking to a stop	mph	15.5–19	17.5–21	—	5.5–9 (3rd → 1st)
	km/h	25–30	28–34	—	9–14 (3rd → 1st)
Throttle position sensor voltage: 2.175–2.325 V When car is slowed by increased grade, wind, etc.	mph	57–62.5	—	—	—
	km/h	91–100	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	mph	92–102.5	86.5–97	54.5–61.5	24.5–30
	km/h	147–164	139–155	88–99	39–48



# **L Model: D4 position**

## ● Upshift

		1st→2nd	2nd→3rd	3rd→4th	Lock-up Clutch On
Throttle position sensor voltage: 0.822–0.878 V Coasting down-hill from a stop	mph	9–12	15.5–19	23–27.5	16.5–20
	km/h	15–19	25–30	37–44	27–32
Throttle position sensor voltage: 2.175–2.325 V Acceleration from a stop	mph	23.5–27.5	41–46.5	58–64	71.5–77
	km/h	38–44	66–75	93–103	115–124
Full-throttle Acceleration from a stop	mph	34.5–40	62.5–71	92–103	106–117
	km/h	55–64	100–113	147–165	169–187

## ● Downshift

		Lock-up Clutch OFF	4th→3rd	3rd→2nd	2nd→1st
Throttle position sensor voltage: 0.822–0.878 V Coasting or braking to a stop	mph	15.5–19	17.5–21	—	5.5–9 (3rd→1st)
	km/h	25–30	28–34	—	9–14 (3rd→1st)
Throttle position sensor voltage: 2.175–2.325 V When car is slowed by increased grade, wind, etc.	mph	58.5–64	—	—	—
	km/h	94–103	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	mph	101–111.5	85–95.5	54–61	24.5–30
	km/h	162–179	138–154	87–98	39–48

- Accelerate to about 35 mph (57 km/h) so the transmission is in 4th, then shift D4 position to 2 position. The car should immediately begin slowing down from engine braking.

**CAUTION: Do not shift from D4 or D3 position to 2 or 1 position at speeds over 62 mph (100 km/h); you may damage the transmission.**

- Check for abnormal noise and clutch slippage in the following position.

### 1 (1st Gear) Position

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

### 2 (2nd Gear) Position

- 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 position.

### R (Reverse) Position

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

- Test in P (Parking) Position

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