

Pressure Testing

⚠ WARNING

- While testing, be careful of the rotating front wheels.
- Make sure lifts, jacks, and safety stands are placed properly (see [section 1](#)).

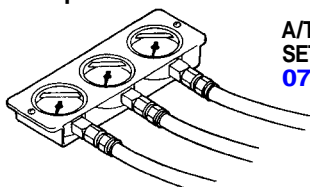
CAUTION:

- Before testing, be sure the transmission fluid is filled to the proper level.
- Warm up the engine to normal operating temperature (the radiator fan comes on) before testing.

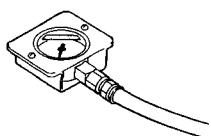
1. Raise the car (see [section 1](#)).
2. Warm up the engine, then stop the engine and connect a tachometer.
3. Connect the oil pressure gauge to each inspection hole(s).

18 N·m (1.8 kg-m, 12 lb-ft)

CAUTION: Connect the oil pressure gauge securely, be sure not to allow dust and other foreign particles to enter the inspection hole.

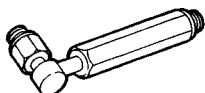


A/T OIL PRESSURE GAUGE
SET. W/PANEL
07406-0020400



A/T LOW PRESSURE
GAUGE W/PANEL
07406-0070300

A/T OIL PRESSURE HOSE,
2210 mm
07MAJ-PY4011A
(4 Required)



A/T OIL PRESSURE HOSE
ADAPTER
07MAJ-PY40120
(4 Required)

NOTE: Use the A/T Oil Pressure Gauge Set (07406-0020003) or A/T Low Pressure Gauge (07406-0070000), and the oil pressure gauge hoses and adapters shown above.

4. Start the engine and measure the respective pressure as follows.

- Line Pressure
- Clutch Pressure
- Clutch Low/High Pressure
- Throttle B Pressure

5. Install a new washer and the sealing bolt in the inspection hole and tighten to the specified torque.

18 N·m (1.8 kg-m, 12 lb-ft)

NOTE: Do not reuse old aluminum washers.

• Line Pressure Measurement

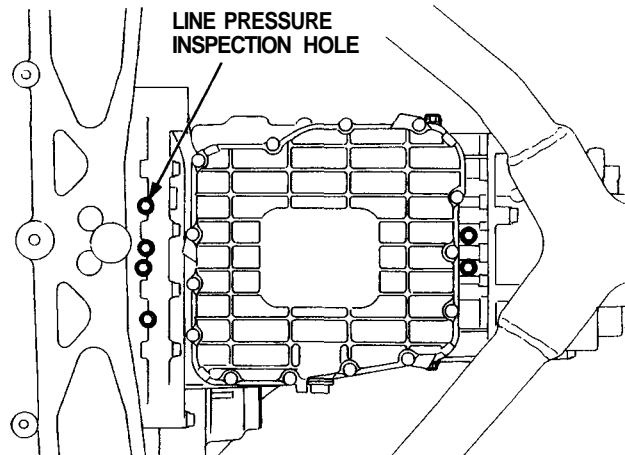
- 1. Set the parking brake and block both rear wheels securely.

- 2. Run the engine at 2,000 rpm.

- 3. Move the shift lever to **N** or **P** position.

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

- 4. Measure line pressure.



PRESSURE	SHIFT LEVER 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.	800—860 kPa (8.0—8.6 kg/cm ² , 114—122 psi)	750 kPa (7.5 kg/cm ² , 107 psi)

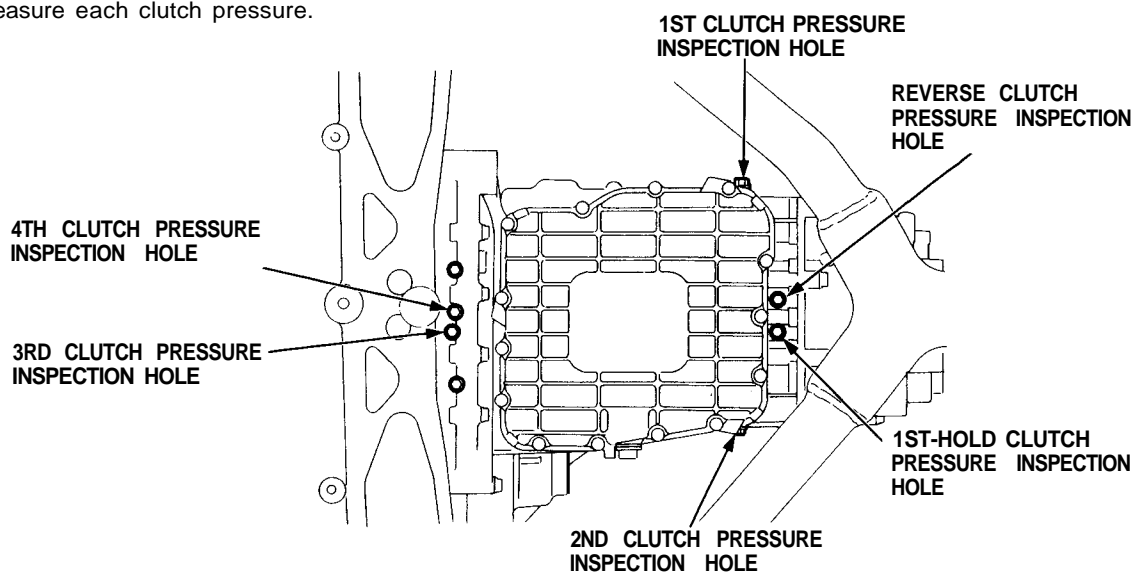
NOTE: Higher pressures may be indicated if measurements are made in selector positions other than **N** or **P** position.



• Clutch Pressure Measurement

⚠ WARNING While testing, be careful of the rotating front wheels.

- 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 rpm.
- 5. Measure each clutch pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
1st Clutch	D₄ or D₃	No or low 1st pressure	1st Clutch	800—860 kPa (8.0—8.6 kg/cm ² , 113—122 psi)	750 kPa (7.5 kg/cm ² , 107 psi)
2nd Clutch	D₄	No or low 2nd pressure	2nd Clutch	400 kPa (4.0 kg/cm ² , 57 psi) (throttle fully closed)	380 kPa (3.8 kg/cm ² , 54 psi) (throttle fully closed)
3rd Clutch		No or low 3rd pressure	3rd Clutch	860 kPa (8.6 kg/cm ² , 122 psi)	750 kPa (7.5 kg/cm ² , 107 psi)
4th Clutch		No or low 4th pressure	4th Clutch	(throttle more than 1/4 opened)	(throttle more than 1/4 opened)
1st Clutch	1	No or low 1st pressure	1st Clutch	800—860 kPa (8.0—8.6 kg/cm ² , 113—122 psi)	750 kPa (7.5 kg/cm ² , 107 psi)
2nd Clutch	2	No or low 2nd pressure	2nd Clutch		
1st-Hold Clutch	2 or 1	No or low 1st-hold pressure	1st-hold Clutch		
Reverse Clutch	R	No or low Reverse pressure	Reverse Clutch	1,190—1,270 kPa (11.9—12.7 kg/cm ² , 169—181 psi)	1,150 kPa (11.5 kg/cm ² , 164 psi)

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Pressure Testing

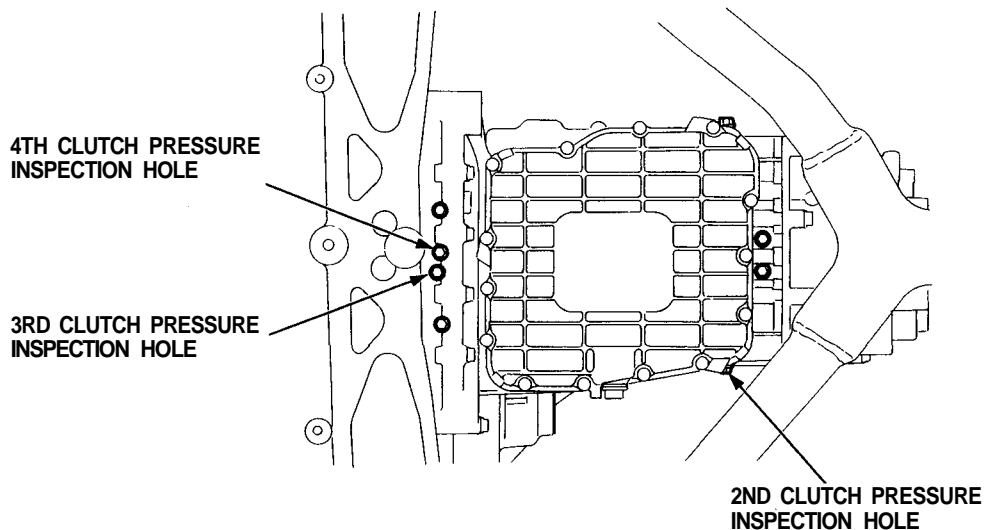
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• Clutch Low/High Pressure Measurement

⚠ WARNING While testing, be careful of the rotating front wheels.

- 1. Allow the front wheels to rotate freely.
- 2. Start the engine and let it idle.
- 3. Shift the select lever to **D₄** position.
- 4. Slowly press down the accelerator pedal to increase engine rpm until pressure is indicated on the oil pressure gauge. Then release the accelerator pedal, allowing the engine return to an idle, and measure the pressure reading.

- 5. With the engine idling, press down the accelerator pedal approximately 1/2 of its possible travel and increase the engine rpm until pressure is indicated on the gauge, then measure the highest pressure reading obtained.
- 6. Repeat steps -4 and -5 for each clutch pressure being inspected.



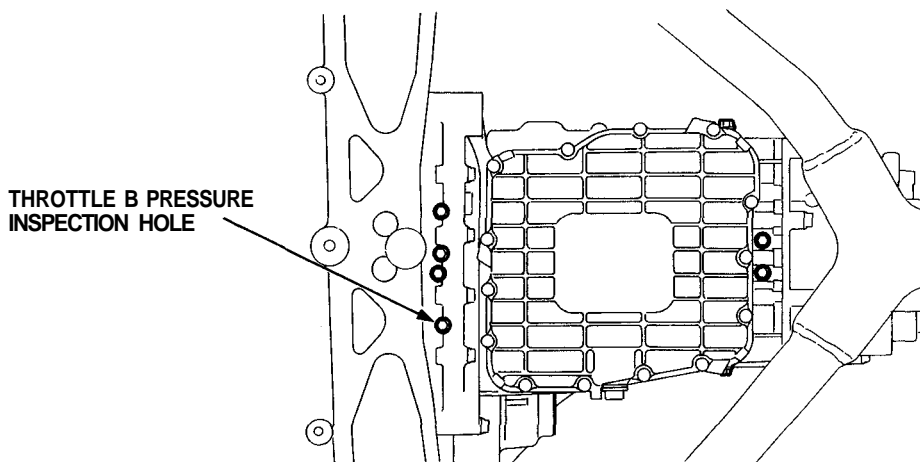
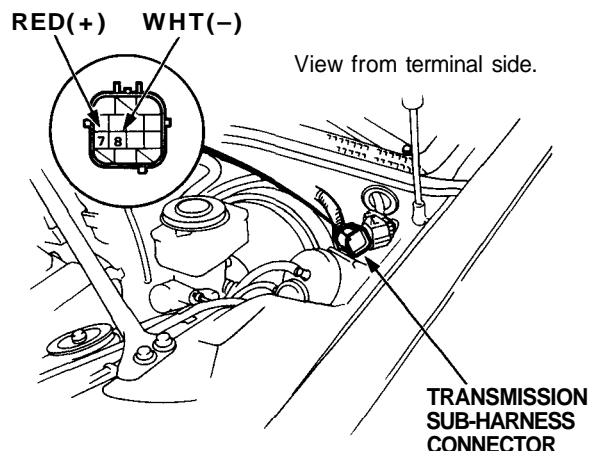
PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D₄	No or low 2nd pressure	2nd Clutch	400–860 kPa (4.0–8.6 kg/cm ² , 57–122 psi) varies with throttle opening	380 kPa (3.8 kg/cm ² , 54 psi) with accelerator pedal released 750 kPa (7.5 kg/cm ² , 107 psi) with accelerator pedal more than 1/4 opened
3rd Clutch		No or low 3rd pressure	3rd Clutch		
4th Clutch		No or low 4th pressure	4th Clutch		



● Throttle B Pressure Measurement

⚠ WARNING While testing, be careful of the rotating front wheels.

- 1. Allow the front wheels to rotate freely.
- 2. Disconnect the transmission sub-harness connector.
- 3. Shift the select lever to **D₄** position.
- 4. Run the engine at 1,000 rpm.
- 5. Measure full open throttle B pressure.
- 6. Connect battery voltage to the linear solenoid terminals of the transmission sub-harness connector.
- 7. Measure full closed throttle B pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Throttle B	D₄	Pressure too high	Throttle Valve Body Assembly	0—15 kPa (0—0.15 kg/cm ² , 0—2 psi) throttle full closed	—
		No or low pressure		590—640 kPa (5.9—6.4 kg/cm ² , 84—91 psi) throttle full opened	550 kPa (5.5 kg/cm ² , 78 psi) throttle full opened