

Pressure Testing

⚠ WARNING

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

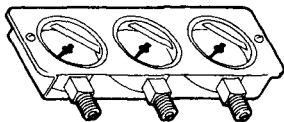
CAUTION:

- Before testing, be sure the transmission fluid is filled to the proper level.
- Warm up the engine 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, being sure not to allow dust and other foreign particles to enter the inspection hole.

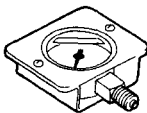
A/T PRESSURE
GAUGE SET W/PANEL
07406-0020400



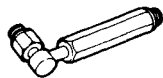
A/T PRESSURE
HOSE, 2210 mm
07MAJ-PY4011A



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



A/T OIL PRESSURE
HOSE ADAPTER
07MAJ-PY40120



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.
Torque: 18 N·m (1.8 kg·m, 13 lb·ft)

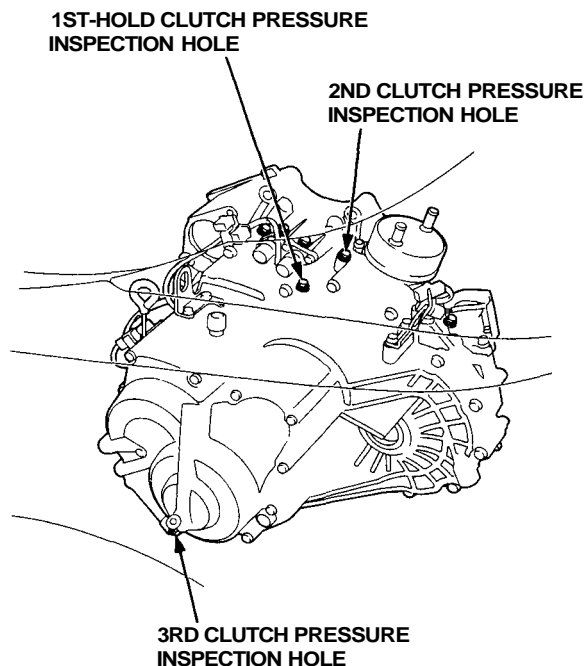
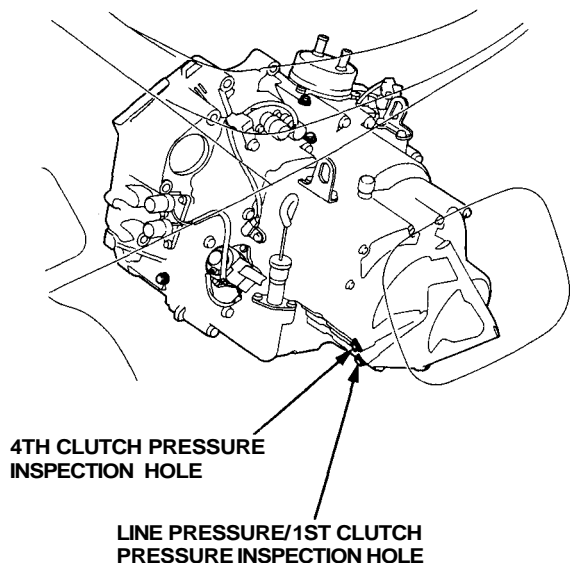
NOTE: Do not reuse old aluminum washers.

- Line Pressure/Clutch Pressure Measurement

- 1. Allow the rear wheels to rotate freely.
- 2. Run the engine at 2,000 rpm.
- 3. Shift the select lever as shown on the chart on the next page.
- 4. Measure each clutch pressure.

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PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line/1st Clutch	D or 1	No or low line/1st pressure	Torque converter, oil pump pressure regulator, torque converter check valve, oil pump, 1st Clutch	850–900 kPa (8.5–9.0 kg/cm ² , 121–128 psi)	800 kPa (8.0 kg/cm ² , 114 psi)
1st-hold Clutch	1	No or low 1st-hold pressure	1st-hold Clutch		
2nd Clutch	2	No or low 2nd pressure	2nd Clutch		
3rd Clutch	3	No or low 3rd pressure	3rd Clutch		
2nd Clutch	D	No or low 2nd pressure	2nd Clutch	500 kPa (5.0 kg/cm ² , 71 psi)	450 kPa (4.5 kg/cm ² , 64 psi)
3rd Clutch		No or low 3rd pressure	3rd Clutch	(throttle fully closed) 900 kPa (9.0 kg/cm ² , 128 psi)	(throttle fully closed) 800 kPa (8.0 kg/cm ² , 114 psi)
4th Clutch		No or low 4th pressure	4th Clutch	(throttle more than 1/4 opened)	(throttle more than 1/4 opened)
	R		Servo valve or 4th Clutch	850–900 kPa (8.5–9.0 kg/cm ² , 121–128 psi)	800 kPa (8.0 kg/cm ² , 114 psi)

(cont'd)

Pressure Testing

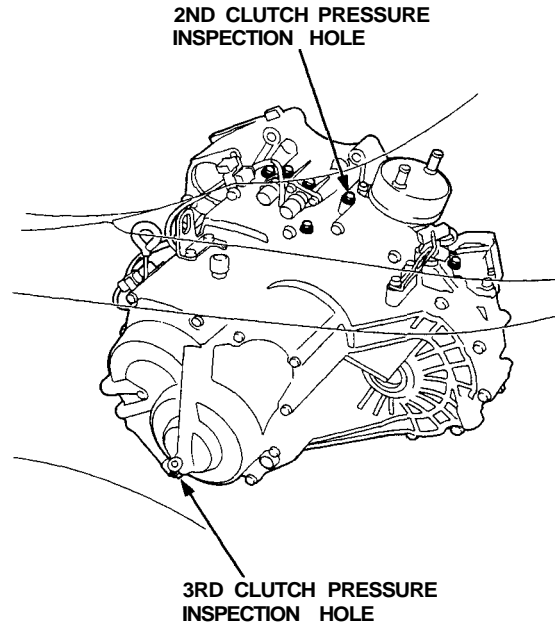
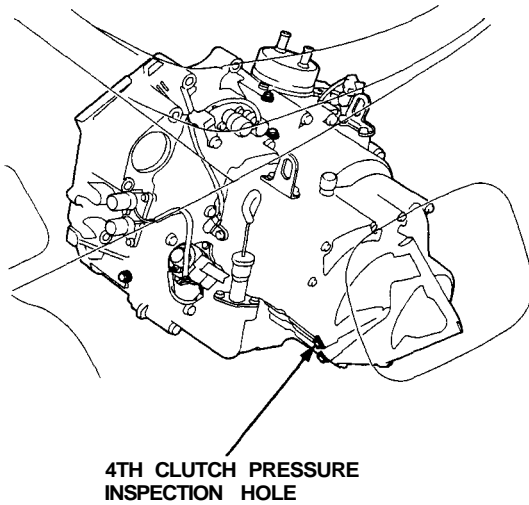
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- Clutch Low/High Pressure Measurement

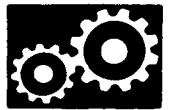
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- 1. Allow the rear wheels to rotate freely.
- 2. Start the engine and let it idle.
- 3. Shift the select lever to **D** position.
- 4. Slowly press down the accelerator pedal to increase engine rpm until pressure is indicated on the oil pressure gauge. 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, measure the highest pressure reading obtained.
- 6. Repeat steps-4 and -5 for each clutch pressure being inspected.



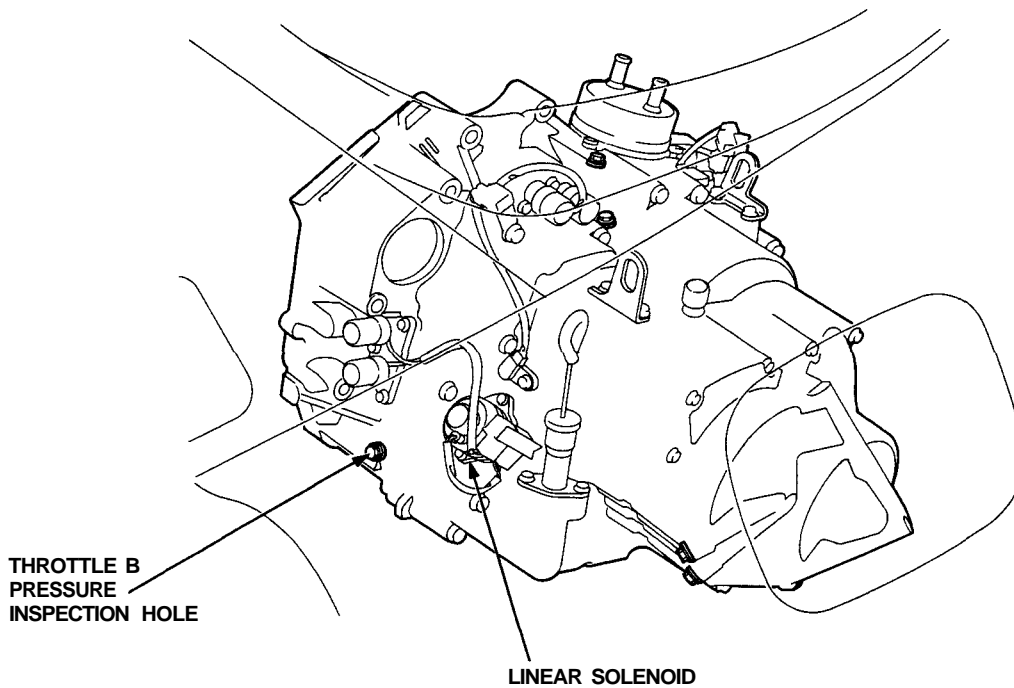
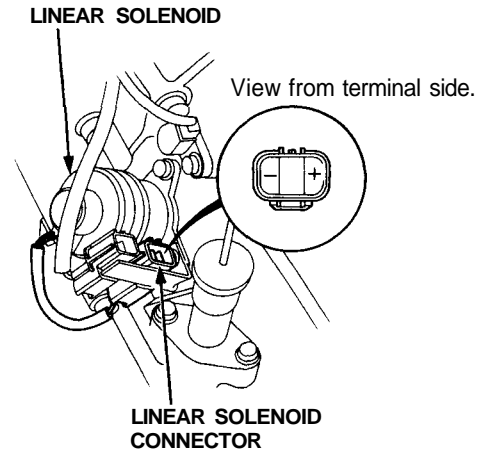
PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D	No or low 2nd pressure	2nd Clutch	500–900 kPa (5.0–9.0 kg/cm ² , 71–128 psi) varies with throttle opening	450 kPa (4.5 kg/cm ² , 64 psi) with accelerator pedal released 800 kPa (8.0 kg/cm ² , 114 psi) with accelerator pedal more than 2/8 opened
3rd Clutch		No or low 3rd pressure	3rd Clutch		
4th Clutch		No or low 4th pressure	4th Clutch		



● Throttle B Pressure Measurement

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- 1. Allow the rear wheels to rotate freely.
- 2. Disconnect the linear solenoid connector.
- 3. Shift the select lever to **D** position.
- 4. Run the engine at 1,000 rpm.
- 5. Measure full opened throttle B pressure.
- 6. Connect battery voltage to the linear solenoid terminal of the connector.
- 7. Measure full closed throttle B pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Throttle B	D	Pressure too high	Linear Solenoid	0–15 kPa (0–0.15 kg/cm ² , 0–2 psi)	0–15 kPa (0–0.15 kg/cm ² , 0–2 psi)
		No or low pressure	Faulty throttle B valve	610–670 kPa (6.1–6.7 kg/cm ² , 87–95 psi)	610–670 kPa (6.1–6.7 kg/cm ² , 87–95 psi)