

# Pressure

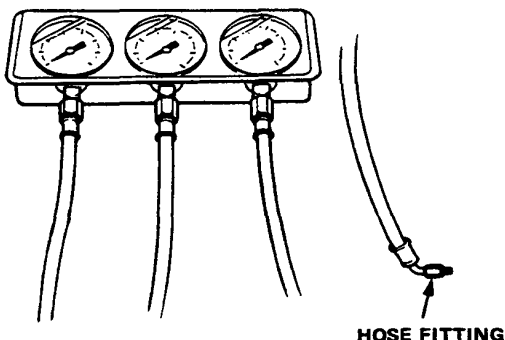
## Testing

**CAUTION:** Before testing, be sure transmission is filled to proper level.

**NOTE:**

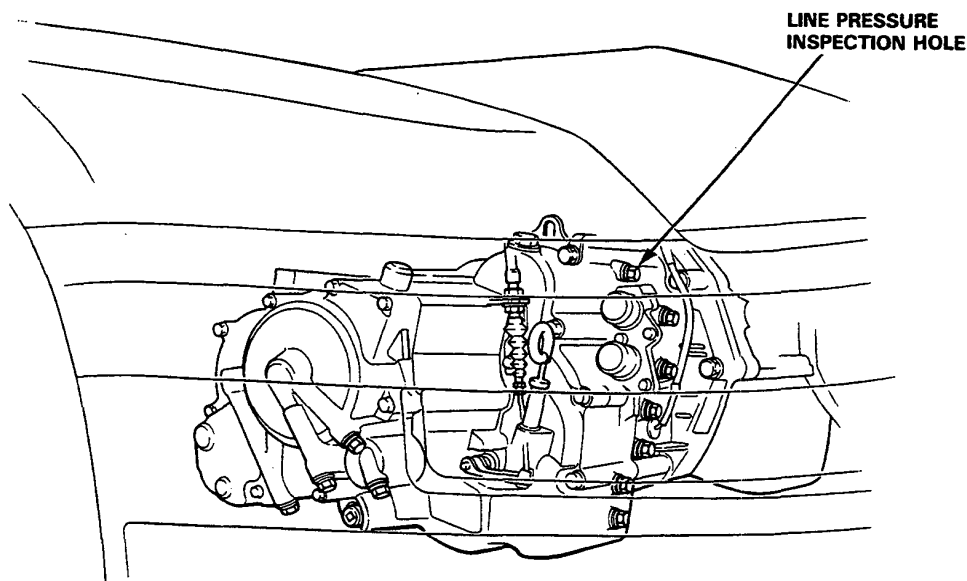
- Stop engine when attaching hoses for pressure tests.  
Torque hose fitting to 18 N·m (1.8 kg-m, 12 lb-ft).
- Do not reuse aluminum washers.

**GAUGE SET 07406-00200003**  
(includes pressure hose set 07406-0020201)



**Line Pressure Measurement**

- Set the parking brake securely.
- Jack up the front of the car and support it with a rigid rack.
- Run the engine at 2,000 min<sup>-1</sup> (rpm).

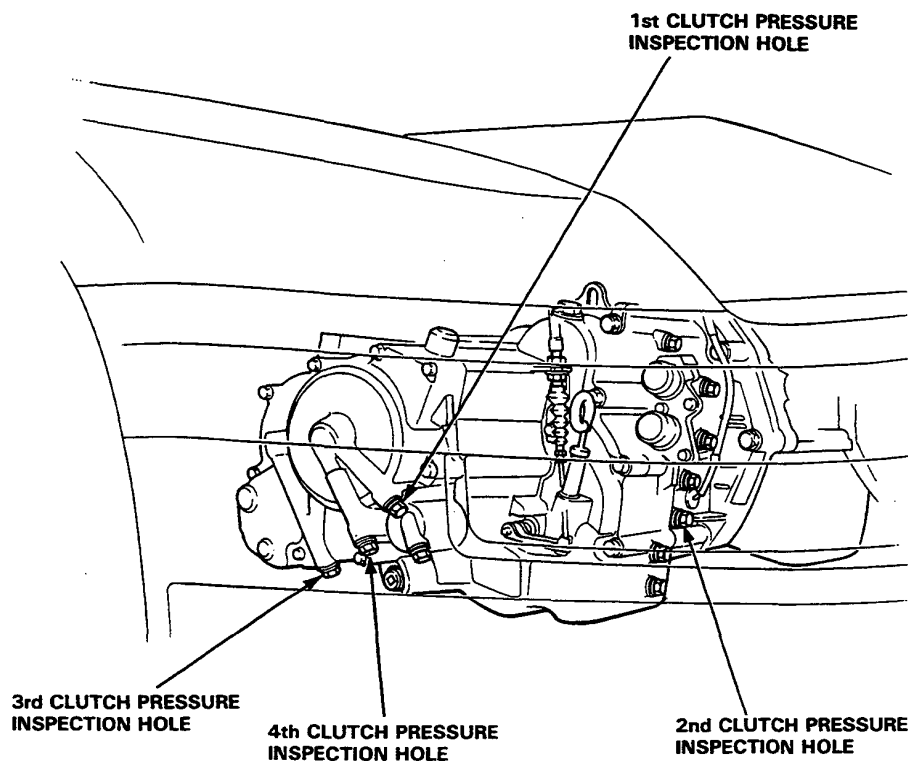


| PRESSURE | SELECTOR POSITION    | PROBABLE CAUSE  | FLUID PRESSURE   |  |  |  |
|----------|----------------------|---|--|--|--|--|
|          |                      |   | PGM-FI   |  | Carburetor   |  |
|          |                      |   | Standard   | Service limit                                    | Standard   | Service limit                                    |
| Line     | <b>N</b> or <b>P</b> | Torque converter, oil pump pressure regulator, torque converter check valve, oil pump | 834–883 kPa<br>(8.5–9.0 kg/cm <sup>2</sup> ,<br>121–128 psi) | 785 kPa<br>(8.0 kg/cm <sup>2</sup> ,<br>114 psi) | 785–834 kPa<br>(8.0–8.5 kg/cm <sup>2</sup> ,<br>114–121 psi) | 736 kPa<br>(7.5 kg/cm <sup>2</sup> ,<br>107 psi) |



### Clutch Pressure Measurement

- Set the parking brake securely and block the wheels.
- Jack up the front of the car and support it with a rigid rack.
- Run the engine at 2,000 min<sup>-1</sup> (rpm).



| PRESSURE   | SELECTOR POSITION   | SYMPTOM                | PROBABLE CAUSE                | FLUID PRESSURE kPa (kg/cm <sup>2</sup> , psi) |   |   |   |
|------------|---|------------------------|-------------------------------|---|---|---|---|
|            |   |                        |                               | PGM-FI  |   | CARBURETOR                                |   |
|            |   |                        |                               | Standard                                      | Service limit   | Standard                                  | Service limit   |
| 1st Clutch | <b>S</b> or <b>D</b>  | No or low 1st pressure | 1st Clutch                    | 834—883 (8.5—9.0, 121—128)                    | 785 (8.0, 114)  | 785—834 (8.0—8.5, 114—121)                | 736 (7.5, 107)  |
| 2nd Clutch | <b>2</b>  | No or low 2nd pressure | 2nd Clutch                    | 569 — 883 (5.8, 9.0, 128)                     | 520 (5.3, 75) (Close)   | 569 — 834 (5.8, 8.5, 121)                 | 520 (5.3, 75) (Close)   |
| 3rd Clutch | <b>S</b>  | No or low 3rd pressure | 3rd Clutch                    | Throttle control lever fully closed           | 785 (8.0, 114) (3/8 below)  | Throttle control lever fully closed       | 785 (8.0, 114) (below)  |
| 4th Clutch | <b>S</b> (with S4 switch in operation or <b>D</b> )<br><b>R</b> | No or low 4th pressure | 4th Clutch<br><br>Servo valve | Throttle control lever opened 3/8 or more     | Enclosed in parenthesis are throttle control lever opening angles | Throttle control lever 3/8 opened or more | Enclosed in parenthesis are throttle control lever opening angles |

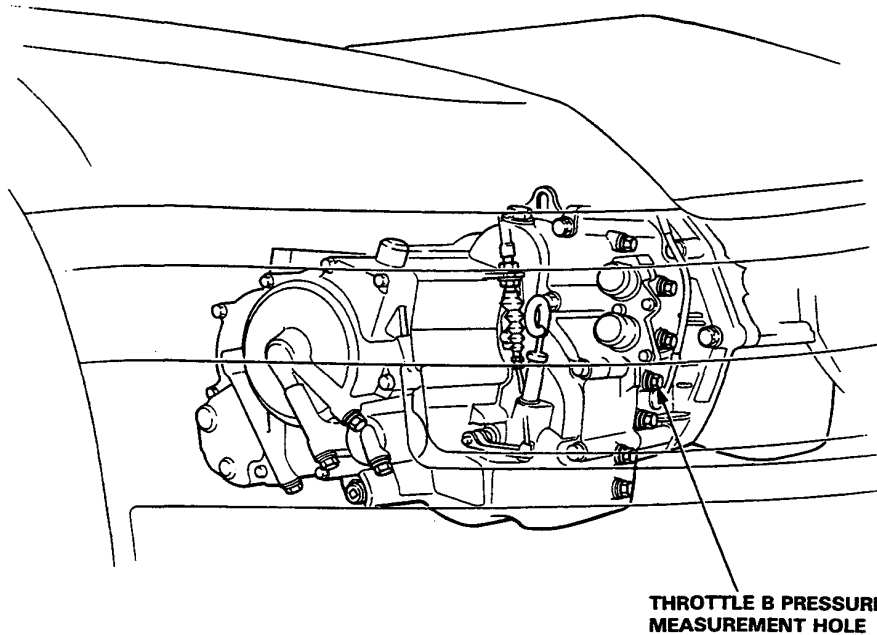
(cont'd)

# Pressure

## Testing (cont'd)

### Throttle B Pressure Measurement

- Set the parking brake securely and block the wheels.
- Run the engine at 1,000 min<sup>-1</sup> (rpm).
- 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 kPa (kg/cm <sup>2</sup> , psi)   |   |   |   |
|------------|----------------------|---------------------------------|------------------|---|---|---|---|
|            |                      |                                 |                  | PGM-FI  |   | CARBURETOR  |   |
|            |                      |                                 |                  | Standard  | Service limit   | Standard  | Service limit   |
| Throttle B | <b>S</b> or <b>D</b> | No (or low) Throttle B pressure | Throttle valve B | 0 (close)<br>834—883<br>(8.5—9.0,<br>121—128)<br>(fully opened)<br>Enclosed in parenthesis are throttle control lever opening angles. | —<br>785 (8.0, 114)<br>(fully opened)<br>Enclosed in parenthesis are throttle control lever opening angles. | 0 (close)<br>785—834 (8.0—8.5, 114—121)<br>(fully opened)<br>Enclosed in parenthesis are throttle control lever opening angles. | —<br>686 (7.0, 100)<br>(fully opened)<br>Enclosed in parenthesis are throttle control lever opening angles. |