THM 440-T4
GOVERNOR PRESSURE TESTING

Knowing what governor pressure is will help you determine if you need to work on the governor circuit. To determine if Governor Pressure is correct, it must be measured by attaching a pressure gage to the Governor Circuit in the case below the governor cover on the right hand end of the transaxle (See Fig. 1). The test plug for the governor circuit may not be readily accessible on some vehicles , and may require a 90" elbow to attach the gage. This may be time consuming, but when you have one that is giving you a hard time, it may pay well in the long run to take the time to attach a gage, and know exactly what the governor pressure really is.

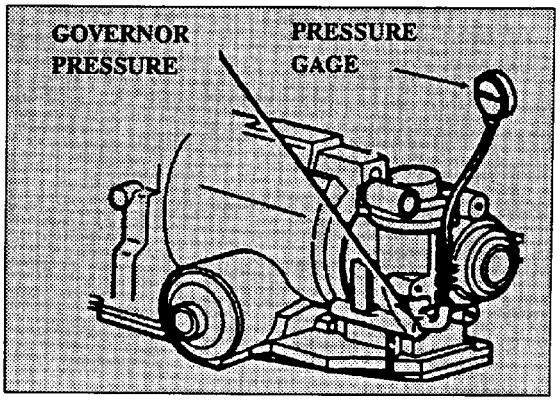

Figure 1

Below are some guidelines for determining if governor pressure is correct:
Generally governor pressure should increase as vehicle speed increases. The pressure reading should be close in psi to the speed of the vehicle in mph.

At zero mph, governor pressure should be between 0 and 4 psi.

Below 30 mph, governor pressure should be at or below the mph reading but within 6 psi of the mph reading.

Above 30 mph, the pressure should be at or slightly above the mph reading, but should not exceed 20 psi above the mph reading.

Basically, what you are looking for when measuring governor pressure to diagnose a late or no shift condition is governor pressure that increases with vehicle speed and is somewhat close to mile per hour when measured in psi. If this is what you have then you can direct your attention to the TV. valve train in the valve body.

Below are some items that will cause a low governor pressure reading:
Binding/stuck weights.

Damaged springs in governor assembly.

Foreign material in governor exhaust check ball seats.

Leaks in governor circuit (Sometimes causing no 3rd or no 4th gear) caused by:

Broken or loose bolts at governor pipe retainer.

Broken or loose bolts at accumulator cover.

Leaking or damaged gasket at either the governor pipe retainer or accumulator cover.

Cracked or porous case in accumulator area in the Governor Circuit casting.

Cracked or porous case in governor area.

Plugged screen or orifice cup plug in governor feed pipe.