

Pressure Testing

⚠ WARNING

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

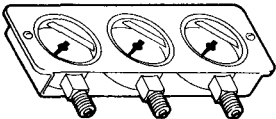
CAUTION:

- Before testing, be sure the transmission fluid is filled to the proper level.
- Warm up the engine before testing.

1. Raise the vehicle (see [section 1](#)).
2. Warm up the engine, then stop the engine and connect a tachometer.
3. Connect a pressure gauge to each inspection hole.
18N-m(1.8kgf-m,13lbf-ft)

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

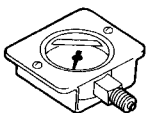
A/T OIL PRESSURE
GAUGE SET W/PANEL
[07406-0020400](#)



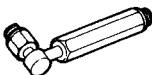
A/T OIL PRESSURE
HOSE, 2210 mm
[07MAJ - PY4011A](#)
(4 Required)



A/T LOW PRESSURE
GAUGE W/PANEL
[07406 - 0070300](#)



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

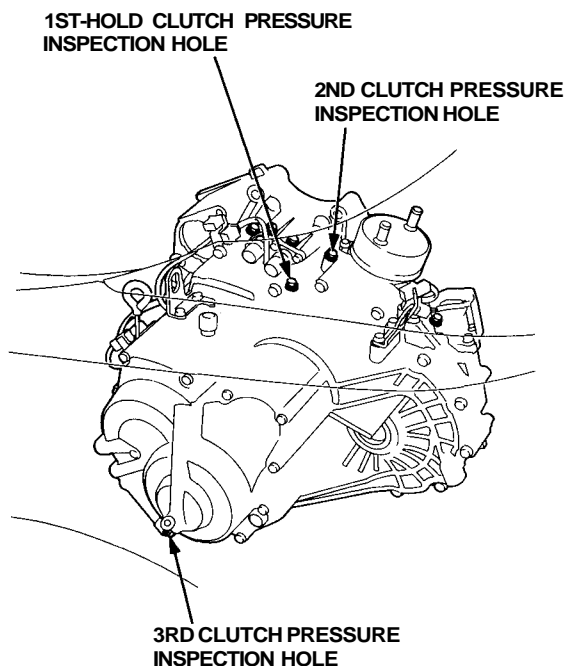
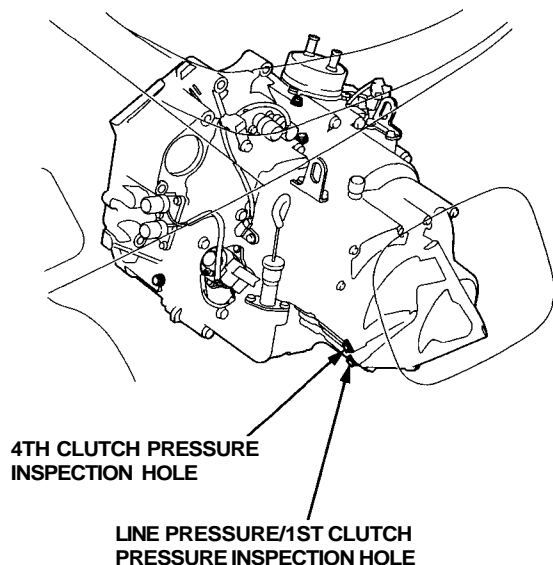


4. Start the engine, and measure the respective pressure as follows.
 - Line Pressure/Clutch Pressure
 - Clutch Low/High Pressure
 - Throttle B Pressure
5. Install a new washer and the sealing bolt in the inspection hole, and tighten to the specified torque.
Torque: 18 N-m (1.8 kgf-m, 13 lbf-ft)

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 shift lever as shown on the chart on the next page.
 4. Measure each clutch pressure.

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PRESSURE	SHIFT LEVER POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line/1st Clutch	D or 1	No or low line/1st pressure	Torque converter, ATF pump pressure regulator, torque converter check valve, ATF pump, 1st Clutch	830 – 880 kPa (8.5 – 9.0 kgf/cm ² , 121 – 128 psi)	785 kPa (8.0 kgf/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		
2nd Clutch	D	No or low 2nd pressure	2nd Clutch	490 kPa (5.0 kgf/cm ² , 71 psi) (throttle fully closed) 880 kPa (9.0 kgf/cm ² , 128 psi) (throttle more than 3/16 opened)	440 kPa (4.5 kgf/cm ² , 64 psi) (throttle fully closed) 785 kPa (8.0 kgf/cm ² , 114 psi) (throttle more than 3/16 opened)
3rd Clutch		No or low 3rd pressure	3rd Clutch		
4th Clutch		No or low 4th pressure	4th Clutch		
	R		Servo valve or 4th Clutch	830 – 880 kPa (8.5 – 9.0 kgf/cm ² , 121 – 128 psi)	785 kPa (8.0 kgf/cm ² , 114 psi)

(cont'd)

Pressure Testing

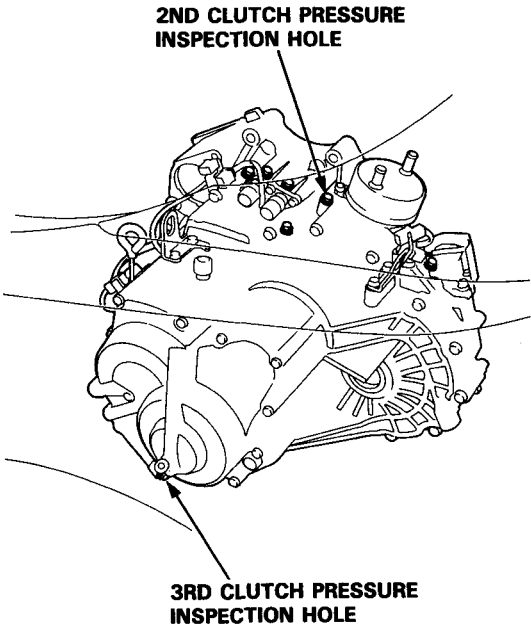
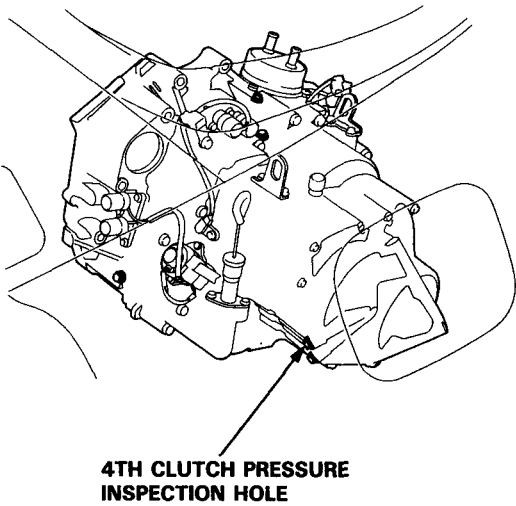
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- Clutch Low/High Pressure Measurement

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1. Allow the rear wheels to rotate freely.
2. Start the engine and let it idle.
3. Shift 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. Note the highest pressure reading obtained.
6. Repeat steps 4 and 5 for each clutch pressure being inspected.



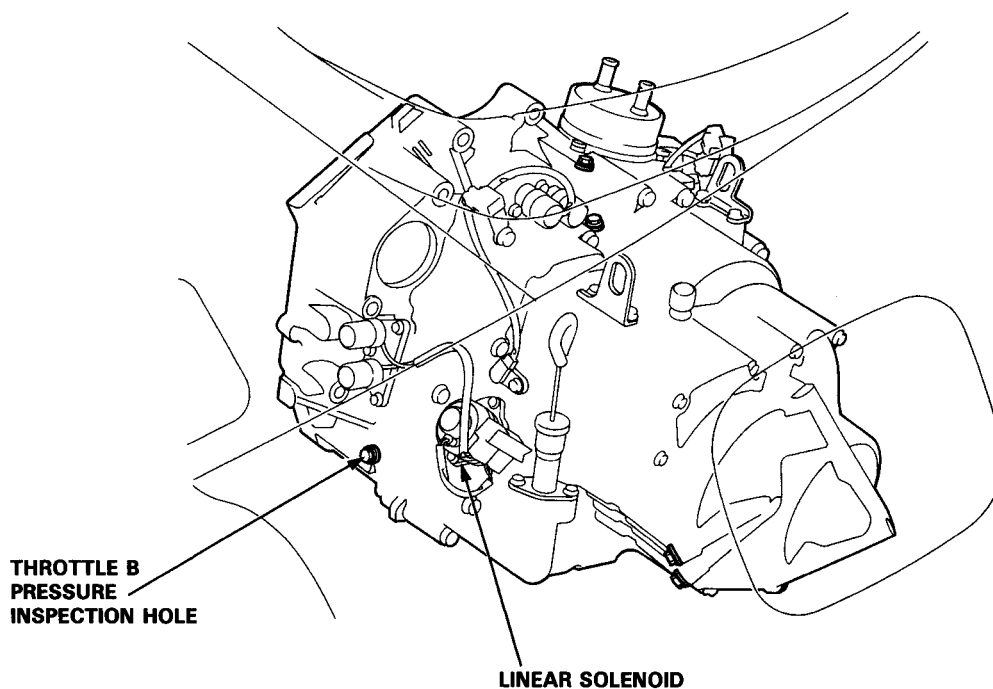
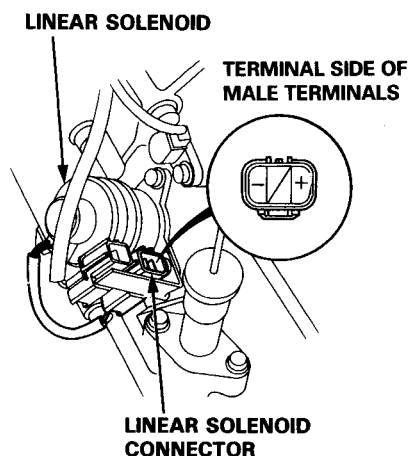
PRESSURE	SHIFT LEVER POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D	No or low 2nd pressure	2nd Clutch	490 – 880 kPa (5.0 – 9.0 kgf/cm ² , 71 – 128 psi) varies with throttle opening	440 kPa (4.5 kgf/cm ² , 64 psi) with accelerator pedal released 785 kPa (8.0 kgf/cm ² , 114 psi) with accelerator pedal more than 3/16 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 to **D** position.
4. Run the engine at 2,000 rpm.
5. Measure fully opened throttle B pressure.
6. Connect battery voltage to the linear solenoid terminal of the connector.
7. Measure fully closed throttle B pressure.



PRESSURE	SHIFT LEVER POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Throttle B	D	Pressure too high	Linear Solenoid	0 – 15 kPa (0 – 0.15 kgf/cm ² , 0 – 2 psi)	0 – 15 kPa (0 – 0.15 kgf/cm ² , 0 – 2 psi)
		No or low pressure	Faulty throttle B valve	600 – 660 kPa (6.1 – 6.7 kgf/cm ² , 87 – 95 psi)	600 – 660 kPa (6.1 – 6.7 kgf/cm ² , 87 – 95 psi)