

Stall Speed

Test

CAUTION:

- To prevent transmission damage, do not test stall speed for more than 10 seconds at a time.
- Do not move the shift lever while raising the engine speed.
- Be sure to remove the pressure gauge before testing stall speed.

1. Engage the parking brake and block all four wheels.
2. Connect a tachometer to the engine (or use the PGM Tester), then start the engine.
3. Make sure the A/C switch is OFF.
4. After the engine has warmed up to normal operating temperature (the cooling fan comes on), shift into **2** position.
5. Fully depress the brake pedal and accelerator for 6 to 8 seconds, and note engine speed.
6. Allow 2 minutes for cooling, then repeat same test in **1**, **D** and **R** positions.

NOTE:

- Stall speed tests should be used for diagnostic purposes only.
- Stall speed should be the same in **1**, **2**, **D** and **R** positions.

Stall Speed RPM: Specification: 2,100 rpm
Service Limit: 1,950 - 2,250 rpm

TROUBLE	PROBABLE CAUSE
Stall rpm high in 2 position	<ul style="list-style-type: none">• Low fluid level or ATF pump output• Clogged ATF strainer• Pressure regulator valve stuck closed• Slippage of 2nd clutch
Stall rpm high in 1 position	<ul style="list-style-type: none">• Slippage of 1st clutch or 1st-hold clutch
Stall rpm high in D position	<ul style="list-style-type: none">• Slippage of 1st clutch or 1st gear one-way clutch
Stall rpm high in R position	<ul style="list-style-type: none">• Slippage of 4th clutch
Stall rpm low in 2 position	<ul style="list-style-type: none">• Engine output low• Torque converter one-way clutch slipping