

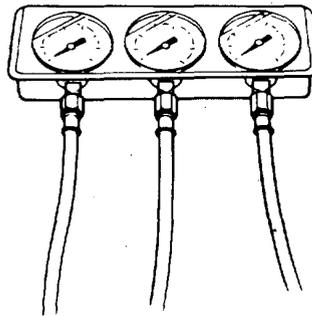
Pressure Testing

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

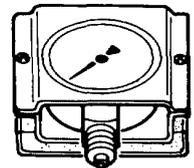
NOTE:

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

GAUGE SET 07406-002003
(includes pressure hose set 07406-0020201)



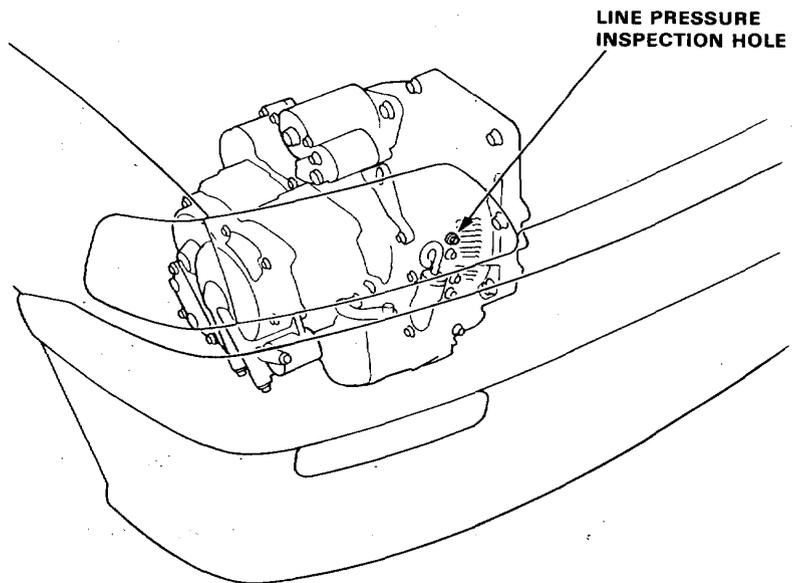
LOW PRESSURE GAUGE (07406-0070000)



HOSE FITTING

Line Pressure Measurement

1. Set the parking brake securely and block the rear wheels.
2. Run the engine at 2,000 min⁻¹ (rpm).



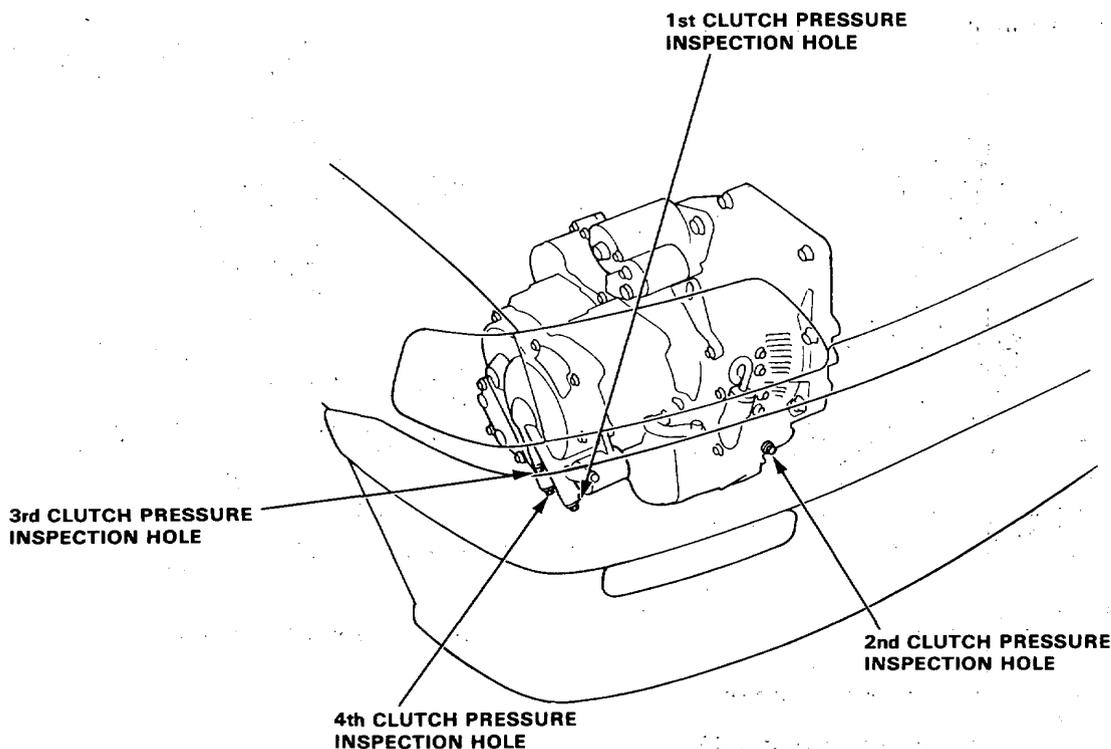
LINE PRESSURE INSPECTION HOLE

PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	N or P	No (or low) Line pressure	Torque converter, oil pump pressure regulator, torque converter check valve, oil pump	785-834 kPa (8.0-8.5 kg/cm ² , 114-121 psi)	736kPa (7.5 kg/cm ² , 107 psi)



Clutch Pressure Measurement

1. Set the parking brake securely and block the rear wheels.
2. Jack the up front of the car and support it with jack stands.
3. Run the engine at 2,000 min^{-1} (rpm).



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
1st Clutch	D3 or D4	No or low 1st pressure	1st Clutch	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	736 kPa (7.5 kg/cm ² , 107 psi)
2nd Clutch (2nd hold)	2	No or low 2nd pressure	2nd Clutch	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	736 kPa (7.5 kg/cm ² , 107 psi)
2nd Clutch 3rd Clutch 4th Clutch	D3 or D4	No or low 2nd, 3rd or 4th pressure	2nd, 3rd and 4th Clutch	412 kPa (4.2 kg/cm ² , 60psi) (throttle control lever fully closed) 785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi) (throttle open more than 1/4)	363 kPa (3.7 kg/cm ² , 53 psi) (throttle control lever fully closed) 736 kPa (7.5 kg/cm ² , 107 psi) (throttle open more than 1/4)
4th Clutch	R	No or low 4th pressure	Servo valve or 4th Clutch	785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi)	736 kPa (7.5 kg/cm ² , 107 psi)

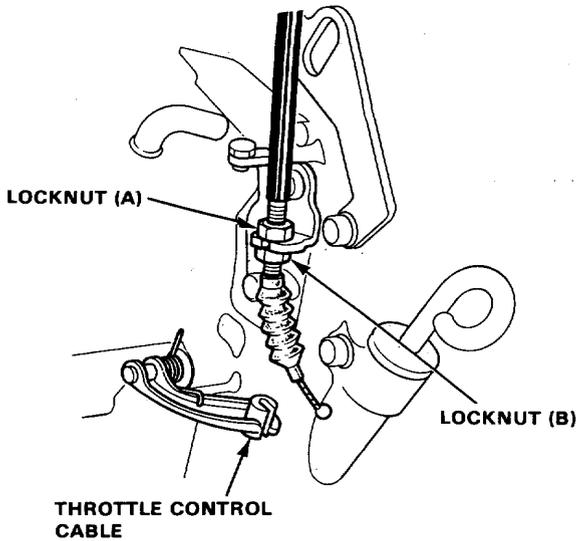
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Pressure

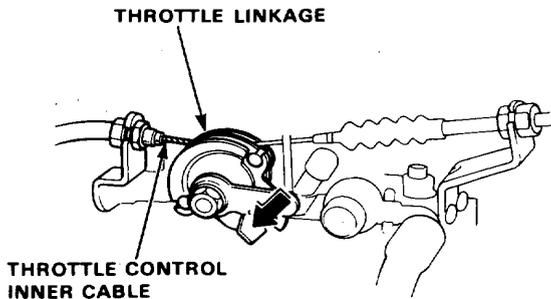
Testing (cont'd)

Low/High Pressure Test

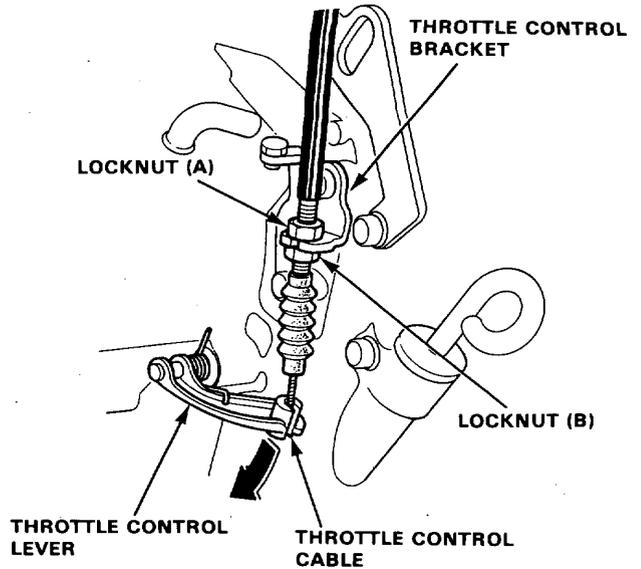
1. Raise car and support with safety stands.
2. Attach the gauge set to the appropriate pressure test port.
3. Remove the cable end of the throttle control cable from the throttle control lever.
NOTE: Do not loosen the locknuts, simply unhook the cable end.



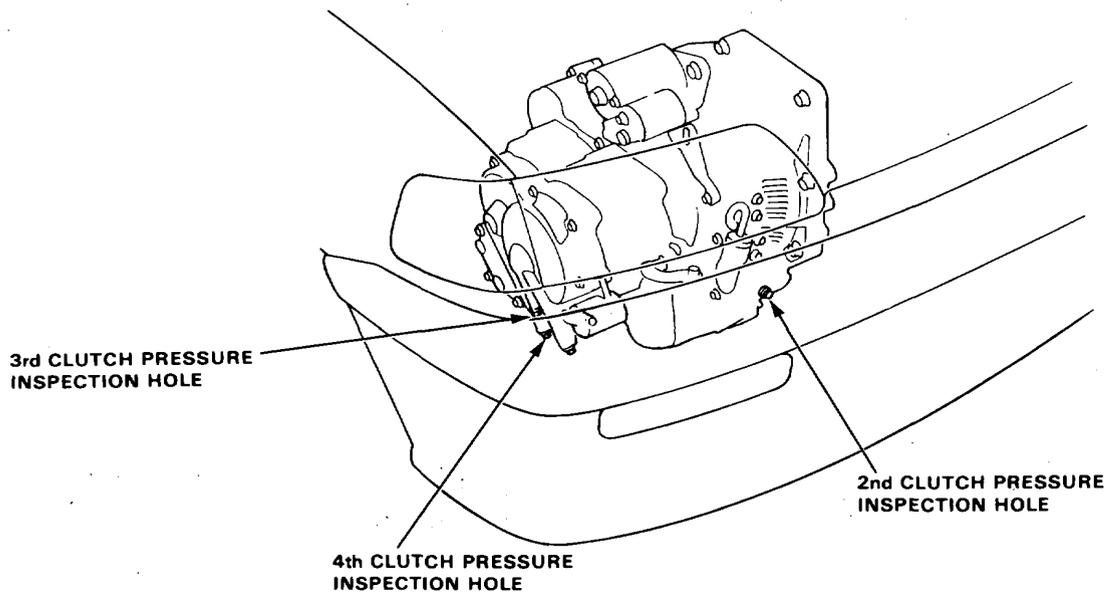
4. Warm up engine to normal operating temperature (cooling fan comes on).
5. With the engine idling, move the selector lever to D3 or D4.
6. Slowly move the throttle linkage to increase engine rpm until pressure is indicated on the appropriate gauge. Then release the throttle linkage, allowing the engine to return to an idle, and record the pressure reading.
7. Repeat step 6 for each clutch pressure being inspected.



8. With the engine idling, lift the throttle control lever up approximately 1/2 of its possible travel and increase the engine rpm until pressure is indicated on the appropriate gauge. Record the highest pressure reading obtained.



9. Repeat step 8 for each clutch pressure being inspected.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D or D	No or low 2nd pressure	2nd Clutch	412–834 kPa (4.2–8.5 kg/cm ² , 60–121 psi) varies with throttle opening	363 kPa (3.7 kg/cm ² , 53 psi) with lever released. 736 kPa (7.5 kg/cm ² , 107 psi) with lever in full throttle position.
3rd Clutch	D or D	No or low 3rd pressure	3rd Clutch		
4th Clutch	D	No or low 4th pressure	4th Clutch		

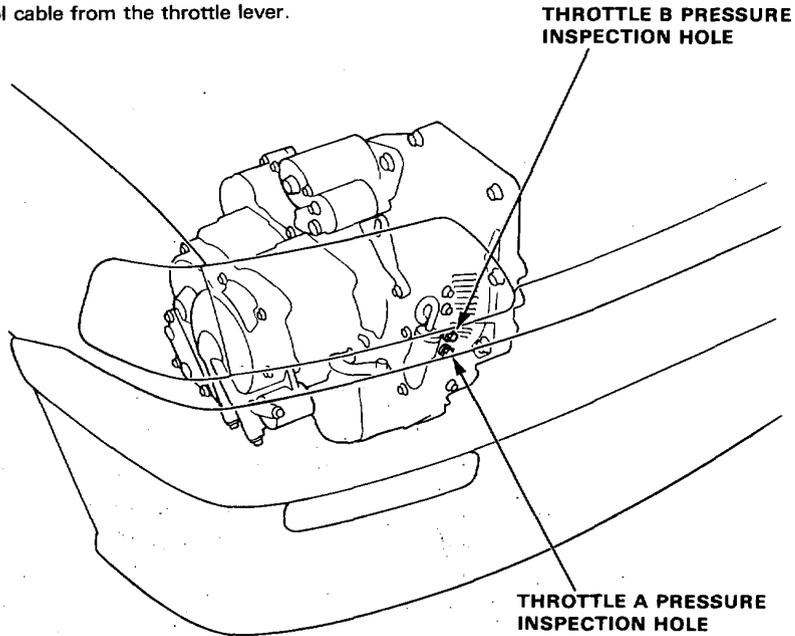
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Pressure

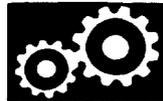
Testing (cont'd)

Throttle Pressure Measurement

1. Set the parking brake securely and block the wheels.
2. Run the engine at $1,000 \text{ min}^{-1}$ (rpm).
3. Disconnect the throttle control cable from the throttle lever.

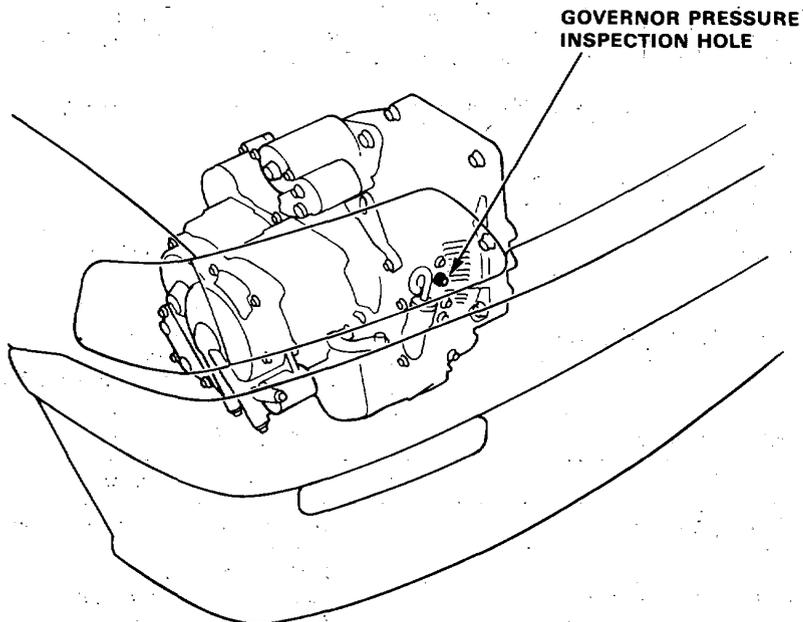


PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Throttle A	D3 or D4	No (or low) throttle pressure	Throttle valve A Throttle modulator valve	0–4.9 kPa (0–0.05 kg/cm ² , 0–70 psi) with lever released. Carburetor engine: 505–520 kPa (5.15–5.30 kg/cm ² , 73.2–75.4 psi) PGM-FI engine: 456–471 kPa (4.65–4.80 kg/cm ² , 66–68 psi) DOHC engine: 477–490 kPa (4.85–5.00 kg/cm ² , 69–71 psi)	Carburetor engine: 500 kPa (5.1 kg/cm ² , 72.5 psi) PGM-FI engine: 451 kPa (4.60 kg/cm ² , 65 psi) DOHC engine: 471 kPa (4.8 kg/cm ² , 68 psi) With lever in full throttle position.
Throttle B	D3 or D4	No (or low) throttle pressure	Throttle valve B	0 kPa (0 kg/cm ² , 0 psi) with lever released. 785–834 kPa (8.0–8.5 kg/cm ² , 114–121 psi) with lever in full throttle position.	736 kPa (7.5 kg/cm ² , 107 psi) with lever in full throttle position.



Governor Pressure Measurement

1. Set the parking brake securely and block the rear wheels.
2. Jack up the front of the car and support it with jack stands.
3. Run vehicle at 60 km/h (38 mph).



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Governor	D3 or D4	No (or low) governor pressure	Governor valve	1.4 l engine: 151-161 kPa (1.54-1.64 kg/cm ² , 22-23 psi) 1.6 l Carburetor engine: 148-158 kPa (1.51-1.61 kg/cm ² , 21-23 psi) PGM-FI engine: 220-229 kPa (2.24-2.34 kg/cm ² , 32-33 psi) DOHC engine: 165-176 kPa (1.68-1.78 kg/cm ² , 24-25 psi)	1.4 l engine: 146 kPa (1.49 kg/cm ² , 21 psi) 1.6 l Carburetor engine: 143 kPa (1.46 kg/cm ² , 21 psi) PGM-FI engine: 215 kPa (2.19 kg/cm ² , 31 psi) DOHC engine: 160 kPa (1.63 kg/cm ² , 23 psi)