

AUTOMATIC TRANSMISSION

SERVICE DATA

SS001-01

Line pressure (Wheel locked)	Engine idling	
	D position	480 – 539 kPa (4.9 – 5.5 kgf/cm ² , 70 – 78 psi)
	R position	696 – 794 kPa (7.1 – 8.1 kgf/cm ² , 101 – 115 psi)
	AT stall (Throttle valve fully opened)	
	D position	1,294 – 1,432 kPa (13.2 – 14.6 kgf/cm ² , 188 – 208 psi)
	R position	1,657 – 1,989 kPa (16.9 – 20.2 kgf/cm ² , 240 – 287 psi)
Engine stall revolution	D and R position	2,300 ± 150 rpm
Time lag	N → D position	Less than 1.2 seconds
	N → D position	Less than 1.5 seconds
Engine idle speed (A/C OFF)		
	N position	700 ± 50 rpm
Speedometer driven gear oil seal drive in depth		25 mm (0.98 in.)
Shift lever grooved pin		13.5 ± 0.3 mm (0.531 ± 0.012 in.)
Drive plate runout	Max.	0.20 mm (0.0079 in.)
Torque converter clutch runout	Max.	0.30 mm (0.0118 in.)
Torque converter clutch installation distance		More than 17.1 mm (0.673 in.)
Shift point		
* D position		
(Throttle valve fully opened)	1 → 2	55 – 60 km/h (34 – 37 mph)
	2 → 3	101 – 111 km/h (63 – 69 mph)
	3 → O/D	154 – 165 km/h (95 – 103 mph)
	O/D → 3	147 – 158 km/h (91 – 98 mph)
	3 → 2	94 – 100 km/h (58 – 62 mph)
	2 → 1	43 – 48 km/h (27 – 30 mph)
* 2 position		
(Throttle valve fully opened)	3 → 2	112 – 122 km/h (70 – 76 mph)
L position		
(Throttle valve fully opened)	2 → 1	54 – 63 km/h (34 – 39 mph)
Lock-up point		
	(Throttle valve opening 5 %)	
	Lock-up ON	61 – 66 km/h (38 – 41 mph)
	Lock-up OFF	54 – 59 km/h (34 – 37 mph)

*: There is no 1 → 2 up-shift and 2 → 1 down shift in the 2nd START switch ON.