



## KS, KX, KQ and KG Models

### ● Upshift

Ⓓ (and Ⓓ)

1st—2nd

2nd—3rd

3rd—4th

Lock up Clutch ON

Full Lock up ON

1/8 throttle Coasting down-hill from a stop	km/h	16—19	33—37	42—48	49—53	66—72
	mph	10—12	21—23	26—30	30—33	41—45
1/2 throttle Acceleration from a stop	km/h	26—32	66—72	95—104	92—99	96—104
	mph	16—20	41—45	59—65	57—62	60—65
Full-throttle Acceleration from a stop	km/h	48—56	100—108	146—156	—	135—143
	mph	30—35	62—67	91—97	—	84—89

### ● Downshift

Ⓓ (and Ⓓ)

Lock up Clutch OFF

4th—3rd

3rd—2nd

2nd—1st

1/8 throttle Coasting or braking to a stop	km/h	49—53	—	(4th—2nd) 13—19	7—13
	mph	30—33	—	(4th—2nd) 8—12	4—8
1/2 throttle When car is slowed by increased grade, wind, etc.	km/h	92—99	—	—	—
	mph	57—62	—	—	—
Full-throttle When car is slowed by increased grade, wind, etc.	km/h	—	146—156	85—95	39—47
	mph	—	91—97	53—59	24—29

**CAUTION:** Do not shift from Ⓓ or Ⓓ to Ⓓ at speeds over 100 km/h (62.5 mph); you may damage the transmission.

### ① (1st Gear)

1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
2. Upshifts and downshifts should not occur with the selector in this range.

### ② (2nd Gear)

1. Accelerate from a stop at full throttle. Check that there is no abnormal noise or clutch slippage.
2. Upshifts and downshifts should not occur with the selector in this range.

### Ⓖ (Reverse)

Accelerate from a stop at full throttle, and check for abnormal noise and clutch slippage.

### Ⓕ (Park)

Park car on a slope (approx. 16°), apply the parking brake, and shift into Park. Release the brake; the car should not move.

# Pressure

## Testing

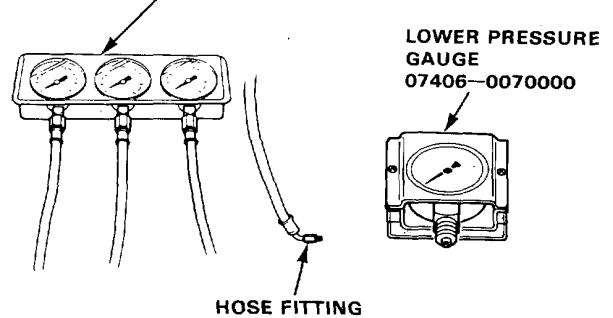
### CAUTION:

- Before testing, be sure the transmission is filled to the proper level.
- Connect an oil pressure gauge securely, being sure not to allow dust and other foreign particles to enter the inspection hole.
- Warm up the engine before testing.
- Set the parking brake securely, and block both rear wheels.
- Raise the front of the car and support with safety stands.

NOTE: Do not reuse old aluminum washers. Install the sealing bolt in the inspection hole and tighten to the specified torque 18 N·m (1.8 kg-m, 12 lb-ft).

1. Stop the engine and connect a tachometer.
2. Connect an oil pressure gauge to each inspection hole.

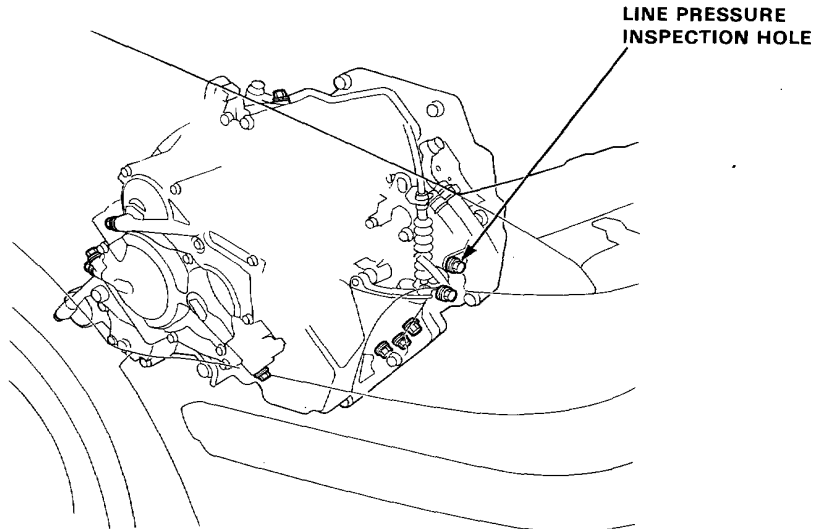
GAUGE SET 07406-0020003 (Includes Pressure Hoses)  
A/T OIL PRESSURE GAUGE HOSE 07406-0020201



3. Start the engine and measure respective pressures as follows.

### Line Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Run the engine at 2,000 min<sup>-1</sup> (rpm).
3. Measure the line pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	<b>N</b> or <b>P</b>	No (or low) Line pressure	Torque converter, oil pump pressure regulator, torque converter check valve, oil pump	760–809 kPa (7.75–8.25 kg/cm <sup>2</sup> , 110–117 psi)	711 kPa (7.25 kg/cm <sup>2</sup> , 103 psi)

NOTE: Higher pressures may be indicated if measurements are made in selector positions other than **N** or **P**.