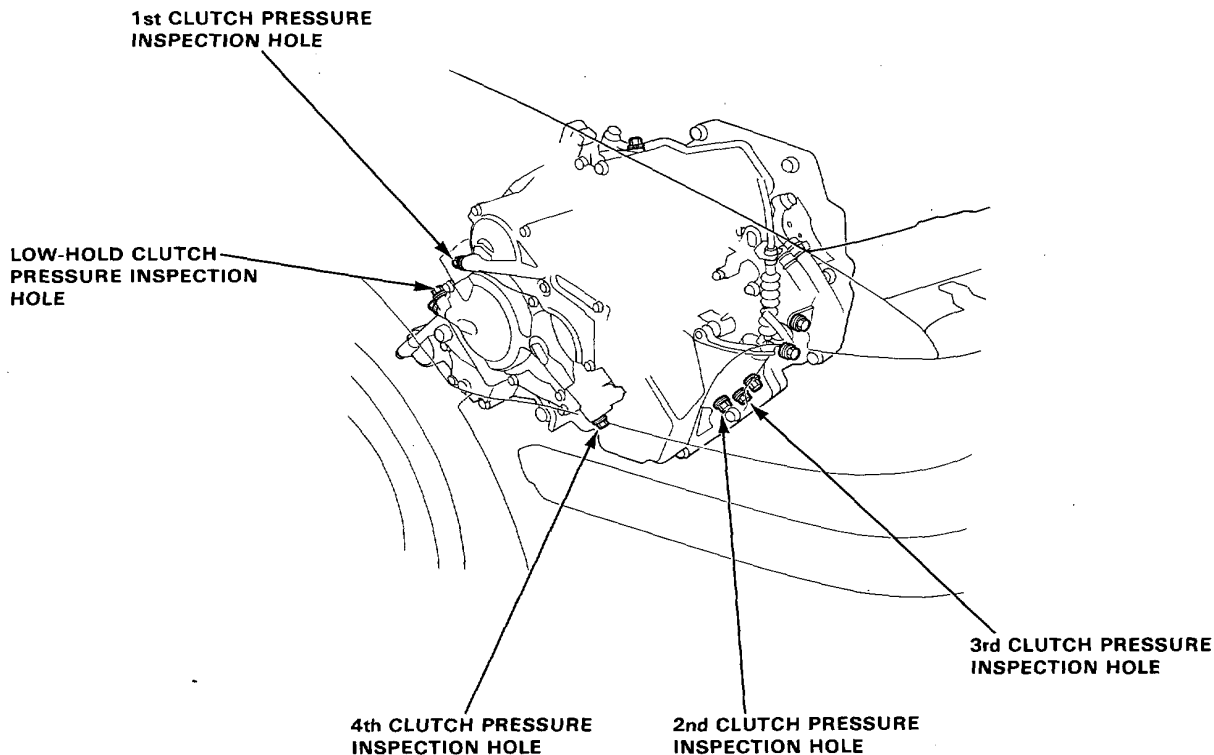




Clutch Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Raise the front of the car and support with safety stands.
3. Allow the front wheels to rotate freely.
4. Run the engine at 2,000 min⁻¹ (rpm).
5. Measure the clutch pressure.



PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Low-Hold Clutch	1	No or low low-hold pressure	Low-Hold Clutch	765–814 kPa (7.8–8.3 kg-m/cm ² , 111–118 psi)	716 kPa (7.3 kg-m/cm ² , 104 psi)
1st Clutch	1	No or low 1st pressure	1st Clutch		
2nd Clutch	2	No or low 2nd pressure	2nd Clutch		
3rd Clutch	D or D₁	No or low 3rd pressure	3rd Clutch		
4th Clutch	D₁	No or low 4th pressure	4th Clutch		
4th Clutch	R	No or low 4th pressure	Servo Valve 4th Clutch		

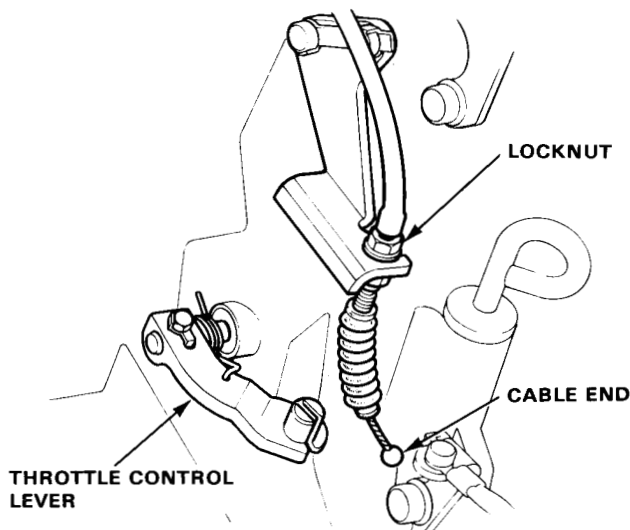
Pressure

Testing (cont'd)

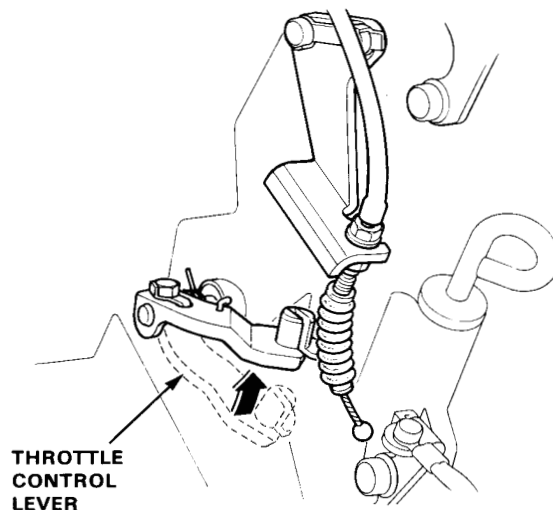
Clutch Low/High Pressure Test

1. Raise the 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 lever.



NOTE: Do not loosen the locknuts, simply unhook the cable end.

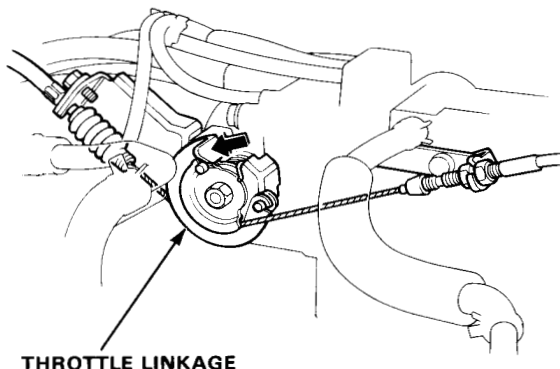


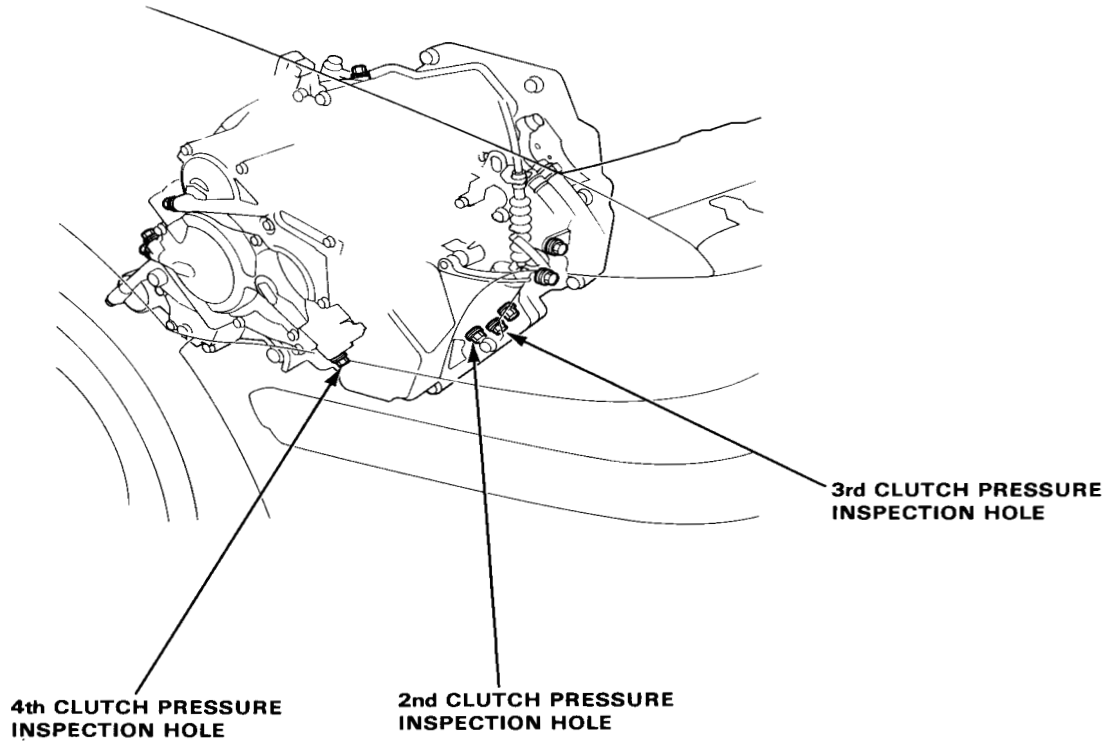
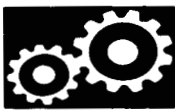
8. With the engine idling, lift the throttle control lever up approximately 1/2 of its possible travel and increase the engine rpm until pressure is indicated on the appropriate gauge. Record the highest pressure reading obtained.



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

4. Warm up the engine to normal operating temperature (cooling fan comes on).
5. With the engine idling, move the selector lever to  or .
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.





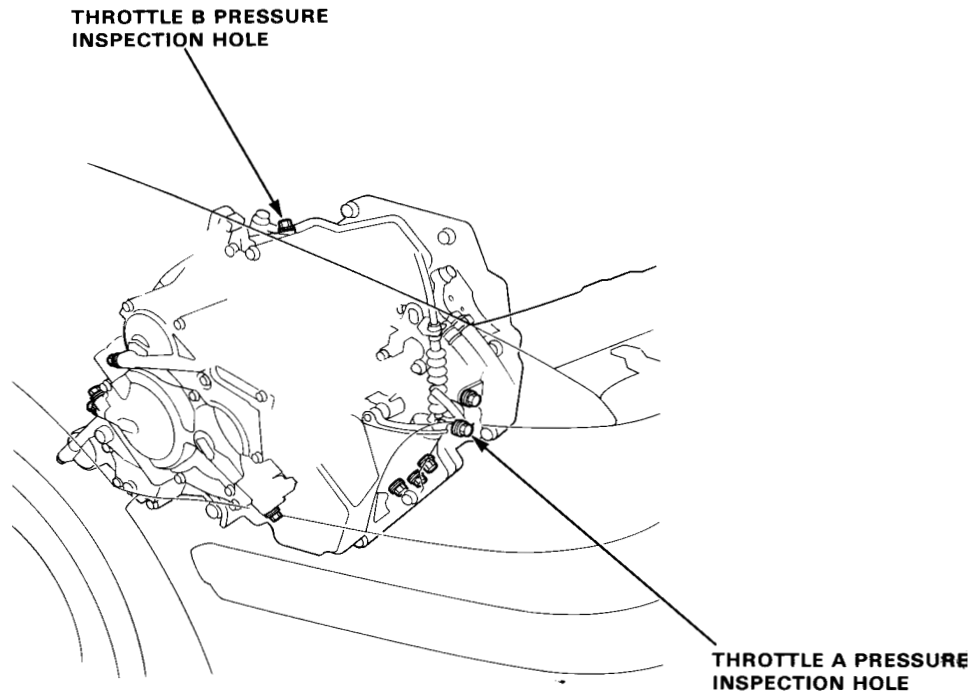
PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
2nd Clutch	D ₂ or D ₄	No or low 2nd pressure	2nd Clutch	392—814 kPa (4.0—8.3 kg/cm ² , 57—118 psi)	343 kPa (3.5 kg/cm ² , 50 psi) with lever released.
3rd Clutch	D ₃ or D ₄	No or low 3rd pressure	3rd Clutch		735 kPa (7.3 kg/cm ² , 104 psi) with lever in half or more throttle position.
4th Clutch	D ₄	No or low 4th pressure	4th Clutch	422—814 kPa (4.3—8.3 kg/cm ² , 61—118 psi)	373 kPa (3.8 kg/cm ² , 54 psi) with lever released. 735 kPa (7.3 kg/cm ² , 104 psi) with lever in half or more throttle position.

Pressure

Testing (cont'd)

Throttle Pressure Measurement

1. Set the parking brake and block both rear wheels securely.
2. Run the engine at 1,000 min⁻¹ (rpm).
3. Disconnect the throttle control cable from the throttle lever and set the control lever in full throttle position.

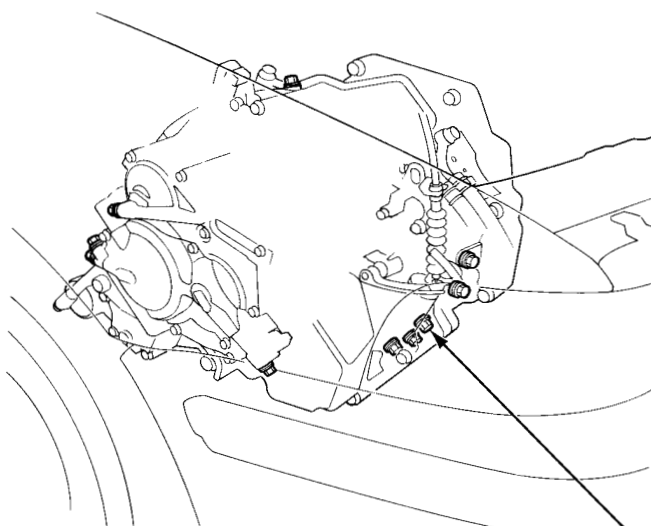


PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE		
				Standard		Service Limit
Throttle A	D ₁ or D ₂	No or low Throttle A pressure	Throttle valve A	with CATA	514—530 kPa (5.25—5.4 kg/cm ² , 74—76 psi)	509 kPa (5.2 kg/cm ² , 73 psi)
				without CATA	485—500 kPa (4.95—5.1 kg/cm ² , 70—72 psi)	480 kPa (4.9 kg/cm ² , 69 psi)
Throttle B	D ₁ or D ₂	No or low Throttle B pressure	Throttle valve B	760—808 kPa (7.75—8.25 kg/cm ² , 110—117 psi)		710 kPa (7.25 kg/cm ² , 103 psi)



Governor Pressure Measurement

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



GOVERNOR PRESSURE
INSPECTION HOLE

PRESSURE	SELECTOR POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE		
					Standard	Service Limit
Governor	D ₂ or D ₁	No or low governor pressure	Governor valve	with CATA	225—235 kPa (2.3—2.4 kg/cm ² , 32—34 psi)	220 kPa (2.25 kg/cm ² , 32 psi)
				without CATA	166—176 kPa (1.7—1.8 kg/cm ² , 24—25 psi)	162 kPa (1.65 kg/cm ² , 23 psi)

Stall Speed

Test

CAUTION:

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

1. Engage parking brake and block the front wheels.
2. Connect safety chains to both front two hooks and attach, with minimum slack, to some strong stationary object.
3. Connect tachometer, and start the engine.
4. After the engine has warmed up to normal operating temperature, shift into **D₄**.
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** and **R**.

Stall speed in **D₄**, **1** and **R** must be the same, and must also be within limits:

NOTE:

Stall speed test must be made only for checking the cause of trouble.

Stall Speed RPM:

Specification: 2,500 min⁻¹ (rpm)

Service Limit: 2,350—2,650 min⁻¹ (rpm)

TROUBLE	PROBABLE CAUSE
Stall rpm high in D₄ , 1 & R	<ul style="list-style-type: none">• Low fluid level or oil pump output.• Clogged oil strainer.• Pressure regulator valve stuck closed.• Slipping clutch.
Stall rpm high in R	<ul style="list-style-type: none">• Slippage of 4th clutch
Stall rpm high in D₄ & 1	<ul style="list-style-type: none">• Slippage of 1st clutch or 1st gear one-way clutch
Stall rpm low in D₄ , 1 & R	<ul style="list-style-type: none">• Engine output low• Torque converter one-way clutch slipping

