



Stall Speed

Test

1. Engage parking brake and block front wheels.
2. Connect tachometer, and start engine.
3. After engine has warmed up to normal operating temperature, shift into **D3**.
4. Fully depress brake pedal and accelerator for 6 to 8 seconds, and note engine speed.

CAUTION: To prevent transmission damage, do not test stall speed for more than 10 seconds at a time.

5. Allow 2 minutes for cooling, then repeat same test in **D4**, **2** and **R**.

Stall speed in **D3**, **D4**, **2**, and **R** must be the same, and must also be within limits:

Stall Speed RPM:

Specification:	2,750 rpm
Service Limit:	2,300 – 2,900 rpm

TROUBLE	PROBABLE CAUSE
Stall rpm high in 2 , D3 , D4 & R .	Low fluid level or oil pump output, clogged oil strainer, pressure regulator valve stuck closed. Slipping clutch.
Stall rpm high in D3 , D4 only.	Slippage of 1st clutch
Stall rpm low in 2 , D3 , D4 & R .	<ul style="list-style-type: none">• Engine output low, throttle cable misadjusted at carburetor.• Oil pump seized.• Torque Converter one-way clutch slipping.

Maintenance

Checking/Changing

Checking

With the car on level ground, unscrew the transmission dipstick and check the level of fluid immediately after the engine is shut off (within one minute). The fluid level should be between the full and low marks. Do not screw dipstick in to check the fluid level. If the level is at, or below, the low mark, add DEXRON-type automatic transmission fluid.

Changing

1. Bring the transmission up to operating temperature by driving the car. Park the car on level ground, turn the engine off, then remove drain plug.
2. Reinstall the drain plug with a new washer, then refill the transmission to the full mark on the dipstick.

Automatic transmission Capacity:

2.4 l (2.5 U.S. qts., 2.1 Imp. qt) at change

5.4 l (5.7 U.S. qts., 4.8 Imp. qt) after overhaul

