



Pressure Testing

⚠ WARNING

- While testing, be careful of the rotating front wheels.
- Make sure lifts, jacks and safety stands are placed properly (see [section 1](#)).

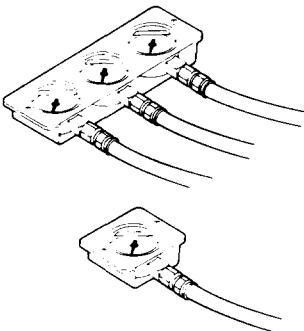
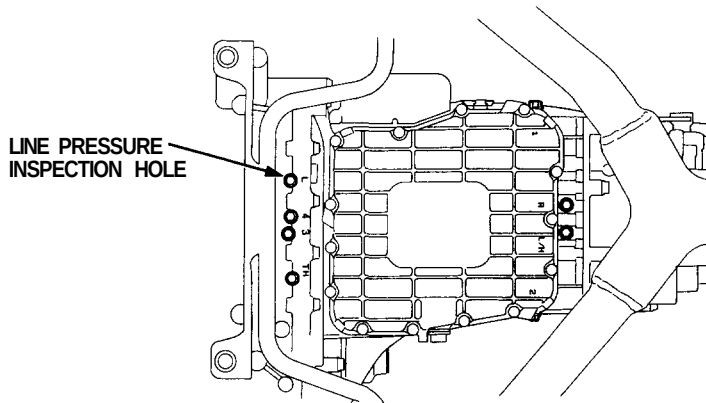
CAUTION:

- Before testing, be sure the transmission fluid is filled to the proper level.
- Warm up the engine before testing.

1. Raise the front of the vehicle, and support it with safety stands.
2. Set the parking brake, and block rear wheels securely.
3. Allow the front wheels to rotate freely.
4. Warm up the engine (the radiator fan comes on), then stop and connect a tachometer.
5. Connect the special tool to line pressure inspection hole.

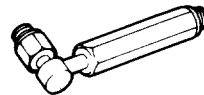
TORQUE: 18 N-m (1.8 kgf-m, 13 lbf-ft)

CAUTION: Connect the oil pressure gauge securely, be sure not to allow dust and other foreign particles to enter the inspection hole.



A/T OIL PRESSURE GAUGE
SET W/PANEL
07406-0020400

A/T LOW PRESSURE
GAUGE W/PANEL
07406-0070300



A/T PRESSURE HOSE
ADAPTER
07MAJ-PY40120
(4 Required)



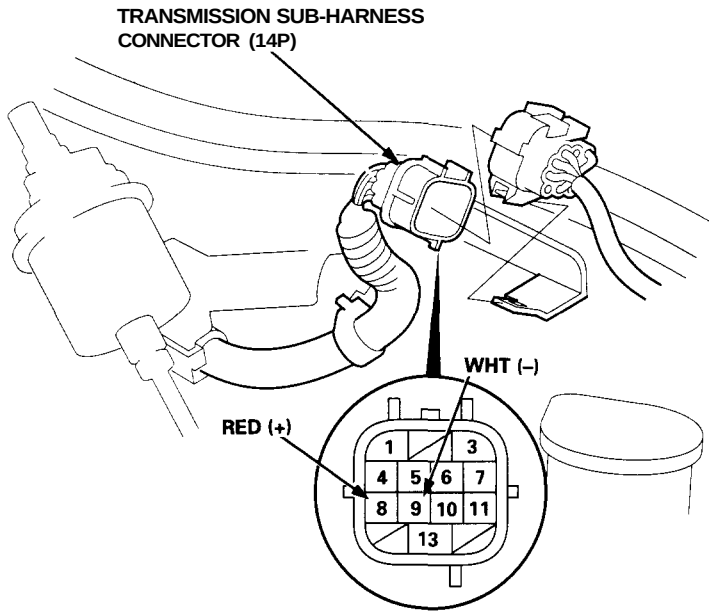
A/T PRESSURE HOSE,
2210 mm
07MAJ-PY4011A
(4 Required)

(cont'd)

Pressure Testing

(cont'd)

6. Disconnect the transmission sub-harness connector (14P).
7. Start the engine, and run it at 2,000 rpm.



Terminal side of female terminals

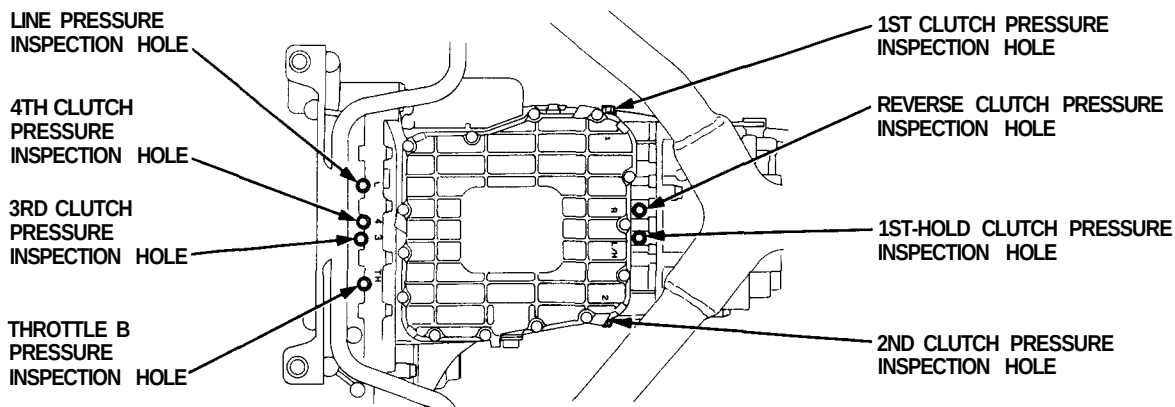
8. Shift to the **N** or **P** position, and measure line pressure at the fully opened throttle condition.
9. Connect battery voltage to the A/T clutch pressure control solenoid valve terminals of the transmission sub-harness connector as shown.
10. Measure line pressure at the fully closed throttle condition.
If line pressure is out of specification, check and repair probable cause in the table below.

PRESSURE	SHIFT LEVER POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
Line	N or P	No (or low) line pressure	Torque converter, ATF pump, pressure regulator, torque converter check valve	520 kPa (5.3 kgf/cm ² , 75 psi) Fully closed throttle	500 kPa (5.1 kgf/cm ² , 73 psi) Fully closed throttle
				910 kPa (9.3 kgf/cm ² , 130 psi) Fully opened throttle	790 kPa (8.1 kgf/cm ² , 115 psi) Fully opened throttle

11. Stop the engine, and connect the transmission sub-harness connector (14P).
12. Disconnect the special tool from line pressure inspection hole, and connect the special tool to each inspection hole.
13. Start the engine, and run it as 2,000 rpm.



14. Shift to the respective shift lever position, and measure each clutch pressure.



15. Disconnect the transmission sub-harness connector (14P), then measure throttle B pressure with the throttle fully opened.
16. Connect battery voltage to the A/T clutch pressure control solenoid valve terminals of the transmission sub-harness connector as shown.
17. Measure throttle B pressure at the fully closed throttle condition.

PRESSURE	SHIFT LEVER POSITION	SYMPTOM	PROBABLE CAUSE	FLUID PRESSURE	
				Standard	Service Limit
1st clutch	1 , D₄ or D₃	No or low 1st pressure	1st clutch	530 – 590 kPa (5.4 – 6.0 kgf/cm ² , 77 – 85 psi) Fully closed throttle	510 kPa (5.2 kgf/cm ² , 74 psi) Fully closed throttle
1st-hold clutch	1 or 2	No or low 1st-hold pressure	1st-hold clutch		
2nd clutch	2	No or low 2nd pressure	2nd clutch		
3rd clutch	D₃	No or low 3rd pressure	3rd clutch		
4th clutch	D₄	No or low 4th pressure	4th clutch		
Reverse clutch	R	No or low reverse pressure	Reverse clutch	760 – 850 kPa (7.7 – 8.7 kgf/cm ² , 110 – 120 psi) Fully closed throttle	740 kPa (7.5 kgf/cm ² , 110 psi) Fully closed throttle
Throttle B	D₄	Pressure too high	Throttle valve body/A/T clutch pressure control solenoid valve	0 – 15 kPa (0 – 0.15 kgf/cm ² , 0 – 2 psi) Fully closed throttle	—
		No or low pressure		550 – 590 kPa (5.6 – 6.0 kgf/cm ² , 80 – 85 psi) Fully opened throttle	510 kPa (5.2 kgf/cm ² , 74 psi) Fully opened throttle

18. Install the sealing bolts with new sealing washers in the inspection holes, and tighten the bolts to the specified torque.

TORQUE: 18 N·m (1.8 kgf·m, 13 lbf·ft)

NOTE: Do not reuse old sealing washers.