

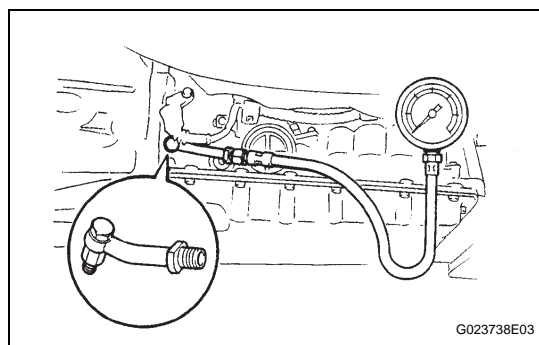
## HYDRAULIC TEST

### 1. PERFORM HYDRAULIC TEST

- (a) Measure the line pressure.

#### NOTICE:

- Perform the test at the normal operating ATF (Automatic Transmission Fluid) temperature of 50° to 80°C (122° to 176°F).
- The line pressure test should always be carried out in pairs. One technician should observe the condition of the wheels or wheel stoppers outside the vehicle while the other is doing the test.
- Be careful to prevent the SST hose from interfering with the exhaust pipe.
- This check must be conducted after checking and adjusting the engine.
- Perform the test with A/C OFF.
- Do not conduct stall tests for longer than 5 seconds continuously.



- (1) Warm up the ATF.
- (2) Lift the vehicle up.
- (3) Remove the test plug on the transmission case center right side and connect SST.  
**SST 09992-00095 (09992-00231, 09992-00271)**
- (4) Fully apply the parking brake and chock the 4 wheels.
- (5) Start the engine and check the idling speed.
- (6) Keep your left foot pressing firmly on the brake pedal and shift into the D position.
- (7) Measure the line pressure while the engine is idling.
- (8) Depress the accelerator pedal all the way down. Quickly read the highest line pressure when the engine speed reaches the stall speed.
- (9) In the same manner, do the test in the R position.

#### Specified line pressure

Condition	D position: kPa (kgf / cm <sup>2</sup> , psi)	R position: kPa (kgf / cm <sup>2</sup> , psi)
Idling	363 to 422 (3.7 to 4.3, 52.6 to 61.2)	608 to 706 (6.2 to 7.2, 88.2 to 102.4)
Stall test	932 to 1,177 (9.5 to 12.0, 135.2 to 170.7)	1,569 to 1,912 (16.0 to 19.5, 227.6 to 277.3)

#### Evaluation

Problem	Possible cause
If the measured values at all positions are too high	<ul style="list-style-type: none"> <li>• Shift solenoid valve (SLT) defective</li> <li>• Regulator valve defective</li> </ul>
If the measured values at all positions are too low	<ul style="list-style-type: none"> <li>• Shift solenoid valve (SLT) defective</li> <li>• Regulator valve defective</li> <li>• Oil pump defective</li> <li>• O/D direct clutch defect</li> </ul>
If pressure is low in the D position only	<ul style="list-style-type: none"> <li>• D position circuit fluid leakage</li> <li>• Forward clutch defective</li> </ul>

Problem	Possible cause
If pressure is low in the R position only	<ul style="list-style-type: none"><li>• R position circuit fluid leakage</li><li>• Direct clutch defective</li><li>• 1st &amp; reverse brake defective</li></ul>