

# PRELIMINARY CHECK PROCEDURE

CHECK TRANSMISSION OIL LEVEL  
 CHECK AND ADJUST T.V. CABLE  
 CHECK OUTSIDE MANUAL LINKAGE AND CORRECT  
 CHECK ENGINE TUNE  
 INSTALL OIL PRESSURE GAGE  
 (SEE FIGURES 24 AND 74 FOR OIL PRESSURE TAP LOCATION)  
 CONNECT TACHOMETER TO ENGINE  
 CHECK OIL PRESSURES IN THE FOLLOWING MANNER:

## Minimum T.V. Line Pressure Check

Set the T.V. cable to specification; and with the brakes applied, take the line pressure readings in the ranges and at the engine r.p.m.'s indicated in the chart below.

## Full T.V. Line Pressure Check

Full T.V. line pressure readings are obtained by tying or holding the T.V. cable to the full extent of its travel; and with the brakes applied, take the line pressure readings in the ranges and at the engines r.p.m.'s indicated in the chart below.

**\*NOTICE** Total running time for this combination not to exceed 2 minutes.

**CAUTION** Brakes must be applied at all times.

## 1987 200-4R AUTOMATIC TRANSMISSION OIL PRESSURE

MODEL	RANGE	NORMAL OIL PRESSURE AT MINIMUM T.V.		NORMAL OIL PRESSURE AT FULL T.V.	
		kPa	P.S.I.	kPa	P.S.I.
CRF CHF, CYF KCF, KJF, KTF CCF, HFF, HTF, HDF CZF KZF BRF	PARK & NEUTRAL @ 1000 RPM	389 - 439	56 - 64	772 - 869	112 - 126
		389 - 439	56 - 64	788 - 888	114 - 129
		389 - 439	56 - 64	797 - 896	116 - 130
		389 - 439	56 - 64	823 - 927	119 - 134
		389 - 439	56 - 64	991 - 1117	144 - 162
		389 - 439	56 - 64	1104 - 1259	160 - 183
		389 - 439	56 - 64	1194 - 1368	173 - 198
KZF CRF CHF, CYF KCF, KJF, KTF CCF, HFF, HTF, HDF CZF BRF	*REVERSE @ 1000 RPM	549 - 619	80 - 90	1557 - 1774	226 - 257
		725 - 817	105 - 118	1437 - 1617	208 - 235
		725 - 817	105 - 118	1467 - 1653	213 - 240
		725 - 817	105 - 118	1485 - 1667	215 - 242
		725 - 817	105 - 118	1533 - 1725	222 - 250
		725 - 817	105 - 118	1845 - 2078	268 - 301
		725 - 817	105 - 118	2223 - 2547	322 - 369
CRF CHF, CYF KCF, KJF, KTF CCF, HFF, HTF, HDF CZF KZF BRF	*DRIVE (D4) & MANUAL THIRD (D3) @ 1000 RPM	389 - 439	56 - 64	772 - 869	112 - 126
		389 - 439	56 - 64	778 - 888	113 - 129
		389 - 439	56 - 64	797 - 896	116 - 130
		389 - 439	56 - 64	823 - 927	119 - 134
		389 - 439	56 - 64	991 - 1117	144 - 162
		389 - 439	56 - 64	1104 - 1259	160 - 183
		389 - 439	56 - 64	1194 - 1368	173 - 198
KZF BRF, CCF, CHF, CRF CYF, CZF, HFF, HTF KCF, KJF, KTF, HDF	*MANUAL SECOND (D2) & LO (D1) @ 1000 RPM	789 - 889	114 - 129	789 - 889	114 - 129
		846 - 953	123 - 138	846 - 953	123 - 138
		846 - 953	123 - 138	846 - 953	123 - 138
		846 - 953	123 - 138	846 - 953	123 - 138

Line pressure is basically controlled by pump output and the pressure regulator valve. In addition, line pressure is boosted in Reverse, Second and Lo by the reverse boost valve.

Also, in the Neutral, Drive, Intermediate and Reverse positions of the selector lever, the line pressure should increase with throttle opening because of the T.V. system. The T.V. system is controlled by the T.V. cable, the throttle lever and bracket assembly and the T.V. link, as well as the control valve assembly.

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Figure 3 Preliminary Check Procedure