(6) Front servo release is pressurized only in direct drive and should be same as line pressure within 3 psi, up to downshift point.

(7) This tests pump output, pressure regulation, and condition of rear clutch and front clutch hydraulic circuits.

Test Four (Selector in Reverse)

(1) Attach 300 psi gauge to "rear servo apply" port.

(2) Operate engine at 1600 rpm for test.

(3) Move selector lever on transmission four "detents" rearward from full forward position. This is selector "R" position.

(4) Rear servo pressure should read 230 to 260 psi.

(5) This tests pump output, pressure regulation, and condition of front clutch and rear servo hydraulic circuits.

(6) Move selector lever on transmission to "D" position to check that rear servo pressure drops to zero.

(7) This tests for leakage into rear servo, due to case porosity, which can cause reverse band burn out.

Test Result Indications

(1) If proper line pressure, minimum to maximum, is found in any one test, the pump and pressure regulator are working properly.

(2) Low pressure in "D, 1, and 2" but correct pressure in "R" indicates rear clutch circuit leakage.

(3) Low pressure in "D and R" but correct pressure in "1" indicates front clutch circuit leakage.

(4) Low pressure in "R and 1" but correct pressure in "2" indicates rear servo circuit leakage.

(5) Low line pressure in all positions indicates a defective pump, a clogged filter, or a stuck pressure regulator valve.

Governor Pressure

Test only if transmission shifts at wrong vehicle speeds when throttle rod is correctly adjusted.

(1) Connect a 0-100 psi pressure gauge, to governor pressure take-off point, located at lower left side of extension near the mounting flange (Fig. 2, Page 21-38).

(2) Operate transmission in third gear to read pressures and compare speeds shown in chart.

If governor pressures are incorrect at the given vehicle speeds, the governor valve and/or weights are probably sticking. The governor pressure should respond smoothly to changes in mph and should return to 0 to 1-1/2 psi when vehicle is stopped. High pressure at stand still (above 2 psi) will prevent the transmission from downshifting.

Throttle Pressure

No gauge port is provided for the throttle pressure. Incorrect throttle pressure should only be suspected if part throttle upshift speeds are either delayed or occur too early in relation to vehicle speeds. Engine runaway on either upshifts or downshifts can also be an indicator of incorrect (low) throttle pressure setting.

In no case should throttle pressure be adjusted until the transmission throttle linkage adjustment has been verified to be correct.

CONVERTER STALL TEST

WARNING: During test let no one stand in front of vehicle.

The stall test consists of determining the engine speed obtained at full throttle in D position. This test checks the torque converter stator clutch operation, and the holding ability of the transmission clutches. The transmission oil level should be checked and the engine brought to normal operating temperature before stall operation. **Both the parking and service brakes must be fully applied and front wheels blocked while making this test.**

Do not hold the throttle open any longer than is necessary to obtain a maximum engine speed reading, and never longer than five seconds at a time. If more

TORQUEFLITE TRANSMISSION STALL SPEED CHART

Engine Cu. In.	Transmission Type	Converter Diameter	Stall R.P.M.
225	A-904	10-3/4"	1800-2100
318 CAL.	A-904-LA	10-3/4"	2125-2425
318 FED.	A-904-LA	10-3/4"	1700-2000
225	A-904-HD	10-3/4"	1800-2100
318 CAL.	A-727	10-3/4"	2125-2425
318 FED.	A-727	10-3/4"	1700-2000
360-4 H.P.	A-727	10-3/4"	1800-2100
360-2/360-4	A-904-LA	10-3/4"	1775-2075
360-2/360-4	A-727	10-3/4"	1775-2075
400-4	A-727	10-3/4"	1850-2150
400-4 H.P.	A-727	10-3/4"	2300-2600
440-4	A-727	10-3/4"	1950-2250
440-4 H.P.	A-727	10-3/4"	2500-2800