

Revision: Transmission and vacuum box added.

Nominal Pressures in bar*

Transmission		722.003
Modulating pressure	in position "D"	3.1 ³⁾ 4.8 ²⁾
	in position "S"	7.2 ± 0.2 ³⁾
Working pressure	in position "D"	10.7 ± 0.4 ²⁾
	reverse speed	18 and above ²⁾

Transmission		722.004 model year 1972 to 1974	722.004 model year 1975
Modulating pressure	in position "D"	3.1 ¹⁾ 4.7 ²⁾	3.1 ³⁾ 4.9 ²⁾
	in position "S"	5.9 ± 0.2 ¹⁾	5.5 ± 0.2 ¹⁾
Working pressure	in position "D"	10.7 ± 0.4 ²⁾	12.3 ± 0.4 ²⁾
	reverse speed	18 and above ²⁾	

Transmission			722.003
Regulating pressure	20 km/h	12.5 miles	0.6 ± 0.1
	40	25	0.9 ± 0.1
	60	38	1.4 ± 0.1
	90	56	2.4 ± 0.2
	120	74	3.1 ± 0.2 ⁴⁾

¹⁾ Measured at 65 km/h with vacuum line connected under full throttle.

²⁾ Measured with vehicle stopped, vacuum line closed and at full throttle (stalling speed).

³⁾ Measured at 85 km/h with vacuum line connected at full throttle.

⁴⁾ Can be measured at full throttle only.

* Excess pressure data indicated in bar correspond to former pressure indication of kp/cm² (atü).

Special Tool

Tester for measuring nominal pressures	116 589 15 21 00
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27.2 Measuring the Nominal Pressures

Modulating Pressure

Prior to testing all the pressures, measure the modulating pressure and adjust, if required. With the modulating pressure accurately adjusted, the working pressure will result by itself.

Measuring the Modulating Pressure

Accelerate vehicle on dynamometer or on the road in selector lever position "D" to 65 or 85 km/h depending on model. (With vacuum line connected). Apply full throttle while keeping vehicle speed with left foot on service brake to specified speed and read modulating pressure.

Attention! Check modulating pressure at 65 or 85 km/h, since this is the only pressure value which can be accurately measured.

The pressure values indicated with the vehicle stopped are reference values and are serving only for orientation when making adjustments.

Adjusting the Modulating Pressure

Vacuum box version 1 (steel)

Disconnect vacuum line and make sure that a counterhold is applied to the hex. head (14 mm width over flats) on vacuum box.

The modulating pressure can be adjusted by applying a 4 mm Allen wrench (2) to adjusting screw of vacuum box (1).

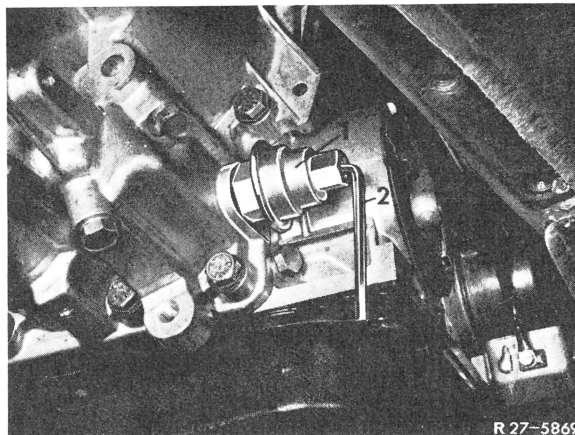


Fig. 1

1 Vacuum box

2 Allen wrench

Vacuum box version 2 (plastics)

Compress circlip (5) and pull off closing cap (4).

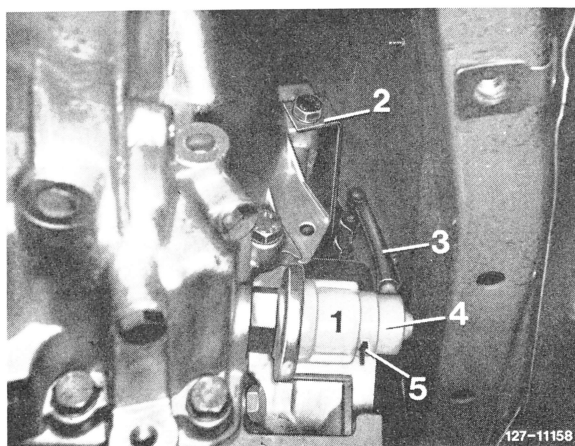


Fig. 2

1 Vacuum box
2 Bracket
3 Rubber hose

4 Closing cap
5 Circlip

Pull out locking plate (7) slightly (Fig. 3).

The locking plate (7) serves to adjust the adjusting screw in vacuum box.

Upon adjustment, push locking plate (7) again into nearest locking slots (8).

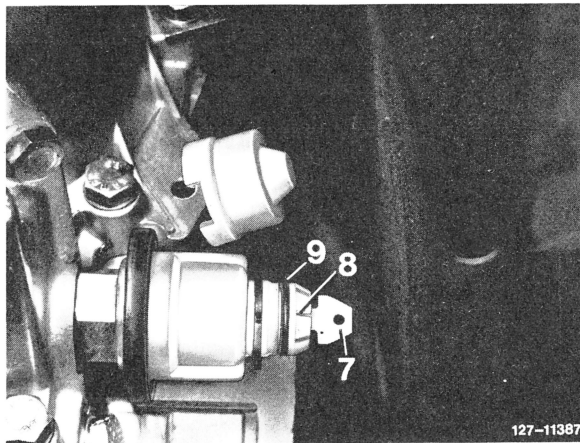


Fig. 3

7 Locking plate
8 Locking slot

9 O-ring

Reference value:

One turn of adjusting screw provides a pressure change of approx. 0.2 bar (atü).

Repeat measurement following adjustment.

Working Pressure

The working pressure is not adjustable and is established automatically when the modulating pressure is correctly set. Checking requires a pressure gauge having a scale reading of at least 25 bar (kp/cm²).

Regulating Pressure

The regulating pressure is a partial pressure of the working pressure and is set to the required value by the centrifugal regulator attached to the output shaft. The regulating pressure can never exceed the working pressure and for this reason the upper pressure values can be measured only while driving at full throttle.

Measuring the Regulator Pressure

Measuring requires an accurate oil pressure gauge with a scale graduation of $\frac{1}{10}$ bar (kp/cm²).

Drive vehicle on dynamometer or on road while comparing regulator pressure with values shown in Table.

If no regulator pressure is measured or if deviating values are indicated, remove rear transmission case cover and then disassemble, clean and make regulator operable.

Control Pressure

The control pressure is a partial pressure of the modulating pressure. It is mechanically controlled in dependence of the position of the accelerator pedal. If the linkage is correctly adjusted (for adjustments refer to Job No. 27.2-110/1), the control pressure will be arrived at automatically.