

Revision: Revised

Data

Type		Stalling speed/min	Torque converter dia.
107.024	USA-version	1900–2100	310
107.044			

Conventional Tool

Revolution counter

Attention! During this checkup, the entire output of the engine is converted into heat in heat converter and for this reason this checkup should **not last longer than 5 seconds**. Make sure during this checkup that the rear wheels are not spinning.

Also observe the following: For checking the stalling speed and for smooth operation of impeller, the engine must be at operating temperature and in perfect condition, that is, the full output of the engine must be available. In addition, auxiliary units, such as the refrigerant compressor for the automatic climate control should be switched off.

Do not use available vehicle tachometers for checkup.

Checking the Stalling Speed

- 1 Connect revolution counter in such a manner that it can be read from driver's seat.
- 2 Run engine prior to test for approx. 2 minutes at approx. 2,000/min.
- 3 Tighten the parking brake and actuate service brake with left foot.
- 4 Engage selector lever position "D", apply full throttle with right foot and check whether specified stalling speed is attained.

Note: If the stalling speed drops for approx. 400 to 700/min below the specified value, the roller clutch in torque converter will be activated.

If the stalling speed is higher by 300/min than specified, it is caused by transmission slip.

If the stalling speed is in order but the max. speed is nevertheless not attained, the roller clutch is locking in both directions or is stuck.

