

## CHAPTER NINE

### TRANSMISSION

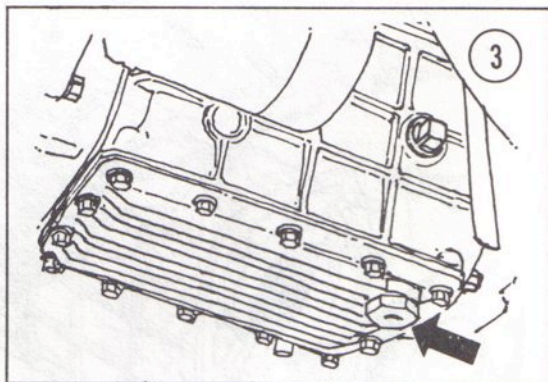
The RX-2 and RX-3 are available in the United States with a 4-speed manual transmission or a 3-speed automatic. This chapter contains removal and repair procedures for the manual transmission, as well as testing and adjustment procedures for the automatic. Specifications are given in **Table 1** (end of chapter).

#### MANUAL TRANSMISSION

The manual transmission consists of clutch housing, transmission case, and rear extension. **Figure 1** (next page) shows the case and rear extension. **Figure 2** (page 155) shows the shifting mechanism.

#### Removal/Installation

1. Disconnect the ground wire from the battery
2. Referring to Figure 2, remove the dust boot from the shift lever. Remove the attaching bolts. Lift off the cover plate and shift lever.
3. Remove the starter (Chapter Seven).
4. Disconnect the wires from the back-up lamp switch and neutral switch (1 and 8, Figure 1).
5. Remove the drain plug (**Figure 3**). Let the transmission oil drain, then clean the plug and reinstall it.
6. Disconnect the speedometer cable from the left side of the extension. Pull the cable out.

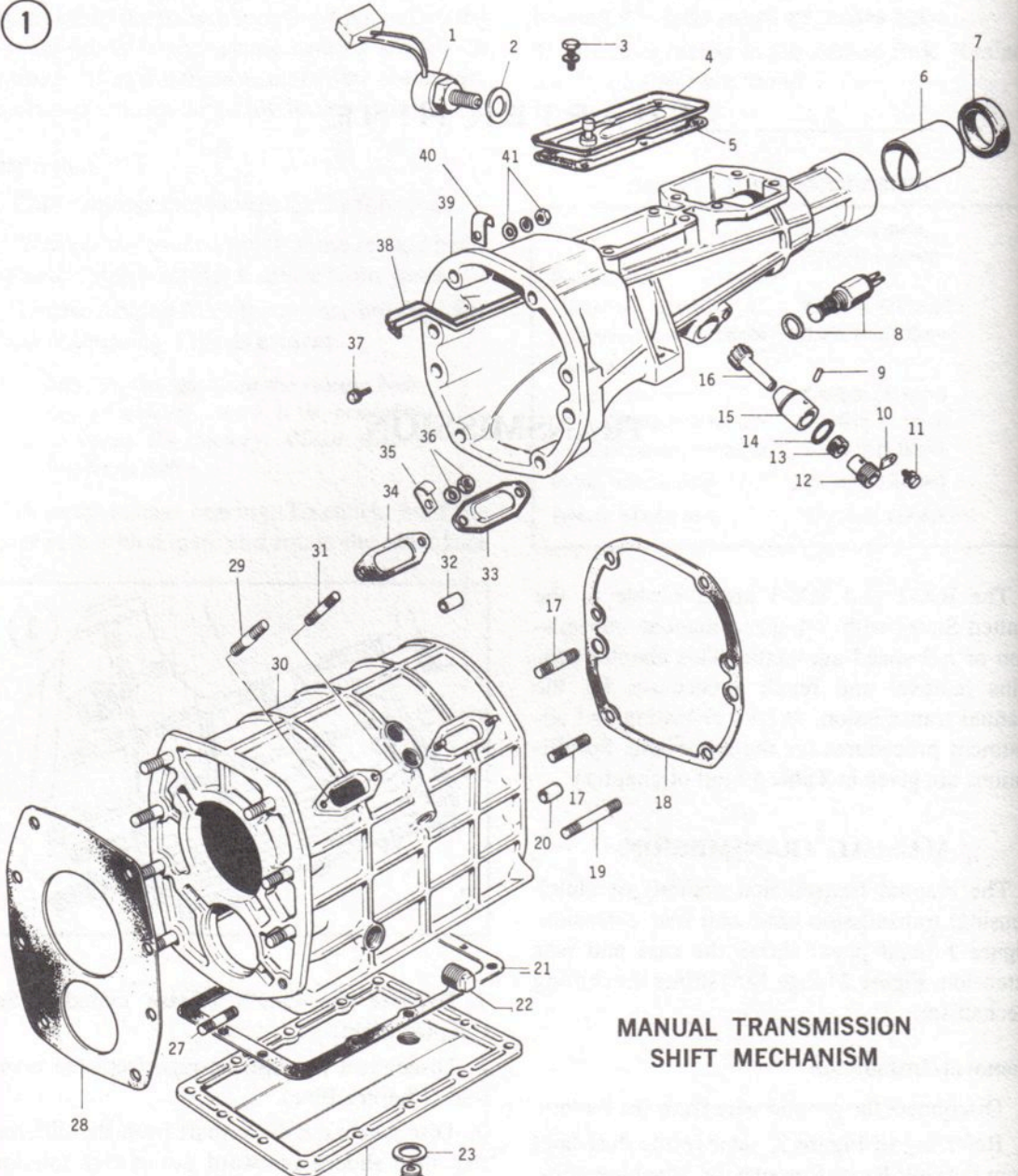


7. Remove the clutch release cylinder. See Chapter Eight.
8. Disconnect the exhaust pipe from the manifold (Chapter Five).
9. Disconnect the drive shaft from the differential, then slide it rearward out of transmission.

*NOTE: The transmission oil will run out the back of the transmission if it hasn't been drained.*

10. Place a jack and block of wood beneath the transmission to support it.
11. Referring to **Figure 4** (page 156), remove 2 nuts attaching the transmission mounting member to the car. Then remove 2 nuts attaching the rubber insulator to the mounting member.

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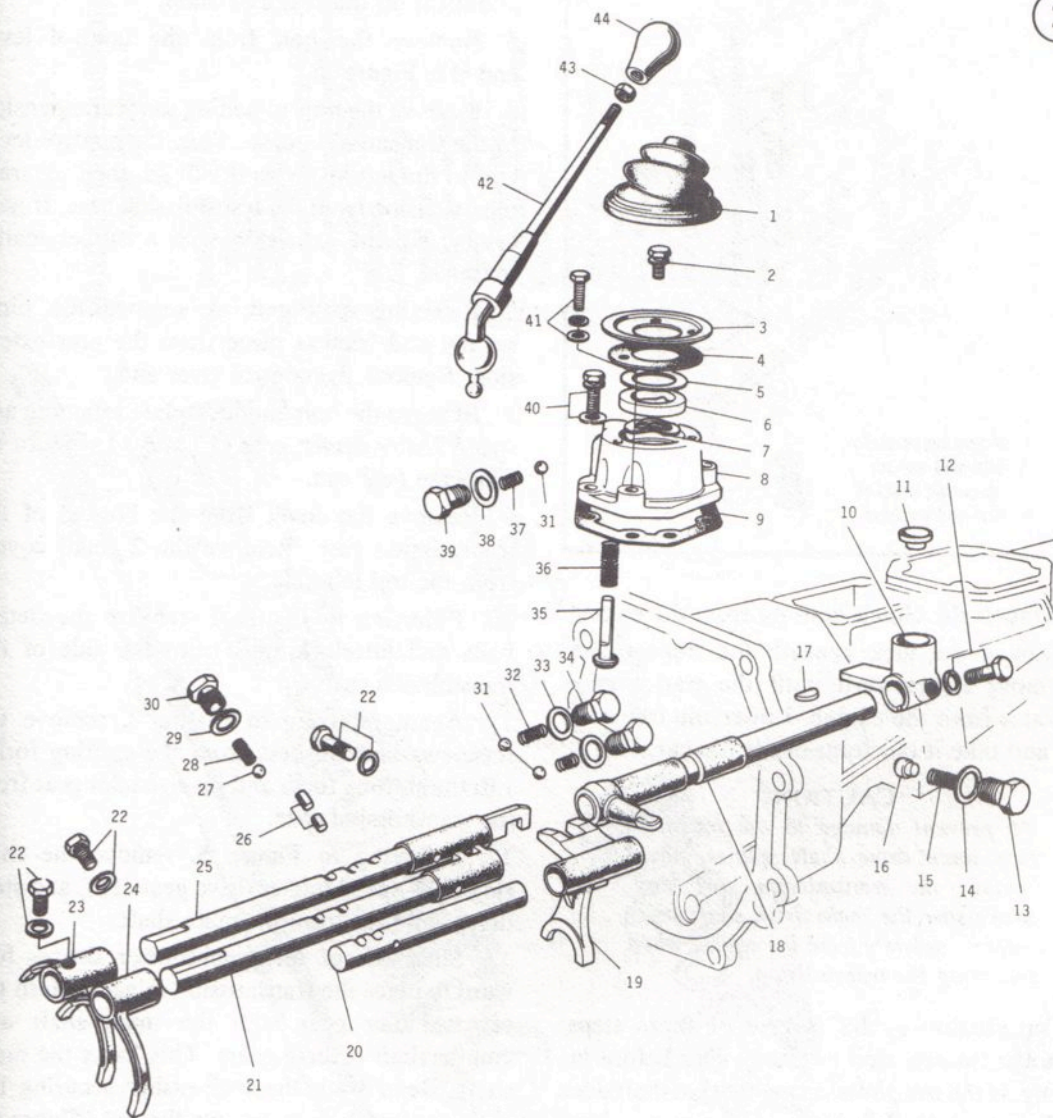


**MANUAL TRANSMISSION  
SHIFT MECHANISM**

- |                                   |                             |                           |                             |
|-----------------------------------|-----------------------------|---------------------------|-----------------------------|
| 1. Neutral switch                 | 12. Speedometer cable joint | 18. Rear extension gasket | 30. Transmission case       |
| 2. Gasket                         | 13. Oil seal                | 19. Stud                  | 31. Stud                    |
| 3. Cover bolt and washer          | 14. O-ring                  | 20. Dowel pin             | 32. Dowel pin               |
| 4. Cover                          | 15. Speedometer sleeve      | 21. Bottom cover gasket   | 33. Cover                   |
| 5. Cover gasket                   | 16. Speedometer driven gear | 22. Filler plug           | 34. Cover gasket            |
| 6. Rear extension bushing         | 17. Stud                    | 23. Gasket                | 35. Backup light wires clip |
| 7. Rear extension oil seal        | 18. Rear extension gasket   | 24. Drain plug            | 36. Nut and washer          |
| 8. Gasket and backup light switch | 19. Stud                    | 25. Bottom cover          | 37. Oil passage bolt        |
| 9. Retaining pin                  | 20. Dowel pin               | 26. Cover bolt            | 38. Oil passage             |
| 10. Speedometer pinion lock plate | 21. Bottom cover gasket     | 27. Stud                  | 39. Rear extension          |
| 11. Lock plate bolt               | 22. Filler plug             | 28. Clutch housing gasket | 40. Backup light wires clip |
|                                   | 23. Gasket                  | 29. Stud                  | 41. Nut and washers         |
|                                   | 24. Drain plug              |                           |                             |
|                                   | 25. Bottom cover            |                           |                             |
|                                   | 26. Cover bolt              |                           |                             |
|                                   | 27. Stud                    |                           |                             |
|                                   | 28. Clutch housing gasket   |                           |                             |
|                                   | 29. Stud                    |                           |                             |



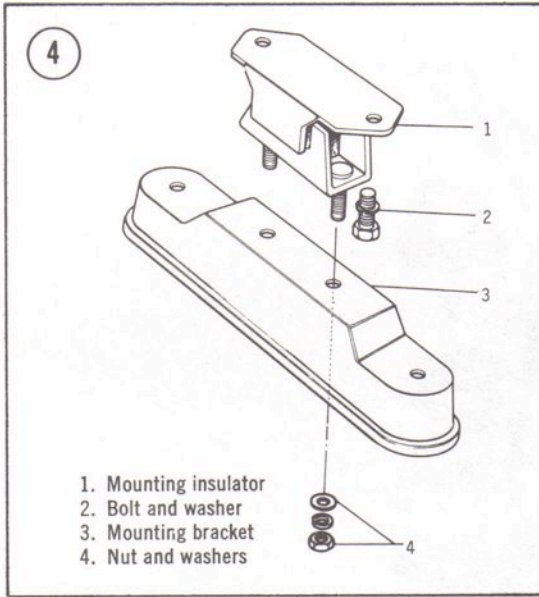
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**MANUAL TRANSMISSION SHIFT MECHANISM**

- |                        |                                 |                             |                         |
|------------------------|---------------------------------|-----------------------------|-------------------------|
| 1. Shift lever boot    | 12. Bolt and washer             | 23. Third-fourth shift fork | 34. Plugs               |
| 2. Bolt                | 13. Plug                        | 24. First-second shift fork | 35. Select lock spindle |
| 3. Cover plate         | 14. Gasket                      | 25. Third-fourth shift rod  | 36. Spring              |
| 4. Cover plate gasket  | 15. Spring                      | 26. Interlock pins          | 37. Spring              |
| 5. Shim                | 16. Friction piece              | 27. Detent ball             | 38. Gasket              |
| 6. Bushing             | 17. Woodruff key                | 28. Spring                  | 39. Plug                |
| 7. Spring washer       | 18. Third-fourth shift rod      | 29. Gasket                  | 40. Bolt and washer     |
| 8. Change control case | 19. Reverse shift fork          | 30. Plug                    | 41. Bolt and washers    |
| 9. Gasket              | 20. Reverse shift rod           | 31. Detent balls            | 42. Shift lever         |
| 10. Control lever end  | 21. First-second shift rod      | 32. Springs                 | 43. Locknut             |
| 11. Change seat        | 22. Shift fork screw and washer | 33. Gaskets                 | 44. Shift knob          |





12. Unbolt the clutch housing from the engine.
13. Lower the jack beneath the transmission and move it rearward until the transmission separates from the engine. Lower the transmission and take it out from under the car.

#### CAUTION

*To prevent damage to the transmission main drive shaft splines, never remove the transmission part way. Make sure the main drive shaft separates completely from the engine when removing the transmission.*

14. Installation is the reverse of these steps. Place the transmission in fourth gear before installing. If the transmission main drive shaft does not line up with the clutch disc, slip the drive shaft into the rear end of the transmission and turn it until the transmission and clutch line up. Shift back to neutral before installing the shift lever. Fill the transmission with an oil recommended in Table 1 (end of chapter).

#### Disassembly

1. Thoroughly clean the outside of the transmission before disassembly.
2. Remove the clutch release mechanism (Chapter Eight).
3. Remove the clutch housing from the transmission case.

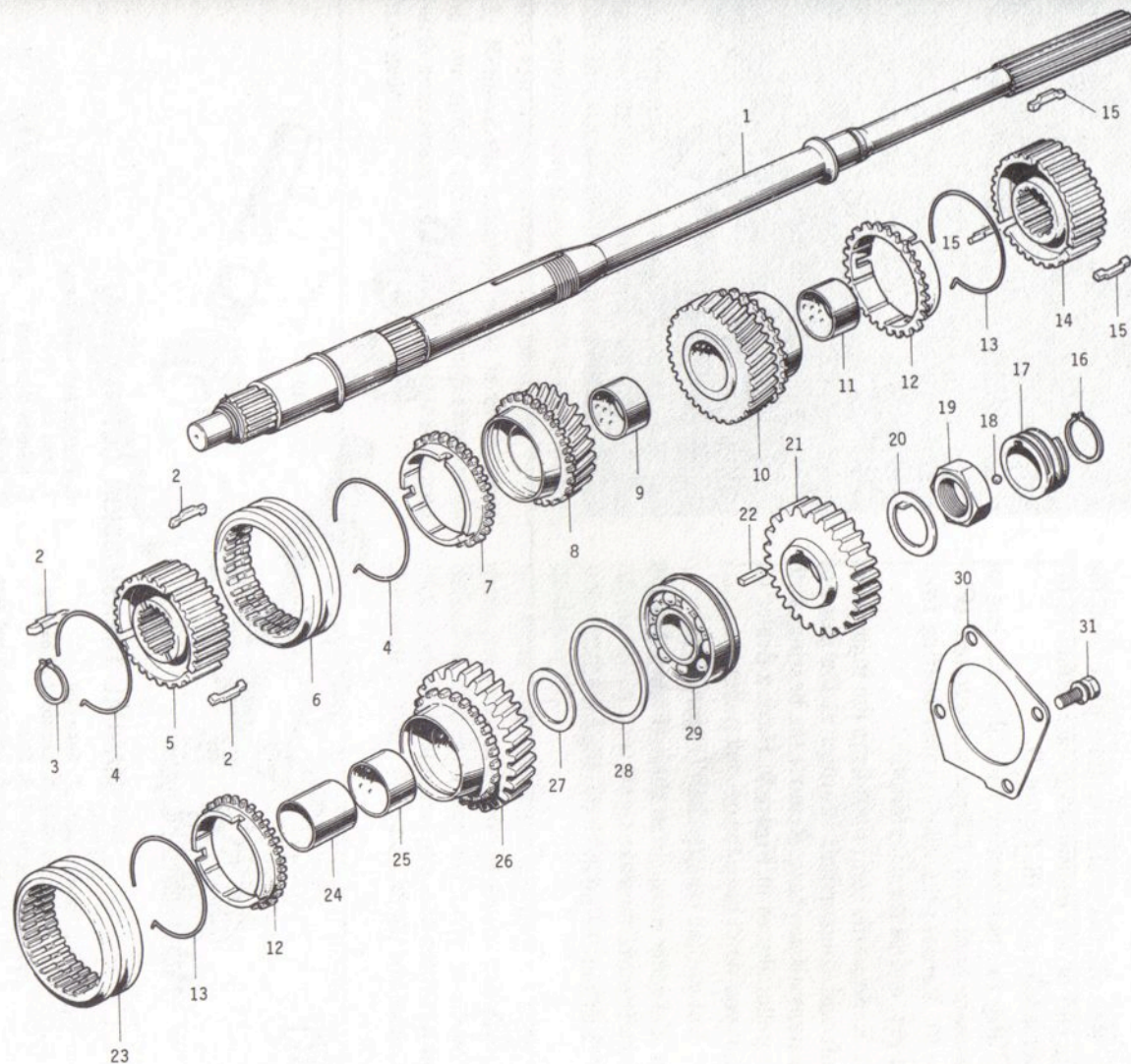
4. Unbolt the change control case (8, Figure 2) and lift it off the rear extension.
5. Remove the bolt from the control lever end (12, Figure 2).
6. Remove the nuts attaching the rear extension to the transmission case. Turn the control lever end to the left as far as it will go, then separate the extension from the transmission case. If necessary, tap the extension with a rubber mallet to free it.
7. Referring to Figure 2, remove the plug, spring, and friction piece from the rear extension. Remove the control lever end.
8. Remove the bolt and lock plate retaining and speedometer driven gear (10 and 11, Figure 1). Take the gear out.
9. Remove the cover from the bottom of the transmission case. Remove the 2 small covers from the top left side.
10. Referring to Figure 2, remove the detent balls and interlock pins from the side of the transmission case.
11. Again referring to Figure 2, remove the setscrews and washers from the shifting forks. Lift the shifting forks and reverse idler gear from the transmission case.
12. Referring to **Figure 5**, remove the snap ring (14), speedometer drive gear (15), and steel drive ball (16) from the main shaft.
13. Slide one of the synchronizer sleeves forward to place the transmission in gear. Mesh the reverse idler gear with the main shaft and countershaft reverse gears. This locks the main shaft. Bend back the lockwasher securing the main shaft nut, then remove the nut (**Figure 6**).

**NOTE:** *The main shaft nut is torqued to 170 ft.-lb. (23 mkg). If the correct tool can't be obtained, have a Mazda dealer remove the main shaft nut for you.*

14. Once the nut is off, remove lockwasher (20, Figure 5), main shaft reverse gear (21), and reverse gear Woodruff key.
15. Referring to **Figure 7**, remove the snap ring (7) and countershaft reverse gear (6). These are located outside the transmission case.

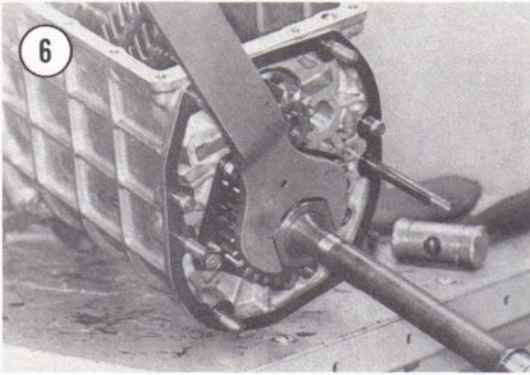


## MANUAL TRANSMISSION MAIN SHAFT



1. Main shaft
2. Shifting inserts
3. Snap ring
4. Synchronizer springs
5. Third-fourth synchronizer hub
6. Third-fourth synchronizer sleeve
7. Third gear balk ring
8. Third gear
9. Third gear bushing
10. Second gear
11. Second gear bushing
12. Second gear balk ring
13. Synchronizer spring
14. First-second synchronizer hub
15. Shifting inserts
16. Snap ring
17. Speedometer drive gear
18. Drive ball
19. Main shaft nut
20. Lockwasher
21. Main shaft reverse gear
22. Key
23. First-second synchronizer sleeve
24. Gear sleeve
25. First gear bushing
26. First gear
27. Thrust washer
28. Shim
29. Main shaft ball bearing
30. Bearing retainer
31. Bolt and washer





16. Remove the bearing retainer plate from the rear end of the transmission case. Remove the reverse idler shaft (8, Figure 7).

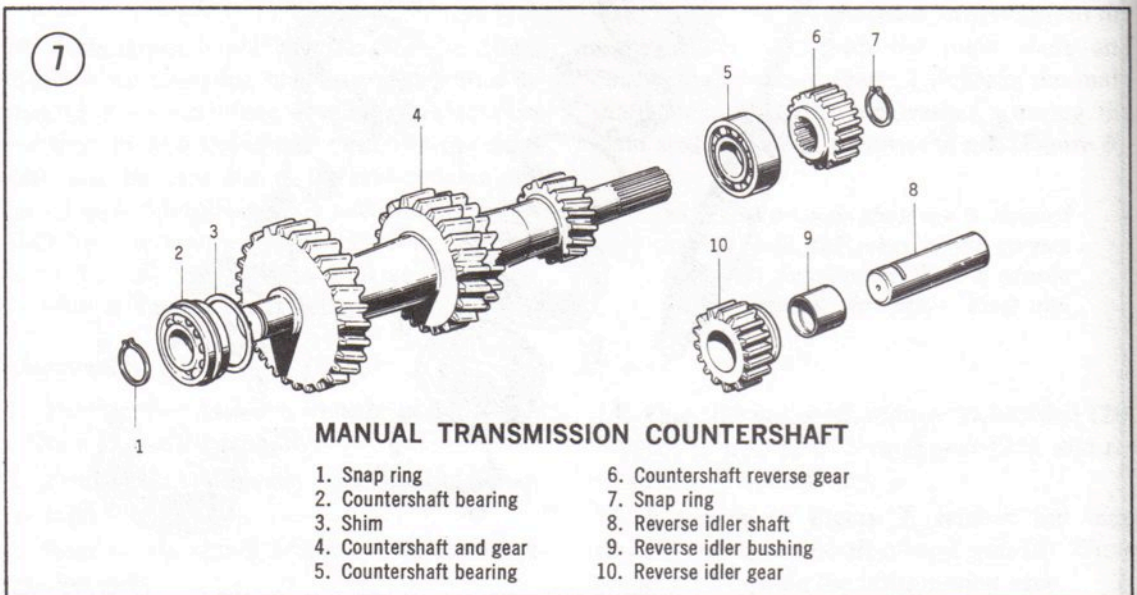
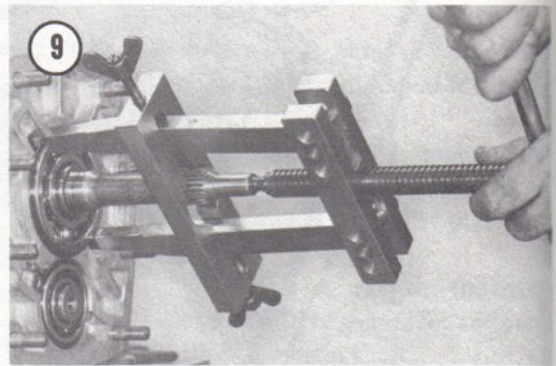
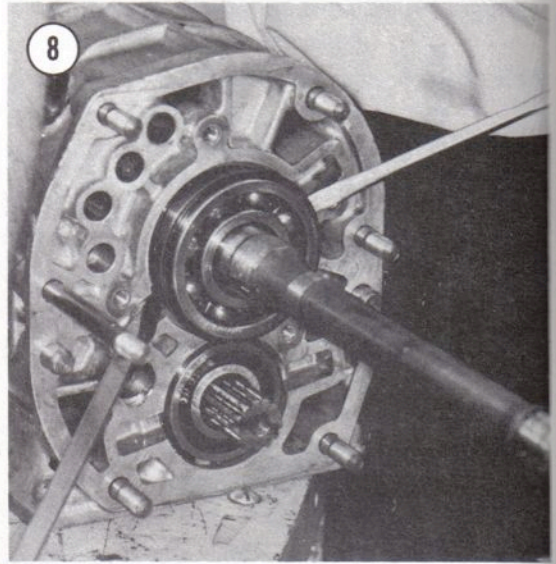
17. Pry the ball bearing from the rear end of the main shaft with 2 large screwdrivers (Figure 8). Remove the needle roller bearing from the rear end of the countershaft.

18. Remove the snap rings from the main drive shaft and countershaft bearings at the front of the transmission case. Remove the bearings with the puller shown in Figure 9. Have a dealer do this if you don't have the correct puller.

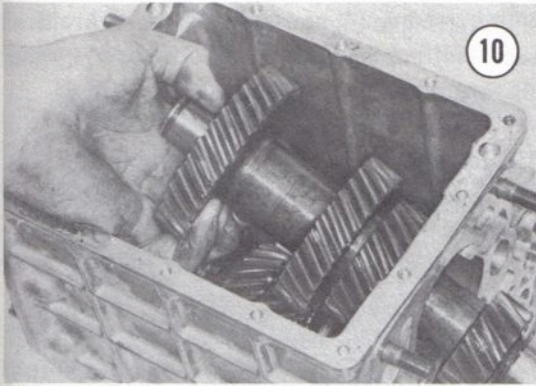
19. Lift out the countershaft (Figure 10).

20. Take the main drive shaft (Figure 11) out of the front of the case.

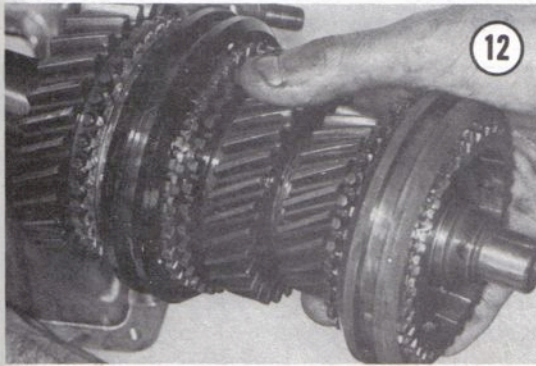
21. Lift out the main shaft (Figure 12).







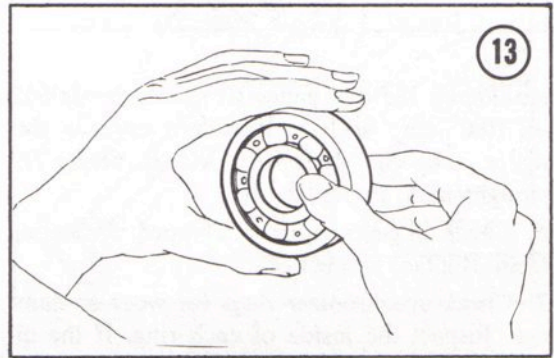
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**Inspection and Repair**

1. Thoroughly clean all parts in solvent. Remove all traces of old gasket and sealer. Inspect all parts while cleaning and replace any with obvious wear or damage.
2. Check the transmission case and rear extension for cracks. Check all gasket surfaces for gouges or roughness which could cause an oil leak. Replace damaged parts.
3. Inspect bearings for wear and damage. Hold the outer race with one hand and rotate the inner race with the other. See **Figure 13**. Listen for noise or roughness. Replace suspect bearings.



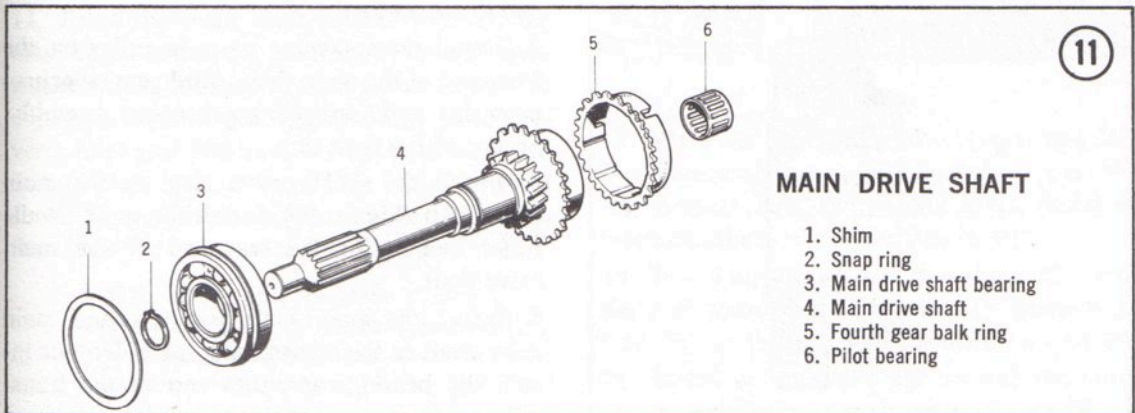
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22. Referring to Figure 5, remove the following parts in order from the rear end of the main shaft: thrust washer, low gear and sleeve assembly, synchronizer ring, first-second gear synchronizer, synchronizer ring, and second gear.

23. Remove the following parts in order from the front end of the main shaft: snap ring, third-fourth gear synchronizer, synchronizer ring, and third gear.

4. Check the bushing and oil seal at the rear end of the extension. Replace the bushing if worn unevenly. Replace the oil seal if the lip is worn or damaged.

5. Inspect the shafts for bending, twisting, or damaged splines. **Figure 14** shows examples of defective splines. Place the main shaft in V-blocks and mount a dial gauge to contact it near the center. Turn the main shaft and note the

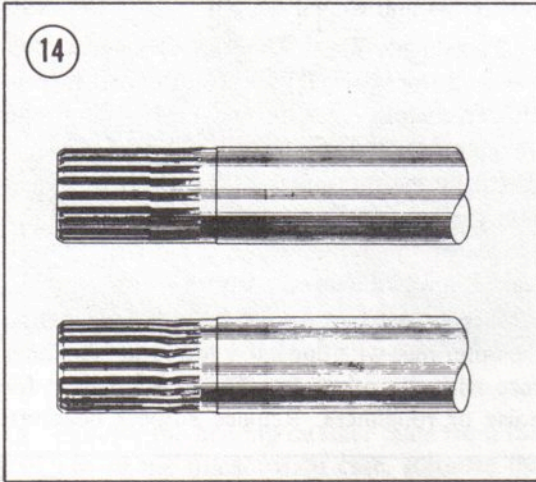


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**MAIN DRIVE SHAFT**

1. Shim
2. Snap ring
3. Main drive shaft bearing
4. Main drive shaft
5. Fourth gear balk ring
6. Pilot bearing

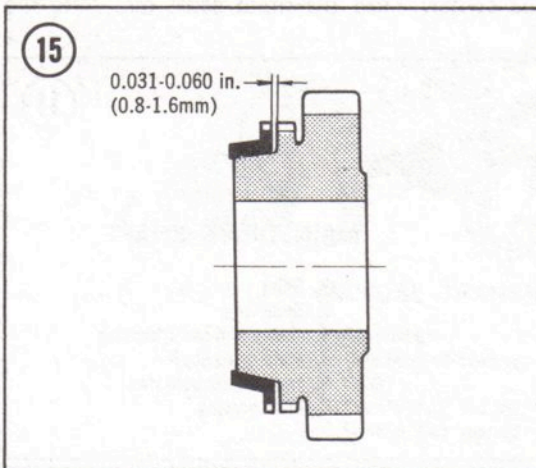




reading on the dial gauge. It should be 0.0012 in. (0.03mm) or less. If runout exceeds this figure, take the shaft to a Mazda dealer for straightening, or replace it.

6. Check all gears for worn, chipped, or missing teeth. Replace suspect gears.

7. Check synchronizer rings for wear or damage. Inspect the inside of each ring. If the oil grooves are worn away, replace the ring. Coat the inside of the ring with Prussian blue. Put the rings on its gear cone and rotate it under light pressure. The dye should transfer evenly to the gear cone. Replace the ring if it doesn't. Place each ring on its gear cone. Measure the gap between the cone and the clutch teeth on the gear (Figure 15). If gap is less than 0.031 in. (0.8mm) either the ring or gear cone is worn. Examine both parts and replace the defective one.

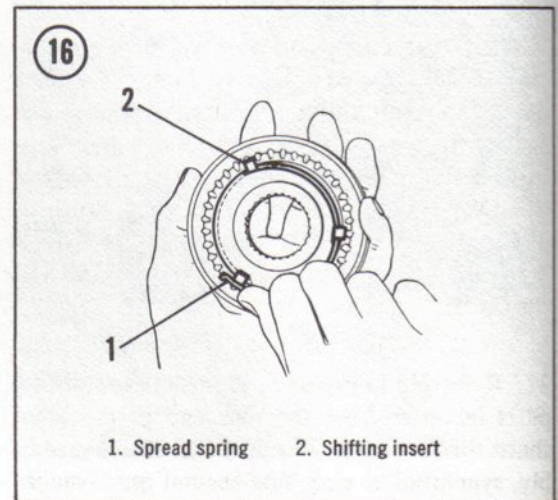


8. Referring to Figure 5, check the synchronizer hubs, shifting inserts, and synchronizer springs for wear or damage. Replace defective parts.

### Assembly

Cleanliness is essential for transmission assembly. Work in a dust-free area and handle parts with clean bare hands only. Do not wear gloves or use rags.

1. Assemble the first-second and third-fourth gear synchronizer mechanisms. Install a spread spring on each side of the synchronizer (Figure 16). Make sure the gaps of the springs are not directly opposite each other.



2. Install the following parts in order on the rear end of the main shaft: second gear, synchronizer ring, first-second gear synchronizer assembly, synchronizer ring, first gear sleeve, first gear, and thrust washer.

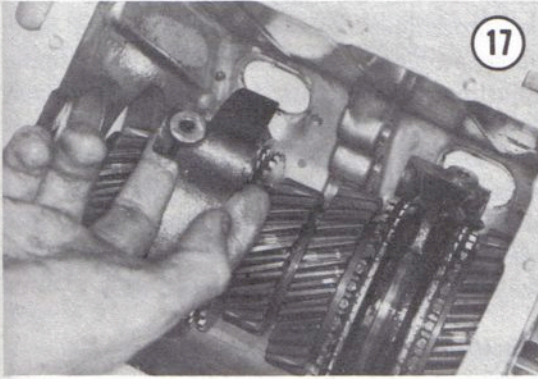
3. Install the following parts in order on the front end of the main shaft: third gear, synchronizer ring, and third gear synchronizer assembly. Secure with a snap ring.

4. Install the synchronizer ring on the main drive shaft (Figure 10). Install the small needle roller bearing in the rear end of the main drive shaft.

5. Install the main shaft assembly and main drive shaft in the transmission case. Do not install the bearings at either end of the transmission case.



6. Place the shifting forks in the grooves in the synchronizer sleeves (**Figure 17**).



7. Place the countershaft in the transmission case (**Figure 9**). Referring to **Figure 7**, install the countershaft needle roller bearing at the rear of the transmission case. Install the countershaft ball bearing at the front of the transmission case. The shims next to the ball bearing are available in different thicknesses. Select shims to eliminate end-play in the countershaft and bearings, then install the snap ring.

8. Install the ball bearings on the main shaft and main drive shaft. Select shims to eliminate end-play in the bearings, then install a snap ring on the main drive shaft.

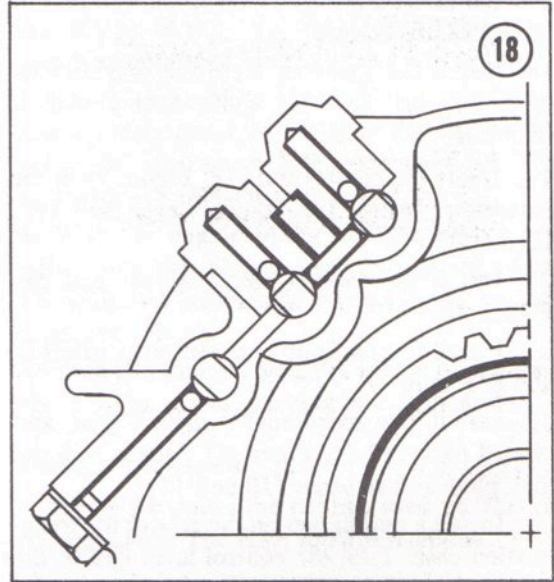
9. Place the countershaft reverse gear on the rear end of the countershaft (outside the transmission case). Secure it with a snap ring.

10. Install the reverse idler shaft and bearing retainer plate to the rear of the transmission case. Tighten the bearing retainer plate bolts to 7 ft.-lb. (1 mkg).

11. Place the main shaft reverse gear on the main shaft. Install the main shaft nut and lockwasher. Slide one synchronizer sleeve forward to engage a forward gear. Temporarily install reverse idler gear and mesh it with main shaft and countershaft reverse gears. This locks the main shaft. Tighten the main shaft nut to 170 ft.-lb., then bend the lockwasher over the nut.

**NOTE:** Tightening requires a large torque wrench and crows-foot socket. If you don't have the tools, take the transmission to a Mazda dealer and have the nut tightened.

12. Referring to **Figure 18**, insert the first-second gear shift rod into the transmission case. Guide the shift rod through the first-second gearshifting fork, then secure the fork to the rod with a setscrew as shown in **Figure 19**.



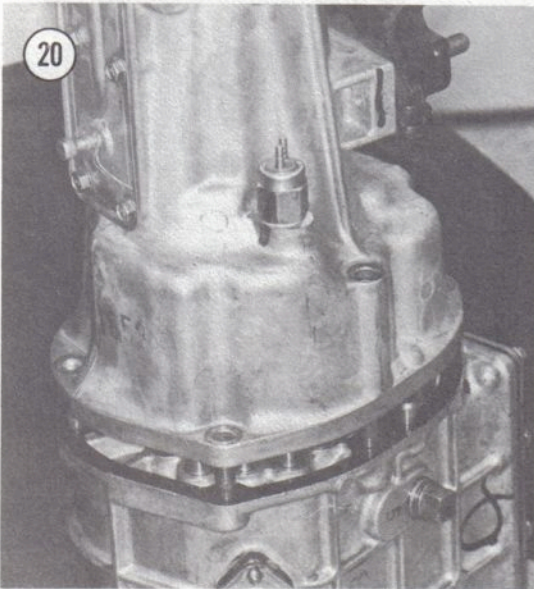
13. Place the shift rod in the neutral position. This occurs when the synchronizer sleeve is midway between first and second gears. Insert an interlock pin as shown in **Figure 18**.

14. Install the third-fourth gear shift rod. Guide the rod through the third-fourth gearshifting fork. Secure the fork to the rod with a setscrew.

15. Install the interlock pin beneath the third-fourth gear shift rod as shown in **Figure 18**.



16. Install the reverse shift rod and the reverse idler gear. Place a detent ball and spring into each of the 3 holes on the left side of the transmission case. Install a cap in each of the holes.
17. Install the transmission bottom cover. Install the 2 small covers on the upper left side of the transmission case.
18. Install the speedometer drive gear and its drive ball on the main shaft. Secure with a snap ring.
19. Insert the control rod (18, Figure 2) in the extension. Install the control lever end (10, Figure 2).
20. Install the friction piece, spring, and cap (Figure 2).
21. Install reverse lamp and neutral switches (1 and 8, Figure 1).
22. Install the speedometer driven gear and related parts (12-16, Figure 1). Secure with the lock plate and setscrew (10 and 11).
23. Install a new gasket on the rear of the transmission case. Turn the control lever end to the left as far as it will go, then install the extension (Figure 20).



24. Install the control case and related parts (Figure 2).
25. Install the clutch housing. Install the release mechanism as described in Chapter Eight.

## AUTOMATIC TRANSMISSION

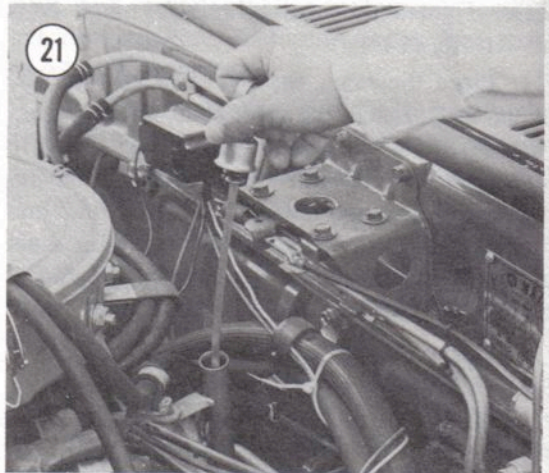
Most automatic transmission problems can be diagnosed with the transmission in the car, using test procedures such as those described here. Many problems can be corrected with simple adjustments. Automatic transmission overhaul, however, requires professional skills, many special tools, and extremely high standards of cleanliness. Although procedures for removal and installation are included in this chapter, disassembly and overhaul should be left to a Mazda dealer or other competent repair shop.

### Checking Procedures

1. With the vehicle on a level surface, start the engine. Either let it idle for approximately 2 minutes at 1,200 rpm, or drive about 5 miles. Apply the brakes and move the selector lever through all gear positions to P. Check the transmission fluid level on the dipstick (Figure 21). If the car was driven to warm it up, check fluid level on the HOT side of the dipstick. If the car was idled for 2 minutes, check on the COLD side. If necessary, add fluid through the dipstick hole to bring the level between the L and F lines. For 3N71B transmissions (through 1973) use Dexron type automatic transmission fluid. On 1974 automatic transmissions (R3A) use Type F fluid. Be *sure* to use correct type fluid.

### CAUTION

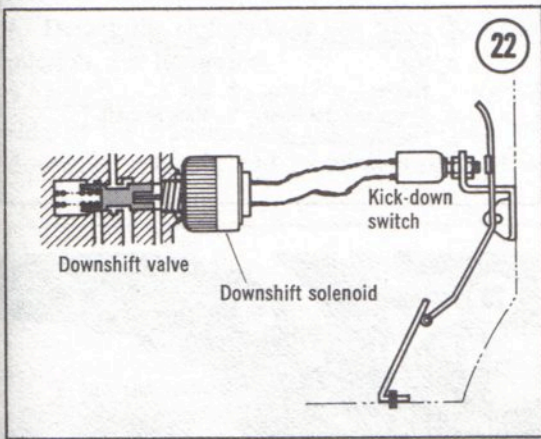
*Do not fill the transmission past the F line. An excessive fluid level can cause the fluid to foam, resulting in wear and damage.*





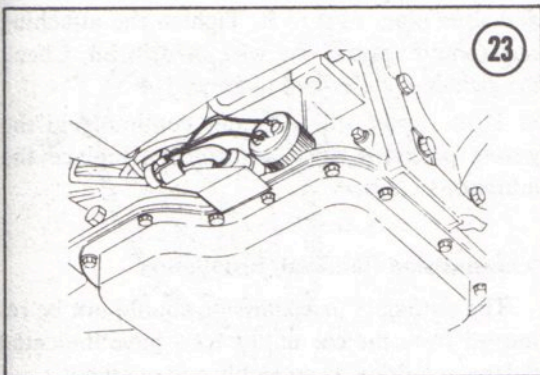
Inspect the fluid on the dipstick. Clean transmission fluid is a transparent red. If the fluid has deteriorated to a varnish like condition, it may cause the control valves to stick. If it is black, it may indicate a burned clutch or brake band.

2. Turn the ignition key to ON (but don't start the engine). Floor the accelerator and listen for a click from the transmission, indicating that the downshift solenoid is working. If there is no click, check the downshift solenoid, kickdown switch, and the wiring between them. Refer to **Figure 22**.



If the solenoid is defective, unscrew it and install a new one. **Figure 23** shows the solenoid.

**NOTE:** *Approximately 2 1/8 pints (1 liter) of transmission fluid will drain out when the solenoid is unscrewed. Place a drain pan beneath the transmission to catch the fluid, and top up with new fluid after replacing the solenoid.*



3. Move the selector lever through the gears, feeling for the detents in the lever positioning plate. Make sure the selector lever pointer indicates the correct gear at each lever position.

4. Make sure the starter operates only in N and P. Make sure the back-up light operates only in R. If a problem is detected, adjust the inhibitor switch as described later.

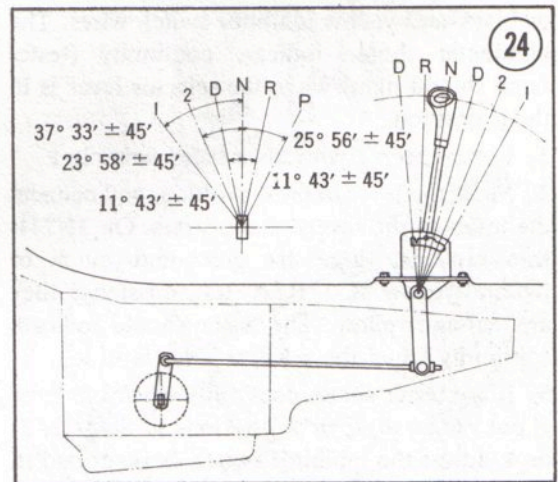
5. Check engine idle speed. Use a 4-cylinder tune-up tachometer, rather than the one on the car's instrument panel. Idle speed should be 750 rpm with the transmission in D.

6. With the engine idling and the brakes applied, move the selector lever through the gears. The shift into gear should be noticeable, but not excessively harsh.

7. With the engine idling, let off the brakes and check for excessive creeping in 1, 2, D, and R.

**Linkage Adjustment**

**Figure 24** shows the linkage used on 3N71B transmissions. The R3A linkage is similar.



1. Move selector lever back-and-forth from 1 to P several times. A slight click should be heard and felt at each gear position.

2. Place the selector lever in N. Detach the selector lever from the linkage rod. See **Figure 24**.

3. Working beneath the car, make sure the range select lever on the side of the transmission is vertical. This occurs when the slot in the manual shaft, to which the lever is attached, is vertical.



4. Make sure the selector lever inside the car is in N, then reconnect the linkage.
5. Move the selector lever to 1 and P. Make sure the range select lever on the side of the transmission moves accordingly.
6. Check the linkage for looseness.

### Inhibitor Switch

On 3N71B transmissions (through 1973), the inhibitor switch is mounted on the right-hand side of the transmission case. On R3A transmissions (1974), the switch is mounted at the base of the selector lever. Linkage adjustment should be checked before adjusting the inhibitor switch.

1. On 3N71B transmissions, jack up one end of the car and place it on jackstands. On R3A transmissions, remove the selector lever boot to gain access to the switch.

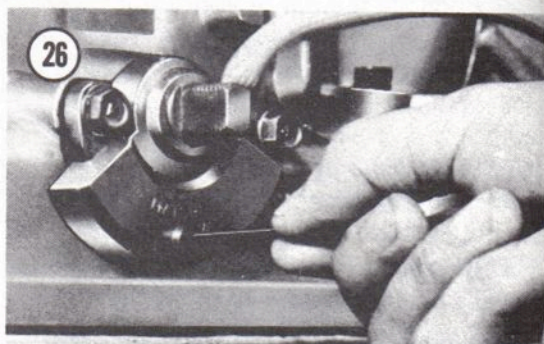
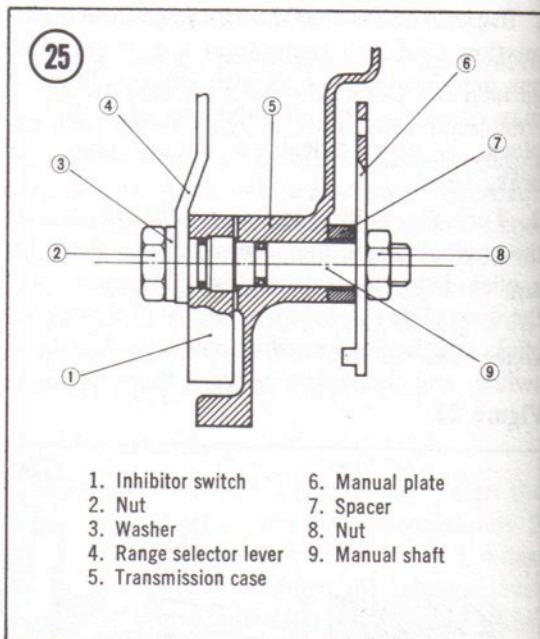
2. Move the selector lever to N. Attach a continuity tester (such as an ohmmeter or the one shown in Chapter Seven) to the black-and-white or black-and-yellow inhibitor switch wires. The ohmmeter should indicate continuity (tester lamp should light) while the selector lever is in the N position.

3. Repeat Step 1 with the selector lever in P.

4. Move the lever to the R position, and connect the tester to the reverse lamp wires. On 3N71B transmissions, these are green-and-yellow or red-and-yellow. On R3A transmissions, they are red-and-yellow. The tester should indicate continuity when the selector lever is in R.

5. If the tester shows continuity when the lever is out of the N, R, or P positions in Steps 2, 3, or 4, adjust the inhibitor switch as described in the next steps.

6. On 3N71B transmissions, move the range select lever (on the side of the transmission case) to the N position. Then remove the lever retaining nut (8, **Figure 25**), 2 inhibitor switch installation bolts, and the machine screw under the switch. Align the machine screw hole with the pinhole in the manual shaft. Check the alignment by inserting a piece of wire 0.059 in. (1.5mm) thick through the 2 holes as shown in **Figure 26**. Then install the switch bolts, pull out the wire, and install the machine screw. Install the nut on



the manual shaft and check the switch as described in Steps 1-4.

7. On R3A transmissions, loosen the switch attaching screws. Insert a piece of wire or thin drill bit through the alignment holes in the switch and slide plate next to it. Tighten the attaching screws and remove the wire or drill bit. Check the switch as described in Steps 1-4.

8. If the tester still indicates continuity in the wrong positions after adjustment, replace the inhibitor switch.

### Transmission Removal/Installation

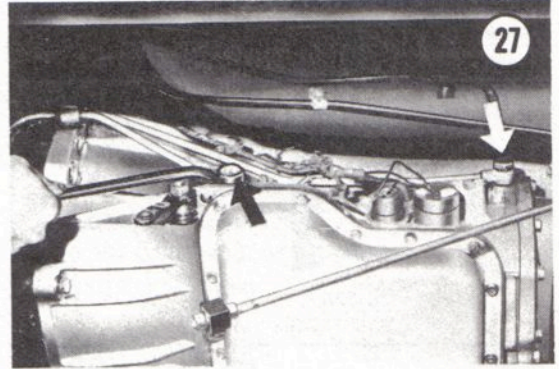
The automatic transmission should not be removed from the car unless tests have indicated defects requiring disassembly and overhaul.



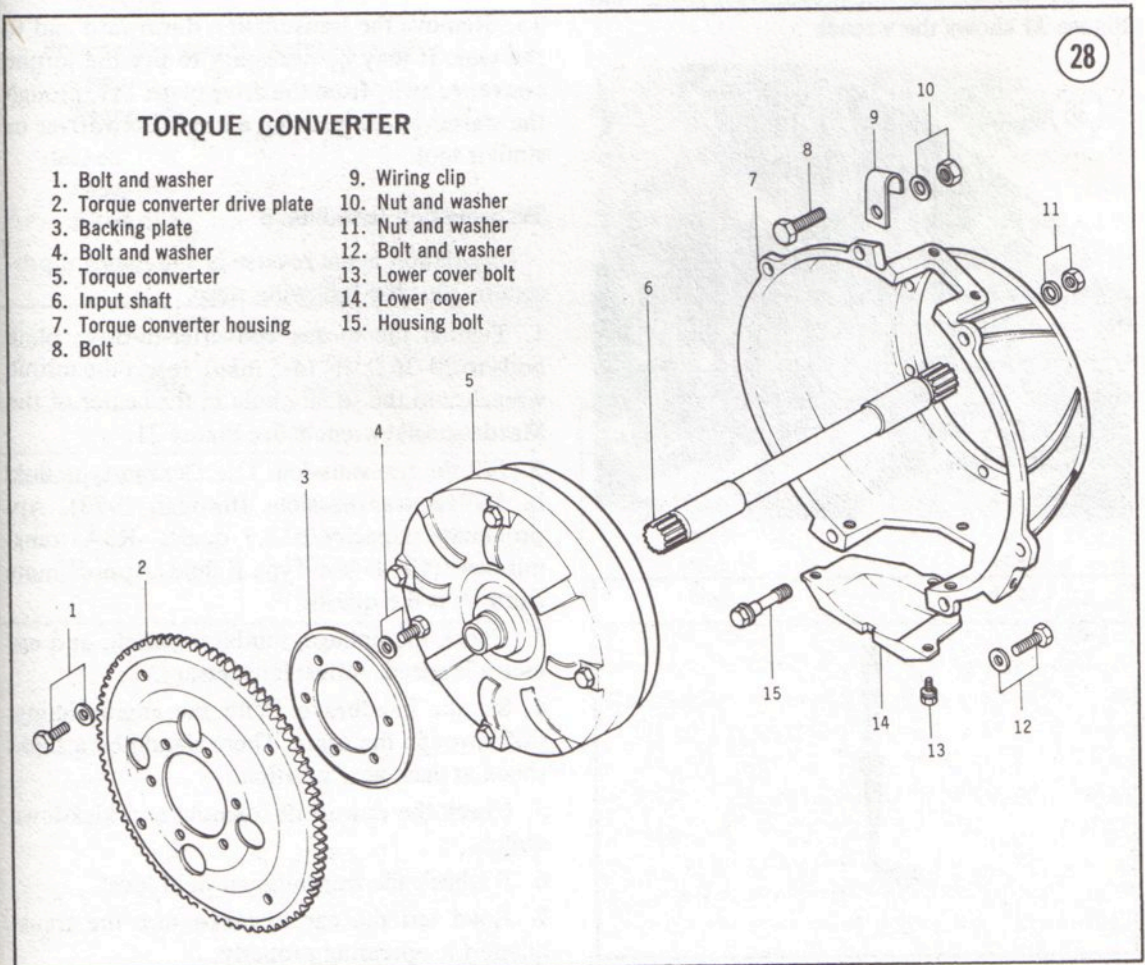
1. Disconnect the ground wire from the battery.
2. Jack up the car and place it on jackstands.
3. Remove the exhaust system heat insulator. Remove the exhaust pipe bracket bolt from the right-hand side of the torque converter housing. Disconnect the exhaust pipe from the pre-muffler, then remove it. See Chapter Five.
4. Remove the drive shaft (Chapter Twelve). Either plug the rear end of the transmission, or place a pan beneath it to catch the draining transmission fluid.
5. Disconnect the speedometer cable from the left side of the transmission.
6. Detach the shift linkage rod from the transmission. See Figure 24.
7. Disconnect the vacuum hose from the left side of the transmission case. Disconnect the downshift solenoid and inhibitor switch wires.

Detach the wires from the clip on the transmission case.

8. Disconnect the fluid cooler lines from the left side of the transmission case. See Figure 27.

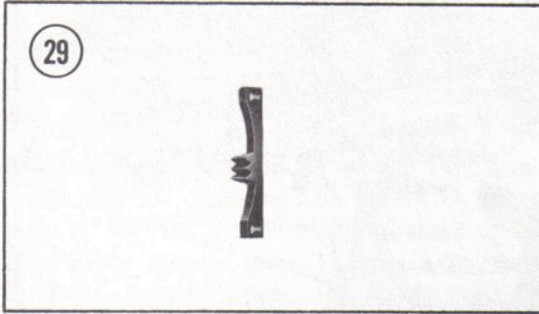


9. Remove the lower cover from the torque converter housing. See Figure 28.

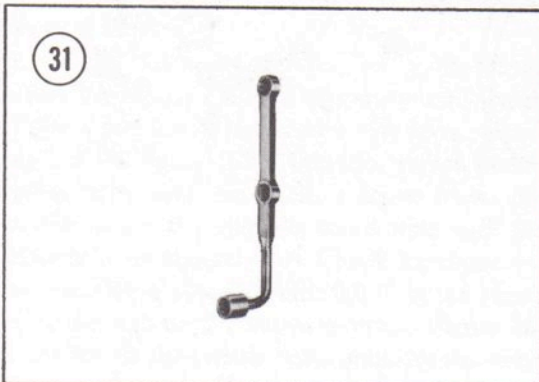
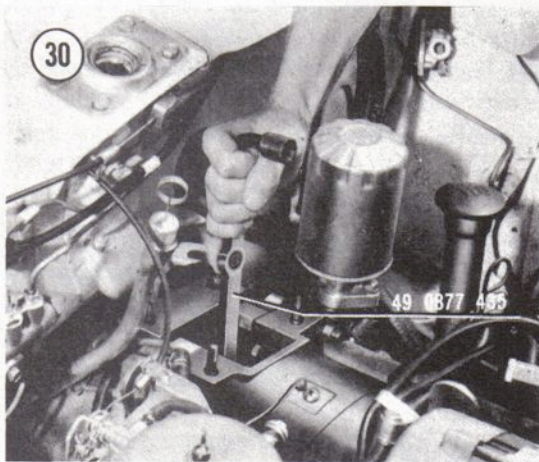




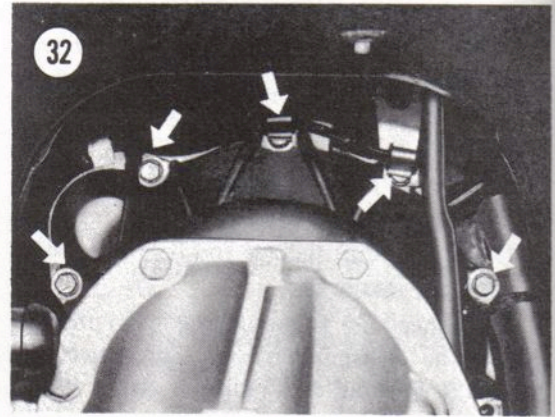
10. Remove the starter (Chapter Seven).
11. Reach through the starter motor opening and lock the torque converter drive plate with Mazda tool 49 0877 060 (ring gear brake). **Figure 29** shows the tool.



12. Using a wrench such as Mazda tool 49 0877, reach through the starter opening and remove the torque converter-to-drive plate bolts. **Figure 30** shows the bolts being removed and **Figure 31** shows the wrench.



13. Place a jack beneath the transmission to support it. Detach the transmission mounting member from the frame, then from the transmission.
14. Remove the bolts attaching the torque converter housing to the engine. See **Figure 32**.



15. Remove the transmission downward and to the rear. It may be necessary to pry the torque converter away from the drive plate. Pry through the starter opening, using a large screwdriver or similar tool.

### Transmission Installation

Installation is the reverse of the removal procedure, plus the following steps.

1. Tighten the torque converter-to-drive plate bolts to 29-36 ft.-lb. (4-5 mkg). Insert the torque wrench into the square hole in the center of the Mazda special wrench. See **Figure 31**.
2. Fill the transmission. Use Dexron type fluid in 3N71B transmissions (through 1973). Approximate capacity is 5.7 quarts. R3A transmissions (1974) use Type F fluid. Approximate capacity is 6.6 quarts.
3. Check the linkage, inhibitor switch, and engine idle speed. Adjust if necessary.
4. Set the handbrake. With the engine idling, shift through the gears. There should be a slight shock at each gear position.
5. Check the downshift solenoid and kickdown switch.
6. Recheck the transmission fluid level.
7. Road test the car to make sure the transmission is operating properly.



Table 1 MANUAL TRANSMISSION SPECIFICATIONS

Gear ratios	
First	3.683
Second	2.263
Third	1.397
Fourth	1.000
Reverse	3.692
Mainshaft	
Permissible runout	0.0012 in. (0.03mm)
Clearance to new gear bushings	0.0012-0.0031 in. (0.03-0.08mm)
Maximum clearance to gear bushings	0.006 in. (0.15mm)
Synchro hub spline fit, new	0.002-0.006 in. (0.05-0.15mm)
Synchro hub spline fit, wear limit	0.012 in. (0.3mm)
Synchronizer ring-to-gear clearance	
New	0.060 in. (1.5mm)
Wear limit	0.031 in. (0.8mm)
Reverse gear-to-counter shaft spline fit	
New	0.0004-0.0035 in. (0.01-0.09mm)
Wear limit	0.006 in. (0.15mm)
Reverse idler gear-to-shaft clearance	
New	0.0008-0.0024 in. (0.02-0.06mm)
Wear limit	0.006 in (0.15mm)
Gear oil	
Above 0° F (-18° C)	SAE 90 E.P.
Below 0° F (-18° C)	SAE 80 E.P.
Oil capacity	1.6 quarts (1.5 liters)

Table 2 LINE PRESSURE

	Idle	Stall Speed
Selector lever in:		
1	43-57 psi	135-156 psi
2	114-170 psi	142-170 psi
D	43-57 psi	135-156 psi
R	57-100 psi	220-270 psi

Table 3 GOVERNOR PRESSURE

Car Speed	PSI
20 mph	13-18
30 mph	23-28
55 mph	
RX-2	45-59
RX-3	45-57