

1. EVALUATION

NOTE:

If part is faulty, its resistance value will be different from the standard value indicated above.

Part name	Terminal	Resistance (Ω)
Vehicle speed sensor 1	17 — 18	450 — 650
Vehicle speed sensor 2	19 — 20	450 — 650
ATF temperature sensor	11 — 12	2,100 — 2,900/ 20°C (68°F) 275 — 375/ 80°C (176°F)
Torque converter turbine speed sensor	14 — 15	450 — 650
Shift solenoid 1	1 — 16	10 — 17
Shift solenoid 2	2 — 16	10 — 17
Duty solenoid A (Line pressure solenoid)	5 — 16	2.0 — 4.5
Duty solenoid B (Lock-up solenoid)	13 — 16	10 — 17
Duty solenoid D (2-4 brake solenoid)	9 — 16	2.0 — 4.5
Low clutch timing solenoid	3 — 16	10 — 16
2-4 brake timing solenoid	4 — 16	10 — 16
Duty solenoid C (Transfer clutch solenoid)	6 — 16	10 — 17

4. Shift Solenoid, Duty Solenoid and Valve

A: REMOVAL

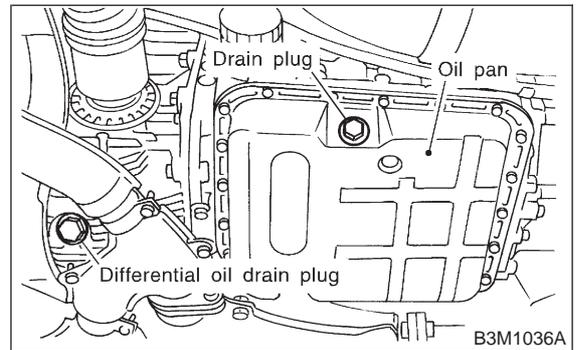
- 1) Clean transmission exterior.
- 2) Drain ATF completely.

NOTE:

Tighten ATF drain plug after draining ATF.

Tightening torque:

25±2 N·m (2.5±0.2 kg·m, 18.1±1.4 ft·lb)

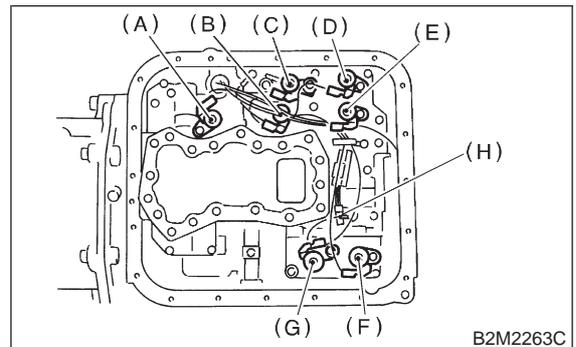


- 3) Remove oil pan.

NOTE:

Drain oil into a container.

- 4) Disconnect solenoid and sensor connectors. Remove connectors from clip and disconnect connectors at 8 places.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor

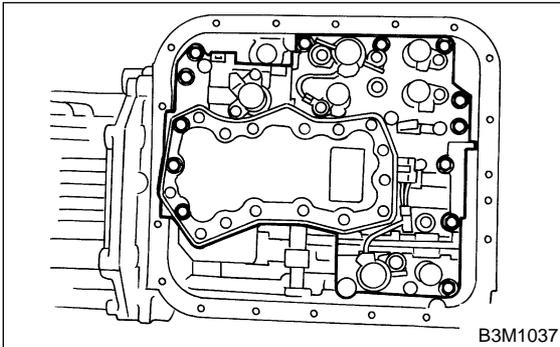
5) Remove control valve body.

CAUTION:

When removing control valve body, be careful not to interfere with transfer duty solenoid C wiring.

NOTE:

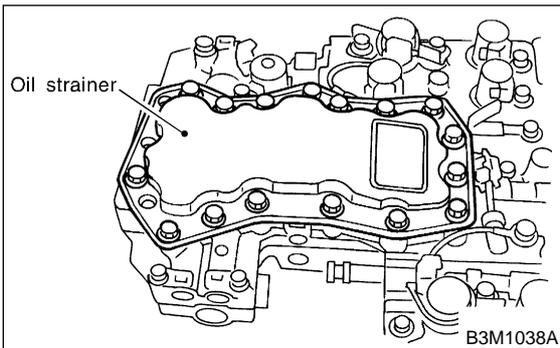
Be careful because oil flows from valve body.



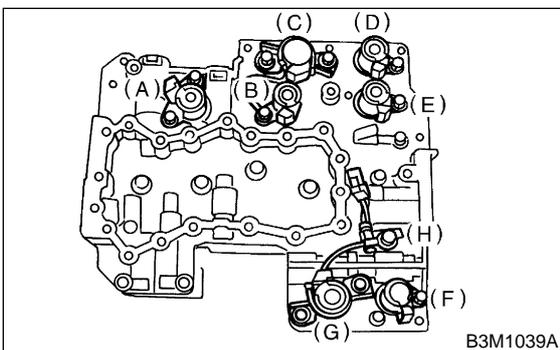
6) Remove oil strainer.

NOTE:

Be careful because oil flows from oil strainer.



7) Remove solenoids and duty solenoids.



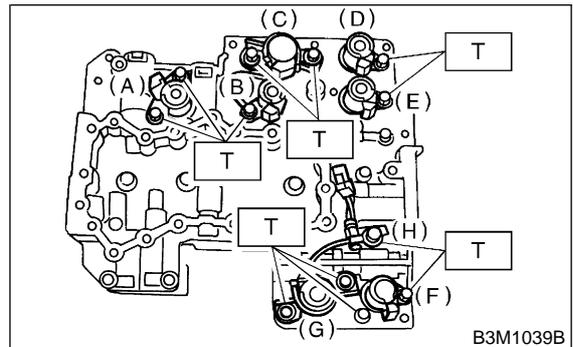
- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor

B: INSTALLATION

1) Install 7 solenoids and ATF temperature sensor.

Tightening torque:

T: 8±1 N·m (0.8±0.1 kg-m, 5.8±0.7 ft-lb)

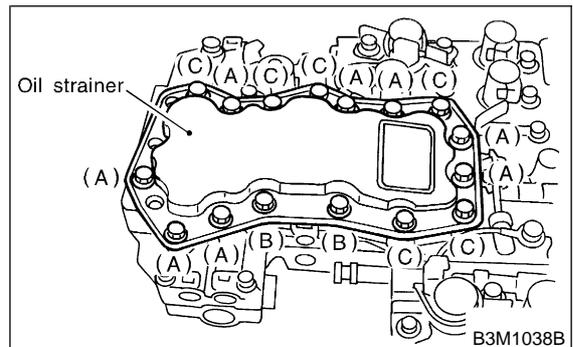


- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor

2) Install oil strainer.

Tightening torque:

8±1 N·m (0.8±0.1 kg-m, 5.8±0.7 ft-lb)



- (A) Short bolt
- (B) Middle bolt
- (C) Long bolt

3-2 [W4B0]

SERVICE PROCEDURE

4. Shift Solenoid, Duty Solenoid and Valve

3) Install valve body to transmission case.

CAUTION:

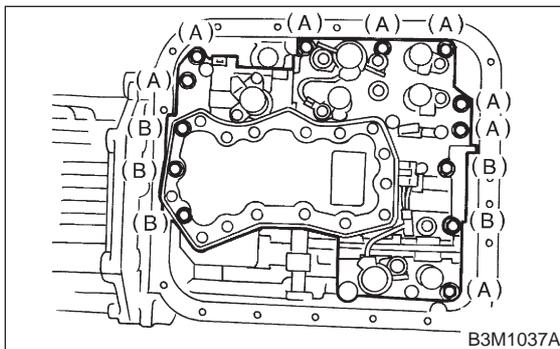
When installing control valve body, be careful not to interfere with transfer duty solenoid wiring (brown).

NOTE:

Align manual valve connections.

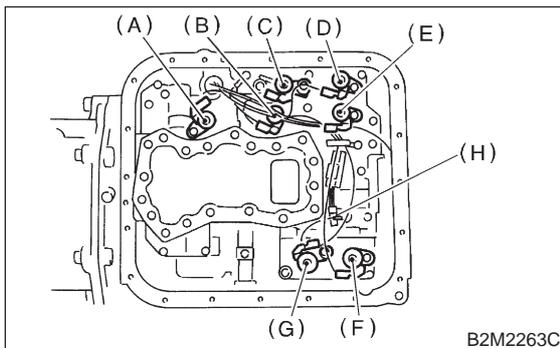
Tightening torque:

$8 \pm 1 \text{ N}\cdot\text{m}$ ($0.8 \pm 0.1 \text{ kg}\cdot\text{m}$, $5.8 \pm 0.7 \text{ ft}\cdot\text{lb}$)



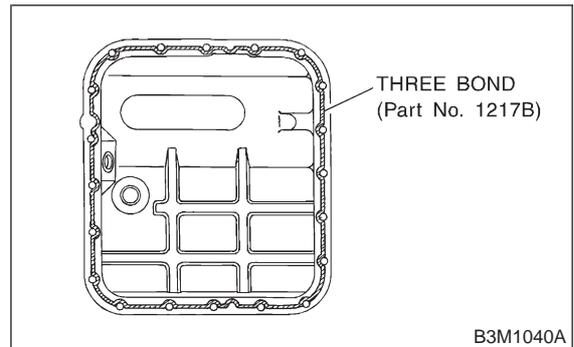
- (A) Short bolts
- (B) Long bolts

4) Connect harness connectors at 8 places. Connect connectors of same color, and secure connectors to valve body using clips.



- (A) Lock-up duty solenoid (Blue)
- (B) Low clutch timing solenoid (Gray)
- (C) Line pressure duty solenoid (Red)
- (D) Shift solenoid 2 (Yellow)
- (E) Shift solenoid 1 (Green)
- (F) 2-4 brake timing solenoid (Black)
- (G) 2-4 brake duty solenoid (Red)
- (H) ATF temperature sensor

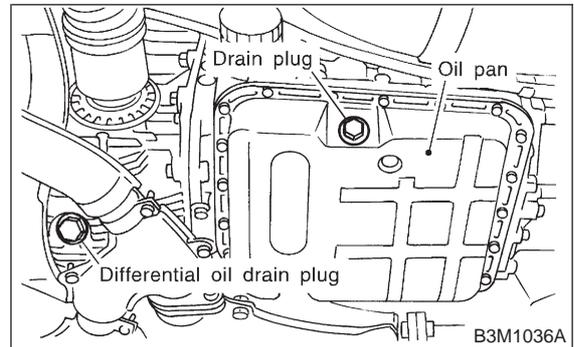
5) Apply proper amount of liquid gasket (THREE BOND Part No. 1217B) to the entire oil pan mating surface.



6) Install oil pan.

Tightening torque:

$4.9 \pm 0.5 \text{ N}\cdot\text{m}$ ($0.50 \pm 0.05 \text{ kg}\cdot\text{m}$, $3.6 \pm 0.4 \text{ ft}\cdot\text{lb}$)



7) Add ATF and check level.

