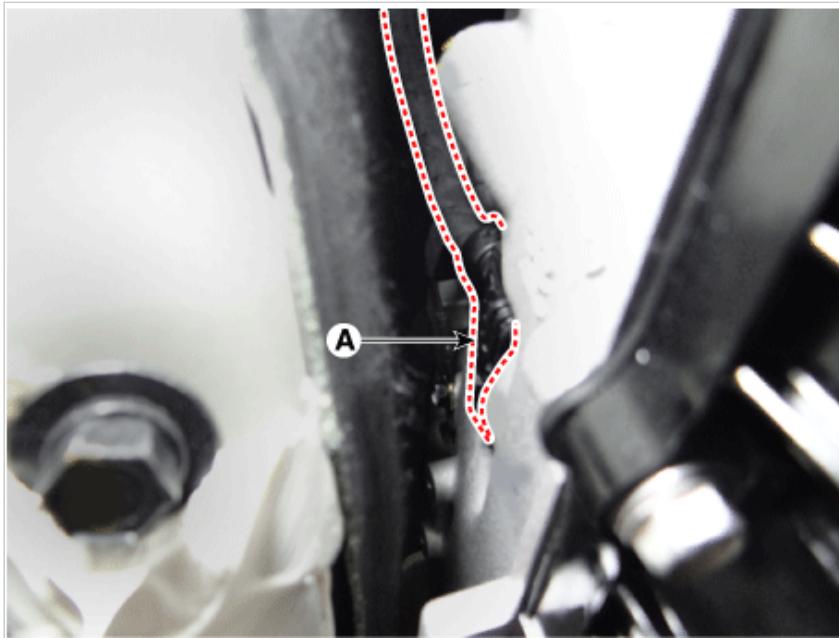




Inspection

1. Switch "OFF" ignition
2. Disconnect the main connector (A).



3. Measure the resistance between power terminal (22) and signal terminal (25).

Specification : $5.3 \pm 0.3 \Omega$

Removal

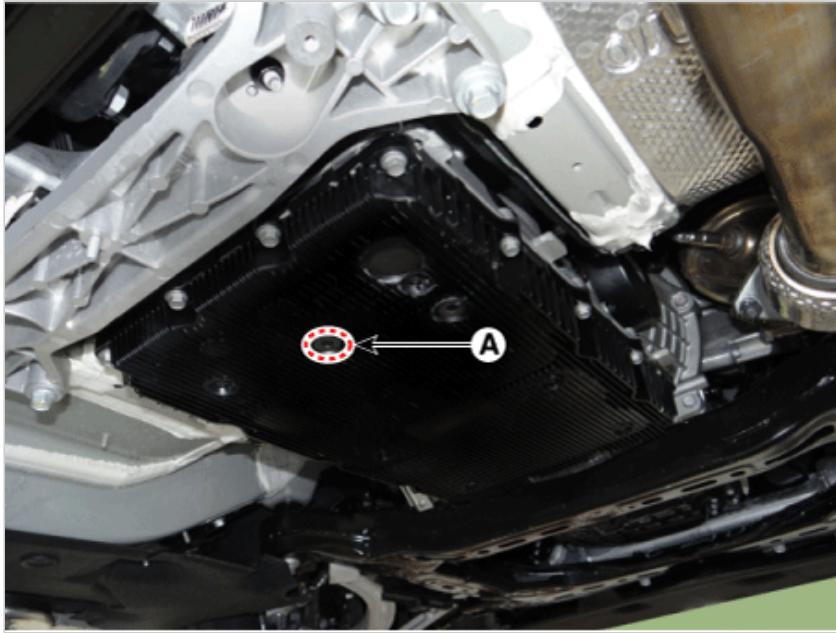
NOTICE

- Maintain clean condition so that foreign substance does not get into the automatic transmission.
- Use a coated apron, latex gloves, and stainless tray to prevent foreign substance from getting into the transmission.

1. Remove the under cover.
(Refer to Engine Mechanical System - "Engine Room Under Cover").
2. Remove the ATF drain plug (A), allow the fluid to drain out and then reinstall the drain plug.

Tightening torque :

22.6 - 24.5 N·m (2.3 - 2.5 kgf·m, 16.6 - 18.1 lb·ft)

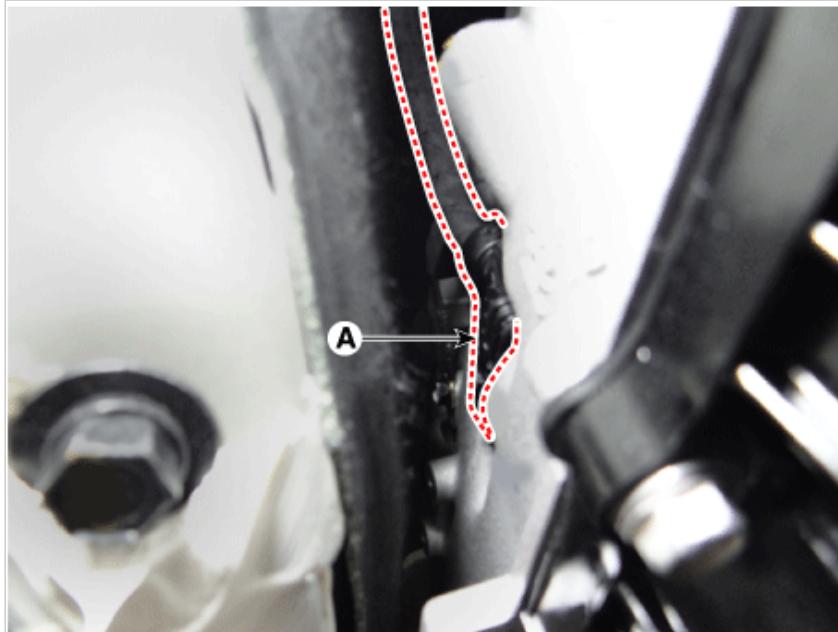


NOTICE

- ATF can be reused. Collect it in a clean beaker.
- The existing ATF drain plug O-ring must be replaced with a new one. (Do not reuse it.)



3. Disconnect the main connector (A).

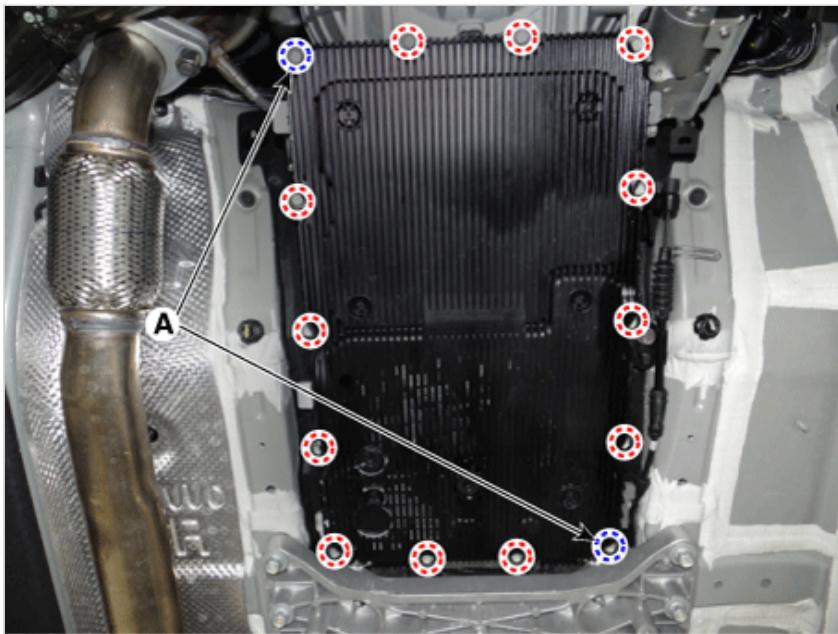


4. Remove the valve body cover.

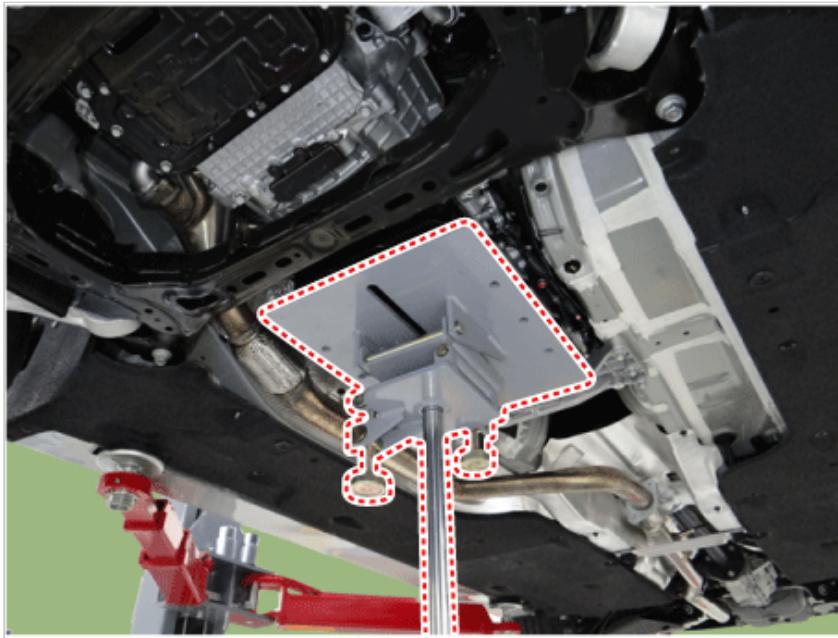
(1) Loosen the all valve body mounting bolts except for the bolts (A) in the corner.

Tightening torque :

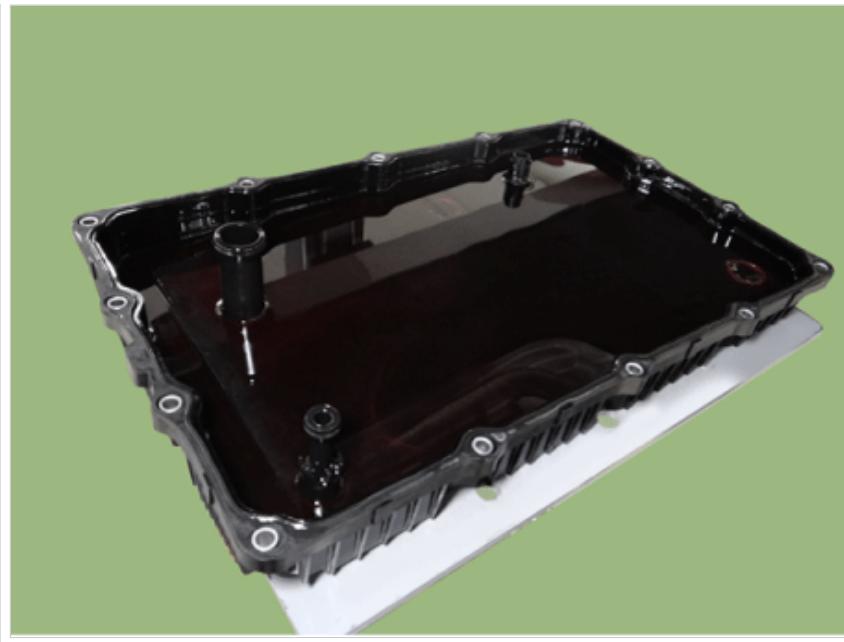
13.7 - 15.7 N·m (1.4 - 1.6 kgf·m, 10.1 - 11.6 lb·ft)



- (2) Loosen the two bolts (A) in the corner after supporting the valve body cover on a jack and then remove the valve body cover by lowering the jack slowly.

**NOTICE**

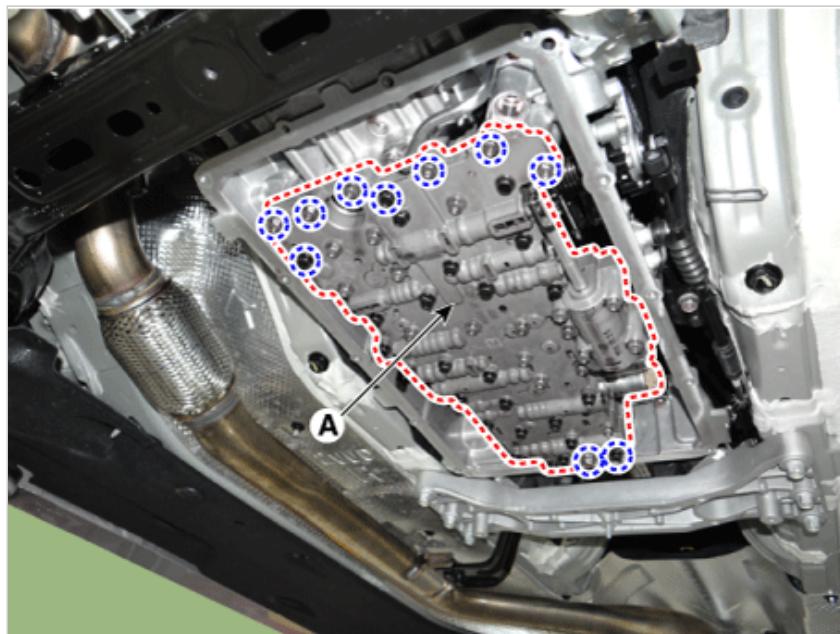
Be careful when removing the valve body cover because the remaining ATF remains in the valve body cover.



5. Remove the valve body assembly (A) after loosening the bolts.

Tightening torque :

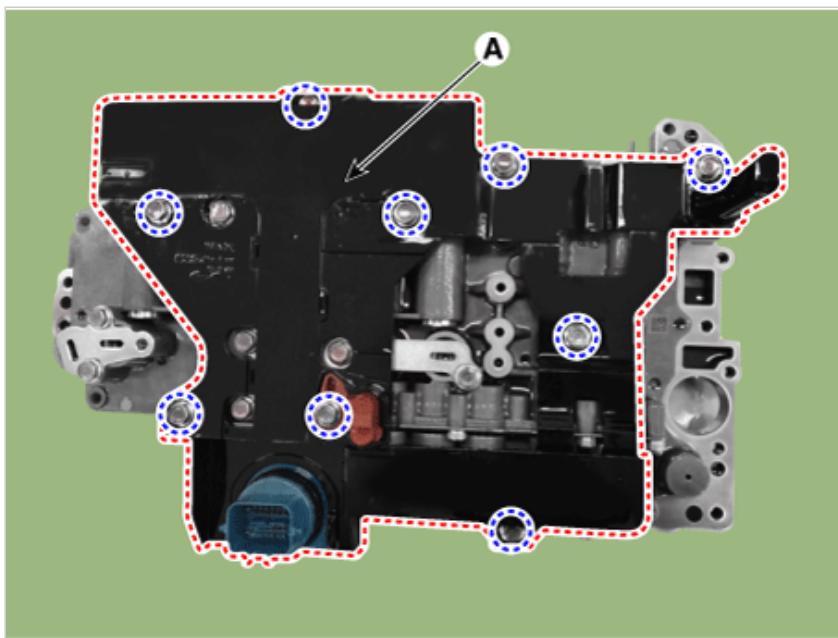
9.8 - 11.8 N·m (1.0 - 1.2 kgf·m, 7.2 - 8.7 lb·ft)



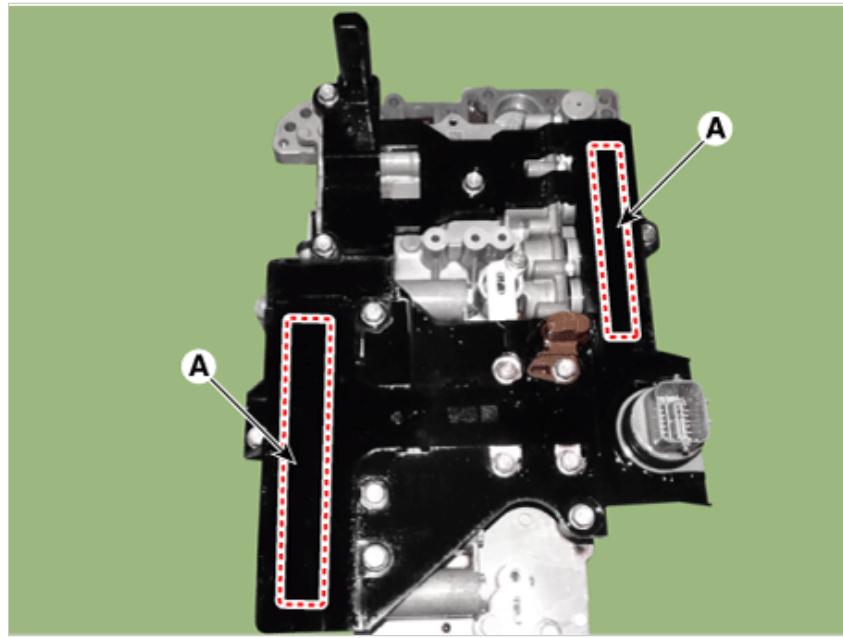
6. Remove the E-module (A) after loosening the bolts.

Tightening torque :

9.8 - 11.8 N·m (1.0 - 1.2 kgf·m, 7.2 - 8.7 lb·ft)

**NOTICE**

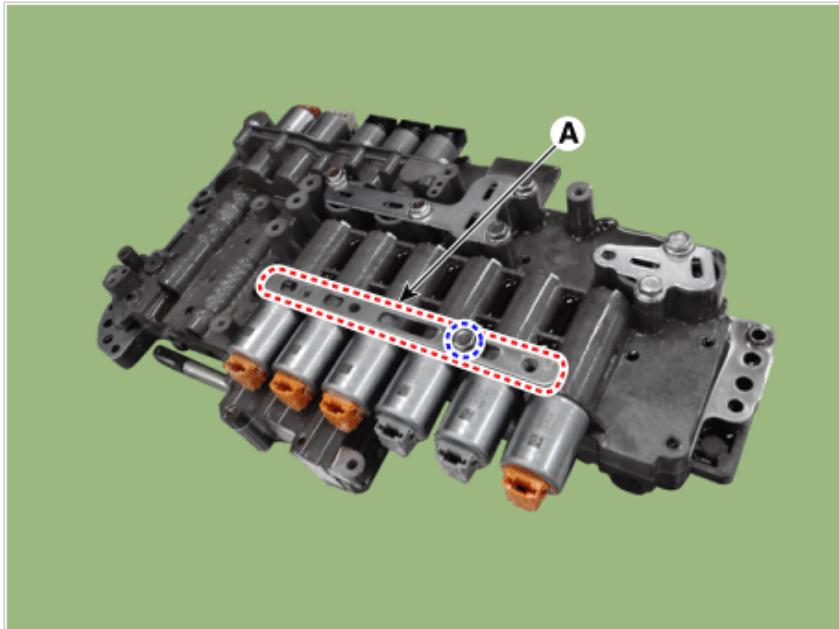
When installing, after mounting the E-module, lightly tap the connector part (A) to insert the connector certainly and then tighten the bolts.



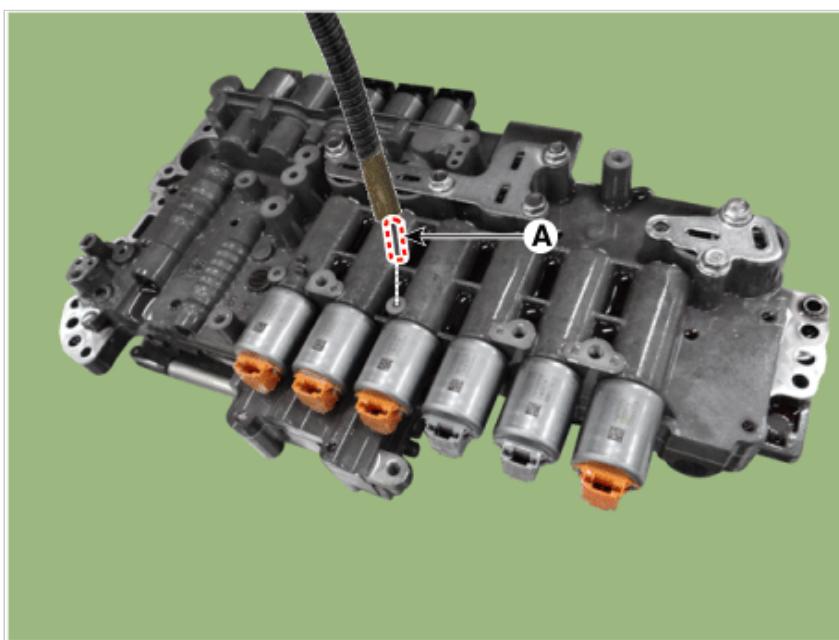
7. Remove the solenoid valve support bracket (A).

Tightening torque :

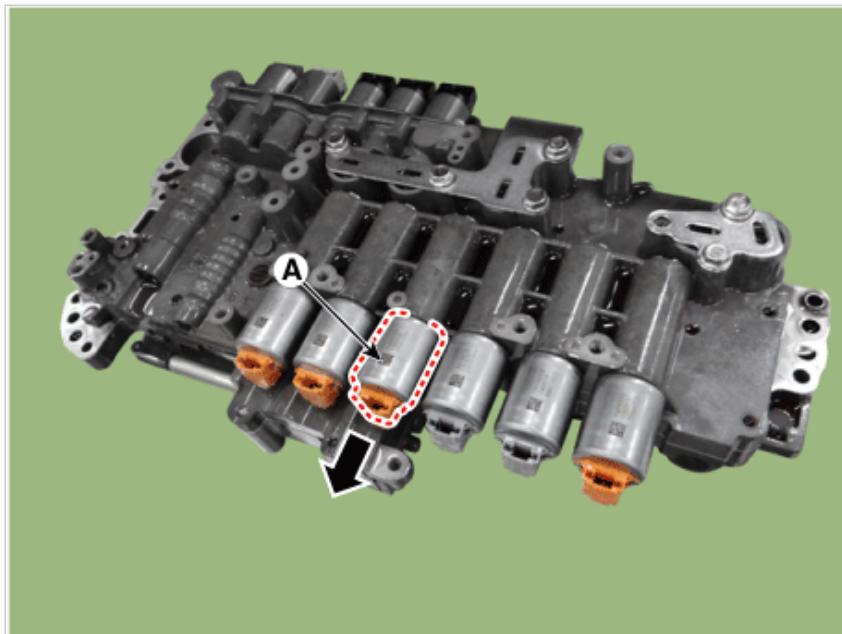
11.8 - 13.7 N·m (1.2 - 1.4 kgf·m, 8.7 - 10.1 lb·ft)



8. Remove the pin (A).



9. Remove the 27 brake control solenoid valve (A).

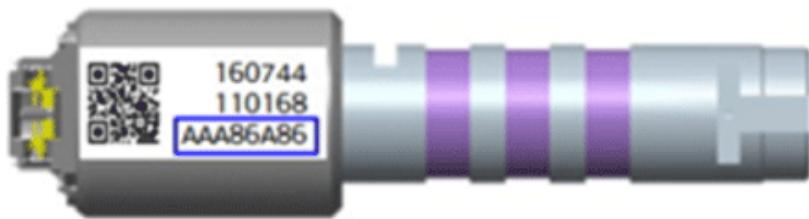


Installation

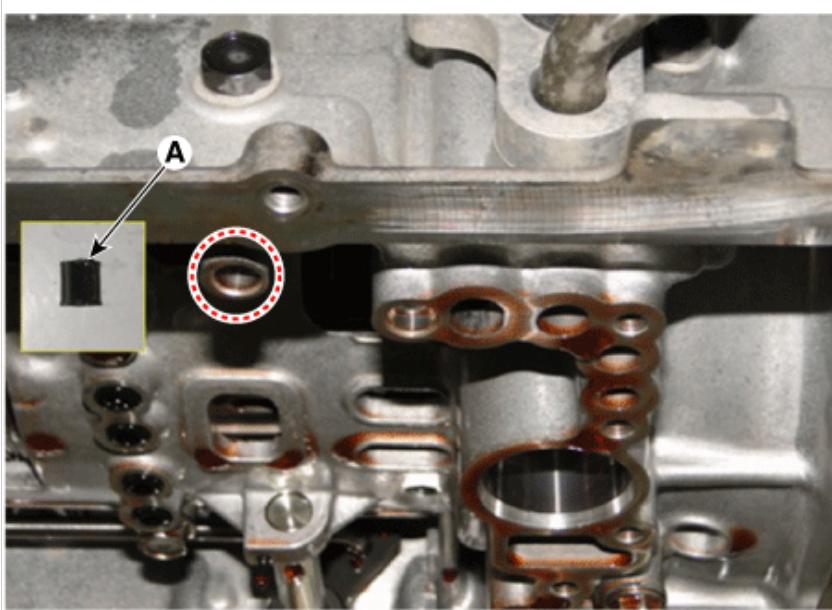
1. Install in the reverse order of removal.

NOTICE

- Check the code (oil pressure characteristics value) at the first before installing the solenoid valve.



- Check if the pipe (A) is inserted on the marked area before mounting the valve body assembly.



2. Perform the procedures below after installing.

(1) Refill the automatic transmission with fluid.

(Refer to Hydraulic System - "Fluid")

(2) Clear the diagnostic trouble codes (DTC) using the KDS. Disconnecting the battery negative terminal will not clear the DTCs. Clear DTCs using the KDS at all times.

(3) Reset the automatic transmission adaptive values using the KDS.

The screenshot shows the 'S/W Management' section of the KGIS. The top navigation bar includes 'Systems' (selected), 'Components', and 'Fold All'. Below this, under 'Automatic Transaxle', there are several options: 'System Identification', 'Resetting Auto T/A Values' (which is highlighted with a red dashed border), 'Oil-pressure Characteristics Input (A/T Replacement)', 'Oil-pressure Characteristics BackUp & Input (TCU Replacement)', and 'Oil-pressure Characteristics Input (Solenoid Valve Replacement)'. A yellow warning box at the bottom states: 'Do not touch any system buttons while performing this function.'

- (4) Perform the oil pressure characteristics input procedure using the KDS.
(Refer to Hydraulic System - "Oil pressure characteristics input")
- (5) Perform the TCM adaptive values learning procedure.
(Refer to Automatic Transmission Control System - "Repair procedures")
- (6) After installing, check for leakage of fluid from hose connection during engine start.