



Lock-up Control Solenoid Valve A/B

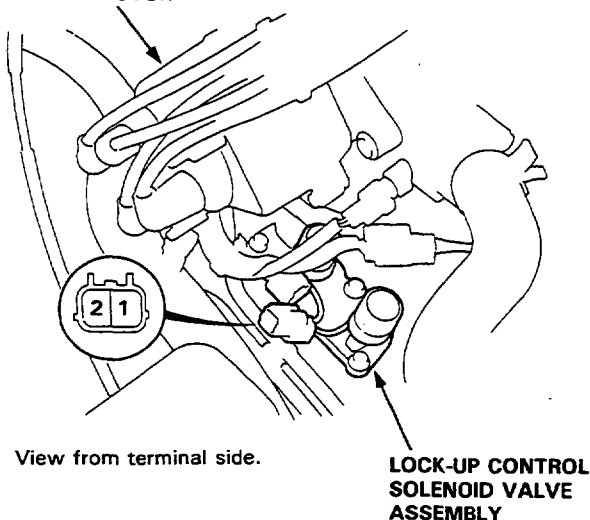
Test

NOTE: Lock-up control solenoid valves A and B must be removed/replaced as an assembly.

1. Disconnect the connector from the lock-up control solenoid valve A/B.
2. Measure the resistance between the No. 1 terminal (solenoid valve A) of the lock-up control solenoid valve connector and body ground, and between the No. 2 terminal (solenoid valve B) and body ground.

STANDARD: 14.1–15.5 Ω (at 25°C)

DISTRIBUTOR



3. Replace the lock-up control solenoid valve assembly if the resistance is out of specification.
4. Connect the No. 1 terminal of the lock-up control solenoid valve connector to the battery positive terminal and body ground. A clicking sound should be heard. Connect the No. 2 terminal to the battery positive terminal and body ground. A clicking sound should be heard.
5. If there is no clicking, check for continuity between the engine control module (ECM) A19 or A17 harness and body ground using the Test Harness: 07LAJ-PT30100 or 07LAJ-PT3010A (see section 11).

NOTE: Always use the Test Harness (07LAJ-PT30100 or 07LAJ-PT3010A) for checking.

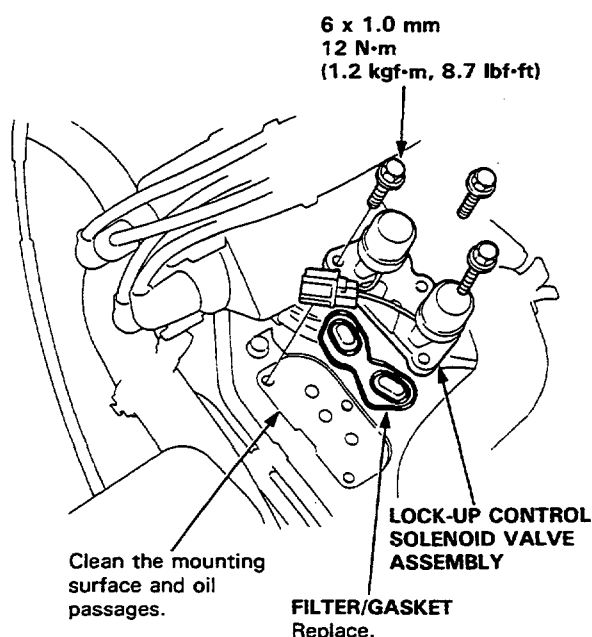
6. Replace the lock-up control solenoid valve assembly if there is continuity between the ECM A19 or A17 harness and body ground.

Replacement

1. Remove the mounting bolts and lock-up control solenoid valve assembly.

NOTE: Be sure to remove or replace the lock-up control solenoid valves A and B as an assembly.

2. Check the lock-up control solenoid valve oil passages for dust or dirt, and replace as an assembly, if necessary.



3. Clean the mounting surface and oil passages of the lock-up control solenoid valve assembly and install a new filter/gasket.
4. Check the connector for rust, dirt or oil, and reconnect it securely.