

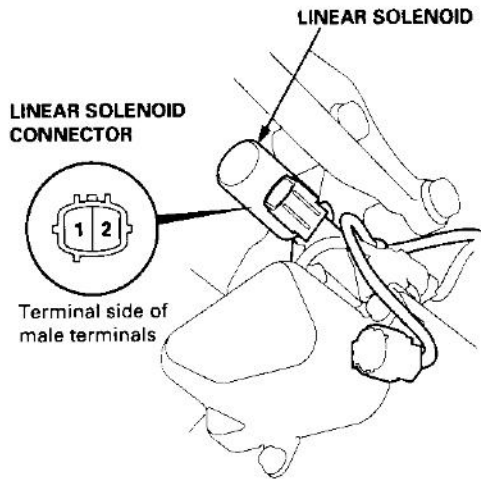
28250-P4R-315

Honda Civic & CR-V

Linear Solenoid Assembly

Test

1. Disconnect the linear solenoid connector.

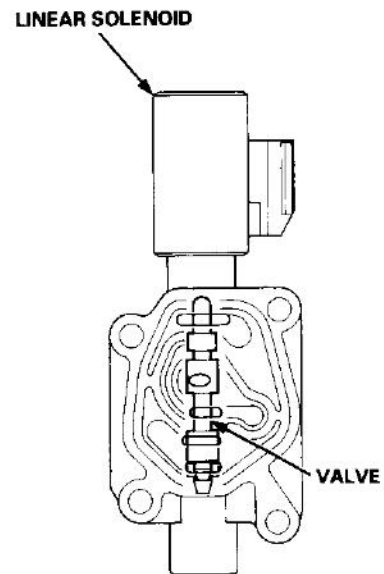


2. Measure the resistance between the No. 1 and the No. 2 terminals.

STANDARD: About 5.0 Ω

3. If the resistance is out of specification, replace the linear solenoid assembly.
4. Connect the No. 1 terminal of the connector to the battery positive terminal and the No. 2 terminal to the battery negative terminal. A clicking sound should be heard.

5. If a clicking sound is not heard, remove the linear solenoid assembly.
6. Check the linear solenoid fluid passage for dust or dirt.
7. Connect the No. 1 terminal of the connector to the battery positive terminal and the No. 2 terminal to the battery negative terminal. Make sure that the valve moves.
8. Disconnect the negative battery terminal, and make sure the valve releases. You can see valve movement through the fluid passage in the mounting surface of the linear solenoid assembly.



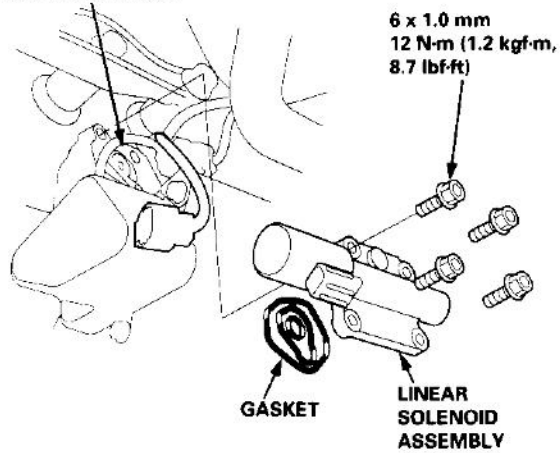
9. If the valve binds, or moves sluggishly, or if the linear solenoid does not operate, replace the linear solenoid assembly.

Linear Solenoid Assembly

Replacement

1. Remove the mounting bolts and the linear solenoid assembly.

Clean the mounting surface and fluid passages.



2. Clean the mounting surface and fluid passage of the linear solenoid assembly and transmission housing.
3. Install a new linear solenoid assembly with a new gasket. Do not pinch the gasket during installation, and make sure it is installed properly in the mounting groove of the linear solenoid.
4. Check the linear solenoid connector for rust, dirt, or oil, then connect it securely.

CR-V

Electrical Troubleshooting ('97 Model)

Troubleshooting Flowchart — Linear Solenoid

• OBD II Scan Tool indicates Code P1768.
• Self-diagnosis **D₄** indicator light indicates Code 16.

Possible Cause

- Disconnected linear solenoid connector
- Short or open in linear solenoid wire
- Faulty linear solenoid

Check and record the freeze data in case it is needed later for problem verification.

Measure Linear Solenoid Resistance at the Solenoid Connector:

1. Disconnect the 2P connector from the linear solenoid connector.
2. Measure the resistance of the linear solenoid.

Is the resistance about 5.0 Ω?

NO
Replace the linear solenoid assembly.

YES

Check Linear Solenoid for a Short Circuit:

1. Disconnect the B (25P) connector from the PCM.
2. Check for continuity between the body ground and the B1 terminal and B2 terminal individually.

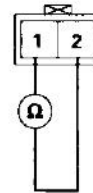
Is there continuity?

YES
Repair short in the wires between the B1 and B2 terminals and the linear solenoid.

NO

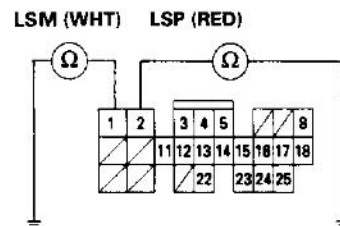
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LINEAR SOLENOID CONNECTOR



Terminal side of male terminals

PCM CONNECTOR B (25P)



Wire side of female terminals

CR-V ('97 Model)

From page 14-80

Check Ground Line:
 1. Disconnect the A (32P) connector from the PCM.
 2. Check for continuity between terminals A9 and A10 and between terminals A22 and A23.

Is there continuity?

NO

Repair loose terminal or open in the wires between terminals A9, A10, A22 and A23 and ground, and repair poor ground (G101, G401).

YES

Measure Linear Solenoid Resistance:
 1. Connect the linear solenoid 2P connector.
 2. Measure the resistance between the B1 and B2 terminals.

Is the resistance about 5.0 Ω ?

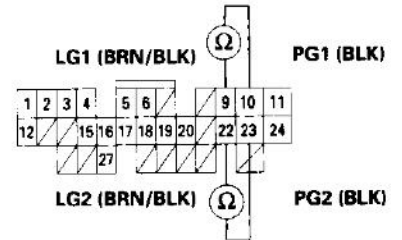
NO

Repair loose terminal or open in the wires between the B1 and B2 terminals and the linear solenoid.

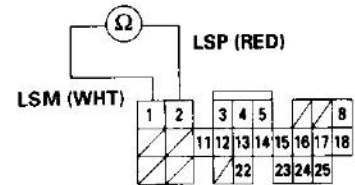
YES

Check for loose terminal fit in the PCM connectors. If necessary, substitute a known-good PCM and recheck.

PCM CONNECTOR A (32P)

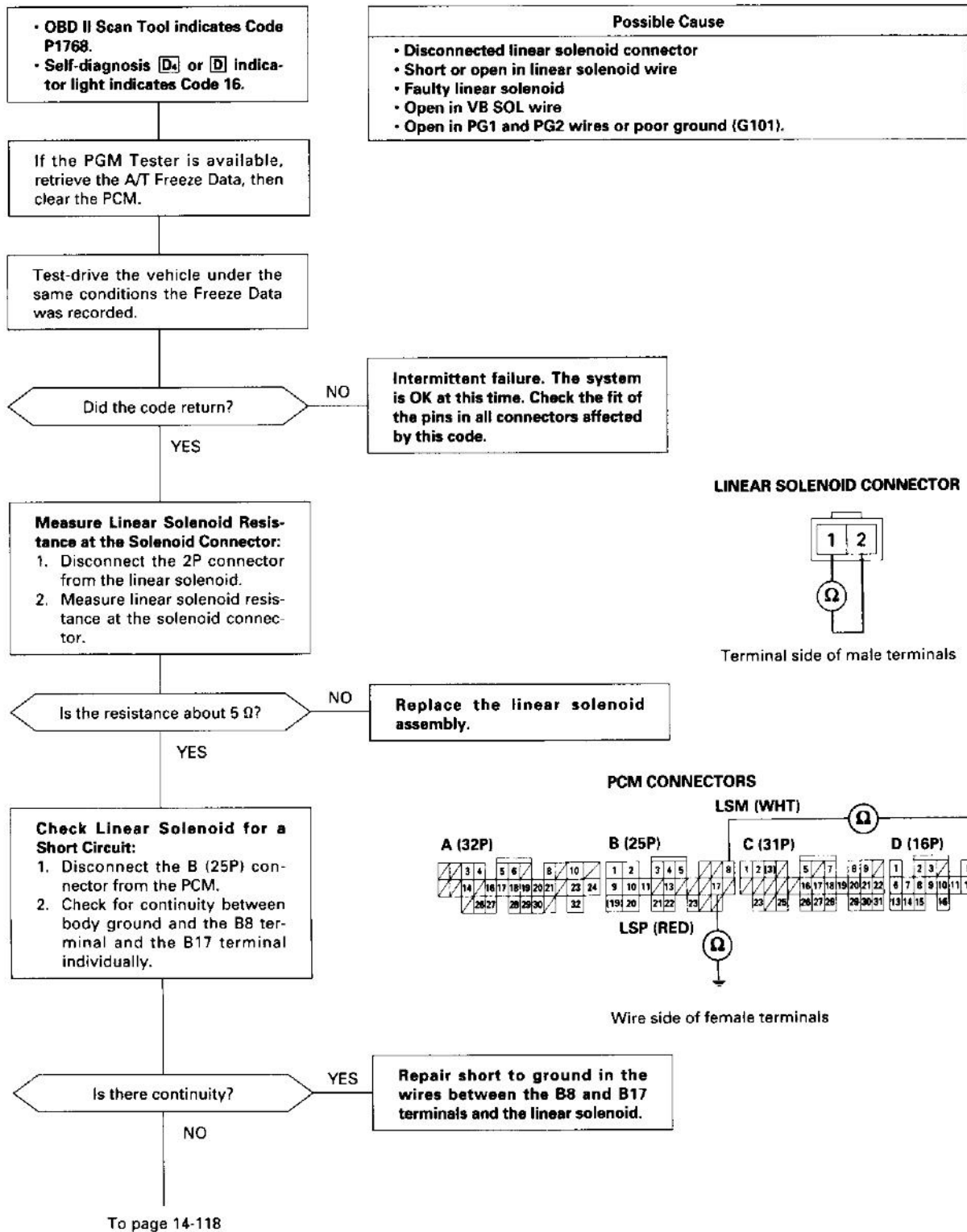


Wire side of female terminals



CR-V

Troubleshooting Flowchart — Linear Solenoid (98~00" mode)



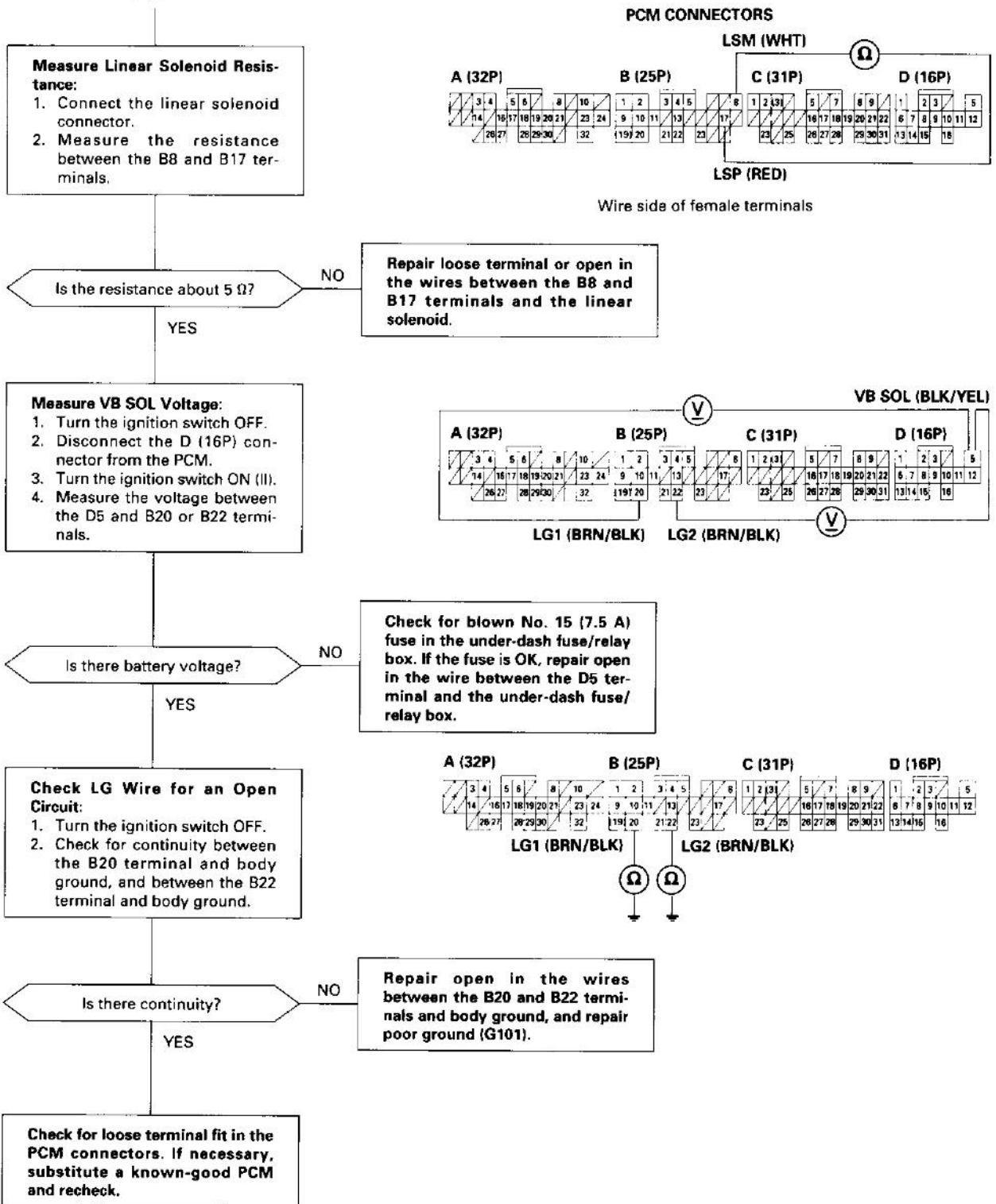
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CR-V

Electrical Troubleshooting ('98 – 00 Models)

Troubleshooting Flowchart — Linear Solenoid (cont'd)

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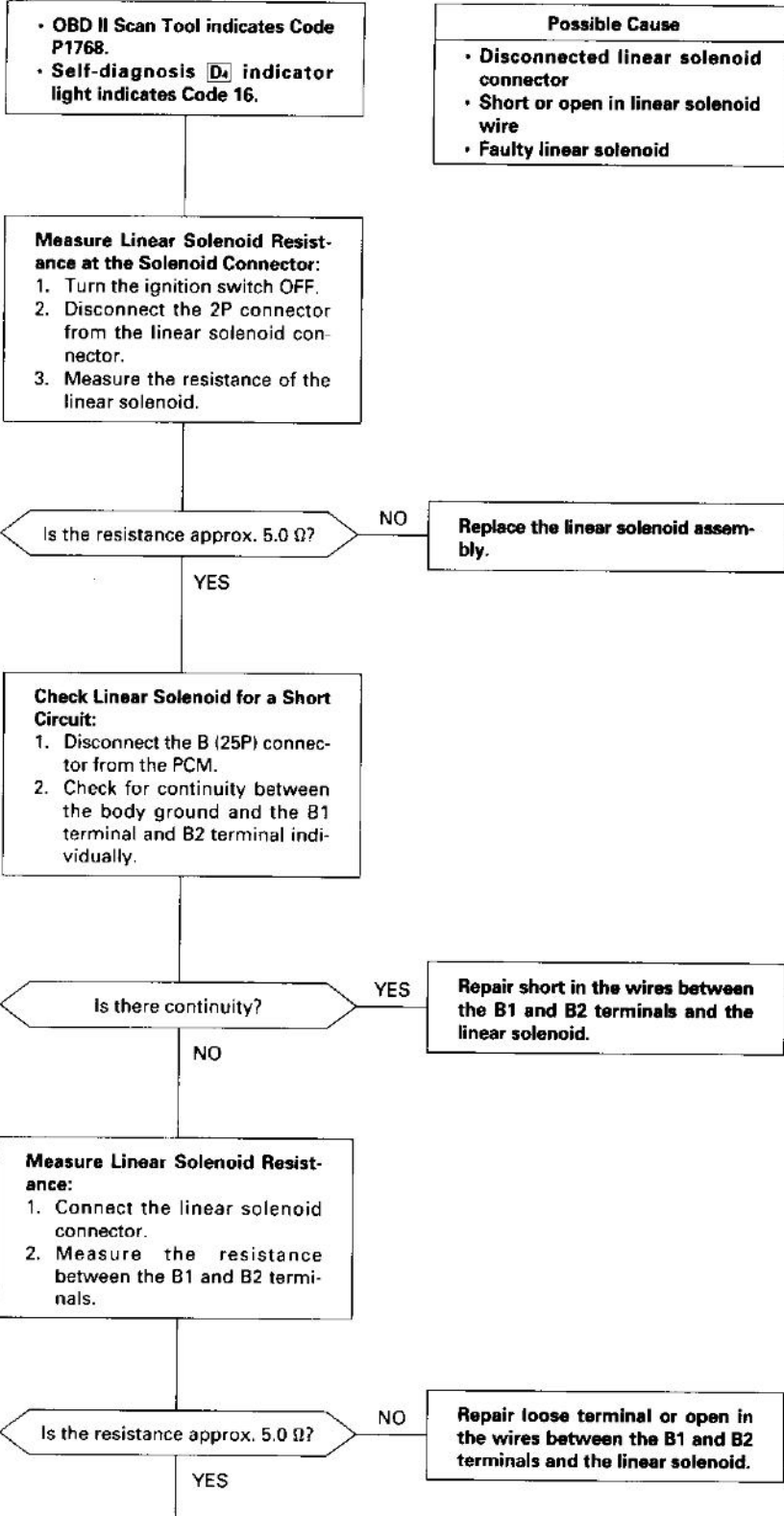


CIVIC

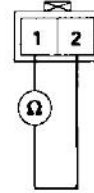
Electrical Troubleshooting ('96 – 98 Models)

Troubleshooting Flowchart — Linear Solenoid

NOTE: Record all freeze data before you troubleshoot.

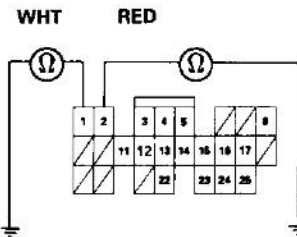


LINEAR SOLENOID CONNECTOR

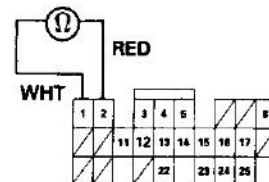


Terminal side of male terminals

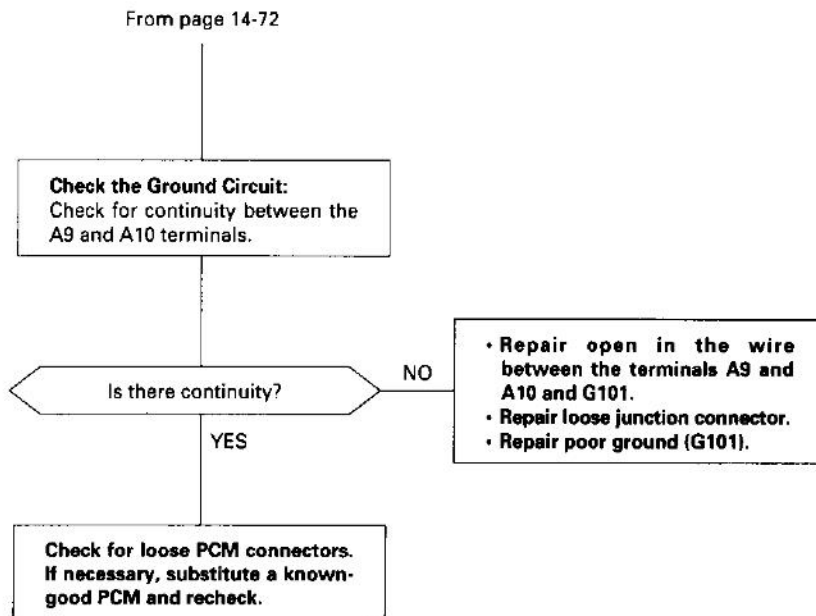
PCM CONNECTOR B (25P)



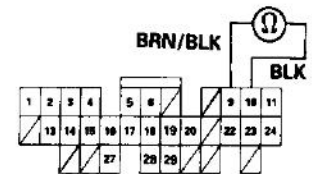
Wire side of female terminals



CIVIC ('96 – 98 Models)



PCM CONNECTOR A (32P)



Wire side of female terminals

CIVIC '99 – 00 Models

Troubleshooting Flowchart — Linear Solenoid

NOTE: Record all freeze data before you troubleshoot.

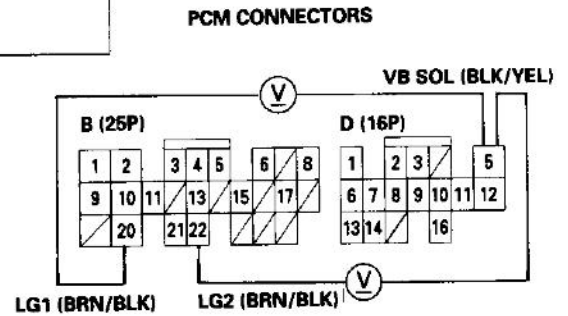
• OBD II Scan Tool indicates Code P1768.
• Self-diagnosis **D₁** indicator indicates Code 16.

Possible Cause

- Disconnected linear solenoid connector
- Short or open in linear solenoid wire
- Faulty linear solenoid
- Open in VB SOL wire
- Open in PG line

Measure VB SOL Voltage:

1. Turn the ignition switch OFF.
2. Disconnect the B (25P) and D (16P) connectors from the PCM.
3. Turn the ignition switch ON (II).
4. Measure the voltage between the D5 and B20 or B22 terminals.

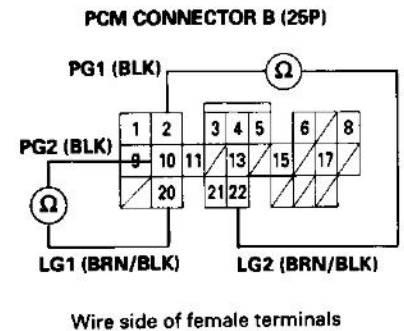


Is there battery voltage? **NO** → Repair open or short in the wire between the D5 terminal and the under-dash fuse/relay box.

YES →

Check the Ground Circuit:

1. Turn the ignition switch OFF.
2. Check for continuity between the terminals B2 and B22 and between terminals B10 and B20.

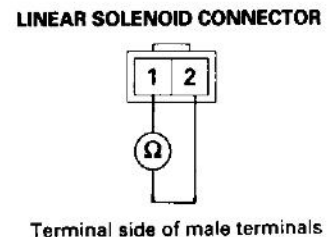


Is there continuity? **NO** → Repair open in the wire between the terminals B2, B10, B20, and B22 and G101. Repair poor ground (G101).

YES →

Measure Linear Solenoid Resistance at the Solenoid Connector:

1. Disconnect the linear solenoid connector.
2. Measure the resistance of the linear solenoid.



Is the resistance approx. 5 Ω? **NO** → Replace the linear solenoid assembly.

YES →

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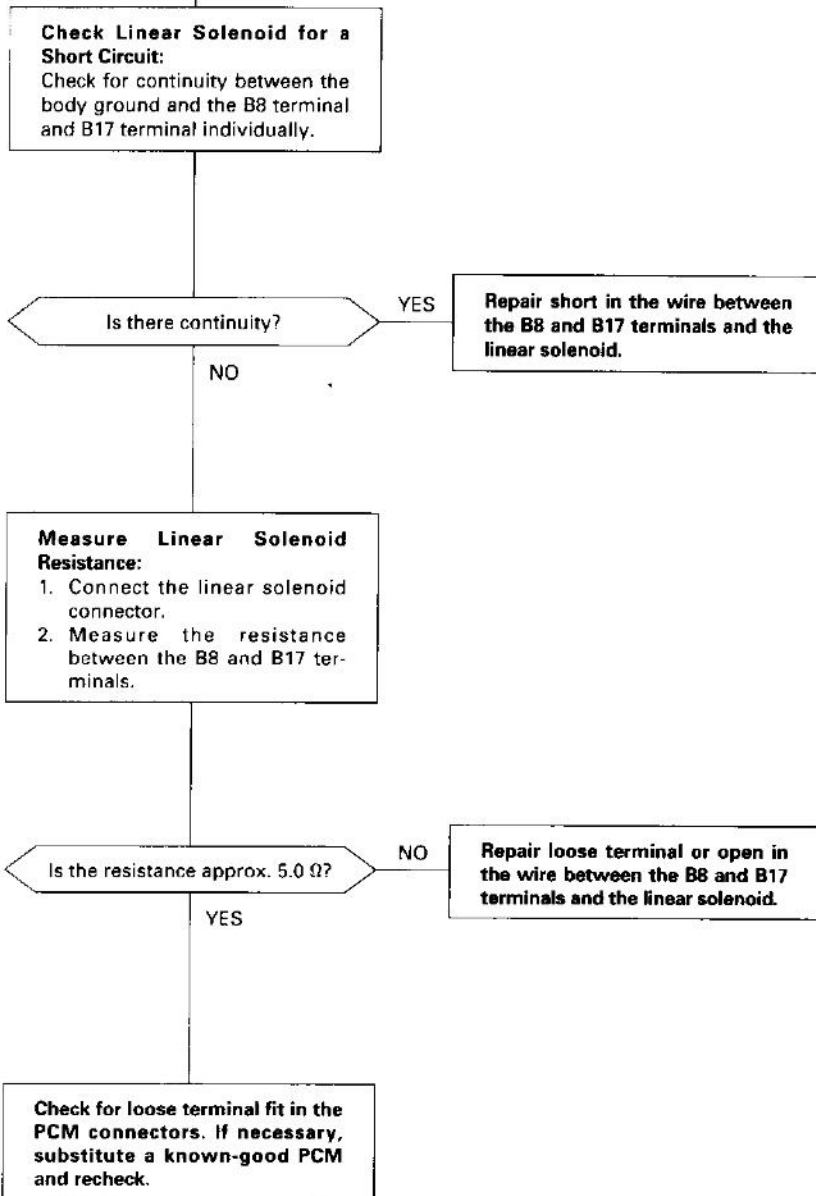
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CIVIC

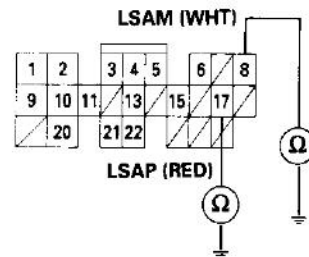
Electrical Troubleshooting ('99 – 00 Models)

Troubleshooting Flowchart — Linear Solenoid (cont'd)

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PCM CONNECTOR B (25P)



Wire side of female terminals

