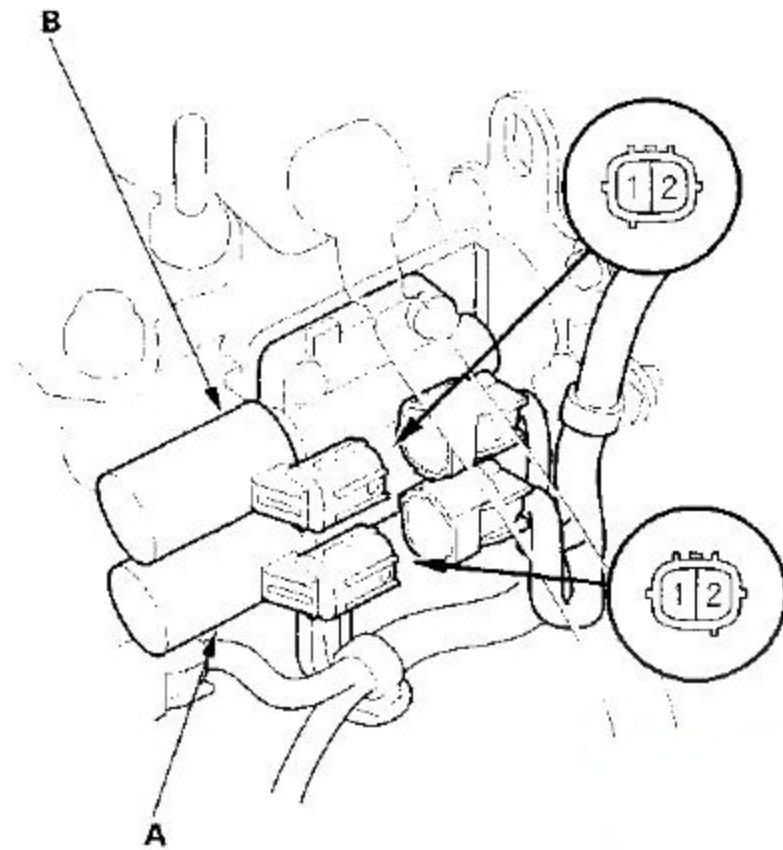


A/T Clutch Pressure Control Solenoid Valves A and B Test

1. Disconnect the A/T clutch pressure control solenoid valves A and B 2P connectors.

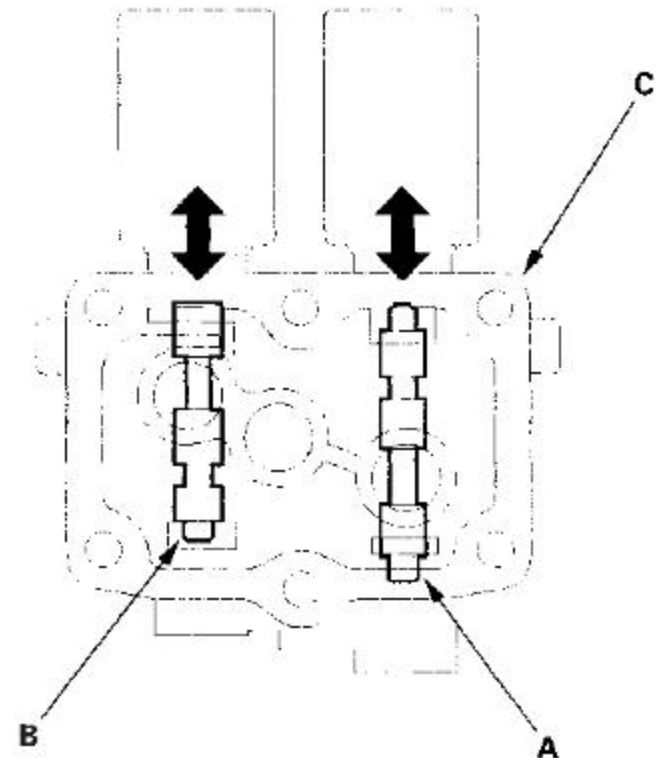


2. Measure the resistance of the A/T clutch pressure control solenoid valves A and B between the No. 1 and No. 2 terminals of each connector.

STANDARD: About 5.0 Ω

3. If the resistance of either A/T clutch pressure control solenoid is out of standard, replace the A/T clutch pressure control solenoid valves A and B.
4. Connect the No. 1 terminal of the A/T clutch pressure control solenoid valve A (and B) to the battery positive terminal, and connect the No. 2 terminal to the battery negative terminal. A clicking sound should be heard.
5. If not, remove the A/T clutch pressure control solenoid valves A and B.
6. Check the fluid passage of the A/T clutch pressure control solenoid valves for dust and dirt.

7. Connect the No. 1 terminal of the A/T clutch pressure control solenoid valves A and B to the battery positive terminal, and connect the No. 2 terminal to the battery negative terminal. Make sure the A/T clutch pressure control solenoid valves A (A) and B (B) move.



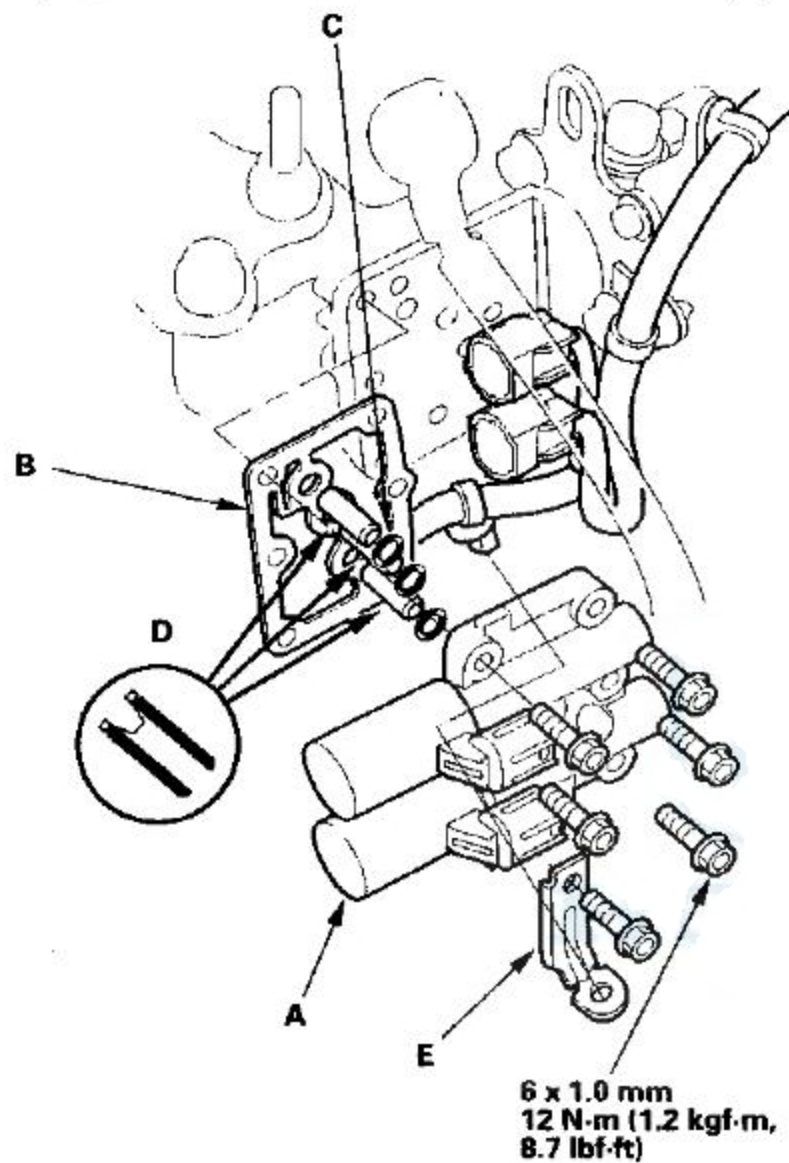
8. Disconnect one of the battery terminals and check valve movement.

NOTE: You can see the valve movement through the fluid passage in the mounting surface of the A/T clutch pressure control solenoid valves A and B body (C).

9. If either valve binds, or moves sluggishly, or if the A/T clutch pressure control solenoid does not operate, replace the A/T clutch pressure control solenoid valves A and B.

A/T Clutch Pressure Control Solenoid Valves A and B Replacement

1. Remove the mounting bolts and the A/T clutch pressure control solenoid valves A and B (A).



2. Clean the mounting surface and fluid passage of the A/T clutch pressure control solenoid valves A and B and the transmission housing.
3. Install a new A/T clutch pressure control solenoid valves A and B with a new gasket (B), new O-rings (C), ATF feed pipes (D), and harness clamp bracket (E).

NOTE: Install the filter side of the ATF feed pipes in the transmission housing.

4. Check the A/T clutch pressure control solenoid valve connectors for rust, dirt, or oil, then connect them securely.

DTC Troubleshooting

DTC P0780: Mechanical Problem in Hydraulic Control System for Shift Solenoid Valve A and A/T Clutch Pressure Control Solenoid Valves A and B, or Problem in Hydraulic Control System

NOTE:

- Record all freeze data before you troubleshoot.
- Keep replacement solenoid valves on hand:
 - Torque converter clutch solenoid valve/shift solenoid valve A
 - A/T clutch pressure control solenoid valves A and B

1. Check whether the OBD II scan tool indicates another code.

Does the OBD II scan tool indicate another code?

YES – Perform the Troubleshooting Flowchart for the indicated Code(s). Recheck for code P0780 after troubleshooting. ■

NO – Go to step 2.

2. Turn the ignition switch OFF.
3. Replace the torque converter clutch solenoid valve/shift solenoid valve A (see last page), and the A/T clutch pressure control solenoid valves A and B (see last page).
4. Reset the PCM memory by removing the BACK UP fuse in the passenger's under-dash fuse relay box for more than 10 seconds.
5. Drive the vehicle for several minutes in 1st, 2nd, 3rd, and 4th gears in **D₄** position.
6. Recheck for code P0780.

Does the OBD II scan tool indicate code P0780?

YES – Replace the transmission assembly. ■

NO – The problem has been corrected. ■

DTC P1750: Mechanical Problem in Hydraulic Control System for A/T Clutch Pressure Control Solenoid Valves A and B, or Problem in Hydraulic Control System

NOTE: Record all freeze data before you troubleshoot.

1. Check whether the OBD II scan tool indicates another code.

Does the OBD II scan tool indicate another code?

YES – Perform the Troubleshooting Flowchart for the indicated Code(s). Recheck for code P1750 after troubleshooting. ■

NO – Go to step 2.

2. Turn the ignition switch OFF.
3. Replace the A/T clutch pressure control solenoid valves A and B (see page 14-109).
4. Reset the PCM memory by removing the BACK UP fuse in the passenger's under-dash fuse relay box for more than 10 seconds.
5. Drive the vehicle for several minutes in 1st, 2nd, 3rd, and 4th gears in **D_s** position.
6. Recheck for code P1750.

Does the OBD II scan tool indicate code P1750?

YES – Replace the transmission. ■

NO – The problem has been corrected. ■

DTC P1751: Mechanical Problem in Hydraulic Control System for Shift Solenoid Valve B and A/T Clutch Pressure Control Solenoid Valves A and B, or Problem in Hydraulic Control System

NOTE:

- Record all freeze data before you troubleshoot.
- Keep replacement solenoid valves on hand:
 - Shift solenoid valve B
 - A/T clutch pressure control solenoid valves A and B

1. Check whether the OBD II scan tool indicates another code.

Does the OBD II scan tool indicate another code?

YES – Perform the Troubleshooting Flowchart for the indicated Code(s). Recheck for code P1751 after troubleshooting. ■

NO – Go to step 2.

2. Turn the ignition switch OFF.
3. Replace the shift solenoid valve B (see page 14-107), and the A/T clutch pressure control solenoid valves A and B (see page 14-109).
4. Drive the vehicle for several minutes in 1st, 2nd, 3rd, and 4th gears in **D_s** position.
5. Recheck for code P1751.

Does the OBD II scan tool indicate code P1751?

YES – Replace the transmission. ■

NO – The problem has been corrected. ■

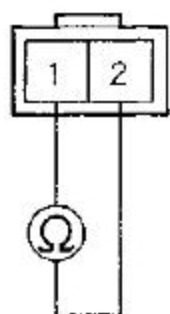
DTC Troubleshooting

DTC P1768: Problem in A/T Clutch Pressure Control Solenoid Valve A Circuit

NOTE: Record all freeze data before you troubleshoot.

1. Disconnect the A/T clutch pressure control solenoid valve A 2P connector.
2. Measure A/T clutch pressure control solenoid resistance at the solenoid valve connector.

A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A CONNECTOR



Terminal side of male terminals

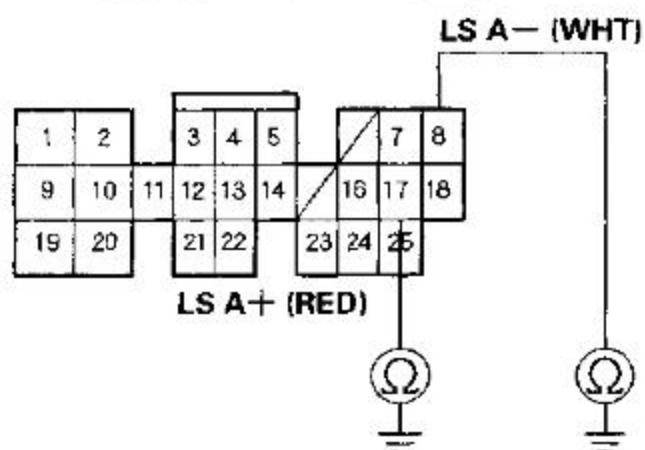
Is the resistance about 5 Ω ?

YES – Go to step 3.

NO – Replace the A/T clutch pressure control solenoid valve A. ■

3. Disconnect the B (25P) connector from the PCM.
4. Check for continuity between body ground and the B8 terminal and the B17 terminal individually.

PCM CONNECTOR B (25P)



Wire side of female terminals

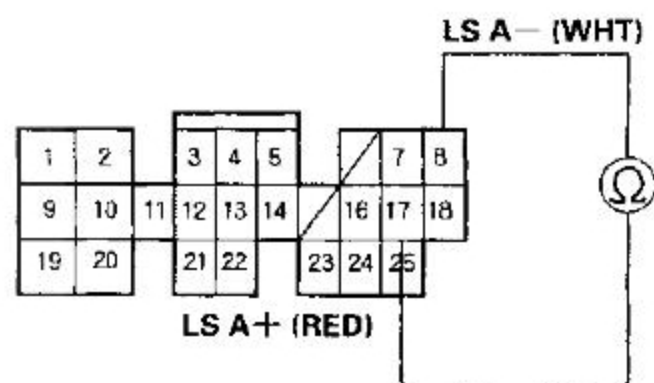
Is there continuity?

YES – Repair short to ground in the wires between the B8 and B17 terminals and A/T clutch pressure control solenoid valve A. ■

NO – Go to step 5.

5. Connect the A/T clutch pressure control solenoid valve A connector.
6. Measure the resistance between the B8 and B17 terminals.

PCM CONNECTOR B (25P)



Wire side of female terminals

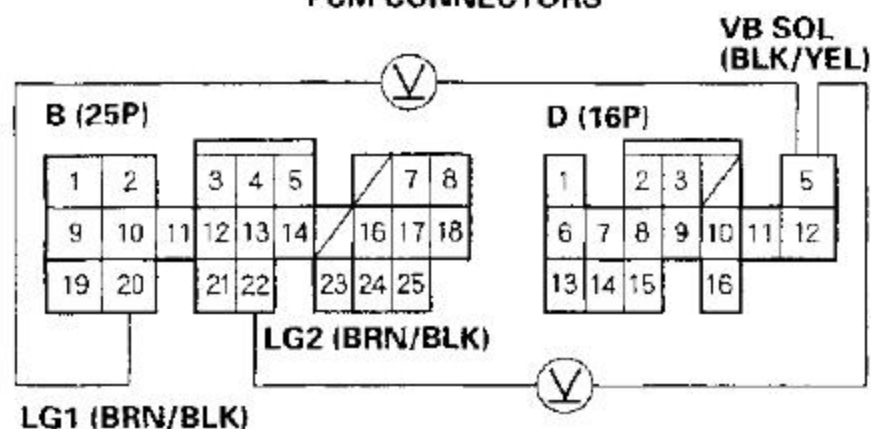
Is the resistance about 5 Ω ?

YES – Go to step 7.

NO – Repair loose terminal or open in the wires between the B8 and B17 terminals and A/T clutch pressure control solenoid valve A. ■

7. Disconnect PCM connector D (16P).
8. Turn the ignition switch ON (II).
9. Measure the voltage between the D5 and B20 or B22 terminals.

PCM CONNECTORS



Wire side of female terminals

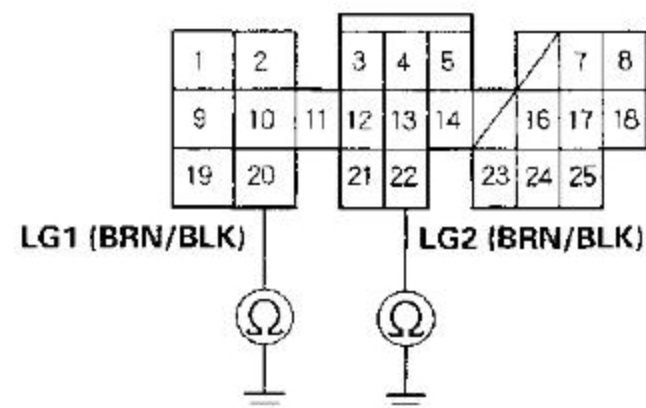
Is there battery voltage?

YES – Go to step 10.

NO – Check for blown No. 6 (15A) fuse in the driver's under-dash fuse/relay box. If the fuse is OK, repair open in the wire between the D5 terminal and the driver's under-dash fuse/relay box. ■

10. Turn the ignition switch OFF.
11. Check for continuity between the B20 and B22 terminals and body ground.

PCM CONNECTOR B (25P)



Wire side of female terminals

Is there continuity?

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

NO – Repair open in the wire between the B2, B10, B20 and B22 terminals and ground (G101). Repair poor ground (G101). ■

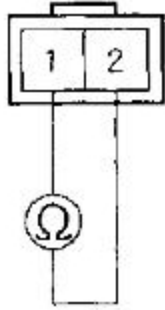
DTC Troubleshooting

DTC P1773: Problem in A/T Clutch Pressure Control Solenoid Valve B Circuit

NOTE: Record all freeze data before you troubleshoot.

1. Disconnect the A/T clutch pressure control solenoid valve B 2P connector.
2. Measure A/T clutch pressure control solenoid resistance at the solenoid valve connector.

A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE B CONNECTOR



Terminal side of male terminals

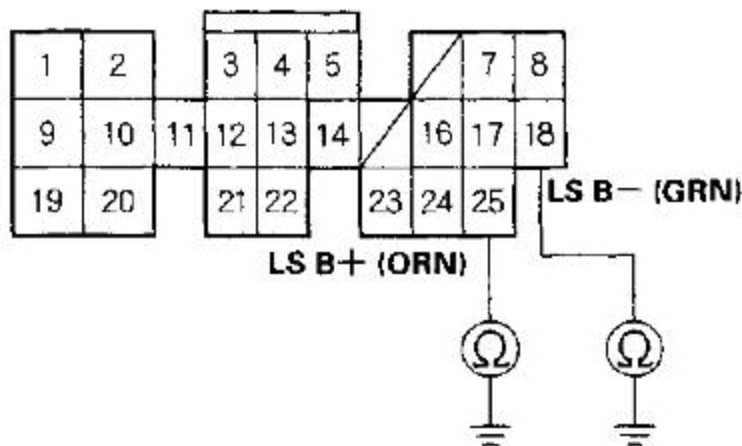
Is the resistance about 5 Ω ?

YES – Go to step 3.

NO – Replace the A/T clutch pressure control solenoid valve B. ■

3. Disconnect the PCM connector B (25P).
4. Check for continuity between body ground and the B18 terminal and the B25 terminal individually.

PCM CONNECTOR B (25P)



Wire side of female terminals

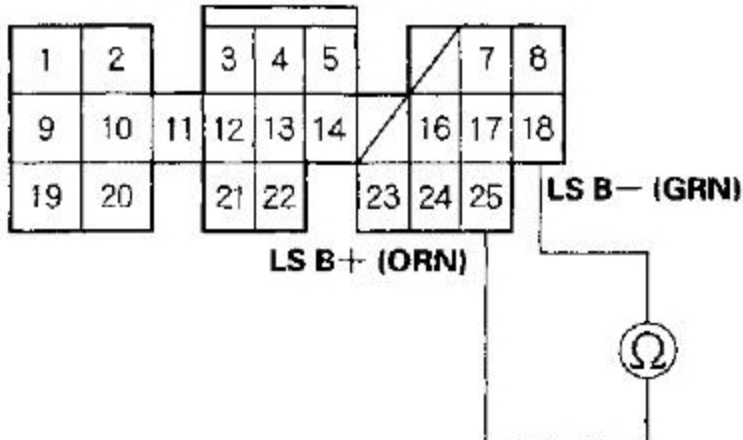
Is there continuity?

YES – Repair short to ground in the wires between the B18 and B25 terminals and A/T clutch pressure control solenoid valve B. ■

NO – Go to step 5.

5. Connect the A/T clutch pressure control solenoid valve B 2P connector.
6. Measure the resistance between the B18 and B25 terminals.

PCM CONNECTOR B (25P)



Wire side of female terminals

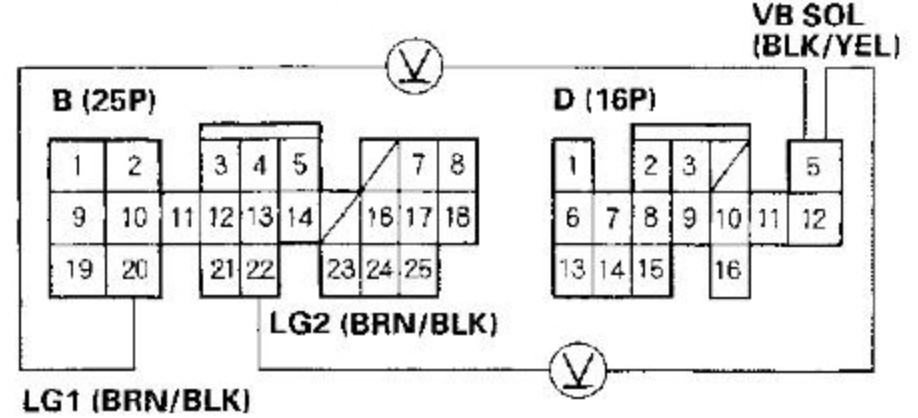
Is the resistance about 5 Ω ?

YES – Go to step 7.

NO – Repair loose terminal or open in the wires between the B18 and B25 terminals and A/T clutch pressure control solenoid valve B. ■

7. Disconnect PCM connector D (16P).
8. Turn the ignition switch ON (II).
9. Measure the voltage between the D5 and B20 or B22 terminals.

PCM CONNECTORS



Wire side of female terminals

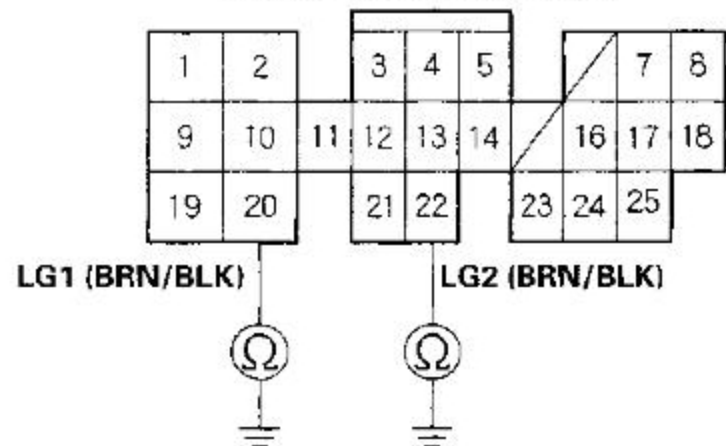
Is there battery voltage?

YES – Go to step 10.

NO – Check for blown No. 6 (15A) fuse in the driver's under-dash fuse/relay box. If the fuse is OK, repair open in the wire between the D5 terminal and the driver's under-dash fuse/relay box. ■

10. Turn the ignition switch OFF.
11. Check for continuity between the B20 and B22 terminals and body ground.

PCM CONNECTOR B (25P)



Wire side of female terminals

Is there continuity?

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

NO – Repair open in the wire between the B2, B10, B20 and B22 terminals and ground (G101). Repair poor ground (G101). ■