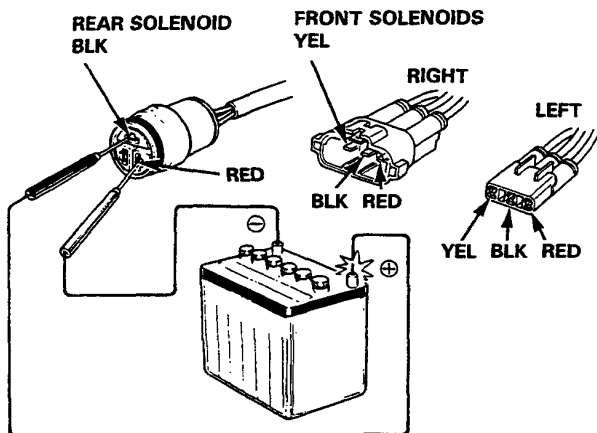


# Solenoid

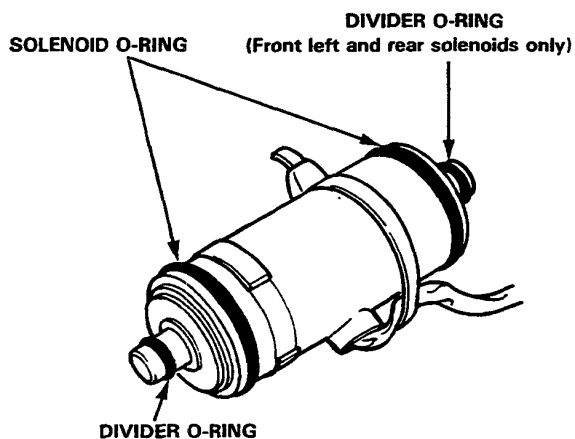
## Leak Test (cont'd)

4. Apply a 12 V across the BLK and RED terminals of the solenoid coupler (pink) momentarily.



- Make sure that the solenoid clicks into position and does not hiss or squeak after it has clicked into position. Replace with a new one if it hisses or squeaks.
- Check the pressure switch for continuity within one minute. It is normal if there is continuity. If there is no continuity, solenoid is faulty and must be replaced.

NOTE: If faulty, the solenoid must be replaced as a unit unless only the O-ring is faulty.



## Removal

1. Drain the brake fluid from the modulator tank.
2. Drain the high pressure brake hose (page 13-67).
3. Disconnect the inlet hose.
4. Remove the reservoir strainer.
5. Remove the 5 mm screws and remove the reservoir.
6. Screw the 6 mm bolt into the threaded hole in the center of the solenoid head, raise the solenoid head parallel to the ground and remove it.
7. Remove the solenoid cover.
8. Remove the hexagonal socket screws and loosen the solenoid set plate.
9. Turn the solenoid valves several times until they move freely and turn the solenoid valves 1/2 turn to align their projection with the cutout in the set plate. Remove the solenoid valves together with the set plate.

**CAUTION:** The solenoid valves are delicate parts. Be careful not to drop them.

