

## KIA F4E-111 HARSH 1-2 AND OR SOLENOID CIRCUIT FAULTS

**COMPLAINT:** 1998 and Up Kia vehicles equipped with the F4E-111 transaxle may exhibit a harsh 1-2 upshift or multiple Solenoid Circuit faults, after overhaul.

**CAUSE:** The cause may be, that when re-connecting the internal harness to the solenoids on the valve body the Lock-up Solenoid and the Line Pressure Solenoid were hooked up backwards, causing high line pressure and Lock-up on top of the 1-2 shift.

**CORRECTION:** Refer to the solenoid ohm test in Figure 1 and verify that the solenoid ohm value is correct for the specified terminal location. If it is incorrect, refer to Figure 2 for the solenoid location on the valve body and refer to Figure 3 for the internal wire colors, to ensure that the correct connector wire colors are connected. *Note: The internal wire harness connectors match the solenoid connectors on the O.E. Solenoids only.*

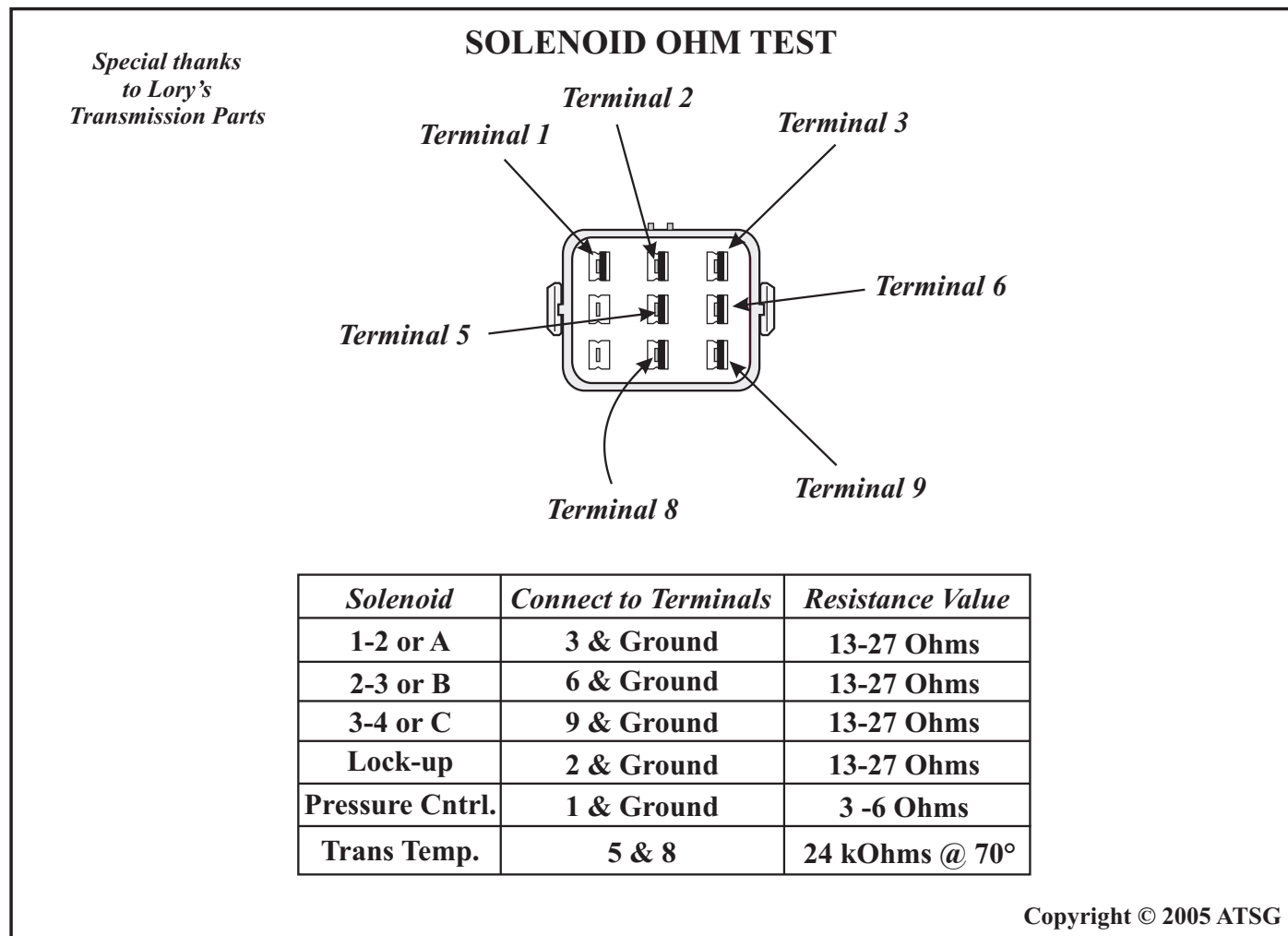
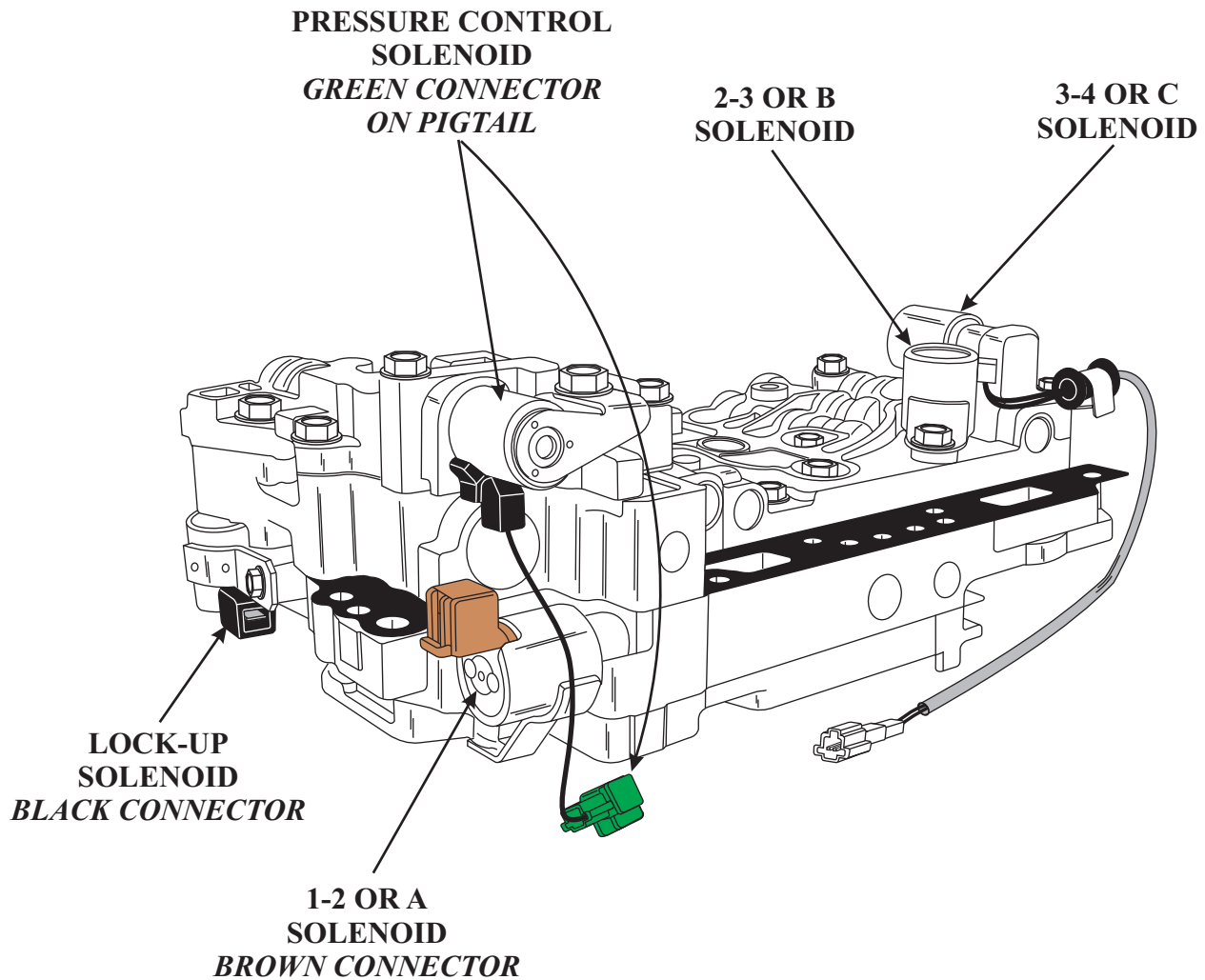
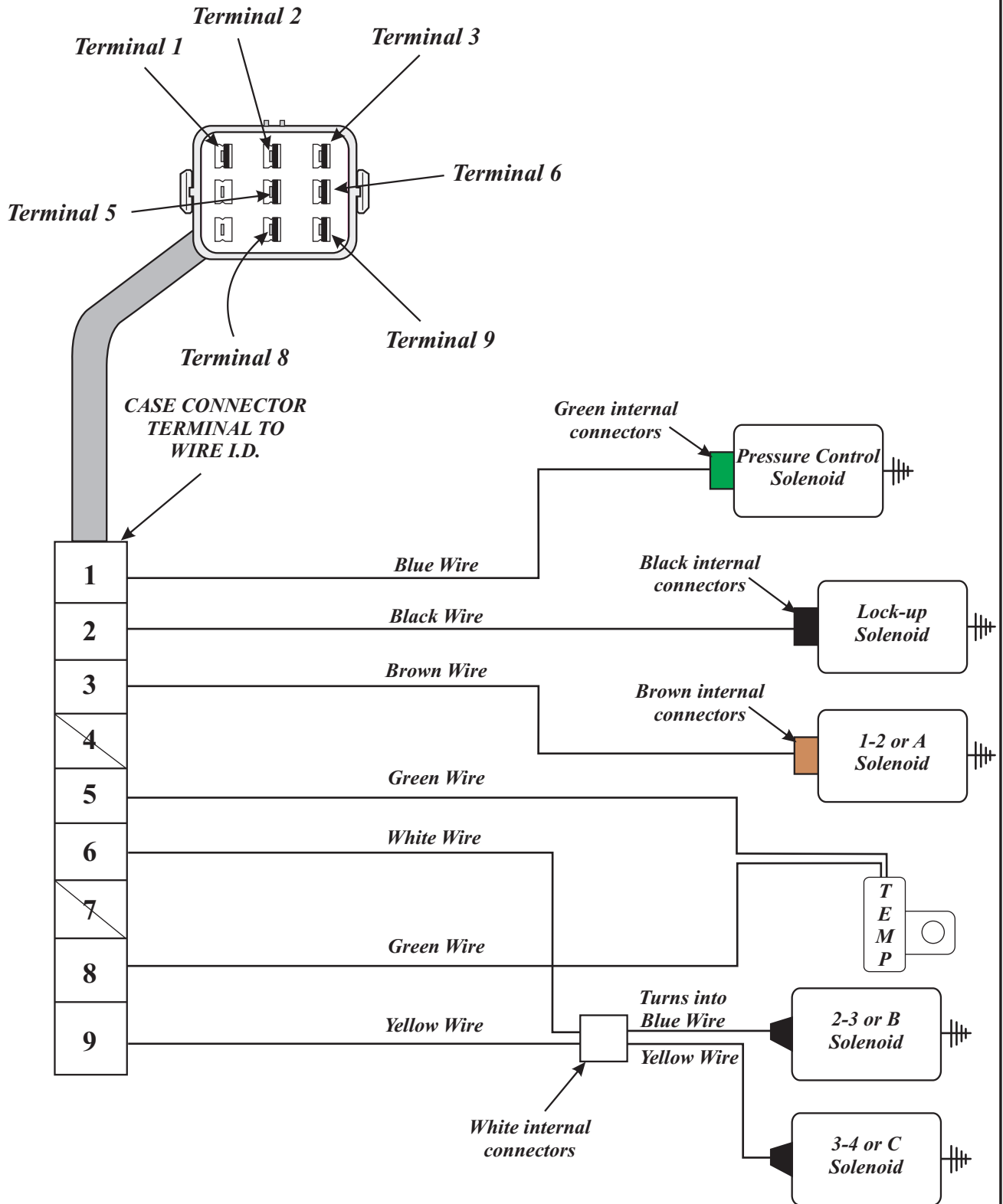


Figure 1

**F4E-111 SOLENOID LOCATIONS ON THE VALVE BODY**

## CASE CONNECTOR AND INTERNAL WIRE SCHEMATIC



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Figure 3