

# **Technical Service Information**

#### 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

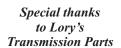
upshift or multiple Solenoid Circuit faults, after overhaul.

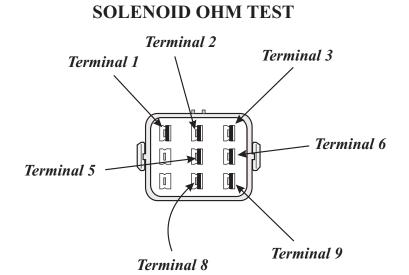
**CAUSE:** The cause may be, that when re-connecting the internal harness to the solenoids on the valve

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.* 





Solenoid	Connect to Terminals	Resistance Value
1-2 or A	3 & Ground	13-27 Ohms
2-3 or B	6 & Ground	13-27 Ohms
3-4 or C	9 & Ground	13-27 Ohms
Lock-up	2 & Ground	13-27 Ohms
<b>Pressure Cntrl.</b>	1 & Ground	3 -6 Ohms
Trans Temp.	5 & 8	24 kOhms @ 70°

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# F4E-111 SOLENOID LOCATIONS ON THE VALVE BODY PRESSURE CONTROL **SOLENOID GREEN CONNECTOR** 3-4 OR C 2-3 OR B **ON PIGTAIL SOLENOID SOLENOID LOCK-UP SOLENOID BLACK CONNECTOR** 1-2 OR A **SOLENOID**

**BROWN CONNECTOR** 

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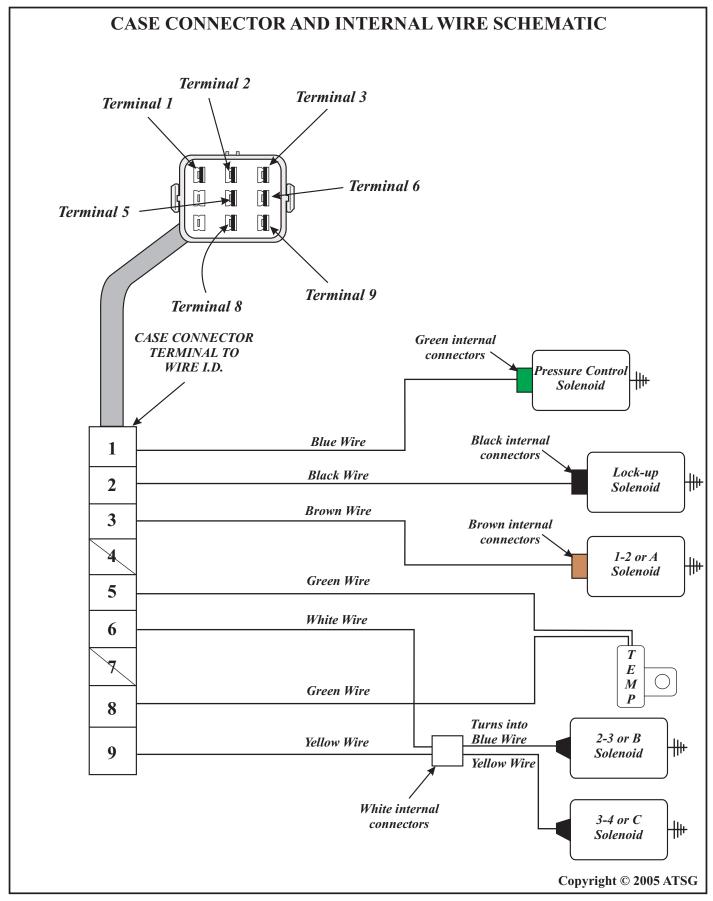


Figure 3
AUTOMATIC TRANSMISSION SERVICE GROUP

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