

# AB60f Valve body replacement

**WARNING** - ATF can be extremely HOT !!



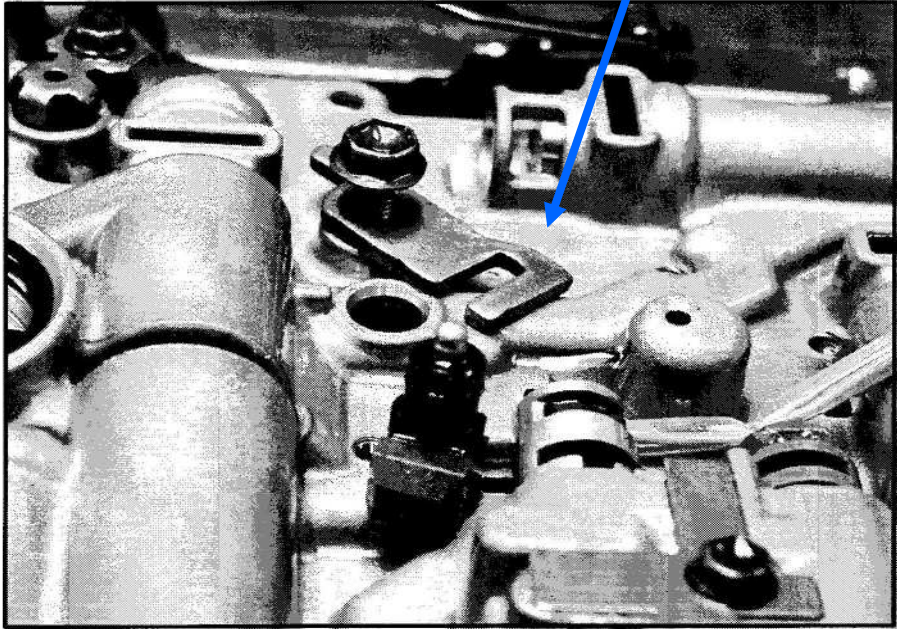
Remove drain plug , drain ATF and remove all pan bolts and pan assembly

Carefully remove the filter assembly



Carefully remove the solenoid connections and the Temperature Sensors ( x2) as shown below

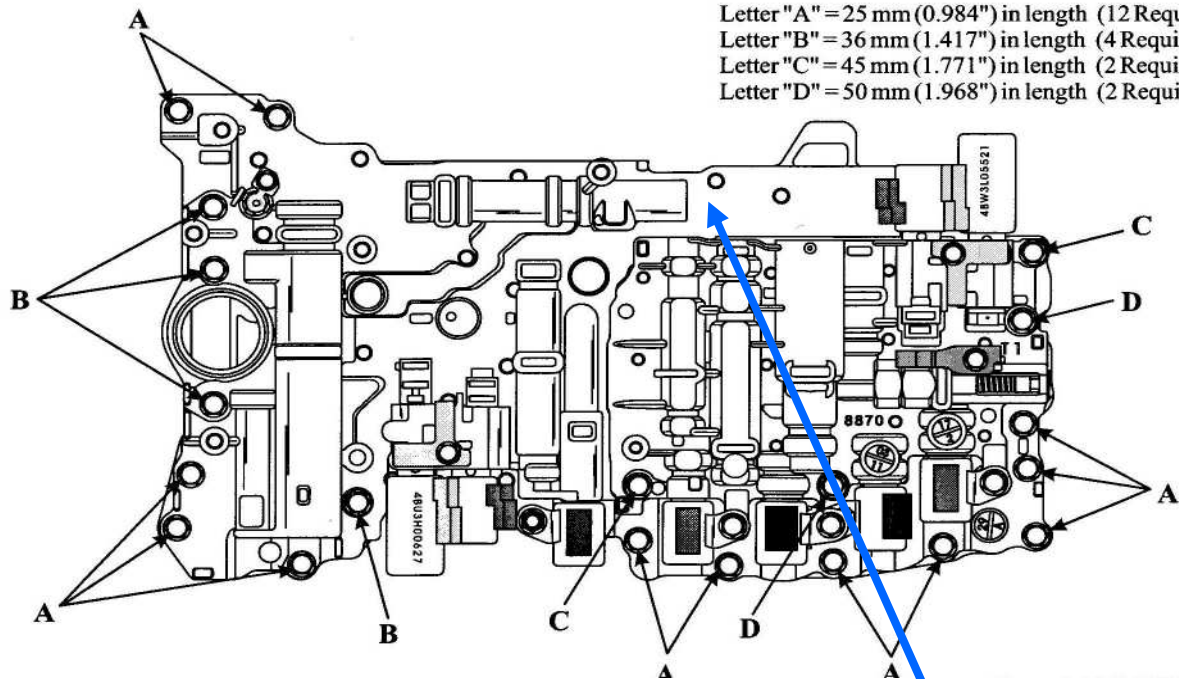
**ATF TEMPERATURE SENSOR**



The ATF Temperature Sensor is located in a main line pressure circuit.  
If the sensor would leak, line pressure would be affected.

Figure 43

**VALVE BODY TO CASE BOLT IDENTIFICATION AND LOCATION**

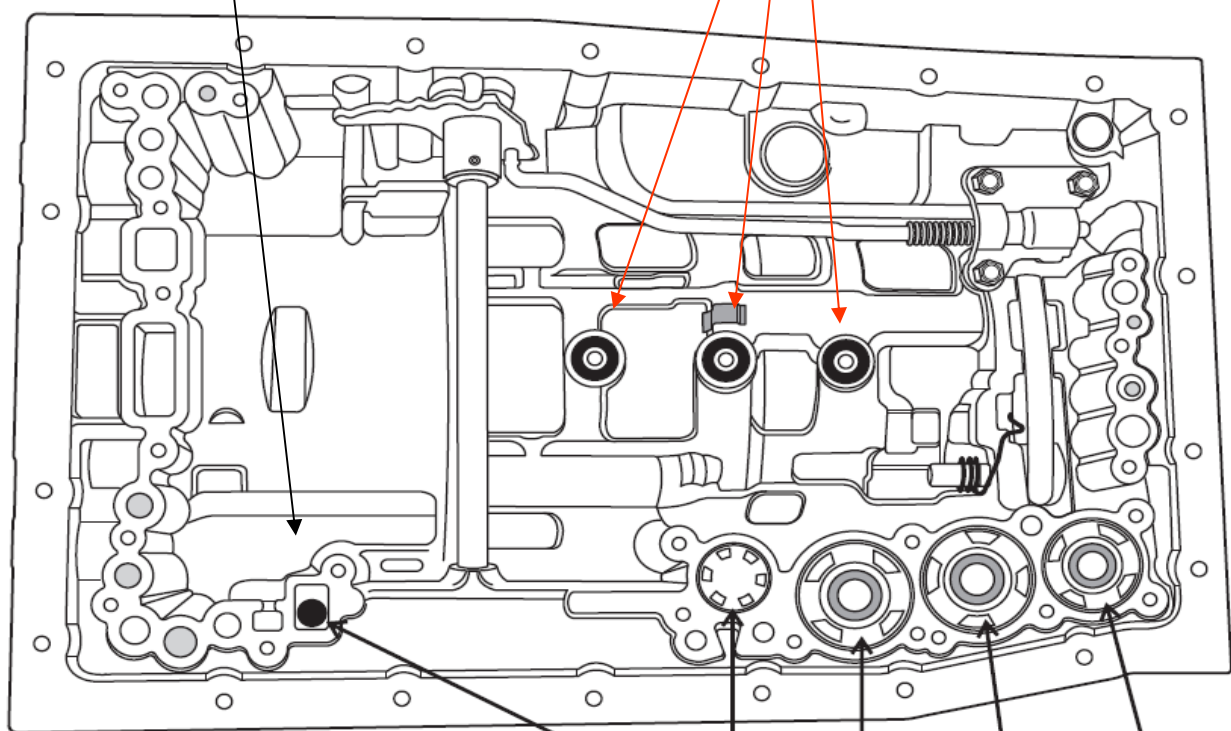


Remove the bolts as shown and carefully lower the valve body assembly and disconnect the **manual valve** as you Lower the unit

Be aware the springs and accumulators may fall out and the cooler check valve

Important !  
3 x clutch seal grommets must be located

**ACCUMULATOR & SPRING ID**



**B1 Accumulator Spring**

**Inner Spring**  
Free Length 1.7099" (44.98 mm)    Outer Diameter 0.445" (11.30 mm)    Color Natural

**Outer Spring**  
Free Length 1.8252" (46.36 mm)    Outer Diameter 0.6732" (17.10 mm)    Color Natural

**C3 Accumulator Spring**

**Inner Spring**  
Free Length 1.732" (44.0 mm)    Outer Diameter 0.551" (14.00 mm)    Color Yellow

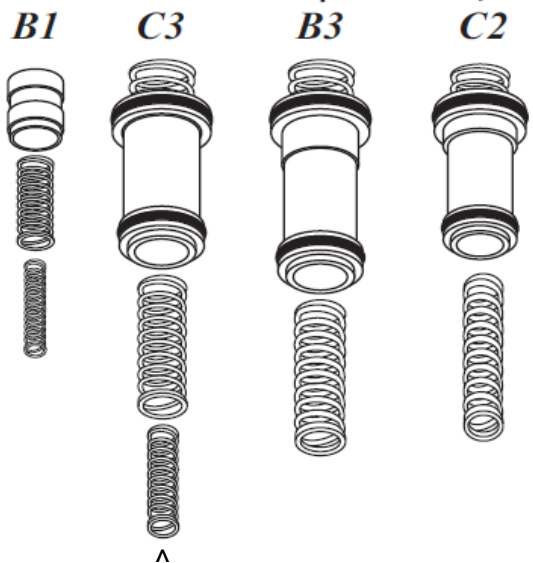
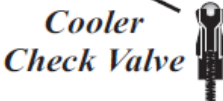
**Outer Spring**  
Free Length 3.0178" (76.65 mm)    Outer Diameter 0.7913" (20.10 mm)    Color Natural

**B3 Accumulator Spring**

Free Length 2.539" (64.5 mm)    Outer Diameter 0.768" (19.5 mm)    Color Orange

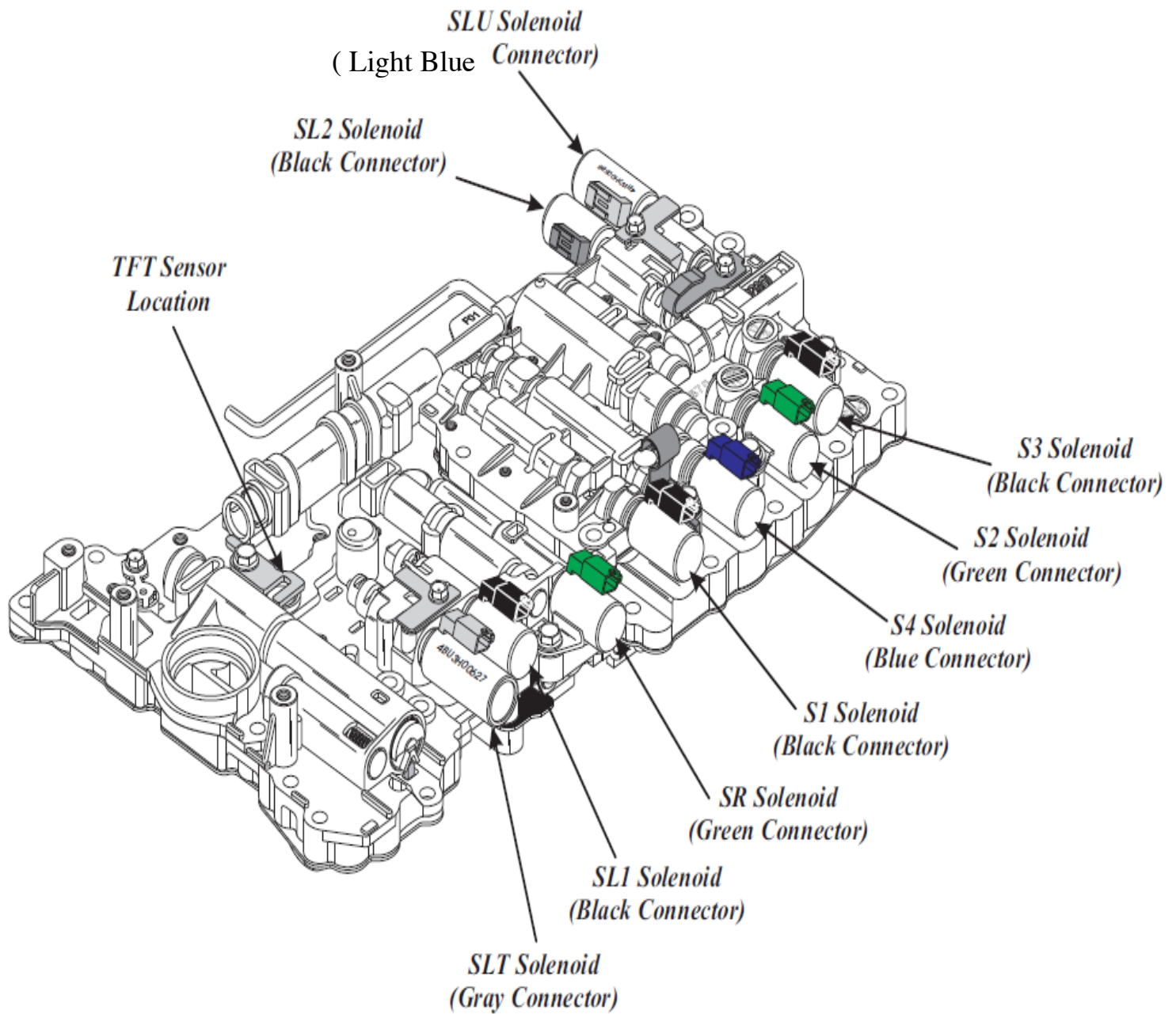
**C2 Accumulator Spring**

Free Length 2.4858" (63.14 mm)    Outer Diameter 0.6299" (16.0 mm)    Color Lt. Grey



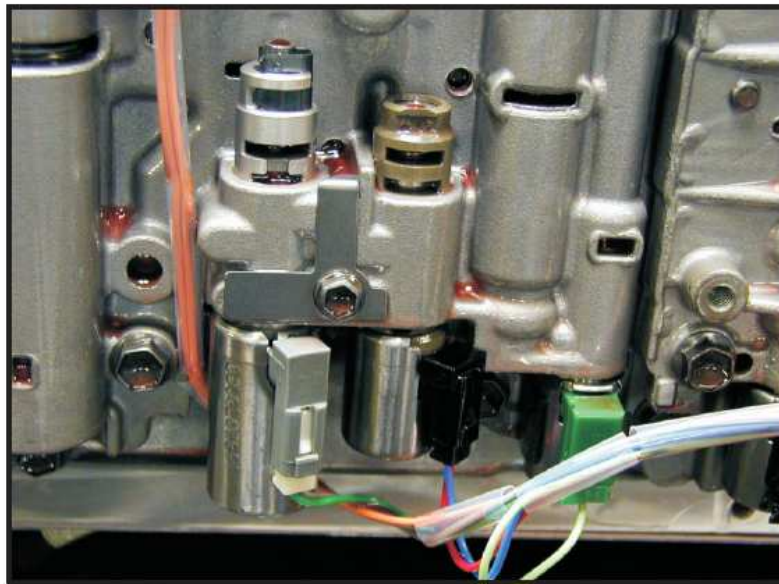
Some models don't have this spring.

## SOLENOID IDENTIFICATION AND LOCATION



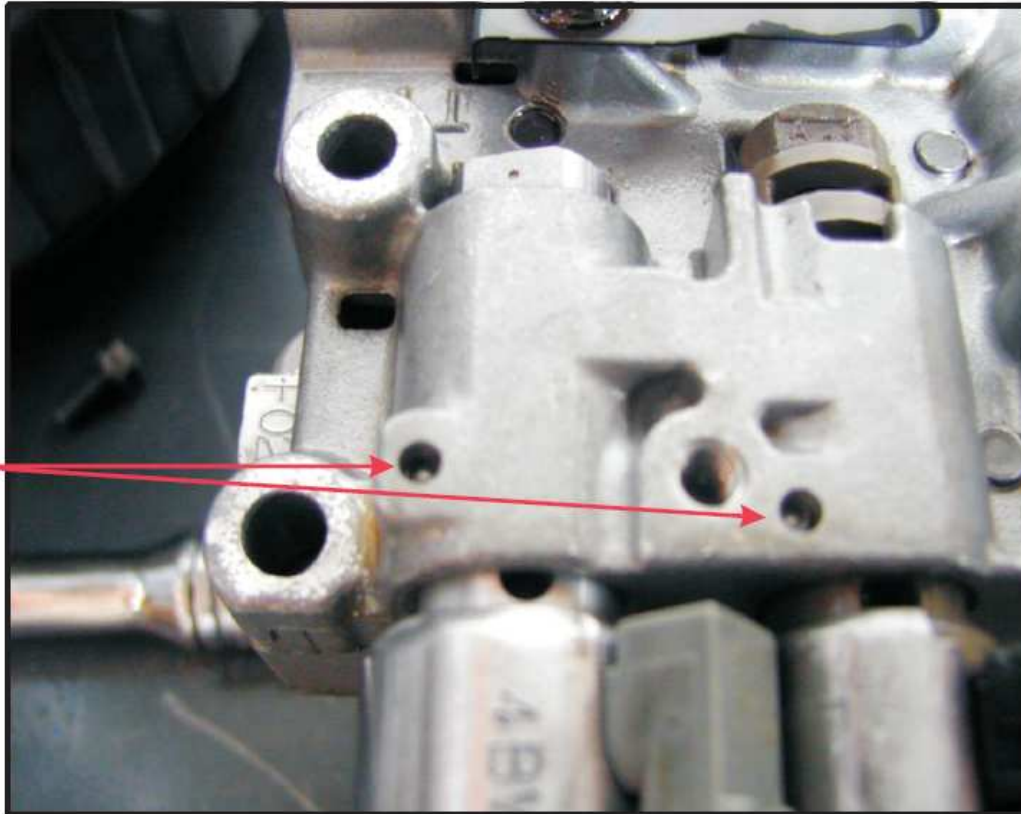
**NOTE:** Solenoids "S1", "S3", "SL2" & the "SLU" are the only four that will interchange. All other Solenoids are position sensitive.

The SL2 & SLU solenoids are held in place with steel pins. These pins index into slots in the solenoid stem. The slots on the solenoids are identically placed, they can be switched.

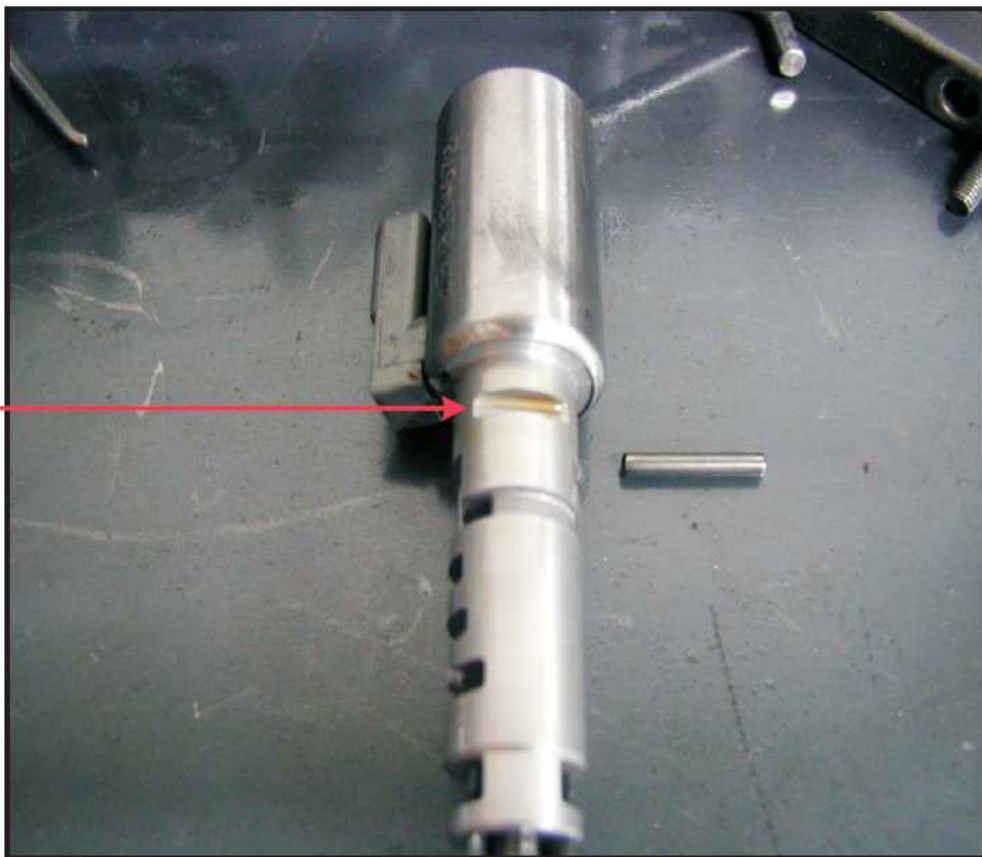


**SOLENOID IDENTIFICATION AND LOCATION**

**SOLENOID  
RETAINING  
PINS**



**SOLENOID  
RETAINING  
PIN  
LOCATING  
GROOVE**



The steel solenoid retaining pin indexes into a groove in the solenoid stem.

Carefully Swap solenoids and ensure they are in correct location

Replace valve body assembly and tension as in table below

Replace filter and reconnect solenoids and sensors

Replace transmission pan

### **TORQUE SPECIFICATIONS**

<i>Prop Shaft Nut.....</i>	<i>126 Nm (92 Ft Lbs)</i>
<i>Transmission Revolution Sensor (NT) Bolt.....</i>	<i>5.4 Nm (48 In Lbs)</i>
<i>Transmission Revolution Sensor (SP2) Bolt.....</i>	<i>5.4 Nm (48 In Lbs)</i>
<i>Park/Neutral Switch Bolts.....</i>	<i>13 Nm (10 Ft Lbs)</i>
<i>Transmission Control Shaft Lever Nut.....</i>	<i>16 Nm (12 Ft Lbs)</i>
<i>ATF Fill Plug.....</i>	<i>39 Nm (29 Ft Lbs)</i>
<i>ATF Drain Plug.....</i>	<i>20 Nm (15 Ft Lbs)</i>
<i>ATF Check Plug.....</i>	<i>20 Nm (15 Ft Lbs)</i>
<i>Internal Wire Harness Bolts.....</i>	<i>6.4 Nm (57 In Lbs)</i>
<i>Oil Filter Bolts.....</i>	<i>10 Nm (7 Ft Lbs)</i>
<i>Transmission Oil Pan Bolts.....</i>	<i>4.4 Nm (39 In Lbs)</i>
<i>Torque Converter Housing To Case Bolts.....</i>	<i>34 Nm (42 Ft Lbs)</i>
<i>Transmission Case Side Cover Bolts.....</i>	<i>5.4 Nm (48 In Lbs)</i>
<i>ATF Temperature Sensor Clamp Bolt.....</i>	<i>10 Nm (7 Ft Lbs)</i>
<i>Converter Housing To Case Bolts.....</i>	<i>34 Nm (42 Ft Lbs)</i>
<i>Transmission Breather Tube Bolt.....</i>	<i>5.4 Nm (8 In Lbs)</i>
<i>Park Pawl Bracket Bolts.....</i>	<i>7.4 Nm (65 In Lbs)</i>
<i>Front Pump To Case Bolts.....</i>	<i>21 Nm (15 Ft Lbs)</i>
<i>Front Pump Cover To Pump Body Bolts.....</i>	<i>12 Nm (9 Ft Lbs)</i>
<i>Valve Body To Case Bolts.....</i>	<i>11 Nm (8 Ft Lbs)</i>
<i>Upper Valve Body To Lower Valve Body Bolts.....</i>	<i>6.4 Nm (57 In Lbs)</i>
<i>SLT, SLU, SL1, SL2, Solenoid Bolts.....</i>	<i>6.4 Nm (57 In Lbs)</i>
<i>SR, S4, S1, S2, S3 Solenoid Bolts.....</i>	<i>10 Nm (7 Ft Lbs)</i>

# ATF Fill Procedure

## TRANSMISSION FLUID CHECK

The A761E transmission does not utilize a conventional filler tube and dip stick for checking the fluid level. Looking at the bottom of the pan you will find two plugs one of which is marked as "check" (See Figure 26). The other is a drain plug.

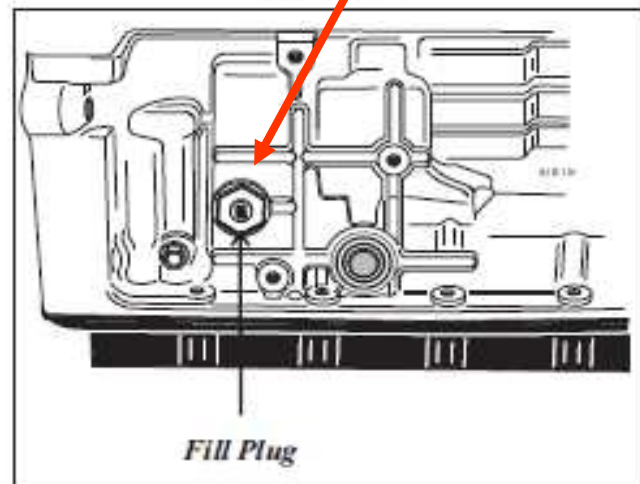
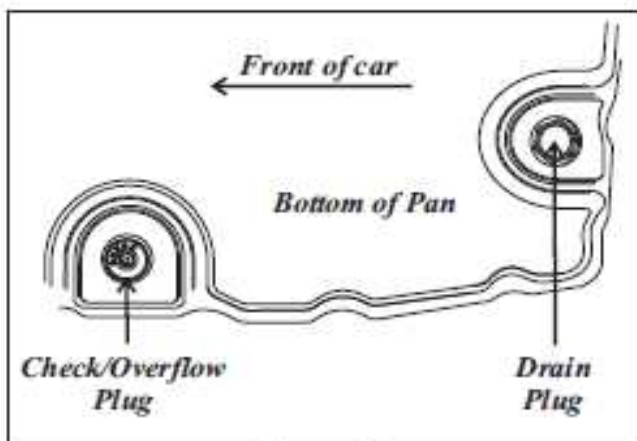
Looking inside the pan in Figure 27, you can see that on the other side of this check plug is a check pipe. Fluid is to be filled until the level is high enough to run over and out of the check pipe.



Figure 27

The fill plug is located above the pan rail on the l/hand side

This transmission utilizes a "WS" designated fluid and on a dry fill it will require 11.5 quarts (10.9L). 3.2 quarts (3.0L) on a drain and refill.





Fill Plug

When the Transmission is full ,ATF will thinly stream from the level check plug.  
The vehicle should be running in Park with the handbrake applied.  
Ensure Someone else is in the car while filling and checking level

Level Check Plug

