

2.3 SOLENOID ASSEMBLY

REMOVE

1. Disconnect wiring harness connector by lifting the locking tab and pulling on the connector halves.

DO NOT pull on the wiring.

NOTE:

Ignition switch MUST be turned 'OFF'.

2. Cut and remove the retaining strap which secures the solenoid wiring.

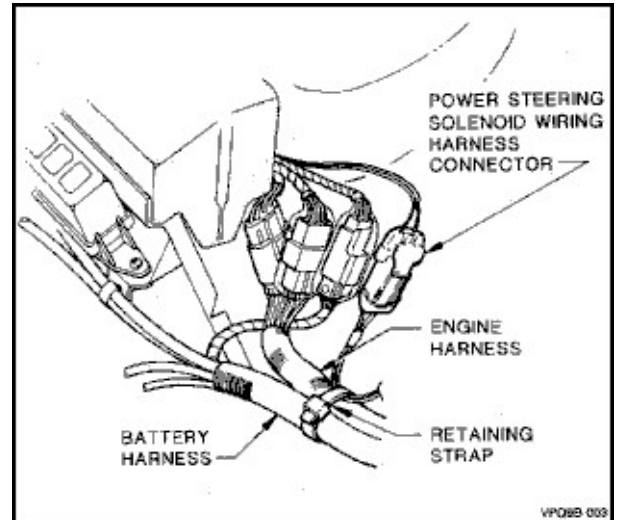


Figure 9B-32

3. Using a 1 1/8" set spanner, unscrew the solenoid from the rotary valve body.

NOTE:

Do not disassemble the solenoid or attempt an adjustment of the flapper valve seat. It is pre-set during manufacture and is not to be tampered with. If a problem with the solenoid is suspected, the complete solenoid assembly must be replaced.

TEST

Because the temperature of the solenoid has a marked effect on its resistance, the temperature must be taken into account when checking the following resistance readings.

1. Using a digital Ohmmeter, check the resistance between each of the two solenoid wires and the body of the solenoid.

Each reading should be infinity (Open Circuit).

2. The resistance between the two wires at the harness connector will change with solenoid temperature and the resistance reading should be within the ranges detailed in the following table or indicated in Figure 9B-33.

RESISTANCE	TEMPERATURE(°C)
	7.6 0
	9.2 50
10.9	100
12.3	150

REINSTALL

1. Replace both the 'O' ring on the solenoid stem and the sealing ring around the threaded section.
2. Apply petroleum jelly to the 'O' ring, install the solenoid and tighten to the specified torque.

**SOLENOID
TORQUE SPECIFICATION** 35 - 40 Nm

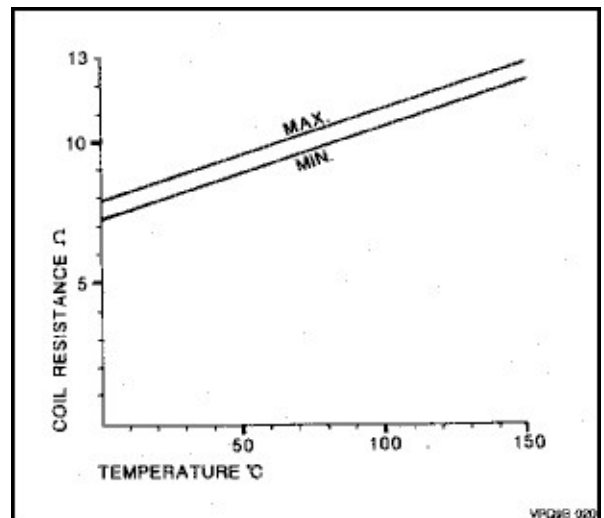


Figure 9B-33