

1997 Chevrolet Blazer 4.3L p0753 1-2 shift solenoid A electrical malfunction

By: Larry from Indiana Mar 20, 2003 7:11:28 PM in GM Transmission

12 Replies

I could use some help from you good folks on this one. This is a good customer who maintains their vehicle with us and we usually send trans codes to the specialists. This vehicle shifts good according to the customer, but set the p0753 code this week and I hate to send them for an overhaul if not needed. We do diagnostic and driveability work and have done tcc solenoids in the past on other vehicles but are not experienced in shift solenoids. Can some of you please tell us, if after further testing we find the solenoid to be going open when hot..(as I believe it is but not proven it yet) what we may run into when we drop the pan? Can this solenoid be changed without removing the valve body? etc.. We dont want to mess up what seems to be a functional transmission, and at the same time would like to help a good customer out if possible. Thanks in advance!

Larry Garrett
Owner
 Garrett's tune-up
 Muncie, Indiana

FIX posted on Mar 21, 2003 10:17:38 PM

Thanks to all eleven of you great people who replied! The fix was to replace the solenoids and valve body removal was not needed. Many said ignition switch problems can cause wierd trans codes and I will be watching closely for these in the future! Lots of great advice on pcm loose connectors and worn wiring inside the pan also! Special thanks to Jerry from Virginia for being the first to reply, and telling me what to watch for! I will be keeping a file of all the responses for future use! Lots of great info as always! Thanks Again and have a great day!

12 Replies Received

Jerry Martire

Mar 21, 2003 5:32:53 AM

Larry,

This is an easy fix, you do not need to drop the valve body. The two shift solenoids are at the rear of the valve body. I would suggest replacing both as they are not that expensive. Be a little careful as one of them has a spring loaded valve behind it that wants to pop out.

Just remove the horseshoe clips and pull out the solenoids.

HTH

Jerry

Jerry Martire
Owner (Retired)
 Jerry Martire
 Culpeper, Virginia, USA

Ronald Widing

Mar 21, 2003 6:29:37 AM

Hi Larry,

Here is some info from our "TransDoc" trans trouble shooting software that may help with this. The shift solenoids protrude from the rear of the valve body. The "A" solenoid is more to the driver's side. The solenoids can be changed without removing the valve body. Just pull the retaining clip out.

Ron Widing Trans Diagnostic Software www.transdoc.net Griffith, IN U.S.A.

TransDoc Visual Diagnostics Friday March 21, 2003 8:08:28

TH 4L60E Trouble Group 27

----- Page 1 of 6 Solenoid Electrical Codes

1) Check for a remote starter. If present it may be improperly installed and is not feeding voltage to the solenoids in the trans during engine cranking. This in turn kicks the codes. Correction would be to rewire to include supply to solenoids from the remote starter. This symptom can also be caused by a blown fuse. From: Dan Tucker Tucker Transmission Pine Bluff, Arkansas

Message Closed w/FIX



Vehicle Data

1997 Chevrolet Blazer

VIN 1GNDT13W2VK101249
 Mileage 115,715 mi
 Engine 4.3L / 6 cyl / Gas
 Trans 4-speed Automatic Transmission (Electronic)
 Delivery Fuel Injection
 Affected P0753 1-2 Shift Solenoid A Electrical Malfunction
 Conditions No Customer Noticable Shift Problems
 Misc. Service Soon Light, No Shift Problems Noticed By Customer

2) May be caused by a bad ignition switch - See Trouble Group 25, Page 3

3) Codes can be set if voltage is pulled too low during starting

4) Code P0785 - There is an early and late 3-2 solenoid and this code can be caused by getting the wrong solenoid due to a difference in resistance From: Tony Yurkevicius All Pro Transmissions Louisburg, NC

More on Page 2 - Press "+" key Press a NUMBER P for A PRINTOUT for PAGES or Press ENTER

TransDoc Visual Diagnostics Friday March 21, 2003 8:11:35

TH4L60E Trouble Group 27

----- Page 2 of 6 Solenoid Codes

5) Can be due a poor connection at any of the connectors in the circuit such as a bulkhead connector. From: Dell Wellons Salem Automatic Transmission Service Salem, VA

6) Code 83 on a 94 model with W code engine - May need an eprom update

7) Can be connector at ECM has erratic connection - needs resizing From: Mark Bowler Bowler's Transmission Lawrenceville, Florida

8) Can be caused by a short between the wires to the two solenoids. This can be a fooler because the resistance will check OK on each wire when check thru wires to ground. Check resistance at both ends of each wire to each other looking for continuity between wires.

Press a NUMBER P for A PRINTOUT for PAGES or Press ENTER

On Thu, 20 Mar 2003 21:30:30 -0800 Larry Garrett

> REPLY to this Message: <http://members.ia...t/r?a=g00525961339tr>

Ronald Widing
Owner/Manager
Widco Industries
Griffith, Indiana, USA

Former iATN Member

Mar 21, 2003 11:51:49 AM

larry can you drive this vehicle and moniter presint and history codes and if so when code sets do you notice anything strange if you probably need a pcm and yes the solinoid can be changed without valve body removal

Former iATN Member
Unknown

,

Former iATN Member

Mar 21, 2003 4:54:48 PM

Make sure you are not losing power to the solenoids from the ignition feed. I have had a lot of ignition switch failures cause problems with trans codes, usually multiple with p1860 p0753 and about 3 more. power drops in the ignition switch on ignition 3.

Former iATN Member
Unknown

,

Former iATN Member

Mar 21, 2003 5:10:25 PM

Larry, you are correct that a P0753 is electrical issue, it is useually associated with a Po758..P1860 which is most always an ignition switch fault,but a P0753 by itself tends to be more of a chaffed wire in the pan area. Remove the pan and inspect.

Former iATN Member
Unknown

,

Leo Schneggenburger

Mar 21, 2003 5:16:41 PM

Hi Larry, If all you want to do is change the Solenoid, that is easy enough to do. Just pop the clip off and pull it out. That being said be advised that this is almost guaranteed to have a worn VB and who knows what else. These get worn from the PWM action and when the VCM picks up on it they go into a partial failsafe with high line. This in turn leads to a broken or soon to be broken Sun Shell and no 2nd, 4th or Reverse. In the blame game of tag- your it. Just today I did a '98 that was sent over by the Dealer. The Tech there said it needed a replacement VB. OK fine but it already had one when the GM Reman was put in!

Converter was well done to say the least. By the way the best fix is to use a TransGo Shift Kit. Since this was a "Service" VB I also had to use a special replacement Valve for the one that still wears out! Anyway, just some food for thought. Bon Appetite! Leo

Leo Schneggenburger
Technician/Consultant (Retired)
Howard Hanna (formerly Nothnagle)
Fairport, New York, USA

Bob Giuliano

Mar 21, 2003 5:16:45 PM

hi Larry you can change the shift solenoids very easily. drop pan remove clip holding solenoids in and slide new ones in.(lube orings) the new ones should come with inlet screen on them. while their you may want to remove pressure regulator sol and replace or clean inlet screen, it collects and clogs causing low line and unit burn up good luck bob g

Bob Giuliano
Owner/Technician
[York Auto Clinic](#)
West Haven, Connecticut, USA

Former iATN Member

Mar 21, 2003 6:11:28 PM

Yes, it can be removed with the pan off. There is a clip that retains it to the valve body. I would really recommend using the tech 2 to manually actuate the valve for testing, as well as manually shifting the trans with tech2. Be aware: these units don't generally last 115k miles without major internal repairs necessary (overhaul). They are very tough on bushings, the band, 3/4 clutch, etc.

J-1

Former iATN Member
Unknown

,

Jose Cruz

Mar 21, 2003 6:33:32 PM

first no you dont have to pull valve body to replace 1-2 shift solenoid. 2nd be very careful of ignition switch problems with these years causing false trans codes. and finally if 1-2 is either stuck on or off trans will default i believe third gear or maybe second, if in either case needs to default if 1-2ss is no good. trans only has two upshift solenoids.

Jose Cruz
Technician
Jose Cruz
Cleveland, Ohio, USA

Former iATN Member

Mar 21, 2003 7:30:29 PM

I have run into this once before and it turned out to be the ignition switch. On the blazer I had their was a poor conection at the conector and you could verify it by checking for power at the cluster fuse inside the drivers door while cycling the key on and off. If it doesn't show power once then replacment of the ignition switch is recomended. I beleave that GM has a TSB on this concern now.

Chris Pearse Ladsten motors Blair WI

Former iATN Member
Unknown

,

Former iATN Member

Mar 21, 2003 8:23:26 PM

a shift solenoid can be changed by just dropping the pan. you are right that this problem shows up hot I have had to heat the solenoids with a heat gun and then measure the resistance the only thing changing them is to watch what comes out with the solenoid but if you are careful you wont have any problems you may want to just have both solenoids there and chang both and be done they are cheap

Former iATN Member
Unknown

,

The following replies were received after this help request was closed:

Former iATN Member

Mar 22, 2003 7:29:08 AM

Larry, The shift solenoids are easy to replace, They cost about \$16.00 each. They are at the back of the pan. A and B solenoids are the same on a 4L60E change both. They are held in with clips. Use a scribeto undo connectors first. Put bent part of scribe behind tab on connector and lightly apply presure while pulling on connector. After connectors are off, push on solenoid towqard valve body and remove clip between lands. Do one at a time. reverse procedure toi install.

This is a common problem and a easy fix.

Good luck, Sal

Former iATN Member

Unknown

,

 **Related Documents & Media** 1997 Chevrolet Blazer 4.3L - Transmission