

**WARNUNG**

Gefahr des Verlusts der Text-Bild-Zuordnung beim Ausdruck.

- **Aus technischen Gründen kann derzeit nicht ausgeschlossen werden, dass trotz einwandfreier Darstellung auf dem Bildschirm beim Ausdruck der Zusammenhang von Text und zugehörigem Bild verloren geht.**
- **Wird der Fehler nicht bemerkt, besteht die Gefahr, daß Arbeiten nicht korrekt durchgeführt werden und es dadurch zu Personen- und Sachschäden kommt.**

→ Vergleichen Sie deshalb nach dem Druckvorgang unbedingt die Ausdrucke mit der Bildschirmdarstellung. Korrigieren Sie die Ausdrucke im Fehlerfall so, daß der Inhalt der Bildschirmdarstellung zutreffend wiedergegeben wird.

**WARNING**

Danger of losing text-figure correspondence when printing out.

- **For technical reasons, it can currently not be ruled out that the correspondence between text and associated figure can be lost when it is printed out, even though the display on the screen is correct.**
- **If the fault is not noticed, there is the danger that work will not be performed correctly which can cause injury and damage.**

→ Therefore, always compare printouts with the screen display after printing them out. Correct the printouts if they are faulty so that the content of the screen display matches that on the printouts.

**AVERTISSEMENT**

Risque de perte de la correspondance texte-illustration lors de l'impression papier.

- **Pour des raisons techniques, il ne peut pas être exclu à l'heure actuelle que, même en cas d'affichage correct à l'écran, la correspondance entre le texte et l'illustration puisse être erronée sur l'impression papier.**
- **Si l'erreur passe inaperçue, on court le risque d'exécuter certaines opérations de manière incorrecte pouvant conduire à des dommages corporels et matériels.**

→ Comparez impérativement pour cette raison les impressions papier avec l'affichage à l'écran. Corrigez-les en cas d'erreur de manière à reproduire correctement l'affichage à l'écran.

**ATTENZIONE**

Pericolo di perdita dell'abbinamento testo-immagine nella stampa.

- **Per motivi tecnici non è escluso che, nonostante la rappresentazione sullo schermo risulti perfetta, durante la stampa venga persa la corrispondenza fra testo e relativa immagine.**
- **Se tale difetto non viene rilevato vi è il pericolo che i lavori non siano eseguiti correttamente; ciò può avere come conseguenza lesioni e danneggiamenti.**

→ Per questo motivo, dopo la stampa è assolutamente necessario confrontare le stampe con la rappresentazione sullo schermo. In caso di errore si prega di correggere le stampe, così da garantire la riproduzione esatta della rappresentazione sullo schermo.

**ADVERTENCIA**

Al imprimir se corre el riesgo de perder la correcta asignación de las figuras al texto.

- Por motivos técnicos, por el momento no se puede descartar que, aun siendo correcta la imagen que aparezca en la pantalla, al imprimir se pierda la correlación entre el texto y la figura correspondiente.
- Si este error pasara desapercibido, existe el riesgo de que los trabajos no se ejecuten de forma correcta y, por tanto, se produzcan daños personales y materiales.

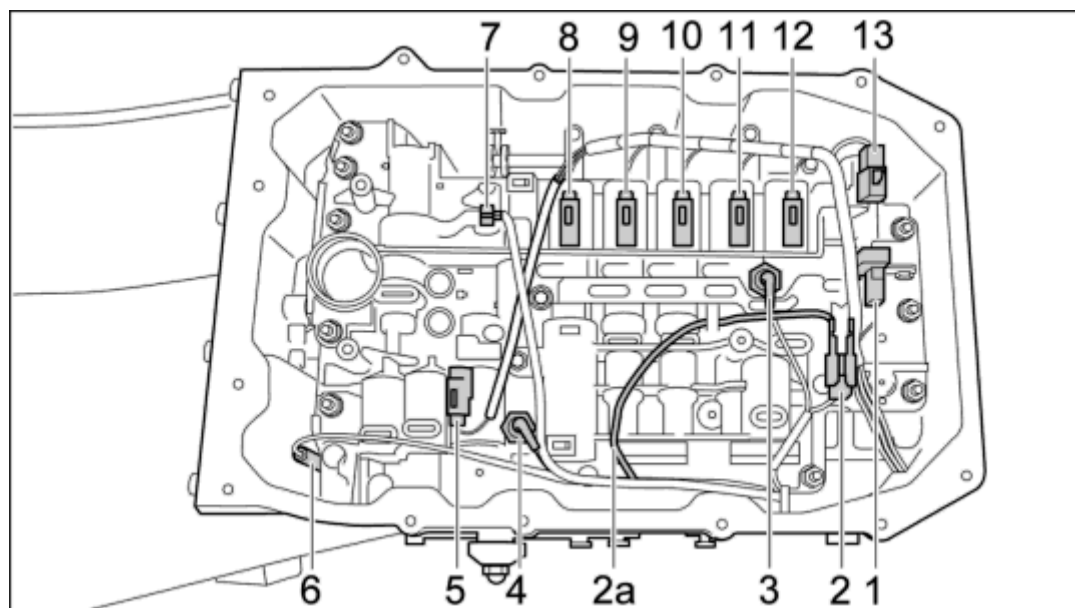
→ Por ello le rogamos que tras el proceso de impresión compare siempre las copias impresas con la imagen de la pantalla. En caso de error, corrija las copias impresas de forma que se correspondan con el contenido de la imagen de la pantalla.

38 18 19 Removing and installing wire harness in transmission - as of MY 2003

- [Information about wire harness](#)
- [Preliminary work for wire harness](#)
- [Removing wire harness in transmission](#)
- [Installing wire harness in transmission](#)
- [Subsequent work](#)

Information about wire harness

Information about wiring harness



Overview of wiring harness

- 1- - Shift solenoid valve (S1)
- 2- - Plug connection for output shaft speed inductive pickup
- 2a- - Cable routing for output shaft speed inductive pickup
- 3- - Oil pressure switch 2 for transmission (omit in MY 2006)
- 4- - Oil pressure switch 1 for transmission (omit in MY 2006)
- 5- - Shift solenoid valve UK (modulation pressure)
- 6- - Input shaft speed (turbine speed) inductive pickup
- 7- - ATF temperature sensor
- 8- - Modulation pressure solenoid valve (main)
- 9- - Shift solenoid valve C1 (modulation pressure)

- 10- - Shift solenoid valve C3 (modulation pressure)
- 11- - Shift solenoid valve B1 (modulation pressure)
- 12- - Shift solenoid valve C2 (modulation pressure)
- 13- - Shift solenoid valve (S2)

Preliminary work for wire harness

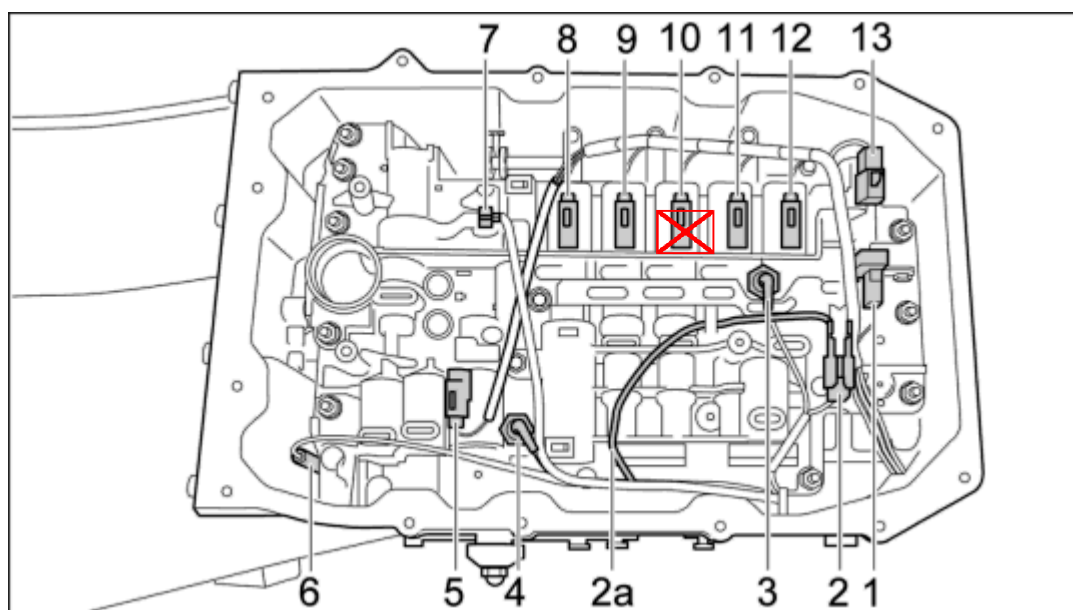
Preliminary work for wiring harness

1. Remove ATF filter. → 375819 Removing and installing ATF filter - chapter on "Removing"

Removing wire harness in transmission

Removing wire harness in transmission

Installation Location:



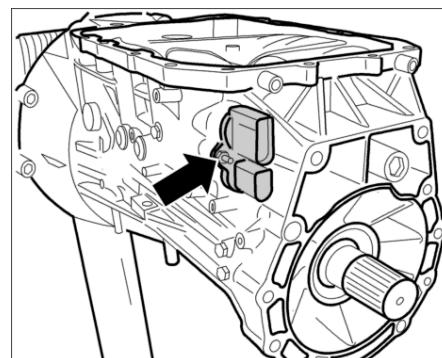
Overview of wire harness



Note

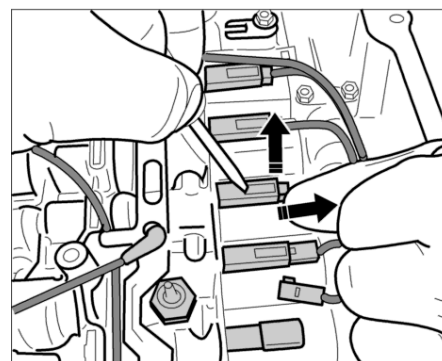
- The adaptation values of the Tiptronic control unit must be reset using the Porsche System Tester when replacing/renewing the wire harness. → 373019 Removing and installing Tiptronic control unit

1. Remove fastening screw from both connectors -**Arrow**- .



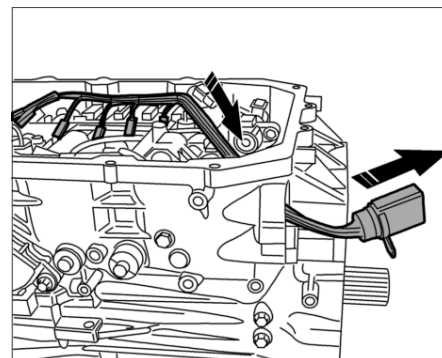
Connector installation

2. Pull off connectors **-Arrows-** on the solenoid valves **-8-12-** .
3. Pull off cable plugs **-1,5,13-** .



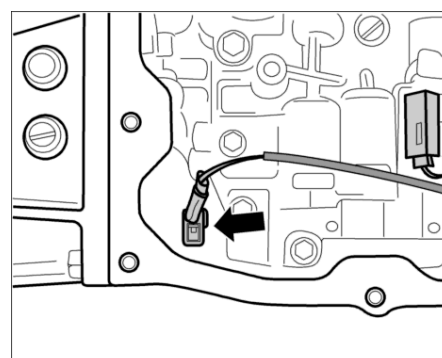
Solenoid valves

4. Remove wire harness for solenoid valves through opening in the housing **-Arrow-** .



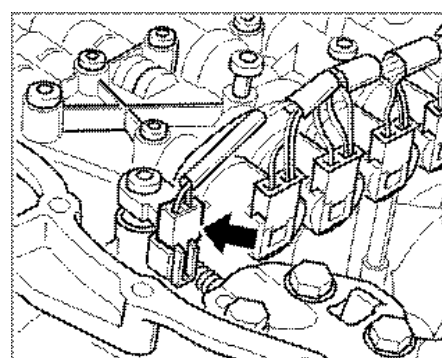
Removing wire harness

5. Pull off plug **-Arrow-** for input shaft inductive pickup **-6-** .
6. Pull off cable plugs from the oil pressure switches **-4,3-** .



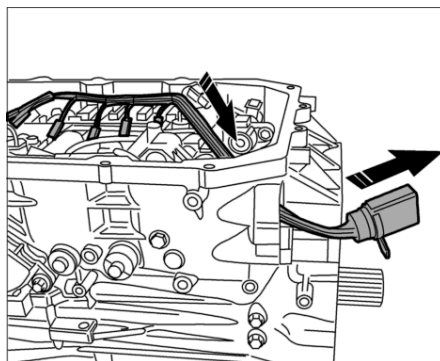
Cable plug for input shaft inductive pickup

7. Unscrew fastening screw **-Arrow-** for ATF temperature sensor **-7-** and remove sensor.

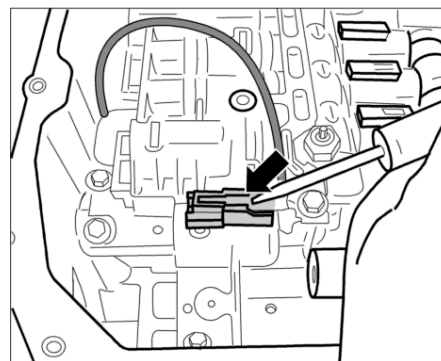


ATF temperature sensor

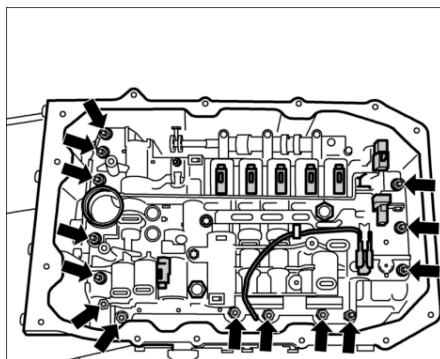
8. Pull off cable plug **-2-** for output shaft speed inductive pickup **-Arrow-** .
9. Remove wire harness for sensors through opening in the housing **-Arrow-** .
10. Remove electrohydraulic control unit. To do this, unscrew fastening screws **-Arrows-** and take out the control unit.



Removing wire harness

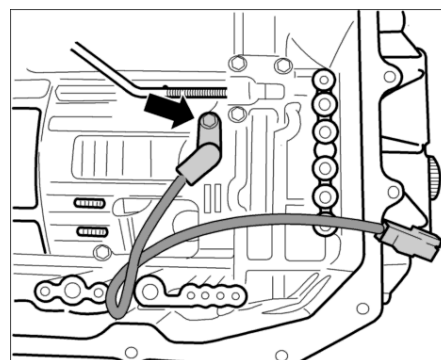


Cable plug for output shaft inductive pickup



Fastening screws for control unit

11. Remove output shaft speed inductive pickup. To do this, unscrew fastening screw **-Arrow-** .

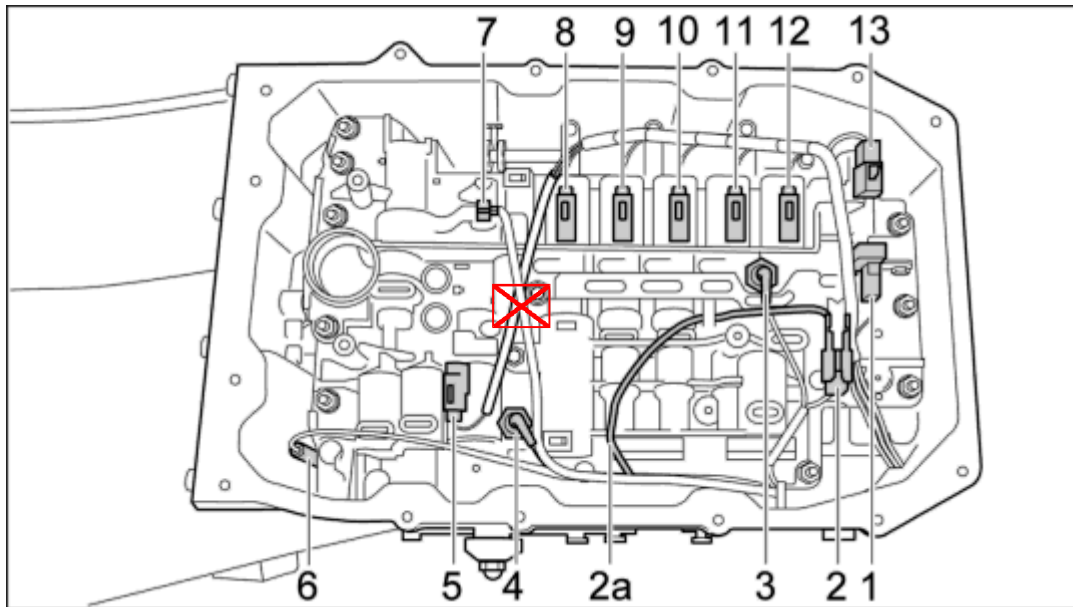


Output shaft inductive pickup

Installing wire harness in transmission

Installing wiring harness in transmission

Installation Location:



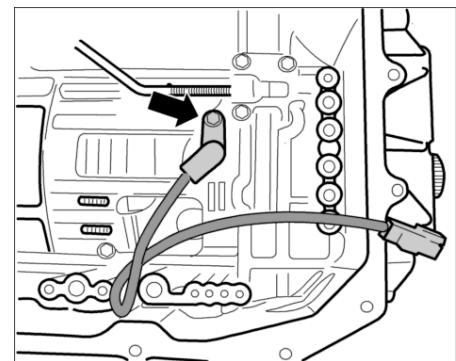
Overview of wiring harness



Note

- The adaptation values of the Tiptronic control unit must be reset using the Porsche System Tester when replacing/renewing the wire harness. → 373019 Removing and installing Tiptronic control unit

1. Install output shaft speed inductive pickup. To do this, screw in fastening screw **-arrow-**. → **Tightening torque: 7.5 ftlb.**



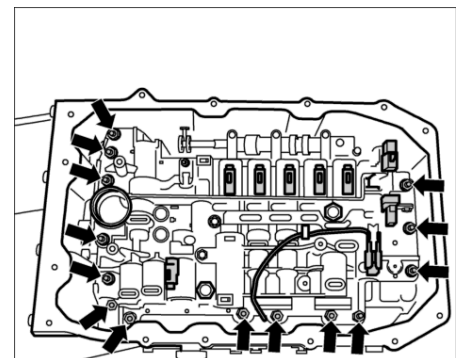
Output shaft inductive pickup



Note

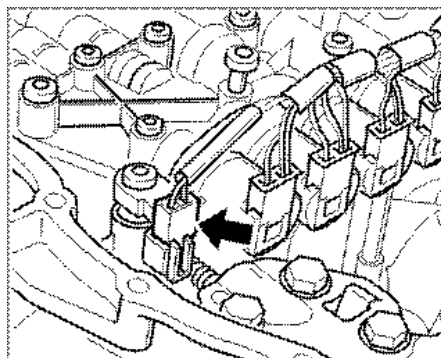
- Screws which are tightened with a torque angle must be replaced with new ones.

2. Install electrohydraulic control unit and screw in new fastening screws **-arrows-**. → **Initial tightening: 6 ftlb.** → **Final tightening: 90 Winkel-Grad**

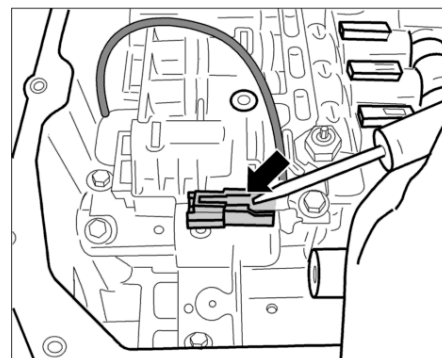


Fastening screws for control unit

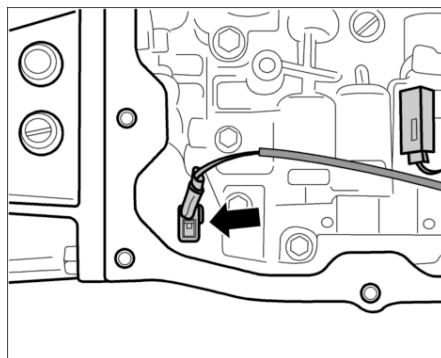
3. Plug in cable plug **-2-** for output shaft speed inductive pickup. **-arrow-**
4. Install wire set for sensors through opening in the housing.
5. Insert ATF temperature sensor **-7-** and screw in fastening screw **-arrow-**. → **Tightening torque: 7.5 ftlb.**
6. Plug in cable plug for oil pressure switch **-3,4-** and inductive pickup for input shaft **-6-** **-arrow-**.
7. Install wire set for solenoid valves through opening in the housing.
8. Push in the cable plug for the solenoid valves **-1,5,8-13-**.



ATF temperature sensor

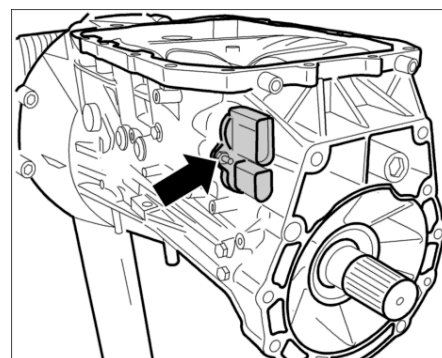


Cable plug for output shaft inductive pickup



Cable plug for input shaft inductive pickup

9. Screw in the fastening screw from both plugs **-arrow-** . →
Tightening torque: 7.5 ftlb.

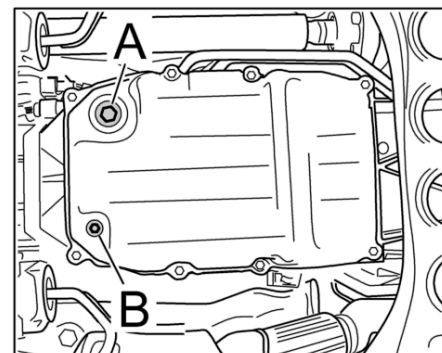


Plug installation

Subsequent work

Reworking wiring harness

1. Install ATF filter. → 375819 Removing and installing ATF filter - chapter on "Installing"
2. Unscrew ATF control screw **-A-** and fill in ATF until a constant discharge is visible at the lifting tube.
3. Screw in ATF control screw with a new sealing ring. →
Tightening torque: 52 ftlb.
4. Check and if necessary, top up the ATF. → 370235 Checking and topping up the ATF



Oil inspection plug and oil drain plug

9PAAD1, 9PAAE1, 9PAAF1, 9PAAJ1

as of MY 2003

Country C00, C02, C05, C07, C08, C09, C10, C11, C12, C13, C14, C15, C16, C18, C19, C20, C21, C22,
C23, C24, C25, C26, C27, C28, C32, C33, C34, C35, C36, C37, C38, C39, C45, C46, C98, C99