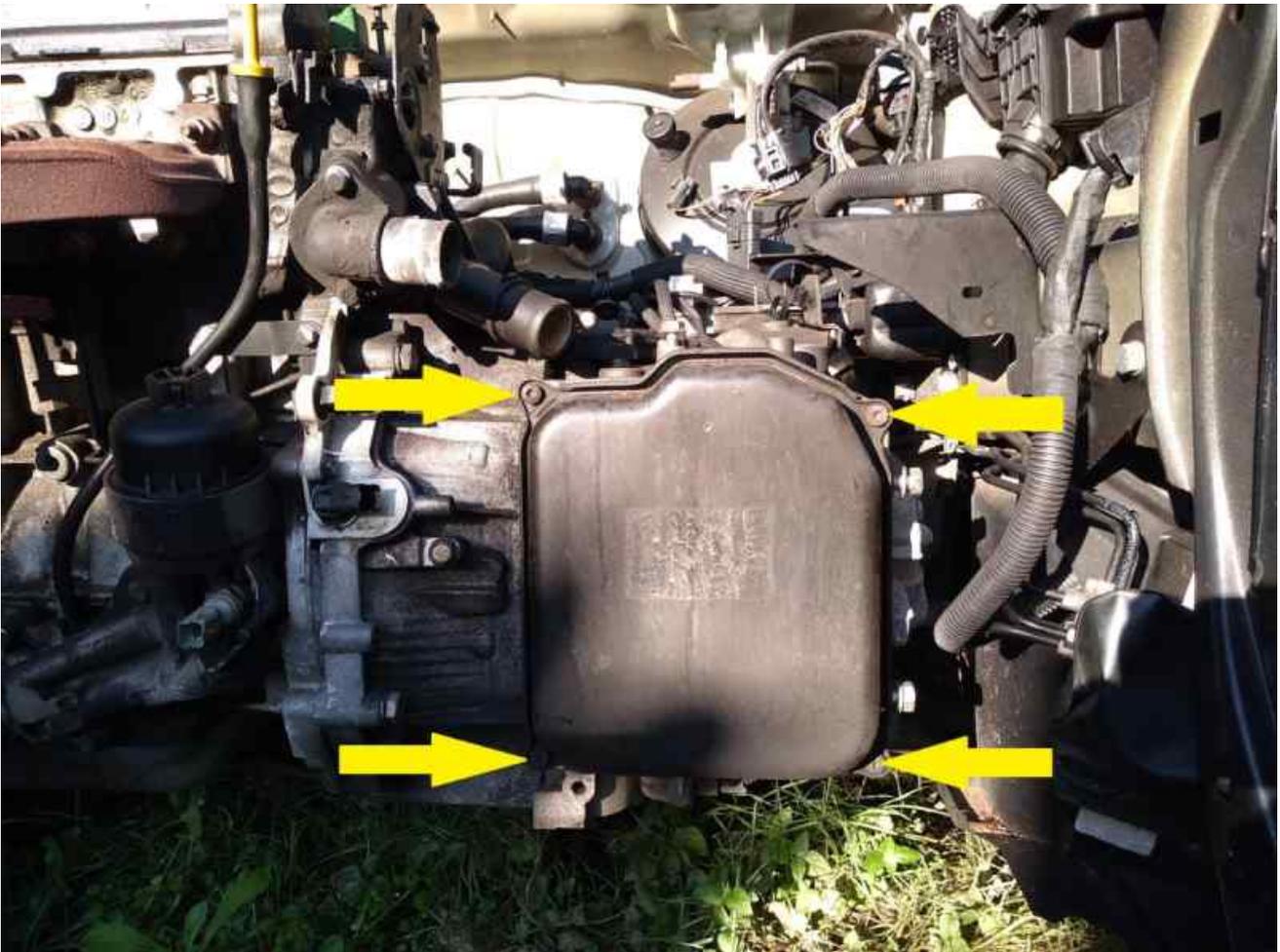


ATTENTION:WARNING: there are 3 bolts holding the bracket and ECU onto the transmission. The 2 on the right hand side (as viewed from the front) have large threads and are not a problem. AS Jagpurr says you may need to deflect the brake lines out of the way. HOWEVER, the single bolt on the left hand side (on the front), oh boy!!! Make sure the two bolts on the right hand side are loose but not removed. VERY carefully unscrew the left hand bolt. The thread in the transmission housing is VERY delicate and can strip out. The bolt points slightly "upwards" so be careful removing and installing!! If you zoom in to the picture of the LH bolt you will see the thread has been damaged! I didn't do it AND this is NOT the first gearbox that I have had this problem on!!

EDIT: OZ from the future here. The bracket that holds the gearbox ECU puts pressure on the left hand bolt because the right hand bolts push the plate sideways. Undo the right hand bolts first. Screw them out until the bolt heads are clear of the bracket. Then undo the left hand bolt. Otherwise the sideways pressure of the bracket damages the threads of the left hand bolt. That then chews out the aluminium threads of the bolt hole. When putting the ECU bracket back, install all the bolts loosely, tighten up the left hand bolt first then tighten the right hand bolts.



The valve body cover has 4 torx head bolts. Remove the bolts and the cover. Attention: if you have not drained the gear box of it's oil, about 2 litres of oil will come out by removing the valve body cover!!! So have a drain pan ready. I recommend draining the gearbox via the drain plug in the bottom of the gearbox using a clean oil pan. Carefully drain the pan and inspect for metal fragments in the bottom of the pan. I will cover draining and filling the gearbox in another post. NOTE; stuck to the INSIDE of the cover will be 2 bar magnets. They can be pulled off the cover for cleaning. If there is a lot of metal stuck to these magnets you may consider cleaning the valve body and particularly the plastic filter inside the secondary valve body. If there is a light film of metal (looks like a grey slurry), I wouldn't worry about cleaning. If they look like porcupines...and the gearbox performance is bad, there may be damage to the gearbox that replacing the valves might not fix!



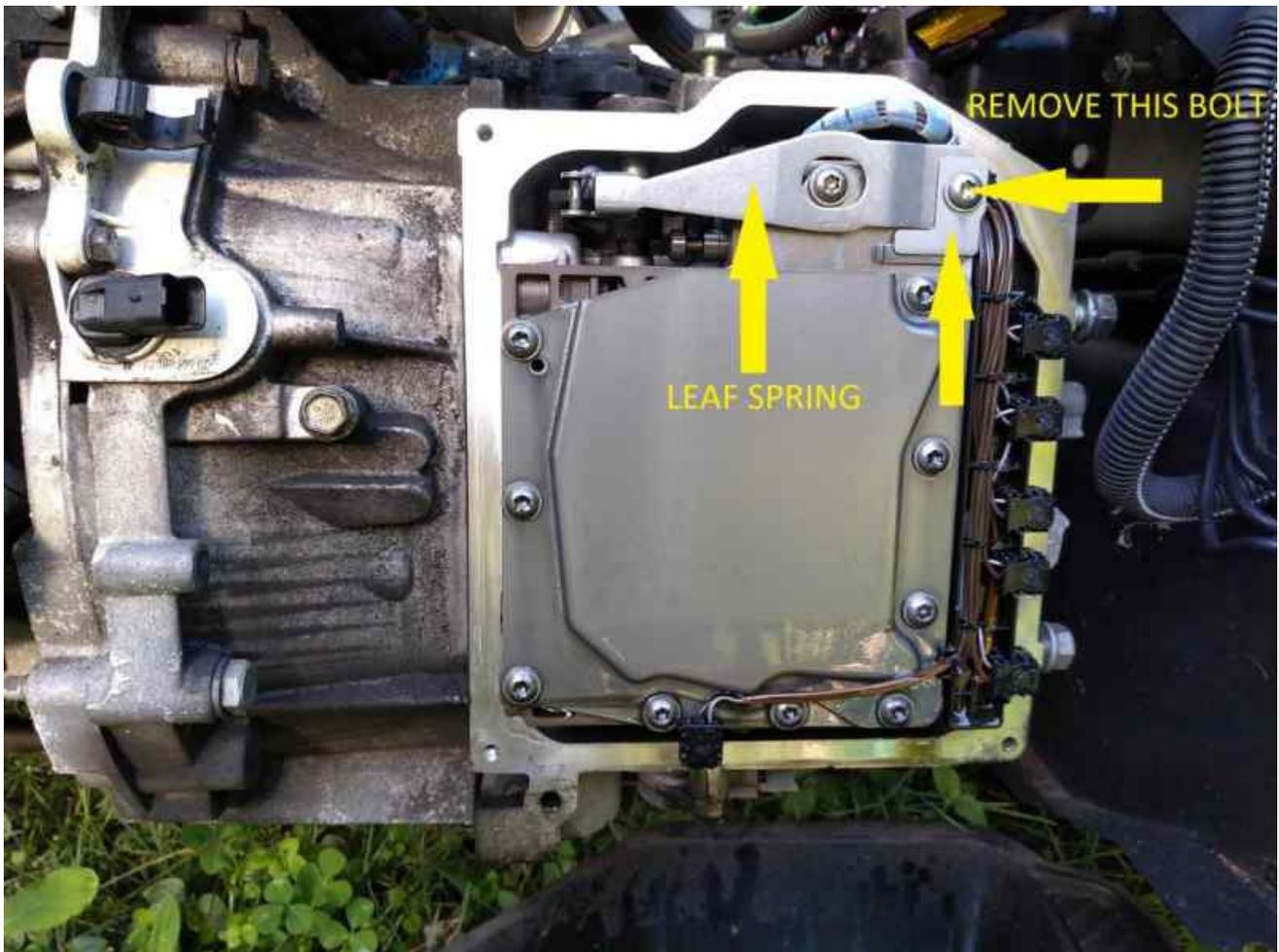


I think we are getting somewhere now!

Remove the six visible electrical connectors from the electro-valves. They are tight but there is only lugs holding them to the electro-valve connectors, no clips.

You can see 3 torx head bolts on one side and 4 on the other holding a cover on the valve body in place. These 7 bolts also hold the valve body onto the transmission.

There is a better view of the particular bolts I am talking about in the next post.



Remove the single bolt indicated in the photo. You can remove the bolt when the valve body is on the car or off the car (now or later). The bolt, the leaf spring and the 'L' shaped washer will then come off the valve body.

Later on, the leaf spring can ONLY be installed when the whole valve body is installed on the car because it needs to be aligned AND you need to remove it to install the new electro-valves. So, yes, you do have to take the leaf spring off!

End of part1. I will break this post in two to make it a bit more consumable. Stay tuned...



My Name: [Ozvt](#)



Posts: 905

Joined: Wed Jul 10, 2019 4:31 am

Model: C3 2002-2005, Original shape model

Year: 2003 (53)

Engine Size: 1.4 (8v)

Fuel Type: Petrol

Mileage: 80000

Trim Level: Other

Gearbox: Automatic PRND

DPF: No

LHD or RHD: RHD

Engine name: TU3 (75 PS)

Location: Brisbane, Australia.

Has thanked: [35 times](#)

Been thanked: [237 times](#)

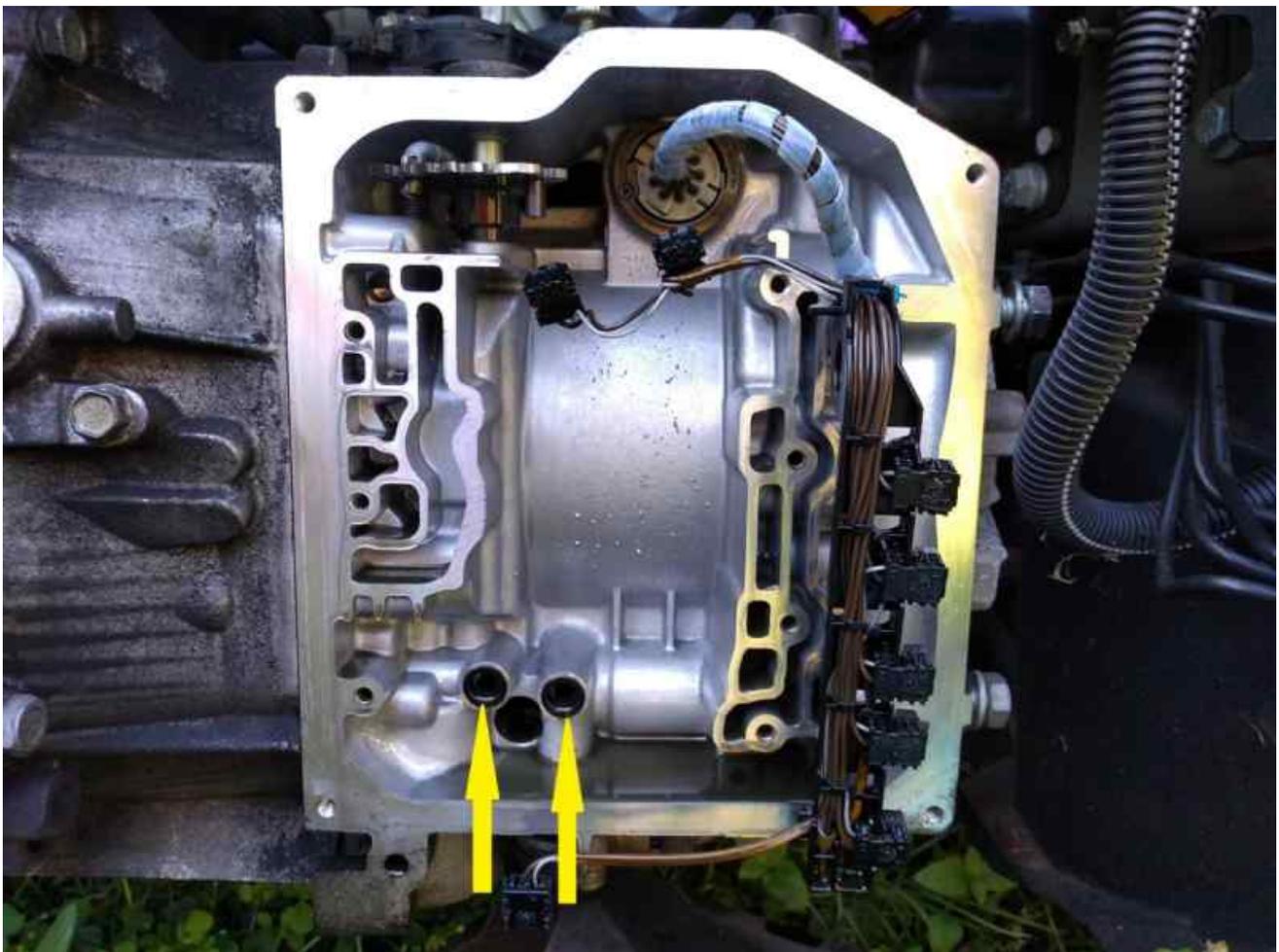
[Tue Aug 31, 2021 12:08 pm](#)



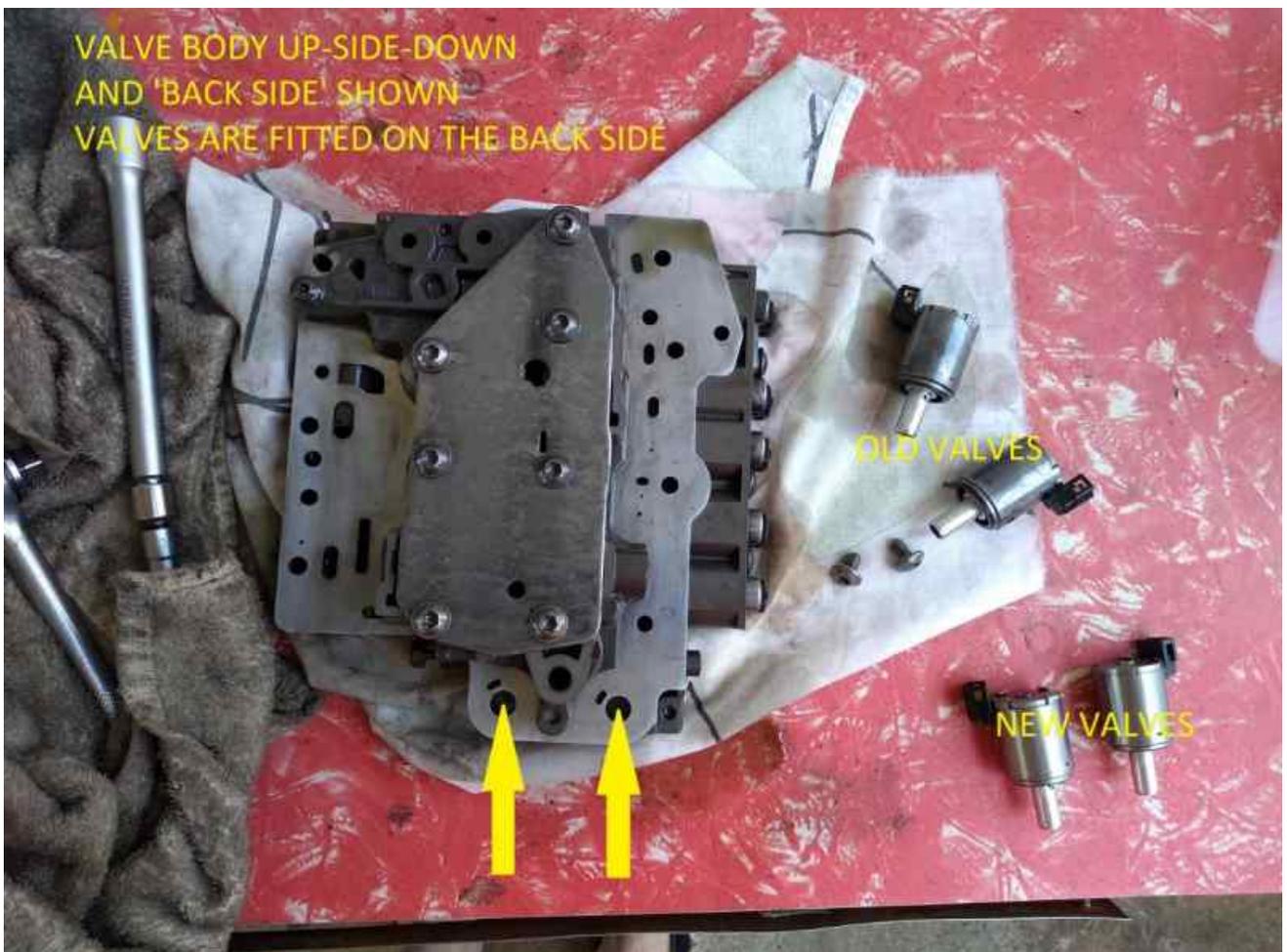
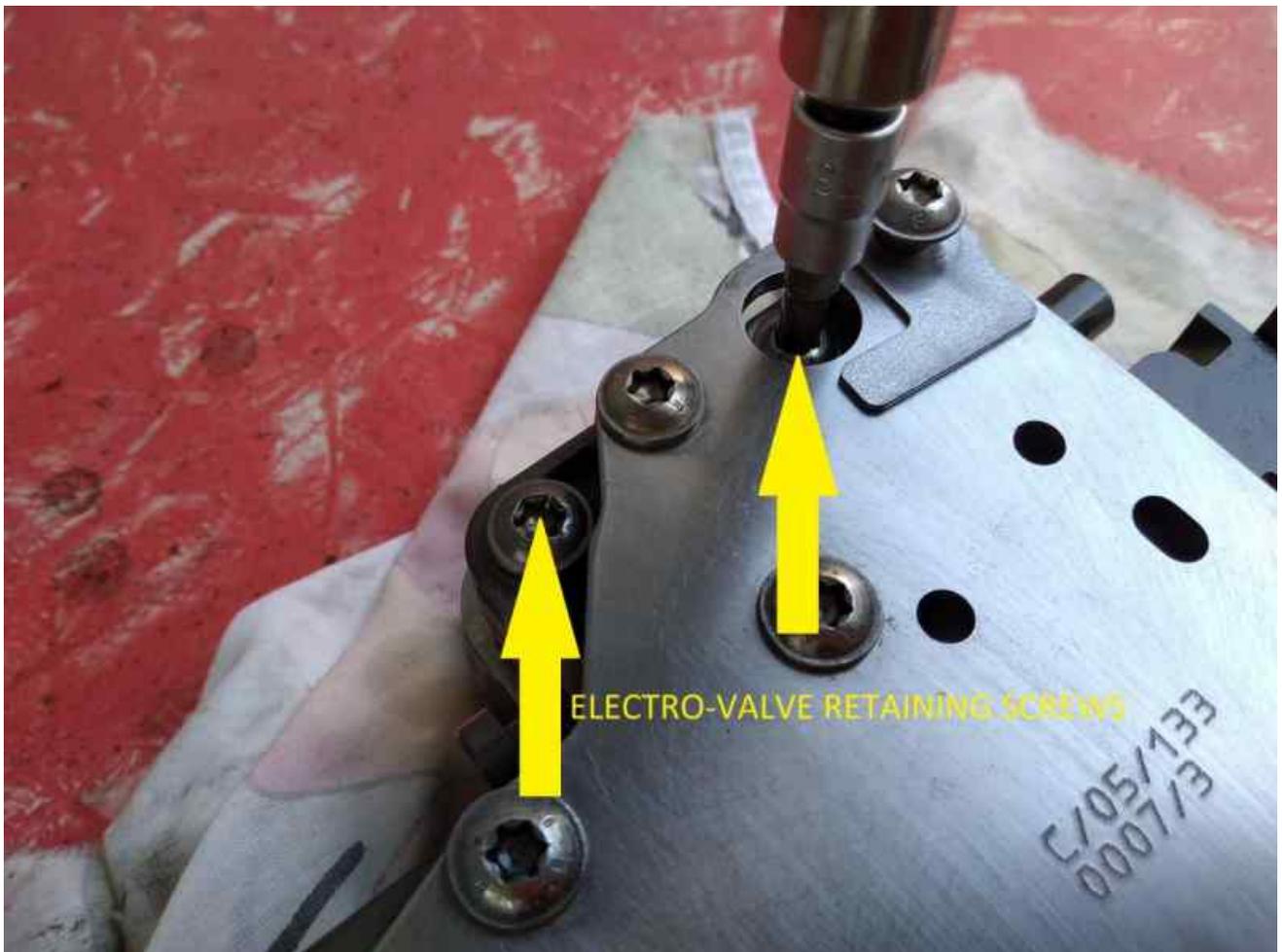
There are 7 screws holding a plate and the whole valve body to the transmission. I have numbered the screws for later notation but you can remove them in any order. You will need to support the valve body when you are removing the last screws as there are no pins or guides holding the valve body, just the screws.

There are 2 more connectors on 2 more electro-valves on the back side of valve body. Don't forget these before you attempt to remove the valve body completely from the transmission.

Now, remember the manual valve I was so adamant about before? Well now you have to deal with it! It can slide completely out of the valve body, there is nothing holding it in! If you refer back to the very first picture you will see what I am talking about.



Note that there are 2 oil seals in the bottom of the transmission. Don't loose them or damage them. Officially these should be replaced but if they still sit proud of the casting they should still be good to re-use.



The two valves we will be replacing are the valves connected to the last 2 connectors you just undid. The ones at the top, on the back of the valve body. You will also notice that these are the only 2 that are that particular shape . The other 6 are a slightly different shape. Remove them by unscrewing the torx screws on the front of the valve body. Note; the seals on the face of the old valves might stick to the valve body, remove the old seals. The new valves will already have seals installed. If your research has indicated that you need to replace the selector valves (the 'other' 6 electro-valves), then the valves are held in place by torx screws between each of the valves.

Note that there are NO locating lugs or pins! The valves can be located in any direction, HOWEVER they will be mounted with the electrical connectors upper most! The valve retaining screws are torqued to 9 Newton Metres.

A note here on cleaning the valve body. There are a lot of videos on youtube showing how to disassemble and clean the valve body. You could strip down and clean the valve body with spray parts cleaner, brake cleaner or whatever! However in my opinion you risk dislodging particles and blocking fine galleries. There are check valves, sliders and springs that have been installed and adjusted to produce specific pressures JUST AS IT IS. So you run the risk of upsetting these adjustments.