

Transmission Resistor Replacement

Pictures and directions by **sperry** and edited by **ensteele**

This is how the transmission resistor can be replaced for a total cost of about \$2.00. The resistor is found mounted in the engine bay along side of the battery.



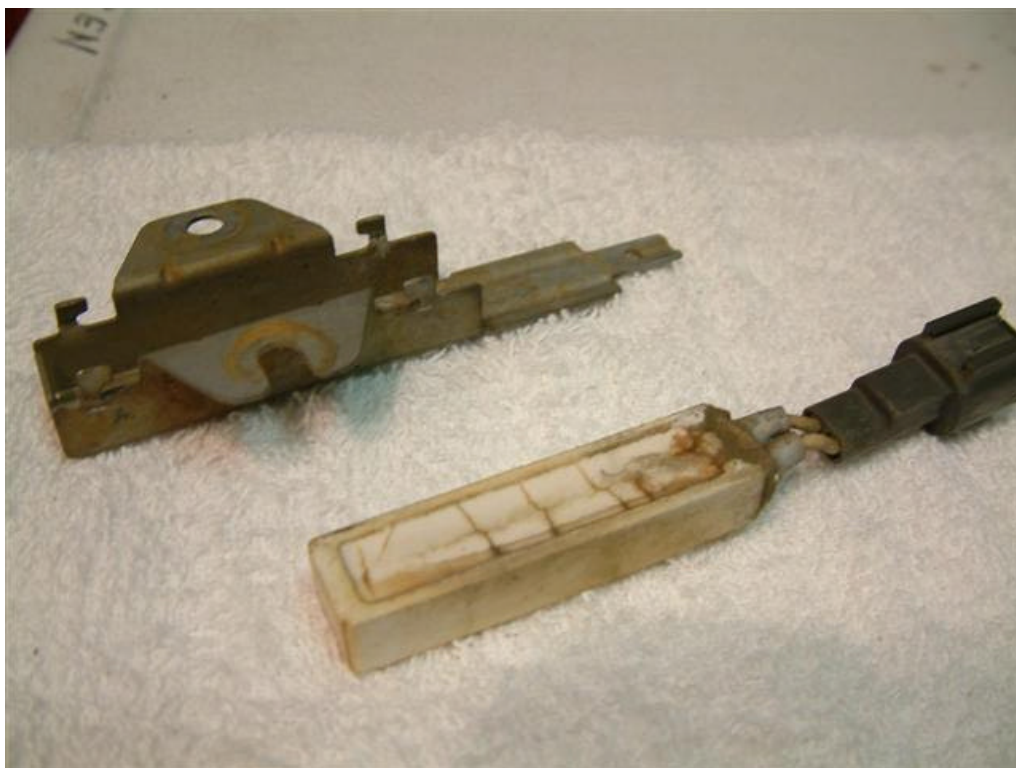
You may want to remove the battery first to have more room to work. Remove the two bolts that hold the resistor in place with a 10mm socket and disconnect it from the plug.



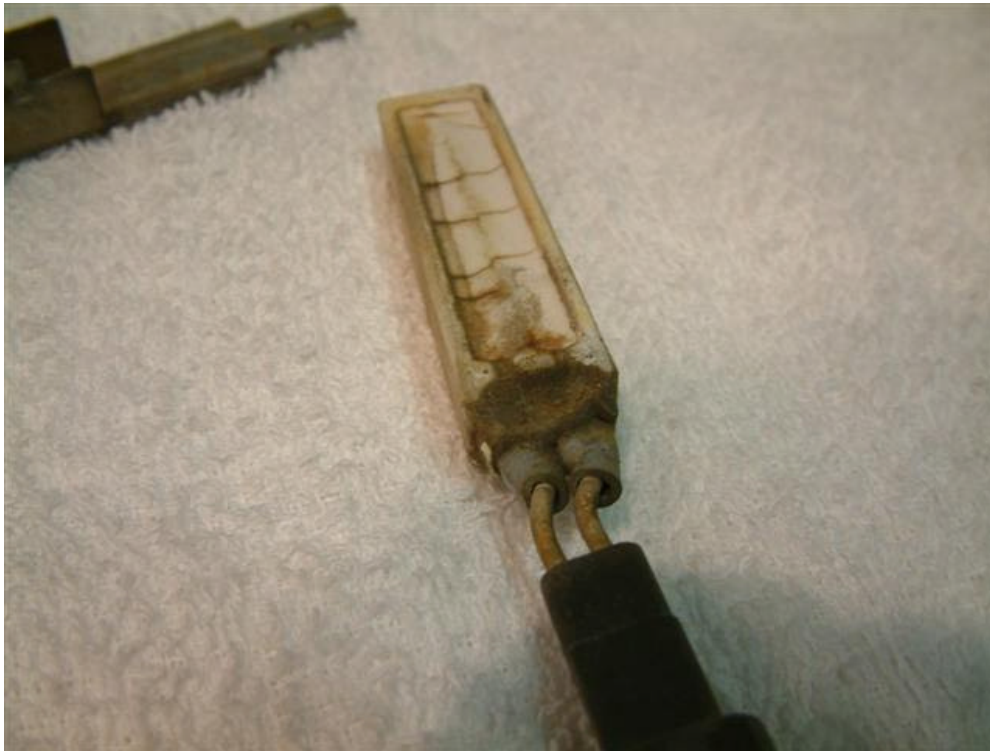
Use a pair of pliers to bend the tabs back and remove the resistor from the bracket.



The next picture shows the resistor out of the metal bracket.



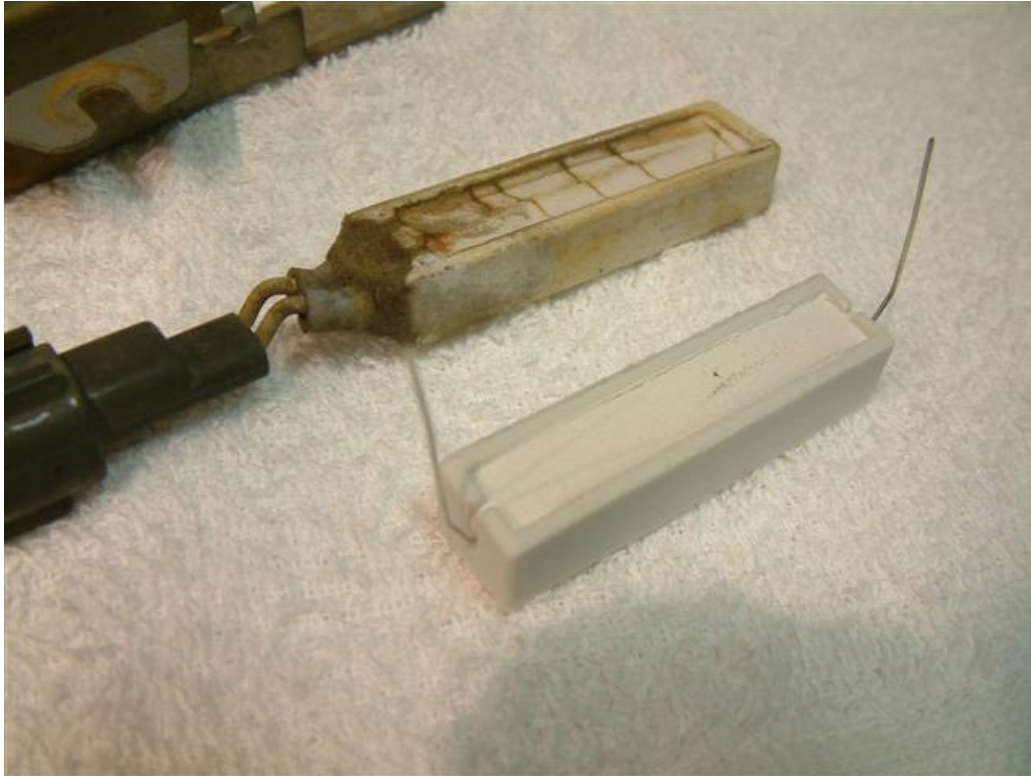
You can see that the old resistor is shows extreme wear. When this resistor was checked with a meter, it showed an open connection!



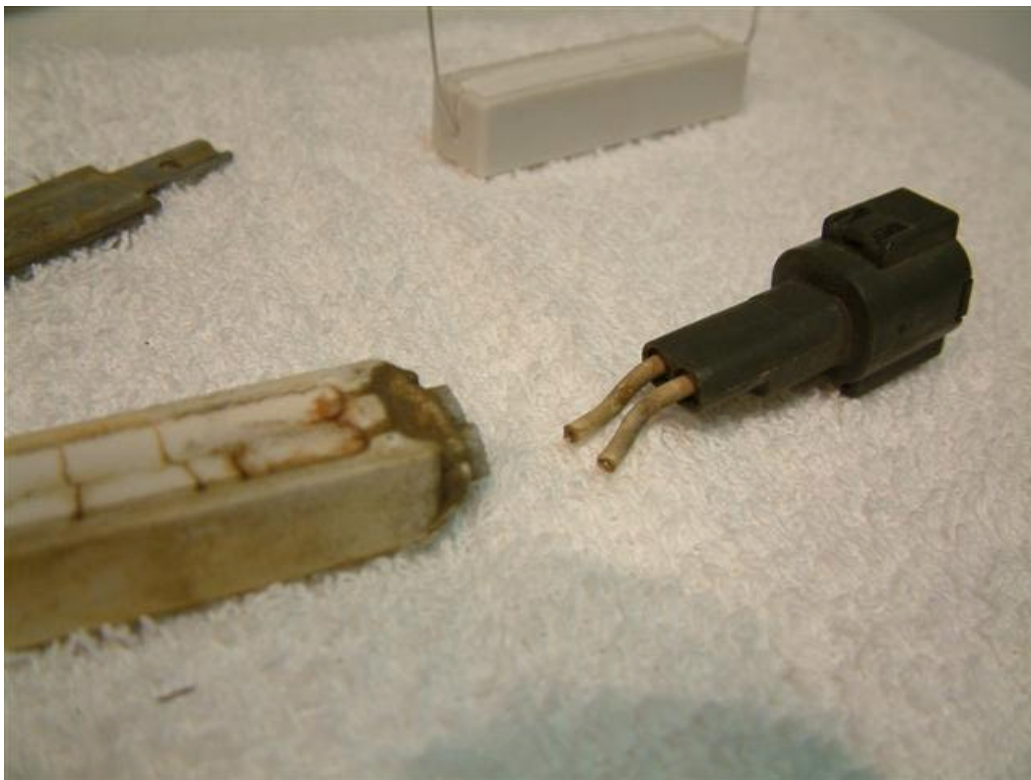
Here's the old resistor next to the 25W - 150hm replacement with the bracket off to the left side.



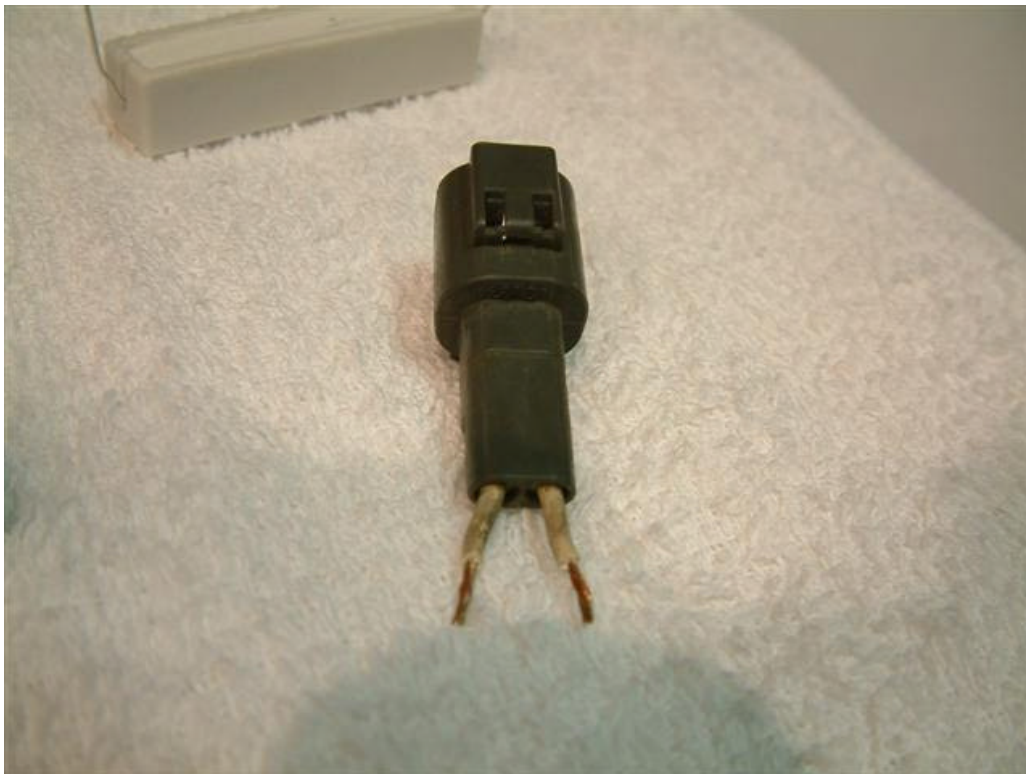
Here is another picture of the old and new resistor. Note the different types of wires attached to both.



The next step is to salvage the OEM plug by cutting the wires as close to the resistor as possible, then stripping the wires.



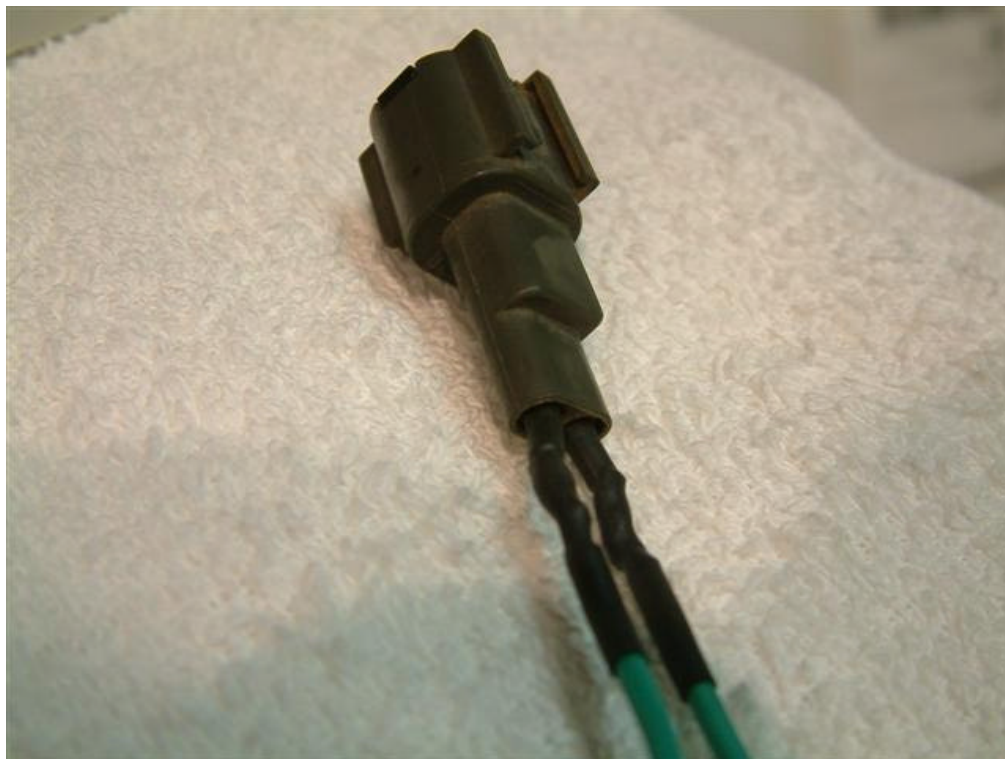
The OEM plug is cut and the wires are stripped so they can be attached to other wires.



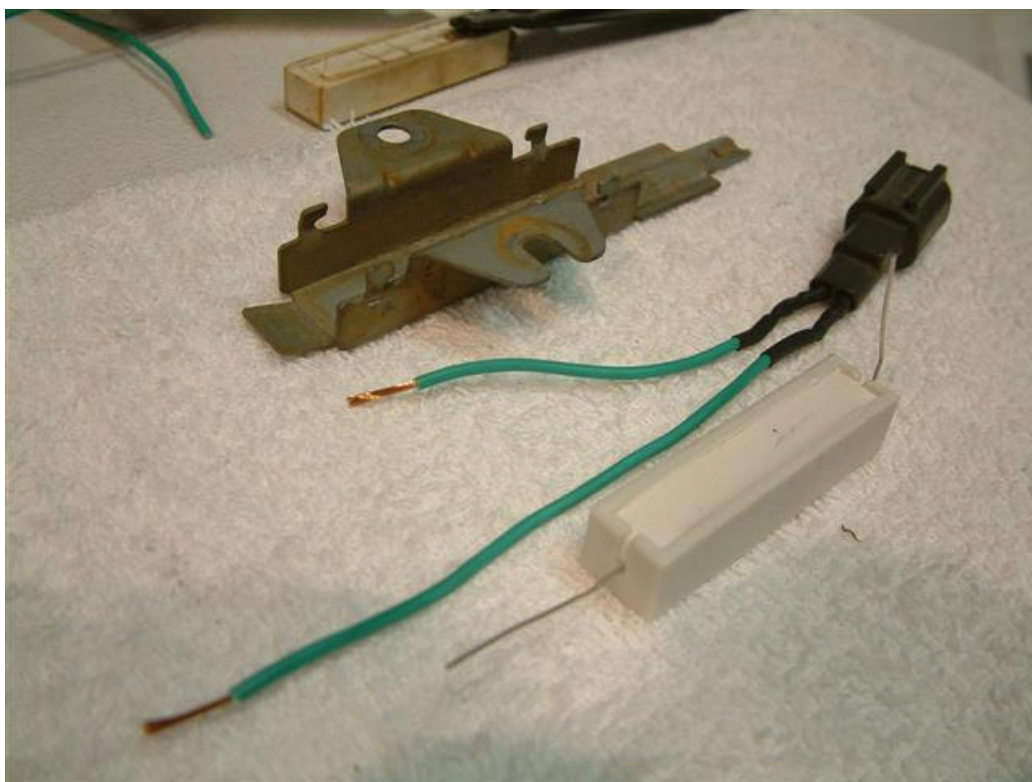
The next step is to solder some new wires to it and it will be helpful to use longer wires than necessary. If this should have to be re-repaired, there will be enough wire for the job, and shrink-wrap can be used instead of electrical tape over the soldered connections.



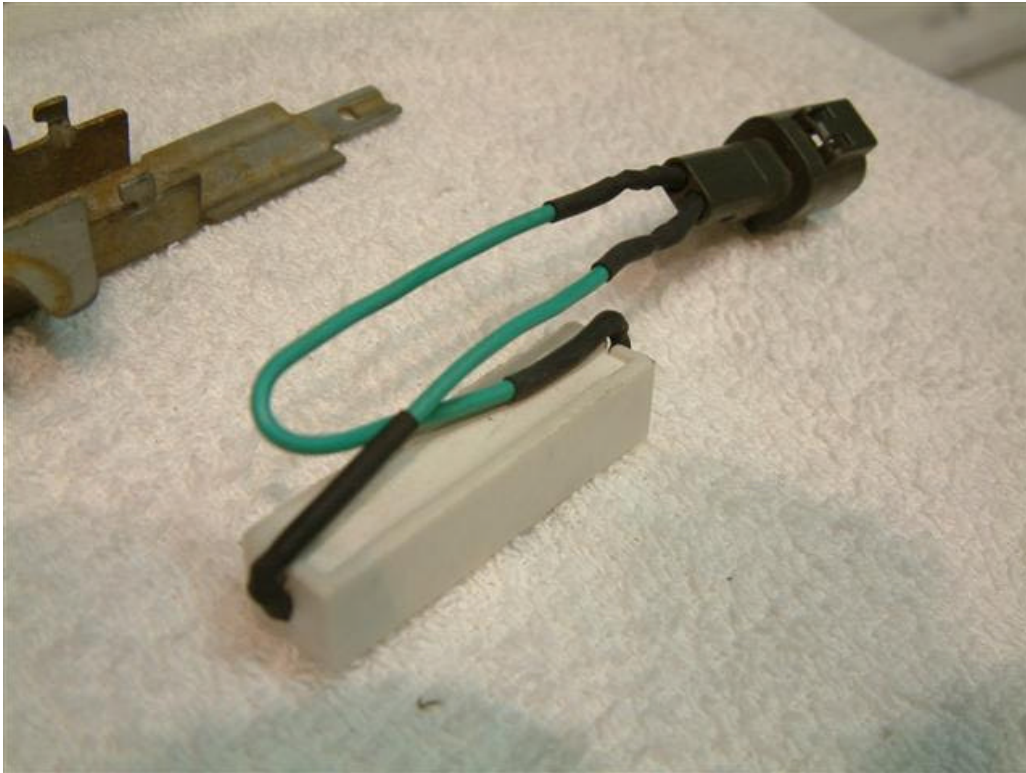
Shrink wrap is then applied to the soldered connections.



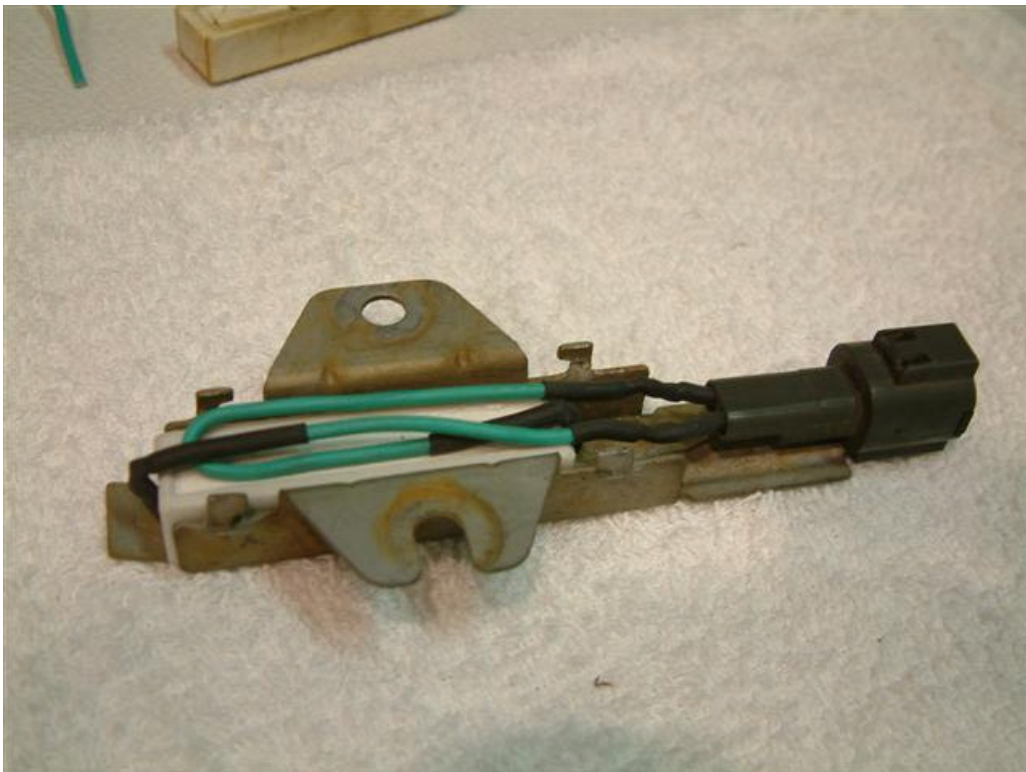
Cut and strip the new wires to match the length of the resistor and the bracket.



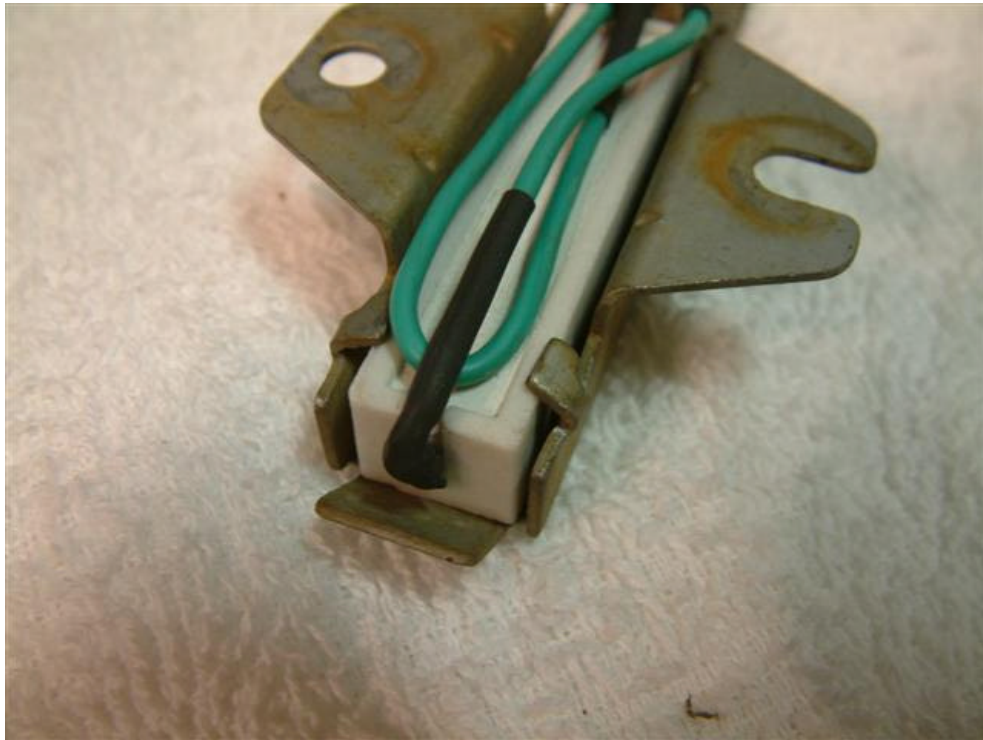
Solder the new wires to the wires on the resistor and cover the joints with shrink tubing.



Put the rewired resistor back into the bracket.



Fold the tabs down to hold the resistor in place. The new resistor is a bit smaller than the old one, but it seems to be held as well as the old one. Note that the forward-most tabs are bent down a little bit further than they used to be.



Now it is ready to be reinstalled in the car. Remember to use a little silicone grease to protect the connector from corrosion!

