

COMPLAINT

SECONDARY COMPLAINTS

Loss of 3rd, 4th and 5th gear, no TCC apply

- Low line pressure • Delayed forward • 2-3 flare upshifts • 5th gear only condition

CAUSE

The OEM steel valve results in excessive clearance during hot operation and frequently sticks when cold. Bore wear can reduce available solenoid modulator pressure, resulting in delayed forward, flare on 2-3, TCC slippage or soft shifts overall. Bore wear at the inboard end results in excess solenoid pressure, improper gear or harsh shifts.

CORRECTION

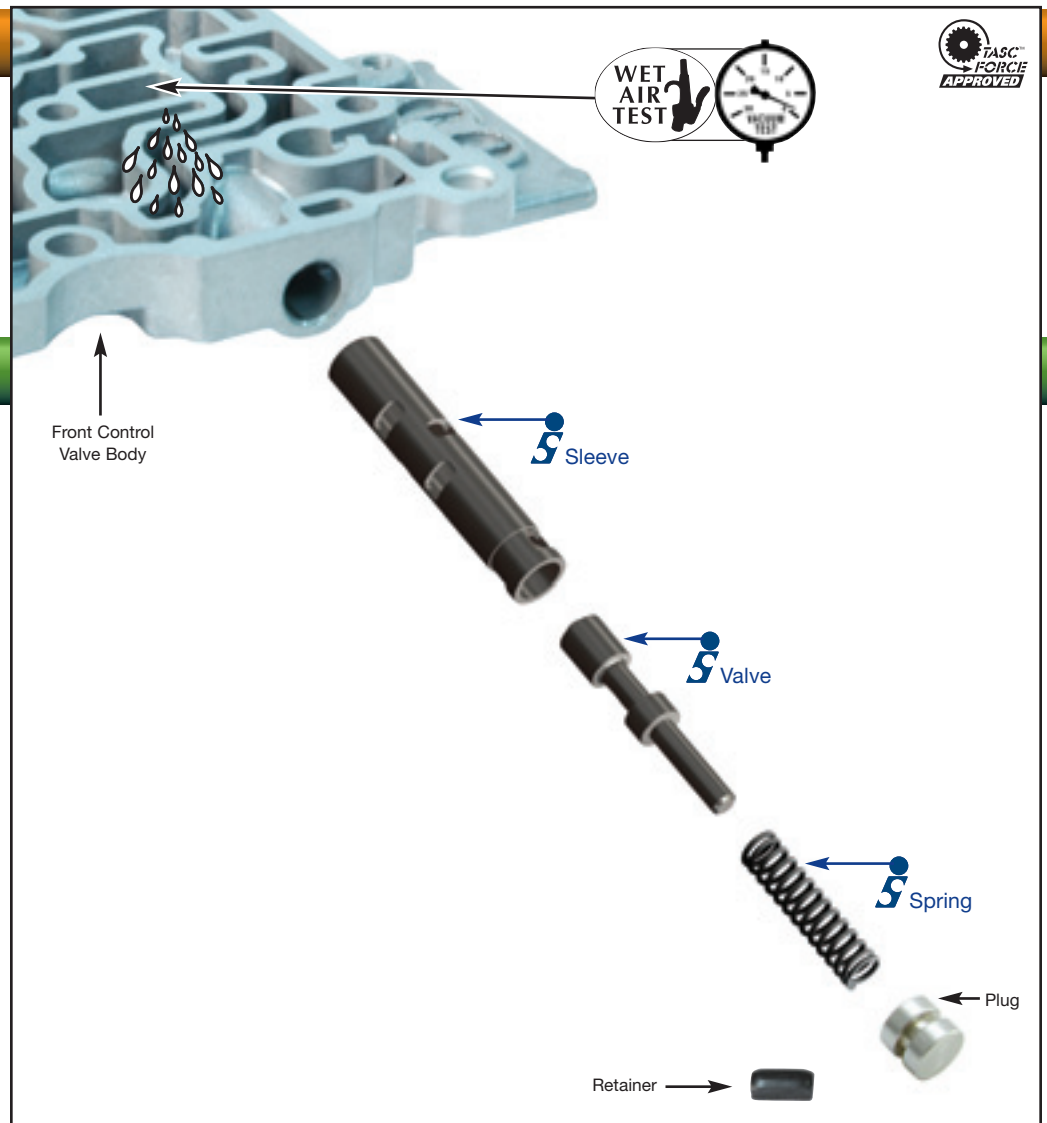
The steel drop-in-place capsule contains a tightly toleranced sleeve and valve designed to prevent wear and re-establish correct hydraulic clearances and valve operation without the need to oversize the existing cast bore.

Solenoid Modulator Valve Capsule

59947-09K

- 1 Solenoid Modulator Valve
- 1 Solenoid Modulator Sleeve
- 1 Solenoid Modulator Spring
- 3 Orifice Plugs not shown

Note: Also fits AW55-51SN, AF 23/33 and RE5F22A units.



Features & Benefits

- Capsule is a drop-in-place fix, requiring no tooling.
- Case-hardened steel valve and moderately hard sleeve prevent future wear.
- A replacement spring is included to set the solenoid modulator feed pressure back to OEM specifications.
- Orifice plugs provided for separator plate modification.

You need this if...

A Wet Air Test in the location indicated with the valve blocked inward results in leakage out the neighboring line port, or a vacuum test of the balance port gives less than 18" of vacuum.

For more information on valve body testing procedures, go to www.sonnax.com.