

COMPLAINT

Erratic shift timing, oil leakage

CAUSE

Leaking valve end plugs in pre mid-'83 units, or worn 3-4 shift valve and sleeve in mid-'83 and later units.

CORRECTION

Plugs are manufactured of high-quality aluminum to resist wear. The o-ring on the outside diameter prevents leakage between the plug and the valve body. The medium 3-4 plug is replaced by the 3-4 shift valve assembly after mid-'83.

O-Ringed Valve End Plug Kits

76999-04K Early: Pre mid-'83

- 3 Medium Plugs
- 1 Small Plug
- 8 Small O-Rings

76999-05K Late: Mid-'83 & later

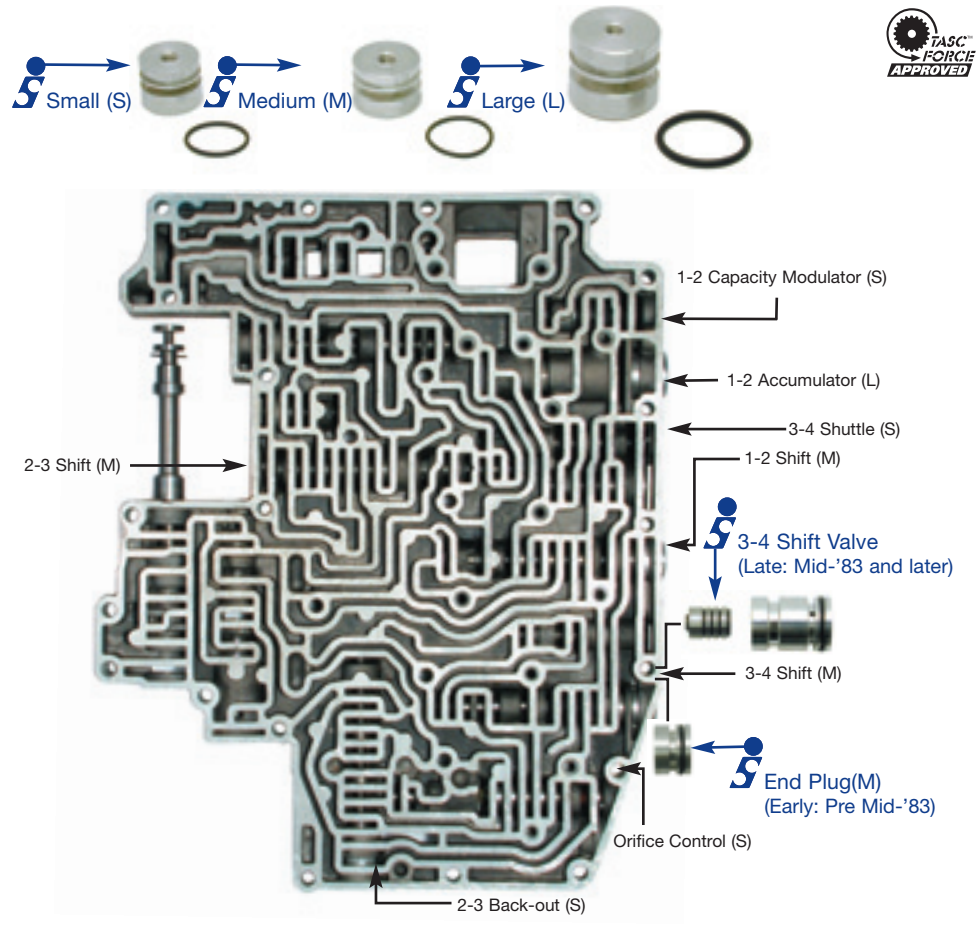
- 1 Small Plug
- 8 Small O-Rings
- 2 Medium Plugs
- 1 3-4 Shift Valve Sleeve Assembly

Note: Patent pending

76999-SML
76999-MED
76999-LRG

Each includes the following:

- 3 Plugs
- 6 O-Rings



Sonnax Part Summary

Vehicles with an AOD transmission often have shift timing complaints due to governor or accumulator oil circuit leakage caused by leaking valve end plugs in the valve body. Most AOD valve assemblies are designed with an end plug to help retain the line-up and seal the circuitry. As these end plugs wear, circuit oil is lost and affects shift timing. Installing Sonnax o-ringed valve end plugs can eliminate this excessive leakage.

Features & Benefits

- Replacement plugs are included for the following valve applications: 1-2 accumulator, 1-2 shift, 2-3 shift, 1-2 capacity modulator, orifice control, O.D. servo regulator, 3-4 shift (plug or sleeve), and either the 3-4 shuttle or 2-3 backout.
- Plugs have been manufactured from of high-quality aluminum designed to resist wear.
- O-ring on the outside diameter prevents leakage between the plug and the valve body.
- Plugs have a standard 8-32 UNC threaded hole for assistance in installation and removal.
- O-ringed plugs are more durable than knurling the O.D. of the original plug.

