

COMPLAINT

SECONDARY COMPLAINT

Delayed engagements, Slipping in forward gears

- Burnt clutches and/or bands

CAUSE

Wear at the cast aluminum accumulator bores by the steel pistons allows apply oil to exhaust.

CORRECTION

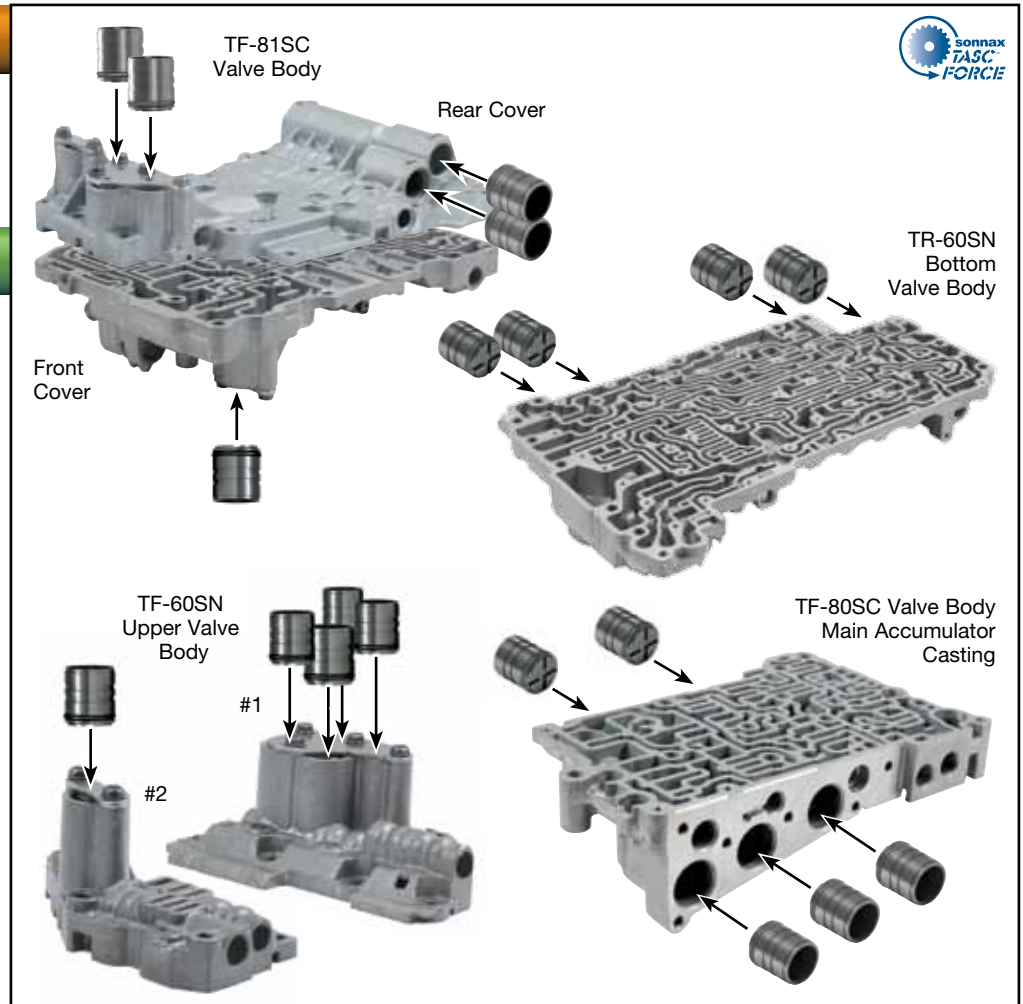
The Sonnax accumulator piston incorporates an O-ring for positive sealing and annular grooves for better centering and wear prevention.

Accumulator Piston Kit

15741-14K

- Accumulator Piston
- O-Ring

NOTE: Fits Volvo (AM6), Opel (AF40), Peugeot (TF80), Saab (AF40/6), Land Rover (TF80), Ford (AF21), Mazda (AW6A-EL), BMW (6F21WA) & VW/Audi (09G, 09K, 09M, 09D).



Wear at the multiple accumulator bores on TF-80/81SC, TF-60SN and TR-60SN units is very common. At the clutch and band locations, wear allows component apply oil to exhaust, resulting in delayed engagements, slipping shifts, and burnt clutches and bands. Wear at the line pressure accumulator allows throttle signal oil leakage, which can result in reduced line pressure.

The Sonnax accumulator piston kit **15741-14K** incorporates an O-ring for positive sealing and annular grooves for better centering and wear prevention. This kit fits in several locations throughout the valve bodies as shown above.

You need this if...

Visual inspection of the bore often shows shiny patches of wear. If wear is visible, perform a wet air or vacuum test in the necessary locations as shown. Vacuum test must hold a minimum of 18".

