

## COMPLAINT

### SECONDARY COMPLAINTS

## Flare upshifts or downshift bind-ups

- Excessive clutch overlap and clutch distress
- Pressure control “out of range” codes

## CAUSE

The K1 clutch control valve provides source pressure for control of clutch apply and release. Responding to TCU and the linear solenoid, the K1 control valve will establish control timing of apply and release relative to engine torque. Bore wear can cause either an overlap, bind-up or premature exhausting of clutch pressure, resulting in a flare shift.

## CORRECTION

The Sonnax wear-resistant sleeve and valve correct circuit pressure loss and restore control timing of the K1 clutch control valve.

## K1 Clutch Control Valve Kit

### 25741-25K

- K1 Clutch Control Sleeve
- K1 Clutch Control Valve
- Spring



**NOTE:** Also fits VW/Audi 09D.

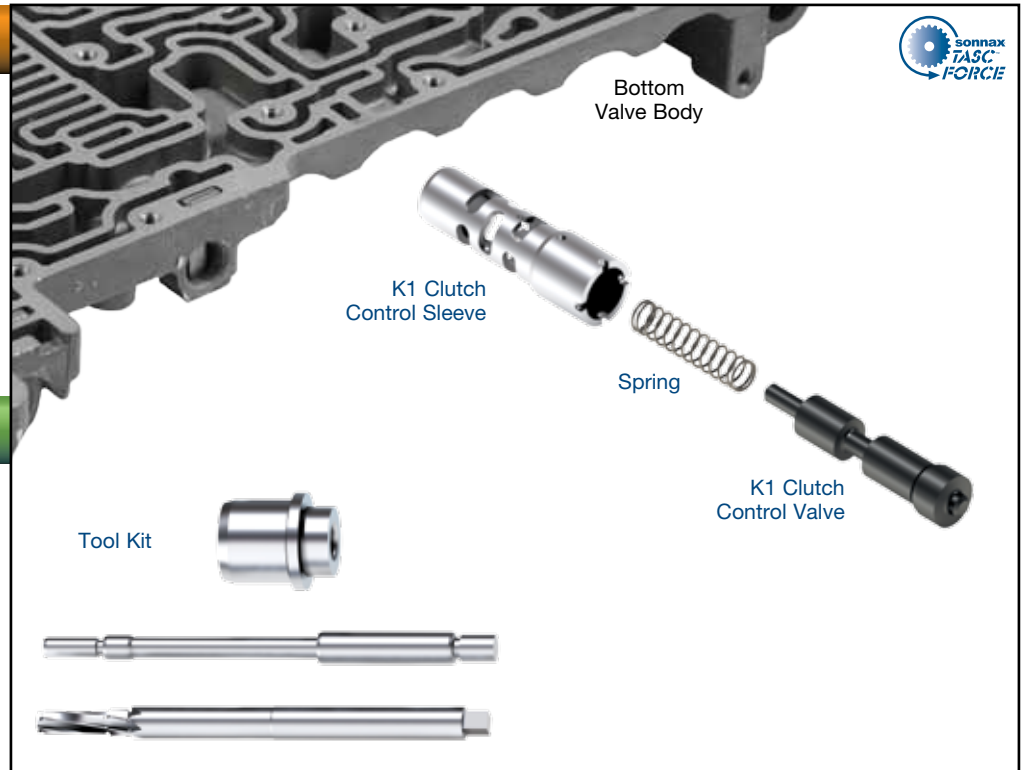
## Tool Kit

### F-25741-TL25

- Reamer
- Reamer Jig
- Guide Pin



**NOTE:** Sonnax “F-Tool” kits designed to service a specific bore require the VB-FIX, a self-aligning valve body reaming fixture. More information and instructions are available at [www.sonnax.com](http://www.sonnax.com).



Bore wear at the K1 clutch control results in delayed engagement into drive, flare on 4-5 upshift and harsh 5-4 coast downshift. This bore wear will cause a clutch overlap condition (bind-up) or premature exhaust of clutch pressure (flare). Installing the Sonnax K1 clutch control valve kit 25741-25K will correct source pressure and clutch control timing.

### Features & Benefits

- The hard-coat anodized aluminum valve resists wear and fits more tightly in the sleeve bore than OE for better sealing
- The tuned spring is included to maintain OE operating pressures with the new valve

### You need this if...

A vacuum test at the indicated ports fails to yield 18 in.-hg or greater, or if visual wear is detected.

