

A- & B-trim Valves & Springs & F-trim Spring

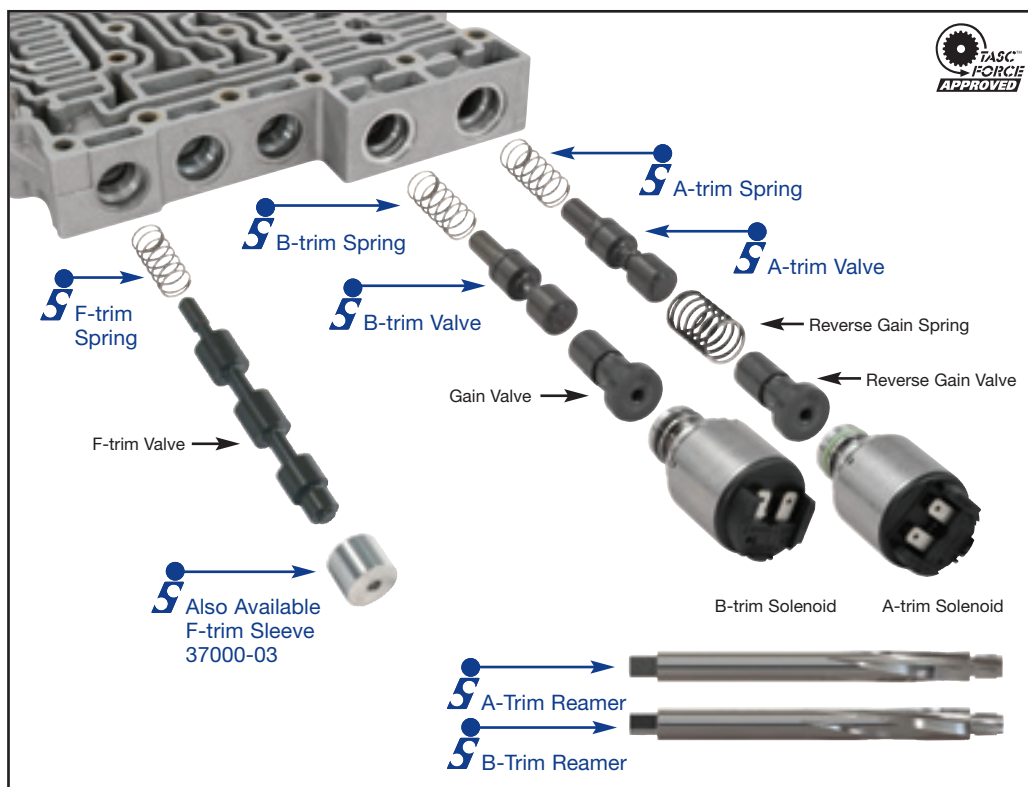
37000-12K

1 A-trim Valve & Spring
1 B-trim Valve & Spring
1 F-trim Spring

37000-TL12

1 A-trim Reamer
1 B-trim Reamer

Note: The F-trim sleeve, valve and spring illustrated are applicable to '04 and earlier valve body casting. All F-trim components are different in the later application, identified by the larger high frequency TCC solenoid. A-B trim valve update is applicable to all designs.



Service suggestions:

Replace the original F-trim/TCC solenoid with a new OEM solenoid (p/n 24212690) and update the F-trim and sleeve with the Sonnax **37000-03** kit.

Replace the external spin-on filter (p/n 29539579) and clean the reusable magnet.

Increase the fluid capacity and use a deep pan filter (OEM deep filter p/n 29537966. 2000 Series deep pan p/n 29536522).

Note: The added flow of new filters and a full synthetic fluid will affect adapts.

Firmness decreases to normal/soft after two to three cold engagements.

This is normal for OEM, but will be more pronounced with this alteration. These units require synthetic ATF, which is the OEM fluid.

Tow haul mode: (after completion of adaptive relearning process):

Upshifts will feel later and firmer than OEM. This is because the pressure is higher, the shift is shorter and adapts place it later. TCC will be later and noticeable. Engine braking is significant on deceleration with or without brake pedal use first.

Driveability affects after adaptive relearn:

Shifts will be noticeably shorter and firmer than OEM.

Deceleration will remain with noticeable increase in engine braking.

Cold weather engagements, 20 degrees F:

First forward and reverse will be firm.