

COMPLAINT

SECONDARY COMPLAINTS

Harsh downshifts, RPM surging on coast or light acceleration

- Overheated fluid • Converter apply/release complaints • Converter slip codes

CAUSE

Bore wear at the TCC control valve and/or sleeve results in the converter remaining applied and transferring the shift shock. Loss of control also results in RPM fluctuation.

CORRECTION

Ream the valve bore and install the Sonnax improved valve and sleeve assembly and calibrated spring.

Lockup Clutch Control Valve Kit

15741-29K

- 1 Lockup Clutch Control Valve
- 1 Lockup Clutch Control Sleeve
- 1 Valve Cap
- 1 Spring
- 1 Spacer
- 1 Plunger Valve
- 1 Plunger Sleeve



F-15741-TL29

- 1 Reamer Jig
- 1 Guide Pin
- 1 Reamer

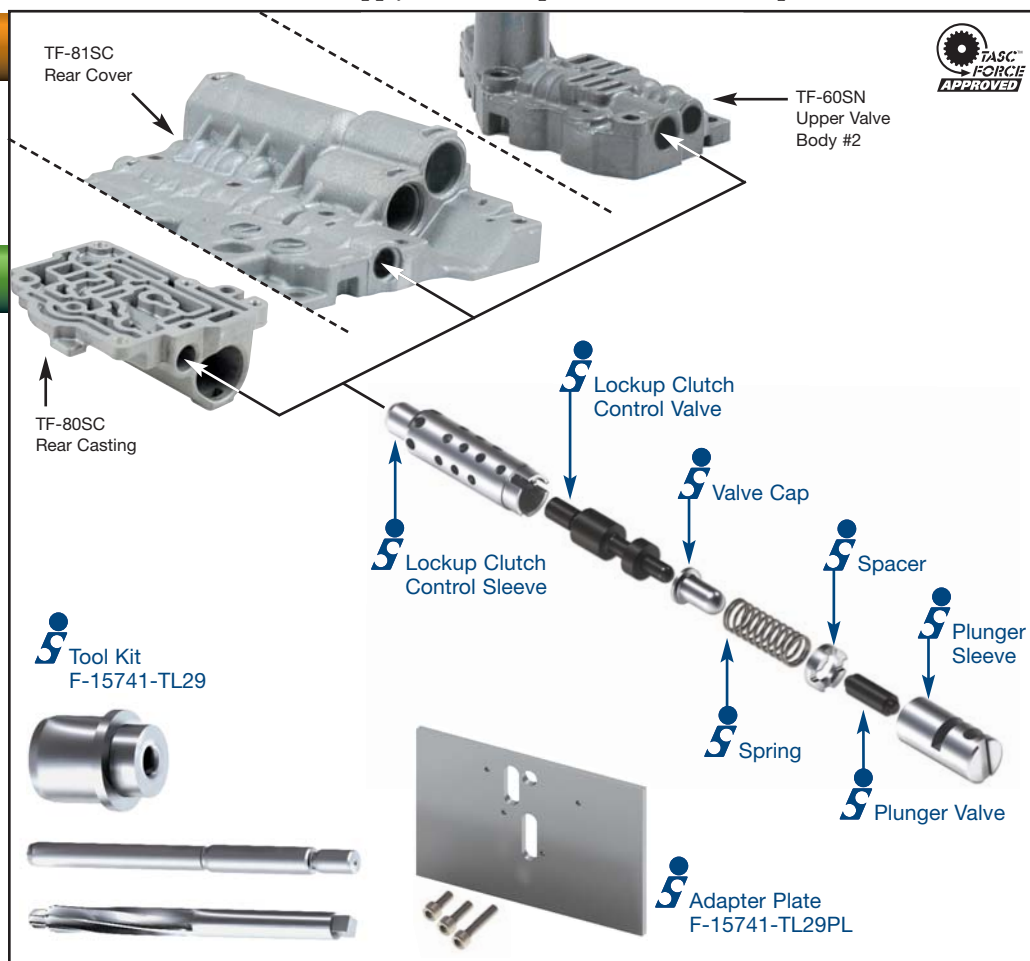


Required for reaming TF-80SC & TF-60SN

F-15741-TL29PL

- 1 Adapter Plate
- 3 Assorted Screws

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).



Features & Benefits

- Allows salvage of previously non-repairable worn valve bodies and avoids searching for and/or purchasing expensive replacement valve bodies.
- Highly wear resistant sleeves provide additional support to the lockup and lockup plunger valves.
- Hard-coat anodized aluminum valves are wear-resistant and have more sealing contact with bore than OEM to minimize leakage.
- New spring maintains OE operating pressures and valve timing.

You need this if...

Either a Wet Air Test or a Vacuum Test in the locations shown, result in leakage. A vacuum test must hold a minimum of 18".

