

Part Summary Data Sheet

Aisin AW TR-60SN

PART NUMBERS 25741-05K, F-25741-TL5

COMPLAINT

SECONDARY COMPLAINTS

K2: Flare upshifts/downshift B1: Harsh downshifts

K2: • Bindup • Excess clutch overlap

B1: • Flare on 1-2, 2-3, 5-6 upshift • Brake distress

CAUSE

The K2 clutch control valve provides source pressure for control of clutch (band) apply and release. Responding to TCU and the linear solenoid, the valve establishes control timing of apply and release relative to engine torque. Bore wear causes an overlap or premature exhaust of clutch pressure.

Wear at the B1 brake control valve bore affects apply and release rate.

CORRECTION

Either circuit can be repaired to restore the intended control oil pressure and eliminate shift complaints, by installing this Sonnax kit.

K2 Clutch/B1 Brake Control Valve Kit

25741-05K

- K2 Clutch/B1 Brake Control Sleeve
- K2 Clutch/B1 Brake Control Valve
- Spring

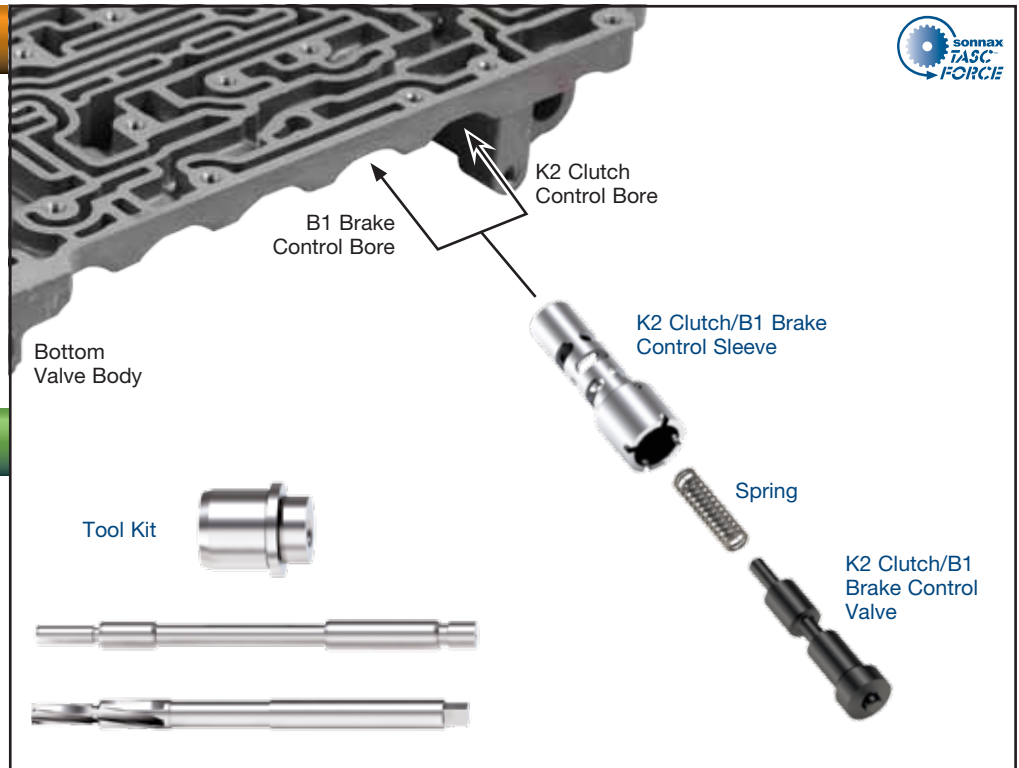
NOTE: Also fits VW/Audi 09D.

Tool Kit

F-25741-TL5

- 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.



Aisin AW TR-60SN transmissions may exhibit flare upshifts and/or downshifts due to wear in the K2 clutch control bore. Release and apply timing issues and pressure control "out of range" codes are not uncommon to this unit as well. Wear in the B1 brake control circuit may cause harsh downshifts and/or flare upshifts. Drivability issues also may occur with the change of the vehicle operating temperatures. The Sonnax K2 clutch/B1 brake control valve kit **25741-05K** re-establishes accurate clutch or brake control oil pressure and eliminates shift complaints associated with either circuit. With the improved materials and valve support, service life can be extended beyond that of the OE casting.

Features & Benefits

- Highly wear-resistant sleeve provides additional support to the control valve
- Hard-coat anodized aluminum valve is wear-resistant and has more sealing contact with bore than OE to minimize leakage
- Spring maintains OE operating pressures

You need this if...

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

