

COMPLAINT

SECONDARY COMPLAINT

Delayed engagements, Slipping in forward gears

- Burned clutches and/or bands

CAUSE

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

CORRECTION

The drop-in replacement anodized aluminum Sonnax accumulator pistons incorporate an o-ring for positive sealing and annular grooves for better centering and wear prevention.

Clutch/Band/Line Accumulator Piston Kit

15741-14K

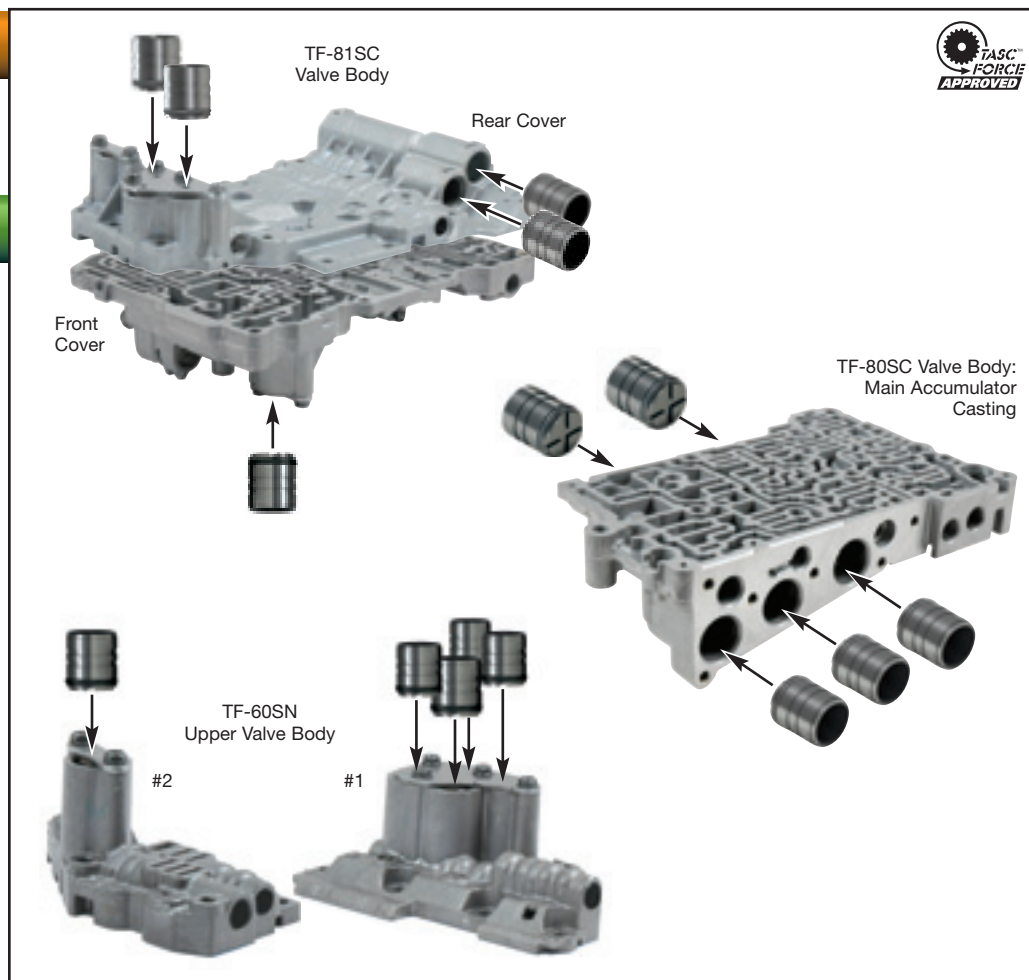
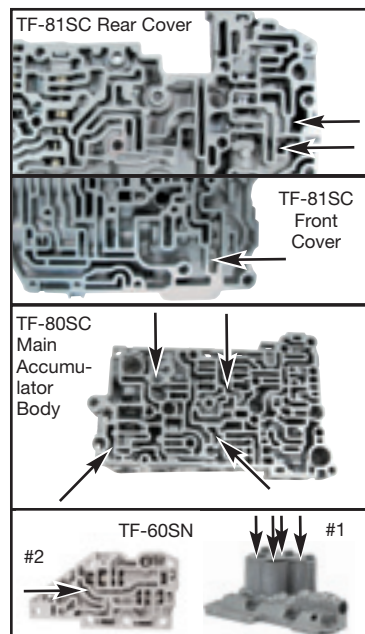
Five Locations

1 Accumulator Piston
1 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).

Wet Air Test Locations:

If no WAT is given, it's best to ID wear visually.



Part Summary

Wear at the multiple accumulator bores on these various units is very common. At the clutch and band locations, wear allows component apply oil to exhaust, resulting in delayed engagements, slipping shifts, and burned clutches and bands. Wear at the line pressure accumulator allows throttle signal oil leakage, which can result in reduced line pressure. The Sonnax accumulator pistons incorporate an o-ring for positive sealing and annular grooves for better centering and wear prevention.

Features & Benefits

- Drop-in replacement pistons – no special tools required.
- Pistons incorporate an o-ring for positive sealing, even on worn bores.
- Annular grooves added for better piston centering & wear prevention.
- Anodized aluminum piston reduces future wear & eliminates thermal expansion related leakage.

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".