

COMPLAINT

SECONDARY COMPLAINTS

Delayed engagement, lube failures

• Converter bushing failure • Pressure regulator buzz

CAUSE

Poor converter line feed pressure causes delayed engagement, pump bushing and lube failure.

CORRECTION

Install this steel valve for improved stability. Lube regulation improves converter feed at low RPM and high throttle conditions.

Lube Regulated PR Valve

22771A-02K

1 Pressure Regulator Valve

Note: U.S. Patent No. 6,712,726

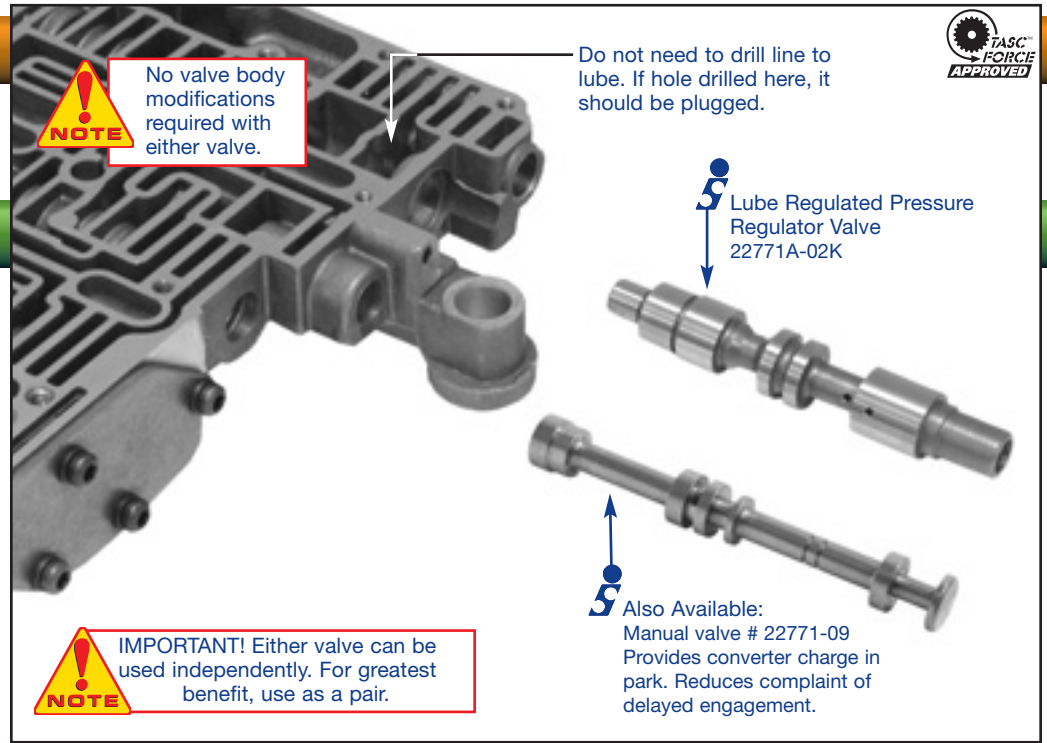
Also Available:

22771-09

1 Manual Valve

Notes: To prevent converter slippage, restricted cooler flow and possible hydraulic noise, remove the cooler line drainback valve.

U.S. Patent No. 6,689,007



Sonnax Part Summary

In Chrysler RWD units, the cooler/converter charge circuit is not opened until the pressure regulator valve moves far enough to flow oil. The industry "fix" of drilling a small orifice between line pressure and cooler circuit ensures fluid to the converter/lube circuit, but the hole also increases the converter drainback problem because ATF can drain out through the orifice when the engine is turned off.

Features & Benefits

- Pressure regulator valve 22771A-02K is designed with an internal check valve that allows oil to flow into the converter charge circuit as soon as vehicle is started.
- Improves converter feed/lube oil flow at critical low RPM and high load conditions.
- With engine off, check valve prevents fluid from draining out of orifice, reducing converter drainback.

Note: Valves are designed for all '94 and later 42-46-47RE Chryslers but can be used in '78 & later RH units and A904 & A727 units with TCC when the original PR valve design matches the Sonnax valve.

Save

\$200 in valve body replacement costs



One-way flow control circuit improves converter feed at idle and under heavy throttle.